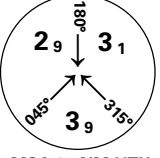
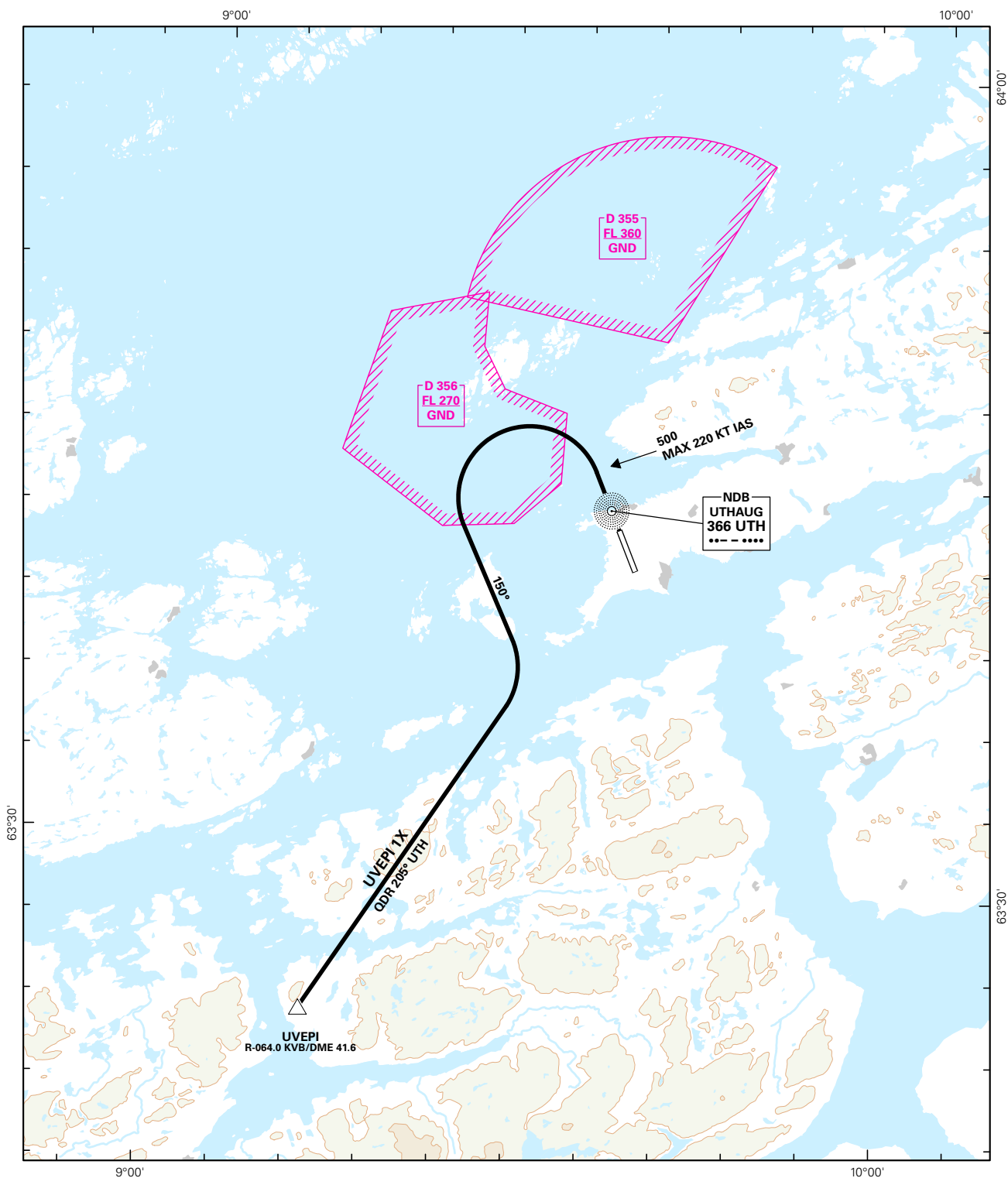


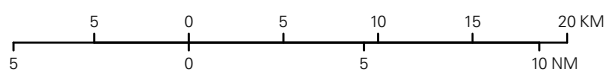
## STANDARD DEPARTURE CHART INSTRUMENT - ICAO

 <p>MSA 25 NM UTH</p>	ATIS: 119.325	ALT AND ELEV ARE IN FT DIST IN NM			<b>ØRLAND</b> <b>RWY 33</b> NORWAY UVEPI 1X
	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 33****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.

**VECTORING:**

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

DESIGNATOR	ROUTE	RESTRICTIONS	CLIMB TO	CONTACT
<b>UVEPI 1X</b> (UVEPI ONE XRAY DEPARTURE)	Climb straight ahead to 500 FT or overhead NDB UTH, whichever later. Turn left to track 150°. Intercept QDR 205° UTH to UVEPI.	MNM climb gradient 3.4% (207 FT/NM) to 4000 FT.  MAX 220 KT IAS at first turn.  If unable to comply, inform ATC.	6000 FT.	When airborne, contact ØRLAND APP 118.250 MHZ.