

# EPWA

## PILOT'S BRIEFING



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### WELCOME TO THE WARSAW CHOPIN AIRPORT

Welcome to the Warsaw Chopin Airport. Thank you for choosing us as your aerodrome, and we hope that you will enjoy our service! Prior to your arrival please read this document carefully as it contains useful and crucial knowledge, that will come in handy during your flight.

Warsaw Chopin Airport (IATA: WAW, ICAO: EPWA) – the largest Polish airport, has been operating since 1934. It was originally known as ‘Warszawa Okęcie’, but since January, 2010, its official name is ‘Warsaw Chopin Airport’. The port is located about 8 kilometres to the south-west from the centre of Warsaw, the Capital of Poland, and covers an area of more than 500 hectares.

The airport handles almost 50% of the total passenger traffic in Poland, which amounts to approximately 16 million passengers per year. The airport offers connections to North America, Africa, Asia and Europe. The most popular European destinations include London, Paris, Frankfurt and Amsterdam. Domestic flights offer connections to Wrocław, Krakow and Gdansk.

At present there are two passenger terminals, the recently extended Terminal A and the General Aviation Terminal. The Cargo Terminal is located in the southern part of the aerodrome. The airport is also the base for LOT Polish Airlines.

Over 100 stands and gates, 21 taxiways and two asphalt-concrete runways (15/33, 3690 × 60 m, 11/29, 2800 × 50 m) allow the throughput of 34 operations per hour, by aircraft of all categories.

We hope that you’ll enjoy your visit on the Warsaw Chopin airport and that you’ll come back to visit us in the future!

**Before flying, please read the NOTAMs located on <http://pl-vacc.org.pl>**

### SCENERY

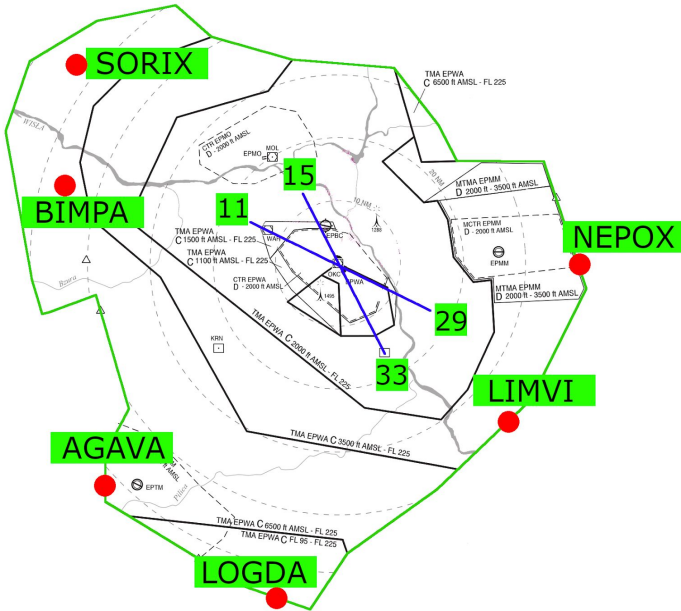
Using up-to-date scenery is mandatory! Our airport has beautiful sceneries made by Drzewiecki Design, that include both payware and free demo versions!

For additional experience you can also install Warsaw City, which covers the terrain near the airport with the city of Warsaw and its high buildings! 😊

You can find both Warsaw City and aerodrome scenery on DD website: [http://www.drzewiecki-design.net/prodEPWA\\_X.htm](http://www.drzewiecki-design.net/prodEPWA_X.htm)

## INBOUND INFORMATION

### STAR STRUCTURE



Your flightplan must finish with one of the points on map, which will also be the first point of your STAR, there's a procedure available for every runway regardless from your selected point, the STAR name is created by adding name of the point, number and designator, for example; AGAVA4U.

RUNWAY	PROCEDURE
33	<u>U</u>
29	<u>V</u>
15	<u>P</u>
11	<u>N</u>

During heavy traffic you can expect holdings. Holdings are published on the STAR charts.

Please be aware that ATC may also issue non-standard holdings on any other FIX, providing the pilot with all necessary information.

### RUNWAY PREFERENCE SYSTEM

Due to noise abatement procedures, navigation equipment and to keep a good flow of traffic, the following arrival runway preference system is used in our local procedures:

PRIORITY	ARRIVAL RUNWAY
1.	33
2.	11
3.	15
4.	29

### AVAILABLE APPROACHES

Runways are equipped with following navigation helps:

RUNWAY	EQUIPMENT	DEFAULT APPROACH
33	VOR/ILS cat III	<a href="#">ILS zulu</a>
11	VOR/ILS cat II	<a href="#">ILS zulu</a>
15	VOR	<a href="#">VOR</a>
29	VOR	<a href="#">VOR</a>

There's also RNAV (GNSS) approach available for each runway.

If you want to make a different approach than default, state so to the approach controller on initial contact. Please remember, that if the controller clears you for the ILS/VOR approach without stating the index (ZULU, X-RAY or YANKEE), you should fly the ILS/VOR ZULU procedure by default.

## FINAL SPEED SEQUENCE

To make traffic flow on final as smooth as possible, keep the speed as assigned by the controller. Should no speed have been assigned to you, maintain at least 180kt until 6nm DME and at least 160kt until 4nm DME.

## VACATING THE RUNWAY

Runways 11 and 33 should be vacated via one of the rapid exits (fast-vacate taxiways). These are as follows:

11	33
N1 – to the left	S1 – to the right
A5 (CARGO APRON)	S2 – to the right
N3 – to the left	S3 – to the right

*Please verify this on the charts prior to landing and choose your breaking force so that you're able to vacate via one of them! If you're unable to do so, inform Okęcie Tower on initial contact. The speed limit on the rapid exit is up to 40 knots.*

After vacating the runway, Okęcie Tower will usually instruct you to contact Okęcie Ground on 121.900 if it's online, after receiving taxi clearance, vacate the rapid exit ASAP, other aircraft may leave the runway into it shortly!

## GROUND MOVEMENT

[Click for the ground chart](#)

## PROCEDURES

The ground controller will assign you a parking position and instruct you which taxiways to follow. Please follow these instructions carefully. **If you are cargo aircraft** – state so on initial contact with Okęcie Ground!

## PASSENGER STANDS

Stands from 1 to 24 (except no. 8) are equipped with jet bridges.

Stands numbers colored in **red** should be used only for arrivals from non-schengen countries, stand numbers in **green** should be used only for arrivals from schengen countries, stand numbers colored in **black** can be used for any type of arrival.

**Max. 36 meters** (A321, B738)

3, 4, 5, 6, 7, 11, 91, 92, 93, 94, 95, 96, 97, 98

**Max. 38 meters** (B757)

17, 18, 19, 20, 21, 22, 23, 24

**Max. 40 meters** (B757)

8, 36, 37, 46, 47, 48

**Max. 61 meters** (B787, B767, A330)

16

**Max. 65 meters** (B777, A340, A350)

9, 12A, 13, 14, 15, 74, 75, 76

**Max. 80 meters** (A380, B748)

10, 44, 45, 71, 72, 73

As you can see, the Warsaw Chopin airport has very limited amount of **heavy** stands, You may expect delays or be sent to temporary holding positions to wait for a free stand. We also kindly ask you to logoff from the network as soon as your engines are shutdown and doors opened! :) **Thank you!**

## CARGO STANDS

Max. 36 meters (A321, B738)

64L, 64R, 65L, 65R, 66L, 66R

Max. 72 meters (B787, B777, A340)

62

Max. 80 meters (A380, B748)

61, 64, 65, 66

## ADDITIONAL INFORMATIONS

### CHARTS

You can find all significant charts and files on our website!

<http://pl-vacc.org.pl/newvacc/files.php>

Also, you can find all charts on Polish AIP;

<https://ais.pansa.pl/aip/index.php>

*Unfortunately the ground chart for EPWA stationed in Polish AIP doesn't match with DD actual scenery - proper chart is on our website.*

## ATC STATIONS

During your flight, you will be transferred between plenty of ATC stations! To ease you readback we have prepared a table with the available ATC stations in FIR Warszawa:

STATION	FREQUENCY	CALLSIGN
EPWW_N_CTR	130.670	WARSZAWA RADAR
EPWW_S_CTR	125.450	WARSZAWA RADAR
EPWA_S_APP	128.800	WARSZAWA APPROACH
EPWA_F_APP	129.370	WARSZAWA DIRECTOR
EPWA_TWR	118.300	OKĘCIE TOWER
EPWA_GND	121.900	OKĘCIE GROUND

### IMPORTANT!

When transferred to **Warszawa Director**, **Okęcie Tower** or **Okęcie Ground**, to minimize frequency occupation, initial call should be limited to **callsign only!**

### FEEDBACK

We encourage you to leave us feedback! This will help us improve ATC quality and local procedures. You can do it by emailing us on [feedback@pl-vacc.org.pl](mailto:feedback@pl-vacc.org.pl)! Thank you!

Also, if you have any questions regarding your arrival or our local procedures, e-mail our Operational Officer on [accpl3@pl-vacc.org.pl](mailto:accpl3@pl-vacc.org.pl)!

*We wish you a pleasant flight to/from Warsaw  
Chopin Airport!*

Goc(-) Radek Fijałkowski  
ACCPL1 – VACC Director

(-) Jakub Goc  
ACCPL3 – Operational Officer

(-) Krystian Zawadzki  
ACCPL5 – Web Services Director