

NORWAY

ATIS 127.550

(FIS)

VÆRNES GROUND

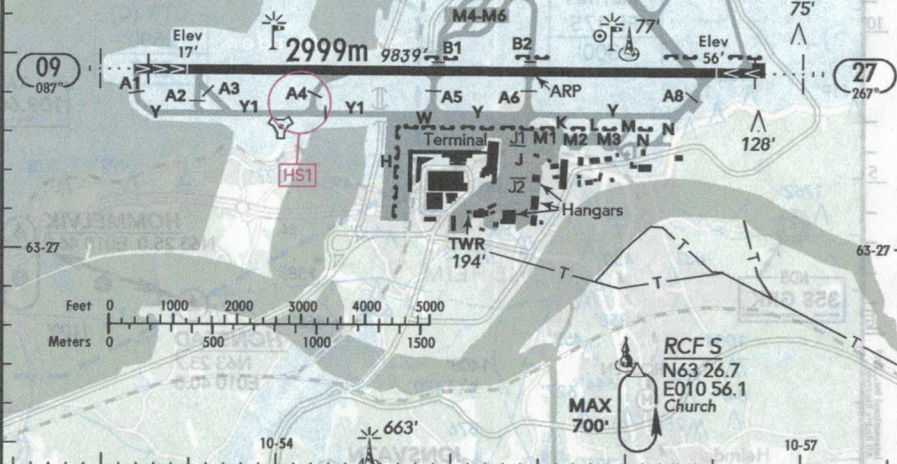
121.600

NORWAY CONTROL

125.700

INTERSECTION TKOF		
RWY	TWY	TORA (m)
09	A2/A3	2400
	A4	1805
	A5	1277
	A6	826
	B1	1257
	B2	826
27	A8	2469
	A6	1597
	A5	1160
	B1	1180
	B2	1597

LEGEND
 Boundary of manoeuvring area
RWY Incursion Hot Spot
 HS1 Angled TWY. Difficult to see traffic on final RWY 09.



ALS - PAPI 09/27 (3°/3.4°) - THRL - RL - RCLL - TWYL - APRON - WDI - OBSTL.					
RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
09	2999 x 45 Asphalt ①	2699	2446	PCN 50/F/A/X/U	
27		2699	2469		

① RWY is grooved.
 PAPI 27: OBST penetrate clearance surface APRX 1.3 NM N of RCL & APRX 5 NM S of RCL from THR 27.
COM Failure (RCF)
 - Squawk 7600,
 - if able call TWR on phone 67 03 30 50,
 - proceed to holding areas shown on 19-2 industrial chimney (holding N) or church (holding S),
 - flash LDG LGTs and watch TWR for visual signals,
 - contact TWR after LDG.

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LEERSEITE

PAGE SANS TEXTE

CAUTION:

Loss of heading may occur on short final RWY 27 when wind from W above 30 KT.
 Wind shear/eddies may occur inside 6 DME TO and 2 of LOC RWY 09 when wind from SE above 25 KT.

180° turns on the asphalt part of the RWY is not allowed because asphalt may break up.

Landing

AD Traffic Circuit Light ACFT
 Light ACFT shall fly to the right.

Run-up before departure RWY 27 for light ACFT on holdover E of TWY A8.

If full RWY length RWY 27 will be used for TKOF, the pilot-in-command shall inform ATC prior to requesting start-up.

TKOF RWY 27

All traffic contact TOWERGROUND before start-up and push-back.

TWY on bridge, over railway and motorway, on TWY Y between TWY A4 and A5.

Manoeuvring area on RWY side of dotted line.

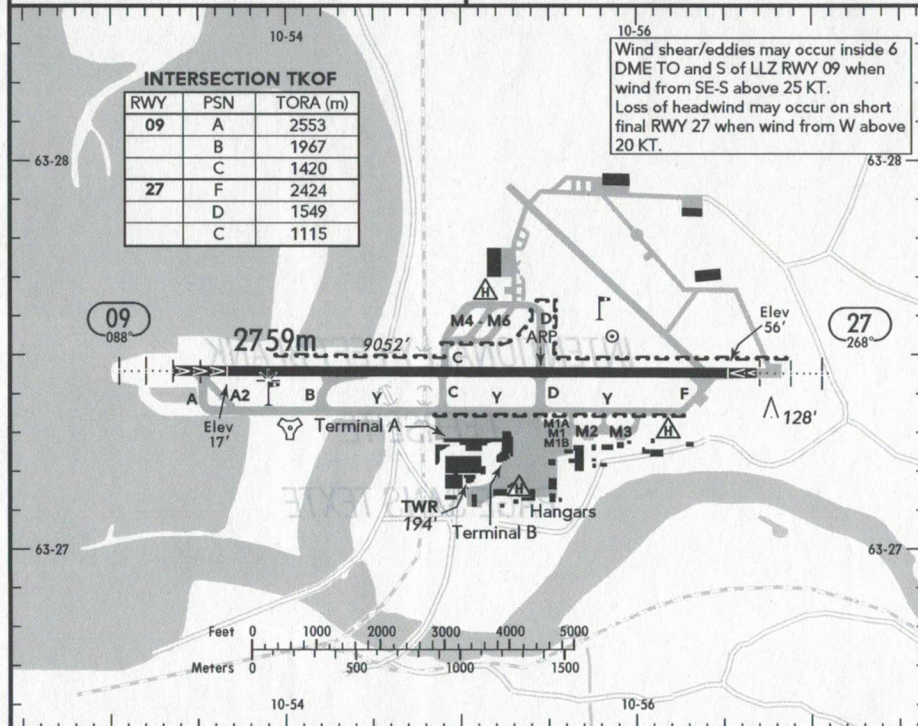
Personnel to & from non-controlled flights may enter and leave the movement area through the main gate located S of Terminal B. The gate is operated H24.

General

ATIS 127.55

(FIS)

BODØ CONTROL 125.70



ALS - PAPI 09/27 (3°/3.4°) - THRL - RL - RCCL - TWYL - WDI.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
09	2759 x 45 Asphalt	2699	2446	PCN 50/F/A/X/U	
27		2564	2424		

PAPI 27: OBST penetrate clearance surface APRX 1.3 NM N of RCL & APRX 5 NM S of RCL from THR 27.
RWY is grooved.

Extreme caution should be exercised when approaching from S due to power/transmission lines.
Manoeuvring area on RWY side of dotted line.
Backtrack after landing prohibited.

TKOF RWY 09/27

When an ACFT is cleared to line up on the RWY from PSN A or F, the PIC is requested to inform ATC if RWY areas outside this PSNs will be used for TKOF.

Personnel to & from non-scheduled flights may enter and leave the movement area through the main gate located APRX 150m SSW of Terminal B. The gate is operated H24.

General

Personnel to & from non-scheduled flights may enter and leave the movement area through the main gate located S of Terminal B. The gate is operated H24.

Manoeuvring area on RWY side of dotted line.

TWY on bridges: over railway and motorway, on TWY Y between TWY A4 and A5.

All traffic contact TOWER/GROUND before start-up and push-back.

TKOF RWY 27

If full RWY length RWY 27 will be used for TKOF, the pilot-incommand shall inform ATC prior to requesting start-up.

Run-up before departure RWY 27 for light ACFT on hardstand E at TWY A8.

AD Traffic Circuit Light ACFT

Light ACFT shall fly the AD traffic circuit at 1000', normally N of RWY 09/27.

Landing

180° turns on the asphalt part of the RWY is not allowed because asphalt may break up.

CAUTION:

Wind shear/eddies may occur inside 6 DME TO and S of LOC RWY 09 when wind from SE-S above 25 KT.

Loss of headwind may occur on short final RWY 27 when wind from W above 20 KT.