

GENERAL**Operational Hours****ATS Hours:** TWR H24**AD ADMIN Hours:** MON-FRI 0800-1530±, except HOL**Airport Information****RFF:** CAT 7 0500-2300±, CAT 4 2300-0500±, CAT 7/8 AVBL O/R**Fuel:** O/R MON-FRI 0500-2230±, SAT 0500-1600±, SUN 0730-2300±**PCN:** RWY 01/19: 45/F/C/X/U**Customs:** O/R 1h 30min PN to TWR**Operation****Requirements for Operators**

ACFT operators that operate with jet ACFT shall stipulate special crew qualifications requirements in the period 01 OCT - 30 APR CAT C, in the period 01 MAY - 30 SEP CAT B.

ACFT operators that operate with other types of ACFT shall stipulate special crew qualifications requirements CAT B the whole year.

ACFT operator shall stipulate special limitations with regard to surface wind.

ACFT operator shall stipulate special requirements with regard to RWY status.

Low Visibility Procedure

No ACFT OPS allowed when RVR below 550m.

RWY Restriction

RWY 01/19 will be closed when braking action is below 0.2.

Tail wind landings:

The limit is 5KT within 30° of RCL and 8KT between 31° and 70° from CL.

TWY Restrictions

TWY A, B width 20m / 66ft.

TWY D width 15m / 49ft.

TWY H, J width 10m / 33ft.

ARRIVAL**Speed**

MAX IAS 250KT below FL100.

Warnings

RWY 19: GP signal unstable beyond BAXAS.

Windshear/eddies may occur on short final RWY 01/19.

Wind in sector 200°-270° above 20KT.

DEPARTURE**Take-off Minima**

RWY		01/19	
All ACFT	ft - m/km	0 - 550R/550V	-

Speed

MAX IAS 250KT below FL100.

Communication**COM Failure**

Maintain last cleared and acknowledged LVL until passing D20 TRO, then climb to the cruising LVL stated in the CPL. ACFT under vectoring shall, after setting 7600, proceed in the most direct manner possible to rejoin the 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)

Maintain last cleared and acknowledged LVL for 2min, then climb to the cruising LVL stated in the CPL. ACFT under radar vectoring shall, after setting 7600, proceed in the most direct manner possible to rejoin the CPL route no later than the next significant point, climbing to the CPL cruising LVL taking into consideration the applicable MNM flight ALT.

Departure Procedure**Start-up/Push-back**

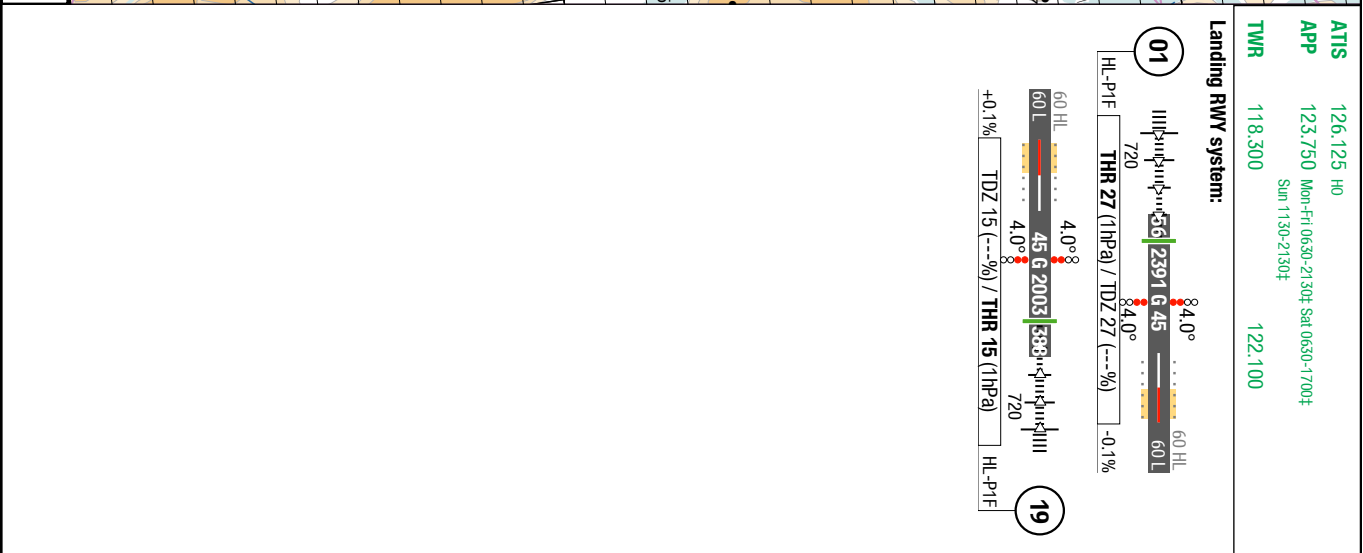
Contact TWR before start-up and push-back.

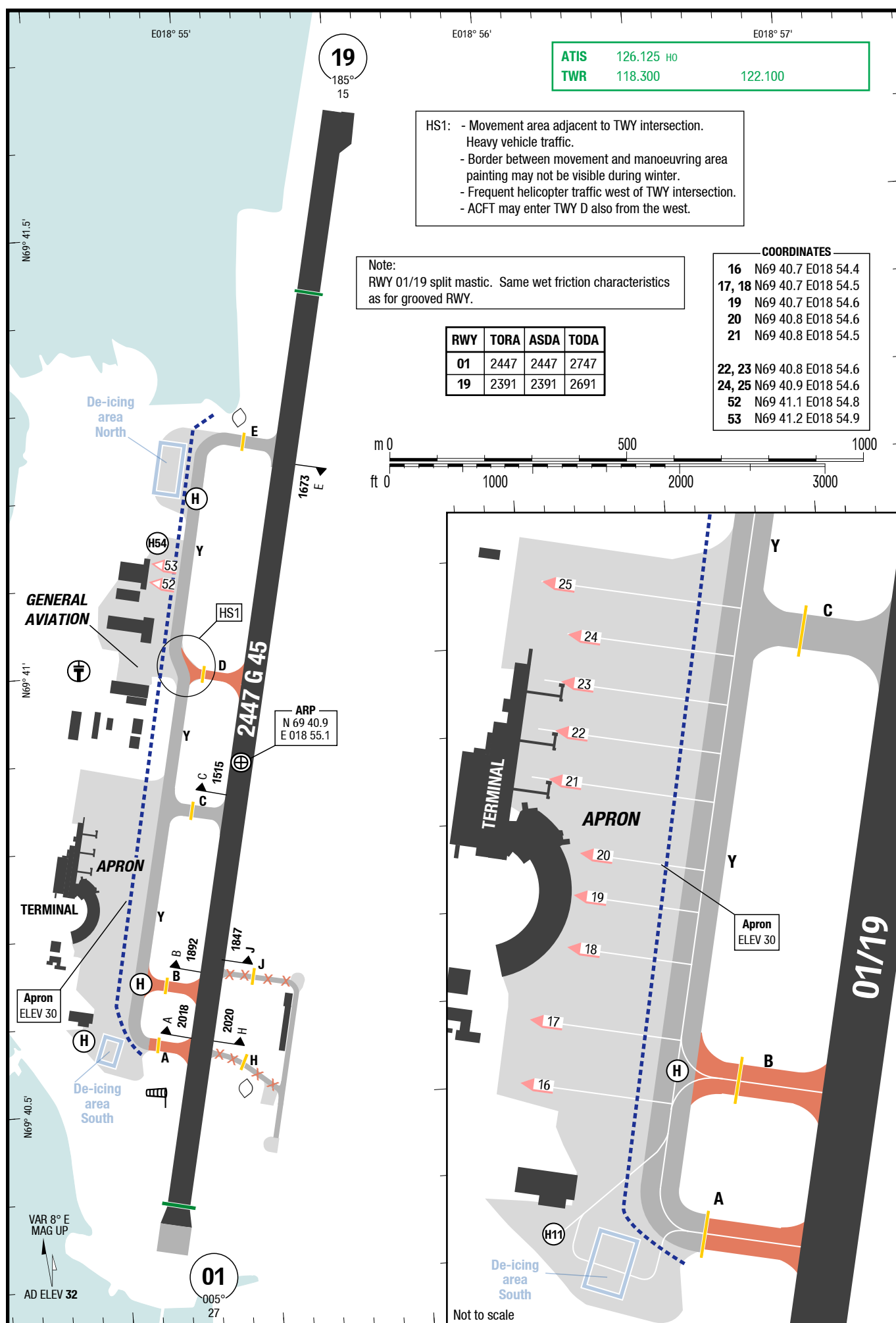
De-Icing

AVBL O/R

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AF-C





TOS-ENTC

RNAV SIDs RWY 19

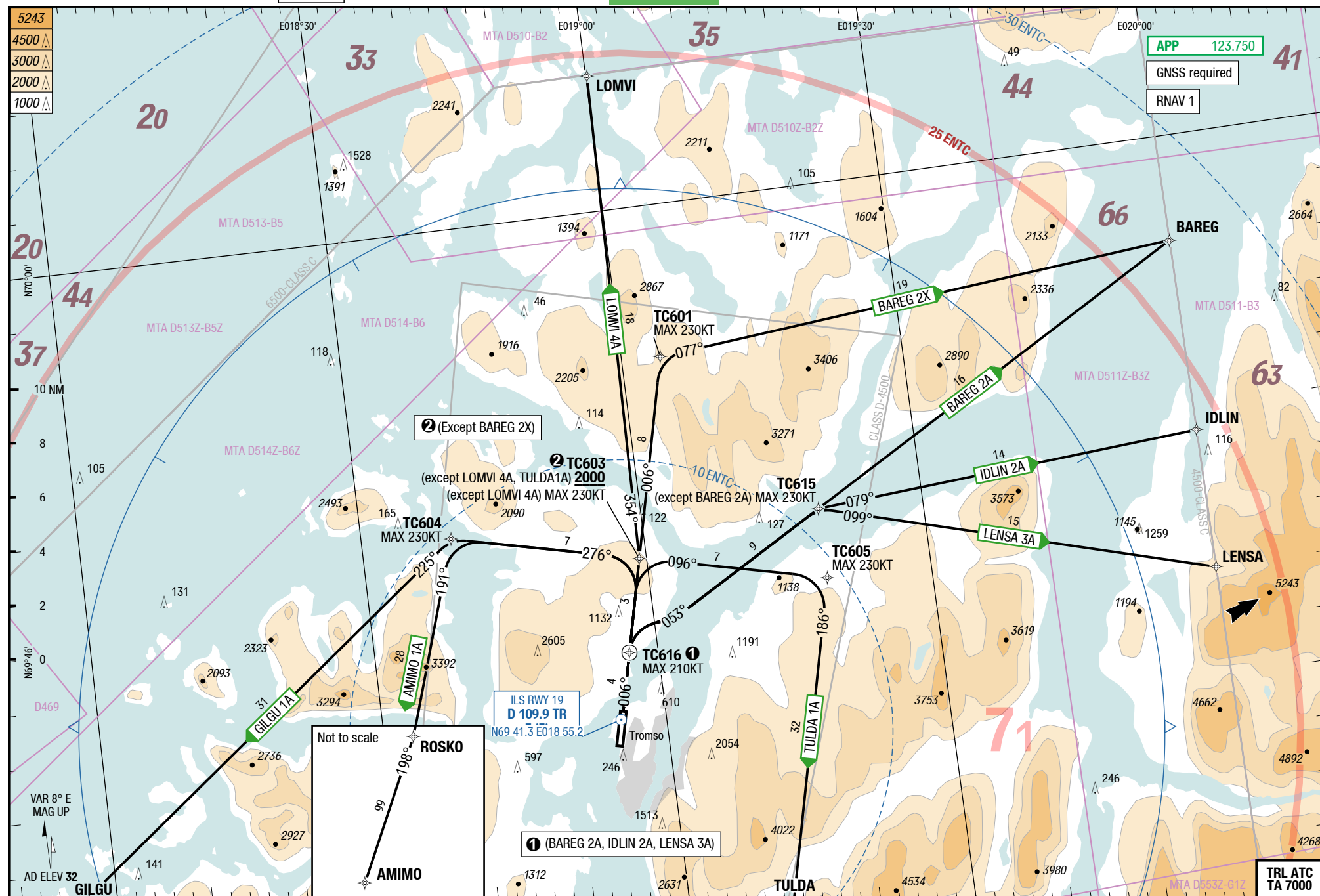
RNAV SIDs RWY 01

SID

SID

RNAV SIDs RWY 19

RNAV SIDs RWY 01



Changes: Note

© 1994-2010

Effective 29-MAR-2018

22-MAR-2018

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4-20

Norway Tromso Langnes

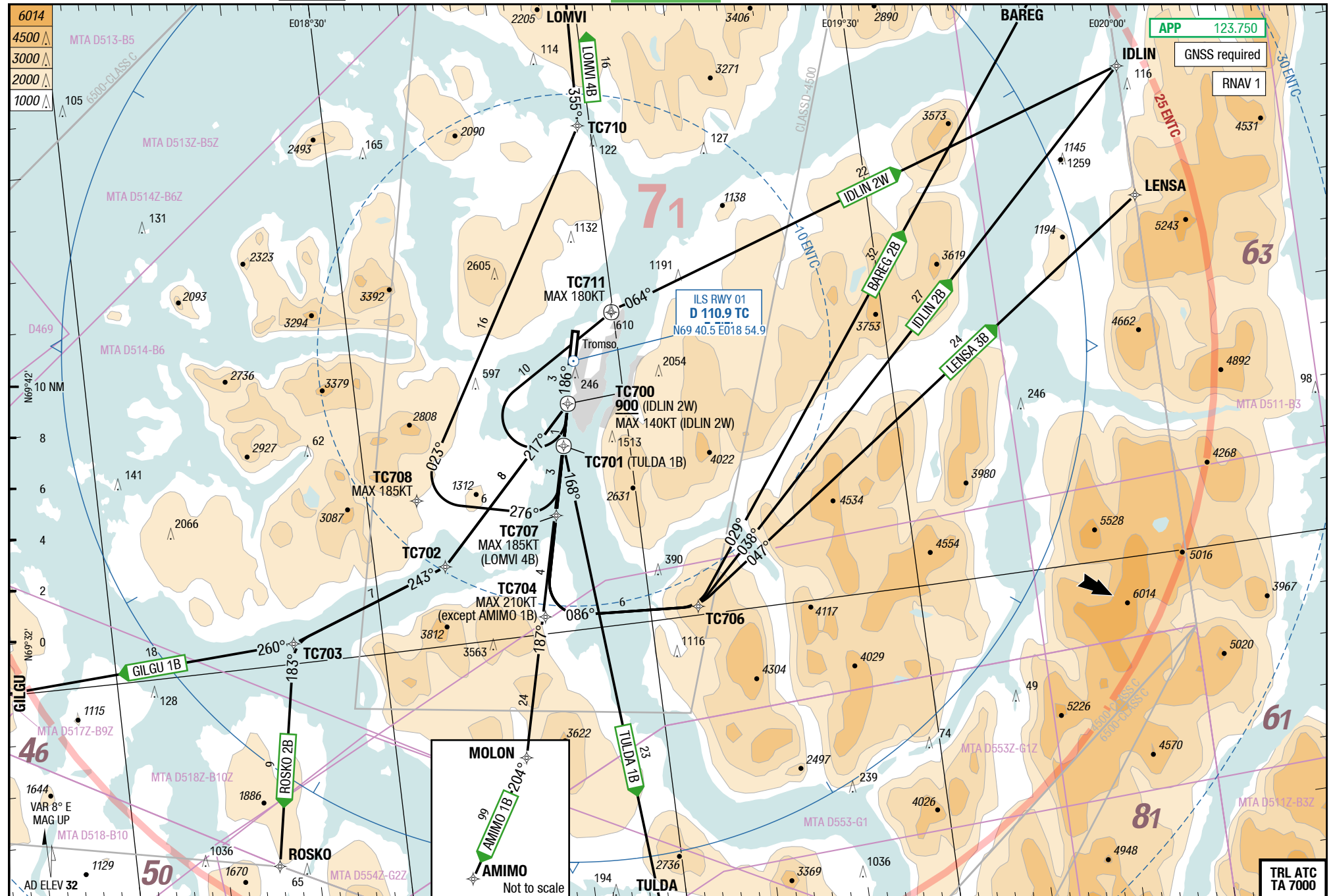
RNAV SIDs RWY 19

SID

SID

Langnes Tromso Norway

RNAV SIDs RWY 19



Changes: Note

09-FEB-2017
TOS-ENTC

Norway **Tromsø** Langnes

SID

SID

Langnes **Tromsø** Norway

NIL

SIDs RWYs 01/19

4-30

SIDs RWYs 01/19



Changes: OBST

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5-10

RNAV SIDs RWY 01

AMIMO 1A / BAREG 2A / BAREG 2X / GILGU 1A / IDLIN 2A / LENSEA 3A / LOMVI 4A
RWY 01 (005°)

When instructed, contact Tromsø APP.

	GS	120	150	180	210	240	270
6.5%	ft/MIN	800	1000	1200	1400	1600	1800
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 01	
AMIMO 1A 7.0% to 5000 123.750 ①②③	DCT TC603 [K230-] - TC604 [K230-] - ROSKO - AMIMO	TC603 MNM 2000 initial climb FL90
BAREG 2A 6.5% to 5000 123.750 ①②③	DCT <u>TC616</u> [K210-] - BAREG	 initial climb FL90
BAREG 2X 7.0% to 5000 123.750 ①②③	DCT TC601 [K230-] - BAREG	 initial climb FL90
GILGU 1A 7.0% to 5000 123.750 ①②③	DCT TC603 [K230-] - TC604 [K230-] - GILGU	TC603 MNM 2000 initial climb FL90
IDLIN 2A 6.5% to 5000 123.750 ①②③	DCT <u>TC616</u> [K210-] - TC615 [K230-] - IDLIN	 initial climb FL90
LENSEA 3A 6.5% to 5000 123.750 ①②③	DCT <u>TC616</u> [K210-] - TC615 [K230-] - LENSEA	 initial climb FL90
LOMVI 4A 7.0% to 5000 123.750 ①②③	DCT TC603 - LOMVI	 initial climb FL90

- ① Non RNAV ACFT, advise TWR at first contact.
② If unable to comply with climb gradient, advise ATC.
③ When being vectored for DCT routing, climb gradient still apply.

22-MAR-2018

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5-20

RNAV SIDs RWY 01

SIDPT

OMNIDIRECTIONAL 1A DEP / TULDA 1A

RWY 01 (005°)

When instructed, contact Tromsø APP.

	GS	120	150	180	210	240	270
6.5%	ft/MIN	800	1000	1200	1400	1600	1800
7.5%	ft/MIN	1000	1200	1400	1600	1900	2100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 01	
OMNIDIRECTIONAL 1A DEP 7.5% to 3500 123.750 ②③	Climb to D6 TR Start turn according ATC	initial climb FL90
TULDA 1A 6.5% to 5000 123.750 ①②③	DCT TC603 [K230-] - TC605 [K230-] - TULDA	initial climb FL90

- ① Non RNAV ACFT, advise TWR at first contact.
 ② If unable to comply with climb gradient, advise ATC.
 ③ When being vectored for DCT routing, climb gradient still apply.

Changes: COM, Note, PROC renumbered

AMIMO 1B / BAREG 2B / GILGU 1B / IDLIN 2B / IDLIN 2W / LENSEA 3B

RWY 19 (185°)

When instructed, contact Tromsø APP.

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600
6.2%	ft/MIN	800	1000	1200	1400	1600	1700
6.5%	ft/MIN	800	1000	1200	1400	1600	1800
9.8%	ft/MIN	1200	1500	1800	2100	2400	2700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 19	
AMIMO 1B 5.5% to 4000 123.750 ①②③	RW19 - MOLON - AMIMO	initial climb FL90
BAREG 2B 6.2% to 4000 123.750 ①②③	RW19 - TC704 [K210-] - TC706 - BAREG	initial climb FL90
GILGU 1B 6.5% to 4000 123.750 ①②③	DCT <u>TC700</u> - TC702 - TC703 - GILGU	initial climb FL90
IDLIN 2B 6.2% to 4000 123.750 ①②③	DCT TC704 [K210-] - TC706 - IDLIN	initial climb FL90
IDLIN 2W 9.8% to TC700 6.5% to 4000 123.750 ①②③	DCT <u>TC700</u> [K140- ;R] - DCT <u>TC711</u> [K180-] - IDLIN	TC700 MNM 900 initial climb FL90
LENSEA 3B 6.2% to 4000 123.750 ①②③	DCT TC704 [K210-] - TC706 - LENSEA	initial climb FL90

- ① Non RNAV ACFT, advise TWR at first contact.
 ② If unable to comply with climb gradient, advise ATC.
 ③ When being vectored for DCT routing, climb gradient still apply.

LOMVI 4B / OMNIDIRECTIONAL 1B DEP / ROSKO 2B / TULDA 1B

RWY 19 (185°)

When instructed, contact Tromsø APP.

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600
6.5%	ft/MIN	800	1000	1200	1400	1600	1800
6.8%	ft/MIN	900	1100	1300	1500	1700	1900
8.1%	ft/MIN	1000	1300	1500	1800	2000	2300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 19	
LOMVI 4B 6.8% to 4000 123.750 ①②③	DCT TC707 [K185-] - TC708 [K185-] - TC710 - LOMVI	initial climb FL90
OMNIDIRECTIONAL 1B DEP 8.1% to 4500 123.750 ②③	Climb to D8 TC Start turn according ATC	initial climb FL90
ROSKO 2B 6.5% to 4000 123.750 ①②③	DCT <u>TC700</u> - TC702 - TC703 - ROSKO	initial climb FL90
TULDA 1B 5.5% to 4000 123.750 ①②③	DCT <u>TC701</u> - TULDA	initial climb FL90

① Non RNAV ACFT, advise TWR at first contact.

② If unable to comply with climb gradient, advise ATC.

③ When being vectored for DCT routing, climb gradient still apply.

BARDUFOSS 5Y / LOMVI 4X

RWYs 01 (005°) / 19 (185°)

When instructed, contact APP.

	GS	120	150	180	210	240	270
5.4%	ft/MIN	700	900	1000	1200	1400	1500
6.2%	ft/MIN	800	1000	1200	1400	1600	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 01	
LOMVI 4X 6.2% to 1600 123.750 ①	QDM 006 KV to KV - intercept R353 TRO (MAX 185KT) to LOMVI	initial climb FL90
	Runway 19	
BARDUFOSS 5Y BDF 5Y 5.4% to 3700 123.750 ①	direct KBV - intercept R011 BDF to BDF	initial climb FL90

① If unable to comply with climb gradient, advise ATC



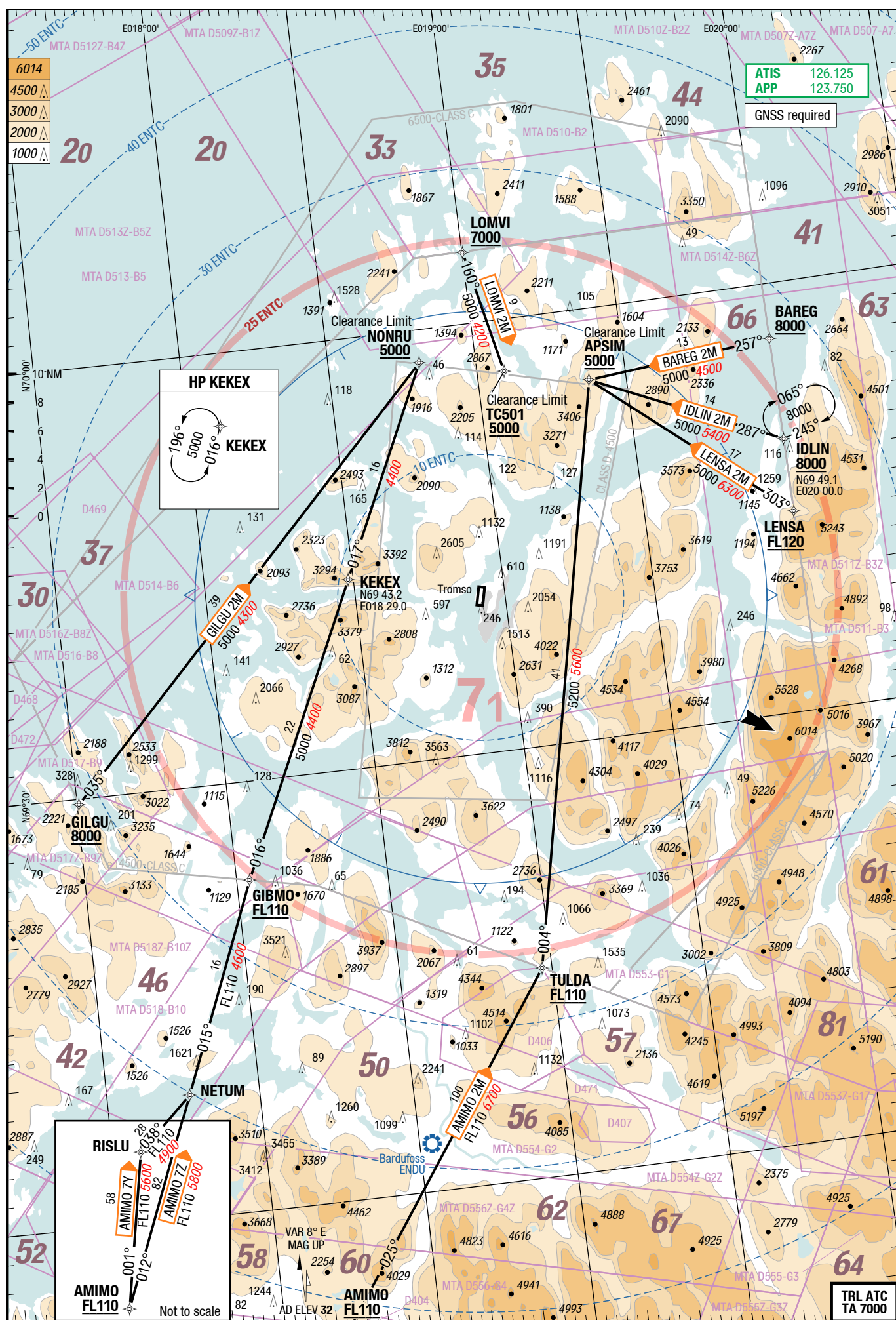
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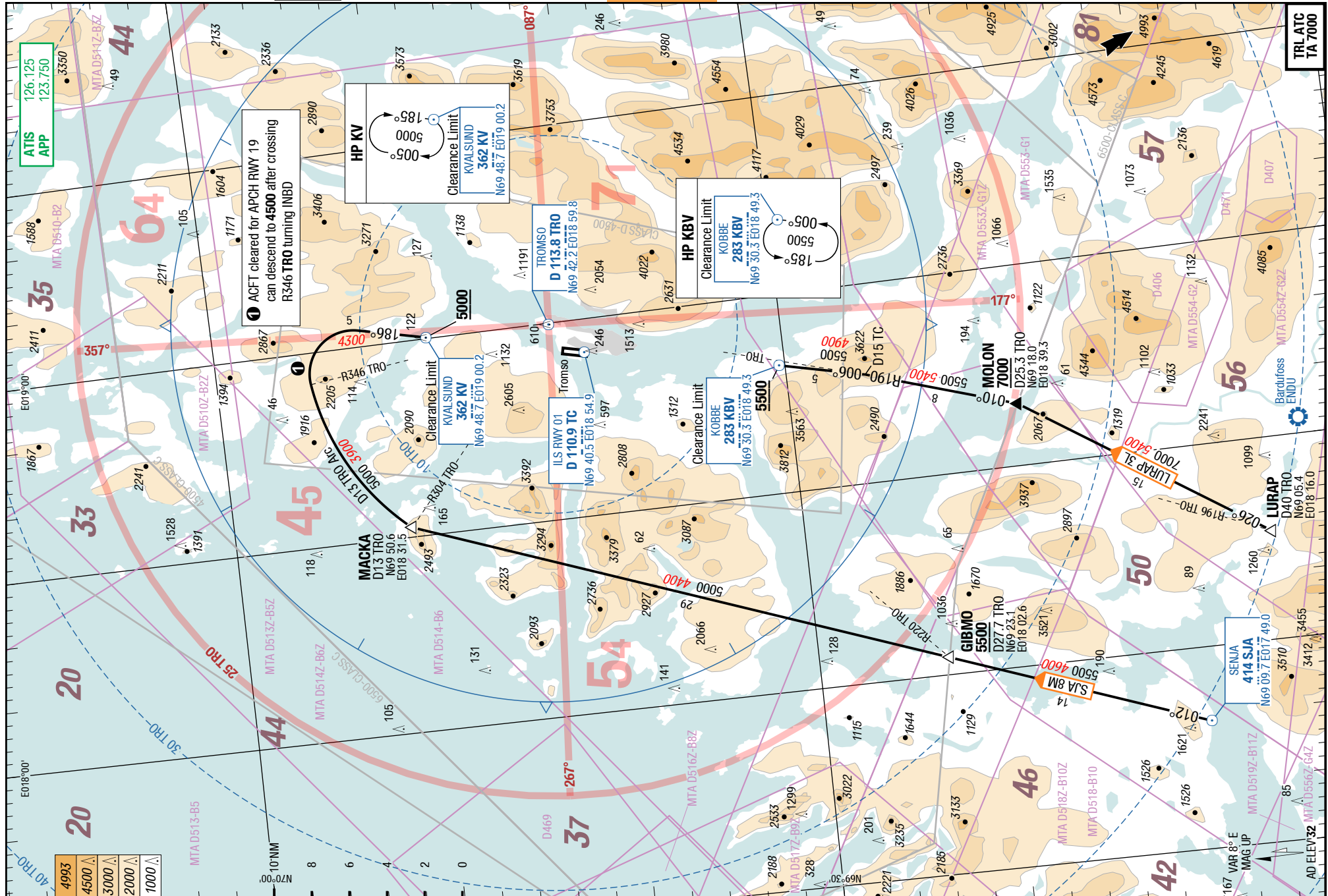
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RNAV STARS RWY 19

STAR

STAR

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RNAV STARS RWY 19





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ILS or LOC 19

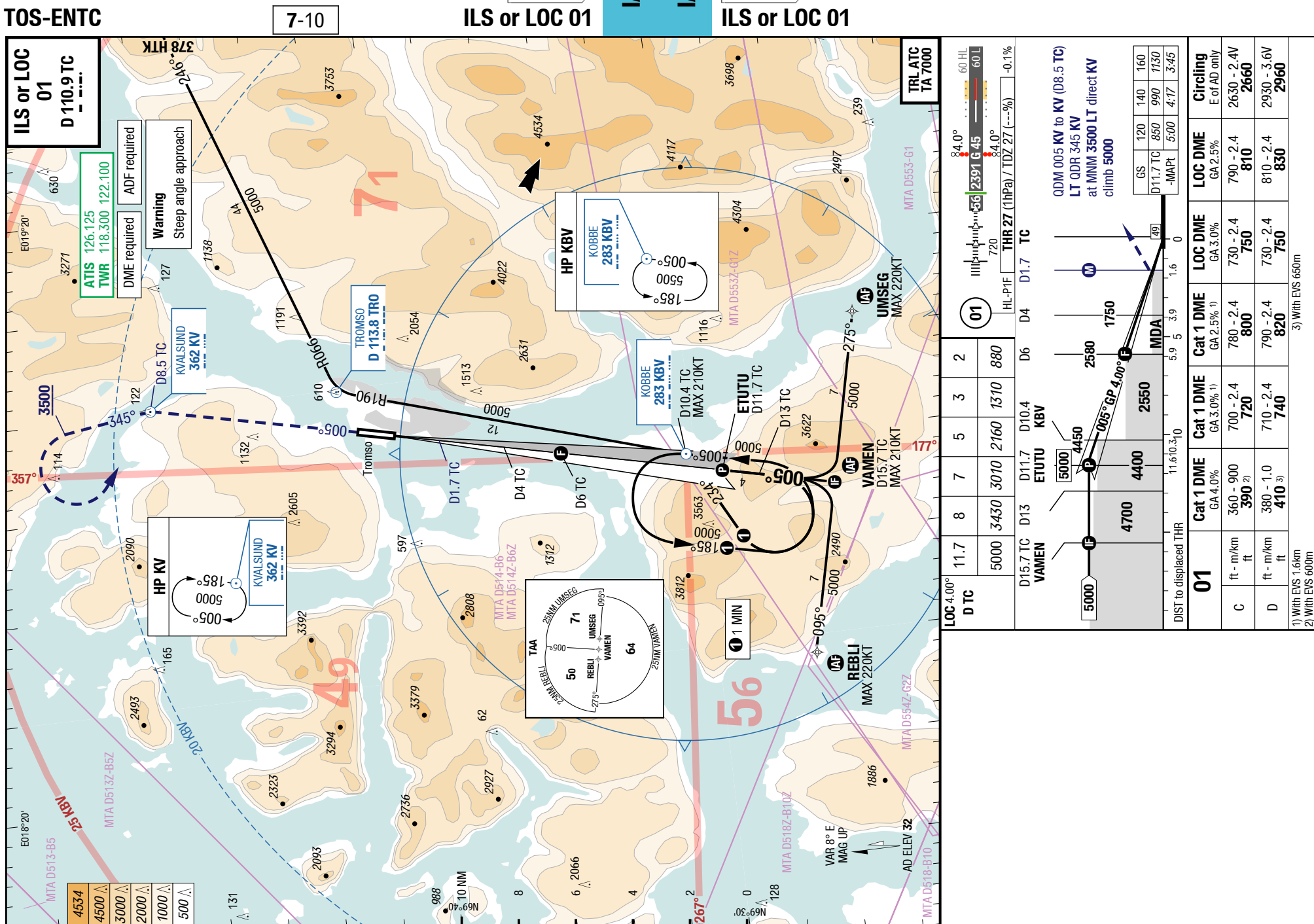
ILS or LOC 01

IAC

IAC

ILS or LOC 19

ILS or LOC 01



Changes: ALT, QFU, OBST

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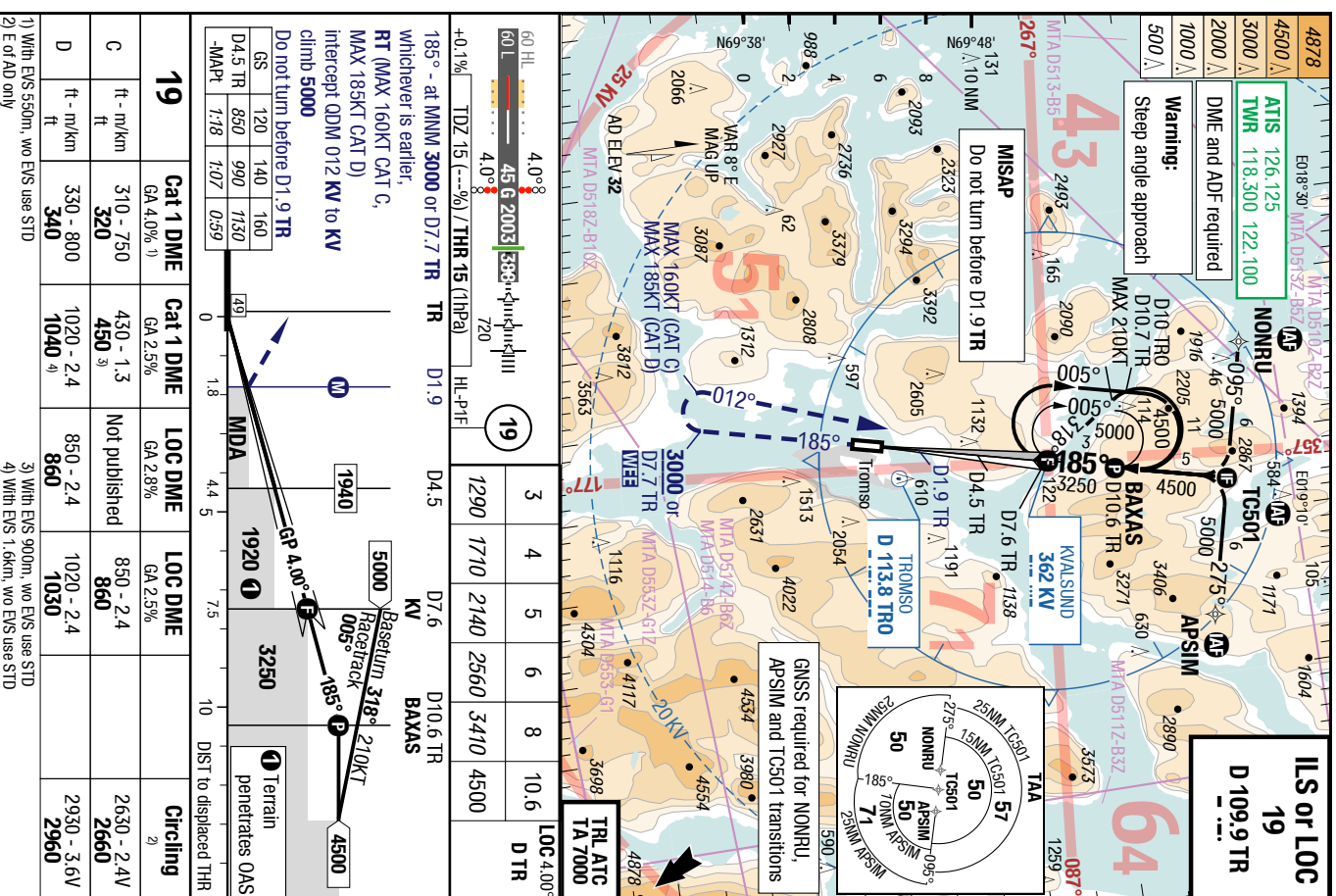
7-20

ILS or LOC 19

IAC

IAC

ILS or LOC 19



26-JAN-2017

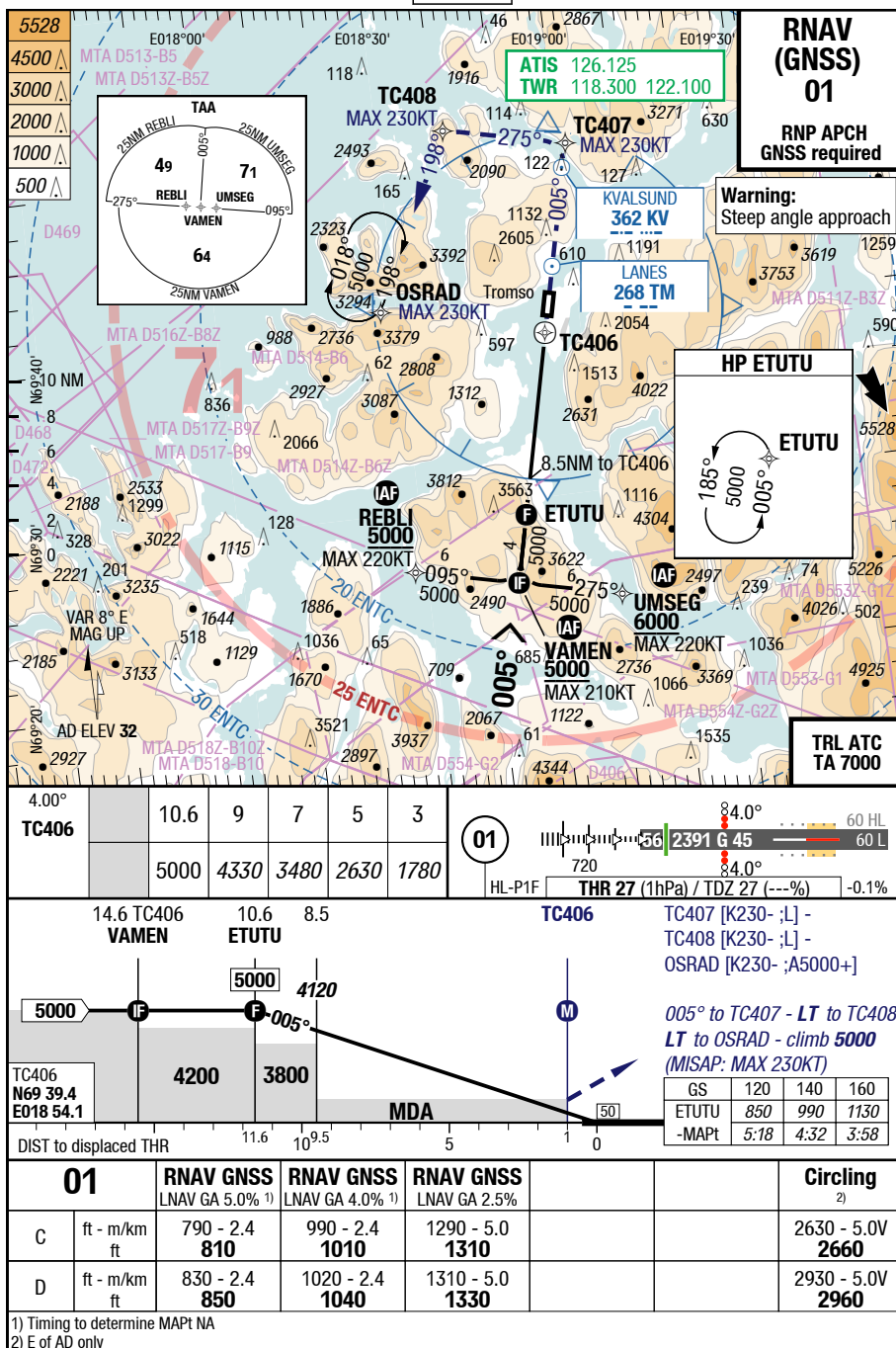
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7-30

RNAV (GNSS) 01

IAC



RNAV (GNSS) 19

