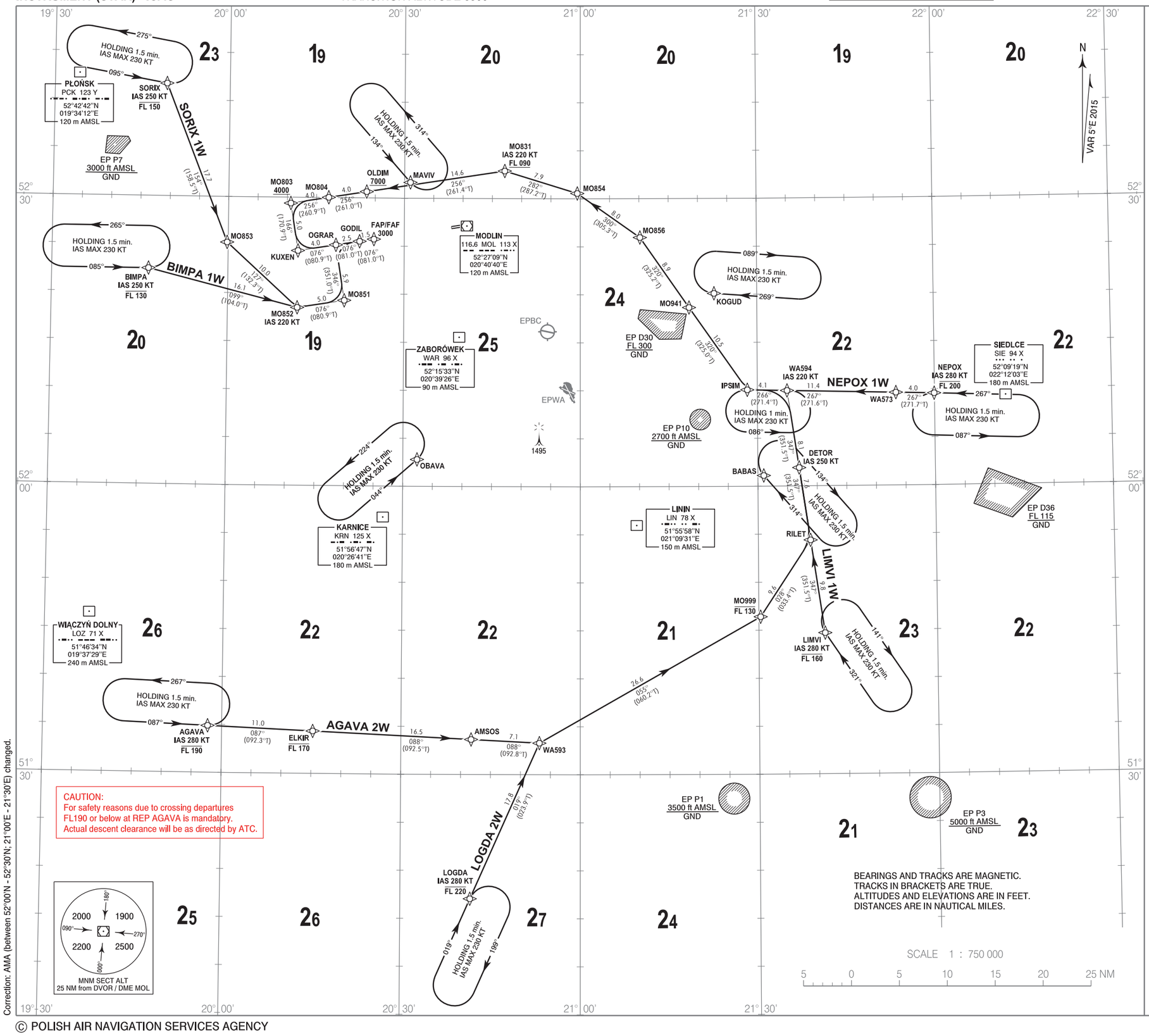
RNAV 1
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE 6500

Warszawa DIRECTOR	129.380
Warszawa APPROACH	125.055, 128.805
Modlin TOWER	123.930

Warszawa / Modlin
RWY 08
WHISKEY



1. All aircraft which can not follow and utilize RNAV 1 trajectories shall advise ATC upon first contact. Radar vectoring will be provided, usually along published procedures.
2. Holding patterns as directed by ATC, available for non RNAV 1 approved aircraft.
3. Vertical planning information: air crews 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 technique should be applied.
4. Expect direct routing/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.
5. REP GODIL is an tactical fix for non-standard shorter approach, used only after request or approval of air crew.
6. Report destination to ATC upon first contact.
7. Holdings at BABAS, KOGUD, MAVIV and OBAVA used for TMA RWY configuration change and during unexpected events.

CDA (CONTINUOUS DESCENT APPROACH) TECHNIQUE

1. Arrange descent to pass 7000 ft AMSL within 25 track miles to touchdown.
2. Expect track miles information or base leg information from ATC at or above 7000 ft AMSL, but do not turn on base leg until instructed.
3. At or before downwind position maintain IAS 220 KT or minimum clean speed, whichever is greater.

ATC R/T example at or above 7000 ft AMSL:
1. 25 track miles to touchdown, when ready descend.
2. Expect base leg after/before/between WPT.
3. Expect full procedure.

RADIO COMMUNICATION FAILURE PROCEDURE

RNAV 1 APPROVED AIRCRAFT:
a) If STAR was assigned and acknowledged by air crew, set transponder to 7600, continue with FPL and assigned STAR, then execute approach (ILS or VOR) and land. Descending shall be executed in accordance with vertical restrictions specified on chart after 2 min. from setting 7600.
b) If STAR was assigned and acknowledged by air crew and vectoring was initiated, set transponder to 7600 and continue on assigned heading and last cleared and acknowledged altitude for 2 min. (from setting 7600). Then proceed direct to FAF, execute approach (ILS or VOR) and land. Descending shall be executed in accordance with vertical restrictions specified on chart.
c) If STAR was not assigned, set transponder to 7600, proceed according to FPL and FPL STAR, execute VOR approach and land. Descending shall be executed in accordance with vertical restrictions specified on chart after 2 min. from setting 7600. If landing is not possible, execute missed approach and proceed to FAF of most convenient RWY, execute approach (ILS or VOR) and land.

RNAV 1 NOT APPROVED AIRCRAFT:
Set transponder to 7600. Maintain last assigned and acknowledged altitude/flight level. Proceed INREN and commence descent in the holding pattern over INREN, then FAF RWY 08, execute approach and land. If landing is not possible, execute missed approach and proceed to FAF of most convenient RWY, execute approach and land.

Correction: AMA (between 52°00'N - 52°30'N; 21°00'E - 21°30'E) changed.

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