

List of pages in this Trip Kit

Trip Kit Index

Airport Information For ENVA

Terminal Charts For ENVA

Revision Letter For Cycle 03-2019

Change Notices

Notebook

General Information

Location: TRONDHEIM NOR
ICAO/IATA: ENVA / TRD
Lat/Long: N63° 27.4', E010° 55.4'
Elevation: 56 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 3.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0704 Z
Sunset: 1557 Z

Runway Information

Runway: 09
Length x Width: 9839 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 17 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 830 ft

Runway: 27
Length x Width: 9839 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 56 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 755 ft

Communication Information

ATIS: 127.550
Vaernes Tower: 119.400 VHF-DF
Vaernes Tower: 27.892
Vaernes Tower: 133.750
Vaernes Ground: 121.600
Vaernes De-Icing Ramp/Taxi: 131.750

Vaernes Approach: 24.050
Vaernes Approach: 37.522 Military
Vaernes Approach: 118.600 VHF-DF
Vaernes Direct (Approach Control Radar): 119.150

ENVA/TRD
VAERNES

JEPPESEN

2 NOV 18

10-1P

Eff 8 Nov

TRONDHEIM, NORWAY

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 127.550

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

The following noise abatement procedures are mandatory for all ACFT between 2300-0700LT and H24 for ACFT with MTOM more than 7000kg 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".

1.2.2. PREFERENTIAL RWY SYSTEM

Between 2300-0700LT RWY 09 will be used for landings and RWY 27 for take-off when traffic permits. ATC will apply conditions described in ICAO Doc 4444 para 7.2.6 so that normal rules for RWY-in-use are followed under these circumstances:

- Braking action is less than 'GOOD';
- When the ceiling is lower than 1500' or the visibility is less than 5000m;
- When wind shear has been reported or forecasted or when thunderstorms are expected to affect the approach or departure; and
- When crosswind component, including gusts, exceeds 10 KT, or the tailwind component, including gusts, exceeds 5 KT.

1.2.3. RUN-UP TESTS

Between 2300-0700LT engines must not be reversed beyond idle reverse, unless so warranted by reasons of safety.

After maintenance, engine testing applying more than idle thrust shall take place at TWY Y between A1 and A2, tail pointing West. Between 2300-0700LT engine testing shall be avoided.

Between 0700-2300LT engine testing lasting maximum 15 MIN in power setting idle can be performed at parking stands or outside hangars.

1.2.4. EXCEPTIONS

Through ATC, Avinor may grant exemption from the provisions stated above for safety reasons or when special circumstances seriously impair the APT capacity.

The pilot-in-command may deviate from these provisions for safety reasons.

Necessary flights regarding control of communication and navigation equipment are exempted from these provisions.

Ambulance flights, SAR and military flights may be exempted from these provisions for both military-registered ACFT, as well as civil-registered ACFT in military operation.

1.3. LOW VISIBILITY PROCEDURE

RVR 550m or less: When LVP is in force only one ACFT is allowed in the maneuvering area at a time.

Minimum RVR 400m for departure.

1.4. TAXI PROCEDURES

If an ACFT after landing, due to RTF congestion or other reasons, cannot obtain contact with VAERNES Ground, the pilot shall completely vacate the landing RWY and hold position until contact with VAERNES Ground can be established. The ACFT considered to be clear of the RWY when the whole ACFT has passed the holding point on the TWY used for vacating the RWY.

ENVA/TRD
VAERNES**JEPPESEN**
2 NOV 18 **10-1P1****TRONDHEIM, NORWAY**
Eff 8 Nov **AIRPORT BRIEFING**

1. GENERAL

TWY N Follow-me is required during night.

All TWYs except TWYs B2 and N MAX outer wheelspan 49'/15m.

TWY N MAX wingspan 79'/24m, outer wheelspan 26'/8m.

TWYs H and W MAX wingspan 118'/36m.

TWY J from TWY Y to stand 41L MAX wingspan 213'/65m, South of stand 41L MAX wingspan 171'/52m.

Four engine code E and F ACFT should apply minimum power on engine number 1 and 4 during taxiing.

1.5. PARKING INFORMATION

Stands 30 thru 37 Safegate equipped.

Flush lead-in lights to stands 22 thru 38.

Visual Docking Guidance System available at stands 30 thru 37.

Marshaller is mandatory on stands 38 thru 45, and on stands 22 thru 29 if offset parking is not used.

1.6. OTHER INFORMATION

Wind shear and/or moderate to severe turbulence may occur on and South of final RWY 09 with wind from South-Southeast above 25 KT.

On visual APCH it is recommended to fly North of centerline and establish on final closer to RWY.

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

180 degree turn on the asphalt part of the RWY is not allowed because asphalt may break up.

Birds in vicinity of APT.

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

2.1.1. GENERAL

Noise abatement procedure is part of published approach procedures, including visual approach chart.

Shorter visual approaches are allowed from the North to RWY 09 and for propeller ACFT to 2NM to RWY 27, provided a clearance to shorten the approach has been received.

2.2. OTHER INFORMATION

2.2.1. POINT MERGE SYSTEM

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

Arriving traffic established on the STAR may at any time be cleared direct 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.

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JEPPESEN

27 OCT 17

10-1P2

Eff 9 Nov

TRONDHEIM, NORWAY
AIRPORT BRIEFING

3. DEPARTURE

3.1. DE-ICING

De-icing of ACFT will occur on platforms M1A or M1B for code C or smaller ACFT, centred on M1 for code D or larger ACFT.

Before start-up, contact handling agent and request de-icing.

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

Contact Ground/Tower for taxi instructions to the de-icing platform.

ACFT may be towed to the de-icing platform if friction is acceptable.

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

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

3.2. ENROUTE CLEARANCE AND PRIMARY SID

When alternate SIDs exist to a SID endpoint, the longer SID will normally be issued to jet and turboprop ACFT with filed TAS 300 KT or more. Normally, the shorter SID will be issued to turboprop ACFT with filed TAS of less than 300 KT. In both cases the PIC can expect to be cleared DCT SID end point as soon as TFC, terrain and NAP permits.

3.3. START-UP AND PUSH-BACK PROCEDURES

Contact Ground/Tower before start-up and push-back.

Push-back Procedures from stands 22 thru 29:

Standard push-back from stand 22 is straight back.

Standard push-back from stands 23-29 is to face North on TWY H except CRJ and Turboprop ACFT that shall perform a straight push-back.

Offset parking to leave stand by own power is allowed for ACFT size DH8C and smaller on stands 22-28 and ACFT size DH8D and smaller on stand 29.

Push-back Procedures from stands 30 thru 37:

Standard push-back from stands 30-37 is for code C ACFT up to size B738 straight back, for A321, B739, MD80-series and MD90 onto TWY W to face East or West as instructed by ATC.

Standard push-back from stand 30 and 31 for code D ACFT is onto TWY Y, to face East or West as instructed by ATC.

Push-back Procedures from stands 38 and 39:

Standard push-back from stand 38 and 39 is onto TWY W to face East or West as instructed by ATC.

Push-back Procedures from stands 40 thru 45:

Standard push-back from stands 40-45 is to face North on TWY J, except CRJ that shall perform a straight push-back.

After push-back from stand 41L, ACFT shall be pulled forward to start-up position J1.

After push-back from stands 43 thru 45, ACFT shall be disconnected at start-up position J2.

Start-up position J1 and J2 are marked with blue parallel lines on TWY J.

3.4. NOISE ABATEMENT PROCEDURES

3.4.1. GENERAL

Noise abatement procedure is part of published SIDs.

For jet ACFT a direct routing can be anticipated after passing 2500' AMSL.

For propeller ACFT departing on RWY 09 and all ACFT departing RWY 27 to the North a turn for visual departure can be anticipated after passing 1000' AMSL.

ENVA/TRD
VAERNES

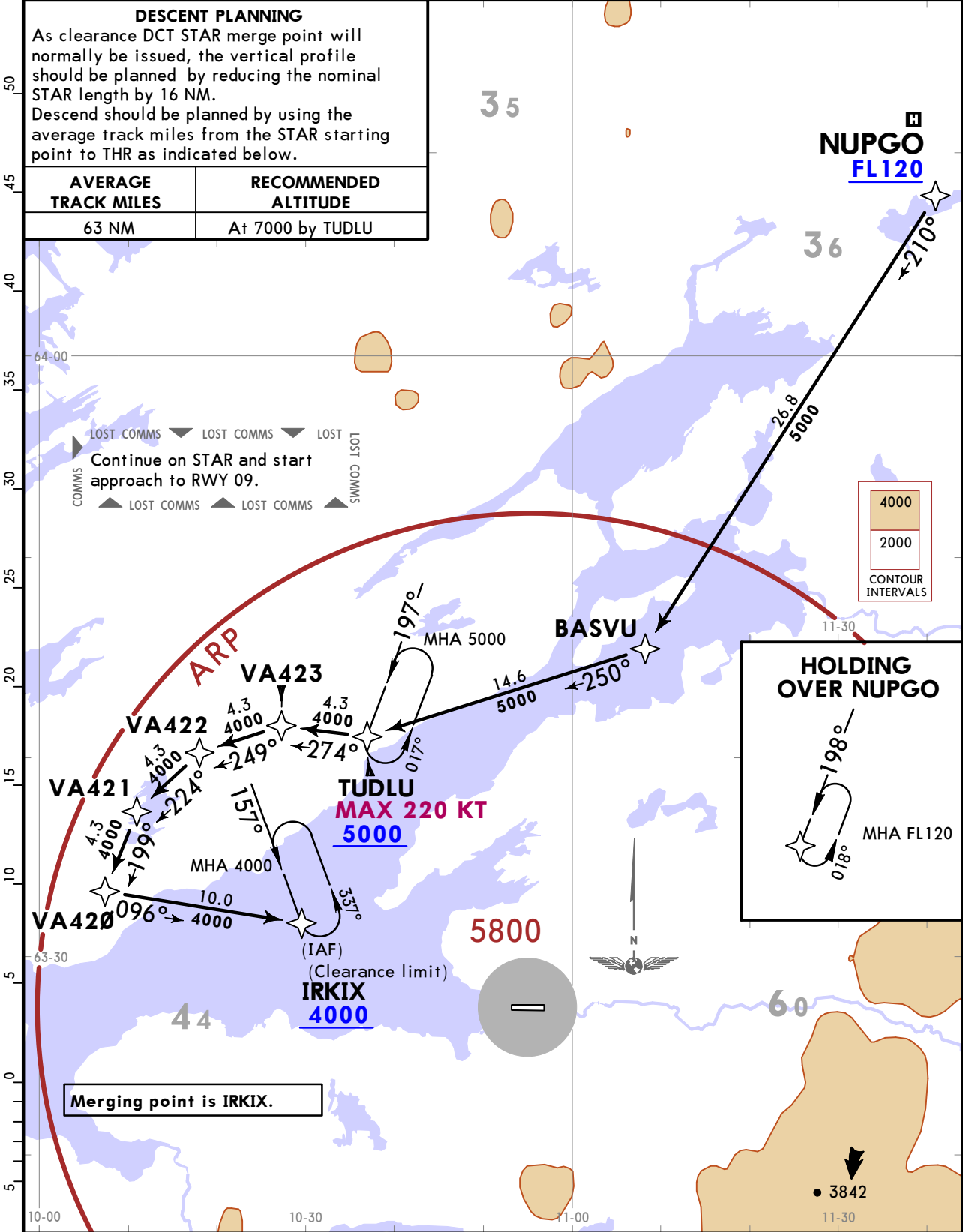
JEPPESSEN
16 MAR 18 10-2

TRONDHEIM, NORWAY
RNAV STAR

ATIS 127.550	Apt Elev 56	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. Loss of RNAV capability, request vectoring. 6. Vectoring may be used for sequencing. 7. Descend as cleared by ATC.
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NUPGO 2L [NUPG2L]
RWY 09 RNAV ARRIVAL

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 16 NM. 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
63 NM	At 7000 by TUDLU



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JEPPESSEN
16 MAR 18 (10-2A)

TRONDHEIM, NORWAY
RNAV STAR

ATIS
127.550

Apt Elev
56

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

NUPGO 2M [NUPG2M] RWY 27 RNAV ARRIVAL

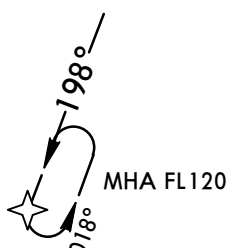
DESCENT PLANNING

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

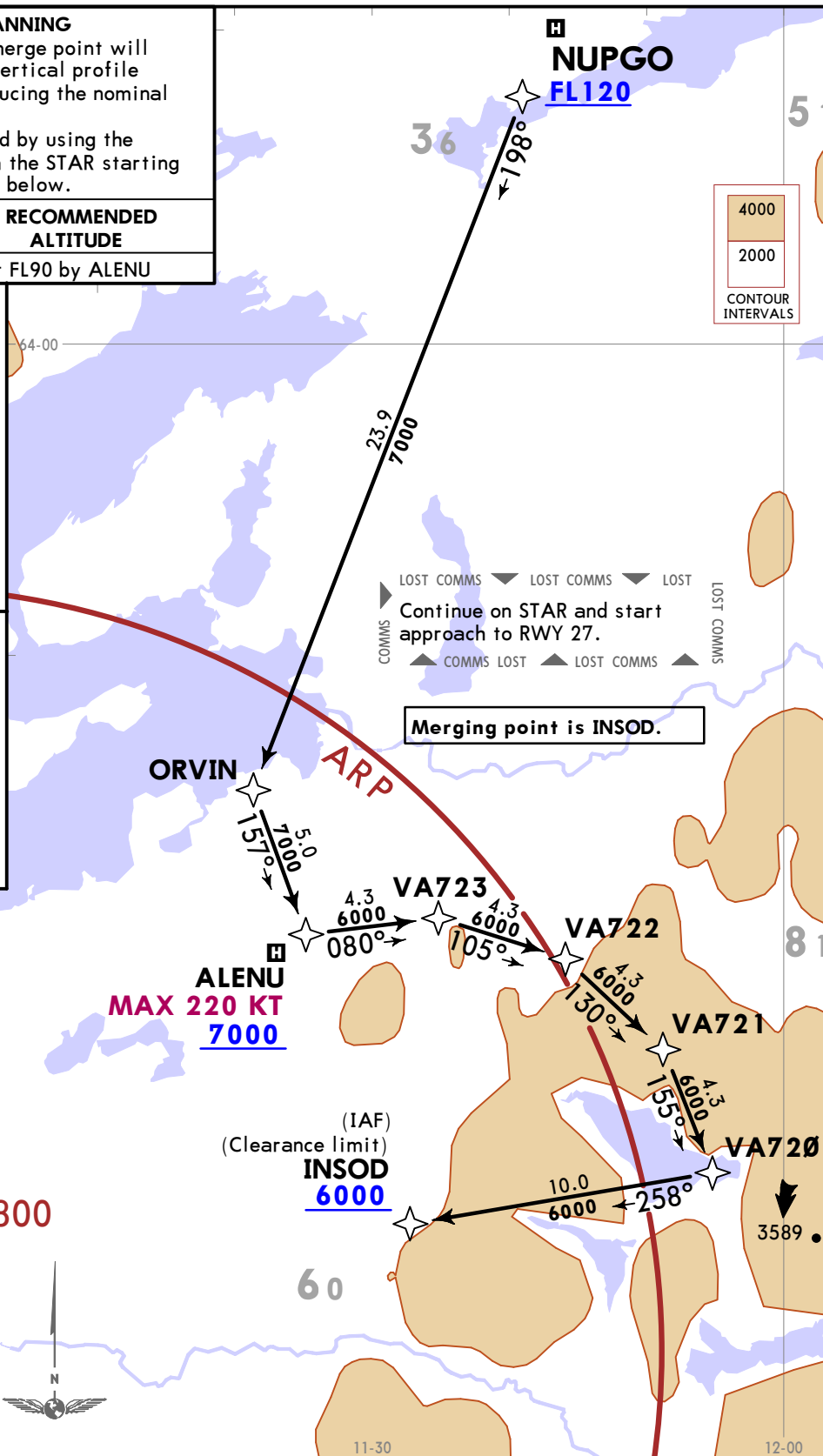
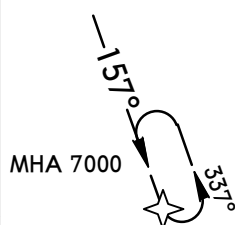
AVERAGE TRACK MILES
56 NM

RECOMMENDED ALTITUDE
At FL90 by ALENU

HOLDINGS OVER NUPGO



ALENU



ROUTING

To ORVIN, to ALENU, to VA723, to VA722, to VA721, to VA720, turn RIGHT to INSOD.

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JEPPESSEN
16 MAR 18 (10-2B)

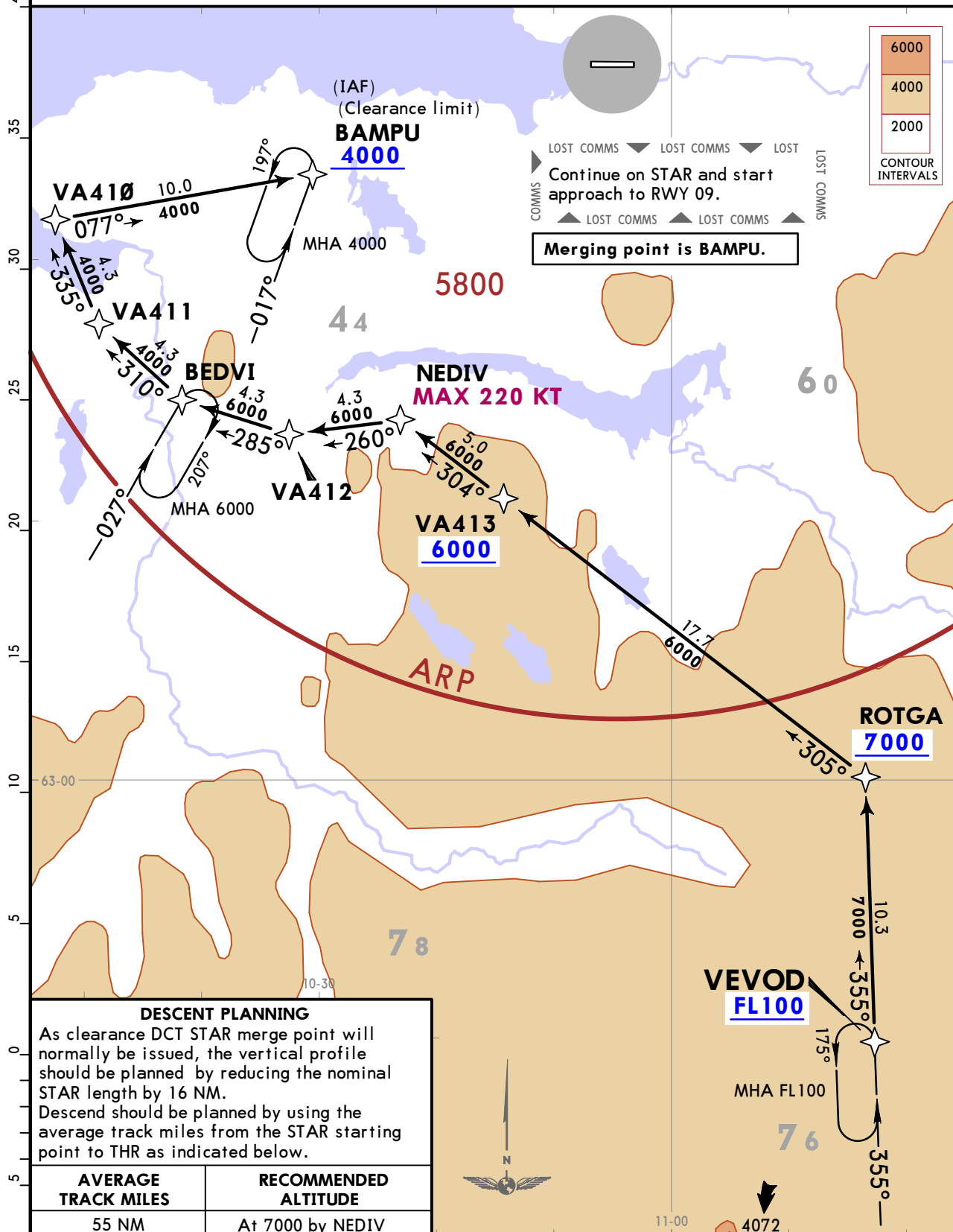
TRONDHEIM, NORWAY
RNAV STAR

ATIS
127.550

Apt Elev
56

- 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. Loss of RNAV capability, request vectoring.
 6. Vectoring may be used for sequencing.
 7. Descend as cleared by ATC.

VEVOD 1L [VEV01L]
RWY 09 RNAV ARRIVAL



ENVA/TRD
VAERNES

JEPPESSEN
16 MAR 18 (10-2C)

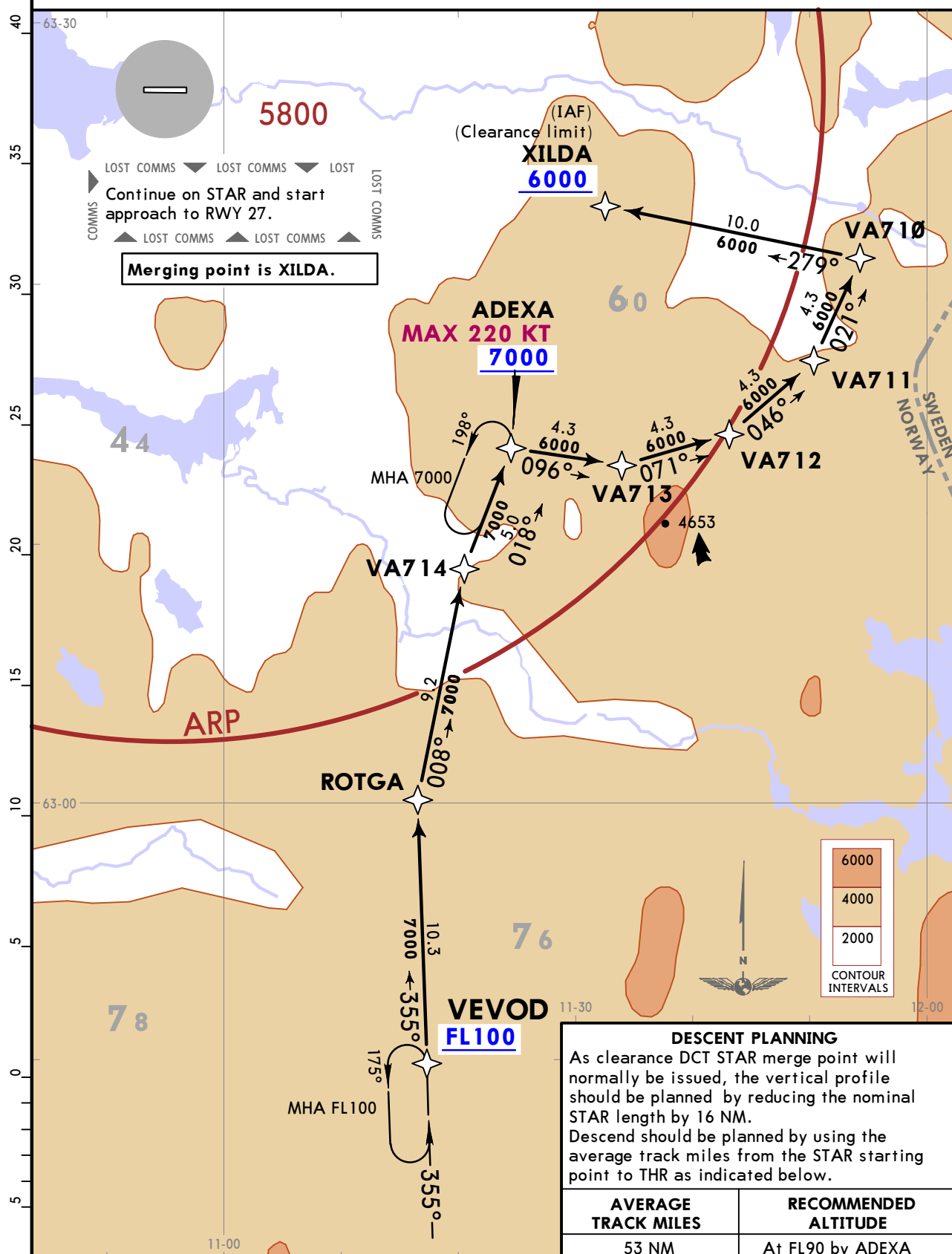
TRONDHEIM, NORWAY
RNAV STAR

ATIS
127.550

Apt Elev
56

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

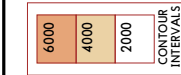
VEVOD 1M [VEV01M] RWY 27 RNAV ARRIVAL



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 16 NM. 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
MIVSO 1L	80 NM	At 7000 by VA414
NELSU 1L	46 NM	



ATIS 127.550		Apt Elev 56
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. Loss of RNAV capability, request vectoring.		
6. Vectoring may be used for sequencing.		
7. Descend as cleared by ATC.		
MIVSO 1L [MIVS1L] NELSU 1L [NELS1L] RWY 09 RNAV ARRIVALS		
STAR	ROUTING	
MIVSO 1L	To SORAV, to VA414, turn LEFT to BEDVI, to VA411, to VA410, turn RIGHT to BAMPU.	
NELSU 1L	To VA415, to VA414, to BEDVI, to VA411, to VA410, turn RIGHT to BAMPU.	



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 16 NM. 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
MVSO 1M	114 NM	At FL90 by ADESA
NELSU 2M	77 NM	

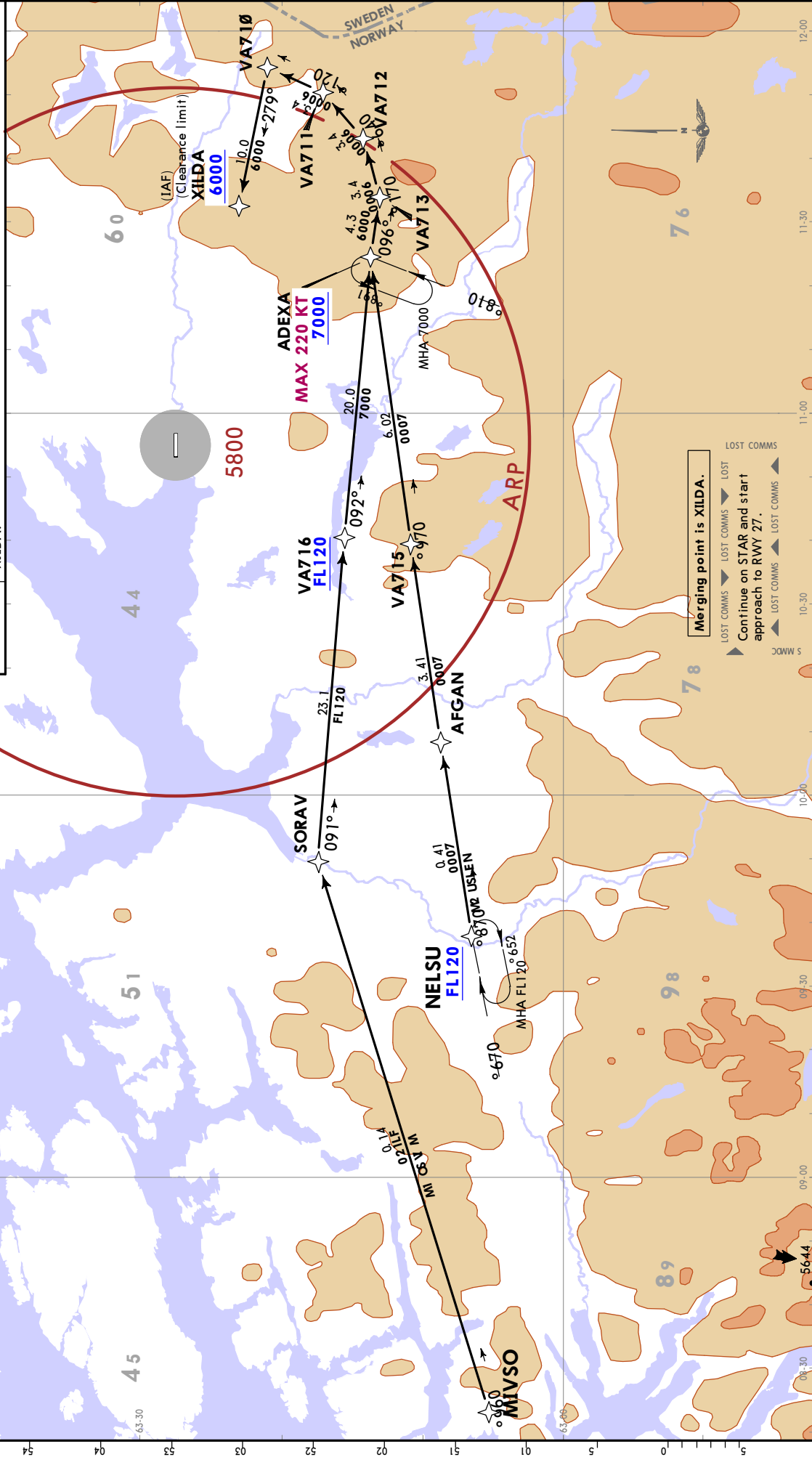
ATIS
127.550

Alt Set: hPa Trans level: By ATC

1. RNAV 1 (GNSS).
2. GNSS required.
3. RADAR service shall be available.
4. Loss of RNAV capability, request.
5. Vectoring may be used for sequence.
6. Descend as cleared by ATC.

**MIVSO 1M [MIVS1M], NELSU 2M [NELS2M]
RWY 27 RNAV ARRIVALS**

STAR	ROUTING
MIVSO 1M	To SORAV, to VA716, to ADEXA, to VA713, to VA712, to VA711, to VA710, turn LEFT to XILDA.
NELSU 2M	To AFGAN, to VA715, to ADEXA, to VA713, to VA712, to VA711, to VA710, turn LEFT to XILDA.





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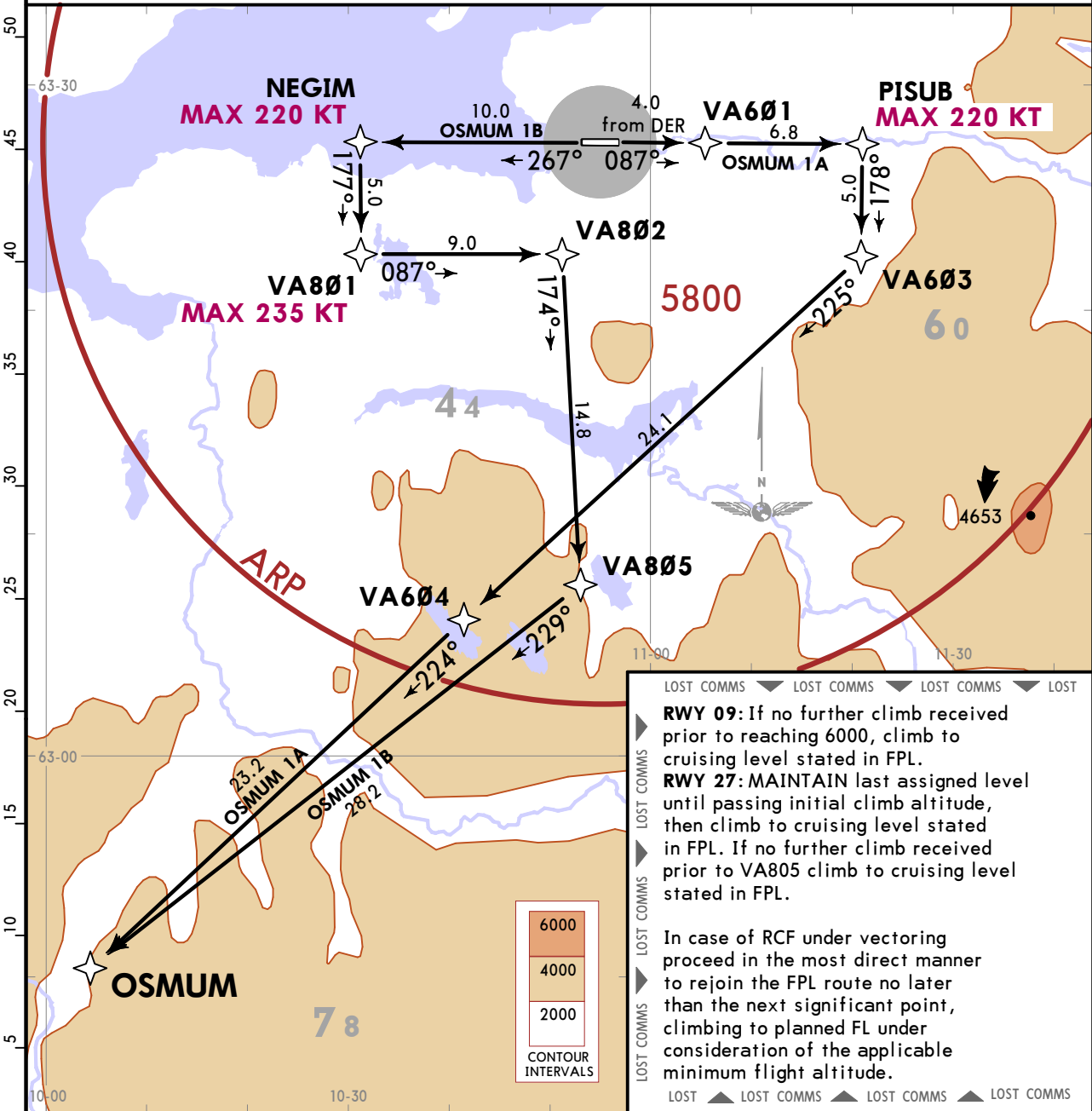
ENVA/TRD
VAERNES

JEPPESSEN
16 MAR 18 10-3D

TRONDHEIM, NORWAY
RNAV SID

VAERNES Approach (R) 118.6	Apt Elev 56	Trans alt: 7000 1. RNAV 1 (GNSS). 2. GNSS required. 3. RADAR service shall be available. 4. Obtain ATC clearance from VAERNES Ground. 5. Contact VAERNES Approach when instructed by VAERNES Tower. 6. Non RNAV 1 ACFT: at first contact with VAERNES Ground (RWY 09)/ Tower (RWY 27) state 'unable RNAV 1 due (reason)'. Omnidirectional departure available. 7. When vectored or cleared for direct routing the SID climb gradients apply.
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OSMUM 1A [OSMU1A]
OSMUM 1B [OSMU1B]
RNAV DEPARTURES



These SIDs require minimum climb gradients of OSMUM 1A: 468 per NM (7.7%) to 4000. OSMUM 1B: 395 per NM (6.5%) to 3400 to stay within controlled airspace.	Gnd speed-KT	75	100	150	200	250	300
	395 per NM	494	658	988	1317	1646	1975
	468 per NM	585	780	1170	1560	1950	2340
	If unable to comply inform ATC.						
Initial climb clearance 6000							
SID	RWY	ROUTING					
OSMUM 1A	09	On 087° track to VA601, to PISUB, turn RIGHT to VA603, to VA604, to OSMUM.					
OSMUM 1B	27	On 267° track to NEGIM, to VA801, to VA802, to VA805, to OSMUM.					

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Trans alt: 7000

1. **RNAV 1 (GNSS).**
2. **GNSS required.**
3. RADAR service shall be available.
4. Obtain ATC clearance from VAERNES Ground.
5. Contact VAERNES Approach when instructed by VAERNES Tower.
6. Non RNAV 1 ACFT: at first contact with VAERNES Ground (RWY 09)/ Tower (RWY 27) state 'unable RNAV 1 due (reason)'. Omnidirectional departure available.
7. When vectored or cleared for direct routing the SID climb gradients apply.

RNAV DEPARTURES

UTUNA 1W:
Turn **2500**

NEGIM
MAX 220 KT

PISUB
MAX 220 KT

VA801
MAX 235 KT

VA802

VA601

VA603

VA805

VA604

UTUNA

Distances: 10.0, 5.0, 4.0, 6.8, 9.0, 5.0, 14.8, 24.1, 16.2, 18.5, 17.7°, 174°, 178°, 225°, 176°, 193°.

Headings: 087°, 267°, 178°, 225°, 176°, 193°.

Altitude Contours: 2000, 4000, 6000.

Contour Intervals: 6000, 4000, 2000.

Instructions:

- RWY 09:**If no further climb received prior to reaching 6000, climb to cruising level stated in FPL.
- RWY 27:**MAINTAIN last assigned level until passing initial climb altitude, then climb to cruising level stated in FPL. If no further climb received 5 NM prior to VA805 climb to cruising level stated in FPL.
- In case of RCF under vectoring proceed in the most direct manner to rejoin the FPL route no later than the next significant point, climbing to planned FL under consideration of the applicable minimum flight altitude.

Legend: LOST COMMS, LOST, LAST ASSIGNED ALTITUDE, MINIMUM FLIGHT ALTITUDE, CRUISING ALTITUDE, CLIMB TO CRUISING ALTITUDE, CLIMB TO PLANNED FL, REJOIN FPL ROUTE.

If unable to comply inform ATC.

SID	RWY	ROUTING
UTUNA 1A	09	On 087° track to VA601, to PISUB, turn RIGHT to VA603, to VA604, to UTUNA.
UTUNA 1B	27	On 267° track to NEGIM, to VA801, to VA802, to VA805, to UTUNA.
UTUNA 1W		Climb on 267° track to 2500, turn LEFT direct to VA805, to UTUNA.

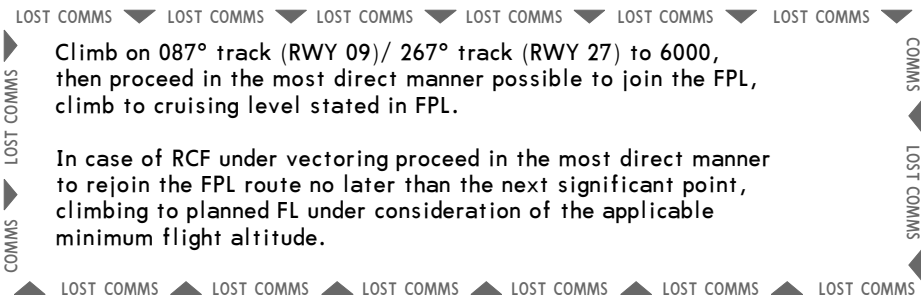
ENVA/TRD
VAERNES

16 MAR 18 **10-3G**

TRONDHEIM, NORWAY
DEPARTURE

VAERNES Approach (R) 118.6	Apt Elev 56	Trans alt: 7000 1. Contact VAERNES Approach when instructed by VAERNES Tower. 2. RADAR service shall be available. 3. When vectored or cleared for direct routing the omnidirectional SID climb gradients apply.
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OMNI 2A
NOT TO BE USED WHEN EN(D)-354 IS ACTIVE
OMNI 2B
OMNIDIRECTIONAL DEPARTURES



These SIDs require minimum climb gradients of

OMNI 2A: 510 per NM (8.4%) to 4000.

OMNI 2B: 304 per NM (5.0%) to 3000 .

Gnd speed-KT	75	100	150	200	250	300
304 per NM	380	507	760	1013	1267	1520
510 per NM	638	850	1275	1700	2125	2550

If unable to comply inform ATC.

Initial climb clearance 6000

SID	RWY	ROUTING
OMNI 2A	09	Climb on 087° track, EXPECT further clearance from ATC, turn at or above 4000.
OMNI 2B	27	Climb on 267° track, EXPECT further clearance from ATC, turn at or above 3000.

ENVA/TRD

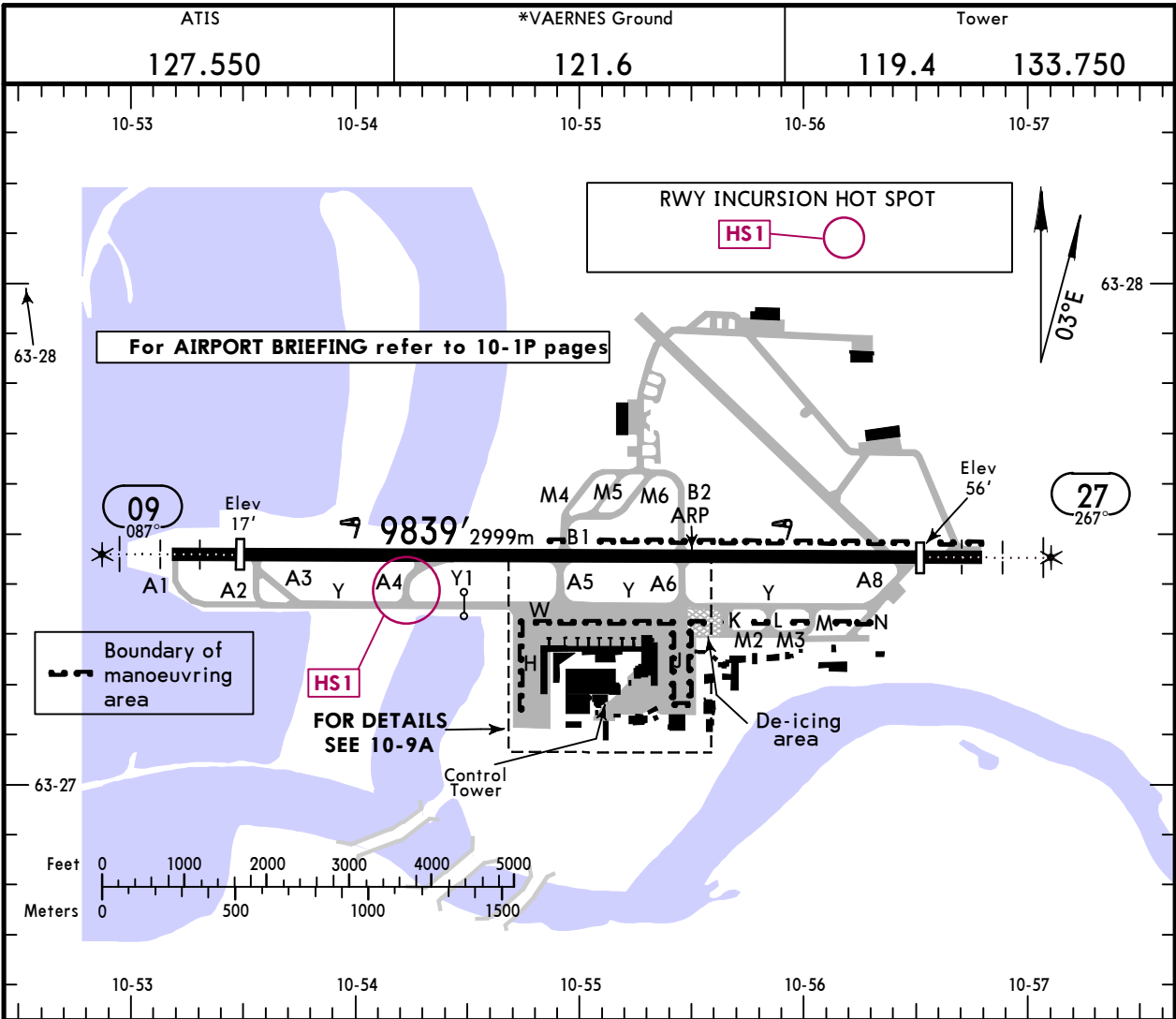
Apt Elev 56'
N63 27.5 E010 55.5

JEPPESSEN

21 OCT 16 (10-9)

TRONDHEIM, NORWAY

VAERNES



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
09	HIRL (60m) CL (15m) HIALS PAPI (3.0°)	8025' 2446m	7053' 2150m	2	148'
27	HIRL (60m) CL (15m) HIALS SFL CGL PAPI (3.4°)	8100' 2469m	6817' 2078m		45m

1 Rwy grooved.

2 TAKE OFF RUN AVAILABLE

RWY 09:

From rwy head 8855' (2699m)
twy A2/A3 int 7874' (2400m)
twy A4 int 5922' (1805m)
twy A5 int 4190' (1277m)
twy B1 int 4124' (1257m)
twy A6/B2 int 2710' (826m)

RWY 27:

From rwy head 8855' (2699m)
twy A8 int 8100' (2469m)
twy A6/B2 int 5240' (1597m)
twy B1 int 3871' (1180m)
twy A5 int 3806' (1160m)

When an aircraft is cleared to line up on the rwy from position A8, the pilot-in-command shall inform ATC if full runway length will be used for take-off.

HOT SPOT

(For information only, not to be construed as ATC instructions.)

HS1 Angled twy, difficult to see traffic on final rwy 09.

Standard

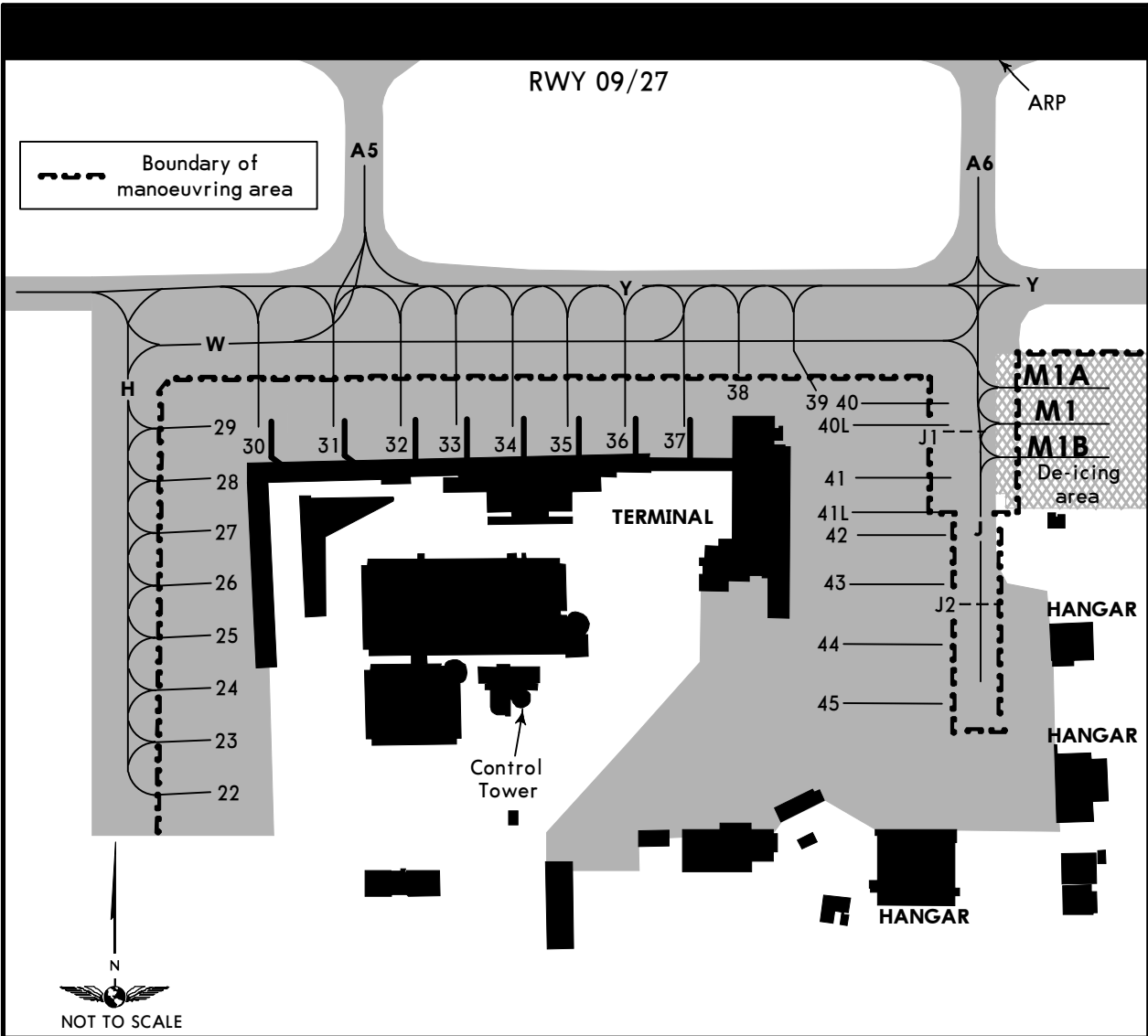
TAKE-OFF

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

ENVA/TRD

JEPPESSEN
21 OCT 16 10-9A

TRONDHEIM, NORWAY
VAERNES



INS COORDINATES							
STAND No.	COORDINATES		ELEV	STAND No.	COORDINATES		ELEV
22	N63 27.1	E010 54.8	35	41 thru 42 43 thru 45	N63 27.3	E010 55.3	35
23 thru 27	N63 27.2	E010 54.8	35		N63 27.2	E010 55.3	36
28 thru 30	N63 27.3	E010 54.8	35				
31, 32	N63 27.3	E010 54.9	34				
33, 34	N63 27.3	E010 55.0	34				
35, 36	N63 27.3	E010 55.1	34				
37	N63 27.3	E010 55.2	34				
38	N63 27.3	E010 55.2	33				
39	N63 27.3	E010 55.3	35				
40, 40L	N63 27.3	E010 55.3	35				

ENVA/TRD


JEPPesen
31 OCT 14 **10-9Y** Eff 13 Nov

JAA COPTER MINIMUMS
TRONDHEIM, NORWAY
VAERNES

STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
09	ILS ❶	217' (200')	600m / 1000m
	ILS ❷	307' (290')	700m / 1000m
	ILS ❸	543' (526')	800m / 1000m
	ILS ❹	717' (700')	800m / 1000m
	LOC ❷	460' (443')	1000m / 1000m
	LOC ❸	560' (543')	1000m / 1000m
	LOC ❹	720' (703')	1000m / 1000m
	RNAV (LNAV/VNAV) ❺	700' (683')	1000m / 1000m
	RNAV (LNAV/VNAV) ❻	830' (813')	1000m / 1000m
	RNAV (LNAV) ❼	720' (703')	1000m / 1000m
	RNAV (LNAV) ❽	900' (883')	1000m / 1000m
	RNAV (LNAV) ❾	1150' (1133')	1000m / 1000m
27	ILS	278' (222')	650m / 1000m
	LOC	700' (644')	1000m / 1000m
	RNAV (LNAV/VNAV)	900' (844')	1000m / 1000m
	RNAV (LNAV)	960' (904')	1000m / 1000m

- ❶ Missed apch climb gradient mim 5.0%
❷ Missed apch climb gradient mim 4.0%
❸ Missed apch climb gradient mim 3.0%
❹ Missed apch climb gradient mim 2.5%
❺ Missed apch climb gradient mim 3.3%
❻ Missed apch climb gradient mim 4.5%
❼ Missed apch climb gradient mim 3.5%

CIRCLE-TO-LAND ❸	MDA(H)	VIS
	1240' (1184')	1000m

❸ Not authorized North of airport.

TAKE-OFF RWY 09, 27				
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
400m			400m ❾	800m

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

① ILS or LOC Rwy 09

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ENVA/TRD

TRONDHEIM, NORWAY
VAERNES

ILS & LOC RWY 09 MINIMUMS
BASED ON:

MISSED APCH CLIMB GRADIENT MIM 4.0%

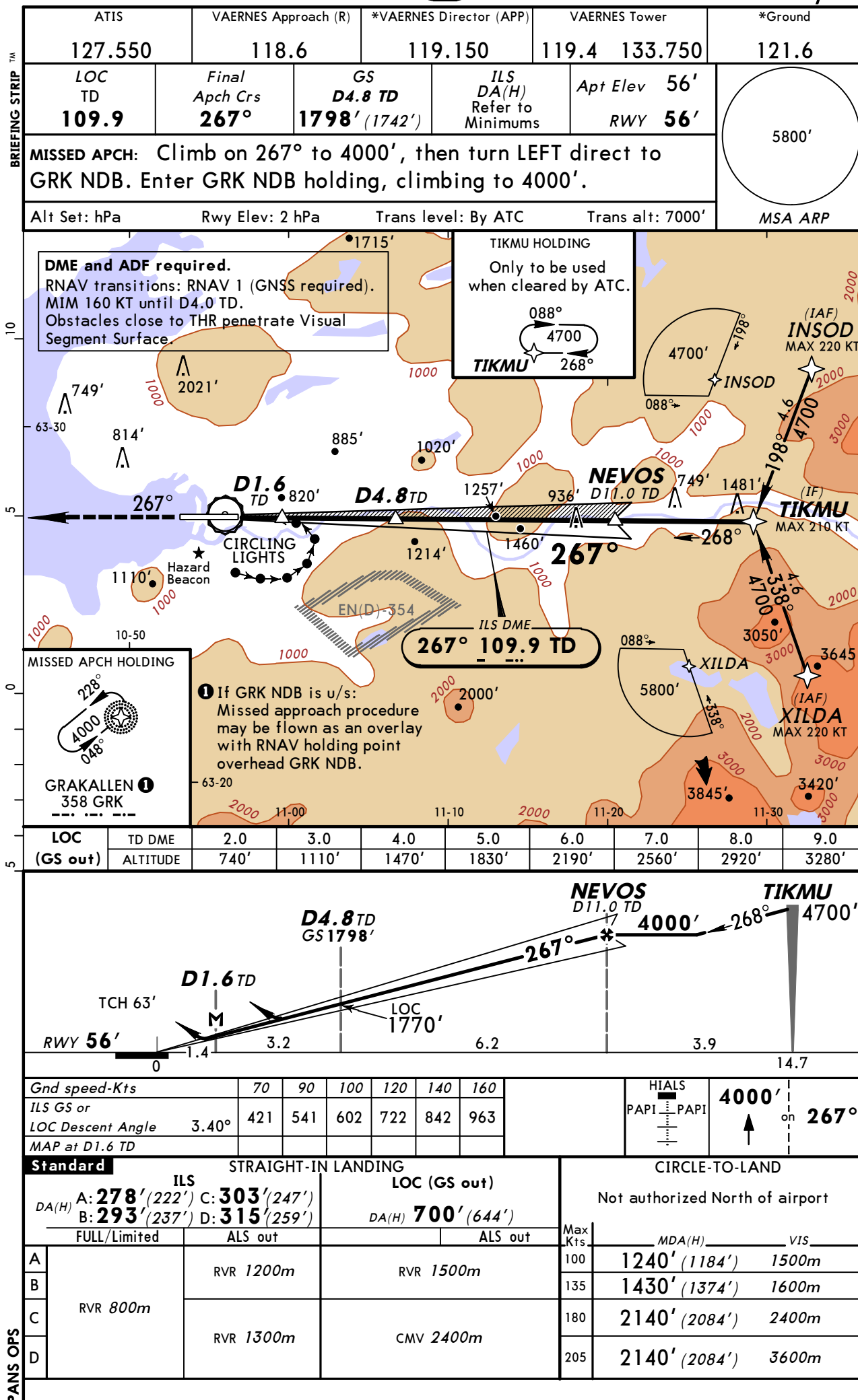
Standard					
DA(H)		ILS		LOC (GS out)	
		A: 307' (290')	C: 327' (310')	CDFA	
		B: 319' (302')	D: 337' (320')	DA/MDA(H) 460' (443')	
		FULL	ALS out		ALS out
A	RVR 900m		RVR 1400m	RVR 1500m	
B	RVR 1000m				
C				RVR 1700m	
D				RVR 2100m	

MISSED APCH CLIMB GRADIENT MIM 3.0%

Standard				
		ILS	LOC (GS out)	
DA(H)		A: 543' (526') C: 564' (547') B: 556' (539') D: 574' (557')	DA/ MDA(H)	A: 560' (543') C: 610' (593') B: 590' (573') D: 640' (623')
		FULL	ALS out	ALS out
A	RVR 1500m		RVR 1500m	
B				
C	RVR 2100m	RVR 2400m	RVR 2300m	RVR 2400m
D			RVR 2400m	

MISSED APCH CLIMB GRADIENT MIM 2.5%

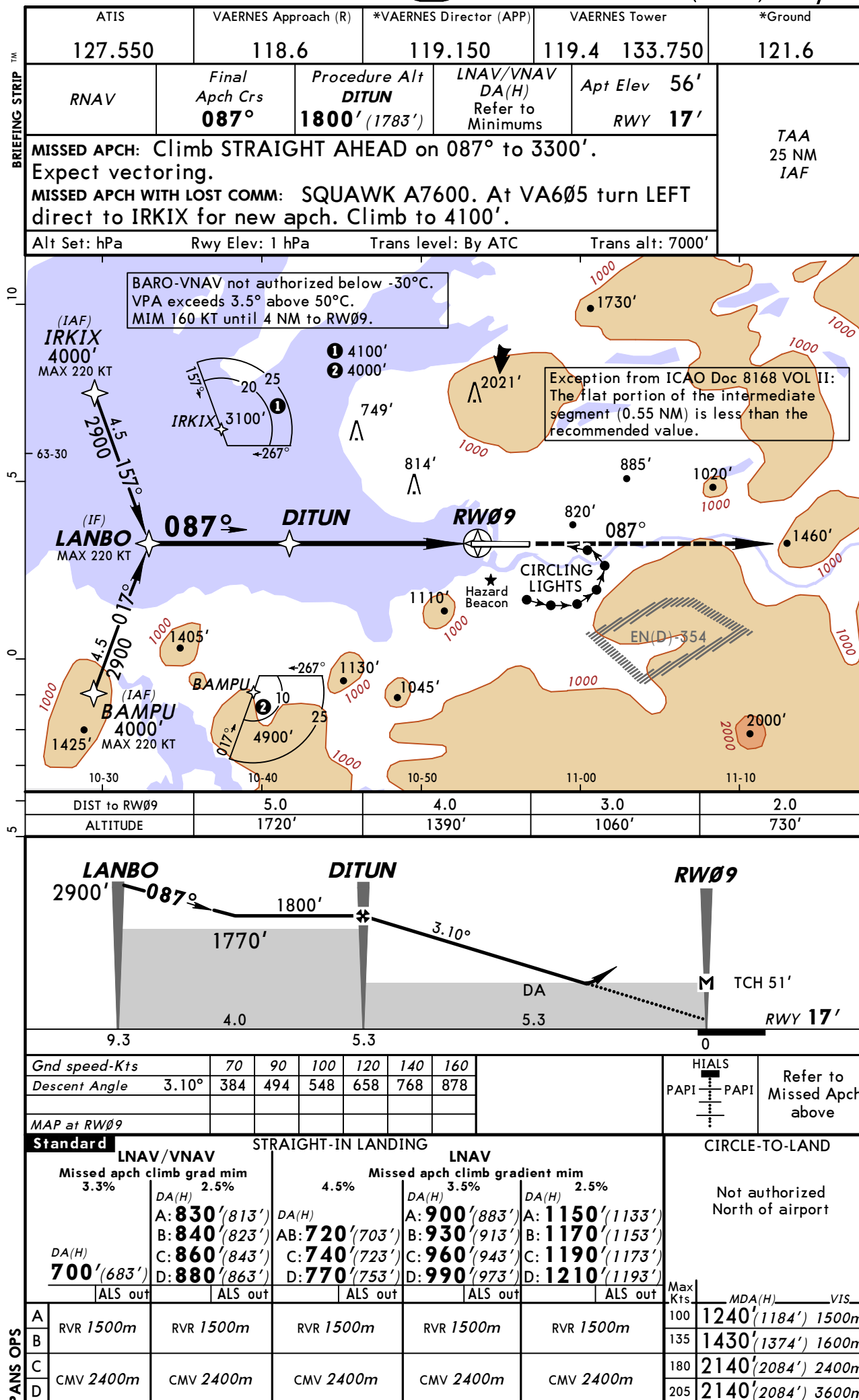
Standard				
		ILS	LOC (GS out)	
DA(H)		A: 717' (700') C: 737' (720') B: 729' (712') D: 748' (731')	DA/ MDA(H)	A: 720' (703') C: 770' (753') B: 740' (723') D: 790' (773')
		FULL	ALS out	ALS out
A	RVR 1500m		RVR 1500m	
B				
C	RVR 2400m		RVR 2400m	
D				

ENVA/TRD
VAERNES
JEPPESSEN
 31 OCT 14 **(11-2)** **Eff 13 Nov**
TRONDHEIM, NORWAY
ILS or LOC Rwy 27


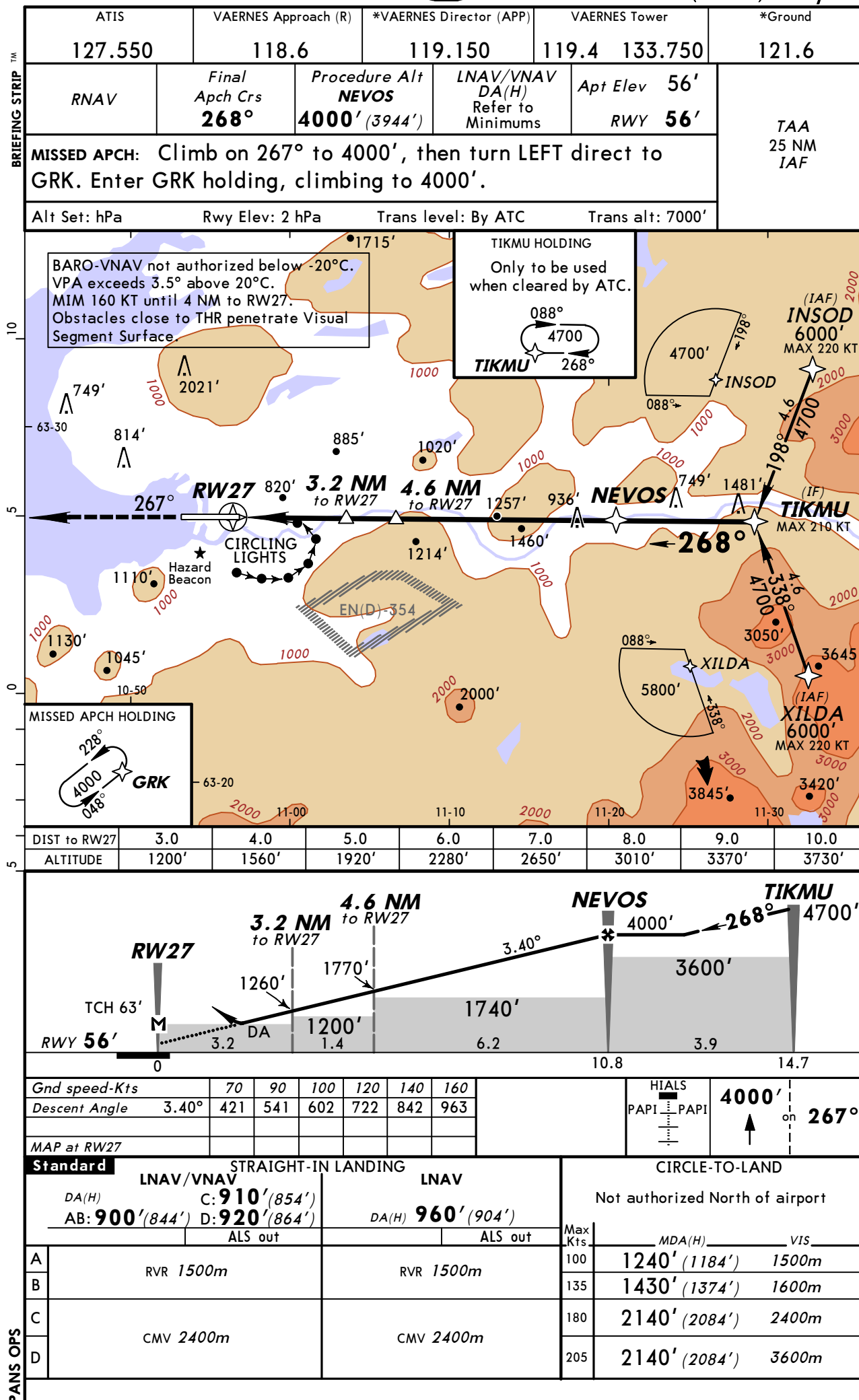
ENVA/TRD
VAERNES
JEPPESSEN

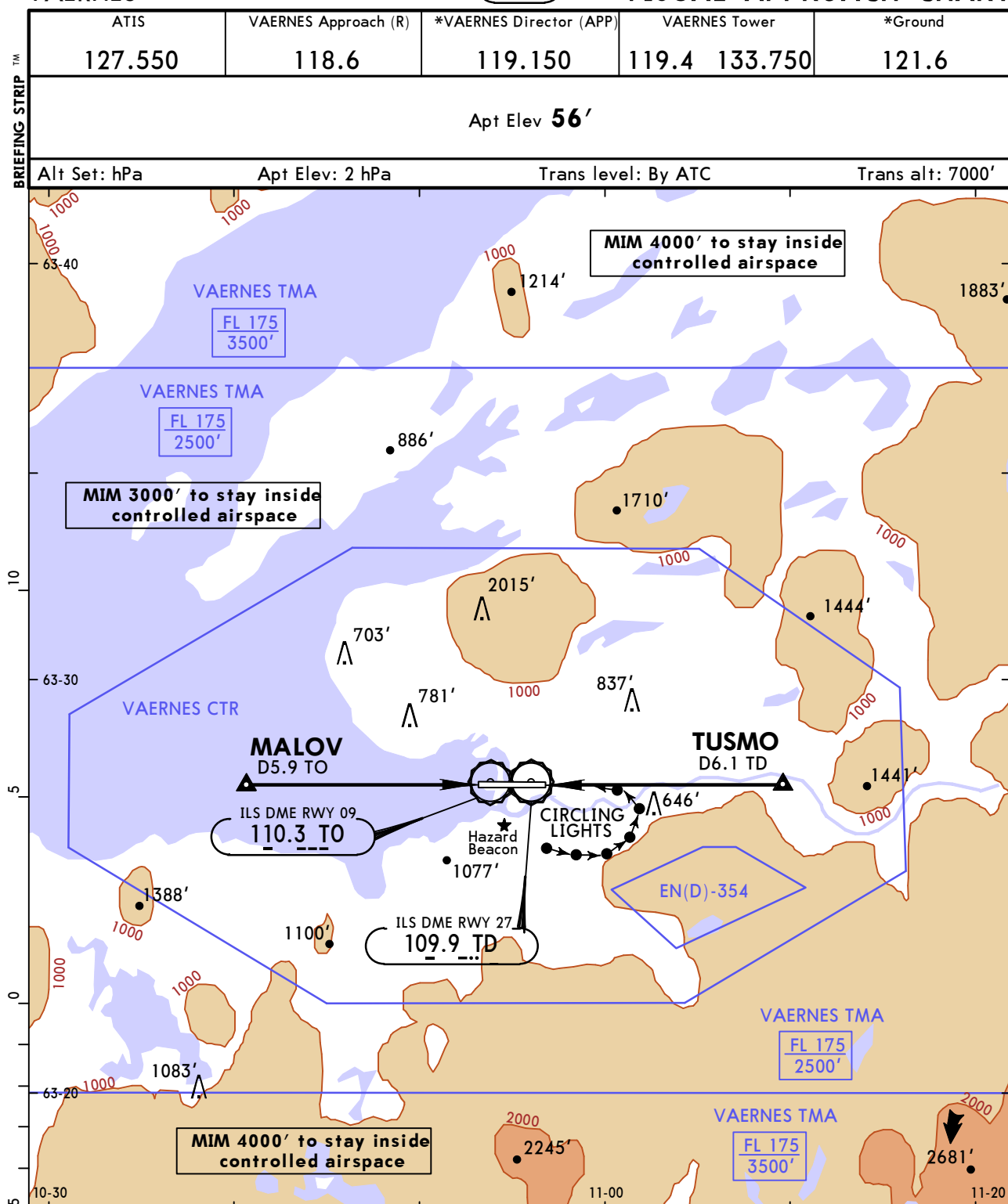
31 OCT 14

(12-1)

Eff 13 Nov
TRONDHEIM, NORWAY
RNAV (GNSS) Rwy 09


ENVA/TRD
VAERNES
JEPPESSEN
TRONDHEIM, NORWAY

31 OCT 14 **(12-2)**
Eff 13 Nov
RNAV (GNSS) Rwy 27


ENVA/TRD
VAERNES
JEPPESSEN
 30 DEC 16 **(19-10)**
TRONDHEIM, NORWAY
VISUAL APPROACH CHART


VISUAL APPROACH PROCEDURES

In order to reduce noise disturbances and to avoid VFR traffic, the following procedures apply when making visual approaches to RWY 09 or RWY 27:

Unless otherwise authorized or directed by ATC, an ACFT having been cleared for a visual approach shall:

- Execute the approach so as to be established on final approach track outside:
RWY 09: MALOV/D5.9 TO
RWY 27: TUSMO/D6.1 TD
- Maintain minimum 2500' until starting turn to final, and establish a final approach descent not below ILS glideslope/ PAPI on slope signal.
- When cleared by ATC, shorter visual approaches are allowed from the North to RWY 09 and for Propeller ACFT to 2 NM final RWY 27.

TRONDHEIM, (VAERNES - ENVA)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ENVA