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JEPPESEN
JeppView for Windows

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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: 0211 Z
Sunset: 2110 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: 123.400
Flesland Tower: 122.100
Flesland Tower: 119.100
Flesland Ground: 121.900
Sas Ground Handling De-Ic Ground: 121.850
De-Ice Ground: 131.900
Aviator De-Icing Ground: 131.750
Flesland Approach: 125.000
Flesland Approach: 121.000
Flesland Direct (Approach Control Radar): 118.850

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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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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. USE OF INTERSECTION

When issuing taxi clearance to RWY holding position, ATC will normally direct ACFT to RWY intersections in accordance with the table:

ACFT	Intersection RWY 17	Intersection RWY 35
Helicopters on HELI APRON	A5	A6
Light aeroplanes (wake turbulence category LIGHT)	A2	A8
Other ACFT	Intersection will not be specified. Pilots are expected to taxi to the beginning of the RWY.	

Pilots are encouraged to state (preferably when on TWR frequency):

- Ready (or not ready) for departure;
- Acceptable or desired intersection.

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3. DEPARTURE

3.4. NOISE ABATEMENT PROCEDURES

3.4.1. 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'.

3.4.2. RUN-UP TESTS

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

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

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

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

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

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

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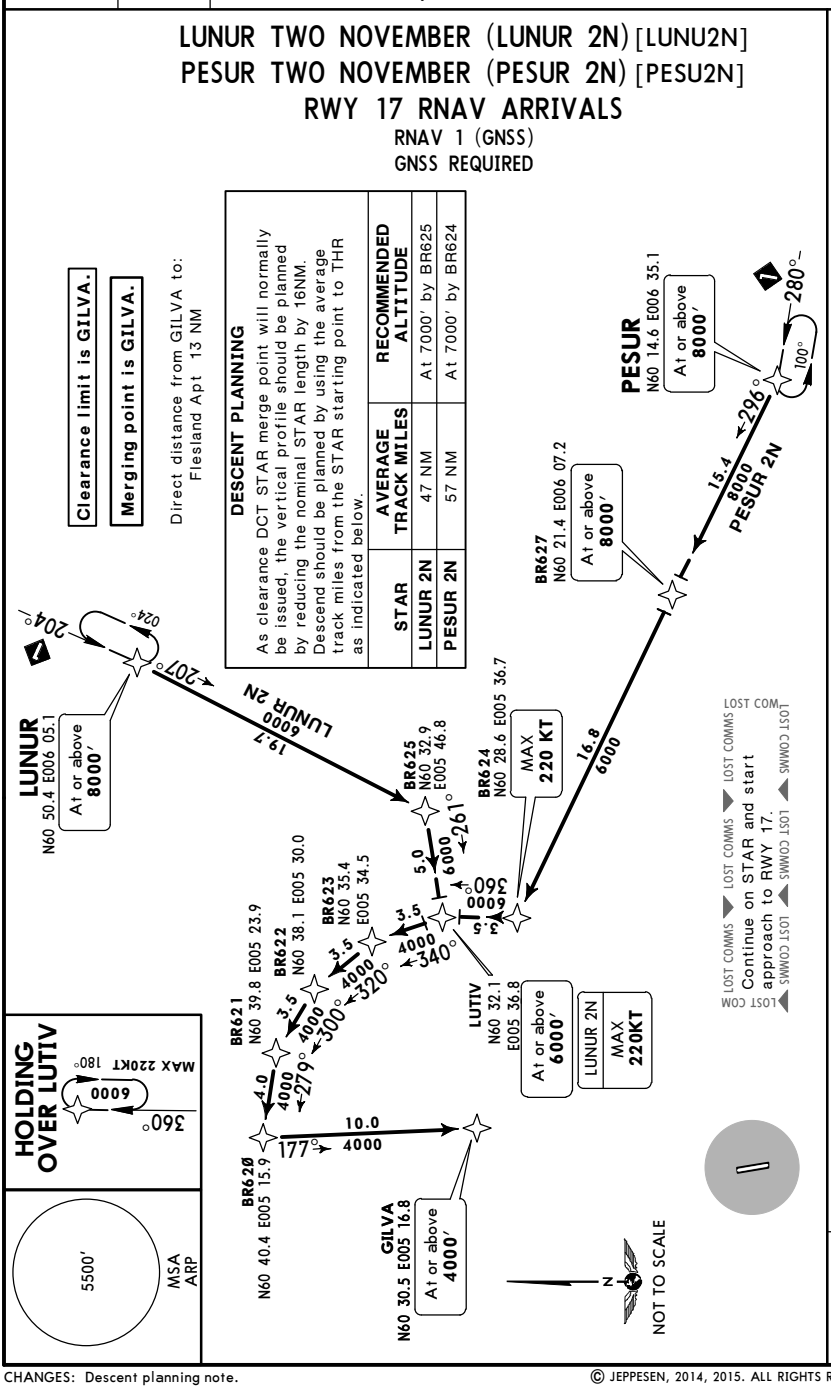
ATIS	Apt Elev
125.250	166′

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



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 2N	47 NM	At 7000′ by BR625
PESUR 2N	57 NM	At 7000′ by BR624

ROUTING

STAR	
LUNUR 2N	LUNUR (8000′+) - BR625 - LUTIV (6000′+; K220-) - BR623 - BR622 - BR621 - BR620 - GILVA(4000′+).
PESUR 2N	PESUR (8000′+) - BR627 (8000′+) - BR624 (K220-) - LUTIV (6000′+) - BR623 - BR622 - BR621 - BR620 - GILVA (4000′+).

CHANGES: Descent planning note.

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ATIS	Apt Elev	
125.250	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.

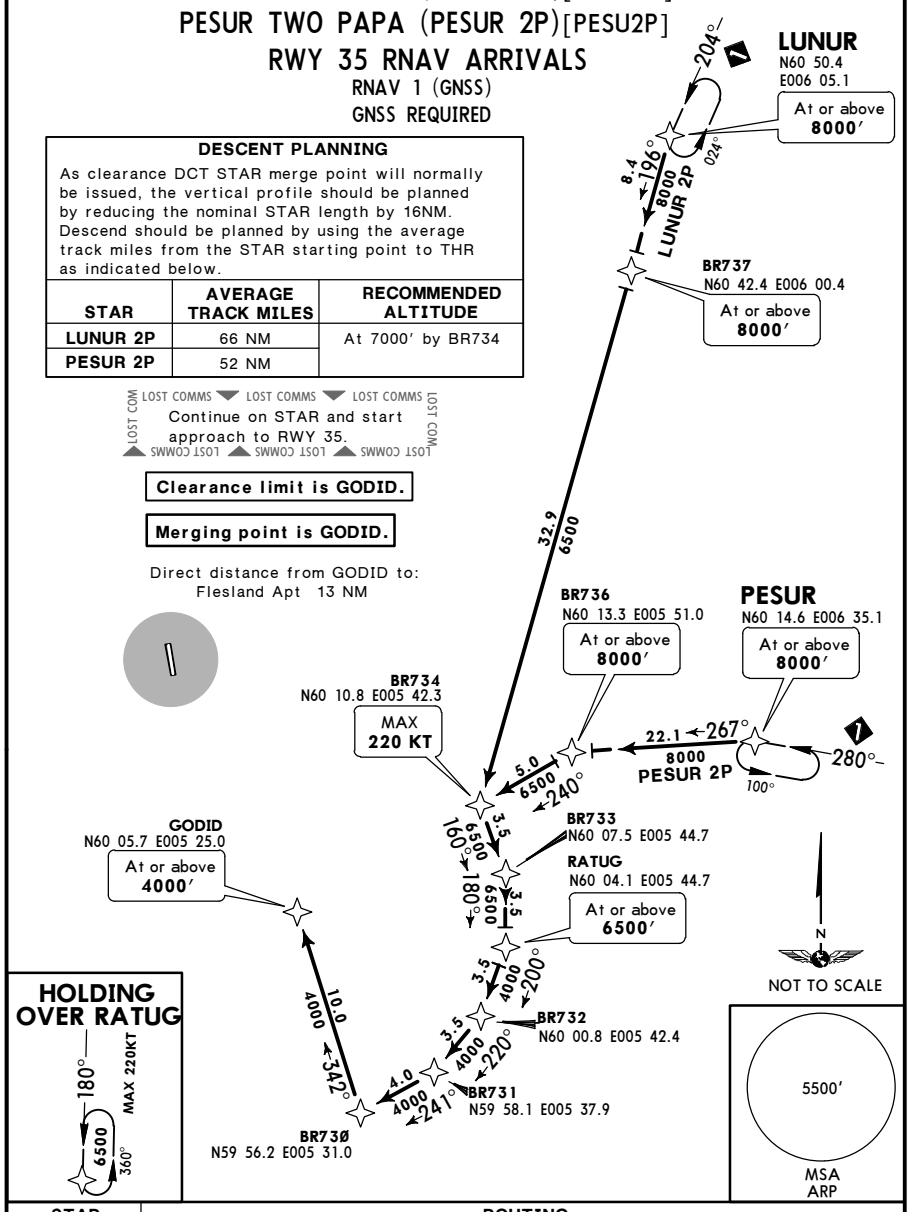
STAR	AVERAGE TRACK MILES	RECOMMENDED ALTITUDE
LUNUR 2P	66 NM	At 7000′ by BR734
PESUR 2P	52 NM	

LOST COMM LOST COMMS LOST COMMS LOST COMMS LOST COM
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



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′+).

CHANGES: Descent planning note.

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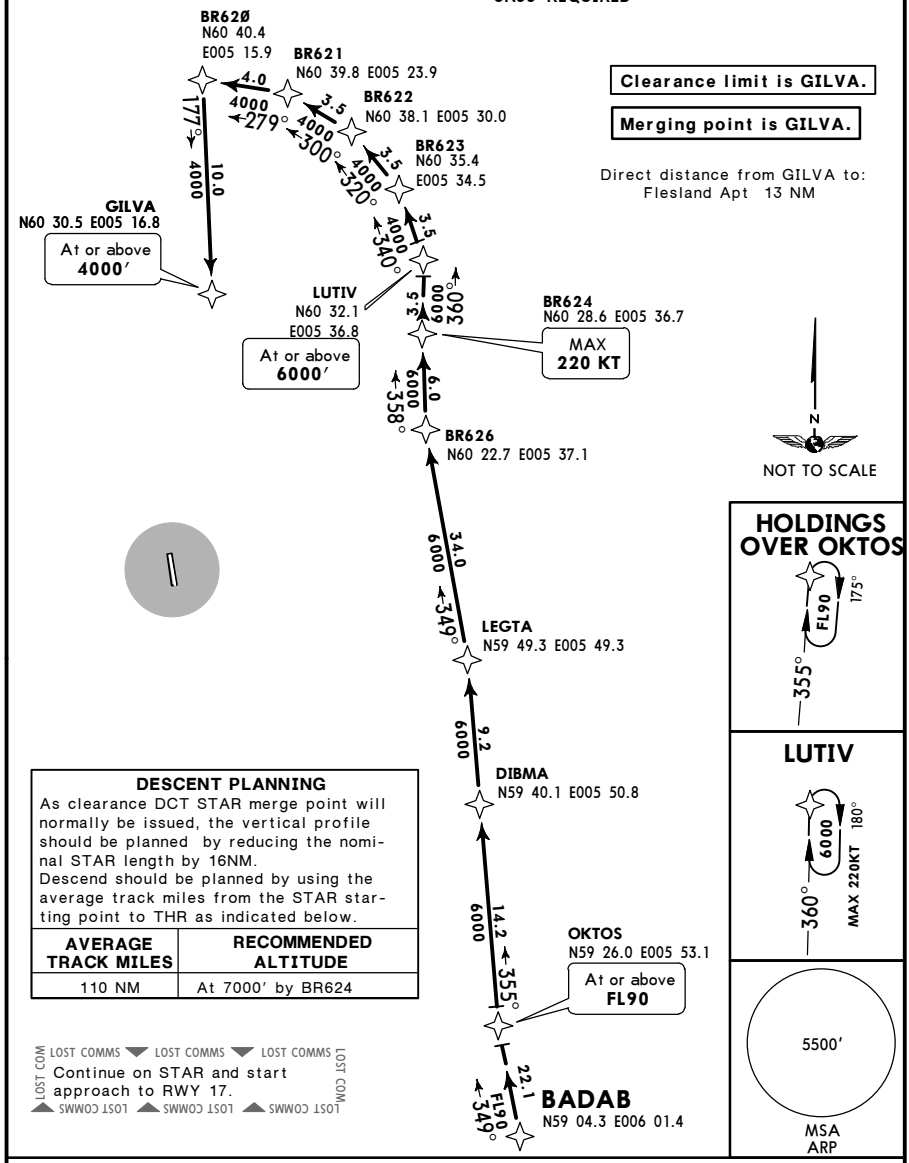
ATIS	Apt Elev	
125.250	166′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′ 1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Request vectoring in case of loss of RNAV 1 capability. 4. Vectoring may be used for sequencing. 5. Descent as cleared by ATC.

BADAB ONE NOVEMBER (BADAB 1N) [BADA1N]
RWY 17 RNAV ARRIVAL
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.

AVERAGE TRACK MILES	RECOMMENDED ALTITUDE
110 NM	At 7000′ by BR624

ROUTING

BADAB - OKTOS (FL90+) - DIBMA - LEGTA - BR626 - BR624 (K220-) - LUTIV (6000′+) - BR623 - BR622 - BR621 - BR620 - GILVA (4000′+).

CHANGES: Descent planning note.

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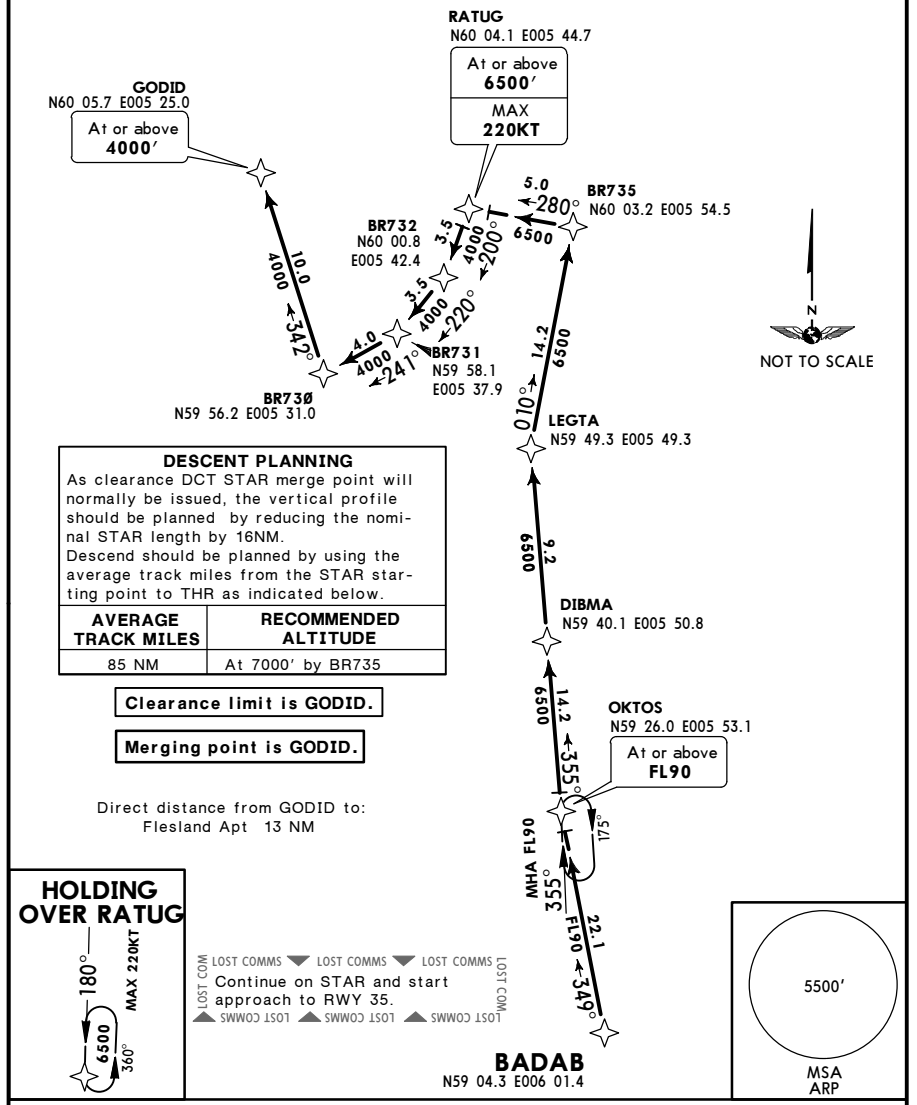
ATIS	Apt Elev	
125.250	166′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′ 1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Request vectoring in case of loss of RNAV 1 capability. 4. Vectoring may be used for sequencing. 5. Descent as cleared by ATC.

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



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
85 NM	At 7000′ by BR735

Clearance limit is GODID.

Merging point is GODID.

Direct distance from GODID to:
Flesland Apt 13 NM

HOLDING OVER RATUG

180° MAX 220KT 6500 360°

ROUTING

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

CHANGES: Descent planning note.

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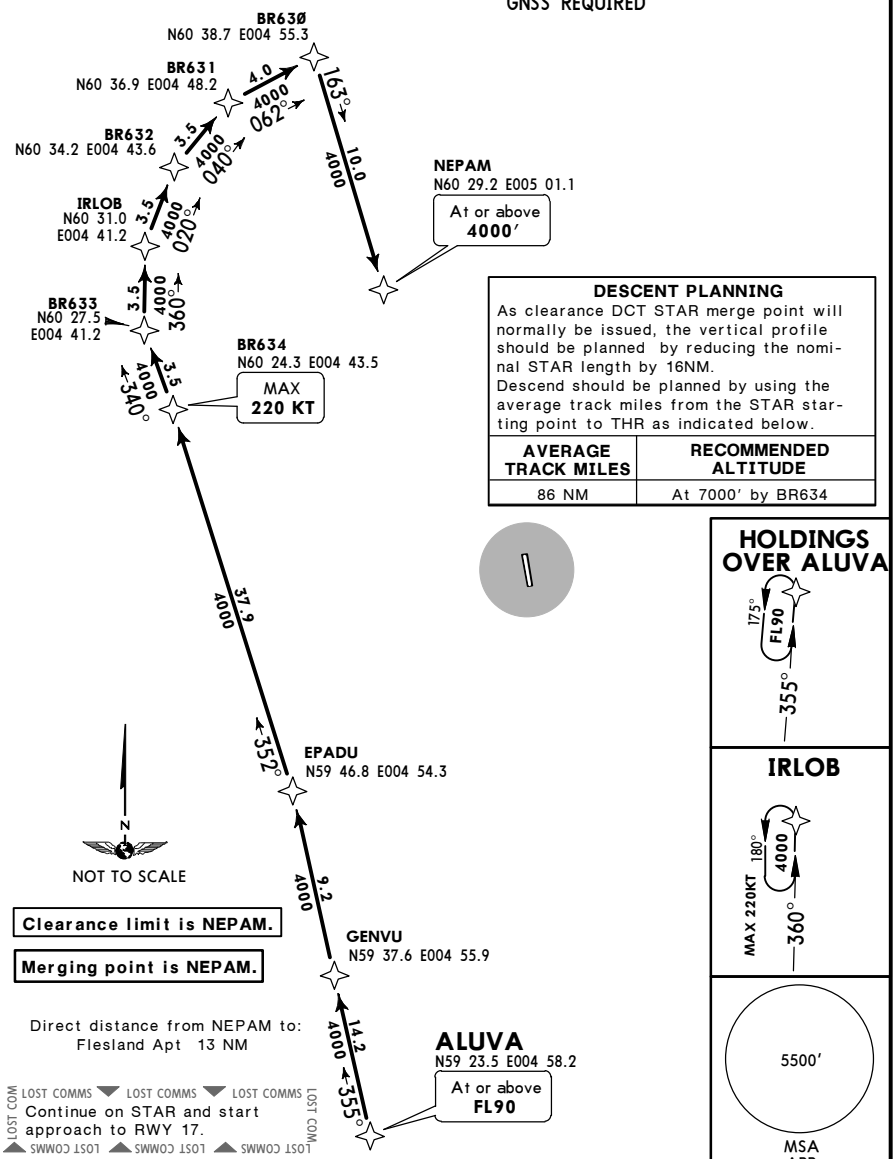
ATIS	Apt Elev	
125.250	166′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′ 1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Request vectoring in case of loss of RNAV 1 capability. 4. Vectoring may be used for sequencing. 5. Descent as cleared by ATC.

ALUVA ONE NOVEMBER (ALUVA 1N) [ALUV1N]
RWY 17 RNAV ARRIVAL
RNAV 1 (GNSS)
GNSS REQUIRED



ROUTING

ALUVA (FL90+) - GENVU - EPADU - BR634 (K220-) - BR633 - IRLOB - BR632 - BR631 - BR630 - NEPAM (4000′+).

CHANGES: Descent planning note.

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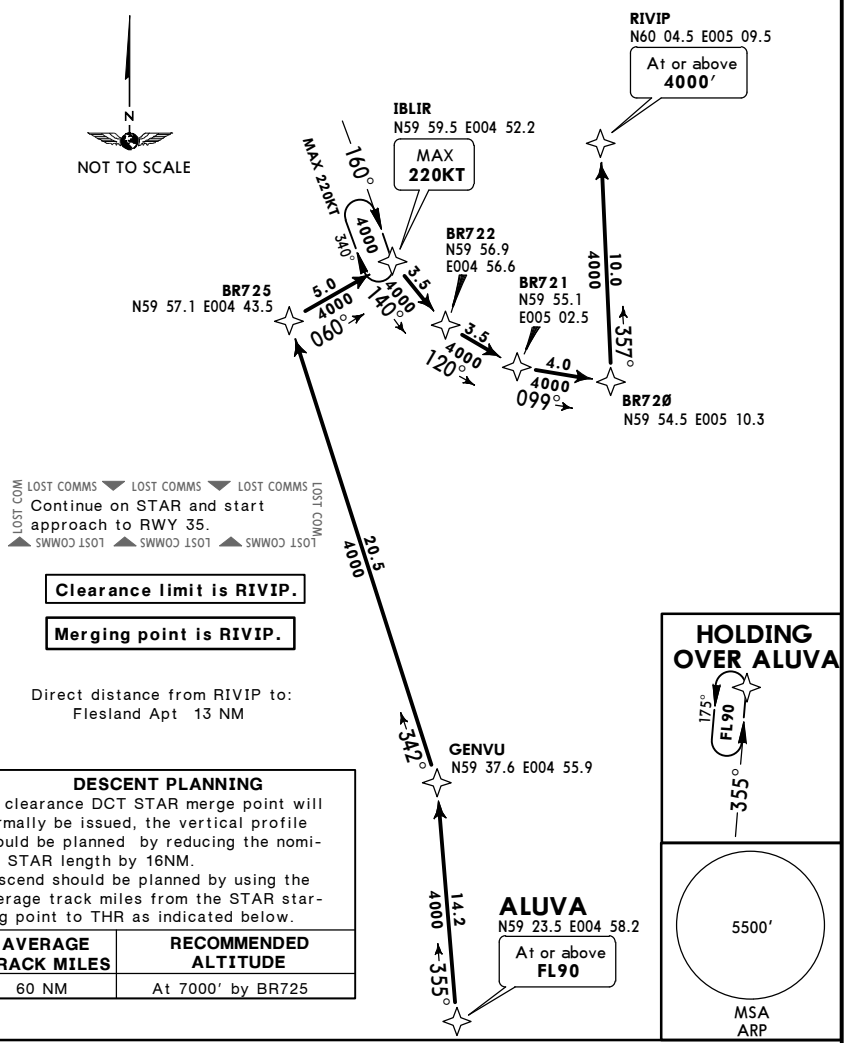
ATIS	Apt Elev	
125.250	166′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′ 1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Request vectoring in case of loss of RNAV 1 capability. 4. Vectoring may be used for sequencing. 5. Descent as cleared by ATC.

ALUVA ONE PAPA (ALUVA 1P) [ALUV1P]
RWY 35 RNAV ARRIVAL
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.

AVERAGE TRACK MILES	RECOMMENDED ALTITUDE
60 NM	At 7000′ by BR725

ROUTING

ALUVA (FL90+) - GENVU - BR725 - IBLIR (K220-) - BR722 - BR721 - BR720 - RIVIP (4000′+).

CHANGES: Descent planning note.

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ATIS	Apt Elev	
125.250	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.

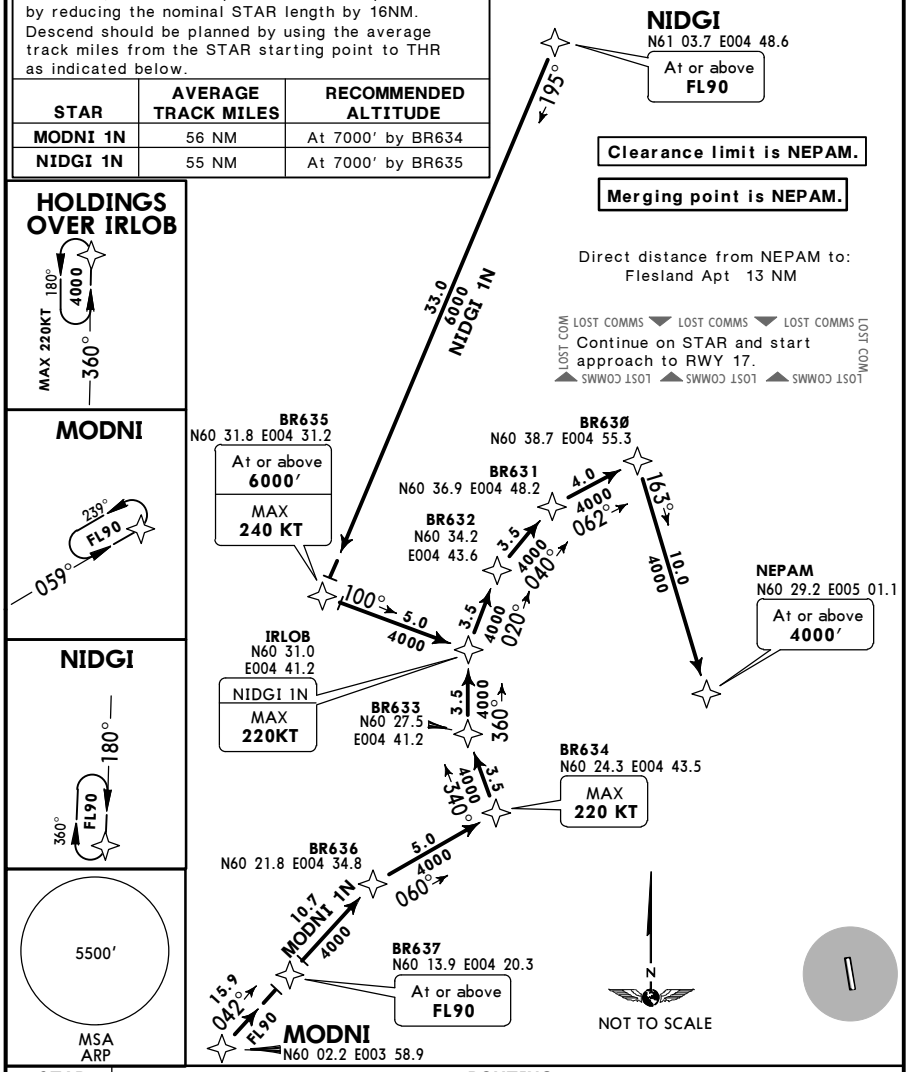
MODNI ONE NOVEMBER (MODNI 1N)[MODN1N]
NIDGI ONE NOVEMBER (NIDGI 1N)[NIDG1N]
RWY 17 RNAV ARRIVALS

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
MODNI 1N	56 NM	At 7000′ by BR634
NIDGI 1N	55 NM	At 7000′ by BR635



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′+).

CHANGES: Descent planning note.

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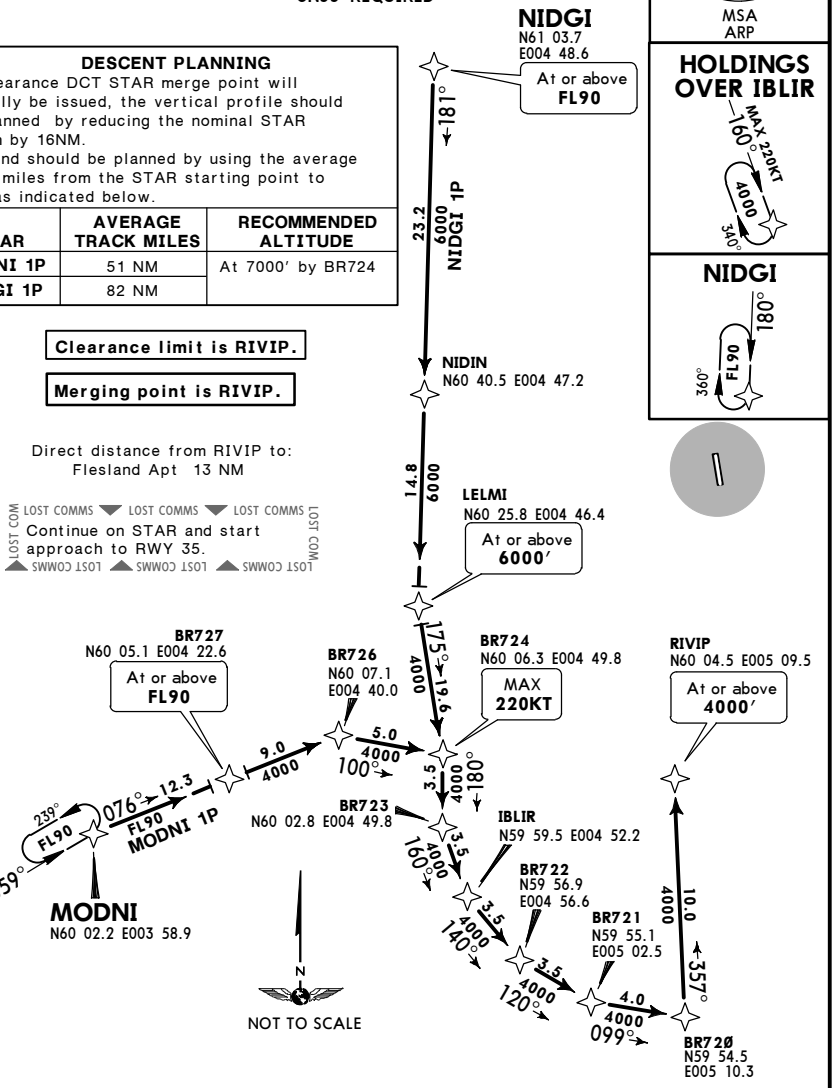
ATIS	Apt Elev	
125.250	166′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′ 1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Request vectoring in case of loss of RNAV 1 capability. 4. Vectoring may be used for sequencing. 5. Descent as cleared by ATC.

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

RNAV 1 (GNSS)
GNSS REQUIRED



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	

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′+).

CHANGES: Descent planning note.

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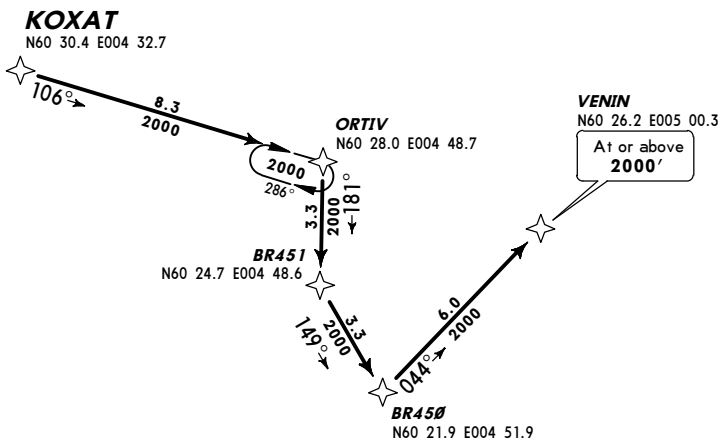
ATIS	Apt Elev	
125.25	166′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′ 1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Request vectoring in case of loss of RNAV 1 capability. 4. Vectoring may be used for sequencing. 5. Descent as cleared by ATC.

KOXAT ONE NOVEMBER (KOXAT 1N) *[KOXA1N]*
RWY 17 RNAV COPTER ARRIVAL

RNAV 1 (GNSS)
GNSS REQUIRED
CAT H

5500′
MSA
ARP



Clearance limit is VENIN.

Direct distance from VENIN to:
Flesland Apt 11 NM

N

NOT TO SCALE

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

ROUTING

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

CHANGES: RNAV STAR completely revised.

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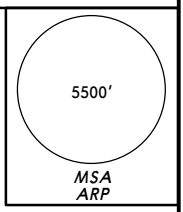
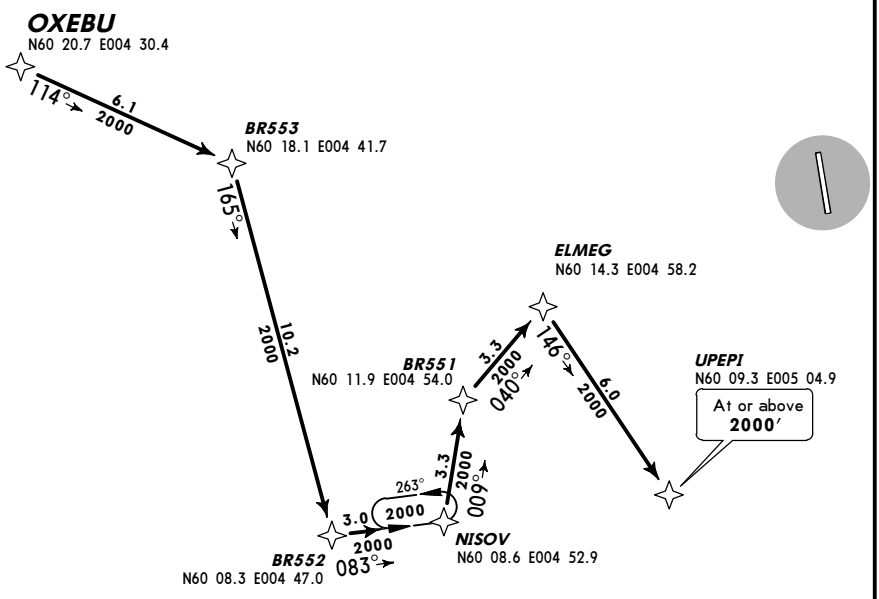
ATIS	Apt Elev	
125.25	166′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′ 1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Request vectoring in case of loss of RNAV 1 capability. 4. Vectoring may be used for sequencing. 5. Descent as cleared by ATC.

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

NOT TO SCALE

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

ROUTING

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

CHANGES: RNAV STAR completely revised.

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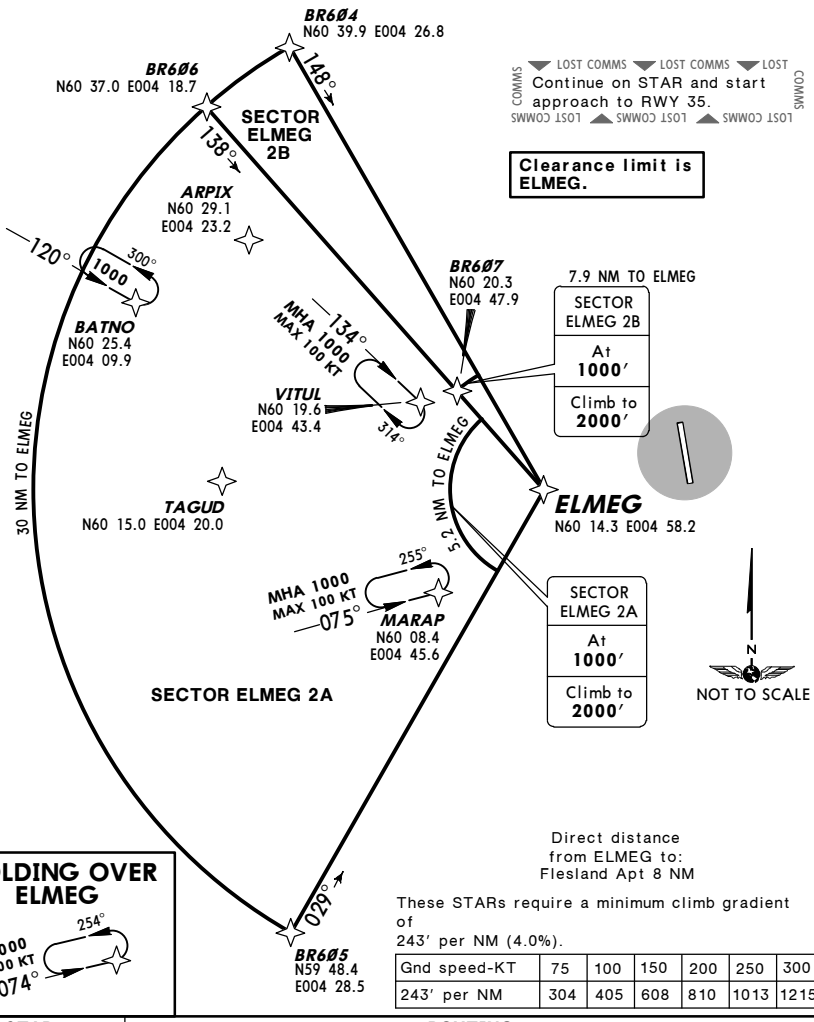
ATIS	Apt Elev	
125.25	166′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′ 1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Request vectoring in case of loss of RNAV 1 capability. 4. Vectoring may be used for sequencing. 5. Weather RADAR required. 6. STAR altitude (1000′) 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.

SECTOR ELMEG TWO ALFA (SECTOR ELMEG 2A)
SECTOR ELMEG TWO BRAVO (SECTOR ELMEG 2B)
RWY 35 RNAV COPTER ARRIVALS

RNAV 1 (GNSS)
GNSS REQUIRED
CAT H



These STARs require a minimum climb gradient of 243′ per NM (4.0%).

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215

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

CHANGES: RNAV COPTER STARs renumbered; procedure notes revised.

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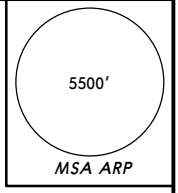
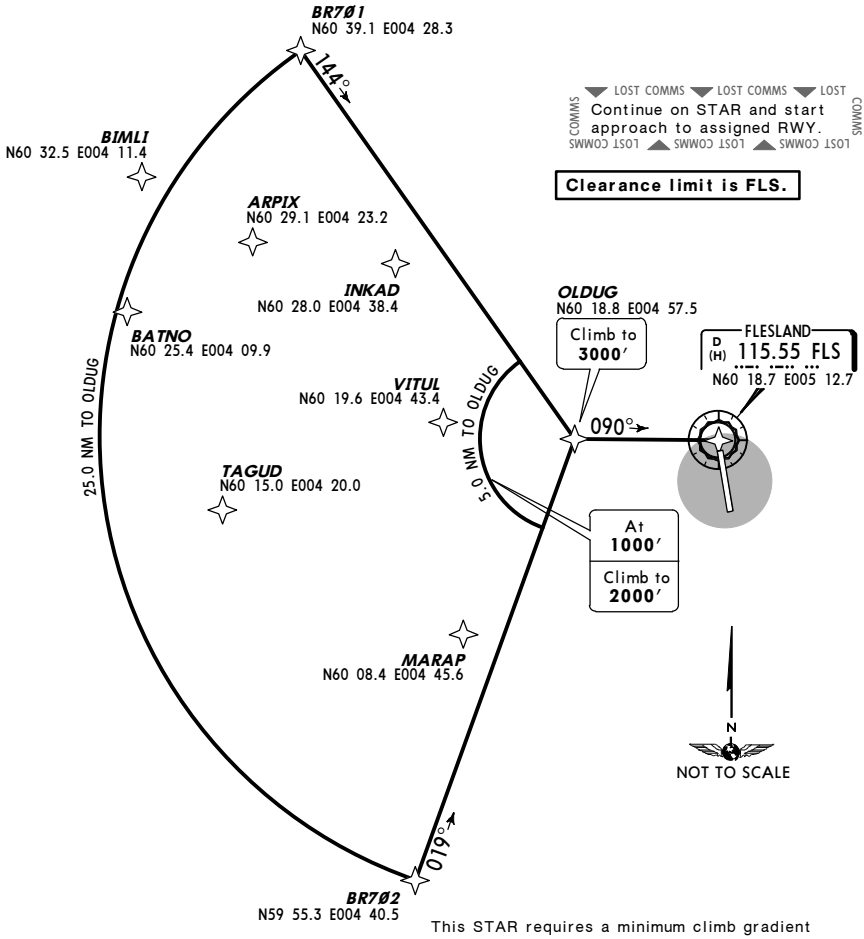
ATIS	Apt Elev	
125.25	166′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′ 1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Request vectoring in case of loss of RNAV 1 capability. 4. Vectoring may be used for sequencing. 5. Weather RADAR required. 6. STAR altitude (1000′) 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.

SECTOR FLESLAND TWO ALFA (SECTOR FLS 2A)
RWYS 17/35 RNAV COPTER ARRIVAL

RNAV 1 (GNSS)
GNSS REQUIRED
CAT H





This STAR requires a minimum climb gradient of
243′ per NM (4.0%).

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215

ROUTING

To OLDUG - FLS.

CHANGES: RNAV COPTER STARs renumbered; procedure notes revised.

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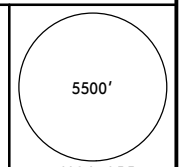
ATIS	Apt Elev	
125.25	166′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′ 1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Request vectoring in case of loss of RNAV 1 capability. 4. Vectoring may be used for sequencing. 5. Weather RADAR required. 6. STAR altitude (1000′) 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.

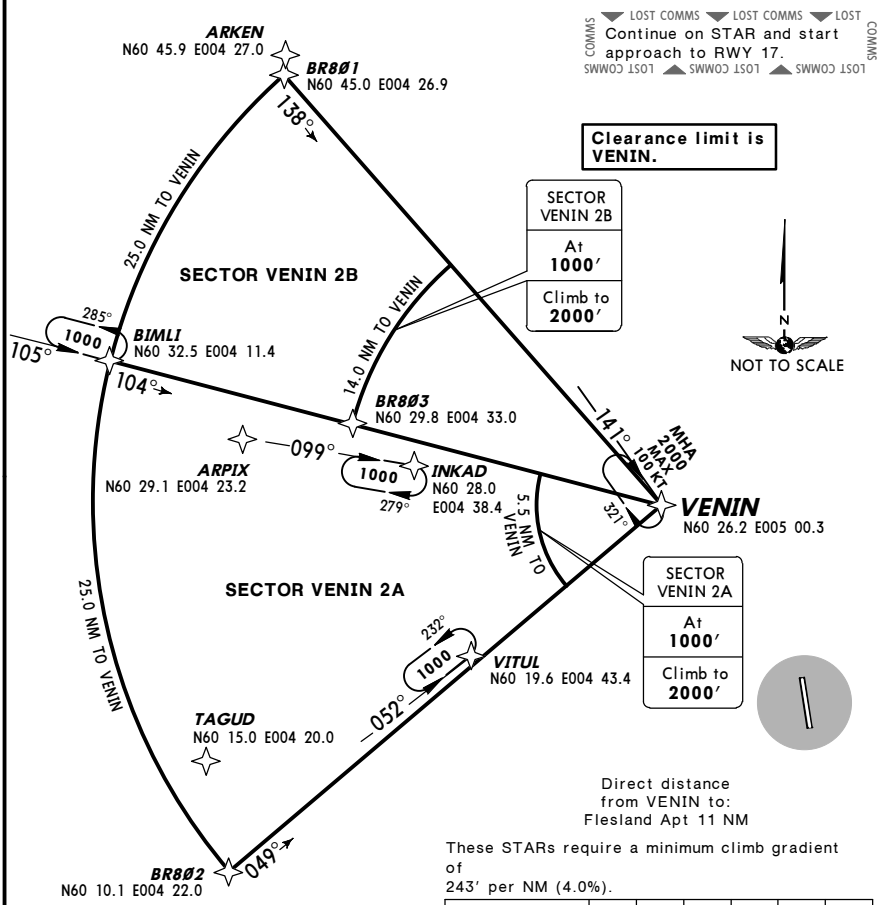
SECTOR VENIN TWO ALFA (SECTOR VENIN 2A)
SECTOR VENIN TWO BRAVO (SECTOR VENIN 2B)
RWY 17 RNAV COPTER ARRIVALS

RNAV 1 (GNSS)

GNSS REQUIRED

CAT H





Direct distance from VENIN to: Flesland Apt 11 NM

These STARs require a minimum climb gradient of 243′ per NM (4.0%).

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215

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

CHANGES: RNAV COPTER STARs renumbered; procedure notes revised.

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ENBR/BGO
FLESLAND

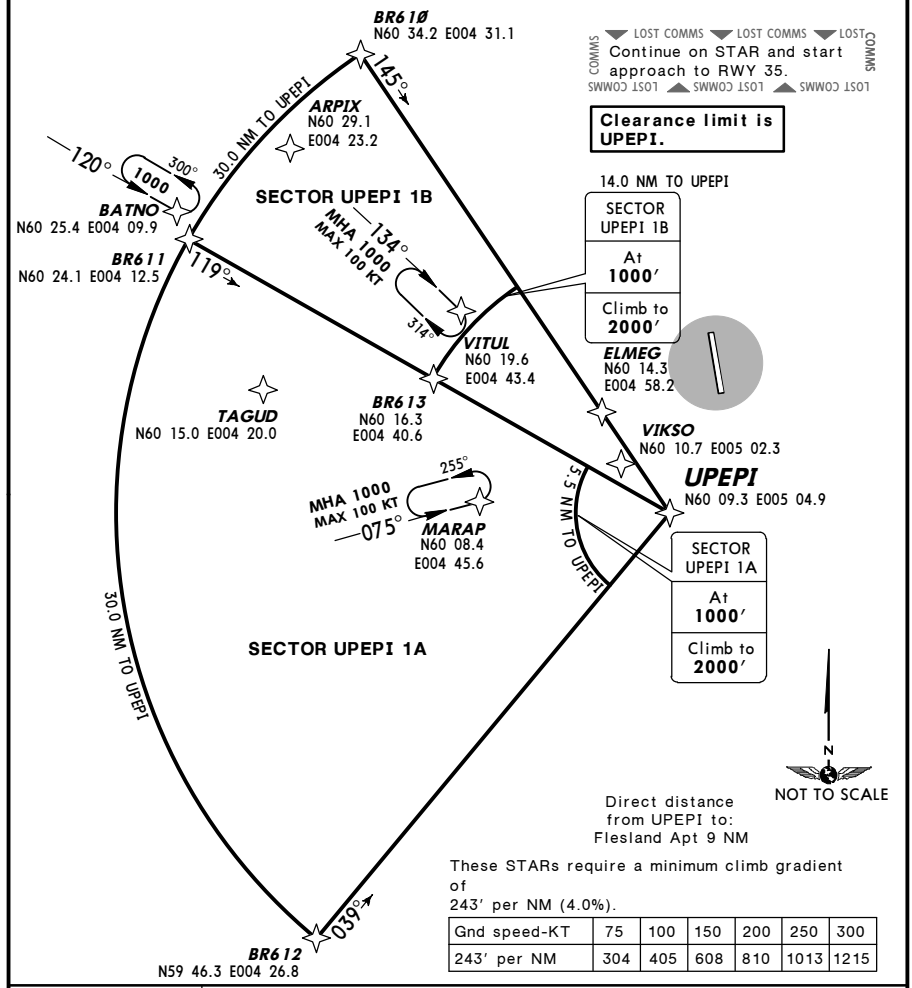
JEPPESEN
7 NOV 14 (10-2N) Eff 13 Nov

BERGEN, NORWAY
RNAV COPTER STAR

ATIS	Apt Elev	
125.25	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.

SECTOR UPEPI ONE ALFA (SECTOR UPEPI 1A)
SECTOR UPEPI ONE BRAVO (SECTOR UPEPI 1B)
RWY 35 RNAV COPTER ARRIVALS

RNAV 1 (GNSS)
GNSS REQUIRED
CAT H



These STARs require a minimum climb gradient of 243′ per NM (4.0%).

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215

STAR	ROUTING
SECTOR UPEPI 1A	To UPEPI.
SECTOR UPEPI 1B	

CHANGES: New RNAV COPTER STARs established.

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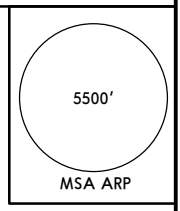
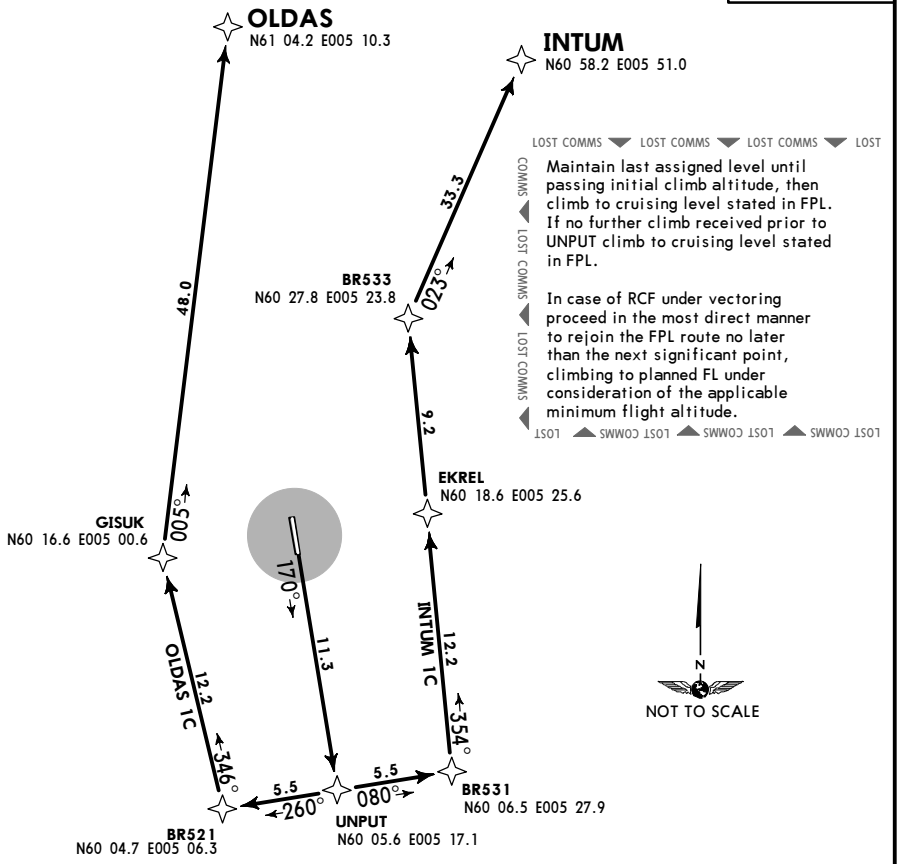
* FLESLAND Approach (OLDAS 1C) 121.0 (INTUM 1C) 125.0	Apt Elev 166′	Trans level: By ATC Trans alt: 7000′ **1. RNAV 1 (GNSS).** **2. GNSS required.** 3. Surveillance service shall be available. 4. When being vectored or cleared for DCT routing, climb gradients apply. 5. Non RNAV 1 ACFT: at first contact with Flesland ATC state "UNABLE RNAV 1 DUE (reason)". Omnidirectional departures available. 6. When airborne contact Flesland Approach.

INTUM 1C [INTU1C]
OLDAS 1C [OLDA1C]
RNAV





LOST COMMS ▼ 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 UNPUT climb to cruising level stated in FPL.

In case of RCF under vectoring proceed in the most direct manner 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 ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

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	RWY	ROUTING
INTUM 1C	**17**	On 170° track to UNPUT, turn LEFT to BR531, to EKREL, to BR533, to INTUM.
OLDAS 1C		On 170° track to UNPUT, turn RIGHT to BR521, to GISUK, to OLDAS.

CHANGES: General note withdrawn.

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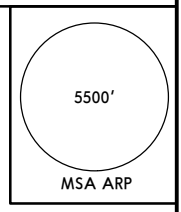
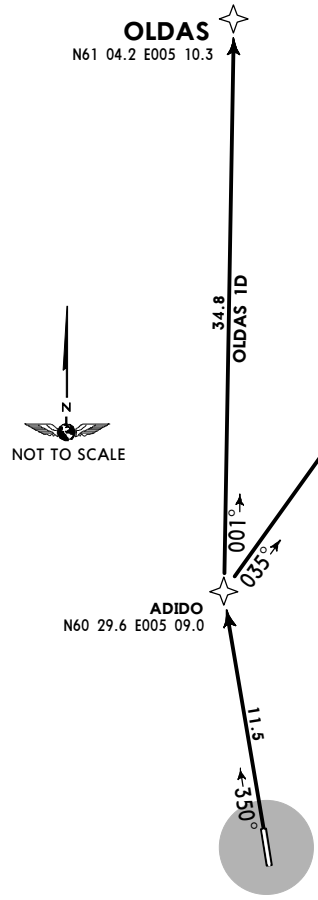
* FLESLAND Approach (OLDAS 1D) 121.0 (INTUM 1D) 125.0	Apt Elev 166′	Trans level: By ATC Trans alt: 7000′ **1. RNAV 1 (GNSS).** **2. GNSS required.** 3. Surveillance service shall be available. 4. When being vectored or cleared for DCT routing, climb gradients apply. 5. Non RNAV 1 ACFT: at first contact with Flesland ATC state "UNABLE RNAV 1 DUE (reason)". Omnidirectional departures available. 6. When airborne contact FLESLAND Approach.

INTUM 1D [INTU1D]
OLDAS 1D [OLDA1D]
RNAV





LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

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

In case of RCF under vectoring proceed in the most direct manner 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 ◀ LOST COMMS ◀ LOST COMMS ◀ LOST

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	RWY	ROUTING
INTUM 1D	**35**	On 350° track to ADIDO, to INTUM.
OLDAS 1D		On 350° track to ADIDO, to OLDAS.

CHANGES: General note withdrawn.

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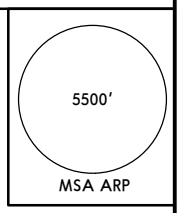
* FLESLAND Approach 125.0	Apt Elev 166′	Trans level: By ATC Trans alt: 7000′ **1. RNAV 1 (GNSS).** **2. GNSS required.** 3. Surveillance service shall be available. 4. When being vectored or cleared for DCT routing, climb gradients apply. 5. Non RNAV 1 ACFT: at first contact with Flesland ATC state "UNABLE RNAV 1 DUE (reason)". Omnidirectional departures available. 6. When airborne contact Flesland Approach.

GOKAB 1C [GOKA1C]
TINIG 1C [TINI1C]
RNAV

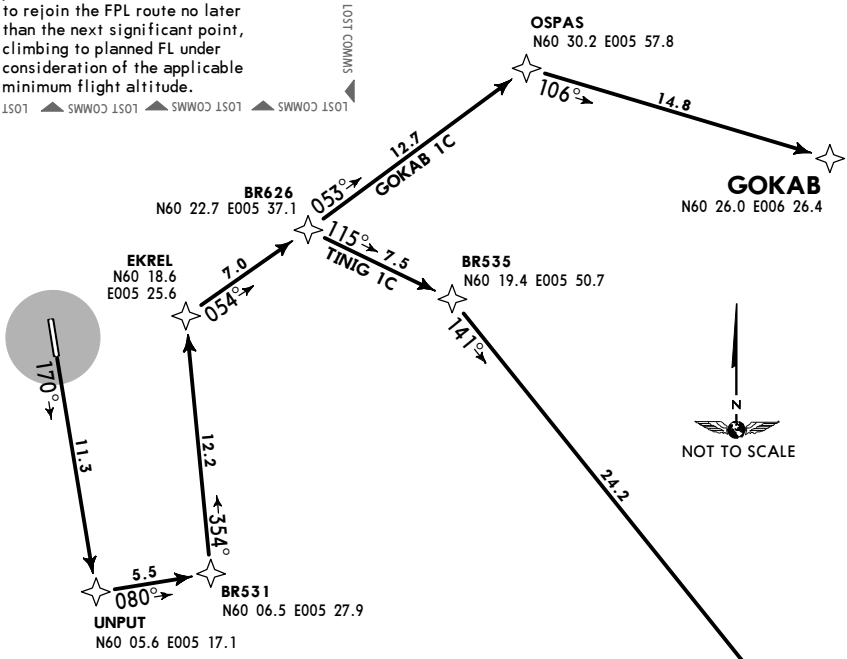


LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀

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

In case of RCF under vectoring proceed in the most direct manner 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 ▲ LOST COMMS ▲ LOST COMMS ▲ LOST



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	RWY	ROUTING
GOKAB 1C	**17**	On 170° track to UNPUT, turn LEFT to BR531, to EKREL, to BR626, to OSPAS, to GOKAB.
TINIG 1C		On 170° track to UNPUT, turn LEFT to BR531, to EKREL, to BR626, to BR535, to TINIG.

CHANGES: General note withdrawn.

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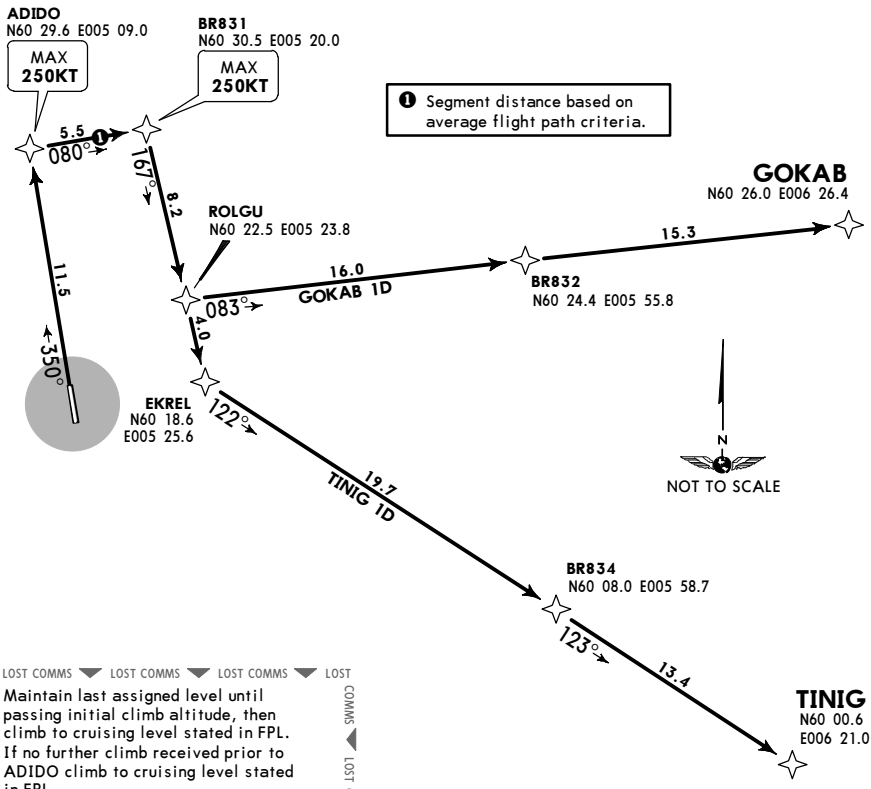
* FLESLAND Approach 125.0	Apt Elev 166′	Trans level: By ATC Trans alt: 7000′ **1. RNAV 1 (GNSS).** **2. GNSS required.** 3. Surveillance service shall be available. 4. When being vectored or cleared for DCT routing, climb gradients apply. 5. Non RNAV 1 ACFT: at first contact with Flesland ATC state "UNABLE RNAV 1 DUE (reason)". Omnidirectional departures available. 6. When airborne contact Flesland Approach.

GOKAB 1D [GOKA1D]
TINIG 1D [TINI1D]
RNAV



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

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

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

COMMS ◀ LOST COMMS ◀ LOST COMMS ◀

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

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	RWY	ROUTING
GOKAB 1D	35	On 350° track to ADIDO, turn RIGHT to BR831, to ROLGU, to BR832, to GOKAB.
TINIG 1D		On 350° track to ADIDO, turn RIGHT to BR831, to ROLGU, to EKREL, to BR834, to TINIG.

CHANGES: General note withdrawn.

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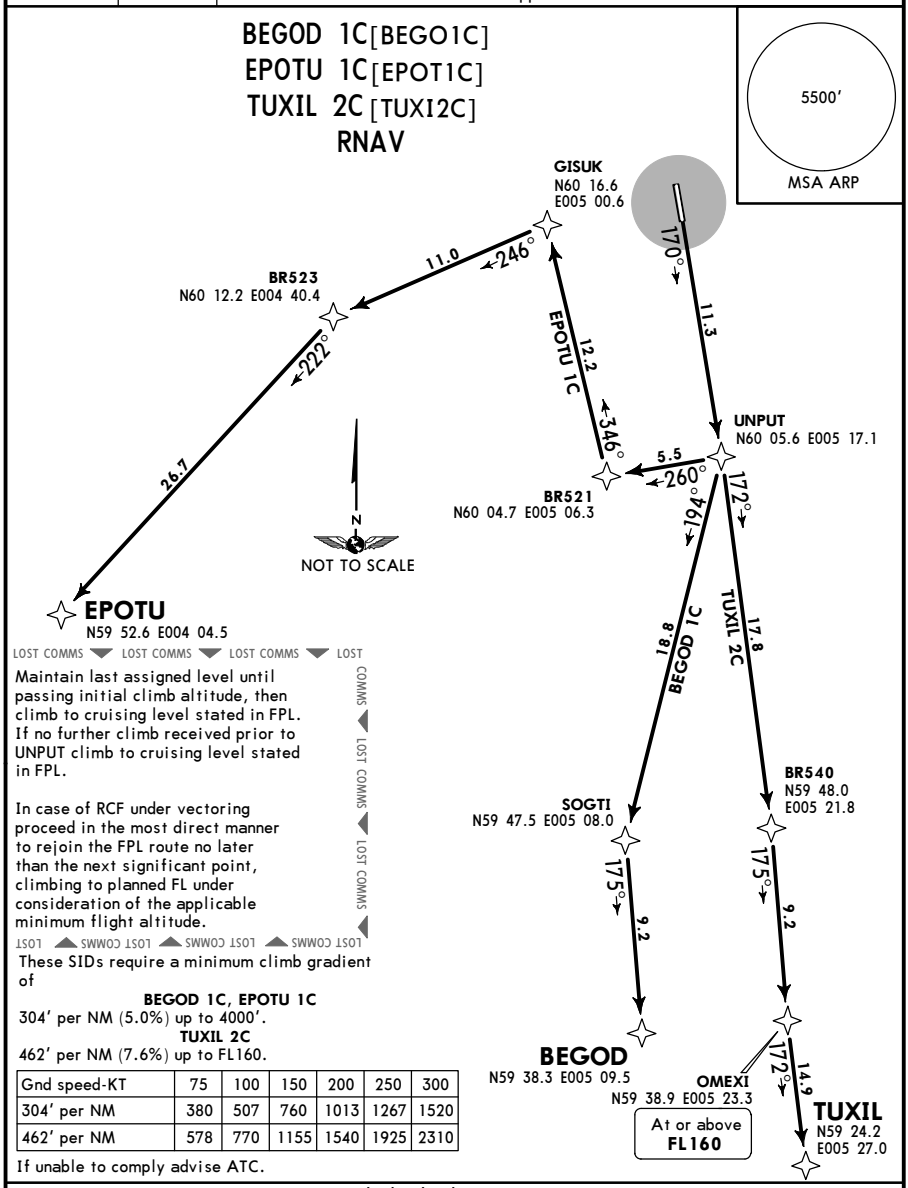
* FLESLAND Approach 121.0	Apt Elev 166′	Trans level: By ATC Trans alt: 7000′ **1. RNAV 1 (GNSS).** **2. GNSS required.** 3. Surveillance service shall be available. 4. When being vectored or cleared for DCT routing, climb gradients apply. 5. Non RNAV 1 ACFT: at first contact with Flesland ATC state "UNABLE RNAV 1 DUE (reason)". Omnidirectional departures available. 6. When airborne contact FLESLAND Approach.

BEGOD 1C [BEGO1C]
EPOTU 1C [EPOT1C]
TUXIL 2C [TUXI2C]
RNAV



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ◀ 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. If no further climb received prior to UNPUT climb to cruising level stated in FPL.

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

These SIDs require a minimum climb gradient of

BEGOD 1C, EPOTU 1C
304′ per NM (5.0%) up to 4000′.
TUXIL 2C
462′ per NM (7.6%) up to FL160.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	507	760	1013	1267	1520
462′ per NM	578	770	1155	1540	1925	2310

If unable to comply advise ATC.

Initial climb clearance **4000′**

SID	RWY	ROUTING
BEGOD 1C	**17**	On 170° track to UNPUT, to SOGTI, to BEGOD.
EPOTU 1C		On 170° track to UNPUT, turn RIGHT to BR521, to GISUK, turn LEFT to BR523, to EPOTU.
TUXIL 2C		On 170° track to UNPUT, to BR540, to OMEXI, to TUXIL.

CHANGES: RNAV SID TUXIL 1C renumbered 2C; general note withdrawn.

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* FLESLAND Approach 121.0	Apt Elev 166′	Trans level: By ATC Trans alt: 7000′ **1. RNAV 1 (GNSS).** **2. GNSS required.** 3. Surveillance service shall be available. 4. When being vectored or cleared for DCT routing, climb gradients apply. 5. Non RNAV 1 ACFT: at first contact with Flesland ATC state "UNABLE RNAV 1 DUE (reason)". Omnidirectional departures available. 6. When airborne contact Flesland Approach.

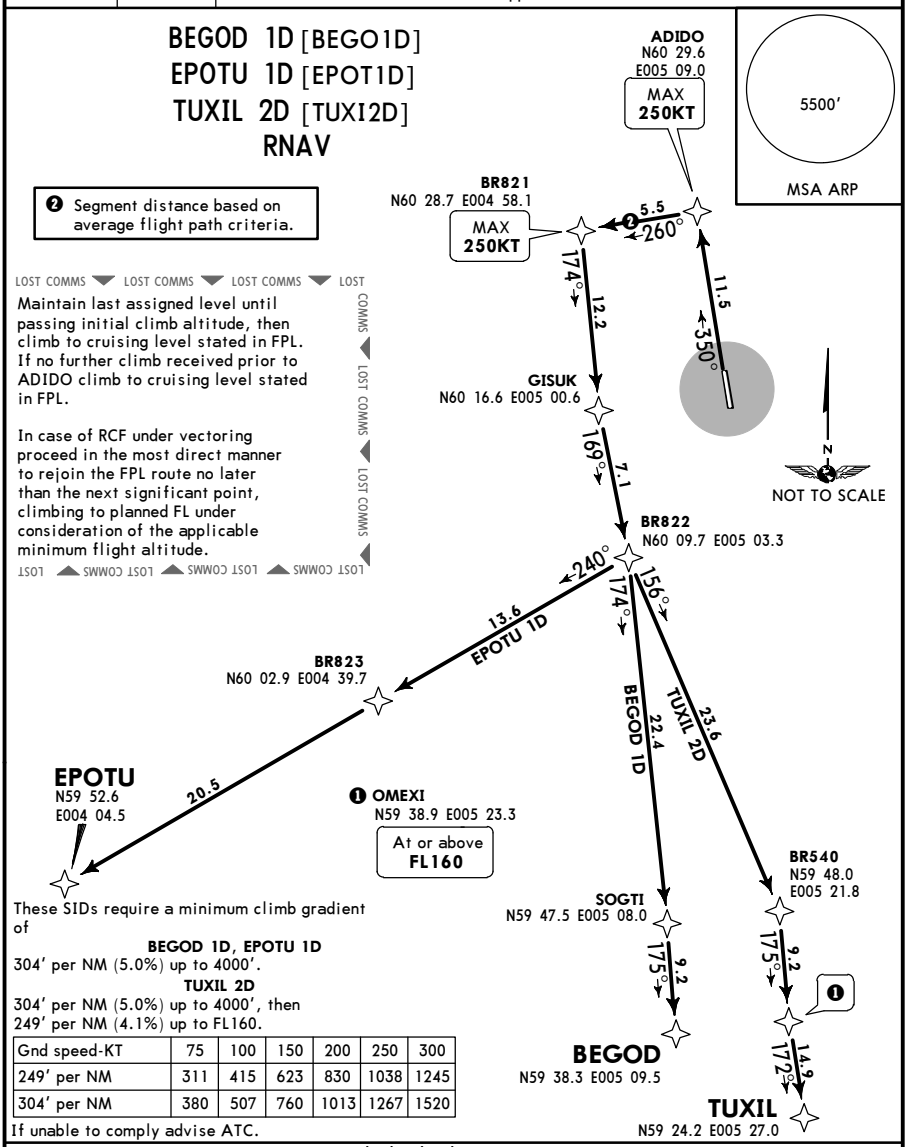
BEGOD 1D [BEGO1D]
EPOTU 1D [EPOT1D]
TUXIL 2D [TUXI2D]
RNAV

❷ Segment distance based on average flight path criteria.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ◀ 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. If no further climb received prior to ADIDO climb to cruising level stated in FPL.

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



These SIDs require a minimum climb gradient of

BEGOD 1D, EPOTU 1D
304′ per NM (5.0%) up to 4000′.

TUXIL 2D
304′ per NM (5.0%) up to 4000′, then
249′ per NM (4.1%) up to FL160.

Gnd speed-KT	75	100	150	200	250	300
249′ per NM	311	415	623	830	1038	1245
304′ per NM	380	507	760	1013	1267	1520

If unable to comply advise ATC.

Initial climb clearance **4000′**

SID	RWY	ROUTING
BEGOD 1D	**35**	On 350° track to ADIDO, turn LEFT to BR821, to GISUK, to BR822, to SOGTI, to BEGOD.
EPOTU 1D		On 350° track to ADIDO, turn LEFT to BR821, to GISUK, to BR822, to BR823, to EPOTU.
TUXIL 2D		On 350° track to ADIDO, turn LEFT to BR821, to GISUK, to BR822, to BR540, to OMEXI, to TUXIL.

CHANGES: RNAV SID TUXIL 1D renumbered 2D; general note withdrawn.

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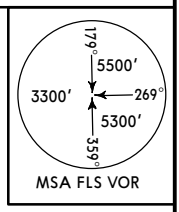
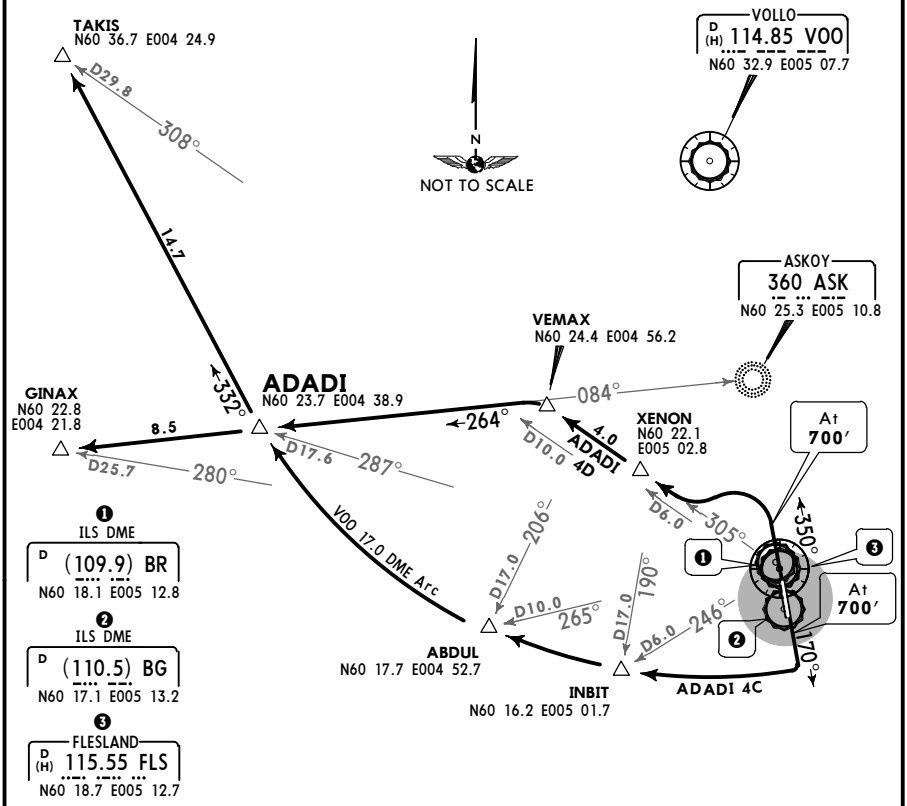
* FLESLAND Approach	Apt Elev	
121.0	166′	Trans level: By ATC Trans alt: 7000′ When reaching 2000′ contact FLESLAND Approach.

ADADI FOUR CHARLIE (ADADI 4C) [ADAD4C]
ADADI FOUR DELTA (ADADI 4D) [ADAD4D]
RWYS 17, 35 COPTER DEPARTURES

CAT H





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

ADADI 4C

At INBIT turn RIGHT, along BR 8.0 DME Arc. Intercept BR LOC and perform ILS Y RWY 17 approach.

ADADI 4D

At XENON turn LEFT, along BG 8.0 DME Arc. Intercept BG LOC and perform ILS Y RWY 35 approach.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

These SIDs require a minimum climb gradient of 425′ per NM (7.0%) up to 2000′.

Gnd speed-KT	75	100	150	200	250	300
425′ per NM	531	708	1063	1417	1771	2125

If unable to comply advise ATC.

Initial climb clearance **2000′**

SID	RWY	ROUTING
ADADI 4C	**17**	Climb on 170° track to 700′, turn RIGHT, along VOO 17.0 DME Arc to INBIT, to ABDUL, to ADADI.
ADADI 4D	**35**	Climb on 350° track to 700′, turn LEFT, intercept FLS R-305 via XENON to VEMAX, turn LEFT, intercept 264° bearing from ASK to ADADI.

CHANGES: Reissue.

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* FLESLAND Radar 121.0	Apt Elev 166′	Trans level: By ATC Trans alt: 7000′ 1. When airborne contact FLESLAND Radar. 2. When being vectored or cleared for DCT routing, climb gradients apply.

OMNIDIRECTIONAL TWO CHARLIE (OMNI 2C)
OMNIDIRECTIONAL TWO DELTA (OMNI 2D)
RWYS 17, 35 OMNIDIRECTIONAL DEPARTURES

LOST COMMS LOST COMMS LOST COMMS LOST COMMS

Climb on appropriate initial SID track to 4000′, then proceed in the most direct manner possible to join the planned route, climbing on planned cruising FL.

ACFT under vectoring shall proceed the most direct route to join the planned route, climbing to the planned FL.

These SIDs require minimum climb gradients of
OMNI 2C: 304′ per NM (5.0%) up to 4000′.
OMNI 2D: 365′ per NM (6.0%) up to 4000′.

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823
304′ per NM	380	506	760	1013	1266	1519

If unable to comply advise ATC.

Initial climb clearance **4000′**

SID	RWY	ROUTING
OMNI 2C	**17**	Climb on 170° track to 4000′, start turn when cleared by ATC.
OMNI 2D	**35**	Climb on 350° track to 4000′, start turn when cleared by ATC.

CHANGES: None.

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ENBR/BGO

Apt Elev **166′**

N60 17.6 E005 13.1

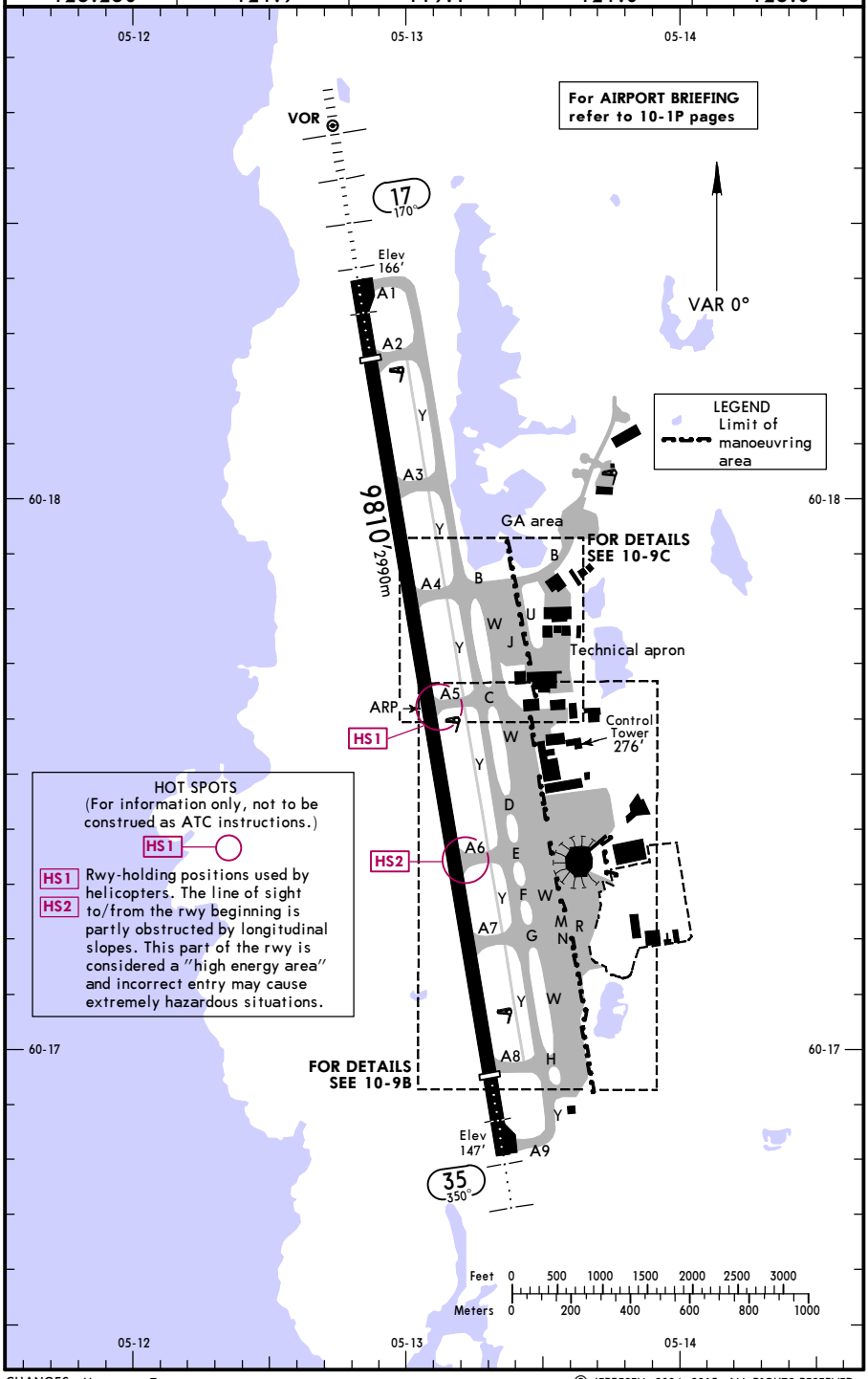
JEPPESEN

30 OCT 15 (10-9) **Eff 12 Nov**

BERGEN, NORWAY

FLESLAND

ATIS	*FLESLAND Ground	Tower	*FLESLAND Radar (DEP) North West	*FLESLAND Radar (DEP) North East
125.250	121.9	119.1	121.0	125.0



CHANGES: Hotspots. Twys.

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ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
17 ❶ 35	HIRL (60m) CL (15m) HIALS ❷ SFL PAPI (3.1°) RVR	8366′ 2550m	7212′ 2198m	❸	148′ 45m
	HIRL (60m) CL (15m) HIALS PAPI (angle 3.0°) RVR	8284′ 2525m	7130′ 2173m		

❶ Grooved asphalt. Concrete each end from 344′/105m inside displaced threshold.
❷ ALS also available up to 984′/300m in front of threshold.
❸ TAKE-OFF RUN AVAILABLE

RWY 17:

From rwy head	9252′ (2820m)
twy A2 int	8366′ (2550m)
twy A3 int	6923′ (2110m)
twy A4 int	5709′ (1740m)
twy A5 int	4478′ (1365m)
twy A6 int	2756′ (840m)

RWY 35:

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

Standard TAKE-OFF

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

CHANGES: None.

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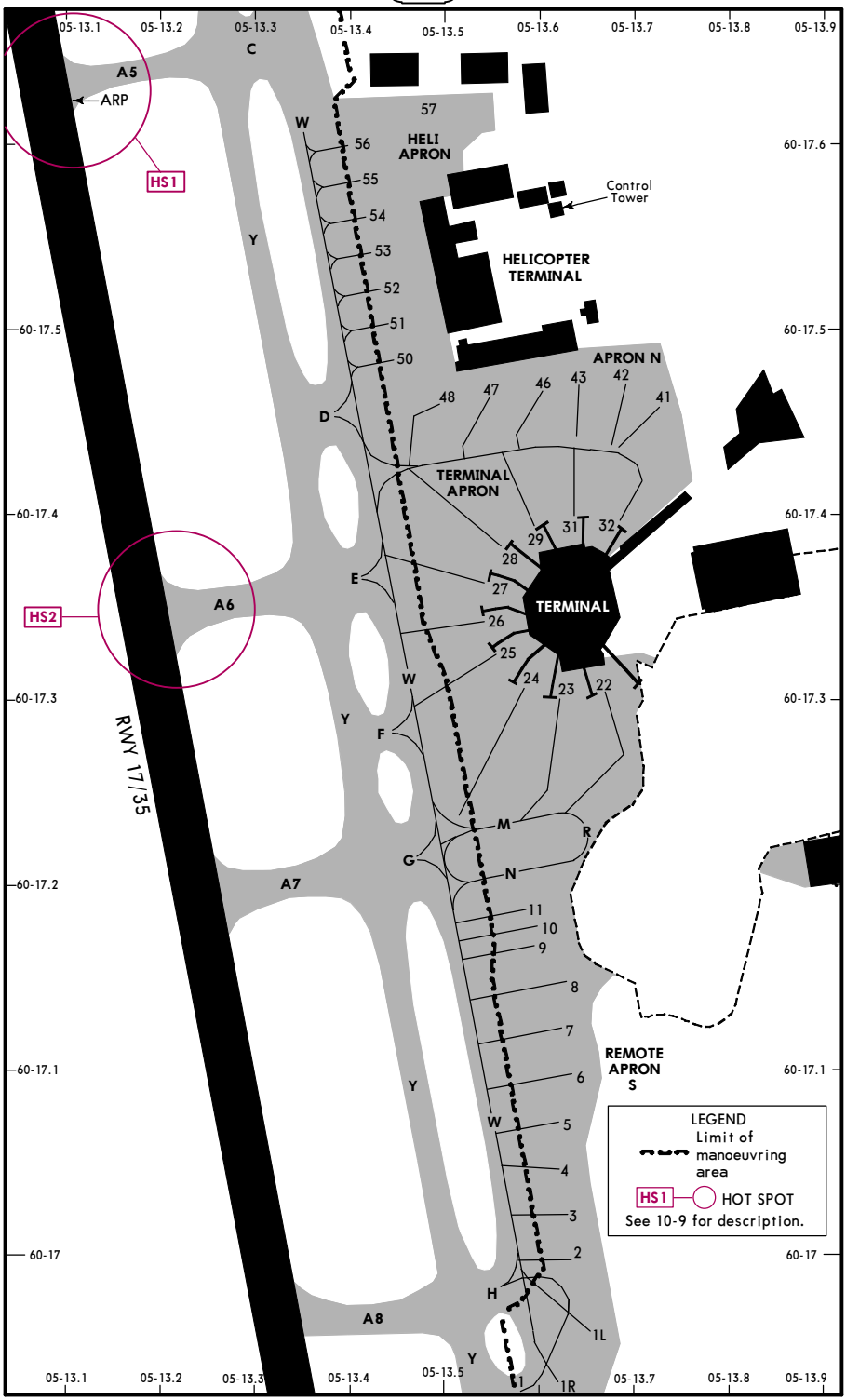

CHANGES: Hotspots. Twys M, N and R added.

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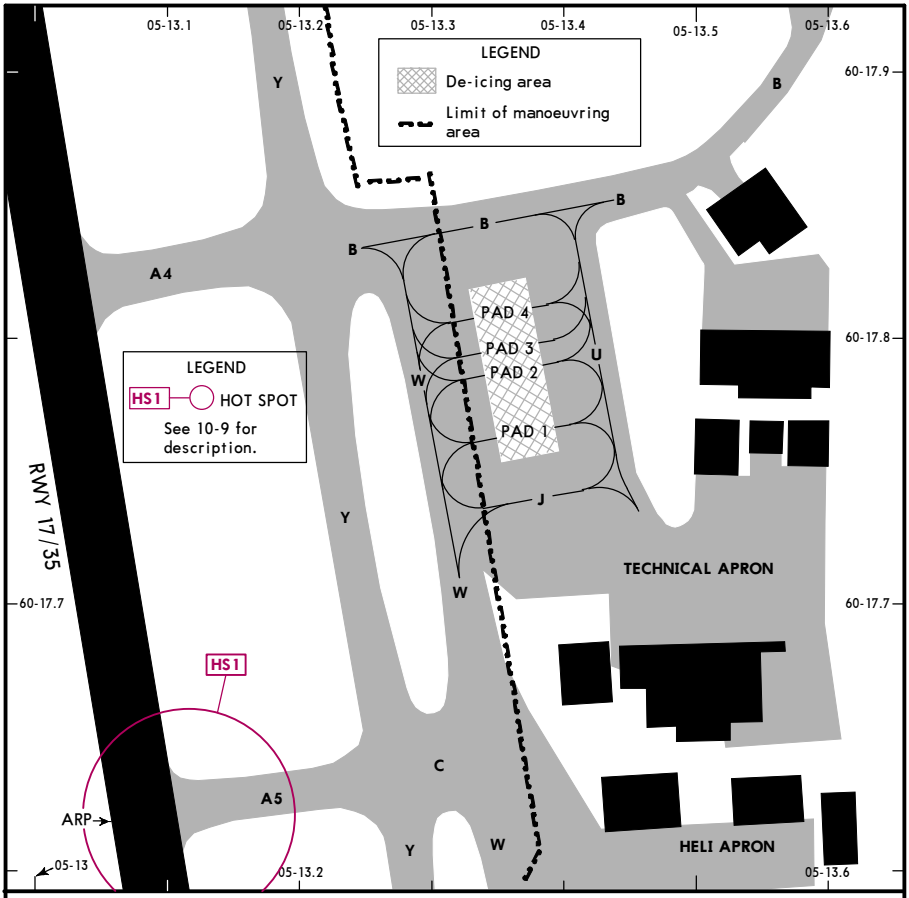

INS COORDINATES

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			

CHANGES: Stand 41. Hotspot.

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BERGEN, NORWAY

FLESLAND

STRAIGHT-IN RWY	DA(H) / MDA(H)	RVR (ALS/ALS out)
17 ILS	366′ (200′)	500m / 1000m
COPTER LOC	550′ (384′)	800m / 1000m
LOC	740′ (574′)	1000m / 1000m
RNAV (LNAV/VNAV)	530′ (364′)	800m / 1000m
RNAV (LNAV)	620′ (454′)	1000m / 1000m
COPTER RNAV (LNAV) ❶❷	470′ (304′)	800m / 1000m
COPTER RNAV (LNAV) ❷❸	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) ❹	500′ (353′)	800m / 1000m
RNAV (LNAV/VNAV) ❺	560′ (413′)	800m / 1000m
RNAV (LNAV) ❻	620′ (473′)	1000m / 1000m
RNAV (LNAV) ❺	720′ (573′)	1000m / 1000m
COPTER RNAV (LNAV) ❶❷	410′ (263′)	800m / 1000m
COPTER RNAV (LNAV) ❷❸	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′) ❼	1000m

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

TAKE-OFF RWY 17, 35

LVP must be in Force ❽				
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 ❾	800m

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

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ENBR/BGO
FLESLAND

JEPPESEN

20 FEB 15
Eff 5 Mar
(11-1)

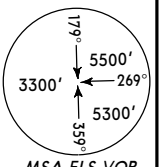
BERGEN, NORWAY
ILS W or LOC W Rwy 17

BRIEFING STRIP ™

ATIS	*FLESLAND Approach (R) North West	*FLESLAND Approach (R) North East	*FLESLAND Director (APP/R)	FLESLAND Tower	*Ground
125.250	121.0	125.0	118.850	119.1	121.9

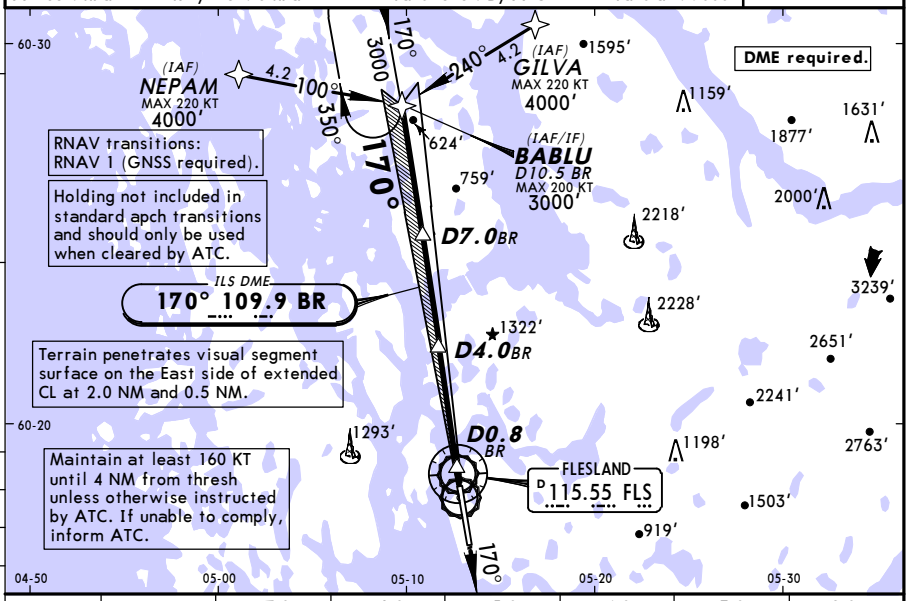
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 166′
BR 109.9	170°	D4.0 BR 1478′ (1312′)	Refer to Minimums	RWY 166′

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.

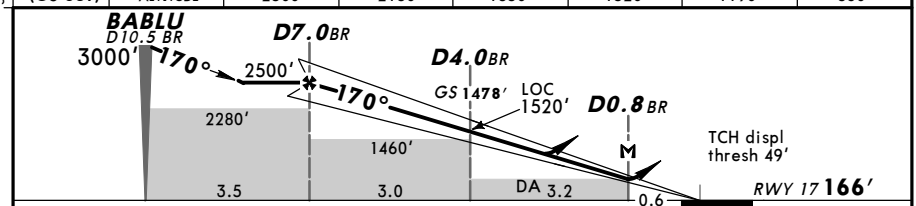


MSA FLS VOR

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	878
MAP at D0.8 BR							

HIALS
PAPI PAPI
3000′ on 170°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 17

ILS
DA(H) AB: 366′(200′) C: 367′(201′) D: 378′(212′)

LOC (GS out)
DA(H) 740′(574′)

	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m	
B					
C				RVR 1900m	CMV 2400m
D					

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

Max Kts	MDA(H)	VIS
100	820′ (654′)	1500m
135	1110′ (944′)	1600m
180	1720′ (1554′)	2400m
205	1720′ (1554′)	3600m

CHANGES: Communications.

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ENBR/BGO
FLESLAND

JEPPESEN
20 FEB 15
Eff 5 Mar
(11-2)

BERGEN, NORWAY
ILS W or LOC W Rwy 35

BRIEFING STRIP

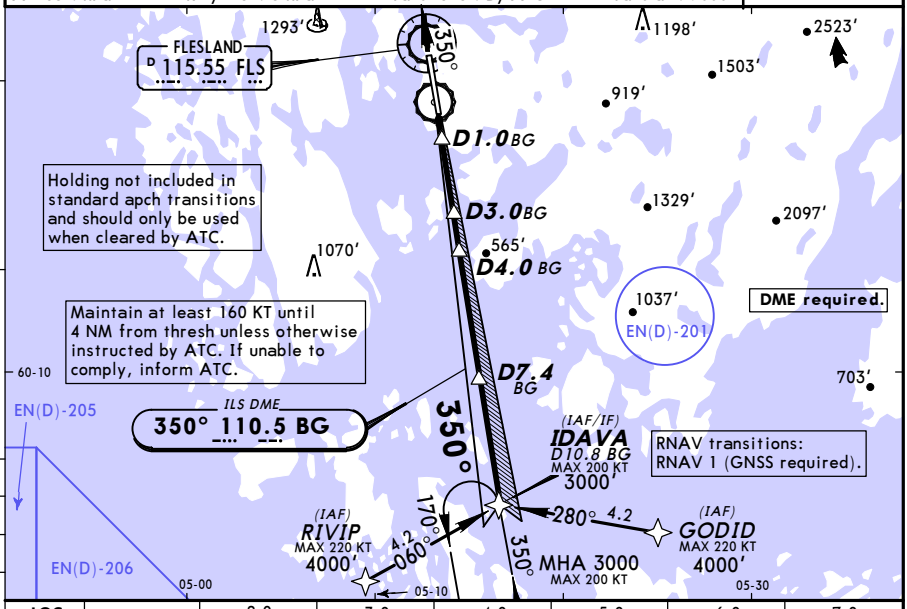
ATIS	*FLESLAND Approach (R) North West	North East	*FLESLAND Director (APP/R)	FLESLAND Tower	*Ground
125.250	121.0	125.0	118.850	119.1	121.9

LOC BG	Final Apch Crs	GS	ILS DA(H)	Apt Elev 166′
110.5	350°	D4.0 BG 1427′ (1280′)	Refer to Minimums	RWY 147′

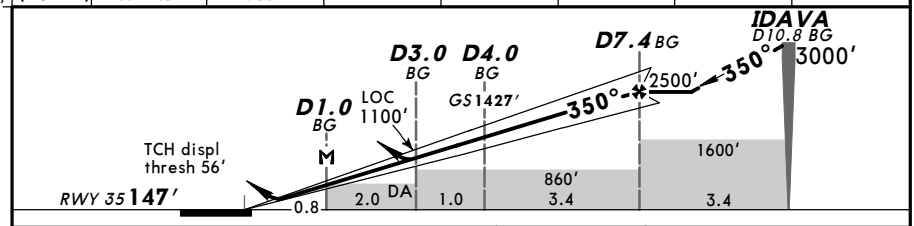
MISSED APCH: Climb on 350° to 3000′. Expect vectoring.
MISSED APCH WITH COMM FAILURE RNAV 1: Proceed to BR935 climbing to 3000′, then turn LEFT to BR936. Turn LEFT direct to RIVIP for a new approach.
MISSED APCH WITH COMM FAILURE NON-RNAV: Climb STRAIGHT AHEAD to 3000′. At D14.0 BG turn LEFT to intercept and proceed on 15 DME Arc BG. Intercept LOC BG for a new approach.

MSA FLS VOR: 179° 5500′; 269° 3300′; 359° 5300′

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



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



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.0 BG							

HIALS
PAPI PAPI
3000′ on 350°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 35

ILS DA(H)		LOC (GS out) DA(H)	
A: 347′ (200′)	C: 365′ (218′)	AB: 460′ (313′)	
B: 357′ (210′)	D: 375′ (228′)	CD: 510′ (363′)	

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

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

Max Kts	MDA(H)	VIS
100	820′ (654′)	1500m
135	1110′ (944′)	1600m
180	1720′ (1554′)	2400m
205	1720′ (1554′)	3600m

CHANGES: Communications.

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ENBR/BGO FLESLAND

JEPPESEN

20 FEB 15
Eff 5 Mar

(11-3) COPTER

BERGEN, NORWAY
ILS Y or LOC Y Rwy 17

ATIS	*FLESLAND Approach (R) North West	North East	*FLESLAND Director (APP/R)	FLESLAND Tower	*Ground
125.250	121.0	125.0	118.850	119.1	121.9

BRIEFING STRIP

LOC BR	Final Apch Crs	GS	ILS DA(H)	Apt Elev 166′
109.9	170°	D2.0 BR 813′ (647′)	366′ (200′)	RWY 166′

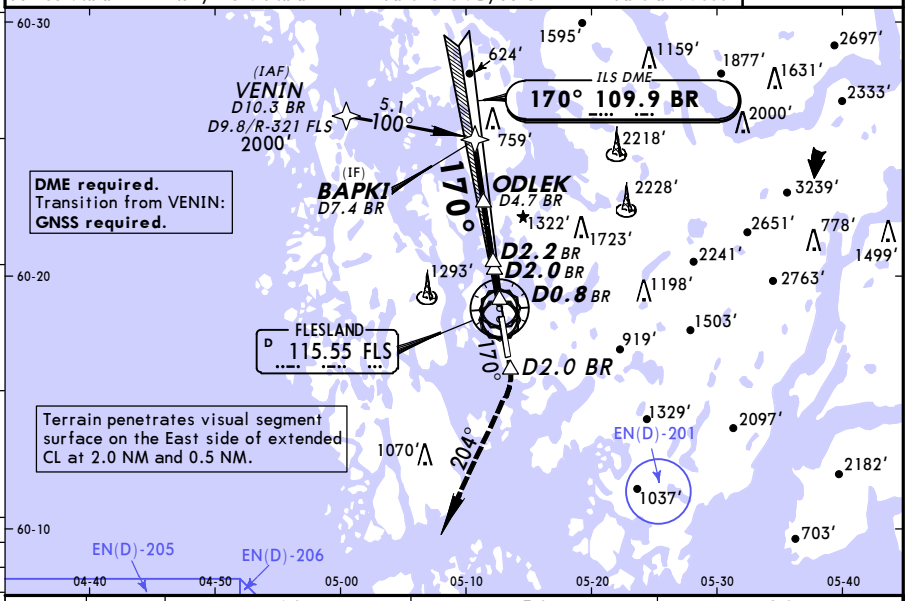
MISSED APCH: Climb on 170° to D2.0 BR, then turn RIGHT and proceed on 204° to 2000′. Expect vectoring.

MISSED APCH WITH COMM FAILURE: Climb on 170° to D2.0 BR, then turn RIGHT and proceed on 204° to 2000′. At D7.0 BR turn RIGHT to intercept and proceed on 8 DME Arc BR. Intercept LOC BR for a new approach.

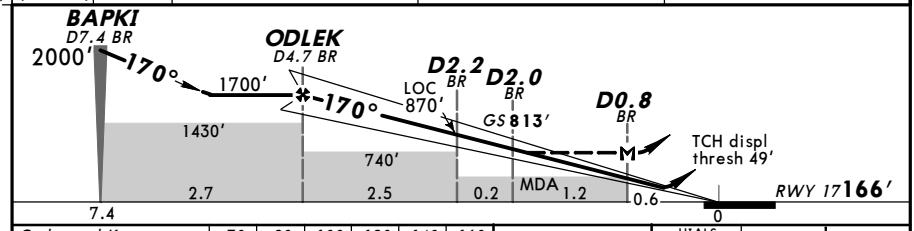
Alt Set: hPa | Rwy Elev: 6 hPa | Trans level: By ATC | Trans alt: 7000′

MSA FLS VOR: 170°–5500′; 269°–5300′; 359°–3300′

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



LOC (GS out)				
	BR DME	4.0	3.0	2.0
	ALTITUDE	1470′	1140′	810′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.10°	384	494	548	658	768	878
MAP at D0.8 BR							

HIALS PAPI PAPI

D2.0 BR on 170°

JAR-OPS

STRAIGHT-IN LANDING RWY 17

	ILS		LOC (GS out)	
	DA(H) 366′ (200′)		MDA(H) 550′ (384′)	
	FULL	ALS out		ALS out
COPTER	RVR 500m	RVR 1000m	RVR 800m	RVR 1000m

PANS OPS

CHANGES: Communications.

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ENBR/BGO
FLESLAND

JEPPESEN
20 FEB 15
Eff 5 Mar
(11-4) ❶COPTER

BERGEN, NORWAY
ILS Y or LOC Y Rwy 35

BRIEFING STRIP ™

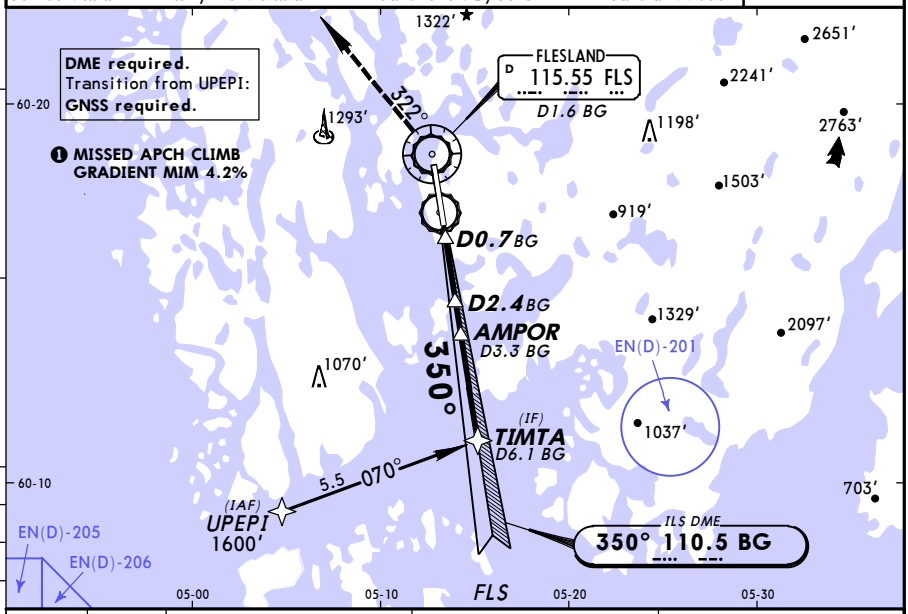
ATIS	*FLESLAND Approach (R) North West	*FLESLAND Approach (R) North East	*FLESLAND Director (APP/R)	FLESLAND Tower	*Ground
125.250	121.0	125.0	118.850	119.1	121.9

LOC BG	Final Apch Crs	GS D2.4 BG	ILS DA(H)	Apt Elev / RWY
110.5	350°	910′ (763′)	347′ (200′)	166′ / 147′

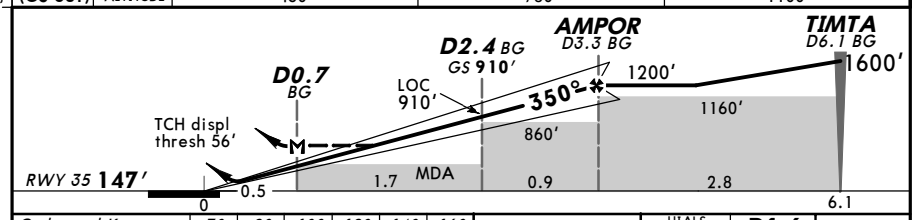
MISSED APCH: Climb on 350° to D1.6 BG, then turn LEFT and proceed on 322° to 2000′. Expect vectoring.
MISSED APCH WITH COMM FAILURE: Climb on 350° to D1.6 BG, then turn LEFT and proceed on 322° to 2000′. At D7.0 BG turn LEFT to intercept and proceed on 8 DME Arc BG. Intercept LOC BG for a new approach.

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

MSA FLS VOR: 179° 5500′; 269° 3300′; 359° 5300′



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							

HIALS
PAPI PAPI

D1.6 BG on 350°

JAR-OPS STRAIGHT-IN LANDING RWY 35
Missed apch climb gradient mim 4.2%

	ILS DA(H) 347′ (200′) FULL	ILS DA(H) 347′ (200′) ALS out	LOC (GS out) MDA(H) 450′ (303′)	LOC (GS out) MDA(H) 450′ (303′) ALS out
PANS OPS COPTER	RVR 600m	RVR 1000m	RVR 800m	RVR 1000m

CHANGES: Communications.

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ENBR/BGO
FLESLAND

JEPPESEN

20 FEB 15 (12-1) Eff 5 Mar

BERGEN, NORWAY
RNAV (GNSS) Rwy 17

BRIEFING STRIP ™

ATIS	*FLESLAND Approach (R)		*FLESLAND Director (APP/R)	FLESLAND Tower	*Ground
	North West	North East			
125.250	121.0	125.0	118.850	119.1	121.9

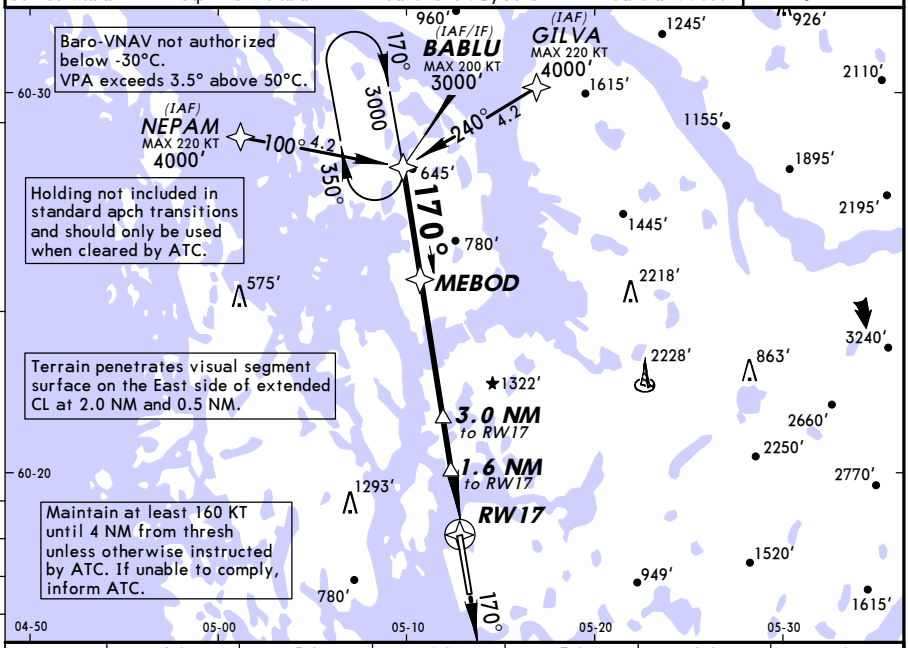
RNAV	Final Apch Crs	Procedure Alt MEBOD	LNAV/VNAV DA(H)	Apt Elev 166′
	170°	2500′ (2334′)	530′ (364′)	Rwy 166′

MISSED APCH: Climb on 170° to 3000′. Expect vectoring.

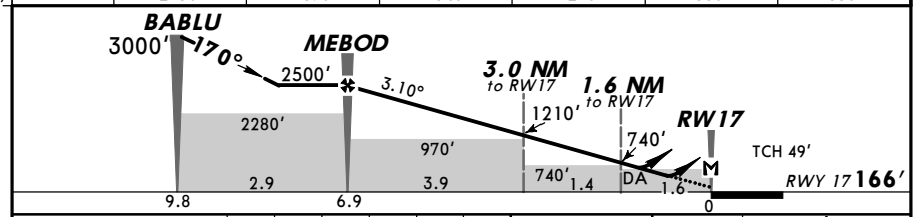
MISSED APCH WITH COMM FAILURE: Proceed to BR917 climbing to 3000′, then turn RIGHT to BR918. Then turn RIGHT direct to NEPAM for a new approach.

5500′ MSA ARP

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



DIST to RW17	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2190′	1870′	1540′	1210′	880′	550′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.10°	384	494	548	658	768	878
MAP at RW17							

HIALS PAPI PAPI 3000′ on 170°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 17

	LNAV/VNAV DA(H) 530′ (364′)		LNAV DA(H) 620′ (454′)	
		ALS out		ALS out
A	RVR 1000m	RVR 1500m	RVR 1400m	RVR 1500m
B				
C		RVR 1700m		CMV 2100m
D				

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

Max Kts	MDA(H)	VIS
100	820′ (654′)	1500m
135	1110′ (944′)	1600m
180	1720′ (1554′)	2400m
205	1720′ (1554′)	3600m

CHANGES: Communications.

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ENBR/BGO
FLESLAND

JEPPESEN

20 FEB 15 (12-2) Eff 5 Mar

BERGEN, NORWAY
RNAV (GNSS) Rwy 35

BRIEFING STRIP TM

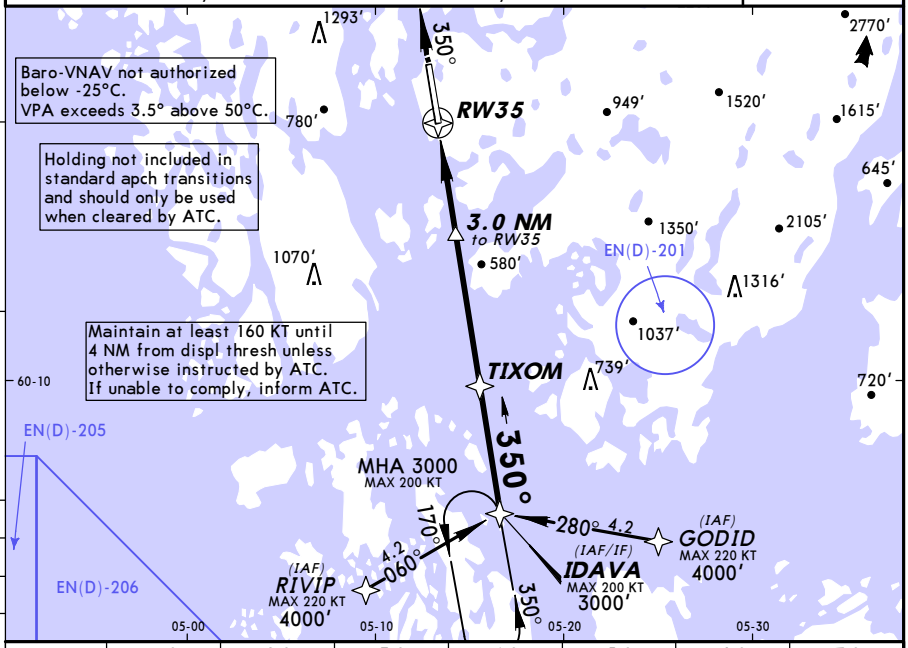
ATIS	*FLESLAND Approach (R) North West	*FLESLAND Approach (R) North East	*FLESLAND Director (APP/R)	FLESLAND Tower	*Ground
125.250	121.0	125.0	118.850	119.1	121.9

RNAV	Final Apch Crs	Procedure Alt	LNAV/VNAV DA(H)	Apt Elev 166′
	350°	TIXOM 2500′ (2353′)	Refer to Minimums	RWY 147′

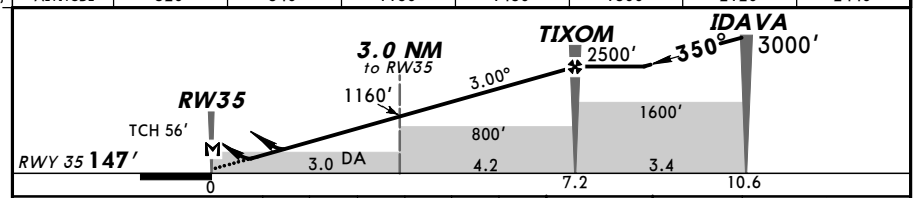
MISSED APCH: Climb on 350° to 3000′. Expect vectoring.
MISSED APCH WITH COMM FAILURE: Proceed to BR935 climbing to 3000′, then turn LEFT to BR936. Then turn LEFT direct to RIVIP for a new approach.

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

5500′ MSA ARP



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							

HIALS PAPI PAPI

3000′ on 350°

Standard STRAIGHT-IN LANDING RWY 35

LNAV/VNAV MACG mim 3.0% DA(H)	LNAV/VNAV MACG mim 2.5% DA(H)	LNAV MACG mim 3.5% DA(H)	LNAV MACG mim 2.5% DA(H)
A: 500′ (353′)	A: 560′ (413′)	620′ (473′)	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′)

PANS OPS

	ALS out	ALS out	ALS out	ALS out
A	RVR 1200m	RVR 1500m	RVR 1500m	RVR 1500m
B	RVR 1300m			
C		RVR 1700m	RVR 1700m / CMV 2100m	RVR 1800m / CMV 2200m
D	RVR 1400m	RVR 1800m	RVR 1800m / CMV 2200m	CMV 2400m

CIRCLE-TO-LAND

CAT D: Not authorized East of airport

Max Kts	MDA(H)	VIS
100	820′ (654′)	1500m
135	1110′ (944′)	1600m
180	1720′ (1554′)	2400m
205	1720′ (1554′)	3600m

CHANGES: Communications.

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ENBR/BGO
FLESLAND

JEPPESEN

20 FEB 15
Eff 5 Mar

(12-3)

❶ COPTER

BERGEN, NORWAY
RNAV (GNSS) 044°

BRIEFING STRIP ™

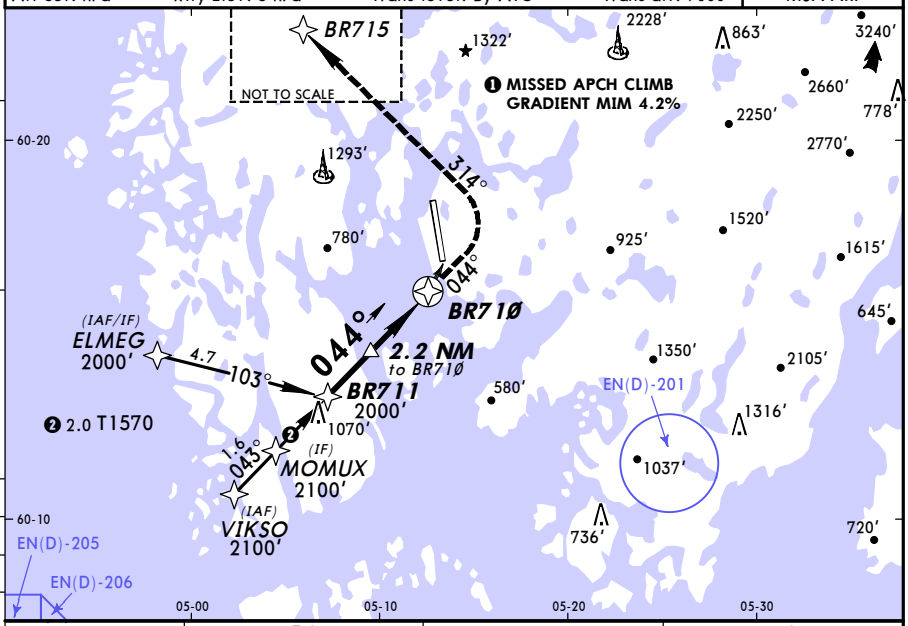
ATIS	*FLESLAND Approach (R)		*FLESLAND Director (APP/R)	FLESLAND Tower	*Ground
	North West	North East			
125.250	121.0	125.0	118.850	119.1	121.9

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

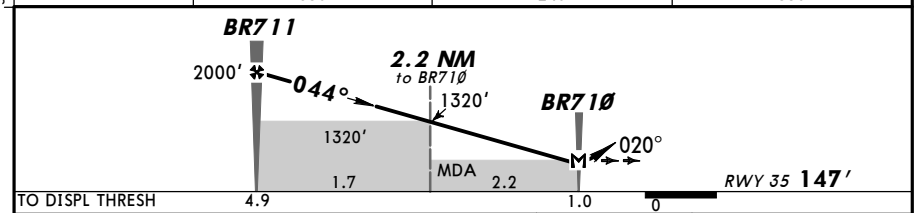
MISSED APCH: Climb on 044° to 680′, then turn LEFT to intercept and proceed on 314° to BR715 climbing to 2000′. Expect vectoring.
Do not turn before MAP.
MISSED APCH WITH COMM FAILURE: Climb on 044° to 680′, then turn LEFT to intercept and proceed on 314° to BR715. At BR715 turn LEFT direct to ELMEG for a new approach.

5500′
MSA ARP

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



DIST to BR71Ø	3.0	2.0	1.0
ALTITUDE	1650′	1240′	830′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle FAF-MAP 3.90°	483	621	690	828	967	1105
MAP at BR71Ø						

HIALS
PAPI PAPI

Refer to Missed Apch above

JAR-OPS

STRAIGHT-IN LANDING RWY 35
LNAV
Missed apch climb gradient mim 4.2%

MAX 90 KT		MAX 120 KT	
MDA(H) 410′ (263′)		MDA(H) 420′ (273′)	
ALS out		ALS out	

PANS OPS

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

CHANGES: Communications.

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ENBR/BGO
FLESLAND

JEPPESEN
20 FEB 15
Eff 5 Mar
(12-4)

BERGEN, NORWAY
❶ COPTER RNAV (GNSS) 140°

BRIEFING STRIP TM

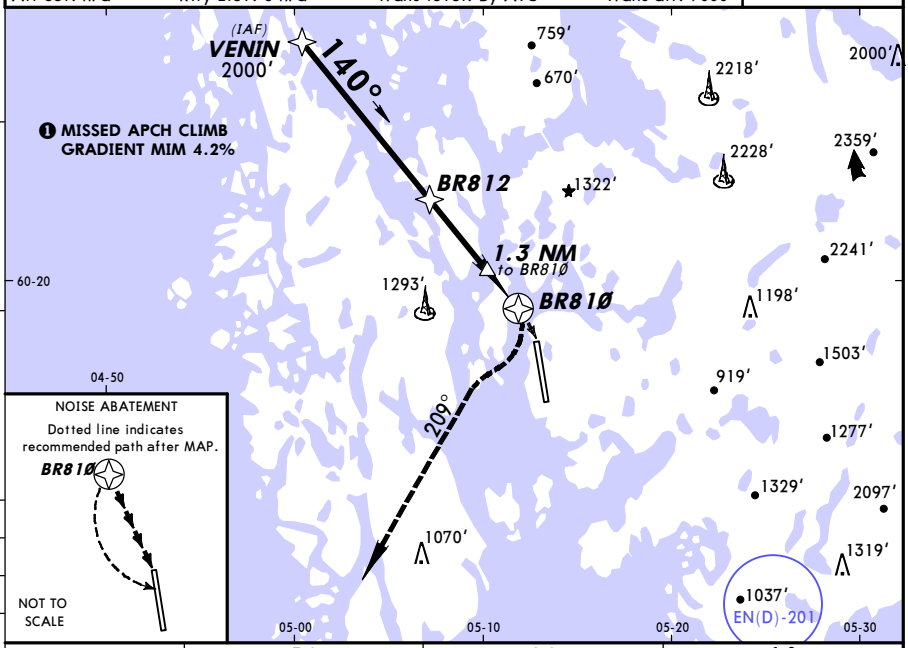
ATIS	*FLESLAND Approach (R) North West	*FLESLAND Approach (R) North East	*FLESLAND Director (APP/R)	FLESLAND Tower	*Ground
125.250	121.0	125.0	118.850	119.1	121.9

RNAV	Final Apch Crs	Procedure Alt	LNAV MDA(H)	Apt Elev / RWY
	140°	BR812 2000′ (1834′)	Refer to Minimums	Apt Elev 166′ RWY 166′

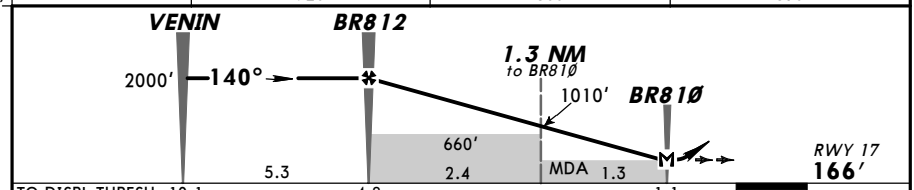
MISSED APCH: Turn RIGHT to intercept and proceed on 209° from BR81Ø to 2000′. Expect vectoring.
MISSED APCH WITH COMM FAILURE: Turn RIGHT to intercept and proceed on track 209° from BR81Ø to 2000′. At D8.0 from BR81Ø turn RIGHT direct to BR919. Then turn RIGHT to VENIN for a new approach.

5500′
MSA ARP

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



DIST to BR81Ø	3.0	2.0	1.0
ALTITUDE	1720′	1300′	890′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle FAF-MAP 3.90°	483	621	690	828	967	1105
MAP at BR81Ø						

HIALS
PAPI PAPI
RT on 209° from BR81Ø

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′)	ALS out	MDA(H) 500′(334′)	ALS out

PANS OPS

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

CHANGES: Communications.

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ENBR/BGO
FLESLAND

JEPPESEN

20 FEB 15 (13-1) Eff 5 Mar

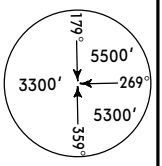
BERGEN, NORWAY
VOR Z Rwy 17

BRIEFING STRIP ™

ATIS	*FLESLAND Approach (R)		*FLESLAND Director (APP/R)	FLESLAND Tower	*Ground
	North West	North East			
125.250	121.0	125.0	118.850	119.1	121.9

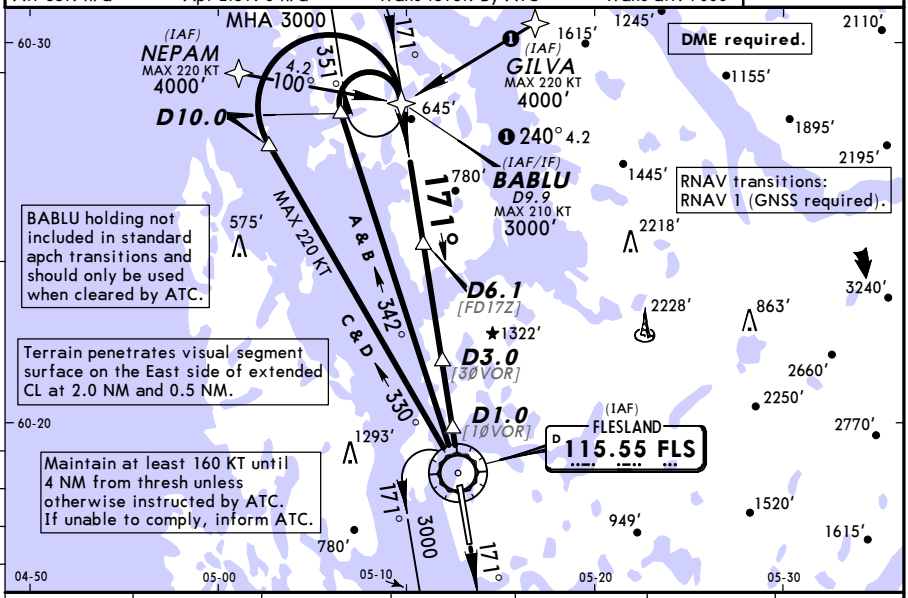
VOR	Final Apch Crs	Procedure Alt	DA(H)	Apt Elev / Rwy
FLS 115.55	171°	D6.1 2500′ (2334′)	540′ (374′)	Apt Elev 166′ Rwy 166′

MISSED APCH: Climb on R-171 to 3000′. Expect vectoring.
MISSED APCH WITH COMM FAILURE RNAV 1: Proceed to BR917 climbing to 3000′, then turn RIGHT to BR918. Then turn RIGHT direct to NEPAM for a new approach.
MISSED APCH WITH COMM FAILURE NON-RNAV: Climb STRAIGHT AHEAD to 3000′. At D14.0 turn RIGHT to intercept and proceed on 15 DME Arc. When passing R-335 turn RIGHT to intercept R-351 for a new approach.

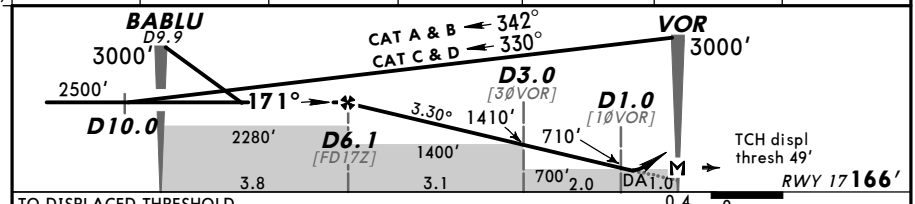


MSA FLS VOR

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



FLS DME	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2460′	2110′	1760′	1410′	1060′	710′



TO DISPLACED THRESHOLD		70	90	100	120	140	160
Gnd speed-Kts							
Descent Angle	3.30°	409	526	584	701	817	934
MAP at VOR							

HIALS
PAPI PAPI

3000′

FLS 115.55 on R-171

Standard STRAIGHT-IN LANDING RWY 17

DA(H) 540′ (374′)

		ALS out
A	RVR 1000m	RVR 1500m
B		
C		RVR 1700m
D		

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

Max Kts	MDA(H)	VIS
100	820′ (654′)	1500m
135	1110′ (944′)	1600m
180	1720′ (1554′)	2400m
205	1720′ (1554′)	3600m

PANS OPS

CHANGES: Communications.

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ENBR/BGO
FLESLAND

JEPPESEN
20 FEB 15 (13-2) Eff 5 Mar

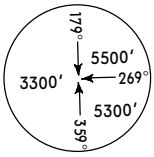
BERGEN, NORWAY
VOR Rwy 35

BRIEFING STRIP

ATIS	*FLESLAND Approach (R) North West	*FLESLAND Approach (R) North East	*FLESLAND Director (APP/R)	FLESLAND Tower	*Ground
125.250	121.0	125.0	118.850	119.1	121.9

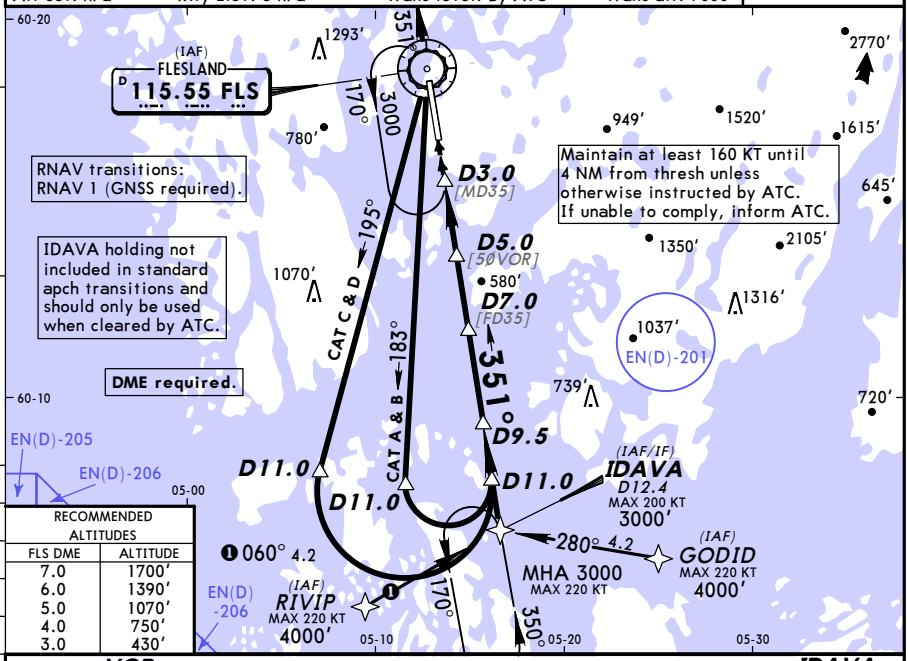
VOR	Final Apch Crs	Procedure Alt	DA(H)	Apt Elev 166′
FLS 115.55	351°	D7.0 1700′ (1553′)	430′ (283′)	RWY 147′

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

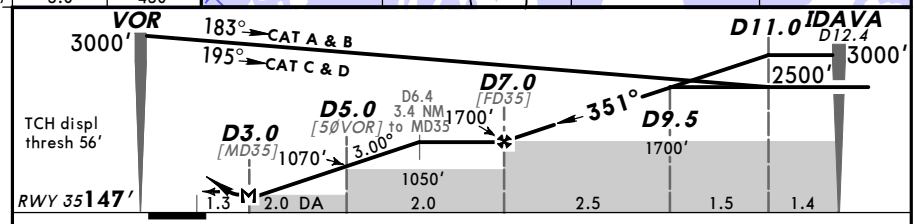


MSA FLS VOR

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
PAPI PAPI
FLS 115.55

PANS OPS

Standard STRAIGHT-IN LANDING RWY 35
DA(H) 430′ (283′)

		ALS out
A	RVR 900m	RVR 1400m
B		
C		
D		

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

Max Kts.	MDA(H)	VIS
100	820′ (654′)	1500m
135	1110′ (944′)	1600m
180	1720′ (1554′)	2400m
205	1720′ (1554′)	3600m

CHANGES: Communications.

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ENBR/BGO
FLESLAND

JEPPESEN
20 FEB 15 (13-3) Eff 5 Mar

BERGEN, NORWAY
COPTER VOR Y Rwy 17

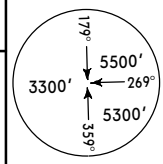
BRIEFING STRIP TM

ATIS	*FLESLAND Approach (R) North West	*FLESLAND Approach (R) North East	*FLESLAND Director (APP/R)	FLESLAND Tower	*Ground
125.250	121.0	125.0	118.850	119.1	121.9

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

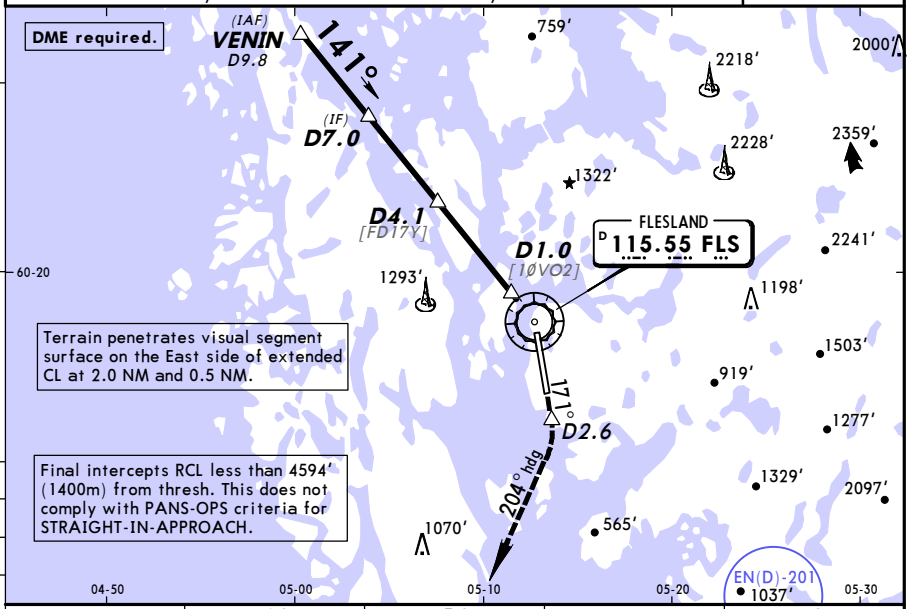
MISSED APCH: Turn RIGHT to intercept and proceed on R-171. At D2.6 turn RIGHT and proceed on heading 204° climbing to 2000′. Expect vectoring.

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.

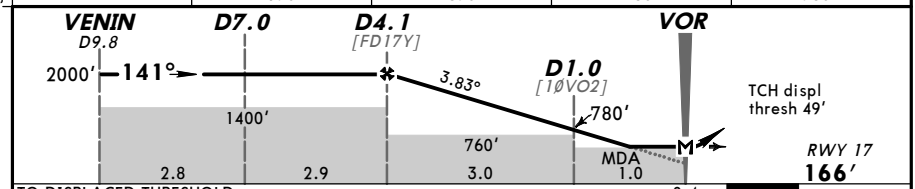


MSA FLS VOR

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′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.83°	475	610	678	814	949	1085
MAP at VOR						

HIALS
PAPI PAPI
RT
FLS 115.55 R-171
D2.6

JAR-OPS

STRAIGHT-IN LANDING RWY 17

MDA(H) 590′ (424′)

ALS out

PANS OPS

COPTER		
	RVR 800m	RVR 1000m

CHANGES: Communications.

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ENBR/BGO
FLESLAND

JEPPESEN
20 FEB 15 (13-4) Eff 5 Mar

BERGEN, NORWAY
COPTER VOR-A

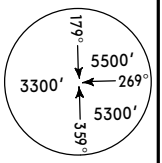
BRIEFING STRIP TM

ATIS	*FLESLAND Approach (R) North West	*FLESLAND Approach (R) North East	*FLESLAND Director (APP/R)	FLESLAND Tower	*Ground
125.250	121.0	125.0	118.850	119.1	121.9

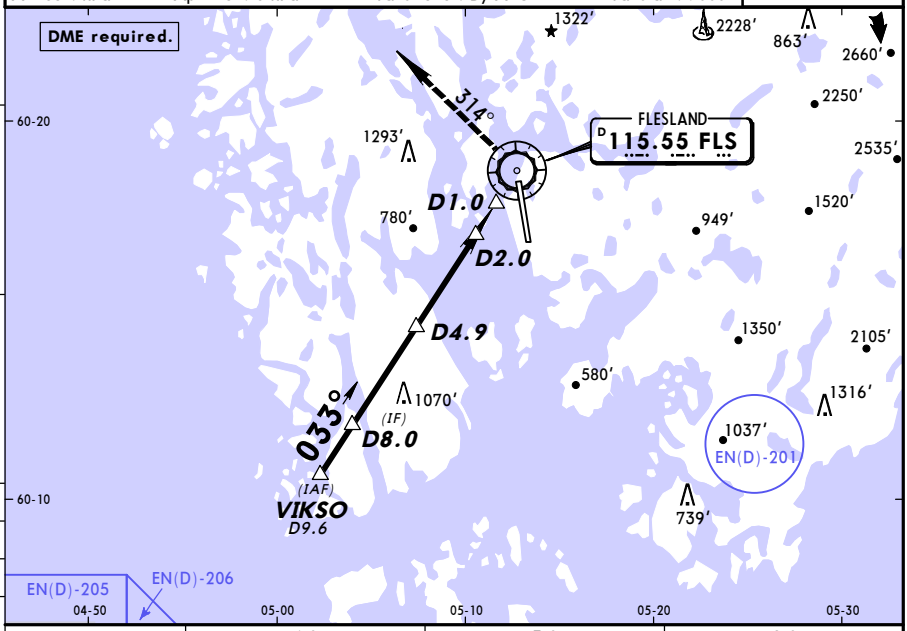
VOR	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 166′
FLS 115.55	033°	D4.9 2000′ (1834′)	570′ (404′)	

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.

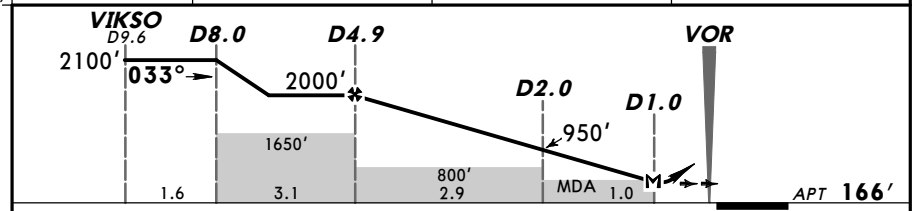
Alt Set: hPa | Apt Elev: 6 hPa | Trans level: By ATC | Trans alt: 7000′



MSA FLS VOR



FLS DME	4.0	3.0	2.0
ALTITUDE	1690′	1320′	950′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle FAF-MAP 3.50°	434	557	619	743	867	991
MAP at D1.0						

Lighting - Refer to Airport Chart | FLS 115.55 | 314° LT

JAR-OPS

CIRCLE-TO-LAND
Not authorized East of airport

PANS OPS

	Max Kts.	MDA(H)	VIS
COPTER	100	570′ (404′)	1000m

CHANGES: Communications.

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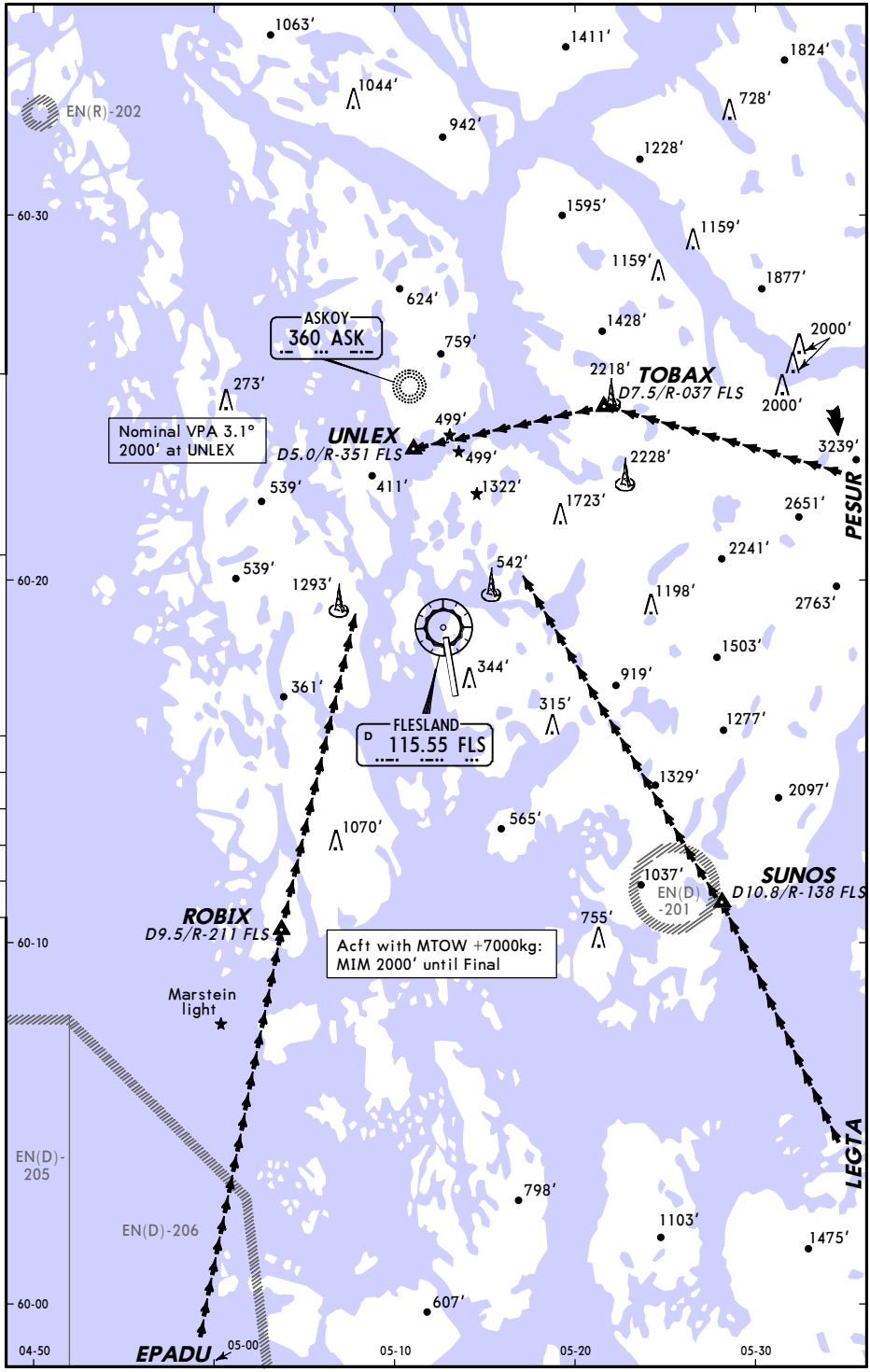
VISUAL APPROACH PROCEDURES RWY 17



CHANGES: TOBAX and UNLEX established.

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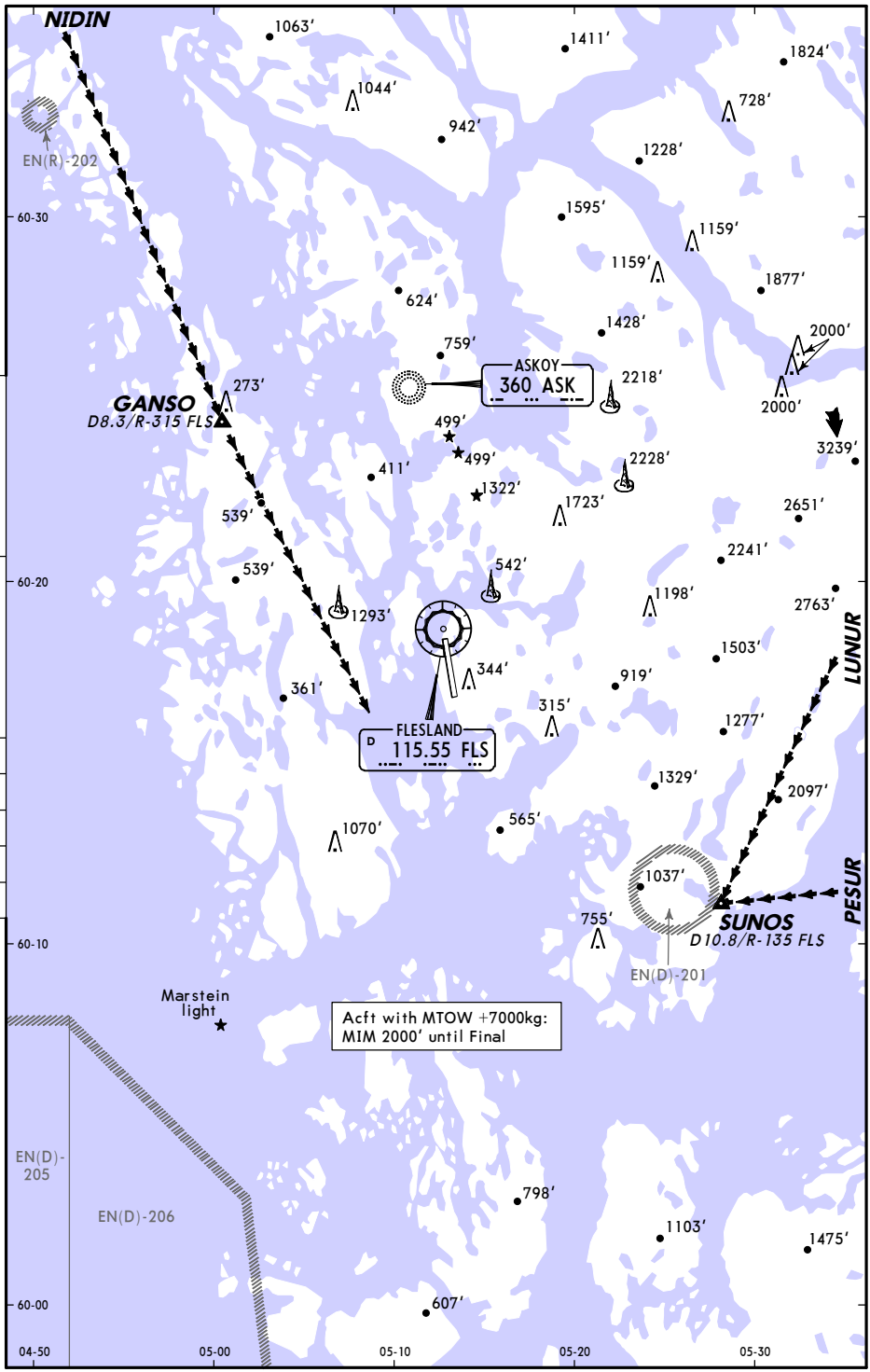
VISUAL APPROACH PROCEDURES RWY 35



CHANGES: TOBAX removed. SUNOS established.

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ENBR/BGO

Apt Elev **166'**

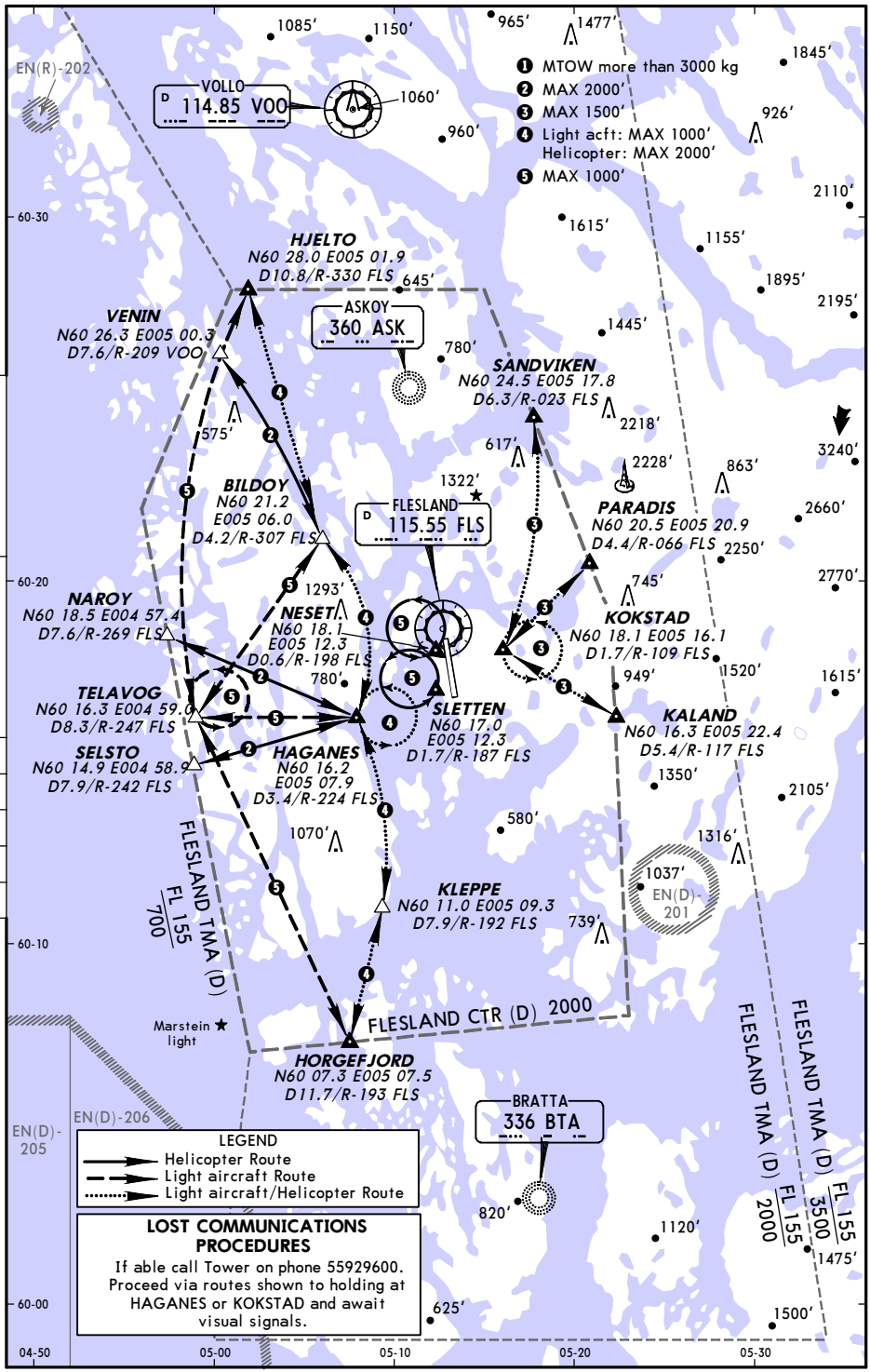
JEPPESEN

22 FEB 13 (19-12) Eff 7 Mar

BERGEN, NORWAY

FLESLAND

VFR ROUTES - HELICOPTER❶ AND LIGHT AIRCRAFT



CHANGES: Routes.

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JeppView for Windows

Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
BERGEN, (FLESLAND - ENBR)				
REV	JAA COPTER MNMS	10-9Y	17 Jun 2016	23 Jun 2016
DEL	VOR Y RWY 17	13-3	17 Jun 2016	23 Jun 2016
DEL	VOR A	13-4	17 Jun 2016	23 Jun 2016

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport ENBR

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: 20160831

(11-2) ILS W OR LOC W RWY 35, LOC DA(H) changed to CAT B 490' (343'), RVR 1200m, ALS out RVR 1500m and CAT D to 530' (383'), RVR 1400m, ALS out RVR 1800m. (12-2) RNAV (GNSS) RWY 35 LNAV/VNAV MACG 3.0% DA (H) changed to CAT A 510' (363'), RVR 1300m, CAT B 520' (373'), CAT C 530' (383') , RVR 1400m, ALS out RVR 1800m, CAT D 540' (393') and LNAV MACG 3.5% DA(H) changed to 630' (483') CAT C/D ALS outCMV 2300m. (13-2) VOR RWY 35 DA(H) changed to CAT A/B to 440' (293'), CAT C to 450' (303'), RVR 1000m and CAT D to 470' (323'), RVR 1100m, ALS out RVR 1500m.