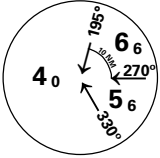
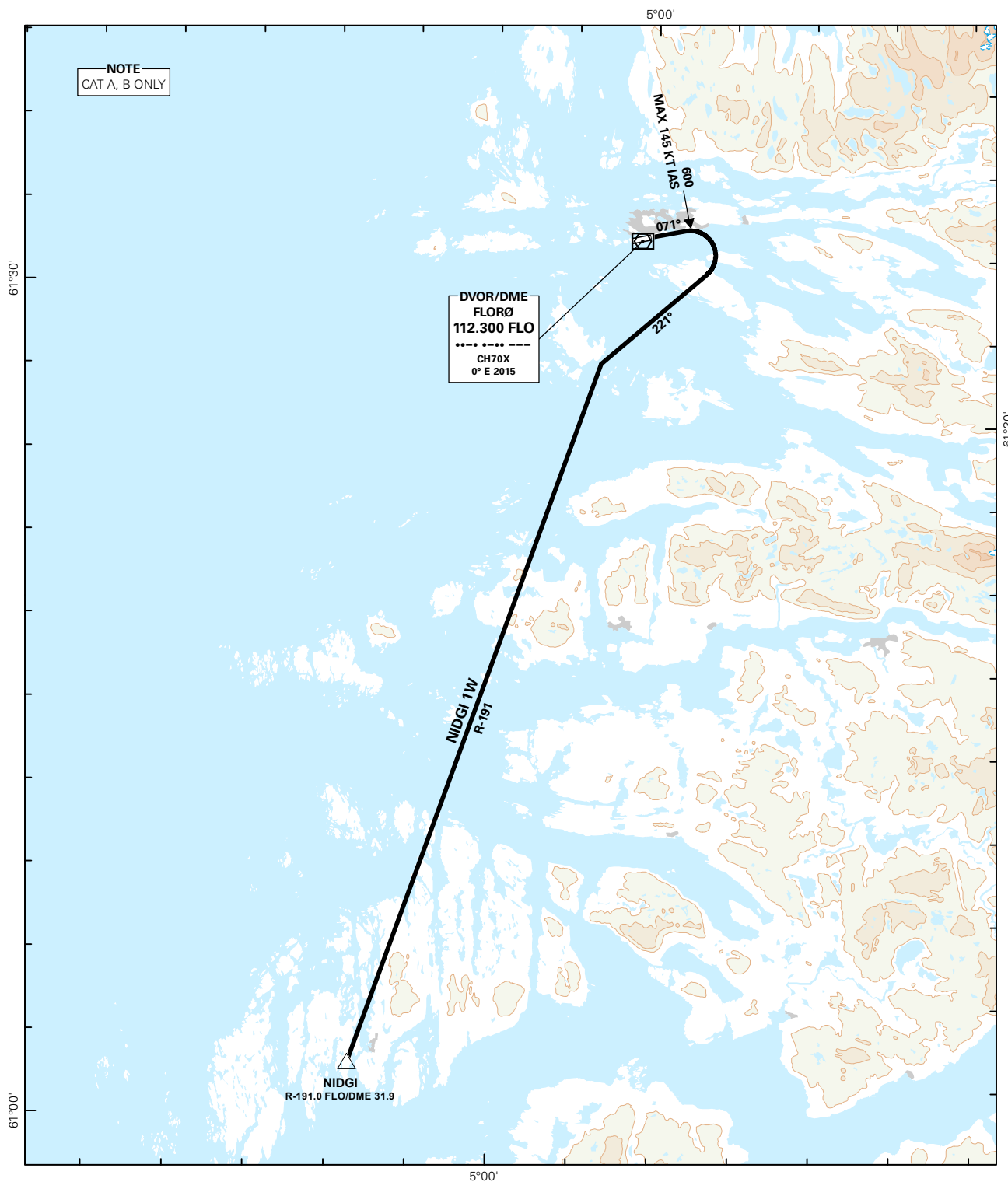


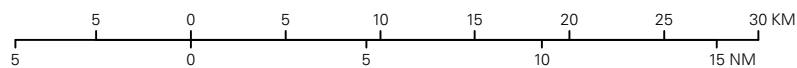
## STANDARD DEPARTURE CHART INSTRUMENT - ICAO

 <p>MSA 25 NM FLO</p>	ATIS: 124.625	ALT AND ELEV ARE IN FT DIST IN NM			<b>FLORØ</b> <b>RWY 07</b> NORWAY NIDGI 1W
	AFIS: 119.200				
	VDF: 119.200				
		1:400 000	VAR: 0.1 ° 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: ATIS FREQUENCY.

**STANDARD DEPARTURE ROUTES - INSTRUMENT****FLORØ  
RWY 07****REMARKS:** CAT A, B only

**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.

**CLOSE-IN OBSTACLES:** Rising terrain close to THR 25 requires more than 7.6 % climb gradient and must be avoided visually or by other means.

**ATC CLEARANCE:** Departing IFR flight shall obtain ATC clearance from FLORØ INFORMATION.

DESIGNATOR	ROUTE	RESTRICTIONS	CLIMB TO	CONTACT
<b>NIDGI 1W</b> (NIDGI ONE WHISKEY DEPARTURE)	Climb on course 071° to 600 FT. Turn right to heading 221° to intercept and follow R-191 FLO to NIDGI.	MNM climb gradient 7.6% to (462 FT/NM) to 1100 FT, then MNM climb gradient 5.6% to (353 FT/NM) to 5000 FT to stay within airspace with two-way radio communication requirements and/or due to ATC restrictions. (For OBST reason MNM climb gradient 7.6% (462 FT/NM) to 1100 FT)  MAX 145 KT IAS at turn at 600 FT.  If unable to comply, inform ATS.	FL 100	As instructed by FLORØ INFORMATION