

TMA (C) Møre:

MØRE APPROACH **119.350** (Sector North)

ENML

Elev **10'**/3m

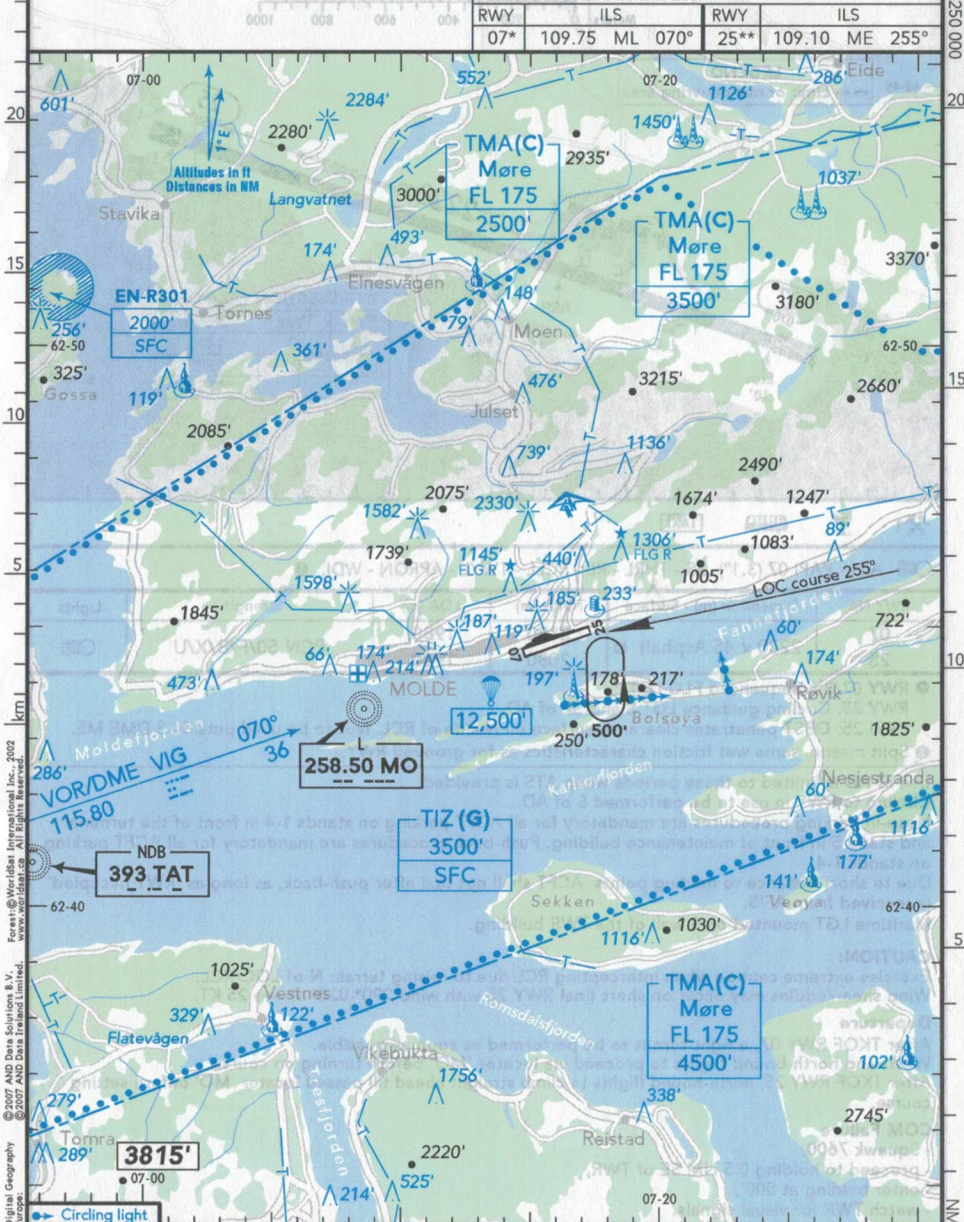
N62 44.7

E007 15.8

ATIS 130.075

**LOC/DME freq paired. No GP AVBL. LOC 5° offset S of RWY CL, crossing 850m from THR. LOC not to be used outside 15° on either side of LOC front course.

RWY	ILS	RWY	ILS
07*	109.75 ML 070°	25**	109.10 MF 255°

MOLDE INFORMATION **119.950** (no, en)

Digital Geography
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Forest: © WorldSat International Inc., 2002

CHANGES: COM - ILS - VAR - Airspace - Direction Arrow.

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T ENSH

Elev **29'**/9m

N68 14.6

E014 40.2

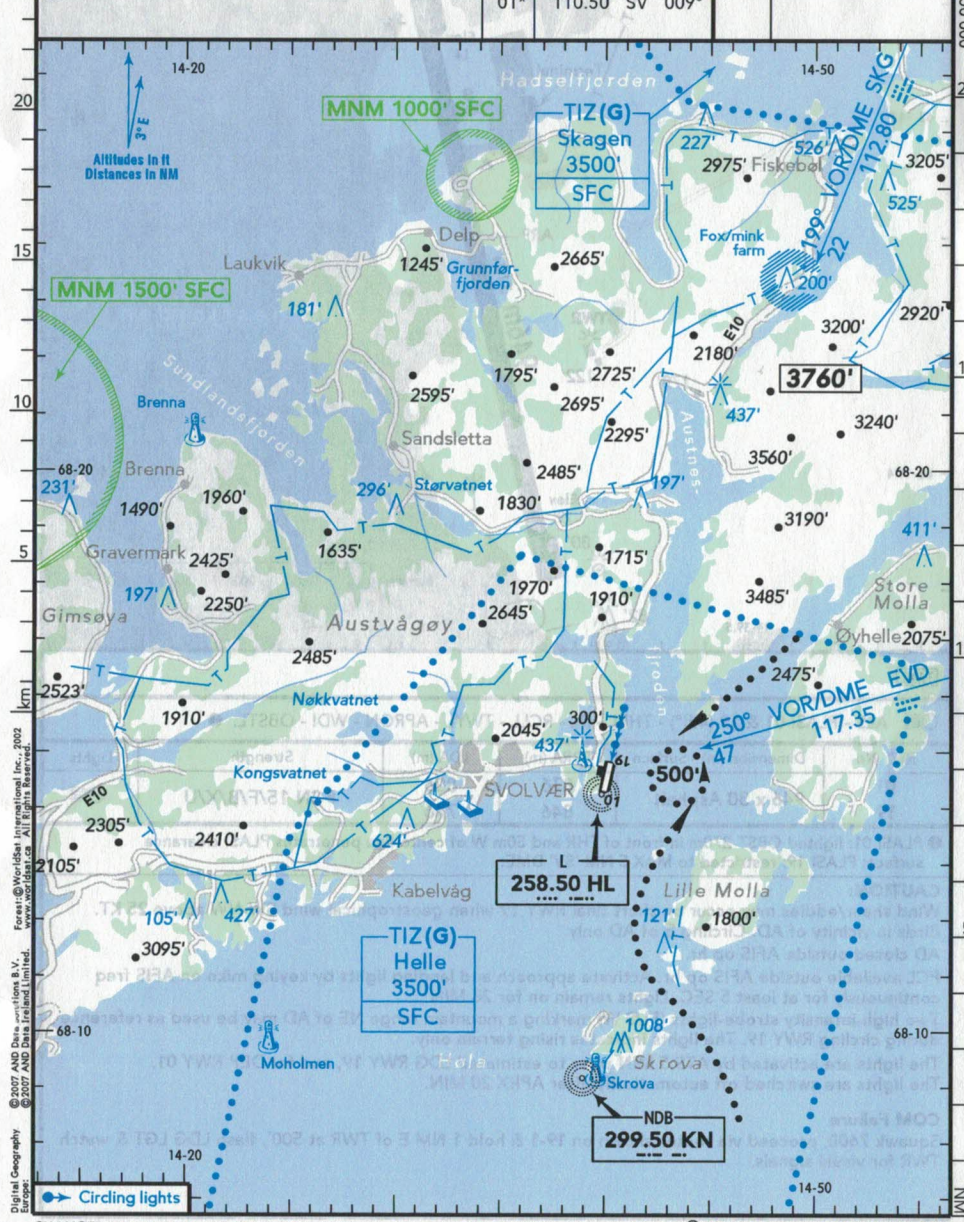
(AFIS)

VDF

HELLE INFORMATION **120.20**

*DME/ILS freq paired. No ILS GP AVBL.
Not to be used outside 15° on either side of LOC
front course.

RWY	ILS	RWY	ILS
01*	110.50 SV 009°		



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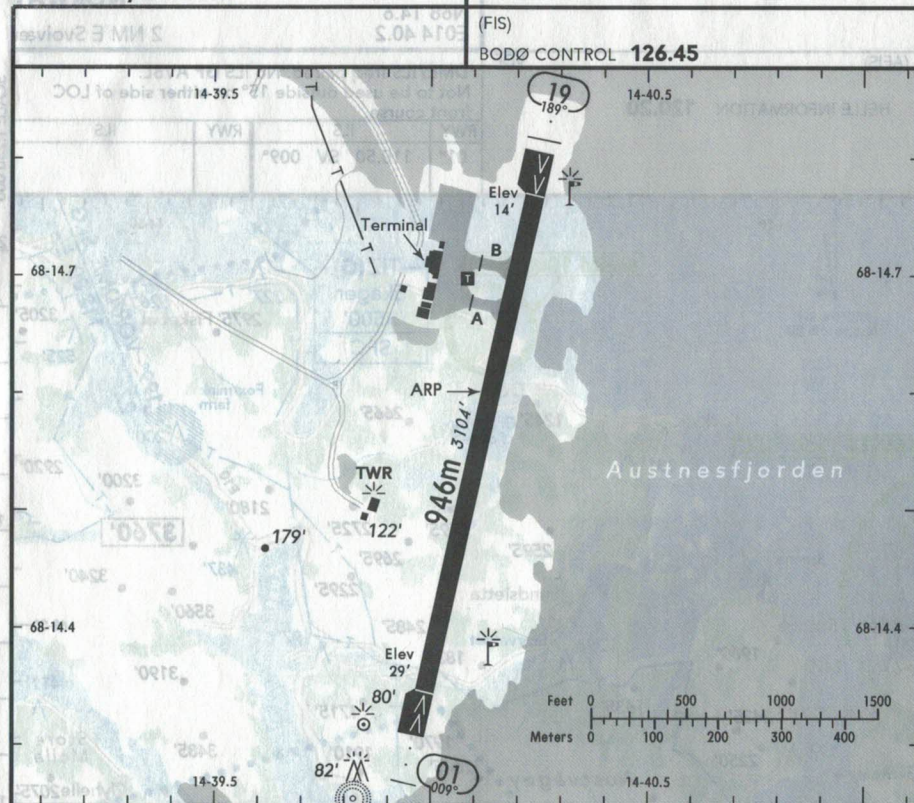
CHANGES: New Layout - AD ELEV - ILS - VAR - Airspace - VAR - Direction Arrows - OBST. © JEPPESEN, 2008. ALL RIGHTS RESERVED.

BOTTLANG AIRFIELD MANUAL®

SVOLVÆR

HELLE

NORWAY, Lofoten



TAXI

ALS - PLASI 01 & 19 (4.5°) - THRL - RL - RCLL - TWYL - APRON - WDI - OBSTL. ①

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
01	946 x 30 Asphalt	876	806	PCN 15/F/B/X/U	⊙
19		846	776		

① PLASI 01: lighted OBST 270m in front of THR and 50m W of centerline penetrates PLASI clearance surface; PLASI 19: restricted to MAX 5 NM 'SV' DME.

CAUTION:

Wind shear/eddies may occur on short final RWY 19 when geostrophical wind SW-NW above 25 KT.

Birds in vicinity of AD. Circling E of AD only.

AD closed outside AFIS op hr.

PCL available outside AFIS op hr. Activate approach and landing lights by keying mike on AFIS freq continuously for at least 5 SEC. Lights remain on for 26 MIN.

Two high-intensity strobe-lights (FLG W) marking a mountain range NE of AD may be used as reference during circling RWY 19. The lights indicates rising terrain only.

The lights are activated by ATS 5 MIN prior to estimated LDG RWY 19, and for DEP RWY 01.

The lights are switched off automatically after APRX 20 MIN.

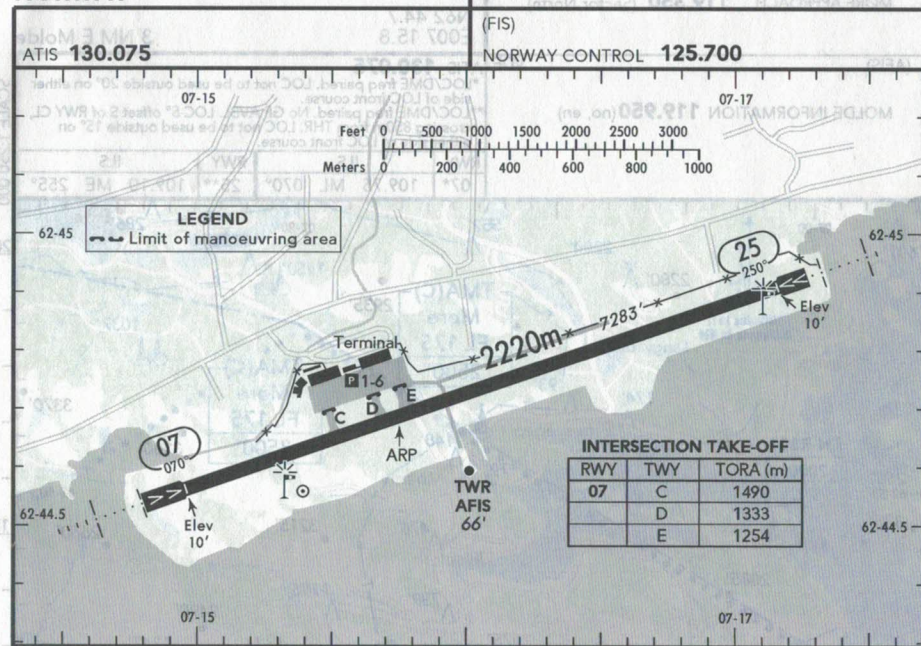
COM Failure

Squawk 7600, proceed via routes shown on 19-1 & hold 1 NM E of TWR at 500', flash LDG LGT & watch TWR for visual signals.

MOLDE

ÅRØ

NORWAY



INTERSECTION TAKE-OFF

RWY	TWY	TORA (m)
07	C	1490
	D	1333
	E	1254

ALS - PAPI 07 (3.1°), 25 - THRL - RL - RCLL - TWYL - APRON - WDI. ①

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
07	2220 x 45 Asphalt ②	2120	1980	PCN 50/F/B/X/U	⊙
25		2080	1980		

① RWY 07/25: Sequenced FLG LGT.

RWY 25: Circling guidance LGT S and SE of AD.

PAPI 25: OBST penetrates clearance surface on N side of RCL. Not to be used outside 3 DME ME.

② Split mastic, same wet friction characteristics as for grooved RWY.

Use of AD is limited to those periods when ATS is provided.

Circling to RWY in use to be performed S of AD.

Nose-in parking procedures are mandatory for all ACFT parking on stands 1-4 in front of the terminal and stand 5 in front of maintenance building. Push-back procedures are mandatory for all ACFT parking on stands 1-4.

Due to short distance to holding points, ACFT shall not taxi after push-back, as long as 'RWY occupied' is received from AFIS.

Maritime LGT mounted on S wall of the TWR building.

CAUTION:

Exercise extreme caution when intercepting RCL due to raising terrain N of LOC/RCL.

Wind shear/eddies may occur on short final RWY 25 with wind 290°-020° above 25 KT.

Departure

After TKOF RWY 07, a right turn is to be performed as soon as possible.

West- and north-bound flights to proceed via locator 'MO' before turning on course.

After TKOF RWY 25, north-bound flights to climb straight ahead till passed locator 'MO' before setting course.

COM Failure

- Squawk 7600,

- proceed to holding 0.5 NM SE of TWR,

- enter holding at 500',

- watch TWR for visual signals.