

GENERAL**Operational Hours****ATS Hours:** H24**AD ADMIN Hours**

16 SEP - 14 MAY: MON-FRI 0700-1445±, except HOL

15 MAY - 15 SEP: MON-FRI 0700-1400±, except HOL

Airport Information**RFF:** CAT 7, CAT 9 AVBL O/R MNM 30min prior to ETA**Fuel:** 0500-2300±, other times O/R**PCN:** RWY 17/35: 70/F/A/X/U**Operation****Transponder Operation**

Transponder Mode S

Select assigned transponder mode A and activate S, set to AUTO if technically AVBL;

- From push-back or taxi whichever comes earlier
- After LDG, continuously until fully parked on stand.
- When parked, set Mode A code 2000 before selecting OFF or STBY.

Select ACFT identification feature if AVBL, before activating transponder.

TCAS shall be used on RWY only; to be activated when RWY is entered and de-activated as RWY vacated.

Transponder Failure

An ACFT not visible on ATC surveillance equipment after departure, ACFT will not be allowed to continue its flight in accordance with FPL. ACFT will be cleared to a HLDG pattern and instructed to hold until the situation allows a return to AD.

The following HLDG pattern will be used, corresponding to RWY in use:

RWY 17: BENTI HLDG.

RWY 35: LELMI HLDG.

Low Visibility Procedure

LVP is activated when RVR 550m or less.

Only 1 ACFT allowed at the same time.

No vehicles allowed except follow-me and RVR-Service.

In case RVR 400m or less

No ACFT operations allowed.

Surface Movement Guidance and Control System (SMGCS) in use when LVP activated.

RWY Restrictions

Advise TWR in case intersection departure requested and/or possible.

Use of area in front of THR (in order to extend TKOF distance) shall be used only when approved by TWR.

TWY Restrictions

TWY B east of TWY U width 16m / 52ft.

TWY A1-A4, A6-A9, E, G, H, Y, B west of TWY U AVBL up to code letter E ACFT.

TWY G to/from stand 24 and TWY E to/from stand 27 AVBL up to code letter E ACFT.

TWY A5 AVBL for ACFT up to code letter D.

TWY B east of TWY U up to code letter B.

TWY C, D, F, W AVBL for ACFT up to code letter D with MAX wingspan 41.5m / 136ft.

TWY J, M, N, R AVBL for ACFT up to code letter C.

GENERAL

TWY U AVBL for ACFT up to code letter C and up to code letter E (MAX wingspan 61m / 200ft) from TWY B to de-icing pad 3.

Taxi/Parking

Powerback on APN is prohibited.

Visual Docking Guidance System AVBL at stands 15-20, 23-32.

Engine Run-up Areas

Engine testing shall be avoided between 2100-0600.

Engine testing with more power than idle, at following areas:

- northern end of TWY Y, by TWY A1.
- southern end of TWY Y, by TWY A9.

Warnings

Hang- and paragliding activity in the vicinity of AD.

Birds in vicinity of AD.

ARRIVAL**Speed**

Maintain MNM 160KT to 4NM from THR. If unable to comply inform ATC.

Communication

After LDG: If required, report "RWY vacated" only when fully passed "RWY-vacated sign".

COM Failure: Continue on STAR and start APCH without delay.

During MISAP**ILS/LOC W RWY 17**

- RNAV 1: Proceed to BR917 climbing to 3000ft. Right to BR918. Right direct to NEPAM. Make a new APCH.
- Non-RNAV: Climb straight ahead to 3000ft. At D14 BR turn right to intercept and proceed on D15 BR Arc. Intercept LOC BR. Make a new APCH.

ILS/LOC Y RWY 17

Climb on track 170° to D2 after BR. Turn right and proceed on track 204° climb to 2000ft. At D7 BR turn right to intercept and proceed on D8 BR Arc. Intercept LOC BR. Make a new APCH.

RNAV RWY 17

Proceed to BR917 climbing to 3000ft. Right to BR918. Right direct to NEPAM. Make a new APCH.

VOR Z RWY 17

- RNAV 1: Proceed to BR917 climbing to 3000ft. Right to BR918. Right direct to NEPAM. Make a new APCH.
- Non-RNAV: Climb straight ahead to 3000ft. At D14 FLS turn right to intercept and proceed on D15 FLS Arc. When passing R335 FLS turn right to intercept R351 FLS. Make a new APCH.

VOR Y RWY 17

At MAPt turn right to intercept and proceed on R171 FLS. At D2.6 FLS turn right and proceed on track 204° to 2000ft. At D10 FLS turn right to intercept and proceed on D11 FLS Arc. When passing R311 FLS turn right to intercept R321 FLS. Make a new APCH.

ARRIVAL**RNAV 140**

Turn right to intercept and proceed on track 208° from BR810 climbing to 2000ft. At 8NM from BR810 turn right direct BR919. Right to VENIN. Make a new APCH.

ILS/LOC W RWY 35

- RNAV 1: Proceed to BR935 climbing to 3000ft. Left to BR936. Left direct to RIVIP. Make a new APCH.
- Non-RNAV: Climb straight ahead to 3000ft. At D14 BG turn left to intercept and proceed on D15 BG Arc. Intercept LOC BG. Make a new APCH.

ILS/LOC Y RWY 35

Climb on track 350° at D1.6 after BG turn left and proceed on track 322° climb to 2000ft. At D7 BG turn left to intercept and proceed on D8 BG Arc. Intercept LOC BG. Make a new APCH.

RNAV RWY 35

Proceed to BR935 climbing to 3000ft. Left to BR936. Left direct to RIVIP. Make a new APCH.

VOR RWY 35

- RNAV 1: Proceed to BR935 climbing to 3000ft. Left to BR936. Left direct to RIVIP. Make a new APCH.
- Non-RNAV: Climb straight ahead to 3000ft. At D14 FLS turn left to intercept and proceed on D15 FLS Arc. When passing R186 FLS turn left to intercept R171 FLS. Make a new APCH.

VOR-A

Climb straight ahead to FLS. Turn left and proceed on 314° climbing to 2100ft. At D9 FLS turn left to intercept and proceed on D10 FLS Arc. When passing R223 FLS turn right to intercept R213 FLS. Make a new APCH.

RNAV 044

From BR710 climb on course 044° at 680ft turn left to intercept and proceed on course 314° to BR715. At BR 715 turn left direct ELMEG for a new APCH.

Arrival Procedure**Point Merge System (PMS)**

The point merge system is in use, see Lido/RouteManual General Part NAV chapter.

Visual APCH

Enter final APCH at MNM 2000ft.

Non-standard GP intercept position on RWY 35

GP intercepts RWY 35 at 326m / 1069ft after landing threshold.

Remaining LDG DIST beyond GP is 2199m / 7215ft.

Warnings

Windshear may occur on short final of both RWYs with wind 200°-340° above 12KT.

DEPARTURE**Take-off Minima**

RWY		17/35	
All ACFT	ft - m/km	0 - 400R/400V	-

Communication

After TKOF contact FLESland RADAR.

DEPARTURE

COM Failure

Maintain last assigned LVL until passing point described below for each SID:

RNAV (GNSS) RWY 17

BEGOD 2C, EPOTU 2C, GOKAB 2C, INTUM 2C, OLDAS 2C, REKLI 1C, TINIG 2C, TUXIL 3C:

Climb to 6000ft. If no further climb received prior to UNPUT, climb to CPL cruising LVL.

ACFT under vectoring shall proceed in the most direct manner possible to rejoin CPL route no later than the next significant point, climbing to the CPL cruising LVL taking into consideration the applicable MNM flight ALT.

RNAV (GNSS) RWY 35

BEGOD 2D, EPOTU 2D, GOKAB 2D, INTUM 2D, OLDAS 2D, REKLI 1D, TINIG 2D, TUXIL 3D:

Climb to 6000ft. If no further climb received prior to ADIDO, climb to CPL cruising LVL.

ACFT under vectoring shall proceed in the most direct manner possible to rejoin CPL route no later than the next significant point, climbing to the CPL cruising LVL taking into consideration the applicable MNM flight ALT.

ADADI 4C: At INBIT, turn right to intercept and proceed on D8 BR ARC. Intercept LOC BR and make ILS Y RWY 17.

ADADI 4D: At XENON, turn left to intercept and proceed on D8 BG ARC. Intercept LOC BG and make ILS Y RWY 35.

During omnidirectional DEP

RWY 17: Climb on track 170° to 6000ft, then...

RWY 35: Climb on track 350° to 6000ft, then...

...proceed in the most direct manner possible to join CPL route, climbing to CPL cruising LVL. ACFT under vectoring shall proceed in the most direct route to join CPL route, climbing to the CPL cruising LVL.

Departure Procedure

Noise Abatement Procedure

TKOF PROC climb straight ahead. Turn to west can be started at 1500ft MSL, turn to east can be started at 2000ft MSL.

ATC Slot, Clearance

Start-up/Push-back

ATC CLR should be obtained before start-up and is AVBL 30min before EOBT.

REQ start-up/push-back from TWR.

When start-up approval is received, start-up shall be commenced immediately.

De-icing

01 OCT-30 APR 0515-2315±.

01 MAY-30 SEP AVBL O/R.

REQ de-icing via handling agent or directly from one of the de-icing operators.

Inform ATC for de-icing before start-up.

Warning

Close-in OBST: Trees along and west of RWY. These OBST were not considered for the published PDG and must be avoided visually or by other means.

Flesland **Bergen** Norway

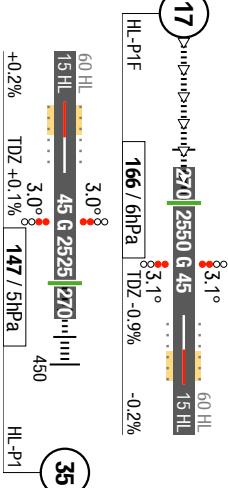


AFG



ATIS	125.250
Flesland APP	121.000 0500-2300 NW 125.000 0500-2300 NE
Flesland DIR	118.850 HO
Flesland TWR	119.100 122.100 O/R 123.400 HX
Flesland GND	121.900 HO

Landing RWY system:



E005° 12'

COORDINATES

COORDINATES

Remote Apron S

1, 1R N60 16.9 E005 13.6
1L, 2-4 N60 17.0 E005 13.6
5-8 N60 17.1 E005 13.6
9-11 N60 17.2 E005 13.6

Terminal Apron

15-18 N60 17.2 E005 13.8
19, 20 N60 17.3 E005 13.7
23-25 N60 17.3 E005 13.6
26 N60 17.3 E005 13.5
27 N60 17.4 E005 13.5

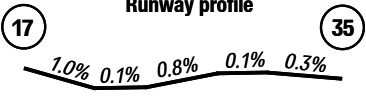
Apron N

41, 42 N60 17.5 E005 13.7
43, 46 N60 17.5 E005 13.6
47, 48 N60 17.5 E005 13.5

De-icing pads 1, 2 N60 17.8 E005 13.4
De-icing pads 3, 4 N60 17.8 E005 13.3

HS1, HS2:
RWY HLDG positions used by helicopters.
The line of sight to/from the RWY beginning
is partly obstructed by longitudinal slopes.
This part of the RWY is considered a "high
energy area" and incorrect entry may cause
extremely hazardous situations.

Runway profile

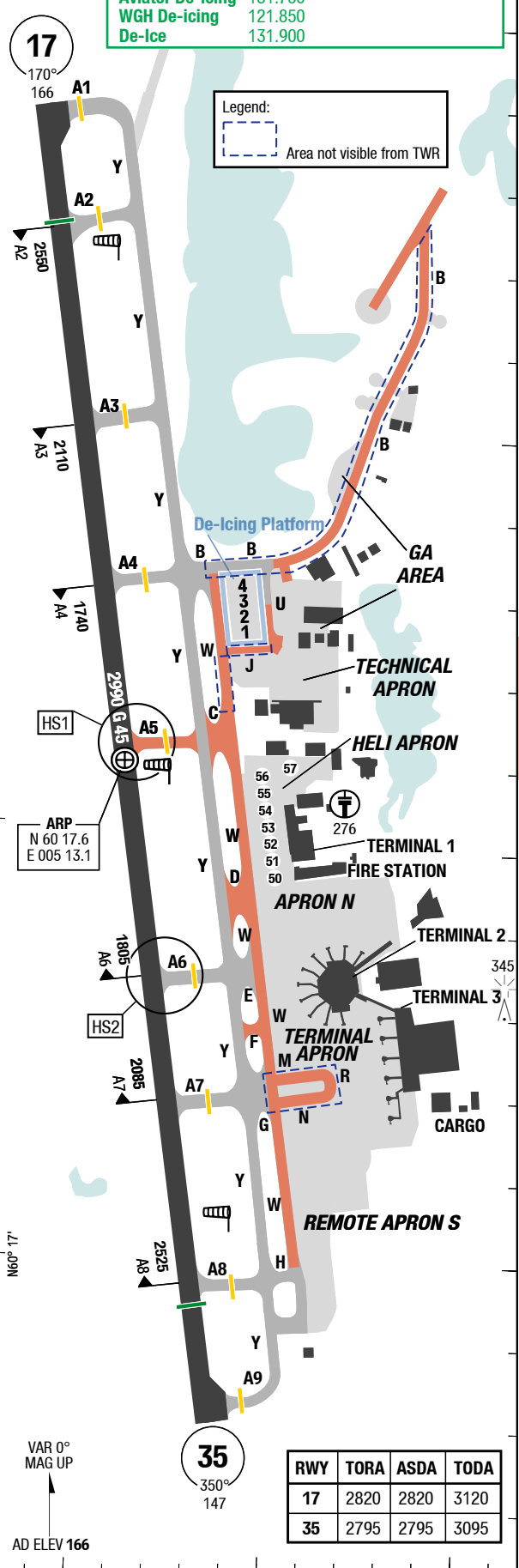
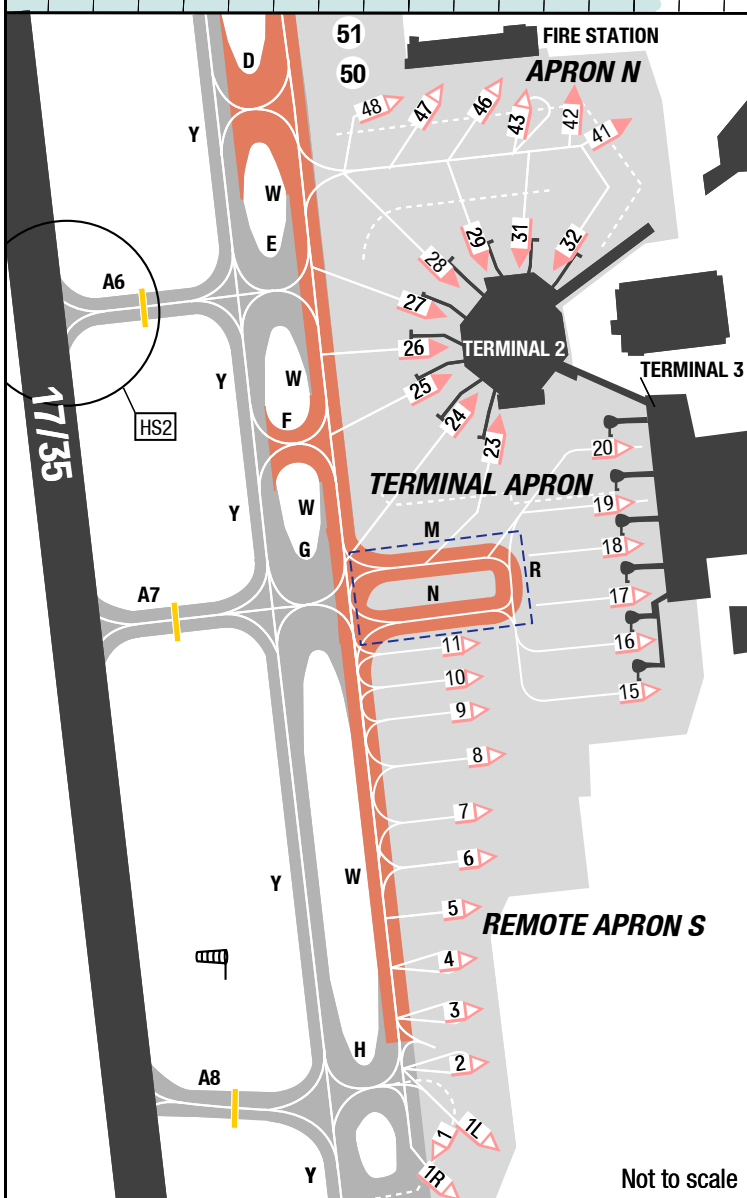


E005° 13'

FLESLAND
D 115.55 FLS

ATIS	125.250	
Flesland TWR	119.100	122.100 O/R
	123.400	HX
Flesland GND	121.900	HO
Aviator De-icing	131.750	
WGH De-icing	121.850	
De-Ice	131.900	

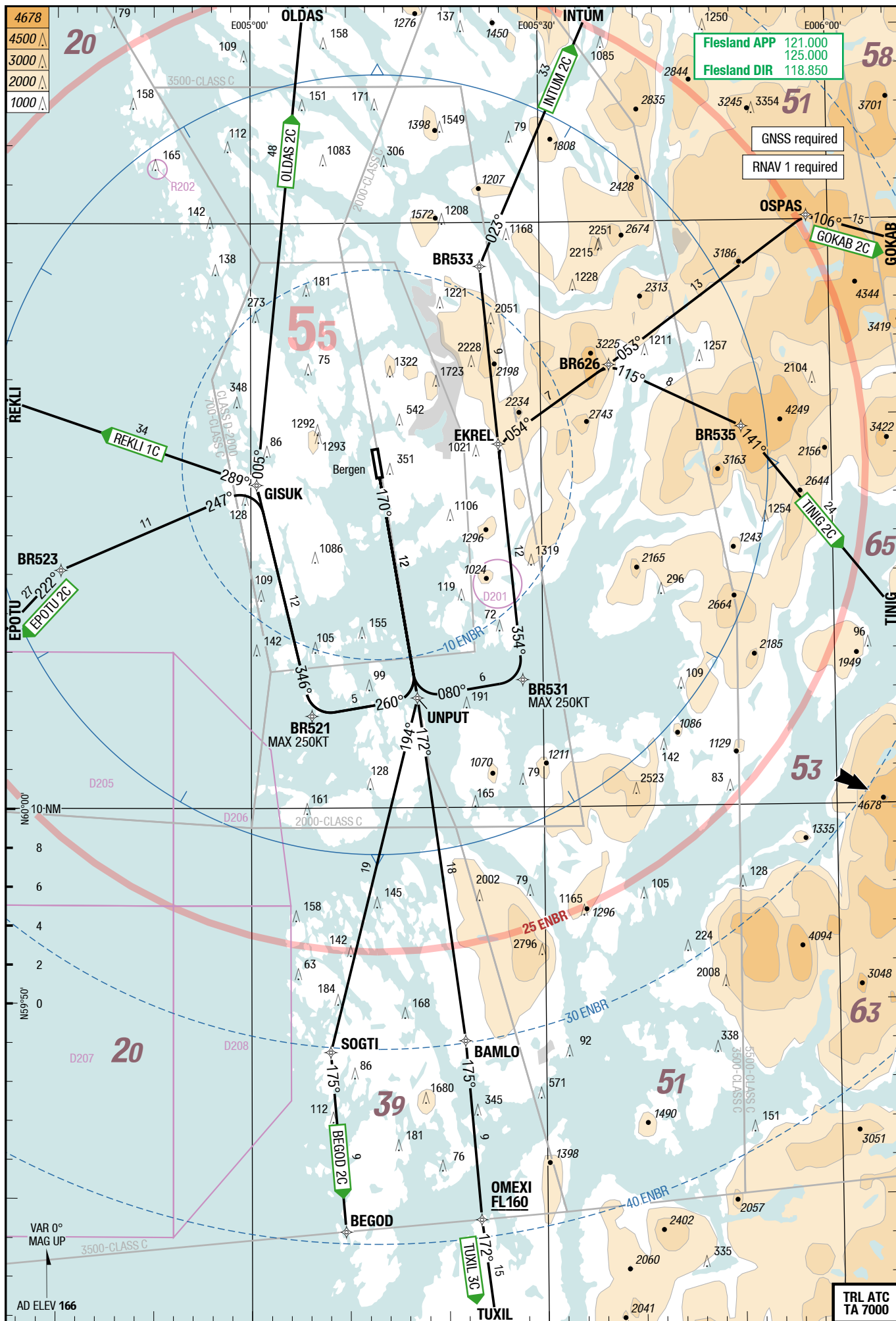
Legend:
Area not visible from TWR



RWY	TORA	ASDA	TODA
17	2820	2820	3120
35	2795	2795	3095

Not to scale

VAR 0°
MAG UP
AD ELEV 166



02-NOV-2017

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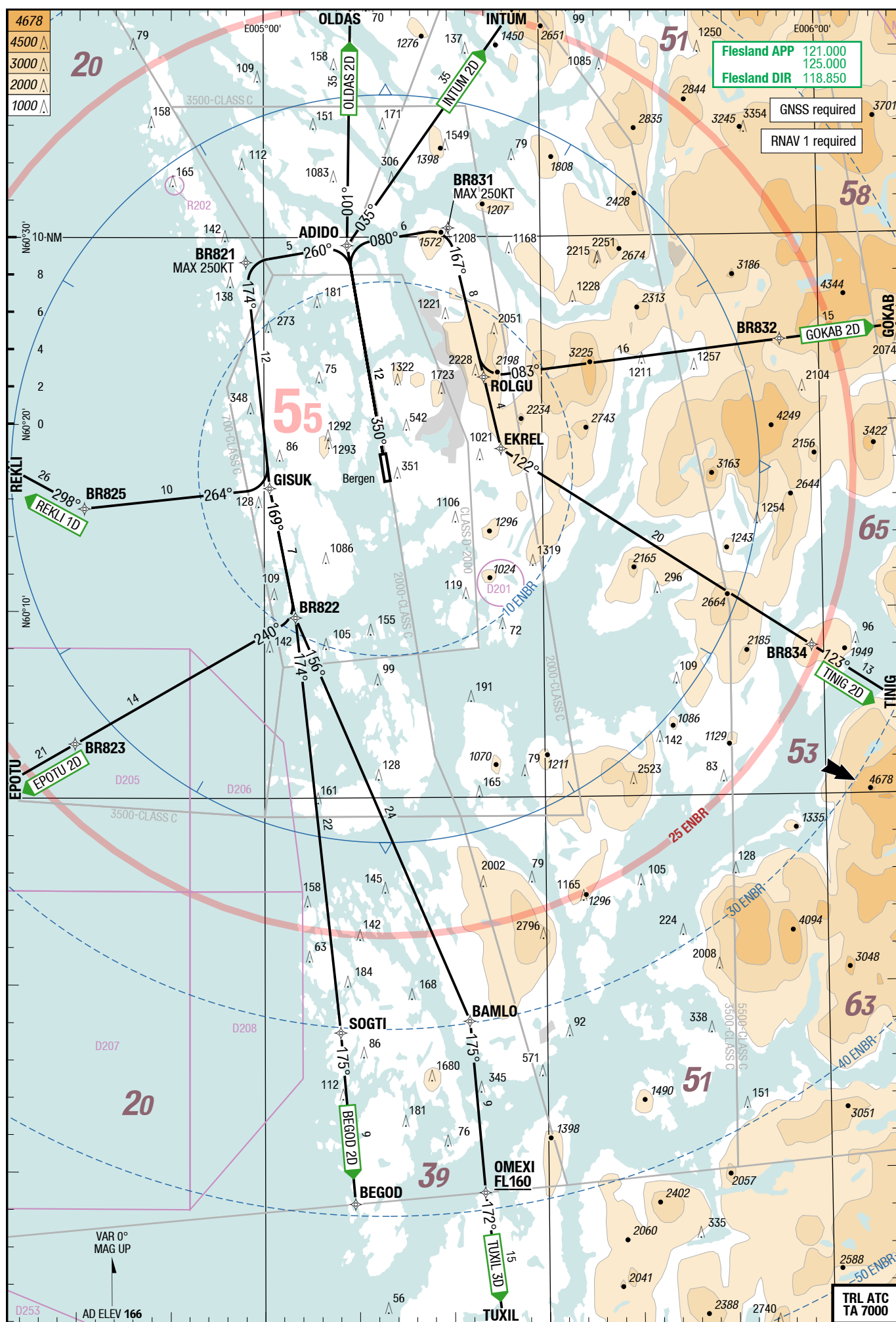
4-20

RNAV SIDS RWY 35

SID

SID

Flesland **Bergen** Norway
RNAV SIDS RWY 35

RNAV SIDS Rwy 35

BGO-ENBR



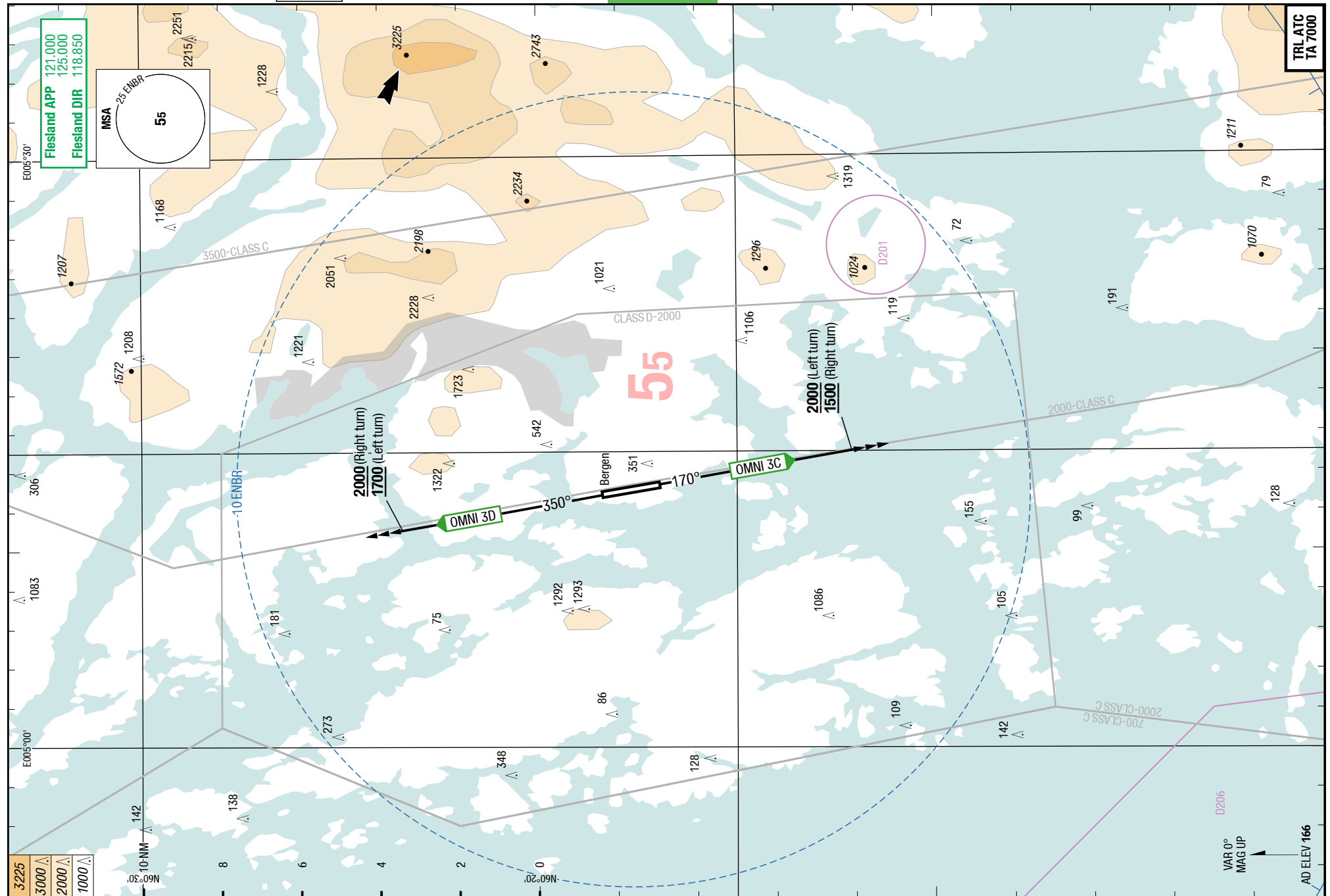
OMNI 3C/3D

SID

SID

NIL

OMNI 3C/3D



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5-10

RNAV SIDs RWY 17

BEGOD 2C / EPOTU 2C / GOKAB 2C / INTUM 2C / OLDAS 2C / REKLI 1C / TINIG 2C
RWY 17 (170°)

When instructed, contact Flesland APP.

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 17	
BEGOD 2C 5.0% to 4000 121.000 ①②	DCT UNPUT - SOGTI - BEGOD	initial climb 6000
EPOTU 2C 5.0% to 4000 121.000 ①②	DCT UNPUT - BR521 [K250-] - GISUK - BR523 - EPOTU	initial climb 6000
GOKAB 2C 5.0% to 4000 125.000 ①②	DCT UNPUT - BR531 [K250-] - EKREL - BR626 - OSPAS - GOKAB	initial climb 6000
INTUM 2C 5.0% to 4000 125.000 ①②	DCT UNPUT - BR531 [K250-] - EKREL - BR533 - INTUM	initial climb 6000
OLDAS 2C 5.0% to 4000 121.000 ①②	DCT UNPUT - BR521 [K250-] - GISUK - OLDAS	initial climb 6000
REKLI 1C 5.0% to 4000 121.000 ①②	DCT UNPUT - BR521 [K250-] - GISUK - REKLI	initial climb 6000
TINIG 2C 5.0% to 4000 125.000 ①②	DCT UNPUT - BR531 [K250-] - EKREL - BR626 - BR535 - TINIG	initial climb 6000

① If unable to comply with climb gradient, inform ATC.

② Non RNAV 1 ACFT: At first contact state "unable RNAV 1 due (reason)". Omni-directional DEP AVBL.

TUXIL 3C

RWY 17 (170°)

When instructed, contact Flesland APP.

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
7.6%	ft/MIN	1000	1200	1400	1700	1900	2100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 17	
TUXIL 3C 5.0% to 4000 7.6% to FL160 121.000 ①②③	DCT UNPUT - BAMLO - OMEXI - TUXIL	OMEXI MNM FL160 initial climb 6000

① If unable to comply with climb gradient, inform ATC.

② Maintain climb gradient 7.6% from DER to cross OMEXI at MNM FL160

③ Non RNAV 1 ACFT: At first contact state "unable RNAV 1 due (reason)". Omni-directional DEP AVBL.

BGO-ENBR

5-30

RNAV SIDs RWY 35

BEGOD 2D / EPOTU 2D / GOKAB 2D / INTUM 2D / OLDAS 2D / REKLI 1D / TINIG 2D
RWY 35 (350°)

When instructed, contact Flesland APP.

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 35	
BEGOD 2D 5.0% to 4000 121.000 ①②	DCT ADIDO - BR821 [K250-] - GISUK - BR822 - SOGTI - BEGOD	initial climb 6000
EPOTU 2D 5.0% to 4000 121.000 ①②	DCT ADIDO - BR821 [K250-] - GISUK - BR822 - BR823 - EPOTU	initial climb 6000
GOKAB 2D 5.0% to 4000 125.000 ①②	DCT ADIDO - BR831 [K250-] - ROLGU - BR832 - GOKAB	initial climb 6000
INTUM 2D 5.0% to 4000 125.000 ①②	DCT ADIDO - INTUM	initial climb 6000
OLDAS 2D 5.0% to 4000 121.000 ①②	DCT ADIDO - OLDAS	initial climb 6000
REKLI 1D 5.0% to 4000 121.000 ②	DCT ADIDO - BR821 [K250-] - GISUK - BR825 - REKLI	initial climb 6000
TINIG 2D 5.0% to 4000 125.000 ①②	DCT ADIDO - BR831 [K250-] - ROLGU - EKREL - BR834 - TINIG	initial climb 6000

① If unable to comply with climb gradient, inform ATC.

② Non RNAV 1 ACFT: At first contact state "unable RNAV 1 due (reason)". Omni-directional DEP AVBL.

BGO-ENBR

5-40

RNAV SIDs RWY 35

SIDPT

TUXIL 3D

RWY 35 (350°)

When instructed, contact Flesland APP.

	GS	120	150	180	210	240	270
4.1%	ft/MIN	500	700	800	900	1000	1200
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 35	
TUXIL 3D 5.0% to 4000 4.1% to FL160 121.000 ①②③	DCT ADIDO - BR821 [K250-] - GISUK - BR822 - BAMLO - OMEXI - TUXIL	OMEXI MNM FL160 initial climb 6000

① If unable to comply with climb gradient, inform ATC.

② Non RNAV 1 ACFT: At first contact state "unable RNAV 1 due (reason)". Omni-directional DEP AVBL.

③ Maintain climb gradient 4.1% to cross OMEXI at MNM FL160

BGO-ENBR**5-50****OMNI 3C/3D****OMNI 3C / OMNI 3D**

RWYs 17 (170°) / 35 (350°)

When instructed, contact Flesland APP

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 17	
OMNI 3C 5.0% to 4000 ①	170° - expect further clearance from ATC Turn ALT: MNM 1500 RT MNM 2000 LT	initial climb 6000
	Runway 35	
OMNI 3D 6.0% to 4000 ①	350° - expect further clearance from ATC Turn ALT: MNM 1700 LT MNM 2000 RT	initial climb 6000

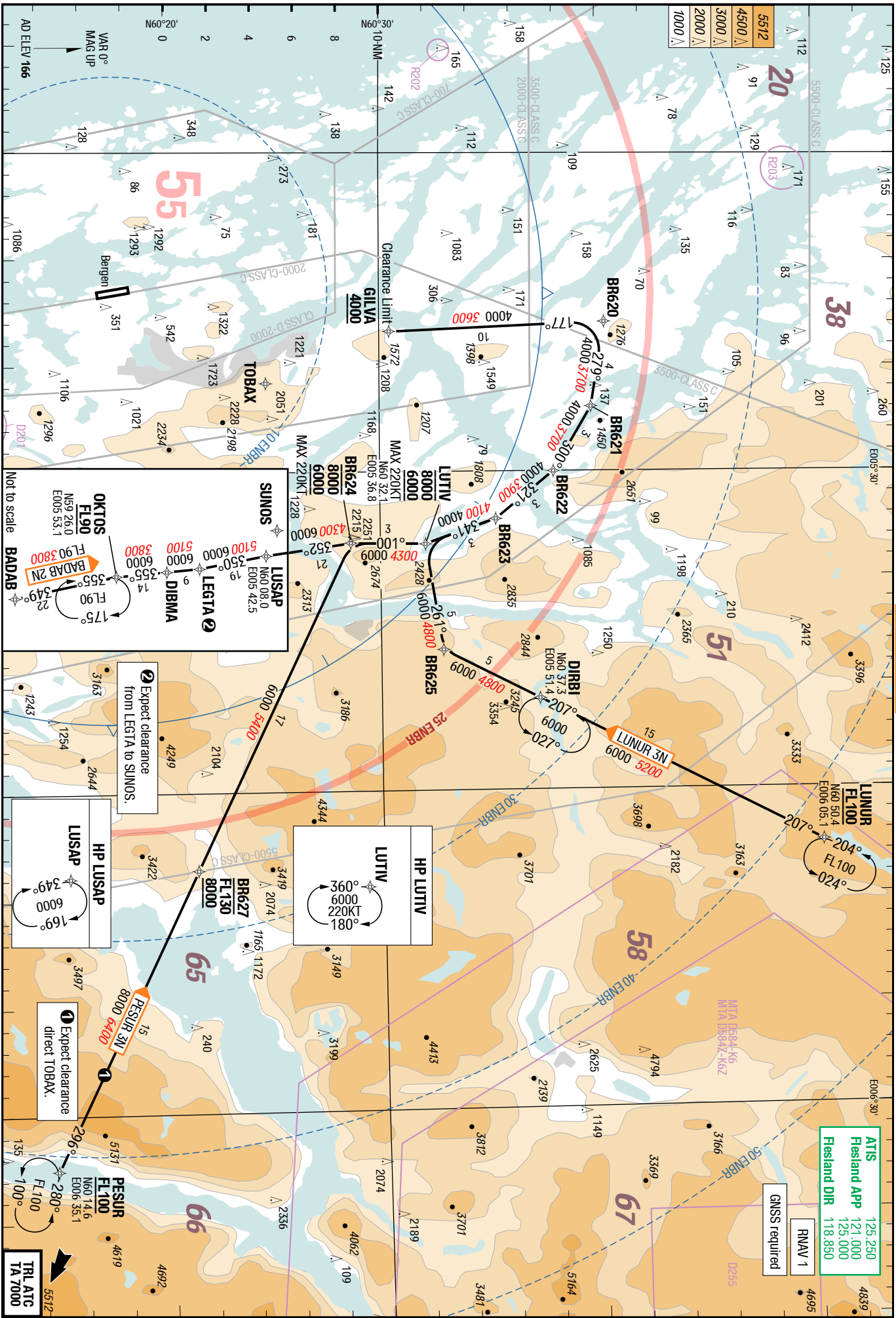
① If unable to comply with climb gradient, advise ATC.

22-MAR-2018
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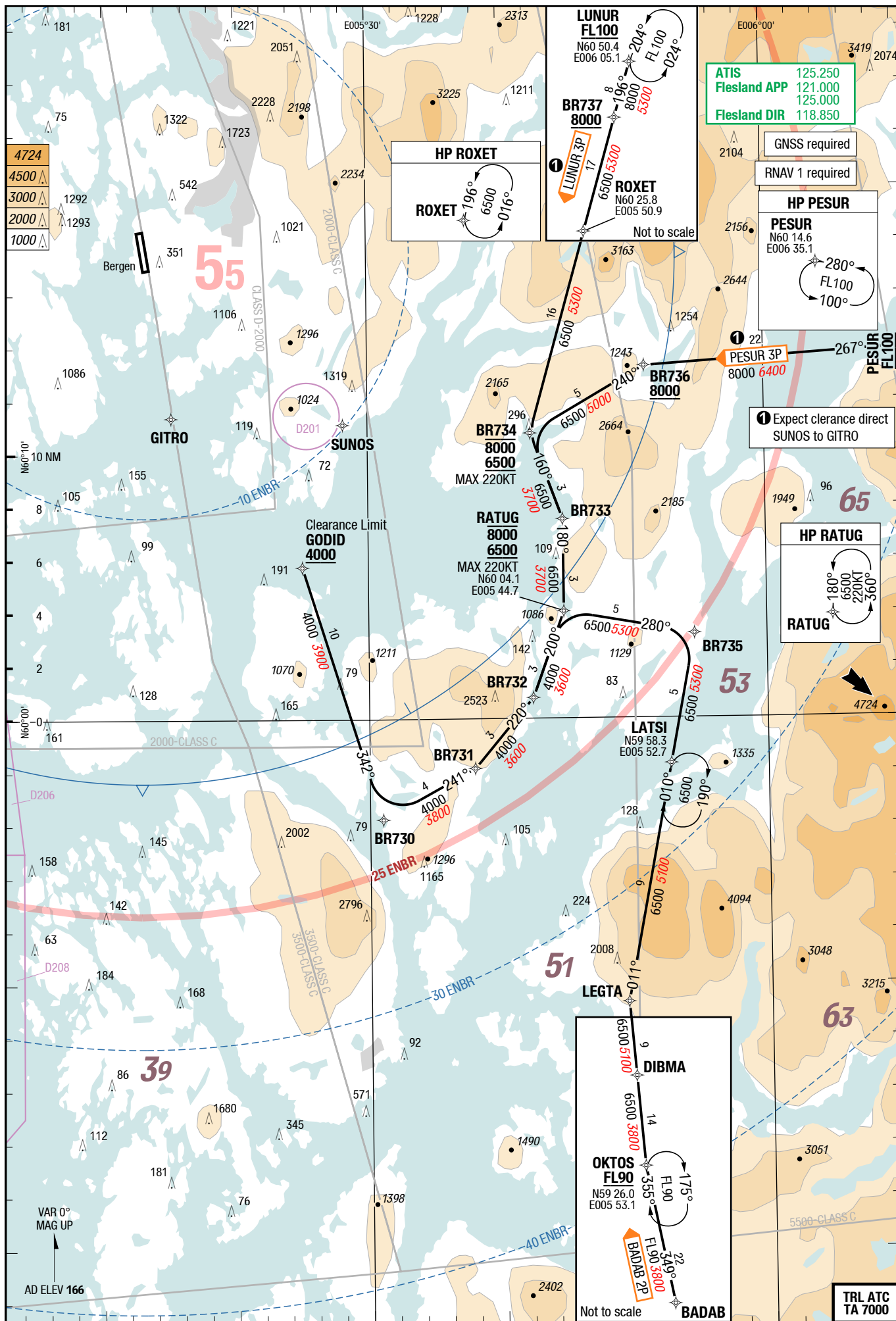
Norway Bergen Flesland
[RNAV STARS RWY 17 West]
6-10 RNAV STARS RWY 17 East

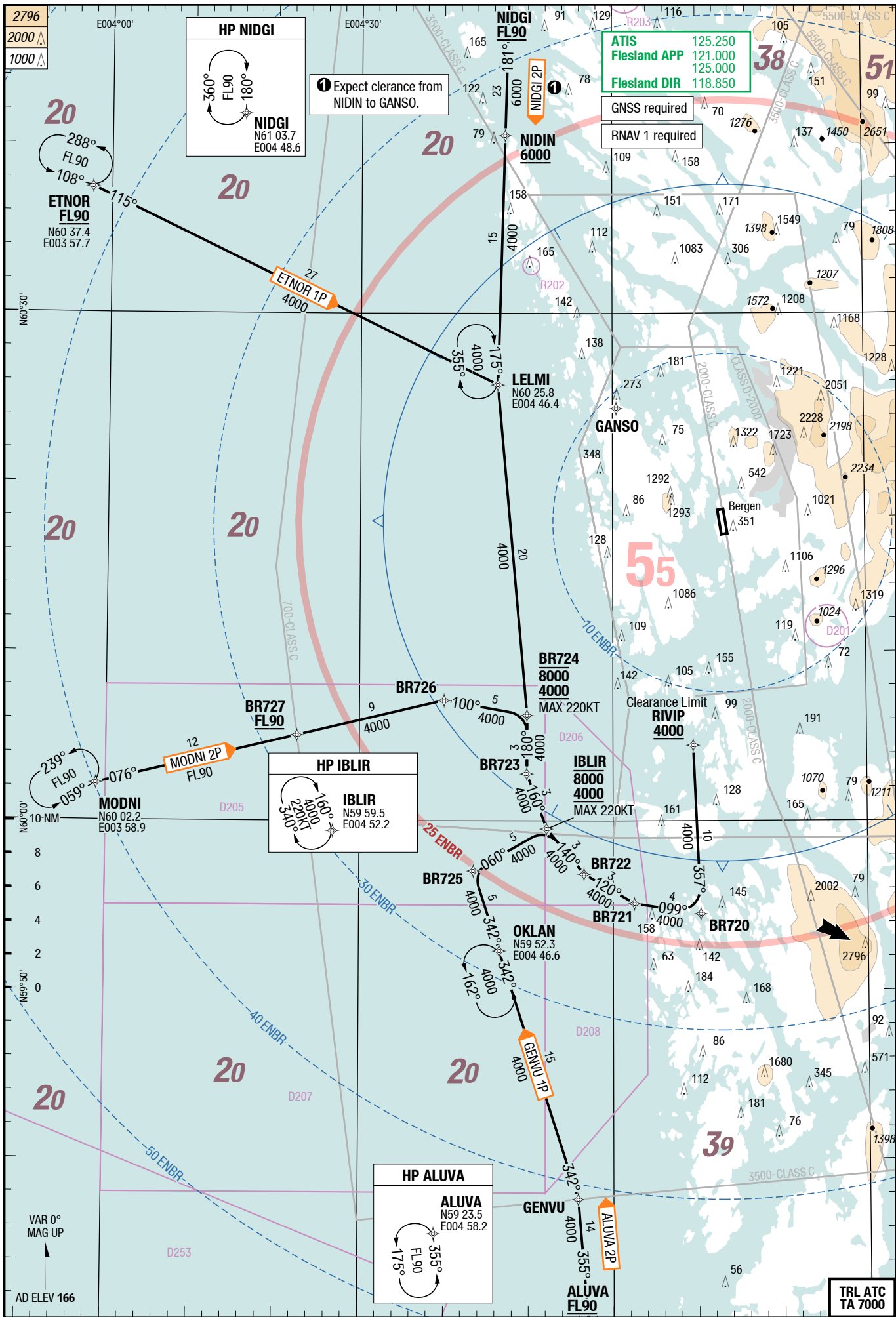
STAR
STAR

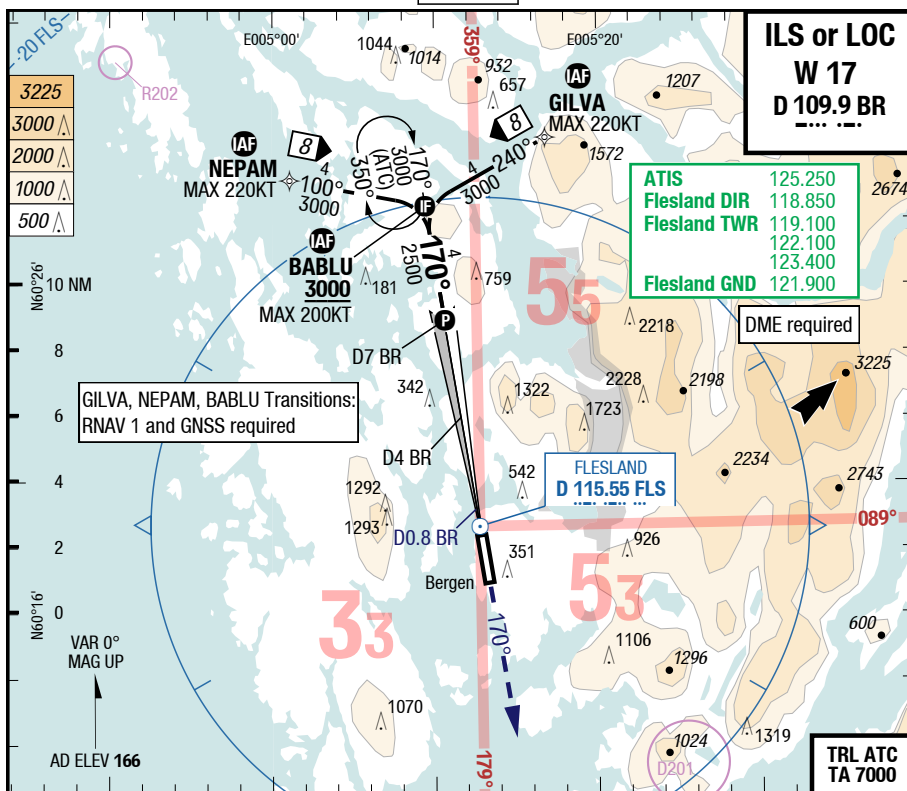
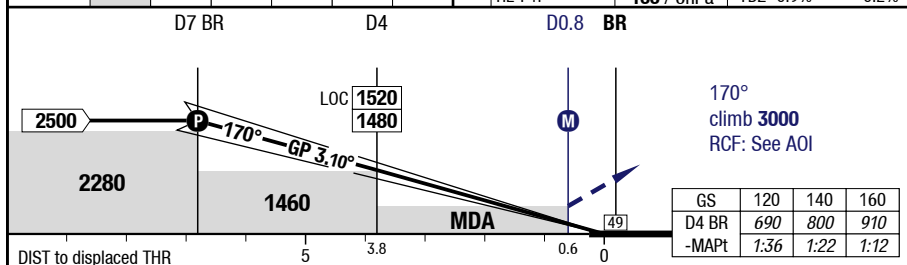
Flesland Bergen Norway
[RNAV STARS RWY 17 West]
RNAV STARS RWY 17 East









[illegible]

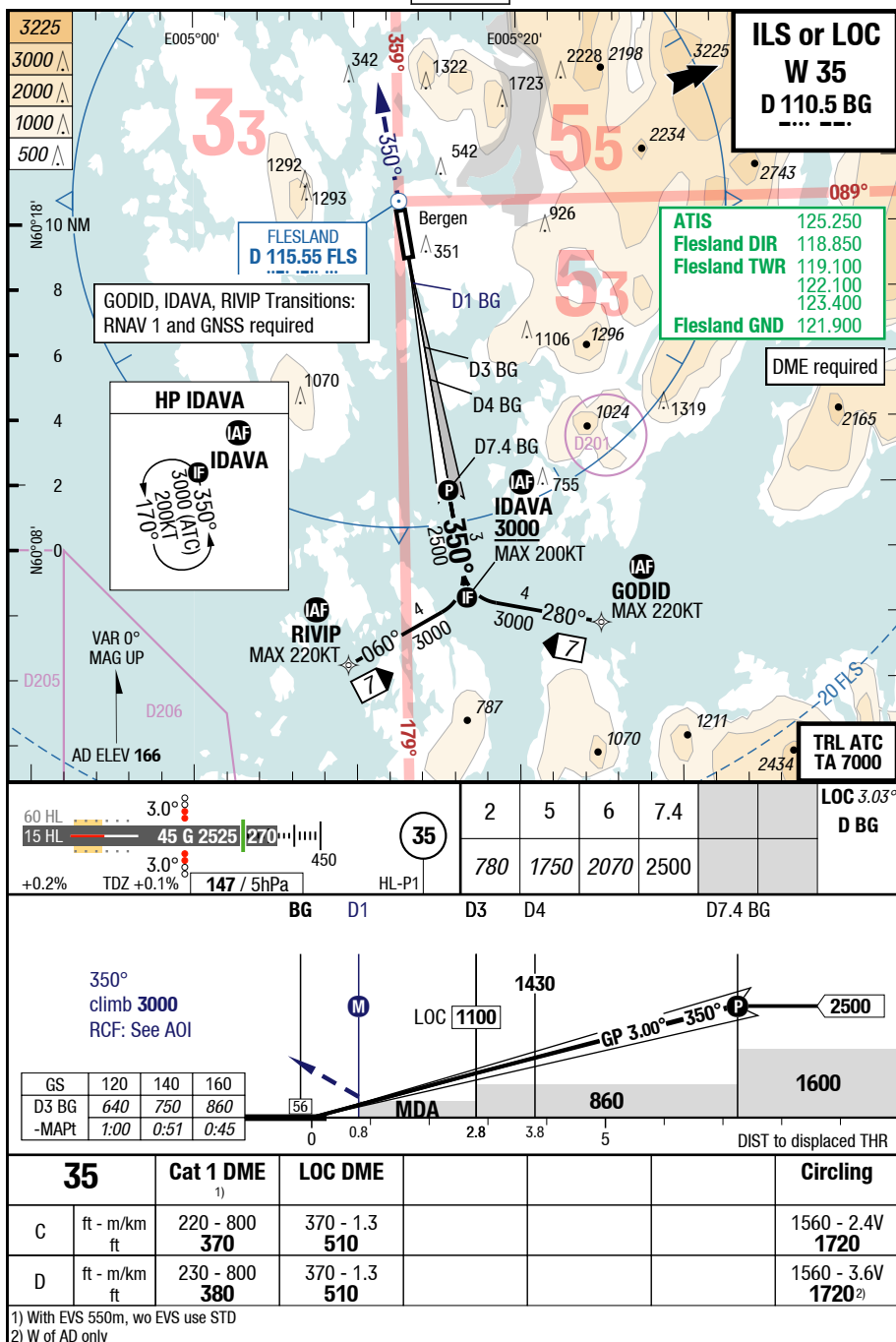
17		Cat 1 DME	LOC DME			Circling
C	ft - m/km ft	210 - 550 370	580 - 1.9 740			1560 - 2.4V 1720
D	ft - m/km ft	220 - 550 380	580 - 1.9 740			1560 - 3.6V 1720¹⁾

1) W of AD only

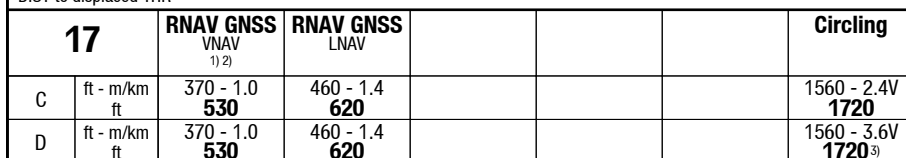
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7-20

ILS or LOC W 35



RNAV (GNSS) 17

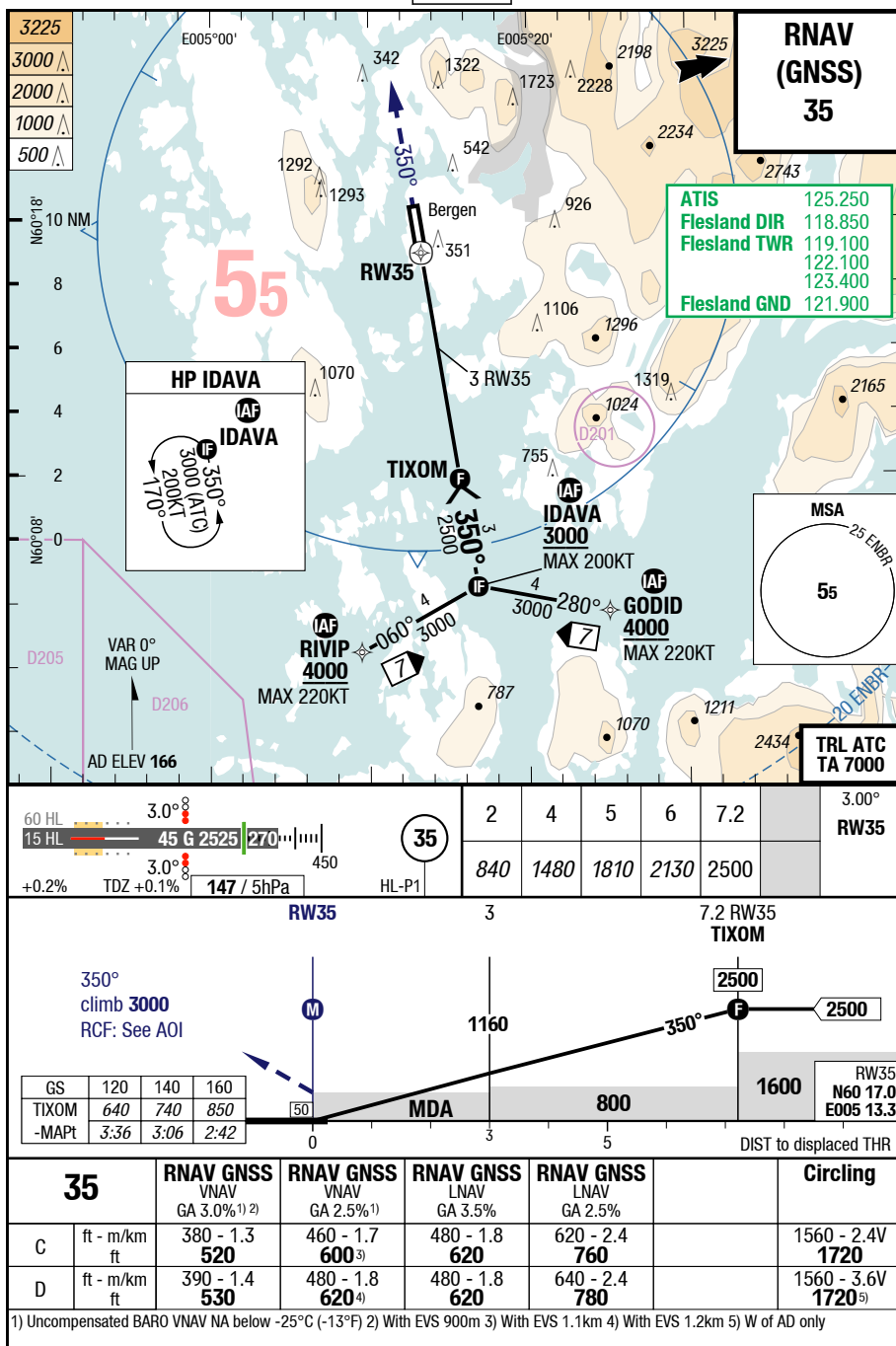


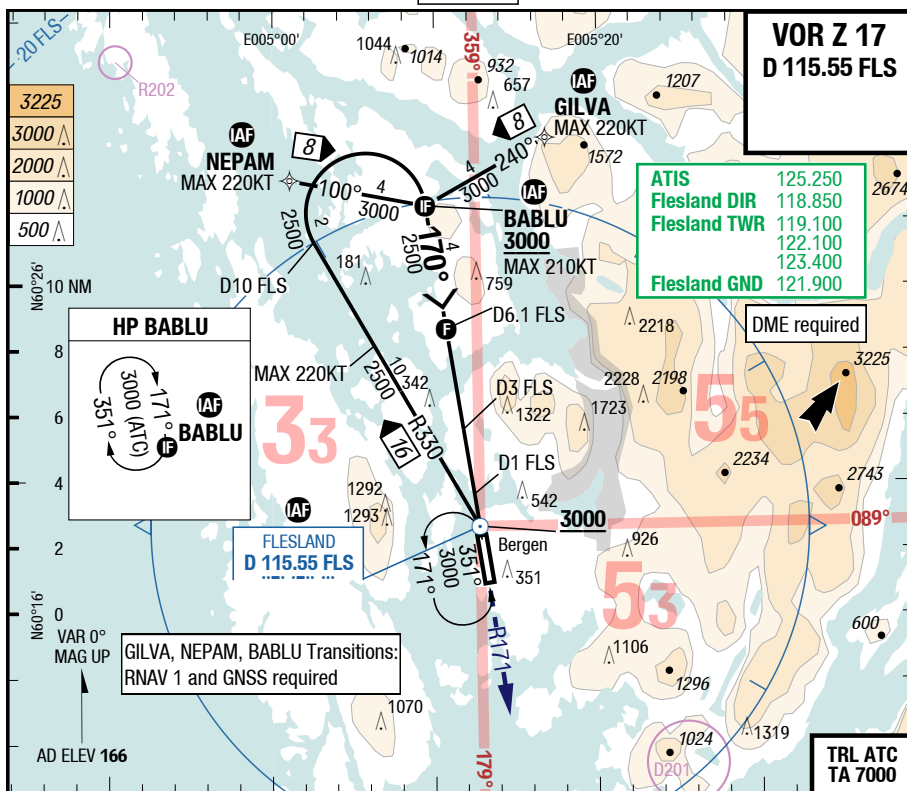
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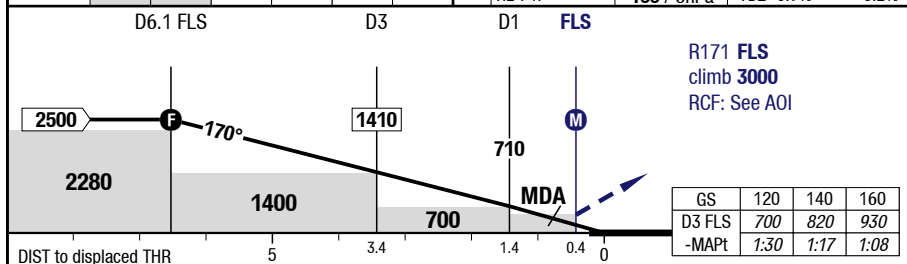
7-40

RNAV (GNSS) 35





3.30° D FLS		6.1	5	4	2	
		2500	2120	1770	1070	



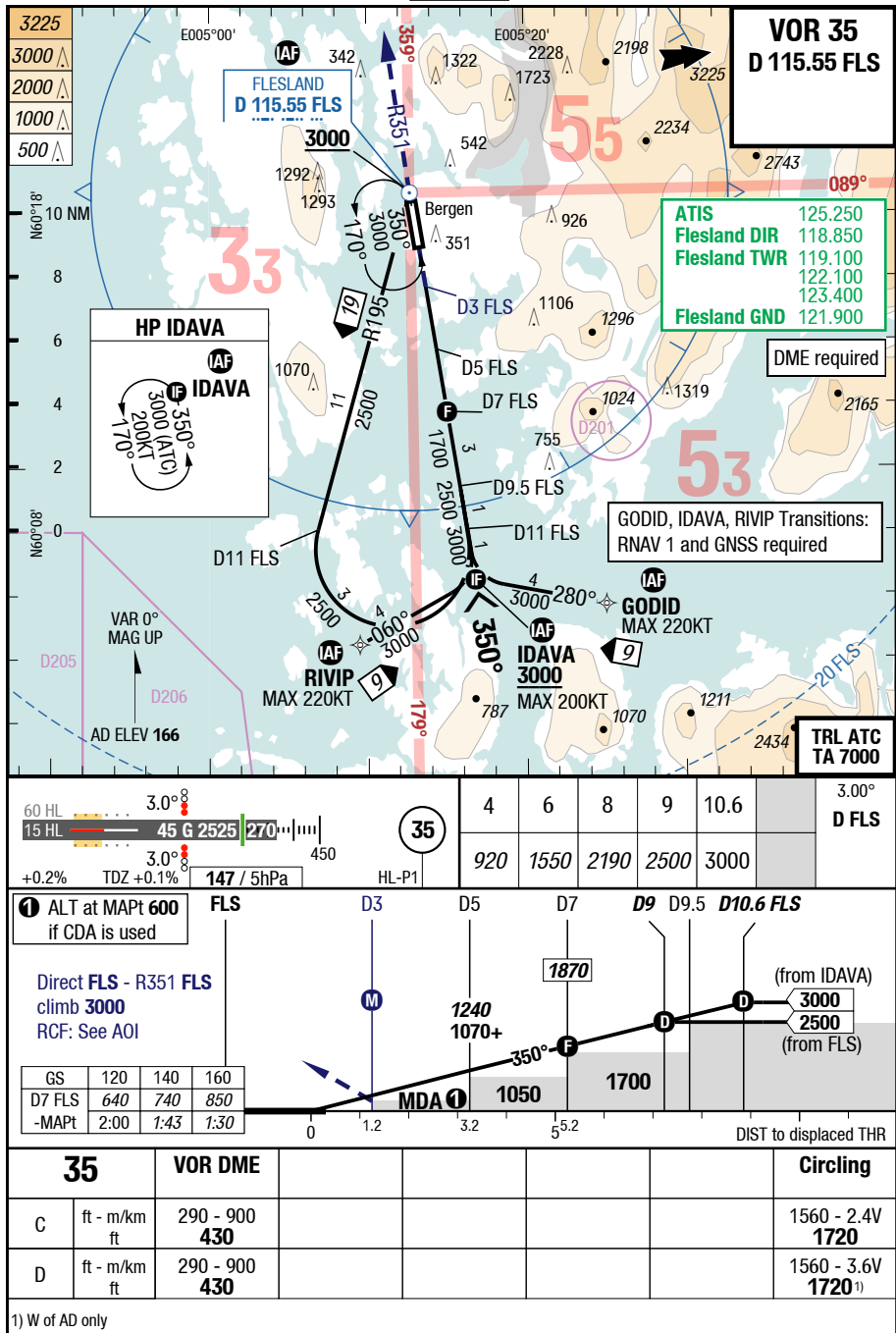
17		VOR DME				Circling
C	ft - m/km ft	380 - 1.0 540				1560 - 2.4V 1720
D	ft - m/km ft	380 - 1.0 540				1560 - 3.6V 1720¹⁾

1) W of AD only

BGO-ENBR

7-60

VOR 35



Changes: Completely revised

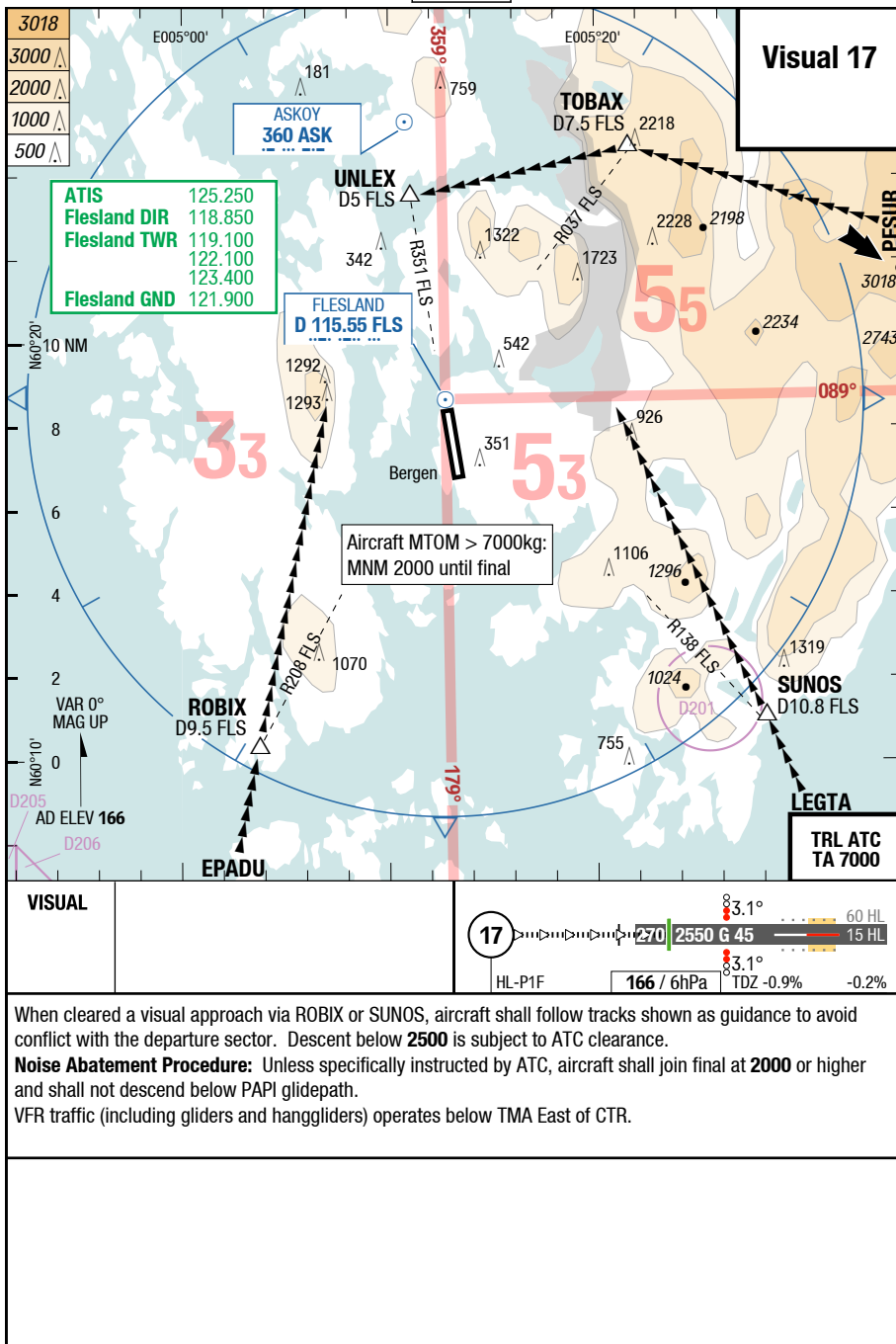
12-OCT-2017
BGO-ENBR

Norway Bergen Flesland

VAC

7-70

Visual 17



Changes: Nil

Visual 35



VFR traffic (including gliders and hanggliders) operates below TMA East of CTR.