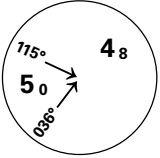
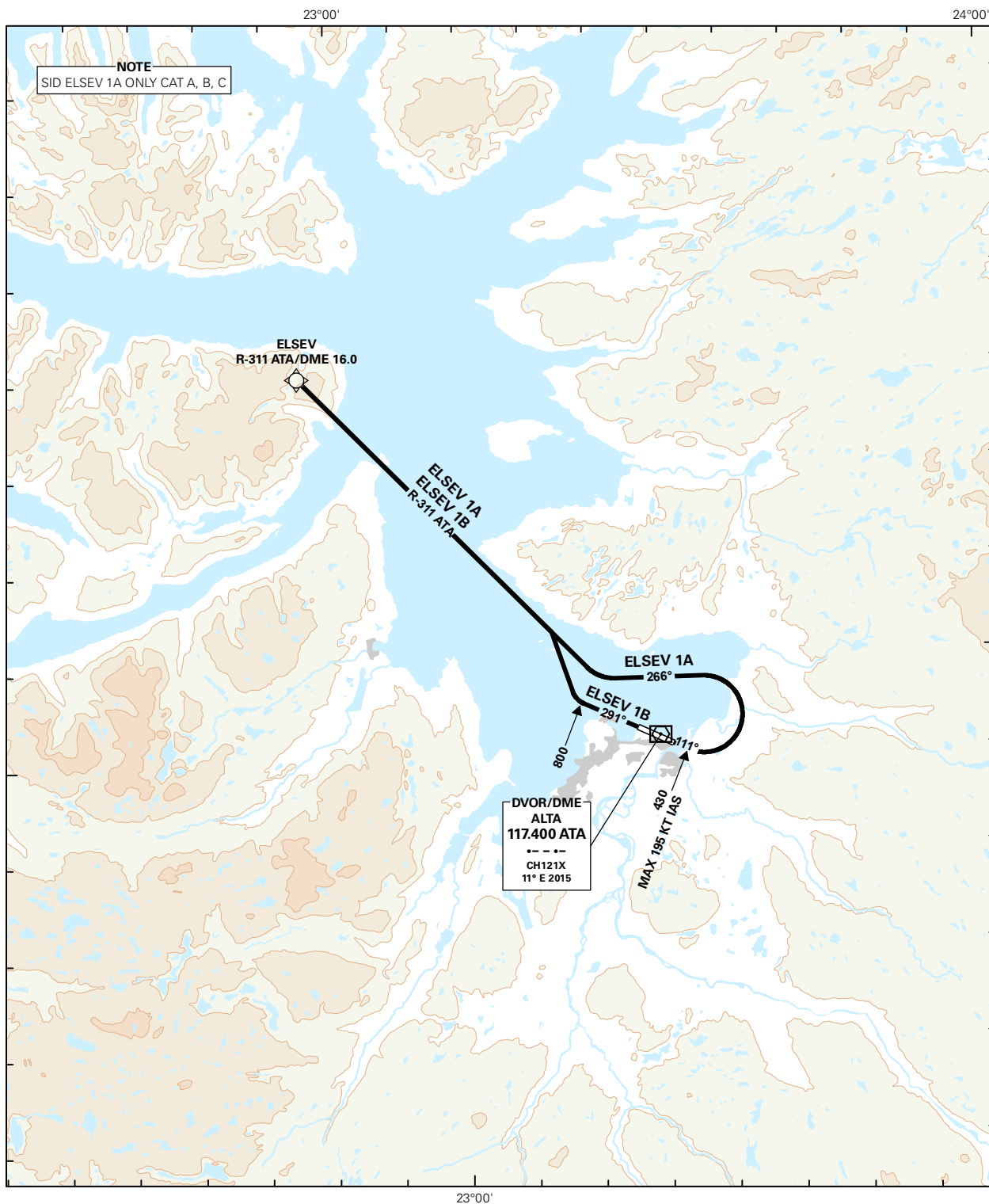


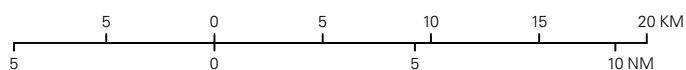
## STANDARD DEPARTURE CHART INSTRUMENT - ICAO

 <p>MSA 25 NM ATA</p>	ATIS: 118.175	ALT AND ELEV ARE IN FT DIST IN NM			<b>ALTA</b> <b>RWY 11/29</b> <b>NORWAY</b> <b>ELSEV 1A, ELSEV 1B</b>
	APP: 120.400				
	TWR: 120.400 118.100				
		1:350 000	VAR: 10.6 ° E (2015)	TA 7000	



SID DESCRIPTION OVERLEAF  
DESCRIPTION OF WAYPOINTS, REF ENR 4.4

ATS AIRSPACE CLASSIFICATIONS: REF ENR 1.4  
LEGEND: REF GEN 2.3



CHANGES: NEW PROCEDURES.

## STANDARD DEPARTURE ROUTES - INSTRUMENT

ALTA  
RWY 11/29

## REMARKS

ELSEV 1A ONLY CAT A, B, C

RADIO COMMUNICATION  
FAILURE:

Squawk A7600. Maintain last assigned LVL for 2 minutes, then climb to CPL cruising LVL. Aircraft under vectoring shall, after set transponder to A 7600, proceed in the most direct manner possible to rejoin the CPL route no later than the next significant point, climbing to the CPL cruising LVL taking into consideration the applicable MNM flight ALT.

VECTORIZING/  
DIRECT ROUTING:

When being vectored or cleared for DCT routing, the climb gradient(s) stated in SID "RESTRICTIONS" apply.

DESIGNATOR	ROUTE	RESTRICTIONS	CLIMB TO	CONTACT
<b>ELSEV 1A</b> (ELSEV ONE ALFA DEPARTURE)	Climb on track 111° to 430 FT. Turn left to track 266°. Intercept R-311 ATA to ELSEV.	MNM climb gradient 12.6% (766 FT/NM) to 1500 FT  MAX 195 KT IAS at first turn.  If unable to comply, inform ATC.	FL100	As instructed by ALTA TWR
<b>ELSEV 1B</b> (ELSEV ONE BRAVO DEPARTURE)	Climb on track 291° to 800 FT. Turn right and intercept R-311 ATA to ELSEV.	MNM climb gradient 6.6% (401 FT/NM) to 3800 FT to stay within controlled airspace and/or due to ATC restriction. (For OBST reason MNM climb gradient 6.6% (401 FT/NM) to 2000 FT)  If unable to comply, inform ATC.	FL100	As instructed by ALTA TWR