

ENNO SID RWY 12 - ROUTES

- GENERAL:

Surveillance service shall be available
- RADIO COMMUNICATION FAILURE:

Squawk A7600. Maintain last assigned LVL for 2 minutes, then climb to CPL cruising LVL. Aircraft under vectoring shall, after set transponder to A 7600, proceed in the most direct manner possible to rejoin the CPL route no later than the next significant point, climbing to the CPL cruising LVL taking into consideration the applicable MNM flight ALT.
- WARNING:

Terrain 1NM from THR 30 on the right side of the departure track before DME 2.6 NT require more than 7.1% gradient and must be avoided visually or by other means. Ceiling and visibility minimums or identification of terrain light is required.
- VECTORIZING/ DIRECT ROUTING:

When being vectored or cleared for DCT routing, the climb gradient(s) stated in SID “RESTRICTIONS”-table apply.
- ATC CLEARANCE:

Departing IFR flights shall obtain ATC clearance from NOTODDEN INFORMATION

DESIGNATOR	ROUTE	RESTRICTIONS	CLIMB TO	CONTACT
URABE 1A (URABE ONE ALFA DEPARTURE)	Climb on course 124° to DME 2.6 NT. Intercept and follow course 139° to NO431. Turn right DCT NO432, to URABE.	MNM climb gradient 7.1% (432 FT/NM) to 2500 FT. (MNM climb gradient 7.1% (432 FT/NM) to 6000 FT due to airspace restrictions.) MAX 250 KT IAS at NO 431. If unable to comply, inform ATC.	6000 FT Expect further climb from ATC.	As instructed by NOTODDEN INFORMATION.