

PILOT BRIEFING

WARSAW CHOPIN AIRPORT

EPWA/WAW



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BASIC INFORMATION

Warsaw Chopin Airport

ICAO code: **EPWA**

IATA code: **WAW**

Coordinates: N52° 9.95' E20° 58.03'

Elevation: 362 ft

Runways: **11/29** | 108°/288° | 2800m x 50m

15/33 | 146°/326° | 3690m x 60m

NOTAMs: notams.europro.com

ATC Positions

EPWA_ATIS Okecie ATIS **120.450 MHz**

EPWA_DEL Okecie Delivery **121.600 MHz**

EPWA_GND Okecie Ground **121.900 MHz**

EPWA_TWR Okecie Tower **118.300 MHz**

EPWA_S_APP Warszawa Approach **128.800 MHz**

EPWA_N_APP Warszawa Approach **125.050 MHz**

EPWA_F_APP Warszawa Director **129.370 MHz**

How to pronounce “Okecie” - Polish pronunciation: [\[ˈɔkɛtɕɛ\]](#).

Preferred runways

ARRIVALS: 33, 11, 15, 29

DEPARTURES: 29, 15, 33, 11

LOCAL PROCEDURES

ATC clearance

All flights shall leave TMA Warszawa via one of the following fixes:

BAMSO, EVINA, LOLSI, OLILA, SOXER, XIMBA.

SID name shall not be put in the flight plan.

All SIDs at Warsaw-Chopin are P-RNAV. In order to execute them, your aircraft has to be capable of area navigation (e.g. FMC, GPS, INS).

EPWA_DEL is the clearance delivery station for Warsaw Chopin Airport. To get your IFR clearance, contact Okecie Delivery not more than 30 minutes before Off Block Time **only with your callsign, destination and received ATIS**

information. Your clearance will contain: runway, assigned SID or other departure instructions, the initial climb, your squawk code and current ATIS information.

If you are **unable to comply with SIDs** request a non-standard departure on initial contact with clearance delivery. In that case you may expect radar vectoring after departure.

Please remember that currently we do not serve DCL/PDC clearance. **ALL PILOTS are obliged to file a flight plan with correct Off Block/Departure Time.** During all events **A-CDM is in use.** Pilots with incorrect off block time may expect delays. Delivery controller will assign you SLOT, which you can check on our [website](#). If you have assigned SLOT, please remain on Delivery frequency upon advised to contact Ground and be ready for start-up on TSAT.

Taxi procedures

TWY “Z Orange” and “Z Blue” may be used bi-directionally according to ATC instructions.

Simultaneous taxi of aircraft with wingspan up to 36 m is permitted on TWYs “Z Orange” and “Z Blue”.

TWYs “Z Orange” and “Z Blue” may be used in LVP and CAT II/III conditions when the RVR is not lower than 400 m.

TWY “Z” may be used in LVP conditions with no limitations regarding RVR.

In LVP conditions TWY “Z” is preferred over TWYs “Z Orange” or “Z Blue”.

TWYs S1, S3, N1, N2, N3: unidirectional, line-up for departure is not permitted

Parking procedures

Stands **201, 202** are intended for aircraft with wingspan not higher than 12 m, equipped propulsion other than jet engines.

Stand **203** is intended for helicopter use only.

Stands **801-818** are intended for military use only. At those stands start-up is at pilot's discretion.

Low Visibility Procedures (LVP)

LVP is introduced whenever RVR drops **below 550 m** and/or cloud ceiling drops **below 200 ft**.

- **RWY 11**, provided the required equipment is functional, may be used for **ILS category II** operations.
- **RWY 33**, provided the required equipment is functional, may be used for **ILS category IIIa** operations.

LVP will be cancelled when all RVR rise **above 550 m** and cloud ceiling rises to **200 ft or above** and there is a tendency for further improvement.

During LVP, special ATC procedures will be used. The following phraseology will be used: **“LOW VISIBILITY PROCEDURES IN OPERATION”**.

During LVP, reduced take-off and landing frequency is to be expected.

Arriving aircraft are to expect vacating the runway into the following taxiways:

RWY 33: S2, S3, D2, A0

RWY 11: N1, N2, N3, R

RWY 29 or **RWY 15** will be used for departures. On request, TWR may permit usage of RWY 33 or RWY 11.

Line-up is possible via:

RWY 33: S2, S3, D2, A0

RWY 11: N1, N2, N3, R

RWY 29 or **RWY 15** will be used for departures. On request, TWR may permit usage of RWY 33 or RWY 11.

Line-up is possible via:

- RWY 29: **E4 i L**
- RWY 15: **A0**
- RWY 33: **A8**
- RWY 11: **C1**

During LVP, departures from intermediate parts of the runways are not permitted.

Departures are forbidden if RVR drops below 125 m.

DEPARTURES

Stands

Stands on terminal are divided into **Schengen area** stands and **non-Schengen area** stands. E.g. if you are departing to Frankfurt, Germany, which is in Schengen area – choose a stand in the Schengen area. If you are departing to Istanbul – choose a non-Schengen stand. If all stands are occupied by other aircraft – choose a remote stand.

Schengen	Non-Schengen	Mixed
1-2, 17-24	5-7, 9-14	3, 4, 15, 16

All departures to non-Schengen area should log on these specific stands or other remote stands. Departures to Schengen area should also log on these specific stands or other remote stands.

STANDARD PARKING POSITIONS	
LOW COST	APN 7A/B, APN 9, APN 10, APN 12
CHARTER	APN 7A/B, APN 9, APN 10, APN 13
REGULAR OPERATORS	APRON 3 (TERMINAL), APN5A/B
GA/VIP	APN 1, APN 11, APN 5B
CARGO	APN 12, APN 13, CARGO APRON

Specific **stands wingspan** can be found in this document - **EPWA** (second page). We strongly recommend you to check stands wingspan before login in.

Start-up, pushback and taxi

Pushback is mandatory at stands **1-25, 47, 48, 53B, 54A, 54B, 61-63, 64-66, 75-76, 708-712, 81, 83, 85-88, 91-98**.

Start-up and pushback

Okecie Ground is responsible for all start-up, pushback and taxi. To ensure an adequate traffic flow, have your tow truck already connected when requesting pushback. On some remote stands pushback is not required, just request start-up and then you can taxi out of stand.

Be advised, that during A-CDM operations you will not be approved start-up outside of your TSAT!

Taxi

Before requesting taxi prepare taxi charts for the aerodrome. This is very helpful for both pilots and controllers.

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

RWY	LIGHT	MEDIUM	HEAVY
11	D	-	-
15	D2, S2, O1, D3	D2, S2, O1, D3	D2
29	E3, R, A4	E3, R	-
33	H2	H2	H2

Pilots unable to accept the reduced take off runs from the assigned or above mentioned intersections shall inform ATC no later than upon start-up.

Take-off and departure

Ground controller will handle you to Tower with “**contact**” or “**monitor frequency**” instruction. If you are advised to monitor frequency – do not transmit, **wait for controller to call you**. When contacting Tower – contact with your callsign only, controller will find you.

Prior to your departure, you should double check your FMC and the transponder: make sure you have the correct SID, your squawk code set and the transponder operating in Mode C. Be ready for departure upon reaching the holding point. In order to keep runway occupancy to a minimum, expect to receive an immediate takeoff clearance. ATC will assume every aircraft at the holding point is able to commence line up and take-off roll after clearance issued with no delay. If you are unable to comply with it, inform Okęcie Tower before being number 1 in departure sequence.

It is very important to strictly adhere to your SID and initial climb until given further instructions! When contacting the new controller, you should listen for other traffic talking on frequency to not interrupt them.

ARRIVALS

Arrival procedures

Entry to TMA Warszawa shall be planned via one of the following entry fixes: **AGAVA, BIMPA, LIMVI, LOGDA, NEPOX, SORIX**.

Expect being assigned the correct STAR.

As with SIDs, RNAV equipment is required. If you are unable to follow the procedure, put it in your flight plan and inform the ACC controller on initial contact. You may expect vectors for arrival.

Entering TMA Warszawa you have to reduce your airspeed according to the charts.

The STARs only define the horizontal flight profile. Every level change (descent) has to be explicitly instructed by the ATC.

After being issued the approach clearance, the STAR shall be continued until established on final.

When traffic load permits, you may expect a shortcut to one of the points of the procedure.

STAR may be cancelled by ATC before FAF/FAP by vectoring to the approach.

Final approach

AVAILABLE APPROACHES

RWY 33: ILS CAT I-III A, RNP, VOR

RWY 11: ILS CAT I-II, RNP, VOR

RWY 15: RNP, VOR

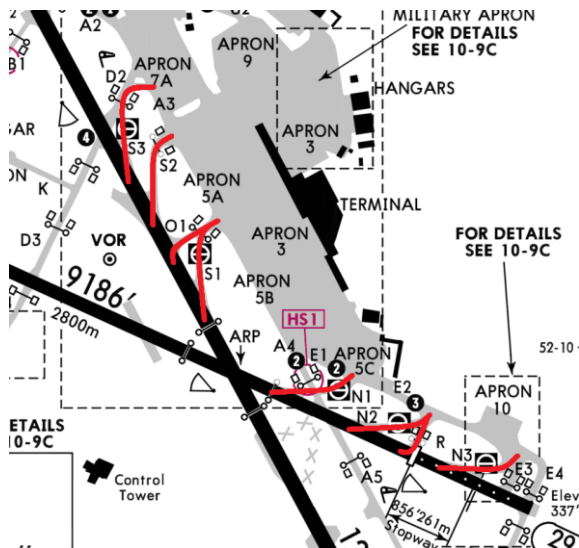
RWY 29: RNP, VOR

During final approach it is advised **to maintain speed of 160 kts or greater** (if possible) **until 4 NM DME**. ATC may impose other speed restrictions.

Runways 11 and 33 are equipped with rapid-exit taxiways.

For **RWY 33** it is preferred to vacate via rapid-exit taxiways **S1, S2 or S3**.

For **RWY 11** it is preferred to vacate via **N1, N2 or N3**.



Make sure to fully vacate the runway (cross the holding point) but hold short of the next taxiway in front of you. Remain on Tower frequency until further advised.

VFR FLIGHTS

Procedures

VFR flights in CTR WARSZAWA/Okęcie are required to **have a flight plan**. Flights shall take place according to the published VFR routes. Shortcuts, other than published, are not permitted.

Constant (cruising) altitude and pattern altitude for VFR flights in CTR EPWA is **1500 ft**. It is caused by dense buildings and high obstacles surrounding the airport. Flights shall not take place below that altitude. Flight above that altitude require coordination with APP or ACC controller (if online).

Descent below 1500 ft is permitted only in close vicinity of the airport, during published holding procedures over VFR reporting points, approaches and runway operations.

During high traffic load, aircraft in VFR flight may be instructed to hold as published over the following points:

Point **ECHO** – Arrival from OSCAR. Holding on the west side of ECHO.

Point **WHISKEY** – arrival from ROMEO. Holding on the south side of WHISKEY.

VFR traffic circuit at EPWA is a non-standard circuit and should be flown according to the restrictions published on the charts.

CTR WARSZAWA/Okęcie is **class D** airspace.

ADDITIONAL INFORMATION

A-CDM

Warsaw-Chopin Airport has implemented an A-CDM System. DELIVERY (or higher) controller may assign a SLOT if traffic situation requires so. In case of SLOT assignment, aircraft must wait for the assigned start-up time.

Pilots may access the A-CDM system under: <https://vats.im/EPWA-CDM>.

SCENERIES AND CHARTS

Charts

You can find actual charts of EPWA in [AIP Poland](#).

X-Plane 11

Freeware: <https://gateway.x-plane.com/airports/EPWA/show>;

Payware: https://store.x-plane.org/EPWA-Warsaw-Chopin-Airport-XP-V2_p_798.html; (outdated)

Prepar3D

Freeware: none 😞

Payware: <https://secure.simmarket.com/drzewiecki-design-epwa-warsaw-chopin-airport-x-fsx-p3d.phtml>; (outdated)

Microsoft Flight Simulator 2020

Freeware: <https://pl.flightsim.to/file/27567/warsaw-chopin-intl-airport-epwa;>
<https://pl.flightsim.to/file/30070/poland-epwa-warsaw-chopin-airport-ground-textures;>

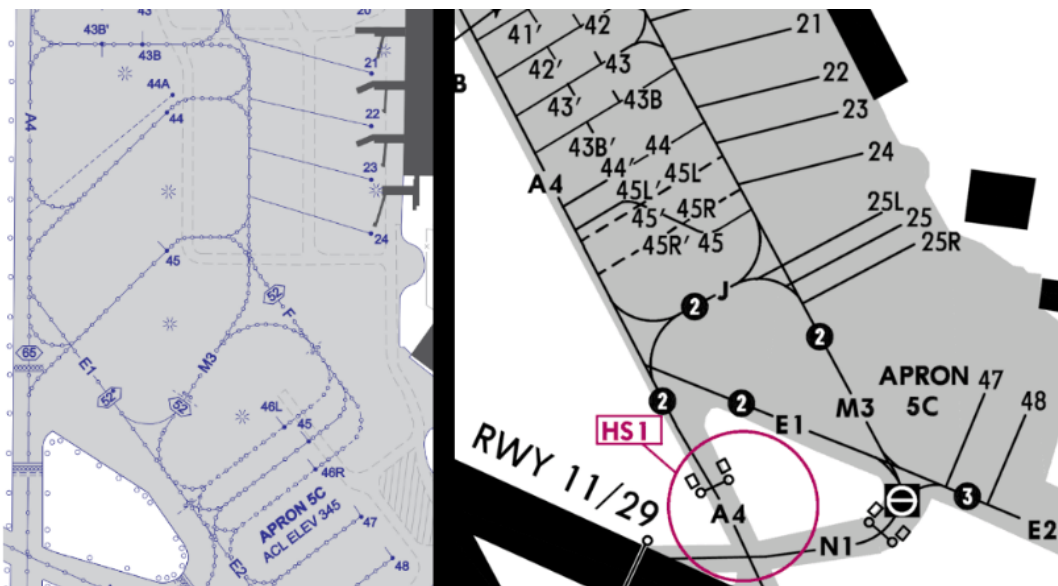
Payware: none

Drzewiecki Design EPWA Scenery

Due to the Drzewiecki Design scenery being outdated, pilots using this scenery shall inform the GROUND controller of the scenery used during initial contact.

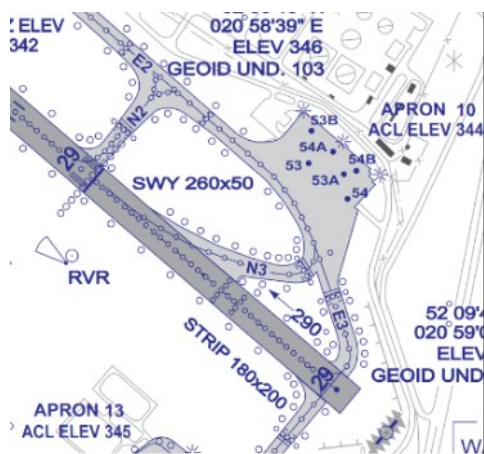
The DD EPWA scenery has multiple discrepancies in comparison to the charted airport layout:

- Change of TWY M routing
- Change of TWY E2 routing
- New TWY J
- New TWY R (in place of former TWY N2)
- New TWY N2 – rapid exit for RWY 11
- New TWY E4 – holding point for RWY 29
- New stands 25, 25R, 25L
- Change of stands 44, 45, 45R, 45L
- Change of stands 31-35
- Change of stands 81, 83, 85-88



Drzewiecki Design 2016

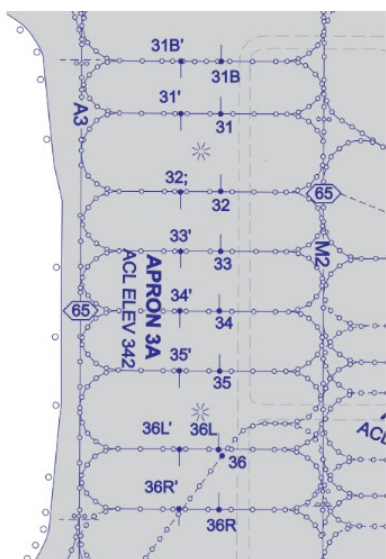
Actual layout 2022



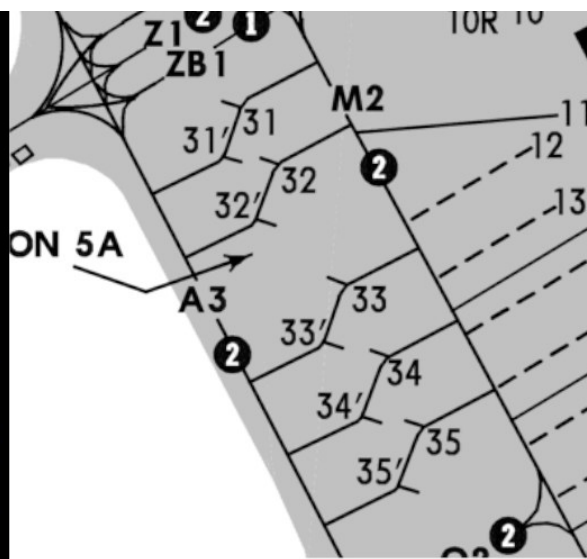
Drzewiecki Design 2016



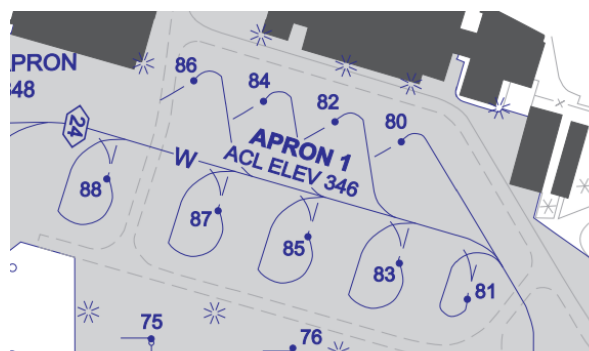
Actual layout 2022



Drzewiecki Design 2016



Actual layout 2022



Drzewiecki Design 2016



Actual layout 2022