

List of pages in this Trip Kit

Trip Kit Index

Airport Information For ENBR

Terminal Charts For ENBR

Revision Letter For Cycle 26-2012

Change Notices

Notebook

General Information

Location: Bergen Nor
IATA Code: BGO
Lat/Long: N60° 17.6' E005° 13.1'
Elevation: 166 ft

Airport Use: Public
Magnetic Variation: 0.2°W

Fuel Types: 100 Octane (LL), Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: Yes
Beacon: No

Sunrise: 0839 Z
Sunset: 1452 Z,

Runway Information

Runway: 17
Length x Width: 9810 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 166 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 886 ft

Runway: 35
Length x Width: 9810 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 147 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 889 ft

Communication Information

ATIS 125.25
Flesland Tower 122.1
Flesland Tower 119.1
Sgs De-Icing Ground Control 121.85
Norport De-Icing Ground Control 131.85
Flesland Ground Control 121.9
Flesland Arrival Control 125.0
Flesland Radar 121.0
Flesland Director (Approach Control Radar) 118.85

1. GENERAL

1.1. ATIS

ATIS 125.25

1.2. NOISE ABATEMENT PROCEDURES

The following procedures are mandatory unless otherwise instructed by ATC or unless deviations are required in the interest of safety.

Instructions which imply deviations from noise abatement procedures will include the phrase "DISREGARD NOISE ABATEMENT".

1.3. LOW VISIBILITY PROCEDURES

Low visibility Procedures are activated when RVR is 550m or less.

Only one ACFT is allowed on the manoeuvring area at the same time.

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM**1.4.1. OPERATION OF MODE S TRANSPONDERS WHEN ACFT IS ON THE GROUND**

ACFT operators shall ensure that Mode S transponders are able to operate when the ACFT is on the ground.

Pilots shall select AUTO mode and assigned Mode A code.

If AUTO mode is not available, select ON (e.g. XPDR) and assigned Mode A code:

- from the request for push-back or taxi, whichever is earlier,
- after landing, continuously until the ACFT is parked on stand,
- when parked on stand, select STBY.

When convenient to report ACFT ident (i.e. callsign used in flight), the ACFT callsign shall be entered from the request for push-back or taxi, whichever is earlier (through the FMS or the transponder control panel). ACFT crew must use the ICAO defined format for entry of the ACFT ident (e.g. AFR6380, SAS589, BAW68PG).

To ensure that the performance of systems based on SSR frequencies (including airborne TCAS units and SSR radars) is not compromised; TCAS should not be selected before receiving the clearance to line-up. It should then be deselected after vacating the RWY.

1.5. TAXI PROCEDURES

TWY B east of TWY U, J and U MAX wingspan 118'/36m.

TWYs A5, C and W MAX wingspan 171'/52m.

TWYs A1, A2, A3, A4, A6, A7, A8, A9, B west of TWY U, D, E, F, G and Y MAX wingspan 213'/65m.

1.6. PARKING INFORMATION

Visual Docking Guidance System available at stand 8 and at Terminal Apron (stand 21 thru 32).

1.7. OTHER INFORMATION

Wind shear may occur on short final with wind 200° - 340° at more than 12 KT.

RWY 17 right-hand circuit.

Birds.

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

For ACFT with MTOW above 7000 KGS making a visual approach shall join final at or above 2000' and descent below PAPI glidepath shall not be executed.

3. DEPARTURE

3.1. DE-ICING

De-icing facilities: NORPORT De-icing on 131.85 and SGH De-icing on 121.85.

ACFT requiring de-icing shall inform ATC before start-up.

De-icing at platforms PAD1 thru PAD 4, DE-ICE WEST and DE-ICE EAST.

De-icing for Code D ACFT or larger across DE-ICE WEST and DE-ICE EAST or on PAD 3.

Anti-icing is allowed on Terminal Apron (stands 21 thru 32).

3.2. START-UP & PUSH-BACK PROCEDURES

3.2.1. START-UP

Approval of start-up shall be obtained from ATC. After approval start-up shall commence immediately.

3.2.2. PUSH-BACK

Approval for push-back shall be obtained from FLESLAND Ground. After approval push-back shall commence immediately.

Use of ACFT engines to move backwards (power back) is prohibited on aprons.

3.3. NOISE ABATEMENT PROCEDURES

ACFT WITH MTOW ABOVE 7000 KGS:

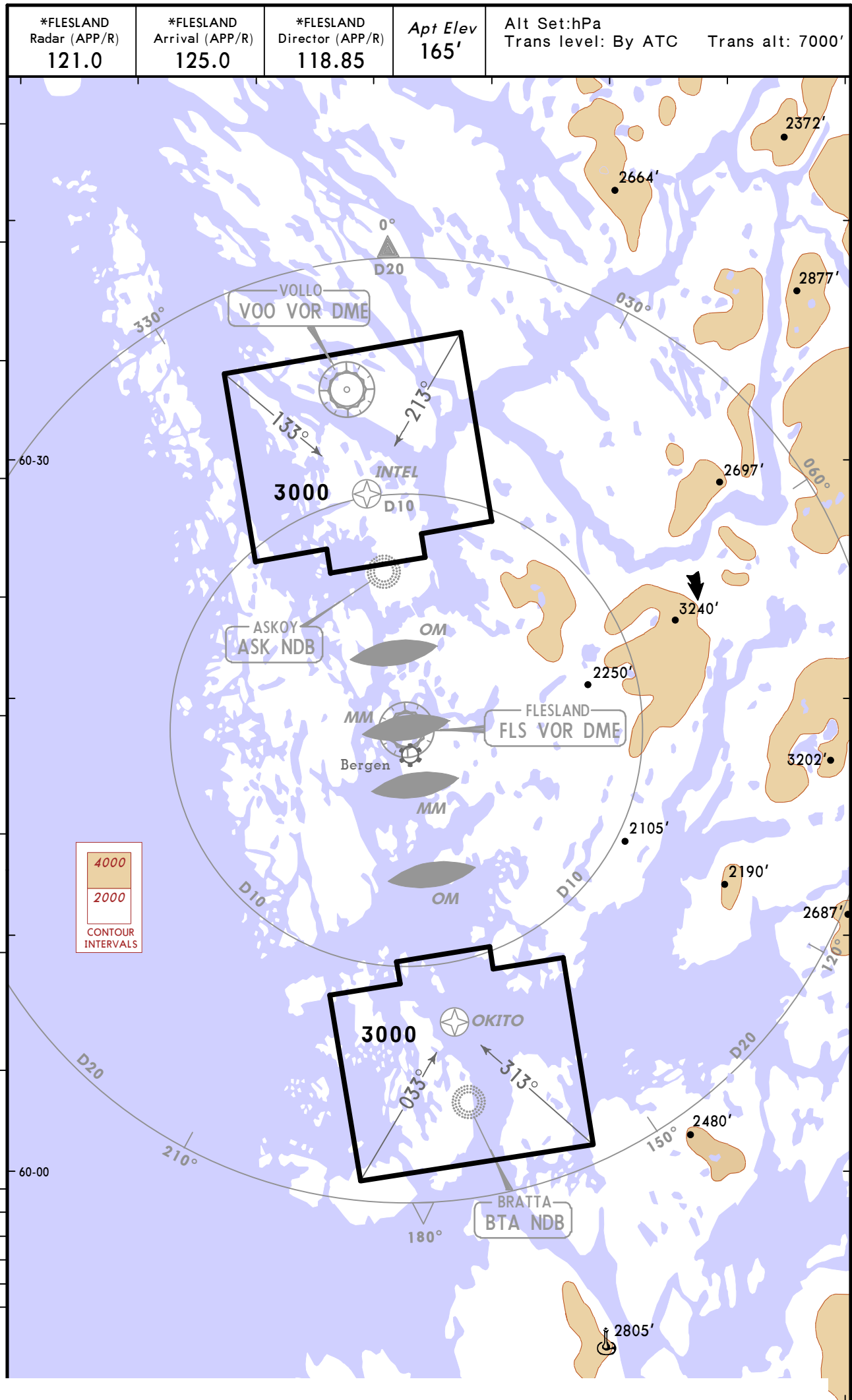
Climb straight ahead. A turn towards West can be started at 1500'. A turn towards East can be started at 2000'.

ACFT WITH MTOW OF 7000 KGS OR LESS & HELICOPTERS:

Climb straight ahead to 700' minimum before commencing turn.

3.3.1. RUN-UP TESTS

Engine test runs should take place only during daytime. Engine test runs with duration exceeding 1 MIN are not allowed between 2200 - 0700LT.



ATIS
125.25Apt Elev
166'

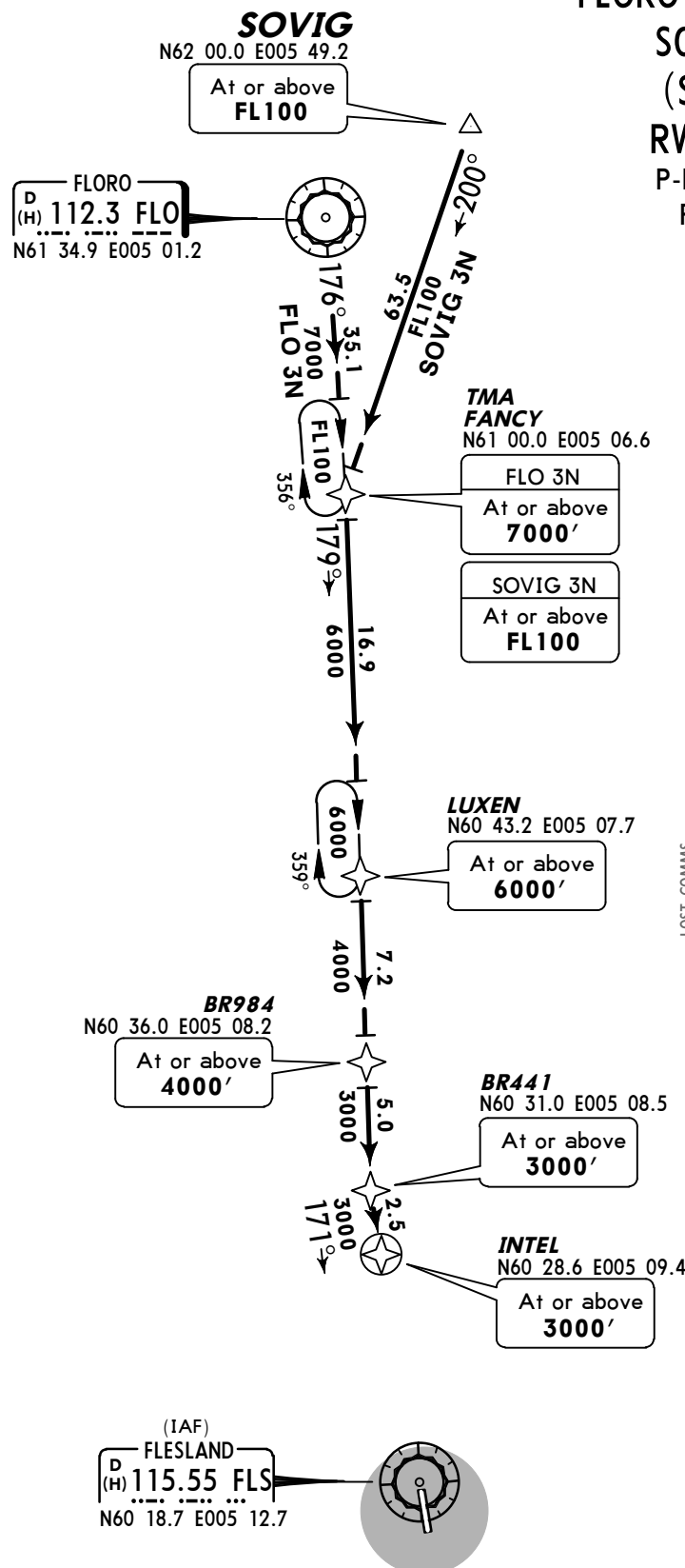
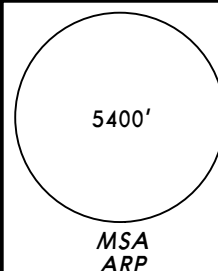
Alt Set: hPa Trans level: By ATC Trans alt: 7000'

1. STARs based on B-RNAV from STAR start point to TMA boundary.
2. P-RNAV inside TMA boundary.
3. Request vectoring in case of loss of RNAV capability.
4. Descent as cleared by ATC.

FLORO THREE NOVEMBER (FLO 3N)

SOVIG THREE NOVEMBER
(SOVIG 3N) [SOVI3N]
RWY 17 RNAV ARRIVALS

P-RNAV (VOR/DME FLS OR GNSS)

P-RNAV APPROVAL REQUIRED
FROM NORTHDirect distance from INTEL to:
Flesland Apt 11 NMWhen entered at minimum
altitude/FL, all holdings to
be entered on inbound
STAR track only.LOST COMMS
Continue on STAR and start
approach to RWY 17 without
delay.HOLDING
OVER INTEL

STAR

ROUTING

FLO 3N

FLO - FANCY (7000'+) - LUXEN (6000'+) - BR984 (4000'+) - BR441 (3000'+) - INTEL (3000'+).

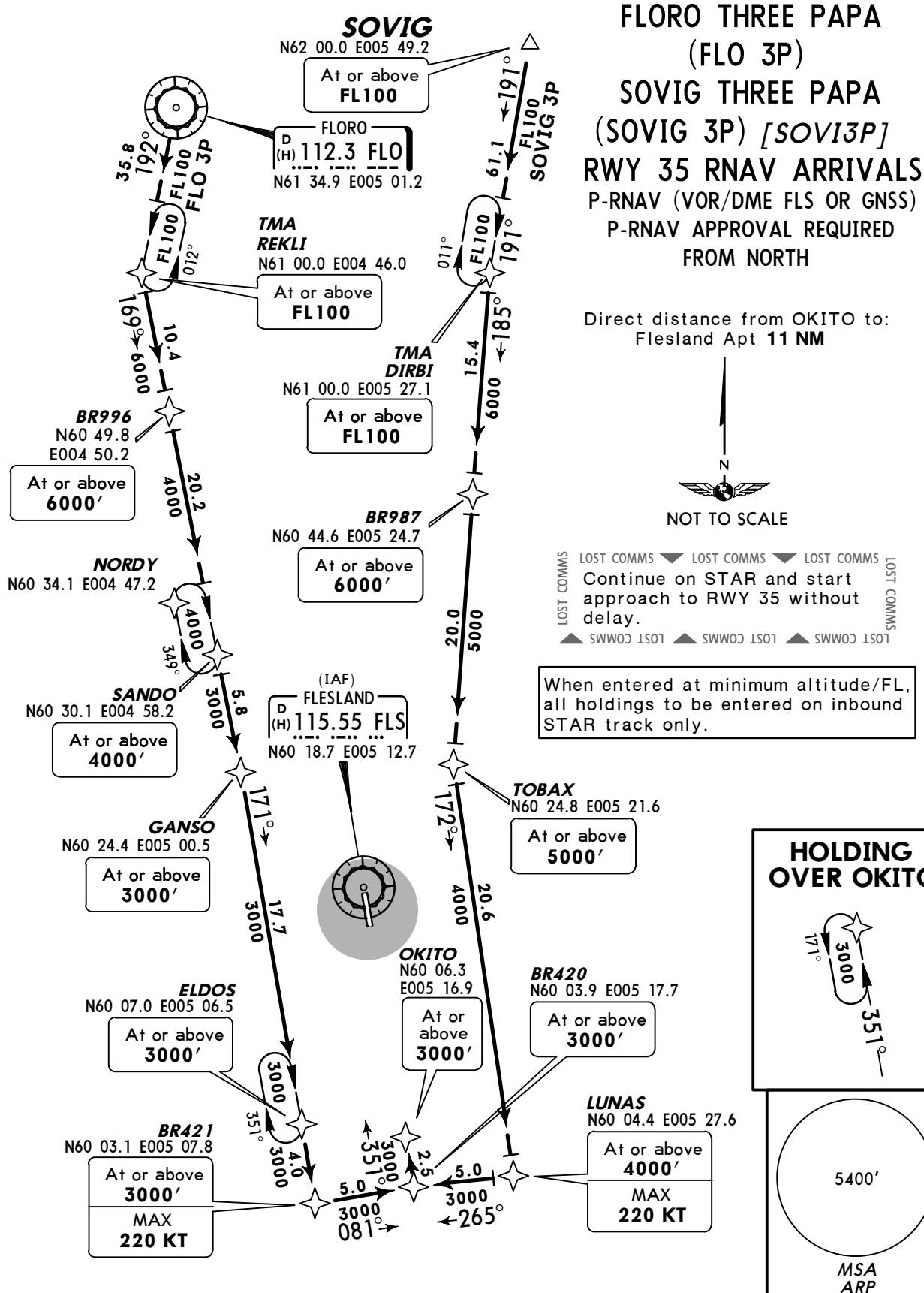
SOVIG 3N

SOVIG (FL100+) - FANCY (FL100+) - LUXEN (6000'+) - BR984 (4000'+) - BR441

ATIS
125.25Apt Elev
166'

Alt Set: hPa Trans level: By ATC Trans alt: 7000'

1. STARs based on B-RNAV from STAR start point to TMA boundary.
2. P-RNAV inside TMA boundary.
3. Request vectoring in case of loss of RNAV capability.
4. Descent as cleared by ATC.



STAR

ROUTING

FLO 3P

FLO - REKLI (FL100+) - BR996 (6000'+) - SANDO (4000'+) - GANSO (3000'+) - ELDOS (3000'+) - BR421 (3000'+; K220-) - BR420 (3000'+) - OKITO (3000'+).

SOVIG 3P

SOVIG (FL100+) - DIRBI (FL100+) - BR987 (6000'+) - TOBAX (5000'+) -

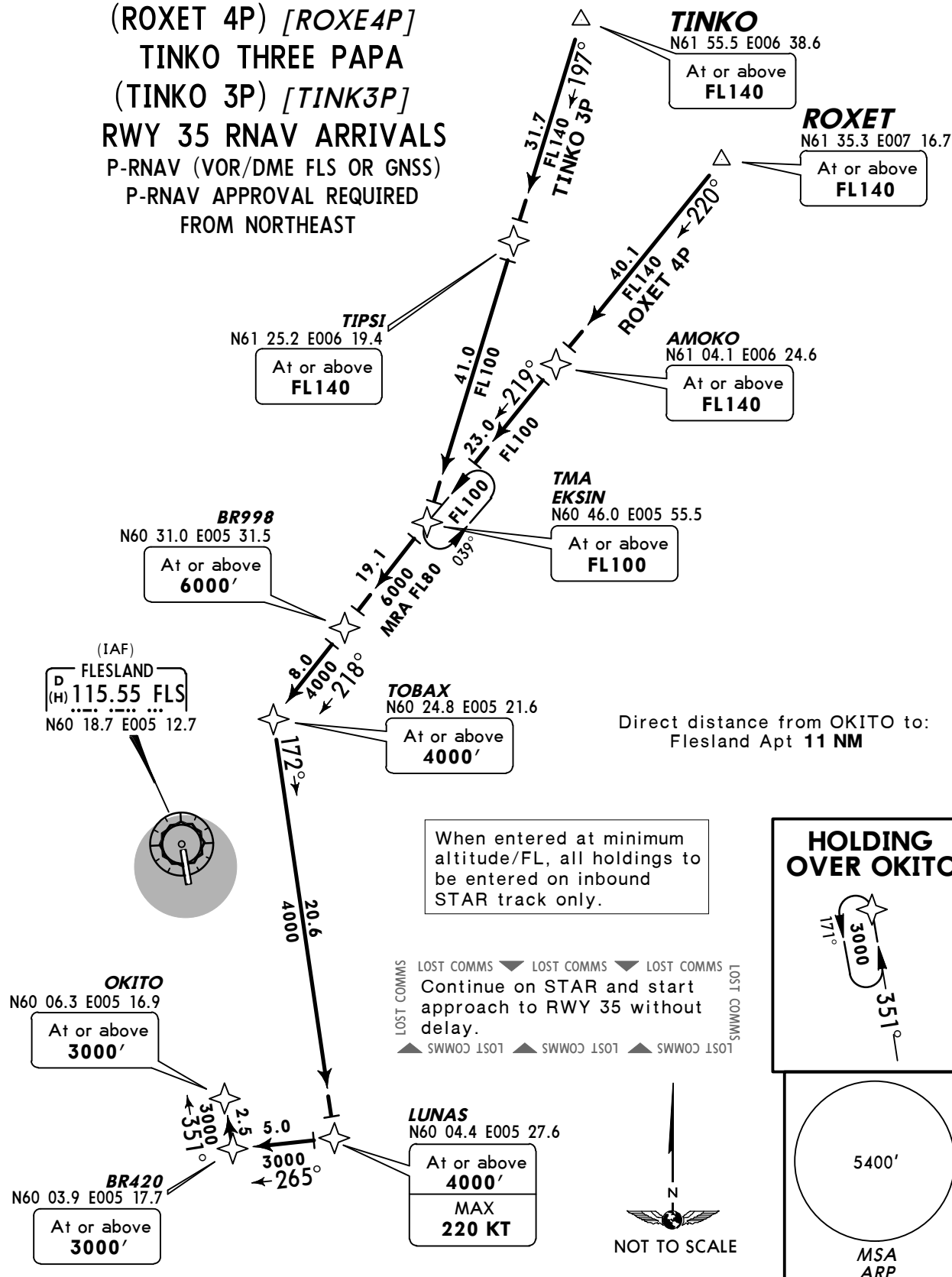
You created this PDF from an application that is not licensed to print to novaPDF printer (<http://www.novapdf.com>)

ATIS
125.25Apt Elev
166'

Alt Set: hPa Trans level: By ATC Trans alt: 7000'

1. STARs based on B-RNAV from STAR start point to TMA boundary. P-RNAV inside TMA boundary.
2. FLS must be serviceable. Radar service shall be available.
3. Request vectoring in case of loss of RNAV capability.
4. Descent as cleared by ATC.

ROXET FOUR PAPA
(ROXET 4P) [ROXE4P]
TINKO THREE PAPA
(TINKO 3P) [TINK3P]
RWY 35 RNAV ARRIVALS
P-RNAV (VOR/DME FLS OR GNSS)
P-RNAV APPROVAL REQUIRED
FROM NORTHEAST



STAR

ROUTING

ROXET 4P

ROXET (FL140+) - AMOKO (FL140+) - EKSIN (FL100+) - BR998 (6000'+) - TOBAX (4000'+) - LUNAS (4000'+; K220-) - BR420 (3000'+) - OKITO (3000'+).

TINKO 3P

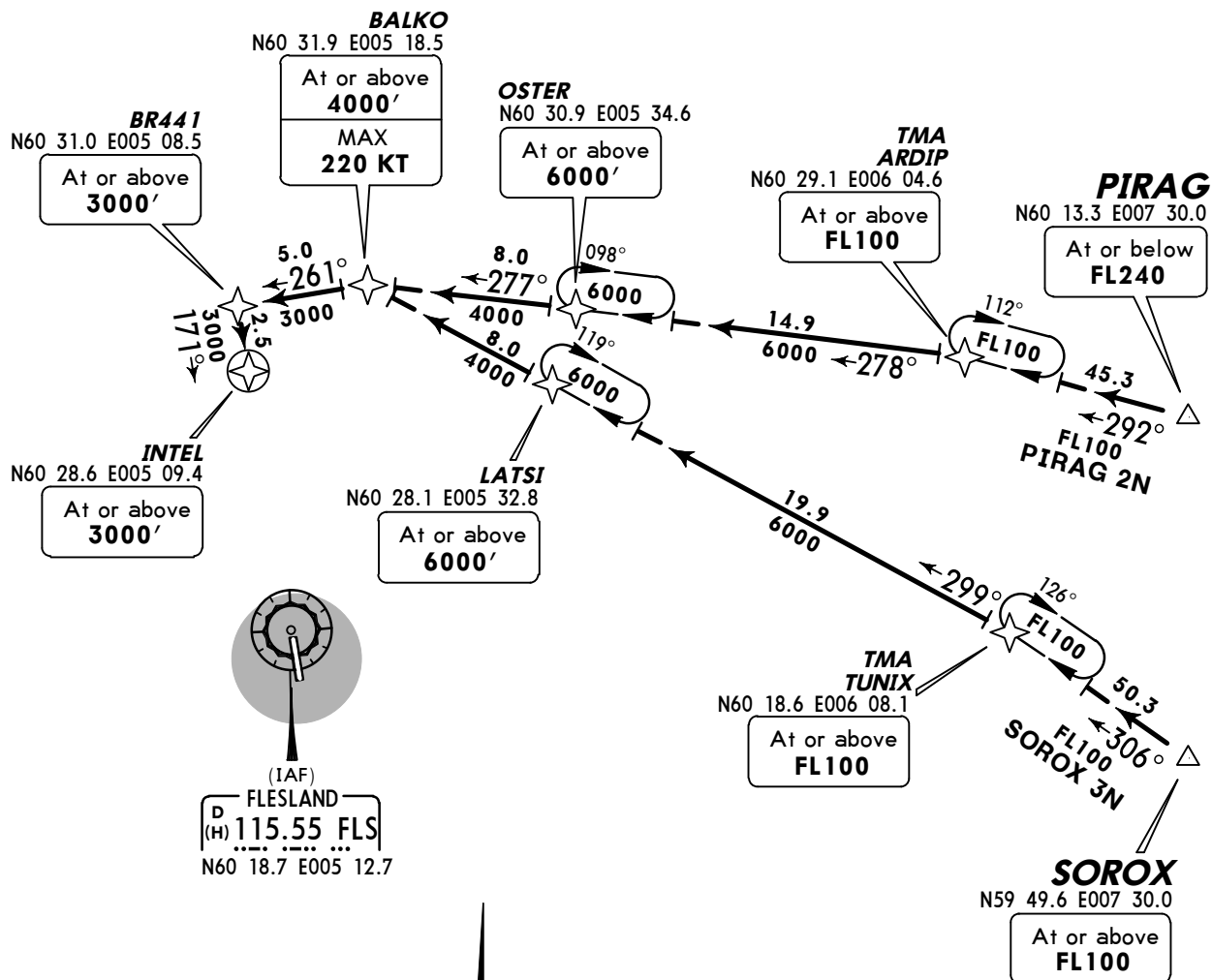
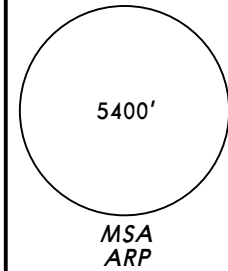
TINKO (FL140+) - TIPSI (FL140+) - EKSIN (FL100+) - BR998 (6000'+) -

ATIS
125.25Apt Elev
166'

Alt Set: hPa Trans level: By ATC Trans alt: 7000'

1. STARs based on B-RNAV from STAR start point to TMA boundary.
2. P-RNAV inside TMA boundary.
3. FLS must be serviceable. Radar service shall be available.
4. Request vectoring in case of loss of RNAV capability.
5. Descent as cleared by ATC.

**PIRAG TWO NOVEMBER (PIRAG 2N) [PIRA2N]
SOROX THREE NOVEMBER (SOROX 3N) [SORO3N]
RWY 17 RNAV ARRIVALS**
P-RNAV (VOR/DME FLS OR GNSS)
P-RNAV APPROVAL REQUIRED
FROM EAST



**HOLDING
OVER INTEL**



Direct distance from INTEL to:
Flesland Apt **11 NM**

When entered at minimum
altitude/FL, all holdings to
be entered on inbound
STAR track only.

LOST COMMS
Continue on STAR and start
approach to RWY 17 without
delay.

STAR

PIRAG 2N

PIRAG (FL240-) - ARDIP (FL100+) - OSTER (6000'+; K220-) -
BR441 (3000'+) - INTEL (3000'+).

SOROX 3N

SOROX (FL100+) - TUNIX (FL100+) - LATS I (6000'+) - BALKO (4000'+; K220-) -

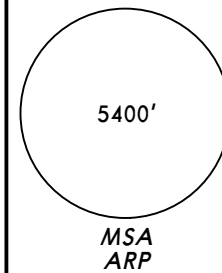
ROUTING

ATIS
125.25Apt Elev
166'

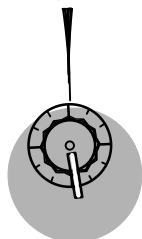
Alt Set: hPa Trans level: By ATC Trans alt: 7000'

1. STARs based on B-RNAV from STAR start point to TMA boundary.
2. P-RNAV inside TMA boundary.
3. Request vectoring in case of loss of RNAV capability.
4. Descent as cleared by ATC.

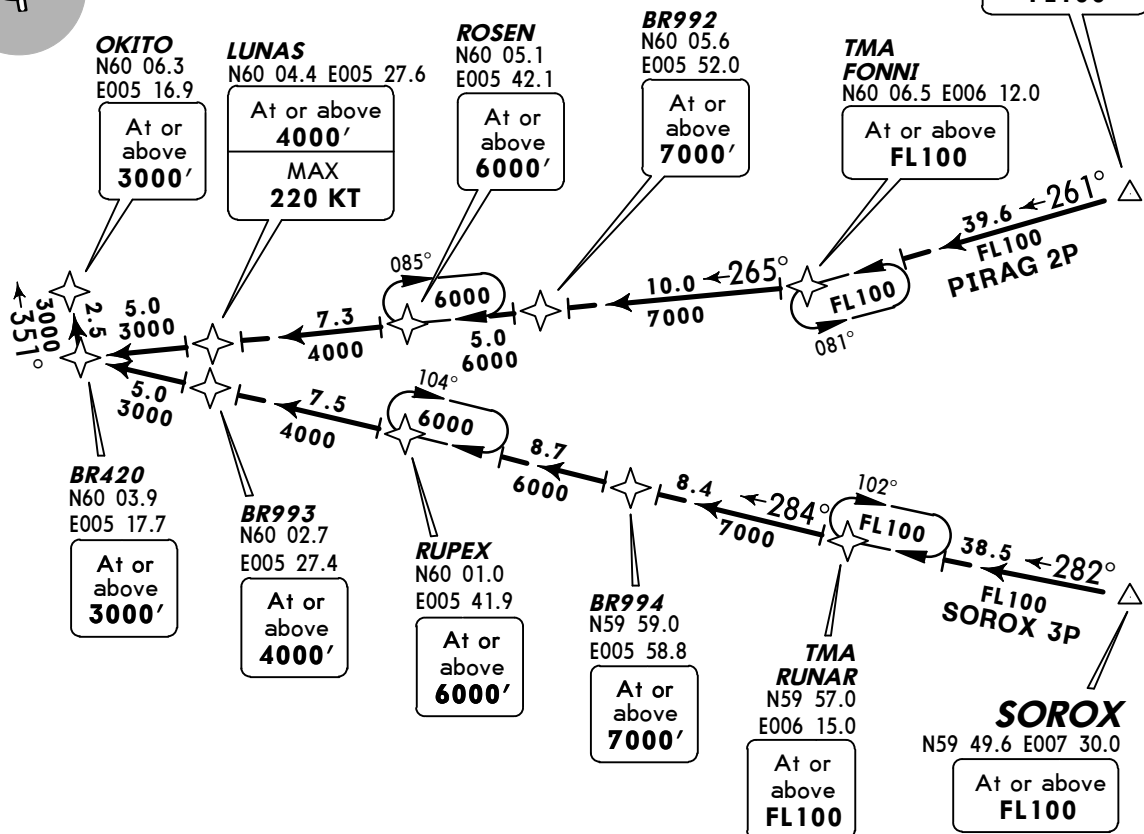
**PIRAG TWO PAPA (PIRAG 2P) [PIRA2P]
SOROX THREE PAPA (SOROX 3P) [SORO3P]
RWY 35 RNAV ARRIVALS
P-RNAV (VOR/DME FLS OR GNSS)
P-RNAV APPROVAL REQUIRED
FROM EAST**



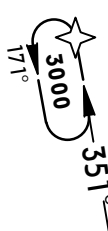
(IAF)
FLESLAND
D 115.55 FLS
(H) 115.55 FLS
N60 18.7 E005 12.7



When entered at minimum
altitude/FL, all holdings to
be entered on inbound
STAR track only.



**HOLDING
OVER OKITO**



Direct distance from OKITO to:
Flesland Apt 11 NM

LOST COMMS
Continue on STAR and start
approach to RWY 35 without
delay.



STAR

ROUTING

PIRAG 2P

PIRAG (FL100+) - FONNI (FL100+) - BR992 (7000'+) - ROSEN (6000'+) -
LUNAS (4000'+; K220-) - BR420 (3000'+) - OKITO (3000'+).

SOROX 3P

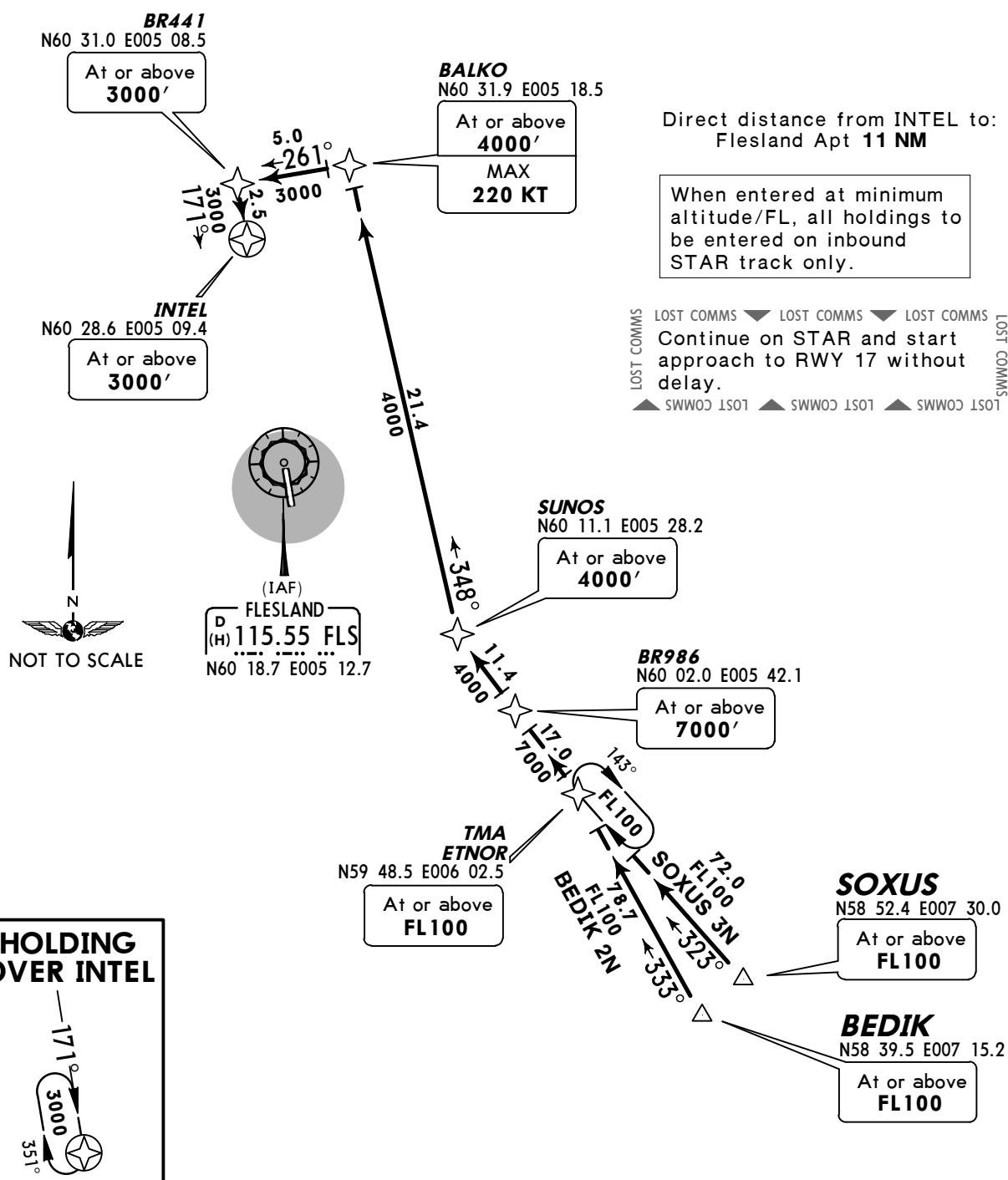
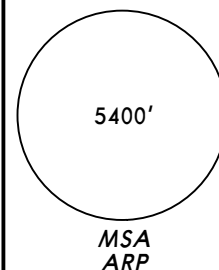
SOROX (FL100+) - RUNAR (FL100+) - BR994 (7000'+) - RUPEX (6000'+) -

ATIS
125.25Apt Elev
166'

Alt Set: hPa Trans level: By ATC Trans alt: 7000'

1. STARs based on B-RNAV from STAR start point to TMA boundary.
2. P-RNAV inside TMA boundary.
3. Request vectoring in case of loss of RNAV capability.
4. Descent as cleared by ATC.

BEDIK TWO NOVEMBER (BEDIK 2N) [BEDI2N]
SOXUS THREE NOVEMBER (SOXUS 3N) [SOXU3N]
RWY 17 RNAV ARRIVALS
P-RNAV (VOR/DME FLS OR GNSS)
P-RNAV APPROVAL REQUIRED
FROM SOUTHEAST



STAR

ROUTING

BEDIK 2N

BEDIK (FL100+) - ETNOR (FL100+) - BR986 (7000'+) - SUNOS (4000'+) - BALKO (4000'+; K220-) - BR441 (3000'+) - INTEL (3000'+).

SOXUS 3N

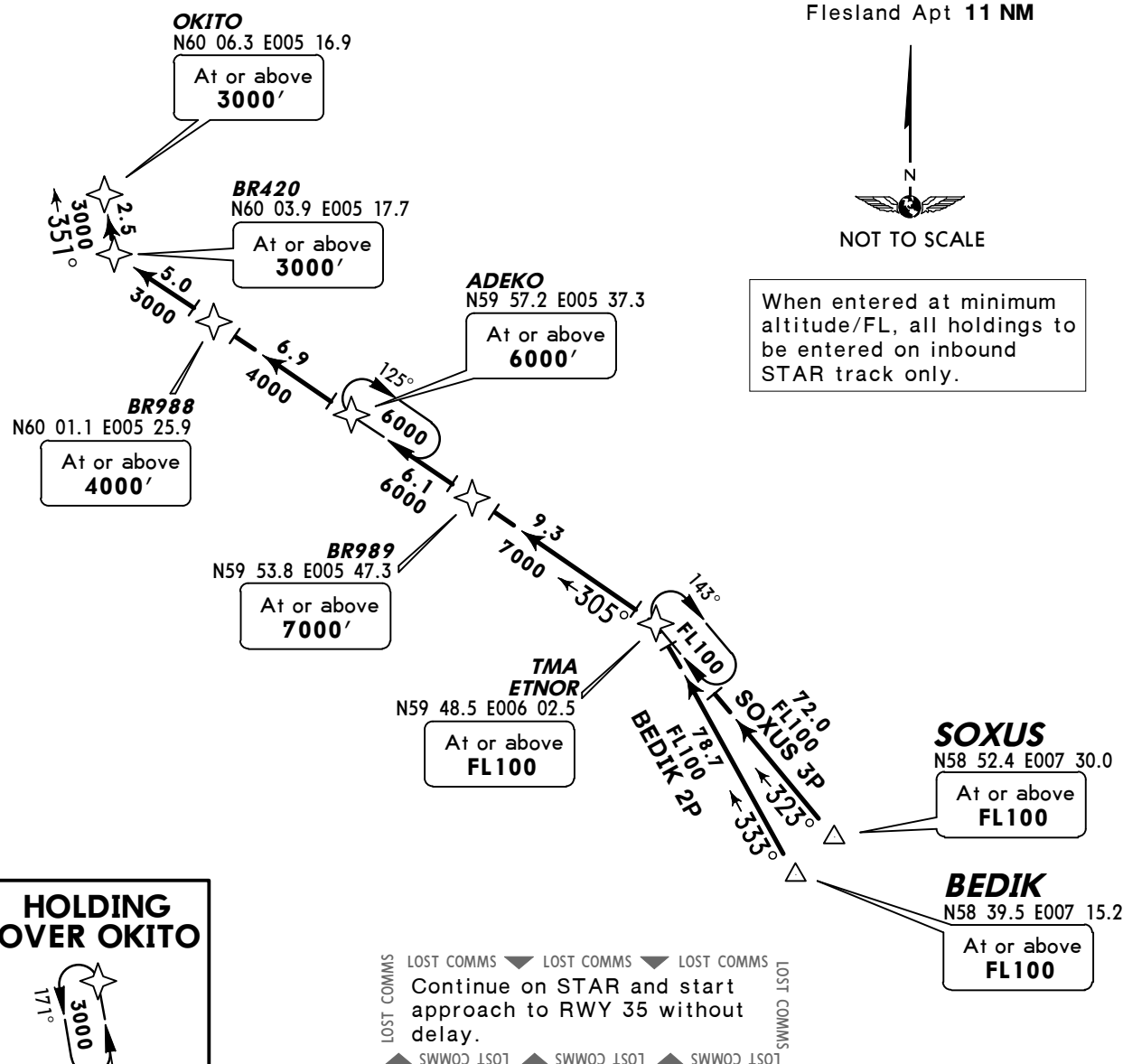
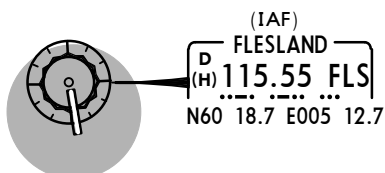
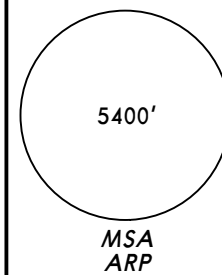
SOXUS (FL100+) - ETNOR (FL100+) - BR986 (7000'+) - SUNOS (4000'+) -

ATIS
125.25Apt Elev
166'

Alt Set: hPa Trans level: By ATC Trans alt: 7000'

1. STARs based on B-RNAV from STAR start point to TMA boundary.
2. P-RNAV inside TMA boundary.
3. Request vectoring in case of loss of RNAV capability.
4. Descent as cleared by ATC.

BEDIK TWO PAPA (BEDIK 2P) [BED12P]
SOXUS THREE PAPA (SOXUS 3P) [SOXU3P]
RWY 35 RNAV ARRIVALS
P-RNAV (VOR/DME FLS OR GNSS)
P-RNAV APPROVAL REQUIRED
FROM SOUTHEAST



STAR

ROUTING

BEDIK 2P

BEDIK (FL100+) - ETNOR (FL100+) - BR989 (7000'+) - ADEKO (6000'+) - BR988 (4000'+) - BR420 (3000'+) - OKITO (3000'+).

SOXUS 3P

SOXUS (FL100+) - ETNOR (FL100+) - BR989 (7000'+) - ADEKO (6000'+) -

ATIS
125.25Apt Elev
166'

Alt Set: hPa Trans level: By ATC Trans alt: 7000'

1. STARs based on B-RNAV from STAR start point to TMA boundary.
2. P-RNAV inside TMA boundary.
3. Request vectoring in case of loss of RNAV capability.
4. Descent as cleared by ATC.

LUCKY THREE NOVEMBER (LUCKY 3N) [LUCK3N]

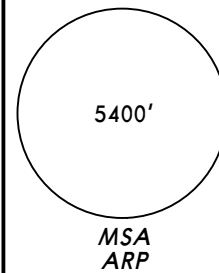
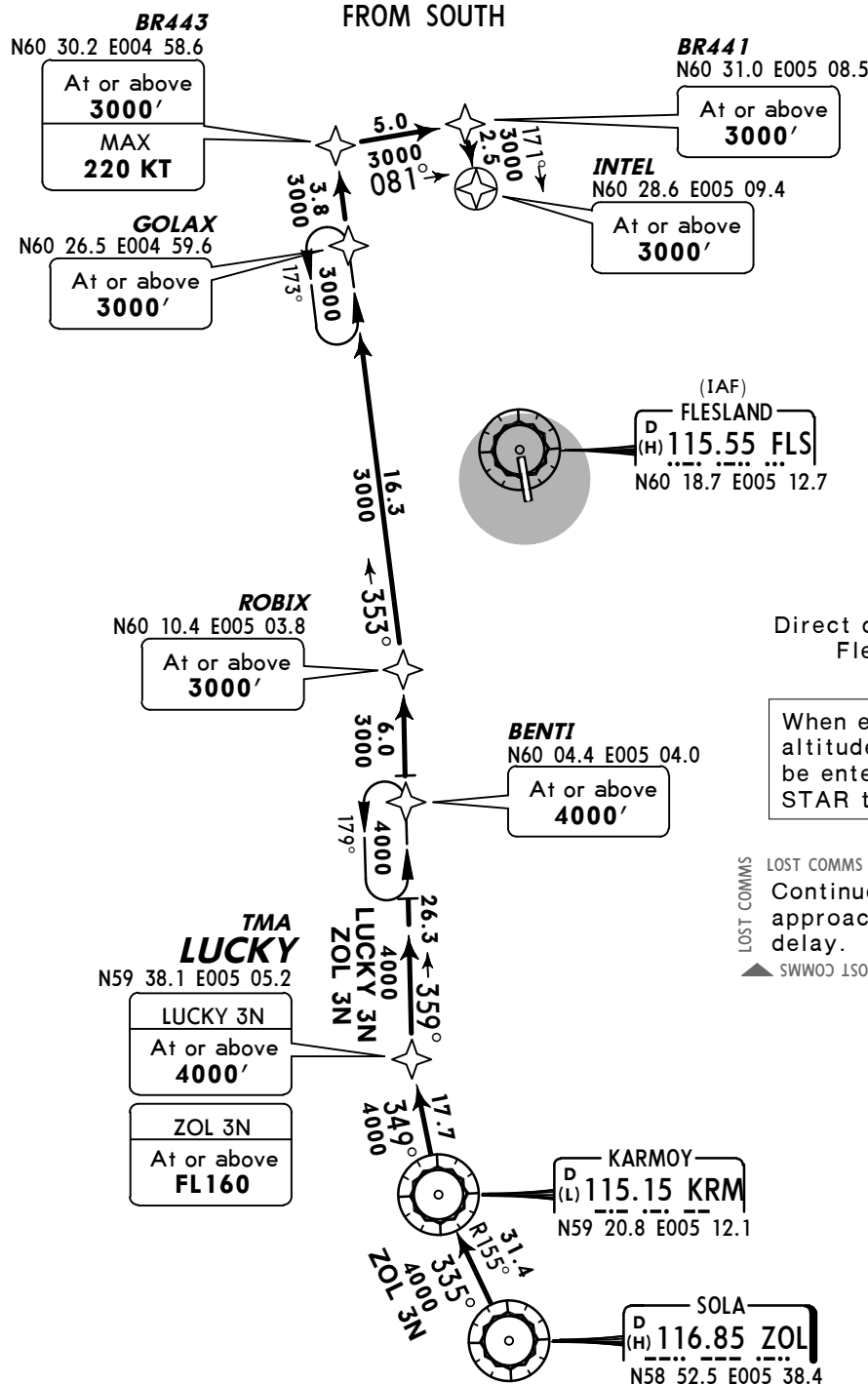
SOLA THREE NOVEMBER (ZOL 3N)

RWY 17 RNAV ARRIVALS

P-RNAV (VOR/DME FLS OR GNSS)

P-RNAV APPROVAL REQUIRED

FROM SOUTH

Direct distance from INTEL to:
Flesland Apt 11 NMWhen entered at minimum
altitude/FL, all holdings to
be entered on inbound
STAR track only.LOST COMMS
Continue on STAR and start
approach to RWY 17 without
delay.HOLDING
OVER INTEL

STAR

ROUTING

LUCKY 3N

LUCKY (4000'+) - BENTI (4000'+) - ROBIX (3000'+) - GOLAX (3000'+) -
BR443 (3000'+; K220-) - BR441 (3000'+) - INTEL (3000'+).

ZOL 3N

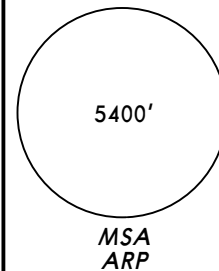
ZOL - KRM - LUCKY (FL160+) - BENTI (4000'+) - ROBIX (3000'+) - GOLAX

ATIS
125.25Apt Elev
166'

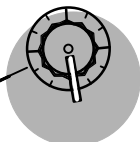
Alt Set: hPa Trans level: By ATC Trans alt: 7000'

1. STARs based on B-RNAV from STAR start point to TMA boundary.
2. P-RNAV inside TMA boundary.
3. Request vectoring in case of loss of RNAV capability.
4. Descent as cleared by ATC.

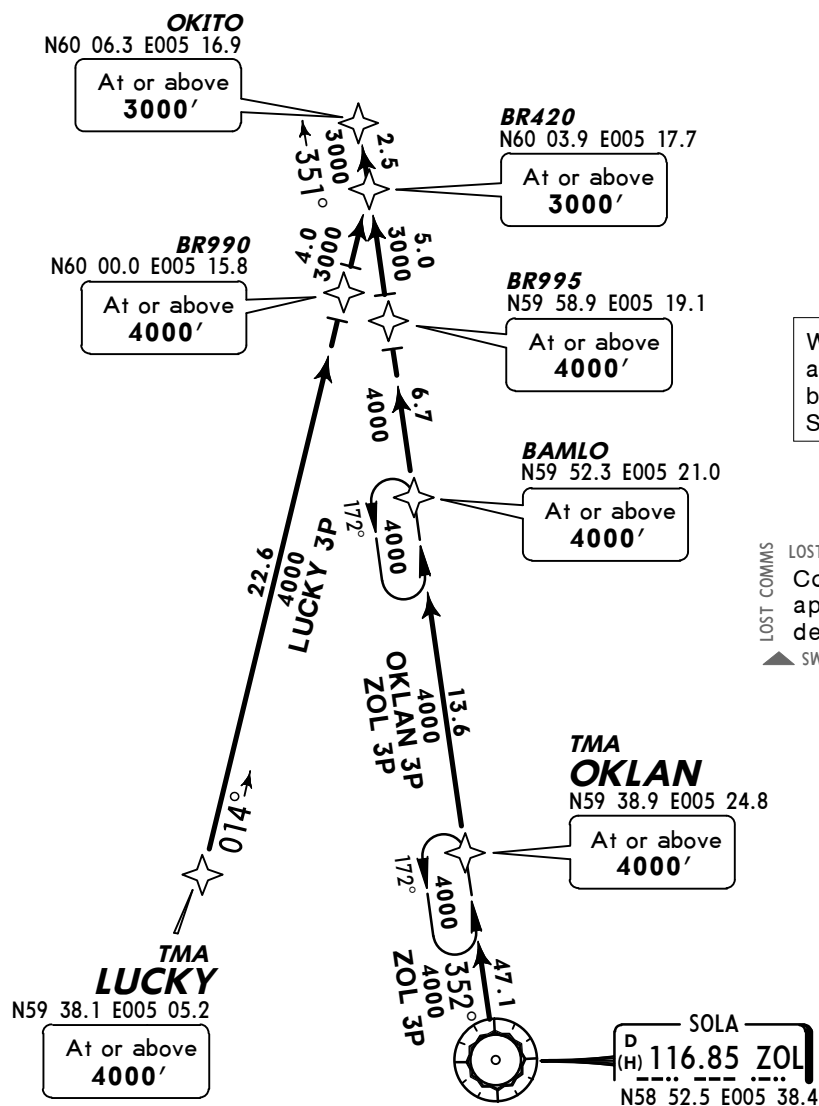
LUCKY THREE PAPA (LUCKY 3P) [LUCK3P]
OKLAN THREE PAPA (OKLAN 3P) [OKLA3P]
SOLA THREE PAPA (ZOL 3P)
RWY 35 RNAV ARRIVALS
P-RNAV (VOR/DME FLS OR GNSS)
P-RNAV APPROVAL REQUIRED
FROM SOUTH



(IAF)
D FLESLAND
(H) 115.55 FLS
N60 18.7 E005 12.7



Direct distance from OKITO to:
Flesland Apt 11 NM



When entered at minimum
altitude/FL, all holdings to
be entered on inbound
STAR track only.

LOST COMMS
Continue on STAR and start
approach to RWY 35 without
delay.

HOLDING
OVER OKITO



STAR

ROUTING

LUCKY 3P	LUCKY (4000'+) - BR990 (4000'+) - BR420 (3000'+) - OKITO (3000'+).
OKLAN 3P	OKLAN (4000'+) - BAMLO (4000'+) - BR995 (4000'+) - BR420 (3000'+) - OKITO (3000'+).
ZOL 3P	ZOL (4000'+) - OKLAN (4000'+) - BAMLO (4000'+) - BR995 (4000'+) - BR420 (3000'+) - OKITO (3000'+).

ATIS
125.25Apt Elev
166'

Alt Set: hPa
Trans level: By ATC Trans alt: 7000'
1. Loss of RNAV capability, request vectoring.
2. Vectoring will be used for sequencing final when necessary.
3. Descend/Climb as cleared by ATC.

5400'

MSA
ARP

ARKEN FIVE NOVEMBER (ARKEN 5N[ARKE5N]
ARPIX FIVE NOVEMBER (ARPIX 5N[ARPI5N]
TAGUD ONE NOVEMBER (TAGUD 1N[TAGU1N]
RWY 17 P-RNAV COPTER ARRIVALS

P-RNAV (GNSS EXCEPT CLASS A)

P-RNAV APPROVAL REQUIRED

RADAR SERVICE SHALL BE AVAILABLE

Clearance limit is VENIN.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
Continue on STAR and start Approach
to RWY 17 without delay.

LS01 ▲ SWW03 LS01 ▲ SWW03 LS01 ▲ SWW03 LS01

ARKEN
N60 45.9 E004 27.0

At or above
2000'

ARPIX
N60 29.1 E004 23.2

At or above
1000'

INKAD
N60 28.0 E004 38.4

At or above
1000'

BABOM
N60 27.0 E004 50.4

At or above
1000'
Climb to
2000'

TAGUD
N60 15.0 E004 20.0

At or above
1000'

NORDY
N60 34.1 E004 47.2

At or above
2000'

VENIN
N60 26.2 E005 00.3

At or above
2000'

IBEVA
N60 23.3 E004 52.9

At or above
1000'
Climb to
2000'

VITUL
N60 19.6 E004 43.4

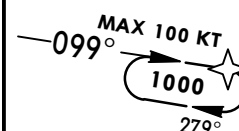
At or above
1000'

Direct distance
from VENIN to:
Flesland Apt11 NM

These STARs require a minimum climb gradient
of
249' per NM (4.1%).

Gnd speed-KT	75	100	150	200	250	300
249' per NM	311	415	623	830	1038	1246

**HOLDING OVER
INKAD**



STAR

ROUTING

ARKEN 5N

ARKEN (2000'+) - NORDY (2000'+) - VENIN (2000'+).

ARPIX 5N

ARPIX (1000'+) - INKAD (1000'+) - BABOM (1000'+) - VENIN (2000'+).

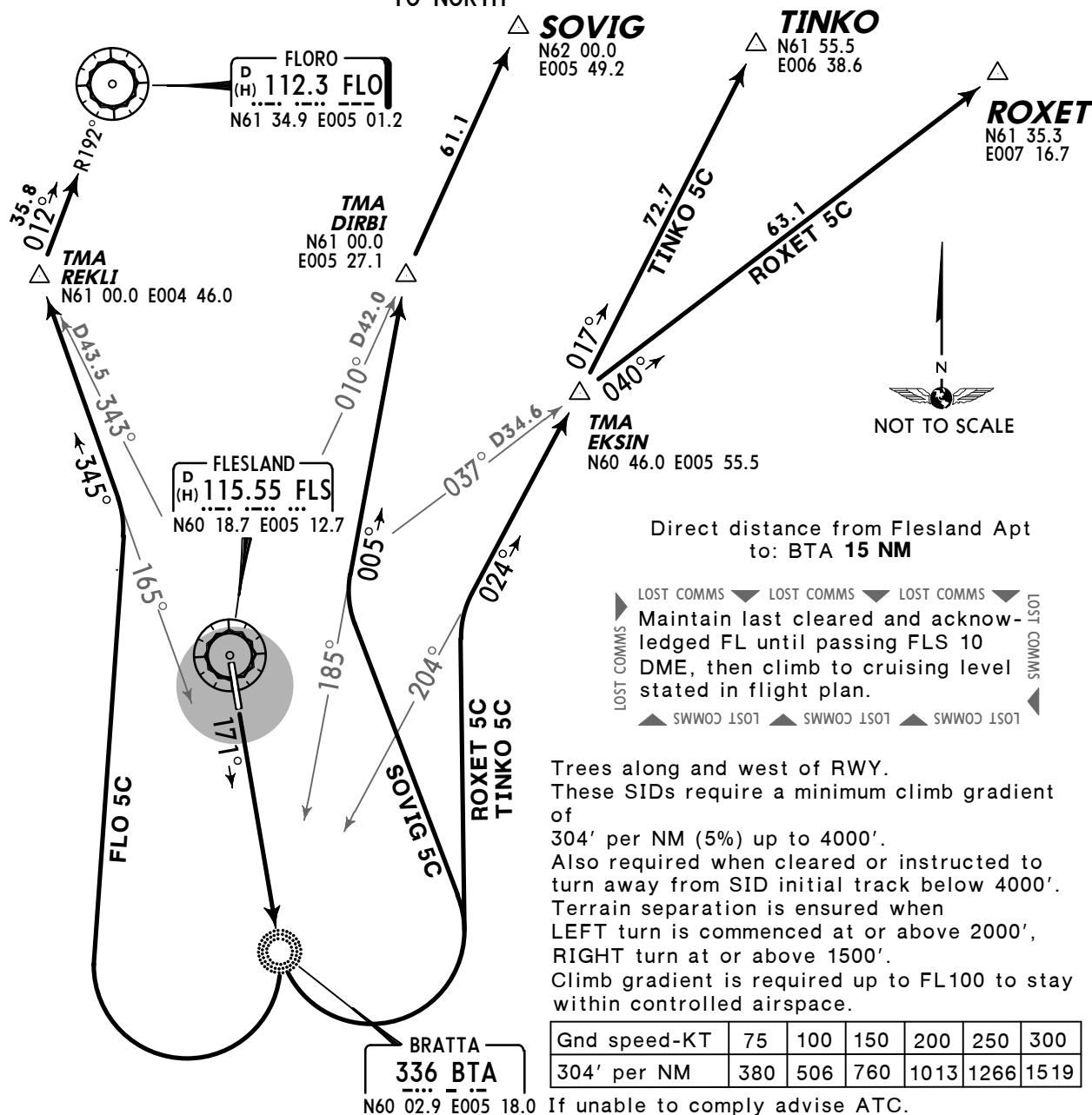
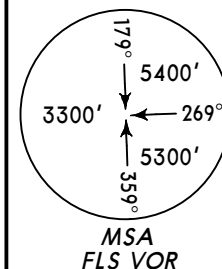


* FLESLAND
Radar
121.0Apt Elev
166'

Trans level: By ATC Trans alt: 7000'

1. Contact FLESLAND Radar immediately after take-off.
2. SIDs based on B-RNAV from TMA boundary to SID endpoint.
3. EXPECT further climb from FLESLAND Radar within FLS 10 DME.
4. EXPECT direct routing as soon as traffic permits.
5. EXPECT close-in obstacles.

FLORO FIVE CHARLIE (FLO 5C)
ROXET FIVE CHARLIE (ROXET 5C) [ROXE5C]
SOVIG FIVE CHARLIE (SOVIG 5C) [SOVI5C]
TINKO FIVE CHARLIE (TINKO 5C) [TINK5C]
RWY 17 DEPARTURES
TO NORTH



Initial climb clearance 4000', further climb by ATC.

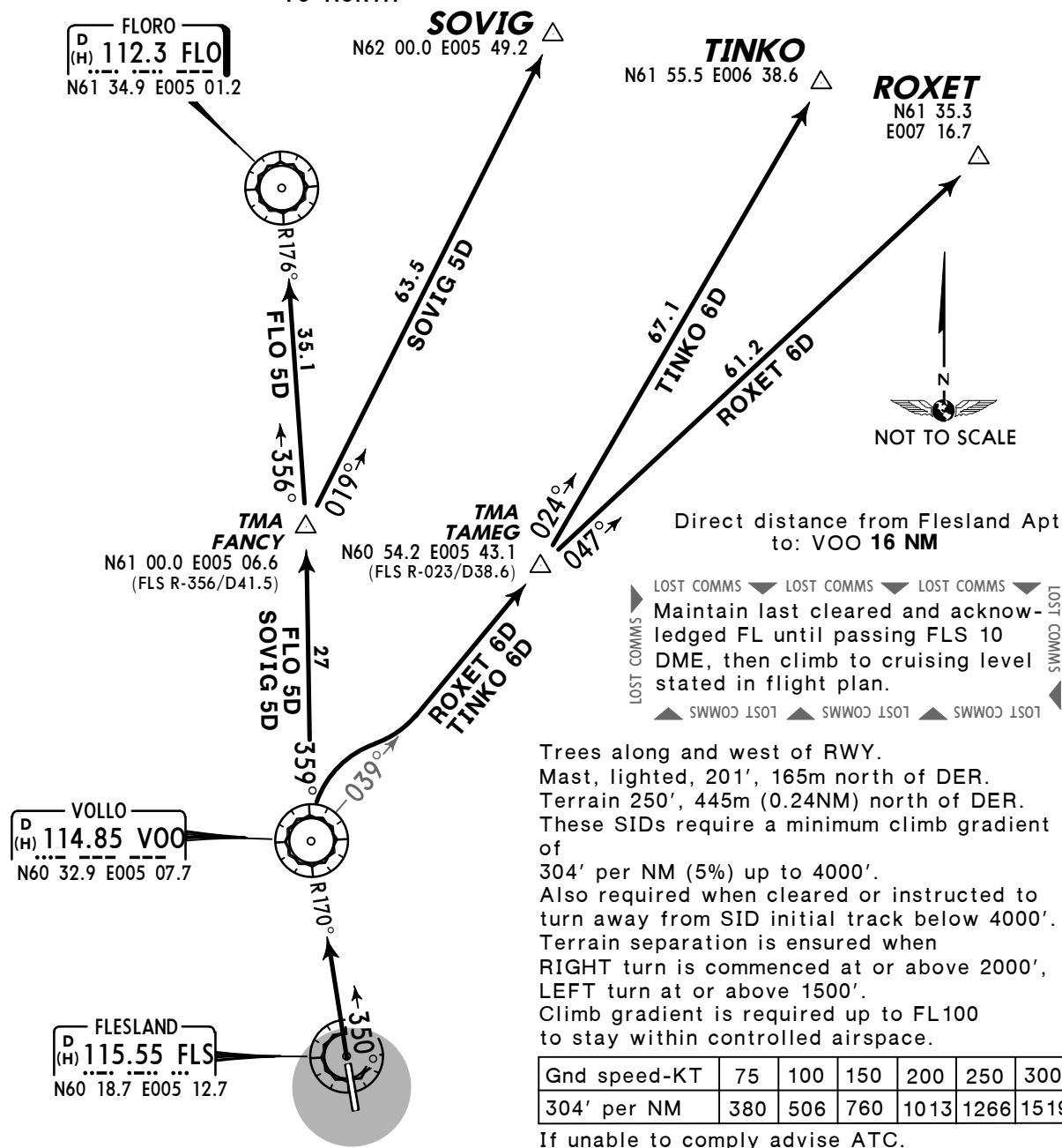
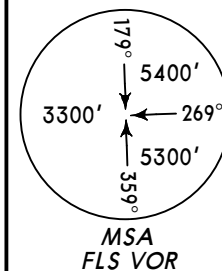
SID	ROUTING
FLO 5C	Climb on 171° bearing to BTA, turn RIGHT, intercept 345° bearing from BTA to REKLI, turn RIGHT, 012° track to FLO.
ROXET 5C	Climb on 171° bearing to BTA, turn LEFT, intercept 024° bearing from BTA to EKSIN, turn RIGHT, 040° track to ROXET.
SOVIG 5C	Climb on 171° bearing to BTA, turn LEFT, intercept 005° bearing from BTA to DIRBI, turn RIGHT, 010° track to SOVIG.
TINKO 5C	Climb on 171° bearing to BTA, turn LEFT, intercept 024° bearing from BTA to

* FLESLAND
Radar
121.0Apt Elev
166'

Trans level: By ATC Trans alt: 7000'

1. Contact FLESLAND Radar immediately after take-off.
2. SIDs based on B-RNAV from TMA boundary to SID endpoint.
3. EXPECT further climb from FLESLAND Radar within FLS 10 DME.
4. EXPECT direct routing as soon as traffic permits.
5. EXPECT close-in obstacles.

FLORO FIVE DELTA (FLO 5D)
ROXET SIX DELTA (ROXET 6D) [ROXE6D]
SOVIG FIVE DELTA (SOVIG 5D) [SOVI5D]
TINKO SIX DELTA (TINKO 6D) [TINK6D]
RWY 35 DEPARTURES
TO NORTH



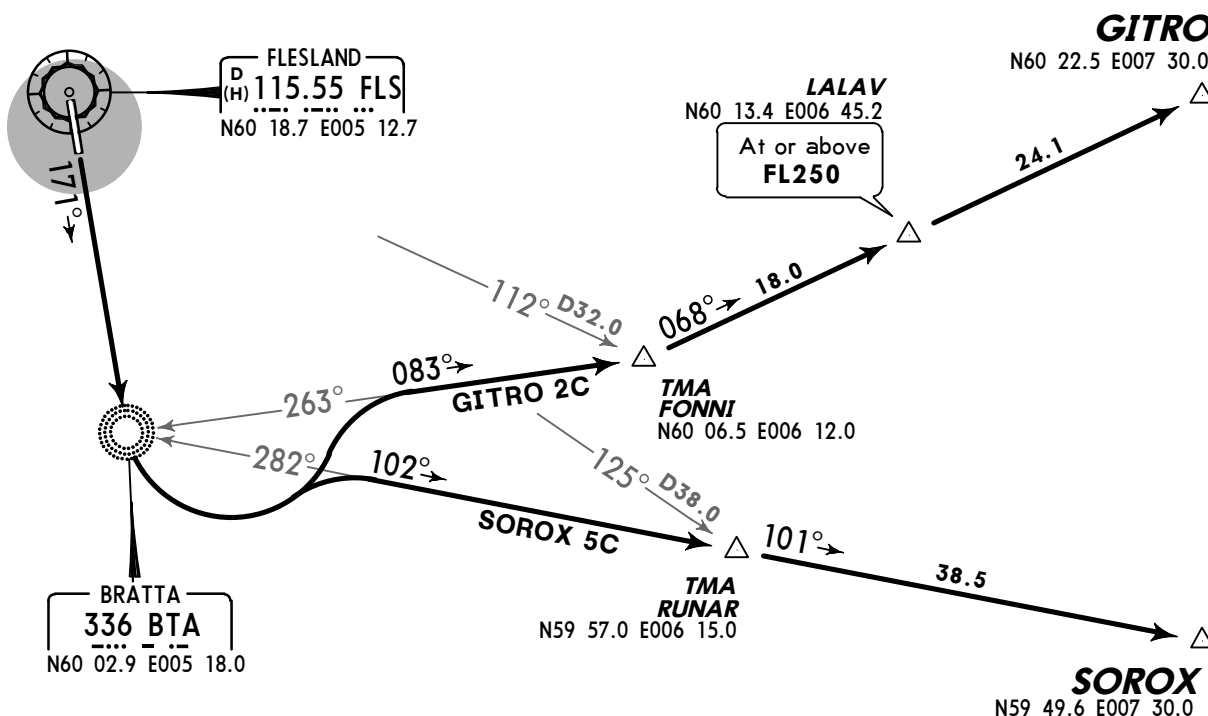
Initial climb clearance 4000', further climb by ATC.

SID	ROUTING
FLO 5D	Climb on VOO R-170 inbound to VOO, turn RIGHT, VOO R-359 to FANCY, turn LEFT, 356° track to FLO.
ROXET 6D	Climb on VOO R-170 inbound to VOO, turn RIGHT, intercept VOO R-039 to TAMEG, turn RIGHT, 047° track to ROXET.
SOVIG 5D	Climb on VOO R-170 inbound to VOO, turn RIGHT, VOO R-359 to FANCY, turn RIGHT, 019° track to SOVIG.
TINKO 6D	Climb on VOO R-170 inbound to VOO, turn RIGHT, intercept VOO R-039 to

Apt Elev
166'

Trans level: By ATC Trans alt: 7000'

1. Contact FLESLAND Radar immediately after take-off.
2. SIDs based on B-RNAV from TMA boundary to SID endpoint.
3. EXPECT further climb from FLESLAND Radar within FLS 10 DME.
4. EXPECT direct routing as soon as traffic permits.
5. EXPECT close-in obstacles.



Trees along and west of RWY.
These SIDs require a minimum climb gradient of 304' per NM (5%) up to 4000'. Also required when cleared or instructed to turn away from SID initial track below 4000'. Terrain separation is ensured when LEFT turn is commenced at or above 2000', RIGHT turn at or above 1500'. Climb gradient is required up to FL100 to stay within controlled airspace.

NOT TO SCALE

Direct distance from Flesland Apt
to: BTA **15 NM**

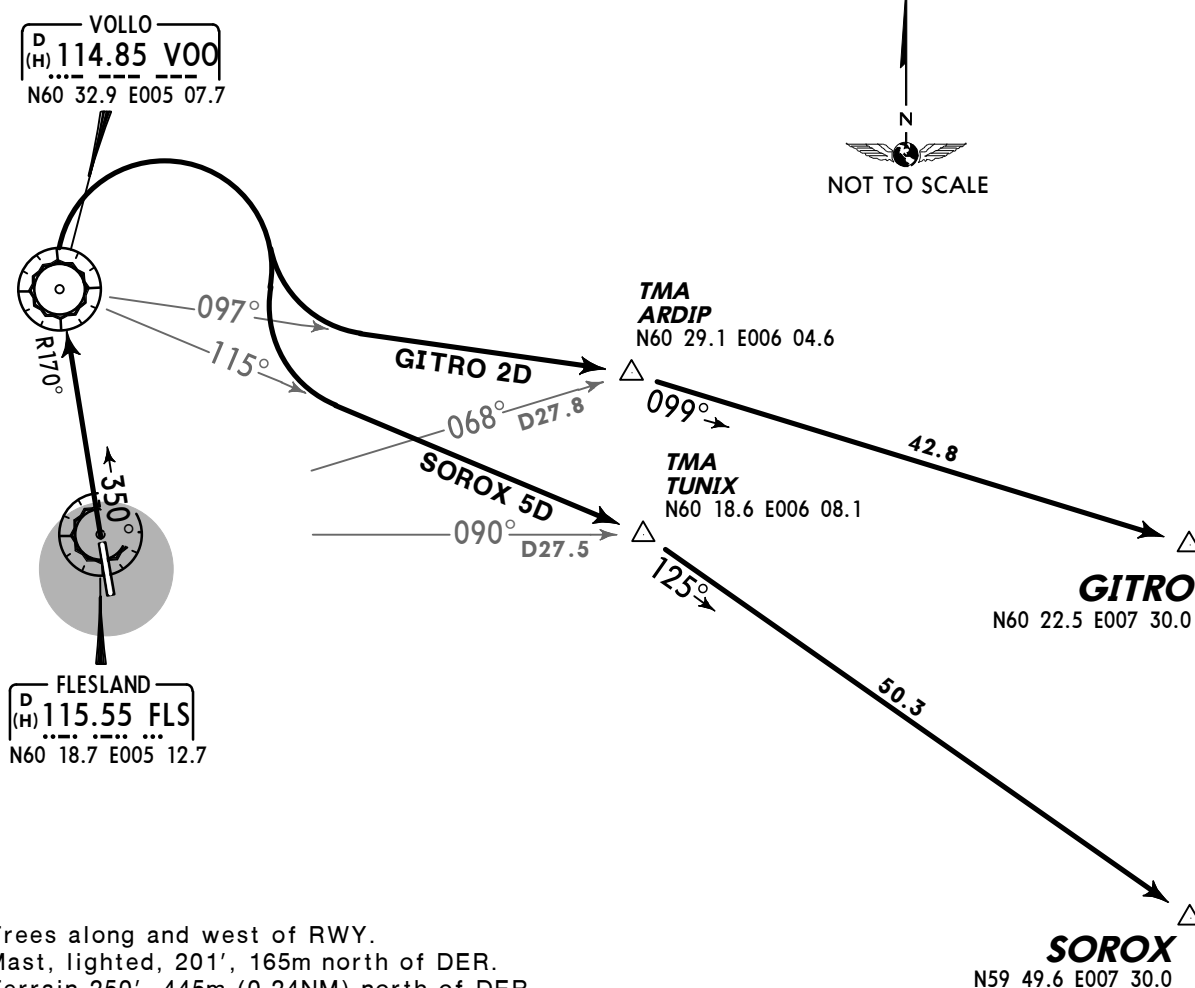
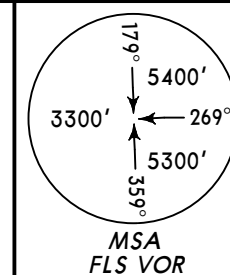
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
 Maintain last cleared and acknowledged FL until passing FLS 10 DME, then climb to cruising level stated in flight plan.

If unable to comply advise ATC.

Initial climb clearance **4000'**, further climb by ATC.

SID	ROUTING
GITRO 2C	Climb on 171° bearing to BTA, turn LEFT, intercept 083° bearing from BTA to FONNI, then via LALAV to GITRO.
SOROX 5C	Climb on 171° bearing to BTA, turn LEFT, intercept 102° bearing from BTA to

**GITRO TWO DELTA (GITRO 2D) [*GITR2D*]
SOROX FIVE DELTA (SOROX 5D) [*SORO5D*]
RWY 35 DEPARTURES
TO EAST**



Trees along and west of RWY.
Mast, lighted, 201', 165m north of DER.
Terrain 250', 445m (0.24NM) north of DER.
These SIDs require a minimum climb gradient of
304' per NM (5%) up to 4000'.
Also required when cleared or instructed to
turn away from SID initial track below 4000'.
Terrain separation is ensured when
RIGHT turn is commenced at or above 2000',
LEFT turn at or above 1500'.
Climb gradient is required up to FL100
to stay within controlled airspace.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

If unable to comply advise ATC.

Direct distance from Flesland Apt
to: VOO **16 NM**

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

▶ **Maintain last cleared and acknowledged FL until passing FLS 10 DME, then climb to cruising level stated in flight plan.**

▲ SWWOC 1501 ▲ SWWOC 1501 ▲ SWWOC 1501

Initial climb clearance **4000'**, further climb by ATC.

SID	ROUTING
GITRO 2D	Climb on VOO R-170 inbound to VOO, turn RIGHT, intercept VOO R-097 to ARDIP, then to GITRO.
SOROX 5D	Climb on VOO R-170 inbound to VOO, turn RIGHT, intercept VOO R-115 to

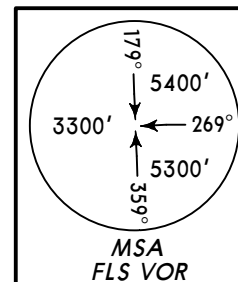
* FLESLAND
Radar
121.0Apt Elev
166'

Trans level: By ATC Trans alt: 7000'

1. Contact FLESLAND Radar immediately after take-off.
2. SIDs based on B-RNAV from TMA boundary to SID endpoint.
3. EXPECT further climb from FLESLAND Radar within FLS 10 DME.
4. EXPECT direct routing as soon as traffic permits.
5. EXPECT close-in obstacles.

FLESLAND
D
(H) 115.55 FLS
N60 18.7 E005 12.7

BEDIK TWO CHARLIE (BEDIK 2C)[BEDI2C]
LUCKY FIVE CHARLIE (LUCKY 5C)[LUCK5C]
OKLAN SIX CHARLIE (OKLAN 6C)[OKLA6C]
SOLA SIX CHARLIE (ZOL 6C)
SOXUS SIX CHARLIE (SOXUS 6C)[SOXU6C]
RWY 17 DEPARTURES
TO SOUTH

BRATTA
336 BTA
N60 02.9 E005 18.0TMA
MAXIT
N59 39.9 E005 44.5
(FLS R-158/D42.0)At or above
FL160TMA
LUCKY
N59 38.1 E005 05.2
(FLS R-185/D40.8)TMA
OKLAN
N59 38.9 E005 24.8
(FLS R-171/D40.3)ZOL 6C
At or above
FL160SOLA
D
(H) 116.85 ZOL
N58 52.5 E005 38.4Direct distance from Flesland Apt
to: BTA 15 NM

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Maintain last cleared and acknow-
ledged FL until passing FLS 10
DME, then climb to cruising level
stated in flight plan.
▲ SWWOC 1501 ▲ SWWOC 1501 ▲ SWWOC 1501

DEPIT
N59 09.8 E005 53.4

109° 52.9
126° 52.2
SOXUS 6C
BEDIK 2C
SOXUS
N58 52.4
E007 30.0
BEDIK
N58 39.5 E007 15.2

Trees along and west of RWY.
These SIDs require a minimum climb
gradient of
304' per NM (5%) up to 4000'.
Also required when cleared or instructed to
turn away from SID initial track below 4000'.
Terrain separation is ensured when
LEFT turn is commenced at or above 2000',
RIGHT turn at or above 1500'.
Climb gradient is required up to FL100 to stay
within controlled airspace.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

If unable to comply advise ATC.

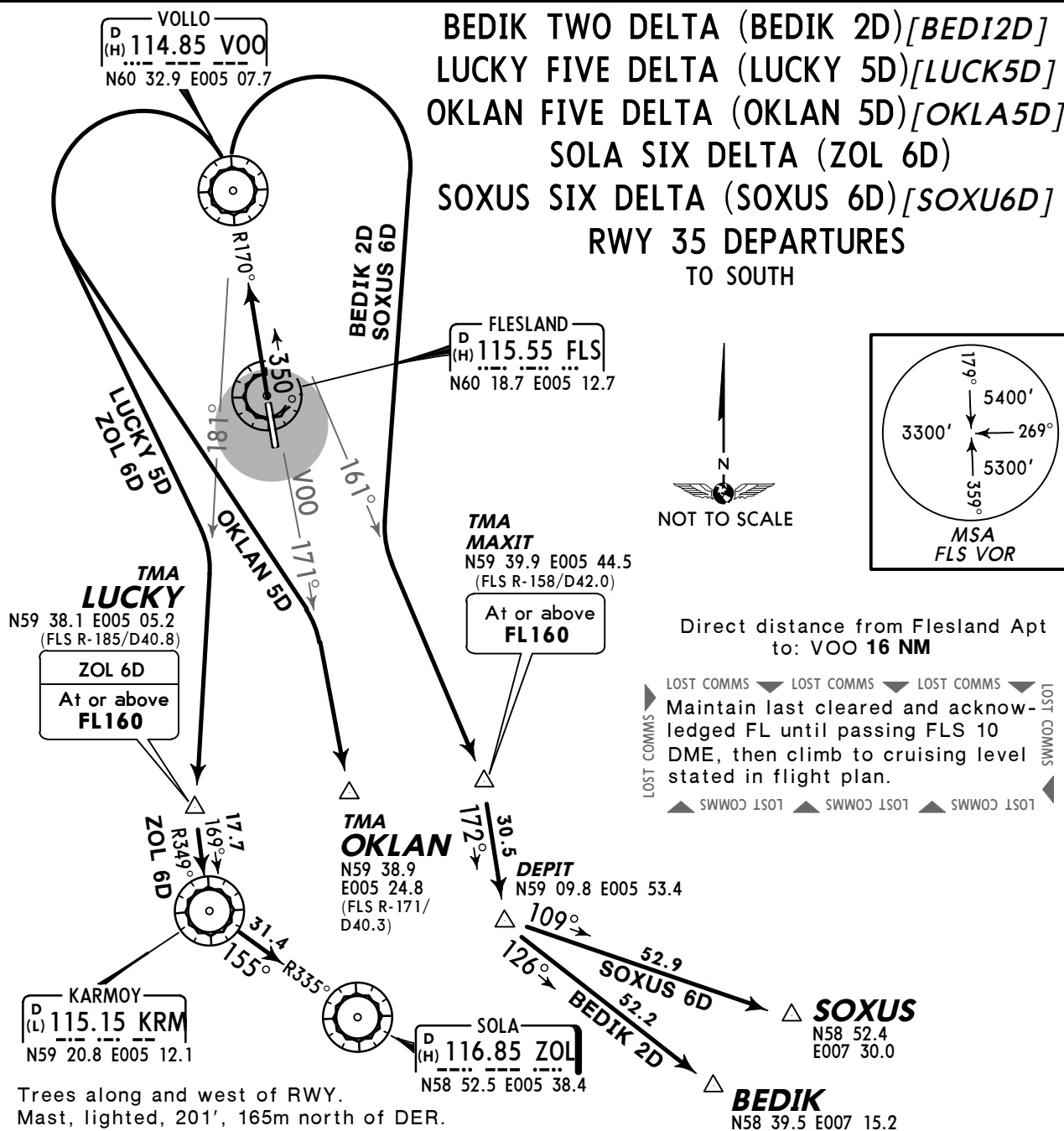
Initial climb clearance 4000', further climb by ATC.

SID	ROUTING
BEDIK 2C	Climb on 171° bearing to BTA, turn LEFT, 150° bearing to MAXIT, turn RIGHT, 172° track to DEPIT, then to BEDIK.
LUCKY 5C	Climb on 171° bearing to BTA, turn RIGHT, 195° bearing to LUCKY.
OKLAN 6C	Climb on 171° bearing to BTA, 172° bearing to OKLAN.
SOXUS 6C	Climb on 171° bearing to BTA, turn LEFT, 150° bearing to MAXIT, turn RIGHT, 172° track to DEPIT, turn LEFT, 109° track to SOXUS.

* FLESLAND
Radar
121.0Apt Elev
166'

Trans level: By ATC Trans alt: 7000'

1. Contact FLESLAND Radar immediately after take-off.
2. SIDs based on B-RNAV from TMA boundary to SID endpoint.
3. EXPECT further climb from FLESLAND Radar within FLS 10 DME.
4. EXPECT direct routing as soon as traffic permits.
5. EXPECT close-in obstacles.



Trees along and west of RWY.
Mast, lighted, 201', 165m north of DER.
Terrain 250', 445m (0.24NM) north of DER.
These SIDs require a minimum climb gradient of 304' per NM (5%) up to 4000'.
Also required when cleared or instructed to turn away from SID initial track below 4000'.
Terrain separation is ensured when RIGHT turn is commenced at or above 2000', LEFT turn at or above 1500'.

Climb gradient is required up to FL100 to stay within controlled airspace.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

If unable to comply advise ATC.

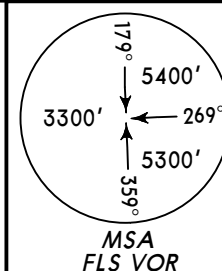
Initial climb clearance 4000', further climb by ATC.

SID	ROUTING
BEDIK 2D	Climb on VOO R-170 inbound to VOO, turn RIGHT, intercept VOO R-161 to MAXIT, turn RIGHT, 172° track to DEPIT, then to BEDIK.
LUCKY 5D	Climb on VOO R-170 inbound to VOO, turn LEFT, intercept VOO R-181 to LUCKY.
OKLAN 5D	Climb on VOO R-170 inbound to VOO, turn LEFT, intercept VOO R-171 to OKLAN.
SOXUS 6D	Climb on VOO R-170 inbound to VOO, turn RIGHT, intercept VOO R-161 to MAXIT, turn RIGHT, 172° track to DEPIT, turn LEFT, 109° track to SOXUS.
ZOL 6D	Climb on VOO R-170 inbound to VOO, turn LEFT, intercept VOO R-181 to LUCKY,

* FLESLAND
Radar
121.0Apt Elev
166'

Trans level: By ATC Trans alt: 7000'

1. Contact FLESLAND Radar immediately after take-off.
2. EXPECT further climb from FLESLAND Radar within FLS 10 DME.
3. EXPECT close-in obstacles.

**BRATTA TWO CHARLIE (BTA 2C)
VOLLO TWO DELTA (VOO 2D)
RWYS 17, 35 DEPARTURES****VOLLO**
D (H) 114.85 VOO
N60 32.9 E005 07.7
D14.5 FLS**FLESLAND**
D (H) 115.55 FLS
N60 18.7 E005 12.7**BRATTA**
336 BTA
N60 02.9 E005 18.0
D16 FLS

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Maintain last cleared and acknowledged FL until passing FLS 10 DME, then climb to cruising level stated in flight plan.
▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

RWYs 17, 35: Trees along and west of RWY.
RWY 35: Mast, lighted, 201', 270m north of DER. Terrain 250', 550m (0.3NM) north of DER. These SIDs require a minimum climb gradient of 304' per NM (5%) up to 4000'.
Also applicable when a turn away from SID initial track starts below 4000' (by radar vectoring or clearance for direct routing). Terrain separation is ensured when LEFT turn (RWY 17)/RIGHT turn (RWY 35) is commenced at or above 2000', or by RIGHT turn (RWY 17)/LEFT turn (RWY 35) at or above 1500'.

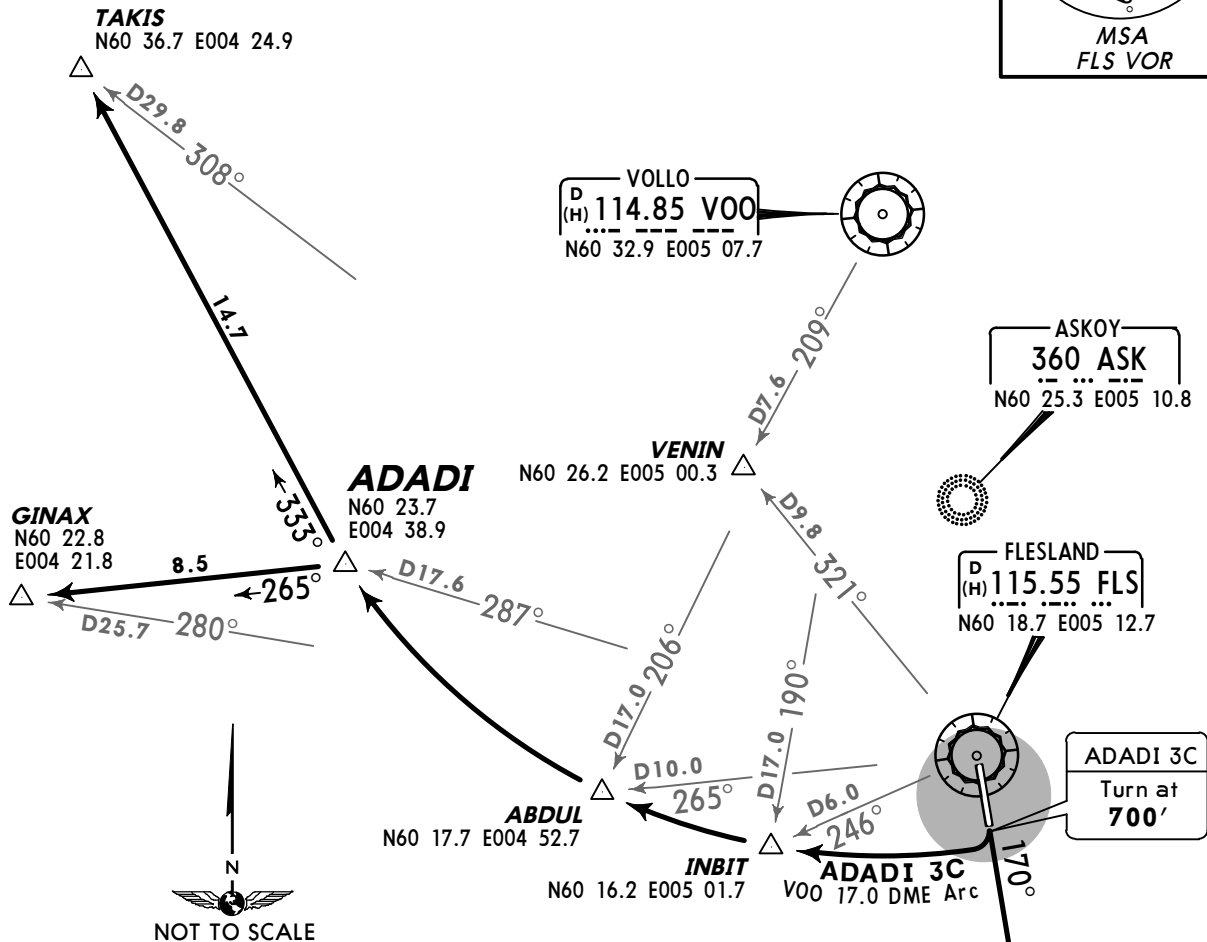
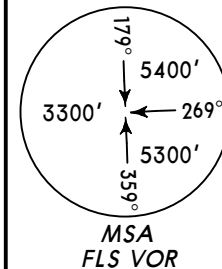
Climb gradient is required up to FL100 to stay within controlled airspace.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

If unable to comply advise ATC.

Initial climb clearance **4000'**, further climb by ATC.

SID	RWY	ROUTING
BTA 2C	17	Climb on FLS R-170 to D16 FLS (if FLS u/s: climb on 172° bearing to BTA).
VOO 2D	35	Climb on FLS R-350 to D14.5 FLS (if FLS u/s: climb on VOO R-170 inbound to

* FLESLAND
Radar
121.0Apt Elev
166'Trans level: By ATC Trans alt: 7000'
ADADI 3C: Contact FLESLAND Radar when reaching 2000'.
BTA 7W: Contact FLESLAND Radar after take-off.ADADI THREE CHARLIE (ADADI 3C)[ADAD3C]
BRATTA SEVEN WHISKEY (BTA 7W)[BTA7WH]
RWY 17 COPTER IFR DEPARTURES

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

In VMC Descend VFR to 1000', proceed to HAGANES and await visual signals from TWR.

In IMC Maintain last cleared and acknowledged FL.

ADADI 3C:

At ADADI, turn RIGHT, intercept VOO R-237 inbound, when passing D11.0 VOO turn RIGHT, intercept 100° bearing towards ASK to VENIN and proceed on RWY 17 ILS Y or LOC Y.

BTA 7W:

At BTA descend to 2000', turn RIGHT, intercept 311° bearing from BTA, along FLS 11.0 DME arc, when passing FLS R-312 turn RIGHT, intercept 100° bearing towards ASK to VENIN and proceed on RWY 17 ILS Y or LOC Y.

▲ SWW00 1501 ▲ SWW00 1501 ▲ SWW00 1501 ▲ SWW00 1501 ▲ SWW00 1501

Trees along and west of RWY.

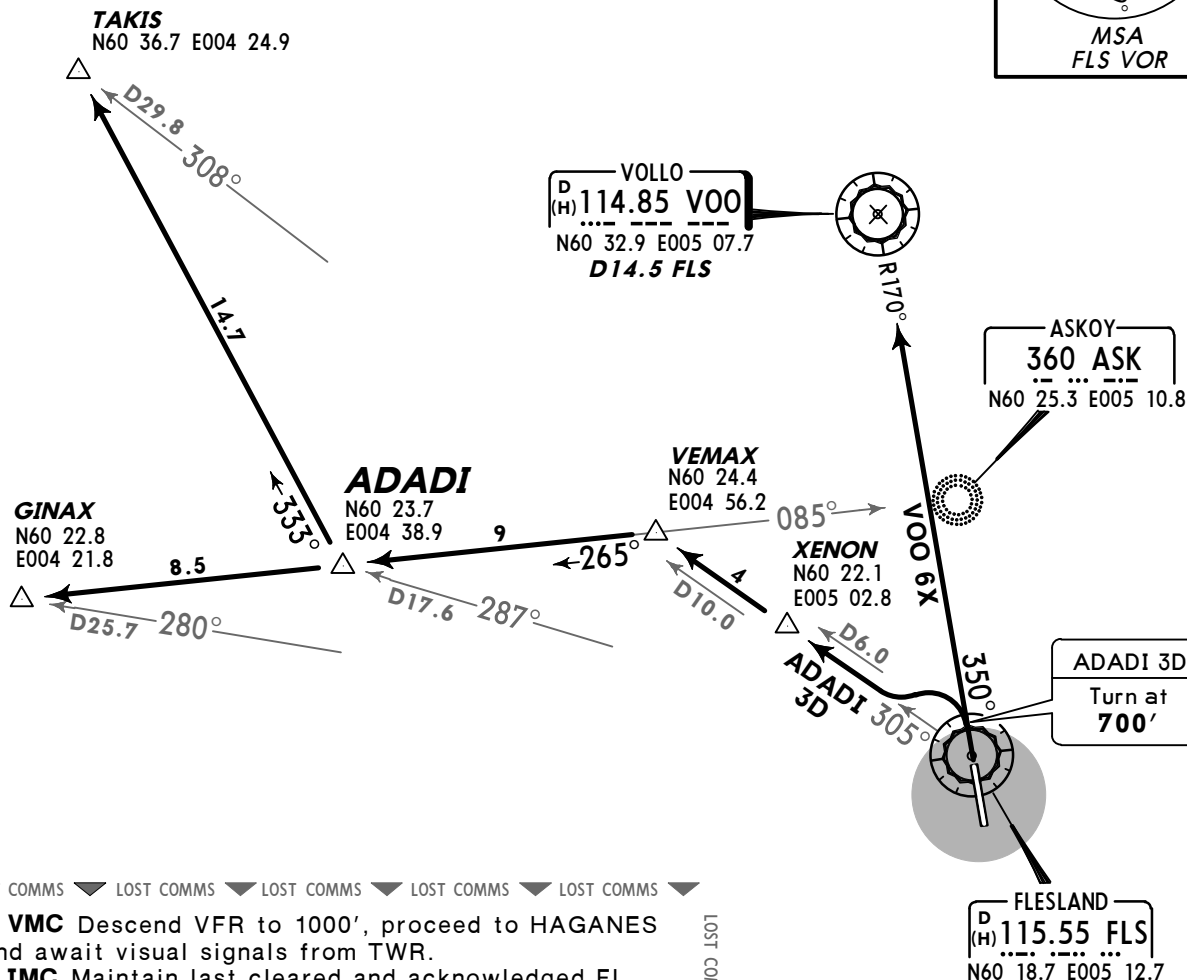
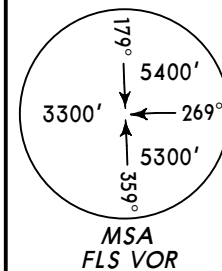
These SIDs require a minimum climb gradient of 425' per NM (7%) up to 2000'.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise ATC.

ADADI 3C: Initial climb clearance 2000'
BTA 7W: Initial climb clearance 4000'

SID	ROUTING
ADADI 3C	Climb on 171° track to 700', turn RIGHT, along VOO 17.0 DME arc via INBIT to ADADI.

* FLESLAND
Radar
121.0Apt Elev
166'Trans level: By ATC Trans alt: 7000'
ADADI 3D: Contact FLESLAND Radar when reaching 2000'.
VOO 6X: Contact FLESLAND Radar after take-off.ADADI THREE DELTA (ADADI 3D) [ADAD3D]
VOLLO SIX X-RAY (VOO 6X) [VOO6XH]
RWY 35 COPTER IFR DEPARTURES

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

In VMC Descend VFR to 1000', proceed to HAGANES and await visual signals from TWR.

In IMC Maintain last cleared and acknowledged FL.

ADADI 3D:

At ADADI, turn LEFT, intercept 137° bearing towards BTA, along FLS 10.0 DME arc and proceed on RWY 35 ILS Y or LOC Y.

VOO 6X:

At VOO, descend to 2000', turn LEFT, intercept VOO R-200, along FLS 10.0 DME arc and proceed on RWY 35 ILS Y or LOC Y.

▲ SWWOC 1501 ▲ SWWOC 1501 ▲ SWWOC 1501 ▲ SWWOC 1501 ▲ SWWOC 1501

LOST COMMS ▼ LOST COMMS ▼



Trees along and west of RWY.
These SIDs require a minimum climb gradient of
425' per NM (7%) up to 2000'.

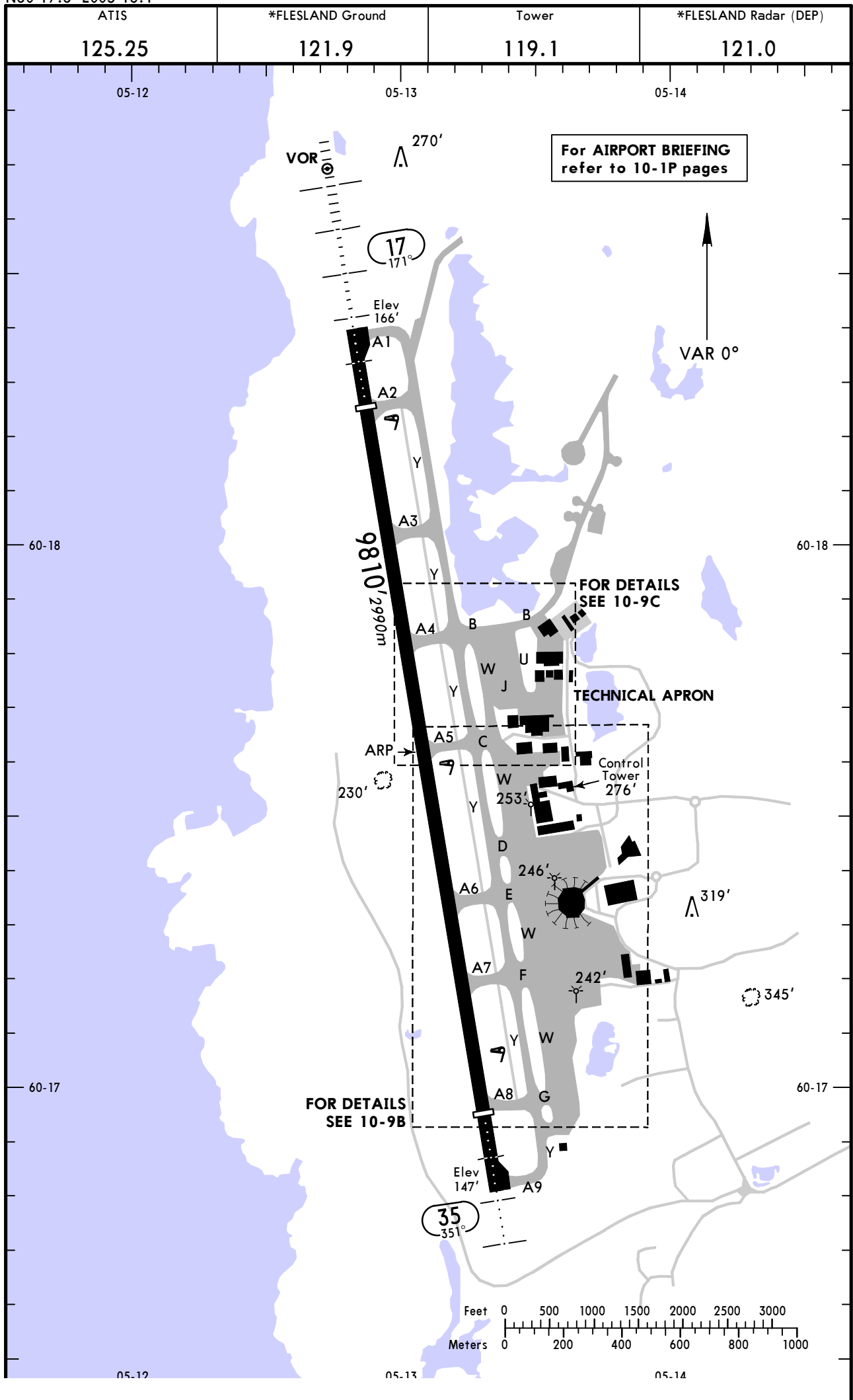
Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise ATC.

BRATTA
336 BTA
N60 02.9 E005 18.0

ADADI 3D: Initial climb clearance 2000'
VOO 6X: Initial climb clearance 4000'

SID	ROUTING
ADADI 3D	Climb on 351° track to 700', turn LEFT, intercept FLS R-305 via XENON to VEMAX, turn LEFT, intercept 265° bearing from ASK to ADADI.
VOO 6X	Climb on FLS R-350 to D14.5 FLS (if FLS u/s: Climb on VOO R-170 inbound to



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
17	HIRL (60m) CL (15m) HIALS ② SFL PAPI (3.1°) RVR	8366' 2550m	7212' 2198m	③	148' 45m
① 35	HIRL (60m) CL (15m) HIALS PAPI (angle 3.0°) RVR	8284' 2525m	7130' 2173m		

① Grooved asphalt. Concrete each end from 344'/105m inside displaced threshold.

② ALS also available up to 984'/300m in front of threshold.

③ TAKE-OFF RUN AVAILABLE

RWY 17:

From rwy head	9252' (2820m)
twy A2 int	8366' (2550m)
twy A3 int	6923' (2110m)
twy A4 int	5709' (1740m)
twy A5 int	4478' (1365m)
twy A6 int	2756' (840m)

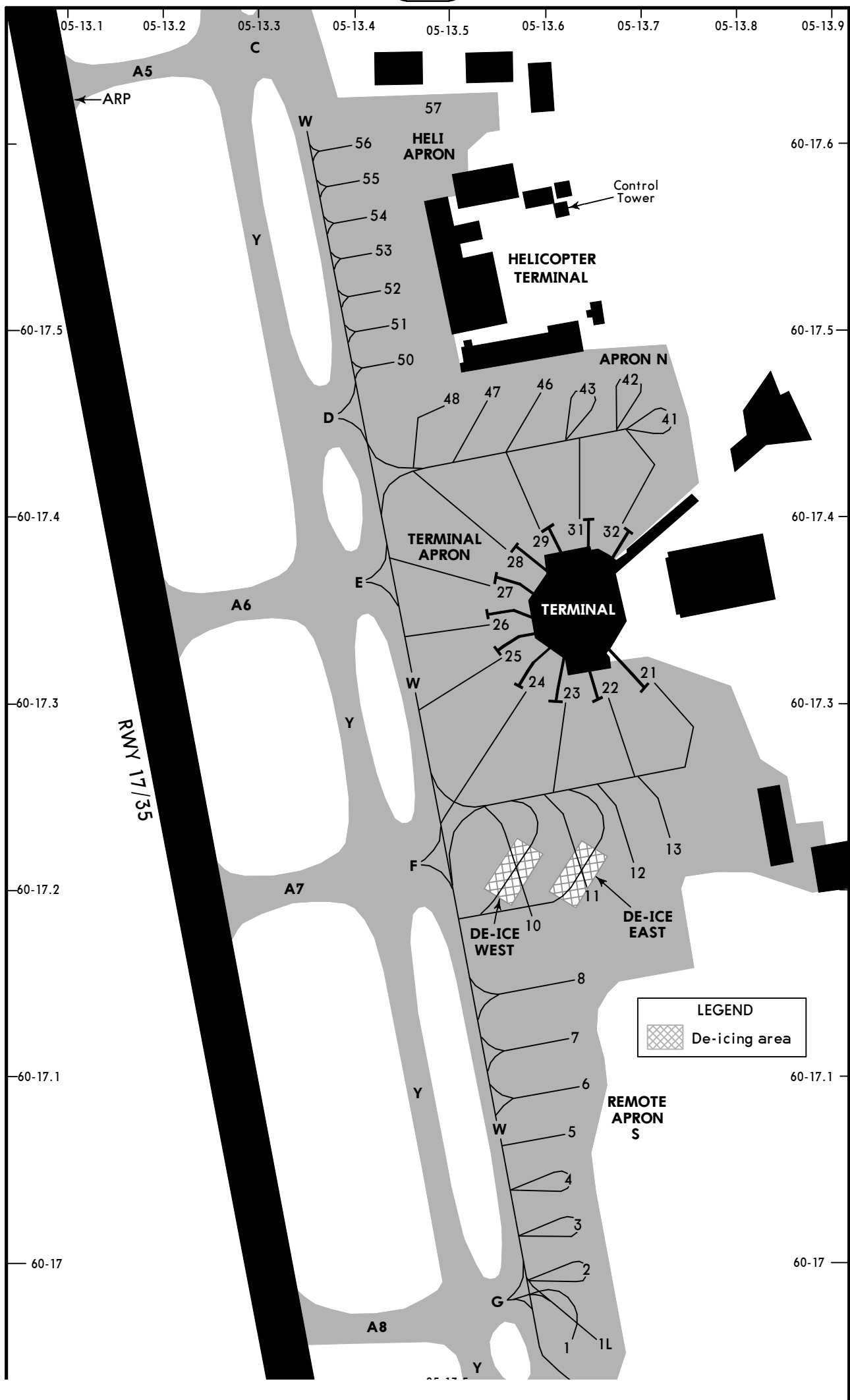
RWY 35:

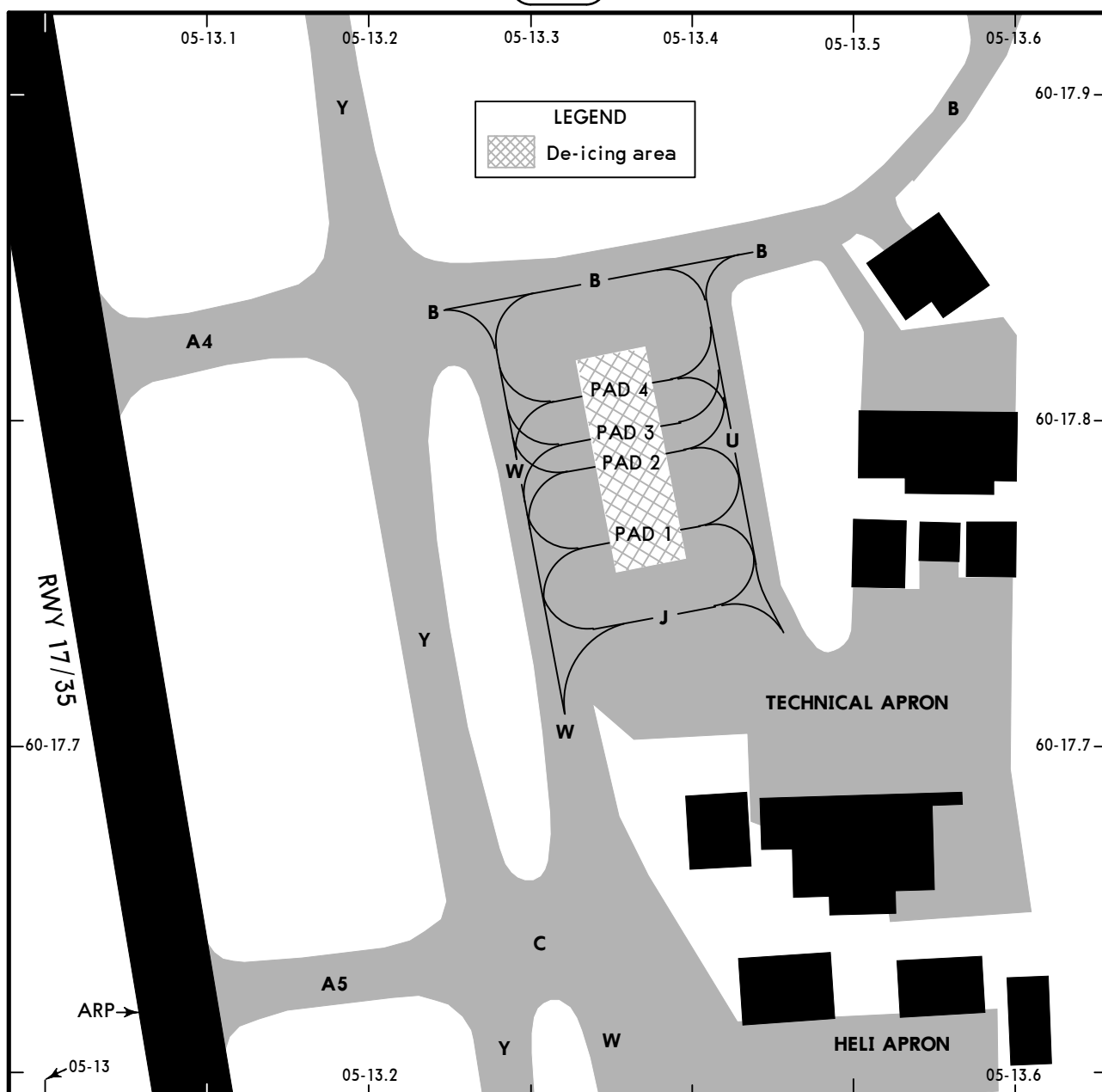
From twy A9 int	9170' (2795m)
twy A8 int	8284' (2525m)
twy A7 int	6841' (2085m)
twy A6 int	5922' (1805m)
twy A5 int	4183' (1275m)
twy A4 int	2969' (905m)

Standard

TAKE-OFF

	RCLM (DAY only) or RL	NIL (DAY only)
A		
B		
C	400m	500m
D		



**INS COORDINATES**

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
1	N60 16.9 E005 13.6	148	42	N60 17.5 E005 13.7	171
1L	N60 17.0 E005 13.6	149	43, 46	N60 17.5 E005 13.6	171
1R	N60 16.9 E005 13.6	148	47, 48	N60 17.5 E005 13.5	172
2	N60 17.0 E005 13.6	151	50	N60 17.5 E005 13.5	173
3	N60 17.0 E005 13.6	152	51	N60 17.5 E005 13.5	172
4	N60 17.0 E005 13.6	153	52	N60 17.5 E005 13.5	170
5	N60 17.1 E005 13.6	155	53	N60 17.5 E005 13.4	169
6	N60 17.1 E005 13.6	156	54	N60 17.6 E005 13.4	167
7	N60 17.1 E005 13.6	158	55	N60 17.6 E005 13.4	165
8	N60 17.1 E005 13.6	159	56	N60 17.6 E005 13.4	162
10, 11	N60 17.2 E005 13.6	161	57	N60 17.6 E005 13.5	161
12, 13	N60 17.2 E005 13.7	162			
21, 22	N60 17.3 E005 13.7	169			
23 thru 25	N60 17.3 E005 13.6	169			
26	N60 17.3 E005 13.5	169			
27	N60 17.4 E005 13.5	169			
28, 29	N60 17.4 E005 13.6	170			
31	N60 17.4 E005 13.6	170			
32	N60 17.4 E005 13.7	170			
41	N60 17.4 E005 13.7	170			

STRAIGHT-IN RWY	DA(H) / MDA(H)	RVR (ALS/ALS out)
17	ILS	500m / 1000m
	LOC ❶	1000m / 1000m
	VOR	800m / 1000m
	COPTER VOR	800m / 1000m
35	ILS	600m / 1000m
	LOC ❶	800m / 1000m
	VOR	800m / 1000m

❶ MM out: NOT AUTHORIZED.

CIRCLE-TO-LAND	MDA(H)	VIS
	820' (654') ❷	1000m

❷ After VOR 035°: 570' (404'), Not authorized East of airport.

TAKE-OFF RWY 17, 35				
LVP must be in Force ❸				
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ❹	800m

❸ Without LVP 400m are stipulated.

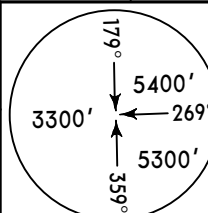
❹ Or rejected take-off distance whichever is the greater.

ATIS	*FLESLAND Radar (APP/R)	*FLESLAND Arrival (APP/R)	*FLESLAND Director (APP/R)	FLESLAND Tower	*Ground
125.25	121.0	125.0	118.85	119.1	121.9

LOC BR 109.9	Final Apch Crs 171°	GS OM 1475' (1309')	ILS DA(H) 366' (200')	Apt Elev 166' RWY 166'
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MISSED APCH: Climb on 171° to BTA NDB and join holding climbing to 4000'.

Alt Set: hPa	Rwy Elev: 6 hPa	Trans level: By ATC	Trans alt: 7000'
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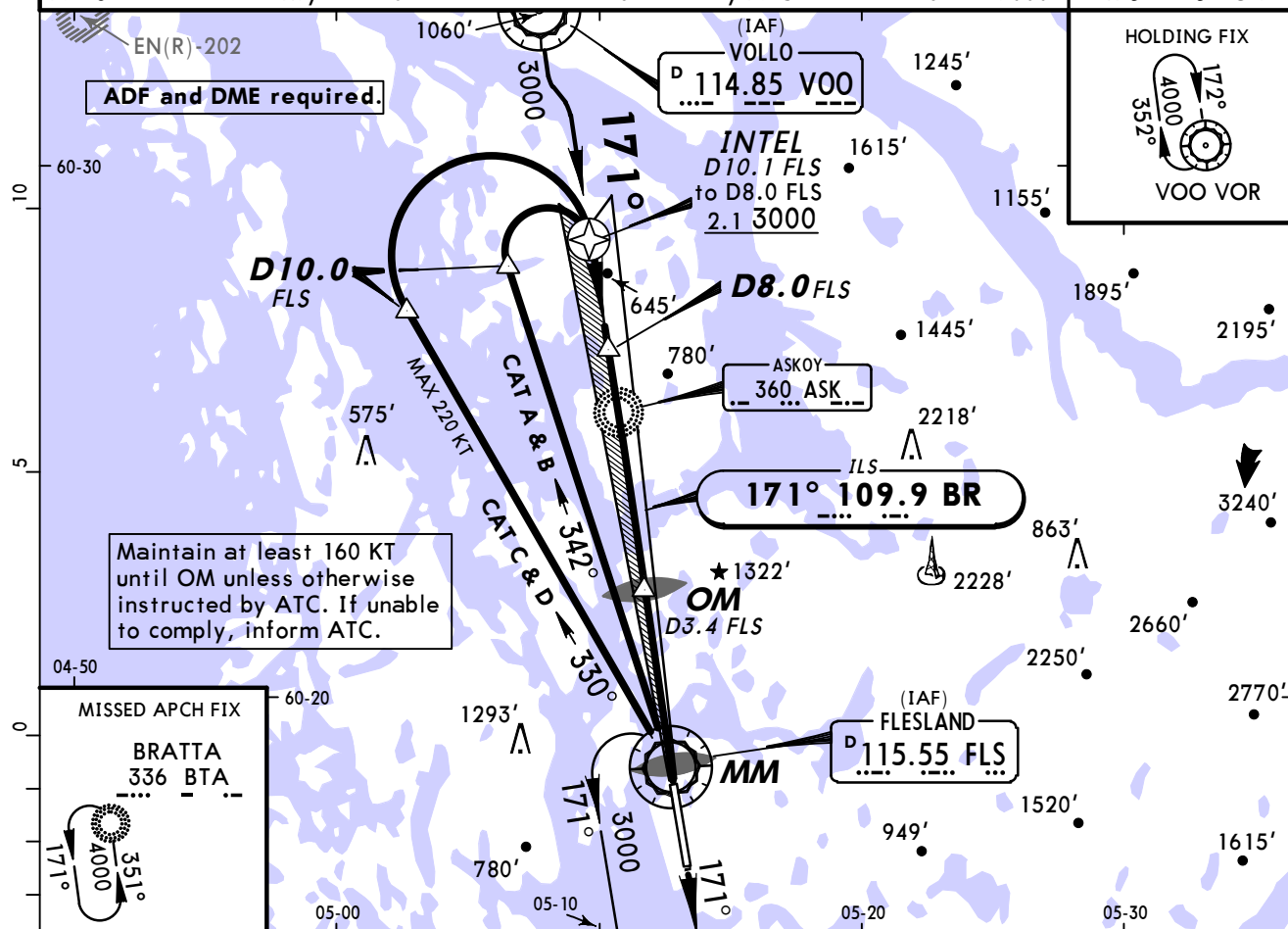


MSA FLS VOR

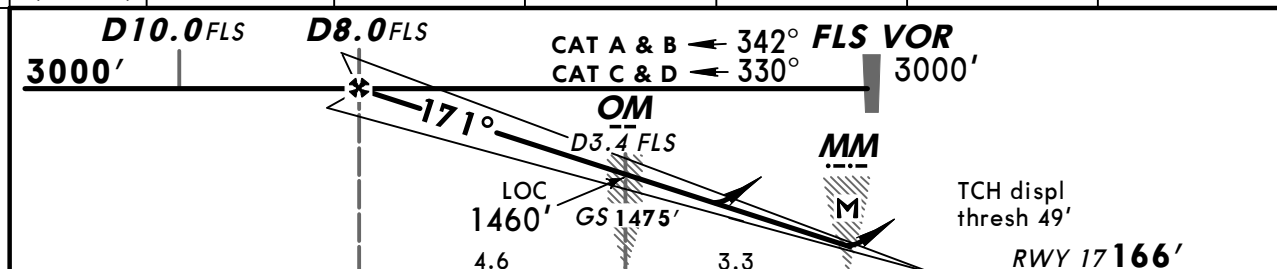
HOLDING FIX



VOO VOR



LOC (GS out)	FLS DME	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	2010'	1680'	1340'	1010'	680'



TO DISPL THRESHOLD							0.5	0			
Gnd speed-Kts	70	90	100	120	140	160			HIALS	171°	BTA
ILS GS or LOC Descent Angle 3.10°	384	494	548	658	768	878			PAPI PAPI	↑	336
MAP at MM											

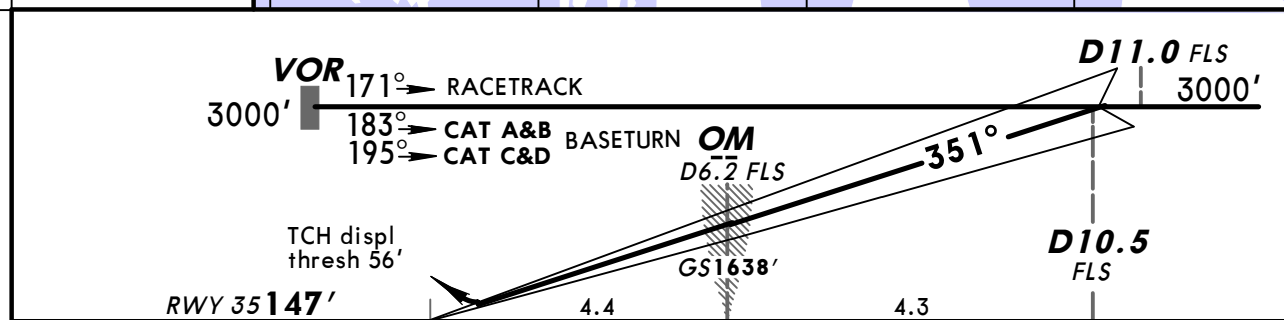
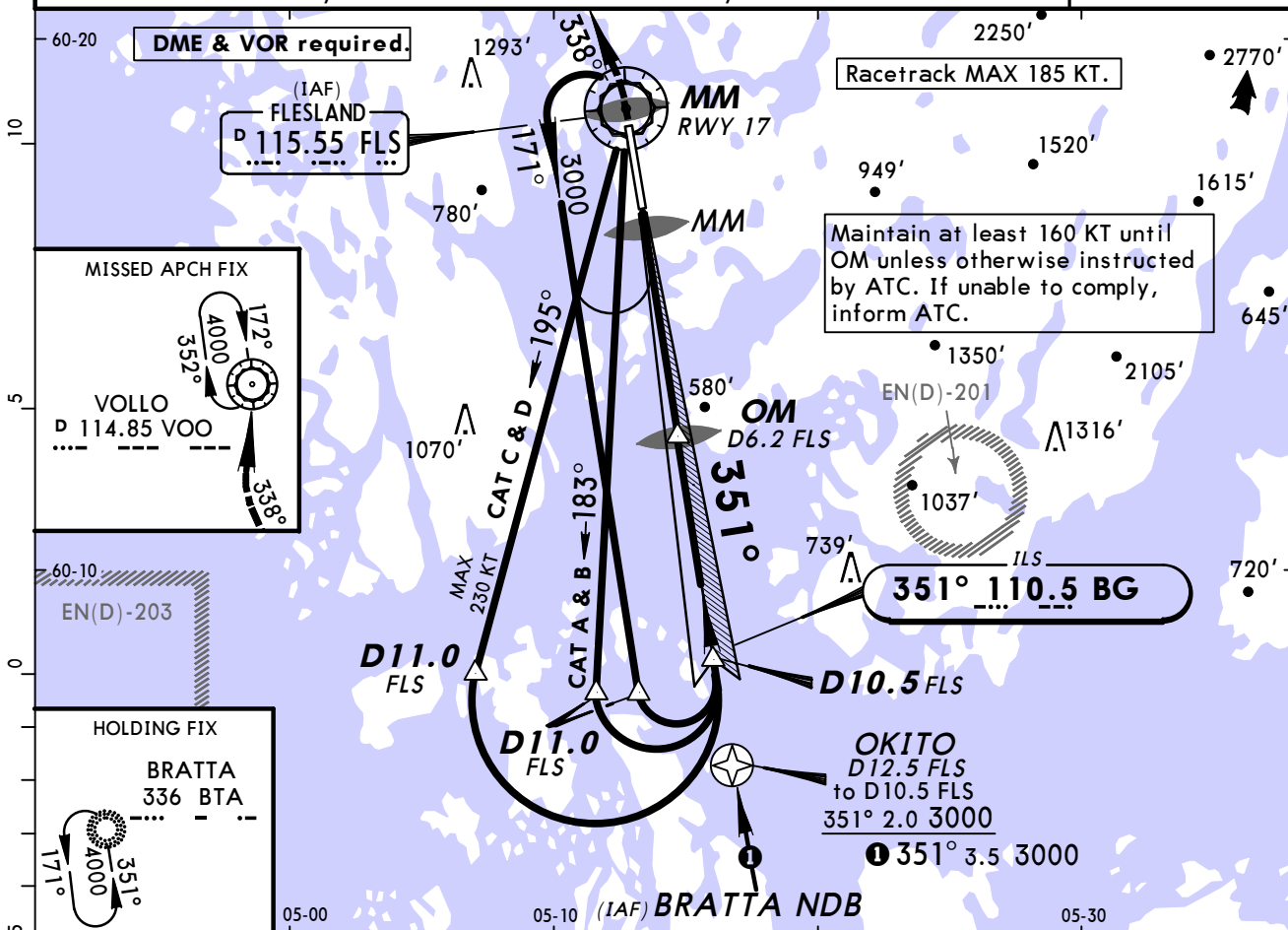
Standard		STRAIGHT-IN LANDING RWY 17				CIRCLE-TO-LAND		
		ILS DA(H) 366' (200')		LOC (GS out) DA(H) 700' (534')		CAT D: Not authorized East of airport.		
		FULL	Limited	ALS out			Max Kts	MDA(H) _____ VTS _____
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m		100	820' (654')	1500m
B						135	1110' (944')	1600m
C				RVR 1700m CMV 2400m		180	1720' (1554')	2400m
D						205	1720' (1554')	3600m

ENBR/BGO FLESLAND

JEPPESSEN
14 SEP 12 **11-2** Eff 20 Sep

BERGEN, NORWAY
ILS Z Rwy 35

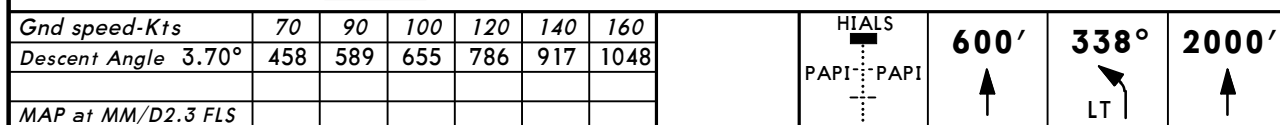
ATIS	*FLESLAND Radar (APP/R)	*FLESLAND Arrival (APP/R)	*FLESLAND Director (APP/R)	FLESLAND Tower	*Ground
125.25	121.0	125.0	118.85	119.1	121.9
LOC BG 110.5	Final Apch Crs 351°	GS OM 1638' (1491')	ILS DA(H) 347' (200')	Apt Elev 166' RWY 147'	
MISSED APCH: Climb STRAIGHT AHEAD to 600', then turn LEFT and climb on 338°. At 2000' turn RIGHT to VOO VOR. Join holding climbing to 4000'. Do not turn LEFT before FLS VOR/MM Rwy 17.					
Alt Set: hPa	Rwy Elev: 5 hPa	Trans level: By ATC	Trans alt: 7000'	MSA FLS VOR	



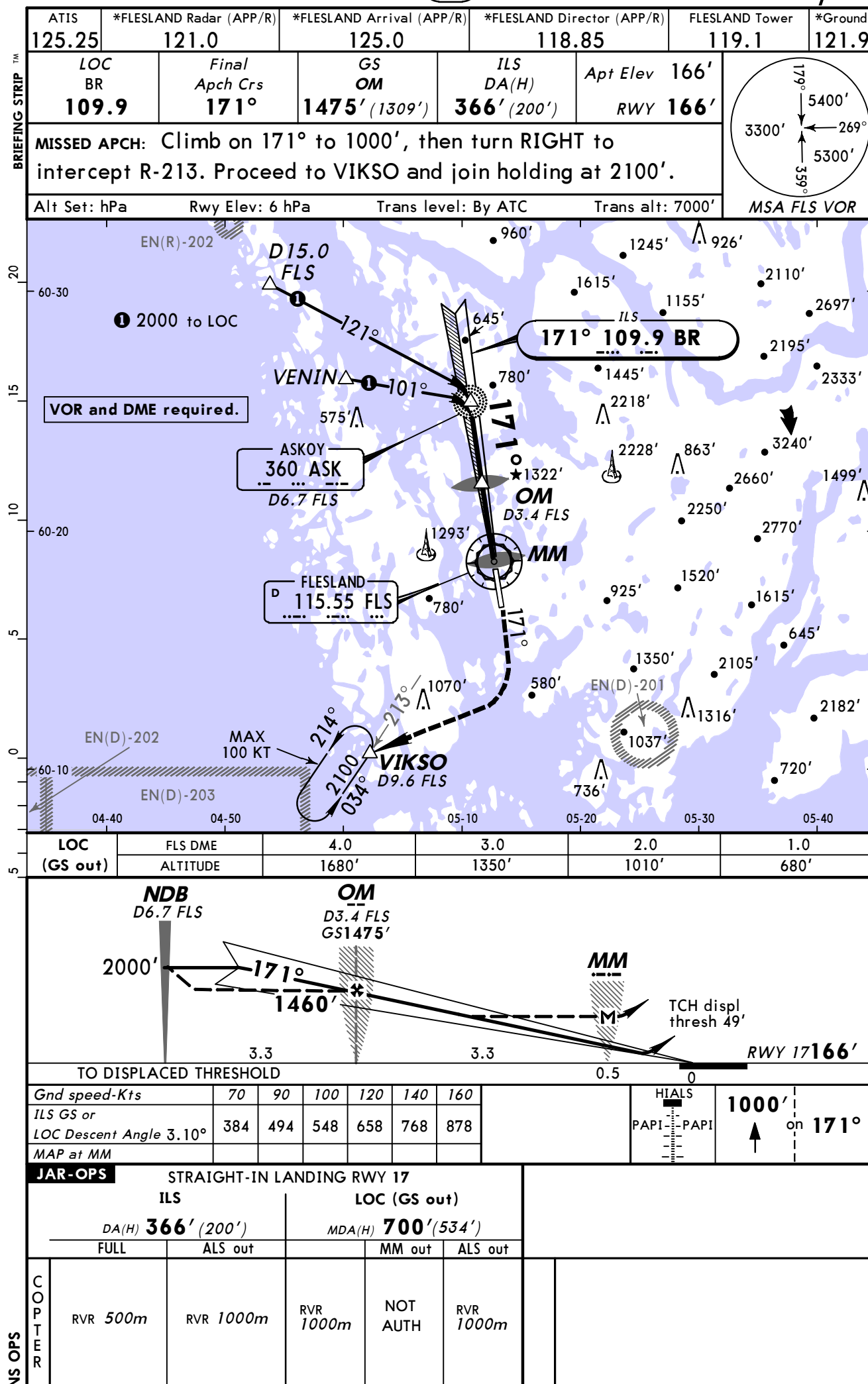
Gnd speed-Kts	70	90	100	120	140	160		HIALS	600'	338°	2000'
ILS GS	3.00°	372	478	531	637	743	849	PAPI	↑	LT	↑

NS OPS	Standard STRAIGHT-IN LANDING RWY 35			CIRCLE-TO-LAND		
	ILS		LOC (GS out)	CAT D: Not authorized East of airport		
	DA(H) 347' (200')					
	FULL/Limited	ALS out		Max Kts	MDA(H)	VIS
	A			100	820' (654')	1500m
B				135	1110' (944')	1600m
C	RVR 750m	RVR 1200m	SEE 11-3	180	1720' (1554')	2400m
D				205	1720' (1554')	3600m

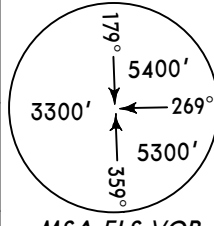
BRIEFING STRIP TM



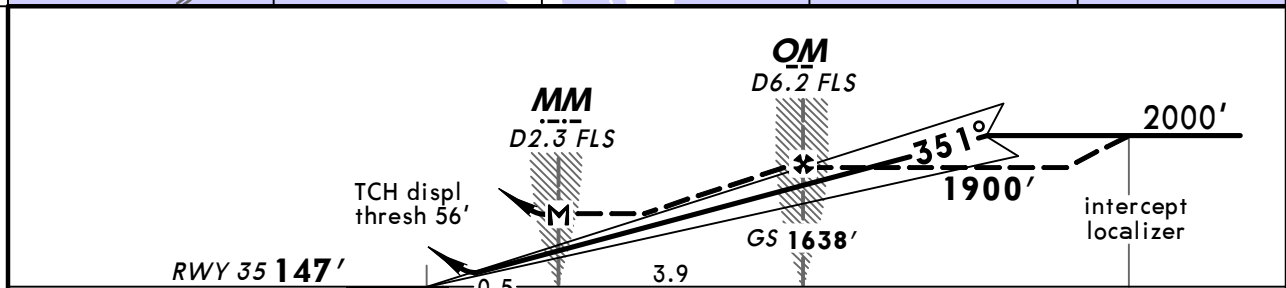
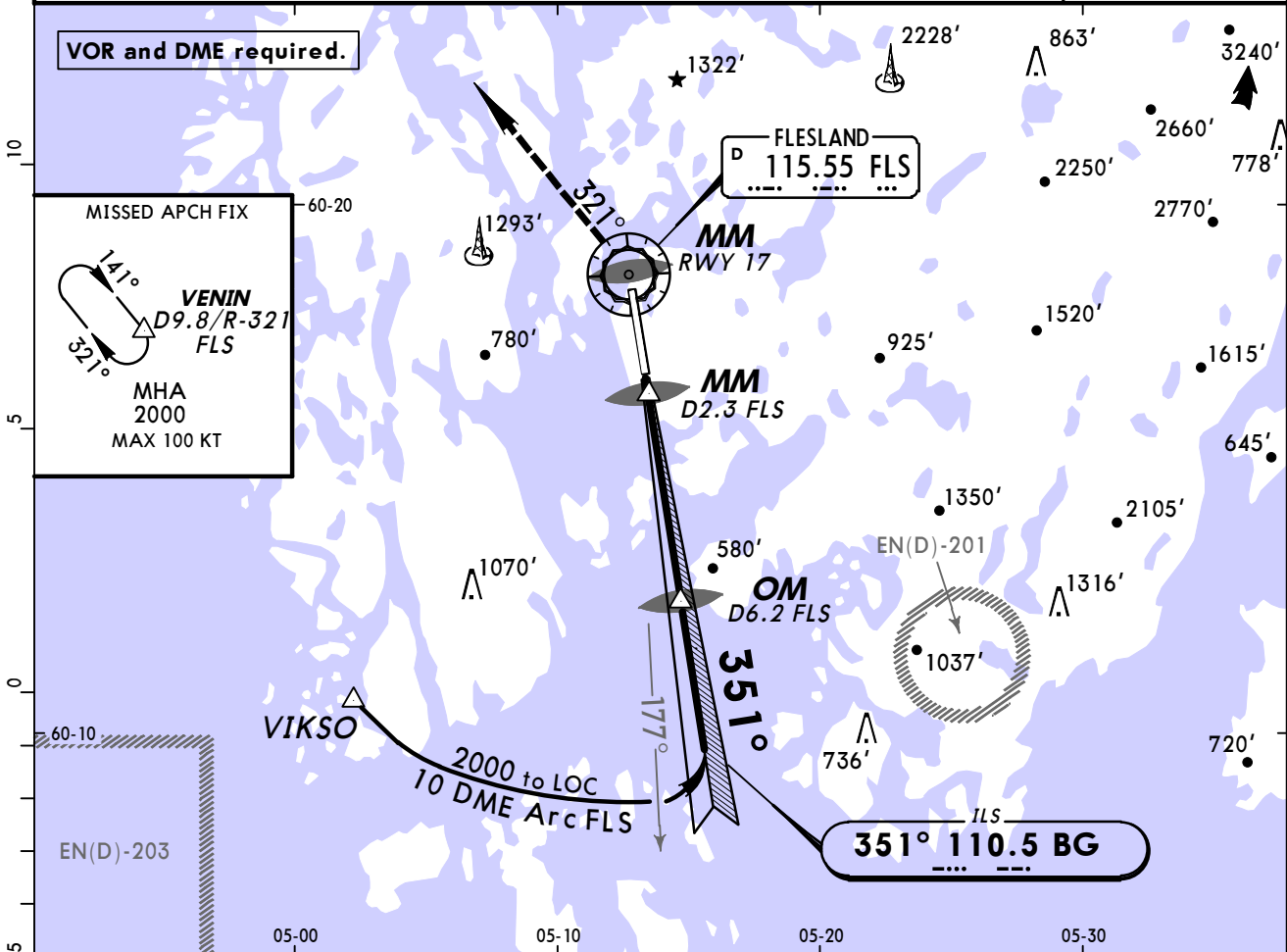
VS OPS



BRIEFING STRIP™

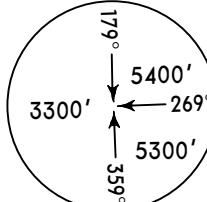
ATIS	*FLESLAND Radar (APP/R)	*FLESLAND Arrival (APP/R)	*FLESLAND Director (APP/R)	FLESLAND Tower	*Ground
125.25	121.0	125.0	118.85	119.1	121.9
LOC BG 110.5	Final Apch Crs 351°	GS OM 1638' (1491')	ILS DA(H) 347' (200')	Apt Elev 166' RWY 147'	
MISSED APCH: Climb STRAIGHT AHEAD to 600', then turn LEFT and proceed on R-321 to VENIN. Join holding climbing to 2000'. Do not turn LEFT before VOR/MM Rwy 17.					
Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 7000'					

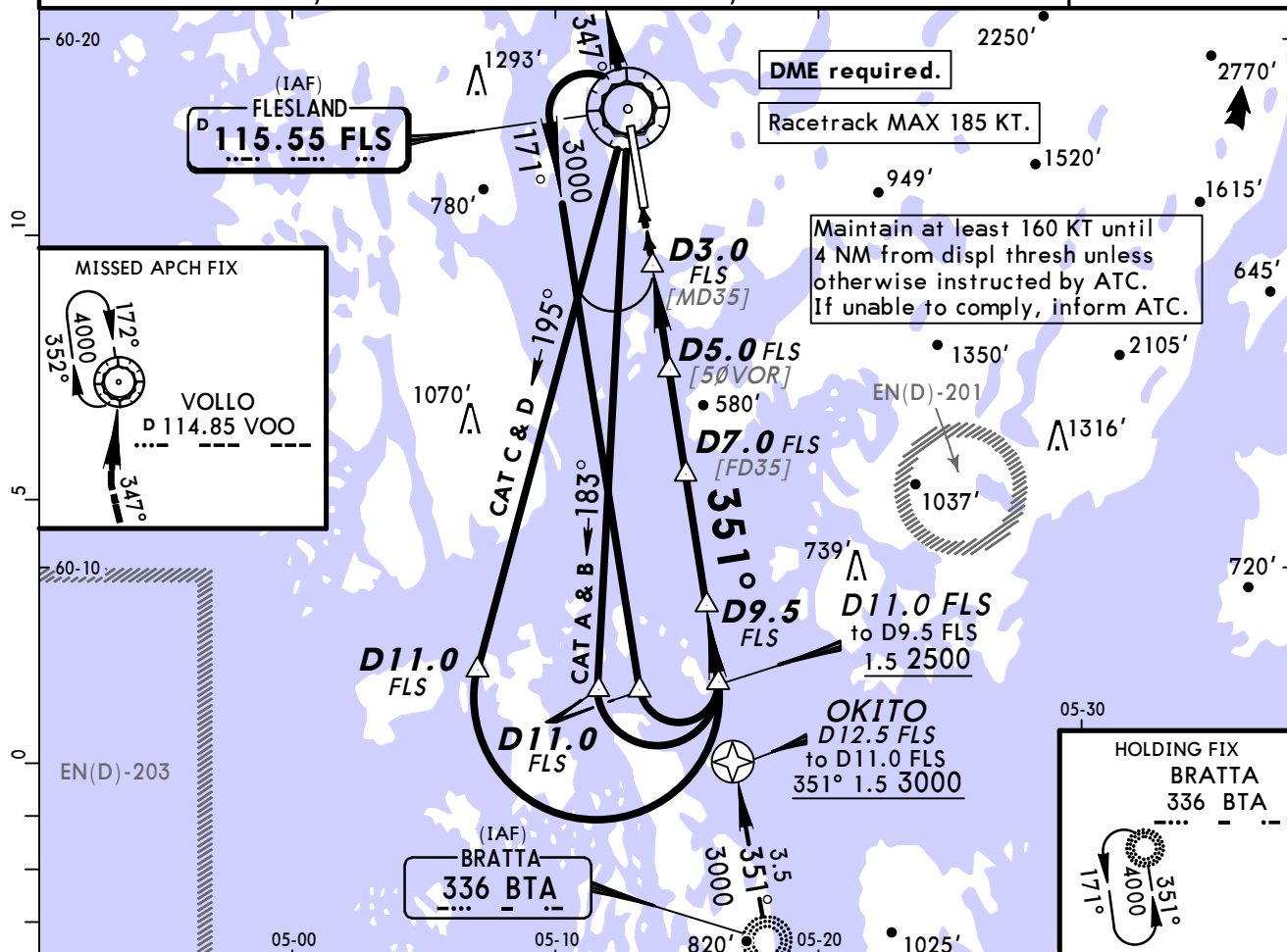
MSA FLS VOR



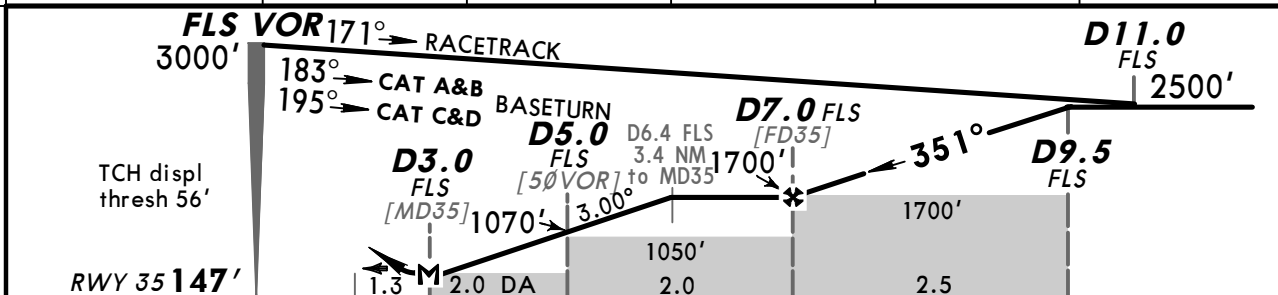
Gnd speed-Kts	70	90	100	120	140	160	HIALS	600'	FLS
ILS GS	3.00°	377	485	539	647	755	PAPI	PAPI	115.55
LOC Desc Angle	3.70°	458	589	655	786	917	1048	LT	R-321
MAP at MM/D2.3 FLS									

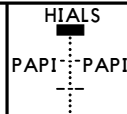
JAR-OPS				STRAIGHT-IN LANDING RWY 35			
ILS		LOC (GS out)					
DA(H) 347' (200')		MDA(H) 430' (283')					
FULL		ALS out					
RVR 600m		RVR 1000m					
RVR 600m		RVR 1000m					

ATIS 125.25	*FLESLAND Radar (APP/R) 121.0	*FLESLAND Arrival (APP/R) 125.0	*FLESLAND Director (APP/R) 118.85	FLESLAND Tower 119.1	*Ground 121.9
VOR FLS 115.55	Final Apch Crs 351°	Procedure Alt D7.0 FLS 1700' (1553')	DA(H) 430' (283')	Apt Elev 166' RWY 147'	
MISSED APCH: Climb STRAIGHT AHEAD to FLS VOR. Continue on R-347 FLS. At 2000' turn direct to VOO VOR. Join holding climbing to 4000'.					
Alt Set: hPa	Rwy Elev: 5 hPa	Trans level: By ATC	Trans alt: 7000'	MSA FLS VOR	



FLS DME	3.0	4.0	5.0	6.0	7.0
ALTITUDE	440'	750'	1070'	1390'	1700'



Gnd speed-Kts	70	90	100	120	140	160		FLS 115.55
Descent Angle	3.00°	372	478	531	637	743		
MAP at D3.0 FLS								

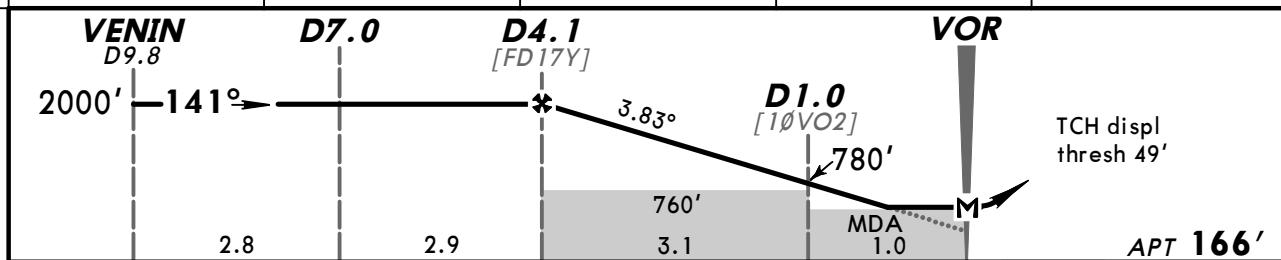
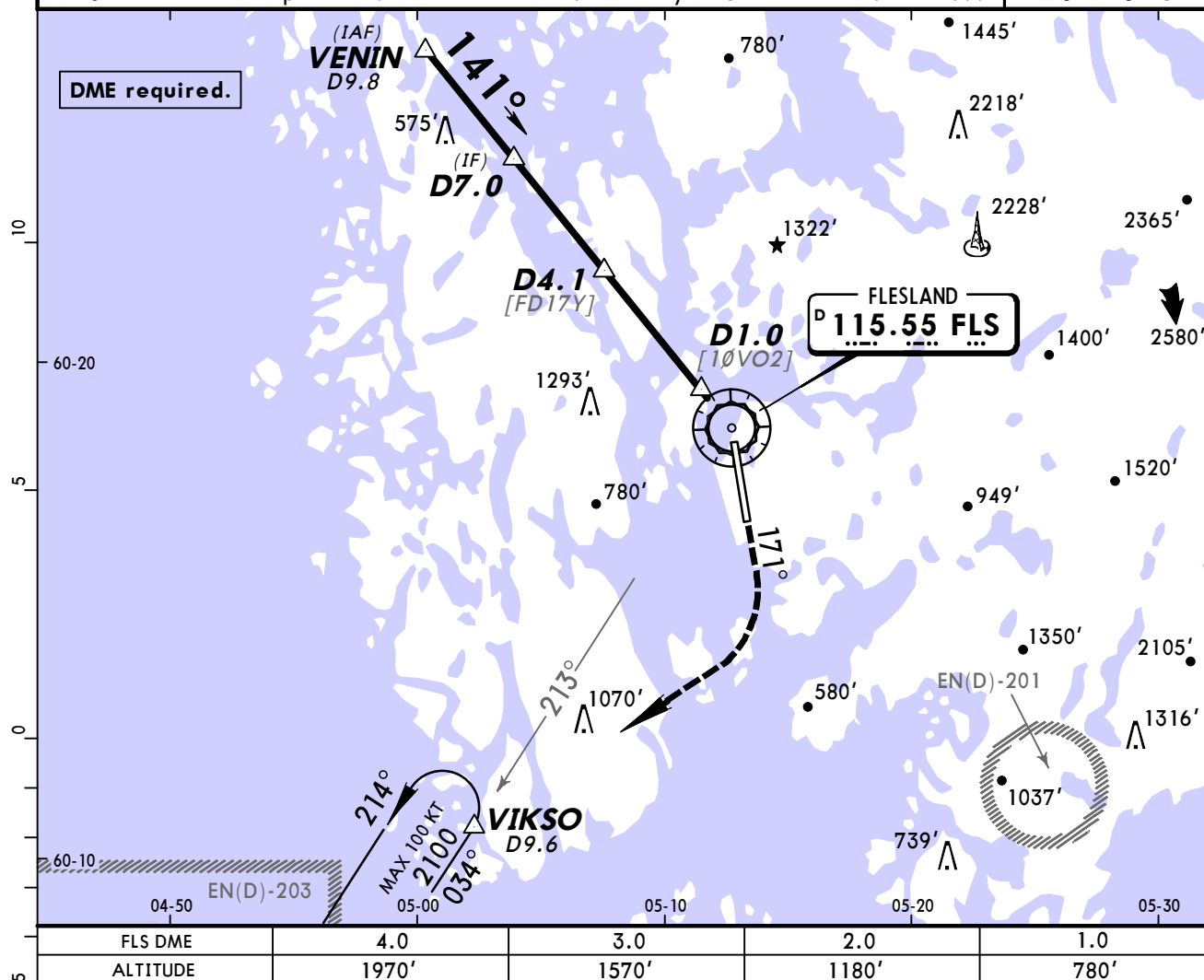
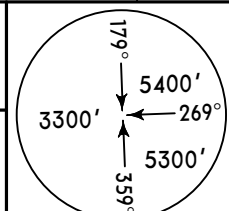
Standard STRAIGHT-IN LANDING RWY 35				CIRCLE-TO-LAND CAT D: Not authorized East of airport.			
DA(H) 430' (283')		ALS out		Max Kts	MDA(H)	VIS	
NS OPS	A	RVR 900m	RVR 1400m	100	820' (654')	1500m	
	B			135	1110' (944')	1600m	
	C			180	1720' (1554')	2400m	
	D			205	1720' (1554')	3600m	

ATIS 125.25	*FLESLAND Radar (APP/R) 121.0	*FLESLAND Arrival (APP/R) 125.0	*FLESLAND Director (APP/R) 118.85	FLESLAND Tower 119.1	*Ground 121.9
VOR FLS 115.55	Final Apch Crs 141°	Procedure Alt D4.1 2000' (1834')	MDA(H) 590' (424')	Apt Elev 166'	

MISSED APCH: Turn RIGHT to intercept R-171. When passing 1000' turn RIGHT to intercept R-213 to VIKSO. Join holding climbing to 2100'. Do not turn before passing MAP.

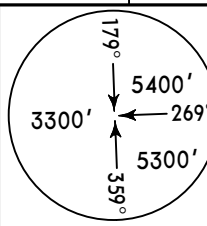
Alt Set: hPa Apt Elev: 6 hPa Trans level: By ATC Trans alt: 7000'

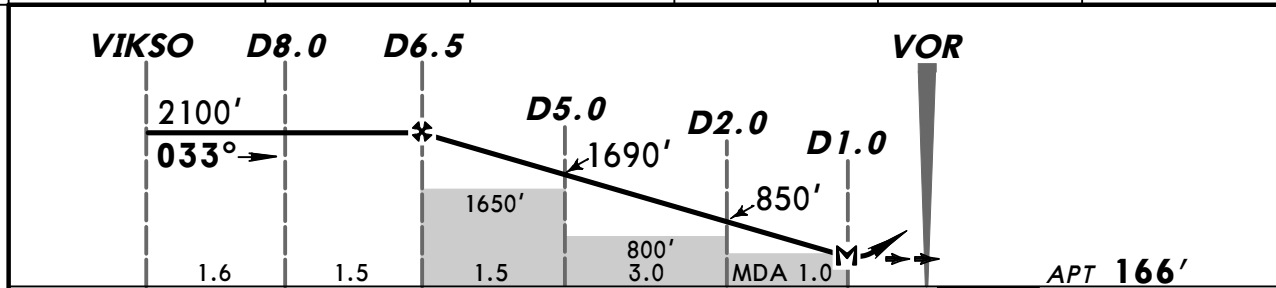
MSA FLS VOR



TO DISPLACED THRESHOLD							0.4 0		APT 166'	
Gnd speed-Kts	70	90	100	120	140	160	HIALS		1000'	
Descent Angle 3.83°	475	610	678	814	949	1085	PAPI		FLS	
MAP at VOR							PAPI		R-171	

JAR-OPS		STRAIGHT-IN LANDING RWY 17			
		MDA(H) 590' (424')		ALS out	
		RVR 800m		RVR 1000m	

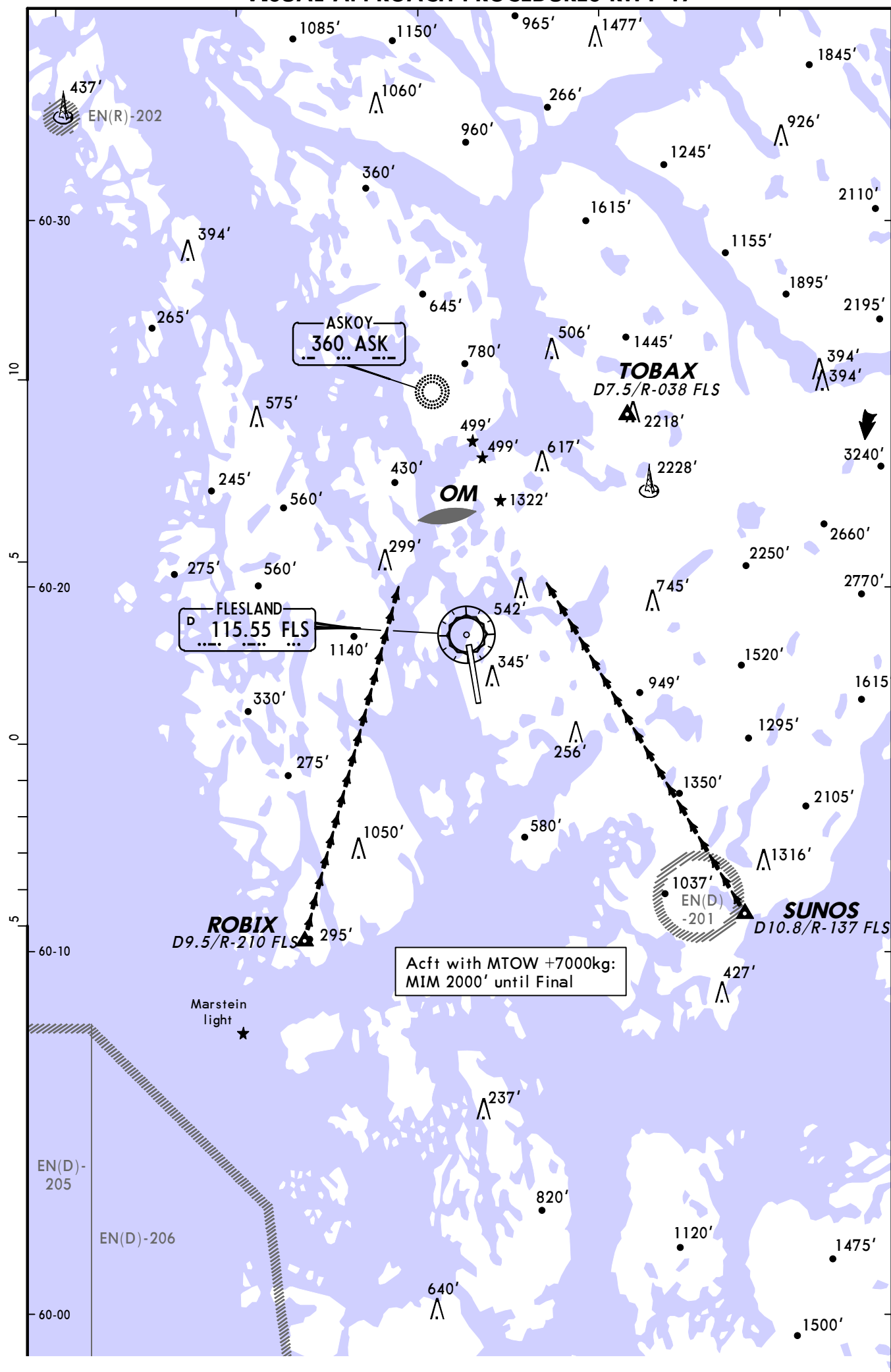
ATIS 125.25	*FLESLAND Radar (APP/R) 121.0	*FLESLAND Arrival (APP/R) 125.0	*FLESLAND Director (APP/R) 118.85	FLESLAND Tower 119.1	*Ground 121.9
VOR FLS 115.55	Final Apch Crs 033°	Procedure Alt D6.5 2100' (1934')	MDA(H) 570' (404')	Apt Elev 166'	
MISSED APCH: Climb STRAIGHT AHEAD to VOR, then turn LEFT to intercept R-321 to VENIN. Join holding at 2000'.					
Alt Set: hPa	Apt Elev: 6 hPa	Trans level: By ATC	Trans alt: 7000'	MSA FLS VOR	



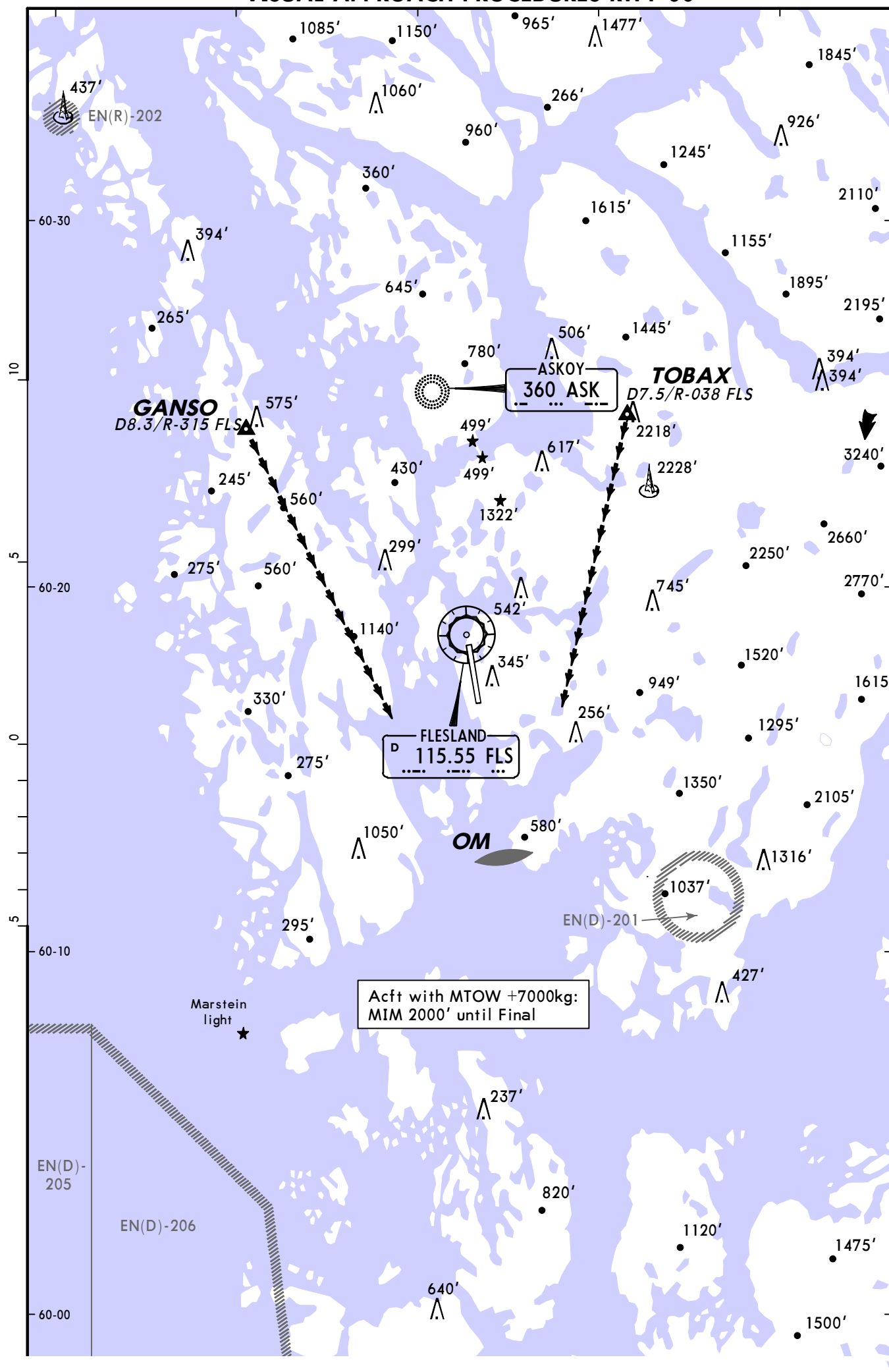
Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	FLS 115.55	LT	FLS 115.55 R-321
Descent Angle	2.60°	322	414	460	552	644		↑		
MAP at D1.0										

JAR-OPS						CIRCLE-TO-LAND Not authorized East of airport				
NS OPS						Max Kts	MDA(H)	VIS		
						COPTER 100	570' (404')	1000m		

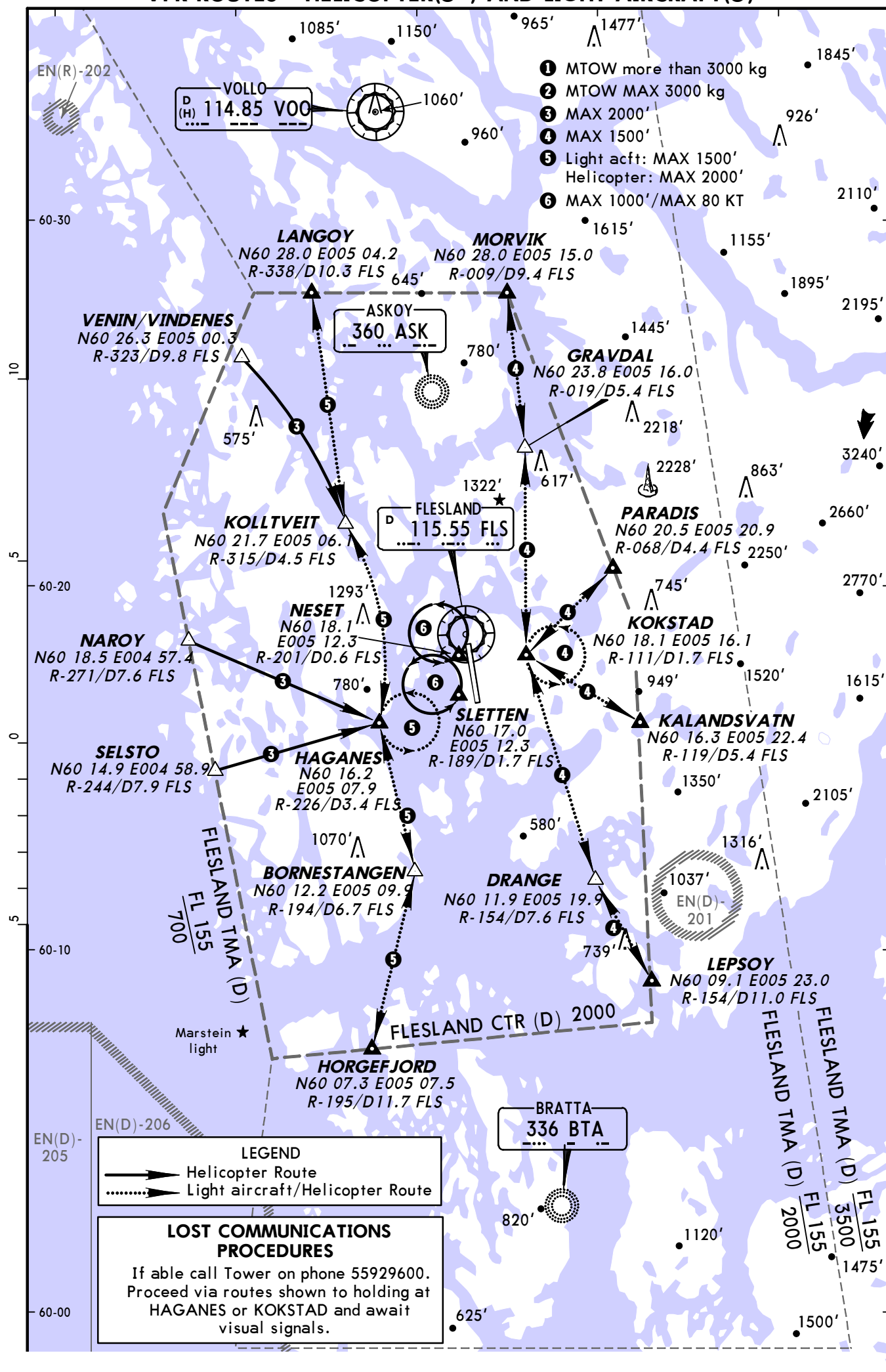
VISUAL APPROACH PROCEDURES RWY 17



VISUAL APPROACH PROCEDURES RWY 35



VFR ROUTES - HELICOPTER(①) AND LIGHT AIRCRAFT(②)



BERGEN, (FLESLAND - ENBR)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport ENBR

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(10-2 thru 10-2J) Eff 20 Sep 12 text note 2 to read: FLS must be serviceable if P-RNAV STAR is based on VOR/DME; Radar service shall be available.