

GENERAL**Operational Hours**

ATS Hours: 0500-2200±, other times O/R

AD ADMIN Hours: MON-FRI 0700-1500± except HOL

Airport Information

RFF: CAT 7

Fuel: AVBL 30min before first scheduled DEP until 30min after last scheduled DEP.

PCN: RWY 18/36: 45/F/B/X/U

Customs: O/R 1HR 30min PN on TWR.

Operation

Traffic Note: PPR for ACFT code letter D MNM 7 days before planned LDG.

Low Visibility Procedures

LVP in force when RVR is below 550m and/or ceiling/vertical VIS is below CAT I minima.

If ground surveillance and air surveillance is AVBL, a MAX number of 3 departing ACFT will be allowed on separate sections on TWY Y (between TWY B and A, between de-ice platform and along de-ice platform) at the same time as the RWY is being used for LDG.

If ground surveillance and air surveillance is not AVBL only 1 ACFT will be allowed on movement area at a time.

RWY Restriction

ACFT above 7t / 15432lbs are normally not allowed to perform 180° on RWY, except on the area S of THR 36 prior to DEP RWY 36 or after LDG RWY 18.

In special circumstances, e.g during snow clearance or TWY closures, ATC may allow 180° on RWY for ACFT above 7t / 15432lbs.

TWY Restrictions

TWY W1 width 18m / 59ft.

TWY B (east of Y) width 15m / 49ft.

TWY A, B west of Y, C, W2, W3 and Y AVBL up to code letter D ACFT.

TWY W1 AVBL up to code letter C ACFT.

TWY B (east of Y) AVBL up to code letter C ACFT with wheel base less than 18m / 59ft.

TWY Y CLSD south of de-icing platform.

Taxi/Parking

PPR required for PRKG.

Stands 1 and 15 self-manoeuvring.

Follow-me AVBL.

APU: Use of APU shall not exceed 5min after LDG or 5min prior to DEP.

Engine Run-up Areas

ENG test shall be performed in the area adjacent to TWY B.

ENG test in idle thrust can be performed outside hangars when the use of the ENG test area, including taxiing, will result in a higher total noise load.

TRF-ENTO

1-20

A01

ARRIVAL

Speed

MAX IAS 250KT below FL100.

Arrival Procedure

Non-standard GP intercept position on RWY 18

GP intercepts RWY 18 at 308m / 1011ft after landing threshold.

Remaining DIST beyond GP is 2141m / 7024ft.

RWY 36

GP intercepts RWY 36 at 314m / 1030ft after landing threshold.

Remaining DIST beyond GP is 2135m / 7005ft.

Warnings

Do not mistake Jarlsberg AD 8NM NNE of AD.

DEPARTURE

Take-off Minima

RWY		36	
All ACFT	ft - m/km	0 - 150R	-
		0 - 400R/400v	in snow fall
RWY		18	
All ACFT	ft - m/km	0 - 250R/250v	-
		0 - 400R/400v	in snow fall

Speed

MAX IAS 250KT below FL100.

Communication

COM Failure

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

During Omnidirectional Departure

Maintain last cleared and acknowledged LVL for 2min then climb to cruising LVL stated in CPL and join cleared ATS route.

Departure Procedure

Noise Abatement Procedure

After DEP from RWY 18, climb to D5 TOR or T0909 before turning on track.

ATC Slot, Clearance

REQ CLR MAX 10min before start-up. REQ push-back only when actually ready.

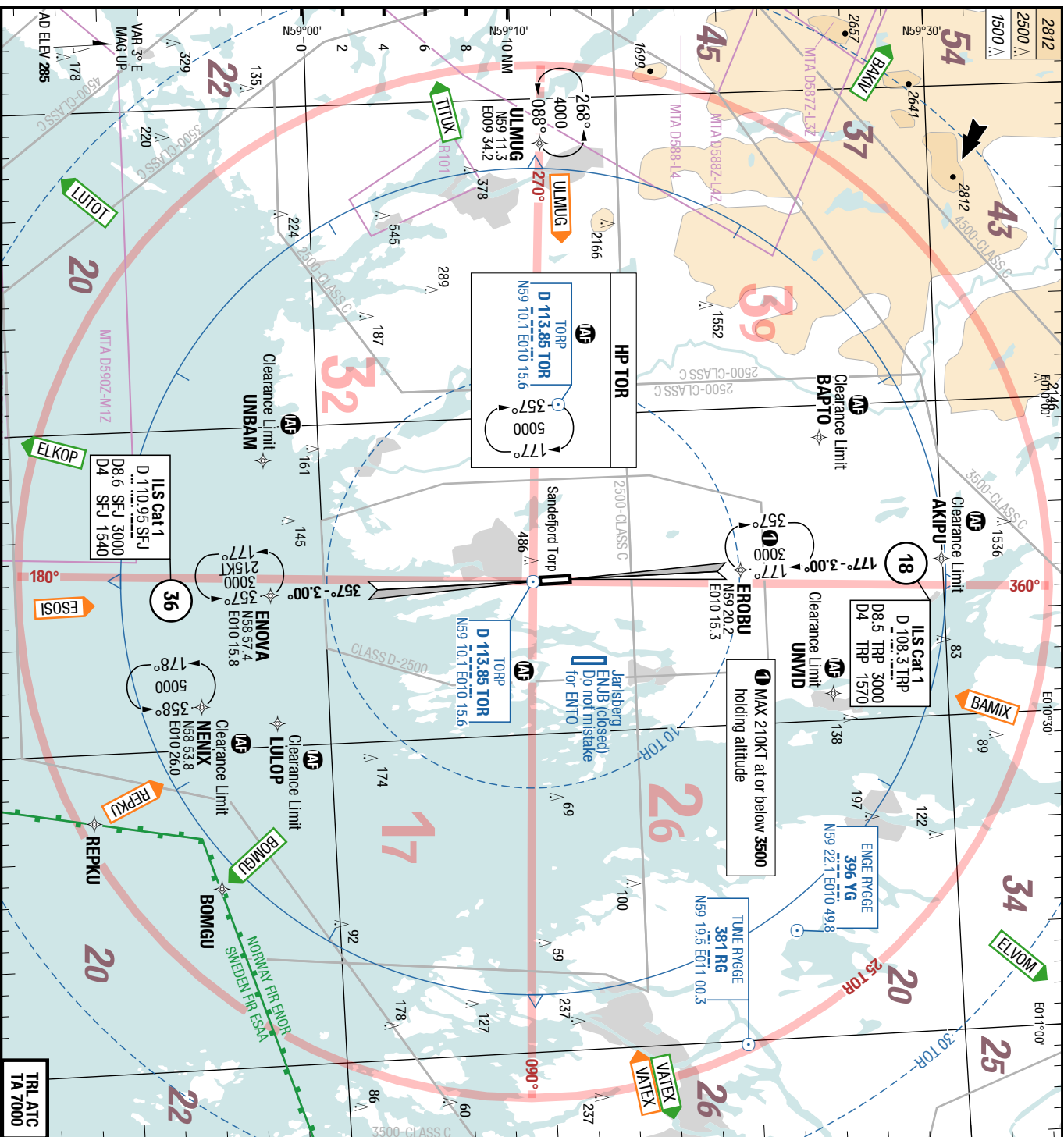
DEPARTURE**De-icing**

Inform ATC on initial contact if de-icing needed.

De-icing only on dedicated platform.

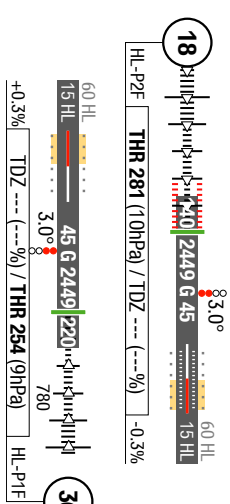
De-icing takes places from PSN N.

HLDG PSN N1 established for de-icing.



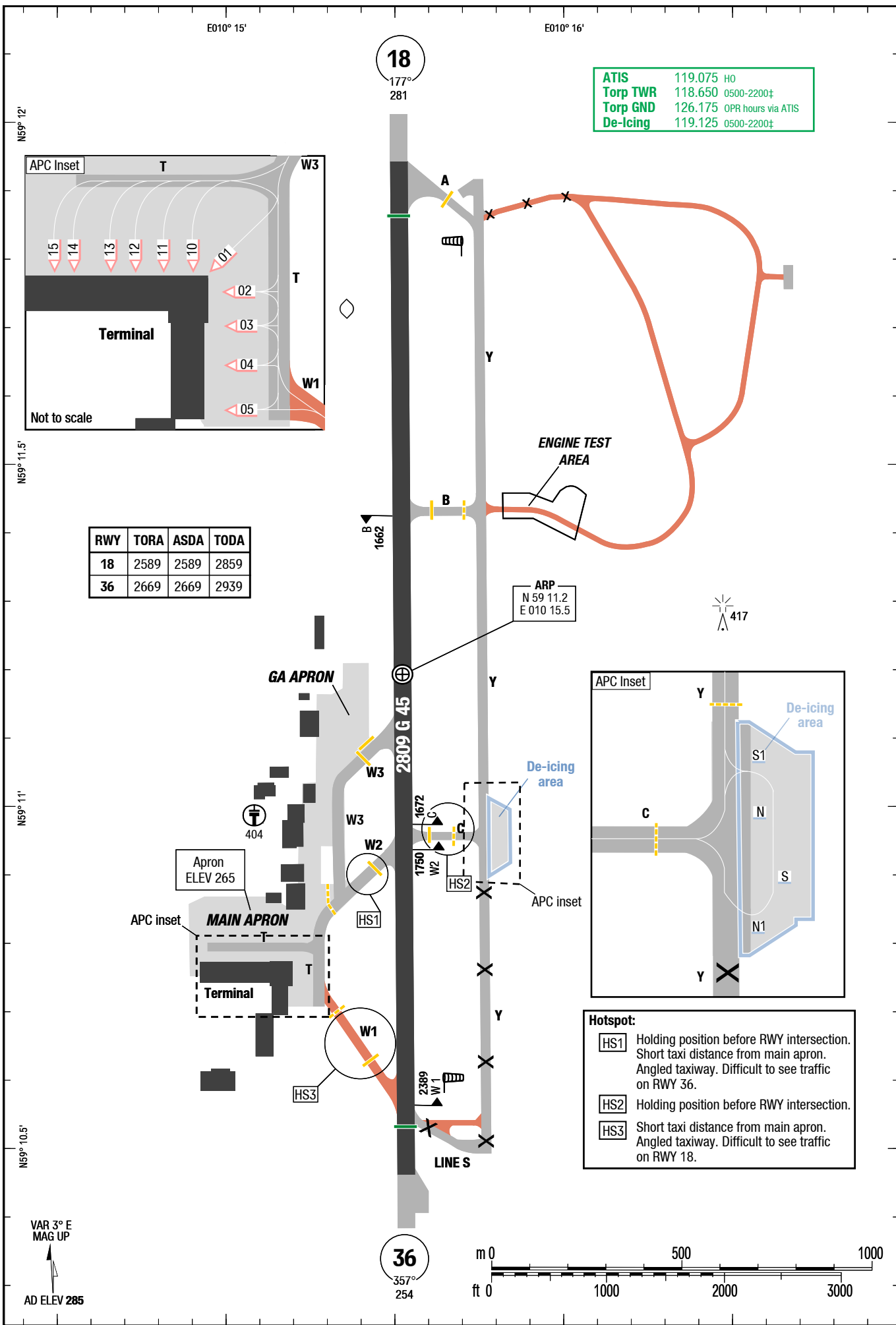
ATIS	119.075 HO
Farris APP	134.050
Torp TWR	124.350
Torp GND	118.650 0500-22004
De-icing	126.175 0PR hours via ATIS
	119.125 0500-22004

Landing RWY system:



ATIS 119.075 H0
Torp TWR 118.650 0500-2200±
Torp GND 126.175 OPR hours via ATIS
De-icing 119.125 0500-2200±

RWY	TORA	ASDA	TODA
18	2589	2589	2859
36	2669	2669	2939



Hotspot:

HS1 Holding position before RWY intersection. Short taxi distance from main apron. Angled taxiway. Difficult to see traffic on RWY 36.

HS2 Holding position before RWY intersection.

HS3 Short taxi distance from main apron. Angled taxiway. Difficult to see traffic on RWY 18.

25-JAN-2018

TRF-ENTO

Norway Sandefjord Torp

RNAV SIDs RWY 36

4-10

RNAV SIDs RWY 18

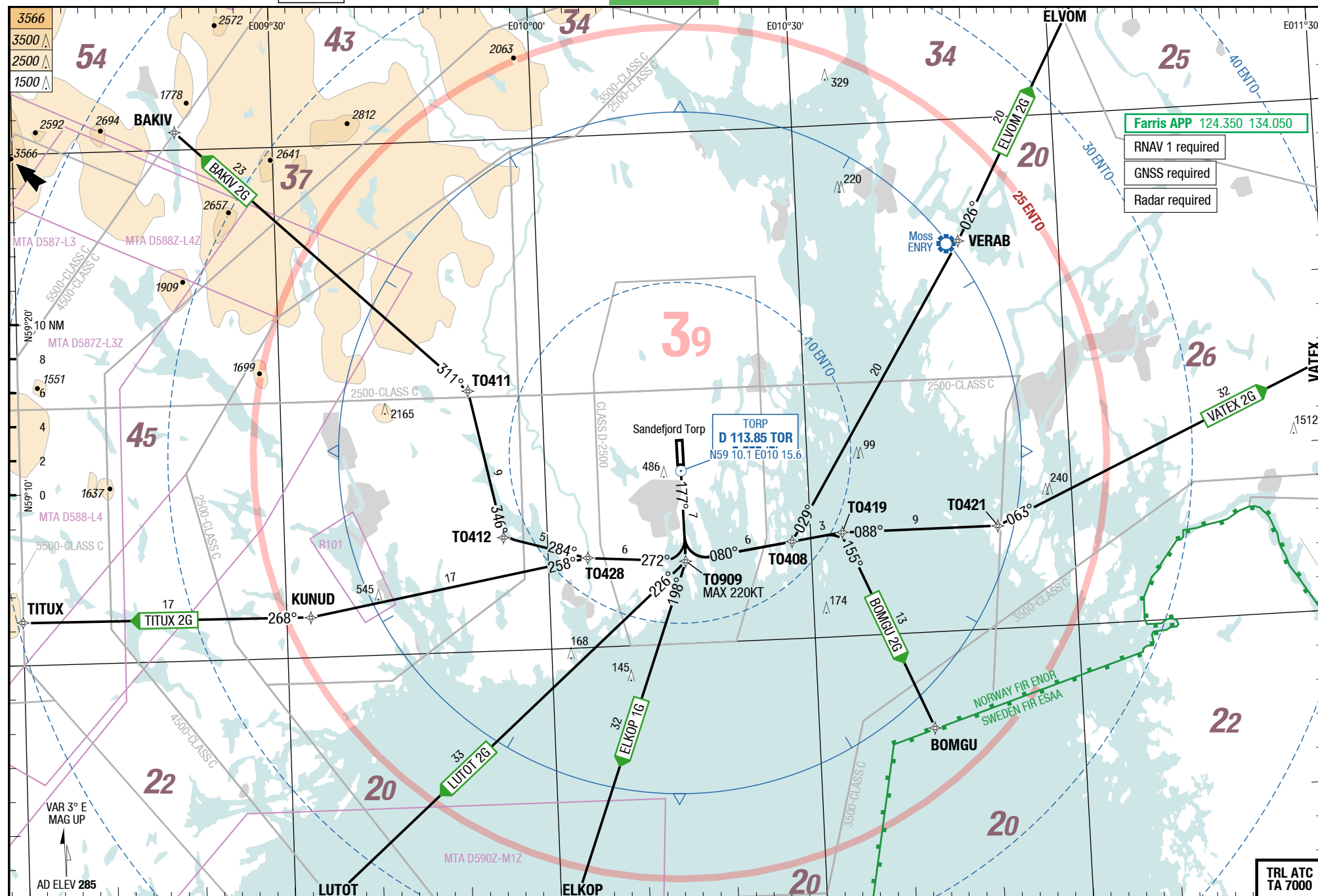
SID

SID

Torp Sandefjord Norway

RNAV SIDs RWY 36

RNAV SIDs RWY 18



Changes: Reprint

TRL ATC
TA 7000

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25-JAN-2018

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Norway Sandefjord Torp

Torp Sandefjord Norway

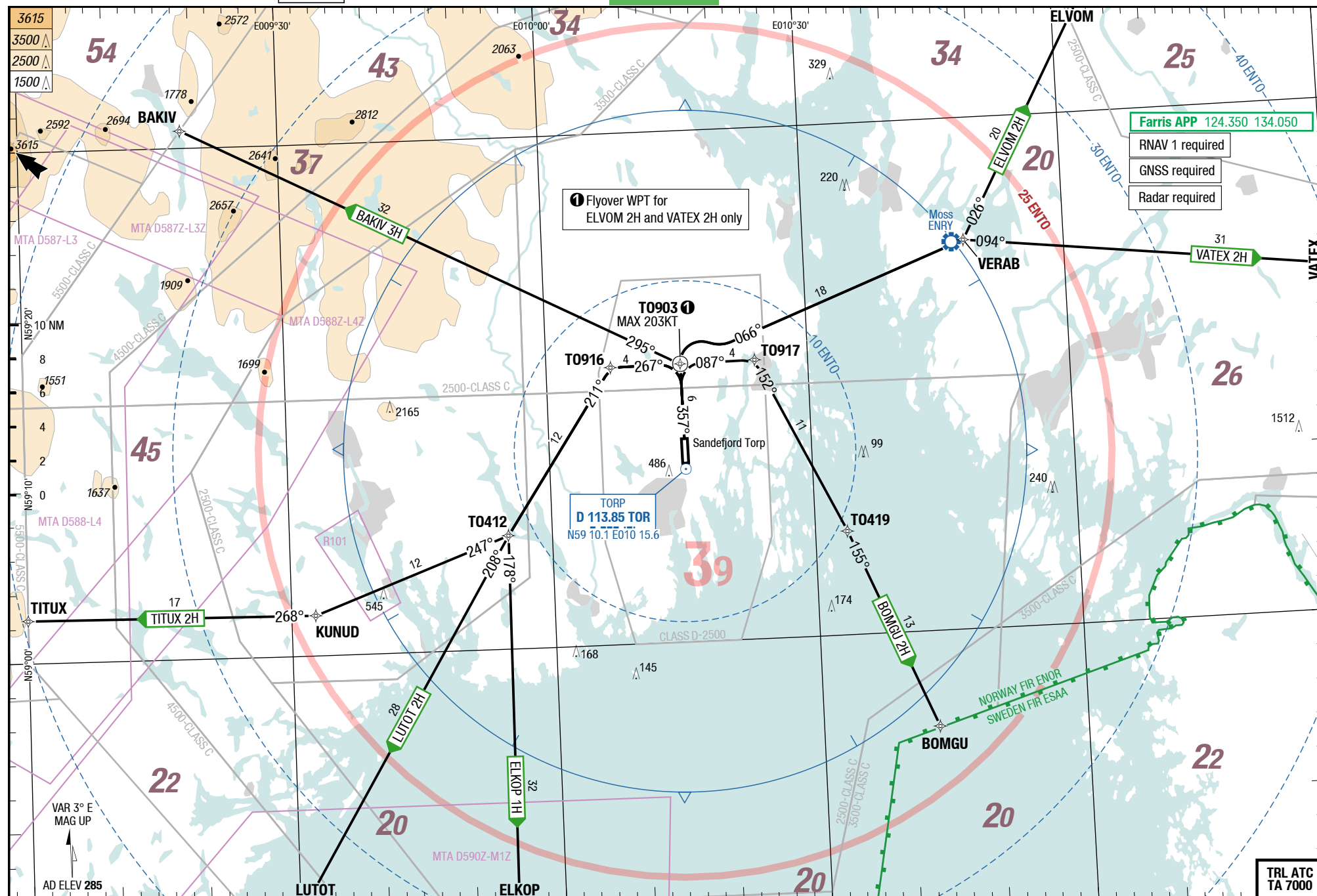
4-20

RNAV SIDs RWY 36

SID

SID

RNAV SIDs RWY 36



Changes: Reprint

BAKIV 2G / BOMGU 2G / ELKOP 1G / ELVOM 2G / LUTOT 2G / TITUX 2G / VATEX 2G
RWY 18 (177°)

When instructed, contact Farris APP.

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18	
BAKIV 2G 6.6% to 4000 134.050 ①②③	T0909 [K220- ;R] - T0428 - T0412 [R] - T0411 [L] - BAKIV	initial climb 4000
BOMGU 2G 6.6% to 4000 134.050 ①②③	T0909 [K220- ;L] - T0419 [R] - BOMGU	initial climb 4000
ELKOP 1G 6.6% to 4000 134.050 ①②③	T0909 [K220- ;R] - ELKOP	initial climb 4000
ELVOM 2G 6.6% to 4000 134.050 ①②③	T0909 [K220- ;L] - T0408 [L] - VERAB - ELVOM	initial climb 4000
LUTOT 2G 6.6% to 4000 134.050 ①②③	T0909 [K220- ;R] - LUTOT	initial climb 4000
TITUX 2G 6.6% to 4000 134.050 ①②③	T0909 [K220- ;R] - T0428 - KUNUD - TITUX	initial climb 4000
VATEX 2G 6.6% to 4000 134.050 ①②③	T0909 [K220- ;L] - T0419 - T0421 [L] - VATEX	initial climb 4000

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

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

③ Close-in OBST (trees) in DER area (end of CWY) E and W of extended RWY CL.

BAKIV 3H / BOMGU 2H / ELKOP 1H / ELVOM 2H / LUTOT 2H / TITUX 2H / VATEX 2H
RWY 36 (357°)

When instructed, contact Farris APP.

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 36	
BAKIV 3H 6.6% to 4000 134.050 ①②③	T0903 [K203- ;L] - BAKIV	initial climb 4000
BOMGU 2H 6.6% to 4000 134.050 ①②③	T0903 [K203- ;R] - T0917 [R] - T0419 - BOMGU	initial climb 4000
ELKOP 1H 6.6% to 4000 134.050 ①②③	T0903 [K203- ;L] - T0916 [L] - T0412 [L] - ELKOP	initial climb 4000
ELVOM 2H 6.6% to 4000 134.050 ①②③	<u>T0903</u> [K203- ;R] - VERAB [L] - ELVOM	initial climb 4000
LUTOT 2H 6.6% to 4000 134.050 ①②③	T0903 [K203- ;L] - T0916 [L] - T0412 - LUTOT	initial climb 4000
TITUX 2H 6.6% to 4000 134.050 ①②③	T0903 [K203- ;L] - T0916 [L] - T0412 [R] - KUNUD [R] - TITUX	initial climb 4000
VATEX 2H 6.6% to 4000 134.050 ①②③	<u>T0903</u> [K203- ;R] - VERAB [R] - VATEX	initial climb 4000

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

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

③ Close-in OBST (trees) in DER area (end of CWY) E and W of extended RWY CL.

DEPARTUREs								
		GS	120	150	180	210	240	270
	6.6%	ft/MIN	900	1100	1300	1500	1700	1900
RWY		Routing						
OMNI 2G		RWY 18 6.6% to 4000 (if unable to comply, inform ATC) 177° - expect further clearance from ATC MNM turn ALT 1500 initial climb 4000						
OMNI 2H		RWY 36 6.6% to 4000 (if unable to comply, inform ATC) 357° - expect further clearance from ATC MNM turn ALT 1500 initial climb 4000						
RWY		Notes						
18 / 36		1. When instructed, contact Farris APP.						

TRF-ENTO

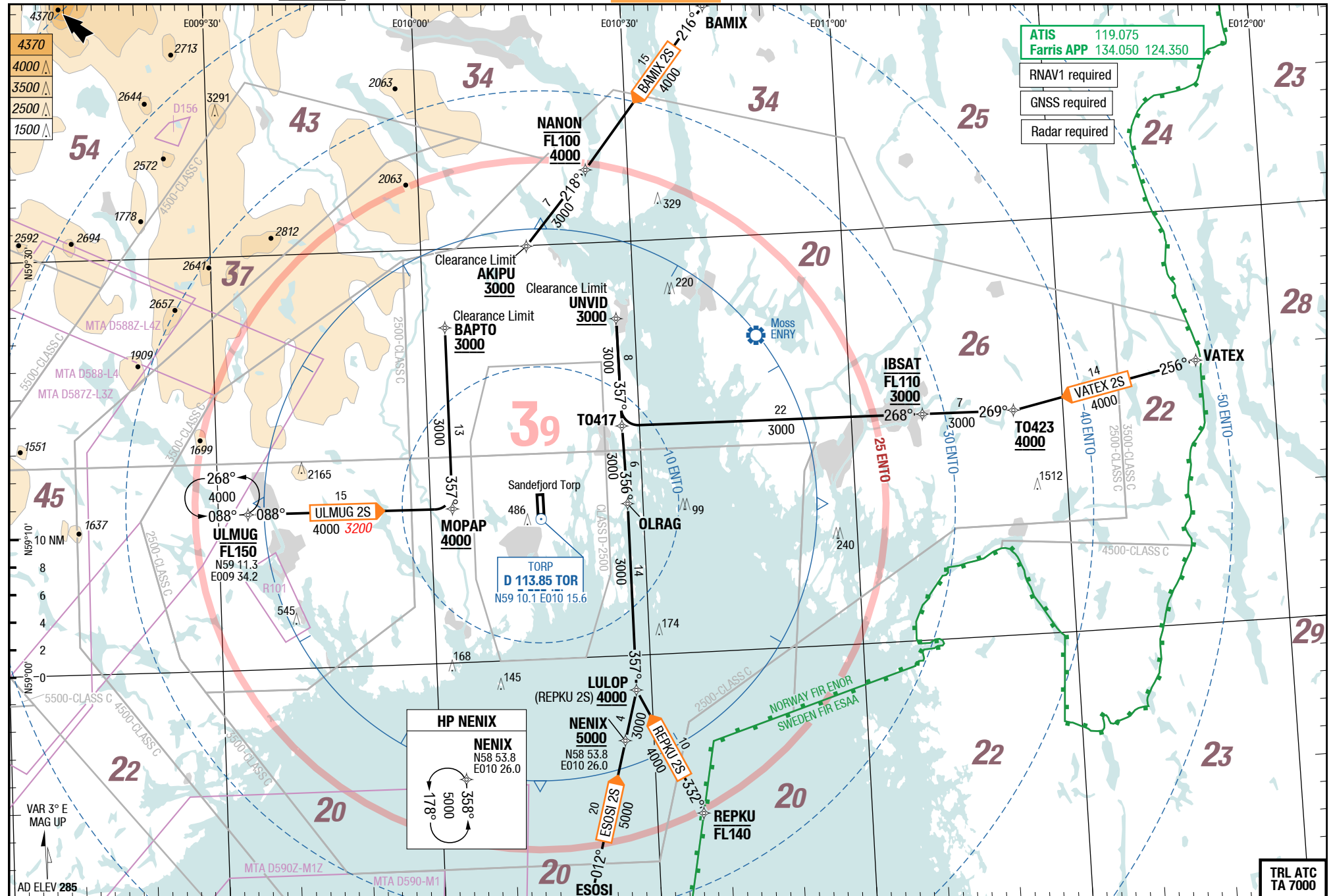
RNAV STARs RWY 18

STAR

STAR

RNAV STARs RWY 18

6-10



Changes: Completely revised

TRL ATC
TA 7000

© Lido 2016

Effective 26-MAY-2016

19-MAY-2016

TRF-ENTO

6-20

Norway Sandefjord Torp

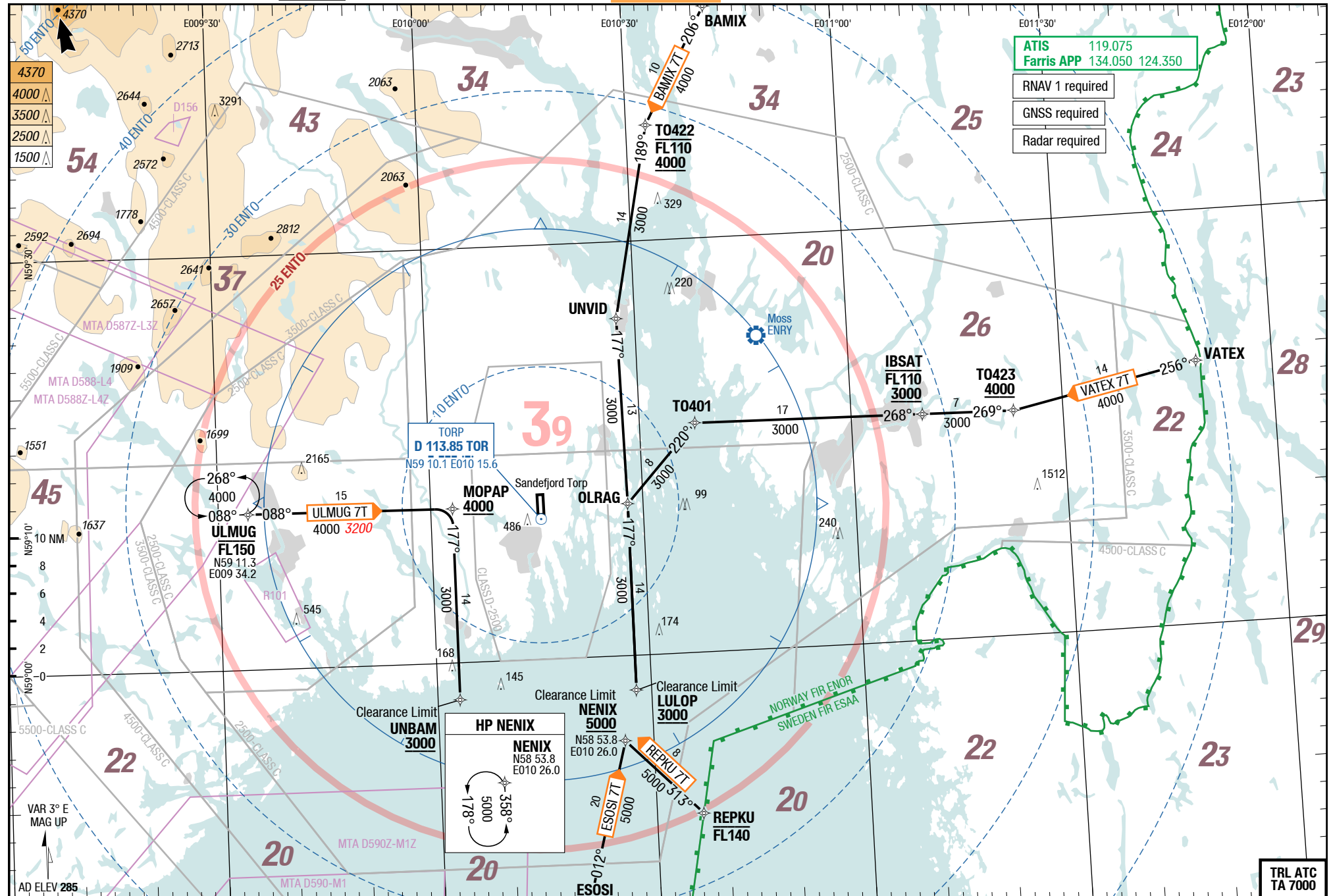
RNAV STARs RWY 36

STAR

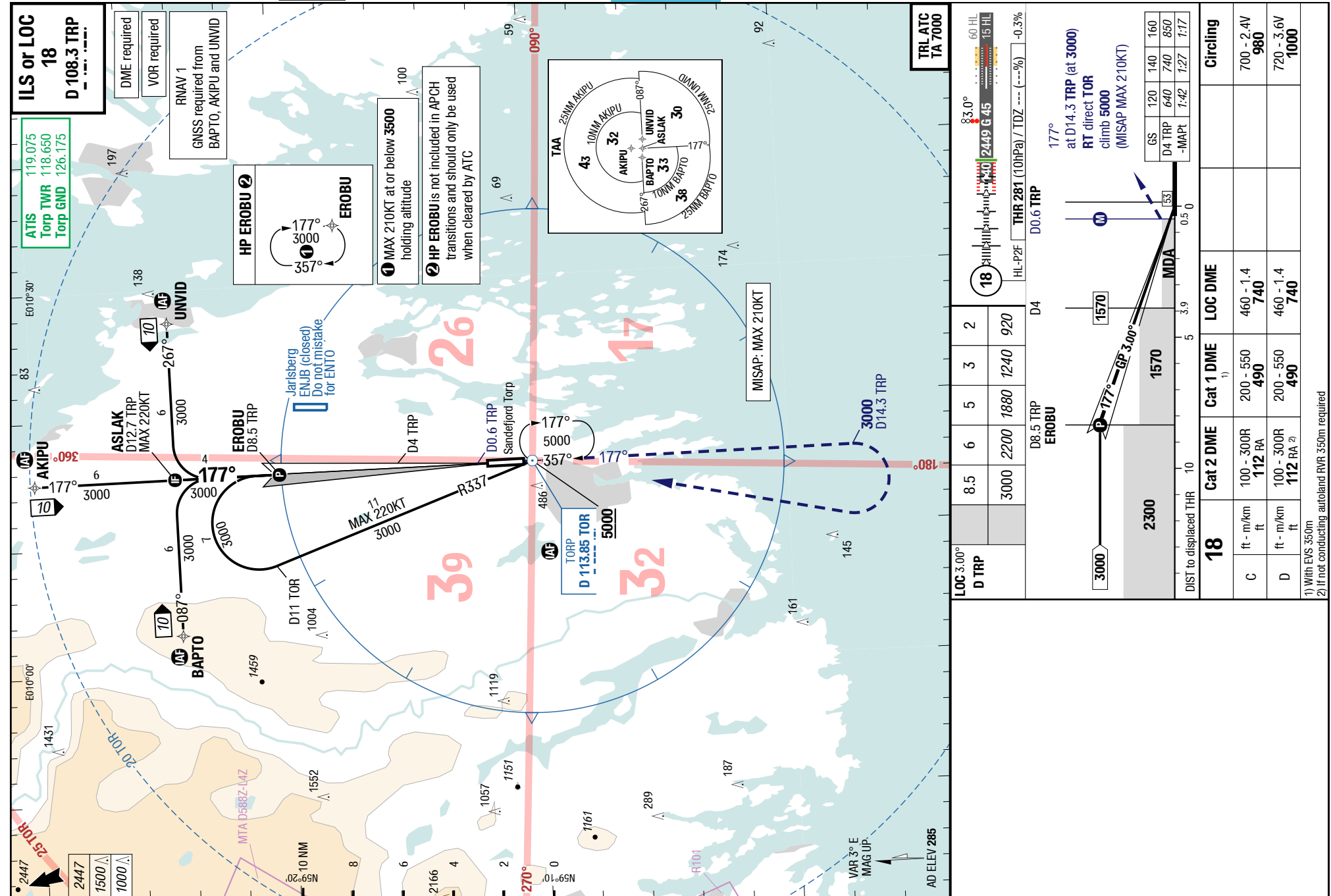
STAR

Torp Sandefjord Norway

RNAV STARs RWY 36



Changes: Completely revised



Norway Sandefjord Torp

Torp Sandefjord Norway

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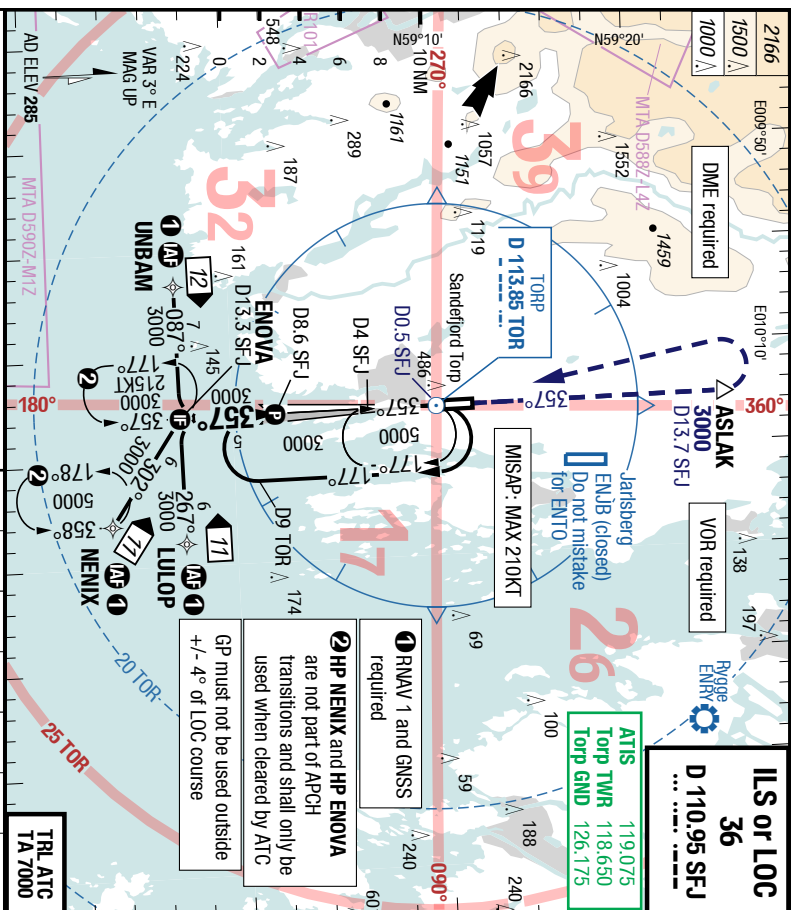
7-20

ILS or LOC 36

IAC

IAC

ILS or LOC 36



	LOC 3.00
60 HI	2
15 HL	3
45 G 2499	5
220+ 418 + 418 + 418 + 418	6
3.0° 8	7
780	8.6
(36)	
TDZ --- (- - - %) / THR 254 (9HPa)	900
-0.3%	1230
	1870
	2200
	2520
	3000
	DSU

SFJ D0.5

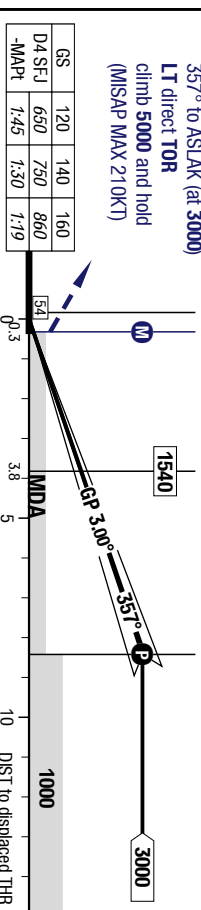
D4

D8.6 SFJ

357° to ASLAK (at 3000)

OR

and hold
X 210KT)



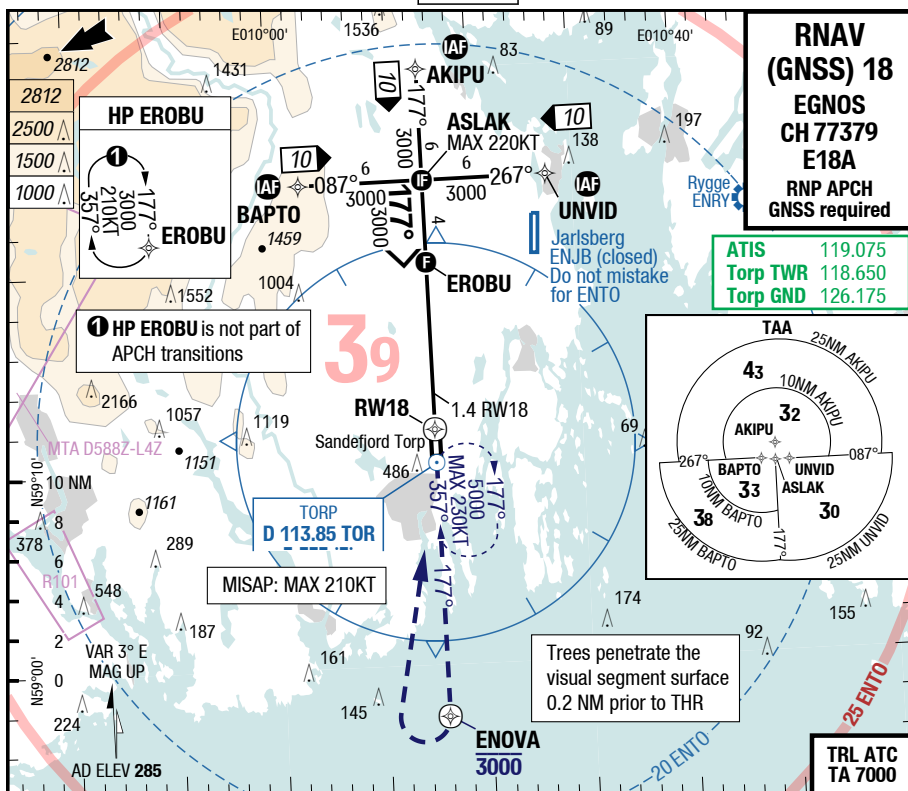
36	Cat 1 DME	LOC DME	Circling		
	¹⁾				
C	ft - m/km 270 - 600 520	420 - 1.2 670			700 - 2.4V 980
D	ft - m/km 280 - 600 530	420 - 1.2 670			720 - 3.6V 1000

1) With EVS 550m

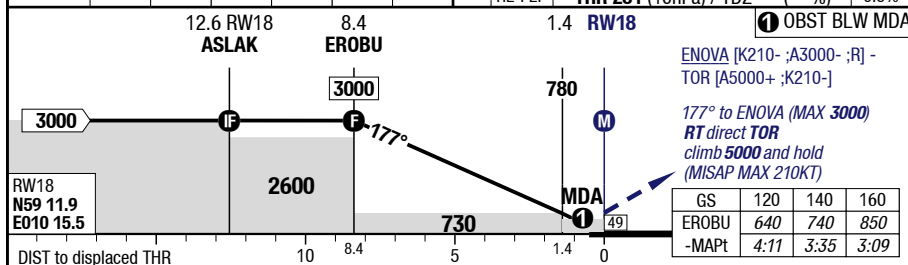
TRF-ENTO

7-30

RNAV (GNSS) 18



3.00° RW18	8.4	6	5	4	3	2	
	3000	2240	1930	1610	1290	970	



18		RNAV GNSS LPV 1) 2)	RNAV GNSS VNAV 1) 2) 3)	RNAV GNSS LNAV 4)			Circling
C	ft - m/km ft	260 - 600 540	270 - 600 550	350 - 900 630			700 - 2.4V 980
D	ft - m/km ft	270 - 600 550	280 - 600 560	350 - 900 630			720 - 3.6V 1000

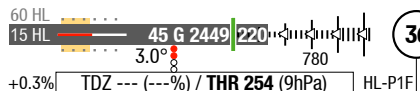
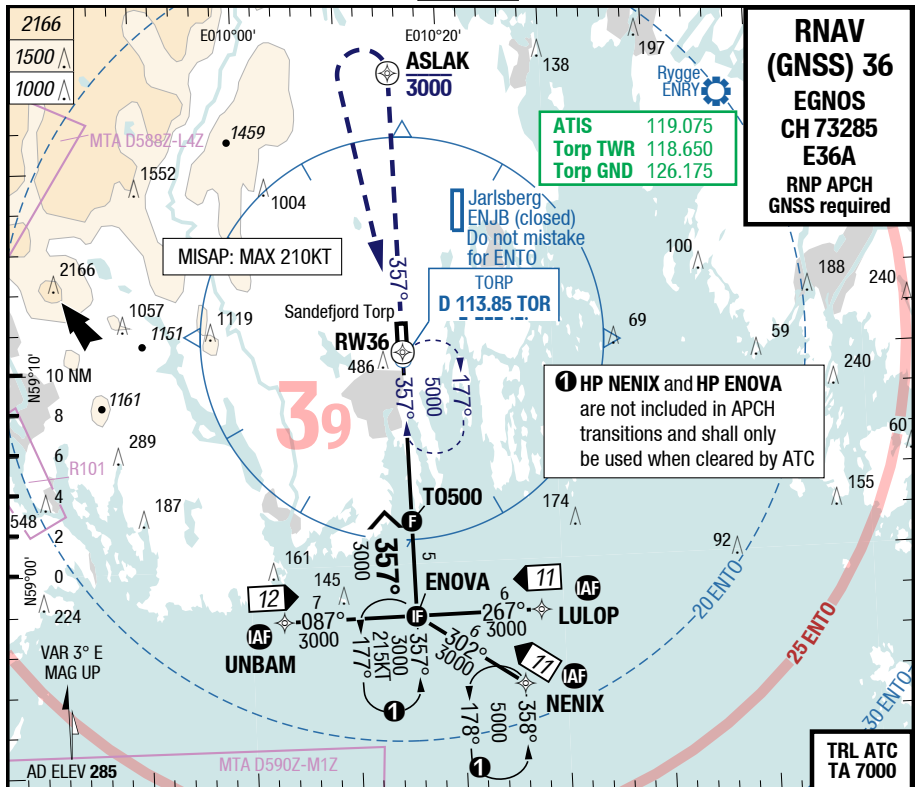
1) With EVS 400m	
2) wo HGS RVR 750m required	

3) Uncompensated BARO VNAV NA below -25°C (-13°F)
4) Timing to determine MAPt NA

TRF-ENTO

7-40

RNAV (GNSS) 36

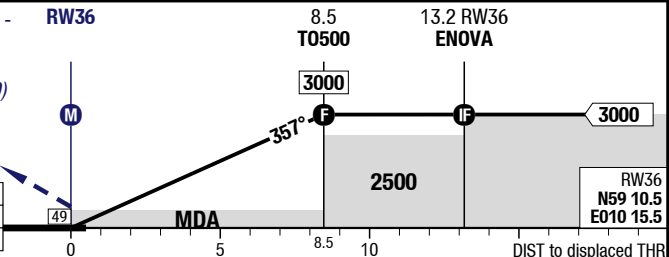


2	3	4	5	6	8.5	3.00°
940	1260	1580	1900	2220	3000	RW36

ASLAK [K210- ;A3000- ;L] -
TOR [A5000+ ;K210-]

357° to ASLAK (MAX 3000)
LT direct TOR
climb 5000 and hold
(MISAP MAX 210KT)

GS	120	140	160
TO500	640	740	850
-MAPt	4:14	3:38	3:10



36	RNAV GNSS LPV 1)	RNAV GNSS VNAV 2)	RNAV GNSS LNAV		Circling
C	ft - m/km ft 310 - 750 560	350 - 900 600 3)	450 - 1.4 700		700 - 2.4V 980
D	ft - m/km ft 320 - 750 570	370 - 1.0 620 4)	450 - 1.4 700		720 - 3.6V 1000

1) With EVS 550m

2) Uncompensated BARO VNAV NA below -25°C (-13°F)

3) With EVS 600m

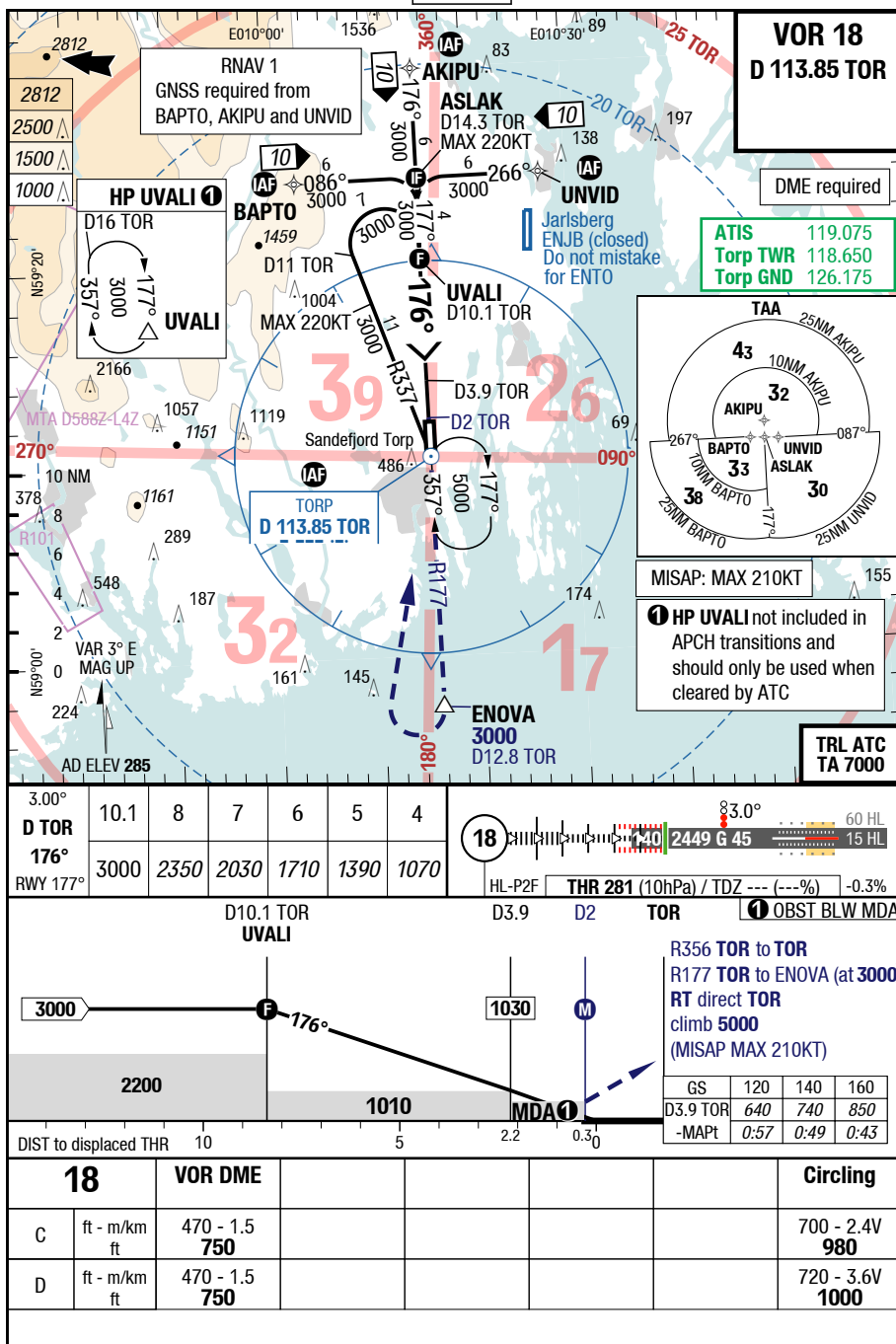
4) With EVS 650m

Changes: Nil

TRF-ENTO

7-50

VOR 18



TRF-ENTO

7-60

VOR 36

