

STANDARD DEPARTURE ROUTES

- 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.
- CLOSE-IN OBSTACLES:

Vegetation close to DER 17 requires more than 6.5% climb gradient, and must be avoided visually or by other means.
Vegetation close to DER 35 requires more than 5.6% 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
PIKOX 2W (PIKOX TWO WHISKEY DEPARTURE)	Climb on R-350 to EVD. Turn right to intercept and climb on R-246 EVD/QDM 246° ODD to ODD. Proceed on QDR 245° ODD to PIKOX.	A MNM climb gradient of 6.5% (395 FT/NM) is required to 3100 FT. MAX 250 KT IAS in initial turn. If unable to comply, inform ATC.	FL 90 Expect further climb from EVENES APP.	As instructed by EVENES TWR.
PIKOX 1X (PIKOX ONE X-RAY DEPARTURE)	Climb on QDM 352° FS to FS. Continue on QDR 352° FS to 4000 FT. Turn left to intercept and climb on QDR 219° SJA to PIKOX. If reaching 4000 FT before FS, continue to FS before turn.	A MNM climb gradient of 5.6% (340 FT/NM) is required to 1000 FT. If unable to comply, inform ATC.	FL 90 Expect further climb from EVENES APP.	As instructed by EVENES TWR.