

List of pages in this Trip Kit

Trip Kit Index

Airport Information For ENZV

Terminal Charts For ENZV

Revision Letter For Cycle 08-2013

Change Notices

Notebook

General Information

Location: Stavanger Nor
IATA Code: SVG
Lat/Long: N58° 52.6' E005° 38.3'
Elevation: 29 ft

Airport Use: Public
Magnetic Variation: 0.2°E

Fuel Types: 100 Octane (LL), Jet
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0425 Z
Sunset: 1850 Z,

Runway Information

Runway: 11
Length x Width: 8035 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 7 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 328 ft

Runway: 18
Length x Width: 8386 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 10 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 199 ft

Runway: 29
Length x Width: 8035 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 28 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 492 ft

Runway: 36
Length x Width: 8386 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 29 ft

Lighting: Edge, ALS, Centerline

Communication Information

- ATIS 126.0
- Sola Tower 122.1
- Sola Tower 118.35
- Sola Tower 27.905 Military
- Sola Ground Control 121.75
- Sola Arrival Control 119.4
- Sola Arrival Control 118.5
- Sola Radar 119.6
- Sola Radar 36.367 Military

1. GENERAL

1.1. ATIS

*ATIS 126.0

1.2. NOISE ABATEMENT PROCEDURES

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

1.3. LOW VISIBILITY PROCEDURES**1.3.1. GENERAL**

Low Visibility Procedures are prompted by ATC, normally when RVR is less than 1000m or ceiling is less than 300 '. Low Visibility Procedures will normally be in operation when RVR is less than 750m and ceiling less than 250 '.

Pilots will be informed when Low Visibility Procedures are in operation via ATIS or RTF. Pilots will be informed via RTF when Low Visibility Procedures are cancelled.

When RVR below 400m, selected stopbars are operated at intermediate holding positions.

1.3.2. ARRIVAL

Pilots are to delay the call "RWY vacated" until the ACFT has completely passed the end of the green/yellow color coded TWY centerline lights.

The following exits are available:

TWY A1 - helicopters only

RWY 29 - RVR more than 550m only

TWY G7 - all

1.3.3. DEPARTURE

Low Visibility departures (RVR less than 550m) is available for RWY 18 and for RWY 29 (helicopters only).

Following entries are available:

RWY 18 - TWY G1

RWY 18 - TWY A1 (helicopters only)

RWY 29 - TWY H (helicopters only)

1.4. TAXI PROCEDURES

TWYs A1, G1, G2, G3, G4, G5, H and S MAX wingspan 171'/52m.

TWYs A2, C1, D, E, F2 and F3 MAX wingspan 118'/36m.

TWY C3 MAX wingspan 79'/24m.

1.5. PARKING INFORMATION

Docking guidance system at stands 10 thru 19 available.

1.6. OTHER INFORMATION

A bird deterring green laser system is located at three sites. West of TWY G close to TWY A1, East of TWY G5 and South of RWY 11/29. The system will switch on automatically during cloudy days, twilight and NIGHT. It will scan the RWY surface at 3'/1m height, using a downward green laser beam. Laser emissions towards TWY A1 and TWY H are blocked out. The emissions are harmless for human eyes and are not visible under normal circumstances. However, surface reflections might be seen at various places.

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

During approach all ACFT shall to the greatest extent possible avoid overflying densely populated areas.

ACFT making visual approach (except light ACFT following a published VFR-route) shall preferably execute a direct approach followed by a straight-in landing on the RWY in use.

During approach to RWY 11, 18 or 36 the PAPI GS shall be followed from 1000' when compatible with the used approach procedure.

2.2. CAT II OPERATIONS

RWY 18 approved for CAT II operations, special aircrew and ACFT certification required.

2.3. OTHER INFORMATION

Helicopters landing on RWY 29 with base leg West of TWY G or H, shall vacate RWY via TWY D unless otherwise instructed by ATC.

MAX 120 KT for arriving S92 West of RWY 18/36 inside D5.0 ZL in the apch sector to RWY 11.

3. DEPARTURE

3.1. DE-ICING

When requesting start-up, inform Ground/Tower that de-icing is needed.

Contact Ground/Tower for taxi guidance to de-icing platforms P and Q.

Code F ACFT shall be guided by Follow-me car to de-icing platform.

Before entering the de-icing platform, contact the de-icing coordinator.

When de-icing is finished contact Ground/Tower for taxi clearance.

3.2. PUSH-BACK PROCEDURES

At stands 12 thru 23 and 30 thru 36 contact Ground/Tower for "push" (Code A, B and C ACFT) or "long push" (Code D, E and F ACFT).

Some long Code C ACFT have to request "long push".

At stands 7 thru 11 contact Ground/Tower for "long push".

ACFT types A321, MD80 series and MD90 must request long push-back on Apron 9.

3.3. NOISE ABATEMENT PROCEDURES

JET & MULTI-ENGINED ACFT WITH MTOW ABOVE 5700 KGS

Climb straight ahead to 3000' minimum before commencing any turn. ATC may clear relatively quiet ACFT to commence turn at 2000'.

MULTI-ENGINED ACFT WITH MTOW OF 5700 KGS OR LESS

Climb straight ahead to 2000' minimum before commencing any turn.

SINGLE-ENGINED ACFT

Climb straight ahead to 500' minimum before commencing any turn.

Military ACFT tasked with a mission which unable them to follow the above mentioned procedures, are exempted.

RWY 29

HELICOPTER WITH MTOW ABOVE 3000 KGS

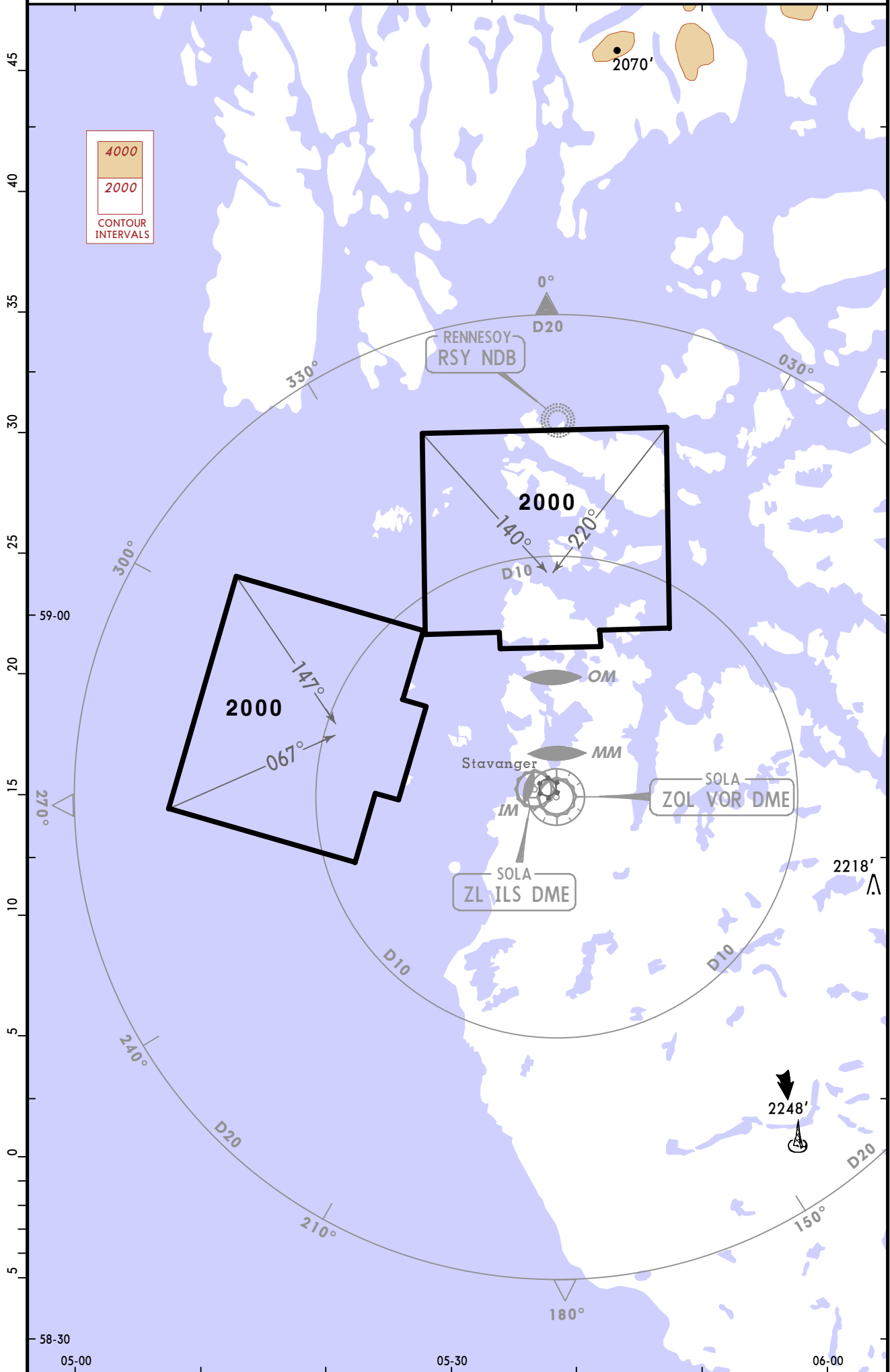
Climb straight ahead to 1000' minimum or ZOL 3 DME before commencing any turn.

SOLA Arrival/Approach (R)
119.4 118.5

SOLA Radar/Approach
119.6

Apt Elev
29'

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

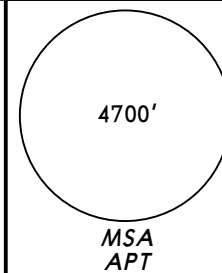


*ATIS
126.0Apt Elev
29'

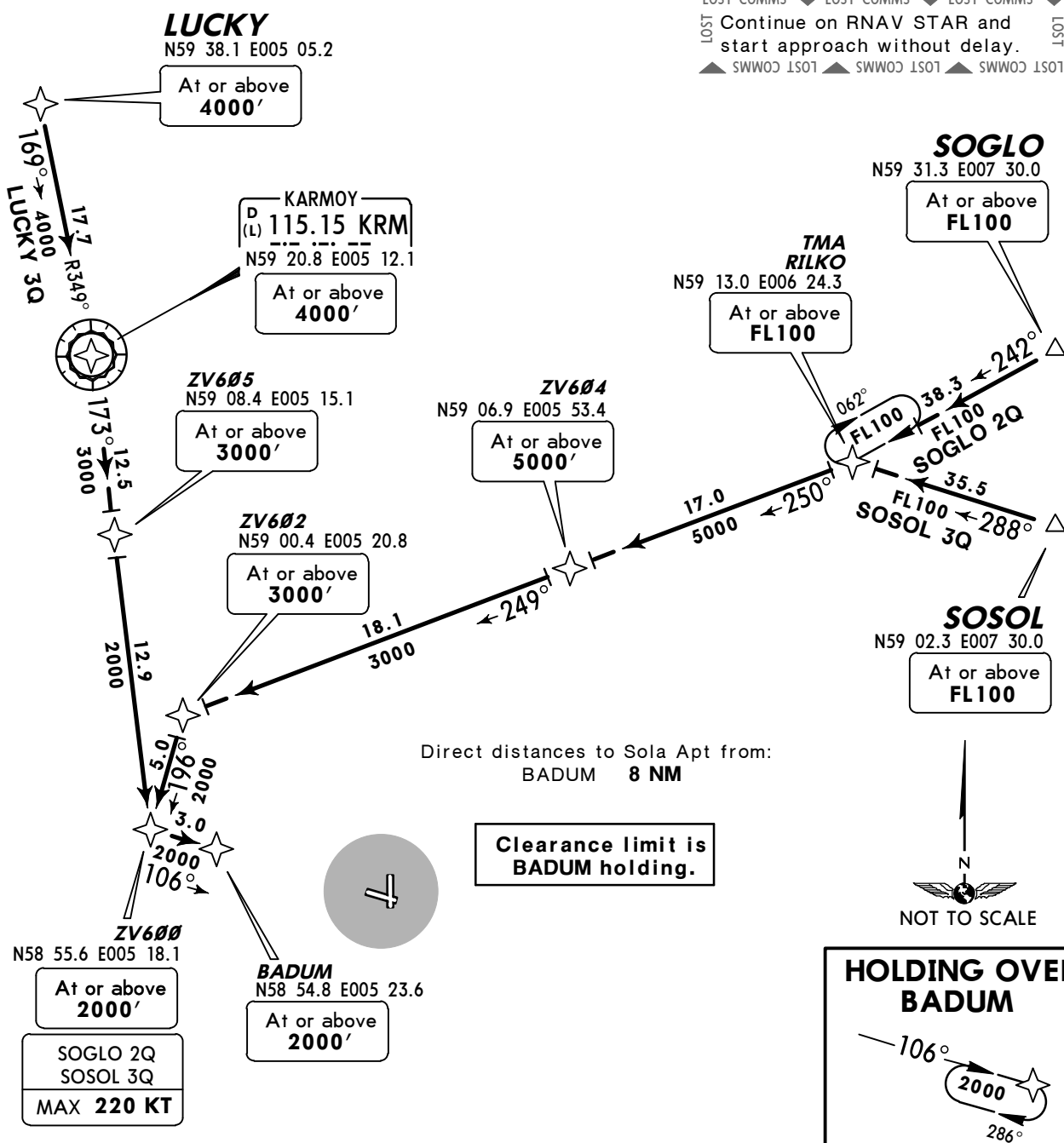
Alt Set: hPa Trans level: By ATC Trans alt: 7000'

1. P-RNAV approval is required in TMA.
2. Request RADAR vectoring in case of loss of RNAV capability.
3. Descent as cleared by ATC.
4. RADAR vectoring will be provided when necessary for sequencing to final or when requested by PIC. PIC may EXPECT RADAR vectoring for sequencing to final even if a STAR has been cleared at an earlier stage.

LUCKY THREE QUEBEC (LUCKY 3Q)[LUCK3Q]
SOGLO TWO QUEBEC (SOGLO 2Q)[SOGL2Q]
SOSOL THREE QUEBEC (SOSOL 3Q)[SOSO3Q]
RWY 11 RNAV ARRIVALS
P-RNAV (GNSS)



LOST COMMS LOST COMMS LOST COMMS LOST
Continue on RNAV STAR and start approach without delay.
SWWOC ISOT SWWOC ISOT SWWOC ISOT



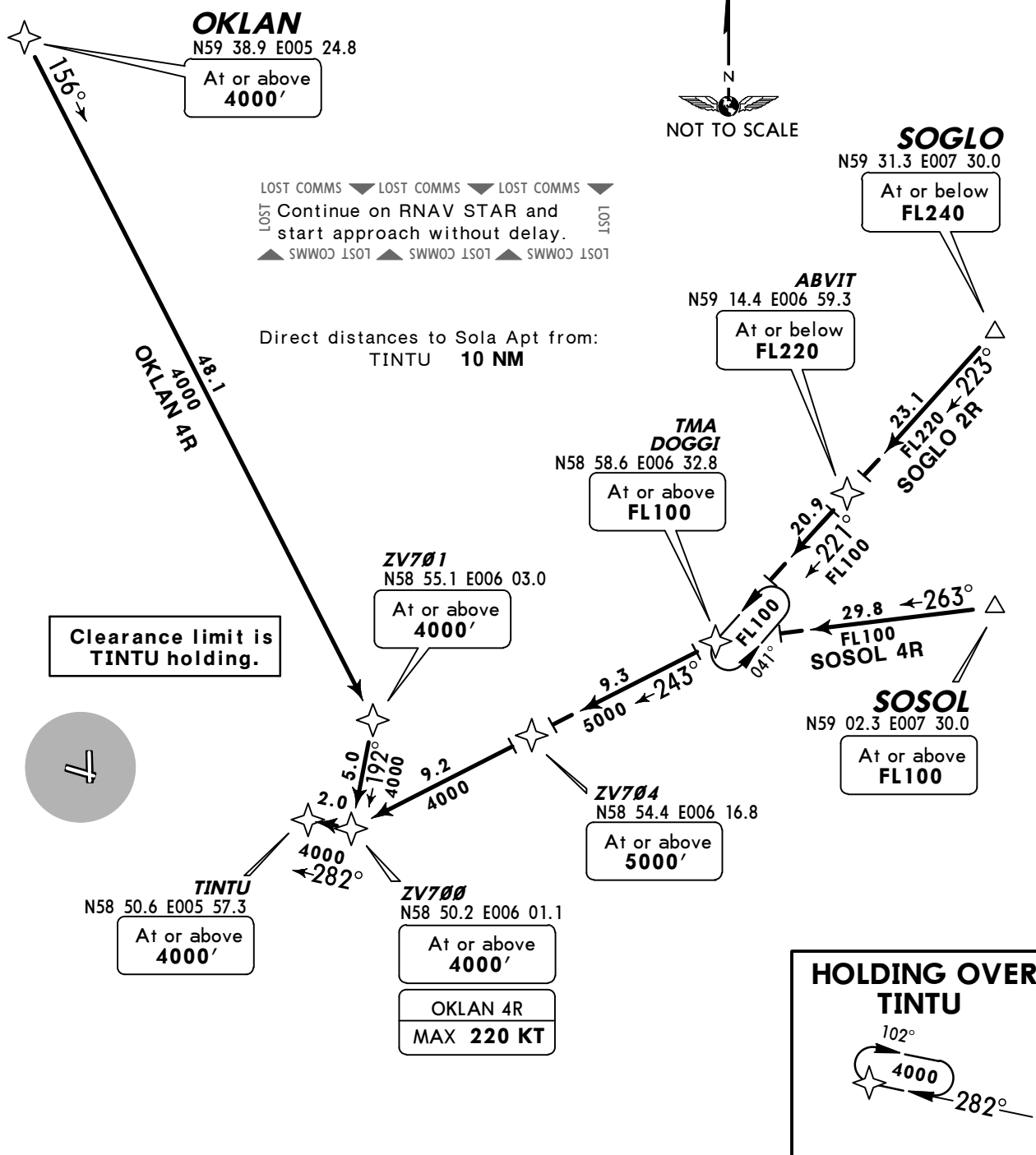
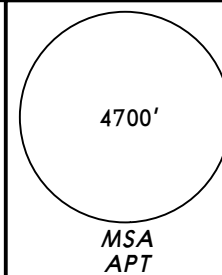
STAR	ROUTING
LUCKY 3Q	LUCKY (4000'+) - KRM (4000'+) - ZV605 (3000'+) - ZV600 (2000'+) - BADUM (2000'+).
SOGLO 2Q	SOGLO (FL100+) - RILKO (FL100+) - ZV604 (5000'+) - ZV602 (3000'+) - ZV600 (2000'+; K220-) - BADUM (2000'+).
SOSOL 3Q	SOSOL (FL100+) - RILKO (FL100+) - ZV604 (5000'+) - ZV602 (3000'+) - ZV600 (2000'+; K220-) - BADUM (2000'+).

*ATIS
126.0Apt Elev
29'

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

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3. Descent as cleared by ATC.
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OKLAN FOUR ROMEO (OKLAN 4R) [OKLA4R]
SOGLO TWO ROMEO (SOGLO 2R) [SOGL2R]
SOSOL FOUR ROMEO (SOSOL 4R) [SOSO4R]
RWY 29 RNAV ARRIVALS
P-RNAV (GNSS)



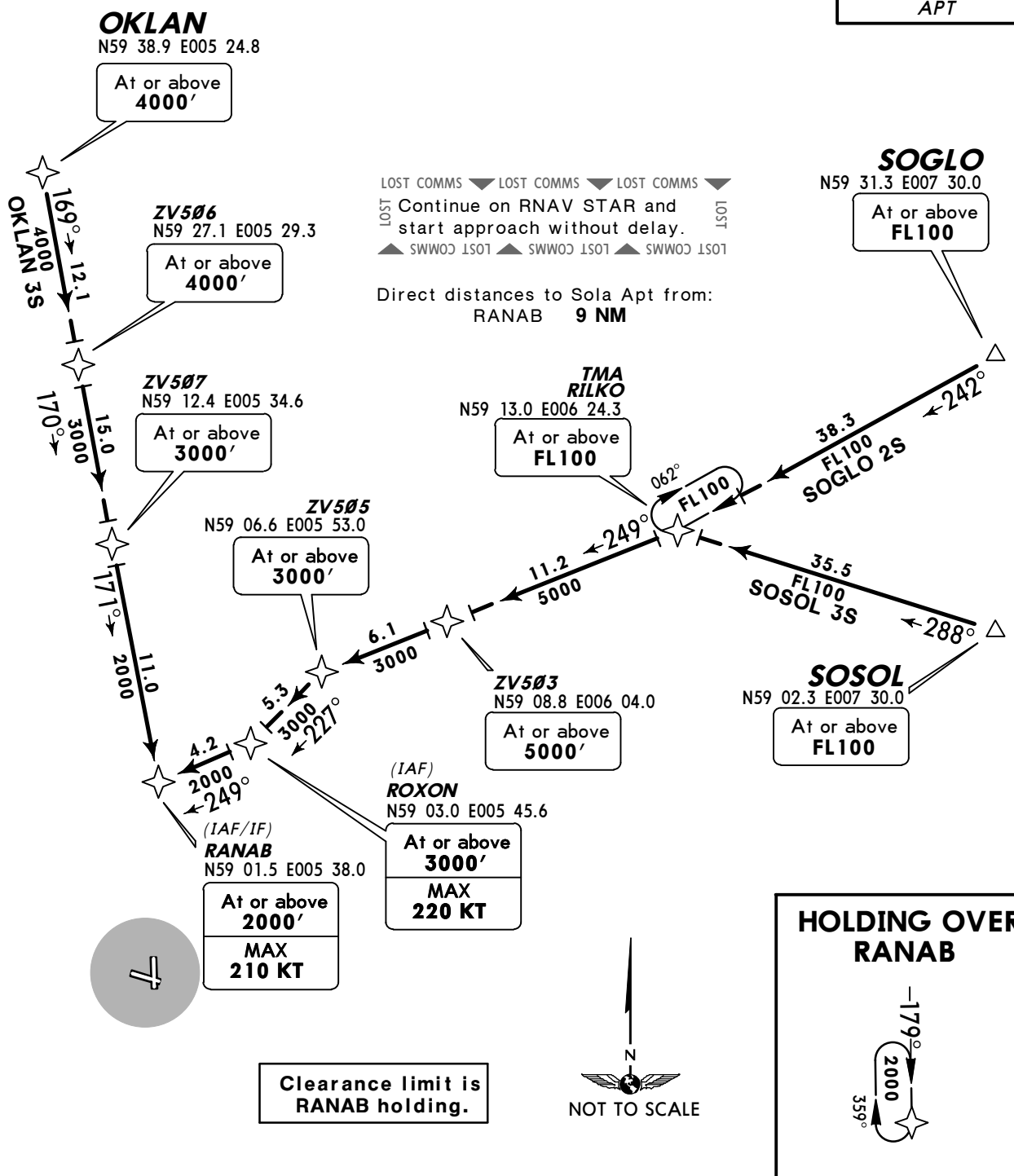
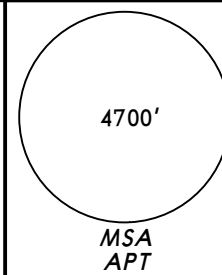
STAR	ROUTING
OKLAN 4R	OKLAN (4000'+) - ZV701 (4000'+) - ZV700 (4000'+; K220-) - TINTU (4000'+).
SOGLO 2R	SOGLO (FL240-) - ABVIT (FL220-) - DOGGI (FL100+) - ZV704 (5000'+) - ZV700 (4000'+) - TINTU (4000'+).
SOSOL 4R	SOSOL (FL100+) - DOGGI (FL100+) - ZV704 (5000'+) - ZV700 (4000'+) - TINTU (4000'+).

*ATIS
126.0Apt Elev
29'

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

1. P-RNAV approval is required in TMA.
2. Request RADAR vectoring in case of loss of RNAV capability.
3. Descent as cleared by ATC.
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OKLAN THREE SIERRA (OKLAN 3S)[OKLA3S]
SOGLO TWO SIERRA (SOGLO 2S)[SOGL2S]
SOSOL THREE SIERRA (SOSOL 3S)[SOSO3S]
RWY 18 RNAV ARRIVALS
P-RNAV (GNSS)



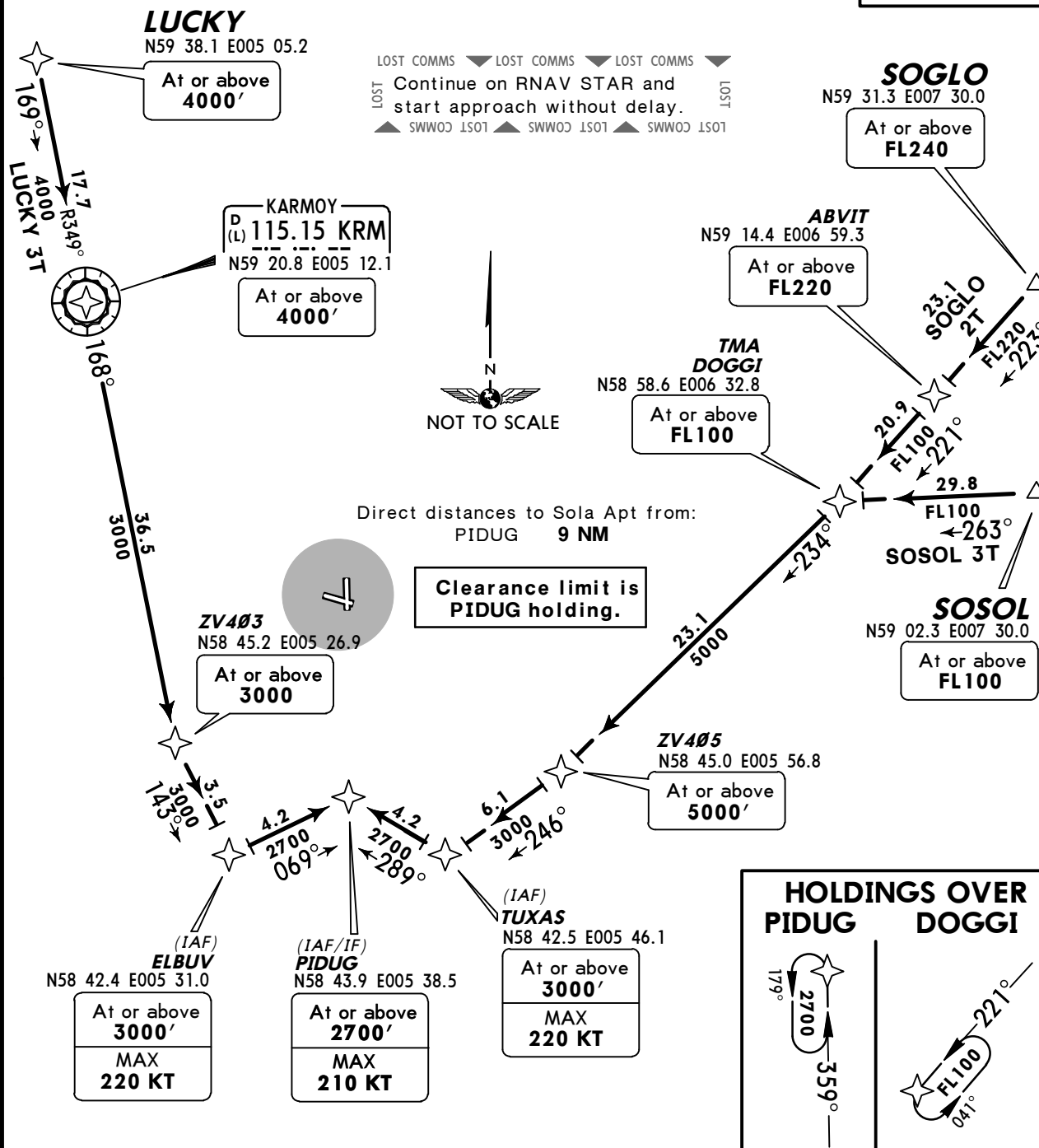
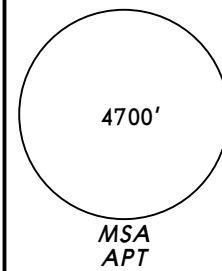
STAR	ROUTING
OKLAN 3S	OKLAN (4000'+) - ZV506 (4000'+) - ZV507 (3000'+) - RANAB (2000'+; K210-).
SOGLO 2S	SOGLO (FL100+) - RILKO (FL100+) - ZV503 (5000'+) - ZV505 (3000'+) - ROXON (3000'+; K220) - RANAB (2000'+; K210-).
SOSOL 3S	SOSOL (FL100+) - RILKO (FL100+) - ZV503 (5000'+) - ZV505 (3000'+) - ROXON (3000'+; K220-) - RANAB (2000'+; K210-).

*ATIS
126.0Apt Elev
29'

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

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LUCKY THREE TANGO (LUCKY 3T) [LUCK3T]
SOGLO TWO TANGO (SOGLO 2T) [SOGL2T]
SOSOL THREE TANGO (SOSOL 3T) [SOSO3T]
RWY 36 RNAV ARRIVALS
P-RNAV (GNSS)



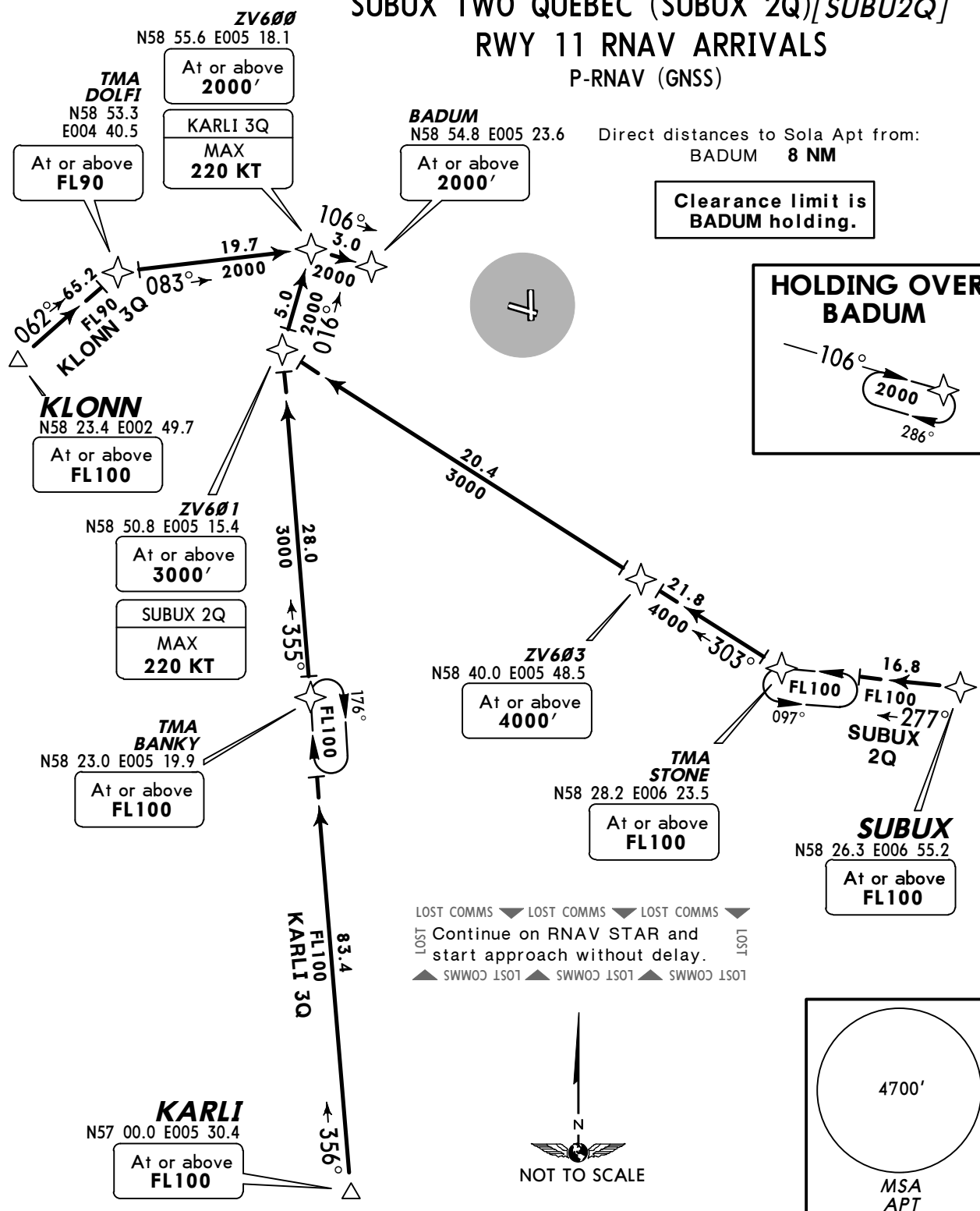
STAR	ROUTING
LUCKY 3T	LUCKY (4000'+) - KRM (4000'+) - ZV403 (3000'+) - ELBUV (3000'+; K220-) - PIDUG (2700'+; K210-).
SOGLO 2T	SOGLO (FL240+) - ABVIT (FL220+) - DOGGI (FL100+) - ZV405 (5000'+) - TUXAS (3000'+; K220-) - PIDUG (2700'+; K210-).
SOSOL 3T	SOSOL (FL100+) - DOGGI (FL100+) - ZV405 (5000'+) - TUXAS (3000'+; K220-) - PIDUG (2700'+; K210-).

*ATIS
126.0Apt Elev
29'

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

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KARLI THREE QUEBEC (KARLI 3Q)[KARL3Q]
KLONN THREE QUEBEC (KLONN 3Q)[KLON3Q]
SUBUX TWO QUEBEC (SUBUX 2Q)[SUBU2Q]
RWY 11 RNAV ARRIVALS
P-RNAV (GNSS)



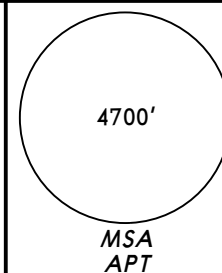
STAR	ROUTING
KARLI 3Q	KARLI (FL100+) - BANKY (FL100+) - ZV601 (3000'+) - ZV600 (2000'+; K220-) - BADUM (2000'+).
KLONN 3Q	KLONN (FL100+) - DOLFI (FL90+) - ZV600 (2000'+) - BADUM (2000'+).
SUBUX 2Q	SUBUX (FL100+) - STONE (FL100+) - ZV603 (4000'+) - ZV601 (3000'+; K220-) - ZV600 (2000'+) - BADUM (2000'+).

*ATIS
126.0Apt Elev
29'

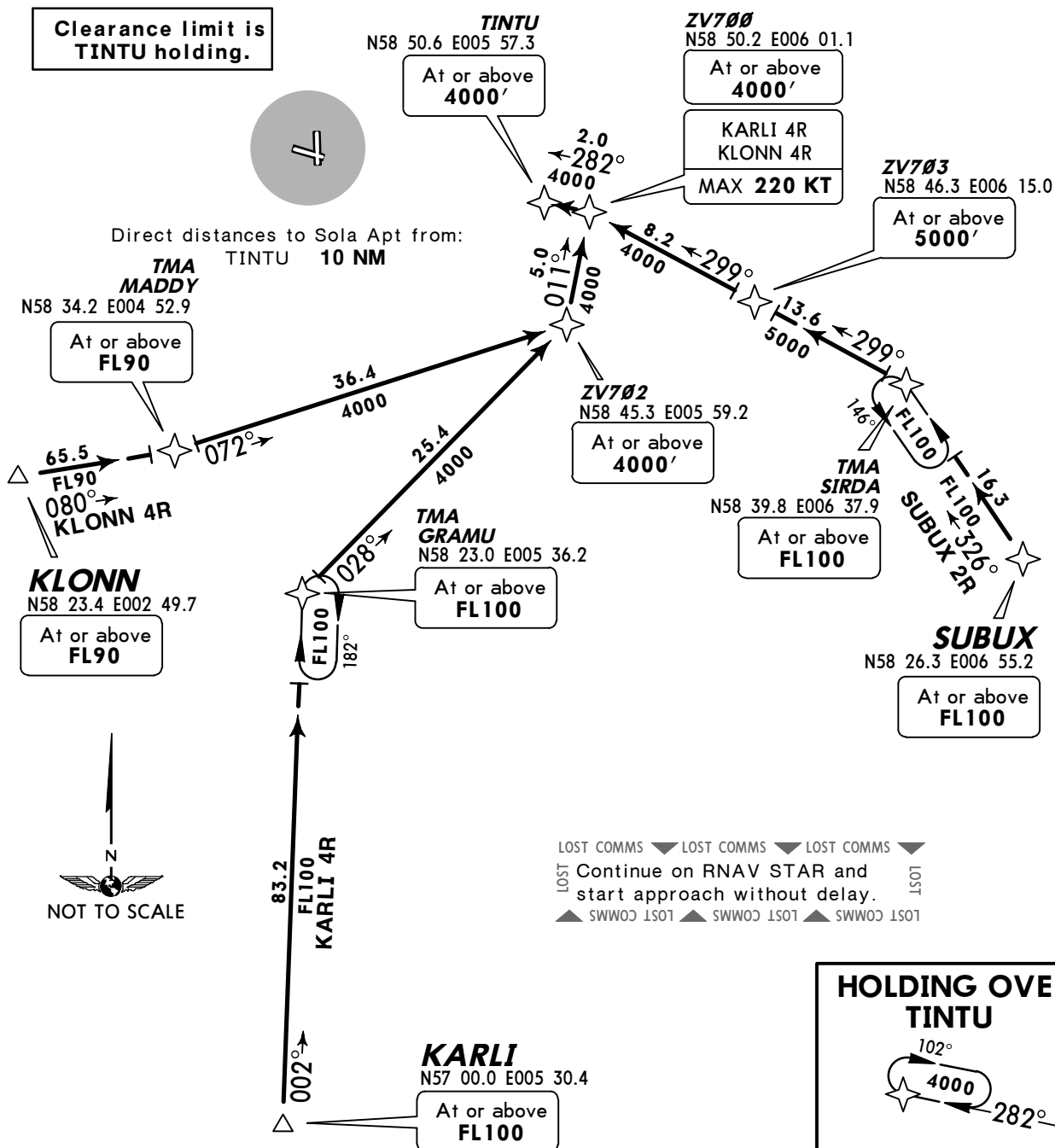
Alt Set: hPa Trans level: By ATC Trans alt: 7000'

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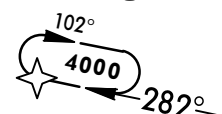
**KARLI FOUR ROMEO (KARLI 4R) [KARL4R]
KLONN FOUR ROMEO (KLONN 4R) [KLON4R]
SUBUX TWO ROMEO (SUBUX 2R) [SUBU2R]
RWY 29 RNAV ARRIVALS
P-RNAV (GNSS)**



Clearance limit is
TINTU holding.



**HOLDING OVER
TINTU**



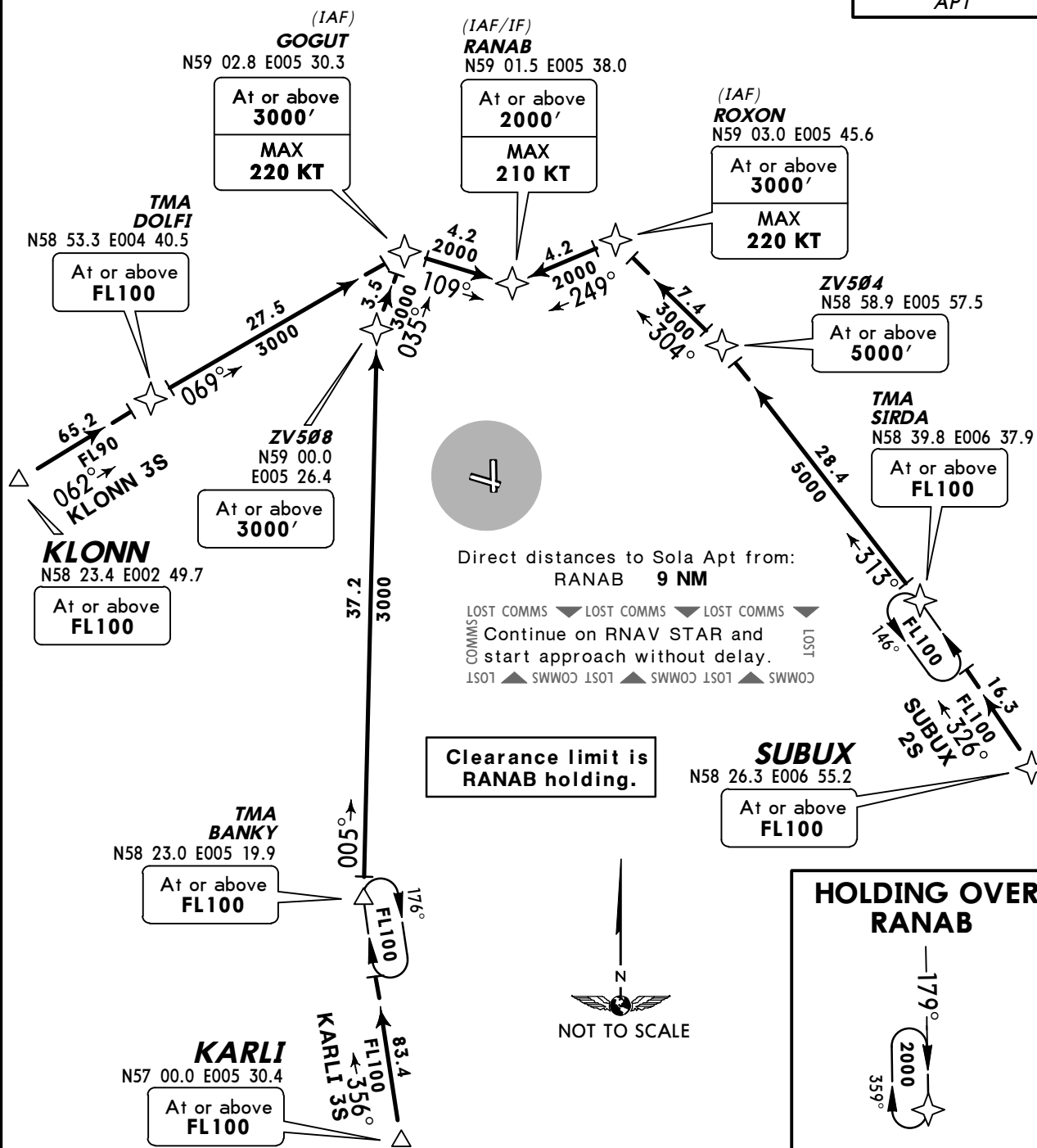
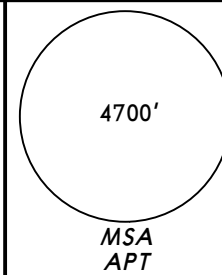
STAR	ROUTING
KARLI 4R	KARLI (FL100+) - GRAMU (FL100+) - ZV702 (4000'+) - ZV700 (4000'+; K220-) - TINTU (4000'+).
KLONN 4R	KLONN (FL90+) - MADDY (FL90+) - ZV702 (4000'+) - ZV700 (4000'+; K220-) - TINTU (4000'+).
SUBUX 2R	SUBUX (FL100+) - SIRDRA (FL100+) - ZV703 (5000'+) - ZV700 (4000'+) - TINTU (4000'+).

*ATIS
126.0Apt Elev
29'

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

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KARLI THREE SIERRA (KARLI 3S) [KARL3S]
KLONN THREE SIERRA (KLONN 3S) [KLON3S]
SUBUX TWO SIERRA (SUBUX 2S) [SUBU2S]
RWY 18 RNAV ARRIVALS
P-RNAV (GNSS)



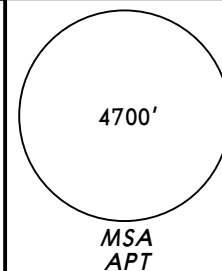
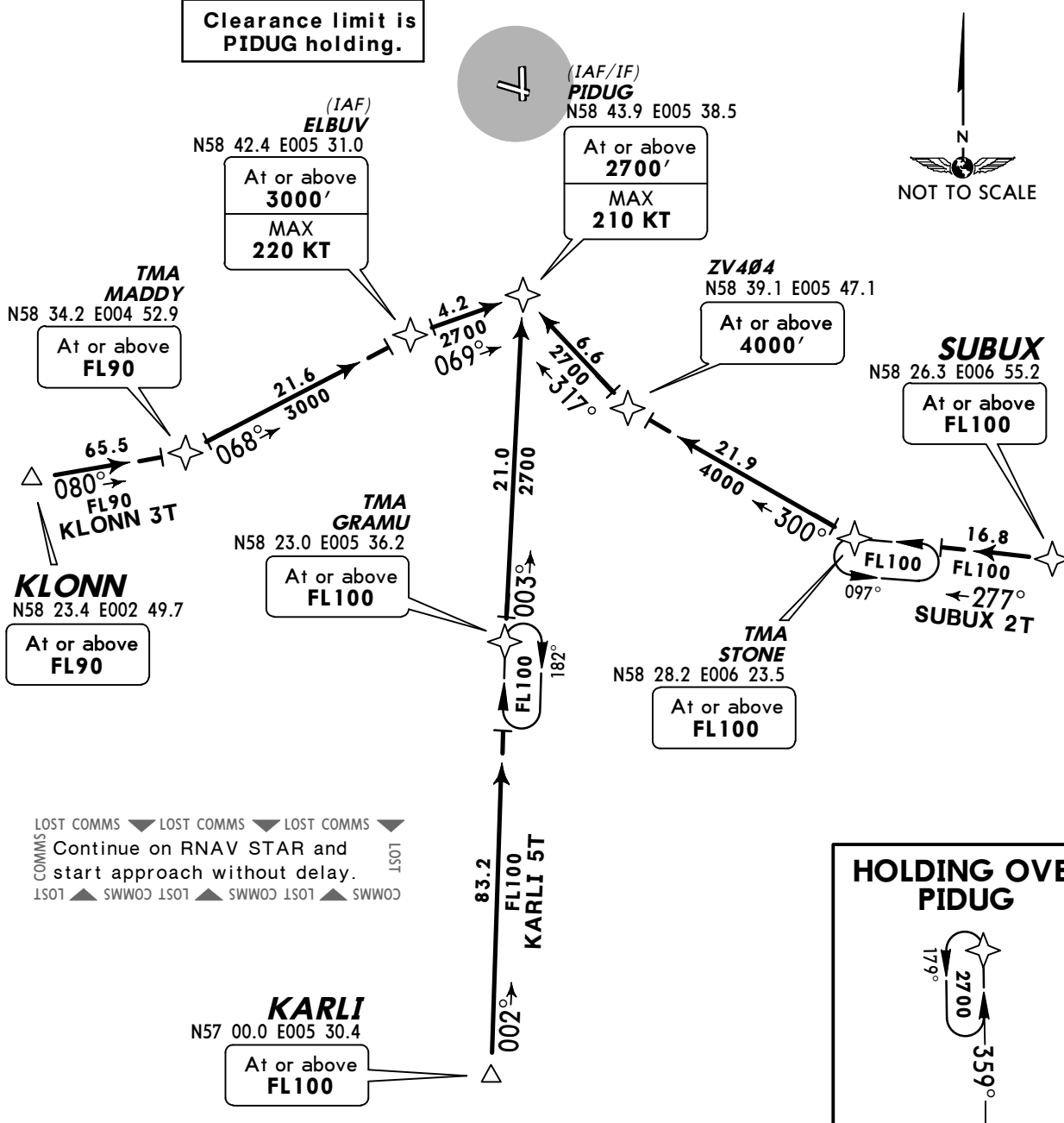
STAR	ROUTING
KARLI 3S	KARLI (FL100+) - BANKY (FL100+) - ZV508 (3000'+) - GOGUT (3000'+; K220-) RANAB (2000'+; K210-).
KLONN 3S	KLONN (FL100+) - DOLFI (FL100+) - GOGUT (3000'+; K220) - RANAB (2000'+; K210-).
SUBUX 2S	SUBUX (FL100+) - SIRD (FL100+) - ZV504 (5000'+) - ROXON (3000'+; K220-) - RANAB (2000'+; K210-).

*ATIS
126.0Apt Elev
29'

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

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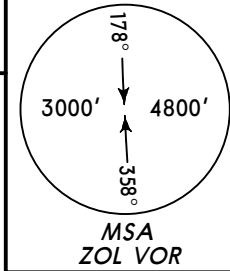
KARLI FIVE TANGO (KARLI 5T) [KARL5T]
KLONN THREE TANGO (KLONN 3T) [KLON3T]
SUBUX TWO TANGO (SUBUX 2T) [SUBU2T]
RWY 36 RNAV ARRIVALS
P-RNAV (GNSS)

Direct distances to Sola Apt from:
PIDUG 9 NMClearance limit is
PIDUG holding.

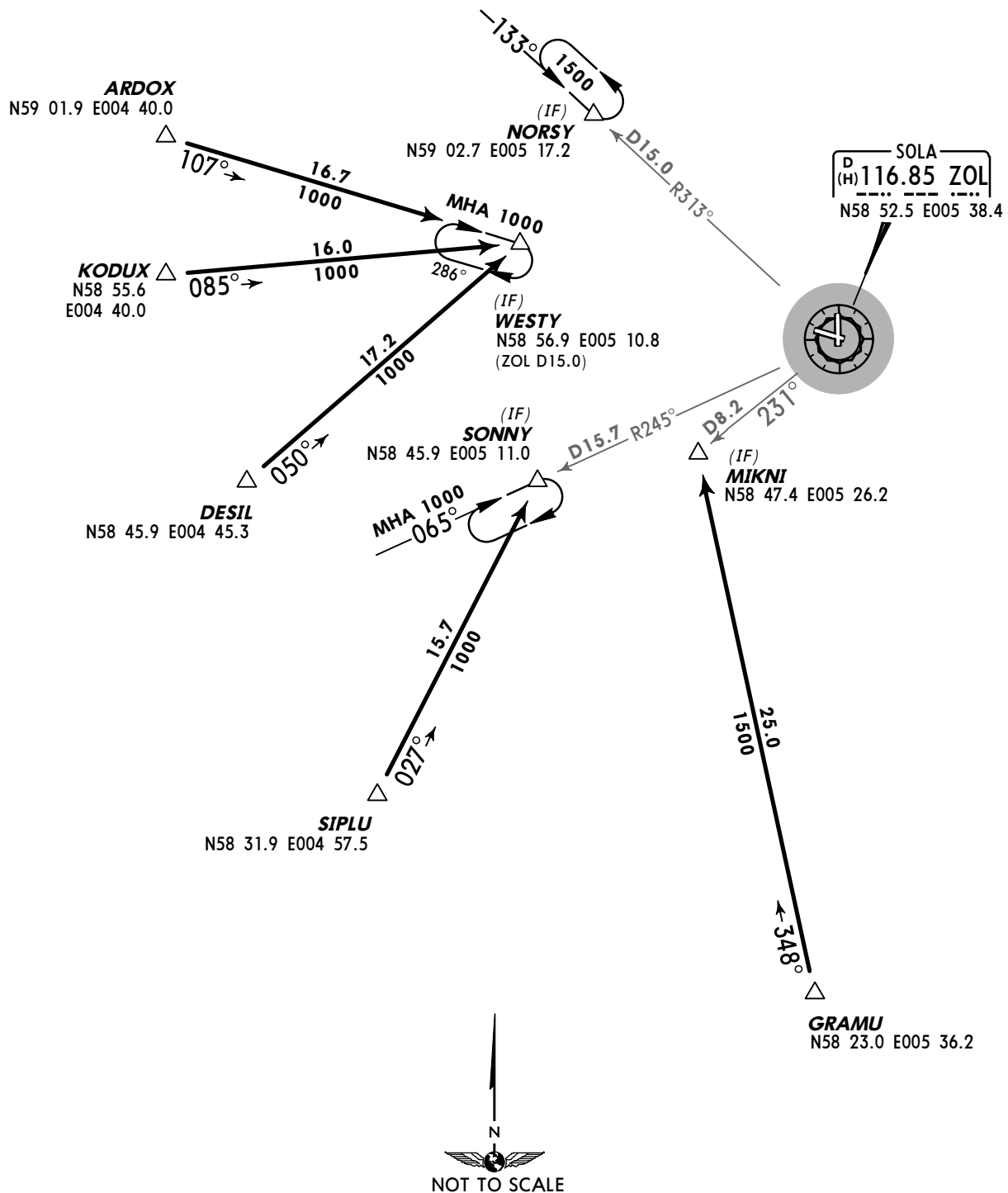
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Continue on RNAV STAR and
start approach without delay.
LSOT ▲ SWW03 LSOT ▲ SWW03 LSOT ▲ SWW03

**HOLDING OVER
PIDUG**

STAR	ROUTING
KARLI 5T	KARLI (FL100+) - GRAMU (FL100+) - PIDUG (2700'+; K210-).
KLONN 3T	KLONN (FL90+) - MADDY (FL90+) - ELBUV (3000'+; K220-) - PIDUG (2700'+; K210-).
SUBUX 2T	SUBUX (FL100+) - STONE (FL100+) - ZV404 (4000'+) - PIDUG (2700'+; K210).

*ATIS
126.0Apt Elev
29'Alt Set: hPa
Trans level: By ATC Trans alt: 7000'

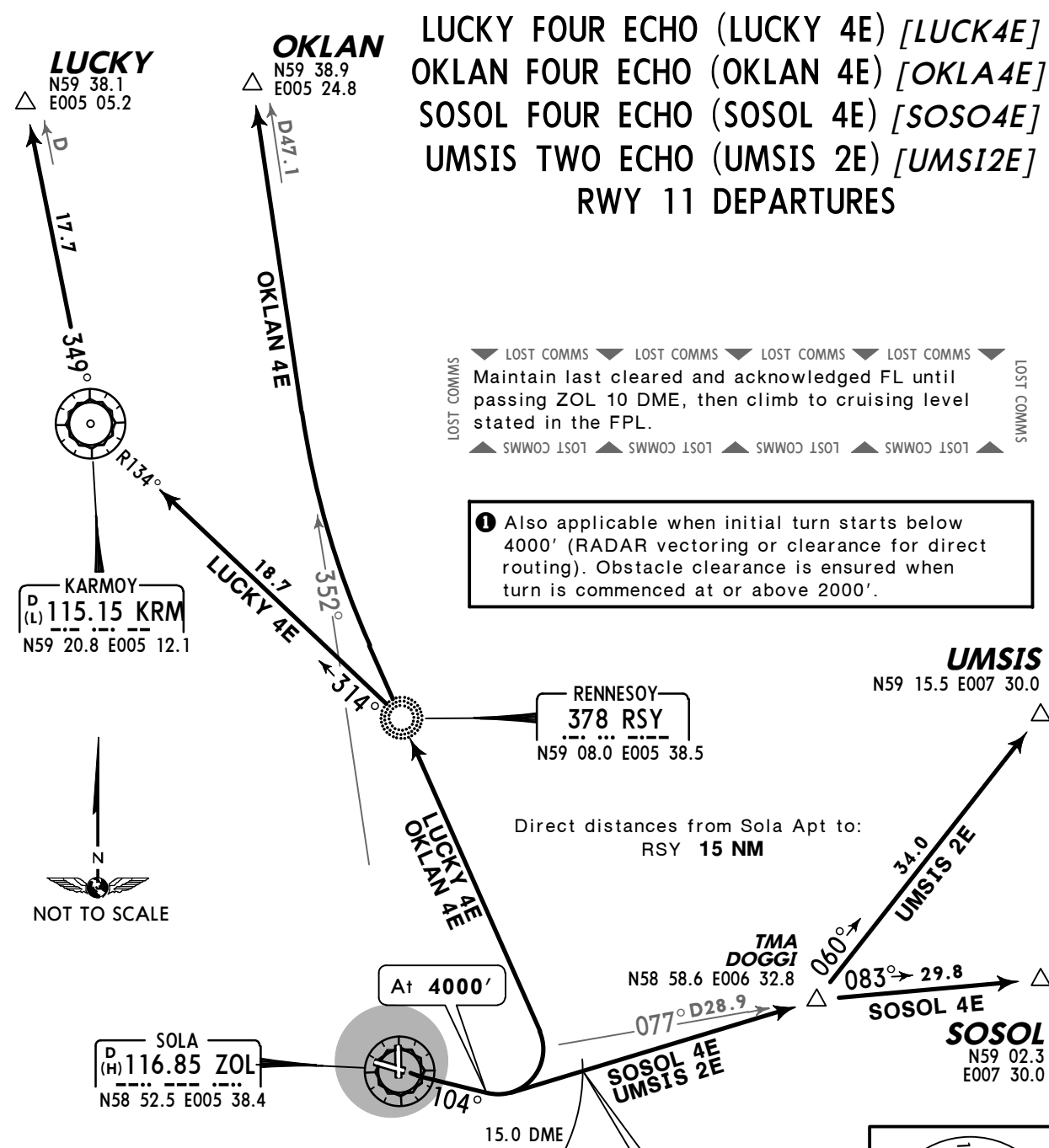
RWY 11 COPTER IFR ARRIVALS



*SOLA Radar
119.6Apt Elev
29'

Trans level: By ATC Trans alt: 7000'

1. Contact SOLA Radar immediately after take-off. 2. SIDs based on B-RNAV from TMA boundary to SID endpoint. 3. Enroute cruising levels will be issued after take-off by SOLA Radar or STAVANGER Radar. 4. RADAR vectoring involving deviation from SID may be used by SOLA Radar or STAVANGER Radar to expedite outbound traffic. At or above 3000' clearance for direct routing will be given as soon as traffic permits.



These SIDs require a minimum climb gradient of 304' per NM (5.0%) up to 4000' within ZOL 15 DME ①

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

If unable to comply inform ATC.

LUCKY 4E, OKLAN 4E: Initial climb clearance 4000'
SOSOL 4E, UMSIS 2E: Initial climb clearance 4000' within ZOL 15 DME, thereafter climb to 5000'

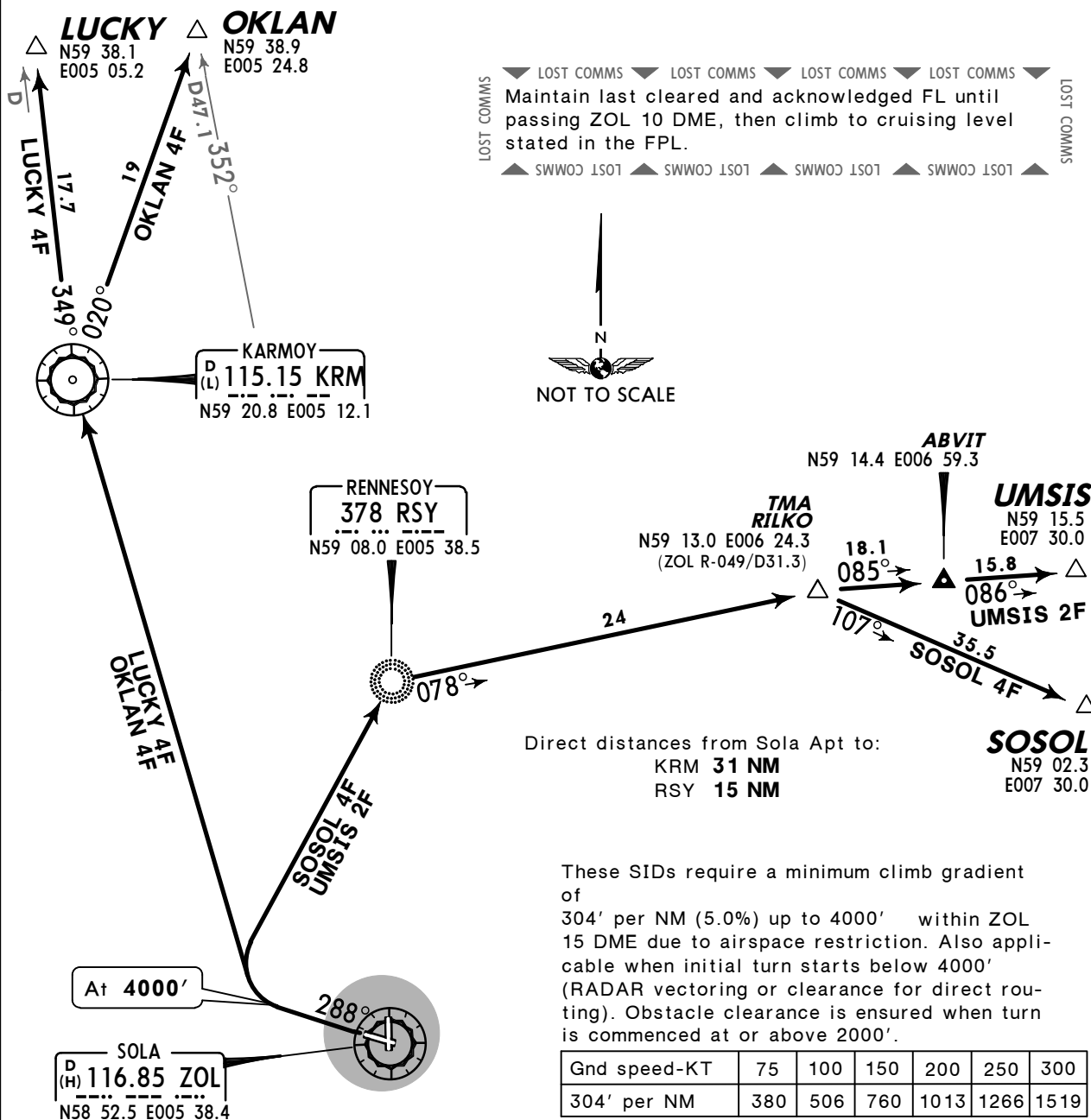
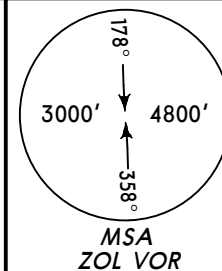
SID	ROUTING
LUCKY 4E	Climb on ZOL R-104, at 4000' turn LEFT to RSY, then to KRM, then to LUCKY.
OKLAN 4E	Climb on ZOL R-104, at 4000' turn LEFT to RSY, intercept ZOL R-352 to OKLAN.
SOSOL 4E	Climb on ZOL R-104, at 4000' turn LEFT to DOGGI, then to SOSOL.
UMSIS 2E	Climb on ZOL R-104, at 4000' turn LEFT to DOGGI, then to UMSIS.

*SOLA Radar
119.6Apt Elev
29'

Trans level: By ATC Trans alt: 7000'

1. Contact SOLA Radar immediately after take-off. 2. SIDs based on B-RNAV from TMA boundary to SID endpoint. 3. Enroute cruising levels will be issued after take-off by SOLA Radar or STAVANGER Radar. 4. RADAR vectoring involving deviation from SID may be used by SOLA Radar or STAVANGER Radar to expedite outbound traffic. At or above 3000' clearance for direct routing will be given as soon as traffic permits.

LUCKY FOUR FOXTROT (LUCKY 4F) [LUCK4F]
OKLAN FOUR FOXTROT (OKLAN 4F) [OKLA4F]
SOSOL FOUR FOXTROT (SOSOL 4F) [SOSO4F]
UMSIS TWO FOXTROT (UMSIS 2F) [UMSI2F]
RWY 29 DEPARTURES



If unable to comply inform ATC.

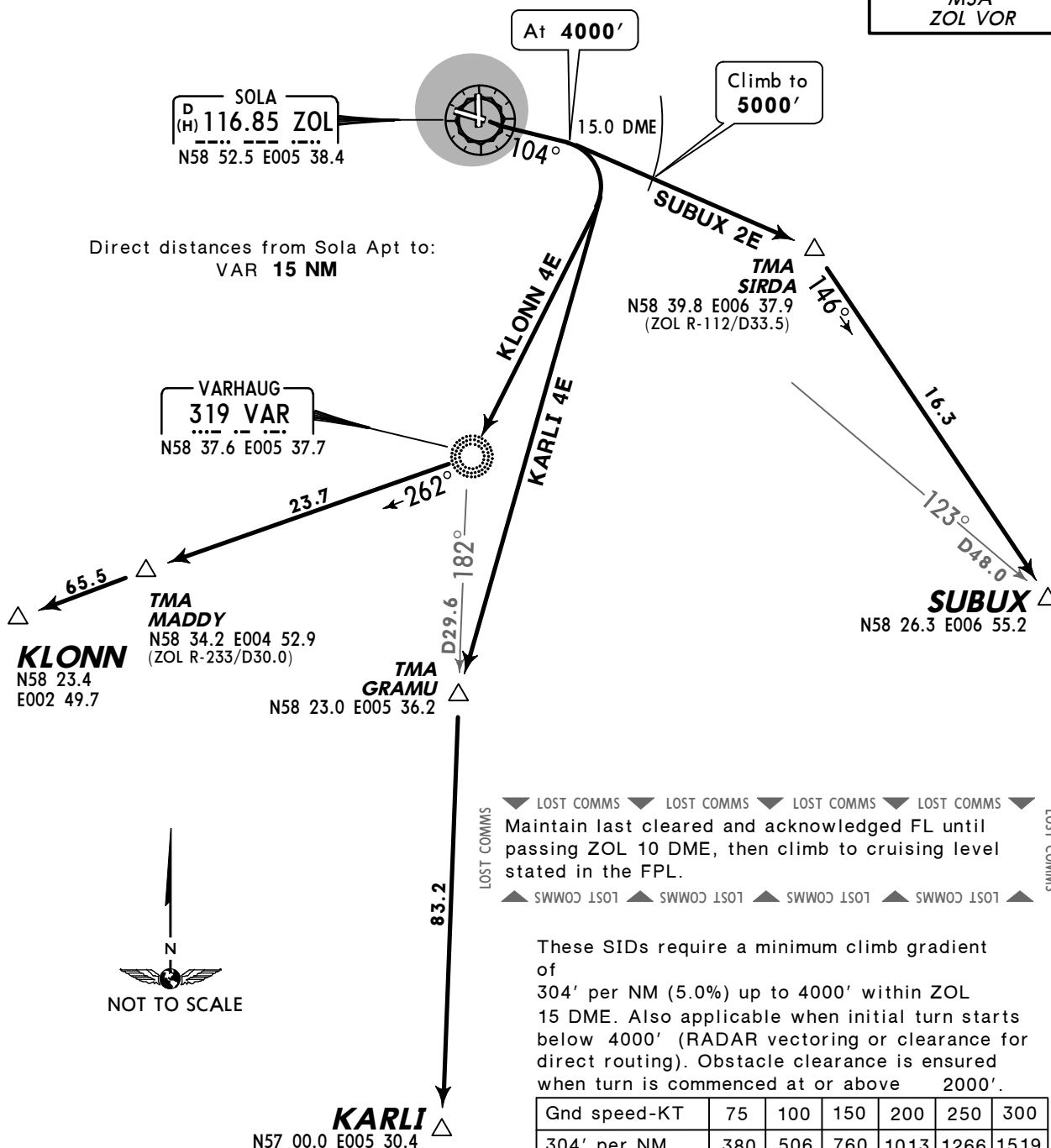
Initial climb clearance 4000'

SID	ROUTING
LUCKY 4F	Climb on ZOL R-288, at 4000' turn RIGHT to KRM, KRM R-349 to LUCKY.
OKLAN 4F	Climb on ZOL R-288, at 4000' turn RIGHT to KRM, KRM R-020 to OKLAN.
SOSOL 4F	Climb on ZOL R-288, at 4000' turn RIGHT to RSY, 078° bearing to RILKO, then to SOSOL.
UMSIS 2F	Climb on ZOL R-288, at 4000' turn RIGHT to RSY, 078° bearing to RILKO, then to ABVIT, then to UMSIS.

Apt Elev
29'

1. Contact SOLA Radar immediately after take-off.
2. SIDs based on B-RNAV from TMA boundary to SID endpoint.
3. Enroute cruising levels will be issued after take-off by SOLA Radar or STAVANGER Radar.
4. RADAR vectoring involving deviation from SID may be used by SOLA Radar or STAVANGER Radar to expedite outbound traffic. At or above 3000' clearance for direct routing will be given as soon as traffic permits.

MSA
ZOL VOR



If unable to comply inform ATC.

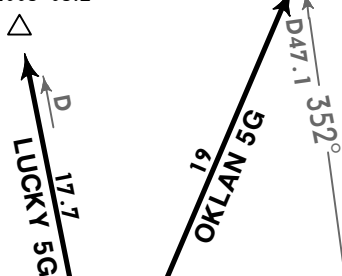
KARLI 4E, KLONN 4E: Initial climb clearance **4000'**
SUBUX 2E: Initial climb clearance **4000'** within ZOL 15 DME,
thereafter climb to **5000'**

SID	ROUTING
KARLI 4E	Climb on ZOL R-104, at 4000' turn RIGHT to GRAMU, then to KARLI.
KLONN 4E	Climb on ZOL R-104, at 4000' turn RIGHT to VAR, then via MADDY to KLONN.
SUBUX 2E	Climb on ZOL R-104, at 4000' turn RIGHT to SIRDA, then to SUBUX.

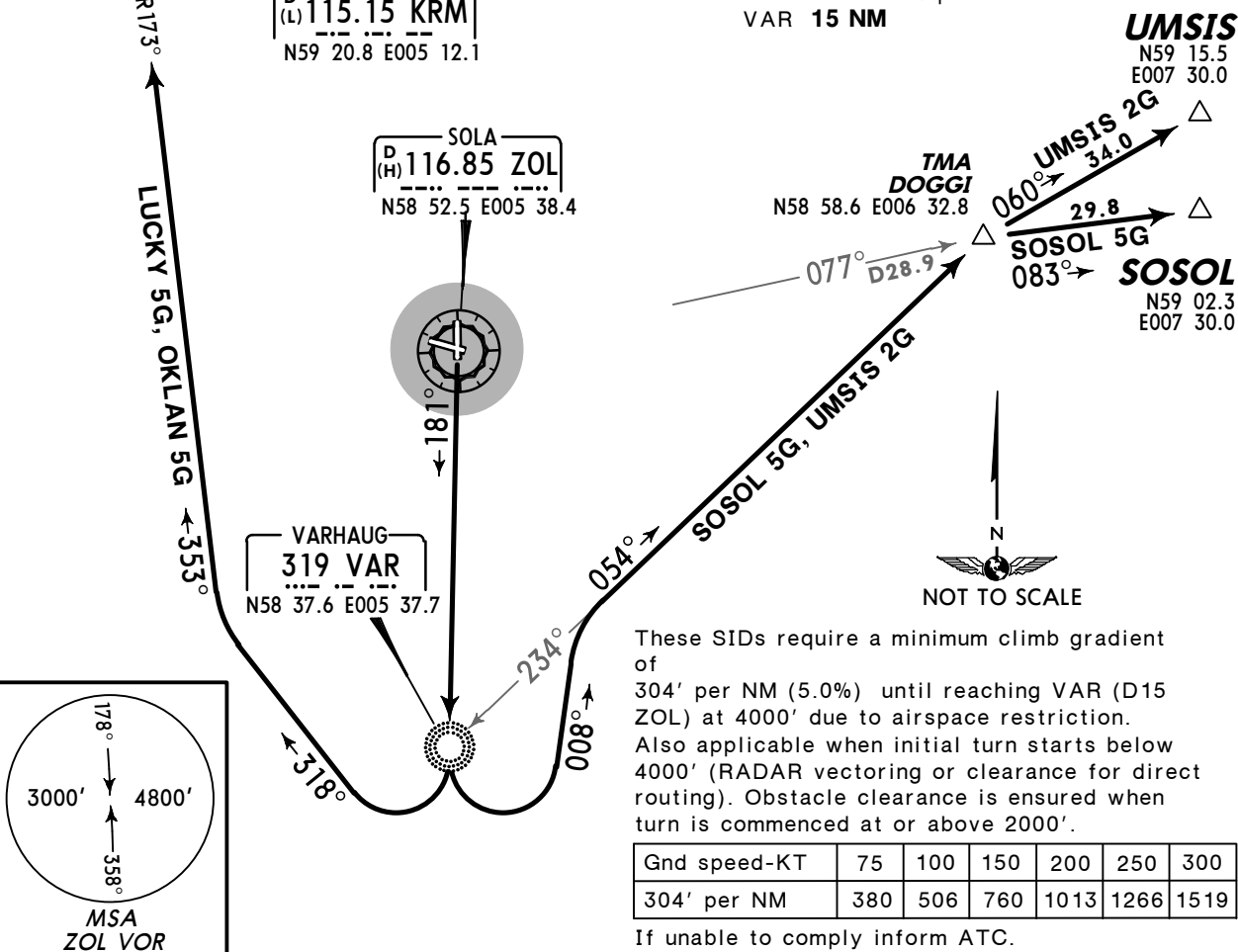
*SOLA Radar
119.6Apt Elev
29'

Trans level: By ATC Trans alt: 7000'

1. Contact SOLA Radar immediately after take-off. 2. SIDs based on B-RNAV from TMA boundary to SID endpoint. 3. Enroute cruising levels will be issued after take-off by SOLA Radar or STAVANGER Radar.
4. RADAR vectoring involving deviation from SID may be used by SOLA Radar or STAVANGER Radar to expedite outbound traffic. At or above 3000' clearance for direct routing will be given as soon as traffic permits.
5. EXPECT close-in obstacles.

LUCKY OKLANN59 38.1
E005 05.2N59 38.9
E005 24.8**LUCKY FIVE GOLF (LUCKY 5G)[LUCK5G]
OKLAN FIVE GOLF (OKLAN 5G)[OKLA5G]
SOSOL FIVE GOLF (SOSOL 5G)[SOSO5G]
UMSIS TWO GOLF (UMSIS 2G)[UMSI2G]
RWY 18 DEPARTURES**

▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Maintain last cleared and acknowledged FL until passing ZOL 10 DME, then climb to cruising level stated in the FPL.
▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲

Direct distances from Sola Apt to:
VAR 15 NM

These SIDs require a minimum climb gradient of 304' per NM (5.0%) until reaching VAR (D15 ZOL) at 4000' due to airspace restriction. Also applicable when initial turn starts below 4000' (RADAR vectoring or clearance for direct routing). Obstacle clearance is ensured when turn is commenced at or above 2000'.

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

If unable to comply inform ATC.

Initial climb clearance **4000'**

SID	ROUTING
LUCKY 5G	Climb on 181° track to VAR, turn RIGHT, 318° track, intercept KRM R-173 inbound to KRM, KRM R-349 to LUCKY.
OKLAN 5G	Climb on 181° track to VAR, turn RIGHT, 318° track, intercept KRM R-173 inbound to KRM, KRM R-020 to OKLAN.
SOSOL 5G	Climb on 181° track to VAR, turn LEFT, 008° track, intercept 054° bearing from VAR to DOGGI, then to SOSOL.
UMSIS 2G	Climb on 181° track to VAR, turn LEFT, 008° track, intercept 054° bearing from VAR to DOGGI, then to UMSIS.

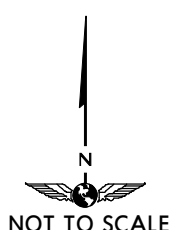
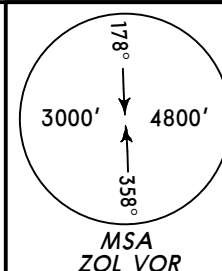
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*SOLA Radar
119.6Apt Elev
29'

Trans level: By ATC Trans alt: 7000'

1. Contact SOLA Radar immediately after take-off. 2. SIDs based on B-RNAV from TMA boundary to SID endpoint. 3. Enroute cruising levels will be issued after take-off by SOLA Radar or STAVANGER Radar.
4. RADAR vectoring involving deviation from SID may be used by SOLA Radar or STAVANGER Radar to expedite outbound traffic. At or above 3000' clearance for direct routing will be given as soon as traffic permits.
5. EXPECT close-in obstacles.

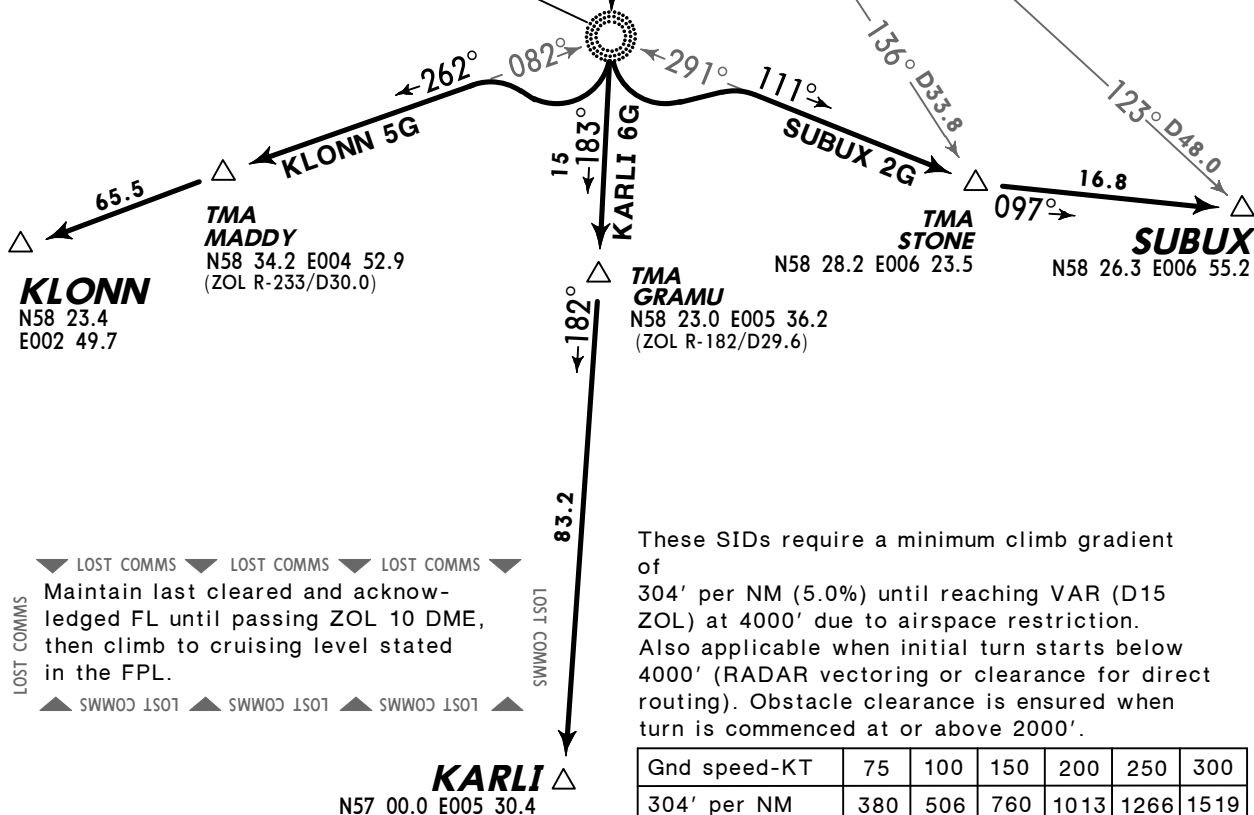
KARLI SIX GOLF (KARLI 6G)[KARL6G]
KLONN FIVE GOLF (KLONN 5G)[KLON5G]
SUBUX TWO GOLF (SUBUX 2G)[SUBU2G]
VARHAUG FOUR GOLF (VAR 4G)
RWY 18 DEPARTURES



SOLA
D (H) 116.85 ZOL
N58 52.5 E005 38.4

Direct distances from Sola Apt to:
VAR 15 NM

VARHAUG
319 VAR
N58 37.6 E005 37.7



These SIDs require a minimum climb gradient of 304' per NM (5.0%) until reaching VAR (D15 ZOL) at 4000' due to airspace restriction. Also applicable when initial turn starts below 4000' (RADAR vectoring or clearance for direct routing). Obstacle clearance is ensured when turn is commenced at or above 2000'.

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

If unable to comply inform ATC.

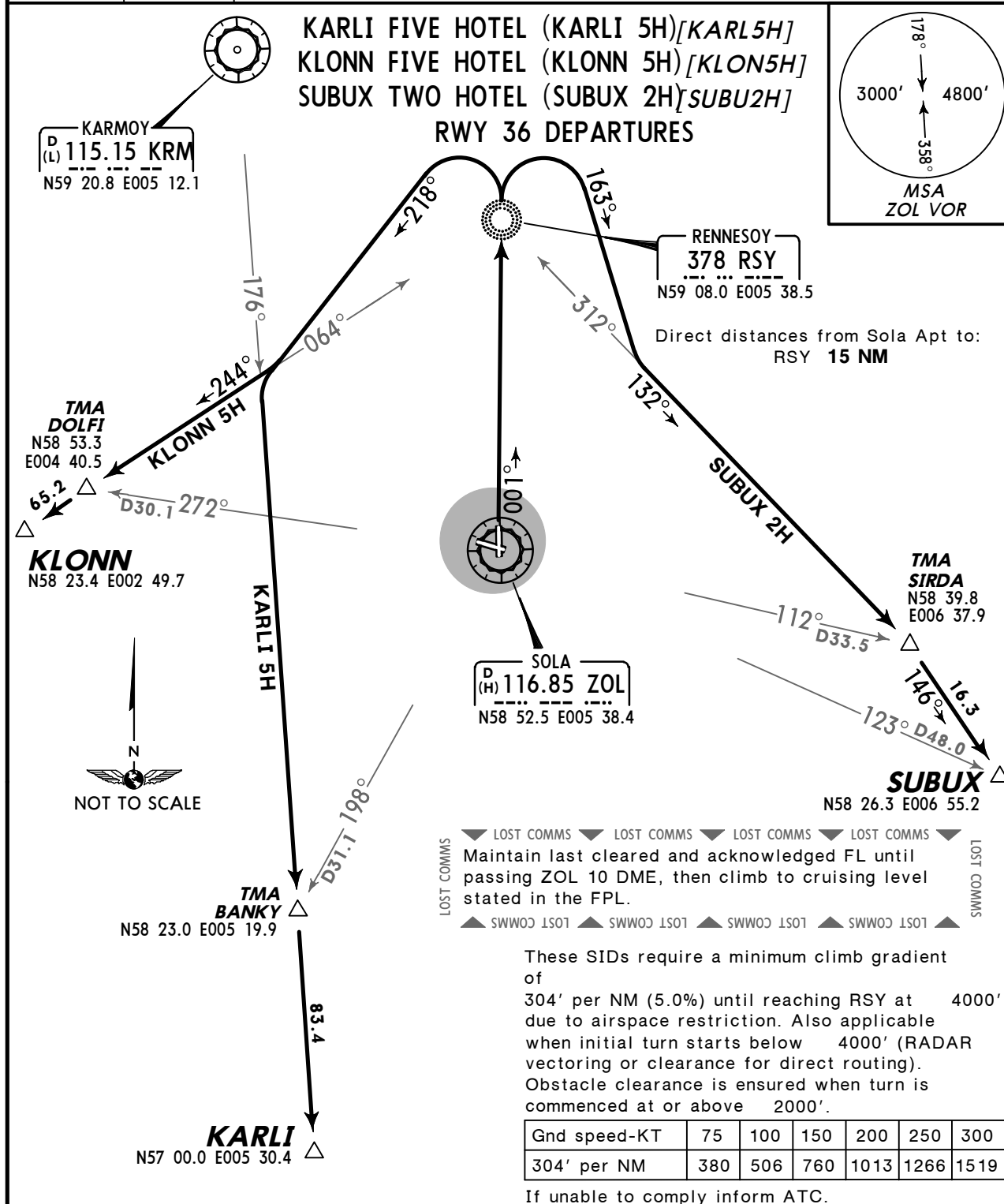
Initial climb clearance 4000'

SID	ROUTING
KARLI 6G	Climb on 181° track to VAR, then to GRAMU, then to KARLI.
KLONN 5G	Climb on 181° track to VAR, turn RIGHT, intercept 262° bearing from VAR via MADDY to KLONN.
SUBUX 2G	Climb on 181° track to VAR, turn LEFT, intercept 111° bearing from VAR to STONE, then to SUBUX.
VAR 4G	Climb on 181° track to VAR.

*SOLA Radar
119.6Apt Elev
29'

Trans level: By ATC Trans alt: 7000'

1. Contact SOLA Radar immediately after take-off. 2. SIDs based on B-RNAV from TMA boundary to SID endpoint. 3. Enroute cruising levels will be issued after take-off by SOLA Radar or STAVANGER Radar.
4. RADAR vectoring involving deviation from SID may be used by SOLA Radar or STAVANGER Radar to expedite outbound traffic. At or above 3000' clearance for direct routing will be given as soon as traffic permits.
5. Direct routing involving deviation from SID will be given as soon as traffic permits. At or above 2000', terrain separation is ensured when deviating from initial cleared SID provided ACFT maintain the required climb gradient associated with the initial departure clearance.

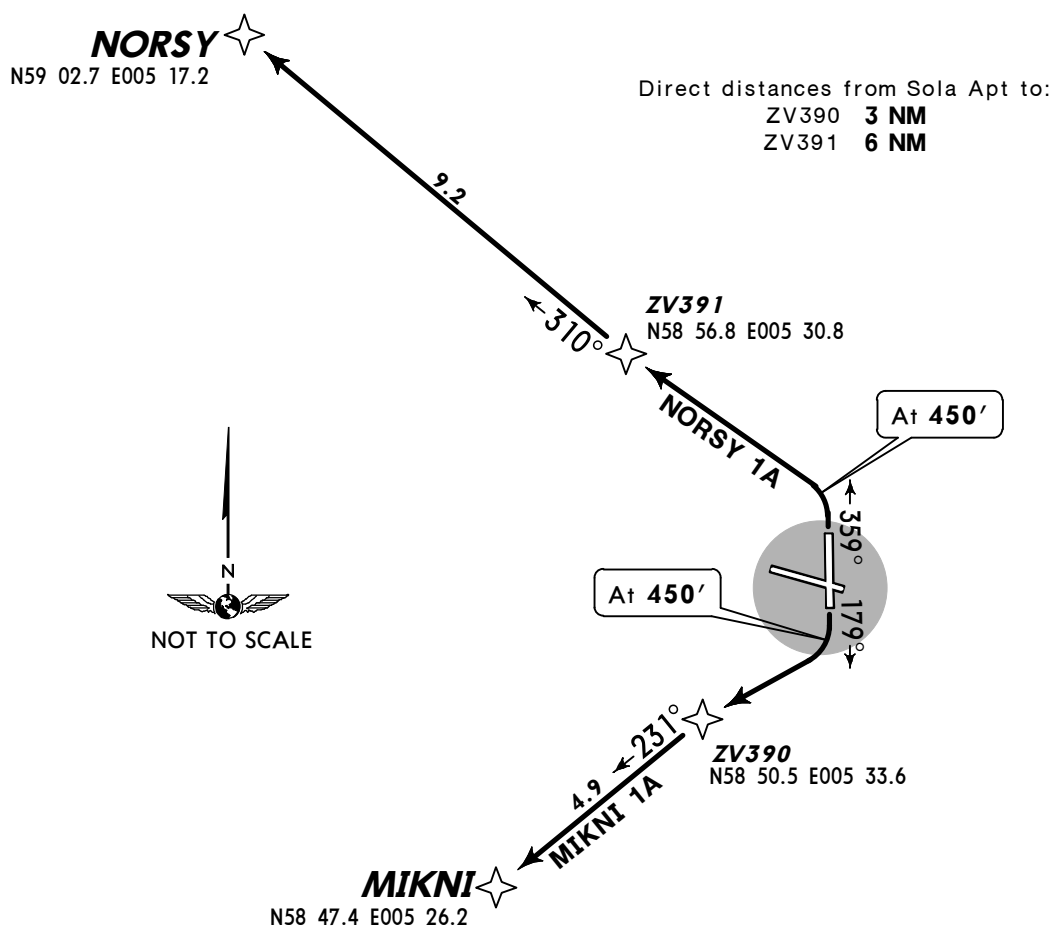
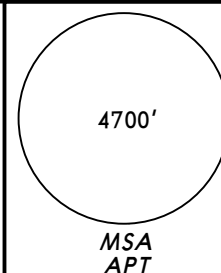
Initial climb clearance **4000'**

SID	ROUTING
KARLI 5H	Climb on 001° bearing to RSY, turn LEFT, 218° track, intercept KRM R-176 to BANKY, then to KARLI.
KLONN 5H	Climb on 001° bearing to RSY, turn LEFT, 218° track, intercept 244° bearing from RSY via DOLFI to KLONN.
SUBUX 2H	Climb on 001° bearing to RSY, turn RIGHT, 163° track, intercept 132° bearing from RSY to SIRD, then to SUBUX.

Apt Elev
29'

Trans level: By ATC Trans alt: 7000'

MIKNI ONE ALFA (MIKNI 1A) [MIKN1A]
NORSY ONE ALFA (NORSY 1A) [NORS1A]
RWYS 18, 36
COPTER RNAV DEPARTURES
P-RNAV (GNSS)



These SIDs require minimum climb gradients of

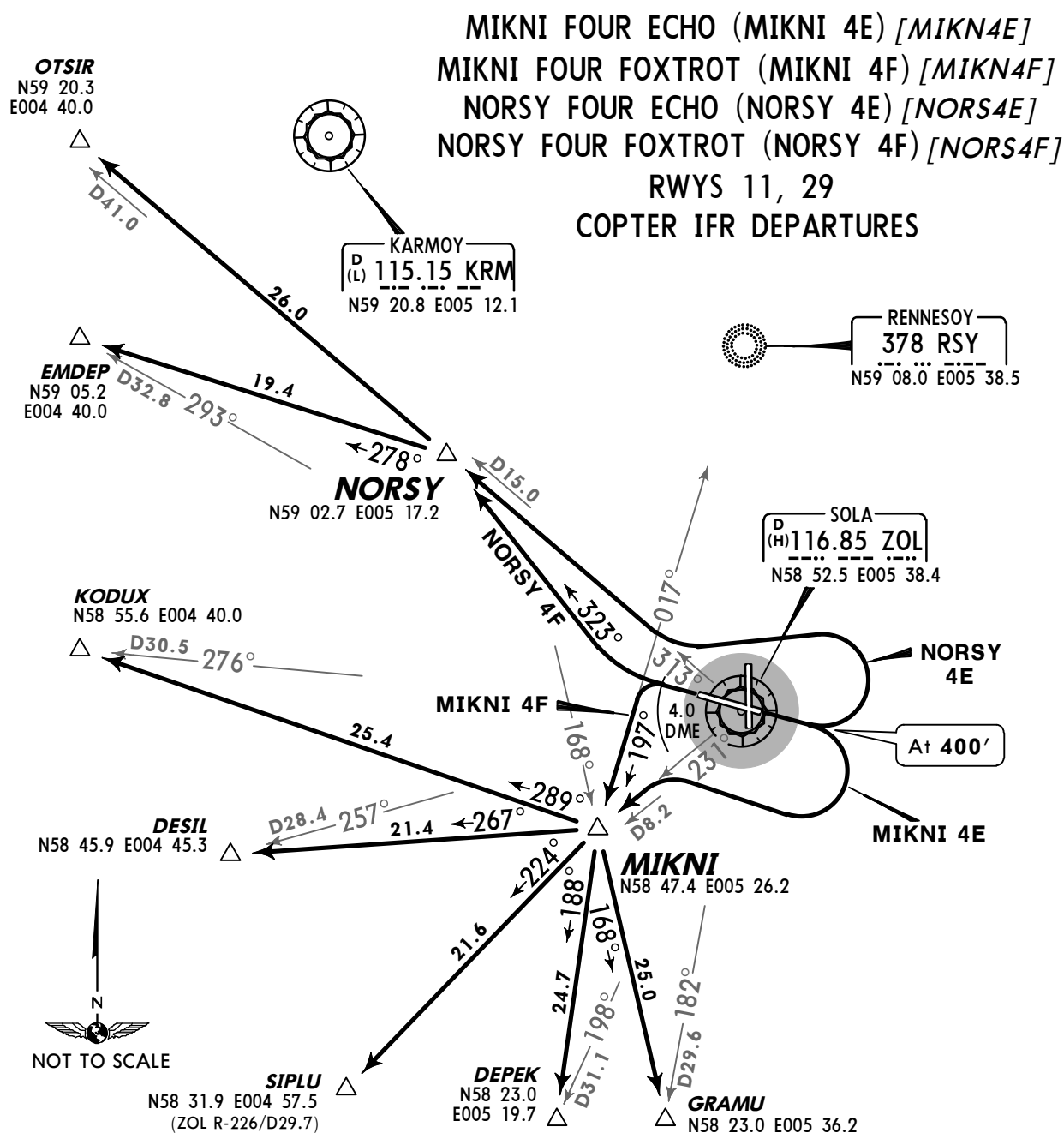
MIKNI 1A
425' per NM (7.0%) up to 700'.
NORSY 1A
365' per NM (6.0%) up to 500'.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127
365' per NM	456	608	911	1215	1519	1823

If unable to comply inform ATC.

MIKNI 1A: Initial climb clearance **4000'**.
NORSY 1A: Initial climb clearance **2000'**.

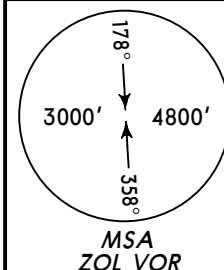
SID	RWY	ROUTING
MIKNI 1A	18	(450') - ZV390 - MIKNI.
NORSY 1A	36	(450') - ZV391 - NORSY.

*SOLA Radar
119.6Apt Elev
29'Trans level: By ATC Trans alt: 7000'
RADAR vectoring involving deviation from SID may be used by SOLA
Radar to expedite outbound traffic.

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

VMC: Maintain VMC, return via FEISTEIN or FLATHOLMEN and land on RWYs 11/29.**IMC: MIKNI 4E, 4F** Maintain last cleared and acknowledged level and proceed to MIKNI, after MIKNI descend to approach altitude, make an instrument approach to RWY 11 and land on RWYs 11/29.**IMC: NORSY 4E, 4F** Maintain last cleared and acknowledged level and proceed to NORSY, after NORSY descend to approach altitude, make an instrument approach to RWY 11 and land on RWYs 11/29.

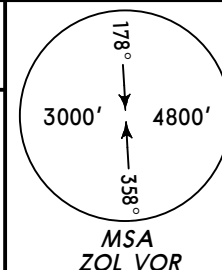
COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

Initial climb clearance **2000'**

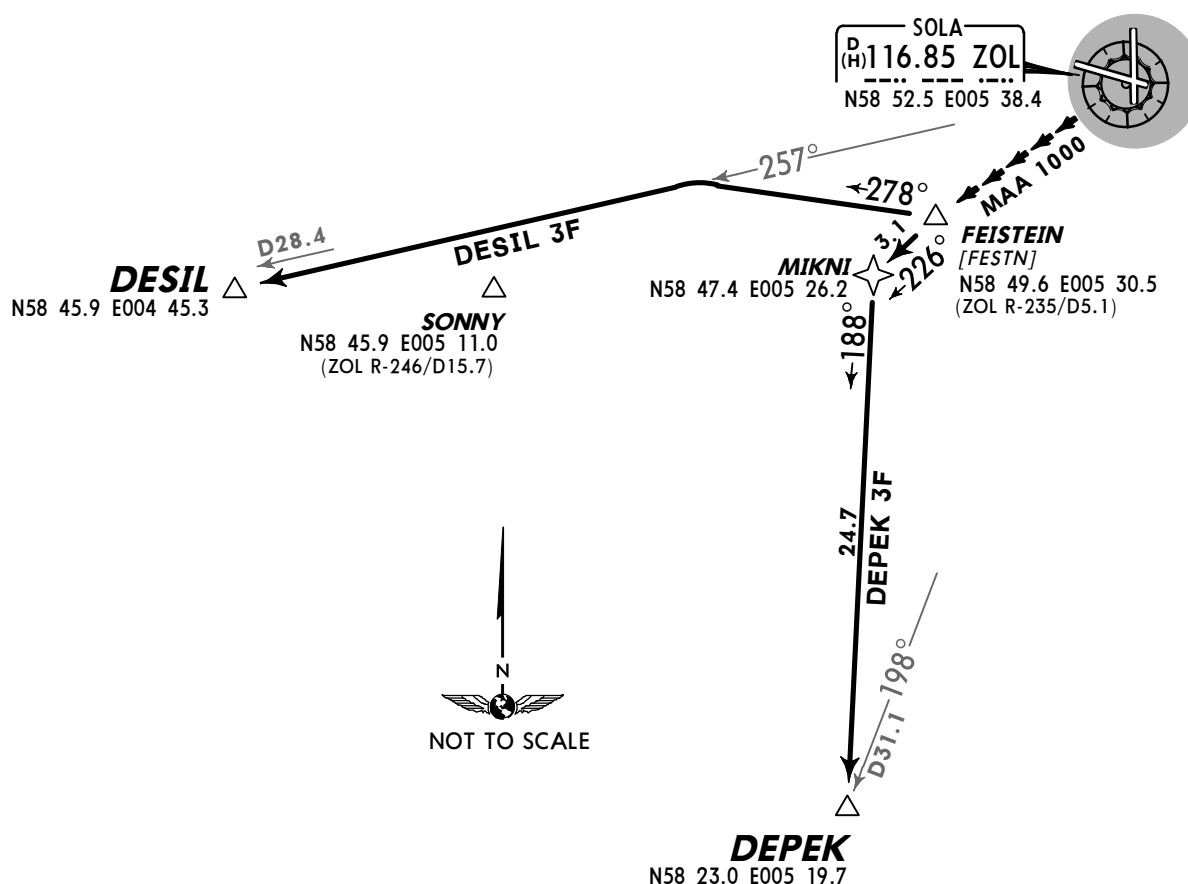
SID	RWY	ROUTING
MIKNI 4E	11	Climb straight ahead to 400', turn RIGHT, intercept ZOL R-231 to MIKNI. After MIKNI proceed as cleared to DEPEK, DESIL, GRAMU, KODUX or SIPLU.
MIKNI 4F	29	Climb straight ahead to ZOL 4.0 DME, turn LEFT, intercept 197° bearing from RSY to MIKNI. After MIKNI proceed as cleared to DEPEK, DESIL, GRAMU, KODUX or SIPLU.
NORSY 4E	11	Climb straight ahead to 400', turn LEFT, intercept ZOL R-313 to NORSY. After NORSY proceed as cleared to EMDEP or OTSIR.
NORSY 4F	29	Climb straight ahead to ZOL 4.0 DME, turn RIGHT, 323° track to NORSY. After NORSY proceed as cleared to EMDEP or OTSIR.

Apt Elev
29'

Trans level: By ATC Trans alt: 7000'



DEPEK THREE FOXTROT (DEPEK 3F) [DEPE3F]
DESIL THREE FOXTROT (DESIL 3F) [DES13F]
RWYS 11, 29
COPTER VFR/IFR DEPARTURES

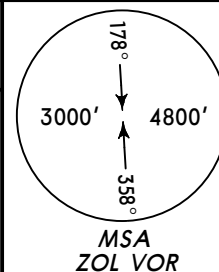


LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST CO
VMC
Maintain VMC, return via FEISTEIN or FLAT-HOLMEN and land on RWYs 11/29.
IMC
Maintain last cleared and acknowledged level and proceed to SONNY, after SONNY descend to approach altitude, make an instrument approach to RWY 11 and land on RWYs 11/29.
COMMS ▲ SWWOC 1S01 ▲ SWWOC 1S01 ▲ SWWOC 1S01 ▲ SWWOC 1S01 ▲ SWWOC 1S01

Initial climb clearance 1000'

SID	ROUTING
DEPEK 3F	Proceed visually to FEISTEIN, 226° track to MIKNI, then to DEPEK. At FEISTEIN request IFR clearance from SOLA Radar.
DESIL 3F	Proceed visually to FEISTEIN, 278° track, intercept ZOL R-257 to DESIL. At FEISTEIN request IFR clearance from SOLA Radar.

Trans level: By ATC Trans alt: 7000'



EMDEP
N59 05.2 E004 40.0
(ZOL R-293/D32.8)

NORSY
 △ N59 02.7 E005 17.2
 (ZOL R-313/D15.0)

FLATHOLMEN
[FLATN]
N58 55.5 E005 33.0
(ZOL R-317/D4.1)

SOLA
 D
 (H) 116.85 ZOL
 --- -- --
 N58 52.5 E005 38.4



△
SONNY
N58 45.9 E005 11.0
(ZOL R-246/D15.7)

MIKNI  **FEISTEN**
N58 47.4 E005 26.2 N58 49.6 E005 30.5
(ZOL R-235/D5.1)

23
GRAND 3F

GRAMU
N58 23.0
E005 36.2

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

VMC

MMIS Maintain VMC, return via FEISTEIN or FLAT-
HOLMEN and land on RWYs 11/29.

IMC

EMDEP 1F: Maintain last cleared and acknowledged level and proceed to NORSY, after NORSY descend to approach altitude, make an instrument approach to RWY 11 and land on RWYs 11/29.

GRAMU 3F:

► Maintain last cleared and acknowledged level and proceed to SONNY, after SONNY descend to approach altitude, make an instrument approach to RWY 11 and land on RWYs 11/29.

LOST ▲ SWWOC LOST ▲ SWWOC LOST ▲ SWWOC LOST ▲ SWWOC LOST ▲ SWWOC

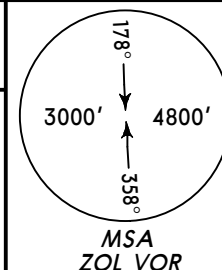
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

Initial climb clearance **1000'**

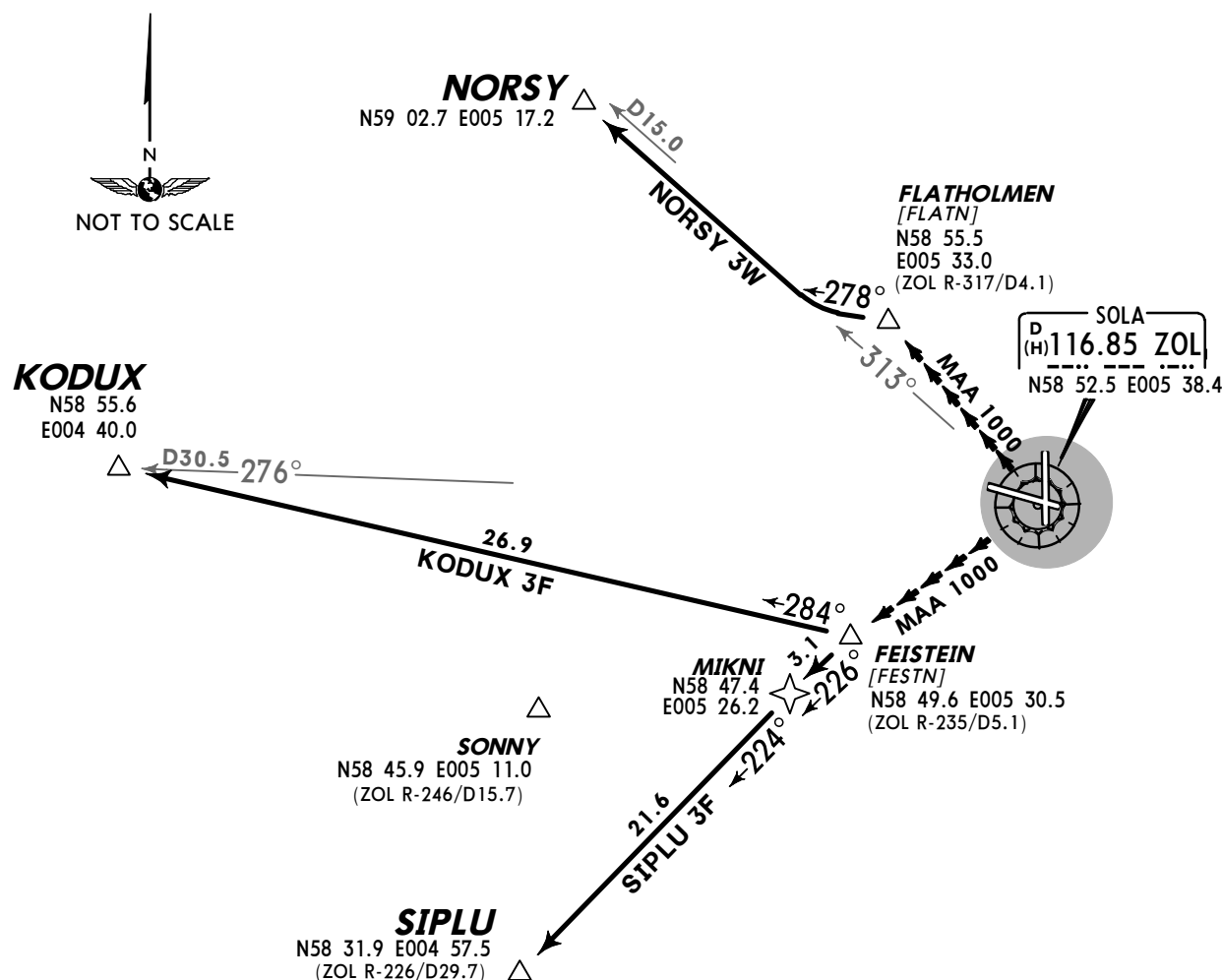
SID	ROUTING
EMDEP 1F	Proceed visually to FLATHOLMEN, 278° track, intercept ZOL R-293 to EMDEP. At FLATHOLMEN request IFR clearance from SOLA Radar.
GRAMU 3F	Proceed visually to FEISTEIN, 226° track to MIKNI, intercept KRM R-168 to GRAMU. At FEISTEIN request IFR clearance from SOLA Radar.

Apt Elev
29'

Trans level: By ATC Trans alt: 7000'



KODUX THREE FOXTROT (KODUX 3F)[KODU3F]
NORSY THREE WHISKEY (NORSY 3W)[NORS3W]
SIPLU THREE FOXTROT (SIPLU 3F)[SIPL3F]
RWYS 11, 29 COPTER VFR/IFR DEPARTURES



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

VMC

Maintain VMC, return via FEISTEIN or FLATHOLMEN and land on RWYs 11/29.

IMC

NORSY 3W: Maintain last cleared and acknowledged level and proceed to NORSY, after NORSY descend to approach altitude, make an instrument approach to RWY 11 and land on RWYs 11/29.

KODUX 3F, SIPLU 3F: Maintain last cleared and acknowledged level and proceed to SONNY, after SONNY descend to approach altitude, make an instrument approach to RWY 11 and land on RWYs 11/29.

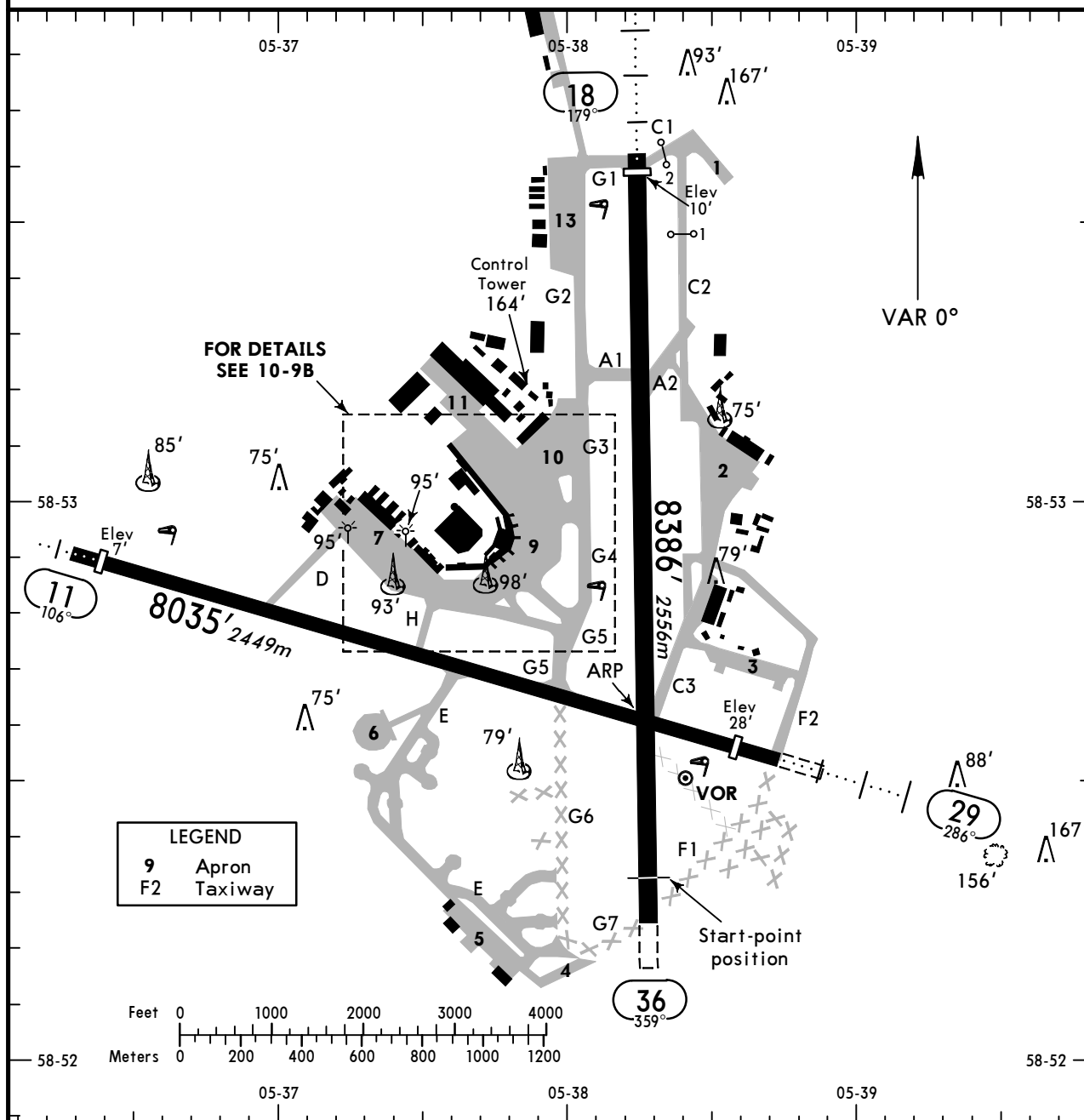
LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲

Initial climb clearance 1000'

SID	ROUTING
KODUX 3F	Proceed visually to FEISTEIN, 284° track to KODUX. At FEISTEIN request IFR clearance from SOLA Radar.
NORSY 3W	Proceed visually to FLATHOLMEN, 278° track, intercept ZOL R-313 to NORSY. At FLATHOLMEN request IFR clearance from SOLA Radar.
SIPLU 3F	Proceed visually to FEISTEIN, 226° track to MIKNI, then to SIPLU. At FEISTEIN request IFR clearance from SOLA Radar.

CONSTRUCTION WORKS FOR EXTENSION OF RWY 18/36

REFER ALSO TO LATEST NOTAMS



Rwy 18 closed for departure traffic.

Rwy 36 closed for arrival traffic.

LOC Rwy 18 u/s.

Rwy 18/36 will periodically be closed during night time.

RWY	TORA	LDA
18	8386' 2556m	7205' 2196m
36	7894' 2406m	8386' 2556m

ENZV/SVGApt Elev **29'**

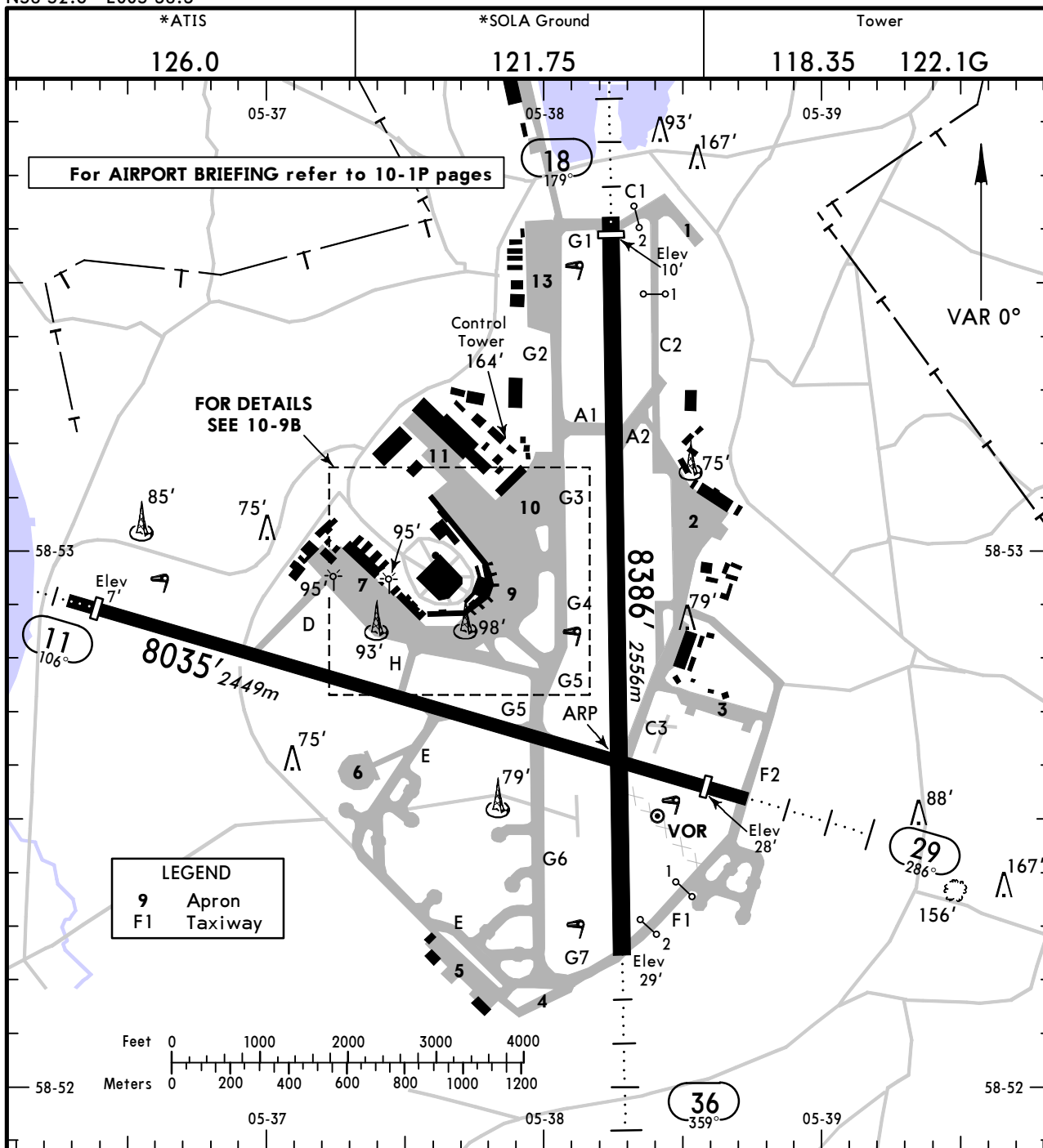
N58 52.6 E005 38.3

JEPPESEN

7 DEC 12

10-9

Eff 13 Dec

STAVANGER, NORWAY**SOLA**

ADDITIONAL RUNWAY INFORMATION

RWY						USABLE LENGTHS		TAKE-OFF	WIDTH
						LANDING	BEYOND		
						Threshold	Glide Slope		
11	① 29	HIRL (60m)	HIALS SFL PAPI-L (3.0°)	RVR		7215' 2199m	6243' 1903m	②	148'
		HIRL (60m)	HIALS PAPI(3.5°)	RVR					45m

① Rwy grooved.

② TAKE-OFF RUN AVAILABLE

RWY 11:

From rwy head 7543' (2299m)

twy D int 5315' (1620m)

twy H int 3576' (1090m)

RWY 29:

From rwy head 7707' (2349m)

twy G5 int 5217' (1590m)

twy H int 3609' (1100m)

18	③ 36	HIRL (50m)CL (15m)	HIALS SFL TDZ PAPI(3.0°)	RVR	8189' 2496m	7156' 2181m	④	197'
		HIRL (50m)CL (15m)	HIALS PAPI(3.0°)	RVR		7273' 2217m		60m

③ Rwy grooved.

④ TAKE-OFF RUN AVAILABLE

RWY 18:

From rwy head 8386' (2556m)

twy A1 int 6004' (1830m)

RWY 36:

From rwy head 8386' (2556m)

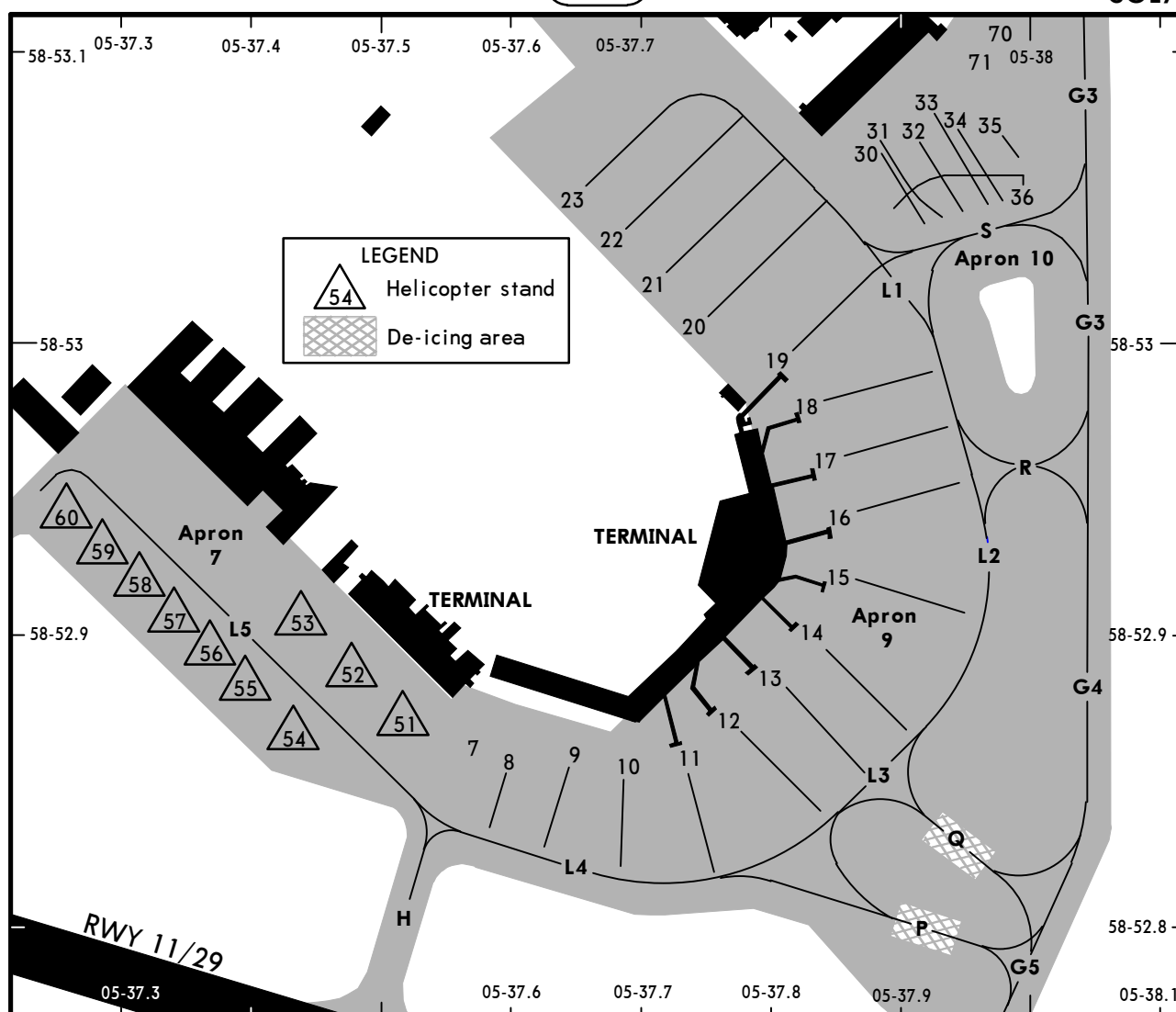
rwy 11/29 int 6266' (1910m)

Standard

TAKE-OFF ①

	LVP must be in force				RCLM (DAY only) or RL	NIL (DAY only)
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
A					400m	500m
B	125m	150m	200m	250m		
C						
D	150m	200m	250m	300m		

① Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.



INS COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
7, 8	N58 52.9 E005 37.6	15	33	N58 53.1 E005 37.9	20
9	N58 52.9 E005 37.7	15	34 thru 36	N58 53.1 E005 38.0	20
10	N58 52.8 E005 37.7	16	51, 52	N58 52.9 E005 37.5	14
11	N58 52.9 E005 37.7	17	53	N58 52.9 E005 37.4	12
12 thru 16	N58 52.9 E005 37.8	17	54	N58 52.9 E005 37.4	14
17 thru 20	N58 53.0 E005 37.8	17	55, 56	N58 52.9 E005 37.4	12
21	N58 53.0 E005 37.7	16	57 thru 60	N58 52.9 E005 37.3	12
22, 23	N58 53.1 E005 37.7	16	70	N58 53.2 E005 38.0	22
30, 31	N58 53.1 E005 37.9	18	71	N58 53.1 E005 38.0	22
32	N58 53.1 E005 37.9	19			

STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
11	ILS	207' (200')	700m / 1000m
	COPTER ILS	207' (200')	700m / 1000m
	LOC	470' (463')	1000m / 1000m
	COPTER LOC Y	470' (463')	1000m / 1000m
	COPTER LOC X	470' (463')	1000m / 1000m
	VOR	470' (463')	1000m / 1000m
18	CAT 2 ILS	110' (100')	RA 102' - R300m
	ILS	210' (200')	600m / 1000m
	LOC	580' (570')	1000m / 1000m
	RNAV	450' (440')	1000m / 1000m
	VOR	490' (480')	1000m / 1000m
29	VOR	560' (532')	1000m / 1000m
36	ILS	229' (200')	600m / 1000m
	LOC	370' (341')	1000m / 1000m
	RNAV	530' (501')	1000m / 1000m
	VOR	500' (471')	1000m / 1000m

CIRCLE-TO-LAND	MDA(H)	VIS
	650' (621')	1000m

TAKE-OFF RWY 11, 18, 29, 36

LVP must be in Force ①				
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 ②	800m

① Without LVP 400m are stipulated.

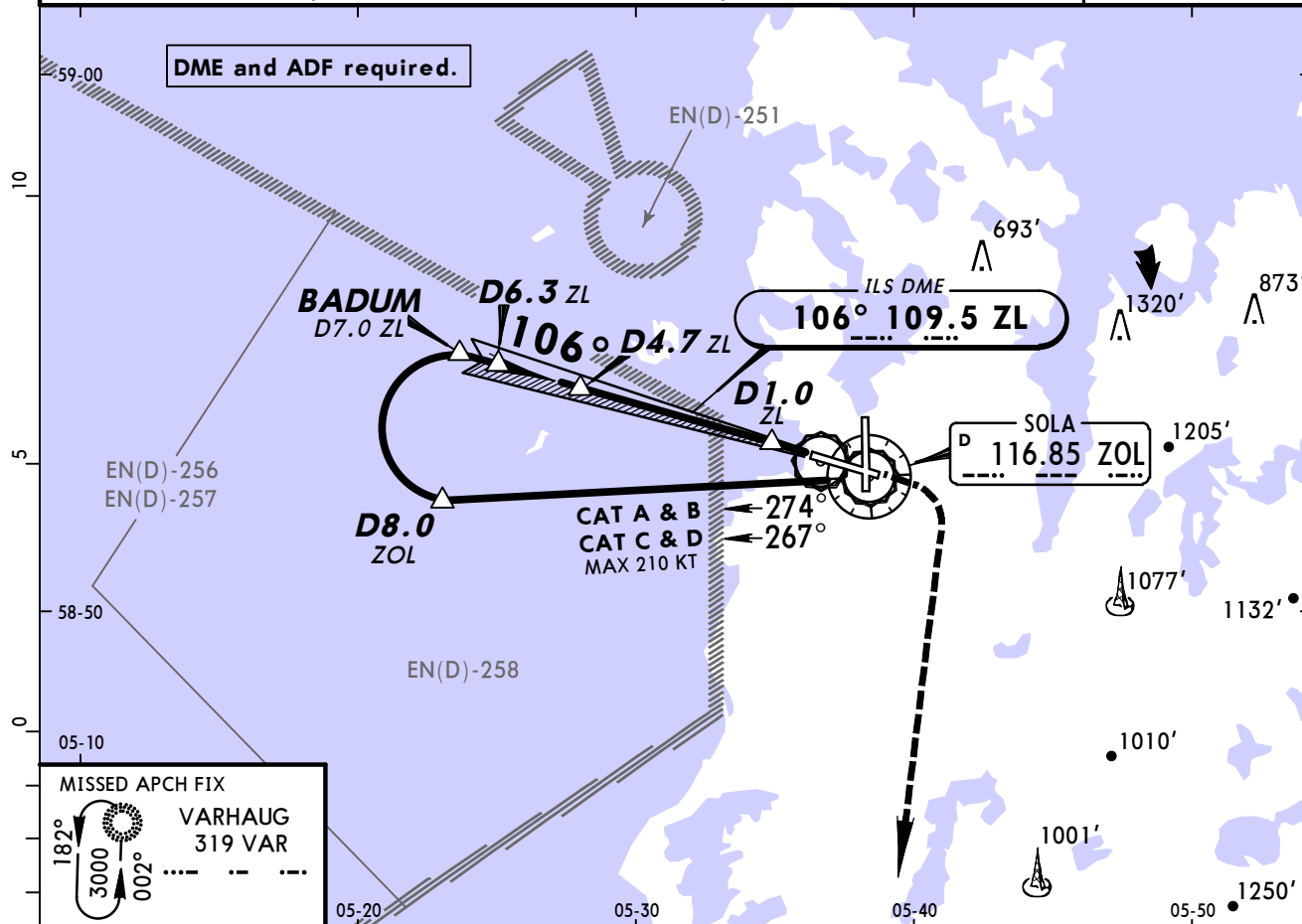
② Or rejected take-off distance whichever is the greater.

ENZV/SVG
SOLA

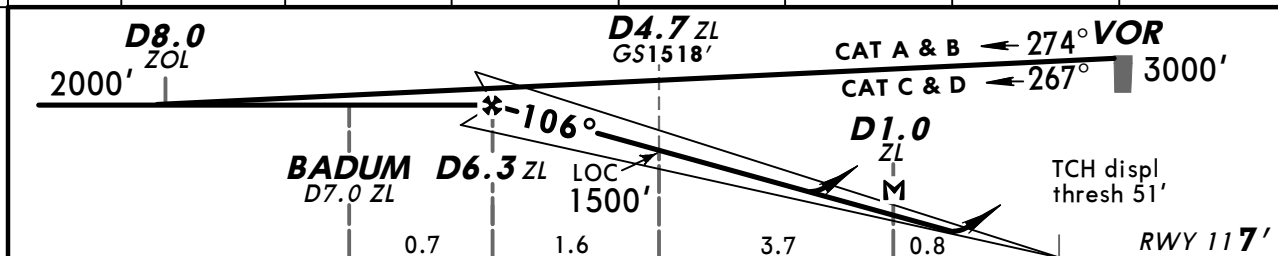
JEPPESSEN
7 DEC 12
Eff 13 Dec (11-1)

STAVANGER, NORWAY
ILS Z or LOC Z Rwy 11

*ATIS 126.0	*SOLA Arrival/Approach(R) 119.4 118.5	*SOLA Approach(R) 119.6	SOLA Tower 118.35 122.1G	*Ground 121.75
LOC ZL 109.5	Final Apch Crs 106°	GS D4.7 ZL 1518' (1508')	ILS DA(H) Refer to Minimums Apt Elev 29' RWY 7'	
MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn RIGHT (MAX 185 KT) direct to NDB. Enter holding climbing to 3000'. Do not turn before passing MAP.				
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 7000'	MSA ZOL VOR



LOC (GS out)	ZL DME	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	1920'	1600'	1290'	970'	650'	330'



Gnd speed-Kts	70	90	100	120	140	160		HIALS	500'	185 KT	VAR 319
ILS GS or								PAPI			
LOC Descent Angle 3.00°	372	478	531	637	743	849					
MAP at D1.0 ZL											

Standard		STRAIGHT-IN LANDING RWY 11				CIRCLE-TO-LAND			
		ILS		LOC (GS out)					
		DA(H) ABC: 207' (200')		DA(H) 470' (463')					
		D: 216' (209')							
		FULL/Limited		ALS out		Max Kts		MDA(H) VIS	
A	RVR 1200m			RVR 1500m		100	650' (621')		1500m
B						135	770' (741')		1600m
C				CMV 2200m		180	1210' (1181')		2400m
D						205	1550' (1521')		3600m

CHANGES: MSA. Missed approach. Procedure. Bearings.

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STAVANGER, NORWAY
■ ILS or LOC Rwy 18

Eff 13 Dec

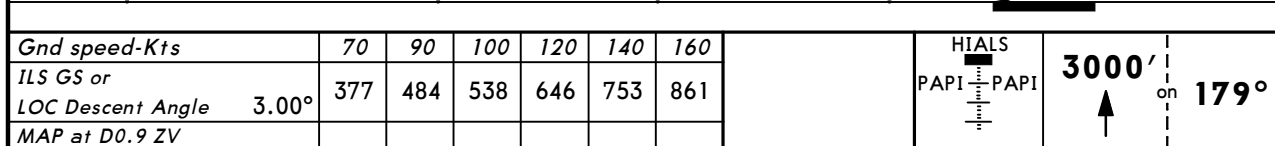
ILS or LOC Rwy 18

Diagram of a circular tunnel with a vertical diameter of 358 feet. A horizontal line segment of 4800 feet is drawn from the center to the right edge. A vertical line segment of 178 feet is drawn from the top edge to the horizontal line segment. The distance from the center to the left edge is 3000 feet.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 7000'

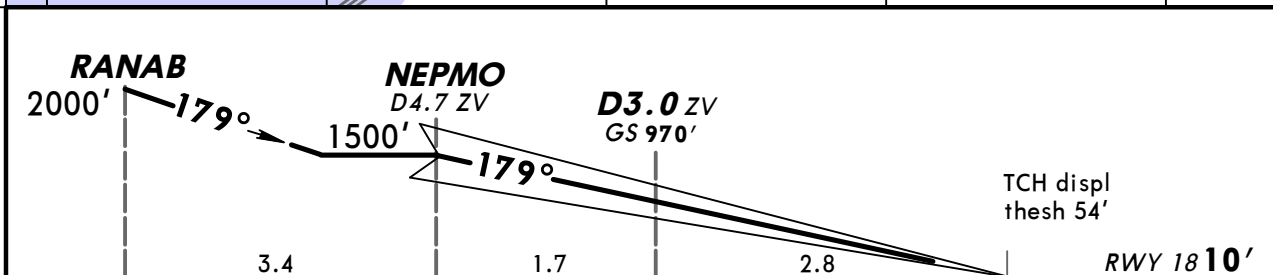
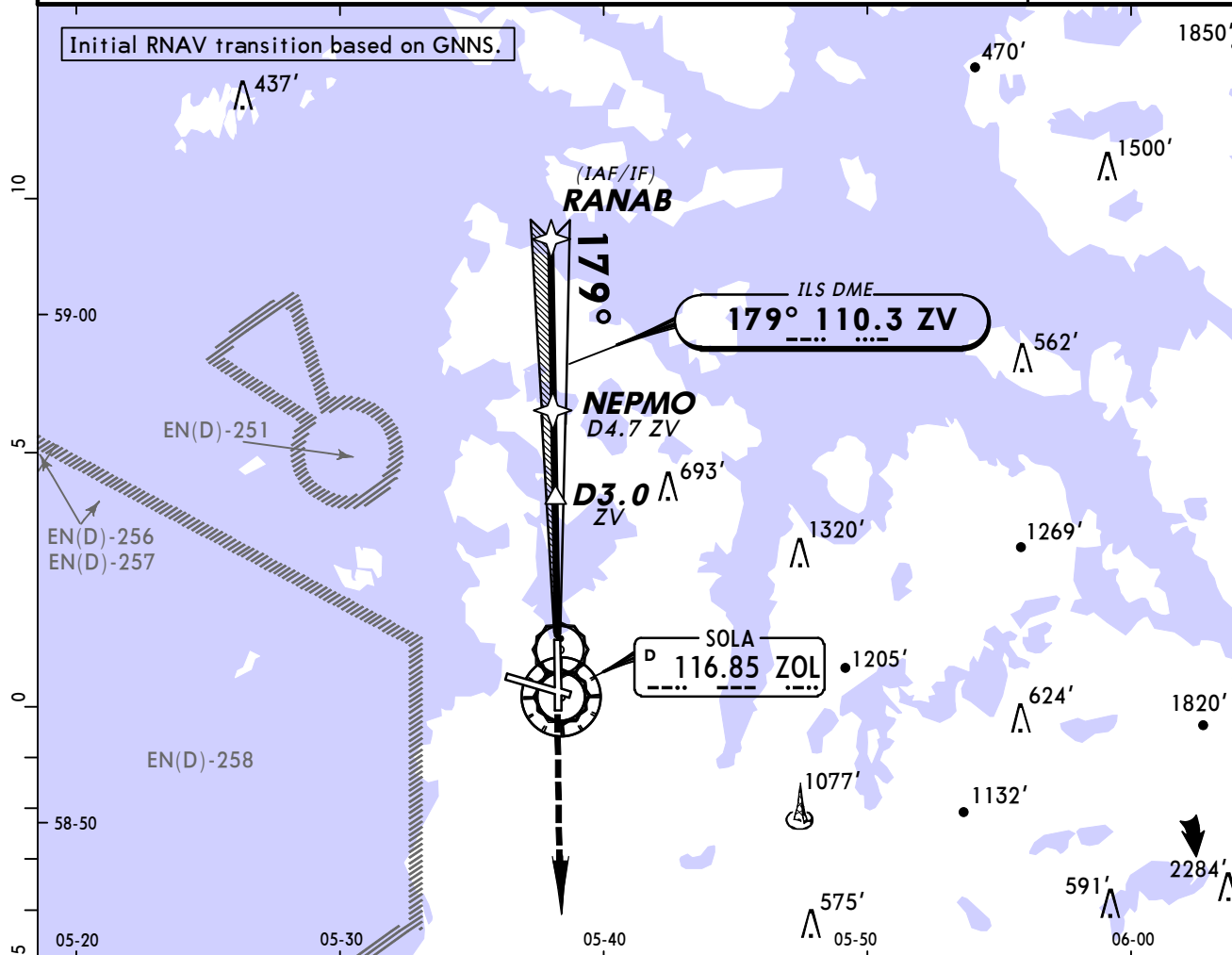
1. **DME required.** 2. Initial RNAV transition based on GNSS.

MSA ZOL VOR

ANS OPS

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*ATIS 126.0	*SOLA Arrival/Approach(R) 119.4 118.5	*SOLA Approach(R) 119.6	SOLA Tower 118.35 122.1G	*Ground 121.75
LOC ZV 110.3	Final Apch Crs 179°	GS D3.0 ZV 970' (960')	CAT II ILS RA 102' DA(H) 110' (100')	Apt Elev 29' RWY 10'
MISSED APCH: Climb onto 179° to 3000'. Inform ATC.				
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 7000'				MSA ZOL VOR
1. Special Aircrew & Acft Certification Required. 2. DME required.				



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI 3000'
GS	3.00°	377	484	538	646	753	

Standard STRAIGHT-IN LANDING RWY 18
CAT II ILS
ABCD
RA 102'
DA(H) **110' (100')**

RVR **300m**

Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

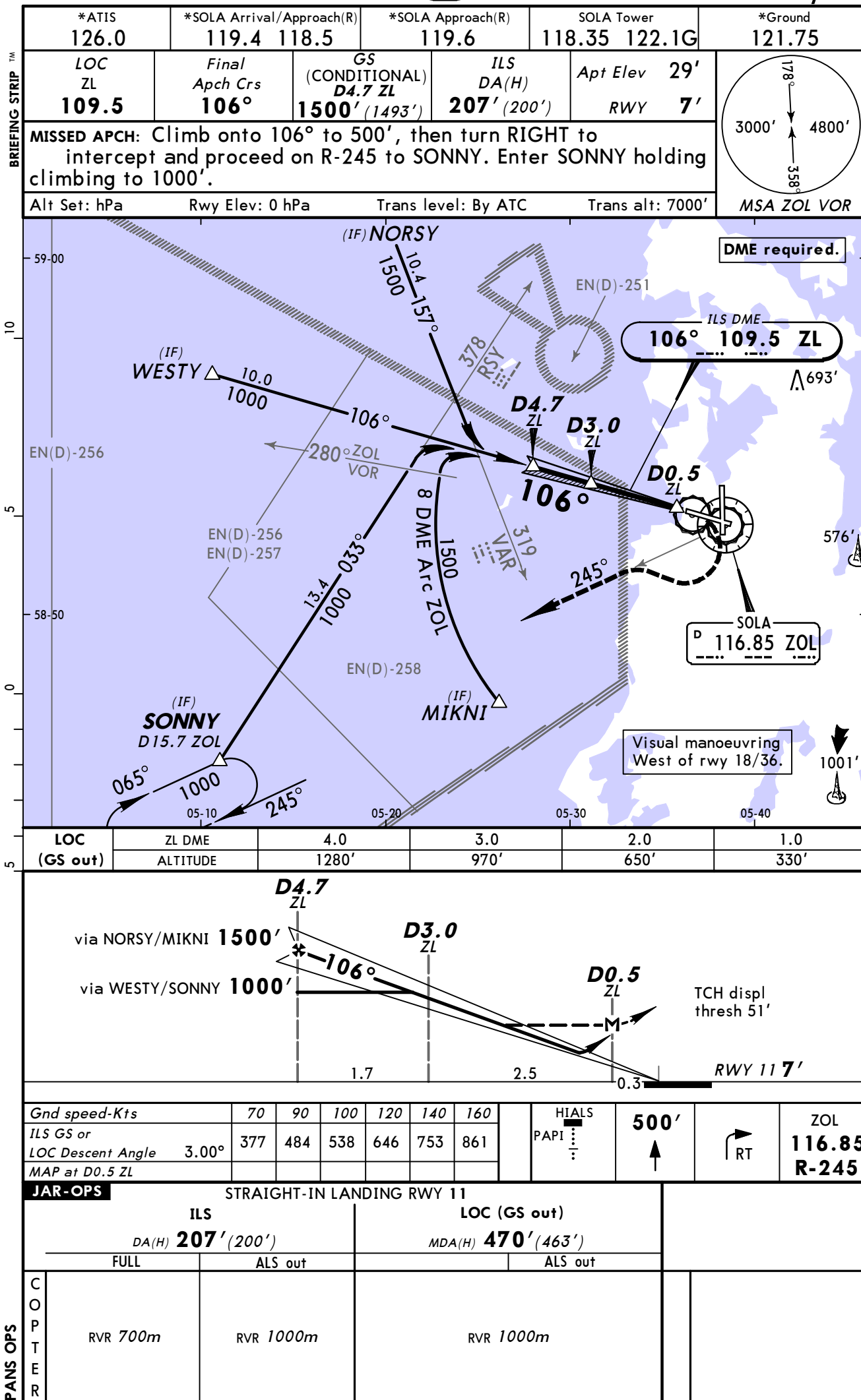
BRIEFING STRIP TM



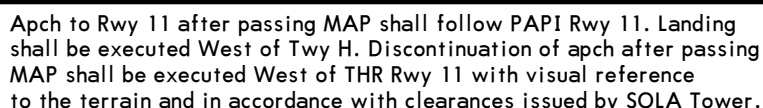
Gnd speed-Kts		70	90	100	120	140	160		HIALS 		3000' on 359° 
ILS GS or LOC Descent Angle 3.00°		377	484	538	646	753	861		PAPI 		
MAP at D1.0 SL											
Standard		STRAIGHT-IN LANDING RWY 36							CIRCLE-TO-LAND		
ILS							LOC (GS out)				
DA(H) ABC: 229' (200')							DA(H) 370' (341')				
D: 238' (209')											
FULL/Limited		ALS out					ALS out		Max Kts	MDA(H)	VIS
A	RVR 750m	RVR 1200m	RVR 1200m	RVR 1500m				100	650' (621')	1500m	
B								135	770' (741')	1600m	
C				RVR 1600m				180	1210' (1181')	2400m	
D								205	1550' (1521')	3600m	

ENZV/SVG
SOLA

JEPPESEN STAVANGER, NORWAY
18 JAN 13 11-4 COPTER ILS Y or LOC Y Rwy 11



BRIEFING STRIP TM

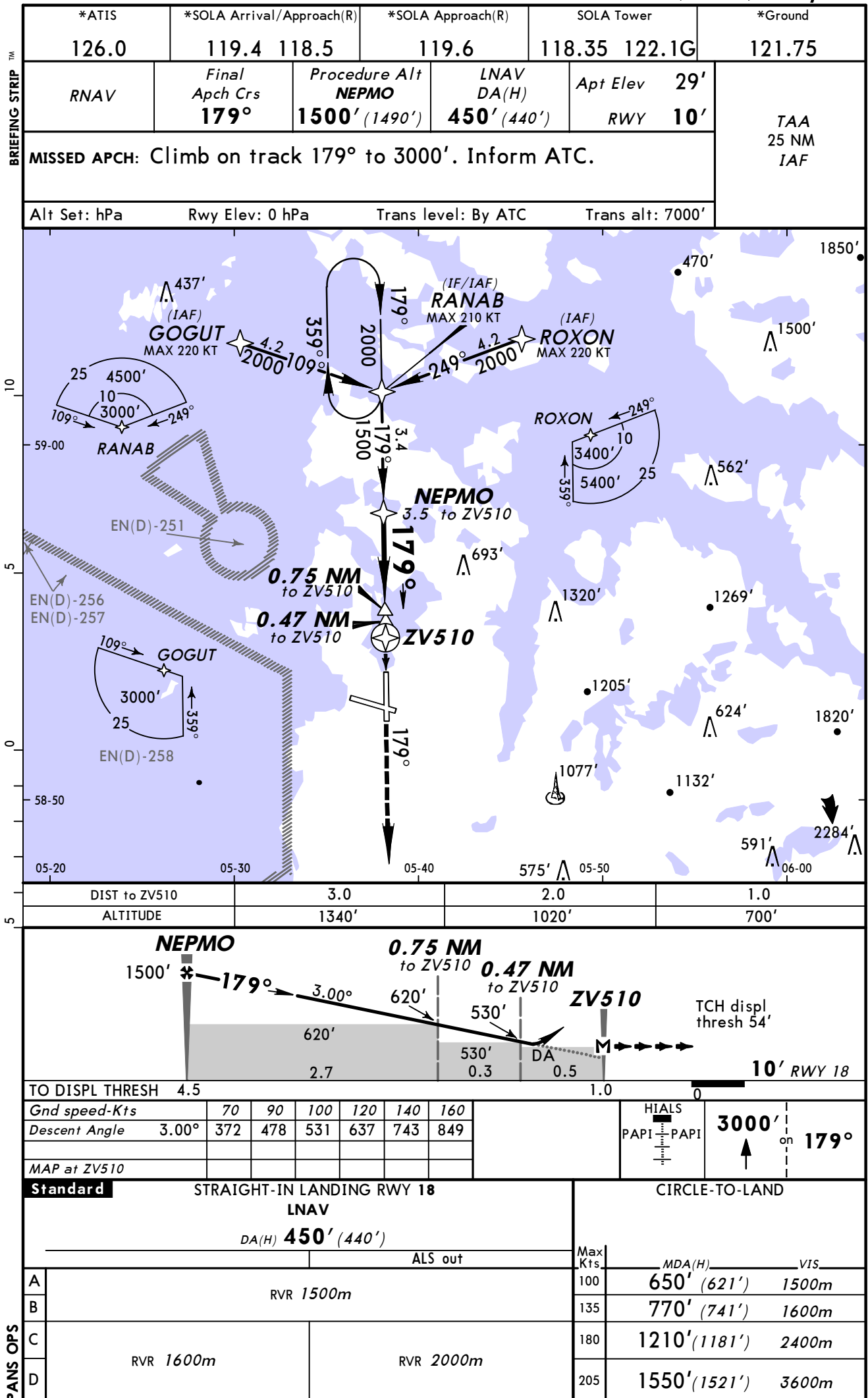


HIALS
PAPI

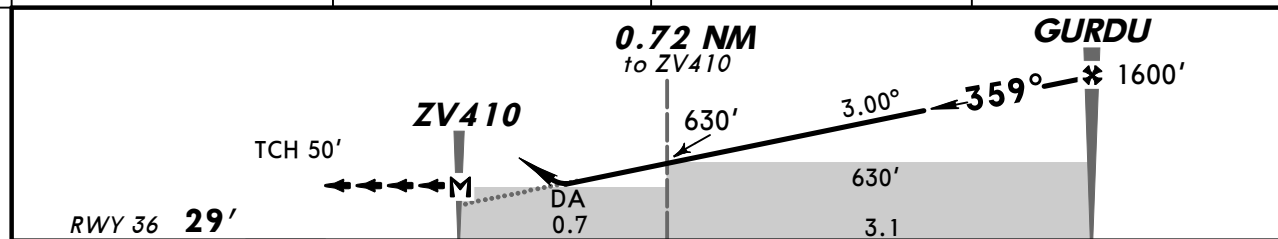
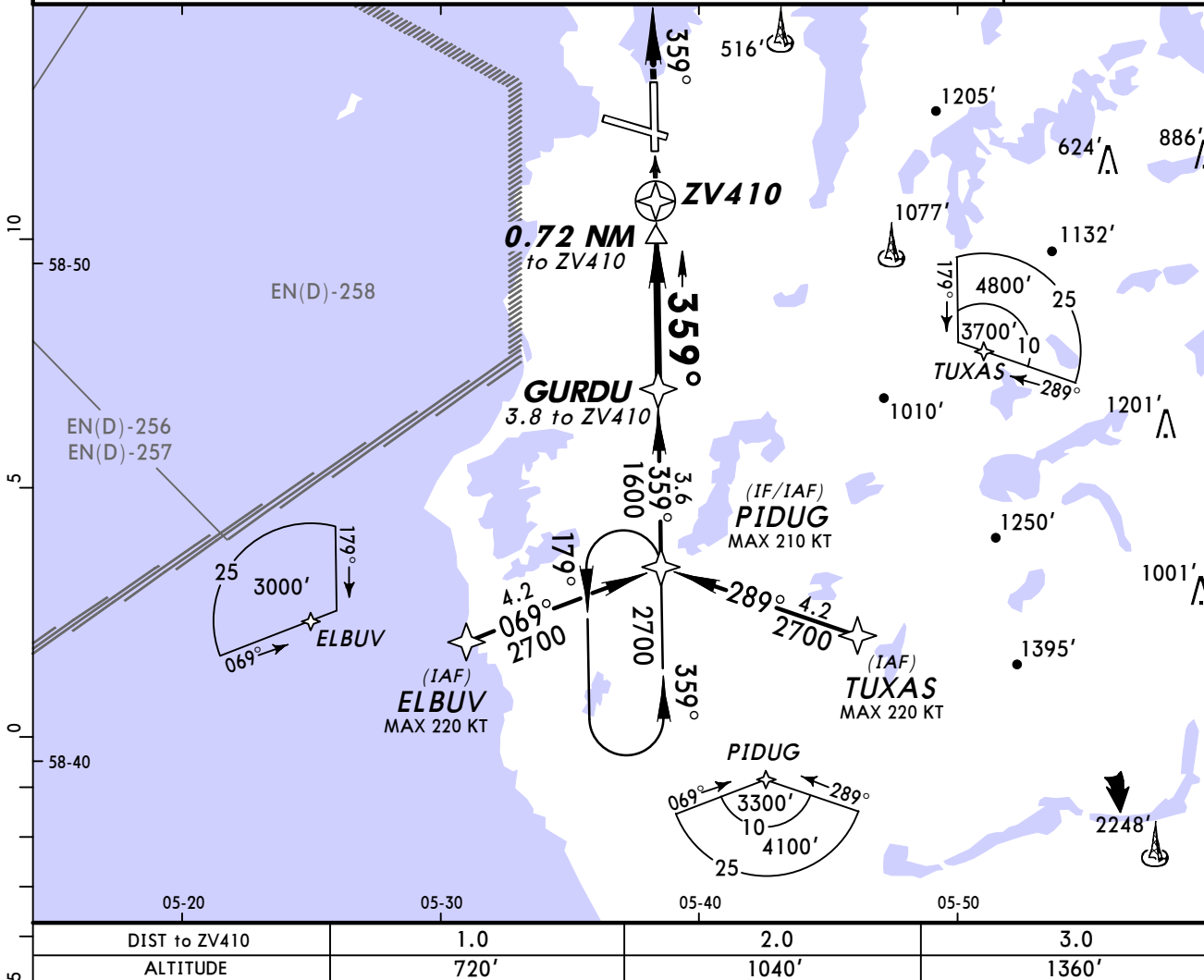
STRAIGHT-IN LANDING RWY 11

ALS out

PANS OPS



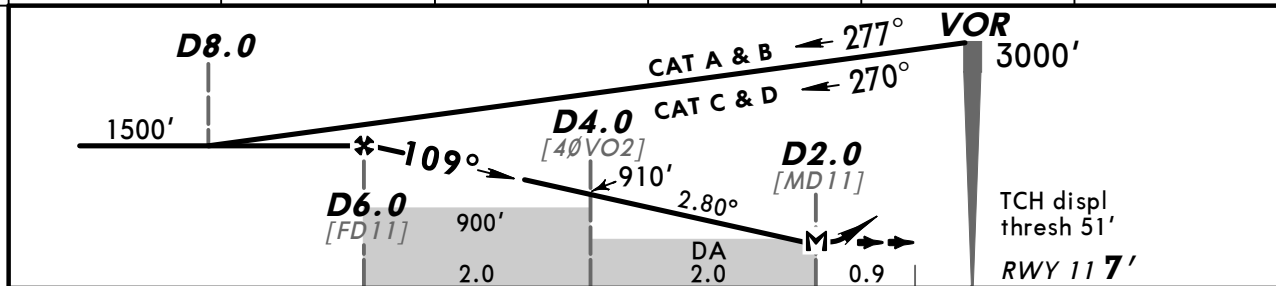
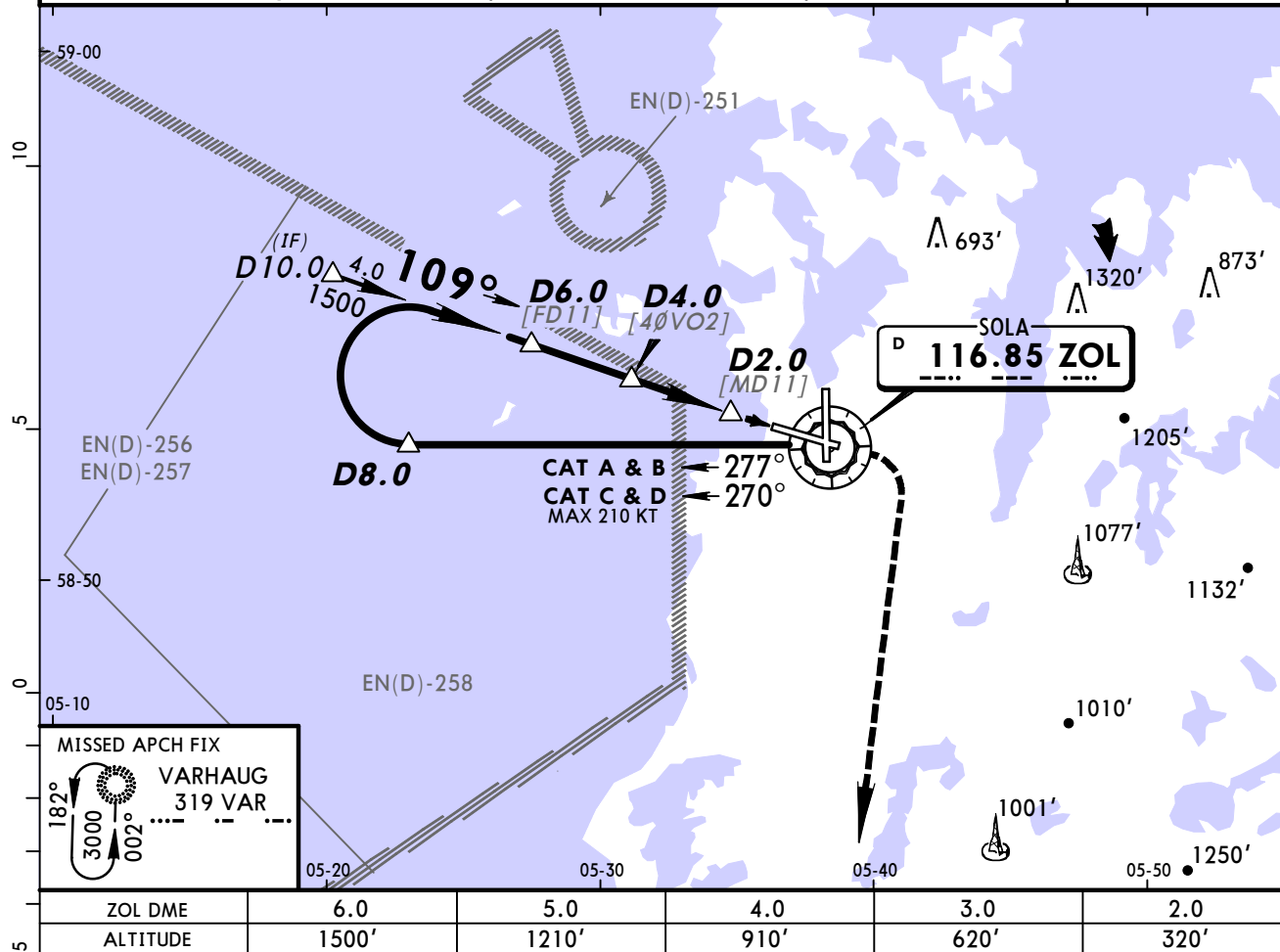
*ATIS 126.0	*SOLA Arrival/Approach(R) 119.4 118.5	*SOLA Approach(R) 119.6	SOLA Tower 118.35 122.1G	*Ground 121.75
RNAV	Final Apch Crs 359°	Procedure Alt GURDU 1600' (1571')	LNAV DA(H) 530' (501')	Apt Elev 29' RWY 29'
MISSED APCH: Climb on track 359° to 3000'. Inform ATC.				TAA 25 NM IAF
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 7000'	



Gnd speed-Kts	70	90	100	120	140	160		HIALS	
Descent Angle	3.00°	372	478	531	637	743	849	PAPI	PAPI
MAP at ZV410									

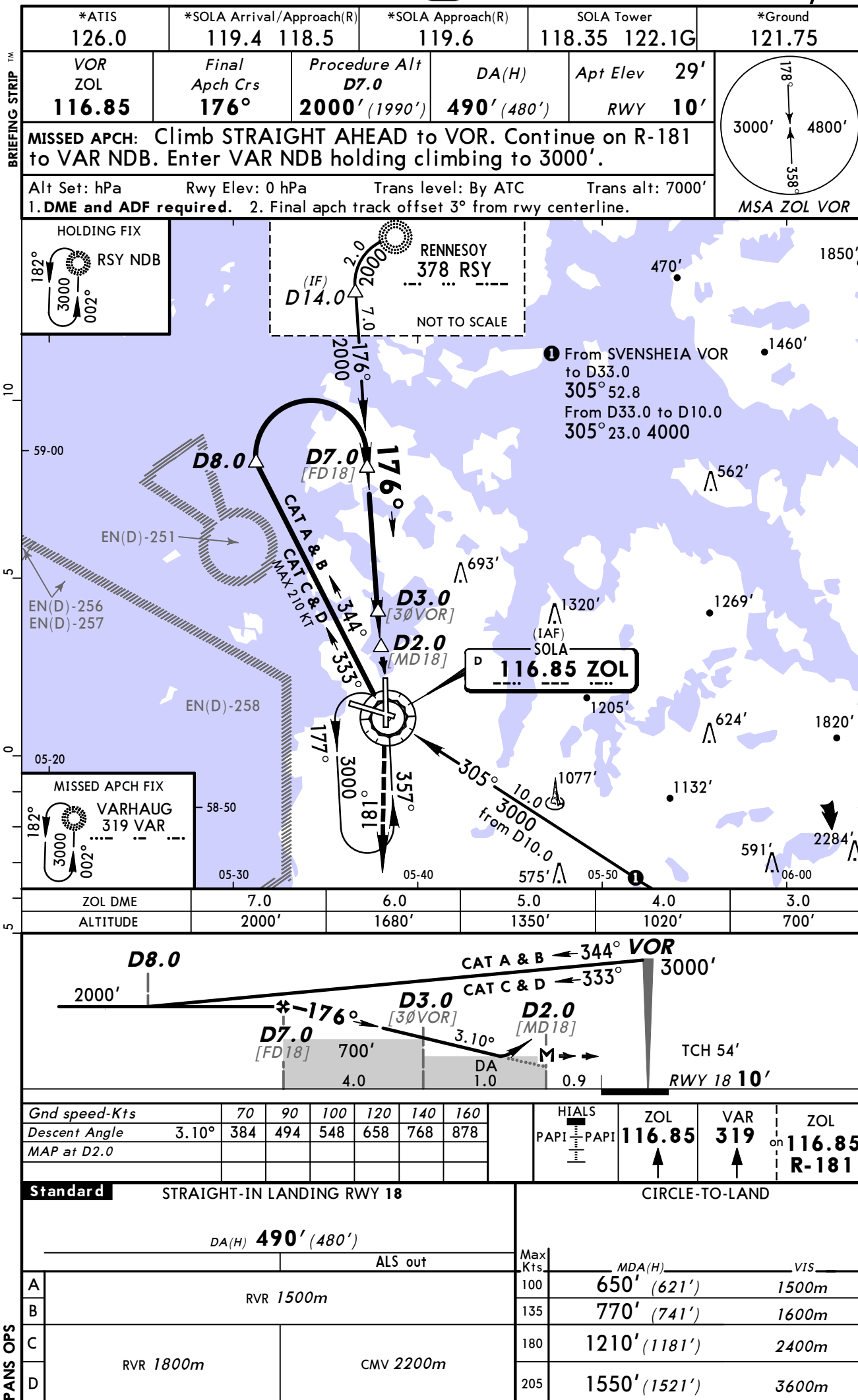
Standard				CIRCLE-TO-LAND			
STRAIGHT-IN LANDING RWY 36							
LNAV							
DA(H) 530' (501')							
ALS out							
A	RVR 1500m			Max Kts	MDA(H)	VIS	
B				100	650' (621')	1500m	
C				135	770' (741')	1600m	
D				180	1210' (1181')	2400m	
				205	1550' (1521')	3600m	

*ATIS 126.0	*SOLA Arrival/Approach(R) 119.4 118.5	*SOLA Approach(R) 119.6	SOLA Tower 118.35 122.1G	*Ground 121.75
VOR ZOL 116.85	Final Apch Crs 109°	Procedure Alt D6.0 1500' (1493')	DA(H) 470' (463')	Apt Elev 29' RWY 7'
MISSED APCH: Climb STRAIGHT AHEAD to VOR, then turn RIGHT direct to NDB. Enter NDB holding climbing to 3000'.				
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 7000' 1. DME and ADF required. 2. Final apch track offset 3° from rwy centerline.				

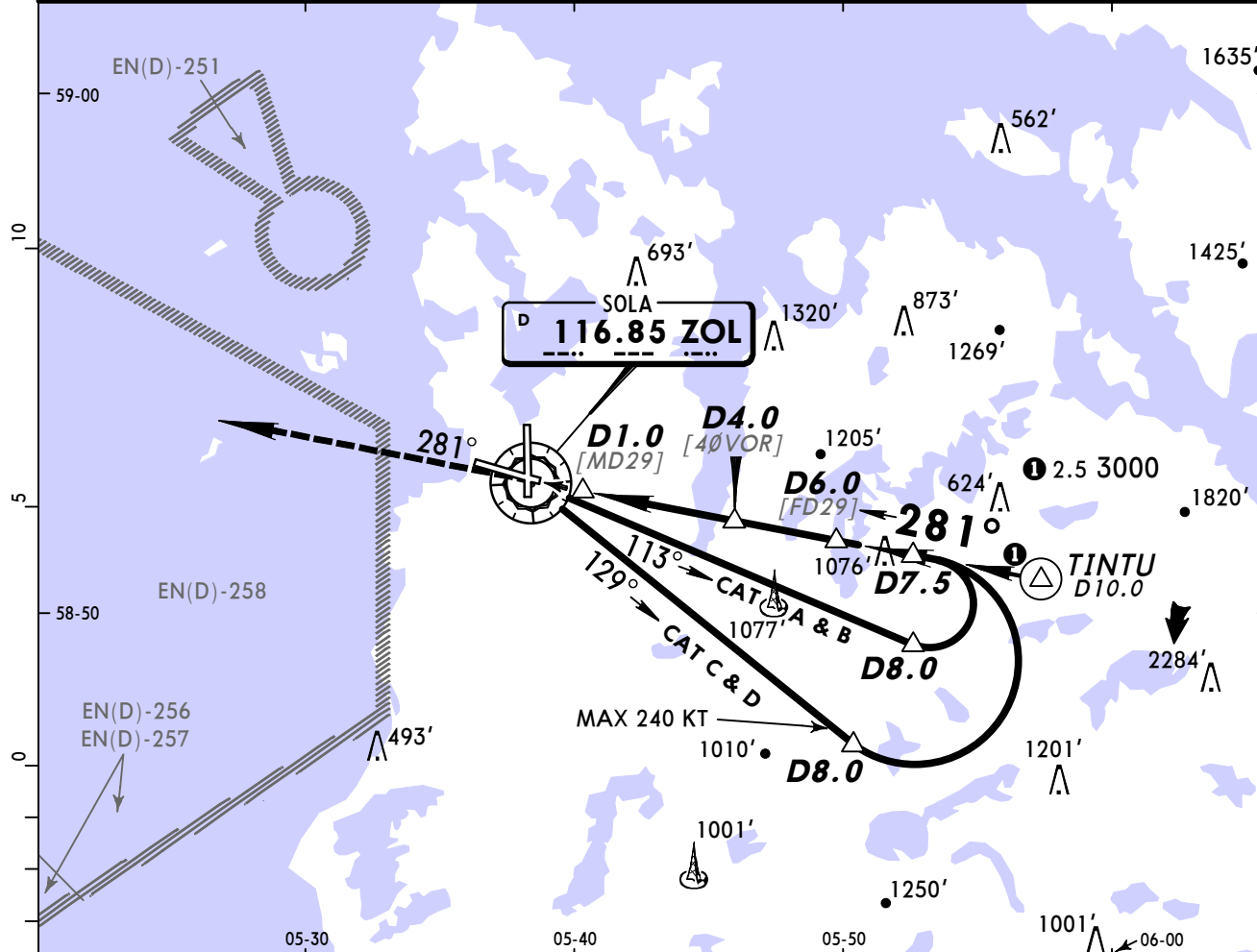
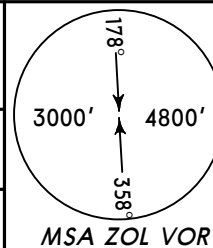


Gnd speed-Kts	70	90	100	120	140	160	HIALS			
Descent Angle	2.80°	347	446	495	594	693	792	PAPI	ZOL 116.85	3000'
MAP at D2.0									RT	VAR 319

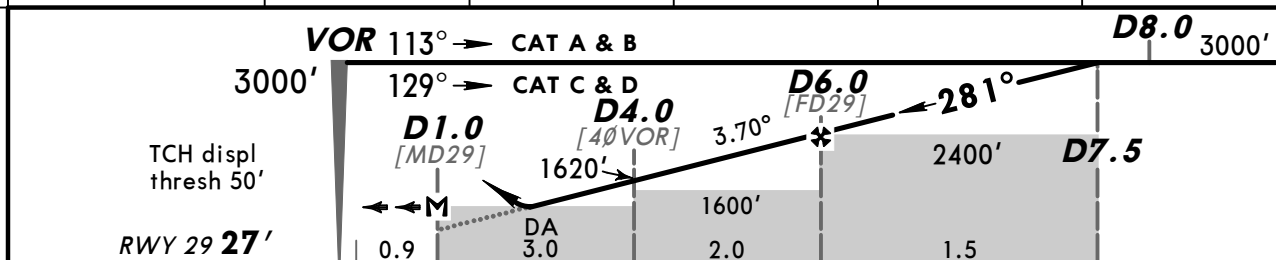
Standard				CIRCLE-TO-LAND			
STRAIGHT-IN LANDING RWY 11							
DA(H) 470' (463')							
ALS out				Max Kts.	MDA(H)	VIS	
A	RVR 1500m			100	650' (621')	1500m	
B				135	770' (741')	1600m	
C	CMV 2200m			180	1210' (1181')	2400m	
D				205	1550' (1521')	3600m	



*ATIS 126.0	*SOLA Arrival/Approach(R) 119.4 118.5	*SOLA Approach(R) 119.6	SOLA Tower 118.35 122.1G	*Ground 121.75
VOR ZOL 116.85	Final Apch Crs 281°	Procedure Alt D6.0 2400' (2372')	DA(H) 560' (532')	Apt Elev 29' RWY 28'
MISSED APCH: Climb on 281° to 2000'. Inform ATC.				
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 7000'				
1. DME REQUIRED. 2. Final apch track offset 5° from rwy centerline.				



ZOL DME	2.0	3.0	4.0	5.0	6.0
ALTITUDE	840'	1230'	1620'	2010'	2400'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.73°	462	594	660	792	924
MAP at D1.0						

Standard STRAIGHT-IN LANDING RWY 29				CIRCLE-TO-LAND			
DA(H) 560' (532')				2000' on 281°			
ALS out							
A	RVR 1500m			Max Kts	MDA(H)	VIS	
B				100	650' (621')	1500m	
C				135	770' (741')	1600m	
D				180	1210' (1181')	2400m	
				205	1550' (1521')	3600m	

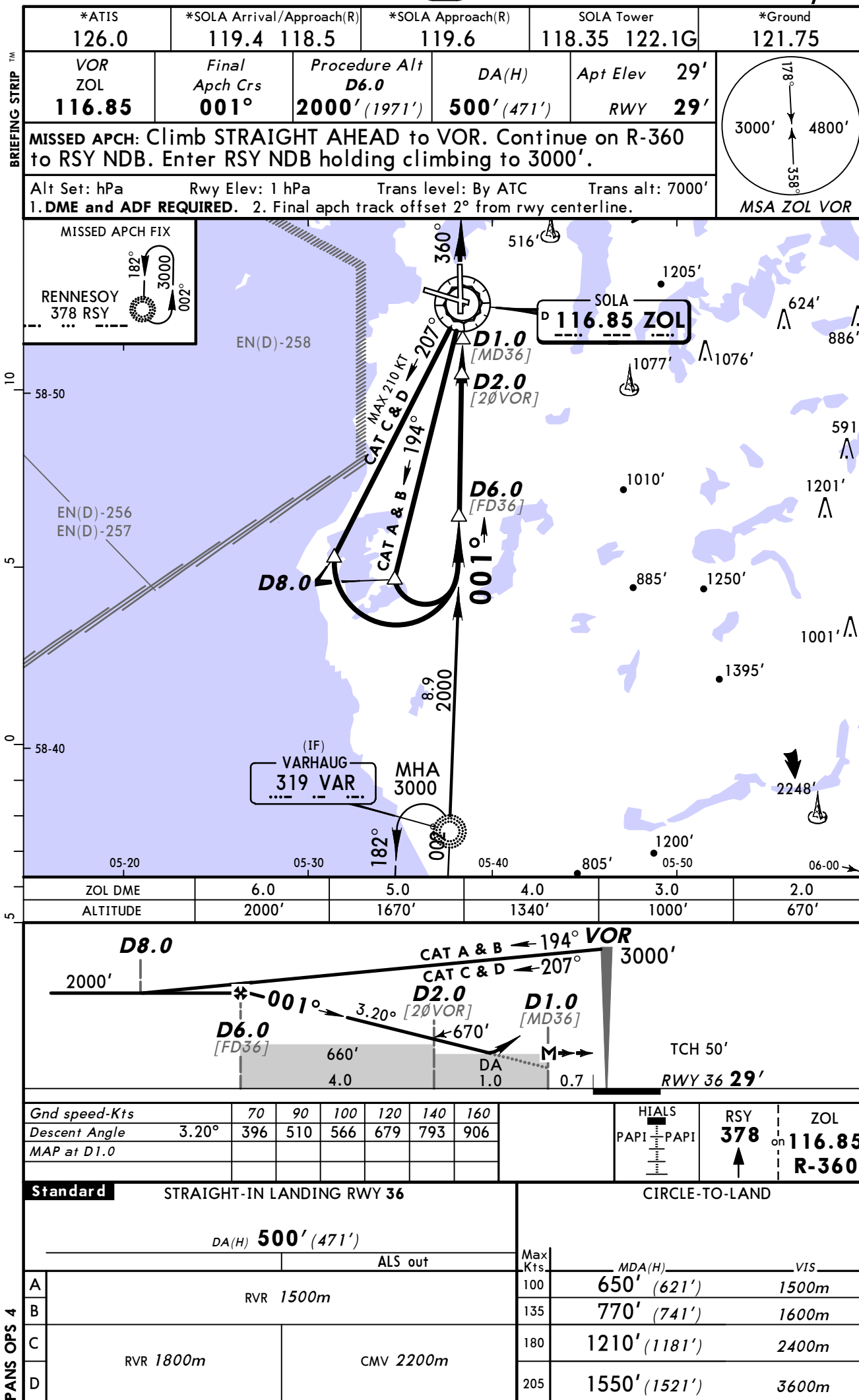


Chart changes since cycle 07-2013

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
STAVANGER, (SOLA - ENZV)				
ADD	CONSTRUCTION WORKS (TEMP)	10-8A	22 Mar 2013	

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport ENZV

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

Construction works in progress. For details refer to temp chart 10-8A and latest NOTAMs.