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Airport Information For EPWR

Terminal Charts For EPWR

Revision Letter For Cycle 21-2020

Change Notices

Notebook

General Information

Location: WROCLAW POL
ICAO/IATA: EPWR / WRO
Lat/Long: N51° 06.2', E016° 53.1'
Elevation: 406 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 4.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0524 Z
Sunset: 1551 Z

Runway Information

Runway: 11
Length x Width: 8212 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 406 ft
Lighting: Edge, ALS, Centerline

Runway: 29
Length x Width: 8212 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 401 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 124.330
Wroclaw Tower: 120.255
Wroclaw Clearance Delivery: 121.805
Poznan Approach: 127.230
Poznan Approach: 128.925

EPWR/WRO
STRACHOWICE

JEPPESEN
12 OCT 18 10-1P

WROCLAW, POLAND
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 124.330

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

Apply noise abatement procedures applicable for the given type of ACFT to reduce noise in the direct area of the AD.

1.2.2. PREFERENTIAL RWY SYSTEM

The following noise abatement RWY preference system has been established:

Arrivals

1. RWY 29
2. RWY 11

Departures

1. RWY 29
2. RWY 11

Between 2200-0600LT, weather and (or) technical conditions permitting, the following RWY preference system is in force:

Arrivals

1. RWY 11
2. RWY 29

Departures

1. RWY 29
2. RWY 11

Noise abatement shall not be the determining factor in RWY nomination when:

- a) RWY is not clear and dry, i.e. due to snow, slush, ice, water or mud, rubber, oil or other substances.
- b) For landing in conditions:
 - ceiling lower than 500' above APT elevation or VIS less than 1900m; or
 - approach requires vertical minima greater than 300' above APT elevation and:
 1. the ceiling is lower than 800' above APT elevation; or
 2. the VIS is less than 3000m.
- c) For take-off when VIS less than 1900m.
- d) When windshear has been reported or forecasted or when thunderstorms are expected to affect the approach or departure.
- e) When the cross-wind component, including gusts, exceeds 28km/h (15 KT), or the tail-wind component, including gusts, exceeds 9km/h (5 KT).

1.2.3. LIMITATION OF NOISE EMISSION

It is recommended to limit the use of reverse thrust; use the extended landing run and reduce the engine power during take-off by using the full distance of the RWY. These restrictions do not apply in emergency situations.

Between 2200-0600LT ACFT landing on RWY 29 shall taxi to APN 1 and APN 3 by using the RWY, if the air traffic situation permits.

Between 2200-0600LT ACFT landing on RWY 11 shall taxi to APN 2 by using the RWY, if the air traffic situation permits.

Self-propelled ACFT shall taxi on aprons with minimum engine power.

The operating time of the ACFT equipment or the use of APUs or GPUs should be reduced to a minimum.

Any engine tests are allowed with the permission of the Airport Duty Officer.

The intention to carry out engine tests should be notified in writing to the Airport Duty Officer (dyzurny@airport.wroclaw.pl) with details of the person responsible for the tests.

1. GENERAL

The place designated for tests of engines requiring power settings above idle is the de-icing pad situated at TWY A1. Exceptions are possible only with the approval of the Wroclaw-Strachowice administration.

Only one engine test requiring power settings above idle may be carried out per day. The tests may be carried out only between 0600-2200LT. Exceptions are possible only with the approval of the Wroclaw-Strachowice administration.

Towing/taxiing of ACFT to/from de-icing pads only with Follow-me service.

Engine tests with idle power are allowed only on ACFT stands (APNs 1, 2, 3, 4). Exceptions are possible only with the approval of the Wroclaw-Strachowice administration. Engine tests should be carried out on screened stands 8-12.

Engine tests with idle power are to be carried out only between 0600-2200LT. Exceptions are possible only with the approval of the Wroclaw-Strachowice administration.

The above-mentioned provision related to hours of conducting engine tests with idle power does not apply during current ACFT pre-flight maintenance check.

1.2.4. NOISE MONITORING

ADS-B transponders to be switched on before entering and exiting the WROCLAW TMA.

Civil operators are obliged to submit on a one-time basis a valid noise certificate for each ACFT. Such a certificate shall be confirmed by the appropriate aviation authority of the ACFT operator's state.

Noise Monitoring Point	Name	Coordinates
1	Harcerska	N51 04.9 E016 57.8
2	PLWSA - MPS-2	N51 05.6 E016 53.8
3	Zarembowicza	N51 06.5 E016 53.5
4	Krzeptowska	N51 07.0 E016 51.1

1.3. LOW VISIBILITY PROCEDURES (LVP)**1.3.1. GENERAL**

The LVP preparation phase will be commenced when the RVR falls to 800m or the base of cloud covering more than half the sky is at 300ft or less.

LVP operations will be commenced when the RVR falls below 550m and/or the base of cloud covering more than half the sky falls below 200ft.

LVP will be terminated when RVR increases to 600m or more and the base of cloud covering more than half the sky reaches 200ft or more and a continuing improvement is anticipated.

1.3.2. DESCRIPTION

During LVP, special ATC procedures will be applied. Pilots will be informed of the commencement of these procedures by radio. The following phraseology will be used: "Low visibility procedures category two in operation".

When special ATC procedures are applicable, a significantly reduced landing rate should be expected due to the requirement for increased (up to 10NM) spacing between arriving ACFT.

1.3.3. ARRIVALS

Arriving ACFT will be required by ATC to use RWY 29 and TWYs C and D4 only.

1.3.4. DEPARTURES

During LVP departing ACFT will use RWY 11 and RWY 29. Take-offs are prohibited if the RVR is less than 125m.

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19 APR 19 **(10-1P2)**

WROCLAW, POLAND
Eff 25 Apr **AIRPORT BRIEFING**

1. GENERAL

1.3.5. OTHER

Taxiing on TWYs equipped with working centerline lights is conducted without the assistance of Follow-me.

Assistance of Follow-me is required on other TWYs when the RVR falls below 550m.

1.4. TAXI PROCEDURES

1.4.1. GENERAL

Ground movement instructions on aprons by TWR.

Apron 1 and TWY A2 not visible from TWR.

Taxiing on aprons and from/to apron 1 along TWY A2 according to marshallers instruction.

Use of aprons 3 and 4 only with Follow-me car and with marshalling guidance.

ACFT push-back and docking from/to hangars on apron 4 with marshalling guidance only.

TWY D1 restricted to MAX code letter C ACFT with wheel base less than 59'/18m.

TWYs E1, E2 and apron 4 available for ACFT with wheel base less than 59'/18m and wheel track less than 26'/8m.

Code letter C ACFT are to taxi on TWYs E1, E2 and apron 4 only with Follow-me assistance.

TWYs D4, E3 and E4 for max code letter B.

Taxiing of ACFT at night and during LVP from/to stop bar on TWYs D1, D4, and E1 thru E4 only with Follow-me assistance.

1.4.2. OPERATIONS BY HIGHER CODE LETTER ACFT

RWYs and TWYs A1, A2, B1, B2, B3, B4 and C are available for code E and F ACFT.

Code E and F ACFT may operate at the APT with the permission of the AD administration. The permission is not required for ACFT in emergency situations and those for which the EPWR APT is an alternate.

For ACFT of code letters D, E and F, backtrack in the vicinity of the touchdown zone with blow-out in the direction of PAPI is prohibited.

Any operations of code E and F ACFT on the TWYs, APNs and de-icing pad shall be carried out with Follow-me assistance.

Crews of four-engine ACFT are obliged to use minimum thrust of outer engines.

1.5. PARKING INFORMATION

Visual Docking Guidance System (VDGS) is available at stands 9 and 12.

ACFT may be parked on stands 51 and 52 for purposes other than de-icing with the permission of TWR controller.

ACFT may use stands following instructions given by VDGS, with Follow-me assistance and according to marshallers instructions.

Stands 1 thru 18, 21 and 22 push-back required.

Stands 17 and 18 not visible from Tower.

ACFT push-back/docking from/in the hangar apron only with marshalling guidance.

Taxiing into stands 27 H and 28 H with engines turned on is forbidden.

Towing into hangar stands occurs after turning off the propulsion engines.

ACFT manoeuvres on the apron in front of the hangar only with marshalling guidance.

Stands for ACFT of code E on apron 1, apron 2 and de-icing pad.

Stands for ACFT of code F on apron 1 and apron 2 and de-icing pad.

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10-1P3

Eff 25 Apr

WROCLAW, POLAND
AIRPORT BRIEFING

2. ARRIVAL

1.6. OTHER INFORMATION

Birds in vicinity of APT.

2.1. CAT II OPERATIONS

RWY 29 approved for CAT II operations, special aircrew and ACFT certification required.

2.2. COMMUNICATION FAILURE PROCEDURE

2.2.1. GENERAL PROCEDURE WHEN NO STARS IN USE AND FOR ACFT NOT APPROVED FOR STAR RNAV 1 OPERATIONS

Set the transponder to 7600 and continue the flight at the last level assigned by ATC to DVOR/DME WCL. Overhead the DVOR descend to an altitude of 3800ft, execute an IFR approach to RWY 29 (VOR Y RWY 29) and land on the most convenient RWY (depending on the wind direction and other circumstances).

It is forbidden to execute a visual approach to RWY 29 involving a northern circling.

2.2.2. PROCEDURE WHEN CONDUCTING A STAR

2.2.2.1. RNAV 1 (P-RNAV) APPROVED ACFT

If a STAR was assigned and the flight crew approved it, set the transponder to 7600, continue the flight according to the FPL and the assigned STAR. Then execute an approach (ILS or VOR) and land. The descent shall be carried out after 2 minutes from setting the transponder to 7600 in accordance with the vertical restrictions specified on the charts.

If a STAR was assigned, the flight crew approved it and the vectoring was initiated, set the transponder to 7600 and continue the flight for 2 minutes (from setting the transponder to 7600) on the assigned heading and at the last assigned and acknowledged altitude. Then continue the flight directly to the FAF/FAP and execute an approach (ILS or VOR) and land. The descent shall be carried out in accordance with the vertical restrictions specified on the charts.

If no STAR was assigned, set the transponder to 7600, continue the flight according to the FPL. Then execute a (VOR Y RWY 29) approach and land. The descent shall be carried out after 2 minutes from setting the transponder to 7600 in accordance with the vertical restrictions specified on the charts.

2.3. NOISE ABATEMENT PROCEDURES

2.3.1. CONTINUOUS DESCENT APPROACH (CDA)

CDA Technique

Arrange descent to pass 7000' within 25 track miles to touchdown.

Expect track miles information or base leg information from ATC at or above 7000', but do not turn on base leg until instructed.

At or before downwind position maintain 220 KT or minimum clean speed, whichever is greater.

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6 SEP 19

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10-1P4

Eff 12 Sep

WROCLAW, POLAND
AIRPORT BRIEFING

3. DEPARTURE

3.1. DE-ICING

ACFT are de-iced on the de-icing pad (DP) located near TWYs B3 and B4.

ACFT may enter the DP only via TWY B3.

The de-icing pad has stands 51 and 52 allowing two ACFT with a wingspan up to 171'/52m to be de-iced at the same time.

The entry into/exit from stands 51 and 52 by ACFT with a MAX wingspan up to 171'/52m shall be carried out without marshaller assistance using visual aids.

Flight crew shall, after reporting to TWR the need for de-icing, taxi to the de-icing pad without assistance.

ACFT with a MAX wingspan exceeding 171'/52m may be positioned with adequate safety distances under marshaller guidance only.

After the de-icing procedure is completed, the flight crew shall follow the instructions of TWR controller.

Exceptionally, ACFT de-icing may be carried out on stand 26.

3.2. START-UP, PUSH-BACK AND TAXI PROCEDURES

3.2.1. GENERAL

10 minutes prior to being ready for push-back or start-up, the flight crew shall contact WROCLAW Delivery or WROCLAW Tower for ATC clearance and report the following details:

- ACFT call sign;
- Parking stand number;
- Destination aerodrome;
- Planned cruising level (if other than in FPL);
- Any changes to the flight plan.

ATC clearances are issued not earlier than 30 minutes before EOB/CTOT.

Start-up, taxiing, towing and push-back may be carried out with instructions from Tower.

3.3. NOISE ABATEMENT PROCEDURES

Departures shall be performed in accordance with published SID procedures.

Expect direct routing/shortcuts by ATC whenever possible. After departure from RWY 29 Left turn should be commenced not earlier than after passing WR901.

If no noise abatement procedures adequate for the ACFT type are available, it is recommended that departures be performed in accordance with ICAO Noise Abatement Departure Procedure 1 (NADP1).

3.4. COMMUNICATION FAILURE PROCEDURE

3.4.1. GENERAL PROCEDURE WHEN NO SIDS IN USE

Set the transponder to 7600 and continue the flight at the last level assigned by ATC to DVOR/DME WCL. Overhead the DVOR descend to an altitude of 3800ft, execute an IFR approach to RWY 29 (VOR Y RWY 29) and land on the most convenient RWY (depending on the wind direction and other circumstances).

It is forbidden to execute a visual approach to RWY 29 involving a northern circling.

3.4.2. COMMUNICATION FAILURE PROCEDURE WHEN CONDUCTING A SID

Set the transponder to 7600. Continue the assigned and acknowledged SID. After 3 minutes climb to the FPL flight level. If the ACFT is being vectored, continue on the assigned heading for 3 minutes, then proceed directly to the last SID WPT, climbing to the FPL flight level.

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7 NOV 14

10-2

Eff 13 Nov

WROCLAW, POLAND

RNAV STAR

RNAV ARRIVAL INSTRUCTIONS

1. General

Expect direct routings/shortcuts by ATC whenever possible (especially during off-peak hours). The turn to final approach is usually performed by radar vectors to expedite traffic handling and for separation reasons.

2. Equipment

RNAV-1 approval required to conduct these procedures without additional restrictions. However it is possible to utilize RNAV-1 trajectories by RNAV-5 only approved aircraft.

The following restriction apply: Aircraft equipped with RNAV-5 systems without navigation database, and requiring manual data input are exempted from the utilization of RNAV-1 procedures.

Non RNAV-1 aircraft: advise ATC upon first contact. Radar vectoring will be provided usually along published procedures. Such aircraft may expect delays and/or extended routing during peak hours.

3. Holdings

All holding patterns are available for non RNAV-1 approved aircraft.

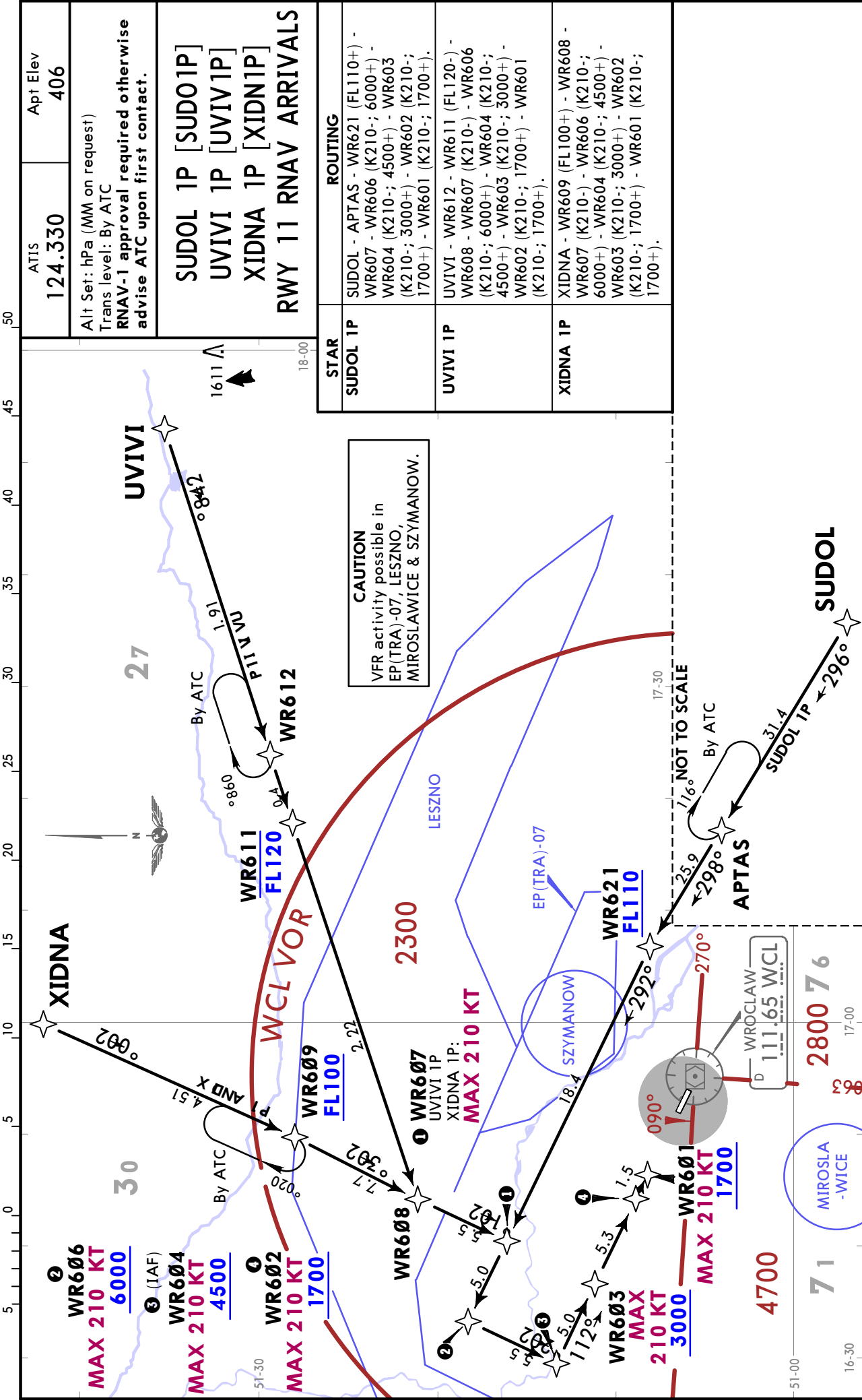
4. Vertical planning

Pilots should plan for possible descent clearance in accordance with vertical restrictions specified on chart. Actual descent clearance will be as directed by ATC. If possible, CDA should be applied.

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5 OCT 18 10-2B Eff 11 Oct

WROCLAW, POLAND
RNAV STAR



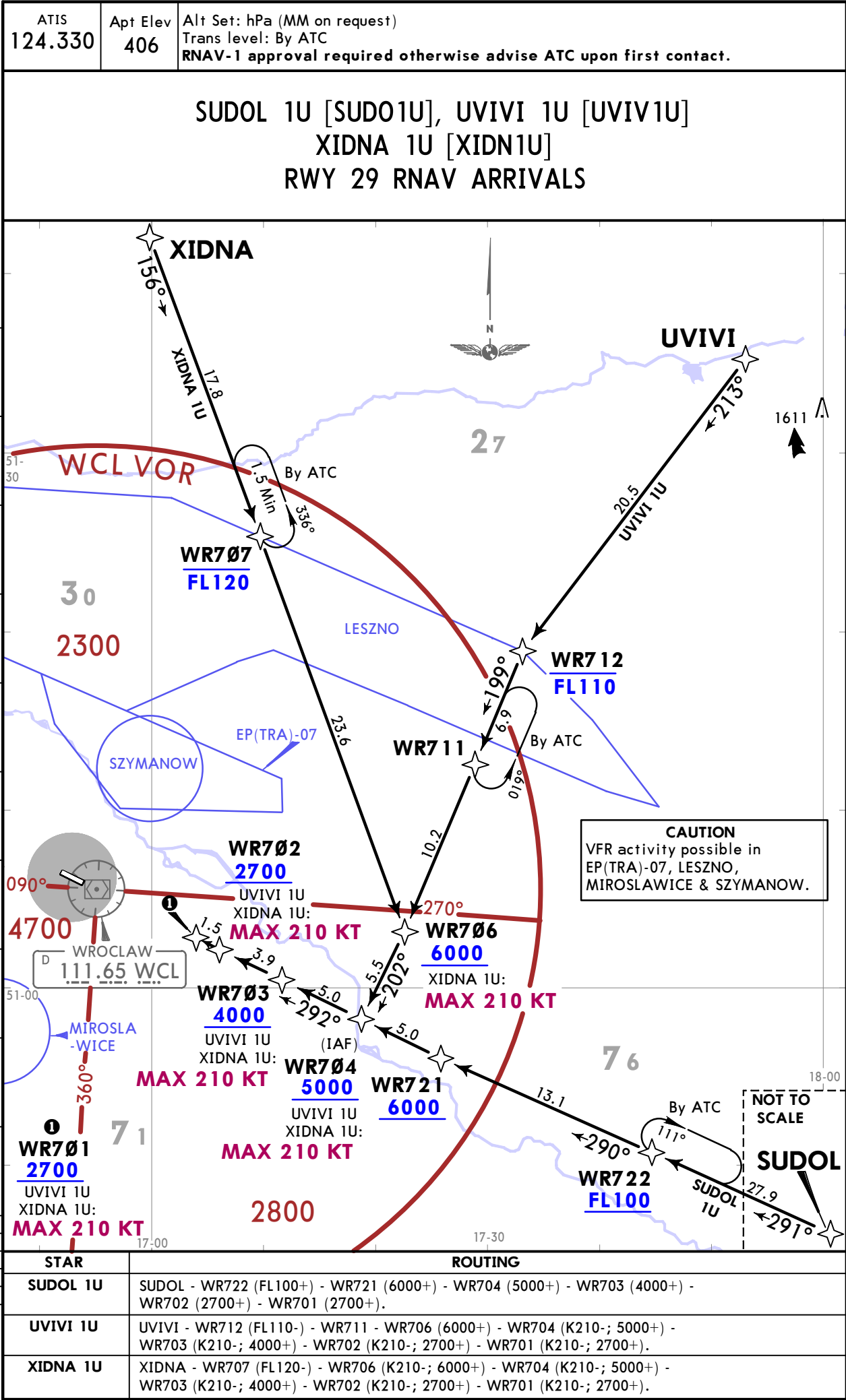
CHANGES: ATIS frequency.

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JEPPESEN
5 OCT 18 10-2C Eff 11 Oct

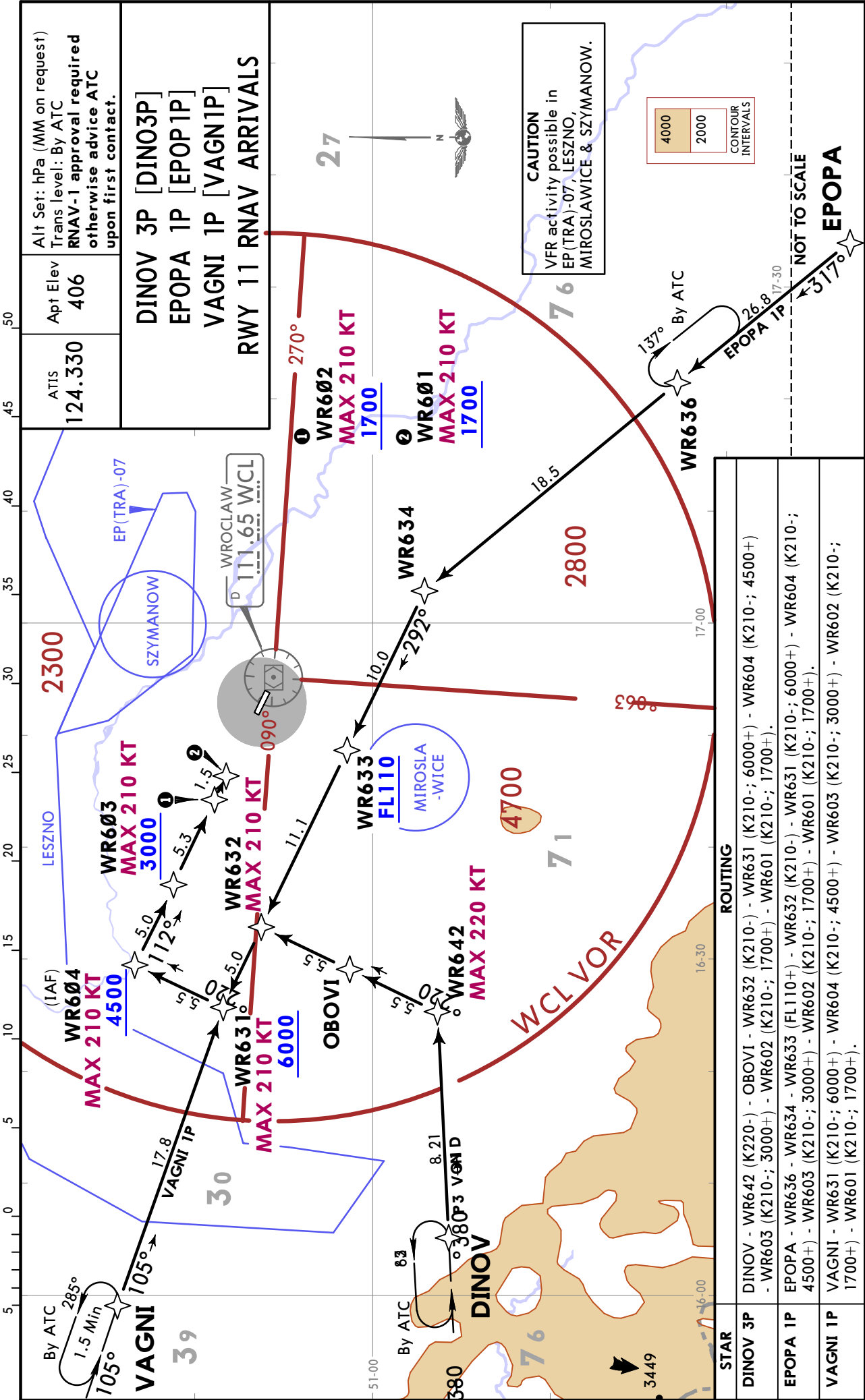
WROCLAW, POLAND
RNAV STAR



EPWR/WRO
STRACHOWICE

JEPPESSEN
5 OCT 18 10-2D Eff 11 Oct

WROCLAW, POLAND
RNAV STAR



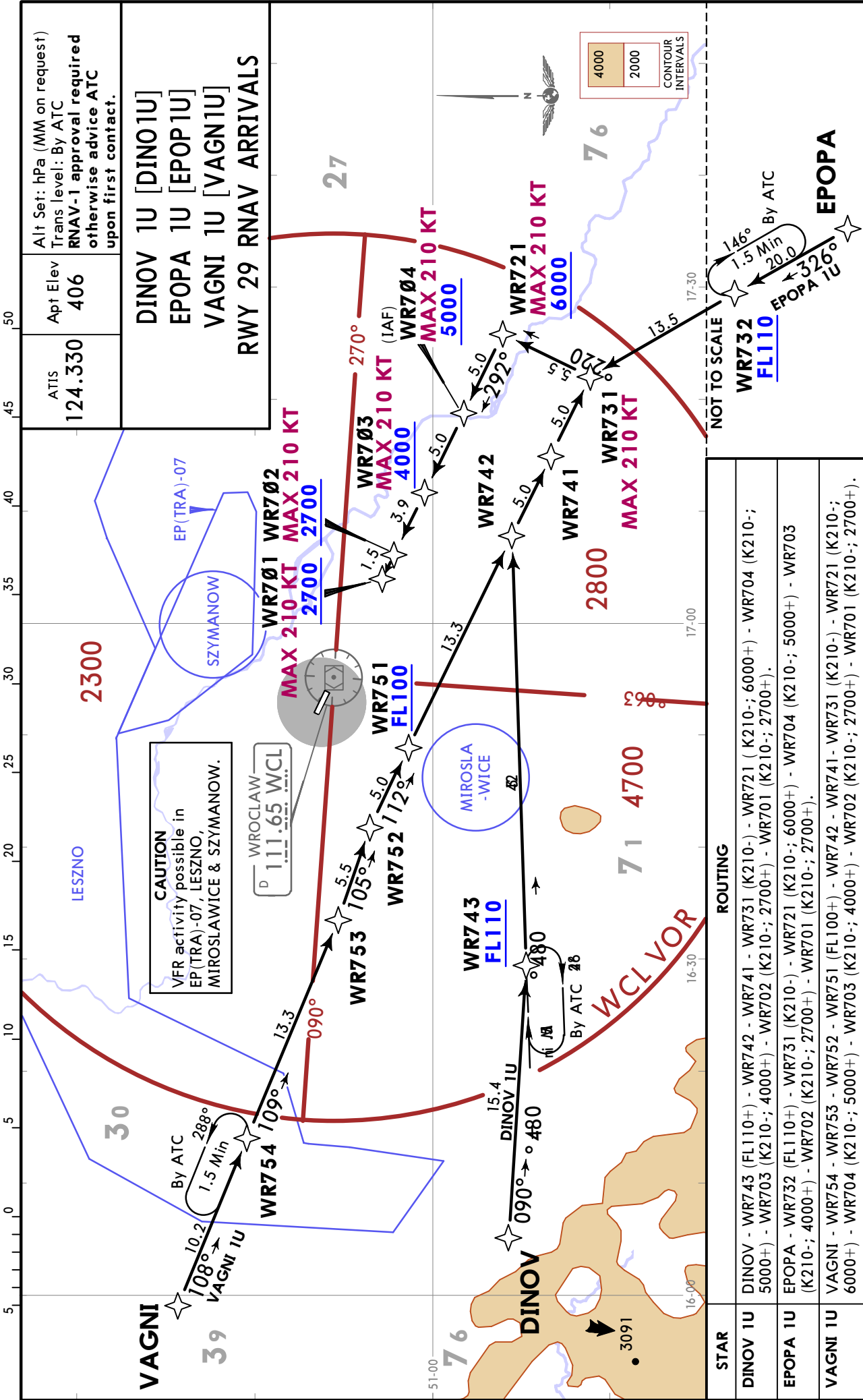
CHANGES: ATIS frequency.

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5 OCT 18 10-2E Eff 11 Oct

WROCLAW, POLAND
RNAV STAR



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 **JEPPESSEN**
7 NOV 14 **10-3** **Eff 13 Nov**

WROCLAW, POLAND
RNAV SID

RNAV DEPARTURE INSTRUCTIONS

1. General

Expect direct routings/shortcuts by ATC whenever possible (especially during off-peak hours).

2. Equipment

RNAV-1 approval required to conduct these procedures without additional restrictions. However it is possible to utilize RNAV 1 trajectories by RNAV-5 only approved aircraft.

The following restriction apply: Aircraft equipped with RNAV-5 systems without navigation database, and requiring manual data input are exempted from the utilization of RNAV-1 procedures.

Non RNAV-1 aircraft: advise ATC before start up. Radar vectoring will be provided usually along published procedures. Such aircraft may expect delays and/or extended routing during peak hours.

3. Vertical planning

If unable to achieve SID profile restrictions request non-standard departure from ATC before start-up.

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31 JUL 20 (10-3B) Eff 13 Aug

WROCLAW, POLAND

RNAV SID

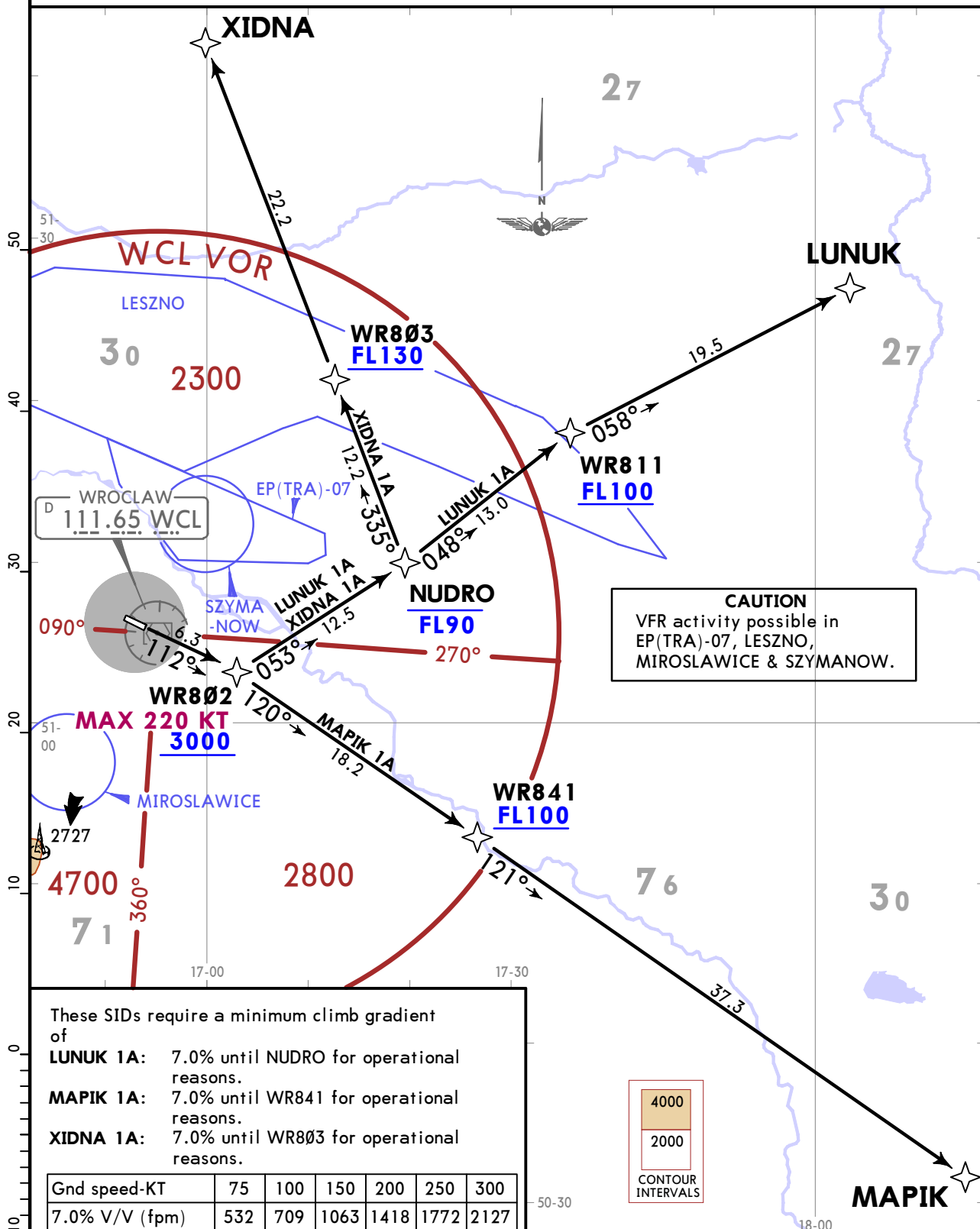
POZNAN
Approach
127.230
128.925

Apt Elev
406

Trans alt: 6500

1. RNAV-1 approval required otherwise advise ATC upon first contact.
2. As soon as possible contact POZNAN Approach after take-off, if not otherwise specified by Tower.
3. SIDs are also noise abatement routings.

LUNUK 1A [LUNU1A], MAPIK 1A [MAPI1A], XIDNA 1A [XIDN1A]
RNAV DEPARTURES
(RWY 11)



SID	ROUTING
LUNUK 1A	WR802 (K220-; 3000+) - NUDRO (FL90-) - WR811 (FL100+) - LUNUK.
MAPIK 1A	WR802 (K220-; 3000+) - WR841 (FL100+) - MAPIK.
XIDNA 1A	WR802 (K220-; 3000+) - NUDRO (FL90-) - WR803 (FL130+) - XIDNA.

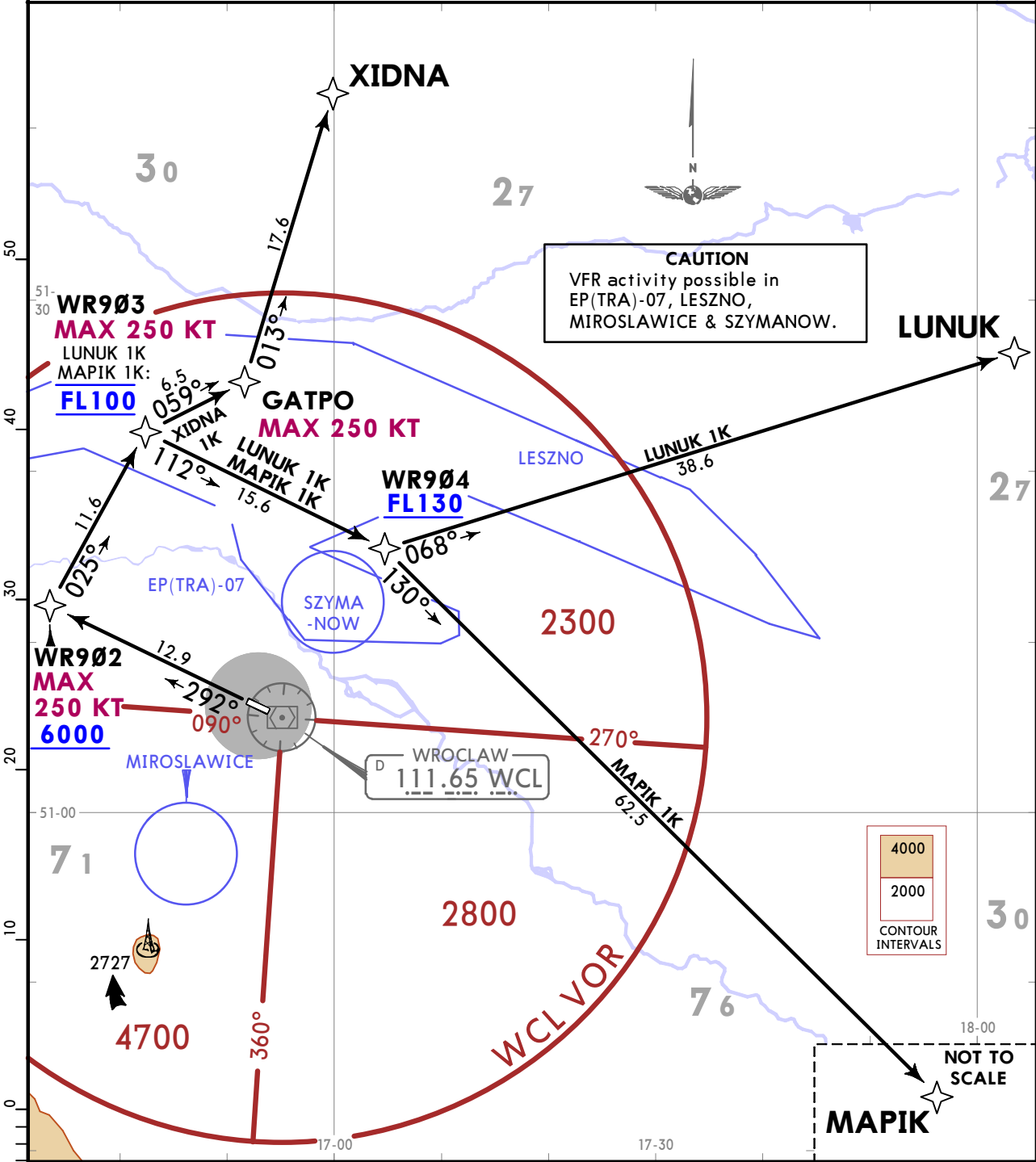
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JEPPESSEN
31 JUL 20 10-3C Eff 13 Aug

WROCLAW, POLAND
RNAV SID

POZNAN Approach 127.230 128.925	Apt Elev 406	Trans alt: 6500 1. RNAV-1 approval required otherwise advise ATC upon first contact. 2. As soon as possible contact POZNAN Approach after take-off, if not otherwise specified by Tower. 3. SIDs are also noise abatement routings.
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LUNUK 1K [LUNU1K], MAPIK 1K [MAPI1K], XIDNA 1K [XIDN1K]
RNAV DEPARTURES
(RWY 29)



These SIDs require a minimum climb gradient
of
LUNUK 1K, MAPIK 1K: 7.1% until WR903 for operational reasons.
XIDNA 1K: 7.1% until WR902 for operational reasons.

Gnd speed-KT	75	100	150	200	250	300
7.1% V/V (fpm)	539	719	1079	1438	1798	2157

SID	ROUTING
LUNUK 1K	WR902 (K250-; 6000+) - WR903 (K250-; FL100) - WR904 (FL130+) - LUNUK.
MAPIK 1K	WR902 (K250-; 6000+) - WR903 (K250-; FL100) - WR904 (FL130+) - MAPIK.
XIDNA 1K	WR902 (K250-; 6000+) - WR903 (K250-) - GATPO (K250-) - XIDNA.

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WROCLAW, POLAND

RNAV SID

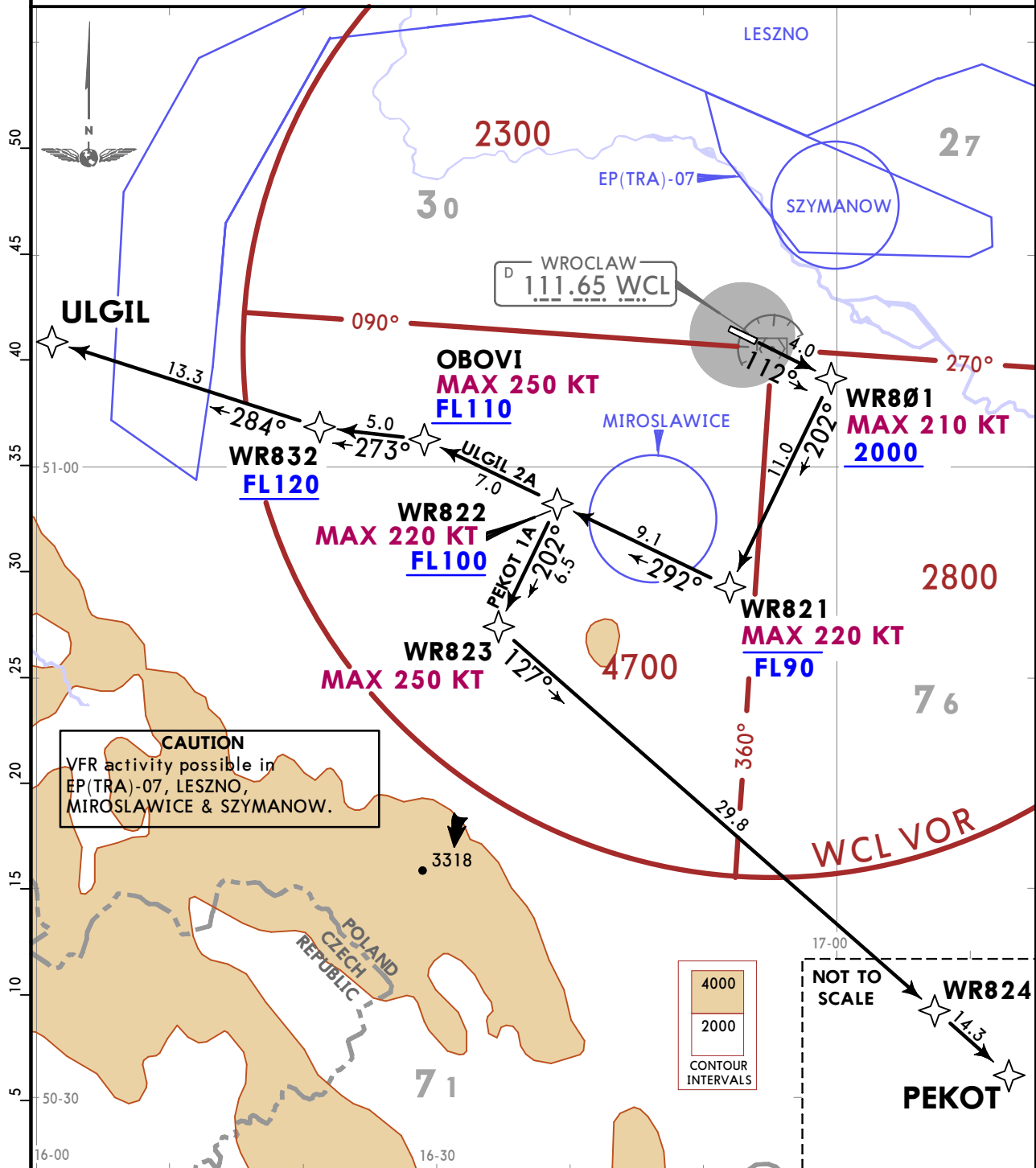
POZNAN
Approach
127.230
128.925

Apt Elev
406

Trans alt: 6500

1. RNAV-1 approval required otherwise advice ATC upon first contact.
2. As soon as possible contact POZNAN Approach after take-off, if not otherwise specified by Tower.
3. SIDs are also noise abatement routings.

PEKOT 1A [PEK01A], ULGIL 2A [ULGI2A]
RNAV DEPARTURES
(RWY 11)



These SIDs require a minimum climb gradient of 7.0% until WR821, then until WR822 due to operational reasons.

SID	ROUTING
PEKOT 1A	WR801 (K210-; 2000+) - WR821 (K220-; FL90-) - WR822 (K220-; FL100+) - WR823 (K250-) - WR824 - PEKOT.
ULGIL 2A	WR801 (K210-; 2000+) - WR821 (K220-; FL90-) - WR822 (K220-; FL100+) - OBOVI (K250-; FL110+) - WR832 (FL120+) - ULGIL.

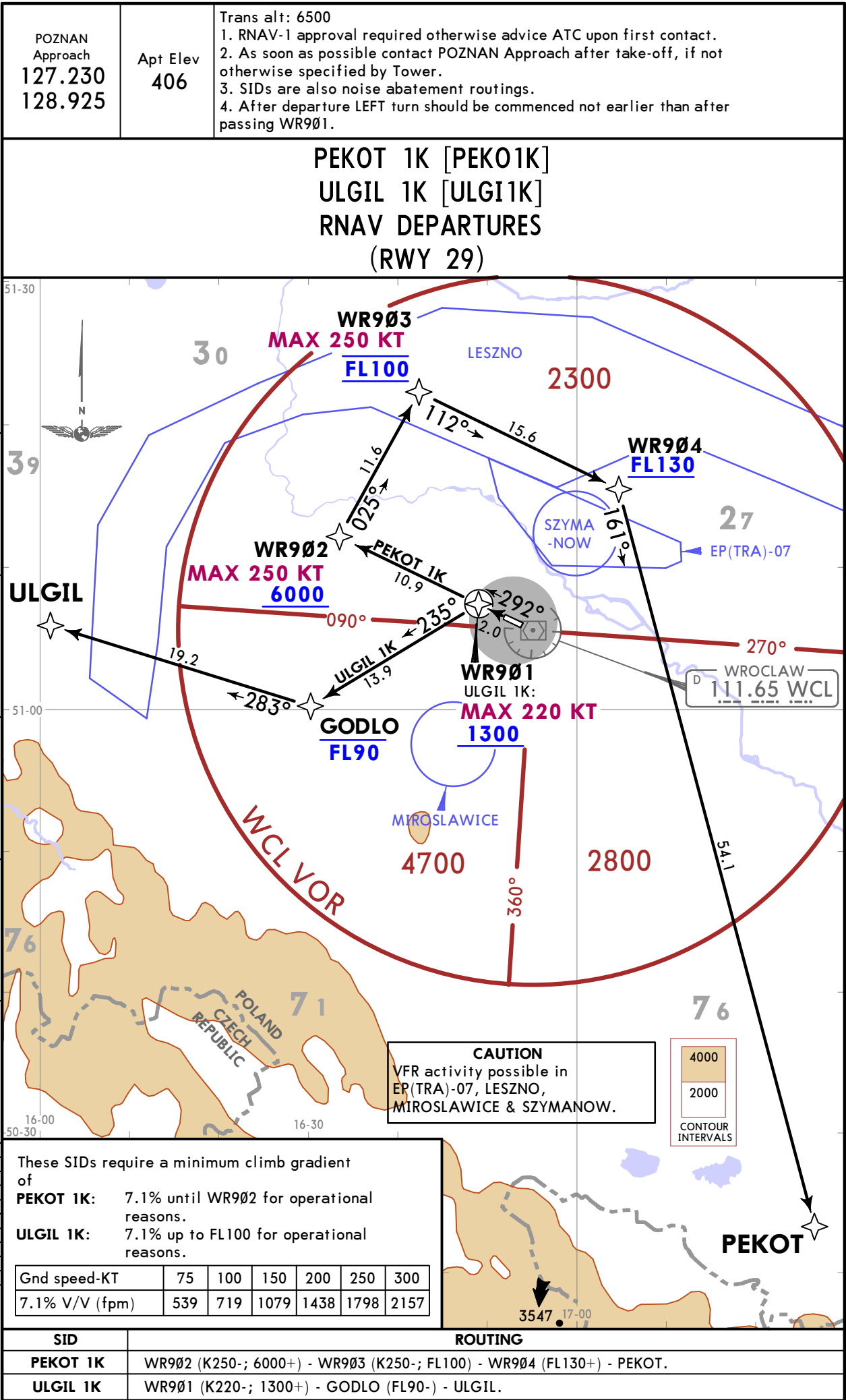
CHANGES: New POZNAN approach frequency established.

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31 JUL 20 10-3E Eff 13 Aug

WROCLAW, POLAND
RNAV SID



EPWR/WRO

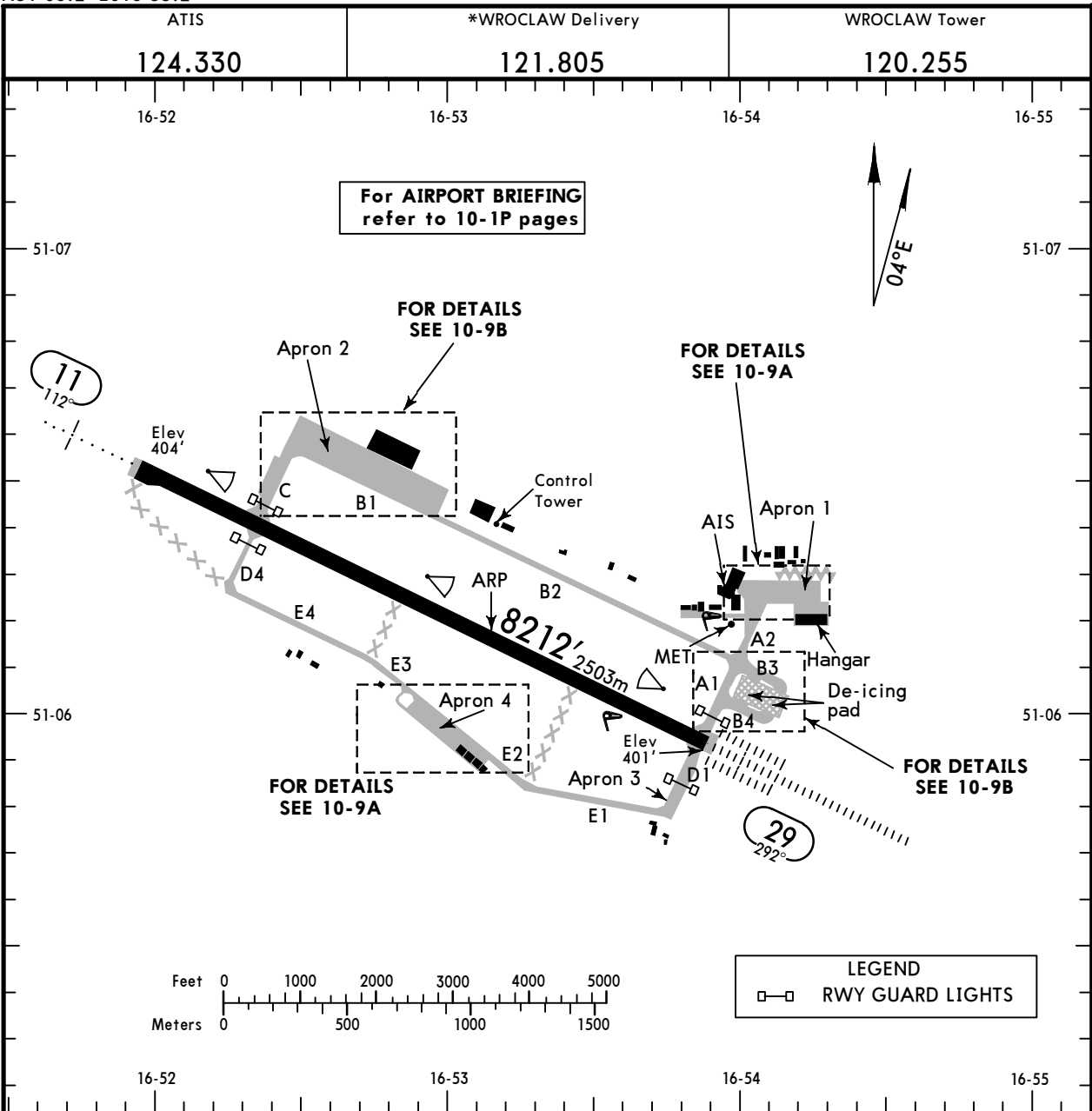
Apt Elev **406'**
N51 06.2 E016 53.2

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19 APR 19 **(10-9)** Eff 25 Apr

WROCLAW, POLAND

STRACHOWICE



ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS			WIDTH
		LANDING BEYOND		TAKE-OFF	
		Threshold	Glide Slope		
11	HIRL (60m) CL (15m) HIALS PAPI-L (angle 3.0°)	RVR		①	148'
29	HIRL (60m) CL (15m) ALSF-II TDZ ②	RVR	7208' 2197m		45m

- ① TAKE-OFF RUN AVAILABLE
- From rwy head 8212' (2503m)
- twy C int 6647' (2026m)
- twy D4 int 6572' (2003m)
- ② PAPI-L (angle 3.0°)

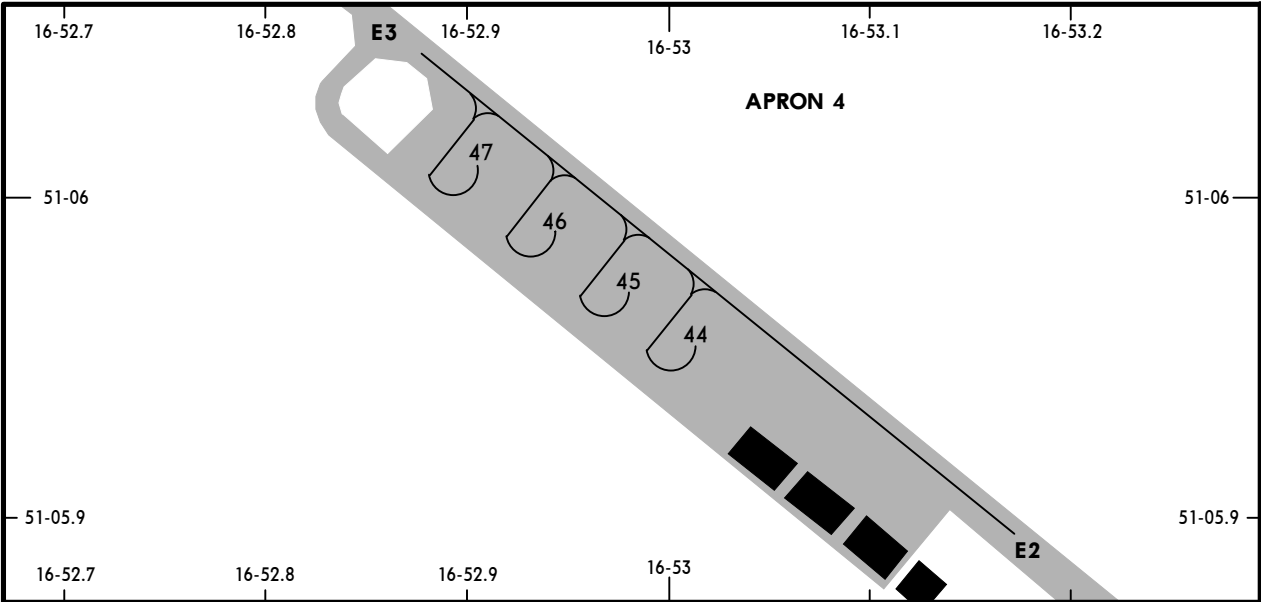
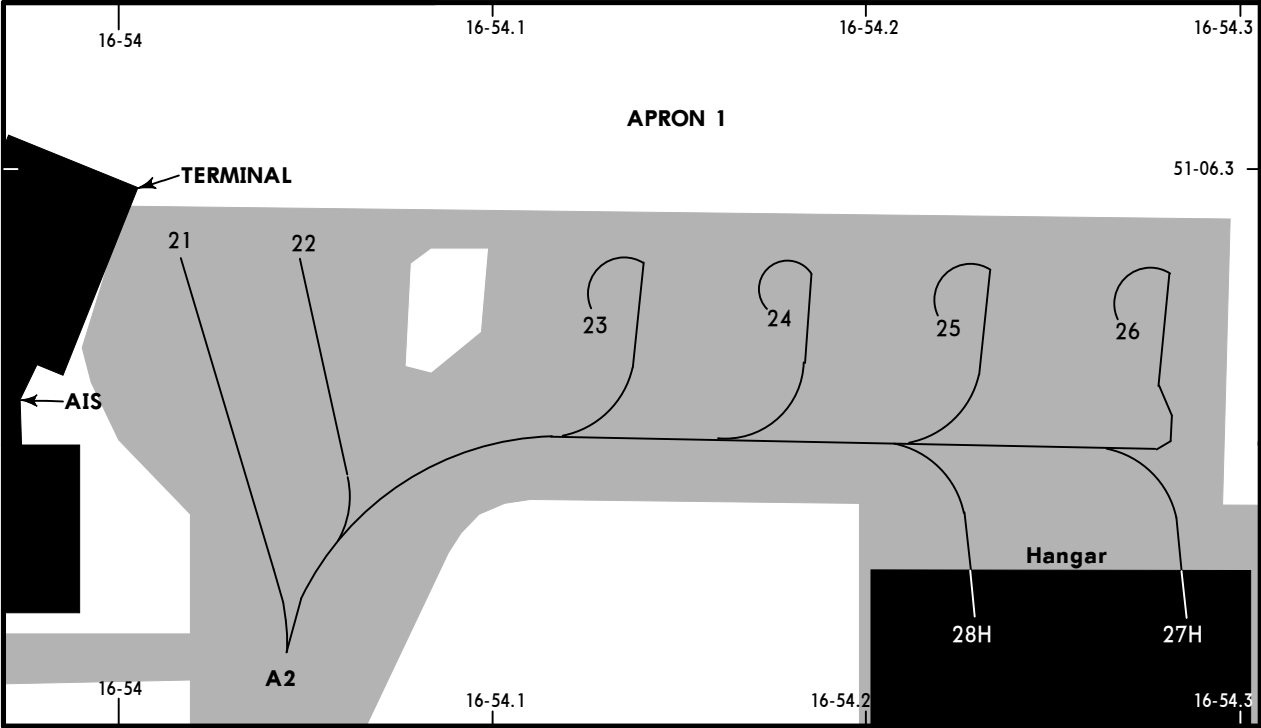
Standard TAKE-OFF						
Low Visibility Take-off						
	HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A						
B	TDZ, MID, RO	TDZ, MID, RO				
C	RVR 125m	RVR 150m	RVR 200m	RVR 300m	400m	500m
D						

CHANGES: De-icing pad.

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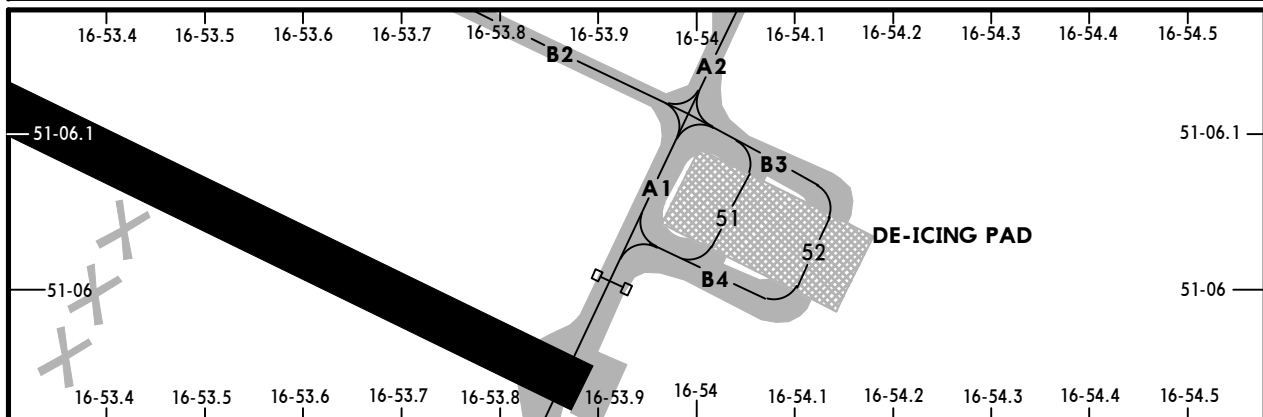
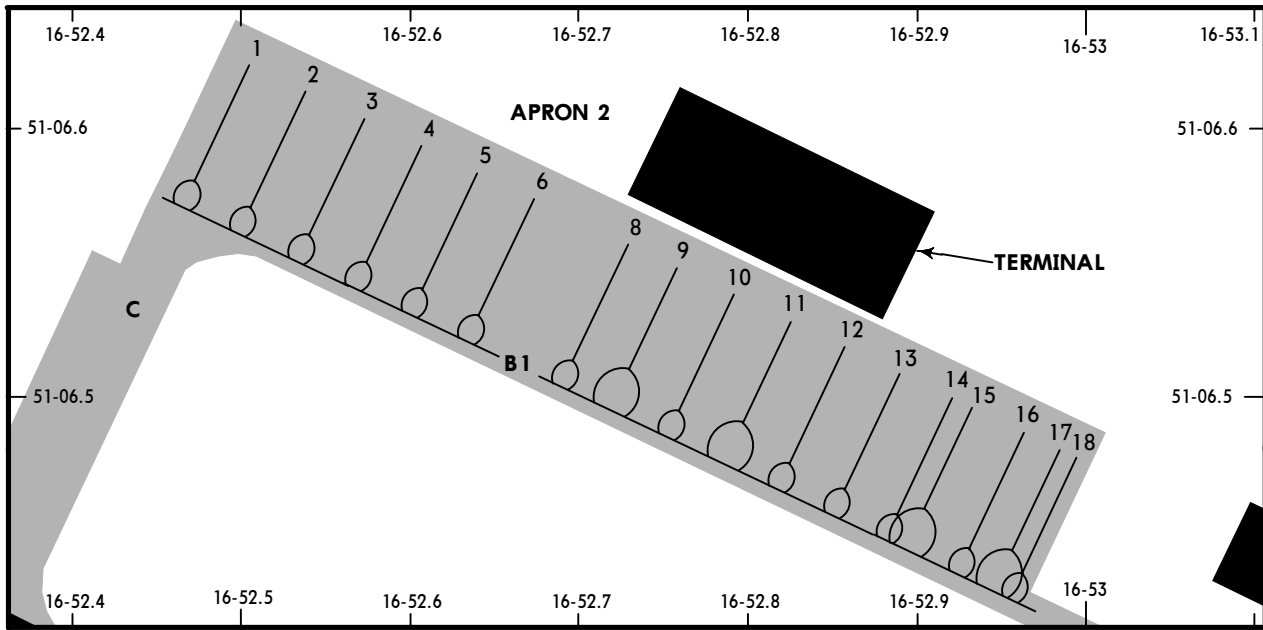


INS COORDINATES			
STAND No.	COORDINATES		STAND No.
	APRON 1		
21	N51 06.3	E016 54.0	44, 45
22	N51 06.3	E016 54.1	46, 47
23	N51 06.3	E016 54.1	
24, 25	N51 06.3	E016 54.2	
26	N51 06.3	E016 54.3	
27H	N51 06.2	E016 54.3	
28H	N51 06.2	E016 54.2	

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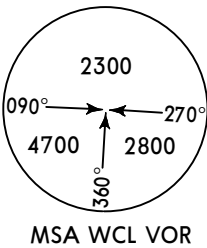
INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
	APRON 2		DE-ICING PAD
1, 2	N51 06.6 E016 52.5	51	N51 06.0 E016 54.0
3 thru 5	N51 06.6 E016 52.6	52	N51 06.0 E016 54.1
6	N51 06.6 E016 52.7		
8	N51 06.5 E016 52.7		
9 thru 11	N51 06.5 E016 52.8		
12 thru 15	N51 06.5 E016 52.9		
16 thru 18	N51 06.5 E016 53.0		

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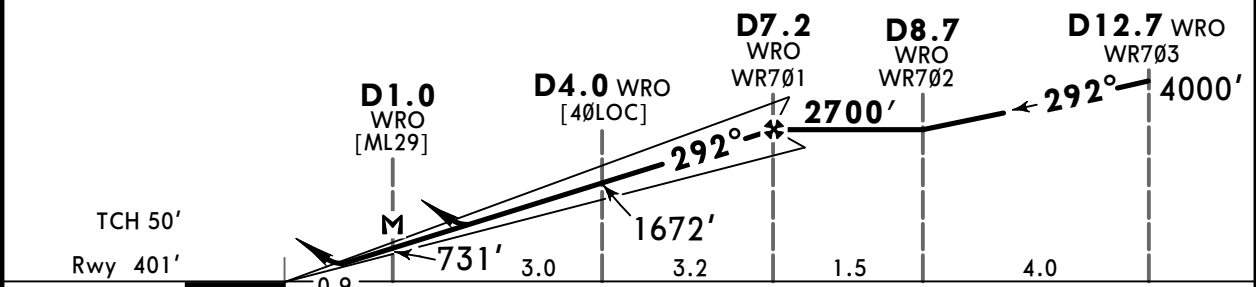
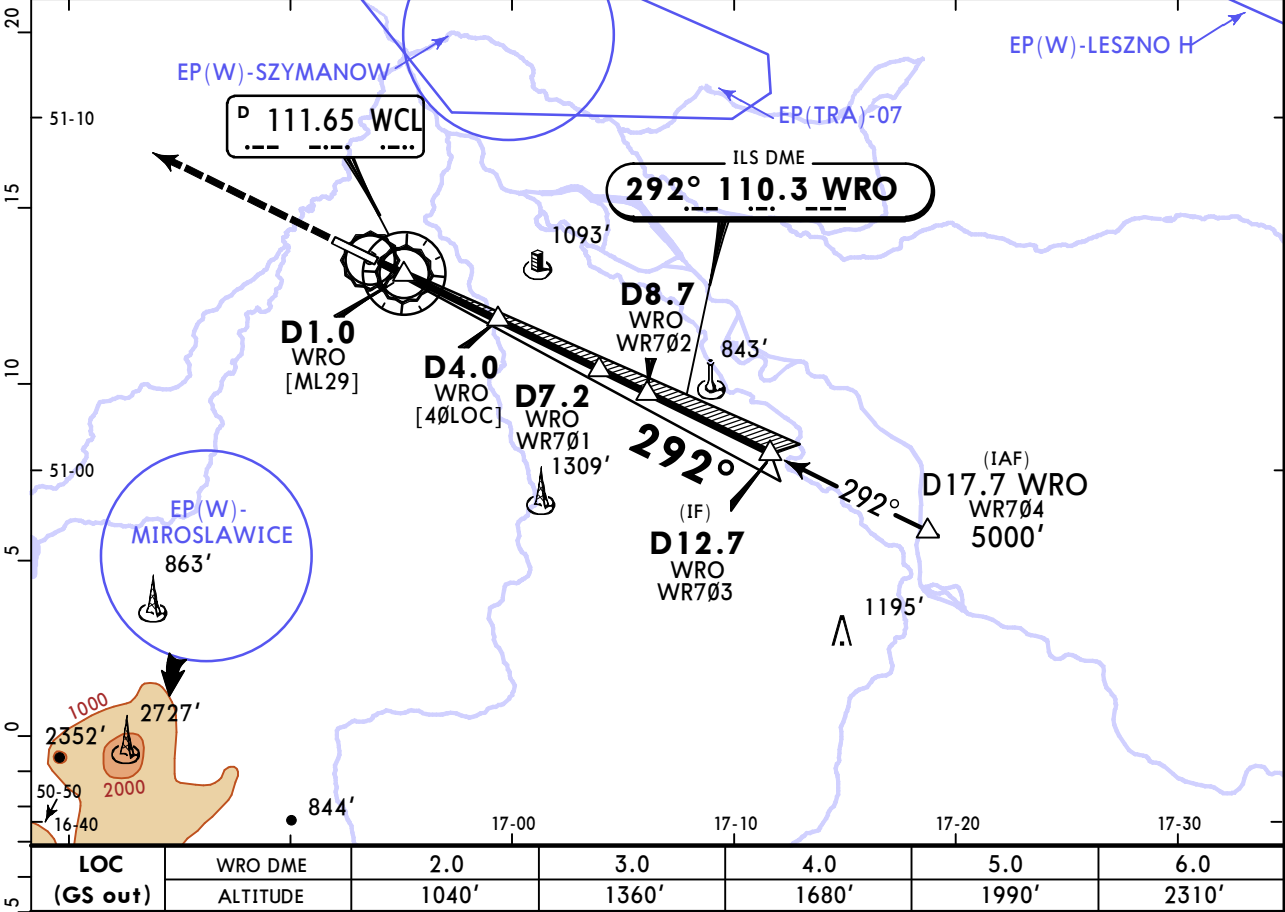
EPWR/WRO
STRACHOWICE

JEPPesen
26 JUN 20 11-1

WROCLAW, POLAND
ILS or LOC Rwy 29

ATIS 124.330		POZNAN Approach 127.230 128.925		WROCLAW Tower 120.255	
LOC WRO 110.3	Final Apch Crs 292°	D7.2 WRO 2700' (2299')	ILS DA(H) 601' (200')	Apt Elev 406' Rwy 401'	
MISSED APCH: Climb STRAIGHT AHEAD to 3000', then as directed.					

Alt Set: hPa Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 6500'
1.VOR and DME required. 2.CAUTION: Possible VFR traffic in EP(TRA)-07 and Leszno, Mirosławice, Szymanow areas after obtaining permission from ATC. 3.Rep WR702 defined for tactical vectoring.



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI
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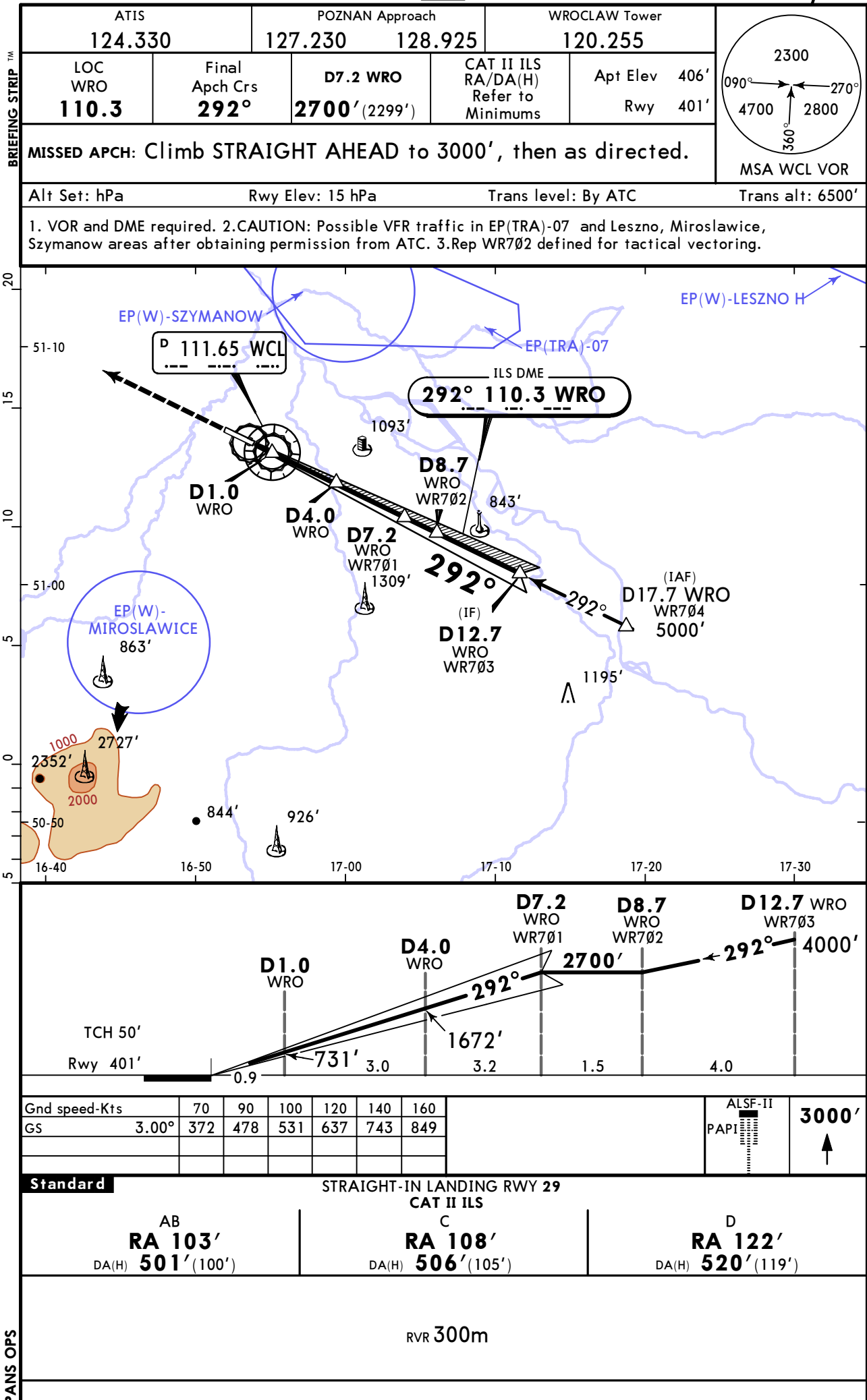
STRAIGHT-IN LANDING RWY 29						CIRCLE-TO-LAND		
ILS			LOC (GS out) CDFA			Not authorized North of airport		
DA(H) 601' (200')			DA/MDA(H) 860' (459')					
FULL		TDZ or CL out	ALS out	ALS out		Max Kts	MDA(H)	VIS
A						100	880' (474')	1500m
B					RVR 1500m	135	910' (504')	1600m
C	RVR 550m	RVR 550m	RVR 1200m	RVR 1400m		180	1010' (604')	2400m
D					RVR 2100m	205	1110' (704')	3600m

■ RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

EPWR/WRO
STRACHOWICE

JEPPESSEN
26 JUN 20 **(11-1A)**

WROCLAW, POLAND
CAT II ILS Rwy 29



EPWR/WRO
STRACHOWICE

JEPPESSEN
4 SEP 20 **12-1** Eff 10 Sep

WROCLAW, POLAND
RNP Rwy 11

ATIS
124.330

EGNOS
Ch 59261
E11A

POZNAN Approach
127.230

Final
Apch Crs
112°

WROCLAW Tower
120.255

WR601
1700' (1296')

LPV CAT I
DA(H)
654' (250')

Appt Elev 406'
Rwy 404'

2300

090° 270°

4700 2800

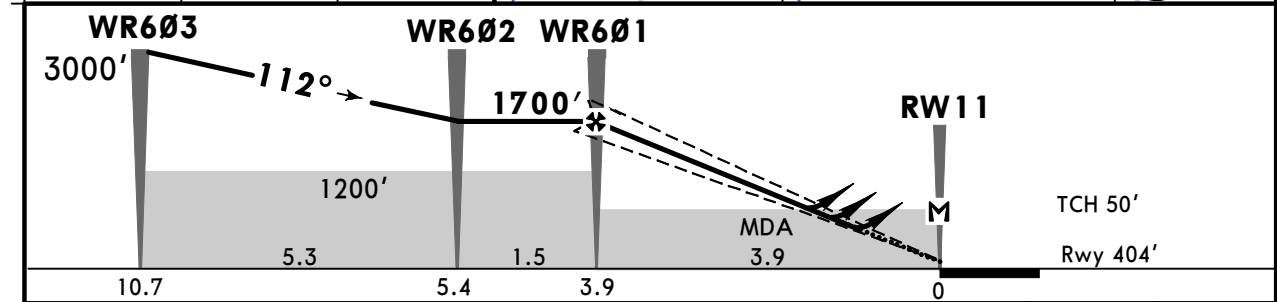
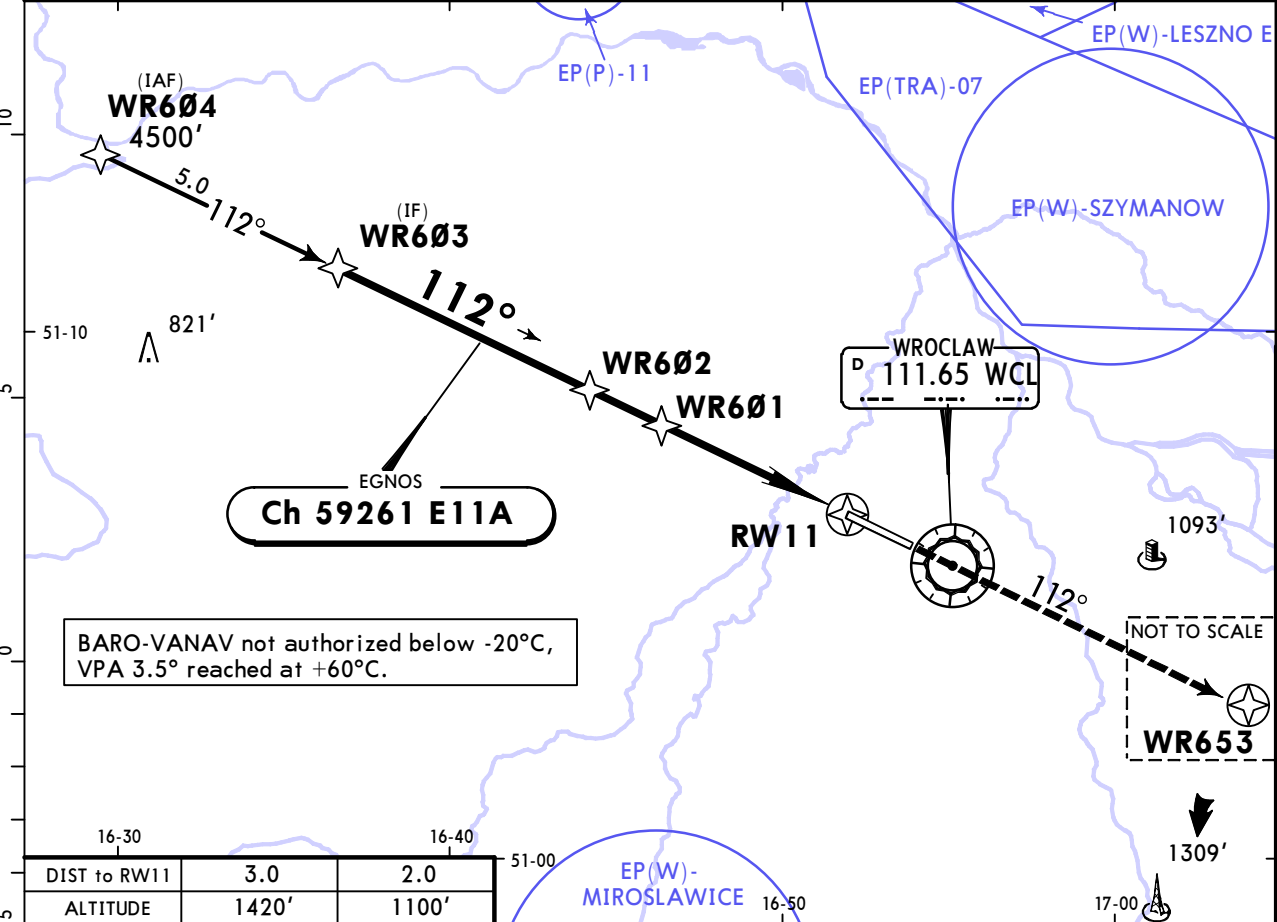
360°

MSA WCL VOR

MISSED APCH: Climb STRAIGHT AHEAD on 112° to 3000' to WR653, then as directed.

Alt Set: hPa Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 6500'

RNP APCH 1. CAUTION: Possible VFR traffic in EP(TRA)-07 and Leszno, Mirosławice, Szymanow areas after obtaining permission from ATC. 2. Rep WR602 defined for tactical vectoring.



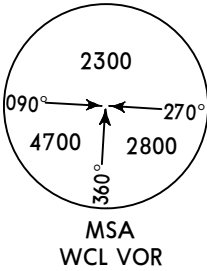
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI WR653
Glide Path Angle 3.00°	372	478	531	637	743	849	
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW11							
WR601 to MAP	3.9	3:21	2:36	2:20	1:57	1:40	1:28

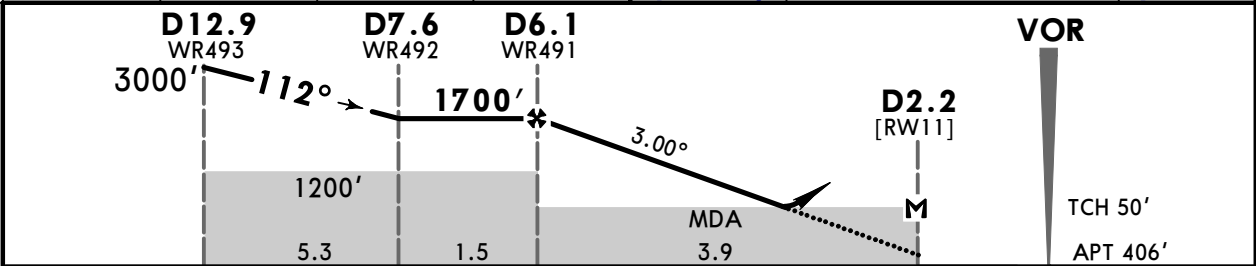
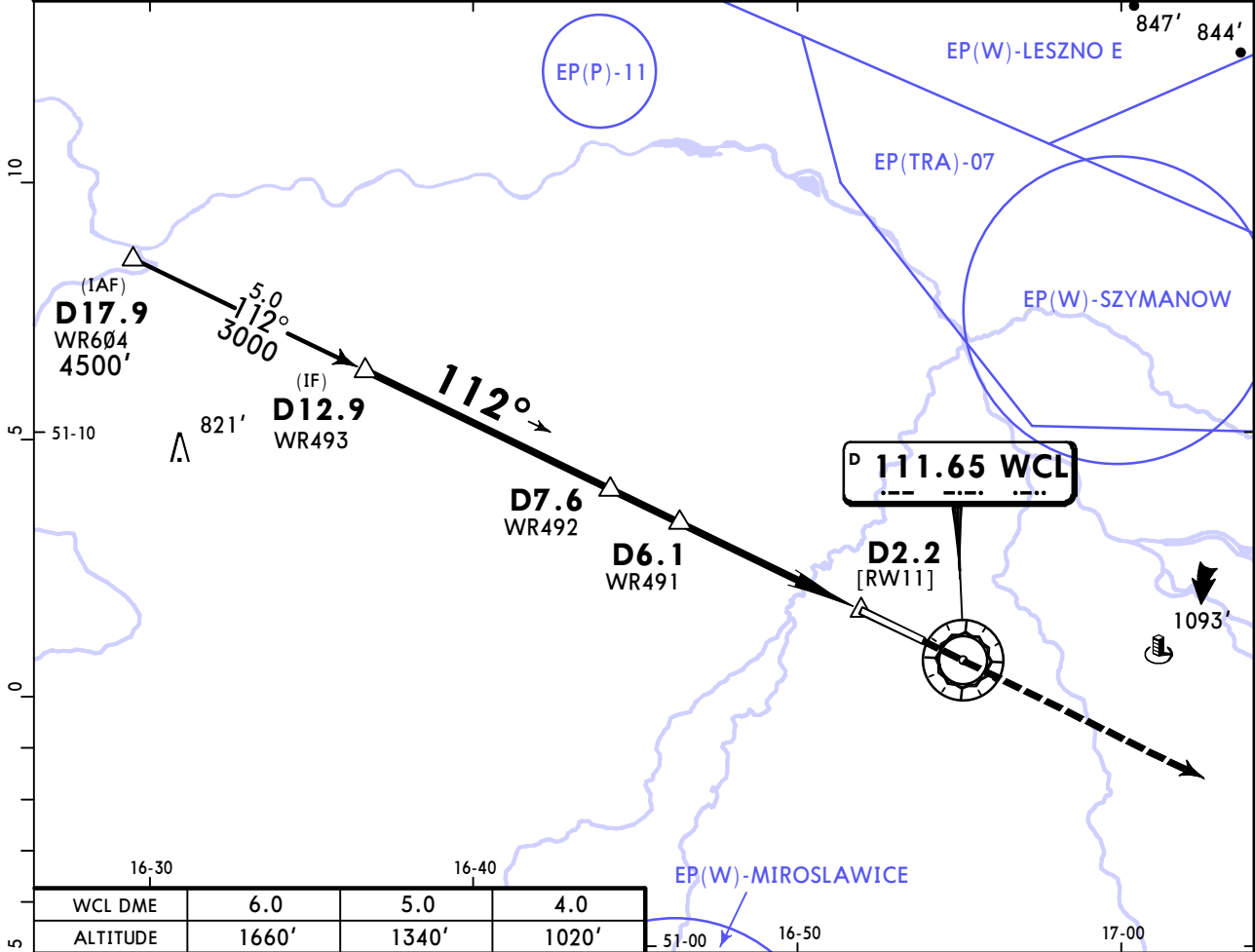
Standard				STRAIGHT-IN LANDING RWY 11				CIRCLE-TO-LAND			
LPV CAT I		DA(H) LNAV/VNAV		LNAV CDFA		DA/MDA(H)		Not authorized North of airport			
DA(H) 654' (250')		A: 710' (306') C: 730' (326')		DA/MDA(H) 850' (446')		ALS out		Max Kts	MDA(H)	VIS	
ALS out		ALS out		ALS out		ALS out		100	880' (474')	1500m	
A	RVR 800m	RVR 1300m	RVR 1000m		RVR 1400m		RVR 1500m		135	910' (504') 1600m	
			RVR 1100m		RVR 1500m		RVR 1700m	RVR 2100m	180	1030' (624') 2400m	
									205	1490' (1084') 3600m	

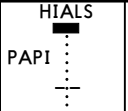
EPWR/WRO
STRACHOWICE

JEPPESSEN
26 JUN 20 13-1

WROCLAW, POLAND
VOR Rwy 11

ATIS 124.330		POZNAN Approach 127.230 128.925		WROCLAW Tower 120.255	
VOR WCL 111.65	Final Apch Crs 112°	D6.1 1700' (1294')	DA/MDA(H) 850' (444')	Apt Elev 406'	
MISSED APCH: Climb STRAIGHT AHEAD to 3000', then as directed.					
Alt Set: hPa		Apt Elev: 15 hPa		Trans level: By ATC	
Trans alt: 6500'					
1.DME required. 2.CAUTION: Possible VFR traffic in EP(TRA)-07 and Leszno, Miroslawice, Szymanow areas after obtaining permission from ATC. 3.Rep WR492 defined for tactical vectoring.					



Gnd speed-Kts	70	90	100	120	140	160		3000'
Descent angle 3.00°	372	478	531	637	743	849		
MAP at D2.2								

Standard STRAIGHT-IN LANDING RWY 11						CIRCLE-TO-LAND	
CDFA						Not authorized North of airport	
DA/MDA(H) 850' (444')							
ALS out						Max Kts	MDA(H) VIS
A	RVR 1500m					100	880' (474') 1500m
B						135	910' (504') 1600m
C	RVR 1700m RVR 2100m					180	1010' (604') 2400m
D						205	1110' (704') 3600m

EPWR/WRO
STRACHOWICE

JEPPESSEN
26 JUN 20 (13-2)

WROCLAW, POLAND
VOR Z Rwy 29

ATIS 124.330		POZNAN Approach 127.230 128.925		WROCLAW Tower 120.255	
VOR WCL 111.65	Final Apch Crs 292°	D6.2 2700' (2294')	DA/MDA(H) (CONDITIONAL) 800' (394')	Apt Elev 406'	
MISSED APCH: Climb STRAIGHT AHEAD to 3000', then as directed.					
Alt Set: hPa		Apt Elev: 15 hPa		Trans level: By ATC	
				Trans alt: 6500'	
1. DME required. 2. CAUTION: Possible VFR traffic in EP(TRA)-07 and Leszno, Mirosławice, Szymanow areas after obtaining permission from ATC. 3. Rep WR392 defined for tactical vectoring.					

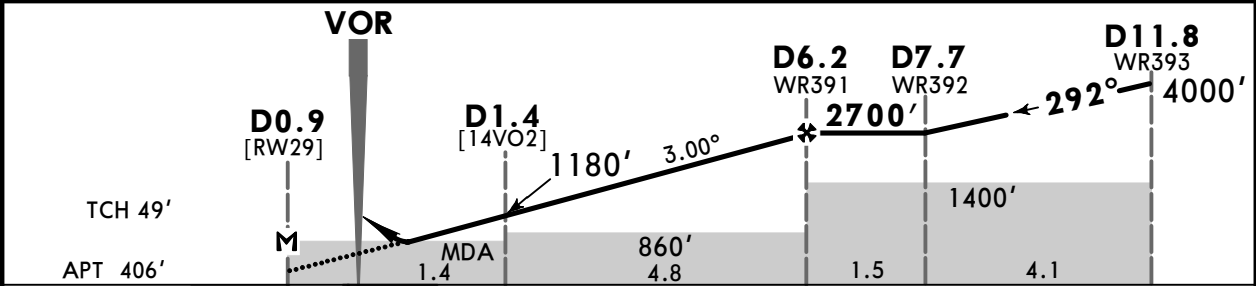
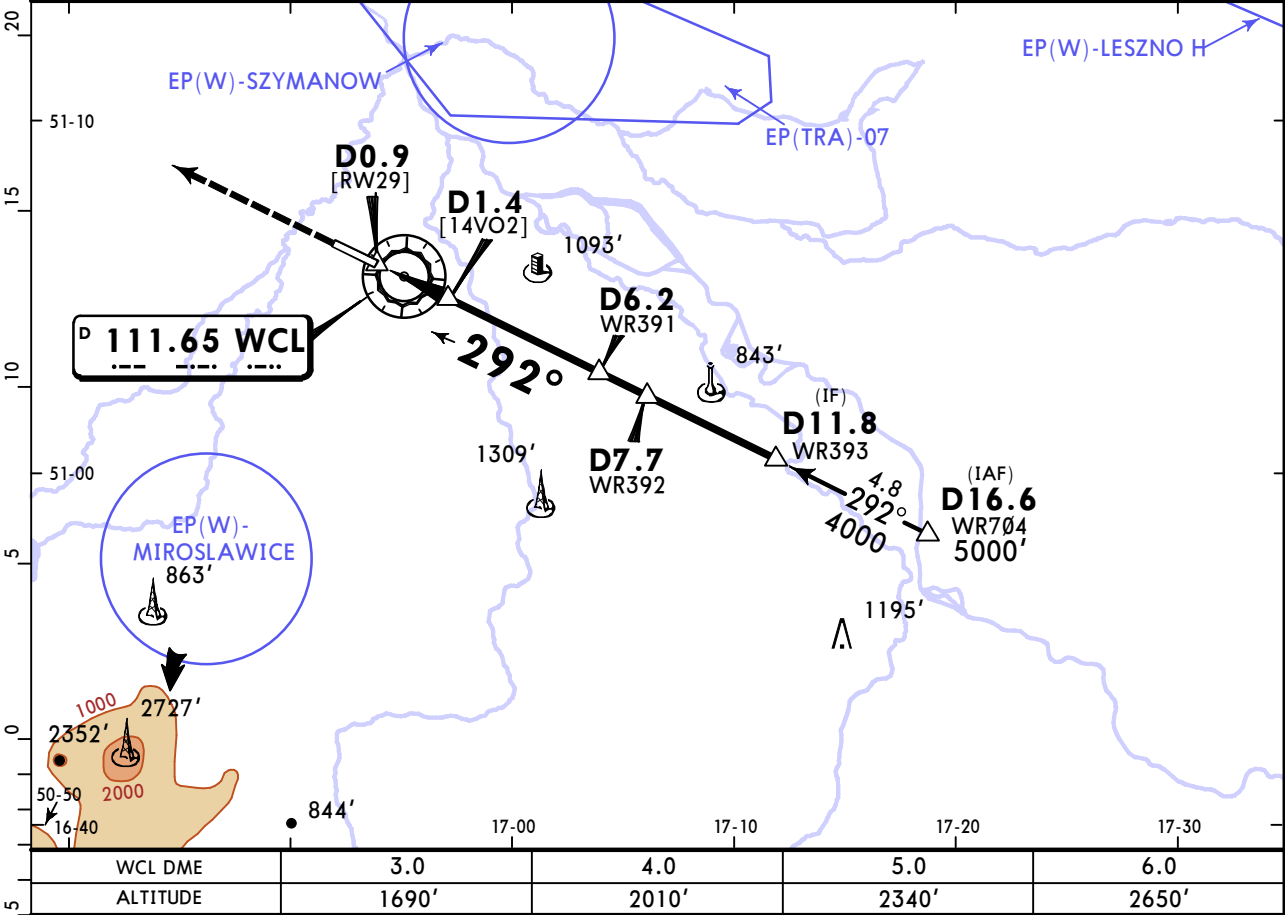
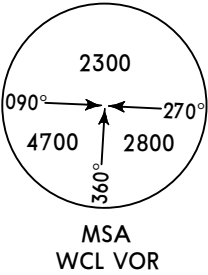
2300

090° 270°

4700 2800

360°

MSA
WCL VOR



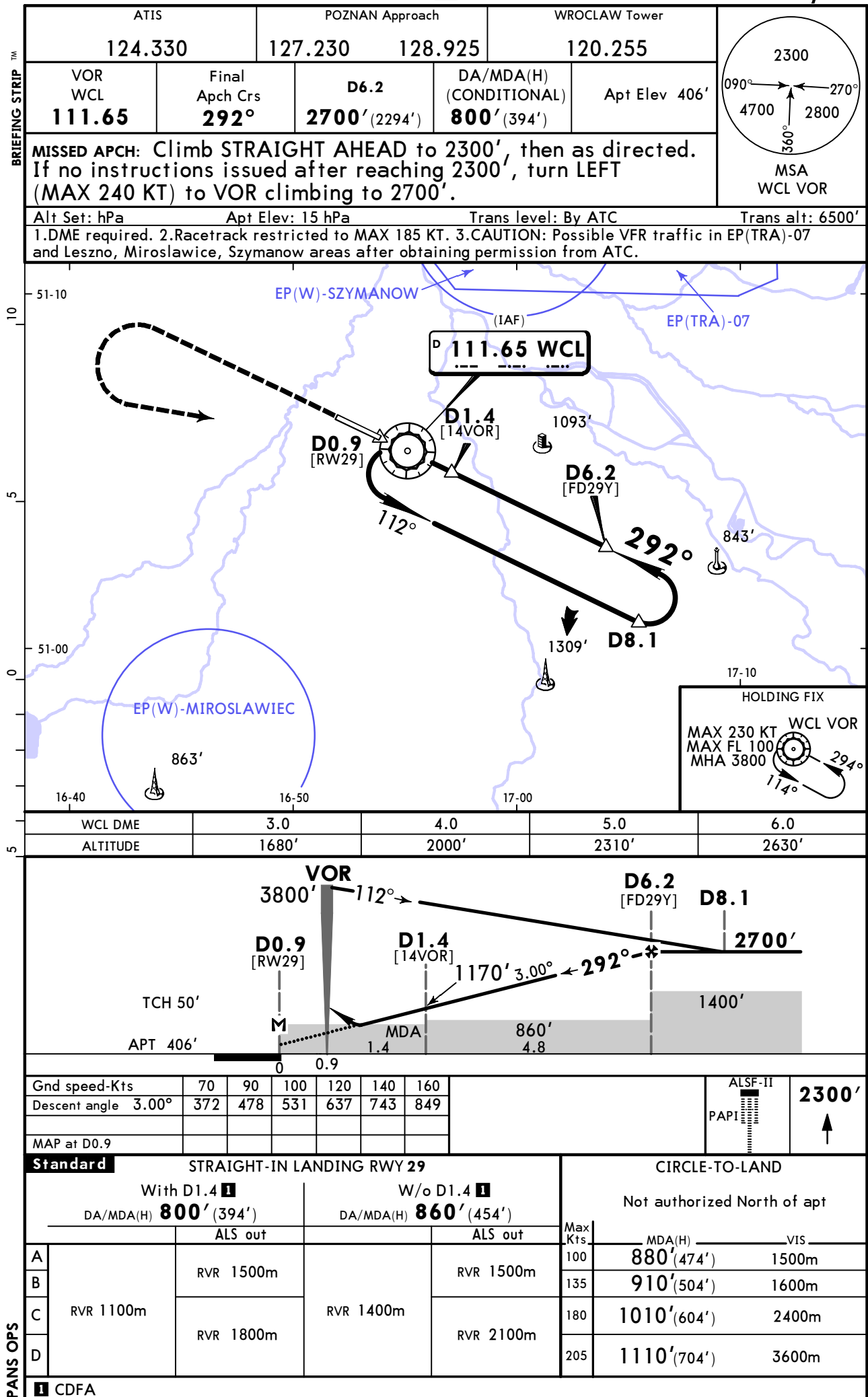
Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	3000'
Descent angle	3.00°	372	478	531	637	849		
MAP at D0.9								

STRAIGHT-IN LANDING RWY 29				CIRCLE-TO-LAND			
With D1.4 WCL		W/o D1.4 WCL		Not authorized North of apt			
DA/MDA(H) 800' (394')		DA/MDA(H) 860' (454')					
ALS out		ALS out		Max Kts	MDA(H)	VIS	
A				100	880' (474')	1500m	
B		RVR 1500m		135	910' (504')	1600m	
C	RVR 1100m		RVR 1400m	180	1010' (604')	2400m	
D		RVR 1800m	RVR 2100m	205	1110' (704')	3600m	
CDFA							

EPWR/WRO
STRACHOWICE

JEPPESEN
26 JUN 20 (13-3)

WROCLAW, POLAND
VOR Y Rwy 29



WROCLAW, (STRACHOWICE - EPWR)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EPWR