

GENERAL**Operational Hours**

ATS Hours / AD ADMIN Hours: H24

Airport Information

RFF: CAT 7

PCN: RWY 11/29: 65/F/B/X/T

Operation**Traffic Notes**

PPR for code letter E, F ACFT. AD AVBL as ALTN for code letter E, F ACFT without PPR.

Low Visibility Procedure

LVP in force when RVR below 550m and/or ceiling is at 200ft or below.

Follow-me mandatory on TWYs not equipped with working CL lights.

ARR ACFT will be required to use RWY 29 and TWYs C and D4 only.

Preferential RWY

LDG/TKOF: 1) RWY 29 2) RWY 11

Between 2100 - 0500±, weather and/or technical conditions permitting, following RWY:

LDG: 1) RWY 11 2) RWY 29

TKOF: 1) RWY 29 2) RWY 11

TWY Restriction

TWY D1 width 15m / 49ft.

TWY E1-E4 width 14m / 46ft.

TWY D4 width 12m / 39ft.

TWY F width 6m / 20ft.

Taxi/Parking

Backtrack in the vicinity of the TDZ with blow-out in direction of PAPI is prohibited for code letter D-F ACFT.

4-ENG ACFT are obliged to use MNM thrust of outer ENG or, if possible, taxi with outer ENG off.

TWY D1 AVBL for ACFT up to code letter C with a wheelbase of less than 18m / 59ft.

TWY E1, E2 and APN 4 AVBL for ACFT with wheelbase of less than 18m / 59ft, outer main gear wheel span up to 8m / 26ft.

TWY E3, E4, D4 AVBL for ACFT up to code letter B.

PROP ACFT shall taxi on APNs with MNM PWR.

Stands 9-12 are equipped with SAFEDOCK.

Surface irregularities present on TWYs E1-E4 and APN 4 do not affect ACFT OPS.

Taxiing to/from APN 1 along TWY A2 according to marshalls instructions.

Follow-me is mandatory for code letter E, F ACFT.

At night and during LVP taxiing to/from stop bar on TWY D1, D4, E1, E2, E3, E4 follow-me mandatory.

Manoeuvres on APN 3 and 4 marshaller mandatory.

Follow-me AVBL O/R.

APU: Use of APU and GPU shall be kept to a MNM.

GENERAL**Noise Abatement Procedure**

Between 2100 - 0500 \pm , AD not AVBL for code E and F ACFT.

Engine run-up Areas

ENG tests have to be coordinated with AD duty officer in advance.

ENG tests higher than idle are allowed between 0500-2100 \pm at de-icing pad at TWY A1. Follow-me mandatory. ENG test in idle are to be performed on stands 8-12.

ARRIVAL**Warnings**

TWY A2, APN1, stands 17, 18 on APN 2 not visible from TWR.

Birds in vicinity of AD.

Two MIL markers operate on APCH RWY 29 at DIST 0.5NM and 2.2NM. These are not associated with ILS/DME RWY 29. Disregard all signals.

Communication**COM Failure****RNAV 1 approved operators**

If STAR was assigned and acknowledged, continue according to FPL and assigned STAR, then execute an (ILS or VOR) APCH and land. The descent shall be carried out after 2min from setting the transponder.

If STAR was assigned and acknowledged and under vectoring, continue on assigned heading and last cleared and acknowledged ALT for 2min (from setting the transponder). Then proceed direct to FAF, execute an (ILS or VOR) APCH and land.

If STAR was not assigned, proceed according to FPL and execute an (VOR Y RWY 29) APCH and land. The descent shall be carried out after 2min from setting the transponder.

RNAV 1 not approved operators

Continue flight at FL/ALT last assigned by ATC to WCL DVOR/DME. Descend over WCL DVOR/DME to 3800ft and then execute an instrument APCH for RWY 29 and conduct another APCH and LDG on appropriate RWY depending on wind COND.

VIS APCH to RWY 29 with northern circling prohibited.

Arrival Procedure**Noise Abatement Procedure**

RWY 29: Between 2100-0500 \pm ACFT shall, if traffic situation permits, taxi to APN 1 and 3 by using RWY.

RWY 11: Between 2100-0500 \pm ACFT shall, if traffic situation permits, taxi to APN 2 by using RWY.

Reverse: Between 2100-0500 \pm do not use more than idle reverse if possible and use extended landing distance.

Continuous Descent Approach (CDA)

- Arrange descent to pass 7000ft AMSL within 25 track miles to touchdown.
- Expect track miles information or base leg information from ATC at or above 7000ft AMSL, but do not turn on base leg until instructed.
- At or before downwind PSN maintain IAS 220KT or MNM clean speed, whichever is greater.

DEPARTURE**Take-off Minima**

RWY		11/29	
All ACFT	ft - m/km	0 - 125R	-

Communication**COM Failure**

Continue on assigned and acknowledged SID. After 3min climb to FPL flight LVL. If ACFT being vectored, continue on assigned heading for 3min, then proceed direct to the last SID WPT, climbing to FPL flight LVL.

Departure Procedure

Start-up/Push-back: REQ ENG start-up, taxiing, towing and push-back from TWR.

Noise Abatement Procedure

It is recommended to commence TKOF from beginning of RWY.

Climb straight ahead until reaching 2400ft AMSL, thereafter proceed according to clearance.

Use ICAO Standard NADP 1.

ATC Slot, Clearance

10min prior to being ready for push-back or start-up contact DLV or TWR for CLR and report:

- call sign
- stand
- destination
- planned cruising level (if other than in FPL)
- any changes to the flight plan

CLR are issued not earlier than 30min before EOBT/CTOT.

De-icing

0330 - 2330±, between 2330-0330± AVBL prior request till 2130±.

Access to de-icing pad is provided via TWY B3.

Exit from de-icing pad is provided via TWY B4.

Taxiing to de-icing pad for ACFT with wingspan above 52m / 171ft by follow-me only.

06-SEP-2018

WRO-EPWR

Poland **Wroclaw** Strachowice

AGC
AFC

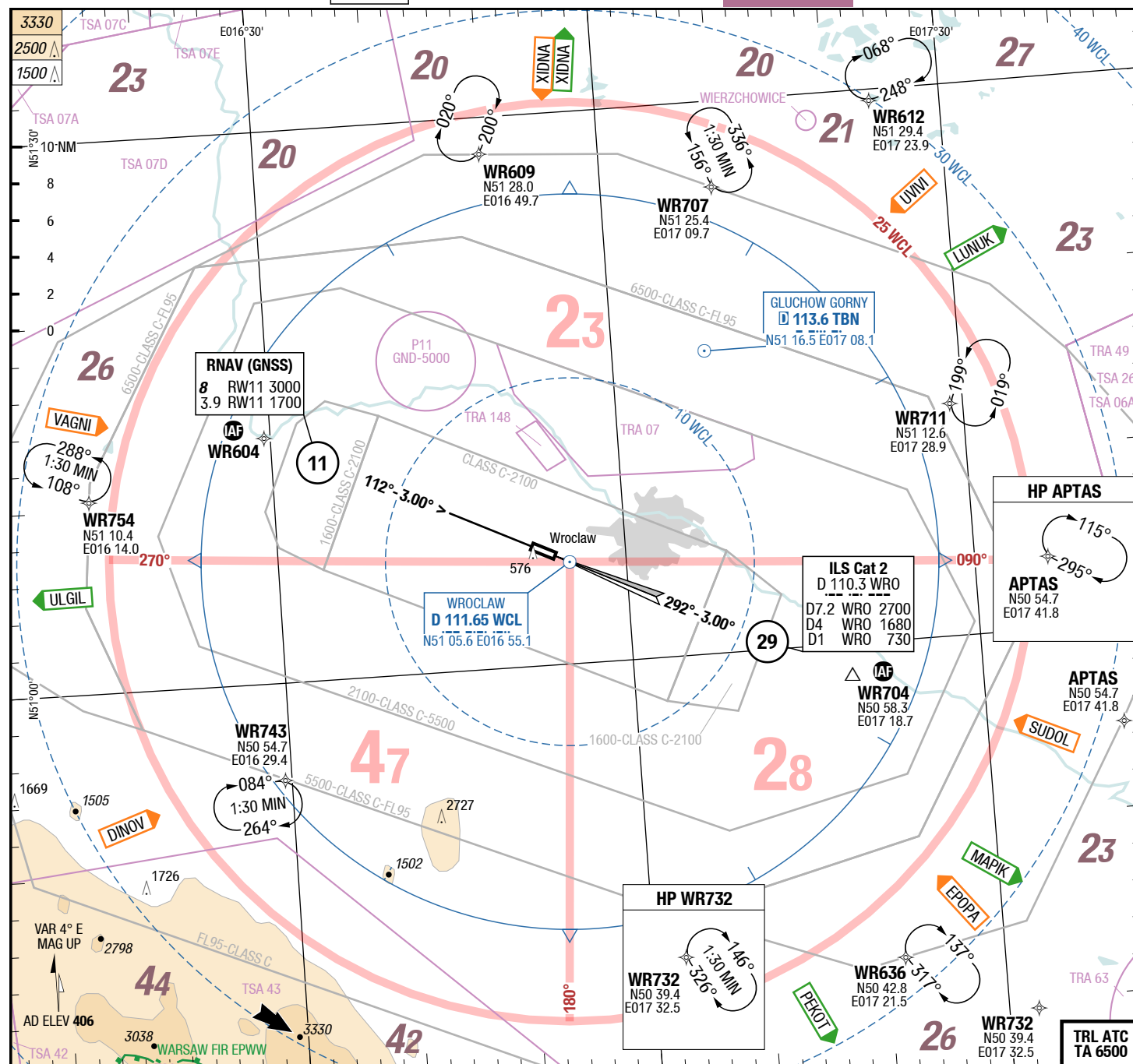
AFC

AFC

Strachowice **Wroclaw** Poland

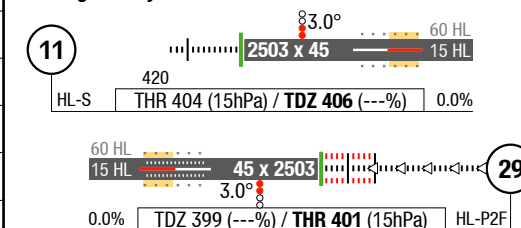
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2-10

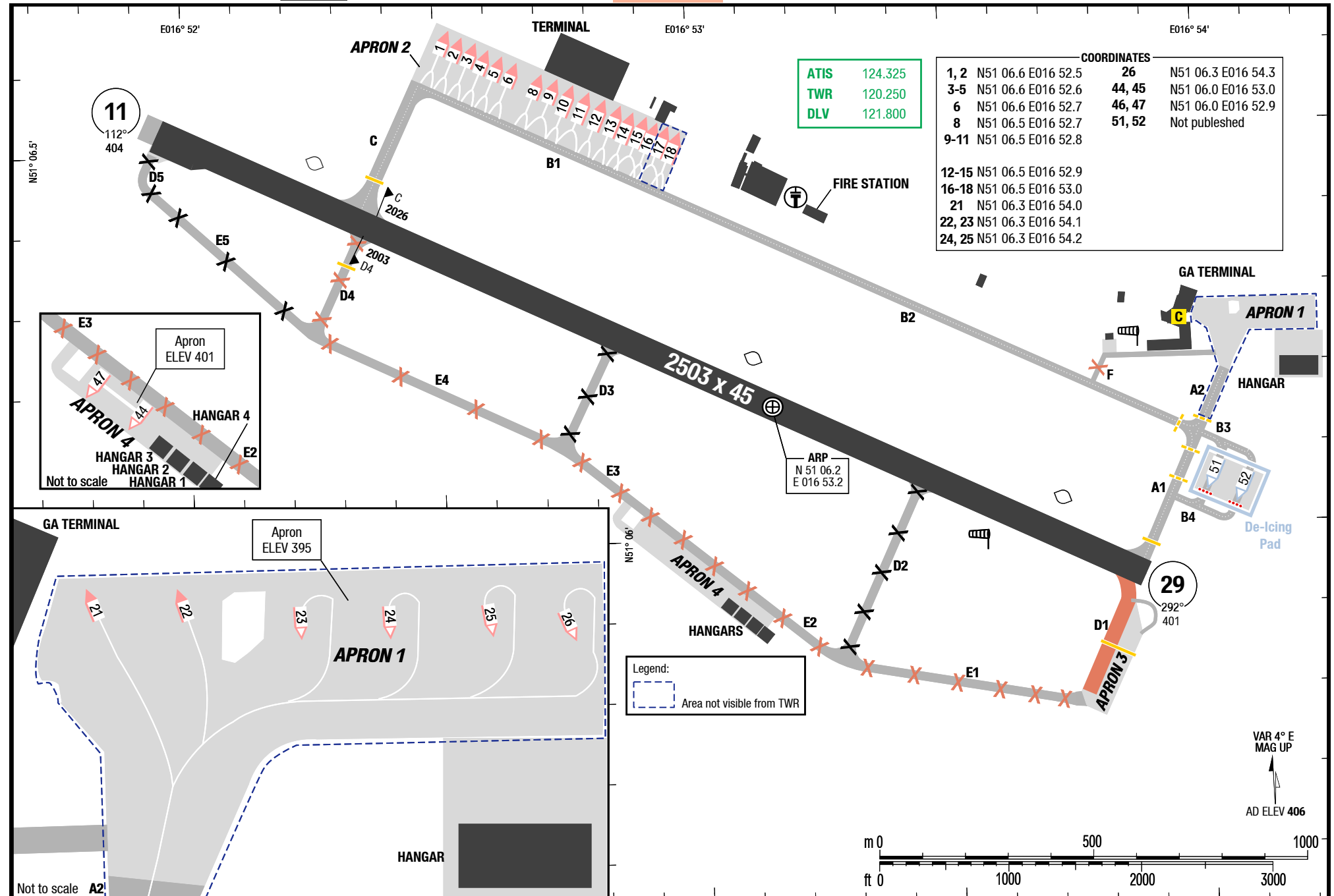


ATIS	124.325
Poznan APP	127.225
TWR	120.250
DLV	121.800

Landing RWY system:



Changes: Nil



23-FEB-2017

WRO-EPWR

Poland **Wroclaw** Strachowice

RNAV SIDs RWY 29

RNAV SIDs RWY 11

4-10

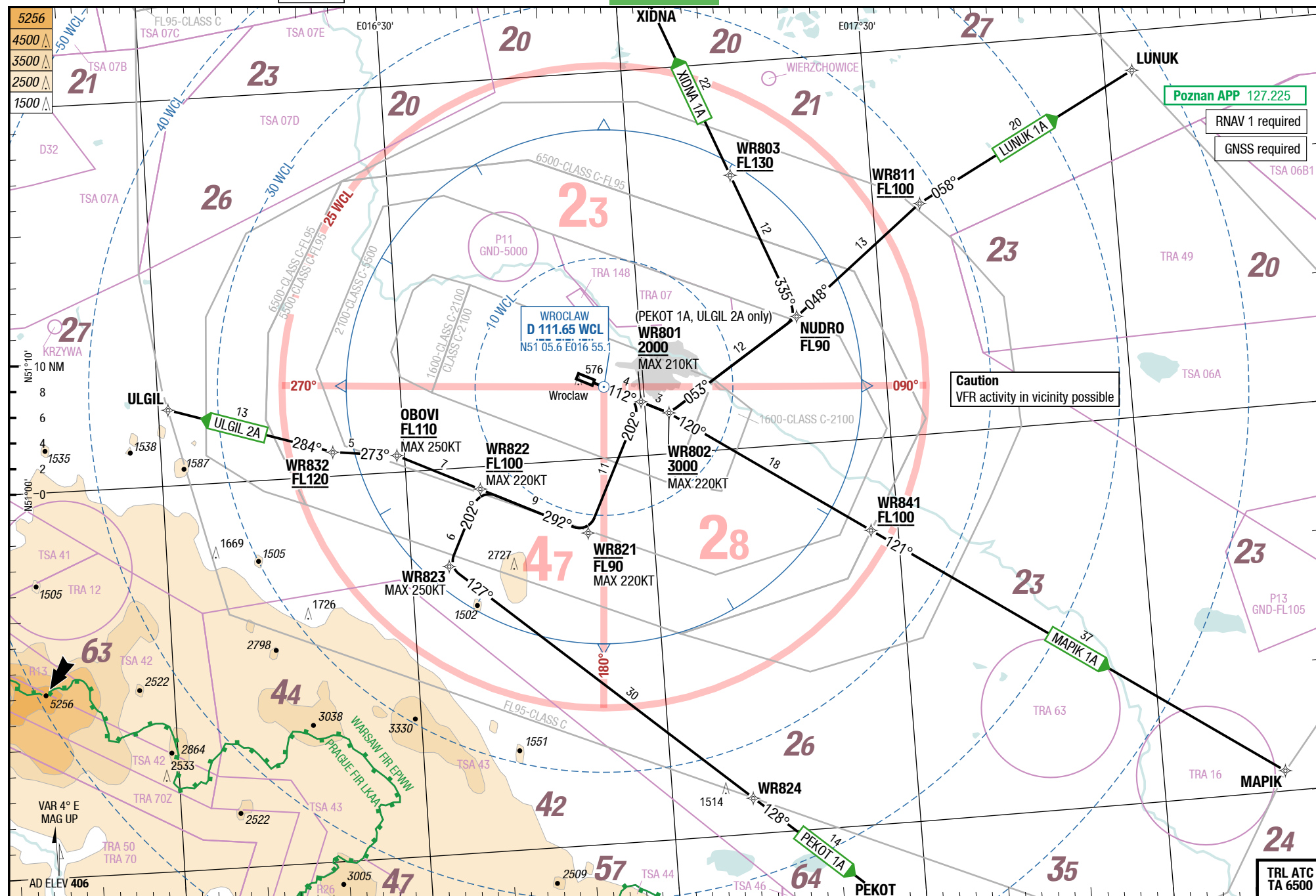
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Strachowice **Wroclaw** Poland

RNAV SIDs RWY 29

RNAV SIDs RWY 11



Changes: WPT OBOVI, SUAs, OBST, PROC renumbered

23-FEB-2017

Poland **Wroclaw** StrachowiceStrachowice **Wroclaw** Poland**WRO-EPWR**

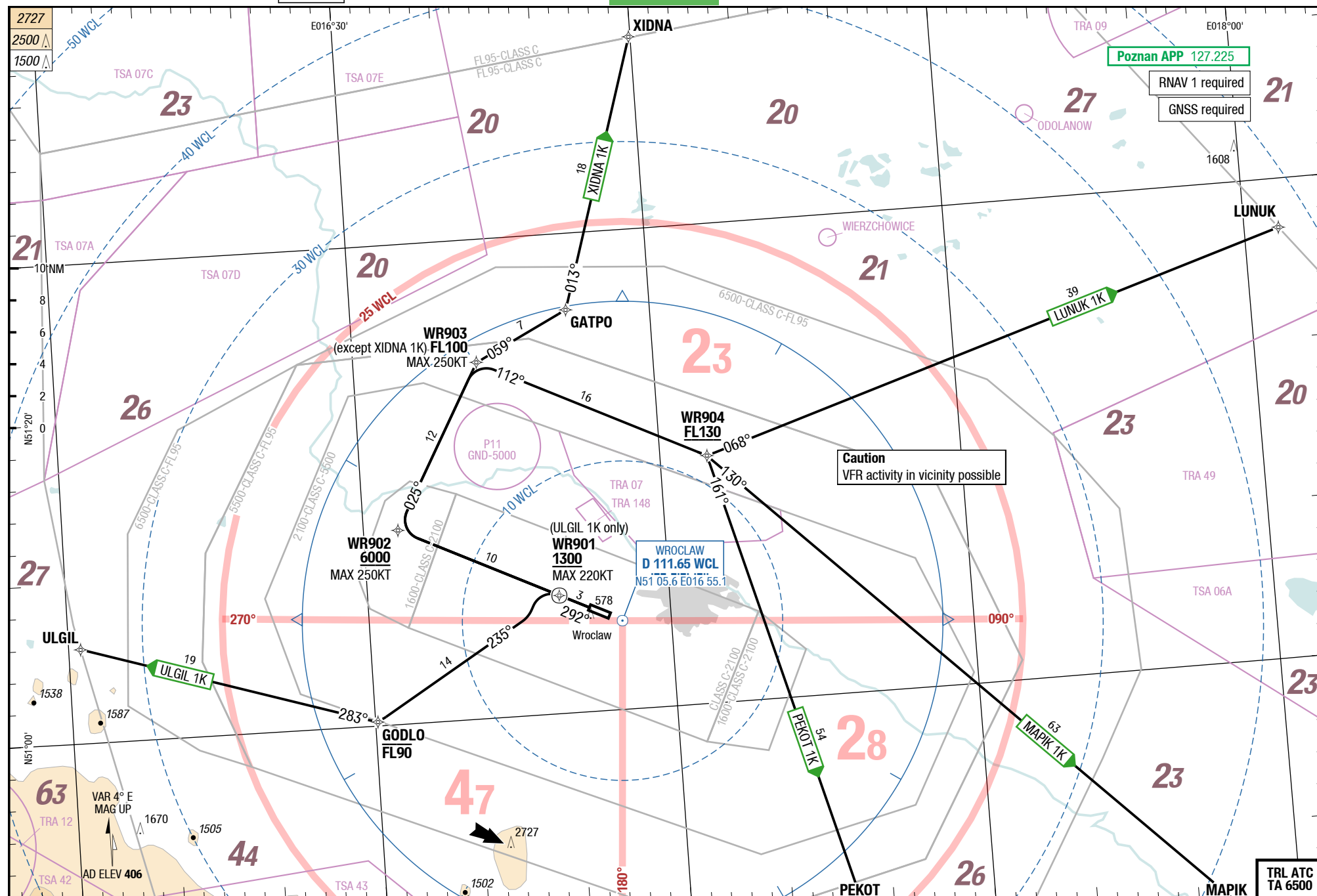
4-20

RNAV SIDs RWY 29

SID

SID

RNAV SIDs RWY 29



Changes: Nil

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5-10

RNAV SIDs RWY 11

LUNUK 1A / MAPIK 1A / PEKOT 1A / ULGIL 2A / XIDNA 1A

RWY 11 (112°)

After take-off, contact Poznan APP.

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 11	
LUNUK 1A 7.0% to NUDRO 127.225 ①②	WR802 [K220-] - NUDRO - WR811 - LUNUK	WR802 MNM 3000 NUDRO MAX FL90 WR811 MNM FL100
MAPIK 1A 7.0% to WR841 127.225 ①	WR802 [K220-] - WR841 - MAPIK	WR802 MNM 3000 WR841 MNM FL100
PEKOT 1A 7.0% to WR822 127.225 ②	WR801 [K210-] - WR821 [K220-] - WR822 [K220-] - WR823 [K250-] - WR824 - PEKOT	WR801 MNM 2000 WR821 MAX FL90 WR822 MNM FL100
ULGIL 2A 7.0% to WR822 127.225 ②	WR801 [K210-] - WR821 [K220-] - WR822 [K220-] - OBOVI [K250-] - WR832 - ULGIL	WR801 MNM 2000 WR821 MAX FL90 WR822 MNM FL100 OBOVI MNM FL110 WR832 MNM FL120
XIDNA 1A 7.0% to WR803 127.225 ①	WR802 [K220-] - NUDRO - WR803 - XIDNA	WR802 MNM 3000 NUDRO MAX FL90 WR803 MNM FL130

① Climb gradient due to operational reasons.

② Climb gradient due to obstacles and operational reasons.

WRO-EPWR

5-20

RNAV SIDs RWY 29

LUNUK 1K / MAPIK 1K / PEKOT 1K / ULGIL 1K / XIDNA 1K

RWY 29 (292°)

After take-off, contact Poznan APP.

	GS	120	150	180	210	240	270
7.1%	ft/MIN	900	1100	1300	1600	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 29	
LUNUK 1K 7.1% to WR903 127.225 ①②	WR902 [K250-] - WR903 [K250-] - WR904 - LUNUK	WR902 MNM 6000 WR903 at FL100 WR904 MNM FL130
MAPIK 1K 7.1% to WR903 127.225 ①②	WR902 [K250-] - WR903 [K250-] - WR904 - MAPIK	WR902 MNM 6000 WR903 at FL100 WR904 MNM FL130
PEKOT 1K 7.1% to WR902 127.225 ①②	WR902 [K250-] - WR903 [K250-] - WR904 - PEKOT	WR902 MNM 6000 WR903 at FL100 WR904 MNM FL130
ULGIL 1K 7.1% to FL100 127.225 ①②	<u>WR901</u> [K220-] - GODLO - ULGIL	WR901 MNM 1300 GODLO MAX FL90
XIDNA 1K 7.1% to WR902 127.225 ①②	WR902 [K250-] - WR903 [K250-] - GATPO - XIDNA	WR902 MNM 6000

① Climb gradient due to operational reasons.

② Close-in obstacles exist.

23-FEB-2017

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Poland **Wroclaw** Strachowice

RNAV STARs RWY 29

6-10

RNAV STARs RWY 11

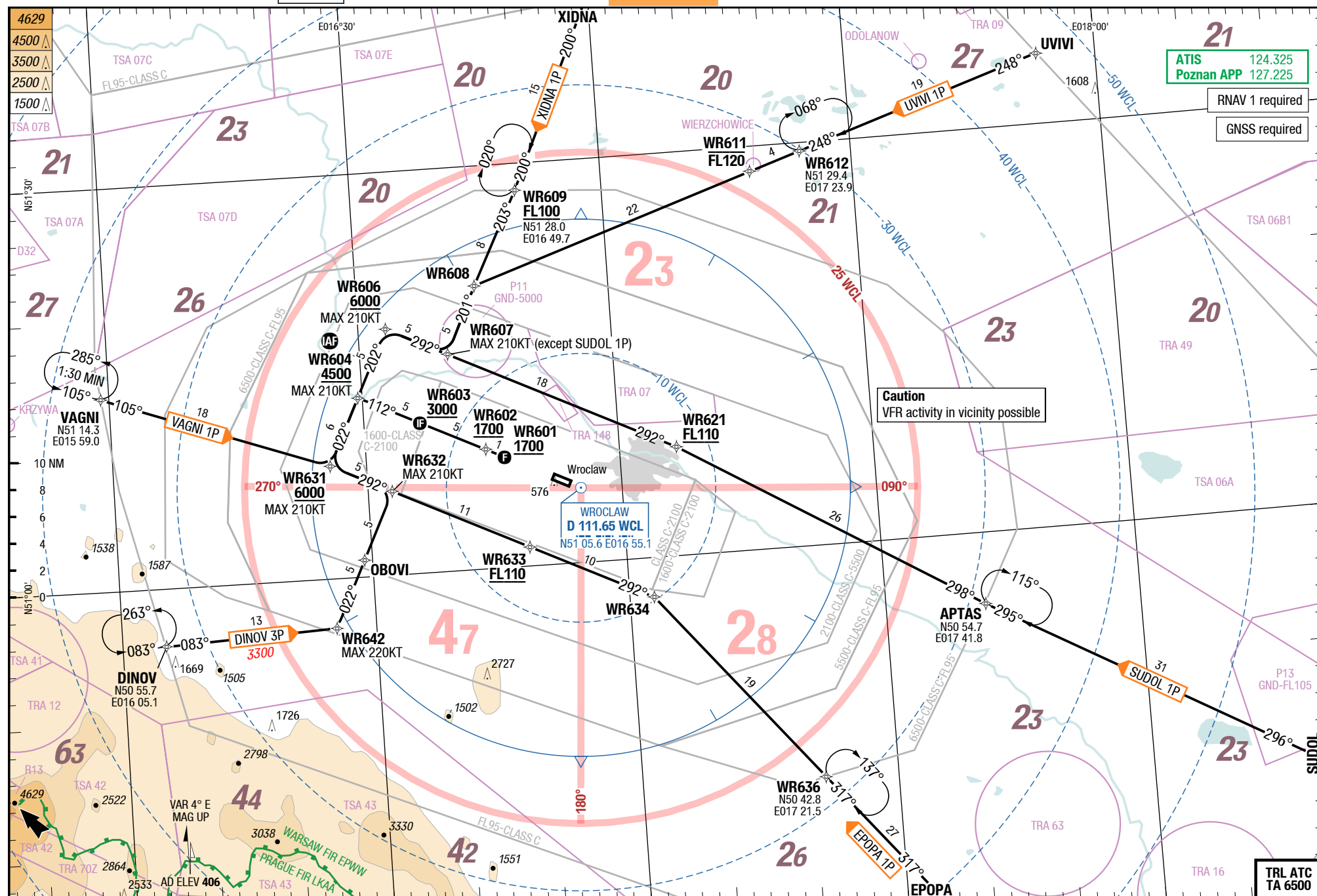
STAR

STAR

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RNAV STARs RWY 29

RNAV STARs RWY 11



Changes: WPT OBOVI, SUAs, OBST, PROC renumbered

Effective 02-MAR-2017

23-FEB-2017

WRO-EPWR

Poland Wroclaw Strachowice

STAR

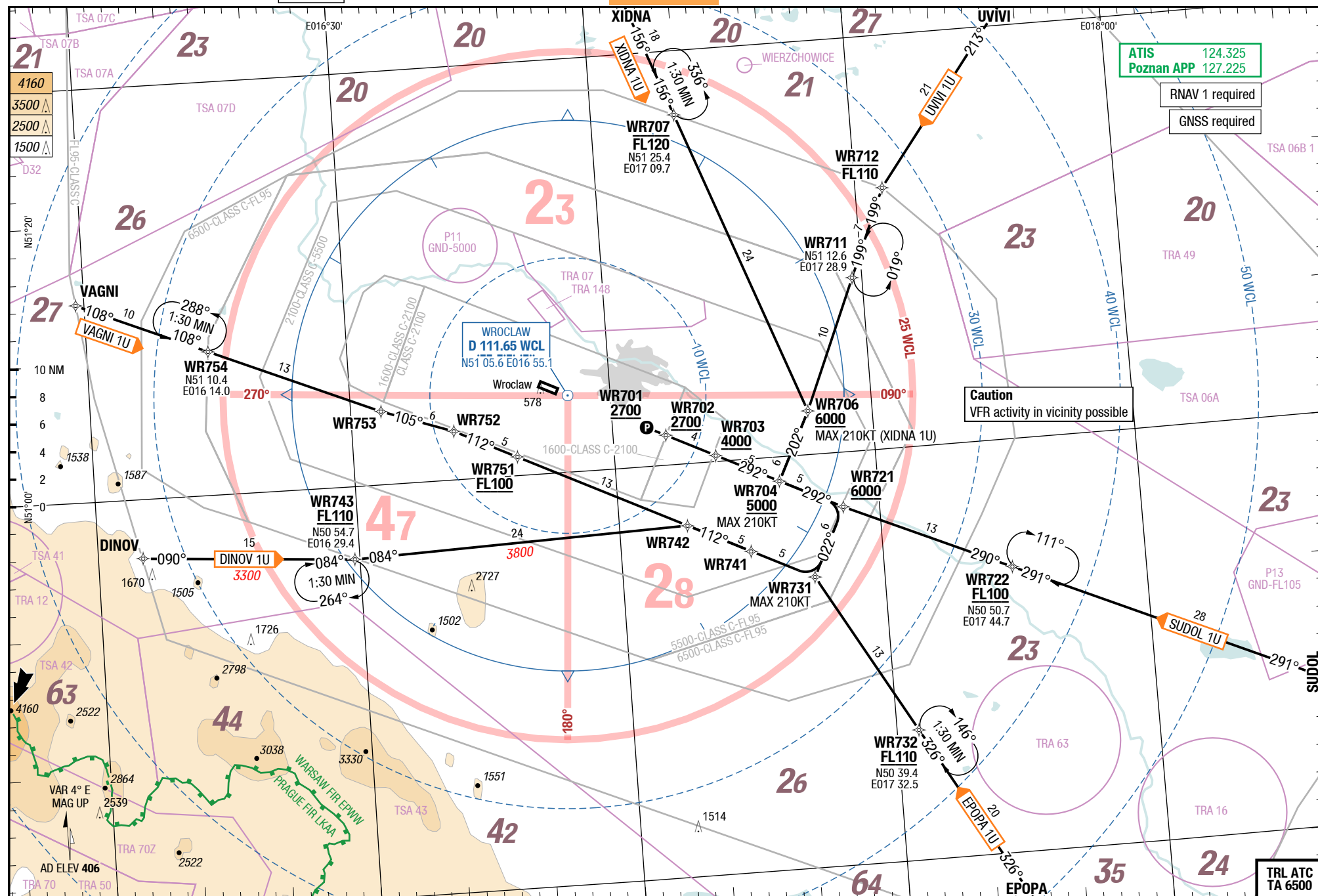
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RNAV STARs RWY 29

RNAV STARs RWY 29

6-20

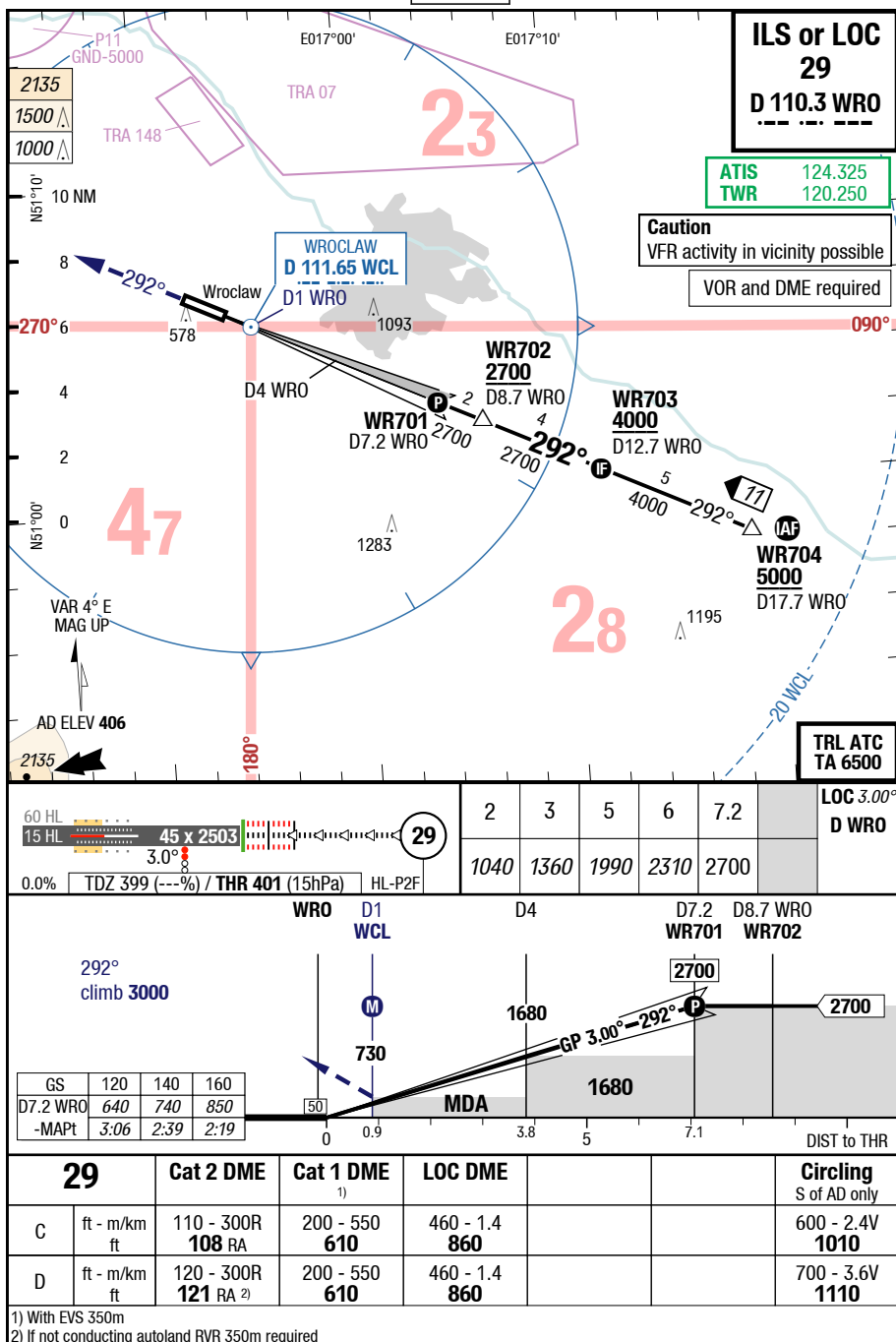


Changes: Nil

WRO-EPWR

7-10

ILS or LOC 29

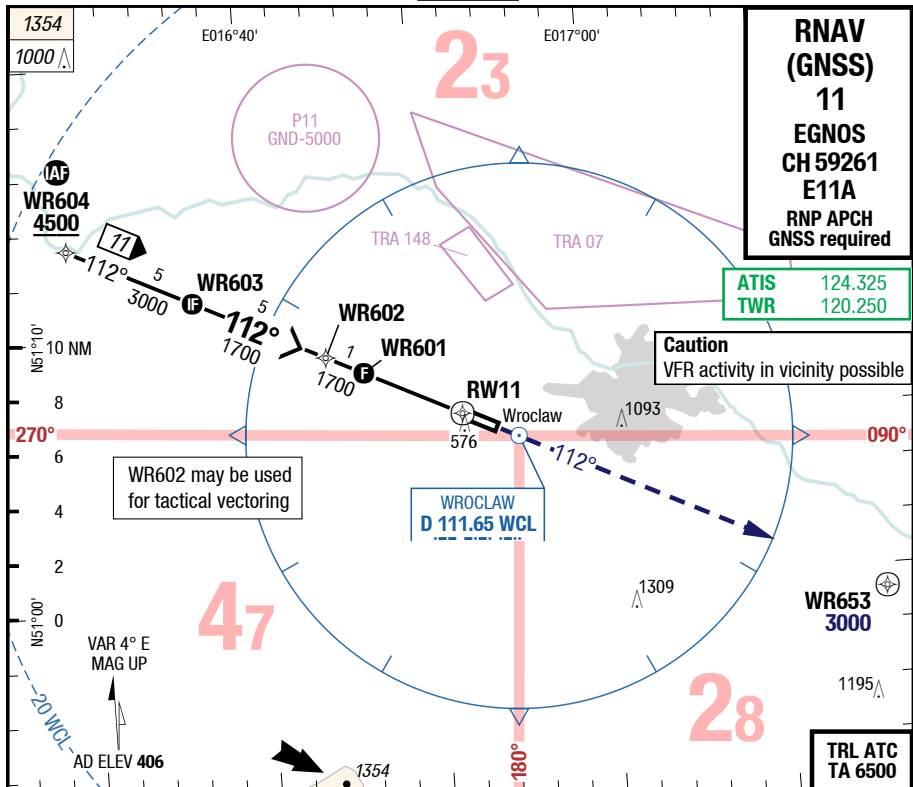


Changes: APL

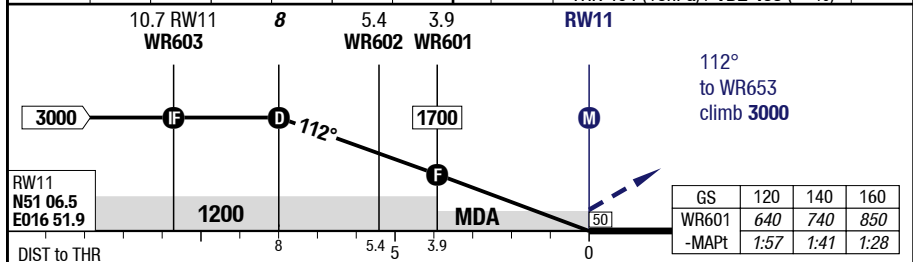
WRO-EPWR

7-30

RNAV (GNSS) 11



3.00°	8	6	5	4	3	2	11	83.0°	60 HL	15 HL	0.0%
RW11	3000	2370	2050	1730	1410	1090	HL-S	THR 404 (15hPa) / TDZ 406 (---%)			



11	RNAV GNSS LPV 1)	RNAV GNSS VNAV 2) 3)	RNAV GNSS LNAV	Circling S of AD only
C	ft - m/km ft 250 - 800 660	330 - 1.1 730	450 - 1.7 850	630 - 2.4V 1030
D	ft - m/km ft 250 - 800 660	340 - 1.1 740	450 - 1.7 850	1090 - 3.6V 1490

1) With EVS 550m

3) With EVS 750m

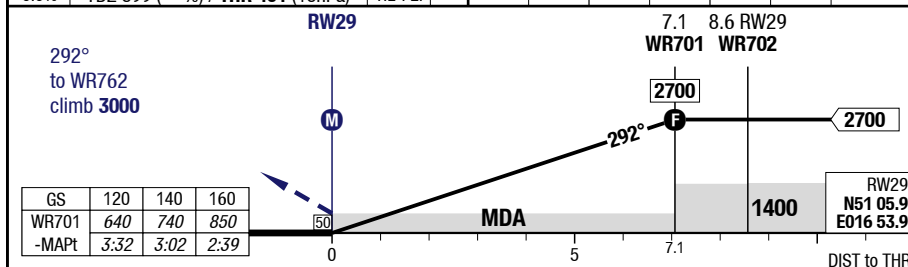
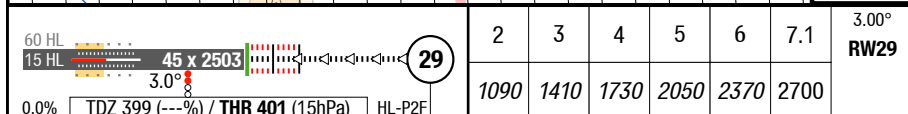
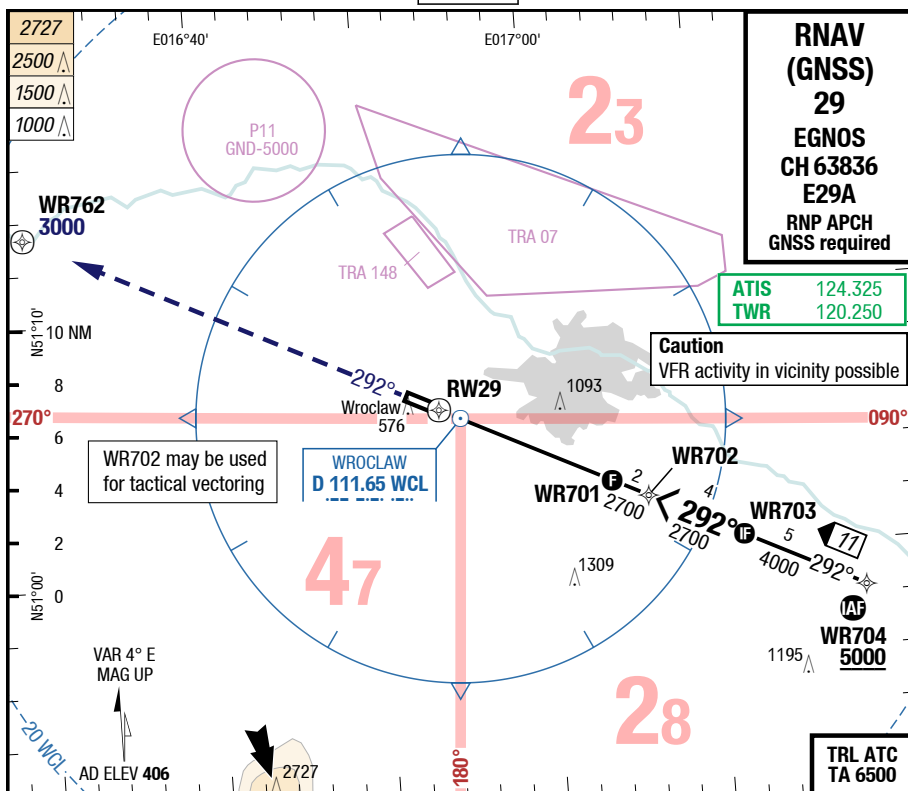
2) Uncompensated BARO VNAV NA below -20°C (-4°F)

Changes: MIN, MISAP, Note, OBST, Editorial

WRO-EPWR

7-40

RNAV (GNSS) 29



29		RNAV GNSS LPV 1)	RNAV GNSS VNAV 2) 3) 4)	RNAV GNSS LNAV			Circling S of AD only
C	ft - m/km ft	220 - 550 620	310 - 700 710	460 - 1.4 860			600 - 2.4V 1010
D	ft - m/km ft	230 - 550 630	320 - 700 720	460 - 1.4 860			700 - 3.6V 1110

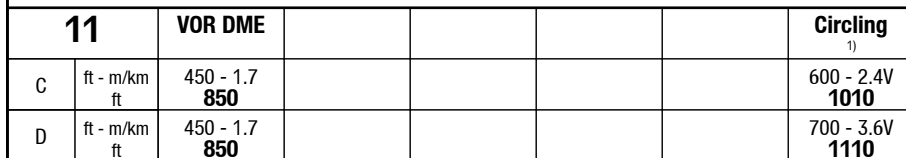
1) With EVS 350m

3) wo HGS RVR 750m required

4) Uncompensated BARO VNAV NA below -20°C (-4°F)

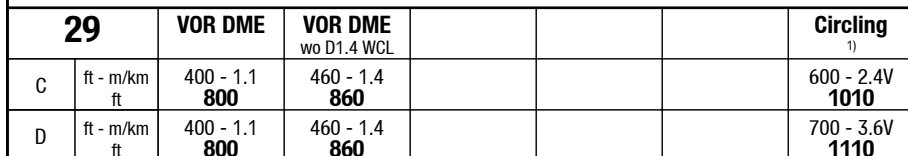
Changes: MIN, OBST, Note, Editorial

VOR 11



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VOR Z 29

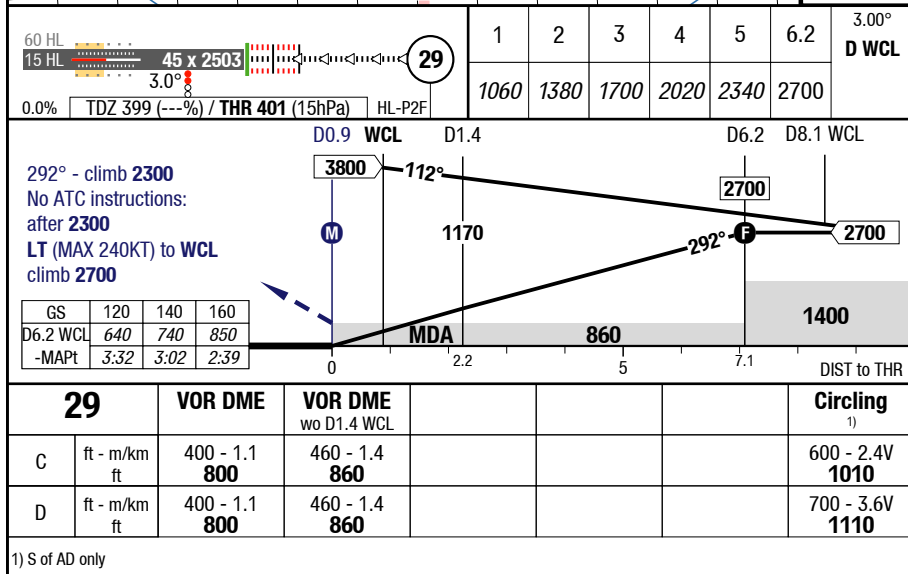
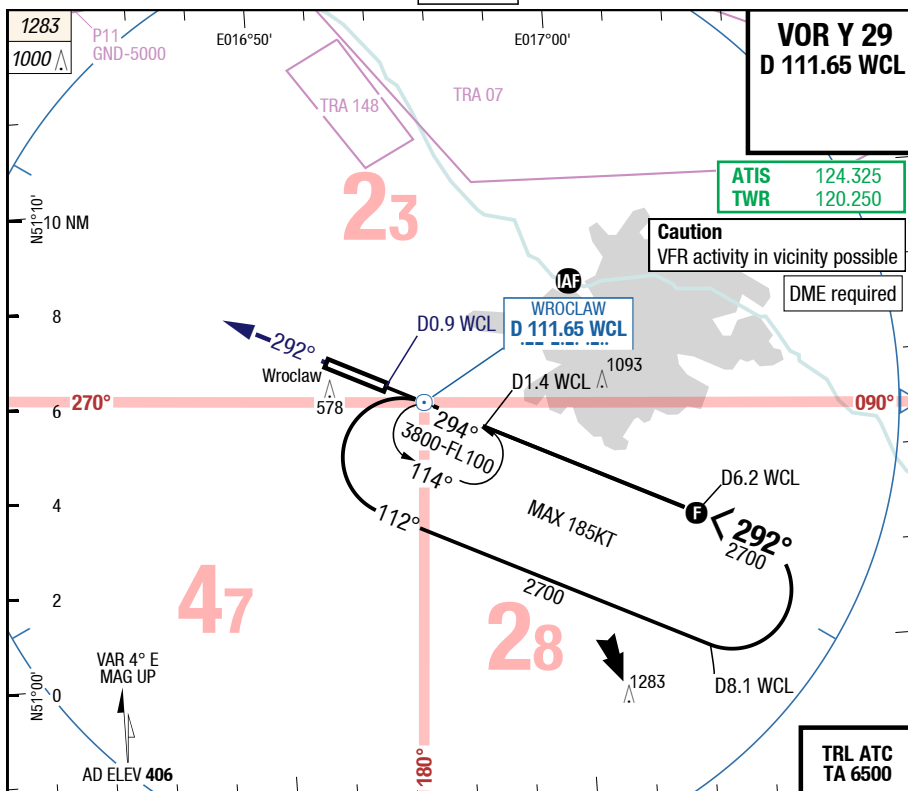


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WRO-EPWR

7-70

VOR Y 29



Effective 26-APR-2018

19-APR-2018

WRO-EPWR

8-10

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NIL

MRC

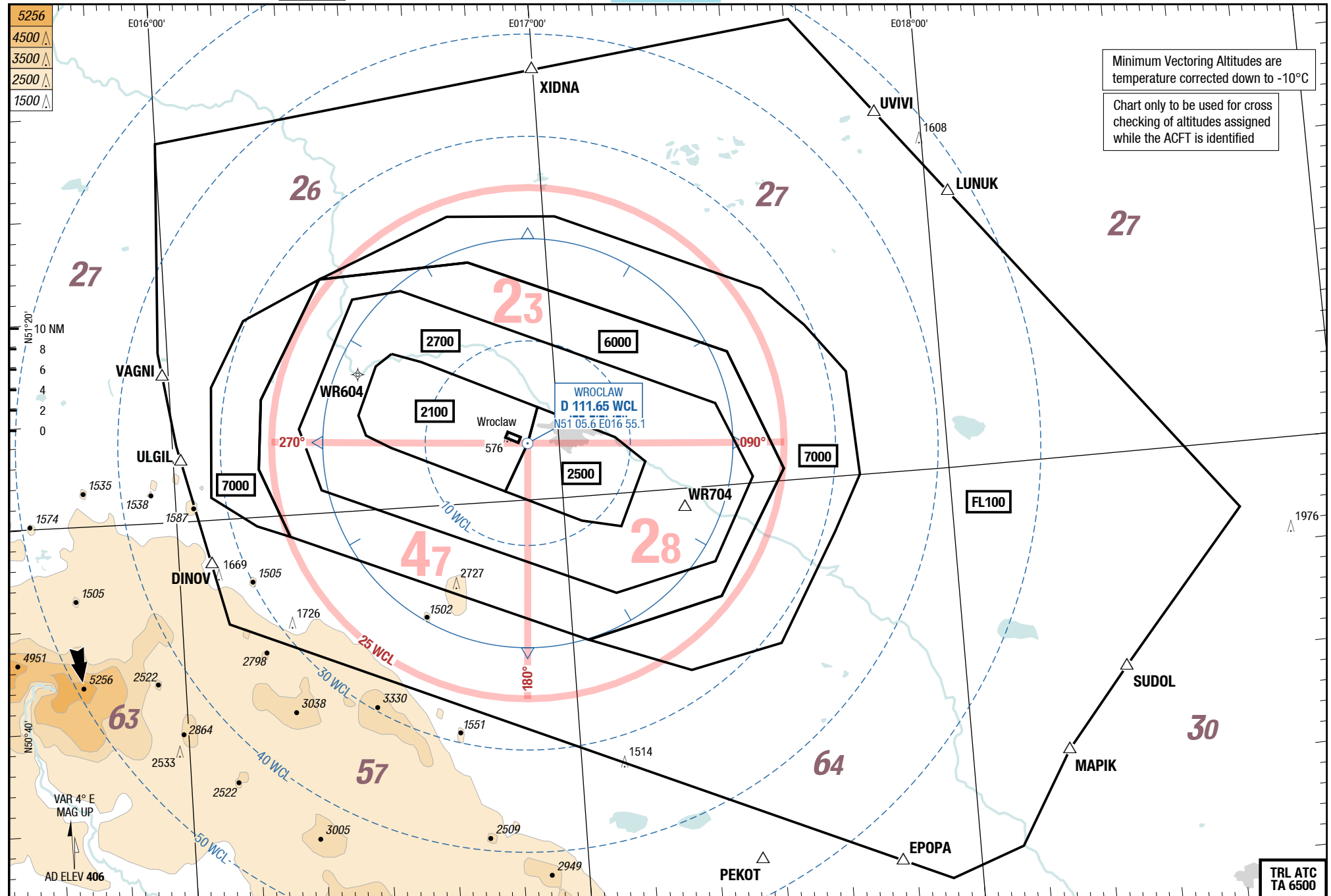
MRC

MRC

Strachowice Wroclaw Poland

NIL

MRC



Minimum Vectoring Altitudes are temperature corrected down to -10°C

Chart only to be used for cross checking of altitudes assigned while the ACFT is identified

Changes: MRVA, WPT, OBST, Note

TRL ATC TA 6500

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