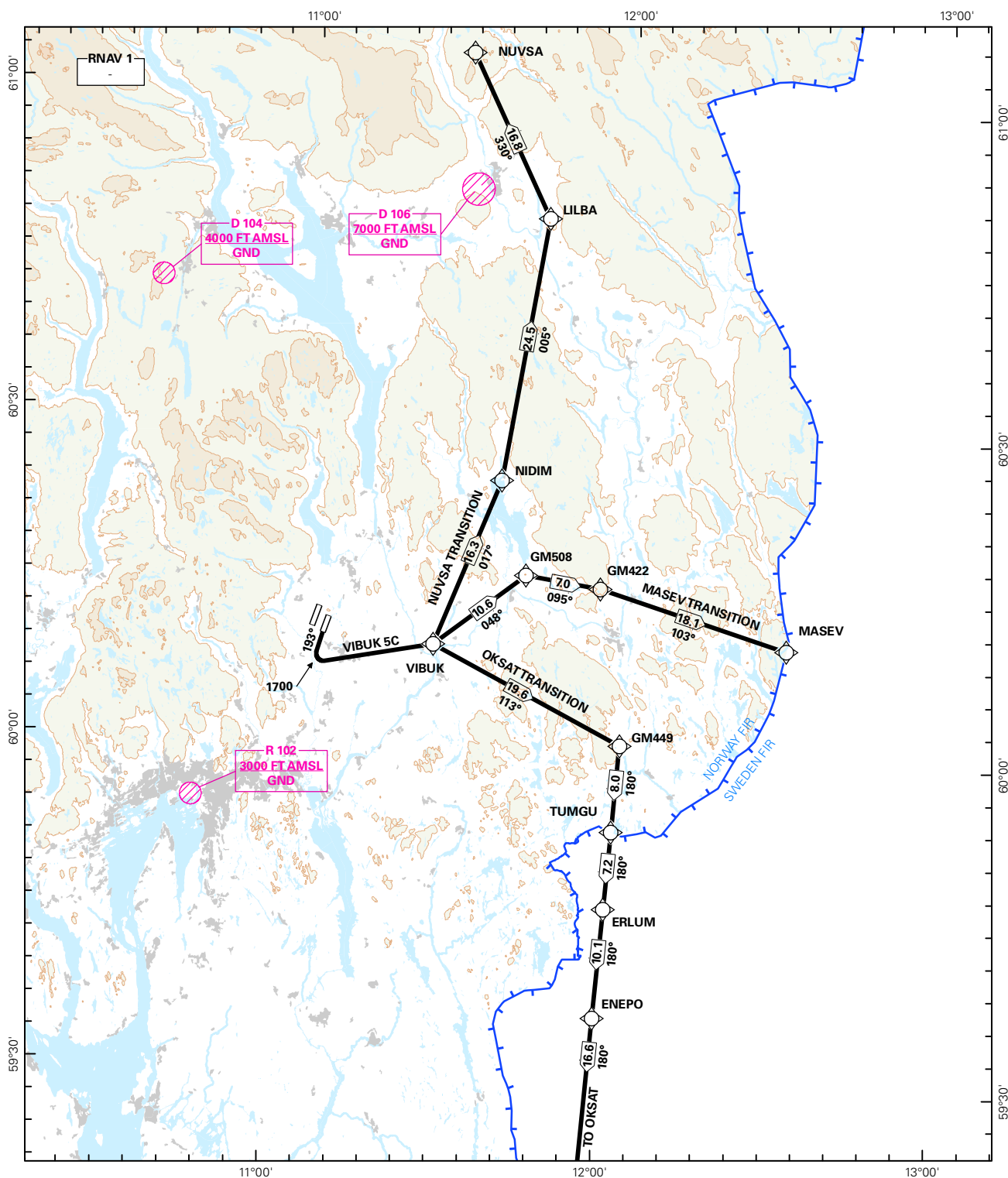


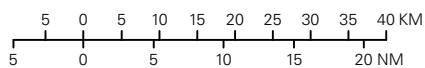
## STANDARD DEPARTURE CHART INSTRUMENT PROP (RNAV 1 SID BASED ON GNSS OR DME/DME)

<div style="border: 1px solid black; border-radius: 50%; width: 60px; height: 60px; display: flex; align-items: center; justify-content: center; margin: 0 auto;"> <div style="font-size: 24px; font-weight: bold;">3<sub>9</sub></div> </div> <div style="text-align: center; font-weight: bold; font-size: 10px;">MSA 25 NM ARP</div>	ATIS: 127.150	ALT AND ELEV ARE IN FT DIST IN NM		<div style="font-weight: bold; font-size: 14px;">GARDERMOEN</div> <div style="font-weight: bold; font-size: 14px;">RWY 19L</div> <div style="font-weight: bold; font-size: 10px;">NORWAY</div> <div style="font-weight: bold; font-size: 10px;">VIBUK 5C</div>	
	APP: 120.450 118.475				
	TWR: 120.100 (123.325)				
	GND: 121.600 121.900				
		1:1 000 000	VAR: 2.8 ° E (2015)	TA 7000	



SID DESCRIPTION OVERLEAF  
DESCRIPTION OF WAYPOINTS, REF ENR 4.4

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



CHANGES: D103, D154 WITHDRAWN.

**STANDARD DEPARTURE ROUTES – INSTRUMENT PROP  
(RNAV 1 SID BASED ON GNSS OR DME/DME)**
**OSLO/Gardermoen  
RWY 19L**
**GENERAL:**

Class A GNSS shall not be used.  
Radar service shall be available.  
Maximum speed below FL 100: 250 KT IAS unless otherwise instructed by ATC.

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.

**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).

DESIGNATOR	ROUTE	RESTRICTIONS	CLIMB TO	CONTACT
<b>VIBUK 5C</b> (VIBUK FIVE CHARLIE DEPARTURE)	Climb on track 193°. At 1700 FT turn left direct to VIBUK.	A MNM climb gradient of 5.0% i.e. 304 FT/NM is required until reaching 4000 FT. If unable to comply, inform ATC.	4000 FT  Expect further climb from OSLO APP	When instructed by GARDERMOEN TWR contact OSLO APP 118.475 MHZ

**TRANSITION ROUTES**

DESIGNATOR	ROUTE
<b>MASEV TRANSITION</b>	From VIBUK to GM508 to GM422 to MASEV
<b>NUVSA TRANSITION</b>	From VIBUK to NIDIM to LILBA to NUVSA
<b>OKSAT TRANSITION</b>	From VIBUK to GM449 to TUMGU to ERLUM to ENEPO to OKSAT

**OMNI-DIRECTIONAL DEPARTURE**
**RWY 19L**
**RADAR VECTORING:**

Expect vectoring by OSLO APP to join the cleared ATS route.

DESIGNATOR	ROUTE	RESTRICTIONS	CLIMB TO	CONTACT
<b>OMNI-DIRECTIONAL DEPARTURE</b>	Climb on RWY track 193° to 1700 FT, then start turn according to ATC clearance.	A MNM climb gradient 5.0% i.e. 304 FT/NM to 4000 FT. Climb gradient for SEC 207°-337° is MNM 7.0% i.e. 425 FT/NM, in order to stay within controlled airspace. If unable to comply, inform ATC.	4000 FT  Expect further climb from OSLO APP	When instructed by GARDERMOEN TWR contact OSLO APP