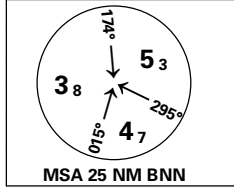


STANDARD DEPARTURE CHART INSTRUMENT - ICAO



| | |
|-------|---------|
| ATIS: | 135.900 |
| APP: | 127.900 |
| AFIS: | 119.600 |
| VDF: | 119.600 |

| | | |
|--------------------------------------|---------------------|---------|
| ALT AND ELEV ARE IN FT DIST IN NM | | |
| 1:250 000 | VAR: 3.6 ° E (2015) | TA 7000 |

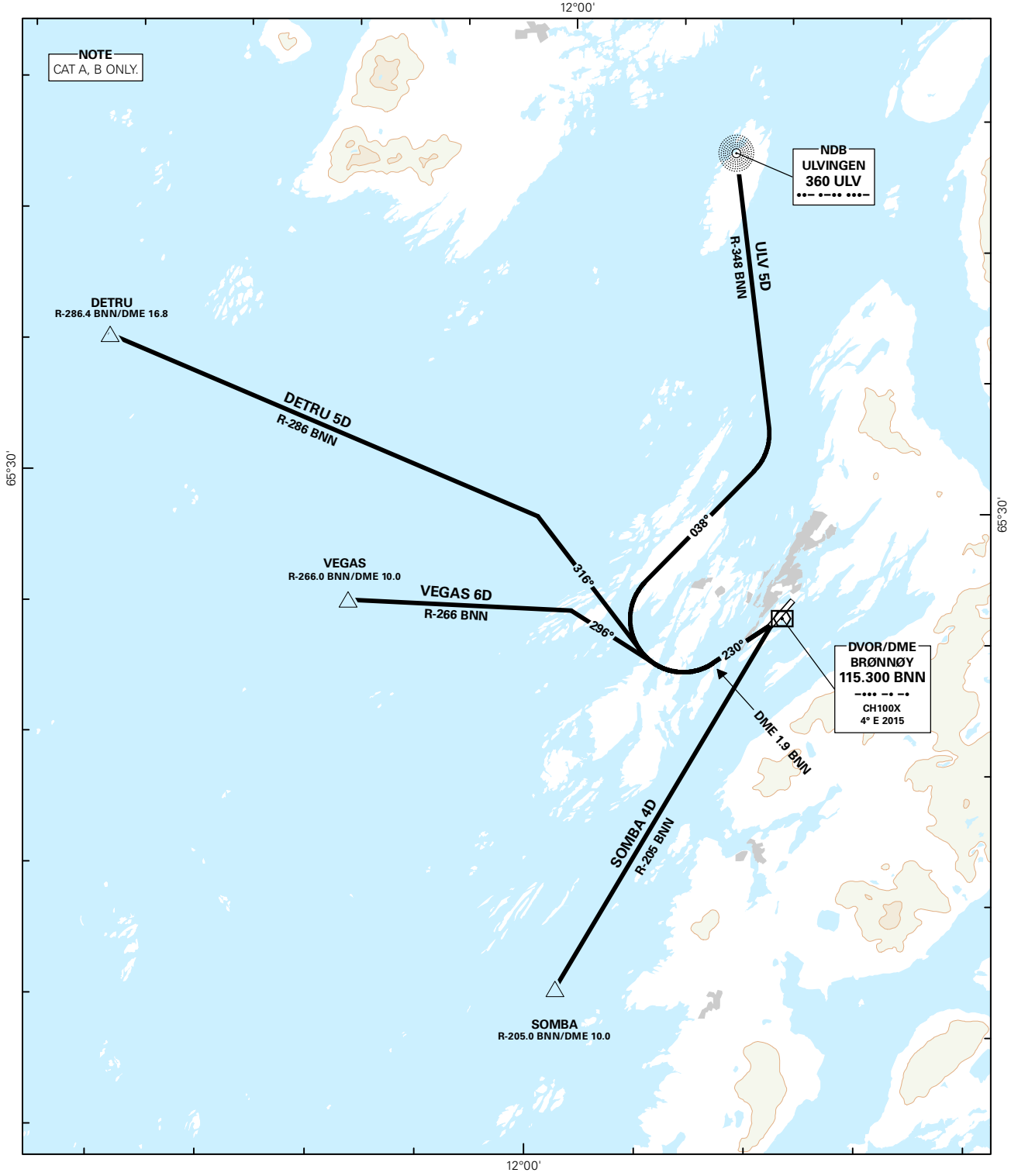
BRØNNØYSUND/BRØNNØY

RWY 21

NORWAY

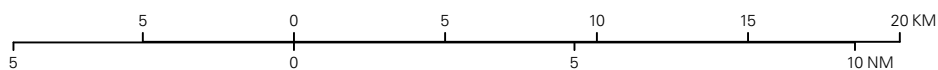
DETRU 5D, SOMBA 4D, ULV 5D, VEGAS 6D

NOTE
CAT A, B ONLY.



SID DESCRIPTION OVERLEAF
DESCRIPTION OF WAYPOINTS, REF ENR 4.4

ATS AIRSPACE CLASSIFICATIONS: REF ENR 1.4
LEGEND: REF GEN 2.3



CHANGES: COMPLETE REVISION.

STANDARD DEPARTURE ROUTES - INSTRUMENT

BRØNNØYSUND
RWY 21**REMARKS:** CAT A, B only**GENERAL:** Surveillance service shall be available.**RADIO COMMUNICATION FAILURE:** Squawk A7600.

In case of RCF after take-off, ACFT shall maintain last cleared and acknowledged level until passing DME 15.0 or R-015 BNN for ULV departures/R-147 BNN for SOMBA departures (whichever occurs first). Then climb to the cruising level stated in the CPL and proceed the most direct route to the cleared ATS route. ACFT under vectoring shall, after set transponder to 7600, continue on heading last cleared and acknowledged for two (2) minutes, then proceed the most direct route to join the cleared ATS-route.

**VECTORING/
DIRECT ROUTING:** Vectoring involving deviation from SID may be used by NORWAY CONTROL to expedite outbound traffic.

| DESIGNATOR | ROUTE | RESTRICTIONS | CLIMB TO | CONTACT |
|--|--|--|----------|--------------------------------------|
| DETRU 5D (DETRU FIVE DELTA DEPARTURE) | Climb on track 230°. At DME 1.9 BNN turn right on track 316°. Intercept R-286 BNN. Continue climb on R-286 BNN to DETRU. | A MNM climb gradient of 5.5% (334 FT/NM) is required until 3000 FT. If unable to comply, inform ATC. Max 150 KT IAS in turns. No track adjustment before departure end of runway. | 4000 FT | As instructed by BRØNNØY INFORMATION |
| SOMBA 4D (SOMBA FOUR DELTA DEPARTURE) | After take-off turn left to intercept R-205 BNN. Continue climb on R-205 BNN to SOMBA. | A MNM climb gradient of 5.5% (334 FT/NM) is required until 4000. If unable to comply, inform ATC. No track adjustment before departure end of runway. | 4000 FT | As instructed by BRØNNØY INFORMATION |
| ULV 5D (ULVINGEN FIVE DELTA DEPARTURE) | Climb on track 230°. At DME 1.9 BNN turn right on track 038°. Intercept R-348 BNN. Continue climb on R-348 BNN to ULV. | A MNM climb gradient of 5.5% (334 FT/NM) is required until 4000 FT. If unable to comply, inform ATC. Max 150 KT IAS in turns. No track adjustment before departure end of runway. | 4000 FT | As instructed by BRØNNØY INFORMATION |
| VEGAS 6D (VEGAS SIX DELTA DEPARTURE) | Climb on track 230°. At DME 1.9 BNN turn right on track 296°. Intercept R-266 BNN. Continue climb on R-266 BNN to VEGAS. | A MNM climb gradient of 5.5% (334 FT/NM) is required until 3000 FT. If unable to comply, inform ATC. Max 150 KT IAS in turns. No track adjustment before departure end of runway. | 4000 FT | As instructed by BRØNNØY INFORMATION |