

## WARSAW (WAW/EPWA)

Elevation 361ft

### CATEGORY B

AV brief – not required

### GENERAL

- Warsaw (Chopin) is 5 nm SW of the city.
- Babice airfield 6.6 nm NNW on the extended centre line of Rwy 33.

### Threats

#### CFIT

- Obstructions 4 nm N reaching ~1,200ft asl. 6 nm SW obstruction to ~1,600ft asl.
- Power lines cross short finals Rwy 33.
- Engine failure at heavy weight – ensure accurate SID is flown Rwy 29 due masts.

#### Special Considerations

- Rwy 29 has a considerably inset landing threshold.
- Altimetry as per Western Europe. Metric Units if reqd approximate conversions are: WIND km/hr/2 = knots m/sec × 2 = knots ROC/ROD m/sec × 200 =ft/min (Conversion tables available)

### ARRIVAL

#### Diversion Airports

KRAKOW	KRK/EPKK	133 nm/200°T	CAT B
GDANSK	GDN/EPGD	160 nm/326°T	CAT A
BERLIN	BER/EDDB	274 nm/273°T	CAT A
PRAGUE	PRG/LKPR	282 nm/244°T	CAT A
VIENNA	VIE/LOWW	297 nm/215°T	CAT A
BUDAPEST	BUD/LHBP	292 nm/193°T	CAT B

### Approach

- Expect direct routings inbound.
- Preferred Rwy system.
  - LDG: RWY 33; 2. RWY 11; 3. RWY 15; 4. RWY 29
  - TKOF: RWY 29; 2. RWY 15; 3. RWY 33; 4. RWY 11
  - RWY 15/33 is preferential for code letter F ACFT. If there is no access to RWY 15/33, it is possible to use RWY 11/29.
- IF TANKERING fuel inbound to Warsaw with a full passenger load beware arriving above max landing weight if ATC have given many direct routings across Europe.
- Circling is prohibited in the sector 337° through N to 102°.

- BIMPA 4U STAR via OTMUL Rwy 33 preferred giving long right hand downwind. Be prepared for direct LDZ to 10 nm finals reducing track miles considerably.
- ATC normally require that speed restrictions are adhered to.

### GROUND

- If the surface wind exceeds 20 m/sec (40 kts) all ramp staff are withdrawn. No unloading, loading, catering or refuelling is allowed.
- During LVPs follow me vehicle used.
- Rwy reported slow to drain.
- **A319/A321** is not displayed on stand guide-in system; only **A320** is displayed and is operated manually by a marshaller who is out of view. This is approved.
- Refuelling is not permitted with passengers on board.

### DEPARTURE

- If airstart unit is required advise ground staff on arrival. Specialist personnel required to operate.
- Call Delivery 10 mins prior to pushback/engine start.
- Contact Ground for push/taxi.
- Departure slot may be required; check with BA staff.
- Be prepared for a lengthy ATC Clearance delivered at speed.
- Runway 29 is very rough on departure.
- Contact Warsaw Approach as soon as possible after take-off.
- Aircraft are usually climbed under Radar. Warsaw is noise sensitive.

### BAV Crew Reports

- *ACARS is reported as "NO COMM" on stands 11, 12 and 30 whilst jetty is attached.*

### WEATHER

- Mar-Apr rapid melt of Winter ice and snow. Frequent low st.
- May-Aug slow moving large thunderstorms afternoon and evening. Occasional morning fog.
- Sep-Oct temperature falls rapidly. Morning fog slow to clear.
- Nov-Feb Snow. Weather depends on Siberian High. Warsaw usually on the NW of the circulation and gets S'ly winds. Frequent low cloud and persistent fog. N'ly winds bring intense cold.

**OPERATIONAL INFORMATION**

<b>Handling Agent</b>	WARSAW AIRPORT SERVICES
<b>Handling Agent VHF</b>	131.95/SPEEDBIRD 131.65
<b>Potable Water</b>	Uplift Permitted

<b>IF ONLY Electrical Power is required</b>	Airport (FEGP) – Use ground power at all times GHA (GPU) – is not available – use APU instead
<b>If BOTH electrical power and air conditioning is required:</b>	<b>DO NOT USE ANY GROUND SERVICE – use APU instead</b>