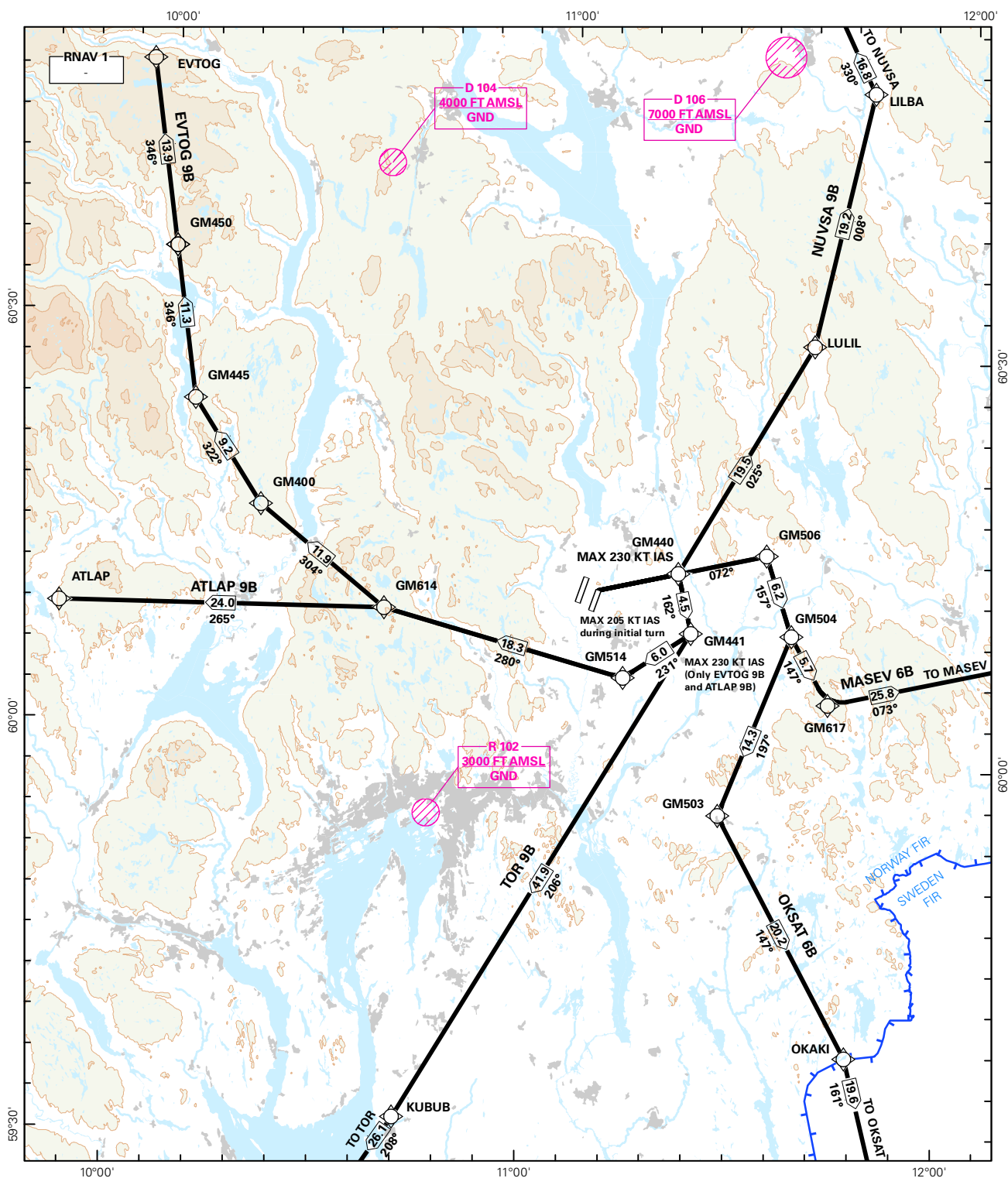


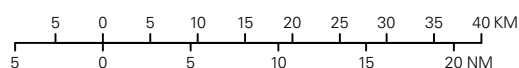
STANDARD DEPARTURE CHART INSTRUMENT (RNAV 1 SID BASED ON GNSS OR DME/DME)

<div style="border: 1px solid black; border-radius: 50%; width: 60px; height: 60px; display: flex; align-items: center; justify-content: center; margin: 0 auto;"> <div style="font-size: 24px; font-weight: bold;">3₉</div> </div> <div style="text-align: center; font-size: 8px; margin-top: 5px;">MSA 25 NM ARP</div>	ATIS: 127.150	ALT AND ELEV ARE IN FT DIST IN NM			GARDERMOEN RWY 01R NORWAY
	APP: 120.450 118.475				
	TWR: 120.100 (123.325)				
	GND: 121.600 121.900				
		1:800 000	VAR: 2.8 ° E (2015)	TA 7000	
ATLAP 9B, EVTOG 9B, MASEV 6B, NUVSA 9B, OKSAT 6B, TOR 9B					



SID DESCRIPTION OVERLEAF
DESCRIPTION OF WAYPOINTS, REF ENR 4.4

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



CHANGES: ATLAP 9B, EVTOG 9B, MASEV 6B, NUVSA 9B, OKSAT 6B, TOR 9B, R103 AND R154 WITHDRAWN.

**STANDARD DEPARTURE ROUTES - INSTRUMENT
(RNAV 1 SID BASED ON GNSS or DME/DME)**
**OSLO/Gardermoen
RWY 01R**
GENERAL:

Surveillance service shall be available.

Due to simultaneous parallel departures, change to APP frequency shall always be initiated by GARDERMOEN TWR.

**RADIO
COMMUNICATION
FAILURE:**

SQUAWK A7600.

In case of RCF after take-off, maintain last assigned level for 2 minutes, then climb to the cruising level stated in the CPL. ACFT under vectoring shall, after setting their transponder to A7600, continue on last cleared and acknowledged heading and level for 2 minutes, then proceed via the most direct route to join the cleared SID or route and climb to the cruising level stated in CPL.

ATC CLEARANCE:

Departing IFR flights shall contact "GARDERMOEN DELIVERY" to obtain ATC clearance. Specify stand number. Request for ATC clearance may take place at the earliest 30 minutes and at the latest 10 minutes prior to anticipated engine start-up. Listening watch shall thereafter be maintained on "GARDERMOEN DELIVERY".

NON RNAV 1 ACFT:

At first contact with "GARDERMOEN DELIVERY" state "UNABLE RNAV 1".
OMNI-DIRECTIONAL DEPARTURE available (see ENGM AD 2.24).

NOTE:

The segment distances from GM440 to GM441 and from GM441 to GM514 are based on average flight path criteria.

NOISE ABATEMENT:

NADP-1 to be used during climb-out.

DESIGNATOR	ROUTE	RESTRICTIONS	CLIMB TO	CONTACT
ATLAP 9B (ATLAP NINE BRAVO DEPARTURE)	Climb on track 013°. At 1100 FT turn right DCT GM440. Turn right to GM441, to GM514, to GM614, to ATLAP.	A MNM climb gradient of 10.0% i.e. 610 FT/NM is required until 1100 FT (noise abatement) thereafter 5.0% i.e. 304 FT/NM to 5000 FT. If unable to comply, inform ATC. (For OBST purposes MNM climb gradient 5.0% i.e. 304 FT/NM to 5000 FT is required) MNM BANK ANGLE 20° and MAX 205 KT IAS during first turn. MAX 230 KT IAS at GM440. MAX 230 KT IAS at GM441.	7000 FT Expect further climb from OSLO APP	When instructed by GARDERMOEN TWR contact OSLO APP 118.475 MHZ
EVTOG 9B (EVTOG NINE BRAVO DEPARTURE)	Climb on track 013°. At 1100 FT turn right DCT GM440. Turn right to GM441, to GM514, to GM614, to GM400, to GM445, to GM450, to EVTOG.	A MNM climb gradient of 10.0% i.e. 610 FT/NM is required until 1100 FT (noise abatement) thereafter 5.0% i.e. 304 FT/NM to 5000 FT. If unable to comply, inform ATC. (For OBST purposes MNM climb gradient 5.0% i.e. 304 FT/NM to 5000 FT is required) MNM BANK ANGLE 20° and MAX 205 KT IAS during first turn. MAX 230 KT IAS at GM440. MAX 230 KT IAS at GM441.	7000 FT Expect further climb from OSLO APP	When instructed by GARDERMOEN TWR contact OSLO APP 118.475 MHZ
MASEV 6B (MASEV SIX BRAVO DEPARTURE)	Climb on track 013°. At 1100 FT turn right DCT GM440. To GM506, to GM504, to GM617, to MASEV.	A MNM climb gradient of 10.0% i.e. 610 FT/NM is required until 1100 FT (noise abatement) thereafter 5.0% i.e. 304 FT/NM to 5000 FT. If unable to comply, inform ATC. (For OBST purposes MNM climb gradient 5.0% i.e. 304 FT/NM to 5000 FT is required) MNM BANK ANGLE 20° and MAX 205 KT IAS during first turn.	7000 FT Expect further climb from OSLO APP	When instructed by GARDERMOEN TWR contact OSLO APP 118.475 MHZ

NUVSA 9B (NUVSA NINE BRAVO DEPARTURE)	Climb on track 013°. At 1100 FT turn right DCT GM440. To LULIL, to LILBA, to NUVSA.	A MNM climb gradient of 10.0% i.e. 610 FT/NM is required until 1100 FT (noise abatement) thereafter 5.0% i.e. 304 FT/NM to 5000 FT. If unable to comply, inform ATC. (For OBST purposes MNM climb gradient 5.0% i.e. 304 FT/NM to 5000 FT is required) MNM BANK ANGLE 20° and MAX 205 KT IAS during first turn. MAX 230 KT IAS at GM440.	7000 FT Expect further climb from OSLO APP	When instructed by GARDERMOEN TWR contact OSLO APP 118.475 MHZ
OKSAT 6B (OKSAT SIX BRAVO DEPARTURE)	Climb on track 013°. At 1100 FT turn right DCT GM440. To GM506, to GM504, to GM503, to OKAKI, to OKSAT.	A MNM climb gradient of 10.0% i.e. 610 FT/NM is required until 1100 FT (noise abatement) thereafter 5.0% i.e. 304 FT/NM to 5000 FT. If unable to comply, inform ATC. (For OBST purposes MNM climb gradient 5.0% i.e. 304 FT/NM to 5000 FT is required) MNM BANK ANGLE 20° and MAX 205 KT IAS during first turn.	7000 FT Expect further climb from OSLO APP	When instructed by GARDERMOEN TWR contact OSLO APP 118.475 MHZ
TOR 9B (TORP NINE BRAVO DEPARTURE)	Climb on track 013°. At 1100 FT turn right DCT GM440. Turn right to GM441, to KUBUB, to TOR.	A MNM climb gradient of 10.0% i.e. 610 FT/NM is required until 1100 FT (noise abatement) thereafter 5.0% i.e. 304 FT/NM to 5000 FT. If unable to comply, inform ATC. (For OBST purposes MNM climb gradient 5.0% i.e. 304 FT/NM to 5000 FT is required) MNM BANK ANGLE 20° and MAX 205 KT IAS during first turn. MAX 230 KT IAS at GM440.	7000 FT Expect further climb from OSLO APP	When instructed by GARDERMOEN TWR contact OSLO APP 118.475 MHZ