

Keflavik RNAV SID RWY 19 - DELES 2C, RALOV 3C, SORIR 2C

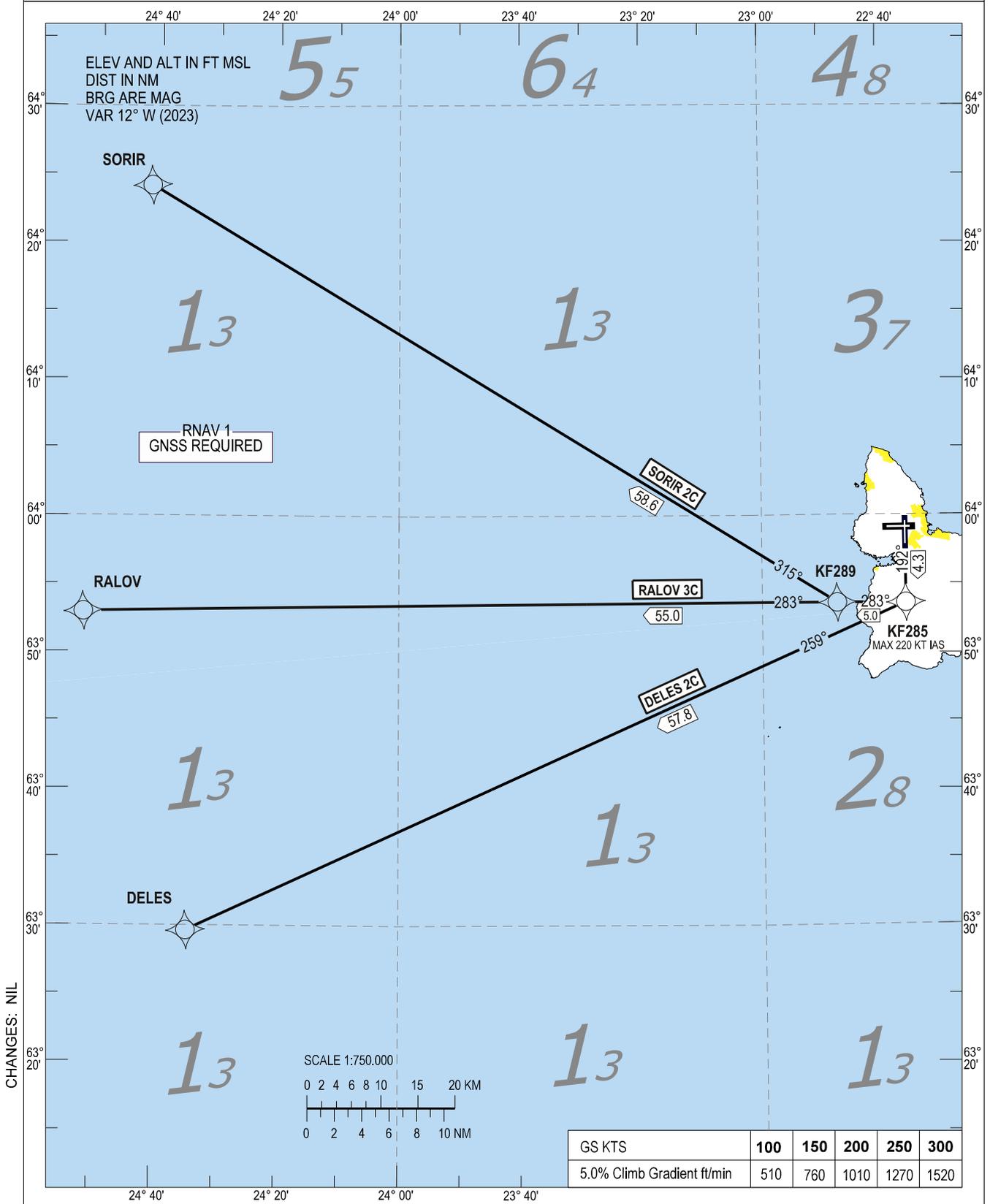
STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

TRANSITION
ALTITUDE 7000
AERODROME ELEV 170

ATIS	128.300
APP	119.300
TWR	118.300
ACC	119.700

BIKF - KEFLAVIK

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CHANGES: NIL

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GENERAL: Vectoring may be used when necessary.
Loss of RNAV1 capability - Advise ATC.
Maximum speed below FL100: 250 kt IAS unless otherwise stated under RESTRICTIONS or instructed by ATC.
Expect first CPDLC Data Link Authority to be BIRD.

RADIO COMMUNICATION FAILURE: Set transponder to A 7600.
Proceed in accordance with the departure clearance routing and restrictions then in accordance with enroute clearance.
If under vectoring proceed in the most direct manner to join the cleared route and proceed in accordance with the ATC clearance. After that no route, flight level, or speed change shall be made before the Oceanic Exit Point unless a change is deemed necessary by the pilot in command to ensure the safety of the aircraft.

ATC CLEARANCE: Departing IFR flights shall obtain ATC clearance from "Keflavik Delivery" 121.000 MHz.

NON RNAV 1 ACFT: At first contact with "Keflavik Delivery" state "UNABLE RNAV 1", OMNI-DIRECTIONAL DEPARTURE available (see BIKF AD2.24).

NOISE ABATEMENT: NAPD-2

DESIGNATOR	ROUTE	RESTRICTIONS	After Take-off	
			Climb to	Contact
DELES 2C (DELES TWO CHARLIE DEPARTURE)	On course 192° to KF285 then right turn to DELES	MNM climb gradient of 5.0% (304 ft/NM) to 1000 ft. MAX KIAS 220 kt at KF285.	As cleared by ATC.	Contact KEFLAVIK APP 119.300
RALOV 3C (RALOV THREE CHARLIE DEPARTURE)	On course 192° to KF285 then right turn to KF289 to RALOV	MNM climb gradient of 5.0% (304 ft/NM) to 1000 ft. MAX KIAS 220 kt at KF285.	As cleared by ATC.	Contact KEFLAVIK APP 119.300
SORIR 2C (SORIR TWO CHARLIE DEPARTURE)	On course 192° to KF285 then right turn to KF289, right turn to SORIR	MNM climb gradient of 5.0% (304 ft/NM) to 1000 ft. MAX KIAS 220 kt at KF285.	As cleared by ATC.	Contact KEFLAVIK APP 119.300

CHANGES: RADIO COMMUNICATION FAILURE