

Elev 285'/87m
N59 11.2
E010 15.5

TMA (C) Farris: EIMA aug JAMA A' aug JAMA B EV2
FARRIS APPROACH 134.050 124.350

ATIS 119.075
*ILS/DME freq paired.
RWY 18* 108.30 TRP 177°
ILS 10-30
RWY 36* 110.95 SFJ 357°
ILS

4 NM NE Sandefjord

SCALE 1:250 000

TORP NORWAY

ARR/DEP/Holding
MAX 1500'

GROUND 126.175

TORP TOWER 118.650* (no, en) Lie

*VDF

EF 122

ILS (C)

CTR(D) Rygge
2500'
SFC

RMZ outside
ATC op hr

ALBY Moss REP

10-30 Horten

MAX 1000'

to/from LARKOLLEN

Medfjordbåen lighthouse

59-20

ASGÅRDSTRAND

365'

342'

540'

595'

378'

435'

476'

433'

400'

565'

710'

750'

591'

980'

843'

1410'

1330'

854'

824'

636'

636'

636'

636'

636'

636'

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VIDARÅSEN
N59 16.0
E010 06.0

ASRUM
N59 11.3
E010 06.0

FOKSERØD
N59 11.2
E010 11.7

RAVNØYA
N59 11.3
E010 20.4

ARØYSUND
N59 11.4
E010 25.0

TØNSBERG
N59 15.5
E010 25.0

VASSER
N59 06.5
E010 25.0

BOMMESTAD
N59 06.0
E010 06.0

LARVIK

Stavern

Langsøfjorden

Helgeroa

59-00

10-30

NM

19-1

SANDEFJORD

NORWAY

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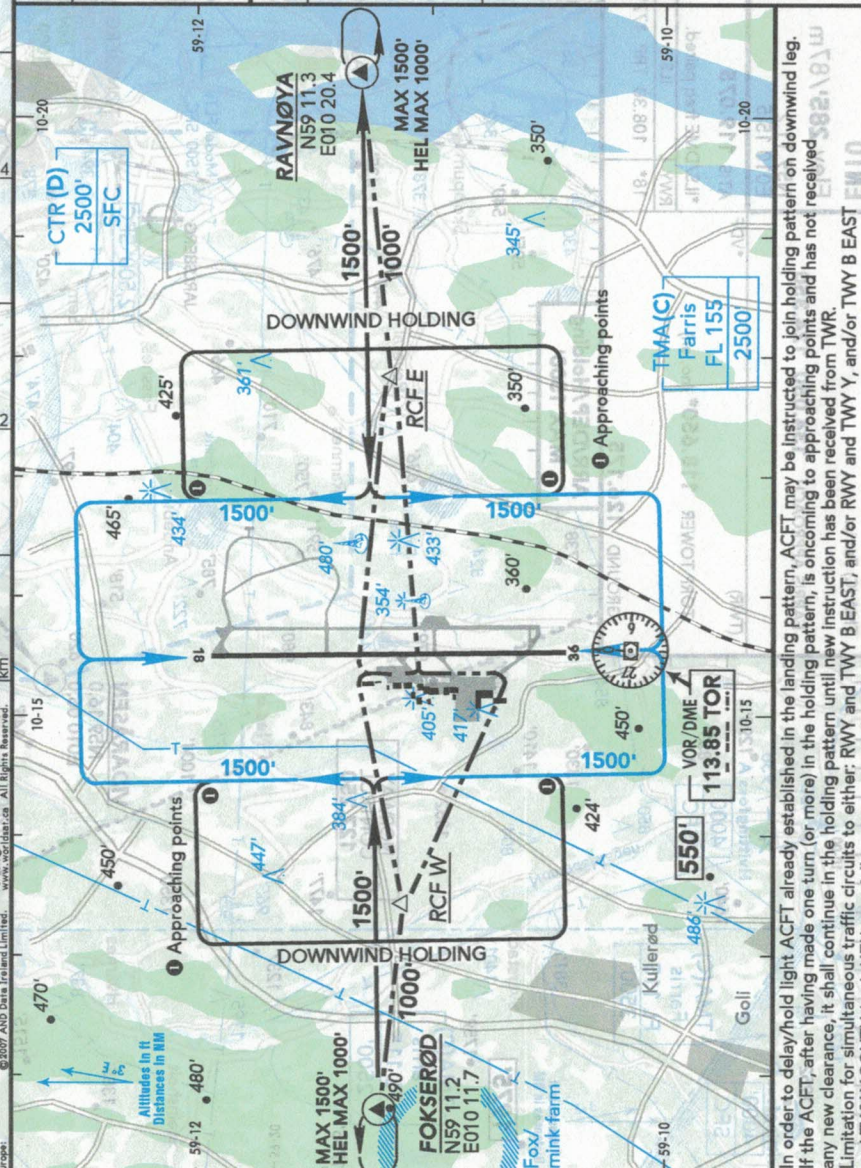
636'

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RWY	ILS	RWY	ILS
18*	108.30 TRP 177°	36*	110.95 SFJ 357°



In order to delay/hold light ACFT already established in the landing pattern, ACFT may be instructed to join holding pattern on downwind leg. If the ACFT, after having made one turn (or more) in the holding pattern, is oncoming to approaching points and has not received any new clearance, it shall continue in the holding pattern until new instruction has been received from TWR. Limitation for simultaneous traffic circuits to either: RWY and TWY B EAST, and/or RWY and TWY Y, and/or RWY B EAST and TWY Y SOUTH (with HEL) is as follows:

- TWY: HEL

- RWY: HEL or ACFT MTOW < 7t.

NM

1

2

3

4

5

SCALE 1:60 000