

## 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 embaring/disembarking ist prohibited.  
An exeption 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****Continuous 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 $\pm$  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.

**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 prohibited.

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) advice 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 Okęcie GND to Okęcie 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

Poland Warsaw Chopin

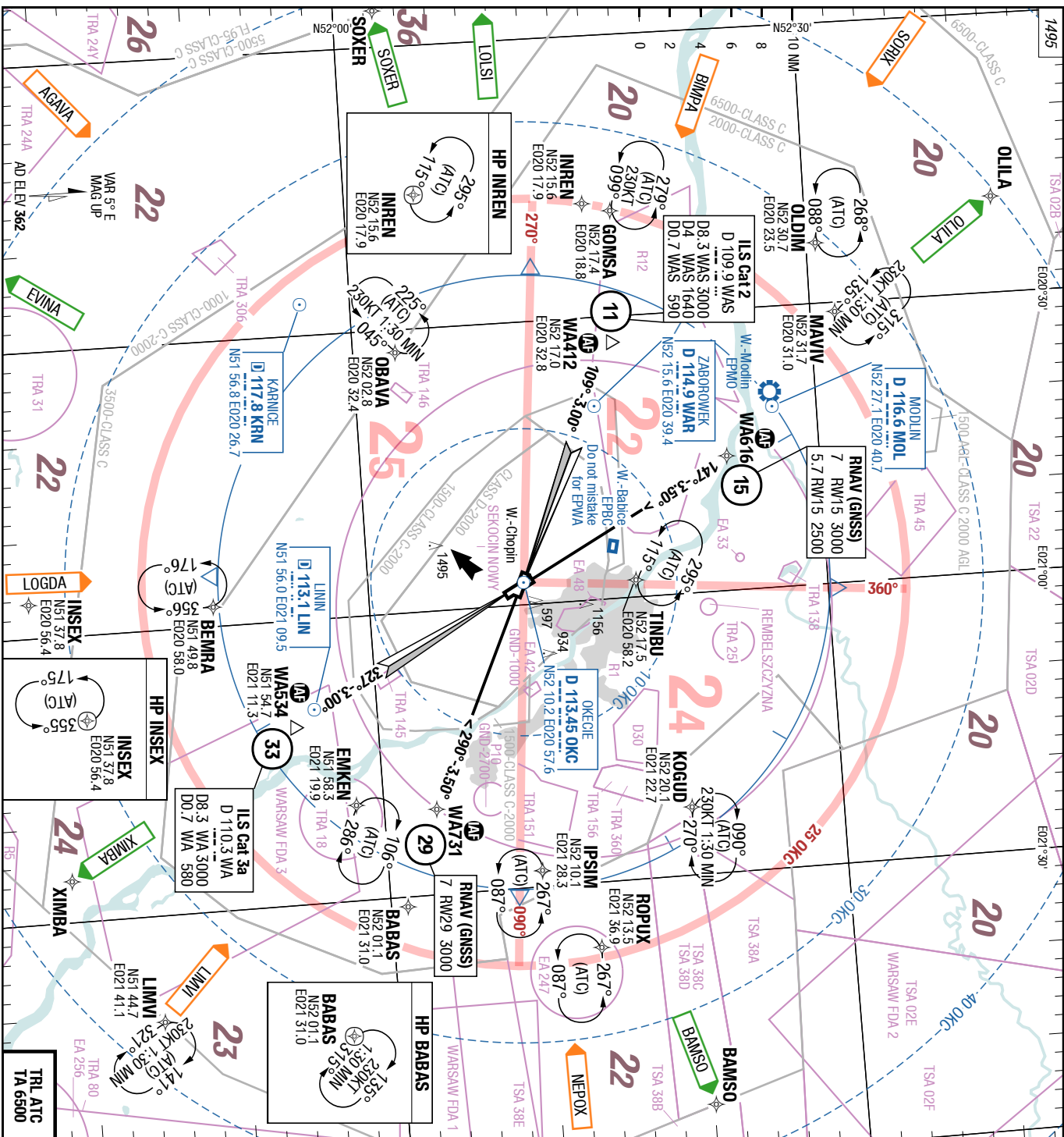
AGC AFC

AFC

Chopin Warsaw Poland

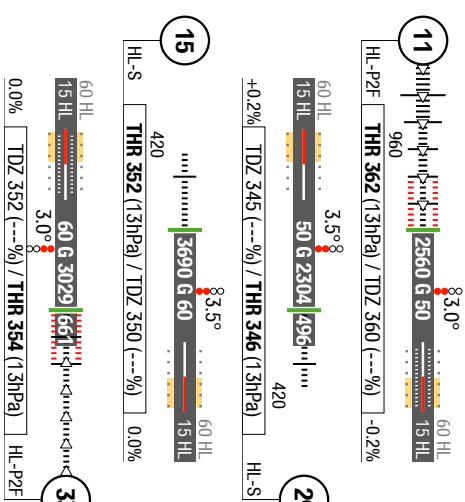
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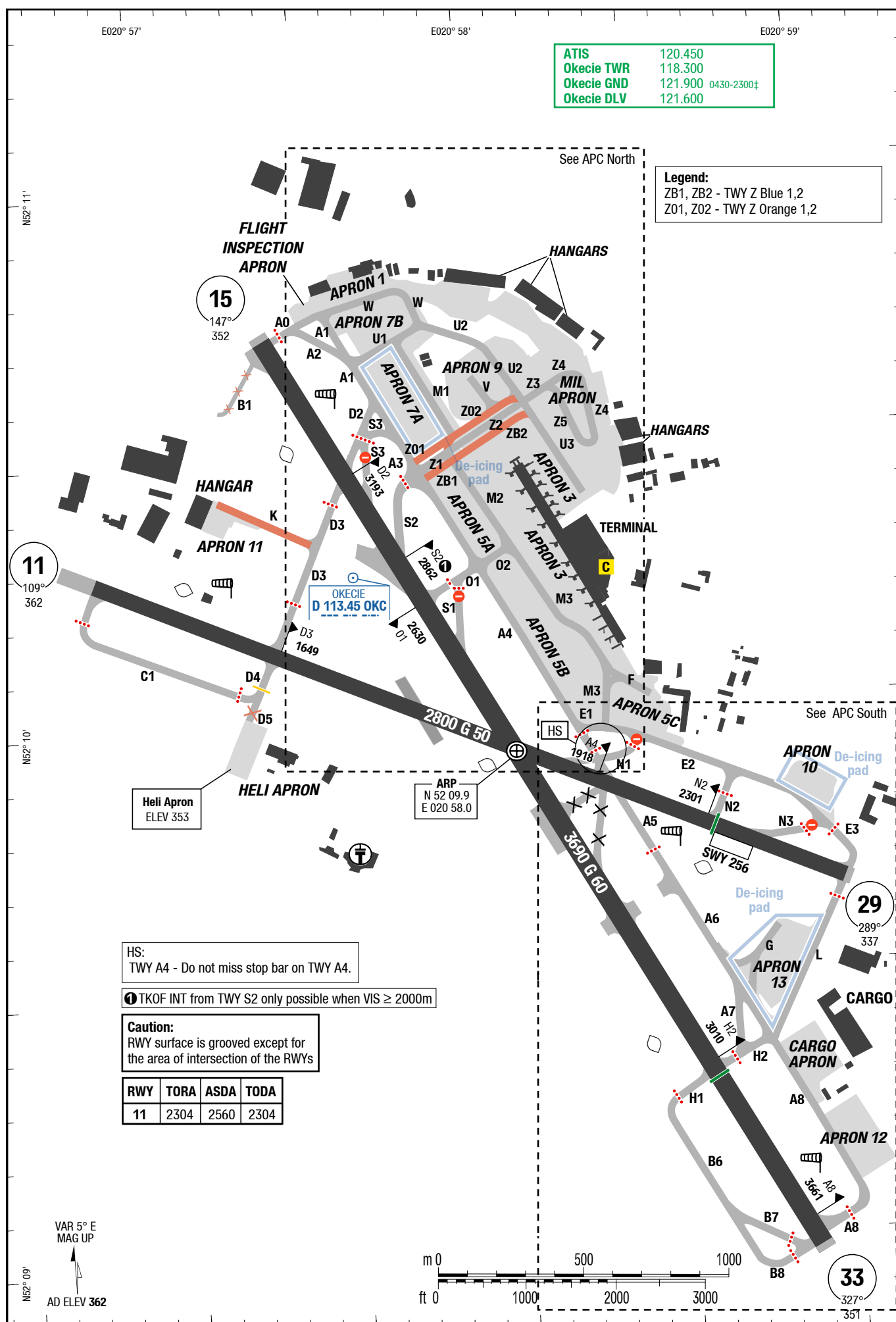
2-10



ATIS	120.450
APP	125.050
DIR	128.800
Okecie TWR	129.375 0500-2300t
Okecie GND	118.300
Okecie DLV	121.900 0430-2300t
	121.600

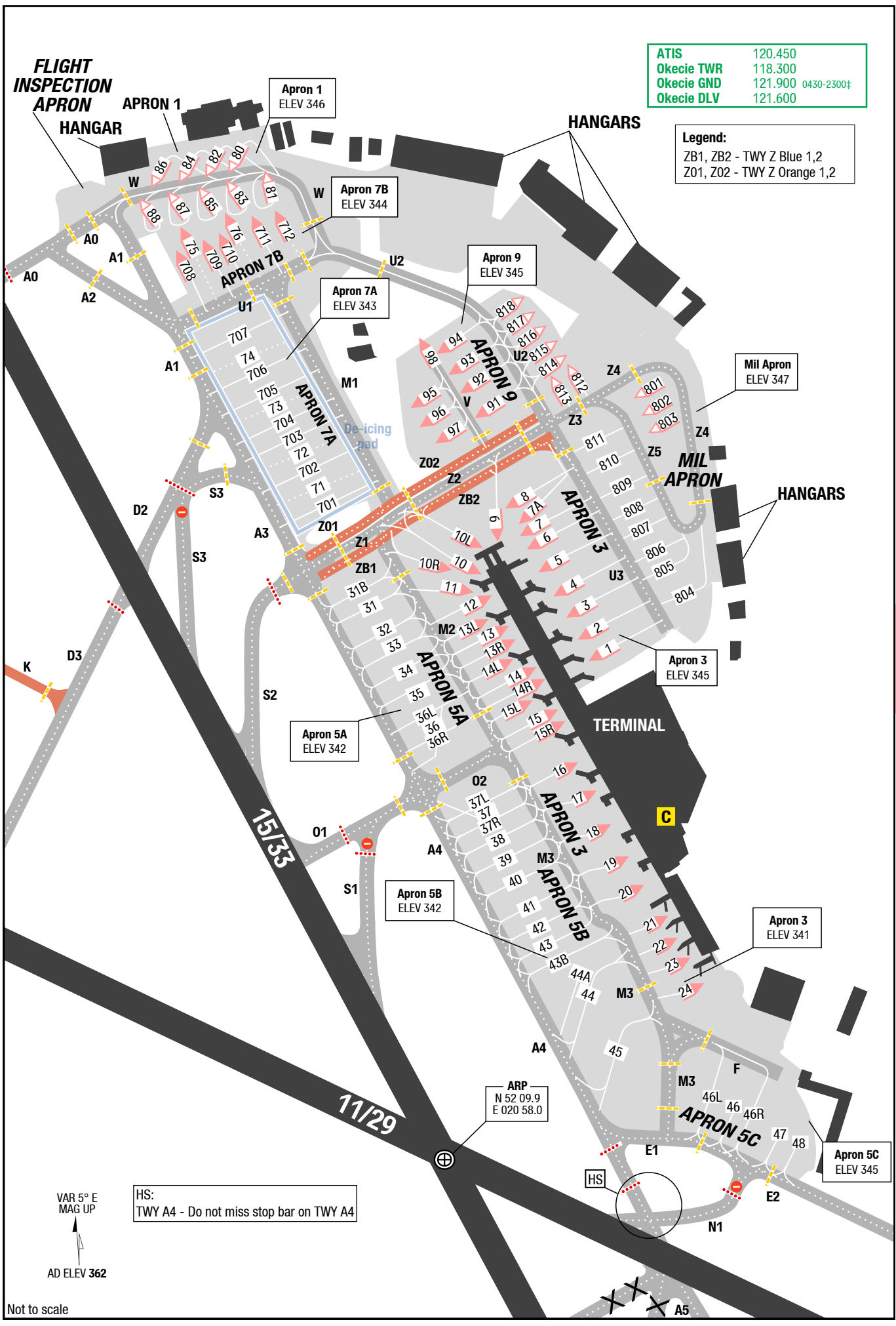
Landing RWY system:



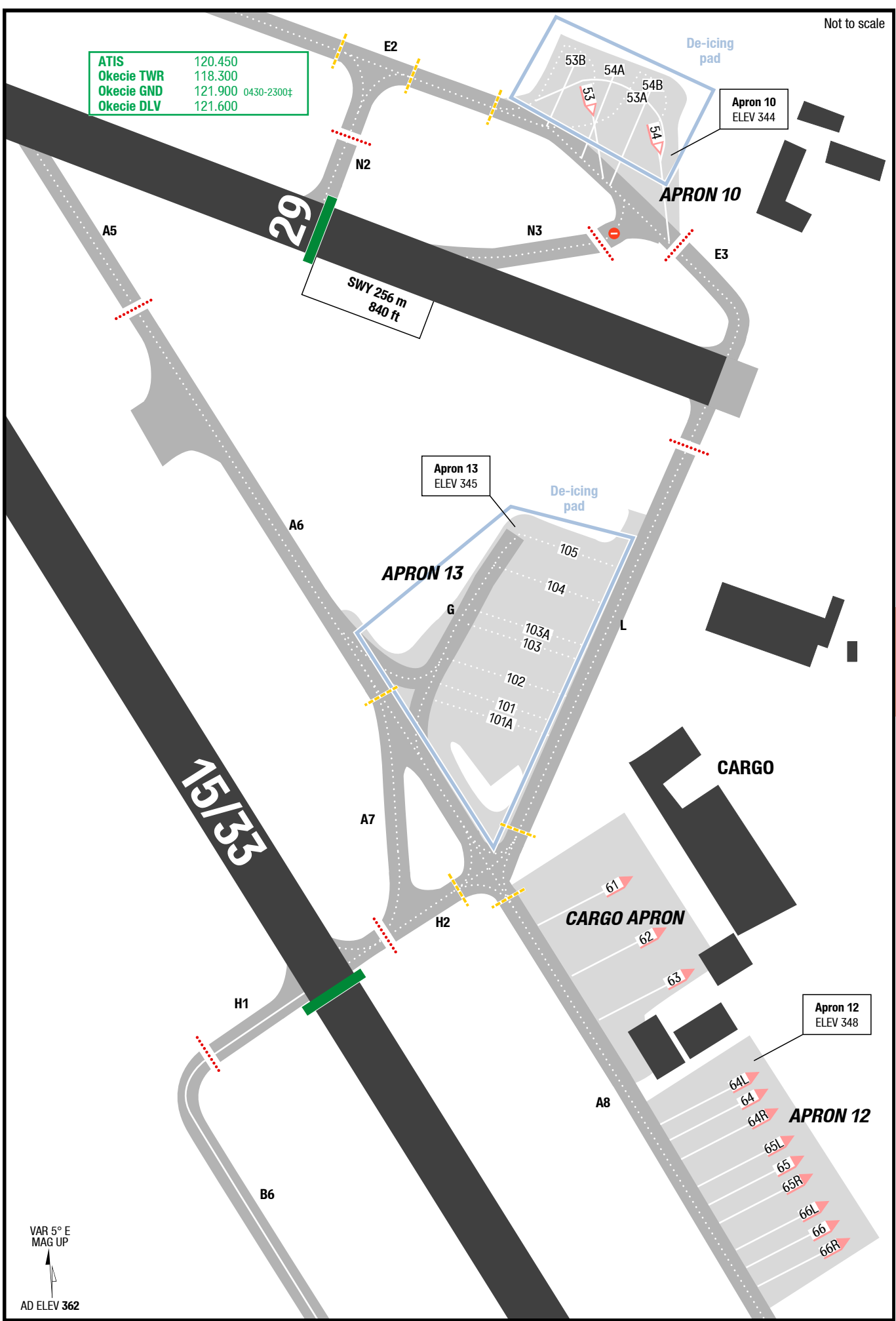


ATIS	120.450
Okecie TWR	118.300
Okecie GND	121.900 0430-2300+
Okecie DLV	121.600

Legend:  
ZB1, ZB2 - TWY Z Blue 1,2  
Z01, Z02 - TWY Z Orange 1,2







## WAW-EPWA

3-50

## Stand Coordinates

## Stand Coordinates

## Apron 1

80 N52 10.8 E020 57.7  
 81 N52 10.8 E020 57.8  
 82, 83 N52 10.8 E020 57.7  
 84, 86 N52 10.8 E020 57.6  
 85, 87 N52 10.8 E020 57.7  
 88 N52 10.8 E020 57.6

## Apron 3

1 N52 10.4 E020 58.3  
 2-4 N52 10.4 E020 58.2  
 5,6 N52 10.5 E020 58.2  
 7-10R N52 10.5 E020 58.1  
 11-14L N52 10.4 E020 58.1  
  
 14, 14R N52 10.4 E020 58.2  
 15-16 N52 10.3 E020 58.2  
 17 N52 10.3 E020 58.3  
 18-20 N52 10.2 E020 58.3  
 21 N52 10.1 E020 58.3  
  
 22-24 N52 10.1 E020 58.4

## Apron 5A

31B, 31-32 N52 10.4 E020 57.9  
 33-35 N52 10.4 E020 58.0  
 36, 36L/R N52 10.3 E020 58.0

## Apron 5B

37', 37L N52 10.3 E020 58.1  
 37R, 37-40 N52 10.2 E020 58.1  
 41 N52 10.2 E020 58.2  
 42-44 N52 10.1 E020 58.2  
 45 N52 10.0 E020 58.3

## Apron 5C

46-46R N52 10.0 E020 58.4  
 47, 48 N52 10.0 E020 58.5

## Apron 7A

71 N52 10.5 E020 57.9  
 72, 73 N52 10.6 E020 57.8  
 74 N52 10.7 E020 57.8  
 701 N52 10.5 E020 57.9  
 702-706 N52 10.6 E020 57.8  
 707 N52 10.6 E020 57.7

## Apron 7B

75 N52 10.7 E020 57.7  
 76 N52 10.8 E020 57.7  
 708-710 N52 10.7 E020 57.7  
 711 N52 10.8 E020 57.7  
 712 N52 10.8 E020 57.8

## Apron 9

91,92 N52 10.6 E020 58.1  
 93 N52 10.6 E020 58.0  
 94 N52 10.7 E020 58.0  
 95-98 N52 10.6 E020 58.0  
 812-814 N52 10.6 E020 58.2  
 815 N52 10.6 E020 58.1  
 816-818 N52 10.7 E020 58.1

## Apron 10

53 N52 09.8 E020 58.9  
 53A,54,54B N52 09.8 E020 59.0  
 53B, 54A N52 09.9 E020 58.9

## Cargo Apron

61, 62 N52 09.3 E020 58.9  
 63 N52 09.3 E020 59.0

## Apron 12

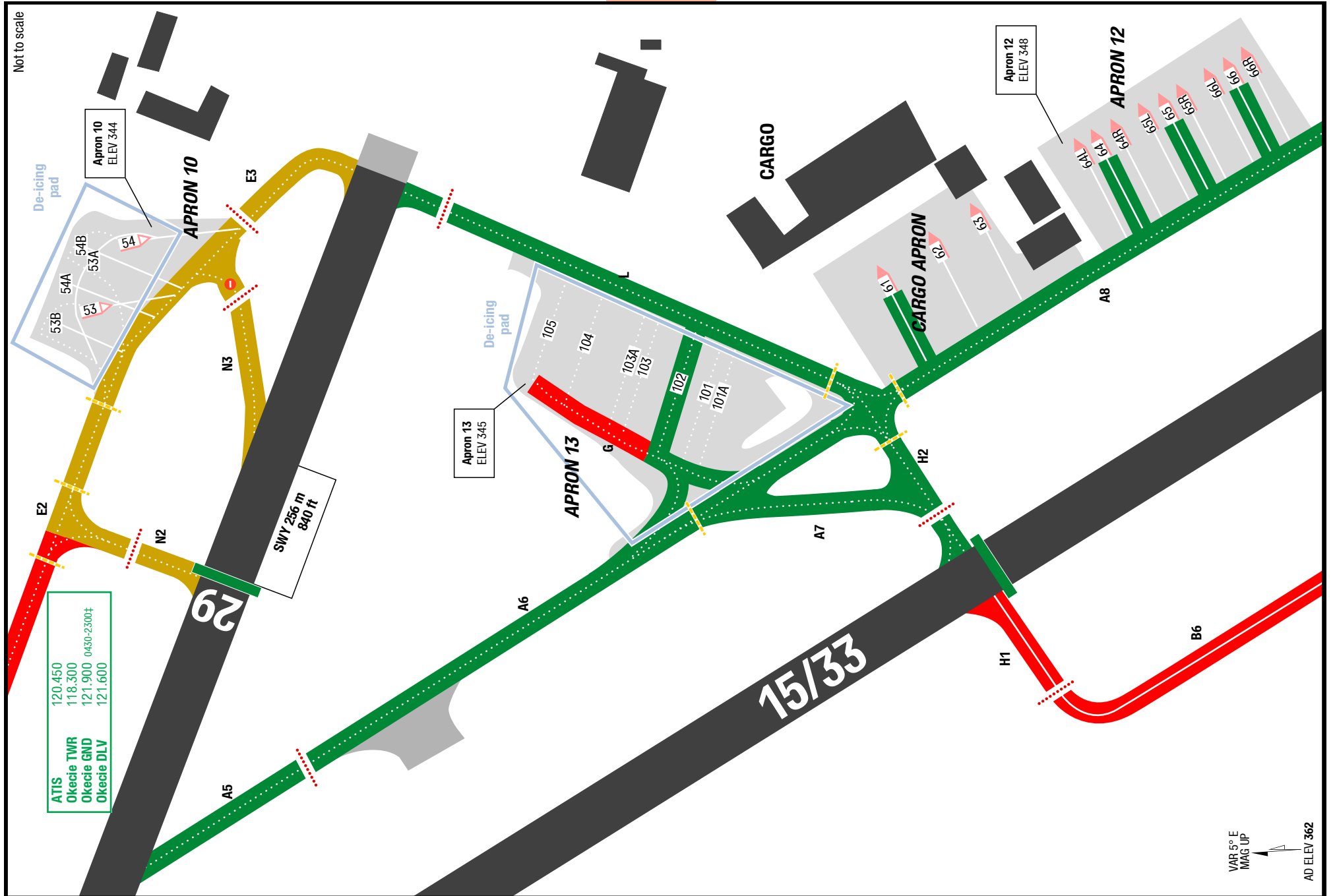
64L,64,64R N52 09.2 E020 59.0  
 65L,65,65R N52 09.2 E020 59.1  
 66L,66,66R N52 09.1 E020 59.1

## Apron 13

101-103 N52 09.5 E020 58.8  
 103A-104 N52 09.5 E020 58.9  
 105 N52 09.6 E020 58.8

## Military Apron

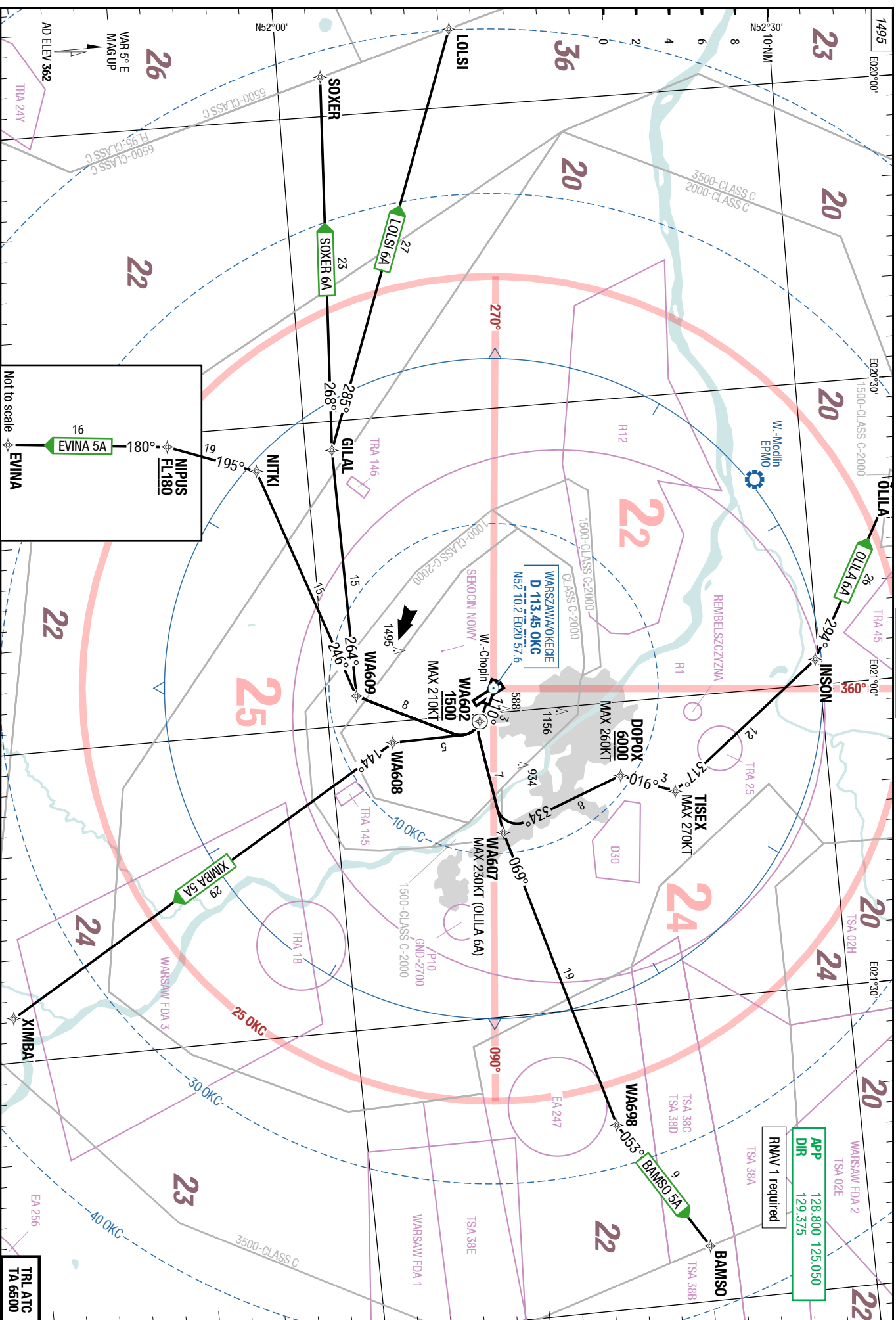
801-803 N52 10.6 E020 58.3  
 804 N52 10.4 E020 58.3  
 805-808 N52 10.5 E020 58.3  
 809,810 N52 10.5 E020 58.2  
 811 N52 10.6 E020 58.2

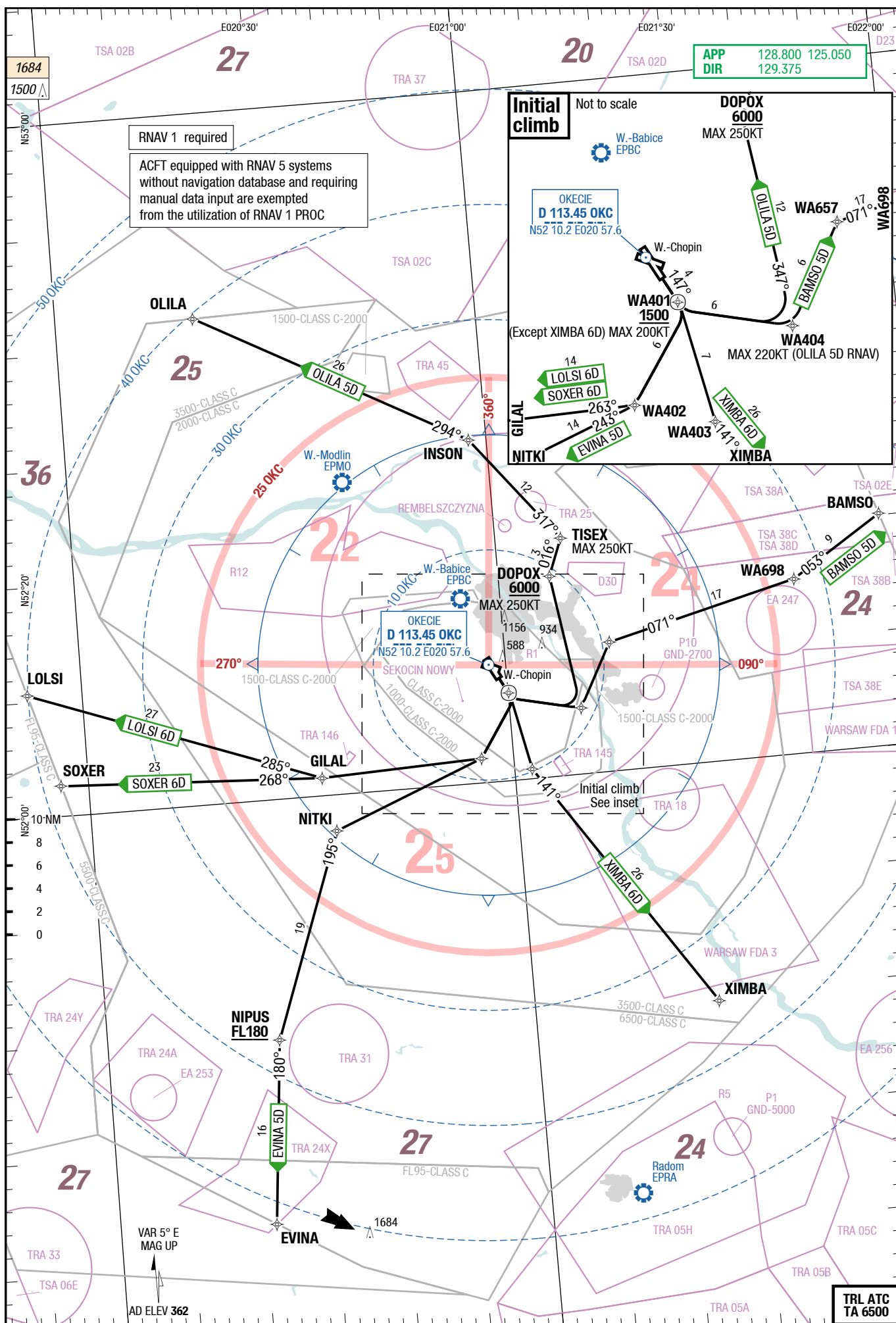


Chopin **Warsaw** Poland

RNAV SIDS RWY 15

# RNAV SIDS Rwy 11

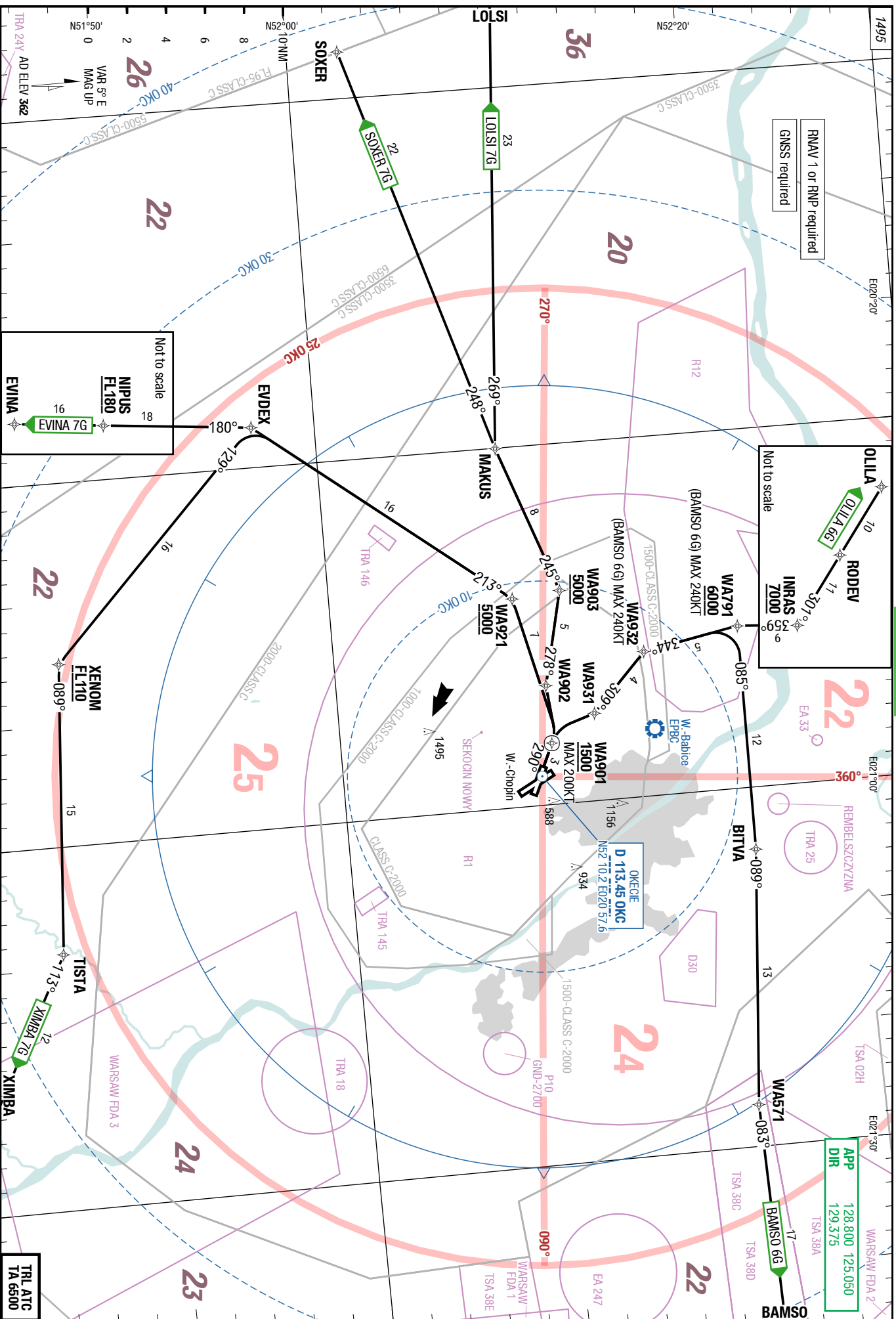




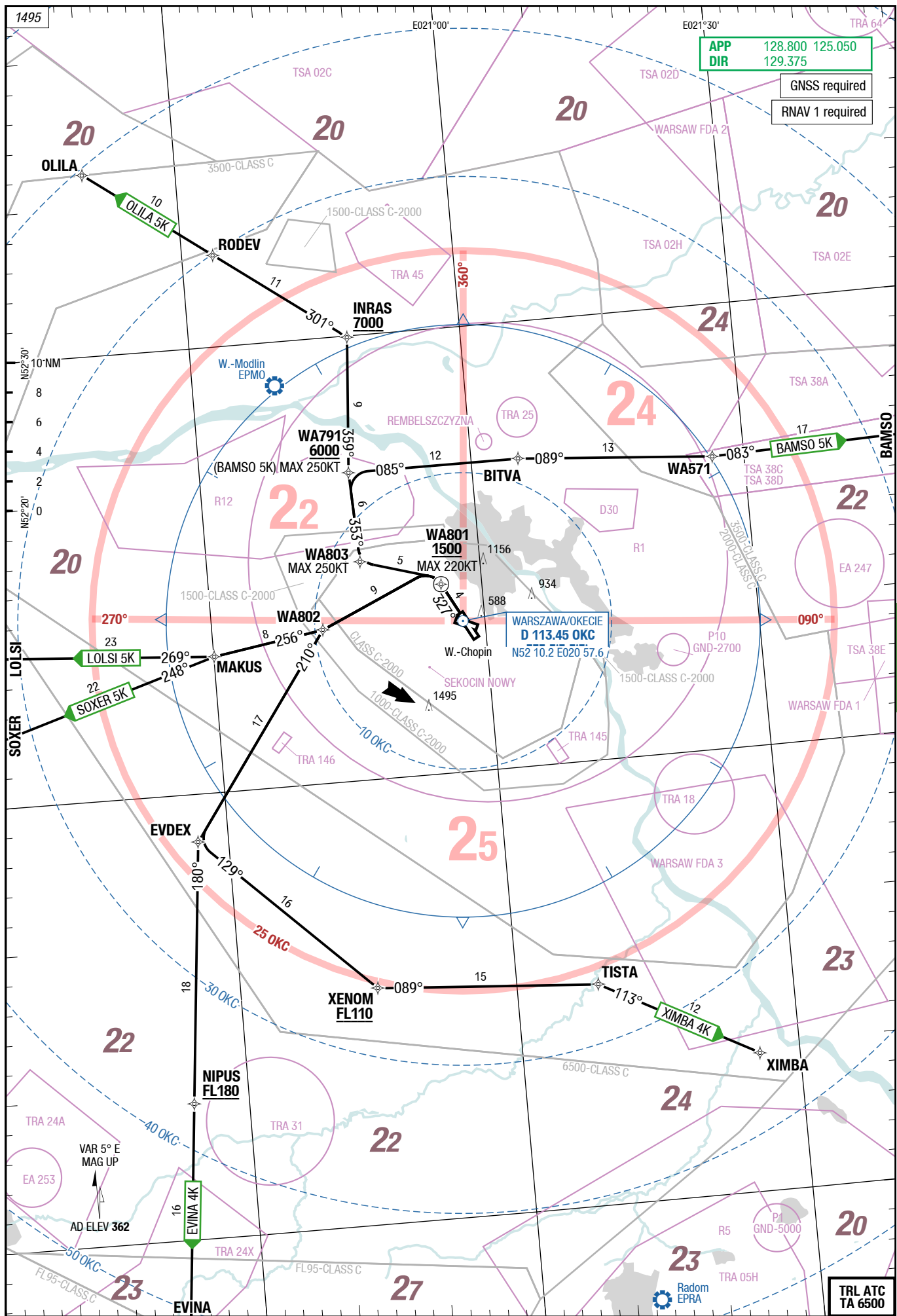
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RNAV SIDS RWY 33

# RNAV SIDS RWY 29







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
	<b>Runway 11</b>	
<b>BAMSO 5A</b> <b>128.800</b> <b>125.050</b> ①②	<u>WA602</u> [K210-] - WA607 - WA698 - BAMSO	WA602 MNM <b>1500</b>  <b>initial climb 6000</b>
<b>EVINA 5A</b> <b>128.800</b> <b>125.050</b> ①②	<u>WA602</u> [K210-] - WA609 - NITKI - NIPUS - EVINA	WA602 MNM <b>1500</b> NIPUS MNM <b>FL180</b>  <b>initial climb 6000</b>
<b>LOLSI 6A</b> <b>128.800</b> <b>125.050</b> ①②	<u>WA602</u> [K210-] - WA609 - GILAL - LOLSI	WA602 MNM <b>1500</b>  <b>initial climb 6000</b>
<b>OLILA 6A</b> <b>128.800</b> <b>125.050</b> ①②	<u>WA602</u> [K210-] - WA607 [K230-] - DOPOX [K260-] - TISEX [K270-] - INSON - OLILA	WA602 MNM <b>1500</b> DOPOX MNM <b>6000</b>  <b>initial climb 6000</b>
<b>SOXER 6A</b> <b>128.800</b> <b>125.050</b> ①②	<u>WA602</u> [K210-] - WA609 - GILAL - SOXER	WA602 MNM <b>1500</b>  <b>initial climb 6000</b>
<b>XIMBA 5A</b> <b>128.800</b> <b>125.050</b> ①②	<u>WA602</u> [K210-] - WA608 - XIMBA	WA602 MNM <b>1500</b>  <b>initial climb 6000</b>

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

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

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

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.

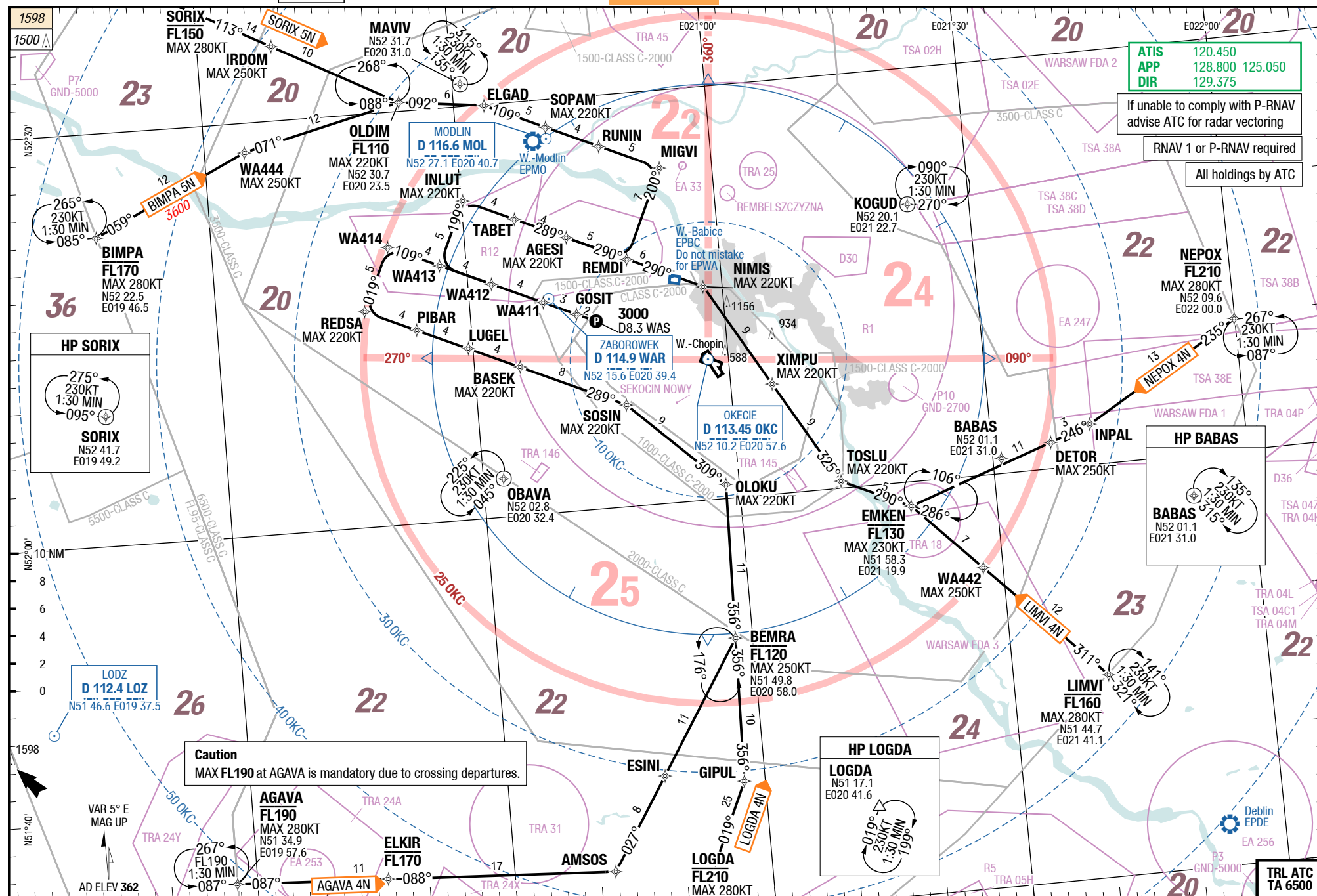
23-MAR-2017  
WAW-EPWA

Poland **Warsaw Chopin**  
RNAV STARs RWY 15  
**RNAV STARs RWY 11**

STAR

STAR

Chopin **Warsaw Poland**  
RNAV STARs RWY 15  
**RNAV STARs RWY 11**



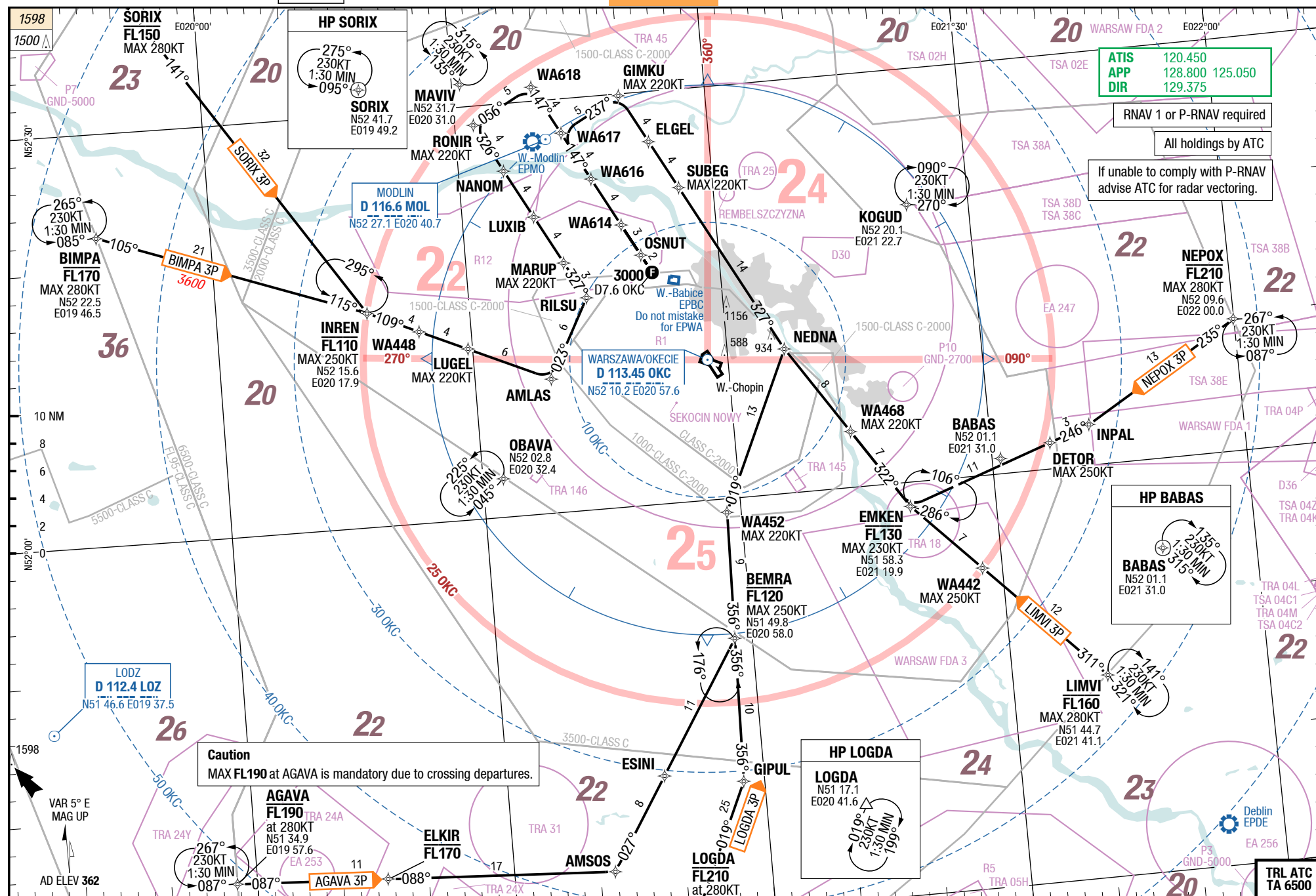
**WAW-EPWA**

## RNAV STARs RWY 15

# STAR

# STAR

## RNAV STARs RWY 15



Changes: Nil

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**WAW-EPWA**

RNAV STARs RWY 33

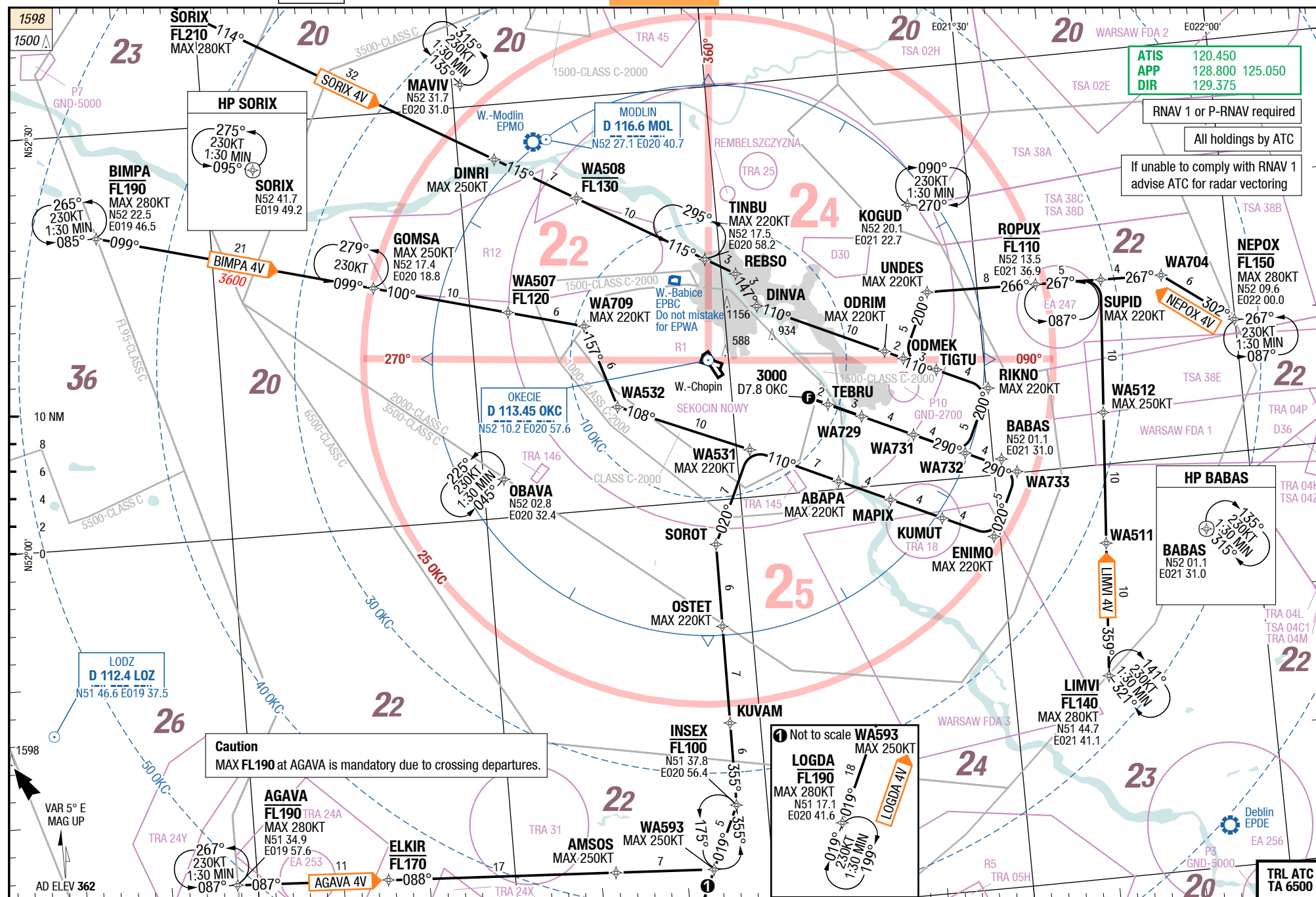
## RNAV STARs RWY 29

# STAR

# STAR

RNAV STARs RWY 33

## RNAV STARs RWY 29



Changes: MGA, SUAs, OBST

© I : J - 0017



26-JAN-2017

WAW-EPWA

Poland **Warsaw** Chopin

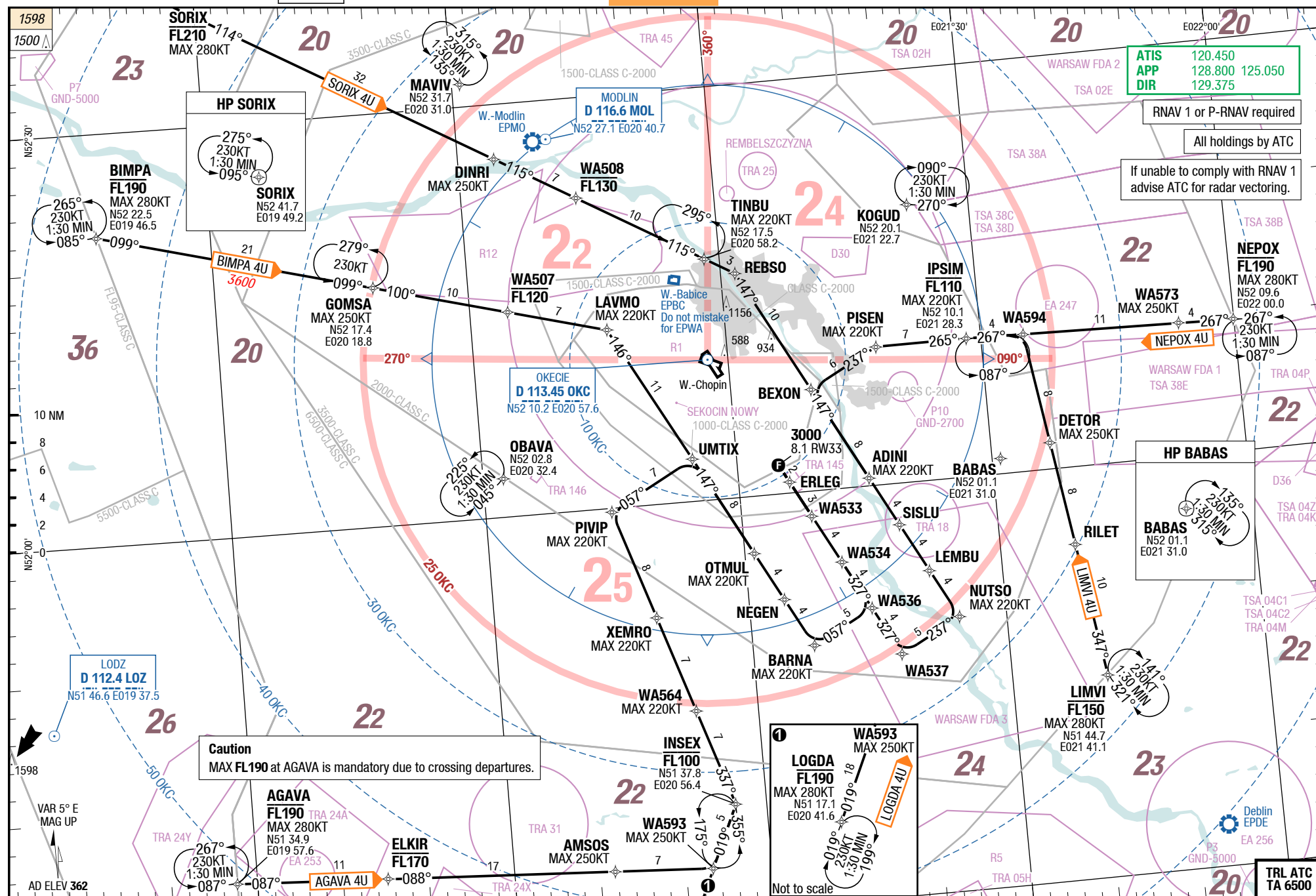
STAR

STAR

Chopin **Warsaw** Poland

RNAV STARs RWY 33

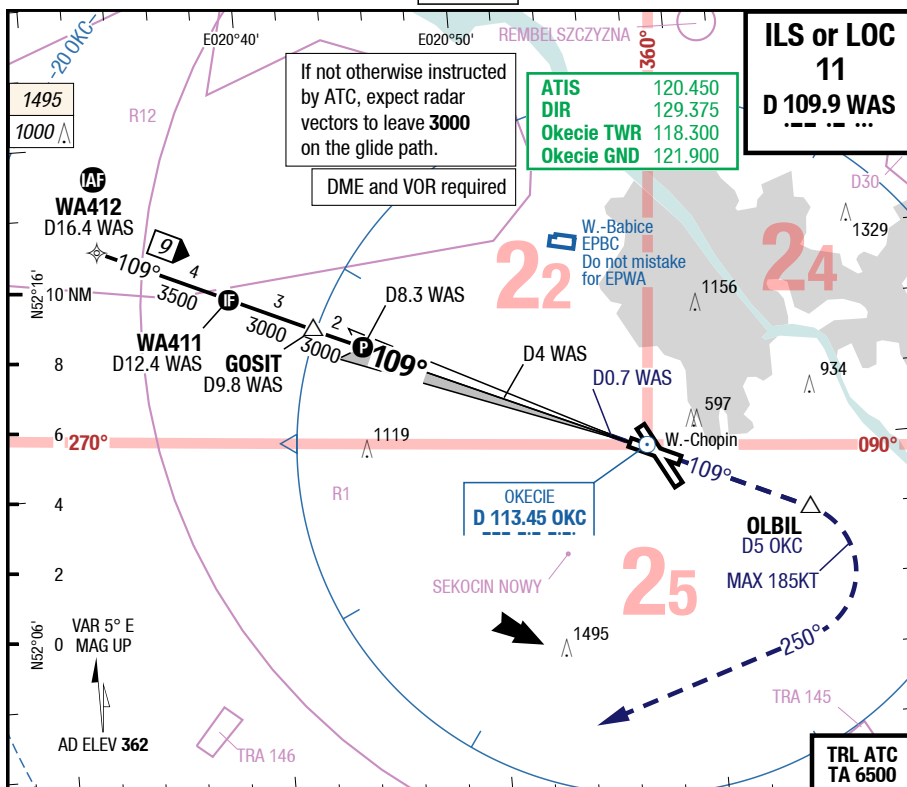
RNAV STARs RWY 33




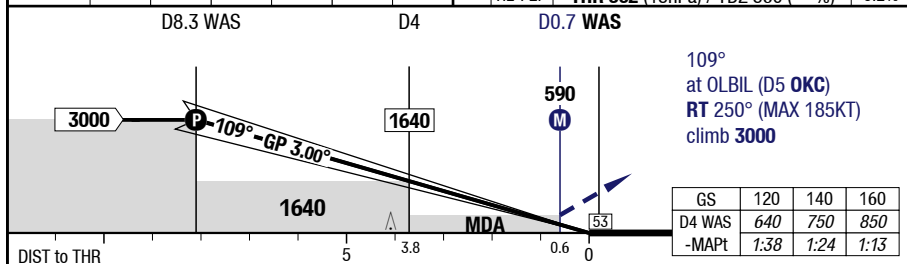
**WAW-EPWA**

7-10

## ILS or LOC 11



LOC 3.01° D WAS	8.3	7	6	5	3	2	 11 960 HL-P2F THR 362 (13hPa) / IDZ 360 (---%) -0.2%
	3000	2600	2280	1960	1320	1000	



<b>11</b>		<b>Cat 2 DME</b>	<b>Cat 1 DME</b> 1)	<b>LOC DME</b>		<b>Circling</b> 2)
C	ft - m/km ft	110 - 300R <b>113</b> RA	220 - 550 <b>590</b>	410 - 1.2 <b>770</b>		610 - 2.4V <b>970</b>
D	ft - m/km ft	130 - 400R <b>127</b> RA	230 - 550 <b>600</b>	410 - 1.2 <b>770</b>		700 - 3.6V <b>1070</b>

- 1) With EVS 350m, wo EVS use STD
- 2) BTN 101° and 336° of RWY INT only

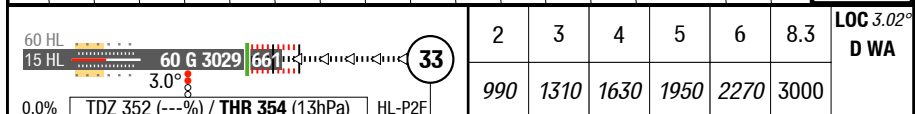
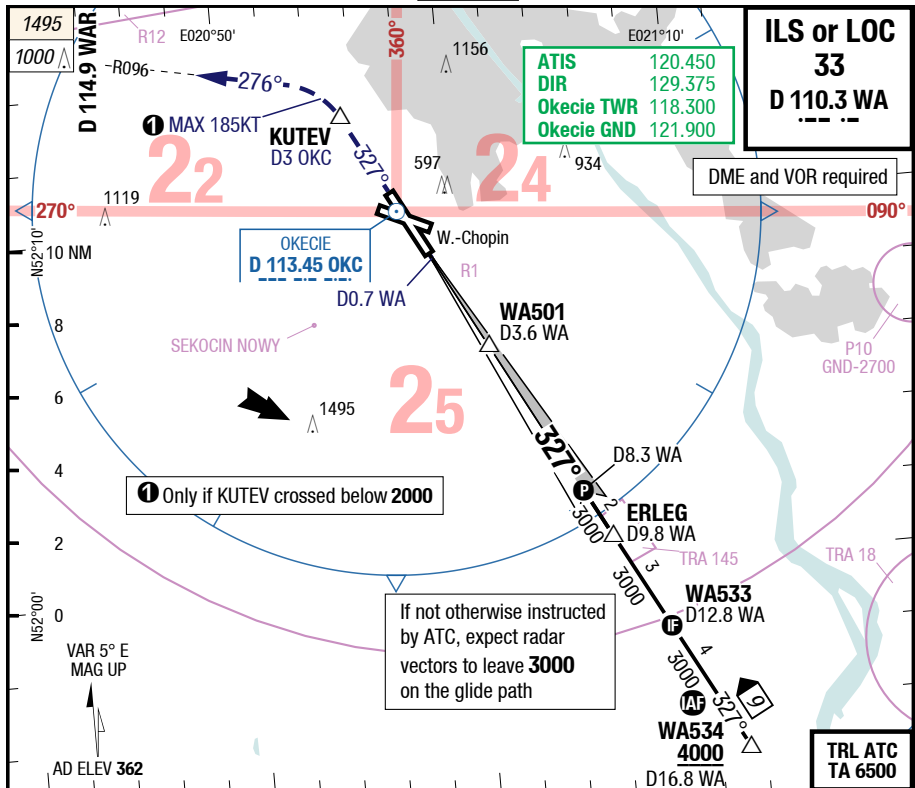
Changes: OBST



**WAW-EPWA**

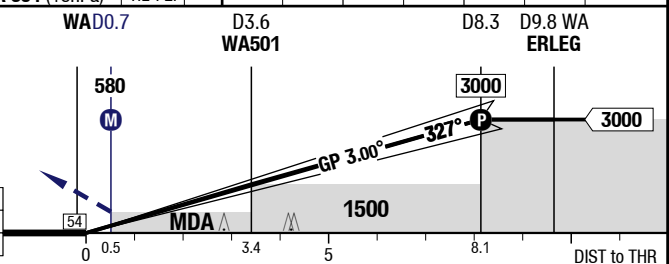
**7-20**

## ILS or LOC 33



327°  
at KUTEV (D3 **OKC**) LT  
(MAX 185KT, only if  
KUTEV crossed below **2000**)  
intercept R096 **WAR** to **WAR**  
climb **3000**

GS	120	140	160
D8.3 WA	640	750	850
-MAPt	3:49	3:16	2:52



33		Cat 3a DME GA 3.0%	Cat 2 DME GA 3.0%	Cat 2 DME GA 2.5%	Cat 1 DME 1)	LOC DME	Circling 2)
C	ft - m/km ft	0 - 200R Company	110 - 300R 106 RA	130 - 400R 127 RA	210 - 550 560	410 - 1.2 760	610 - 2.4V 970
D	ft - m/km ft	0 - 200R Company	120 - 300R 120 RA 3)	140 - 400R 141 RA	220 - 550 570	410 - 1.2 760	700 - 3.6V 1070

1) With EVS 350m	2) With EVS 350m
------------------	------------------

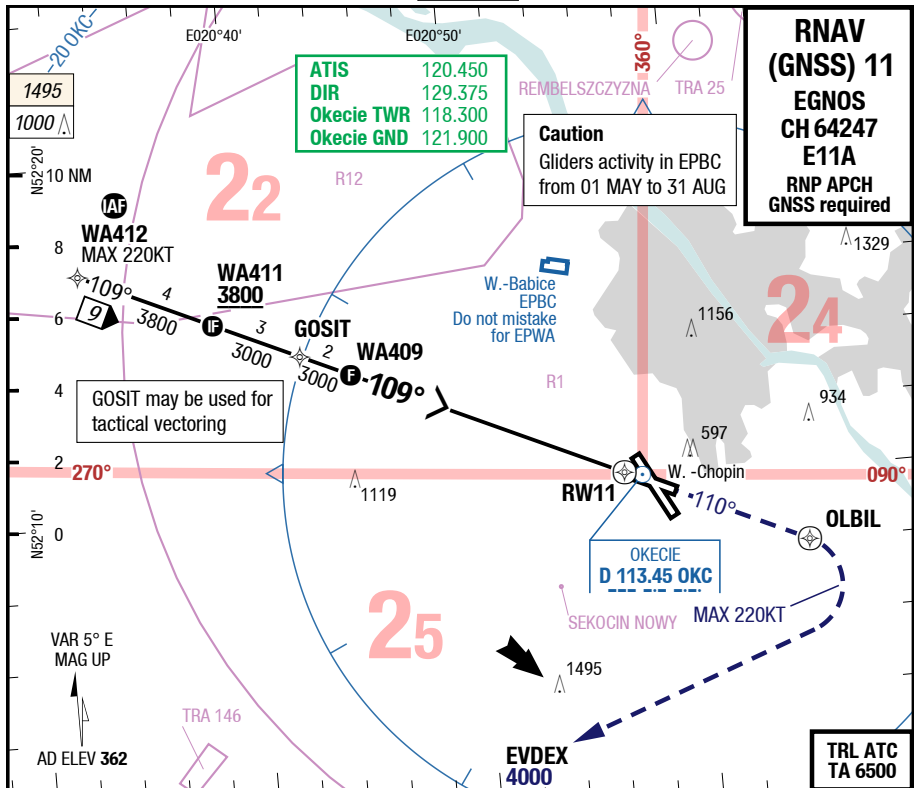
2) BTN 101° and 336° of RWY INT only

3) If not conducting autoland RVR 350m required

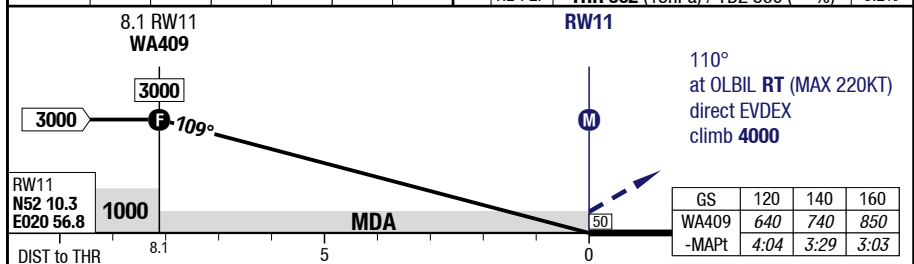
## WAW-EPWA

7-30

## RNAV (GNSS) 11



3.00°	8.1	6	5	4	3	2	11	83.0°	60 HL	15 HL
RW11	8.1	6	5	4	3	2	11	83.0°	60 HL	15 HL
	3000	2330	2010	1690	1370	1050				
	HL-P2F	THR 362 (13hPa) / TDZ 360 (---%)								-0.2%



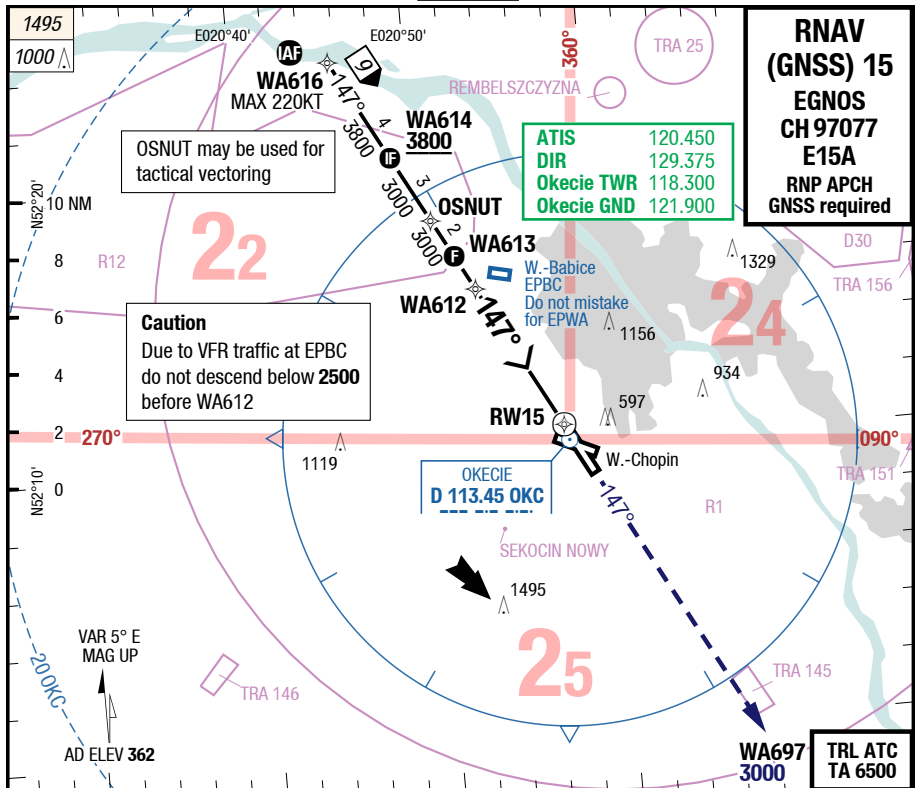
11	RNAV GNSS LPV 1)	RNAV GNSS VNAV 2) 3) 4)	RNAV GNSS LNAV 5)	Circling 6)
C	ft - m/km ft 580	300 - 650 660	400 - 1.1 760	620 - 2.4V 980
D	ft - m/km ft 590	310 - 700 670	400 - 1.1 760	700 - 3.6V 1070

1) With EVS 350m 2) Uncompensated BARO VNAV NA below -30°C (-22°F) 3) wo HGS RVR 750m required 4) With EVS 450m 5) Timing to determine MAPt NA 6) BTN 101° and 336° of RWY INT only

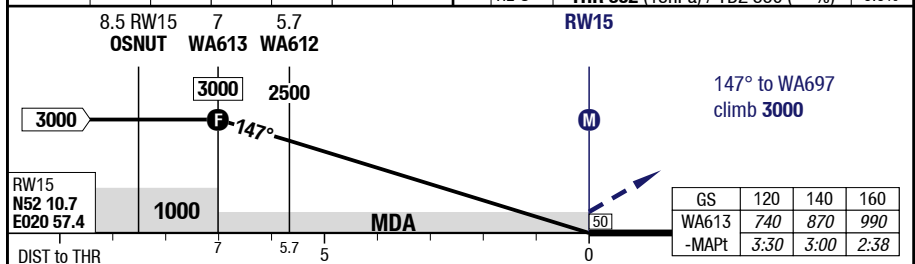
**WAW-EPWA**

**7-40**

## RNAV (GNSS) 15



3.5° RW15	7	6	5	4	3	2	<div> <div>15</div> <div>HL-S</div> </div>	<div> <div> <div>3.5°</div> <div>60 HL</div> </div> <div> <div>3690 G 60</div> <div>15 HL</div> </div> </div>
	3000	2640	2260	1890	1520	1150		



15		RNAV GNSS LPV 1)	RNAV GNSS VNAV 2) 3)	RNAV GNSS LNAV			Circling 4)
C	ft - m/km ft	250 - 800 <b>610</b>	310 - 1.0 <b>660</b>	500 - 1.8 <b>850</b>			610 - 2.4V <b>970</b>
D	ft - m/km ft	250 - 800 <b>610</b>	320 - 1.0 <b>670</b>	500 - 1.8 <b>850</b>			700 - 3.6V <b>1070</b>

1) With EVS 550m

2) With EVS 650m

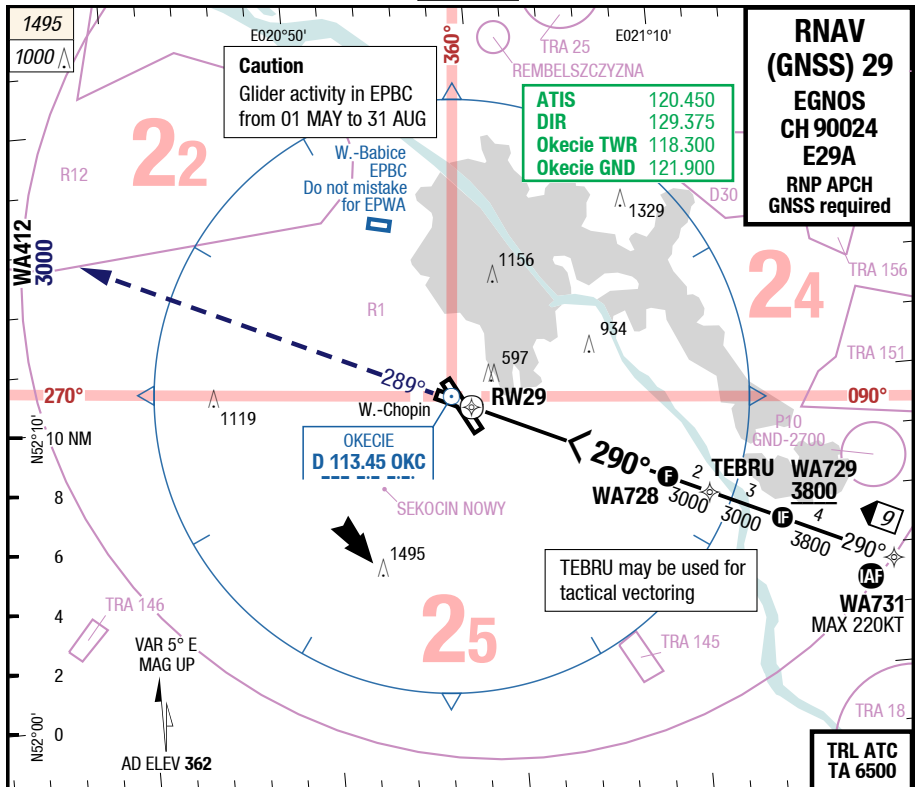
3) Uncompensated BARO VNAV NA below -65°C (-85°F)

4) BTN 101° and 336° of RWY INT only

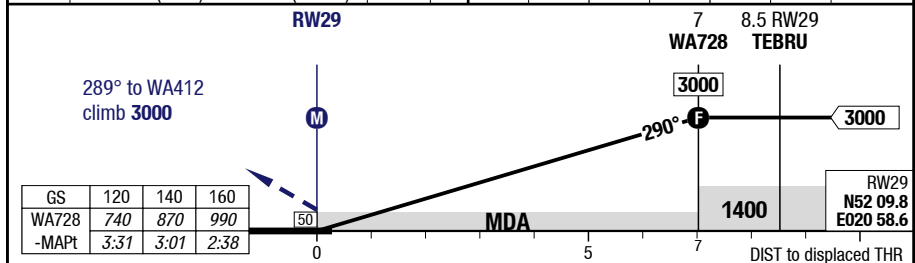
## WAW-EPWA

7-50

## RNAV (GNSS) 29



60 HL	3.5°	8	2	3	4	5	6	7	3.50°
15 HL	50 G	2304	496	1140	1510	1890	2260	2630	RW29 290°
+0.2% TDZ 345 (---%) / <b>THR 346</b> (13hPa) HL-S									



29	RNAV GNSS LPV 1)	RNAV GNSS VNAV 2) 3)	RNAV GNSS LNAV	Circling 4)
C	ft - m/km ft 250 - 800 600	330 - 1.1 670	460 - 1.7 800	610 - 2.4V 970
D	ft - m/km ft 250 - 800 600	340 - 1.1 680	460 - 1.7 800	700 - 3.6V 1070

1) With EVS 550m

2) Uncompensated BARO VNAV NA below -65°C (-85°F)

3) With EVS 750m

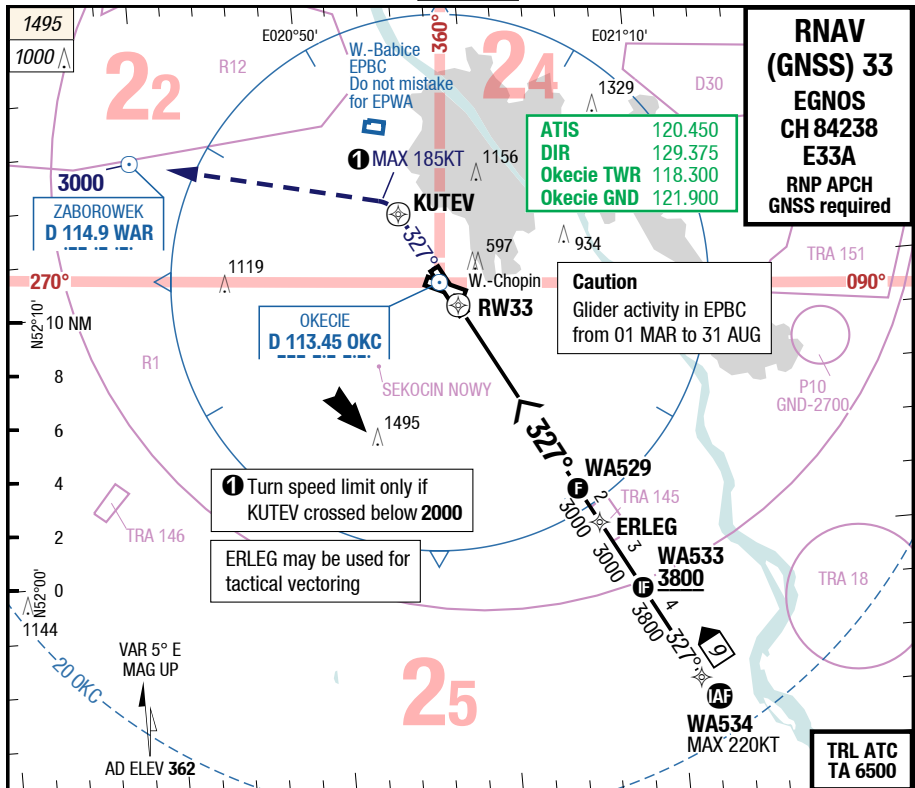
4) BTN 101° and 336° of RWY INT only

Changes: Completely revised

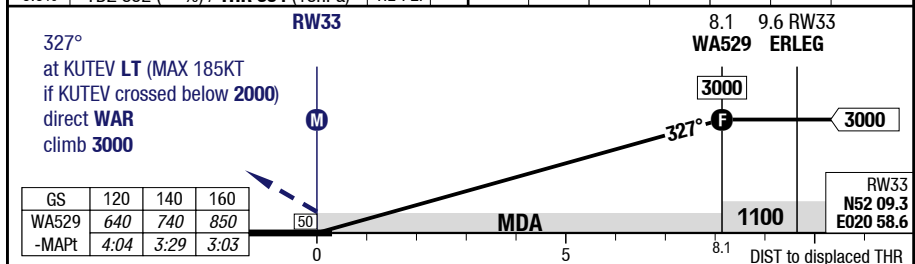
## WAW-EPWA

7-60

## RNAV (GNSS) 33



60 HL	60 G 3029	66	33	2	3	4	5	6	8.1	3.00°
15 HL	3.0°			1050	1360	1680	2000	2320	3000	RW33
0.0%	TDZ 352 (---%)	THR 354 (13hPa)	HL-P2F							



33		RNAV GNSS LPV 1)	RNAV GNSS VNAV 2) 3) 4)	RNAV GNSS LNAV	Circling 5)	
C	ft - m/km ft	220 - 550 580	310 - 700 660	470 - 1.5 820	610 - 2.4V 970	
D	ft - m/km ft	240 - 550 590	320 - 700 670	470 - 1.5 820	700 - 3.6V 1070	

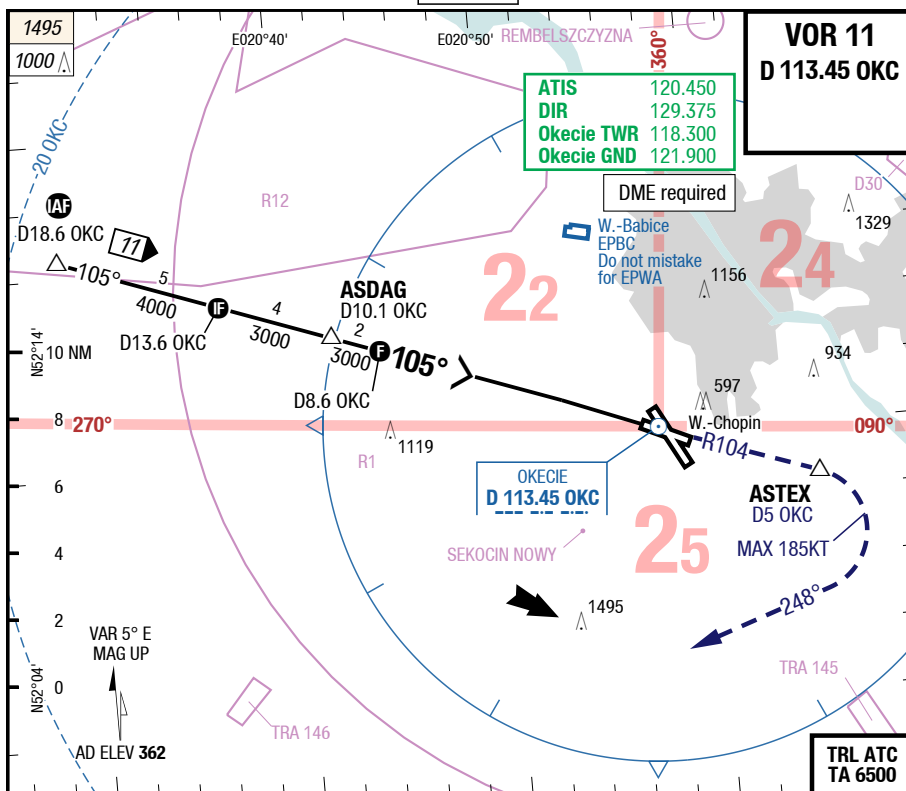
1) With EVS 350m 2) Uncompensated BARO VNAV NA below -30°C (-22°F) 3) wo HGS RVR 750m required 4) With EVS 450m 5) BTN 101° and 336° of RWY INT only

Changes: Completely revised

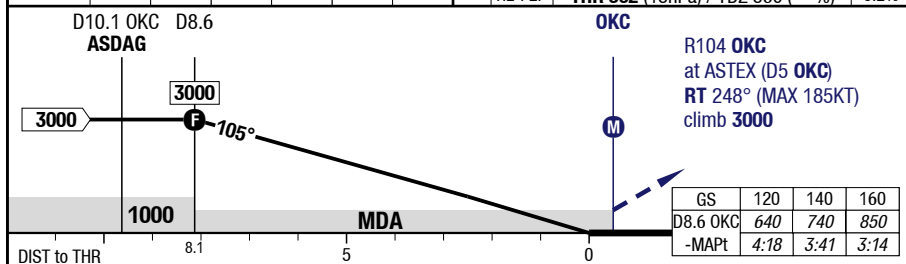
# WAW-EPWA

7-70

**VOR 11**



3.00° <b>D OKC</b> <b>105°</b> RWY 109°	8.6	6	5	4	3	2	<div> <div> <div>11</div> <div> </div> </div> <div> <div>3.00°</div> <div>60 HL</div> <div>15 HL</div> </div> <div> <div>2560 G 50</div> <div>960</div> <div>HL-P2F</div> <div>THR 362 (13hPa) / TDZ 360 (---%)</div> <div>-0.2%</div> </div> </div>
	3000	2170	1850	1530	1210	890	



<b>11</b>		<b>VOR DME</b>				<b>Circling</b> 1)
C	ft - m/km ft	410 - 1.2 <b>770</b>				610 - 2.4V <b>970</b>
D	ft - m/km ft	410 - 1.2 <b>770</b>				700 - 3.6V <b>1070</b>

1) BTN 101° and 336° of RWY INT only

Changes: OBST

**19-APR-2018**

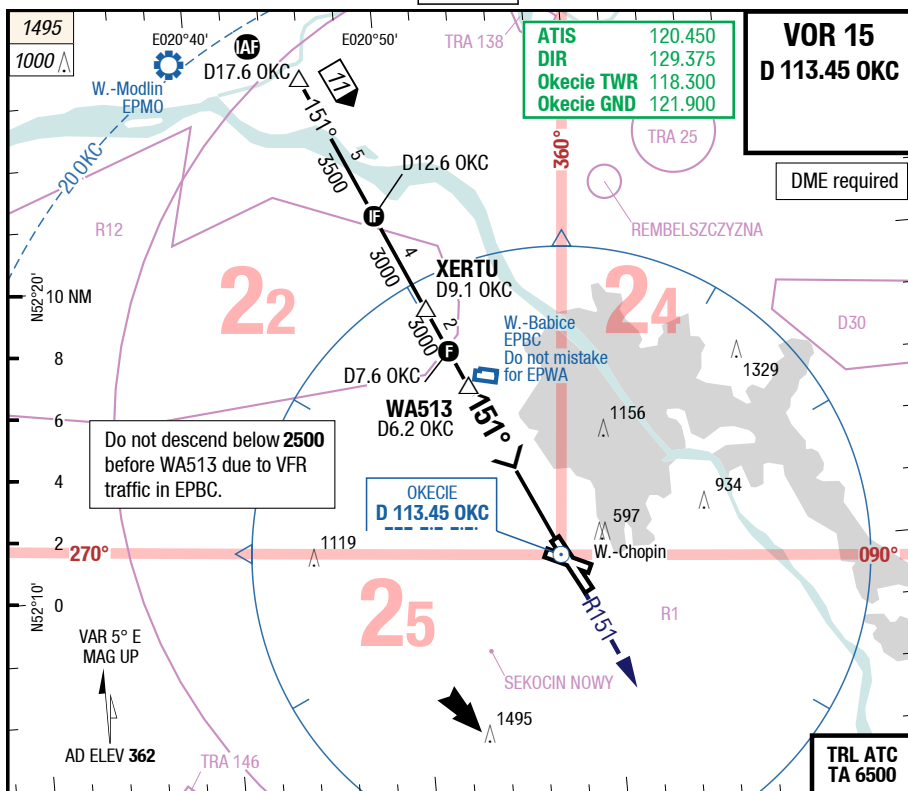
## Poland **Warsaw** Chopin

# IAC

# WAW-EPWA

**7-80**

**VOR 15**



3.50° <b>D OKC</b> <b>151°</b> RWY 147°	7.6	6	5	4	3	2	<div>15</div>	<div><div><div>83.5°</div><div>60 HL</div></div><div><div>3690 G 60</div><div>15 HL</div></div></div> <div>420</div> <div><b>THR 352 (13hPa) / TDZ 350 (---%)</b></div> <div>0.0%</div>												
<div><div>D9.1 OKC <b>XERTU</b></div><div>D7.6</div><div>D6.2 <b>WA513</b></div></div> <div><div>3000</div><div>F 151°</div><div>2500</div><div>M</div><div>R151 <b>OKC</b> climb <b>3000</b></div></div> <div><div>1000</div><div>MDA</div></div> <div><div>DIST to THR</div><div>7</div><div>5.7</div><div>5</div><div>0</div></div> <div><table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td>D6.2 OKC</td><td>740</td><td>870</td><td>990</td></tr><tr><td>-MAPt</td><td>3:06</td><td>2:39</td><td>2:19</td></tr></table></div>									GS	120	140	160	D6.2 OKC	740	870	990	-MAPt	3:06	2:39	2:19
GS	120	140	160																	
D6.2 OKC	740	870	990																	
-MAPt	3:06	2:39	2:19																	
<b>15</b>	<b>VOR DME</b>							<b>Circling</b> 1)												
C	ft - m/km ft	500 - 1.8 <b>850</b>						610 - 2.4V <b>970</b>												
D	ft - m/km ft	500 - 1.8 <b>850</b>						700 - 3.6V <b>1070</b>												

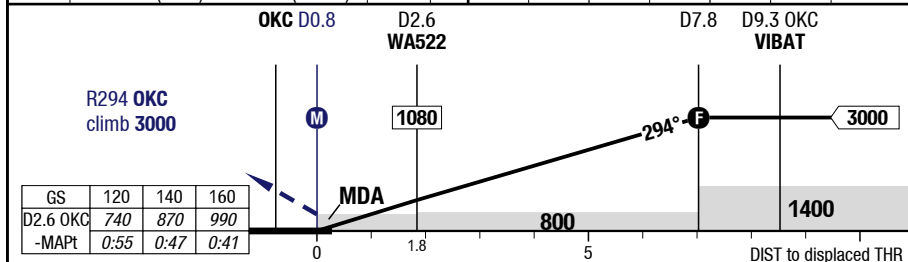
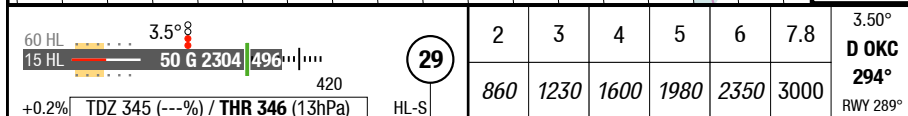
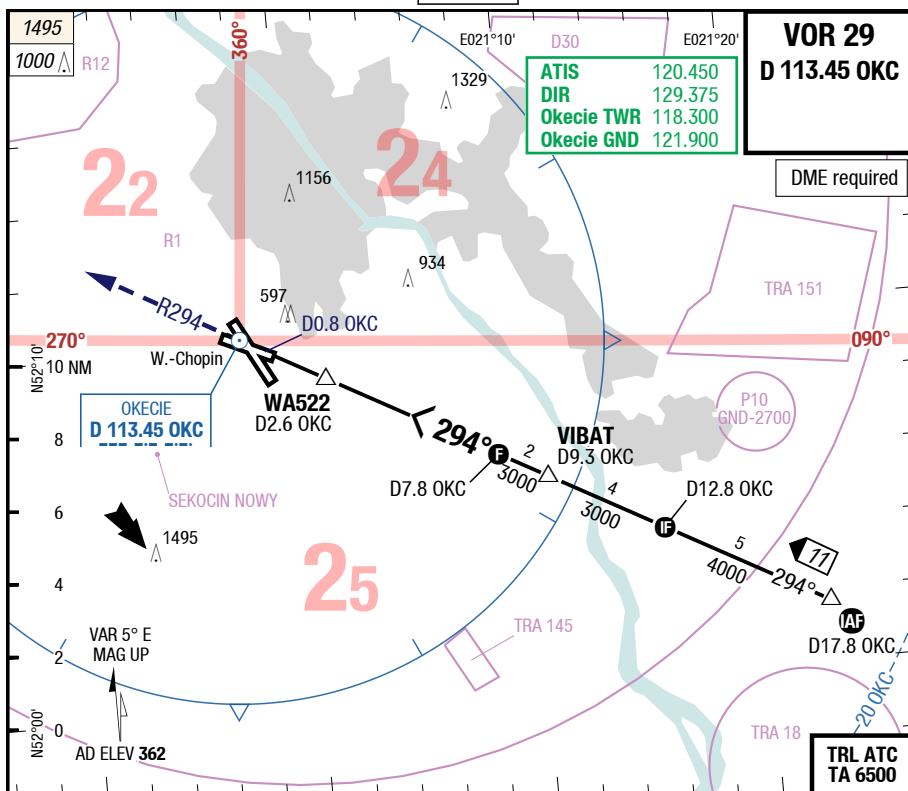
1) BTN 101° and 336° of RWY INT only

Changes: OBST

# WAW-EPWA

7-90

**VOR 29**



<b>29</b>		<b>VOR DME</b>	<b>VOR DME</b> wo D2.6 OKC				<b>Circling</b> 1)
C	ft - m/km ft	410 - 1.5 <b>750</b>	460 - 1.7 <b>800</b>				610 - 2.4V <b>970</b>
D	ft - m/km ft	410 - 1.5 <b>750</b>	460 - 1.7 <b>800</b>				700 - 3.6V <b>1070</b>

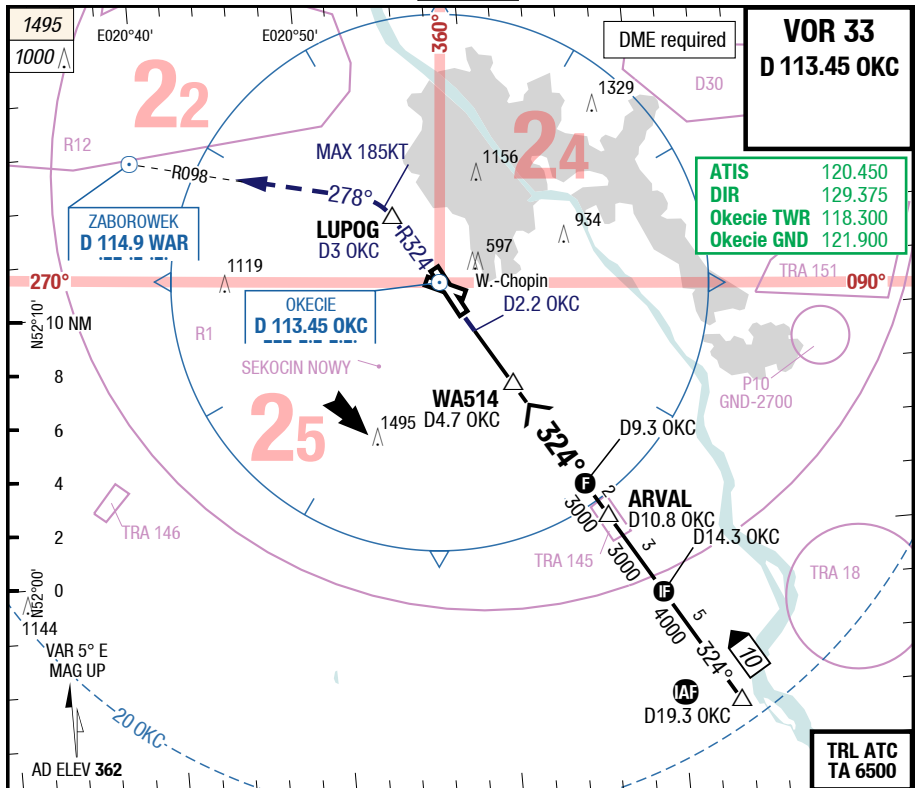
1) BTN 101° and 336° of RWY INT only



## WAW-EPWA

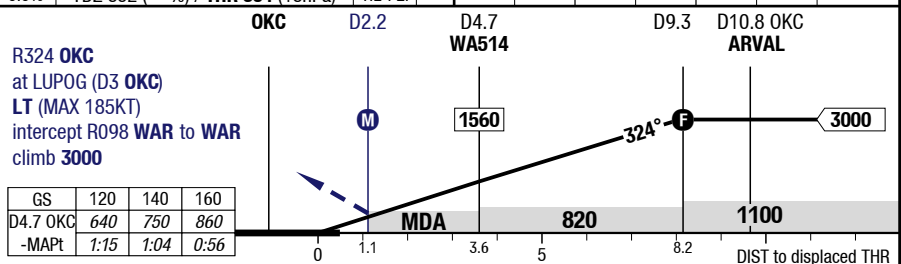
7-100

VOR 33



60 HL  
15 HL  
60 G 3029  
3.0°  
0.0% TDZ 352 (---%) / THR 354 (13hPa) HL-P2F

3	4	5	6	7	9.3	3.00° D OKC 324° RWY 327°
1020	1340	1660	1980	2300	3000	



33	VOR DME	VOR DME wo D4.7 OKC				Circling 1)
C	ft - m/km ft	410 - 1.2 760	470 - 1.5 820			610 - 2.4V 970
D	ft - m/km ft	410 - 1.2 760	470 - 1.5 820			700 - 3.6V 1070

1) BTN 101° and 336° of RWY INT only

Changes: OBST

**WAW-EPWA**

**7-110**

**WxMinima Overflow**

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

15-JUN-2017

**WAW-EPWA**Poland **Warsaw** Chopin

**MRC**

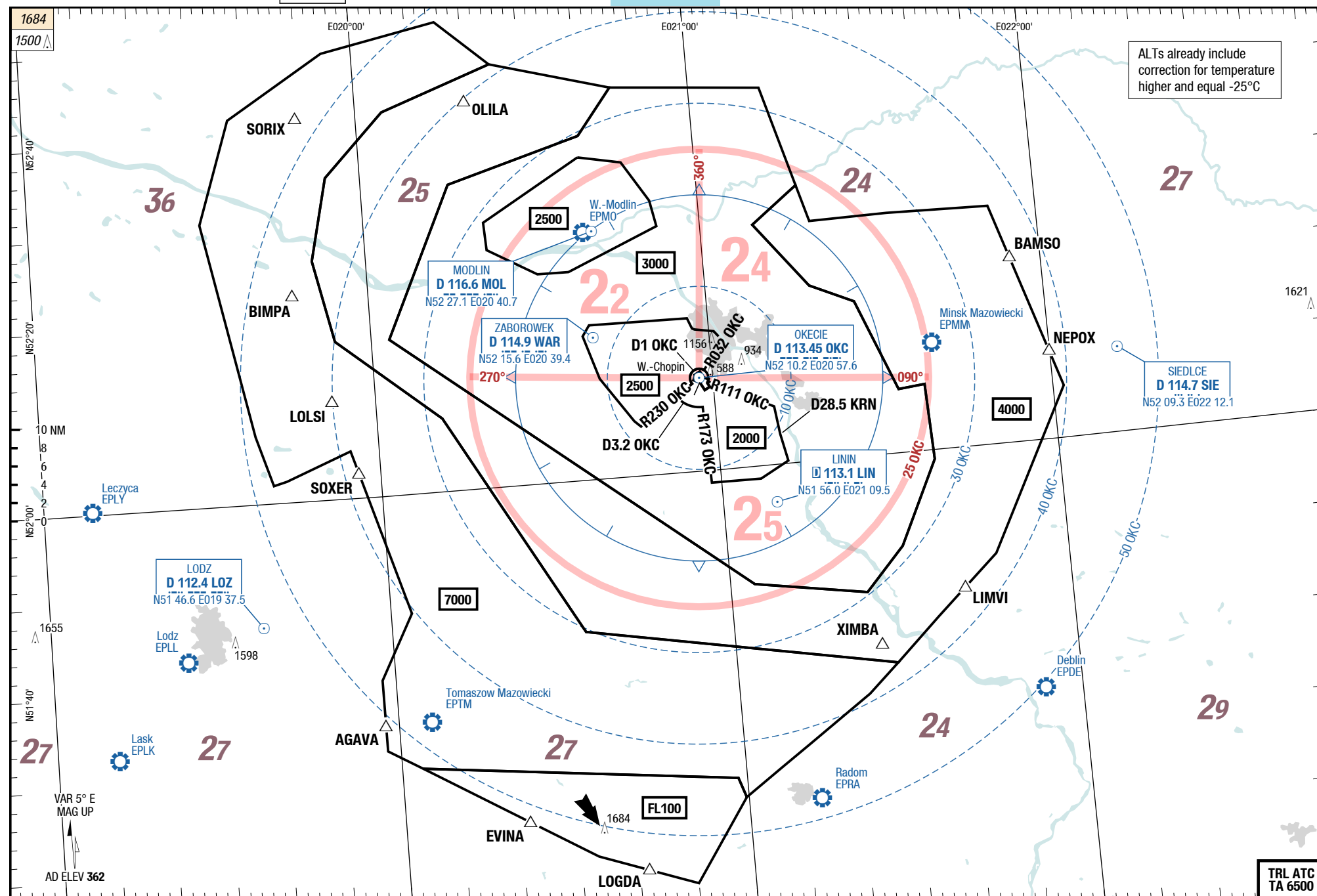
**MRC**

**MRC**

Chopin **Warsaw** Poland

NIL

**MRC**



Changes: RADAR SECT

TRL ATC  
TA 6500

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