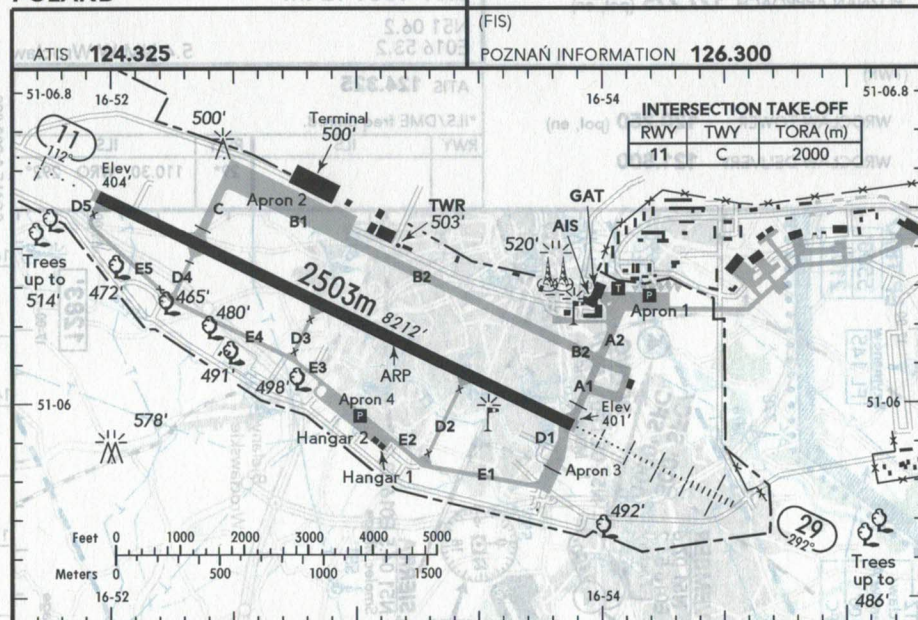


WROCLAW
STRACHOWICE
POLAND

19-2 11 MAR 16

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ALS - PAPI - THRL - RL - RCLL - TWYL 'A1', 'A2', 'B1', 'B2', 'C', 'D1', 'E1', 'E2' - APRON - WDI - OBSTL.					
RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
11 29	2503 x 58 Concrete/Asphalt	2503	2503	PCN 54/F/B/X/T	

ARR and DEP to/from Wrocław AD may be conducted along the routes depicted on chart 19-1.

In case of air traffic congestion, ACFT may expect holding over NOVEMBER. Perform holding to NE of factory, not passing the railways. Hold at 1400' if not otherwise instructed by ATC.

10 MIN prior to being ready for start-up, the flight crew shall contact WROCLAW DELIVERY for ATC clearance and report the following details:

- ACFT call sign,
- parking stand number,
- destination AD,
- planned cruising level (if other than in FPL),
- any changes to the flight plan.

TWY 'A2' and Apron 1 not visible from TWR.

Taxiing and air-taxiing to/from Apron 1 as well as taxiing and air-taxiing along TWY 'A2' according to the marshaller's instruction.

The marshaller supervises ACFT movements on the Aprons and TWY 'A2'.

All ACFT manoeuvres on Aprons and TWY 'A2' may be carried out only with marshalling assistance.

ACFT taxiing to/from Apron 3 and Apron 4 only with follow-me assistance.

If not specified otherwise by TWR, contact POZNAN APPROACH as soon as possible after TKOF.

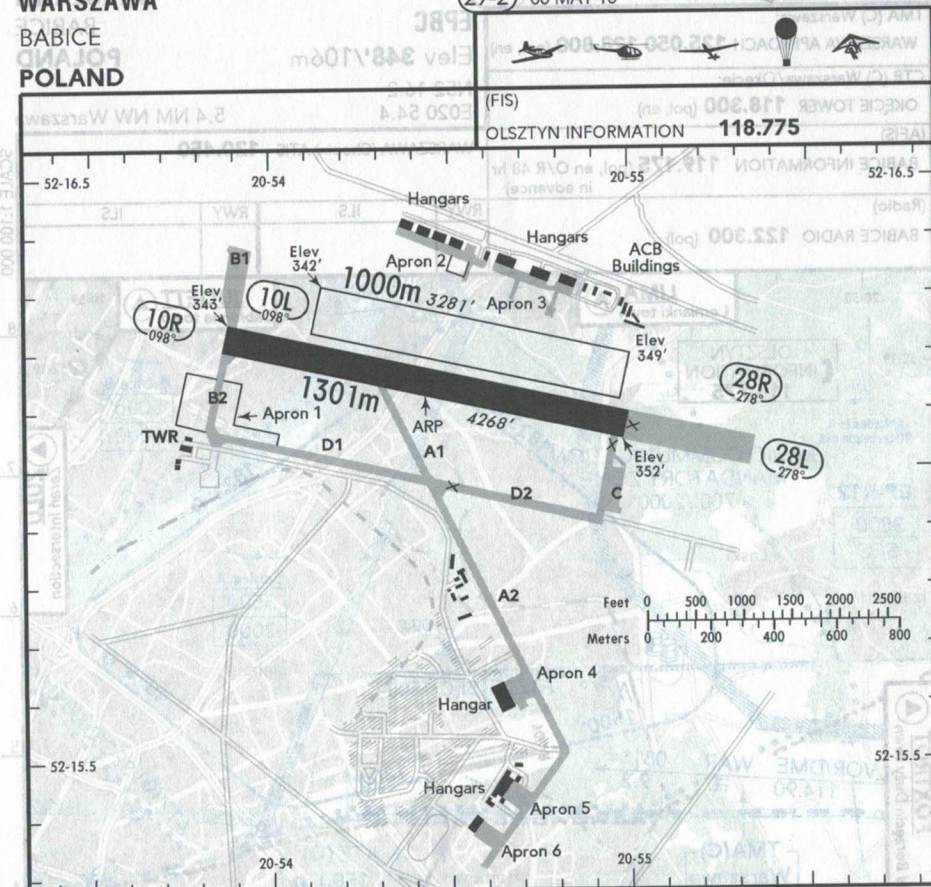
CHANGES: Apron - Buildings - THR ELEV - Holding Position - OBST - WDI -

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WARSZAWA
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29-2 06 MAY 16

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(O/R)

RWY 10R/28L; RL - THRL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
10R 28L	1301 x 90 Concrete	1301	1301	PCN 10/R/B/X/U	
10L 28R	1000 x 150 Grass	1000	1000		

NOTE: See also WARSZAWA 10-1V.

Establish radio contact with AFIS at REPs ZULU, FOXTROT or LIMA.

Report downwind over Północny Bridge.

Flights along southern traffic circuit only after permission from AFIS at 1168', without crossing the southern limits of ATZ and if no landings take place on EPWA RWY 15.

HEL: LDG at THR 10 of RWY 10R/28L. After LDG, wheeled HEL shall taxi to Apron 1 and be towed to Apron 4, 5 or 6. Skid-fitted HEL shall air taxi from LDG area of Apron 5, then move to Apron 4 or 6. HEL movement within area of Aprons shall be secured by HEL user. Another LDG procedure can be carried out by arrangement with AFIS.