
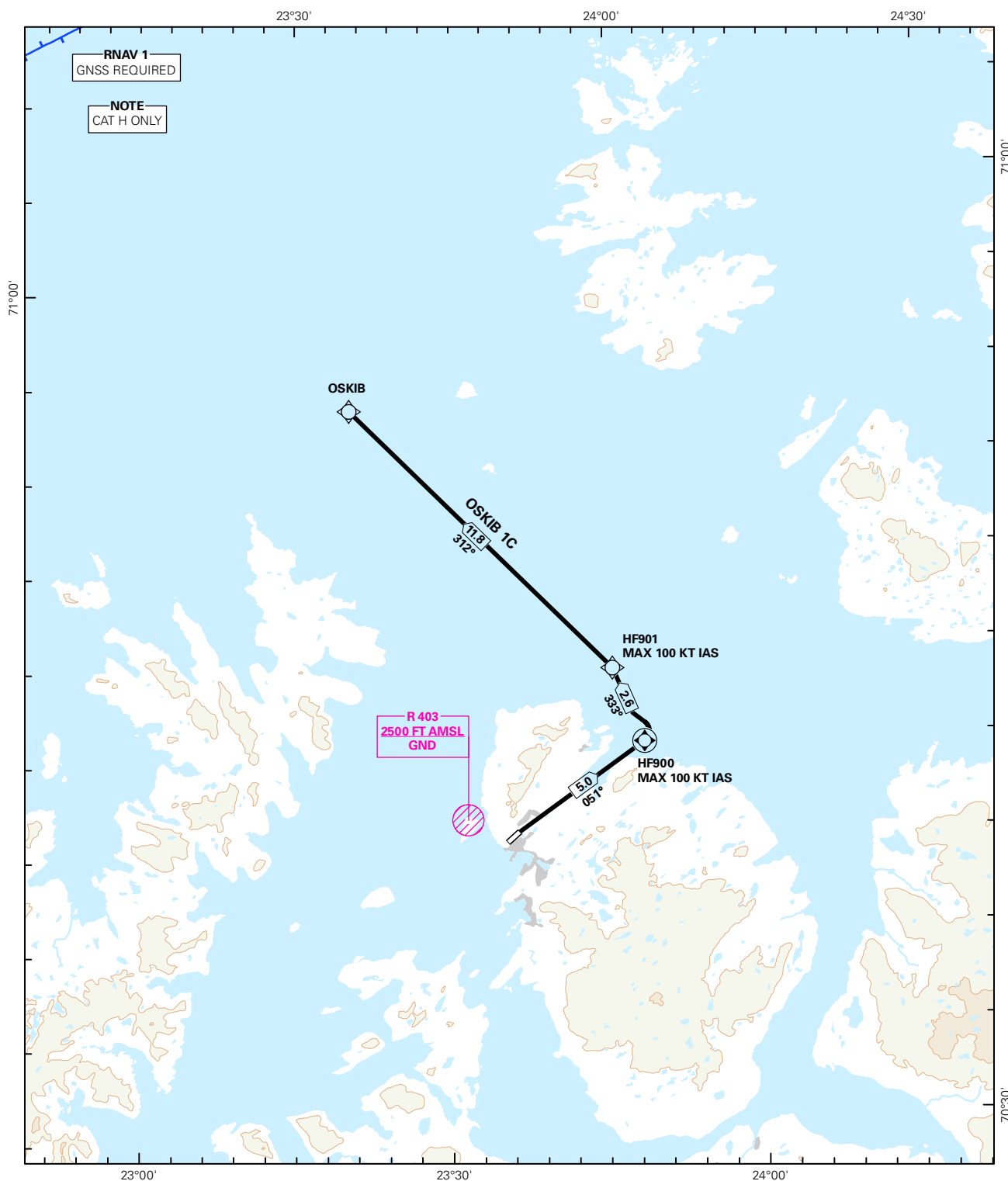


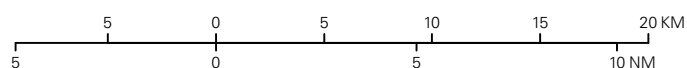
### STANDARD DEPARTURE CHART INSTRUMENT - (RNAV 1 SID BASED ON GNSS)

	ATIS: 136.100	ALT AND ELEV ARE IN FT DIST IN NM			<b>HAMMERFEST</b>  <b>RWY 05</b>  NORWAY  OSKIB 1C
	APP: 126.700				
	AFIS: 121.100				
	VDF: 121.100				
		1:350 000	VAR: 11.0 ° E (2015)	TA 7000	
MSA 25 NM APP					



**SID DESCRIPTION OVERLEAF**  
**DESCRIPTION OF WAYPOINTS, REF ENR 4.4**

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



**STANDARD DEPARTURE ROUTES - INSTRUMENT  
(RNAV 1 SID BASED ON GNSS)**
**HAMMERFEST  
RWY 05**

**REMARKS:** CAT H 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 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"-table apply.

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

**NON RNAV 1 ACFT:** At first contact with HAMMERFEST INFORMATION state "UNABLE RNAV 1 DUE (reason)".  
OMNI-DIRECTIONAL DEPARTURE available (see ENHF AD 2.24)

**NOTE:** If unable to comply with MNM climb gradient restrictions, separate company climb out procedures should be established, and approved, to meet the following restrictions:

Cross HF900 at or above 1400 FT. Follow the lateral SID trajectory from HF900.

DESIGNATOR	ROUTE	RESTRICTIONS	CLIMB TO	CONTACT
<b>OSKIB 1C</b>  (OSKIB ONE CHARLIE DEPARTURE)	To HF900 on course 051°, to HF901, to OSKIB.	MNM climb gradient 10.0% (608 FT/NM) to 1000 FT.  MAX 100KT IAS at HF900 MAX 100KT IAS at HF901  If unable to comply, see NOTE above.	2300 FT	As instructed by HAMMERFEST INFORMATION