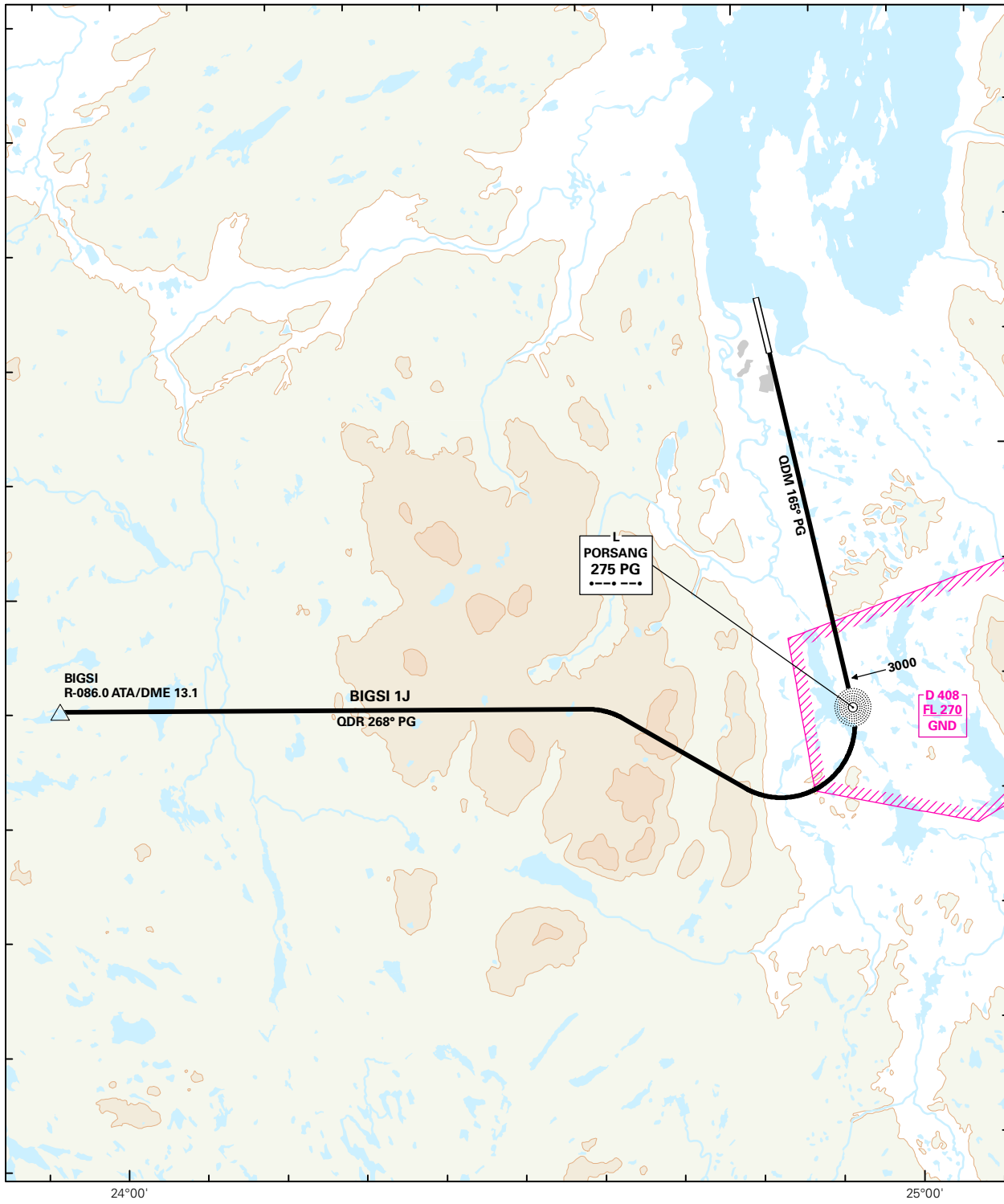


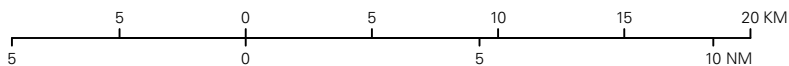
STANDARD DEPARTURE CHART INSTRUMENT - ICAO

<p>MSA 25 NM PG</p>	ATIS: 136.325 TWR: 118.900 118.050 122.100	ALT AND ELEV ARE IN FT DIST IN NM		LAKSELV/BANAK RWY 16 NORWAY BIGSI 1J
	1:300 000 VAR: 11.5 ° E (2015) TA 7000			
	(Empty space)			



SID DESCRIPTION OVERLEAF
 DESCRIPTION OF WAYPOINTS, REF ENR 4.4

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



CHANGES: EDITORIALS.

STANDARD DEPARTURE ROUTES - INSTRUMENT**LAKSELV/Banak
RWY 16****RADIO COMMUNICATION
FAILURE:**

Squawk 7600. In case of RCF after take-off, ACFT shall maintain last cleared and acknowledged level for 2 minutes, then climb to cruising level stated in CPL. After completion of SID, proceed the most direct route to join the cleared ATS-route.

CLOSE-IN OBSTACLES:

Rising terrain from THR 34 to 0,5 NM from THR 34 requires more than 5,5 % 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" apply.

DESIGNATOR	ROUTE	RESTRICTIONS	CLIMB TO	CONTACT
BIGSI 1J (BIGSI ONE JULIET DEPARTURE)	Climb on QDM 165° PG to 3000 FT or PG, whichever later. Turn right and intercept QDR 268° PG to BIGSI.	MNM climb gradient 5.5% (335 FT/NM) to 4500 FT. If unable to comply, inform ATC.	7000 FT.	As instructed by Banak TWR.