

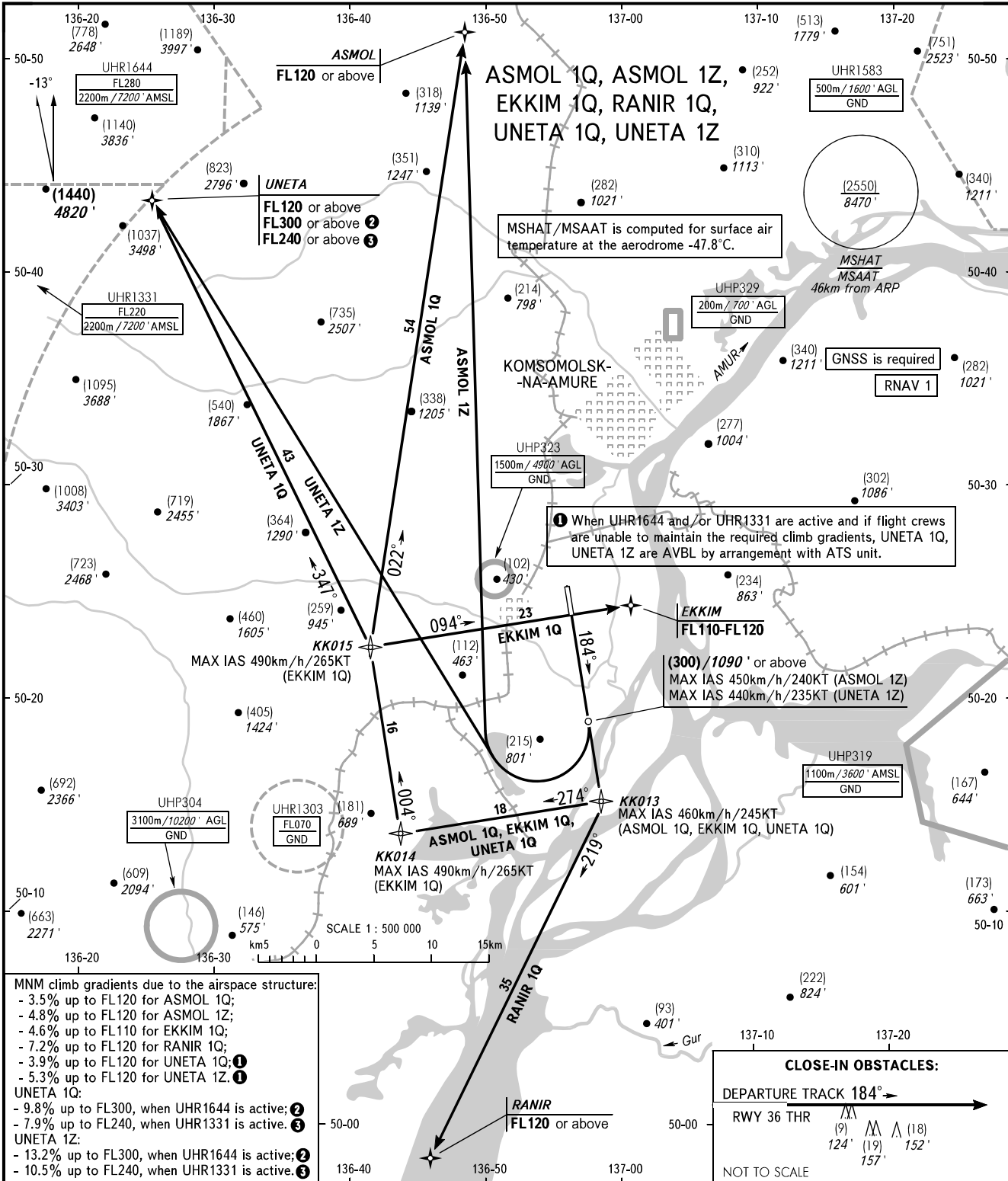
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

KOMSOMOLSK-NA-AMURE, RUSSIA

KHURBA

RNAV RWY 18

TRANSITION HGT: (2700)
TRANSITION ALT: 9000'



MNM climb gradients due to the airspace structure:
 - 3.5% up to FL120 for ASMOL 1Q;
 - 4.8% up to FL120 for ASMOL 1Z;
 - 4.6% up to FL110 for EKKIM 1Q;
 - 7.2% up to FL120 for RANIR 1Q;
 - 3.9% up to FL120 for UNETA 1Q; ①
 - 5.3% up to FL120 for UNETA 1Z; ①
 UNETA 1Q:
 - 9.8% up to FL300, when UHR1644 is active; ②
 - 7.9% up to FL240, when UHR1331 is active; ③
 UNETA 1Z:
 - 13.2% up to FL300, when UHR1644 is active; ②
 - 10.5% up to FL240, when UHR1331 is active; ③

CLOSE-IN OBSTACLES:	
DEPARTURE TRACK 184° →	
RWY 36 THR	→
	(9) 124' (18) 152'
	(19) 157'
NOT TO SCALE	

NEGLINKA TOWER 122.000

BEARINGS AND TRACKS ARE MAGNETIC
ALTITUDES IN FEET
HEIGHTS IN METRES
ELEVATIONS IN METRES AND FEET
DISTANCES IN KILOMETRES

Alt set: -QFE(QNH on req);
-mm(hPa on req).

WARNING:

- MNM climb gradient due to obstacles:
- 3.4% up to (550)/1910' for ASMOL 1Q, EKKIM 1Q, UNETA 1Q.
- CCO are applied in low density air traffic.
- Rate of climb may be assigned to flight crews to support CCO in high density air traffic.
- ATS unit shall use "Direct to" instruction to facilitate CCO.
- The phrase "Expect CCO before (WPT)" is used, if CCO are AVBL after ACFT passes KK013.
- In high density air traffic CCO are applied, where practicable.

CHANGE: New chart