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Terminal Charts For ENBR
Revision Letter For Cycle 13-2014
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°E

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: 0212 Z
Sunset: 2111 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 and transponder code 2000.

When convenient to report ACFT ident (i.e. callsign used in flight), the ACFT call-sign 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 RESTRICTION

TWYs A1, A2, A3, A4, A6, A7, A8, A9, B west of TWY U, E, G, H and Y restricted to ACFT code E.

TWYs A5, C and W North of TWY C restricted to ACFT code D.

TWY B east of TWY U restricted to ACFT code B.

TWY D and TWY W South of TWY C MAX wingspan 136'/41.5m.

TWY J restricted to ACFT code C.

TWY U restricted to ACFT code C except between TWY B and de-icing PAD 3 restricted to ACFT code E.

TWY W South of TWY C via TWY G to/from stand 24 restricted to ACFT code E.

1.6. PARKING INFORMATION

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

1.7. OTHER INFORMATION

ACFT, including ACFT being towed, shall establish and maintain two-way radio communication with TWR and obtain clearance, before any motion within the manoeuvring area, Apron S, Terminal Apron, Apron N, de-icing platforms, TWY J, TWY U and TWY B west of TWY U.
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. VISUAL APPROACH FROM THE EAST

VFR operations may occur in uncontrolled airspace below TMA, especially above the city of Bergen and Os/Ulven. After descent clearance is received, visual approaches from the East should maintain MIM 2500′ until passing these points.

2.3. COMMUNICATION FAILURE PROCEDURE

ILS Y or LOC Y RWY 17:

Climb on track 171° to D2.0 after BR. Turn RIGHT and proceed on track 205°. Climb to 2000′. At D7.0 BR turn RIGHT to intercept and proceed on 8 DME ARC BR. Intercept LOC BR for another APCH.

ILS W or LOC W RWY 17:

Climb STRAIGHT AHEAD to 3000′. At D14.0 BR turn RIGHT to intercept and proceed on 15 DME ARC BR. Intercept LOC BR for another APCH.

ILS Y or LOC Y RWY 35:

Climb on track 351° to D1.6 AFTER BG. Turn LEFT and proceed on track 321°. Climb to 2000′. At D7.0 BG turn LEFT to intercept and proceed on 8 DME ARC BG. Intercept LOC BG for another APCH.

ILS W or LOC W RWY 35:

Climb STRAIGHT AHEAD to 3000′. At D14.0 BG turn LEFT to intercept and proceed on 15 DME ARC BG. Intercept LOC BG for another APCH.

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.

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.

RNAV (GNSS) RWY 35 or VOR RWY 35:

At D15.0 FLS turn LEFT direct to FLS VOR and make VOR RWY 35 APCH.

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: Aviator De-icing on 131.75 and SAS ground handling De-icing on 121.85.

Operations on the de-icing platform are coordinated by DE-ICE leader on 131.90, call sign DE-ICE.

ACFT requiring de-icing shall inform ATC before start-up.
De-icing at platforms PAD 1 thru PAD 4.
ACFT code E, except A332/333, A342/343, B772 and B787 and ACFT code F shall be de-iced at stand 1.
Anti-icing is allowed on stands 10 thru 48.

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3. DEPARTURE

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

3.3.1. 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'.

3.3.2. RUN-UP TESTS

Between 2200-0700LT, as far as possible, engine testing shall be avoided.

Testing of helicopter engines, and of aeroplane engines on idle power, may take place at locations suitable for the operator, e.g. on ACFT stands, outside hangar, etc. The activity may take place without information to TWR.

Testing of aeroplane engines, with more power than idle, shall take place at one of the following areas:

- On the northern end of TWY Y, by TWY A1;
- On the southern end of TWY Y, by TWY A9.

The aeroplane shall be positioned where the TWY surface is a mixture of concrete and asphalt, with nose to the South or to the North, and the fuselage parallel to TWY Y.

Which area to be used, depends on RWY in use, and is determined by the TWR. The areas are located on the manoeuvring area and clearance shall be obtained from TWR.

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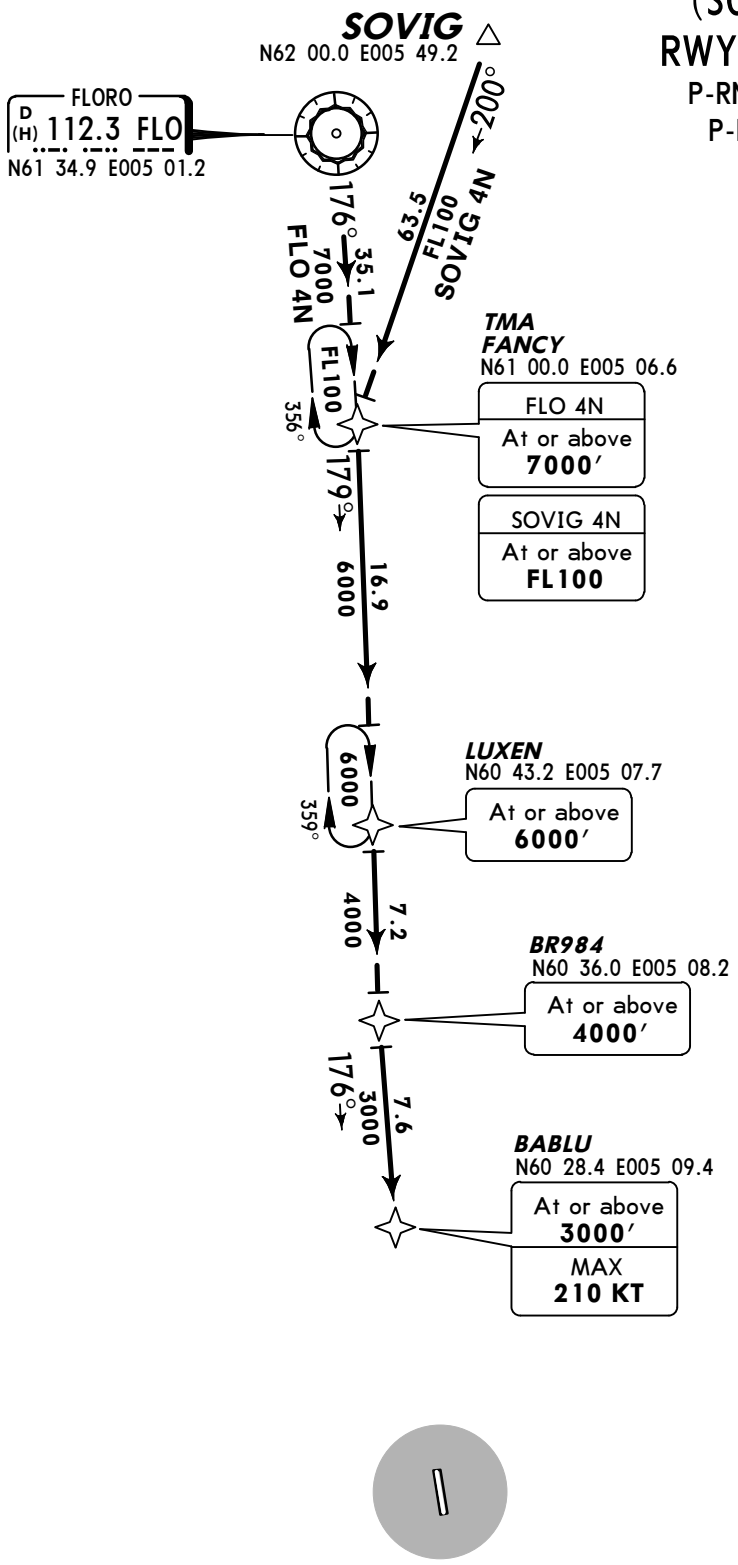
ATIS	Apt Elev	
125.25	166′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′ 1. STARs based on B-RNAV from STAR start point to TMA boundary. P-RNAV inside TMA boundary. 2. RADAR service shall be available. 3. Request vectoring in case of loss of RNAV capability. 4. Descent as cleared by ATC.

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

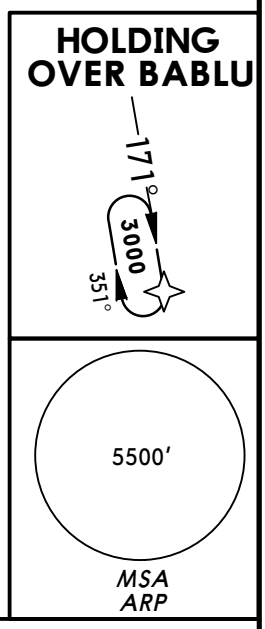


Clearance limit is BABLU holding.

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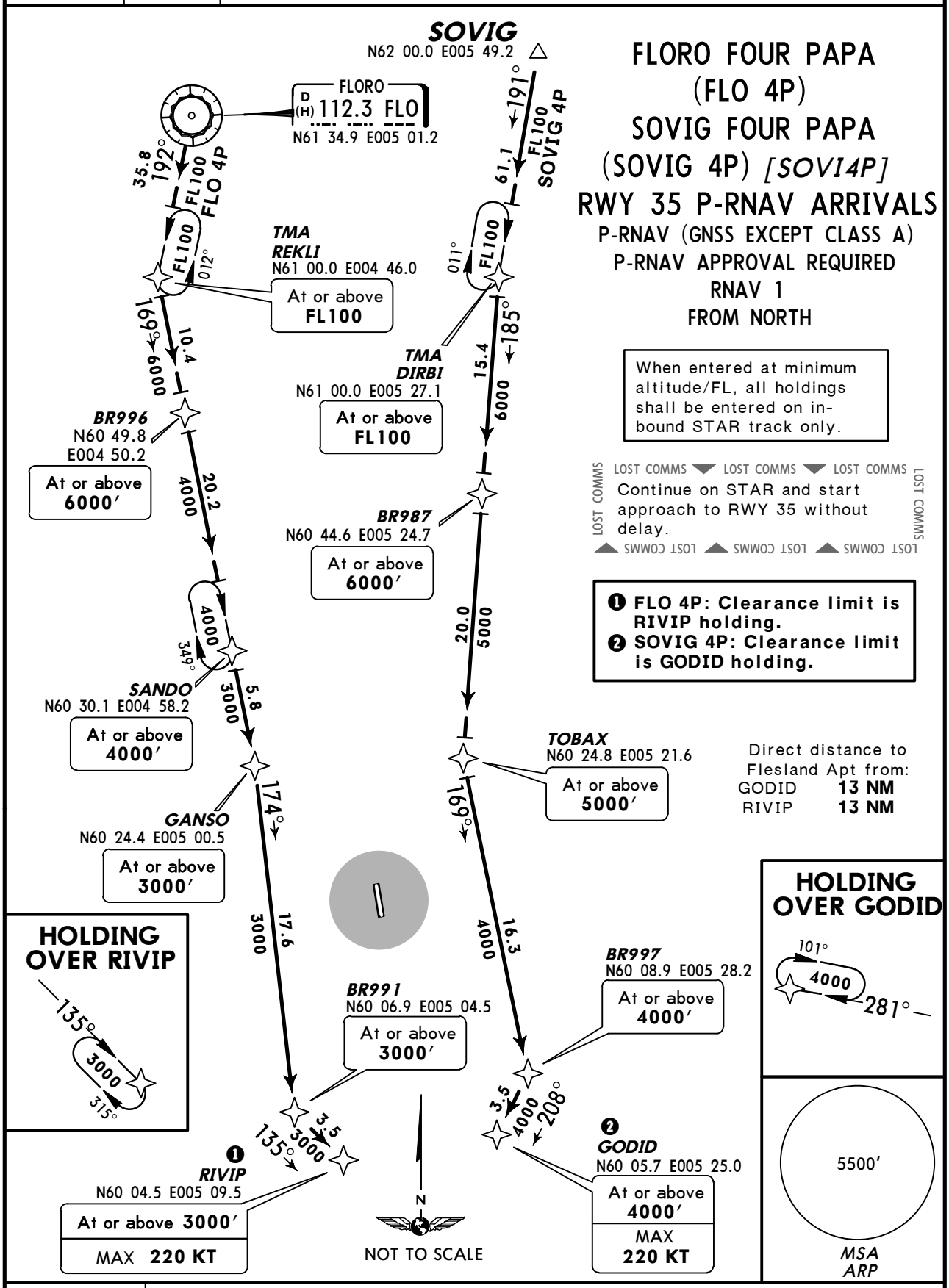
ATIS	Apt Elev	
125.25	166′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′ 1. STARs based on B-RNAV from STAR start point to TMA boundary. P-RNAV inside TMA boundary. 2. RADAR service shall be available. 3. Request vectoring in case of loss of RNAV capability. 4. Descent as cleared by ATC.



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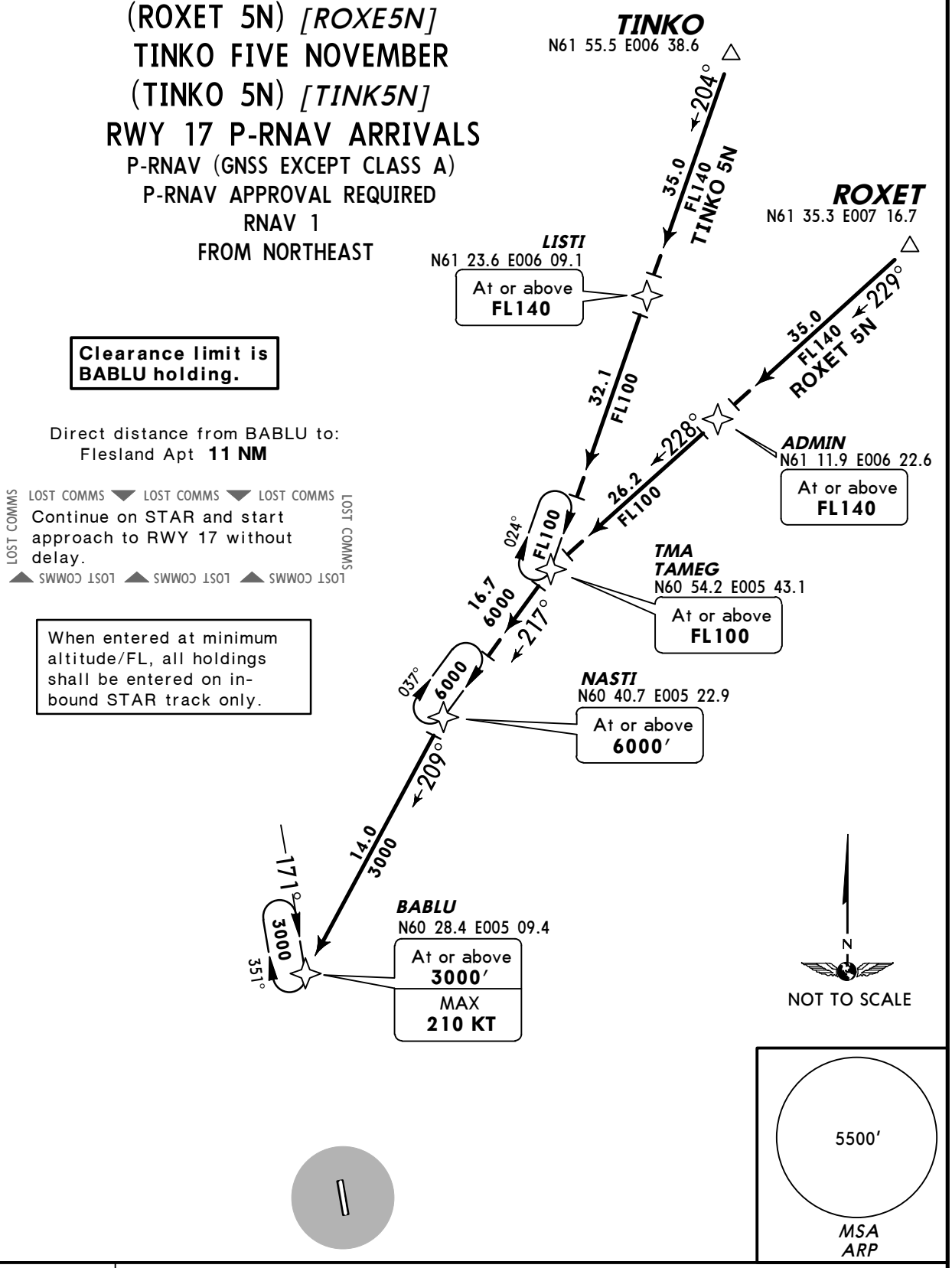
ATIS	Apt Elev	
125.25	166′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′ 1.STARs based on B-RNAV from STAR start point to TMA boundary. P-RNAV inside TMA boundary. 2.RADAR service shall be available. 3.Request vectoring in case of loss of RNAV capability. 4.Descent as cleared by ATC.

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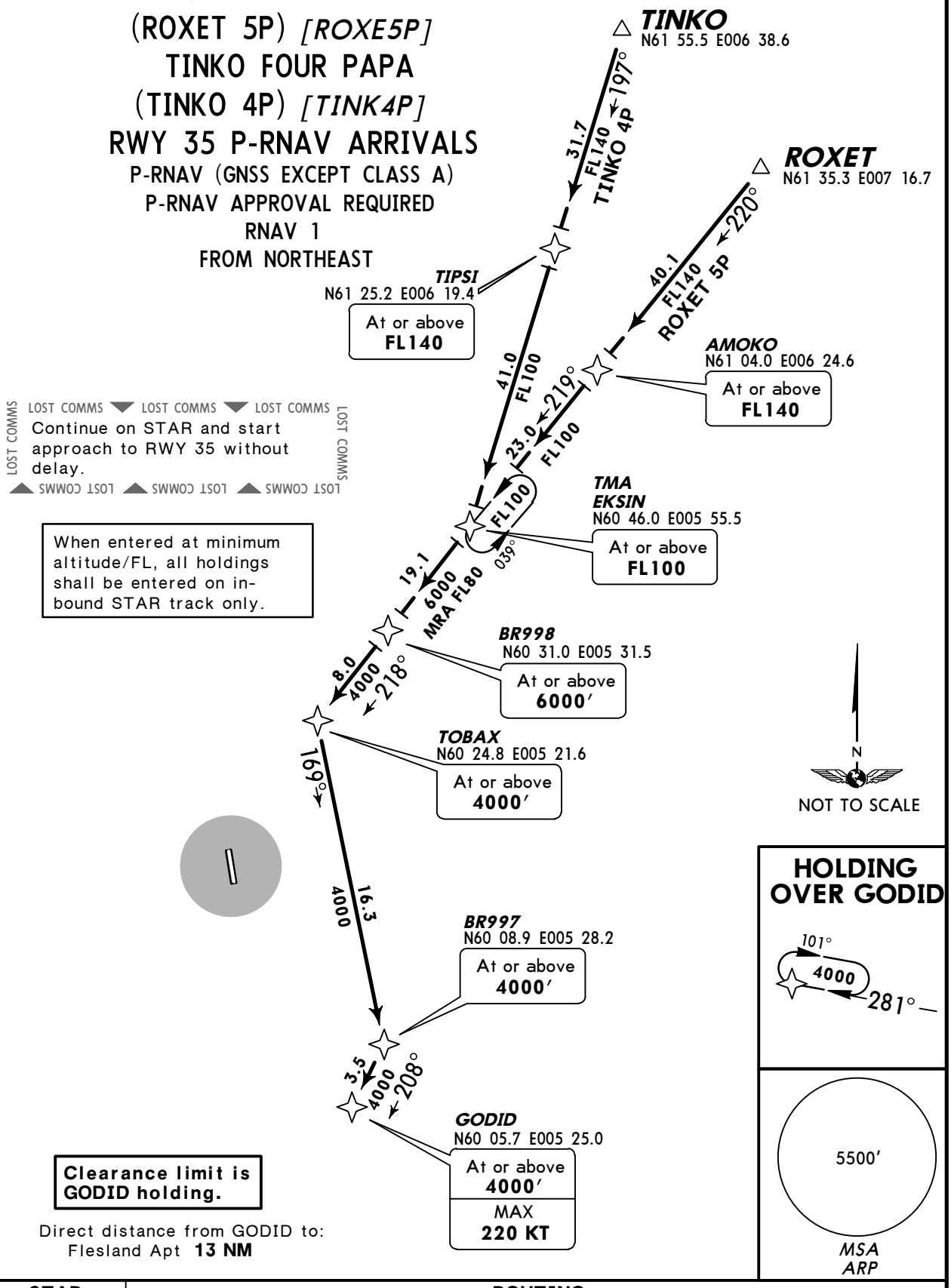
ATIS	Apt Elev	
125.25	166′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′ 1. STARs based on B-RNAV from STAR start point to TMA boundary. P-RNAV inside TMA boundary. 2. RADAR service shall be available. 3. Request vectoring in case of loss of RNAV capability. 4. Descent as cleared by ATC.

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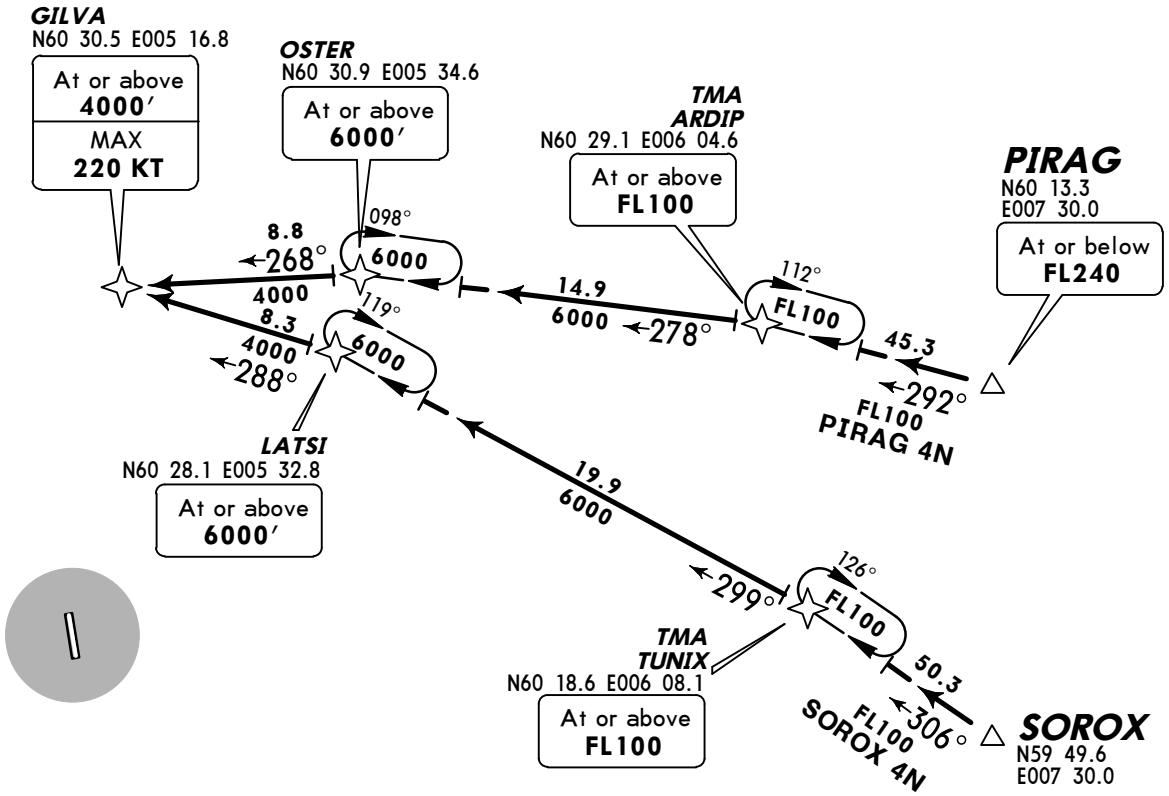
ATIS	Apt Elev	
125.25	166′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′ 1. STARs based on B-RNAV from STAR start point to TMA boundary. P-RNAV inside TMA boundary. 2. RADAR service shall be available. 3. Request vectoring in case of loss of RNAV capability. 4. Descent as cleared by ATC.

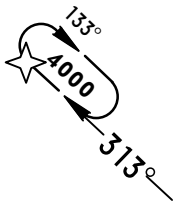
PIRAG FOUR NOVEMBER (PIRAG 4N) *[PIRA4N]*
SOROX FOUR NOVEMBER (SOROX 4N) *[SORO4N]*
RWY 17 P-RNAV ARRIVALS
P-RNAV APPROVAL REQUIRED
RNAV 1 (GNSS EXCEPT CLASS A)
FROM EAST

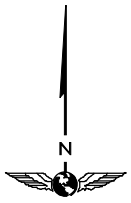
5500′
MSA ARP

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 Trans level: By ATC Trans alt: 7000′ 1. STARs based on B-RNAV from STAR start point to TMA boundary. P-RNAV inside TMA boundary. 2. RADAR service shall be available. 3. Request vectoring in case of loss of RNAV capability. 4. Descent as cleared by ATC.

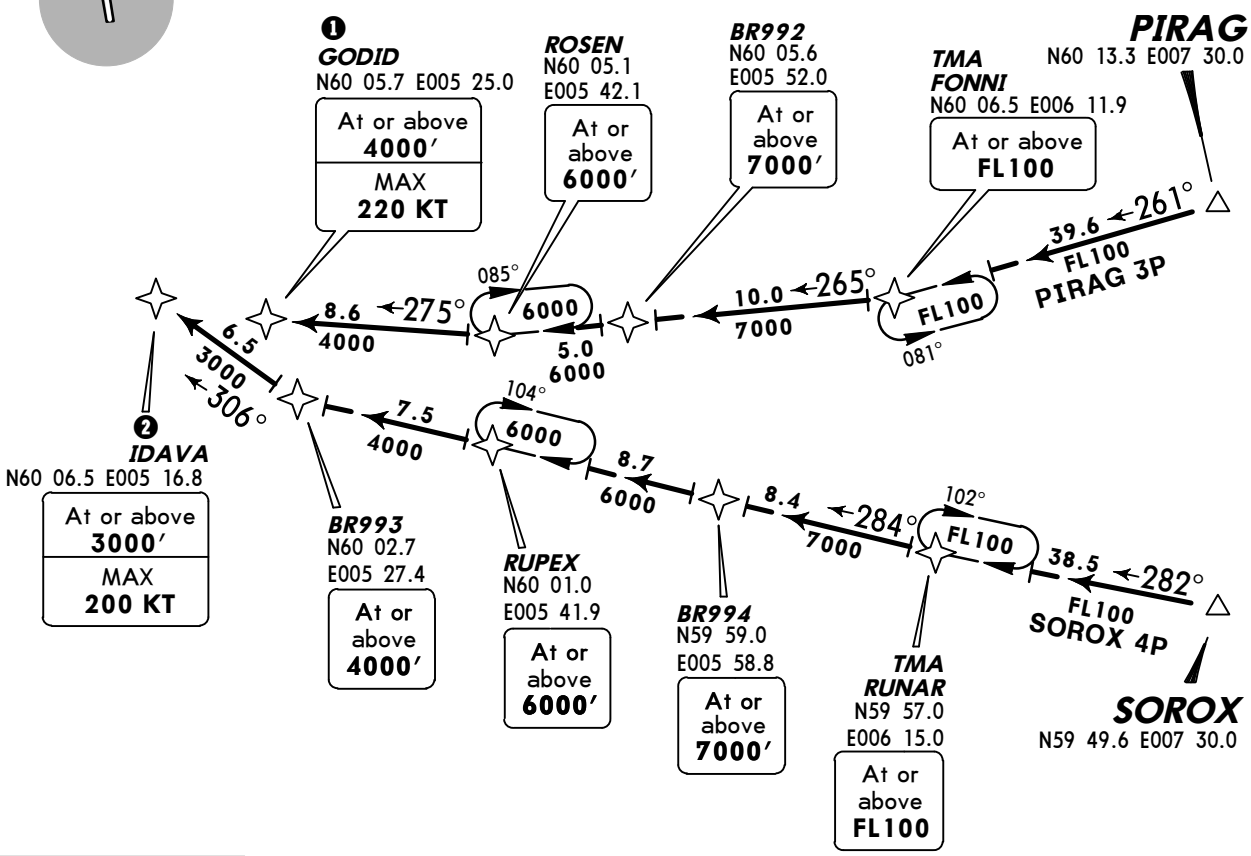
PIRAG THREE PAPA (PIRAG 3P) *[PIRA3P]*
SOROX FOUR PAPA (SOROX 4P) *[SORO4P]*
RWY 35 P-RNAV ARRIVALS
P-RNAV APPROVAL REQUIRED
RNAV 1 (GNSS EXCEPT CLASS A)
FROM EAST

5500′
MSA ARP

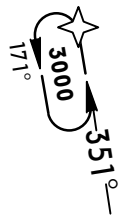
N
NOT TO SCALE

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.**



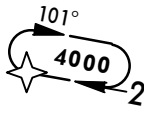
HOLDING OVER IDAVA



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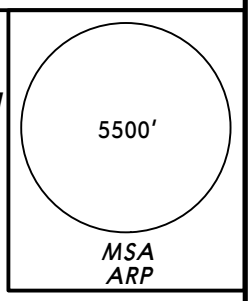
ATIS	Apt Elev	
125.25	166′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′ 1. STARs based on B-RNAV from STAR start point to TMA boundary. P-RNAV inside TMA boundary. 2. RADAR service shall be available. 3. Request vectoring in case of loss of RNAV capability. 4. Descent as cleared by ATC.

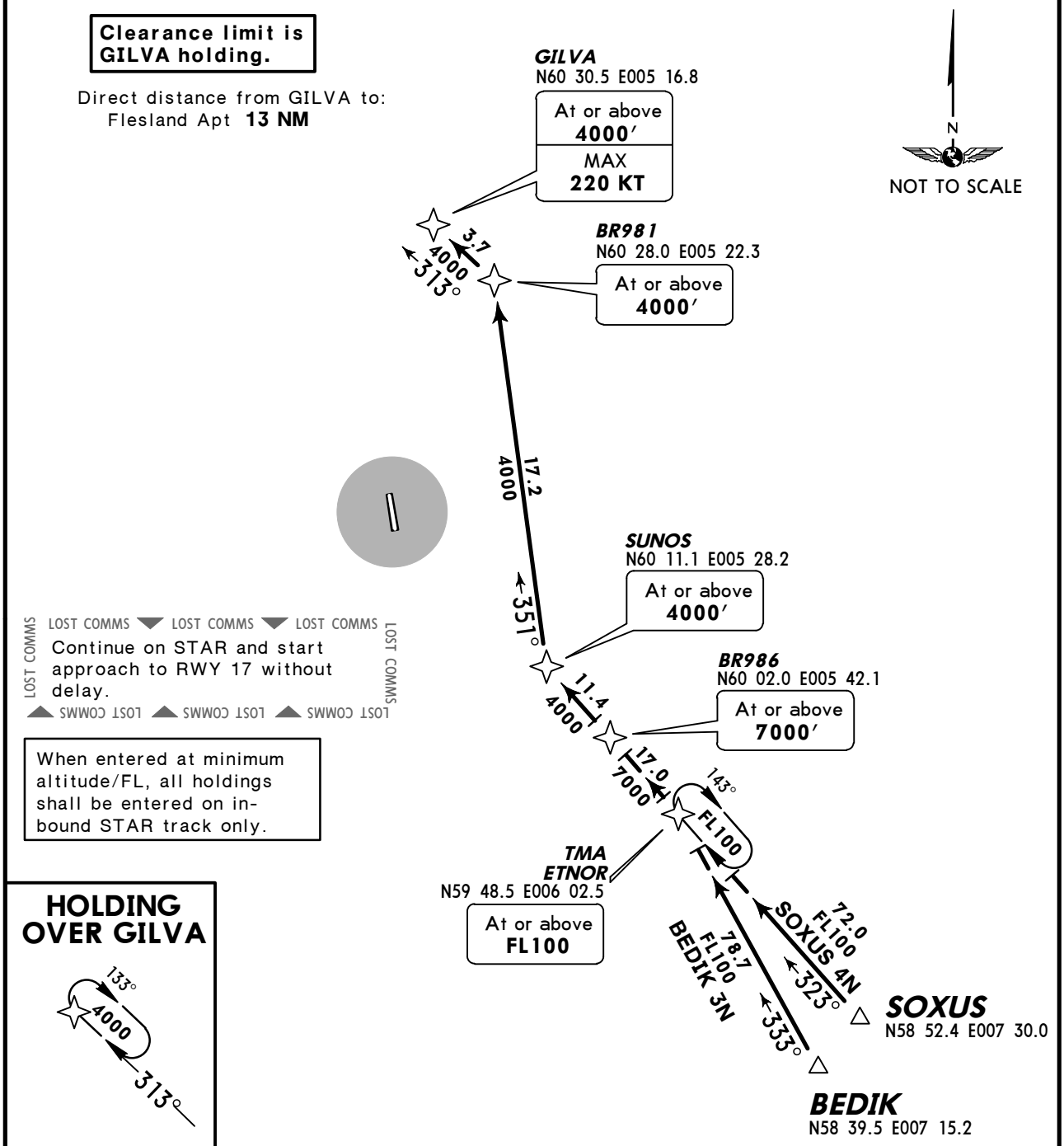
BEDIK THREE NOVEMBER (BEDIK 3N) *[BEDI3N]*
SOXUS FOUR NOVEMBER (SOXUS 4N) *[SOXU4N]*
RWY 17 P-RNAV ARRIVALS

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 Trans level: By ATC Trans alt: 7000′ 1. STARs based on B-RNAV from STAR start point to TMA boundary. P-RNAV inside TMA boundary. 2. RADAR service shall be available. 3. Request vectoring in case of loss of RNAV capability. 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

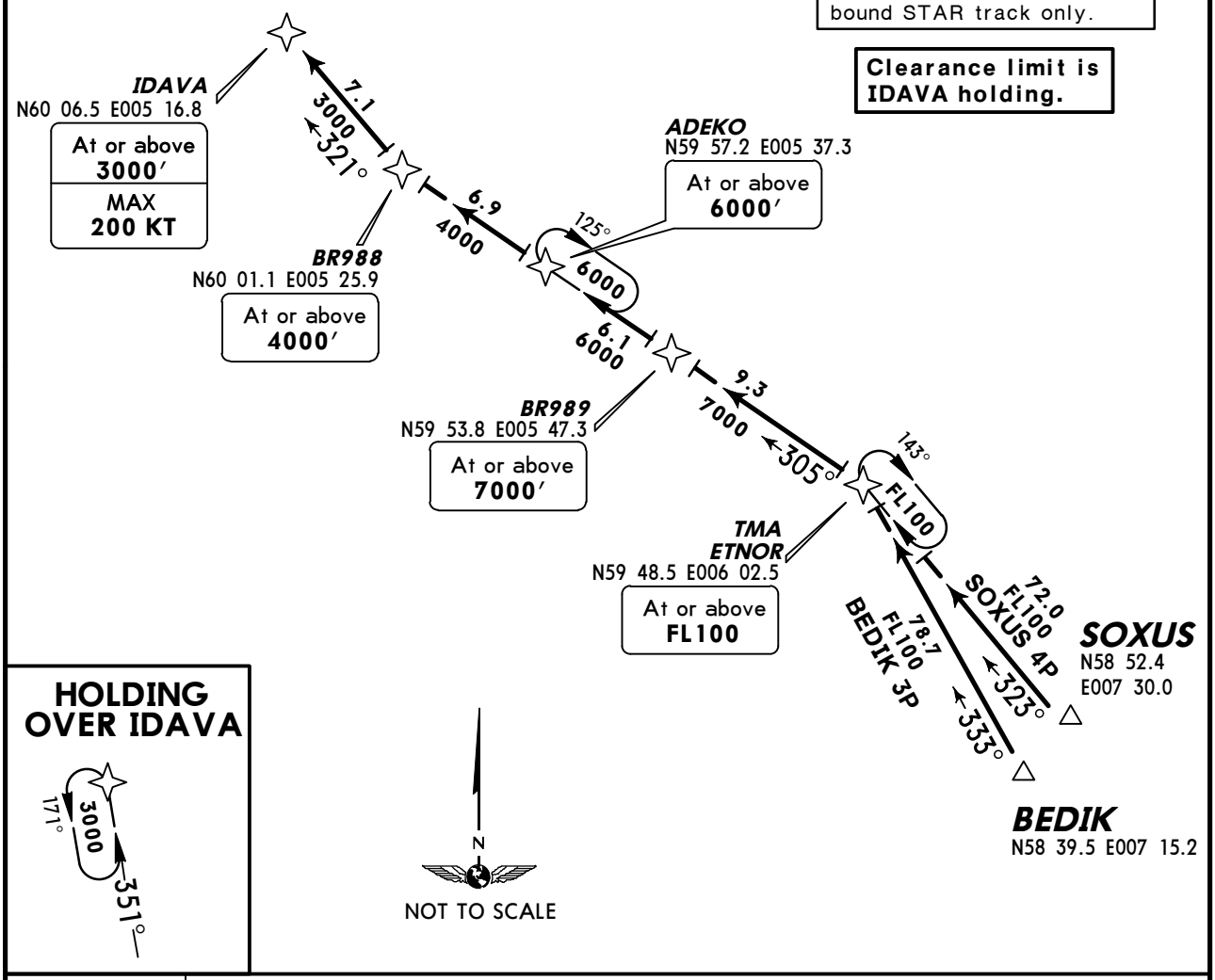
5500′
MSA ARP

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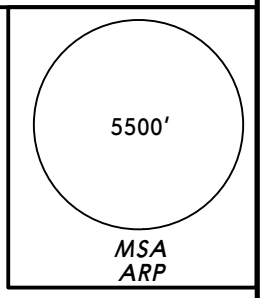
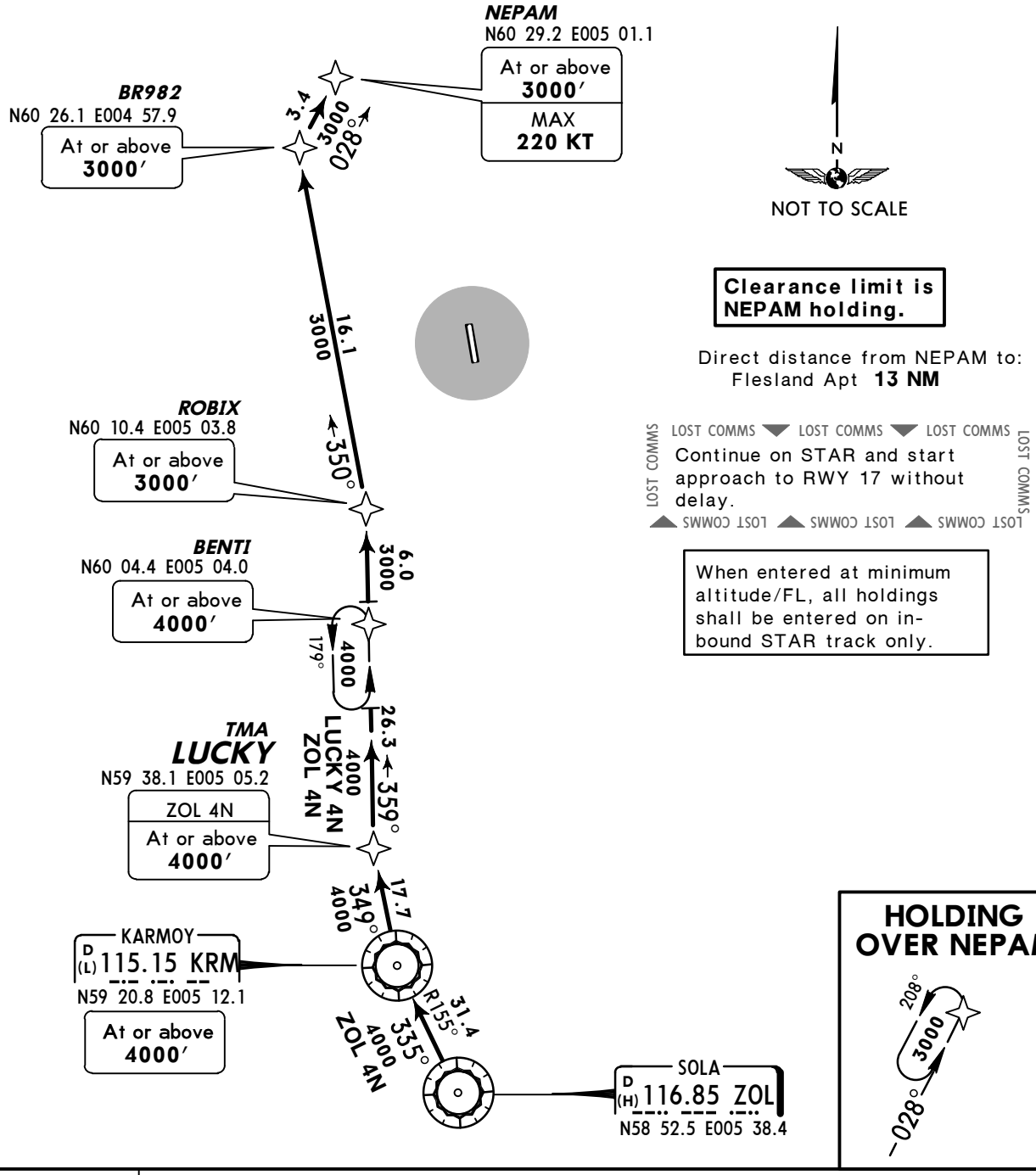
ATIS	Apt Elev	
125.25	166′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′ 1. STARs based on B-RNAV from STAR start point to TMA boundary. P-RNAV inside TMA boundary. 2. RADAR service shall be available. 3. Request vectoring in case of loss of RNAV capability. 4. Descent as cleared by ATC.

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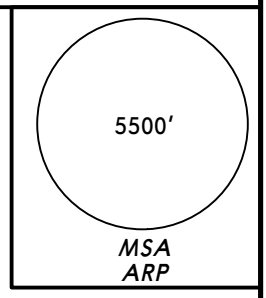
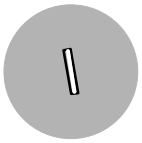
ATIS	Apt Elev	
125.25	166′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′ 1. STARs based on B-RNAV from STAR start point to TMA boundary. P-RNAV inside TMA boundary. 2. RADAR service shall be available. 3. Request vectoring in case of loss of RNAV capability. 4. Descent as cleared by ATC.

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

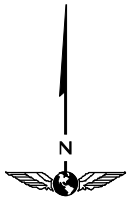
P-RNAV (GNSS EXCEPT CLASS A)
P-RNAV APPROVAL REQUIRED
RNAV 1
FROM SOUTH





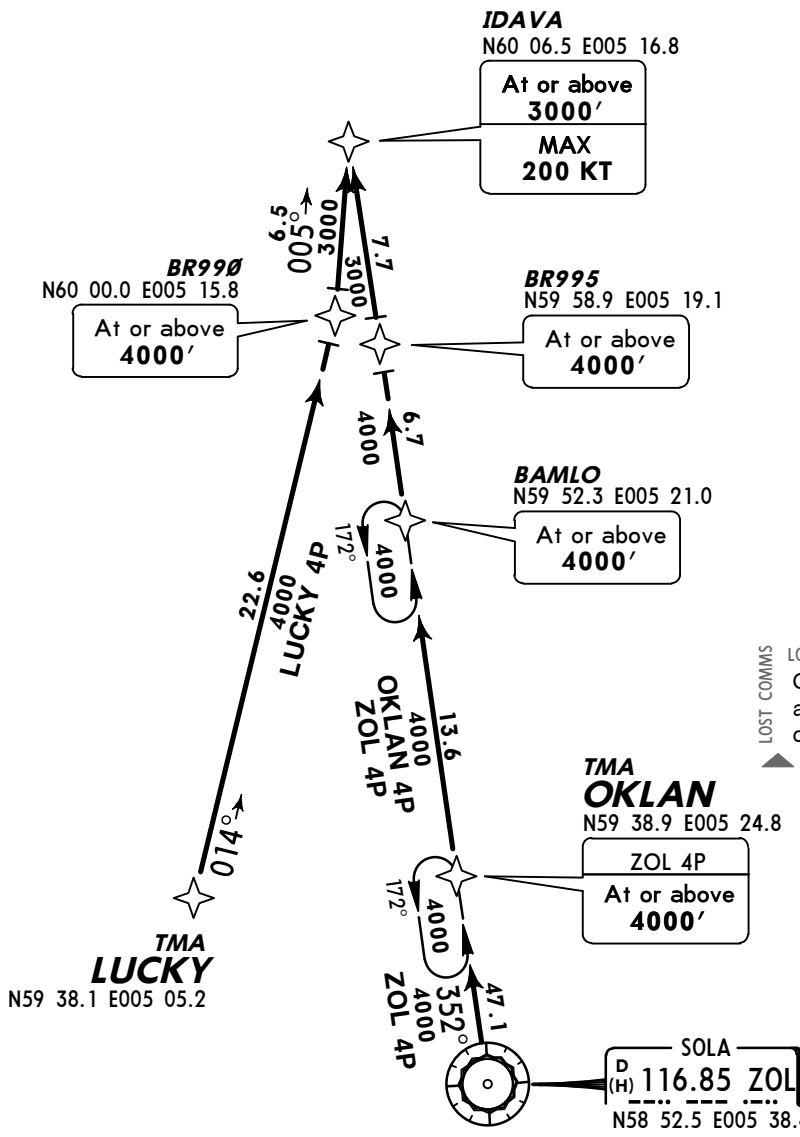
Clearance limit is IDAVA holding.

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

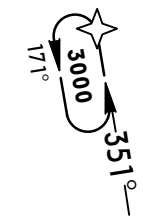


When entered at minimum altitude/FL, all holdings shall be entered on in-bound STAR track only.

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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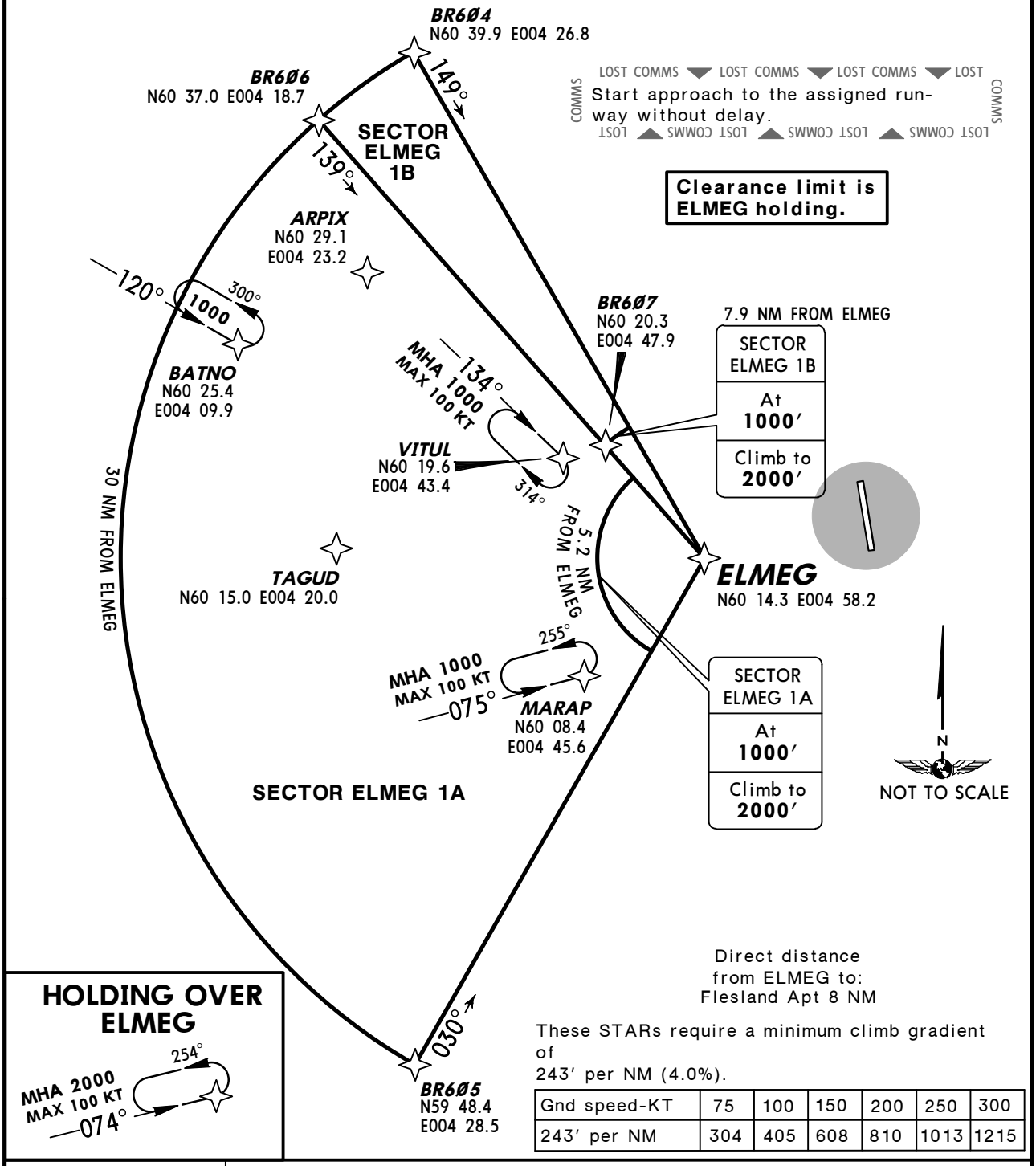
ATIS	Apt Elev		MSA ARP
125.25	166′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′ 1. Loss of RNAV capability, request vectoring. 2. Vectoring will be used when necessary. 3. Weather RADAR required. 4. STAR altitude (1000′) does not consider sea vessel. Minimum obstacle clearance when sea vessels are 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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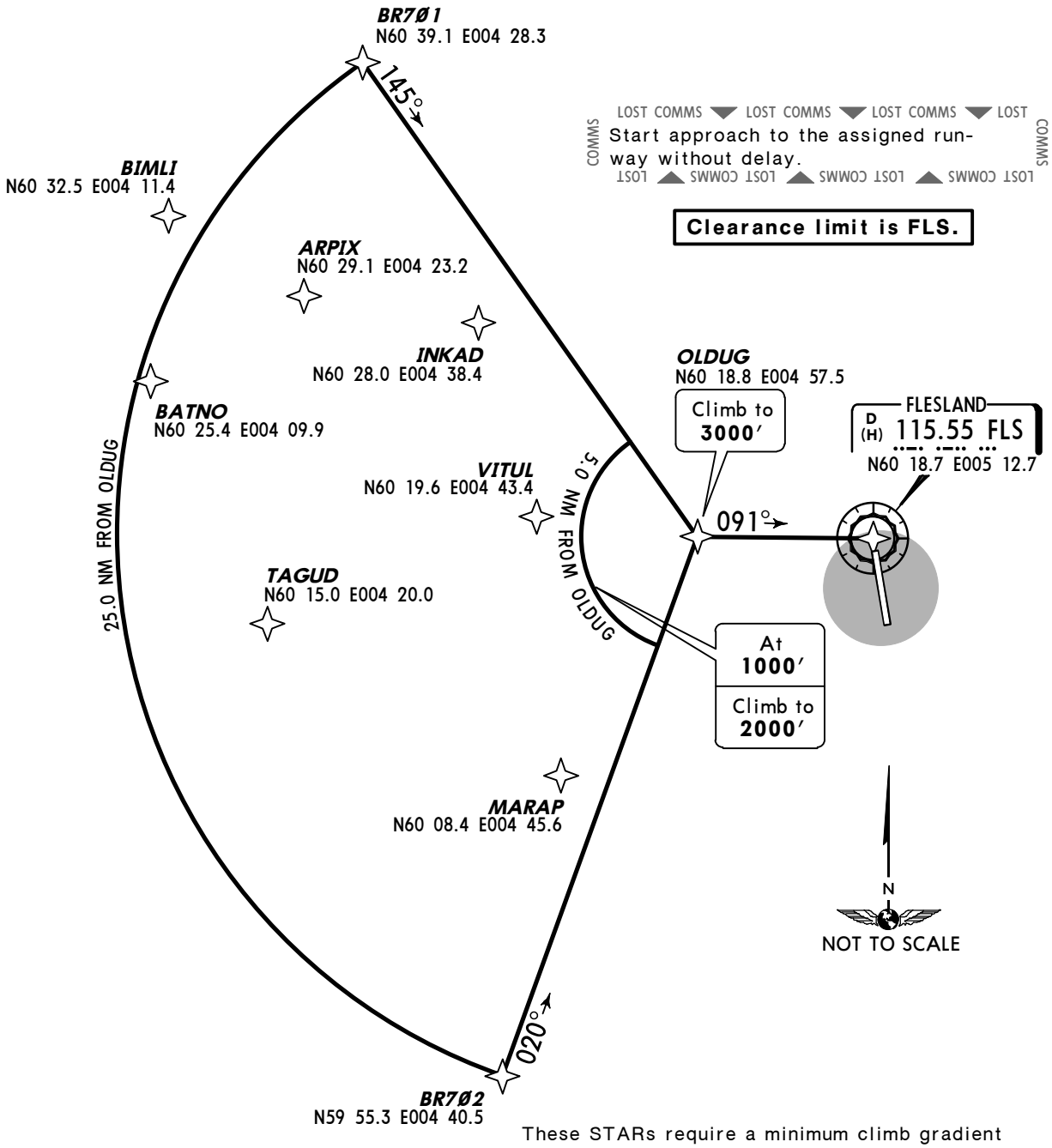
ATIS	Apt Elev		
125.25	166′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′ 1. Loss of RNAV capability, request vectoring. 2. Vectoring will be used when necessary. 3. Weather RADAR required. 4. STAR altitude (1000′) does not consider sea vessel. Minimum obstacle clearance when sea vessels are present is less than the minimum recommended value (300m) in ICAO 8168 VOL II.	5500′ 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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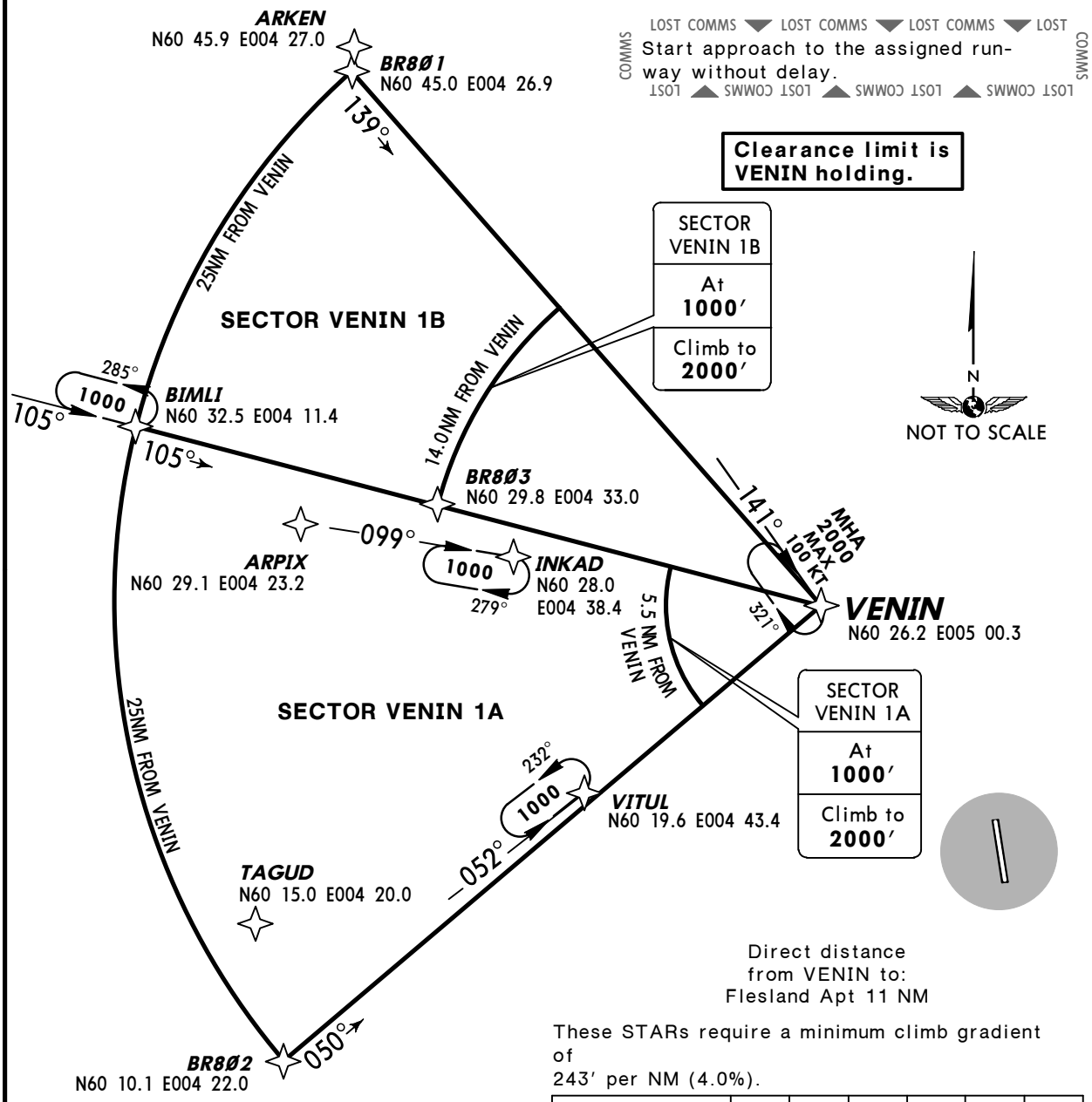
ATIS	Apt Elev		
125.25	166′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′ 1. Loss of RNAV capability, request vectoring. 2. Vectoring will be used when necessary. 3. Weather RADAR required. 4. STAR altitude (1000′) does not consider sea vessel. Minimum obstacle clearance when sea vessels are present is less than the minimum recommended value (300m) in ICAO 8168 VOL II.	5500′ 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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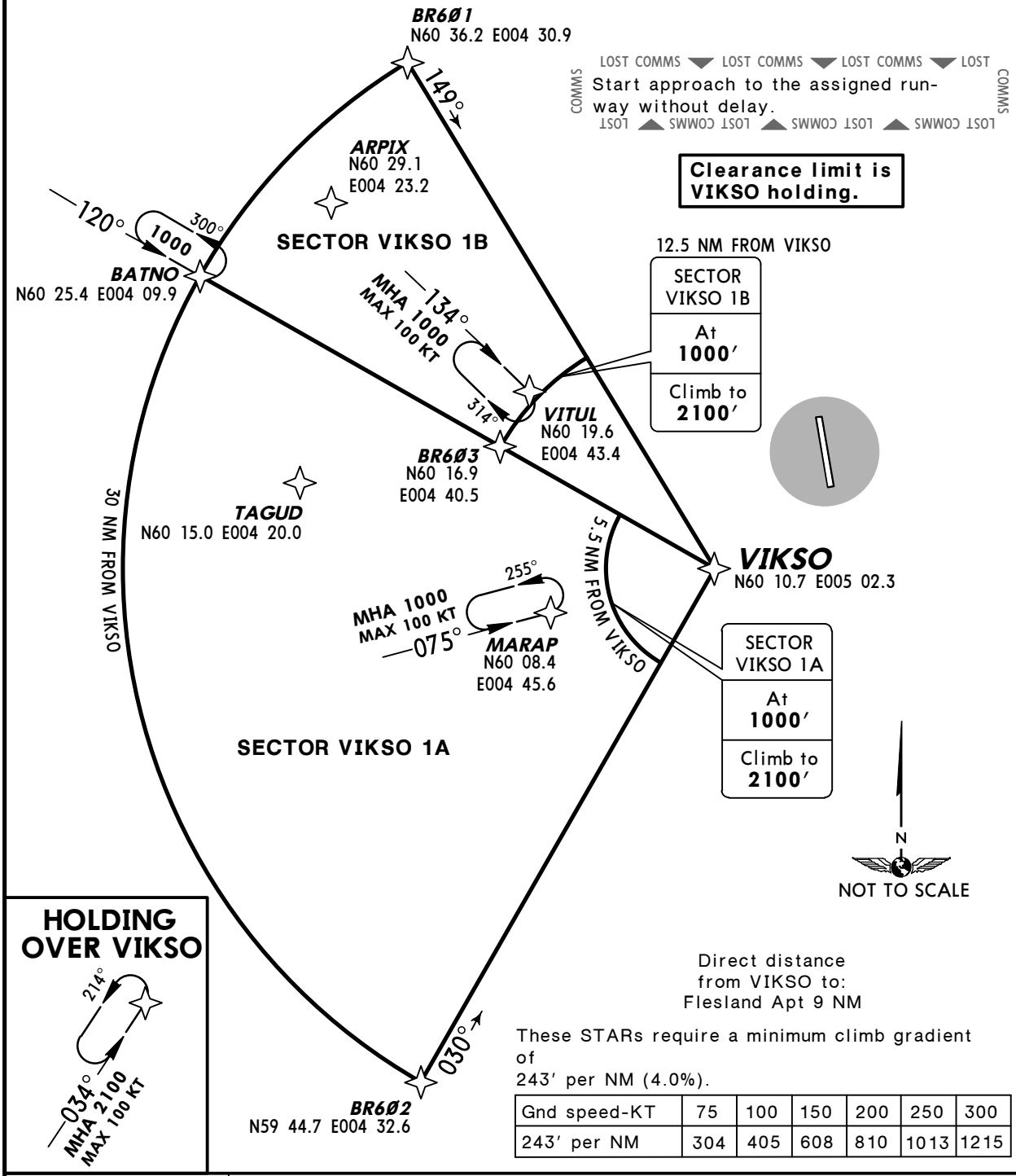
ATIS	Apt Elev		
125.25	166′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′ 1. Loss of RNAV capability, request vectoring. 2. Vectoring will be used when necessary. 3. Weather RADAR required. 4. STAR altitude (1000′) does not consider sea vessel. Minimum obstacle clearance when sea vessels are present is less than the minimum recommended value (300m) in ICAO 8168 VOL II.	5500′ 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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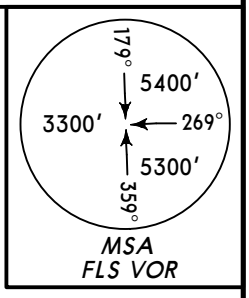
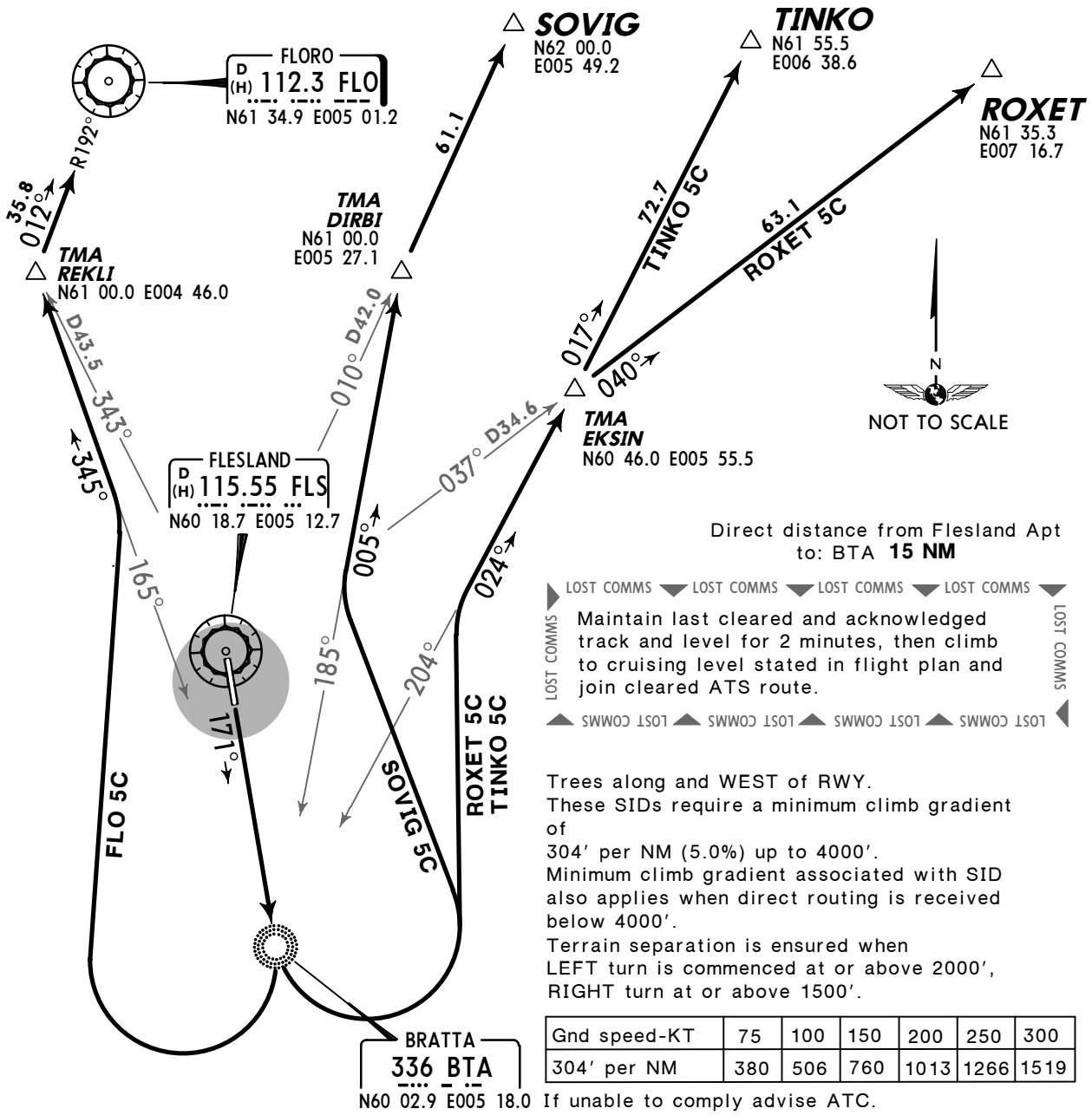
* FLESLAND Radar 121.0	Apt Elev 166′	Trans level: By ATC Trans alt: 7000′ 1. When airborne contact FLESLAND Radar. 2. SIDs based on B-RNAV from TMA boundary to SID endpoint. 3. Direct routing will be given as soon as traffic permits. 4. EXPECT close-in obstacles.

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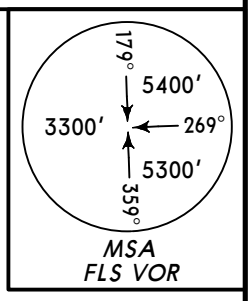
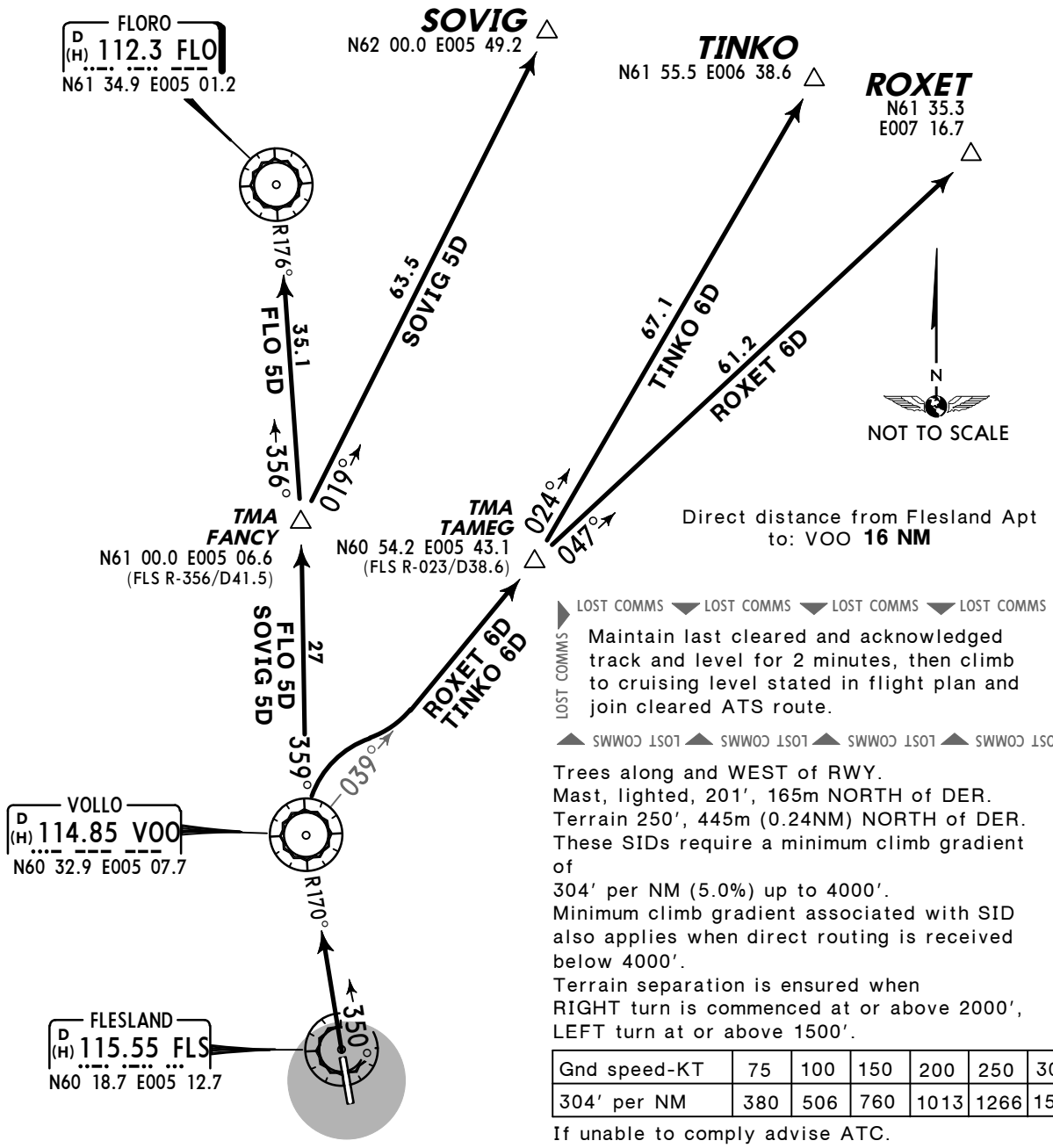
* FLESLAND Radar 121.0	Apt Elev 166′	Trans level: By ATC Trans alt: 7000′ 1. When airborne contact FLESLAND Radar. 2. SIDs based on B-RNAV from TMA boundary to SID endpoint. 3. Direct routing will be given as soon as traffic permits. 4. EXPECT close-in obstacles.

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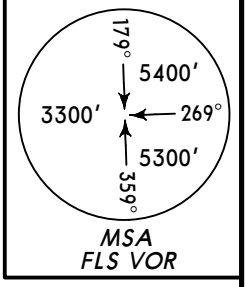
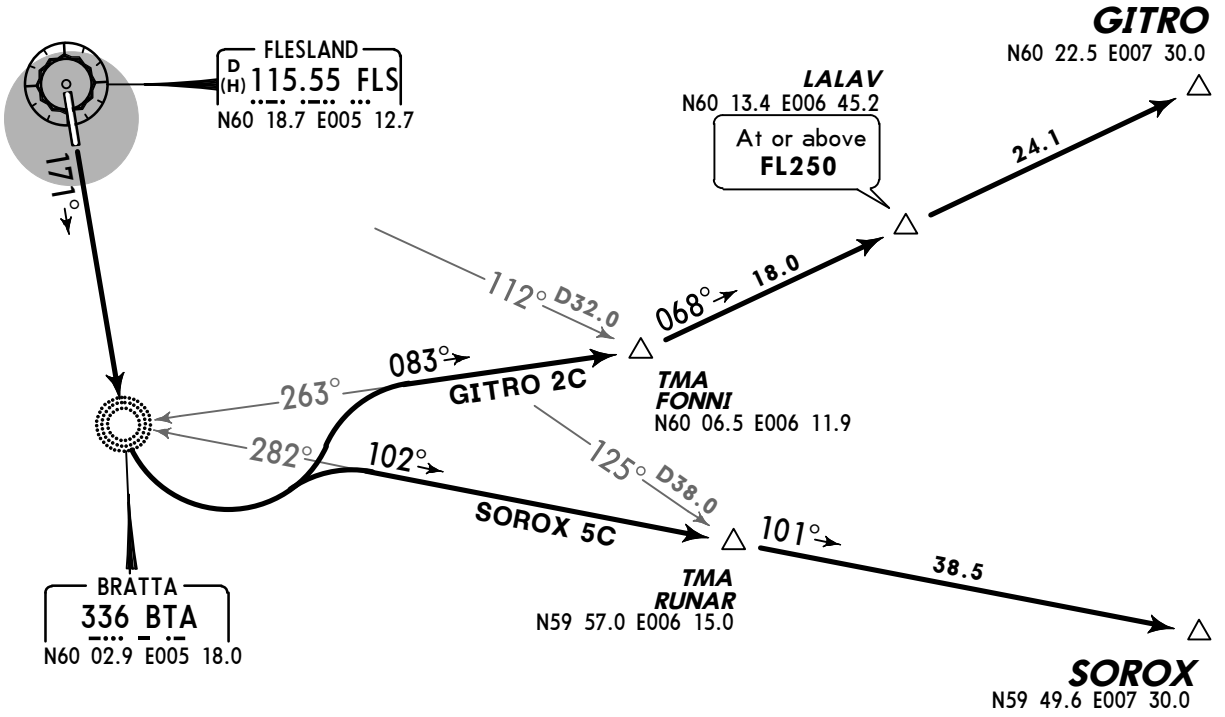
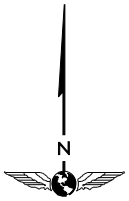
* FLESLAND Radar 121.0	Apt Elev 166′	Trans level: By ATC Trans alt: 7000′ 1. When airborne contact FLESLAND Radar. 2. SIDs based on B-RNAV from TMA boundary to SID endpoint. 3. Direct routing will be given as soon as traffic permits. 4. EXPECT close-in obstacles.

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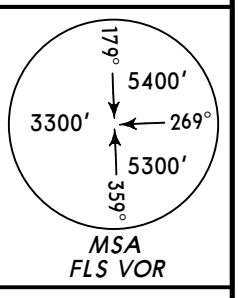
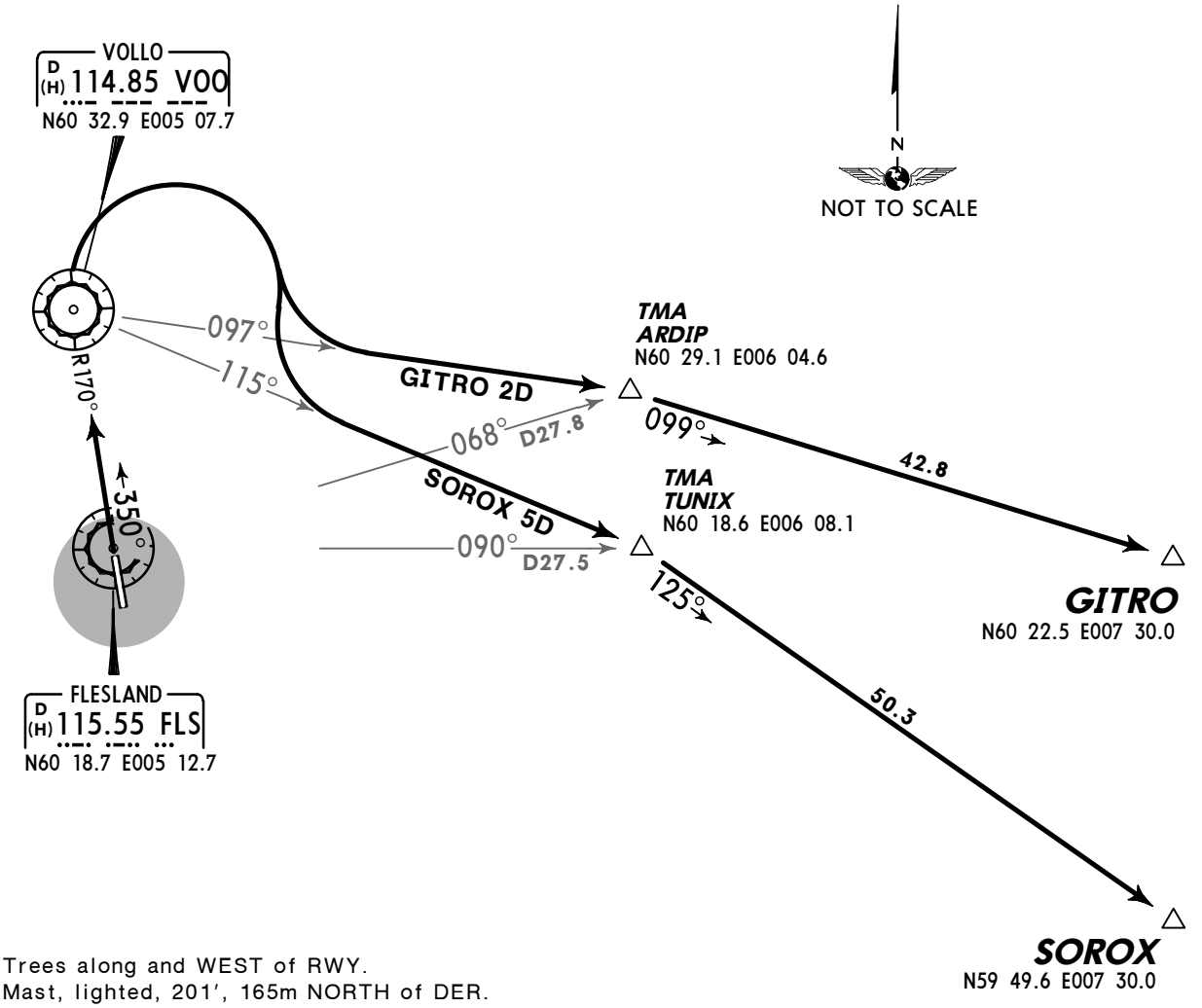
* FLESLAND Radar 121.0	Apt Elev 166′	Trans level: By ATC Trans alt: 7000′ 1. When airborne contact FLESLAND Radar. 2. SIDs based on B-RNAV from TMA boundary to SID endpoint. 3. Direct routing will be given as soon as traffic permits. 4. EXPECT close-in obstacles.

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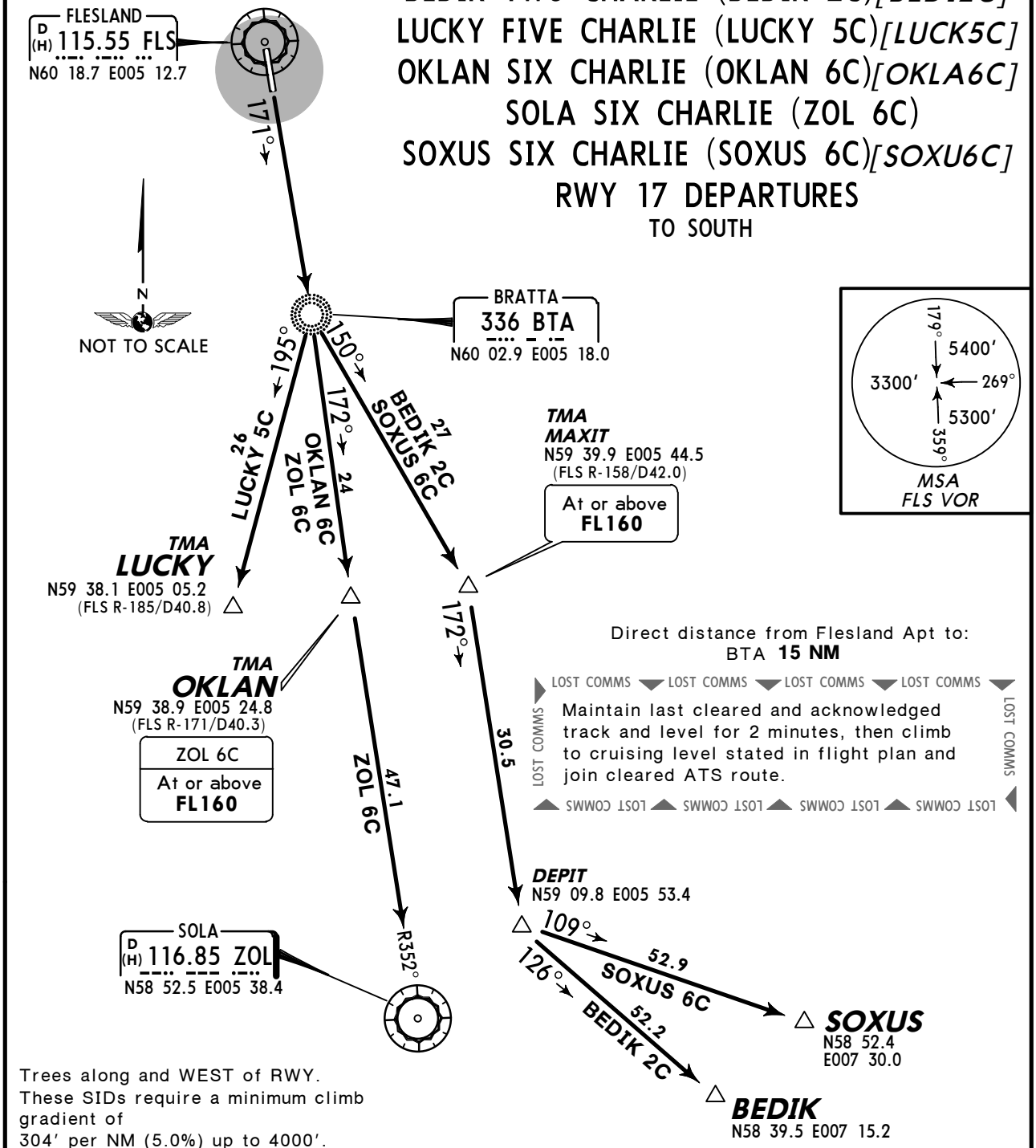
* FLESLAND Radar 121.0	Apt Elev 166′	Trans level: By ATC Trans alt: 7000′ 1. When airborne contact FLESLAND Radar. 2. SIDs based on B-RNAV from TMA boundary to SID endpoint. 3. Direct routing will be given as soon as traffic permits. 4. EXPECT close-in obstacles.

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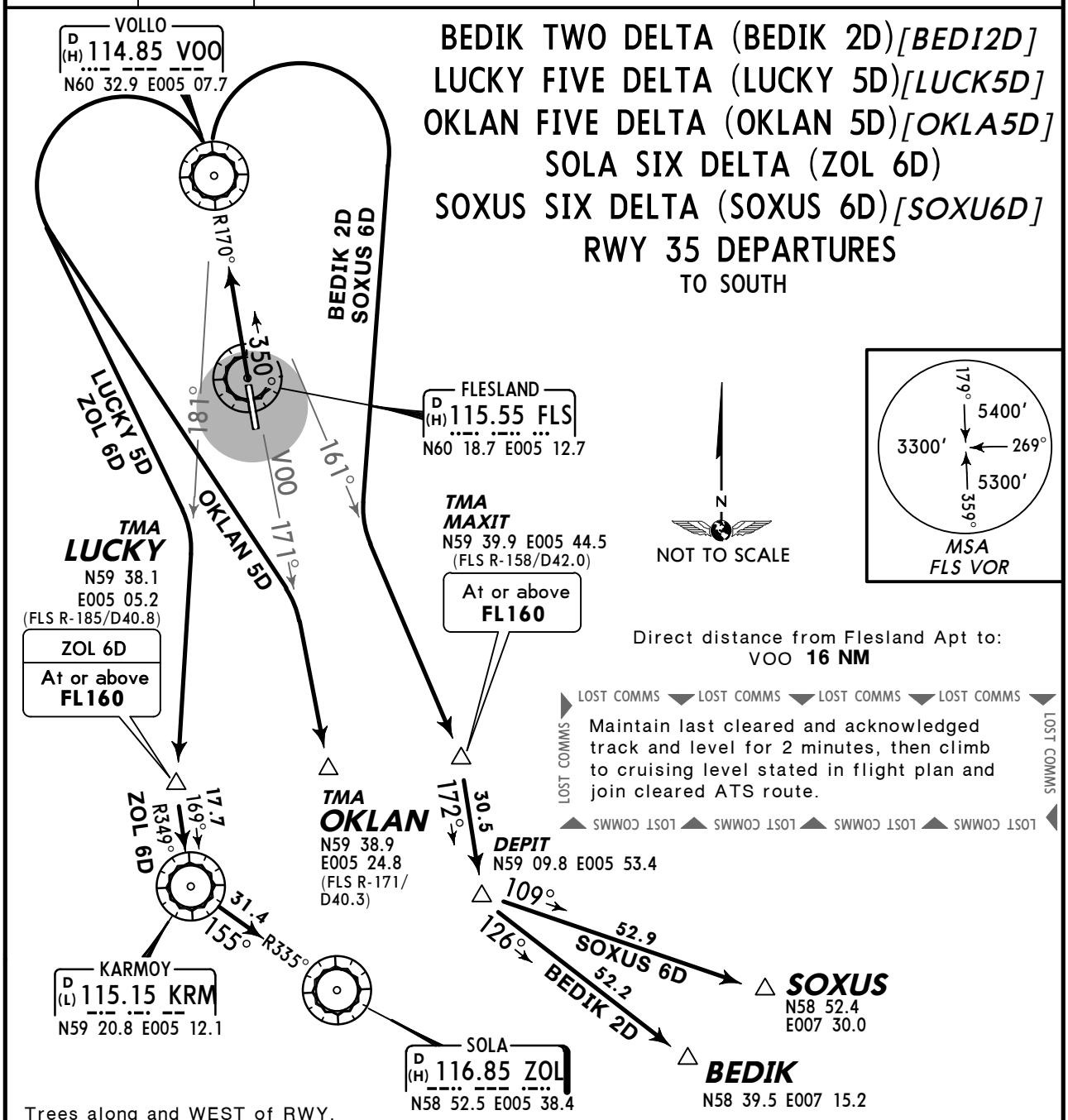
* FLESLAND Radar 121.0	Apt Elev 166′	Trans level: By ATC Trans alt: 7000′ 1. When airborne contact FLESLAND Radar. 2. SIDs based on B-RNAV from TMA boundary to SID endpoint. 3. Direct routing will be given as soon as traffic permits. 4. EXPECT close-in obstacles.

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′ 1. When airborne contact FLESLAND Radar. 2. SIDs based on B-RNAV from TMA boundary to SID endpoint. 3. Direct routing will be given as soon as traffic permits. 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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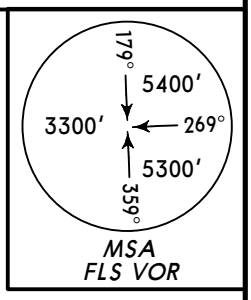
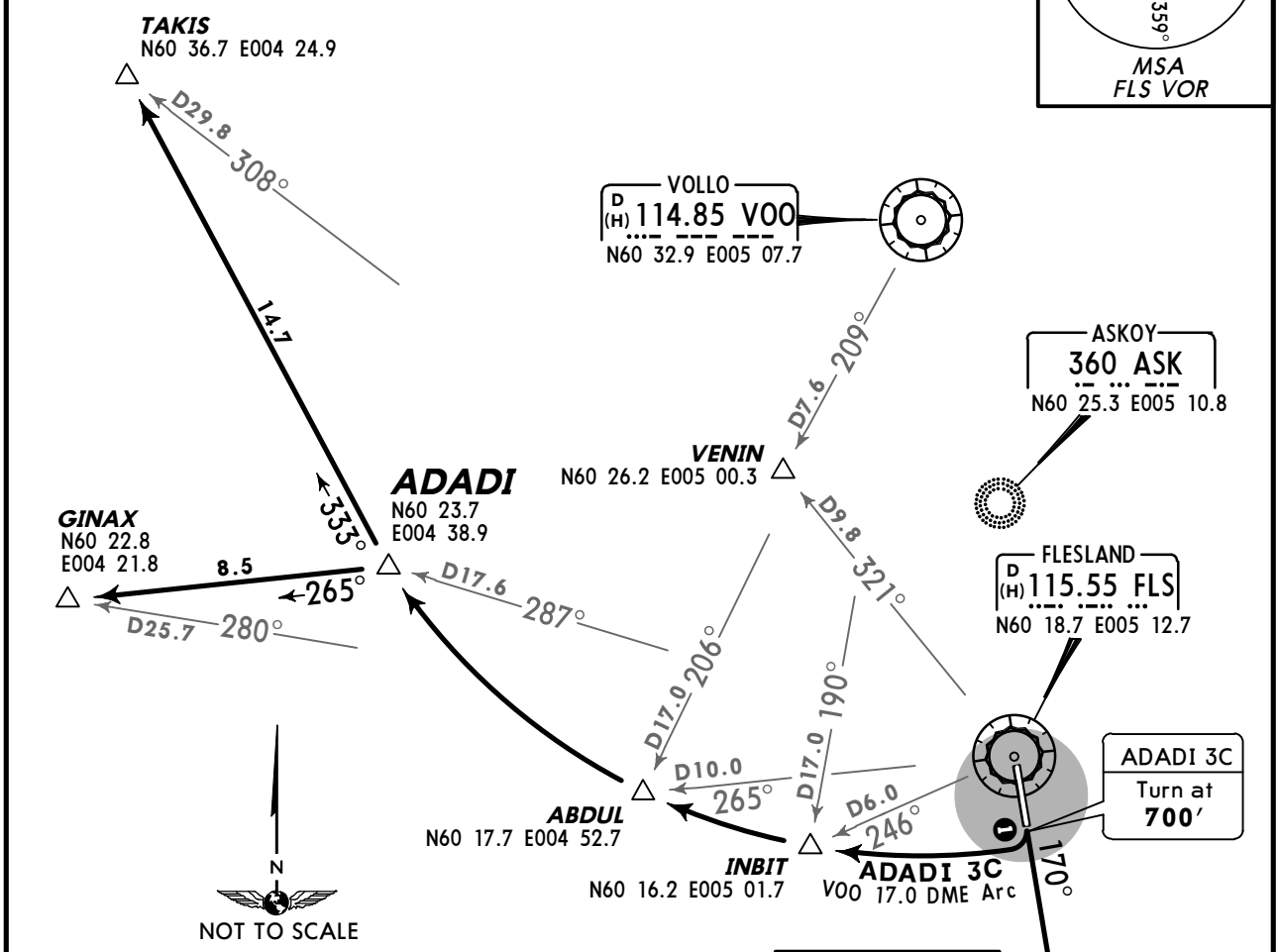
* FLESLAND Radar 121.0	Apt Elev 166′	Trans level: By ATC Trans alt: 7000′ 1. ADADI 3C: Contact FLESLAND Radar when reaching 2000′. 2. BTA 7W: Contact FLESLAND Radar after take-off. 3. EXPECT close-in obstacles.

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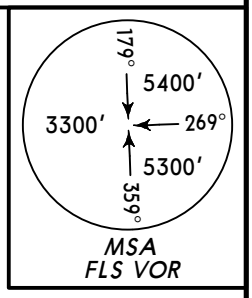
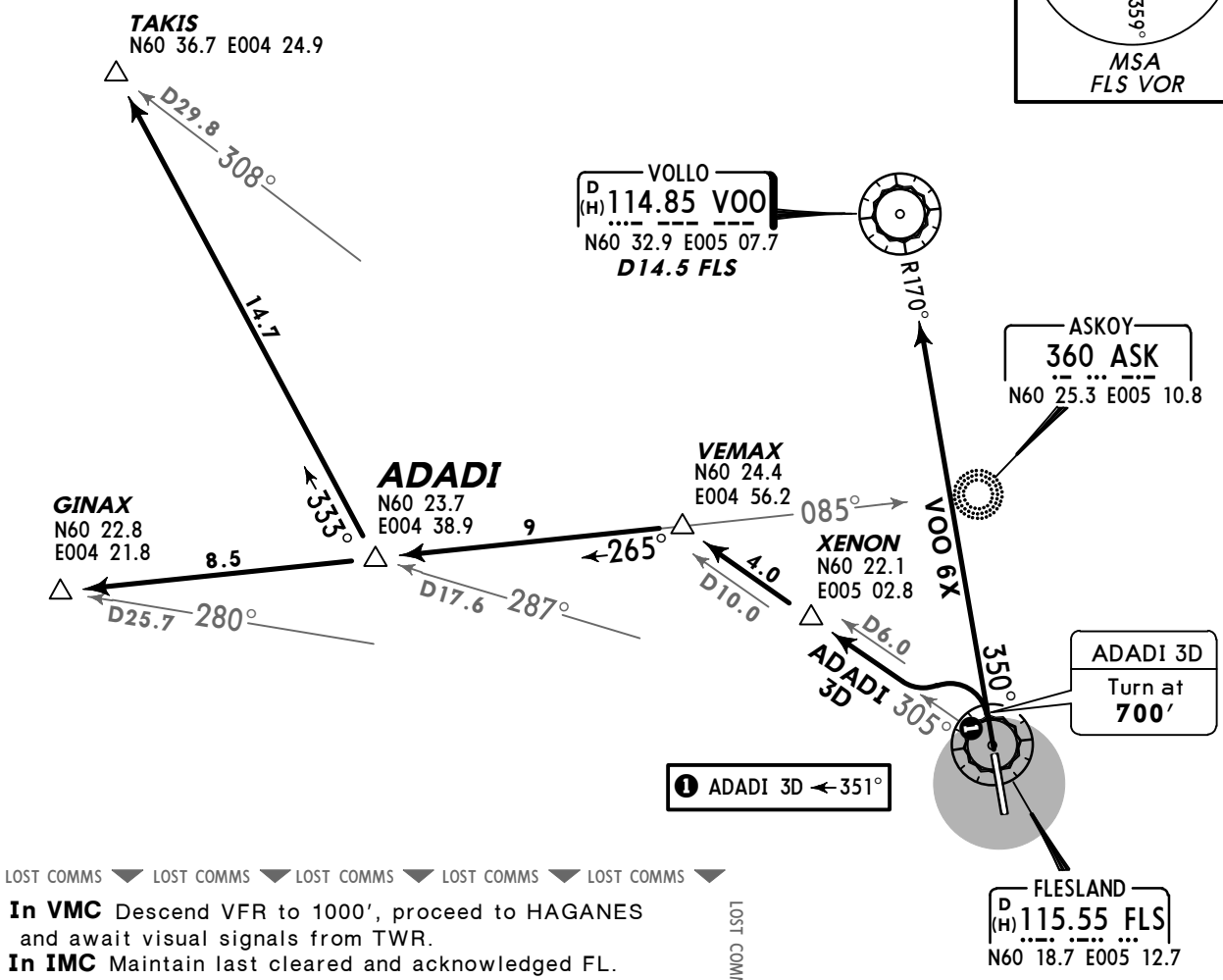
* FLESLAND Radar 121.0	Apt Elev 166′	Trans level: By ATC Trans alt: 7000′ 1. ADADI 3D: Contact FLESLAND Radar when reaching 2000′. 2. VOO 6X: Contact FLESLAND Radar after take-off. 3. EXPECT close-in obstacles.

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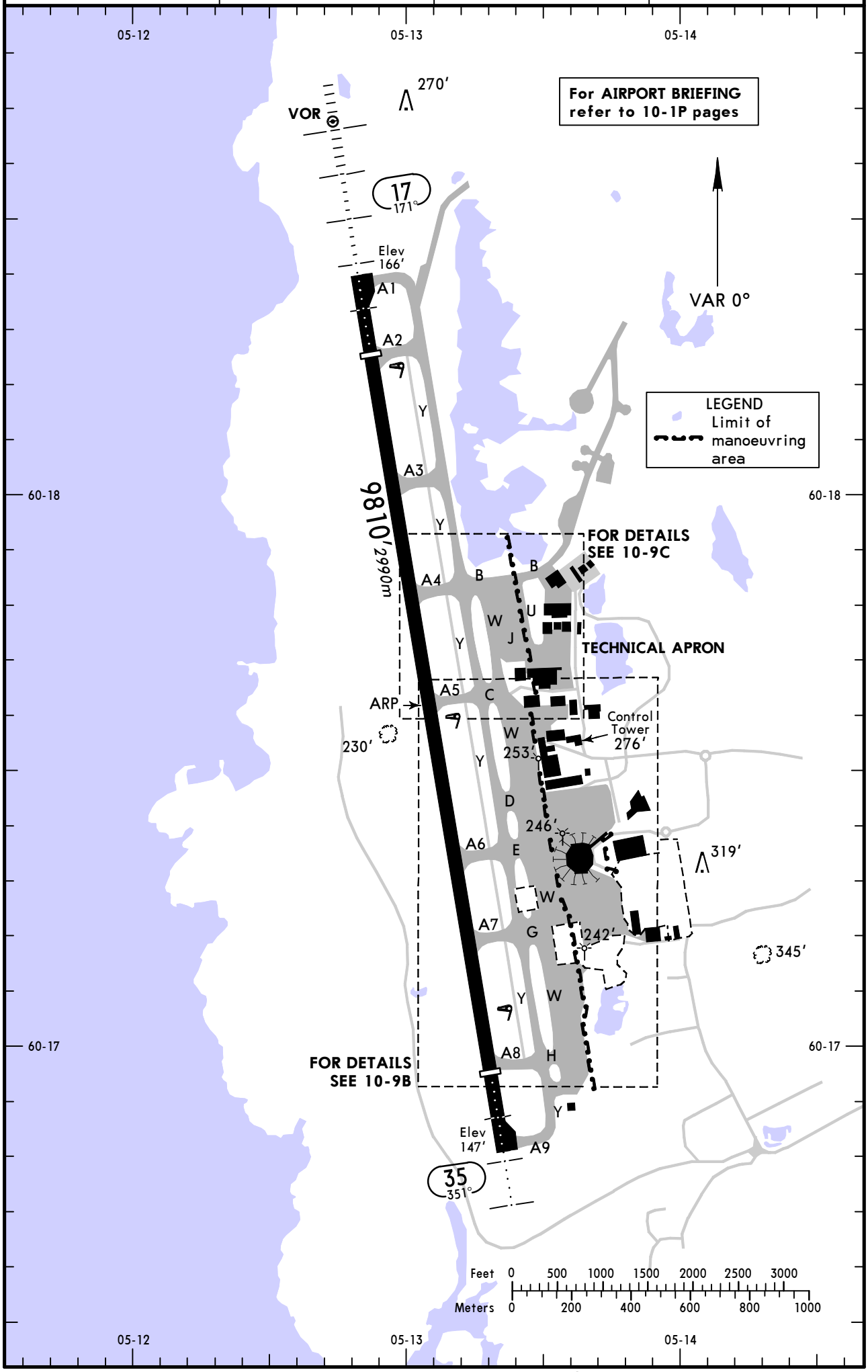
ATIS	*FLESLAND Ground	Tower	*FLESLAND Radar (DEP)
125.25	121.9	119.1	121.0



CHANGES: Twy designations. Construction areas.

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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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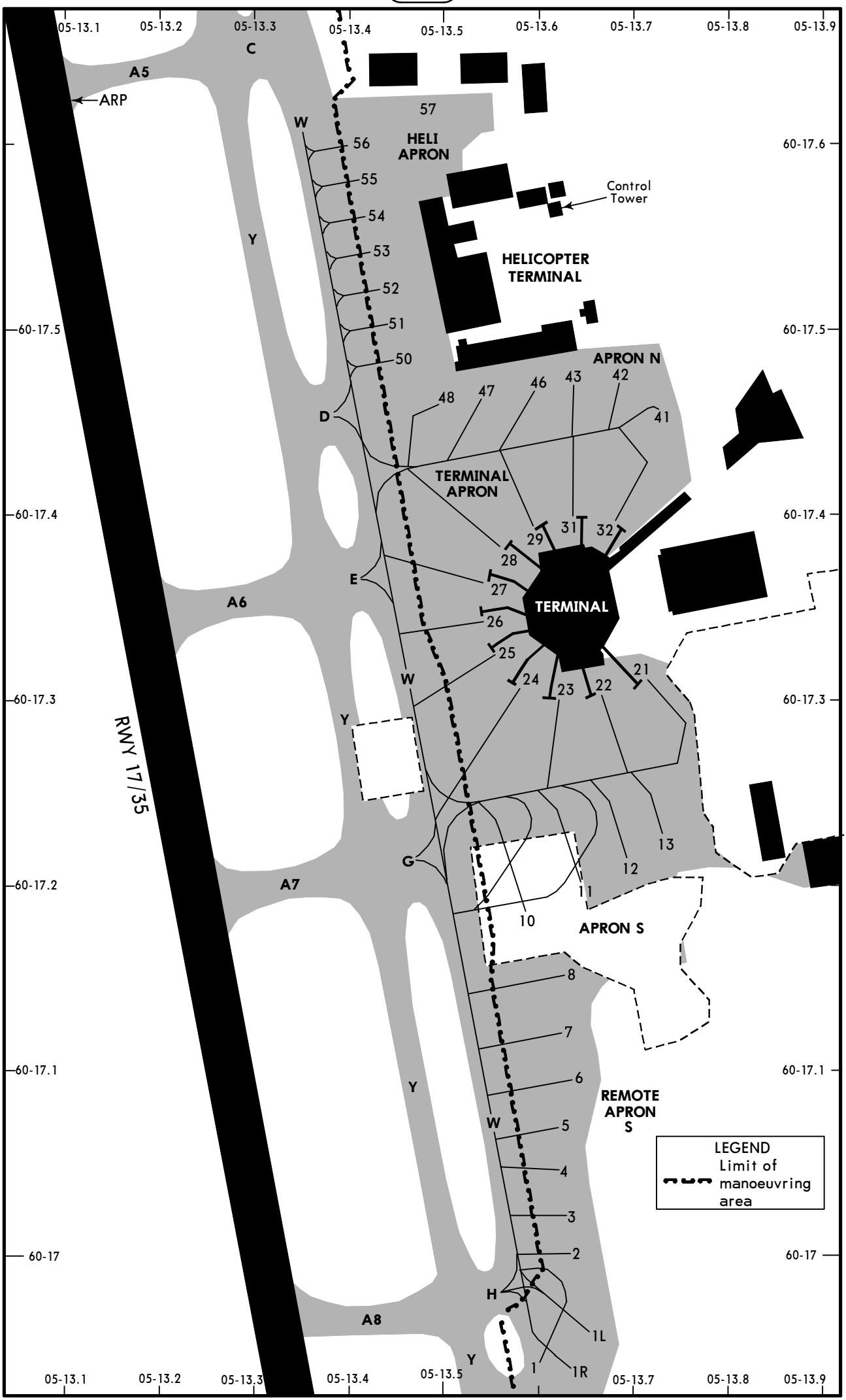

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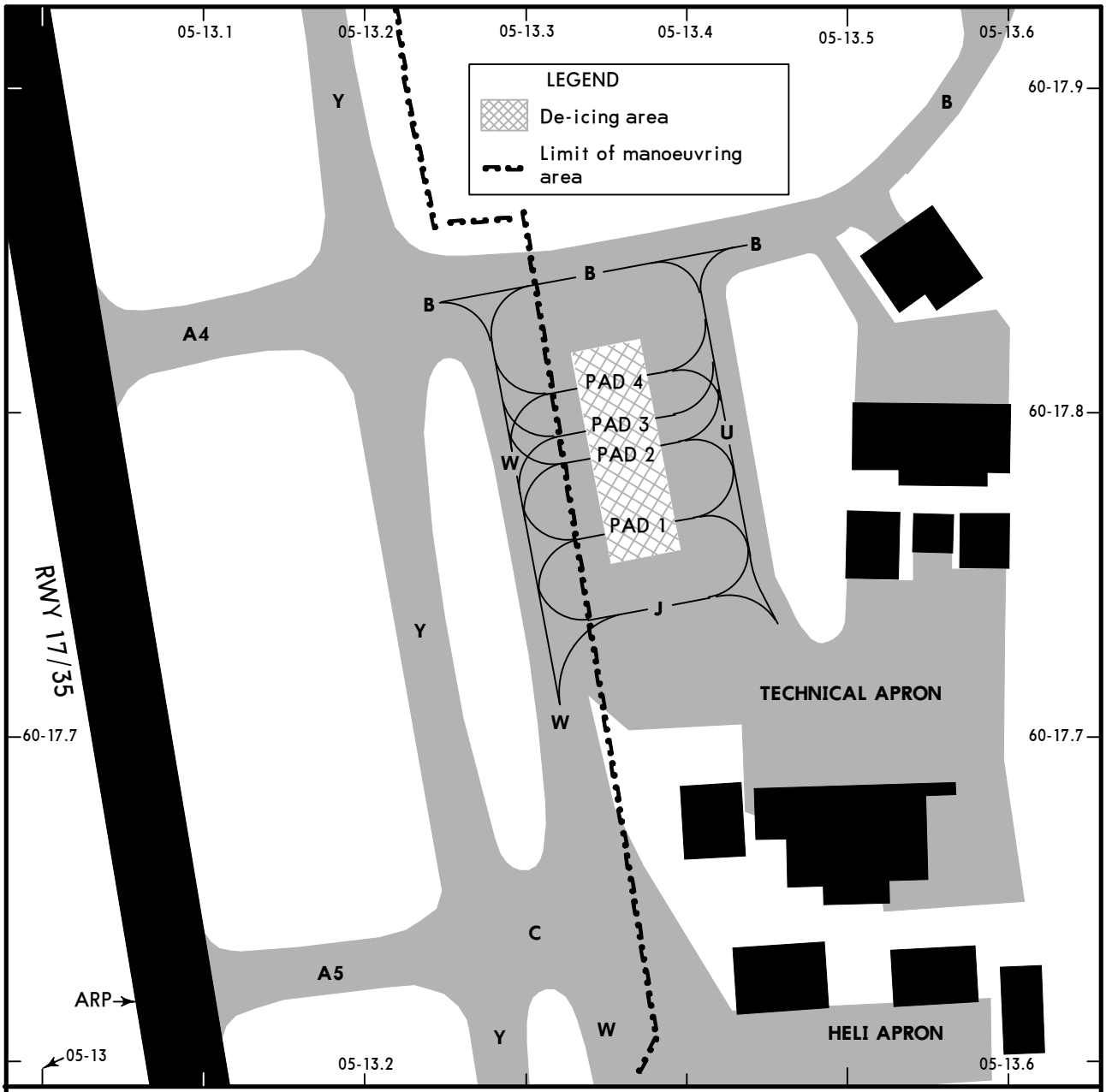

INS COORDINATES

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	150	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	PAD 1	N60 17.8 E005 13.4	142
21, 22	N60 17.3 E005 13.7	169	PAD 2	N60 17.8 E005 13.4	141
23 thru 25	N60 17.3 E005 13.6	169	PAD 3	N60 17.8 E005 13.3	141
26	N60 17.3 E005 13.5	169	PAD 4	N60 17.8 E005 13.3	140
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: None.

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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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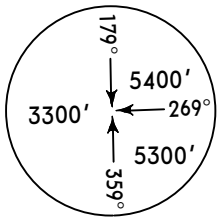
BRIEFING STRIP ™

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

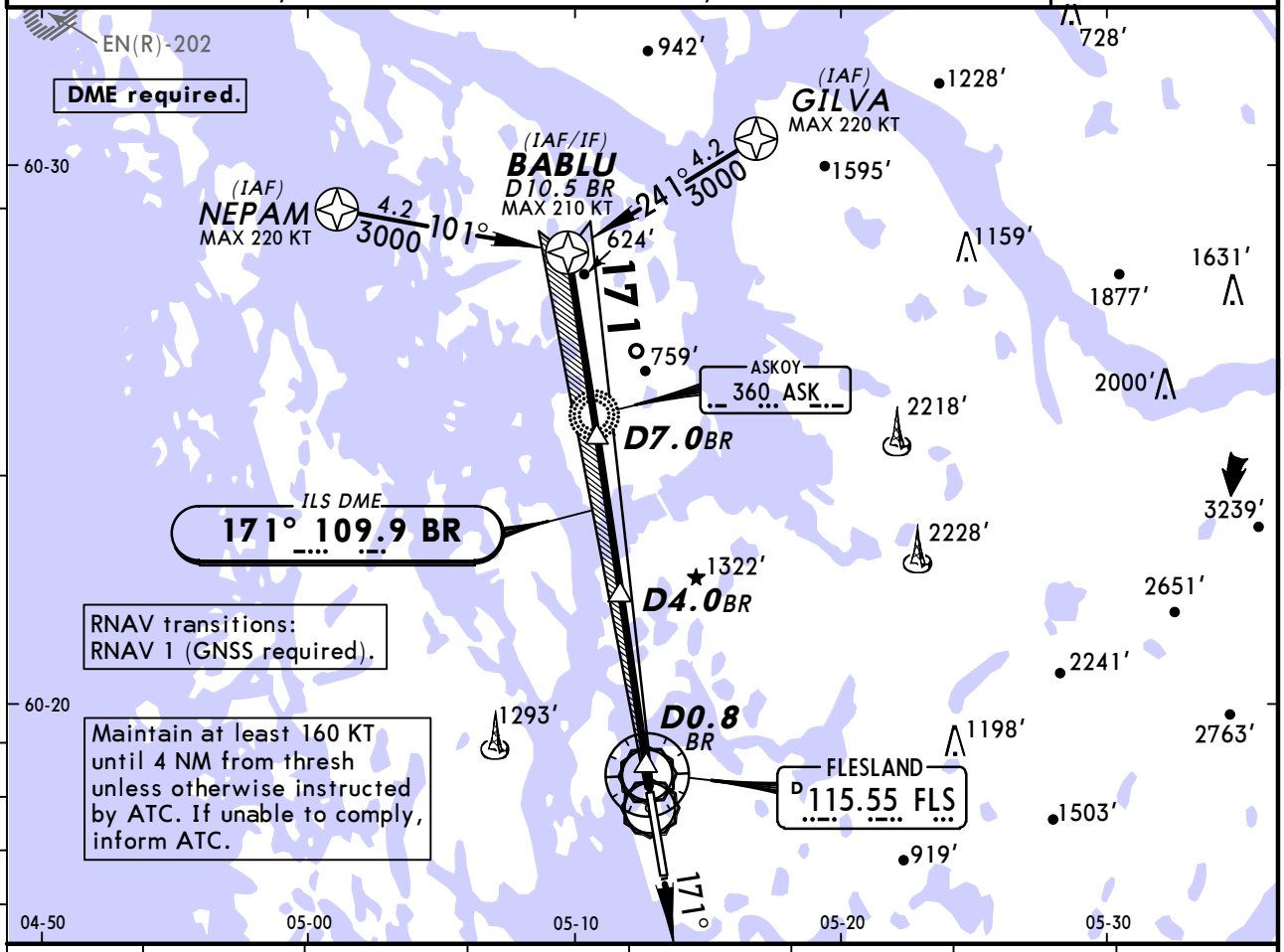
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 166′
BR 109.9	171°	D4.0 BR 1478′ (1312′)	Refer to Minimums	RWY 166′

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

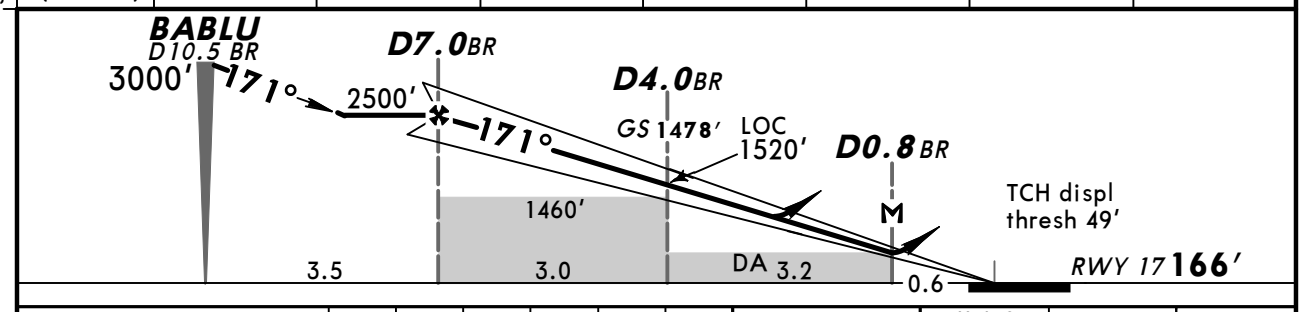
Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 7000′



MSA FLS VOR



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)	LOC (GS out) DA(H)
AB: 366′(200′) C: 367′(201′) D: 378′(212′)	740′(574′)

	FULL	Limited	ALS 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

PANS OPS

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

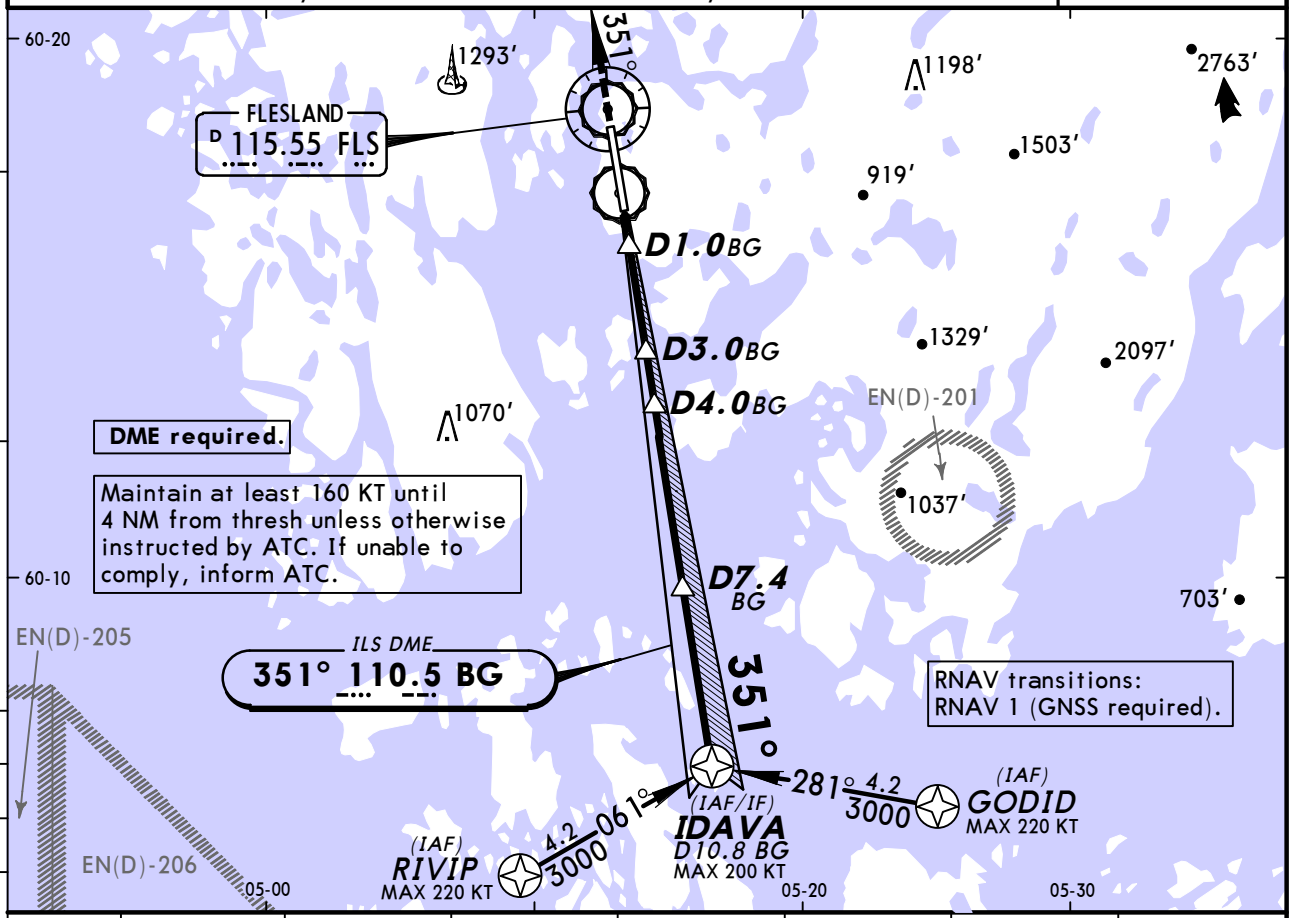
BRIEFING STRIP™

LOC BG	Final Apch Crs	GS	ILS DA(H)	Apt Elev 166′
110.5	351°	D4.0 BG 1427′ (1280′)	Refer to Minimums	RWY 147′

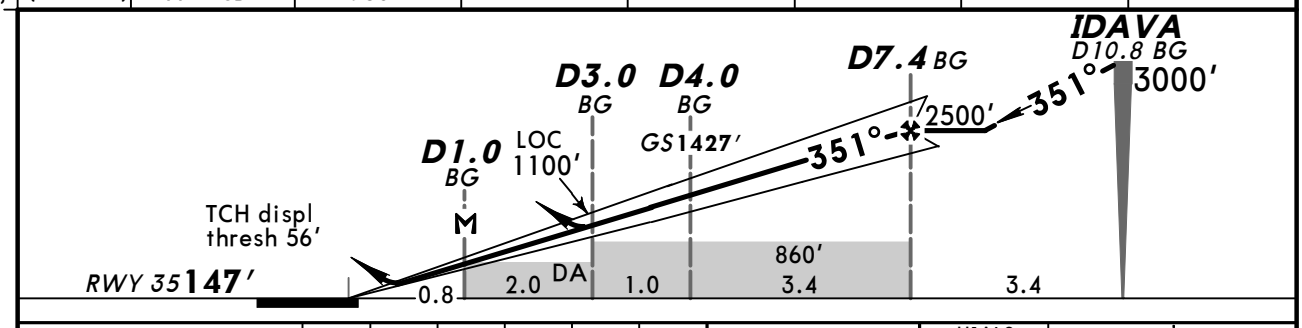
MISSED APCH: Climb on 351° to 3000′. Expect vectoring.

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

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



LOC (GS out)	BG DME	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	780′	1100′	1420′	1740′	2060′	2380′



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 D1.0 BG						

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′)

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

PANS OPS

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

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

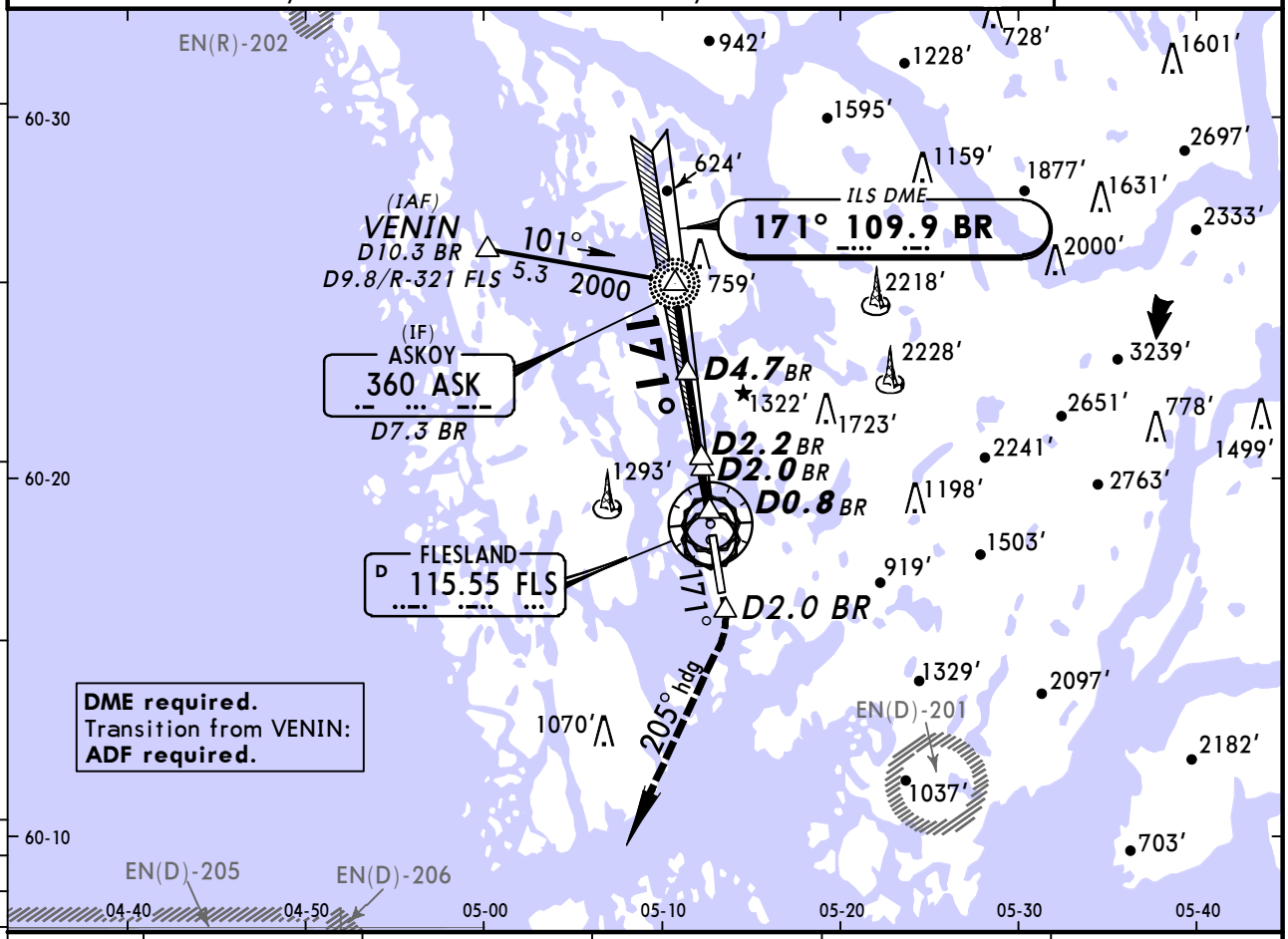
BRIEFING STRIP ™

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

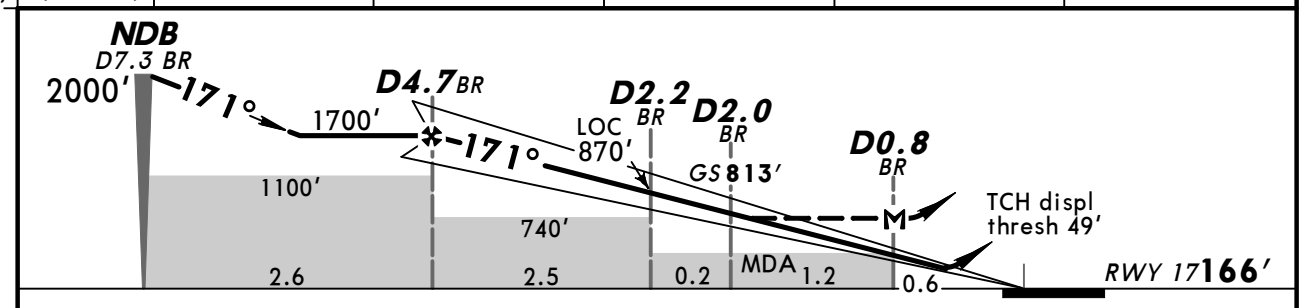
MISSED APCH: Climb on 171° to D2.0 BR, then turn RIGHT and proceed on heading 205° to 2000′. Expect vectoring.

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: None.

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BRIEFING STRIP ™

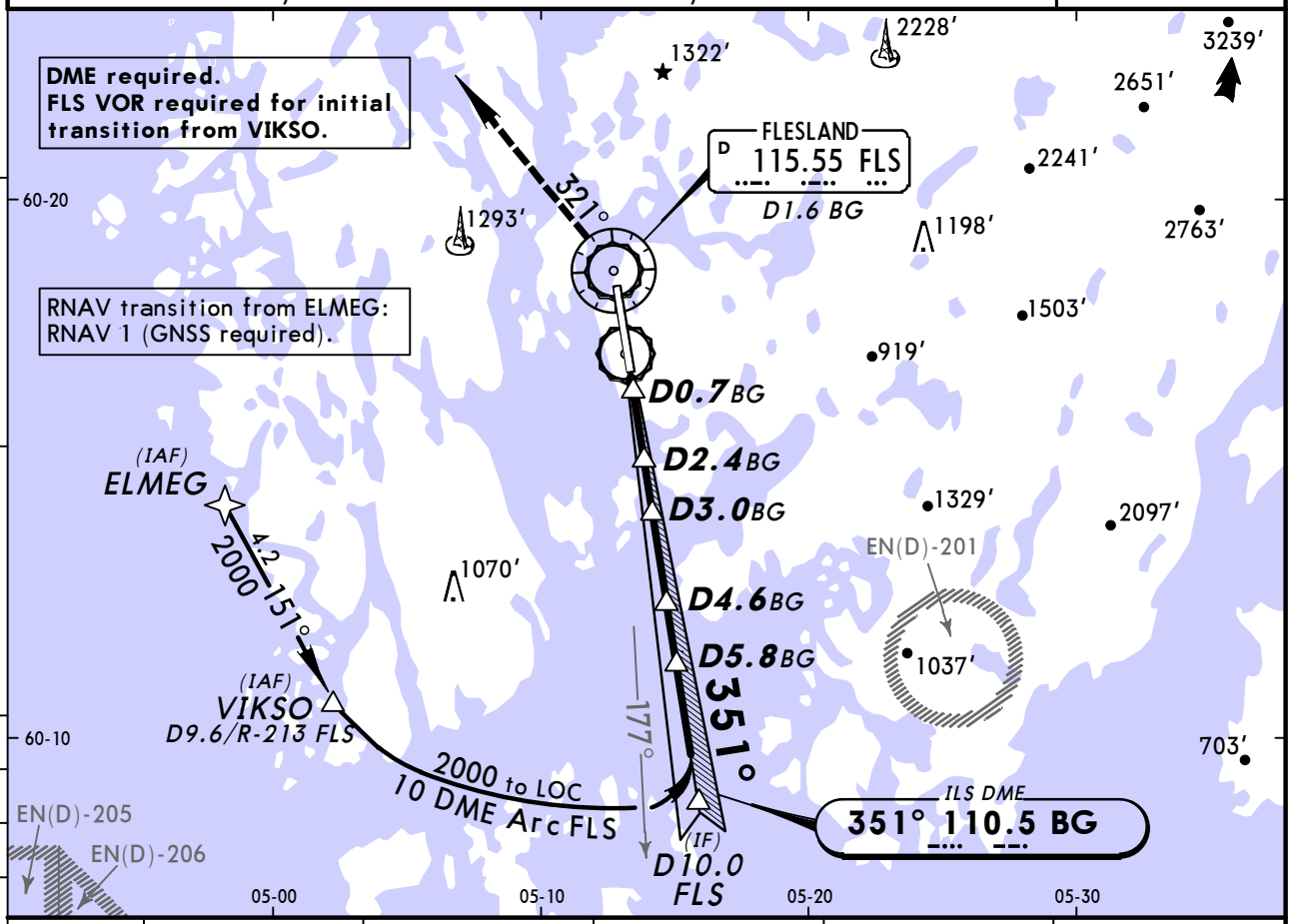
ATIS	*FLESLAND Radar (APP/R)	*FLESLAND Arrival (APP/R)	*FLESLAND Director (APP/R)	FLESLAND Tower	*Ground
125.25	121.0	125.0	118.85	119.1	121.9

LOC BG	Final Apch Crs	GS	ILS DA(H)	Apt Elev / RWY
110.5	351°	D3.0 BG 1103′ (956′)	347′ (200′)	Apt Elev 166′ / RWY 147′

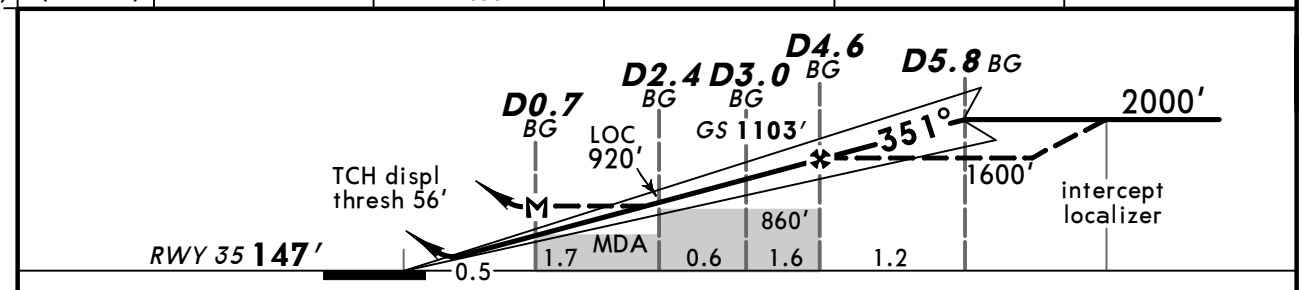
MISSED APCH: Climb on 351°. At D1.6 after BG DME turn LEFT and proceed on 321° to 2000′. Expect vectoring.

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	1.0	2.0	4.0	5.0
	ALTITUDE	460′	780′	1100′	1420′



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 D0.7 BG						

HIALS PAPI PAPI

D1.6 BG 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

PANS OPS

COPTER				
	RVR 600m	RVR 1000m	RVR 800m	RVR 1000m

CHANGES: Procedure.

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BRIEFING STRIP ™

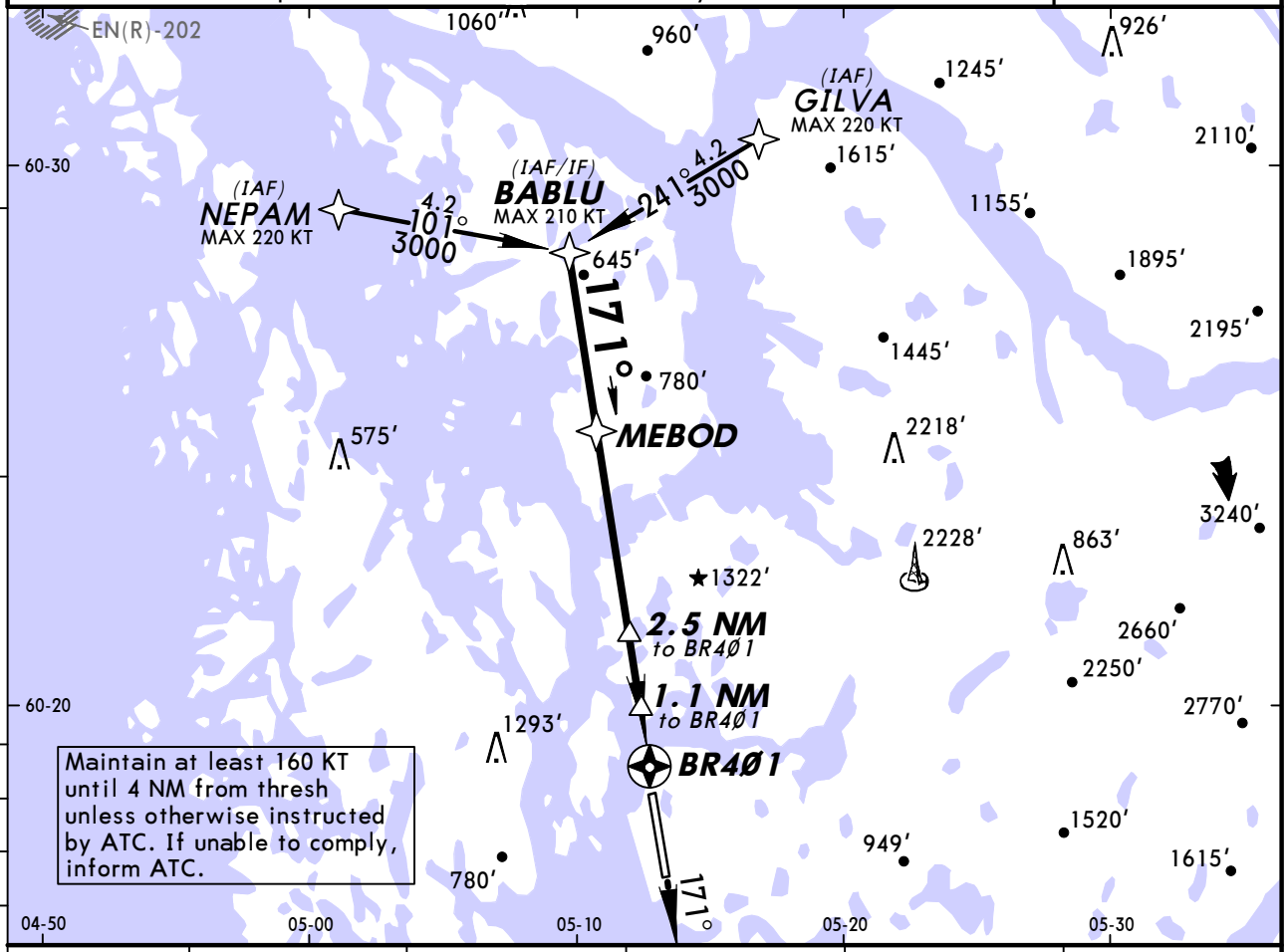
ATIS	*FLESLAND Radar (APP/R)	*FLESLAND Arrival (APP/R)	*FLESLAND Director (APP/R)	FLESLAND Tower	*Ground
125.25	121.0	125.0	118.85	119.1	121.9

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

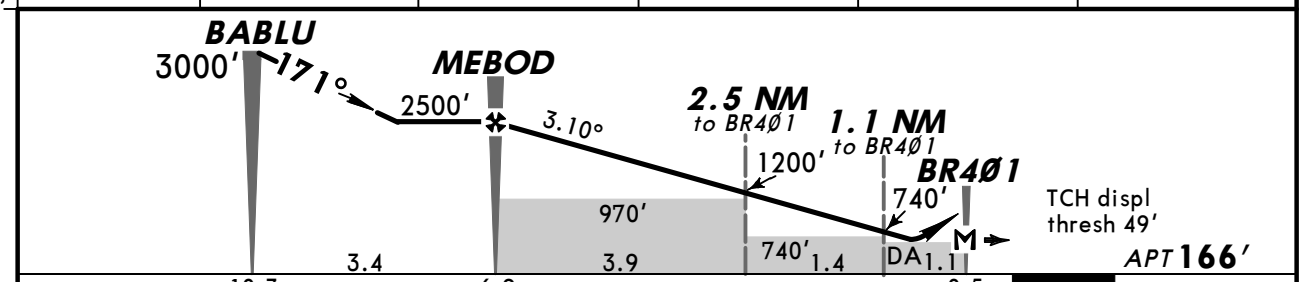
MISSED APCH: Climb on 171° to 3000′. Expect vectoring.

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

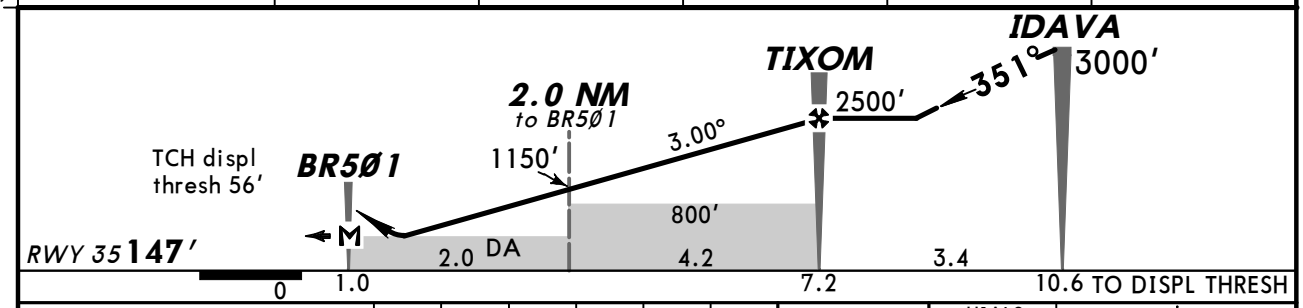
RNAV	Final Apch Crs	Procedure Alt	LNAV DA(H)	Apt Elev 166′
	351°	TIXOM 2500′ (2353′)	Refer to Minimums	RWY 147′

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
13 SEP 13
Eff 19 Sep
(12-3)

BERGEN, NORWAY
RNAV (GNSS) 044°
❶ COPTER

BRIEFING STRIP ™

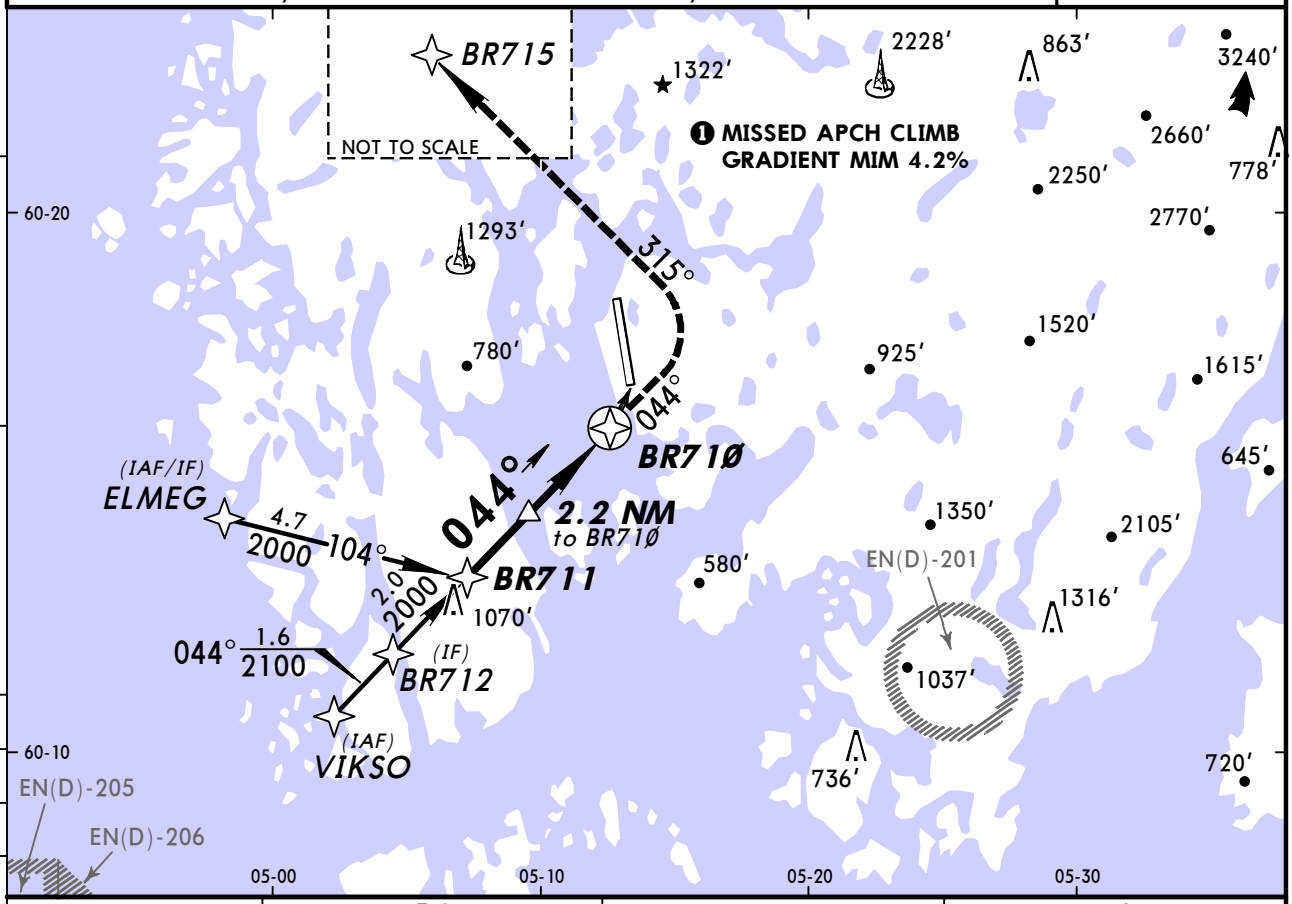
ATIS	*FLESLAND Radar (APP/R)	*FLESLAND Arrival (APP/R)	*FLESLAND Director (APP/R)	FLESLAND Tower	*Ground
125.25	121.0	125.0	118.85	119.1	121.9

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

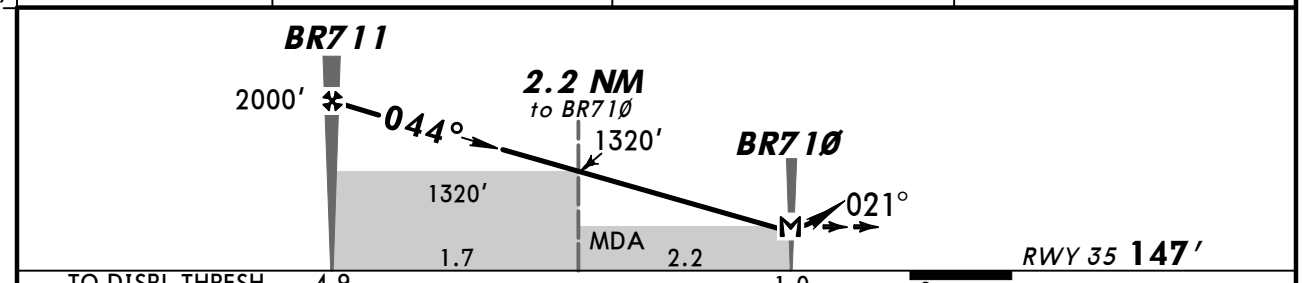
MISSED APCH: Climb on 044° to 680′, then turn LEFT to intercept and proceed on 315° to BR715 climbing to 2000′. Expect vectoring. Do not turn before MAP.
MISSED APCH WITH COMM FAILURE: Squawk 7600. At BR715 turn LEFT direct ELMEG for a new approach.

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

Refer to Missed Apch above

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: Missed apch.

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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

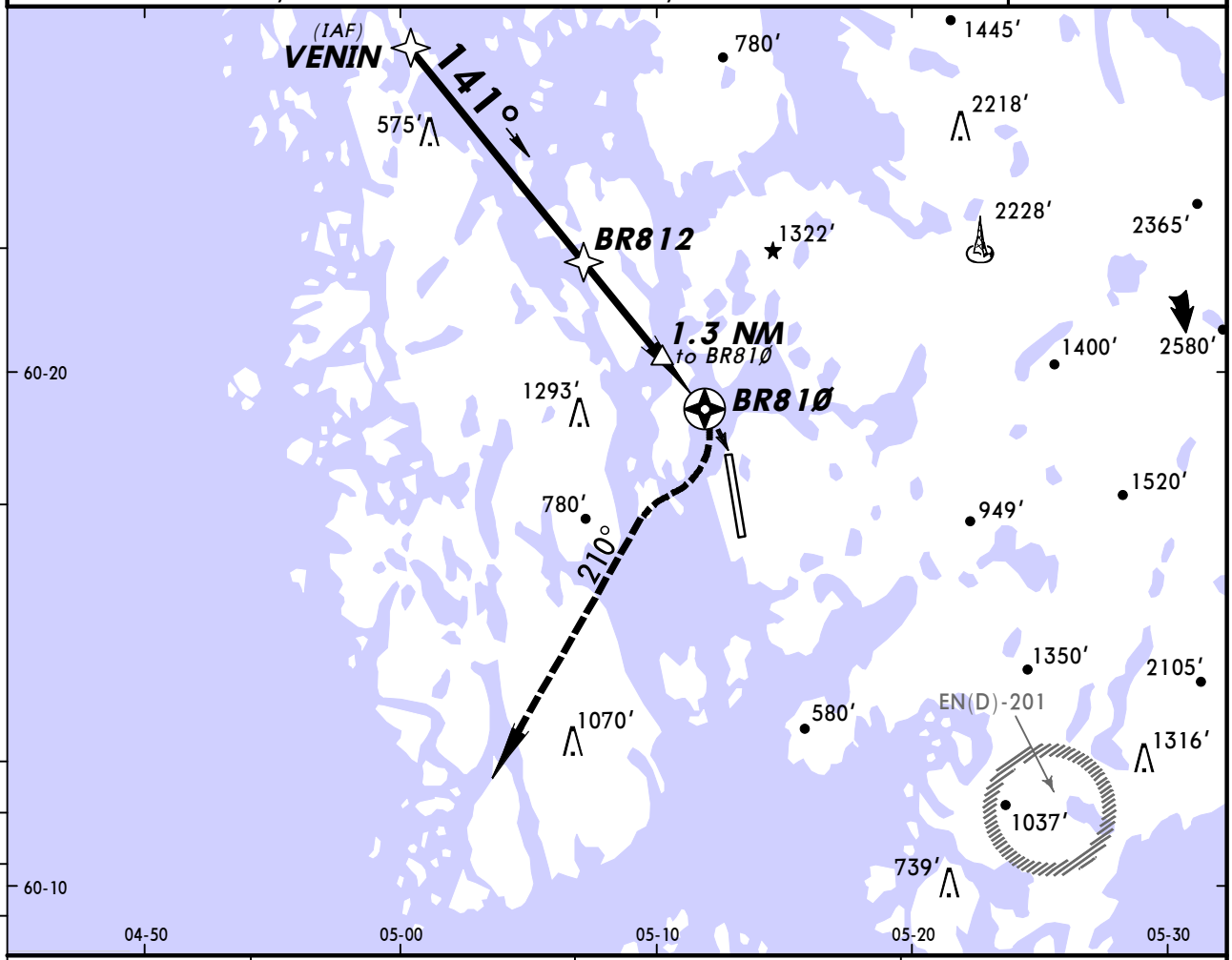
BRIEFING STRIP ™

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

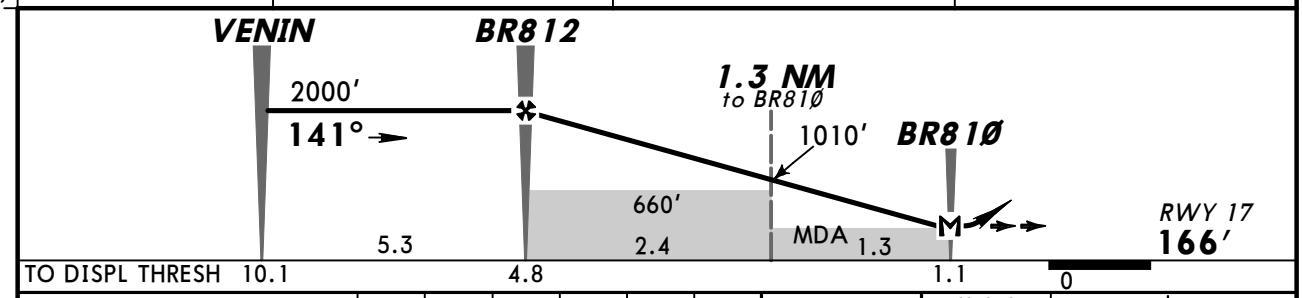
MISSED APCH: Turn RIGHT to intercept and proceed on 210° from BR81Ø to 2000′. Expect vectoring.
Do not turn before MAP.

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: None.

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BRIEFING STRIP ™

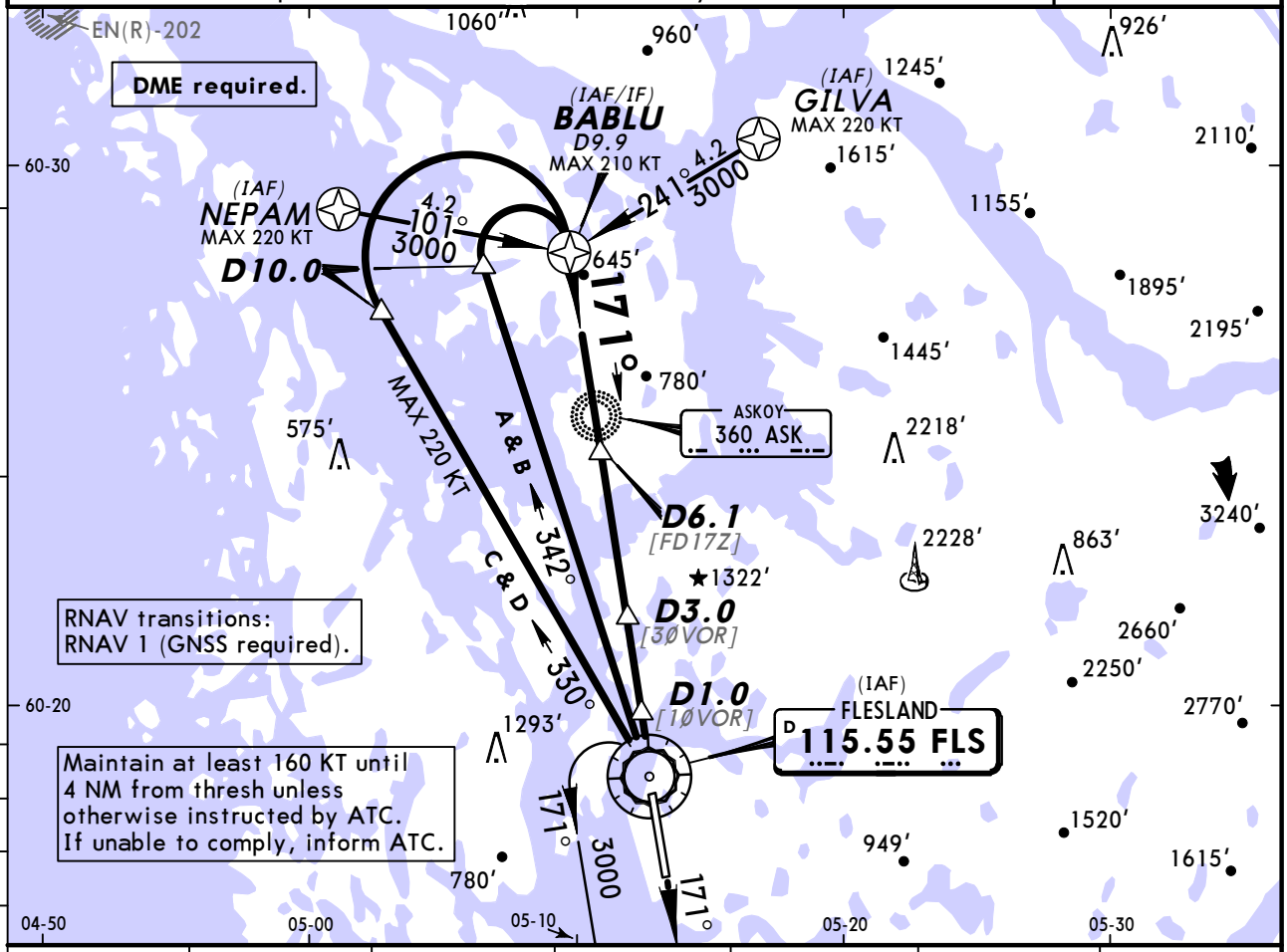
ATIS	*FLESLAND Radar (APP/R)	*FLESLAND Arrival (APP/R)	*FLESLAND Director (APP/R)	FLESLAND Tower	*Ground
125.25	121.0	125.0	118.85	119.1	121.9

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

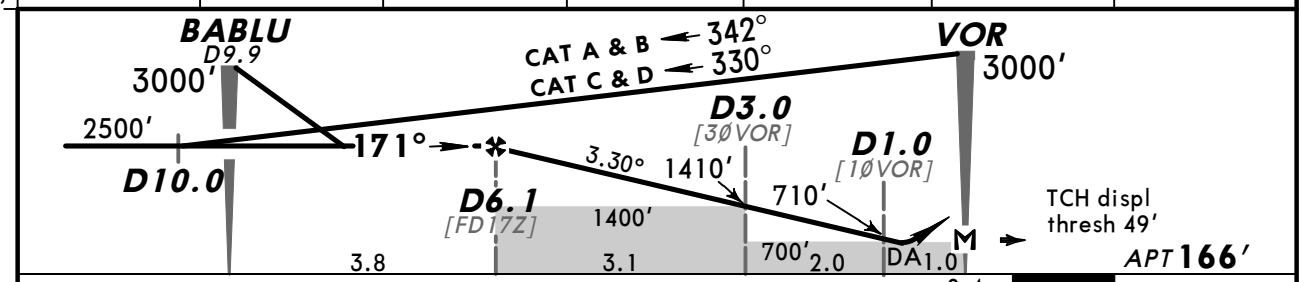
MISSED APCH: Climb on R-171 to 3000′. Expect vectoring.

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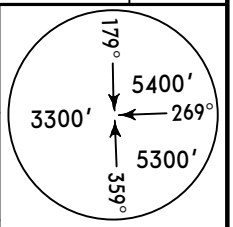
ATIS	*FLESLAND Radar (APP/R)	*FLESLAND Arrival (APP/R)	*FLESLAND Director (APP/R)	FLESLAND Tower	*Ground
125.25	121.0	125.0	118.85	119.1	121.9

BRIEFING STRIP™

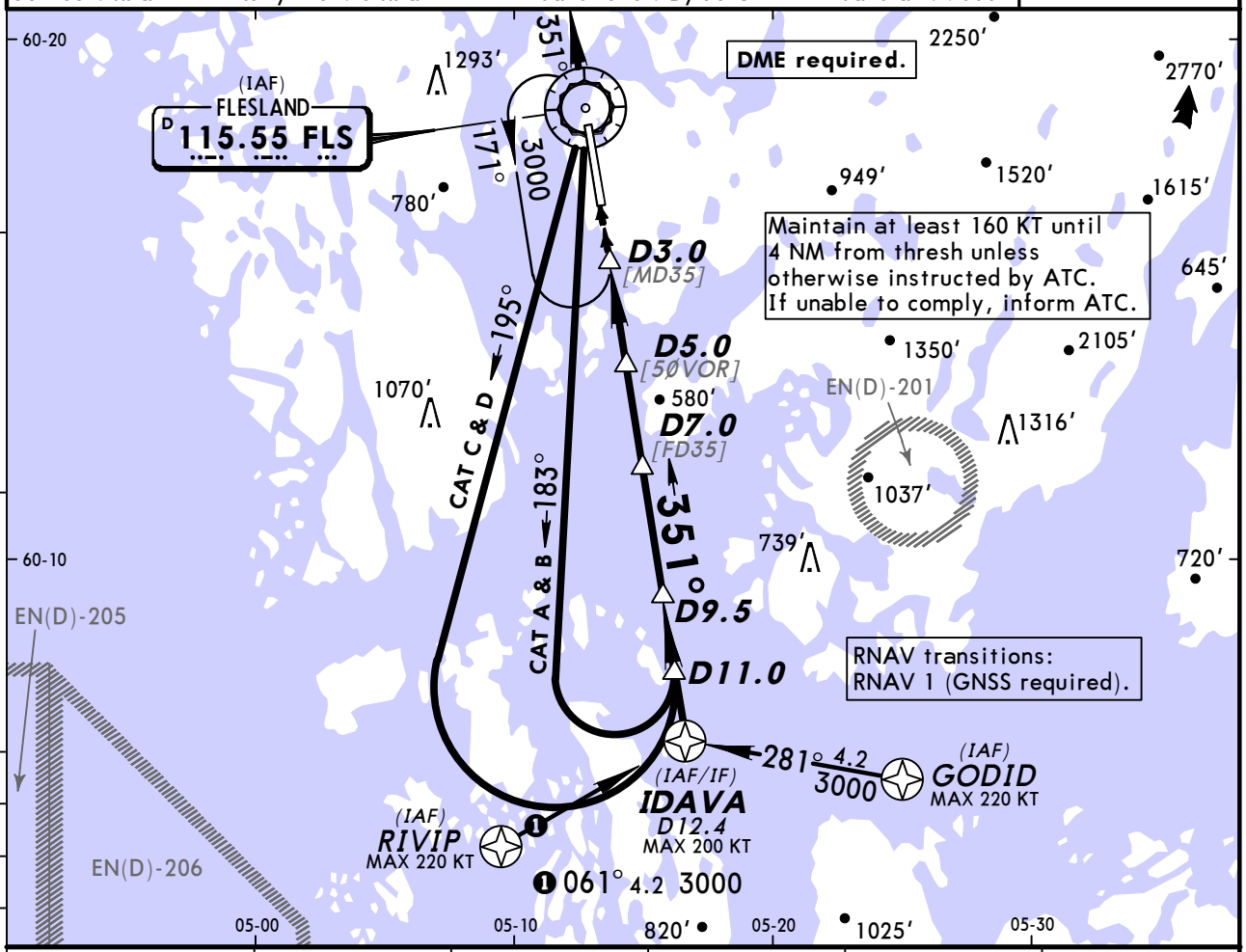
VOR	Final Apch Crs	Procedure Alt	DA(H)	Apt Elev 166′
FLS 115.55	351°	D7.0 1700′ (1553′)	430′ (283′)	RWY 147′

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

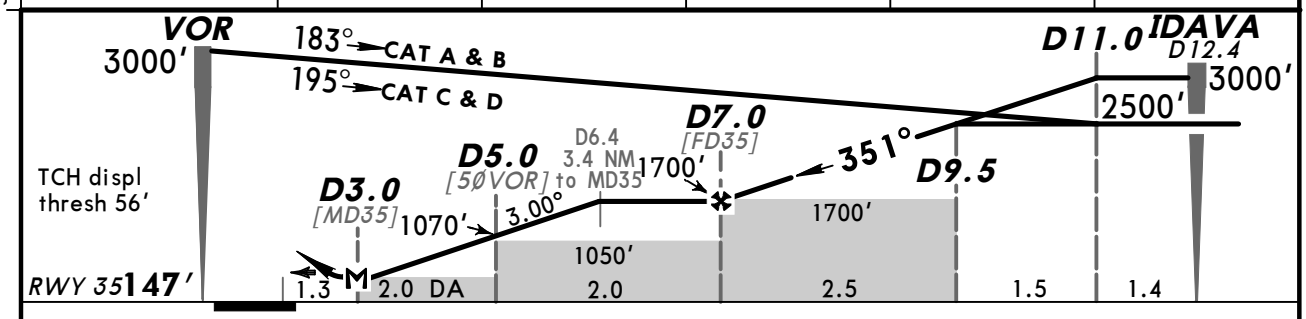
Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 7000′



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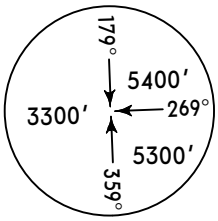
ATIS	*FLESLAND Radar (APP/R)	*FLESLAND Arrival (APP/R)	*FLESLAND Director (APP/R)	FLESLAND Tower	*Ground
125.25	121.0	125.0	118.85	119.1	121.9

BRIEFING STRIP ™

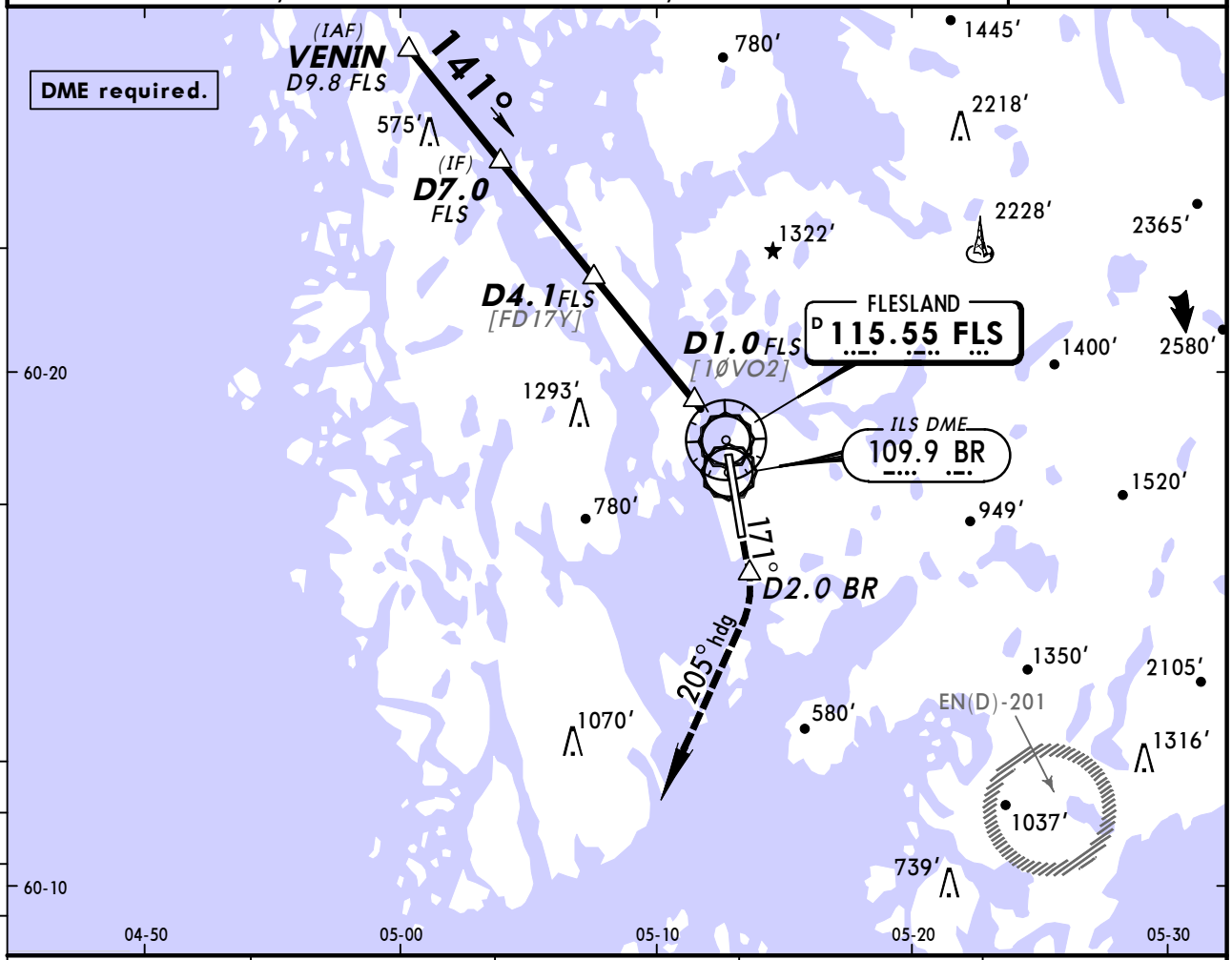
VOR	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 166′
FLS 115.55	141°	D4.1 FLS 2000′ (1834′)	590′ (424′)	RWY 166′

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

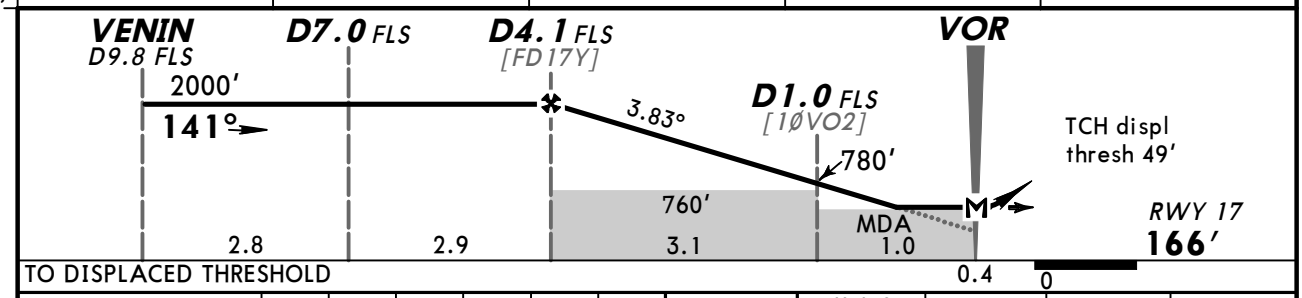
Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 7000′



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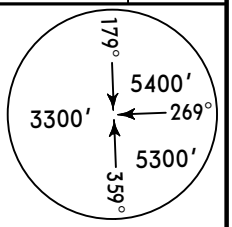
ATIS	*FLESLAND Radar (APP/R)	*FLESLAND Arrival (APP/R)	*FLESLAND Director (APP/R)	FLESLAND Tower	*Ground
125.25	121.0	125.0	118.85	119.1	121.9

BRIEFING STRIP ™

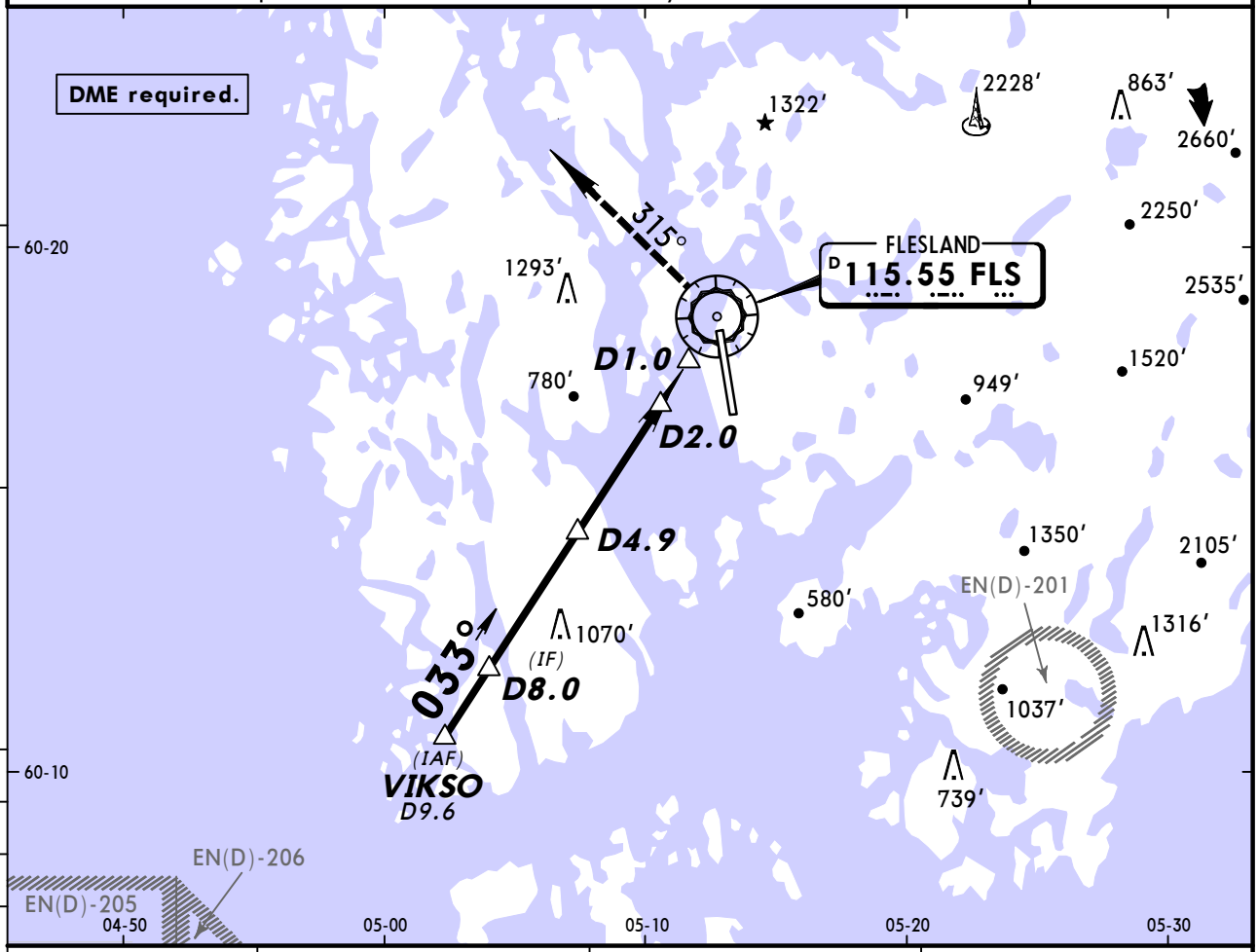
VOR	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev
FLS 115.55	033°	D4.9 2000′ (1834′)	570′ (404′)	166′

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

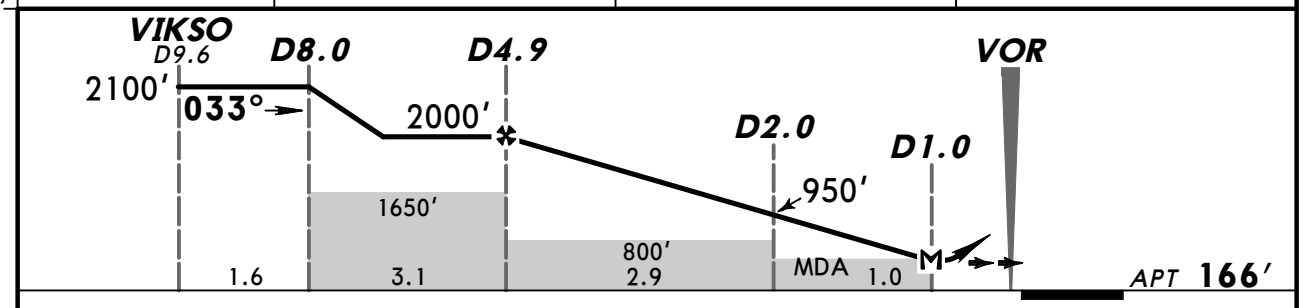
Alt Set: hPa Apt Elev: 6 hPa Trans level: By ATC Trans alt: 7000′



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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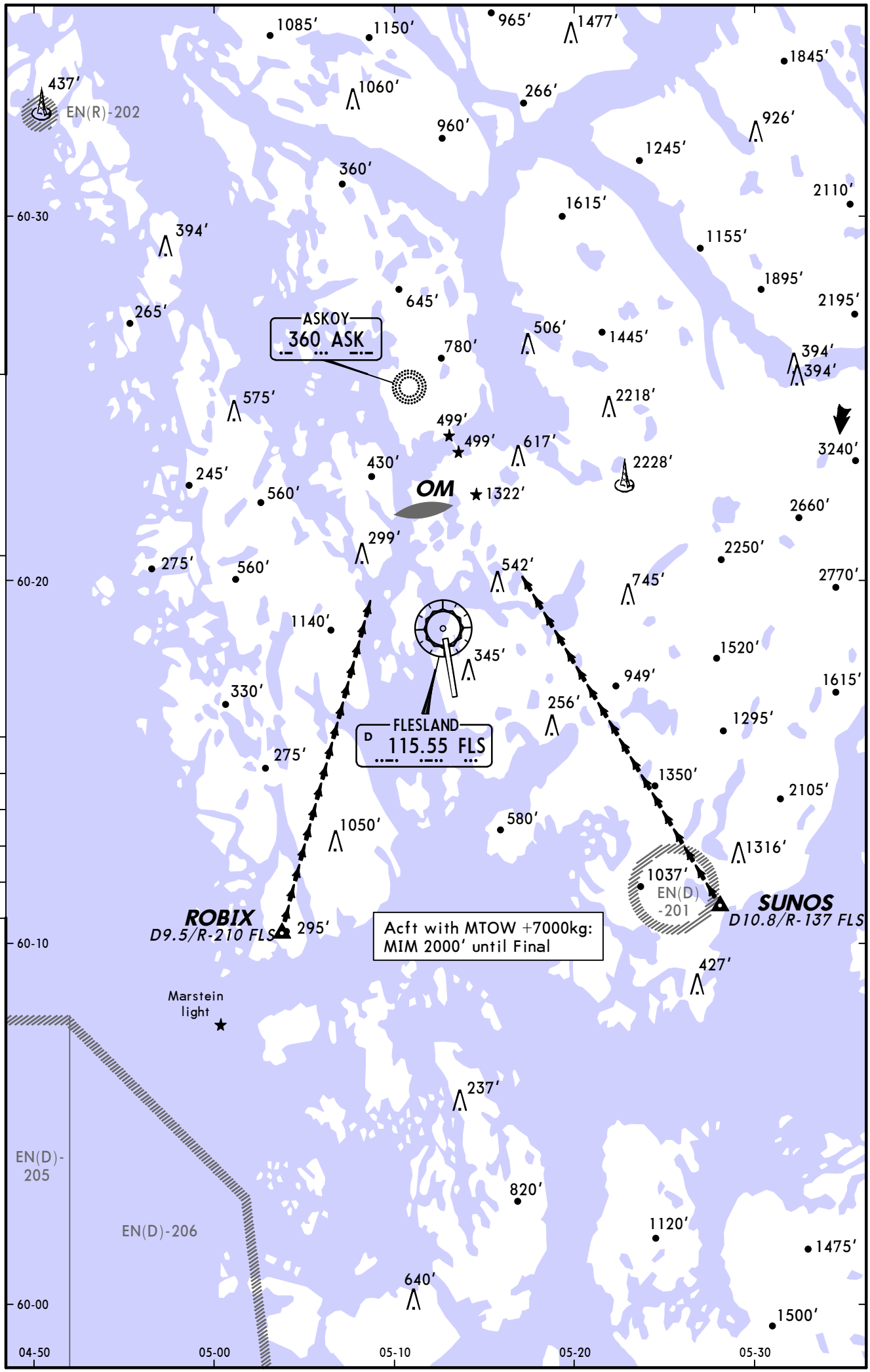
VISUAL APPROACH PROCEDURES RWY 17



CHANGES: TOBAX removed.

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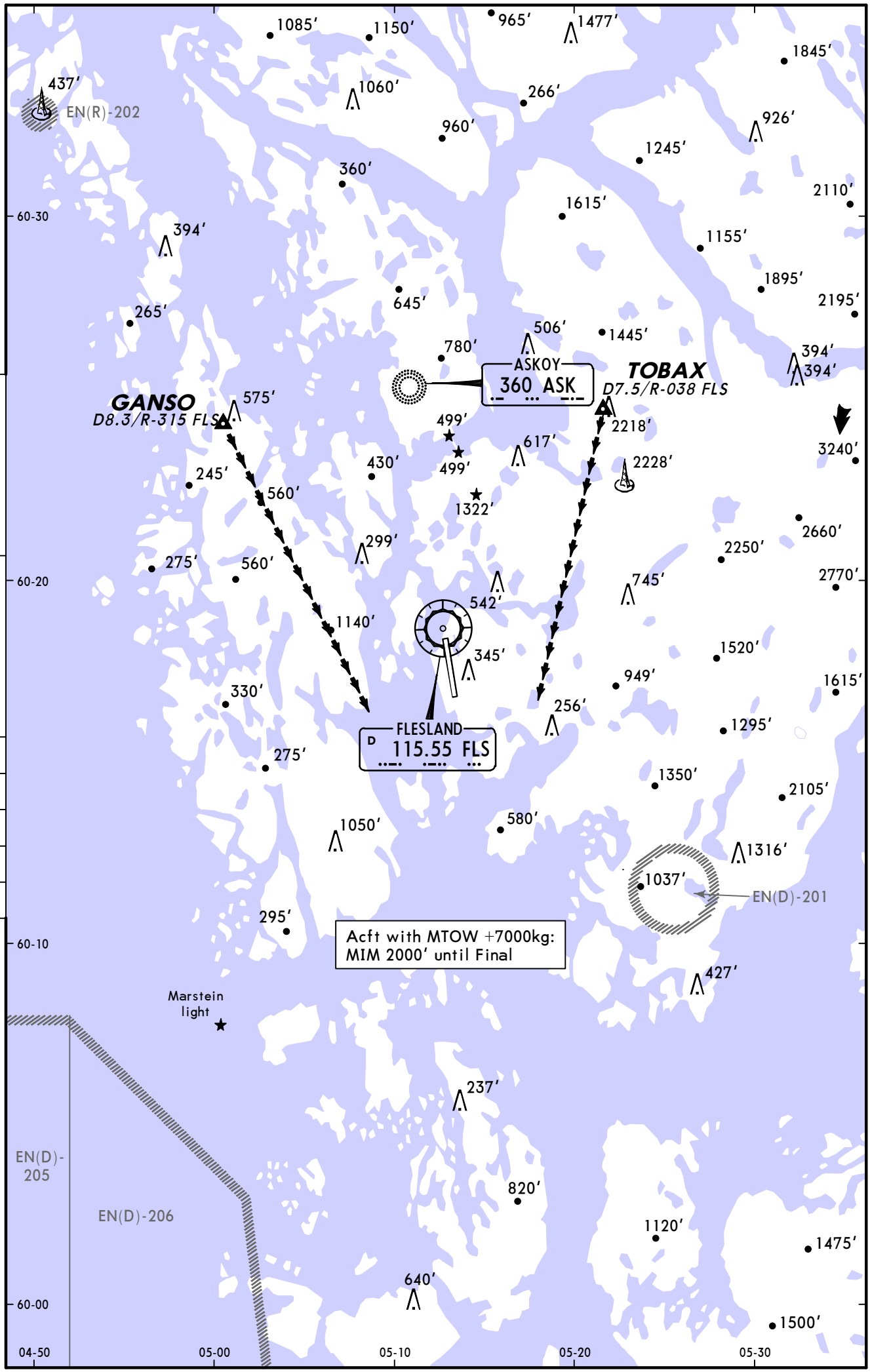
VISUAL APPROACH PROCEDURES RWY 35



CHANGES: OM removed.

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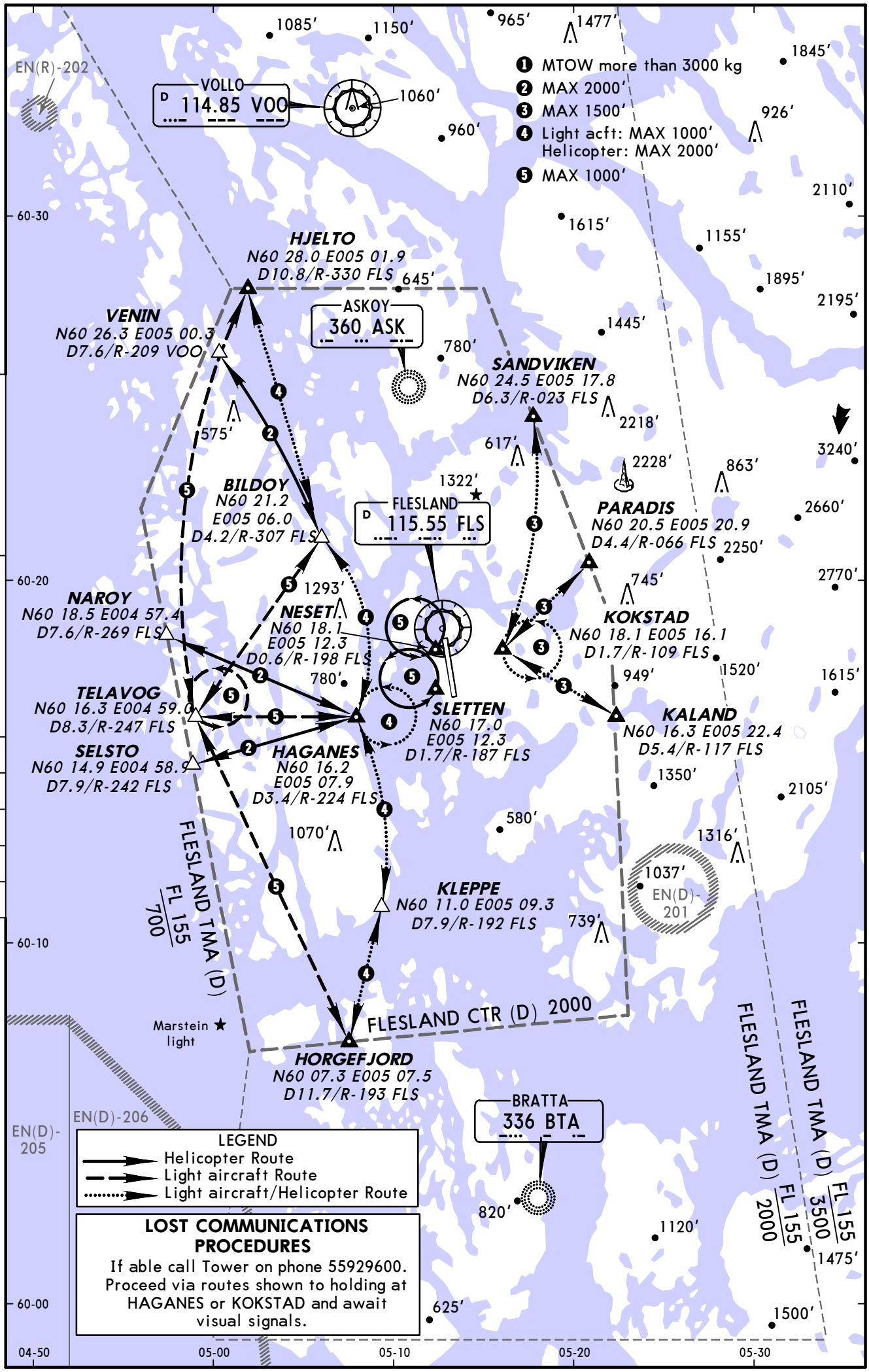
VFR ROUTES - HELICOPTER❶ AND LIGHT AIRCRAFT



CHANGES: Routes.

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JEPPESEN
JeppView for Windows

Chart changes since cycle 12-2014

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

Chart Change Notices for Airport ENBR

Type: Terminal
Effectivity: Temporary
Begin Date: 20140306
End Date: Until Further Notice

Due to construction works stands 10, 11 and 13 closed.