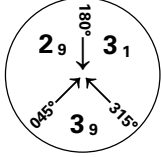
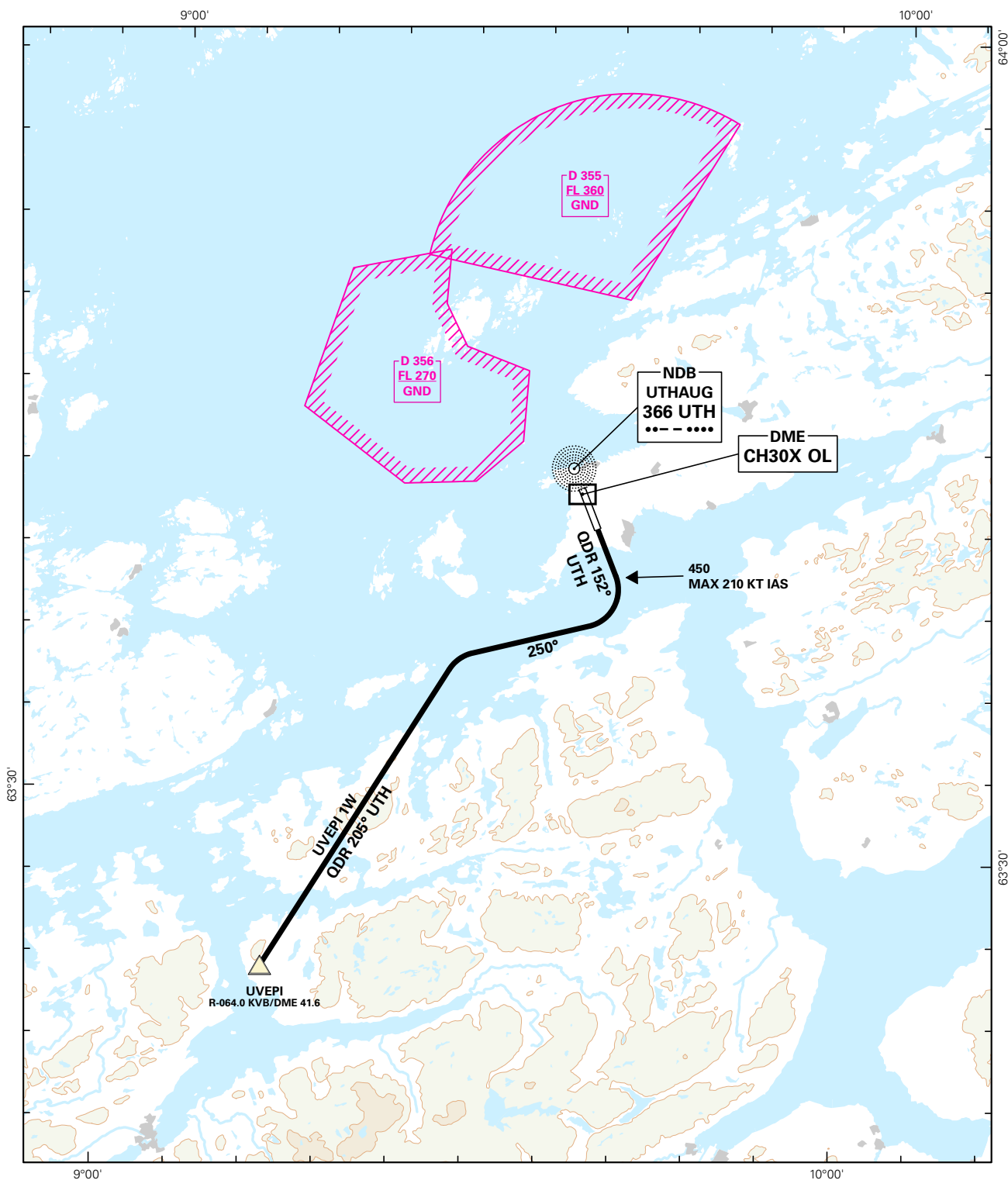


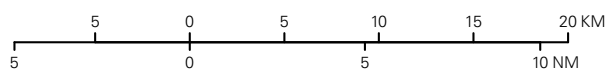
STANDARD DEPARTURE CHART INSTRUMENT - ICAO

<div></div> <div>MSA 25 NM UTH</div>	ATIS: 119.325		ALT AND ELEV ARE IN FT DIST IN NM			ØRLAND RWY 15 NORWAY UVEPI 1W
	APP: 118.250 126.200					
	TWR: 118.700					
	VDF: 118.250					
			1:400 000	VAR: 2.2 ° E (2015)	TA 7000	



SID DESCRIPTION OVERLEAF
DESCRIPTION OF WAYPOINTS, REF ENR 4.4

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



CHANGES: NEW PROCEDURE.

STANDARD DEPARTURE ROUTES - INSTRUMENT**ØRLAND
RWY 15**

GENERAL: Class A GNSS shall not be used.
Surveillance service shall be available.

RADIO COMMUNICATION FAILURE: Squawk A7600. In case of RCF after take-off, ACFT shall maintain last assigned level for 2 minutes (or until described point/distance), then climb to cruising level stated in CPL. ACFT under vectoring shall, after set transponder to A7600, continue on heading last cleared and acknowledged for 2 minutes, then proceed the most direct route to join the cleared ATS-route and climb to the cruising level stated in the CPL.

VECTORIZING: When being vectored or cleared for DCT routing, the climb gradient(s) stated in SID "RESTRICTIONS" apply.

DESIGNATOR	ROUTE	RESTRICTIONS	CLIMB TO	CONTACT
UVEPI 1W (UVEPI ONE WHISKEY DEPARTURE)	Climb on QDR 152° UTH to 450 FT or DME 2.5 OL(DME 0.3 ORL), whichever later. Turn right to track 250°. Intercept QDR 205° UTH to UVEPI.	MNM climb gradient 4.2% (255 FT/NM) to 4000 FT to stay within controlled airspace (For OBST reason MNM climb gradient 3.8% (231 FT/NM) to 4000 FT) MAX 210 KT IAS at first turn. If unable to comply, inform ATC.	6000 FT.	When airborne, contact ØRLAND APP 118.250 MHZ.