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Terminal Charts For ENBR
Revision Letter For Cycle 15-2013
Change Notices
Notebook

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## General Information

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

Airport Use: Public
Magnetic Variation: 0.1°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: 0252 Z
Sunset: 2039 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 123.4
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

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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 (stands 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.

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# 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 GS shall not be executed.

## 2.2. OTHER INFORMATION

### 2.2.1. COMMUNICATION FAILURE DURING MISSED APCH

ILS W or LOC W RWY 17, RNAV (GNSS) RWY 17 or VOR Z RWY 17:
At D15.0 FLS turn RIGHT direct to FLS VOR and make VOR Z RWY 17 apch.

ILS Y or LOC Y RWY 17, RNAV (GNSS) 141° or VOR Y RWY 17:
Continue climb to 3000'. At D15.0 FLS turn RIGHT to intercept and proceed on R-171 FLS to FLS VOR and make VOR Z RWY 17 apch.

ILS W or LOC W RWY 35, RNAV (GNSS) RWY 35 or VOR RWY 35:
At D15.0 FLS turn LEFT direct to FLS VOR and make VOR RWY 35 apch.

ILS Y or LOC Y RWY 35 or VOR-A:
Continue climb to 3000'. At D15.0 FLS turn LEFT to intercept and proceed on R-351 FLS to FLS VOR and make VOR RWY 35 apch.

# 3. DEPARTURE

## 3.1. DE-ICING

De-icing facilities: NORPORT De-icing on 131.75 and SGH De-icing on 121.85.

ACFT requiring de-icing shall inform ATC before start-up.
De-icing at platforms PAD 1 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.
ACFT larger than Code D may be de-iced at stand 1.
Anti-icing is allowed on stands 10 thru 48.

## 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.
Every engine test between 2200-0700LT need prior permission from Avinor, Operations center, phone: (+47) 67 03 11 12.

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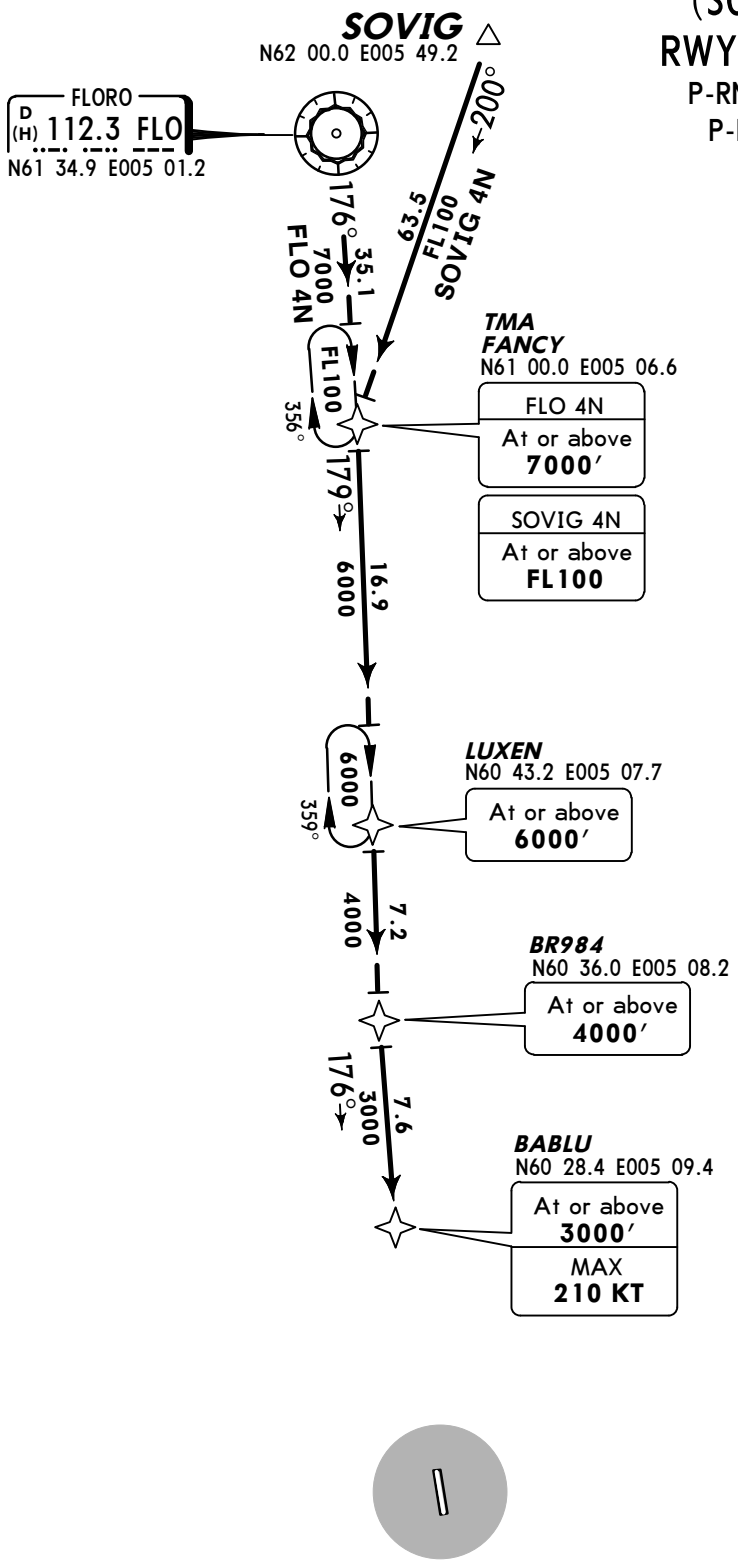
| ATIS | Apt Elev | |
|---|---|---|
| 125.25 | 166′ | Alt Set: hPa<br>Trans level: By ATC Trans alt: 7000′<br>1. STARs based on B-RNAV from STAR start point to TMA boundary. P-RNAV inside TMA boundary.<br>2. RADAR service shall be available.<br>3. Request vectoring in case of loss of RNAV capability.<br>4. Descent as cleared by ATC. |

# FLORO FOUR NOVEMBER (FLO 4N)
# SOVIG FOUR NOVEMBER (SOVIG 4N) *[SOVI4N]*
## RWY 17 P-RNAV ARRIVALS

P-RNAV (GNSS EXCEPT CLASS A)
P-RNAV APPROVAL REQUIRED
RNAV 1
FROM NORTH

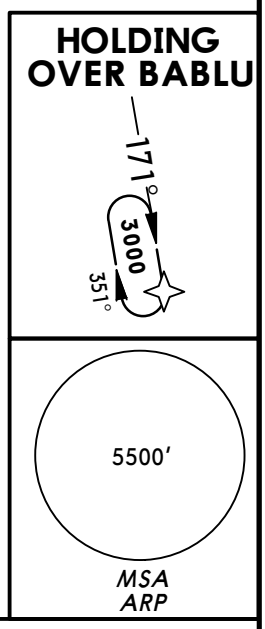



**Clearance limit is BABLU holding.**

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

When entered at minimum altitude/FL, all holdings shall be entered on in-bound STAR track only.

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




N
NOT TO SCALE

| STAR | ROUTING |
|---|---|
| **FLO 4N** | FLO - FANCY (7000′+) - LUXEN (6000′+) - BR984 (4000′+) - BABLU (3000′+; K210-). |
| **SOVIG 4N** | SOVIG - FANCY (FL100+) - LUXEN (6000′+) - BR984 (4000′+) - BABLU (3000′+; K210-). |

*CHANGES:* RNAV STARs renumbered & revised, MSA.

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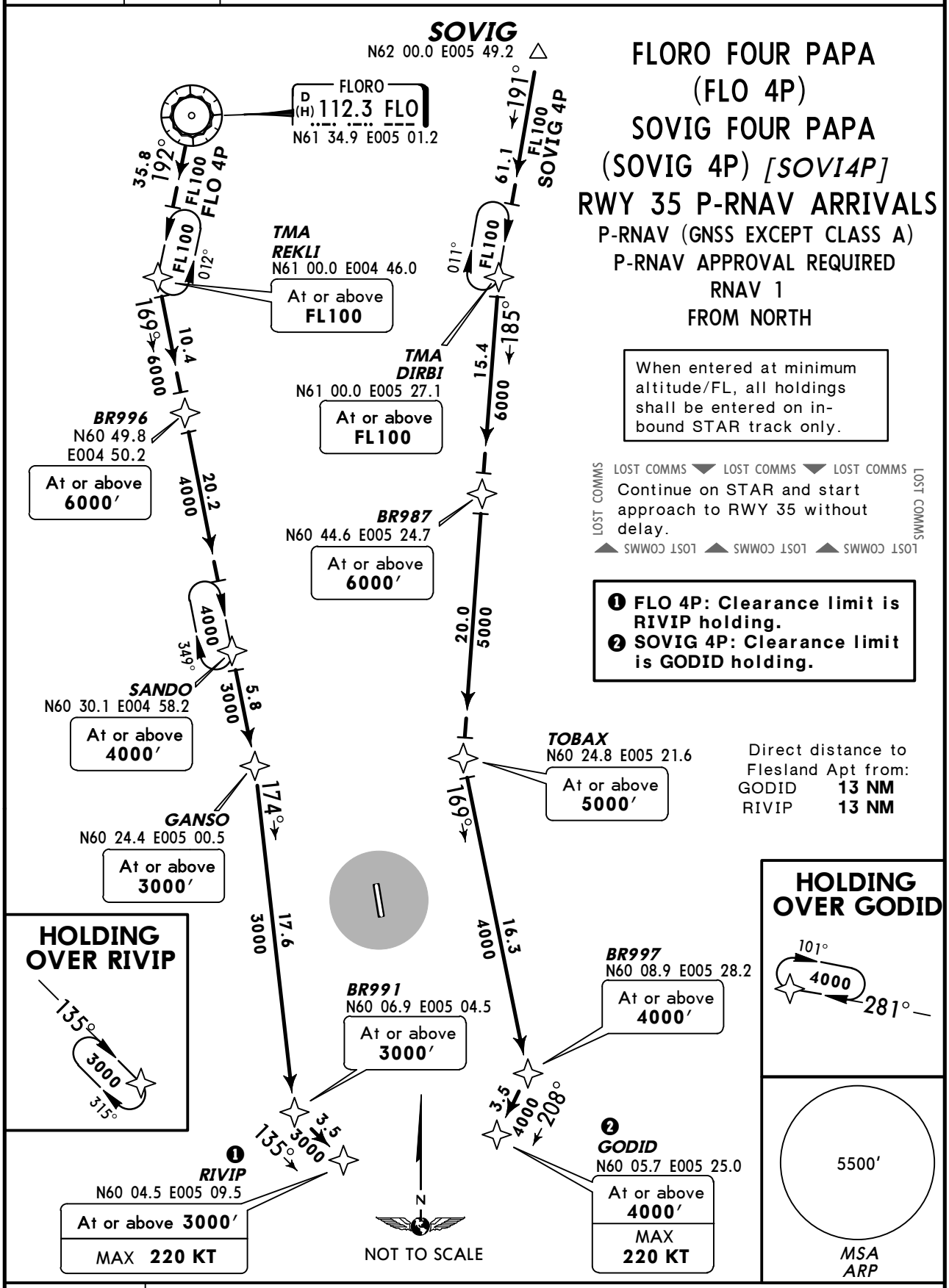
| ATIS | Apt Elev | |
|---|---|---|
| 125.25 | 166′ | Alt Set: hPa<br>Trans level: By ATC  Trans alt: 7000′<br>1. STARs based on B-RNAV from STAR start point to TMA boundary. P-RNAV inside TMA boundary.<br>2. RADAR service shall be available.<br>3. Request vectoring in case of loss of RNAV capability.<br>4. Descent as cleared by ATC. |




| STAR | ROUTING |
|---|---|
| FLO 4P | FLO - REKLI (FL100+) - BR996 (6000′+) - SANDO (4000′+) - GANSO (3000′+) - BR991 (3000′+) - RIVIP (3000′+; K220-). |
| SOVIG 4P | SOVIG - DIRBI (FL100+) - BR987 (6000′+) - TOBAX (5000′+) - BR997 (4000′+) - GODID (4000′+; K220-). |

*CHANGES:* RNAV STARs renumbered & revised, MSA.

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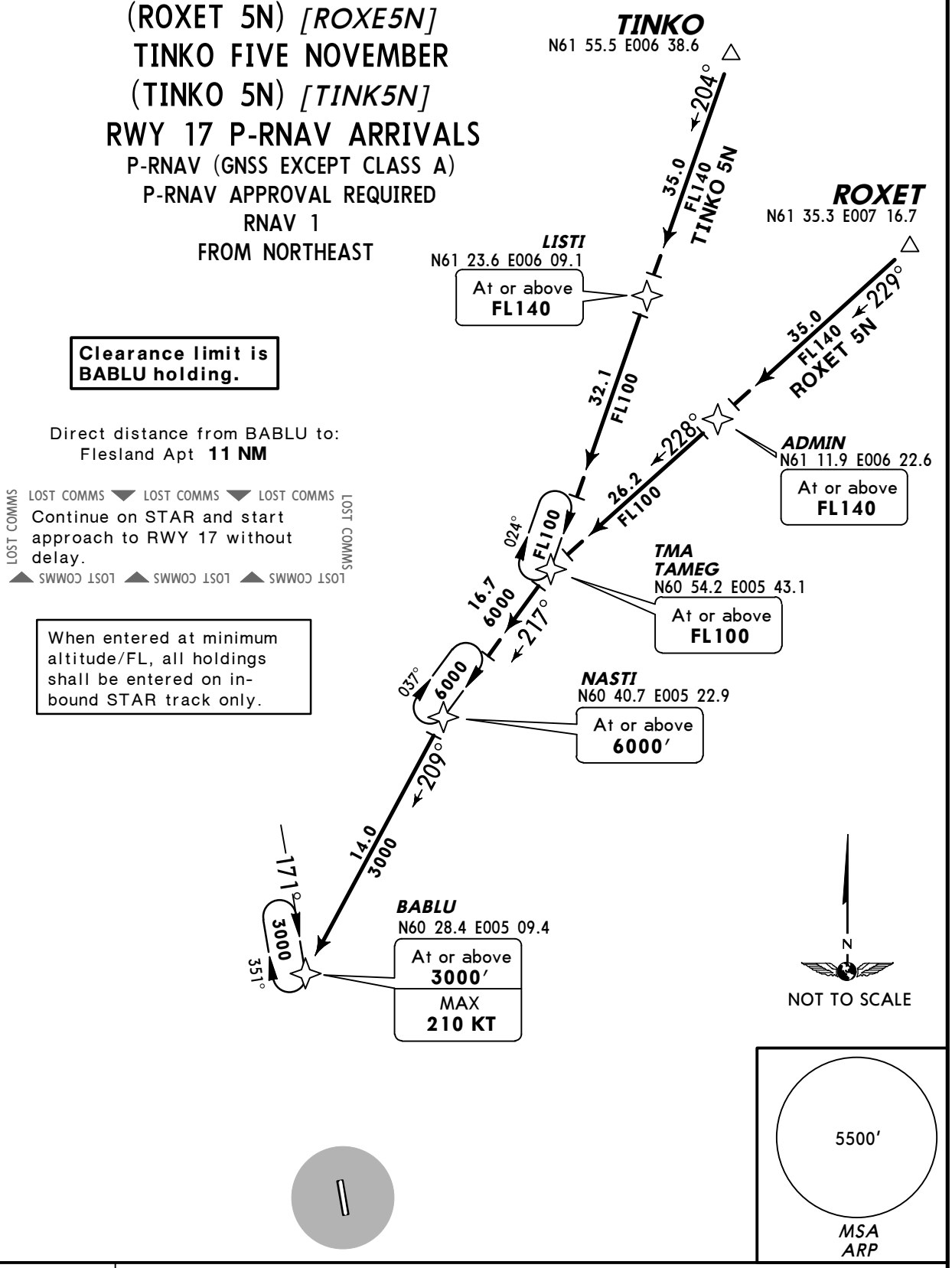
| ATIS | Apt Elev | |
|---|---|---|
| 125.25 | 166′ | Alt Set: hPa<br>Trans level: By ATC Trans alt: 7000′<br>1.STARs based on B-RNAV from STAR start point to TMA boundary. P-RNAV inside TMA boundary.<br>2.RADAR service shall be available.<br>3.Request vectoring in case of loss of RNAV capability.<br>4.Descent as cleared by ATC. |

# ROXET FIVE NOVEMBER (ROXET 5N) *[ROXE5N]*
# TINKO FIVE NOVEMBER (TINKO 5N) *[TINK5N]*
## RWY 17 P-RNAV ARRIVALS

P-RNAV (GNSS EXCEPT CLASS A)
P-RNAV APPROVAL REQUIRED
RNAV 1
FROM NORTHEAST




**Clearance limit is BABLU holding.**

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

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

When entered at minimum altitude/FL, all holdings shall be entered on in-bound STAR track only.

| STAR | ROUTING |
|---|---|
| **ROXET 5N** | ROXET - ADMIN (FL140+) - TAMEG (FL100+) - NASTI (6000′+) - BABLU (3000′+; K210-). |
| **TINKO 5N** | TINKO - LISTI (FL140+) - TAMEG (FL100+) - NASTI (6000′+) -BABLU (3000′+; K210-). |

*CHANGES:* RNAV STARs renumbered & revised, MSA.

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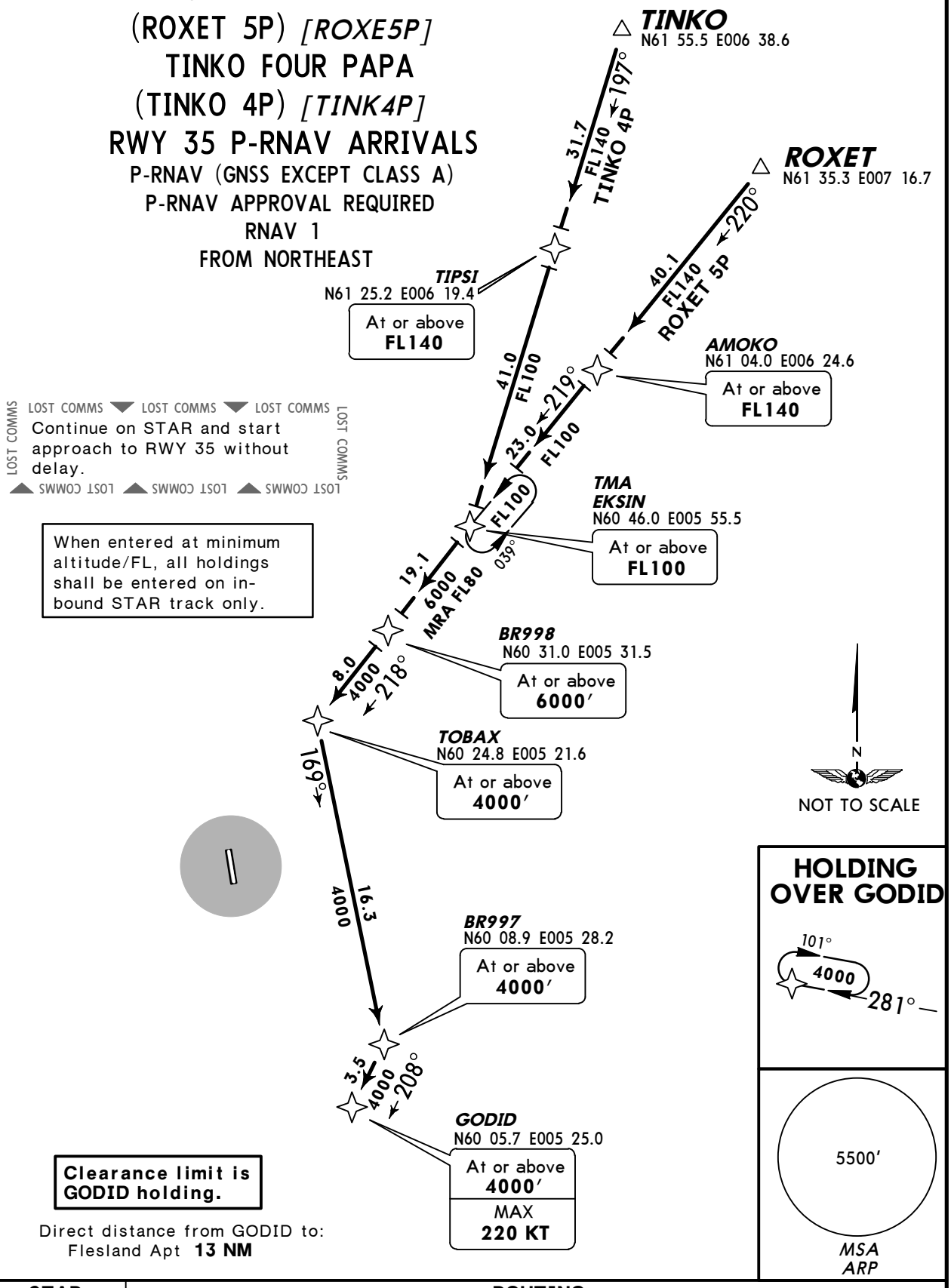
| ATIS | Apt Elev | |
|---|---|---|
| 125.25 | 166′ | Alt Set: hPa<br>Trans level: By ATC Trans alt: 7000′<br>1. STARs based on B-RNAV from STAR start point to TMA boundary. P-RNAV inside TMA boundary.<br>2. RADAR service shall be available.<br>3. Request vectoring in case of loss of RNAV capability.<br>4. Descent as cleared by ATC. |

# ROXET FIVE PAPA (ROXET 5P) *[ROXE5P]*
# TINKO FOUR PAPA (TINKO 4P) *[TINK4P]*
## RWY 35 P-RNAV ARRIVALS

P-RNAV (GNSS EXCEPT CLASS A)
P-RNAV APPROVAL REQUIRED
RNAV 1
FROM NORTHEAST




**Clearance limit is GODID holding.**

Direct distance from GODID to:
Flesland Apt **13 NM**

| STAR | ROUTING |
|---|---|
| **ROXET 5P** | ROXET - AMOKO (FL140+) - EKSIN (FL100+) - BR998 (6000′+) - TOBAX (4000′+) - BR997 (4000′+) - GODID (4000′+; K220-). |
| **TINKO 4P** | TINKO - TIPSI (FL140+) - EKSIN (FL100+) - BR998 (6000′+) - TOBAX (4000′+) - BR997 (4000′+) - GODID (4000′+; K220-). |

*CHANGES:* RNAV STARs renumbered & revised, MSA.

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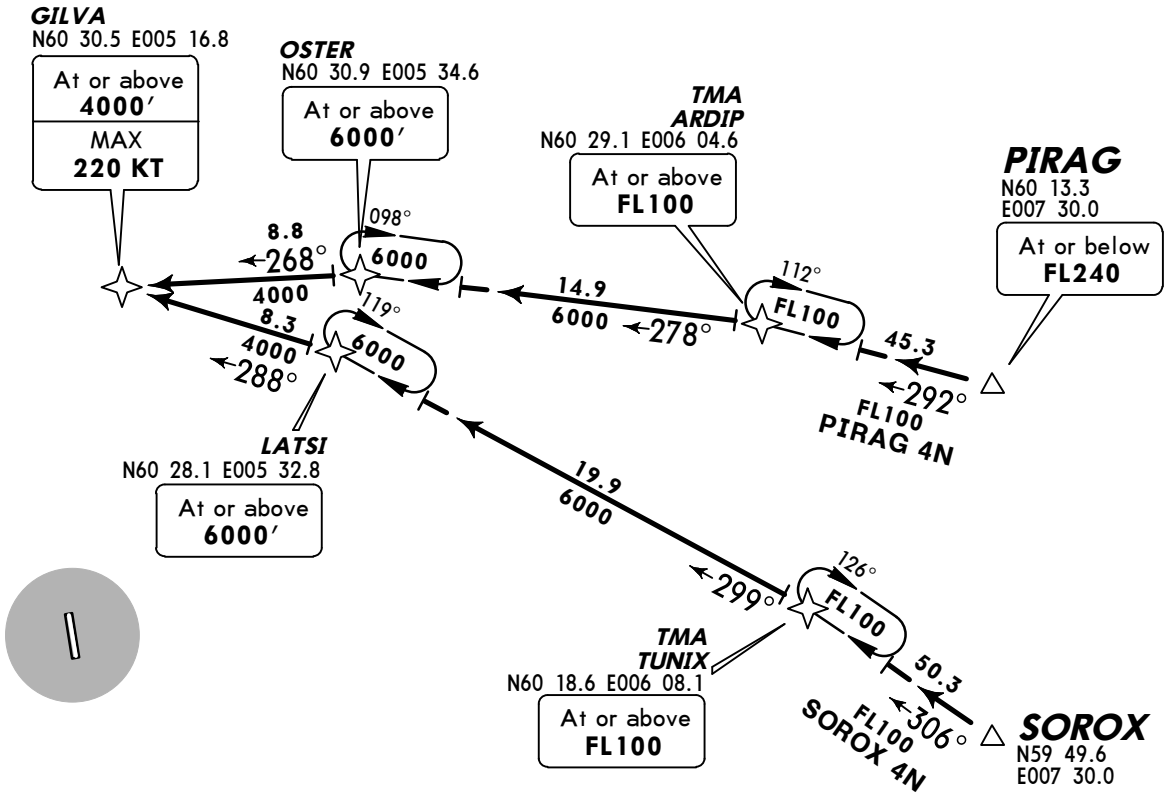
| ATIS | Apt Elev | |
|---|---|---|
| 125.25 | 166′ | Alt Set: hPa<br>Trans level: By ATC Trans alt: 7000′<br>1. STARs based on B-RNAV from STAR start point to TMA boundary. P-RNAV inside TMA boundary.<br>2. RADAR service shall be available.<br>3. Request vectoring in case of loss of RNAV capability.<br>4. Descent as cleared by ATC. |

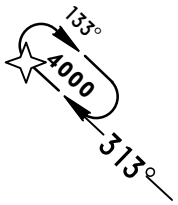
# PIRAG FOUR NOVEMBER (PIRAG 4N) *[PIRA4N]*
# SOROX FOUR NOVEMBER (SOROX 4N) *[SORO4N]*
## RWY 17 P-RNAV ARRIVALS
P-RNAV APPROVAL REQUIRED
RNAV 1 (GNSS EXCEPT CLASS A)
FROM EAST

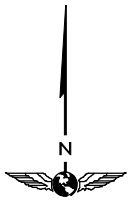
5500′
*MSA ARP*

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




**HOLDING OVER GILVA**




NOT TO SCALE

**Clearance limit is GILVA holding.**

Direct distance from GILVA to: Flesland Apt 13 NM

When entered at minimum altitude/FL, all holdings shall be entered on in-bound STAR track only.

| STAR | ROUTING |
|---|---|
| PIRAG 4N | PIRAG (FL240-) - ARDIP (FL100+) - OSTER (6000′+) - GILVA (4000′+; K220-). |
| SOROX 4N | SOROX - TUNIX (FL100+) - LATSI (6000′+) - GILVA (4000′+; K220-). |

*CHANGES:* RNAV STAR PIRAG 3N renumbered 4N.

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| ATIS | Apt Elev | |
|---|---|---|
| 125.25 | 166′ | Alt Set: hPa<br>Trans level: By ATC Trans alt: 7000′<br>1. STARs based on B-RNAV from STAR start point to TMA boundary. P-RNAV inside TMA boundary.<br>2. RADAR service shall be available.<br>3. Request vectoring in case of loss of RNAV capability.<br>4. Descent as cleared by ATC. |

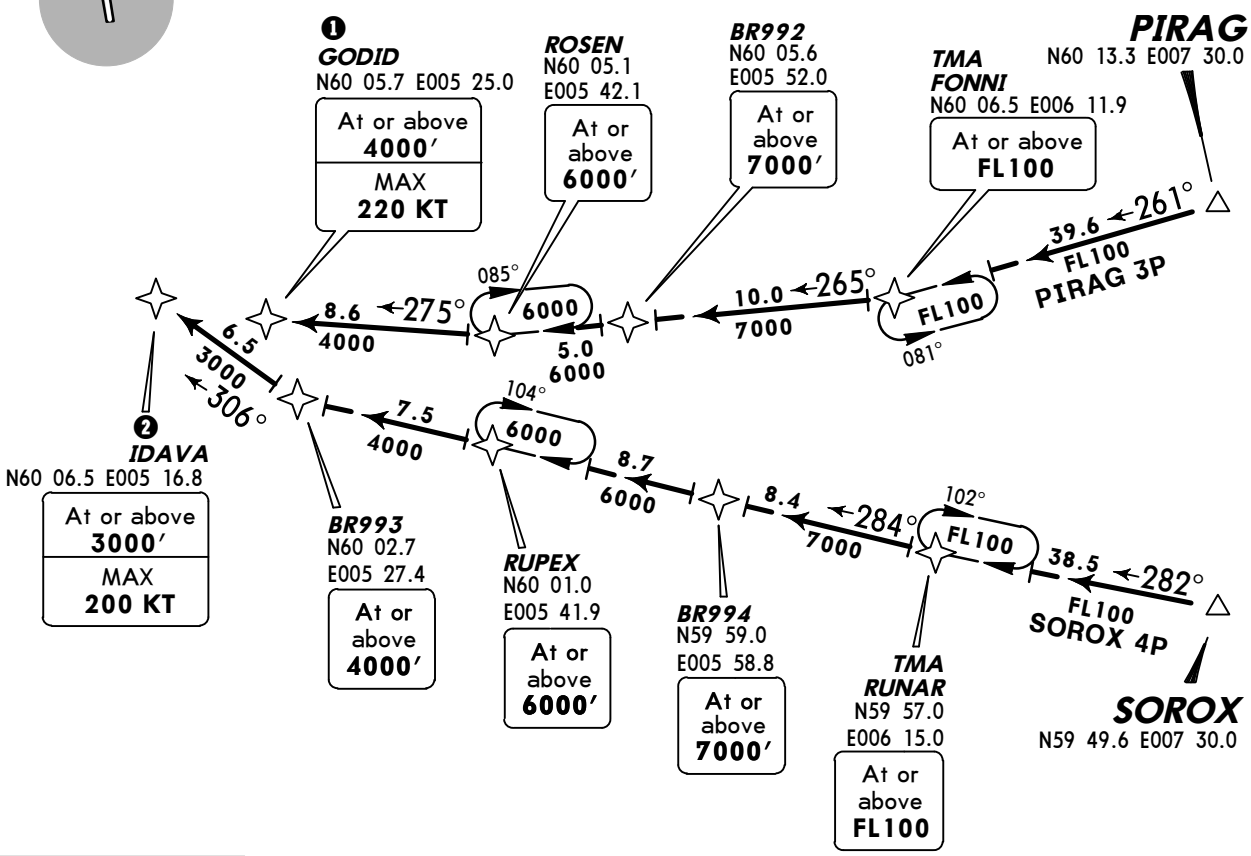
# PIRAG THREE PAPA (PIRAG 3P) *[PIRA3P]*
# SOROX FOUR PAPA (SOROX 4P) *[SORO4P]*
## RWY 35 P-RNAV ARRIVALS
### P-RNAV APPROVAL REQUIRED
### RNAV 1 (GNSS EXCEPT CLASS A)
### FROM EAST

5500′
*MSA ARP*

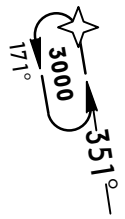
N
NOT TO SCALE

When entered at minimum altitude/FL, all holdings shall be entered on in-bound STAR track only.

❶ **PIRAG 3P: Clearance limit is GODID holding.**
❷ **SOROX 4P: Clearance limit is IDAVA holding.**



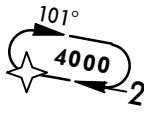

## HOLDING OVER IDAVA




Direct distance to Flesland Apt from:
GODID 13 NM
IDAVA 13 NM

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

## HOLDING OVER GODID




| STAR | ROUTING |
|---|---|
| **PIRAG 3P** | PIRAG - FONNI (FL100+) - BR992 (7000′+) - ROSEN (6000′+) - GODID (4000′+; K220-). |
| **SOROX 4P** | SOROX - RUNAR (FL100+) - BR994 (7000′+) - RUPEX (6000′+) - BR993 (4000′+) - IDAVA (3000′+; K200-). |

*CHANGES:* None.

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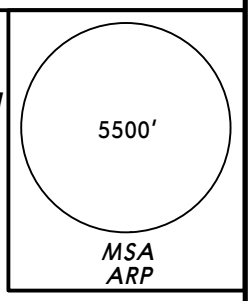
| ATIS | Apt Elev | |
|---|---|---|
| 125.25 | 166′ | Alt Set: hPa<br>Trans level: By ATC Trans alt: 7000′<br>1. STARs based on B-RNAV from STAR start point to TMA boundary. P-RNAV inside TMA boundary.<br>2. RADAR service shall be available.<br>3. Request vectoring in case of loss of RNAV capability.<br>4. Descent as cleared by ATC. |

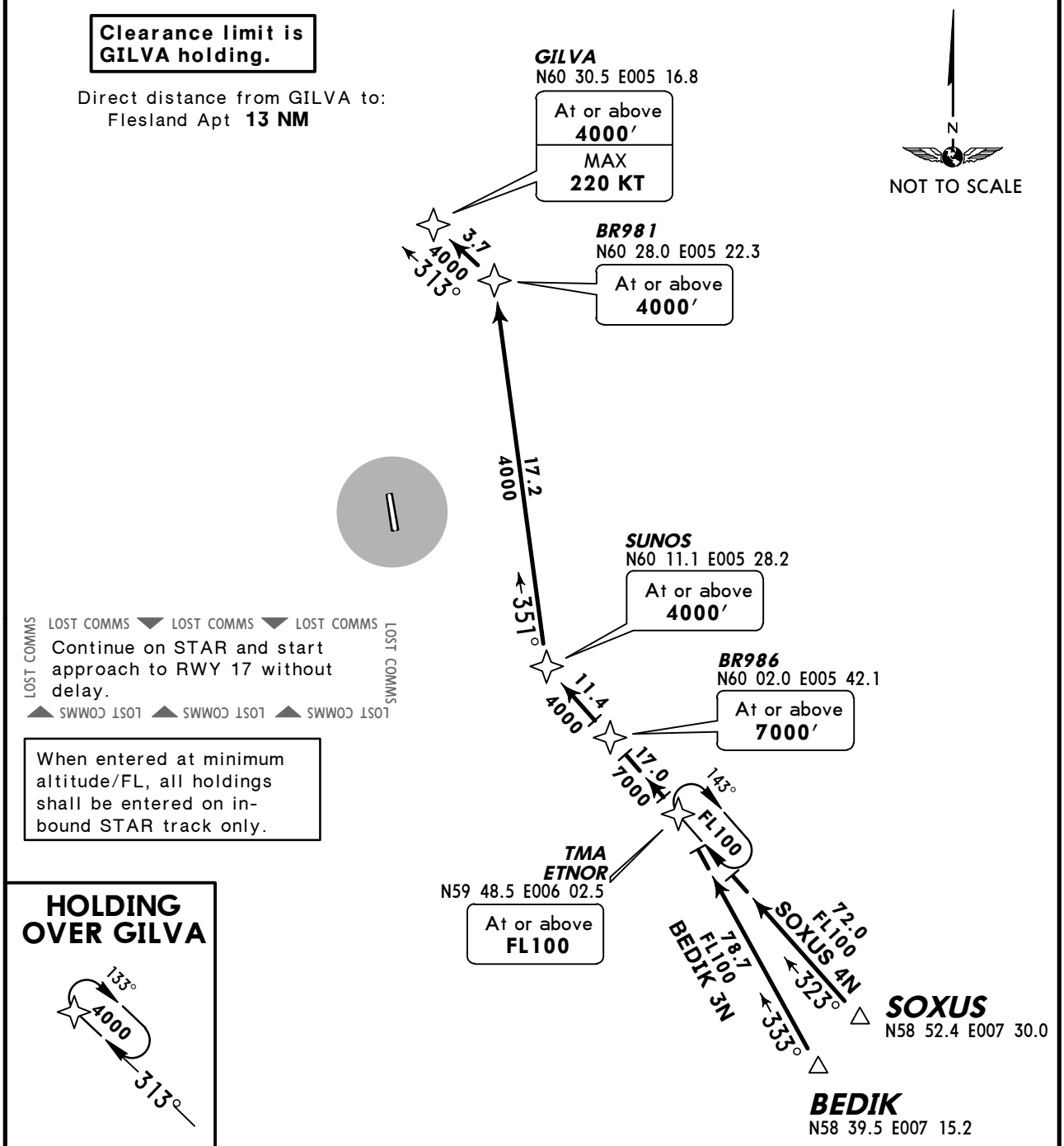
# BEDIK THREE NOVEMBER (BEDIK 3N) *[BEDI3N]*
# SOXUS FOUR NOVEMBER (SOXUS 4N) *[SOXU4N]*
## RWY 17 P-RNAV ARRIVALS

P-RNAV (GNSS EXCEPT CLASS A)
P-RNAV APPROVAL REQUIRED
RNAV 1
FROM SOUTHEAST




**Clearance limit is GILVA holding.**

Direct distance from GILVA to:
Flesland Apt **13 NM**




When entered at minimum altitude/FL, all holdings shall be entered on in-bound STAR track only.

| STAR | ROUTING |
|---|---|
| **BEDIK 3N** | BEDIK - ETNOR (FL100+) - BR986 (7000′+) - SUNOS (4000′+) - BR981 (4000′+) - GILVA (4000′+; K220-). |
| **SOXUS 4N** | SOXUS - ETNOR (FL100+) - BR986 (7000′+) - SUNOS (4000′+) - BR981 (4000′+) - GILVA (4000′+; K220-). |

*CHANGES:* RNAV STARs renumbered & revised, MSA.

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| ATIS | Apt Elev | |
|---|---|---|
| 125.25 | 166′ | Alt Set: hPa<br>Trans level: By ATC Trans alt: 7000′<br>1. STARs based on B-RNAV from STAR start point to TMA boundary. P-RNAV inside TMA boundary.<br>2. RADAR service shall be available.<br>3. Request vectoring in case of loss of RNAV capability.<br>4. Descent as cleared by ATC. |

# BEDIK THREE PAPA (BEDIK 3P) *[BEDI3P]*
# SOXUS FOUR PAPA (SOXUS 4P) *[SOXU4P]*
## RWY 35 P-RNAV ARRIVALS

P-RNAV (GNSS EXCEPT CLASS A)
P-RNAV APPROVAL REQUIRED
RNAV 1
FROM SOUTHEAST

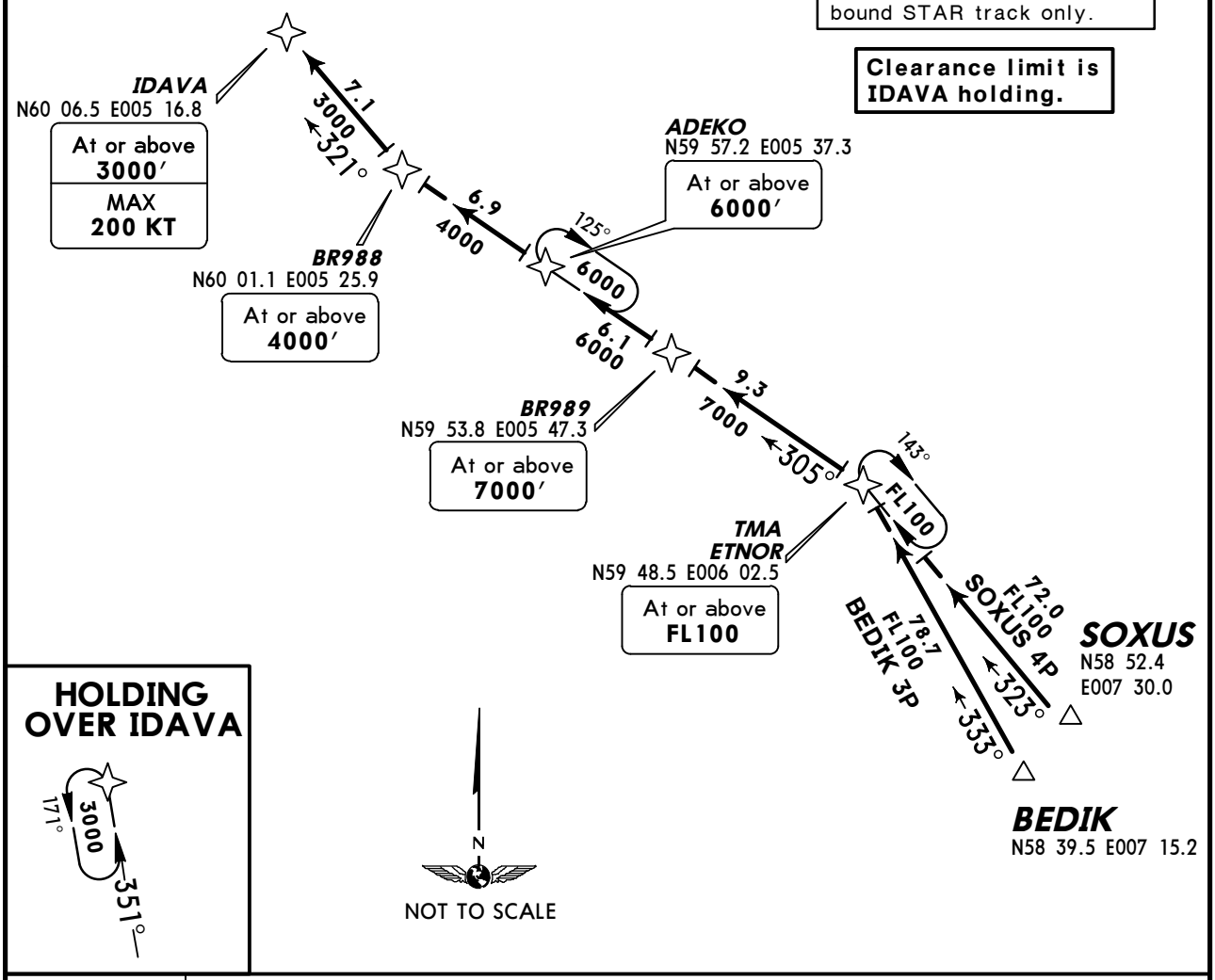
5500′
*MSA ARP*

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

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

When entered at minimum altitude/FL, all holdings shall be entered on in-bound STAR track only.

**Clearance limit is IDAVA holding.**




| STAR | ROUTING |
|---|---|
| **BEDIK 3P** | BEDIK - ETNOR (FL100+) - BR989 (7000′+) - ADEKO (6000′+) - BR988 (4000′+) - IDAVA (3000′+; K200-). |
| **SOXUS 4P** | SOXUS - ETNOR (FL100+) - BR989 (7000′+) - ADEKO (6000′+) - BR988 (4000′+) - IDAVA (3000′+; K200-). |

*CHANGES:* RNAV STARs renumbered & revised, MSA.

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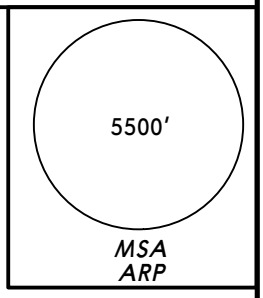
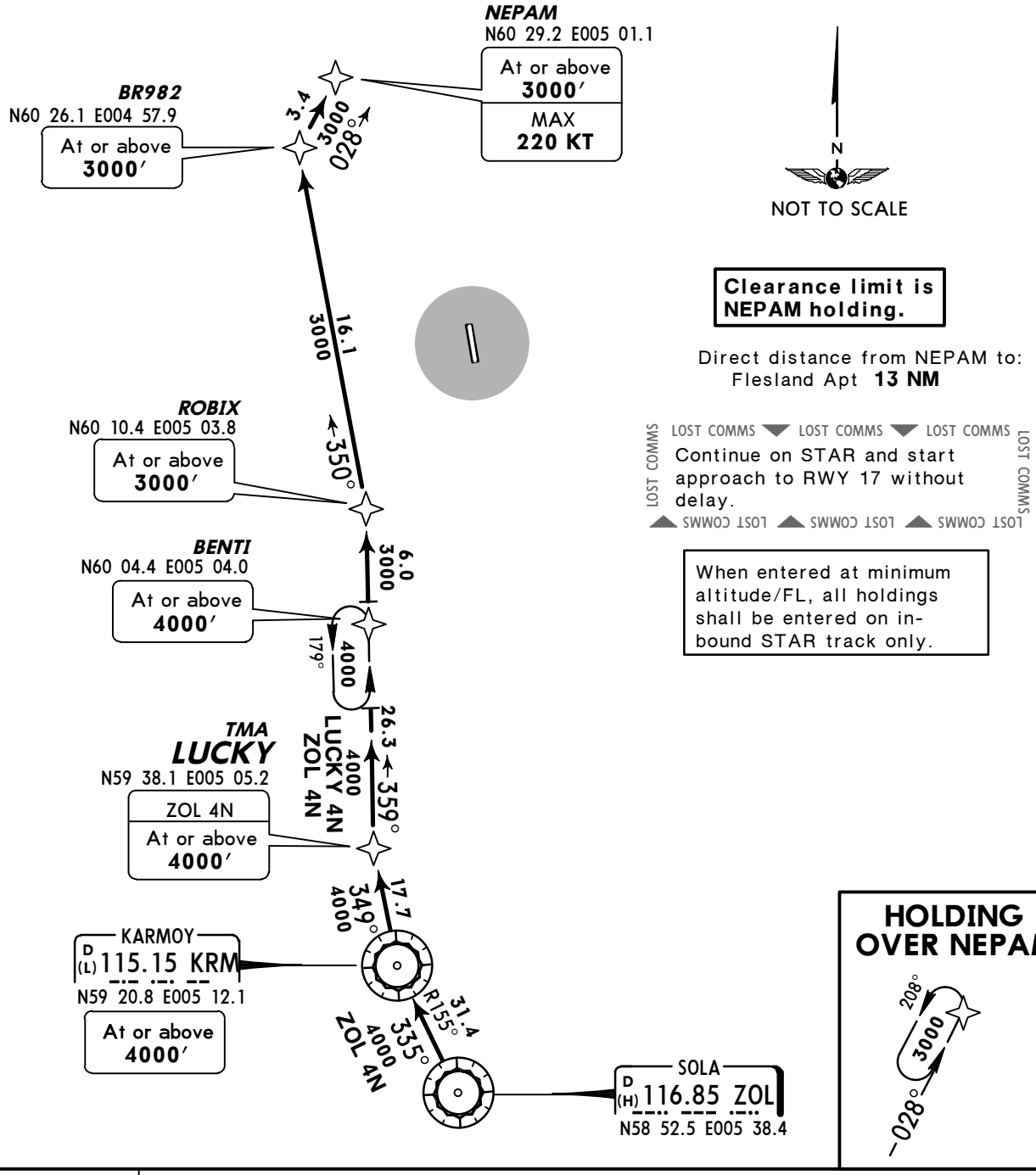
| ATIS | Apt Elev | |
|---|---|---|
| 125.25 | 166′ | Alt Set: hPa<br>Trans level: By ATC Trans alt: 7000′<br>1. STARs based on B-RNAV from STAR start point to TMA boundary. P-RNAV inside TMA boundary.<br>2. RADAR service shall be available.<br>3. Request vectoring in case of loss of RNAV capability.<br>4. Descent as cleared by ATC. |

# LUCKY FOUR NOVEMBER (LUCKY 4N) *[LUCK4N]*
# SOLA FOUR NOVEMBER (ZOL 4N)
# RWY 17 P-RNAV ARRIVALS

P-RNAV (GNSS EXCEPT CLASS A)
P-RNAV APPROVAL REQUIRED
RNAV 1
FROM SOUTH




| STAR | ROUTING |
|---|---|
| LUCKY 4N | LUCKY - BENTI (4000′+) - ROBIX (3000′+) - BR982 (3000′+) - NEPAM (3000′+; K220-). |
| ZOL 4N | ZOL - KRM (4000′+) - LUCKY (4000′+) - BENTI (4000′+) - ROBIX (3000′+) - BR982 (3000′+) - NEPAM (3000′+; K220-). |

*CHANGES:* RNAV STARs renumbered & revised, MSA.

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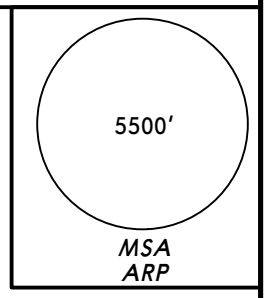
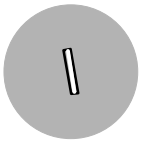
| ATIS | Apt Elev | |
|---|---|---|
| 125.25 | 166′ | Alt Set: hPa<br>Trans level: By ATC Trans alt: 7000′<br>1. STARs based on B-RNAV from STAR start point to TMA boundary. P-RNAV inside TMA boundary.<br>2. RADAR service shall be available.<br>3. Request vectoring in case of loss of RNAV capability.<br>4. Descent as cleared by ATC. |

# LUCKY FOUR PAPA (LUCKY 4P) *[LUCK4P]*
# OKLAN FOUR PAPA (OKLAN 4P) *[OKLA4P]*
# SOLA FOUR PAPA (ZOL 4P)
# RWY 35 P-RNAV ARRIVALS

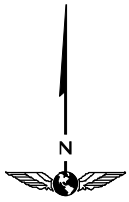
P-RNAV (GNSS EXCEPT CLASS A)
P-RNAV APPROVAL REQUIRED
RNAV 1
FROM SOUTH



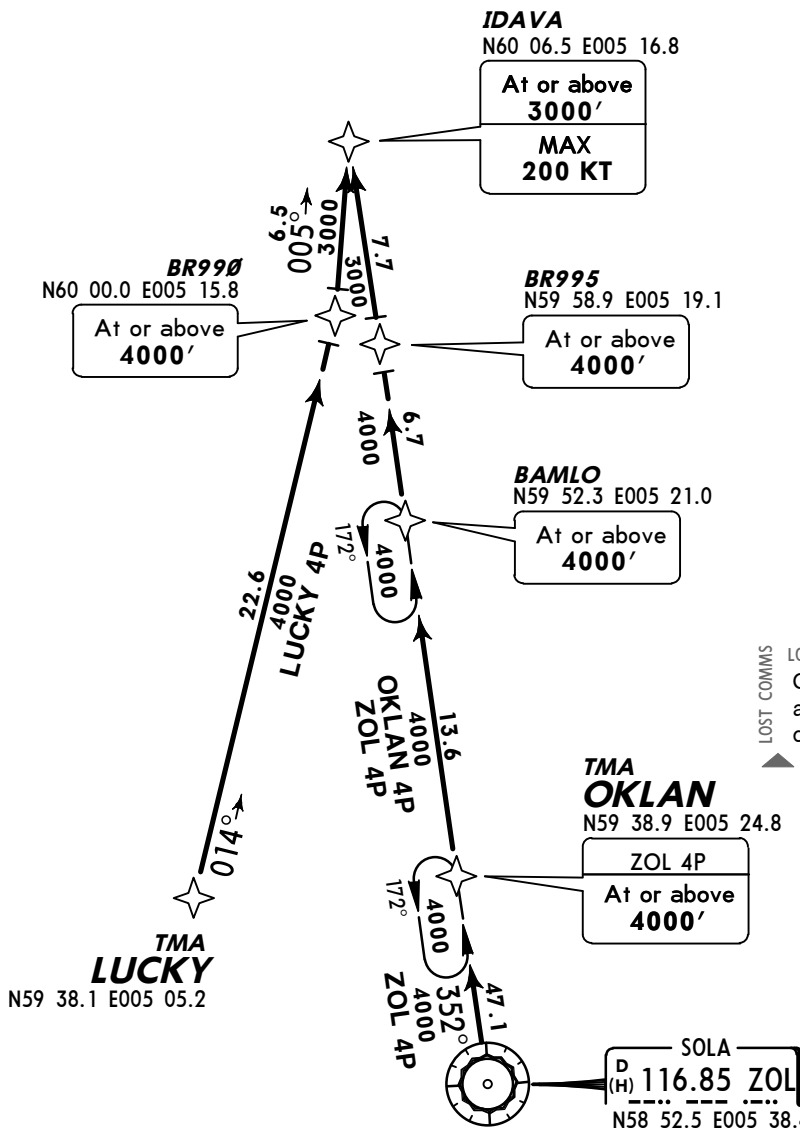
**Clearance limit is IDAVA holding.**

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

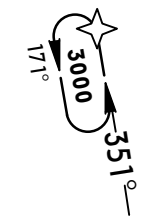



When entered at minimum altitude/FL, all holdings shall be entered on in-bound STAR track only.

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




## HOLDING OVER IDAVA




| STAR | ROUTING |
|---|---|
| **LUCKY 4P** | LUCKY - BR990 (4000′+) - IDAVA (3000′+; K200-). |
| **OKLAN 4P** | OKLAN - BAMLO (4000′+) - BR995 (4000′+) - IDAVA (3000′+; K200-). |
| **ZOL 4P** | ZOL - OKLAN (4000′+) - BAMLO (4000′+) - BR995 (4000′+) - IDAVA (3000′+; K200-). |

*CHANGES:* RNAV STARs renumbered & revised, MSA.

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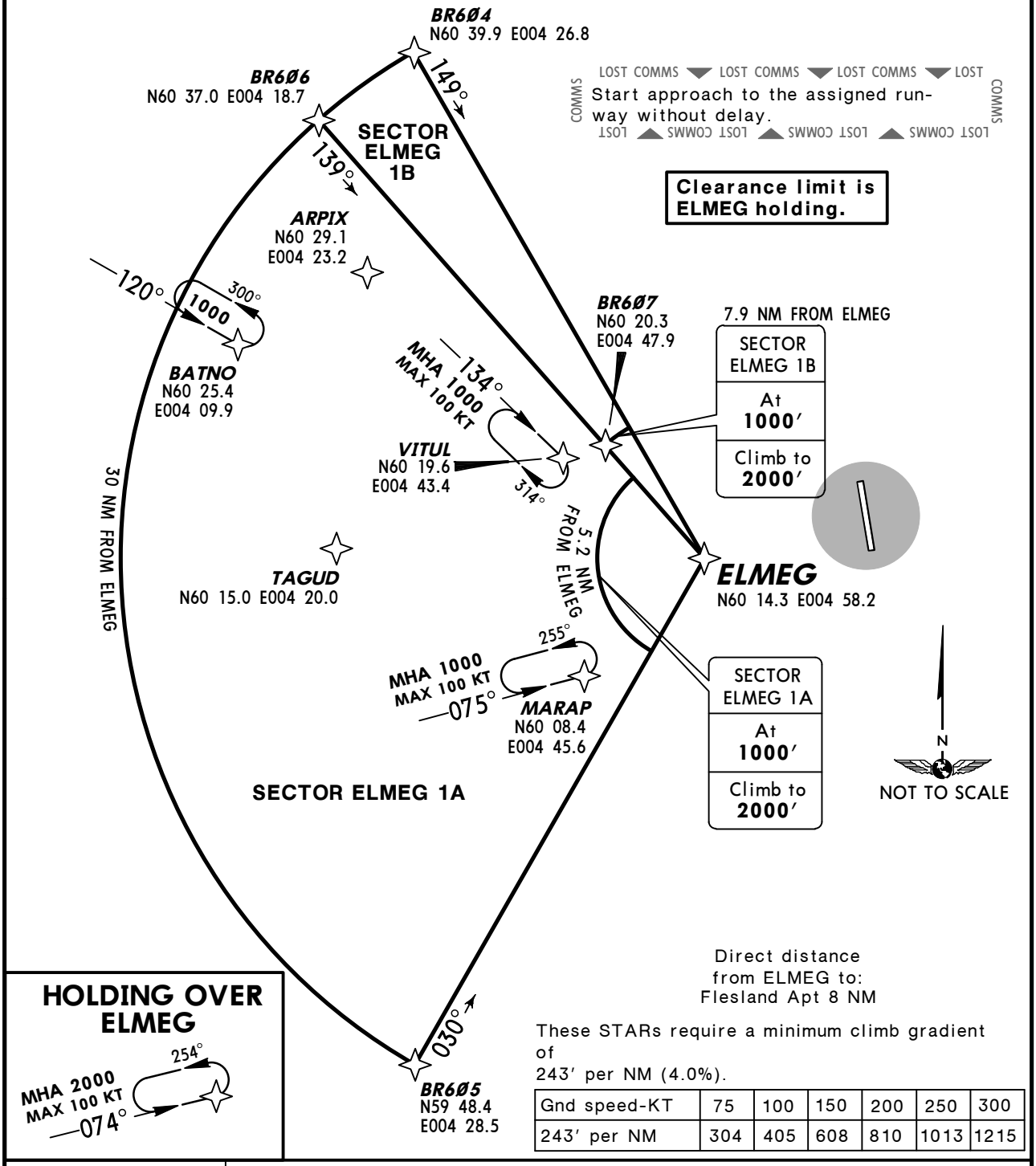
| ATIS | Apt Elev | | MSA ARP |
|---|---|---|---|
| 125.25 | 166′ | Alt Set: hPa<br>Trans level: By ATC Trans alt: 7000′<br>1. Loss of RNAV capability, request vectoring.<br>2. Vectoring will be used when necessary.<br>3. Weather RADAR required.<br>4. STAR altitude (1000′) does not consider sea vessel. Minimum obstacle clearance when sea vessels are present is less than the minimum recommended value (300m) in ICAO 8168 VOL II. | 5500′ |

# SECTOR ELMEG ONE ALFA (SECTOR ELMEG 1A)
# SECTOR ELMEG ONE BRAVO (SECTOR ELMEG 1B)
# RWY 35 RNAV COPTER ARRIVALS

P-RNAV APPROVAL REQUIRED
RNAV 1 (GNSS EXCEPT CLASS A)
RADAR SERVICE SHALL BE AVAILABLE




Direct distance from ELMEG to:
Flesland Apt 8 NM

These STARs require a minimum climb gradient of
243′ per NM (4.0%).

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 243′ per NM | 304 | 405 | 608 | 810 | 1013 | 1215 |

| STAR | ROUTING |
|---|---|
| SECTOR ELMEG 1A | To ELMEG. |
| SECTOR ELMEG 1B | |

*CHANGES:* RNAV COPTER STARs established & transferred.

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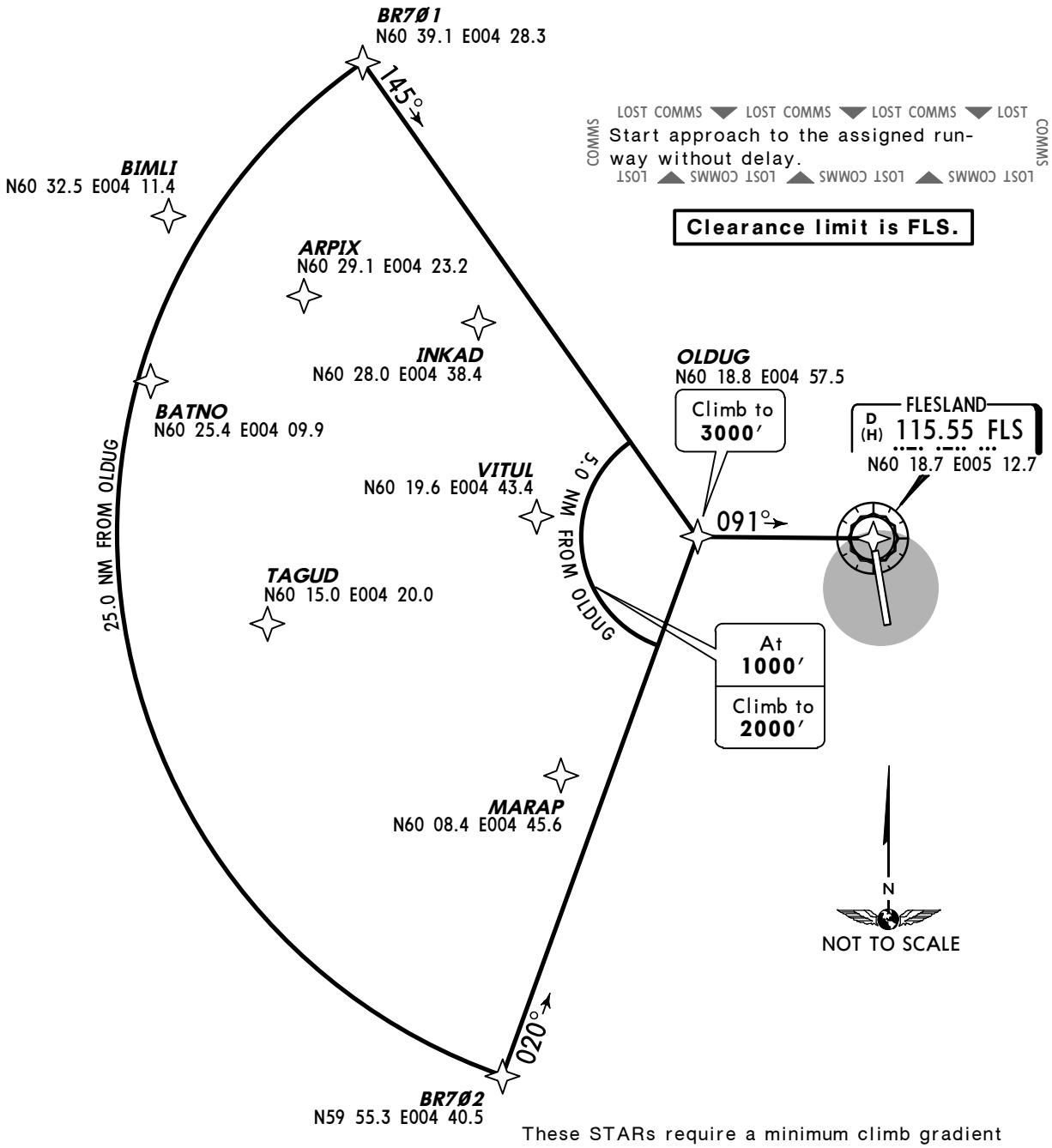
| ATIS | Apt Elev | | |
|---|---|---|---|
| 125.25 | 166′ | Alt Set: hPa<br>Trans level: By ATC Trans alt: 7000′<br>1. Loss of RNAV capability, request vectoring.<br>2. Vectoring will be used when necessary.<br>3. Weather RADAR required.<br>4. STAR altitude (1000′) does not consider sea vessel. Minimum obstacle clearance when sea vessels are present is less than the minimum recommended value (300m) in ICAO 8168 VOL II. | 5500′<br>MSA ARP |

# SECTOR FLESLAND ONE ALFA (SECTOR FLS 1A)
# RWYS 17/35 RNAV COPTER ARRIVAL

P-RNAV APPROVAL REQUIRED
RNAV 1 (GNSS EXCEPT CLASS A)
RADAR SERVICE SHALL BE AVAILABLE




These STARs require a minimum climb gradient of
243′ per NM (4.0%).

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 243′ per NM | 304 | 405 | 608 | 810 | 1013 | 1215 |

**ROUTING**

To OLDUG - FLS.

*CHANGES:* Chart reindexed.

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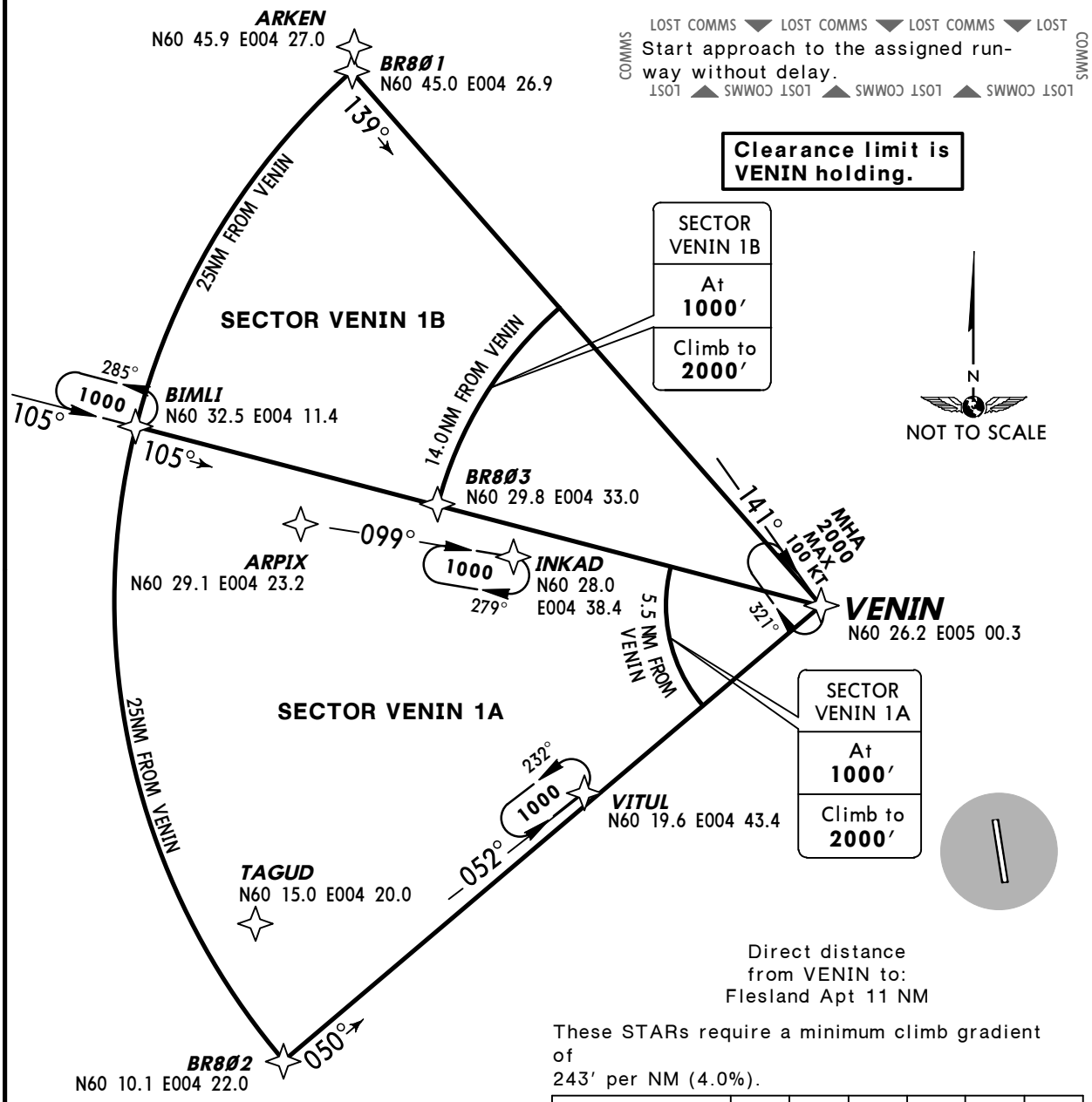
| ATIS | Apt Elev | | |
|---|---|---|---|
| 125.25 | 166′ | Alt Set: hPa<br>Trans level: By ATC Trans alt: 7000′<br>1. Loss of RNAV capability, request vectoring.<br>2. Vectoring will be used when necessary.<br>3. Weather RADAR required.<br>4. STAR altitude (1000′) does not consider sea vessel. Minimum obstacle clearance when sea vessels are present is less than the minimum recommended value (300m) in ICAO 8168 VOL II. | 5500′<br>MSA ARP |

# SECTOR VENIN ONE ALFA (SECTOR VENIN 1A)
# SECTOR VENIN ONE BRAVO (SECTOR VENIN 1B)
# RWY 17 RNAV COPTER ARRIVALS

P-RNAV APPROVAL REQUIRED
RNAV 1 (GNSS EXCEPT CLASS A)
RADAR SERVICE SHALL BE AVAILABLE




Direct distance from VENIN to:
Flesland Apt 11 NM

These STARs require a minimum climb gradient of
243′ per NM (4.0%).

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 243′ per NM | 304 | 405 | 608 | 810 | 1013 | 1215 |

| STAR | ROUTING |
|---|---|
| SECTOR VENIN 1A | To VENIN. |
| SECTOR VENIN 1B | |

*CHANGES:* Chart reindexed.

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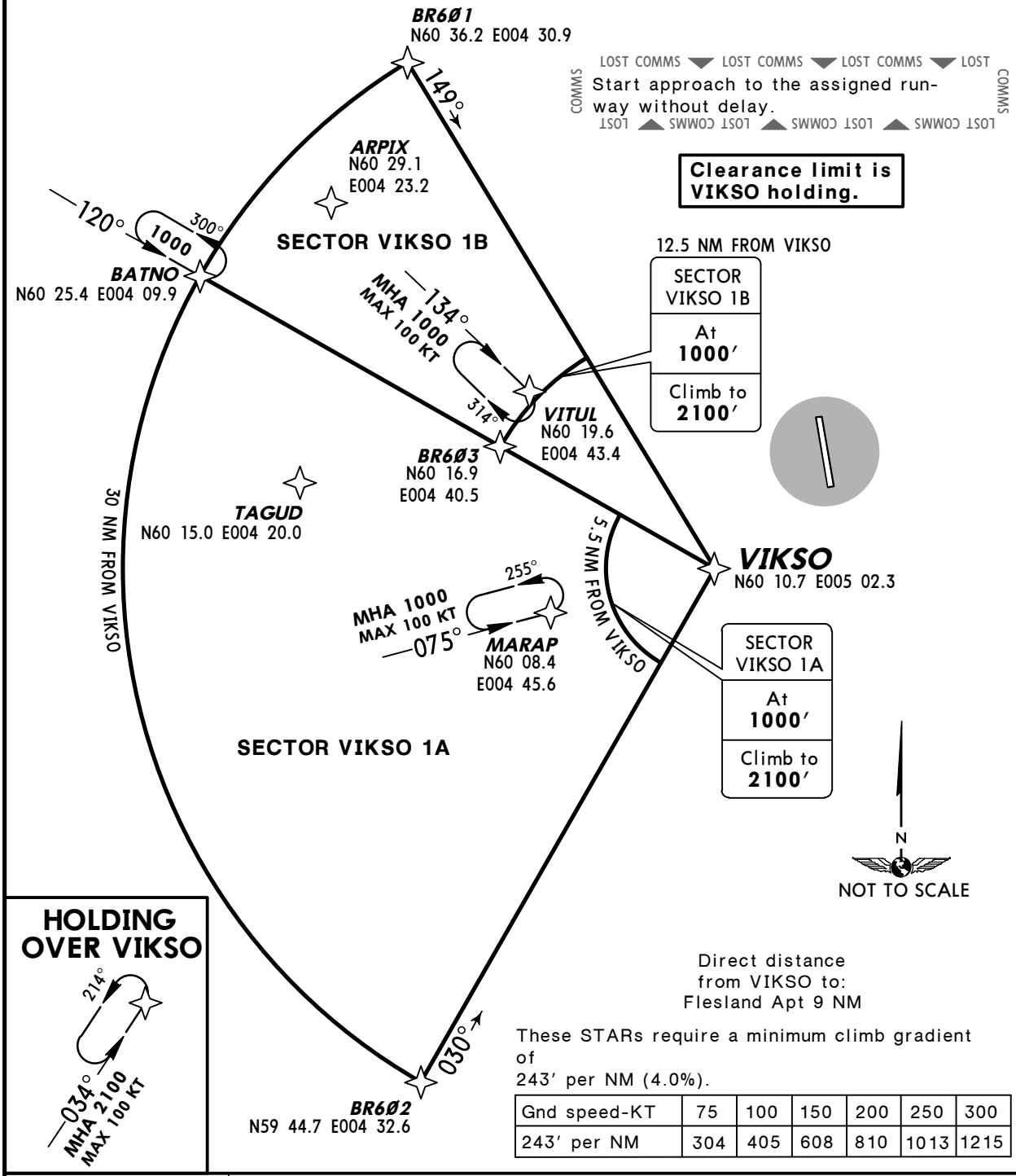
| ATIS | Apt Elev | | |
|---|---|---|---|
| 125.25 | 166′ | Alt Set: hPa<br>Trans level: By ATC Trans alt: 7000′<br>1. Loss of RNAV capability, request vectoring.<br>2. Vectoring will be used when necessary.<br>3. Weather RADAR required.<br>4. STAR altitude (1000′) does not consider sea vessel. Minimum obstacle clearance when sea vessels are present is less than the minimum recommended value (300m) in ICAO 8168 VOL II. | 5500′<br>MSA ARP |

# SECTOR VIKSO ONE ALFA (SECTOR VIKSO 1A)
# SECTOR VIKSO ONE BRAVO (SECTOR VIKSO 1B)
# RWY 35 RNAV COPTER ARRIVALS

P-RNAV APPROVAL REQUIRED
RNAV 1 (GNSS EXCEPT CLASS A)
RADAR SERVICE SHALL BE AVAILABLE




Direct distance from VIKSO to:
Flesland Apt 9 NM

These STARs require a minimum climb gradient of
243′ per NM (4.0%).

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 243′ per NM | 304 | 405 | 608 | 810 | 1013 | 1215 |

| STAR | ROUTING |
|---|---|
| SECTOR VIKSO 1A | To VIKSO. |
| SECTOR VIKSO 1B | |

*CHANGES:* New chart (procedures transferred).

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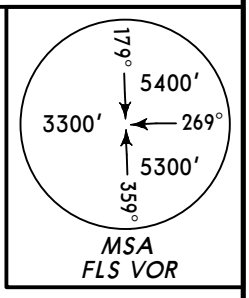
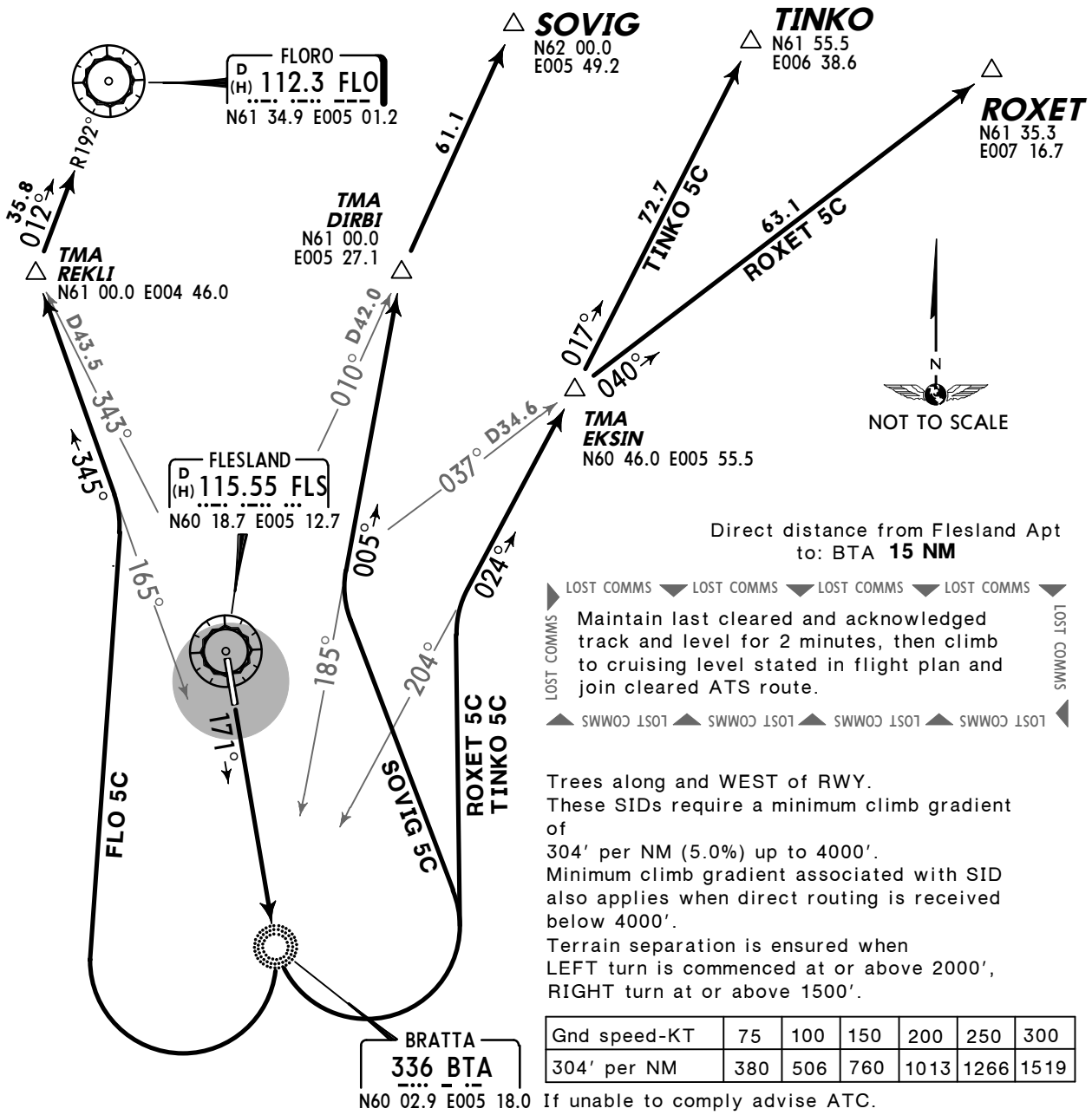
| * FLESLAND Radar 121.0 | Apt Elev 166′ | Trans level: By ATC Trans alt: 7000′<br>1. When airborne contact FLESLAND Radar.<br>2. SIDs based on B-RNAV from TMA boundary to SID endpoint.<br>3. Direct routing will be given as soon as traffic permits.<br>4. EXPECT close-in obstacles. |
|---|---|---|

# 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 & NORTHEAST




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

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

Maintain last cleared and acknowledged track and level for 2 minutes, then climb to cruising level stated in flight plan and join cleared ATS route.

Trees along and WEST of RWY.
These SIDs require a minimum climb gradient of
304′ per NM (5.0%) up to 4000′.
Minimum climb gradient associated with SID also applies when direct routing is received below 4000′.
Terrain separation is ensured when LEFT turn is commenced at or above 2000′, RIGHT turn at or above 1500′.

| 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′**

| SID | ROUTING |
|---|---|
| **FLO 5C** | Climb on 171° bearing to BTA, turn RIGHT, intercept 345° bearing from BTA to REKLI, then to FLO. |
| **ROXET 5C** | Climb on 171° bearing to BTA, turn LEFT, intercept 024° bearing from BTA to EKSIN, then to ROXET. |
| **SOVIG 5C** | Climb on 171° bearing to BTA, turn LEFT, intercept 005° bearing from BTA to DIRBI, then to SOVIG. |
| **TINKO 5C** | Climb on 171° bearing to BTA, turn LEFT, intercept 024° bearing from BTA to EKSIN, then to TINKO. |

*CHANGES:* Applicability of climb gradient; lost comm.

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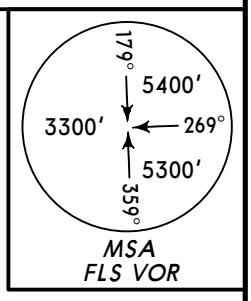
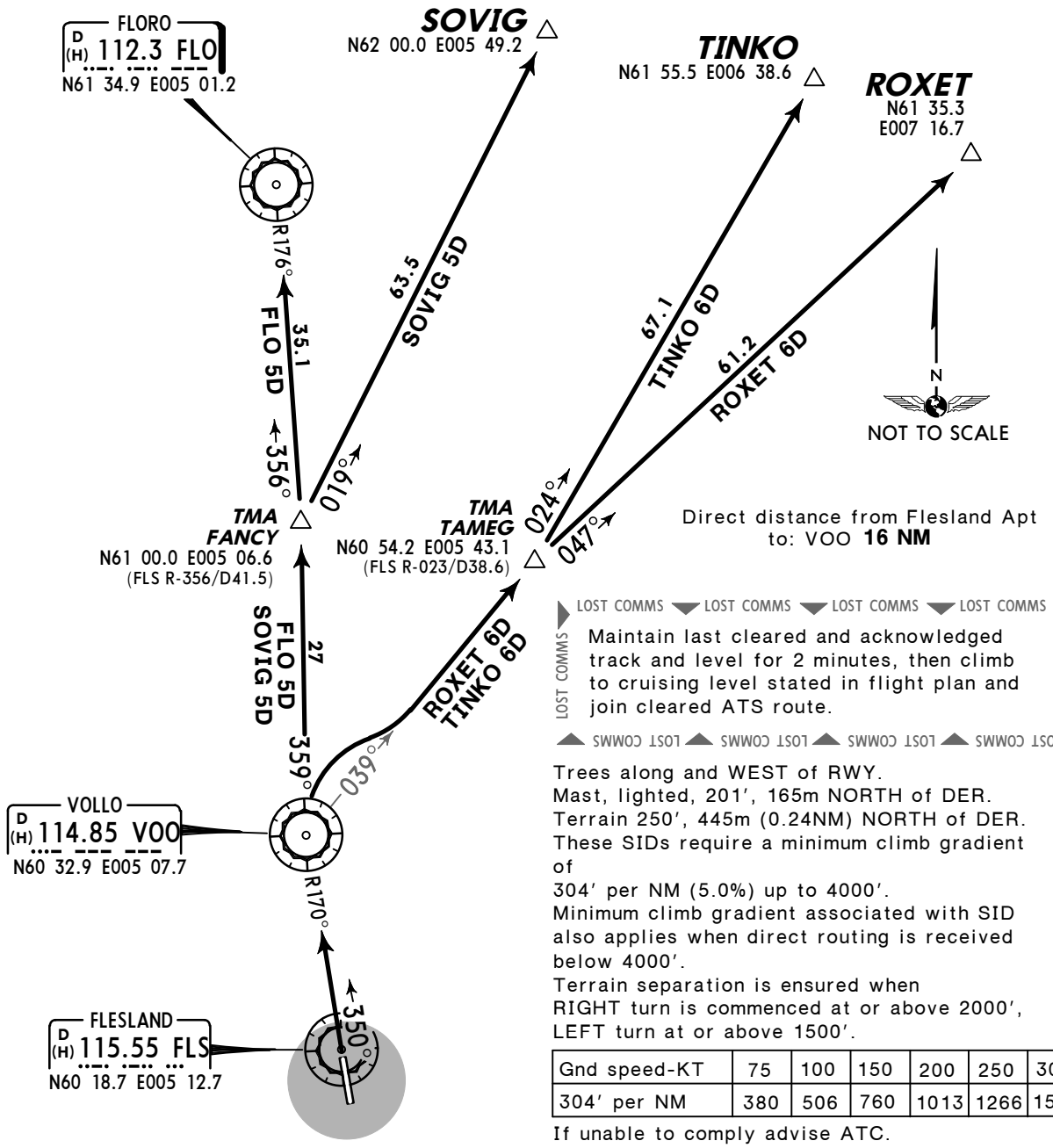
| * FLESLAND Radar 121.0 | Apt Elev 166′ | Trans level: By ATC Trans alt: 7000′<br>1. When airborne contact FLESLAND Radar.<br>2. SIDs based on B-RNAV from TMA boundary to SID endpoint.<br>3. Direct routing will be given as soon as traffic permits.<br>4. EXPECT close-in obstacles. |
|---|---|---|

# 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 & NORTHEAST




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

Maintain last cleared and acknowledged track and level for 2 minutes, then climb to cruising level stated in flight plan and join cleared ATS route.

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

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 (5.0%) up to 4000′.
Minimum climb gradient associated with SID also applies when direct routing is received below 4000′.
Terrain separation is ensured when RIGHT turn is commenced at or above 2000′, LEFT turn at or above 1500′.

| 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′**

| SID | ROUTING |
|---|---|
| **FLO 5D** | Climb on VOO R-170 inbound to VOO, turn RIGHT, VOO R-359 to FANCY, then to FLO. |
| **ROXET 6D** | Climb on VOO R-170 inbound to VOO, turn RIGHT, intercept VOO R-039 to TAMEG, then to ROXET. |
| **SOVIG 5D** | Climb on VOO R-170 inbound to VOO, turn RIGHT, VOO R-359 to FANCY, then to SOVIG. |
| **TINKO 6D** | Climb on VOO R-170 inbound to VOO, turn RIGHT, intercept VOO R-039 to TAMEG, then to TINKO. |

*CHANGES:* Applicability of climb gradient; lost comm.

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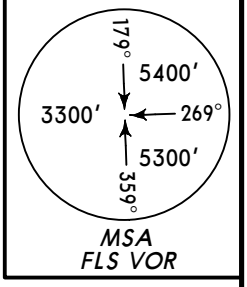
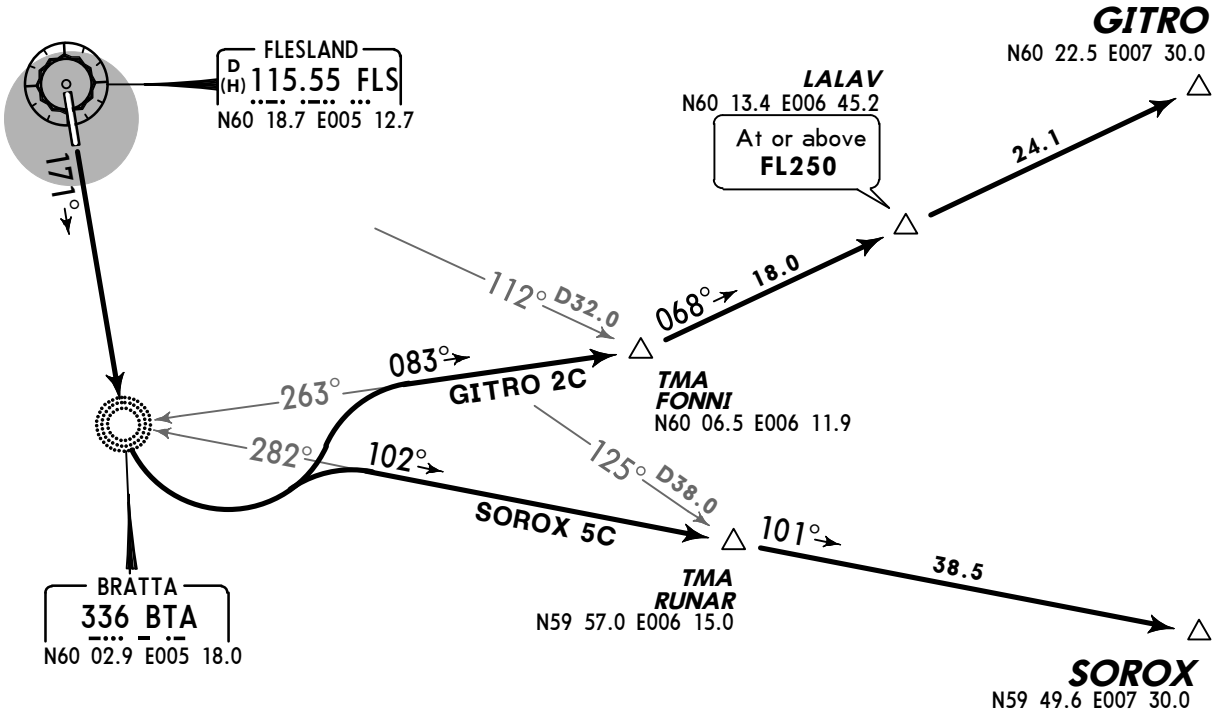
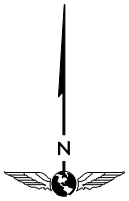
| * FLESLAND Radar 121.0 | Apt Elev 166′ | Trans level: By ATC Trans alt: 7000′<br>1. When airborne contact FLESLAND Radar.<br>2. SIDs based on B-RNAV from TMA boundary to SID endpoint.<br>3. Direct routing will be given as soon as traffic permits.<br>4. EXPECT close-in obstacles. |
|---|---|---|

# GITRO TWO CHARLIE (GITRO 2C) *[GITR2C]*
# SOROX FIVE CHARLIE (SOROX 5C) *[SORO5C]*
## RWY 17 DEPARTURES
### TO SOUTHEAST




NOT TO SCALE

Trees along and WEST of RWY.
These SIDs require a minimum climb gradient of
304′ per NM (5.0%) up to 4000′.
Minimum climb gradient associated with SID also applies when direct routing is received below 4000′.
Terrain separation is ensured when LEFT turn is commenced at or above 2000′, RIGHT turn at or above 1500′.

| 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: BTA **15 NM**

LOST COMMS LOST COMMS LOST COMMS LOST COMMS

Maintain last cleared and acknowledged track and level for 2 minutes, then climb to cruising level stated in flight plan and join cleared ATS route.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS

Initial climb clearance **4000′**

| 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 RUNAR, then to SOROX. |

*CHANGES:* Applicability of climb gradient; lost comm.

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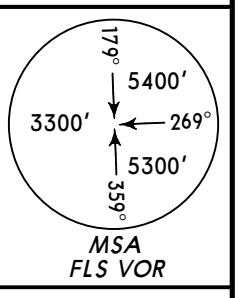
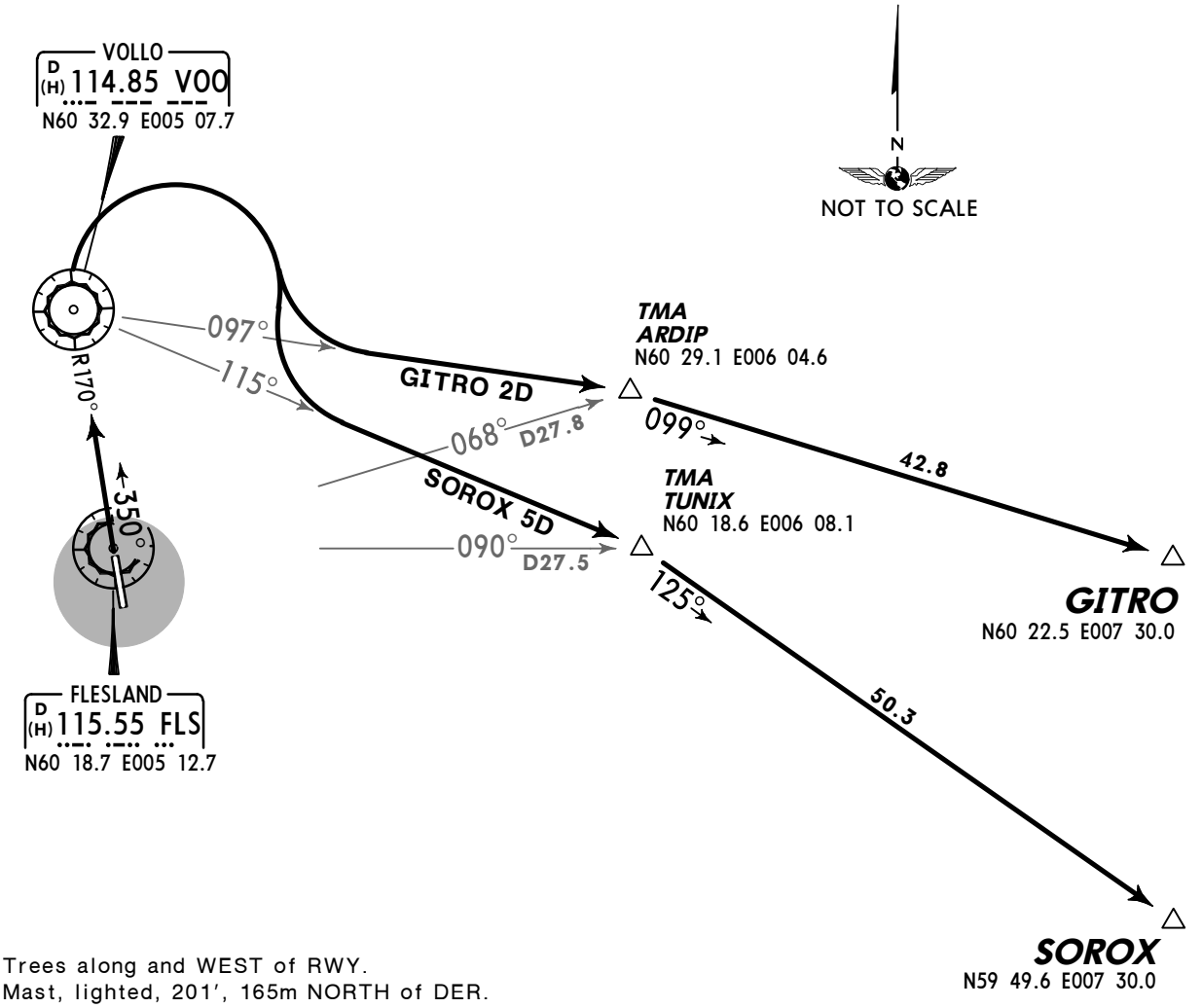
| * FLESLAND Radar 121.0 | Apt Elev 166′ | Trans level: By ATC Trans alt: 7000′<br>1. When airborne contact FLESLAND Radar.<br>2. SIDs based on B-RNAV from TMA boundary to SID endpoint.<br>3. Direct routing will be given as soon as traffic permits.<br>4. EXPECT close-in obstacles. |
|---|---|---|

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




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 (5.0%) up to 4000′.
Minimum climb gradient associated with SID also applies when direct routing is received below 4000′.
Terrain separation is ensured when RIGHT turn is commenced at or above 2000′, LEFT turn at or above 1500′.

| 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 track and level for 2 minutes, then climb to cruising level stated in flight plan and join cleared ATS route.

Initial climb clearance **4000′**

| 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 TUNIX, then to SOROX. |

*CHANGES:* Applicability of climb gradient; lost comm.

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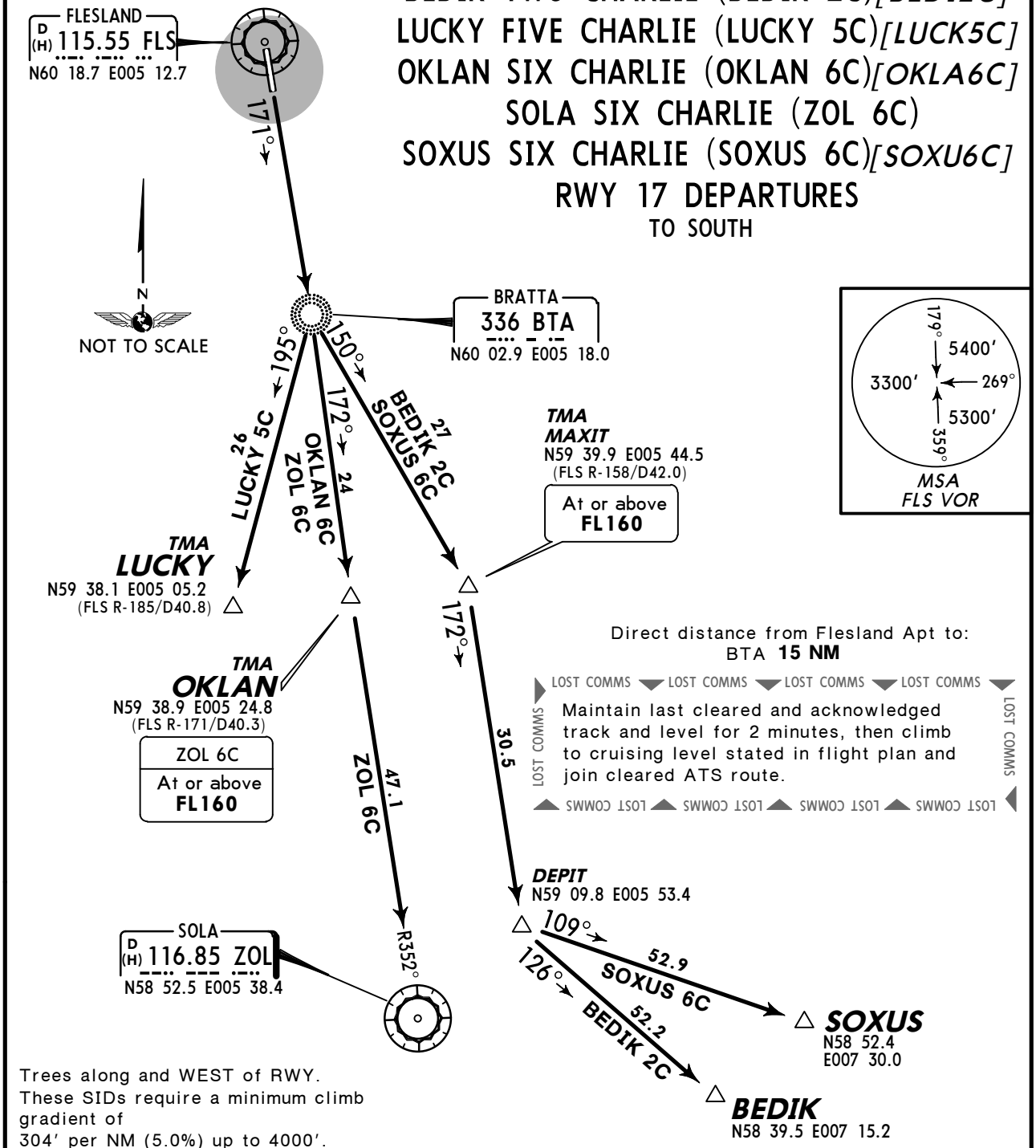
| * FLESLAND Radar 121.0 | Apt Elev 166′ | Trans level: By ATC Trans alt: 7000′<br>1. When airborne contact FLESLAND Radar.<br>2. SIDs based on B-RNAV from TMA boundary to SID endpoint.<br>3. Direct routing will be given as soon as traffic permits.<br>4. EXPECT close-in obstacles. |
|---|---|---|

# 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




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

LOST COMMS — LOST COMMS — LOST COMMS — LOST COMMS

Maintain last cleared and acknowledged track and level for 2 minutes, then climb to cruising level stated in flight plan and join cleared ATS route.

Trees along and WEST of RWY.
These SIDs require a minimum climb gradient of
304′ per NM (5.0%) up to 4000′.
Minimum climb gradient associated with SID also applies when direct routing is received below 4000′.
Terrain separation is ensured when LEFT turn is commenced at or above 2000′, RIGHT turn at or above 1500′.

| 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′**

| SID | ROUTING |
|---|---|
| **BEDIK 2C** | Climb on 171° bearing to BTA, turn LEFT, 150° bearing to MAXIT, then via DEPIT 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, then via DEPIT to SOXUS. |
| **ZOL 6C** | Climb on 171° bearing to BTA, 172° bearing via OKLAN to ZOL. |

*CHANGES:* SID OMNI 1C transferred.

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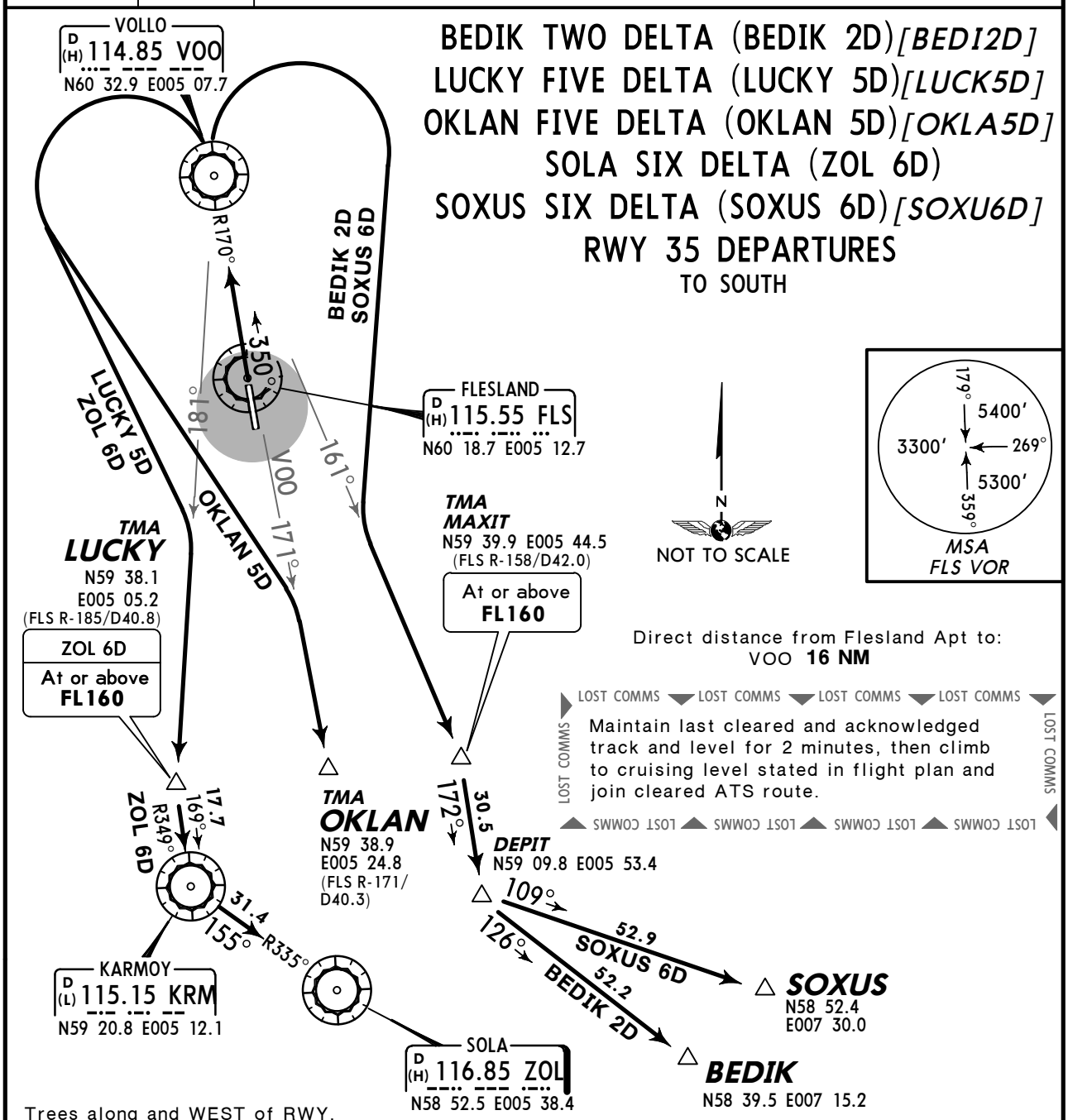
| * FLESLAND Radar 121.0 | Apt Elev 166′ | Trans level: By ATC Trans alt: 7000′<br>1. When airborne contact FLESLAND Radar.<br>2. SIDs based on B-RNAV from TMA boundary to SID endpoint.<br>3. Direct routing will be given as soon as traffic permits.<br>4. EXPECT close-in obstacles. |
|---|---|---|

# BEDIK TWO DELTA (BEDIK 2D)*[BEDI2D]*
# LUCKY FIVE DELTA (LUCKY 5D)*[LUCK5D]*
# OKLAN FIVE DELTA (OKLAN 5D)*[OKLA5D]*
# SOLA SIX DELTA (ZOL 6D)
# SOXUS SIX DELTA (SOXUS 6D)*[SOXU6D]*
# RWY 35 DEPARTURES
TO SOUTH




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 (5.0%) up to 4000′.
Minimum climb gradient associated with SID also applies when direct routing is received below 4000′.
Terrain separation is ensured when RIGHT turn is commenced at or above 2000′, LEFT turn at or above 1500′.

| 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′** |
|---|---|
| **SID** | **ROUTING** |
| **BEDIK 2D** | Climb on VOO R-170 inbound to VOO, turn RIGHT, intercept VOO R-161 to MAXIT, then via DEPIT 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, then via DEPIT to SOXUS. |
| **ZOL 6D** | Climb on VOO R-170 inbound to VOO, turn LEFT, intercept VOO R-181 to LUCKY, then via KRM to ZOL. |

*CHANGES:* SID OMNI 1D transferred.

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| * FLESLAND Radar 121.0 | *Apt Elev* 166′ | Trans level: By ATC Trans alt: 7000′<br>1. When airborne contact FLESLAND Radar.<br>2. SIDs based on B-RNAV from TMA boundary to SID endpoint.<br>3. Direct routing will be given as soon as traffic permits.<br>4. EXPECT close-in obstacles. |
|---|---|---|

# OMNIDIRECTIONAL ONE CHARLIE (OMNI 1C)
# OMNIDIRECTIONAL ONE DELTA (OMNI 1D)
# RWYS 17, 35 OMNIDIRECTIONAL DEPARTURES

LOST COMMS LOST COMMS LOST COMMS LOST COMMS

Maintain last cleared and acknowledged track and level for 2 minutes, then climb to cruising level stated in flight plan and join cleared ATS route.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS

Trees along and WEST of RWY.
**RWY 35:** Mast, lighted, 201′, 165m NORTH of DER.
Terrain 250′, 445m (0.24NM) NORTH of DER.
These SIDs require minimum climb gradients of
**OMNI 1C:** 304′ per NM (5.0%) up to 4000′.
**OMNI 1D:** 365′ per NM (6.0%) up to 4000′.
Minimum climb gradient associated with SID also applies when direct routing is received below 4000′.
Terrain separation is ensured when:
**OMNI 1C:** LEFT turn is commenced at or above 2000′, RIGHT turn at or above 1500′.
**OMNI 1D:** RIGHT turn is commenced at or above 2000′, LEFT turn at or above 1500′.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 365′ per NM | 456 | 608 | 911 | 1215 | 1519 | 1823 |
| 304′ per NM | 380 | 506 | 760 | 1013 | 1266 | 1519 |

If unable to comply advise ATC.

Initial climb clearance **4000′**

| SID | RWY | ROUTING |
|---|---|---|
| **OMNI 1C** | **17** | Climb on 171° track, turn when cleared by ATC. |
| **OMNI 1D** | **35** | Climb on 351° track, turn when cleared by ATC. |

*CHANGES:* SIDs transferred.

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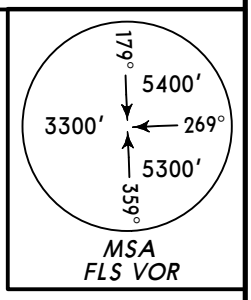
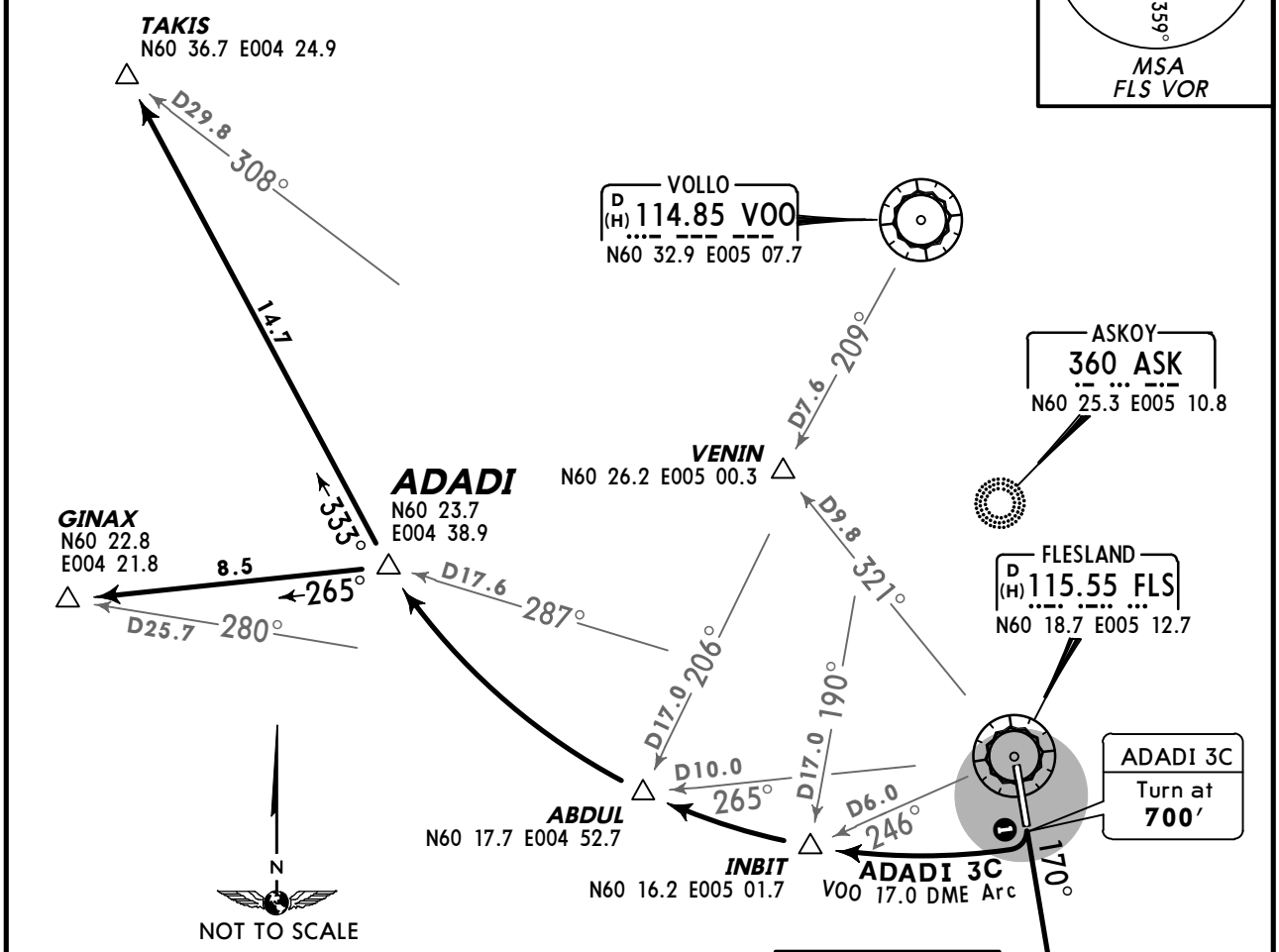
| * FLESLAND Radar 121.0 | Apt Elev 166′ | Trans level: By ATC Trans alt: 7000′<br>1. ADADI 3C: Contact FLESLAND Radar when reaching 2000′.<br>2. BTA 7W: Contact FLESLAND Radar after take-off.<br>3. EXPECT close-in obstacles. |
|---|---|---|

# ADADI THREE CHARLIE (ADADI 3C)[ADAD3C]
# BRATTA SEVEN WHISKEY (BTA 7W)
# RWY 17 COPTER IFR DEPARTURES




❶ ADADI 3C 171°→

BTA 7W

BRATTA
336 BTA
N60 02.9 E005 18.0
D16.0 FLS

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.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

Trees along and WEST of RWY.
These SIDs require a minimum climb gradient of
425′ per NM (7.0%) 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. |
| **BTA 7W** | Climb on FLS R-170 to D16.0 FLS (if FLS u/s: Climb on 170° bearing to BTA). |

*CHANGES:* New chart (chart reindexed).

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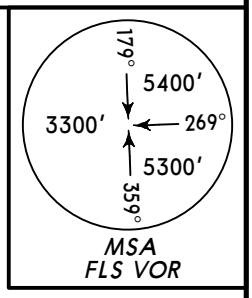
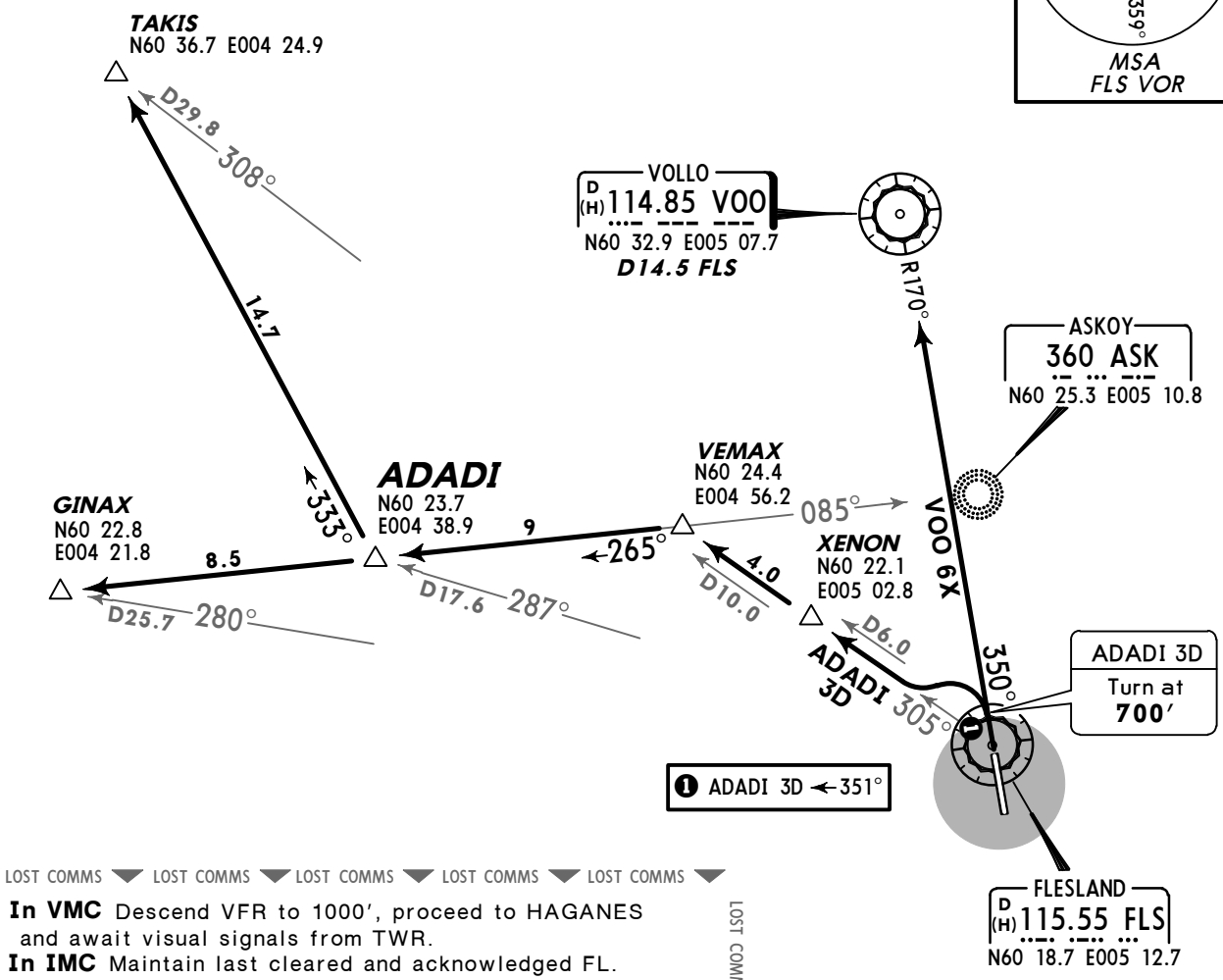
| * FLESLAND Radar 121.0 | Apt Elev 166′ | Trans level: By ATC Trans alt: 7000′<br>1. ADADI 3D: Contact FLESLAND Radar when reaching 2000′.<br>2. VOO 6X: Contact FLESLAND Radar after take-off.<br>3. EXPECT close-in obstacles. |
|---|---|---|

# ADADI THREE DELTA (ADADI 3D) *[ADAD3D]*
# VOLLO SIX X-RAY (VOO 6X)
# 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.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

NOT TO SCALE

Trees along and WEST of RWY.
These SIDs require a minimum climb gradient of
425′ per NM (7.0%) 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 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 VOO). |

*CHANGES:* New chart (chart reindexed).

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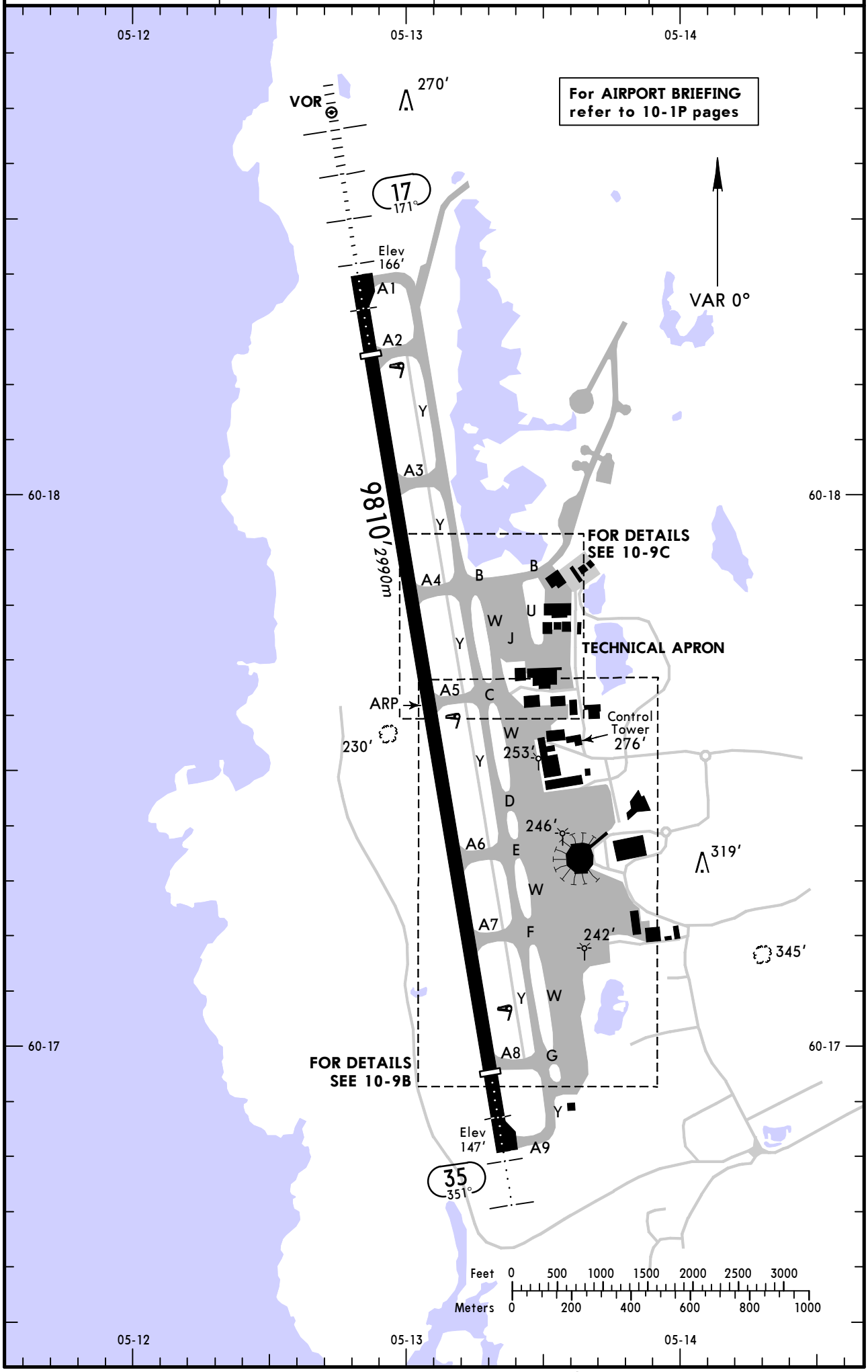
| ATIS | *FLESLAND Ground | Tower | *FLESLAND Radar (DEP) |
|---|---|---|---|
| 125.25 | 121.9 | 119.1 | 121.0 |




*CHANGES:* Variation. Rwy bearings. Apron.

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ADDITIONAL RUNWAY INFORMATION

| RWY | | USABLE LENGTHS — LANDING BEYOND — Threshold | Glide Slope | TAKE-OFF | WIDTH |
|---|---|---|---|---|---|
| 17 ❶ | HIRL *(60m)* CL *(15m)* HIALS ❷ SFL PAPI (3.1°) RVR | 8366′ *2550m* | 7212′ *2198m* | ❸ | 148′ *45m* |
| 35 | HIRL *(60m)* CL *(15m)* HIALS PAPI (angle 3.0°) RVR | 8284′ *2525m* | 7130′ *2173m* | | |
| | | | | | |
| | | | | | |

❶ Grooved asphalt. Concrete each end from 344′/105m inside displaced threshold.
❷ ALS also available up to 984′/300m in front of threshold.
❸ 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 D | *400m* | *500m* |

*CHANGES:* None.

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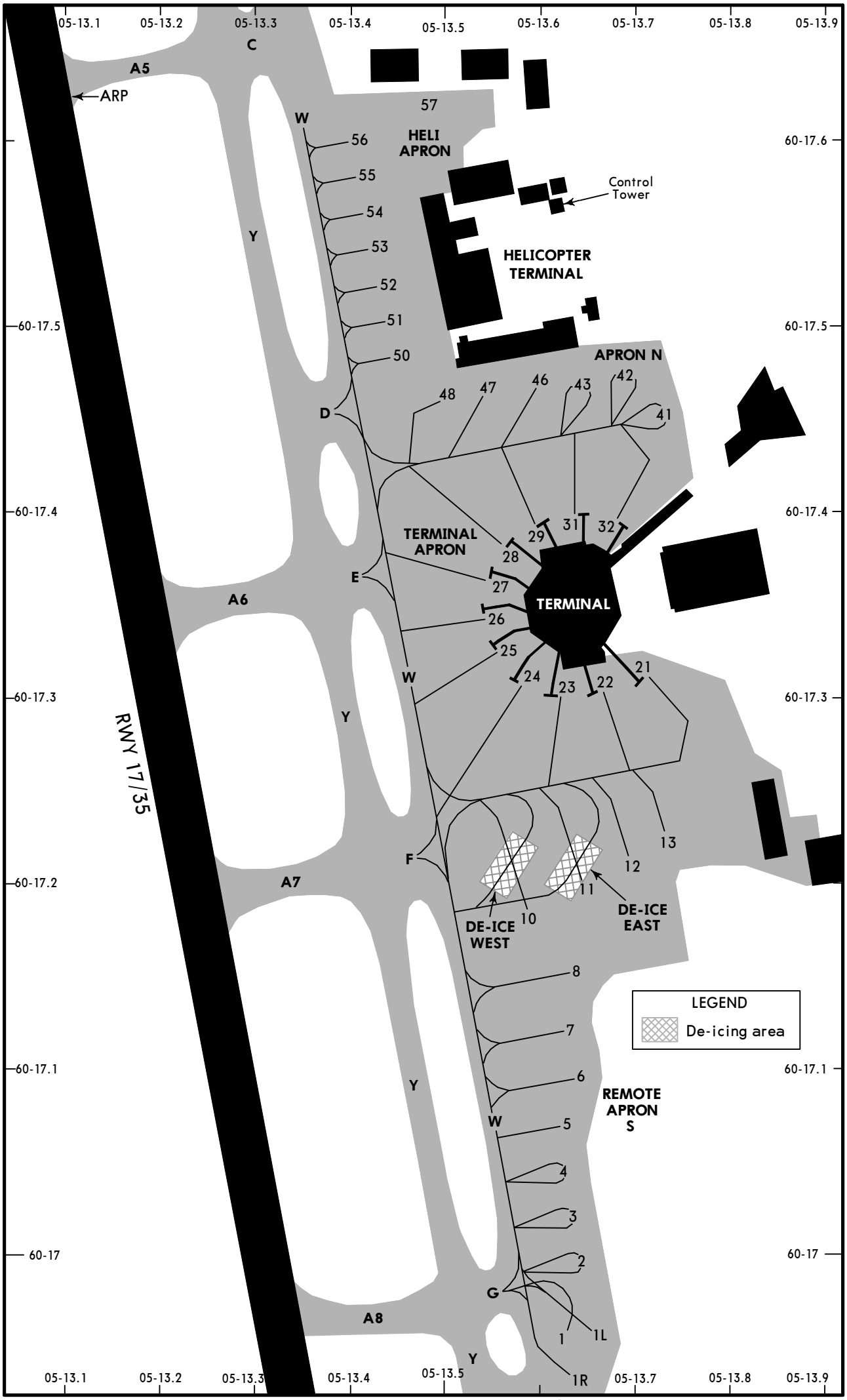


*CHANGES:* Stands.

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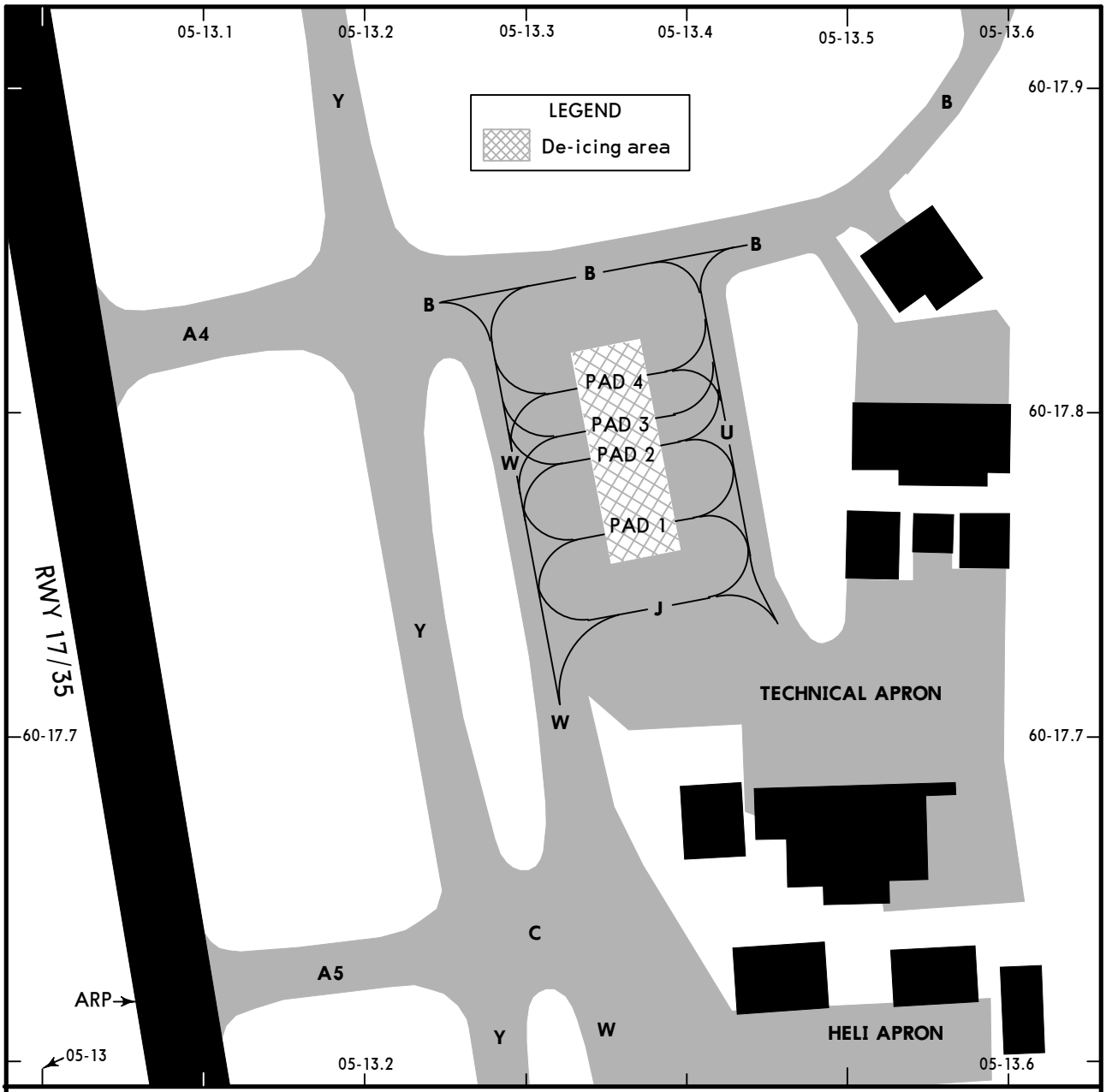


## INS COORDINATES

| 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 | | | |

*CHANGES:* De-icing areas. Stands. Coordinates.

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# BERGEN, NORWAY
FLESLAND

| STRAIGHT-IN RWY | DA(H) / MDA(H) | RVR (ALS/ALS out) |
|---|---|---|
| 17 ILS | 366′ (200′) | 500m / 1000m |
| COPTER LOC | 550′ (384′) | 800m / 1000m |
| LOC | 740′ (574′) | 1000m / 1000m |
| RNAV (LNAV) | 590′ (424′) | 800m / 1000m |
| COPTER RNAV (LNAV) ❶ | 470′ (304′) | 800m / 1000m |
| COPTER RNAV (LNAV) ❷ | 500′ (334′) | 800m / 1000m |
| VOR | 540′ (374′) | 800m / 1000m |
| COPTER VOR | 590′ (424′) | 800m / 1000m |
| 35 ILS | 347′ (200′) | 600m / 1000m |
| COPTER LOC | 450′ (303′) | 800m / 1000m |
| LOC | 460′ (313′) | 800m / 1000m |
| RNAV (LNAV) ❸ | 520′ (373′) | 1000m / 1000m |
| RNAV (LNAV) ❹ | 590′ (443′) | 1000m / 1000m |
| COPTER RNAV (LNAV) ❶ | 410′ (263′) | 800m / 1000m |
| COPTER RNAV (LNAV) ❷ | 420′ (273′) | 800m / 1000m |
| VOR | 430′ (283′) | 800m / 1000m |

❶ MAX 90 KT.
❷ MAX 120 KT.
❸ Missed apch climb grad mim 3.0%.
❹ Missed apch climb grad mim 2.5%.

| CIRCLE-TO-LAND | MDA(H) | VIS |
|---|---|---|
| | 820′ (654′) ❺ | 1000m |

❺ COPTER VOR-A: 570′ (404′), Not authorized East of airport.

## TAKE-OFF RWY 17, 35

| LVP must be in Force ❻ | | | | |
|---|---|---|---|---|
| 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 ❼ | 800m |

❻ Without LVP 400m are stipulated.
❼ Or rejected take-off distance whichever is the greater.


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| 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 |

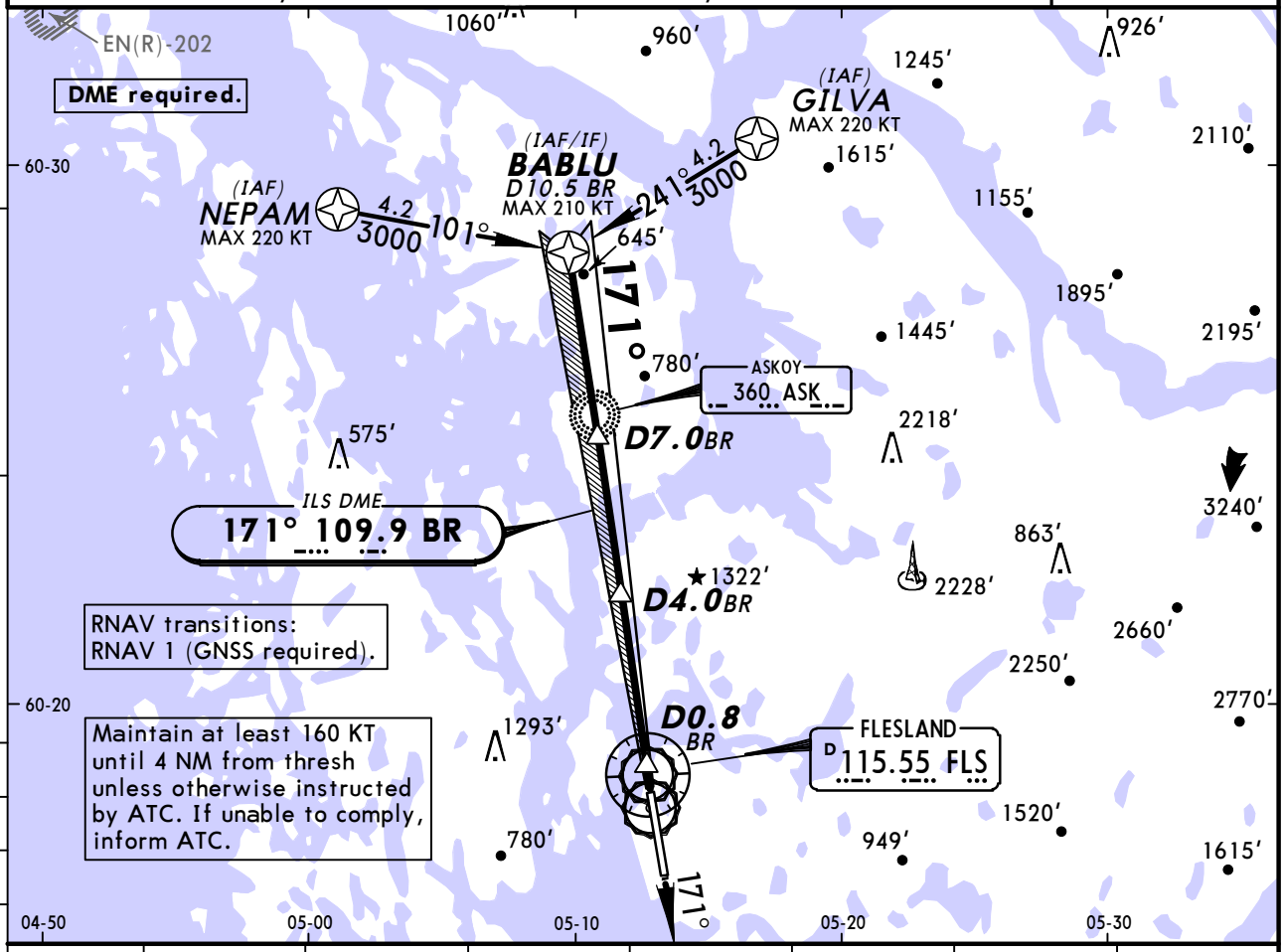
BRIEFING STRIP ™

| LOC | Final Apch Crs | GS | ILS DA(H) | Apt Elev 166′ |
|---|---|---|---|---|
| BR 109.9 | 171° | D4.0 BR 1478′ (1312′) | Refer to Minimums | RWY 166′ |

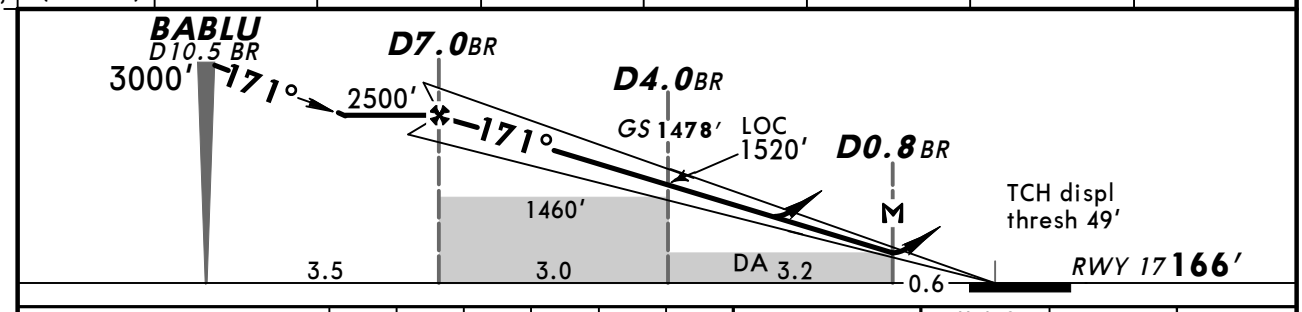
**MISSED APCH:** Climb on 171° to 3000′. Expect vectoring.

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

MSA FLS VOR: 179° 5400′; 269° 3300′; 359° 5300′




| LOC (GS out) | BR DME | 7.0 | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 |
|---|---|---|---|---|---|---|---|
| | ALTITUDE | 2500′ | 2180′ | 1850′ | 1520′ | 1190′ | 860′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| ILS GS or LOC Descent Angle | 3.10° | 384 | 494 | 548 | 658 | 768 | 878 |
| MAP at D0.8 BR | | | | | | | |

HIALS PAPI PAPI 3000′ on 171°

**Standard** STRAIGHT-IN LANDING RWY 17

ILS DA(H) AB: 366′(200′) C: 367′(201′) D: 378′(212′)

LOC (GS out) DA(H) 740′(574′)

PANS OPS

| | ILS FULL | ILS Limited | ILS ALS out | LOC (GS out) | LOC (GS out) ALS out |
|---|---|---|---|---|---|
| A | RVR 550m | RVR 750m | RVR 1200m | RVR 1500m | |
| B | | | | | |
| C | | | | RVR 1900m | CMV 2400m |
| D | | | | | |

CIRCLE-TO-LAND
CAT D: Not authorized
East of airport

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 820′ (654′) | 1500m |
| 135 | 1110′ (944′) | 1600m |
| 180 | 1720′(1554′) | 2400m |
| 205 | 1720′(1554′) | 3600m |

*CHANGES:* Procedure. Minimums.

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BRIEFING STRIP

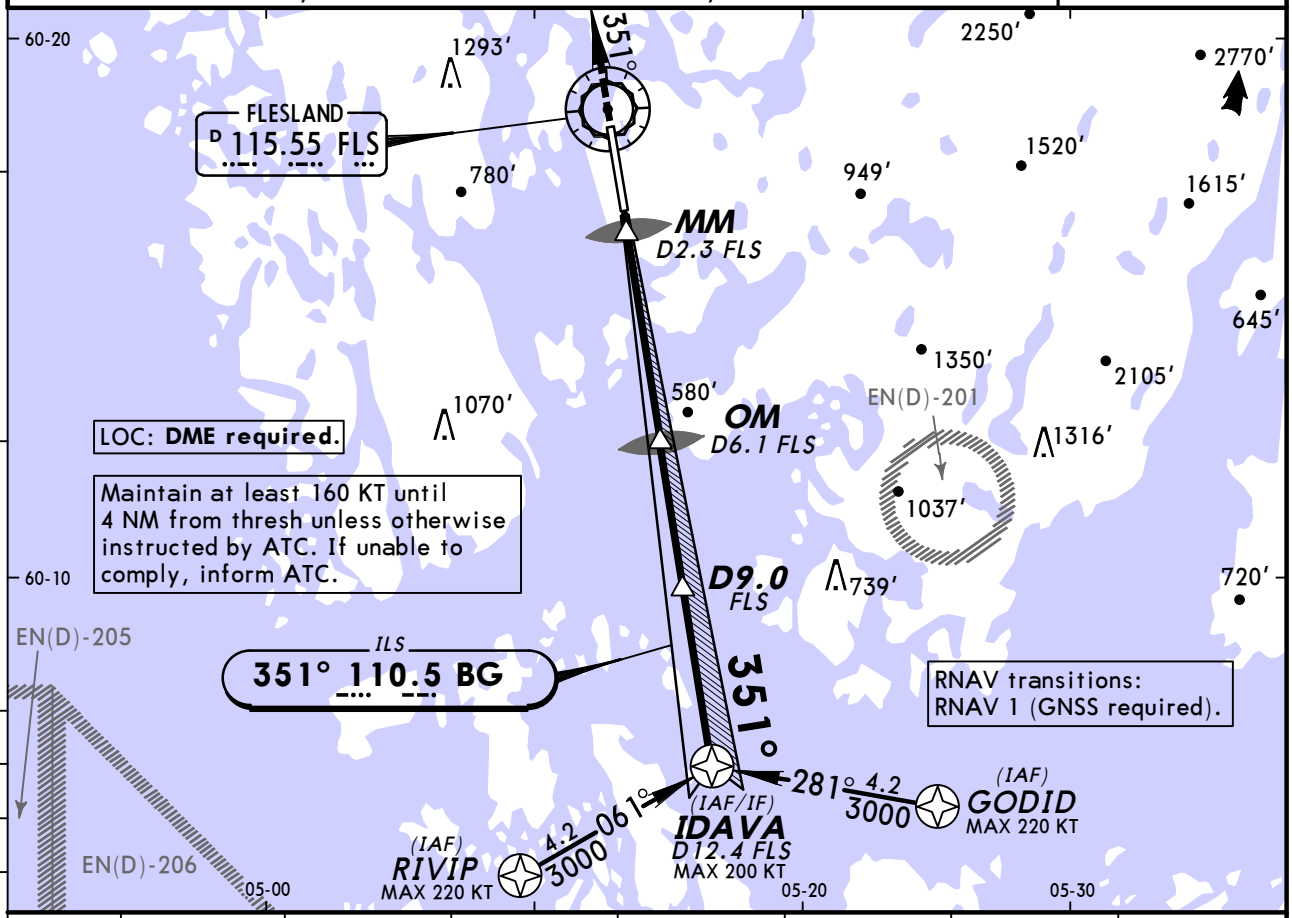
| ATIS | *FLESLAND Radar (APP/R) | *FLESLAND Arrival (APP/R) | *FLESLAND Director (APP/R) | FLESLAND Tower | *Ground |
|---|---|---|---|---|---|
| 125.25 | 121.0 | 125.0 | 118.85 | 119.1 | 121.9 |

| LOC BG | Final Apch Crs | GS OM | ILS DA(H) | Apt Elev 166′ |
|---|---|---|---|---|
| 110.5 | 351° | 1614′ (1467′) | Refer to Minimums | RWY 147′ |

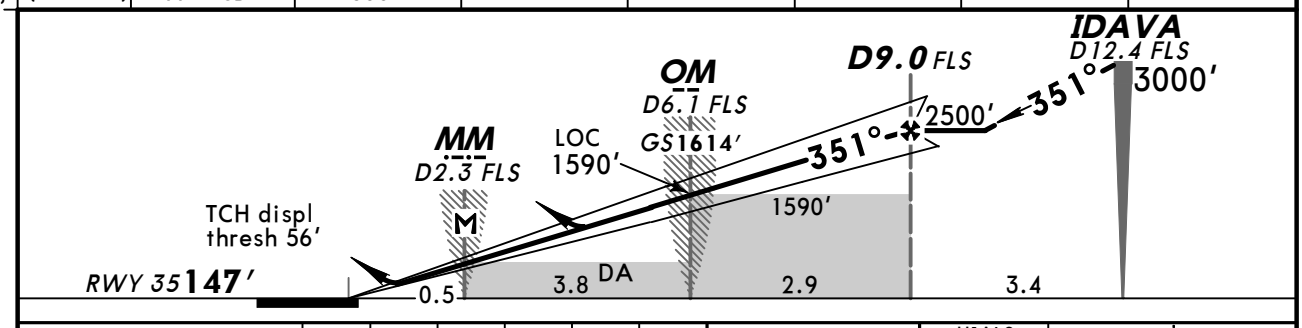
**MISSED APCH:** Climb on 351° to 3000′. Expect vectoring.

Alt Set: hPa | Rwy Elev: 5 hPa | Trans level: By ATC | Trans alt: 7000′

MSA FLS VOR: 179° 5400′; 269° 3300′; 359° 5300′




| LOC (GS out) | FLS DME | 3.0 | 4.0 | 5.0 | 6.0 | 7.0 | 8.0 |
|---|---|---|---|---|---|---|---|
| | ALTITUDE | 600′ | 920′ | 1240′ | 1560′ | 1880′ | 2200′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| ILS GS or LOC Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at MM/D2.3 FLS | | | | | | |

HIALS
PAPI PAPI
3000′ on 351°

**Standard** STRAIGHT-IN LANDING RWY 35

| ILS DA(H) | LOC (GS out) DA(H) |
|---|---|
| A: 347′ (200′) C: 365′ (218′) | AB: 460′ (313′) |
| B: 357′ (210′) D: 375′ (228′) | CD: 510′ (363′) |

| | FULL/Limited | ALS out | | ALS out |
|---|---|---|---|---|
| A | RVR 750m | RVR 1200m | RVR 1000m | RVR 1400m |
| B | | | | |
| C | RVR 800m | | RVR 1300m | RVR 1700m |
| D | | | | |

CIRCLE-TO-LAND
CAT D: Not authorized
East of airport

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 820′ (654′) | 1500m |
| 135 | 1110′ (944′) | 1600m |
| 180 | 1720′ (1554′) | 2400m |
| 205 | 1720′ (1554′) | 3600m |

PANS OPS

*CHANGES:* Procedure. Minimums.

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| 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 |

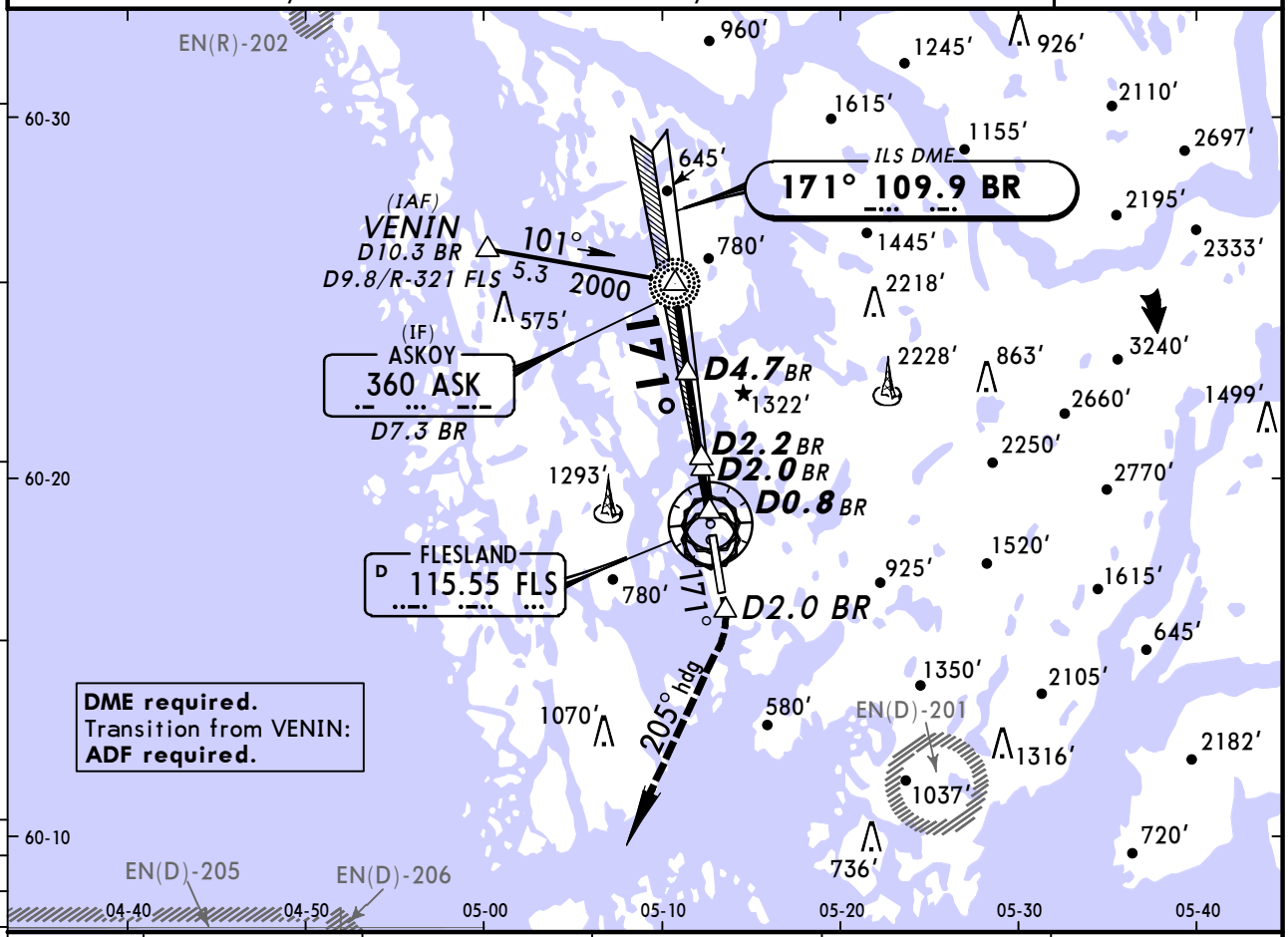
BRIEFING STRIP ™

| LOC BR | Final Apch Crs | GS | ILS DA(H) | Apt Elev 166′ |
|---|---|---|---|---|
| 109.9 | 171° | D2.0 BR 813′ (647′) | 366′ (200′) | RWY 166′ |

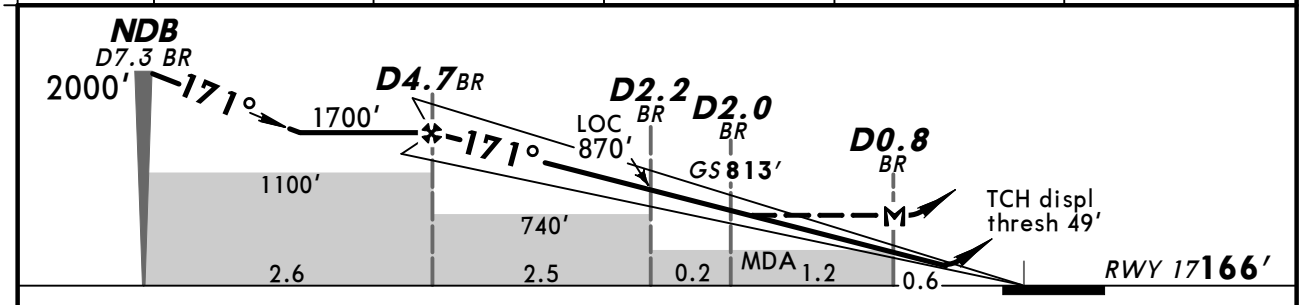
**MISSED APCH:** Climb on 171° to D2.0 BR, then turn RIGHT and proceed on heading 205° to 2000′. Expect vectoring.

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

MSA FLS VOR: 179° 5400′; 269° 3300′; 359° 5300′




| LOC (GS out) | BR DME | 4.0 | 3.0 | 2.0 | 1.0 |
|---|---|---|---|---|---|
| | ALTITUDE | 1470′ | 1140′ | 810′ | 480′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| ILS GS or LOC Descent Angle 3.10° | 384 | 494 | 548 | 658 | 768 | 878 |
| MAP at D0.8 BR | | | | | | |

HIALS
PAPI PAPI

D2.0 BR on 171°

**JAR-OPS** STRAIGHT-IN LANDING RWY 17

| ILS | | LOC (GS out) | |
|---|---|---|---|
| DA(H) 366′ (200′) | | MDA(H) 550′ (384′) | |
| FULL | ALS out | | ALS out |

PANS OPS

| COPTER | | | | |
|---|---|---|---|---|
| | RVR 500m | RVR 1000m | RVR 800m | RVR 1000m |

CHANGES: MSA.

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BRIEFING STRIP ™

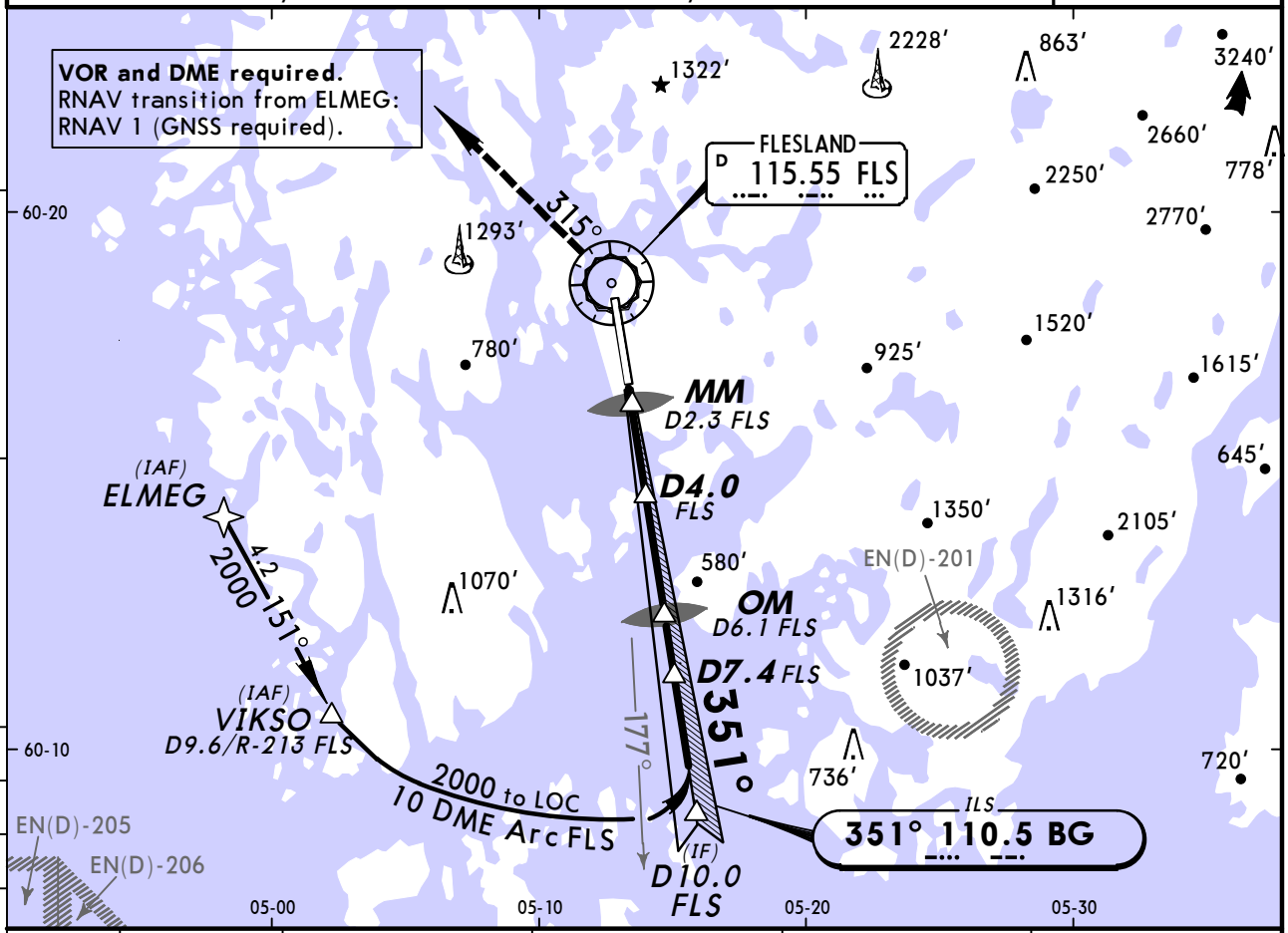
| ATIS | *FLESLAND Radar (APP/R) | *FLESLAND Arrival (APP/R) | *FLESLAND Director (APP/R) | FLESLAND Tower | *Ground |
|---|---|---|---|---|---|
| 125.25 | 121.0 | 125.0 | 118.85 | 119.1 | 121.9 |

| LOC BG | Final Apch Crs | GS OM | ILS DA(H) | Apt Elev / RWY |
|---|---|---|---|---|
| 110.5 | 351° | 1614′ (1467′) | 347′ (200′) | Apt Elev 166′ / RWY 147′ |

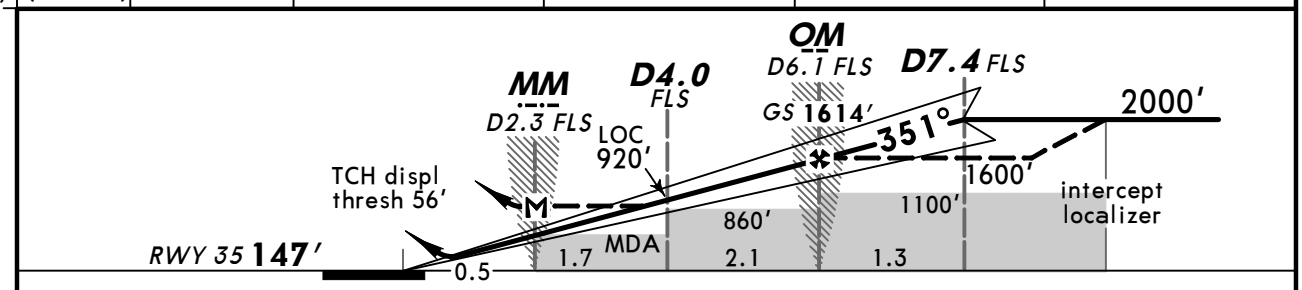
**MISSED APCH:** Climb on 351° to 600′, then turn LEFT and proceed on 315° to 2000′. Expect vectoring.
Do not turn before VOR.

Alt Set: hPa | Rwy Elev: 5 hPa | Trans level: By ATC | Trans alt: 7000′

MSA FLS VOR: 179° 5400′; 269° 3300′; 359° 5300′




| LOC (GS out) | FLS DME | 3.0 | 4.0 | 5.0 | 6.0 |
|---|---|---|---|---|---|
| | ALTITUDE | 600′ | 920′ | 1240′ | 1560′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| ILS GS or LOC Desc Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at MM/D2.3 FLS | | | | | | |

HIALS
PAPI PAPI
600′ on 351°

**JAR-OPS** STRAIGHT-IN LANDING RWY 35

| ILS | | LOC (GS out) | |
|---|---|---|---|
| DA(H) 347′ (200′) | | MDA(H) 450′ (303′) | |
| FULL | ALS out | | ALS out |
| RVR 600m | RVR 1000m | RVR 800m | RVR 1000m |

PANS OPS — COPTER

*CHANGES:* Arrival route established.

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BRIEFING STRIP ™

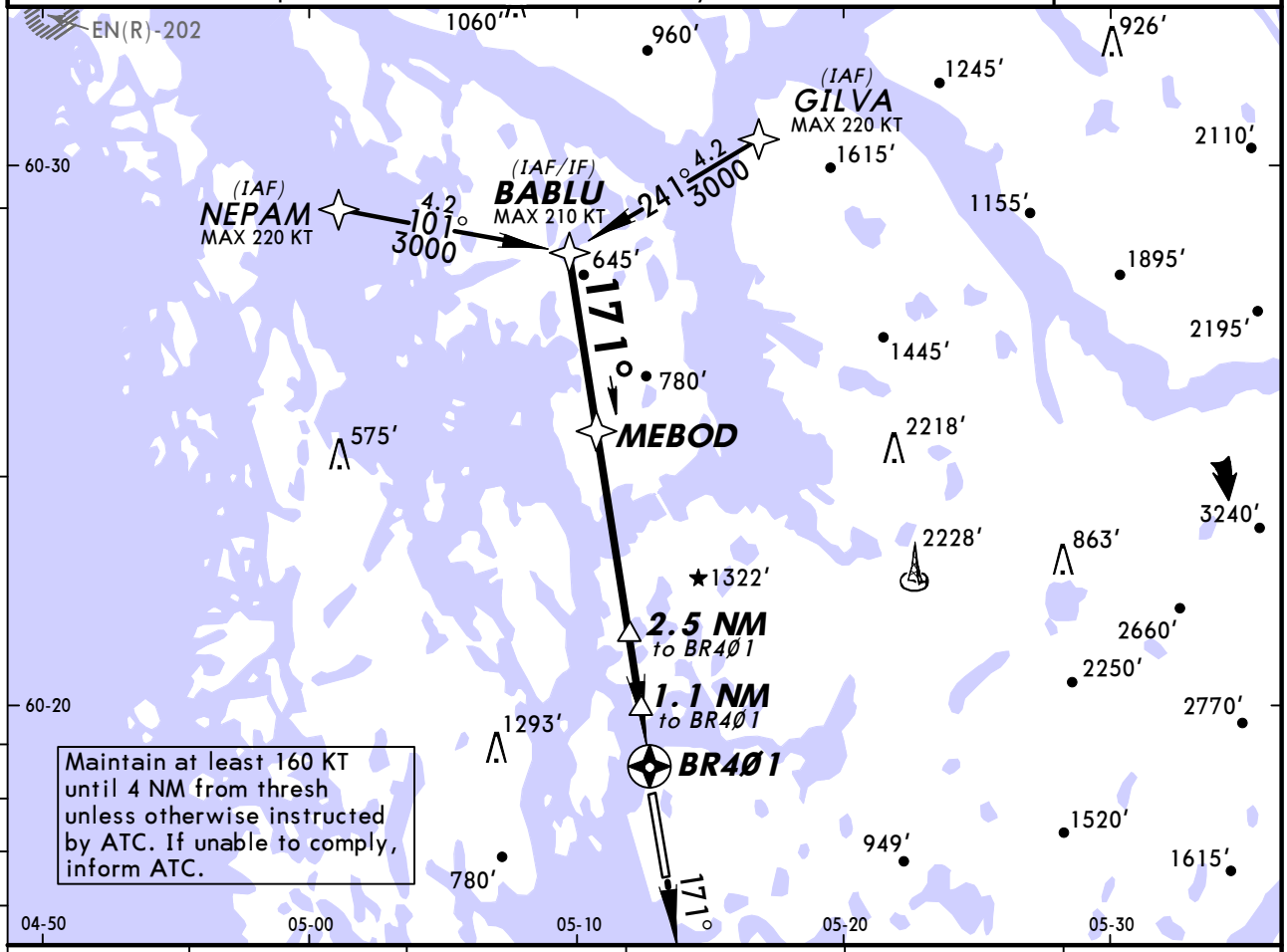
| ATIS | *FLESLAND Radar (APP/R) | *FLESLAND Arrival (APP/R) | *FLESLAND Director (APP/R) | FLESLAND Tower | *Ground |
|---|---|---|---|---|---|
| 125.25 | 121.0 | 125.0 | 118.85 | 119.1 | 121.9 |

| RNAV | Final Apch Crs | Procedure Alt MEBOD | LNAV DA(H) | Apt Elev 166′ |
|---|---|---|---|---|
| | 171° | 2500′ (2334′) | 590′ (424′) | |

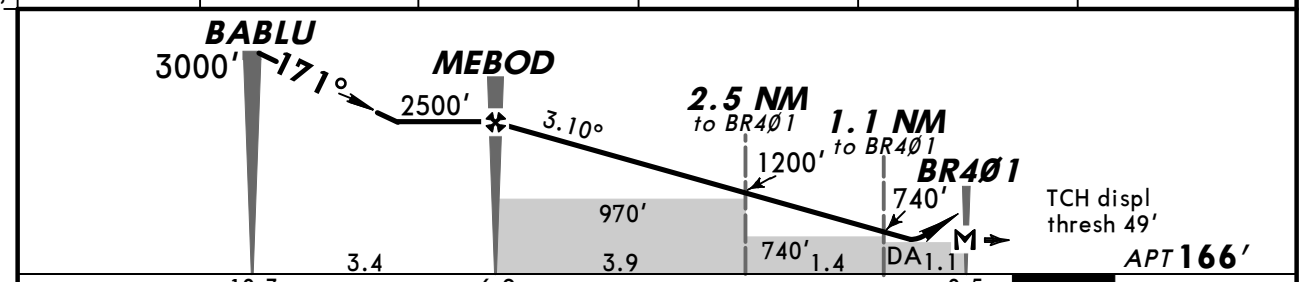
**MISSED APCH:** Climb on 171° to 3000′. Expect vectoring.

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

5500′ MSA ARP




| DIST to BR4Ø1 | 5.0 | 4.0 | 3.0 | 2.0 | 1.0 |
|---|---|---|---|---|---|
| ALTITUDE | 2030′ | 1700′ | 1370′ | 1040′ | 720′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 3.10° | 384 | 494 | 548 | 658 | 768 | 878 |
| MAP at BR4Ø1 | | | | | | | |

HIALS PAPI PAPI 3000′ on 171°

**Standard** STRAIGHT-IN LANDING RWY 17
**LNAV**
DA(H) 590′ (424′)

| | | ALS out |
|---|---|---|
| A | RVR 1300m | RVR 1500m |
| B | | |
| C | | RVR 2000m |
| D | | |

CIRCLE-TO-LAND
CAT D: Not authorized
East of airport

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 820′ (654′) | 1500m |
| 135 | 1110′ (944′) | 1600m |
| 180 | 1720′ (1554′) | 2400m |
| 205 | 1720′ (1554′) | 3600m |

PANS OPS

*CHANGES:* New procedure.

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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 |

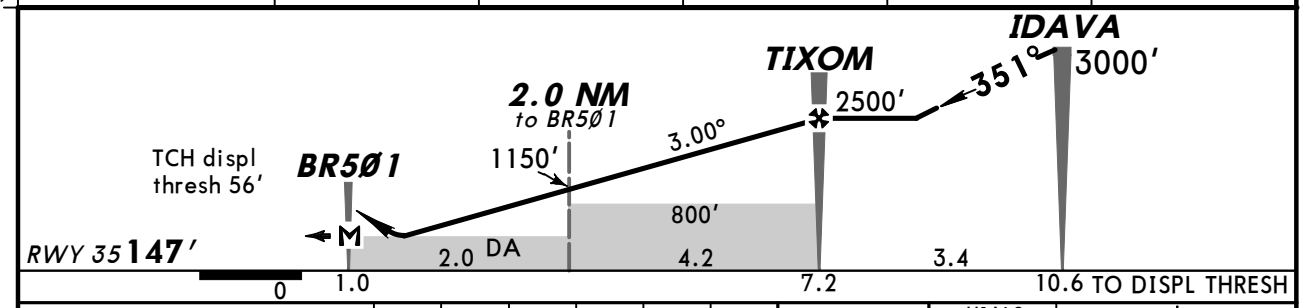
| RNAV | Final Apch Crs | Procedure Alt | LNAV DA(H) | Apt Elev 166′ |
|---|---|---|---|---|
| | 351° | TIXOM 2500′ (2353′) | Refer to Minimums | RWY 147′ |

MISSED APCH: Climb on 351° to 3000′. Expect vectoring.

Alt Set: hPa | Rwy Elev: 5 hPa | Trans level: By ATC | Trans alt: 7000′

5500′ MSA ARP

| DIST to BR5Ø1 | 1.0 | 2.0 | 3.0 | 4.0 | 5.0 |
|---|---|---|---|---|---|
| ALTITUDE | 840′ | 1150′ | 1480′ | 1800′ | 2120′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at BR5Ø1 | | | | | | | |

HIALS
PAPI PAPI
3000′ on 351°

PANS OPS

**Standard** STRAIGHT-IN LANDING RWY 35

| | LNAV Missed apch climb grad mim 3.0% DA(H) AB: 520′ (373′) CD: 570′ (423′) | | LNAV Missed apch climb grad mim 2.5% DA(H) AB: 590′ (443′) | C: 610′ (463′) D: 630′ (483′) ALS out |
|---|---|---|---|---|
| A | RVR 1300m | RVR 1500m | RVR 1500m | |
| B | | | | |
| C | RVR 1600m | RVR 2000m | RVR 1800m | CMV 2200m |
| D | | | | CMV 2300m |

CIRCLE-TO-LAND

CAT D: Not authorized
East of airport

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 820′ (654′) | 1500m |
| 135 | 1110′ (944′) | 1600m |
| 180 | 1720′ (1554′) | 2400m |
| 205 | 1720′ (1554′) | 3600m |

CHANGES: New procedure.

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# ENBR/BGO
FLESLAND

JEPPESEN
24 MAY 13
Eff 30 May
(12-3)

❶ COPTER

# BERGEN, NORWAY
# RNAV (GNSS) 044°

BRIEFING STRIP ™

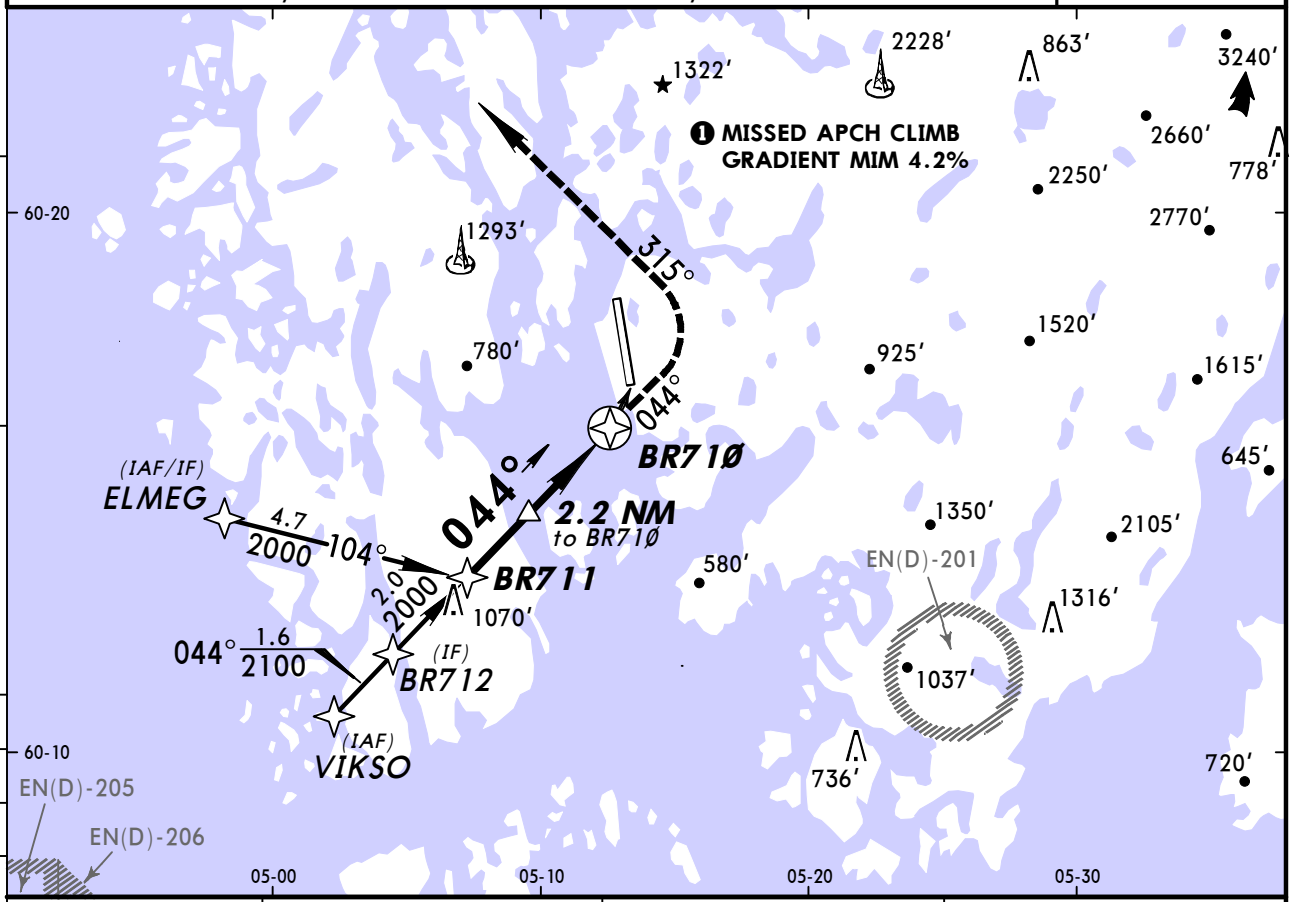
| ATIS | *FLESLAND Radar (APP/R) | *FLESLAND Arrival (APP/R) | *FLESLAND Director (APP/R) | FLESLAND Tower | *Ground |
|---|---|---|---|---|---|
| 125.25 | 121.0 | 125.0 | 118.85 | 119.1 | 121.9 |

| RNAV | Final Apch Crs | Procedure Alt | LNAV MDA(H) | Apt Elev 166′ |
|---|---|---|---|---|
| | 044° | BR711 2000′ (1853′) | Refer to Minimums | RWY 147′ |

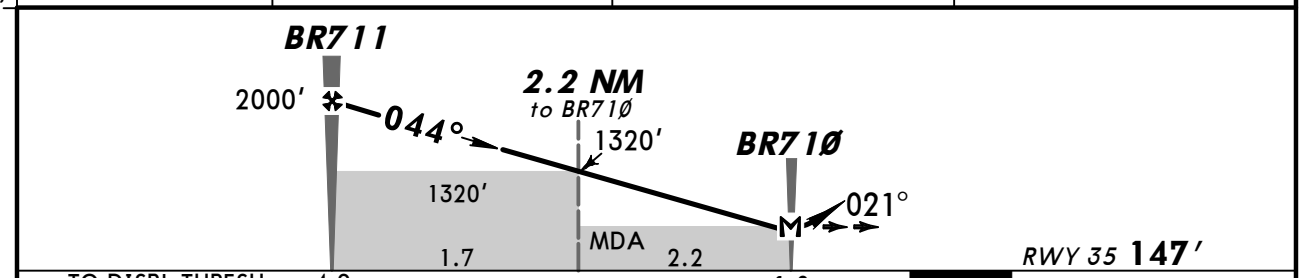
**MISSED APCH:** Climb on 044° to 680′, then turn LEFT and proceed on 315° to 2000′. Expect vectoring. Do not turn before MAP.
**MISSED APCH WITH COMM FAILURE:** Squawk 7600′. When passing 2000′ turn LEFT direct ELMEG for a new approach.

Alt Set: hPa | Rwy Elev: 5 hPa | Trans level: By ATC | Trans alt: 7000′

5500′
MSA ARP




| DIST to BR71Ø | 3.0 | 2.0 | 1.0 |
|---|---|---|---|
| ALTITUDE | 1650′ | 1240′ | 830′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent Angle FAF-MAP 3.90° | 483 | 621 | 690 | 828 | 967 | 1105 |
| MAP at BR71Ø | | | | | | |

HIALS
PAPI PAPI

680′ on 044°

315° LT

**JAR-OPS**

STRAIGHT-IN LANDING RWY 35
**LNAV**
**Missed apch climb gradient mim 4.2%**

| MAX 90 KT | | MAX 120 KT | |
|---|---|---|---|
| MDA(H) 410′ (263′) | | MDA(H) 420′ (273′) | |
| | ALS out | | ALS out |

PANS OPS

| COPTER | | | | |
|---|---|---|---|---|
| RVR 800m | RVR 1000m | RVR 800m | RVR 1000m | |

*CHANGES:* New procedure.

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| 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 |

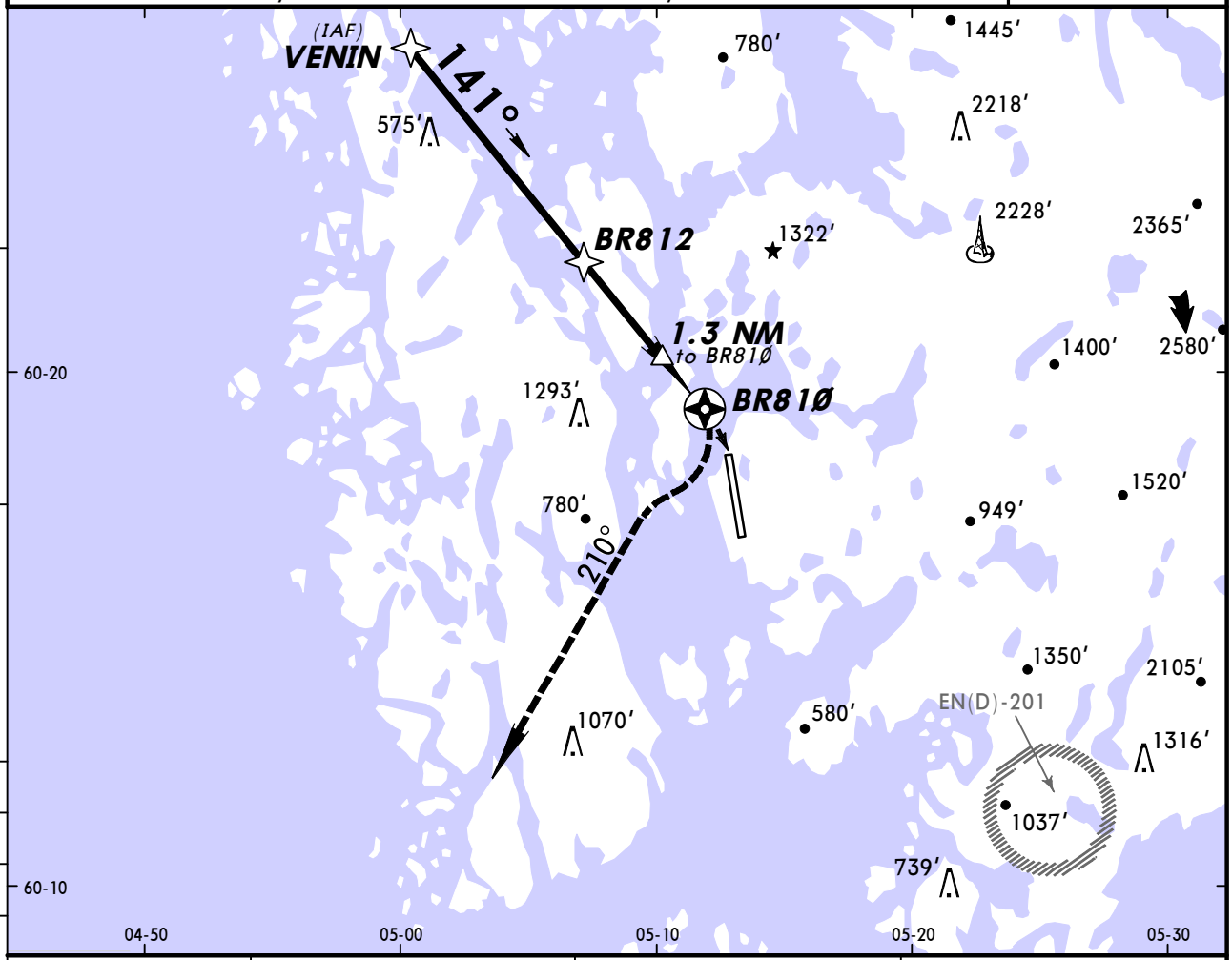
BRIEFING STRIP ™

| RNAV | Final Apch Crs 141° | Procedure Alt BR812 2000′ (1834′) | LNAV MDA(H) Refer to Minimums | Apt Elev 166′ RWY 166′ |
|---|---|---|---|---|

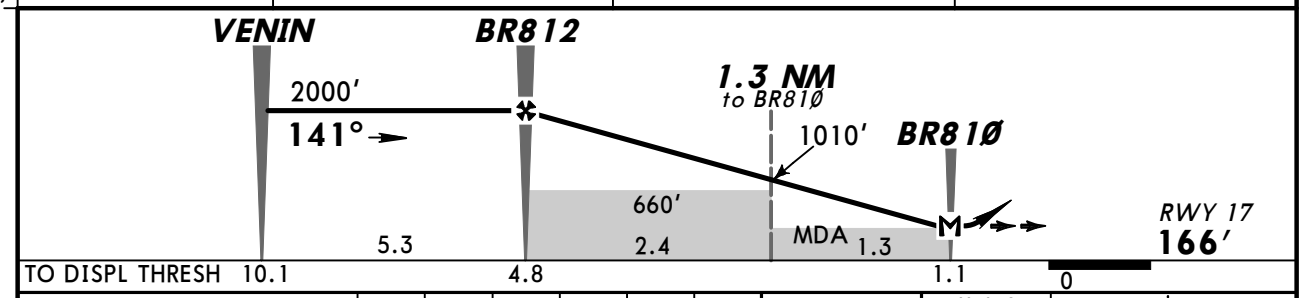
**MISSED APCH:** Turn RIGHT to intercept and proceed on 210° from BR81Ø to 2000′. Expect vectoring.
Do not turn before MAP.

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

5500′ MSA ARP




| DIST to BR81Ø | 3.0 | 2.0 | 1.0 |
|---|---|---|---|
| ALTITUDE | 1720′ | 1300′ | 890′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent Angle FAF-MAP 3.90° | 483 | 621 | 690 | 828 | 967 | 1105 |
| | | | | | | |
| MAP at BR81Ø | | | | | | |

HIALS
PAPI PAPI
RT on 210° from BR81Ø

**JAR-OPS** STRAIGHT-IN LANDING RWY 17
LNAV

| MAX 90 KT | | MAX 120 KT | |
|---|---|---|---|
| MDA(H) 470′ (304′) | | MDA(H) 500′ (334′) | |
| | ALS out | | ALS out |

PANS OPS

| COPTER | | | | |
|---|---|---|---|---|
| | RVR 800m | RVR 1000m | RVR 800m | RVR 1000m |

*CHANGES:* Descent angle.

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BRIEFING STRIP ™

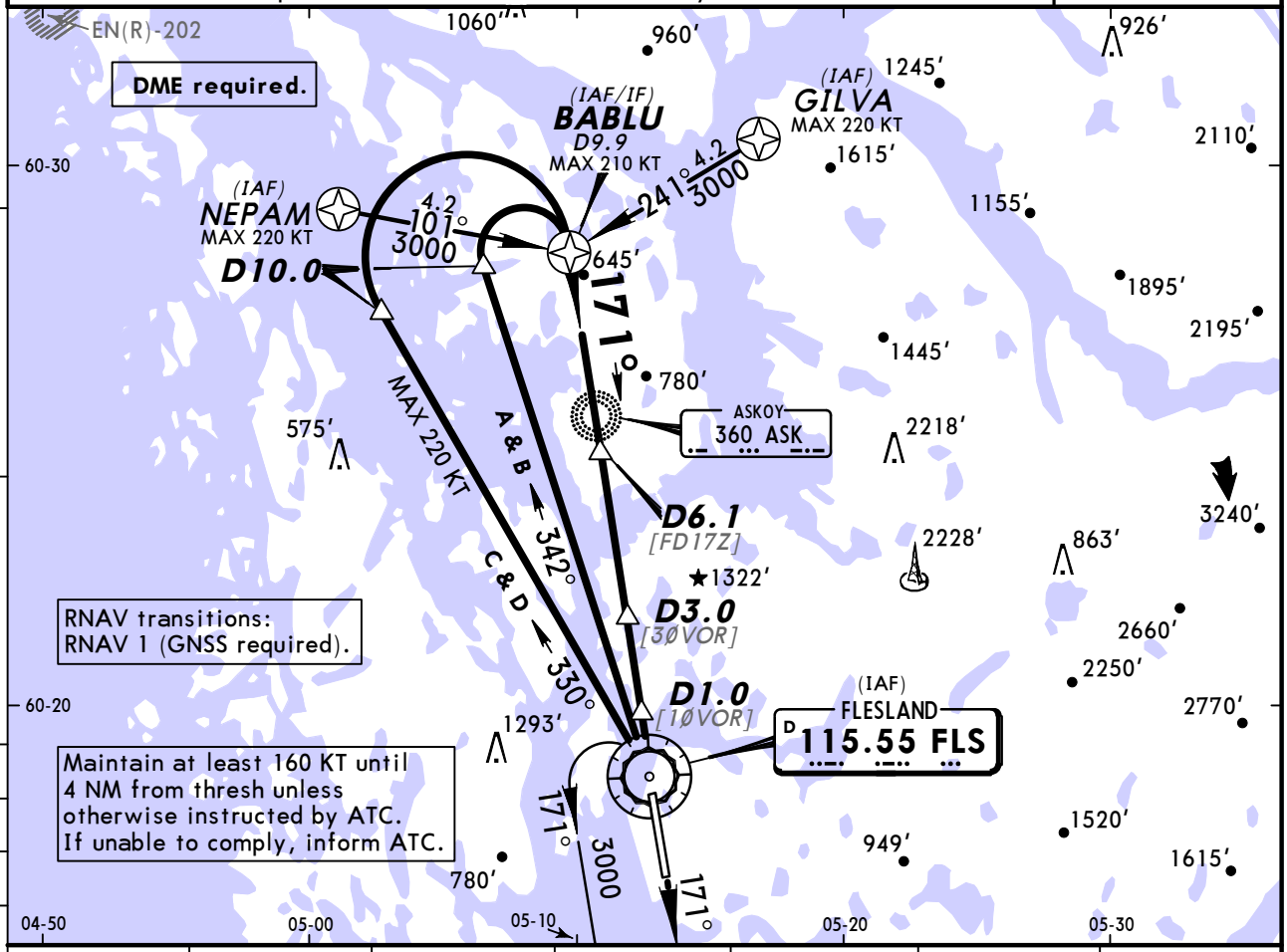
| ATIS | *FLESLAND Radar (APP/R) | *FLESLAND Arrival (APP/R) | *FLESLAND Director (APP/R) | FLESLAND Tower | *Ground |
|---|---|---|---|---|---|
| 125.25 | 121.0 | 125.0 | 118.85 | 119.1 | 121.9 |

| VOR | Final Apch Crs | Procedure Alt | DA(H) | Apt Elev |
|---|---|---|---|---|
| FLS 115.55 | 171° | D6.1 2500′ (2334′) | 540′ (374′) | 166′ |

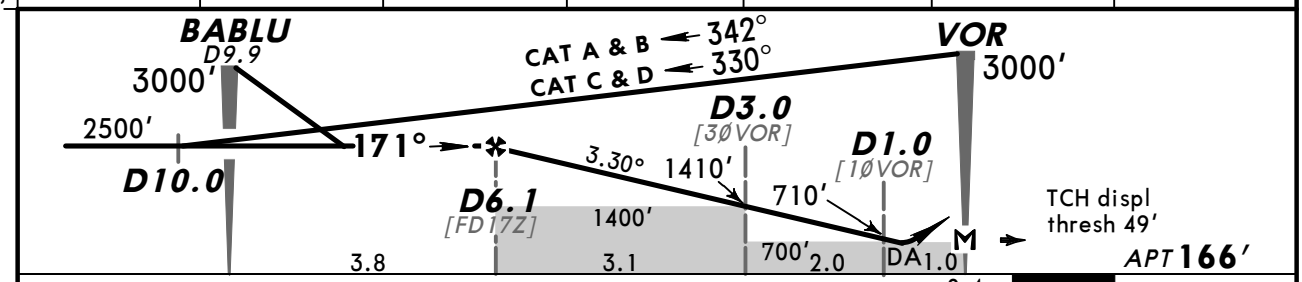
**MISSED APCH:** Climb on R-171 to 3000′. Expect vectoring.

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

MSA FLS VOR: 179° 5400′; 269° 3300′; 359° 5300′




| FLS DME | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 | 1.0 |
|---|---|---|---|---|---|---|
| ALTITUDE | 2460′ | 2110′ | 1760′ | 1410′ | 1060′ | 710′ |




TO DISPLACED THRESHOLD

| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 3.30° | 409 | 526 | 584 | 701 | 817 | 934 |
| MAP at VOR | | | | | | | |

HIALS PAPI PAPI

3000′ FLS 115.55 on R-171

PANS OPS

**Standard** STRAIGHT-IN LANDING RWY 17

DA(H) 540′ (374′)

| | | ALS out |
|---|---|---|
| A | RVR 1000m | RVR 1500m |
| B | | |
| C | | RVR 1700m |
| D | | |

CIRCLE-TO-LAND
CAT D: Not authorized
East of airport

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 820′ (654′) | 1500m |
| 135 | 1110′ (944′) | 1600m |
| 180 | 1720′ (1554′) | 2400m |
| 205 | 1720′ (1554′) | 3600m |

*CHANGES:* Procedure.

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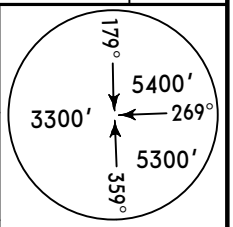
| ATIS | *FLESLAND Radar (APP/R) | *FLESLAND Arrival (APP/R) | *FLESLAND Director (APP/R) | FLESLAND Tower | *Ground |
|---|---|---|---|---|---|
| 125.25 | 121.0 | 125.0 | 118.85 | 119.1 | 121.9 |

BRIEFING STRIP™

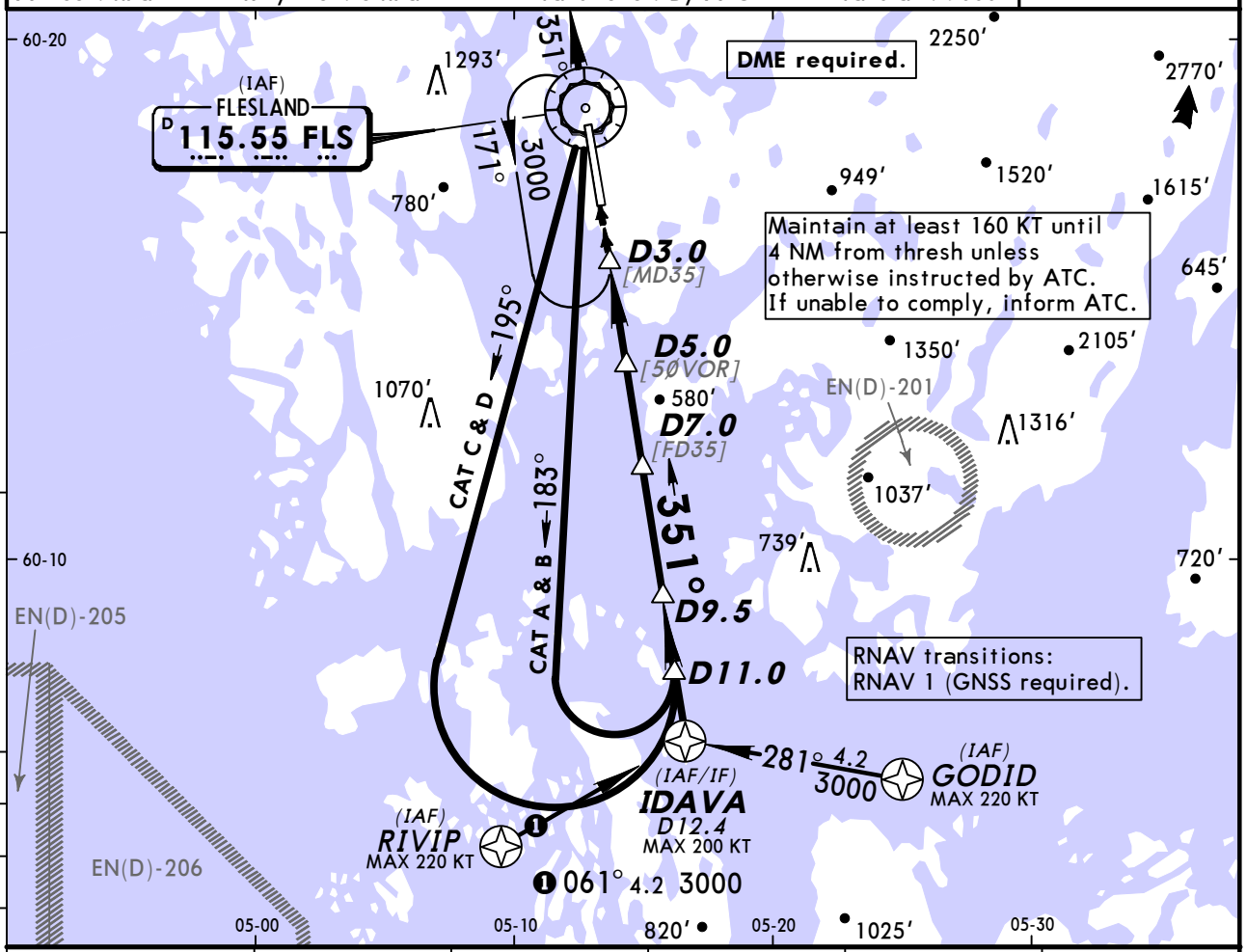
| VOR | Final Apch Crs | Procedure Alt | DA(H) | Apt Elev 166′ |
|---|---|---|---|---|
| FLS 115.55 | 351° | D7.0 1700′ (1553′) | 430′ (283′) | RWY 147′ |

**MISSED APCH:** Climb STRAIGHT AHEAD to VOR. Continue climb on R-351 to 3000′. Expect vectoring.

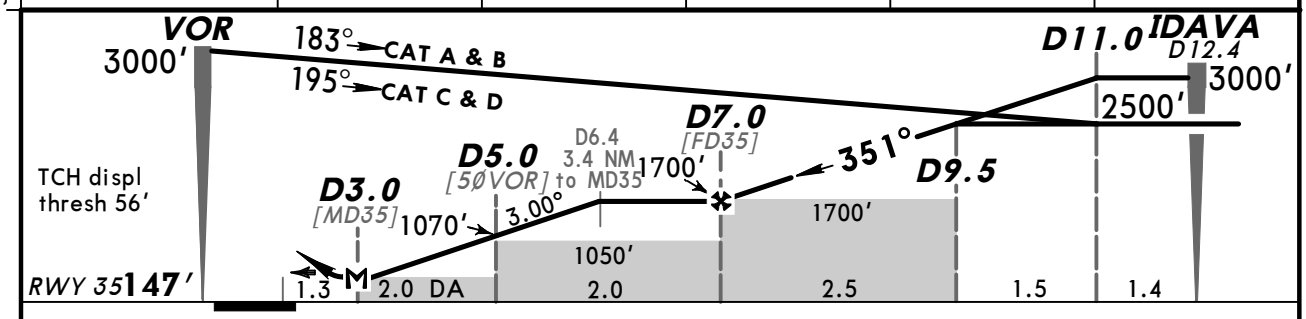
Alt Set: hPa  Rwy Elev: 5 hPa  Trans level: By ATC  Trans alt: 7000′




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 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D3.0 | | | | | | | |

HIALS
PAPI PAPI
FLS 115.55

PANS OPS

**Standard** STRAIGHT-IN LANDING RWY 35

DA(H) 430′ (283′)

| | | ALS out |
|---|---|---|
| A | RVR 900m | RVR 1400m |
| B | | |
| C | | |
| D | | |

CIRCLE-TO-LAND
CAT D: Not authorized
East of airport

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 820′ (654′) | 1500m |
| 135 | 1110′ (944′) | 1600m |
| 180 | 1720′ (1554′) | 2400m |
| 205 | 1720′ (1554′) | 3600m |

CHANGES: Procedure.

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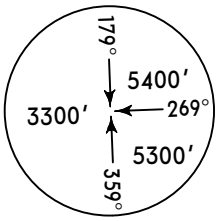
| ATIS | *FLESLAND Radar (APP/R) | *FLESLAND Arrival (APP/R) | *FLESLAND Director (APP/R) | FLESLAND Tower | *Ground |
|---|---|---|---|---|---|
| 125.25 | 121.0 | 125.0 | 118.85 | 119.1 | 121.9 |

BRIEFING STRIP ™

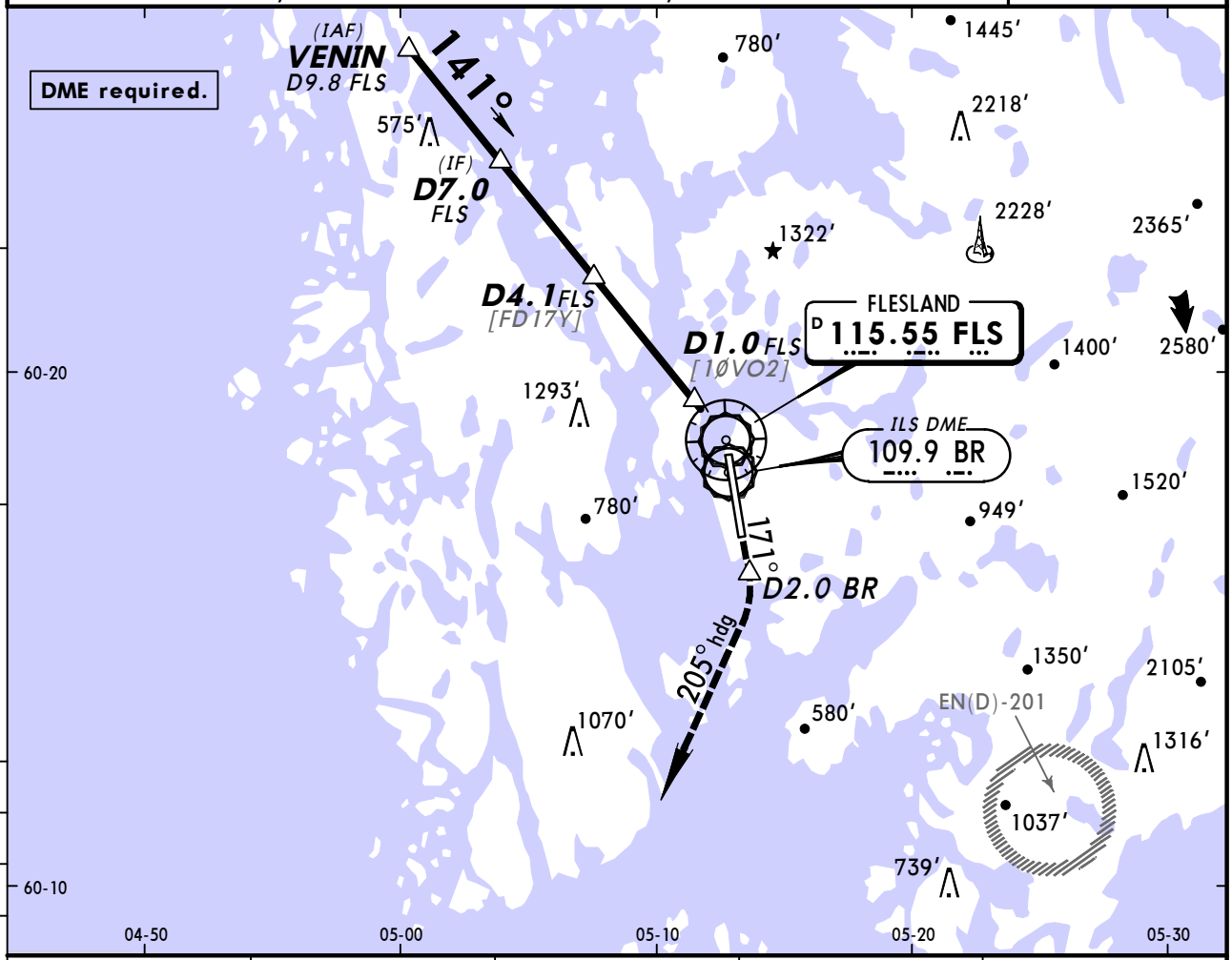
| VOR | Final Apch Crs | Procedure Alt | MDA(H) | Apt Elev 166′ |
|---|---|---|---|---|
| FLS 115.55 | 141° | D4.1 FLS 2000′ (1834′) | 590′ (424′) | RWY 166′ |

**MISSED APCH:** Turn RIGHT to intercept R-171. At D2.0 BR turn RIGHT and proceed on heading 205° climbing to 2000′. Expect vectoring.

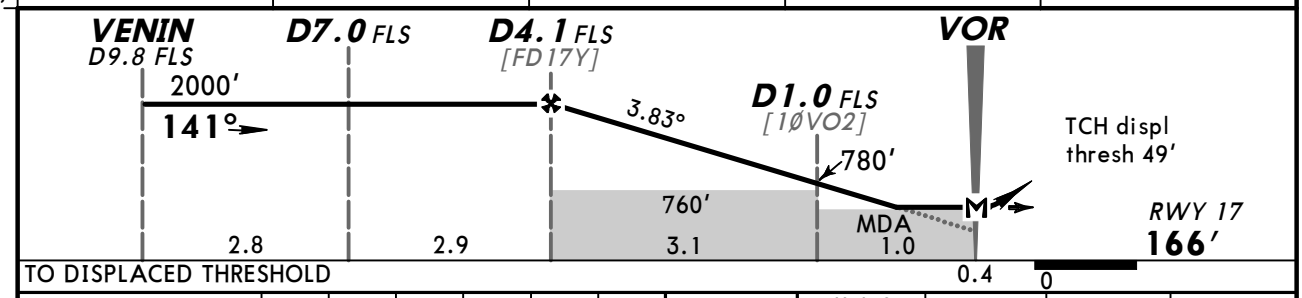
Alt Set: hPa  Rwy Elev: 6 hPa  Trans level: By ATC  Trans alt: 7000′




MSA FLS VOR




| FLS DME | 4.0 | 3.0 | 2.0 | 1.0 |
|---|---|---|---|---|
| ALTITUDE | 1970′ | 1570′ | 1180′ | 780′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent Angle 3.83° | 475 | 610 | 678 | 814 | 949 | 1085 |
| MAP at VOR | | | | | | |

HIALS
PAPI PAPI
RT

FLS 115.55 R-171

D2.0 BR

**JAR-OPS** STRAIGHT-IN LANDING RWY 17

MDA(H) 590′ (424′)

ALS out

PANS OPS

| COPTER | RVR 800m | RVR 1000m |
|---|---|---|

CHANGES: None.

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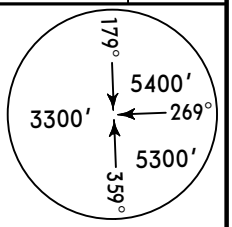
| ATIS | *FLESLAND Radar (APP/R) | *FLESLAND Arrival (APP/R) | *FLESLAND Director (APP/R) | FLESLAND Tower | *Ground |
|---|---|---|---|---|---|
| 125.25 | 121.0 | 125.0 | 118.85 | 119.1 | 121.9 |

BRIEFING STRIP ™

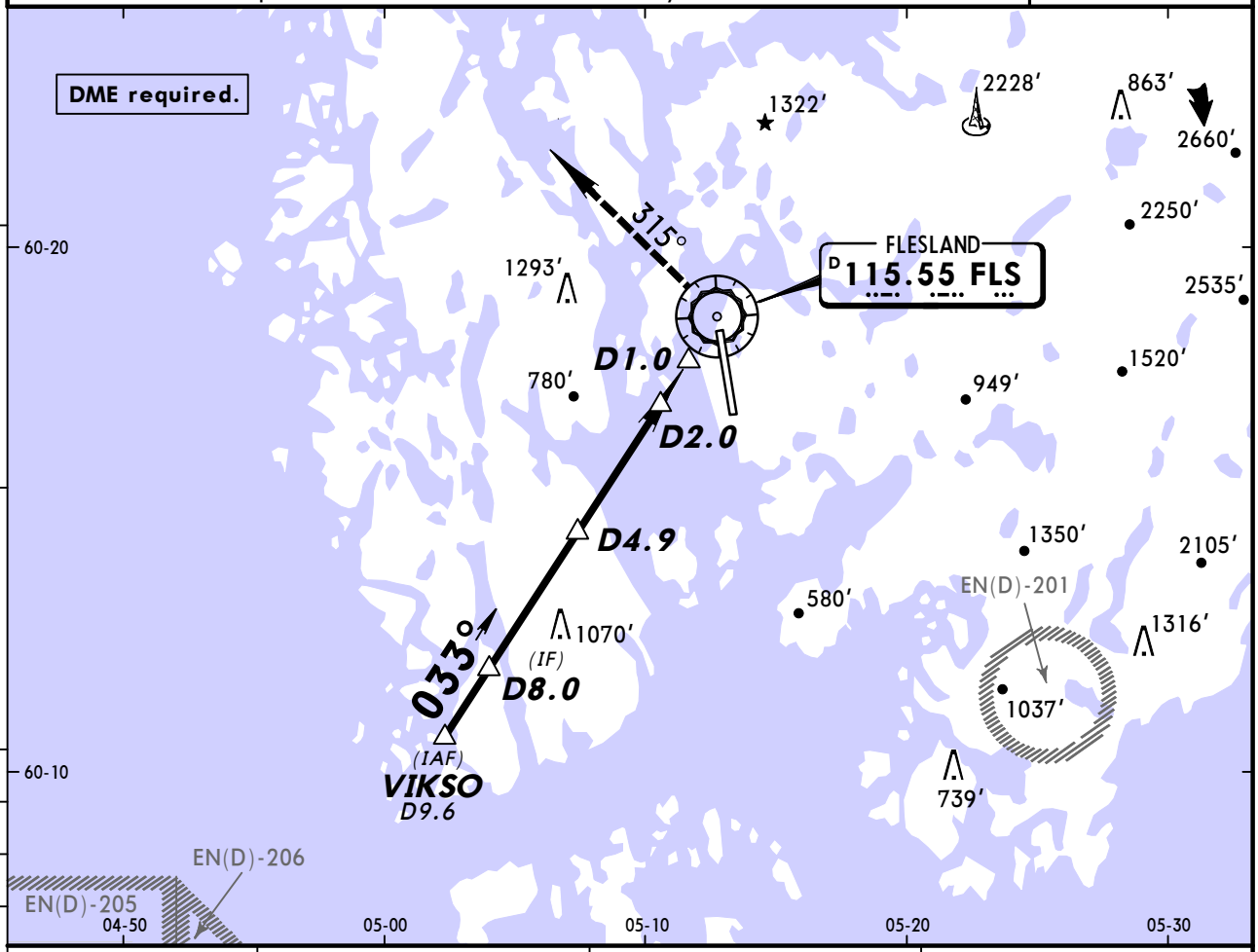
| VOR | Final Apch Crs | Procedure Alt | MDA(H) | Apt Elev |
|---|---|---|---|---|
| FLS 115.55 | 033° | D4.9 2000′ (1834′) | 570′ (404′) | 166′ |

**MISSED APCH:** Climb STRAIGHT AHEAD to VOR, then turn LEFT and proceed on 315° to 2000′. Expect vectoring.

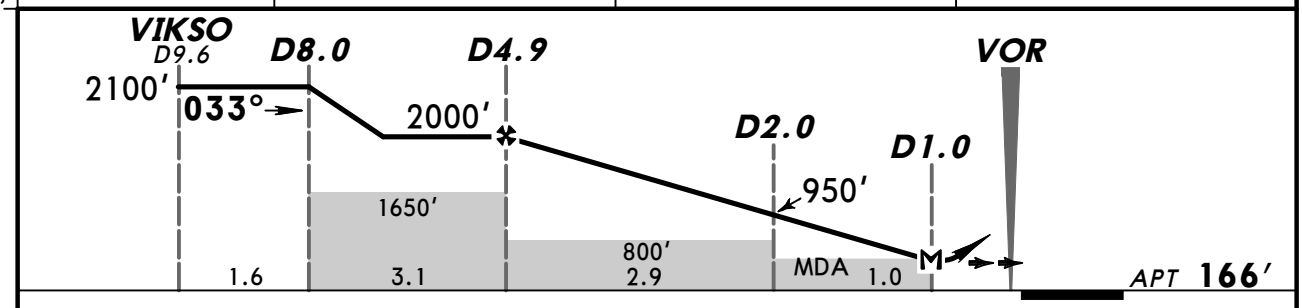
Alt Set: hPa  Apt Elev: 6 hPa  Trans level: By ATC  Trans alt: 7000′




MSA FLS VOR




| FLS DME | 4.0 | 3.0 | 2.0 |
|---|---|---|---|
| ALTITUDE | 1690′ | 1320′ | 950′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Angle FAF-MAP | 3.50° | 434 | 557 | 619 | 743 | 867 | 991 |
| MAP at D1.0 | | | | | | | |

Lighting - Refer to Airport Chart | FLS 115.55 | 315° LT

**JAR-OPS**

CIRCLE-TO-LAND
Not authorized East of airport

PANS OPS

| | Max Kts | MDA(H) | VIS |
|---|---|---|---|
| COPTER | 100 | 570′(404′) | 1000m |

*CHANGES:* Altitude at VIKSO.

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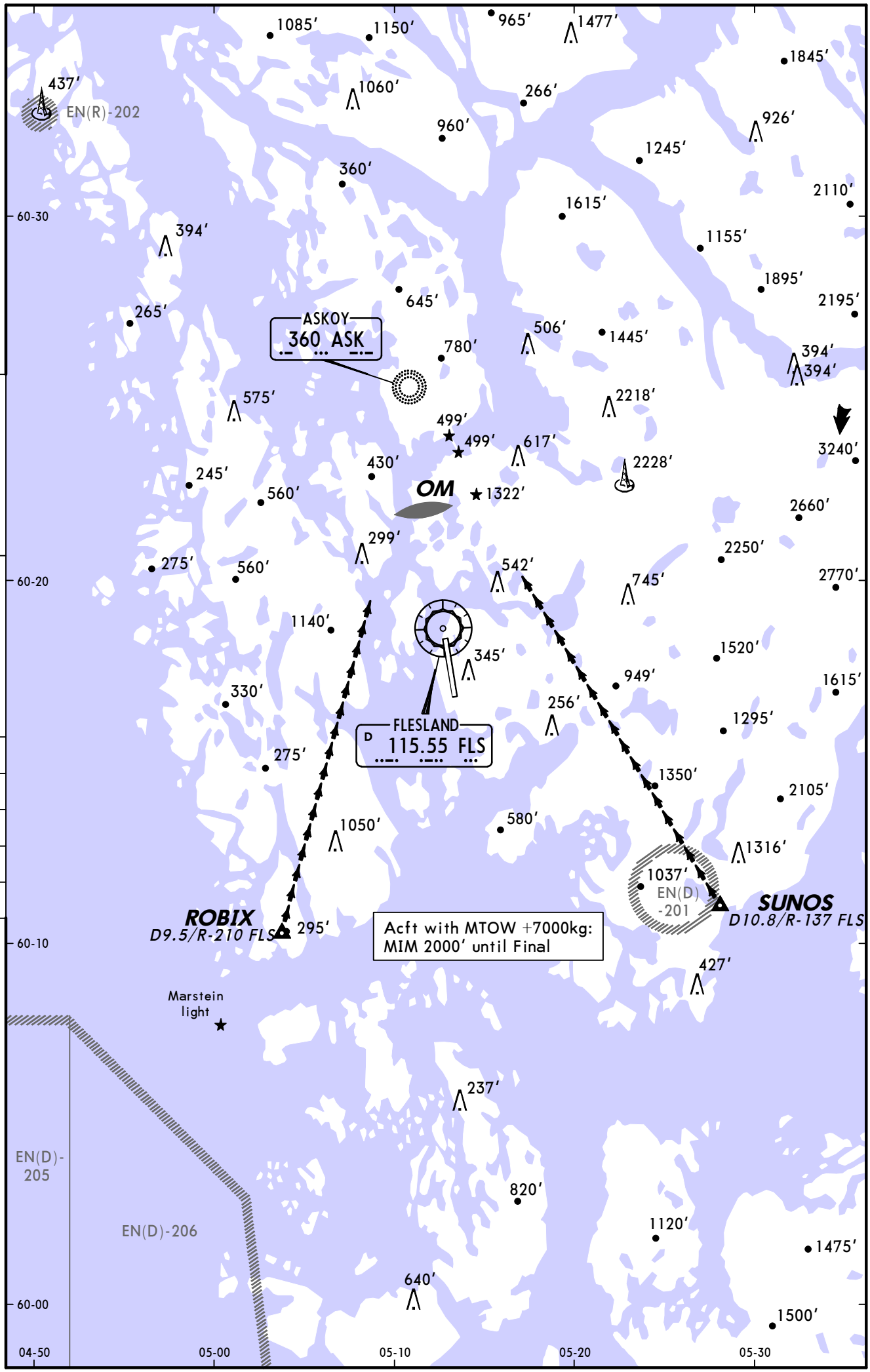
# VISUAL APPROACH PROCEDURES RWY 17




CHANGES: TOBAX removed.

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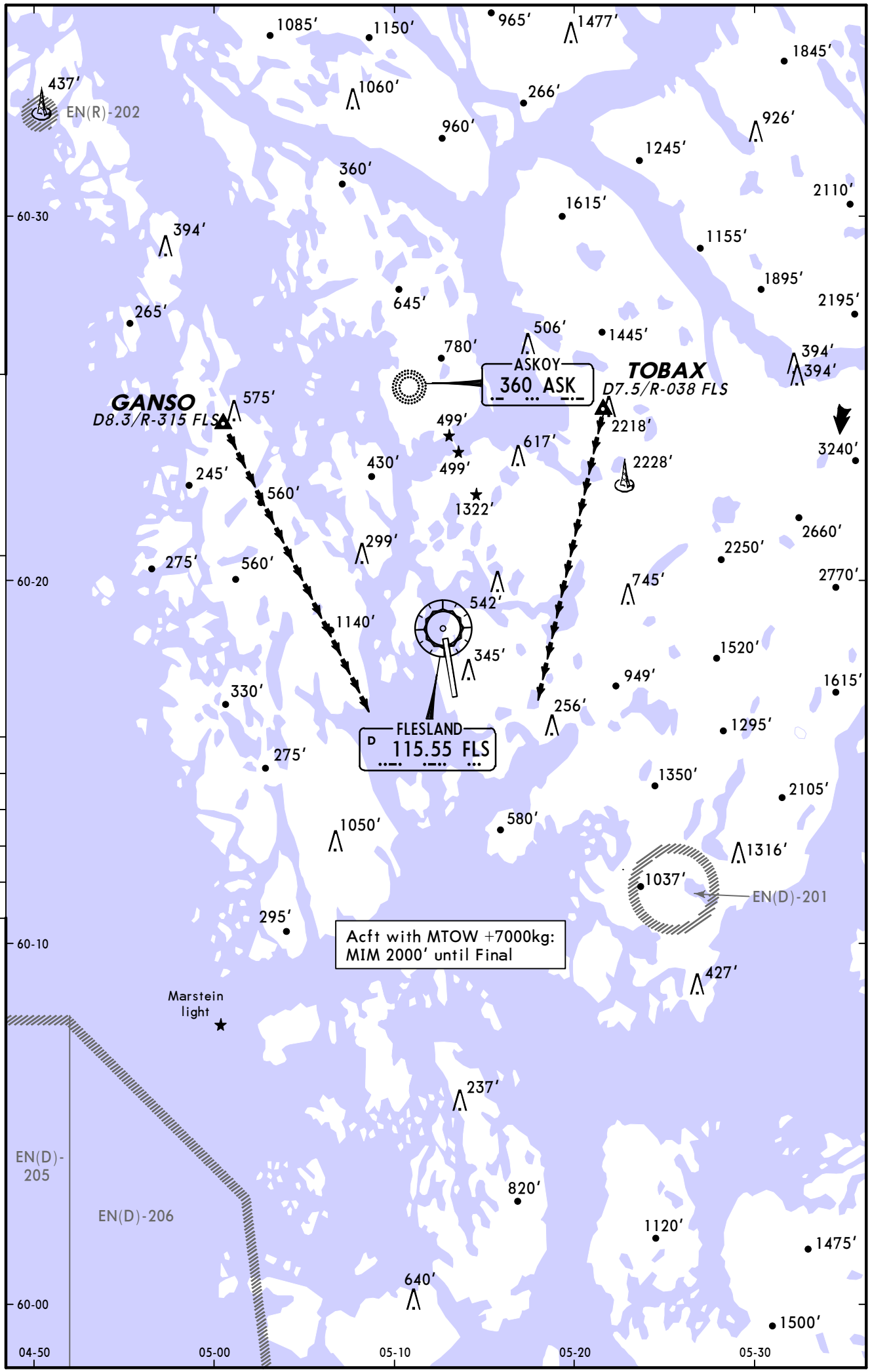
# VISUAL APPROACH PROCEDURES RWY 35




CHANGES: OM removed.

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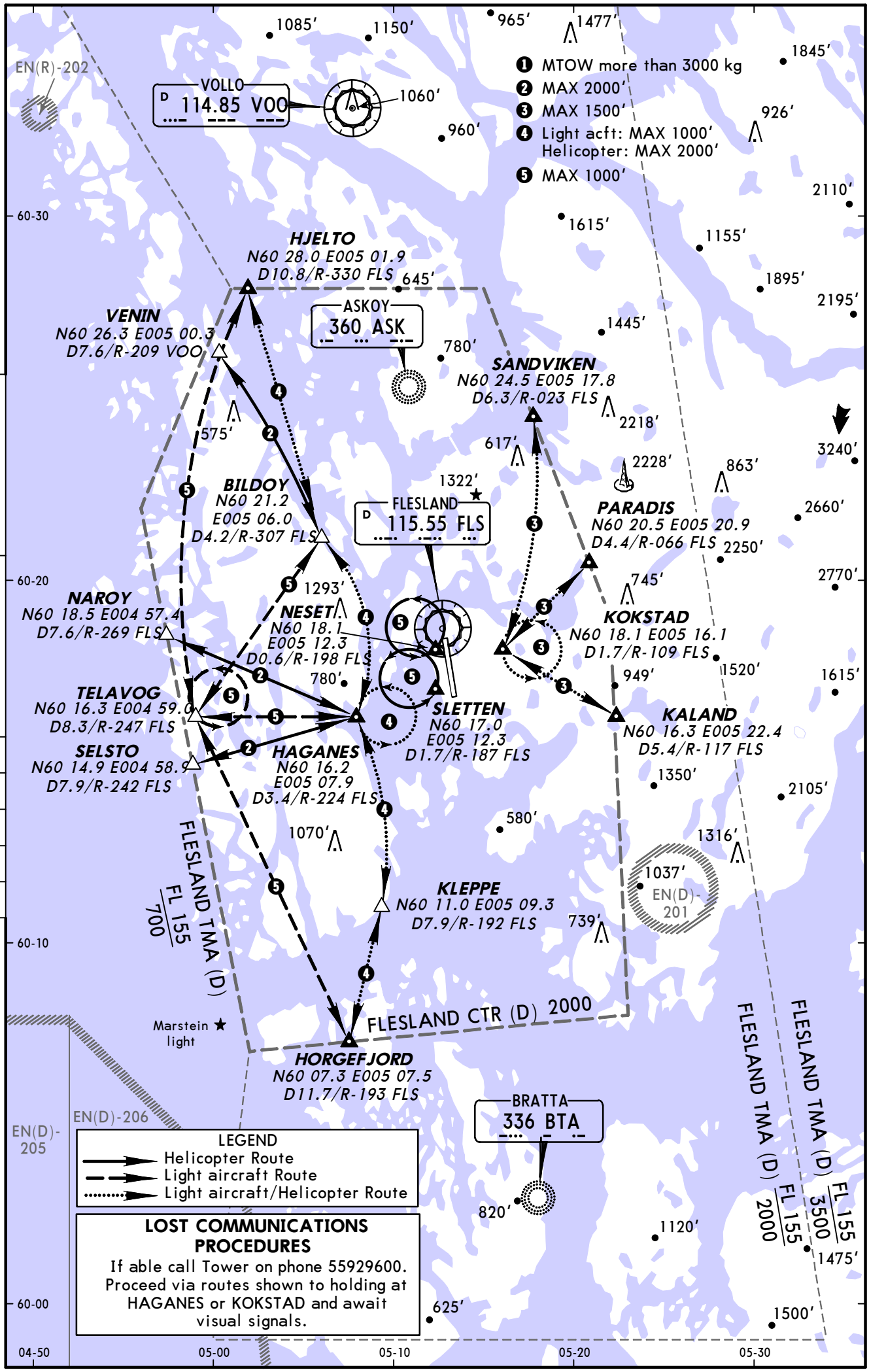
# VFR ROUTES - HELICOPTER❶ AND LIGHT AIRCRAFT




CHANGES: Routes.

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# Chart changes since cycle 14-2013

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

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|---|---|---|---|---|

**BERGEN, (FLESLAND - ENBR)**

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# TERMINAL CHART CHANGE NOTICES

## No Chart Change Notices for Airport ENBR