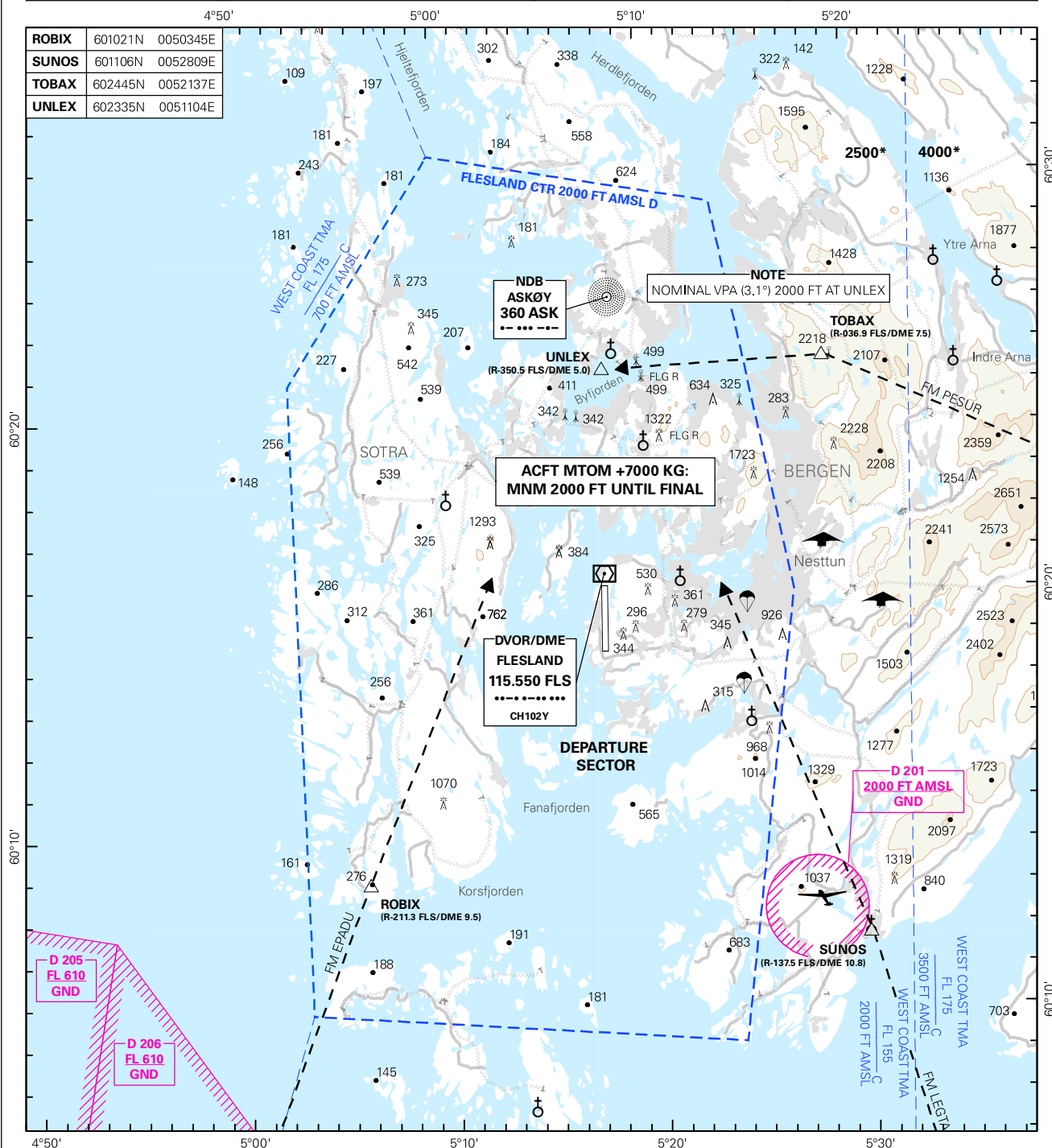


VISUAL APPROACH CHART - ICAO

PLANVIEW SCALE: 1:275 000

ATIS:	125.250	AERODROME ELEVATION: 166 FT	ELEV, ALT AND HGT IN FT	BERGEN FLESLAND RWY 17 NORWAY
APP:	121.000 118.850	OBSTACLES LESS THAN 150 FT GND ARE NORMALLY NOT SHOWN		
TWR:	119.100	ONLY MAJOR POWER LINES SHOWN		
GND:	121.900	MAGNETIC VARIATION: 0.3° E (2015)	TRANSITION ALTITUDE: 7000	

**PROCEDURE TO AVOID CONFLICT WITH DEPARTURES:**

When cleared a visual approach via ROBIX or SUNOS, ACFT shall use tracks shown as guidance to avoid conflict with departure sector.

DESCENT CLEARANCE:

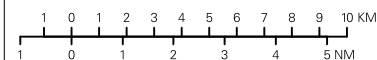
Descent below 2500 FT, is subject to specific clearance form ATC.

NOISE ABATEMENT APPLICABLE TO ACFT MTOM MORE THAN 7000 KG:

Unless specifically instructed by ATC to "DISREGARD NOISE ABATEMENT", ACFT shall join final at 2000 FT or higher, and shall not descend below PAPI GP.

GUIDANCE TO REMAIN IN CONTROLLED AIRSPACE:

Altitudes marked with asterisk (*), are recommended MNM altitudes which will provide 500 FT separation to lower limit of controlled airspace. VFR traffic (including gliders and hanggliders) operate below TMA east of CTR.



ATS AIRSPACE CLASSIFICATION
TMA: CLASS C, CTR: CLASS D
UNCONTROLLED AIRSPACE: CLASS G
SEE ALSO ENR 1.4
LEGENDS: REF GEN 2.3

CHANGES: TOBAX AND UNLEX ADDED, MAG VAR, EDITORIALS.