

EPWA
Elev **362'**/110m
N52 10.0
E020 58.0

5.4 NM SSW Warszawa

(APP)
WARSZAWA APPROACH **125.050** (pol, en)
128.800 (pol, en)

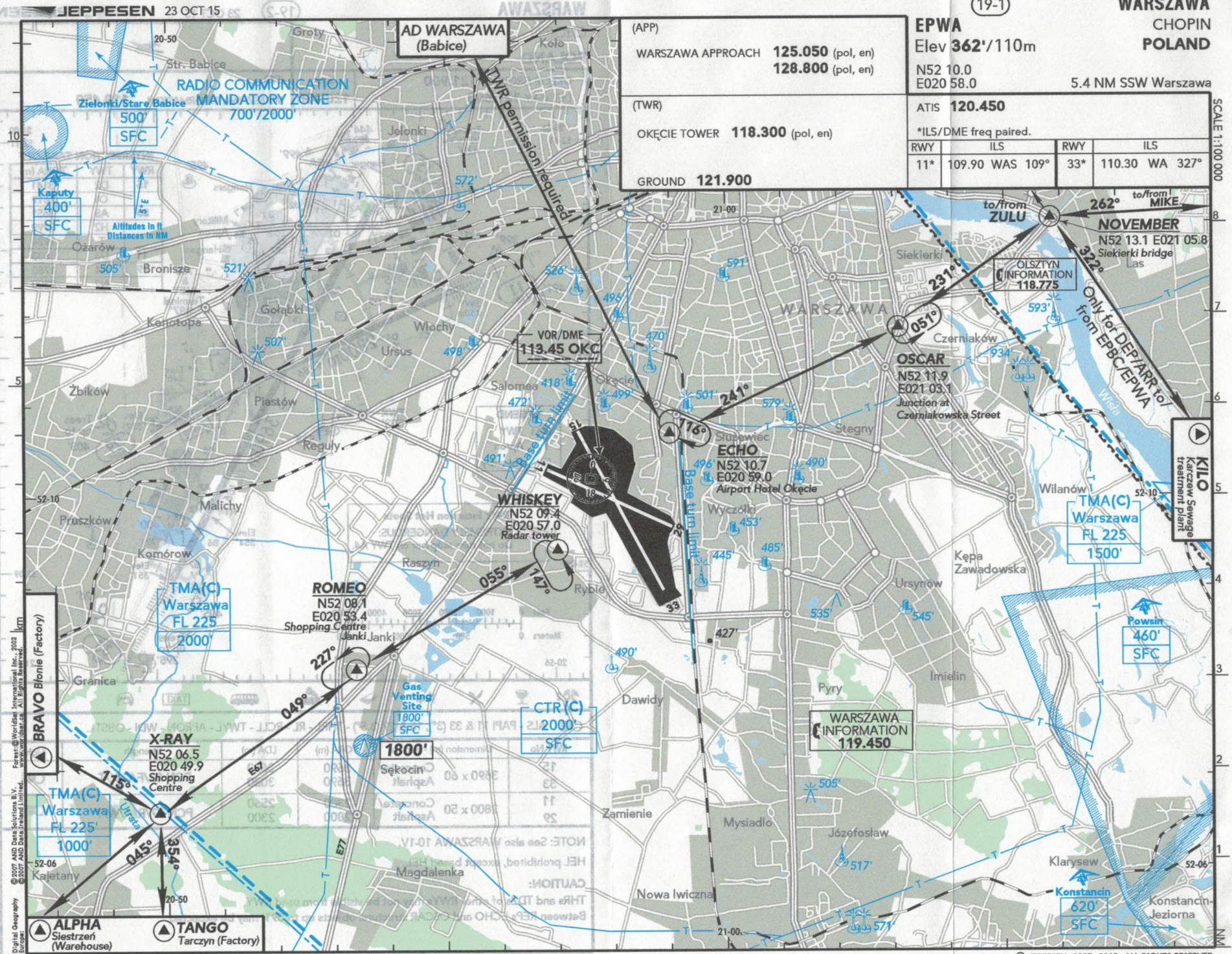
(TWR)
OKĘCIE TOWER **118.300** (pol, en)

GROUND **121.900**

ATIS **120.450**
*ILS/DME freq paired.

RWY	ILS	WAS	RWY	ILS	
11*	109.90	109°	33*	110.30	327°

SCALE 1:100 000



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Digital Geography Europe

WARSZAWA
CHOPIN
POLAND

(19-1)
Elev 323.110m
E030.38.0
N52.0.0

EPWV

WARSZAWA APPROACH
152.050 (fcol, en)
158.800 (fcol, en)

(APP)

ATIS 150.450

(TWR)

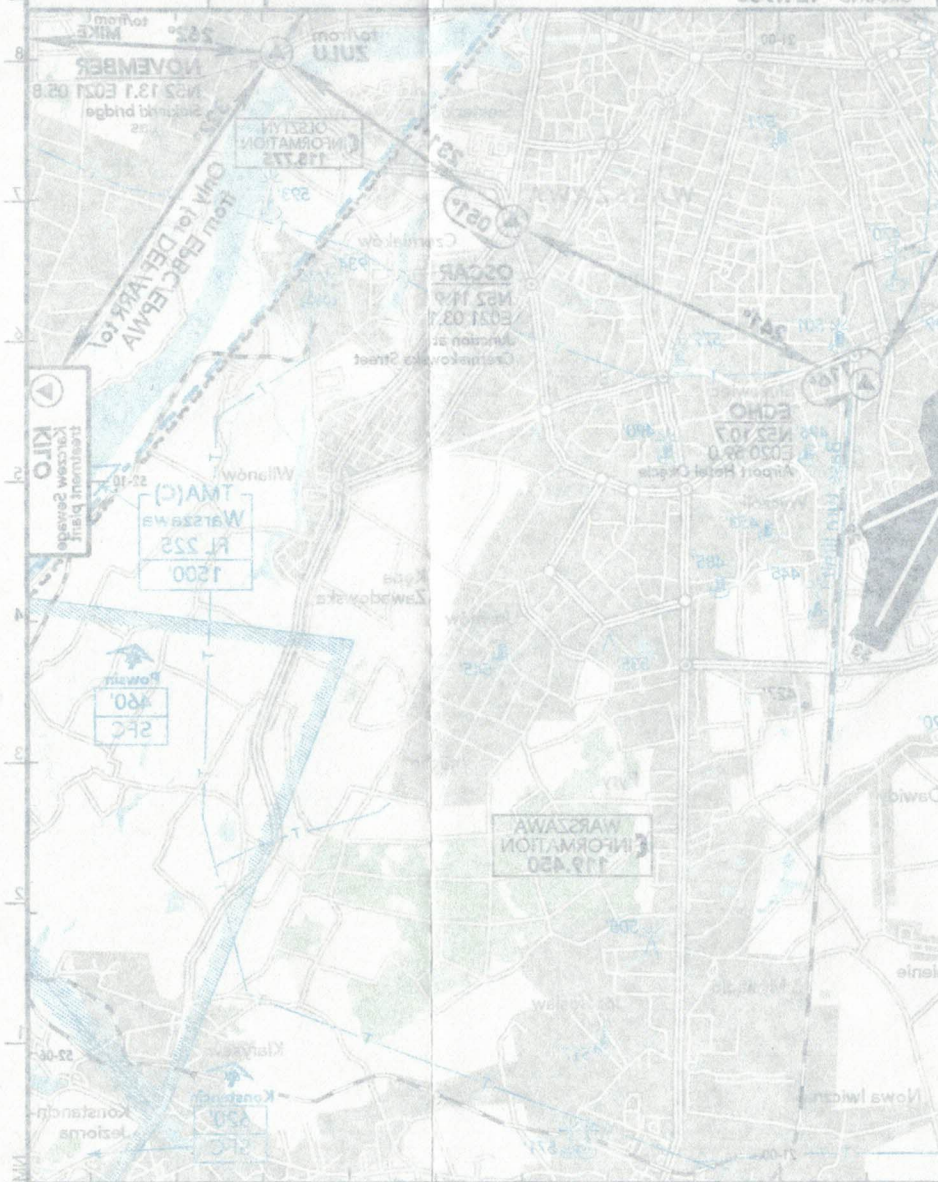
OKECIE TOWER 118.300 (fcol, en)

*ILS/CME fied paired.

RWY 11* 09.30 WAS 109° 33' 110.30 WA 32°
R12
R12

GROUND 151.900

SCALE 1:100 000



WARSZAWA

(19-2)

23 OCT 15

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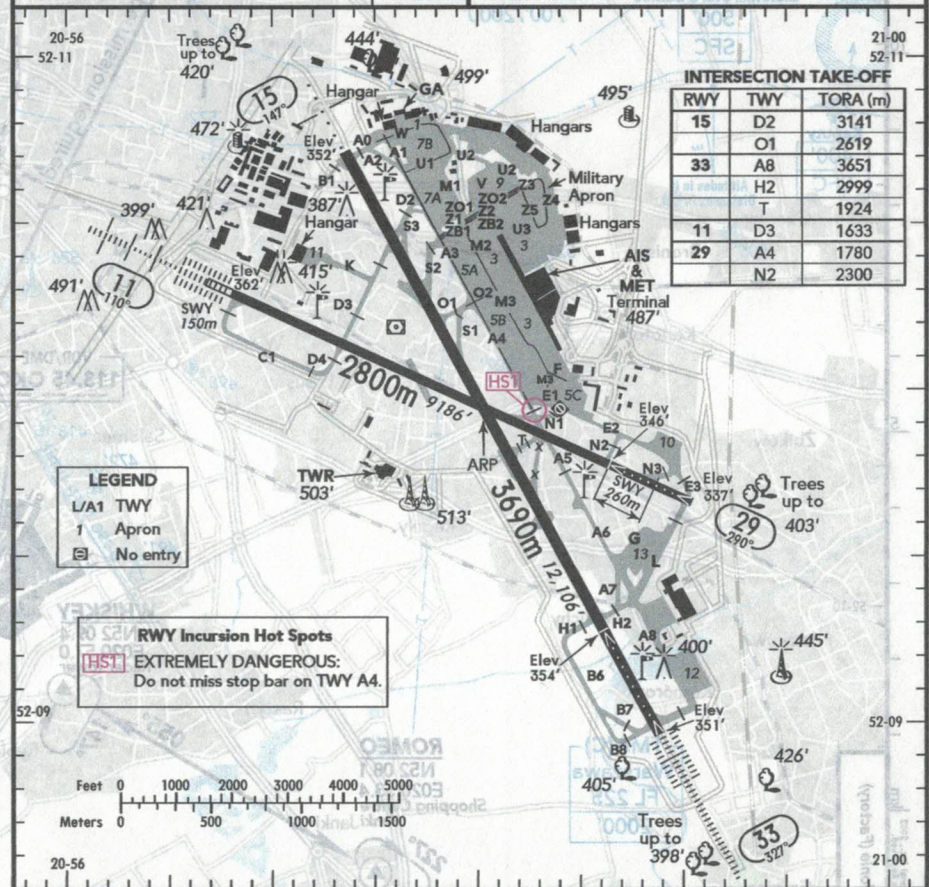
CHOPIN

POLAND

OKECIE GROUND 121.900
DELIVERY 121.600

ATIS 120.450

(FIS) WARSZAWA INFORMATION 119.450



RWY	TWY	TORA (m)
15	D2	3141
	O1	2619
33	A8	3651
	H2	2999
	T	1924
11	D3	1633
29	A4	1780
	N2	2300

LEGEND
L/A1 TWY
1 Apron
No entry

RWY Incursion Hot Spots
EXTREMELY DANGEROUS:
Do not miss stop bar on TWY A4.

Feet 0 1000 2000 3000 4000 5000
Meters 0 500 1000 1500

ALS - PAPI 11 & 33 (3°), 15 & 29 (3.5°) - THR - 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	3690 3030	PCN 82/F/C/X/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.

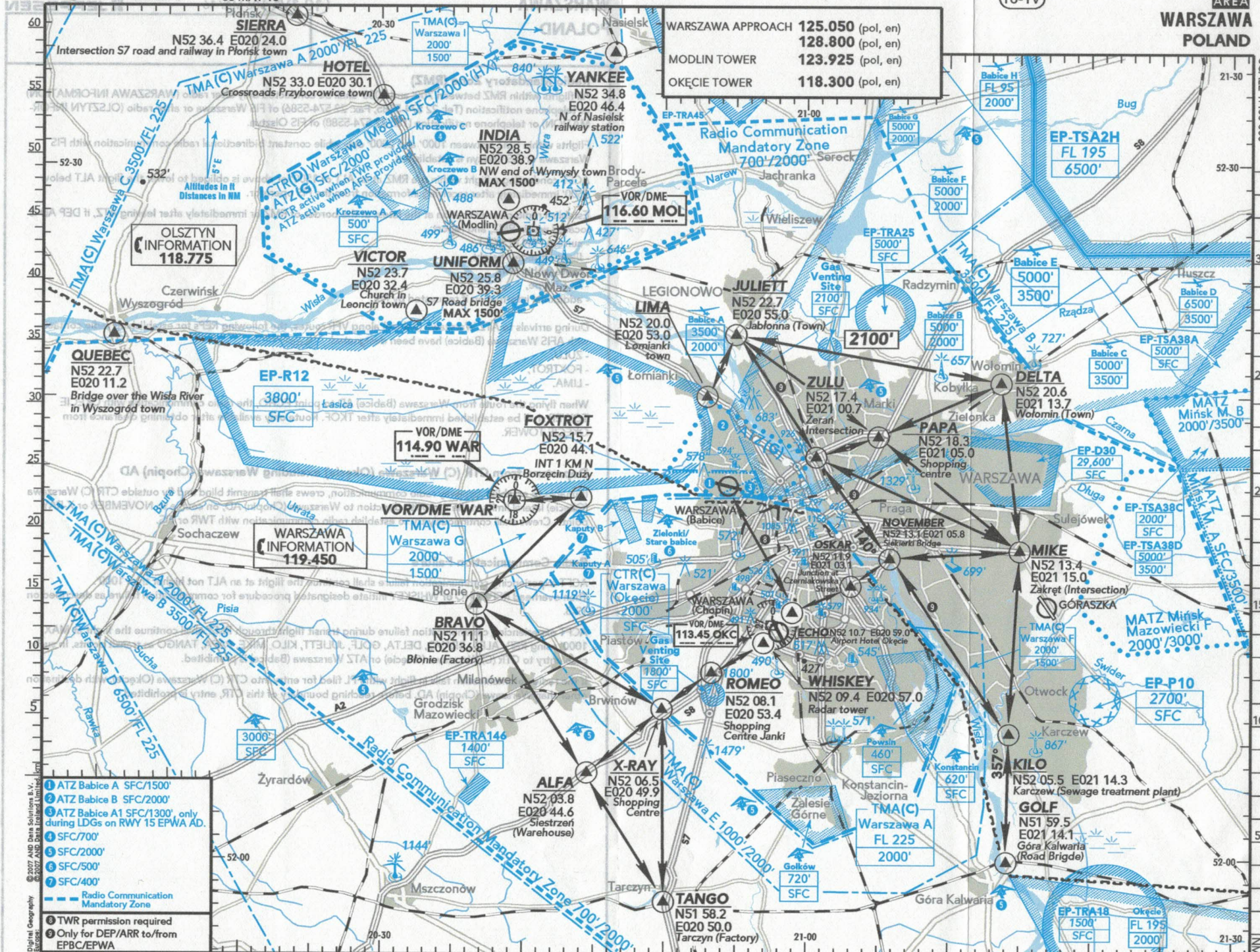
CAUTION:

THR and TDZ of other RWYs may not be visible from used RWY.

Between REPs ECHO and OSCAR structural objects up to 591' may be expected.

CHANGES: Intersection TKOE, OBST, Lighting

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Procedures for VFR Flights within Warszawa CTR**Arrival:**

If not instructed otherwise by WARSZAWA INFORMATION or OLSZTYN INFORMATION, radio communication with OKĘCIE TOWER shall be established over REPs NOVEMBER or X-RAY. When holding over NOVEMBER or X-RAY, do not violate the controlled airspace of Warszawa/Okęcie 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 Siekierowska road, left turns. Do not overfly to west side of the intersection while holding.

ECHO - inbound track 296° along 17 Stycznia Street, right turns. Do not overfly to south side of 17 Stycznia Street while holding. Stay in a safe distance from APCH to RWY 29.

WHISKEY - inbound track 327°, left turns. Do not overfly to east side of the Warszawa bypass road while holding. Stay in a safe distance from APCH to RWY 33.

VFR Approach Procedures for Warszawa/Chopin AD

From west side - REP WHISKEY:

- Approaching RWY 11 or RWY 15 join right hand circuit downwind, perform base leg over Aleja Krakowska 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 - REP ECHO:

- Approaching RWY 11 or RWY 15 join left hand circuit downwind, perform base leg over Aleja Krakowska 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 OKĘCIE TOWER on initial contact.

Radio Communication Failure

If the radio communication fails in flight with destination Warszawa/Chopin AD, before reaching, or within Warszawa/Okęcie 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.

Radio Mandatory Zone (RMZ)

All flights within RMZ between 700' 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.

ACFT conducting a flight within the RMZ at an ALT of 1500' or above is obliged to lower the flight ALT below 1500' immediately after receiving information from the FIS operator.

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 OKĘCIE TOWER shall be established immediately after TKOF. Route only available after obtaining clearance from OKĘCIE TOWER.

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

If unable to establish two-way radio communication, crews shall transmit blind and fly outside CTR (C) Warszawa (Okęcie) 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 at an ALT not higher than 1000'. Then overhead REP ECHO or WHISKEY initiate designated procedure for communication failure as described on 19-3.

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

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