

List of pages in this Trip Kit

Trip Kit Index

Airport Information For ENBR

Terminal Charts For ENBR

Revision Letter For Cycle 03-2019

Change Notices

Notebook

General Information

Location: BERGEN NOR
ICAO/IATA: ENBR / BGO
Lat/Long: N60° 17.6', E005° 13.1'
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: 0714 Z
Sunset: 1632 Z

Runway Information

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

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

Communication Information

ATIS: 125.250
Flesland Tower: 119.100
Flesland Tower: 122.100
Flesland Tower: 123.400
Flesland Ground: 121.900
Flesland Approach: 125.000
Flesland Approach: 121.000 VHF-DF

De-Ice Operations: 131.900
Flesland Direct (Approach Control Radar): 118.850
De-Ice Operations: 131.750
De-Ice Operations: 121.850

ENBR/BGO
FLESLAND

JEPPESEN
8 FEB 19 10-1P

BERGEN, NORWAY
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 125.250

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 (LVP)

Pilots will be informed via ATIS or RTF when LVP is in operation, via RTF when LVP is cancelled.

LVP are activated when RVR is 750m or less, latest when RVR is 550m or ceiling 250' or less.

When LVP is in force, the following is permitted:

- ILS CAT II approach RWY 17 when RVR is 300m or more.
- Fixed wing ACFT low visibility take-off when RVR is 150m or more.
- Helicopter low visibility take-off when RVR is 400m or more.

No operations are permitted when RVR is below 150m.

Stop bars at RWY holding positions will be in use. All traffic shall stop short of an illuminated stop bar and wait until the stop bar is switched off and ATC clearance to continue is received via RTF.

When RVR is less than 550m selected stop bars and illuminated holding positions are operated.

In case an ACFT has to cross an illuminated stop bar, the ACFT has to be visible for the TWR, visually or by surface movement radar.

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

When RVR is 400m or less, ACFT parked at stands not approved for CAT II operations shall be repositioned to stands approved for CAT II operations by towing and with Follow-me car.

During visibility condition when RVR is less than 400m, RWY entries/exits are available as follows:

RWY	17	35
RWY Entry	A1	A9
RWY Exit	A9 (A7 AVBL on ATC discretion)	N/A

TWY lights on other entries/exits will be switched off.

ENBR/BGO
FLESLAND**JEPPESEN**

8 FEB 19

10-1P1

BERGEN, NORWAY
AIRPORT BRIEFING

1. GENERAL

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.

TWY A5 restricted to ACFT code D.

TWY B east of TWY U restricted to ACFT code B.

TWYs C, D, F, M and W restricted to ACFT code D with MAX wingspan 136'/41.5m.

TWYs J, N and R 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, MAX wingspan 200'/61m.

1.6. PARKING INFORMATION

Visual Docking Guidance System available at Terminal apron (stands 15 thru 20 and 23 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 maneuvering area, Terminal apron, apron N and the de-icing platform between TWY J, TWY U and TWY B west of TWY U.

The following parts of the maneuvering area are not visible from the control tower:

The intersection between TWY B and TWY W, TWY B east of TWY W, TWY W between TWY J and TWY C, TWY J, M, N and R.

Wind shear may occur on short final with wind 200°-340° at more than 12 KT.

RWY 17 right-hand circuit.

Birds.

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. CAT II OPERATIONS

RWY 17 approved for CAT II operations, special aircrew and ACFT certification required.

2.3. 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 131.750; and
- Wideroe Ground Handling De-icing on 121.850.

Operations on the de-icing platform are coordinated by DE-ICE leader on 121.850, call sign DE-ICE.

ACFT requiring de-icing shall inform TWR before start-up.

De-icing at platforms PAD 1 thru PAD 4.

ACFT code E, except A332/333, A342/343, B741/742/743, B772, B788/789 and IL96 and ACFT code F shall be de-iced at stand 1.

Anti-icing is allowed on stands 10 thru 48.

3.2. START-UP AND PUSH-BACK PROCEDURES

3.2.1. START-UP

Approval of start-up shall be obtained from TWR. After approval start-up shall commence immediately.

3.2.2. PUSH-BACK

Approval for push-back shall be obtained from TWR.

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, TWR 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.

ENBR/BGO
FLESLAND

JEPPESEN

8 FEB 19

10-1P3

BERGEN, NORWAY
AIRPORT BRIEFING

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 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 maneuvering area and clearance shall be obtained from TWR.

ENBR/BGO
FLESFAND

8 JUN 18

10-2

JEPPESEN BERGEN, NORWAY
RNAV STAR



HOLDING OVER LUNUR

ATIS 125.250
Apt Elev 166

MHA FL100

6000
4000
2000
CONTOUR INTERVALS

Alt Set: hPa
Trans level: By ATC
1. RNAV 1 (GNSS).
2. GNSS required.
3. RADAR service shall be available.
4. Request vectoring in case of loss of RNAV 1 capability. Vectoring may be used for sequencing, as cleared by ATC.

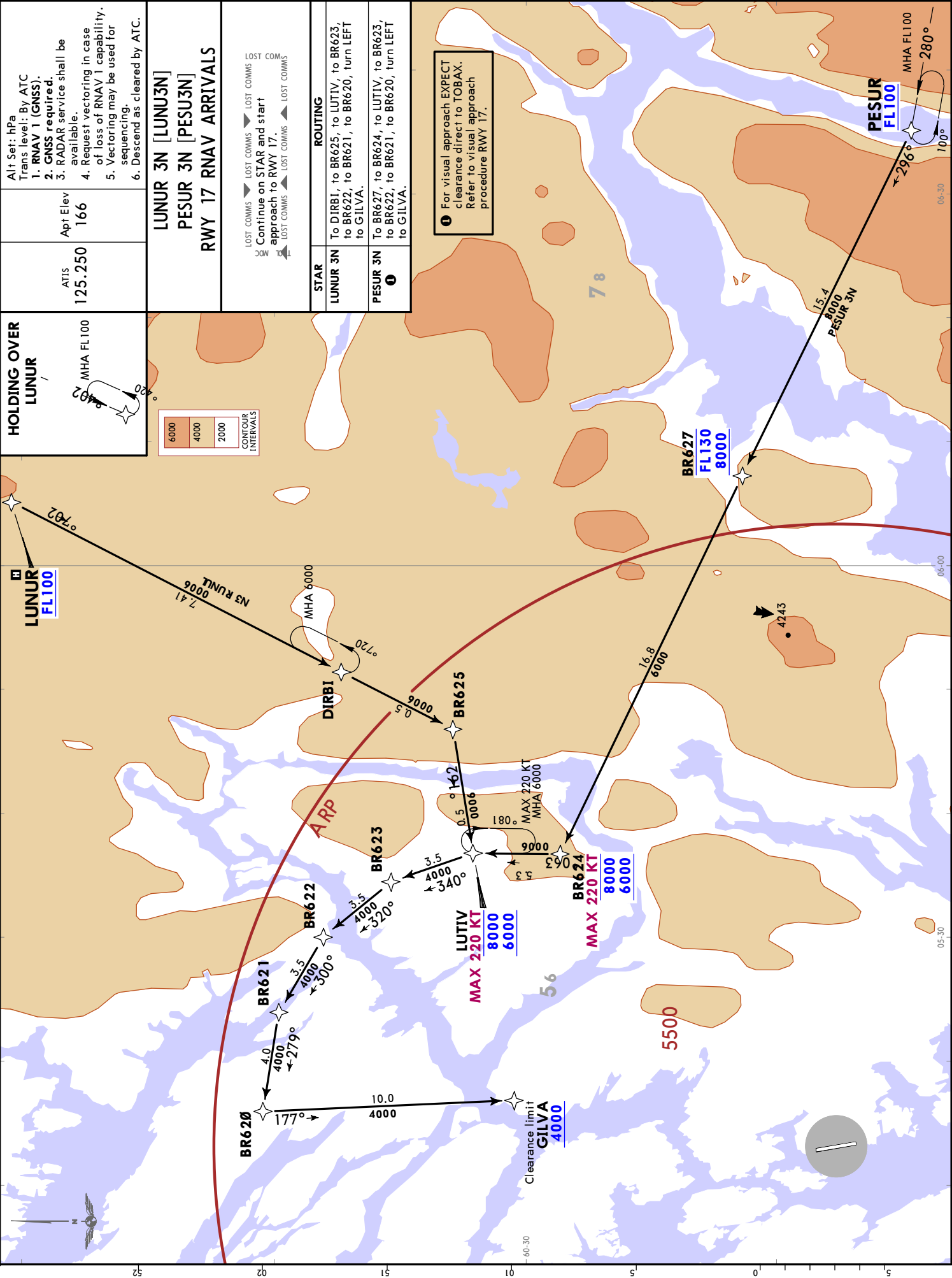
**LUNUR 3N [LUNU3N]
PESUR 3N [PESU3N]
RWY 17 RNAV ARRIVALS**

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

STAR
LUNUR 3N
To DIRBI, to BR625, to LUTIV, to BR623, to BR622, to BR621, to BR620, turn LEFT to GILVA.
PESUR 3N
To BR627, to BR624, to LUTIV, to BR623, to BR622, to BR621, to BR620, turn LEFT to GILVA.

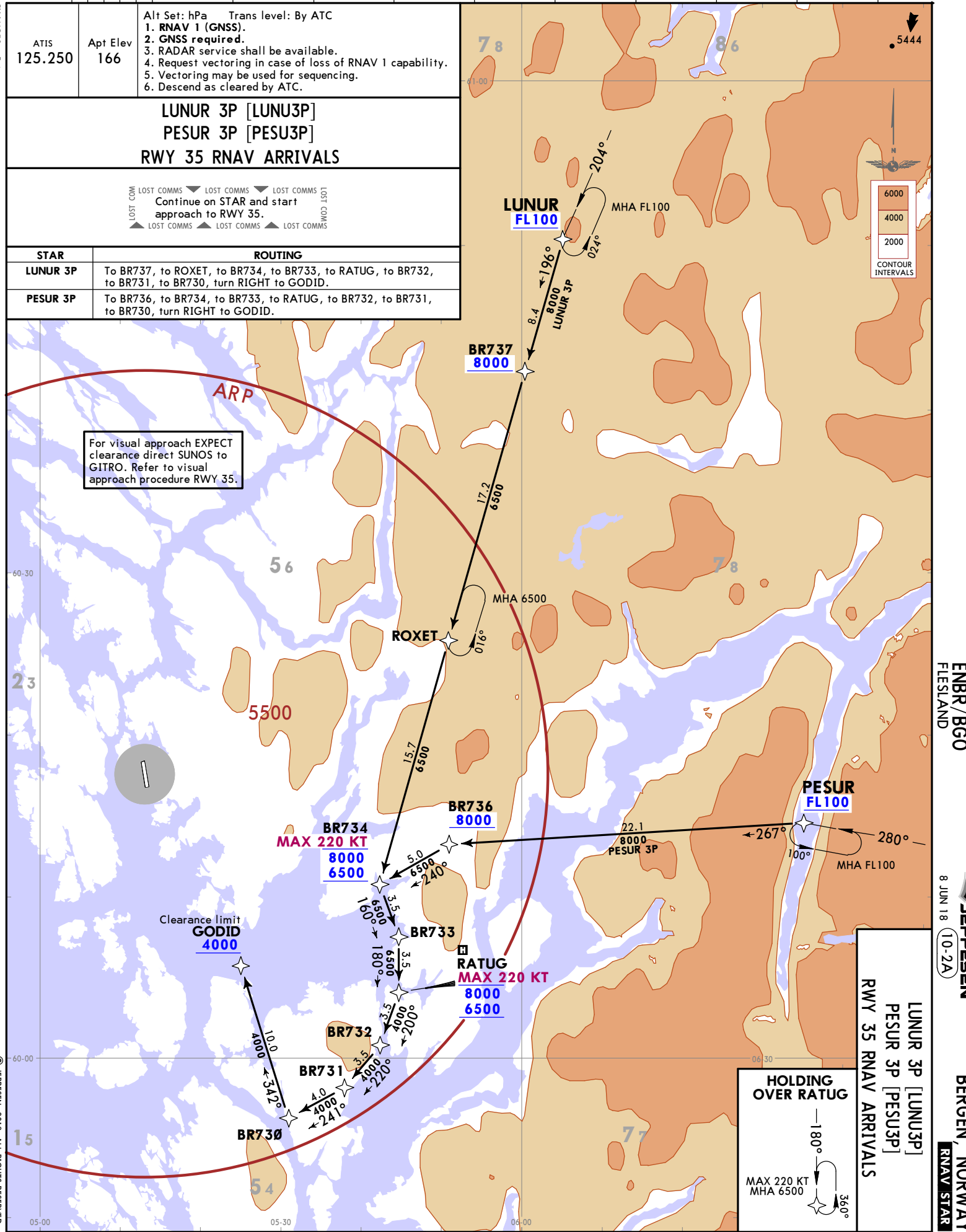
ROUTING
To DIRBI, to BR625, to LUTIV, to BR623, to BR622, to BR621, to BR620, turn LEFT to GILVA.
To BR627, to BR624, to LUTIV, to BR623, to BR622, to BR621, to BR620, turn LEFT to GILVA.

1 For visual approach EXPECT clearance direct to TOBAX. Refer to visual approach procedure RWY 17.

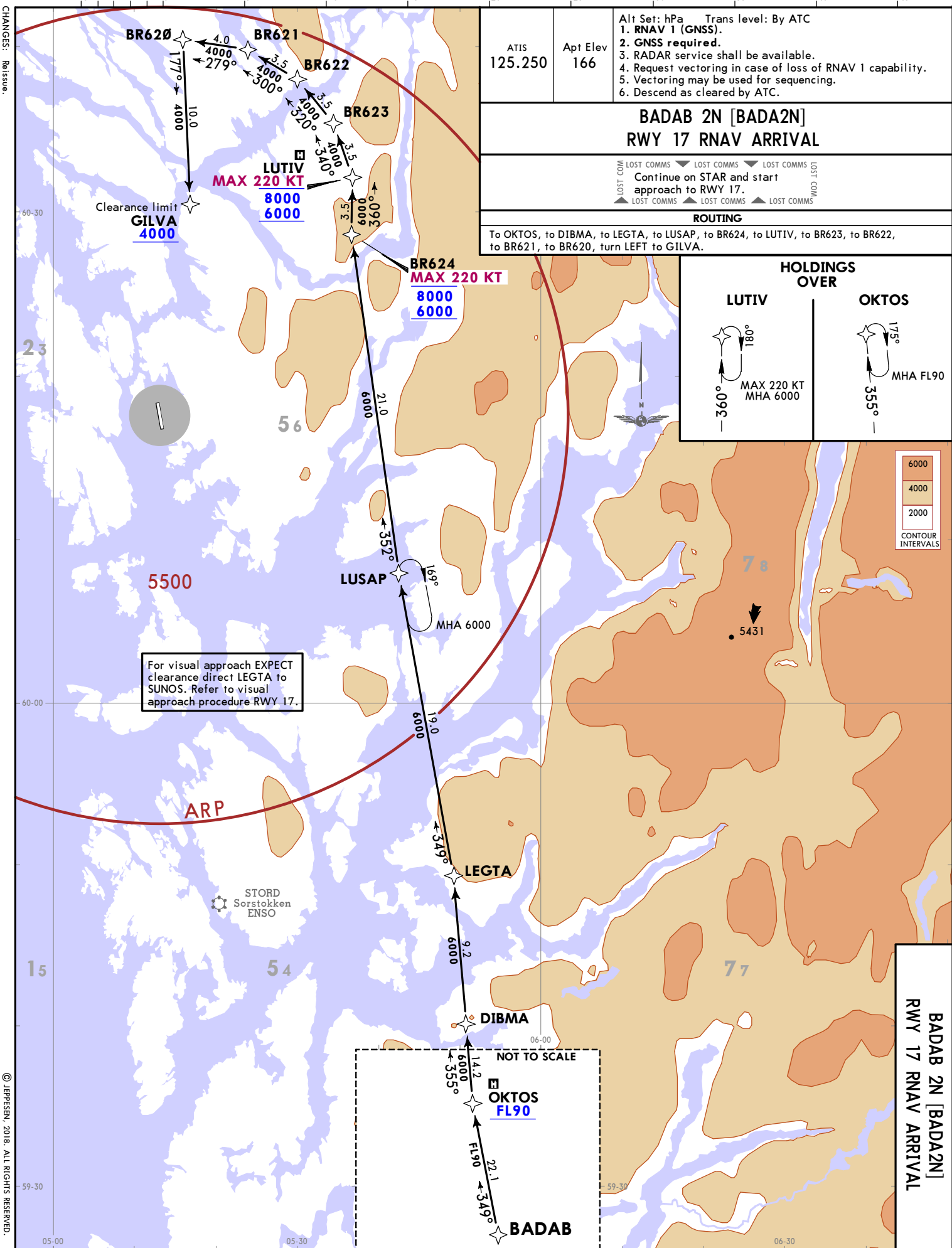


CHANGES: Reissue.

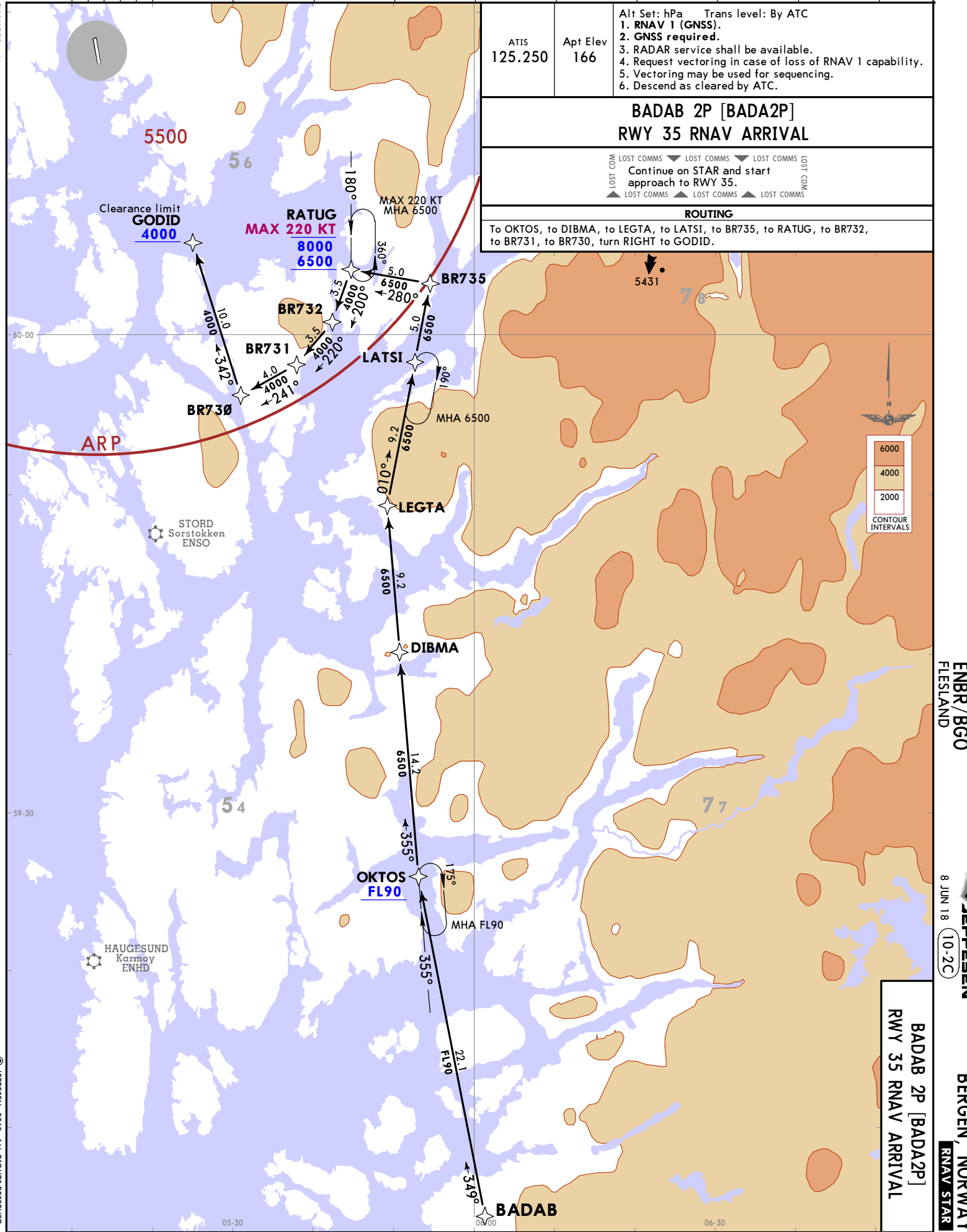
© JEPPESEN, 2018. ALL RIGHTS RESERVED.



ENBR/BGO
FLESLEND



8 JUN 18 10-2B
JEPPESEN BERGEN, NORWAY
RNAV STAR

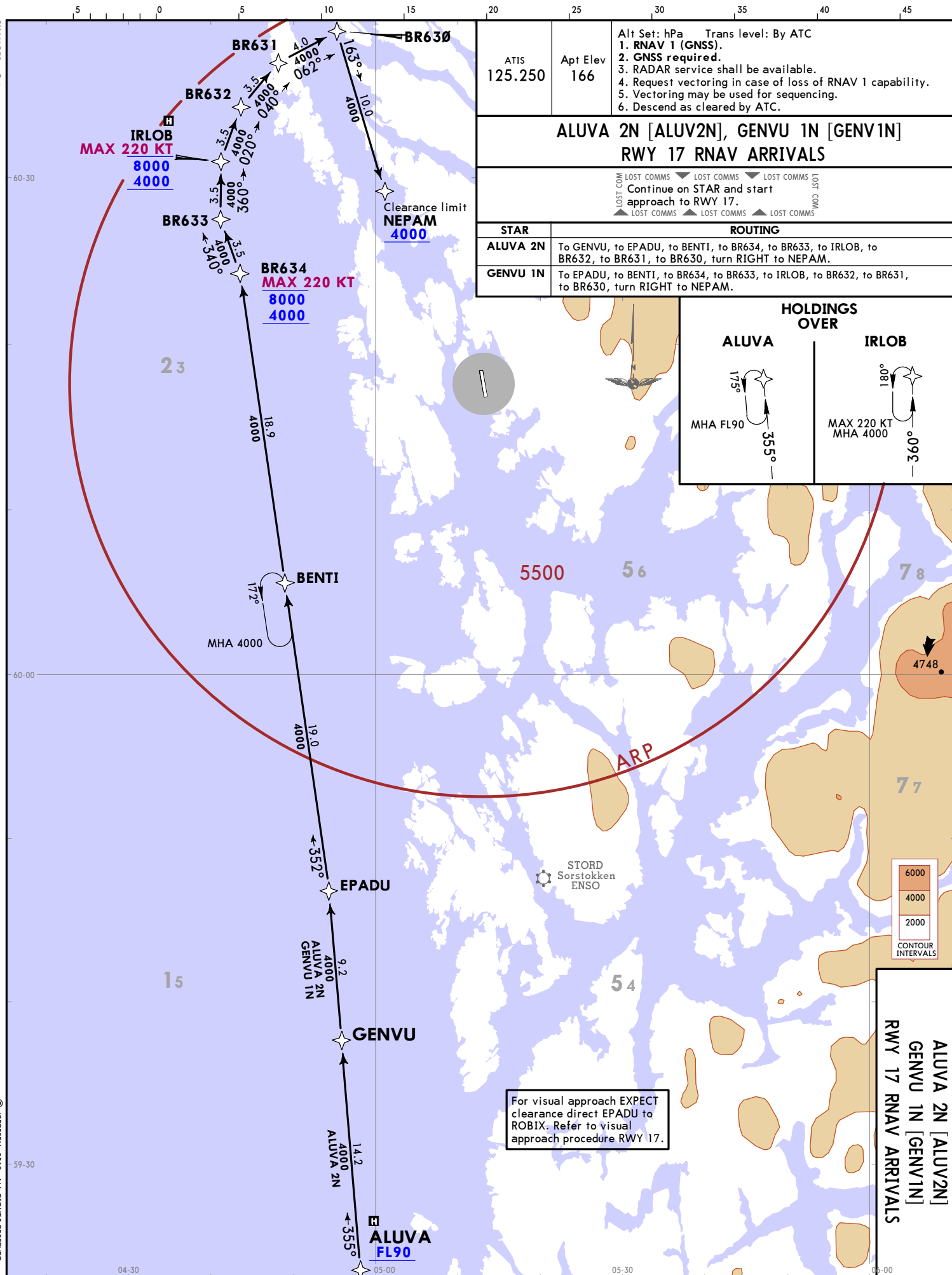


ENBR/BGO
FLESJAND

8 JUN 18
JEPPESEN
10-2C

BERGEN, NORWAY
RNAV STAR

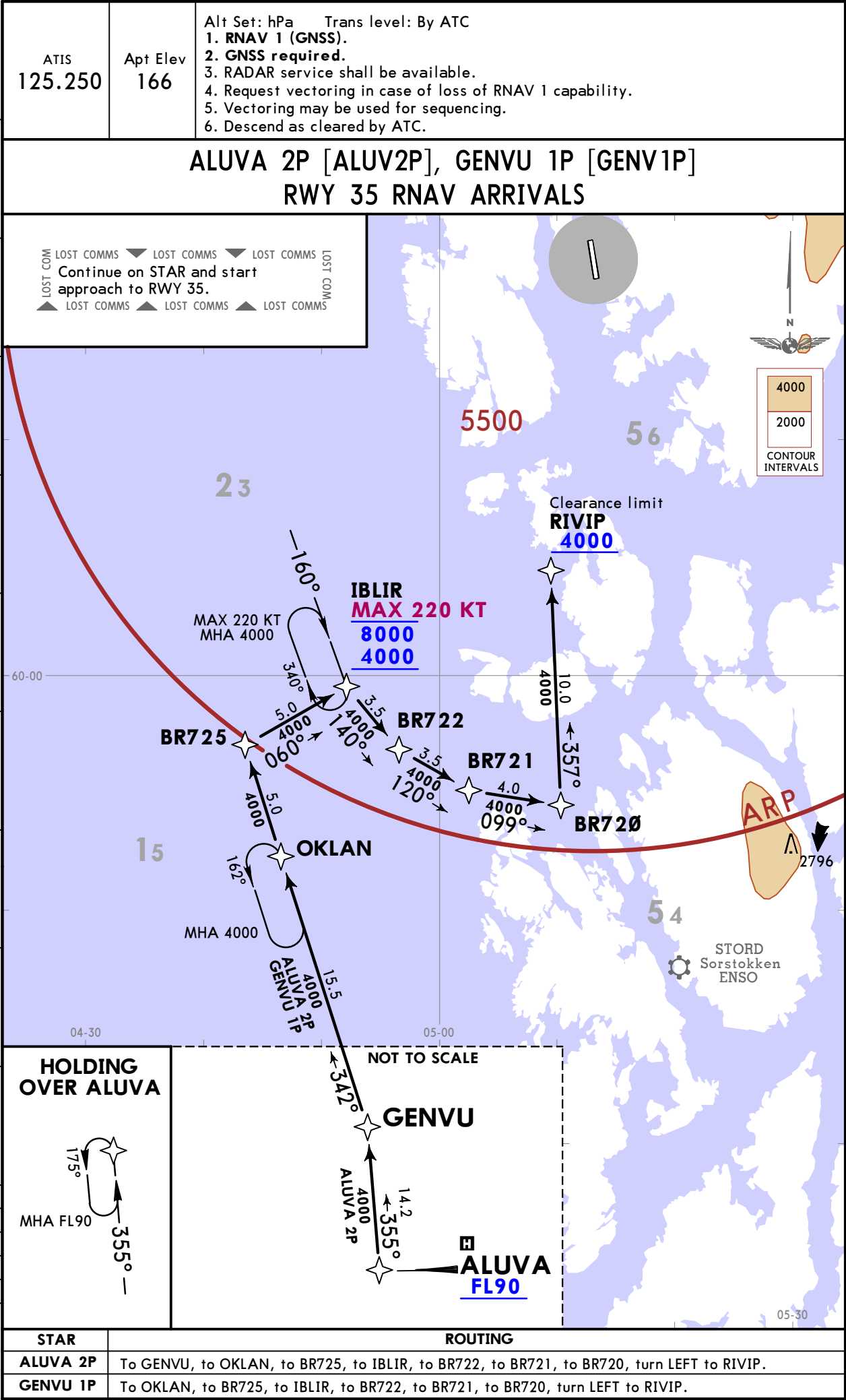
BADAB 2P [BADA2P]
RWY 35 RNAV ARRIVAL



ENBR/BGO
FLESLAND

JEPPESSEN
8 JUN 18 10-2E

BERGEN, NORWAY
RNAV STAR



CHANGES: None.

ATIS
125.250

Apt Elev
166

Alt Set: hPa Trans level: By ATC
1. RNAV 1 (GNSS).
2. GNSS required.
3. RADAR service shall be available.
4. Request vectoring in case of loss of RNAV 1 capability.
5. Vectoring may be used for sequencing.
6. Descend as cleared by ATC.

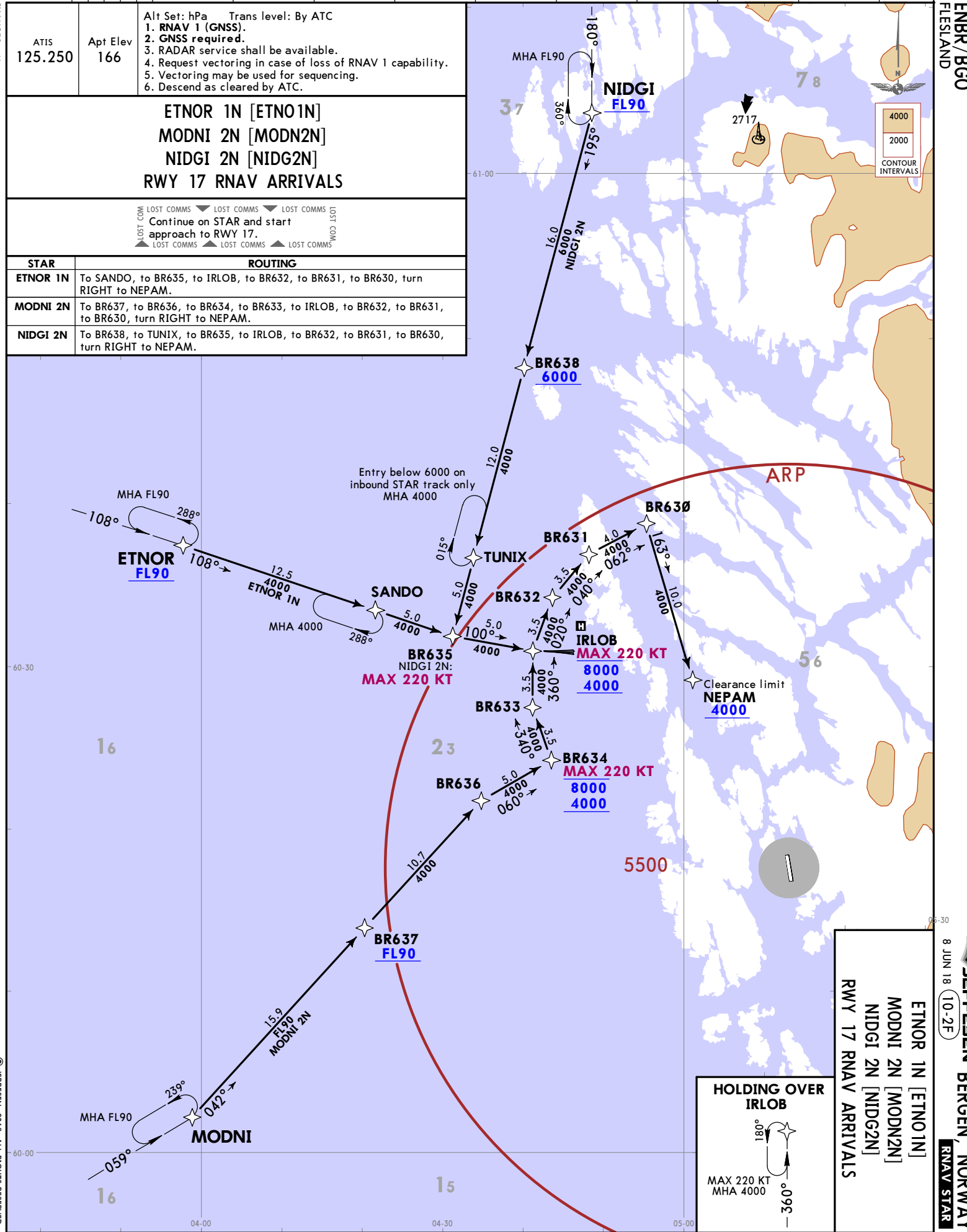
ETNOR 1N [ETNO1N]
MODNI 2N [MODN2N]
NIDGI 2N [NIDG2N]
RWY 17 RNAV ARRIVALS

LOST COMMS
LOST COMMS
LOST COMMS
LOST COMMS

Continue on STAR and start
approach to RWY 17.

LOST COMMS
LOST COMMS
LOST COMMS
LOST COMMS

STAR	ROUTING
ETNOR 1N	To SANDO, to BR635, to IRLOB, to BR632, to BR631, to BR630, turn RIGHT to NEPAM.
MODNI 2N	To BR637, to BR636, to BR634, to BR633, to IRLOB, to BR632, to BR631, to BR630, turn RIGHT to NEPAM.
NIDGI 2N	To BR638, to TUNIX, to BR635, to IRLOB, to BR632, to BR631, to BR630, turn RIGHT to NEPAM.



Alt Set: hPa Trans level: By ATC

1. RNAV 1 (GNSS).

2. GNSS required.

3. RADAR service shall be available.

4. Request vectoring in case of loss of RNAV 1 capability.

5. Vectoring may be used for sequencing.

6. Descend as cleared by ATC.

ATIS

125.250

Apt Elev

166

ETNOR 1P [ETNO1P]

MODNI 2P [MODN2P]

NIDGI 2P [NIDG2P]

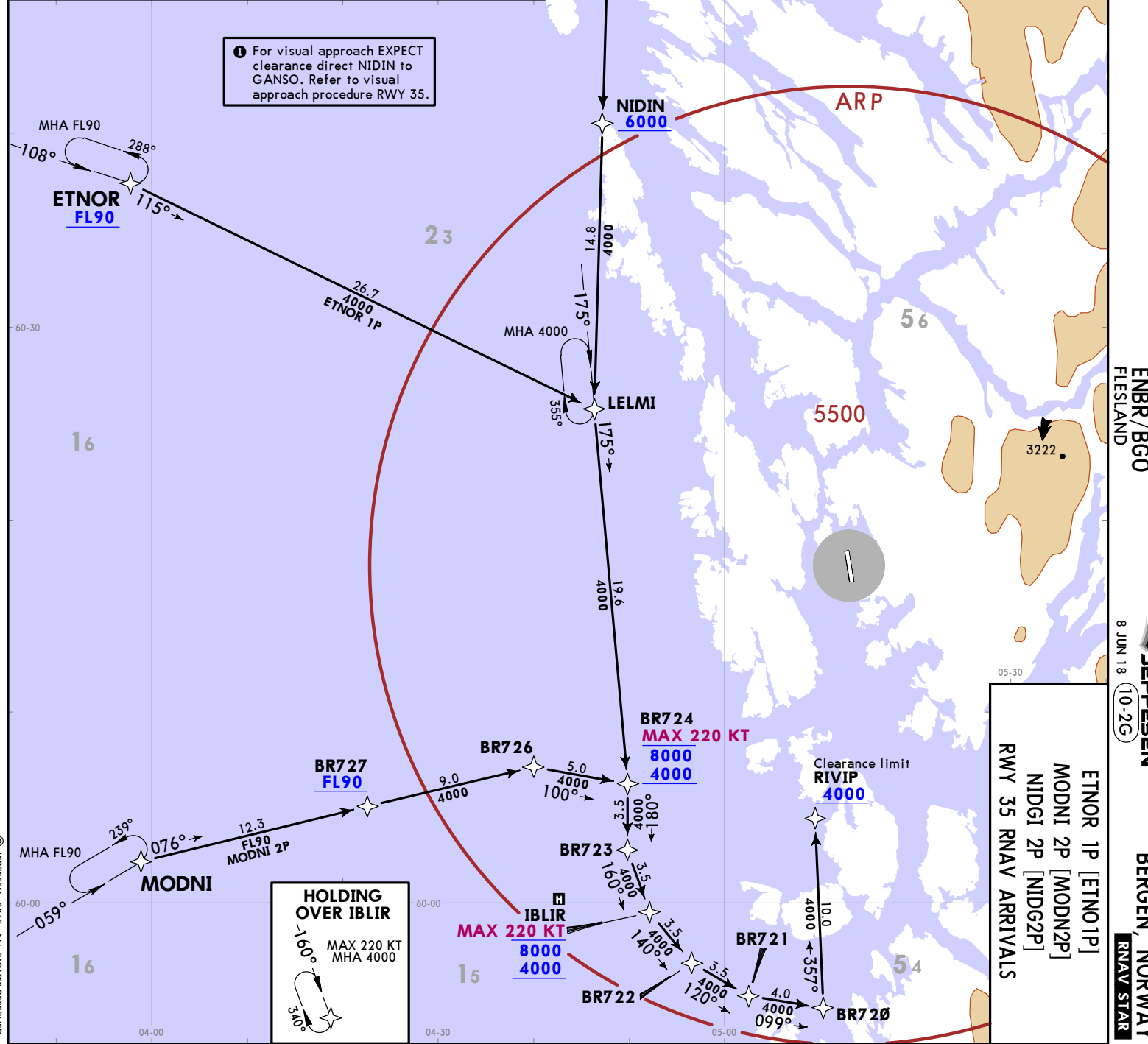
RWY 35 RNAV ARRIVALS

LOST COMMS

Continue on STAR and start approach to RWY 35.

LOST COMMS

STAR	ROUTING
ETNOR 1P	To LELMI, to BR724, to BR723, to IBLIR, to BR722, to BR721, to BR720, turn LEFT to RIVIP.
MODNI 2P	To BR727, to BR726, to BR724, to BR723, to IBLIR, to BR722, to BR721, to BR720, turn LEFT to RIVIP.
NIDGI 2P	To NIDIN, to LELMI, to BR724, to BR723, to IBLIR, to BR722, to BR721, to BR720, turn LEFT to RIVIP.



ENBR/BGO
FLESLAND

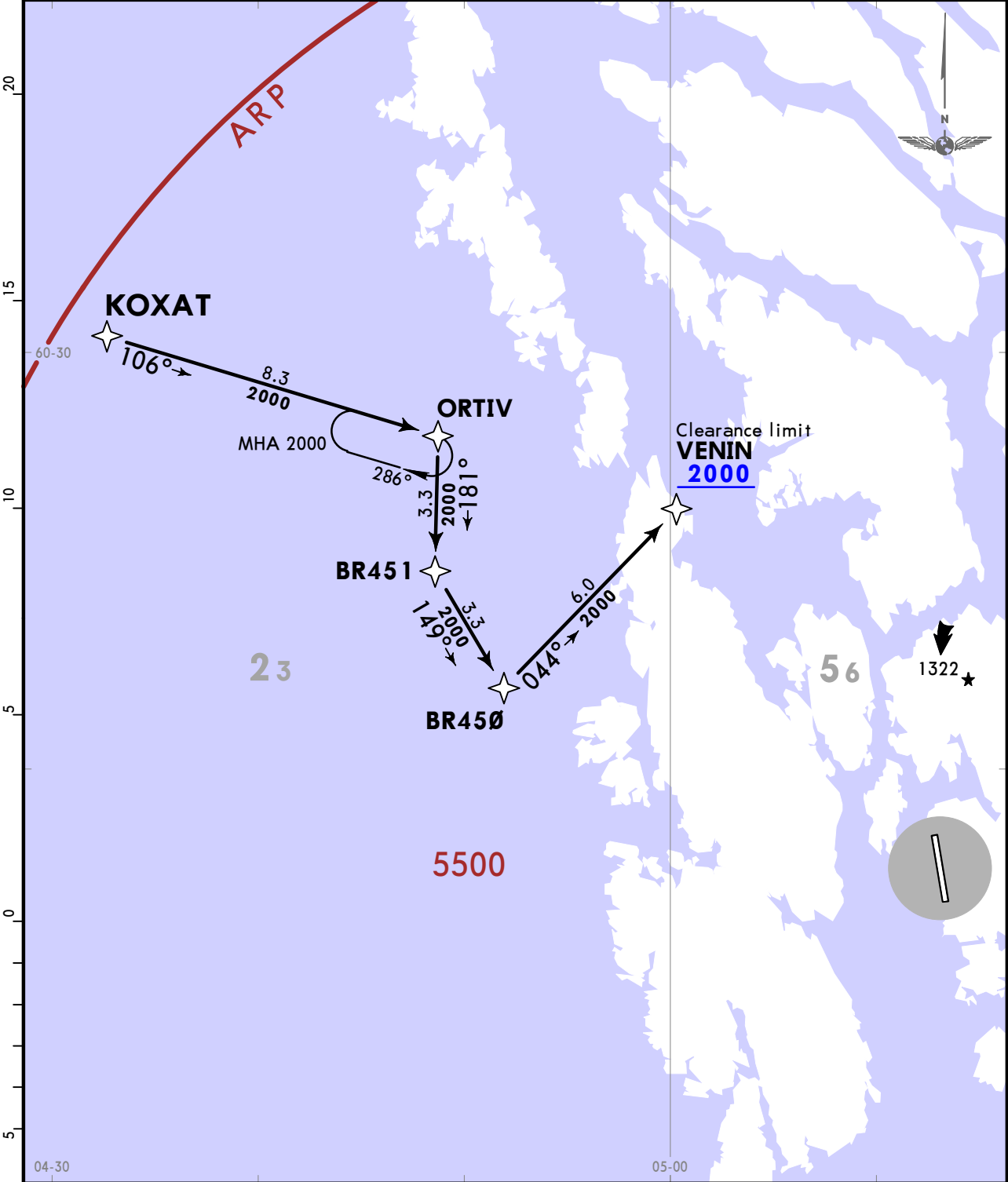
JEPPESSEN
31 AUG 18 10-2H

BERGEN, NORWAY
RNAV COPTER STAR

ATIS 125.250	Apt Elev 166	Alt Set: hPa Trans level: By ATC 1. RNAV 1 (GNSS). 2. GNSS required. 3. Class A GNSS shall not be used. 4. RADAR service shall be available. 5. Request vectoring in case of loss of RNAV 1 capability. 6. Vectoring may be used for sequencing. 7. Descend as cleared by ATC.
-----------------	-----------------	--

KOXAT 1N [KOXA1N]
RWY 17 RNAV COPTER ARRIVAL
CAT H

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



ROUTING
To ORTIV, to BR451, to BR450, turn LEFT to VENIN.

ENBR/BGO
FLESLAND

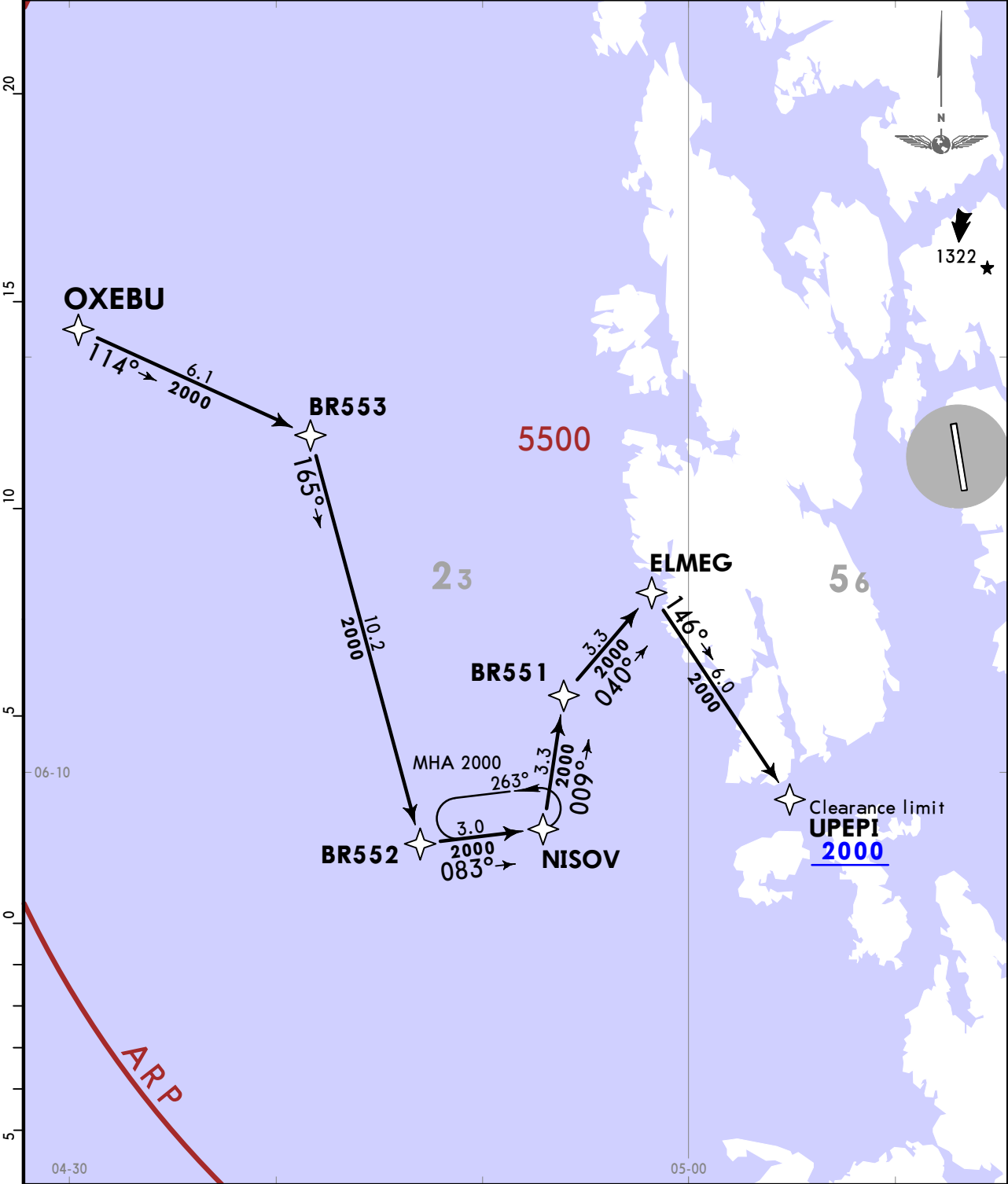
JEPPESSEN
31 AUG 18 (10-2J)

BERGEN, NORWAY
RNAV COPTER STAR

ATIS 125.250	Apt Elev 166	Alt Set: hPa Trans level: By ATC 1. RNAV 1 (GNSS). 2. GNSS required. 3. Class A GNSS shall not be used. 4. RADAR service shall be available. 5. Request vectoring in case of loss of RNAV 1 capability. 6. Vectoring may be used for sequencing. 7. Descend as cleared by ATC.
-----------------	-----------------	--

OXEBU 1P [OXEB1P]
RWY 35 RNAV COPTER ARRIVAL
CAT H

Continue on STAR and start approach to RWY 35.



ROUTING
To BR553, to BR552, to NISOV, to BR551, to ELMEG, turn RIGHT to UPEPI.

ENBR/BGO
FLESLAND

JEPPESSEN
16 FEB 18 **(10-2K)**

BERGEN, NORWAY
RNAV COPTER STAR

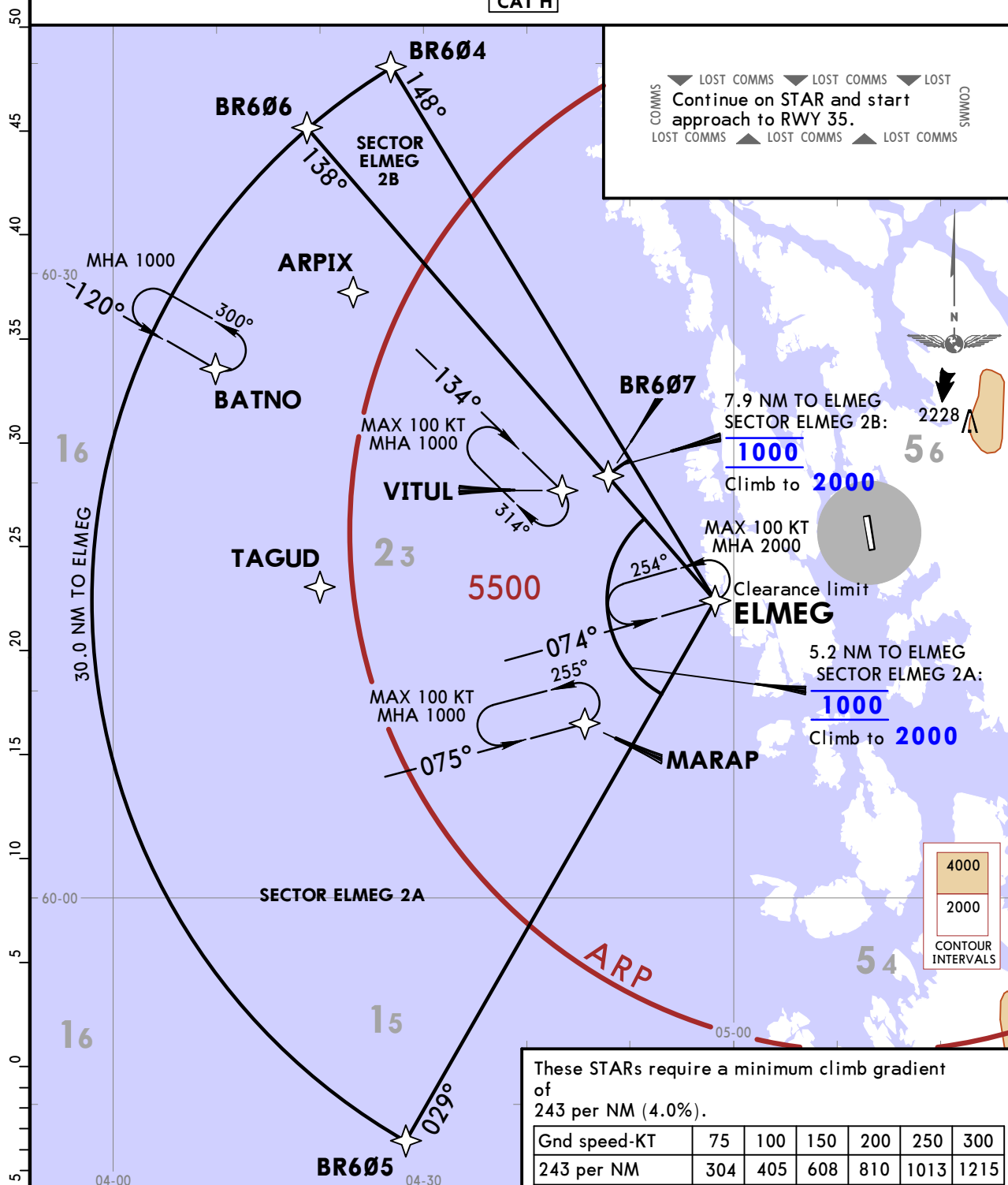
ATIS
125.250

Apt Elev
166

- Alt Set: hPa Trans level: By ATC
1. RNAV 1 (GNSS). 2. GNSS required.
 3. Class A GNSS shall not be used.
 4. RADAR service shall be available.
 5. Request vectoring in case of loss of RNAV 1 capability.
 6. Vectoring may be used for sequencing.
 7. Weather RADAR required.
 8. 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 2A
SECTOR ELMEG 2B
RWY 35 RNAV COPTER ARRIVALS

CAT H



STAR

SECTOR ELMEG 2A

SECTOR ELMEG 2B

To ELMEG.

ROUTING

ENBR/BGO
FLESLAND

JEPPESSEN
16 FEB 18 10-2L

BERGEN, NORWAY
RNAV COPTER STAR

ATIS
125.250

Apt Elev
166

Alt Set: hPa Trans level: By ATC
1. RNAV 1 (GNSS). 2. GNSS required.
3. Class A GNSS shall not be used.
4. RADAR service shall be available.
5. Request vectoring in case of loss of RNAV 1 capability.
6. Vectoring may be used for sequencing.
7. Weather RADAR required.
8. 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 FLS 2A
RWYS 17/35 RNAV COPTER ARRIVAL

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

Continue on STAR and start approach to assigned RWY.

Clearance limit
FLESLAND
D 115.55 FLS

OLDUG
Climb to
3000

1000
Climb to
2000

5500

MARAP

BR702

ROUTING

To OLDUG, to FLS.

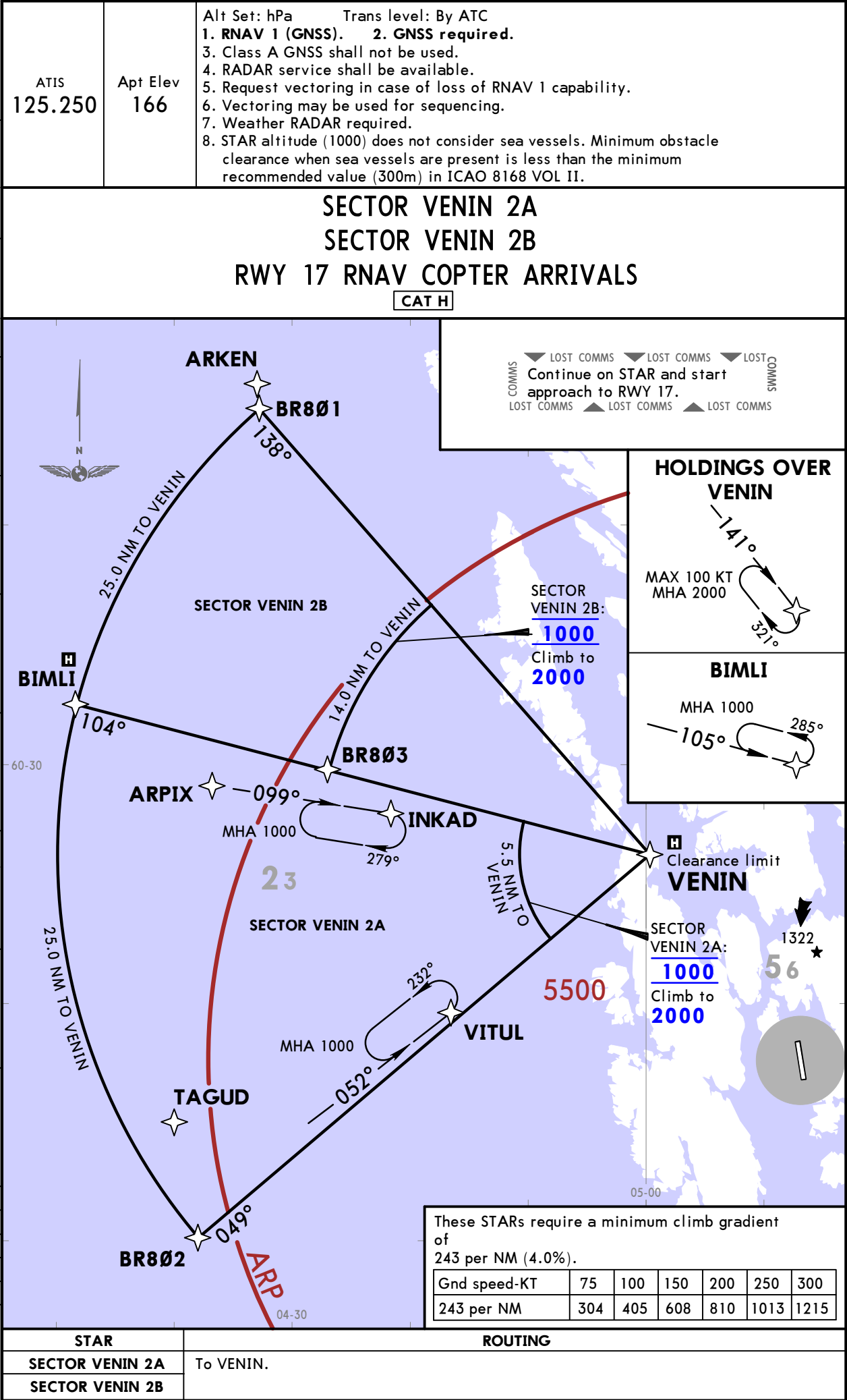
CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

ENBR/BGO
FLESLEND

JEPPESSEN
16 FEB 18 10-2M

BERGEN, NORWAY
RNAV COPTER STAR



© JEPPESEN, 2018. ALL RIGHTS RESERVED.

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 instructed by FLESLAND TWR contact FLESLAND Approach.

ROUTING

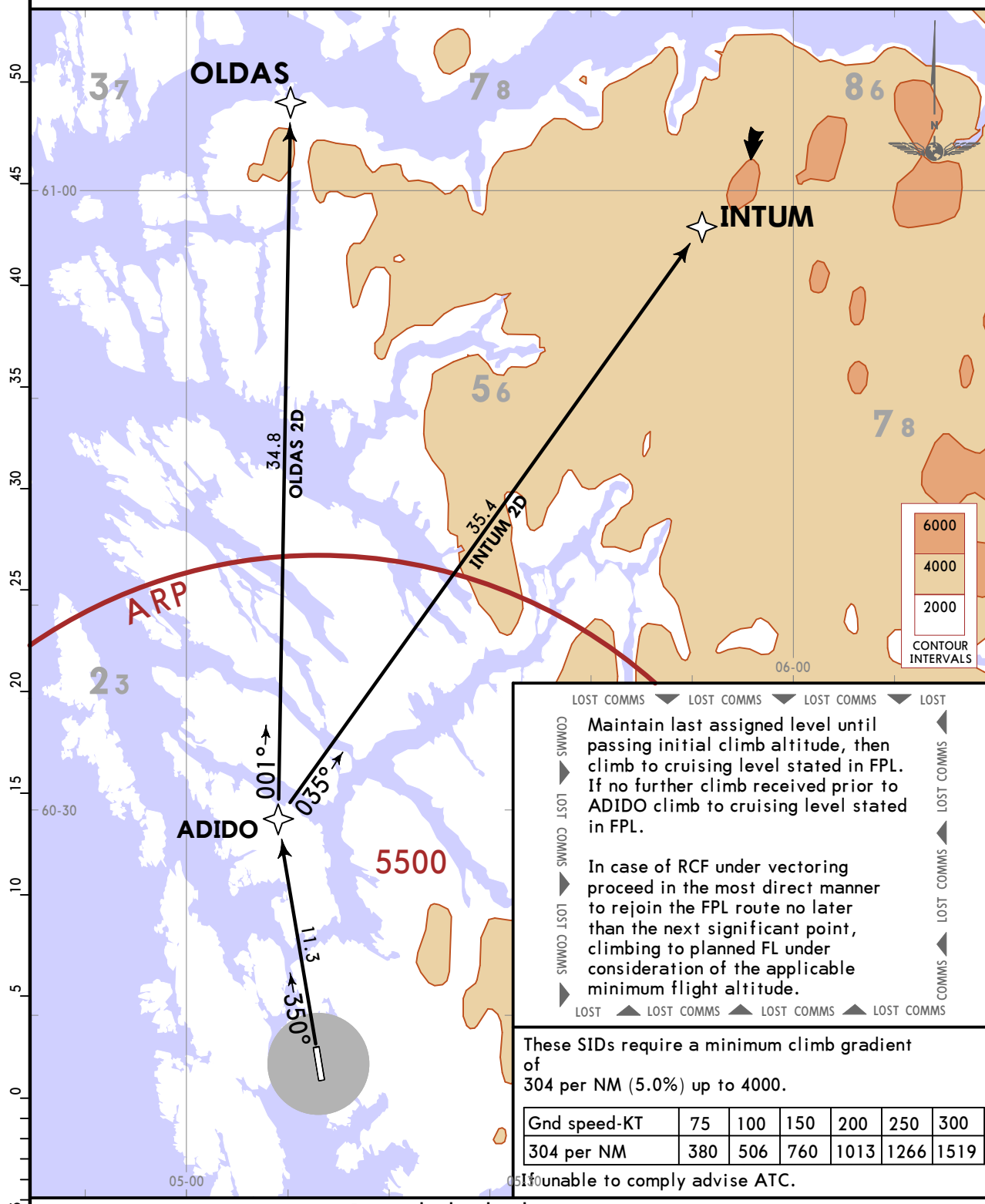
On 170° track to UNPUT, turn LEFT to BR531, to EKREL, to BR533, to INTUM.

On 170° track to UNPUT, turn RIGHT to BR521, to GISUK, to OLDAS.

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 instructed by FLESLAND TWR contact FLESLAND Approach.

INTUM 2D [INTU2D]
 OLDAS 2D [OLDA2D]
 RWY 35 RNAV DEPARTURES



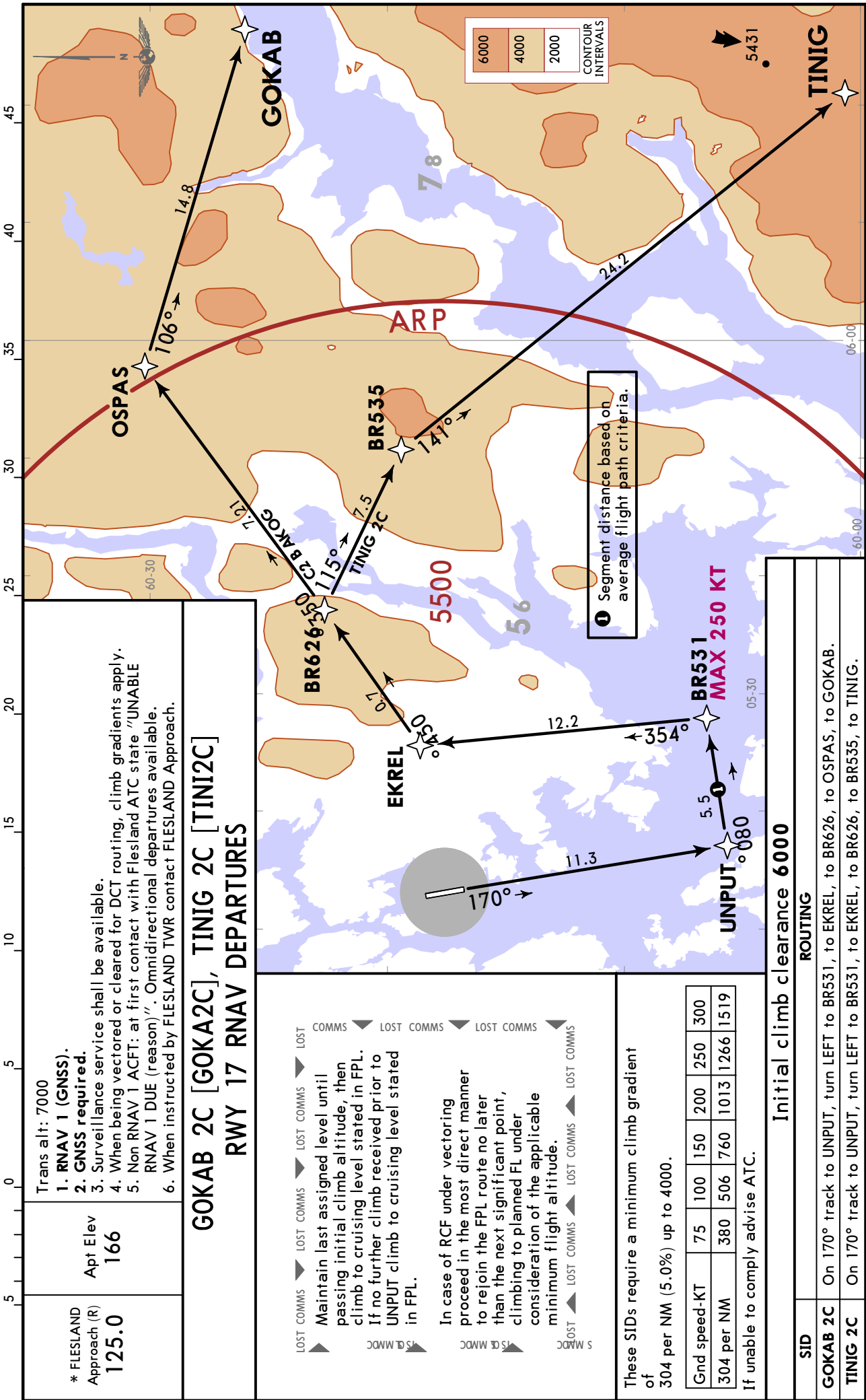
Initial climb clearance **6000**

SID	ROUTING
INTUM 2D	On 350° track to ADIDO, to INTUM.
OLDAS 2D	On 350° track to ADIDO, to OLDAS.

ENBR/BGO
FLESAND

JEPPesen
16 FEB 18 10-3B

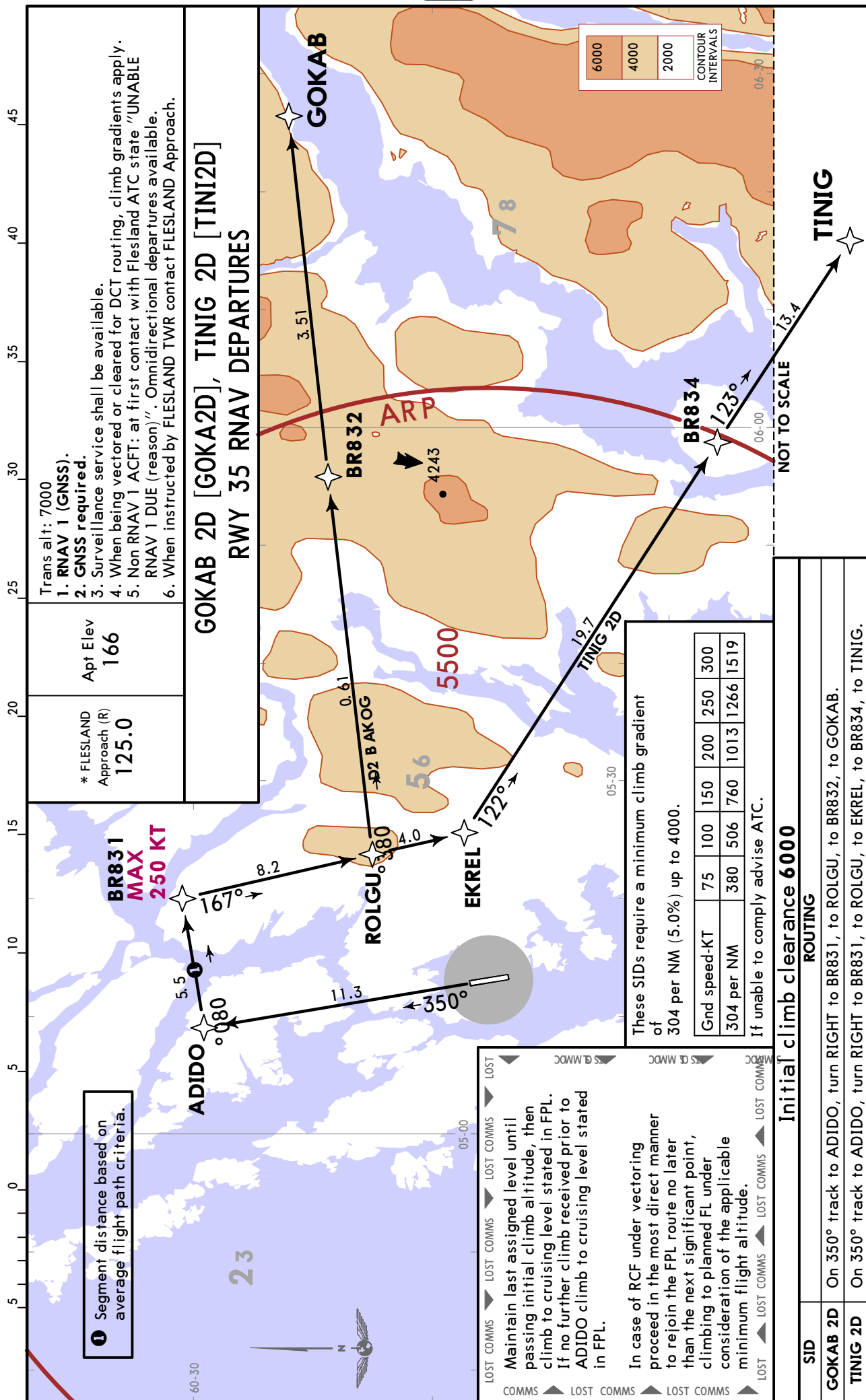
BERGEN, NORWAY
RNAV SID



ENBR/BGO
FLESLAND

JEPPESSEN
16 FEB 18 10-3C

BERGEN, NORWAY
RNAV SID



ENBR/BGO
FLESLAND

JEPPESSEN
16 FEB 18 **(10-3D)**

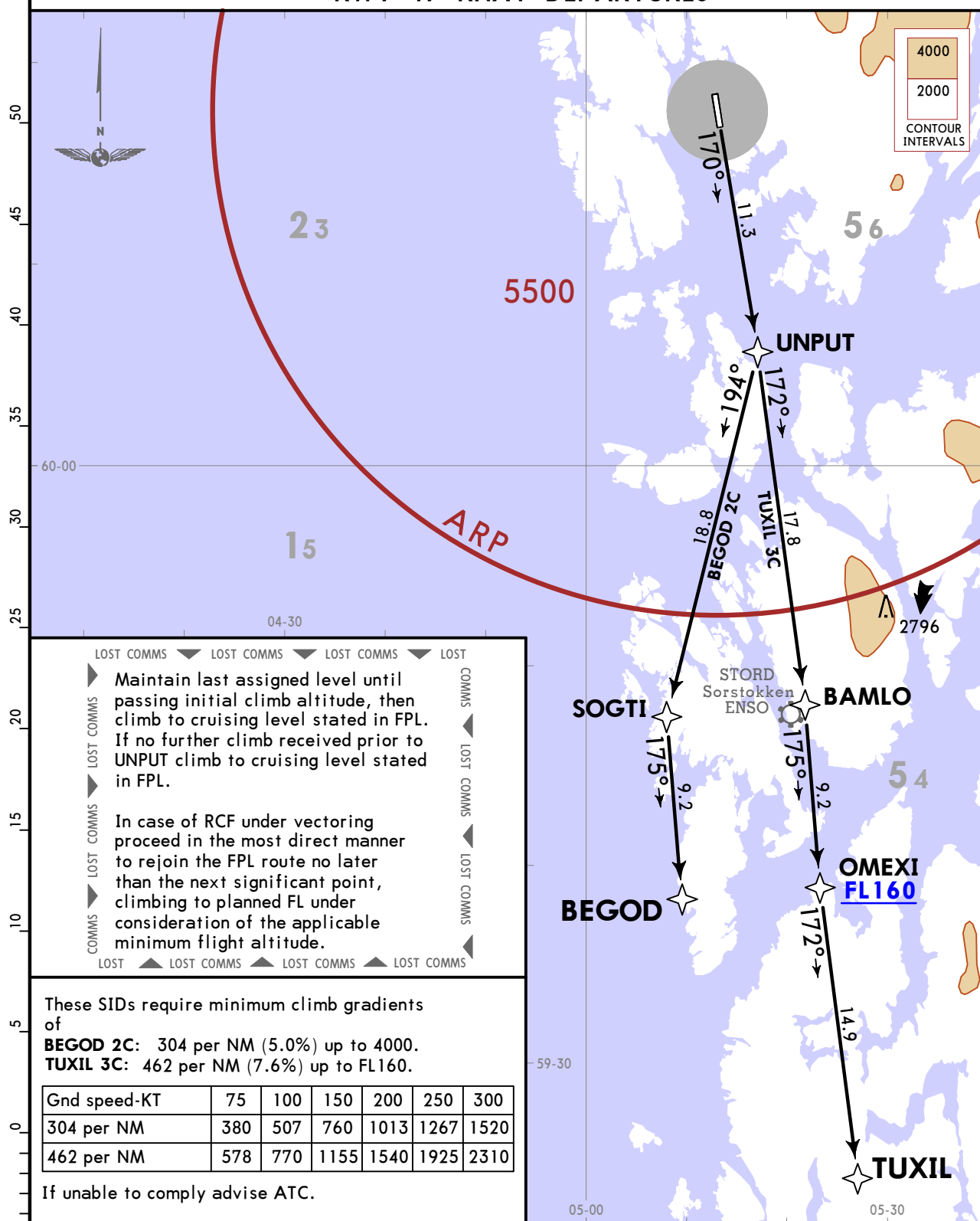
BERGEN, NORWAY
RNAV SID

* FLESLAND
Approach (R)
121.0

Apt Elev
166

- 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 instructed by FLESLAND TWR contact FLESLAND Approach.

BEGOD 2C [BEGO2C], TUXIL 3C [TUXI3C]
RWY 17 RNAV DEPARTURES



Initial climb clearance 6000

SID	ROUTING
BEGOD 2C	On 170° track to UNPUT, to SOGTI, to BEGOD.
TUXIL 3C	On 170° track to UNPUT, to BAMLO, to OMEXI, to TUXIL.

ENBR/BGO
FLESLAND

JEPPESSEN
16 FEB 18 10-3E

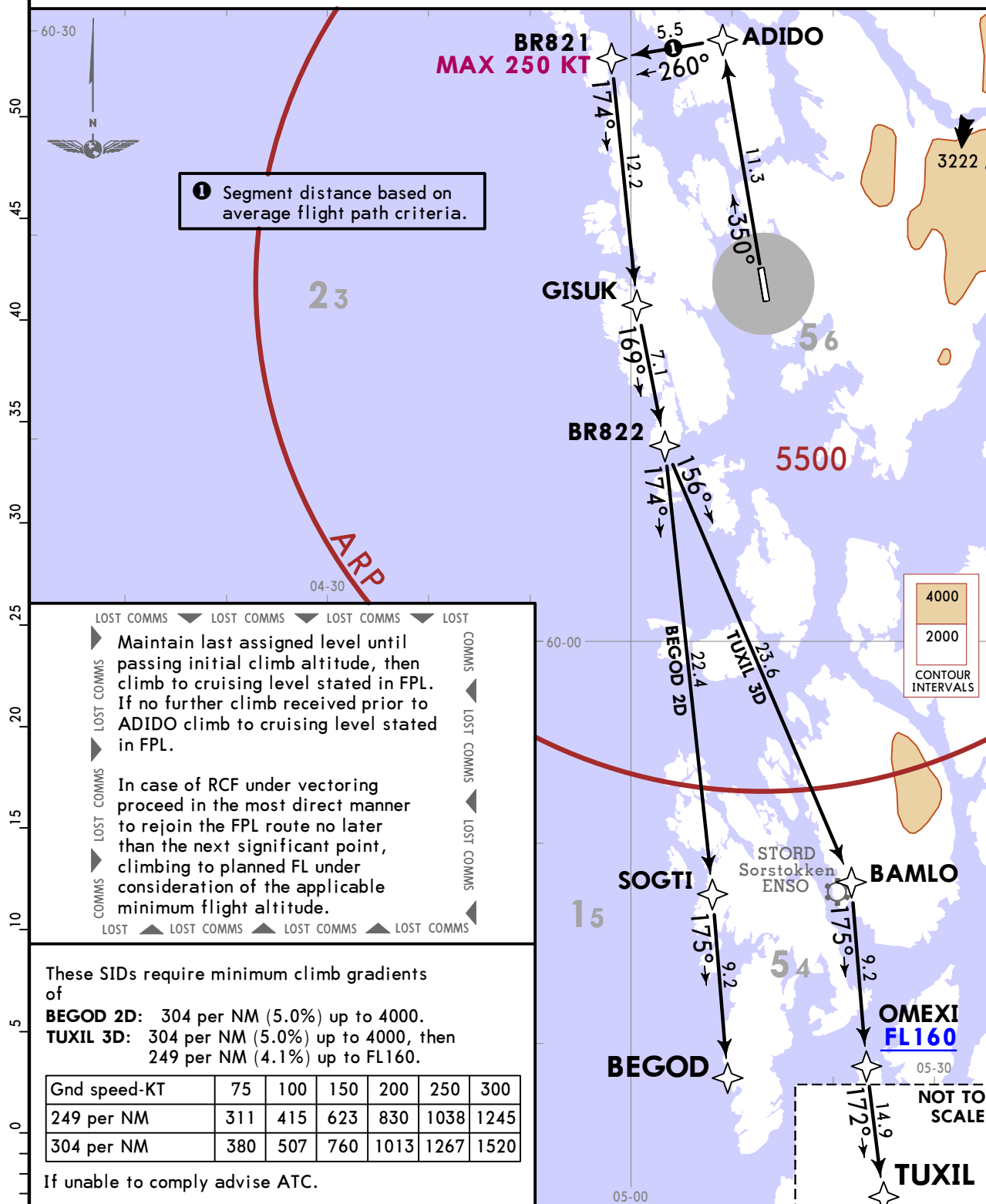
BERGEN, NORWAY
RNAV SID

* FLESLAND
Approach (R)
121.0

Apt Elev
166

- 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 instructed by FLESLAND TWR contact FLESLAND Approach.

BEGOD 2D [BEGO2D], TUXIL 3D [TUXI3D]
RWY 35 RNAV DEPARTURES

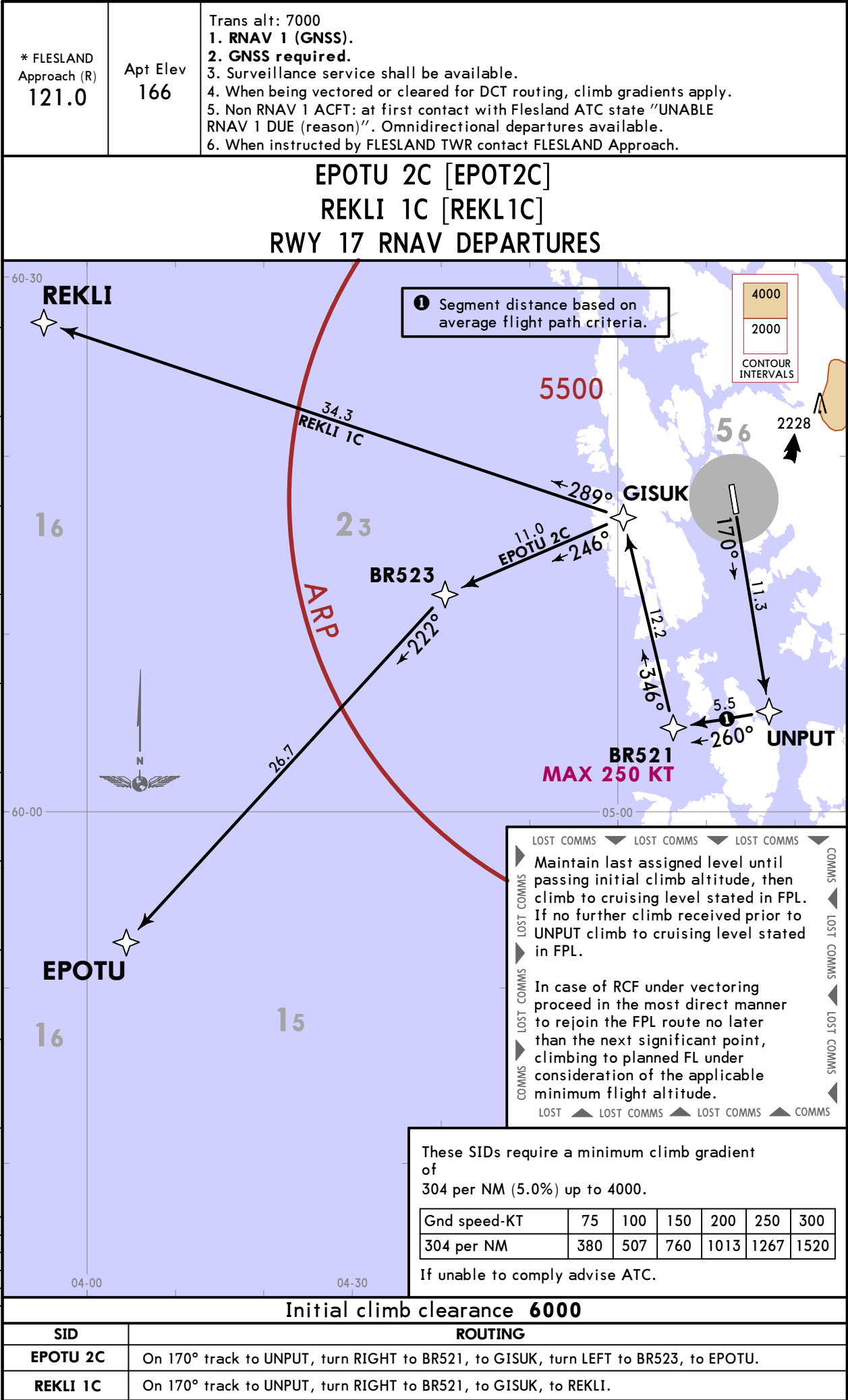


SID	ROUTING
BEGOD 2D	On 350° track to ADIDO, turn LEFT to BR821, to GISUK, to BR822, to SOGTI, to BEGOD.
TUXIL 3D	On 350° track to ADIDO, turn LEFT to BR821, to GISUK, to BR822, to BAMLO, to OMEXI, to TUXIL.

ENBR/BGO
FLESLAND

JEPPESSEN
16 FEB 18 10-3F

BERGEN, NORWAY
RNAV SID



ENBR/BGO
FLESLAND

JEPPesen
16 FEB 18 10-3G

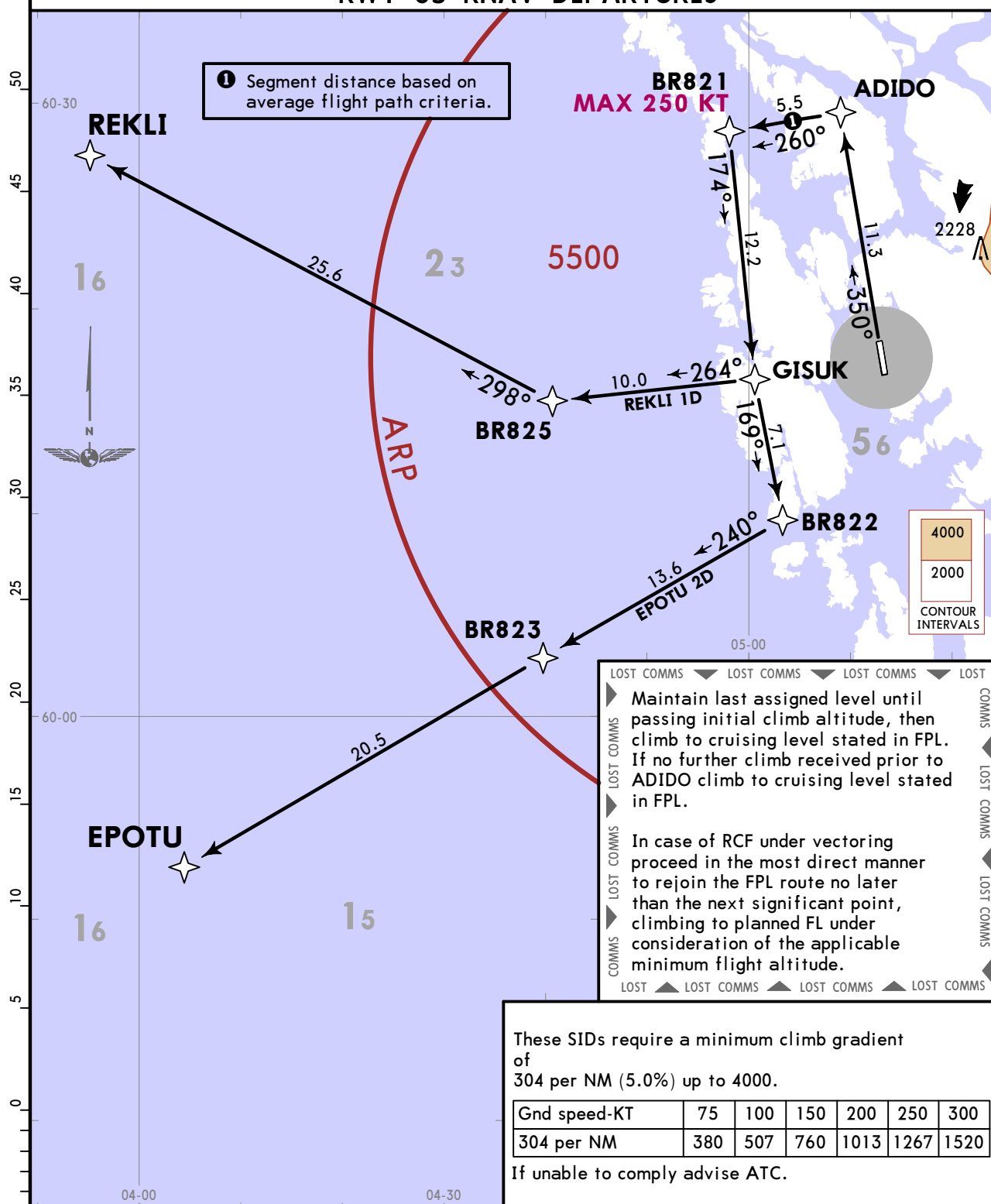
BERGEN, NORWAY
RNAV SID

* FLESLAND
Approach (R)
121.0

Apt Elev
166

- 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 instructed by FLESLAND TWR contact FLESLAND Approach.

EPOTU 2D [EPOT2D]
REKLI 1D [REKL1D]
RWY 35 RNAV DEPARTURES

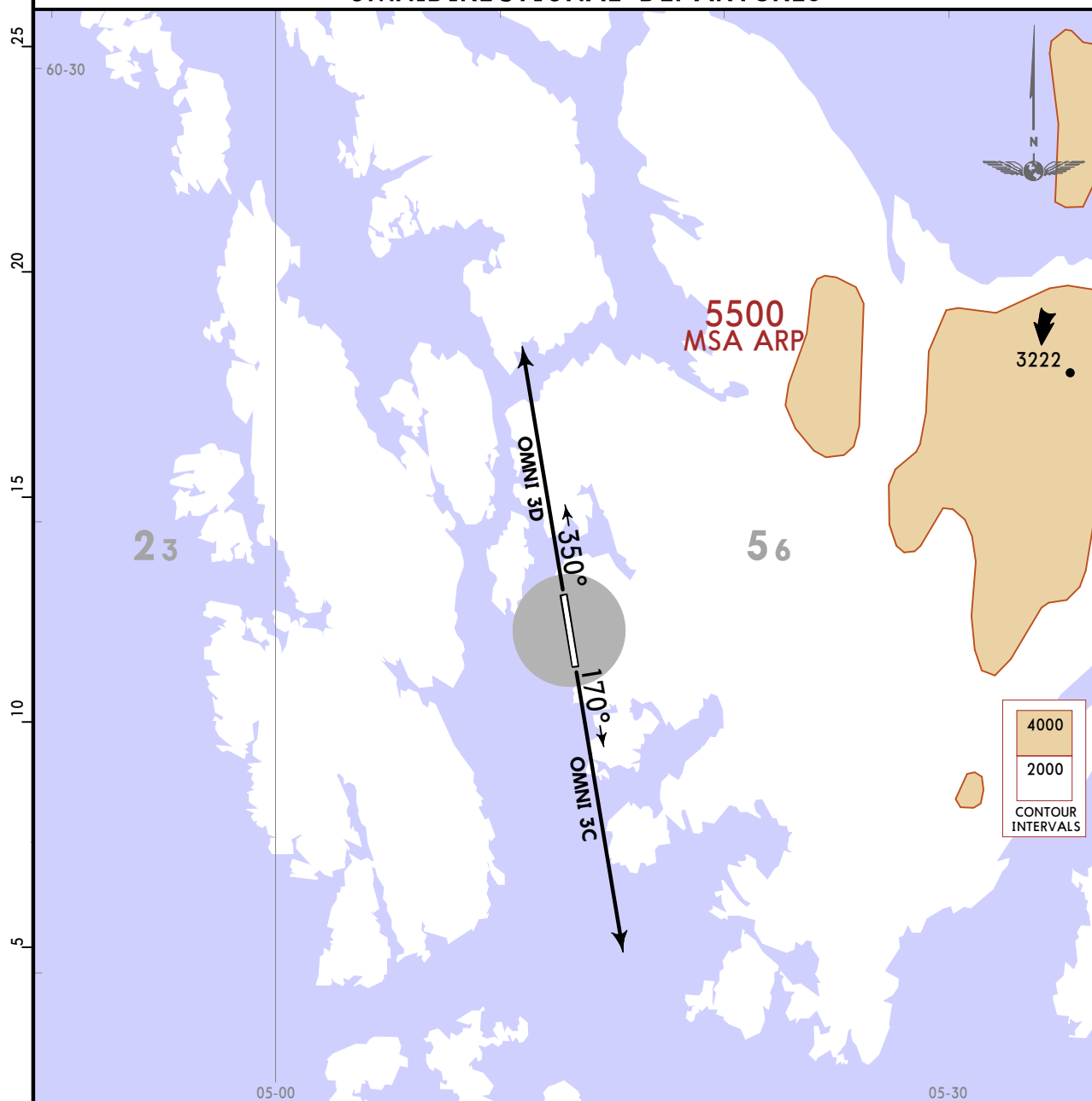


Initial climb clearance 6000

SID	ROUTING
EPOTU 2D	On 350° track to ADIDO, turn LEFT to BR821, to GISUK, to BR822, to BR823, to EPOTU.
REKLI 1D	On 350° track to ADIDO, turn LEFT to BR821, to GISUK, turn RIGHT to BR825, to REKLI.

Trans alt: 7000

1. When instructed by FLESLAND TWR contact FLESLAND Approach.
2. When being vectored or cleared for DCT routing, climb gradients apply.



Climb on appropriate initial SID track to 6000, then proceed in the most direct manner possible to join the planned route, climbing on planned cruising FL.

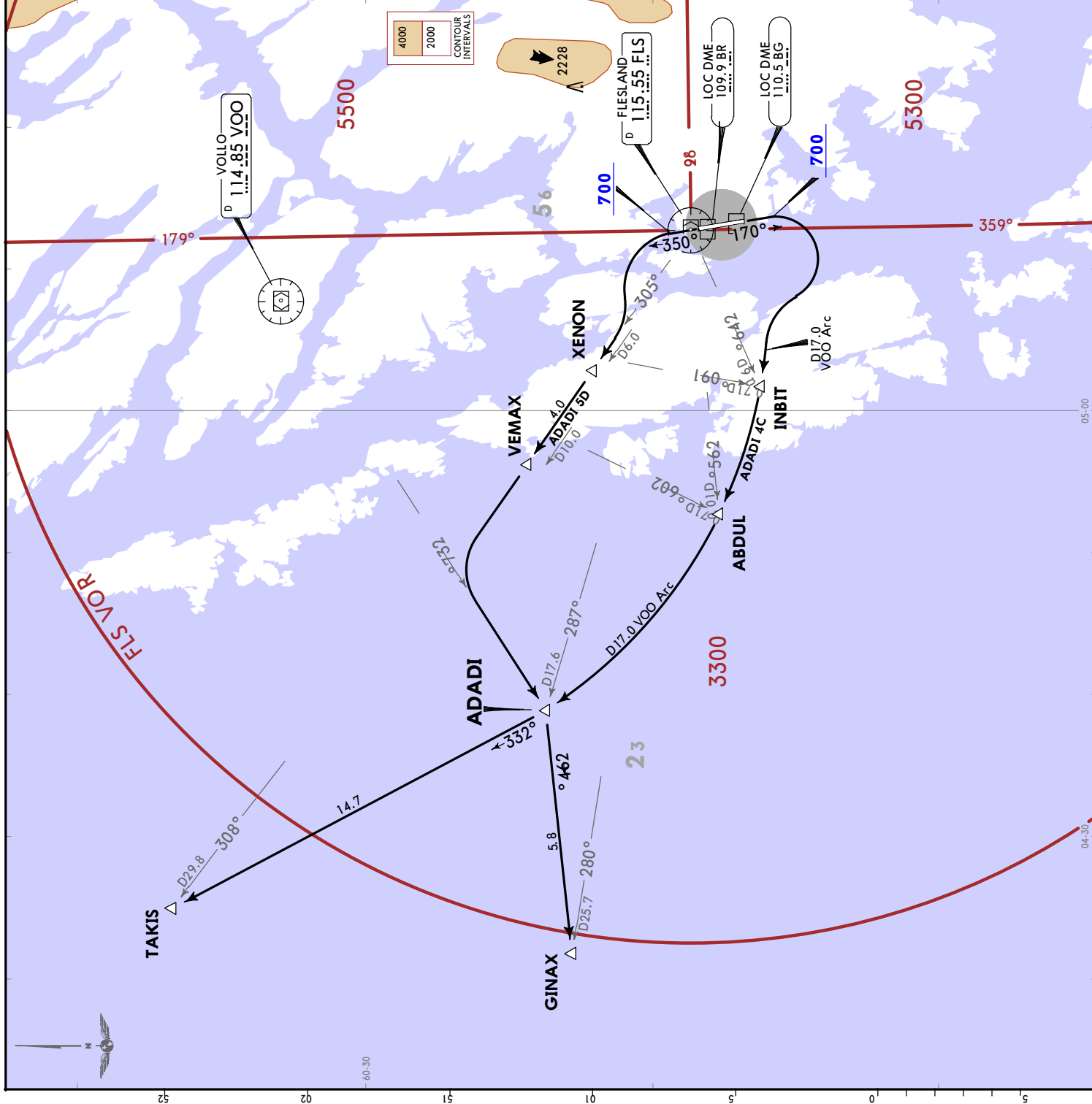
ACFT under vectoring shall proceed the most direct route to join the planned route, climbing to the planned FL.

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

If unable to comply advise ATC.

Initial climb clearance **6000**

SID	RWY	ROUTING
OMNI 3C	17	Climb on 170° track, EXPECT further clearance by ATC (LEFT turn at or above 2000/RIGHT turn at or above 1500).
OMNI 3D	35	Climb on 350° track, EXPECT further clearance by ATC (LEFT turn at or above 1700/RIGHT turn at or above 2000).



* FLESLAND Approach (R) 121.0	Apt Elev 166	Trans alt.: 7000 When reaching 2000 contact FLESLAND Approach.														
ADADI 4C [ADAD4C] ADADI 5D [ADAD5D] COPTER DEPARTURES CATH																
NOISE ABATEMENT RWY 35: When terrain west of airport is clearly visible, make visual LEFT turn to follow the recommended path to intercept FLS R305.																
▲ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST ADADI 4C At INBIT turn RIGHT, along D8.0 BR Arc. Intercept BR LOC and perform ILS Y RWY 17 approach. ▲ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST ADADI 5D At XENON turn LEFT, along D8.0 BG Arc. Intercept BG LOC and perform ILS Y RWY 35 approach.																
These STDs require a minimum climb gradient of 425 per NM (7.0%) up to 2000.																
<table><tr><td>Gnd speed-KT</td><td>75</td><td>100</td><td>150</td><td>200</td><td>250</td><td>300</td></tr><tr><td>425 per NM</td><td>531</td><td>708</td><td>1063</td><td>1417</td><td>1771</td><td>2125</td></tr></table>			Gnd speed-KT	75	100	150	200	250	300	425 per NM	531	708	1063	1417	1771	2125
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 D17.0 VOO Arc to INBIT, to ABDUL, to ADADI.														
ADADI 5D	35	Climb on 350° track to 700, turn LEFT, intercept FLS R305 via XENON to VEMAX, intercept VOO R237 to ADADI.														

ENBR/BGO

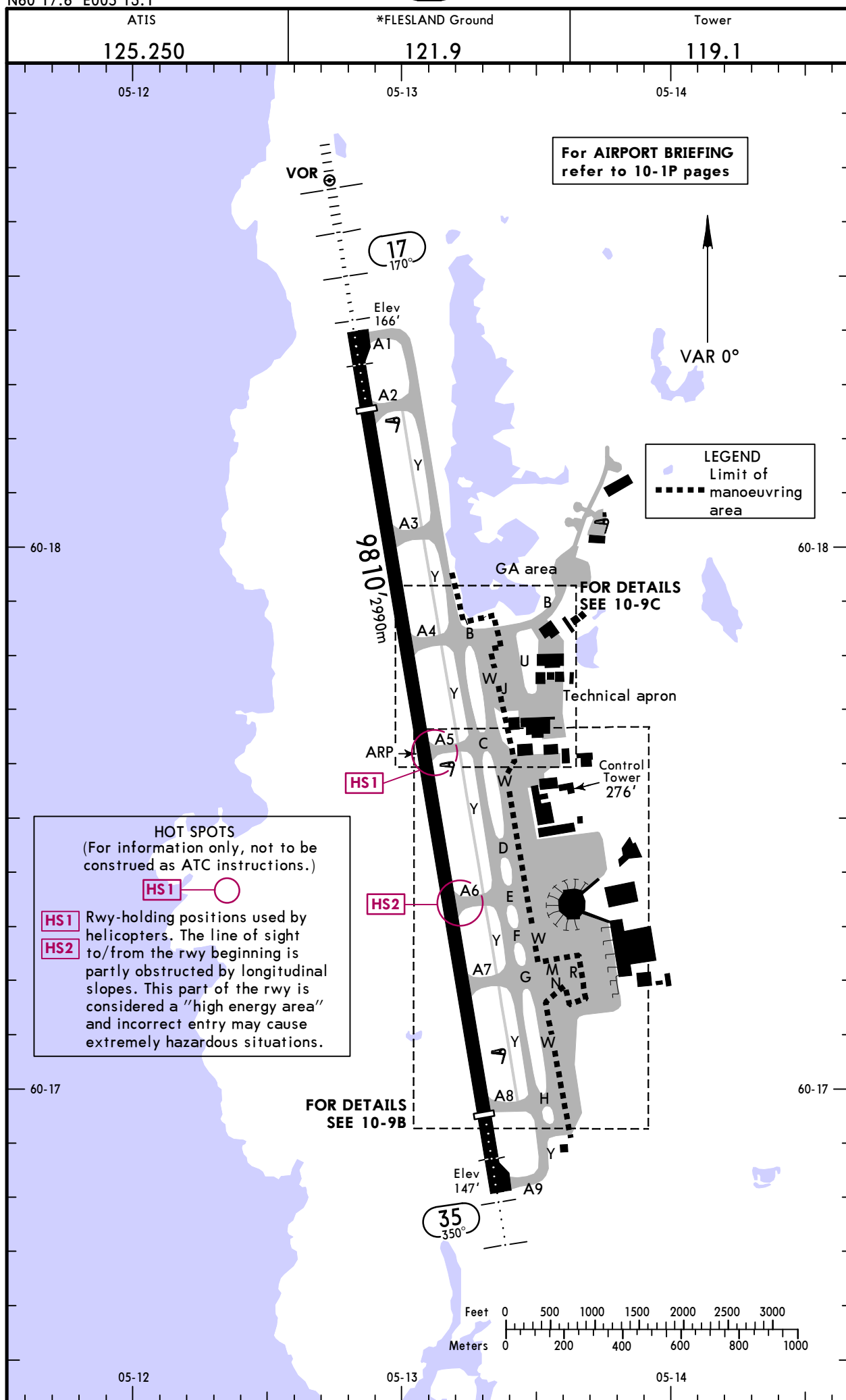
Apt Elev **166'**
N60 17.6 E005 13.1

JEPPESSEN

18 JAN 19 **(10-9)** Eff 31 Jan

BERGEN, NORWAY

FLESLAND



CHANGES: None.

© JEPPESSEN, 2004, 2017. ALL RIGHTS RESERVED.

ENBR/BGO

 **JEPPESSEN**

18 JAN 19

10-9A

Eff 31 Jan

BERGEN, NORWAY
FLESLAND

ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING	BEYOND		
		Threshold	Glide Slope		
17 ① 35	HIRL (60m) CL (15m) HIALS ② SFL PAPI (3.0°) RVR	8366' 2550m	7090' 2161m	③	148' 45m
	HIRL (60m) CL (15m) HIALS PAPI (angle 3.0°) RVR	8284' 2525m	7130' 2173m		

- ① Rwy grooved. Concrete southern end of rwy.
- ② ALS also available up to 984'/300m in front of threshold.
- ③ TAKE-OFF RUN AVAILABLE

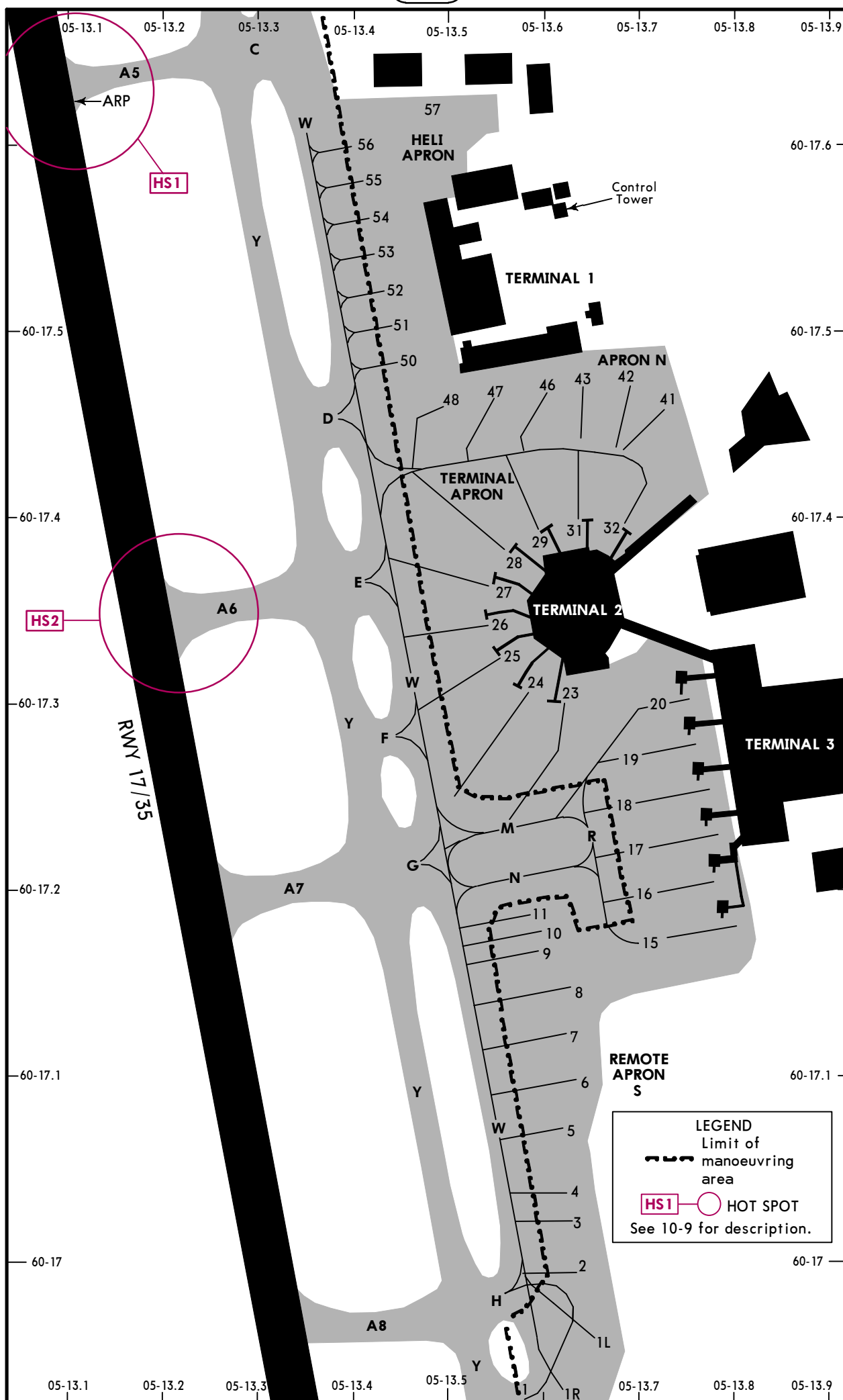
RWY 17:		RWY 35:	
From rwy head	9252' (2820m)	From twy A9 int	9170' (2795m)
twy A2 int	8366' (2550m)	twy A8 int	8284' (2525m)
twy A3 int	6923' (2110m)	twy A7 int	6841' (2085m)
twy A4 int	5709' (1740m)	twy A6 int	5922' (1805m)
twy A5 int	4478' (1365m)	twy A5 int	4183' (1275m)
twy A6 int	2756' (840m)	twy A4 int	2969' (905m)

Standard		TAKE-OFF			
	Low Visibility Take-off				
	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A	TDZ, MID, RO RVR 150m	RVR 200m	RVR 300m	400m	500m
B					
C					
D					

ENBR/BGO

JEPPesen
27 OCT 17 **10-9B** Eff 9 Nov

BERGEN, NORWAY
FLESLAND



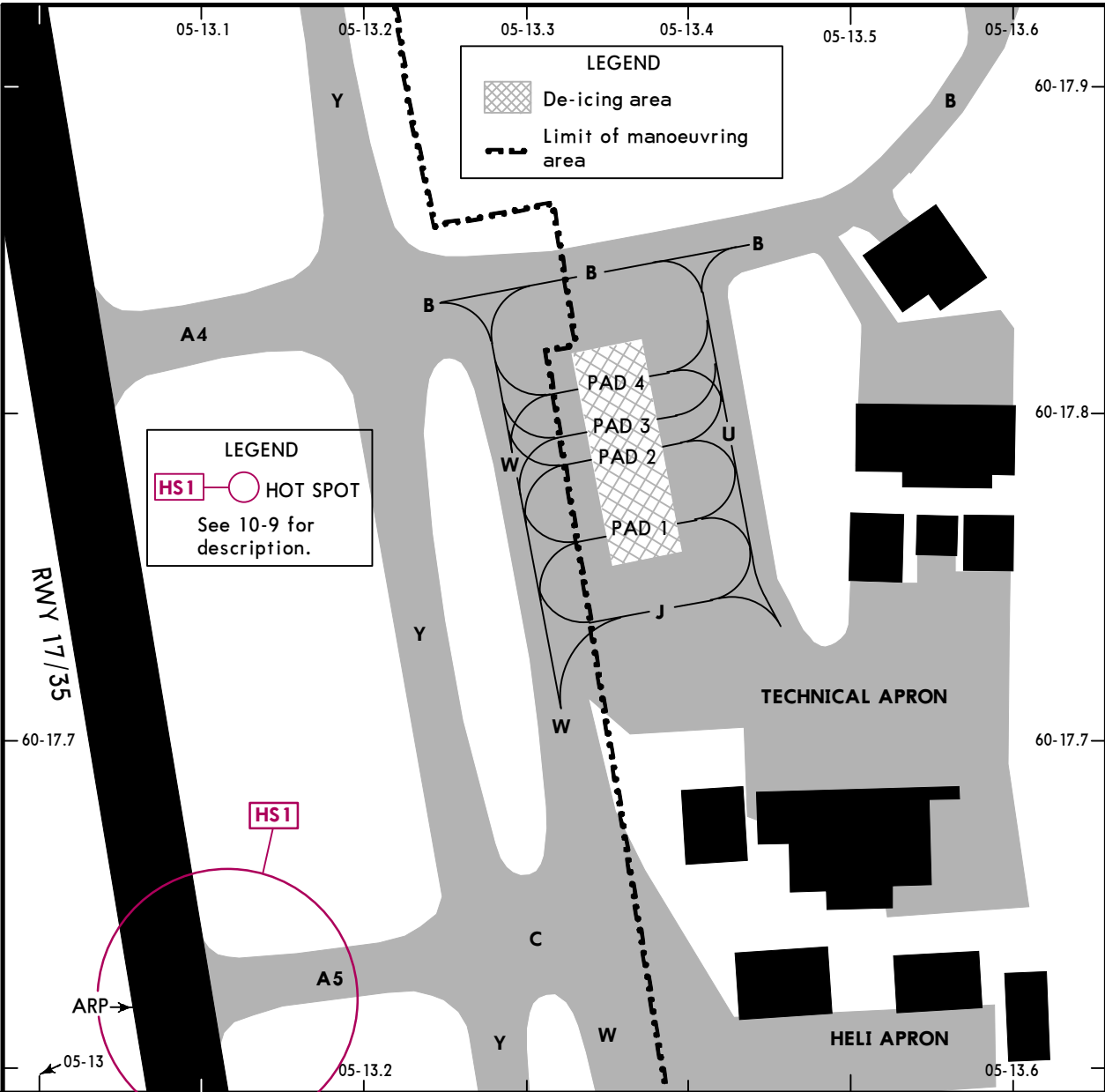
CHANGES: New parking stand 20, stand 22 withdrawn. Terminals renamed.

© JEPPesen, 2004, 2017. ALL RIGHTS RESERVED.

ENBR/BGO

JEPPESSEN
27 OCT 17 10-9C Eff 9 Nov

BERGEN, NORWAY
FLESLEND



INS COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
1	N60 16.9 E005 13.6	148	32	N60 17.4 E005 13.7	170
1L	N60 17.0 E005 13.6	149	41	N60 17.5 E005 13.7	170
1R	N60 16.9 E005 13.6	148	42	N60 17.5 E005 13.7	171
2	N60 17.0 E005 13.6	150	43, 46	N60 17.5 E005 13.6	171
3	N60 17.0 E005 13.6	152	47, 48	N60 17.5 E005 13.5	172
4	N60 17.0 E005 13.6	153	50	N60 17.5 E005 13.5	173
5	N60 17.1 E005 13.6	155	51	N60 17.5 E005 13.5	172
6	N60 17.1 E005 13.6	156	52	N60 17.5 E005 13.5	170
7	N60 17.1 E005 13.6	158	53	N60 17.5 E005 13.4	169
8	N60 17.1 E005 13.6	159	54	N60 17.6 E005 13.4	167
9	N60 17.1 E005 13.6	160	55	N60 17.6 E005 13.4	165
10, 11	N60 17.2 E005 13.6	161	56	N60 17.6 E005 13.4	162
15, 16	N60 17.2 E005 13.8	166	57	N60 17.6 E005 13.5	161
17, 18	N60 17.2 E005 13.8	167	PAD 1	N60 17.8 E005 13.4	142
19	N60 17.3 E005 13.7	167	PAD 2	N60 17.8 E005 13.4	141
20	N60 17.3 E005 13.7	168	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			

ENBR/BGO


STD COPTER MINIMUMS
BERGEN, NORWAY
FLESLAND

STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
17	CAT 2 ILS	266' (100')	RA 94' - 300m
	ILS	366' (200')	500m / 1000m
	LOC	740' (574')	1000m / 1000m
	RNAV (LPV)	400' (234')	550m / 1000m
	RNAV (LNAV/VNAV)	620' (454')	750m / 1000m
	RNAV (LNAV)	620' (454')	1000m / 1000m
	VOR	540' (374')	800m / 1000m
35	ILS	347' (200')	600m / 1000m
	LOC	460' (313')	1000m / 1000m
	RNAV (LNAV/VNAV) ❶	500' (353')	800m / 1000m
	RNAV (LNAV/VNAV) ❷	560' (413')	800m / 1000m
	RNAV (LNAV) ❸	620' (473')	1000m / 1000m
	RNAV (LNAV) ❹	720' (573')	1000m / 1000m
	VOR	610' (463')	1000m / 1000m

- ❶ Missed apch climb grad mim 3.0%.
❷ Missed apch climb grad mim 2.5%.
❸ Missed apch climb grad mim 3.5%.

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

TAKE-OFF RWY 17, 35				
Low Visibility Take-off ❶				
RL/FATO LTS, RCLM & RVR info	RL/FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ❷	800m

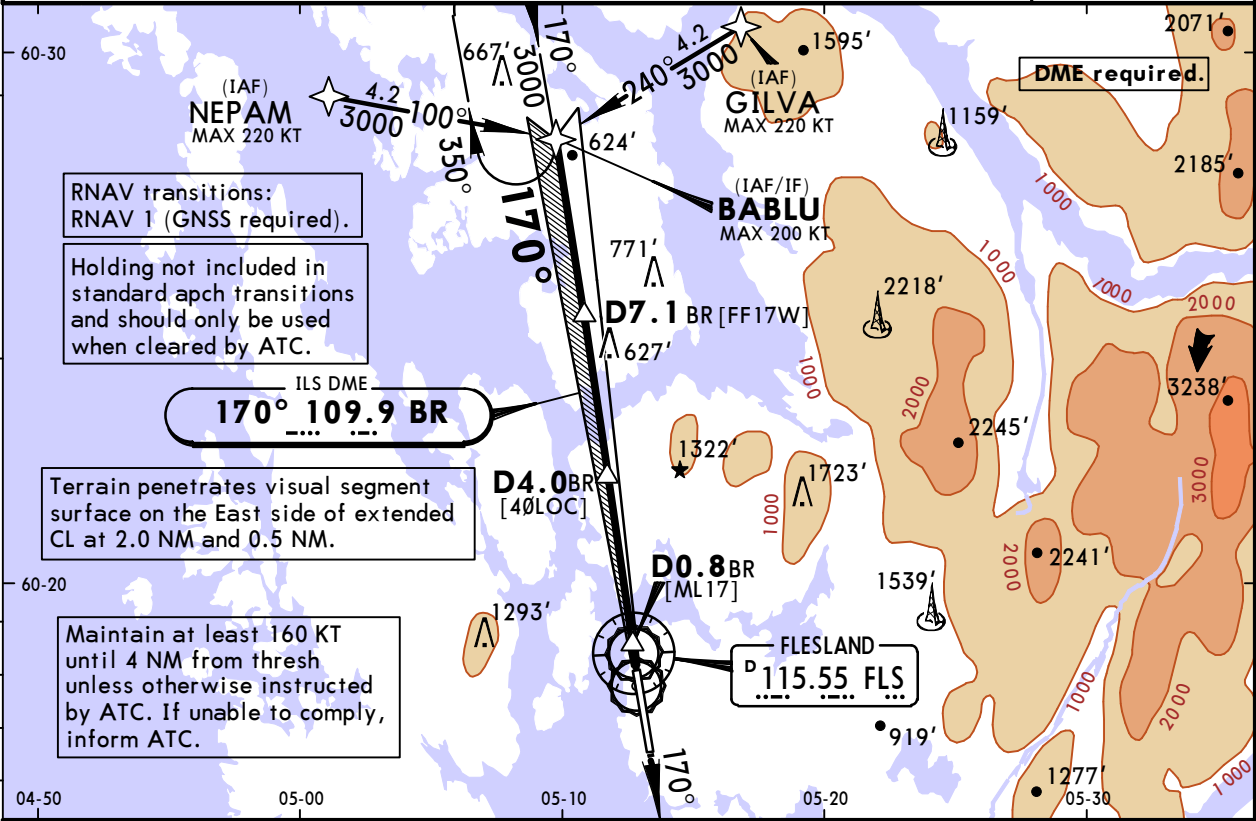
- ❶ Without Low Visibility Take-off approval 400m are stipulated.
❷ Or rejected take-off distance whichever is the greater.

ENBR/BGO
FLESLAND

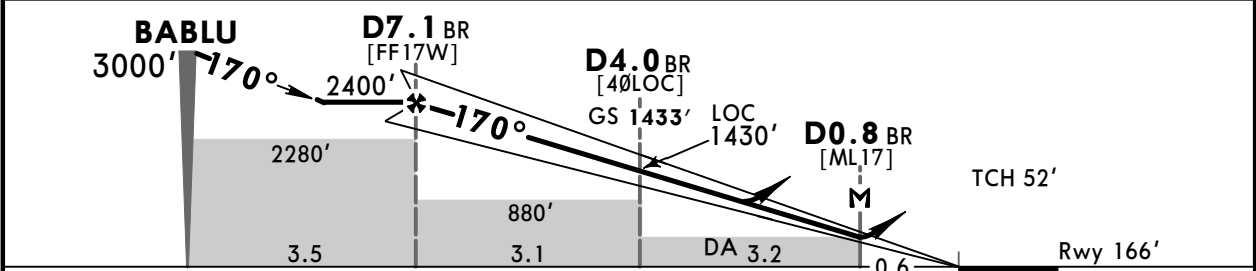
JEPPESSEN
8 FEB 19 11-1

BERGEN, NORWAY
ILS W or LOC W Rwy 17

ATIS	*FLESLAND Approach (R)		*FLESLAND Director (APP/R)	FLESLAND Tower	*Ground
125.250	West 121.0	East 125.0	118.850	119.1	121.9
LOC BR 109.9	Final Apch Crs 170°	GS D4.0 BR 1433' (1267')	ILS DA(H) Refer to Minimums	Apt Elev 166' Rwy 166'	 MSA FLS VOR
MISSED APCH: Climb on 170° to 3000'. Expect vectoring. MISSED APCH WITH COMM FAILURE RNAV 1: Proceed to BR917 climbing to 3000', then turn RIGHT to BR918. Turn RIGHT direct to NEPAM for a new approach. MISSED APCH WITH COMM FAILURE NON-RNAV: Climb STRAIGHT AHEAD to 3000'. At D14.0 BR turn RIGHT to intercept and proceed on 15 DME Arc BR. Intercept LOC BR for a new approach.					
Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 7000'					



LOC (GS out)	BR DME	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE		2380'	2070'	1750'	1430'	1110'	790'



Gnd speed-Kts	70	90	100	120	140	160	 HIALS PAPI PAPI 3000' on 170°
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	
MAP at D0.8 BR							

Standard		STRAIGHT-IN LANDING RWY 17		LOC (GS out)		CIRCLE-TO-LAND	
ILS		C: 370' (204')		CDFA		CAT D: Not authorized East of airport	
AB: 366' (200')		D: 381' (215')		DA/MDA(H) 740' (574')			
FULL		ALS out		ALS out			
A	RVR 550m I	RVR 1200m		RVR 1500m		Max Kts	
B						100	820' (654') 1500m
C						135	1110' (944') 1600m
D				RVR 1900m	RVR 2400m	180	1720' (1554') 2400m
						205	1720' (1554') 3600m
W/o HUD/AP/FD: RVR 750m							

CHANGES: None.

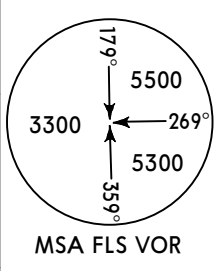
© JEPPESSEN, 2000, 2018. ALL RIGHTS RESERVED.

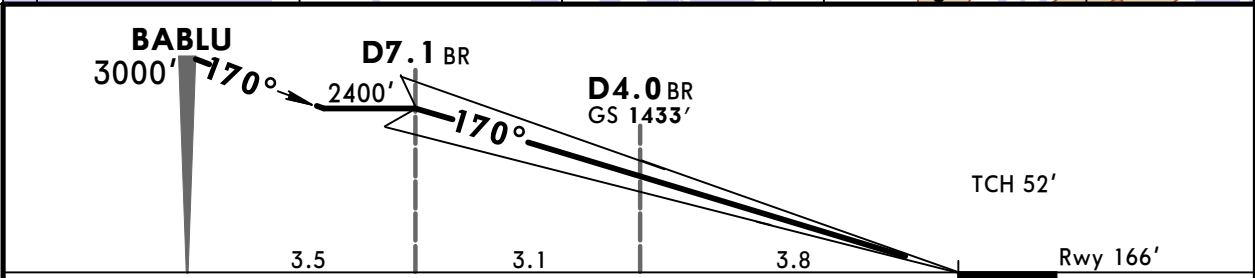
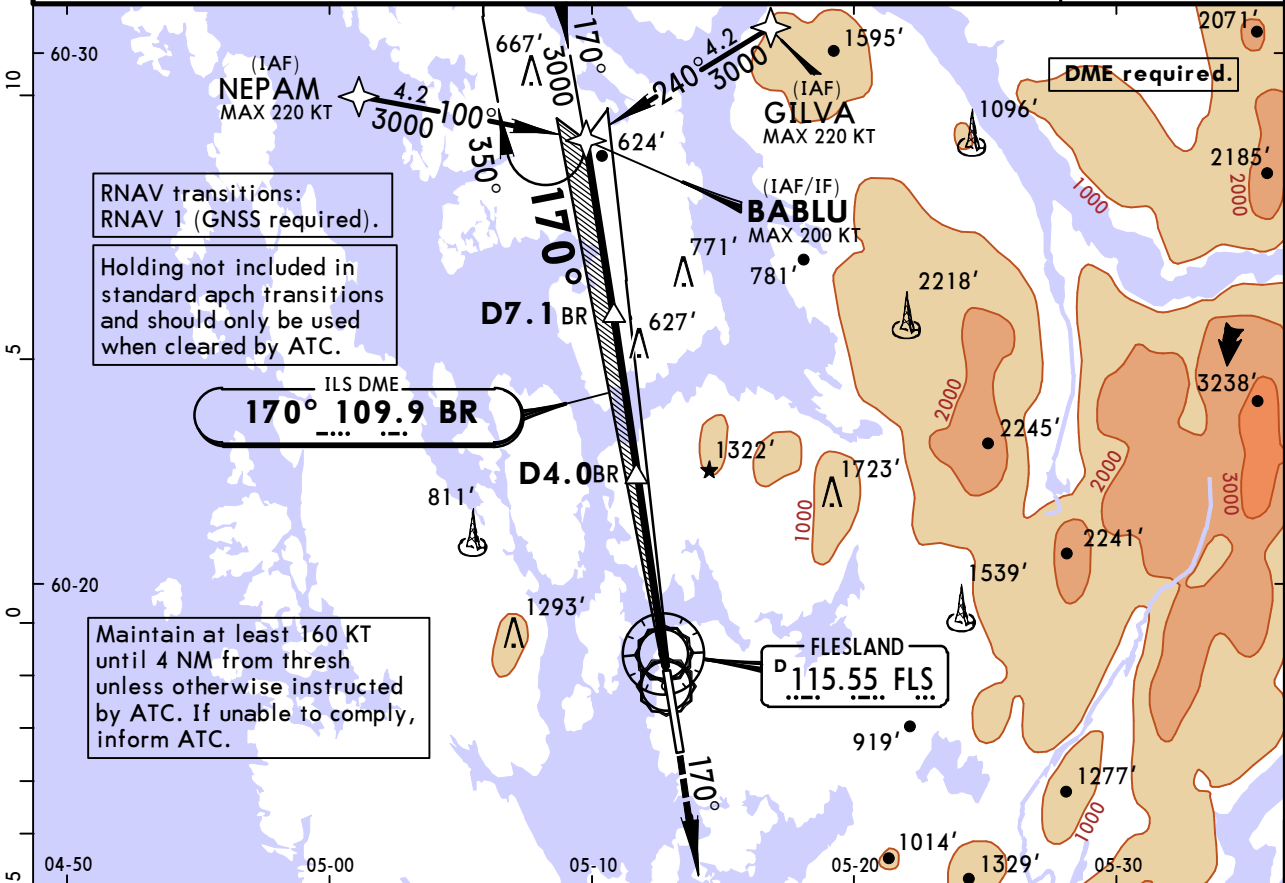
ENBR/BGO
FLESLAND

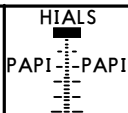
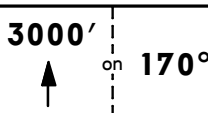
8 FEB 19 11-1A

BERGEN, NORWAY
CAT II ILS W Rwy 17

BRIEFING STRIP™

ATIS		*FLESLAND Approach (R)		*FLESLAND Director (APP/R)		FLESLAND Tower		*Ground			
125.250		West 121.0		East 125.0		118.850		119.1		121.9	
LOC BR 109.9		Final Apch Crs 170°		GS D4.0 BR 1433' (1267')		CAT II ILS RA/DA(H) Refer to Minimums		Apt Elev 166' Rwy 166'			
MISSED APCH: Climb on 170° to 3000'. Expect vectoring.											
MISSED APCH WITH COMM FAILURE RNAV 1: Proceed to BR917 climbing to 3000', then turn RIGHT to BR918. Turn RIGHT direct to NEPAM for a new approach.											
MISSED APCH WITH COMM FAILURE NON-RNAV: Climb STRAIGHT AHEAD to 3000'. At D14.0 BR turn RIGHT to intercept and proceed on 15 DME Arc BR. Intercept LOC BR for a new approach.											
Alt Set: hPa		Rwy Elev: 6 hPa		Trans level: By ATC		Trans alt: 7000'					



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

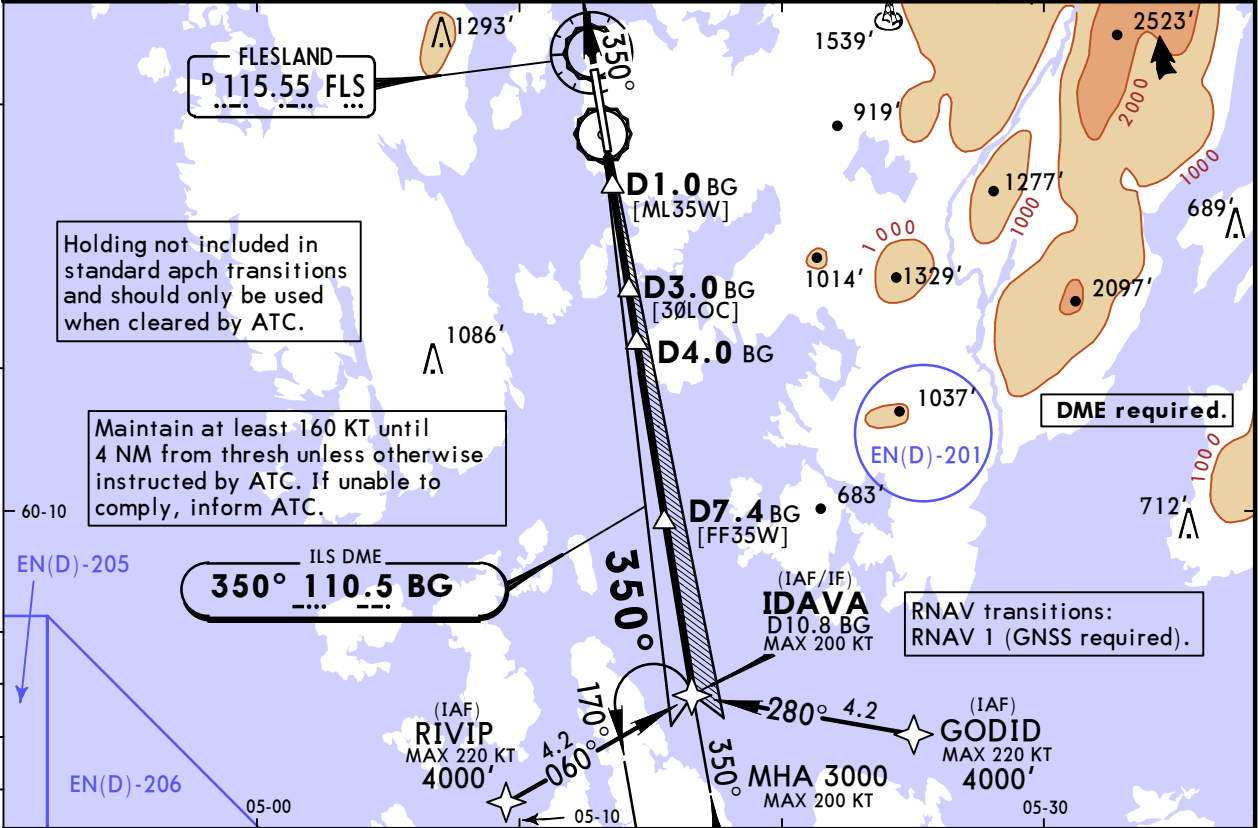
Standard			STRAIGHT-IN LANDING RWY 17 CAT II ILS		
AB RA 94' DA(H) 266'(100')		C RA 105' DA(H) 276'(110')		D RA 129' DA(H) 290'(124')	
RVR 300m				RVR 400m	

ENBR/BGO
FLESLAND

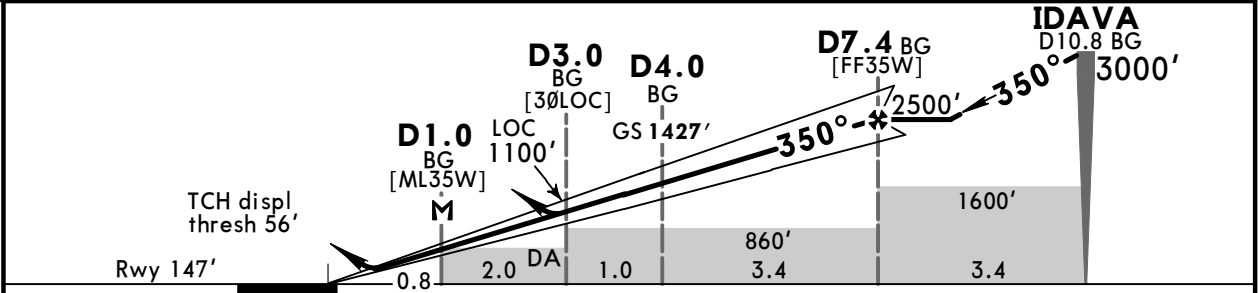
JEPPESSEN
8 FEB 19 (11-2)

BERGEN, NORWAY
ILS W or LOC W Rwy 35

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



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



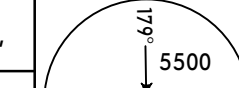
Gnd speed-Kts	70	90	100	120	140	160		HIALS	3000'	on	350°
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	PAPI	PAPI		
MAP at D1.0 BG											

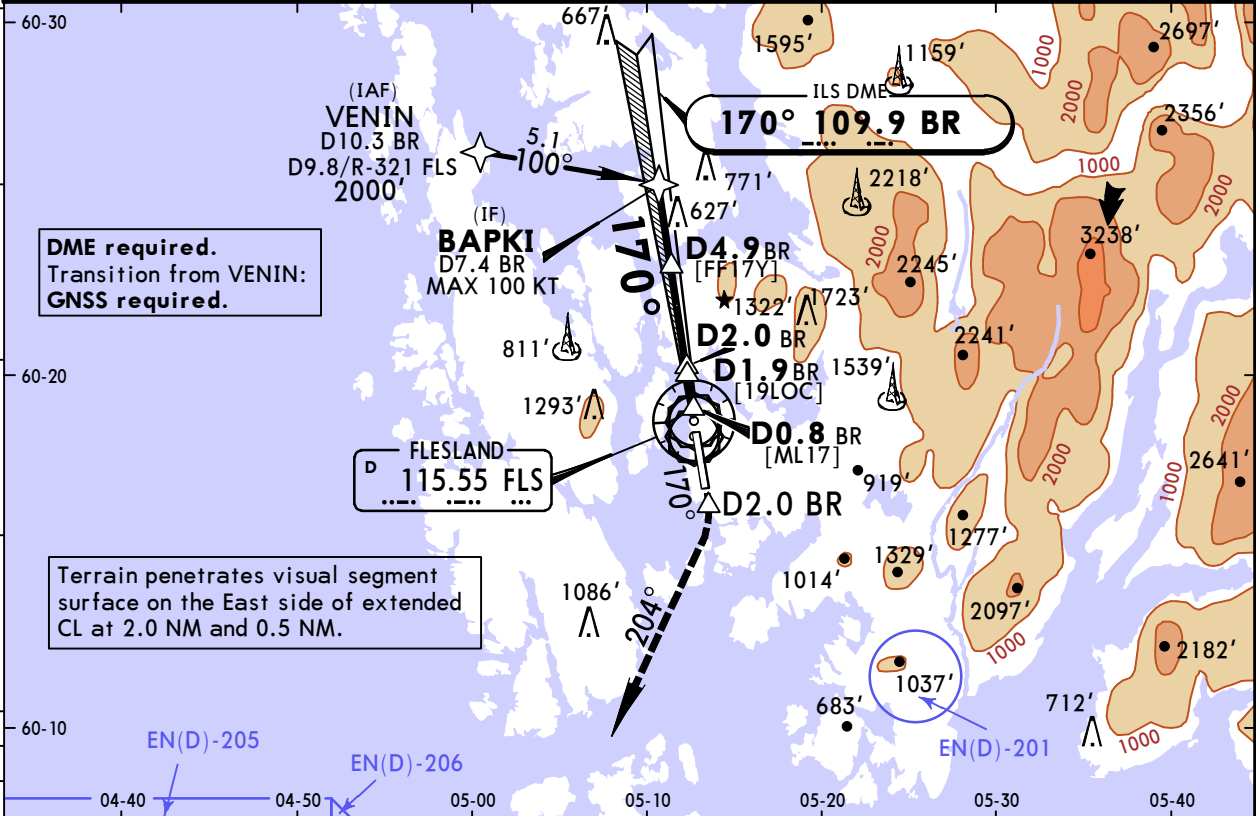
Standard		STRAIGHT-IN LANDING RWY 35				CIRCLE-TO-LAND		
DA(H) ILS		LOC (GS out)				CAT D: Not authorized East of airport		
A: 347' (200')		C: 365' (218')		DA/MDA(H) CDFA				
B: 357' (210')		D: 375' (228')		AB: 460' (313') CD: 510' (363')				
FULL		ALS out				ALS out		Max Kts
A	RVR 750m			RVR 1000m	RVR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

ENBR/BGO
FLESLAND

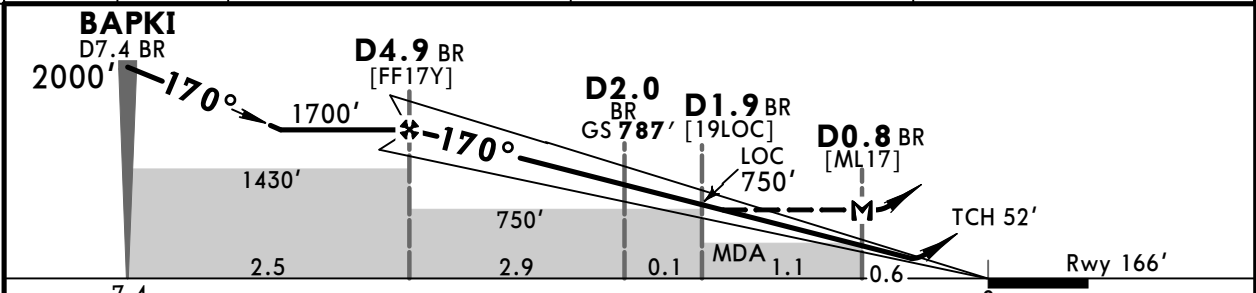
JEPPESSEN
26 OCT 18
Eff 8 Nov

BERGEN, NORWAY
COPTER ILS Y or LOC Y Rwy 17

ATIS	*FLESLAND Approach (R)		*FLESLAND Director (APP/R)		FLESLAND Tower	*Ground
125.250	West 121.0	East 125.0	118.850		119.1	121.9
LOC BR 109.9	Final Apch Crs 170°	GS D2.0 BR 787' (621')	ILS DA(H) 366' (200')	Apt Elev 166' 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'						



LOC	BR DME	4.0	3.0	2.0
(GS out)	ALTITUDE	1430'	1110'	790'



Gnd speed-Kts	70	90	100	120	140	160	HIALS		D2.0 BR on 170°	
ILS GS or	3.00°						PAPI			
LOC Descent Angle										
MAP at D0.8 BR										

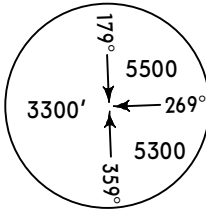
Standard		STRAIGHT-IN LANDING RWY 17			
		ILS		LOC (GS out)	
		DA(H) 366' (200')		MDA(H) 590' (424')	
		FULL	ALS out		ALS out
C O P T E R		RVR 500m	RVR 1000m	RVR 800m	RVR 1000m

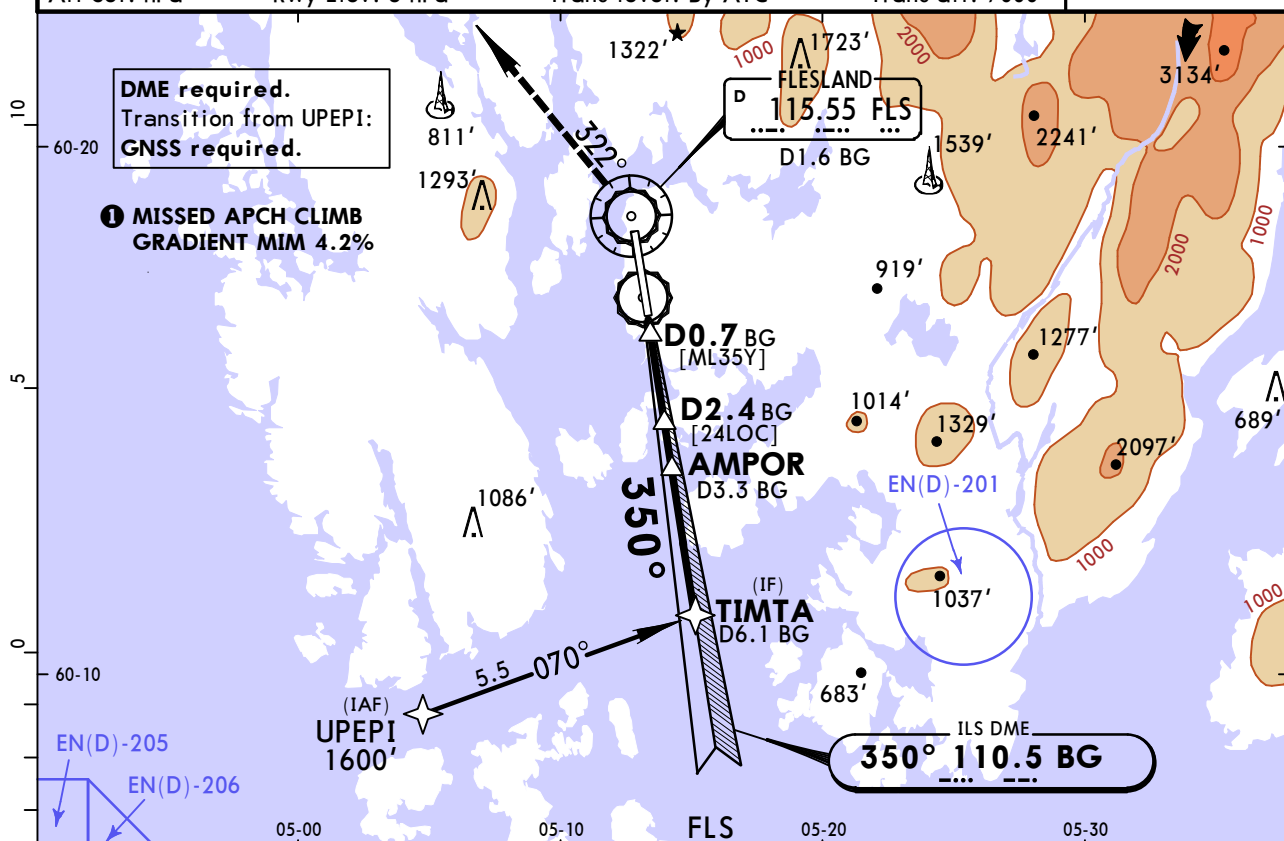
ENBR/BGO
FLESLAND

JEPPESSEN
26 OCT 18
Eff 8 Nov

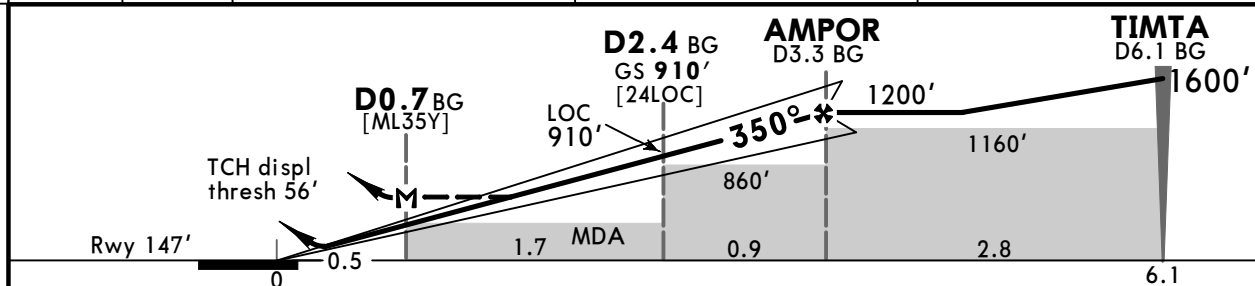
BERGEN, NORWAY
ILS Y or LOC Y Rwy 35

BRIEFING STRIP™

ATIS	*FLESLAND Approach (R)		*FLESLAND Director (APP/R)		FLESLAND Tower	*Ground
125.250	West 121.0	East 125.0	118.850		119.1	121.9
LOC BG 110.5	Final Aptch Crs 350°	GS D2.4 BG 910' (763')	ILS DA(H) 347' (200')	Apt Elev 166' Rwy 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



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



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI		D1.6 BG on	350°
ILS GS or LOC Desc Angle 3.00°	372	478	531	637	743	849				
MAP at D0.7 BG										

Standard		STRAIGHT-IN LANDING RWY 35			
		Missed apch climb gradient mim 4.2%			
		ILS		LOC (GS out)	
DA(H)		347' (200')		MDA(H) 450' (303')	
FULL		ALS out		ALS out	
C O P T E R	RVR 600m		RVR 1000m		RVR 800m
					RVR 1000m

CHANGES: None.

© JEPPESSEN, 2001, 2017. ALL RIGHTS RESERVED.

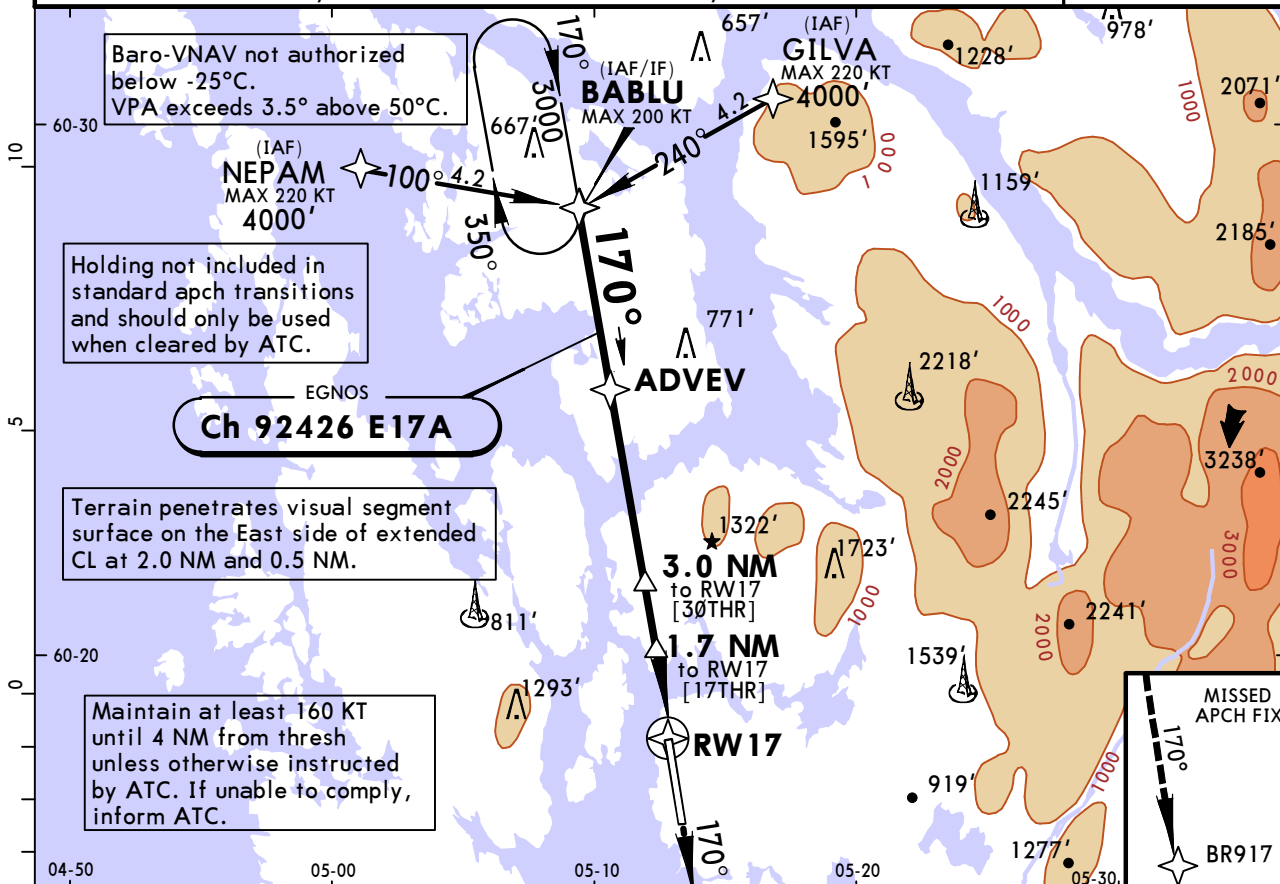
ENBR/BGO
FLESLAND
JEPPESSEN

26 OCT 18 (12-1)

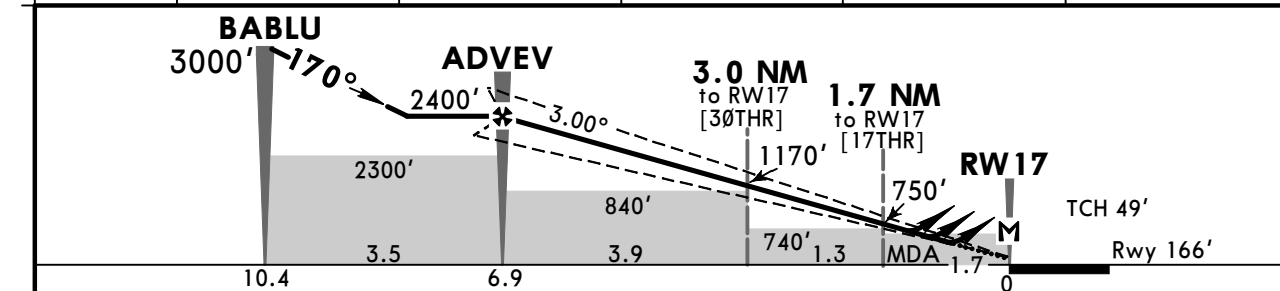
Eff 8 Nov
BERGEN, NORWAY
RNAV (GNSS) Rwy 17

BRIEFING STRIP TM

ATIS	*FLESLAND Approach (R)		*FLESLAND Director (APP/R)		FLESLAND Tower	*Ground
125.250	West 121.0	East 125.0	118.850		119.1	121.9
EGNOS Ch 92426 E17A	Final Aptch Crs 170°	Procedure Alt ADVEV 2400' (2234')	LPV DA(H) Refer to Minimums	Apt Elev 166' Rwy 166'	5500	
MISSED APCH: Proceed to BR917 climbing to 3000'. Expect vectoring. MISSED APCH WITH COMM FAILURE: At BR917 turn RIGHT to BR918. Then turn RIGHT direct to NEPAM for a new approach.						
Alt Set: hPa		Rwy Elev: 6 hPa	Trans level: By ATC	Trans alt: 7000'		



DIST to RW17	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2130'	1810'	1490'	1180'	860'



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RW17						

Standard STRAIGHT-IN LANDING RWY 17				CIRCLE-TO-LAND			
LPV CAT I		LNAV/VNAV		LNAV CDFA		CAT D: Not authorized East of airport	
DA(H) A: 400' (234') C: 421' (255') B: 413' (247') D: 431' (265')		DA(H) A: 620' (454') C: 640' (474') B: 630' (464') D: 650' (484')		DA/MDA(H) 620' (454')			
	ALS out		ALS out		ALS out	Max Kts	MDA(H) VIS
A		RVR 1200m	RVR 1400m			100	820' (654') 1500m
B	RVR 550m			RVR 1500m	RVR 1500m	135	1100' (944') 1600m
C		RVR 1300m	RVR 1500m		RVR 2400m	180	1720' (1554') 2400m
D	RVR 600m			RVR 2300m		205	1720' (1554') 3600m

W/o HUD/AP/FD: RVR 750m.

CHANGES: EGNOS established. Missed apch. Waypoints. Altitudes. Minimums.

© JEPPESSEN, 2013, 2018. ALL RIGHTS RESERVED.

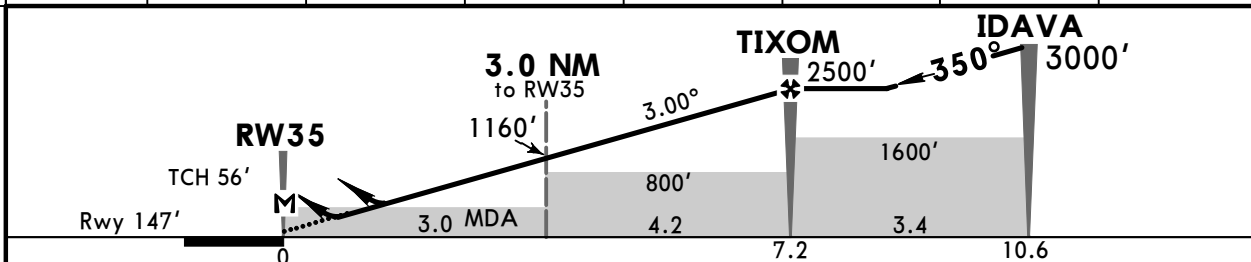
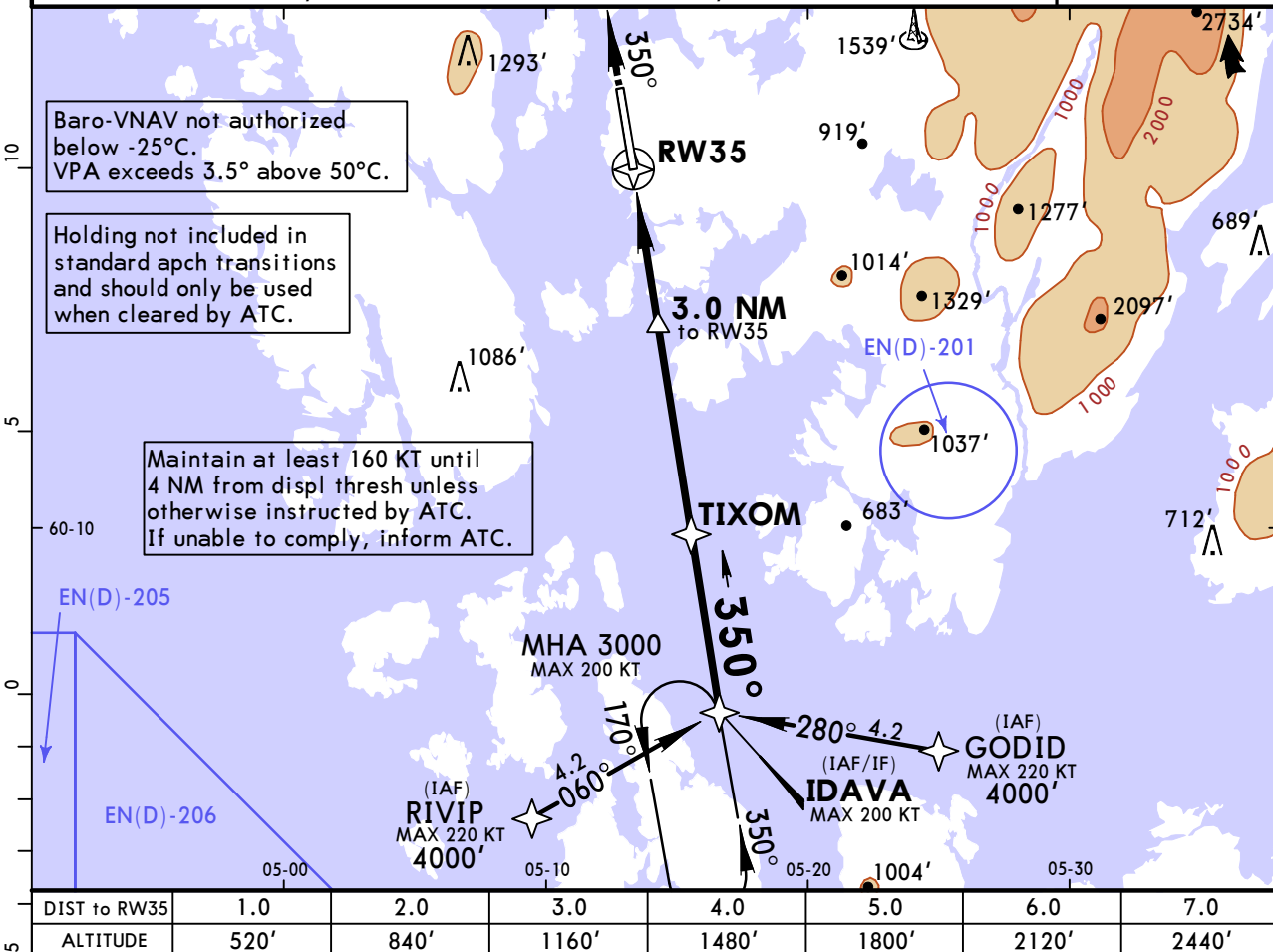
ENBR/BGO
FLESLAND
JEPPESEN

26 OCT 18

(12-2)

Eff 8 Nov
BERGEN, NORWAY
RNAV (GNSS) Rwy 35

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



Gnd speed-Kts	70	90	100	120	140	160	HIALS	
Descent Angle	372	478	531	637	743	849	PAPI	PAPI
LNAV/VNAV: MAP at DA							3000' on 350°	
LNAV: MAP at RW35								

Standard STRAIGHT-IN LANDING RWY 35						CIRCLE-TO-LAND	
LNAV/VNAV		LNAV		LNAV		CAT D: Not authorized East of airport	
MACG mim 3.0% DA(H)		MACG mim 2.5% DA(H)		MACG mim 3.5% CDFA DA/MDA(H)			
A: 500' (353')		A: 560' (413')					
B: 510' (363')		B: 580' (433')					
C: 520' (373')		C: 600' (453')					
D: 530' (383')		D: 620' (473')					
ALS out		ALS out		ALS out			
A RVR 1200m		RVR 1500m		RVR 1500m		Max Kts	
B RVR 1300m		RVR 1500m		RVR 1500m		100	
C RVR 1700m		RVR 1700m RVR 2100m		RVR 2400m		135	
D RVR 1400m		RVR 1800m RVR 2200m		RVR 2400m		180	
						205	

CHANGES: None.

© JEPPESEN, 2013, 2017. ALL RIGHTS RESERVED.

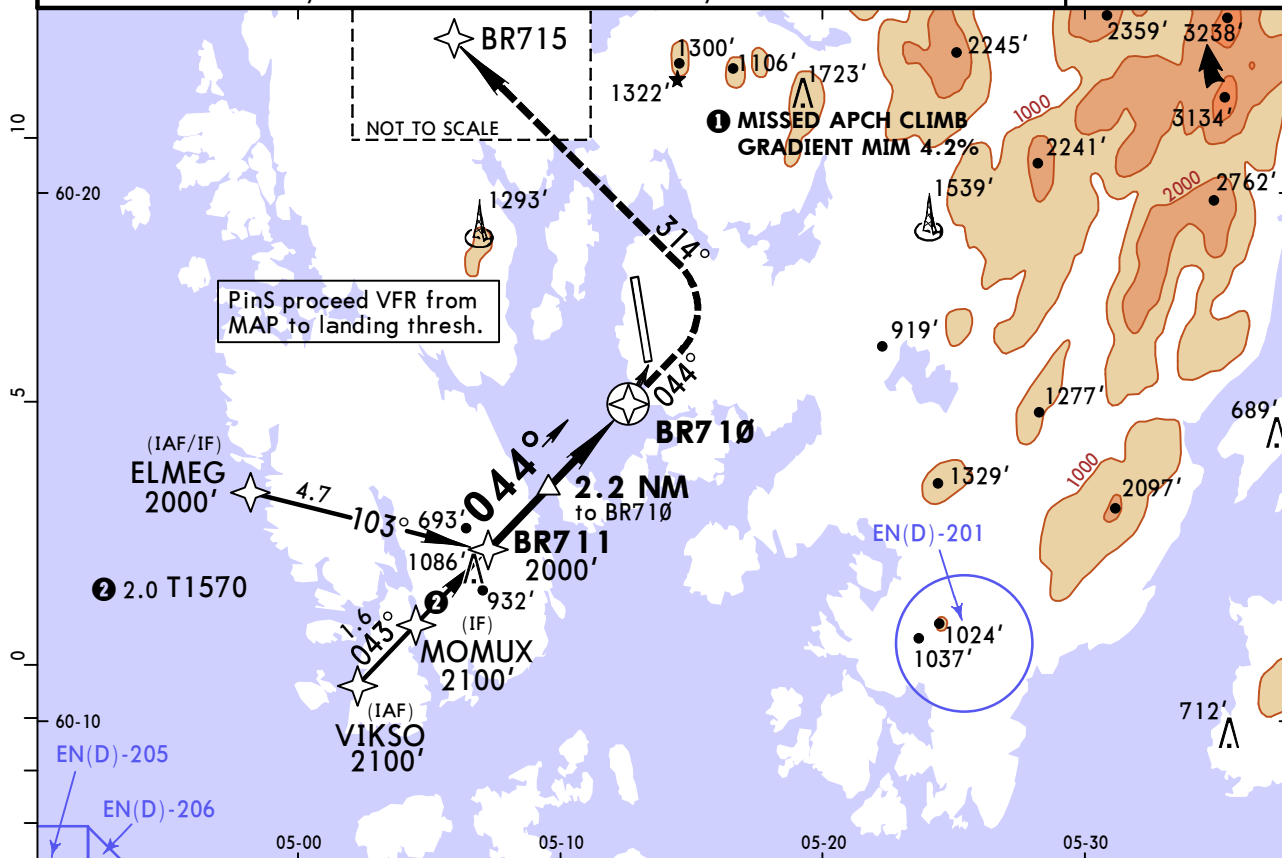
ENBR/BGO
FLESLAND

JEPPESEN
15 DEC 17 (12-3)

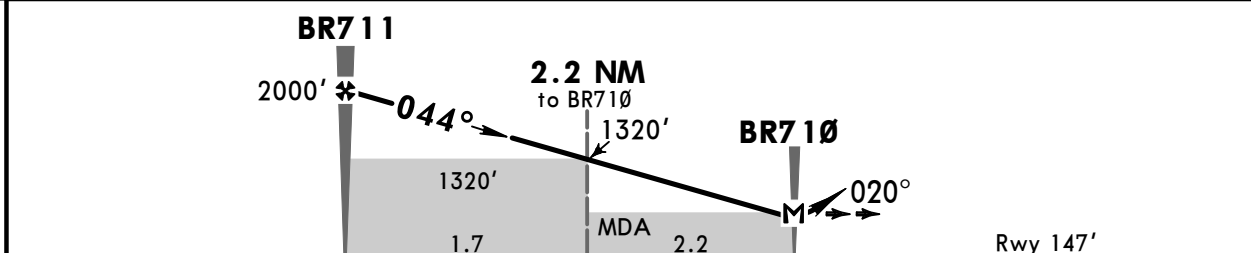
BERGEN, NORWAY
RNAV (GNSS) 044°

BRIEFING STRIP™

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



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



TO DISPL THRESH		4.9						1.0		0	
Gnd speed-Kts		70	90	100	120	140	160			HIALS	
Descent Angle FAF-MAP	3.90°	483	621	690	828	967	1105			PAPI PAPI	
MAP at BR710										Refer to Missed Apch above	

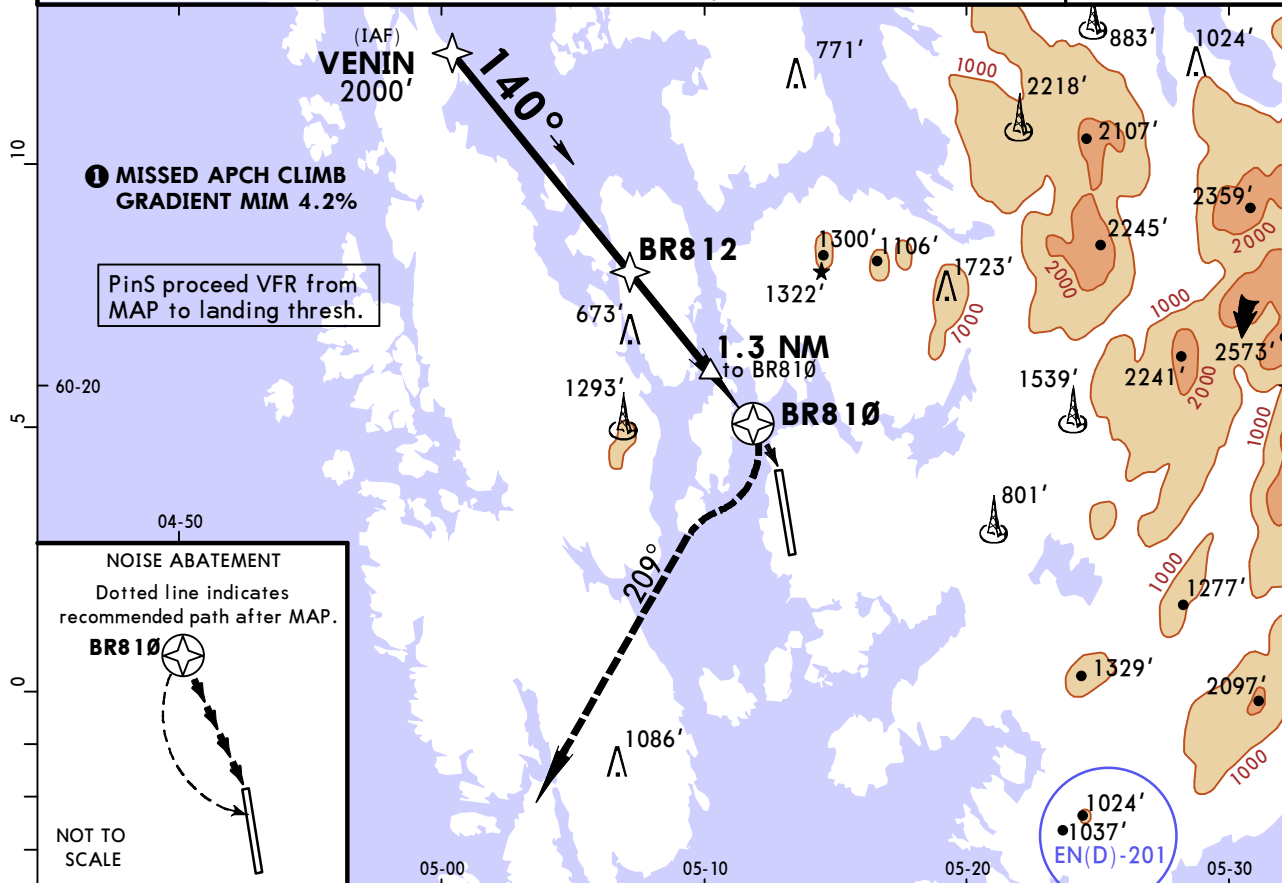
Standard		LANDING RWY 35	
		LNAV	
		Missed apch climb gradient mim 4.2%	
MAX 90 KT		MAX 120 KT	
MDA(H) 410' (263')		MDA(H) 420' (273')	
ALS out		ALS out	

PANS OPS	RVR 1000m		RVR 1000m	

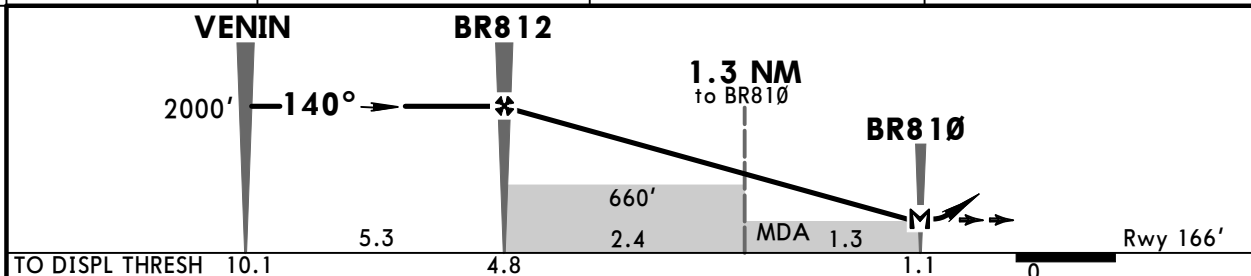
ENBR/BGO
FLESLAND
JEPPESSEN
15 DEC 17 **(12-4)**
BERGEN, NORWAY
RNAV (GNSS) 140°

BRIEFING STRIP™

ATIS	*FLESLAND Approach (R)		*FLESLAND Director (APP/R)		FLESLAND Tower	*Ground
125.250	West 121.0	East 125.0	118.850		119.1	121.9
RNAV	Final Apch Crs 140°	Procedure Alt BR 12 2000' (1834')	LNAV MDA(H) Refer to Minimums	Apt Elev 166' Rwy 166'	5500 MSA ARP	
MISSED APCH: Turn RIGHT to intercept and proceed on 209° from BR810 to 2000'. Expect vectoring. MISSED APCH WITH COMM FAILURE: Turn RIGHT to intercept and proceed on track 209° from BR810 to 2000'. At D8.0 from BR810 turn RIGHT direct to BR919. Then turn RIGHT to VENIN for a new approach.						
Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 7000'						



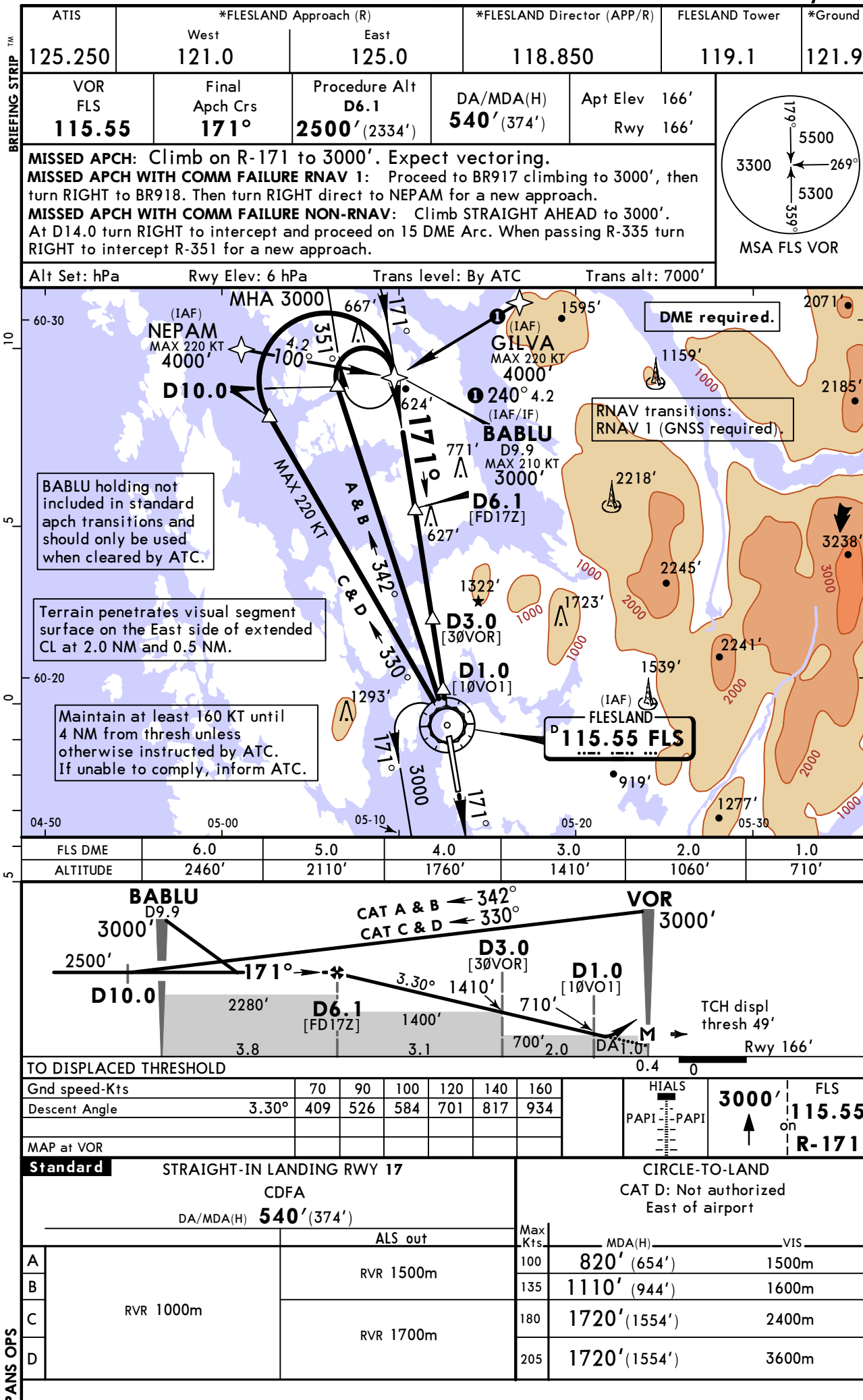
DIST to BR810	3.0	2.0	1.0
ALTITUDE	1720'	1300'	890'



Gnd speed-Kts	70	90	100	120	140	160	209° on from BR810
Descent Angle FAF-MAP	3.90°	483	621	690	828	967	
MAP at BR810							

Standard		LANDING RWY 17	
LNAV		Missed apch climb gradient mim 4.2%	
MAX 90 KT	MAX 120 KT		
MDA(H) 470' (304')	MDA(H) 500' (334')		
ALS out	ALS out		

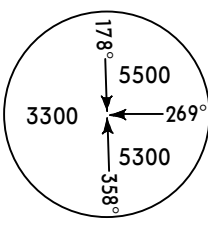
PANS OPS	RVR 1000m		RVR 1000m	

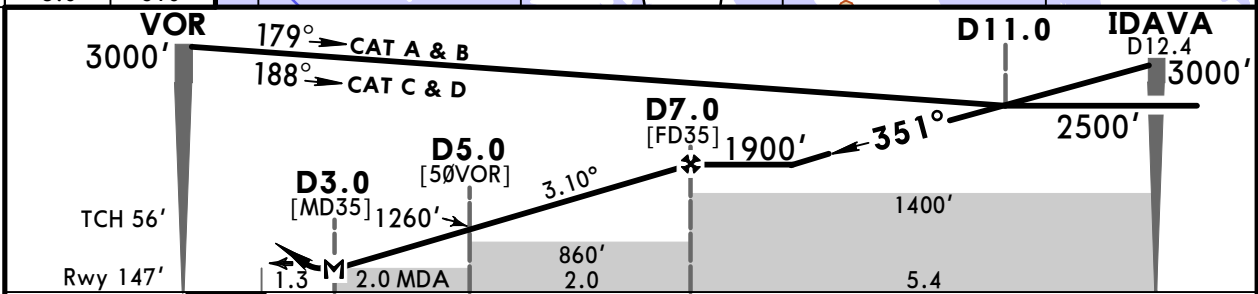
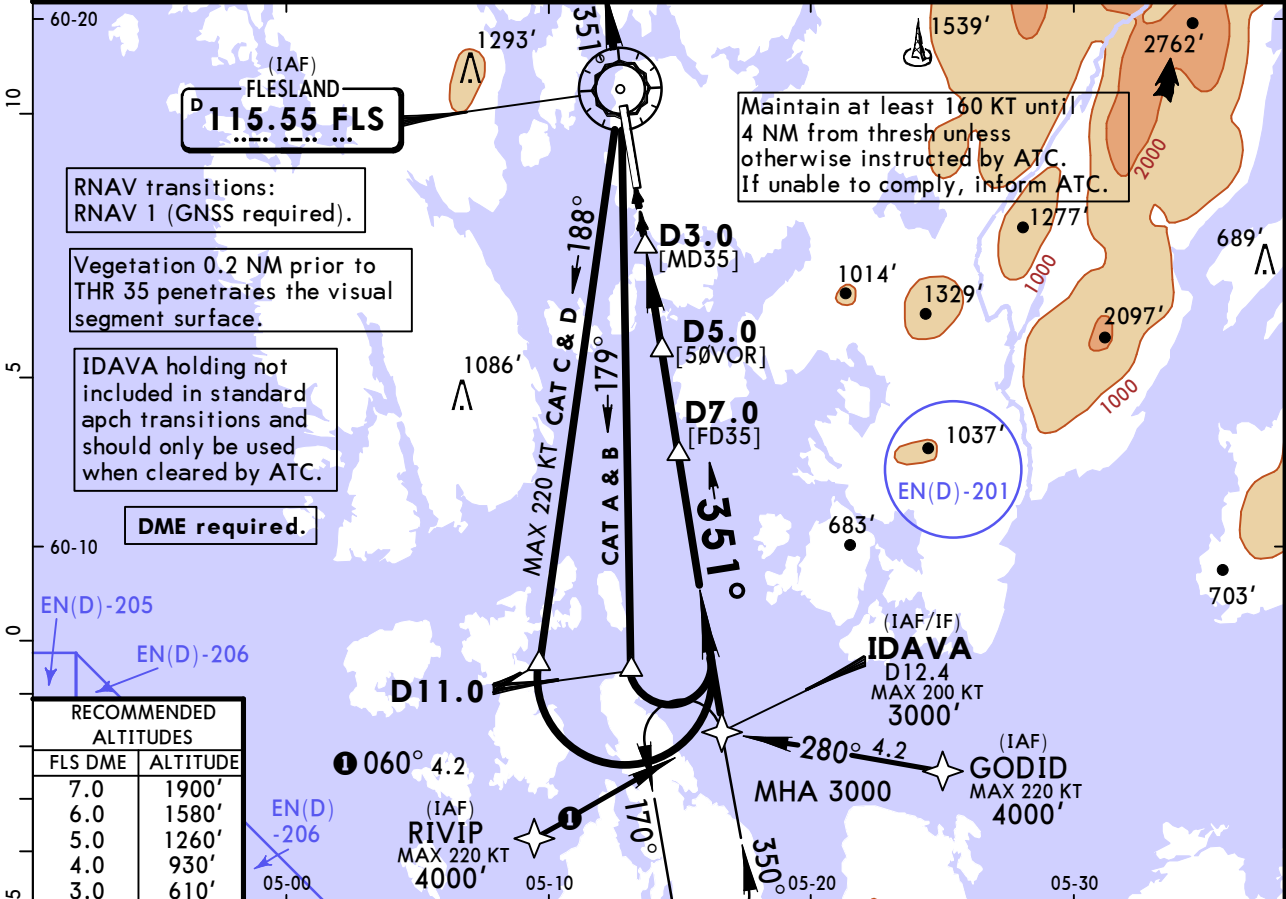
ENBR/BGO
FLESLAND
JEPPESSEN
 28 SEP 18 **(13-1)** **Eff 11 Oct**
BERGEN, NORWAY
VOR Z Rwy 17


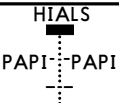
ENBR/BGO
FLESLAND

JEPPESEN
28 SEP 18 (13-2) Eff 11 Oct

BERGEN, NORWAY
VOR Rwy 35

ATIS	*FLESLAND Approach (R)		*FLESLAND Director (APP/R)		FLESLAND Tower	*Ground
125.250	West 121.0	East 125.0	118.850		119.1	121.9
VOR FLS 115.55	Final Apch Crs 351°	Procedure Alt D7.0 1900' (1753')	DA/MDA(H) 610' (463')	Apt Elev 166'	Rwy 147'	
MISSED APCH: Climb STRAIGHT AHEAD to VOR. Continue climb on R-351 to 3000'. Expect vectoring. MISSED APCH WITH COMM FAILURE RNAV 1: Proceed to BR935 climbing to 3000', then turn LEFT to BR936. Then turn LEFT direct to RIVIP for a new approach. MISSED APCH WITH COMM FAILURE NON-RNAV: Climb STRAIGHT AHEAD to 3000'. At D14.0 turn LEFT to intercept and proceed on 15 DME Arc. When passing R-186 turn LEFT to intercept R-171 for a new approach.						 MSA FLS VOR
Alt Set: hPa		Rwy Elev: 5 hPa	Trans level: By ATC		Trans alt: 7000'	



Gnd speed-Kts	70	90	100	120	140	160		FLS 115.55 ↑
Descent Angle	3.10°	384	494	548	658	768		
MAP at D3.0								

PANS OPS	STRAIGHT-IN LANDING RWY 35				CIRCLE-TO-LAND			
	CDFA				CAT D: Not authorized East of airport			
	DA/MDA(H) 610' (463')				Max Kts			
	ALS out				MDA(H) VIS			
	RVR 1500m				100	850' (684')	1500m	
A					135	850' (684')	1600m	
B					180	1680' (1514')	2400m	
C					205	1680' (1514')	3600m	
D								

ENBR/BGO

Apt Elev **166'**



JEPPesen

9 SEP 16

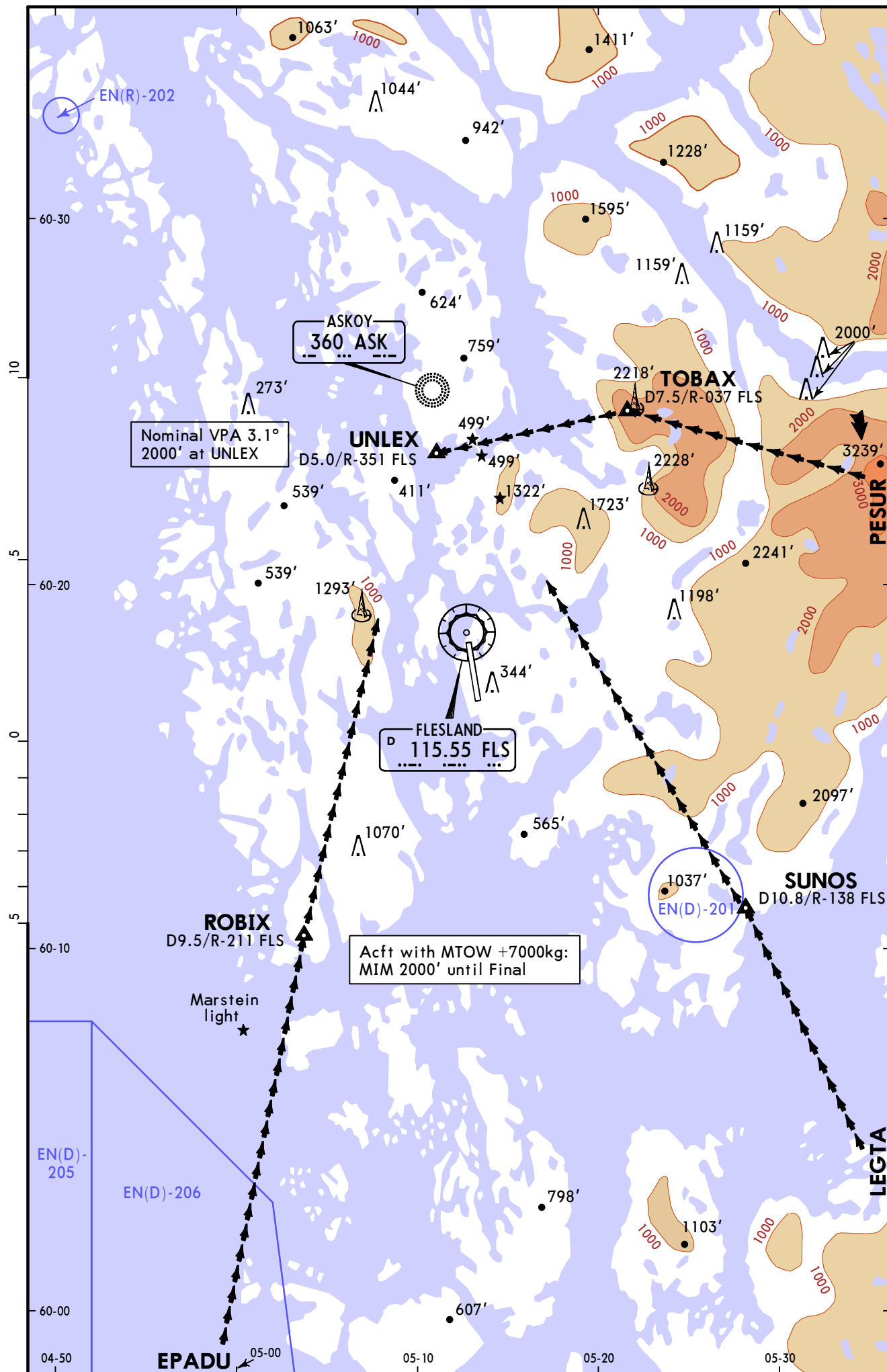
19-10

Eff 15 Sep

BERGEN, NORWAY

FLESLAND

VISUAL APPROACH PROCEDURES RWY 17



CHANGES: None.

© JEPPesen, 2003, 2014. ALL RIGHTS RESERVED.

ENBR/BGO

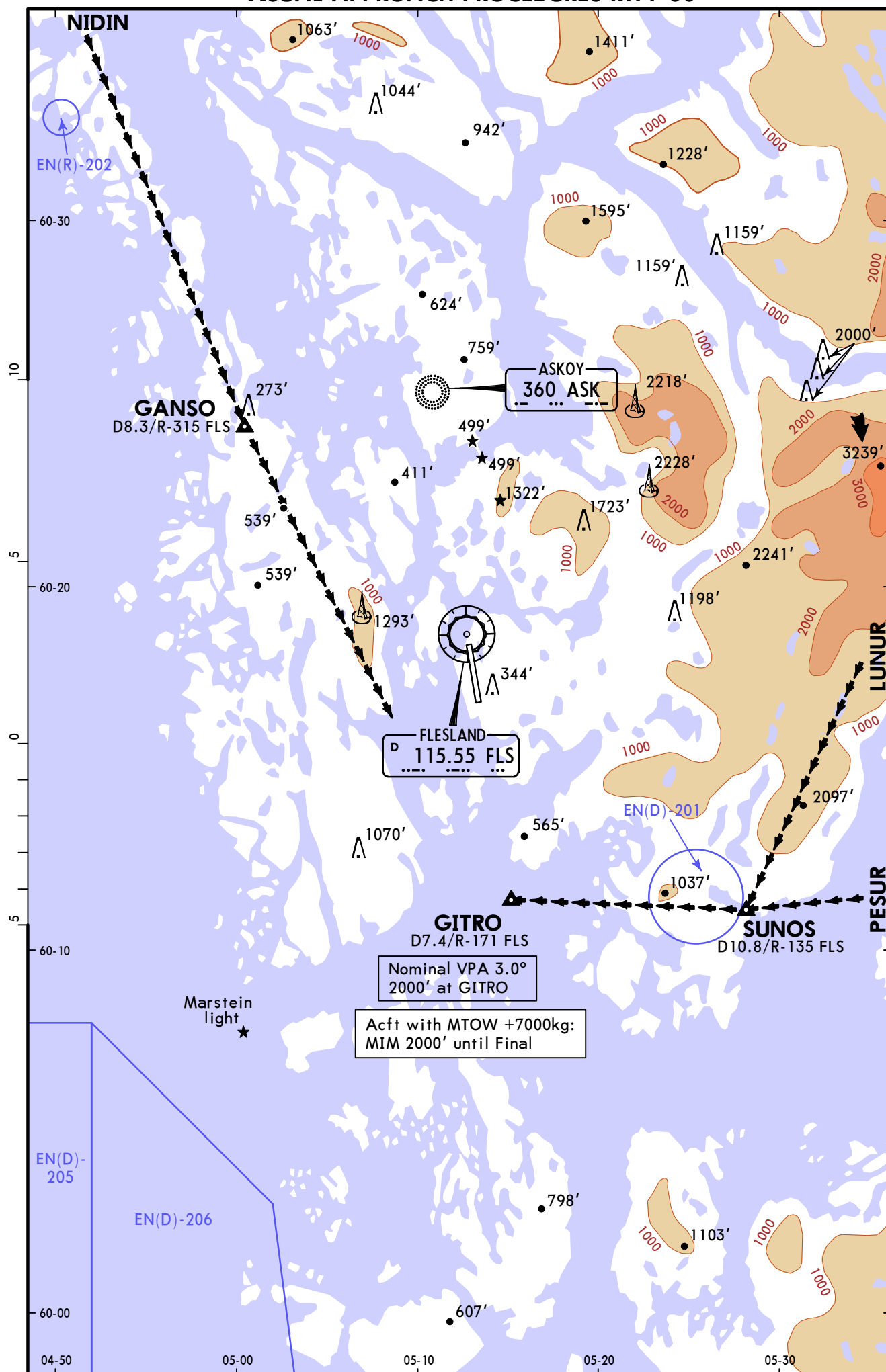
Apt Elev 166'

JEPPesen
9 SEP 16 19-11 Eff 15 Sep

BERGEN, NORWAY

FLESLAND

VISUAL APPROACH PROCEDURES RWY 35



CHANGES: Waypoint added.

© JEPPesen, 2003, 2016. ALL RIGHTS RESERVED.

ENBR/BGO

Apt Elev 166'

22 FEB 13

19-12

Eff 7 Mar

JEPPesen

BERGEN, NORWAY

FLESLAND

VFR ROUTES - HELICOPTER AND LIGHT AIRCRAFT

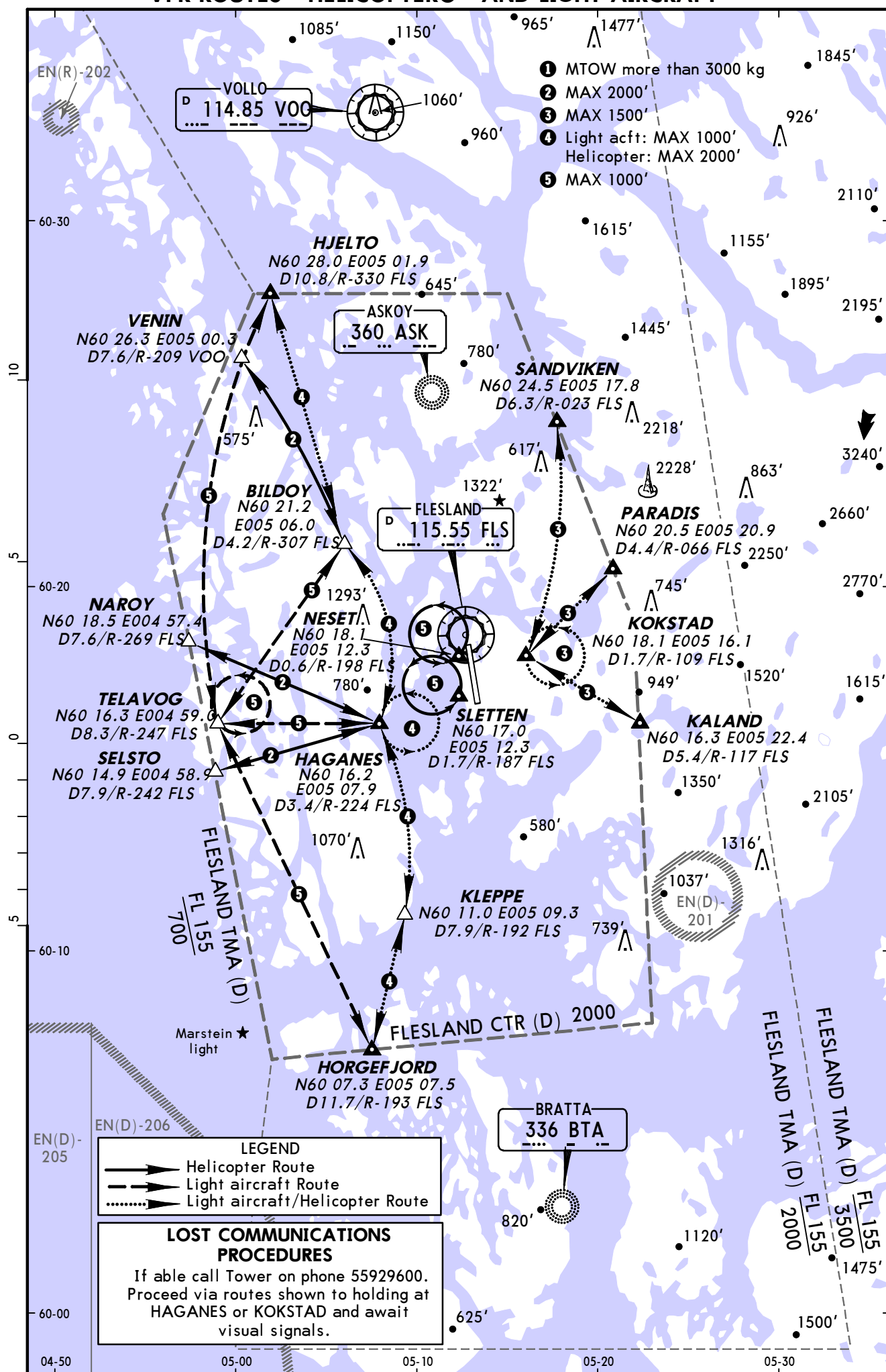


Chart changes since cycle 02-2019

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
BERGEN, (FLESLAND - ENBR)				
REV	AIRPORT BRIEFING (GEN)	10-1P	08 Feb 2019	
REV	AIRPORT BRIEFING (GEN CON...	10-1P1	08 Feb 2019	
REV	AIRPORT BRIEFING (ARR, DE...	10-1P2	08 Feb 2019	
REV	AIRPORT BRIEFING (DEP CON...	10-1P3	08 Feb 2019	
REV	STD COPTER MNMS	10-9Y	08 Feb 2019	
REV	ILS W OR LOC W RWY 17	11-1	08 Feb 2019	
ADD	CAT II ILS W RWY 17	11-1A	08 Feb 2019	
REV	ILS W OR LOC W RWY 35	11-2	08 Feb 2019	

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport ENBR

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

Due to end of construction works at Bergen airport Thr Rwy 17 coordinates should read N 60 18 15.24 E 005 12 52.17. Declared distances for Rwy 17 should read TORA: 2820m (9252ft), TODA: 3120m (10236ft), ASDA: 2820m (9252ft), LDA: 2550m (8366ft). Declared distances for Rwy 35 should read TORA: 2795m (9170ft), TODA: 3095m (10154ft), ASDA: 2795m (9170ft), LDA: 2525m (8284ft).