

ENNA SID RWY 16 – ROUTES

- RADIO COMMUNICATION FAILURE:

Squawk A7600. In case of RCF after take-off, ACFT shall maintain last cleared and acknowledged level for 2 minutes, then climb to cruising level stated in CPL. After completion of SID, proceed the most direct route to join the cleared ATS-route. 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.
- CLOSE-IN OBSTACLES:

Rising terrain from THR 34 to 0,5 NM from THR 34 requires more than 6,5 % 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 SID “RESTRICTIONS”-table apply.

DESIGNATOR	ROUTE	RESTRICTIONS	CLIMB TO	CONTACT
<b>BIGSI 2J</b>  (BIGSI TWO JULIET DEPARTURE)	Climb on R-162 BNA to DME 21.0 BNA Turn right, intercept and follow arc DME 23.9 BNA to BIGSI.	MNM climb gradient 5.5% (335 FT/NM) to 4500 FT.  If unable to comply, inform ATC.	7000 FT	As instructed by BANAK TWR
<b>DONEX 1J</b>  (DONEX ONE JULIET DEPARTURE)	Climb on R-162 BNA to 1200. Turn left DCT BNA. At BNA turn left, intercept and follow R-246 BNA to DONEX.	MNM climb gradient 6.5% (395 FT/NM) to 3200 FT.  Max 205 KT IAS during first turn.  Note: No turn before the DER.  If unable to comply, inform ATC.	7000 FT	As instructed by BANAK TWR