

KRS-ENCN

1-10

AOI

AOI

**GENERAL****Operational Hours****ATS Hours:** MON-FRI 0510-2215‡, SAT 0510-2110‡, SUN 0510-2215‡.**AD ADMIN Hours:** MON-FRI 0700-1400‡ except HOL.**Airport Information**

**RFF:** CAT 7 MON-SAT 0500-2205‡, SUN 0500-2245‡,  
CAT 4 other times,

CAT 7/8 O/R to ATC 1HR prior to ETA

**Fuel:** MON-FRI 0430-1930‡, SAT 0430-1700‡, SUN 0430-1930‡

**PCM:** RWY 03/21: 45/F/B/W/U

**Customs:** O/R to ATC 1HR prior to ETA

**Operation****Low Visibility Procedure**

When RVR 550m or below, no ACFT movement allowed.

**TWY Restrictions**

TWY C, F, G width 12m / 39ft.

TWY C, G AVBL during day only.

**Taxi/Parking**

Nose-in parking and push-back PROC are mandatory for all ACFT with wingspan above 24m / 79ft on all APN stands.

**APU**

The use of APU is restricted to 10min prior to off-block and 5min after on-block.

**ARRIVAL****Speed**

MAX IAS 250KT below FL100.

**Communication****COM-Failure:** The designated radio aid is **SVA VOR/DME**.**Arrival Procedure****Visual APCH**

ACFT making VIS APCH to RWY 03 or RWY 21 shall not fly below the ILS glide path or VASIS glide slope when VIS APCH below 1500ft.

**Warnings**

Moderate turbulence/wind shear may occur on final RWY 03/21, wind 270°-030° wind speed 15KT or more.

Moderate, occasionally severe turbulence may occur on final RWY 03/21, wind 300°-360° wind speed 30KT or more.

**GP RWY 21:** Restricted to  $\pm 5^\circ$  of LOC CL.

**DEPARTURE****Take-off Minima**

RWY		03/21
All ACFT	ft - m/km	0 - 550R/550V

**Speed**

MAX IAS 250KT below FL100.

**Communication****COM Failure**

Maintain last assigned LVL until passing point described for each SID, then climb CPL cruising LVL. ACFT under vectoring shall proceed in the most direct manner possible to rejoin CPL not later than the next significant point, climbing to the CPL cruising LVL taking into consideration the applicable MNM flight ALT.

**RWY 03**

**AMSEV 2A, BEDIK 2A, LANTI 2A RASVI 2A, RIVEX 1A, TIPSO 2A, VAVET 2A:**  
If no further climb received prior to CN400 climb to CPL cruising LVL.

**RWY 21**

**AMSEV 7B, BEDIK 7B, LANTI 7B, RASVI 7B RIVEX 6B, TIPSO 7B, VAVET 7B:**  
If no further climb received prior to CN501 climb to CPL cruising LVL.

**Departure Procedure**

**Push-back:** When approval for push-back having received, push-back shall commence immediately.

**Noise Abatement Procedure**

RWY 03: Climb straight ahead to 1000ft before a turn to desired/cleared track may be initiated.

RWY 21: Climb straight ahead to 700ft continue climb on 200° track to 3000ft before initiating a turn to desired/cleared track.

**ATC Slot, Clearance**

ENRT CLR can be obtained from TWR. Specify stand number. Listening watch shall thereafter, be maintained on TWR.

For start-up and CLR contact TWR.

**De-Icing**

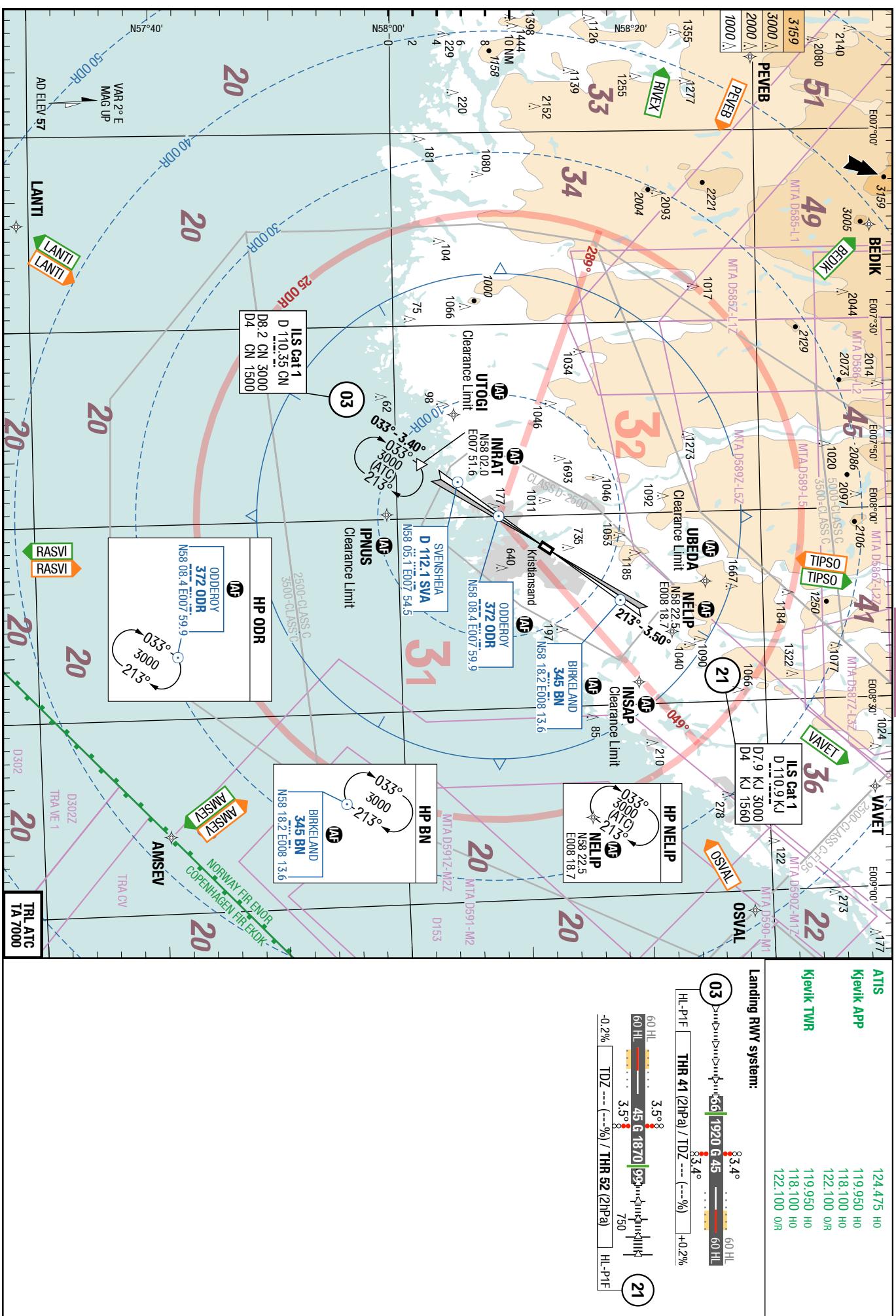
REQ de-icing on first contact with ATC.

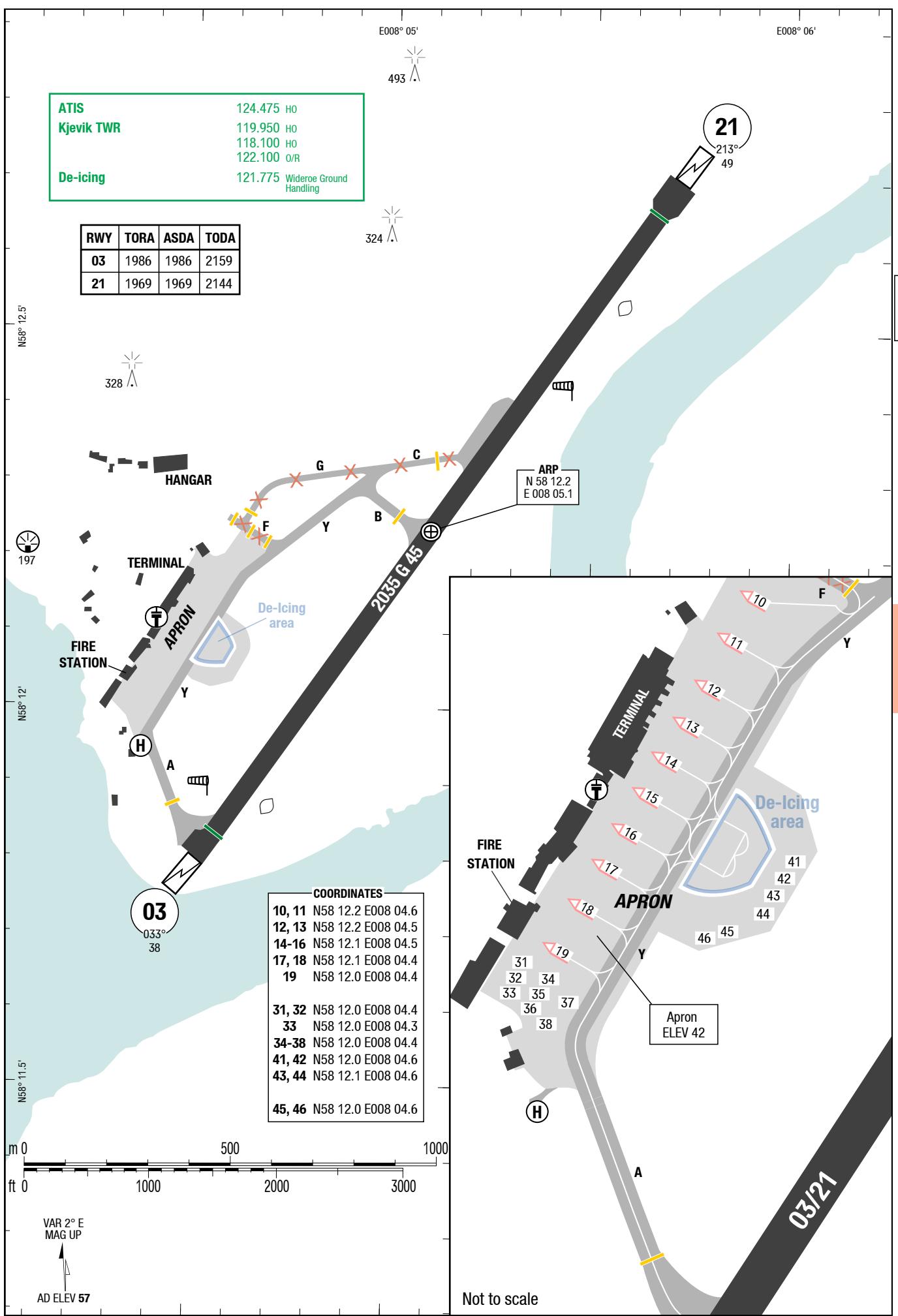
Contact the de-icing coordinator, after clearance for push-back has been obtained.

Listen out has to be maintained during de-icing. REQ for taxi instructions shall be forwarded to TWR.

Kjevik  
AFC

**Kjøvik Kristiansand Norway**

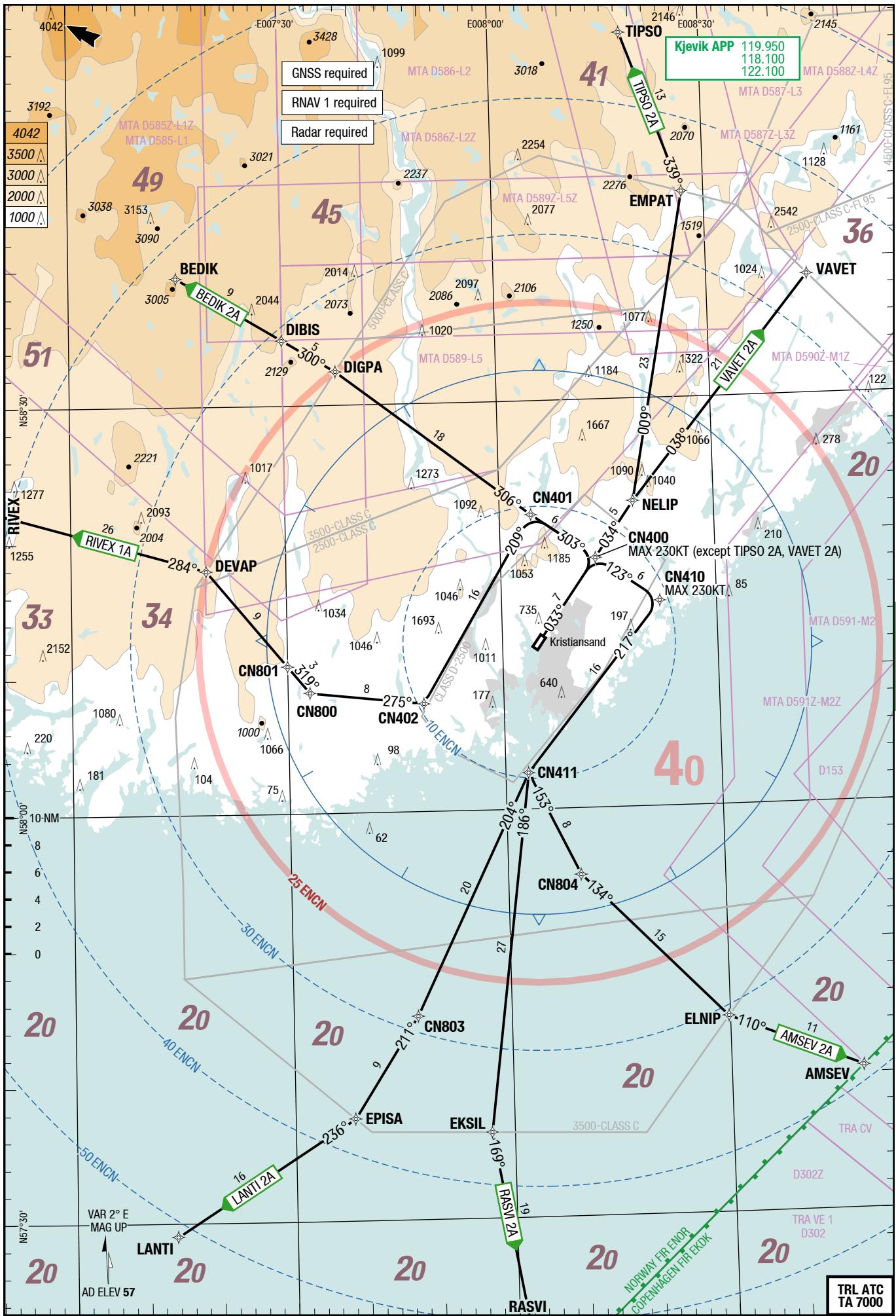


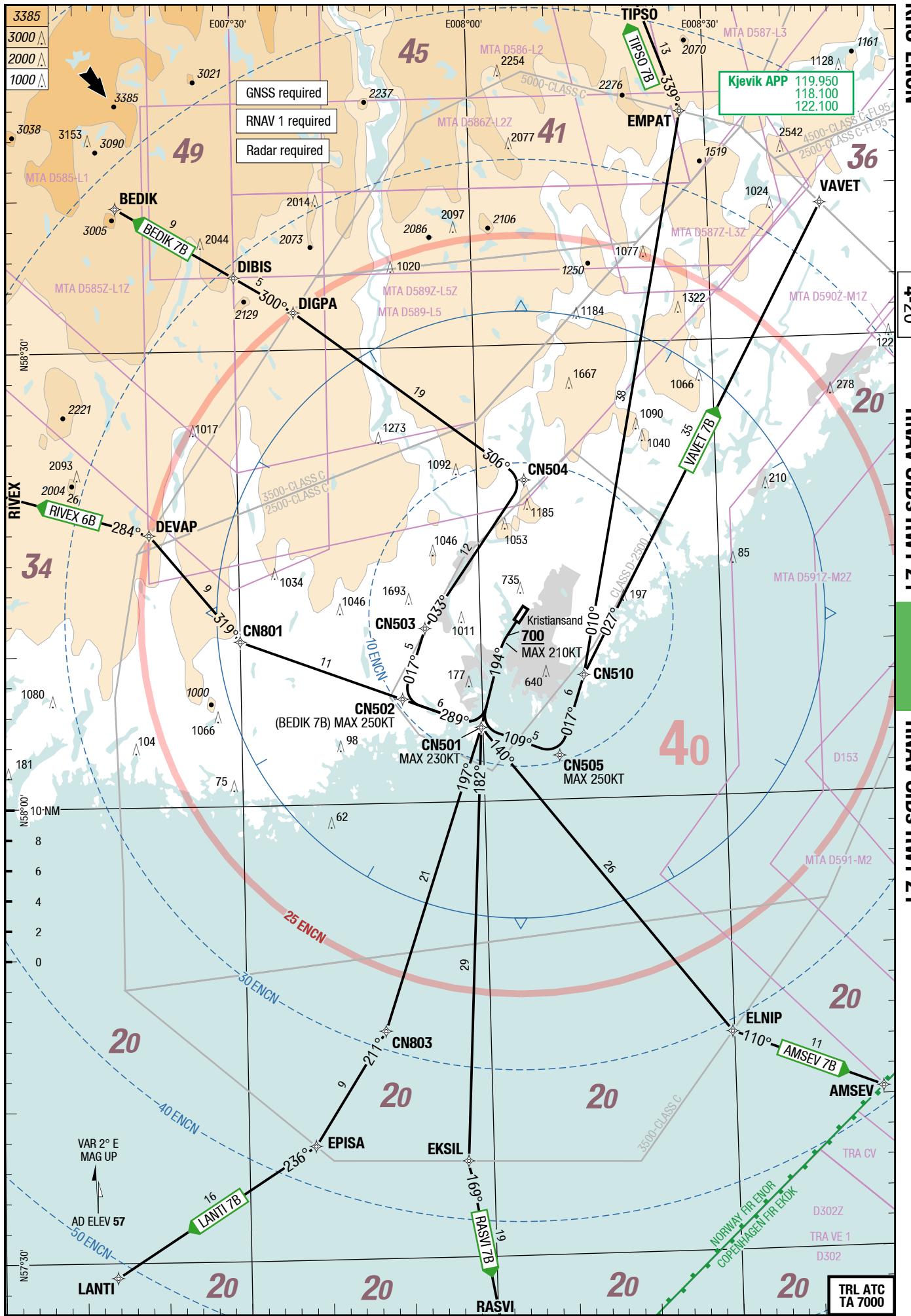


**Norway Kristiansand Kjевik**  
RNAV SIDs RWY 03  
RNAV SIDs RWY 21

**SID**

**Kjevik Kristiansand Norway**  
**RNAV SIDs RWY 21**





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RNAV SIDs RWY 03

**AMSEV 2A / BEDIK 2A / LANTI 2A / RASVI 2A / RIVEX 1A / TIPSO 2A / VAVET 2A  
RWY 03 (033°)**

**When instructed by TWR, contact Kjevik APP.**

	GS	120	150	180	210	240	270
7.2%	ft/MIN	900	1100	1400	1600	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 03</b>	
<b>AMSEV 2A</b> 7.2% to FL110 <b>119.950</b> ①②	at CN400 <b>RT</b> (MAX 230KT) - CN410 <b>RT</b> (MAX 230KT) - CN411 - CN804 - ELNIP - AMSEV	<b>Initial climb 5000</b>
<b>BEDIK 2A</b> 7.2% to FL110 <b>119.950</b> ①②	at CN400 <b>LT</b> (MAX 230KT) - CN401 - DIGPA - DIBIS - BEDIK	<b>Initial climb 5000</b>
<b>LANTI 2A</b> 7.2% to FL110 <b>119.950</b> ①②	at CN400 <b>RT</b> (MAX 230KT) - CN410 <b>RT</b> (MAX 230KT) - CN411 - CN803 - EPISA - LANTI	<b>Initial climb 5000</b>
<b>RASVI 2A</b> 7.2% to FL110 <b>119.950</b> ①②	at CN400 <b>RT</b> (MAX 230KT) - CN410 <b>RT</b> (MAX 230KT) - CN411 - EKSIL - RASVI	<b>Initial climb 5000</b>
<b>RIVEX 1A</b> 7.2% to FL110 <b>119.950</b> ①②	at CN400 <b>LT</b> (MAX 230KT) - CN401 <b>LT</b> (MAX 230KT) - CN402 - CN800 - CN801 - DEVAP - RIVEX	<b>Initial climb 5000</b>
<b>TIPSO 2A</b> 7.2% to FL110 <b>119.950</b> ①②	CN400 - NELIP - EMPAT - TIPSO	<b>Initial climb 5000</b>
<b>VAVET 2A</b> 7.2% to FL110 <b>119.950</b> ①②	CN400 - NELIP - VAVET	<b>Initial climb 5000</b>

① Climb gradient due to ATC restrictions (up to 1000ft due to obstacles). If unable to comply, inform ATC.

② NON-RNAV 1 ACFT: At first contact with TWR, state "Unable RNAV 1 due... OMNI-DIRECTIONAL DEPARTURE available".

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RNAV SIDs RWY 21

**AMSEV 7B / BEDIK 7B / LANTI 7B / RASVI 7B / RIVEX 6B / TIPSO 7B / VAVET 7B**  
**RWY 21 (213°)**

**When instructed by TWR, contact Kjevik APP.**

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
7.2%	ft/MIN	900	1100	1400	1600	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 21</b>		
<b>AMSEV 7B</b> 7.2% to FL110 <b>119.950</b> ①②	at MNM <b>700</b> (MAX 210KT) 194° - at CN501 <b>LT</b> (MAX 230KT) to ELNIP - AMSEV	<b>Initial climb 5000</b>
<b>BEDIK 7B</b> 7.2% to FL110 <b>119.950</b> ①②	at MNM <b>700</b> (MAX 210KT) 194° - at CN501 <b>RT</b> (MAX 230KT) to CN502 (MAX 250KT) - CN503 - CN504 - DIGPA - DIBIS - BEDIK	<b>Initial climb 5000</b>
<b>LANTI 7B</b> 7.2% to FL110 <b>119.950</b> ①②	at MNM <b>700</b> (MAX 210KT) 194° to CN501 (MAX 230KT) - CN803 - EPISA - LANTI	<b>Initial climb 5000</b>
<b>RASVI 7B</b> 7.2% to FL110 <b>119.950</b> ①②	at MNM <b>700</b> (MAX 210KT) 194° to CN501 (MAX 230KT) - EKSIL - RASVI	<b>Initial climb 5000</b>
<b>RIVEX 6B</b> 7.2% to FL110 <b>119.950</b> ①②	at MNM <b>700</b> (MAX 210KT) 194° - at CN501 <b>RT</b> (MAX 230KT) to CN502 - CN801 - DEVAP - RIVEX	<b>Initial climb 5000</b>
<b>TIPSO 7B</b> 7.2% to FL110 <b>119.950</b> ①②	at MNM <b>700</b> (MAX 210KT) 194° - at CN501 <b>LT</b> (MAX 230KT) to CN505 - <b>LT</b> (MAX 250KT) to CN510 - EMPAT - TIPSO	<b>Initial climb 5000</b>
<b>VAVET 7B</b> 7.2% to FL110 <b>119.950</b> ①②	at MNM <b>700</b> (MAX 210KT) 194° - at CN501 <b>LT</b> (MAX 230KT) to CN505 - <b>LT</b> (MAX 250KT) to CN510 - VAVET	<b>Initial climb 5000</b>

① Climb gradient due to ATC restrictions (6.0% to 700ft due to obstacles). If unable to comply, inform ATC.

② NON-RNAV 1 ACFT: At first contact with TWR, state "Unable RNAV 1 due... OMNI-DIRECTIONAL DEPARTURE available".

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DEPARTUREs

SIDPT

## DEPARTUREs

	GS	120	150	180	210	240	270
6.1%	ft/MIN	800	1000	1200	1300	1500	1700
7.2%	ft/MIN	900	1100	1400	1600	1800	2000

## RWY

## Routing

OMNI 3A

**RWY 03**

7.2% to 1000

(If unable to comply, inform ATC)

033° - expect further clearance from ATC.  
initial climb **5000**

OMNI 8B

**RWY 21**

6.1% to 1100

(If unable to comply, inform ATC)

213° - at **700 LT** 196° - expect further clearance from ATC.  
MNM turn ALT **3000**  
initial climb **5000**

## RWY

## Notes

03 / 21

1. When instructed by TWR, contact Kjевik APP.

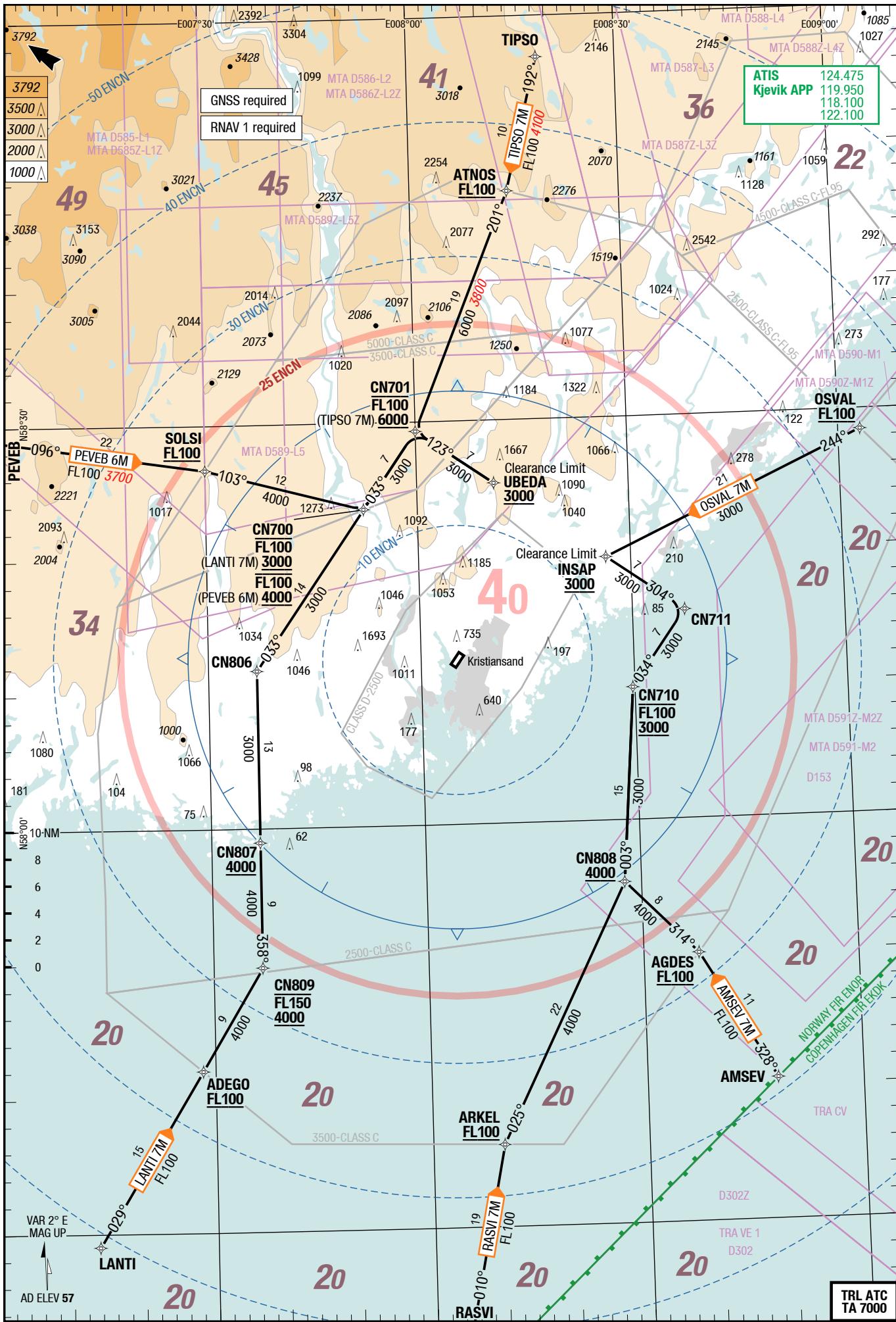


KRS-ENCN

**6-20** Norway Kristiansand Kjевik RNAV STARS RWY 21

**STAR**

**RNAV STARS RWY 21**  
Kjevik Kristiansand Norway



18-JAN-2018

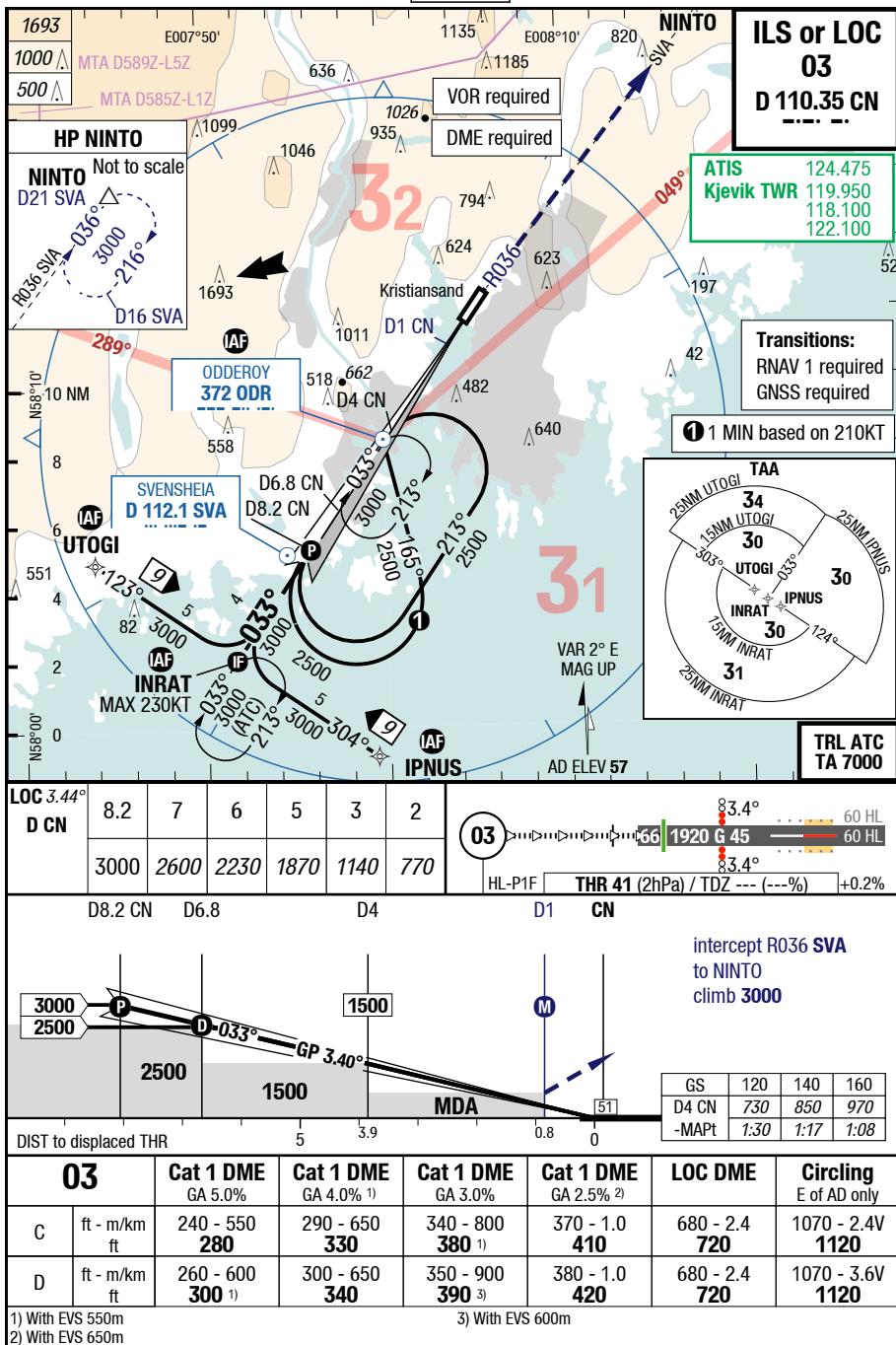
Norway Kristiansand Kjekvik

IAC

KRS-ENCN

7-10

ILS or LOC 03



Changes: MIN

18-JAN-2018

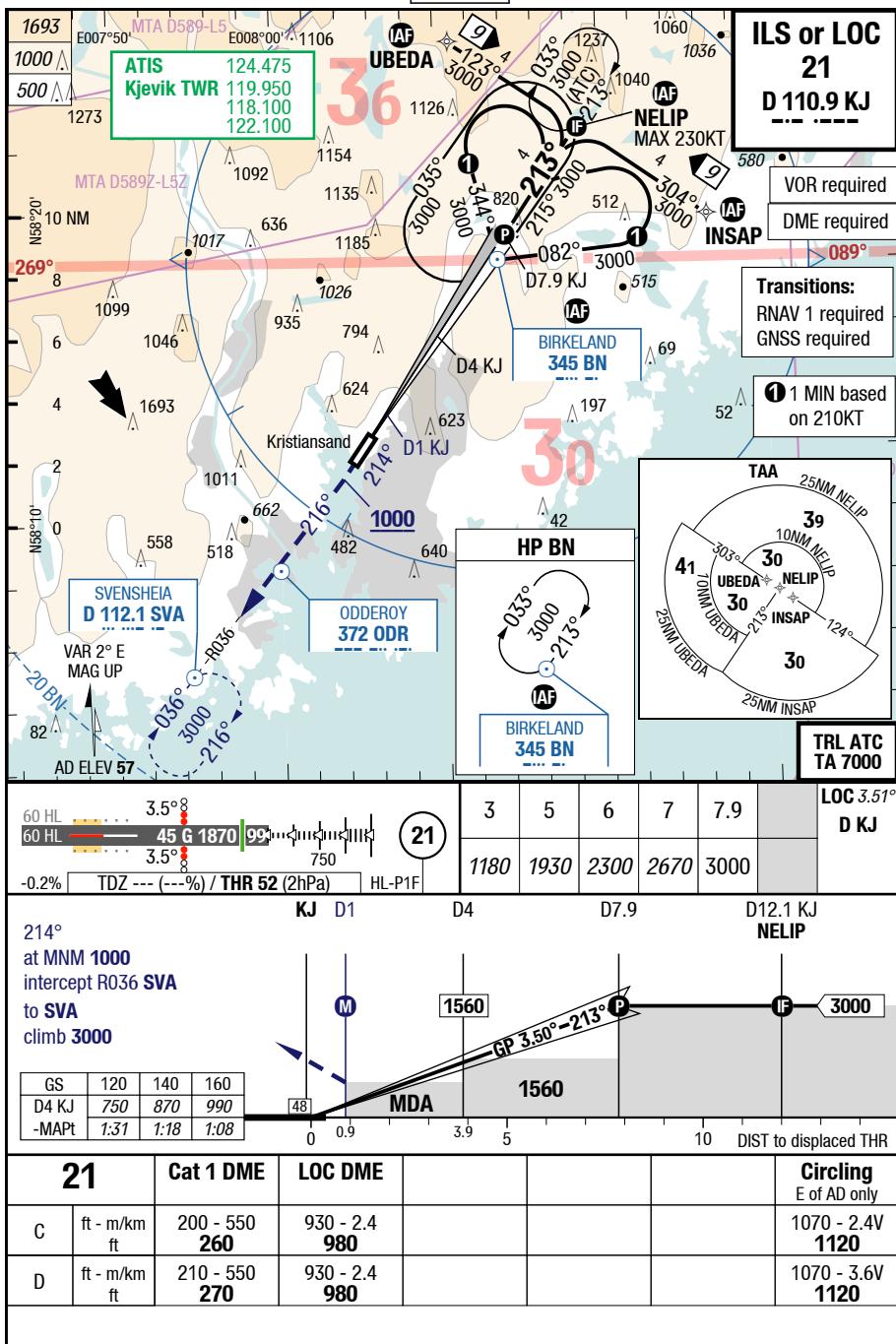
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7-20

ILS or LOC 21



Changes: MIN

Effective 09-NOV-2017

02-NOV-2017

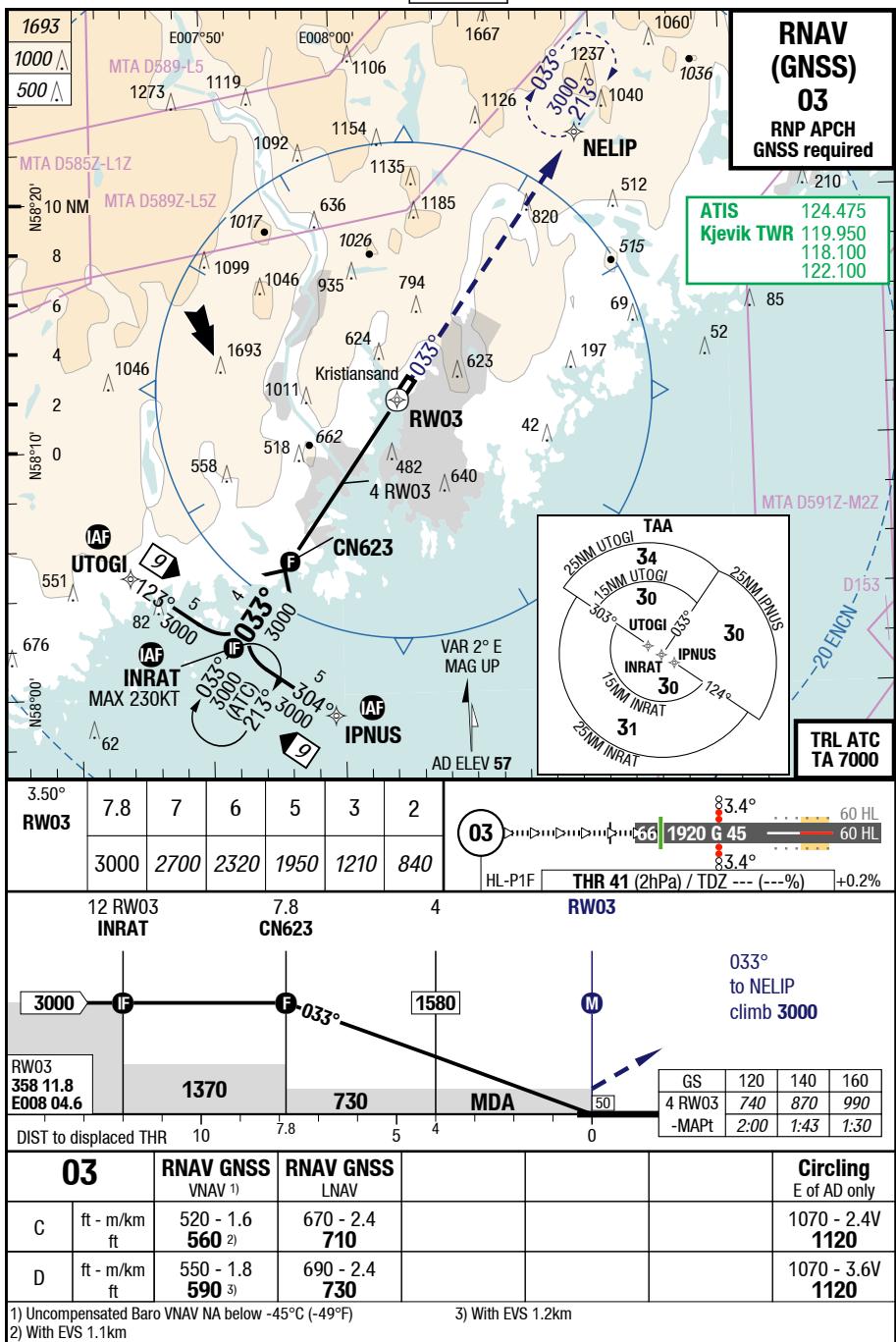
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## RNAV (GNSS) 03



Changes: Nil

Effective 09-NOV-2017

02-NOV-2017

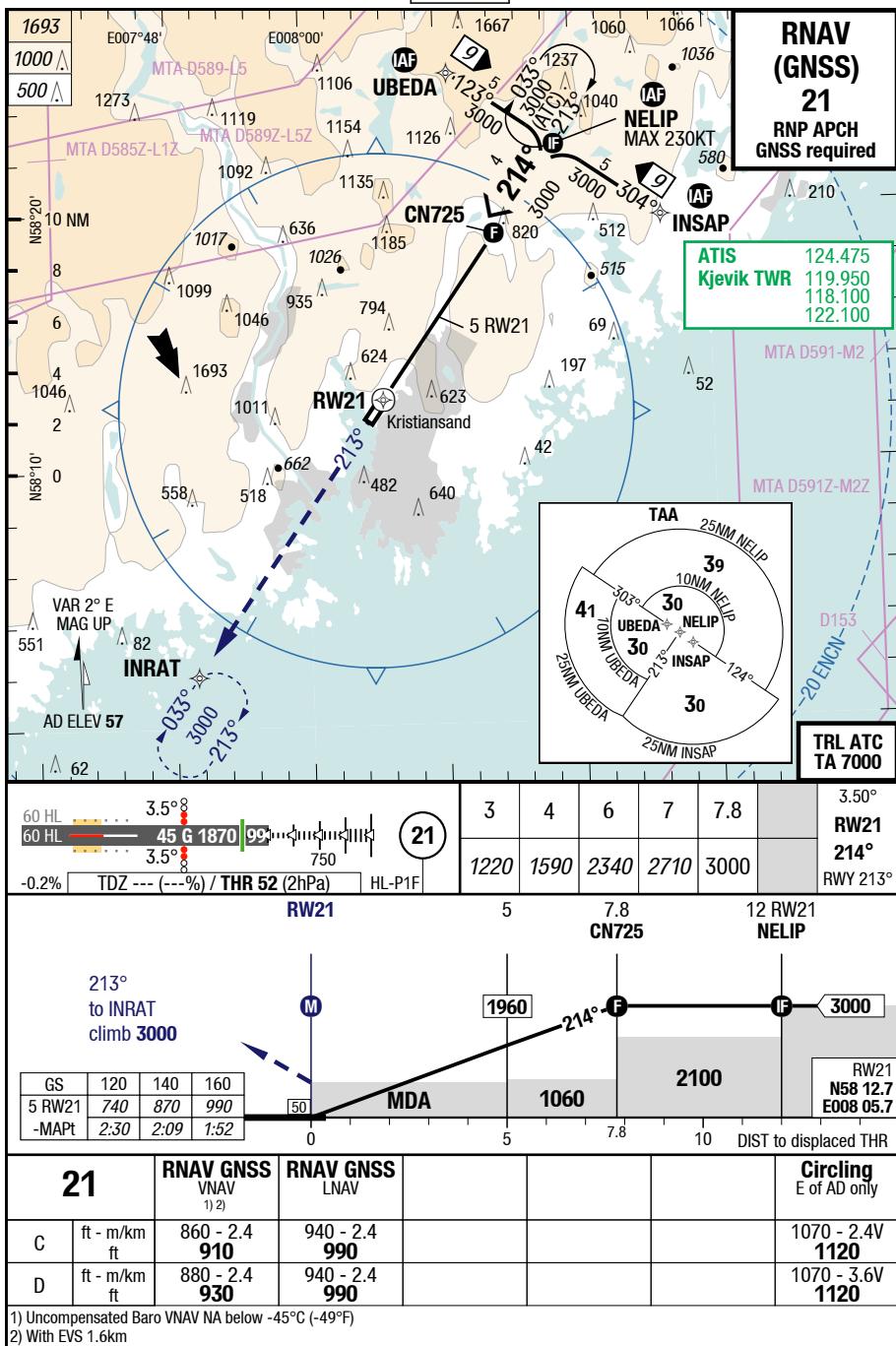
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RNAV (GNSS) 21



Changes: Nil