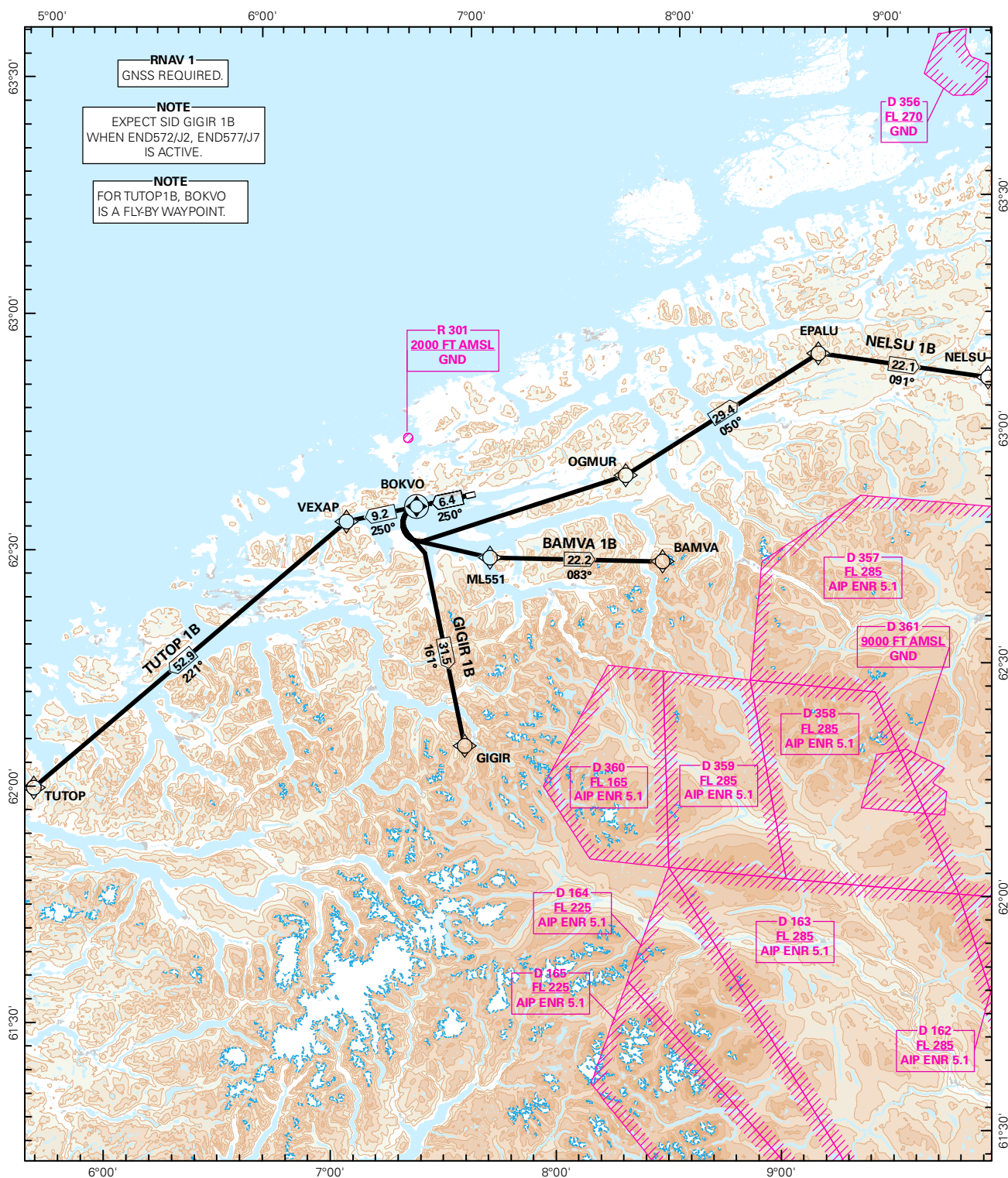


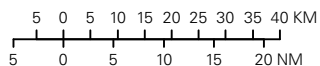
## STANDARD DEPARTURE CHART INSTRUMENT (RNAV 1 SID BASED ON GNSS)

<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;">7<sub>2</sub></div> </div> <div style="text-align: center; font-weight: bold; margin-top: 5px;">MSA 25 NM ARP</div>	ATIS: 130.075	ALT AND ELEV ARE IN FT DIST IN NM			<div style="font-size: 18px; font-weight: bold;">MOLDE/ÅRØ</div> <div style="font-size: 16px; font-weight: bold;">RWY 25</div> <div style="font-weight: bold;">NORWAY</div>
	APP: 119.350				
	AFIS: 119.950				
	VDF: 119.950				
		1:1 400 000	VAR: 1.1 ° E (2015)	TA 7000	
BAMVA 1B, GIGIR 1B, NELSU 1B, TUTOP 1B					



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 25**

<b>GENERAL:</b>	Class A GNSS shall not be used. Surveillance service shall be available.
<b>RADIO COMMUNICATION FAILURE:</b>	Squawk A7600. Maintain last assigned LVL until passing points as described in "CLIMB TO" table for each individual SID (e.g. ML551 for BAMVA 1B), 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.
<b>ATC CLEARANCE:</b>	Departing IFR flights shall obtain ATC clearance from MOLDE INFORMATION.
<b>VECTORING/ DIRECT ROUTING:</b>	When being vectored or cleared for DCT routing, the climb gradient(s) stated in SID "RESTRICTIONS" apply.
<b>NON RNAV 1 ACFT:</b>	At first contact with MOLDE Information state "UNABLE RNAV 1 DUE (reason)". OMNI-DIRECTIONAL DEPARTURE available (see ENML AD 2.24).
<b>NOTE:</b>	The segment distance from EPALU to NELSU is based on average flight path criteria.

DESIGNATOR	ROUTE	RESTRICTIONS	CLIMB TO	CONTACT
<b>BAMVA 1B</b> (BAMVA ONE BRAVO DEPARTURE)	To BOKVO on course 250°, turn left DCT ML551, to BAMVA.	MNM climb gradient 6.0% (365 FT/NM) to 5000 FT.  If unable to comply, inform ATS.	6000 FT  RCF: If no further climb received prior to ML551, climb to CPL cruising LVL.	As instructed by MOLDE INFORMATION
<b>GIGIR 1B</b> (GIGIR ONE BRAVO DEPARTURE)	To BOKVO on course 250°, intercept and proceed on 161° to GIGIR.	MNM climb gradient 6.2% (377 FT/NM) to 5000 FT.  If unable to comply, inform ATS.	6000 FT  RCF: If no further climb received prior to 20 NM FM GIGIR, climb to CPL cruising LVL.	As instructed by MOLDE INFORMATION
<b>NELSU 1B</b> (NELSU ONE BRAVO DEPARTURE)	To BOKVO on course 250°, turn left DCT OGMUR, to EPALU, to NELSU.	MNM climb gradient 6.0% (365 FT/NM) to 5000 FT.  If unable to comply, inform ATS.	6000 FT  RCF: If no further climb received prior to 14 NM FM OGMUR, climb to CPL cruising LVL.	As instructed by MOLDE INFORMATION
<b>TUTOP 1B</b> (TUTOP ONE BRAVO DEPARTURE)	To BOKVO on course 250°, to VEXAP, to TUTOP.	MNM climb gradient 4.4% (267 FT/NM) to 3100 FT.  If unable to comply, inform ATS.	6000 FT  RCF: If no further climb received prior to 42 NM FM TUTOP, climb to CPL cruising LVL.	As instructed by MOLDE INFORMATION