

ENSO OMNI DIRECTIONAL DEPARTURES RWY 14/32

- RADIO COMMUNICATION FAILURE:

Squawk A7600. Climb on described track to 4000 FT, then proceed in the most direct manner possible to join the CPL route, climbing to CPL cruising LVL. Aircraft under vectoring shall, after setting their transponder to A7600, proceed in the most direct route to join the CPL route, climbing to CPL cruising level.
- CLOSE-IN OBSTACLES:

Terrain and vegetation 500 m South of THR RWY 32, require more than 5.5% climb gradient, and must be avoided visually or by other means
- VECTORIZING/DIRECT ROUTING:

When being vectored or cleared for DCT routing, the climb gradient(s) stated in Omni-directional departure “RESTRICTIONS”-table apply.
- MAGNETIC VARIATION:

2°E (2020)

RWY 14

DESIGNATOR	ROUTE	RESTRICTIONS	CLIMB TO	CONTACT
OMNI-DIRECTIONAL DEPARTURE 1A (ENSO1A)	Climb on track 143°. Expect further clearance from Flesland Approach.	MNM climb gradient 5.5% (334 FT/NM) to 2500 FT. If unable to comply, inform Sørstokken Information.	4000 FT.	When instructed by Sørstokken Information contact Flesland Approach 121.000 MHZ or 126.100 MHZ.

RWY 32

DESIGNATOR	ROUTE	RESTRICTIONS	CLIMB TO	CONTACT
OMNI-DIRECTIONAL DEPARTURE 1B (ENSO1B)	Climb on track 323°. Expect further clearance from Flesland Approach.	MNM climb gradient 4.5% (273 FT/NM) to 4000 FT. If unable to comply, inform Sørstokken Information.	4000 FT.	When instructed by Sørstokken Information contact Flesland Approach 121.000 MHZ or 126.100 MHZ.