

STANDARD DEPARTURE ROUTES

- REMARKS:

CAT H only.
- 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.
- VECTORIZING/
DIRECT ROUTING:

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

Departing IFR flights shall obtain ATC clearance from HAMMERFEST INFORMATION.
- NON RNAV 1 ACFT:

At first contact with HAMMERFEST INFORMATION state “UNABLE RNAV 1 DUE (reason)”. OMNI-DIRECTIONAL DEPARTURE available (see ENHF AD 2.24)
- NOTE:

If unable to comply with MNM climb gradient restrictions, separate company climb out procedures should be established, and approved, to meet the following restrictions:

Cross HF900 at or above 1400 FT. Follow the lateral SID trajectory from HF900.

DESIGNATOR	ROUTE	RESTRICTIONS	CLIMB TO	CONTACT
OSKIB 1C (OSKIB ONE CHARLIE DEPARTURE)	To HF900 on course 049°, to HF901, to OSKIB.	MNM climb gradient 10.0% (608 FT/NM) to 1000 FT. MAX 100KT IAS at HF900 MAX 100KT IAS at HF901 If unable to comply, see NOTE above.	2300 FT	As instructed by HAMMERFEST INFORMATION