

# ORLAND (ENOL)

## IFR TAKE-OFF MINIMUMS AND DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

CIVIL USERS: FAR 91 prescribes take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile.

Airports with IFR take-off minimums other than standard are listed below. Departure procedures and/or ceiling visibility minimums are established to assist all pilots conducting IFR flight in avoiding obstacles during climb to the minimum enroute altitude. Take-off minimums and departures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in feet MSL.

MILITARY USERS: Special IFR departure procedures not published as Standard Instrument Departure (SIDs) and civil take-off minima are included below and are established to assist pilots in obstacle avoidance. Refer to appropriate service directives for take-off minimums.

AIRPORT NAME	TAKE-OFF MINIMUMS
--------------	-------------------

### ORLAND (ENOL)

Brekstad, Norway

Rwy 15: Climb straight ahead to 500 or OL 2.5 DME (ORL 0.3 DME), whichever is later, before starting turn. Minimum climb gradient 280 ft/NM to 4000.

Rwy 33: Climb straight ahead to 500 or overhead UTH NDB whichever is later, before starting turn. Minimum climb gradient between 340° and 220° 330 ft/NM to 4000.