

GENERAL**Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Night Restrictions**

2230-0430‡

Exceptions:

- EMERG LDG.
- Delayed flights.
- Diverted inbound flights.

Airport Information**RFF:** CAT 9**Fuel:** Fuelling/Defuelling with PAX on board and during embarking/disembarking is prohibited. An exception are EMERG or non-standard situations (flights where ACFT had to divert or return to stand for operational, technical, weather or safety reasons)**PCN:** RWY 11/29: 77/R/A/W/T, RWY 15/33: 82/F/C/X/T**Operation****Preferential RWY**

LDG RWY 33, 11, 15, 29.

TKOF RWY 29, 15, 33, 11.

2100-0500‡ use full RWY length in order to reduce TKOF PWR.

Low Visibility Procedure

LVP OPS will be commenced when RVR falls below 550m and/or ceiling is at 200ft or below.

Follow-me is mandatory on TWYs not equipped with serviceable CLL.

ARR

RWY 11: Use only TWYs N1, N2, N3. Exiting into TWYs E3 and L only with ATC permission.

RWY 33: Use only TWYs A0, D2, S2 and S3.

RET S1 and TWY O1 not AVBL.

Report RWY vacated when passing green/yellow color coded CLL.

Report to ATC when reaching stand.

DEP

During LVP, TKOF will be carried out using mainly RWY 29 or RWY 15.

RWY 33 or RWY 11 AVBL O/R.

Line-up via:

- TWY E3 for RWY 29
- TWY A0 for RWY 15, except for ACFT taxiing from APN 11
- TWY A8 for RWY 33
- TWY C1 for RWY 11

During LVP no intersection TKOF permitted.

TWY Restrictions

TWY K width 15m / 49ft.

TWY B1 width 11m / 36ft.

TWY A2, A3, A4, A6, A8, L, M1, M2, M3 (between O2 and stand 17), O2, U1, Z1, Z2, Z3 MAX wingspan 65m / 213ft.

TWY F, M3 MAX wingspan 52m / 171ft:

GENERAL

TWY E1, E2: For ACFT with wingspan above 52m / 171ft, follow-me compulsory.

TWY Z4, Z5: For ACFT with wingspan above 36m / 118ft, follow-me compulsory.

MAX wingspan 36m / 118ft: A0, A1 G, U2, U3, V, Z01 (orange), Z02 (orange), ZB1 (blue), ZB2 (blue).

MAX wingspan 24m / 79ft: TWY B1, W.

TWY M1, M2, M3 MAX speed 10KT.

Taxi

When taxi to RWY 15/33 from TWY D2, be aware that TWY is not standard 90° angle to RWY.

Caution: During taxi to RWY 29 HLDG PSN on A4 do not miss E1 (left turn).

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

ACFT with wingspan 36m / 118ft or below 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 the instructions from TWR.

Taxiing under own PWR from intersection of TWY U1 and TWY W from/to APN in front of the hangar is prohibited.

Code letter F ACFT must use judgemental oversteering technique.

For taxiing on service road between TWY B1 and TDZ 11 towing mandatory.

Parking

Visual Docking Guidance System AVBL at stands 1-7 and 9-24, marshaller O/R.

Parking on remaining stands according to marshaller's instructions. Enter stands with follow-me.

Parking stands on APN 1 for ACFT of wingspan above 22m / 72ft are accessible from TWY D1.

APN 10 AVBL for TEMPO parking for ACFT awaiting DEP RWY 29:

- Stand 53B is a HLDG point for MAX wingspan 59m / 194ft.
- Stand 54A, 54B is a HLDG point for MAX wingspan 34m / 112ft.
- Stand 53A is a HLDG point for MAX wingspan 48m / 157ft.

Marshaller is mandatory for stands 44A and 98.

Warnings

MIL AD (Warsaw/Babice EPBC) 6.6NM NNW of AD could be mistaken for Warsaw AD (EPWA), on APCH RWY 15.

Birds in vicinity of AD.

ARRIVAL**Speed**

MAX IAS 280KT at entry points.

Then according to RNAV charts reduce to IAS 250KT and IAS 210KT.

When established on ILS CAT II or LOC 11/33 MAX IAS 160KT until D4 WAS/WA.

VOR APCH RWY 11, 15, 29 or 33 MAX IAS 160KT from D8 OKC.

Speed reduction must be executed without further reminding from ATC.

ARRIVAL**Communication**

When RWY vacated contact GND without TWR instructions.

COM Failure**When no STAR in use**

Maintain last assigned and acknowledged ALT/FL. Proceed WAR VOR/DME. Over VOR descend to 4000ft. Then proceed FAP ILS RWY 11 or FAF VOR RWY 11, execute APCH and land (ILS or VOR RWY 11). If LDG is not possible, execute MISAP and proceed to FAP/FAF of most convenient RWY, execute APCH and land.

When conducting STAR

If STAR was assigned and acknowledged: continue with FPL and assigned STAR, then execute APCH (ILS or VOR) and land. Descending shall be executed in accordance with vertical RESTR specified on chart after 2min from setting 7600.

If STAR was assigned and acknowledged and vectoring was initiated: continue on assigned HDG and last CLR and acknowledge ALT for 2min. Then proceed direct FAP/FAF and execute APCH (ILS or VOR) and land. Descending shall be executed in accordance with vertical restrictions specified on chart.

If STAR was not assigned: proceed according to FPL and FPL STAR, execute APCH (ILS or VOR) and land. Descending shall be executed in accordance with vertical restrictions specified on chart after 2min from setting 7600. If LDG is not possible, execute MISAP and proceed to FAP/FAF of most convenient RWY, execute APCH and land.

RNAV-1 (P-RNAV) not approved ACFT

Maintain last assigned and acknowledged ALT/FL. Proceed WAR VOR/DME. Over VOR descend to 4000ft. Then proceed FAP ILS RWY 11 or FAF VOR RWY 11, execute APCH and land (ILS or VOR RWY 11). If LDG is not possible, execute MISAP and proceed to FAP/FAF of most convenient RWY, execute APCH and land.

Arrival Procedure**Continous Descent Approach (CDA)**

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

Reverse: From 2100-0500‡ use full RWY length to avoid reverse thrust.

Minimum Runway Occupancy Time (MROT)

Ensure standard MROT procedures and in addition;

Vacate RWY 33 via rapid exit TWY S1, S2.

Vacate RWY 11 via TWY N1.

**Non-standard GP Intercept Position on
RWY 11**

GP intercepts RWY 11 at 308m / 1011ft after landing threshold.

Remaining DIST beyond GP is 2252m / 7388ft.

RWY 33

GP intercepts RWY 33 at 314m / 1030ft after landing threshold.

Remaining DIST beyond GP is 2715m / 8908ft.

Warnings

When vacating RWY 33 expect traffic on RWY 29, listen carefully to ATC instructions.

WAW-EPWA

1-40

AOI

AOI

DEPARTURE**Take-off Minima**

RWY		11/29, 15/33
All ACFT	ft - m/km	0 - 125R

Communication

Contact Warsaw APCH ASAP after TKOF.

COM Failure

Continue on assigned and acknowledged SID. After 3min climb to FPL flight LVL.

If being vectored, continue on assigned HDG for 3min then proceed direct to last SID WPT climbing to FPL flight LVL.

Departure Procedure**Start-up/Push-back**

Start-up while parked on stands 109-110 is prohibited.

Stand 9, 10, 10L, 10R: After receiving push-back CLR, inform the push-back staff which TWY line (colour) the ACFT is to be pushed-back to.

Stand 44, 45: ACFT with wingspan above 52m / 170ft, push-back is mandatory.

Stand 61, 63: ACFT greater than ATR push-back is mandatory.

Stand 31B turning ptohibited.

Stand 804-811: Notify GND when leaving stand via TWY U3.

Departure Notes

If unable to comply with climb gradient, REQ non-standard DEP before start-up.

Flights departing via SID EVINA with cruising LVL below FL180 should file EVINA disregarding LVL restriction at reporting point NIPUS. Air crews should request none-standard departure before start-up.

Minimum Runway Occupancy Time (MROT)

Ensure standard MROT procedures and in addition:

If not ready before reaching the HLDG point (no ACFT in front on the same TWY) advise ATC as early as possible.

ATC will expect the movement within MAX 10sec of TKOF clearance being issued.

Wake vortex separation is applied by ATC in accordance with published requirements. If more separation than the prescribed MIN is requested, notify ATC before entering RWY.

Pilots shall prepare and be ready to accept the following intersection take off runs:

RWY	LIGHT	MEDIUM TURBOPROP	MEDIUM JET	HEAVY
11	D3	-	-	-
15	D2, S2, 01	D2, S2, 01	D2, S2, 01	D2
29	N2, A4	N2, A4	N2	-
33	H2	H2	H2	H2

If unable to comply inform ATC.

DEPARTURE

Noise Abatement Procedure

Follow NAP adequate for the specific ACFT type for the purpose of reducing noise level in areas adjacent to the AD. If no NAP adequate for the ACFT type are AVBL it is recommended that departures from AD be performed in accordance with ICAO standard NADP 1.

ATC Slot, Clearance

If requiring full length of RWY 15/33 inform GND prior taxi.

Contact DLV for CLR 10min before ready for push-back or start-up, give:

- call sign,
- parking PSN, DEST,
- planned cruising LVL,
- any changes to FPL.

REQ push-back, start-up and taxi CLR on GND.

While being transferred from Okecie GND to Okecie TWR, crew is REQ to change FREQ, initial call shall be omitted TWR FREQ shall be monitored for ATC call.

De-Icing

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

Report the necessity for de-icing when REQ ATC clearance to DLV.

Follow-me mandatory to enter to de-icing stands.

ACFT taxiing to de-icing positions without following this PROC will not be accepted and will be moved to the end of the sequence.

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

De-Icing AVBL on APN 7A, 10, 13 only.

14-JUN-2018

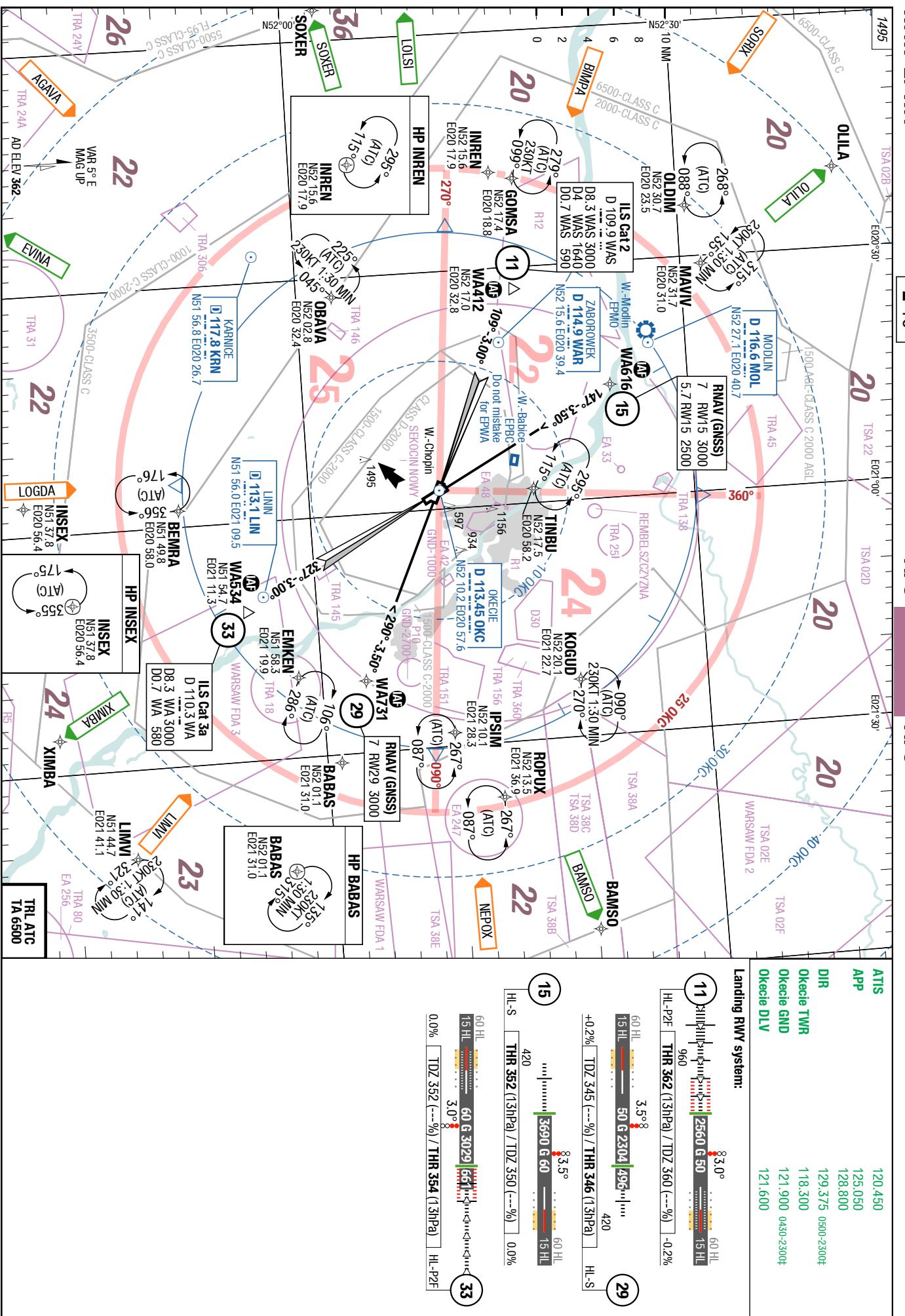
WAW-EPWA

2-10

Poland Warsaw Chopin

AFC 
AFC 
AFC 

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14-JUN-2018

WAW-EPWA

3-20

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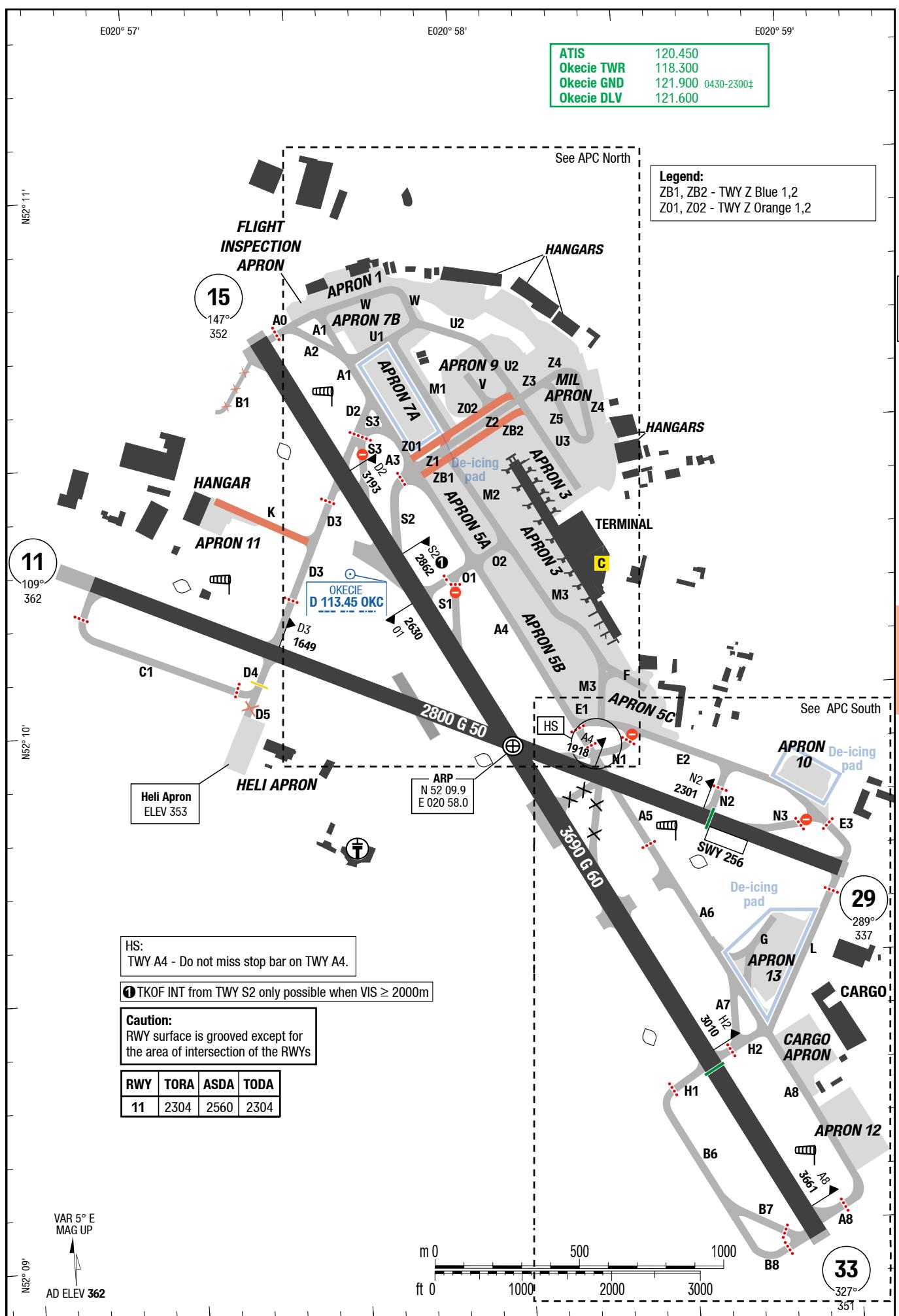
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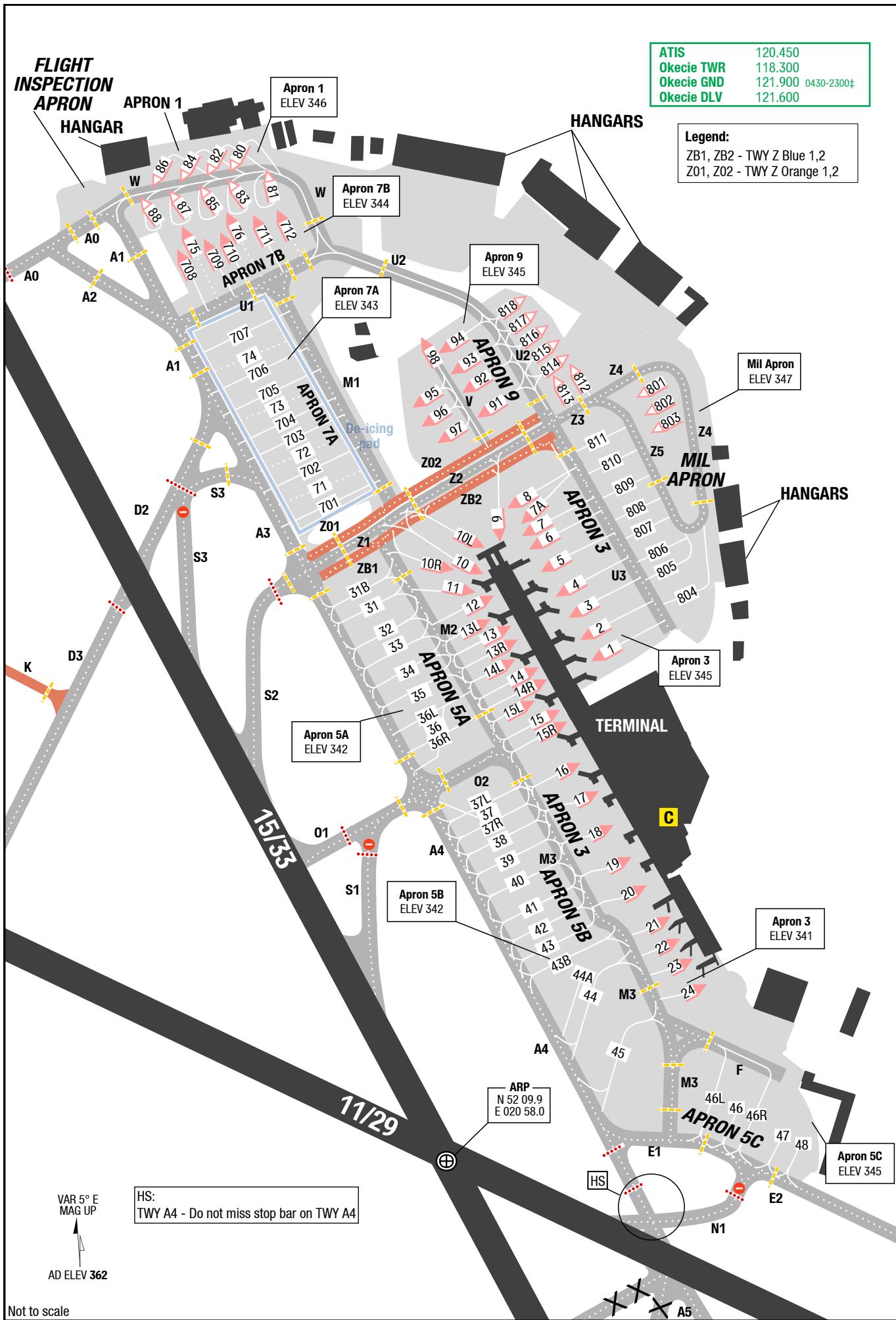
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Changes: FREQ



14-JUN-2018

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3-40

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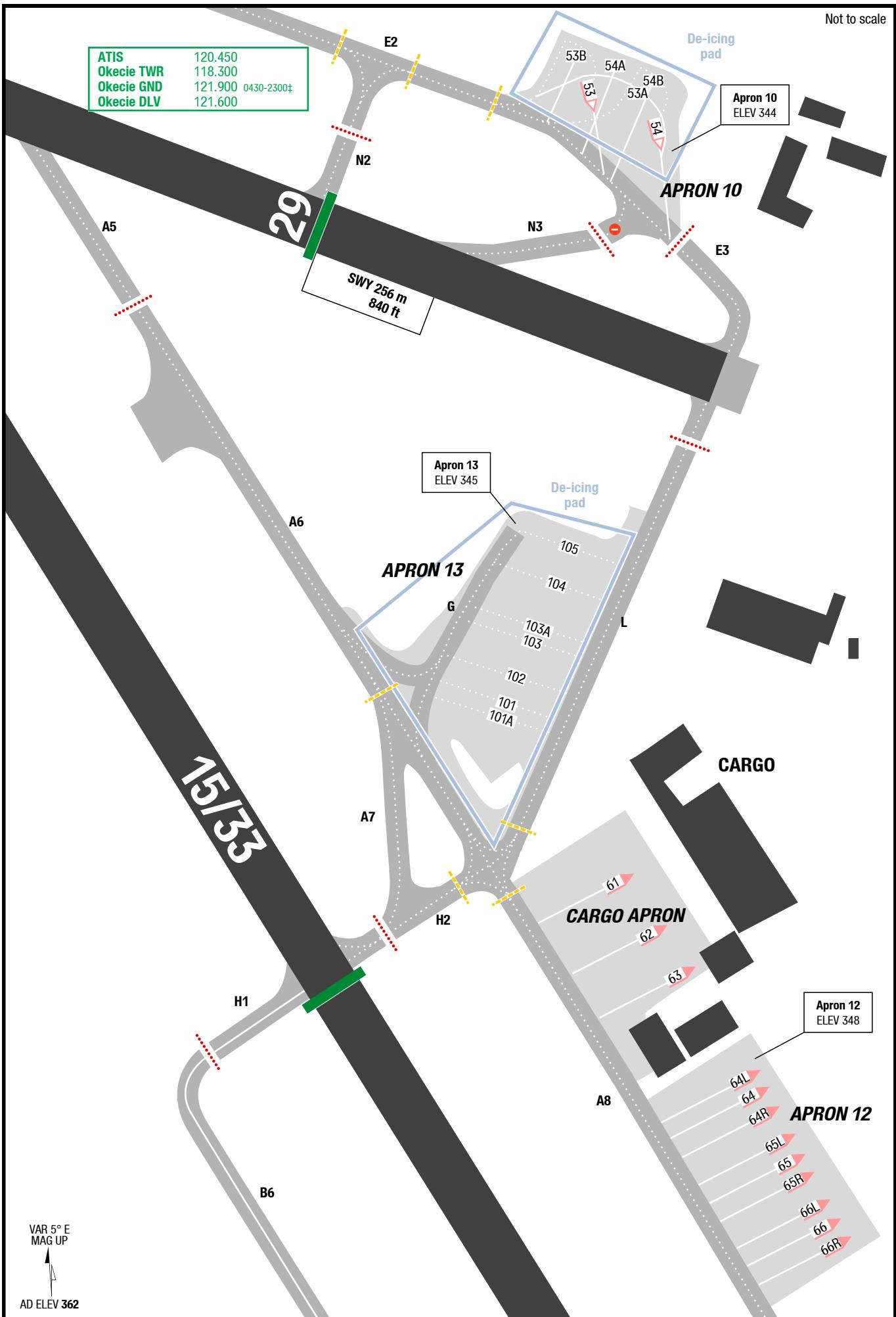
APC SOUTH

APC

APC

APC South

Chopin Warsaw Poland



Stand Coordinates

Apron 1		Apron 7B	
80	N52 10.8 E020 57.7	75	N52 10.7 E020 57.7
81	N52 10.8 E020 57.8	76	N52 10.8 E020 57.7
82, 83	N52 10.8 E020 57.7	708-710	N52 10.7 E020 57.7
84, 86	N52 10.8 E020 57.6	711	N52 10.8 E020 57.7
85, 87	N52 10.8 E020 57.7	712	N52 10.8 E020 57.8
88	N52 10.8 E020 57.6		
Apron 3		Apron 9	
1	N52 10.4 E020 58.3	91,92	N52 10.6 E020 58.1
2-4	N52 10.4 E020 58.2	93	N52 10.6 E020 58.0
5,6	N52 10.5 E020 58.2	94	N52 10.7 E020 58.0
7-10R	N52 10.5 E020 58.1	95-98	N52 10.6 E020 58.0
11-14L	N52 10.4 E020 58.1	812-814	N52 10.6 E020 58.2
14, 14R	N52 10.4 E020 58.2	815	N52 10.6 E020 58.1
15-16	N52 10.3 E020 58.2	816-818	N52 10.7 E020 58.1
Apron 10		Apron 10	
17	N52 10.3 E020 58.3	53	N52 09.8 E020 58.9
18-20	N52 10.2 E020 58.3	53A,54,54B	N52 09.8 E020 59.0
21	N52 10.1 E020 58.3	53B, 54A	N52 09.9 E020 58.9
22-24	N52 10.1 E020 58.4		
Apron 5A		Cargo Apron	
31B, 31-32	N52 10.4 E020 57.9	61, 62	N52 09.3 E020 58.9
33-35	N52 10.4 E020 58.0	63	N52 09.3 E020 59.0
36, 36L/R	N52 10.3 E020 58.0		
Apron 5B		Apron 12	
37', 37L	N52 10.3 E020 58.1	64L,64,64R	N52 09.2 E020 59.0
37R, 37-40	N52 10.2 E020 58.1	65L,65,65R	N52 09.2 E020 59.1
41	N52 10.2 E020 58.2	66L,66,66R	N52 09.1 E020 59.1
42-44	N52 10.1 E020 58.2		
45	N52 10.0 E020 58.3		
Apron 5C		Apron 13	
46-46R	N52 10.0 E020 58.4	101-103	N52 09.5 E020 58.8
47, 48	N52 10.0 E020 58.5	103A-104	N52 09.5 E020 58.9
		105	N52 09.6 E020 58.8
Apron 7A		Military Apron	
71	N52 10.5 E020 57.9	801-803	N52 10.6 E020 58.3
72, 73	N52 10.6 E020 57.8	804	N52 10.4 E020 58.3
74	N52 10.7 E020 57.8	805-808	N52 10.5 E020 58.3
701	N52 10.5 E020 57.9	809,810	N52 10.5 E020 58.2
702-706	N52 10.6 E020 57.8	811	N52 10.6 E020 58.2
707	N52 10.6 E020 57.7		

14-JUN-2018

WAW-EPWA

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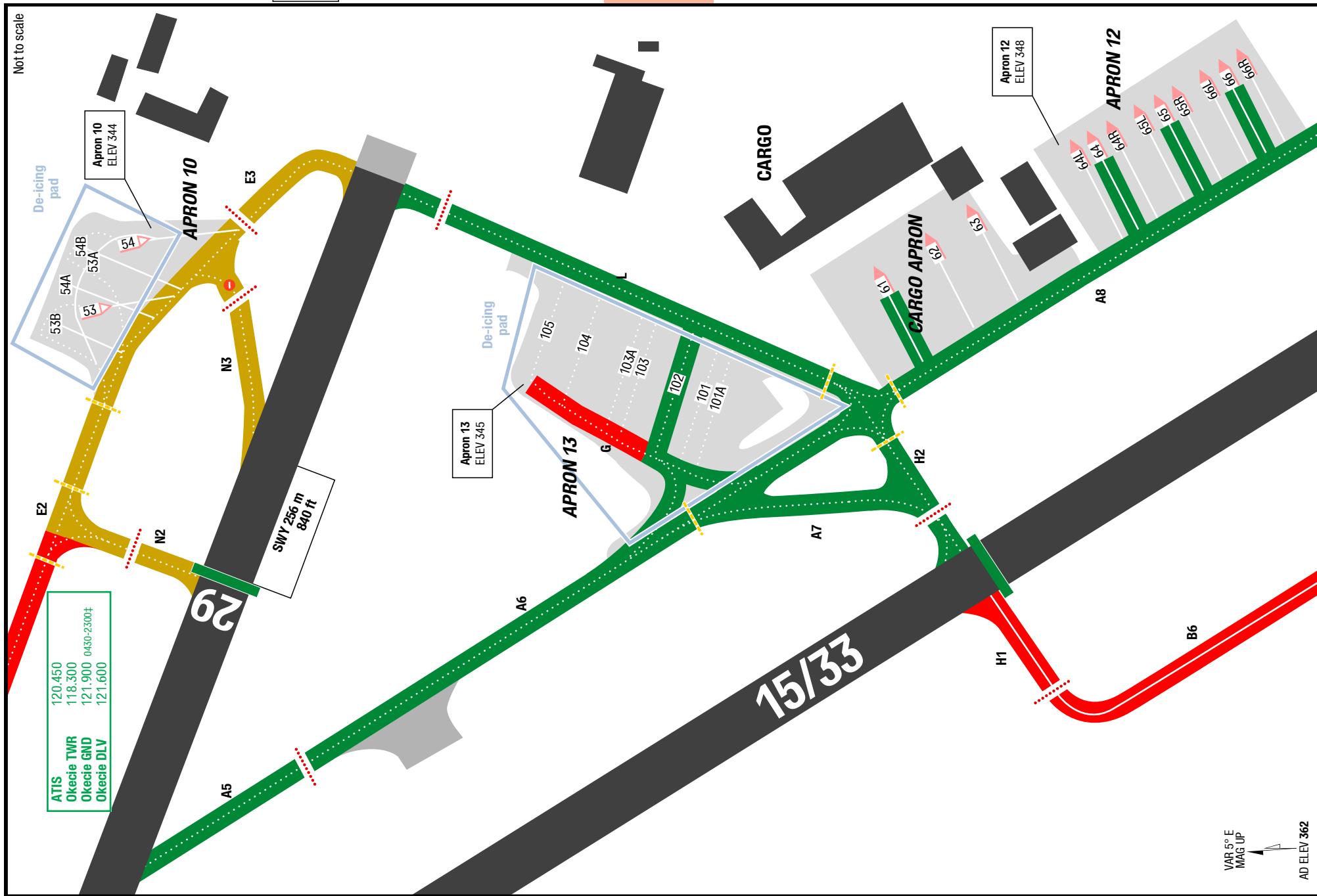
Chopin Warsaw Poland

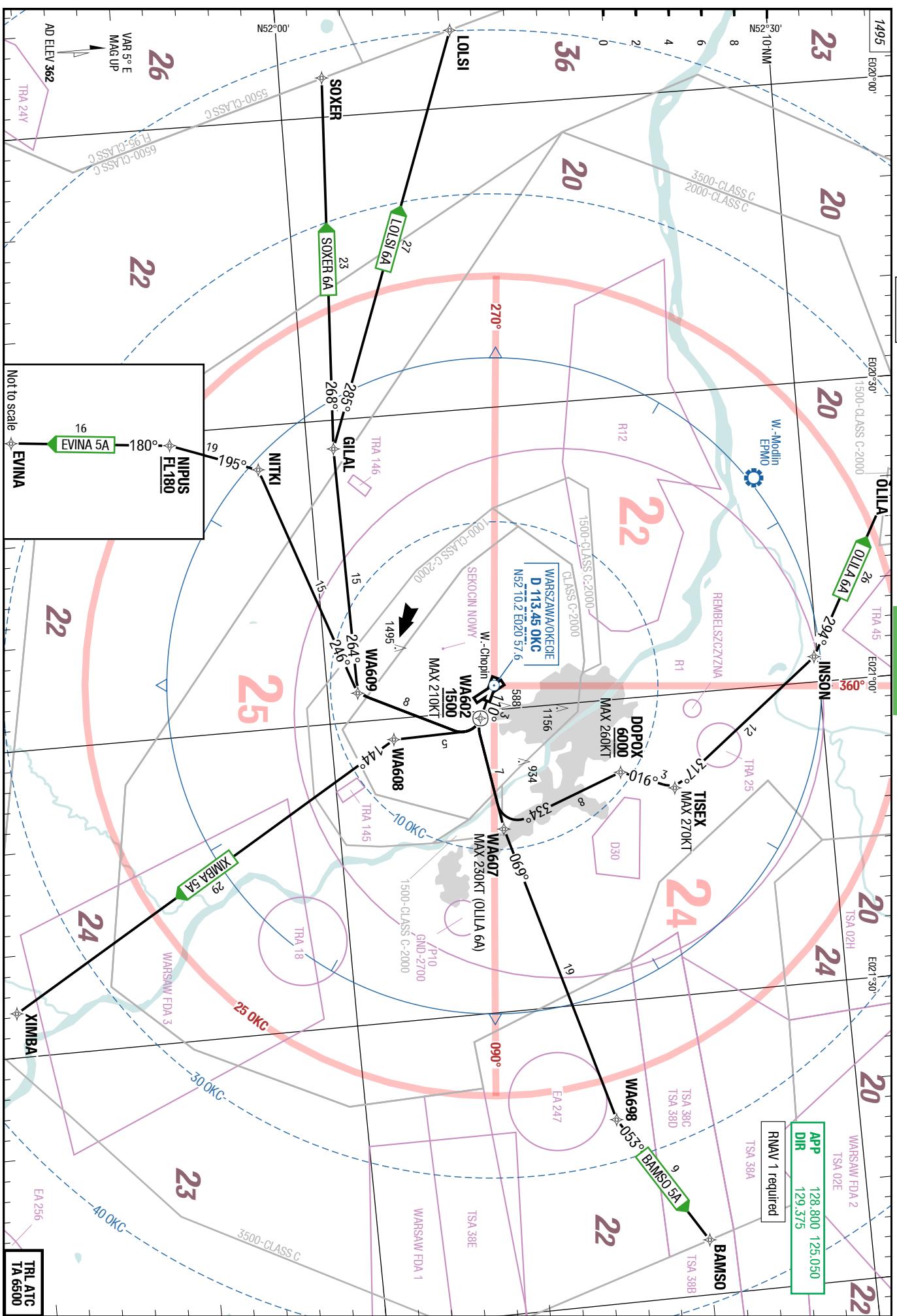


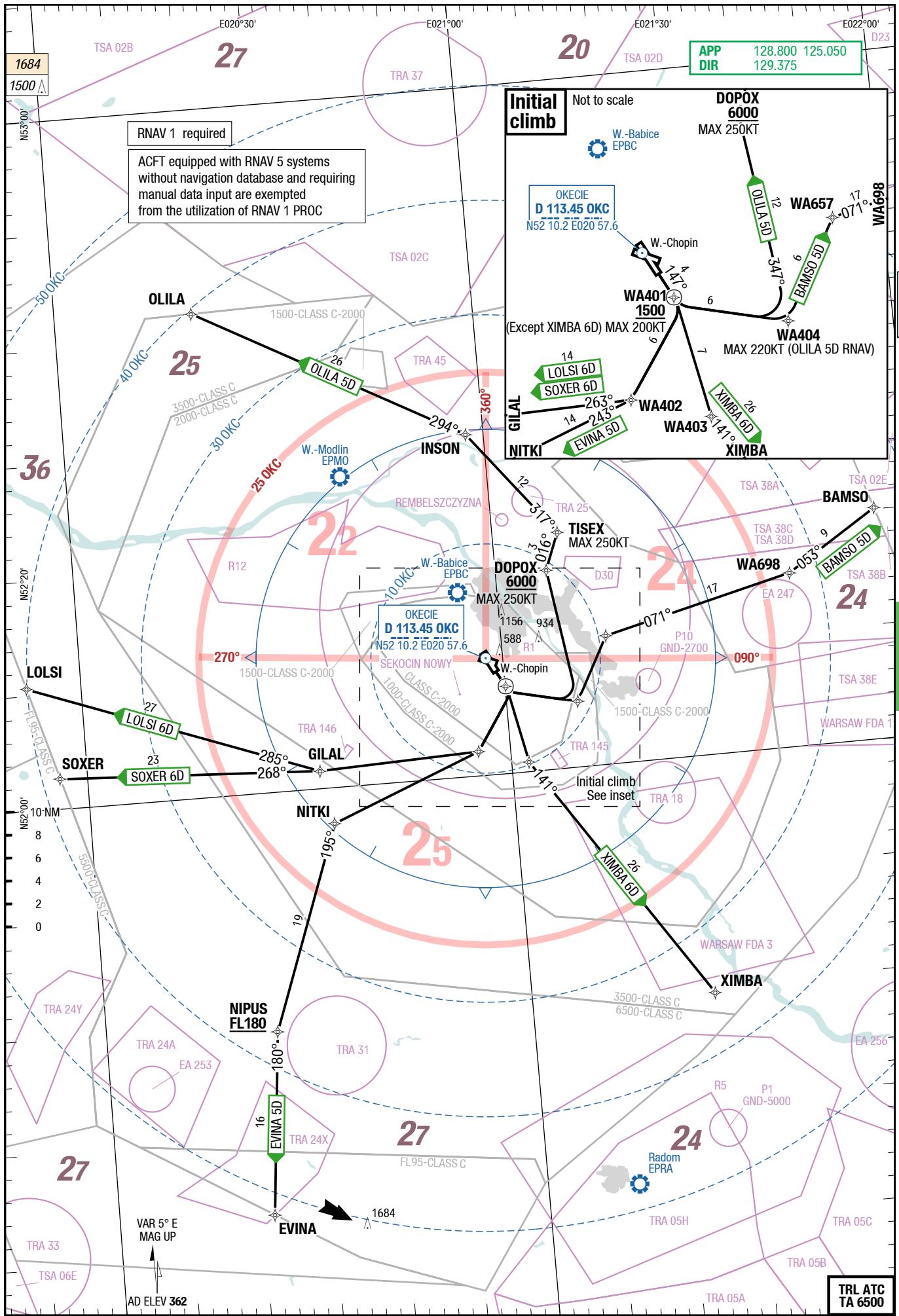
APC South A124 / B388 / A748 ONLY

3-90

APC South A124 / B388 / A748 ONLY





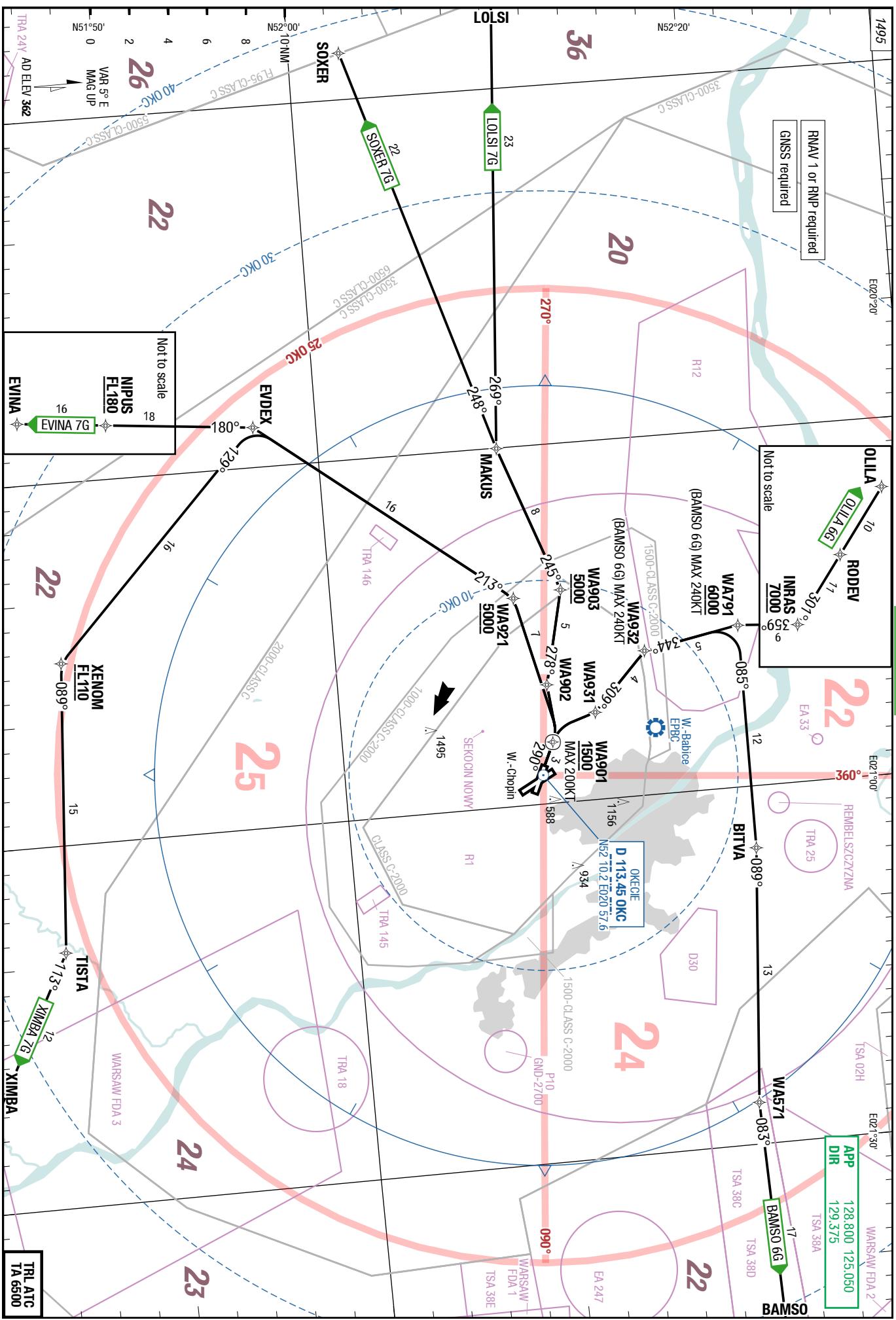


Effective 30-MAR-2017

WAW-EPWA

Poland Warsaw Chopin
RNAV SIDS RWY 33

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Chopin Warsaw Poland
RNAV SIDs RWY 33
RNAV SIDs RWY 29



Changes: ALT, SUAs, PROC renumbered

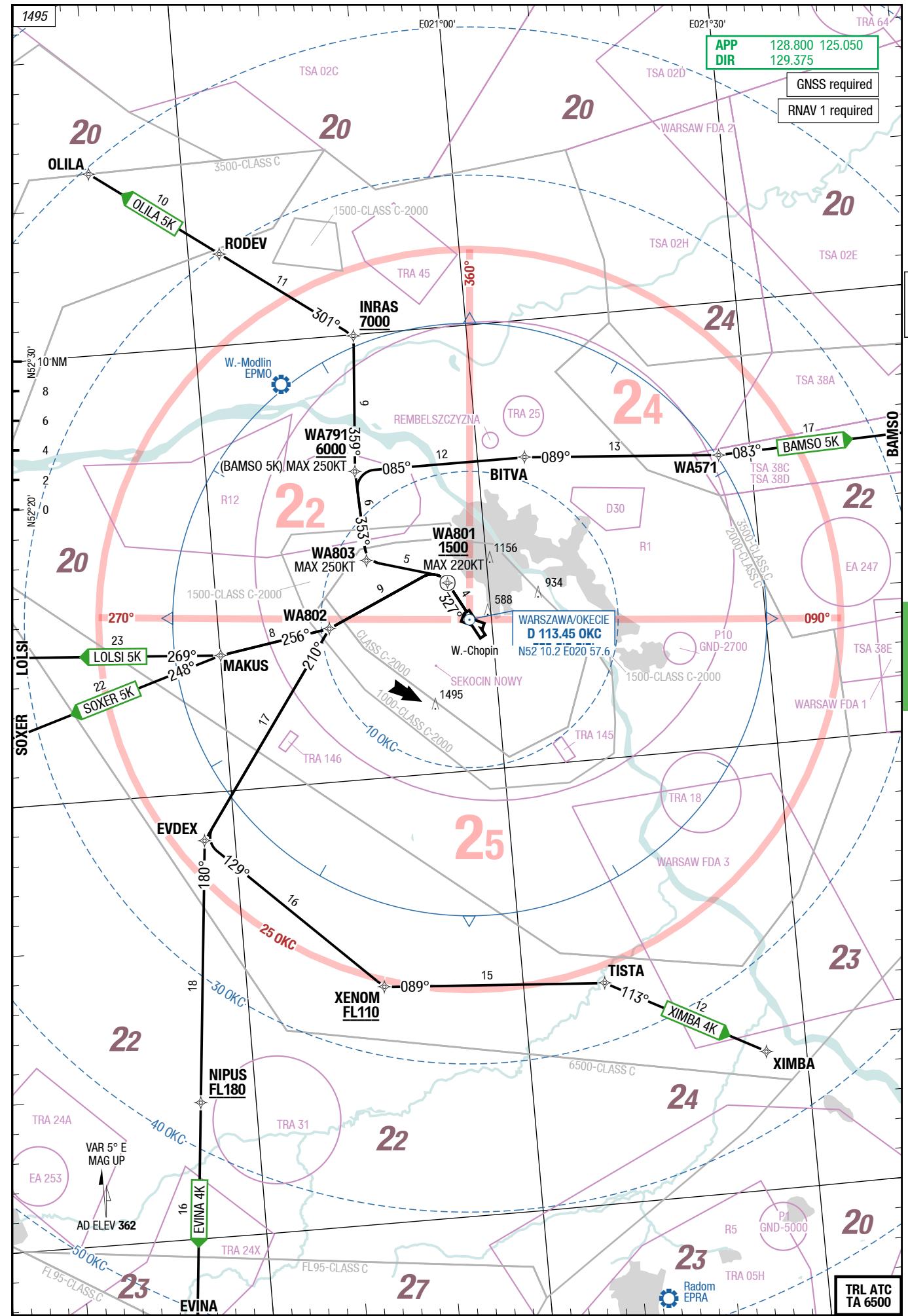
Effective 30-MAR-2017

WAW-EPWA

RNAV SIDS RWY 33

SID

RNAV SIDs RWY 33



14-JUN-2018

WAW-EPWA**5-10****RNAV SIDs RWY 11****BAMSO 5A / EVINA 5A / LOLSI 6A / OLILA 6A / SOXER 6A / XIMBA 5A**

RWY 11 (109°)

After take-off, contact Warsaw APP.

DESIGNATOR	ROUTING	ALTITUDES
Runway 11		
BAMSO 5A 128.800 125.050 ①②	WA602 [K210-] - WA607 - WA698 - BAMSO	WA602 MNM 1500 Initial climb 6000
EVINA 5A 128.800 125.050 ①②	WA602 [K210-] - WA609 - NITKI - NIPUS - EVINA	WA602 MNM 1500 NIPUS MNM FL180 Initial climb 6000
LOLSI 6A 128.800 125.050 ①②	WA602 [K210-] - WA609 - GILAL - LOLSI	WA602 MNM 1500 Initial climb 6000
OLILA 6A 128.800 125.050 ①②	WA602 [K210-] - WA607 [K230-] - DOPOX [K260-] - TISEX [K270-] - INSON - OLILA	WA602 MNM 1500 DOPOX MNM 6000 Initial climb 6000
SOXER 6A 128.800 125.050 ①②	WA602 [K210-] - WA609 - GILAL - SOXER	WA602 MNM 1500 Initial climb 6000
XIMBA 5A 128.800 125.050 ①②	WA602 [K210-] - WA608 - XIMBA	WA602 MNM 1500 Initial climb 6000

① If unable to comply with RNAV 1, advise ATC before start up for radar vectoring.

② ACFT unable to comply with SID profile restrictions must request non-standard departure.

14-JUN-2018

WAW-EPWA**5-20****RNAV SIDs RWY 15****BAMSO 5D / EVINA 5D / LOLSI 6D / OLILA 5D / SOXER 6D / XIMBA 6D****RWY 15 (147°)****After take-off, contact Warsaw APP.**

DESIGNATOR	ROUTING	ALTITUDES
BAMSO 5D 128.800 125.050	<u>WA401</u> [K200-] - WA404 - WA657 - WA698 - BAMSO	WA401 MNM 1500 Initial climb 6000
EVINA 5D 128.800 125.050	<u>WA401</u> [K200-] - WA402 - NITKI - NIPUS - EVINA	WA401 MNM 1500 NIPUS MNM FL180 Initial climb 6000
LOLSI 6D 128.800 125.050	<u>WA401</u> [K200-] - WA402 - GILAL - LOLSI	WA401 MNM 1500 Initial climb 6000
OLILA 5D 128.800 125.050	<u>WA401</u> [K200-] - WA404 [K220-] - DOPOX [K250-] - TISEX [K250-] - INSON - OLILA	WA401 MNM 1500 DOPOX MNM 6000 Initial climb 6000
SOXER 6D 128.800 125.050	<u>WA401</u> [K200-] - WA402 - GILAL - SOXER	WA401 MNM 1500 Initial climb 6000
XIMBA 6D 128.800 125.050	<u>WA401</u> - WA403 - XIMBA	WA401 MNM 1500 Initial climb 6000

WAW-EPWA

5-30

RNAV SIDs RWY 29

BAMSO 6G / EVINA 7G / LOLSI 7G / OLILA 6G / SOXER 7G / XIMBA 7G

RWY 29 (289°)

After take-off, contact Warsaw APP.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 29	
BAMSO 6G 128.800 125.050 ①②	WA901 [K200- ;R] - WA931 [L] - WA932 [K240- ;R] - WA791 [K240- ;R] - BITVA - WA571 - BAMSO	WA901 MNM 1500 WA791 MNM 6000 Initial climb 6000
EVINA 7G 128.800 125.050 ①②	WA901 [K200- ;L] - WA921 [L] - EVDEX [L] - NIPUS - EVINA	WA901 MNM 1500 WA921 MNM 5000 NIPUS MNM FL180 Initial climb 6000
LOLSI 7G 128.800 125.050 ①②	WA901 [K200- ;L] - WA902 [R] - WA903 [L] - MAKUS [R] - LOLSI	WA901 MNM 1500 WA903 MNM 5000 Initial climb 6000
OLILA 6G 128.800 125.050 ①②	WA901 [K200- ;R] - WA931 [L] - WA932 [R] - WA791 [R] - INRAS [L] - RODEV - OLILA	WA901 MNM 1500 WA791 MNM 6000 INRAS MNM 7000 Initial climb 6000
SOXER 7G 128.800 125.050 ①②	WA901 [K200- ;L] - WA902 [R] - WA903 [L] - MAKUS [R] - SOXER	WA901 MNM 1500 WA903 MNM 5000 Initial climb 6000
XIMBA 7G 128.800 125.050 ①②	WA901 [K200- ;L] - WA921 [L] - EVDEX [L] - XENOM [L] - TISTA [R] - XIMBA	WA901 MNM 1500 WA921 MNM 5000 XENOM MNM FL110 Initial climb 6000

① If unable to comply with RNAV 1 or P-RNAV, advise ATC before start up for radar vectoring.

② ACFT unable to comply with SID profile restrictions must request non-standard departure.

WAW-EPWA

5-40

RNAV SIDs RWY 33

BAMSO 5K / EVINA 4K / LOLSI 5K / OLILA 5K / SOXER 5K / XIMBA 4K

RWY 33 (327°)

After take-off, contact Warsaw APP.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 33	
BAMSO 5K 128.800 125.050 ①②	<u>WA801 [K220-]</u> - WA803 [K250-] - WA791 [K250-] - BITVA - WA571 - BAMSO	WA801 MNM 1500 WA791 MNM 6000 Initial climb 6000
EVINA 4K 128.800 125.050 ①②	<u>WA801 [K220- ;L]</u> - WA802 - EVDEX - NIPUS - EVINA	WA801 MNM 1500 NIPUS MNM FL180 Initial climb 6000
LOLSI 5K 128.800 125.050 ①②	<u>WA801 [K220- ;L]</u> - WA802 - MAKUS - LOLSI	WA801 MNM 1500 Initial climb 6000
OLILA 5K 128.800 125.050 ①②	<u>WA801 [K220-]</u> - WA803 [K250-] - WA791 - INRAS - RODEV - OLILA	WA801 MNM 1500 WA791 MNM 6000 INRAS MNM 7000 Initial climb 6000
SOXER 5K 128.800 125.050 ①②	<u>WA801 [K220- ;L]</u> - WA802 - MAKUS - SOXER	WA801 MNM 1500 Initial climb 6000
XIMBA 4K 128.800 125.050 ①②	<u>WA801 [K220- ;L]</u> - WA802 - EVDEX - XENOM - TISTA - XIMBA	WA801 MNM 1500 XENOM MNM FL110 Initial climb 6000

① If unable to comply with RNAV 1, advise ATC before start up for radar vectoring.

② ACFT unable to comply with SID profile restrictions must request non-standard departure.

23-MAR-2017

WAW-EPWA

6-10

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RNAV STARs RWY 15

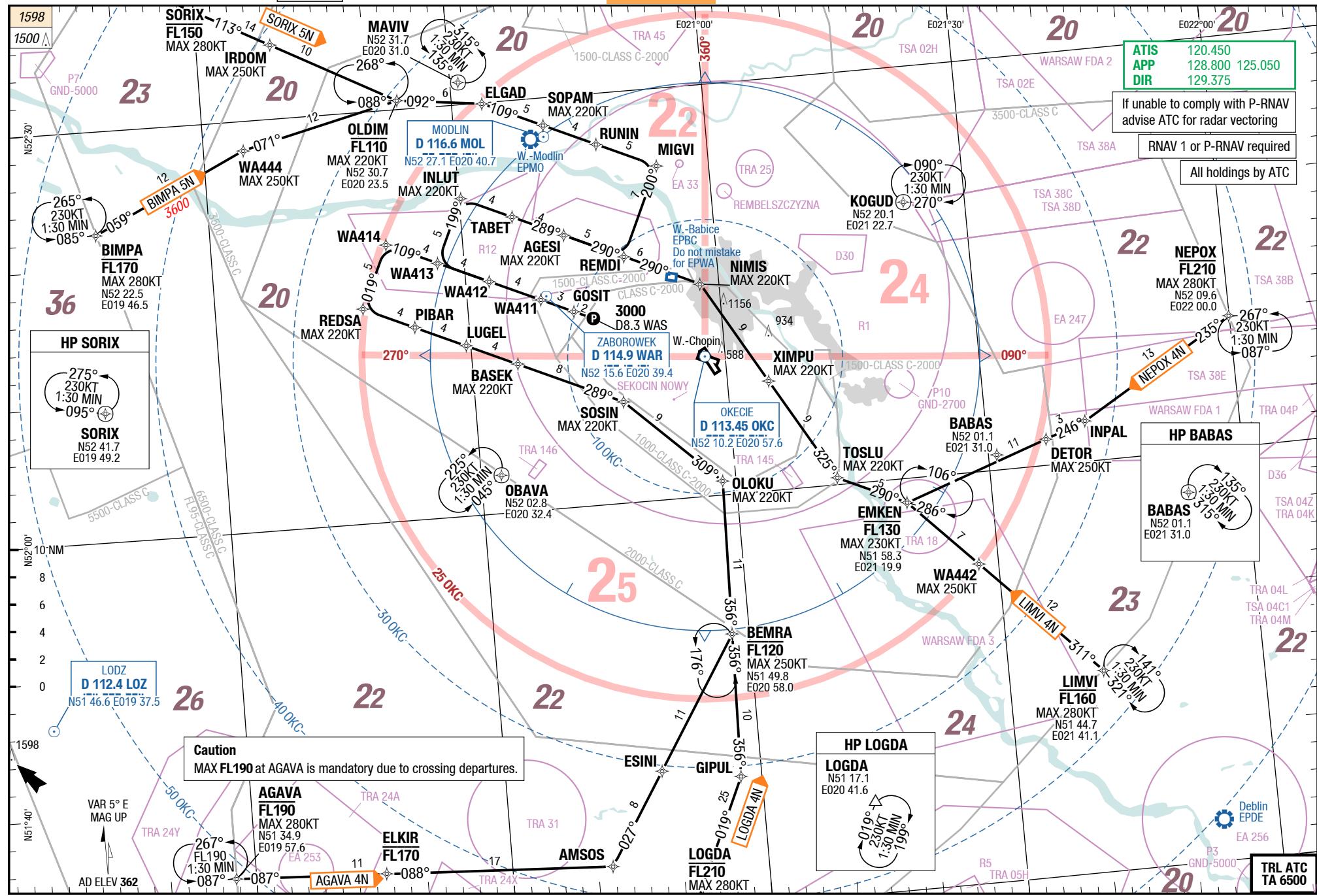
RNAV STARs RWY 11

31A

Chopin Warsaw Poland

RNAV STARs RWY 15

RNAV STARs RWY 11



23-MAR-2017

WAW-EPWA

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6-20

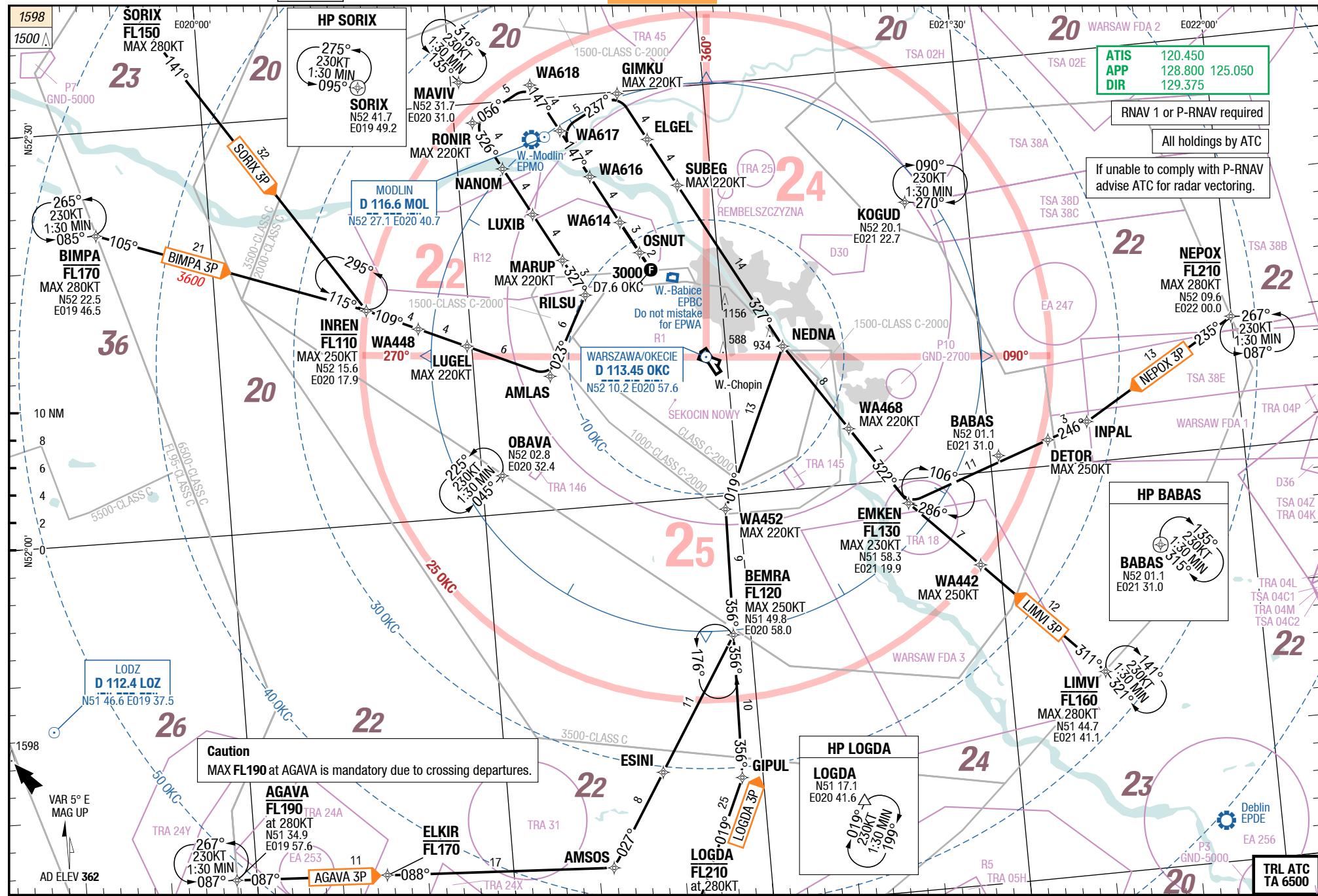
RNAV STARs RWY 15

STAR

STAR

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RNAV STARs RWY 15



26-JAN-2017

WAW-EPWA

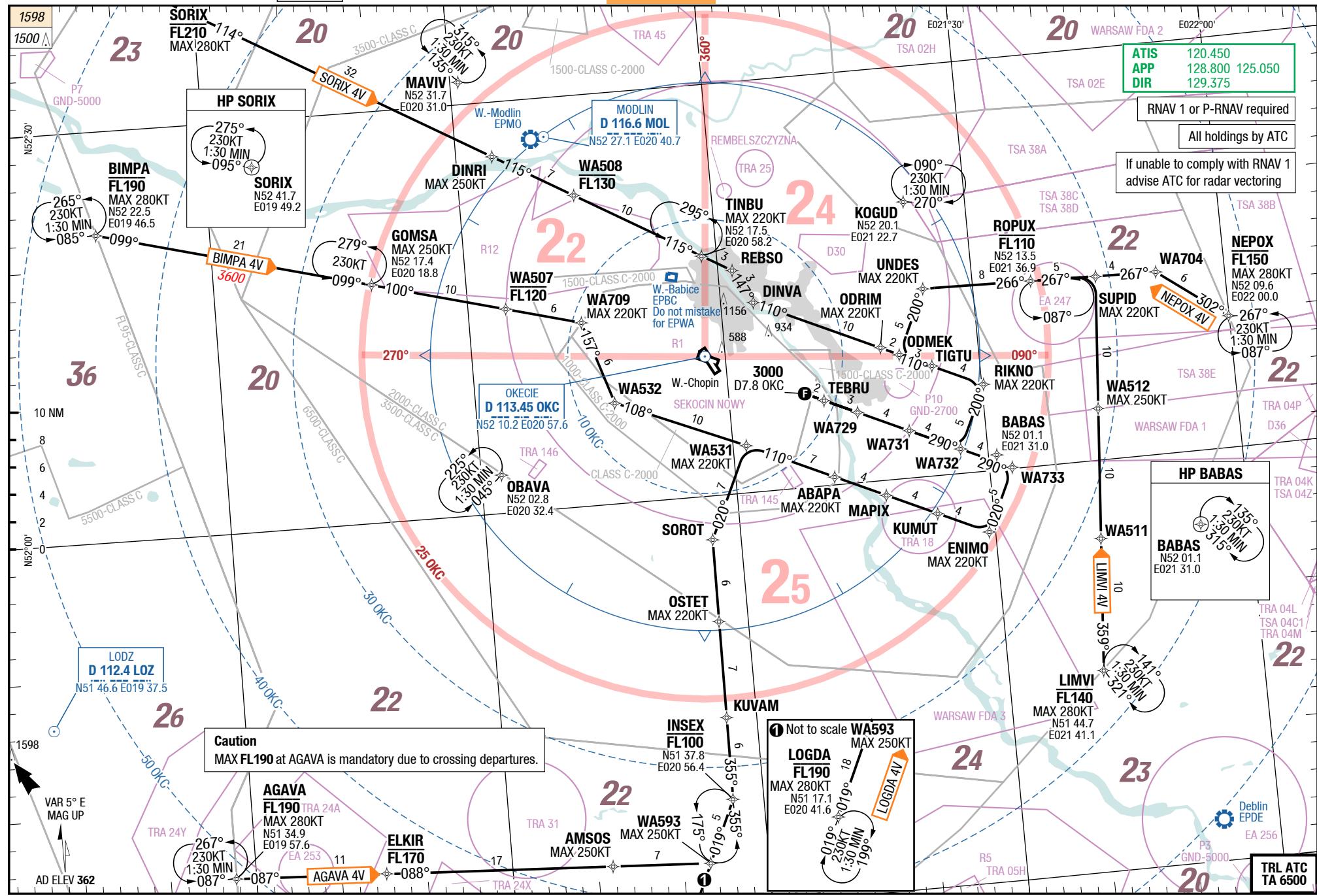
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RNAV STARs RWY 33

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RNAV STARs RWY 33

6-30



26-JAN-2017

WAW-EPWA

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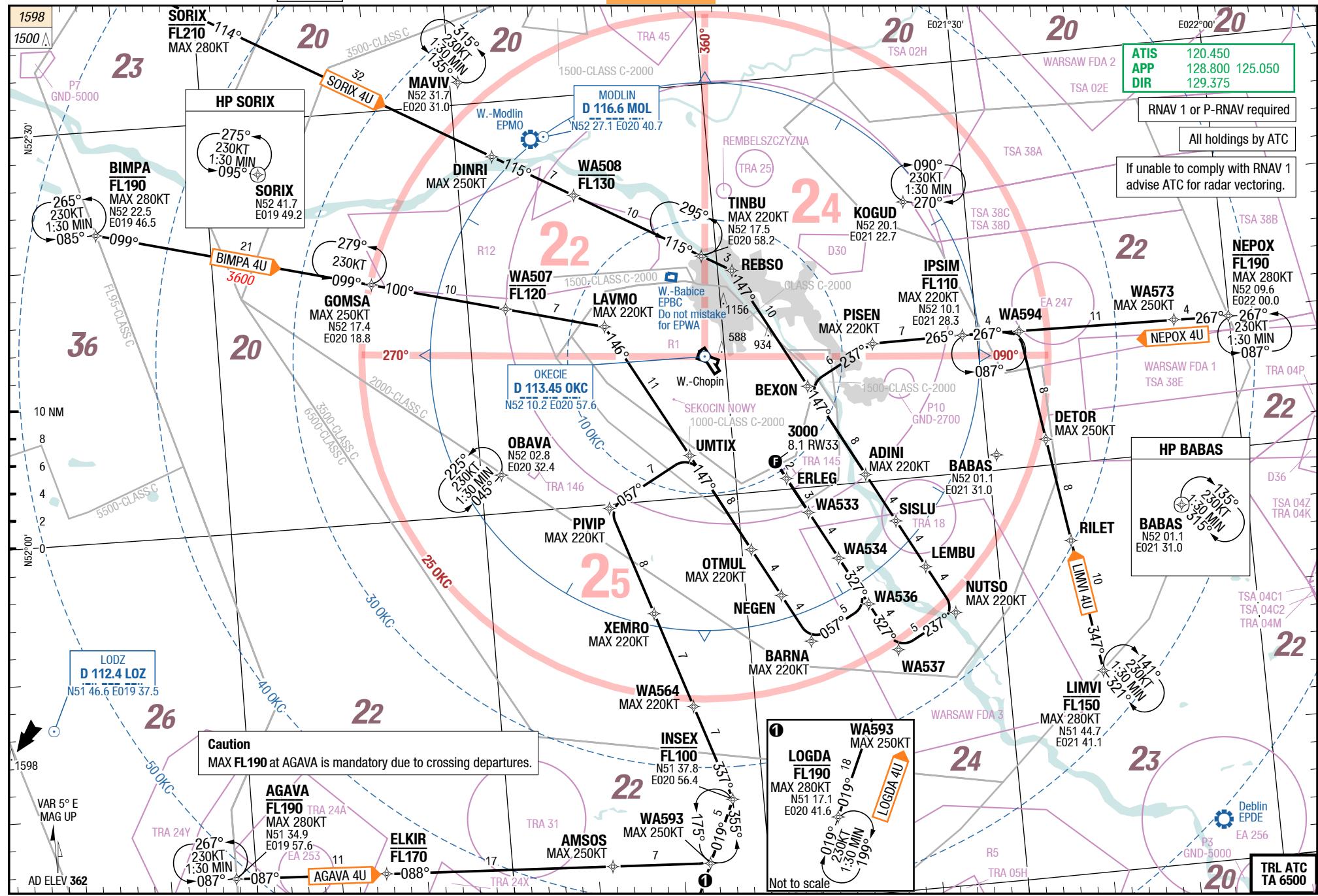
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RNAV STARs RWY 33

SIAR

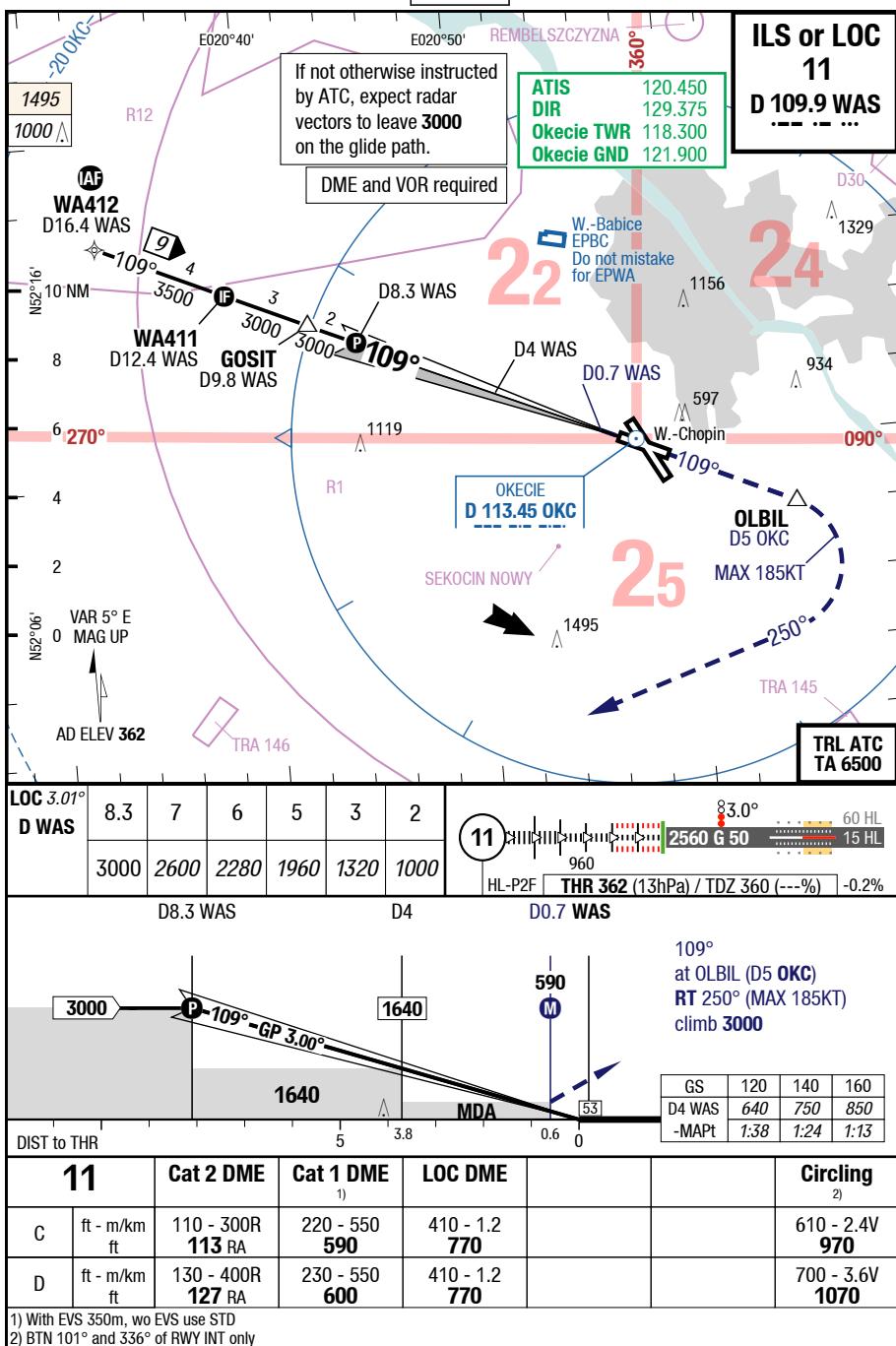
RNAV STARs RWY 33



WAW-EPWA

7-10

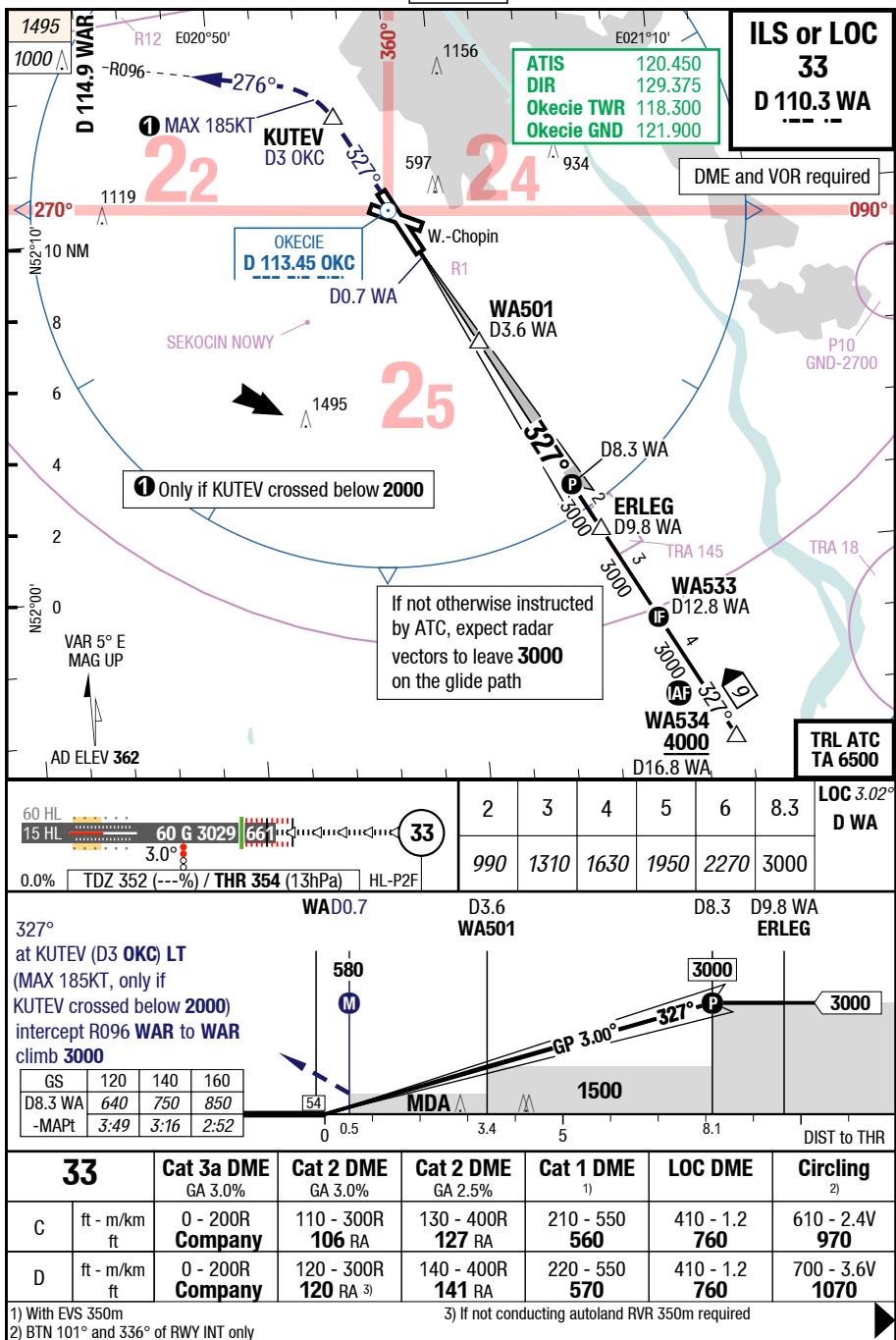
ILS or LOC 11



WAW-EPWA

7-20

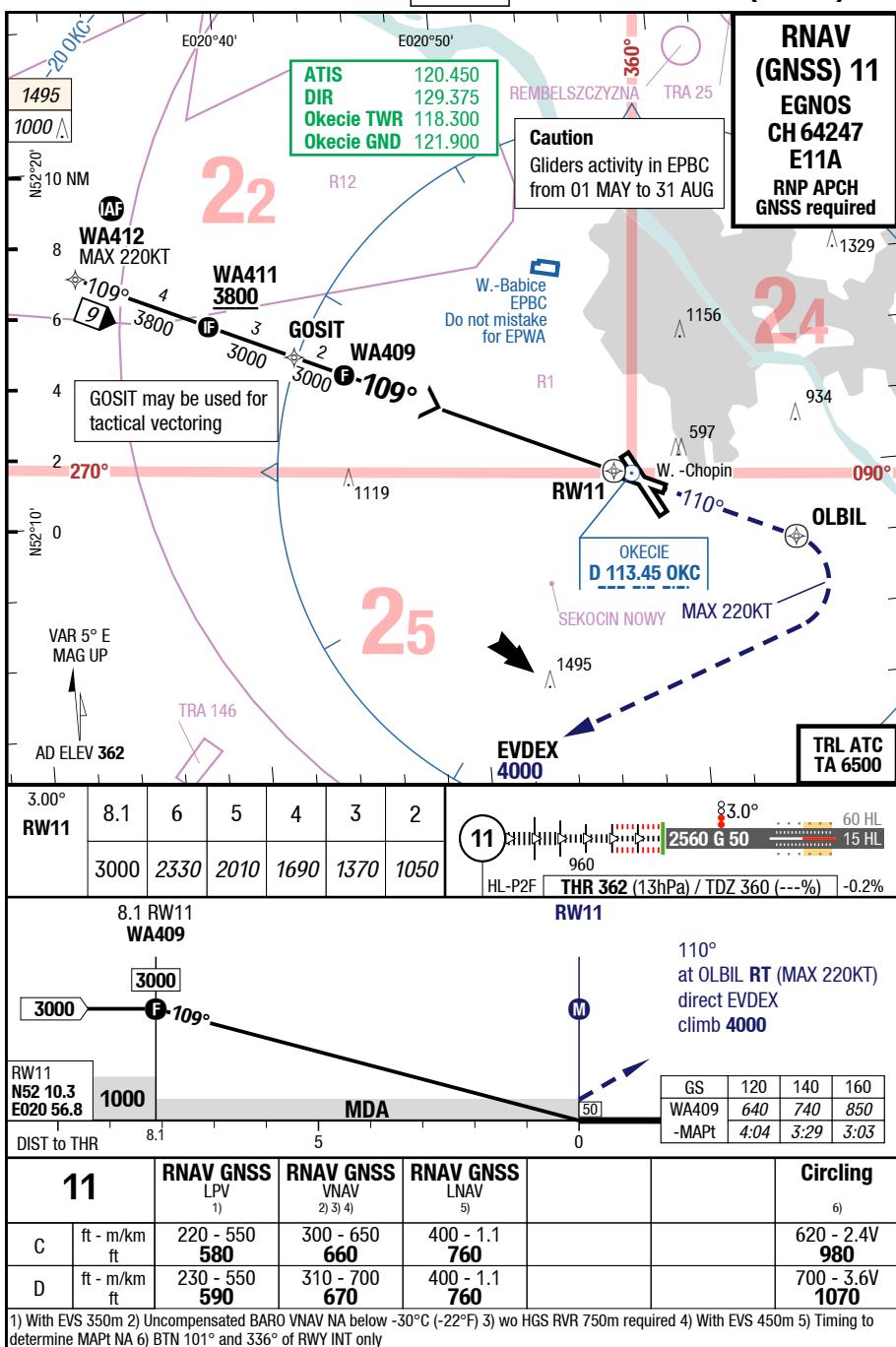
ILS or LOC 33



WAW-EPWA

7-30

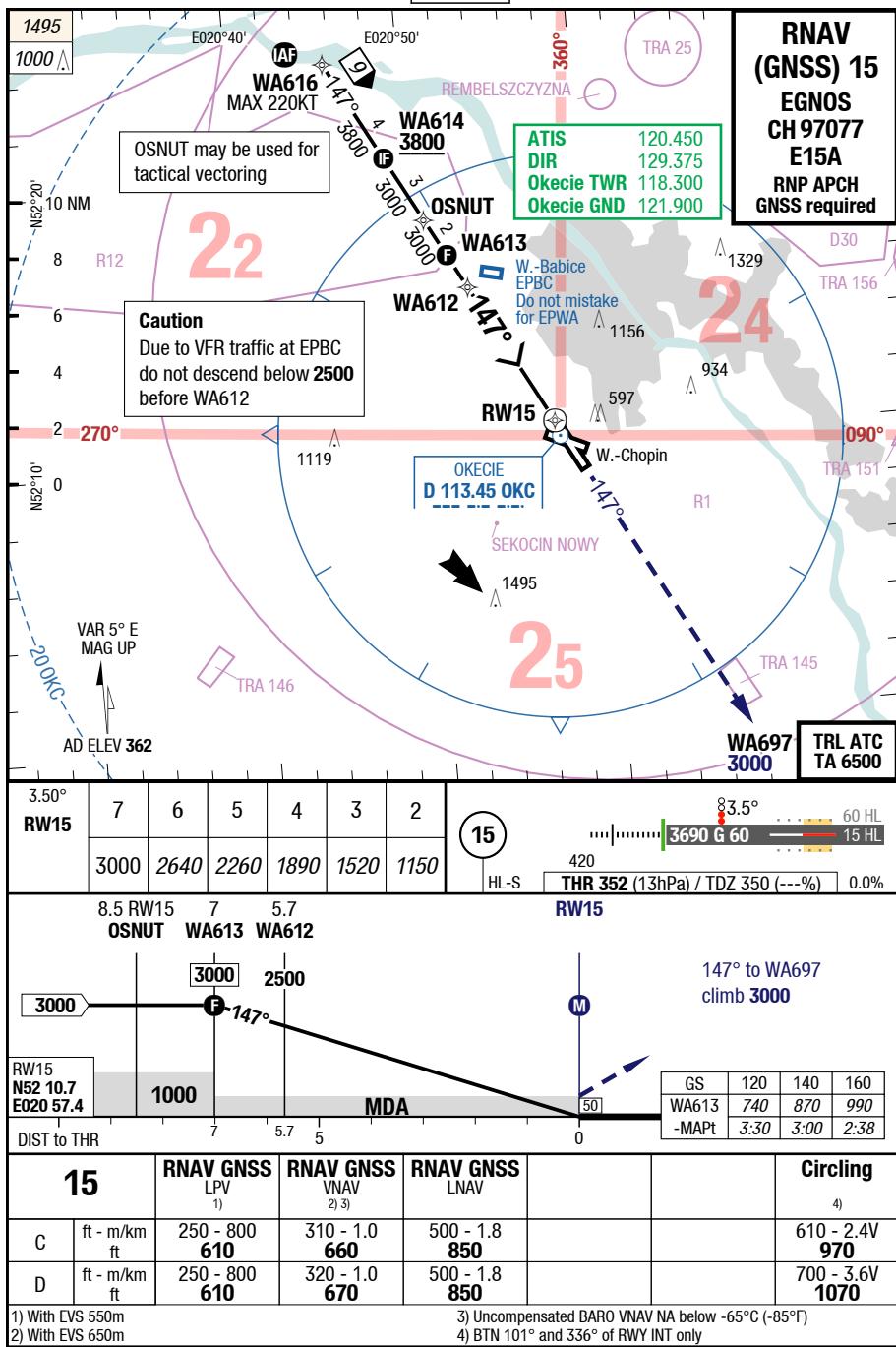
RNAV (GNSS) 11



WAW-EPWA

7-40

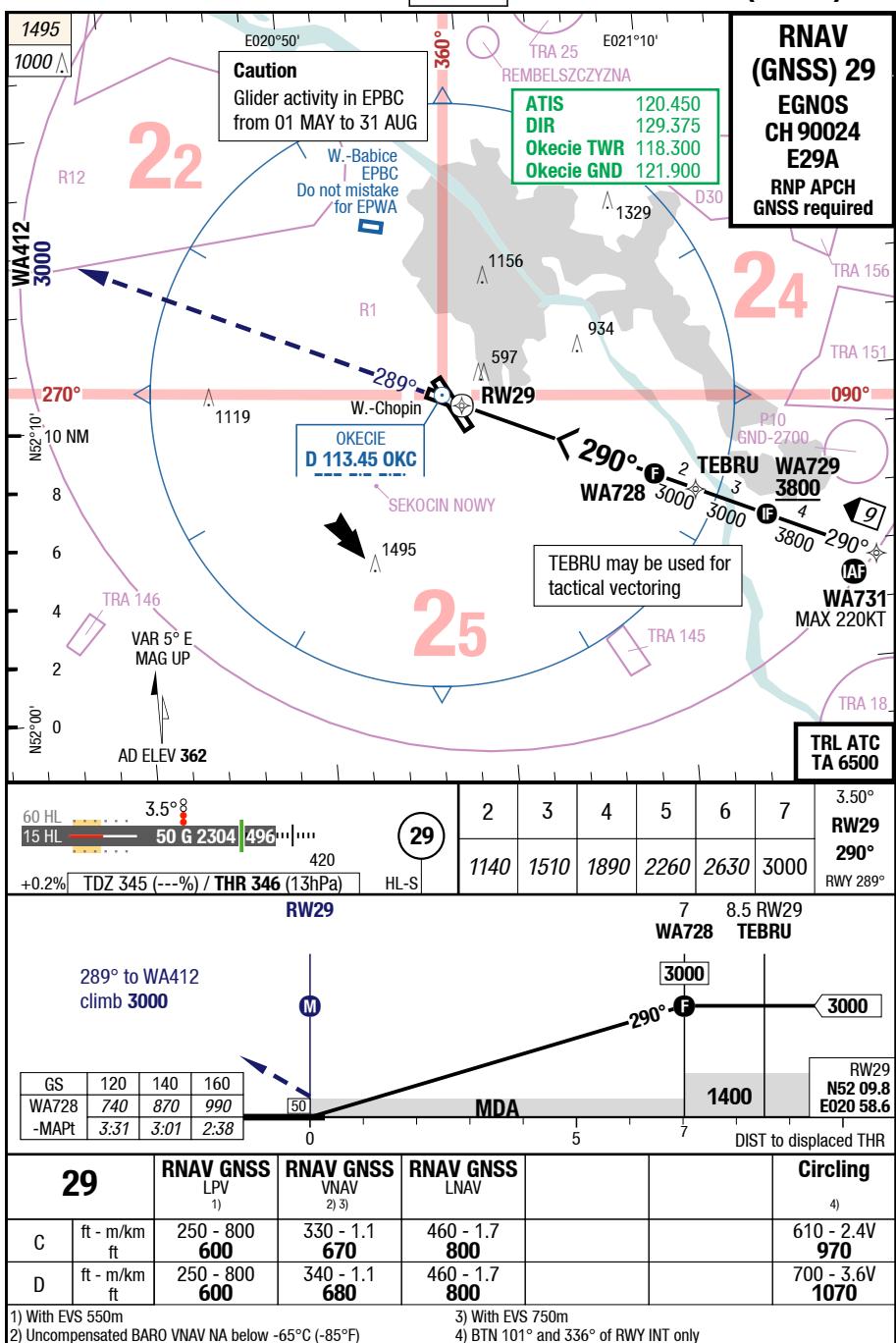
RNAV (GNSS) 15



WAW-EPWA

7-50

RNAV (GNSS) 29

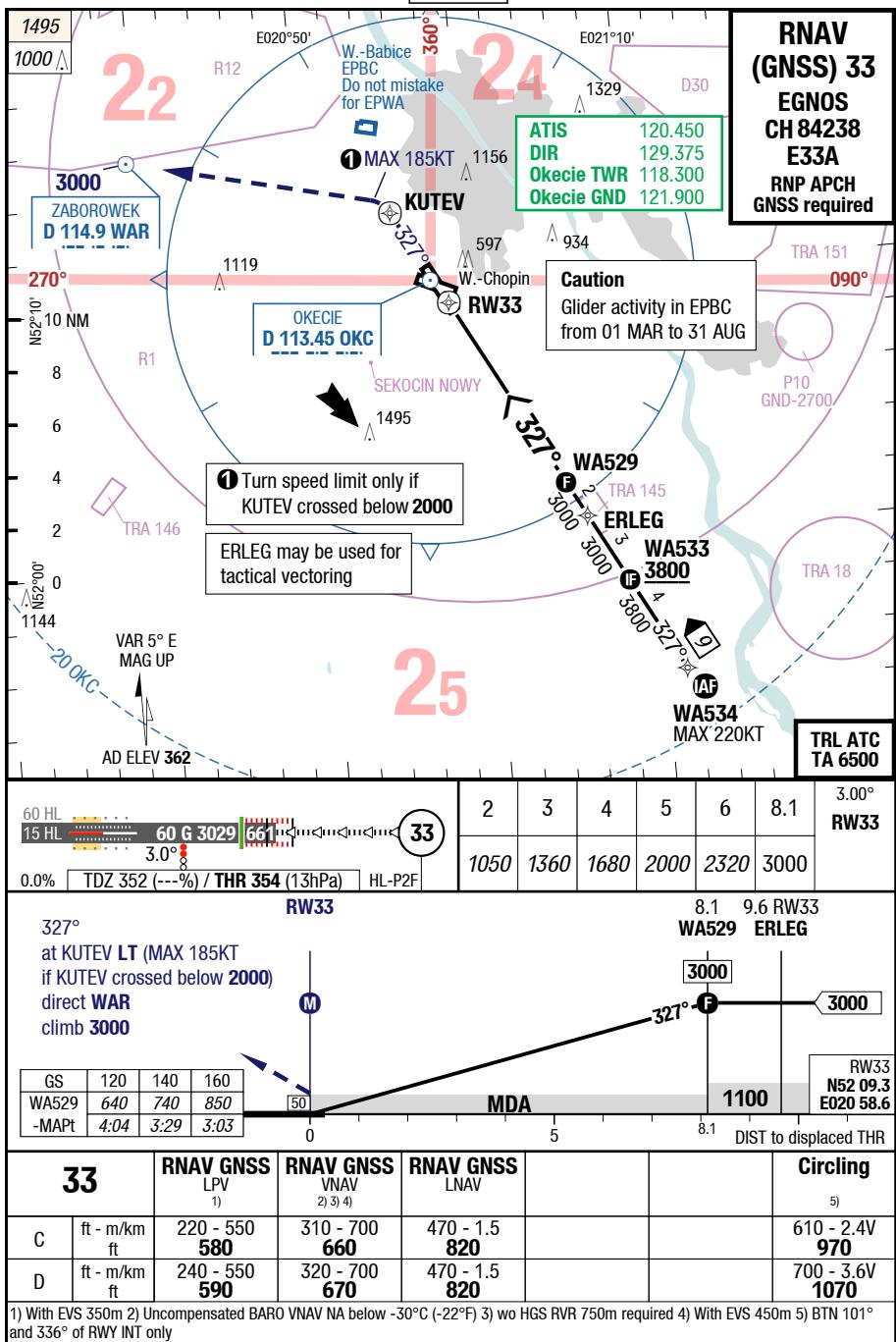


Changes: Completely revised

WAW-EPWA

7-60

RNAV (GNSS) 33



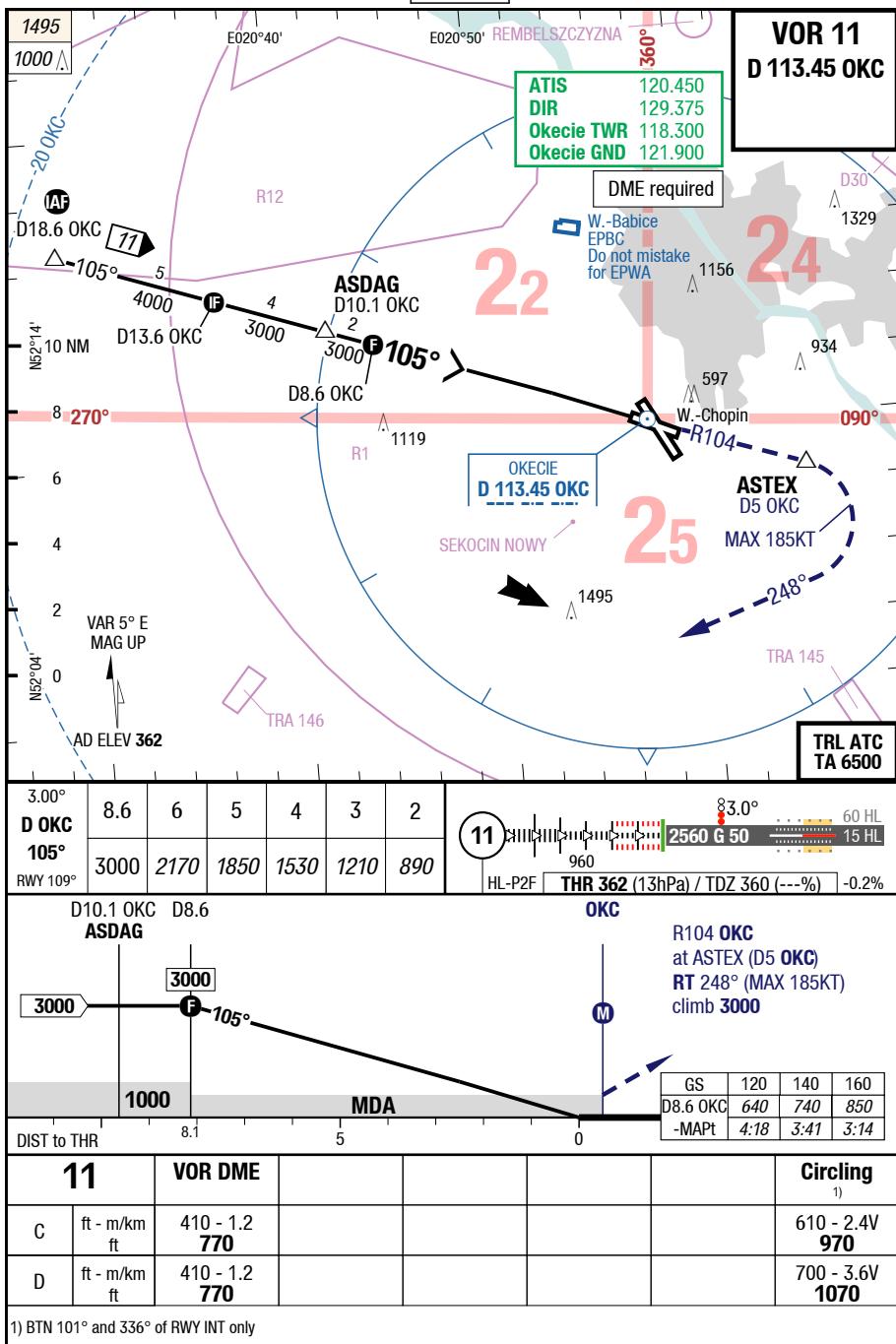
1) With EVS 350m 2) Uncompensated BARO VNAV NA below -30°C (-22°F) wo HGS RVR 750m required 4) With EVS 450m 5) BTN 101° and 336° of RWY INT only

Changes: Completely revised

WAW-EPWA

7-70

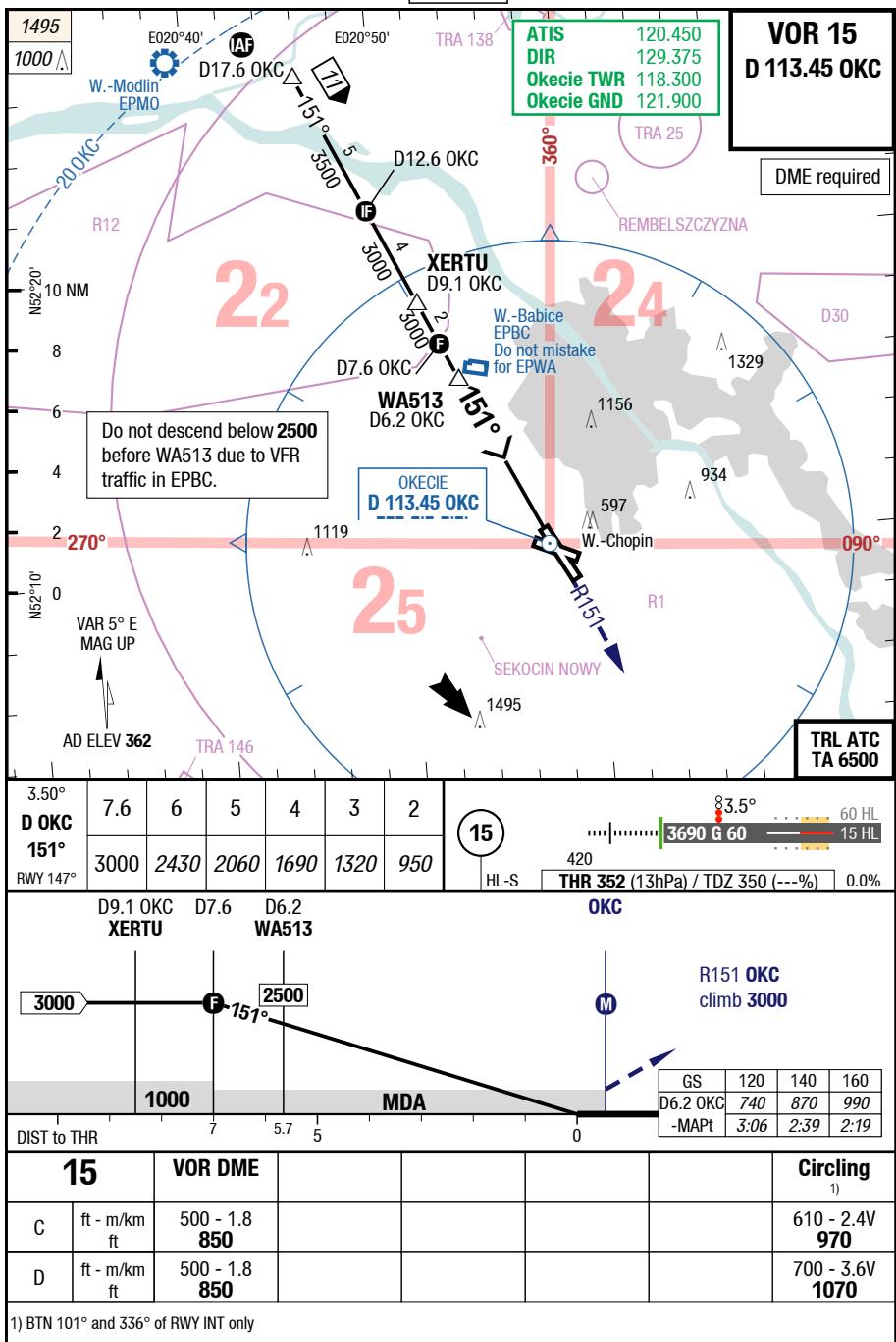
VOR 11



WAW-EPWA

7-80

VOR 15



Effective 26-APR-2018

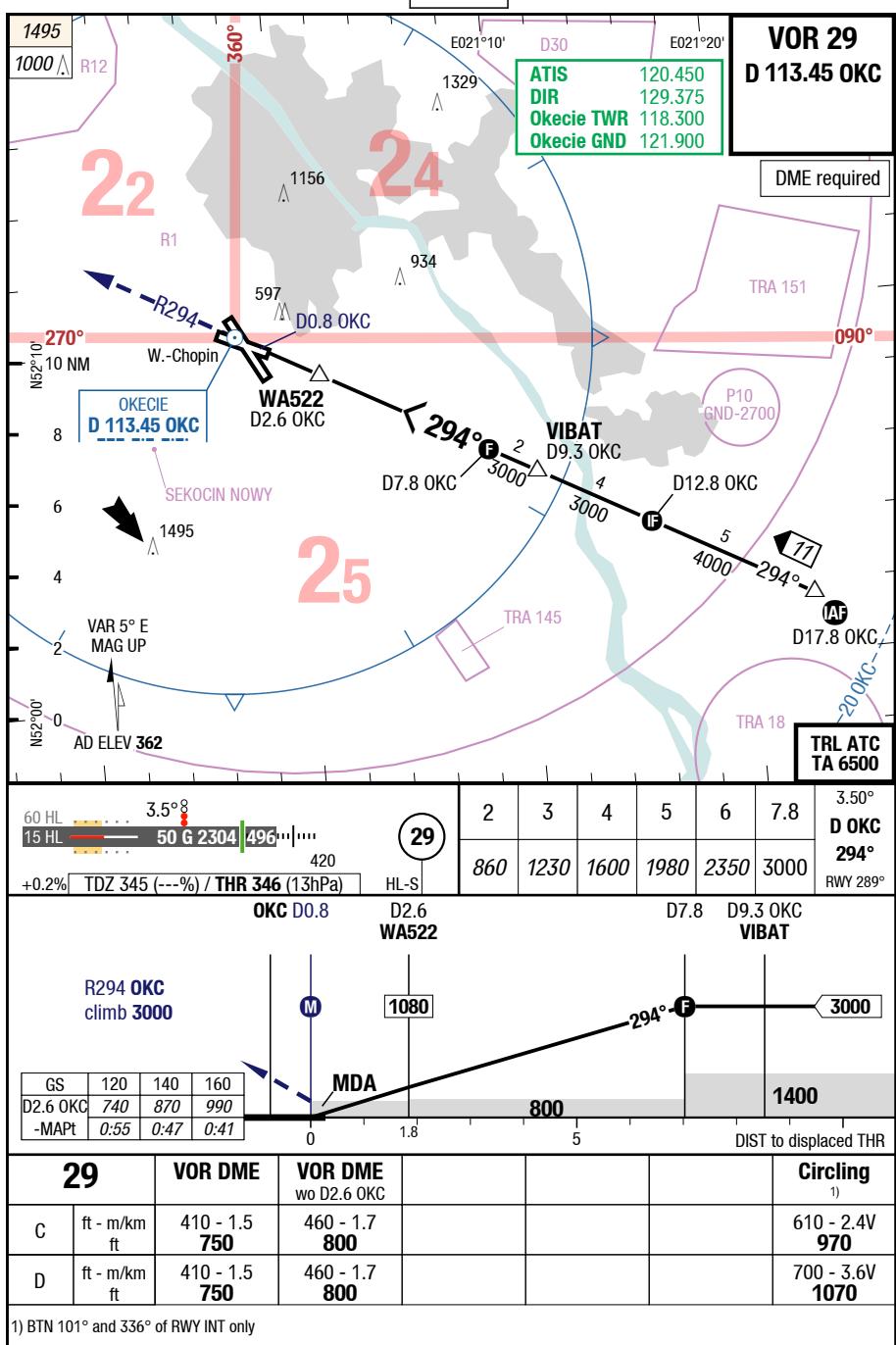
19-APR-2018

Poland Warsaw Chopin

WAW-FPWA

7-90

VOR 29



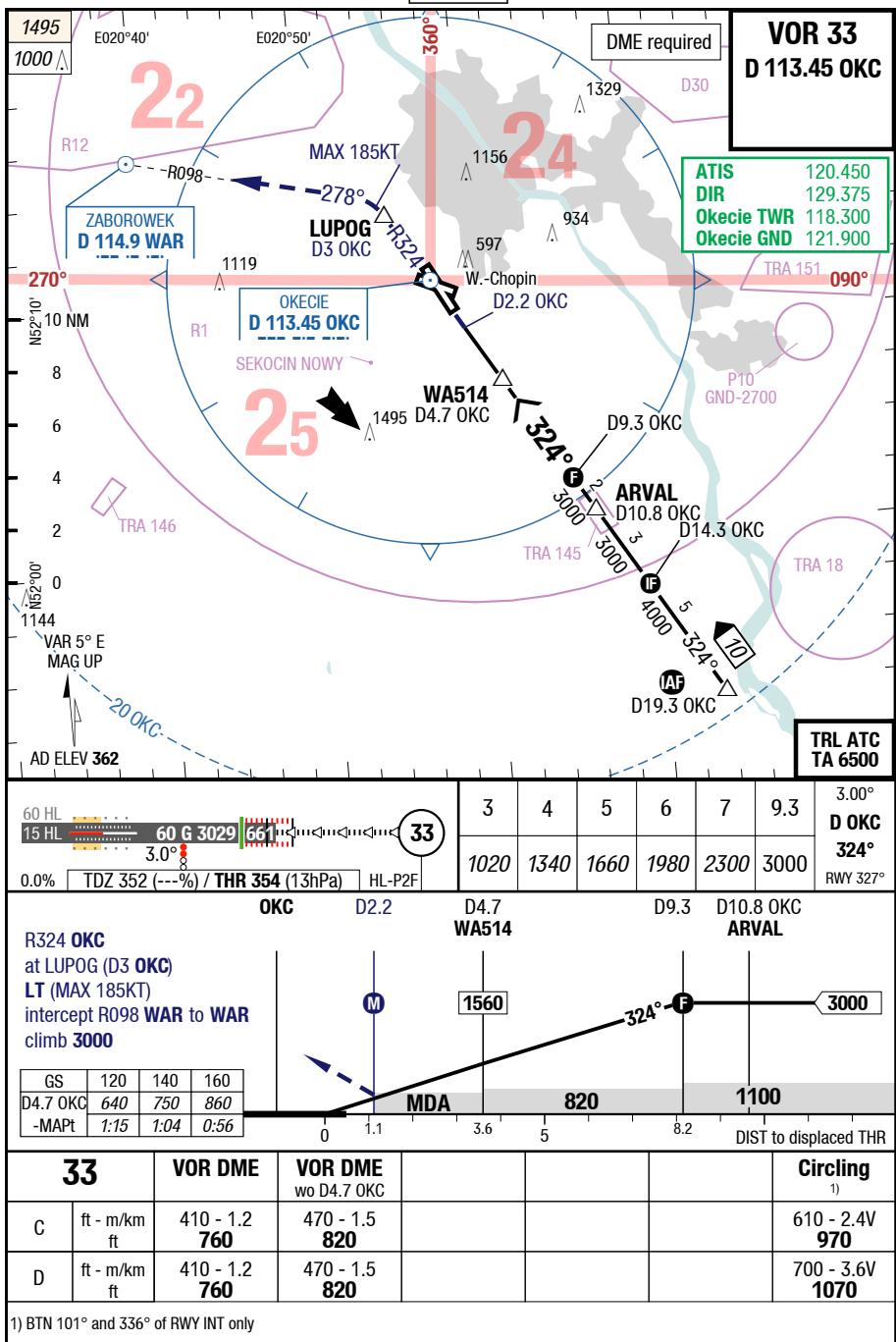
ANSWER The answer is 1000.

Changes. ODOT

WAW-EPWA

7-100

VOR 33



WAW-EPWA

7-110

WxMinima Overflow

33		LOC DME wo D3.6 WA					
C	ft - m/km ft	470 ~ 1.5 820					
D	ft - m/km ft	470 ~ 1.5 820					

Effective 22-JUN-2017

15-JUN-2017

WAW-EPWA

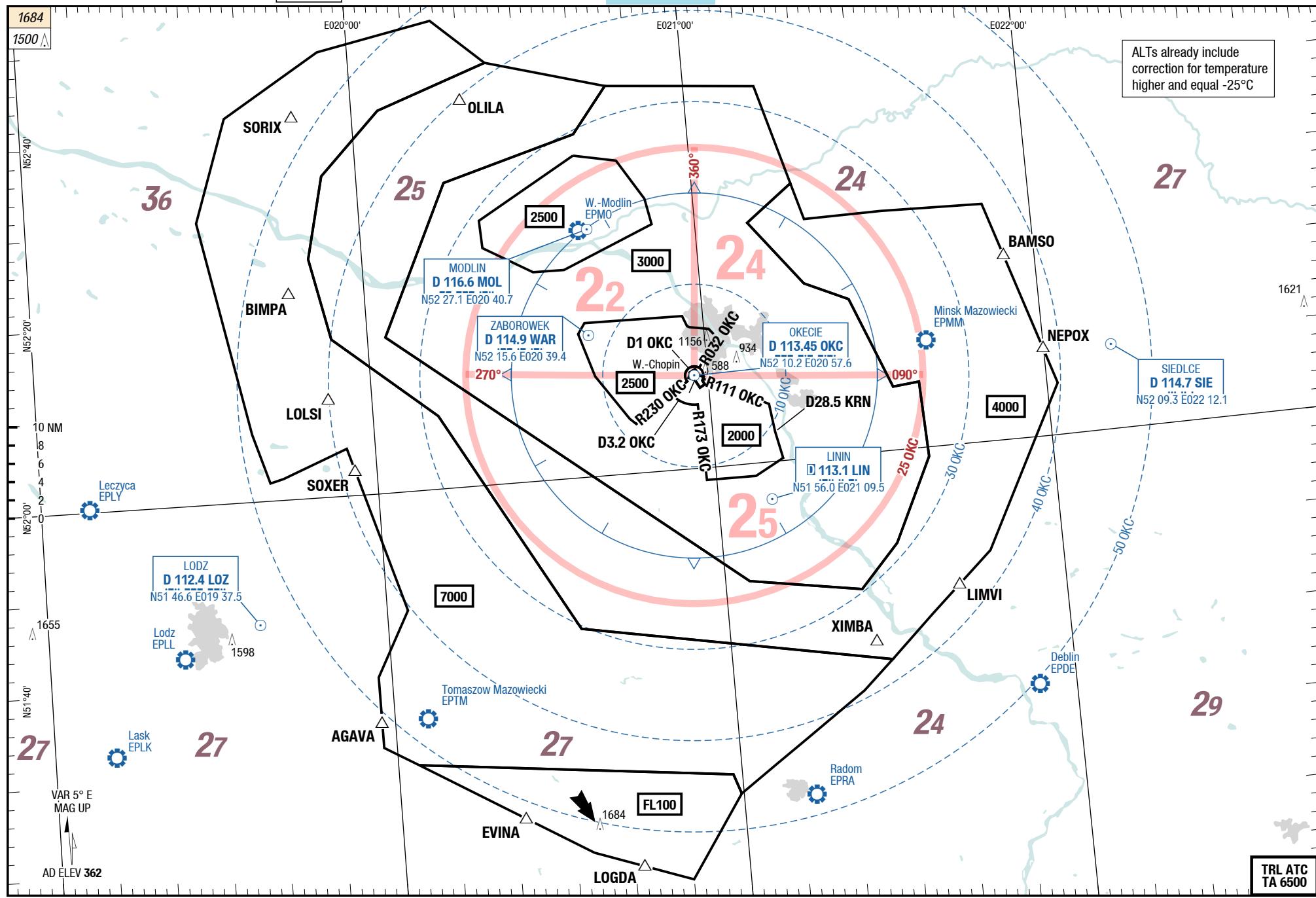
Poland Warsaw Chopin

MRC
MRC

Chopin Warsaw Poland

MRC
MRC

8-10



Changes: RADAR SECT