AGALU ONE VICTOR (AGALU 1V)
DEVAK ONE VICTOR (DEVAK 1V)
ROTOL ONE VICTOR (ROTOL 1V)
TRZ ONE VICTOR (TRZ 1V)
VELAB ONE VICTOR (VELAB 1V)

RWY 29 ARRIVALS

CAUTION

FT/METER CONVERSION
QNH 6570’ - 2000m

Direct distance from WRW to:
Strachowice Apt 3 NM

NOT TO SCALE

CHANGES: ATIS commissioned.
AGALU ONE WHISKEY (AGALU 1W)
DEVAK ONE WHISKEY (DEVAK 1W)
ROTOL ONE WHISKEY (ROTOL 1W)
TRZ ONE WHISKEY (TRZ 1W)
VELAB ONE WHISKEY (VELAB 1W)

 RWYS 11, 29 ARRIVALS

CAUTION

When EP(TRA)-07 active.

FT/METER CONVERSION
QNH
6570’ - 2000m
PREFERENTIAL RUNWAYS

The following preferential runway system has been established for noise abatement requirements:

**Arrivals**
- RWY: 1) 29  2) 11

**Departures**
- RWY: 1) 29  2) 11

Noise abatement shall not be the determining factor in runway nomination under the following circumstances:
- if the runway is not clear and dry, i.e. it is adversely affected by snow, slush, ice, water or mud, rubber, oil or other substances;
- for landing in conditions when the ceiling is lower than 150m/500’ above aerodrome elevation or when VIS is less than 1900m or when the approach requires vertical minima greater than 100m/300’ above aerodrome elevation;
- the ceiling is lower than 240m/800’ above aerodrome elevation or VIS is less than 3000m;
- when windshear has been reported or forecasted or when thunderstorms are expected to affect the approach or departure;
- when cross-wind component, including gusts, exceeds 15 KT or the tail-wind component, including gusts, exceeds 5 KT.

GENERAL

Aircraft operators should apply noise abatement procedures equivalent for certain type of aircraft in order to reduce the level of noise in the direct area of the airport.

Departures from RWY 11 and RWY 29 shall be, when possible, performed as follows:
- Climb on extended RWY centerline to 2400’, turn as per ATC clearance.

If no noise abatement procedures adequate to the aircraft type are available, it is recommended that departures from RWY 11 and RWY 29 are performed in accordance with ICAO NADP 1.

LIMITATION OF NOISE EMISSION

In order to limit the noise emission, it is recommended to possibly limit the use of reverse thrust, use of extended landing distance after landing and reduction of engine power during take-off by using the full distance of the runway.

Between 2000-0600LT aircraft landing on RWY 29 should taxi to apron 1 and 3 by using the runway, if situation of air traffic allows.

Self-propelled aircraft shall taxi on aprons with minimum engine power.
All engine tests are allowed after ATC permission only on THR RWY 29 or at the crossing of TWYS A & B.

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

NOISE MONITORING

Aviation noise is permanently monitored. The Aviation Noise Monitoring System consists of 2 stationary measurement points located in the surroundings of the airport.

All operators of civil aircraft operating to/from Wroclaw are obliged to submit on a one-of basis a valid noise certificate for each aircraft operating to/from Wroclaw. Such a certificate shall be confirmed by an appropriate aviation authority of the aircraft operators state.

<table>
<thead>
<tr>
<th>NOISE MONITORING POINT/NAME/LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 HARCERSKA</td>
</tr>
<tr>
<td>2 ZAREMBOWICZA</td>
</tr>
</tbody>
</table>
Apartment 1 and turn A2 not visible from Control Tower.
Taxiing to/from apron 1 along turn A2 according to marshaller's instruction.

Aircraft taxiing in/out of apron 1 through apron 4 are available only by Follow-me.

PARKING POSITIONS
STAND COORDINATES
N51°05.8' E016°53.8'

FOR PARKING POSITIONS
SEE 10-9A

ACFT taxiing in/out of apron 1 thru apron 4 are available only by Follow-me.

FOR PARKING POSITIONS
SEE 10-9A

STANDS 51, 52 & R51

ADDITIONAL RUNWAY INFORMATION

<table>
<thead>
<tr>
<th>RWY</th>
<th>LANDING BEYOND</th>
<th>TAKE-OFF WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>11</td>
<td>HIRL (60m) HIALS PAPI-L (angle 3.0°)</td>
<td>RVR</td>
</tr>
<tr>
<td>29</td>
<td>HIRL (60m) HIALS SFL PAPI-L (angle 3.0°)</td>
<td>RVR</td>
</tr>
</tbody>
</table>

Standard

LVP must be in Force

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>250m</td>
<td>400m</td>
<td>500m</td>
<td></td>
</tr>
</tbody>
</table>

Operators applying U.S. Ops Spec: CL required below 300m.

CHANGES: Notes. Apron under construction.
JEPPESEN
Control
Tower
Grass
Apron
Stands 51,
52 & R51
Acft taxiing in/out of apron 2 and apron 3 available only by Follow-me.

Taxiways D2 thru D5, E1 thru E5 and N thru N7 not used.

Apron 1 and twy A2 not visible from Control Tower. Taxiing to/from apron 1 along twy A2 according to marshaller's instruction. Stands 1 and 2: push-back is mandatory.

Aircraft taxiing in/out of apron 2 and apron 3 available only by Follow-me.

Additional Runway Information

<table>
<thead>
<tr>
<th>RWY</th>
<th>LANDING BEYOND</th>
<th>TAKE-OFF</th>
<th>WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>11</td>
<td>HIRL (60m); HIALS; PAPI-L (angle 3.0°)</td>
<td>RVR</td>
<td>190°</td>
</tr>
<tr>
<td>29</td>
<td>HIRL (60m); HIALS; SFL; PAPI-L (angle 3.0°)</td>
<td>RVR</td>
<td>58m</td>
</tr>
</tbody>
</table>

Standard

LVP must be in Force

<table>
<thead>
<tr>
<th>RCLM (DAY only)</th>
<th>RCLM (DAY only)</th>
<th>NIL (DAY only)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A 250m</td>
<td>B 400m</td>
<td>C 500m</td>
</tr>
<tr>
<td>C 300m</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Operators applying U.S. Ops Spec: CL required below 300m.
Stands 1 and 2: push-back is mandatory.

INS COORDINATES

<table>
<thead>
<tr>
<th>STAND No.</th>
<th>COORDINATES</th>
<th>ELEV</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>N51 06.3 E016 54.0</td>
<td>393</td>
</tr>
<tr>
<td>2</td>
<td>N51 06.3 E016 54.1</td>
<td>394</td>
</tr>
<tr>
<td>3</td>
<td>N51 06.3 E016 54.1</td>
<td>394</td>
</tr>
<tr>
<td>4, 5</td>
<td>N51 06.3 E016 54.2</td>
<td>-</td>
</tr>
<tr>
<td>6</td>
<td>N51 06.3 E016 54.3</td>
<td>-</td>
</tr>
<tr>
<td>10, 11, R11</td>
<td>N51 06.5 E016 52.9</td>
<td>-</td>
</tr>
<tr>
<td>12</td>
<td>N51 06.5 E016 53.0</td>
<td>-</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>STAND No.</th>
<th>COORDINATES</th>
<th>ELEV</th>
</tr>
</thead>
<tbody>
<tr>
<td>41</td>
<td>N51 05.9 E016 53.1</td>
<td>399</td>
</tr>
<tr>
<td>42</td>
<td>N51 05.9 E016 53.1</td>
<td>400</td>
</tr>
<tr>
<td>43</td>
<td>N51 05.9 E016 53.0</td>
<td>400</td>
</tr>
<tr>
<td>44, 45</td>
<td>N51 06.0 E016 53.0</td>
<td>401</td>
</tr>
<tr>
<td>46</td>
<td>N51 06.0 E016 52.9</td>
<td>402</td>
</tr>
<tr>
<td>47</td>
<td>N51 06.0 E016 52.9</td>
<td>402</td>
</tr>
</tbody>
</table>
MISSED APCH: Climb STRAIGHT AHEAD to 1970', then turn LEFT (MAX 185 KT) to WRW NDB climbing to 2300' and as directed.

FT/ METER CONVERSION
QNH
6570' - 2000m
6000' - 1850m
3290' - 1000m
2300' - 700m
1970' - 600m
1610' - 490m
1180' - 360m

Gnd speed-Kts
70 90 120 140 160 1970' MAX
525
1. ADF, VOR and DME required.

STRAIGHT-IN LANDING RWY 29

ILS GS or LOC Desc angle 3.00°
377 484 538 646 753 861
MAP at D0.7 WRO

LOC (GS out) WRO DME 2.2 3.2 4.3 5.4 ALTIMETER
1100' 1450' 1790' 2140'

LOC (GS out) WRO DME 2.2 3.2 4.3 5.4 ALTIMETER
1100' 1450' 1790' 2140'

CIRCLE-TO-LAND
Not authorized North of airport

DA(H) 600' (200') C: 617' (217')
B: 607' (207') D: 626' (226')
FULL Limited ALS out
ALS out

CHANGES: GS altitudes. Minimums.

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MISSED APCH: Climb STRAIGHT AHEAD to 1970', then turn LEFT (MAX 185 KT) to WRW NDB climbing to 2300' and as directed.

Alt Set: hPa (MM on req) Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 6570'

CIRCLET-TO-LAND
Not authorized North of airport

CHANGES: GS altitudes. Minimums.
MISSED APCH: Climb STRAIGHT AHEAD to 1970', then turn LEFT (MAX 185 KT) to WRC NDB climbing to 2300' and as directed.

After LOC (GS out) apch: MDA(H) 880' (466').
MISSED APCH: Climb STRAIGHT AHEAD to 1550' (CAT A&B: 2140'), then turn RIGHT (MAX 185 KT) to NDB climbing to 3290' and as directed.

FT/METER CONVERSION

QNH
6570' - 2000m
3290' - 1000m
2140' - 650m
1650' - 500m
1550' - 470m

WRC

DME required.


Refer to Missed Apch above.

HIALS
PAPI

Not authorized

CIRCLING MINIMUMS.
MISSED APCH: Climb STRAIGHT AHEAD to 1970', then turn LEFT (MAX 185 KT) to WRW NDB climbing to 2300' and as directed.

Alt Set: hPa (MM on req)    Apt Elev: 15 hPa    Trans level: By ATC    Trans alt: 6570'

1. VOR and DME required.  2. CAUTION: Possible VFR traffic in EP(TRA)-07 & EP(TRA)-39.

STRAIGHT-IN LANDING RWY 29

<table>
<thead>
<tr>
<th>With WRW NDB</th>
<th>W/o WRW NDB</th>
</tr>
</thead>
<tbody>
<tr>
<td>DA(M)</td>
<td>DA(H)</td>
</tr>
<tr>
<td>810' (406')</td>
<td>870' (466')</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ALS out</th>
<th>ALS out</th>
</tr>
</thead>
<tbody>
<tr>
<td>RVR 1500m</td>
<td>RVR 1500m</td>
</tr>
<tr>
<td>RVR 1900m</td>
<td>RVR 1500m</td>
</tr>
<tr>
<td>CMV 2200m</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Max Kts</th>
<th>MDA(H)</th>
<th>VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>100</td>
<td>870' (466')</td>
<td>1500m</td>
</tr>
<tr>
<td>135</td>
<td>910' (506')</td>
<td>1600m</td>
</tr>
<tr>
<td>180</td>
<td>1010' (606')</td>
<td>2400m</td>
</tr>
<tr>
<td>205</td>
<td>1110' (706')</td>
<td>3600m</td>
</tr>
</tbody>
</table>

MISSED APCH: Climb STRAIGHT AHEAD to 1970', then turn LEFT (MAX 185 KT) to WRW NDB climbing to 2300' and as directed.

Alt Set: hPa (MM on req)  APT Elev: 15 hPa  Trans level: By ATC  Trans alt: 6570'


DME required.