General Info

Warsaw, POL
N 52° 09.9' E 20° 58.0' Mag Var: 3.6°E
Elevation: 362'

Public, IFR, Control Tower, Customs, Landing Fee
Fuel: 100LL, Jet A-1
Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+1:00 uses DST

Runway Info

Runway 11-29 9186' x 164' asphalt
Runway 15-33 12106' x 197' asphalt

Runway 11 (110.0°M) TDZE 362'
  Lights: Edge, ALS, Centerline, TDZ
  Stopway Distance 853'
Runway 15 (147.0°M) TDZE 352'
  Lights: Edge, ALS, Centerline
Runway 29 (290.0°M) TDZE 342'
  Lights: Edge, ALS, Centerline
  Displaced Threshold Distance 1640'
  Stopway Distance 492'
Runway 33 (327.0°M) TDZE 354'
  Lights: Edge, ALS, Centerline, TDZ
  Displaced Threshold Distance 2165'

Communications Info

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

Notebook Info

1. GENERAL

1.1. ATIS

ATIS 120.45

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. PREFERENTIAL RUNWAY SYSTEM

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

ARRIVALS

1. RWY 33 2. RWY 11 3. RWY 15 4. RWY 29

DEPARTURES

1. RWY 29 2. RWY 15 3. RWY 33 4. RWY 11

For arrivals and departures noise abatement should not be the determining factor in RWY nomination in the following cases:

- if the RWY is not dry and clear, i.e. it is adversely affected by snow, slush, ice or water, or by mud, rubber, oil or other substances;
- for landing in conditions when the ceiling is lower than 150m/500' above APT elevation;
- for take-off and landing when VIS is less than 1.9km;
- when the cross-wind component, including gusts, exceeds 15 KT;
- when the tail-wind component, including gusts, exceeds 5 KT;
- when wind shear has been reported or forecasted or when thunderstorms are expected to affect the approach or departure.

Exceptions will be granted only in emergency or in order to shorten arrival route.

1.2.2. NIGHT FLYING RESTRICTIONS

Between 2200-0600LT:

- Conducting of test, training and technical flights is prohibited;
- Operation is allowed only for ACFT certified in accordance with Chapters 3, 4, 5 and 10 of ICAO Annex 16, Volume I.

These restrictions are not applicable for emergency flights, SAR flights, air ambulance rescue service, flights connected with public safety, state defense or counteracting natural disasters, flights with heads of state.

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

1.2.3. RUN-UP TESTS

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

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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 N3, L, E3.
RWY 33: TWYs A0, D2, O1, S1, S2 and S3.

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

1.3.4. DEPARTURES

Take-offs will be carried out using mainly RWY 29 or 15. At request of the flight crew or due to important operational reasons TWR may give clearance for take-off from RWY 33 or 11. Take-offs are prohibited if RVR is less than 150m.

1.3.5. OTHER

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

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

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

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1. GENERAL

1.4. TAXI PROCEDURES

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

TWYs A2, A3, A4, A6, A8, M1, L, Z1 and Z2 MAX wingspan 213'/65m.
TWYs E1, E2, F, M2 and M3 MAX wingspan 171'/52m.
TWY A0 between TWYs A1 and A2, TWYs A1, D1, U1, U2, V, Z Orange 1 (ZO1), Z Orange 2 (ZO2), Z Blue 1 (ZB1) and Z Blue 2 (ZB2) MAX wingspan 118'/36m.
TWYs B1 and W MAX wingspan 79'/24m.

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

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

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

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

TWY T MAX fuselage length 164'/50m.

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

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

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

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

1.5. PARKING INFORMATION

Stands 1 thru 24:	- Push-back is mandatory.
Stands 1 thru 24, 31B thru 48, and 91 thru 97:	- Rotation of ACFT is prohibited.
Stands 9 thru 10R:	- Push-back to TWY Z2, Z Orange 2 or Z Blue 2 in accordance with Tower instructions. Crew is obliged to inform the push-back staff which TWY line (color) the ACFT is to be pushed to.
Stands 31B thru 48:	- ACFT not greater than AT72 may be reversed under own power following marshaller's instructions.
Stand 36:	- Taxi out from stand available only into TWY M1 towards TWY Z. Otherwise tow to TWY M1 or push-back to TWY A is required.
Stand 37:	- Taxi out from stand available only into TWY M2 towards TWY E. Otherwise tow to TWY M2 or push-back to TWY A is required.
Stands 44 and 45:	- For ACFT with wingspan above 171'/52m push-back is mandatory.
Stands 61 thru 63:	- Push-back is mandatory for ACFT greater than ATR.
Stand 70:	- Parking of B757/B767 with nose directed towards TWY D by towing car.
Stand 95A:	- Entry under marshaller guidance only.
Stands 1 thru 7 and 9 thru 24:	- Equipped with docking guidance system SAFEDOCK.
Apron 10:	- Available for temporary parking or as a holding bay for ACFT awaiting departure from RWY 29.

1.6. OTHER INFORMATION

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

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

2.1.2. PROCEDURE WHEN CONDUCTING A STAR

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

If a STAR was assigned and acknowledged by air crew, set transponder to 7600, continue with flight plan and assigned STAR. Then execute approach (ILS or VOR) and land. Descending shall be executed in accordance with vertical restrictions specified on chart after 2 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 runway, execute approach (ILS or VOR) and land.

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

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

2.2. SPEED RESTRICTIONS

Speed Adjustments on Approach:

IAS 160 KT when established on ILS 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 OKE (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 M3, where possible as preferred exit.
For RWY 33, use the rapid exit TWYs S1 and S2, where possible as preferred exit.
It is essential to adjust landing roll speed to cross RWY intersection efficiently.

2.6. TAXI PROCEDURES

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

2.7. OTHER INFORMATION

2.7.1. CONTINUOUS DESCENT APPROACH (CDA)

CDA is a recommended ACFT operating technique in which an arriving ACFT descends from an optimal position with minimum thrust and avoids level flight to the extent permitted by the safe operations of the ACFT and in compliance with published procedures and ATC instructions.

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

CDA Technique:
Arrange descent to pass 7000′ AMSL within 25 track miles to touchdown.

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

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

ATC R/T Example at or above 7000′ AMSL:
- 25 track miles to touchdown, when ready descend.
- Expect base leg after/before/between WPT.
- Expect full procedure.

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3. DEPARTURE

3.1. DE-ICING

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

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

When requesting ATC clearance, report the necessity for de-icing to OKECIE Delivery 121.6.

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

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

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

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

ATC is not responsible for de-icing neither 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 completition on the RWY shall be kept to the minimum.

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

3.5. COMMUNICATION FAILURE PROCEDURE

Set transponder to 7600, continue on assigned and acknowledged SID.
After 3 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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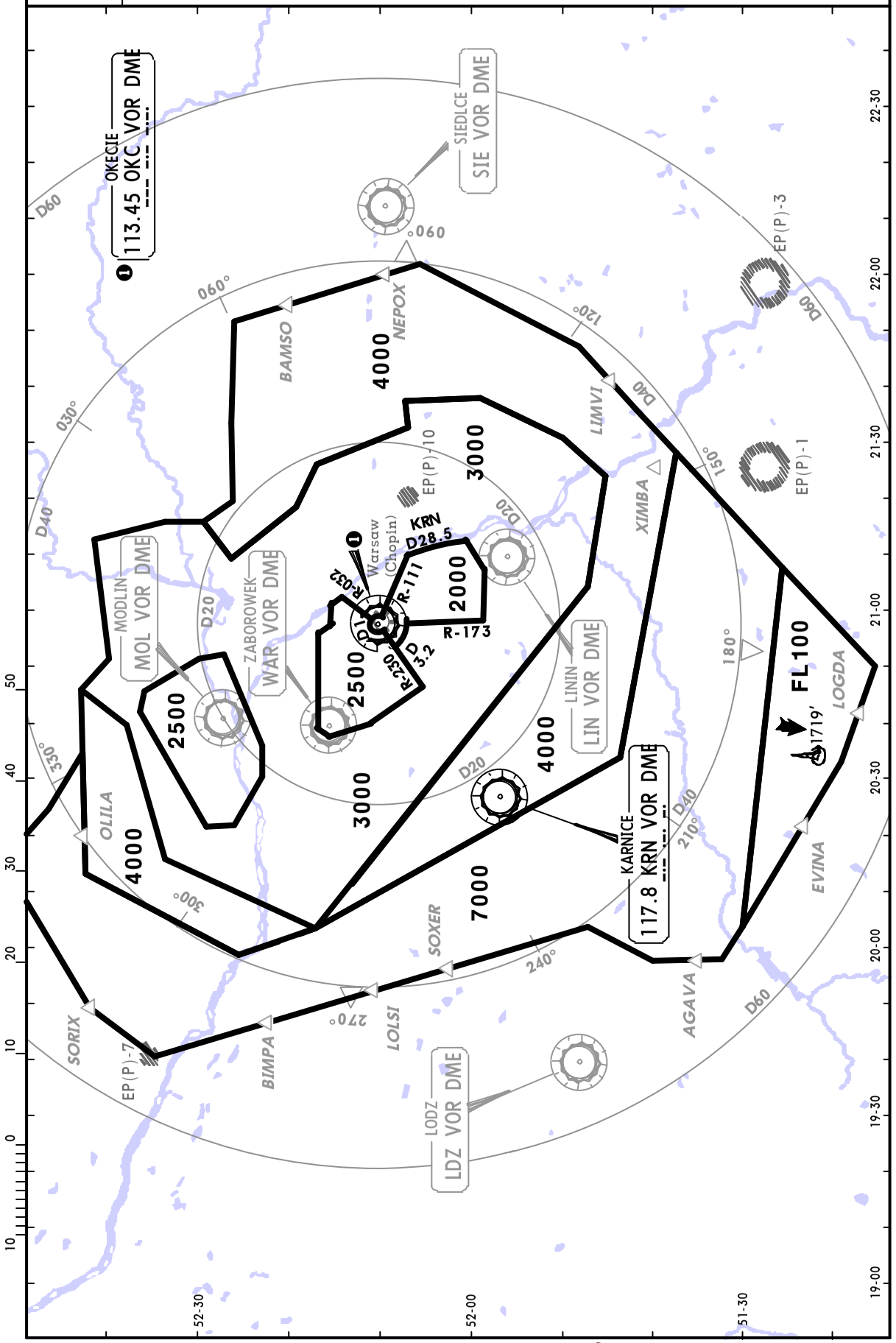
EPWA/WAW
CHOPIN

JEPPESEN 6 SEP 13 (10-1R) Eff 19 Sep

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: Sectors revised; altitude conversion.

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WARSZAWA APPROACH	125.05 128.80	(pol, en)
MODLIN TOWER	123.92	(pol, en)
OKÊCIE TOWER	118.30	(pol, en)

SIERRA
N52 36.4 E020 24.0
Intersection S7 road and railway in P³onsk town

HOTEL
N52 33.0 E020 30.1
Crossroads Przyborowice town

YANKEE
N52 34.8
E020 46.4
N of Nasielsk railway station

INDIA
N52 28.5
E020 38.9
NW end of Wymys'y town
MAX 1500'

VICTOR
N52 23.7
E020 32.4
Church in Leoncin town

UNIFORM
N52 25.8
E020 39.3
S7 Road bridge

CHARLIE
N52 23.6
E020 18.9
S end of Czerwinsk town

LIMA
N52 20.0
E020 53.0
£omianki town

JULIETT
N52 22.7
E020 55.0
Jab'onna (Town)

ZULU
N52 17.4
E021 00.7
erań intersection

DELTA
N52 20.6
E021 13.7
Wo'omin (Town)

PAPA
N52 18.3
E021 05.0
Shopping centre

FOXTROT
N52 15.7
E020 44.1
INT 1 KM N Borzecin Du'y

NDB 'AR'

BRAVO
N52 11.1
E020 36.8
B³onie (Factory)

ROMEO
N52 08.1
E020 53.4
Shopping Centre Janki

X-RAY
N52 06.5
E020 49.9
Shopping Centre

ALFA
N52 03.8
E020 44.6
Siestrzeń (Warehouse)

TANGO
N51 58.2
E020 50.0
Tarczyn (Factory)

MIKE
N52 13.4
E021 15.0
Zakrêt (Intersection)

KILO
N52 05.5 E021 14.2
Karczew (Sewage treatment plant)

GOLF
N51 59.4
E021 14.1
Góra Kalwaria (Railway Brigde)

NOVEMBER
N52 13.1 E021 05.8

OSKAR
N52 11.9
E021 03.1

ECHO
N52 10.7 E020 59.0
Airport Hotel Okêcie

WHISKEY
N52 09.4 E020 57.0
Radar tower

Radio Communication Mandatory Zone SFC/2000'

TMA (C) Warszawa A 2000'/FL 225

TMA (C) Warszawa C 3500'/FL 225

CTR (C) Warszawa (Modlin) SFC/2000'
ATZ (G)
*CTR active when TWR provided/
ATZ active when AFIS provided.

SFC/2000'(HX)*

Altitudes in ft
Distances in NM

OLSZTYN INFORMATION 118.77

WARSZAWA INFORMATION 119.45

VOR/DME 116.60 MOL

VOR/DME 114.90 WAR

VOR/DME 'WAR'

NDB* 290 AR
*(O/R) only

VOR/DME 113.45 OKC

VOR/DME 117.80 KRN

VOR/DME 113.10 LIN

TMA (C) Warszawa G 2000' 1500'

CTR(C) Warszawa (Okêcie) 2000' SFC

ATZ (G)

EP-R12 3800' SFC

EP-TSA45H FL 95 2000'

EP-TSA45G 5000' 2000'

EP-TSA45F 5000' 2000'

EP-TSA2H FL 195 6500'

EP-TSA45A 3500' 2000'

EP-TSA45B 5000' 2000'

EP-TSA45E 5000' 3500'

EP-TSA45C 5000' 3500'

EP-TSA45D 6500' 3500'

EP-TSA38A 5000' SFC

EP-TSA38C 2000' SFC

EP-TSA38D 5000' 3500'

EP-TRA25 5000' SFC

EP-TRA4 FL 195 2000'

EP-TRA6A FL 195 2000'

EP-TRA18 1476' SFC

EP-D30 29,600' SFC

EP-P10 2700' SFC

EP-TSA30 459' SFC

EP-TSA31 623' SFC

EP-TSA32 722' SFC

Gas Venting Site 2100' SFC

TMA (C) Warszawa A FL 225 2000'

TMA (C) Warszawa F 2000' 1500'

MATZ Mińsk M. B 2000'/3500'

MATZ Mińsk Mazowiecki F 2000'/3000'

Radio Communication Mandatory Zone SFC/2000'

TMA (C) Warszawa A 2000'/FL 225

TMA (C) Warszawa B 3500'/FL 225

TMA (C) Warszawa D 6500'/FL 225

TMA (C) Warszawa E 1000'/2000'

1480'

1. ATZ Babice A SFC/1500'
2. ATZ Babice B SFC/2000'
3. ATZ Babice A1 SFC/951', only during LDGs on RWY 15 EPWA AD.

Radio Communication Mandatory Zone

4. TWR permission required
5. Only for DEP/ARR to/from EPBC/EPWA

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CHANGES: New Layout - Completely revised.

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Radio Mandatory Zone (RMZ)

All flights within RMZ between SFC and 1000 shall be conducted only after radio (WARSZAWA INFORMATION) or telephone notification (Tel: 22 574-5585, Fax: 22 574-5586) of FIS Warszawa or after radio (OLSZTYN INFORMATION) or telephone notification (Tel: 22 574-5588) of FIS Olsztyn.

Flights within RMZ between 1000' and 2000' only while constant bidirectional radio communication with FIS Warszawa or FIS Olsztyn is established.

For flights at or above 1500' acceptance must be obtained from FIS Warszawa or FIS Olsztyn. Pilots are obliged to fly below 1500' immediately if advised by FIS.

Establish radio communication at the latest at the border of RMZ or immediately after leaving ATZ, if DEP AD is located within RMZ, and report:
- current PSN of ACFT,
- flight altitude / height,
- route within RMZ,
- ACFT type,
- additional information if requested by FIS.

During arrivals to ATZ Warszawa (Babice) along VFR routes, the following REPs for establishing radio contact with AFIS Warszawa (Babice) have been designated:
- ZULU,
- FOXTROT,
- LIMA.

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

Departure from CTR (C) Warszawa (Okêcie) excluding Warszawa (Chopin) AD

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

Radio Communication Failure

ACFT experiencing communication failure shall continue the flight along follwing routes depicted on 10-1V at MAX 1000':
- TANGO - X-RAY - ROMEO - WHISKEY,
- ALFA - X-RAY - ROMEO - WHISKEY,
- BRAVO - X-RAY - ROMEO - WHISKEY,
- GOLF - KILO - NOVEMBER - OSKAR - ECHO,
- MIKE - NOVEMBER - OSKAR - ECHO,
- ZULU - NOVEMBER - OSKAR - ECHO.

Overhead point ECHO or WHISKEY initiate designated procedure for communication failure.

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

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

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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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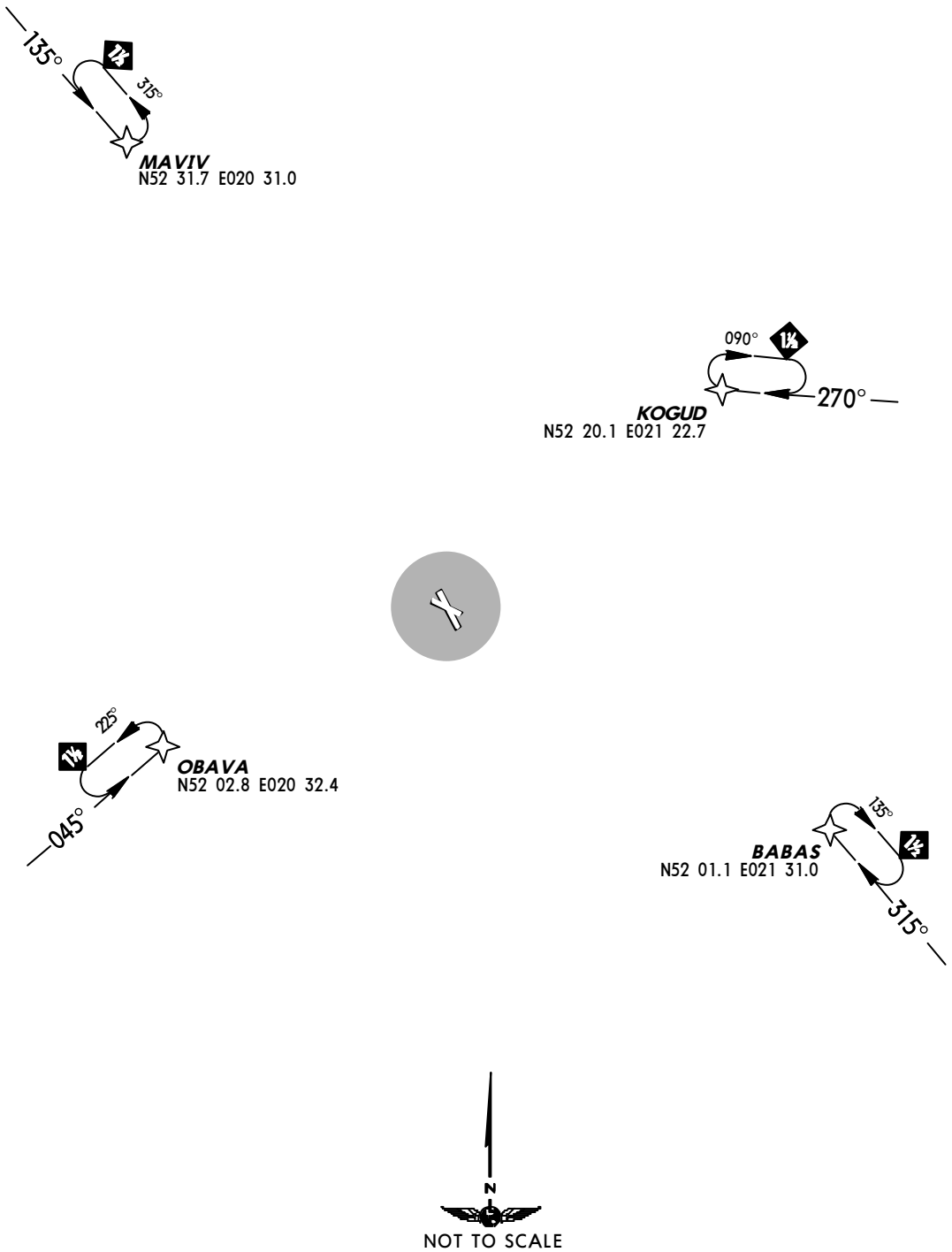
HOLDINGS FOR TMA RWY CONFIGURATION CHANGE AND UNEXPECTED EVENTS



CHANGES: New chart.

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EPWA/WAW CHOPIN

WARSAW, POLAND

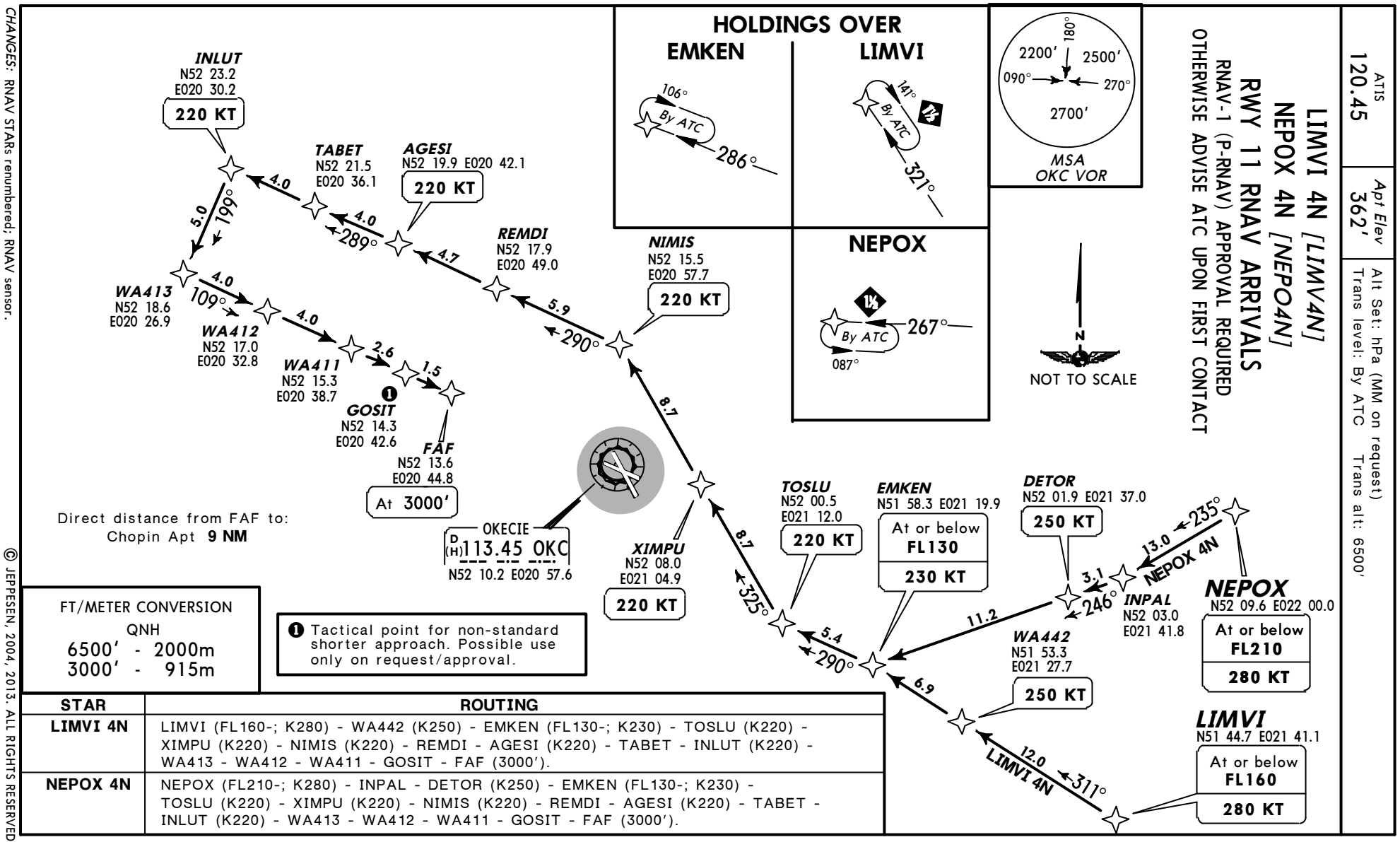
29 MAR 13 (10-2B) Eff 4 Apr

RNAV STAR

ATIS 120.45 | Apt Elev 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



Direct distance from FAF to:
Chopin Apt **9 NM**

FT/METER CONVERSION	
QNH	
6500′	2000m
3000′	915m

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

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

CHANGES: RNAV STARs renumbered; RNAV sensor.

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EPWA/WAW CHOPIN — WARSAW, POLAND

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

RNAV STAR

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

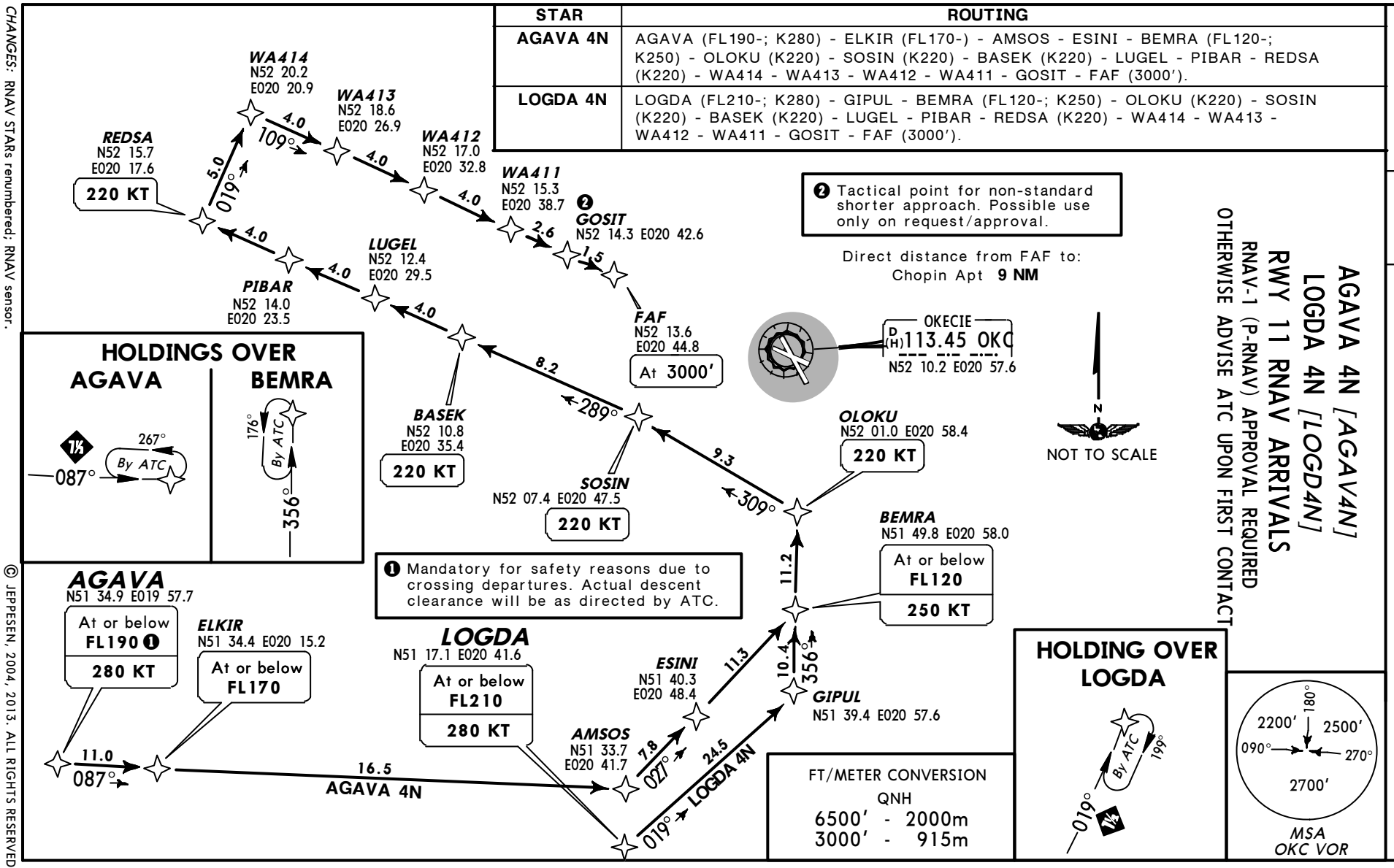
AGAVA 4N [AGAV4N]
LOGDA 4N [LOGD4N]
RWY 11 RNAV ARRIVALS

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

STAR	ROUTING
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′).

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

Direct distance from FAF to: Chopin Apt **9 NM**



FT/METER CONVERSION
QNH
6500′ - 2000m
3000′ - 915m

CHANGES: RNAV STARs renumbered; RNAV sensor.

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EPWA/WAW CHOPIN — WARSAW, POLAND

JEPPESEN 6 SEP 13 (10-2D) Eff 19 Sep

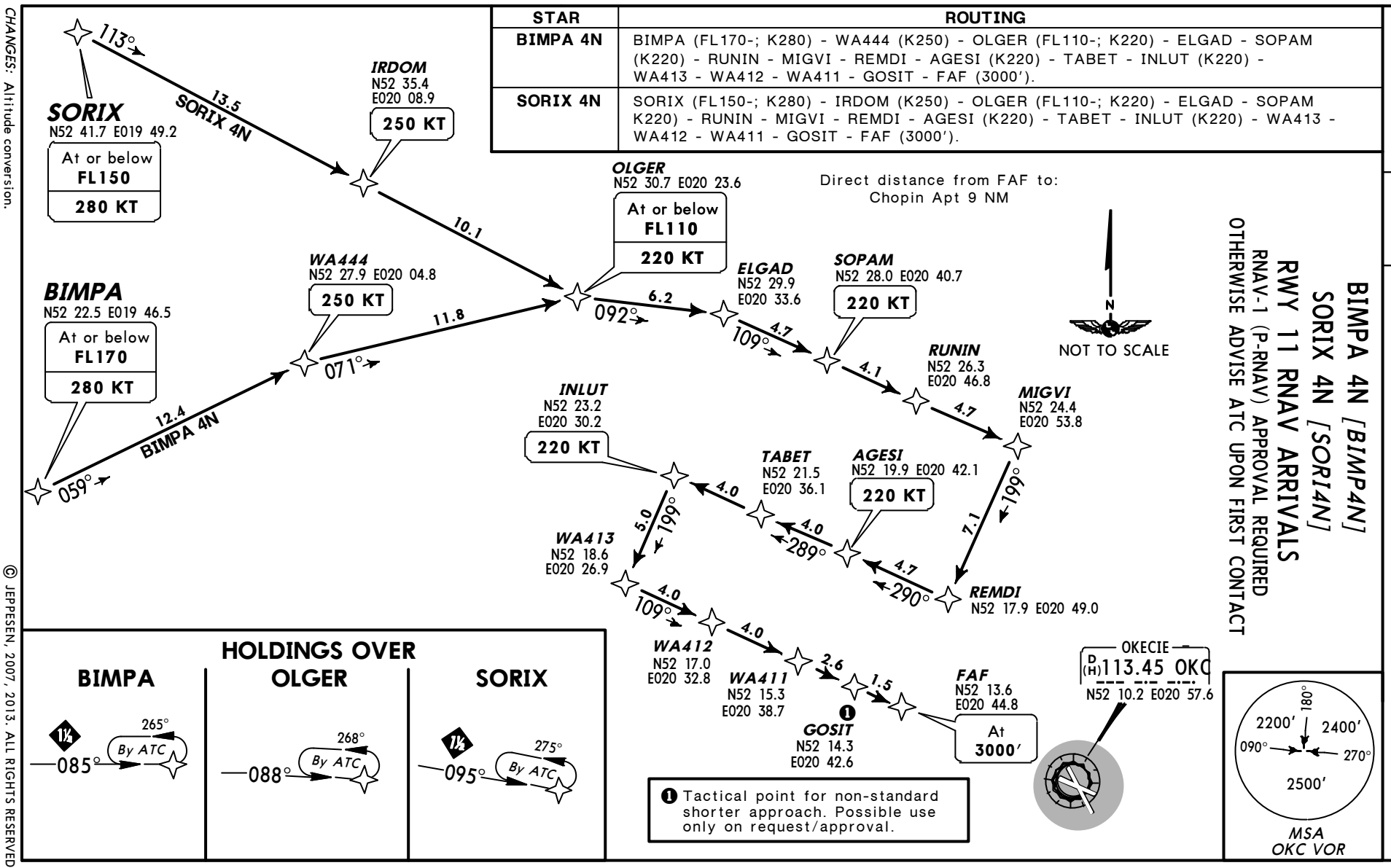
RNAV STAR

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

BIMPA 4N [BIMP4N]
SORIX 4N [SORI4N]
RWY 11 RNAV ARRIVALS

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

STAR	ROUTING
BIMPA 4N	BIMPA (FL170-; K280) - WA444 (K250) - OLGER (FL110-; K220) - ELGAD - SOPAM (K220) - RUNIN - MIGVI - REMDI - AGESI (K220) - TABET - INLUT (K220) - WA413 - WA412 - WA411 - GOSIT - FAF (3000′).
SORIX 4N	SORIX (FL150-; K280) - IRDOM (K250) - OLGER (FL110-; K220) - ELGAD - SOPAM K220) - RUNIN - MIGVI - REMDI - AGESI (K220) - TABET - INLUT (K220) - WA413 - WA412 - WA411 - GOSIT - FAF (3000′).



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

HOLDINGS OVER

BIMPA	OLGER	SORIX
1¼ — 085° — By ATC — 265°	— 088° — By ATC — 268°	1¼ — 095° — By ATC — 275°

CHANGES: Altitude conversion.

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EPWA/WAW CHOPIN

WARSAW, POLAND

RNAV STAR

6 SEP 13 (10-2E) Eff 19 Sep

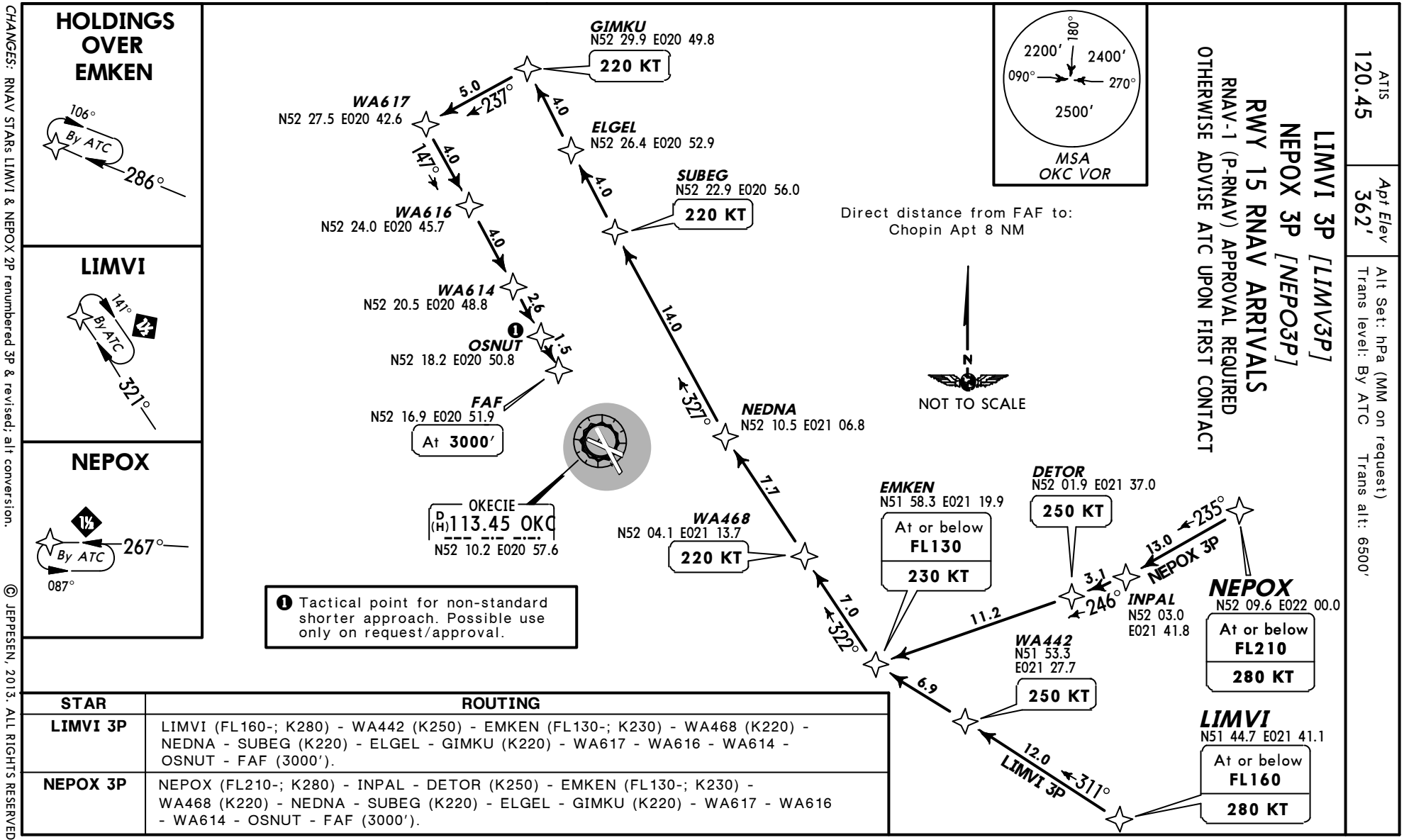
ATIS 120.45

Apt Elev 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: RNAV STARs LIMVI & NEPOX 2P renumbered 3P & revised; alt conversion.

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JeppView 3.7.5.0

EPWA/WAW WARSAW, POLAND
CHOPIN

RNAV STAR

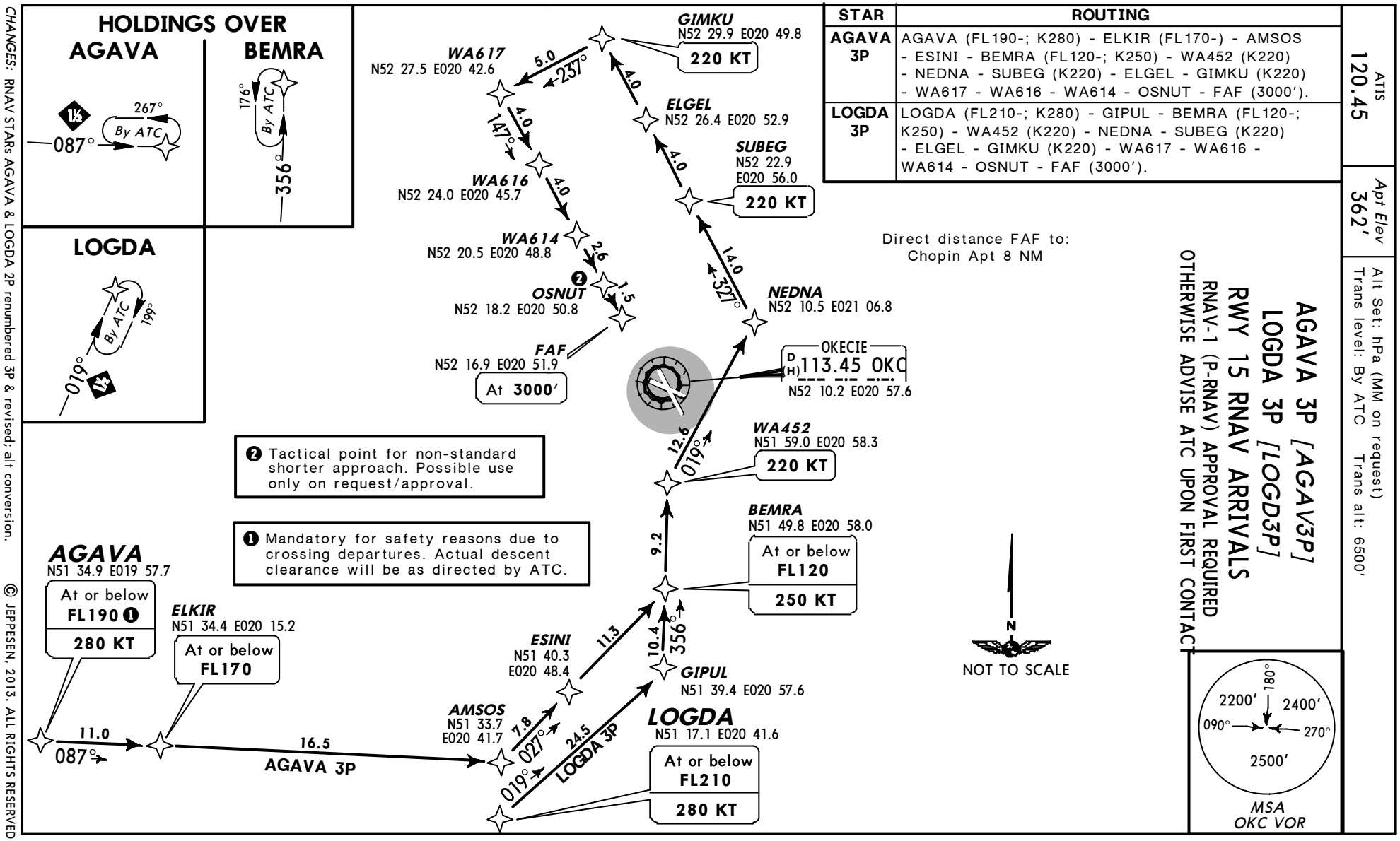
JEPPESEN 6 SEP 13 (10-2F) Eff 19 Sep

ATIS 120.45 | Apt Elev 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

STAR	ROUTING
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′).



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

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

CHANGES: RNAV STARs AGAVA & LOGDA 2P renumbered 3P & revised; alt conversion.

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JeppView 3.7.5.0

EPWA/WAW CHOPIN — WARSAW, POLAND

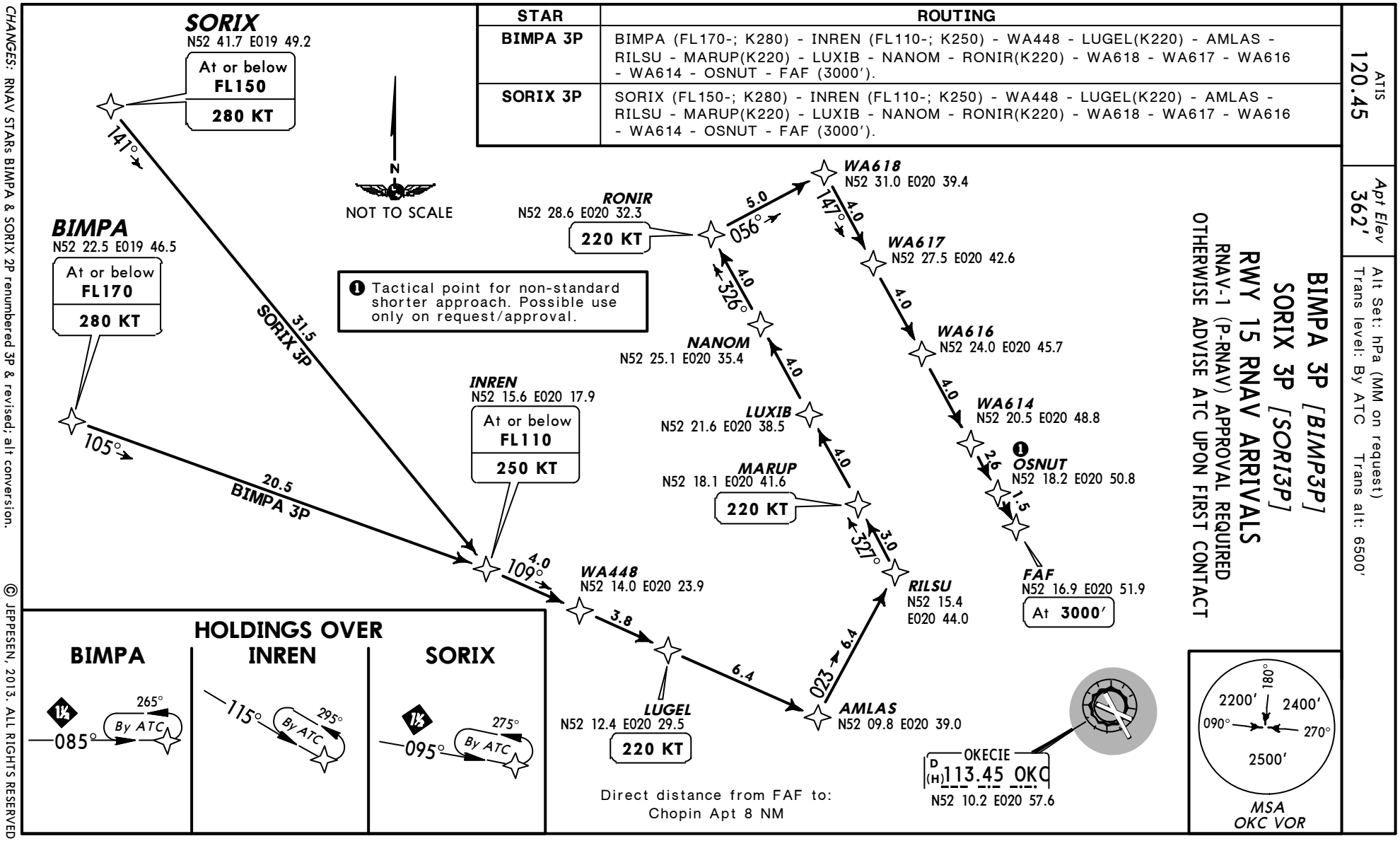
JEPPESEN — 6 SEP 13 — 10-2G — Eff 19 Sep — RNAV STAR

ATIS 120.45 | Apt Elev 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′).



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EPWA/WAW CHOPIN

WARSAW, POLAND

JEPPESEN

6 SEP 13 (10-2H) Eff 19 Sep

RNAV STAR

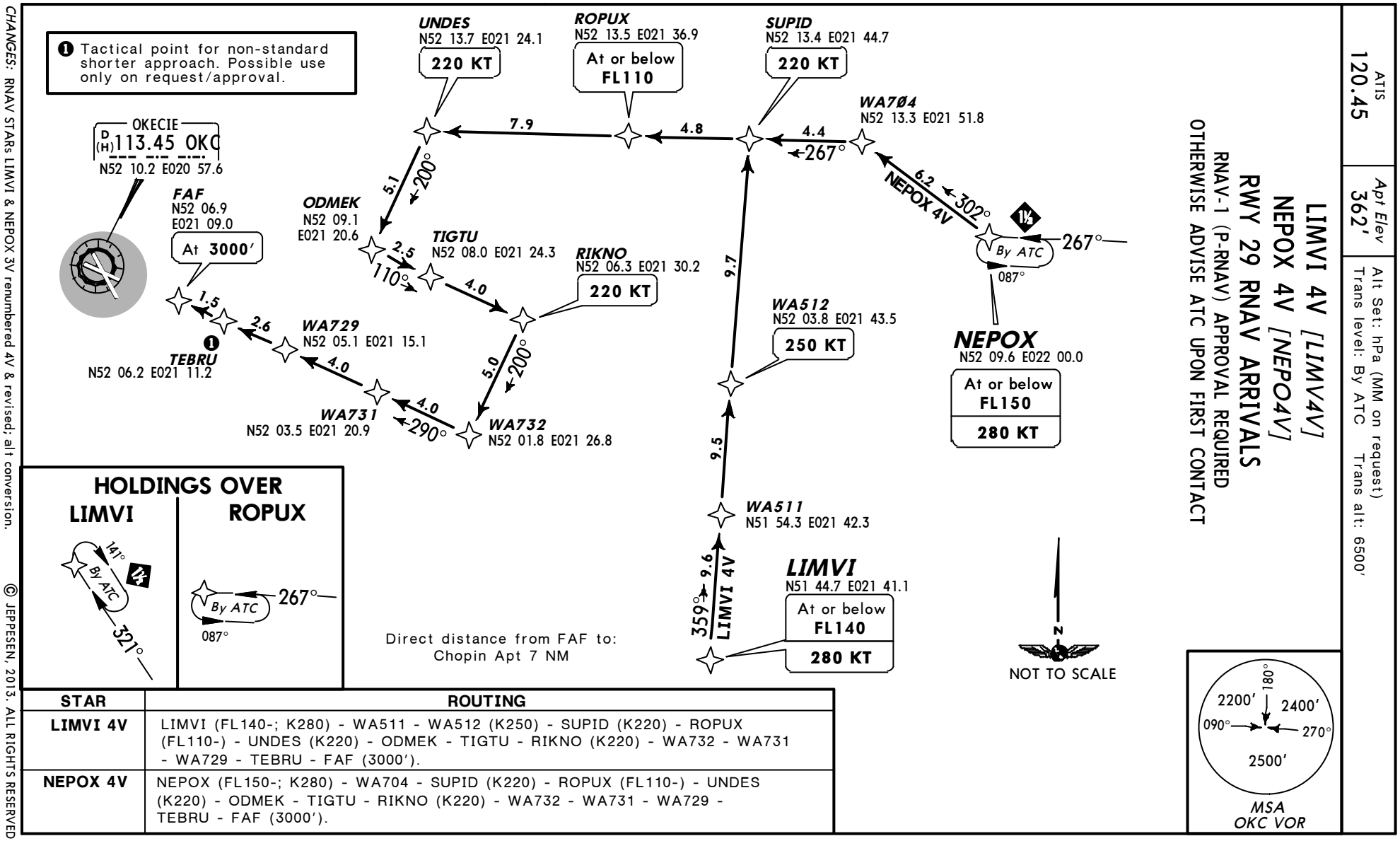
ATIS 120.45

Apt Elev 362′

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

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

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



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

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

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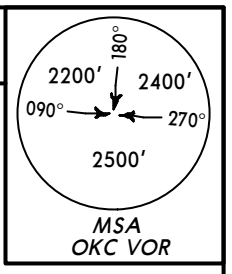
EPWA/WAW
CHOPIN

JEPPESEN
6 SEP 13 (10-2J) Eff 19 Sep

WARSAW, POLAND
RNAV STAR

ATIS	Apt Elev	
120.45	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

FAF
N52 06.9 E021 09.0
At 3000′

OKECIE
D (H) 113.45 OKC
N52 10.2 E020 57.6

NOT TO SCALE

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

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

WA729
N52 05.1
E021 15.1

WA733
N52 00.1 E021 32.7

WA732
N52 01.8
E021 26.8

WA731
N52 03.5 E021 20.9

TEBRU
N52 06.2
E021 11.2

WA531
N52 03.5 E021 01.6
220 KT

MAPIX
N51 58.9 E021 17.6

ABAPA
N52 00.6 E021 11.7
220 KT

SOROT
N51 56.8 E020 56.6

KUMUT
N51 57.3 E021 23.4

OSTET
N51 50.8 E020 56.6
220 KT

ENIMO
N51 55.6 E021 29.3
220 KT

KUVAM
N51 43.8 E020 56.5

AGAVA
N51 34.9 E019 57.7
At or below
FL190 ❶
280 KT

AMSOS
N51 33.7
E020 41.7
250 KT

INSEX
N51 37.8 E020 56.4
At or below
FL100

WA593
N51 33.3 E020 53.2
250 KT

ELKIR
N51 34.4 E020 15.2
At or below
FL170

LOGDA
N51 17.1 E020 41.6
At or below
FL190
280 KT

1.5 2.6 4.0 4.0 4.0 4.0 110° 6.9 290° 7.3 020° 4.0 4.0 4.0 5.0 020° 6.0 7.0 6.0 355° 5.0 11.0 087° 16.5 AGAVA 4V 7.1 088° 17.8 LOGDA 4V 019°

HOLDINGS OVER AGAVA
1¼ 267° By ATC 087°

INSEX
175° By ATC 355°

LOGDA
By ATC 199° 019° 1¾

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

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

JEPPESEN 6 SEP 13 (10-2K) Eff 19 Sep

WARSAW, POLAND

RNAV STAR

JEPPESEN JeppView 3.7.5.0

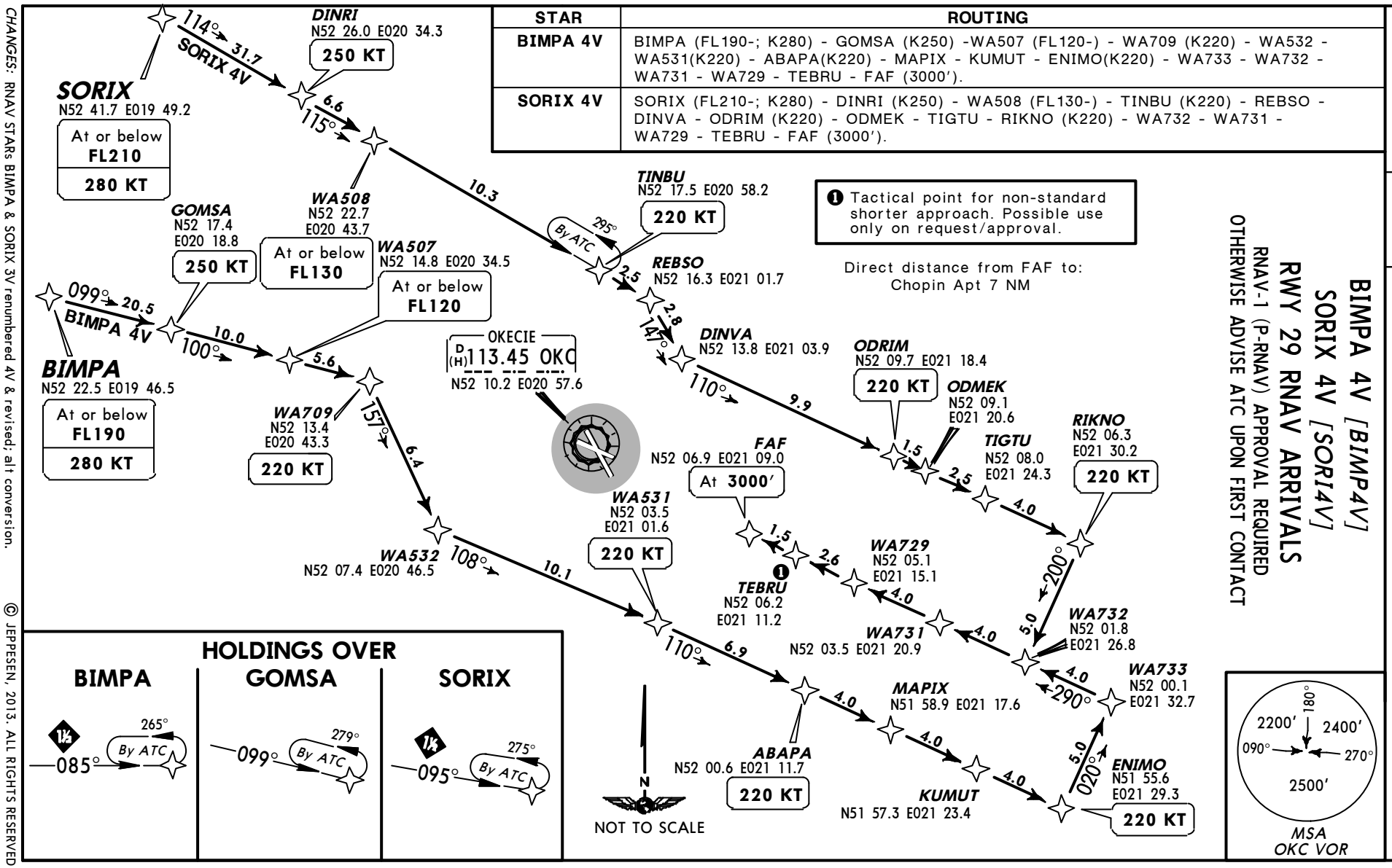
STAR	ROUTING
BIMPA 4V	BIMPA (FL190-; K280) - GOMSA (K250) -WA507 (FL120-) - WA709 (K220) - WA532 - WA531(K220) - ABAPA(K220) - MAPIX - KUMUT - ENIMO(K220) - WA733 - WA732 - WA731 - WA729 - TEBRU - FAF (3000′).
SORIX 4V	SORIX (FL210-; K280) - DINRI (K250) - WA508 (FL130-) - TINBU (K220) - REBSO - DINVA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

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

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

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

Direct distance from FAF to: Chopin Apt 7 NM



HOLDINGS OVER

CHANGES: RNAV STARs BIMPA & SORIX 3V renumbered 4V & revised; alt conversion.
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EPWA/WAW CHOPIN

WARSAW, POLAND

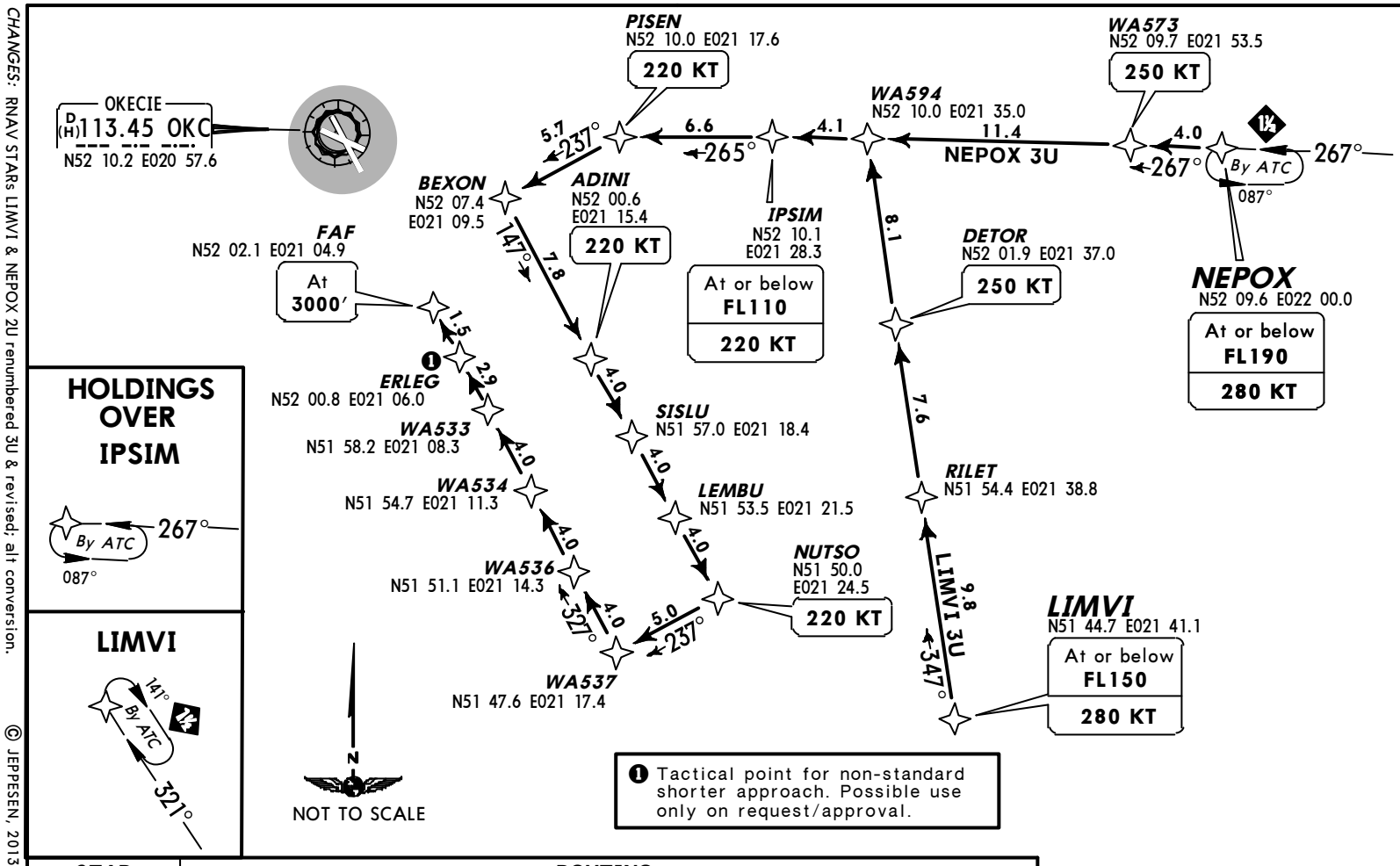
JEPPESEN
6 SEP 13 (10-2L) Eff 19 Sep

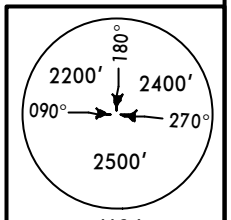
RNAV STAR

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

LIMVI 3U [LIMV3U]
NEPOX 3U [NEPO3U]
RWY 33 RNAV ARRIVALS

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





Direct distance from FAF to: Chopin Apt 9 NM

STAR	ROUTING
LIMVI 3U	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 3U	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′).

CHANGES: RNAV STARs LIMVI & NEPOX 2U renumbered 3U & revised; alt conversion.

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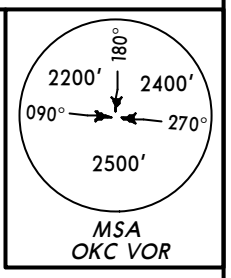
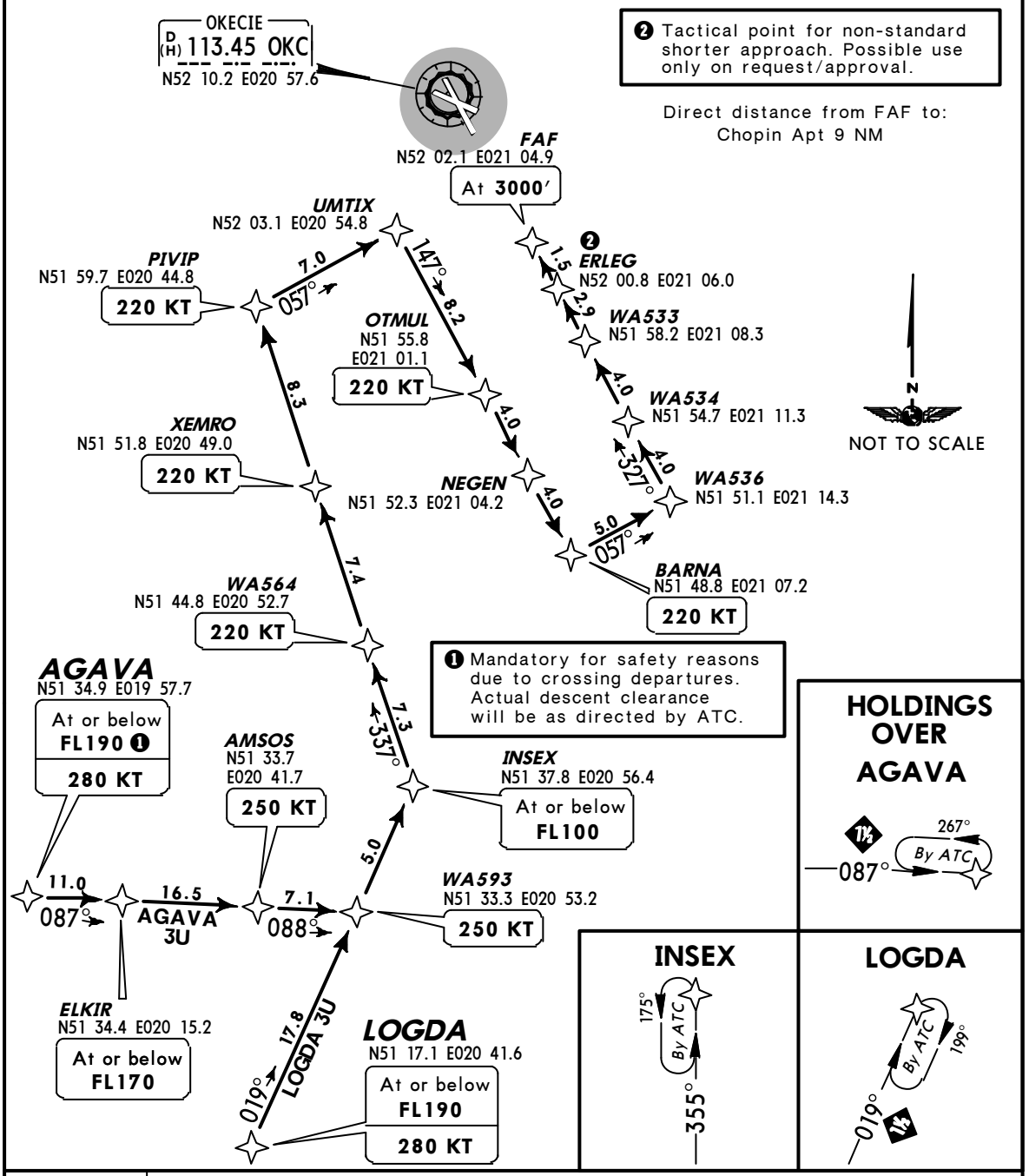
ATIS	Apt Elev	
120.45	362′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 6500′

AGAVA 3U *[AGAV3U]*
LOGDA 3U *[LOGD3U]*
RWY 33 RNAV ARRIVALS
RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC UPON FIRST CONTACT





STAR	ROUTING
AGAVA 3U	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 3U	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 2U renumbered 3U & revised; alt conversion.

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EPWA/WAW CHOPIN — WARSAW, POLAND

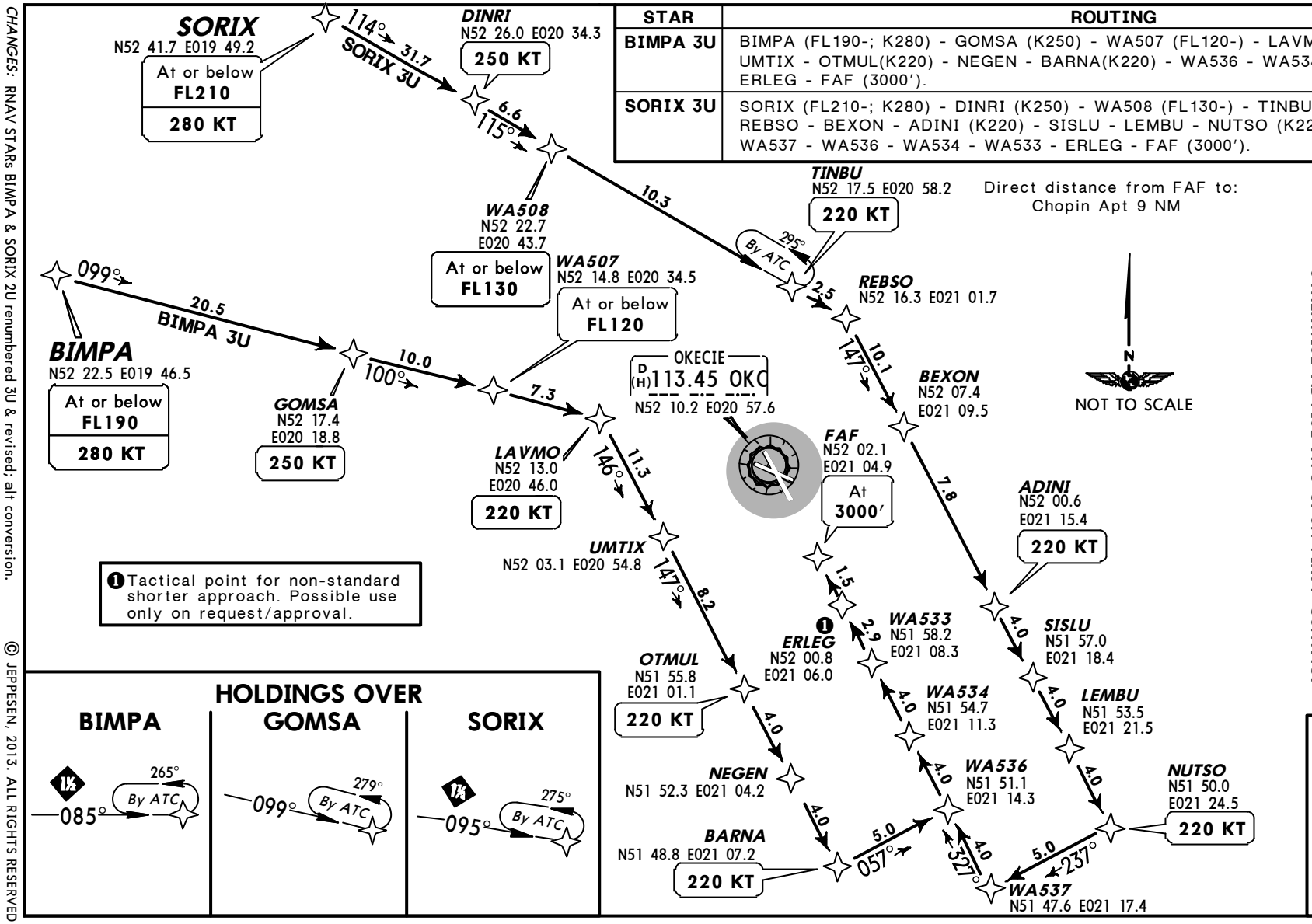
6 SEP 13 (10-2N) Eff 19 Sep — RNAV STAR

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

BIMPA 3U [BIMP3U]
SORIX 3U [SORI3U]
RWY 33 RNAV ARRIVALS

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

STAR	ROUTING
BIMPA 3U	BIMPA (FL190-; K280) - GOMSA (K250) - WA507 (FL120-) - LAVMO (K220) - UMTIX - OTMUL(K220) - NEGEN - BARNA(K220) - WA536 - WA534 - WA533 - ERLEG - FAF (3000′).
SORIX 3U	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

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

HOLDINGS OVER

BIMPA	GOMSA	SORIX
1½ 085° 265° By ATC	099° 279° By ATC	1½ 095° 275° By ATC

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

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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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Apt Elev
362'

Trans level: By ATC Trans alt: 6500'

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

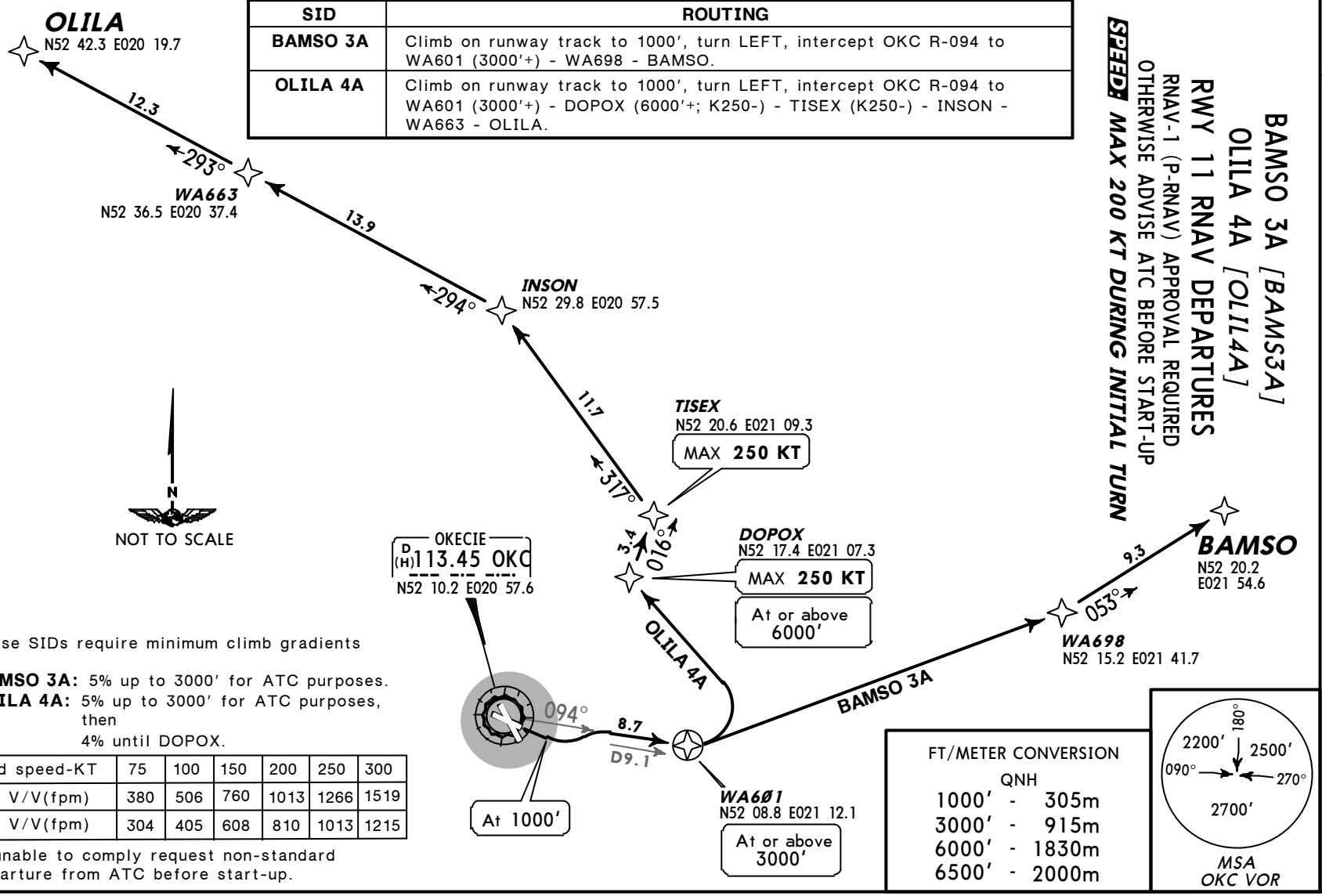
BAMSO 3A [BAMS3A]
OLILA 4A [OLIL4A]
RWY 11 RNAV DEPARTURES

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 3A	Climb on runway track to 1000', turn LEFT, intercept OKC R-094 to WA601 (3000'+) - WA698 - BAMSO.
OLILA 4A	Climb on runway track to 1000', 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 3A: 5% up to 3000' for ATC purposes.
OLILA 4A: 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.

FT/METER CONVERSION

QNH		
1000'	-	305m
3000'	-	915m
6000'	-	1830m
6500'	-	2000m

MSA
OKC VOR

CHANGES: RNAV SIDs renumbered; RNAV sensor; speed restriction.

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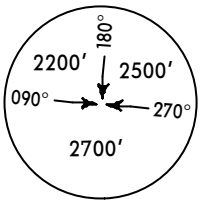
EPWA/WAW
CHOPIN

JEPPESEN
29 MAR 13 (10-3C) Eff 4 Apr

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. Initial turns require bank angle of 15°. 4. EXPECT close-in obstacles. 5. SIDs are also noise abatement routings (refer to 10-4).

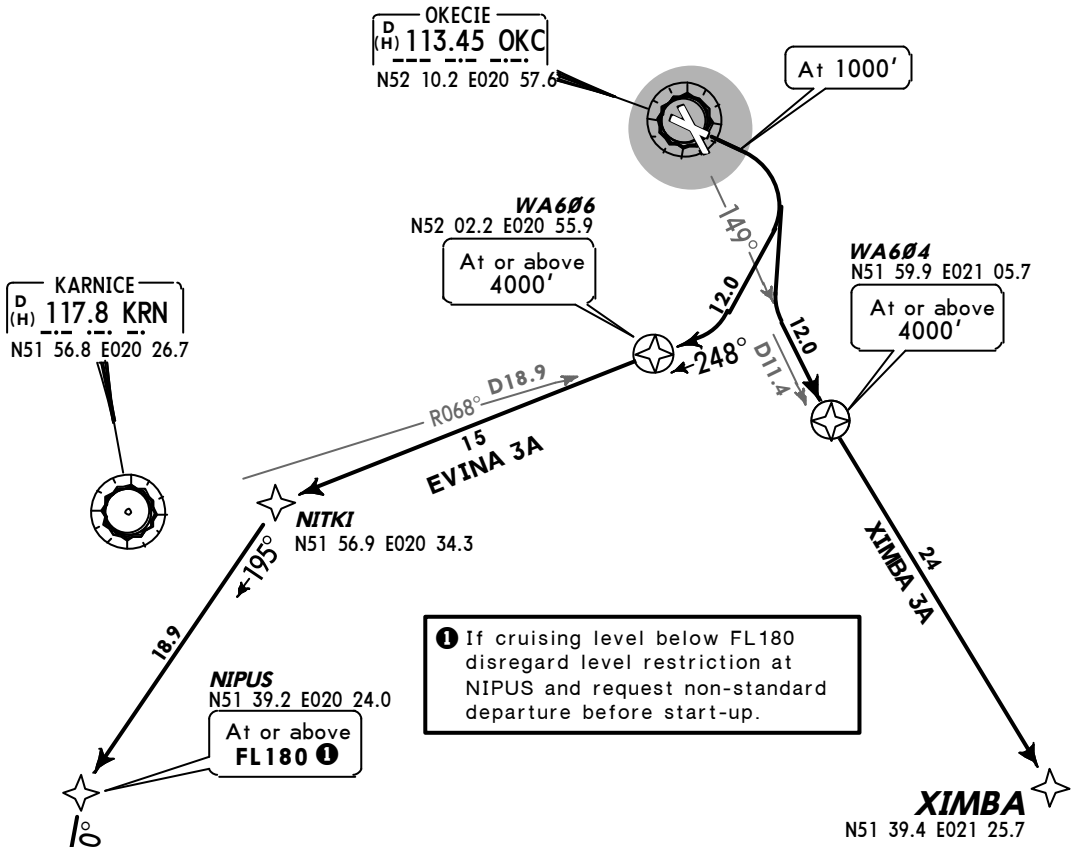


MSA
OKC VOR

EVINA 3A *[EVIN3A]*
XIMBA 3A *[XIMB3A]*
RWY 11 RNAV DEPARTURES

RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC BEFORE START-UP
SPEED: MAX 200 KT DURING INITIAL TURN

N
NOT TO SCALE



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

These SIDs require minimum climb gradients of
EVINA 3A: 5% up to 4000′ for ATC purposes, then
7% until NIPUS.
XIMBA 3A: 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.

FT/METER CONVERSION
QNH

1000′	-	305m
3000′	-	915m
4000′	-	1220m
6000′	-	1830m
6500′	-	2000m

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

SID	ROUTING
EVINA 3A	Climb on runway track to 1000′, turn RIGHT, intercept KRN R-068 inbound to WA606 (4000′+) - NITKI - NIPUS (FL180+) - EVINA.
XIMBA 3A	Climb on runway track to 1000′, turn RIGHT, intercept OKC R-149 to WA604 (4000′+) - XIMBA.

CHANGES: RNAV SIDs renumbered; RNAV sensor; speed restriction.

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EPWA/WAW CHOPIN — WARSAW, POLAND

29 MAR 13 (10-3D) Eff 4 Apr — 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).

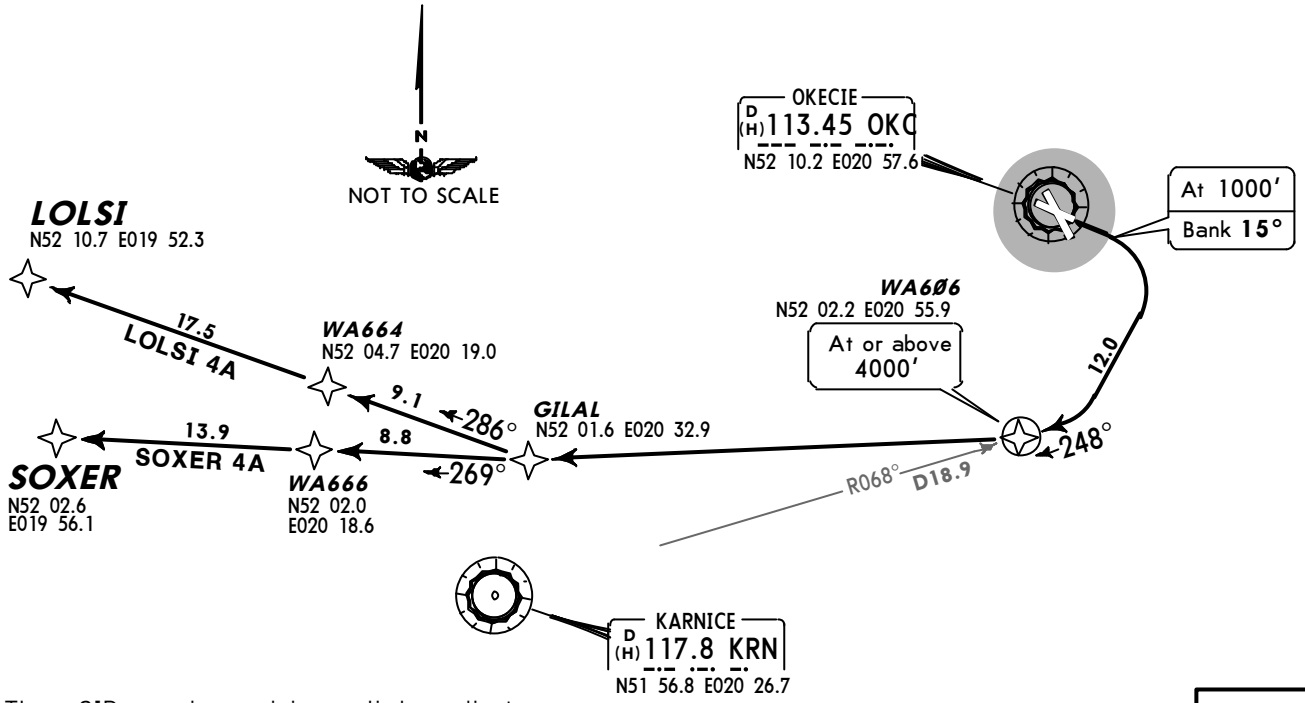
LOLSI 4A [LOLS4A]
SOXER 4A [SOXE4A]
RWY 11 RNAV DEPARTURES

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 4A	Climb on runway track to 1000', turn RIGHT, intercept KRN R-068 inbound to WA606 (4000'+) - GILAL - WA664 - LOLSI.
SOXER 4A	Climb on runway track to 1000', turn RIGHT, intercept KRN R-068 inbound to WA606 (4000'+) - GILAL - WA666 - SOXER.



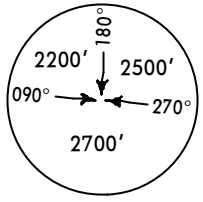
These SIDs require a minimum climb gradient of
5% up to 4000' for ATC purposes.

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

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

FT/METER CONVERSION
QNH

1000'	-	305m
3000'	-	915m
4000'	-	1220m
6000'	-	1830m
6500'	-	2000m



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OKC VOR

CHANGES: RNAV SIDs renumbered; RNAV sensor; speed restriction.

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EPWA/WAW
CHOPIN

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).

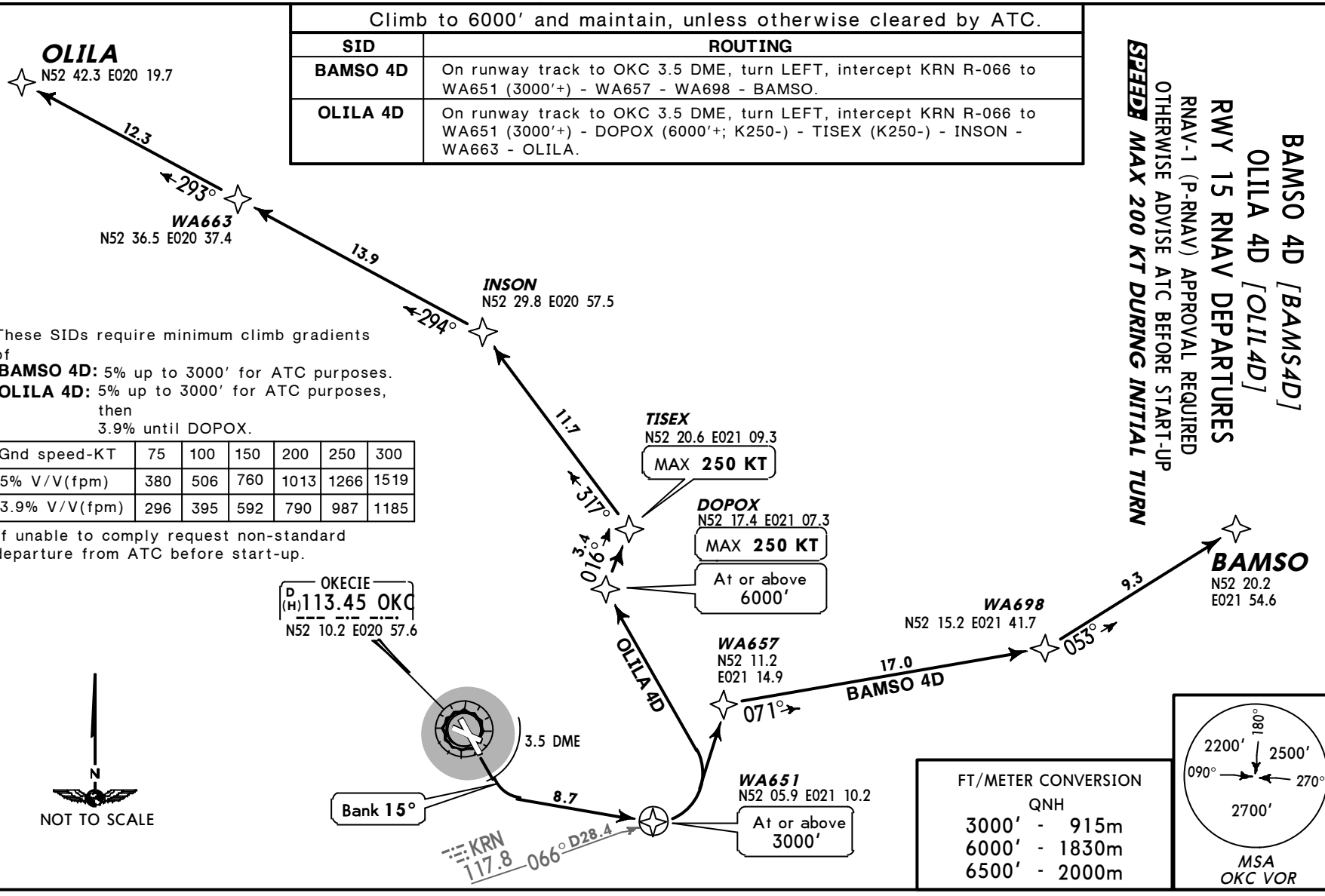
BAMSO 4D [BAMS4D]
OLILA 4D [OLIL4D]
RWY 15 RNAV DEPARTURES

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

SPEED: MAX 200 KT DURING INITIAL TURN

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

SID	ROUTING
BAMSO 4D	On runway track to OKC 3.5 DME, turn LEFT, intercept KRN R-066 to WA651 (3000'+) - WA657 - WA698 - BAMSO.
OLILA 4D	On runway track to OKC 3.5 DME, turn LEFT, intercept KRN R-066 to WA651 (3000'+) - DOPOX (6000'+; K250-) - TISEX (K250-) - INSON - WA663 - OLILA.



These SIDs require minimum climb gradients of
BAMSO 4D: 5% up to 3000' for ATC purposes.
OLILA 4D: 5% up to 3000' for ATC purposes, then 3.9% until DOPOX.

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

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

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

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CHANGES: RNAV SIDs renumbered; RNAV sensor; speed restriction.

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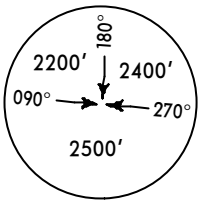
Apt Elev 362′	Trans level: By ATC Trans alt: 6500′ 1. As soon as possible contact WARSAW Approach after take-off on frequency published in ATIS if not otherwise specified by Tower. 2. Conventional navigation to 3000′. 3. Initial turns require bank angle of 15°. 4. SIDs are also noise abatement routings (refer to 10-4).



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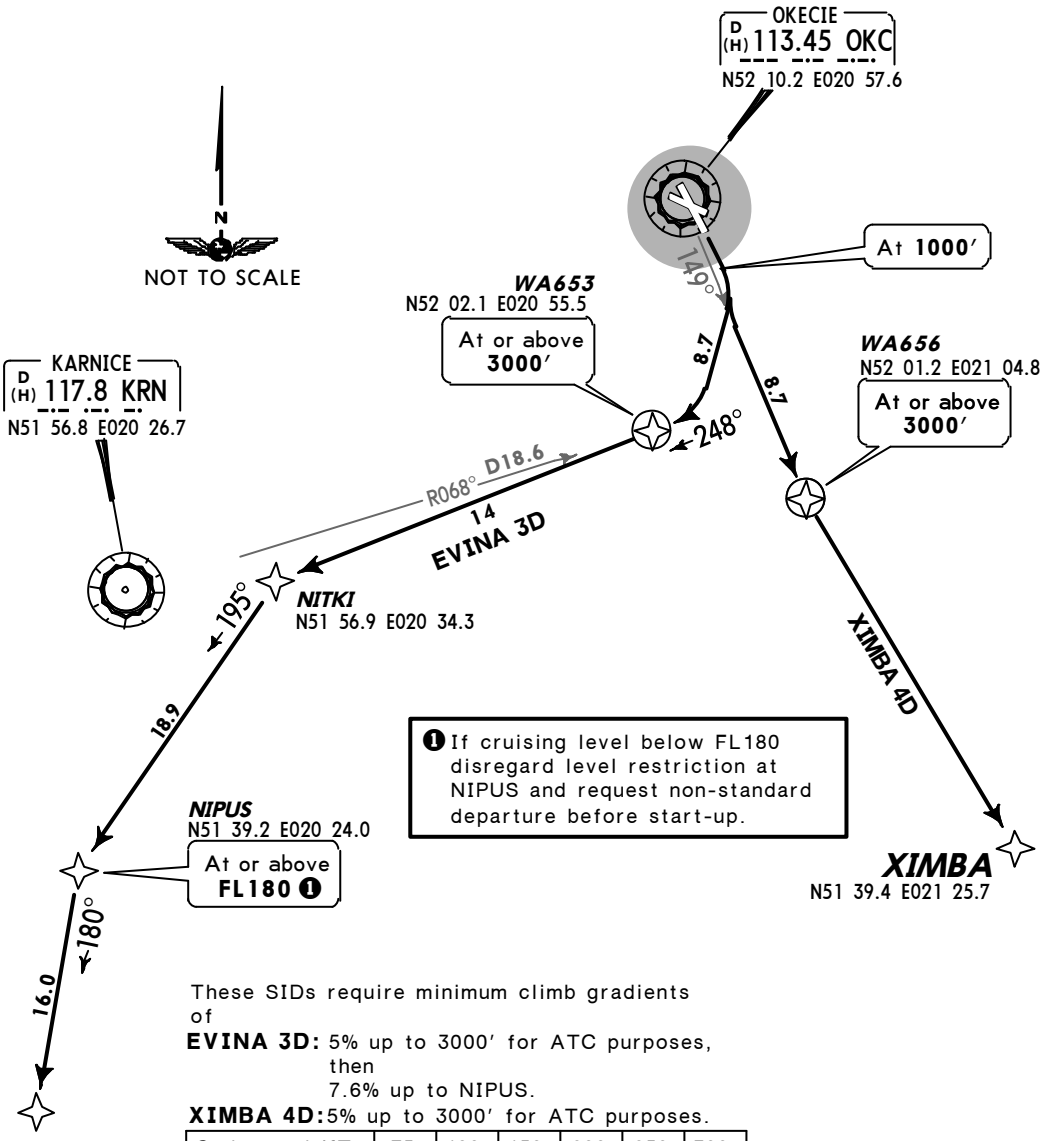
OKC VOR

EVINA 3D *[EVIN3D]*
XIMBA 4D *[XIMB4D]*
RWY 15 RNAV DEPARTURES

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

SPEED: MAX 200 KT DURING INITIAL TURN



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

These SIDs require minimum climb gradients of
EVINA 3D: 5% up to 3000′ for ATC purposes, then
7.6% up to NIPUS.
XIMBA 4D: 5% up to 3000′ for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
7.6% V/V(fpm)	577	770	1154	1539	1924	2309
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 3D	Climb on runway track to 1000′, turn RIGHT, intercept KRN R-068 inbound to WA653 (3000′+) - NITKI - NIPUS (FL180+) - EVINA.
XIMBA 4D	Climb on runway track to 1000′, turn RIGHT, intercept OKC R-149 to WA656 (3000′+) - XIMBA.

CHANGES: RNAV SID XIMBA 3D renumbered 4D & revised; altitude conversion.

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EPWA/WAW CHOPIN

JEPPESEN 6 SEP 13 (10-3G) Eff 19 Sep

WARSAW, POLAND

RNAV SID

Apt Elev 362′

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

SID	ROUTING
LOLSI 4D	Climb on runway track to 1000′, turn RIGHT, intercept KRN R-068 inbound to WA653 (3000′+) - GILAL - WA664 - LOLSI.
SOXER 4D	Climb on runway track to 1000′, turn RIGHT, intercept KRN R-068 inbound to WA653 (3000′+) - GILAL - WA666 - SOXER.

These SIDs require a minimum climb gradient of
5% up to 3000′ for ATC purposes.

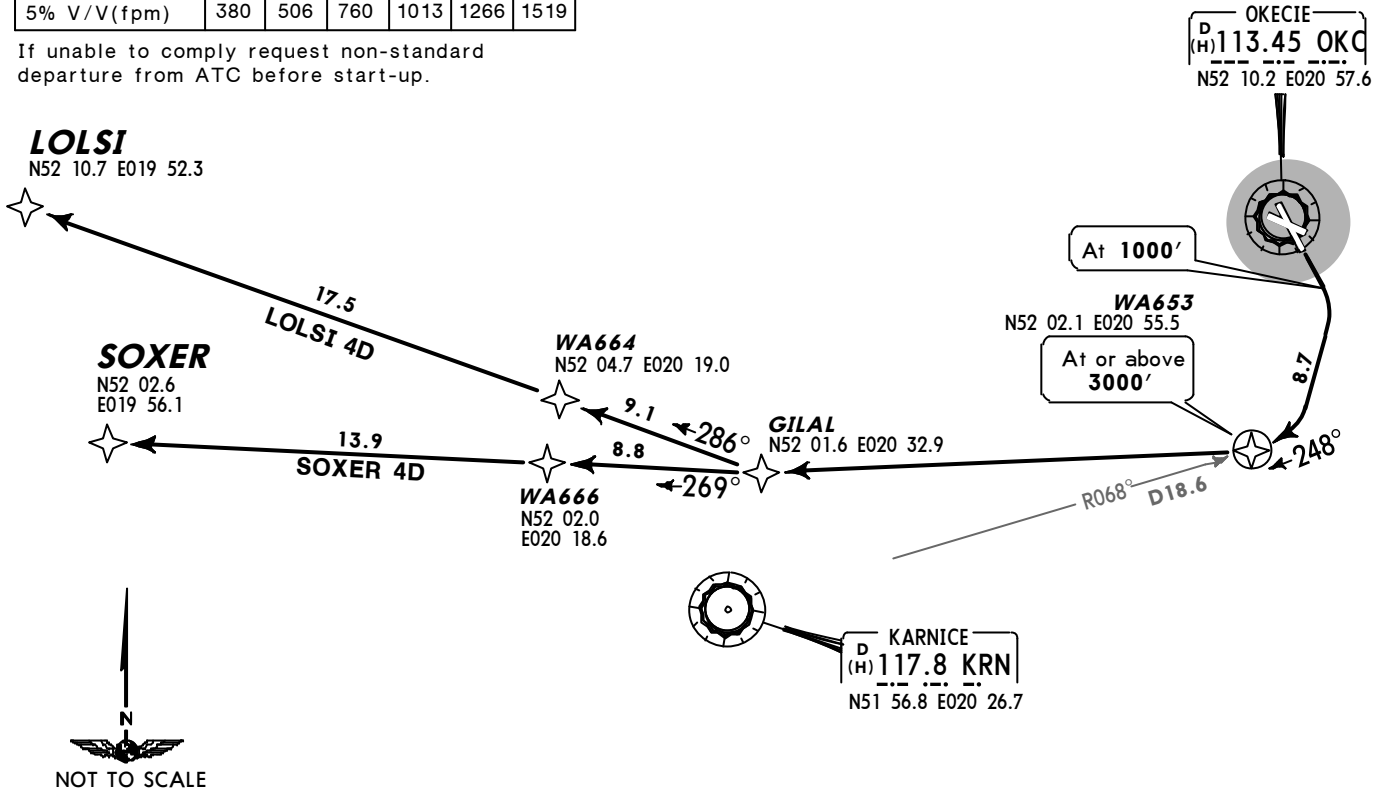
Gnd speed-KT	75	100	150	200	250	300
5% V/V(fpm)	380	506	760	1013	1266	1519

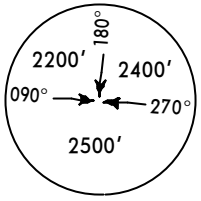
If unable to comply request non-standard departure from ATC before start-up.

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

LOLSI 4D [LOLS4D]
SOXER 4D [SOXE4D]
RWY 15 RNAV DEPARTURES

RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC BEFORE START-UP
SPEED: MAX 200 KT DURING INITIAL TURN





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CHANGES: Altitude conversion.

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BAMSO 4G [BAMS4G]
OLILA 4G [OLIL4G]
RWY 29 RNAV DEPARTURES

RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC BEFORE START-UP
SPEED: MAX 200 KT DURING INITIAL TURN

Apt Elev 362′

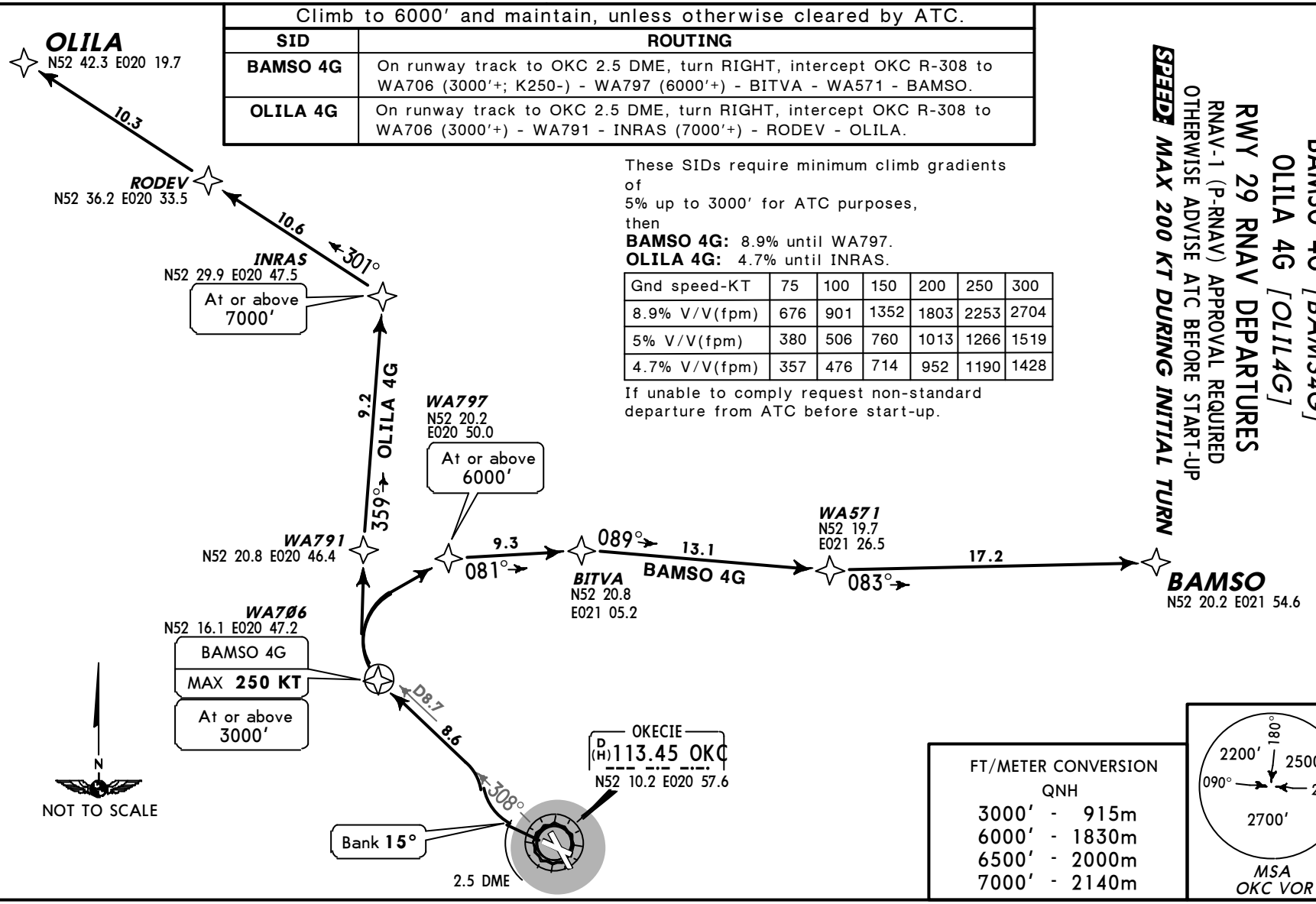
Trans level: By ATC Trans alt: 6500′
1. As soon as possible contact WARSAW Approach after take-off on frequency published in ATIS if not otherwise specified by Tower.
2. Conventional navigation to 3000′.
3. SIDs are also noise abatement routings (refer to 10-4).

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

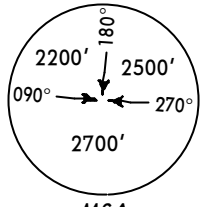
These SIDs require minimum climb gradients of
5% up to 3000′ for ATC purposes,
then
BAMSO 4G: 8.9% until WA797.
OLILA 4G: 4.7% until INRAS.

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

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



FT/METER CONVERSION	
QNH	
3000′	915m
6000′	1830m
6500′	2000m
7000′	2140m



MSA
OKC VOR

CHANGES: RNAV SIDs renumbered; RNAV sensor; speed restriction.

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EPWA/WAW CHOPIN

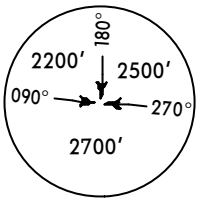
JEPPESEN

29 MAR 13 (10-3J) Eff 4 Apr

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).

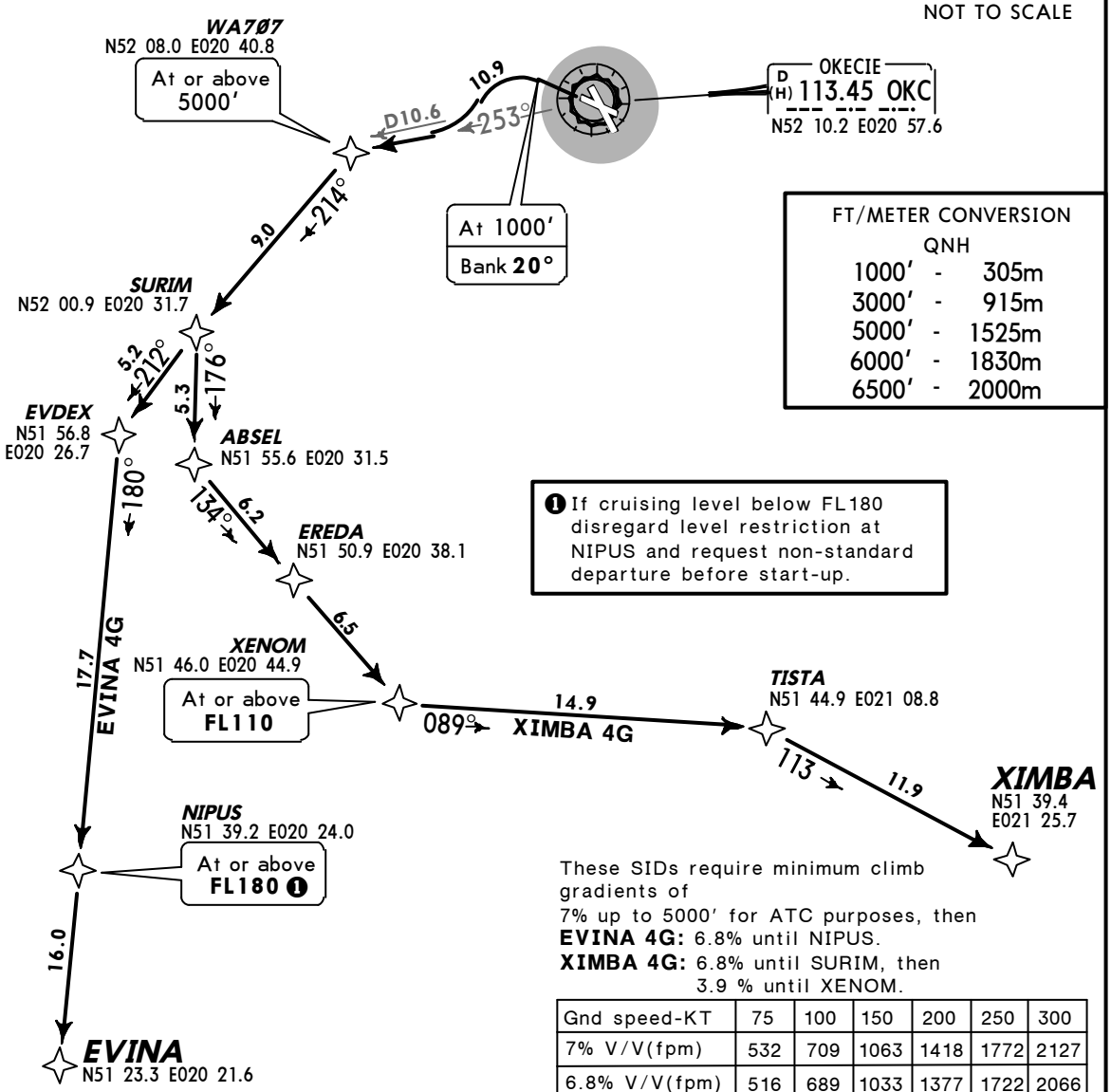


MSA OKC VOR

EVINA 4G *[EVIN4G]*
XIMBA 4G *[XIMB4G]*
RWY 29 RNAV DEPARTURES

RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC BEFORE START-UP
SPEED: MAX 210 KT DURING INITIAL TURN

NOT TO SCALE



FT/METER CONVERSION QNH		
1000′	-	305m
3000′	-	915m
5000′	-	1525m
6000′	-	1830m
6500′	-	2000m

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

These SIDs require minimum climb gradients of
7% up to 5000′ for ATC purposes, then
EVINA 4G: 6.8% until NIPUS.
XIMBA 4G: 6.8% until SURIM, then 3.9 % until XENOM.

Gnd speed-KT	75	100	150	200	250	300
7% V/V(fpm)	532	709	1063	1418	1772	2127
6.8% V/V(fpm)	516	689	1033	1377	1722	2066
3.9% V/V(fpm)	296	395	592	790	987	1185

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 4G	Climb on runway track to 1000′, turn LEFT, intercept OKC R-253 to WA707 (5000′+) - SURIM - EVDEX - NIPUS (FL180+) - EVINA.
XIMBA 4G	Climb on runway track to 1000′, turn LEFT, intercept OKC R-253 to WA707 (5000′+) - SURIM - ABSEL - EREDA - XENOM (FL110+) - TISTA - XIMBA.

CHANGES: RNAV SIDs renumbered; RNAV sensor; speed restriction.

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Apt Elev
362'

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

LOLSI 4G [LOLS4G]
SOXER 4G [SOXE4G]
RWY 29 RNAV DEPARTURES

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

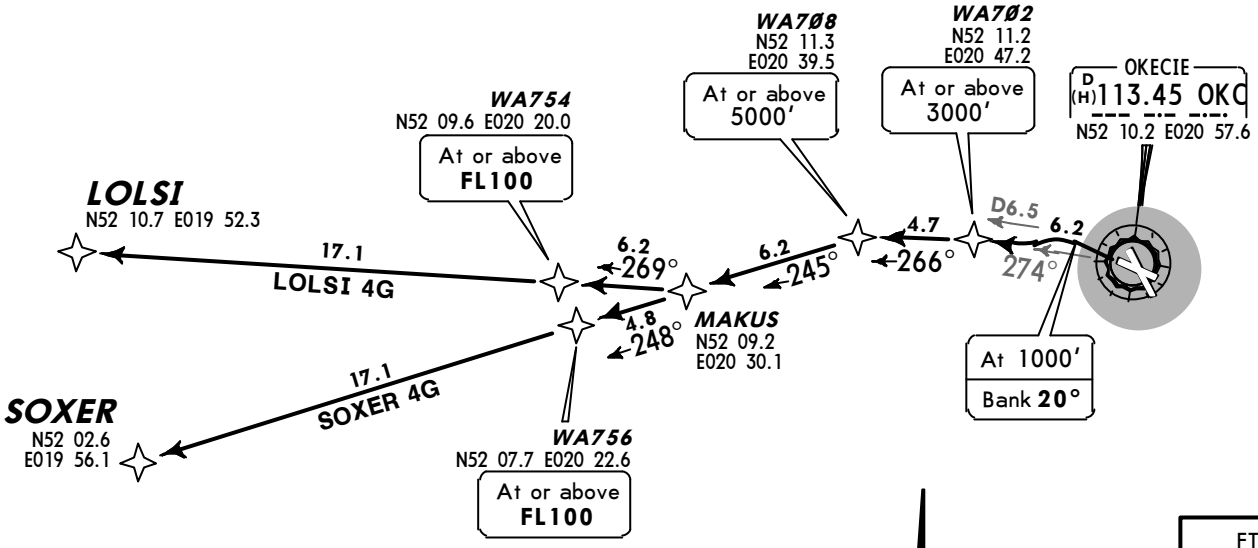
SPEED: MAX 210 KT DURING INITIAL TURN

Climb to 6000' and maintain, unless otherwise cleared by ATC.	
SID	**ROUTING**
LOLSI 4G	Climb on runway track to 1000', turn LEFT, intercept OKC R-274 to WA702 (3000'+) - WA708 (5000'+) - MAKUS - WA754 (FL100+) - LOLSI.
SOXER 4G	Climb on runway track to 1000', turn LEFT, intercept OKC R-274 to WA702 (3000'+) - WA708 (5000'+) - MAKUS - WA756 (FL100+) - SOXER.

These SIDs require a minimum climb gradient of
LOLSI 4G: 7% up to 5000' for ATC purposes.
SOXER 4G: 7% up to 5000' for ATC purposes, then 8.1 % until WA756.

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

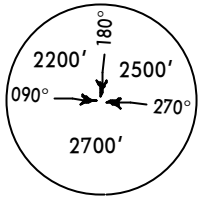
If unable to comply request non-standard departure from ATC before start-up.



NOT TO SCALE

FT/METER CONVERSION
QNH

1000'	-	305m
3000'	-	915m
5000'	-	1525m
6000'	-	1830m
6500'	-	2000m



MSA
OKC VOR

CHANGES: RNAV SIDs renumbered; RNAV sensor; speed restriction.

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Apt Elev 362'

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

BAMSO 4K [BAMS4K]
OLILA 4K [OLIL4K]
RWY 33 RNAV DEPARTURES

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

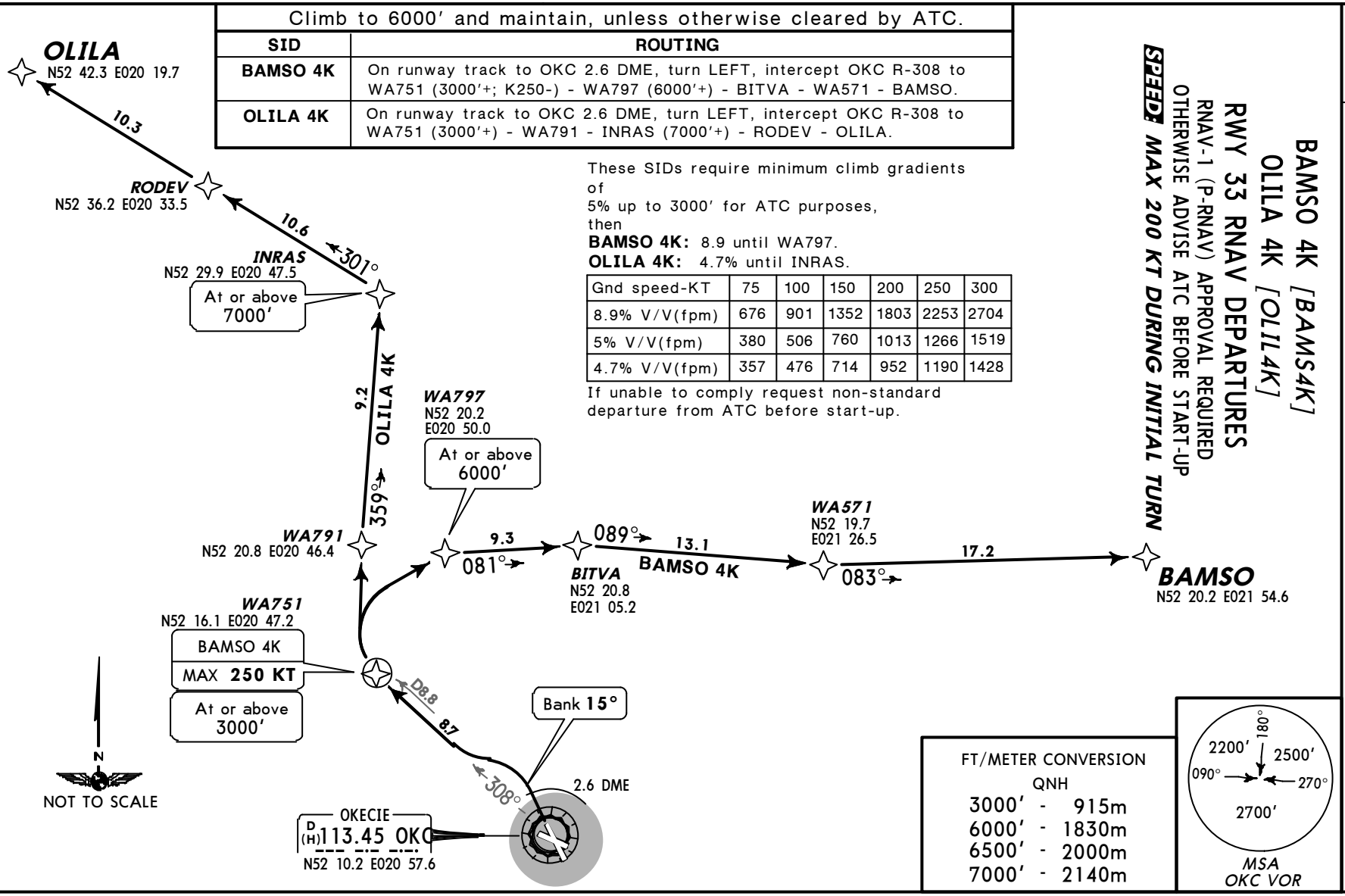
SPEED: MAX 200 KT DURING INITIAL TURN

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



FT/METER CONVERSION
QNH

3000'	-	915m
6000'	-	1830m
6500'	-	2000m
7000'	-	2140m

MSA
OKC VOR

CHANGES: RNAV SIDs renumbered; RNAV sensor; speed restriction.

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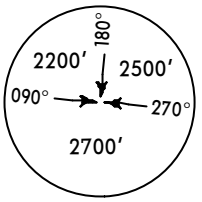
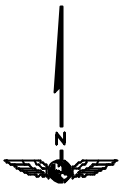
Apt Elev 362′	Trans level: By ATC Trans alt: 6500′ 1. As soon as possible contact WARSAW Approach after take-off on frequency published in ATIS if not otherwise specified by Tower. 2. Conventional navigation to 3000′. 3. Initial turns require bank angle of 15°. 4. SIDs are also noise abatement routings (refer to 10-4).



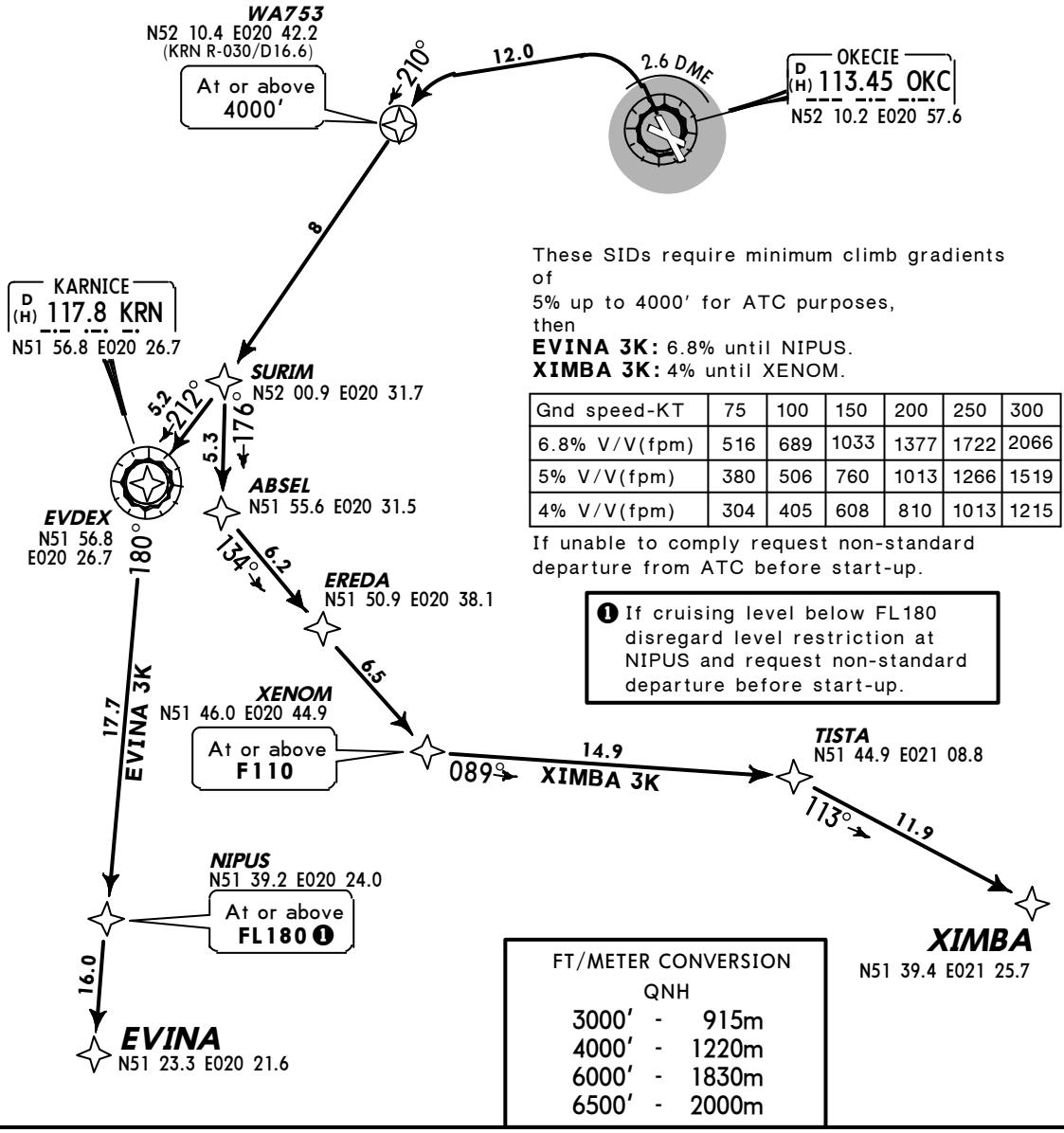
MSA
OKC VOR

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



NOT TO SCALE



These SIDs require minimum climb gradients of
5% up to 4000′ for ATC purposes,
then
EVINA 3K: 6.8% until NIPUS.
XIMBA 3K: 4% until XENOM.

Gnd speed-KT	75	100	150	200	250	300
6.8% V/V(fpm)	516	689	1033	1377	1722	2066
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.

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

FT/METER CONVERSION
QNH

3000′	-	915m
4000′	-	1220m
6000′	-	1830m
6500′	-	2000m

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

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

CHANGES: RNAV SIDs renumbered; RNAV sensor; speed restriction.

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EPWA/WAW CHOPIN — WARSAW, POLAND

29 MAR 13 — 10-3N — Eff 4 Apr — 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. Initial turns require bank angle of 15°.
4. SIDs are also noise abatement routings (refer to 10-4).

LOLSI 4K [LOLS4K]
SOXER 4K [SOXE4K]
RWY 33 RNAV DEPARTURES

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

SPEED: MAX 200 KT DURING INITIAL TURN

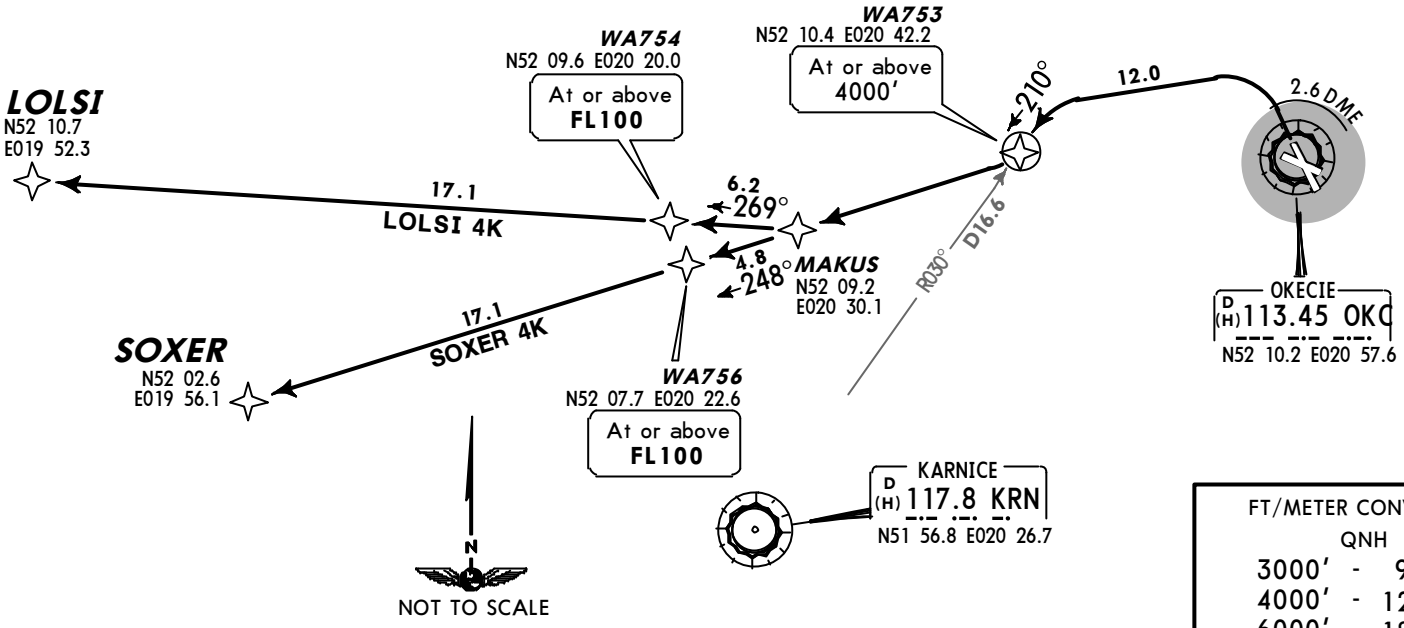
Climb to 6000′ and maintain, unless otherwise cleared by ATC.

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

These SIDs require a minimum climb gradient of 7% until WA754 (LOLSI 4K)/WA756 (SOXER 4K).

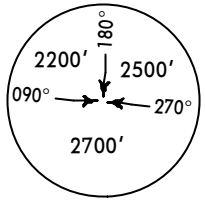
Gnd speed-KT	75	100	150	200	250	300
7% V/V(fpm)	532	709	1063	1418	1772	2127

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



FT/METER CONVERSION
QNH

3000′	-	915m
4000′	-	1220m
6000′	-	1830m
6500′	-	2000m



MSA
OKC VOR

CHANGES: RNAV SIDs renumbered; RNAV sensor; speed restriction.

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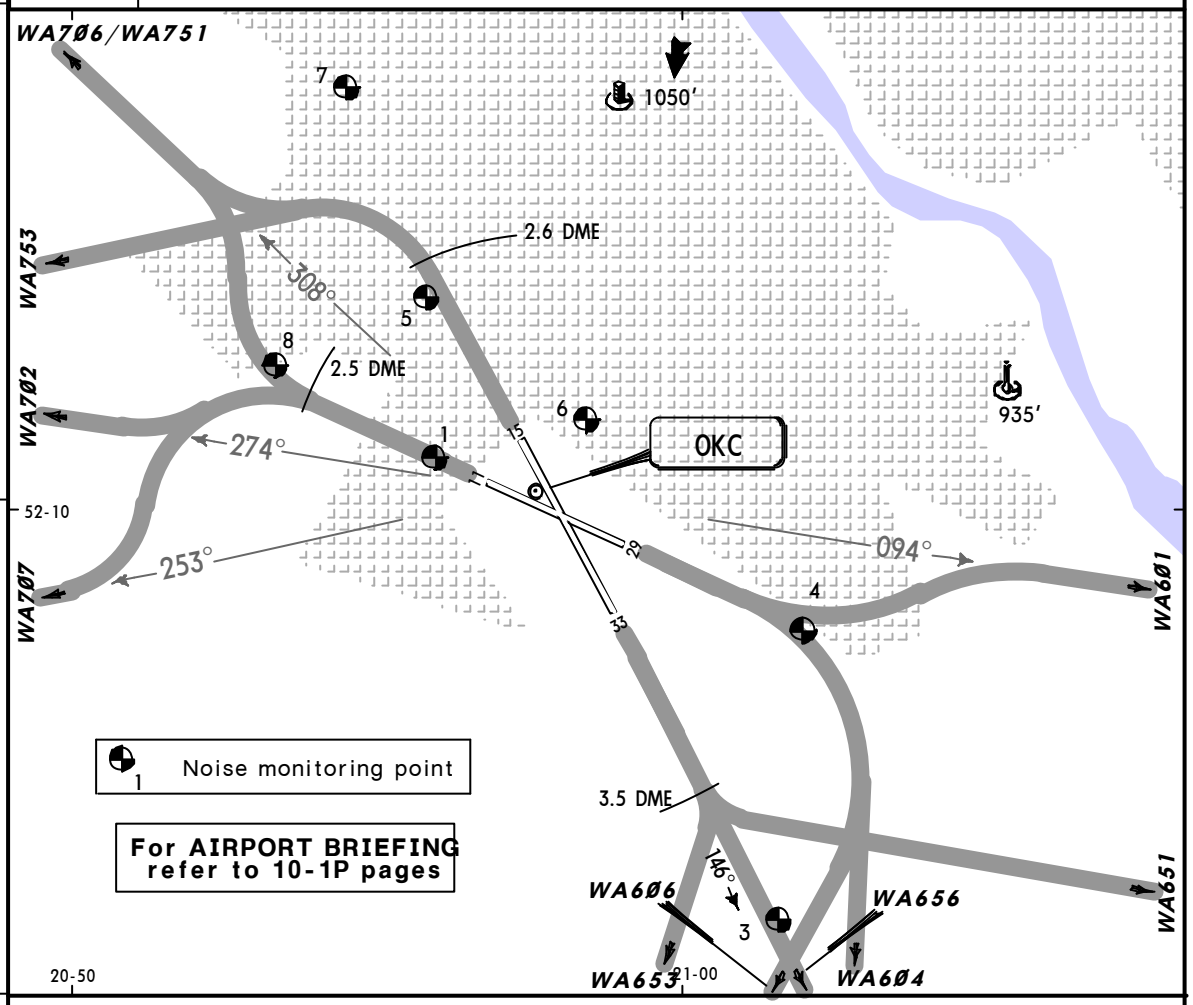
EPWA/WAW CHOPIN

WARSAW, POLAND

NOISE

Apt Elev 362'

NOISE ABATEMENT



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

CHANGES: SIDs revised.

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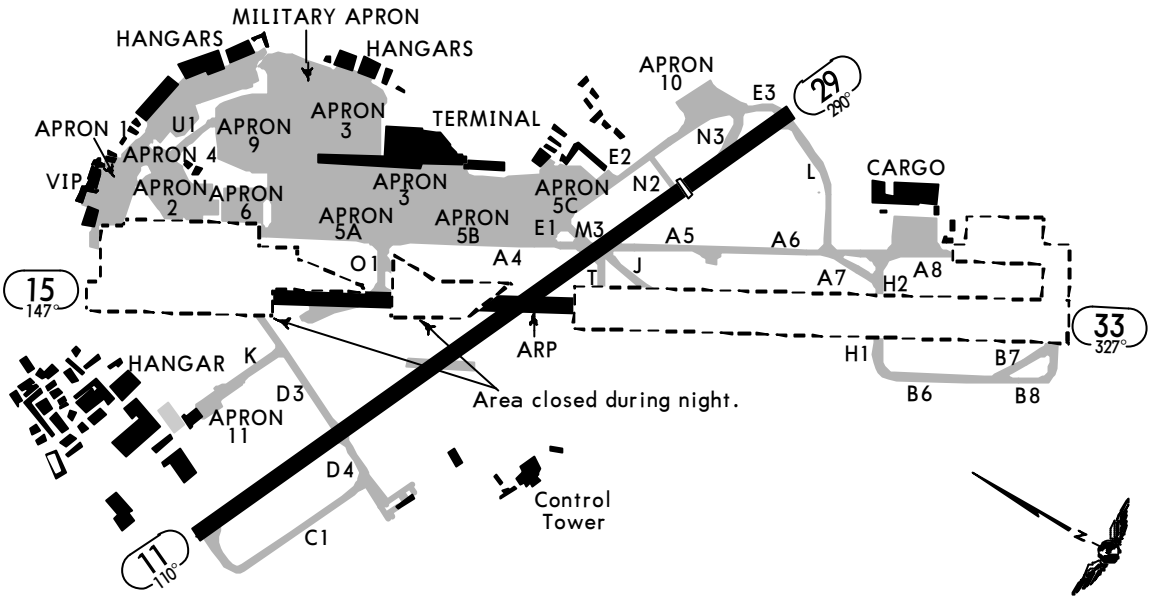
TEMPORARY CONSTRUCTION WORKS

REFER ALSO TO LATEST NOTAMS

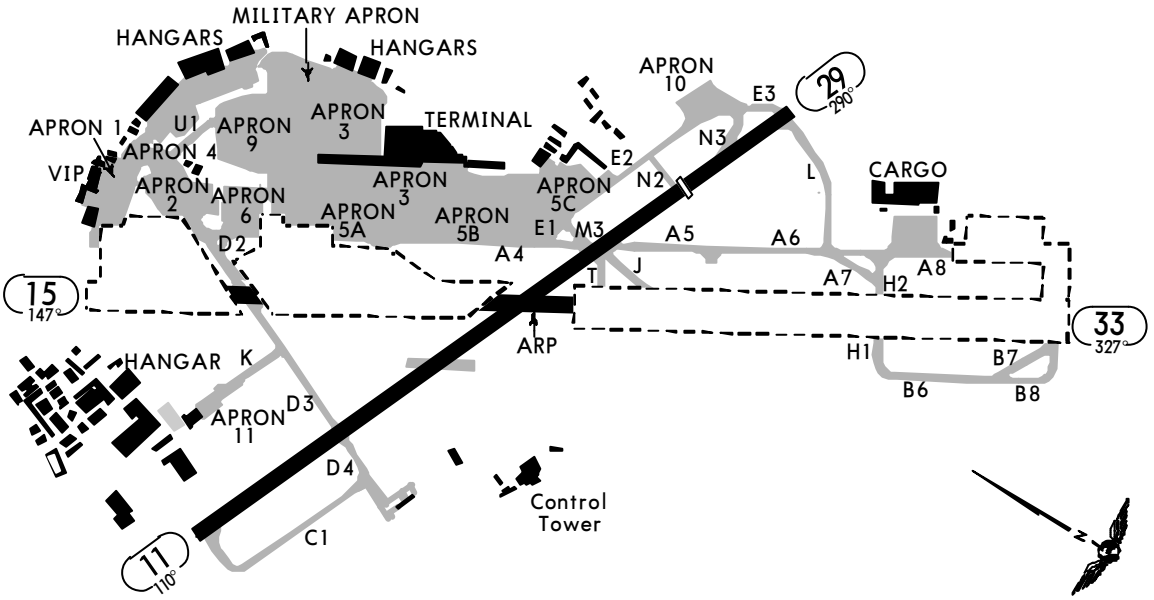
PHASE 1A

FROM 2 APR UNTIL 30 JUN 2013



PHASE 1B

FROM 1 JUL UNTIL 2 SEP 2013



CHANGES: New temporary chart.

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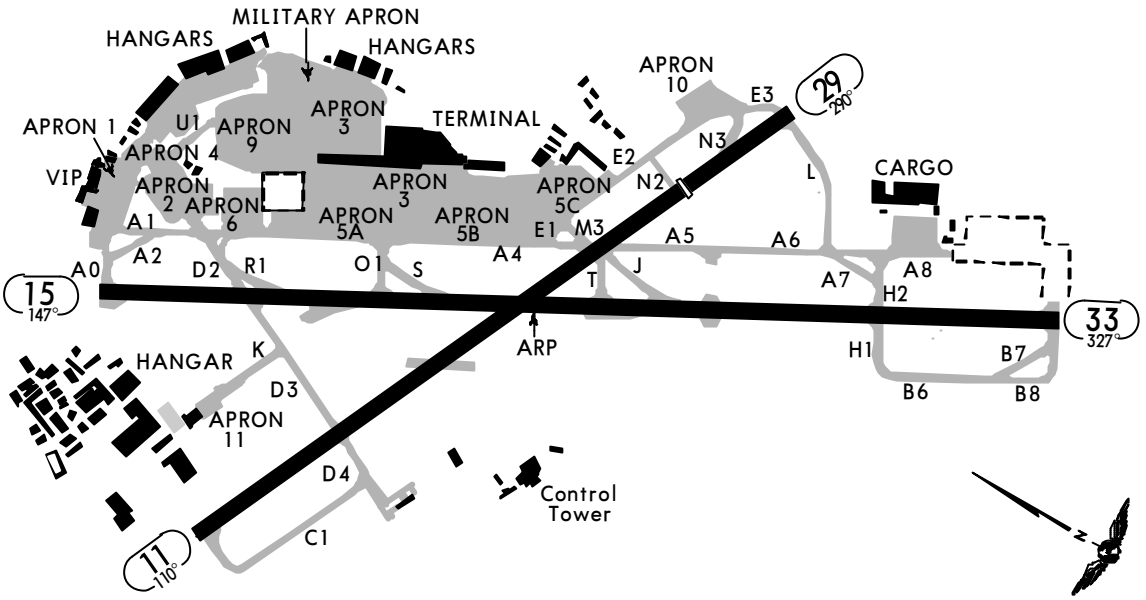
TEMPORARY CONSTRUCTION WORKS

REFER ALSO TO LATEST NOTAMS

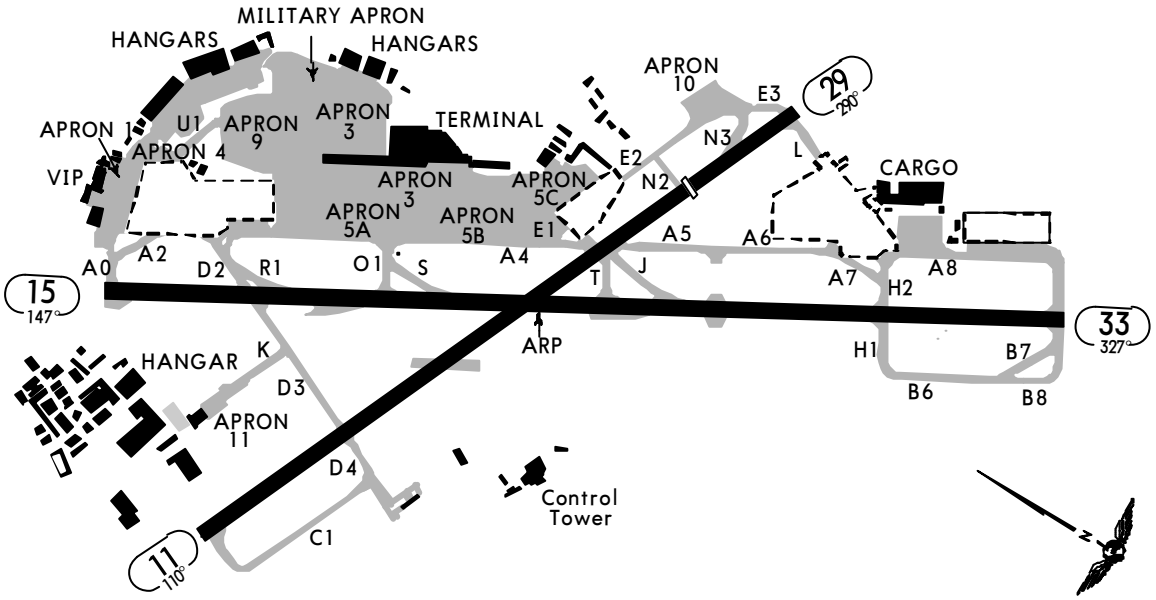
PHASE 1C

FROM 3 SEP UNTIL 31 DEC 2013



PHASE 2A

FROM 2 JAN UNTIL 30 JUN 2014



CHANGES: New temporary chart.

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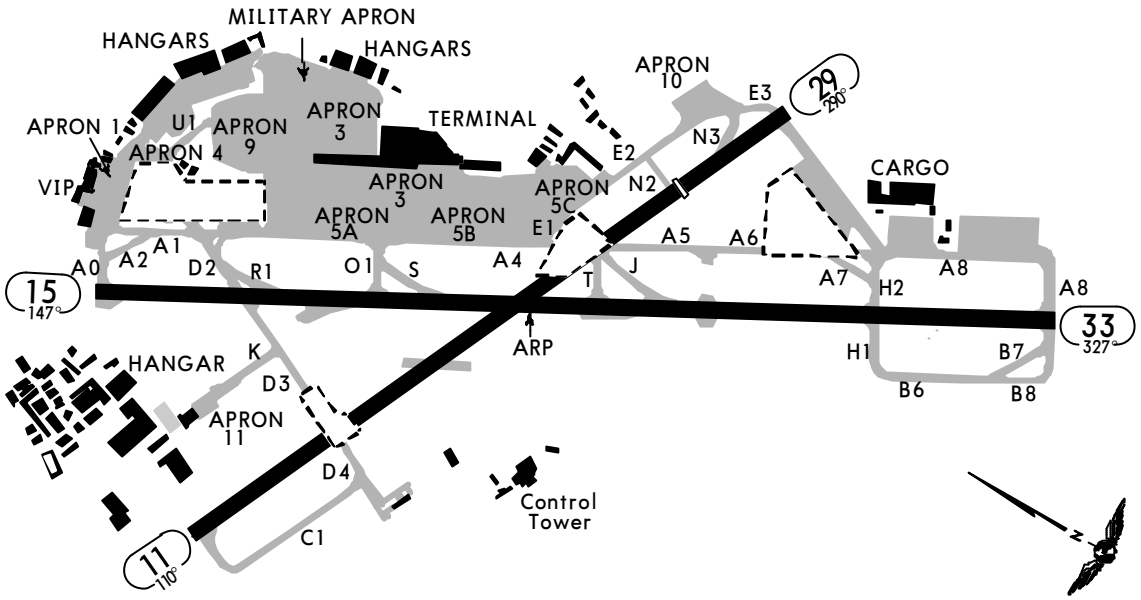
TEMPORARY CONSTRUCTION WORKS

REFER ALSO TO LATEST NOTAMS

PHASE 2B

FROM 1 JUL UNTIL 03 NOV 2014



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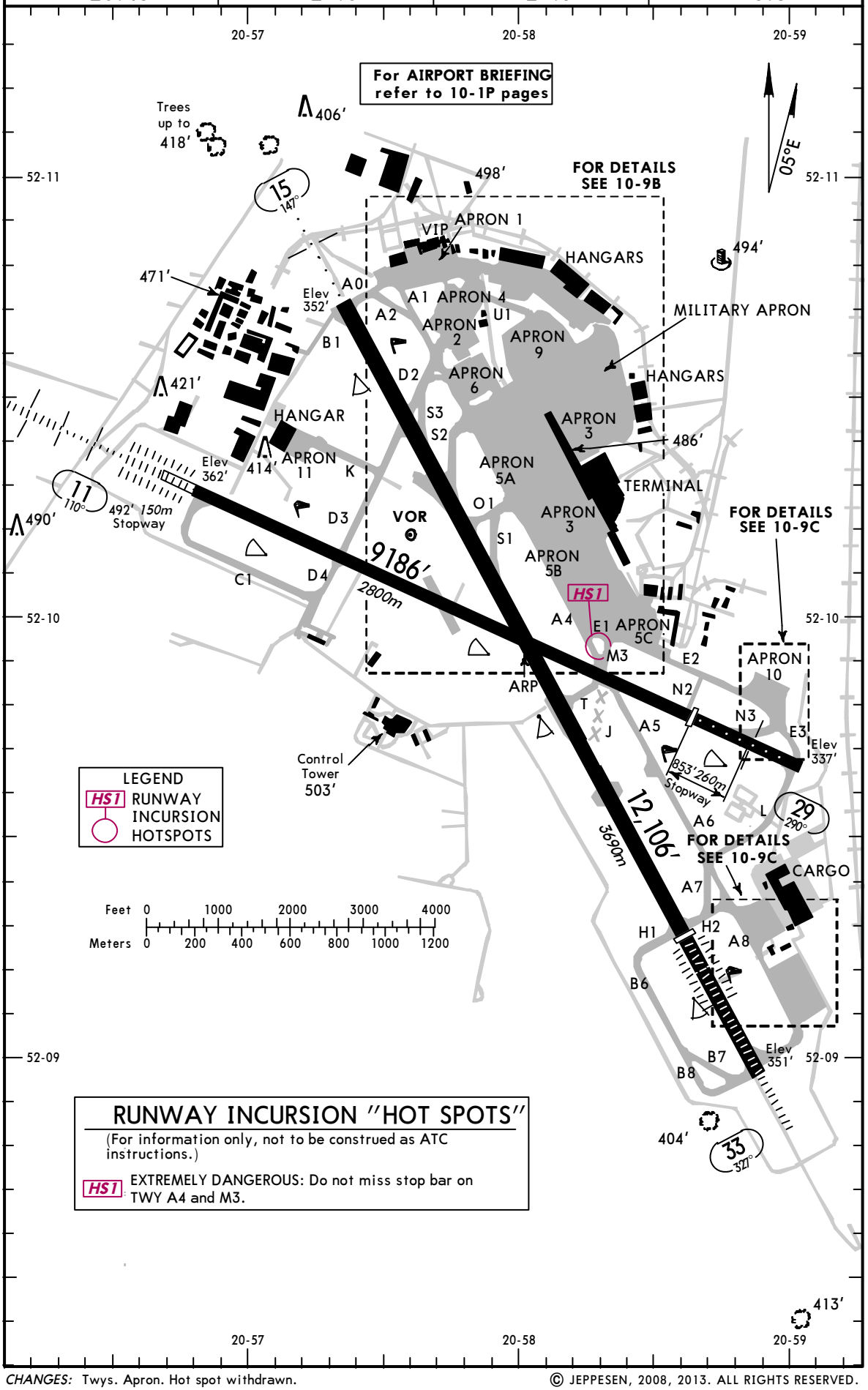
EPWA/WAW

Apt Elev **362′**
N52 10.0 E020 58.0

JEPPESEN
19 JUL 13 (10-9) **Eff 25 Jul**

WARSAW, POLAND
CHOPIN

ATIS	*OKECIE Delivery	*Ground	Tower
120.45	121.6	121.9	118.3



CHANGES: Twys. Apron. Hot spot withdrawn.

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JeppView 3.7.5.0

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(3.0°)	RVR	7546′ *2300m*			
15	HIRL *(60m)* CL *(15m)* HIALS PAPI-L(3.0°)	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 M3 int 6247′ (1904m)

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 H2 int 9839′ (2999m)
twy T int 6312′ (1924m)

INS COORDINATES

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

Standard TAKE-OFF 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: Usable lengths. Parking coords. Minimums.

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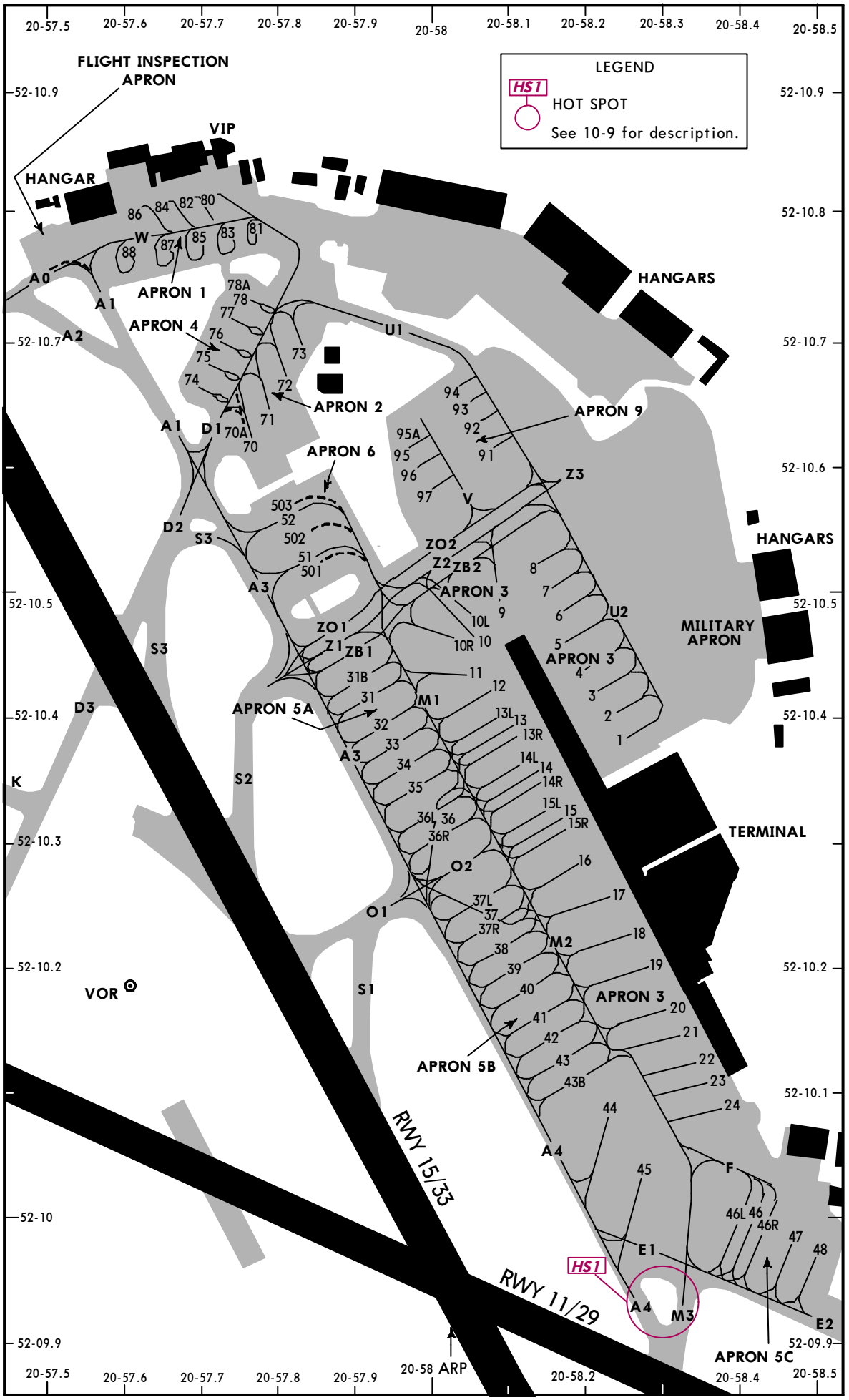

CHANGES: Twys. Insets transferred to 10-9C.

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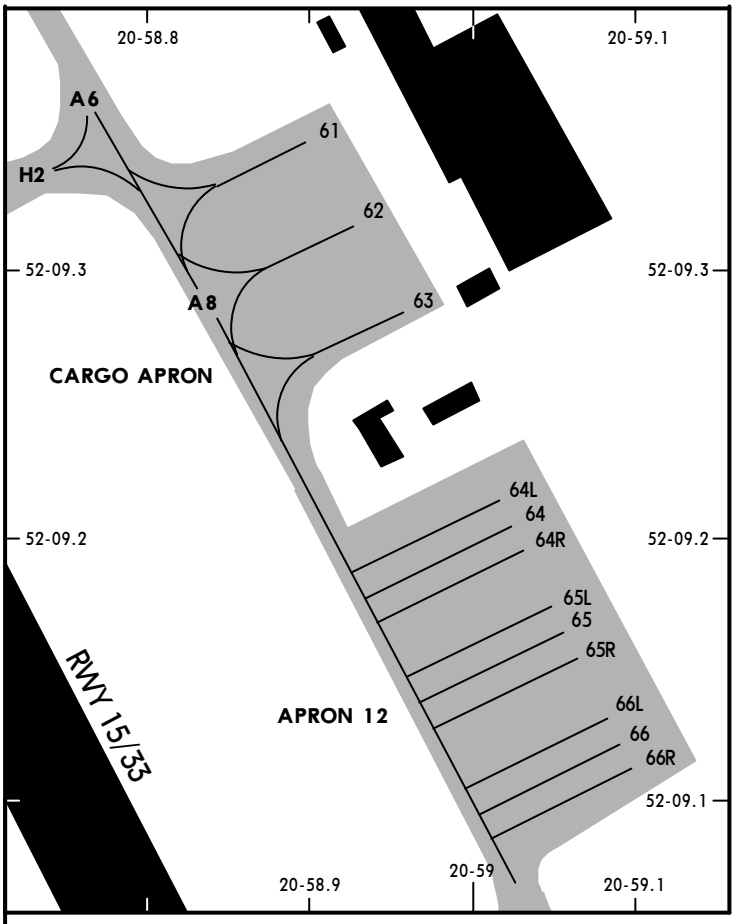
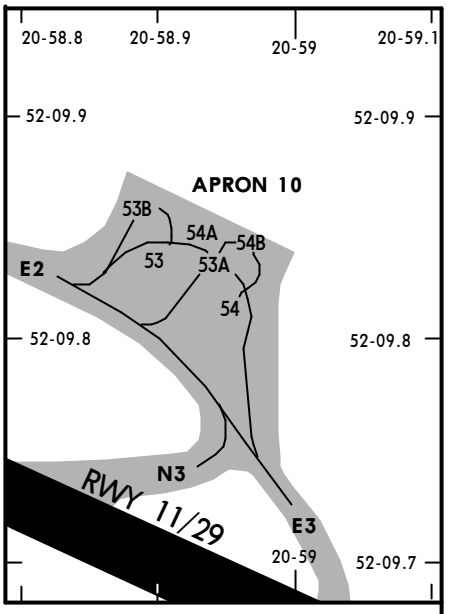
JeppView 3.7.5.0





CHANGES: Parking stands.

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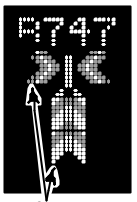
VISUAL DOCKING GUIDANCE SYSTEM (SAFEDOCK)

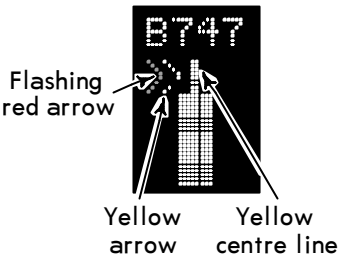
SYSTEM DESCRIPTION:

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

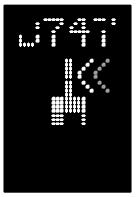
Pilot is obliged to check whether appropriate ACFT type is displayed. Floating arrows indicate that system is active and ready to dock ACFT to the stand.
WARNING: Pilot may not commence docking procedure if system is inactive or displays inappropriate ACFT type.



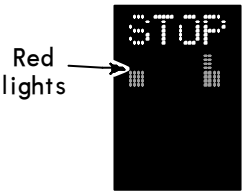
Appearance of yellow field of approach speed indicates that an ACFT has been detected by the system. A flashing red arrow indicates the direction to turn. The vertical yellow arrow shows position in relation to the centre line.



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.

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EPWA/WAW
CHOPIN

JEPPESEN
6 SEP 13 (11-1) Eff 19 Sep

WARSAW, POLAND
ILS or LOC Rwy 11

BRIEFING STRIP™

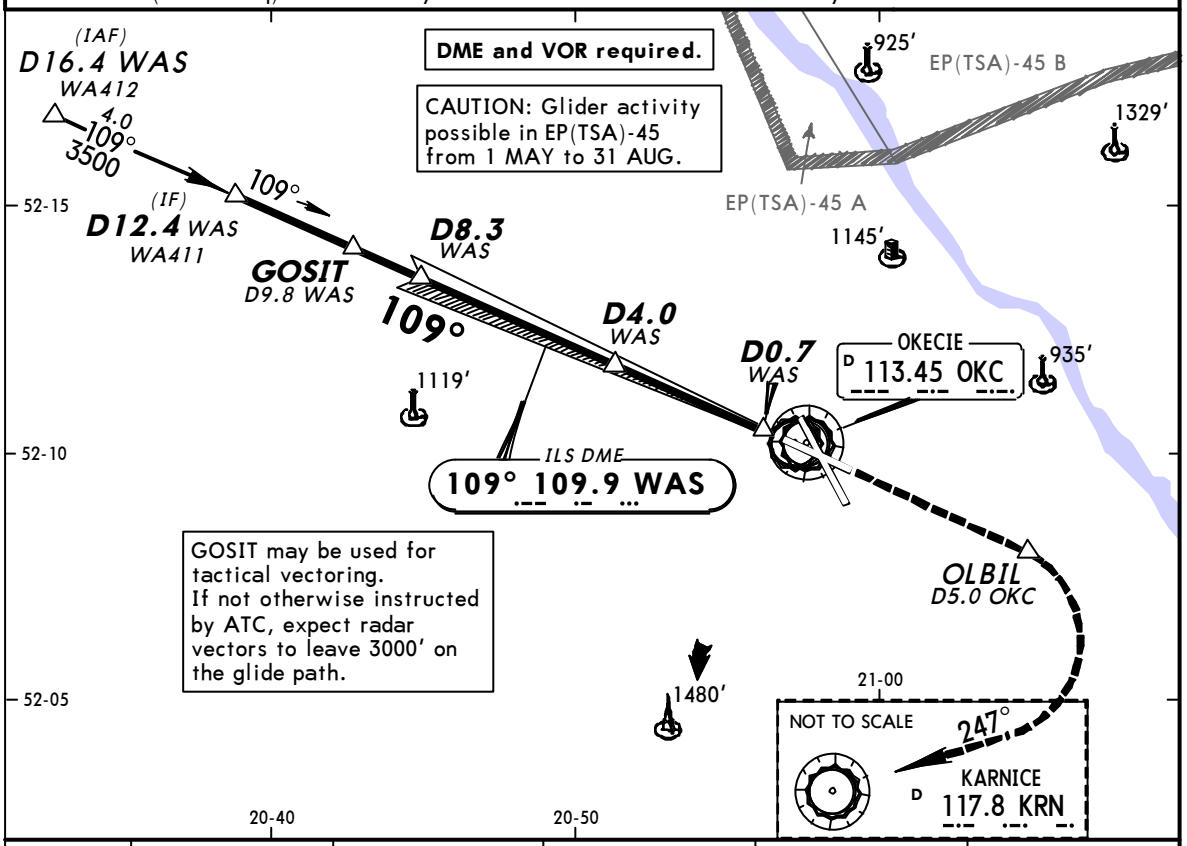
ATIS	WARSAW Approach (R)		*WARSAW Director	OKECIE Tower	*Ground
120.45	128.8	125.05	129.37	118.3	121.9

LOC WAS	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′

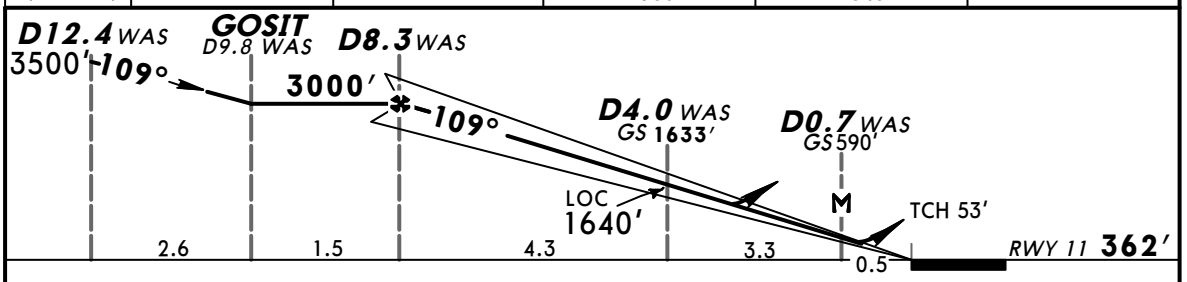
MISSED APCH: Climb STRAIGHT AHEAD to OLBIL, then turn RIGHT (MAX 185 KT) onto R-067 inbound to KRN VOR climbing to 3000′, then as directed.

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)					
	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′)

	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1200m	RVR 1500m
B					
C					RVR 1900m
D					

CIRCLE-TO-LAND
Not authorized
Northeast of airport

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

CHANGES: Missed apch. Procedure.

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EPWA/WAW
CHOPIN

JEPPESEN 6 SEP 13 (11-1A) Eff 19 Sep

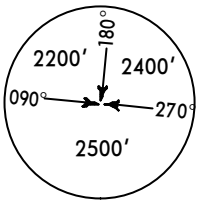
WARSAW, POLAND
CAT II ILS Rwy 11

BRIEFING STRIP

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

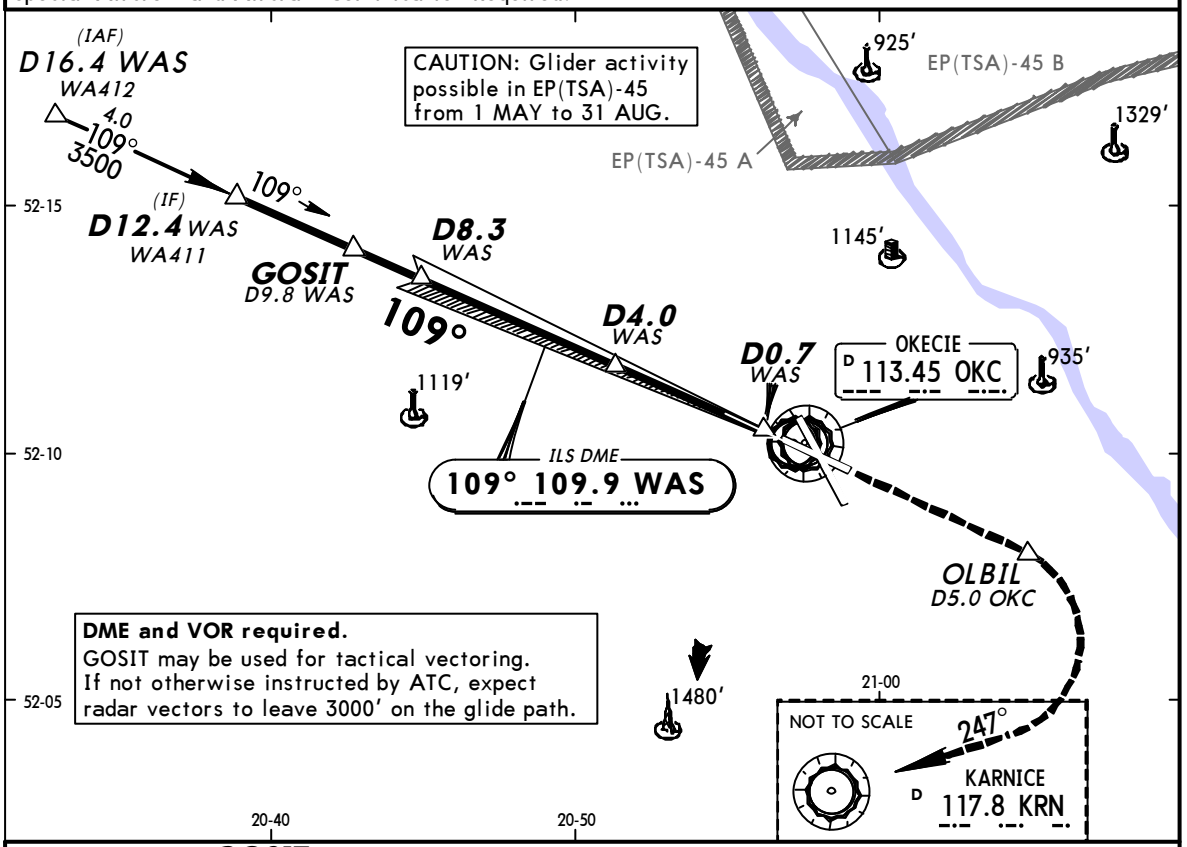
LOC	Final	GS	CAT II ILS RA/DA(H)	
WAS 109.9	Apch Crs 109°	D4.0 WAS 1633′ (1271′)	Refer to Minimums	Apt Elev 362′ RWY 362′

MISSED APCH: Climb STRAIGHT AHEAD to OLBIL, then turn RIGHT (MAX 185 KT) onto R-067 inbound to KRN VOR climbing to 3000′, then as directed.

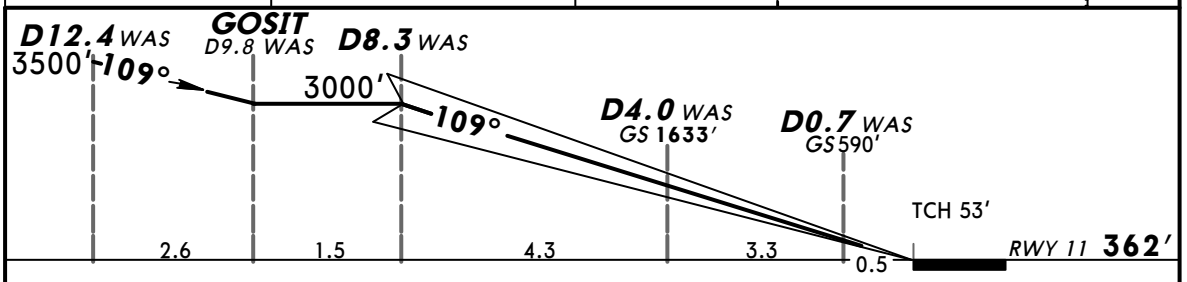


MSA OKC VOR

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



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



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 HGS required below RVR 350m.

CHANGES: Missed apch. Procedure.

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EPWA/WAW
CHOPIN

JEPPESEN
26 JUL 13 (11-2)

WARSAW, POLAND
ILS or LOC Rwy 33

BRIEFING STRIP TM

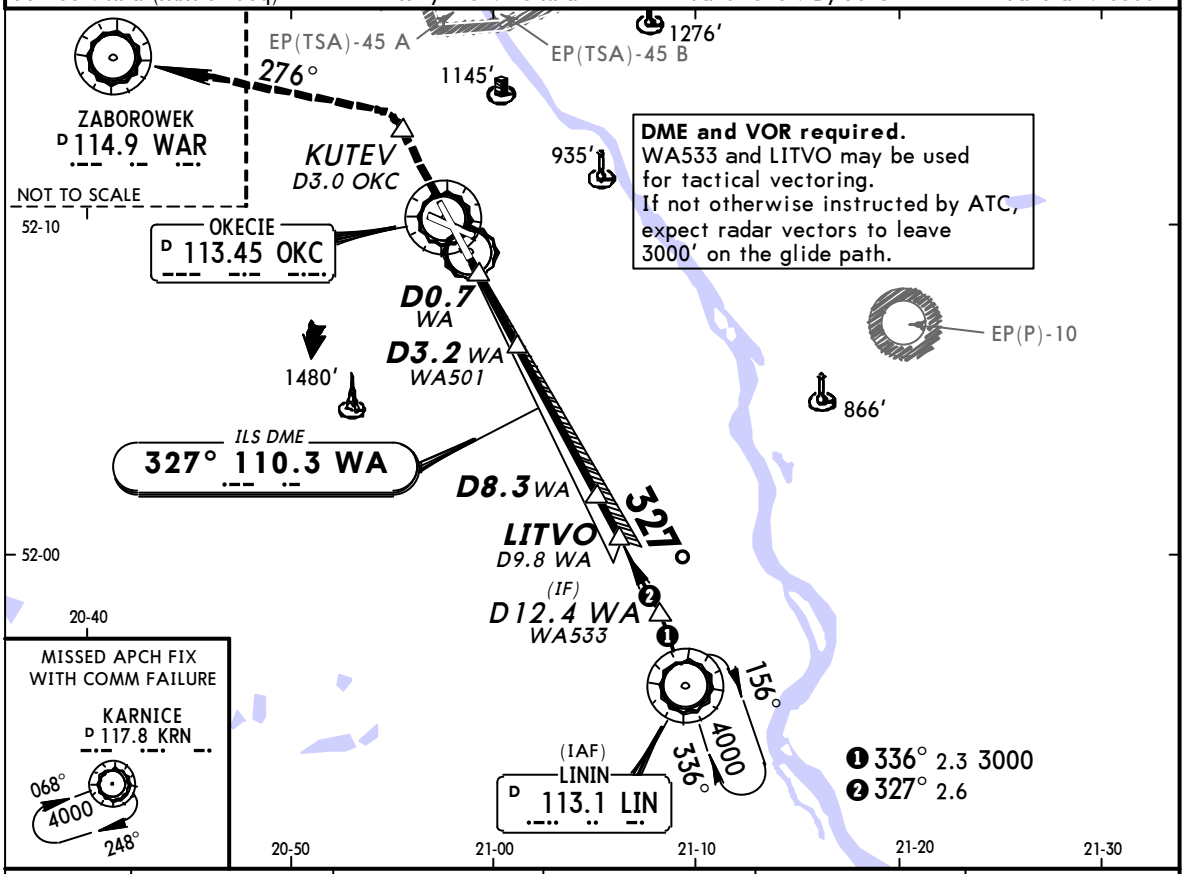
ATIS	WARSAW Approach (R)		*WARSAW Director	OKECIE Tower	*Ground
120.45	128.8	125.05	129.37	118.3	121.9

LOC WA	Final Apch Crs	GS	CAT I ILS DA(H)	Apt Elev / RWY
110.3	327°	D3.2 WA 1378′ (1027′)	Refer to Minimums	Apt Elev 362′ / RWY 351′

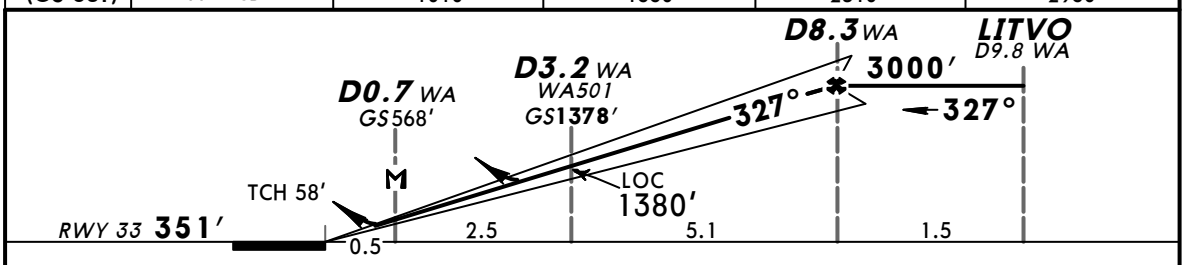
MISSED APCH: Climb STRAIGHT AHEAD to KUTEV, then turn LEFT (MAX 185 KT) to intercept R-096 WAR inbound to WAR VOR climbing to 3000′.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to KUTEV, then turn LEFT (MAX 185 KT) to intercept R-096 WAR to WAR VOR, at D2.7 after WAR turn LEFT to KRN VOR climbing to 4000′.

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	1010′	1660′	2310′	2960′



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

Standard STRAIGHT-IN LANDING RWY 33

ILS DA(H) A: 551′ (200′) C: 562′ (211′) B: 552′ (201′) D: 571′ (220′)

LOC (GS out) with D3.2 WA DA(H) 760′ (409′) | w/o D3.2 WA DA(H) 820′ (469′)

CIRCLE-TO-LAND: Not authorized Northeast of airport

PANS OPS

	FULL	Limited	ALS out		ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1200m	RVR 1500m	RVR 1500m	
B							
C					RVR 1900m	RVR 1500m	CMV 2200m
D							

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

1 After LOC (GS out) apch w/o D3.2 WA: 840′ (478′).

CHANGES: MSA. Altitudes. Minimums.

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EPWA/WAW
CHOPIN

JEPPESEN
26 JUL 13 (11-2A)

WARSAW, POLAND
CAT II ILS Rwy 33

BRIEFING STRIP TM

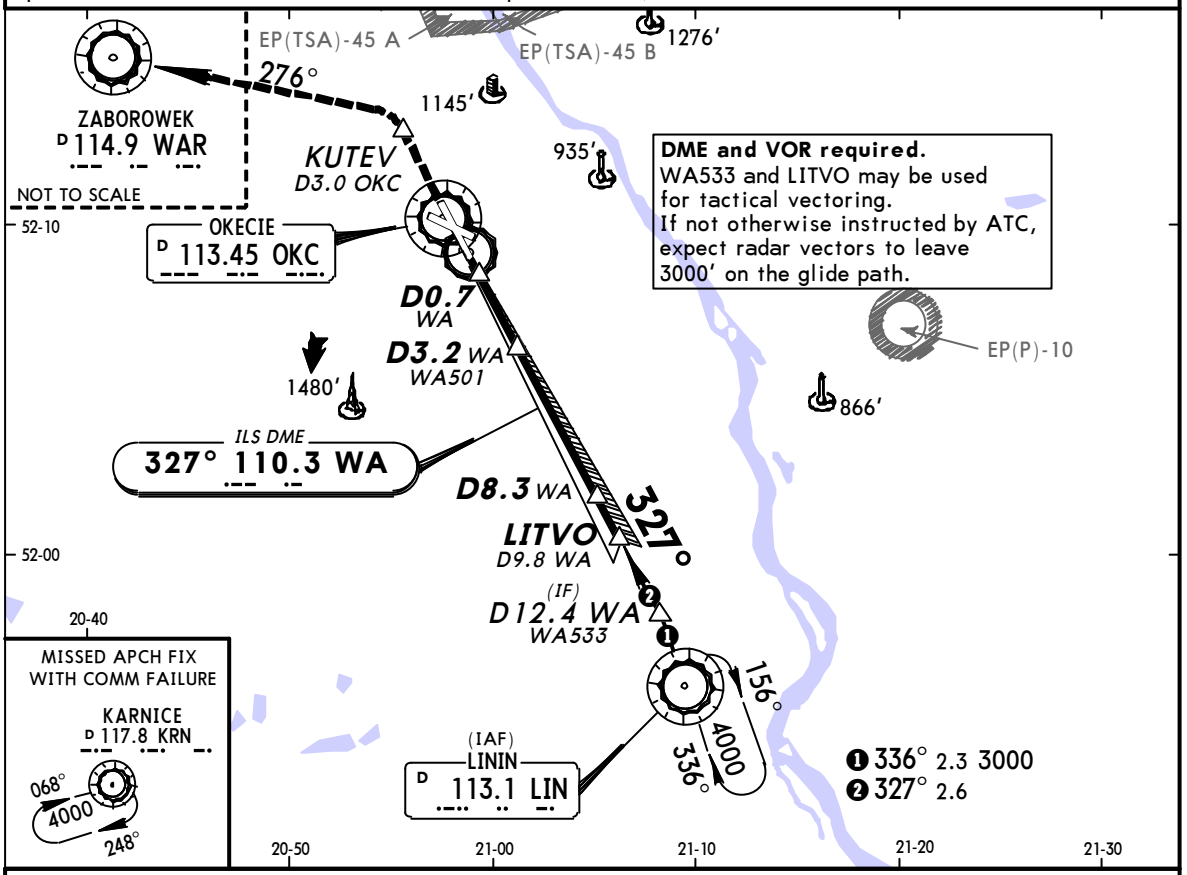
ATIS	WARSAW Approach (R)		*WARSAW Director	OKECIE Tower	*Ground
120.45	128.8	125.05	129.37	118.3	121.9

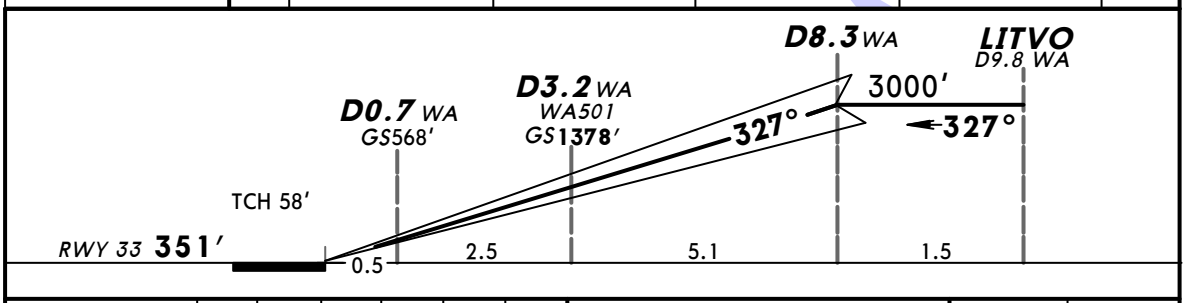
LOC	Final Apch Crs	GS	CAT II ILS RA/DA(H)	Apt Elev 362′
WA 110.3	327°	D3.2 WA 1378′ (1027′)	Refer to Minimums	RWY 351′

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′.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to KUTEV, then turn LEFT (MAX 185 KT) to intercept R-096 WAR to WAR VOR, at D2.7 after WAR turn LEFT to KRN VOR climbing to 4000′.

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 104′	RA 121′	RA 134′	RA 148′
DA(H) 453′ (102′)	DA(H) 470′ (119′)	DA(H) 483′ (132′)	DA(H) 496′ (145′)
RVR 300m ❶		RVR 400m	RVR 450m

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

CHANGES: MSA. Altitudes. Minimums.

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EPWA/WAW CHOPIN

JEPPESEN

19 JUL 13 (12-01) Eff 25 Jul

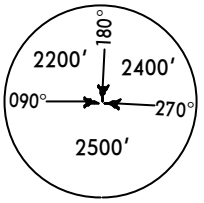
WARSAW, POLAND RNAV (GNSS) Rwy 33

BRIEFING STRIP TM

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

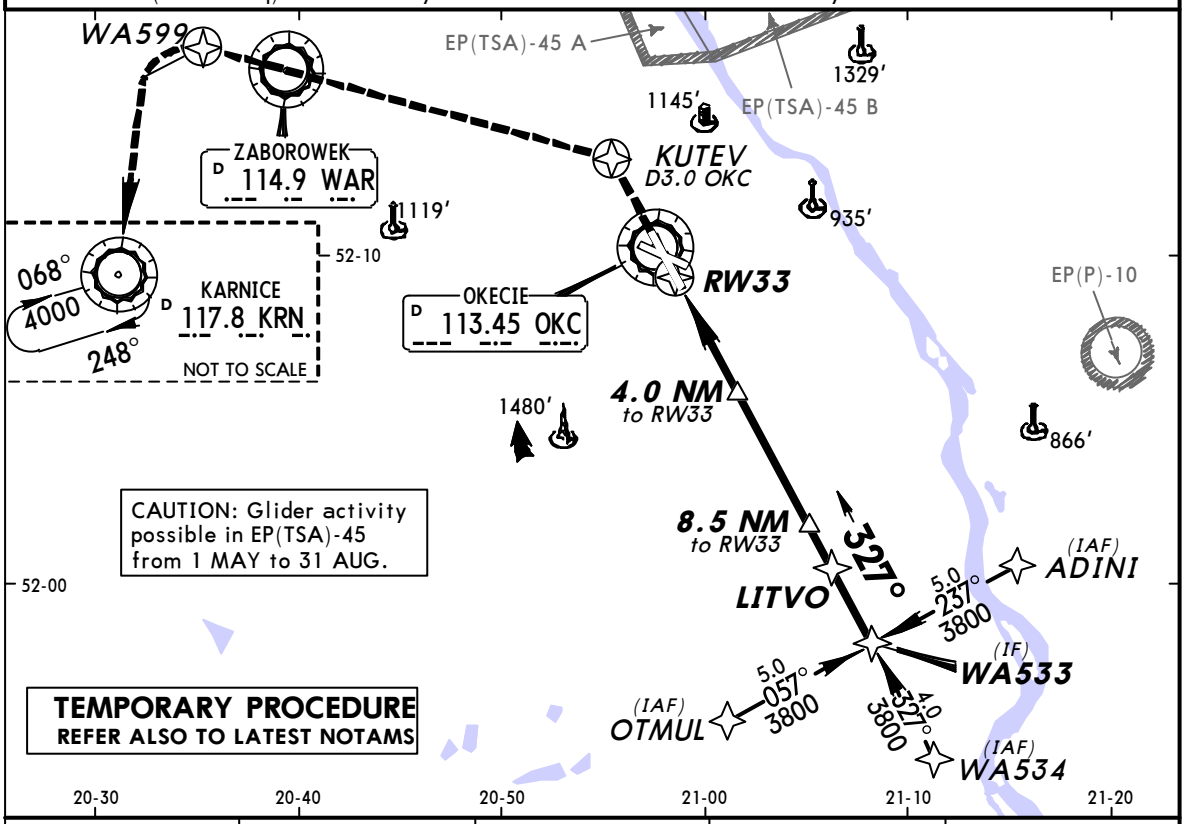
RNAV	Final Apch Crs	Procedure Alt	LNAV DA(H)	Apt Elev 362'
	327°	8.5 NM to RW33 3000' (2646')	820' (466')	RWY 354'

MISSED APCH: RNAV: Climb STRAIGHT AHEAD to KUTEV, then turn LEFT to WA599 climbing to 3000' or above. At WA599 turn LEFT to KRN VOR climbing to 4000' or above, then as directed.
NON-RNAV: Climb STRAIGHT AHEAD to D3.0 OKC, then turn LEFT to WAR VOR climbing to 3000', then as directed.



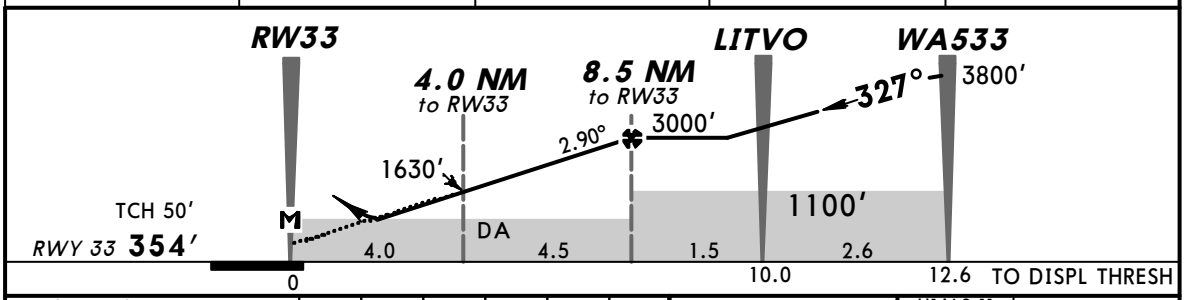
MSA OKC VOR

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



TEMPORARY PROCEDURE
REFER ALSO TO LATEST NOTAMS

DIST to RW33	2.0	4.0	6.0	8.0
ALTITUDE	1020'	1630'	2240'	2850'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.90°	359	462	513	616	718	821
MAP at RW33							

HIALS-II
PAPI

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY 33

LNAV
DA(H) 820' (466')

		ALS out	Max Kts	MDA(H)	VIS
A	RVR 1500m		100	820' (458')	1500m
B			135	870' (508')	1600m
C	RVR 1500m	CMV 2200m	180	970' (608')	2400m
D			205	1050' (708')	3600m

CIRCLE-TO-LAND
Not authorized
Northeast of airport

CHANGES: New temporary procedure.

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EPWA/WAW CHOPIN

JEPPESEN 6 SEP 13 (12-1) Eff 19 Sep

WARSAW, POLAND RNAV (GNSS) Rwy 11

BRIEFING STRIP

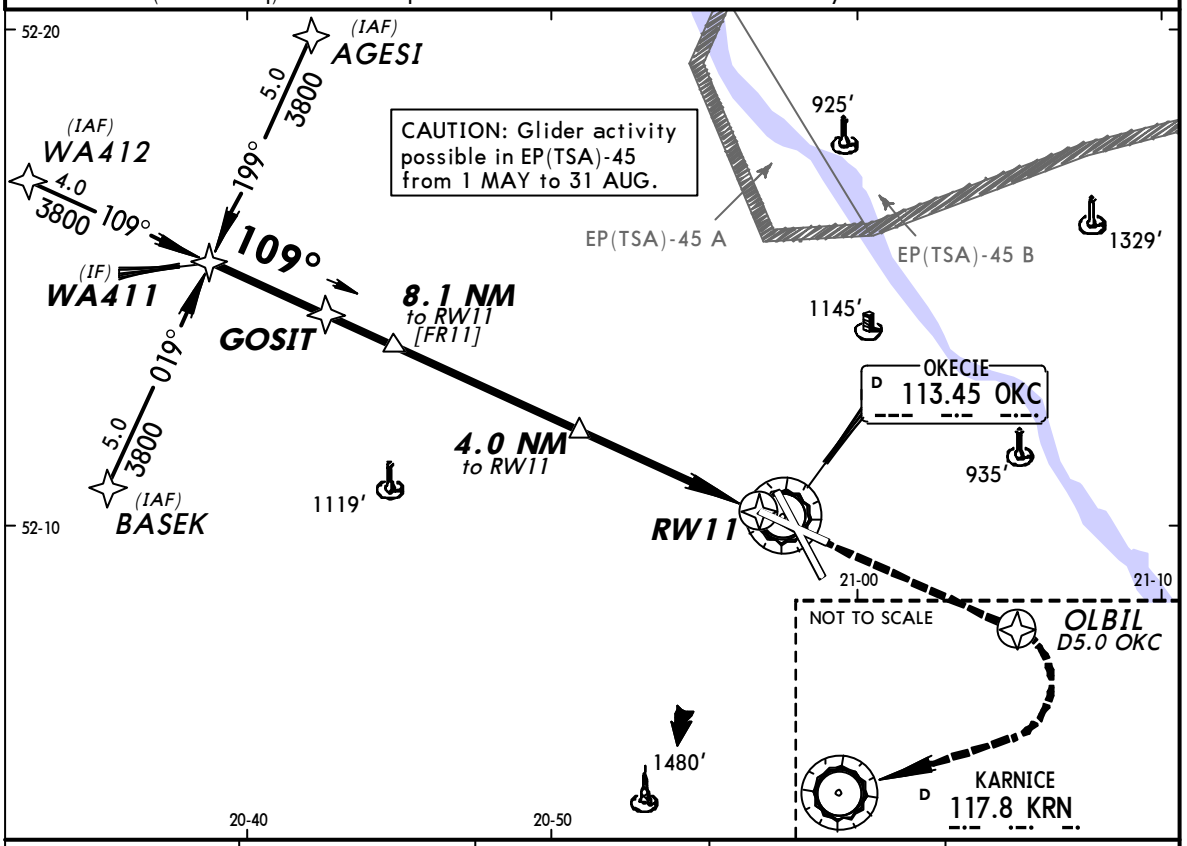
ATIS	WARSAW Approach (R)	*WARSAW Director	OKECIE Tower	*Ground
120.45	128.8 125.05	129.37	118.3	121.9

RNAV	Final Apch Crs	Procedure Alt	LNAV DA(H)	Apt Elev
	109°	8.1 NM to RW11 3000′ (2638′)	760′ (398′)	362′

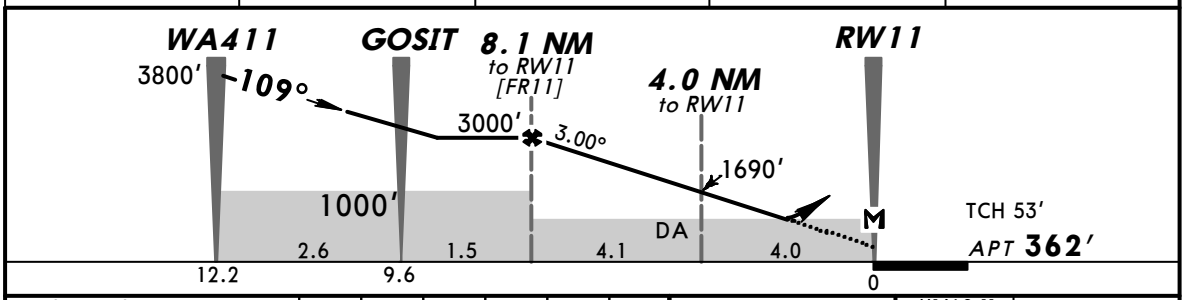
MISSED APCH: RNAV: Climb STRAIGHT AHEAD to OLBIL, then turn RIGHT to KRN VOR climbing to 3000 or above′, then as directed.
NON-RNAV: Climb STRAIGHT AHEAD to D5.0 OKC, then turn RIGHT to KRN VOR climbing to 3000′, then as directed.

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

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY 11

LNAV DA(H) 760′ (398′)

		ALS out
A	RVR 1100m	RVR 1500m
B		
C		RVR 1800m
D		

CIRCLE-TO-LAND
Not authorized
Northeast of airport

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

CHANGES: Missed apch.

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EPWA/WAW CHOPIN

JEPPESEN 6 SEP 13 (12-2) Eff 19 Sep

WARSAW, POLAND RNAV (GNSS) Rwy 15

BRIEFING STRIP TM

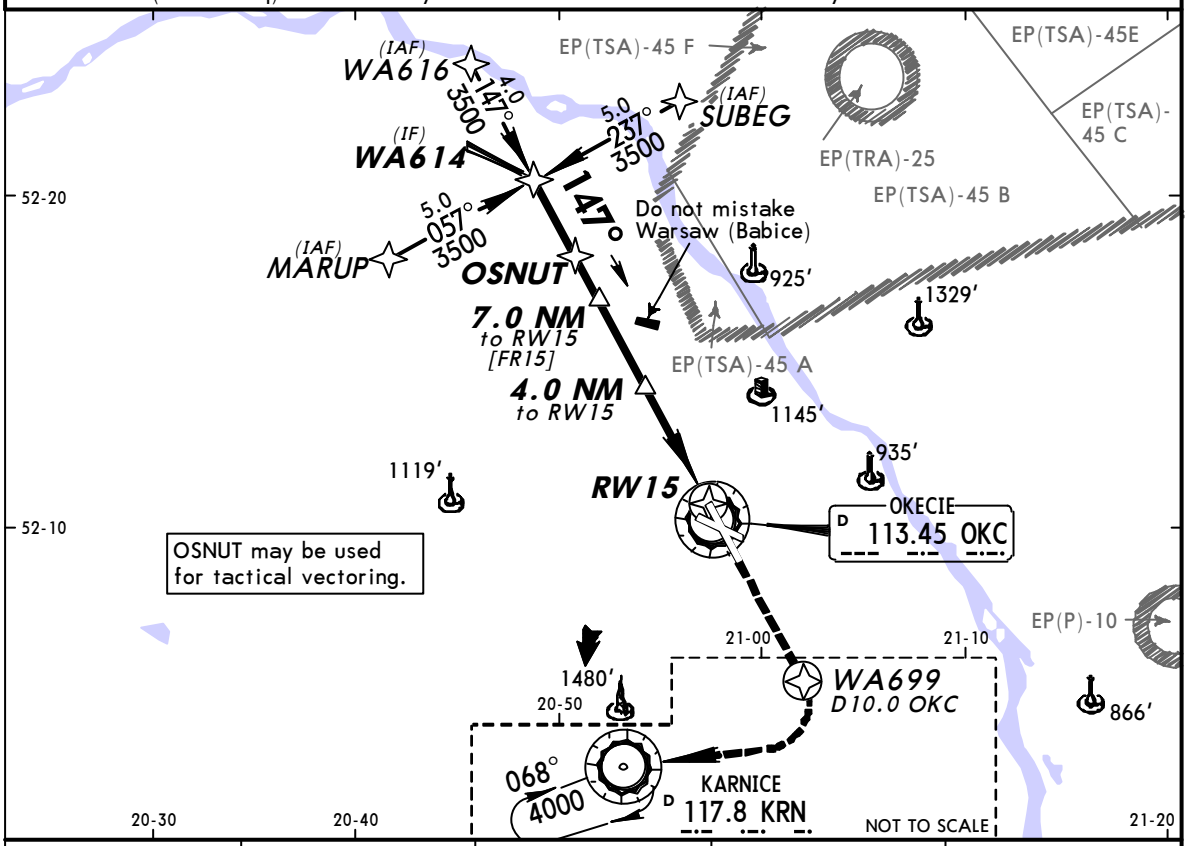
ATIS	WARSAW Approach (R)	*WARSAW Director	OKECIE Tower	*Ground
120.45	128.8 125.05	129.37	118.3	121.9

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

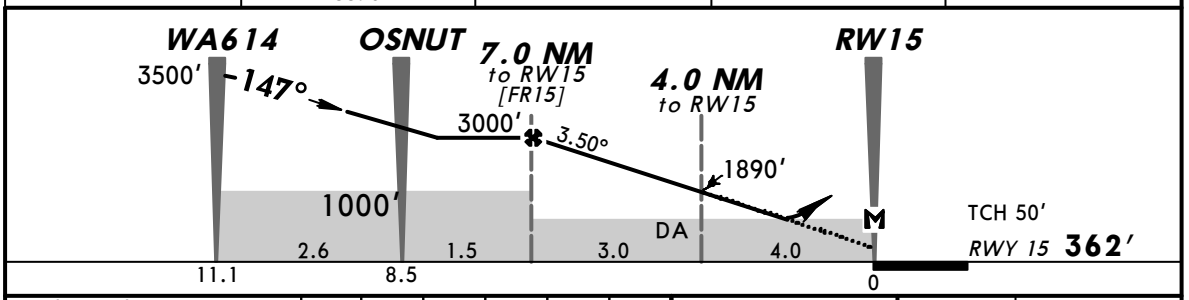
MISSED APCH: RNAV: Climb STRAIGHT AHEAD to WA699, then turn RIGHT to KRN VOR climbing to 4000′ or above, then as directed.
NON-RNAV: Climb STRAIGHT AHEAD to D10.0 OKC, then turn RIGHT to KRN VOR climbing to 4000′, then as directed.

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

Refer to Missed Apch above

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 6 SEP 13 (12-3) Eff 19 Sep

WARSAW, POLAND RNAV (GNSS) Rwy 29

BRIEFING STRIP™

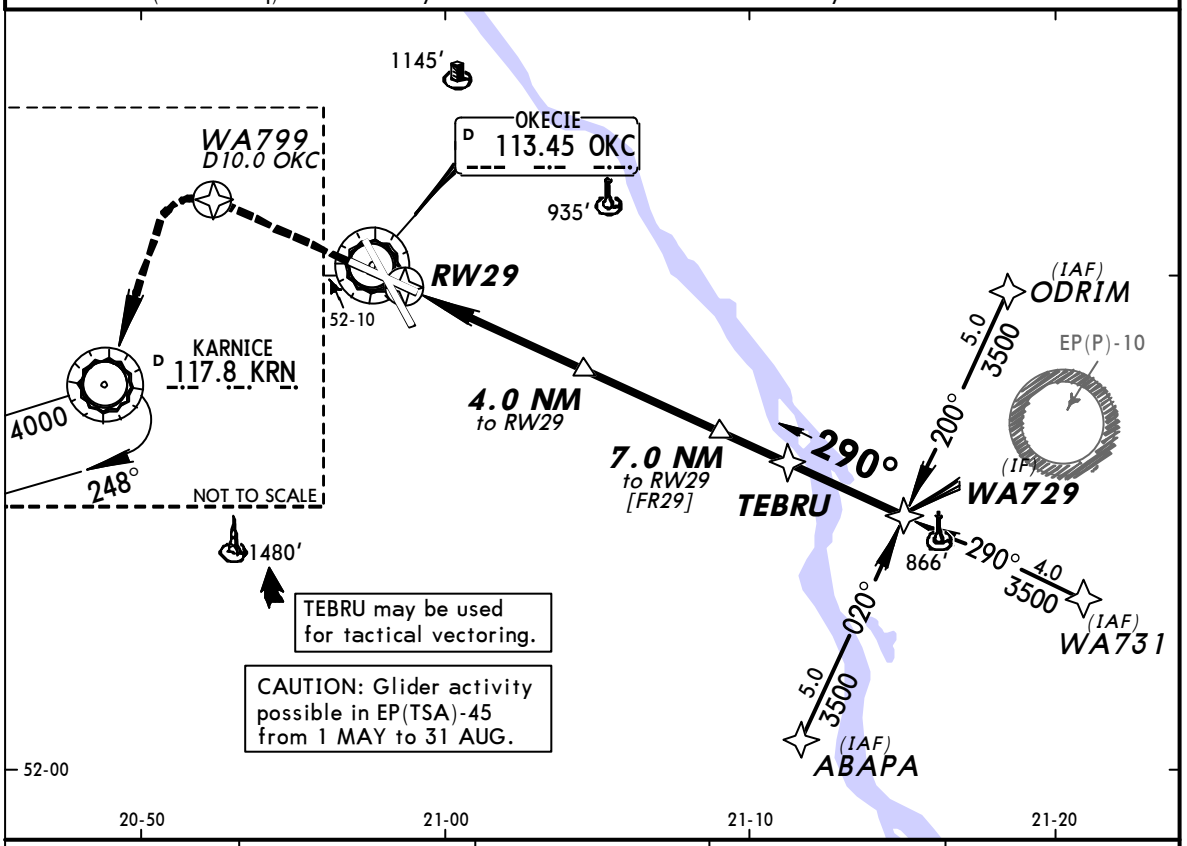
ATIS	WARSAW Approach (R)	*WARSAW Director	OKECIE Tower	*Ground
120.45	128.8 125.05	129.37	118.3	121.9

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

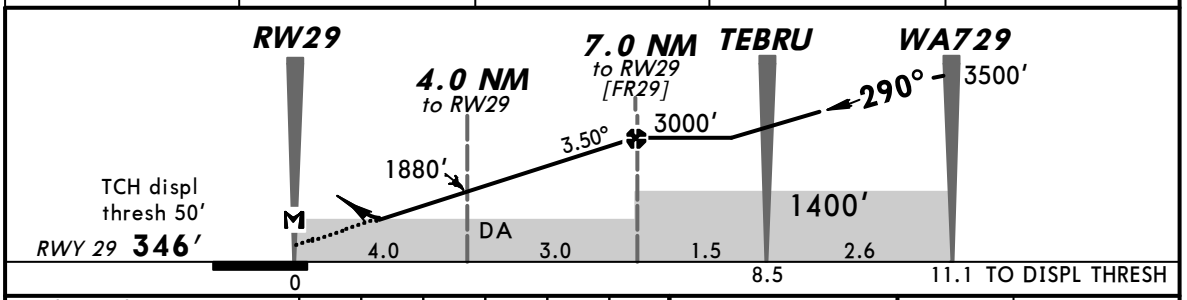
MISSED APCH: RNAV: Climb STRAIGHT AHEAD to WA799, then turn LEFT to KRN VOR climbing to 4000′ or above, then as directed.
NON-RNAV: Climb STRAIGHT AHEAD to D10.0 OKC, then turn LEFT to KRN VOR climbing to 4000′, then as directed.

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 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

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY **29**

LNAV DA(H) **800′** (454′)

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

CIRCLE-TO-LAND
Not authorized
Northeast of airport

CHANGES: None.

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EPWA/WAW CHOPIN

JEPPESEN 6 SEP 13 (12-4) Eff 19 Sep

WARSAW, POLAND RNAV (GNSS) Rwy 33

BRIEFING STRIP TM

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

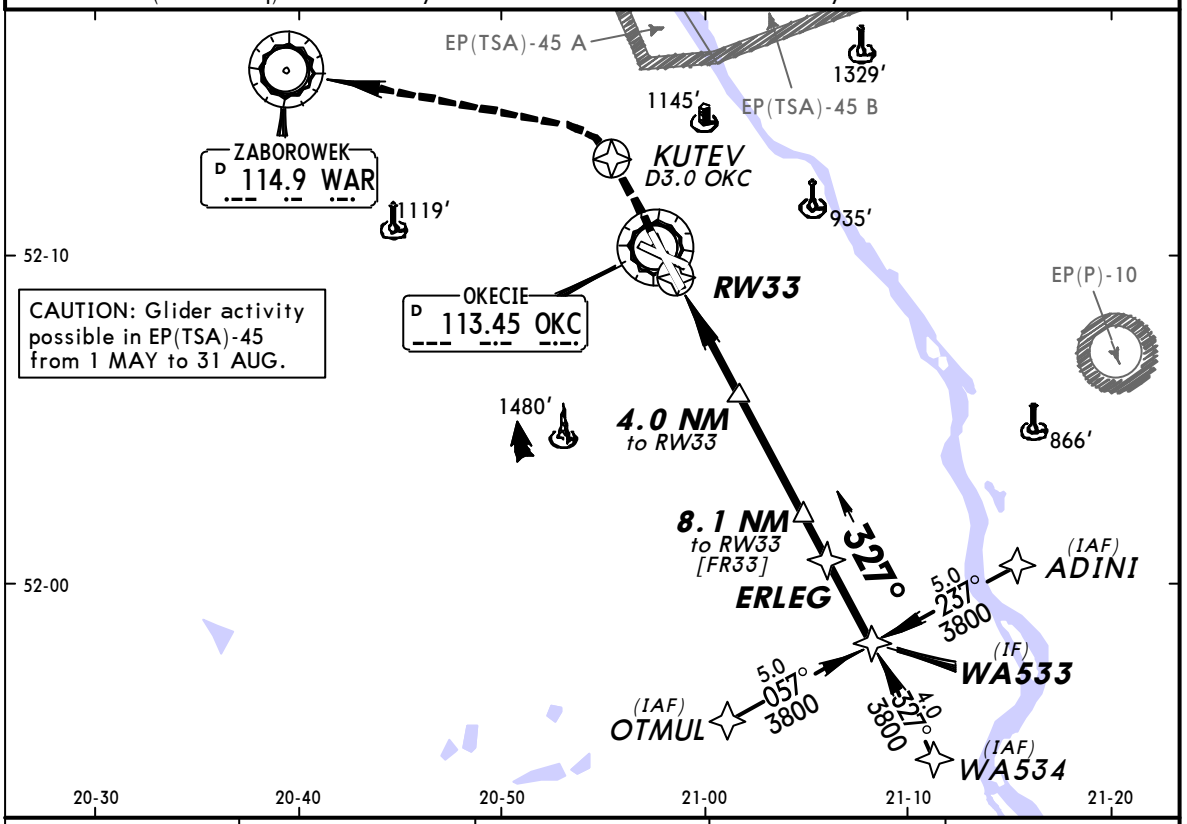
RNAV	Final Apch Crs	Procedure Alt	LNAV DA(H)	Apt Elev 362′
	327°	8.1 NM to RW33 3000′ (2646′)	820′ (466′)	RWY 354′

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

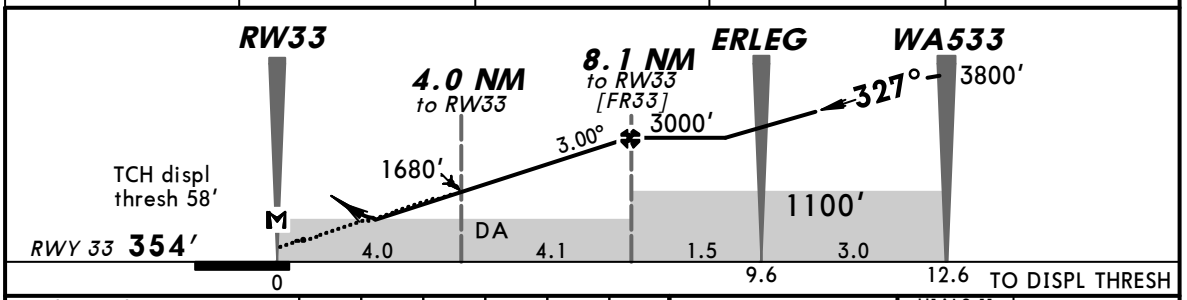
NON-RNAV: Climb STRAIGHT AHEAD to D3.0 OKC, then turn LEFT direct to WAR VOR climbing to 3000′, then as directed.

MSA OKC VOR: 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	1040′	1680′	2320′	2950′



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

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY 33

LNAV DA(H) 820′ (466′)

		ALS out	Max Kts	MDA(H)	VIS
A	RVR 1500m		100	830′ (468′)	1500m
B			135	870′ (508′)	1600m
C	RVR 1500m	CMV 2200m	180	970′ (608′)	2400m
D			205	1070′ (708′)	3600m

CIRCLE-TO-LAND: Not authorized Northeast of airport

CHANGES: Missed apch. Displaced threshold.

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EPWA/WAW
CHOPIN

JEPPESEN
19 JUL 13 (13-01) Eff 25 Jul

WARSAW, POLAND
VOR Rwy 33

BRIEFING STRIP™

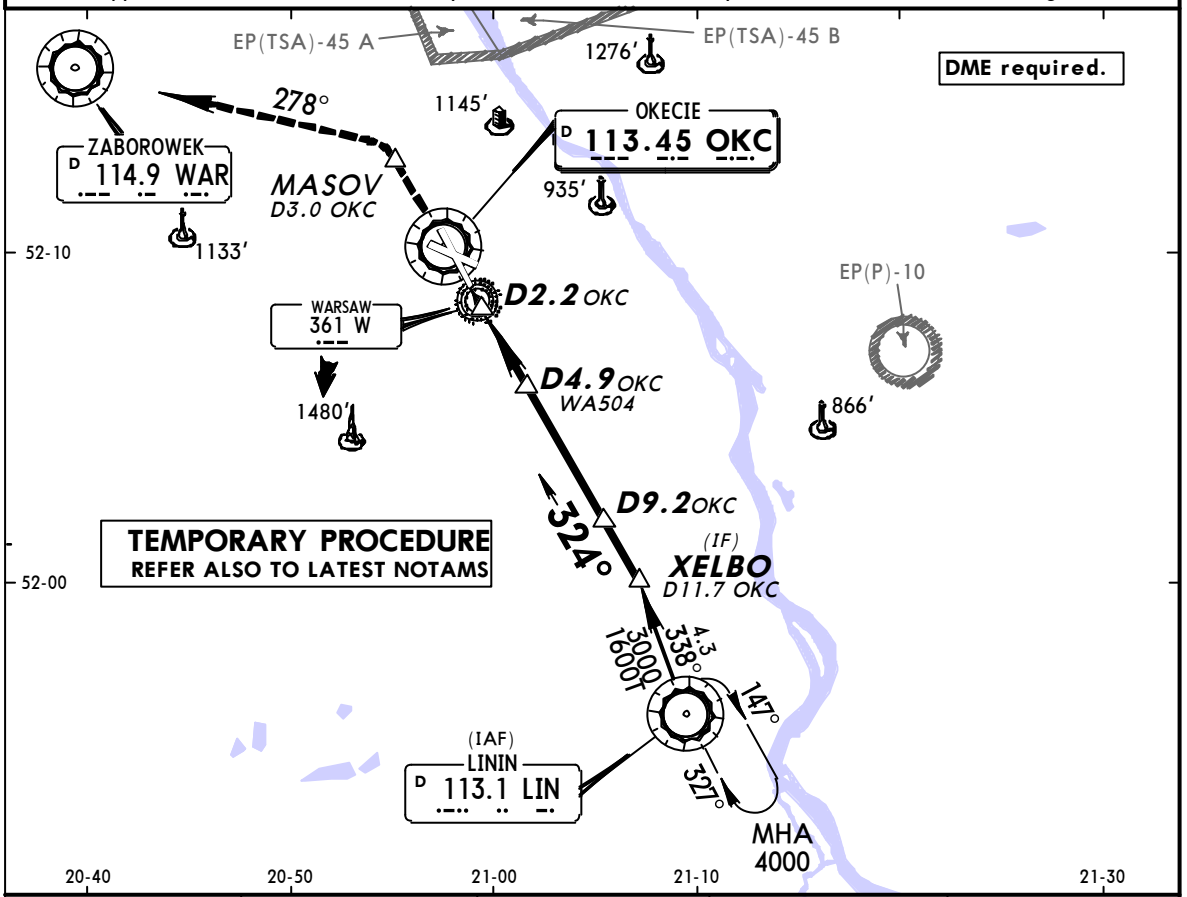
ATIS	WARSAW Approach (R)	*WARSAW Director	OKECIE Tower	*Ground
120.45	128.8 125.05	129.37	118.3	121.9

VOR	Final Apch Crs	Procedure Alt	DA(H)	Apt Elev 362'
OKC 113.45	324°	D9.2 OKC 3000'(2646')	(CONDITIONAL) 760'(406')	RWY 354'

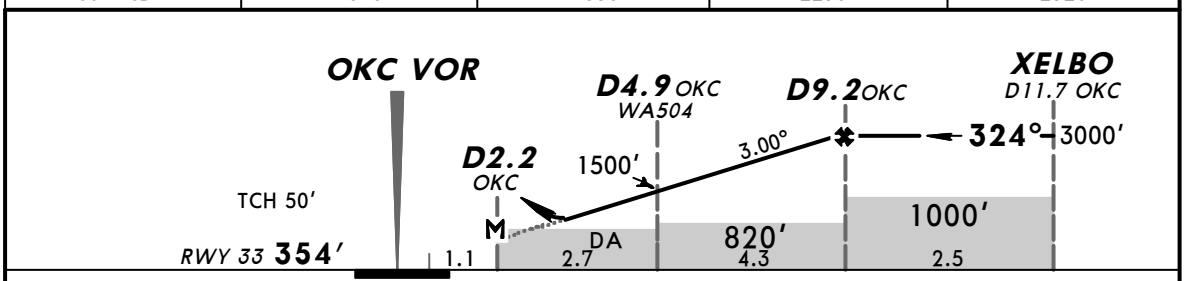
MISSED APCH: Climb STRAIGHT AHEAD to MASOV, then turn LEFT (MAX 185 KT) to intercept R-098 inbound to WAR VOR climbing to 3000', then as directed.

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'
1. Final approach track offset 3° from rwy centerline. 2. XELBO 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
MASOV

PANS OPS

Standard STRAIGHT-IN LANDING RWY 33

	With D4.9 OKC DA(H) 760'(406')		W/o D4.9 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')	1500m
135	870'(508')	1600m
180	970'(608')	2400m
205	1070'(708')	3600m

CHANGES: New temporary procedure.

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EPWA/WAW
CHOPIN

JEPPESEN 6 SEP 13 (13-1) Eff 19 Sep

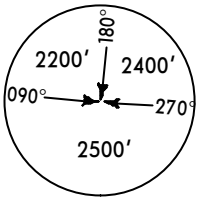
WARSAW, POLAND
VOR Rwy 11

BRIEFING STRIP TM

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

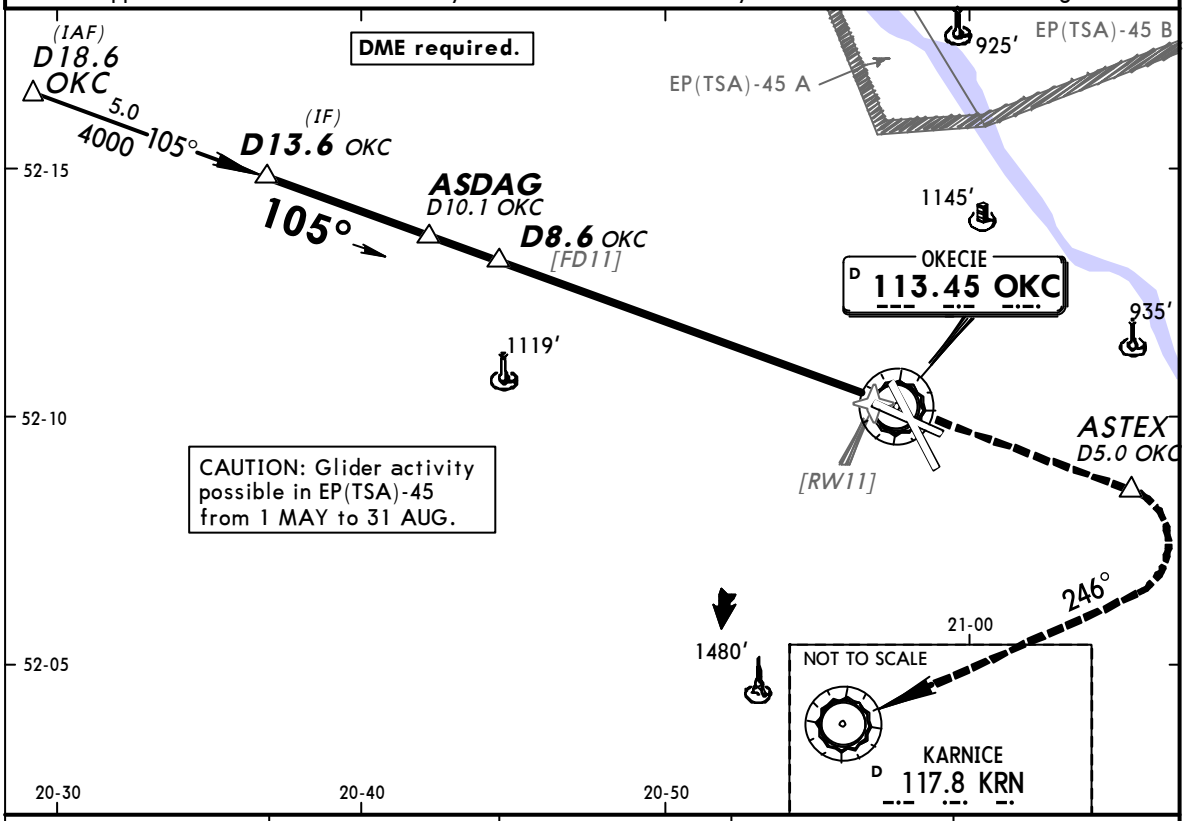
VOR	Final Apch Crs	Procedure Alt	DA(H)	
OKC 113.45	105°	D8.6 OKC 3000′(2638′)	770′(408′)	Apt Elev 362′

MISSED APCH: Climb STRAIGHT AHEAD to ASTEX, then turn RIGHT (MAX 185 KT) onto R-066 inbound KRN VOR climbing to 3000′, then as directed.

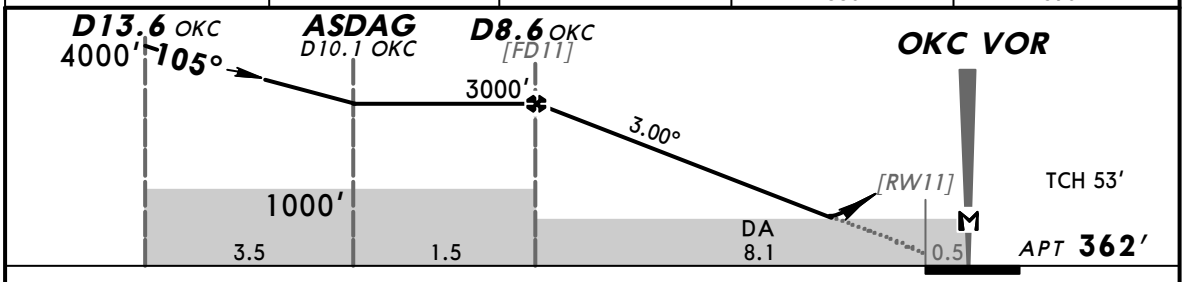


MSA OKC VOR

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) 770′(408′)

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

CIRCLE-TO-LAND
Not authorized
Northeast of airport

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

CHANGES: Missed apch. Procedure.

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EPWA/WAW
CHOPIN

JEPPESEN
6 SEP 13 (13-2) Eff 19 Sep

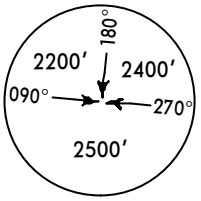
WARSAW, POLAND
VOR Rwy 15

BRIEFING STRIP TM

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

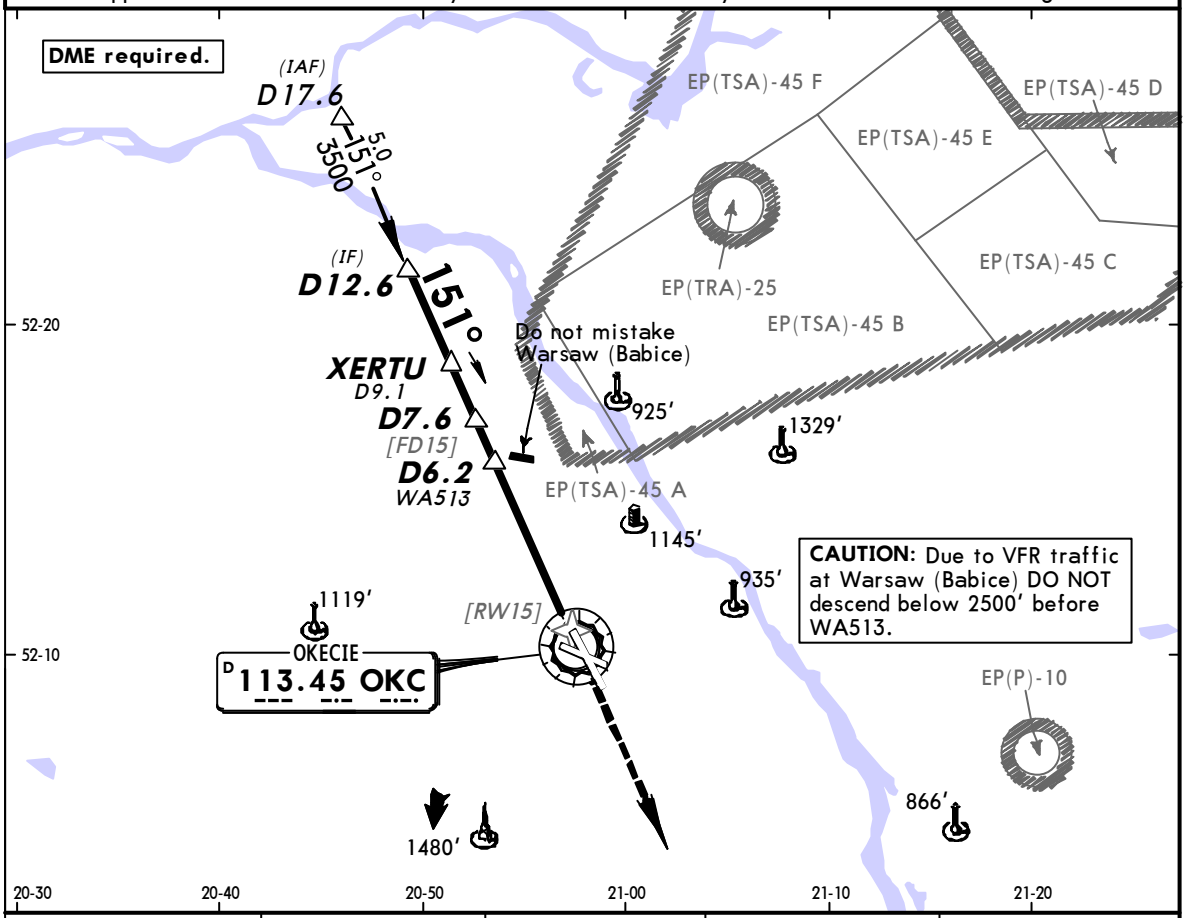
VOR	Final Apch Crs	Procedure Alt	DA(H)	Apt Elev 362′
OKC 113.45	151°	D7.6 3000′(2648′)	830′(478′)	RWY 352′

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

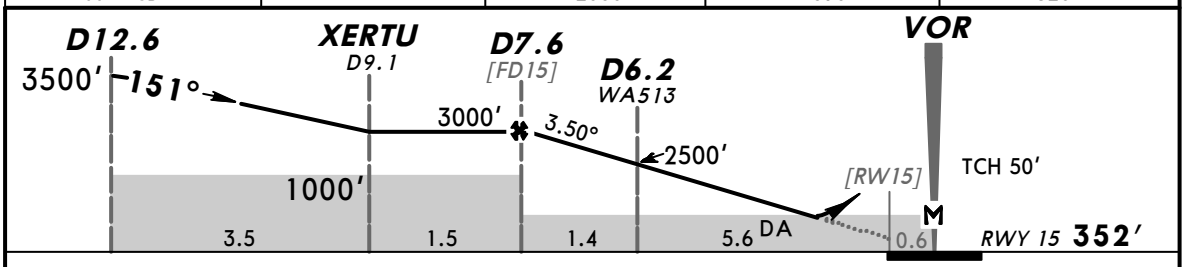


MSA
OKC VOR

Alt Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 6500′
1. Final approach track offset 4° from rwy centerline. 2. XERTU may be used for tactical vectoring.



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: Missed apch. Procedure.

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EPWA/WAW
CHOPIN

JEPPESEN
6 SEP 13 (13-3) Eff 19 Sep

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

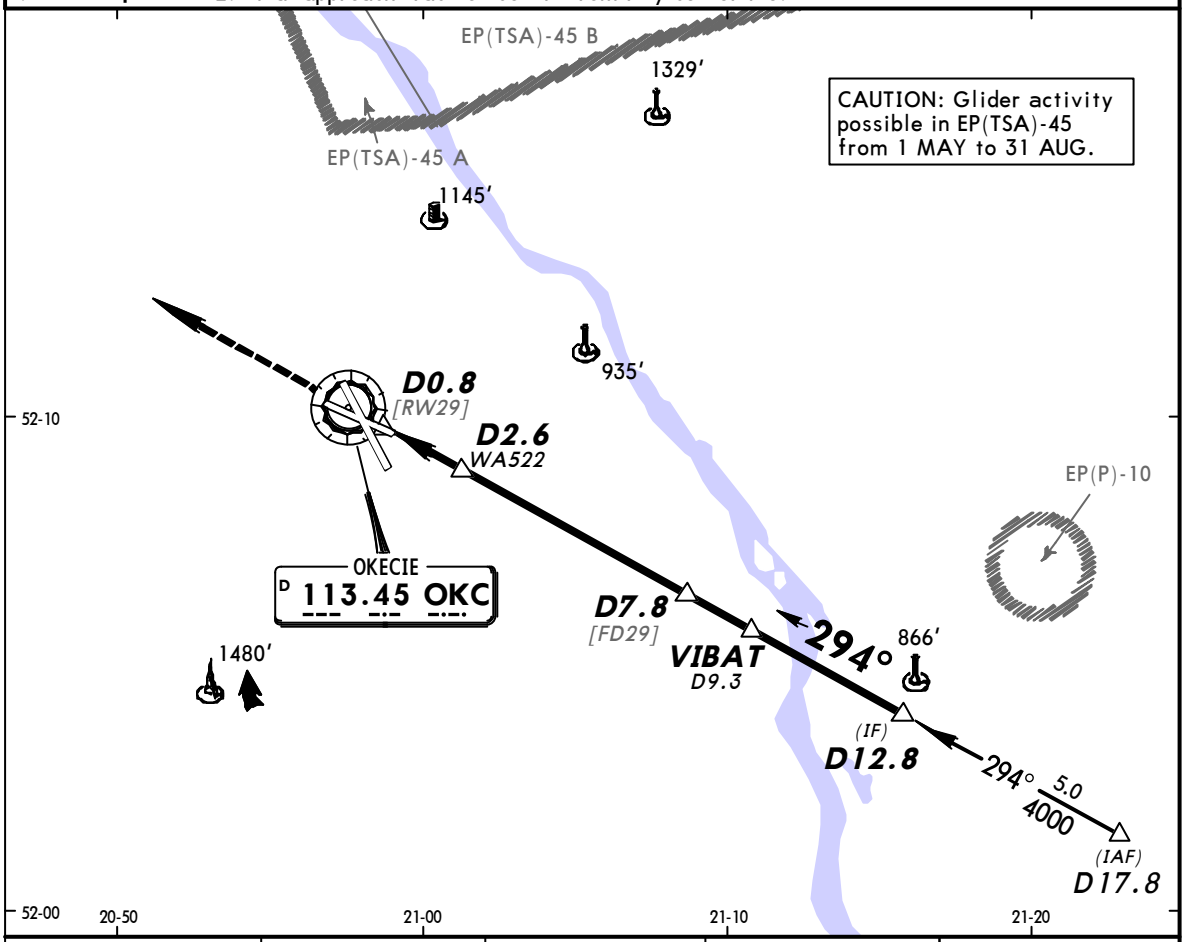
VOR	Final	Procedure Alt	DA(H)	Apt Elev 362′
OKC	Apch Crs	D7.8	(CONDITIONAL)	RWY 346′
113.45	294°	3000′(2654′)	750′(404′)	

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

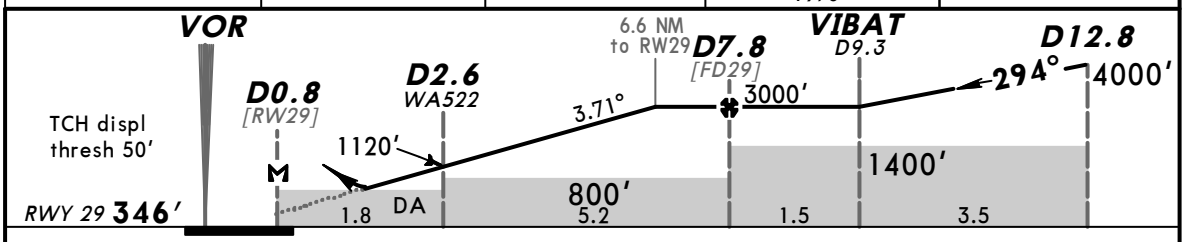
MSA OKC VOR: 180°; 2200′ (090°–270°); 2400′; 2500′

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	3.71°	460	591	657	788	919	1051
MAP at D0.8							

HIALS PAPI 3000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY 29

	With D2.6 DA(H) 750′(404′)		W/o D2.6 DA(H) 800′(454′)	
		ALS out		ALS out
A	RVR 1500m		RVR 1500m	
B				
C	RVR 1500m	RVR 1900m	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: DA(H). Missed apch. Procedure.

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EPWA/WAW CHOPIN

JEPPESEN 6 SEP 13 (13-4) Eff 19 Sep

WARSAW, POLAND VOR Rwy 33

BRIEFING STRIP™

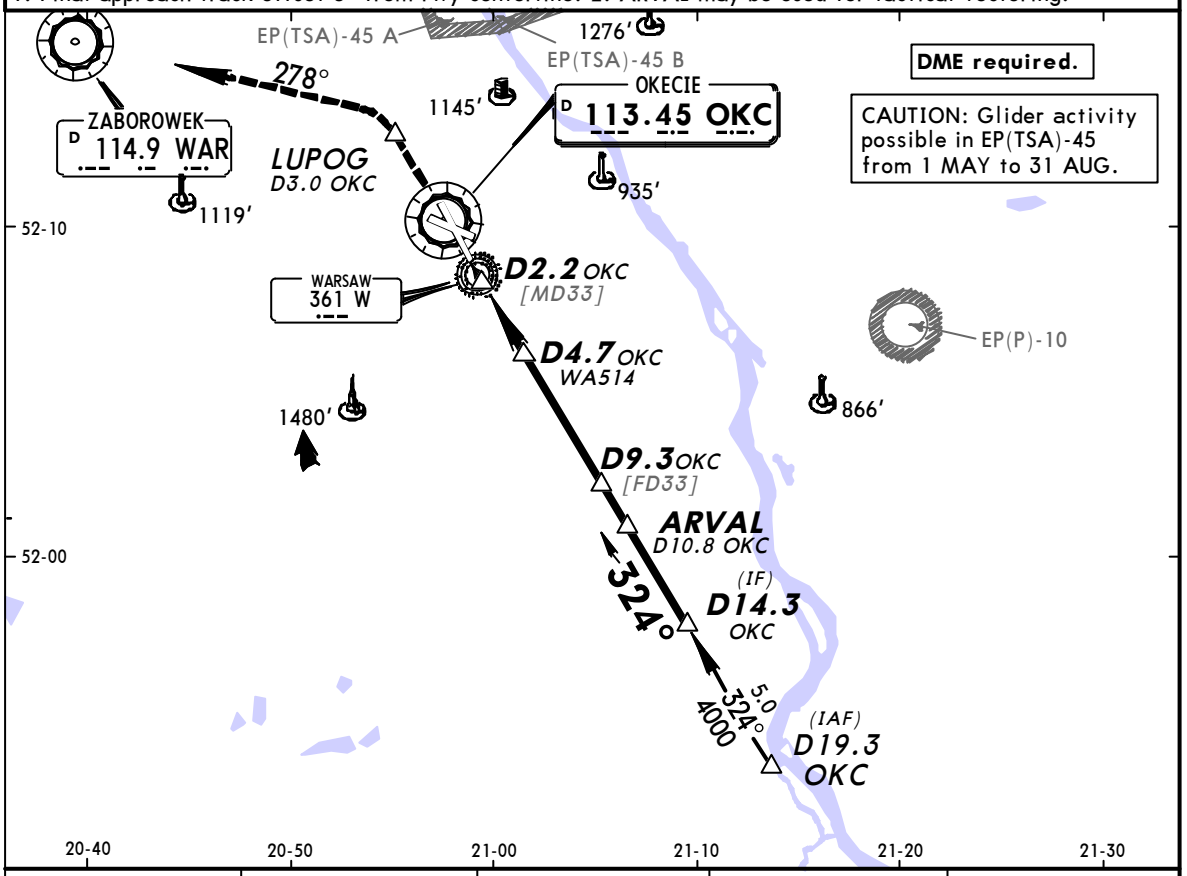
ATIS	WARSAW Approach (R)	*WARSAW Director	OKECIE Tower	*Ground
120.45	128.8 125.05	129.37	118.3	121.9

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

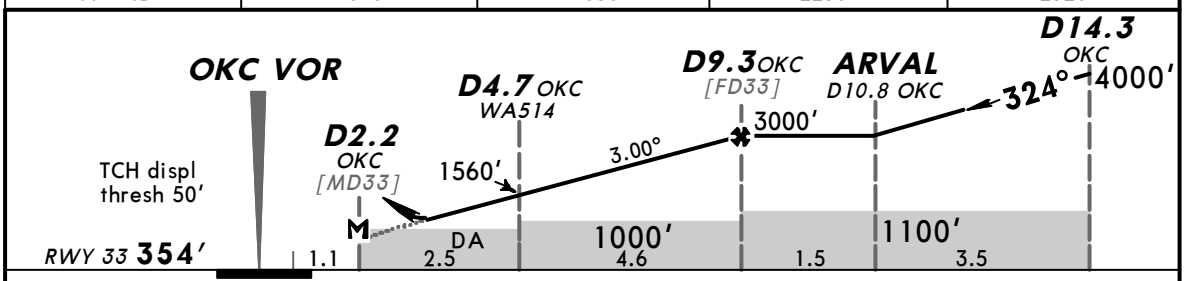
MISSED APCH: Climb STRAIGHT AHEAD to LUPOG, then turn LEFT (MAX 185 KT) to intercept R-098 inbound to WAR VOR climbing to 3000′, then as directed.

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 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: Missed apch. Procedure. Displ thresh.

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JEPPESEN 25 NOV 11

19-1

WARSZAWA CHOPIN POLAND

EPWA
Elev **362'**/110m
N52 10.0
E020 58.0
5.4 NM SSW Warszawa

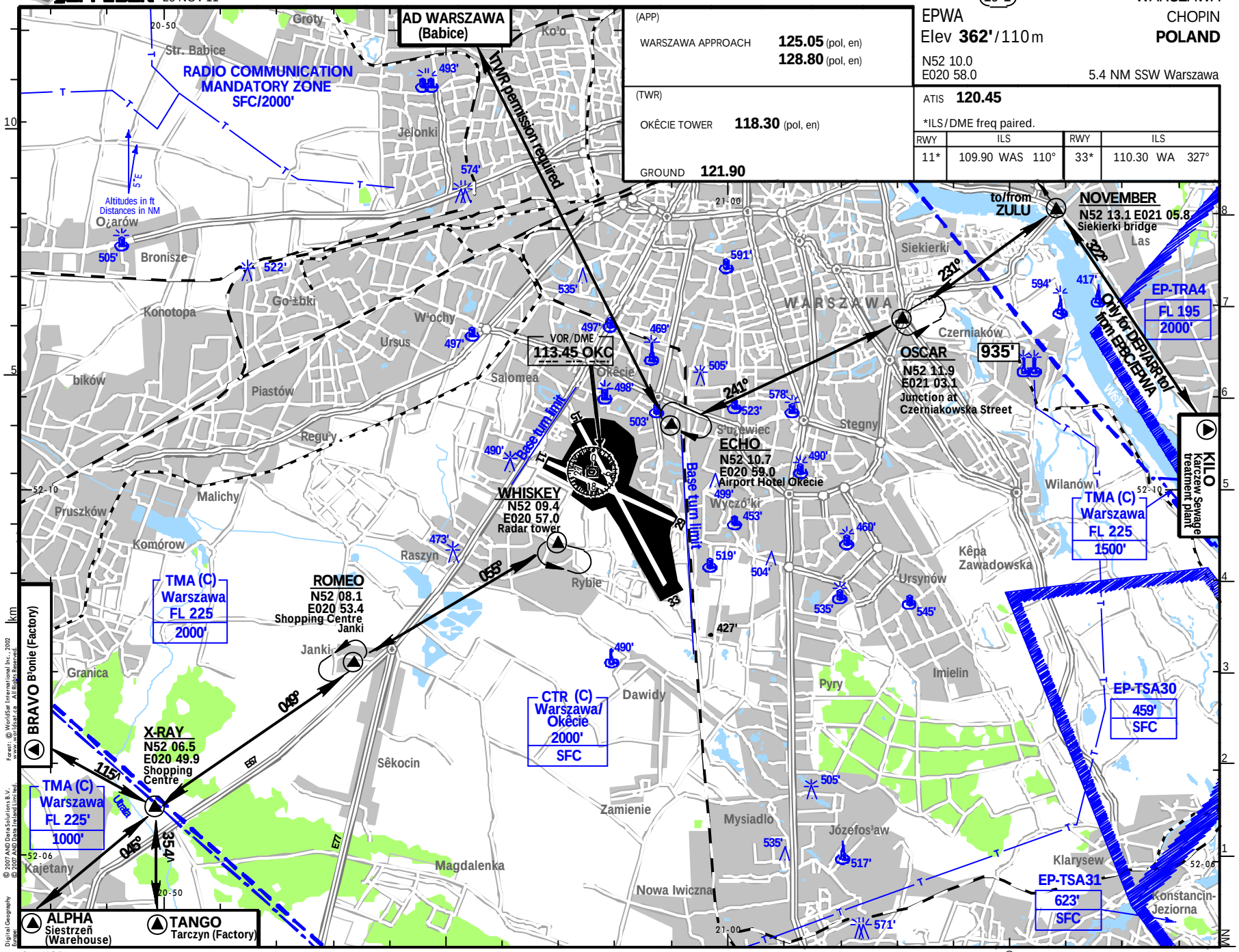
(APP)
WARSZAWA APPROACH **125.05** (pol, en)
128.80 (pol, en)

(TWR)
OKÊCIE TOWER **118.30** (pol, en)

GROUND **121.90**

ATIS **120.45**
*ILS/DME freq paired.

RWY	ILS	RWY	ILS
11*	109.90 WAS 110°	33*	110.30 WA 327°



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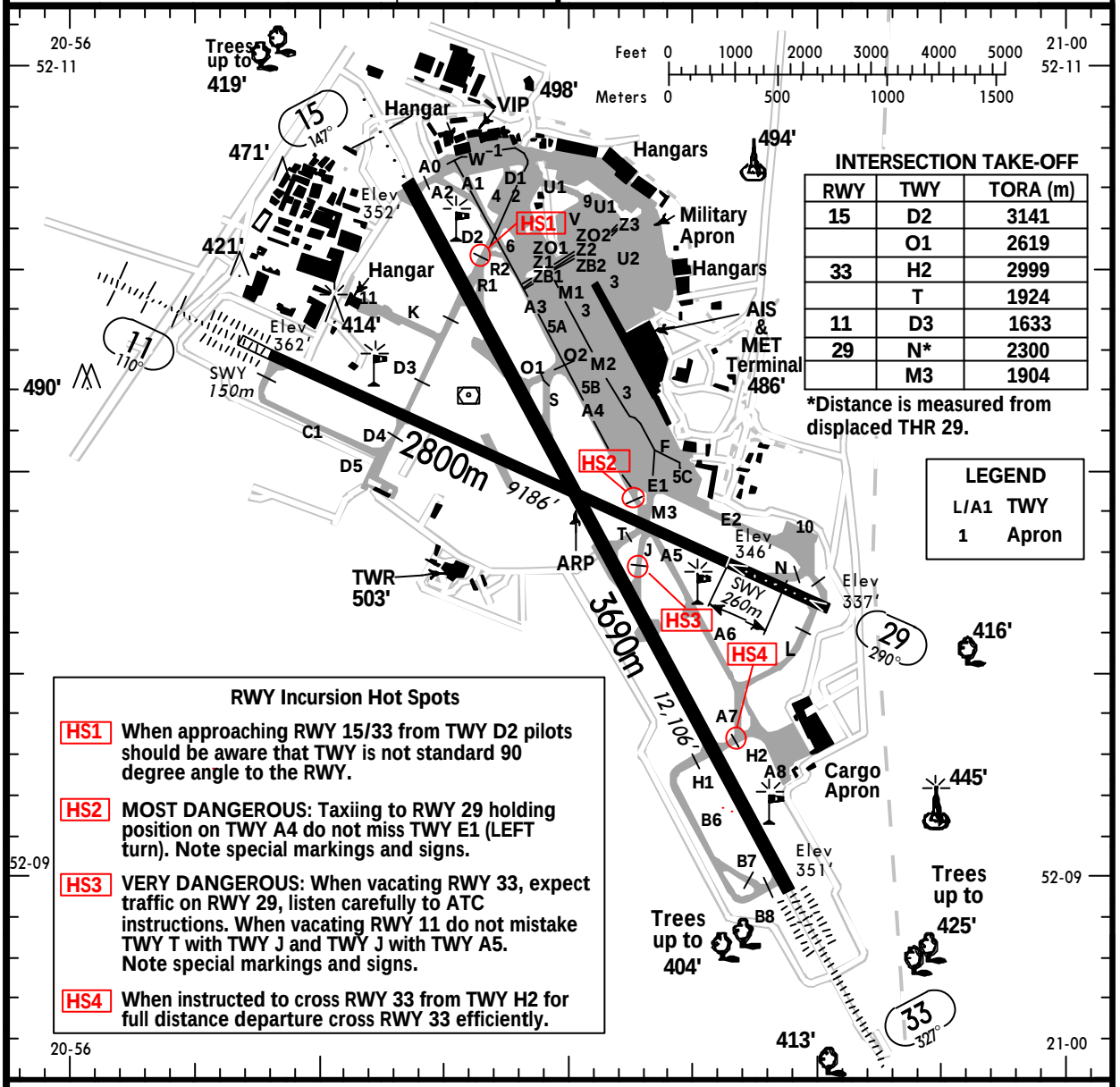
WARSZAWA
CHOPIN
POLAND

OKÊCIE GROUND **121.90** DELIVERY **121.60**	ATIS **120.45**	(FIS) WARSZAWA INFORMATION **119.45**



INTERSECTION TAKE-OFF

RWY	TWY	TORA (m)
15	D2	3141
	O1	2619
33	H2	2999
	T	1924
11	D3	1633
29	N*	2300
	M3	1904

*Distance is measured from displaced THR 29.

LEGEND
L/A1 TWY
1 Apron

RWY Incursion Hot Spots

HS1 When approaching RWY 15/33 from TWY D2 pilots should be aware that TWY is not standard 90 degree angle to the RWY.

HS2 MOST DANGEROUS: Taxiing to RWY 29 holding position on TWY A4 do not miss TWY E1 (LEFT turn). Note special markings and signs.

HS3 VERY DANGEROUS: When vacating RWY 33, expect traffic on RWY 29, listen carefully to ATC instructions. When vacating RWY 11 do not mistake TWY T with TWY J and TWY J with TWY A5. Note special markings and signs.

HS4 When instructed to cross RWY 33 from TWY H2 for full distance departure cross RWY 33 efficiently.

2 TAXI

ALS - PAPI - THRL - RL - RCLL - TWYL - APRON - WDI - OBSTL.

RWY No	Dimension (m) - Surface		TORA (m)	LDA (m)	Strength	Lights
15 33	3690 x 60	Concrete/ Asphalt	3690	3690	PCN 57/R/B/W/T	
11 29	2800 x 50	Concrete/ Asphalt	2300 2800	2560 2300	PCN 77/R/A/W/T	

NOTE: See also WARSZAWA 10-1V.

HEL prohibited, except based HEL.

CAUTION:
THRs and TDZs of other RWYs may not be visible from used RWY.
Between REPs ECHO and OSCAR structural objects up to 591' may be expected.

CHANGES: RWY Surface - SWY - TWY - Apron - Buildings - THR ELEV - Declared Distances - RWY Strength.

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Procedures for VFR Flights within Waszawa CTR

Arrival:

If not instructed otherwise by FIS Warszawa, radio communication with OKECIE TOWER shall be established over reporting points NOVEMBER or X-RAY. When holding over NOVEMBER or X-RAY, do not violate the controlled airspace of Warszawa/Okêcie CTR.

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

ROMEO - inbound track 047° along Route E67, left turns. Do not overfly to south-east side of the road while holding, hold within the parking area.

OSCAR - inbound track 231° along Trasa Siekierkowska road, left turns. Do not overfly to west side of the intersection while holding.

ECHO - inbound track 296° along 17-go Stycznia Street, right turns. Do not overfly to west side of 17-go Stycznia Street while holding.

WHISKEY - inbound track 286° along Na Skraju Street, left turns. Do not overfly to east side of Na Skraju Street (Radar tower) while holding.

VFR Approach Procedures for Warszawa/Chopin AD

From west side - point WHISKEY:
- **Approaching RWY 11 or RWY 15 join right hand circuit downwind, perform base leg over Aleja Krakovska Street, do not overfly west side of the street.**
- **Approaching RWY 29 or RWY 33 join left hand circuit downwind, while performing base leg do not overfly to east side of the railway.**

From east side - point ECHO:
- **Approaching RWY 11 or RWY 15 join left hand circuit downwind, perform base leg over Aleja Krakovska Street, do not overfly west side of the street.**
- **Approaching RWY 29 or RWY 33 join right hand circuit downwind, while performing base leg do not overfly to east side of the railway.**

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

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

Special VFR

Daytime VFR Special flight might be performed, when ground visibility is equal or greater than 2 KM and ceiling is not less than 200m, and the flight will be performed clear of clouds with visibility of terrain.

Radio Communication Failure

If the radio communication fails in flight with destination Warszawa/Chopin AD, before reaching, or within Warszawa/Okêcie CTR limits, crews shall:
Make an APCH to reach REPs WHISKEY or ECHO and await visual signals given from TWR. Show all ACFT navigation lights during arrival, approach and holding.
After receiving green visual signal execute the shortest possible APCH and land on most suitable RWY depending on atmospheric conditions.
After receiving red visual signal hold over REP until receiving green signal.
If no signals have been received from TWR, hold over REPs for 5 MIN and then execute shortest possible APCH and land on most suitable RWY depending on atmospheric conditions.
After landing vacate the RWY immediately into first possible TWY and wait for Follow-me car.

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