

ENGM SID RWY 01R (RNAV) - ROUTES

- GENERAL:

Surveillance service shall be available.
- Due to simultaneous parallel departures, change to APP frequency shall always be initiated by GARDERMOEN TWR.
- RADIO COMMUNICATION FAILURE:

SQUAWK A7600.  
In case of RCF after take-off, maintain last assigned level for 2 minutes, then climb to the cruising level stated in the CPL. ACFT under vectoring shall, after setting their transponder to A7600, continue on last cleared and acknowledged heading and level for 2 minutes, then proceed via the most direct route to join the cleared SID or route and climb to the cruising level stated in CPL.
- 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 contact “GARDERMOEN DELIVERY” to obtain ATC clearance. Specify stand number. Request for ATC clearance may take place at the earliest 30 minutes and at the latest 10 minutes prior to anticipated engine start-up. Listening watch shall thereafter be maintained on “GARDERMOEN DELIVERY”.
- NON RNAV 1 ACFT:

At first contact with “GARDERMOEN DELIVERY” state “UNABLE RNAV 1”. OMNI-DIRECTIONAL DEPARTURE available (see ENGM AD 2.24).
- NOTE:

The segment distances from GM440 to GM441 and from GM441 to GM514 are based on average flight path criteria.
- NOISE ABATEMENT:

NADP-1 to be used during climb-out.

DESIGNATOR	ROUTE	RESTRICTIONS	CLIMB TO	CONTACT
ATLAP 9B  (ATLAP NINE BRAVO DEPARTURE)	Climb on track 012°. At 1100 FT turn right DCT GM440. Turn right to GM441, to GM514, to GM614, to ATLAP.	A MNM climb gradient of 10.0% i.e. 610 FT/NM is required until 1100 FT (noise abatement) thereafter 5.0% i.e. 304 FT/NM to 5000 FT. If unable to comply, inform ATC.  (For OBST purposes MNM climb gradient 5.0% i.e. 304 FT/NM to 5000 FT is required)  MNM BANK ANGLE 20° and MAX 205 KT IAS during first turn. MAX 230 KT IAS at GM440. MAX 230 KT IAS at GM441. MAX 250 KT IAS after GM441 BELOW FL 100.	7000 FT  Expect further climb from OSLO APP	When instructed by GARDERMOEN TWR contact OSLO APP 118.480 MHZ
EVTOG 9B  (EVTOG NINE BRAVO DEPARTURE)	Climb on track 012°. At 1100 FT turn right DCT GM440. Turn right to GM441, to GM514, to GM614, to GM400, to GM445, to GM450, to EVTOG.	A MNM climb gradient of 10.0% i.e. 610 FT/NM is required until 1100 FT (noise abatement) thereafter 5.0% i.e. 304 FT/NM to 5000 FT. If unable to comply, inform ATC.  (For OBST purposes MNM climb gradient 5.0% i.e. 304 FT/NM to 5000 FT is required)  MNM BANK ANGLE 20° and MAX 205 KT IAS during first turn. MAX 230 KT IAS at GM440. MAX 230 KT IAS at GM441. MAX 250 KT IAS after GM441 BELOW FL 100.	7000 FT  Expect further climb from OSLO APP	When instructed by GARDERMOEN TWR contact OSLO APP 118.480 MHZ
MASEV 6B  (MASEV SIX BRAVO DEPARTURE)	Climb on track 012°. At 1100 FT turn right DCT GM440. To GM506, to GM504, to GM617, to MASEV.	A MNM climb gradient of 10.0% i.e. 610 FT/NM is required until 1100 FT (noise abatement) thereafter 5.0% i.e. 304 FT/NM to 5000 FT. If unable to comply, inform ATC.  (For OBST purposes MNM climb gradient 5.0% i.e. 304 FT/NM to 5000 FT is required)  MNM BANK ANGLE 20° and MAX 205 KT IAS during first turn. MAX 250 KT IAS after GM440 BELOW FL 100.	7000 FT  Expect further climb from OSLO APP	When instructed by GARDERMOEN TWR contact OSLO APP 118.480 MHZ