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Airport Information For ENZV

Terminal Charts For ENZV

Revision Letter For Cycle 01-2016

Change Notices

Notebook

General Information

Location: STAVANGER NOR
ICAO/IATA: ENZV / SVG
Lat/Long: N58° 52.60', E005° 38.27'
Elevation: 29 ft

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

Fuel Types: 100 Octane (LL), Jet
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0824 Z
Sunset: 1506 Z

Runway Information

Runway: 11
Length x Width: 8035 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 7 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 328 ft

Runway: 18
Length x Width: 8878 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 10 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 199 ft

Runway: 29
Length x Width: 8035 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 28 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 492 ft

Runway: 36
Length x Width: 8878 ft x 197 ft

Surface Type: asphalt
TDZ-Elev: 29 ft
Lighting: Edge, ALS, Centerline

Communication Information

ATIS: 126.000
Sola Tower: 27.905 Military
Sola Tower: 118.350
Sola Tower: 122.100
Sola Ground: 121.750
Sola Radar/Approach Approach: 36.367 Military
Sola Director Approach: 118.500
Sola Radar/Approach Approach: 119.400
Sola Radar/Approach Approach: 119.600

ENZV/SVG

JEPPESEN

STAVANGER, NORWAY

SOLA

15 MAY 15

10-1P

Eff 28 May

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

*ATIS 126.0

1.2. NOISE ABATEMENT PROCEDURES

The noise abatement procedures are mandatory unless otherwise instructed by ATC or 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".

Run-up Tests

As far as possible, engine testing shall be avoided MON-SUN 2100-0700LT.

All engine testing beyond idle power shall be done at the APT engine testing site/ Apron 6 or Hard Stand 7. The ACFT shall be positioned where the surface is concrete, and the blast must be directed parallel or away from manoeuvring areas in vicinity. TWR will determine which area will be used.

1.3. LOW VISIBILITY PROCEDURES

1.3.1. GENERAL

Low Visibility Procedures are prompted by ATC, normally when RVR is less than 1000m or ceiling is less than 300'. Low Visibility Procedures will normally be in operation when RVR is less than 750m and ceiling less than 250'.

Pilots will be informed when Low Visibility Procedures are in operation via ATIS or RTF. Pilots will be informed via RTF when Low Visibility Procedures are cancelled.

When RVR below 400m, selected stop bars are operated at intermediate holding positions.

1.3.2. ARRIVAL

Pilots are to delay the call "RWY vacated" until the ACFT has completely passed the end of the green/yellow color coded TWY centerline lights.

The following exits are available:

- TWY A1 - helicopters only
- RWY 29 - RVR more than 550m only
- TWYs E1 and G7 - all

1.3.3. DEPARTURE

Low Visibility departures (RVR less than 550m) is available for RWY 18 and for RWY 29 (helicopters only).

Following entries are available:

- RWY 18 - TWY G1
- RWY 18 - TWY A1 (helicopters only)
- RWY 29 - TWY H (helicopters only)

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15 MAY 15

10-1P1

Eff 28 May

STAVANGER, NORWAY
AIRPORT BRIEFING

1. GENERAL

1.4. SURFACE MOVEMENT AND CONTROL SYSTEM

ACFT operators shall ensure that the Mode S transponders are able to operate when 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;
- When parked, set Mode A code 2000 before selecting OFF or STBY.

Pilots of ACFT equipped with a Mode S transponder with an ACFT ident function shall set the ACFT ident from the request for push-back or taxi, whichever is earlier.

The ACFT ident to be used shall be the ICAO-defined format as specified in item 7 of the ICAO flight plan.

To ensure that the performance of systems based on SSR frequencies (including TCAS and SSR radars) is not compromised, TCAS shall not be selected before clearance to line up. It should be turned off after vacating the RWY.

ACFT not equipped with Mode S transponder shall select Mode A/C and the assigned Mode A code. If no code has been assigned, select Mode A/C and a non-discrete code according to Norway AIP ENR 1.6, section 2.1.2 letter C.

1.5. TAXI PROCEDURES

- ACFT code F: Taxi only with Follow-me car.
- ACFT code C: TWYs A2, C1, C2, E2, F1, F2, L1 and P.
- ACFT code B: TWY C3 and D.

1.6. PARKING INFORMATION

Docking guidance system at stands 8 thru 19 available.

1.7. OTHER INFORMATION

A bird deterring green laser system is located at three sites:

- West of TWY G close to TWY A1;
- East of TWY G5 and
- South of RWY 11/29.

The system will switch on automatically during cloudy days, twilight and NIGHT. It will scan the RWY surface at 3'/1m height, using a downward green laser beam. Laser emissions towards TWY A1 and TWY H are blocked out. The emissions are harmless for human eyes and are not visible under normal circumstances. However, surface reflections might be seen at various places.

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

During approach all ACFT shall, to the greatest extent possible, avoid overflying densely populated areas.

ACFT making visual approach (except light ACFT following a published VFR-route) shall preferably execute a direct approach followed by a straight-in landing on the RWY in use.

During approach to RWY 11, 18 or 36 the PAPI GS shall be followed from 1000' when compatible with the used approach procedure.

2.2. CAT II OPERATIONS

RWY 18 approved for CAT II operations; special aircrew and ACFT certification required.

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15 MAY 15

10-1P2

Eff 28 May

STAVANGER, NORWAY

AIRPORT BRIEFING

2. ARRIVAL

2.3. POINT MERGE SYSTEM

STAR is based on the Point Merge System (PMS), and accommodates Basic Continuous Descent Operations (B-CDO).

Arriving traffic established on the STAR may at any time be cleared directly to the Merge Point (MP), and must be prepared for this.

Succeeding arriving ACFT can thus be turned directly to the MP when sufficient spacing to preceding traffic is achieved. By doing this, an accurate sequence can be attained while allowing the ACFT to maintain own navigation (LNAV). When cleared direct to the MP, and also cleared for an instrument approach, the ACFT shall follow "transition" from MP to final, as displayed on the chart for the relevant instrument approach procedure.

2.4. OTHER INFORMATION

Helicopters landing on RWY 29 with base leg West of TWY G or E2, shall vacate RWY via TWY D unless otherwise instructed by ATC.

MAX 120 KT for arriving S92 West of RWY 18/36 inside D5.0 ZL in the APCH sector to RWY 11.

3. DEPARTURE

3.1. DE-ICING

When requesting start-up, inform Ground/Tower that de-icing is needed.

Contact Ground/Tower for taxi guidance to de-icing platforms P and Q.

Code F ACFT shall be guided by Follow-me car to de-icing platform.

Before entering the de-icing platform, contact the de-icing coordinator.

When de-icing is finished contact Ground/Tower for taxi clearance.

3.2. PUSH-BACK PROCEDURES

At stands 7 thru 12 and 24 contact Ground/Tower for "long push".

At stands 13 thru 23 and 30 thru 36 contact Ground/Tower for "push" (Code A, B and C ACFT) or "long push" (Code D, E and F ACFT).

3.3. NOISE ABATEMENT PROCEDURES

JET & MULTI-ENGINED ACFT WITH MTOW ABOVE 5700KGS

Climb straight ahead to 3000' minimum before commencing any turn. ATC may clear relatively quiet ACFT to commence turn at 2000'.

MULTI-ENGINED ACFT WITH MTOW OF 5700KGS OR LESS

Climb straight ahead to 2000' minimum before commencing any turn.

SINGLE-ENGINED ACFT

Climb straight ahead to 500' minimum before commencing any turn.

Military ACFT tasked with a mission which unable them to follow the above mentioned procedures, are exempted.

RWY 29

HELICOPTER WITH MTOW ABOVE 3000KGS

Climb straight ahead to 1000' minimum or ZOL 3 DME before commencing any turn.

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11 SEP 15 10-2

Eff 17 Sep

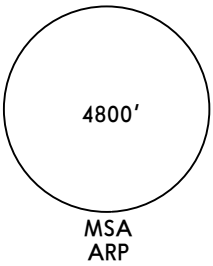
STAVANGER, NORWAY

RNAV STAR

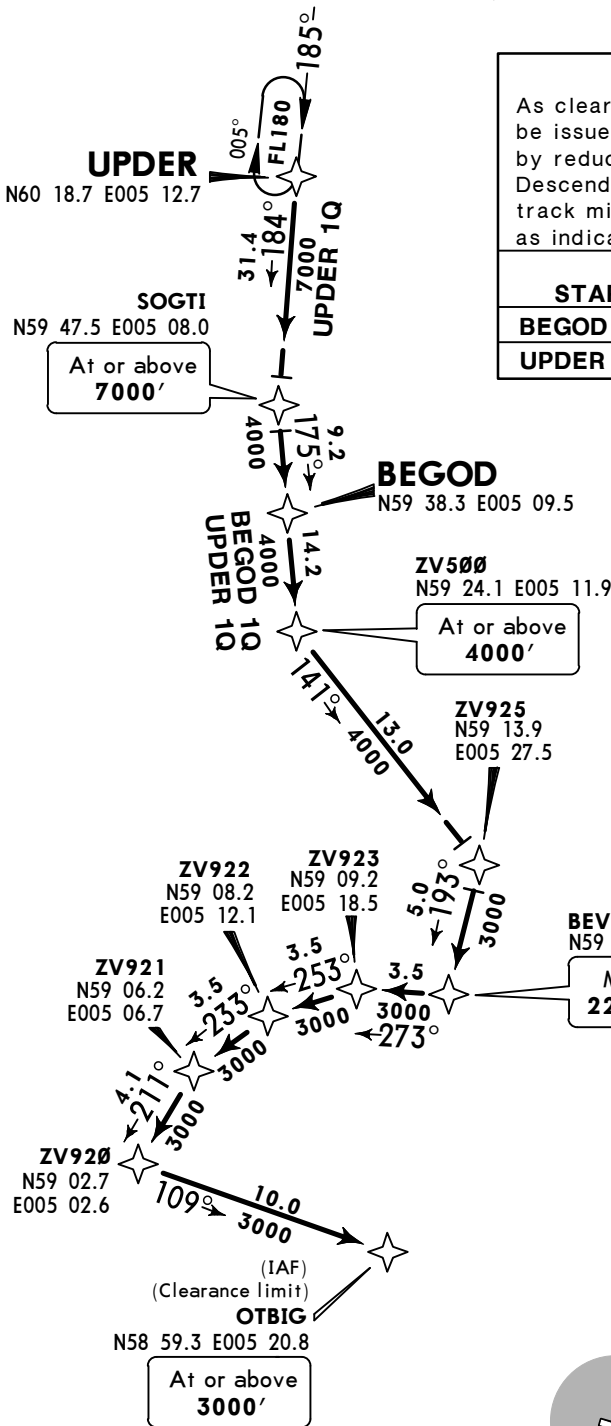
*ATIS
126.0

Apt Elev
29'

- 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. Loss of RNAV 1 capability, request vectoring.
 4. Vectoring may be used for sequencing.
 5. Descent as cleared by ATC.



BEGOD ONE QUEBEC (BEGOD 1Q) [BEGO1Q]
UPDER ONE QUEBEC (UPDER 1Q) [UPDE1Q]
RWY 11 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
BEGOD 1Q	54 NM	At 7000' by ZV925
UPDER 1Q	95 NM	

Merging point is OTBIG.

Direct distance from OTBIG to Sola Apt 11 NM



NOT TO SCALE

HOLDING OVER
BEVGU



STAR	ROUTING
BEGOD 1Q	To ZV500, to ZV925, to BEVGU, to ZV923, to ZV922, to ZV921, to ZV920, turn LEFT to OTBIG.
UPDER 1Q	To SOGTI, to BEGOD, to ZV500, to ZV925, to BEVGU, to ZV923, to ZV922, to ZV921, to ZV920, turn LEFT to OTBIG.

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SOLA

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11 SEP 15 10-2A Eff 17 Sep

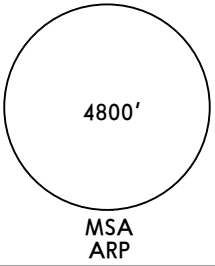
STAVANGER, NORWAY

RNAV STAR

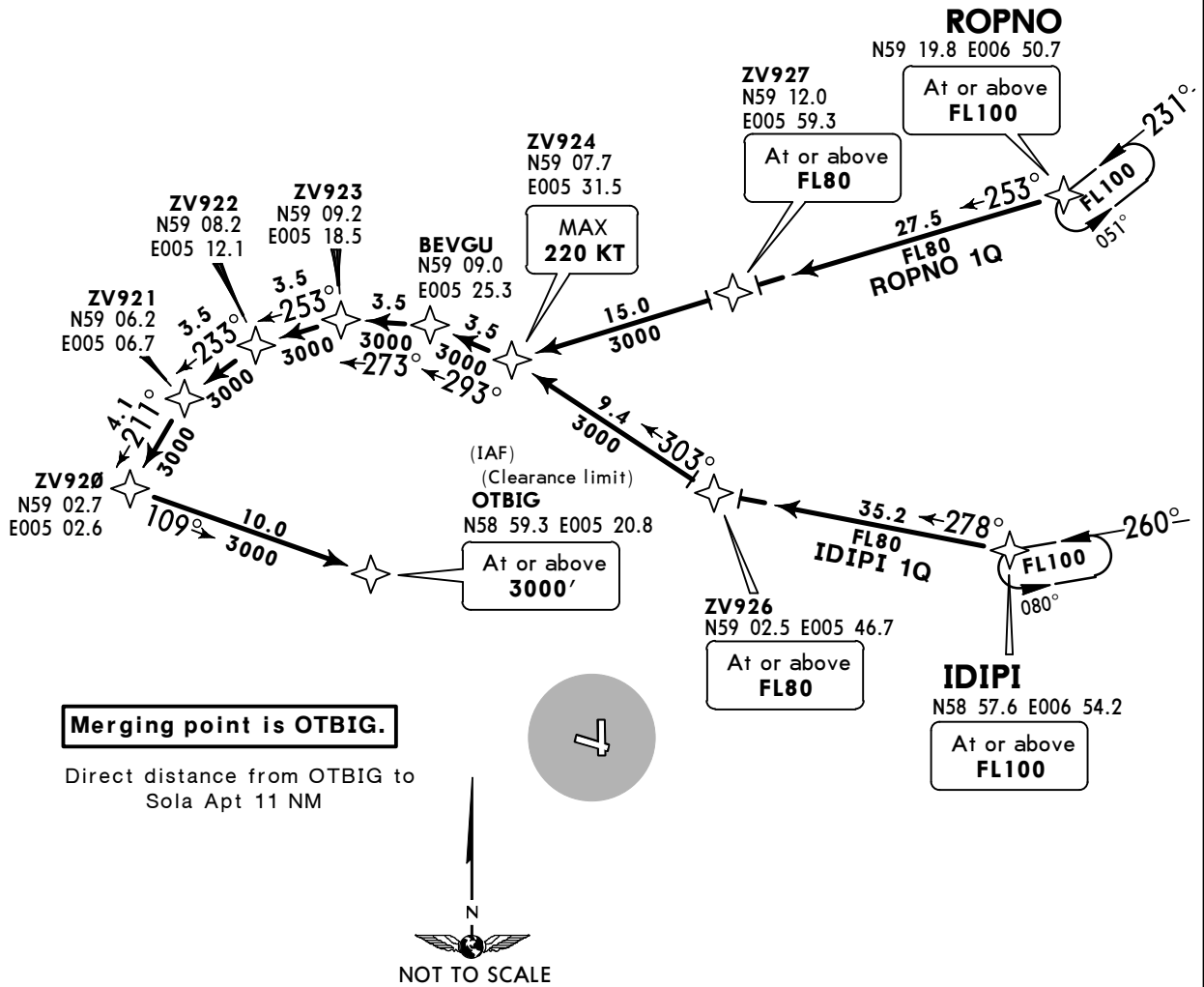
*ATIS
126.0

Apt Elev
29'

- 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. Loss of RNAV 1 capability, request vectoring.
 4. Vectoring may be used for sequencing.
 5. Descent as cleared by ATC.



IDIPI ONE QUEBEC (IDIPI 1Q) [IDIP1Q]
ROPNO ONE QUEBEC (ROPNO 1Q) [ROPN1Q]
RWY 11 RNAV ARRIVALS
RNAV 1 (GNSS)
GNSS REQUIRED



Merging point is OTBIG.

Direct distance from OTBIG to
Sola Apt 11 NM



NOT TO SCALE

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
IDIPI 1Q	66 NM	At 7000' by ZV924
ROPNO 1Q	65 NM	

HOLDING OVER
BEVGU



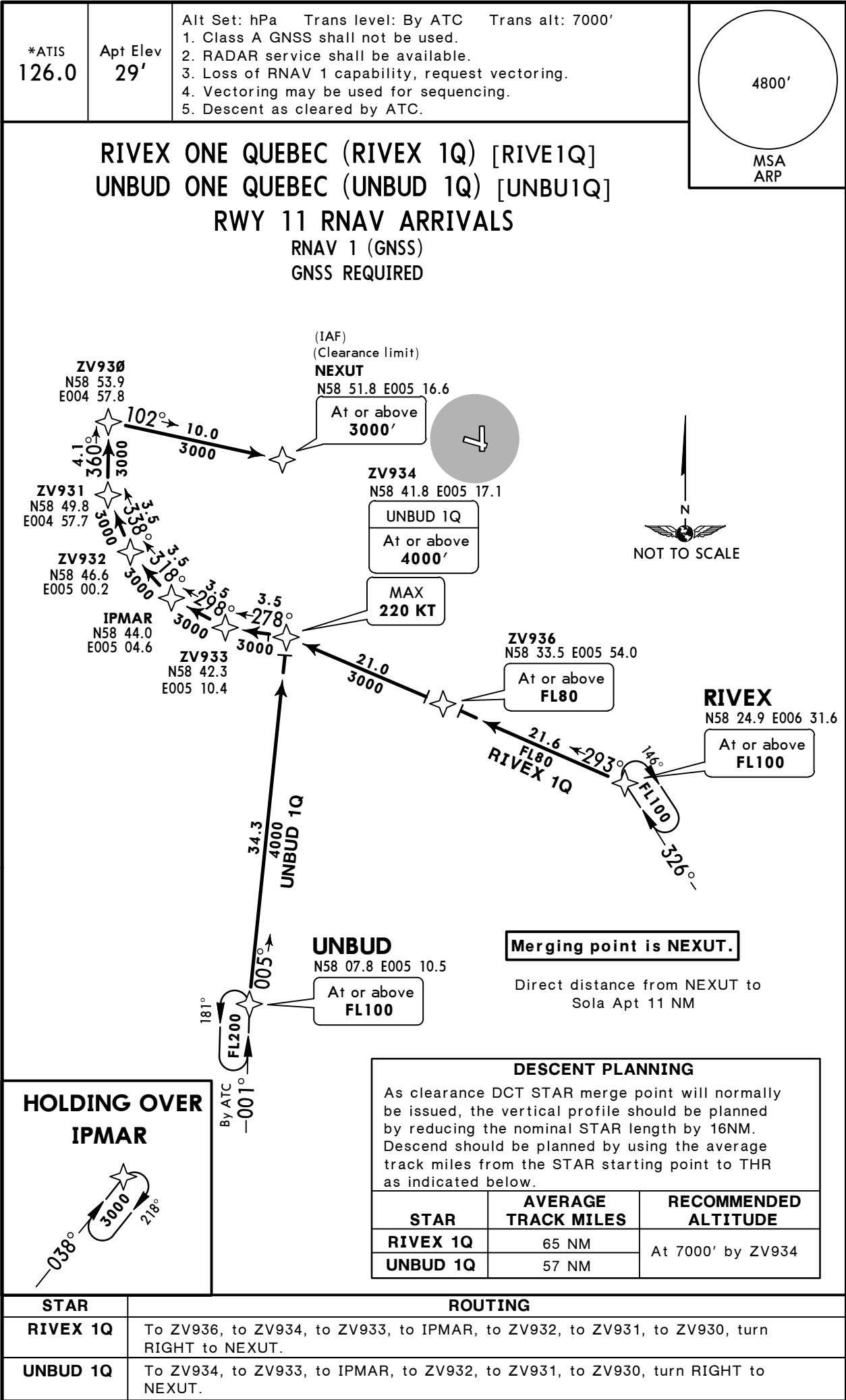
STAR	ROUTING
IDIPI 1Q	To ZV926, to ZV924, to BEVGU, to ZV923, to ZV922, to ZV921, to ZV920, turn LEFT to OTBIG.
ROPNO 1Q	To ZV927, to ZV924, to BEVGU, to ZV923, to ZV922, to ZV921, to ZV920, turn LEFT to OTBIG.

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11 SEP 15 10-2B Eff 17 Sep

STAVANGER, NORWAY

RNAV STAR



ENZV/SVG
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11 SEP 15 10-2C Eff 17 Sep

STAVANGER, NORWAY

RNAV STAR

*ATIS
126.0

Apt Elev
29'

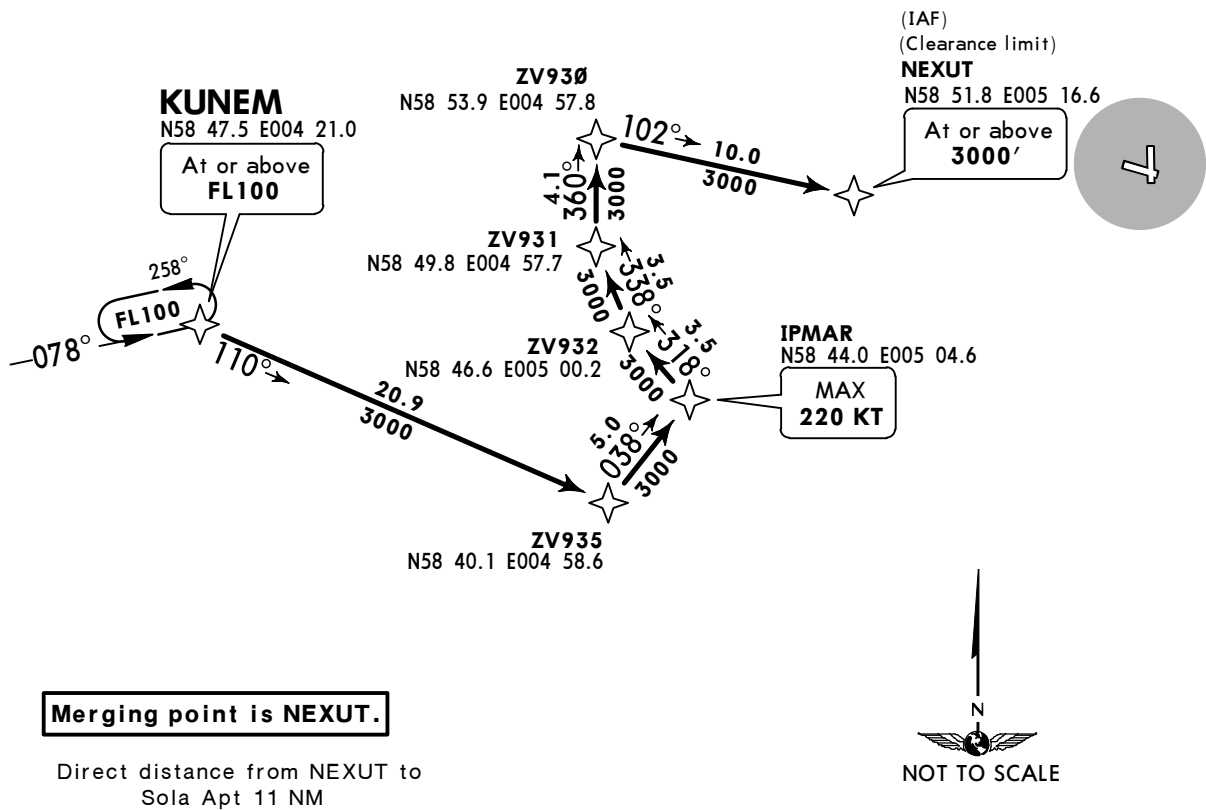
Alt Set: hPa Trans level: By ATC Trans alt: 7000'

1. Class A GNSS shall not be used.
2. RADAR service shall be available.
3. Loss of RNAV 1 capability, request vectoring.
4. Vectoring may be used for sequencing.
5. Descent as cleared by ATC.

4800'

MSA
ARP

KUNEM ONE QUEBEC (KUNEM 1Q) [KUNE1Q]
RWY 11 RNAV ARRIVAL
RNAV 1 (GNSS)
GNSS REQUIRED



HOLDING OVER
IPMAR

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.	
AVERAGE TRACK MILES	RECOMMENDED ALTITUDE
45 NM	At 7000' by ZV935

ROUTING

To ZV935, to IPMAR, to ZV932, to ZV931, to ZV930, turn RIGHT to NEXUT.

ENZV/SVG
SOLA

JEPPESSEN
11 SEP 15 10-2D Eff 17 Sep

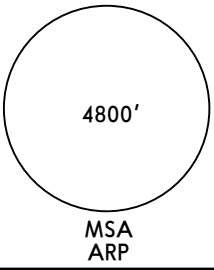
STAVANGER, NORWAY

RNAV STAR

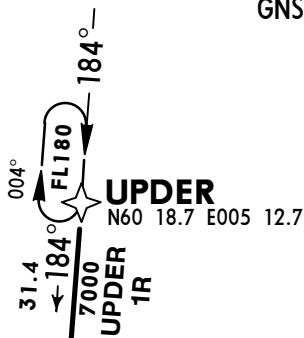
*ATIS
126.0

Apt Elev
29'

- 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. Loss of RNAV 1 capability, request vectoring.
 4. Vectoring may be used for sequencing.
 5. Descent as cleared by ATC.



BEGOD ONE ROMEO (BEGOD 1R) [BEGO1R]
UPDER ONE ROMEO (UPDER 1R) [UPDE1R]
RWY 29 RNAV ARRIVALS
RNAV 1 (GNSS)
GNSS REQUIRED



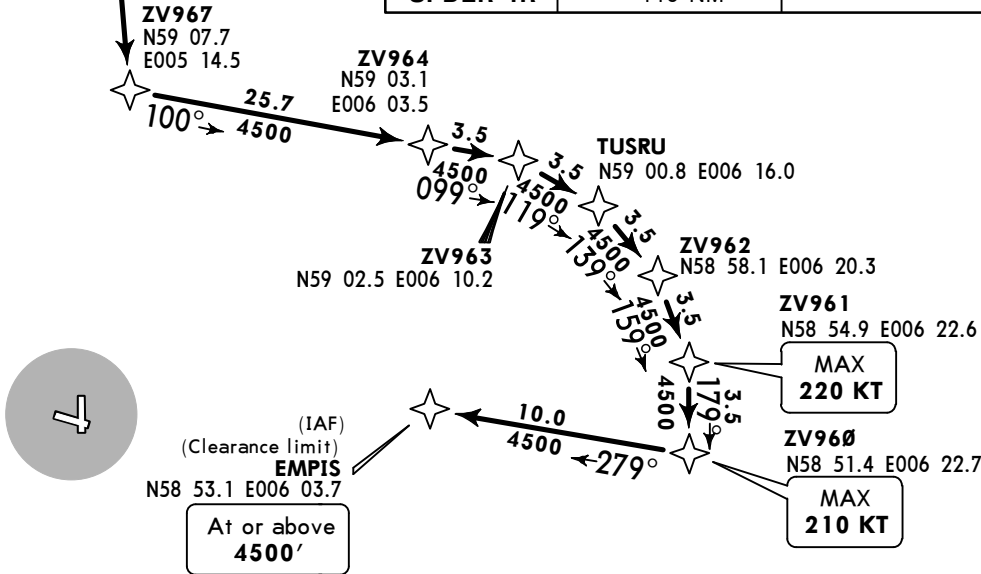
Merging point is EMPIS.

Direct distance from EMPIS to
Sola Apt 13 NM

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
BEGOD 1R	73 NM	At 7000' by ZV964
UPDER 1R	113 NM	



STAR	ROUTING
BEGOD 1R	To ZV967, to ZV964, to ZV963, to TUSRU, to ZV962, to ZV961, to ZV960, turn RIGHT to EMPIS.
UPDER 1R	To SOGTI, to BEGOD, to ZV967, to ZV964, to ZV963, to TUSRU, to ZV962, to ZV961, to ZV960, turn RIGHT to EMPIS.

ENZV/SVG
SOLA

JEPPESSEN
11 SEP 15 10-2E Eff 17 Sep

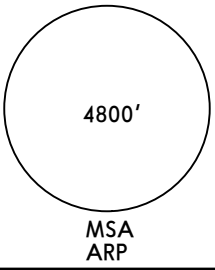
STAVANGER, NORWAY

RNAV STAR

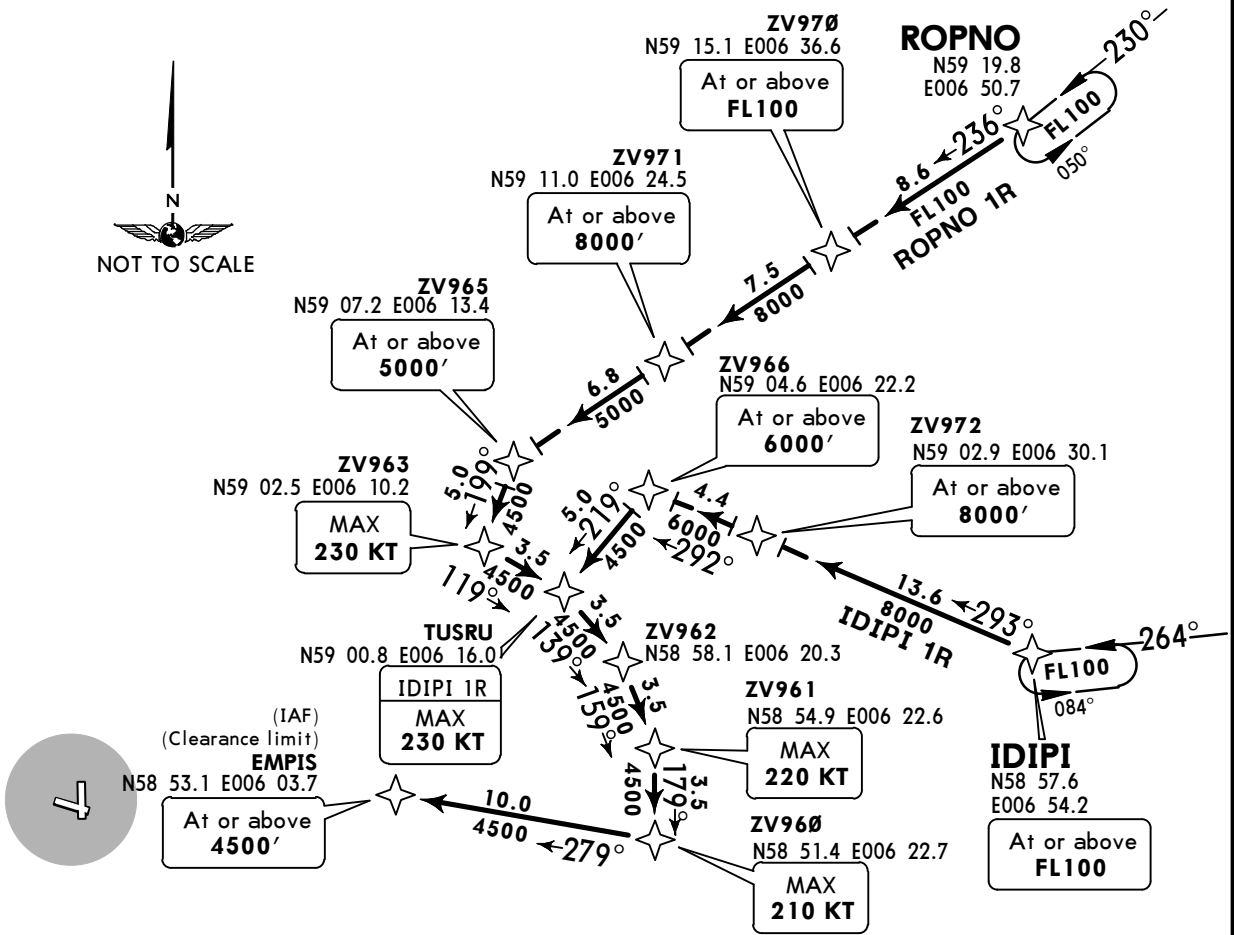
*ATIS
126.0

Apt Elev
29'

- 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. Loss of RNAV 1 capability, request vectoring.
 4. Vectoring may be used for sequencing.
 5. Descent as cleared by ATC.



IDIPI ONE ROMEO (IDIPI 1R) [IDIP1R]
ROPNO ONE ROMEO (ROPNO 1R) [ROPN1R]
RWY 29 RNAV ARRIVALS
RNAV 1 (GNSS)
GNSS REQUIRED



Merging point is EMPIS.

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
IDIPI 1R	46 NM	At 7000' by ZV966
ROPNO 1R	52 NM	At 7000' by ZV963

Direct distance from EMPIS to
Sola Apt 13 NM

STAR	ROUTING
IDIPI 1R	To ZV972, to ZV966, to TUSRU, to ZV962, to ZV961, to ZV960, turn RIGHT to EMPIS.
ROPNO 1R	To ZV970, to ZV971, to ZV965, to ZV963, to TUSRU, to ZV962, to ZV961, to ZV960, turn RIGHT to EMPIS.

ENZV/SVG
SOLA

JEPPESSEN
11 SEP 15 10-2F Eff 17 Sep

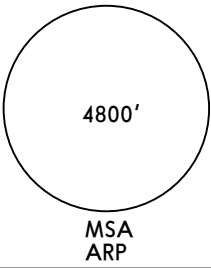
STAVANGER, NORWAY

RNAV STAR

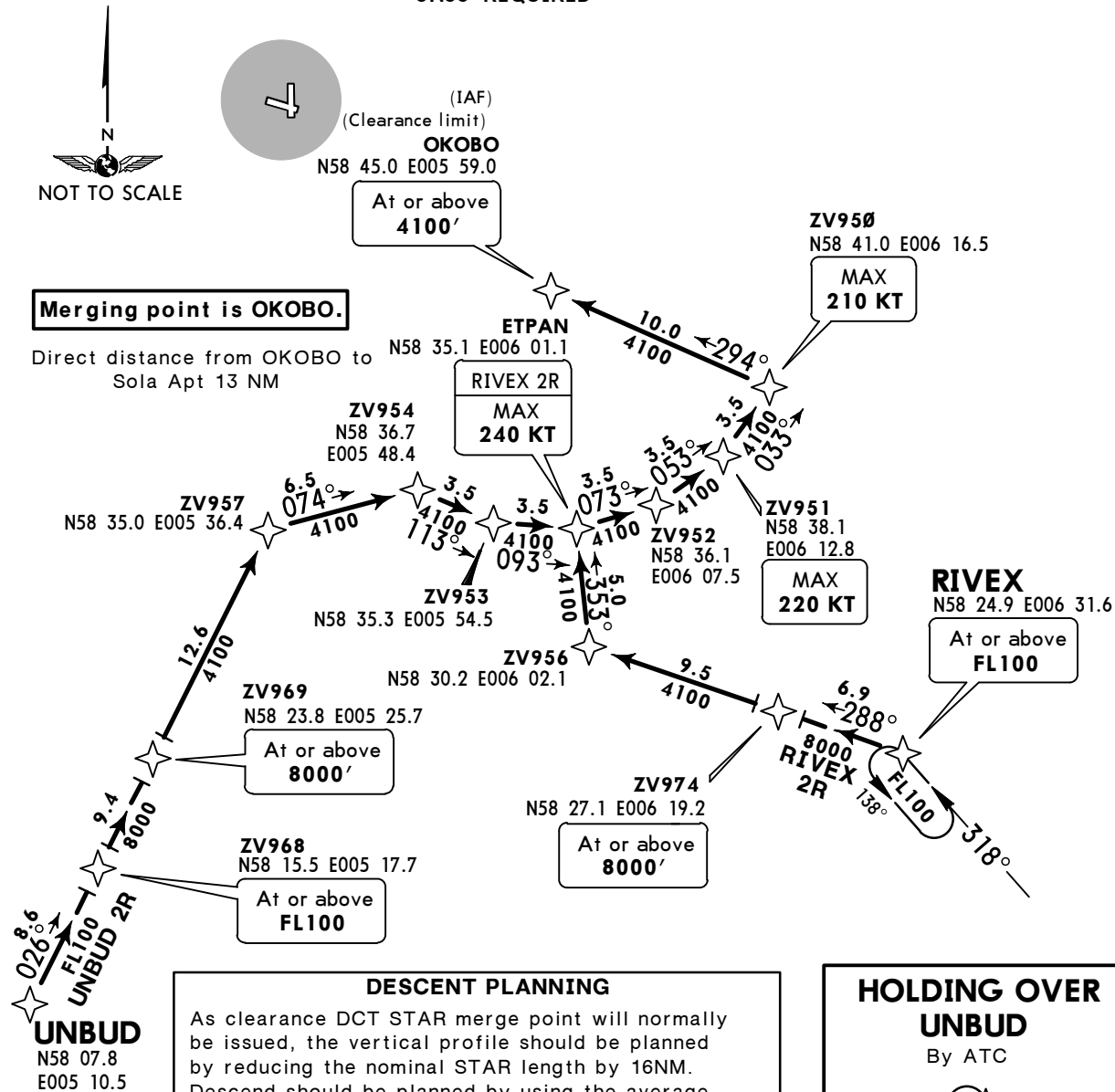
*ATIS
126.0

Apt Elev
29'

- 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. Loss of RNAV 1 capability, request vectoring.
 4. Vectoring may be used for sequencing.
 5. Descent as cleared by ATC.



RIVEX TWO ROMEO (RIVEX 2R) [RIVE2R]
UNBUD TWO ROMEO (UNBUD 2R) [UNBU2R]
RWY 29 RNAV ARRIVALS
RNAV 1 (GNSS)
GNSS REQUIRED



UNBUD
N58 07.8
E005 10.5

DESCENT PLANNING

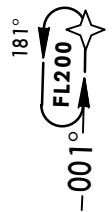
As clearance DCT STAR merge point will normally be issued, the vertical profile should be planned by reducing the nominal STAR length by 16NM. Descend should be planned by using the average track miles from the STAR starting point to THR as indicated below.

STAR	AVERAGE TRACK MILES	RECOMMENDED ALTITUDE
RIVEX 2R	46 NM	At 7000' by ZV956
UNBUD 2R	61 NM	At 7000' by ZV954

Gnd speed-KT	75	100	150	200	250	300
7.7% V/V (fpm)	585	780	1170	1560	1949	2339

HOLDING OVER UNBUD

By ATC



Descent gradient from UNBUD holding (FL200) to ZV954 (4100') : 7.7%

STAR	ROUTING
RIVEX 2R	To ZV974, to ZV956, to ETPAN, to ZV952, to ZV951, to ZV950, turn LEFT to OKOBO.
UNBUD 2R	To ZV968, to ZV969, to ZV957, to ZV954, to ZV953, to ETPAN, to ZV952, to ZV951, to ZV950, turn LEFT to OKOBO.

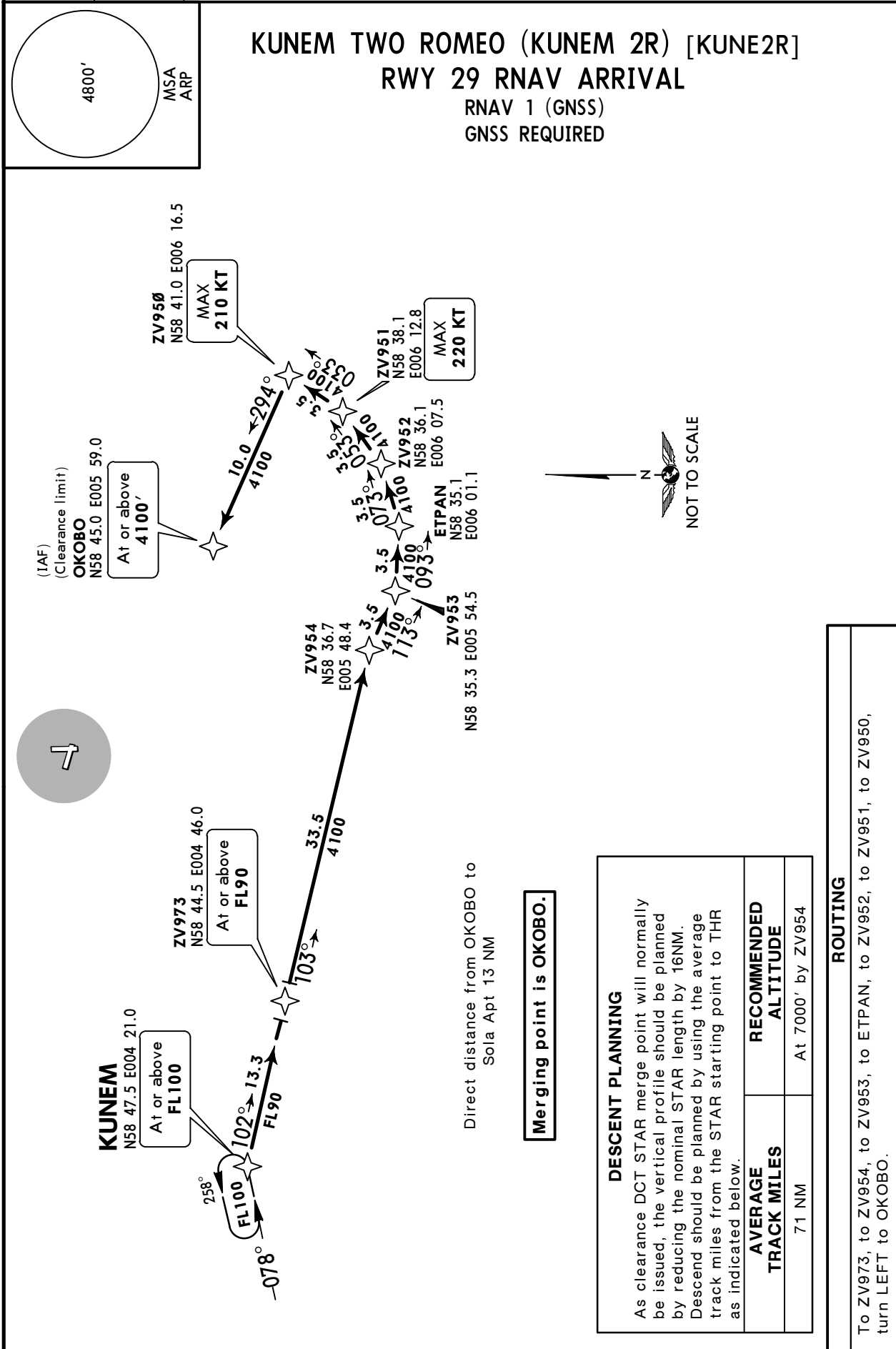
ENZV/SVG
SOLA

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11 SEP 15 10-2G

Eff 17 Sep

STAVANGER, NORWAY
RNAV STAR

*ATIS 126.0	Apt Elev 29'	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. Loss of RNAV 1 capability, request vectoring. 4. Vectoring may be used for sequencing. 5. Descent as cleared by ATC.
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7

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.

AVERAGE TRACK MILES	RECOMMENDED ALTITUDE
71 NM	At 7000' by ZV954

ROUTING

To ZV973, to ZV954, to ZV953, to ETPAN, to ZV952, to ZV951, to ZV950, turn LEFT to OKOBO.

ENZV/SVG
SOLA

11 SEP 15 10-2H Eff 17 Sep

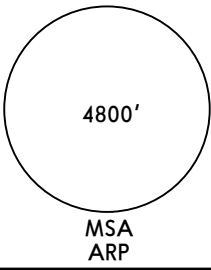
STAVANGER, NORWAY

RNAV STAR

*ATIS
126.0

Apt Elev
29'

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. Loss of RNAV 1 capability, request vectoring.
4. Vectoring may be used for sequencing.
5. Descent as cleared by ATC.



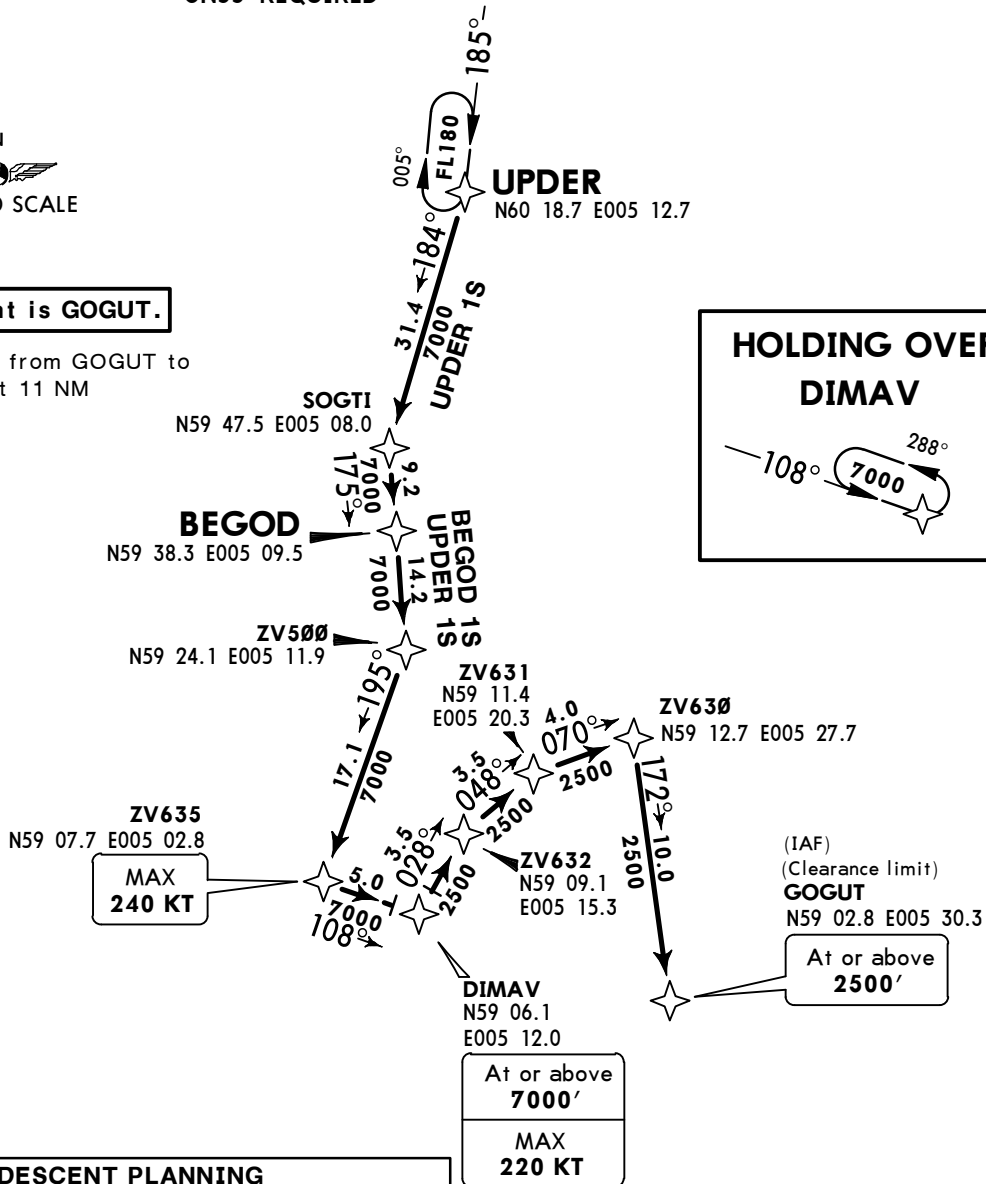
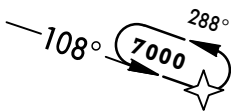
BEGOD ONE SIERRA (BEGOD 1S) [BEGO1S]
UPDER ONE SIERRA (UPDER 1S) [UPDE1S]
RWY 18 RNAV ARRIVALS
RNAV 1 (GNSS)
GNSS REQUIRED



Merging point is GOGUT.

Direct distance from GOGUT to
Sola Apt 11 NM

HOLDING OVER
DIMAV



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
BEGOD 1S	53 NM	At 7000' by ZV635
UPDER 1S	94 NM	

STAR	ROUTING
BEGOD 1S	To ZV500, to ZV635, to DIMAV, to ZV632, to ZV631, to ZV630, turn RIGHT to GOGUT.
UPDER 1S	To SOGTI, to BEGOD, to ZV500, to ZV635, to DIMAV, to ZV632, to ZV631, to ZV630, turn RIGHT to GOGUT.

ENZV/SVG
SOLA

JEPPesen 11 SEP 15 10-2J Eff 17 Sep

STAVANGER, NORWAY

RNAV STAR

*ATIS
126.0

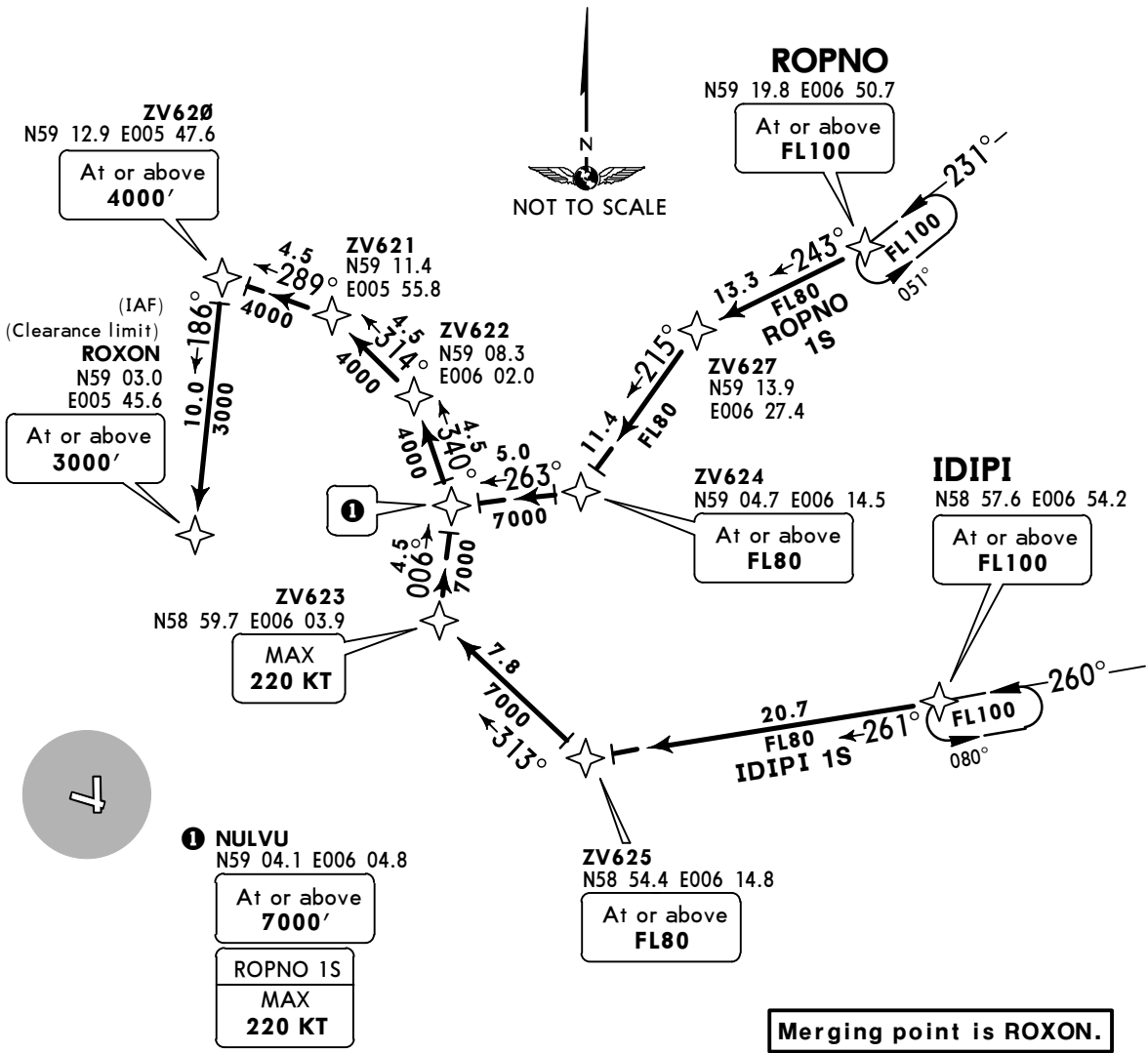
Apt Elev
29'

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. Loss of RNAV 1 capability, request vectoring.
4. Vectoring may be used for sequencing.
5. Descent as cleared by ATC.

4800'

MSA
ARP

IDIPI ONE SIERRA (IDIPI 1S) [IDIP1S]
ROPNO ONE SIERRA (ROPNO 1S) [ROPN1S]
RWY 18 RNAV ARRIVALS
RNAV 1 (GNSS)
GNSS REQUIRED



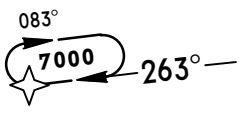
DESCENT PLANNING

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
IDIPI 1S	41 NM	At 7000' by ZV623
ROPNO 1S	50 NM	At 7000' by NULVU

Direct distance from ROXON to Sola Apt 11 NM

HOLDING OVER
NULVU



STAR	ROUTING
IDIPI 1S	To ZV625, to ZV623, to NULVU, to ZV622, to ZV621, to ZV620, turn LEFT to ROXON.
ROPNO 1S	To ZV627, to ZV624, to NULVU, to ZV622, to ZV621, to ZV620, turn LEFT to ROXON.

HOLDING OVER UNBUD

By ATC



ENZV/SVG
SOLA

JEPPESSEN
11 SEP 15 10-2L Eff 17 Sep

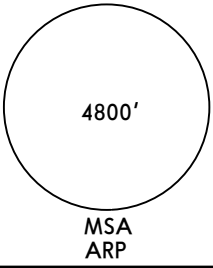
STAVANGER, NORWAY

RNAV STAR

*ATIS
126.0

Apt Elev
29'

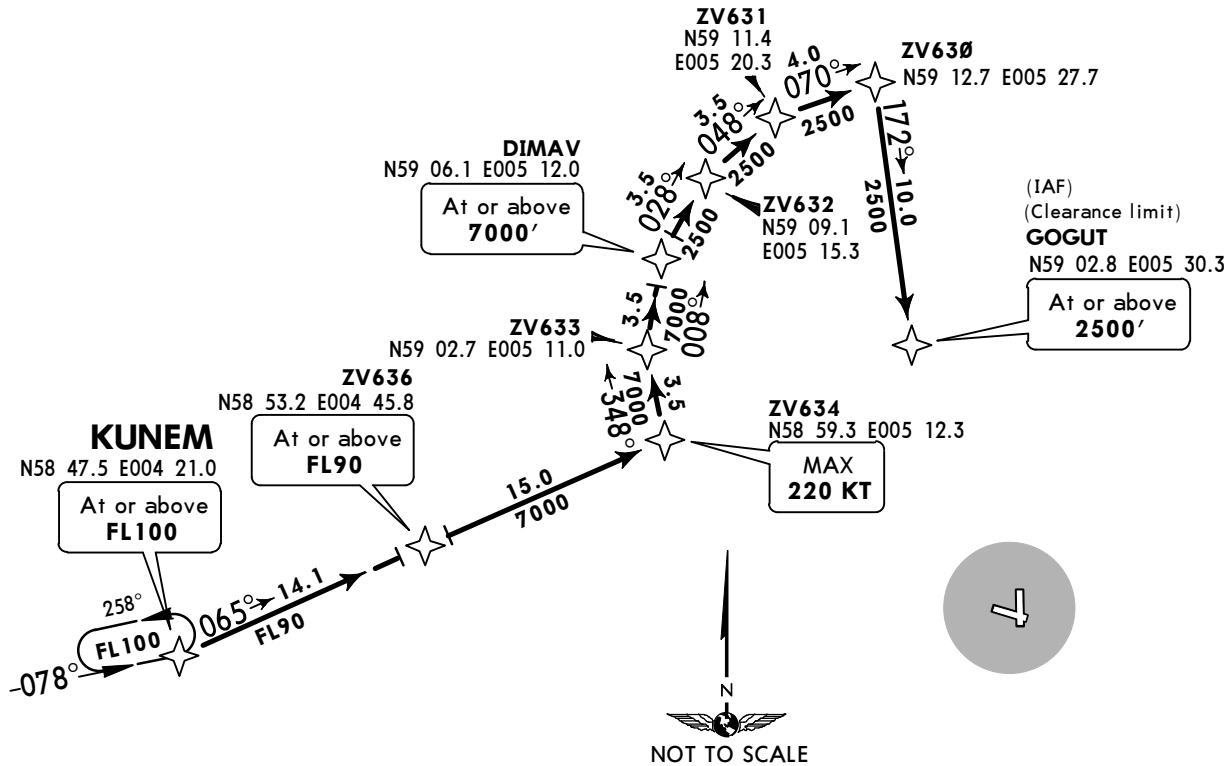
Alt Set: hPa Trans level: By ATC Trans alt: 7000'
1. Class A GNSS shall not be used.
2. RADAR service shall be available.
3. Loss of RNAV 1 capability, request vectoring.
4. Vectoring may be used for sequencing.
5. Descent as cleared by ATC.



KUNEM ONE SIERRA (KUNEM 1S) [KUNE1S]
RWY 18 RNAV ARRIVAL
RNAV 1 (GNSS)
GNSS REQUIRED

Merging point is GOGUT.

Direct distance from GOGUT to
Sola Apt 11 NM

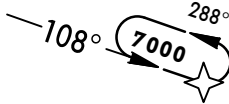


DESCENT PLANNING

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.

AVERAGE TRACK MILES	RECOMMENDED ALTITUDE
51 NM	At 7000' by ZV634

HOLDING OVER
DIMAV



ROUTING

To ZV636, to ZV634, to ZV633, to DIMAV, to ZV632, to ZV631, to ZV630, turn RIGHT to GOGUT.

ENZV/SVG
SOLA

JEPPesen
2 OCT 15 10-2M

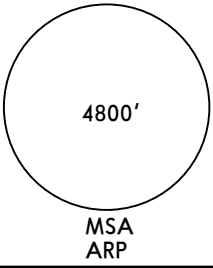
STAVANGER, NORWAY

RNAV STAR

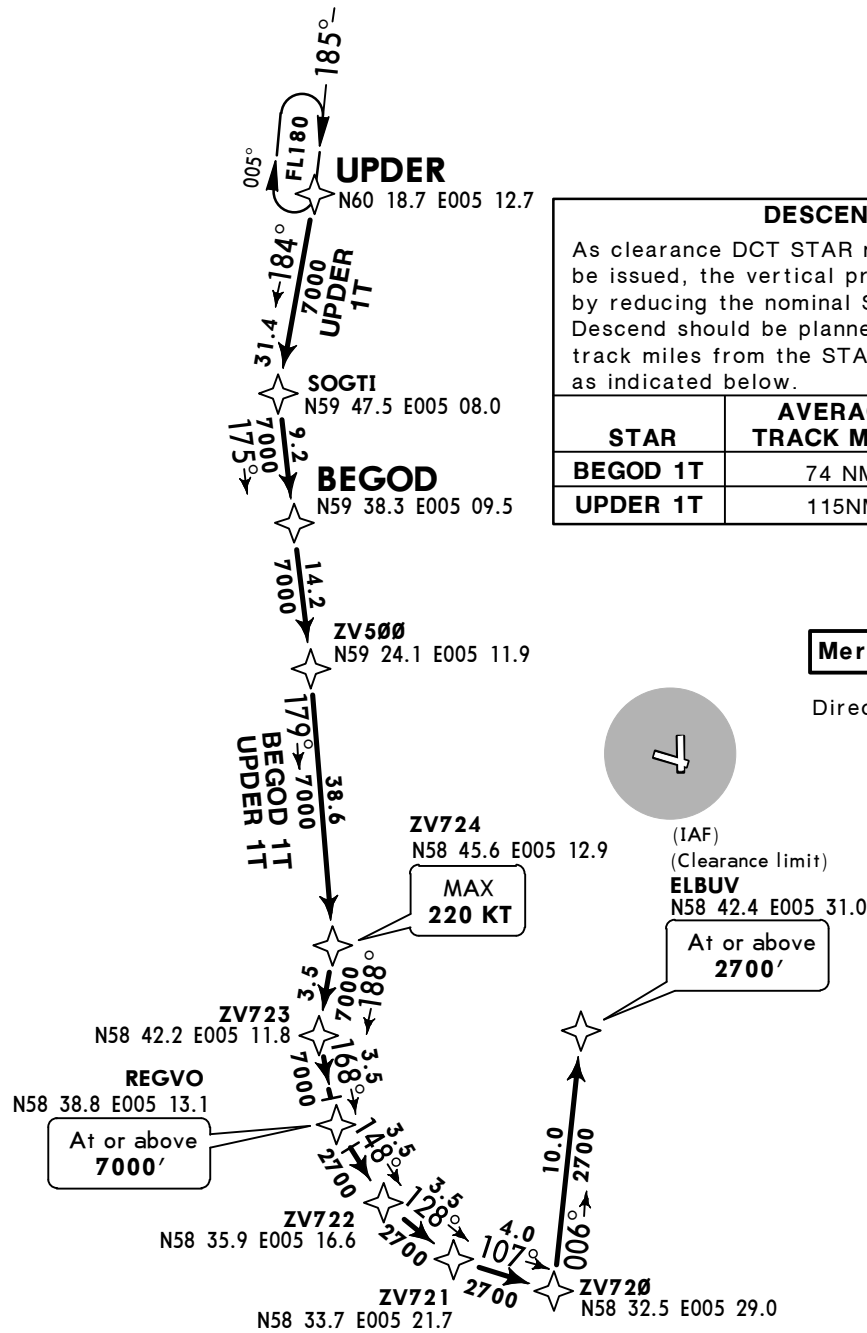
*ATIS
126.0

Apt Elev
29'

- 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. Loss of RNAV 1 capability, request vectoring.
 4. Vectoring may be used for sequencing.
 5. Descent as cleared by ATC.



BEGOD ONE TANGO (BEGOD 1T) [BEGO1T]
UPDER ONE TANGO (UPDER 1T) [UPDE1T]
RWY 36 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.

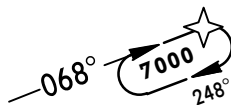
STAR	AVERAGE TRACK MILES	RECOMMENDED ALTITUDE
BEGOD 1T	74 NM	At 7000' by ZV724
UPDER 1T	115NM	

Merging point is ELBUV.

Direct distance from ELBUV to Sola Apt 11 NM



HOLDING OVER
REGVO



STAR	ROUTING
BEGOD 1T	To ZV500, to ZV724, to ZV723, to REGVO, to ZV722, to ZV721, to ZV720, turn LEFT to ELBUV.
UPDER 1T	To SOGTI, to BEGOD, to ZV500, to ZV724, to ZV723, to REGVO, to ZV722, to ZV721, to ZV720, turn LEFT to ELBUV.

4800'

MSA
ARP

Direct distance from TUXAS to
Sola Apt 11 NM

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4800'
MSA
ARP

HOLDINGS OVER	
LURUP 	REGVO

STAR	AVERAGE TRACK MILES	RECOMMENDED ALTITUDE
RIVEX 1T	46 NM	At 7000' by ZV735
UNBUD 1T	53 NM	At 7000' by ZV725

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ENZV/SVG
SOLA

JEPPesen 11 SEP 15 10-2Q Eff 17 Sep

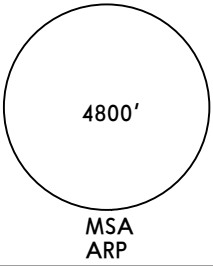
STAVANGER, NORWAY

RNAV STAR

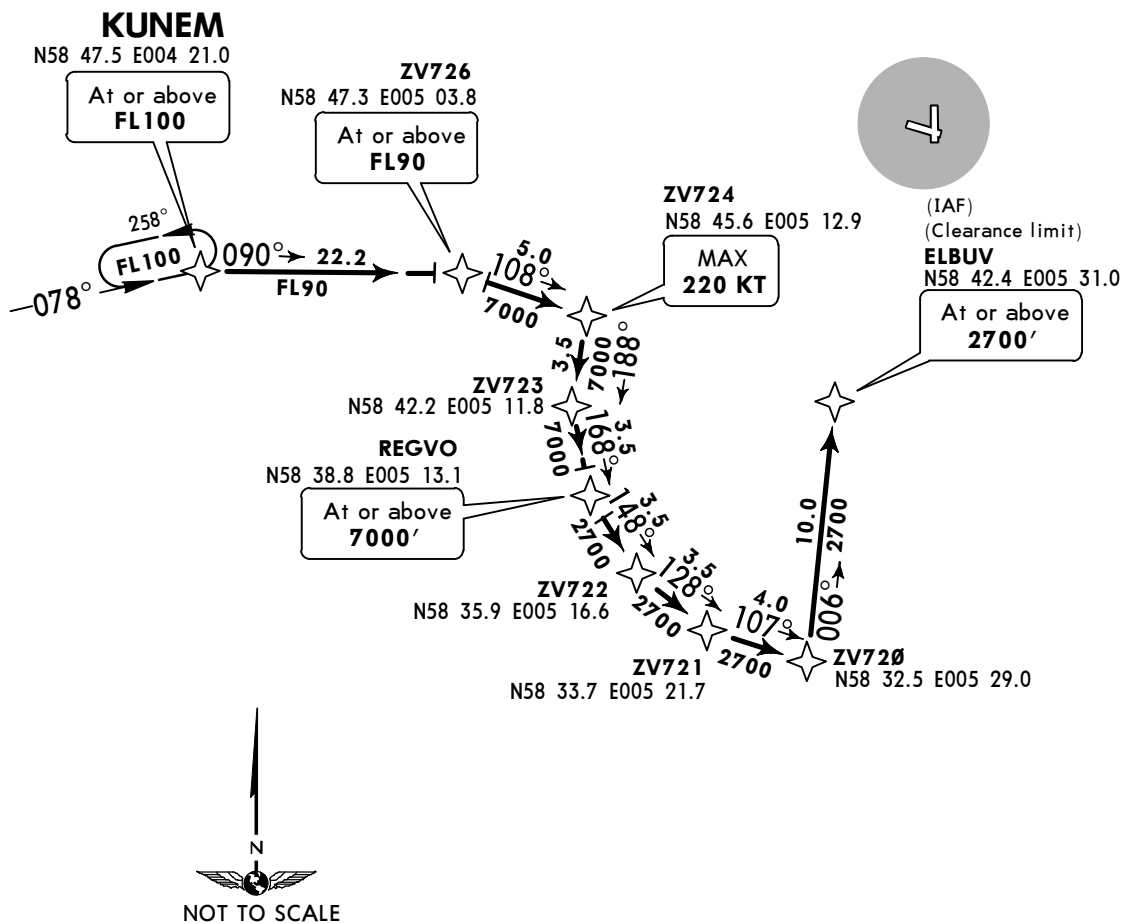
*ATIS
126.0

Apt Elev
29'

- 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. Loss of RNAV 1 capability, request vectoring.
 4. Vectoring may be used for sequencing.
 5. Descent as cleared by ATC.



KUNEM ONE TANGO (KUNEM 1T) [KUNE1T]
RWY 36 RNAV ARRIVAL
RNAV 1 (GNSS)
GNSS REQUIRED



Merging point is ELBUV.

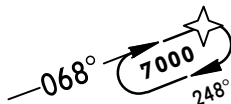
Direct distance from ELBUV to
Sola Apt 11 NM

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. Descent should be planned by using the average track miles from the STAR starting point to THR as indicated below.

AVERAGE TRACK MILES	RECOMMENDED ALTITUDE
50 NM	At 7000' by ZV724

HOLDING OVER
REGVO



ROUTING

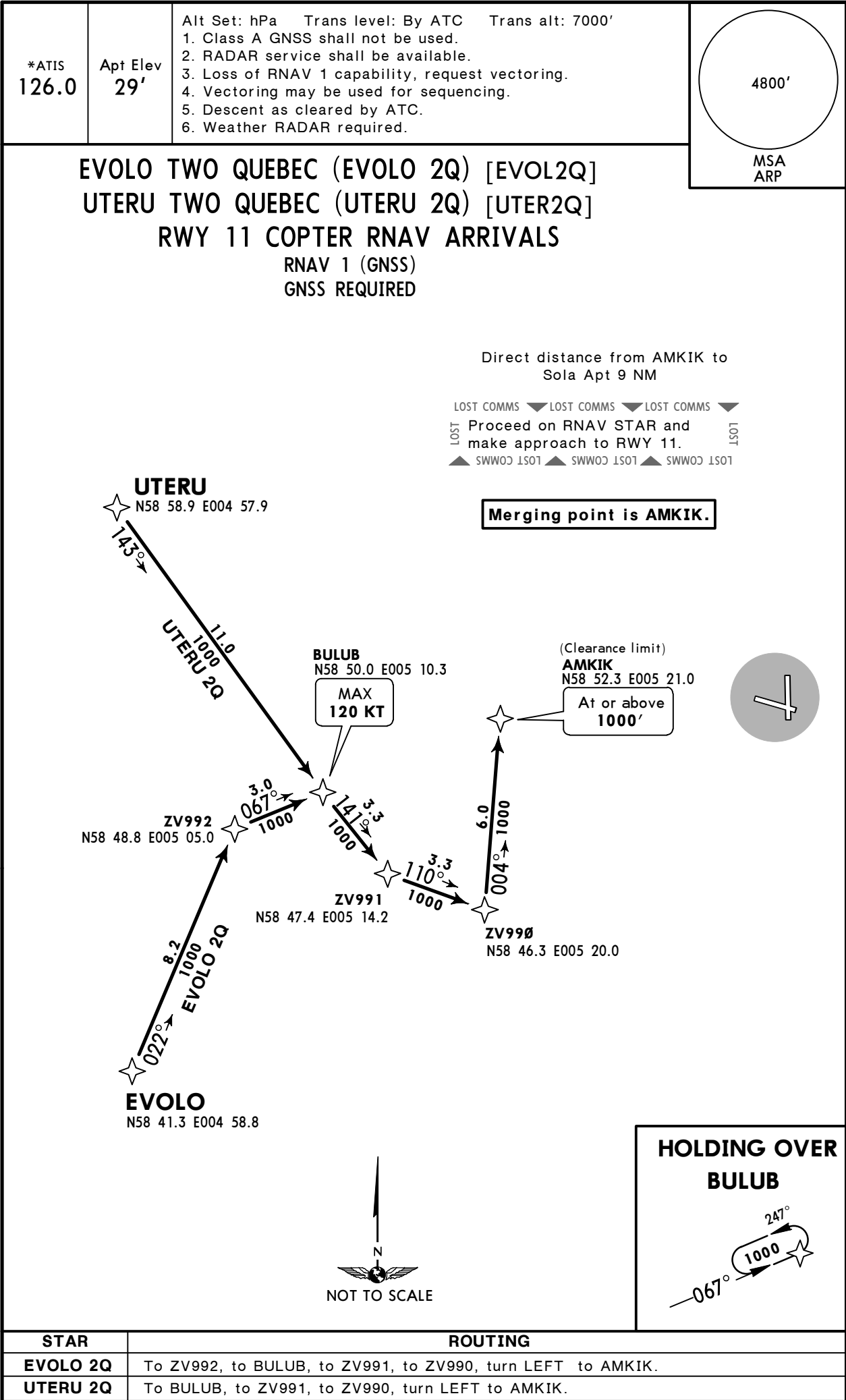
To ZV726, to ZV724, to ZV723, to REGVO, to ZV722, to ZV721, to ZV720, turn LEFT to ELBUV.

ENZV/SVG
SOLA

JEPPESSEN
27 MAR 15 10-2S Eff 2 Apr

STAVANGER, NORWAY

RNAV COPTER STAR

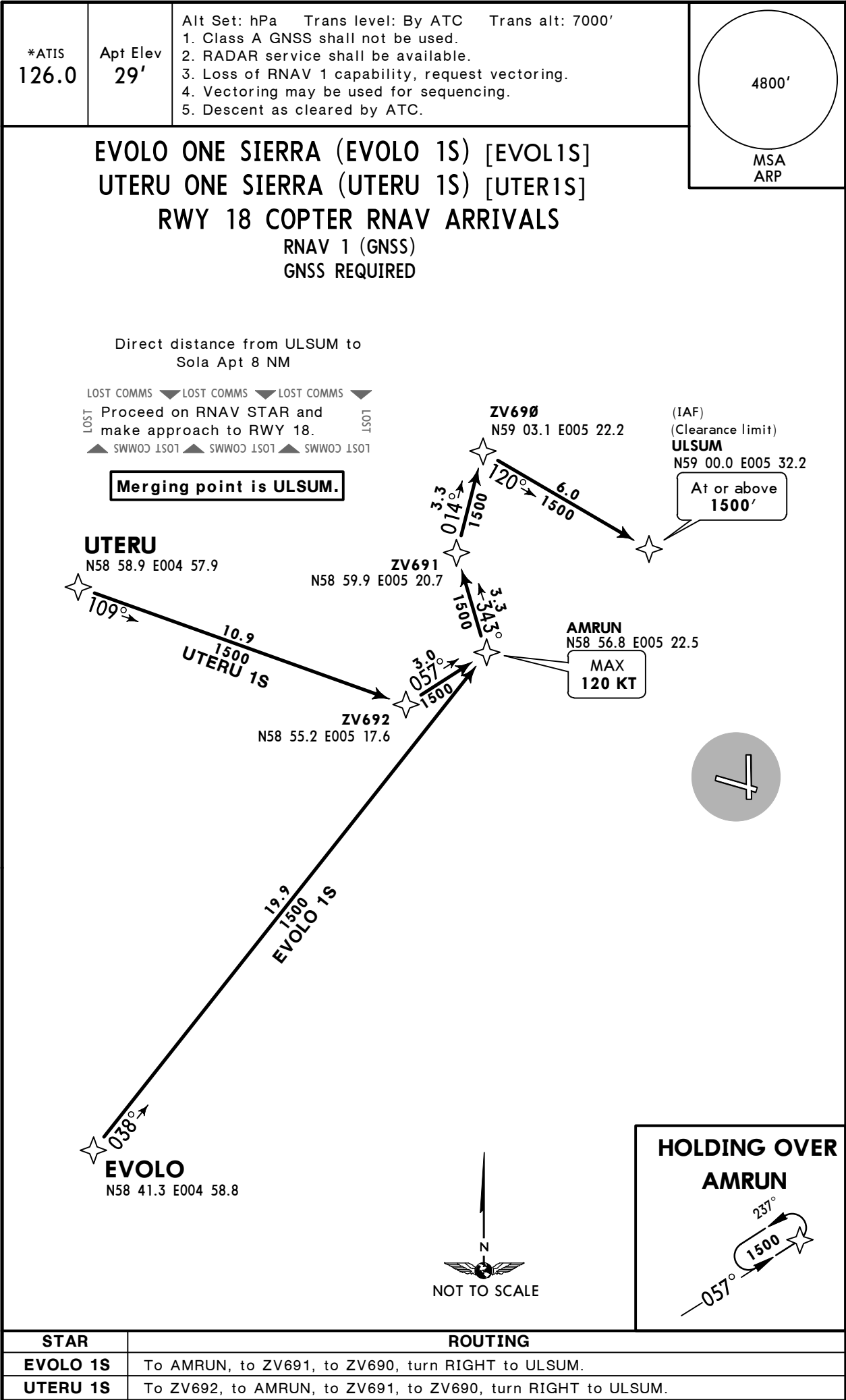


ENZV/SVG
SOLA

27 MAR 15 **10-2T** Eff 2 Apr

STAVANGER, NORWAY

RNAV COPTER STAR

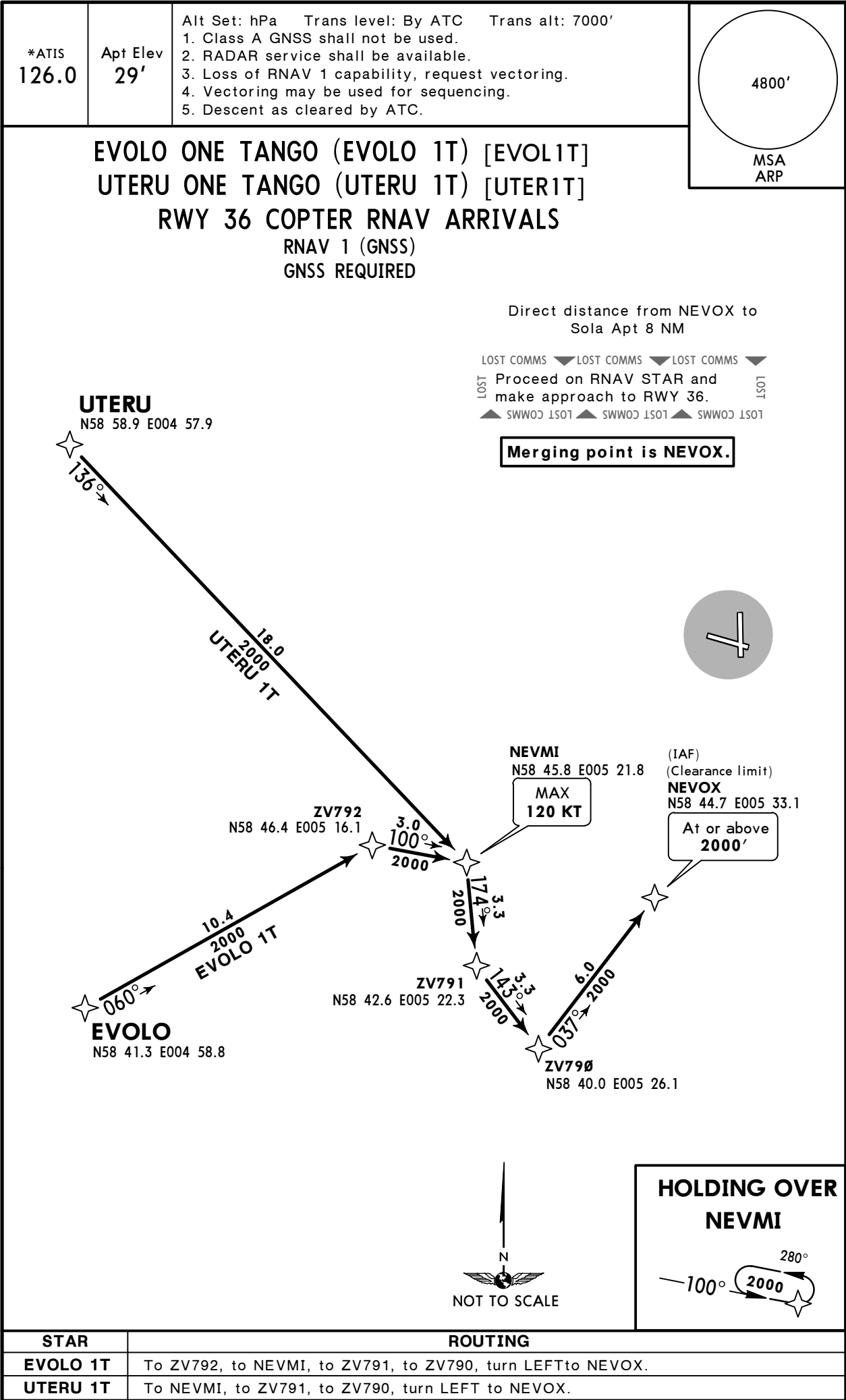


ENZV/SVG
SOLA

JEPPESSEN
27 MAR 15 10-2U Eff 2 Apr

STAVANGER, NORWAY

RNAV COPTER STAR



ENZV/SVG
SOLA

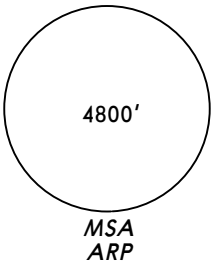
JEPPESSEN
31 OCT 14 10-3 Eff 13 Nov

STAVANGER, NORWAY
RNAV SID

Apt Elev
29'

- Trans level: By ATC Trans alt: 7000'
1. Class A GNSS shall not be used.
 2. RADAR service shall be available.
 3. EXPECT close-in obstacles.
 4. When being vectored or cleared for direct routing the SID climb gradients apply.
 5. Non RNAR 1 ACFT at first contact with SOLA Ground state 'unable RNAV 1 due (reason)'. Omnidirectional departure available.
 6. Contact as instructed by SOLA Tower

ODINU ONE ECHO (ODINU 1E) [ODIN1E]
UPLEV ONE ECHO (UPLEV 1E) [UPLE1E]
RWY 11 RNAV DEPARTURES
RNAV 1 (GNSS)
GNSS REQUIRED

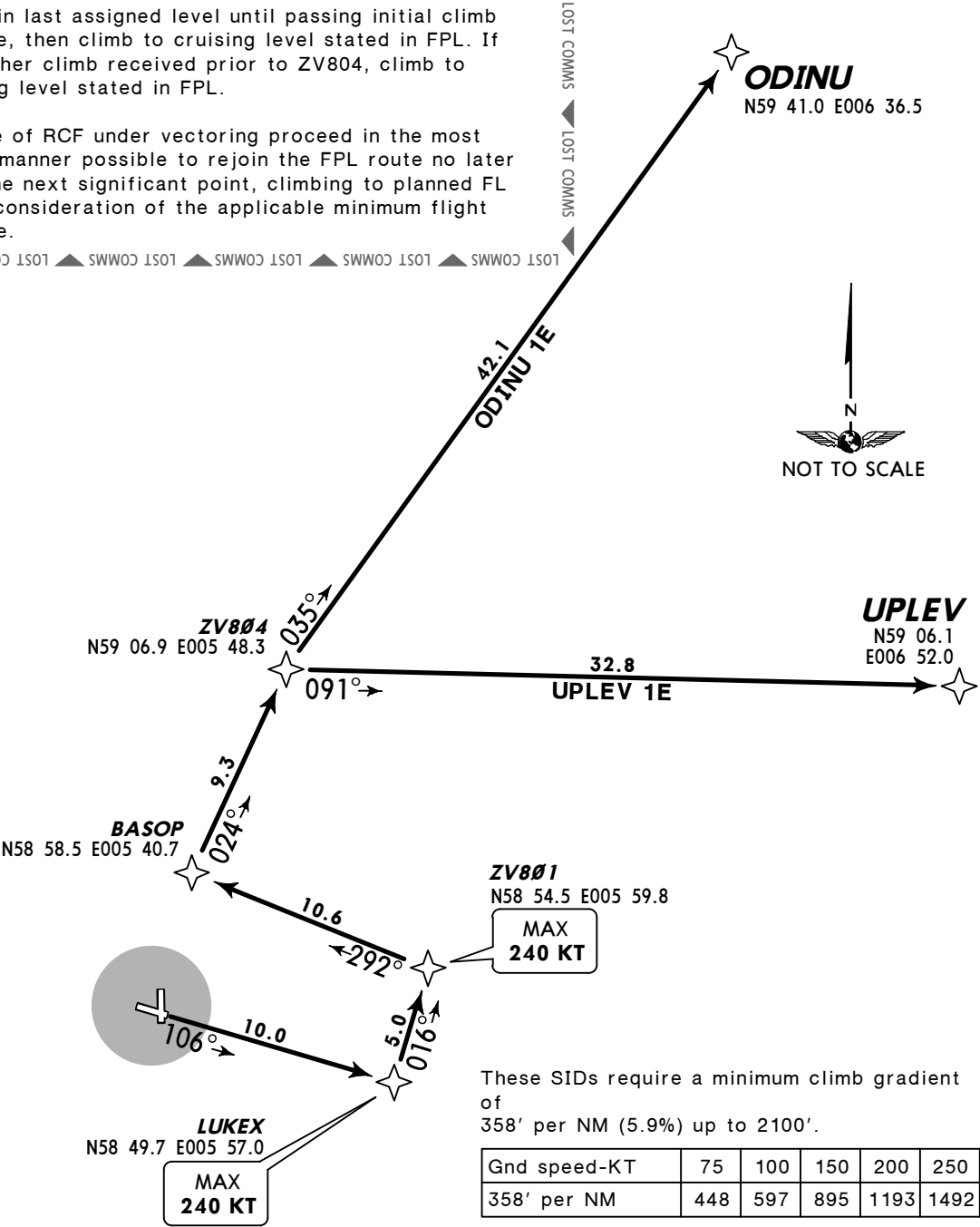


LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

Maintain last assigned level until passing initial climb altitude, then climb to cruising level stated in FPL. If no further climb received prior to ZV804, climb to cruising level stated in FPL.

In case of RCF under vectoring proceed in the most direct manner possible to rejoin the FPL route no later than the next significant point, climbing to planned FL under consideration of the applicable minimum flight altitude.

▲ SWWOC 1S01 ▲ SWWOC 1S01 ▲ SWWOC 1S01 ▲ SWWOC 1S01 ▲ SWWOC 1S01 ▲



These SIDs require a minimum climb gradient of 358' per NM (5.9%) up to 2100'.

Gnd speed-KT	75	100	150	200	250	300
358' per NM	448	597	895	1193	1492	1790

If unable to comply inform ATC.

Initial climb clearance 6000'	
SID	ROUTING
ODINU 1E	On 106° track to LUKEX (K240-) - ZV801 (K240-) - BASOP - ZV804 - ODINU.
UPLEV 1E	On 106° track to LUKEX (K240-) - ZV801 (K240-) - BASOP - ZV804 - UPLEV.

ENZV/SVG
SOLA

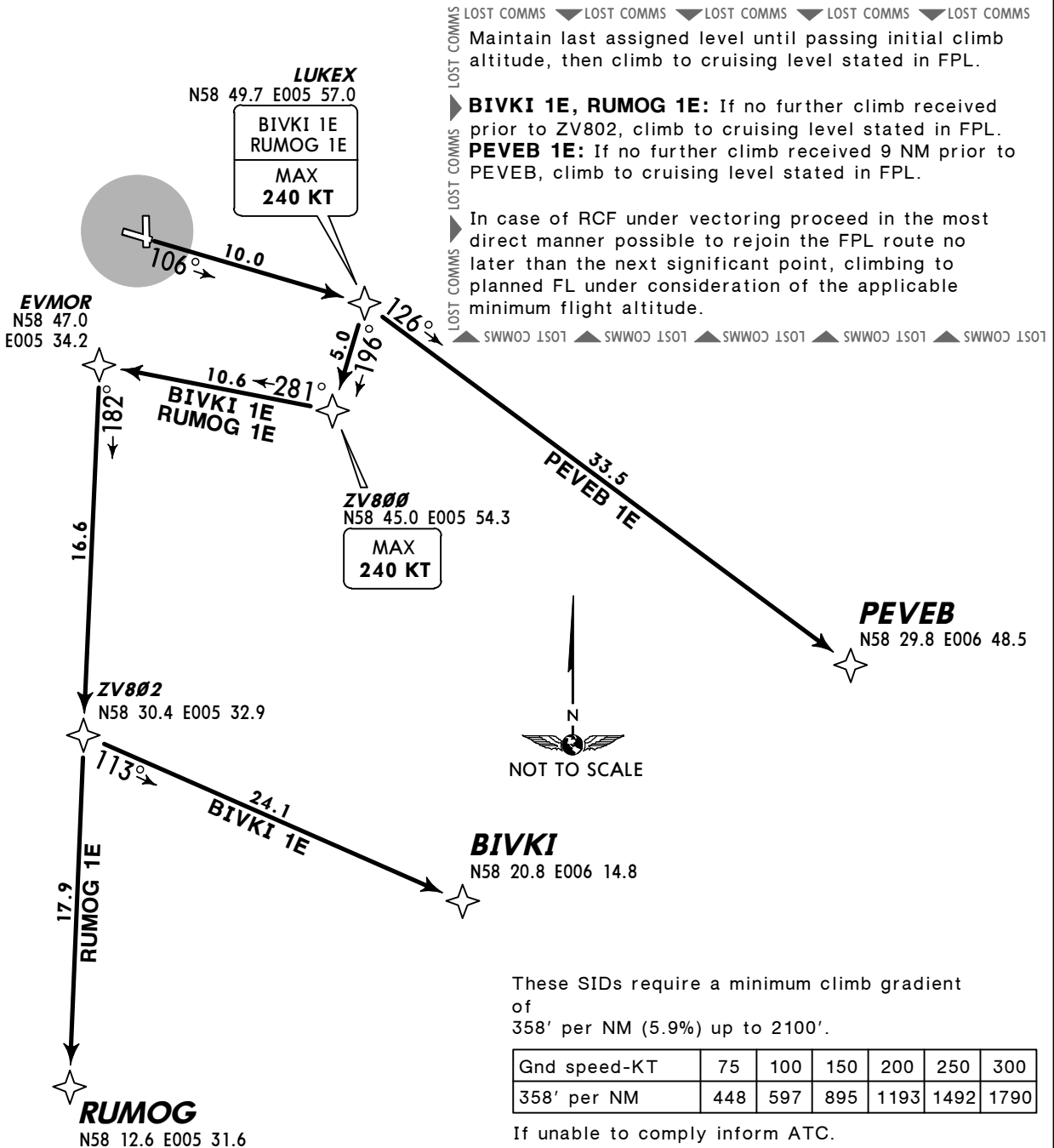
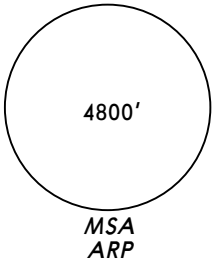
JEPPESEN
31 OCT 14 (10-3A) Eff 13 Nov

STAVANGER, NORWAY
RNAV SID

Apt Elev
29'

- Trans level: By ATC Trans alt: 7000'
1. Class A GNSS shall not be used.
 2. RADAR service shall be available.
 3. EXPECT close-in obstacles.
 4. When being vectored or cleared for direct routing the SID climb gradients apply.
 5. Non RNAV 1 ACFT at first contact with SOLA Ground state 'unable RNAV 1 due (reason)'. Omnidirectional departure available.
 6. Contact as instructed by SOLA Tower

BIVKI ONE ECHO (BIVKI 1E) [BIVK1E]
PEVEB ONE ECHO (PEVEB 1E) [PEVE1E]
RUMOG ONE ECHO (RUMOG 1E) [RUMO1E]
RWY 11 RNAV DEPARTURES
RNAV 1 (GNSS)
GNSS REQUIRED



Initial climb clearance 6000'	
SID	ROUTING
BIVKI 1E	On 106° track to LUKEX (K240-) - ZV800 (K240-) - EVMOR - ZV802 - BIVKI.
PEVEB 1E	On 106° track to LUKEX - PEVEB.
RUMOG 1E	On 106° track to LUKEX (K240-) - ZV800 (K240-) - EVMOR - ZV802 - RUMOG.

ENZV/SVG
SOLA

JEPPESSEN
31 OCT 14 10-3B Eff 13 Nov

STAVANGER, NORWAY
RNAV SID

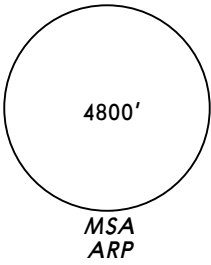
Apt Elev
29'

- Trans level: By ATC Trans alt: 7000'
1. Class A GNSS shall not be used.
 2. RADAR service shall be available.
 3. EXPECT close-in obstacles.
 4. When being vectored or cleared for direct routing the SID climb gradients apply.
 5. Non RNAR 1 ACFT at first contact with SOLA Ground state 'unable RNAV 1 due (reason)'. Omnidirectional departure available.
 6. Contact as instructed by SOLA Tower

ALUVA ONE ECHO (ALUVA 1E) [ALUV1E]
GEDLU ONE ECHO (GEDLU 1E) [GEDL1E]
LAPOT ONE ECHO (LAPOT 1E) [LAPO1E]
RWY 11 RNAV DEPARTURES

RNAV 1 (GNSS)
GNSS REQUIRED

GEDLU
N59 48.7 E005 35.5



▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Maintain last assigned level until passing initial climb altitude, then climb to cruising level stated in FPL.

ALUVA 1E: If no further climb received prior to ZV803, climb to cruising level stated in FPL.
GEDLU 1E: If no further climb received prior to NINED, climb to cruising level stated in FPL.
LAPOT 1E: If no further climb received 18 NM prior to LAPOT, climb to cruising level stated in FPL.

In case of RCF under vectoring proceed in the most direct manner possible to rejoin the FPL route no later than the next significant point, climbing to planned FL under consideration of the applicable minimum flight altitude.

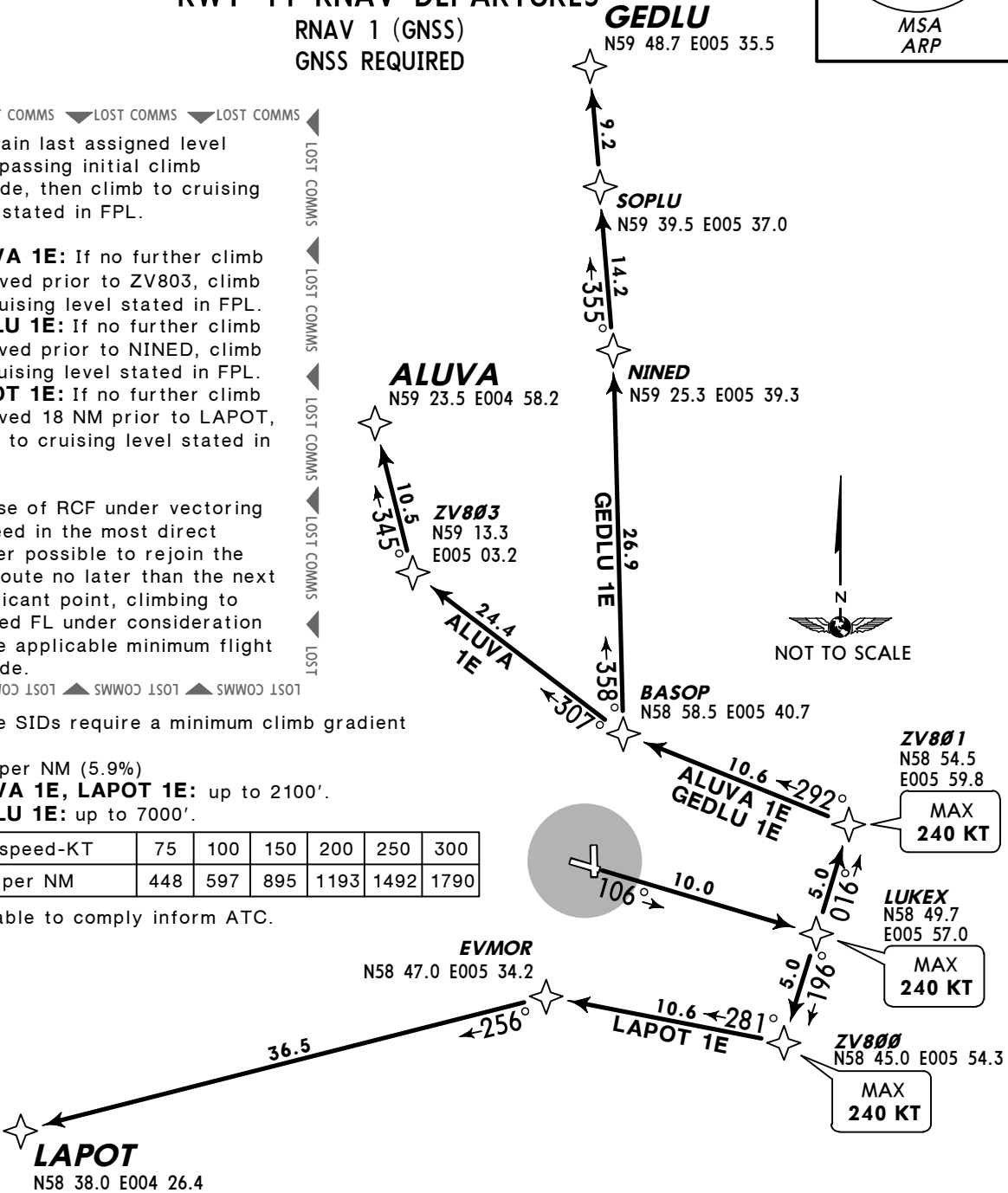
▲ SSW003 1501 ▲ SSW003 1501 ▲ SSW003 1501

These SIDs require a minimum climb gradient of 358' per NM (5.9%)

ALUVA 1E, LAPOT 1E: up to 2100'.
GEDLU 1E: up to 7000'.

Gnd speed-KT	75	100	150	200	250	300
358' per NM	448	597	895	1193	1492	1790

If unable to comply inform ATC.



Initial climb clearance 6000'

SID	ROUTING
ALUVA 1E	On 106° track to LUKEX (K240-) - ZV801 (K240-) - BASOP - ZV803 - ALUVA.
GEDLU 1E	On 106° track to LUKEX (K240-) - ZV801 (K240-) - BASOP - NINED - SOPLU - GEDLU.
LAPOT 1E	On 106° track to LUKEX (K240-) - ZV800 (K240-) - EVMOR - LAPOT.

ENZV/SVG
SOLA

JEPPESEN
31 OCT 14 10-3D Eff 13 Nov

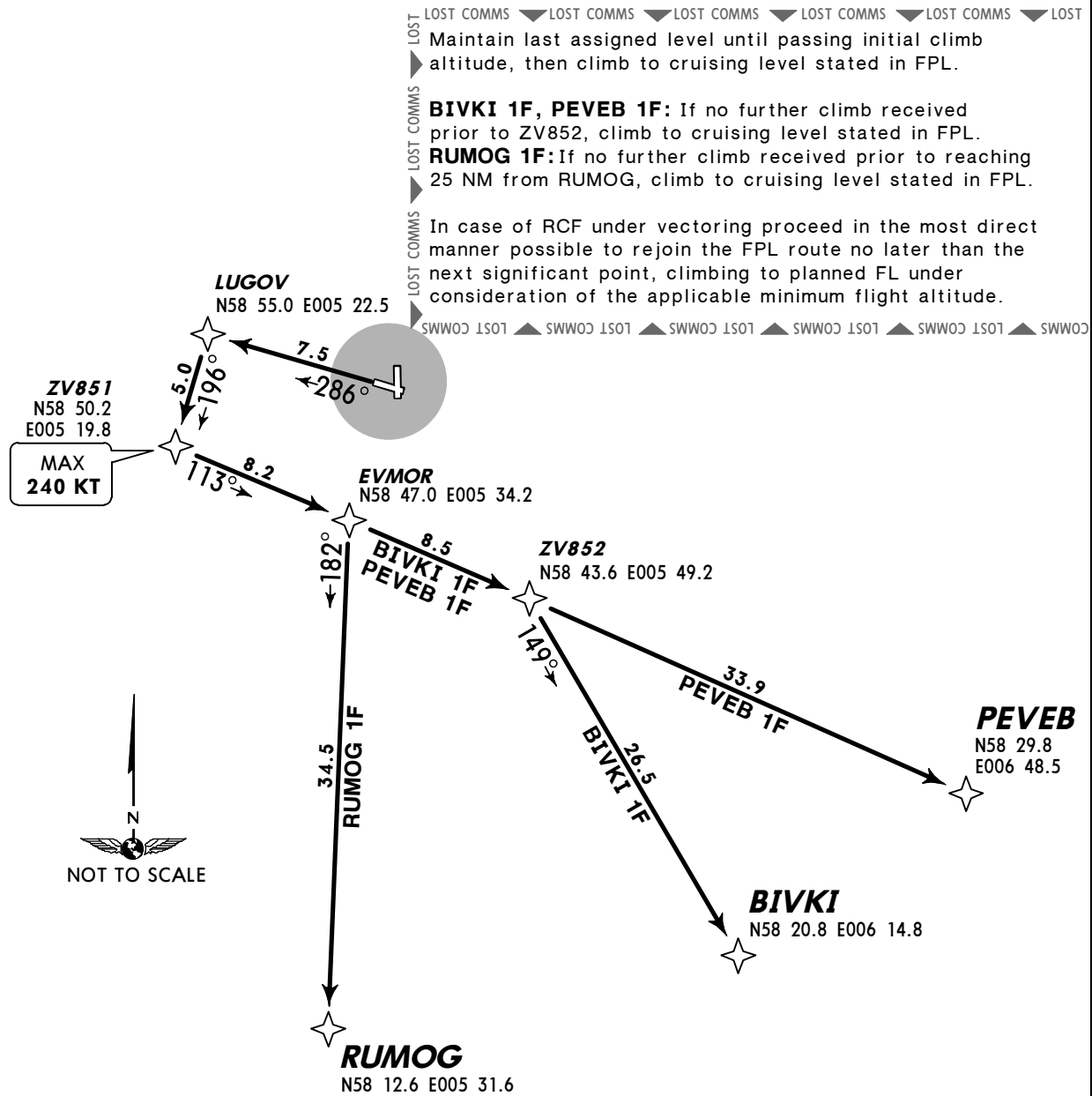
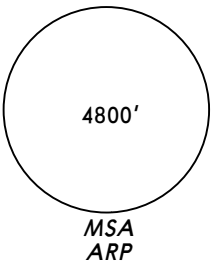
STAVANGER, NORWAY
RNAV SID

Apt Elev
29'

- 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 direct routing the SID climb gradients apply.
 4. Non RNAR 1 ACFT at first contact with SOLA Ground state 'unable RNAV 1 due (reason)'. Omnidirectional departure available.
 5. Contact as instructed by SOLA Tower

BIVKI ONE FOXTROT (BIVKI 1F) [BIVK1F]
PEVEB ONE FOXTROT (PEVEB 1F) [PEVE1F]
RUMOG ONE FOXTROT (RUMOG 1F) [RUMO1F]
RWY 29 RNAV DEPARTURES

RNAV 1 (GNSS)
GNSS REQUIRED



Initial climb clearance 6000'

SID	ROUTING
BIVKI 1F	On 286° track to LUGOV - ZV851 (K240-) - EVMOR - ZV852 - BIVKI.
PEVEB 1F	On 286° track to LUGOV - ZV851 (K240-) - EVMOR - ZV852 - PEVEB.
RUMOG 1F	On 286° track to LUGOV - ZV851 (K240-) - EVMOR - RUMOG.

ENZV/SVG
SOLA

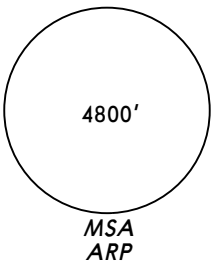
JEPPESSEN
31 OCT 14 10-3E Eff 13 Nov

STAVANGER, NORWAY
RNAV SID

Apt Elev
29'

- 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 direct routing the SID climb gradients apply.
 4. Non RNAV 1 ACFT at first contact with SOLA Ground state 'unable RNAV 1 due (reason)'. Omnidirectional departure available.
 5. Contact as instructed by SOLA Tower

ALUVA ONE FOXTROT (ALUVA 1F) [ALUV1F]
GEDLU ONE FOXTROT (GEDLU 1F) [GEDL1F]
LAPOT ONE FOXTROT (LAPOT 1F) [LAPO1F]
RWY 29 RNAV DEPARTURES
RNAV 1 (GNSS)
GNSS REQUIRED



▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Maintain last assigned level until passing
initial climb altitude, then climb to cruising
level stated in FPL.

ALUVA 1F: If no further climb received prior
to ZV855, climb to cruising level stated in FPL.
GEDLU 1F: If no further climb received prior to
reaching 18 NM from NINED, climb to cruising
level stated in FPL.
LAPOT 1F: If no further climb received prior to
reaching 6 NM from ZV853, climb to cruising
level stated in FPL.

In case of RCF under vectoring proceed in the
most direct manner possible to rejoin the FPL
route no later than the next significant point,
climbing to planned FL under consideration of
the applicable minimum flight altitude.

LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT

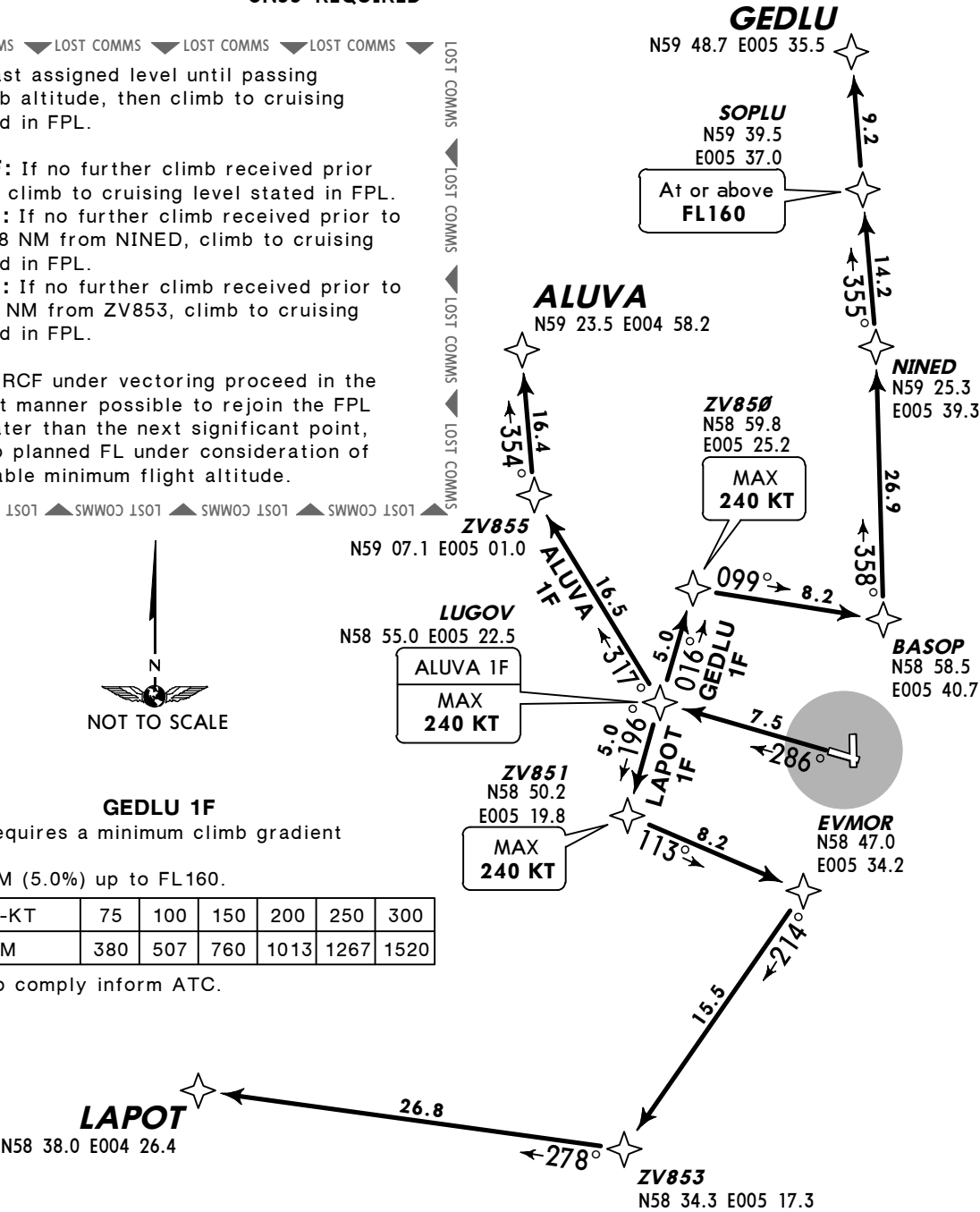


GEDLU 1F

This SID requires a minimum climb gradient
of
304' per NM (5.0%) up to FL160.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	507	760	1013	1267	1520

If unable to comply inform ATC.



Initial climb clearance 6000'

SID	ROUTING
ALUVA 1F	On 286° track to LUGOV (K240-) - ZV855 - ALUVA.
GEDLU 1F	On 286° track to LUGOV - ZV850 (K240-) - BASOP - NINED - SOPLU (FL160+) - GEDLU.
LAPOT 1F	On 286° track to LUGOV - ZV851 (K240-) - EVMOR - ZV853 - LAPOT.

ENZV/SVG
SOLA

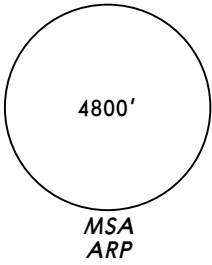
JEPPesen 31 OCT 14 10-3F Eff 13 Nov

STAVANGER, NORWAY
RNAV SID

Apt Elev
29'

- Trans level: By ATC Trans alt: 7000'
1. Class A GNSS shall not be used.
 2. RADAR service shall be available.
 3. EXPECT close-in obstacles.
 4. When being vectored or cleared for direct routing the SID climb gradients apply.
 5. Non RNAR 1 ACFT at first contact with SOLA Ground state 'unable RNAV 1 due (reason)'. Omnidirectional departure available.
 6. Contact as instructed by SOLA Tower

ODINU ONE GOLF (ODINU 1G) [ODIN1G]
UPLEV ONE GOLF (UPLEV 1G) [UPLE1G]
RWY 18 RNAV DEPARTURES
RNAV 1 (GNSS)
GNSS REQUIRED



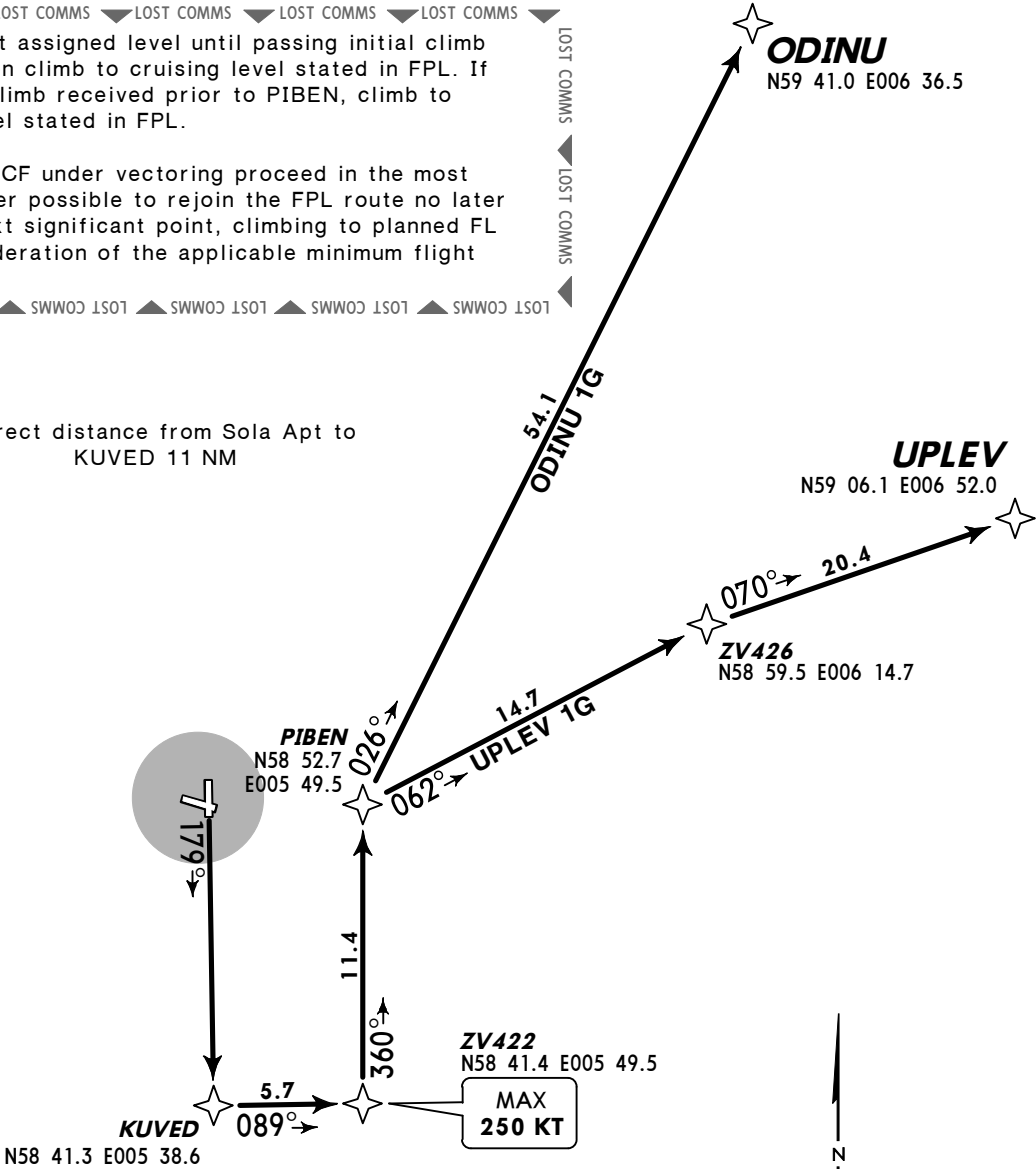
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

Maintain last assigned level until passing initial climb altitude, then climb to cruising level stated in FPL. If no further climb received prior to PIBEN, climb to cruising level stated in FPL.

In case of RCF under vectoring proceed in the most direct manner possible to rejoin the FPL route no later than the next significant point, climbing to planned FL under consideration of the applicable minimum flight altitude.

▲ SWWOC 1S01 ▲ SWWOC 1S01 ▲ SWWOC 1S01 ▲ SWWOC 1S01 ▲ SWWOC 1S01

Direct distance from Sola Apt to
KUVED 11 NM



These SIDs require a minimum climb gradient of 286' per NM (4.7%) up to 2000'.

Gnd speed-KT	75	100	150	200	250	300
286' per NM	358	477	715	953	1192	1430

If unable to comply inform ATC.

Initial climb clearance 6000'	
SID	ROUTING
ODINU 1G	On 179° track to KUVED - ZV422 (K250-) - PIBEN - ODINU.
UPLEV 1G	On 179° track to KUVED - ZV422 (K250-) - PIBEN - ZV426 - UPLEV.

ENZV/SVG
SOLA

JEPPESSEN
31 OCT 14 10-3G Eff 13 Nov

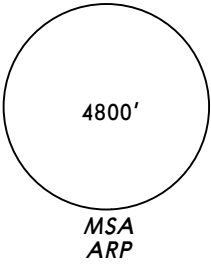
STAVANGER, NORWAY
RNAV SID

Apt Elev
29'

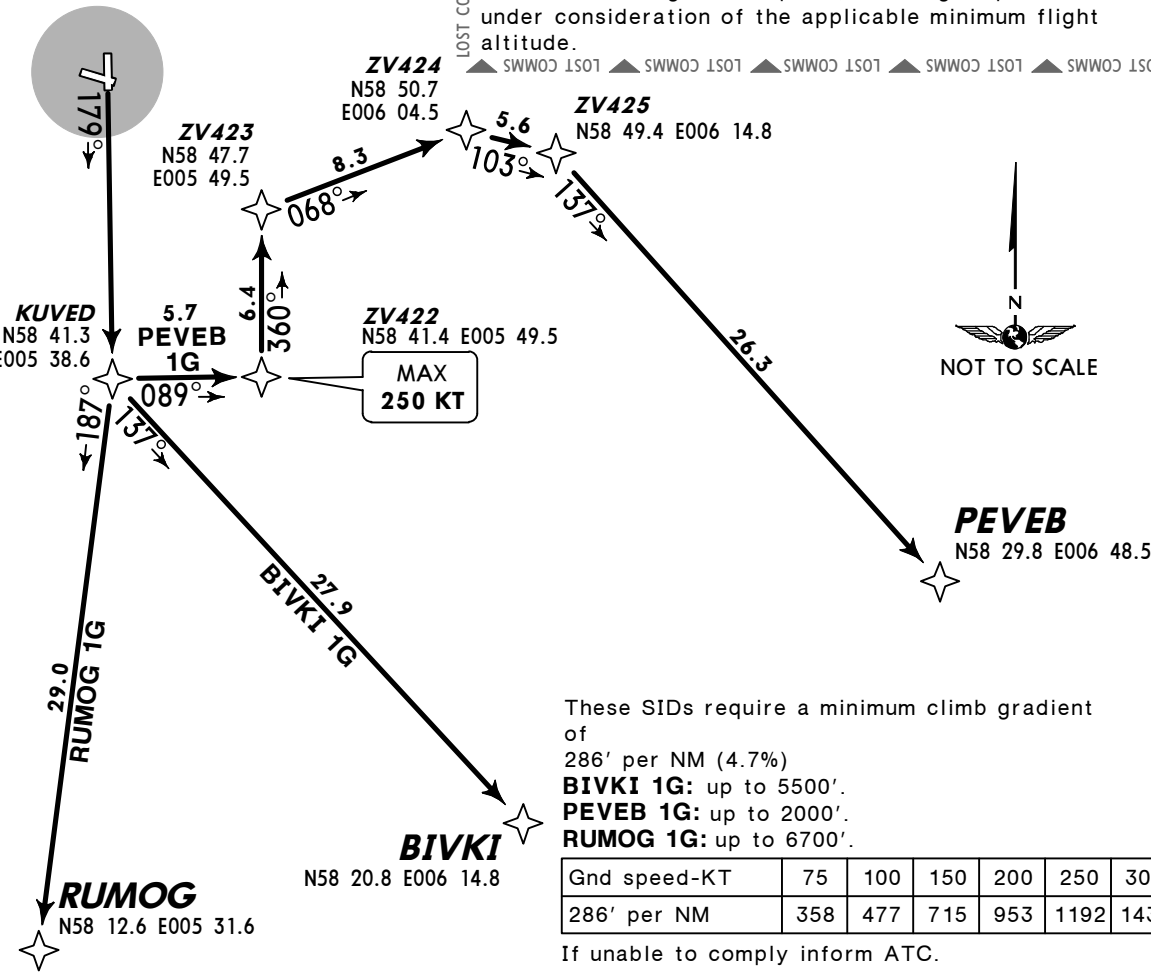
- Trans level: By ATC Trans alt: 7000'
1. Class A GNSS shall not be used.
 2. RADAR service shall be available.
 3. EXPECT close-in obstacles.
 4. When being vectored or cleared for direct routing the SID climb gradients apply.
 5. Non RNAR 1 ACFT at first contact with SOLA Ground state 'unable RNAV 1 due (reason)'. Omnidirectional departure available.
 6. Contact as instructed by SOLA Tower

BIVKI ONE GOLF (BIVKI 1G) [BIVK1G]
PEVEB ONE GOLF (PEVEB 1G) [PEVE1G]
RUMOG ONE GOLF (RUMOG 1G) [RUMO1G]
RWY 18 RNAV DEPARTURES

RNAV 1 (GNSS)
GNSS REQUIRED



Direct distance from Sola Apt to
KUVED 11 NM



If unable to comply inform ATC.

Initial climb clearance 6000'

SID	ROUTING
BIVKI 1G	On 179° track to KUVED - BIVKI.
PEVEB 1G	On 179° track to KUVED - ZV422 (K250-) - ZV423 - ZV424 - ZV425 - PEVEB.
RUMOG 1G	On 179° track to KUVED - RUMOG.

ENZV/SVG
SOLA

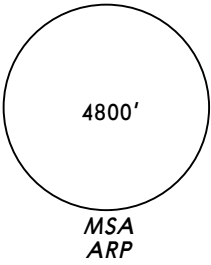
JEPPESSEN
31 OCT 14 10-3H Eff 13 Nov

STAVANGER, NORWAY
RNAV SID

Apt Elev
29'

- Trans level: By ATC Trans alt: 7000'
1. Class A GNSS shall not be used.
 2. RADAR service shall be available.
 3. EXPECT close-in obstacles.
 4. When being vectored or cleared for direct routing the SID climb gradients apply.
 5. Non RNAV 1 ACFT at first contact with SOLA Ground state 'unable RNAV 1 due (reason)'. Omnidirectional departure available.
 6. Contact as instructed by SOLA Tower

ALUVA ONE GOLF (ALUVA 1G) [ALUV1G]
GEDLU ONE GOLF (GEDLU 1G) [GEDL1G]
LAPOT ONE GOLF (LAPOT 1G) [LAPO1G]
RWY 18 RNAV DEPARTURES
RNAV 1 (GNSS)
GNSS REQUIRED



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

Maintain last assigned level until passing initial climb altitude, then climb to cruising level stated in FPL. If no further climb received prior to AGNUB, climb to cruising level stated in FPL.

In case of RCF under vectoring proceed in the most direct manner possible to rejoin the FPL route no later than the next significant point, climbing to planned FL under consideration of the applicable minimum flight altitude.

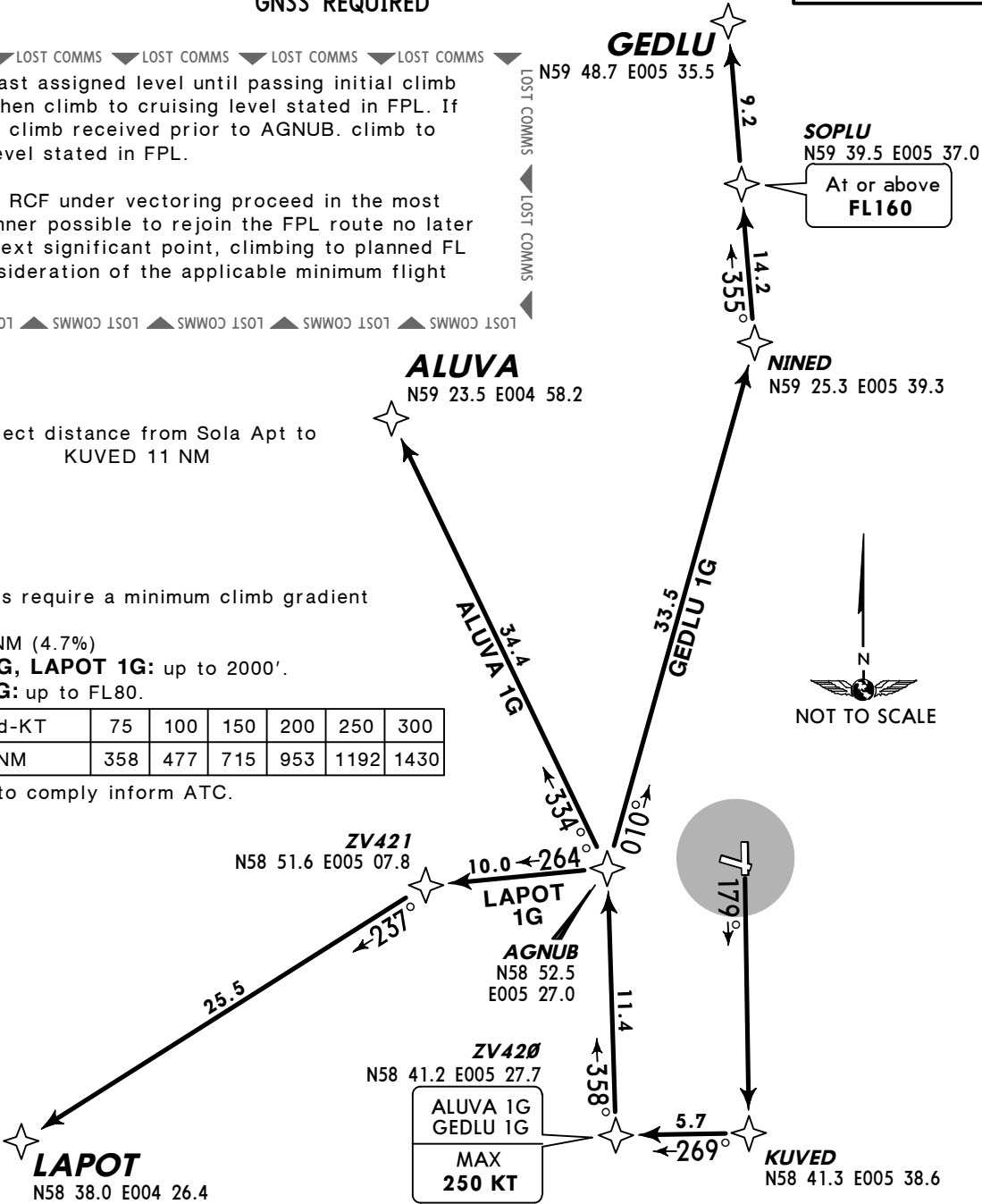
▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT

Direct distance from Sola Apt to KUVED 11 NM

These SIDs require a minimum climb gradient of 286' per NM (4.7%)
ALUVA 1G, LAPOT 1G: up to 2000'.
GEDLU 1G: up to FL80.

Gnd speed-KT	75	100	150	200	250	300
286' per NM	358	477	715	953	1192	1430

If unable to comply inform ATC.



Initial climb clearance 6000'

SID	ROUTING
ALUVA 1G	On 179° track to KUVED - ZV420 (K250-) - AGNUB - ALUVA.
GEDLU 1G	On 179° track to KUVED - ZV420 (K250-) - AGNUB - NINED - SOPLU (FL160+) - GEDLU.
LAPOT 1G	On 179° track to KUVED - ZV420 - AGNUB - ZV421 - LAPOT.

ENZV/SVG
SOLA

JEPPESSEN
31 OCT 14 10-3K Eff 13 Nov

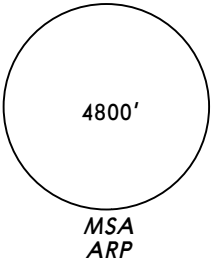
STAVANGER, NORWAY
RNAV SID

Apt Elev
29'

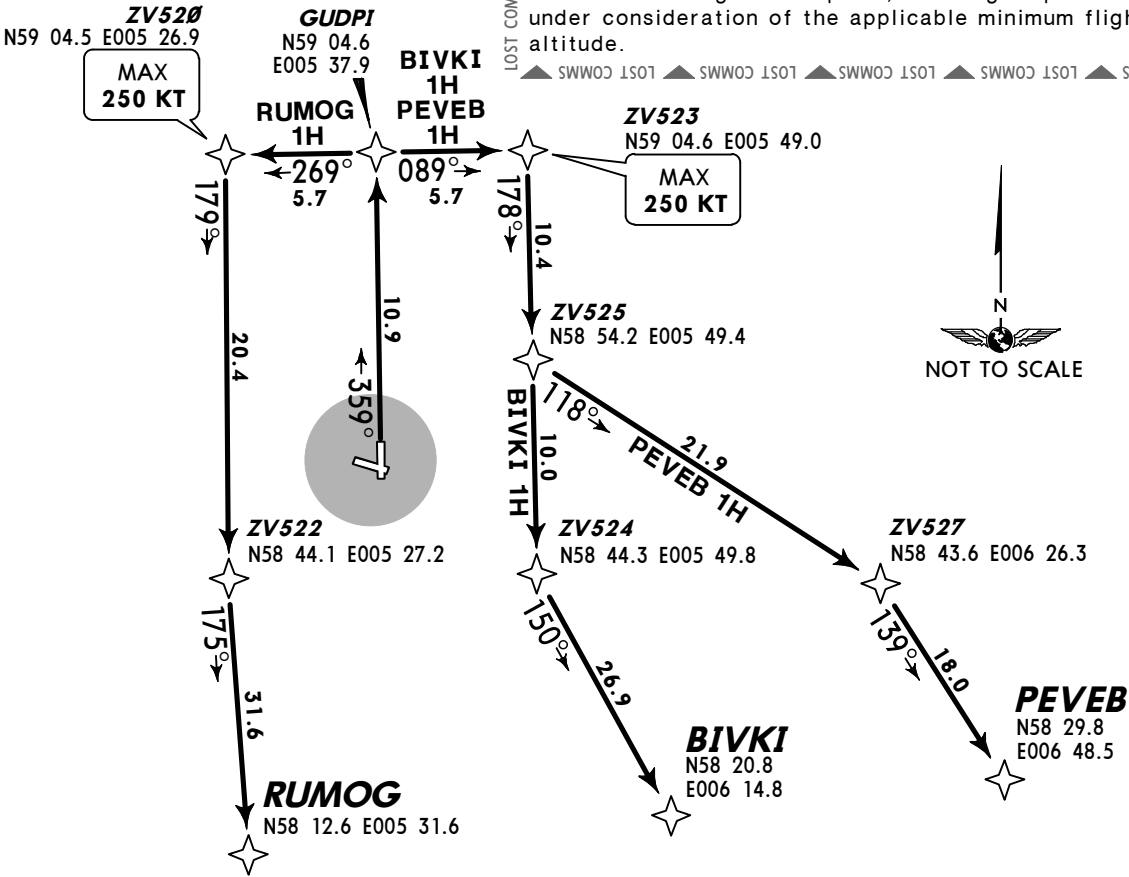
- Trans level: By ATC Trans alt: 7000'
1. Class A GNSS shall not be used.
 2. RADAR service shall be available.
 3. EXPECT close-in obstacles.
 4. When being vectored or cleared for direct routing the SID climb gradients apply.
 5. Non RNAV 1 ACFT at first contact with SOLA Ground state 'unable RNAV 1 due (reason)'. Omnidirectional departure available.
 6. Contact as instructed by SOLA Tower

BIVKI ONE HOTEL (BIVKI 1H) [BIVK1H]
PEVEB ONE HOTEL (PEVEB 1H) [PEVE1H]
RUMOG ONE HOTEL (RUMOG 1H) [RUMO1H]
RWY 36 RNAV DEPARTURES

RNAV 1 (GNSS)
GNSS REQUIRED



- LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
- Maintain last assigned level until passing initial climb altitude, then climb to cruising level stated in FPL.
- LOST COMMS ▼
- **BIVKI 1H:** If no further climb received prior to ZV524, climb to cruising level stated in FPL.
- LOST COMMS ▼
- **PEVEB 1H:** If no further climb received prior to ZV525, climb to cruising level stated in FPL.
- LOST COMMS ▼
- **RUMOG 1H:** If no further climb received prior to ZV522, climb to cruising level stated in FPL.
- LOST COMMS ▼
- In case of RCF under vectoring proceed in the most direct manner possible to rejoin the FPL route no later than the next significant point, climbing to planned FL under consideration of the applicable minimum flight altitude.
- LOST COMMS ▼



These SIDs require a minimum climb gradient of 219' per NM (3.6%) up to 2000'.

Gnd speed-KT	75	100	150	200	250	300
219' per NM	274	365	548	730	913	1095

If unable to comply inform ATC.

Initial climb clearance 6000'

SID	ROUTING
BIVKI 1H	On 359° track to GUDPI - ZV523 (K250-) - ZV524 - BIVKI.
PEVEB 1H	On 359° track to GUDPI - ZV523 (K250-) - ZV525 - ZV527 - PEVEB.
RUMOG 1H	On 359° track to GUDPI - ZV520 (K250-) - ZV522 - RUMOG.

ENZV/SVG
SOLA

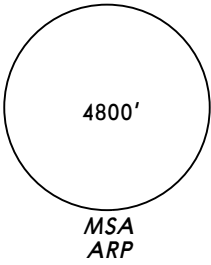
JEPPESSEN
31 OCT 14 10-3L Eff 13 Nov

STAVANGER, NORWAY
RNAV SID

Apt Elev
29'

- Trans level: By ATC Trans alt: 7000'
1. Class A GNSS shall not be used.
 2. RADAR service shall be available.
 3. EXPECT close-in obstacles.
 4. When being vectored or cleared for direct routing the SID climb gradients apply.
 5. Non RNAR 1 ACFT at first contact with SOLA Ground state 'unable RNAV 1 due (reason)'. Omnidirectional departure available.
 6. Contact as instructed by SOLA Tower

ALUVA ONE HOTEL (ALUVA 1H) [ALUV1H]
GEDLU ONE HOTEL (GEDLU 1H) [GEDL1H]
LAPOT ONE HOTEL (LAPOT 1H) [LAPO1H]
RWY 36 RNAV DEPARTURES
RNAV 1 (GNSS)
GNSS REQUIRED

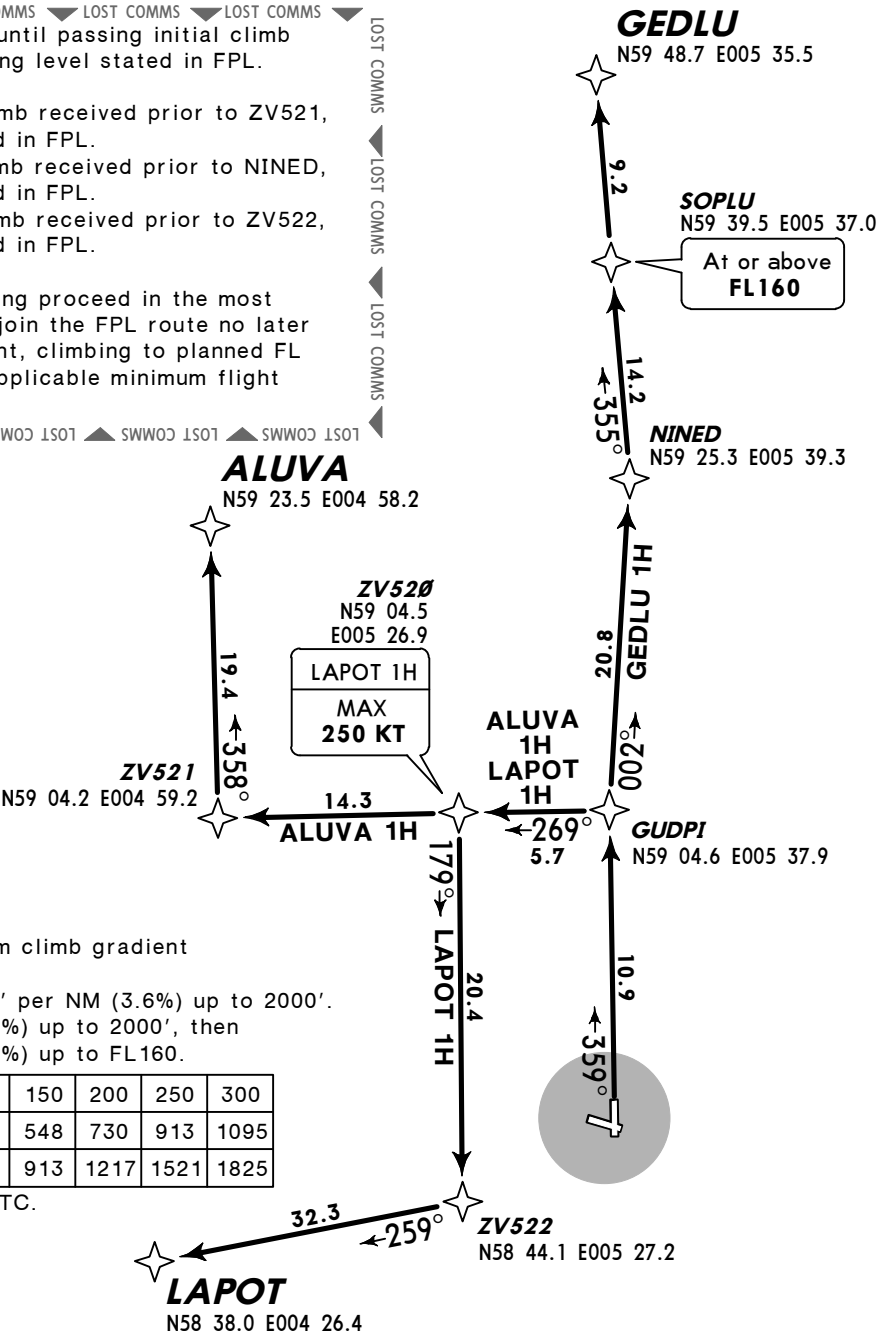


LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Maintain last assigned level until passing initial climb altitude, then climb to cruising level stated in FPL.

- ALUVA 1H:** If no further climb received prior to ZV521, climb to cruising level stated in FPL.
GEDLU 1H: If no further climb received prior to NINED, climb to cruising level stated in FPL.
LAPOT 1H: If no further climb received prior to ZV522, climb to cruising level stated in FPL.

In case of RCF under vectoring proceed in the most direct manner possible to rejoin the FPL route no later than the next significant point, climbing to planned FL under consideration of the applicable minimum flight altitude.

▲ SWW03 1S01 ▲ SWW03 1S01 ▲ SWW03 1S01 ▲ SWW03 1S01 ▲ SWW03 1S01



These SIDs require a minimum climb gradient of
ALUVA 1H, LAPOT 1H: 219' per NM (3.6%) up to 2000'.
GEDLU 1H: 219' per NM (3.6%) up to 2000', then 365' per NM (6.0%) up to FL160.

Gnd speed-KT	75	100	150	200	250	300
219' per NM	274	365	548	730	913	1095
365' per NM	456	608	913	1217	1521	1825

If unable to comply inform ATC.

Initial climb clearance 6000'

SID	ROUTING
ALUVA 1H	On 359° track to GUDPI - ZV521 - ALUVA.
GEDLU 1H	On 359° track to GUDPI - NINED - SOPLU (FL160+) - GEDLU.
LAPOT 1H	On 359° track to GUDPI - ZV520 (K250-) - ZV522 - LAPOT.

ENZV/SVG
SOLA

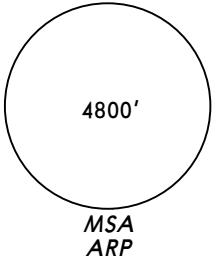
JEPPESSEN
31 OCT 14 (10-3N) Eff 13 Nov

STAVANGER, NORWAY
RNAV SID

Apt Elev
29'

- Trans level: By ATC Trans alt: 7000'
1. Class A GNSS shall not be used.
 2. RADAR service shall be available.
 3. EXPECT close-in obstacles.
 4. When being vectored or cleared for direct routing the SID climb gradients apply.
 5. Non RNAR 1 ACFT at first contact with SOLA Ground state 'unable RNAV 1 due (reason)'. Omnidirectional departure available.
 6. Contact as instructed by SOLA Tower

ALUVA ONE X-RAY (ALUVA 1X) [ALUV1X]
GEDLU ONE X-RAY (GEDLU 1X) [GEDL1X]
LAPOT ONE X-RAY (LAPOT 1X) [LAPO1X]
RWY 18 RNAV DEPARTURES
RNAV 1 (GNSS)
GNSS REQUIRED
PROP ONLY

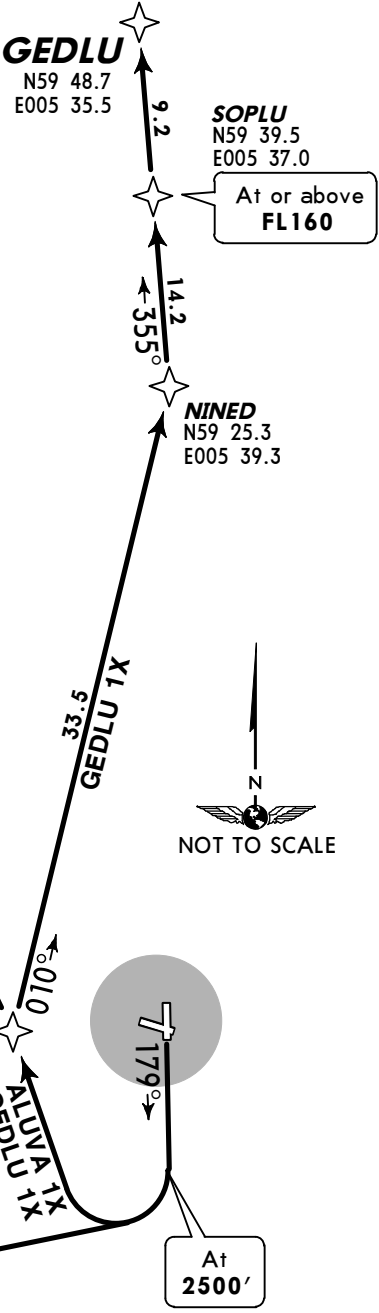


LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
Maintain last assigned level until passing initial climb altitude, then climb to cruising level stated in FPL.

ALUVA 1X, GEDLU 1X: If no further climb received prior to AGNUB, climb to cruising level stated in FPL.
LAPOT 1X: If no further climb received prior to reaching 28.0 NM from LAPOT, climb to cruising level stated in FPL.

In case of RCF under vectoring proceed in the most direct manner possible to rejoin the FPL route no later than the next significant point, climbing to planned FL under consideration of the applicable minimum flight altitude.

▲ SWWOC 1SOT ▲ SWWOC 1SOT ▲ SWWOC 1SOT ▲ SWWOC 1SOT ▲ SWWOC 1SOT ▲



These SIDs require a minimum climb gradient of
286' per NM (4.7%)
ALUVA 1X: up to 2000'.
GEDLU 1X: up to FL160.
LAPOT 1X: up to 5100'.

Gnd speed-KT	75	100	150	200	250	300
286' per NM	358	477	715	953	1192	1430

If unable to comply inform ATC.

Direct distance from Sola Apt to:
AGNUB 6 NM
LAPOT 40 NM

Initial climb clearance 5000'

SID	ROUTING
ALUVA 1X	Climb on 179° track to 2500', turn RIGHT direct to AGNUB - ALUVA.
GEDLU 1X	Climb on 179° track to 2500', turn RIGHT direct to AGNUB - NINED - SOPLU (FL160+) - GEDLU.
LAPOT 1X	Climb on 179° track to 2500', turn RIGHT direct to LAPOT.

ENZV/SVG
SOLA

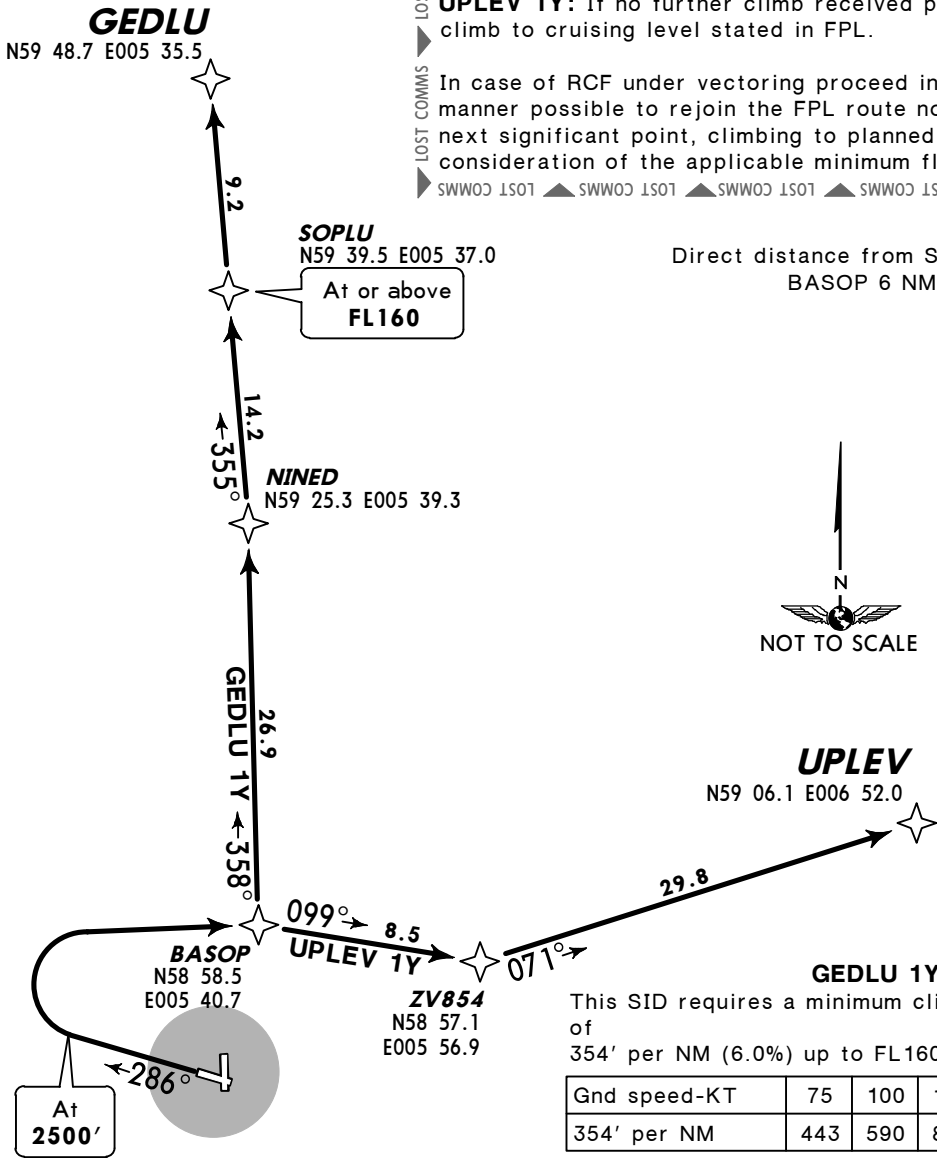
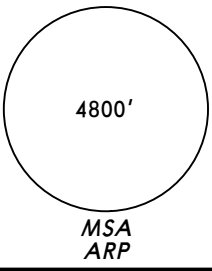
JEPPESSEN
31 OCT 14 10-3P Eff 13 Nov

STAVANGER, NORWAY
RNAV SID

Apt Elev
29'

- 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 direct routing the SID climb gradients apply.
 4. Non RNAR 1 ACFT at first contact with SOLA Ground state 'unable RNAV 1 due (reason)'. Omnidirectional departure available.
 5. Contact as instructed by SOLA Tower

GEDLU ONE YANKEE (GEDLU 1Y) [GEDL1Y]
UPLEV ONE YANKEE (UPLEV 1Y) [UPLE1Y]
RWY 29 RNAV DEPARTURES
RNAV 1 (GNSS)
GNSS REQUIRED
PROP ONLY



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
Maintain last assigned level until passing initial climb
altitude, then climb to cruising level stated in FPL.
GEDLU 1Y: If no further climb received prior to reaching
18 NM from NINED, climb to cruising level stated in FPL.
UPLEV 1Y: If no further climb received prior to ZV854,
climb to cruising level stated in FPL.
In case of RCF under vectoring proceed in the most direct
manner possible to rejoin the FPL route no later than the
next significant point, climbing to planned FL under
consideration of the applicable minimum flight altitude.
SWW03 LOS1 ▲ SWW03 LOS1 ▲ SWW03 LOS1 ▲ SWW03 LOS1 ▲ SWW03 LOS1 ▲ SWW03

This SID requires a minimum climb gradient of 354' per NM (6.0%) up to FL160.

Gnd speed-KT	75	100	150	200	250	300
354' per NM	443	590	885	1180	1475	1770

Initial climb clearance 5000'	
SID	ROUTING
GEDLU 1Y	Climb on 286° track to 2500', turn RIGHT direct to BASOP - NINED - SOPLU (FL160+) - GEDLU.
UPLEV 1Y	Climb on 286° track to 2500', turn RIGHT direct to BASOP - ZV854 - UPLEV.

ENZV/SVG
SOLA

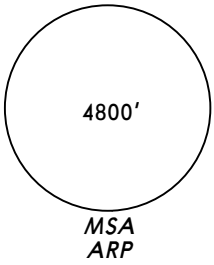
JEPPESSEN
31 OCT 14 10-3Q Eff 13 Nov

STAVANGER, NORWAY
RNAV SID

Apt Elev
29'

- Trans level: By ATC Trans alt: 7000'
1. Class A GNSS shall not be used.
 2. RADAR service shall be available.
 3. EXPECT close-in obstacles.
 4. When being vectored or cleared for direct routing the SID climb gradients apply.
 5. Non RNAV 1 ACFT at first contact with SOLA Ground state 'unable RNAV 1 due (reason)'. Omnidirectional departure available.
 6. Contact as instructed by SOLA Tower

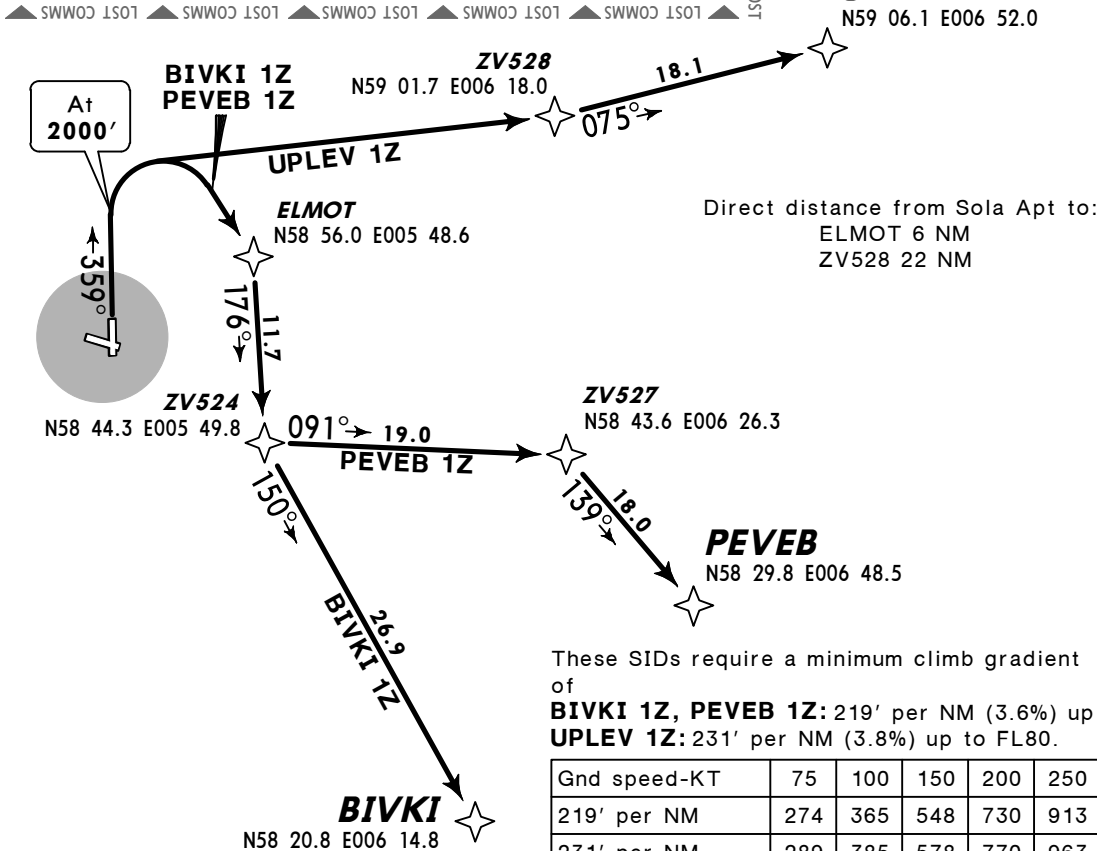
BIVKI ONE ZULU (BIVKI 1Z) [BIVK1Z]
PEVEB ONE ZULU (PEVEB 1Z) [PEVE1Z]
UPLEV ONE ZULU (UPLEV 1Z) [UPLE1Z]
RWY 36 RNAV DEPARTURES
RNAV 1 (GNSS)
GNSS REQUIRED
PROP ONLY



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
Maintain last assigned level until passing initial climb altitude, then climb to cruising level stated in FPL.

BIVKI 1Z, PEVEB 1Z: If no further climb received prior to ELMOT, climb to cruising level stated in FPL.
UPLEV 1Z: If no further climb received 5.0 NM prior to ZV528, climb to cruising level stated in FPL.

In case of RCF under vectoring proceed in the most direct manner possible to rejoin the FPL route no later than the next significant point, climbing to planned FL under consideration of the applicable minimum flight altitude.



If unable to comply inform ATC.

Initial climb clearance 5000'

SID	ROUTING
BIVKI 1Z	Climb on 359° track to 2000', turn RIGHT direct to ELMOT - ZV524 - BIVKI.
PEVEB 1Z	Climb on 359° track to 2000', turn RIGHT direct to ELMOT - ZV524 - ZV527 - PEVEB.
UPLEV 1Z	Climb on 359° track to 2000', turn RIGHT direct to ZV528 - UPLEV.

ENZV/SVG
SOLA

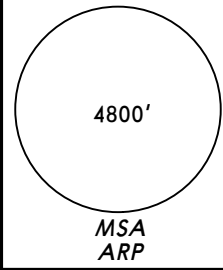
JEPPESSEN
31 OCT 14 10-3S Eff 13 Nov

STAVANGER, NORWAY
RNAV SID

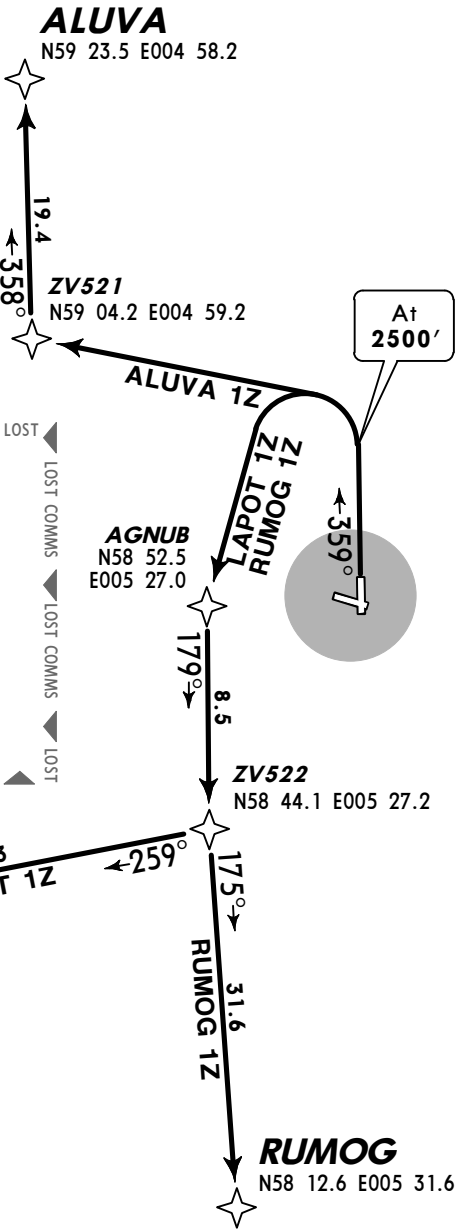
Apt Elev
29'

- Trans level: By ATC Trans alt: 7000'
1. Class A GNSS shall not be used.
 2. RADAR service shall be available.
 3. EXPECT close-in obstacles.
 4. When being vectored or cleared for direct routing the SID climb gradients apply.
 5. Non RNAR 1 ACFT at first contact with SOLA Ground state 'unable RNAV 1 due (reason)'. Omnidirectional departure available.
 6. Contact as instructed by SOLA Tower

ALUVA ONE ZULU (ALUVA 1Z) [ALUV1Z]
LAPOT ONE ZULU (LAPOT 1Z) [LAPO1Z]
RUMOG ONE ZULU (RUMOG 1Z) [RUMO1Z]
RWY 36 RNAV DEPARTURES
RNAV 1 (GNSS)
GNSS REQUIRED
PROP ONLY



Direct distance from Sola Apt to:
AGNUB 6 NM
ZV521 23 NM



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
Maintain last assigned level until passing initial climb altitude, then climb to cruising level stated in FPL.

ALUVA 1Z: If no further climb received 5.0 NM prior to ZV521, climb to cruising level stated in FPL.

LAPOT 1Z, RUMOG 1Z: If no further climb received prior to AGNUB, climb to cruising level stated in FPL.

In case of RCF under vectoring proceed in the most direct manner possible to rejoin the FPL route no later than the next significant point, climbing to planned FL under consideration of the applicable minimum flight altitude.

▲ SWWOC LOST ▲ SWWOC LOST ▲ SWWOC LOST ▲ SWWOC LOST ▲ SWWOC LOST ▲ LOST COMMS ▲

These SIDs require a minimum climb gradient of 219' per NM (3.6%) up to 2000'.

Gnd speed-KT	75	100	150	200	250	300
219' per NM	274	365	548	730	913	1095

If unable to comply inform ATC.

Initial climb clearance 5000'	
SID	ROUTING
ALUVA 1Z	Climb on 359° track to 2500', turn LEFT direct to ZV521 - ALUVA.
LAPOT 1Z	Climb on 359° track to 2500', turn LEFT direct to AGNUB - ZV522 - LAPOT.
RUMOG 1Z	Climb on 359° track to 2500', turn LEFT direct to AGNUB - ZV522 - RUMOG.

ENZV/SVG
SOLA

 **JEPPESSEN** **STAVANGER, NORWAY**
31 OCT 14 **(10-3T)** **Eff 13 Nov** **SID**

Apt Elev
29'

Trans level: By ATC Trans alt: 7000'
1. RWYs 11, 18, 36: EXPECT close-in obstacles.
2. When being vectored or cleared for direct routing the omnidirectional SID climb gradients apply.
3. Contact as instructed by SOLA Tower

OMNIDIRECTIONAL ONE ECHO (OMNI 1E)
OMNIDIRECTIONAL ONE FOXTROT (OMNI 1F)
OMNIDIRECTIONAL ONE GOLF (OMNI 1G)
OMNIDIRECTIONAL ONE HOTEL (OMNI 1H)
RWYS 11, 29, 18, 36 OMNIDIRECTIONAL DEPARTURES

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

LOST COMMS
Climb on 106° track (RWY 11)/ 286° track (RWY 29)/
179° track (RWY 18)/ 359° track (RWY 36) to 5000',
then proceed in the most direct manner possible to join
the FPL route, climbing to cruising level stated in FPL.

LOST COMMS
In case of RCF under vectoring proceed the most direct
route to join the FPL route, climbing to cruising level
stated in FPL.

LOST COMMS
SWW03 1S01 ▲ SWW03 1S01 ▲ SWW03 1S01 ▲ SWW03 1S01 ▲ SWW03 1S01

These SIDs require minimum climb gradients
of
OMNI 1E: 358' per NM (5.9%) up to 2100'.
OMNI 1G: 365' per NM (6.0%) up to 2000' to
stay within controlled airspace and
due to ATC restrictions.
OMNI 1H: 316' per NM (5.2%) up to 2000' to
stay within controlled airspace.

Gnd speed-KT	75	100	150	200	250	300
316' per NM	395	527	790	1053	1317	1580
358' per NM	448	597	895	1193	1492	1790
365' per NM	456	608	913	1217	1521	1825

If unable to comply advise ATC.

Initial climb clearance **5000'**

SID	RWY	ROUTING
OMNI 1E	11	Climb on 106° track to 5000', start turn in accordance with ATC clearance.
OMNI 1F	29	Climb on 286° track to 5000', start turn in accordance with ATC clearance.
OMNI 1G	18	Climb on 179° track to 5000', start turn in accordance with ATC clearance.
OMNI 1H	36	Climb on 359° track to 5000', start turn in accordance with ATC clearance.

CHANGES: New chart.

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ENZV/SVG
SOLA

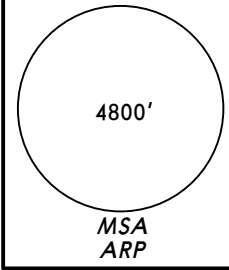
JEPPESEN
20 FEB 15 10-3U Eff 5 Mar

STAVANGER, NORWAY
RNAV COPTER SID

Apt Elev
29'

- Trans level: By ATC Trans alt: 7000'
1. Class A GNSS shall not be used.
 2. RADAR service shall be available.
 3. EXPECT close-in obstacles.
 4. When being vectored or cleared for direct routing the SID climb gradients apply.
 5. Non RNAV 1 ACFT at first contact with Sola ATC state 'unable RNAV 1 due (reason)'. Omnidirectional departure available.
 6. Contact as instructed by SOLA Tower

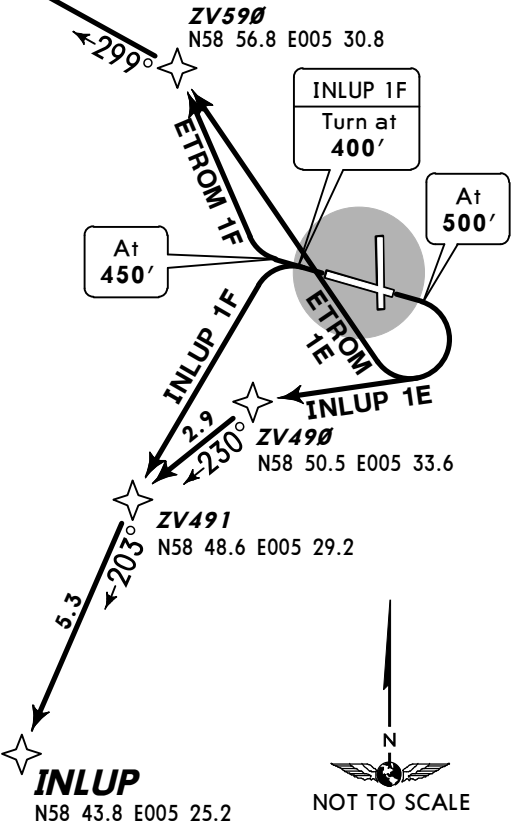
ETROM ONE ECHO (ETROM 1E) [ETRO1E]
ETROM ONE FOXTROT (ETROM 1F) [ETRO1F]
INLUP ONE ECHO (INLUP 1E) [INLU1E]
INLUP ONE FOXTROT (INLUP 1F) [INLU1F]
RWYS 11, 29 COPTER RNAV DEPARTURES
RNAV 1 (GNSS)
GNSS REQUIRED



ETROM
N59 03.1 E005 08.8

Direct distance from Sola Apt to:
ZV490 3 NM
ZV491 6 NM
ZV590 6 NM

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Maintain last assigned level for 2 minutes, then climb to cruising level stated in FPL.
In case of RCF under vectoring proceed in the most direct manner possible to rejoin the FPL route no later than the next significant point, climbing to planned FL under consideration of the applicable minimum flight altitude.
SWW03 LSOT ▲ SWW03 LSOT ▲ SWW03 LSOT ▲ SWW03 LSOT ▲



These SIDs require minimum climb gradients of
ETROM 1E: 425' per NM (7.0%) up to 700'.
ETROM 1F: 365' per NM (6.0%) up to 600'.
INLUP 1E: 395' per NM (6.5%) up to 700'.
INLUP 1F: 304' per NM (5.0%).

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	507	760	1013	1267	1520
365' per NM	456	608	913	1217	1521	1825
395' per NM	494	658	988	1317	1646	1975
425' per NM	531	708	1063	1417	1771	2125

If unable to comply inform ATC.

Initial climb clearance 2000'		
SID	RWY	ROUTING
ETROM 1E	11	Climb on 106° track to 500', turn RIGHT direct to ZV590 - ETROM.
ETROM 1F	29	Climb on 286° track to 450', turn RIGHT direct to ZV590 - ETROM.
INLUP 1E	11	Climb on 106° track to 500', turn RIGHT direct to ZV490 - ZV491 - INLUP.
INLUP 1F	29	Climb on 286° track to 400', turn LEFT direct to ZV491 - INLUP.

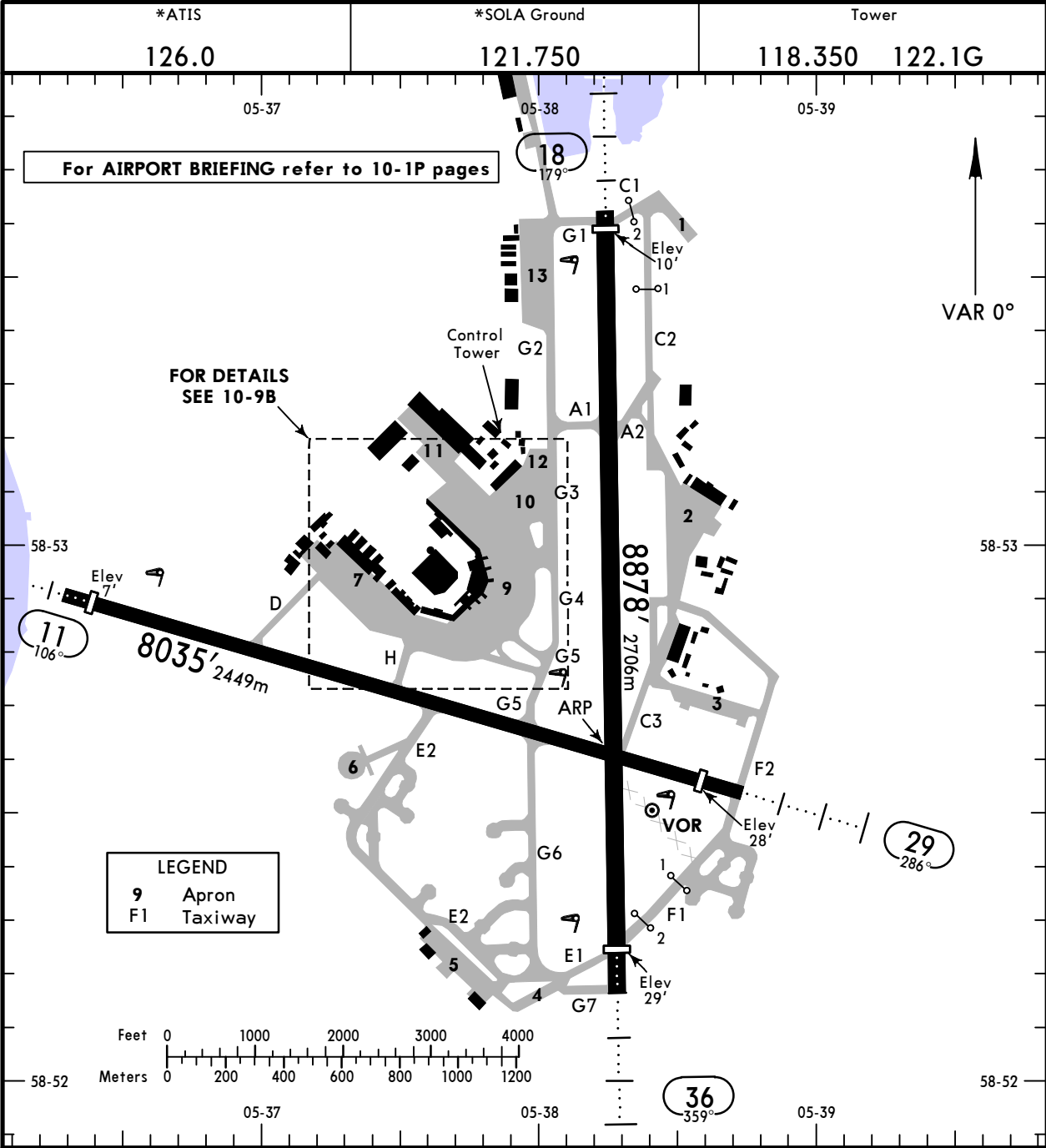
ENZV/SVG

Apt Elev 29'
N58 52.6 E005 38.3

JEPPESSEN
20 NOV 15 (10-9)

STAVANGER, NORWAY

SOLA



ENZV/SVG



STAVANGER, NORWAY
SOLA

ADDITIONAL RUNWAY INFORMATION							USABLE LENGTHS		TAKE-OFF	WIDTH
RWY						LANDING BEYOND				
						Threshold	Glide Slope			
11	① 29	HIRL (60m) CL (60m) HIALS SFL PAPI-L (3.0°)	RVR	7215' 2199m	6243' 1903m	②				
		HIRL (60m) CL (60m) HIALS PAPI(3.5°)	RVR	6722' 2049m						
① Rwy grooved.										
② TAKE-OFF RUN AVAILABLE										
<u>RWY 11:</u> From rwy head 7543'(2299m) twy D int 5344'(1629m) twy H int 3648'(1112m) <u>RWY 29:</u> From rwy head 7215'(2199m) twy G5 int 4724'(1440m) twy H int 3153'(961m) twy D int 1496'(456m)										
18	③ 36	HIRL (50m) CL (15m) HIALS SFL TDZ PAPI(3.0°)	RVR	8189' 2496m	7156' 2181m	④				
		HIRL (50m) CL (15m) HIALS PAPI(3.0°)	RVR	7894' 2406m	6800' 2073m					
③ Rwy grooved.										
④ TAKE-OFF RUN AVAILABLE										
<u>RWY 18:</u> From rwy head 8386'(2556m) twy A1 int 6004'(1830m) <u>RWY 36:</u> From rwy head 8386'(2556m) twy E1 int 7894'(2406m) rwy 11/29 int 5774'(1760m)										

Standard TAKE-OFF ①						
	LVP must be in force					
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	125m	150m	200m	250m	400m	500m
B						
C						
D	150m	200m	250m	300m		
① Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.						

ENZV/SVG



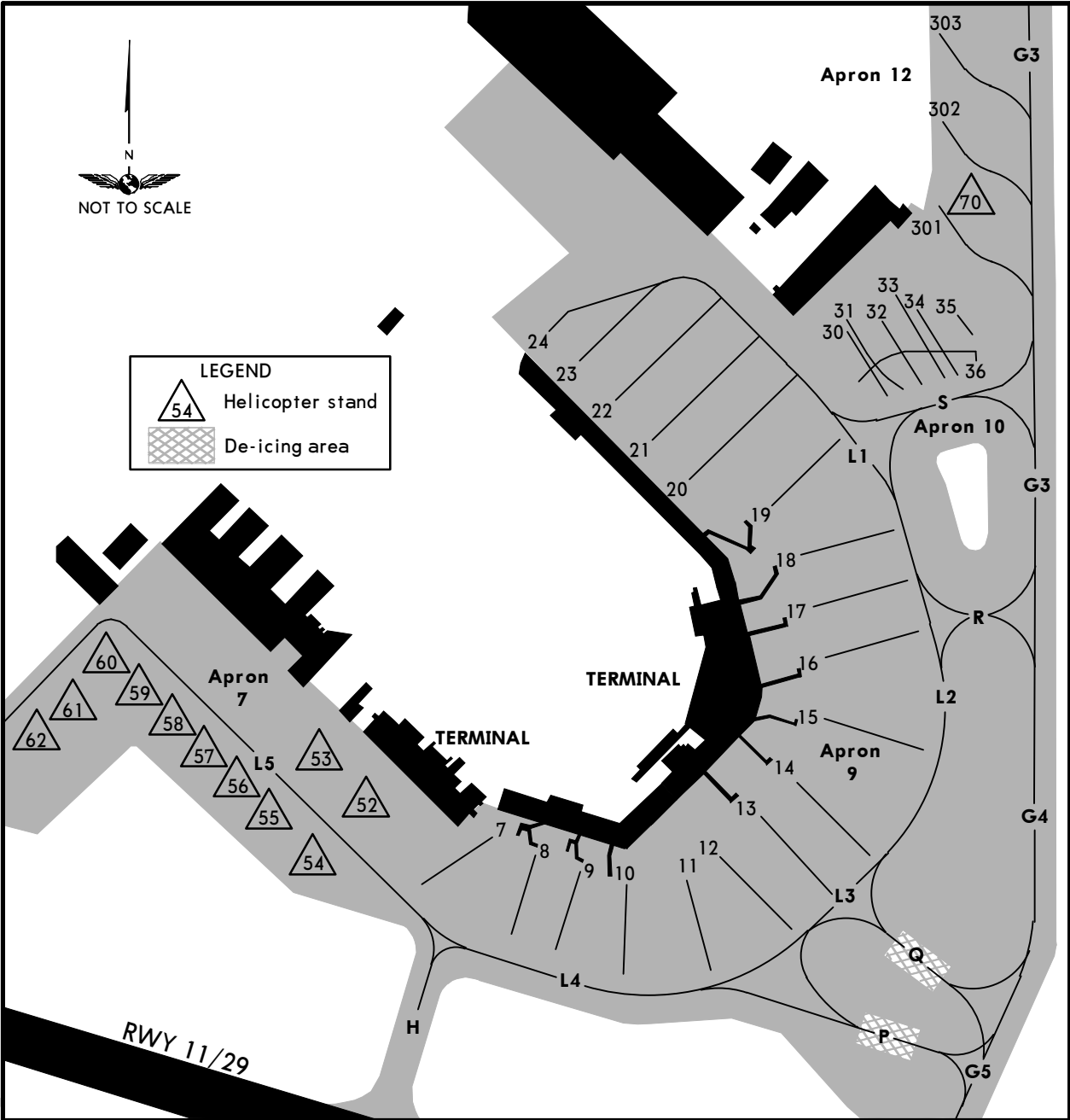
JEPPESSEN

STAVANGER, NORWAY

20 NOV 15

10-9B

SOLA



INS COORDINATES

STAND No.	COORDINATES		ELEV	STAND No.	COORDINATES		ELEV
7, 8	N58 52.9	E005 37.6	16	52	N58 52.9	E005 37.5	14
9	N58 52.9	E005 37.7	16	53	N58 52.9	E005 37.4	13
10	N58 52.8	E005 37.7	16	54	N58 52.9	E005 37.4	14
11	N58 52.9	E005 37.7	17	55, 56	N58 52.9	E005 37.4	12
12 thru 16	N58 52.9	E005 37.8	17	57 thru 60	N58 52.9	E005 37.3	12
17 thru 20	N58 53.0	E005 37.8	17	61, 62	N58 52.9	E005 37.2	12
21	N58 53.0	E005 37.7	16	70	N58 53.1	E005 38.0	22
22, 23	N58 53.1	E005 37.7	16	301	N58 53.1	E005 38.0	21
24	N58 53.1	E005 37.7	-	302	N58 53.2	E005 38.0	22
30, 31	N58 53.1	E005 37.9	18	303	N58 53.2	E005 38.0	23
32	N58 53.1	E005 37.9	19				
33	N58 53.1	E005 37.9	20				
34	N58 53.1	E005 38.0	20				
35	N58 53.1	E005 38.0	21				
36	N58 53.1	E005 38.0	20				

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31 OCT 14
Eff 13 Nov

10-9Y

JAA COPTER MINIMUMS
STAVANGER, NORWAY
SOLA

STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
11	ILS Z	207' (200')	700m / 1000m
	LOC Z	470' (463')	1000m / 1000m
	RNAV (LNAV/VNAV)	270' (263')	600m / 1000m
	RNAV (LNAV)	470' (463')	1000m / 1000m
	VOR	470' (463')	1000m / 1000m
18	CAT 2 ILS Z	110' (100')	RA 102' - R300m
	ILS Z	210' (200')	600m / 1000m
	LOC Z	580' (570')	1000m / 1000m
	RNAV (LNAV/VNAV)	340' (330')	800m / 1000m
	RNAV (LNAV)	470' (460')	1000m / 1000m
	VOR	510' (500')	1000m / 1000m
29	RNAV (LNAV/VNAV)	470' (442')	800m / 1000m
	RNAV (LNAV)	580' (552')	1000m / 1000m
	VOR	590' (562')	1000m / 1000m
36	ILS Z	229' (200')	600m / 1000m
	LOC Z	400' (371')	1000m / 1000m
	RNAV (LNAV/VNAV)	350' (321')	800m / 1000m
	RNAV (LNAV)	530' (501')	1000m / 1000m
	VOR	500' (471')	1000m / 1000m

CIRCLE-TO-LAND ❶	MDA(H)	VIS
	700' (671')	1000m

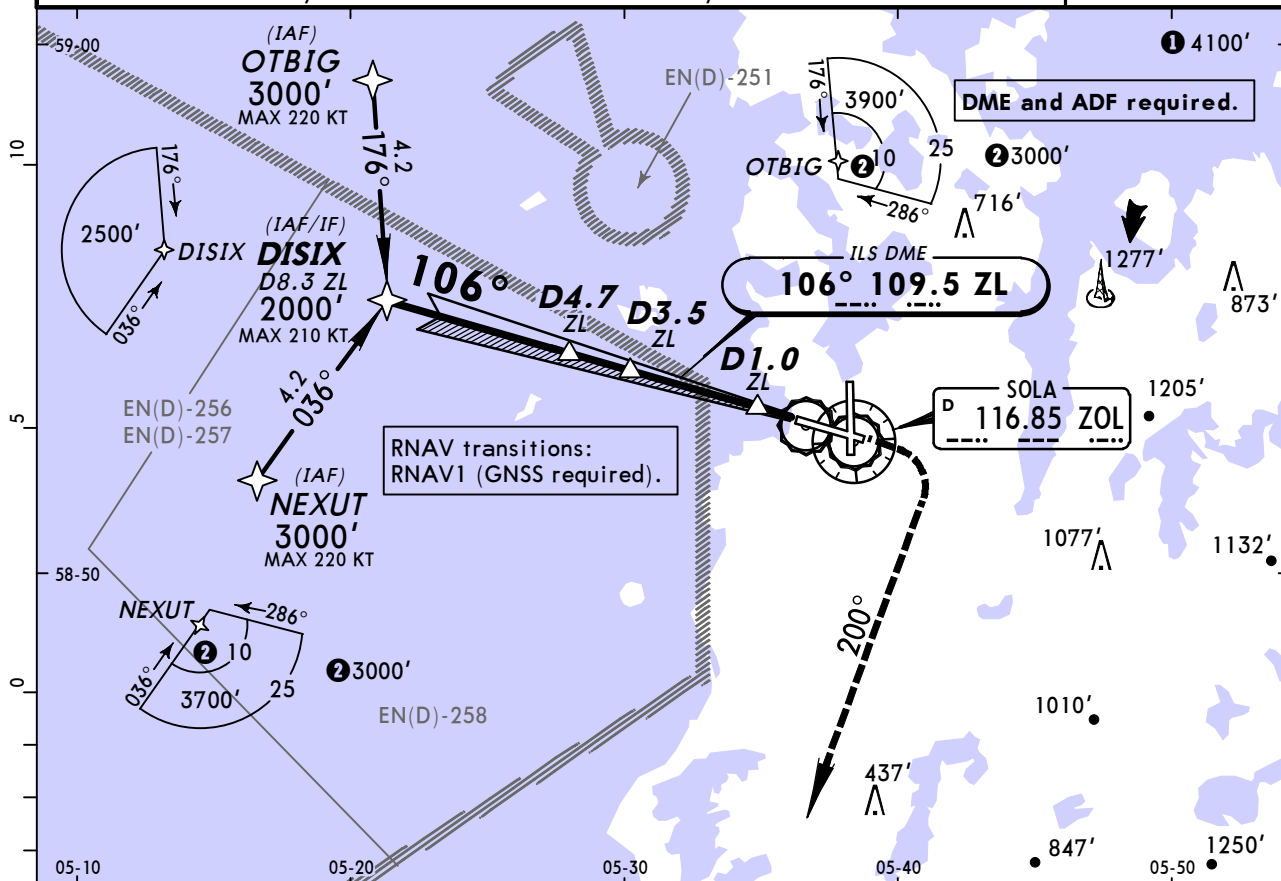
TAKE-OFF RWY 11, 18, 29, 36				
LVP must be in Force ❶				
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ❷	800m

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

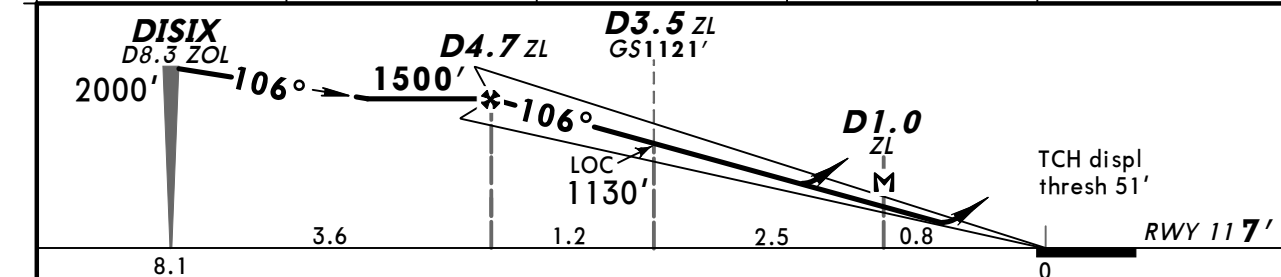
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 31 OCT 14
 Eff 13 Nov (11-1)

STAVANGER, NORWAY
ILS Z or LOC Z Rwy 11

*ATIS 126.0	*SOLA Radar/Approach 119.6 119.4	*SOLA Director (APP/R) 118.5	SOLA Tower 118.35 122.1G	*Ground 121.75
LOC ZL 109.5	Final Apch Crs 106°	GS D3.5 ZL 1121' (1114')	ILS DA(H) Refer to Minimums	Apt Elev 29' RWY 7'
MISSED APCH: Climb STRAIGHT AHEAD to 540', then turn RIGHT (CAT C: MAX 160 KT, CAT D: MAX 185 KT) to track 200° to 3000'. Expect vectoring. MISSED APCH WITH LOST COMM: At D15.0 ZOL turn RIGHT direct to VOR to make VOR RWY 18 apch.				
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 7000'	MSA ZOL VOR



LOC (GS out)	ZL DME ALTITUDE	4.0 1280'	3.0 960'	2.0 650'
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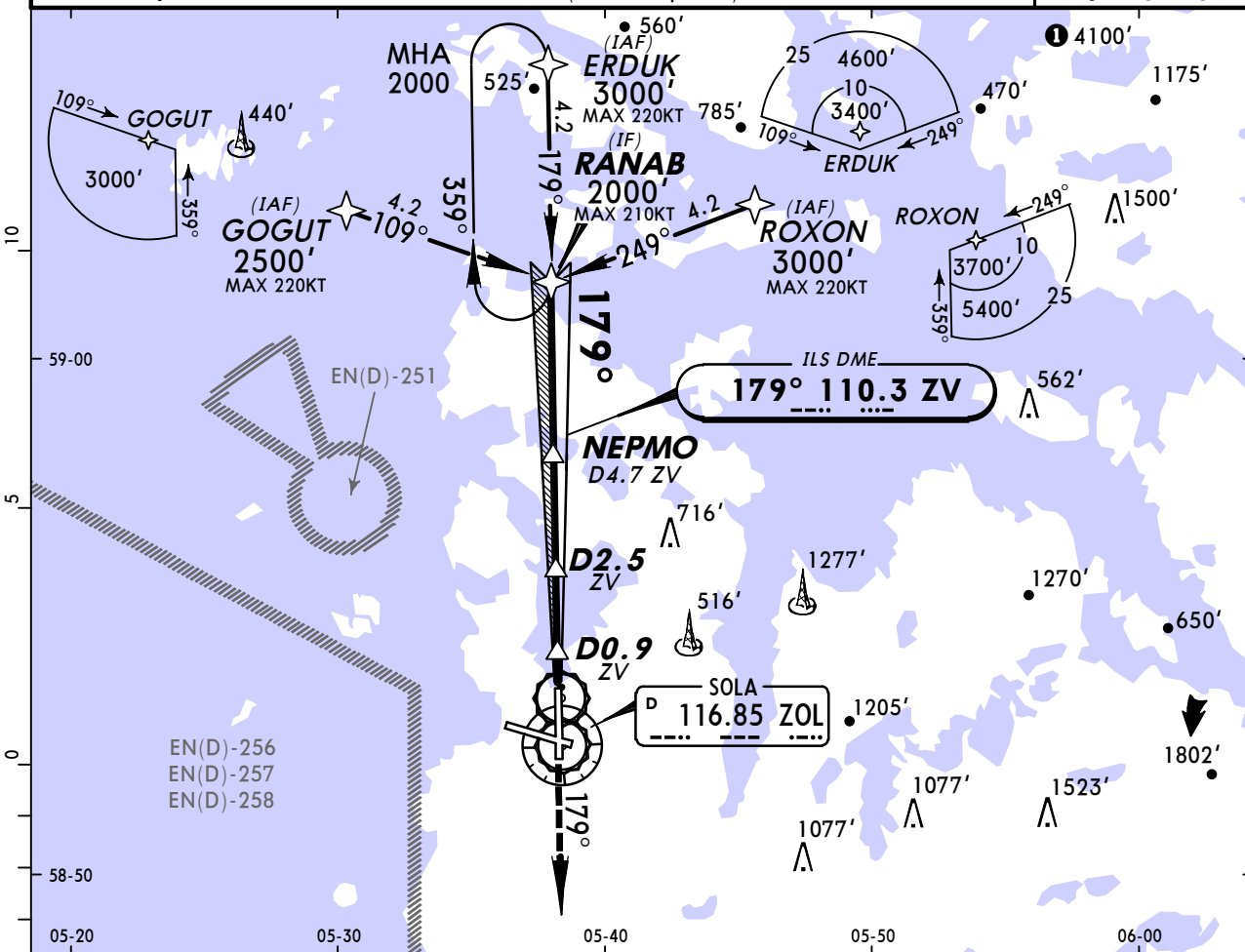
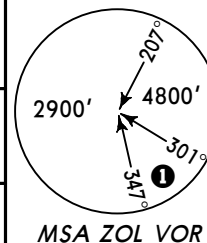
Gnd speed-Kts	70	90	100	120	140	160		HIALS	
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849		PAPI	Refer to Missed Apch above
MAP at D1.0 ZL									

Standard		STRAIGHT-IN LANDING RWY 11				LOC (GS out)		CIRCLE-TO-LAND	
Missed apch climb grad mim 2.5% AB: 207' (200') DA(H) C: 213' (206') D: 242' (235')		Missed apch climb grad mim 3.0% DA(H) 223' (216')		DA(H) 470' (463')					
FULL/Limited	ALS out	FULL/Limited	ALS out	FULL/Limited	ALS out			Max Kts	MDA(H) VIS
A						RVR 1500m		100	700' (671') 1500m
B								135	700' (671') 1600m
C						CMV 2200m		180	1150' (1121') 2400m
D								205	1670' (1641') 3600m

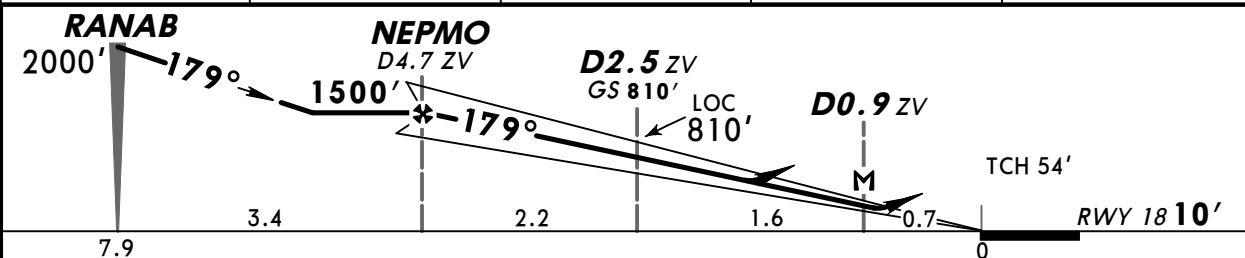
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 31 OCT 14
 Eff 13 Nov 11-2

STAVANGER, NORWAY
ILS Z or LOC Z Rwy 18

*ATIS 126.0	*SOLA Radar/Approach 119.6 119.4	*SOLA Director (APP/R) 118.5	SOLA Tower 118.35 122.1G	*Ground 121.75
LOC ZV 110.3	Final Apch Crs 179°	GS D2.5 ZV 810' (800')	ILS DA(H) 210' (200')	Apt Elev 29' RWY 10'
MISSED APCH: Climb onto 179° to 3000'. Expect vectoring. MISSED APCH WITH LOST COMM: At D15.0 ZOL turn RIGHT direct to VOR. Make new apch.				
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 7000' 1. DME required. 2. RNAV transitions: RNAV1 (GNSS required).				

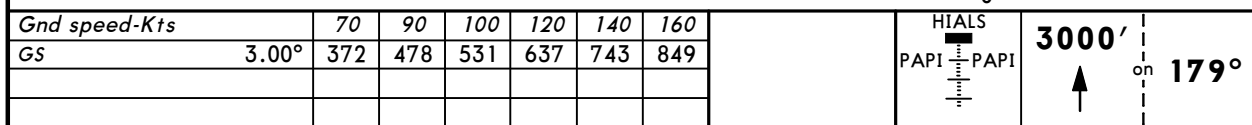


LOC (GS out)	ZV DME	4.0	3.0	2.0
	ALTITUDE	1280'	970'	650'



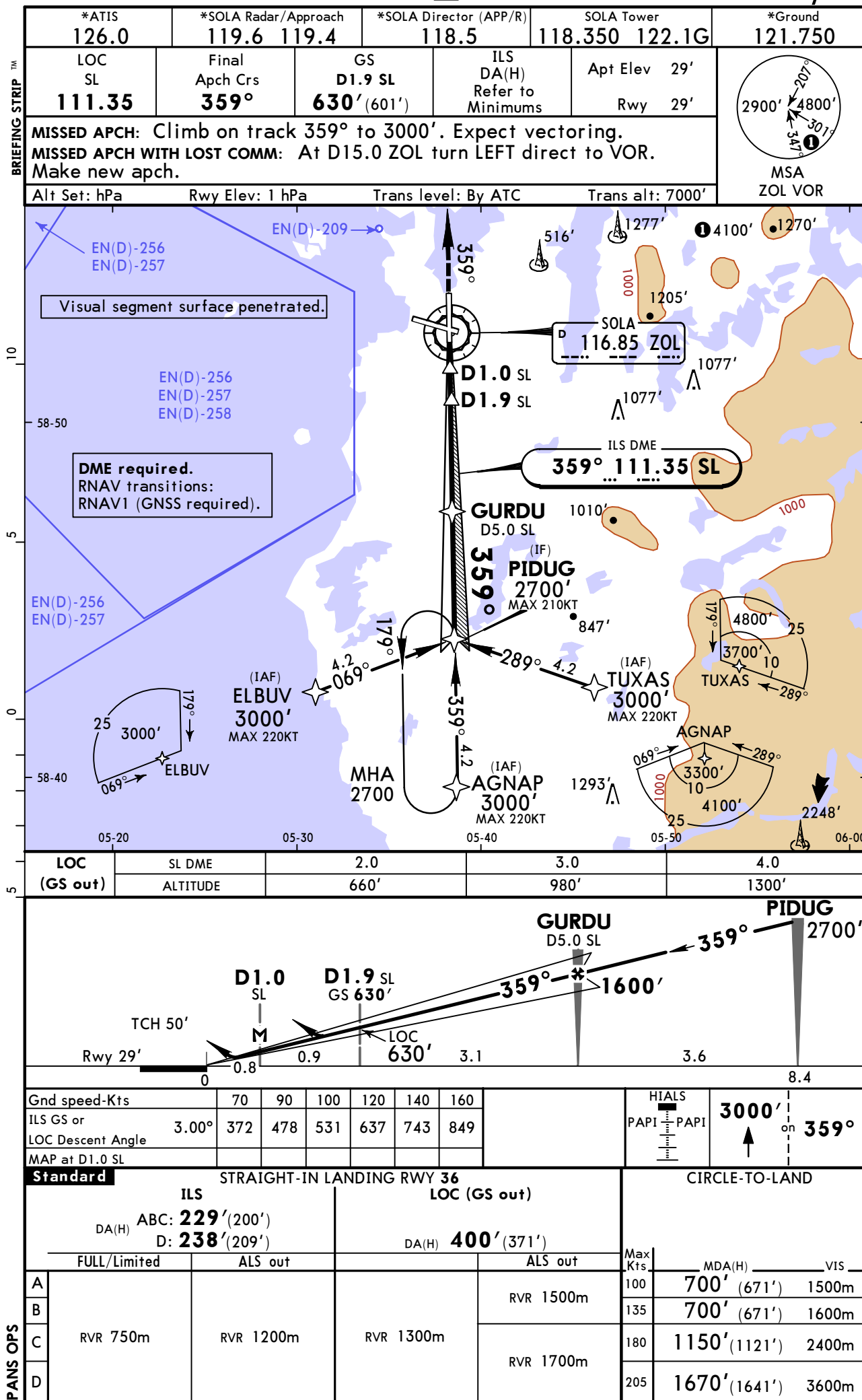
Gnd speed-Kts	70	90	100	120	140	160	HIALS	3000'	179°
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	PAPI PAPI		
MAP at D0.9 ZV									

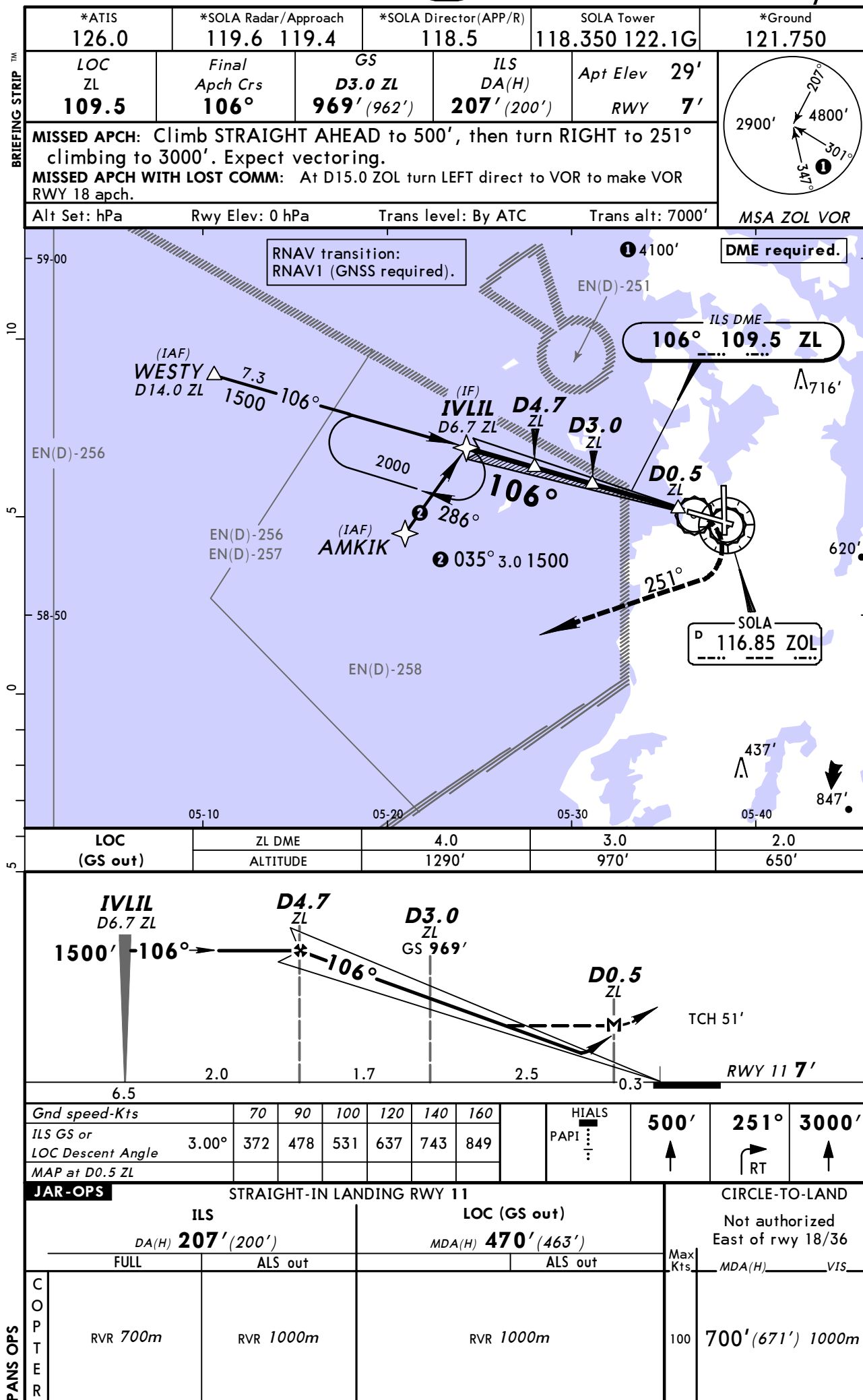
Standard				STRAIGHT-IN LANDING RWY 18		CIRCLE-TO-LAND	
ILS		LOC (GS out)					
DA(H) 210' (200')		DA(H) 580' (570')					
FULL/Limited	ALS out	FULL/Limited	ALS out			Max Kts	MDA(H) VIS
A				RVR 1500m		100	700' (671') 1500m
B						135	700' (671') 1600m
C	RVR 750m	RVR 1200m				180	1150' (1121') 2400m
D				CMV 2200m	CMV 2400m	205	1670' (1641') 3600m

RVR *300m* **1**

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 29 MAY 15 **(11-3)**
STAVANGER, NORWAY
ILS Z or LOC Z Rwy 36


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JEPPESEN STAVANGER, NORWAY
 30 JAN 15 **(11-4)** **COPTER ILS Y or LOC Y Rwy 11**


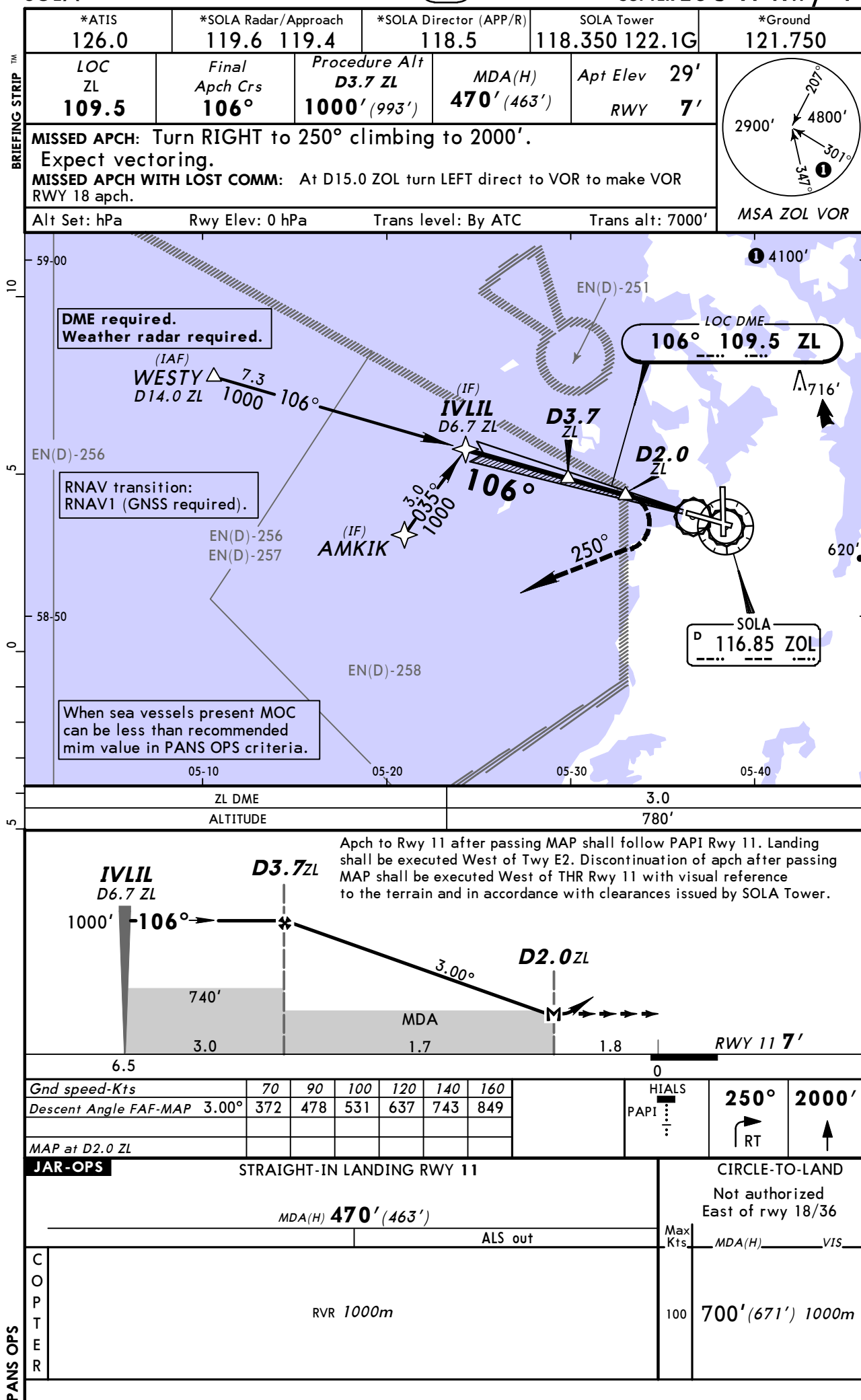
CHANGES: None.

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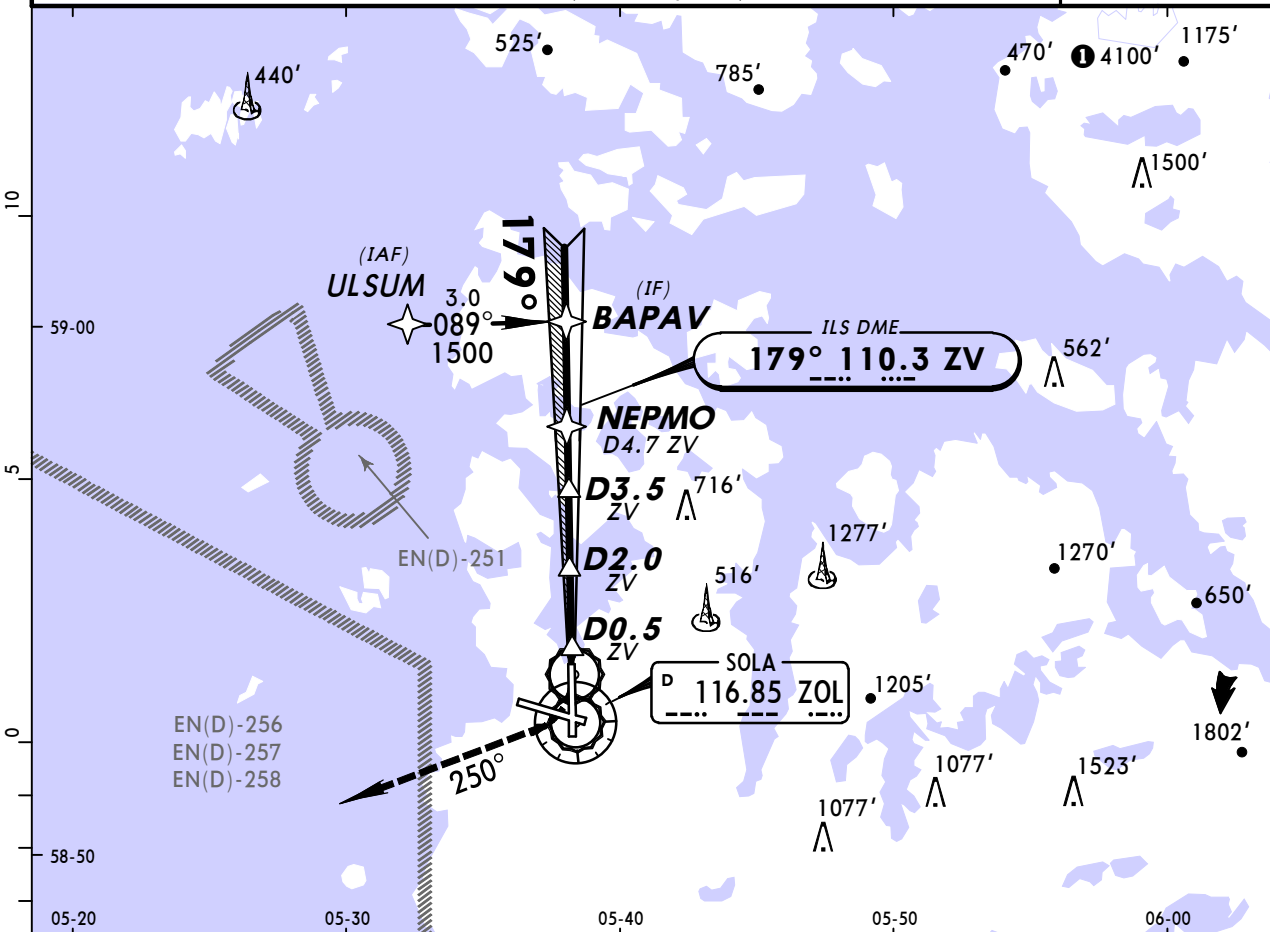
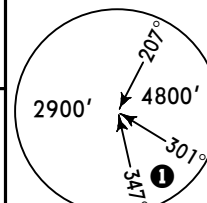
30 JAN 15

(11-5)

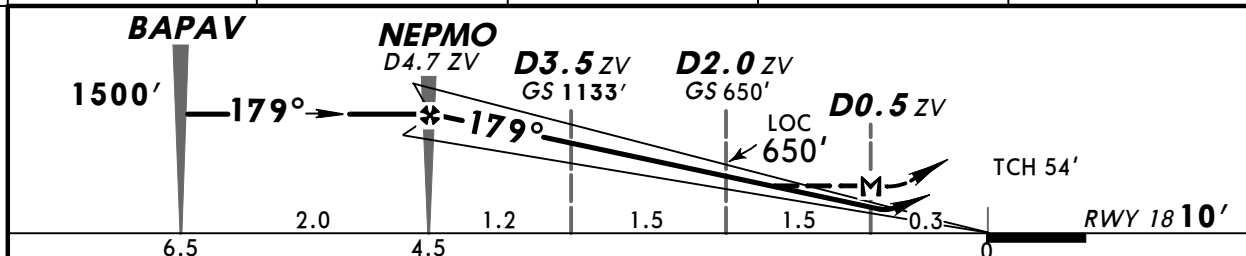
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STAVANGER, NORWAY
COPTER LOC X Rwy 11


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JEPPESEN
31 OCT 14
Eff 13 Nov
STAVANGER, NORWAY
ILS Y or LOC Y Rwy 18

*ATIS 126.0	*SOLA Radar/Approach 119.6 119.4	*SOLA Director (APP/R) 118.5	SOLA Tower 118.35 122.1G	*Ground 121.75
LOC ZV 110.3	Final Aptch Crs 179°	GS D3.5 ZV 1133' (1123')	ILS DA(H) 210' (200')	Apt Elev 29' RWY 10'
MISSED APCH: Climb onto 179° to 500', then turn RIGHT to track 250° to 2000'. Expect vectoring. Do not turn before MAP. MISSED APCH WITH LOST COMM: At D15.0 ZOL turn RIGHT direct to VOR. Make new apch.				
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 7000' 1. DME required. 2. RNAV transition: RNAV1 (GNSS required).				



LOC (GS out)	ZV DME	4.0	3.0	2.0
	ALTITUDE	1290'	970'	650'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI Refer to Missed Apch above
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D0.5 ZV							

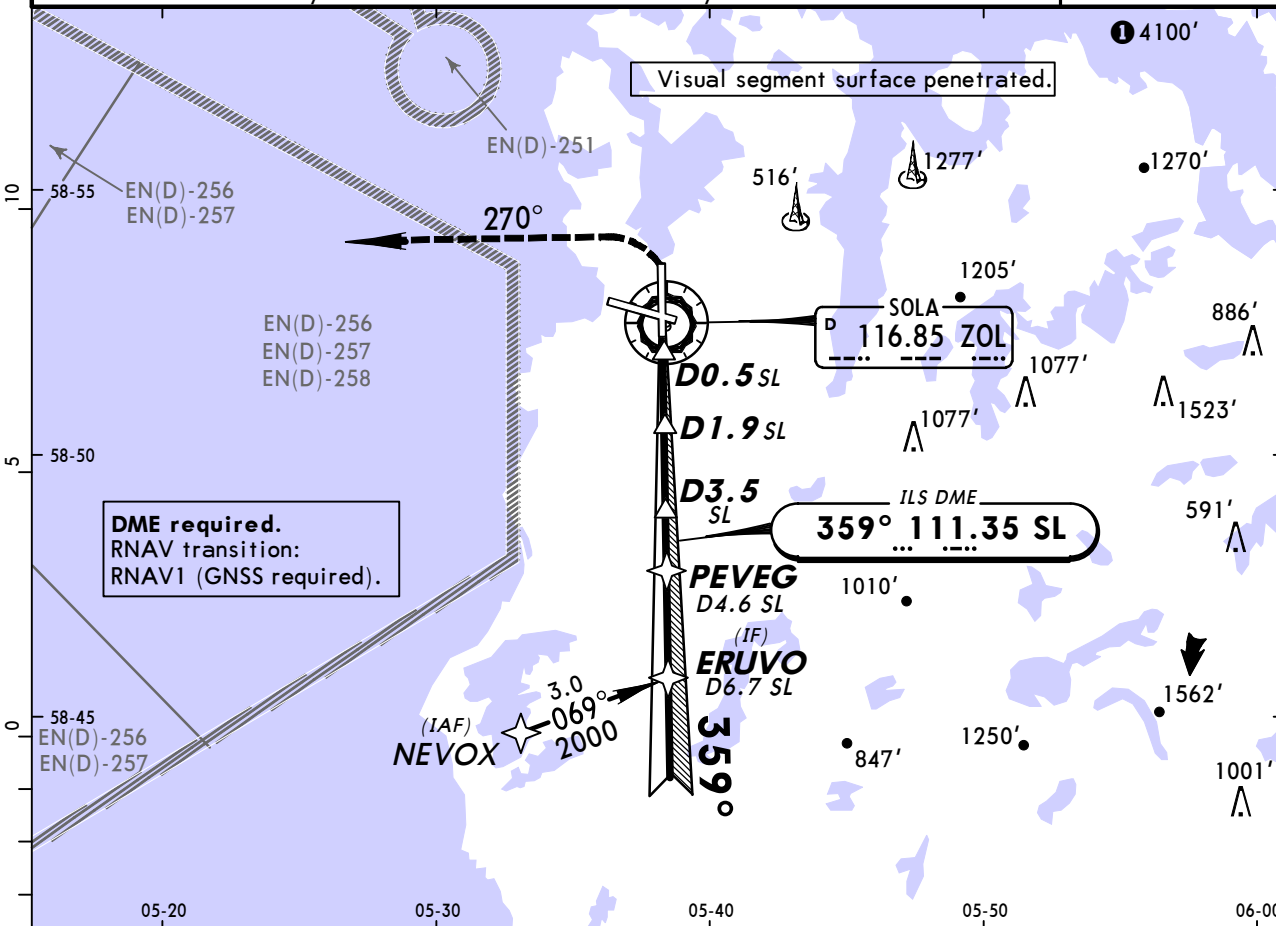
JAR-OPS		STRAIGHT-IN LANDING RWY 18					
ILS		LOC (GS out)					
DA(H) 210' (200')		MDA(H) 390' (380')					
FULL		ALS out				ALS out	
C O P T E R	RVR 600m	RVR 1000m	RVR 1000m	RVR 1000m			

PANS OPS
CHANGES: New procedure.

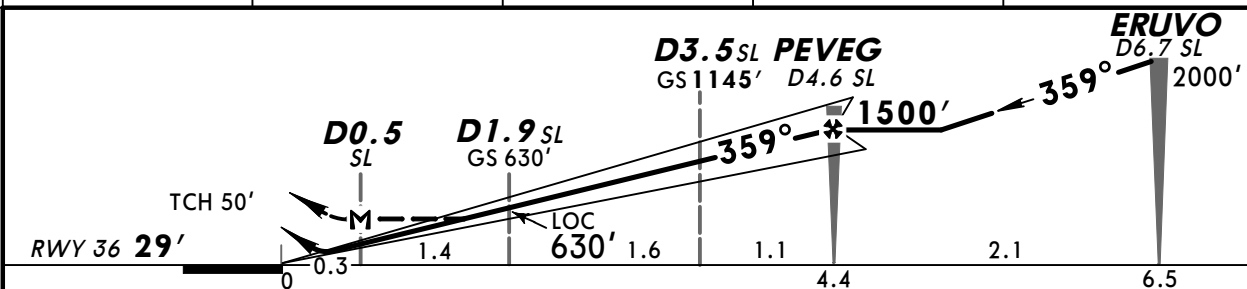
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 31 OCT 14
Eff 13 Nov
STAVANGER, NORWAY
ILS Y or LOC Y Rwy 36

*ATIS 126.0	*SOLA Radar/Approach 119.6 119.4	*SOLA Director (APP/R) 118.5	SOLA Tower 118.35 122.1G	*Ground 121.75
LOC SL 111.35	Final Apch Crs 359°	GS D3.5 SL 1145' (1116')	ILS DA(H) 263' (234')	Apt Elev 29' RWY 29'
MISSED APCH: Climb on track 359° to 500', then turn LEFT to track 270° to 2000. Expect vectoring. MISSED APCH WITH LOST COMM: At D15.0 ZOL turn LEFT direct to VOR. Make new apch.				
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 7000'	



LOC (GS out)	SL DME	2.0	3.0	4.0
	ALTITUDE	660'	980'	1300'



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 D0.5 SL									

JAR-OPS STRAIGHT-IN LANDING RWY 36

ILS DA(H) 263' (234')		LOC (GS out) MDA(H) 450' (421')	
FULL	ALS out		ALS out
C O P T E R	RVR 650m	RVR 1000m	RVR 1000m

CHANGES: New procedure.

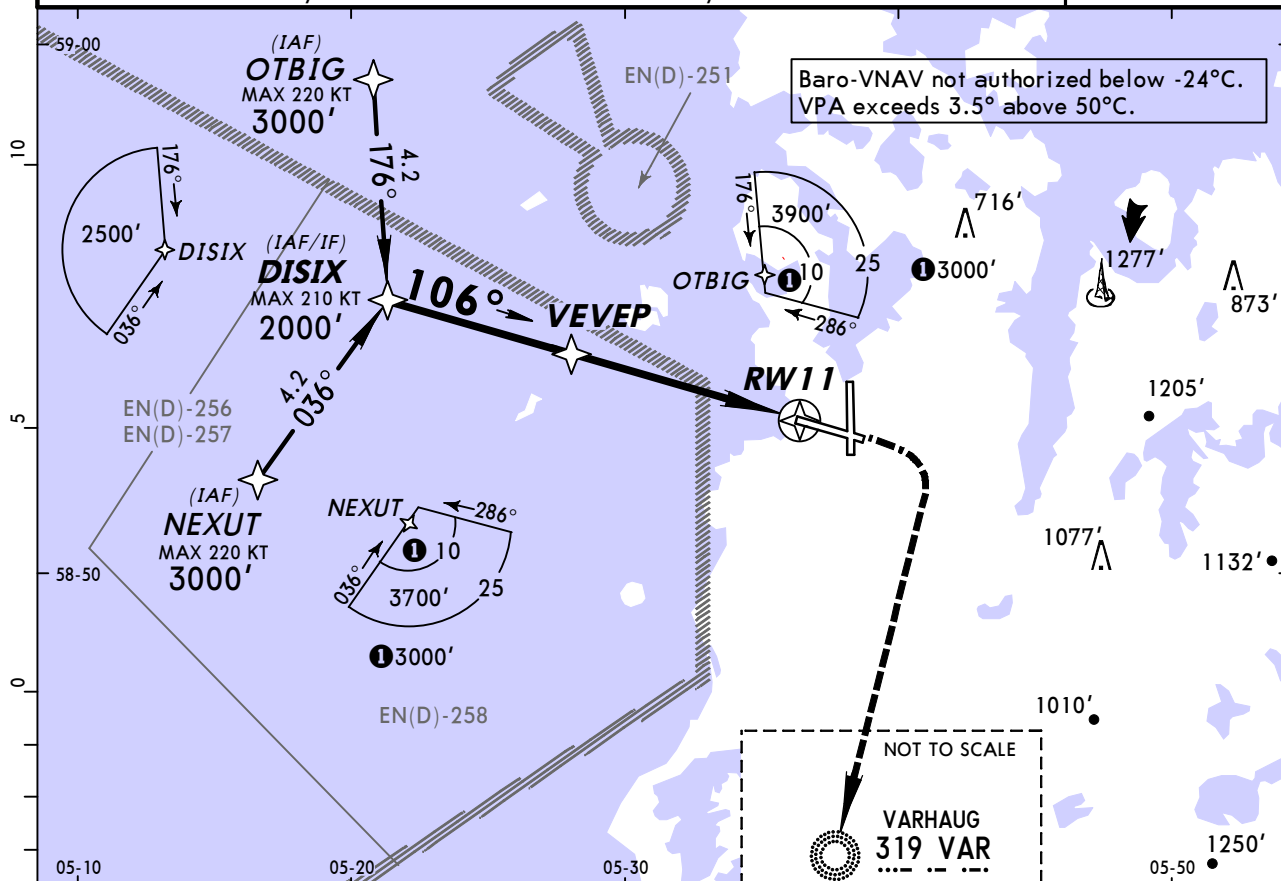
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ENZV/SVG
SOLA

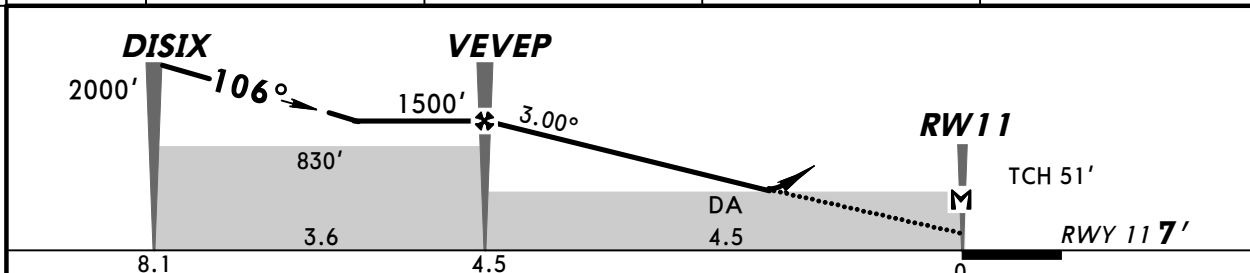
JEPPESSEN
31 OCT 14
Eff 13 Nov (12-1)

STAVANGER, NORWAY
RNAV (GNSS) Rwy 11

*ATIS 126.0	*SOLA Radar/Approach 119.6 119.4	*SOLA Director (APP/R) 118.5	SOLA Tower 118.35 122.1G	*Ground 121.75
RNAV	Final Apch Crs 106°	Procedure Alt VEVEP 1500' (1493')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 29' RWY 7'
MISSED APCH: Climb STRAIGHT AHEAD to 570', then turn RIGHT (CAT C: MAX 160 KT, CAT D: MAX 185 KT) direct to VAR NDB climbing to 3000'. Expect vectoring. Do not turn before MAP. MISSED APCH WITH LOST COMM: At VAR NDB turn RIGHT direct to NEXUT. Make new apch.				
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 7000'	TAA 25 NM IAF



DIST to RW11	4.0	3.0	2.0	1.0
ALTITUDE	1340'	1020'	700'	380'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	Refer to Missed Apch above
Descent Angle	3.00°	372	478	531	637	743	PAPI	
MAP at RW11								

Standard		STRAIGHT-IN LANDING RWY 11 LNAV/VNAV		LNAV		CIRCLE-TO-LAND	
Missed apch DA(H) climb grad mim 2.5%		Missed apch climb grad mim 2.8%		DA(H) 470' (463')		Max Kts	
A: 270' (263') C: 300' (293')		A: 270' (263') C: 300' (293')		DA(H) 470' (463')		MDA(H) VIS	
B: 280' (273') D: 360' (353')		B: 280' (273') D: 360' (353')		DA(H) 470' (463')		100 700' (671') 1500m	
ALS out		ALS out		ALS out		135 700' (671') 1600m	
A RVR 1300m		NOT APPLICABLE		RVR 1500m		180 1150' (1121') 2400m	
B RVR 1400m		RVR 1300m		CMV 2200m		205 1670' (1641') 3600m	
C RVR 1600m		RVR 1500m					
D RVR 1600m							

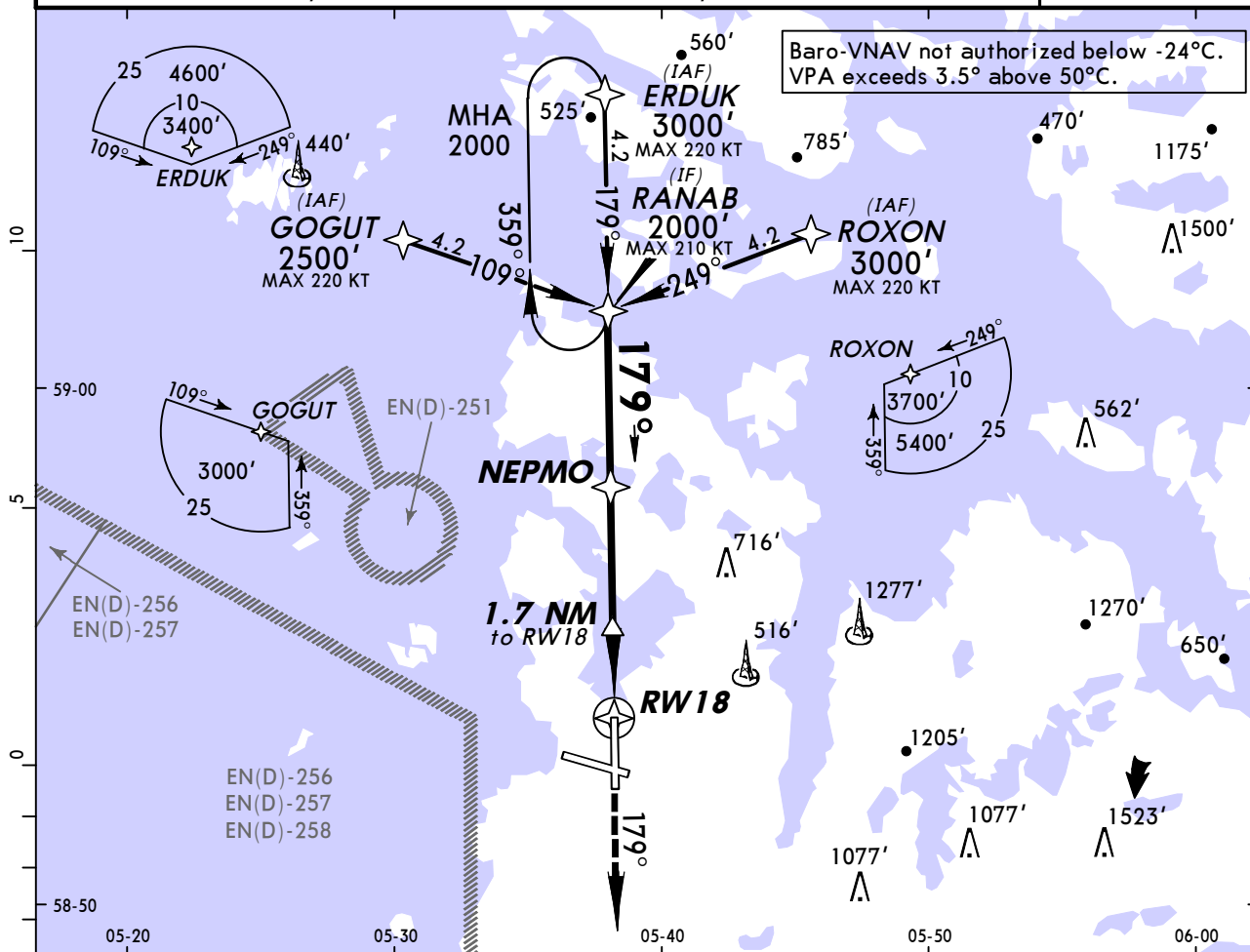
CHANGES: New procedure.

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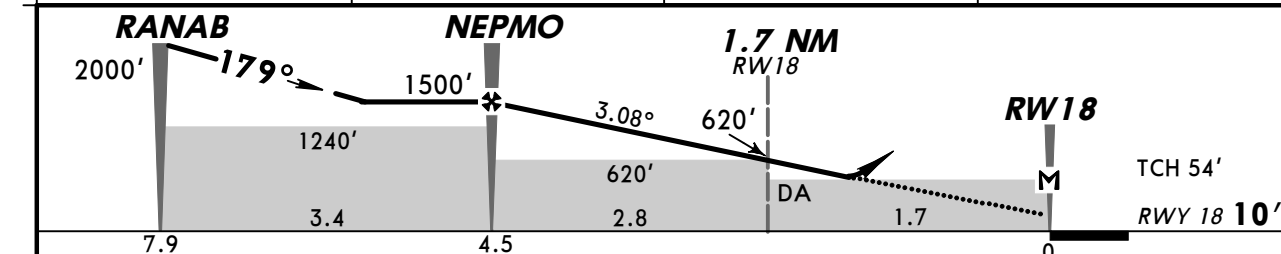
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31 OCT 14
Eff 13 Nov (12-2)

STAVANGER, NORWAY
RNAV (GNSS) Rwy 18

*ATIS	*SOLA Radar/Approach		*SOLA Director (APP/R)	SOLA Tower		*Ground
126.0	119.6	119.4	118.5	118.35	122.1G	121.75
RNAV	Final Aptch Crs 179°	Procedure Alt NEPMO 1500' (1490')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 29'	RWY 10'	TAA 25 NM IAF
MISSED APCH: Climb on track 179° to 3000'. Expect vectoring. MISSED APCH WITH LOST COMM: At 15.0 NM from RW18 turn RIGHT direct to GOGUT. Make new apch.						
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: By ATC		Trans alt: 7000'



DIST to RW18	4.0	3.0	2.0
ALTITUDE	1340'	1020'	700'

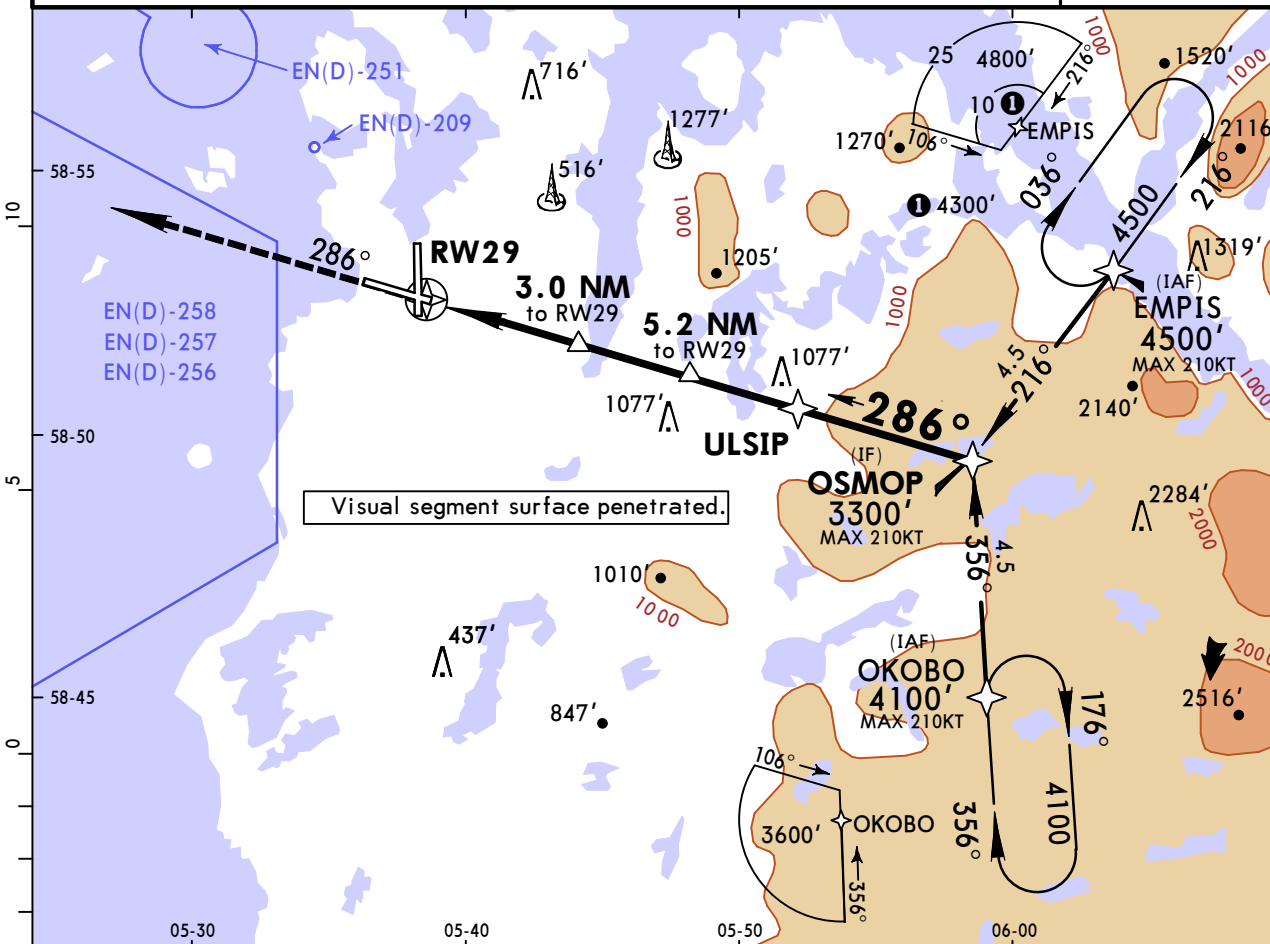


Gnd speed-Kts	70	90	100	120	140	160		HIALS	3000'	179°
Descent Angle	3.08°	381	490	545	654	763	872	PAPI		
MAP at RW18										

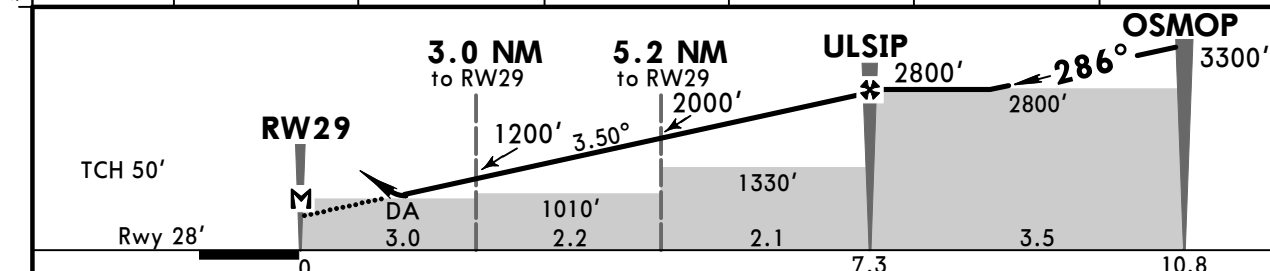
Standard				STRAIGHT-IN LANDING RWY 18				CIRCLE-TO-LAND			
LNAV/VNAV				LNAV							
DA(H) A: 340' (330') C: 360' (350')				DA(H) 470' (460')							
B: 350' (340') D: 370' (360')											
ALS out				ALS out							
A	RVR 1100m	RVR 1500m		RVR 1500m				Max Kts	MDA(H)	VIS	
B								100	700' (671')	1500m	
C	RVR 1200m	RVR 1600m		RVR 1700m	CMV 2100m			135	700' (671')	1600m	
D								180	1150' (1121')	2400m	
								205	1670' (1641')	3600m	

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 29 MAY 15 **(12-3)**
STAVANGER, NORWAY
RNAV (GNSS) Rwy 29

*ATIS 126.0	*SOLA Radar/Approach 119.6 119.4	*SOLA Director (APP/R) 118.5	SOLA Tower 118.350 122.1G	*Ground 121.750
RNAV	Final Apch Crs 286°	Procedure Alt ULSIP 2800' (2772')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 29' Rwy 28'
MISSED APCH: Climb on track 286° to 3000'. Expect vectoring. MISSED APCH WITH LOST COMM: Climb on track 286° to 15.0 NM from RW29. Turn LEFT direct to OKOBO. Make new apch.				TAA 25 NM IAF
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 7000' Baro-VNAV not authorized below -24°C. VPA exceeds 3.5° above 50°C.				



DIST to RW29	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	820'	1200'	1570'	1940'	2310'	2680'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.50°	434	557	619	743	867	991
MAP at RW29						

MAP at RWY29

Standard		STRAIGHT-IN LANDING RWY 29				CIRCLE-TO-LAND	
LNAV/VNAV			LNAV				
DA(H) A: 470' (442') C: 500' (472') B: 490' (462') D: 510' (482')			DA(H) 580' (552')				
ALS out			ALS out		Max Kts	MDA(H)	VIS
A	RVR 1500m		RVR 1500m		100	700' (671')	1500m
B	RVR 1500m		RVR 1500m		135	700' (671')	1600m
C	RVR 1800m	CMV 2200m	CMV 2100m	CMV 2400m	180	1150' (1121')	2400m
D		CMV 2300m			205	1670' (1641')	3600m

PANS OPS

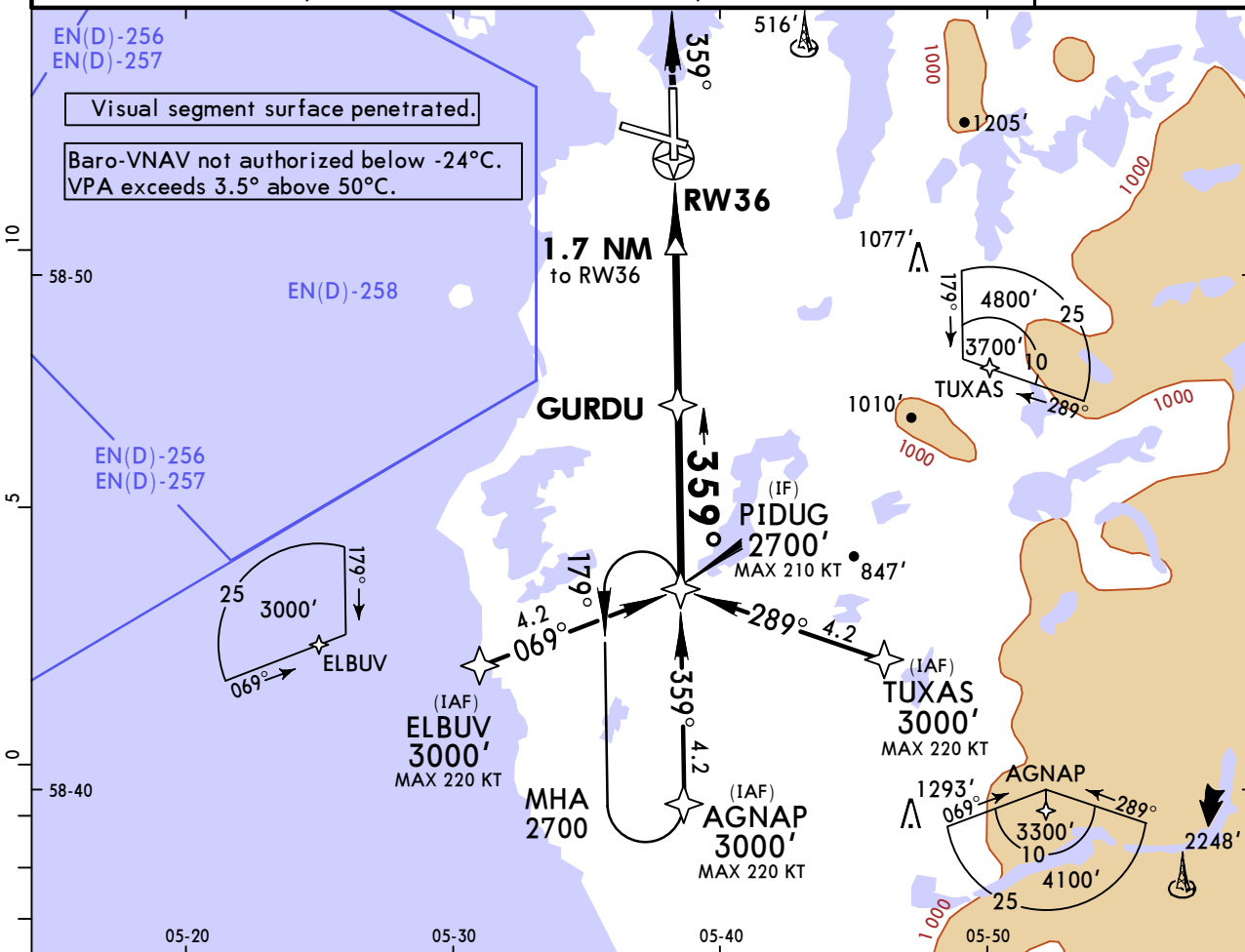
CHANGES: None.

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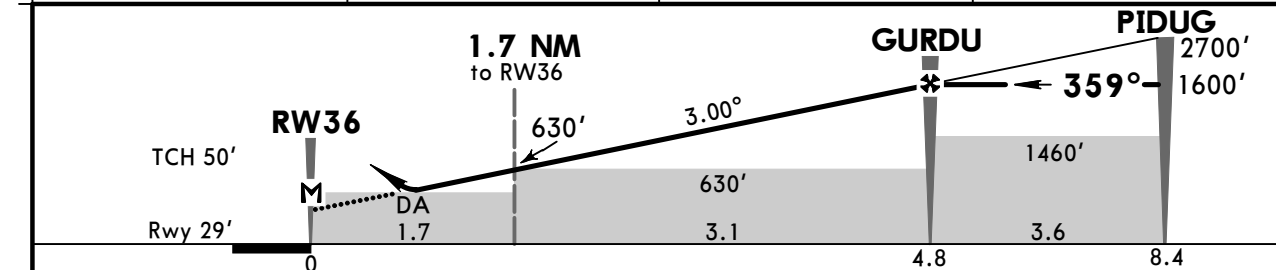
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 29 MAY 15 **(12-4)**
STAVANGER, NORWAY
RNAV (GNSS) Rwy 36

BRIEFING STRIP

*ATIS	*SOLA Radar/Approach		*SOLA Director (APP/R)	SOLA Tower		*Ground
126.0	119.6	119.4	118.5	118.350	122.1G	121.750
RNAV	Final Apch Crs 359°	Procedure Alt GURDU 1600'(1571')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 29'	Rwy 29'	TAA 25 NM IAF
MISSED APCH: Climb on track 359° to 3000'. Expect vectoring. MISSED APCH WITH LOST COMM: At 15.0 NM from RW36 turn LEFT direct to ELBUV. Make new apch.						
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC		



DIST to RW36	2.0	3.0	4.0
ALTITUDE	720'	1040'	1360'

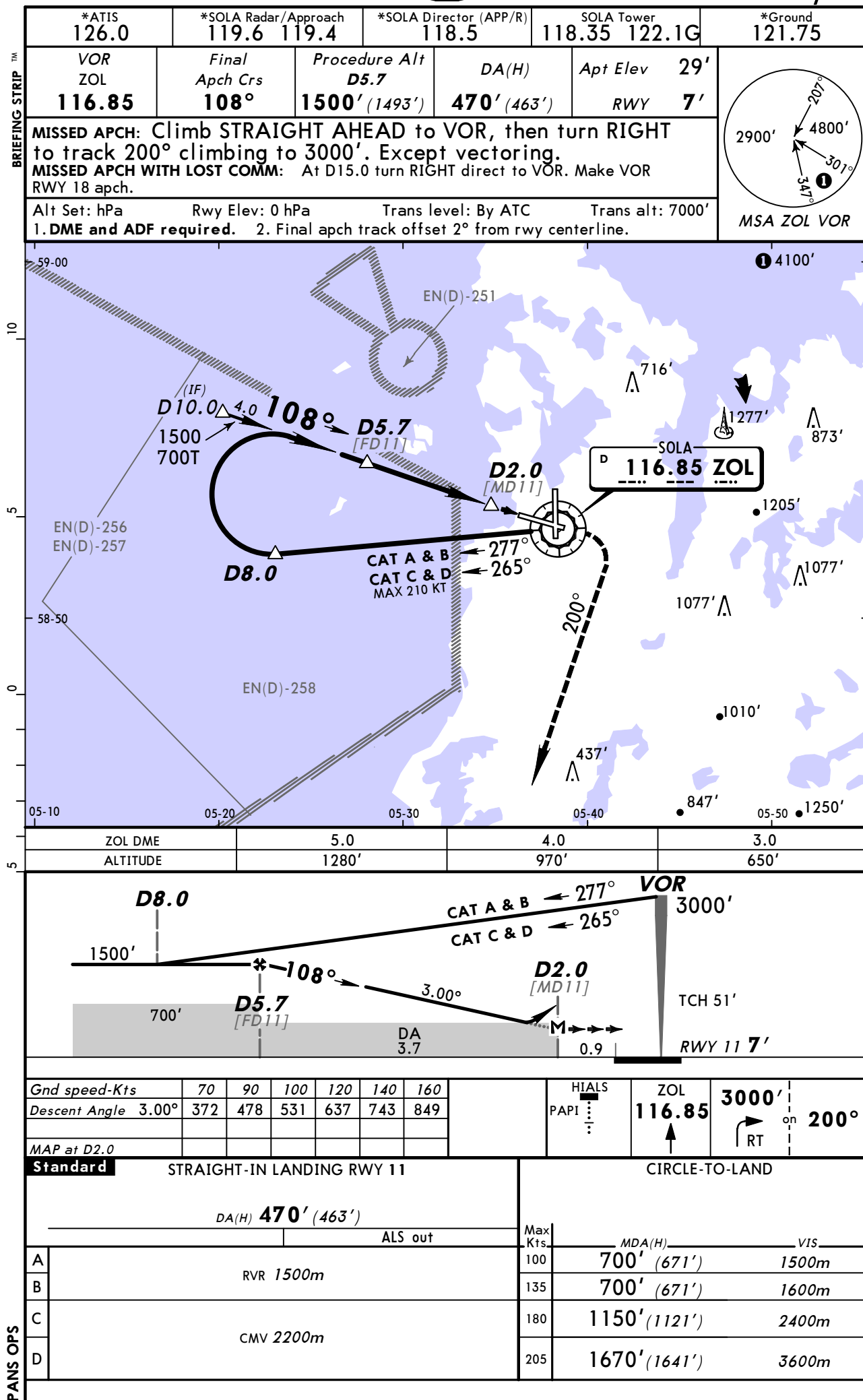


Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI 3000' on 359°
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at RW36							

Standard				STRAIGHT-IN LANDING RWY 36		CIRCLE-TO-LAND	
LNAV/VNAV				LNAV			
DA(H) A: 350' (321') C: 370' (341') B: 360' (331') D: 380' (351')				DA(H) 530' (501')			
ALS out				ALS out		Max Kts	MDA(H) VIS
A	RVR 1100m	RVR 1500m		RVR 1500m		100	700' (671') 1500m
B						135	700' (671') 1600m
C	RVR 1200m	RVR 1600m		RVR 1900m	CMV 2400m	180	1150' (1121') 2400m
D						205	1670' (1641') 3600m

CHANGES: IAF alt.

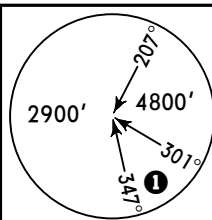
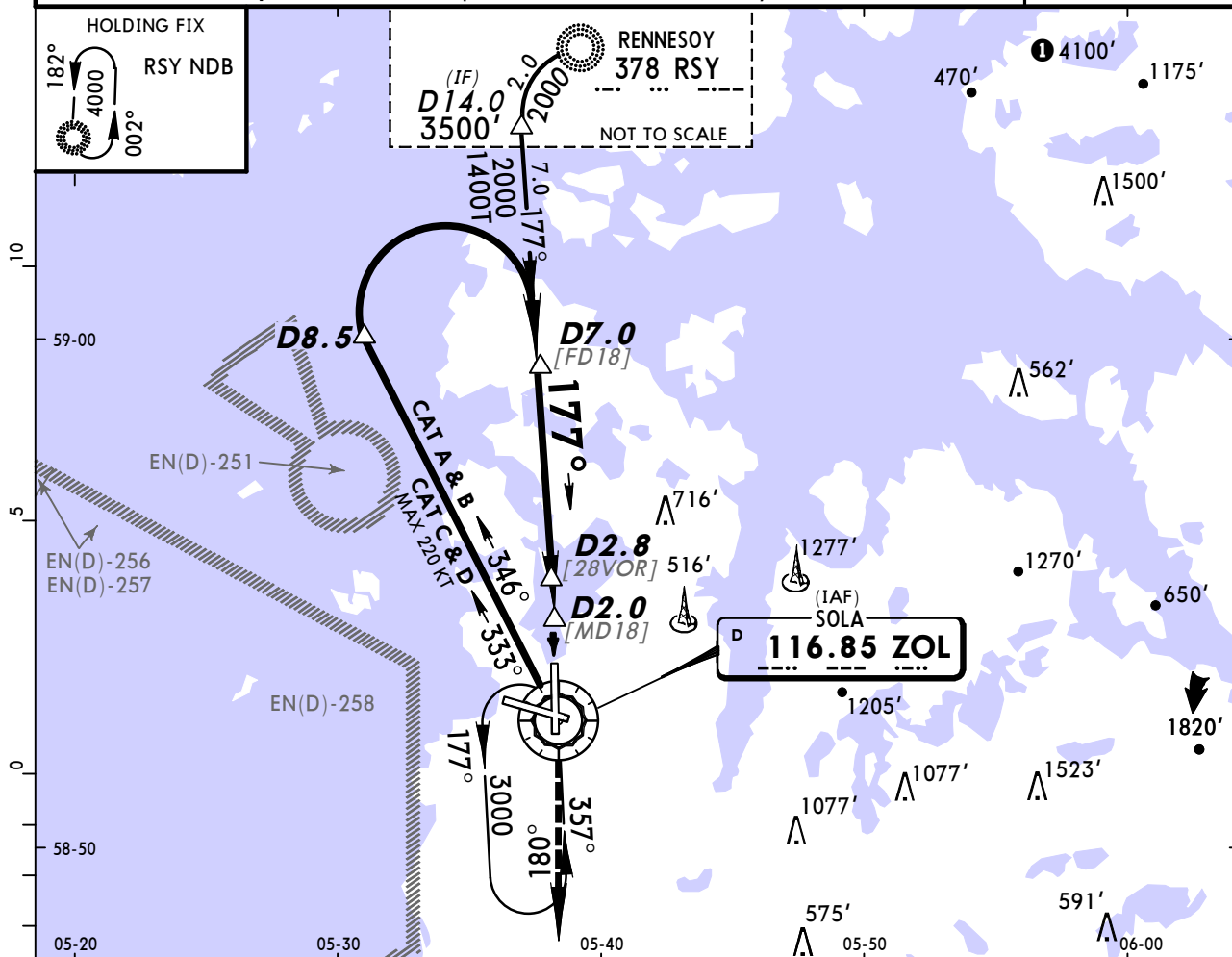
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ENZV/SVG
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 31 OCT 14 **(13-1)** **Eff 13 Nov**
STAVANGER, NORWAY
VOR Rwy 11


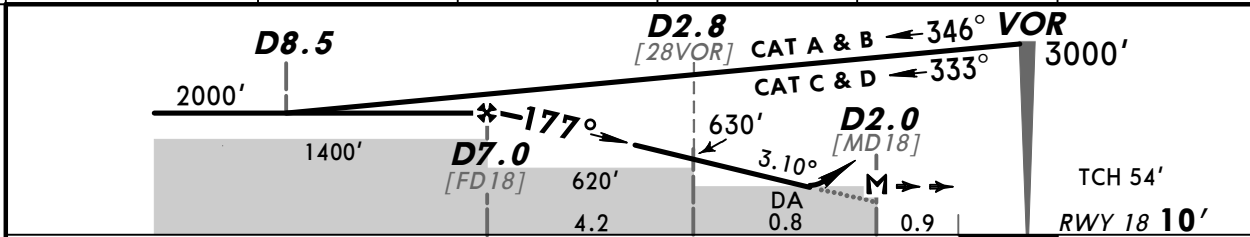
ENZV/SVG
SOLA
JEPPESEN
31 OCT 14
Eff 13 Nov (13-2)

STAVANGER, NORWAY
VOR Rwy 18

*ATIS 126.0	*SOLA Radar/Approach 119.6 119.4	*SOLA Director (APP/R) 118.5	SOLA Tower 118.35 122.1G	*Ground 121.75
VOR ZOL 116.85	Final Apch Crs 177°	Procedure Alt D7.0 2000' (1990')	DA(H) 510' (500')	Apt Elev 29' RWY 10'
MISSED APCH: Climb STRAIGHT AHEAD to VOR. Continue on R-180 to 3000'. Except vectoring. MISSED APCH WITH LOST COMM: At D15.0 turn RIGHT direct to VOR. Make new apch.				
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 7000' 1. DME and ADF required. 2. Final apch track offset 2° from rwy centerline.				


MSA ZOL VOR


ZOL DME	7.0	6.0	5.0	4.0	3.0
ALTITUDE	2000'	1680'	1350'	1020'	690'

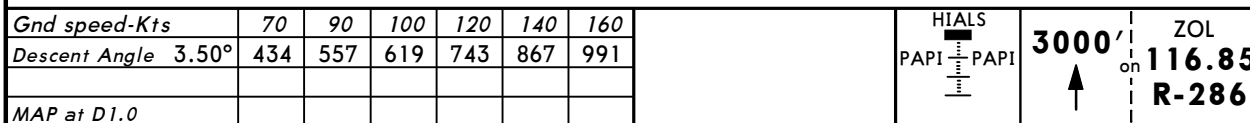
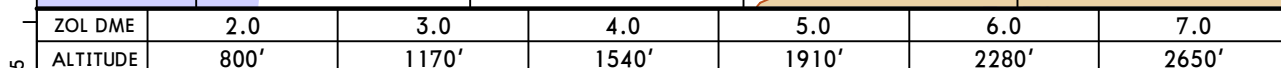


Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.10°	384	494	548	658	768
MAP at D2.0						

Standard			CIRCLE-TO-LAND		
STRAIGHT-IN LANDING RWY 18					
DA(H) 510' (500')			MDA(H) 700' (671')		
ALS out			VIS 1500m		
A	RVR 1500m		100	700' (671')	
B			135	700' (671')	
C	RVR 1800m		180	1150' (1121')	
D	CMV 2300m		205	1670' (1641')	

CHANGES: Communications. MSA. Procedure. Minimums.

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PANS OPS

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20 FEB 15

(13-4)

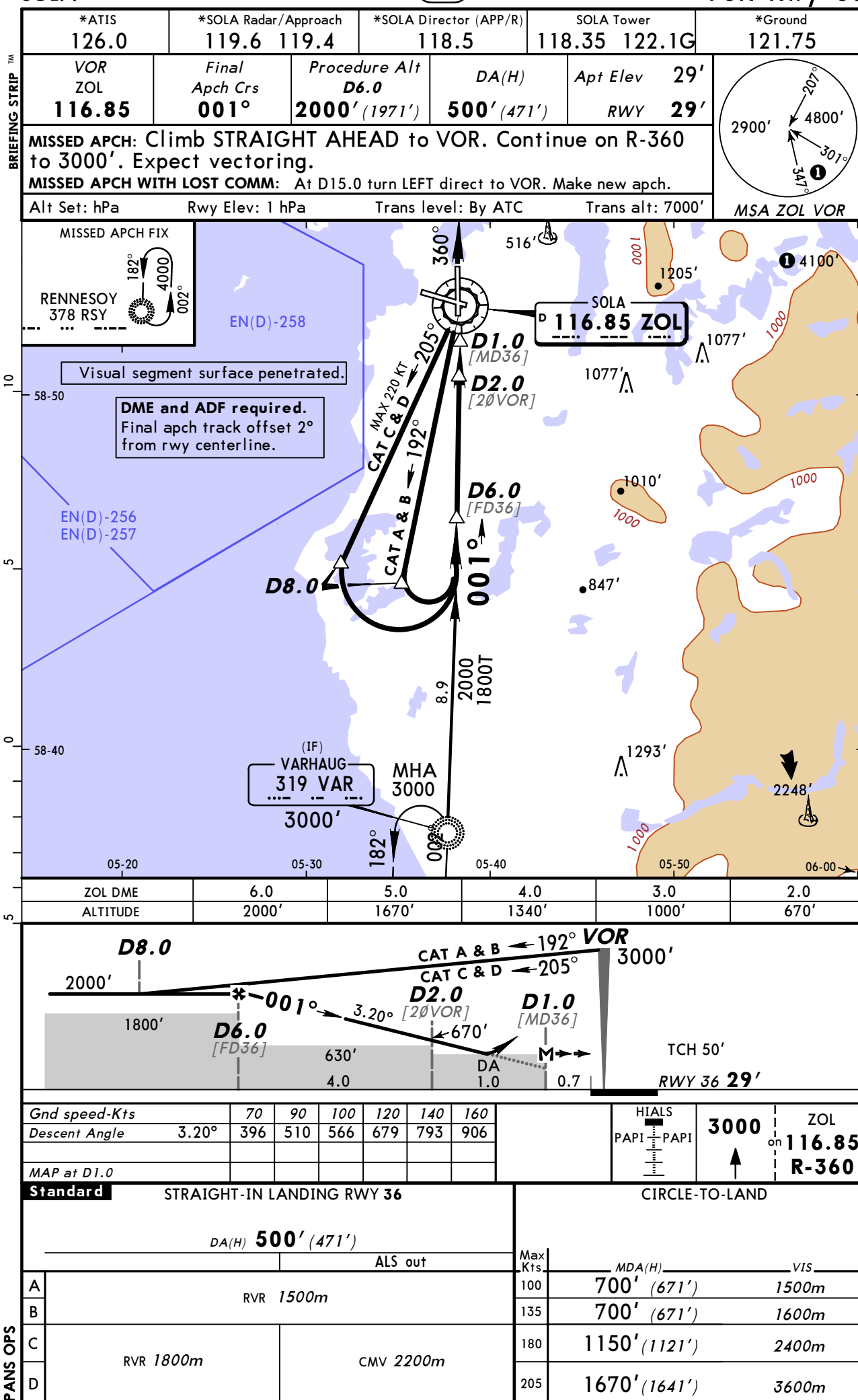
Eff 5 Mar
STAVANGER, NORWAY
VOR Rwy 36


Chart changes since cycle 26-2015

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
STAVANGER, (SOLA - ENZV)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ENZV