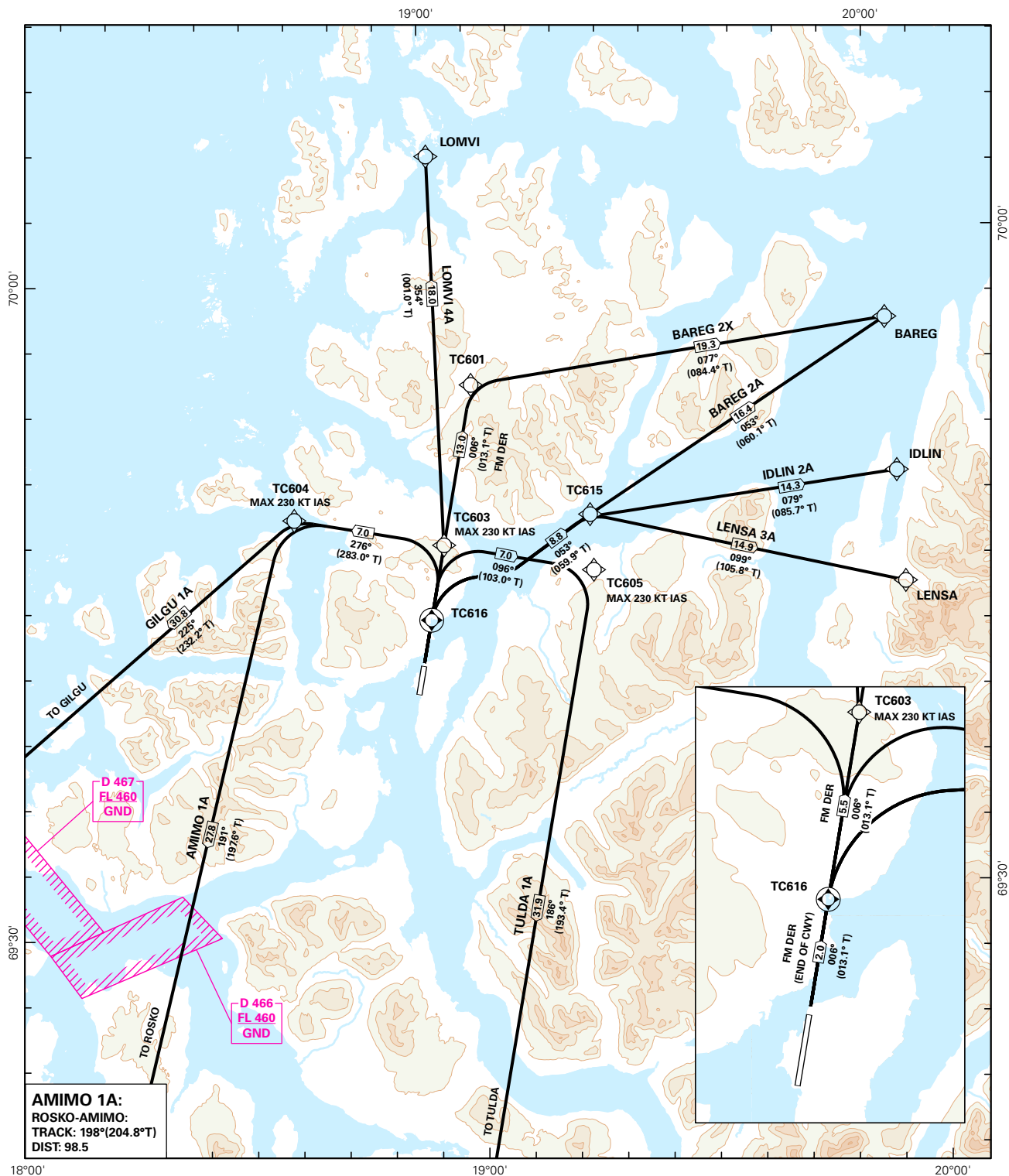
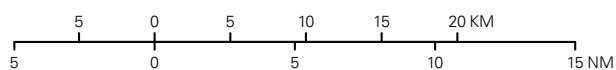


<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center; margin: 0 auto;"> <div style="font-size: 2em; font-weight: bold;">7</div> <div style="font-size: 1.5em; font-weight: bold; margin-left: 5px;">1</div> </div> <div style="text-align: center; margin-top: 5px;">MSA 25 NM ARP</div>	<div style="display: flex; justify-content: space-between;"> <div>ATIS:</div> <div>126.125</div> </div>	ALT AND ELEV ARE IN FT DIST IN NM			<div style="font-size: 1.5em; font-weight: bold;">TROMSØ/LANGNES</div> <div style="font-size: 1.2em; font-weight: bold; margin-top: 10px;">RWY 01</div> <div style="font-weight: bold; margin-top: 20px;">NORWAY</div>	
	<div style="display: flex; justify-content: space-between;"> <div>APP:</div> <div>123.750</div> </div>					
	<div style="display: flex; justify-content: space-between;"> <div>TWR:</div> <div>118.300</div> </div>					
		1:500 000	VAR: 7.1 ° E (2010)	TA 7000		
	AMIMO 1A, BAREG 2A, BAREG 2X, GILGU 1A, IDLIN 2A, LENSA 3A, LOMVI 4A, TULDA 1A					



ATS AIRSPACE CLASSIFICATIONS: REF ENR 1.4



STANDARD DEPARTURE ROUTES - INSTRUMENT (SID) P-RNAV SID based on GNSS

TROMSØ/LANGNES RWY 01

GENERAL:	P-RNAV approval is required. Class A GNSS shall not be used. Radar service shall be available.
VECTORIZING	Vectoring deviating from SID may be used to expedite outbound TFC. At MNM EN-ROUTE ALT, clearance for DCT routing will be given as soon as TFC permits.
RADIO COMMUNICATION FAILURE:	Squawk A7600. In case of RCF after take-off, maintain last cleared and acknowledged level for 2 minutes, then climb to the cruising level stated in the CPL. ACFT under radar vectoring shall, after set transponder to 7600, continue on last cleared and acknowledged heading and level for 2 minutes, then proceed the most direct route to join the cleared SID or route and climb to the cruising level stated in CPL.
NON P-RNAV ACFT:	At first contact with "Tromsø TWR" state "Non P-RNAV".
RECOMMENDED PATH/TERMINATOR:	First leg CF, thereafter TF legs.

DESIGNATOR	ROUTE	RESTRICTIONS	CLIMB TO	CONTACT
AMIMO 1A (AMIMO ONE ALFA DEPARTURE)	To TC603 on course 006°, turn left to TC604, to ROSKO, to AMIMO	A MNM climb gradient of 6.5% i.e. 395 FT/NM up to 5000 FT is required. No turn below 2000 FT. MAX speed 230 KIAS during turn at TC603 and TC604	FL 90	When airborne contact Tromsø APP 123.750 MHz
Recommended Coding:	(AMIM1A): TC603[M006;A2000+;K230;L]-TC604[K230]-ROSKO-AMIMO			
BAREG 2A (BAREG TWIO ALFA DEPARTURE)	To <u>TC616</u> on course 006° to BAREG	A MNM climb gradient of 6.5% i.e. 395 FT/NM to 5000 FT is required. MAX speed 210 KIAS during turn at <u>TC616</u>	FL 90	When airborne contact Tromsø APP 123.750 MHz
Recommended Coding:	(BARE2A): <u>TC616</u> [M006;K210]-BAREG			
BAREG 2X (BAREG TWIO X-RAY DEPARTURE)	To TC601 on course 006° to BAREG	A MNM climb gradient of 6.5% i.e. 395 FT/NM to 5000 FT is required. MAX speed 230 KIAS during turn at TC601	FL 90	When airborne contact Tromsø APP 123.750 MHz
Recommended Coding:	(BARE2X): TC601[M006;K230]-BAREG			
GILGU 1A (GILGU ONE ALFA DEPARTURE)	To TC603 on course 006°, turn left to TC604, to GILGU.	A MNM climb gradient of 6.5% i.e. 395 FT/NM to 5000 FT is required. No turn below 2000 FT. MAX speed 230 KIAS during turn at TC603 and TC604.	FL 90	When airborne contact Tromsø APP 123.750 MHz
Recommended Coding:	(GILG1A): TC603[M006;K230-;A2000+;L]-TC604(K230)-GILGU			
IDLIN 2A (IDLIN ONE ALFA DEPARTURE)	To <u>TC616</u> on course 006° to TC615, then to IDLIN.	A MNM climb gradient of 6.5% i.e. 395 FT/NM to 5000 FT is required. MAX speed 210 KIAS during turn at <u>TC616</u> . MAX speed 230 KIAS during turn at TC615	FL 90	When airborne contact Tromsø APP 123.750 MHz
Recommended Coding:	(IDLI2A): <u>TC616</u> [M006;K210]-TC615-IDLIN			
LENSA 3A (LENSA THREE ALFA DEPARTURE)	To <u>TC616</u> on course 006° to TC615, then to LENSEA.	A MNM climb gradient of 6.5% i.e. 395 FT/NM to 5000 FT is required. MAX speed 210 KIAS during turn at <u>TC616</u> . MAX speed 230 KIAS during turn at TC615.	FL 90	When airborne contact Tromsø APP 123.750 MHz
Recommended Coding:	(LENS3A): <u>TC616</u> [M006;K210]-TC615[K230]-LENSA			
LOMVI 4A (LOMVI FOUR ALFA DEPARTURE)	To TC603 on course 006°, to LOMVI	A MNM climb gradient of 6.5% i.e. 395FT/NM to 5000 FT is required	FL 90	When airborne contact Tromsø APP 123.750 MHz
Recommended Coding:	(LOMV4A): TC603[M006]-LOMVI			

TULDA 1A (TULDA ONE ALFA DEPARTURE)	To TC603 on course 006°, turn right to TC605, turn right to TULDA	A MNM climb gradient of 6.5% i.e. 395 FT/NM to 5000 FT is required. No turn below 2000 FT. MAX speed 230 KIAS during turns at TC603 and TC605	FL 90	When airborne contact Tromsø APP 123.750 MHZ
Recommended Coding:	(TULD1A): TC603[M006;A2000+;K230;R]-TC605[K230-;R]-TULDA			

OMNI-DIRECTIONAL DEPARTURE**RWY 01****RADAR VECTORING:** Expect radar vectoring by Tromsø APP to join the cleared ATS-route.

DESIGNATOR	ROUTE	RESTRICTIONS	CLIMB TO	CONTACT
OMNI-DIRECTIONAL DEPARTURE	Climb on RWY track 006° to DME 6.0 TR. Start turn when cleared by ATC.	A MNM climb gradient of 7.5% i.e. 456 FT/NM is assumed until 3500 FT. If unable to comply, inform ATC.	FL 90	When airborne contact Tromsø APP 123.750 MHZ