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Airport Information For ENZV

Terminal Charts For ENZV

Revision Letter For Cycle 13-2016

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: 0225 Z
Sunset: 2052 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: 122.100

Sola Tower: 27.905 Military

Sola Tower: 118.350

Sola Ground: 121.750

Sola Approach: 36.367 Military

Sola Approach: 119.400

Sola Approach: 119.600

Sola Direct (Approach Control Radar): 118.500

ENZV/SVG
SOLA

JEPPesen
15 MAY 15 10-1P

STAVANGER, NORWAY
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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SOLAJEPPesen
15 MAY 15 (10-1P1)STAVANGER, NORWAY
Eff 28 May 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)

STAVANGER, NORWAY
Eff 28 May 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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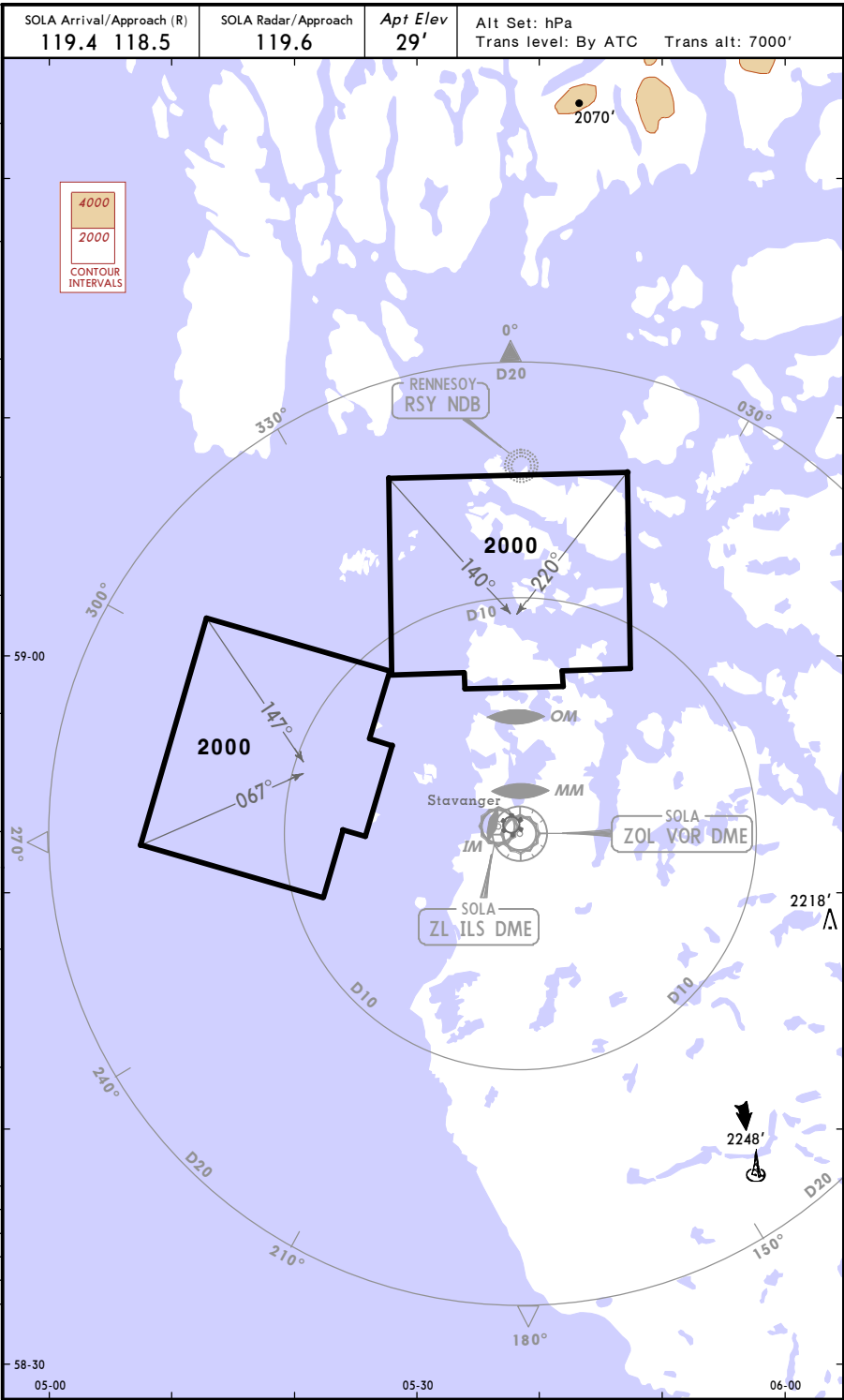
JEPPESSEN

STAVANGER, NORWAY

10 NOV 06

(10-1R)

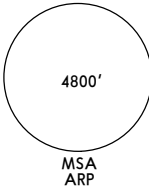
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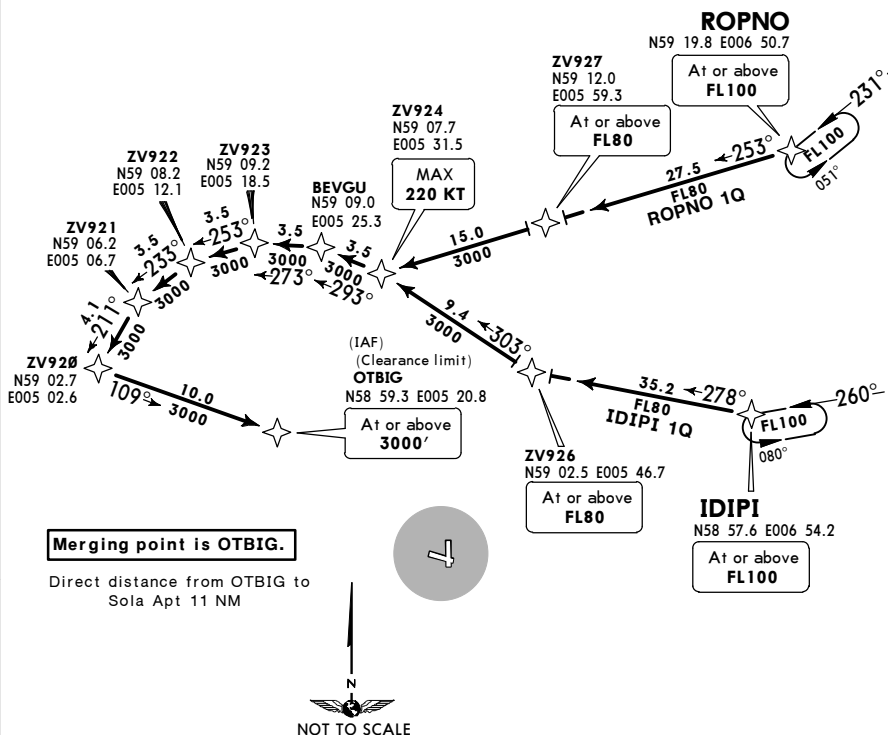
ENZV/SVG
SOLA

JEPPesen
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.	
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IDIPI ONE QUEBEC (IDIPI 1Q) [IDIPI1Q]
ROPNO ONE QUEBEC (ROPNO 1Q) [ROPNI1Q]
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



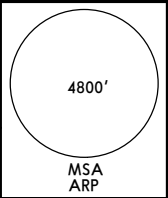
STAR	ROUTING
IDIPI 1Q	To ZV926, to ZV924, to BEVGU, to ZV923, to ZV922, to ZV921, to ZV920, turn LEFT to OTBIG.
ROPNO 1Q	To ZV926, to ZV924, to BEVGU, to ZV923, to ZV922, to ZV921, to ZV920, turn LEFT to OTBIG.

ENZV/SVG
SOLA

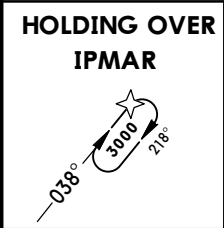
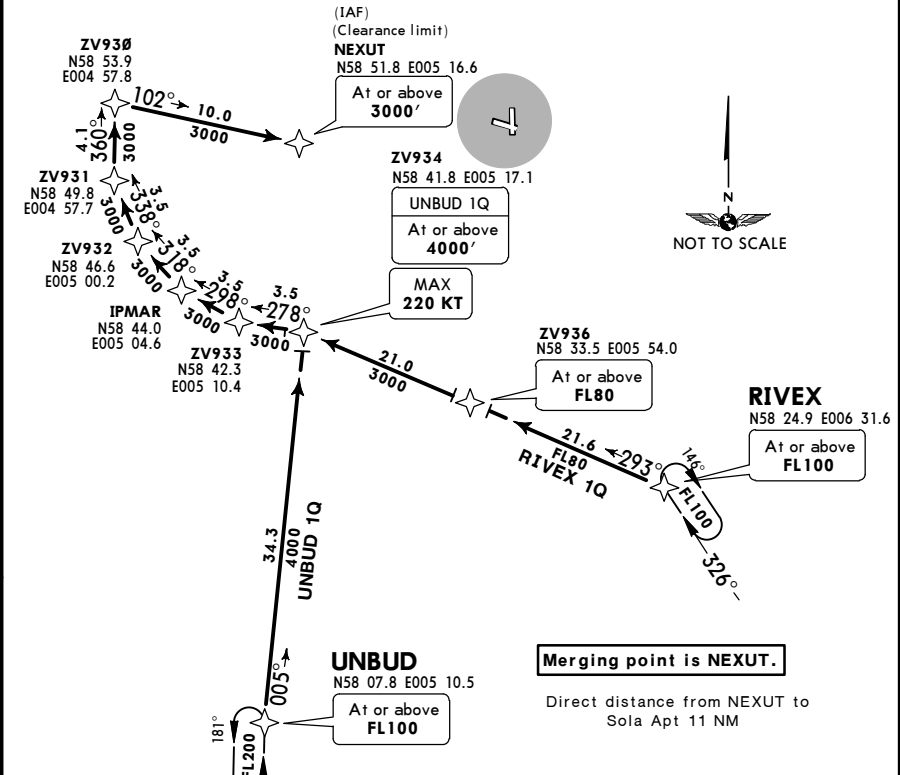
JEPPesen 11 SEP 15 (10-2B) Eff 17 Sep

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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RIVEX ONE QUEBEC (RIVEX 1Q) [RIVE1Q]
UNBUD ONE QUEBEC (UNBUD 1Q) [UNBU1Q]
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
RIVEX 1Q	65 NM	At 7000' by ZV934
UNBUD 1Q	57 NM	

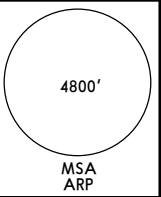
STAR	ROUTING
RIVEX 1Q	To ZV936, to ZV934, to ZV933, to IPMAR, to ZV932, to ZV931, to ZV930, turn RIGHT to NEXUT.
UNBUD 1Q	To ZV934, to ZV933, to IPMAR, to ZV932, to ZV931, to ZV930, turn RIGHT to NEXUT.

ENZV/SVG
SOLA

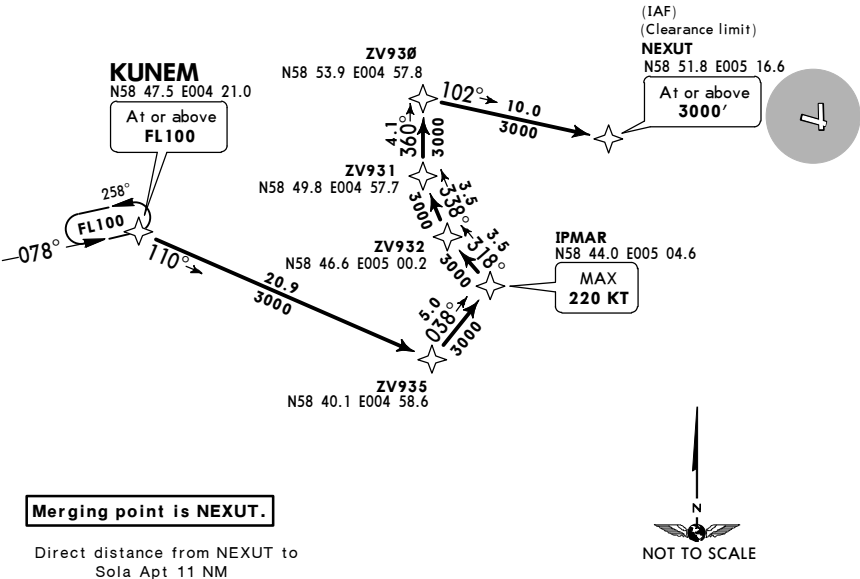
JEPPesen
11 SEP 15 10-2C Eff 17 Sep

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



Merging point is NEXUT.

Direct distance from NEXUT to
Sola Apt 11 NM

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

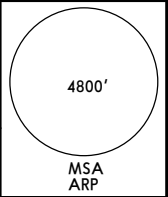
ROUTING

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

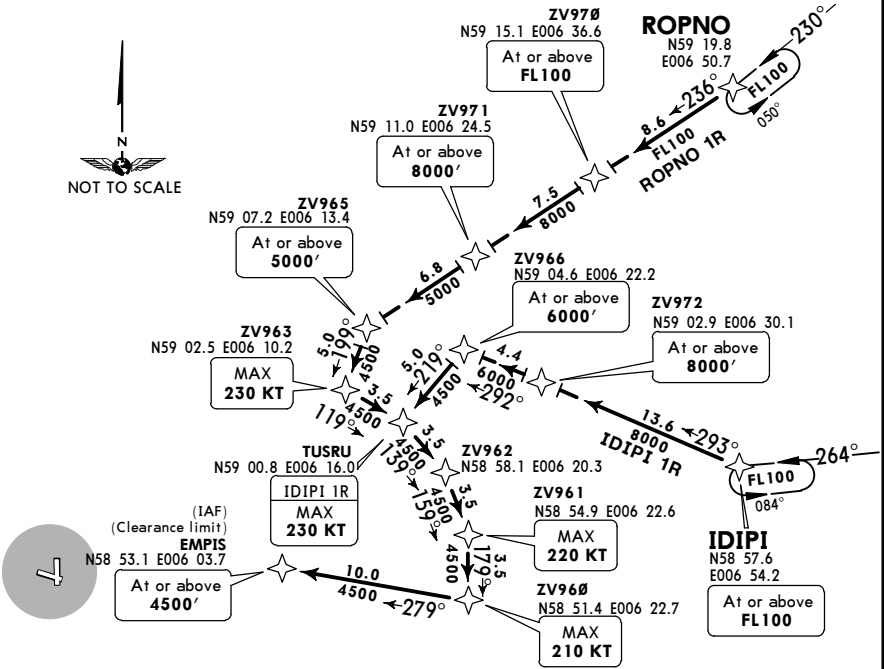
ENZV/SVG
SOLA

JEPPESSEN STAVANGER, NORWAY
11 SEP 15 (10-2E) Eff 17 Sep 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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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

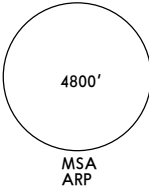
Direct distance from EMPIS to Sola Apt 13 NM

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

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

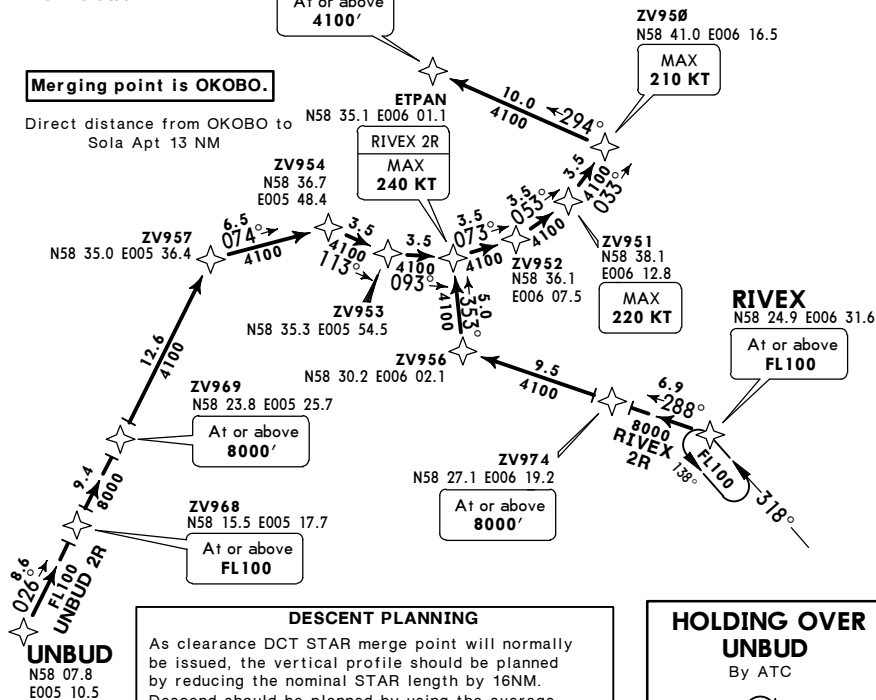


(IAF)
(Clearance limit)
OKOBO
N58 45.0 E005 59.0

At or above
4100'

Merging point is OKOBO.

Direct distance from OKOBO 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. Descent 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

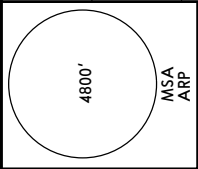


Descent gradient from
UNBUD holding (FL200)
to ZV954 (4100'): 7.7%

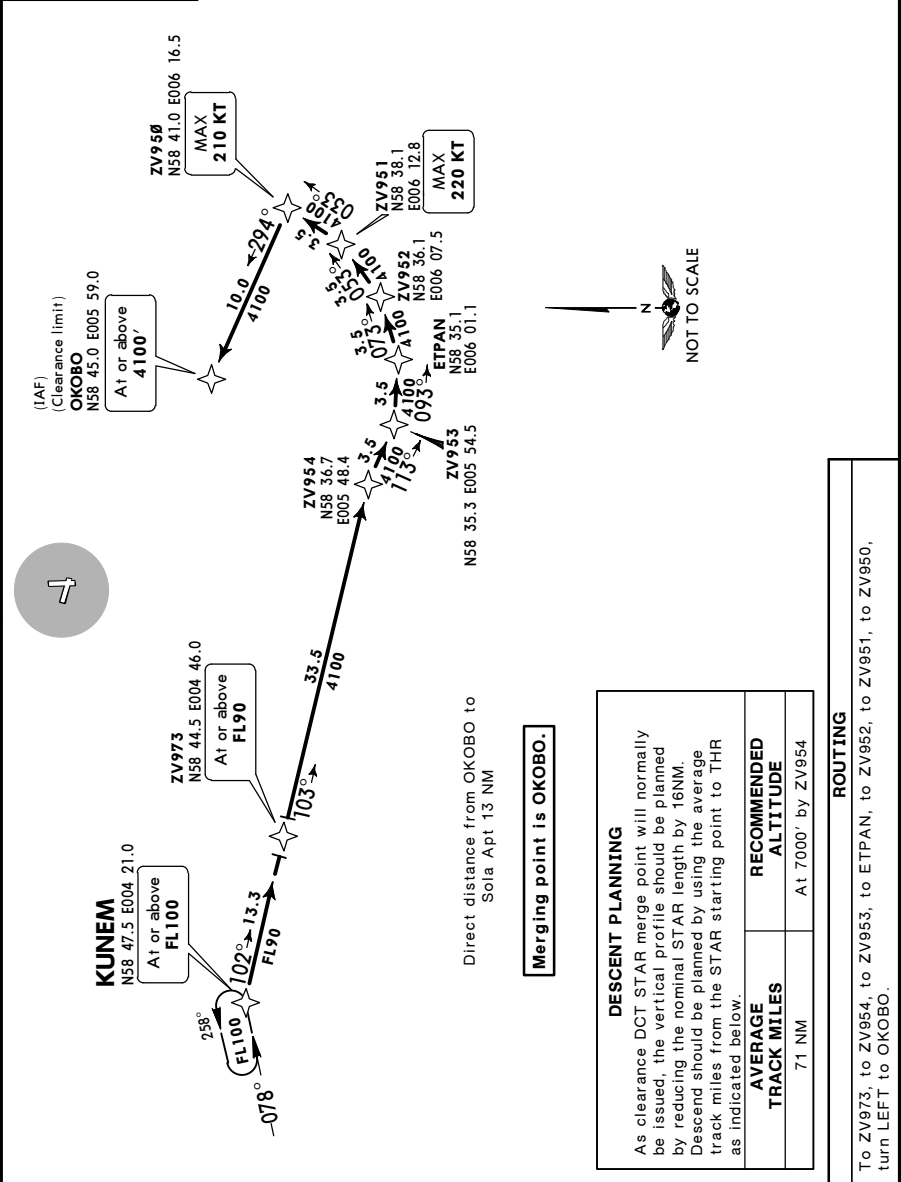
STAR	ROUTING
RIVEX 2R	To ZV974, to ZV956, to ETPAN, to ZV952, to ZV951, to ZV950, turn LEFT to OKOBO.
UNBUD 2R	To ZV968, to ZV969, to ZV957, to ZV954, to ZV953, to ETPAN, to ZV952, to ZV951, to ZV950, turn LEFT to OKOBO.

ENZV/SVG
SOLA

*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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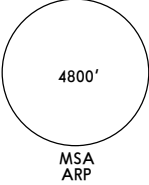


KUNEM TWO ROMEO (KUNEM 2R) [KUNE2R]
RWY 29 RNAV ARRIVAL
RNAV 1 (GNSS)
GNSS REQUIRED



ENZV/SVG
SOLA

JEPPESSEN STAVANGER, NORWAY
11 SEP 15 (10-2H) Eff 17 Sep RNAV STAR

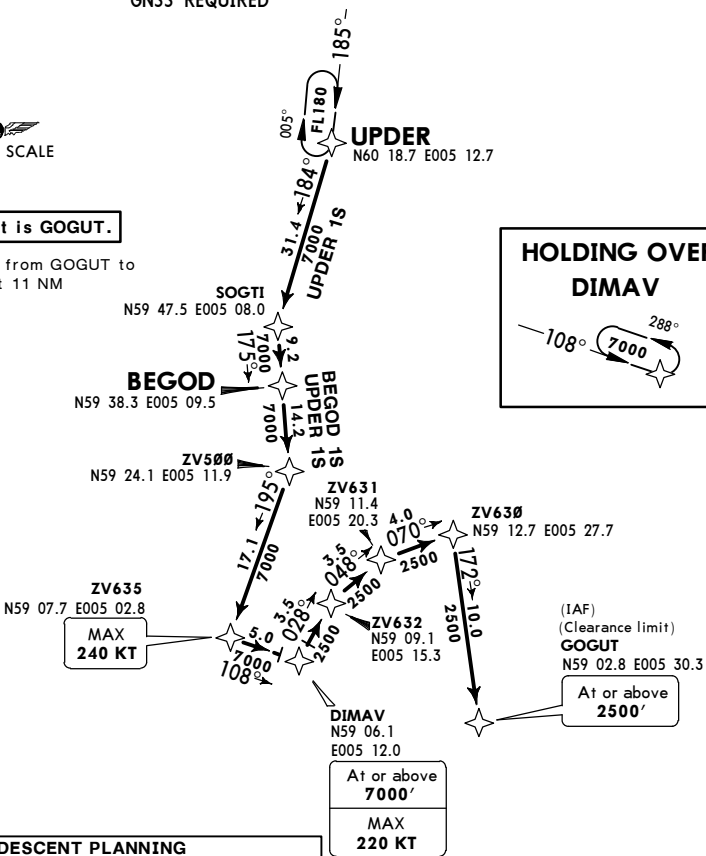
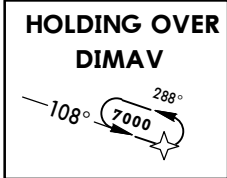
*ATIS 126.0	Apt Elev 29'	Alt Set: hPa Trans level: By ATC Trans alt: 7000' 1. Class A GNSS shall not be used. 2. RADAR service shall be available. 3. Loss of RNAV 1 capability, request vectoring. 4. Vectoring may be used for sequencing. 5. Descent as cleared by ATC.	
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BEGOD 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



DESCENT PLANNING

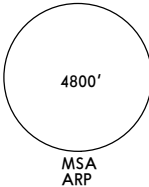
As clearance DCT STAR merge point will normally be issued, the vertical profile should be planned by reducing the nominal STAR length by 16NM. Descend should be planned by using the average track miles from the STAR starting point to THR as indicated below.

STAR	AVERAGE TRACK MILES	RECOMMENDED ALTITUDE
BEGOD 1S	53 NM	At 7000' by ZV635
UPDER 1S	94 NM	

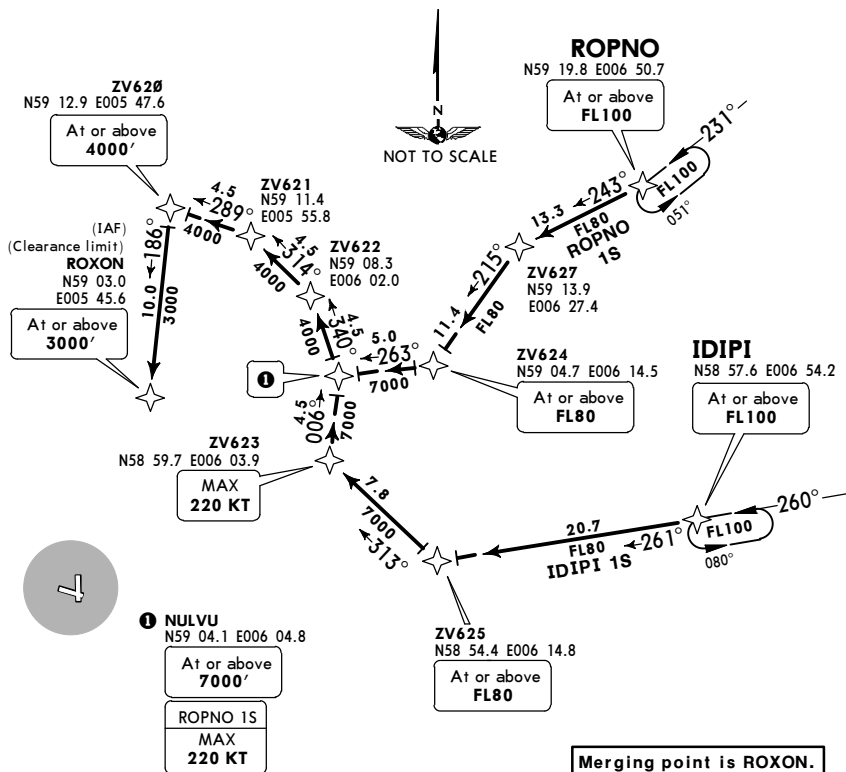
STAR	ROUTING
BEGOD 1S	To ZV500, to ZV635, to DIMAV, to ZV632, to ZV631, to ZV630, turn RIGHT to GOGUT.
UPDER 1S	To SOGTI, to BEGOD, to ZV500, to ZV635, to DIMAV, to ZV632, to ZV631, to ZV630, turn RIGHT to GOGUT.

ENZV/SVG
SOLA

JEPPesen STAVANGER, NORWAY
11 SEP 15 (10-2J) Eff 17 Sep 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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IDIPI ONE SIERRA (IDIPI 1S) [IDIP1S]
ROPNO ONE SIERRA (ROPNO 1S) [ROPN1S]
RWY 18 RNAV ARRIVALS
RNAV 1 (GNSS)
GNSS REQUIRED



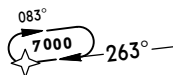
DESCENT PLANNING

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.

ENZV/SVG
SOLA

JEPPesen
11 SEP 15 (10-2L) Eff 17 Sep

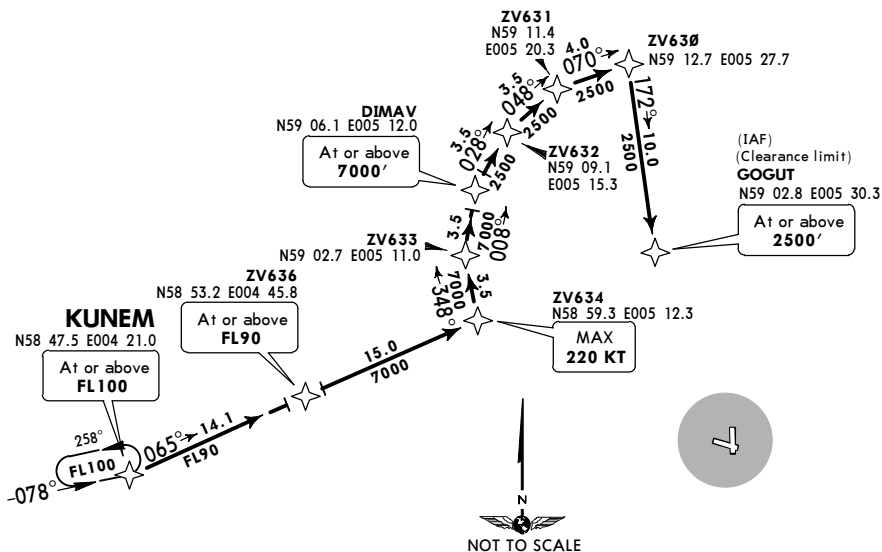
STAVANGER, NORWAY
RNAV STAR

*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.	4800' MSA ARP
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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

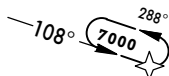


DESCENT PLANNING

As clearance DCT STAR merge point will normally be issued, the vertical profile should be planned by reducing the nominal STAR length by 16NM. 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
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

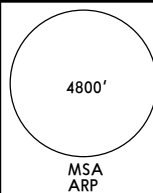
JEPPesen
2 OCT 15 (10-2M)

STAVANGER, NORWAY
RNAV STAR

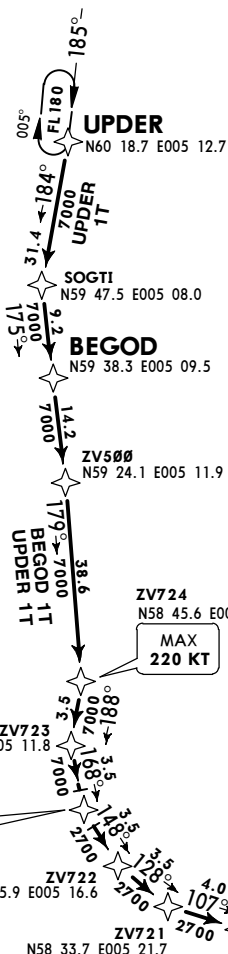
*ATIS
126.0

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.

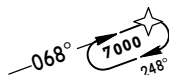
Direct distance from ELBUV to Sola Apt 11 NM



(IAF)
(Clearance limit)
ELBUV
N58 42.4 E005 31.0
At or above
2700'



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

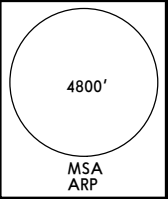
To SOGTI, to BEGOD, to ZV500, to ZV724, to ZV723, to REGVO, to ZV722, to ZV721, to ZV720, turn LEFT to ELBUV.

ENZV/SVG
SOLA

JEPPesen
2 OCT 15 (10-2N)

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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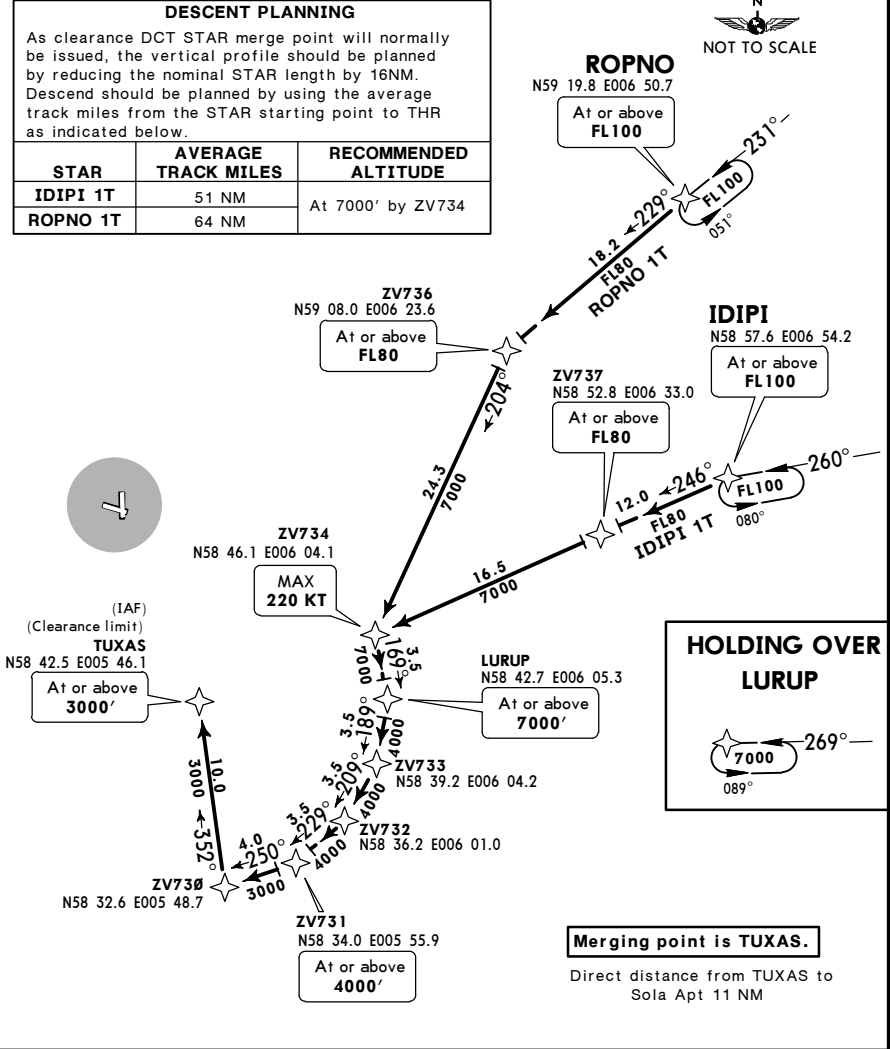
IDIPI ONE TANGO (IDIPI 1T) [IDIP1T]
ROPNO ONE TANGO (ROPNO 1T) [ROPN1T]
RWY 36 RNAV ARRIVALS
RNAV 1 (GNSS)
GNSS REQUIRED



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

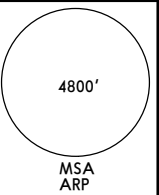
STAR	AVERAGE TRACK MILES	RECOMMENDED ALTITUDE
IDIPI 1T	51 NM	At 7000' by ZV734
ROPNO 1T	64 NM	



STAR	ROUTING
IDIPI 1T	To ZV737, to ZV734, to LURUP, to ZV733, to ZV732, to ZV731, to ZV730, turn RIGHT to TUXAS.
ROPNO 1T	To ZV736, to ZV734, to LURUP, to ZV733, to ZV732, to ZV731, to ZV730, turn RIGHT to TUXAS.

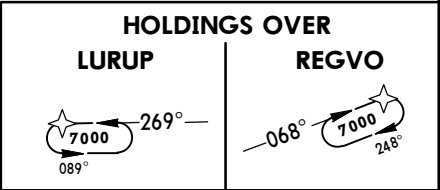
ENZV/SVG
SOLA

JEPPesen STAVANGER, NORWAY
11 SEP 15 (10-2P) Eff 17 Sep 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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RIVEX ONE TANGO (RIVEX 1T) [RIVE1T]
UNBUD ONE TANGO (UNBUD 1T) [UNBU1T]
RWY 36 RNAV ARRIVALS
RNAV 1 (GNSS)
GNSS REQUIRED

RIVEX 1T: Merging point is TUXAS.
UNBUD 1T: Merging point is ELBUV.



1 ZV725
N58 37.0 E005 04.2
At or above
FL80

REGVO
N58 38.8 E005 13.1
At or above
7000'
MAX
220 KT

(IAF)
(Clearance limit)
ELBUV
N58 42.4 E005 31.0
At or above
2700'

(IAF)
(Clearance limit)
TUXAS
N58 42.5 E005 46.1
At or above
3000'

LURUP
N58 42.7 E006 05.3
At or above
7000'
MAX
220 KT

ZV735
N58 42.7 E006 16.8
At or above
FL80

1
5.0
068°
7000'

ZV722
N58 35.9 E005 16.6

ZV721
N58 33.7 E005 21.7

ZV720
N58 32.5 E005 29.0

ZV730
N58 32.6 E005 48.7

ZV733
N58 39.2 E006 04.2

ZV732
N58 36.2 E006 01.0

ZV731
N58 34.0 E005 55.9
At or above
4000'

5.0
269°
7000'

3.5
180°
4000'

3.5
200°
4000'

3.5
229°
4000'

19.9
333°
FL80

RIVEX
N58 24.9 E006 31.6
At or above
FL100

140°
326°
FL100

UNBUD
N58 07.8 E005 10.5
At or above
FL100

181°
020°
FL100
By ATC



Direct distance to Sola Apt from
ELBUV 11 NM
TUXAS 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.		
STAR	AVERAGE TRACK MILES	RECOMMENDED ALTITUDE
RIVEX 1T	46 NM	At 7000' by ZV735
UNBUD 1T	53 NM	At 7000' by ZV725

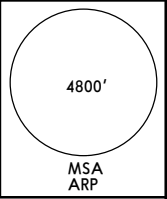
STAR	ROUTING
RIVEX 1T	To ZV735, to LURUP, to ZV733, to ZV732, to ZV731, to ZV730, turn RIGHT to TUXAS.
UNBUD 1T	To ZV725, to REGVO, to ZV722, to ZV721, to ZV720, turn LEFT to ELBUV.

ENZV/SVG
SOLA

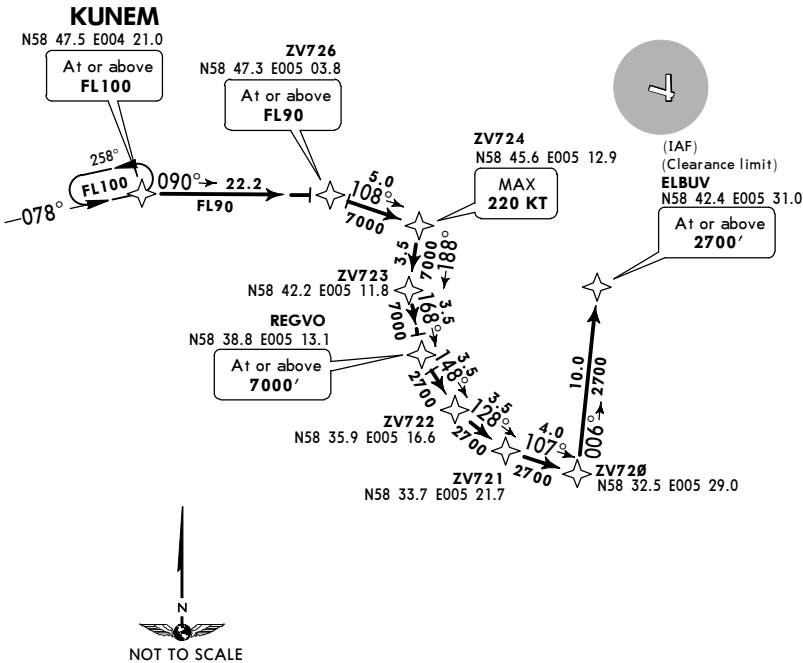
JEPPESEN
11 SEP 15 (10-2Q) Eff 17 Sep

STAVANGER, NORWAY
RNAV STAR

*ATIS 126.0	Apt Elev 29'	Alt Set: hPa Trans level: By ATC 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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KUNEM ONE TANGO (KUNEM 1T) [KUNE1T]
RWY 36 RNAV ARRIVAL
RNAV 1 (GNSS)
GNSS REQUIRED



Merging point is ELBUV.

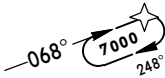
Direct distance from ELBUV to
Sola Apt 11 NM

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. 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
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

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

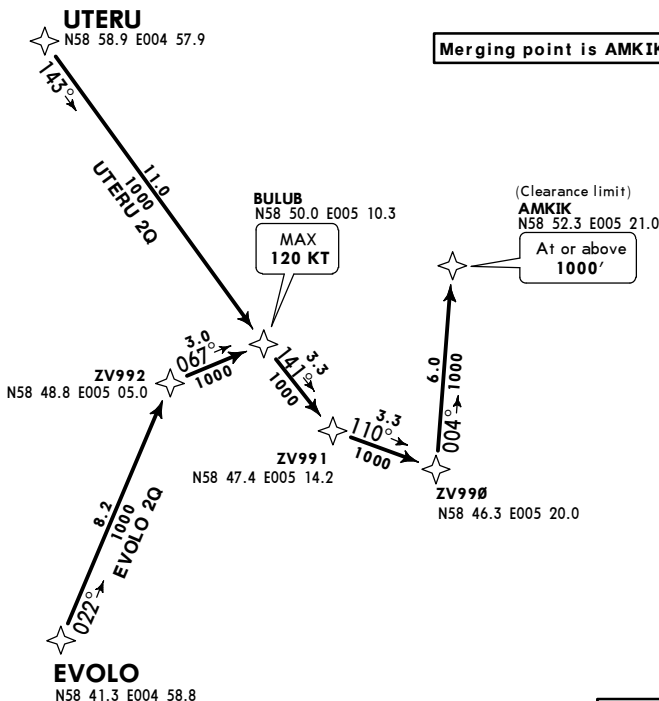
STAVANGER, NORWAY
RNAV COPTER STAR

*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. 6. Weather RADAR required.	4800' MSA ARP
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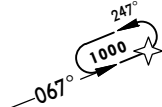
EVOLO TWO QUEBEC (EVOLO 2Q) [EVOL2Q]
UTERU TWO QUEBEC (UTERU 2Q) [UTER2Q]
RWY 11 COPTER RNAV ARRIVALS
RNAV 1 (GNSS)
GNSS REQUIRED

Direct distance from AMKIK to
Sola Apt 9 NM

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
LOST
Proceed on RNAV STAR and
make approach to RWY 11.
▲ SSWW03 1501 ▲ SSWW03 1501 ▲ SSWW03 1501



**HOLDING OVER
BULUB**



STAR	ROUTING
EVOLO 2Q	To ZV992, to BULUB, to ZV991, to ZV990, turn LEFT to AMKIK.
UTERU 2Q	To BULUB, to ZV991, to ZV990, turn LEFT to AMKIK.

ENZV/SVG
SOLA

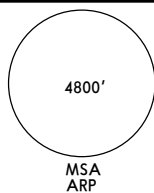
27 MAR 15 **10-2T** **Eff 2 Apr**

STAVANGER, NORWAY
RNAV COPTER STAR

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.

*ATIS
126.0

Apt Elev
29'

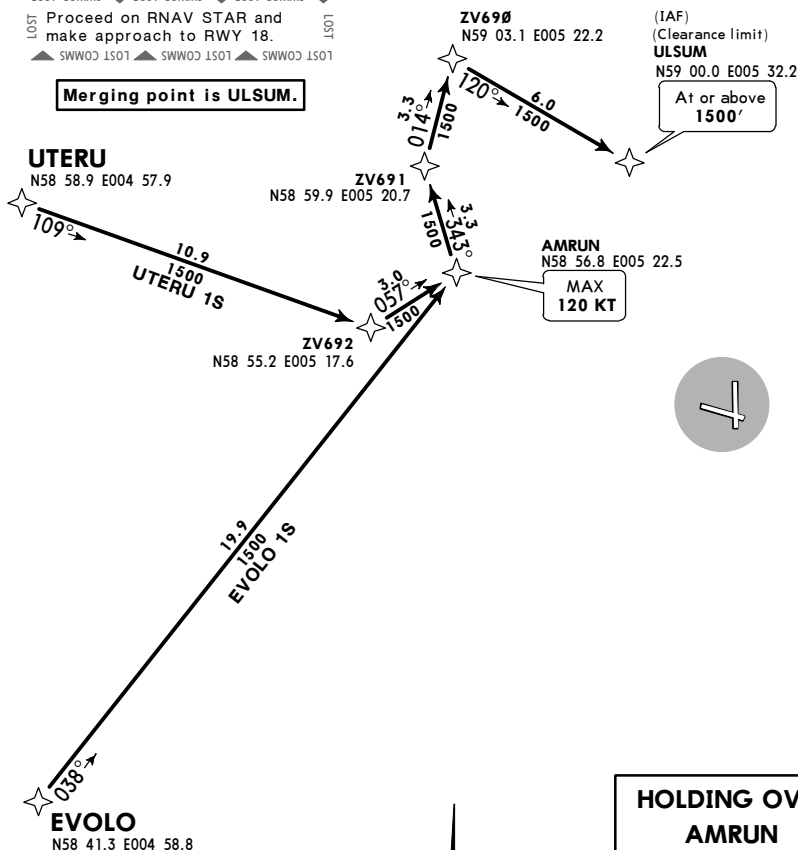


**EVOLO ONE SIERRA (EVOLO 1S) [EVL1S]
UTERU ONE SIERRA (UTERU 1S) [UTER1S]
RWY 18 COPTER RNAV ARRIVALS**
RNAV 1 (GNSS)
GNSS REQUIRED

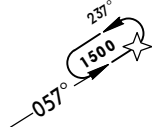
Direct distance from ULSUM to
Sola Apt 8 NM

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Proceed on RNAV STAR and
make approach to RWY 18.
▲ SSWWOC 1SOT ▲ SSWWOC 1SOT ▲ SSWWOC 1SOT

Merging point is ULSUM.



**HOLDING OVER
AMRUN**



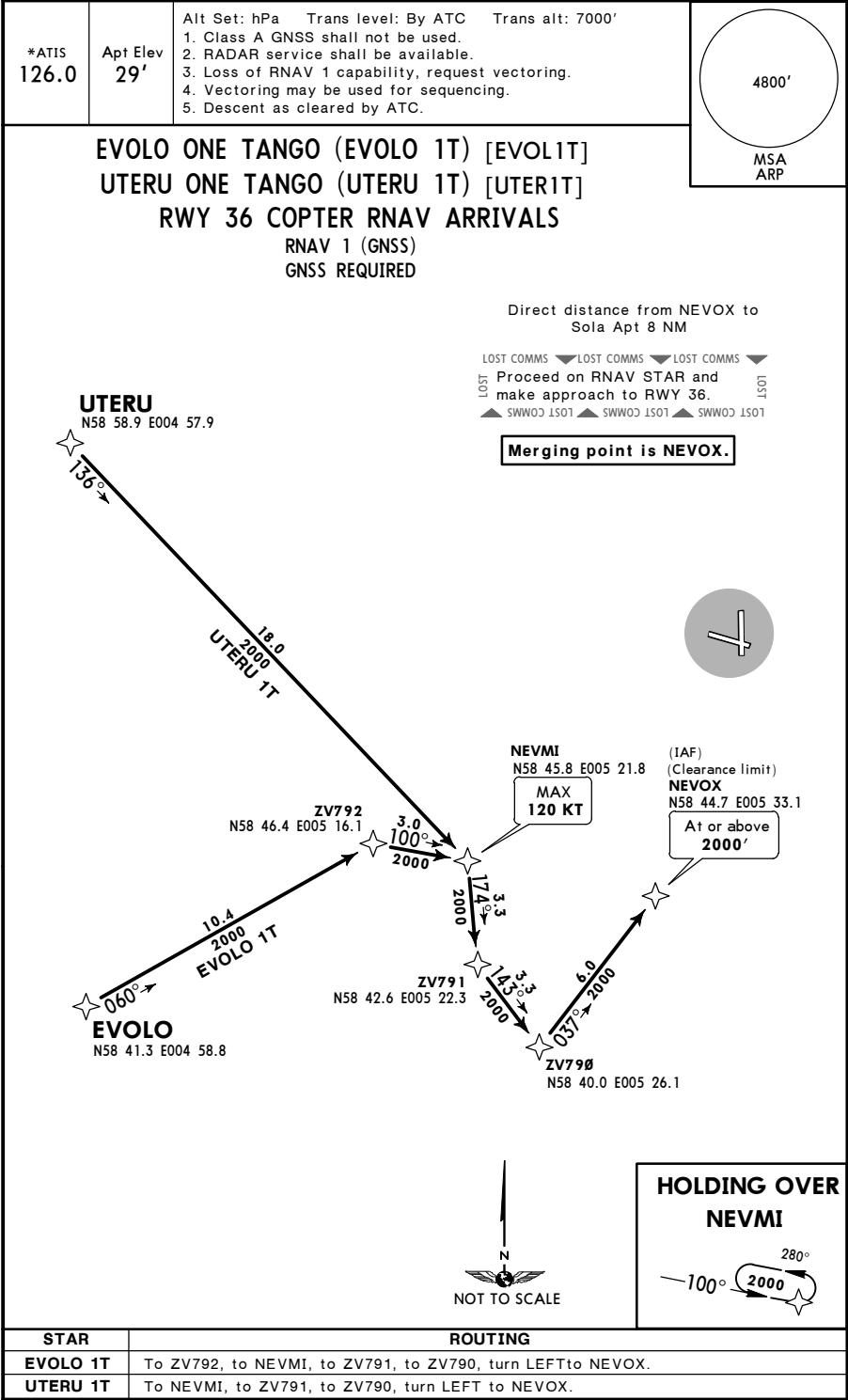
NOT TO SCALE

STAR	ROUTING
EVOLO 1S	To AMRUN, to ZV691, to ZV690, turn RIGHT to ULSUM.
UTERU 1S	To ZV692, to AMRUN, to ZV691, to ZV690, turn RIGHT to ULSUM.

ENZV/SVG
SOLA

JEPPESEN
27 MAR 15 (10-2U) Eff 2 Apr

STAVANGER, NORWAY
RNAV COPTER STAR



ENZV/SVG
SOLA

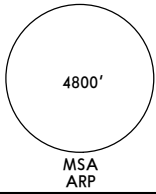
JEPPesen
4 MAR 16 (10-3)

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

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

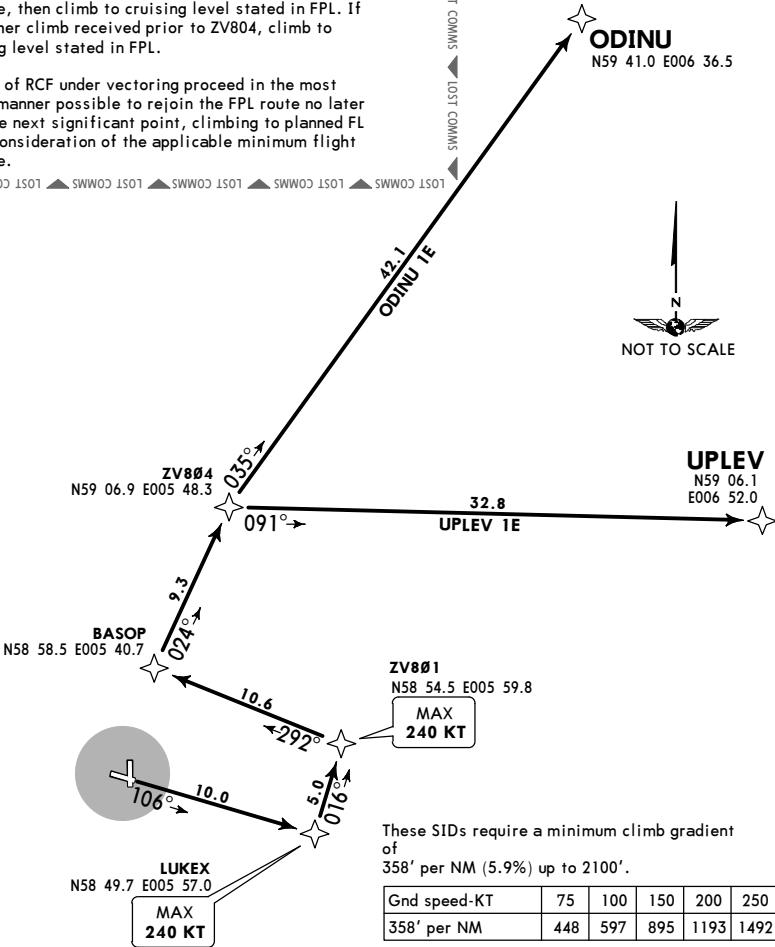


LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

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



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 LUKE (K240-) - ZV801 (K240-) - BASOP - ZV804 - ODINU.
UPLEV 1E	On 106° track to LUKE (K240-) - ZV801 (K240-) - BASOP - ZV804 - UPLEV.

ENZV/SVG
SOLA

JEPPesen
4 MAR 16 (10-3B)

STAVANGER, NORWAY
RNAV SID

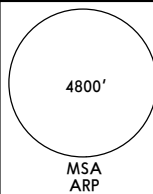
Apt Elev
29'

- 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 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.

SWW03 1501 SWW03 1501 SWW03 1501

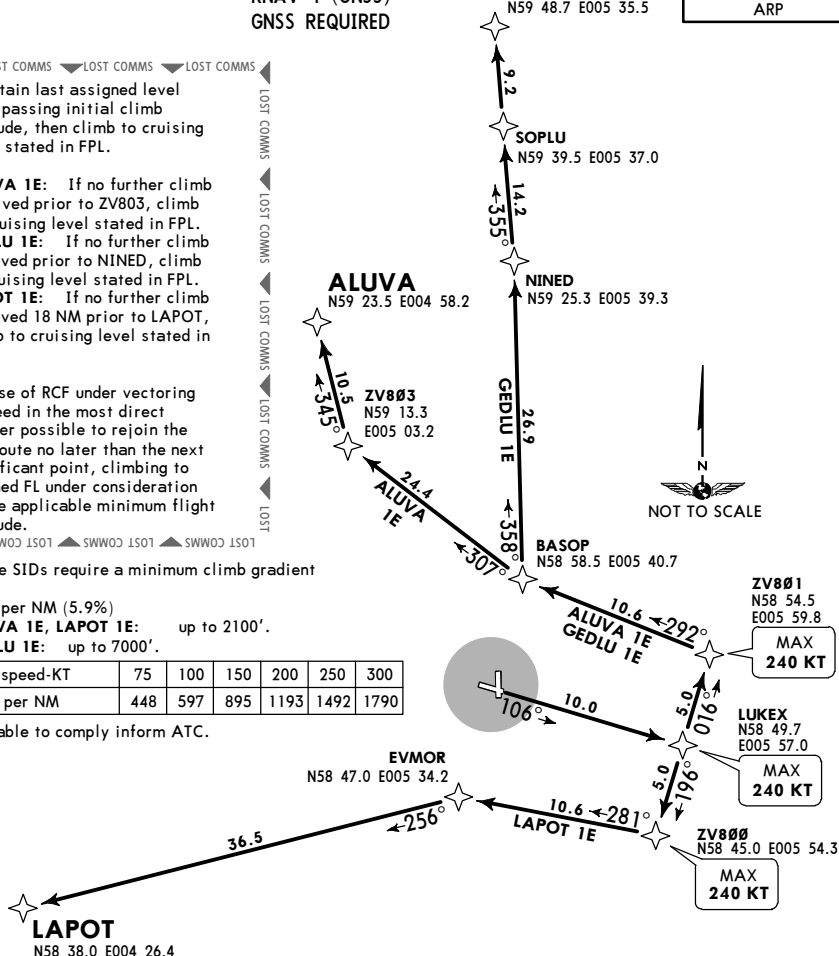
These SIDs require a minimum climb gradient of 358' per NM (5.9%)

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

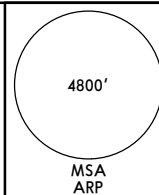
JEPPesen
4 MAR 16 (10-3C)

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

ODINU ONE FOXTROT (ODINU 1F) [ODIN1F]
UPLEV ONE FOXTROT (UPLEV 1F) [UPLE1F]
RWY 29 RNAV DEPARTURES
RNAV 1 (GNSS)
GNSS REQUIRED



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

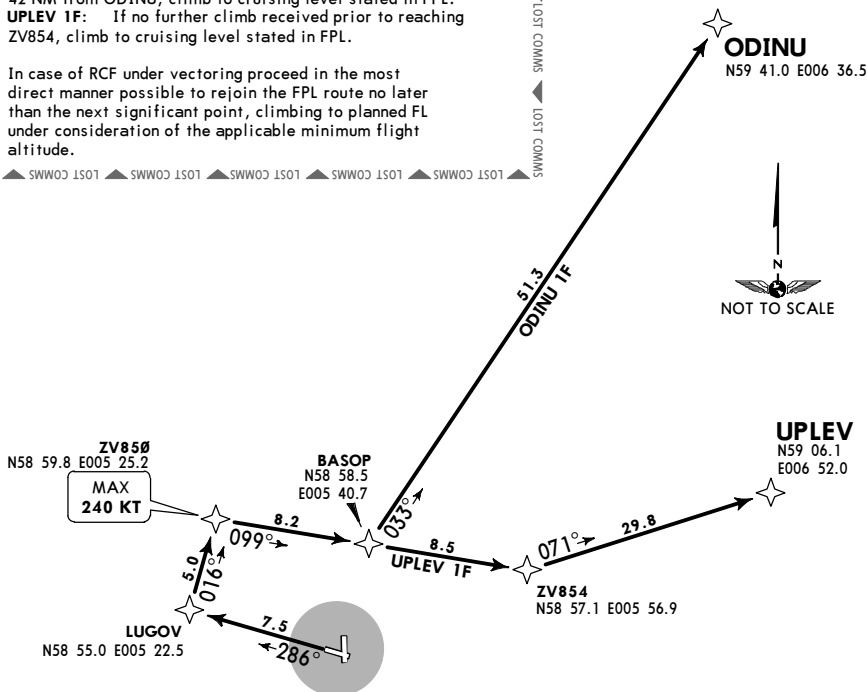
Maintain last assigned level until passing initial climb altitude, then climb to cruising level stated in FPL.

- ODINU 1F:** If no further climb received prior to reaching 42 NM from ODINU, climb to cruising level stated in FPL.
UPLEV 1F: If no further climb received prior to reaching 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 1501 ▲ SWW03 1501 ▲ SWW03 1501 ▲ SWW03 1501 ▲ SWW03 1501 ▲

LOST COMMS
LOST COMMS
LOST COMMS
LOST COMMS
LOST COMMS



Initial climb clearance 6000'

SID	ROUTING
ODINU 1F	On 286° track to LUGOV - ZV850 (K240-) - BASOP - ODINU.
UPLEV 1F	On 286° track to LUGOV - ZV850 (K240-) - BASOP - ZV854 - UPLEV.

ENZV/SVG
SOLA

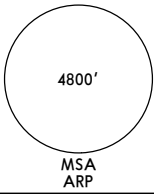
JEPPesen
4 MAR 16 (10-3F)

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

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



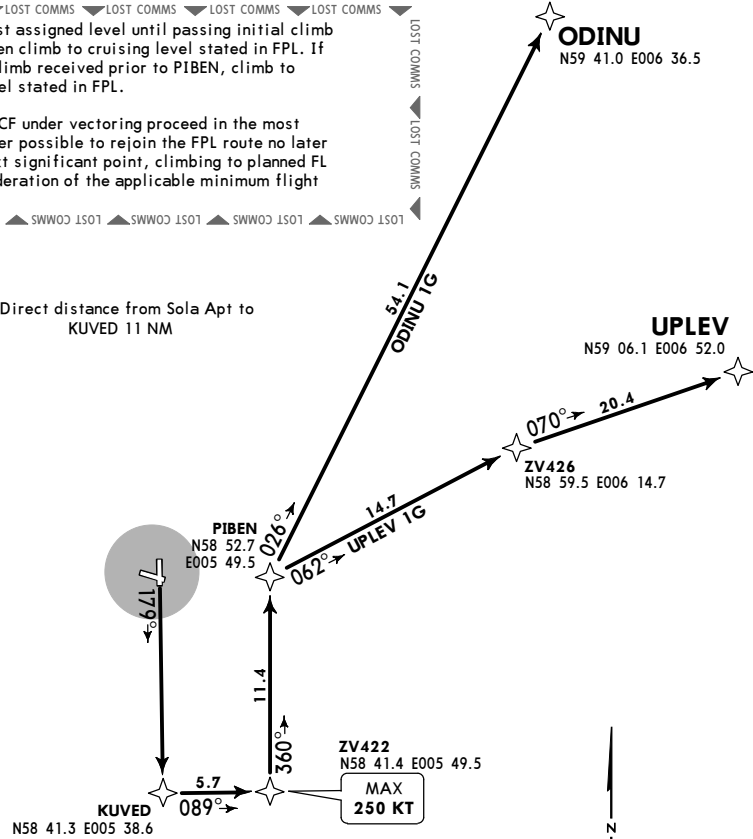
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

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.

▲ SSWW03 1S01 ▲ SSWW03 1S01 ▲ SSWW03 1S01 ▲ SSWW03 1S01 ▲ SSWW03 1S01

Direct distance from Sola Apt to
KUED 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 KUED - ZV422 (K250-) - PIBEN - ODINU.
UPLEV 1G	On 179° track to KUED - ZV422 (K250-) - PIBEN - ZV426 - UPLEV.

ENZV/SVG
SOLA

JEPPesen
4 MAR 16 10-3G

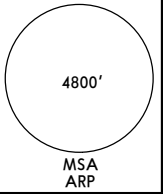
STAVANGER, NORWAY
RNAV SID

Apt Elev
29'

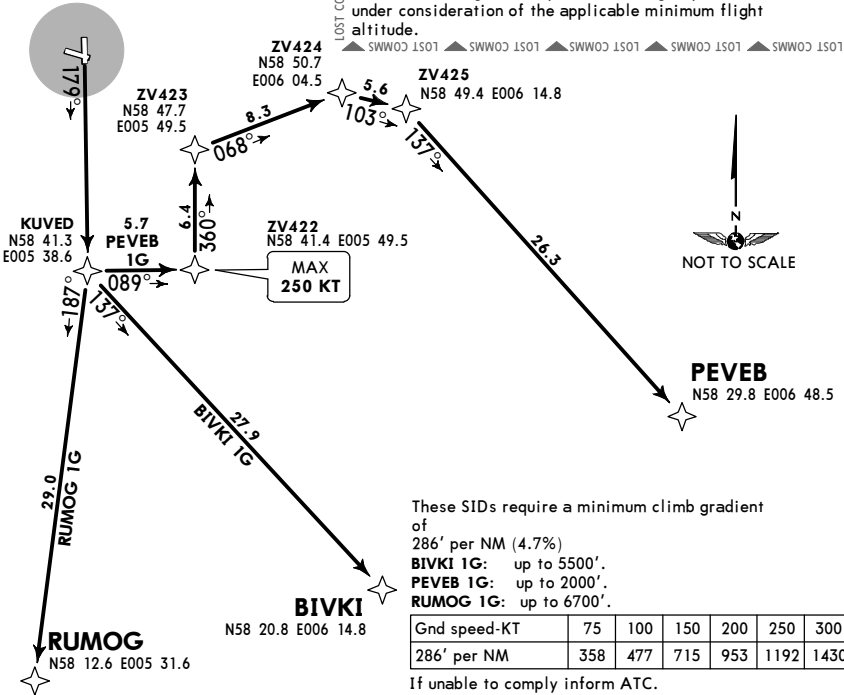
- Trans level: By ATC Trans alt: 7000'
1. Class A GNSS shall not be used.
 2. RADAR service shall be available.
 3. EXPECT close-in obstacles.
 4. When being vectored or cleared for direct routing the SID climb gradients apply.
 5. Non RNAV 1 ACFT at first contact with SOLA Ground state 'unable RNAV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

BIVKI ONE 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



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

JEPPesen
4 MAR 16 (10-3H)

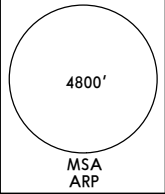
STAVANGER, NORWAY
RNAV SID

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

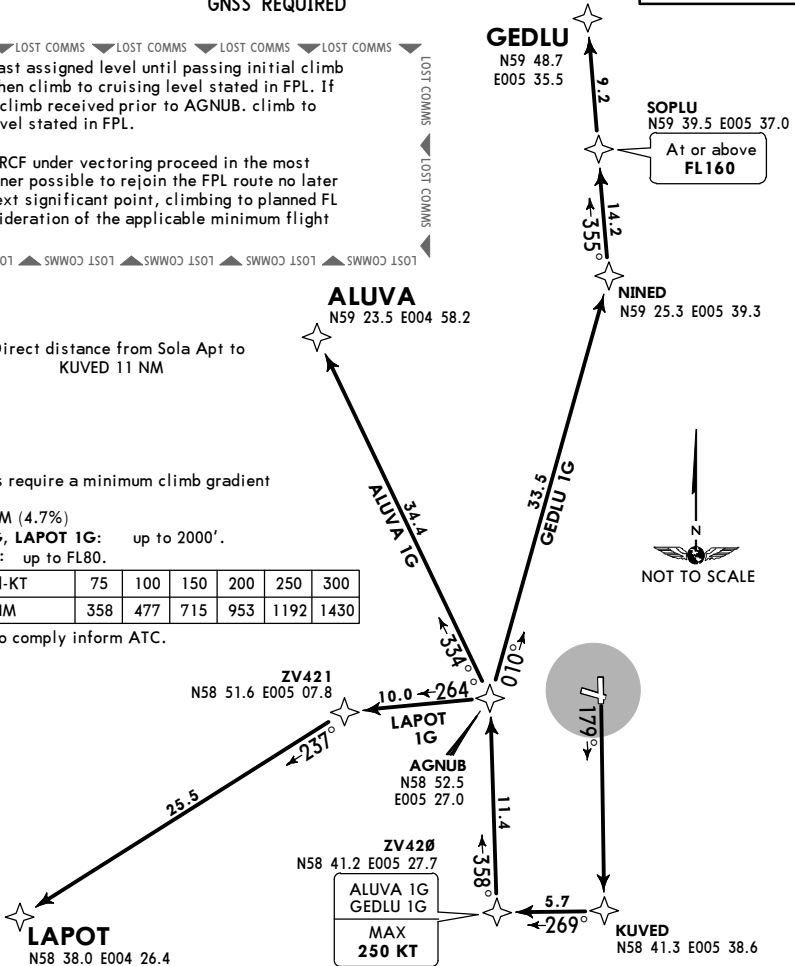
Direct distance from Sola Apt to KUVED 11 NM

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

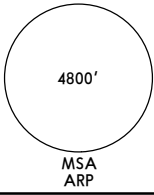
JEPPesen
4 MAR 16 (10-3J)

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

ODINU ONE HOTEL (ODINU 1H) [ODIN1H]
UPLEV ONE HOTEL (UPLEV 1H) [UPLE1H]
RWY 36 RNAV DEPARTURES
RNAV 1 (GNSS)
GNSS REQUIRED



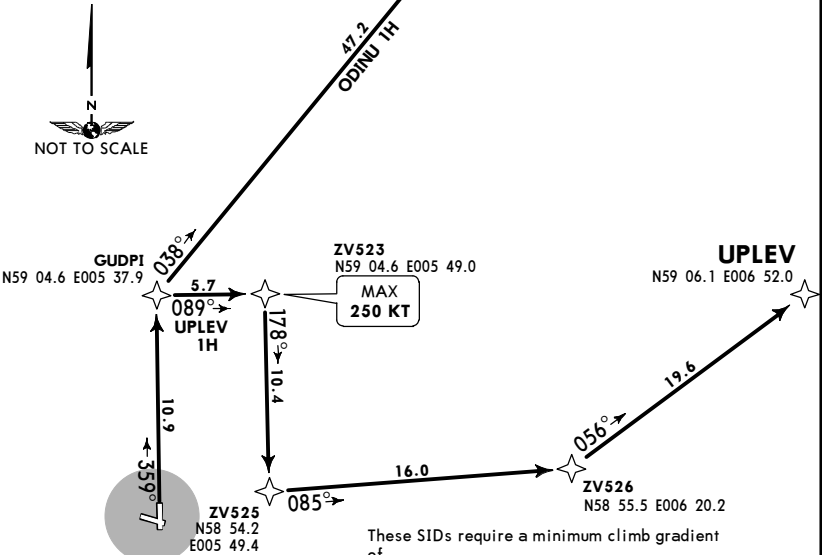
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

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

ODIDU 1H: If no further climb received prior to 28 NM from ODIDU, climb to cruising level stated in FPL.
UPLEV 1H: If no further climb received prior to ZV525, 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 1501 ▲ SWWOC 1501 ▲ SWWOC 1501 ▲ SWWOC 1501 ▲ SWWOC 1501 ▲



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
ODINU 1H	On 359° track to GUDPI - ODINU.
UPLEV 1H	On 359° track to GUDPI - ZV523 (K250-) - ZV525 - ZV526 - UPLEV.

ENZV/SVG
SOLA

JEPPesen
4 MAR 16 (10-3K)

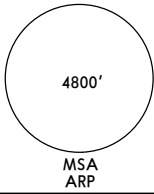
STAVANGER, NORWAY
RNAV SID

Apt Elev
29'

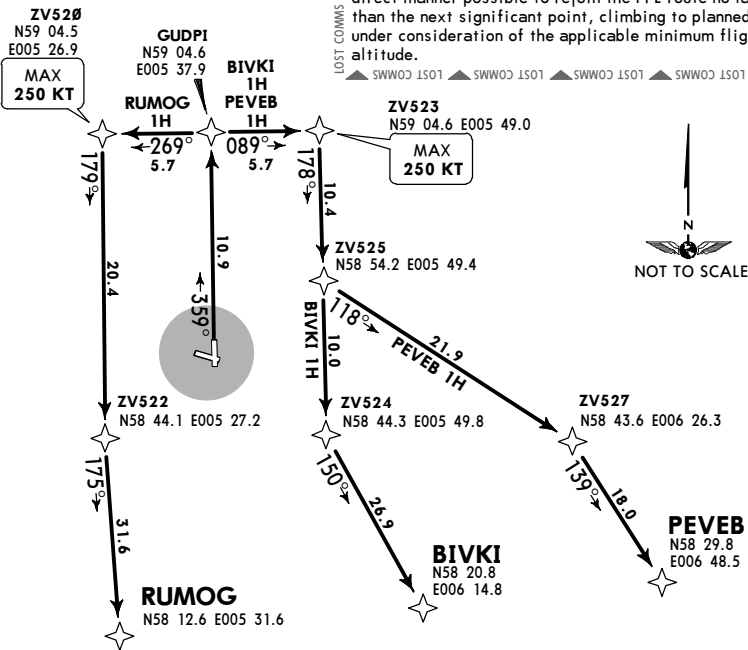
- Trans level: By ATC Trans alt: 7000'
1. Class A GNSS shall not be used.
 2. RADAR service shall be available.
 3. EXPECT close-in obstacles.
 4. When being vectored or cleared for direct routing the SID climb gradients apply.
 5. Non RNAV 1 ACFT at first contact with SOLA Ground state 'unable RNAV 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
- SWW0C 1S0T ► SWW0C 1S0T ► SWW0C 1S0T ► SWW0C 1S0T ► SWW0C 1S0T



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

JEPPesen
4 MAR 16 (10-3N)

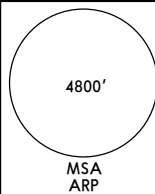
STAVANGER, NORWAY
RNAV SID

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 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.

▲ SWW0C 1501 ▲ SWW0C 1501 ▲ SWW0C 1501 ▲ SWW0C 1501 ▲ SWW0C 1501 ▲

GEDLU
N59 48.7
E005 35.5

SOPLU
N59 39.5
E005 37.0

At or above
FL160

NINED
N59 25.3
E005 39.3

ALUVA
N59 23.5 E004 58.2

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

LAPOT
N58 38.0 E004 26.4

AGNUB
N58 52.5 E005 27.0

NOT TO SCALE

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

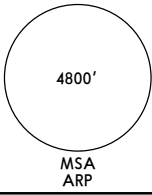
JEPPesen
4 MAR 16 10-3P

STAVANGER, NORWAY
RNAV SID

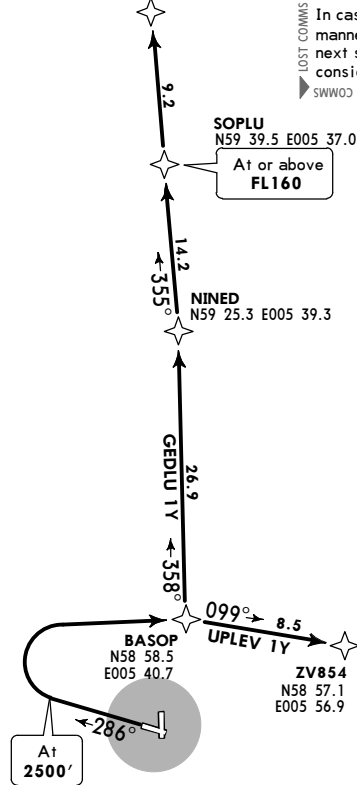
Apt Elev
29'

- 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

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



GEDLU
N59 48.7 E005 35.5

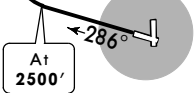


- LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
- ▶ Maintain last assigned level until passing initial climb altitude, then climb to cruising level stated in FPL.
- LOST COMMS ▼
- ▶ **GEDLU 1Y:** If no further climb received prior to reaching 18 NM from NINED, climb to cruising level stated in FPL.
- ▶ **UPLEV 1Y:** If no further climb received prior to ZV854, climb to cruising level stated in FPL.
- 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 ▼
- ▶ SWWOC 1501 ▲ SWWOC 1501 ▲ SWWOC 1501 ▲ SWWOC 1501 ▲ SWWOC 1501 ▲ SWWOC 1501 ▲ SWWOC 1501

Direct distance from Sola Apt to:
BASOP 6 NM



UPLEV
N59 06.1 E006 52.0



ZV854
N58 57.1
E005 56.9

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

If unable to comply inform ATC.

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

4 MAR 16 **JEPPesen**
(10-3Q)

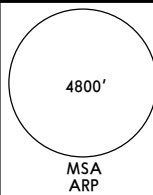
STAVANGER, NORWAY
RNAV SID

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**



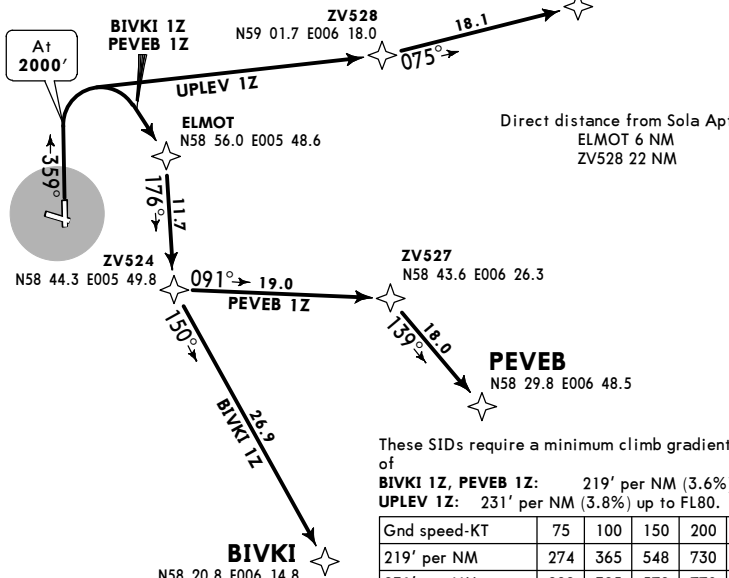
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

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.

▲ SSW0C 1S0T ▲ SSW0C 1S0T ▲ SSW0C 1S0T ▲ SSW0C 1S0T ▲ SSW0C 1S0T ▲ LOST



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
4 MAR 16 (10-3S)

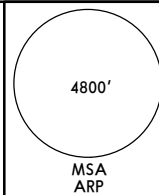
STAVANGER, NORWAY
RNAV SID

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 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

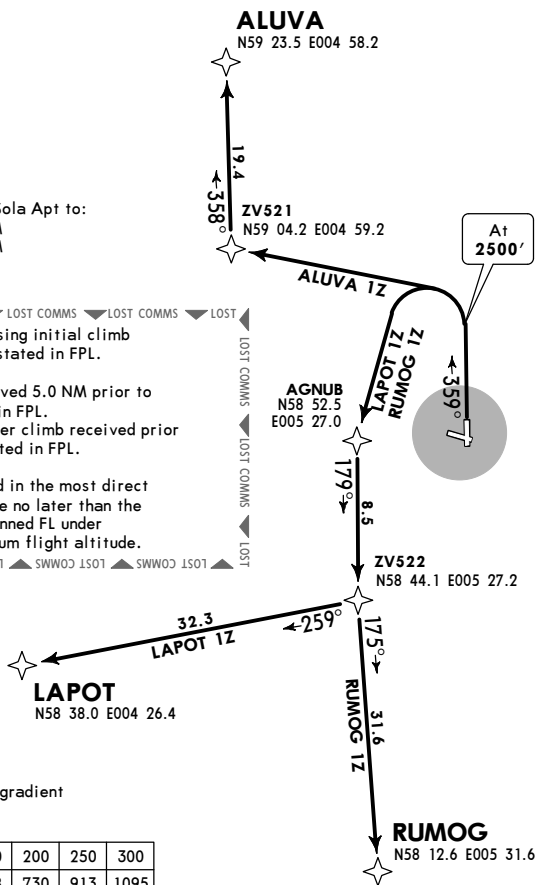
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

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.

▲ SSWWOC 1S01 ▲ SSWWOC 1S01 ▲ SSWWOC 1S01 ▲ SSWWOC 1S01 ▲ SSWWOC 1S01



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.

STAVANGER, NORWAY

CHANGES: Noise sensitive area added.

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

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 - INLUP.
INLUP 1F	29	Climb on 286° track to 400', turn LEFT direct to ZV491 - INLUP.

ENZV/SVG
SOLA

JEPPesen
5 FEB 16 (10-3V)

STAVANGER, NORWAY
RNAV COPTER SID

Apt Elev
29'

Trans level: By ATC Trans alt: 7000'

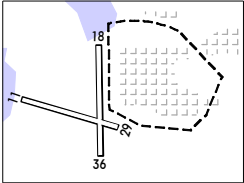
1. RNAV 1 (GNSS)
2. GNSS required.
3. Class A GNSS shall not be used.
4. RADAR service shall be available.
5. EXPECT close-in obstacles.
6. When being vectored or cleared for direct routing the SID climb gradients apply.
7. Non RNAV 1 ACFT at first contact with Sola ATC state 'unable RNAV 1 due (reason)'.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

4800'

MSA
ARP

ETROM 1H [ETRO1H]
INLUP 1G [INLU1G]
COPTER RNAV

NOISE SENSITIVE AREA
During take-off avoid noise sensitive area, except in case of emergency.



ETROM
N59 03.1 E005 08.8

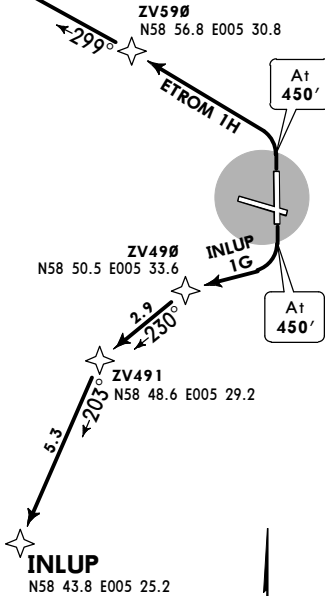
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Maintain last assigned level for 2 minutes, then climb to cruising level stated in FPL.
In case of RCF under vectoring proceed in the most direct manner possible to rejoin the FPL route no later than the next significant point, climbing to planned FL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

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

These SIDs require minimum climb gradients of
ETROM 1H: 365' per NM (6.0%) up to 600'.
INLUP 1G: 425' per NM (7.0%) up to 700'.

Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	913	1217	1521	1825
425' per NM	531	708	1063	1417	1771	2125

If unable to comply inform ATC.



NOT TO SCALE

Initial climb clearance 2000'		
SID	RWY	ROUTING
ETROM 1H	36	Climb on 359° track to 450', turn LEFT direct to ZV590 - ETROM.
INLUP 1G	18	Climb on 179° track to 450', turn RIGHT direct to ZV490 - ZV491 - INLUP.

ENZV/SVG

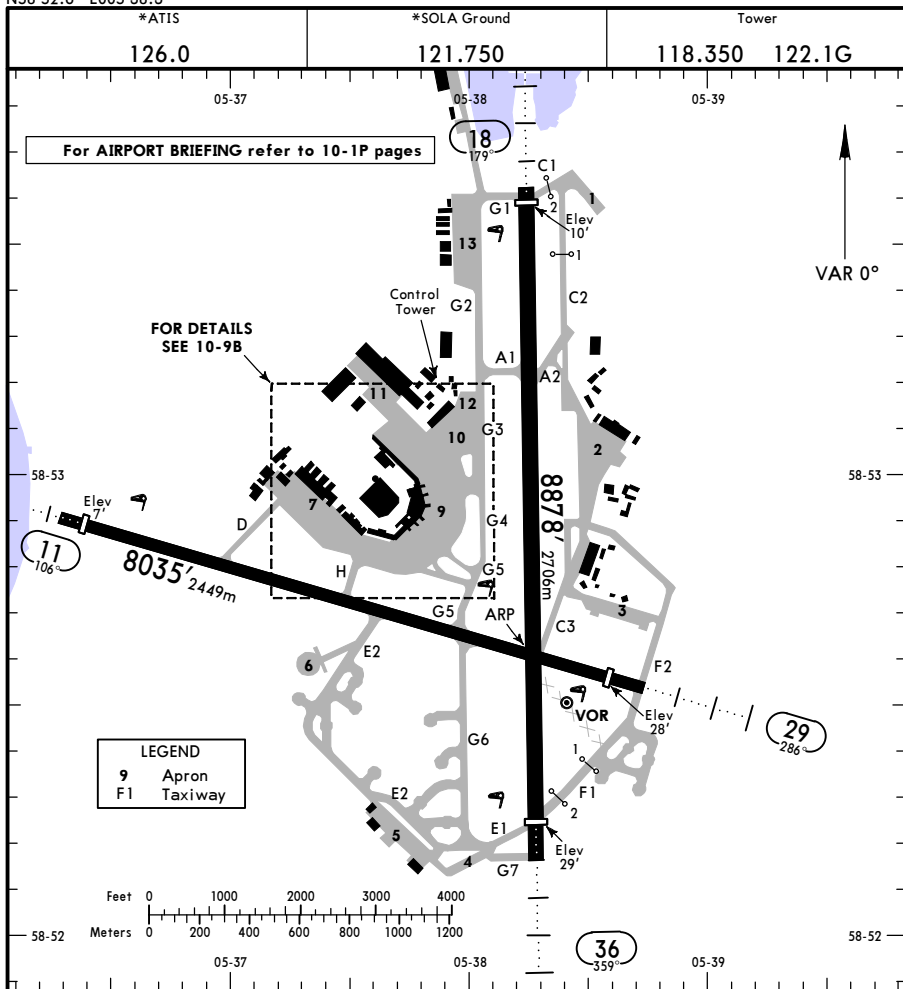
Apt Elev 29'
N58 52.6 E005 38.3

JEPPesen

20 NOV 15 (10-9)

STAVANGER, NORWAY

SOLA



ENZV/SVG



STAVANGER, NORWAY
SOLA

ADDITIONAL RUNWAY INFORMATION									
RWY						USABLE LENGTHS		TAKE-OFF	WIDTH
						LANDING BEYOND			
						Threshold	Glide Slope		
11	HIRL (60m) CL (60m) HIALS SFL PAPI-L (3.0°)	RVR	7215'	2199m	6243'	1903m			
29	HIRL (60m) CL (60m) HIALS PAPI(3.5°)	RVR	6722'	2049m					
1 Rwy grooved.									
2 TAKE-OFF RUN AVAILABLE									
RWY 11:					RWY 29:				
From rwy head					From rwy head				
twy D int					twy G5 int				
twy H int					twy H int				
					twy D int				
18	HIRL (50m) CL (15m) HIALS SFL TDZ PAPI(3.0°)	RVR	8189'	2496m	7156'	2181m			
36	HIRL (50m) CL (15m) HIALS PAPI(3.0°)	RVR	7894'	2406m	6800'	2073m			
3 Rwy grooved.									
4 TAKE-OFF RUN AVAILABLE									
RWY 18:					RWY 36:				
From rwy head					From rwy head				
twy A1 int					twy E1 int				
					rwy 11/29 int				

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						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

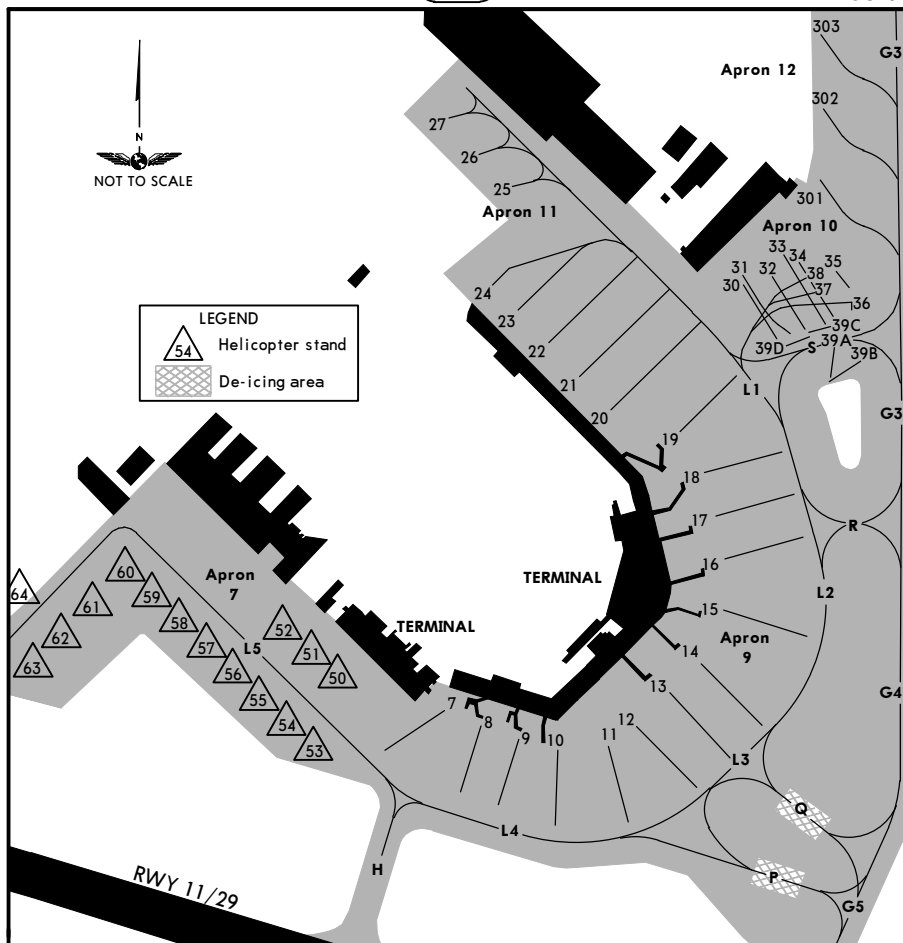
1 Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

ENZV/SVG

JEPPesen
20 MAY 16 (10-9B) Eff 26 May

STAVANGER, NORWAY

SOLA



INS COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
7, 8	N58 52.9 E005 37.6	16	35	N58 53.1 E005 38.0	21
9	N58 52.9 E005 37.7	16	36 thru 39C	N58 53.1 E005 38.0	20
10	N58 52.8 E005 37.7	16	39D	N58 53.1 E005 37.9	20
11	N58 52.9 E005 37.7	17	50, 51	N58 52.9 E005 37.5	14
12 thru 16	N58 52.9 E005 37.8	17	52	N58 52.9 E005 37.4	13
17 thru 20	N58 53.0 E005 37.8	17	53	N58 52.8 E005 37.4	14
21	N58 53.0 E005 37.7	16	54	N58 52.9 E005 37.4	14
22, 23	N58 53.1 E005 37.7	16	55, 56	N58 52.9 E005 37.4	12
24	N58 53.1 E005 37.6	16	57 thru 60	N58 52.9 E005 37.3	12
25	N58 53.1 E005 37.7	-	61 thru 63	N58 52.9 E005 37.2	12
26, 27	N58 53.2 E005 37.6	-	64	N58 52.9 E005 38.1	12
30, 31	N58 53.1 E005 37.9	18	301	N58 53.1 E005 38.0	21
32	N58 53.1 E005 37.9	19	302	N58 53.2 E005 38.0	22
33	N58 53.1 E005 37.9	20	303	N58 53.2 E005 38.0	23
34	N58 53.1 E005 38.0	20			

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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 ②	MDA(H)	VIS
	700' (671')	1000m

TAKE-OFF RWY 11, 18, 29, 36

LVP must be in Force ①				
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 ②	800m

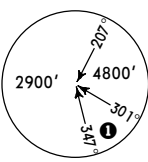
① Without LVP 400m are stipulated.

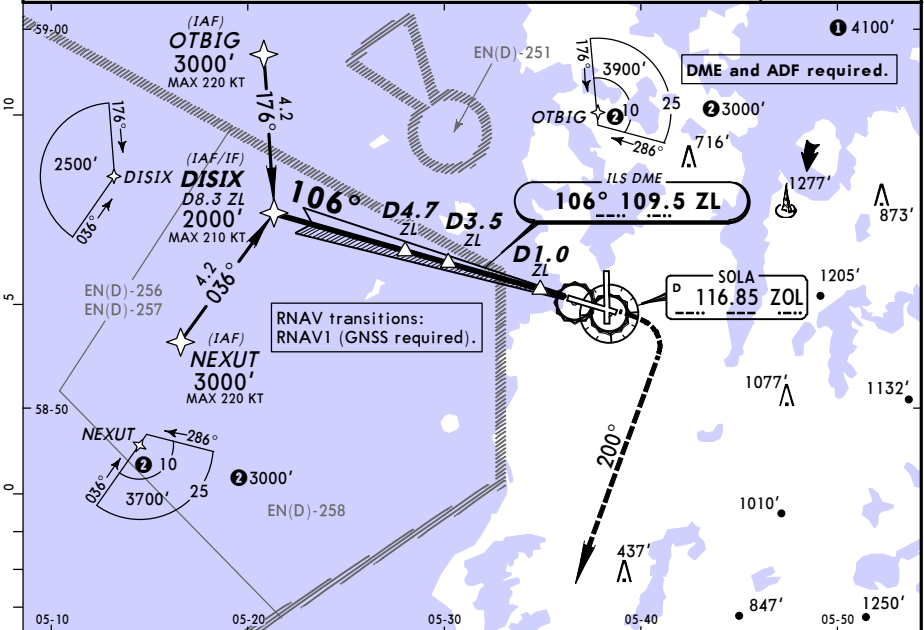
② Or rejected take-off distance whichever is the greater.

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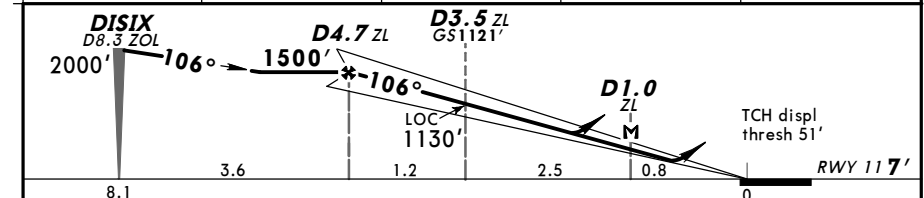
JEPPESEN
31 OCT 14
Eff 13 Nov

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.				MSA ZOL VOR
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 7000'	



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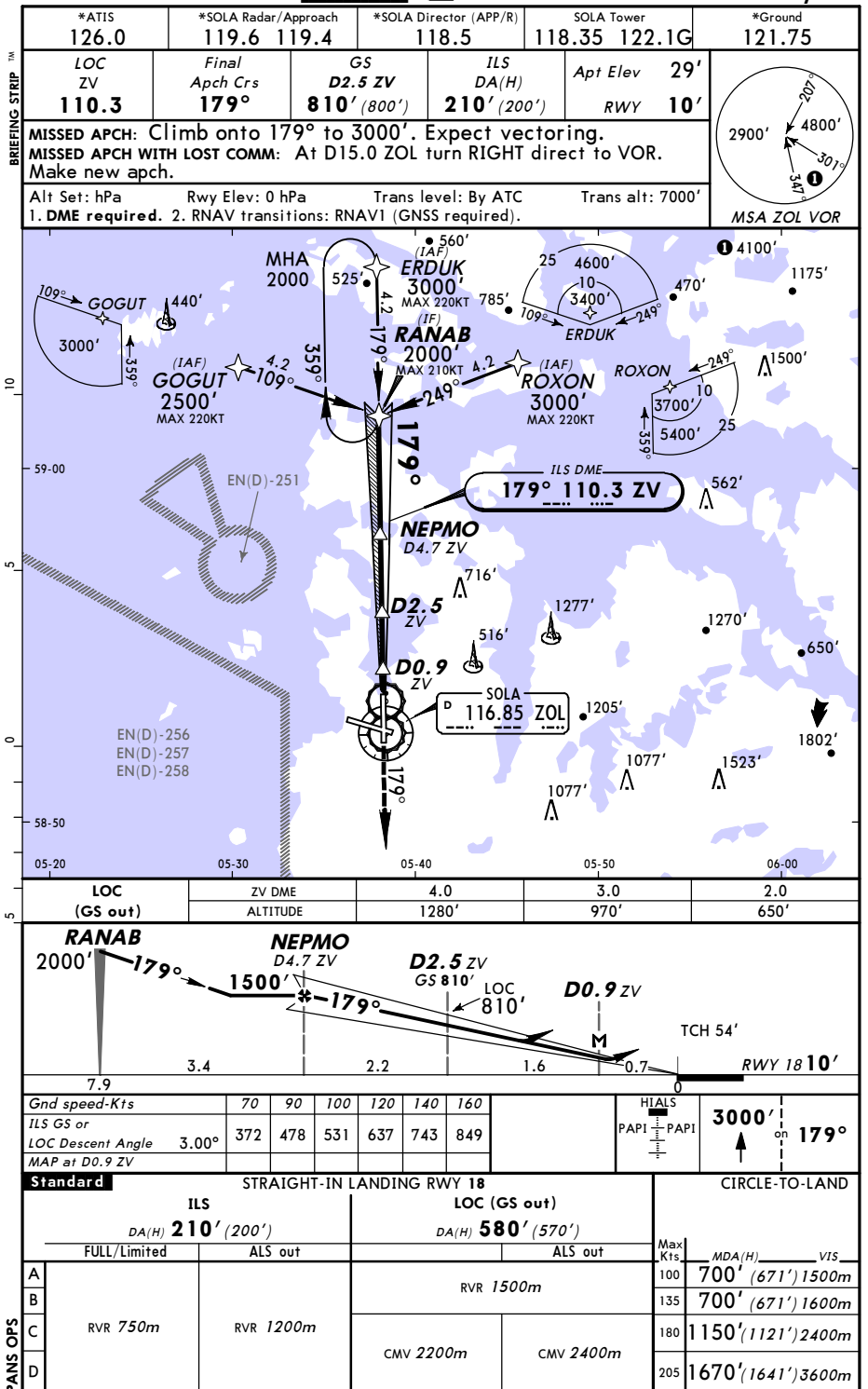
Grnd speed-Kts	70	90	100	120	140	160		HIALS PAPI	Refer to Missed Apch above
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849		
MAP at D1.0 ZL									

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')		Max Kts		MDA(H) VTS	
FULL/Limited		ALS out		FULL/Limited		ALS out		100	700' (671') 1500m
RVR 1200m		NOT APPLICABLE		RVR 1500m		135	700' (671') 1600m		
				CMV 2200m		180	1150' (1121') 2400m		
		RVR 1200m				205	1670' (1641') 3600m		

ENZV/SVG
SOLA

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31 OCT 14
Eff 13 Nov (11-2)

STAVANGER, NORWAY
ILS Z or LOC Z Rwy 18

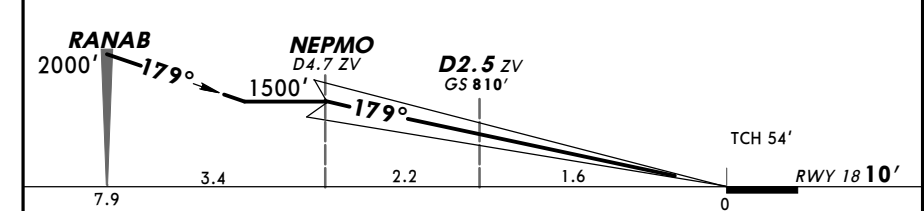
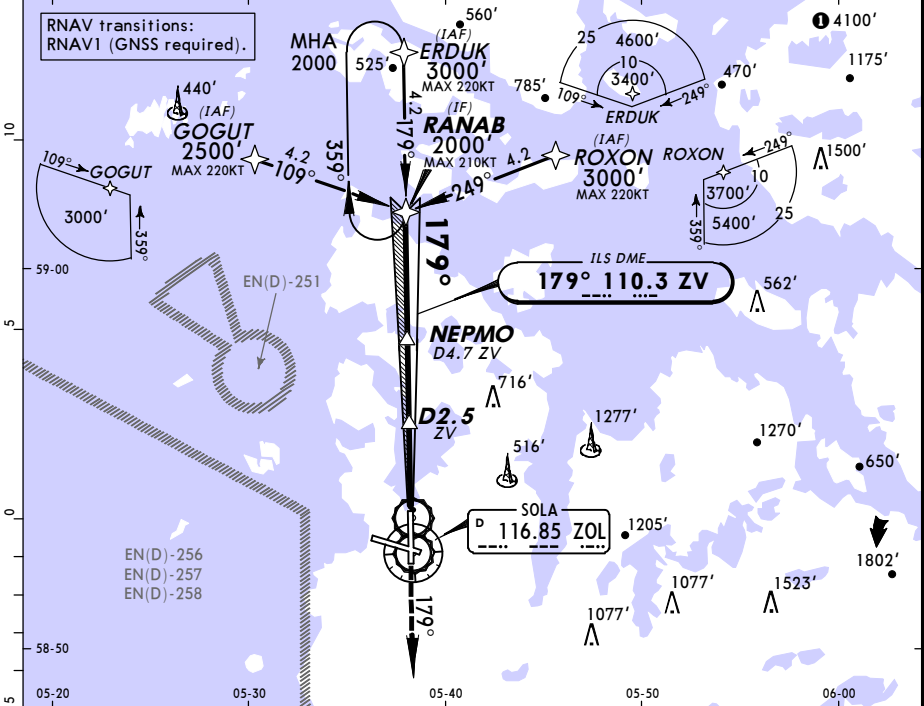
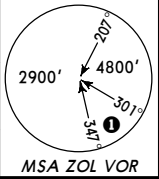


ENZV/SVG
SOLA

JEPPESEN
31 OCT 14
Eff 13 Nov 11-2A

STAVANGER, NORWAY
CAT II ILS 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')	CAT II ILS RA 102' DA(H) 110' (100')	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. Special Aircrew & Acft Certification Required. 2. DME required.				



Gnd speed-Kts	70	90	100	120	140	160		HIALS PAPI PAPI	3000'	on 179°
GS	3.00°	372	478	531	637	743	849			

Standard STRAIGHT-IN LANDING RWY 18
CAT II ILS
ABCD
RA 102'
DA(H) 110' (100')

RVR 300m **I**
I Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

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SOLA

JEPPesen
29 MAY 15 **11-3**

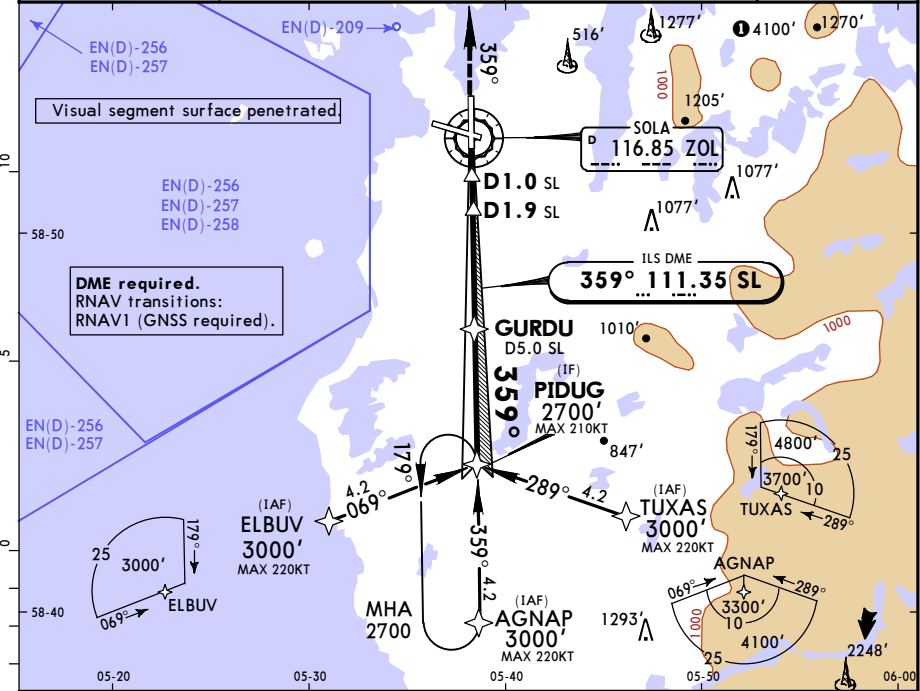
STAVANGER, NORWAY
ILS Z or LOC Z Rwy 36

*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
LOC SL 111.35	Final Apth Crs 359°	GS D1.9 SL 630' (601')	ILS DA(H) Refer to Minimums	Apt Elev 29' Rwy 29'

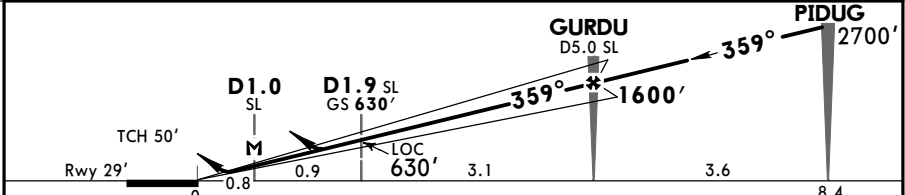


MISSED APCH: Climb on track 359° to 3000'. Expect vectoring.
MISSED APCH WITH LOST COMM: At D15.0 ZOL turn LEFT direct to VOR.
Make new apch.

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	HIALS PAPI PAPI
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.0 SL							3000' on 359°

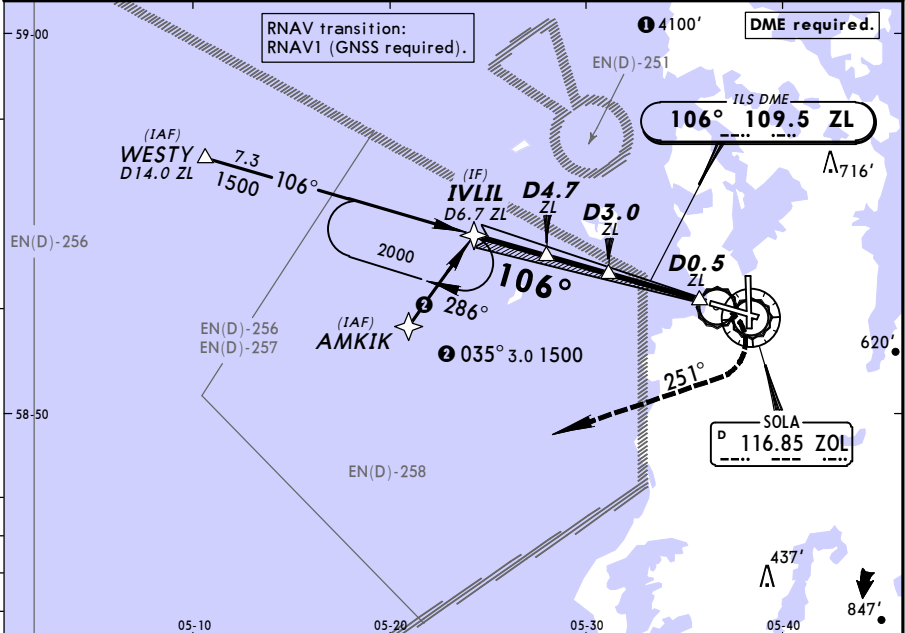
STRAIGHT-IN LANDING RWY 36				CIRCLE-TO-LAND			
ILS		LOC (GS out)		ALS out		Max Kts	MDA(H) VIS
ABC: 229' (200')		DA(H) 400' (371')				100	700' (671') 1500m
D: 238' (209')						135	700' (671') 1600m
FULL/Limited		ALS out				180	1150' (1121') 2400m
						205	1670' (1641') 3600m
A				RVR 1500m			
B				RVR 1500m			
C	RVR 750m	RVR 1200m	RVR 1300m	RVR 1700m			
D							

ENZV/SVG
SOLA

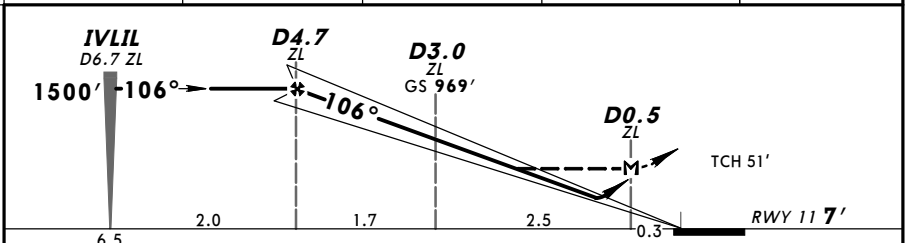
JEPPESSEN
30 JAN 15 11-4

STAVANGER, NORWAY
COPTER ILS Y or LOC Y Rwy 11

*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
LOC ZL 109.5	Final Apch Crs 106°	GS D3.0 ZL 969' (962')	ILS DA(H) 207' (200')	Apt Elev 29' RWY 7'
MISSED APCH: Climb STRAIGHT AHEAD to 500', then turn RIGHT to 251° climbing to 3000'. Expect vectoring. MISSED APCH WITH LOST COMM: At D15.0 ZOL turn LEFT 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 1290'	3.0 970'	2.0 650'
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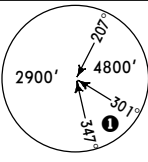
Gnd speed-Kts	70	90	100	120	140	160	HIALS	500'	251°	3000'
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	PAPI	↑	↻	↑
MAP at D0.5 ZL										

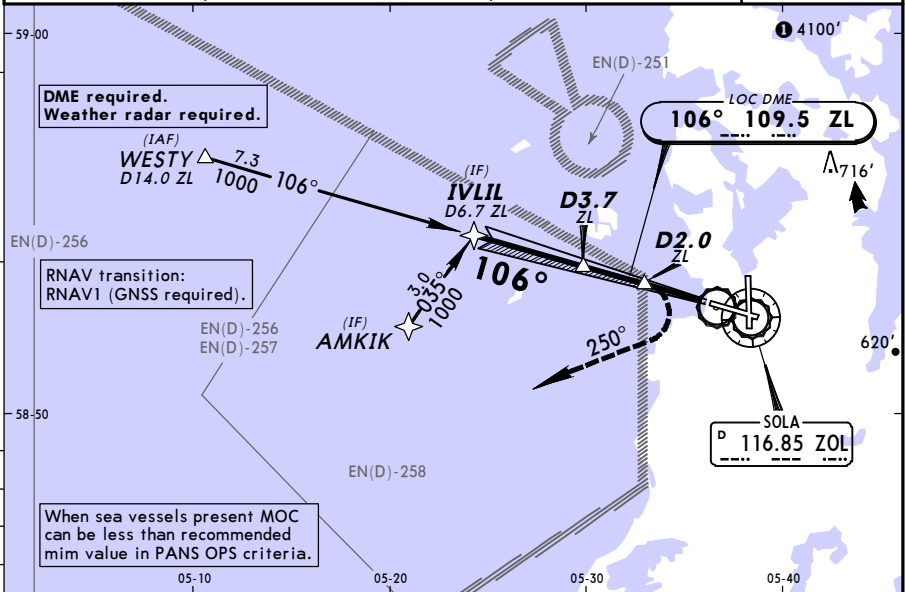
JAR-OPS			STRAIGHT-IN LANDING RWY 11			CIRCLE-TO-LAND		
ILS			LOC (GS out)			Not authorized East of rwy 18/36		
DA(H) 207' (200')			MDA(H) 470' (463')					
FULL ALS out			ALS out					
RVR 700m			RVR 1000m			RVR 1000m		
						Max Kts 100		
						700' (671') 1000m		

ENZV/SVG
SOLA

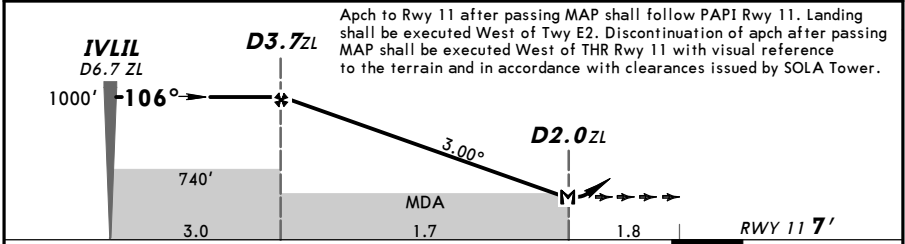
JEPPesen
30 JAN 15 11-5

STAVANGER, NORWAY
COPTER LOC X Rwy 11

*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
LOC ZL 109.5	Final Apch Crs 106°	Procedure Alt D3.7 ZL 1000' (993')	MDA(H) 470' (463')	Apt Elev 29' RWY 7'
MISSED APCH: Turn RIGHT to 250° climbing to 2000'. Expect vectoring. MISSED APCH WITH LOST COMM: At D15.0 ZOL turn LEFT 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



ZL DME ALTITUDE	3.0 780'
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Gnd speed-Kts	70	90	100	120	140	160	0 HIALS	250°	2000'
Descent Angle FAF-MAP 3.00°	372	478	531	637	743	849	PAPI	RT	↑
MAP at D2.0 ZL									

JAR-OPS STRAIGHT-IN LANDING RWY 11							CIRCLE-TO-LAND Not authorized East of rwy 18/36		
MDA(H) 470' (463')							Max Kts	MDA(H)	VTS
ALS out							100	700' (671')	1000m
RVR 1000m									

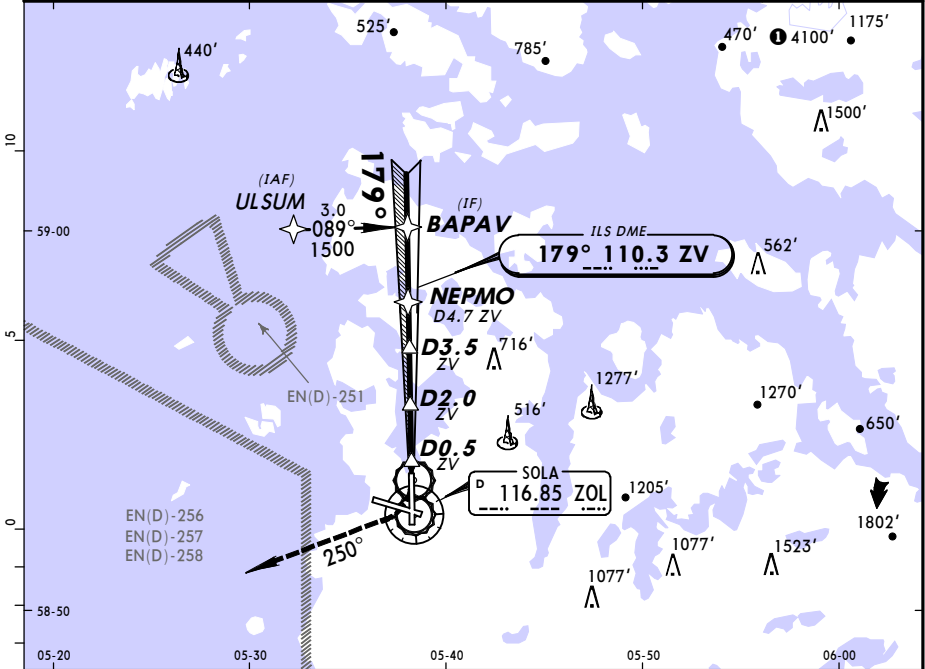
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SOLA

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31 OCT 14
Eff 13 Nov

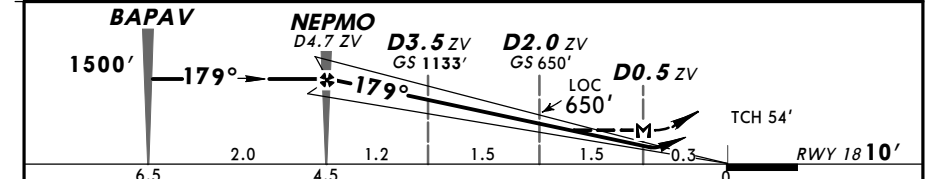
11-6

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 Apch 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 1. DME required. 2. RNAV transition: RNAVI (GNSS required).				MSA ZOL VOR



LOC (GS out)	ZV DME ALTITUDE	4.0 1290'	3.0 970'	2.0 650'
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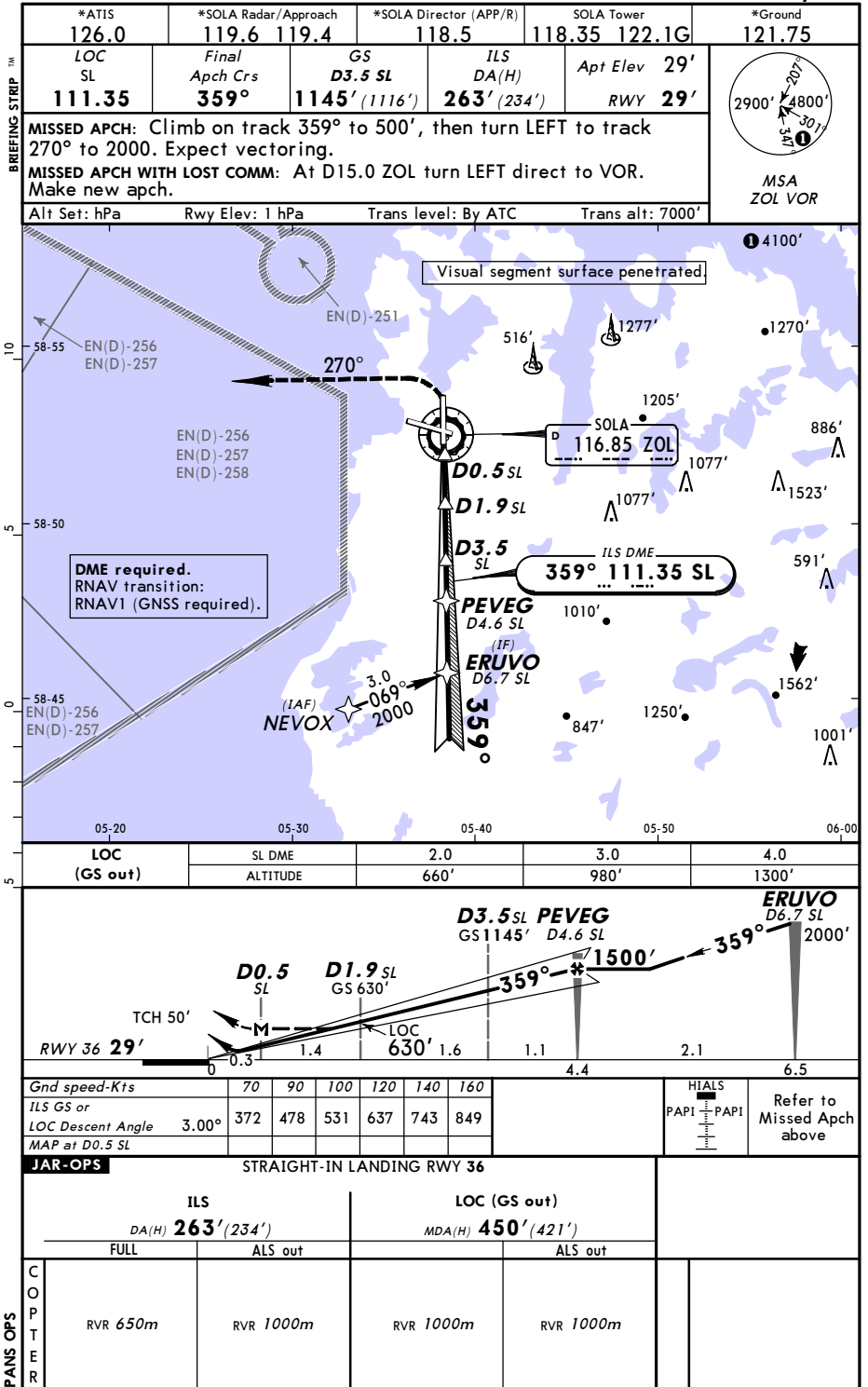
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI	Refer to Missed Apch above
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D0.5 ZV								

JAR-OPS STRAIGHT-IN LANDING RWY 18							
ILS				LOC (GS out)			
DA(H) 210' (200')				MDA(H) 390' (380')			
FULL		ALS out		ALS out			
RVR 600m		RVR 1000m		RVR 1000m		RVR 1000m	

ENZV/SVG
SOLA

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31 OCT 14
Eff 13 Nov
11-7

STAVANGER, NORWAY
COPTER ILS Y or LOC Y Rwy 36

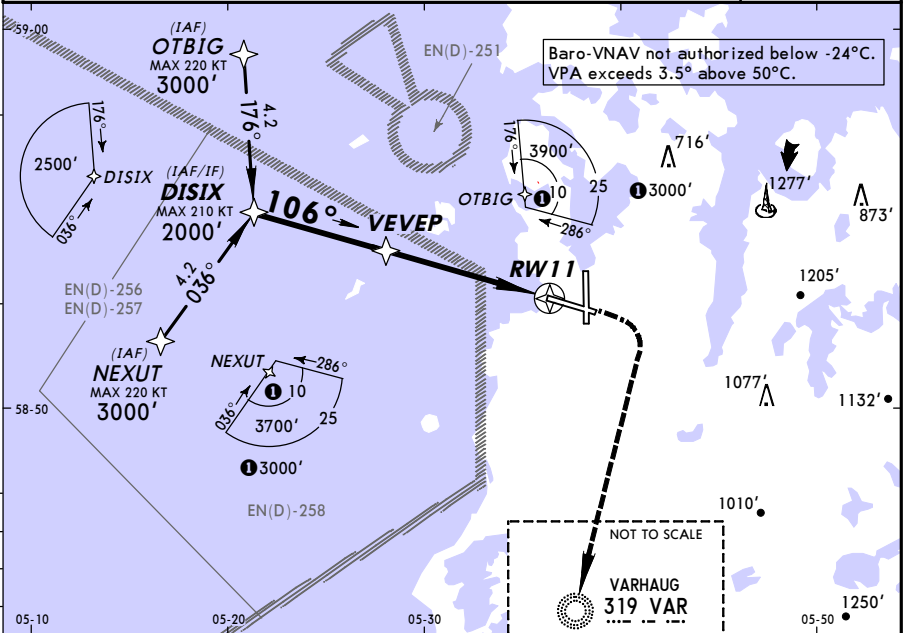


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SOLA

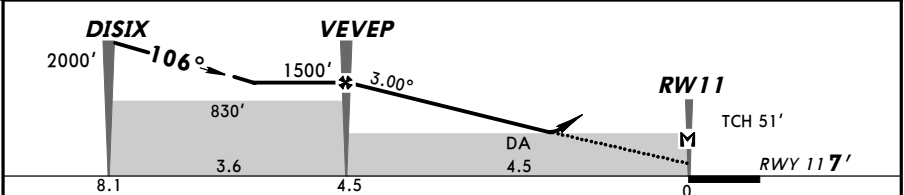
JEPPesen
31 OCT 14
Eff 13 Nov (12-1)

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.				TAA 25 NM IAF
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 7000'	



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	849	PAPI	
MAP at RW11								

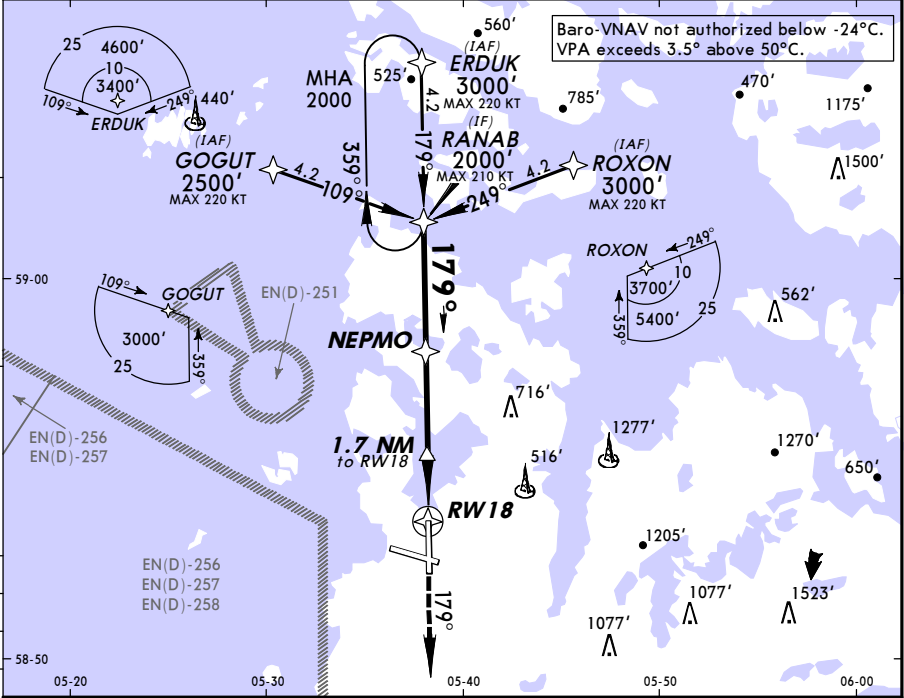
Standard			STRAIGHT-IN LANDING RWY 11			LNAV			CIRCLE-TO-LAND		
Missed apch climb grad min 2.5%			Missed apch climb grad min 2.8%			LNAV			CIRCLE-TO-LAND		
DA(H) A: 270' (263') C: 300' (293') B: 280' (273') D: 360' (353')			DA(H) C: 280' (273') D: 330' (323')			DA(H) 470' (463')			DA(H) 470' (463')		
ALS out			ALS out			ALS out			ALS out		
A	RVR 1300m		NOT APPLICABLE			RVR 1500m			Max Kts 100	MDA(H) 700' (671')	VIS 1500m
B	RVR 1400m		RVR 1300m			RVR 1500m			135	700' (671')	1600m
C	RVR 1600m		RVR 1500m			CMV 2200m			180	1150' (1121')	2400m
D	RVR 1600m		RVR 1500m			CMV 2200m			205	1670' (1641')	3600m

ENZV/SVG
SOLA

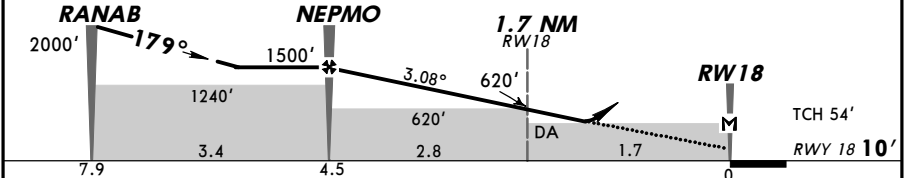
JEPPesen
31 OCT 14
Eff 13 Nov 12-2

STAVANGER, NORWAY
RNAV (GNSS) 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
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
Descent Angle 3.08°	381	490	545	654	763	872
MAP at RW18						

STRAIGHT-IN LANDING RWY 18				CIRCLE-TO-LAND	
LNAV/VNAV		LNAV			
A: 340' (330') C: 360' (350')		DA(H) 470' (460')			
B: 350' (340') D: 370' (360')					
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 1700m	180	1150' (1121') 2400m
D			CMV 2100m	205	1670' (1641') 3600m

CHANGES: Communications. Procedure. Minimums.

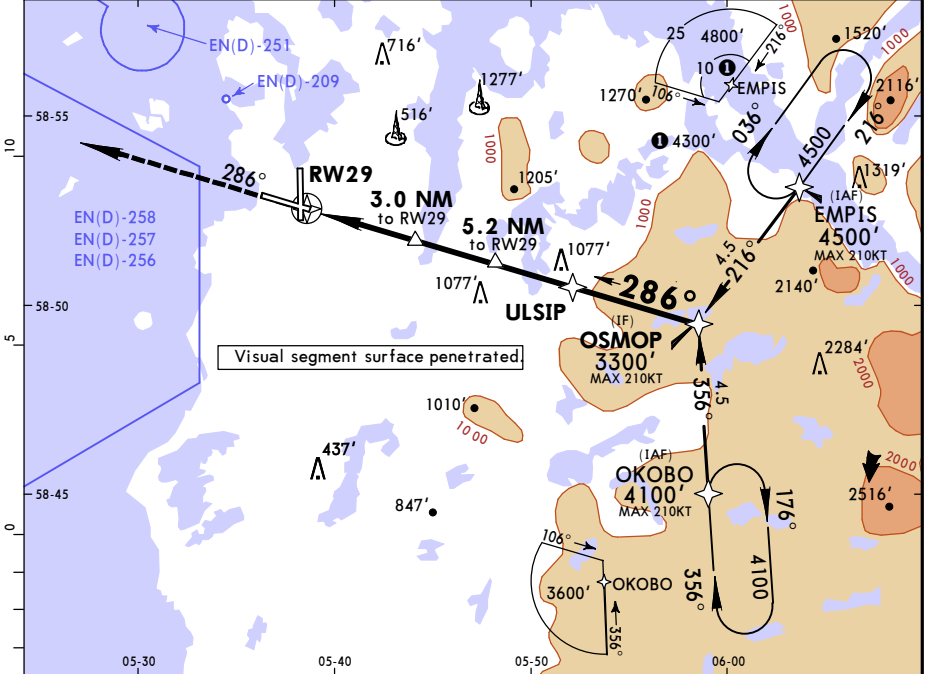
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ENZV/SVG
SOLA

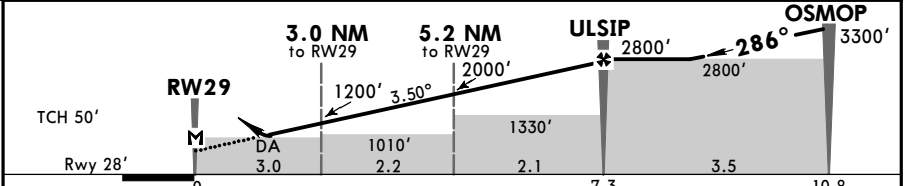
JEPPESSEN
29 MAY 15 **(12-3)**

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.				
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.				
				TAA 25 NM IAF



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	HIALS PAPI PAPI		3000' on 286°
Descent Angle	3.50°	434	557	619	743	991			
MAP at RW29									

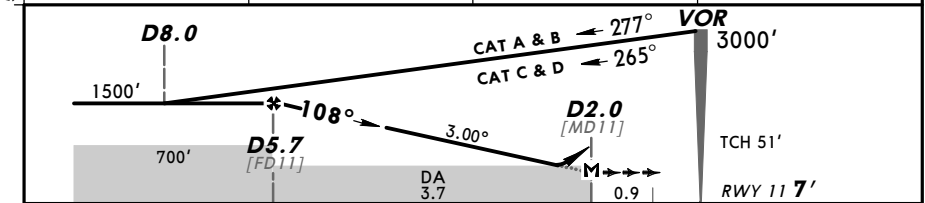
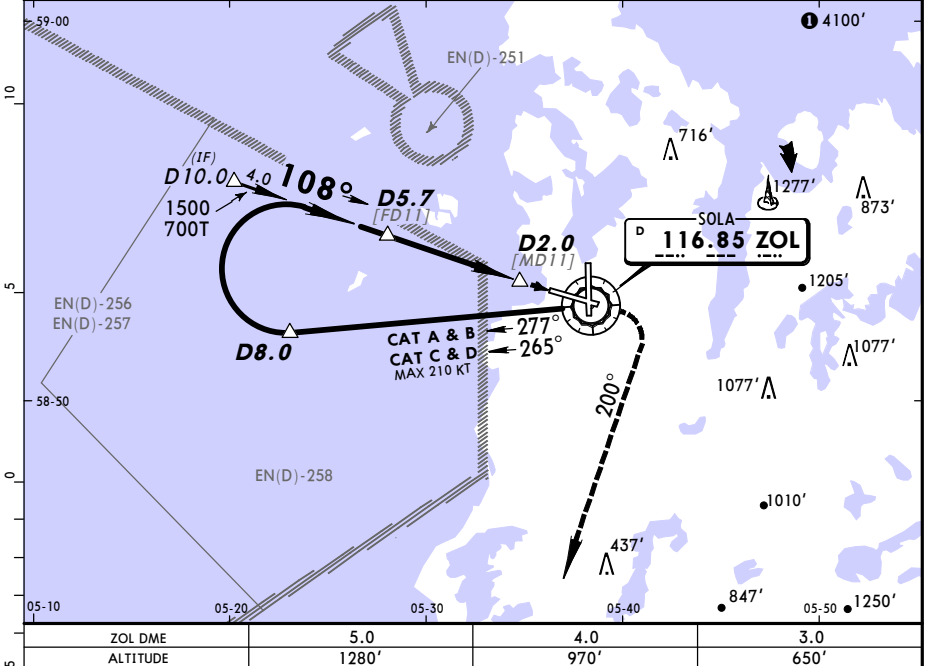
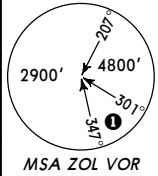
STRAIGHT-IN LANDING RWY 29				CIRCLE-TO-LAND			
LNAV/VNAV		LNAV		Max Kts		MDA(H)	VIS
DA(H) A: 470'(442') C: 500'(472')		DA(H) 580'(552')					
B: 490'(462') D: 510'(482')							
ALS out		ALS out					
A RVR 1500m		RVR 1500m		100		700' (671')	1500m
B				135		700' (671')	1600m
C RVR 1800m		CMV 2100m		180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

ENZV/SVG
SOLA

JEPPESSEN
31 OCT 14 **13-1** Eff 13 Nov

STAVANGER, NORWAY
VOR 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
VOR ZOL 116.85	Final ApcH Crs 108°	Procedure Alt D5.7 1500' (1493')	DA(H) 470' (463')	Apt Elev 29' RWY 7'
MISSED APCH: Climb STRAIGHT AHEAD to VOR, then turn RIGHT to track 200° climbing to 3000'. Except vectoring. MISSED APCH WITH LOST COMM: At D15.0 turn RIGHT direct to VOR. Make VOR RWY 18 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.				



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

HIALS	ZOL	3000'	200°
PAPI	116.85	RT	

MAP at D2.0

Standard		STRAIGHT-IN LANDING RWY 11		CIRCLE-TO-LAND		
		DA(H) 470' (463')		Max Kts		
		ALS out			MDA(H)	VIS
A			RVR 1500m		100	700' (671') 1500m
B					135	700' (671') 1600m
C					180	1150' (1121') 2400m
D				205	1670' (1641') 3600m	
		CMV 2200m				

ENZV/SVG
SOLA

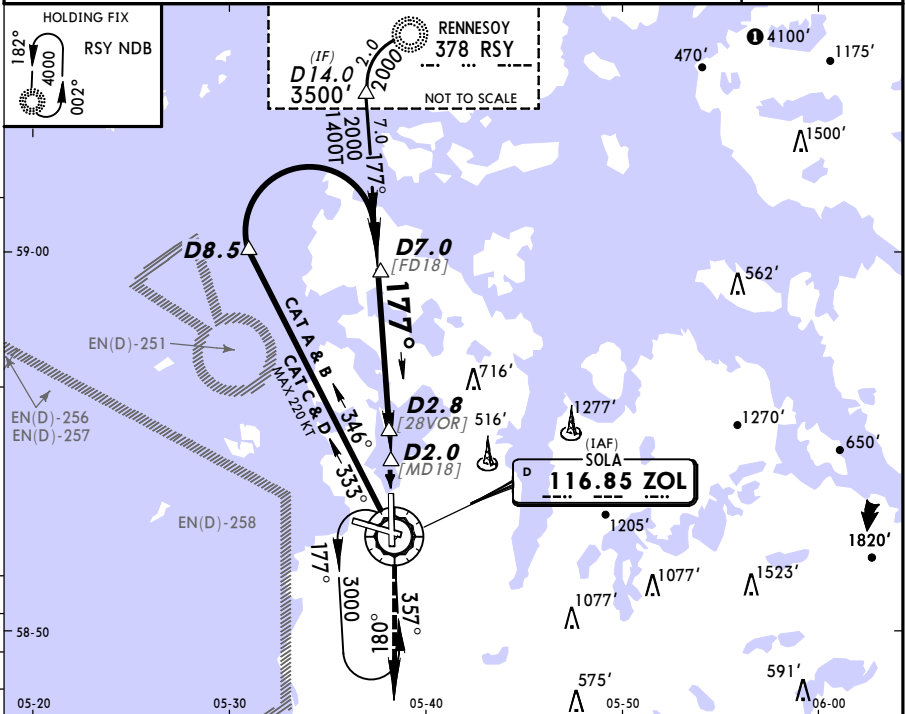
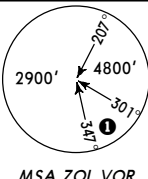
JEPPesen

31 OCT 14
Eff 13 Nov

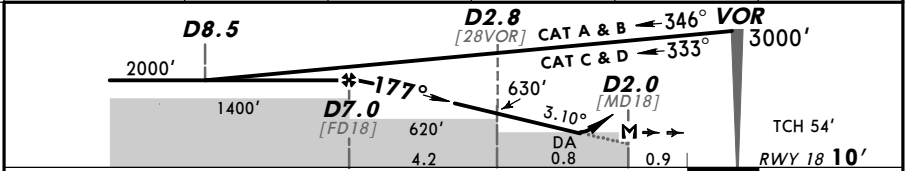
13-2

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.				



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	HIALS			ZOL	3000'	ZOL
Descent Angle	3.10°	384	494	548	658	878	PAPI			116.85	↑	116.85
MAP at D2.0												R-180

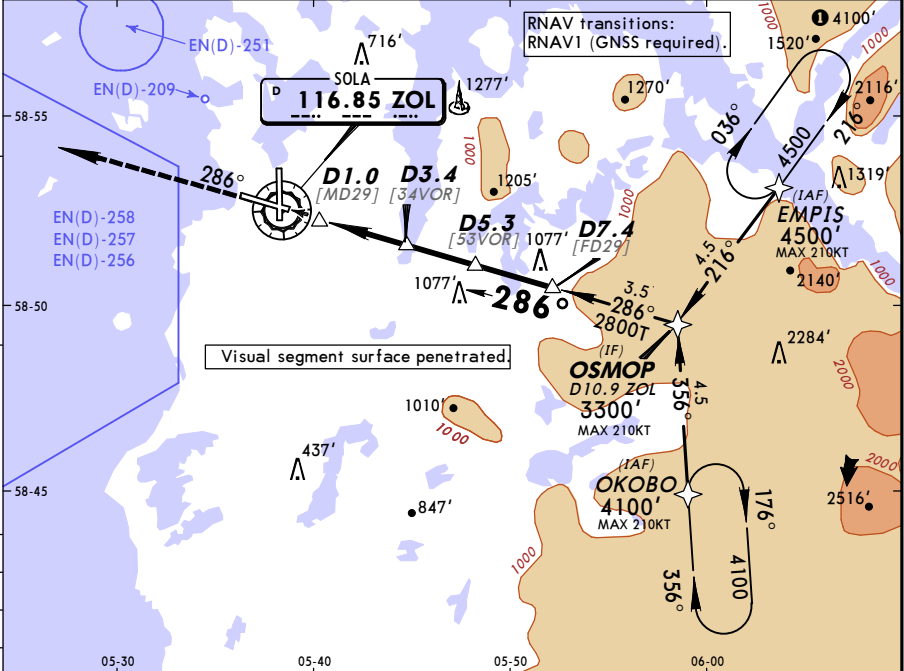
Standard STRAIGHT-IN LANDING RWY 18					CIRCLE-TO-LAND				
DA(H) 510' (500')									
ALS out									
A	RVR 1500m				Max Kts	MDA(H) VIS			
B					100	700' (671') 1500m			
C					135	700' (671') 1600m			
D	RVR 1800m		CMV 2300m		180	1150' (1121') 2400m			
					205	1670' (1641') 3600m			

ENZV/SVG
SOLA

JEPPesen
20 FEB 15 13-3 Eff 5 Mar

STAVANGER, NORWAY
VOR Rwy 29

*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 286°	Procedure Alt D7.4 2800' (2772')	DA(H) 590' (562')	Apt Elev 29' RWY 28'
MISSED APCH: Climb on R-286 to 3000'. Expect vectoring. MISSED APCH WITH LOST COMM: Climb on R-286. At D9.0 turn LEFT to intercept and follow D11.0 Arc. When passing R-116 turn LEFT to intercept R-106 to start new apch.				
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 7000'	MSA ZOL VOR
DME required.				

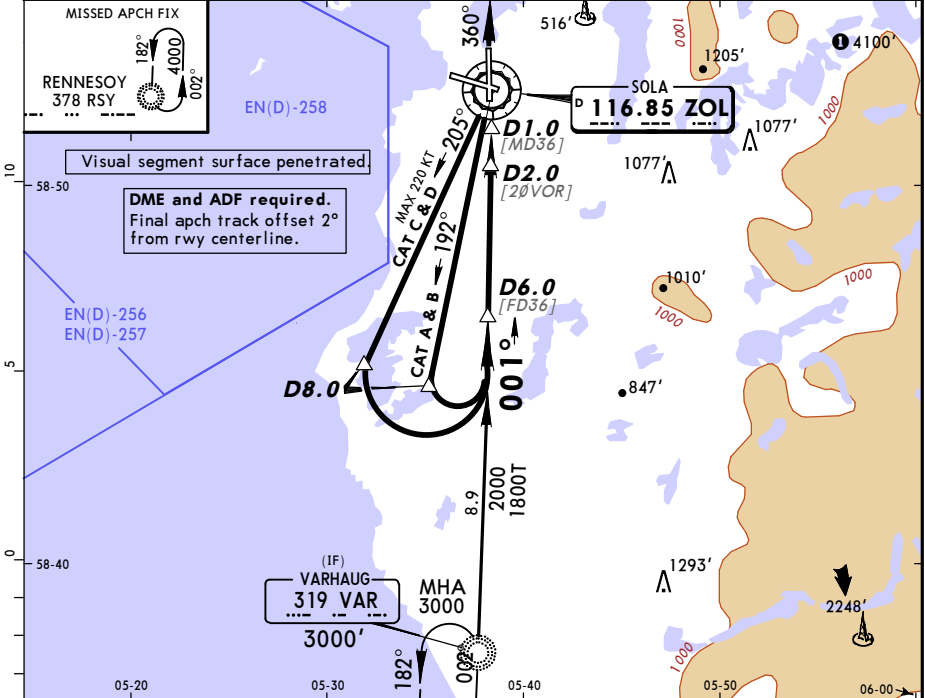


ENZV/SVG
SOLA

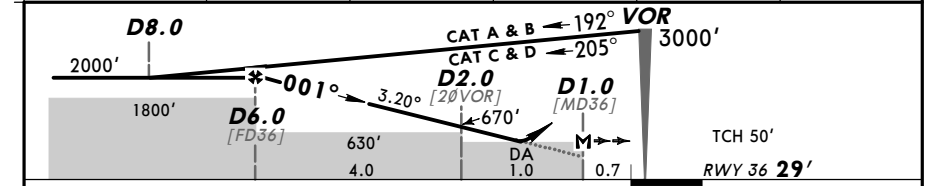
JEPPESEN
20 FEB 15 (13-4) Eff 5 Mar

STAVANGER, NORWAY
VOR 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
VOR ZOL 116.85	Final Apch Crs 001°	Procedure Alt D6.0 2000' (1971')	DA(H) 500' (471')	Apt Elev 29' RWY 29'
MISSED APCH: Climb STRAIGHT AHEAD to VOR. Continue on R-360 to 3000'. Expect vectoring.				
MISSED APCH WITH LOST COMM: At D15.0 turn LEFT direct to VOR. Make new apch.				
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 7000'	MSA ZOL VOR



ZOL DME	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2000'	1670'	1340'	1000'	670'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 1-PAPI 1	3000 on 116.85 ↑ ZOL R-360
Descent Angle	3.20°	396	510	566	679	793		
MAP at D1.0								

STRAIGHT-IN LANDING RWY 36					CIRCLE-TO-LAND		
DA(H) 500' (471')							
ALS out					Max Kts	MDA(H)	VIS
A	RVR 1500m				100	700' (671')	1500m
B					135	700' (671')	1600m
C	RVR 1800m		CMV 2200m		180	1150' (1121')	2400m
D					205	1670' (1641')	3600m

Chart changes since cycle 12-2016

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