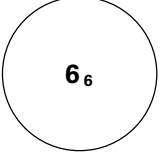
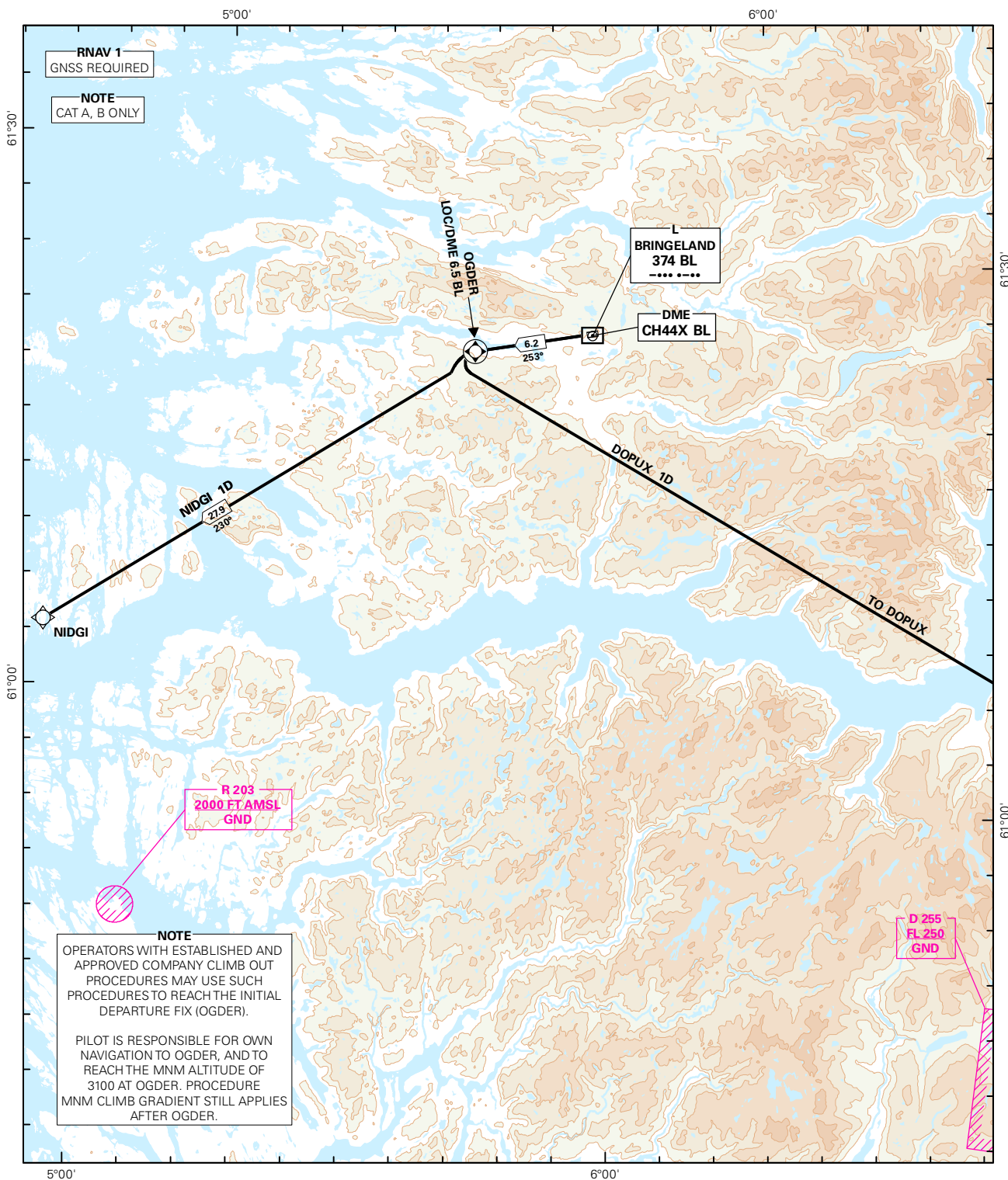


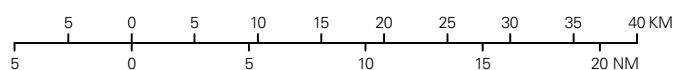
STANDARD DEPARTURE CHART INSTRUMENT (RNAV 1 SID BASED ON GNSS)

 MSA 25 NM ARP	AFIS: 118.450	ALT AND ELEV ARE IN FT DIST IN NM			FØRDE/BRINGELAND RWY 25 NORWAY DOPUX 1D, NIDGI 1D
	VDF: 118.450				
		1:600 000	VAR: 0.4 ° E (2015)	TA 6000	



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
(RNAV 1 SID BASED ON GNSS)**
**FØRDE/Bringeland
RWY 25**
REMARKS: CAT A, B ONLY

GENERAL: Class A GNSS shall not be used.

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 A7600, 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.

ATC CLEARANCE: Departing IFR flights shall obtain ATC clearance from BRINGELAND INFORMATION.

NON RNAV 1 ACFT: No instrument departure available.

DESIGNATOR	ROUTE	RESTRICTIONS	CLIMB TO	CONTACT
DOPUX 1D (DOPUX ONE DELTA DEPARTURE)	To OGDER on course 253°, turn left DCT DOPUX.	MNM climb gradient 6.9% (419 FT/NM) to 1400 FT. Thereafter, a MNM climb gradient of 6.0% (365 FT/NM) is required to 5000 FT. If unable to comply, inform ATS.	FL 100	As instructed by BRINGELAND INFORMATION
NIDGI 1D (NIDGI ONE DELTA DEPARTURE)	To OGDER on course 253°, turn left to intercept and proceed on 230° to NIDGI.	MNM climb gradient 6.9% (419 FT/NM) to 1400 FT. Thereafter, a MNM climb gradient of 6.0% (365 FT/NM) is required to 5000 FT. If unable to comply, inform ATS.	FL 100	As instructed by BRINGELAND INFORMATION