

3. DEPARTURE**3.3. NOISE ABATEMENT PROCEDURES**

For additional depiction refer to 10-4.

Climb with maximum rate considering flight safety.

Deviation from SIDs or from the RWY heading during a departure given by ATC service is not possible until passing:

- 3200' (RWYs 06, 24, 30 between 0600-2200LT)
- 5000' (RWYs 06, 24, 30 between 2200-0600LT)
- OKL 10 DME (RWY 12)

except cases of urgent provision of separation minima between ACFT in flight and/or flight safety with regard to significant meteorological phenomena or occurrence of birds.

JET ACFT:

Take-off to 2700'	Take-off power. Take-off flaps. Climb at $V_2 + 10$ KT (or as limited by body angle).
At 2700'	Reduce engine thrust to not less than climb power/thrust.
2700'-4200'	Climb at $V_2 + 10$ KT (or as limited by body angle).
Above 4200'	Normal speed and enroute climb configuration.

3.4. RWY OPERATIONS**3.4.1. HIGH INTENSITY RWY OPERATIONS**

Whenever RWY conditions permit, pilots should prepare and be ready to accept the following intersection take-off runs:

ACFT category	TWY designator			
	TORA			
	RWY 06	RWY 12	RWY 24	RWY 30
Medium (Jet)	E	D	THR	THR
	10,039'/3060m	9055'/2760m	12,188'/3715m	10,663'/3250m
Medium (Prop)	D	G	B	R
	7382'/2250m	7300'/2225m	8350'/2545m	8448'/2575m

Cockpit checks should be completed prior to line-up and any checks requiring completion on the RWY should be kept to a minimum. Pilots should ensure that they line up immediately after being cleared and to be ready to continue with a rolling take-off if necessary.

3.5. OTHER INFORMATION**3.5.1. RNAV PROCEDURES**

P-RNAV certification is required for RNAV departure routes.

Separation on parallel departure routes is provided by ATC. ACFT not certified for P-RNAV can also utilize SIDs with certification for B-RNAV. ACFT not certified for RNAV may incur delays and/or extended routing during peak periods.

Only a PIC of an ACFT not certified for B-RNAV shall inform ATC on first radio contact. Vectoring will be provided for ACFT not approved for RNAV operations.