

STANDARD DEPARTURE ROUTES

- GENERAL:

Surveillance service shall be available
- RADIO COMMUNICATION FAILURE:

Squawk A7600. Maintain last cleared and acknowledged level until passing DME 20.0 TRO, 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:

Vegetation close to THR RWY 18/36 requires more than 6.2% climb gradient, and must be avoided visually or by other means.
- VECTORIZING/ DIRECT ROUTING:

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

RWY 18

DESIGNATOR	ROUTE	RESTRICTIONS	CLIMB TO	CONTACT
BDF 7Y (BARDUFOSS SEVEN YANKEE DEPARTURE)	Climb on QDM 181° to KBV. Intercept and proceed on R-007 BDF to BDF.	MNM climb gradient 6.0% (365 FT/NM) to 5000 FT to stay within controlled airspace and/or due to ATC restriction. (For OBST reason MNM climb gradient 5.5% (334 FT/NM) to 3800 FT) If unable to comply, inform ATC.	FL 90	When instructed by Tromsø TWR, contact Tromsø APP 123.750 MHZ.

RWY 36

DESIGNATOR	ROUTE	RESTRICTIONS	CLIMB TO	CONTACT
LOMVI 6X (LOMVI SIX X-RAY DEPARTURE)	Climb on QDM 003° to KV. Intercept and proceed on R-350 TRO to LOMVI.	MNM climb gradient 6.2% (377 FT/NM) to 4700 FT to stay within controlled airspace and/or due to ATC restriction. (For OBST reason MNM climb gradient 6.2% (377 FT/NM) to 1700 FT) If unable to comply, inform ATC.	FL 90	When instructed by Tromsø TWR, contact Tromsø APP 123.750 MHZ.