

WARSAW CHOPIN AIRPORT

ICAO: EPWA
IATA: WAW



LOCAL AIRPORT PROCEDURES

The following booklet is intended for virtual pilots who have just started their adventure at the biggest Polish Airport: Warsaw Chopin Airport. The airport handles over 50% of general passenger traffic in Poland. Two crossed runways provide a capacity of up to 46 operations per hour! Before the very first login on an apron or show-up on the approach radar scope, please be aware of the following procedures. It makes the fun as real as it gets for a pilot and virtual ATC, as well.

BASIC INFORMATION

The most important thing that needs to be done before you log in is installing an up to date scenery because a taxiway patterns and terminals are shifted in comparison to the default FS scenery. Without installing the scenery, other users will see you taxiing on a grass or through the buildings.

Actual scenery can be find here:

<http://www.pl-vacc.org/pol3/airports.php?d=EPWA>

NOTAMs for vFIR EPWW:

<http://www.pl-vacc.org/pol3/notam.php>

GENERAL INFORMATION

Before log in at the Chopin Airport check the latest NOTAMs out to make sure that none of taxiways or apron stands are closed for instance due to maintenance works in progress etc. Be aware of the preference runway system and keep important frequencies close at hand.

PREFERENTIAL RUNWAY SYSTEM

LANDINGS: RWY 33, 11, 15, 29

DEPARTURES: RWY 29, 15, 33, 11



IMPORTANT FREQUENCIES

Warszawa Approach	128.80 EPWA_S_APP
	125.05 EPWA_N_APP
Warszawa Director	129.37 EPWA_F_APP
Okęcie Tower	118.30 EPWA_TWR
Okęcie Ground	121.90 EPWA_GND
Okęcie Delivery	121.60 EPWA_DEL
Okęcie ATIS	120.45 EPWA_ATIS



DEPARTURES

Stands

It is crucial to log in to the network being at the stand proper for the chosen aircraft.

Maximum wingspan of aircraft on stands:

1 - 2	B734
3 - 8	B738/A321
9	MD11/B763
10, 13, 14, 15	A346/B744/B733
10L, 10R, 11, 12,	
13L, 13R, 14L, 14R, 15L, 15R	B739MD90/A321
16 - 24	B739/A321
31 - 35, 36L, 36R	B734
36, 37	B752/TU154
37L, 37R, 38 - 43B	B739/A321
44, 45	A346/B744/B773
46L, 46R, 47, 48	B739/MD90
61	A124/C5
62, 63	B763
64, 65, 66	MD11/B763
64L, 64R, 65L, 65R, 66L, 66R	B739/A321
71 - 76	MD11/B763
81 - 88	L410
91, 92	B738
93, 94	CRJ2
95 - 97	AT72
101 - 105	B739/A321

When choosing a stand at the passenger terminal pay attention if you destination is located within or outside the Schengen Area. **While jet-ways 5-7 and 9-15 are designated for departures to non-Schengen countries, Jet-ways 1-4 and 16-24 are intended for dealing with flight within the Schengen Area.**

PUSHING BACK AND STARTING UP

It is allowed to start up the engines before the push-back after receiving clearance. Power-back procedures are allowed for the proper turboprop aircrafts.

IFR FLIGHT CLEARANCE AND SID PROCEDURES

Every pilot is obliged to contact Okecie Delivery (or in case of absence, next available position) to receive a flight clearance. Knowledge of the latest ATIS information is very important before contacting ATC as it contains information related to an active runway and local atmospheric pressure.

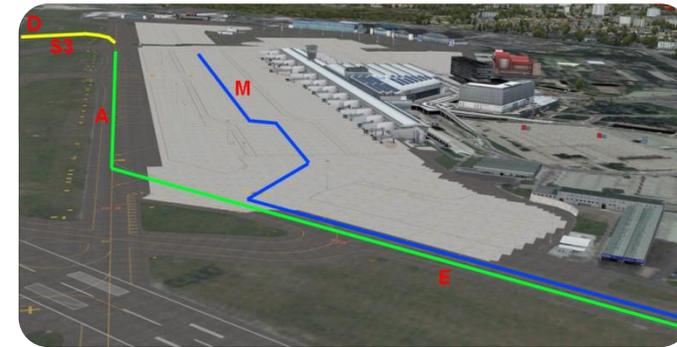
All flights should leave TMA Warszawa via the following exit points: **BAMSO, EVINA, LOLSI, OLILA, SOXER, XIMBA**. A clearance given by ATC consist of a SID procedure related to an exit point and a runway in use. You **should not** place a SID name into a flight plan.

The Chopin Airport procedures are P-RNAV ones. It means your aircraft must be equipped with instruments for an area navigation(FMC, GPS, INS). If you are unable to execute the given procedure you should inform ATC at the very first contact. Then, expect a radar vectoring after departure.

If there is a runway 29 or 11 in use and an aircraft requires a take off run more than 2800m for the runway 29 or 2300m for the runway 11, you must immediately inform the controller on duty and the runway 33 or 15 will be assigned to your aircraft.

TAXIING TO THE RUNWAY

Remember, it's very important to follow ATC instructions precisely. In case of any misunderstanding, it is better to ask for clarification than get into trouble. Usually departures use runway **29** or **15**. If the runway **29** is in use expect taxiing via **M E** or **A E** as shown in the picture below with a blue and green line. For the runway **15**, expect instructions taking the runway via taxiways **S3** and **D** as marked in yellow.



AFTER DEPARTURE

If there was not any other instructions given, after departure immediately contact on frequency 128.80 which is Warszawa Approach or other higher ATC position if APP is not present. **For any SID procedure you are allowed to climb only up to 6000ft** unless a clearance to climb higher was given.



ARRIVALS

Pilots flying to Warsaw should expect an **ILS** approach runway **33** or **11**. Of course, it is a good idea too check the latest NOTAMs!

Flying to Warsaw TMA should be conducted via entry points as follow: **AGAVA, BIMPA, LIMVI, LOGDA, NEPOX, SORIX**. You should expect to receive a proper STAR. STARS like SID procedures, also require an area navigation equipment (FMC, GPS, INS). If you are unable to execute STAR procedure, mark it in your flightplan and inform ATC at the first contact and expect vectors.

When arriving to Warsaw TMA, you must reduce your airspeed according to the requirements presented on charts.

The STAR defines only a vertical path of the arrival. Every single flight level change (descend) has to be directly ordered by a controller.

After receiving clearance for the approach, you need to continue the STAR procedure until established on the localizer. According to traffic, you can expect a shortcut on some following fixes. Execution of the STAR can be aborted by an ATC before reaching FAP with vectors for an approach.

During an ILS approach, **it is advised to maintain IAS 160kts, (if possible) till 4NM DME**. Controller can limit an airspeed anytime.

For the runway 33, if possible, it is suggested that one of rapid-exit taxiways **S1, S2, or S3** be used. For a runway **11**, it will be **N1 or N3**.



Transition Altitude	6500ft
Transition Level	FL80

Warning: If QNH is less than 996hPa at any of controlled airport in Poland then Transition Level is FL90.

NOT FOR REAL WORLD NAVIGATION. FOR VATSIM USE ONLY.

VFR FLIGHTS

Flying according to VFR to/from the Chopin Airport in Warsaw you need to install a VFR points visualisation. The file is available at [Files>Scenery](#) section on the PL-VACC website. After installation you should be able to see “chimneys” where the VFR points should be placed.



Performing departure/arrival you should file a flight plan using VFR points published on charts. In case of heavy traffic you should expect a holding over **E** or **W** point. Pay attention to a proper direction of the holding pattern. You will find this information in the chart called “**VFR arrival, departure and transit routes**” placed at [Files-> Maps](#) section on the PL-VACC website.

Performing traffic patterns over the Chopin Airport you must remember to perform base and final turn correctly. When you approach runway 11 or 15 third and fourth turn should be carried out before Krakowska Avenue without flying to its western side.

For the runway 29 or 33 turns have to be performed before the railway not flying to its eastern side.

Performing traffic patterns correctly, make life of vATC easier and improves service quality.