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JEPPESEN
JeppView for Windows

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Airport Information For ENVA
Terminal Charts For ENVA
Revision Letter For Cycle 01-2014
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Notebook

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General Information

Location: Trondheim Nor
IATA Code: TRD
Lat/Long: N63° 27.4' E010° 55.4'
Elevation: 56 ft

Airport Use: Joint
Magnetic Variation: 2.6°E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No
Pattern Altitude: 945 ft AGL

Sunrise: 0853 Z
Sunset: 1351 Z,

Runway Information

Runway: 09
Length x Width: 9839 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 17 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 830 ft

Runway: 27
Length x Width: 9839 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 56 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 755 ft

Communication Information

ATIS 127.55
Vaernes Tower 133.75
Vaernes Tower 119.4
Vaernes Tower 27.892 Military
Vaernes Ground Control 121.6
Vaernes De-Icing Ramp/Taxi Control 131.75
Vaernes Director Approach Control 119.15

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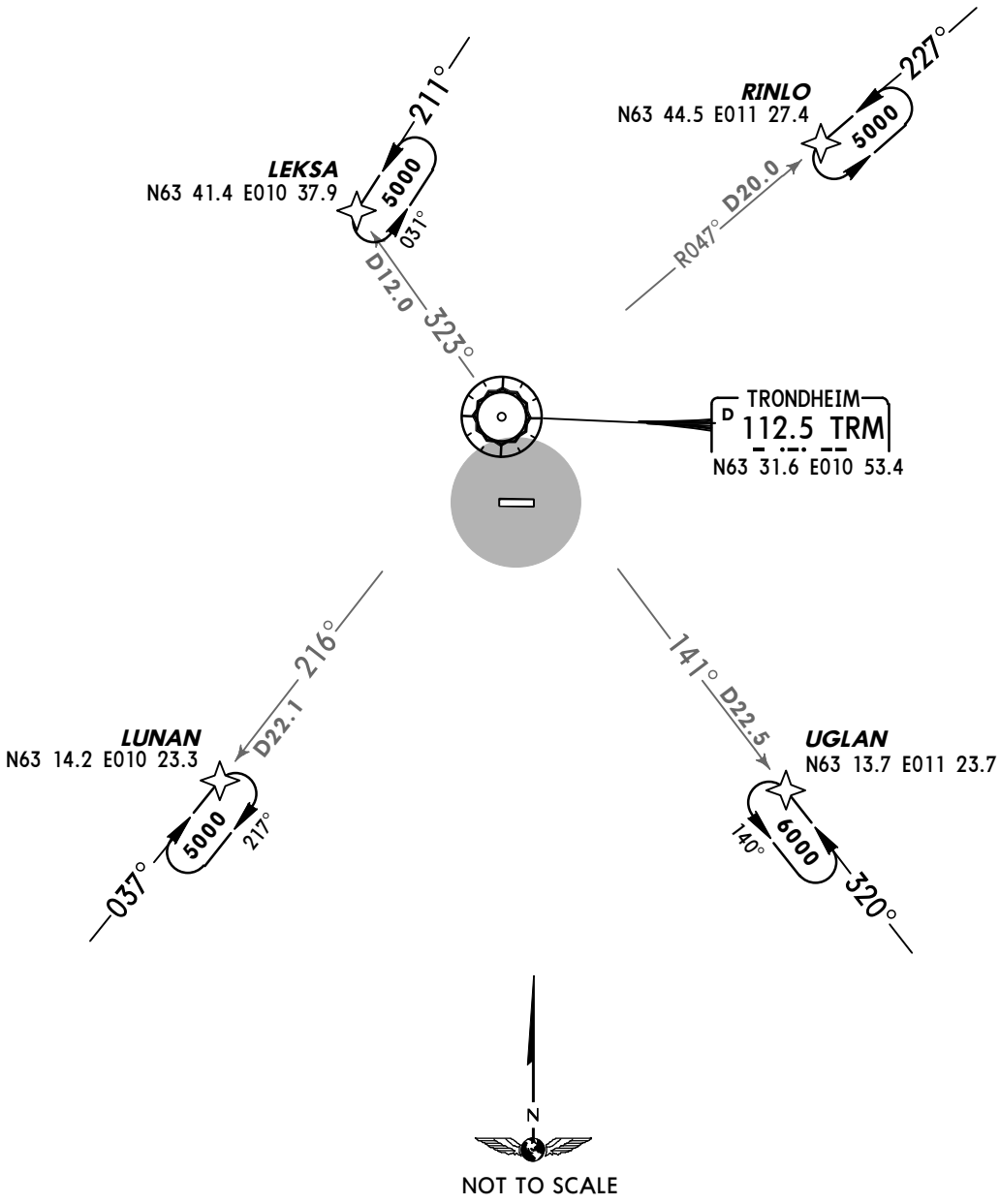
Vaernes Approach Control 118.6
Vaernes Approach Control 37.522 Military
Vaernes Approach Control 24.05 Military

ATIS	Apt Elev	
127.55	56′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′

VAERNES TMA HOLDINGS



CHANGES: Holdings established; RNAV STARs transferred.

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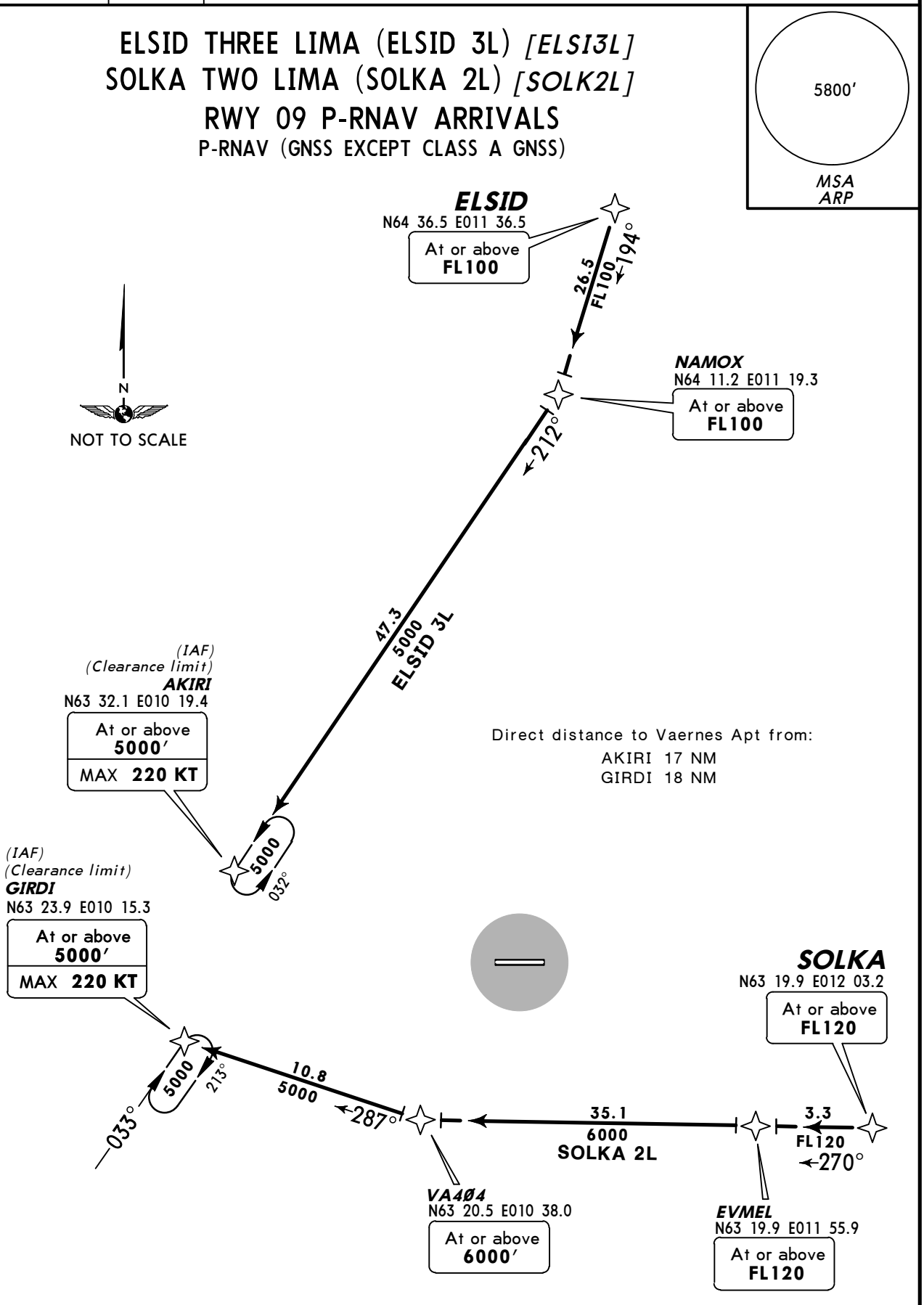
ATIS	Apt Elev
127.55	56′

Alt Set: hPa Trans level: By ATC Trans alt: 7000′
1. P-RNAV approval required.
2. RADAR service shall be available.
3. Request RADAR vectoring in case of loss of RNAV capability.
4. Descent as cleared by ATC.

ELSID THREE LIMA (ELSID 3L) *[ELSI3L]*
SOLKA TWO LIMA (SOLKA 2L) *[SOLK2L]*
RWY 09 P-RNAV ARRIVALS
P-RNAV (GNSS EXCEPT CLASS A GNSS)



STAR	ROUTING
ELSID 3L	ELSID (FL100+) - NAMOX (FL100+) - AKIRI (5000′+; K220-).
SOLKA 2L	SOLKA (FL120+) - EVMEL (FL120+) - VA404 (6000′+) - GIRDI (5000′+; K220-).

CHANGES: Chart reindexed.

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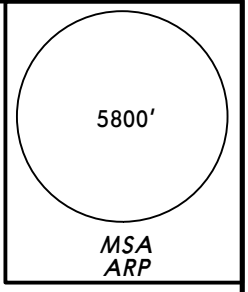
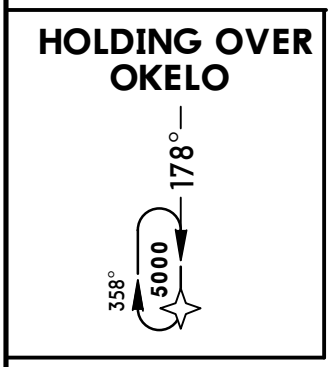
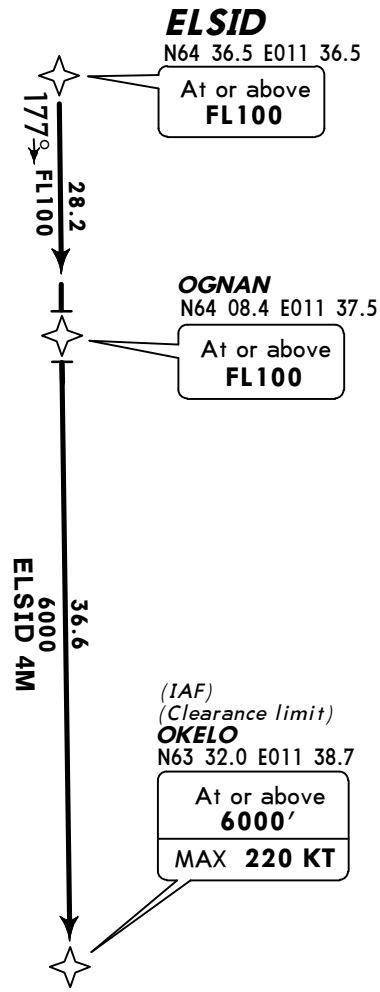
ATIS	Apt Elev
127.55	56′

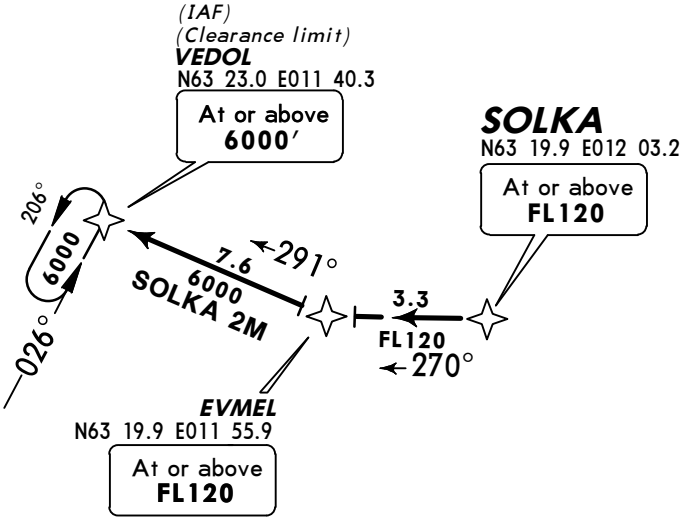
Alt Set: hPa Trans level: By ATC Trans alt: 7000′
1. P-RNAV approval required.
2. RADAR service shall be available.
3. Request RADAR vectoring in case of loss of RNAV capability.
4. Descent as cleared by ATC.

ELSID FOUR MIKE (ELSID 4M) *[ELSI4M]*
SOLKA TWO MIKE (SOLKA 2M) *[SOLK2M]*
RWY 27 P-RNAV ARRIVALS
P-RNAV (GNSS EXCEPT CLASS A GNSS)









Direct distance to Vaernes Apt from:
OKELO 20 NM
VEDOL 21 NM

STAR	ROUTING
ELSID 4M	ELSID (FL100+) - OGNAN (FL100+) - OKELO (6000′+; K220-).
SOLKA 2M	SOLKA (FL120+) - EVMEL (FL120+) - VEDOL (6000′+).

CHANGES: New chart (RNAV STARs transferred).

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ATIS	Apt Elev	
127.55	56′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′ 1. P-RNAV approval required. 2. RADAR service shall be available. 3. Request RADAR vectoring in case of loss of RNAV capability. 4. Descent as cleared by ATC.

RAMBU FOUR LIMA (RBU 4L)
TOLGA THREE LIMA (TGA 3L)
RWY 09 P-RNAV ARRIVALS
P-RNAV (GNSS EXCEPT CLASS A GNSS)

5800′
MSA
ARP

(IAF)
(Clearance limit)
GIRDI
N63 23.9 E010 15.3
At or above **5000′**
MAX **220 KT**

Direct distance from GIRDI to: Vaernes Apt **18 NM**

033°
213°
5000
18.7
5000
18.7
5000

VA515
N63 07.0 E010 32.5
At or above **6000′**

VA511
N63 05.6 E010 22.6
At or above **6000′**

GOROM
N63 00.0 E010 39.6
At or above **FL120**

SOTAR
N63 00.0 E010 24.9
At or above **FL120**

5.7
6000
348°
7.7
6000
333°

UGBUG
N62 40.0 E011 16.1
At or above **FL120**

26.1
FL120
318°

RAMBU
401 RBU
N62 30.4 E011 33.4
At or above **FL120**

12.6
FL120
RBU 4L
319°

34.8
FL120
TGA 3L
337°

TOLGA
D (H) 117.4 TGA
N62 27.7 E010 52.7
At or above **FL120**

N
NOT TO SCALE

STAR	ROUTING
RBU 4L	RBU (FL120+) - UGBUG (FL120+) - GOROM (FL120+) - VA515 (6000′+) - GIRDI (5000′+; K220-).
TGA 3L	TGA (FL120+) - SOTAR (FL120+) - VA511 (6000′+) - GIRDI (5000′+; K220-).

CHANGES: RNAV STARs renumbered & revised; ATIS availability.

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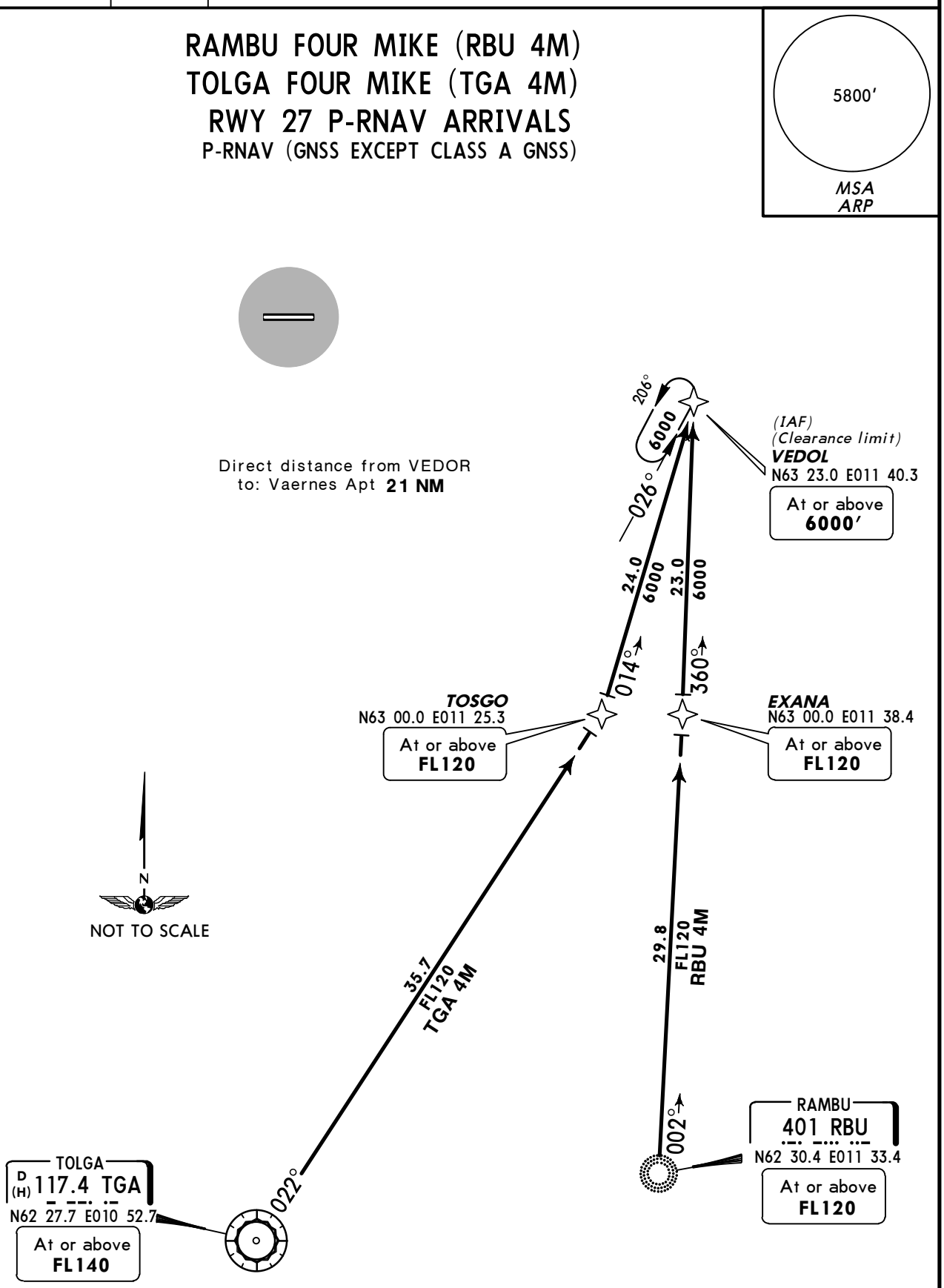
ATIS	Apt Elev	
127.55	56′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′ 1. P-RNAV approval required. 2. RADAR service shall be available. 3. Request RADAR vectoring in case of loss of RNAV capability. 4. Descent as cleared by ATC.

RAMBU FOUR MIKE (RBU 4M)
TOLGA FOUR MIKE (TGA 4M)
RWY 27 P-RNAV ARRIVALS
P-RNAV (GNSS EXCEPT CLASS A GNSS)



STAR	ROUTING
RBU 4M	RBU (FL120+) - EXANA (FL120+) - VEDOL (6000′+).
TGA 4M	TGA (FL140+) - TOSGO (FL120+) - VEDOL (6000′+).

CHANGES: RNAV STARs renumbered & revised; ATIS availability.

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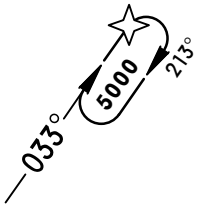
ATIS	Apt Elev	
127.55	56′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′ 1. P-RNAV approval required. 2. RADAR service shall be available. 3. Request RADAR vectoring in case of loss of RNAV capability. 4. Descent as cleared by ATC.

AGNON THREE LIMA (AGNON 3L) *[AGNO3L]*
LASAG THREE LIMA (LASAG 3L) *[LASA3L]*
RWY 09 P-RNAV ARRIVALS
P-RNAV (GNSS EXCEPT CLASS A GNSS)

5800′
MSA
ARP

HOLDING OVER GIRDI



(IAF)
(Clearance limit)
GIRDI
N63 23.9 E010 15.3
At or above **5000′**
MAX **220 KT**

14.4
5000
039°

GALSO
N63 13.1 E009 54.0
At or above **7000′**

Direct distance from GIRDI to: Vaernes Apt **18 NM**

N
NOT TO SCALE

VA521
N63 02.6 E009 40.7
At or above **FL120**

028°
12.2
7000

13.1
7000

VA522
N63 00.6 E010 01.9
At or above **FL120**

2.4
FL120

VA523
N62 58.3 E010 03.3
At or above **FL140**

25.7
FL120
LASAG 3L

027°

LASAG
N62 40.3 E009 13.0
At or above **FL140**

24.0
FL140
AGNON 3L

342°

AGNON
N62 35.3 E010 17.4
At or above **FL140**

STAR	ROUTING
AGNON 3L	AGNON (FL140+) - VA523 (FL140+) - VA522 (FL120+) - GALSO (7000′+) - GIRDI (5000′+; K220-).
LASAG 3L	LASAG (FL140+) - VA521 (FL120+) - GALSO (7000′+) - GIRDI (5000′+; K220-).

CHANGES: RNAV STARs renumbered & revised; ATIS availability.

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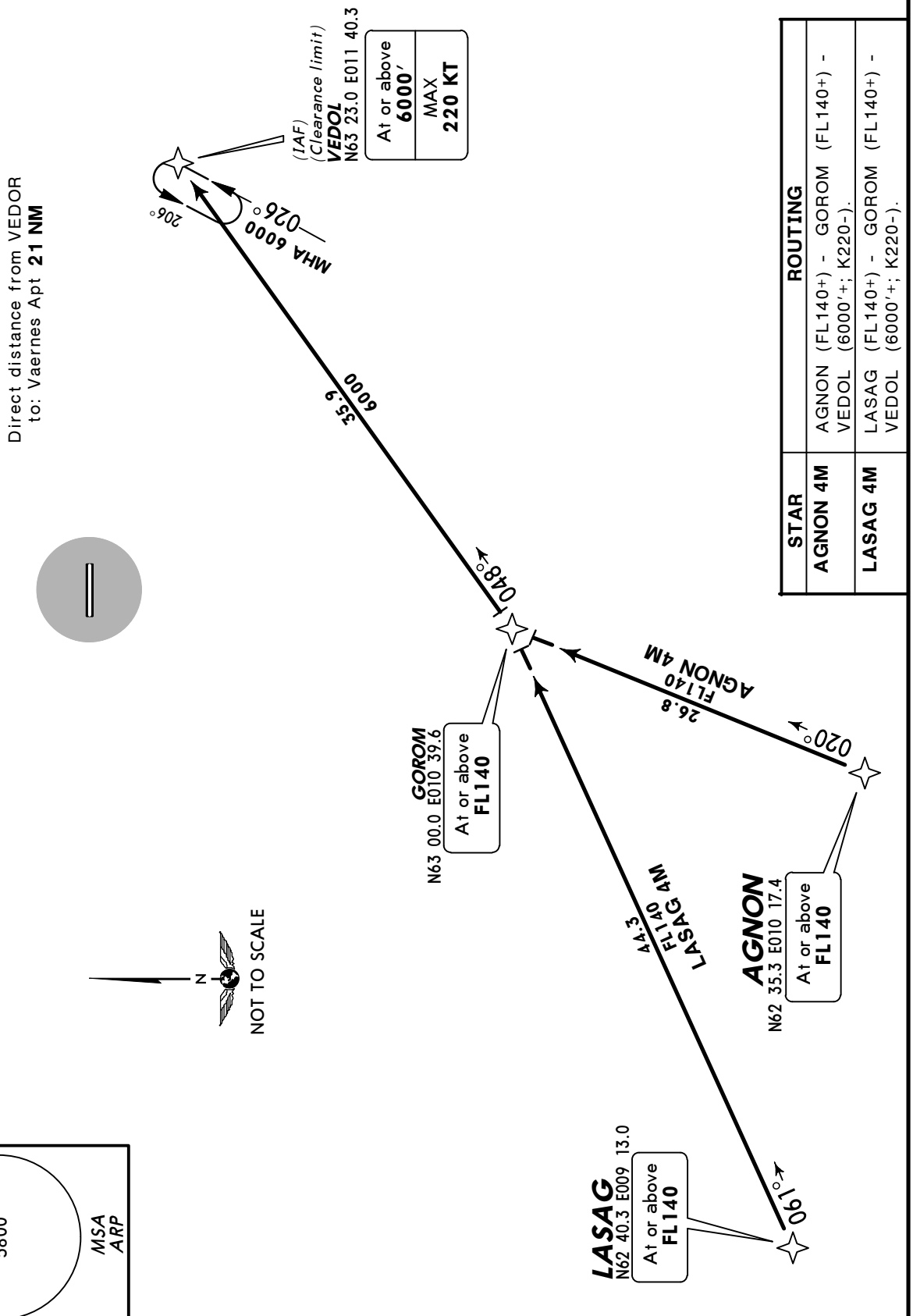
ATIS	*Apt Elev*	
127.55	56′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′ 1. P-RNAV approval required. 2. RADAR service shall be available. 3. Request RADAR vectoring in case of loss of RNAV capability. 4. Descent as cleared by ATC.

AGNON FOUR MIKE (AGNON 4M) *[AGNO4M]*
LASAG FOUR MIKE (LASAG 4M) *[LASA4M]*
RWY 27 P-RNAV ARRIVALS
P-RNAV (GNSS EXCEPT CLASS A GNSS)



STAR	ROUTING
AGNON 4M	AGNON (FL140+) - GOROM (FL140+) - VEDOL (6000′+; K220-).
LASAG 4M	LASAG (FL140+) - GOROM (FL140+) - VEDOL (6000′+; K220-).

CHANGES: RNAV STARs renumbered & revised; ATIS availability.

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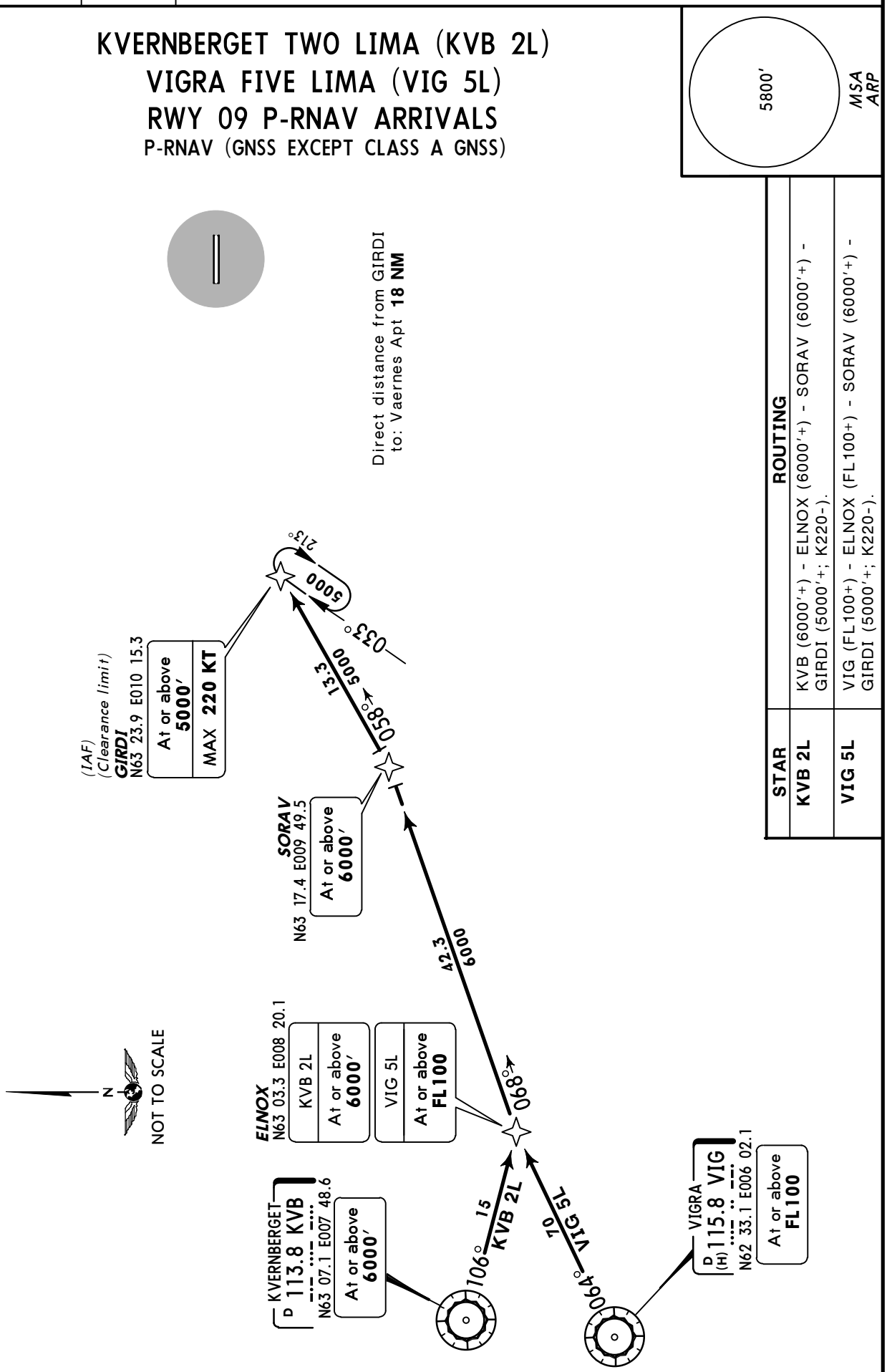
ATIS	Apt Elev
127.55	56′

Alt Set: hPa Trans level: By ATC Trans alt: 7000′
1. P-RNAV approval required.
2. RADAR service shall be available.
3. Request RADAR vectoring in case of loss of RNAV capability.
4. Descent as cleared by ATC.

KVERNBERGET TWO LIMA (KVB 2L)
VIGRA FIVE LIMA (VIG 5L)
RWY 09 P-RNAV ARRIVALS
P-RNAV (GNSS EXCEPT CLASS A GNSS)



STAR	ROUTING
KVB 2L	KVB (6000′+) - ELNOX (6000′+) - SORAV (6000′+) - GIRDI (5000′+; K220-).
VIG 5L	VIG (FL100+) - ELNOX (FL100+) - SORAV (6000′+) - GIRDI (5000′+; K220-).

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*ATIS 127.55	*Apt Elev* 56′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′ 1. P-RNAV approval required. 2. RADAR service shall be available. 3. Request RADAR vectoring in case of loss of RNAV capability. 4. Descent as cleared by ATC.

KVERNBERGET SIX MIKE (KVB 6M)
VIGRA SIX MIKE (VIG 6M)
RWY 27 P-RNAV ARRIVALS
P-RNAV (GNSS EXCEPT CLASS A GNSS)

(IAF)
(Clearance limit)
VEDOL
N63 23.0 E011 40.3
At or above **6000′**
MAX **220 KT**

206°
6000
026°

50.2
6000

081°

SORAV
N63 17.4 E009 49.5
At or above **FL100**

42.3
FL100

090°

ELNOX
N63 03.3 E008 20.1
At or above **FL100**

106°
15
KVB 6M

070°
VIG 6M

KVERNBERGET
D 113.8 KVB
N63 07.1 E007 48.6
At or above **FL100**

VIGRA
D (H) 115.8 VIG
N62 33.1 E006 02.1
At or above **FL100**

N
NOT TO SCALE

Direct distance from VEDOR to: Vaernes Apt **21 NM**

STAR	ROUTING
KVB 6M	KVB (FL100+) - ELNOX (FL100+) - SORAV (FL100+) - VEDOL (6000′+; K220-).
VIG 6M	VIG (FL100+) - ELNOX (FL100+) - SORAV (FL100+) - VEDOL (6000′+; K220-).

5800′
MSA
ARP

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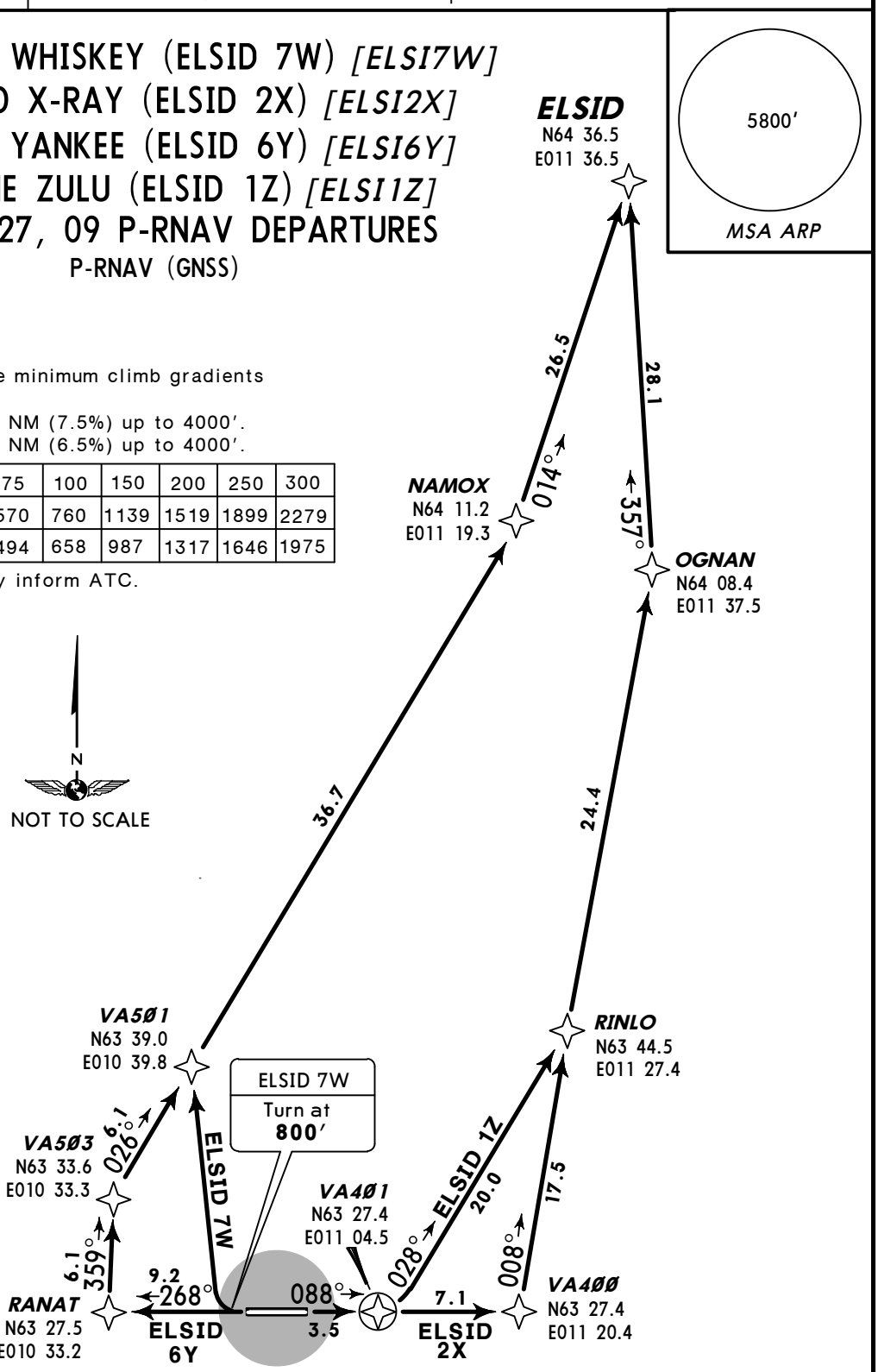
VAERNES Approach (R) 118.6	*Apt Elev* 56′	Trans level: By ATC Trans alt: 7000′ 1. EXPECT vectoring by VAERNES Approach to join the cleared ATS route. 2. Contact VAERNES Approach when airborne. 3. Vectoring involving deviation from SIDs may be used to expedite outbound traffic. At or above 2500′ clearance for direct routing will be given as soon as traffic permits. 4. Non P-RNAV equipped ACFT: at first contact with VAERNES Tower, state 'Non P-RNAV'. Omnidirectional departure available.

ELSID SEVEN WHISKEY (ELSID 7W) *[ELSI7W]*
ELSID TWO X-RAY (ELSID 2X) *[ELSI2X]*
ELSID SIX YANKEE (ELSID 6Y) *[ELSI6Y]*
ELSID ONE ZULU (ELSID 1Z) *[ELSI1Z]*
RWYS 27, 09 P-RNAV DEPARTURES
P-RNAV (GNSS)

These SIDs require minimum climb gradients of
Rwy 09: 456′ per NM (7.5%) up to 4000′.
Rwy 27: 395′ per NM (6.5%) up to 4000′.

Gnd speed-KT	75	100	150	200	250	300
456′ per NM	570	760	1139	1519	1899	2279
395′ per NM	494	658	987	1317	1646	1975

If unable to comply inform ATC.



Initial climb clearance **6000′.** EXPECT further climb from VAERNES Approach.

SID	RWY	ROUTING
ELSID 7W	**27**	Climb on 268° track to 800′, turn RIGHT, direct to VA501, turn RIGHT to NAMOX - ELSID.
ELSID 2X	**09**	Climb on 088° track to VA400, turn LEFT to RINLO - OGNAN - ELSID.
ELSID 6Y	**27**	Climb on 268° track to RANAT, turn RIGHT to VA503 - NAMOX - ELSID.
ELSID 1Z	**09**	Climb on 088° track to VA401, turn LEFT to RINLO - OGNAN - ELSID.

CHANGES: RNAV SID ELSID 6W renumb 7W & revised; general instr established.

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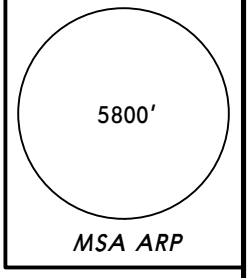
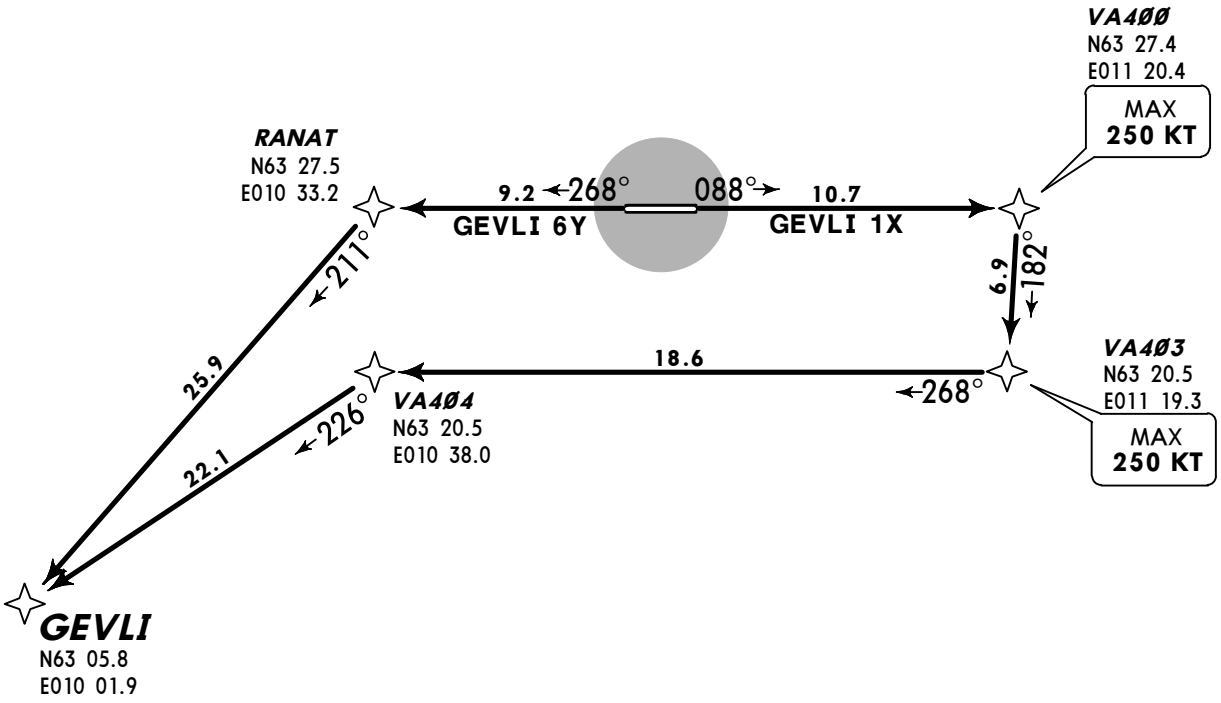
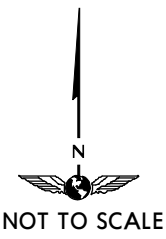
VAERNES Approach (R) 118.6	*Apt Elev* 56′	Trans level: By ATC Trans alt: 7000′ 1. EXPECT vectoring by VAERNES Approach to join the cleared ATS route. 2. Contact VAERNES Approach when airborne. 3. Vectoring involving deviation from SIDs may be used to expedite outbound traffic. At or above 2500′ clearance for direct routing will be given as soon as traffic permits. 4. Non P-RNAV equipped ACFT: at first contact with VAERNES Tower, state 'Non P-RNAV'. Omnidirectional departure available.

GEVLI ONE X-RAY (GEVLI 1X) *[GEVL1X]*
GEVLI SIX YANKEE (GEVLI 6Y) *[GEVL6Y]*
RWYS 09, 27 P-RNAV DEPARTURES

P-RNAV (GNSS)







These SIDs require minimum climb gradients of
Rwy 09: 456′ per NM (7.5%) up to 4000′.
Rwy 27: 395′ per NM (6.5%) up to 4000′.

Gnd speed-KT	75	100	150	200	250	300
456′ per NM	570	760	1139	1519	1899	2279
395′ per NM	494	658	987	1317	1646	1975

If unable to comply inform ATC.

Initial climb clearance **6000′.** EXPECT further climb from VAERNES Approach.

SID	RWY	ROUTING
GEVLI 1X	**09**	Climb on 088° track to VA400 (K250-), turn RIGHT to VA403 (K250-) - VA404 - GEVLI.
GEVLI 6Y	**27**	Climb on 268° track to RANAT, turn LEFT to GEVLI.

CHANGES: General instruction established.

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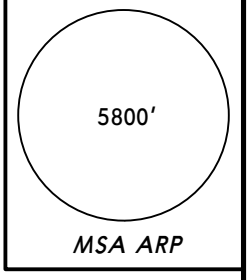
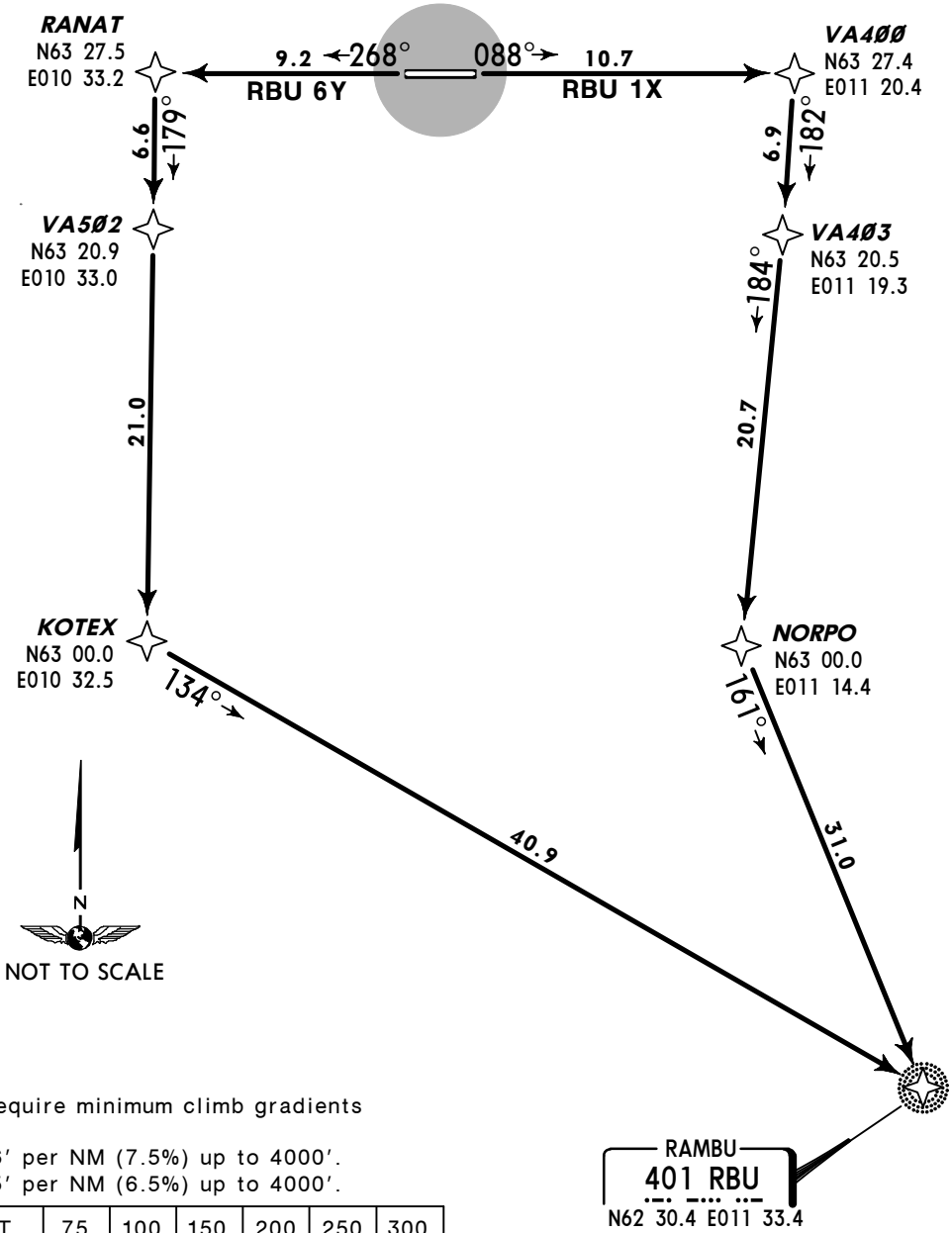
VAERNES Approach (R) 118.6	*Apt Elev* 56′	Trans level: By ATC Trans alt: 7000′ 1. EXPECT vectoring by VAERNES Approach to join the cleared ATS route. 2. Contact VAERNES Approach when airborne. 3. Vectoring involving deviation from SIDs may be used to expedite outbound traffic. At or above 2500′ clearance for direct routing will be given as soon as traffic permits. 4. Non P-RNAV equipped ACFT: at first contact with VAERNES Tower, state 'Non P-RNAV'. Omnidirectional departure available.

RAMBU ONE X-RAY (RBU 1X)
RAMBU SIX YANKEE (RBU 6Y)
RWYS 09, 27 P-RNAV DEPARTURES

P-RNAV (GNSS)





These SIDs require minimum climb gradients of
Rwy 09: 456′ per NM (7.5%) up to 4000′.
Rwy 27: 395′ per NM (6.5%) up to 4000′.

Gnd speed-KT	75	100	150	200	250	300
456′ per NM	570	760	1139	1519	1899	2279
395′ per NM	494	658	987	1317	1646	1975

If unable to comply inform ATC.

Initial climb clearance **6000′.** EXPECT further climb from VAERNES Approach.

SID	RWY	ROUTING
RBU 1X	**09**	Climb on 088° track to VA400, turn RIGHT to VA403 - NORPO - RBU.
RBU 6Y	**27**	Climb on 268° track to RANAT, turn LEFT to VA502 - KOTEX - RBU.

CHANGES: General instruction established.

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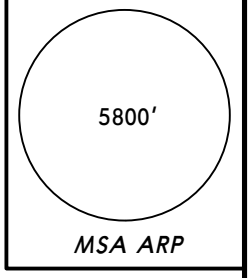
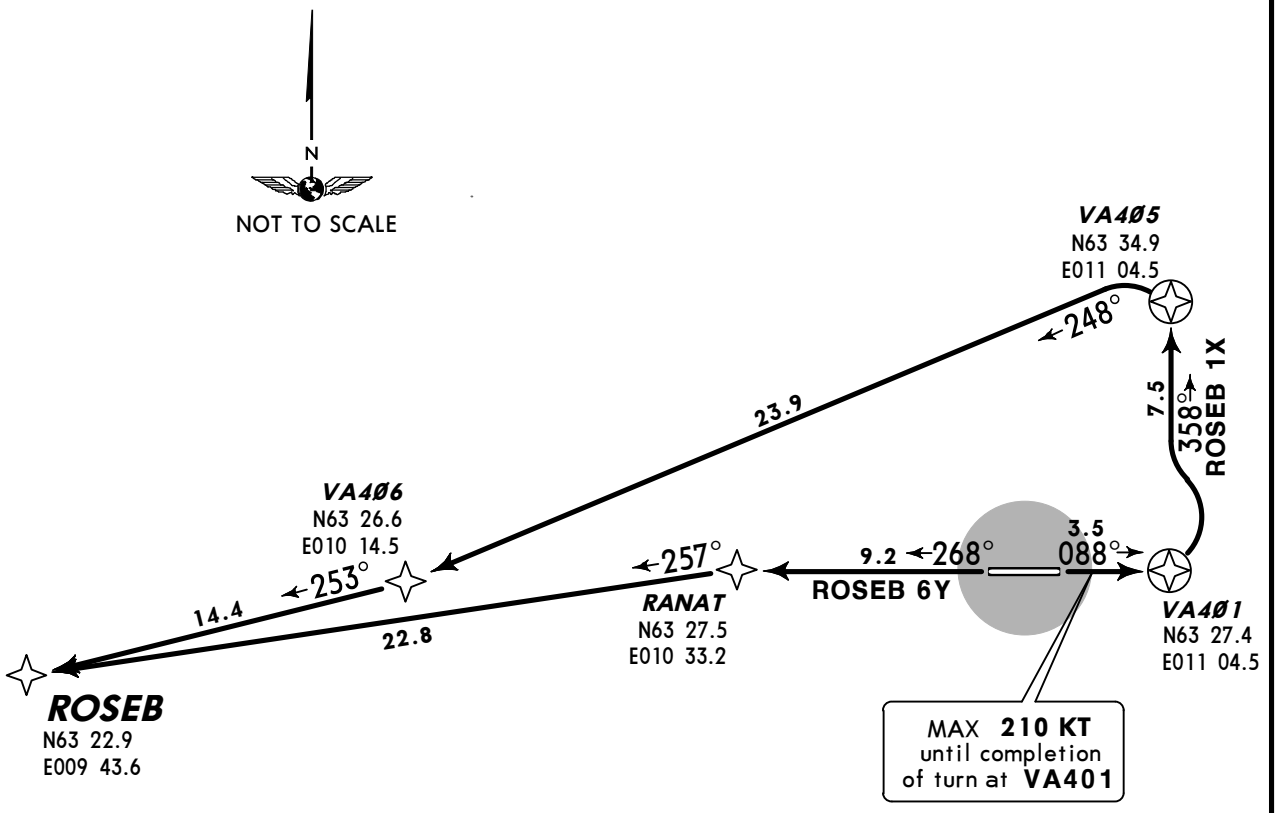
VAERNES Approach (R) 118.6	*Apt Elev* 56′	Trans level: By ATC Trans alt: 7000′ 1. EXPECT vectoring by VAERNES Approach to join the cleared ATS route. 2. Contact VAERNES Approach when airborne. 3. Vectoring involving deviation from SIDs may be used to expedite outbound traffic. At or above 2500′ clearance for direct routing will be given as soon as traffic permits. 4. Non P-RNAV equipped ACFT: at first contact with VAERNES Tower, state 'Non P-RNAV'. Omnidirectional departure available.

ROSEB ONE X-RAY (ROSEB 1X) *[ROSE1X]*
ROSEB SIX YANKEE (ROSEB 6Y) *[ROSE6Y]*
RWYS 09, 27 P-RNAV DEPARTURES
P-RNAV (GNSS)





These SIDs require minimum climb gradients of
Rwy 09: 456′ per NM (7.5%) up to 4000′.
Rwy 27: 395′ per NM (6.5%) up to 4000′.

Gnd speed-KT	75	100	150	200	250	300
456′ per NM	570	760	1139	1519	1899	2279
395′ per NM	494	658	987	1317	1646	1975

If unable to comply inform ATC.

Initial climb clearance **6000′.** EXPECT further climb from VAERNES Approach.

SID	RWY	ROUTING
ROSEB 1X	**09**	Climb on 088° track to VA401, turn LEFT to VA405 - VA406 - ROSEB.
ROSEB 6Y	**27**	Climb on 268° track to RANAT, turn LEFT to ROSEB.

CHANGES: General instruction established.

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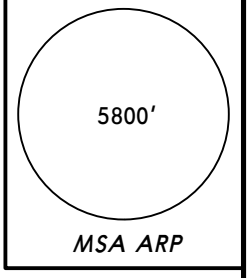
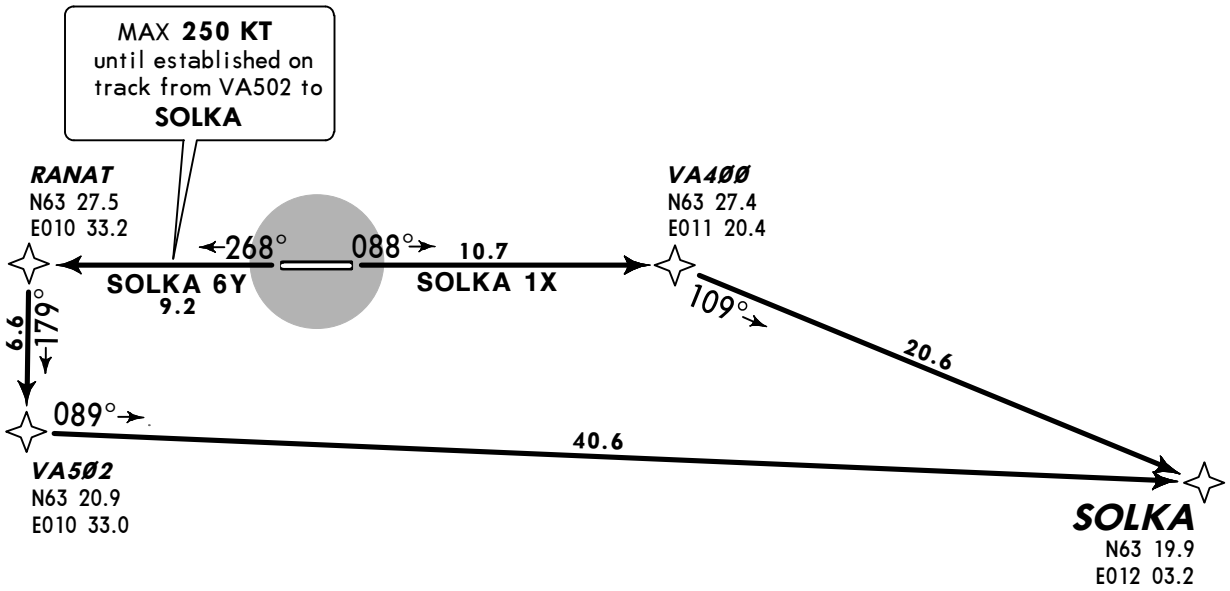
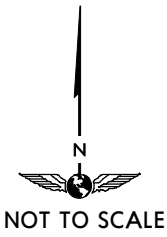
VAERNES Approach (R) 118.6	*Apt Elev* 56′	Trans level: By ATC Trans alt: 7000′ 1. EXPECT vectoring by VAERNES Approach to join the cleared ATS route. 2. Contact VAERNES Approach when airborne. 3. Vectoring involving deviation from SIDs may be used to expedite outbound traffic. At or above 2500′ clearance for direct routing will be given as soon as traffic permits. 4. Non P-RNAV equipped ACFT: at first contact with VAERNES Tower, state 'Non P-RNAV'. Omnidirectional departure available.

SOLKA ONE X-RAY (SOLKA 1X) *[SOLK1X]*
SOLKA SIX YANKEE (SOLKA 6Y) *[SOLK6Y]*
RWYS 09, 27 P-RNAV DEPARTURES

P-RNAV (GNSS)







These SIDs require minimum climb gradients of
Rwy 09: 456′ per NM (7.5%) up to 4000′.
Rwy 27: 395′ per NM (6.5%) up to 4000′.

Gnd speed-KT	75	100	150	200	250	300
456′ per NM	570	760	1139	1519	1899	2279
395′ per NM	494	658	987	1317	1646	1975

If unable to comply inform ATC.

Initial climb clearance **6000′.** EXPECT further climb from VAERNES Approach.

SID	RWY	ROUTING
SOLKA 1X	**09**	Climb on 088° track to VA400, turn RIGHT to SOLKA.
SOLKA 6Y	**27**	Climb on 268° track to RANAT, turn LEFT to VA502 - SOLKA.

CHANGES: General instruction established.

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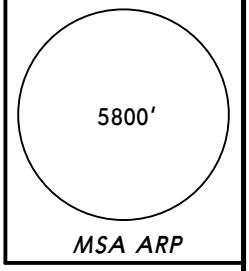
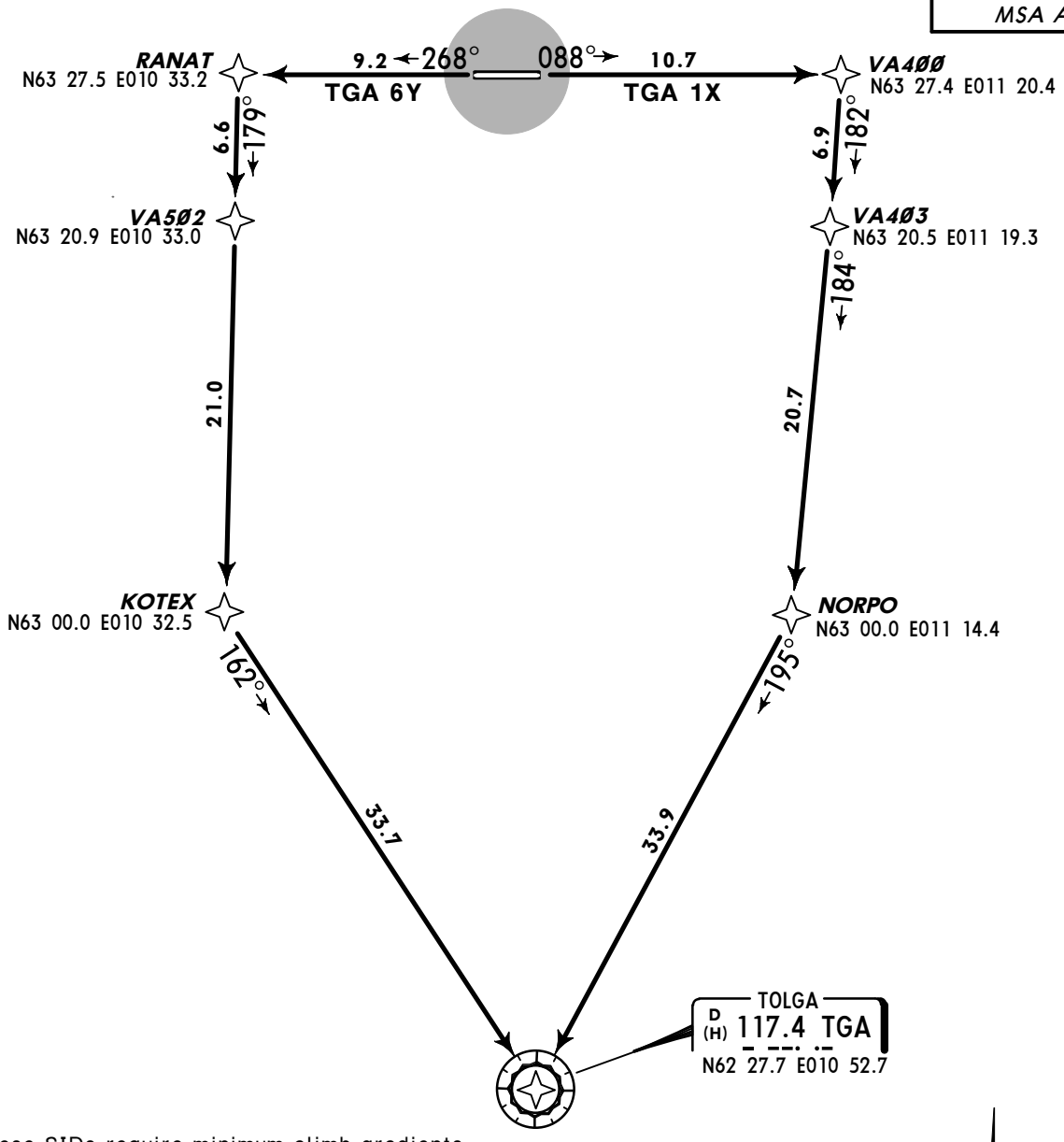
VAERNES Approach (R) 118.6	*Apt Elev* 56′	Trans level: By ATC Trans alt: 7000′ 1. EXPECT vectoring by VAERNES Approach to join the cleared ATS route. 2. Contact VAERNES Approach when airborne. 3. Vectoring involving deviation from SIDs may be used to expedite outbound traffic. At or above 2500′ clearance for direct routing will be given as soon as traffic permits. 4. Non P-RNAV equipped ACFT: at first contact with VAERNES Tower, state 'Non P-RNAV'. Omnidirectional departure available.

TOLGA ONE X-RAY (TGA 1X)
TOLGA SIX YANKEE (TGA 6Y)
RWYS 09, 27 P-RNAV DEPARTURES

P-RNAV (GNSS)

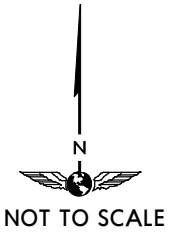




These SIDs require minimum climb gradients of
Rwy 09: 456′ per NM (7.5%) up to 4000′.
Rwy 27: 395′ per NM (6.5%) up to 4000′.

Gnd speed-KT	75	100	150	200	250	300
456′ per NM	570	760	1139	1519	1899	2279
395′ per NM	494	658	987	1317	1646	1975

If unable to comply inform ATC.



Initial climb clearance **6000′.** EXPECT further climb from VAERNES Approach.

SID	RWY	ROUTING
TGA 1X	**09**	Climb on 088° track to VA400, turn RIGHT to VA403 - NORPO - TGA.
TGA 6Y	**27**	Climb on 268° track to RANAT, turn LEFT to KOTEX - TGA.

CHANGES: General instruction established.

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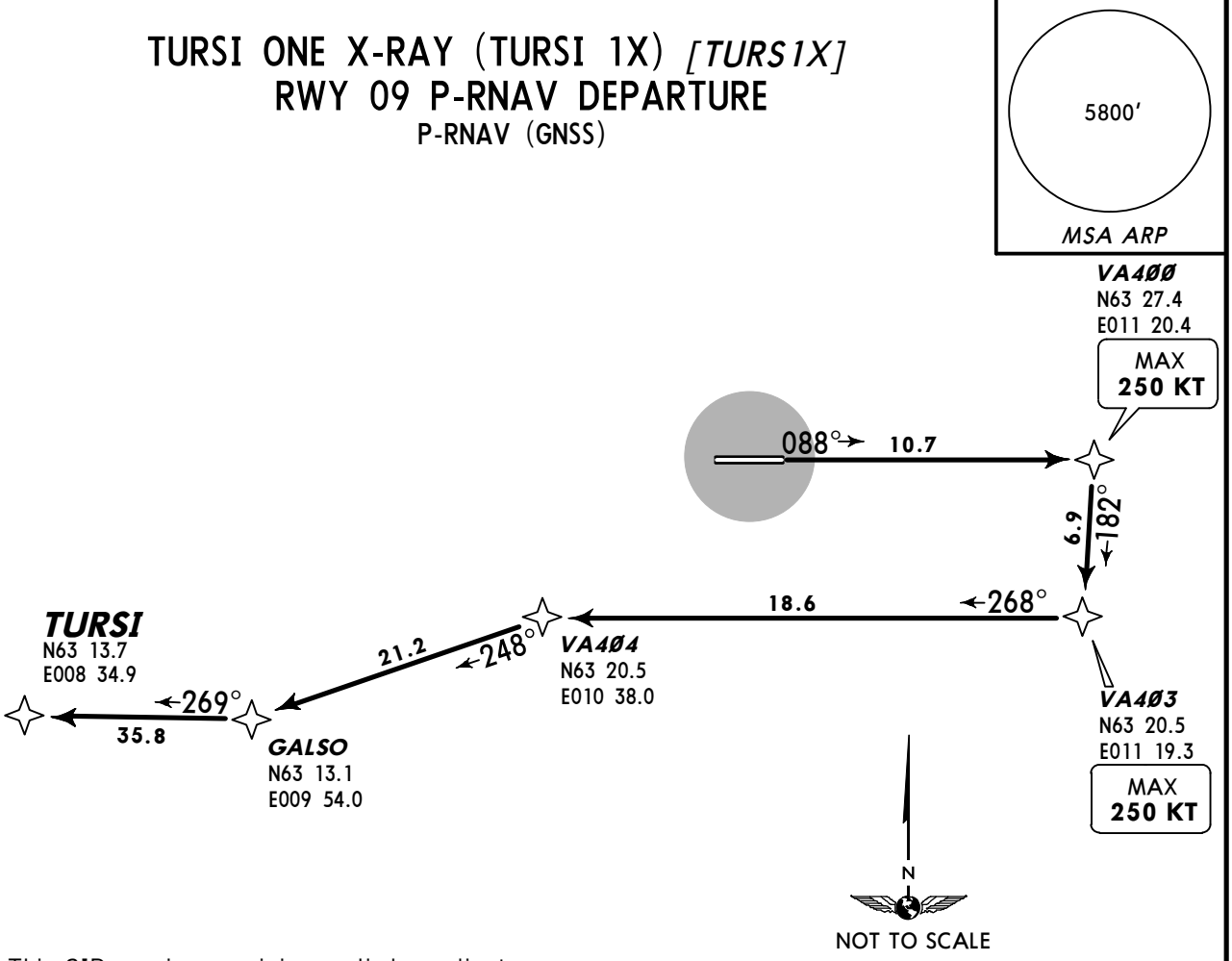
VAERNES Approach (R) 118.6	*Apt Elev* 56′	Trans level: By ATC Trans alt: 7000′ 1. EXPECT vectoring by VAERNES Approach to join the cleared ATS route. 2. Contact VAERNES Approach when airborne. 3. Vectoring involving deviation from SIDs may be used to expedite outbound traffic. At or above 2500′ clearance for direct routing will be given as soon as traffic permits. 4. Non P-RNAV equipped ACFT: at first contact with VAERNES Tower, state 'Non P-RNAV'. Omnidirectional departure available.

TURSI ONE X-RAY (TURSI 1X) *[TURS1X]*
RWY 09 P-RNAV DEPARTURE
P-RNAV (GNSS)



This SID requires a minimum climb gradient of
456′ per NM (7.5%) up to 4000′.

Gnd speed-KT	75	100	150	200	250	300
456′ per NM	570	760	1139	1519	1899	2279

If unable to comply inform ATC.

Initial climb clearance **6000′.** EXPECT further climb from VAERNES Approach.

ROUTING

Climb on 088° track to VA400 (K250-), turn RIGHT to VA403 (K250-) - VA404 - GALSO - TURSI.

RWYS 09, 27 OMNIDIRECTIONAL DEPARTURES
EXPECT VECTORING BY VAERNES APPROACH TO JOIN THE CLEARED ATS ROUTE

These departures require minimum climb gradients of
Rwy 09: 456′ per NM (7.5%) up to 4000′.
Rwy 27: 395′ per NM (6.5%) up to 4000′.

Gnd speed-KT	75	100	150	200	250	300
456′ per NM	570	760	1139	1519	1899	2279
395′ per NM	494	658	987	1317	1646	1975

If unable to comply inform ATC.

RWY	ROUTING
09	Climb on 088° track to 6000′, then start turn according to ATC clearance. EXPECT further climb from VAERNES Approach.
27	Climb on 268° track to 6000′, then start turn according to ATC clearance. EXPECT further climb from VAERNES Approach.

CHANGES: General instruction established.

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NOISE ABATEMENT

SUMMER : LT minus 2 HOURS = UTC (Z)
WINTER : LT minus 1 HOUR = UTC (Z)

GENERAL

The following noise abatement procedures are mandatory for all ACFT between 2300-0700LT and ACFT with MTOM more than 7000kg unless deviations are required in the interest of safety. Instructions which will imply deviations from noise abatement procedures will include the phrase "DISREGARD NOISE ABATEMENT".

ARRIVALS

Noise abatement procedure is part of published approach procedures, including visual approach chart.

Shorter visual approaches are allowed from the North to RWY 09 and for propeller ACFT to 2NM to RWY 27, provided a clearance to shorten the approach has been received.

DEPARTURES

Noise abatement procedure is part of published SIDs.

For jet ACFT a direct routing can be anticipated after passing 2500' AMSL.

For propeller ACFT departing on RWY 09 and all ACFT departing RWY 27 to the North a turn for visual departure can be anticipated after passing 1000' AMSL.

RUN-UP TESTS

Engines must not be reversed beyond idle reverse between 2300-0700LT, unless so warranted by reasons of safety.

After maintenance, engine testing applying more than idle thrust shall take place at TWY Y between A1 and A2, tail pointing West. Between 2300-0700LT engine testing shall be avoided.

Between 0700-2300LT engine testing lasting maximum 15 min in power setting idle can be performed at parking stands or outside hangars.

RWY-IN-USE

Between 2300-0700LT RWY 09 will be used for landings and RWY 27 for take-off when traffic permits. ATC will apply conditions described in ICAO Doc 4444 para 7.2.6 so that normal rules for RWY-in-use are followed under these circumstances:

- braking action is less than 'GOOD';
- when the ceiling is lower than 1500' or the visibility is less than 5000m;
- when wind shear has been reported or forecasted or when thunderstorms are expected to affect the approach or departure, and
- when crosswind component, including gusts, exceeds 10 KT, or the tailwind component, including gusts, exceeds 5 KT.

EXCEPTIONS

Through ATC, Avinor may grant exemption from the provisions stated above for safety reasons or when special circumstances seriously impair the APT capacity.

The pilot-in-command may deviate from these provisions for safety reasons.

Necessary flights regarding control of communication and navigation equipment are exempted from these provisions.

Ambulance flights, SAR and military flights may be exempted from these provisions for both military registered ACFT, as well as civil registered ACFT in military operation.

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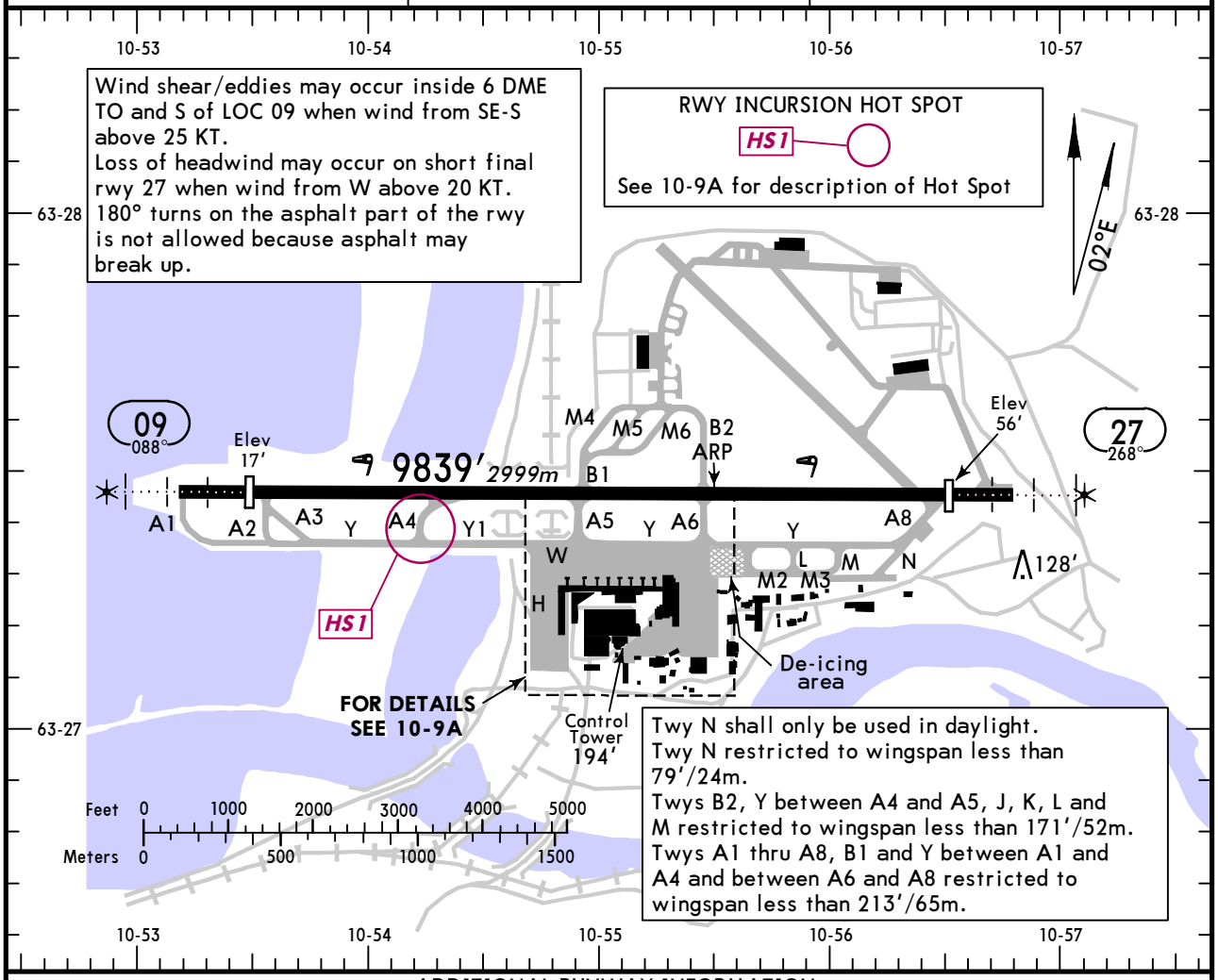
ATIS	*VAERNES Ground	Tower	
127.55	121.6	119.4	133.75



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
09 ❶ 27	HIRL *(60m)* CL *(15m)* HIALS PAPI (3.0°)	8025′ *2446m*	7053′ *2150m*	❸	148′ *45m*
	HIRL *(60m)* CL *(15m)* HIALS SFL CGL PAPI (3.4°) ❷	8100′ *2469m*	6817′ *2078m*		

❶ Rwy grooved.

❷ Obstruction penetrates PAPI clearance surface approx 1.3 NM N and 5 NM S of threshold 27.

❸ TAKE OFF RUN AVAILABLE

RWY 09:

From rwy head	8855′ (2699m)
twy A2/A3 int	7874′ (2400m)
twy A4 int	5922′ (1805m)
twy A5 int	4190′ (1277m)
twy B1 int	4124′ (1257m)
twy A6/B2 int	2710′ (826m)

RWY 27:

From rwy head	8855′ (2699m)
twy A8 int	8100′ (2469m)
twy A6/B2 int	5240′ (1597m)
twy B1 int	3871′ (1180m)
twy A5 int	3806′ (1160m)

When an aircraft is cleared to line up on the rwy from position A8, the pilot-in-command shall inform ATC if full runway length will be used for take-off.

LOW VISIBILITY PROCEDURE (LVP)

RVR 550m or less:
When LVP is in force only one aircraft is allowed in the manoeuvring area at a time.

Standard TAKE-OFF

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

CHANGES: Twys H & W established.

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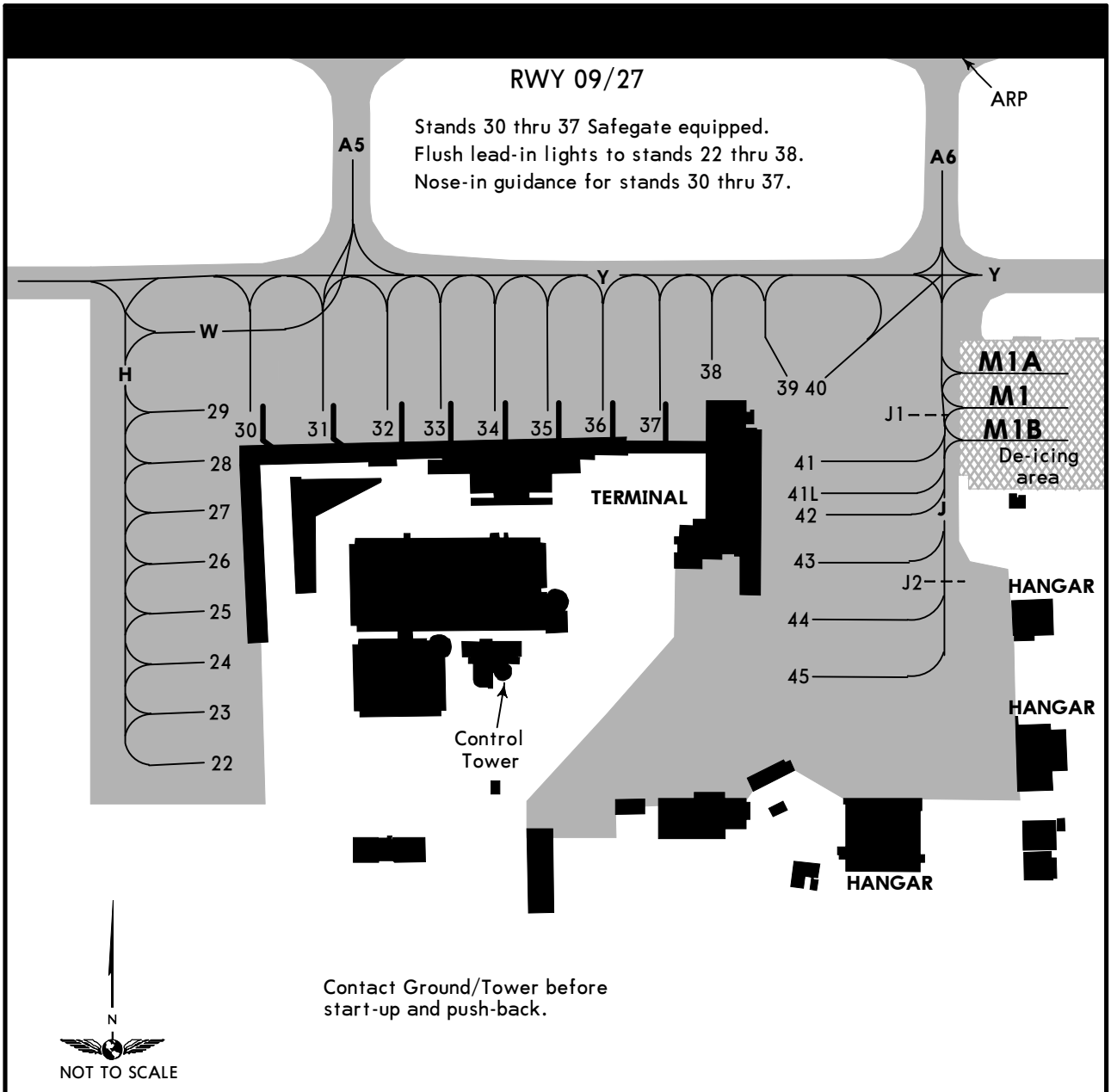

Contact Ground/Tower before start-up and push-back.

INS COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
31, 32	N63 27.3 E010 54.9	34	39	N63 27.3 E010 55.3	35
33, 34	N63 27.3 E010 55.0	34	40	N63 27.3 E010 55.4	35
35, 36	N63 27.3 E010 55.1	34	41 thru 42	N63 27.3 E010 55.3	35
37	N63 27.3 E010 55.2	34	43	N63 27.2 E010 55.3	35
38	N63 27.3 E010 55.2	33	44, 45	N63 27.2 E010 55.3	36

Push-back Procedures from stands 41 thru 45

Standard push-back from stands 41 thru 45 is to face north on twy J, except CRJ that shall perform a straight push-back.
After push-back from stand 41L, acft shall be pulled forward to start-up position 1.
After push-back from stands 43 thru 45, acft shall be disconnected at start-up position 2.
Startup postition 1 and 2 are marked with blue parallel lines on twy J.

HOT SPOT

(For information only, not to be construed as ATC instructions.)

HS1 Angled twy, difficult to see traffic on final rwy 09.

CHANGES: Parking stands.

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STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
09	ILS ❶	217′ (200′)	650m / 1000m
	ILS ❷	296′ (279′)	700m / 1000m
	ILS ❸	540′ (523′)	800m / 1000m
	ILS ❹	717′ (700′)	800m / 1000m
	LOC ❷	460′ (443′)	1000m / 1000m
	LOC ❸	560′ (543′)	1000m / 1000m
	LOC ❹	730′ (713′)	1000m / 1000m
	RNAV ❸	700′ (683′)	1000m / 1000m
	RNAV ❹	860′ (843′)	1000m / 1000m
27	ILS	256′ (200′)	600m / 1000m
	LOC	730′ (674′)	1000m / 1000m
	RNAV	960′ (904′)	1000m / 1000m

❶Missed apch climb gradient mim 5.0%
❷Missed apch climb gradient mim 4.0%
❸Missed apch climb gradient mim 3.0%
❹Missed apch climb gradient mim 2.5%

CIRCLE-TO-LAND ❺	MDA(H)	VIS
	1320′ (1264′) ❻	1000m

❺Not authorized North of airport.
❻CAT A ACFT following CGL to RWY 27: 1400′ (1344′).

TAKE-OFF RWY 07, 25

RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
400m			400m ❼	800m

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

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ENVA/TRD
VAERNES

JEPPESEN
1 MAR 13 (11-1) Eff 7 Mar

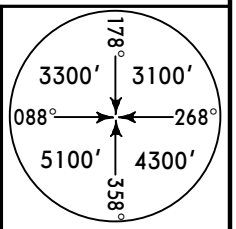
TRONDHEIM, NORWAY
ILS or LOC Rwy 09

ATIS	VAERNES Approach (R)	*VAERNES Director (APP)	VAERNES Tower	*Ground
127.55	118.6	119.15	119.4 133.75	121.6

BRIEFING STRIP™

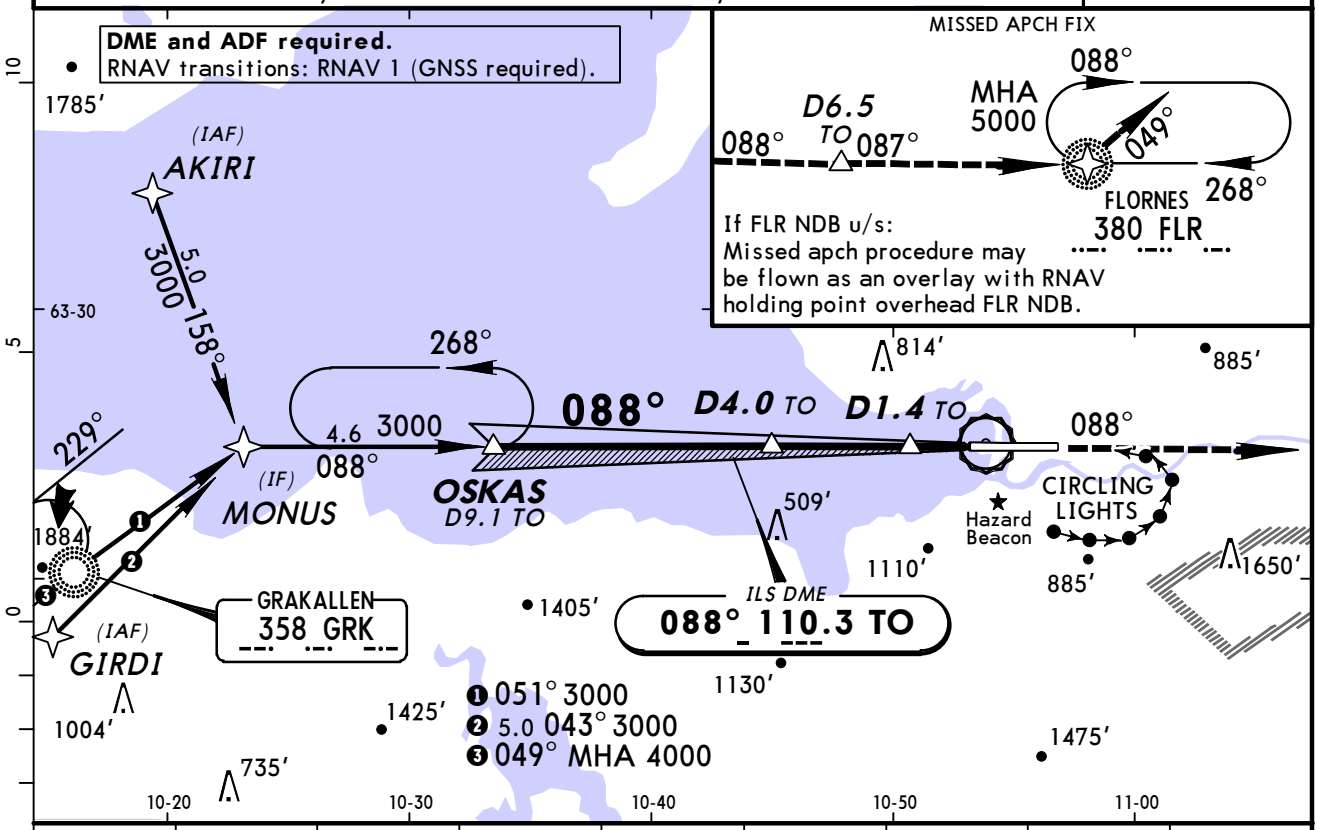
LOC TO	Final Apch Crs	GS	ILS DA(H)	Apt Elev 56′
110.3	088°	D4.0 TO 1290′ (1277′)	Refer to Minimums	RWY 17′

MISSED APCH: Climb on track 088° to D6.5 TO, intercept 087° and continue to FLR NDB. If below 3000′ at FLR NDB, turn LEFT onto 049° FLR NDB. At 3000′ turn RIGHT DIRECT to FLR NDB. Enter FLR holding, climbing to 5000′. MAX 230 KT.

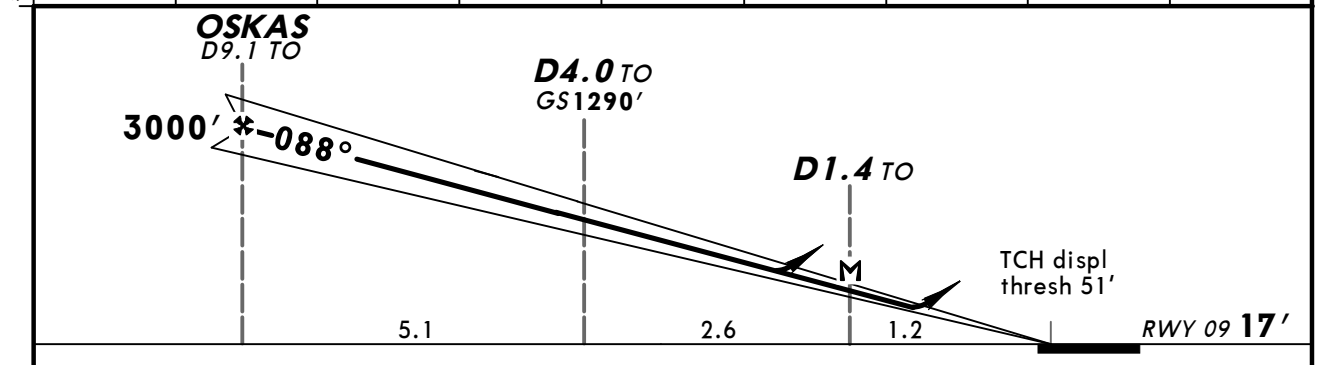


MSA
GRK NDB

Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 7000′



LOC (GS out)	TO DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2630′	2310′	1980′	1650′	1330′	1000′	670′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.10°	384	494	548	658	768	878
MAP at D1.4 TO							

HIALS
PAPI PAPI

MAX 230 KT

FLR 380 via D6.5 TO

PANS OPS

Standard STRAIGHT-IN LANDING RWY 09 [1]
ILS
Missed apch climb gradient mim 5.0%
DA(H) A: 217′ (200′) C: 233′ (216′)
B: 225′ (208′) D: 244′ (227′)

	FULL/Limited	ALS out
A	RVR 750m	RVR 1200m
B		
C	RVR 800m	
D		

CIRCLE-TO-LAND
Not auth North of apt.

Max Kts	MDA(H)	VIS
100	1240′ (1184′)	1500m
135	1430′ (1374′)	1600m
180	2140′ (2084′)	2400m
205	2140′ (2084′)	3600m

[1] For missed apch climb gradient of mim 4.0%, 3.0% and 2.5% see 11-1A.

CHANGES: Note. recommended alt. Crossing alt. Descent angle.

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ILS & LOC RWY 09 MINIMUMS

BASED ON:

MISSED APCH CLIMB GRADIENT MIM 4.0%

	ILS DA(H) A: 296′ (279′) C: 317′ (300′) B: 309′ (292′) D: 327′ (310′)		LOC (GS out) DA(H) 460′ (443′)	
	FULL/Limited	ALS out		ALS out
A	RVR 900m	RVR 1300m	RVR 1500m	
B		RVR 1400m		
C			RVR 1700m	CMV 2100m
D	RVR 1000m			

MISSED APCH CLIMB GRADIENT MIM 3.0%

	ILS DA(H) A: 540′ (523′) C: 560′ (543′) B: 552′ (535′) D: 570′ (553′)		LOC (GS out) DA(H) A: 560′ (543′) C: 620′ (603′) B: 590′ (573′) D: 640′ (623′)	
	FULL/Limited	ALS out		ALS out
A	RVR 1500m		RVR 1500m	
B				
C	CMV 2100m	CMV 2400m	CMV 2400m	
D				

MISSED APCH CLIMB GRADIENT MIM 2.5%

	ILS DA(H) A: 717′ (700′) C: 737′ (720′) B: 729′ (712′) D: 747′ (730′)		LOC (GS out) DA(H) A: 730′ (713′) C: 770′ (753′) B: 750′ (733′) D: 790′ (773′)	
	FULL/Limited	ALS out		ALS out
A	RVR 1500m		RVR 1500m	
B				
C	CMV 2400m		CMV 2400m	
D				

CHANGES: None.

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ENVA/TRD
VAERNES

JEPPESEN
1 MAR 13 (11-2) Eff 7 Mar

TRONDHEIM, NORWAY
ILS or LOC Rwy 27

ATIS	VAERNES Approach (R)	*VAERNES Director (APP)	VAERNES Tower	*Ground
127.55	118.6	119.15	119.4 133.75	121.6

BRIEFING STRIP™

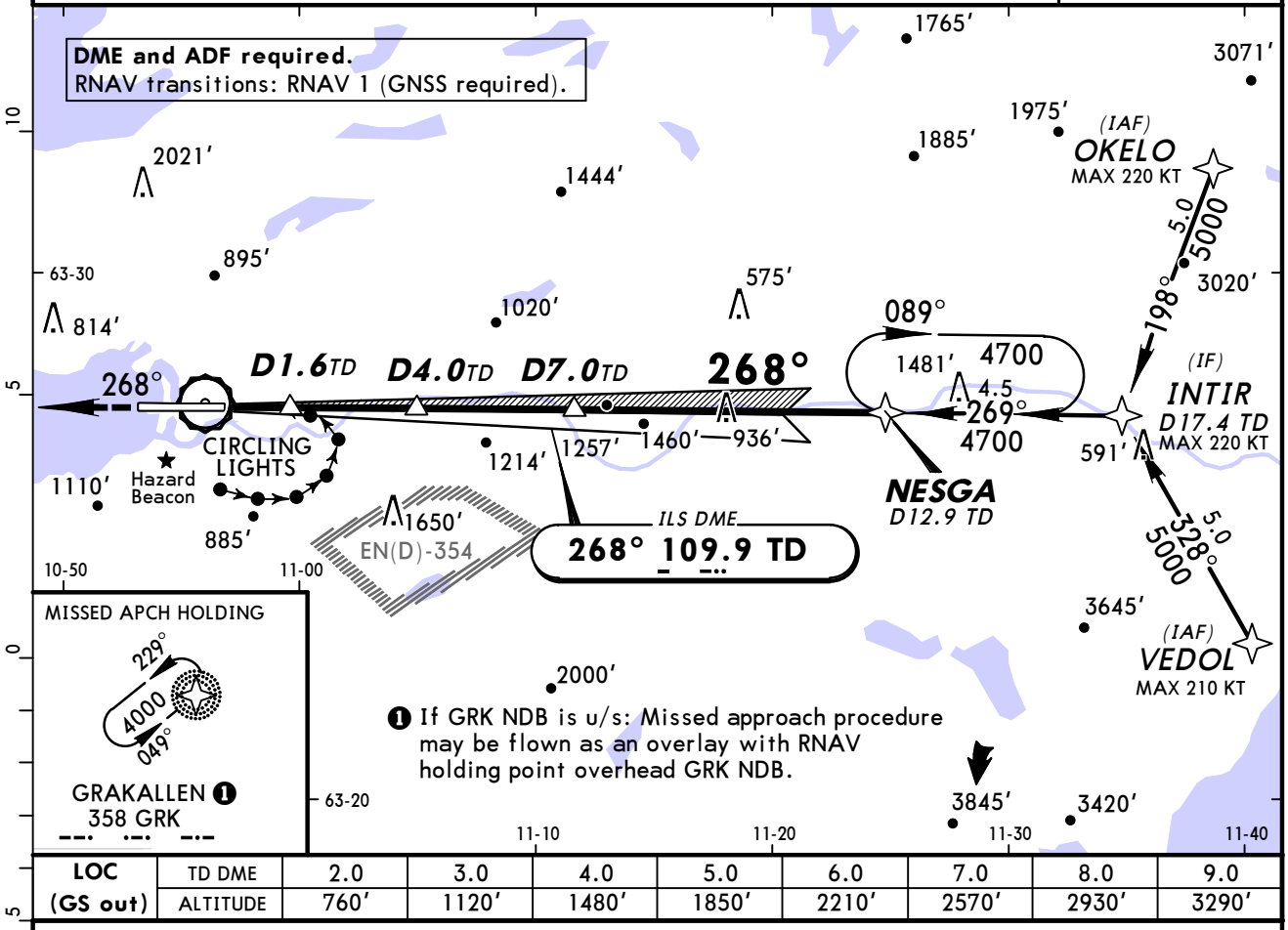
LOC TD	Final Apch Crs	GS	ILS DA(H)	Apt Elev / RWY
109.9	268°	D7.0 TD 2610′ (2554′)	Refer to Minimums	Apt Elev 56′ RWY 56′

MISSED APCH: Climb on 268° to 4000′, then turn LEFT DIRECT to GRK NDB holding. Enter GRK NDB holding at 4000′.

5800′ MSA ARP

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: By ATC | Trans alt: 7000′

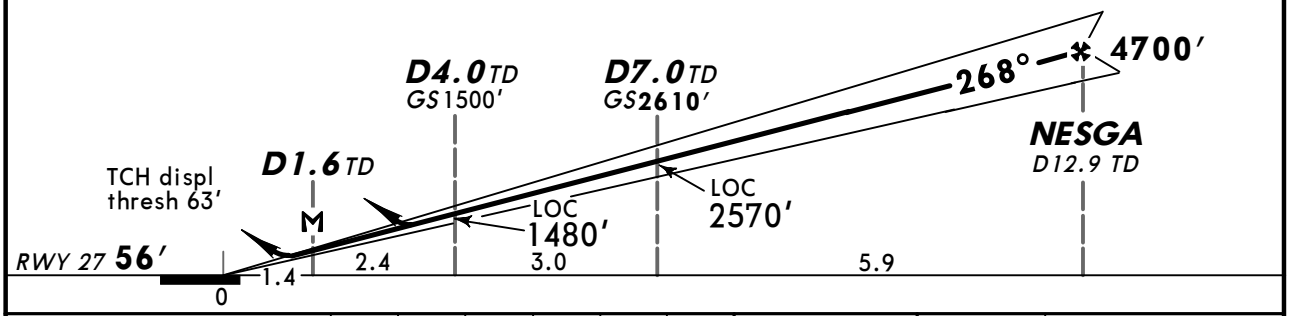
DME and ADF required.
RNAV transitions: RNAV 1 (GNSS required).



MISSED APCH HOLDING

GRAKALLEN
358 GRK

LOC (GS out)	TD DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
	ALTITUDE	760′	1120′	1480′	1850′	2210′	2570′	2930′	3290′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.40°	421	541	602	722	842	963
MAP at D1.6 TD							

HIALS
PAPI PAPI
4000′ on 268°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 27

ILS
DA(H) A: 256′ (200′) C: 276′ (220′)
B: 266′ (210′) D: 289′ (233′)

LOC (GS out)
DA(H) 730′ (674′)

	FULL/Limited	ALS out		ALS out
A	RVR 750m	RVR 1200m	RVR 1500m	
B				
C	RVR 800m		CMV 2400m	
D				

CIRCLE-TO-LAND
Not authorized North of airport.
CAT A acft following CGL to rwy 27 use CAT B minimums.

Max Kts	MDA(H)	VIS
100	1240′ (1184′)	1500m
135	1430′ (1374′)	1600m
180	2140′ (2084′)	2400m
205	2140′ (2084′)	3600m

CHANGES: Note. Speed restrictions. Recommended alt. Crossing alt.

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ENVA/TRD
VAERNES

JEPPESEN
20 DEC 13 (12-1)

TRONDHEIM, NORWAY
RNAV (GNSS) Rwy 09

ATIS	VAERNES Approach (R)	*VAERNES Director (APP)	VAERNES Tower	*Ground
127.55	118.6	119.15	119.4 133.75	121.6

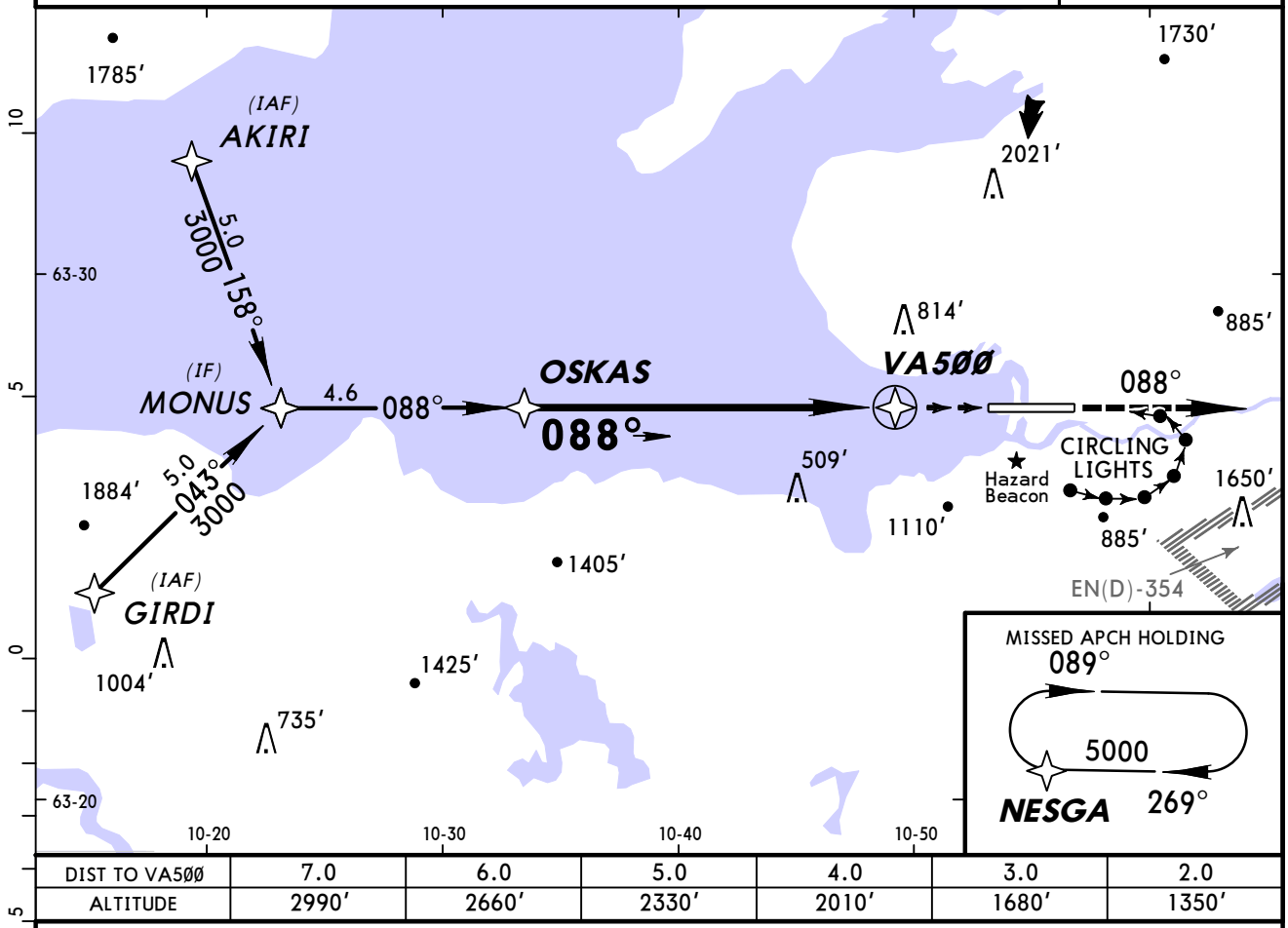
BRIEFING STRIP™

RNAV	Final Apch Crs	Procedure Alt	LNAV	Apt Elev / RWY
	088°	OSKAS 3000′ (2983′)	Refer to Minimums	56′ / 17′

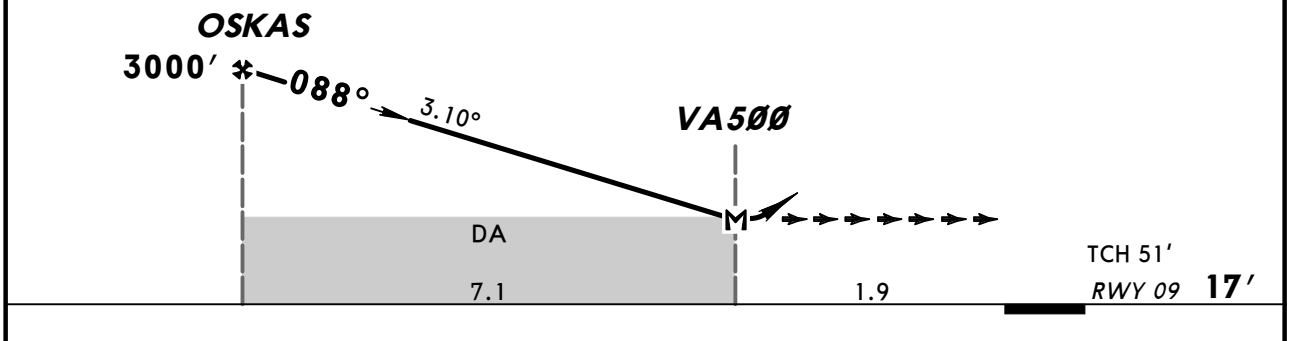
MISSED APCH: Climb on 088° to 3900′, then turn LEFT to NESGA.
Enter NESGA holding climbing to 5000′.

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: By ATC | Trans alt: 7000′

5800′
MSA ARP



DIST TO VA5ØØ	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2990′	2660′	2330′	2010′	1680′	1350′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.10°	384	494	548	658	768	878
MAP at VA5ØØ							

HIALS
PAPI PAPI
3900′ on 088°

PANS OPS

Standard STRAIGHT-IN LANDING RWY **09**
LNAV

	Missed apch climb gradient mim 3.0%	Missed apch climb gradient mim 2.5%
DA(H)	A:**700′**(683′) C:**750′**(733′) B:**720′**(703′) D:**770′**(753′)	A:**860′**(843′) C:**910′**(893′) B:**880′**(863′) D:**930′**(913′)
	ALS out	ALS out
A	RVR 1500m	RVR 1500m
B		
C	CMV 2400m	CMV 2400m
D		

CIRCLE-TO-LAND
Not authorized North of airport.
CAT A acft following CGL to rwy 09 use CAT B minimums.

Max Kts	MDA(H)	VIS
100	1320′ (1264′)	1500m
135	1400′ (1344′)	1600m
180	2050′ (1994′)	2400m
205	2050′ (1994′)	3600m

CHANGES: None.

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ENVA/TRD
VAERNES

JEPPESEN
20 DEC 13 (12-2)

TRONDHEIM, NORWAY
RNAV (GNSS) Rwy 27

BRIEFING STRIP

ATIS	VAERNES Approach (R)	*VAERNES Director (APP)	VAERNES Tower	*Ground
127.55	118.6	119.15	119.4 133.75	121.6

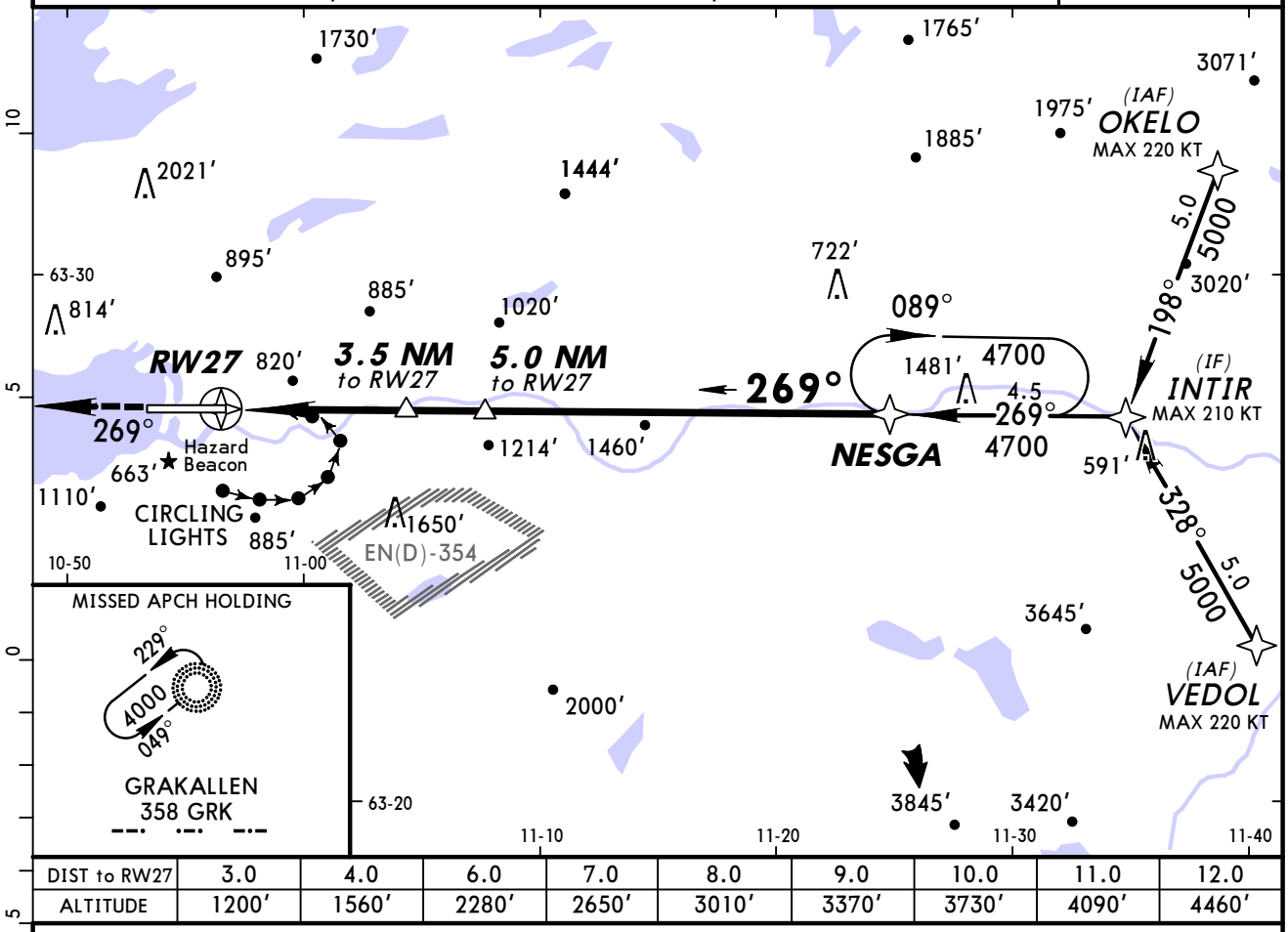
RNAV	Final Apch Crs	Procedure Alt NESGA	LNAV DA(H)	Apt Elev 56′ RWY 56′
	269°	4700′ (4644′)	960′ (904′)	

MISSED APCH: Climb on 269° to 4000′, then turn LEFT to GRK NDB. Enter GRK NDB holding at 4000′.

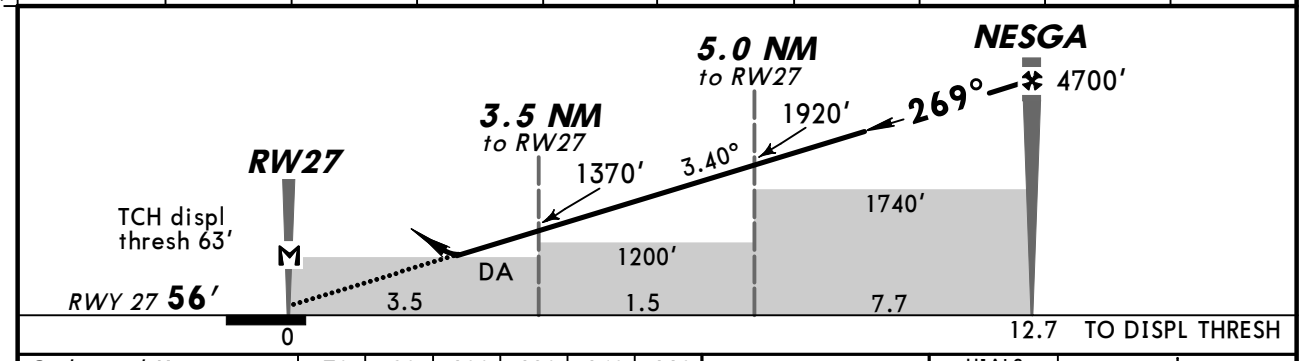
5800′

MSA ARP

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: By ATC | Trans alt: 7000′



DIST to RW27	3.0	4.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0
ALTITUDE	1200′	1560′	2280′	2650′	3010′	3370′	3730′	4090′	4460′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.40°	421	541	602	722	842	963
MAP at RW27							

HIALS
PAPI PAPI
4000′ on 269°

PANS OPS

Standard STRAIGHT-IN LANDING RWY **27**

LNAV
DA(H) **960′** (904′)
ALS out

A	RVR 1500m
B	
C	CMV 2400m
D	

CIRCLE-TO-LAND
Not authorized North of airport.
CAT A acft following CGL to rwy 27 use CAT B minimums.

Max Kts	MDA(H)	VIS
100	1320′ (1264′)	1500m
135	1400′ (1344′)	1600m
180	2050′ (1994′)	2400m
205	2050′ (1994′)	3600m

CHANGES: Crossing alt at 3.5 NM to RW27.

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ENVA/TRD
VAERNES

JEPPESEN
7 DEC 12
Eff 13 Dec
19-10

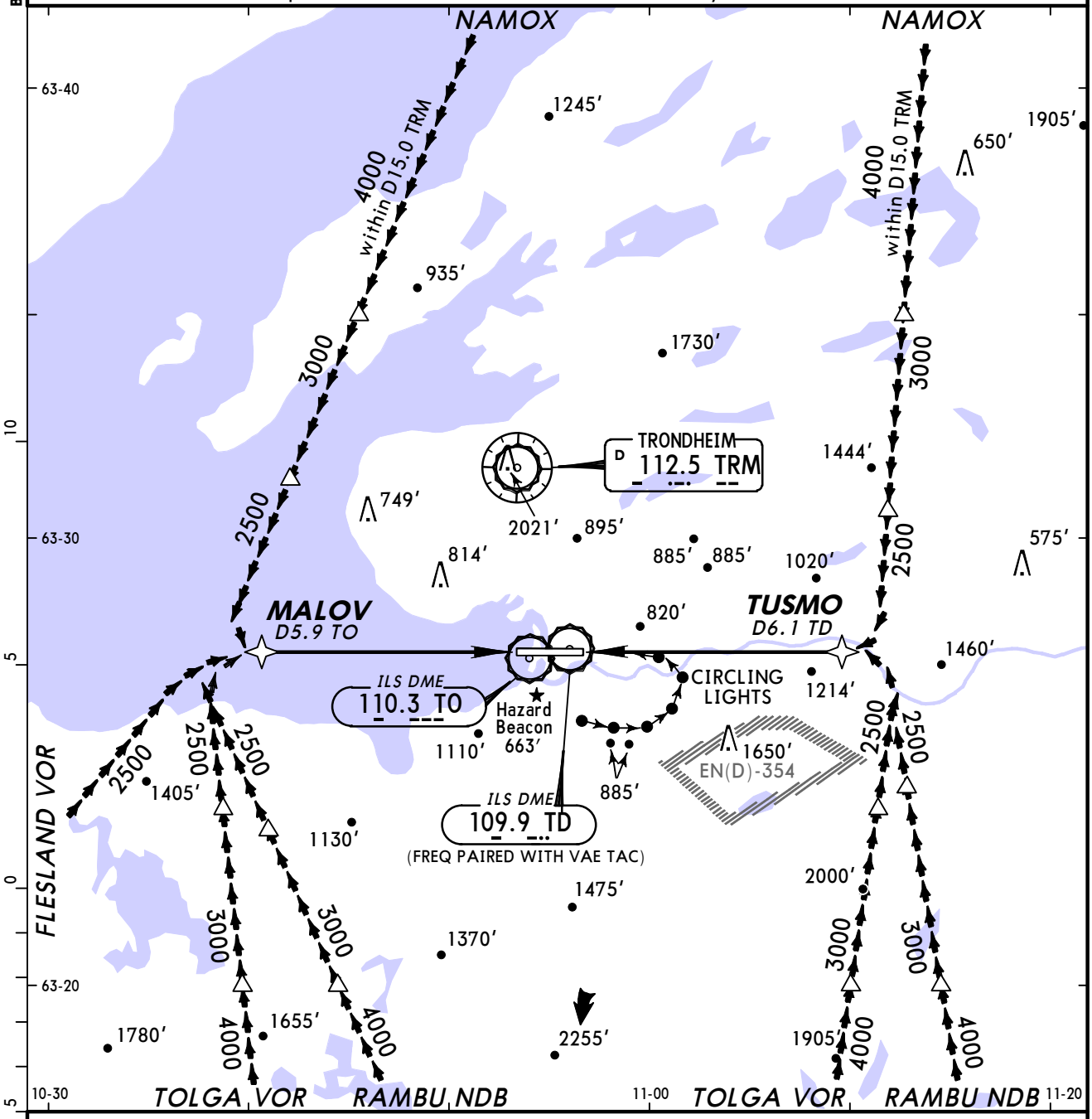
TRONDHEIM, NORWAY
VISUAL APPROACH CHART

ATIS	VAERNES Approach (R)	*VAERNES Director (APP)	VAERNES Tower	*Ground
127.55	118.6	119.15	119.4 133.75	121.6

BRIEFING STRIP ™

Apt Elev **56′**

Alt Set: hPa | Apt Elev: 2 hPa | Trans level: By ATC | Trans alt: 7000′



VISUAL APPROACH PROCEDURES

In order to reduce noise disturbances and to avoid VFR traffic, the following procedures apply when making visual approaches to RWY 09 or RWY 27:

Unless otherwise authorized or directed by ATC, an ACFT having been cleared for a visual approach shall:

a) Execute the approach so as to be established on final approach track outside:
RWY 09: MALOV/D5.9 TO
RWY 27: TUSMO/D6.1 TD

b) Maintain minimum 2500′ until starting turn to final, and establish a final approach descent not below ILS glideslope/ PAPI on slope signal.

CHANGES: Procedure.

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Chart changes since cycle 26-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
TRONDHEIM, (VAERNES - ENVA)				
DEL	ELSID 6W, 2X, 6Y & 1Z P-R...	10-3	29 Nov 2013	12 Dec 2013
ADD	ELSID 7W, 2X, 6Y & 1Z P-R...	10-3	29 Nov 2013	12 Dec 2013
REV	GEVLI 1X & 6Y P-RNAV DEPS	10-3A	29 Nov 2013	12 Dec 2013
REV	RAMBU 1X & 6Y P-RNAV DEPS	10-3B	29 Nov 2013	12 Dec 2013
REV	ROSEB 1X & 6Y P-RNAV DEPS	10-3C	29 Nov 2013	12 Dec 2013
REV	SOLKA 1X & 6Y P-RNAV DEPS	10-3D	29 Nov 2013	12 Dec 2013
REV	TOLGA 1X & 6Y P-RNAV DEPS	10-3E	29 Nov 2013	12 Dec 2013
REV	TURSI 1X P-RNAV DEP, OMNI...	10-3F	29 Nov 2013	12 Dec 2013

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport ENVA

Type: Terminal
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

(10-9) Twys B2, Y between A4 and A5, J, K, L and M restricted to wingspan less than 171'/52m.