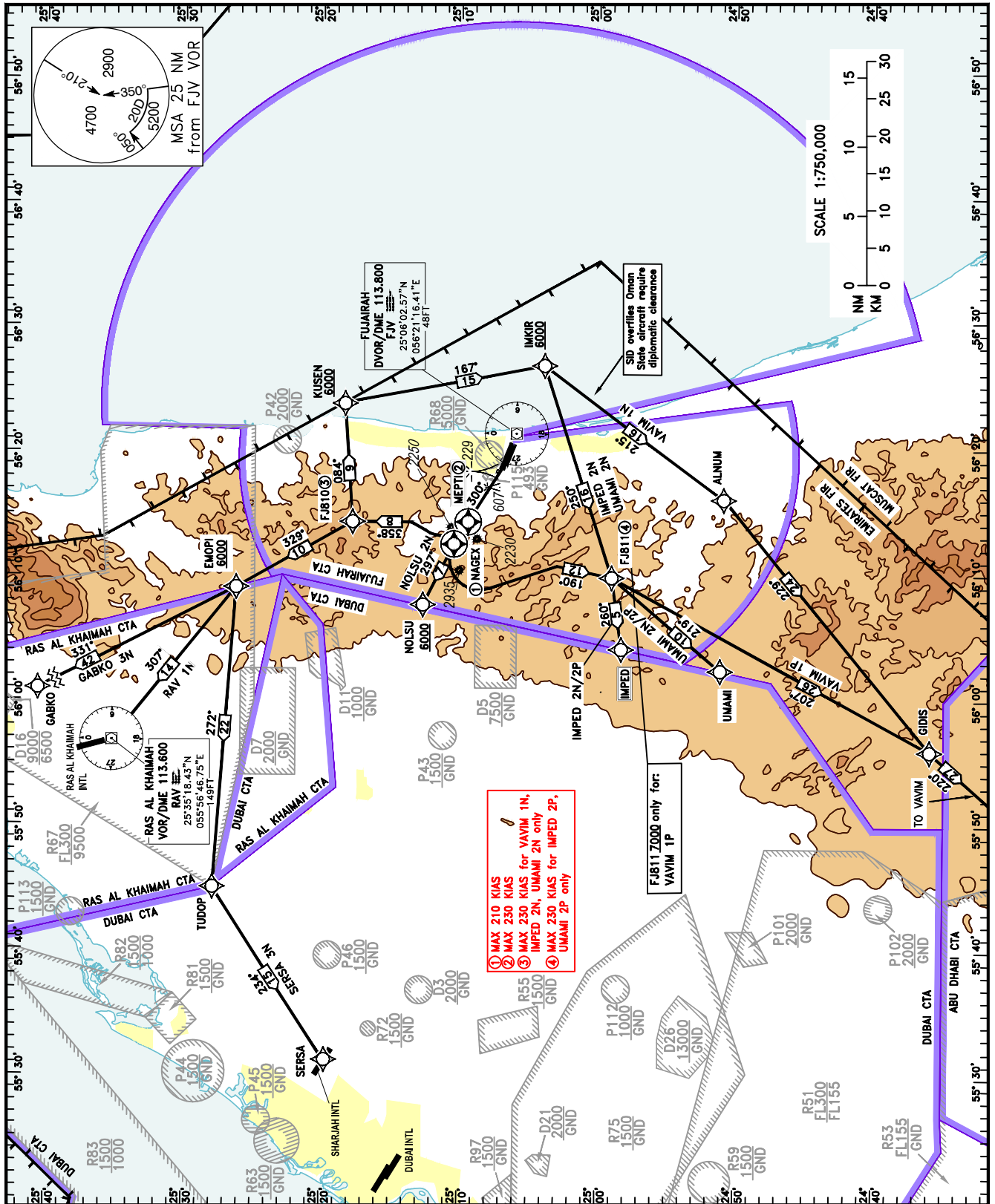


STANDARD DEPARTURE CHART- AD ELEV 153 FT
INSTRUMENT (SID) - ICAO

FUJAIRAH/INTL
RNAV 1 RWY 29

GABKO 3N, IMPED 2N/2P, NOLSU 2N, RAV 1N, SERSA 3N, UMAMI 2N/2P, VAVIM 1N/1P



CHANGES: Amended COM FAC.

<p>EMIRATES ACC 124.850/125.375</p> <p>ATIS 126.650 TWR 124.600 APP/APS 129.400</p>	<p>FOR ROUTE DESCRIPTION SEE OMFJ AD 2.22</p> <p>TRANSITION ALTITUDE 13,000 FT</p> <p>BEARINGS ARE MAGNETIC ELEV, ALT, HGT IN FEET <i>Refer ENR 5.1 for vertical limits details</i></p> <p>Contour Legend 6000 5000 4000 3000 2000 1000</p> <p>VAR 2°E (2017)</p>	<p>NOTES</p> <p>Do not climb above ATC cleared level.</p>	<p>RESTRICTIONS</p> <p>On DEP for IMPED 2N, IMPED 2P, NOLSU 2N, RAV 1N, UMAMI 2N, UMAMI 2P climb to 6000 FT and for VAVIM 1N, VAVIM 1P, GABKO 3N, SERSA 3N climb to 7000 FT.</p> <p>All DEP further climb when instructed by ATC.</p> <p>MAX 250 KIAS below 8,000 FT</p> <p>SERSA 3N, GABKO 3N, RAV 1N, IMPED 2N, UMAMI 2N, VAVIM 1N: Minimum gradient until 700 FT is 6.7% (408 FT per NM), then up to 3400 FT is 6.4% (390 FT per NM) and to the SID termination altitude it is 5% (300 FT per NM)</p> <p>NOLSU 2N, VAVIM 1P, UMAMI 2P, IMPED 2P: Minimum gradient until 3500 FT is 7.6% (462 FT per NM), then up to the SID termination altitude it is 5% (300 FT per NM)</p> <p>If unable to comply with Climb Gradient, RWY 29 RNAV 1 SIDs not authorized and advise ATC on startup.</p>
-----------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------