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Trip Kit Index

Airport Information For ENBR

Terminal Charts For ENBR

Revision Letter For Cycle 01-2016

Change Notices

Notebook

General Information

Location: BERGEN NOR
ICAO/IATA: ENBR / BGO
Lat/Long: N60° 17.62', E005° 13.08'
Elevation: 166 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 0.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: Yes
Beacon: No

Sunrise: 0837 Z
Sunset: 1456 Z

Runway Information

Runway: 17
Length x Width: 9810 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 166 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 886 ft

Runway: 35
Length x Width: 9810 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 147 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 889 ft

Communication Information

ATIS: 125.250
Flesland Tower: 119.100
Flesland Tower: 123.400
Flesland Tower: 122.100
Sas Ground Handling De-Ic Ground: 121.850
Flesland Ground: 121.900
Aviator De-Icing Ground: 131.750

De-Ice Ground: 131.900
Flesland Approach: 121.000
Flesland Approach: 125.000
Flesland Direct (Approach Control Radar): 118.850

ENBR/BGO
FLESLAND

JEPPESEN
30 OCT 15 **10-1P**

BERGEN, NORWAY
AIRPORT BRIEFING

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 SSR TRANSPONDER AND TCAS EQUIPMENT ON THE GROUND

To ensure optimal functionality of ground surveillance equipment (A-SMGCS) and other systems, the rules below apply:

- Arriving ACFT shall maintain assigned SSR code after landing, and keep the transponder activated, until the ACFT has parked. The SSR code shall thereafter be altered to 2000 (or another non-discrete code according to Norway AIP ENR 1.6, section 2.1.2 letter C) before the transponder is switched to OFF/SDBY.
- Departing ACFT shall select assigned SSR code and activate the transponder before commencing push-back or taxi.

Except for ACFT being towed, ACFT shall activate the transponder before any movement. If a discrete SSR code is not assigned, the ACFT shall select SSR code 2000 (or another non-discrete code according to Norway AIP ENR 1.6, section 2.1.2 letter C).

TCAS equipment shall be used on the RWY only, i.e. to be activated when the RWY is entered, and de-activated when the RWY is vacated.

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.

TWYs D, F, M and W South of TWY C MAX wingspan 136'/41.5m.

TWY J and N 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 or via TWY E to/from stand 27 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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FLESLAND

JEPPESEN

30 OCT 15

10-1P1

Eff 12 Nov

BERGEN, NORWAY
AIRPORT BRIEFING

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.

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.

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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BERGEN, NORWAY

4 SEP 15

10-2

Eff 17 Sep

RNAV STAR

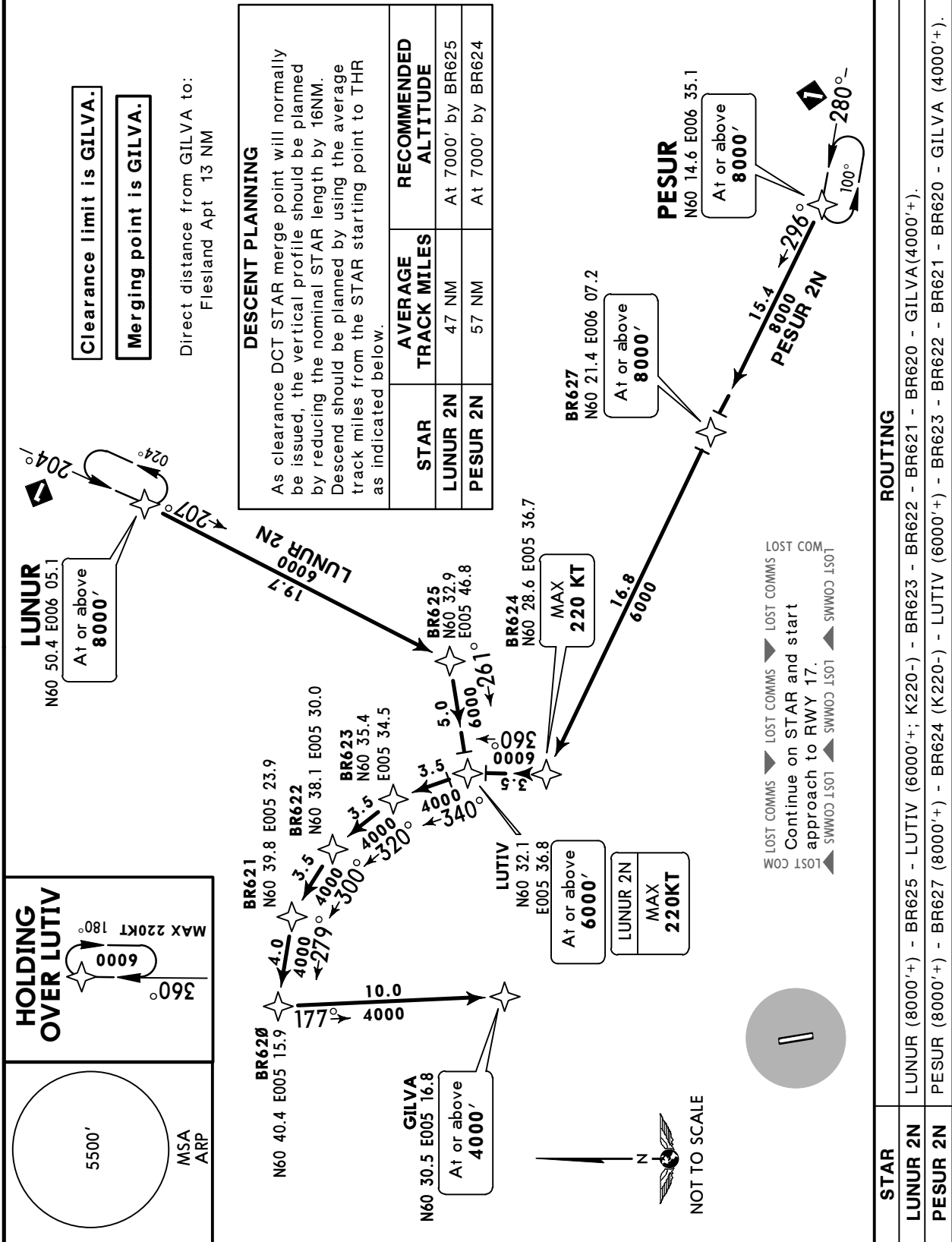
ATIS
125.250

Apt Elev
166'

- Alt Set: hPa Trans level: By ATC Trans alt: 7000'
1. Class A GNSS shall not be used.
 2. RADAR service shall be available.
 3. Request vectoring in case of loss of RNAV 1 capability.
 4. Vectoring may be used for sequencing.
 5. Descent as cleared by ATC.

LUNUR TWO NOVEMBER (LUNUR 2N) [LUNU2N]
PESUR TWO NOVEMBER (PESUR 2N) [PESU2N]
RWY 17 RNAV ARRIVALS

RNAV 1 (GNSS)
GNSS REQUIRED



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BERGEN, NORWAY

4 SEP 15

10-2A

Eff 17 Sep

RNAV STAR

ATIS
125.250

Apt Elev
166'

- Alt Set: hPa Trans level: By ATC Trans alt: 7000'
1. Class A GNSS shall not be used.
 2. RADAR service shall be available.
 3. Request vectoring in case of loss of RNAV 1 capability.
 4. Vectoring may be used for sequencing.
 5. Descent as cleared by ATC.

LUNUR TWO PAPA (LUNUR 2P)[LUNU2P]
PESUR TWO PAPA (PESUR 2P)[PESU2P]
RWY 35 RNAV ARRIVALS
RNAV 1 (GNSS)
GNSS REQUIRED

DESCENT PLANNING

As clearance DCT STAR merge point will normally be issued, the vertical profile should be planned by reducing the nominal STAR length by 16NM. Descend should be planned by using the average track miles from the STAR starting point to THR as indicated below.

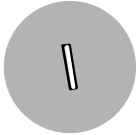
STAR	AVERAGE TRACK MILES	RECOMMENDED ALTITUDE
LUNUR 2P	66 NM	At 7000' by BR734
PESUR 2P	52 NM	

Continue on STAR and start approach to RWY 35.

Clearance limit is GODID.

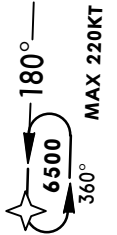
Merging point is GODID.

Direct distance from GODID to:
Flesland Apt 13 NM



GODID
N60 05.7 E005 25.0
At or above
4000'

HOLDING
OVER RATUG



BR730
N59 56.2 E005 31.0

BR734
N60 10.8 E005 42.3
MAX
220 KT

BR736
N60 13.3 E005 51.0
At or above
8000'

PESUR
N60 14.6 E006 35.1
At or above
8000'

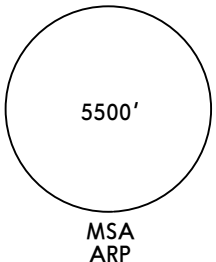
BR733
N60 07.5 E005 44.7
RATUG
N60 04.1 E005 44.7
At or above
6500'

BR732
N60 00.8 E005 42.4

BR731
N59 58.1 E005 37.9



NOT TO SCALE



STAR

ROUTING

LUNUR 2P

LUNUR (8000'+) - BR737 (8000'+) - BR734 (K220-) - BR733 - RATUG (6500'+) - BR732 - BR731 - BR730 - GODID (4000'+).

PESUR 2P

PESUR (8000'+) - BR736 (8000'+) - BR734 (K220-) - BR733 - RATUG (6500'+) - BR732 - BR731 - BR730 - GODID (4000'+).

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4 SEP 15 10-2C

Eff 17 Sep

BERGEN, NORWAY

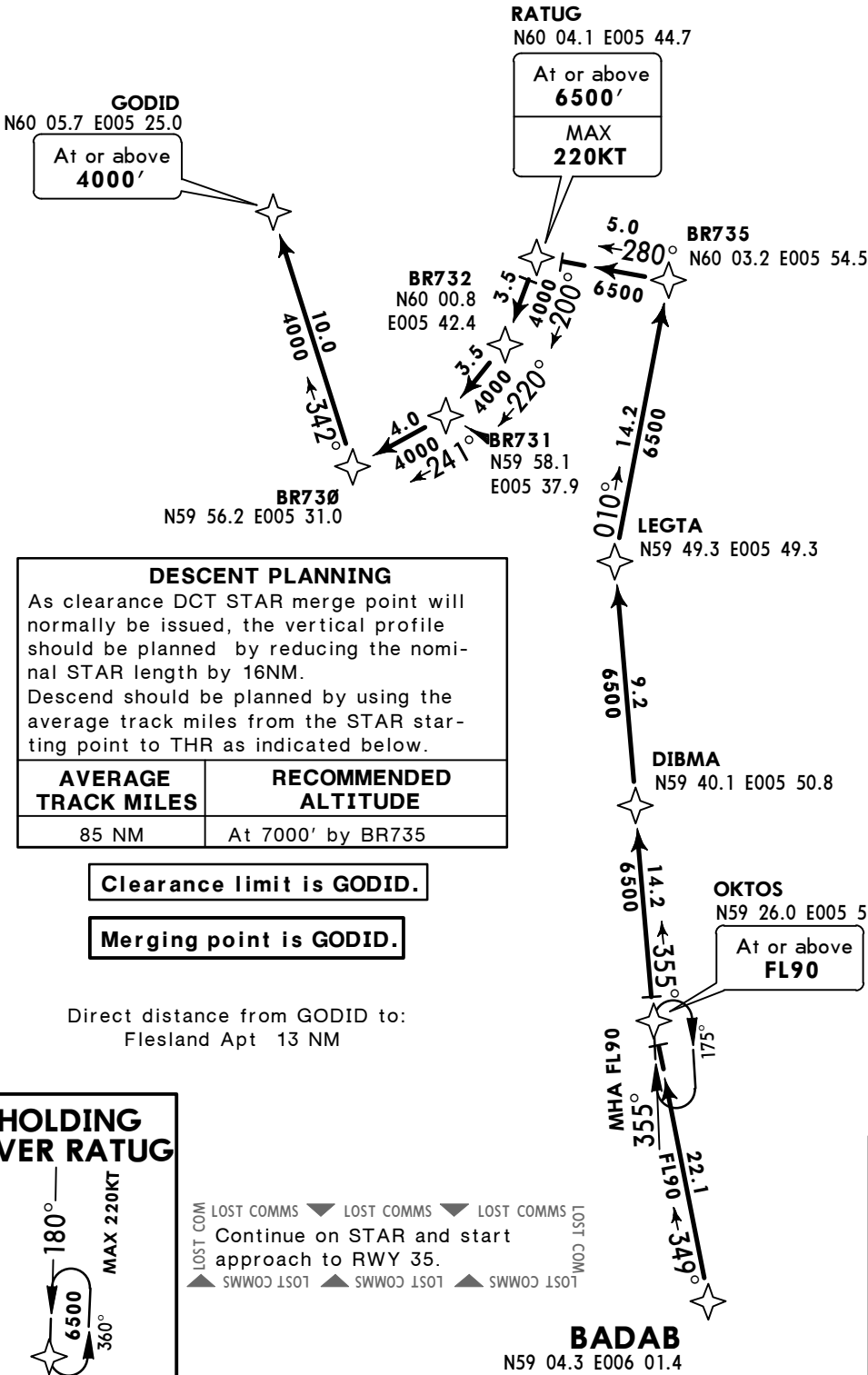
RNAV STAR

ATIS
125.250

Apt Elev
166'

- Alt Set: hPa Trans level: By ATC Trans alt: 7000'
1. Class A GNSS shall not be used.
 2. RADAR service shall be available.
 3. Request vectoring in case of loss of RNAV 1 capability.
 4. Vectoring may be used for sequencing.
 5. Descent as cleared by ATC.

BADAB ONE PAPA (BADAB 1P)BADA1P]
RWY 35 RNAV ARRIVAL
RNAV 1 (GNSS)
GNSS REQUIRED



ROUTING

BADAB - OKTOS (FL90+) - DIBMA - LEGTA - BR735 - RATUG (6500'+; K220-) - BR732 - BR731 - BR730 - GODID (4000'+).

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BERGEN, NORWAY

4 SEP 15

10-2F

Eff 17 Sep

RNAV STAR

ATIS
125.250

Apt Elev
166'

- Alt Set: hPa Trans level: By ATC Trans alt: 7000'
1. Class A GNSS shall not be used.
 2. RADAR service shall be available.
 3. Request vectoring in case of loss of RNAV 1 capability.
 4. Vectoring may be used for sequencing.
 5. Descent as cleared by ATC.

MODNI ONE NOVEMBER (MODNI 1N)[MODN1N]
NIDGI ONE NOVEMBER (NIDGI 1N)[NIDG1N]
RWY 17 RNAV ARRIVALS

DESCENT PLANNING

As clearance DCT STAR merge point will normally be issued, the vertical profile should be planned by reducing the nominal STAR length by 16NM. Descend should be planned by using the average track miles from the STAR starting point to THR as indicated below.

STAR	AVERAGE TRACK MILES	RECOMMENDED ALTITUDE
MODNI 1N	56 NM	At 7000' by BR634
NIDGI 1N	55 NM	At 7000' by BR635

RNAV 1 (GNSS)
GNSS REQUIRED

NIDGI
N61 03.7 E004 48.6
At or above
FL90

Clearance limit is NEPAM.

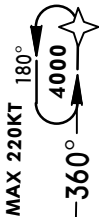
Merging point is NEPAM.

Direct distance from NEPAM to:
Flesland Apt 13 NM

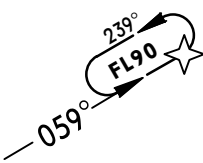
LOST COMMS
Continue on STAR and start approach to RWY 17.

SWW003 1501 SWW003 1501 SWW003 1501

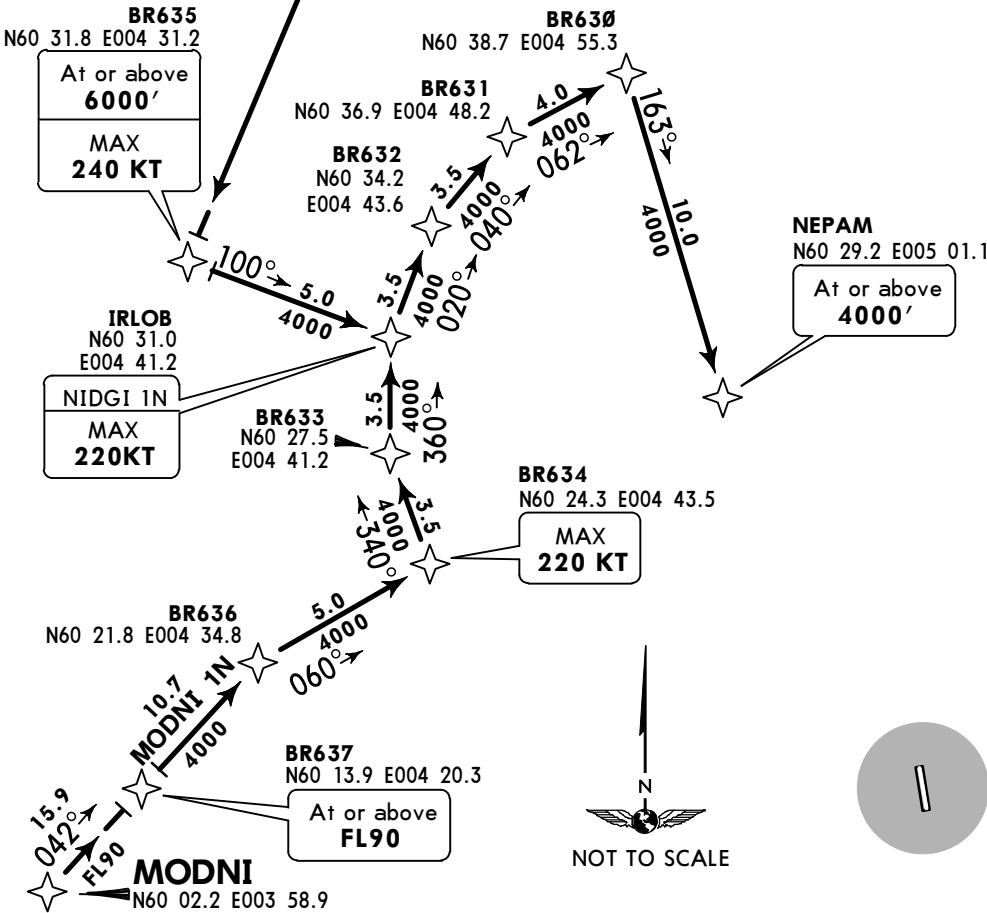
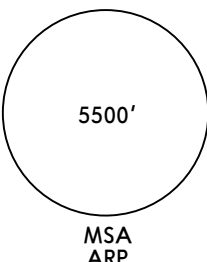
HOLDINGS
OVER IRLOB



MODNI



NIDGI



STAR

ROUTING

MODNI 1N	MODNI - BR637 (FL90+) - BR636 - BR634 (K220-) - BR633 - IRLOB - BR632 - BR631 - BR630 - NEPAM (4000'+).
NIDGI 1N	NIDGI (FL90+) - BR635 (6000'+; K240-) - IRLOB (K220-) - BR632 - BR631 - BR630 - NEPAM (4000'+).

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BERGEN, NORWAY

4 SEP 15

10-2G

Eff 17 Sep

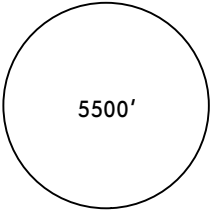
RNAV STAR

ATIS
125.250

Apt Elev
166'

- Alt Set: hPa Trans level: By ATC Trans alt: 7000'
1. Class A GNSS shall not be used.
 2. RADAR service shall be available.
 3. Request vectoring in case of loss of RNAV 1 capability.
 4. Vectoring may be used for sequencing.
 5. Descent as cleared by ATC.

MODNI ONE PAPA (MODNI 1P)MODN1P]
NIDGI ONE PAPA (NIDGI 1P)NIDG1P]
RWY 35 RNAV ARRIVALS
RNAV 1 (GNSS)
GNSS REQUIRED



**HOLDINGS
OVER IBLIR**



NIDGI



DESCENT PLANNING

As clearance DCT STAR merge point will normally be issued, the vertical profile should be planned by reducing the nominal STAR length by 16NM.
Descend should be planned by using the average track miles from the STAR starting point to THR as indicated below.

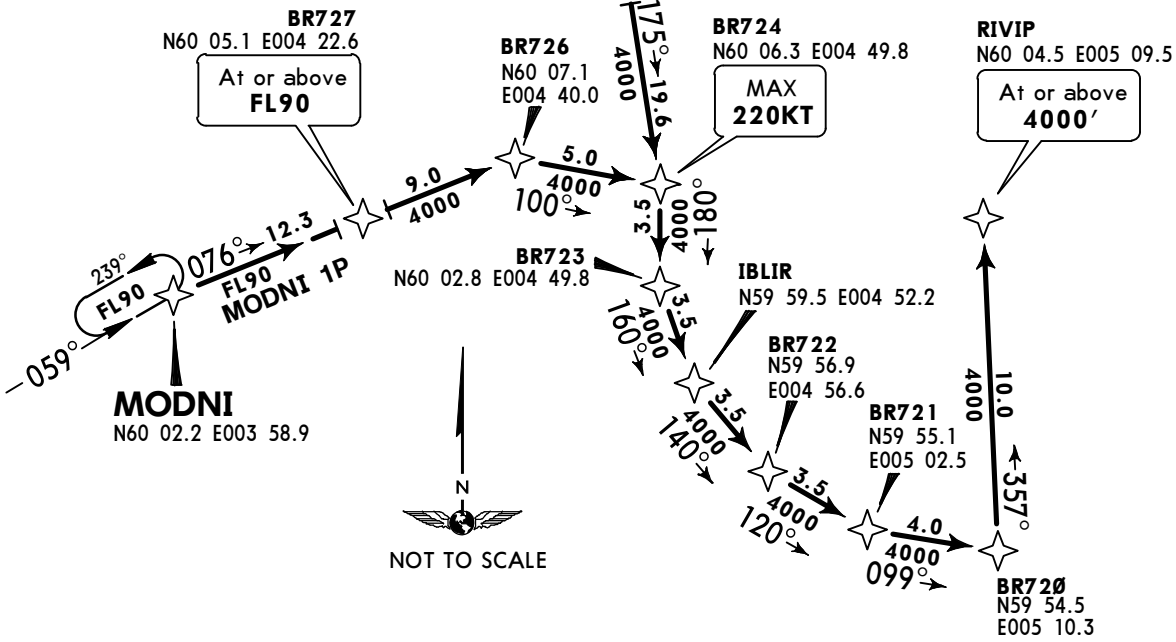
STAR	AVERAGE TRACK MILES	RECOMMENDED ALTITUDE
MODNI 1P	51 NM	At 7000' by BR724
NIDGI 1P	82 NM	

Clearance limit is RIVIP.

Merging point is RIVIP.

Direct distance from RIVIP to:
Flesland Apt 13 NM

Continue on STAR and start approach to RWY 35.
LOST COMMS
SWWOC LSOT
SWWOC LSOT
SWWOC LSOT



STAR	ROUTING
MODNI 1P	MODNI - BR727 (FL90+) - BR726 - BR724 (K220-) - BR723 - IBLIR - BR722 - BR721 - BR720 - RIVIP (4000'+).
NIDGI 1P	NIDGI (FL90+) - NIDIN - LELMI (6000'+) - BR724 (K220-) - BR723 - IBLIR - BR722 - BR721 - BR720 - RIVIP (4000'+).

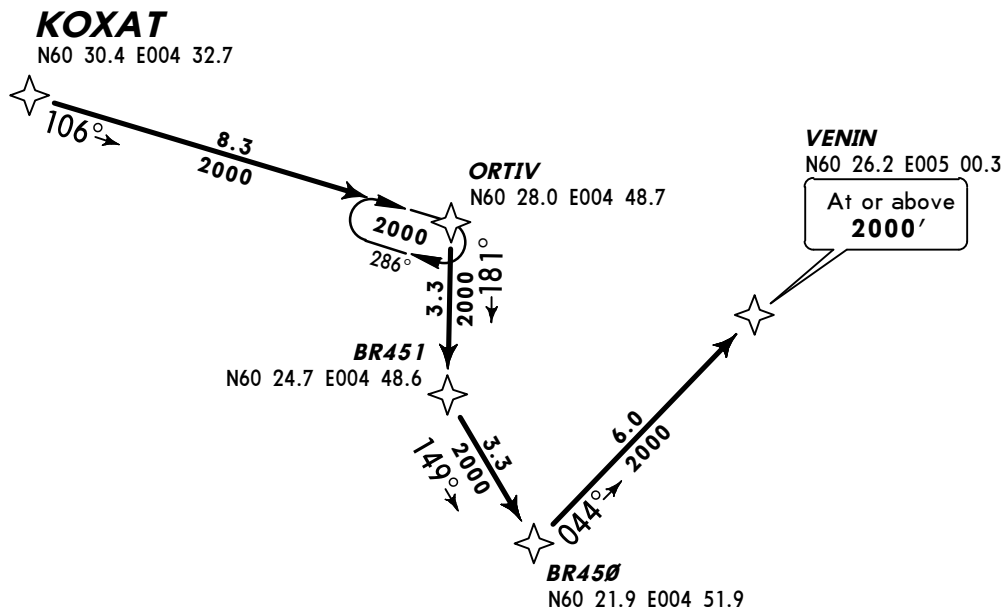
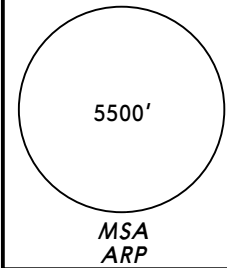
ENBR/BGO
FLESLAND

JEPPesen
7 NOV 14 **10-2H** **Eff 13 Nov**

BERGEN, NORWAY
RNAV COPTER STAR

ATIS 125.25	Apt Elev 166'	Alt Set: hPa Trans level: By ATC Trans alt: 7000' 1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Request vectoring in case of loss of RNAV 1 capability. 4. Vectoring may be used for sequencing. 5. Descent as cleared by ATC.
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KOXAT ONE NOVEMBER (KOXAT 1N) [KOXA1N]
RWY 17 RNAV COPTER ARRIVAL
RNAV 1 (GNSS)
GNSS REQUIRED
CAT H



Direct distance from VENIN to:
Flesland Apt 11 NM



LOST COMMS
Continue on STAR and start
approach to RWY 17.
LOST COMMS

ROUTING

KOXAT - ORTIV - BR451 - BR450 - VENIN (2000'+).

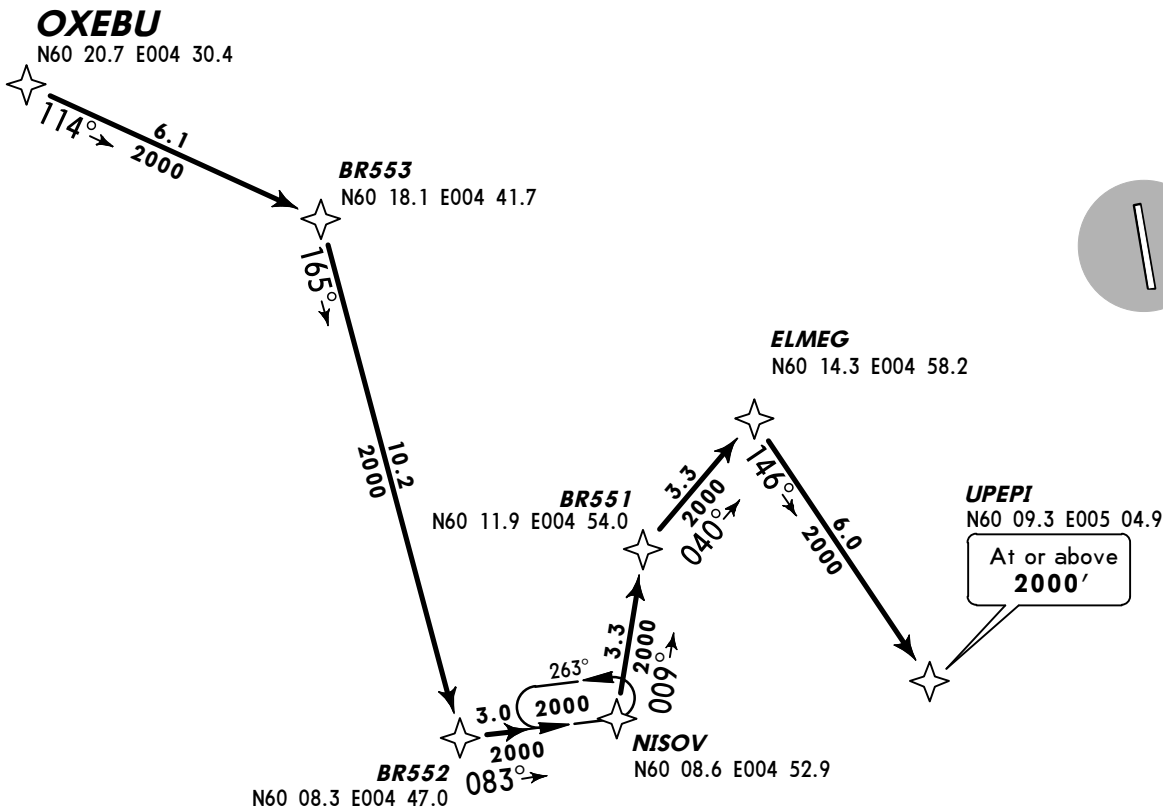
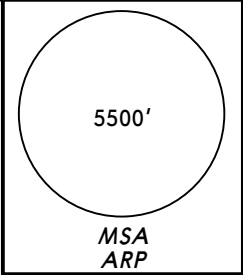
ENBR/BGO
FLESLAND

JEPPESEN
7 NOV 14 10-2J Eff 13 Nov

BERGEN, NORWAY
RNAV COPTER STAR

ATIS 125.25	Apt Elev 166'	Alt Set: hPa Trans level: By ATC Trans alt: 7000' 1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Request vectoring in case of loss of RNAV 1 capability. 4. Vectoring may be used for sequencing. 5. Descent as cleared by ATC.
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OXEBU ONE PAPA (OXEBU 1P) [OXEB1P]
RWY 35 RNAV COPTER ARRIVAL
RNAV 1 (GNSS)
GNSS REQUIRED
CAT H



Clearance limit is UPEPI.

Direct distance from UPEPI to:
Flesland Apt 9 NM



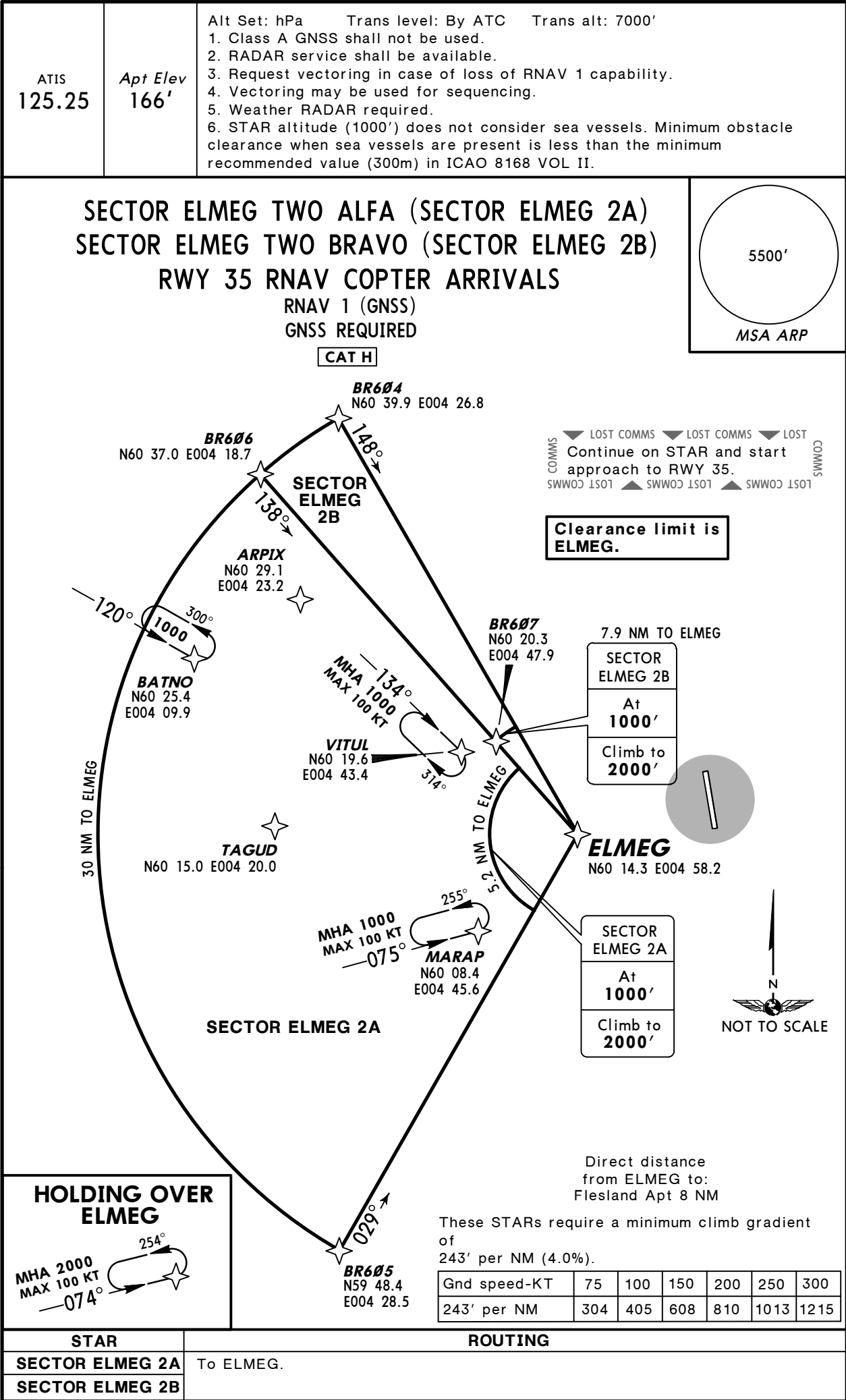
LOST COMMS
Continue on STAR and start approach to RWY 35.
LOST COMMS

ROUTING
OXEBU - BR553 - BR552 - NISOV - BR551 - ELMEG - UPEPI (2000'+).

ENBR/BGO
FLESLAND

JEPPesen
7 NOV 14 10-2K Eff 13 Nov

BERGEN, NORWAY
RNAV COPTER STAR

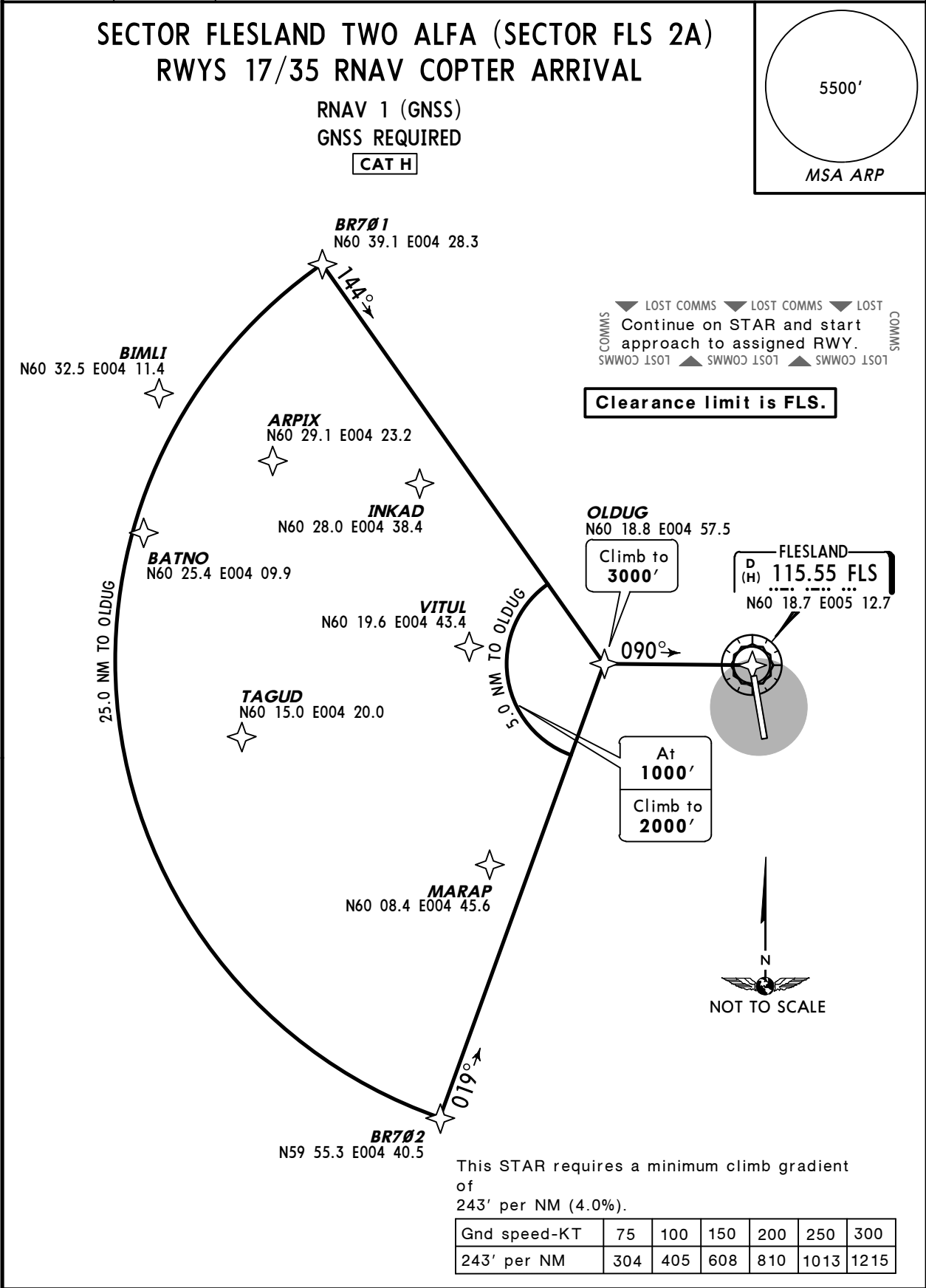


ENBR/BGO
FLESLAND

JEPPesen
7 NOV 14 10-2L Eff 13 Nov

BERGEN, NORWAY
RNAV COPTER STAR

ATIS 125.25	Apt Elev 166'	Alt Set: hPa Trans level: By ATC Trans alt: 7000' 1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Request vectoring in case of loss of RNAV 1 capability. 4. Vectoring may be used for sequencing. 5. Weather RADAR required. 6. STAR altitude (1000') does not consider sea vessels. Minimum obstacle clearance when sea vessels are present is less than the minimum recommended value (300m) in ICAO 8168 VOL II.
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ROUTING	
To OLDUG - FLS.	

ENBR/BGO
FLESLAND

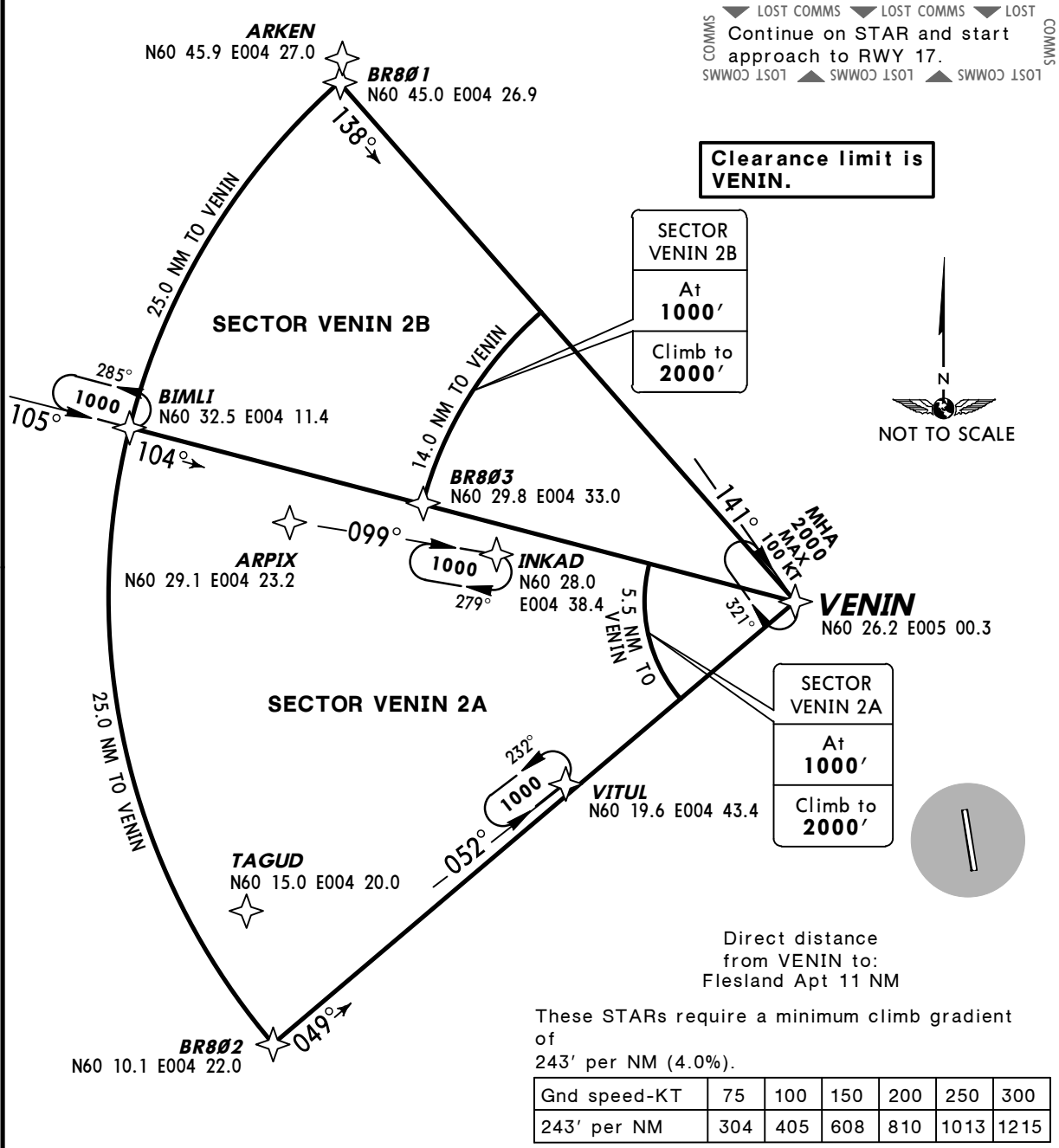
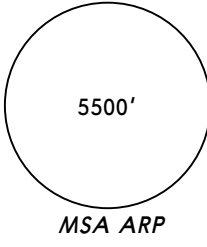
JEPPesen
7 NOV 14 10-2M Eff 13 Nov

BERGEN, NORWAY
RNAV COPTER STAR

ATIS 125.25	Apt Elev 166'	Alt Set: hPa Trans level: By ATC Trans alt: 7000' 1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Request vectoring in case of loss of RNAV 1 capability. 4. Vectoring may be used for sequencing. 5. Weather RADAR required. 6. 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.
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SECTOR VENIN TWO ALFA (SECTOR VENIN 2A)
SECTOR VENIN TWO BRAVO (SECTOR VENIN 2B)
RWY 17 RNAV COPTER ARRIVALS
RNAV 1 (GNSS)
GNSS REQUIRED

CAT H

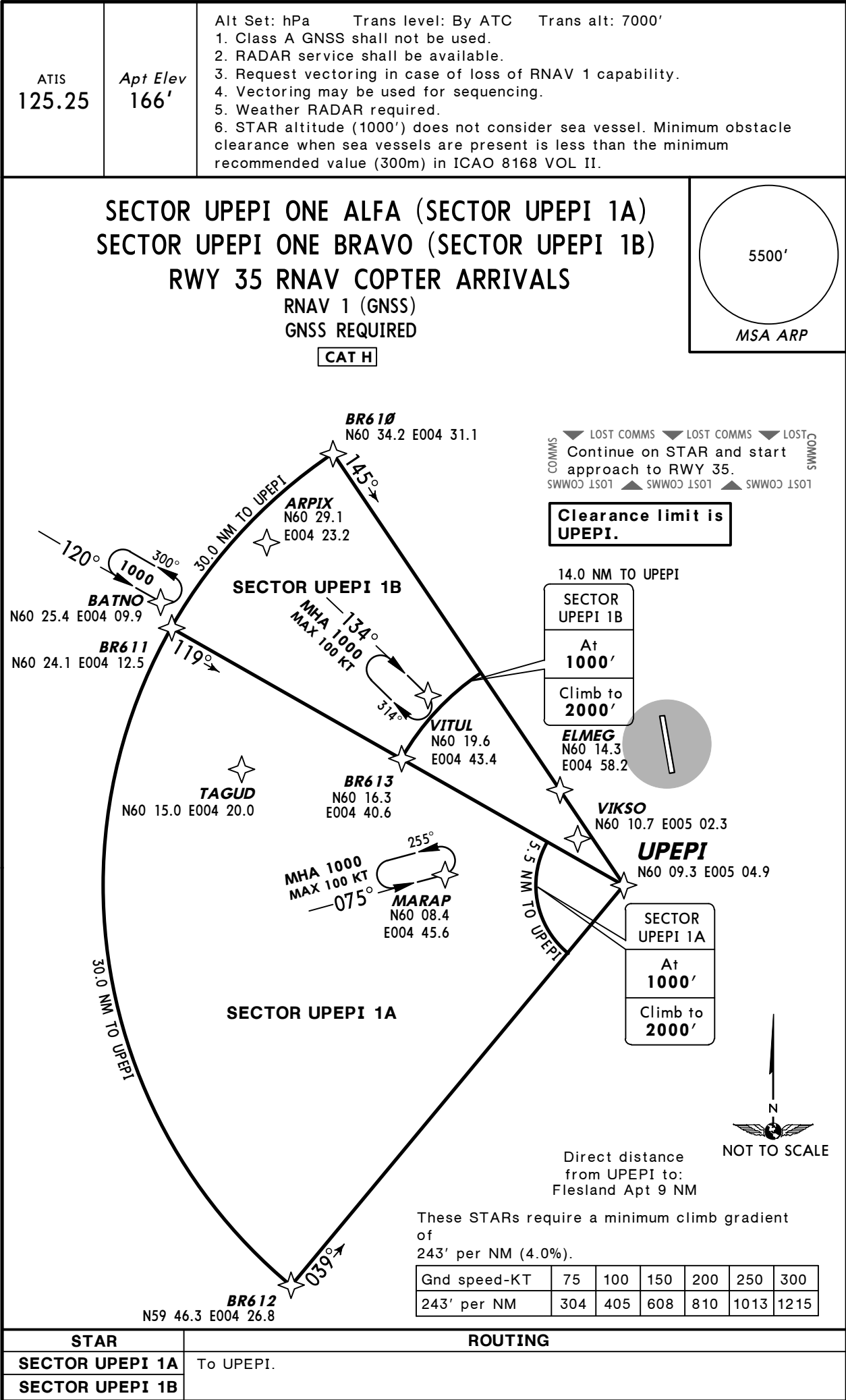


STAR	ROUTING
SECTOR VENIN 2A	To VENIN.
SECTOR VENIN 2B	

ENBR/BGO
FLESLAND

JEPPesen
7 NOV 14 10-2N Eff 13 Nov

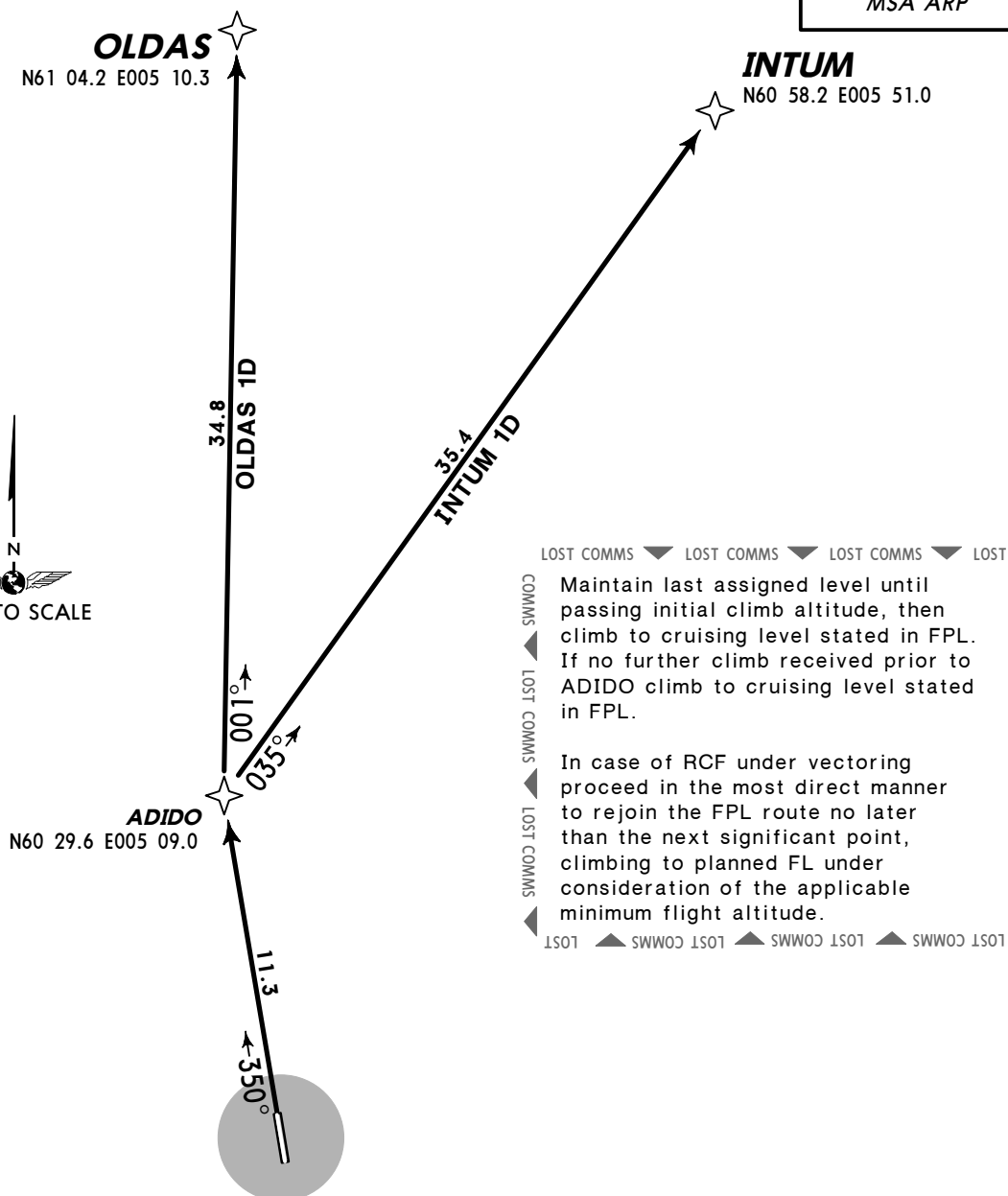
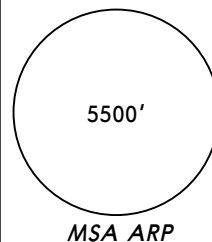
BERGEN, NORWAY
RNAV COPTER STAR



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RNAV SID

1. Class A GNSS shall not be used.
2. Radar service shall be available.
3. When being vectored or cleared for DCT routing, climb gradients apply.
4. Non RNAV 1 ACFT: at first contact with Flesland ATC state "UNABLE RNAV 1 DUE (reason)". Omnidirectional departures available.
5. When airborne contact Flesland Approach.



These SIDs require a minimum climb gradient of 304' per NM (5.0%) up to 4000'.

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'**

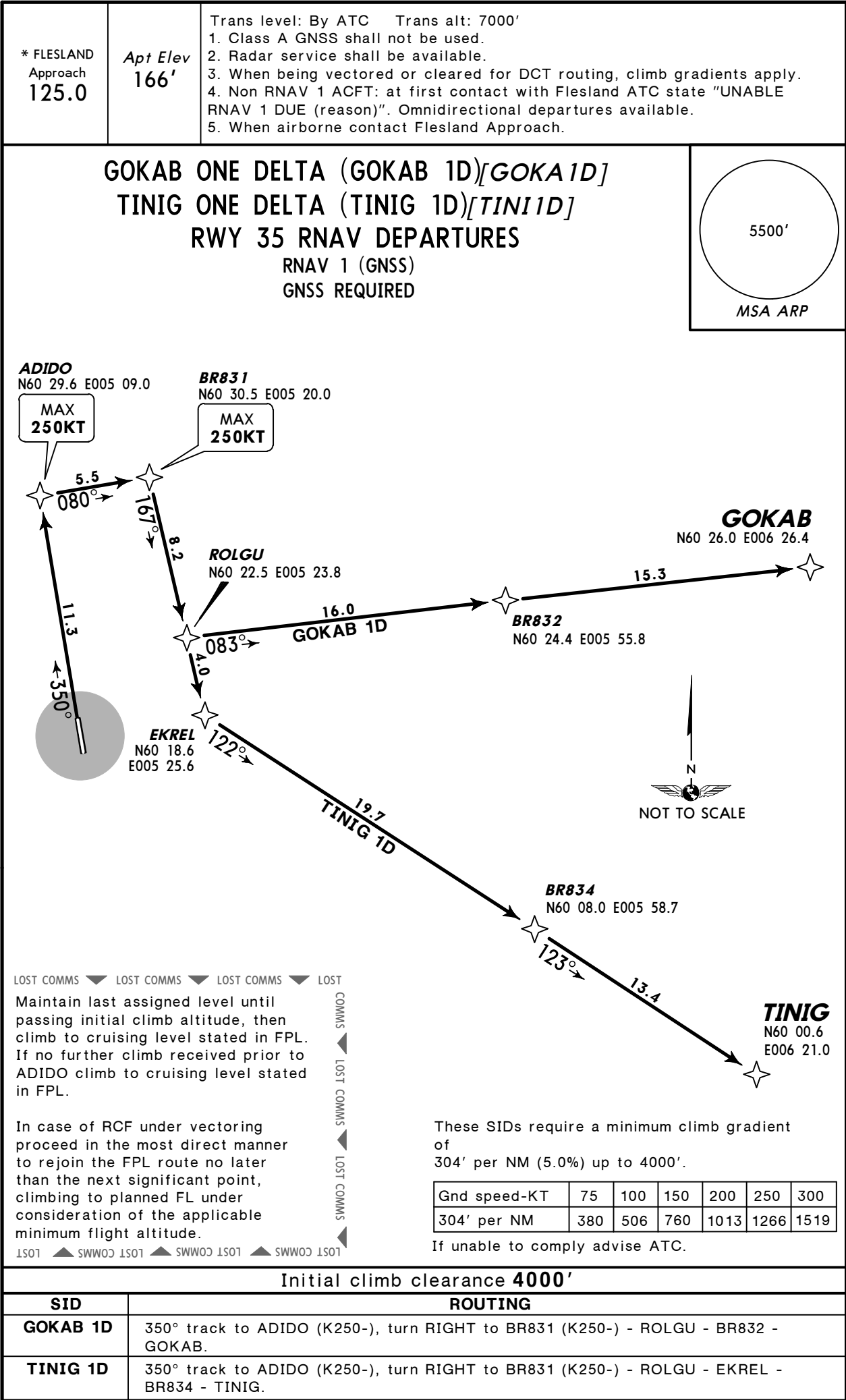
SID	ROUTING
INTUM 1D	350° track to ADIDO - NTUM.
OLDAS 1D	350° track to ADIDO - OLDAS.

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FLESLAND

JEPPESEN
7 NOV 14 10-3C Eff 13 Nov

BERGEN, NORWAY
RNAV SID



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FLESLAND

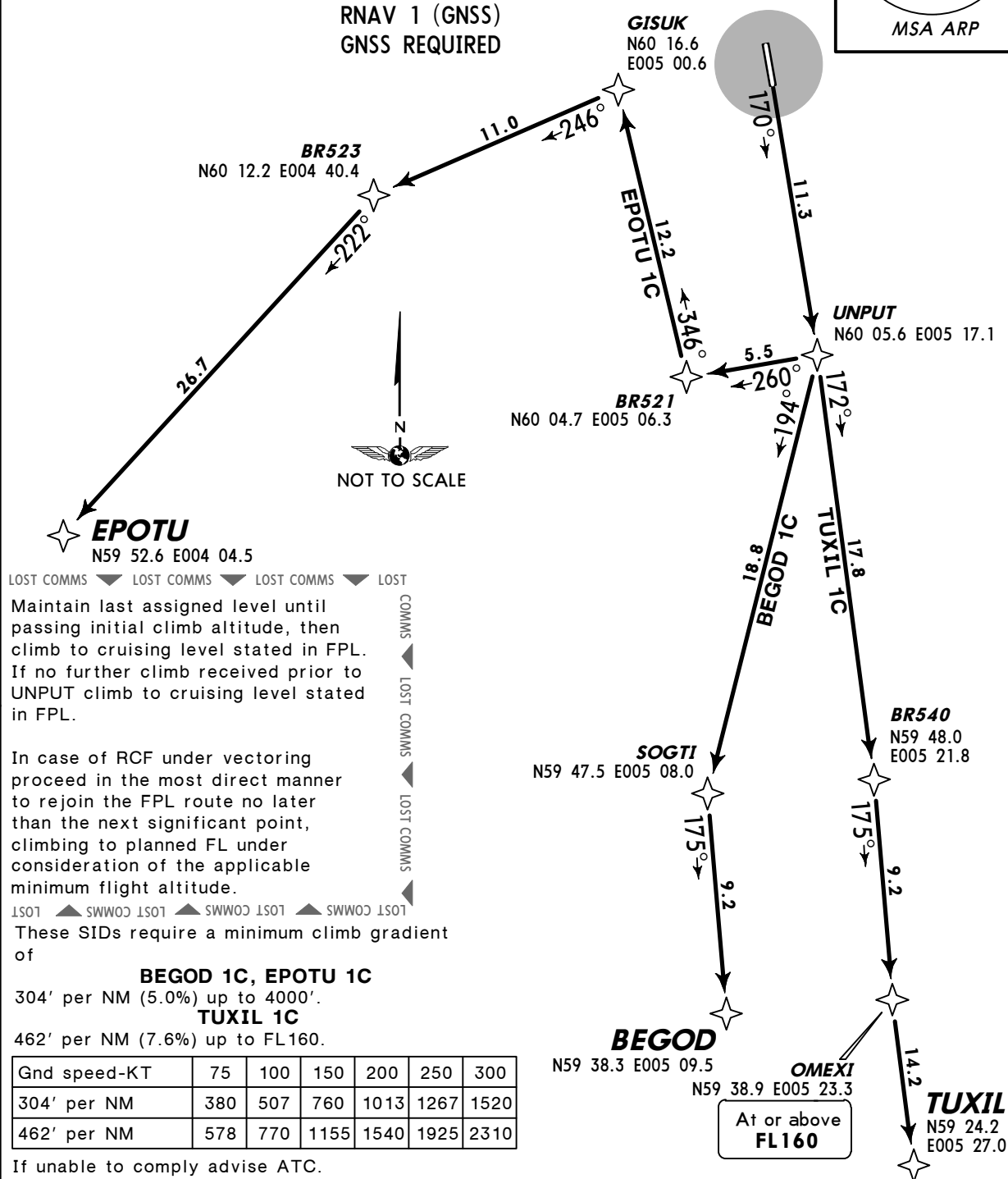
JEPPESSEN
5 DEC 14 **10-3D** **Eff 11 Dec**

BERGEN, NORWAY
RNAV SID

* FLESLAND Approach 121.0	<i>Apt Elev</i> 166'	Trans level: By ATC Trans alt: 7000' 1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. When being vectored or cleared for DCT routing, climb gradients apply. 4. Non RNAV 1 ACFT: at first contact with Flesland ATC state "UNABLE RNAV 1 DUE (reason)". Omnidirectional departures available. 5. When airborne contact FLESLAND Approach.
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BEGOD ONE CHARLIE (BEGOD 1C)[*BEGO1C*]
EPOTU ONE CHARLIE (EPOTU 1C)[*EPOT1C*]
TUXIL ONE CHARLIE (TUXIL 1C)[*TUXI1C*]
RWY 17 RNAV DEPARTURES

RNAV 1 (GNSS)
GNSS REQUIRED



If unable to comply advise ATC.

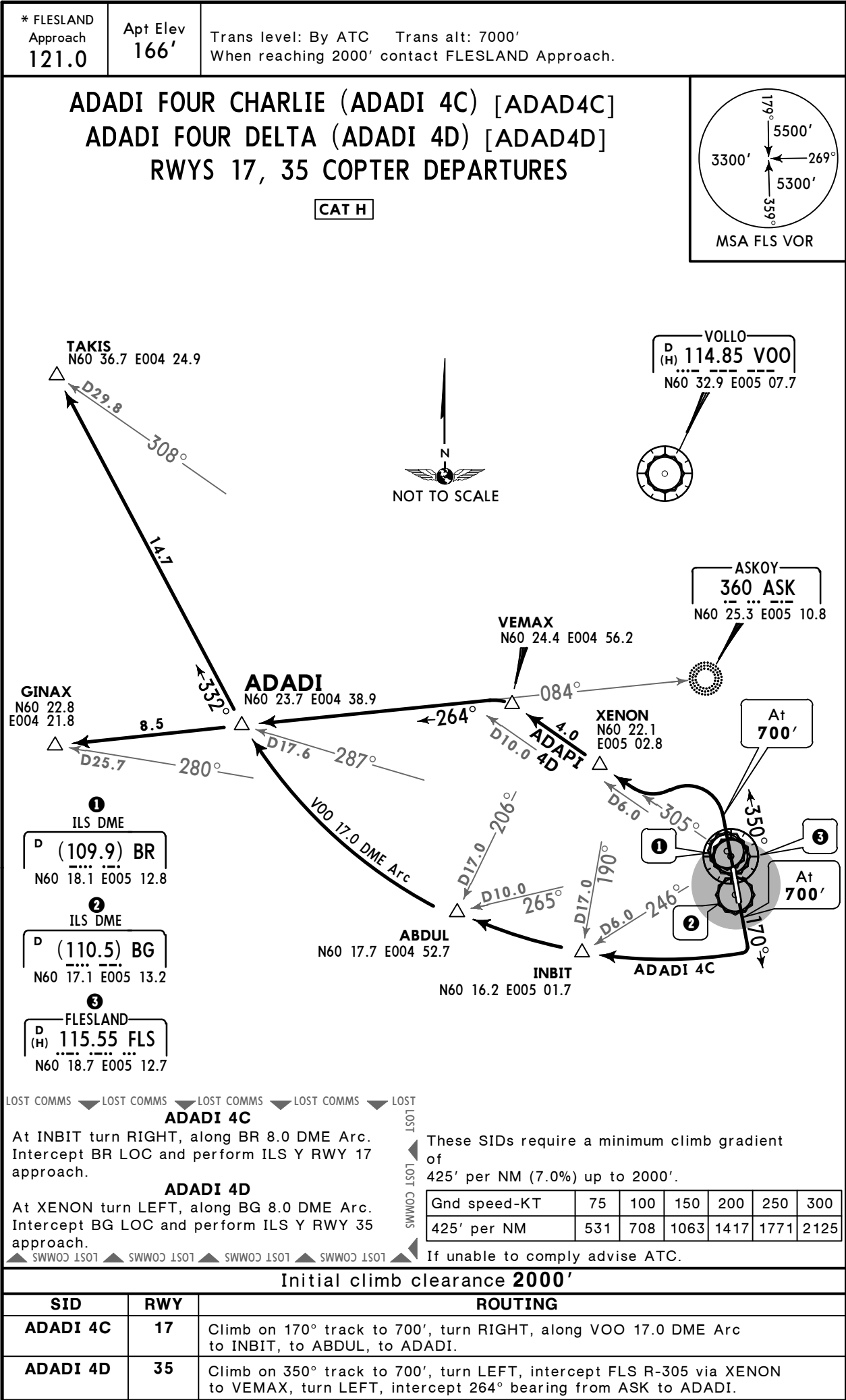
Initial climb clearance 4000'	
SID	ROUTING
BEGOD 1C	170° track to UNPUT - SOGTI - BEGOD.
EPOTU 1C	170° track to UNPUT, turn RIGHT to BR521 - GISUK, turn LEFT to BR523 - EPOTU.
TUXIL 1C	170° track to UNPUT - BR540 - OMEXI (FL160+) - TUXIL.

RNAV SID

ENBR/BGO
FLESLAND

JEPPESSEN
18 SEP 15 10-3F

BERGEN, NORWAY
COPTER SID



ENBR/BGO

Apt Elev **166'**
N60 17.6 E005 13.1

JEPPESSEN

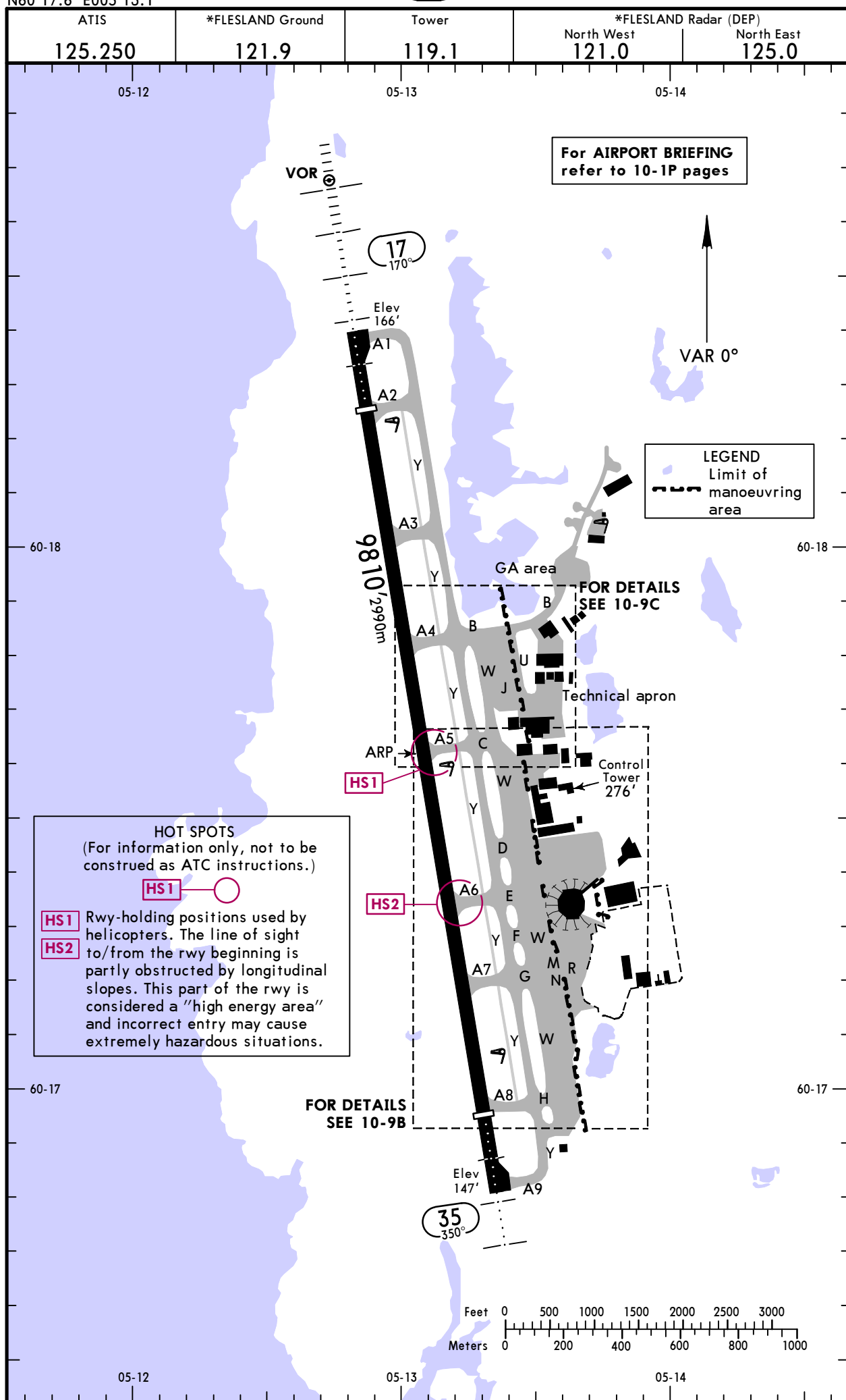
30 OCT 15

10-9

Eff 12 Nov

BERGEN, NORWAY

FLESLAND



CHANGES: Hotspots. Twys.

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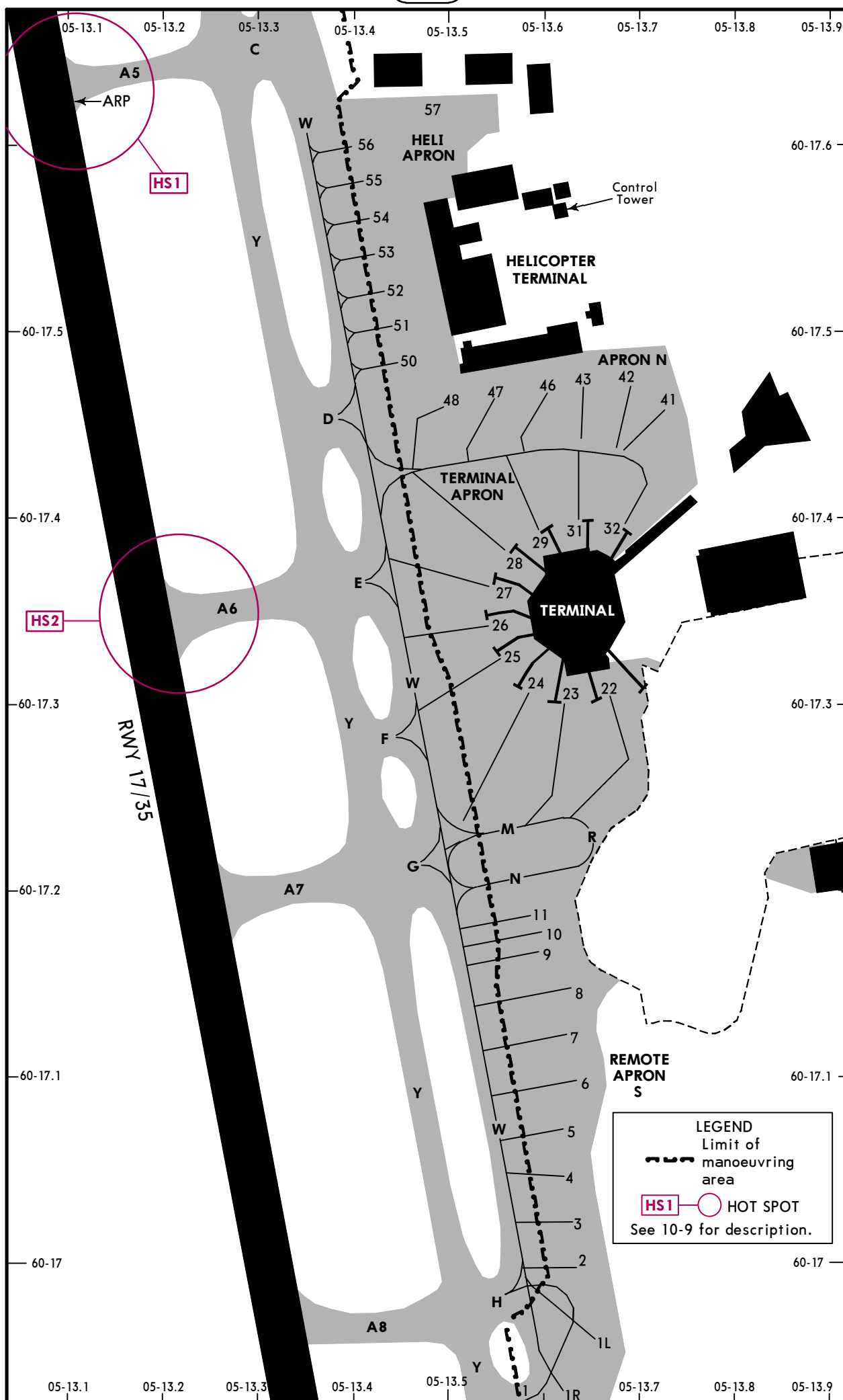
From	twy A9 int	9170'	(2795m)
	twy A8 int	8284'	(2525m)
	twy A7 int	6841'	(2085m)
	twy A6 int	5922'	(1805m)
	twy A5 int	4183'	(1275m)
	twy A4 int	2969'	(905m)

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30 OCT 15 10-9B Eff 12 Nov

BERGEN, NORWAY
FLESLAND



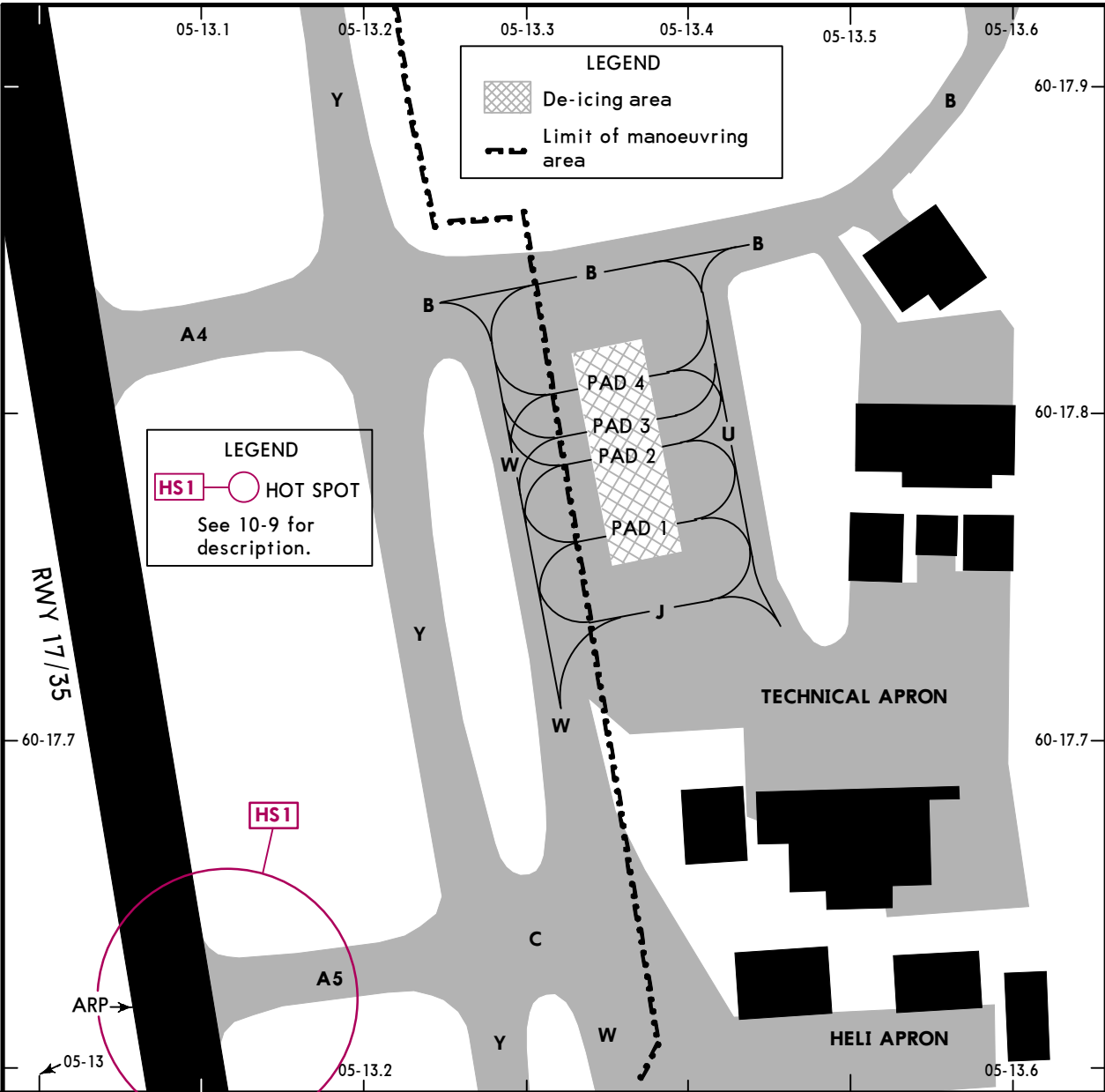
CHANGES: Hotspots. Twys M, N and R added.

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JEPPESSEN
30 OCT 15 10-9C Eff 12 Nov

BERGEN, NORWAY
FLESLAND



INS COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
1	N60 16.9 E005 13.6	148	43, 46	N60 17.5 E005 13.6	171
1L	N60 17.0 E005 13.6	149	47, 48	N60 17.5 E005 13.5	172
1R	N60 16.9 E005 13.6	148	50	N60 17.5 E005 13.5	173
2	N60 17.0 E005 13.6	150	51	N60 17.5 E005 13.5	172
3	N60 17.0 E005 13.6	152	52	N60 17.5 E005 13.5	170
4	N60 17.0 E005 13.6	153	53	N60 17.5 E005 13.4	169
5	N60 17.1 E005 13.6	155	54	N60 17.6 E005 13.4	167
6	N60 17.1 E005 13.6	156	55	N60 17.6 E005 13.4	165
7	N60 17.1 E005 13.6	158	56	N60 17.6 E005 13.4	162
8	N60 17.1 E005 13.6	159	57	N60 17.6 E005 13.5	161
9	N60 17.1 E005 13.6	160	PAD 1	N60 17.8 E005 13.4	142
10, 11	N60 17.2 E005 13.6	161	PAD 2	N60 17.8 E005 13.4	141
22	N60 17.3 E005 13.7	169	PAD 3	N60 17.8 E005 13.3	141
23 thru 25	N60 17.3 E005 13.6	169	PAD 4	N60 17.8 E005 13.3	140
26	N60 17.3 E005 13.5	169			
27	N60 17.4 E005 13.5	169			
28 thru 31	N60 17.4 E005 13.6	170			
32	N60 17.4 E005 13.7	170			
41	N60 17.5 E005 13.7	170			
42	N60 17.5 E005 13.7	171			

ENBR/BGO


JEPPesen
7 NOV 14 **10-9Y** Eff 13 Nov

JAA COPTER MINIMUMS
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/VNAV)	530' (364')	800m / 1000m
RNAV (LNAV)	620' (454')	1000m / 1000m
COPTER RNAV (LNAV) ❶ ❷	470' (304')	800m / 1000m
COPTER RNAV (LNAV) ❷ ❸	500' (334')	800m / 1000m
VOR	540' (374')	800m / 1000m
COPTER VOR	590' (424')	800m / 1000m
35 ILS	347' (200')	600m / 1000m
COPTER ILS ❷	347' (200')	600m / 1000m
COPTER LOC ❷	450' (303')	800m / 1000m
LOC	460' (313')	800m / 1000m
RNAV (LNAV/VNAV) ❶	500' (353')	800m / 1000m
RNAV (LNAV/VNAV) ❸	560' (413')	800m / 1000m
RNAV (LNAV) ❹	620' (473')	1000m / 1000m
RNAV (LNAV) ❹	720' (573')	1000m / 1000m
COPTER RNAV (LNAV) ❶ ❷	410' (263')	800m / 1000m
COPTER RNAV (LNAV) ❷ ❸	420' (273')	800m / 1000m
VOR	430' (283')	800m / 1000m

❶ MAX 90 KT.

❷ Missed apch climb grad mim 4.2%.

❸ MAX 120 KT.

❹ Missed apch climb grad mim 3.0%.

❺ Missed apch climb grad mim 2.5%.

❻ Missed apch climb grad mim 3.5%.

CIRCLE-TO-LAND	MDA(H)	VIS
	820' (654') ❶	1000m

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

TAKE-OFF RWY 17, 35				
LVP must be in Force ❸				
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 ❹	800m

❸ Without LVP 400m are stipulated.

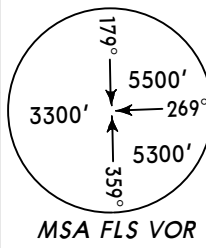
❹ Or rejected take-off distance whichever is the greater.

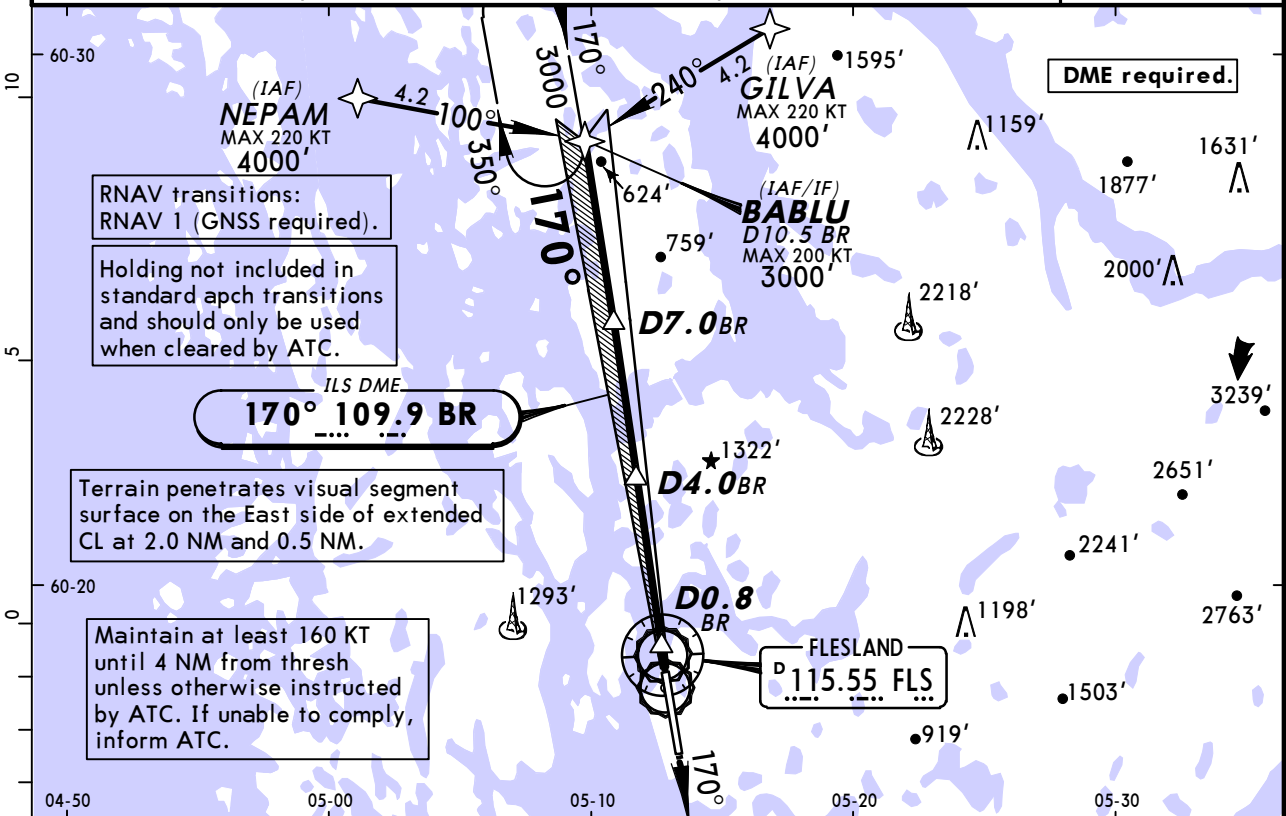
ENBR/BGO
FLESLAND

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20 FEB 15
Eff 5 Mar (11-1)

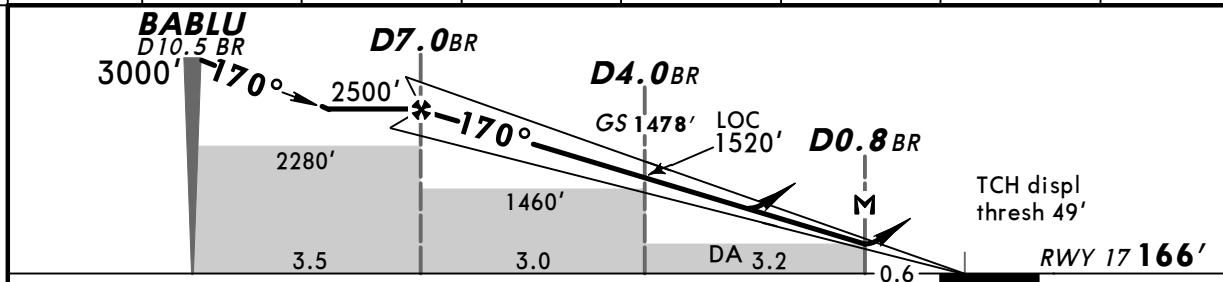
BERGEN, NORWAY
ILS W or LOC W Rwy 17

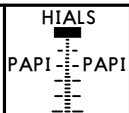
BRIEFING STRIP™

ATIS	*FLESLAND Approach (R)		*FLESLAND Director (APP/R)		FLESLAND Tower	*Ground
125.250	North West 121.0	North East 125.0	118.850		119.1	121.9
LOC BR 109.9	Final Apch Crs 170°	GS D4.0 BR 1478' (1312')	ILS DA(H) Refer to Minimums	Apt Elev 166' RWY 166'		
MISSED APCH: Climb on 170° to 3000'. Expect vectoring. MISSED APCH WITH COMM FAILURE RNAV 1: Proceed to BR917 climbing to 3000', then turn RIGHT to BR918. Turn RIGHT direct to NEPAM for a new approach. MISSED APCH WITH COMM FAILURE NON-RNAV: Climb STRAIGHT AHEAD to 3000'. At D14.0 BR turn RIGHT to intercept and proceed on 15 DME Arc BR. Intercept LOC BR for a new approach.						
Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 7000'						



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	
MAP at D0.8 BR							

Standard STRAIGHT-IN LANDING RWY 17				CIRCLE-TO-LAND	
ILS		LOC (GS out)		CAT D: Not authorized East of airport	
DA(H) AB: 366' (200') C: 367' (201') D: 378' (212')		DA(H) 740' (574')		Max Kts	
FULL	Limited	ALS out	ALS out	MDA(H)	VIS
A				100	820' (654') 1500m
B				135	1110' (944') 1600m
C	RVR 550m	RVR 750m	RVR 1200m	180	1720' (1554') 2400m
D				205	1720' (1554') 3600m

ENBR/BGO
FLESLAND

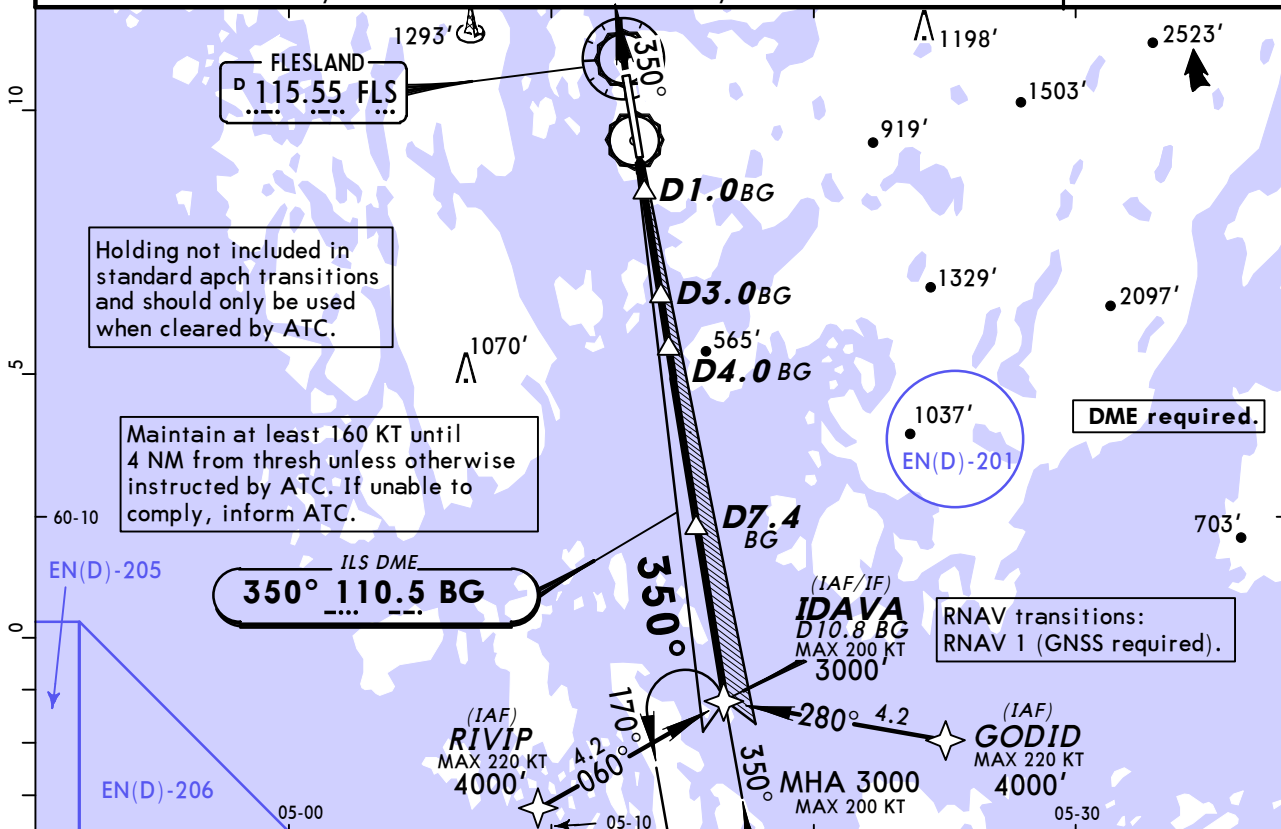
20 FEB 15
Eff 5 Mar

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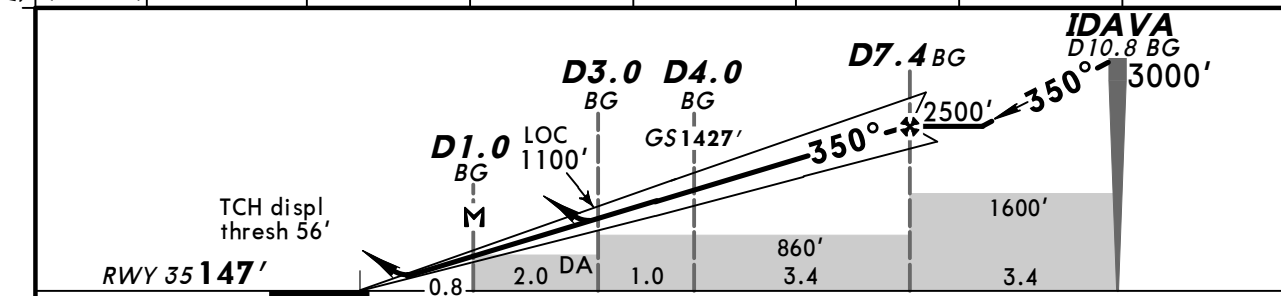
(11-2)

BERGEN, NORWAY
ILS W or LOC W Rwy 35

ATIS	*FLESLAND Approach (R)		*FLESLAND Director (APP/R)	FLESLAND Tower	*Ground
125.250	North West 121.0	North East 125.0	118.850	119.1	121.9
LOC BG 110.5	Final Apch Crs 350°	GS D4.0 BG 1427' (1280')	ILS DA(H) Refer to Minimums	Apt Elev 166' RWY 147'	
MISSED APCH: Climb on 350° to 3000'. Expect vectoring. MISSED APCH WITH COMM FAILURE RNAV 1: Proceed to BR935 climbing to 3000', then turn LEFT to BR936. Turn LEFT direct to RIVIP for a new approach. MISSED APCH WITH COMM FAILURE NON-RNAV: Climb STRAIGHT AHEAD to 3000'. At D14.0 BG turn LEFT to intercept and proceed on 15 DME Arc BG. Intercept LOC BG for a new approach.					
Alt Set: hPa	Rwy Elev: 5 hPa	Trans level: By ATC	Trans alt: 7000'	MSA FLS VOR	



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								

Standard STRAIGHT-IN LANDING RWY 35				CIRCLE-TO-LAND	
DA(H) ILS		LOC (GS out)		CAT D: Not authorized East of airport	
A: 347' (200') C: 365' (218')		AB: 460' (313')			
B: 357' (210') D: 375' (228')		CD: 510' (363')			
FULL/Limited		ALS out			
A	RVR 750m		RVR 1000m	RVR 1400m	
B					
C	RVR 800m	RVR 1200m	RVR 1300m	RVR 1700m	
D					
				Max Kts	
				100	820' (654') 1500m
				135	1110' (944') 1600m
				180	1720' (1554') 2400m
				205	1720' (1554') 3600m

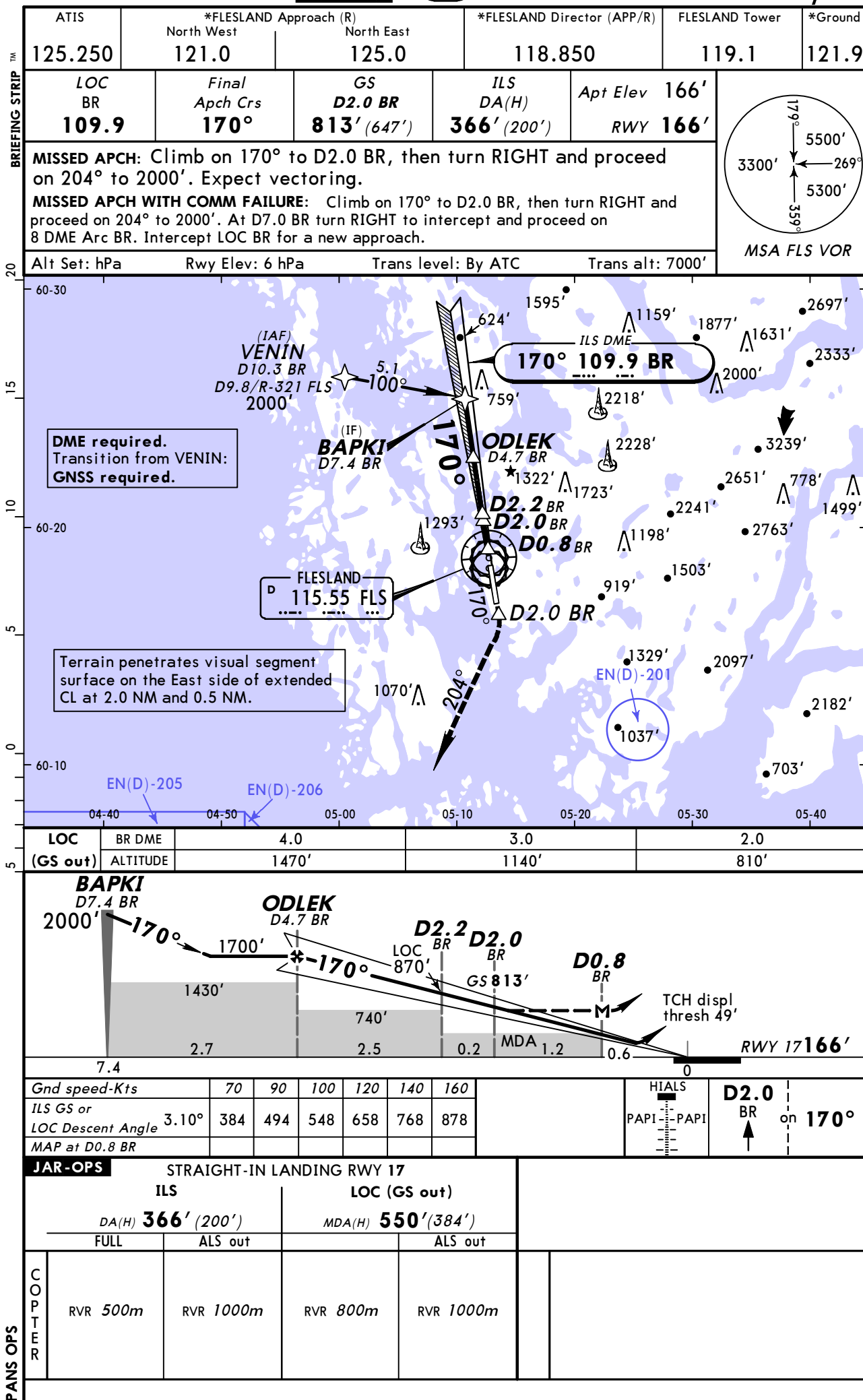
CHANGES: Communications.

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ENBR/BGO
FLESLAND

JEPPESSEN
20 FEB 15
Eff 5 Mar

BERGEN, NORWAY
ILS Y or LOC Y Rwy 17



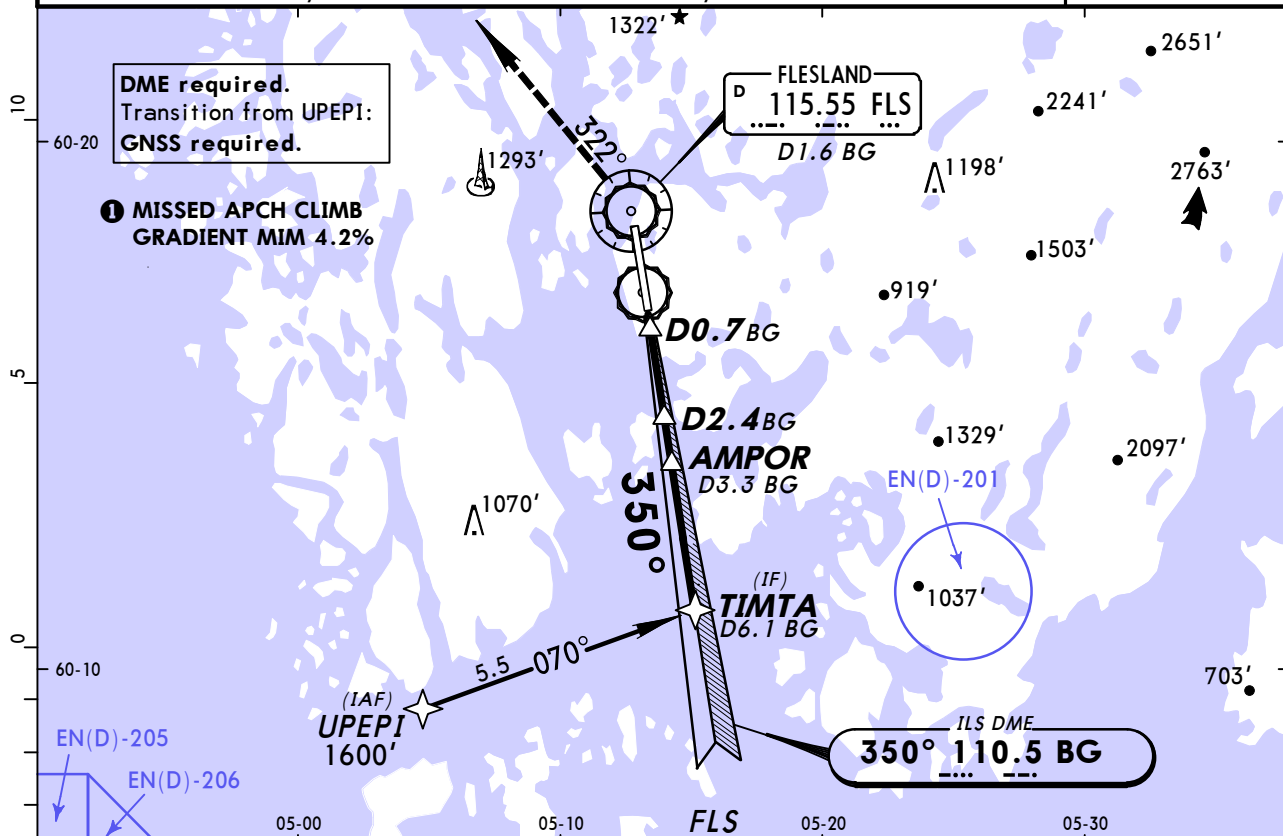
ENBR/BGO
FLESLAND

JEPPESSEN
20 FEB 15
Eff 5 Mar

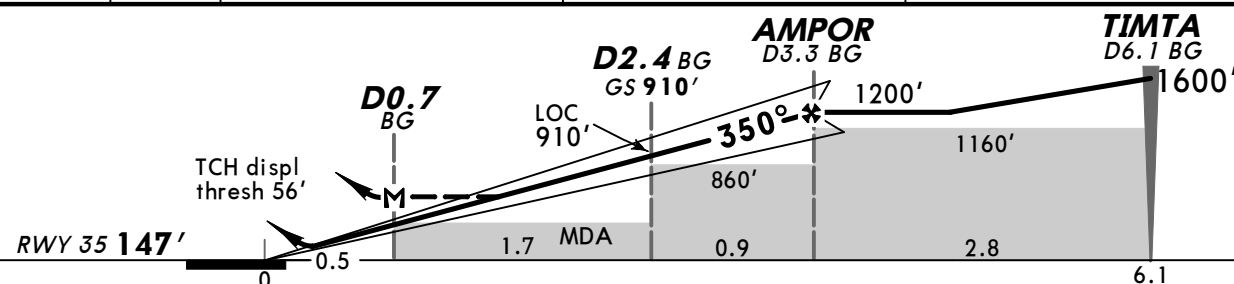
BERGEN, NORWAY
ILS Y or LOC Y Rwy 35

BRIEFING STRIP™

ATIS	*FLESLAND Approach (R)		*FLESLAND Director (APP/R)	FLESLAND Tower	*Ground
125.250	North West 121.0	North East 125.0	118.850	119.1	121.9
LOC BG 110.5	Final Apch Crs 350°	GS D2.4 BG 910' (763')	ILS DA(H) 347' (200')	Apt Elev 166' RWY 147'	 MSA FLS VOR
MISSED APCH: Climb on 350° to D1.6 BG, then turn LEFT and proceed on 322° to 2000'. Expect vectoring. MISSED APCH WITH COMM FAILURE: Climb on 350° to D1.6 BG, then turn LEFT and proceed on 322° to 2000'. At D7.0 BG turn LEFT to intercept and proceed on 8 DME Arc BG. Intercept LOC BG for a new approach.					
Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 7000'					



LOC (GS out)	BG DME	1.0	2.0	3.0
ALTITUDE		460'	780'	1100'



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						

ILS	D1.6	BG	on	350°
PAPI	PAPI			

JAR-OPS			
STRAIGHT-IN LANDING RWY 35			
Missed apch climb gradient mim 4.2%			
ILS		LOC (GS out)	
DA(H) 347' (200')		MDA(H) 450' (303')	
FULL	ALS out		ALS out
RVR 600m	RVR 1000m	RVR 800m	RVR 1000m

PANS OPS

CHANGES: Communications.

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ENBR/BGO
FLESLAND

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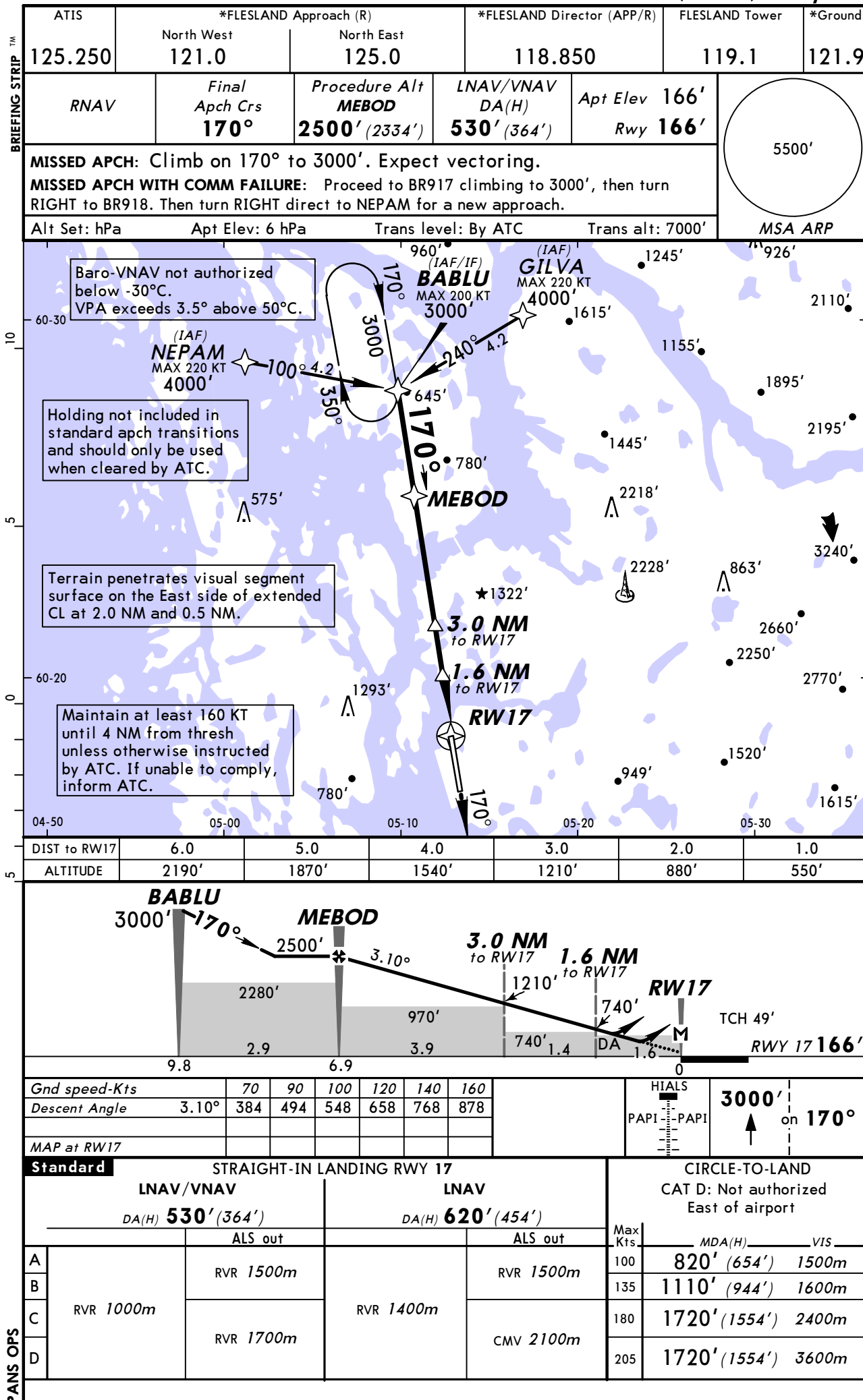
20 FEB 15

(12-1)

Eff 5 Mar

BERGEN, NORWAY

RNAV (GNSS) Rwy 17



CHANGES: Communications.

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20 FEB 15

(12-2)

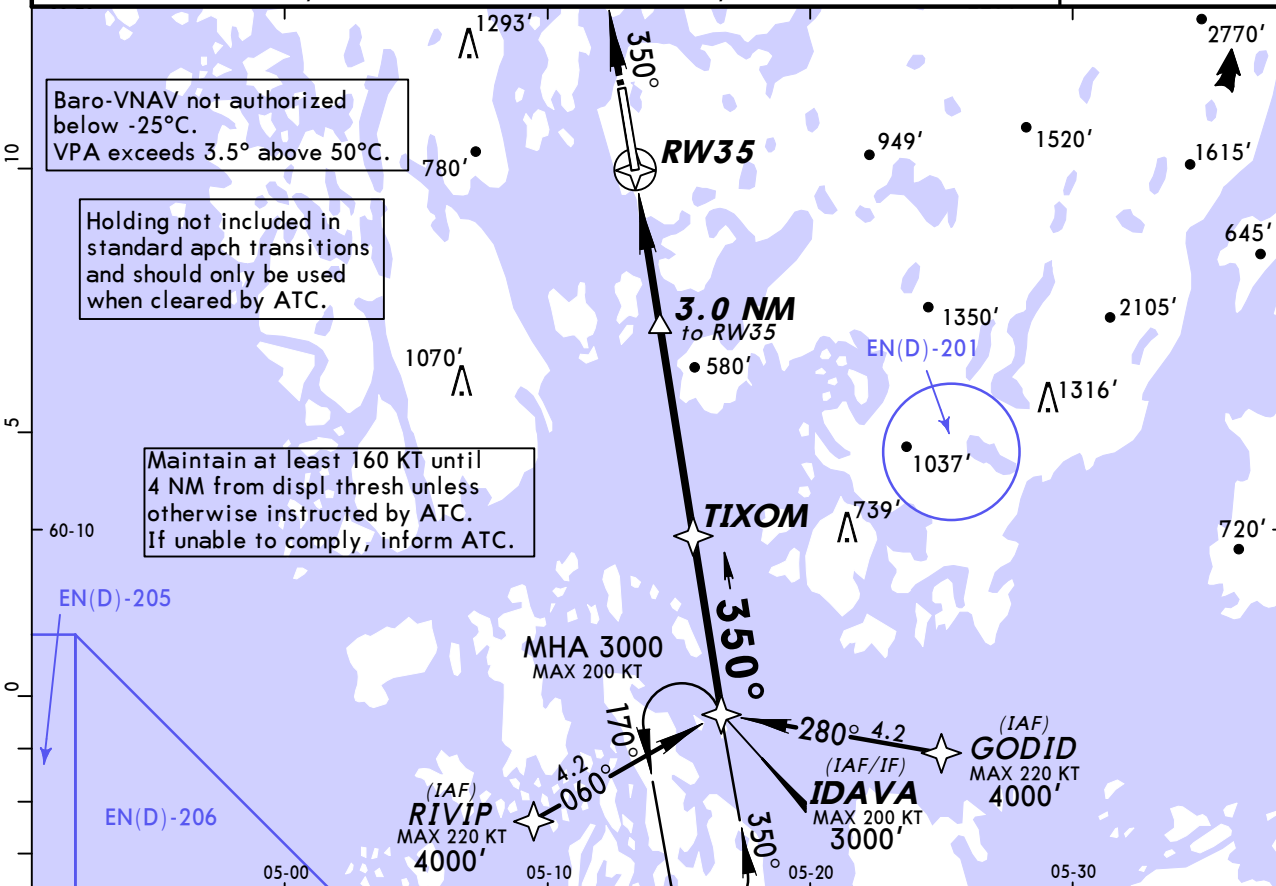
Eff 5 Mar

BERGEN, NORWAY

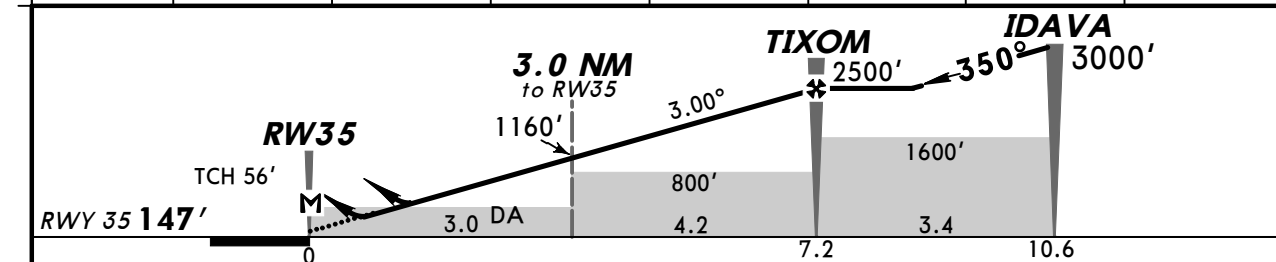
RNAV (GNSS) Rwy 35

BRIEFING STRIP TM

ATIS	*FLESLAND Approach (R)		*FLESLAND Director (APP/R)		FLESLAND Tower	*Ground
125.250	North West 121.0	North East 125.0	118.850		119.1	121.9
RNAV	Final Aptch Crs 350°	Procedure Alt TIXOM 2500' (2353')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 166' RWY 147'		5500' MSA ARP
MISSED APCH: Climb on 350° to 3000'. Expect vectoring. MISSED APCH WITH COMM FAILURE: Proceed to BR935 climbing to 3000', then turn LEFT to BR936. Then turn LEFT direct to RIVIP for a new approach.						
Alt Set: hPa		Rwy Elev: 5 hPa	Trans level: By ATC		Trans alt: 7000'	



DIST to RW35	1.0	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	520'	840'	1160'	1480'	1800'	2120'	2440'



Gnd speed-Kts	70	90	100	120	140	160		
Descent Angle	3.00°	372	478	531	637	743	849	
MAP at RW35								

STRAIGHT-IN LANDING RWY 35				CIRCLE-TO-LAND	
LNAV/VNAV		LNAV		CAT D: Not authorized East of airport	
MACG mim 3.0% DA(H)	MACG mim 2.5% DA(H)	MACG mim 3.5% DA(H)	MACG mim 2.5% DA(H)		
A: 500' (353')	A: 560' (413')		A: 720' (573')		
B: 510' (363')	B: 580' (433')		B: 740' (593')		
C: 520' (373')	C: 600' (453')		C: 760' (613')		
D: 530' (383')	D: 620' (473')		D: 780' (633')		
ALS out	ALS out	ALS out	ALS out		
A RVR 1200m	RVR 1500m	RVR 1500m	RVR 1500m	Max Kts	MDA(H) VIS
B RVR 1300m	RVR 1500m	RVR 1500m	RVR 1500m	100	820' (654') 1500m
C RVR 1700m	RVR 1700m	CMV 2100m	RVR 1800m	135	1110' (944') 1600m
D RVR 1400m	RVR 1800m	CMV 2200m	CMV 2400m	180	1720' (1554') 2400m
				205	1720' (1554') 3600m

CHANGES: Communications.

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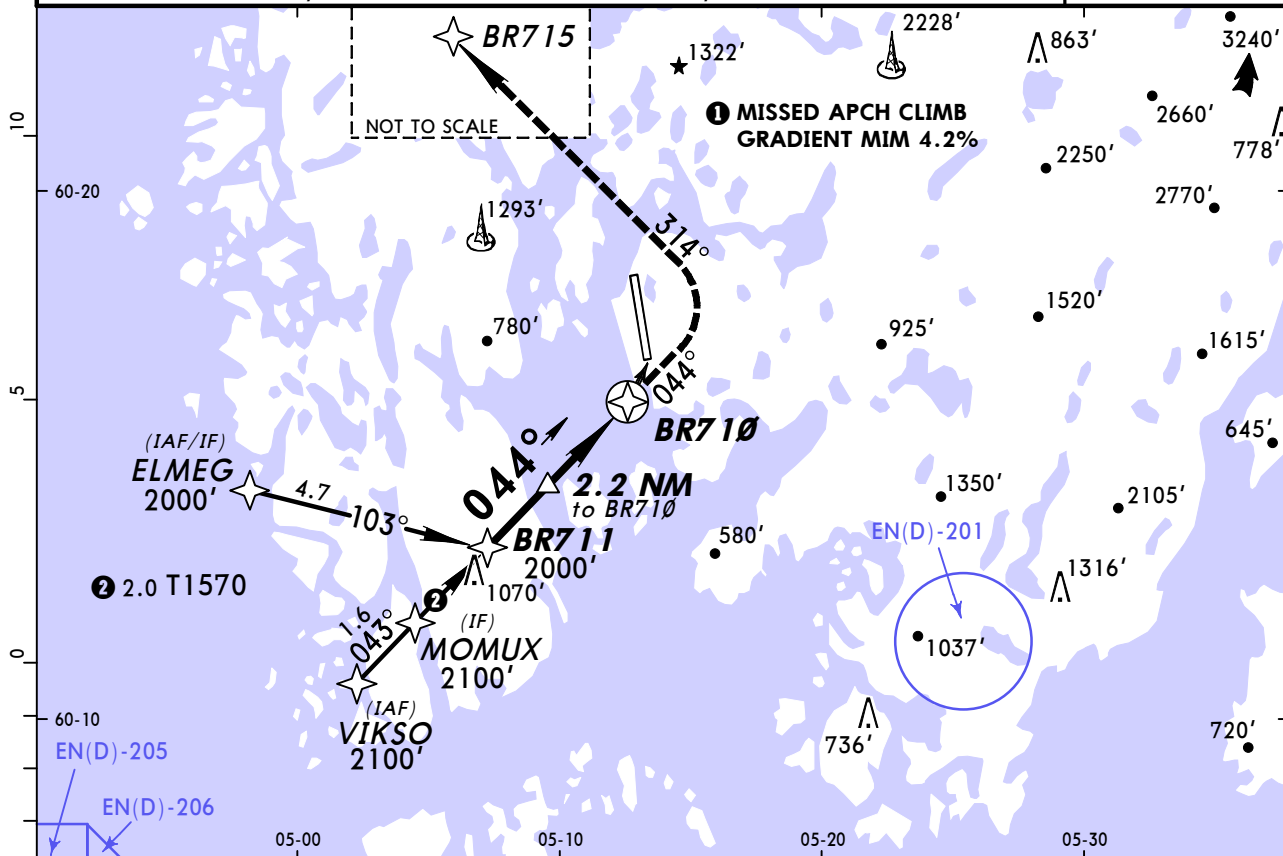
ENBR/BGO
FLESLAND

JEPPESEN
20 FEB 15
Eff 5 Mar (12-3)

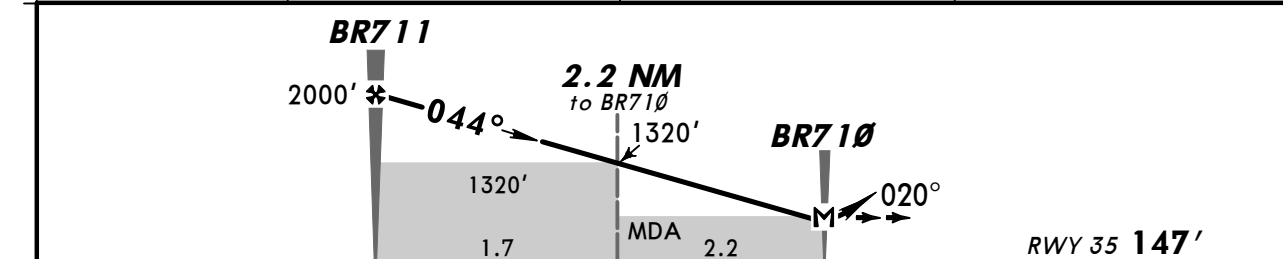
BERGEN, NORWAY
RNAV (GNSS) 044°
① COPTER

BRIEFING STRIP™

ATIS	*FLESLAND Approach (R)		*FLESLAND Director (APP/R)		FLESLAND Tower	*Ground
125.250	North West 121.0	North East 125.0	118.850		119.1	121.9
RNAV	Final Apch Crs 044°	Procedure Alt BR711 2000' (1853')	LNAV MDA(H) Refer to Minimums	Apt Elev 166' RWY 147'	5500' MSA ARP	
MISSED APCH: Climb on 044° to 680', then turn LEFT to intercept and proceed on 314° to BR715 climbing to 2000'. Expect vectoring. Do not turn before MAP. MISSED APCH WITH COMM FAILURE: Climb on 044° to 680', then turn LEFT to intercept and proceed on 314° to BR715. At BR715 turn LEFT direct to ELMG for a new approach.						
Alt Set: hPa		Rwy Elev: 5 hPa	Trans level: By ATC	Trans alt: 7000'		



DIST to BR710	3.0	2.0	1.0
ALTITUDE	1650'	1240'	830'



TO DISPL THRESH		4.9					1.0		0	
Gnd speed-Kts		70	90	100	120	140	160			HIALS
Descent Angle FAF-MAP	3.90°	483	621	690	828	967	1105			PAPI PAPI
MAP at BR710										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	RVR 800m	RVR 1000m	RVR 800m	RVR 1000m	

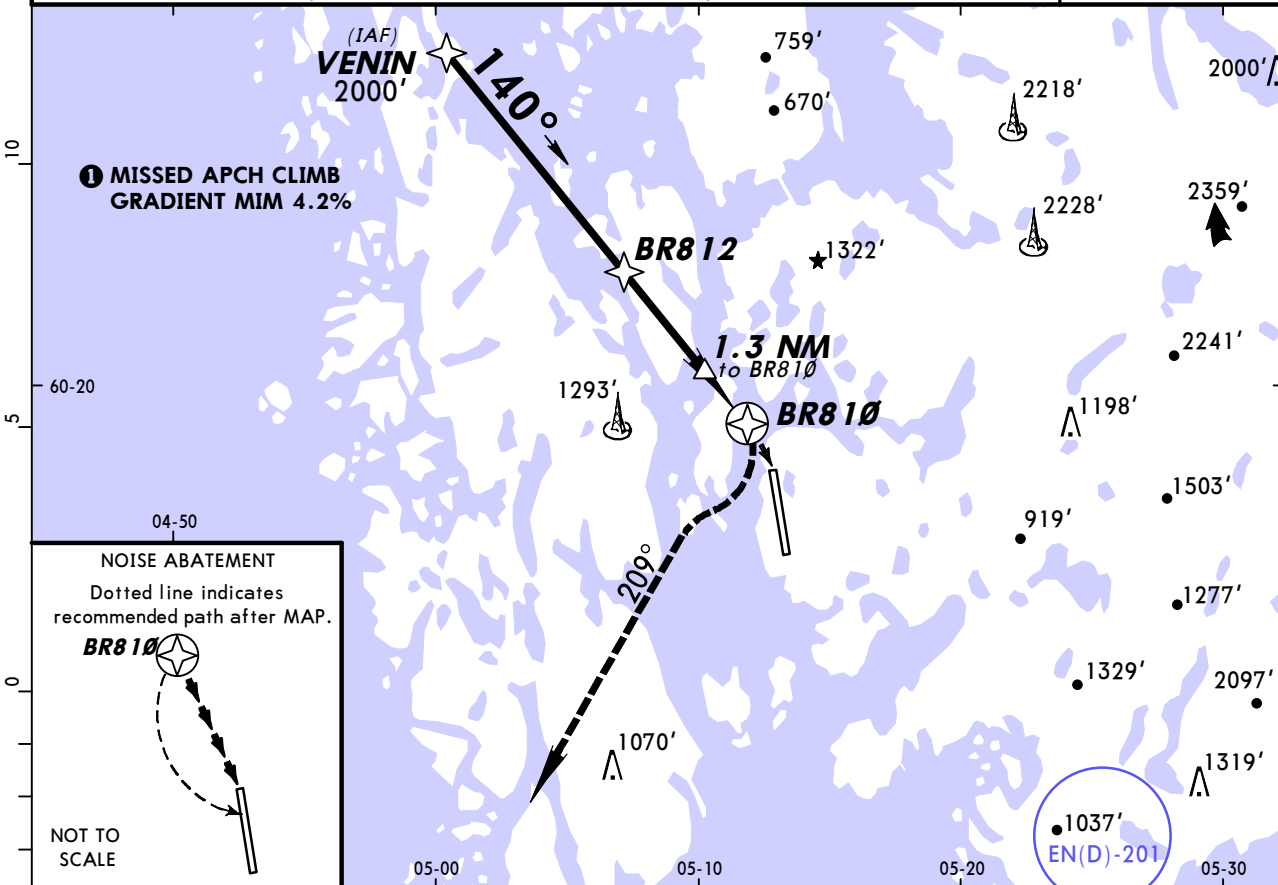
ENBR/BGO
FLESLAND

JEPPESSEN
20 FEB 15
Eff 5 Mar 12-4

BERGEN, NORWAY
RNAV (GNSS) 140°

BRIEFING STRIP

ATIS	*FLESLAND Approach (R)		*FLESLAND Director (APP/R)		FLESLAND Tower	*Ground
125.250	North West 121.0	North East 125.0	118.850		119.1	121.9
RNAV	Final Aptch Crs 140°	Procedure Alt BR812 2000' (1834')	LNAV MDA(H) Refer to Minimums	Apt Elev 166' RWY 166'		5500' MSA ARP
MISSED APCH: Turn RIGHT to intercept and proceed on 209° from BR810 to 2000'. Expect vectoring.						
MISSED APCH WITH COMM FAILURE: Turn RIGHT to intercept and proceed on track 209° from BR810 to 2000'. At D8.0 from BR810 turn RIGHT direct to BR919. Then turn RIGHT to VENIN for a new approach.						
Alt Set: hPa		Rwy Elev: 6 hPa	Trans level: By ATC		Trans alt: 7000'	



5

DIST to BR810		3.0		2.0		1.0		
ALTITUDE		1720'		1300'		890'		
VENIN		BR812		1.3 NM to BR810		BR810		
2000'		140°		1010'		RWY 17		
5.3		4.8		2.4		MDA 1.3		
TO DISPL THRESH 10.1						0		
Gnd speed-Kts		70	90	100	120	140	160	
Descent Angle FAF-MAP 3.90°		483	621	690	828	967	1105	
MAP at BR810								
JAR-OPS		STRAIGHT-IN LANDING RWY 17						
		LNAV						
		Missed apch climb gradient mim 4.2%						
MAX 90 KT		MAX 120 KT						
MDA(H) 470' (304')		MDA(H) 500' (334')						
		ALS out			ALS out			
COPTER	RVR 800m		RVR 1000m		RVR 800m		RVR 1000m	

1.3 NM to BR810

1010'

BR810

660'

MDA 1.3

1.1

0

209° on from BR810

RT

PAPI

PAPI

HIALS

209° on from BR810

RT

PAPI

PAPI

HIALS

209° on from BR810

RT

PAPI

PAPI

HIALS

209° on from BR810

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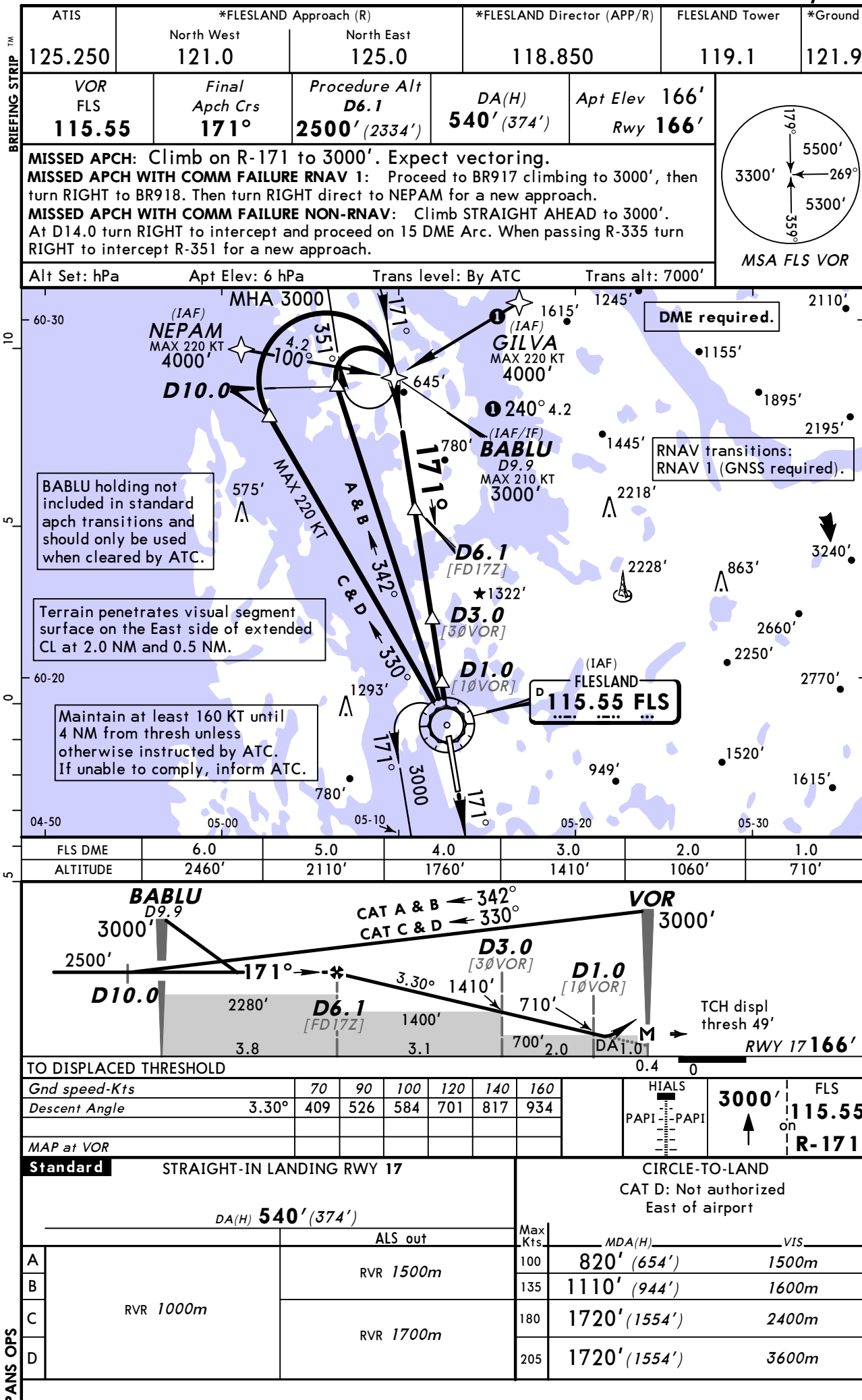
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209° on from BR810

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FLESLAND
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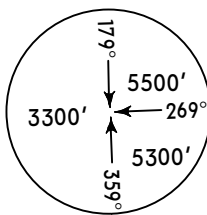
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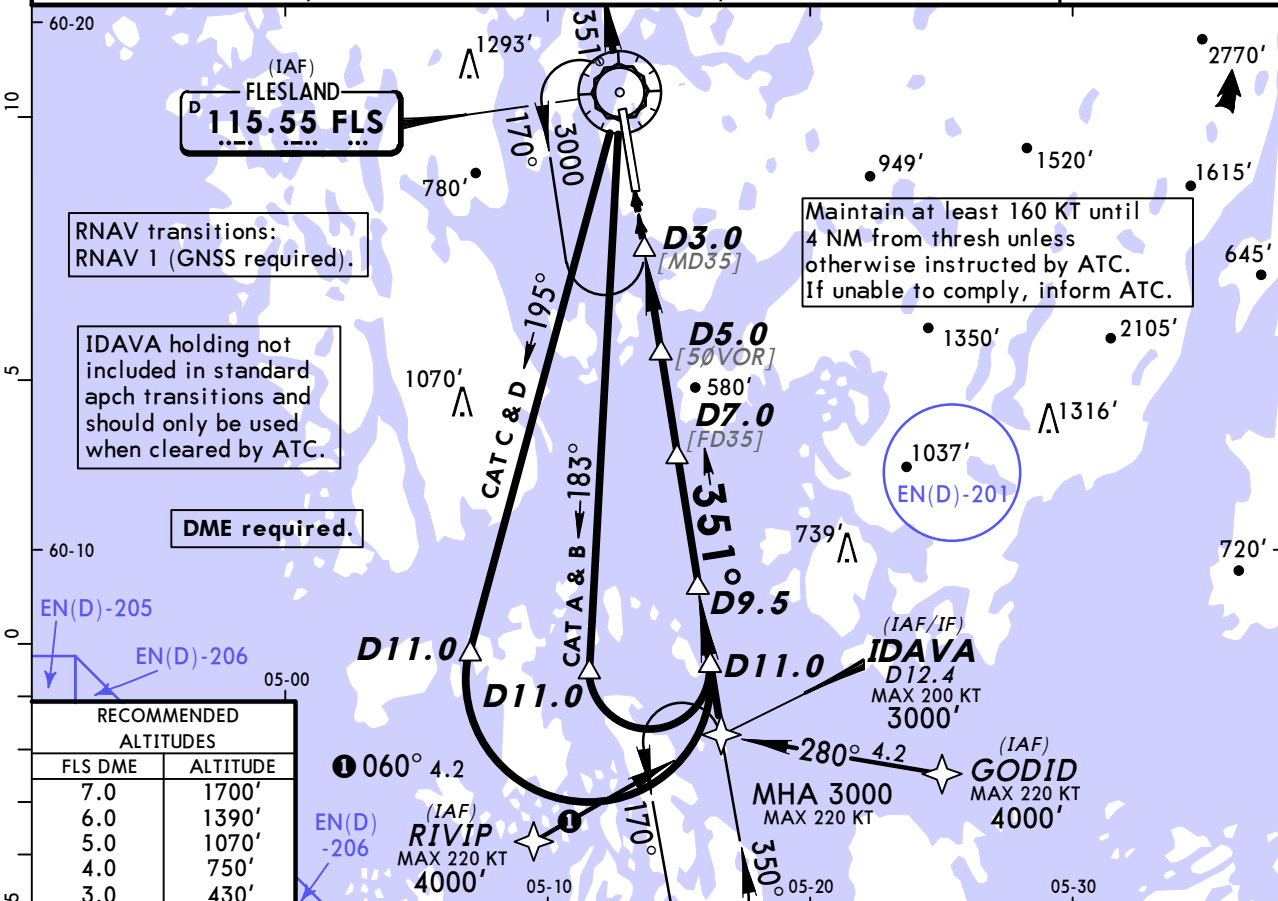
13-1
Eff 5 Mar
BERGEN, NORWAY
VOR Z Rwy 17


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FLESLAND
JEPPESSEN

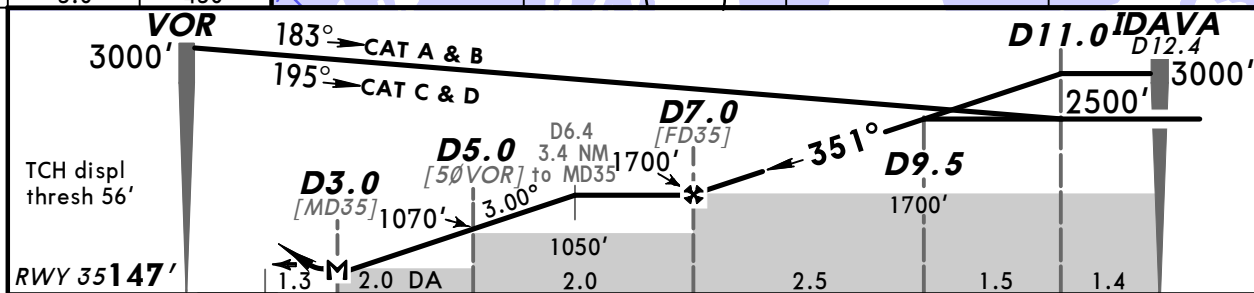
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(13-2)
Eff 5 Mar
BERGEN, NORWAY
VOR Rwy 35

ATIS	*FLESLAND Approach (R)		*FLESLAND Director (APP/R)	FLESLAND Tower	*Ground
125.250	North West 121.0	North East 125.0	118.850	119.1	121.9
VOR FLS 115.55	Final Apch Crs 351°	Procedure Alt D7.0 1700' (1553')	DA(H) 430' (283')	Apt Elev 166' RWY 147'	
MISSED APCH: Climb STRAIGHT AHEAD to VOR. Continue climb on R-351 to 3000'. Expect vectoring. MISSED APCH WITH COMM FAILURE RNAV 1: Proceed to BR935 climbing to 3000', then turn LEFT to BR936. Then turn LEFT direct to RIVIP for a new approach. MISSED APCH WITH COMM FAILURE NON-RNAV: Climb STRAIGHT AHEAD to 3000'. At D14.0 turn LEFT to intercept and proceed on 15 DME Arc. When passing R-186 turn LEFT to intercept R-171 for a new approach.					
Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 7000'					



RECOMMENDED ALTITUDES	
FLS DME	ALTITUDE
7.0	1700'
6.0	1390'
5.0	1070'
4.0	750'
3.0	430'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle FAF-MAP 3.00°	372	478	531	637	743	849
MAP at D3.0						

HIALS	FLS
PAPI	115.55

Standard		STRAIGHT-IN LANDING RWY 35		CIRCLE-TO-LAND	
		DA(H) 430' (283')		CAT D: Not authorized East of airport	
		ALS out		MDA(H) VIS	
A				100	820' (654') 1500m
B				135	1110' (944') 1600m
C	RVR 900m	RVR 1400m		180	1720' (1554') 2400m
D				205	1720' (1554') 3600m

CHANGES: Communications.

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ENBR/BGO
FLESLAND

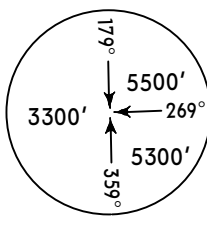
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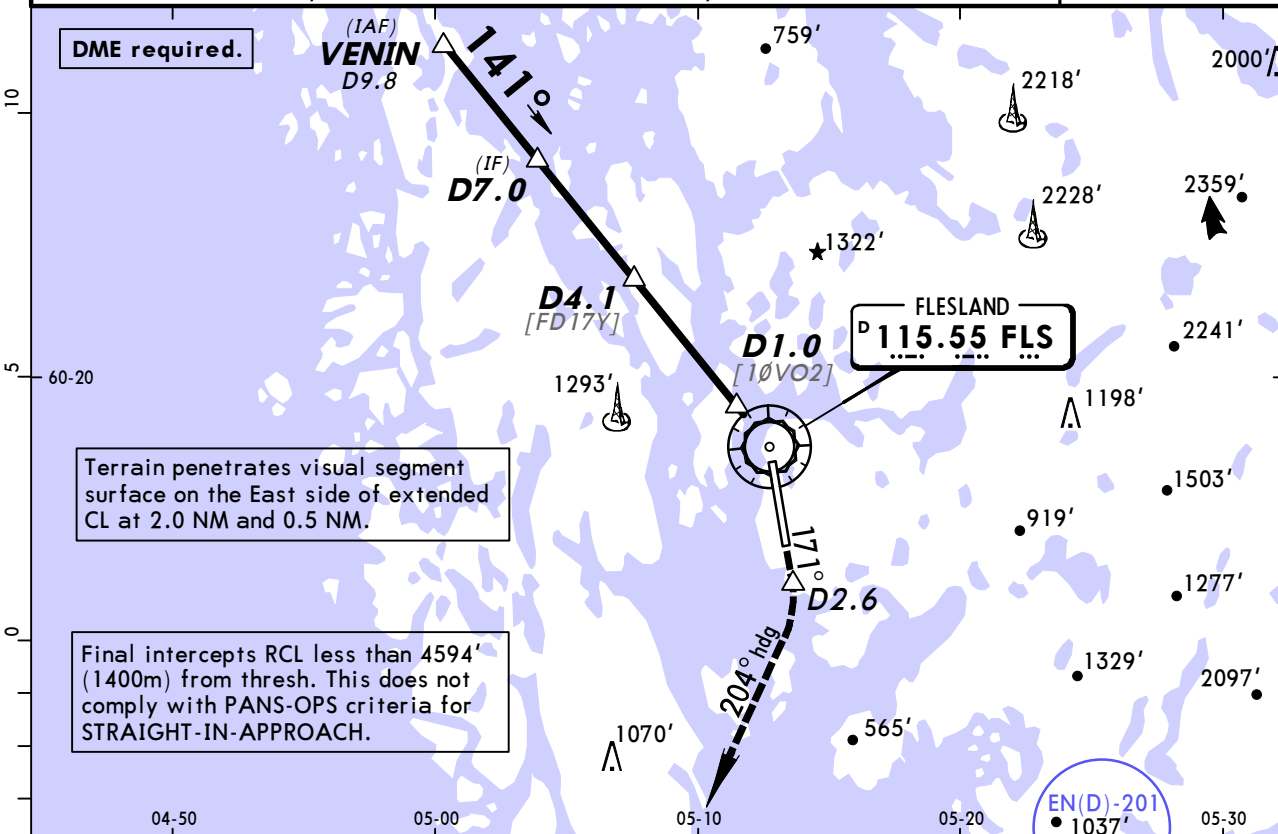
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13-3

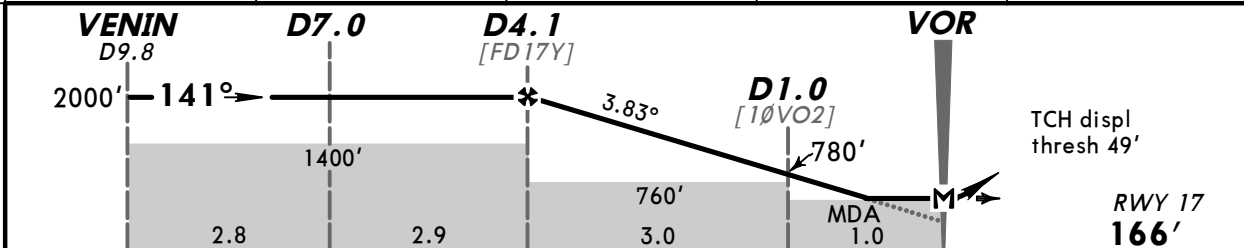
Eff 5 Mar

BERGEN, NORWAY
COPTER VOR Y Rwy 17

ATIS	*FLESLAND Approach (R)		*FLESLAND Director (APP/R)		FLESLAND Tower	*Ground
125.250	North West 121.0	North East 125.0	118.850		119.1	121.9
VOR FLS 115.55	Final Apch Crs 141°	Procedure Alt D4.1 2000' (1834')	MDA(H) 590' (424')	Apt Elev 166' RWY 166'		
MISSED APCH: Turn RIGHT to intercept and proceed on R-171. At D2.6 turn RIGHT and proceed on heading 204° climbing to 2000'. Expect vectoring. MISSED APCH WITH COMM FAILURE: Turn RIGHT to intercept and proceed on R-171. At D2.6 turn RIGHT and proceed on 204° climbing to 2000'. At D10.0 turn RIGHT to intercept and proceed on 11 DME Arc. When passing R-311 turn RIGHT to intercept R-321 for a new approach.						 MSA FLS VOR
Alt Set: hPa		Rwy Elev: 6 hPa	Trans level: By ATC		Trans alt: 7000'	



FLS DME	4.0	3.0	2.0	1.0
ALTITUDE	1970'	1570'	1180'	780'



TO DISPLACED THRESHOLD							0.4		0	
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI RT	FLS 115.55 R-171	D2.6	
Descent Angle 3.83°	475	610	678	814	949	1085				
MAP at VOR										

JAR-OPS STRAIGHT-IN LANDING RWY 17										
MDA(H) 590' (424')						ALS out				
RVR 800m						RVR 1000m				

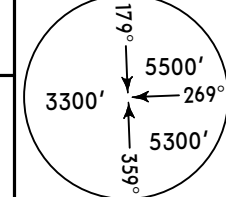
CHANGES: Communications.

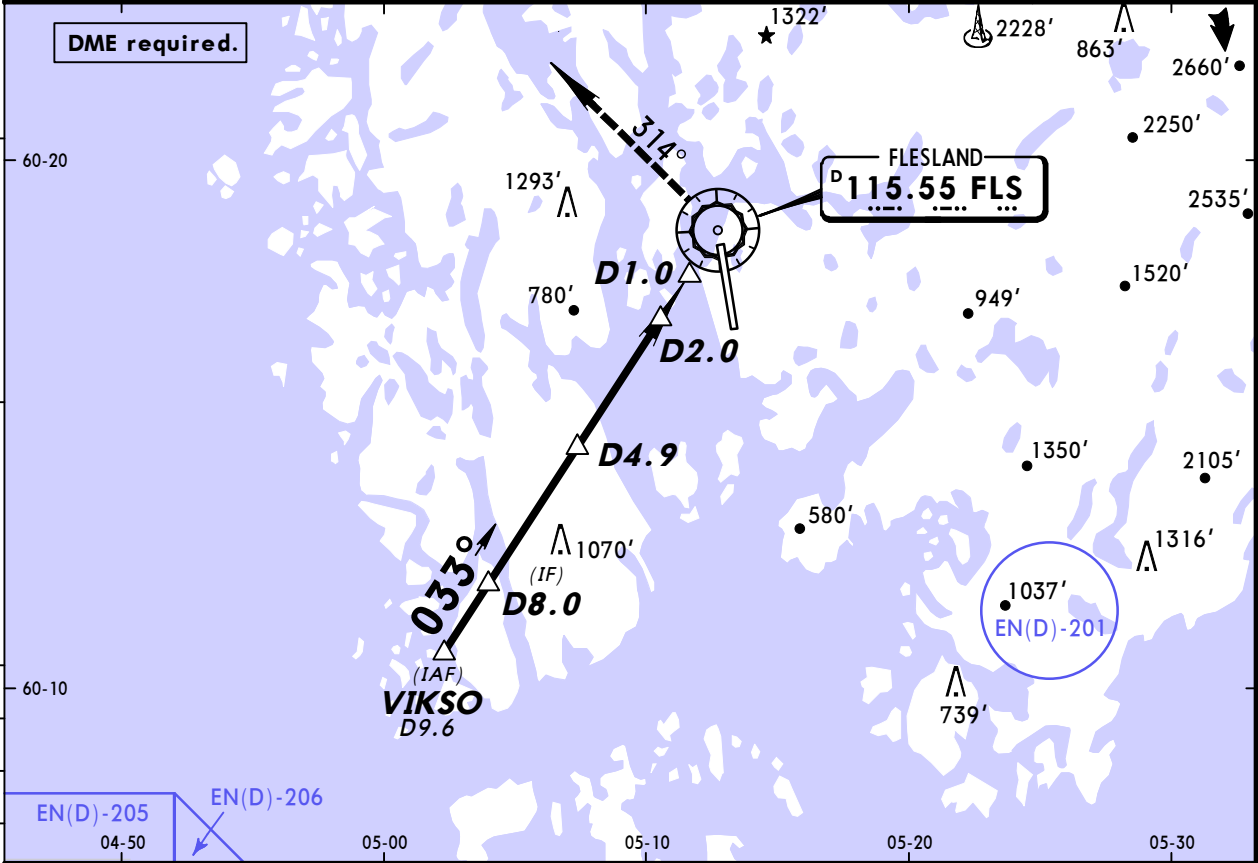
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ENBR/BGO
FLESLAND

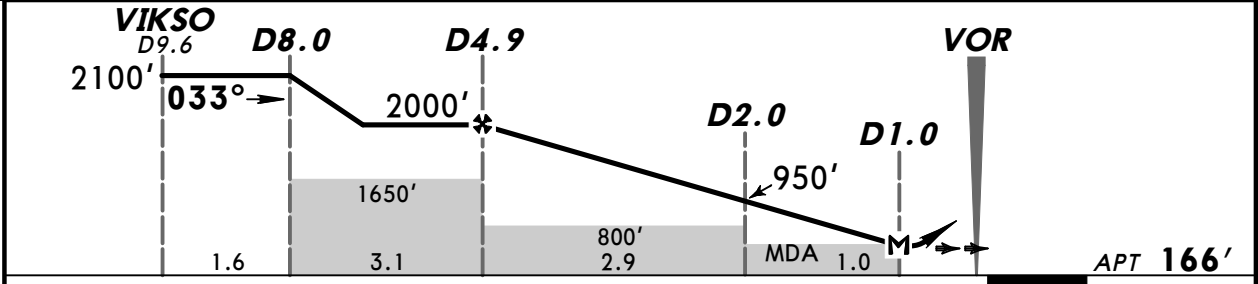
JEPPESSEN
20 FEB 15 13-4 Eff 5 Mar

BERGEN, NORWAY
COPTER VOR-A

ATIS	*FLESLAND Approach (R)		*FLESLAND Director (APP/R)		FLESLAND Tower	*Ground
125.250	North West 121.0	North East 125.0	118.850		119.1	121.9
VOR FLS 115.55	Final Apch Crs 033°	Procedure Alt D4.9 2000' (1834')	MDA(H) 570' (404')	Apt Elev 166'		
MISSED APCH: Climb STRAIGHT AHEAD to VOR, then turn LEFT and proceed on 314° to 2000'. Expect vectoring.						
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to VOR, then turn LEFT and proceed on 314° to 2100'. At D9.0 turn LEFT to intercept and proceed on 10 DME Arc. When passing R-223 turn RIGHT to intercept R-213 for a new approach.						
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	Lighting - Refer to Airport Chart	FLS 115.55 ↑	314° ↙ LT
Descent Angle FAF-MAP 3.50°	434	557	619	743	867	991			
MAP at D1.0									

JAR-OPS			CIRCLE-TO-LAND Not authorized East of airport		
PANS OPS	C O P T E R	Max Kts	MDA(H)	VIS	
		100	570' (404')	1000m	

Apt Elev **166'**

JEPPESSEN

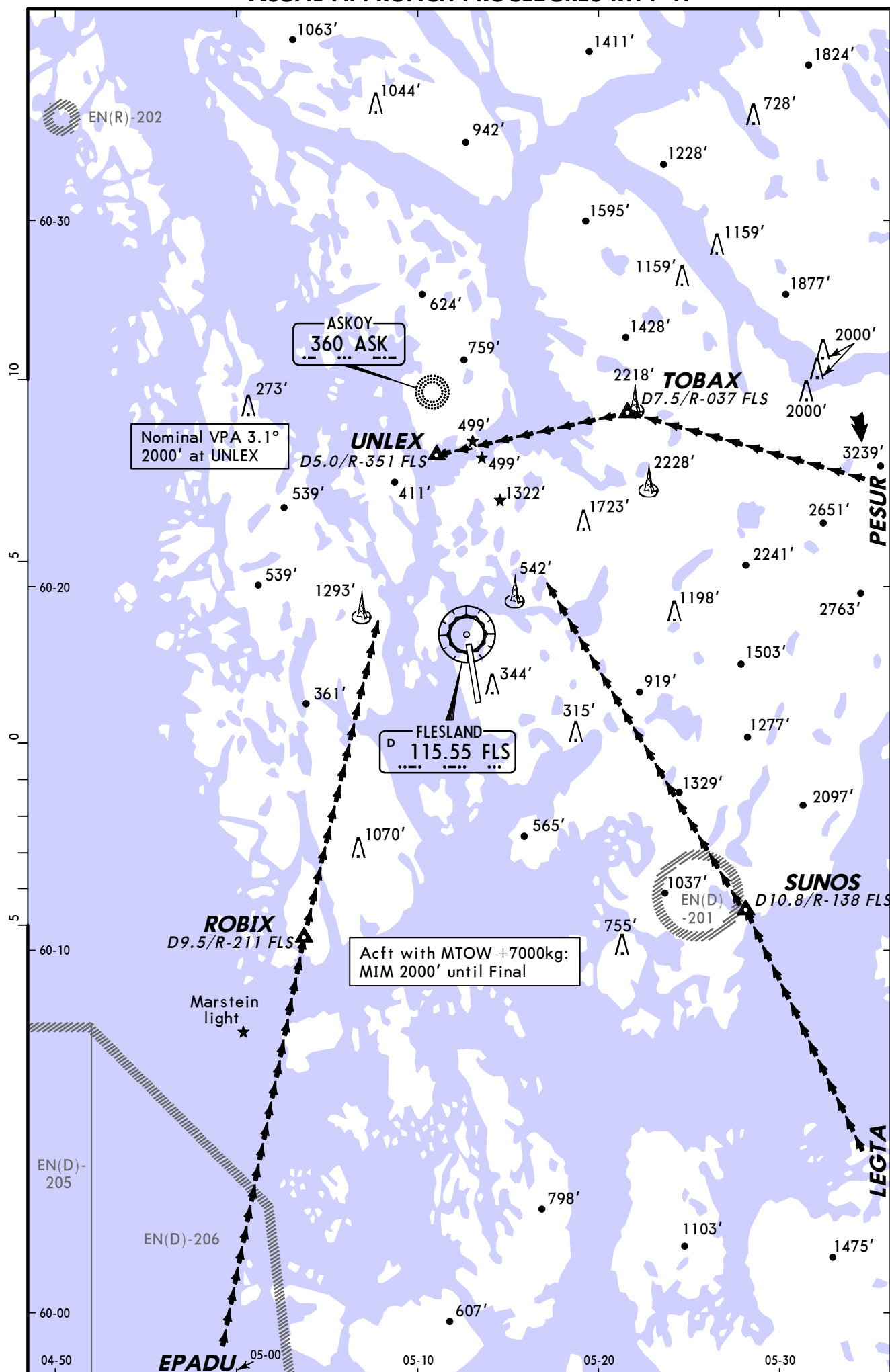
BERGEN, NORWAY

FLESLAND

12 DEC 14

19-10

VISUAL APPROACH PROCEDURES RWY 17



CHANGES: TOBAX and UNLEX established.

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Apt Elev 166'

22 FEB 13

19-12

Eff 7 Mar

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BERGEN, NORWAY

FLESLAND

VFR ROUTES - HELICOPTER AND LIGHT AIRCRAFT

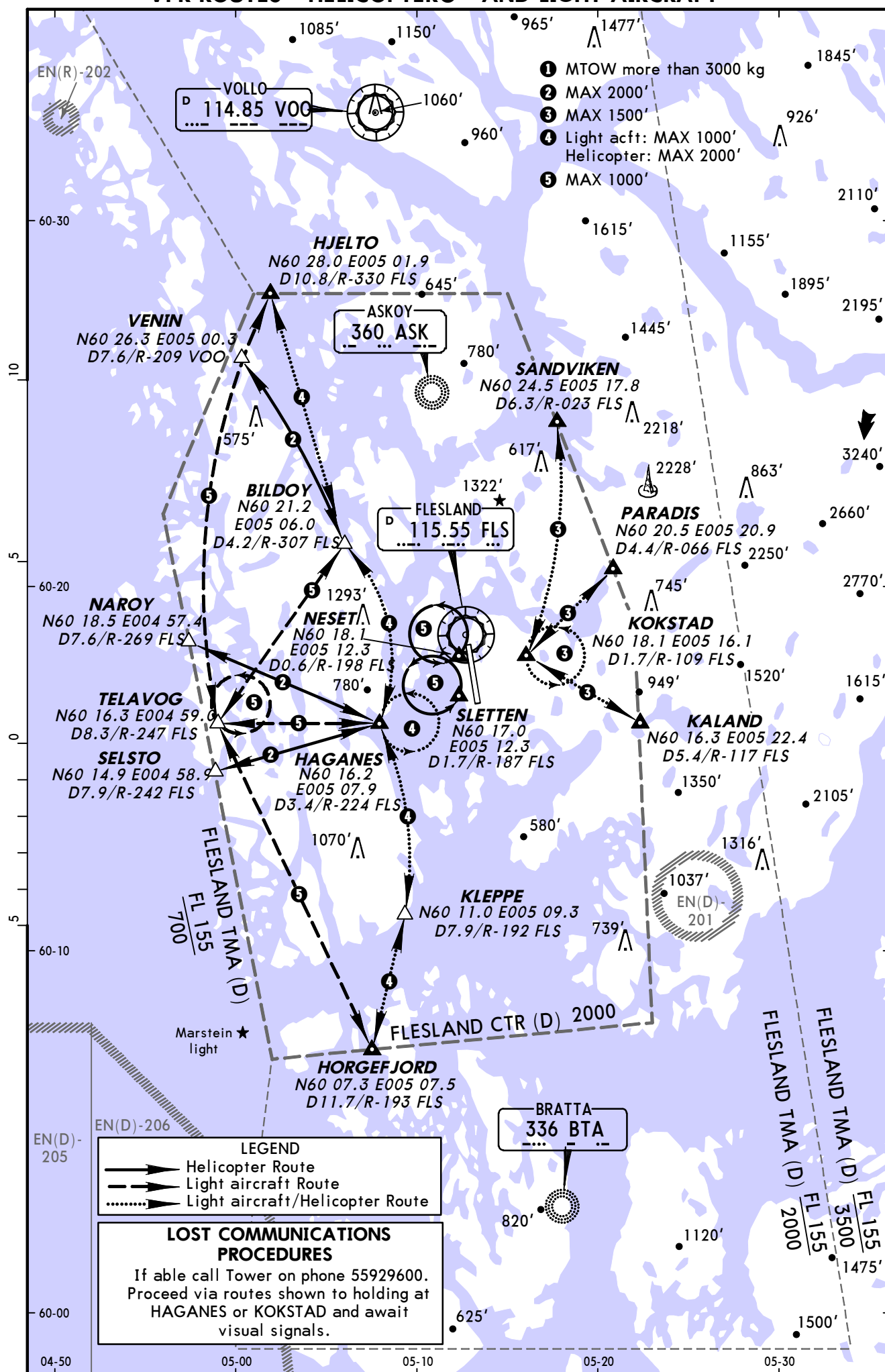


Chart changes since cycle 26-2015

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
BERGEN, (FLESLAND - ENBR)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ENBR