

List of pages in this Trip Kit

Trip Kit Index

Airport Information For ENVA

Terminal Charts For ENVA

Revision Letter For Cycle 13-2014

Change Notices

Notebook

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: 0100 Z
Sunset: 2137 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

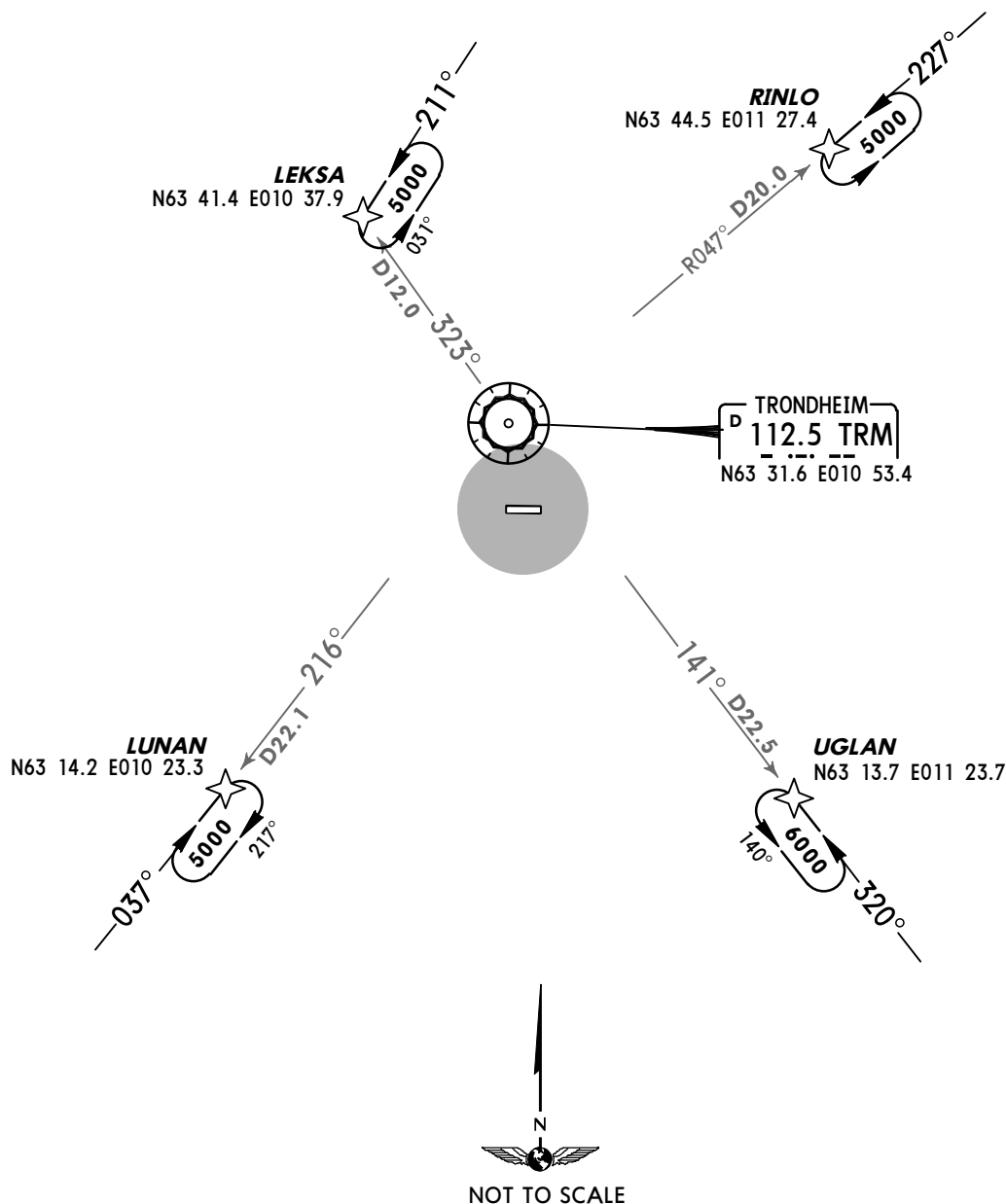
Vaernes Approach Control 118.6
Vaernes Approach Control 37.522 Military
Vaernes Approach Control 24.05 Military

ATIS
127.55

Apt Elev
56'

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

VAERNES TMA HOLDINGS

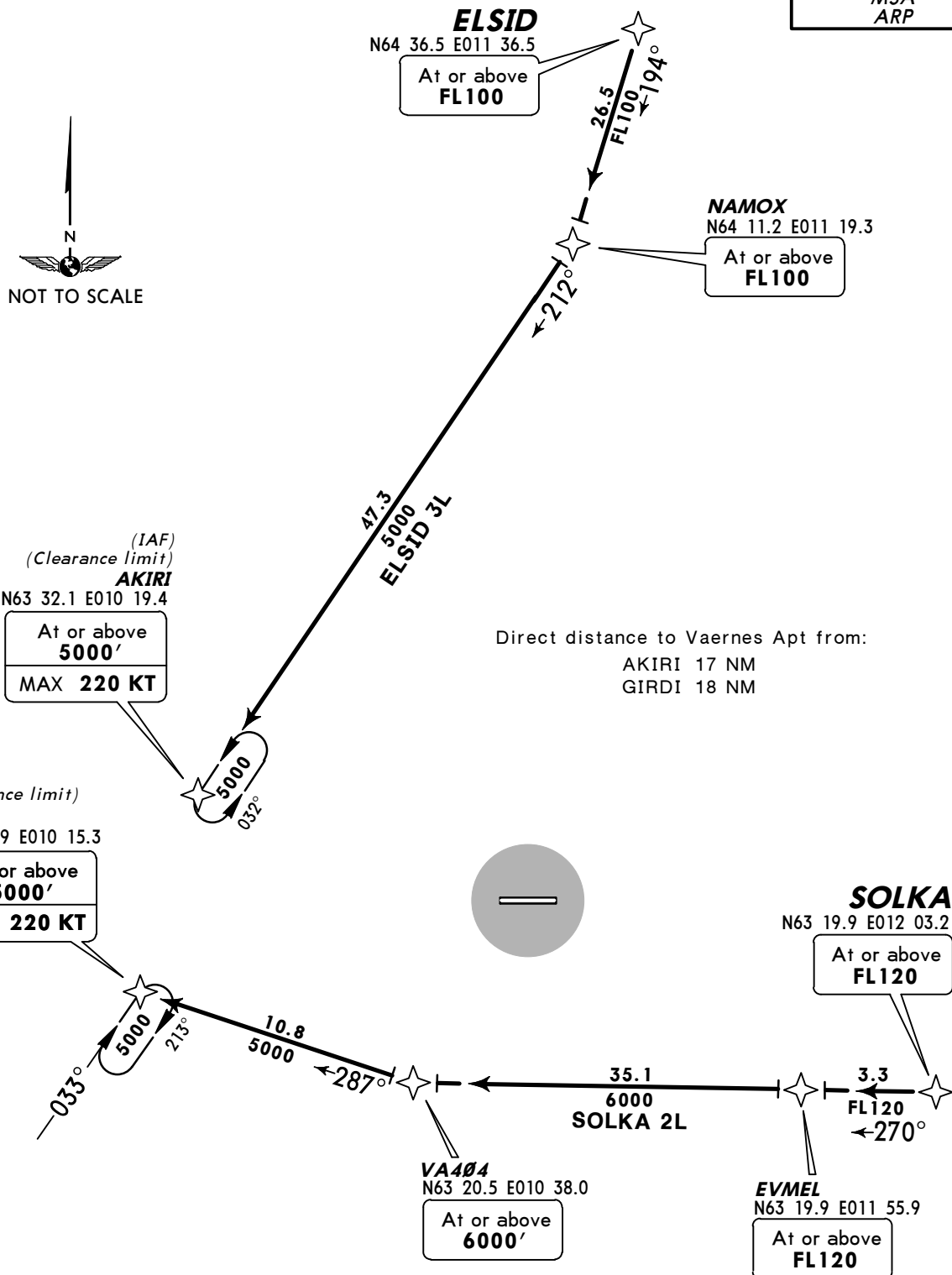
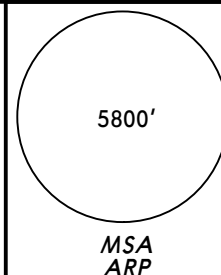


ATIS
127.55Apt Elev
56'

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.

**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-).

ATIS
127.55Apt Elev
56'

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

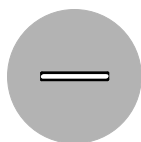
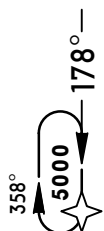
1. P-RNAV approval required.
2. RADAR service shall be available.
3. Request RADAR vectoring in case of loss of RNAV capability.
4. Descent as cleared by ATC.

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

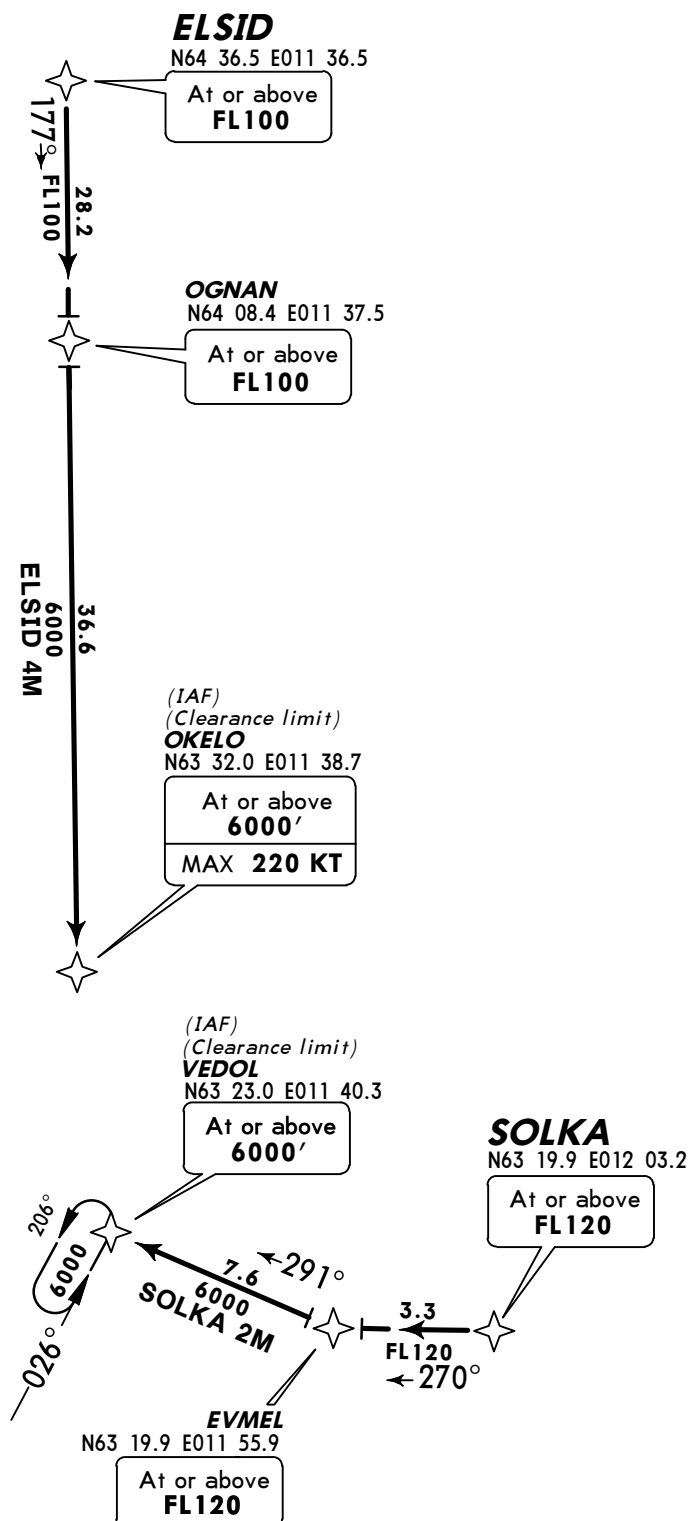
5800'

MSA
ARP

**HOLDING OVER
OKELO**



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'+).

ATIS
127.55Apt 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.

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

VA511
N63 05.6 E010 22.6

At or above
6000'

SOTAR
N63 00.0 E010 24.9

At or above
FL120

VA515
N63 07.0 E010 32.5

At or above
6000'

GOROM
N63 00.0 E010 39.6

At or above
FL120

UGBUG
N62 40.0 E011 16.1

At or above
FL120

**RAMBU
401 RBU**
N62 30.4 E011 33.4

At or above
FL120

TOLGA
D(H) 117.4 TGA
N62 27.7 E010 52.7

At or above
FL120



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.

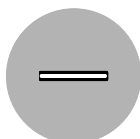
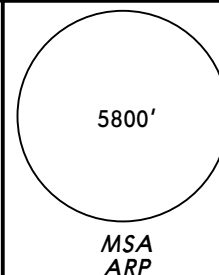
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ATIS
127.55

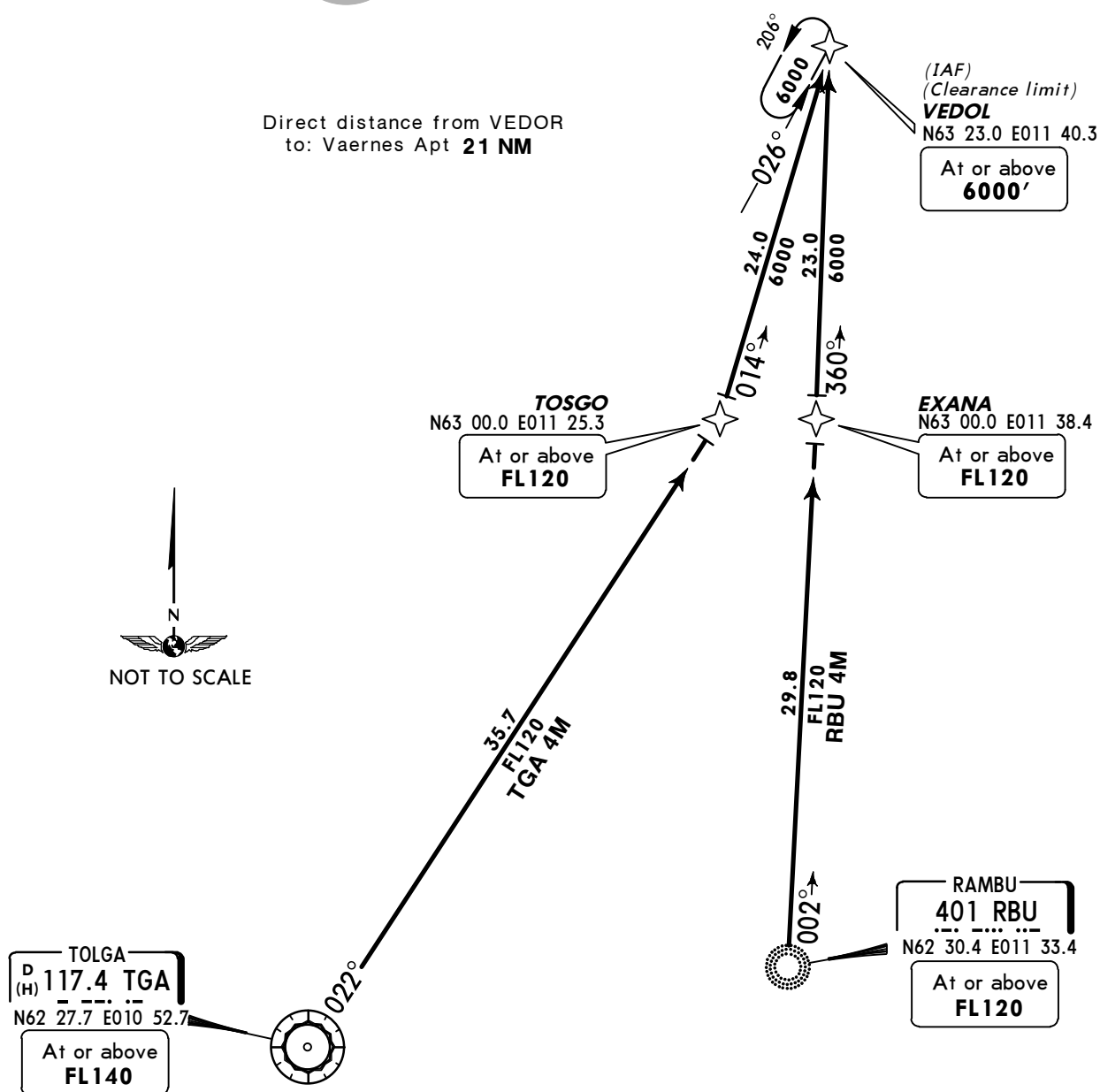
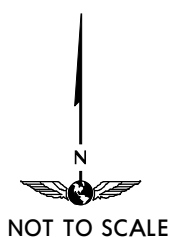
Apt Elev
56'

- 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.

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



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



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

ATIS
127.55Apt 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.

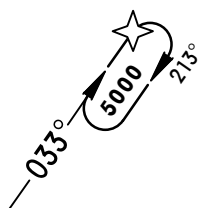
AGNON THREE LIMA (AGNON 3L) [AGNO3L]

LASAG THREE LIMA (LASAG 3L) [LASA3L]

RWY 09 P-RNAV ARRIVALS

P-RNAV (GNSS EXCEPT CLASS A GNSS)

5800'

MSA
ARPHOLDING OVER
GIRDI(IAF)
(Clearance limit)
GIRDI
N63 23.9 E010 15.3At or above
5000'
MAX **220 KT**Direct distance from GIRDI
to: Vaernes Apt **18 NM****GALSO**
N63 13.1 E009 54.0At or above
7000'**VA521**
N63 02.6 E009 40.7At or above
FL120**VA522**
N63 00.6 E010 01.9At or above
FL120**VA523**
N62 58.3 E010 03.3At or above
FL140**LASAG**
N62 40.3 E009 13.0At or above
FL140**AGNON**
N62 35.3 E010 17.4At 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-).

ATIS
127.55Apt Elev
56'

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

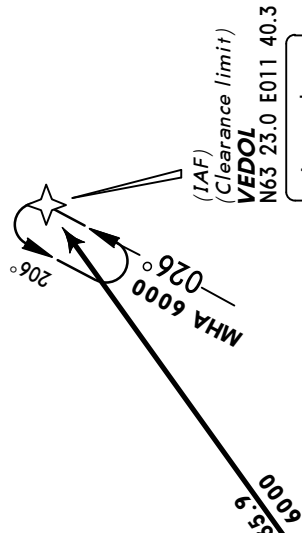
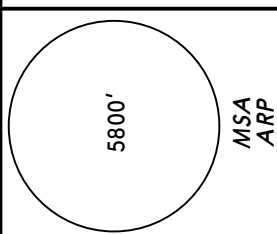
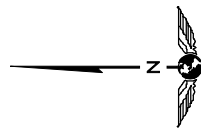
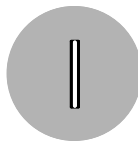
1. P-RNAV approval required.
2. RADAR service shall be available.
3. Request RADAR vectoring in case of loss of RNAV capability.
4. Descent as cleared by ATC.

AGNON FOUR MIKE (AGNON 4M) [AGNO4M]

LASAG FOUR MIKE (LASAG 4M) [LASA4M]

RWY 27 P-RNAV ARRIVALS

P-RNAV (GNSS EXCEPT CLASS A GNSS)

Direct distance from VEDOR
to: Vaernes Apt 21 NM

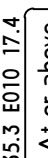
At or above 6000'
MAX 220 KT

GOROM
N63 00.0 E010 39.6
At or above
FL140

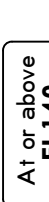
048°

AGNON 4M
FL140
26.8

020°

LASAG 4M
FL140
14.3AGNON
N62 35.3 E010 17.4
At or above
FL140

020°

LASAG
N62 40.3 E009 13.0
At or above
FL140

109°

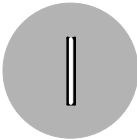
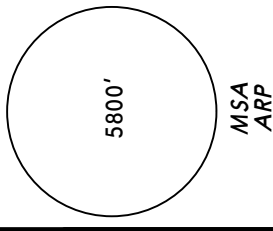
STAR	ROUTING
AGNON 4M	AGNON (FL140+) - GOROM (FL140+) - VEDOL (6000'+; K220-).
LASAG 4M	LASAG (FL140+) - GOROM (FL140+) - VEDOL (6000'+; K220-).

ATIS
127.55

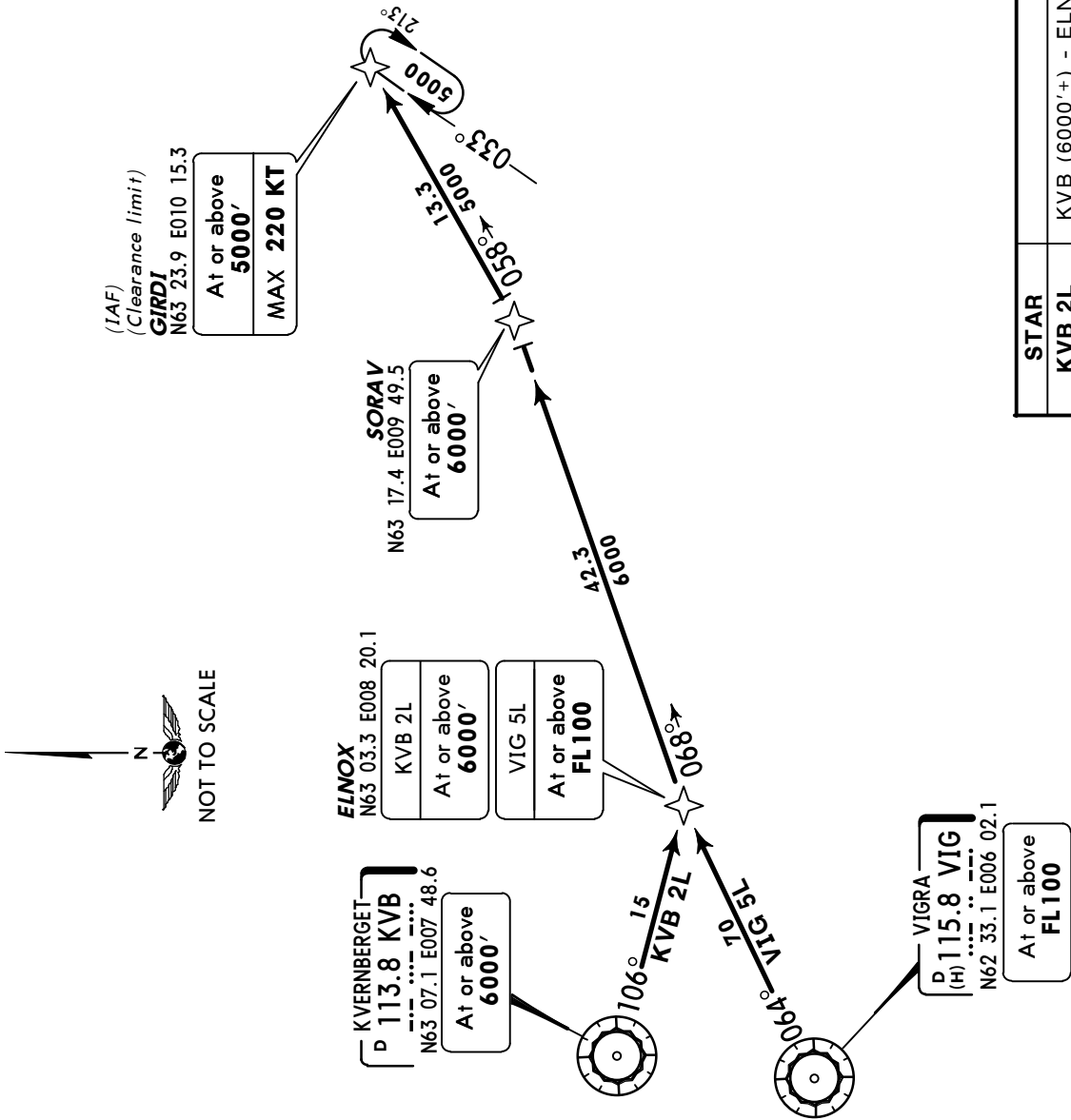
Apt Elev
56'

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



Direct distance from GIRDI
to: Vaernes Apt 18 NM



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

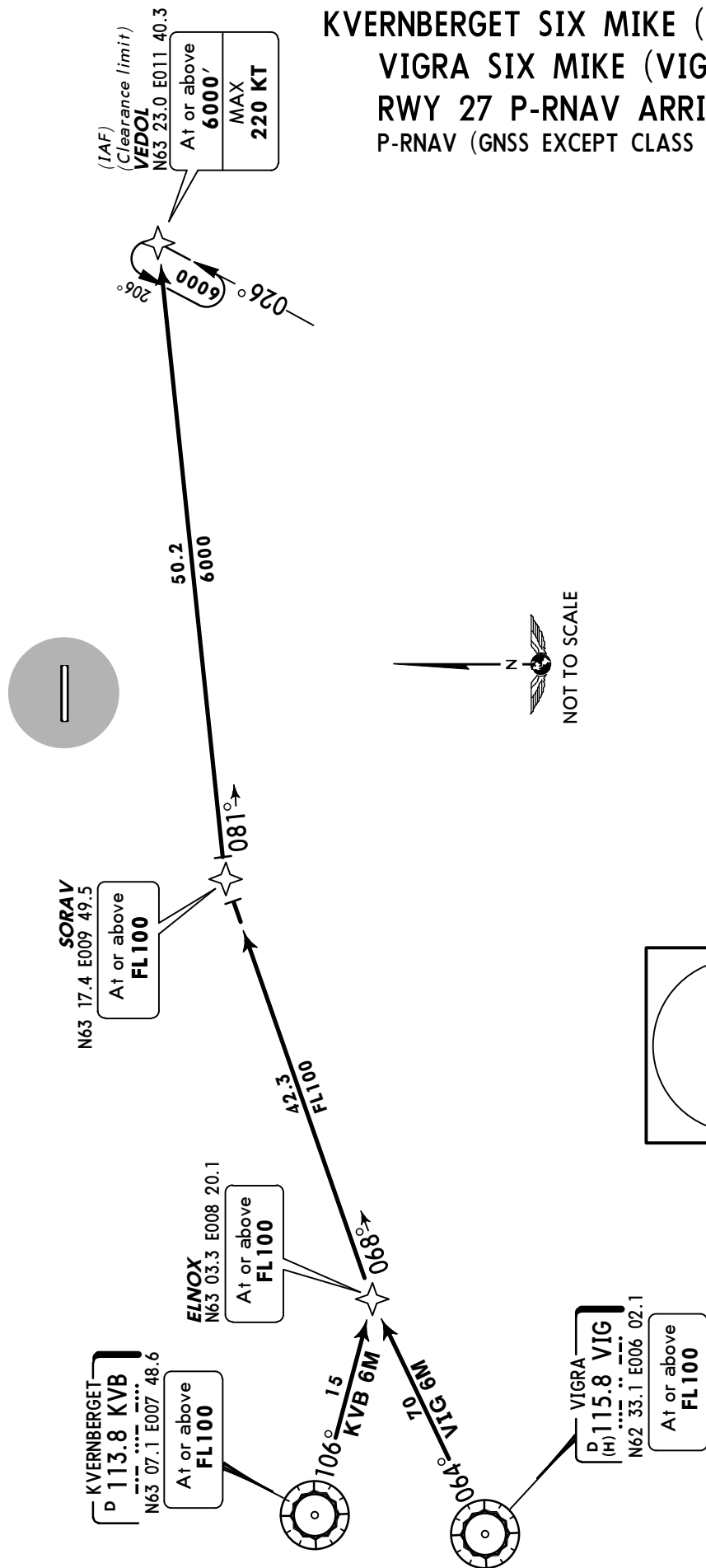
*ATIS
127.55

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)

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



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

VAERNES
Approach (R)
118.6Apt 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 out-bound 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)

ELSID
N64 36.5
E011 36.5

5800'

MSA ARP

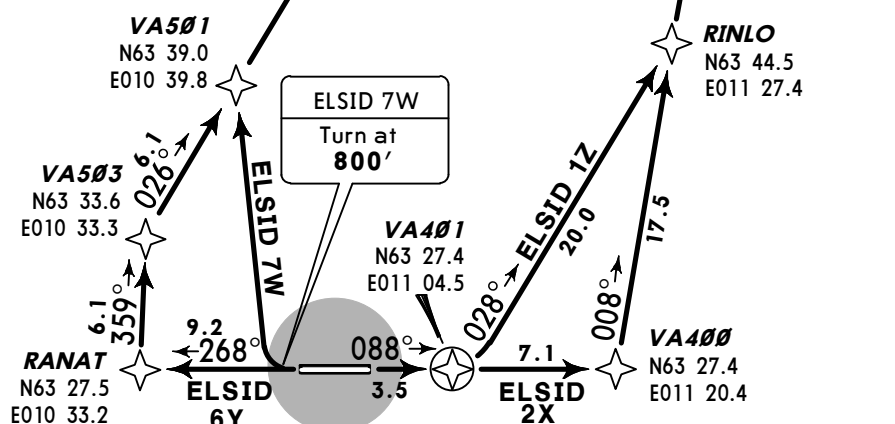
These SIDs require minimum climb gradients
of

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.

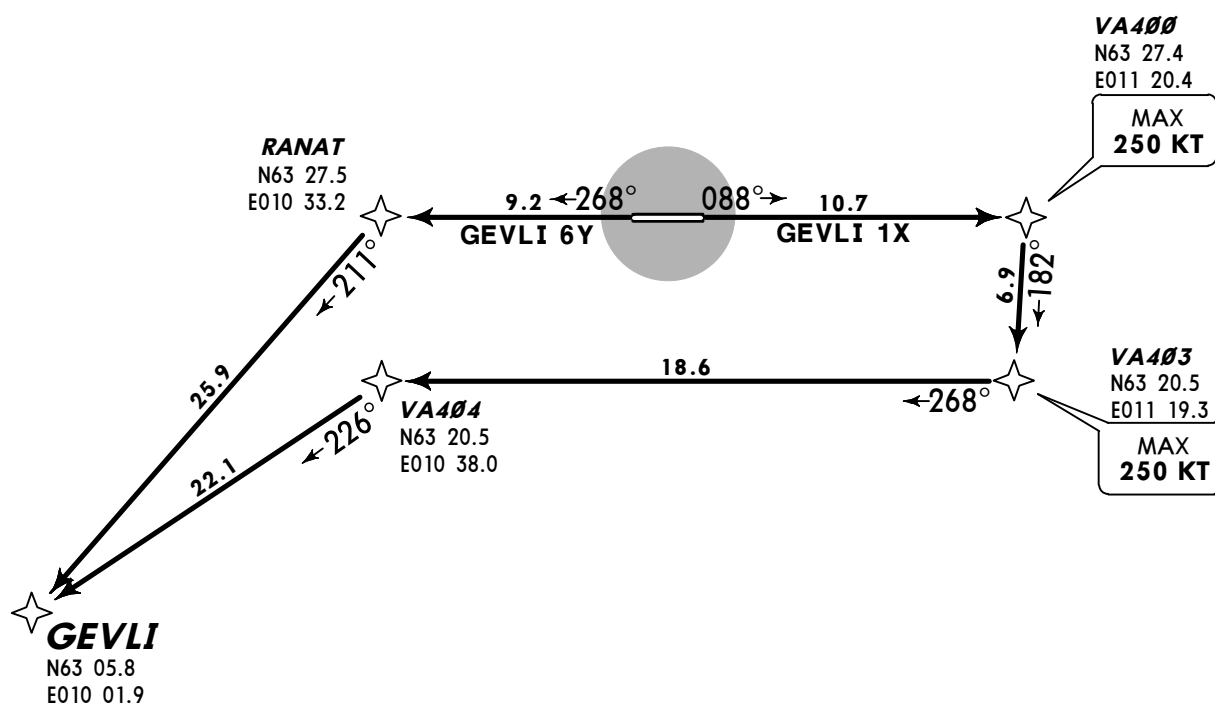
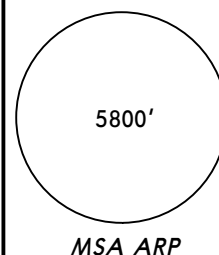
SID	RWY	ROUTING
ELSID 7W	27	Climb on 268° track to 800', turn RIGHT, direct to VA501, turn RIGHT to NAMOX - ELSID.
ELSID 2X	09	Climb on 088° track to VA400, turn LEFT to RINLO - OGNAN - ELSID.
ELSID 6Y	27	Climb on 268° track to RANAT, turn RIGHT to VA503 - NAMOX - ELSID.
ELSID 1Z	09	Climb on 088° track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

VAERNES
Approach (R)
118.6Apt 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 out-bound 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.

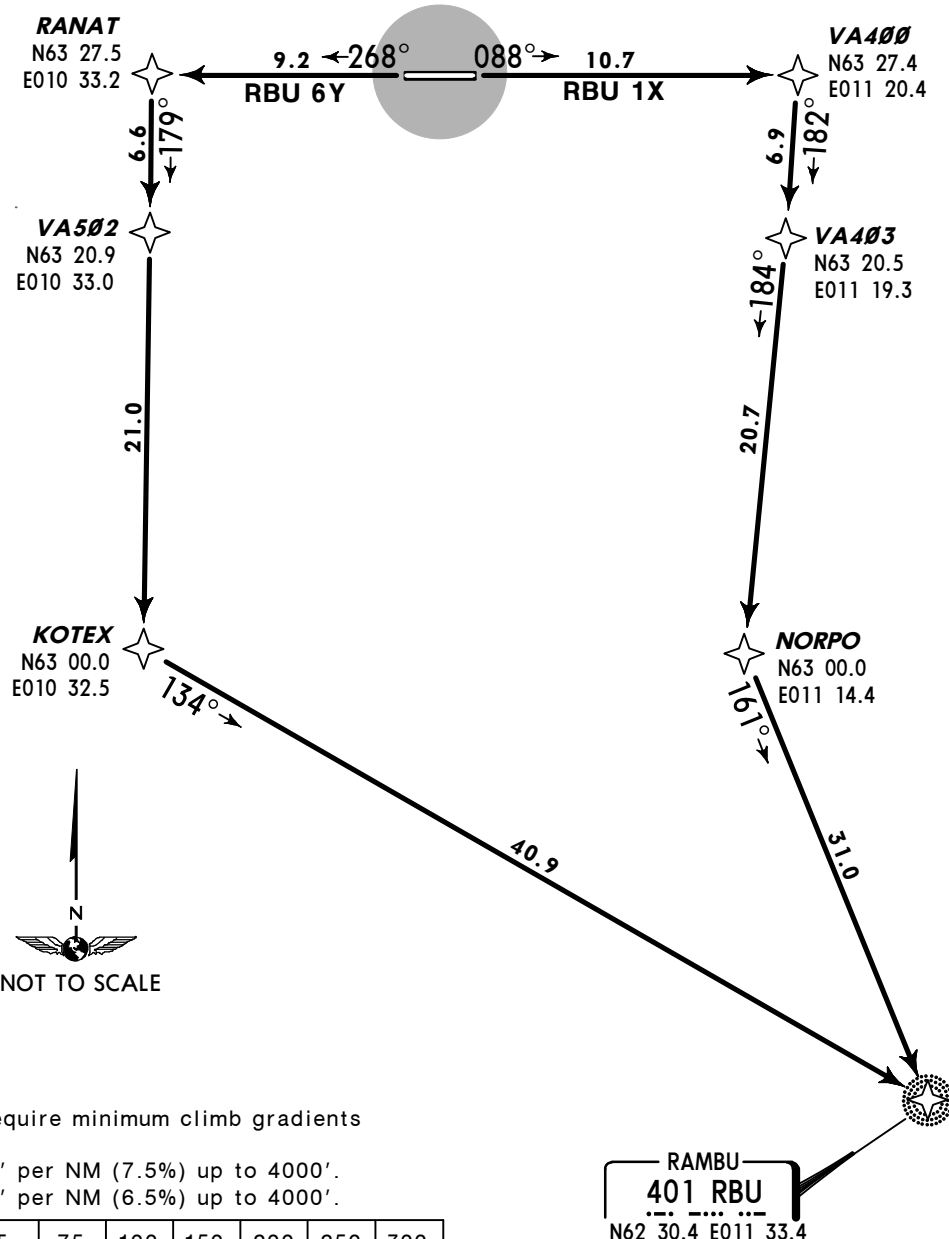
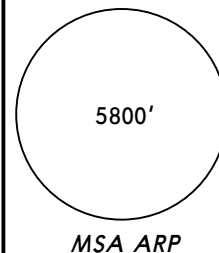
SID	RWY	ROUTING
GEVLI 1X	09	Climb on 088° track to VA400 (K250-), turn RIGHT to VA403 (K250-) - VA404 - GEVLI.
GEVLI 6Y	27	Climb on 268° track to RANAT, turn LEFT to GEVLI.

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 out-bound 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.

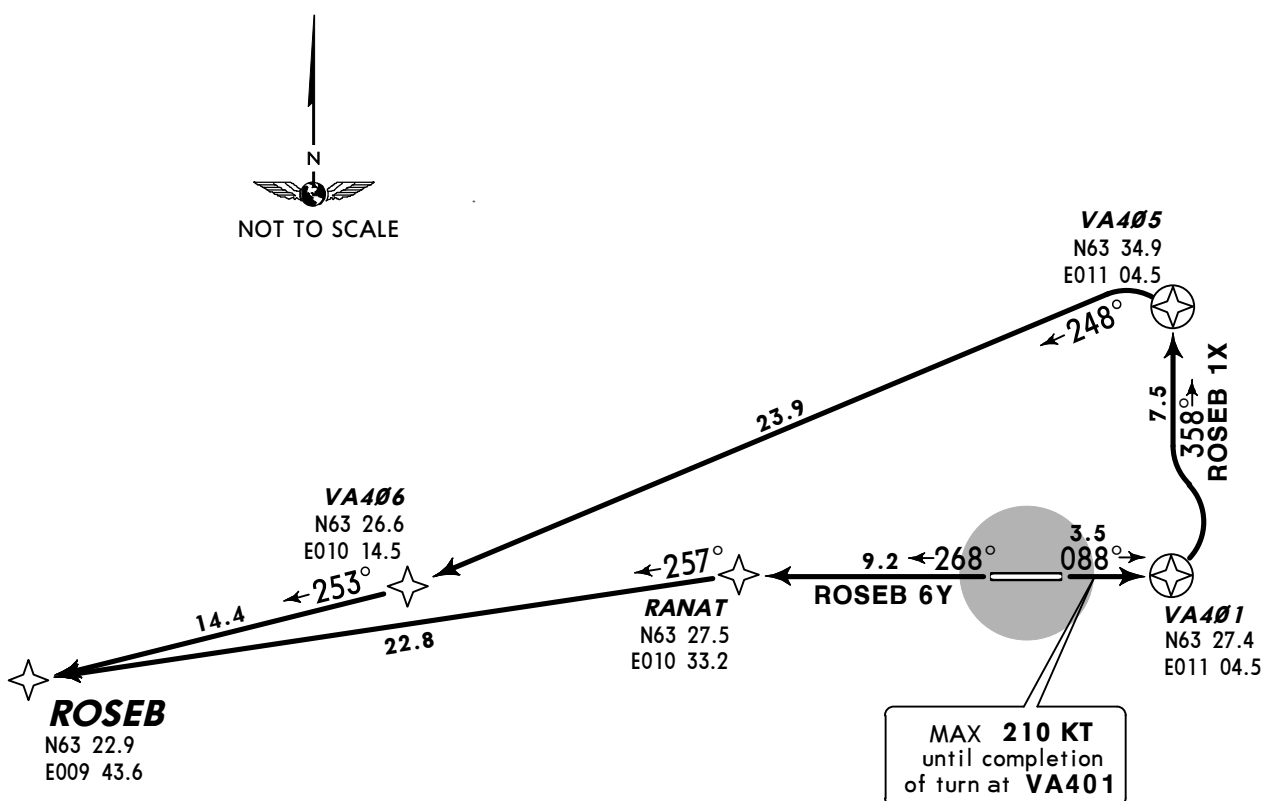
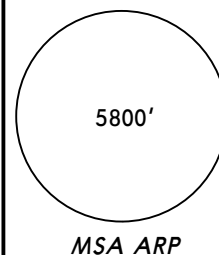
SID	RWY	ROUTING
RBU 1X	09	Climb on 088° track to VA400, turn RIGHT to VA403 - NORPO - RBU.
RBU 6Y	27	Climb on 268° track to RANAT, turn LEFT to VA502 - KOTEX - RBU.

VAERNES
Approach (R)
118.6Apt 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 out-bound 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

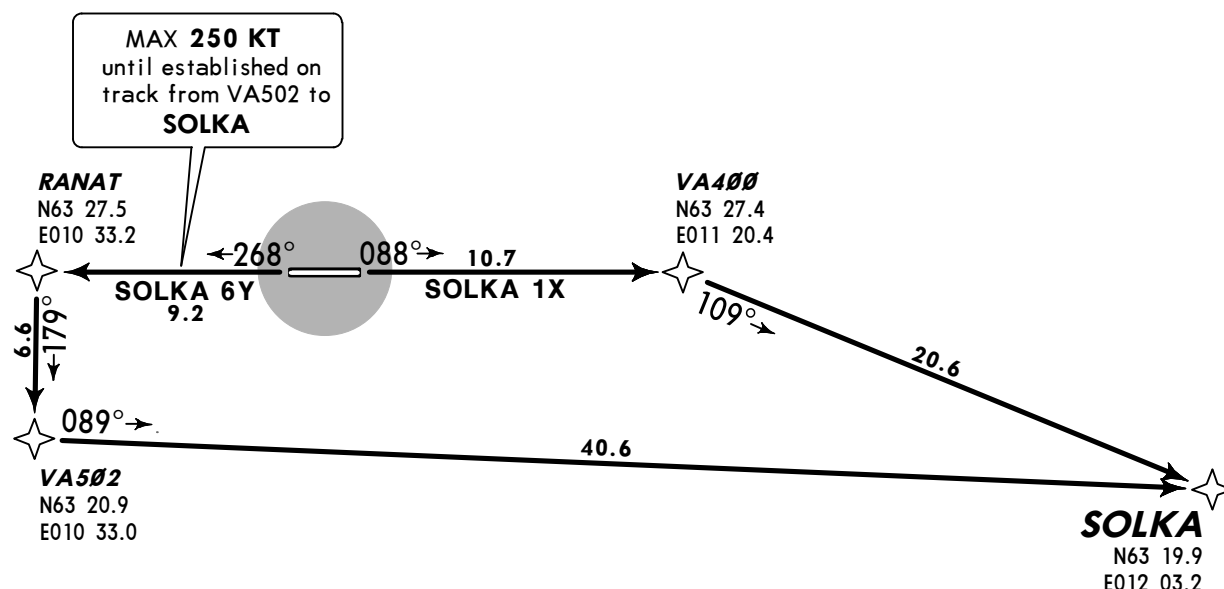
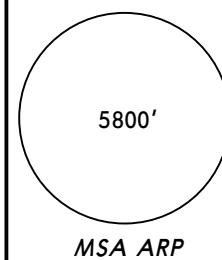
If unable to comply inform ATC.

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.

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 out-bound 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.
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**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.

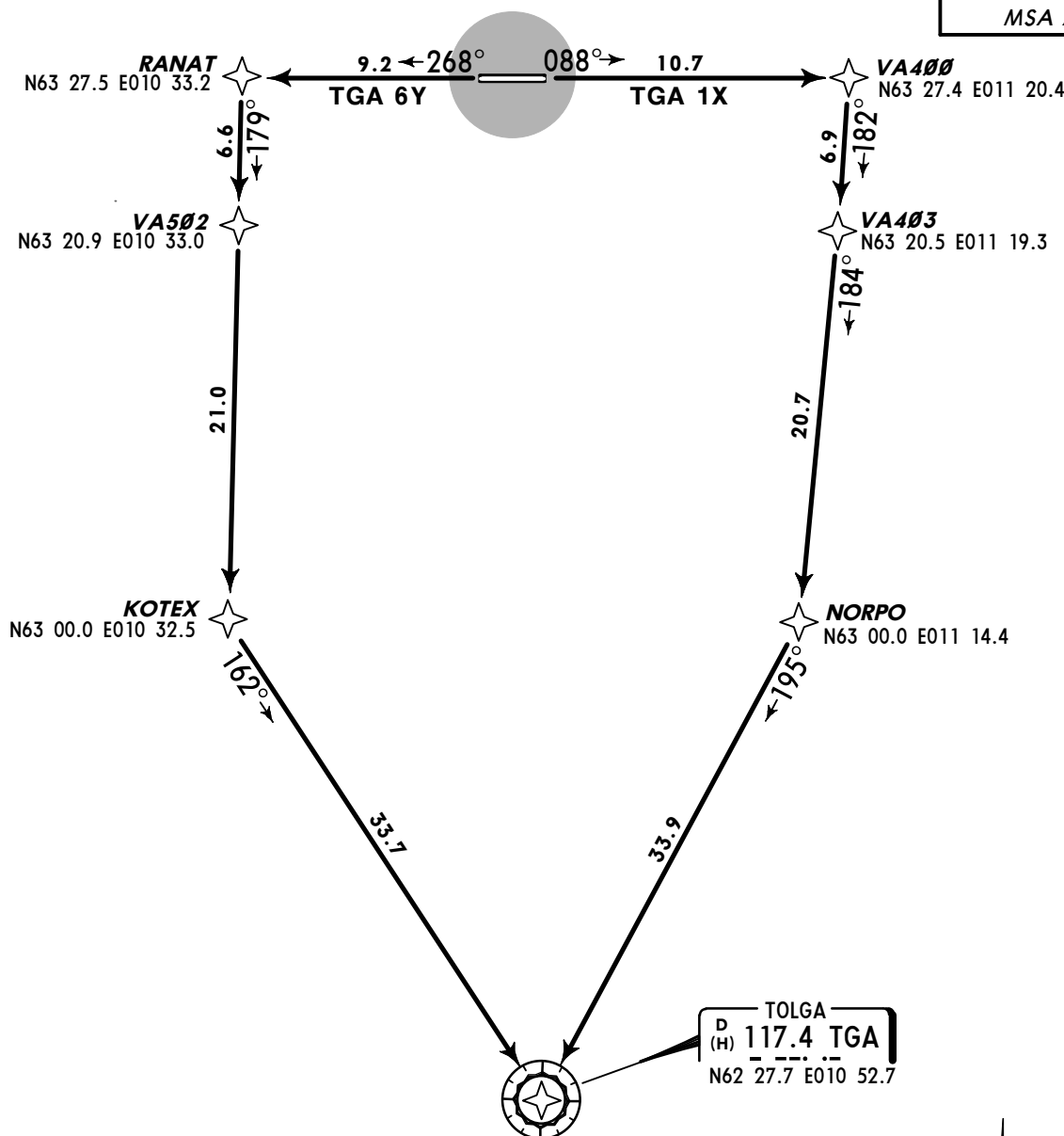
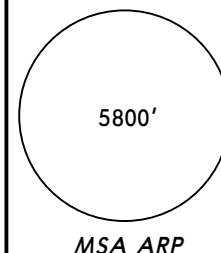
SID	RWY	ROUTING
SOLKA 1X	09	Climb on 088° track to VA400, turn RIGHT to SOLKA.
SOLKA 6Y	27	Climb on 268° track to RANAT, turn LEFT to VA502 - SOLKA.

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 out-bound 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.



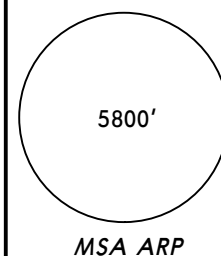
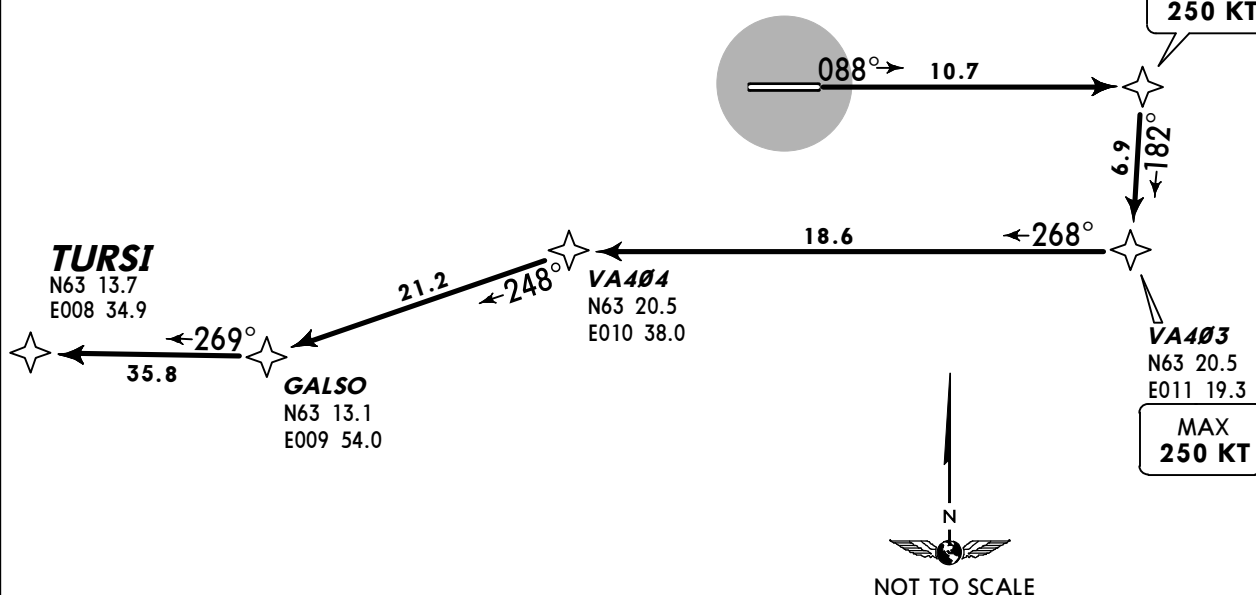
Initial climb clearance **6000'**. EXPECT further climb from VAERNES Approach.

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.

VAERNES
Approach (R)
118.6Apt 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 out-bound 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)****VA400**
N63 27.4
E011 20.4MAX
250 KT

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.

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.

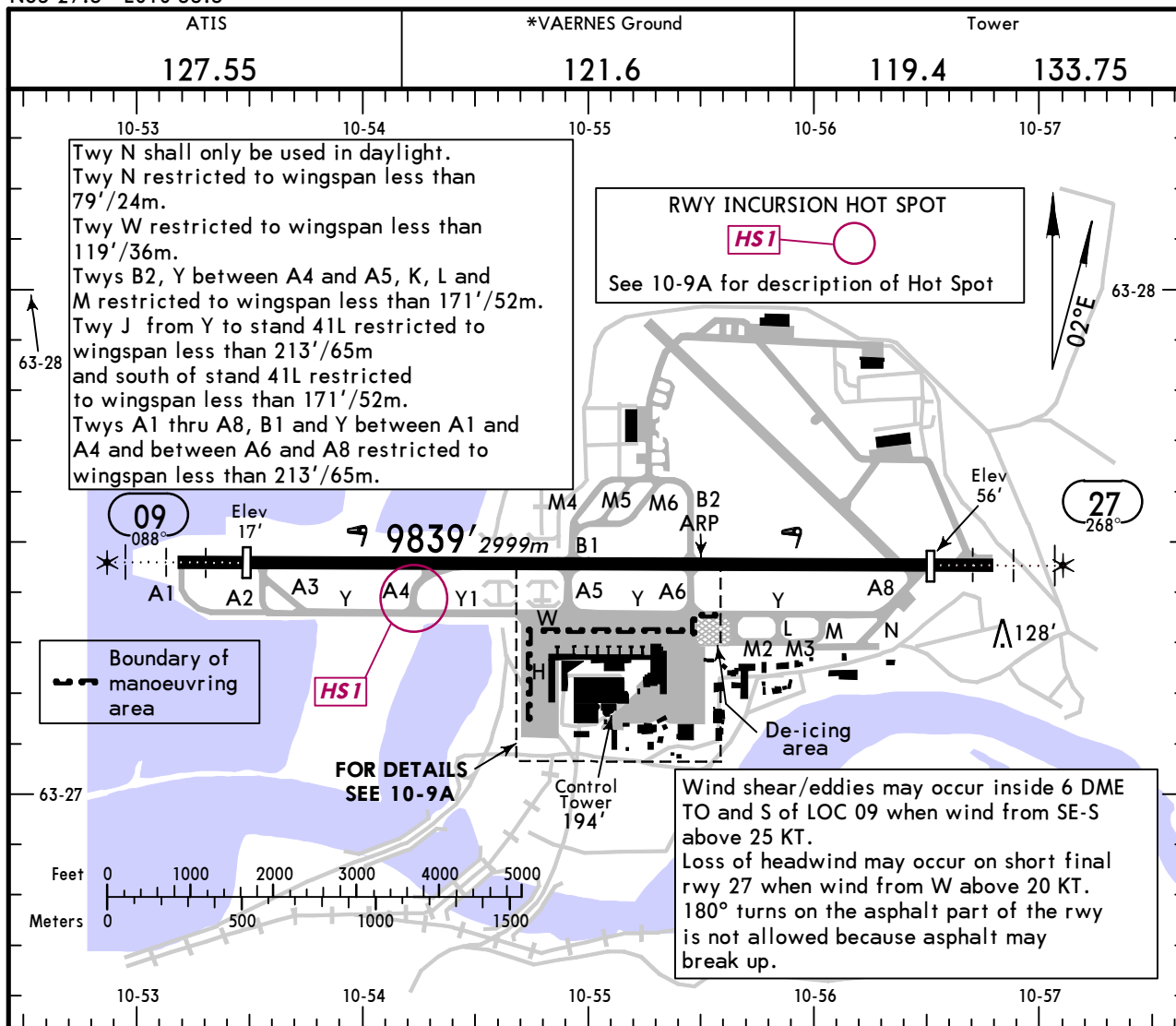
EXCEPTIONS

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.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
09	HIRL (60m) CL (15m) HIALS PAPI (3.0°)	8025' 2446m	7053' 2150m	3	148' 45m
27	HIRL (60m) CL (15m) HIALS SFL CGL PAPI (3.4°)	8100' 2469m	6817' 2078m		

① Rwy grooved.

② Obstruction penetrates PAPI clearance surface approx 1.3 NM N and 5 NM S of threshold 27.

③ 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)

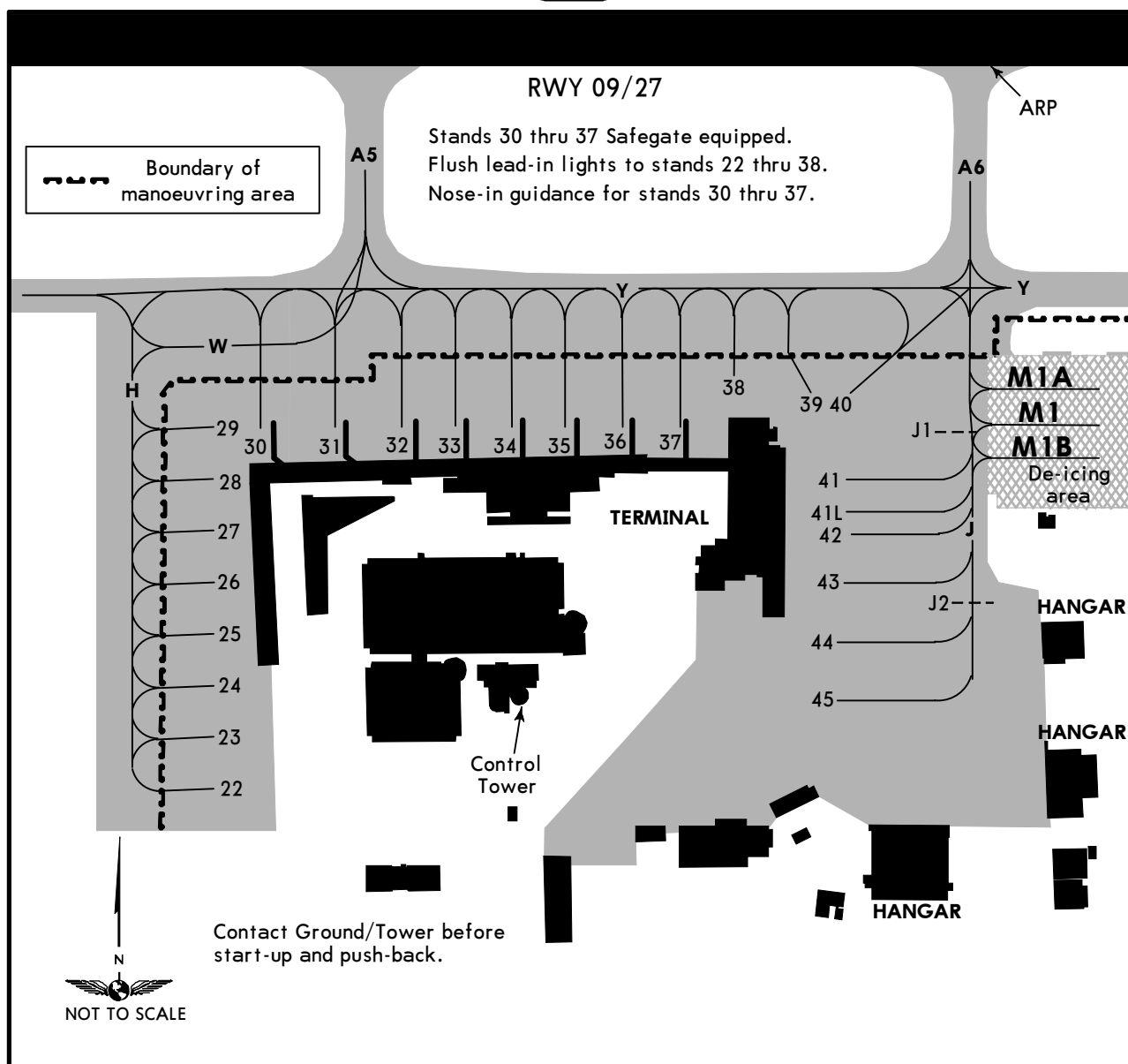
RVR 550m or less:

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	400m	500m
D		



INS COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
22	N63 27.1 E010 54.8	35	41 thru 42	N63 27.3 E010 55.3	35
23 thru 27	N63 27.2 E010 54.8	35	43 thru 45	N63 27.2 E010 55.3	36
28 thru 30	N63 27.3 E010 54.8	35			
31, 32	N63 27.3 E010 54.9	34			
33, 34	N63 27.3 E010 55.0	34			
35, 36	N63 27.3 E010 55.1	34			
37	N63 27.3 E010 55.2	34			
38	N63 27.3 E010 55.2	33			
39	N63 27.3 E010 55.3	35			
40	N63 27.3 E010 55.4	35			

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 position 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.

STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
09	ILS ①	217' (200')	650m / 1000m
	ILS ②	296' (279')	700m / 1000m
	ILS ③	540' (523')	800m / 1000m
	ILS ④	717' (700')	800m / 1000m
	LOC ②	460' (443')	1000m / 1000m
	LOC ③	560' (543')	1000m / 1000m
	LOC ④	730' (713')	1000m / 1000m
	RNAV ③	700' (683')	1000m / 1000m
	RNAV ④	860' (843')	1000m / 1000m
27	ILS	256' (200')	600m / 1000m
	LOC	730' (674')	1000m / 1000m
	RNAV	960' (904')	1000m / 1000m

① Missed apch climb gradient mim 5.0%

② Missed apch climb gradient mim 4.0%

③ Missed apch climb gradient mim 3.0%

④ Missed apch climb gradient mim 2.5%

CIRCLE-TO-LAND ⑤	MDA(H)	VIS
	1320' (1264') ⑥	1000m

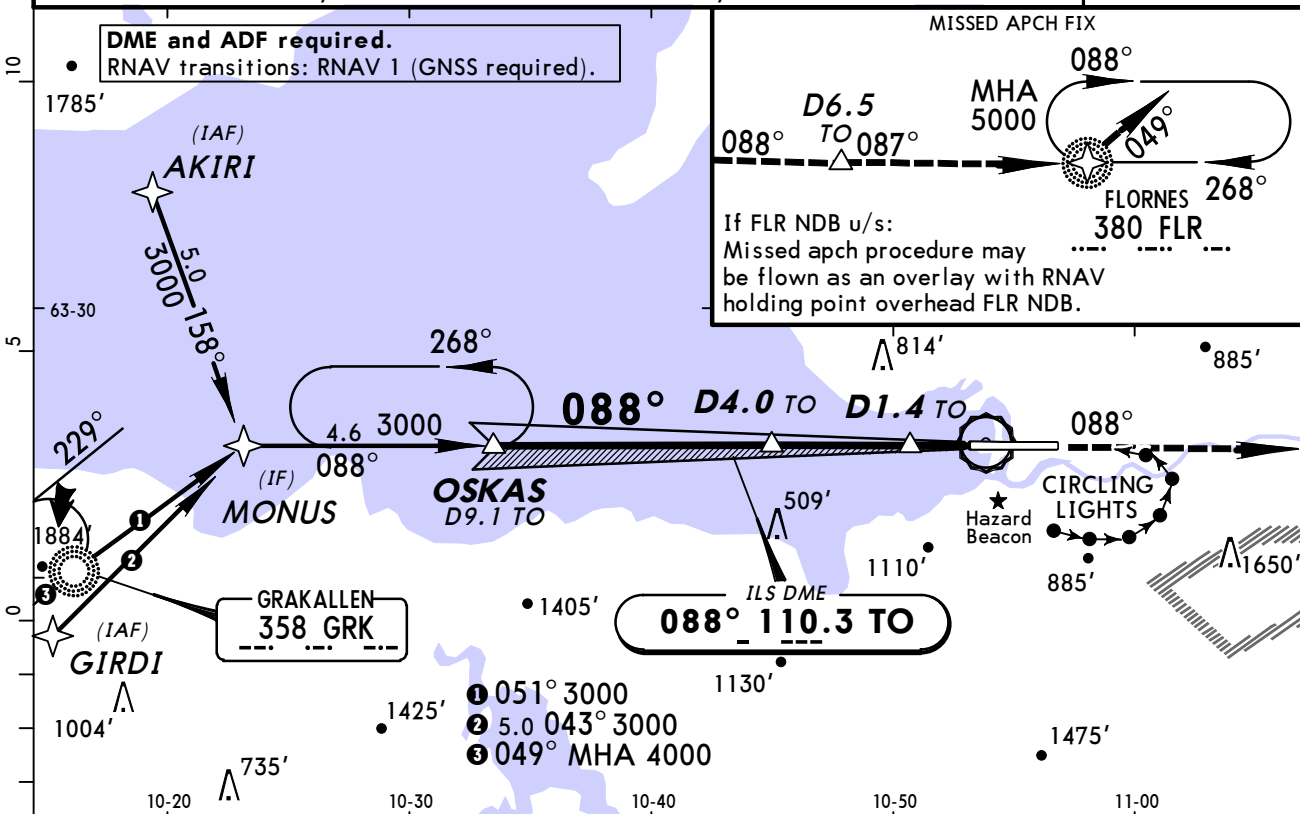
⑤ Not authorized North of airport.

⑥ CAT A ACFT following CGL to RWY 27: 1400' (1344').

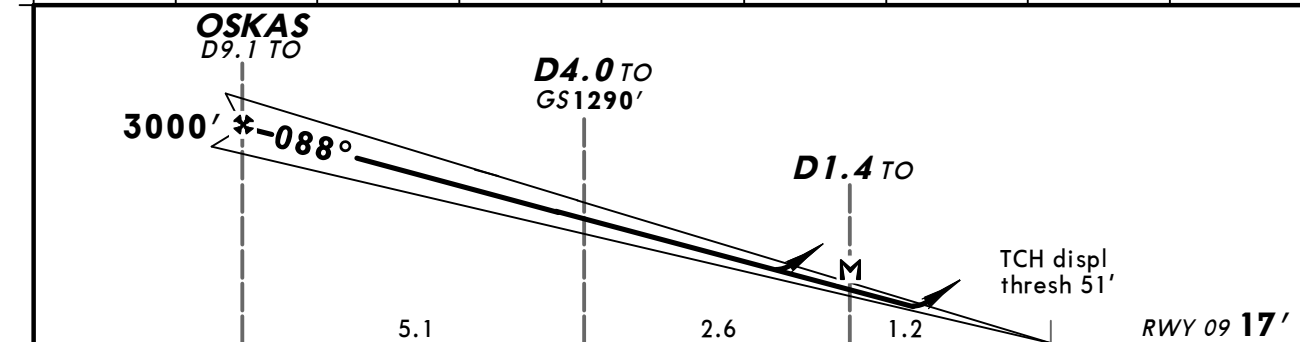
TAKE-OFF RWY 07, 25				
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
400m			400m ⑦	800m

⑦ Or rejected take-off distance whichever is the greater.

ATIS 127.55	VAERNES Approach (R) 118.6	*VAERNES Director (APP) 119.15	VAERNES Tower 119.4 133.75	*Ground 121.6
LOC TO 110.3	Final Apch Crs 088°	GS D4.0 TO 1290' (1277')	ILS DA(H) Refer to Minimums	Apt Elev 56' 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.				
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 7000'	MSA GRK NDB



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									

Standard		STRAIGHT-IN LANDING RWY 09 ILS				CIRCLE-TO-LAND		
		Missed apch climb gradient mim 5.0%				Not auth North of apt.		
		DA(H) A: 217' (200') C: 233' (216')						
		B: 225' (208') D: 244' (227')						
		FULL/Limited		ALS out		Max Kts	MDA(H)	VIS
A	RVR 750m		RVR 1200m		100	1240' (1184')	1500m	
B					135	1430' (1374')	1600m	
C	RVR 800m				180	2140' (2084')	2400m	
D					205	2140' (2084')	3600m	

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

ILS & LOC RWY 09 MINIMUMS

BASED ON:

MISSED APCH CLIMB GRADIENT MIM 4.0%

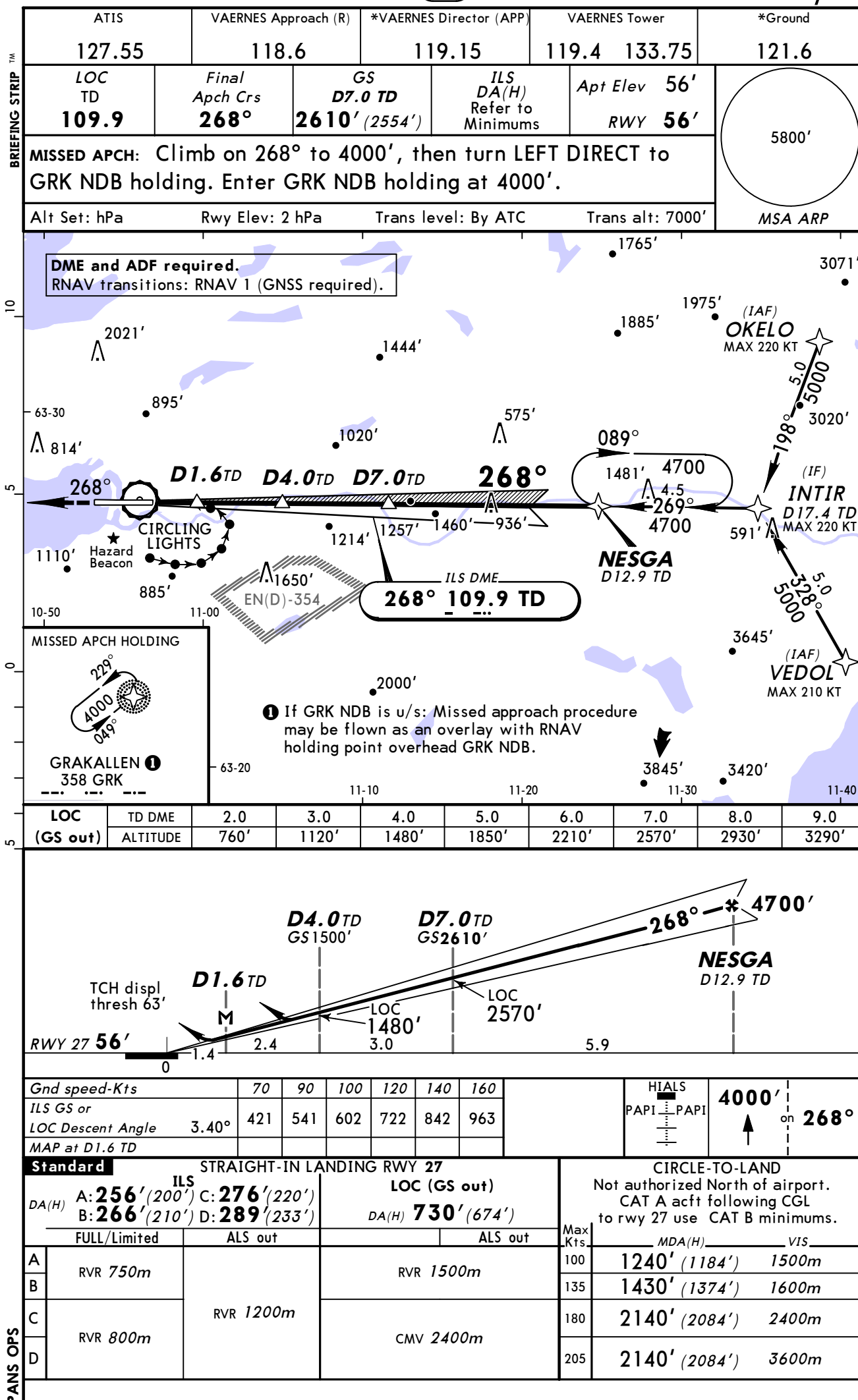
ILS		LOC (GS out)	
DA(H) A: 296' (279') C: 317' (300') B: 309' (292') D: 327' (310')		DA(H) 460' (443')	
FULL/Limited	ALS out		ALS out
A	RVR 900m	RVR 1500m	
B			
C		RVR 1700m	CMV 2100m
D	RVR 1000m		

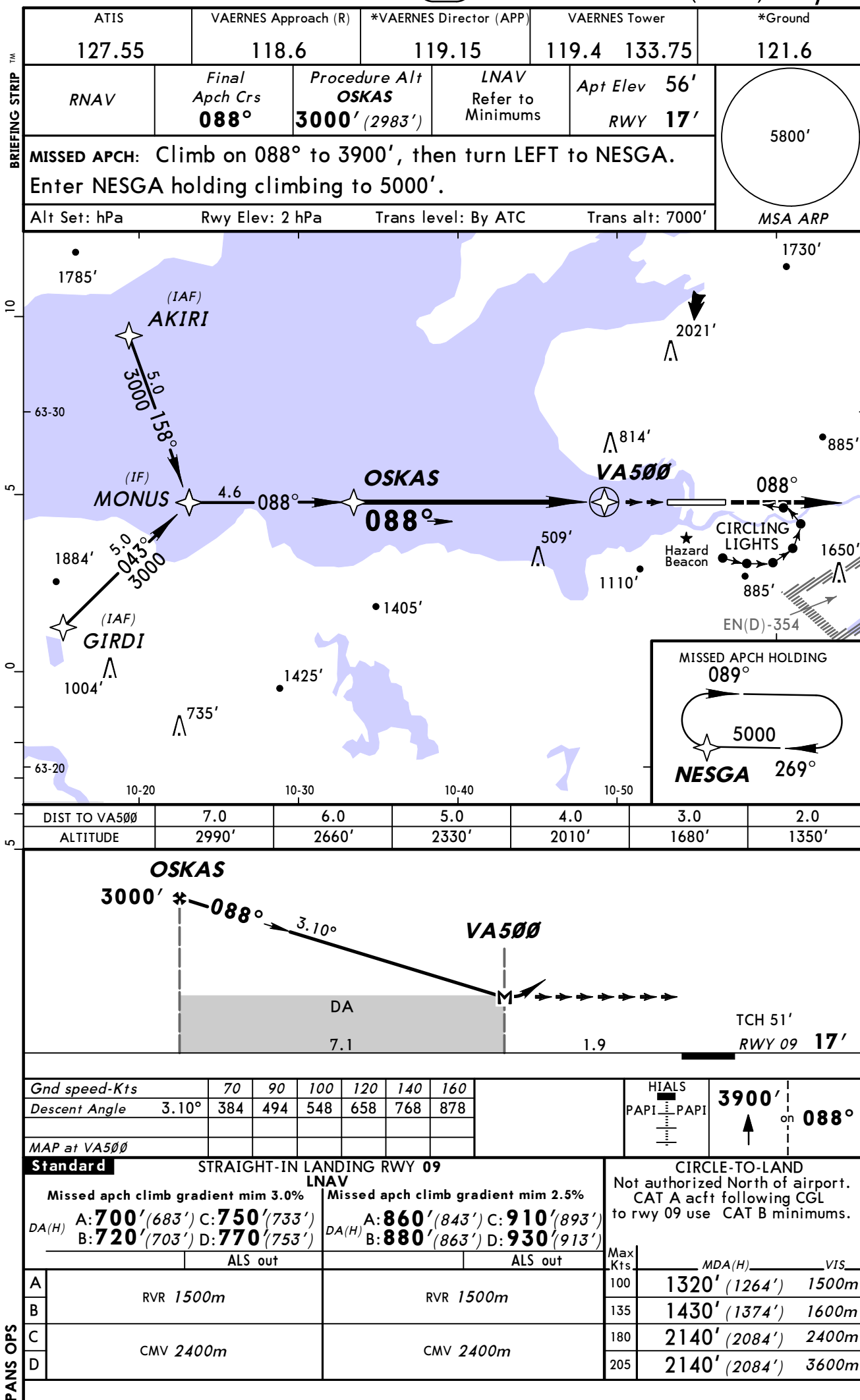
MISSED APCH CLIMB GRADIENT MIM 3.0%

ILS		LOC (GS out)	
DA(H) A: 540' (523') C: 560' (543') B: 552' (535') D: 570' (553')		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		LOC (GS out)	
DA(H) A: 717' (700') C: 737' (720') B: 729' (712') D: 747' (730')		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			





TRONDHEIM, NORWAY
RNAV (GNSS) Rwy 27

12-2

RNAV (GNSS) Rwy 27

BRIEFING STRIP™55

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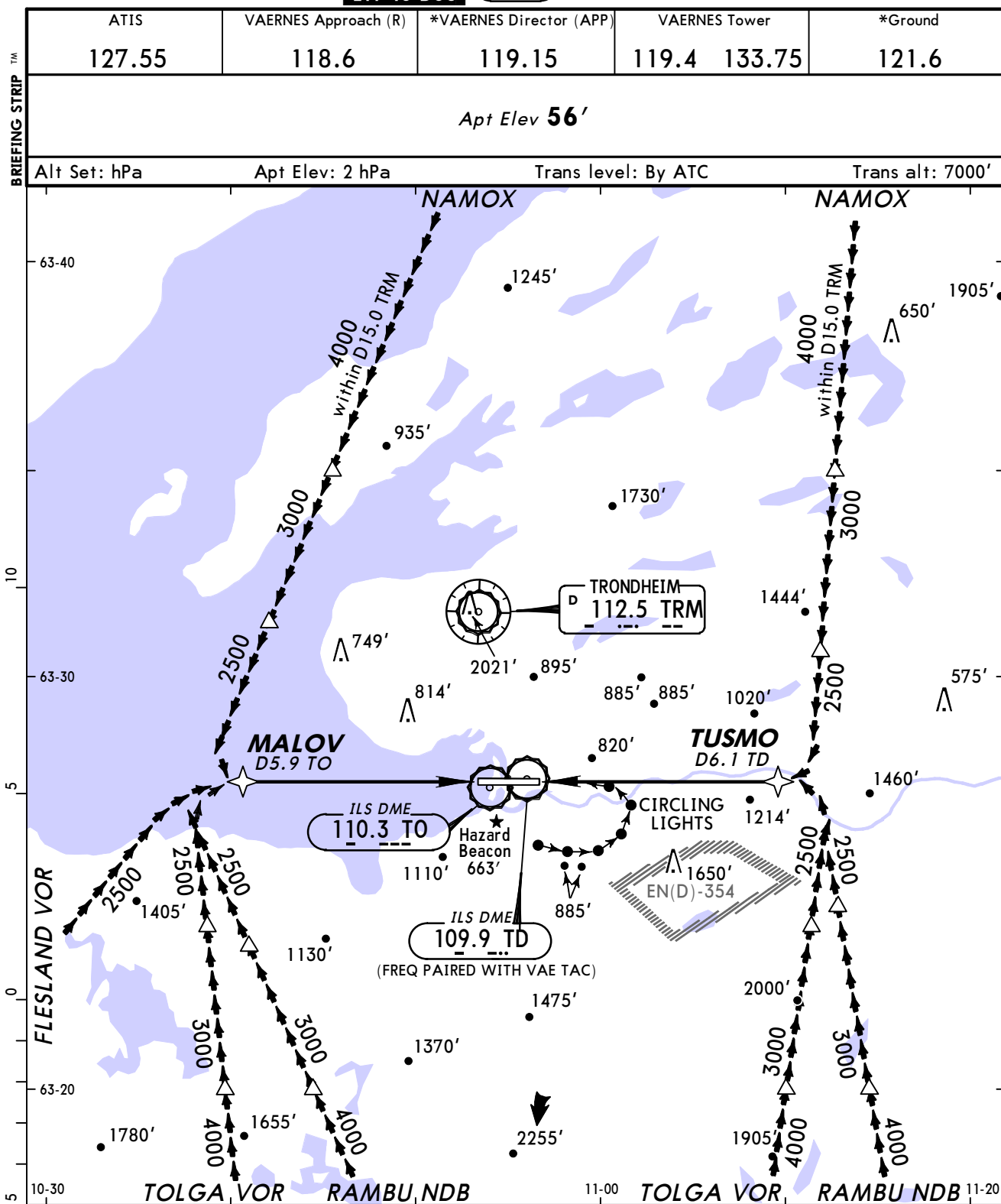
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VISUAL APPROACH PROCEDURES

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:

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

TRONDHEIM, (VAERNES - ENVA)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ENVA