RNAV 1
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE 6500

Warszawa DIRECTOR	129.375
Warszawa APPROACH	125.050, 128.800
Modlin TOWER	123.925

Warszawa / Modlin
RWY 08
CHARLIE

1. Conventional navigation to 3000.
2. RNAV 1 (P-RNAV) approval required to conduct these procedures without additional restrictions. However it is possible to utilize P-RNAV trajectories by RNAV 5 only approved aircraft. The following restriction apply: A/c equipped with RNAV 5 systems without navigation database, and requiring manual data input are exempted from the utilization of RNAV 1 (P-RNAV) procedures.
3. All aircraft which can not follow and utilize RNAV 1 (P-RNAV) procedures shall advise ATC before start up. Radar vectoring will be provided, usually along published procedures.
4. Expect direct routing/shortcuts by ATC whenever possible (especially during off-peak hours).
5. MAX IAS during initial turn as indicated in route description.
6. Initial SID climb: climb and maintain 4000 unless otherwise cleared by ATC.
7. Aircraft unable to achieve SID profile restrictions must request non-standard departure from ATC before start-up.

CAUTION:
In case of lost communication or frequency blocked cross MO815 6000, MO817 FL 80, due to possible gliders activity.

OLILA FL 100 — OLILA 2C — 12.3 nm, 293° (298.4°T) — WA663 FL 80 — 5.1 nm, 294° (298.5°T) — DOMOB — 2.7 nm, 317° (317.9°T) — MO822 — 4.2 nm, 351° (351.0°T) — MO821

DOMOB — 6.6 nm, 050° (055.0°T) — MO816 6000 — 4.3 nm, 114° (118.6°T) — MO817 FL 80 — 13.7 nm, 137° (141.8°T) — MO859 FL 130 — 4.0 nm, 137° (142.0°T) — DILMU — 13.7 nm, 105° (109.5°T) — WA698 — BAMSO 2C — 9.3 nm, 053° (057.9°T) — BAMSO

MO821 — 5.3 nm, 076° MOL — 5.1 MO813

MODLIN
116.6 MOL 113 X
52°27'09"N
020°40'40"E
120 m AMSL

EP P7
5 000 ft AMSL
GND

EPBC — MO818 — 11.9 nm, 222° (231.7°T) — MO861 FL 160 — 9.3 nm, 227° (231.5°T) — MO859 FL 130

EP D30
29 600 ft AMSL
GND

EPWA — 1495

EPGO

EP P10
2 700 ft AMSL
GND

LOLSI — LOLSI 2C — 17.5 nm, 285° (290.0°T) — WA664 — 9.1 nm, 285° (290.1°T) — SOXER — SOXER 2C — 13.9 nm, 268° (272.6°T) — WA666 — 8.8 nm, 268° (272.8°T) — GILAL — 13.2 nm, 227° (231.7°T) — MO818

MO818 — 14.5 nm, 167° (171.8°T) — WA656 — 25.4 nm, 144° (149.4°T) — XIMBA 2C — XIMBA

GILAL — 14.0 nm, 217° (216.4°T) — NITKI — 9.1 nm, 195° (199.9°T) — XIBOL — 9.8 nm, 195° (199.9°T) — NIPUS FL 180 — 14.0 nm, 180° (185.4°T) — EVINA 2C — EVINA

EP D36
11 500 ft AMSL
GND

EP P1
5 000 ft AMSL
GND

EP P3
5 000 ft AMSL
GND

N
VAR 5°E 2015

MNM SECT ALT
25 NM from DVOR / DME MOL
2000 | 1900 | 2200 | 2500
090° 180° 270° 000°

BEARINGS AND TRACKS ARE MAGNETIC.
TRACKS IN BRACKETS ARE TRUE.
ALTITUDES AND ELEVATIONS ARE IN FEET.
DISTANCES ARE IN NAUTICAL MILES.

SCALE 1 : 750 000
5 0 5 10 15 20 25 NM

WAYPOINT LIST (WGS 84)

BAMSO	52°20'09.1"N	021°54'34.5"E
DILMU	52°19'49.0"N	021°20'41.8"E
DOMOB	52°34'02.2"N	020°44'47.0"E
EVINA	51°23'16.0"N	020°21'36.0"E
GILAL	52°01'36.5"N	020°32'52.4"E
LOLSI	52°10'38.9"N	019°52'17.0"E
NIPUS	51°39'10.8"N	020°23'59.8"E
NITKI	51°56'56.1"N	020°34'20.3"E
OLILA	52°42'16.0"N	020°19'42.0"E
SOXER	52°02'37.8"N	019°56'05.9"E
XIBOL	51°48'21.7"N	020°29'19.6"E
XIMBA	51°39'21.0"N	021°25'40.0"E
MO821	52°27'54.4"N	020°48'51.6"E
MO822	52°32'00.8"N	020°47'47.4"E
MO816	52°35'46.7"N	020°56'38.9"E
MO817	52°33'42.4"N	021°02'52.8"E
MO818	52°15'34.7"N	021°01'26.6"E
MO859	52°22'58.3"N	021°16'40.3"E
MO861	52°09'48.5"N	020°49'39.6"E
WA663	52°36'27.7"N	020°37'26.2"E
WA664	52°04'44.3"N	020°18'58.0"E
WA666	52°02'01.7"N	020°18'33.6"E
WA698	52°15'12.9"N	021°41'42.6"E
WA656	52°01'13.2"N	021°04'47.7"E

RADIO COMMUNICATION FAILURE PROCEDURE

SET TRANSPONDER TO 7600
a) Continue on assigned and acknowledged SID.
After 3 minutes from setting 7600 climb to FPL flight level.
b) If being vectored, continue on assigned heading for 3 minutes from setting 7600 then proceed direct to last SID WP climbing to FPL flight level.

Correction: AMA, editorial changes.

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