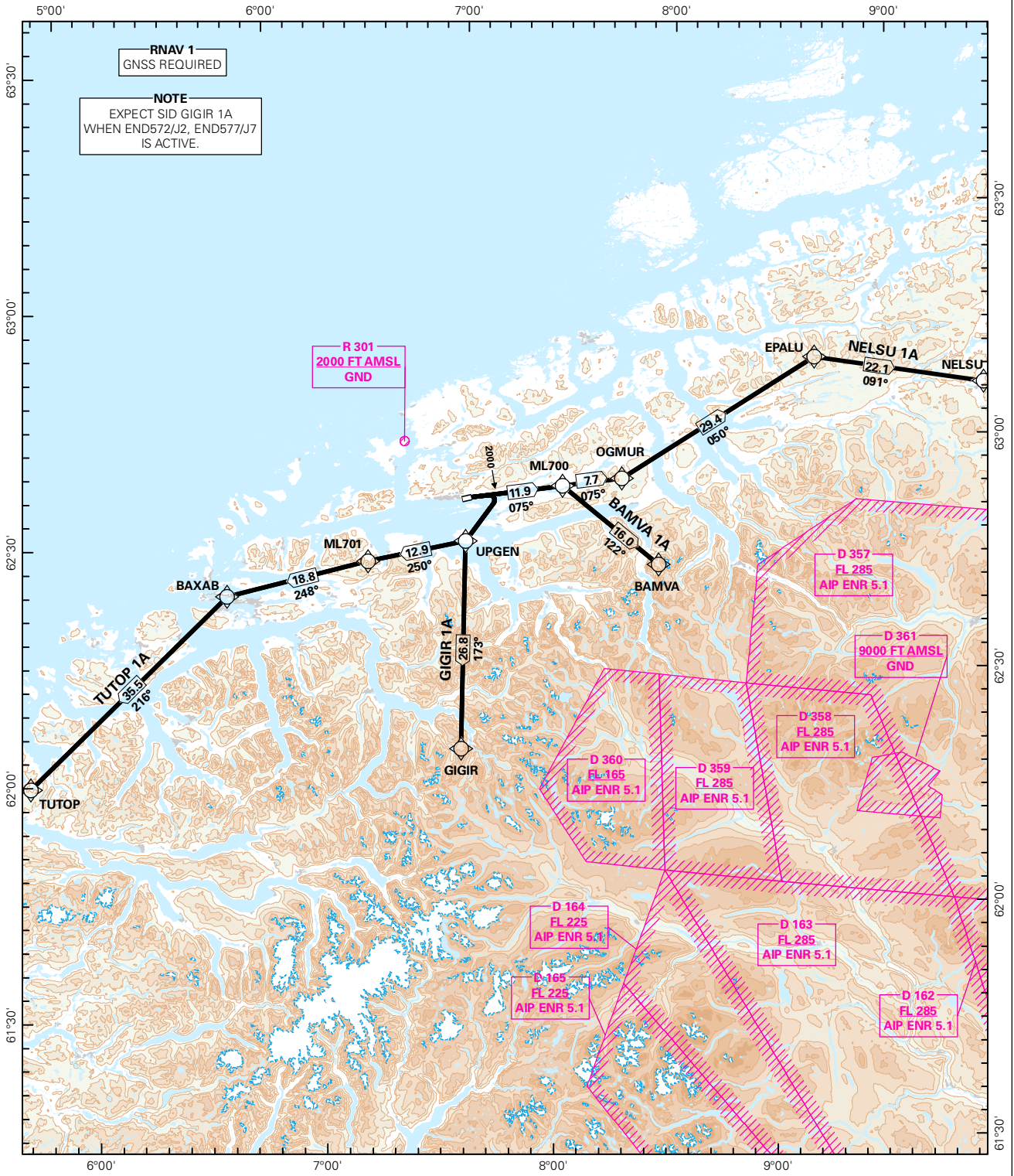


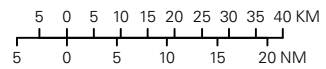
STANDARD DEPARTURE CHART INSTRUMENT (RNAV 1 SID BASED ON GNSS)

<div style="border: 1px solid black; border-radius: 50%; width: 60px; height: 60px; margin: 0 auto; display: flex; align-items: center; justify-content: center;"> 7₂ </div> <p style="text-align: center; margin-top: 5px;">MSA 25 NM ARP</p>	ATIS: 130.075	ALT AND ELEV ARE IN FT DIST IN NM			MOLDE/ÅRØ RWY 07 NORWAY
	APP: 119.350				
	AFIS: 119.950	1:1 400 000	VAR: 1.1 ° E (2015)	TA 7000	
	VDF: 119.950	BAMVA 1A, GIGIR 1A, NELSU 1A, TUTOP 1A			



SID DESCRIPTION OVERLEAF
DESCRIPTION OF WAYPOINTS, REF ENR 4.4

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



CHANGES: NOTEBOX AMENDED, EDITORIALS.

**STANDARD DEPARTURE ROUTES - INSTRUMENT
(RNAV 1 SID BASED ON GNSS)**
**MOLDE/Årø
RWY 07**

GENERAL:	Class A GNSS shall not be used. Surveillance service shall be available.
RADIO COMMUNICATION FAILURE:	Squawk A7600. Maintain last assigned LVL until passing points as described in "CLIMB TO" table for each individual SID (e.g. OGMUR for NELSU 1A), 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.
CLOSE-IN OBSTACLES:	Raising terrain north of the extended centerline, from 0 NM – 0.5 NM east of THR RWY 25, requires more than 9.5% climb gradient, and must be avoided visually or by other means.
VECTORING/ DIRECT ROUTING:	When being vectored or cleared for DCT routing, the climb gradient(s) stated in SID "RESTRICTIONS" apply.
NON RNAV 1 ACFT:	At first contact with MOLDE INFORMATION state "UNABLE RNAV 1". OMNI-DIRECTIONAL DEPARTURE available (see ENML AD 2.24).
ATC CLEARANCE:	Departing IFR flights shall obtain ATC clearance from MOLDE INFORMATION.
NOTE:	Speed restriction of 200 KT IAS (GIGIR 1A and TUTOP 1A) is less than CAT D MNM speed as recommended in ICAO DOC 8168 VOL II.

DESIGNATOR	ROUTE	RESTRICTIONS	CLIMB TO	CONTACT
BAMVA 1A (BAMVA ONE ALFA DEPARTURE)	To ML700 on course 075°, to BAMVA.	MNM climb gradient 9.5% (577 FT/NM) to 2000 FT. MAX 264 KT IAS at ML700. If unable to comply, inform ATS.	6000 FT. RCF: If no further climb received prior to 5 NM FM BAMVA, climb to CPL cruising LVL.	As instructed by MOLDE INFORMATION.
GIGIR 1A (GIGIR ONE ALFA DEPARTURE)	Climb on course 075°, at 2000 FT turn right DCT UPGEN, to GIGIR.	MNM climb gradient 9.5% (577 FT/NM) to 2000 FT. MNM climb gradient 3.8% (231 FT/NM) to 6000 FT. MAX 200 KT IAS during initial turn, and turn at UPGEN. If unable to comply, inform ATS.	6000 FT. RCF: If no further climb received prior to 18 NM FM GIGIR, climb to CPL cruising LVL.	As instructed by MOLDE INFORMATION.
NELSU 1A (NELSU ONE ALFA DEPARTURE)	To OGMUR on course 075°, to EPALU, to NELSU.	MNM climb gradient 9.5% (577 FT/NM) to 2000 FT. If unable to comply, inform ATS.	6000 FT. RCF: If no further climb received prior to OGMUR, climb to CPL cruising LVL.	As instructed by MOLDE INFORMATION.
TUTOP 1A (TUTOP ONE ALFA DEPARTURE)	Climb on course 075°, at 2000 FT turn right DCT UPGEN, to ML701, to BAXAB, to TUTOP.	MNM climb gradient 9.5% (577 FT/NM) to 2000 FT. MAX 200 KT IAS during initial turn, and turn at UPGEN. If unable to comply, inform ATS.	6000 FT. RCF: If no further climb received prior to ML701, climb to CPL cruising LVL.	As instructed by MOLDE INFORMATION.