GENERAL

Operational Hours

ATS Hours: TWR H24

AD ADMIN Hours: MON-FRI 0700-1400‡

Airport Information

RFF: CAT 6, CAT 9 AVBL O/R MNM 30min prior to ETA
Fuel: JP8, MON-FRI: 0700-1500‡ EXC HOL, other times O/R
PCN: RWY 15/33: 50/F/B/W/U
Customs: Not AVBL

Operation

Traffic Notes
PPR for all CIV ACFT.

AD AVBL to MAX code letter C ACFT.

Low Visibility Procedures
When RVR 550m or below, no ACFT operations are allowed.

TWY Restriction
TWY A4, A5, B1 width 15m / 49ft.

Warnings

Arresting Gear Systems
AD is equipped with Arresting Gear type AA34B-1C.
The wire traverses the RWY/stopway 7-8cm above the surface. The wire is normaly not marked.
The wire should not be crossed at speeds in excess of 8KT.

Hang- and paragliding N of AD at the mountain Kopparen, upper limit 5500ft.

Birds in vicinity of AD.

ARRIVAL

Communication

COM Failure
Proceed on STAR and start APCH to RWY 15/33.

Arrival Procedure

Noise Abatement Procedure
ACFT making VIS APCH to the AD, shall to the extent possible, avoid overflying the populated areas Brekstad and Uthaug.

DEPARTURE

Take-off Minima

RWY		33	
All ACFT	ft - m/km	0 - 550R/550V	-
RWY		15	
All ACFT	ft - m/km	0 - 550V	-

Communication

COM Failure

Maintain last assigned LVL for 2min, then climb to CPL cruising LVL. ACFT under vectoring shall continue on HDG last cleared and acknowledged for 2min, then proceed the most direct route to join the cleared ATS route and climb to the cruising LVL stated in the CPL.

RNAV

Maintain last assigned LVL until passing DIST as 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.

During omnidirectional DEP

RWY 15

Climb on track 152° to 500ft, then proceed in the most direct manner posssible to rejoin the CPL route. Maintain last assigned LVL until passing D12 OL then climb CPL cruising LVL. ACFT under vectoring shall proceed the most direct route to join the CPL route, climbing to the CPL LVL.

RWY 33

Climb on track 332° to 500ft, then proceed in the most direct manner posssible to rejoin the CPL route. Maintain last assigned LVL until passing DIST as described then climb CPL cruising LVL. ACFT under vectoring shall proceed the most direct route to join the CPL route, climbing to the CPL LVL.

RWY 15

EKRUX 1C, UTUNA 1C, UVEPI 1C

If no further climb received prior to D12 OL, climb to CPL cruising LVL.

RWY 33

EKRUX 2D, UTUNA 2D, UVEPI 1D

If no further climb received prior to D10.5 OL, climb to CPL cruising LVL.

Departure Procedure

Noise Abatement Procedure

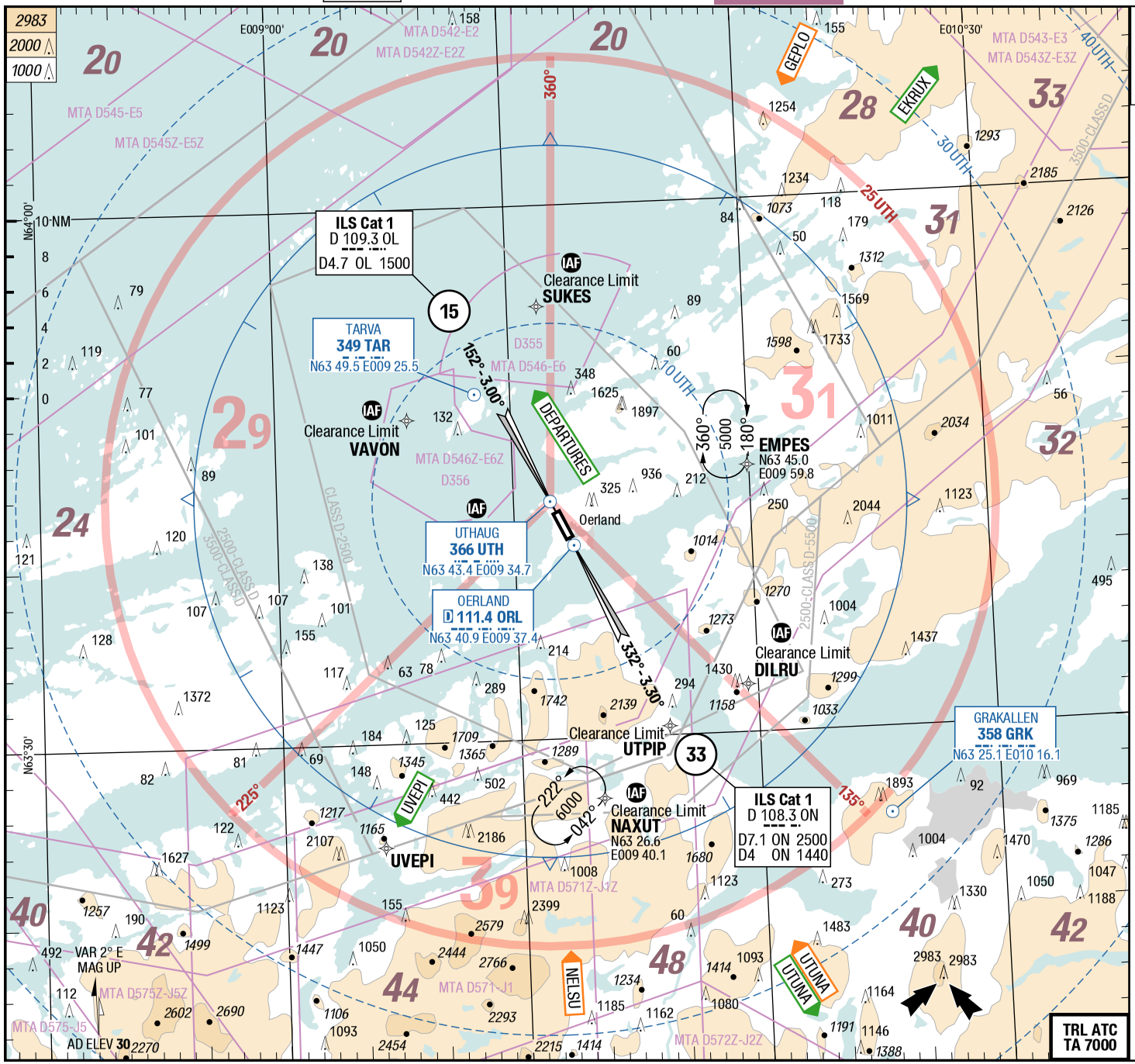
ACFT making VIS climb-out from the AD, shall to the extent possible, avoid overflying the populated areas Brekstad and Uthaug.

After TKOF RWY 15 ACFT shall climb staight ahead to 500ft. Turn shall not be started before passing the shoreline, DME 2.5 OL or DME 0.3 ORL

After TKOF RWY 33 ACFT shall climb straight ahead to 500ft. Right-turn shall not be started before passing the shoreline or UTH NDB.

De-Icing

AVBL O/R.



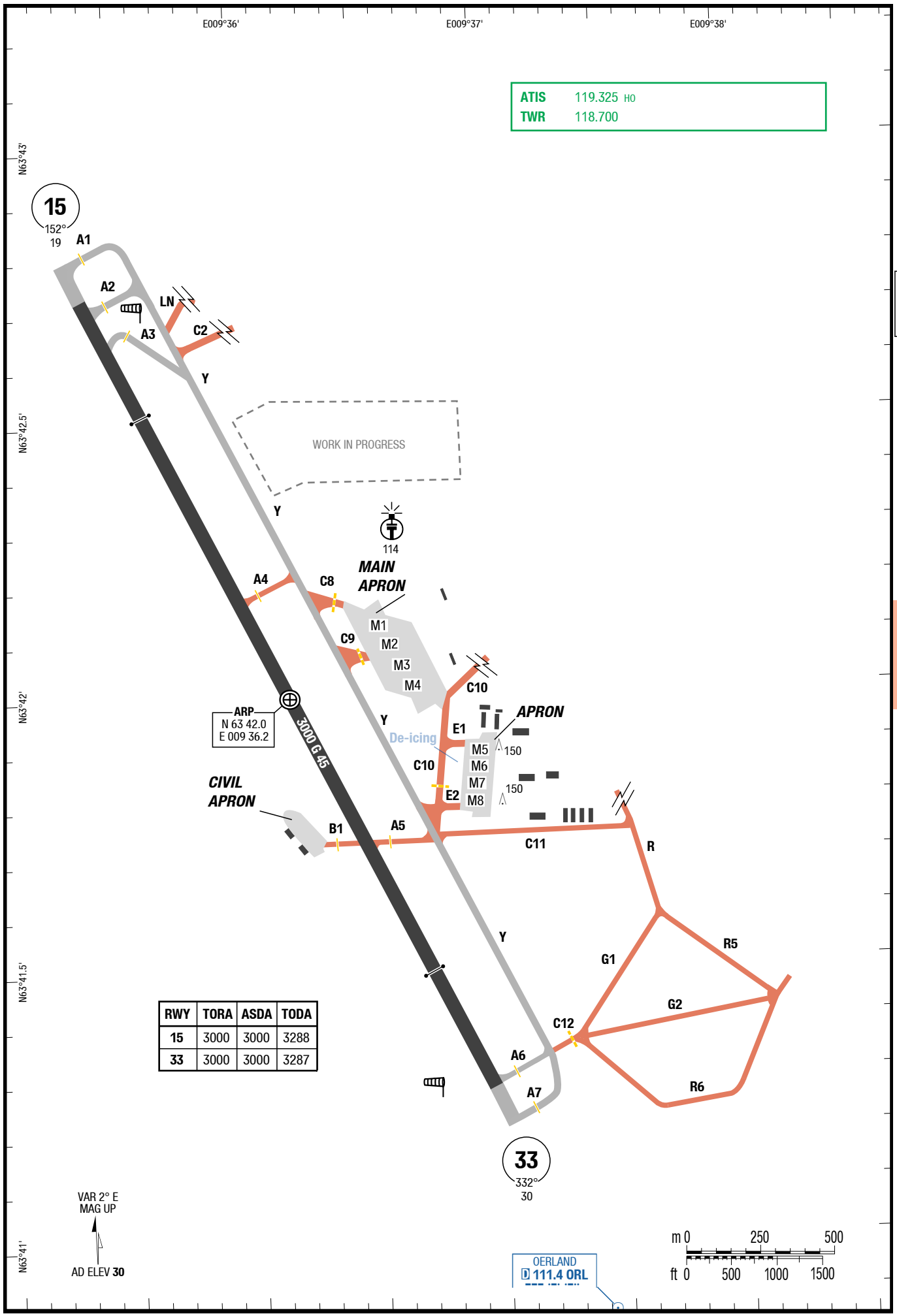
ATIS	119.325	HO
APP	118.250	Mon-Fri 0800-1430
	126.200	Mon-Fri 0800-1430
TWR	118.700	

Landing RWY system:

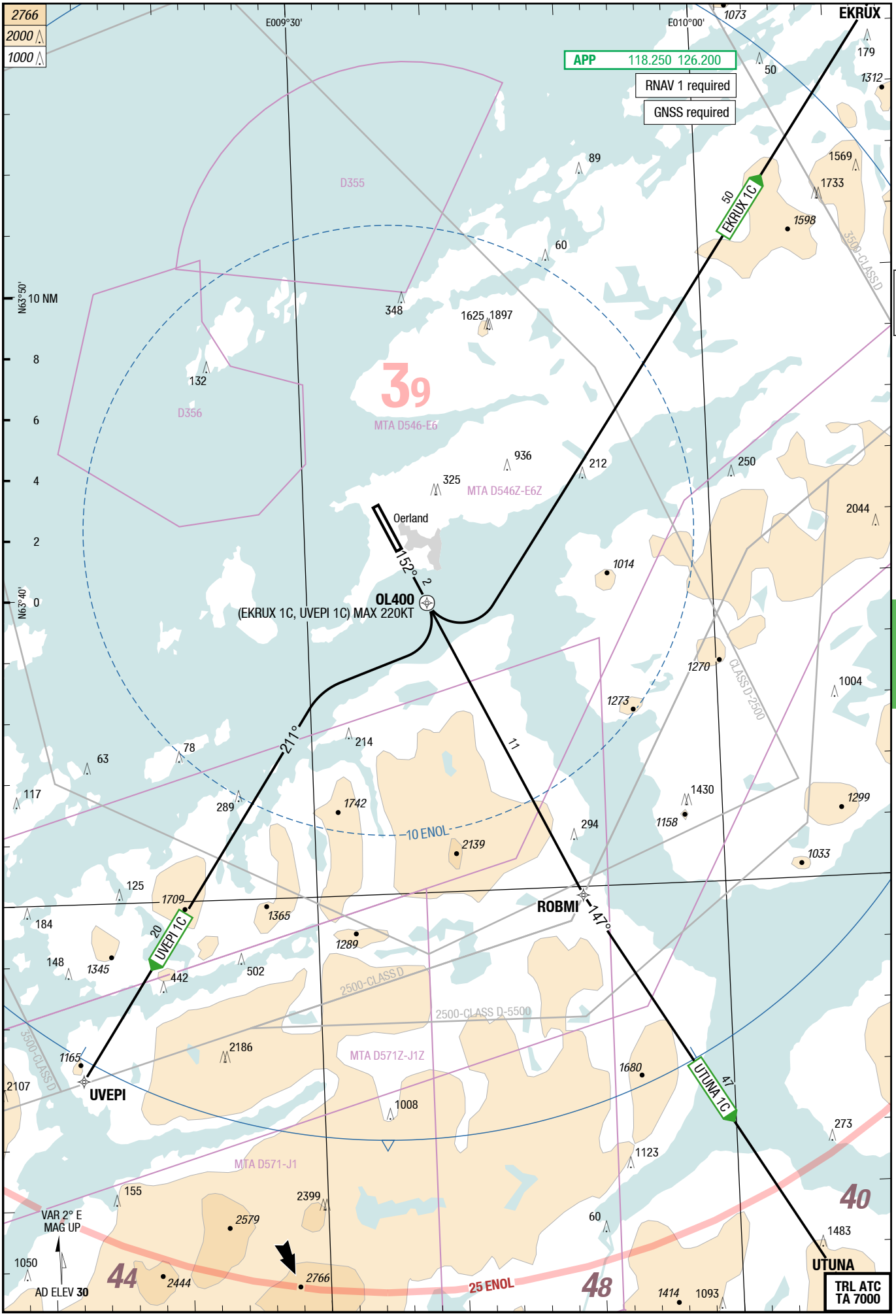
15: 3.0° — 60 HL — 3000 G 45 — 720 — 3.0°
HL-P1 | **THR 19** (1hPa) / TDZ --- (---%) | +0.1%

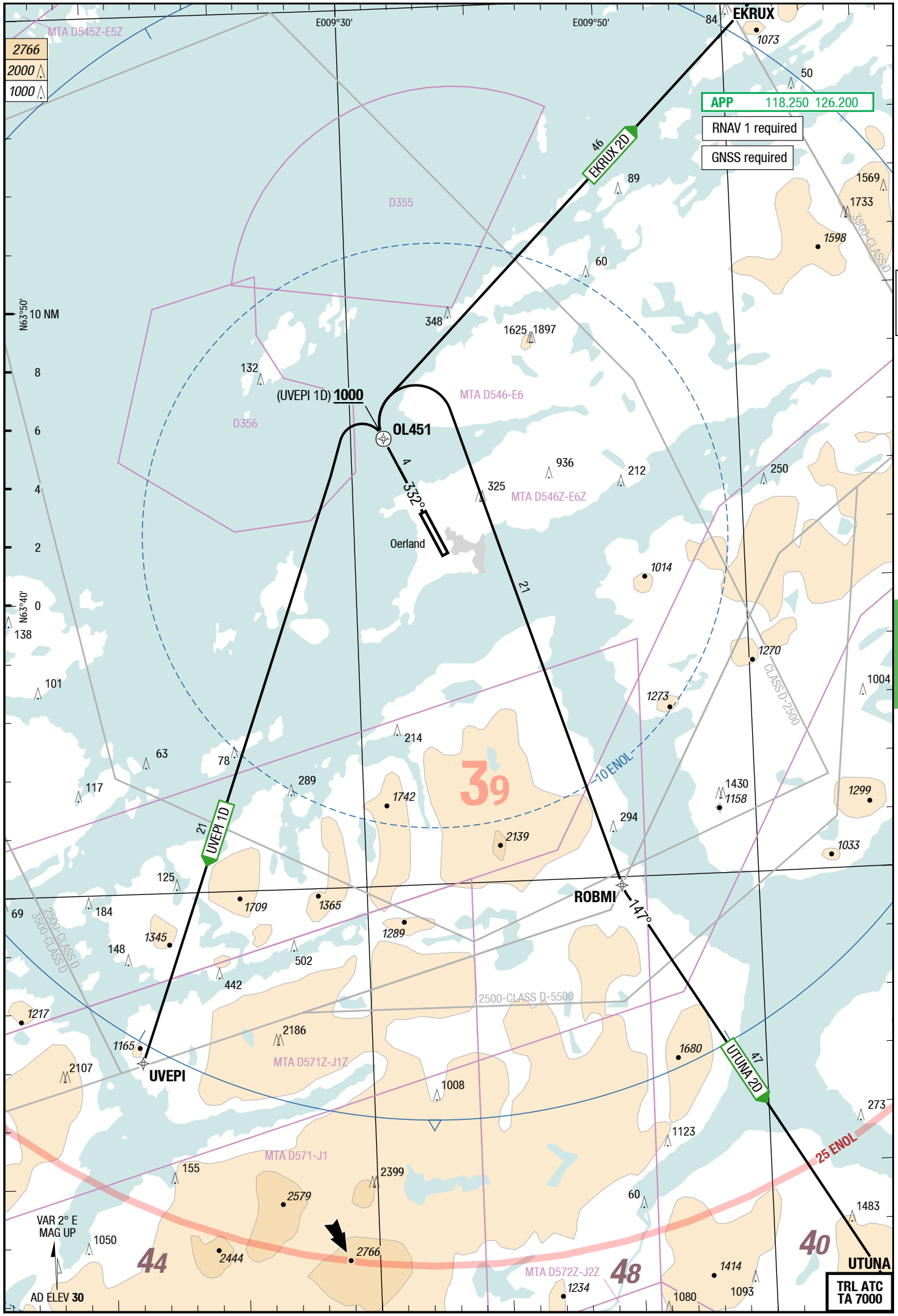
60 HL — 3.3° — 45 G 3000 — 450 — 3.3° — 33
-0.1% | TDZ --- (---%) / **THR 30** (1hPa) | HL-S

Changes: Nil

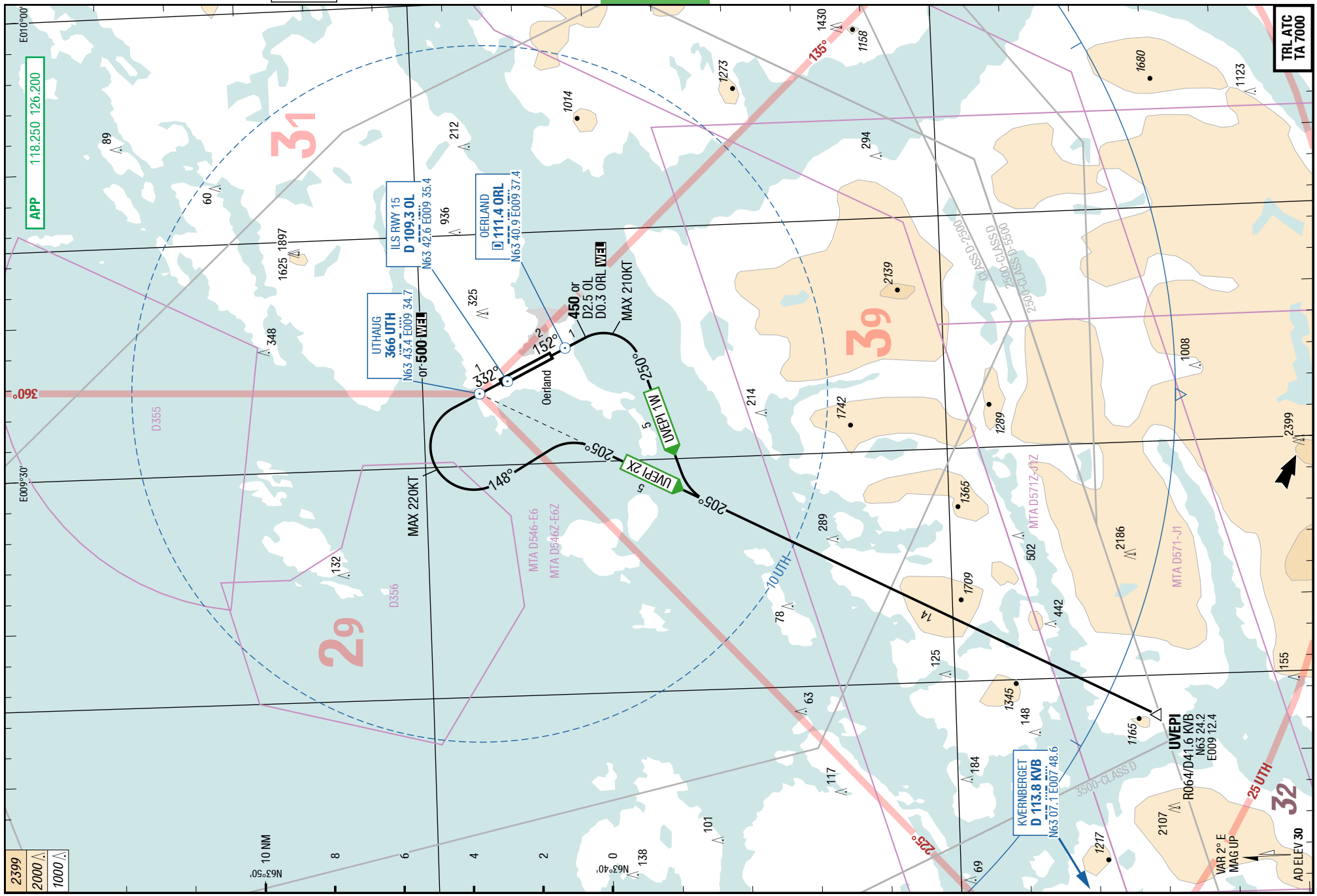

E009°36'
E009°37'
E009°38'
N63°43'
N63°42.5'
N63°42'
N63°41.5'
N63°41'
ATIS 119.325 HO
TWR 118.700
15
152°
19
33
332°
30
A1
A2
A3
A4
A5
A6
A7
B1
C2
C8
C9
C10
C11
C12
E1
E2
LN
Y
R
R5
R6
G1
G2
WORK IN PROGRESS
MAIN APRON
M1
M2
M3
M4
APRON
M5
M6
M7
M8
150
De-icing
CIVIL APRON
ARP
N 63 42.0
E 009 36.2
3000 G 45
RWY TORA ASDA TODA
15 3000 3000 3288
33 3000 3000 3287
VAR 2° E
MAG UP
AD ELEV 30
OERLAND
D 111.4 ORL
m 0 250 500
ft 0 500 1000 1500

Changes: Track, SUAs, OBST, DIST, AD ELEV





Changes: ALT, Track, PROC, SUAs, OBST, AD ELEV



Changes: Track, SUAs, OBST, PROC renumbered, AD ELEV

EKRUX 1C / UTUNA 1C / UVEPI 1C

RWY 15 (152°)

After take-off, contact Oerland APP.

	GS	120	150	180	210	240	270
4.5%	ft/MIN	600	700	900	1000	1100	1300
4.6%	ft/MIN	600	700	900	1000	1200	1300
5.2%	ft/MIN	700	800	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 15	
EKRUX 1C 5.2% to 4000 **118.250** ①	OL400 [K220- ;L] - EKRUX	initial climb **6000**
UTUNA 1C 4.5% to 4000 **118.250** ①	OL400 - ROBMI - UTUNA	initial climb **5000**
UVEPI 1C 4.6% to 4000 **118.250** ①	OL400 [K220-] - UVEPI	initial climb **6000**

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

Changes: Routing

EKRUX 2D / UTUNA 2D / UVEPI 1D

RWY 33 (332°)

When instructed by Oerland TWR, contact Oerland APP.

	GS	120	150	180	210	240	270
5.3%	ft/MIN	700	900	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 33	
EKRUX 2D 5.3% to 2000 **118.250** ①	OL451 - EKRUX	Initial climb **6000**
UTUNA 2D 5.3% to 2000 **118.250** ①	OL451 [R] - ROBMI - UTUNA	Initial climb **6000**
UVEPI 1D **118.250**	[A1000+ ;L] - UVEPI	Initial climb **6000**

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

Changes: ALT, Routing, PROC renumbered, Climb gradient

UVEPI 1W / UVEPI 2X

RWYs 15 (152°) / 33 (332°)

After take-off, contact Oerland APP.

	GS	120	150	180	210	240	270
3.4%	ft/MIN	500	600	700	800	900	1000
3.8%	ft/MIN	500	600	700	900	1000	1100
4.2%	ft/MIN	600	700	800	900	1100	1200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 15	
UVEPI 1W 3.8% to 4000 (OBST) 4.2% to 4000 (ATC) **118.250** ①	at **450** or D2.5 **OL** / D0.3 **ORL**, whichever is later, **RT** (MAX 210KT) 250° - intercept QDR 205° **UTH** to UVEPI	Initial climb **6000**
	Runway 33	
UVEPI 2X 3.4% to 4000 **118.250** ①	at **500** or **UTH**, whichever is later, **LT** (MAX 220KT) 148° - intercept QDR 205° **UTH** to UVEPI	Initial climb **6000**

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

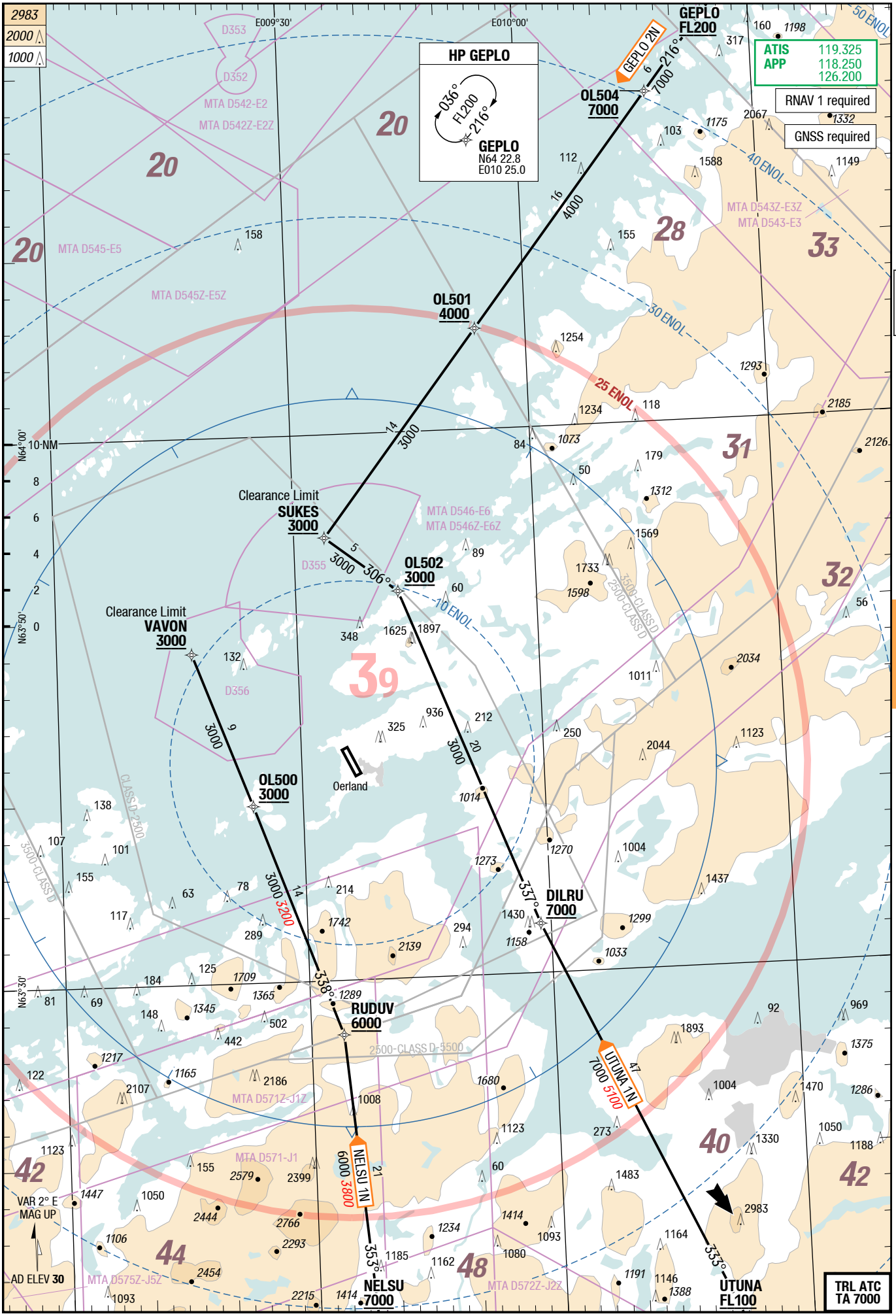
Changes: Routing, PROC renumbered

DEPARTUREs

	GS	120	150	180	210	240	270
4.6%	ft/MIN	600	700	900	1000	1200	1300
5.5%	ft/MIN	700	900	1100	1200	1400	1600

RWY	Routing
OMNI 2C	**RWY 15** 4.6% to 4000 (If unable to comply, inform ATC) 152°. initial climb **4000**
OMNI 2D	**RWY 33** 5.5% to 2000 (If unable to comply, inform ATC) 332° initial climb **4000**

RWY	Notes
15	1. Expect further clearance from ATC. 2. MNM turn ALT **500** 3. After take-off contact Oerland APP.
33	1. Expect further clearance by ATC. 2. MNM turn ALT **500** 3. If no further climb received prior to D10.5 OL, climb to current flight plan level. 4. When instructed, contact Oerland APP.

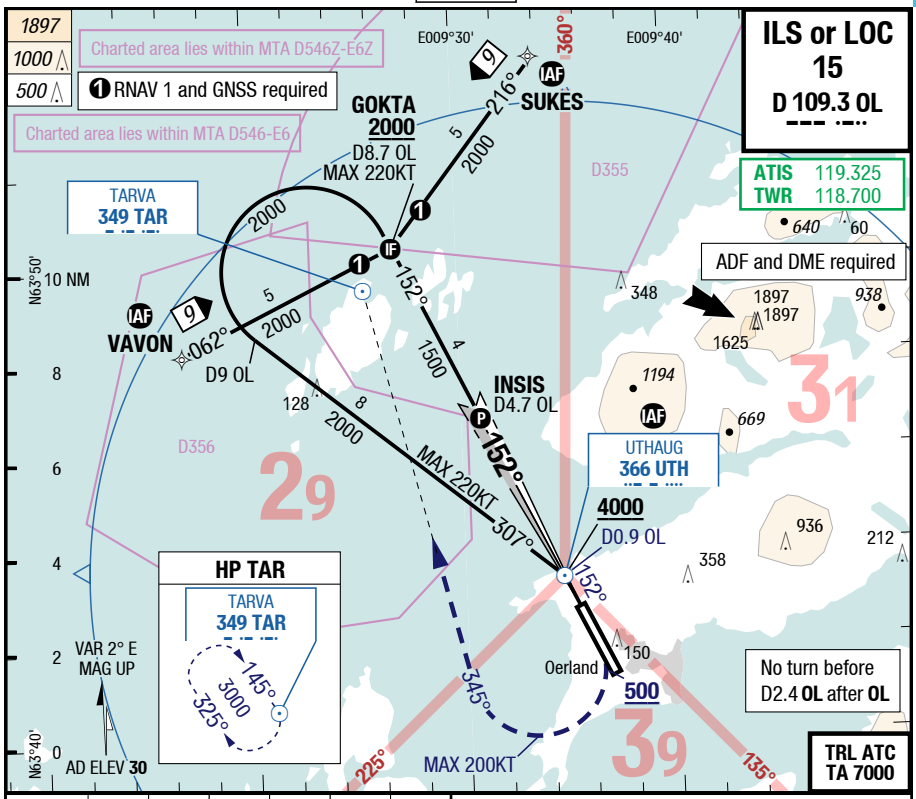

HP GEPLO
036°
FL200
216°
GEPLO
N64 22.8
E010 25.0
GEPLO
FL200
GEPLO 2N
6
7000
216°
OL504
7000
ATIS 119.325
APP 118.250
126.200
RNAV 1 required
GNSS required
OL501
4000
14
3000
Clearance Limit
SUKES
3000
5
3000
306°
OL502
3000
Clearance Limit
VAVON
3000
9
3000
OL500
3000
Oerland
20
3000
337°
DILRU
7000
338°
RUDUV
6000
14
3000
3200
NELSU 1N
6000 3800
21
353°
NELSU
7000
UTUNA 1N
7000 5100
47
333°
UTUNA
FL100
TRL ATC
TA 7000
VAR 2° E
MAG UP
AD ELEV 30
10 NM
50 ENOL
40 ENOL
30 ENOL
25 ENOL
10 ENOL
MTA D542-E2
MTA D542Z-E2Z
MTA D545-E5
MTA D545Z-E5Z
MTA D543Z-E3Z
MTA D543-E3
MTA D546-E6
MTA D546Z-E6Z
MTA D571Z-J1Z
MTA D571-J1
MTA D575Z-J5Z
MTA D572Z-J2Z
2500-CLASS D
3500-CLASS D
CLASS D 2500
D352
D353
D355
D356

Changes: SUAs, OBST, AD ELEV

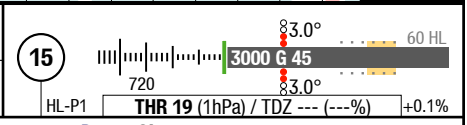
25-JAN-2018

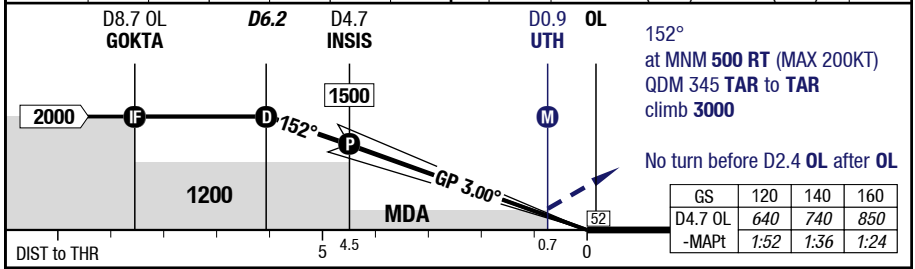
OLA-ENOL

ILS or LOC 15



LOC 3.00° D OL	6.2	6	5	4	3	2
	2000	*1930*	*1610*	*1290*	*970*	*660*





GS	120	140	160
D4.7 OL	*640*	*740*	*850*
-MAPt	*1:52*	*1:36*	*1:24*

15		Cat 1 DME GA 3.0% 1)	Cat 1 DME GA 2.5% 1)	LOC DME			Circling W of AD only
C	ft - m/km ft	210 - 550 **230**	230 - 550 **240**	360 - 900 **370**			960 - 2.4V **990**
D	ft - m/km ft	220 - 550 **240**	240 - 550 **250**	360 - 900 **370**			970 - 3.6V **1000**

1) FD, AP or HGS required, else RVR 750m

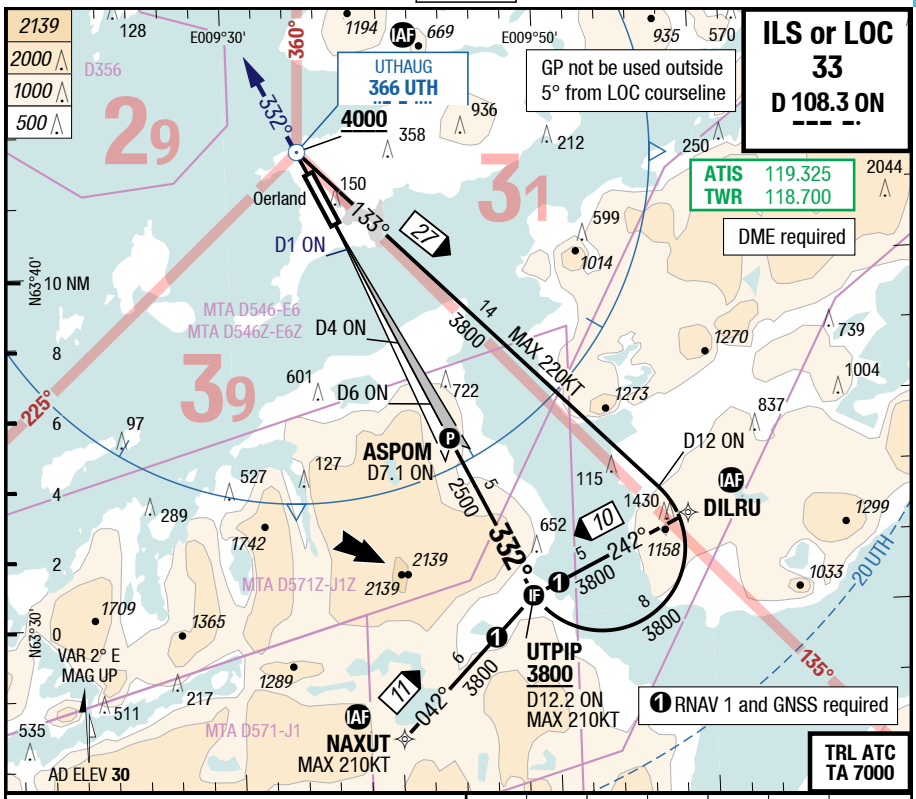
Changes: TCH

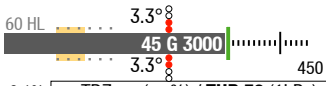
25-JAN-2018

OLA-ENOL

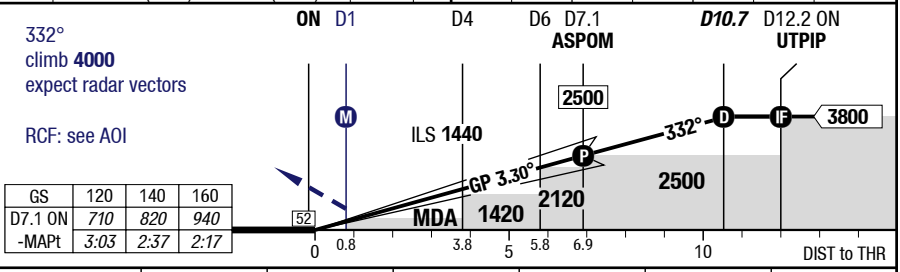
7-20

ILS or LOC 33





3	5	8	9	10	10.7	LOC 3.33° D ON
1080	1790	2850	3210	3560	3800	



GS	120	140	160
D7.1 ON	710	820	940
-MAPt	3:03	2:37	2:17

33		Cat 1 DME 1)	LOC DME				Circling W of AD only
C	ft - m/km ft	220 - 800 **250**	350 - 1.2 **380**				960 - 2.4V **990**
D	ft - m/km ft	230 - 800 **260**	350 - 1.2 **380**				970 - 3.6V **1000**

1) With EVS 550m

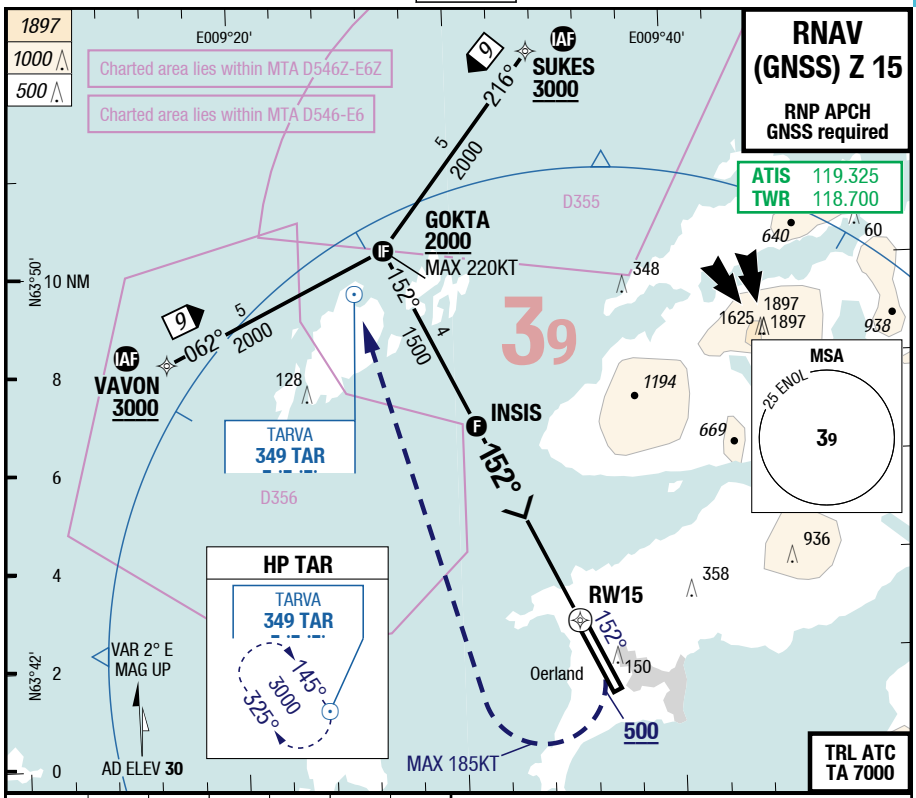
Changes: Nil

12-OCT-2017

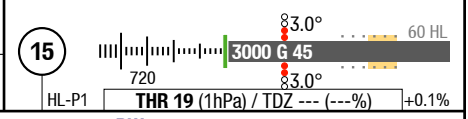
OLA-ENOL

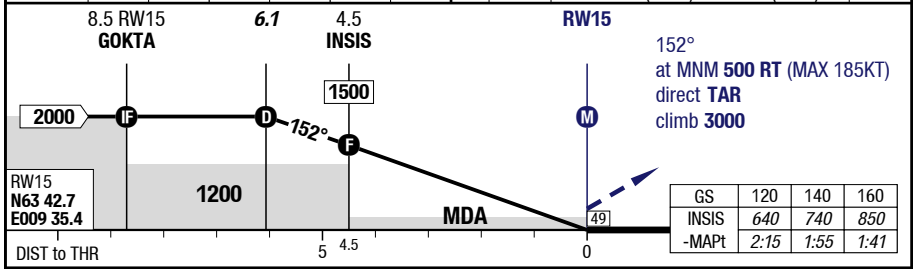
7-30

RNAV (GNSS) Z 15



3.00° RW15	6.1	6	5	4	3	2
	2000	*1980*	*1660*	*1350*	*1030*	*710*





GS	120	140	160
INSIS	*640*	*740*	*850*
-MAPt	*2:15*	*1:55*	*1:41*

15		RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV				Circling W of AD only
C	ft - m/km ft	290 - 750 **300**	390 - 1.1 **400**				960 - 2.4V **990**
D	ft - m/km ft	300 - 750 **310**	390 - 1.1 **400**				970 - 3.6V **1000**

1) Uncompensated Baro VNAV NA below -24°C (-11°F)
2) With EVS 550m

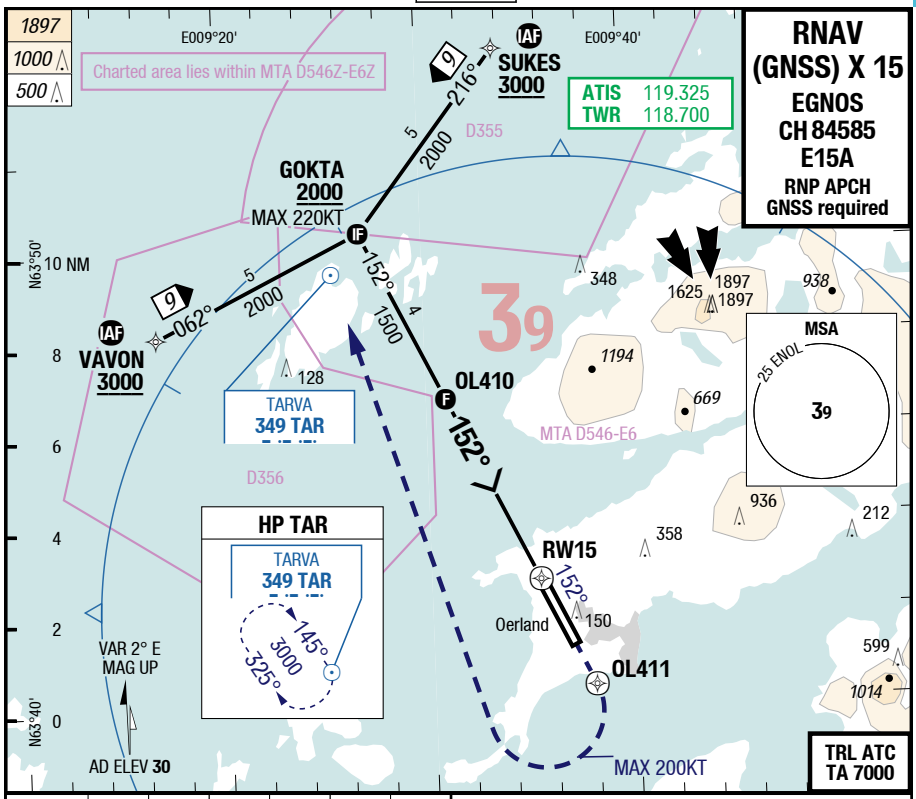
Changes: APL, PROC, chart title, MIN, SUAs, OBST, AD ELEV

12-OCT-2017

OLA-ENOL

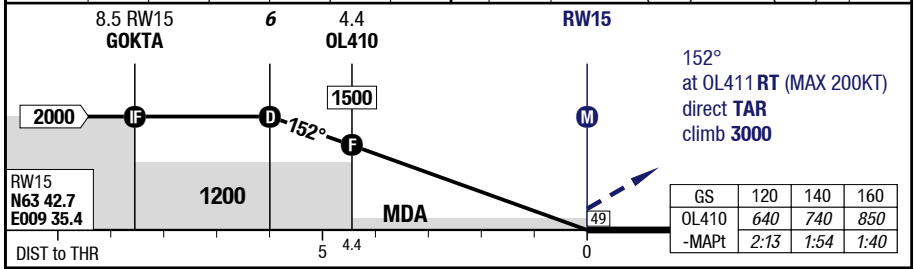
7-40

RNAV (GNSS) X 15



3.00° RW15	6	5	4	3	2	1
	2000	1680	1360	1040	720	390

15 — 3.0° — 60 HL — 3000 G 45 — 720 — 3.0° — HL-P1 — **THR 19** (1hPa) / TDZ --- (---%) — +0.1%



GS	120	140	160
OL410	*640*	*740*	*850*
-MAPt	*2:13*	*1:54*	*1:40*

15		RNAV GNSS LPV 1)					Circling W of AD only
C	ft - m/km ft	220 - 750 **230**					960 - 2.4V **990**
D	ft - m/km ft	230 - 750 **240**					970 - 3.6V **1000**

1) With EVS 550m

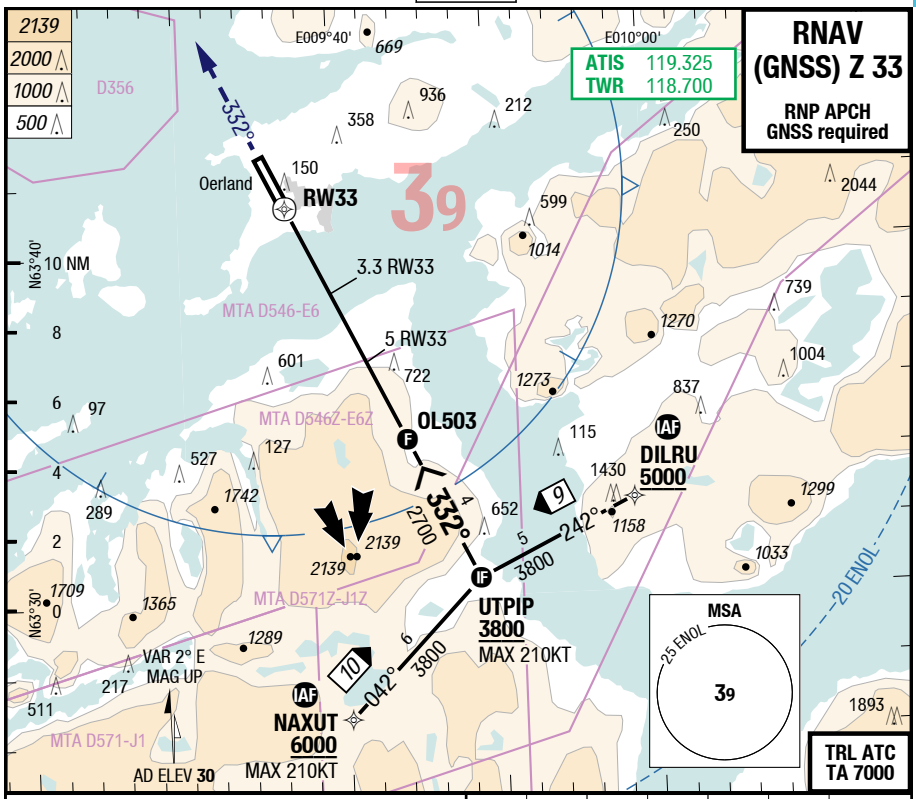
Changes: New

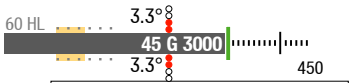
12-OCT-2017

OLA-ENOL

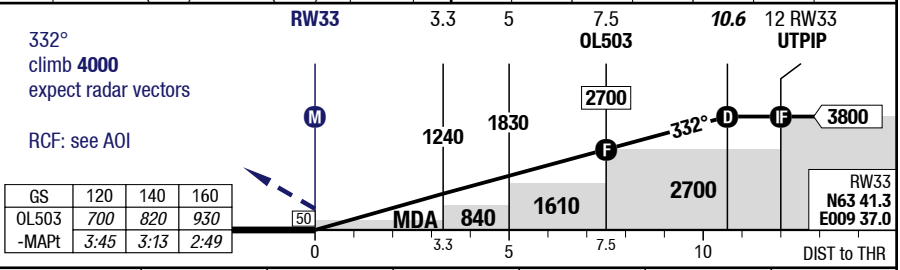
7-50

RNAV (GNSS) Z 33





2	4	6	8	9	10.6	3.30°
780	1480	2180	2880	3230	3800	RW33



GS	120	140	160
OL503	*700*	*820*	*930*
-MAPt	*3:45*	*3:13*	*2:49*

33		RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV				Circling W of AD only
C	ft - m/km ft	250 - 800 **280**	320 - 1.0 **350**				960 - 2.4V **990**
D	ft - m/km ft	260 - 800 **290**	320 - 1.0 **350**				970 - 3.6V **1000**

1) Uncompensated Baro VNAV NA below -30°C (-22°F)
2) With EVS 550m

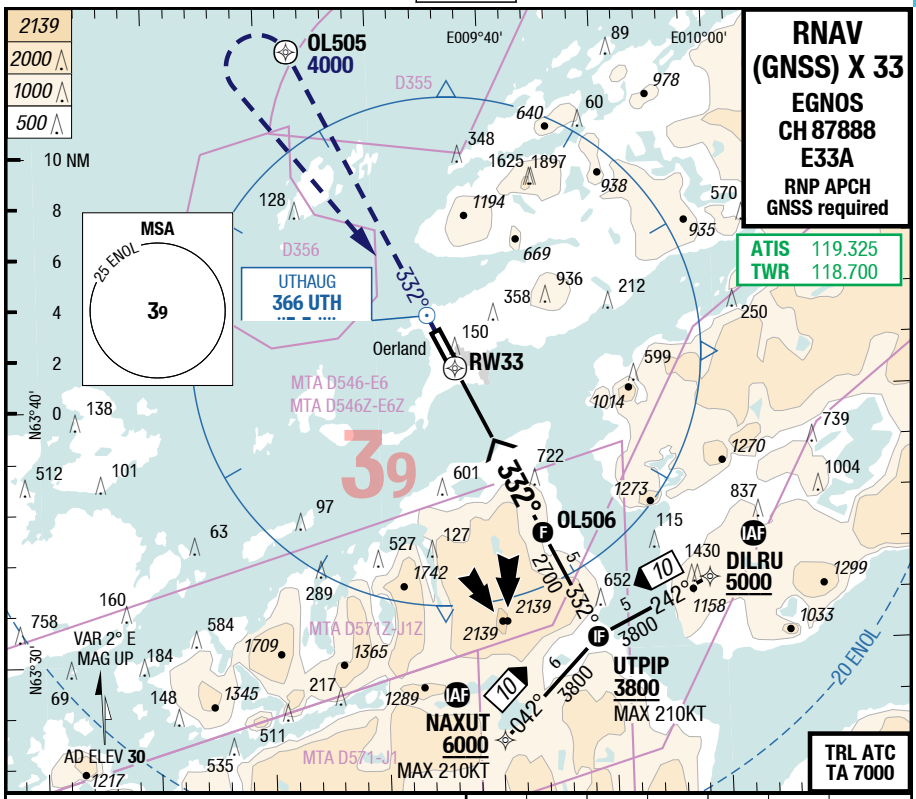
Changes: PROC, chart title, APL, MIN, SUAs, OBST, AD ELEV

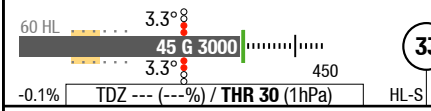
12-OCT-2017

OLA-ENOL

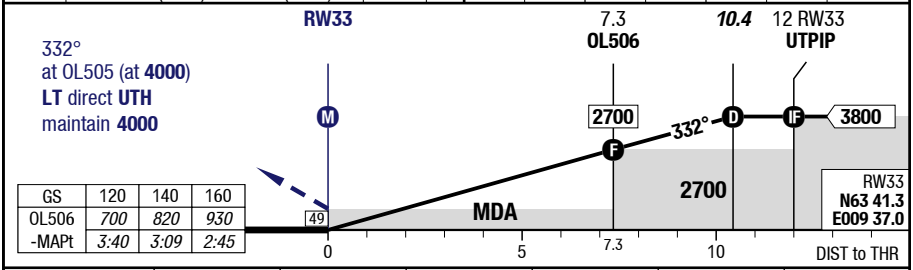
7-60

RNAV (GNSS) X 33





2	4	6	8	10	10.4	3.30° RW33
800	1510	2220	2940	3650	3800	



GS	120	140	160
OL506	700	820	930
-MAPt	3:40	3:09	2:45

33		RNAV GNSS LPV [1]					Circling W of AD only
C	ft - m/km ft	220 - 800 **250**					960 - 2.4V **990**
D	ft - m/km ft	230 - 800 **260**					970 - 3.6V **1000**

1) With EVS 550m

Changes: new