

SCALE 1:200 000

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**HEL Procedures****TKOF and LDG**

HEL TKOF and LDG shall be carried out exclusively from the designated FATO/TLOF. TKOF and LDG direction is parallel to the directions of flight operations carried out on RWY.

Due to adverse effect of downwash from the main rotor and low height at which HEL approaches RWY 26 or departs RWY 08, no ACFT shall be present on TWY 'B'. Likewise, during RWY 08 approaches or RWY 26 departures, no ACFT shall be present on TWY 'C'.

For HEL with parameters exceeding the values specified for light HEL, flight operations require the use of RWY, TWYs and parking stands intended for aeroplanes.

There is no possibility of HEL touchdown within any of the training areas.

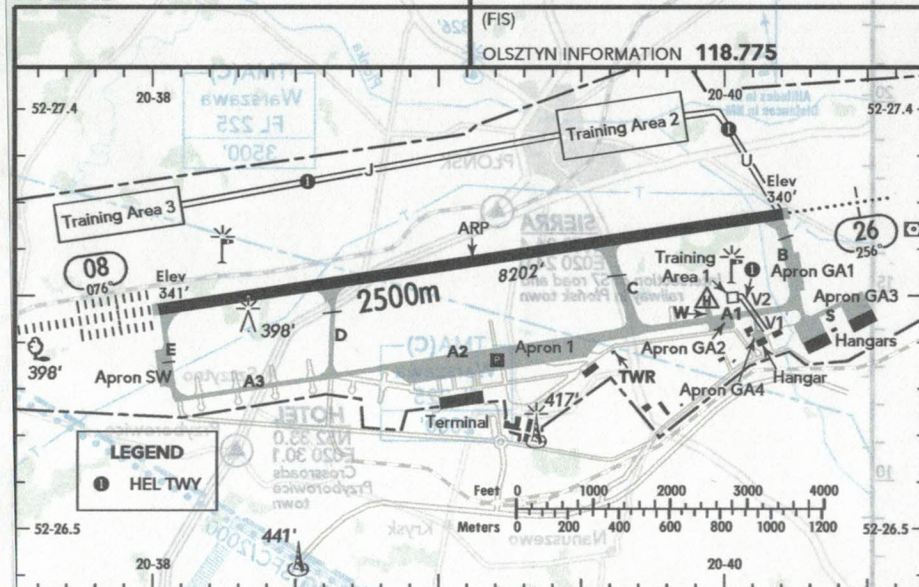
The MAX permissible height of performing flights within Training Area 1 shall not exceed 10m SFC and 20m SFC within Training Area 2 and 3.

**Taxiing**

HEL may taxi on the TWYs available at AD. Taxiing to/from the FATO/TLOF may be carried out exclusively on TWY 'W' which is adapted both for wheeled and skid-fitted HEL. HEL not equipped with wheels shall air taxi along designated TWY centre lines at speeds not higher than 20 KT.

**Parking**

Parking of HEL within the FATO/TLOF is forbidden. HEL may park on 2 stands designated on the Apron GA2 or the stand designated on the Salt Aviation site. Parking on stands designated on the Apron GA2 is possible only by marshaller's instructions. The dimensions of the parking stands enable HEL to turn around when hovering or taxi on a stand only if no HEL is manoeuvring on a neighbouring stand. Parking on the Salt Aviation stand is carried out without marshaller assistance.



ALS - PAPI 08, 26 (3.5°) - THR - RL - RCLL - TWY - APRON - WDI - OBSTL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
08 26	2500 x 45 Asphalt/ Concrete	2500	2500	PCN 53/F/B/X/T	

First and last 540m of each side of RWY PCN 53/R/B/W/T.

NOTE: See also WARSZAWA 10-1V.

In the case of congestion of air traffic, if necessary, ACFT may expect proper holding at one of the following REPs:

REP INDIA: Inbound track to REPs HOTEL or YANKEE. Hold to the N of REP INDIA.

REP UNIFORM: Inbound track to REPs VICTOR or JULIETT. Do not pass to the N side of Wisla River while holding.

Holding at MAX 1500' unless otherwise instructed by ATS.

Training flights within TMA and CTR PPR.

**Radio Failure**

If radio communication fails in flight with FPL filed for entry into CTR, with destination other than AD, before reaching CTR limits, entry is forbidden.

**When approaching from N:**

- make an APCH to reach REP INDIA and await visual signals given from TWR;
- show all ACFT navigation lights during arrival, approach, and holding;
- after receiving green visual signal execute the shortest possible APCH and land on the most suitable RWY depending on weather conditions;
- after receiving a red visual signal, hold over REP INDIA until receiving a green visual signal and then execute the shortest possible APCH and land on the most suitable RWY depending on weather conditions;
- if no signals have been received, hold over REP INDIA for 5 minutes and then execute the shortest possible APCH and land on the most suitable RWY depending on weather conditions.

**When approaching from the S side of the AD:**

make an APCH to reach REP UNIFORM and await (not crossing the N side of Wisla River) visual signals given from TWR and then act in the same way as described above in the procedure for approaching from N.