Okecie (Warsaw Frederic Chopin) Airport

IATA/ICAO CODE:	WAW/EPWA
CITY:	Warsaw
COUNTRY:	Poland

AIRPORT CONTACT

No changes reported by the airport in 2011
Verify information below with the airport

Name:	Michal Marzec
Title:	Director of Warsaw Frederic Chopin Airport
Airport:	Warsaw Frederic Chopin Airport
Address:	Warsaw Frederic Chopin Airport ul Zwirki i Wigury 1 P.O. Box 3 00-906 Warsaw 19 Poland
Phone:	+48 (22) 650 1000, +48 (22) 650 3000
Fax:	+48 (22) 846 6824
Email:	pr@polish-airports.com

Airport Web Site: http://www.lotnisko-chopina.pl

ELEVATION: 110.3 (m)

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
15/33	3690	-	33/3.0	60
11/29	2800	29/105.5m	11/3.0	50

NOISE ABATEMENT PROCEDURES
See AIP Poland for details.

Departure from RWY 15, 29 and RWY 33 shall be performed in accordance with the following procedure (**Procedure B**, Doc 8168, "Aircraft Operations", Vol. 1):	
Takeoff to 300 m above airport elevation	Takeoff power Takeoff flaps Climb at V2 + (20 to 40) km/h
At 300 m	maintaining a positive rate of climb, accelerate to zero flap minimum safe maneuvering speed (VZF) retracting flap on schedule; thereafter reduce thrust, consistent with the following: - for high by-pass ratio engines reduce to normal climb power/thrust; - for low by-pass ratio engines, reduce power/thrust to below normal climb thrust but not less than that necessary to maintain the final take-off engine-

	out climb gradient; - for airplanes with slow flap retracting reduce power/thrust at an intermediate flap setting.
At 900 m:	accelerate smoothly to en-route climb speed. NOTE: Airplanes such as supersonic airplanes not using wing flaps for take-off should reduce thrust before attaining 300 m but not lower than 150 m.
The following procedure is recommended for departures from RWY 11 (procedure A, Doc 8168, “Aircraft Operations”, Vol. 1):	
Take-off and climbing to 300 m above aerodrome elevation:	- take-off power; - take-off flap; - climb at a speed of V2 + (20 to 40) km/h
At 300 m:	maintaining a positive rate of climb, accelerate to zero flap minimum safe maneuvering speed (Vzf) retracting flap on schedule; thereafter reduce thrust, consistent with the following: - for high by-pass ratio engines reduce to normal climb power/thrust - for low by-pass ratio engines, reduce power/thrust to below normal climb thrust but not less than that necessary to maintain the final take-off engine-out climb gradient. - for airplanes with slow flap retracting reduce power/thrust at an intermediate flap setting
From 300 m to 900 m:	continue climb at speed not greater than Vzf+20 to 40) km/h.
At 900 m:	accelerate smoothly to en-route climb speed
Note: Airplanes such as supersonic airplanes not using wing flaps for take-off should reduce thrust before attaining 300 m but not lower than 150 m.	
The following procedure is recommended for departures from RWY 11 (**Procedure A**, Procedures for Air Navigation Services - Aircraft Operations (Doc 8168) Vol. 1 - Flight Procedures):	
Take-off and climbing to 450 m above airport elevation	- take-off power/thrust - take-off flaps - climb at a speed of V2 + (20-40) km/h or as limited by body angle.
At 450 m	- reduce thrust to not less than climb power/thrust
From 450m to 900 m	- climb at V2 + (20-40) km/h
At 900 m	- accelerate smoothly to en-route climb speed with flap retraction on schedule.

CONTINUOUS DESCENT ARRIVAL (CDA)

Continuous Descent Approach (CDA) is recommended aircraft operating technique in which an arriving aircraft descends from an optimal position with minimum thrust ad avoids level flight to the extent permitted by safe operations of the aircraft and in compliance with published procedures and ATC instructions.

The air for CDA is to assist pilots to optimize aircraft approach profiles in order to reduce noise impact on the ground and where possible, reduce fuel use and atmospheric emissions.

CDA Technique:
1. Arrange descent to pass 7000 ft AMSL within 25 track miles to touch down.

2. Expect track miles information or base leg information from ATC at or above 7000 ft AMSL.

3. If track miles or base let information received, commence continuous descent to FAP/FAF.

4. At or before downwind position maintain IAS 200 kt or minimum clean speed, whichever is greater.

ATC R/T example at or above 7000 ft AMSL
- 25 track miles to touchdown, when ready descend.
- Expect base let after/before/between WPT.
- Expect full procedure

AIRPORT CURFEWS

Conducting Flights Between 2200-0600 LMT

21.4.1. At Warsaw Frederic Chopin Airport aircraft movements are restricted between 2200-0600 LMT (2100-0500 UTC winter time or 2000-0400 UTC summer time, as appropriate).

21.4.2. Engine tests conducted without protective silencers are prohibited between 2200 - 0600 LMT.

21.4.3. Training test and technical flights is prohibited between 2200 - 0600 LMT.

21.4.4 Except for emergency situations, landing aircraft are recommended to reduce the application of reverse thrust between 2000-0600 LMT.

21.4.5. It is recommended to planning scheduled, not scheduled and ad-hoc aircraft movements between 2200-0600 LMT.

21.4.6. Between 2200-0600 LMT aircraft movements are permitted for aircraft with noise certification in accordance with ICAO Annex 16, Volume I Chapter 3, 4, 5 and 10.

21.4.7. The restrictions on flights between 2200-0600 LMT do not apply to aircraft on
- emergency flights
- search and rescue flights
- air ambulance rescue service
- flights directly connected with public safety or state defense
- flights connected with counteracting natural disasters
- flights with the President, the Prime Minister, the Speaker of the Sejm and the Speaker of the Senate of the Republic of Poland on board and, on reciprocity with persons of equivalent positions in other countries on board.
- flights operated to test air navigation aids or navigation lights and connected directly with the operation of the airport.

21.4.8. All inquiries relating to the operation of aircraft movements between 2200-0600 LMT shall be addressed to:

a) on working days between 0720-1500 LTM

FAX: +48-22-650-4938
SITA: WAWPCXH

b) Working days between: 15.00 - 07.30 LMT and holidays:

Manager of Warsaw Frederic Chopin Airport
ul. Zwirki i Wigury 1
00-906 Warszawa
Fax: +48-22-650-2255
AFTN: EPWAYDYX

PREFERENTIAL RUNWAYS

The following preferential runway system has been established for the airport:

Arrivals:
1. Rwy 33,
2. RWY 11,
3. RWY 15,
4. RWY 29.

Departures:
1. RWY 29,
2. RWY 15,
3. RWY 33,
4. RWY 11.

Between hours 20.00 - 04.00 (21.00 - 05.00 respectively in winter time) if atmospheric (and or technical) conditions permit, departures and arrivals at WARSZAWA/Okecie aerodrome will be performed on RWY 15/33. In order to maintain the lowest possible noise level it is highly recommended to avoid extensive reversal thrust and usage of full length of the runway after landing. Crews are requested to reduced take-off power by usage of full length of the runway respectively.

Noise abatement shall not be the determining factor in runway nomination under the following circumstances:

a) if the runway is not clear and dry, i.e. it is adversely affected by snow, slush, ice or water, or by mud, rubber, oil or other substances;

b) for landing in conditions when the ceiling is lower than 150 m above aerodrome elevation or for take-off or landing when the horizontal visibility is less than 1.9 km;

c) when the cross-wind component, including gusts, exceeds 28 km/h;

d) when the tail-wind component, including gusts, exceeds 9 km/h;

e) when wind shear has been reported or forecast or when thunderstorms are expected to affect the approaches or departures.

Exceptions to the above rules will be applied only in cases of emergency in order to shorten the arrival route.

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS
Engine tests without protective attenuators are prohibited between 2200-0600 LMT

APU OPERATING RESTRICTIONS - NONE

NOISE BUDGET RESTRICTIONS - NONE

NOISE SURCHARGE

Noise Charges updated 3/2010 - click here

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM
2.21.5. MONITORING THE AVIATION NOISE

21.5.1. The operator of WARSZAWA/Okecie aerodrome permanently monitors the aviation noise emitted into the environment.

The Aviation Noise Monitoring System consists of:

- 7 stationary measurement points,
- 1 mobile measurement station,

- CPU with software,
- CPU connection to aerodrome SSR radar.

Location of the stationary measurement points of the noise monitoring system.

Point No.	Name	RWY	Distance from RWY (KM)	Coordinates
1.	ZALUSKI	11	1.08	52°10'31.7"N 020°55'57.2"E
3.	MYSIADLO	33	6.55	52°05'51.6"N 021°01'35.7"E
4.	ONKOLOGIA	29	3.75	52°08'47.2"N 021°01'59.9"E
5.	MERAL	15	3.19	52°12'08.4"N 020°55'48.2"E
6.	17 STYCZNIA	15	1.28	52°10'54.7"N 020°58'26.8"E
7.	KOSSUTHA	15	7.35	52°14'15.7"N 020°54'30.4"E
8.	URSUS	11	4.53	52°11'27.9"N 020°53'19.9"E

21.5.2. The operator of WARSZAWA/Okecie aerodrome keeps noise certificate records of aircraft operating to/from WARSZAWA/Okecie aerodrome.

21.5.3. All operators of civil aircraft operating to/from WARSZAWA/ Okecie aerodrome are obliged for single submission of a valid noise certificate for each aircraft operating to/from WARSZAWA/Okecie aerodrome; such a certificate shall be confirmed by an appropriate aviation authority of the aircraft operator’s state.

21.5.4. Copies of the aforementioned certificates and any amendments thereto shall be sent by mail, fax or e-mail to:

“Polish Airports”
State Enterprise
Aviation Services Sales Department
ul. Zwirki i Wigury 1
00-906 Warszawa
Phone: +48-22-650-2225
Fax: +48-22-650-2341
E-mail: aerosales.invoicing@polish-airports.com

21.5.5. The noise certificate referred to in point 21.4.2. herein above shall include the following information:

- state and authority issuing the certificate,
- number,
- aircraft type,
- aircraft registration marks,
- aircraft manufacturer’s number,
- engine(s) type and model,
- airscrew type,
- additional noise attenuators,
- MTOW and MLW in kilograms,
- average noise level measured in reference points and expressed in EPNdB,
- allowed noise level in accordance with the requirements of ICAO Annex 16, volume 1, part II expressed in EPNdB,
- basis of certification,
- confirmation that in respect of noise emission the aircraft meets the requirements of ICAO

Annex 16, if the restrictions specified in the valid Flight Operation Instructions are fulfilled,
- signature of person issuing the certificate,
- date of issue.

21.5.6. The noise certificate referred to in point 21.5.2. shall be drawn up in English or in Polish if the carrier is Polish.

FLIGHT TRACK MONITORING SYSTEM

Yes - See information under Noise Monitoring System

NOISE LEVEL LIMITS - NONE

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

As from May 2004 it is prohibited to perform flight operations at aerodromes situated in the territory of the Republic of Poland by airplanes not complying with the noise requirements prescribed according to the provisions of Chapter 3 of Annex 16, Volume I, Part II to the Convention on International Civil Aviation.)Legal basis" Regulation of the Minister of Infrastructure of 19 May 2004 on the operation prohibition for aircraft not complying with the environmental protection requirements related to noise emissions (OJL No 103/1089, 01.05.2004) implementing Council Directive 92/14/EEC of 2 March 1992 on the limitation of operation of aero planes covered by Part II, Chapter 2, Volume 1 of Annex 16 to the Convention on International Civil Aviation (OJ EC No L 76, 23.03.1992))

The prohibition applies to all civil subsonic jet aero planes, performing flight operations to/from the Republic of Poland, with a maximum take0off mass of 34,000 kg or more or with a maximum internal accommodation, according to the airplane type certificate, consisting of more than 19 passenger seats, excluding any seats for crew only.

This prohibition does not apply to aero planes entered on EU Member States registers after 1 November 1990.

Pursuant to Article 5 (1) of the a/a/m/ Regulation the President of the Civil Aviation Office may issue a permit to perform temporary flight operation from/to the Republic of Poland by an aero plane certificated under Chapter 2 if:

1) flight operations performed with the aero plane in question do not justify, due to their exceptional nature, the applying of the flight prohibition to that particular aero plane (e.g. rescue flights, humanitarian aid fights);

2) the aero plane performs non-revenue flights for the purpose of alterations, repair or maintenance thereof.

In such cases the carrier may apply to the CAO President for an appropriate permit, submitting the following data:

- airplane type and identification marks
- type of operations, substantiating their exceptional nature
- name of Polish airport to which the flights are going to be performed

- period of validity of the permit to be issued
- planned landing and take-off times.

These operations are allowed to be performed exclusively at airports, where aircraft noise is not burdensome to the local community and not during night hours.

CHAPTER 3 RESTRICTIONS - NONE