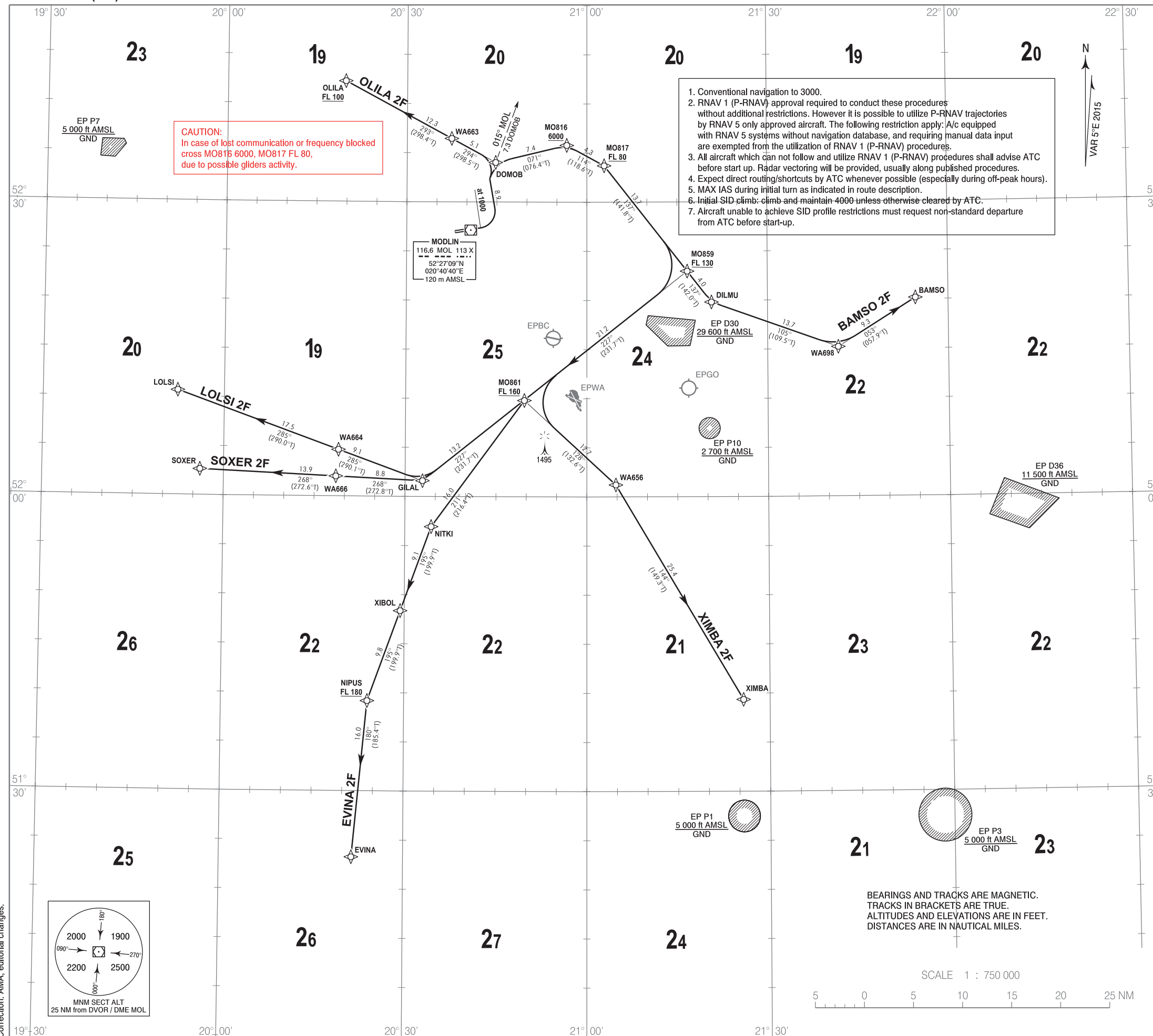


**RNAV 1**  
**STANDARD DEPARTURE CHART**  
**INSTRUMENT (SID) - ICAO**

TRANSITION ALTITUDE 6500

Warszawa DIRECTOR 129.375  
Warszawa APPROACH 125.050, 128.800  
Modlin TOWER 123.925



**CAUTION:**  
In case of lost communication or frequency blocked  
cross MO816 6000, MO817 FL 80,  
due to possible gliders activity.

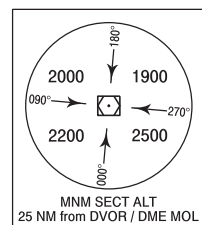
1. Conventional navigation to 3000.
2. RNAV 1 (P-RNAV) approval required to conduct these procedures without additional restrictions. However it is possible to utilize P-RNAV trajectories by RNAV 5 only approved aircraft. The following restriction apply: A/c equipped with RNAV 5 systems without navigation 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.

**WAYPOINT LIST (WGS 84)**

|       |              |               |
|-------|--------------|---------------|
| BAMS0 | 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 |
| MO816 | 52°35'46.7"N | 020°56'38.9"E |
| MO817 | 52°33'42.4"N | 021°02'52.8"E |
| MO859 | 52°22'58.3"N | 021°16'40.3"E |
| MO861 | 52°09'48.5"N | 020°49'39.6"E |
| WA656 | 52°01'13.2"N | 021°04'47.7"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 |

**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.



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



Correction: AMA, editorial changes.