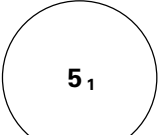
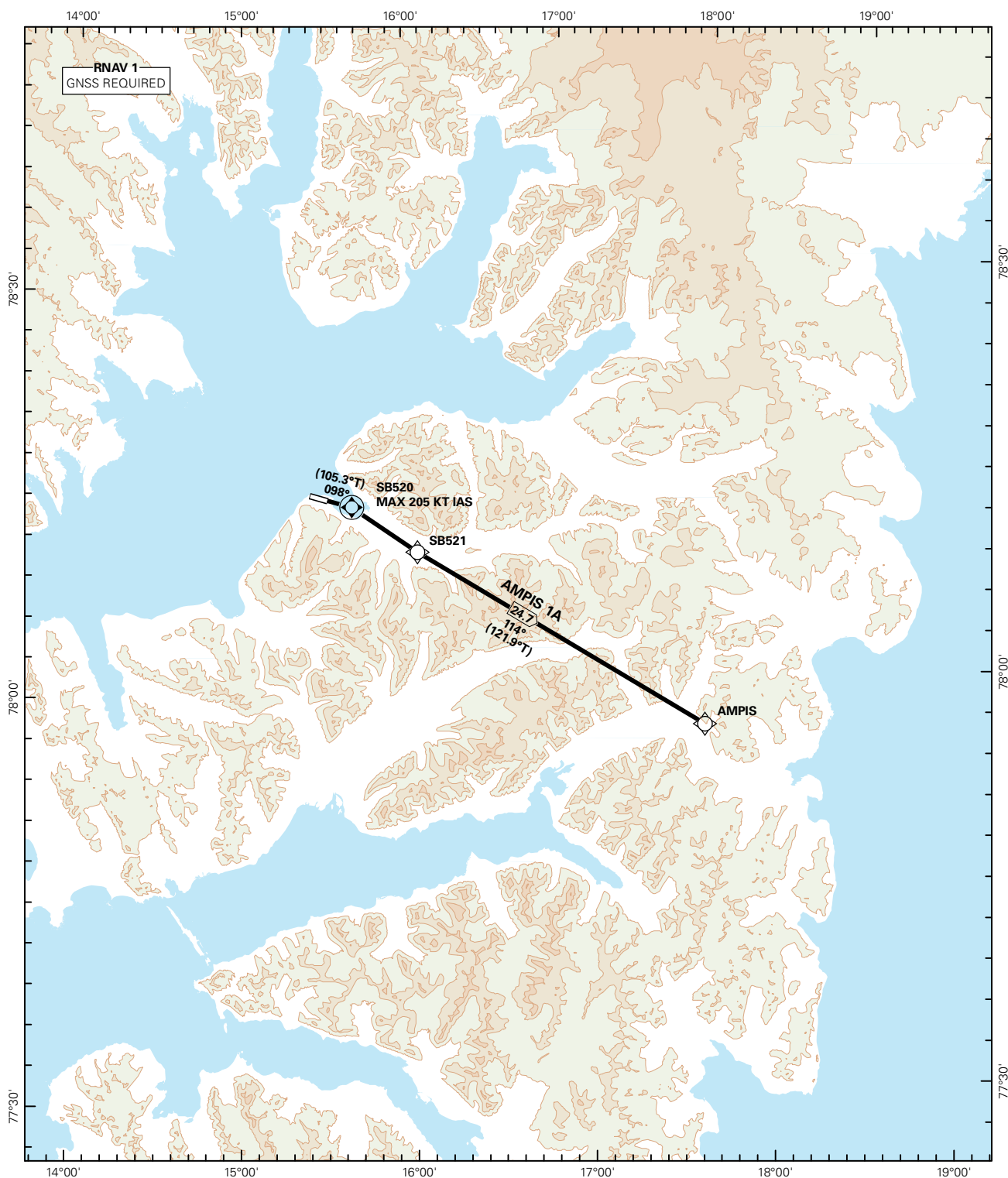


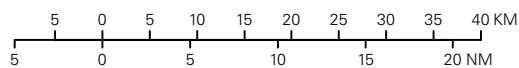
STANDARD DEPARTURE CHART INSTRUMENT (RNAV 1 SID BASED ON GNSS)

 MSA 25 NM ARP	AFIS: 118.100 119.850	ALT AND ELEV ARE IN FT DIST IN NM			SVALBARD/LONGYEAR
	VDF: 118.100				
		1:800 000	VAR: 7.5 ° E (2015)	TA 5000	
					RWY 10
					NORWAY
					AMPIS 1A



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
(RNAV 1 SID BASED ON GNSS)**
**SVALBARD/Longyear
RWY 10**

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.
CLOSE-IN OBSTACLES:	Vessels crossing the departure area could require more than 6.1% climb gradient, and must be avoided visually or by other means.
ATC CLEARANCE:	Departing IFR flights shall obtain ATC clearance from LONGYEAR INFORMATION.
NON RNAV 1 ACFT:	No instrument departures available.
NOTE:	Vessels higher than 54 m AMSL have not been considered to calculate the minimum climb gradient.

DESIGNATOR	ROUTE	RESTRICTIONS	CLIMB TO	CONTACT
AMPIS 1A (AMPIS ONE ALFA DEPARTURE)	To SB520 on course 098°, turn right DCT SB521, to AMPIS	MNM climb gradient 6.1 % (371 FT/NM) to 3600 FT. MAX 205 KT IAS at SB520. If unable to comply, inform ATC.	5500 FT	As instructed by LONGYEAR INFORMATION