GENERAL

Operational Hours

ATS Hours: H24

AD ADMIN Hours: Winter: MON-FRI 0700-1445 EXC HOL, Summer: 0700-1400 (15 MAY-14 SEP)

Airport Information

RFF: CAT 7, CAT 9 O/R with 30 min PN.
Fuel: MON-FRI 0400-2100‡, SAT 0400-1930‡, SUN 0400-2130‡. Other times O/R.
PCN: RWY 11/29: 65/F/A/W/U, RWY 18/36: 80/F/B/X/T
Customs: AVBL O/R MON-FRI 0700-1430‡. PN 2HR.

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
- When parked, set Mode A code 2000 before selecting OFF or STBY.
- after LDG, continuously until fully parked on stand.

Select ACFT identification feature if AVBL, before activating transponder.

TCAS shall not be selected before receiving CLR to line up, and must be turned off after vacating RWY.

ACFT not equipped with Mode S transponder shall select Mode A/C and assigned Mode A code; if no code has been asigned select a non-discrete code.

Low Visibility Procedures
LVP in force when RVR below 750m or CEIL below 250ft.
RVR 550m or below: One ACFT on the maneuvering area at the time.

TWY Restrictions
TWY E2, F1, F2 width 15m / 49ft and AVBL up to code letter C ACFT.
TWY C3, D width 10.5m / 34ft and AVBL up to code letter B ACFT.
TWY A1, E1, G1-G7, H, L2-L4, Q, R, S AVBL up to code letter D ACFT.
TWY L1, P AVBL up to code letter C ACFT.
TWY E2, F1 MAX wheel base 18m / 59ft and MAX wheel span 9m / 29ft.

TWY A2, C1, C2 CLSD
TWY D for HEL only.

Parking
Docking guidance system at stands 8-19.

Stand 21-23 taxi-in via TWY L1 and lead lines to stand.

Engine Run-up Areas
Engine testing prohibited between 2000-0500‡ and should be performed at stand 2 by TWY E2 or stand 7 by TWY G6.

Warnings

RWY 18/36 yellow flashing lights when arrester gears in use.

Danger area END209 Risavika established, 2.5NM NW or THR RWY 18.

Flare stack for venting gas erected at liquefied natural gas plant. Top of the flare stack 243 ft AMSL. Marked by red and white painted bands. Overflying the flare stack below 700ft within a radius of 0.1NM should be avoided due to possible gas release resulting flame of MAX height of 240ft above the stack. Upper limit 700ft AMSL.

GENERAL

Under certain criteria, regulated in Local Operating Procedures for Sola TWR, simultaneous instrument APCH with HEL to RWY 11 and other ACFT to RWY 18/36 are being conducted. ACFT involved can not expect traffic information regarding such simultaneous APCH as the APCH are separated from each other.

Birds in vicinity of AD.

ARRIVAL

Communication

COM Failure: Proceed on STAR and start APCH.

During MISAP
RWY 18
ILS or LOC and VOR: At D15 ZOL turn right direct ZOL, make new APCH.

RWY 36
ILS Z/Y or LOC Z/Y and VOR: At D15 ZOL turn left direct ZOL, make new APCH.

RWY 11
ILS Z or LOC Z and VOR: At D15 ZOL turn right direct ZOL, make VOR approach RWY 18, make new APCH.

ILS Y or LOC Y/X: At D15 ZOL turn left direct ZOL, make VOR approach RWY 18, make new APCH.

RWY 29
VOR: Climb on R106/R286 ZOL. At D9 ZOL turn left to intercept and follow D11 ZOL. When passing R116 ZOL R116 ZOL tun left to intercept R106 ZOL, make new APCH.

Arrival Procedure

Point Merge System (PMS)
The point merge system is in use. See Lido/RouteManual General Part NAV chapter.

Low Visibility Procedures
RWY 29: When RVR above 550m exit RWY via E1 and G7 only.
Report "RWY vacated" after passing green/yellow TWY CLL.

Noise Abatement Procedures
ACFT making visual APCH shall preferably execute a direct APCH followed by a straight-in LDG.

Avoid overflying densely populated areas whenever possible.

During APCH to RWY 11 and 36 the PAPI GS shall be followed from 1000ft when compatible with APCH PROC used .

For APCH to RWY 18, establish on ILS or extended CL at MNM 2000ft. APCH from the East shall avoid overflying Stavanger city and surrounding build-up area.

Non-standard GP Intercept Position on RWY 18
GP intercept RWY 18 at *314m / 1030ft* after landing threshold.
Remaining DIST beyond GP is *2182m / 7159ft.*

DEPARTURE

Take-off Minima

RWY		18	
All ACFT	ft - m/km	0 - 125R	-
RWY		11, 36	
All ACFT	ft - m/km	0 - 550R/550V	-
RWY		29	
All ACFT	ft - m/km	0 - 550V	-

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.

RNAV
Maintain last assigned LVL for 2min, then climb to CPL cruising LVL. ACFT under vectoring shall proceed in the most direct manner possible to rejoin the CPL route not later than the next significant point, climbing to the CPL cruising LVL taking into consideration the applicable MNM flight ALT.

RWY 18
ALUVA 1G/1X, GEDLU 1G/1X, LAPOT 1G: If no further climb received prior to AGNUB climb to CPL cruising LVL.

BIVKI 1G: If no further climb received prior to 19NM to BIVKI, climb to CPL cruising LVL.

PEVEB 1G/1X: If no further climb received prior to ZV424, climb to CPL cruising LVL.

RUMOG 1G: If no further climb received prior to 17NM from RUMOG, climb to CPL cruising LVL.

ODINU 1G, UPLEV 1G: If no further climb received prior to PIBEN, climb to CPL cruising LVL.

LAPOT 1X: If no further climb received prior to reaching 28NM from LAPOT, climb to CPL cruising LVL.

UPLEV 1X: If no further climb reveived prior to ZV428, climb to CPL cruising LVL.

RWY 36
ALUVA 1H: If no further climb received prior to ZV521, climb to CPL cruising LVL.

BIVKI 1H: If no further climb received prior to ZV524, climb to CPL cruising LVL.

GEDLU 1H: If no further climb received prior to NINED, climb to CPL cruising LVL.

LAPOT 1H: If no further climb received prior to ZV522, climb to CPL cruising LVL.

ODINU 1H: If no further climb received prior to 28NM from ODINU, climb to CPL cruising LVL.

PEVEB 1H, UPLEV 1H: If no further climb received prior to ZV525, climb to CPL cruising LVL.

RWY 36 (PROP ACFT)
ALUVA 1Z: If no further climb received 5NM prior to ZV521, climb to CPL cruising LVL.

BIVKI 1Z, PEVEB 1Z: If no further climb received prior to AGNUB, climb to CPL cruising LVL.

LAPOT 1Z, RUMOG 1Z: If no further climb received prior to AGNUB, climb to CPL cruising LVL.

UPLEV 1Z: If no further climb received 5NM prior to ZV528, climb to CPL cruising LVL.

DEPARTURE

RWY 11
ALUVA 1E: If no further climb received prior to ZV803, climb to CPL cruising LVL.

BIVKI 1E, RUMOG 1E: If no further climb received prior to ZV802, climb to CPL cruising LVL.

GEDLU 1E: If no further climb received prior to NINED, climb to CPL cruising LVL.

LAPOT 1E: If no further climb received 18NM prior to LAPOT, climb to CPL cruising LVL.

ODINU 1E, UPLEV 1E: If no further climb received prior to ZV804, climb to CPL cruising LVL.

PEVEB 1E: If no further climb received 9NM prior to PEVEB, climb to CPL cruising LVL.

RWY 29
ALUVA 1F: If no further climb received prior to ZV855, climb to CPL cruising LVL.

BIVKI 1F, PEVEB 1F: If no further climb received prior to ZV852, climb to CPL cruising LVL.

GEDLU 1F: If no further climb received prior to18NM from NINED, climb to CPL cruising LVL.

LAPOT 1F: If no further climb received prior to 6NM from ZV853, climb to CPL cruising LVL.

ODINU 1F: If no further climb received prior to 42NM from ODINU, climb to CPL cruising LVL.

RUMOG 1F: If no further climb received prior to 25NM from RUMOG, climb to CPL cruising LVL.

UPLEV 1F: If no further climb received prior to ZV 854, climb to CPL cruising LVL.

RWY 29 (PROP)
GEDLU 1Y: If no further climb received prior to reaching 18NM from NINED, climb to CPL cruising LVL.

UPLEV 1Y: If no further climb received prior to ZV854, climb to CPL cruising LVL.

During omnidirectional DEP
RWY 11 OMNI 1E: Climb on track 106° to 5000ft, then...
RWY 29 OMNI 1F: Climb on track 286° to 5000ft, then...

RWY 11 OMNI 1Q: Climb on track 106° to MNM 550ft (only right westbound turns within track 195° to 320° allowed), then...
RWY 29 OMNI 1Z: Climb on track 286° to MNM 450ft (only turns within track 195° to 320° allowed), then...

RWY 18 OMNI 1G: Climb on track 179° to 5000ft, then...
RWY 36 OMNI 1H: Climb on track 359° to 5000ft, then...

RWY 18 OMNI 1X: Climb on track 179° to MNM 550ft (only right westbound turns within track 195° to 325° allowed), then...
RWY 36 OMNI 1Y: Climb on track 359° to MNM 550ft (only left westbound turns within track 195° to 320° allowed), 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 CPL cruising LVL.

DEPARTURE

Departure Procedure

Start-up/Push-back
Obtain start-up CLR from ATC. Run-up must be completed before requesting taxi CLR.

Contact GND/TWR for start-up/push-back on all stands.

At stands 7-12, 24: "REQ long push".

At stands 13-23, 30-36: "REQ either push for ACFT up to code letter C or long push for ACFT up to code letter F".

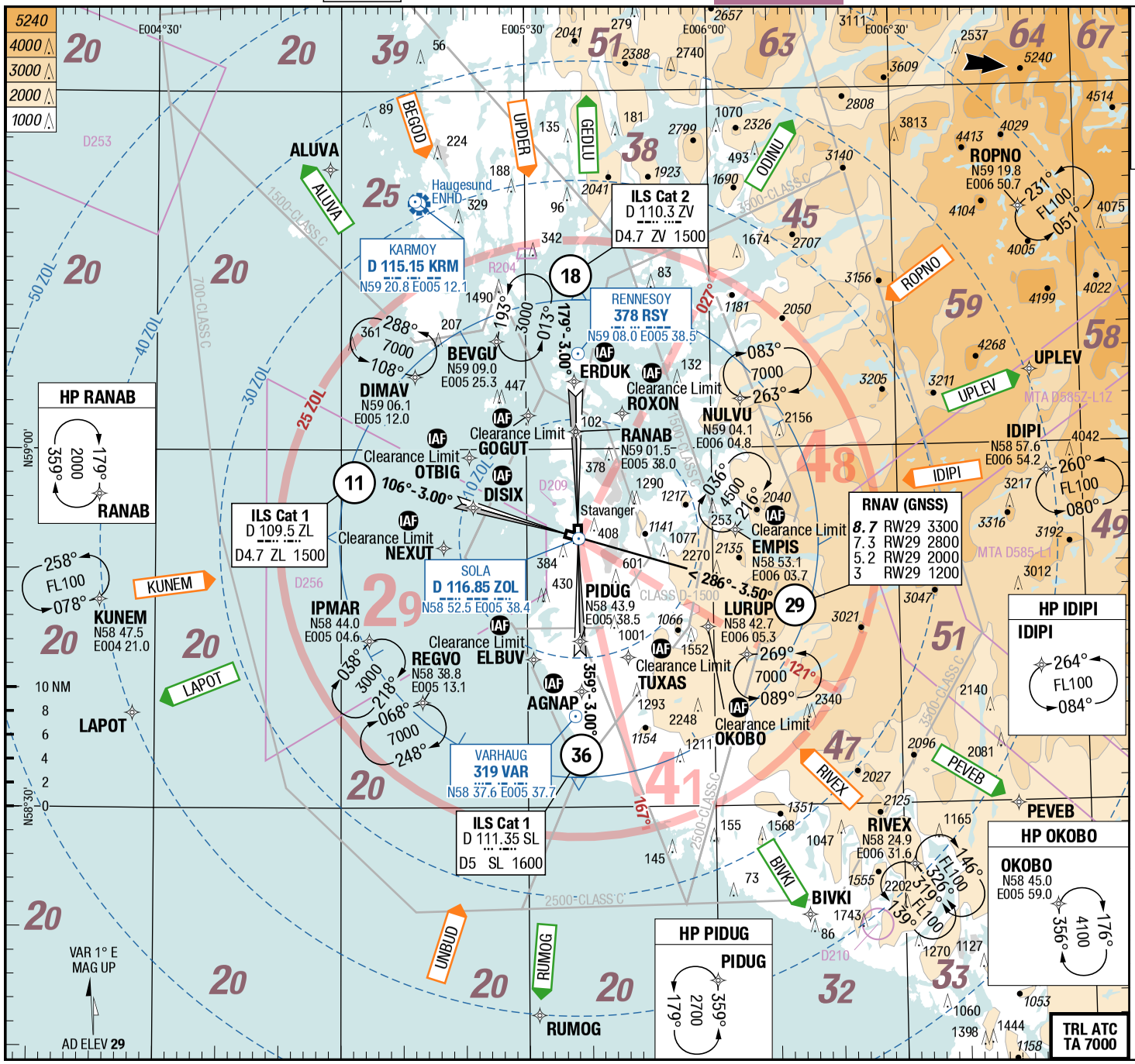
"REQ long push and start" when wingspan above 36m / 118ft and ACFT length above 38.5m / 126ft.

Low Visibility Procedures
Departure only possible for RWY 18 via TWY G1.

Noise Abatement Procedure: Climb straight ahead to 3000ft before commencing any turn.

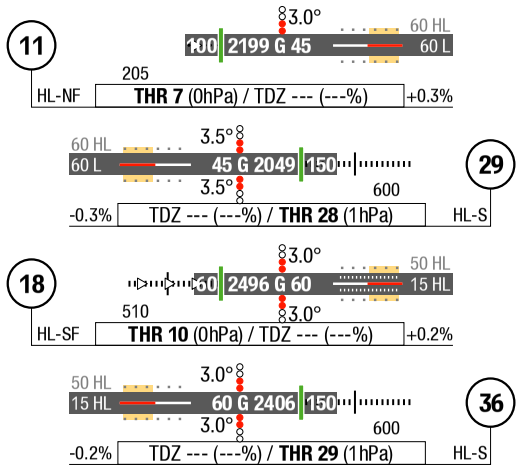
De-Icing

De-Icing PROC
- Before start-up, contact handling agent and request de-icing
- When requesting start-up, inform GND/TWR that de-icing is needed.
- Contact GND/TWR for taxi-guidance to deicing platform (P and Q).
- ACFT with wingspan 65m / 213ft and above shall be guided by follow-me to the de-icing.
- Before entering the de-icing platform, contact the deicing coordinator.
- When deicing is finished contact GND/TWR for taxi CLR.



ATIS	126.000
Sola ARR	119.400 HO
Sola APP	119.600 HO 118.500 HO
Sola TWR	118.350 122.100
Sola GND	121.750 HO

Landing RWY system:



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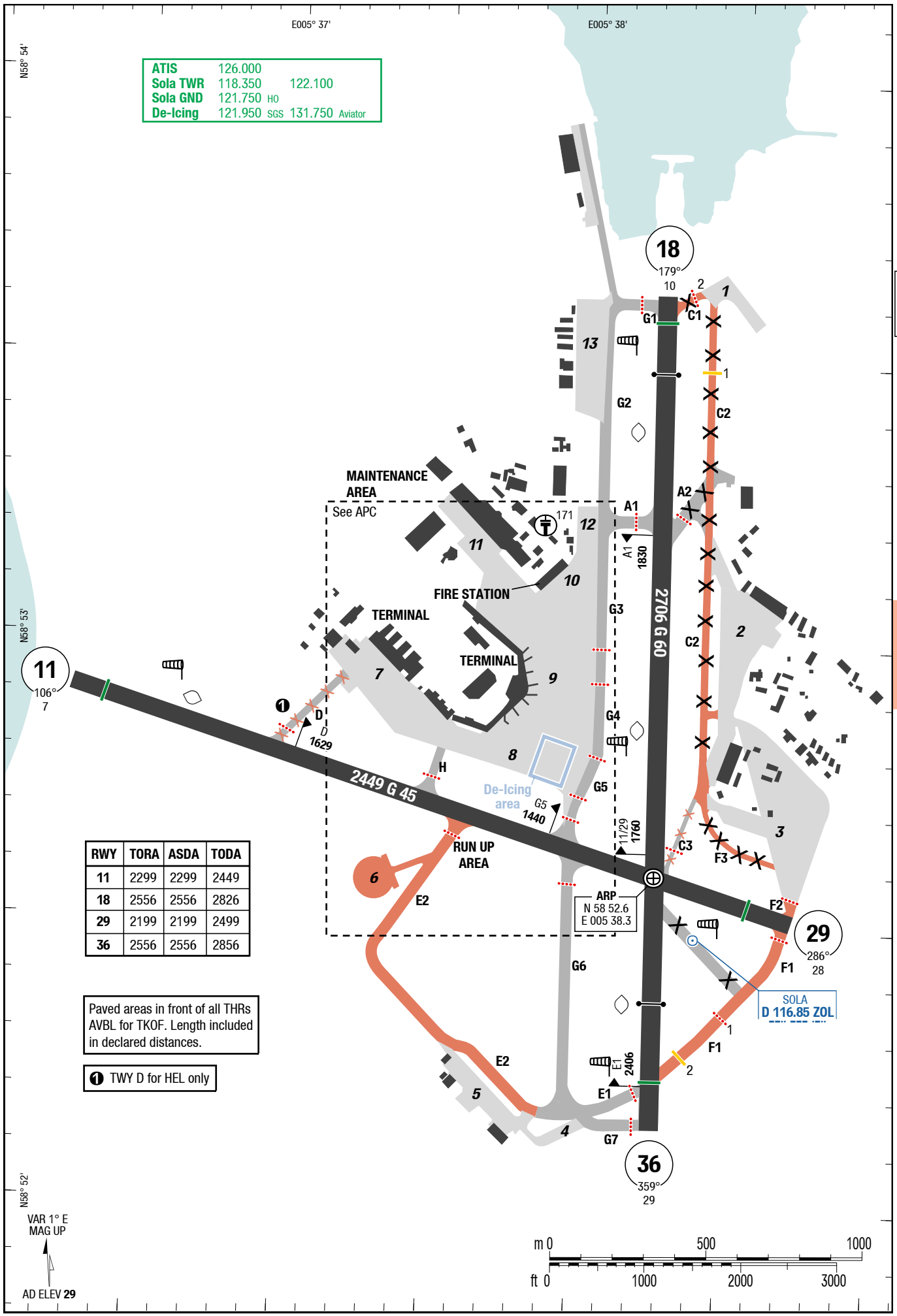
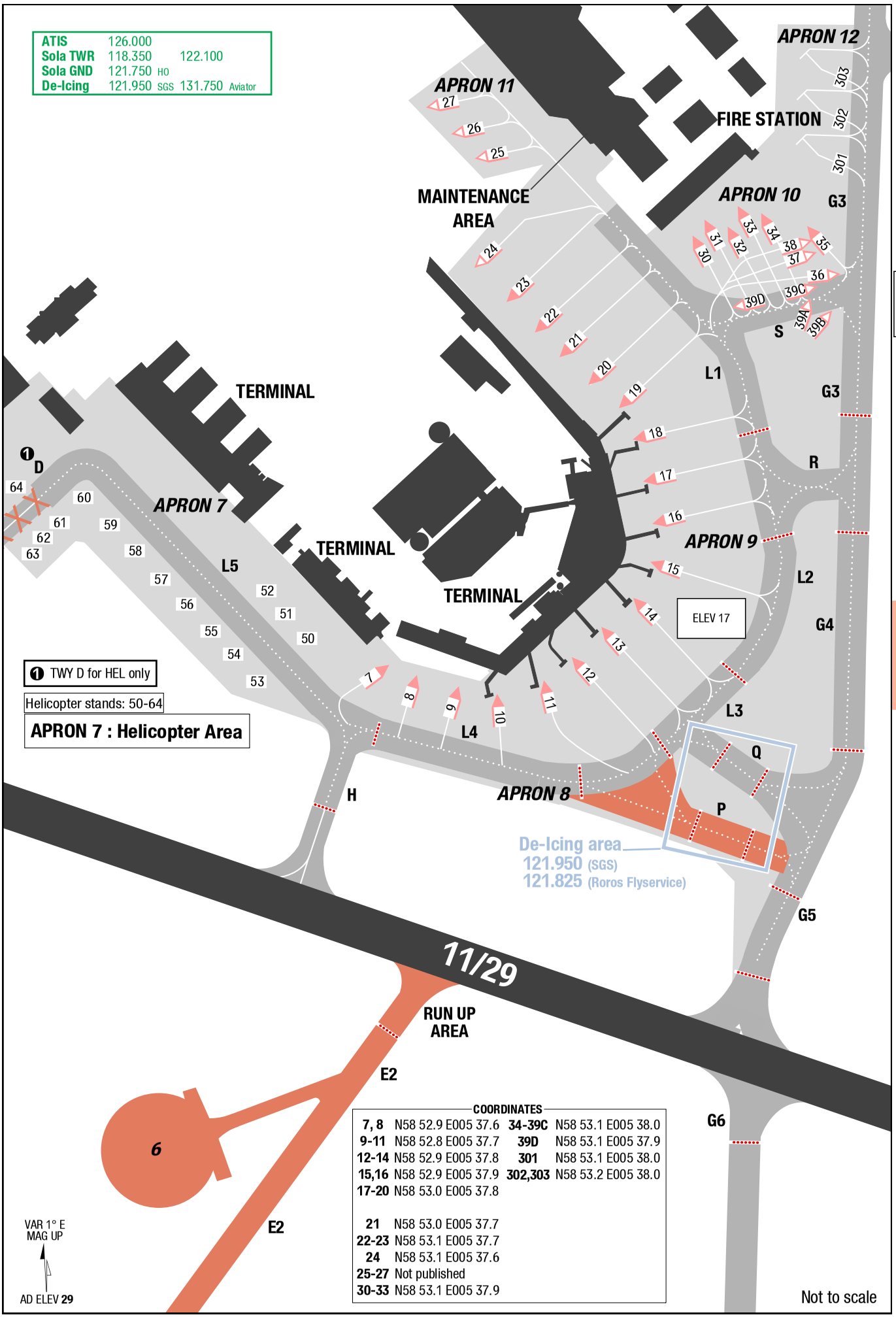
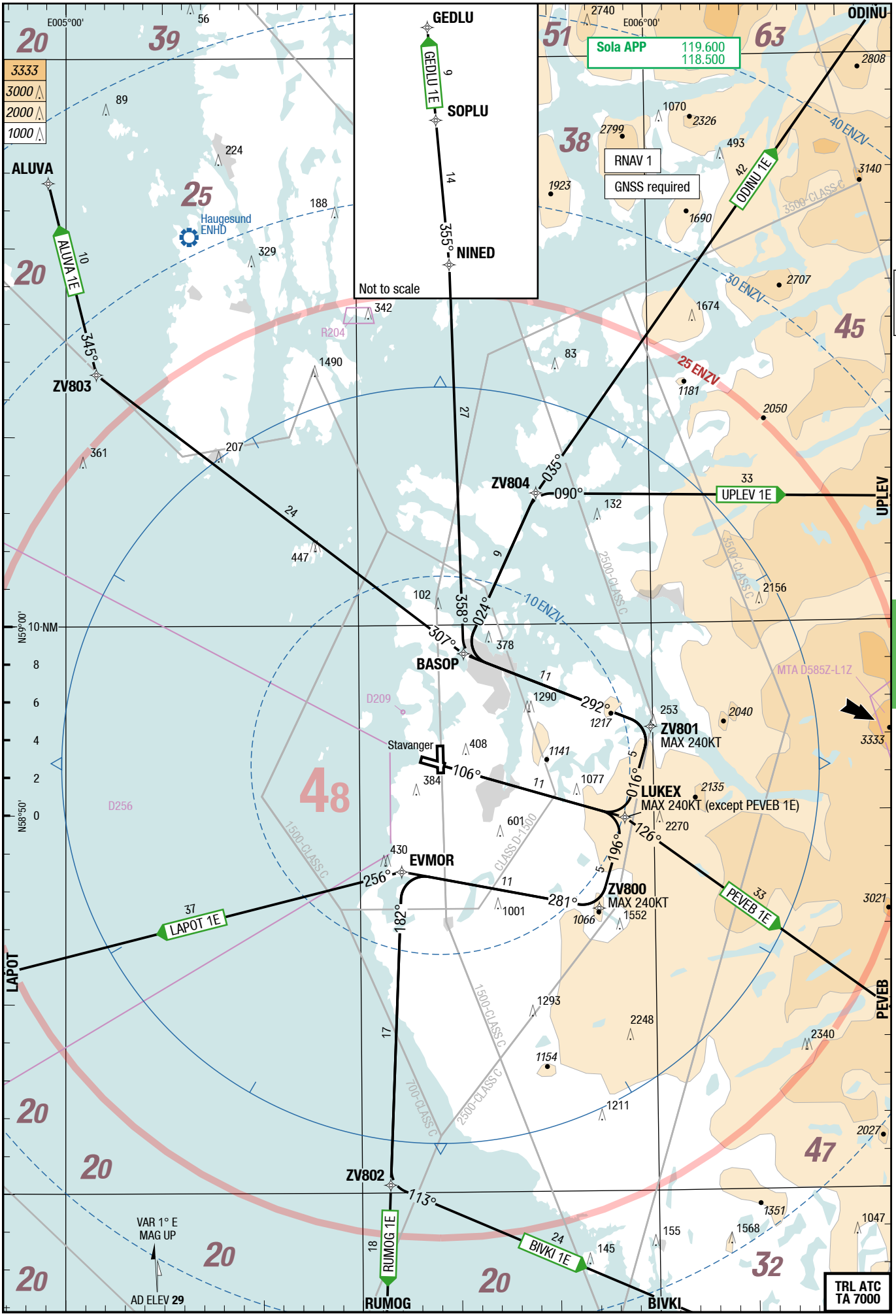
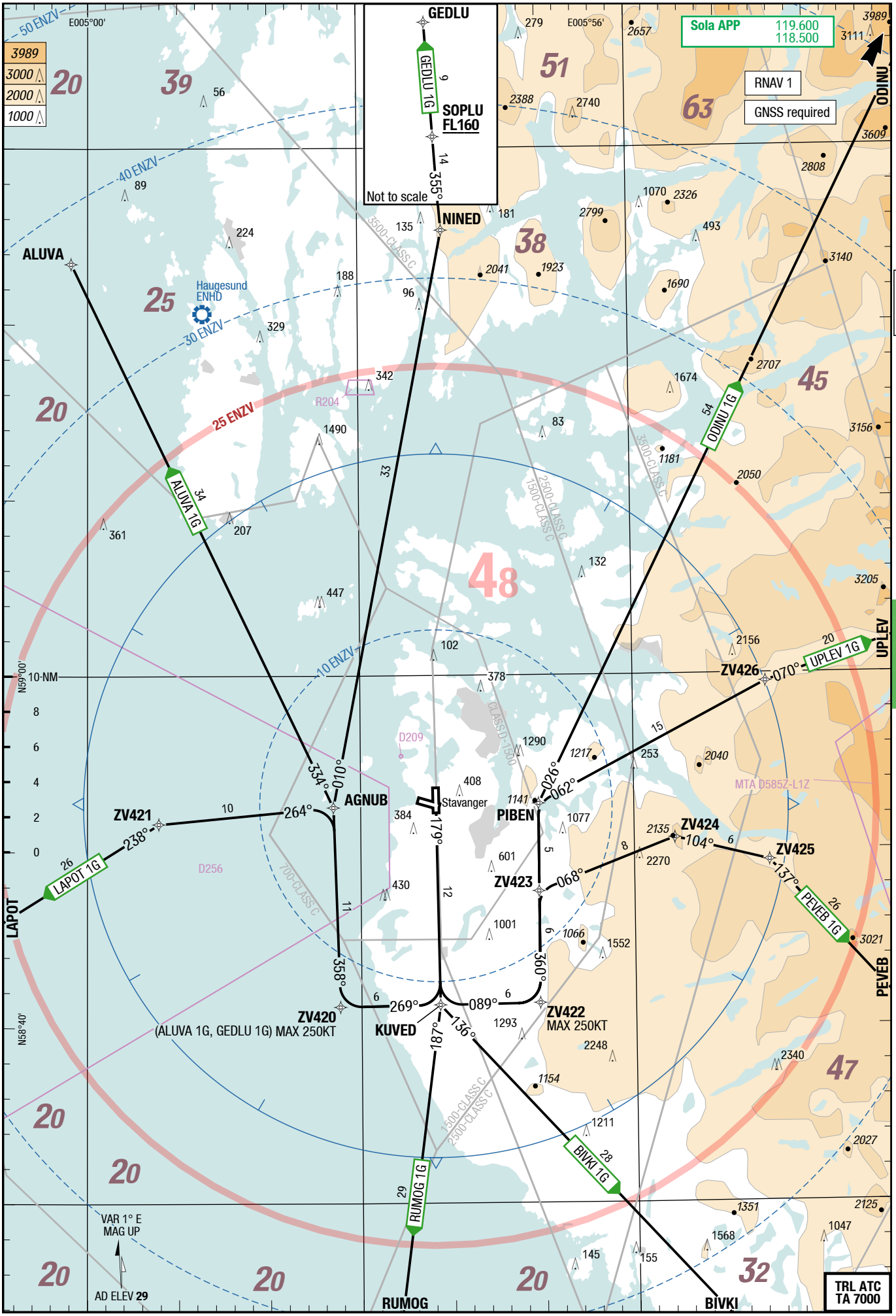
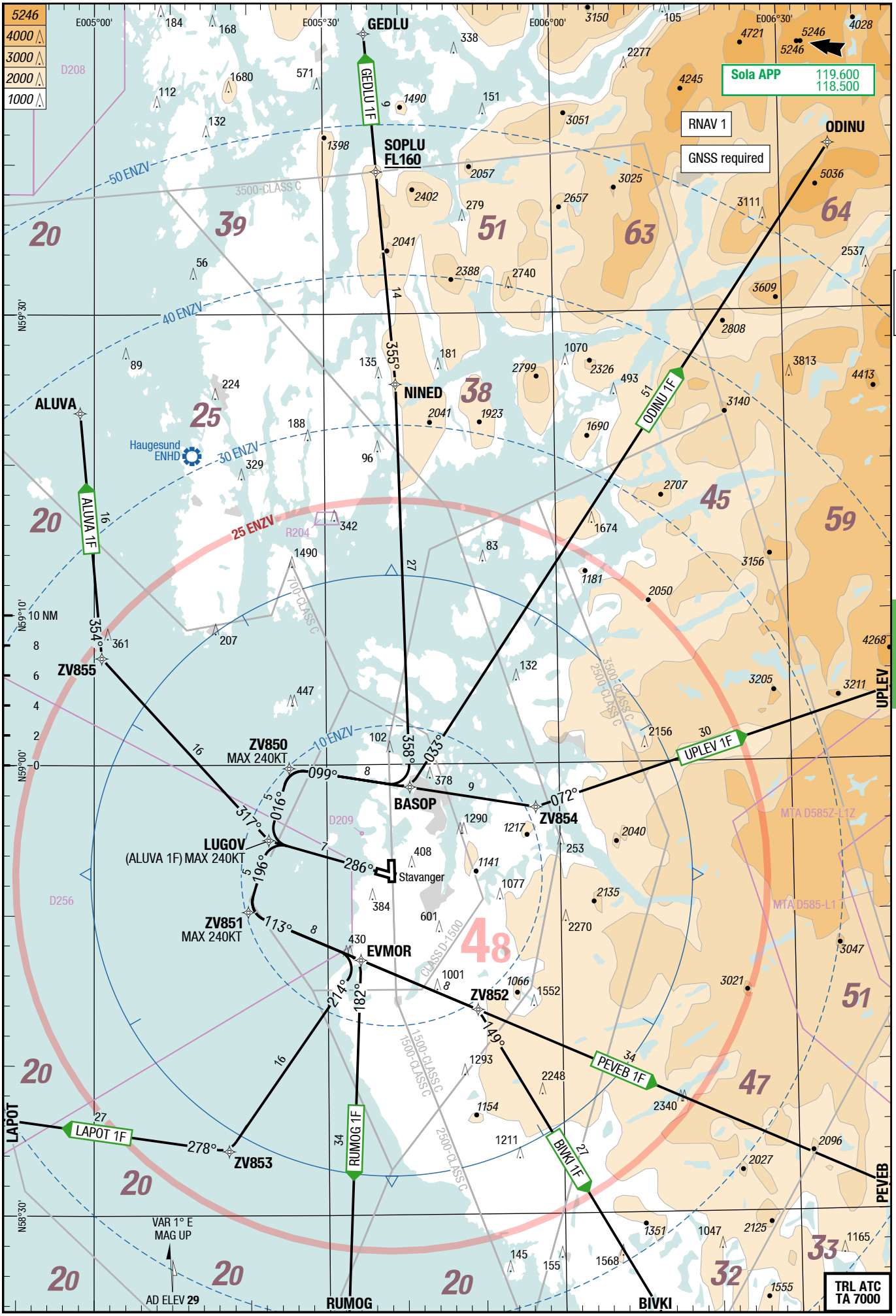

E005° 37'
E005° 38'
N58° 54'
N58° 53'
N58° 52'
ATIS 126.000
Sola TWR 118.350 122.100
Sola GND 121.750 HO
De-Icing 121.950 SGS 131.750 Aviator
18
179°
10
11
106°
7
29
286°
28
36
359°
29
2706 G 60
2449 G 45
11/29
1760
A1
1830
D
1629
G5
1440
MAINTENANCE AREA
See APC
FIRE STATION
TERMINAL
TERMINAL
De-Icing area
RUN UP AREA
ARP
N 58 52.6
E 005 38.3
SOLA
D 116.85 ZOL
171
RWY TORA ASDA TODA
11 2299 2299 2449
18 2556 2556 2826
29 2199 2199 2499
36 2556 2556 2856
Paved areas in front of all THRs AVBL for TKOF. Length included in declared distances.
❶ TWY D for HEL only
VAR 1° E
MAG UP
AD ELEV 29
m 0 500 1000
ft 0 1000 2000 3000


ATIS 126.000
Sola TWR 118.350 122.100
Sola GND 121.750 HO
De-Icing 121.950 SGS 131.750 Aviator
APRON 12
APRON 11
FIRE STATION
MAINTENANCE AREA
APRON 10
G3
S
L1
TERMINAL
APRON 7
TERMINAL
TERMINAL
L5
R
APRON 9
L2
ELEV 17
G4
L3
L4
Q
P
APRON 8
H
De-Icing area
121.950 (SGS)
121.825 (Roros Flyservice)
G5
11/29
RUN UP AREA
E2
G6
6
E2
TWY D for HEL only
Helicopter stands: 50-64
APRON 7 : Helicopter Area
VAR 1° E
MAG UP
AD ELEV 29
Not to scale
COORDINATES
7, 8 N58 52.9 E005 37.6
9-11 N58 52.8 E005 37.7
12-14 N58 52.9 E005 37.8
15,16 N58 52.9 E005 37.9
17-20 N58 53.0 E005 37.8
21 N58 53.0 E005 37.7
22-23 N58 53.1 E005 37.7
24 N58 53.1 E005 37.6
25-27 Not published
30-33 N58 53.1 E005 37.9
34-39C N58 53.1 E005 38.0
39D N58 53.1 E005 37.9
301 N58 53.1 E005 38.0
302,303 N58 53.2 E005 38.0

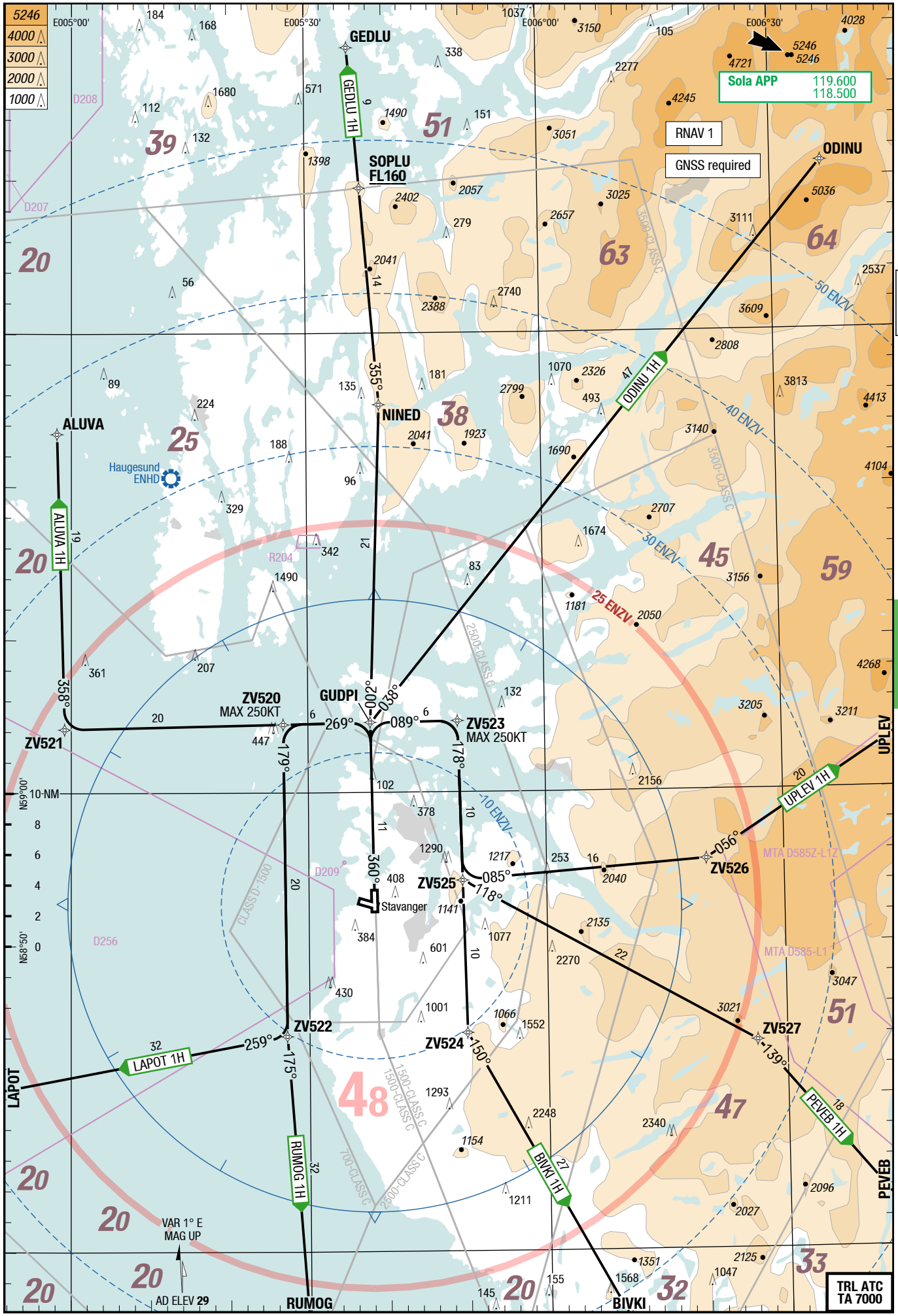
Changes: FREQ




GEDLU
GEDLU 1G
9
SOPLU
FL160
14
355°
Not to scale
NINED
Sola APP 119.600 118.500
RNAV 1
GNSS required
ODINU
ALUVA
ALUVA 1G
Haugesund
ENHD
50 ENZV
40 ENZV
30 ENZV
25 ENZV
10 ENZV
R204
3500-CLASS C
2500-CLASS C
1500-CLASS C
CLASS D-1500
700-CLASS C
D209
D256
MTA D585Z-L1Z
ODINU 1G
UPLEV 1G
UPLEV
ZV426
070°
ZV424
104°
ZV425
137°
PEVEB 1G
PEVEB
ZV423
068°
PIBEN
026°
062°
AGNUB
010°
334°
Stavanger
ZV421
238°
264°
LAPOT 1G
LAPOT
ZV420
(ALUVA 1G, GEDLU 1G) MAX 250KT
KUVED
269°
358°
179°
089°
360°
ZV422
MAX 250KT
187°
136°
RUMOG 1G
RUMOG
BIVKI 1G
BIVKI
10-NM
N59°00'
N58°40'
VAR 1° E
MAG UP
AD ELEV 29
TRL ATC
TA 7000


Changes: FREQ
5246
4000
3000
2000
1000
Sola APP 119.600 118.500
RNAV 1
GNSS required
GEDLU
GEDLU 1F
SOPLU
FL160
ODINU
ODINU 1F
NINED
ALUVA
ALUVA 1F
Haugesund ENHD
50 ENVZ
40 ENVZ
30 ENVZ
25 ENVZ
10 ENVZ
3500-CLASS C
2500-CLASS C
1500-CLASS C
700-CLASS C
R204
D208
D209
D256
D585Z-L1Z
D585-L1
ZV855
ZV850
MAX 240KT
ZV851
MAX 240KT
ZV852
ZV853
ZV854
BASOP
LUGOV
(ALUVA 1F) MAX 240KT
EVMOR
Stavanger
UPLEV
UPLEV 1F
PEVEB
PEVEB 1F
LAPOT
LAPOT 1F
RUMOG
RUMOG 1F
BIVKI
BIVKI 1F
VAR 1° E
MAG UP
AD ELEV 29
TRL ATC
TA 7000
10 NM
E005°00'
E005°30'
E006°00'
E006°30'
N59°30'
N59°10'
N59°00'
N58°30'

Changes: FREQ



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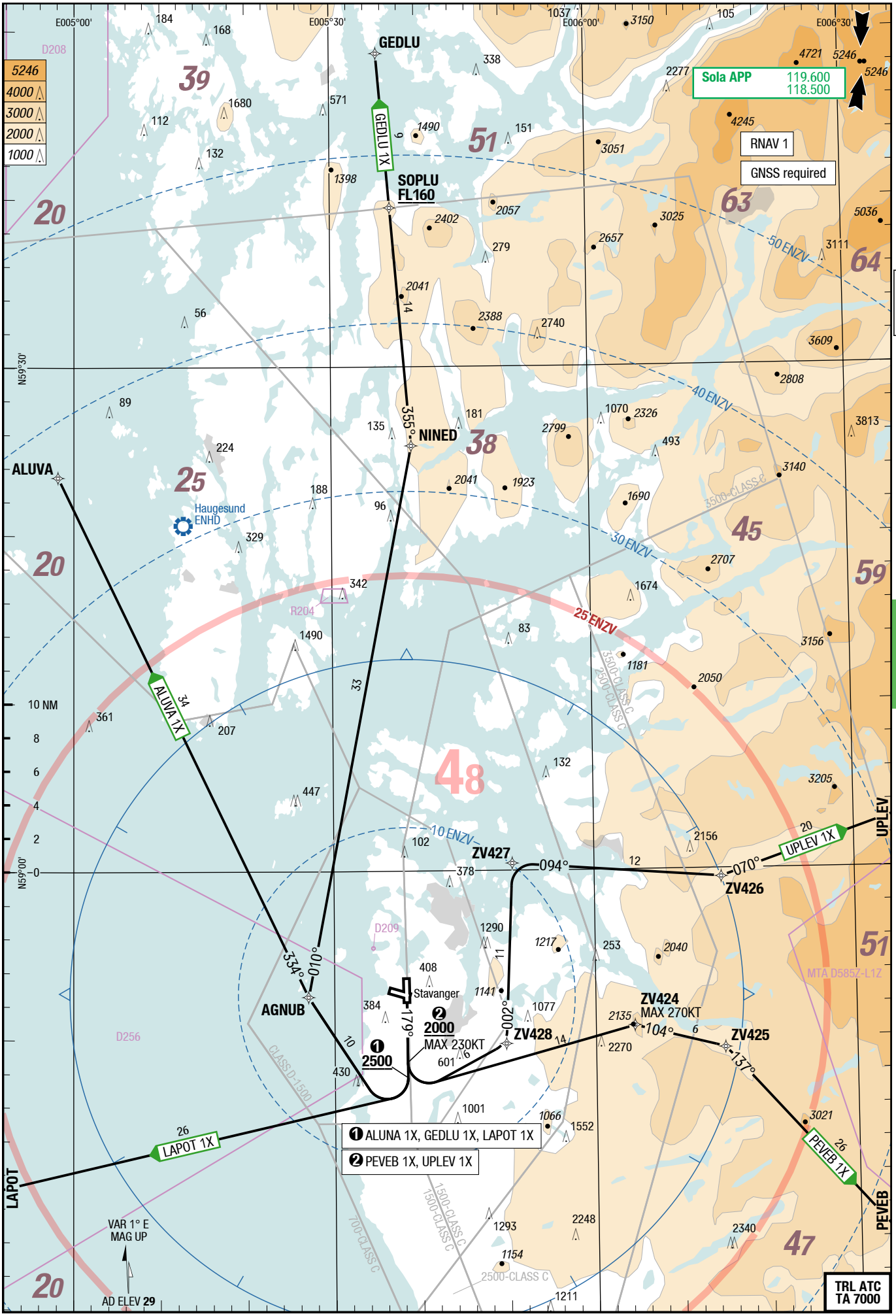
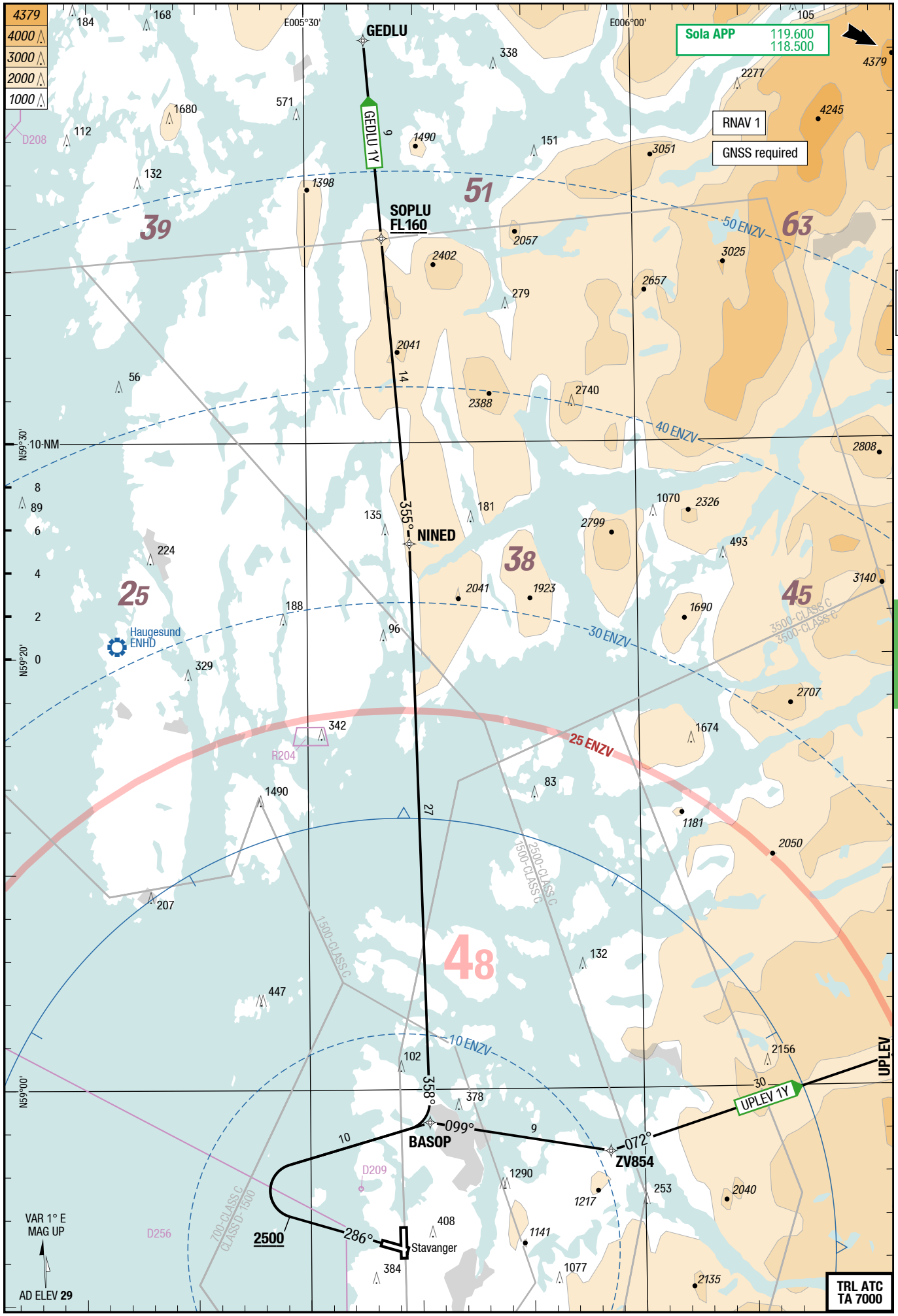
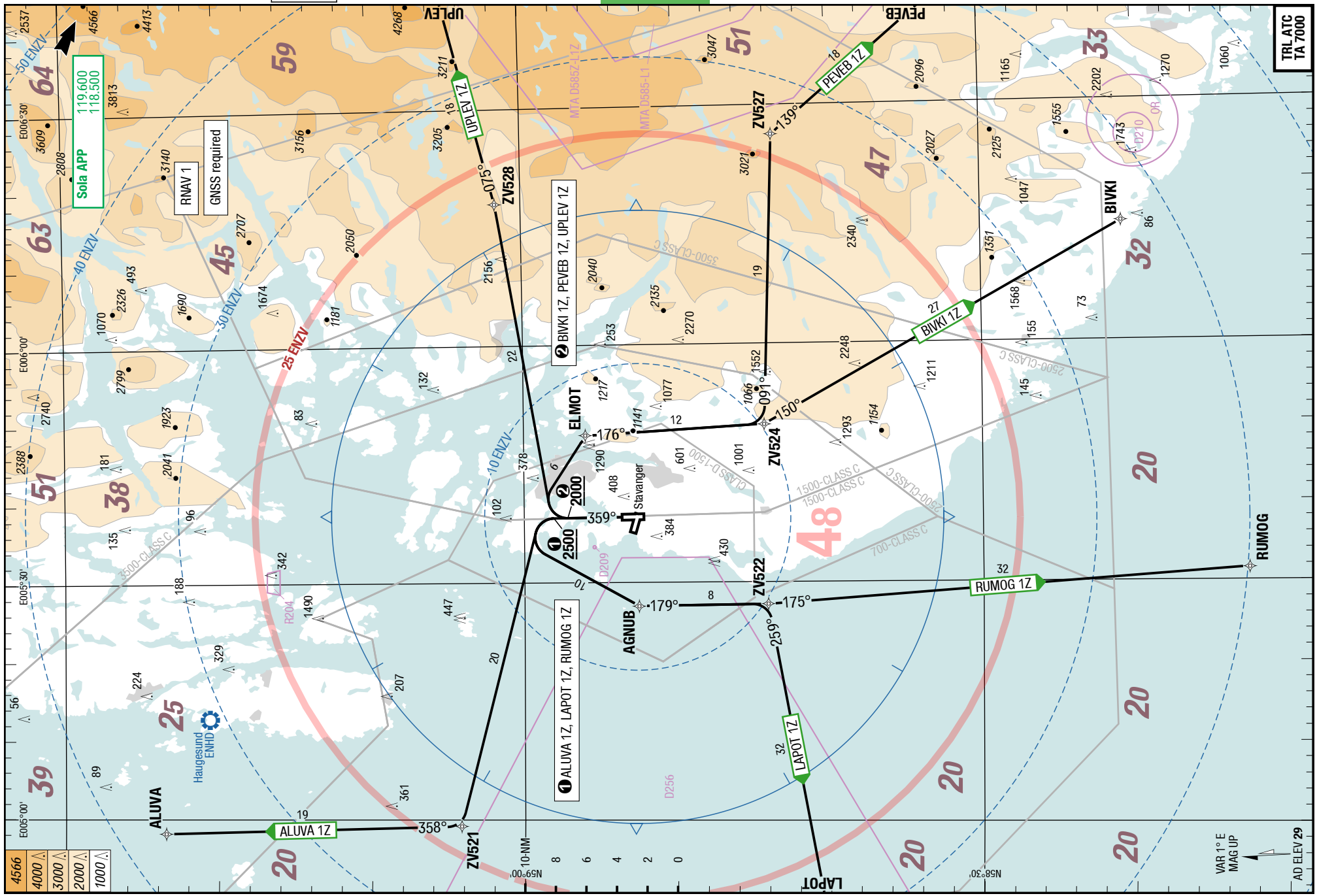



4379
4000
3000
2000
1000
Sola APP 119.600 118.500
RNAV 1
GNSS required
GEDLU
GEDLU 1Y
SOPLU
FL160
NINED
355°
BASOP
099°
072°
ZV854
UPLEV
UPLEV 1Y
358°
286°
2500
Stavanger
Haugesund
ENHD
R204
D208
D209
D256
50 ENZV
40 ENZV
30 ENZV
25 ENZV
10 ENZV
10-NM
1500-CLASS C
2500-CLASS C
3500-CLASS C
700-CLASS C
CLASS D - 1500
VAR 1° E
MAG UP
AD ELEV 29
TRL ATC
TA 7000
E005°30'
E006°00'
N59°30'
N59°20'
N59°00'



Changes: FREQ

ALUVA 1E / BIVKI 1E / GEDLU 1E / LAPOT 1E / ODINU 1E / PEVEB 1E / RUMOG 1E
RWY 11 (106°)

When instructed by Sola TWR, contact Sola APP.

	GS	120	150	180	210	240	270
5.9%	ft/MIN	800	900	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 11	
ALUVA 1E 5.9% to 2100 **119.600** ①②③④	LUKEX (MAX 240KT) - ZV801 (MAX 240KT) - BASOP - ZV803 - ALUVA	Initial climb **6000**
BIVKI 1E 5.9% to 2100 **119.600** ①②③④	LUKEX (MAX 240KT) - ZV800 (MAX 240KT) - EVMOR - ZV802 - BIVKI	Initial climb **6000**
GEDLU 1E 5.9% to 7000 **119.600** ①②③④	LUKEX (MAX 240KT) - ZV801 (MAX 240KT) - BASOP - NINED - SOPLU - GEDLU	Initial climb **6000**
LAPOT 1E 5.9% to 2100 **119.600** ①②③④	LUKEX (MAX 240KT) - ZV800 (MAX 240KT) - EVMOR - LAPOT	Initial climb **6000**
ODINU 1E 5.9% to 2100 **119.600** ①②③④	LUKEX (MAX 240KT) - ZV801 (MAX 240KT) - BASOP - ZV804 - ODINU	Initial climb **6000**
PEVEB 1E 5.9% to 2100 **119.600** ①②③④	LUKEX - PEVEB	Initial climb **6000**
RUMOG 1E 5.9% to 2100 **119.600** ①②③④	LUKEX (MAX 240KT) - ZV800 (MAX 240KT) - EVMOR - ZV802 - RUMOG	Initial climb **6000**

① If unable to comply with climb gradient, inform ATC.
② When being vectored or cleared for DCT routing, climb gradient still applies.
③ Non-RNAV 1 ACFT: At first contact with Sola GND state "Unable RNAV 1 due (reason)". OMNIDIRECTIONAL DEP available.
④ Close-in obstacles: Rising terrain up to 0,6 NM from THR 29, require more than 5.9% climb gradient and must be avoided visually or by other means.

UPLEV 1E
RWY 11 (106°)

When instructed by Sola TWR, contact Sola APP.

	GS	120	150	180	210	240	270
5.9%	ft/MIN	800	900	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 11	
UPLEV 1E 5.9% to 2100 **119.600** ①②③④	LUKEX (MAX 240KT) - ZV801 (MAX 240KT) - BASOP - ZV804 - UPLEV	Initial climb **6000**

① If unable to comply with climb gradient, inform ATC.
② When being vectored or cleared for DCT routing, climb gradient still applies.
③ Non-RNAV 1 ACFT: At first contact with Sola GND state "Unable RNAV 1 due (reason)". OMNIDIRECTIONAL DEP available.
④ Close-in obstacles: Rising terrain up to 0,6 NM from THR 29, require more than 5.9% climb gradient and must be avoided visually or by other means.

ALUVA 1G / BIVKI 1G / GEDLU 1G / LAPOT 1G / ODINU 1G / PEVEB 1G / RUMOG 1G
RWY 18 (179°)

When instructed by Sola TWR, contact Sola APP.

	GS	120	150	180	210	240	270
4.7%	ft/MIN	600	800	900	1000	1200	1300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18	
ALUVA 1G 4.7% to 2000 **119.600** ①③④⑤	KUVED - ZV420 (MAX 250KT) - AGNUB - ALUVA	Initial climb **6000**
BIVKI 1G 4.7% to 5500 **119.600** ①③④⑤	KUVED - BIVKI	Initial climb **6000**
GEDLU 1G 4.7% to 2000 4.7% to FL80 **119.600** ①②③④⑤	KUVED - ZV420 (MAX 250KT) - AGNUB - NINED - SOPLU - GEDLU	SOPLU MNM **FL160** Initial climb **6000**
LAPOT 1G 4.7% to 2000 **119.600** ①③④⑤	KUVED - ZV420 - AGNUB - ZV421 - LAPOT	Initial climb **6000**
ODINU 1G 4.7% to 2000 **119.600** ①③④⑤	KUVED - ZV422 (MAX 250KT) - PIBEN - ODINU	Initial climb **6000**
PEVEB 1G 4.7% to 2000 **119.600** ①③④⑤	KUVED - ZV422 (MAX 250KT) - ZV423 - ZV424 - ZV425 - PEVEB	Initial climb **6000**
RUMOG 1G 4.7% to 6700 **119.600** ①③④⑤	KUVED - RUMOG	Initial climb **6000**

① If unable to comply with climb gradient, inform ATC.
② Climb gradient 4.7% to FL80 due to ALT restriction at SOPLU.
③ When being vectored or cleared for DCT routing, climb gradient still applies.
④ Non-RNAV 1 ACFT: At first contact with Sola GND state "Unable RNAV 1 due (reason)". OMNIDIRECTIONAL DEP available.
⑤ Close-in obstacles: Rising terrain and obstacles up to 0,5 NM from RWY 36, require more than 4.7% climb gradient and must be avoided visually or by other means.

UPLEV 1G
RWY 18 (179°)

When instructed by Sola TWR, contact Sola APP.

	GS	120	150	180	210	240	270
4.7%	ft/MIN	600	800	900	1000	1200	1300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18	
UPLEV 1G 4.7% 2000 **119.600** ①②③④	KUVED - ZV422 (MAX 250KT) - PIBEN - ZV426 - UPLEV	Initial climb **6000**

① If unable to comply with climb gradient, inform ATC.
② When being vectored or cleared for DCT routing, climb gradient still applies.
③ Non-RNAV 1 ACFT: At first contact with Sola GND state "Unable RNAV 1 due (reason)". OMNIDIRECTIONAL DEP available.
④ Close-in obstacles: Rising terrain and obstacles up to 0,5 NM from RWY 36, require more than 4.7% climb gradient and must be avoided visually or by other means.

ALUVA 1F / BIVKI 1F / GEDLU 1F / LAPOT 1F / ODINU 1F / PEVEB 1F / RUMOG 1F / UPLEV 1F

RWY 29 (286°)

When instructed by Sola TWR, contact Sola APP.

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 29	
ALUVA 1F **119.600** ③④	LUGOV (MAX 240KT) - ZV855 - ALUVA	initial climb **6000**
BIVKI 1F **119.600** ③④	LUGOV - ZV851 (MAX 240KT) - EVMOR - ZV852 - BIVKI	initial climb **6000**
GEDLU 1F 5.0% to FL160 **119.600** ①②③④	LUGOV - ZV850 (MAX 240KT) - BASOP - NINED - SOPLU - GEDLU	SOPLU MNM **FL160** initial climb **6000**
LAPOT 1F **119.600** ③④	LUGOV - ZV851 (MAX 240KT) - EVMOR - ZV853 - LAPOT	initial climb **6000**
ODINU 1F **119.600** ③④	LUGOV - ZV850 (MAX 240KT) - BASOP - ODINU	initial climb **6000**
PEVEB 1F **119.600** ③④	LUGOV - ZV851 (MAX 240KT) - EVMOR - ZV852 - PEVEB	initial climb **6000**
RUMOG 1F **119.600** ③④	LUGOV - ZV851 (MAX 240KT) - EVMOR - RUMOG	initial climb **6000**
UPLEV 1F **119.600** ③④	LUGOV - ZV850 (MAX 240KT) - BASOP - ZV854 - UPLEV	initial climb **6000**

① If unable to comply with climb gradient, inform ATC.
② Climb gradient of 5.0% due to ALT restriction at SOPLU.
③ When being vectored or cleared for DCT routing, climb gradient still applies.
④ Non-RNAV 1 ACFT: At first contact with Sola GND state "Unable RNAV 1 due (reason)". OMNIDIRECTIONAL DEP available.

ALUVA 1H / BIVKI 1H / GEDLU 1H / LAPOT 1H / ODINU 1H / PEVEB 1H

RWY 36 (359°)

When instructed by Sola TWR, contact Sola APP.

	GS	120	150	180	210	240	270
3.6%	ft/MIN	500	600	700	800	900	1000
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 36	
ALUVA 1H 3.6% to 2000 **119.600** ①③④⑤	GUDPI - ZV521 - ALUVA	Initial climb **6000**
BIVKI 1H 3.6% to 2000 **119.600** ①③④⑤	GUDPI - ZV523 (MAX 250KT) - ZV524 - BIVKI	Initial climb **6000**
GEDLU 1H 3.6% to 2000 6.0% to FL160 **119.600** ①②③④⑤	GUDPI - NINED - SOPLU - GEDLU	SOPLU MNM **FL160** Initial climb **6000**
LAPOT 1H 3.6% to 2000 **119.600** ①③④⑤	GUDPI - ZV520 (MAX 250KT) - ZV522 - LAPOT	Initial climb **6000**
ODINU 1H 3.6% to 2000 **119.600** ①③④⑤	GUDPI - ODINU	Initial climb **6000**
PEVEB 1H 3.6% to 2000 **119.600** ①③④⑤	GUDPI - ZV523 (MAX 250KT) - ZV525 - ZV527 - PEVEB	Initial climb **6000**

① If unable to comply with climb gradient, inform ATC.
② Climb gradient 6.0% to FL160 due to ALT restriction at SOPLU.
③ When being vectored or cleared for DCT routing, climb gradient still applies.
④ Non-RNAV 1 ACFT: At first contact with Sola GND state "Unable RNAV 1 due (reason)". OMNIDIRECTIONAL DEP available.
⑤ Close-in obstacles: Rising terrain at 0.6 NM from THR 18, at the right and obstacles close to THR 18 requires more than 3.3% climb gradient and must be avoided visually or by other means.

RUMOG 1H / UPLEV 1H

RWY 36 (359°)

When instructed by Sola TWR, contact Sola APP.

	GS	120	150	180	210	240	270
3.6%	ft/MIN	500	600	700	800	900	1000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 36	
RUMOG 1H 3.6% to 2000 **119.600** ①②③④	GUDPI - ZV520 (MAX 250KT) - ZV522 - RUMOG	Initial climb **6000**
UPLEV 1H 3.6% to 2000 **119.600** ①②③④	GUDPI - ZV523 (MAX 250KT) - ZV525 - ZV526 - UPLEV	Initial climb **6000**

① If unable to comply with climb gradient, inform ATC.
② When being vectored or cleared for DCT routing, climb gradient still applies.
③ Non-RNAV 1 ACFT: At first contact with Sola GND state "Unable RNAV 1 due (reason)". OMNIDIRECTIONAL DEP available.
④ Close-in obstacles: Rising terrain at 0.6 NM from THR 18, at the right and obstacles close to THR 18 requires more than 3.3% climb gradient and must be avoided visually or by other means.

ALUVA 1X / GEDLU 1X / LAPOT 1X / PEVEB 1X / UPLEV 1X

RWY 18 (179°)

When instructed by Sola TWR, contact Sola APP.

	GS	120	150	180	210	240	270
4.7%	ft/MIN	600	800	900	1000	1200	1300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18	
ALUVA 1X 4.7% to 2000 **119.600** ①③④⑤	at MNM **2500 RT** direct AGNUB - ALUVA	Initial climb **5000**
GEDLU 1X 4.7% to 2000 4.7% to FL160 **119.600** ①②③④⑤	at MNM **2500 RT** direct AGNUB - NINED - SOPLU - GEDLU	SOPLU MNM **FL160** Initial climb **5000**
LAPOT 1X 4.7% to 5100 **119.600** ①③④⑤	at MNM **2500 RT** direct LAPOT	Initial climb **5000**
PEVEB 1X 4.7% to 2000 **119.600** ①③④⑤	at MNM **2000 LT** (MAX 230KT) direct ZV424 (MAX 270KT) - ZV425 - PEVEB	Initial climb **5000**
UPLEV 1X 4.7% to 2000 **119.600** ①③④⑤	at MNM **2000 LT** (MAX 230KT) direct ZV428 - ZV427 - ZV426 - UPLEV	Initial climb **5000**

① If unable to comply with climb gradient, inform ATC.
② Climb gradient 4.7% to FL160 due to ALT restriction at SOPLU.
③ When being vectored or cleared for DCT routing, climb gradient still applies.
④ Non-RNAV 1 ACFT: At first contact with Sola GND state "Unable RNAV 1 due (reason)". OMNIDIRECTIONAL DEP available.
⑤ Close-in obstacles: Rising terrain from RWY 36 to 0.5 NM from RWY 36 require more than 4.7% climb gradient and must be avoided visually or by other means.

GEDLU 1Y / UPLEV 1Y

RWY 29 (286°)

When instructed by Sola TWR, contact Sola APP.

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 29	
GEDLU 1Y 6.0% to FL160 **119.600** ①②③④	at MNM **2500 RT** direct BASOP - NINED - SOPLU - GEDLU	SOPLU MNM **FL160** Initial climb **5000**
UPLEV 1Y **119.600** ③④	at MNM **2500 RT** direct BASOP - ZV854 - UPLEV	 Initial climb **5000**

① If unable to comply with climb gradient, inform ATC.
② Climb gradient 6.0% to FL160 due to ALT restriction at SOPLU.
③ When being vectored or cleared for DCT routing, climb gradient still applies.
④ Non-RNAV 1 ACFT: At first contact with Sola GND state "Unable RNAV 1 due (reason)". OMNIDIRECTIONAL DEP available.

SVG-ENZV

5-100 **RNAV SIDs RWY 36 (Prop only)**

ALUVA 1Z / BIVKI 1Z / LAPOT 1Z / PEVEB 1Z / RUMOG 1Z / UPLEV 1Z

RWY 36 (359°)

When instructed by Sola TWR, contact Sola APP.

	GS	120	150	180	210	240	270
3.6%	ft/MIN	500	600	700	800	900	1000
3.8%	ft/MIN	500	600	700	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 36	
ALUVA 1Z 3.6% to 2000 **119.600** ①②③④	at MNM **2500 LT** direct ZV521 - ALUVA	Initial climb **5000**
BIVKI 1Z 3.6% to 2000 **119.600** ①②③④	at MNM **2000 RT** direct ELMOT - ZV524 - BIVKI	Initial climb **5000**
LAPOT 1Z 3.6% to 2000 **119.600** ①②③④	at MNM **2500 LT** direct AGNUB - ZV522 - LAPOT	Initial climb **5000**
PEVEB 1Z 3.6% to 2000 **119.600** ①②③④	at MNM **2000 RT** direct ELMOT - ZV524 - ZV527 - PEVEB	Initial climb **5000**
RUMOG 1Z 3.6% to 2000 **119.600** ①②③④	at MNM **2500 LT** direct AGNUB - ZV522 - RUMOG	Initial climb **5000**
UPLEV 1Z 3.8% to FL80 **119.600** ①②③④	at MNM **2000 RT** direct ZV528 - UPLEV	Initial climb **5000**

① If unable to comply with climb gradient, inform ATC.
② When being vectored or cleared for DCT routing, climb gradient still applies.
③ Non-RNAV 1 ACFT: At first contact with Sola GND state "Unable RNAV 1 due (reason)". OMNIDIRECTIONAL DEP available.
④ Close-in obstacles: Rising terrain at 0.6 NM from THR 18 at the right and obstacles close to RWY 18 require more than 3.6% climb gradient and must be avoided visually or by other means.

DEPARTUREs

	GS	120	150	180	210	240	270
5.9%	ft/MIN	800	900	1100	1300	1500	1700

RWY	Routing
OMNI 2E	**RWY 11** 5.9% to 2100 (If unable to comply, inform ATC) 106° - expect further clearance from ATC initial climb **5000**
OMNI 2F	**RWY 29** 286° - expect further clearance from ATC initial climb **5000**

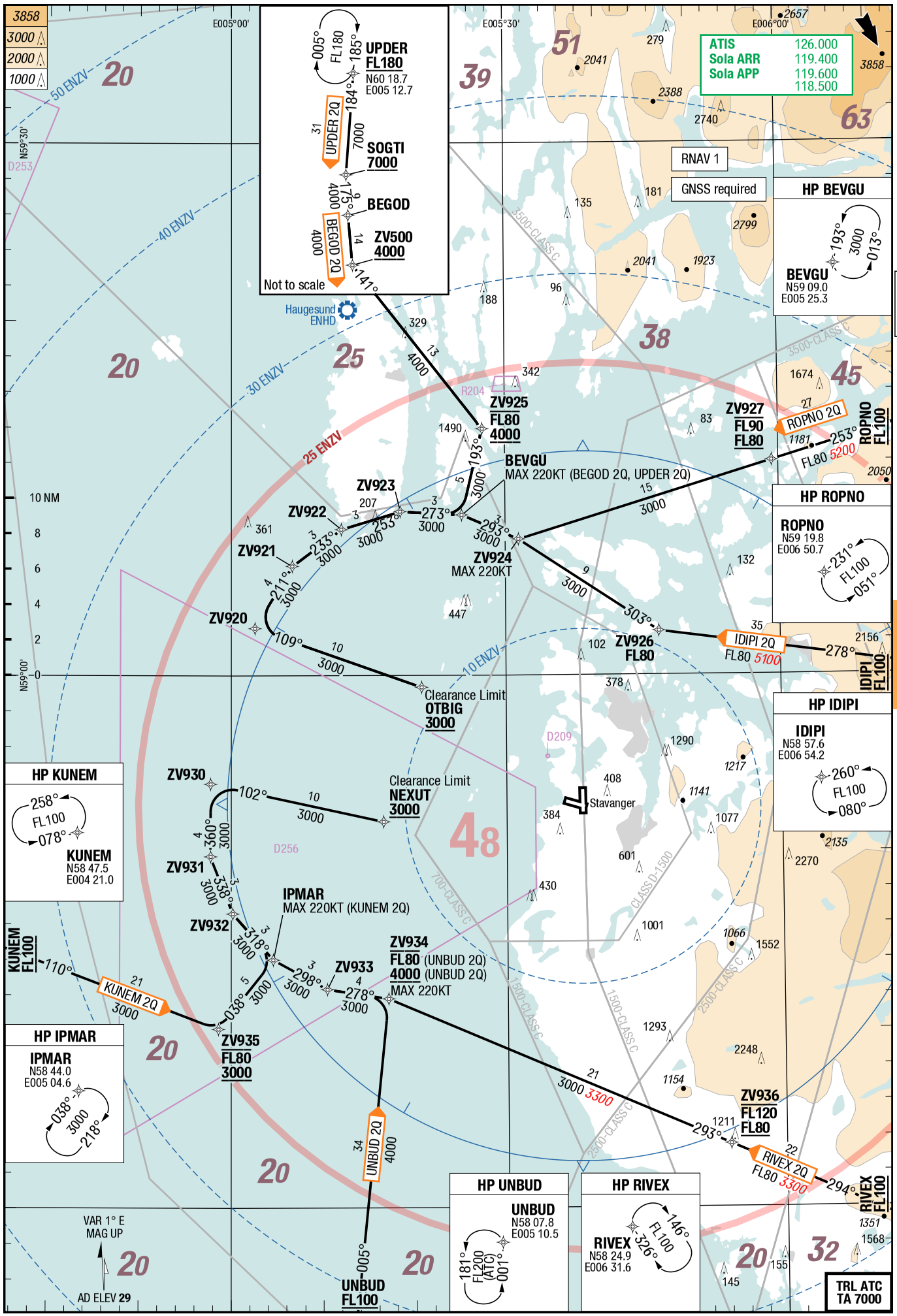
RWY	Notes
11	1. Start turn according to ATC. 2. Close-in obstacles: Rising terrain, up to 0.6 NM from THR 29, require more than 5.9% climb gradient and must be avoided visually or by other means. 3. When being vectored or cleared for DCT routing, the climb gradient still applies. 4. When instructed by Sola TWR, contact Sola APP.
29	1. Start turn according to ATC. 2. When being vectored or cleared for DCT routing, the climb gradient still applies. 3. When instructed by Sola TWR, contact Sola APP.

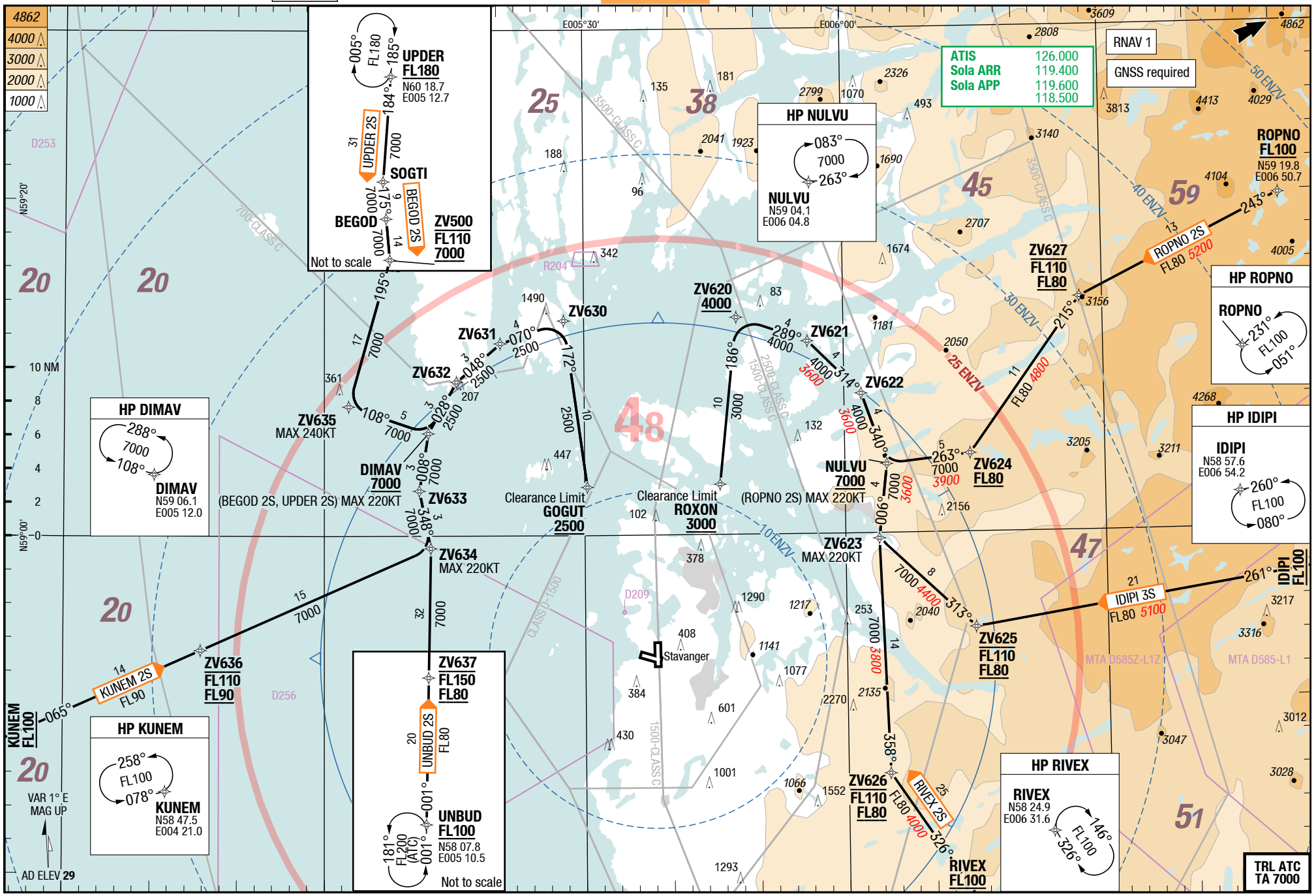
Obstacle Departure

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000
5.2%	ft/MIN	700	800	1000	1200	1300	1500
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

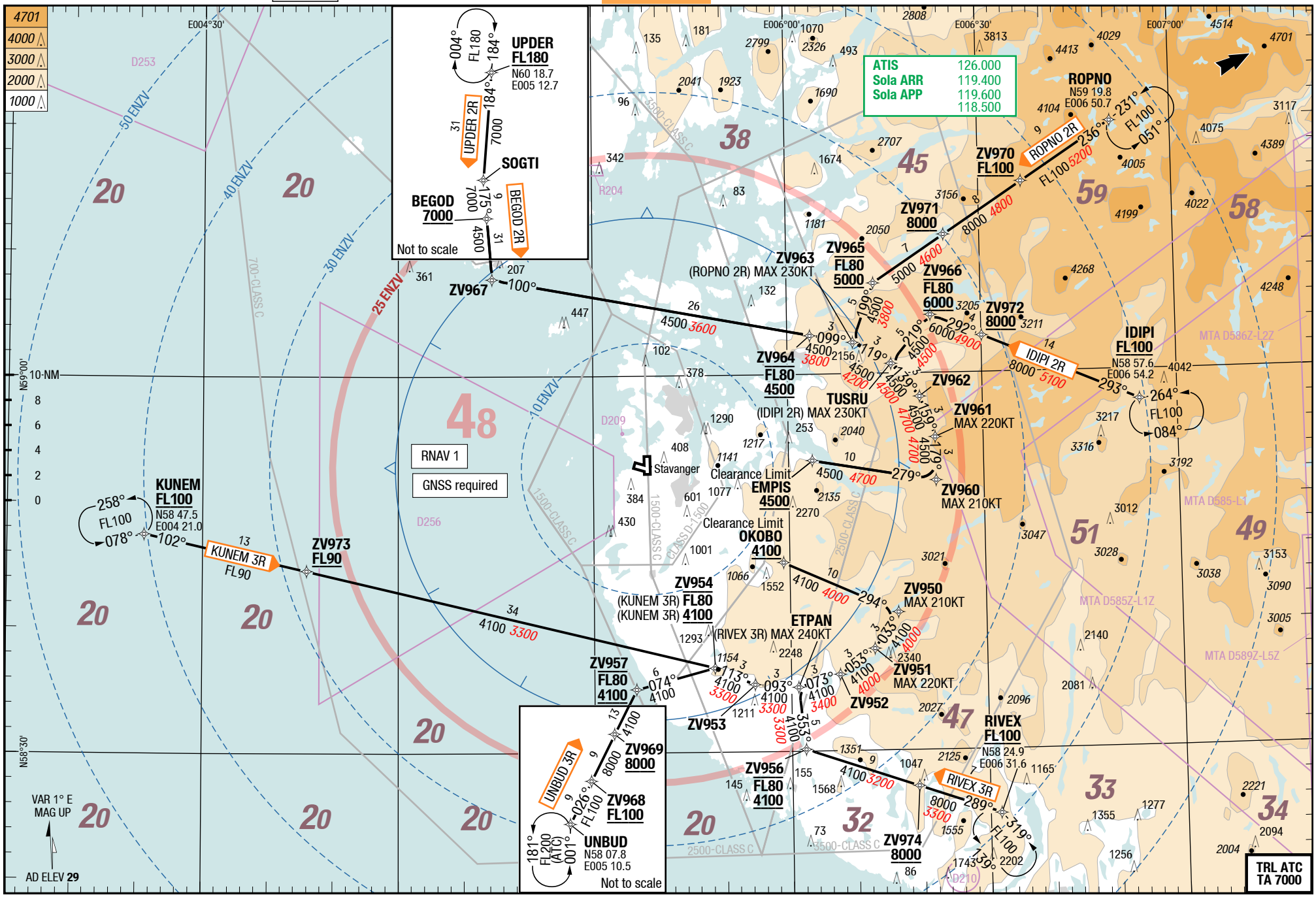
RWY	Routing
OMNI 2G	**RWY 18** 6.0% to 2000 (If unable to comply, inform ATC.) 179° - expect further clearance from ATC initial climb **5000**
OMNI 2H	**RWY 36** 3.5% to 2000 5.2% to 2000 (If unable to comply, inform ATC.) 359° - expect further clearance from ATC initial climb **5000**

RWY	Notes
18	1. Start turn according to ATC. 2. Climb gradient 6.0% to 2000 due to airspace structure. 3. Close-in obstacles: Rising terrain, from RWY 36 to 0.7 NM from RWY 36, require more than 3.3% climb gradient and must be avoided visually or by other means. 4. When being vectored or cleared for DCT routing, the climb gradient still applies. 5. When instructed by Sola TWR, contact Sola APP.
36	1. Start turn according to ATC. 2. Climb gradient 5.2% to 2000 due to airspace structure. 3. Close-in obstacles: Rising terrain at 0.6 NM from THR 18 to the right and obstacles close to the THR 18, require more than 3.5% climb gradient and must be avoided visually or by other means. 4. When being vectored or cleared for DCT routing, the climb gradient still applies. 5. When instructed by Sola TWR, contact Sola APP.

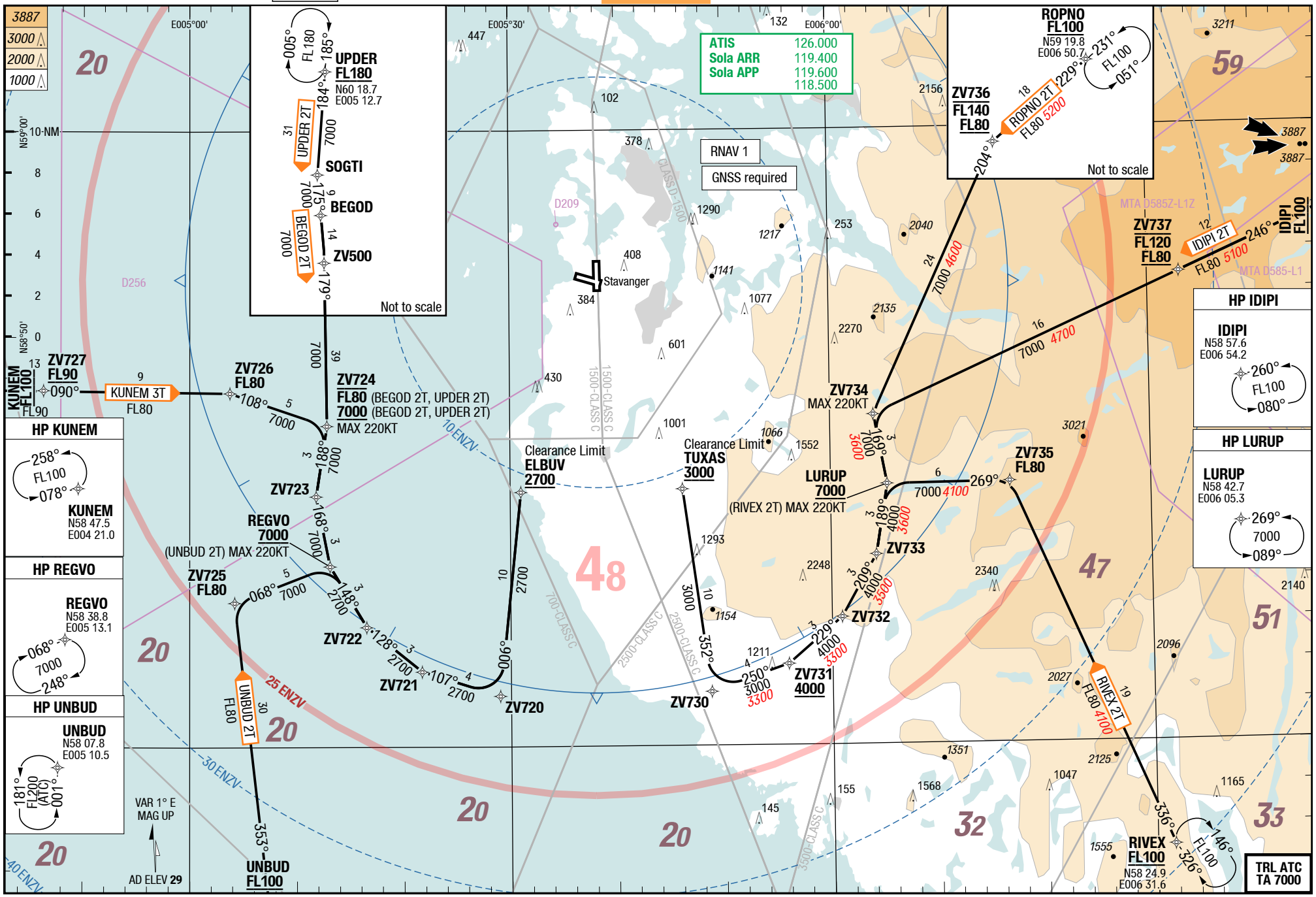

3858
3000
2000
1000
E005°00'
E005°30'
E006°00'
N59°30'
N59°00'
50 ENZV
40 ENZV
30 ENZV
25 ENZV
10 ENZV
D253
D209
D256
ATIS 126.000
Sola ARR 119.400
Sola APP 119.600
118.500
RNAV 1
GNSS required
UPDER
FL180
N60 18.7
E005 12.7
UPDER 2Q
SOGTI
7000
BEGOD
BEGOD 2Q
ZV500
4000
Not to scale
Haugesund
ENHD
ZV925
FL80
4000
BEVGU
MAX 220KT (BEGOD 2Q, UPDER 2Q)
ZV923
ZV922
ZV921
ZV924
MAX 220KT
ZV920
ZV927
FL90
FL80
ROPNO 2Q
ROPNO
FL100
FL80 5200
HP BEVGU
BEVGU
N59 09.0
E005 25.3
HP ROPNO
ROPNO
N59 19.8
E006 50.7
ZV926
FL80
IDIPI 2Q
FL80 5100
IDIPI
FL100
HP IDIPI
IDIPI
N58 57.6
E006 54.2
Clearance Limit
OTBIG
3000
Clearance Limit
NEXUT
3000
Stavanger
ZV930
ZV931
ZV932
IPMAR
MAX 220KT (KUNEM 2Q)
ZV933
ZV934
FL80 (UNBUD 2Q)
4000 (UNBUD 2Q)
MAX 220KT
ZV935
FL80
3000
KUNEM
FL100
KUNEM 2Q
HP KUNEM
KUNEM
N58 47.5
E004 21.0
HP IPMAR
IPMAR
N58 44.0
E005 04.6
ZV936
FL120
FL80
RIVEX 2Q
FL80 3300
RIVEX
FL100
HP RIVEX
RIVEX
N58 24.9
E006 31.6
UNBUD 2Q
UNBUD
FL100
HP UNBUD
UNBUD
N58 07.8
E005 10.5
3500-CLASS C
2500-CLASS C
1500-CLASS C
700-CLASS C
CLASS D-1500
VAR 1° E
MAG UP
AD ELEV 29
TRL ATC
TA 7000
10 NM



Changes: FREQ



Changes: FREQ

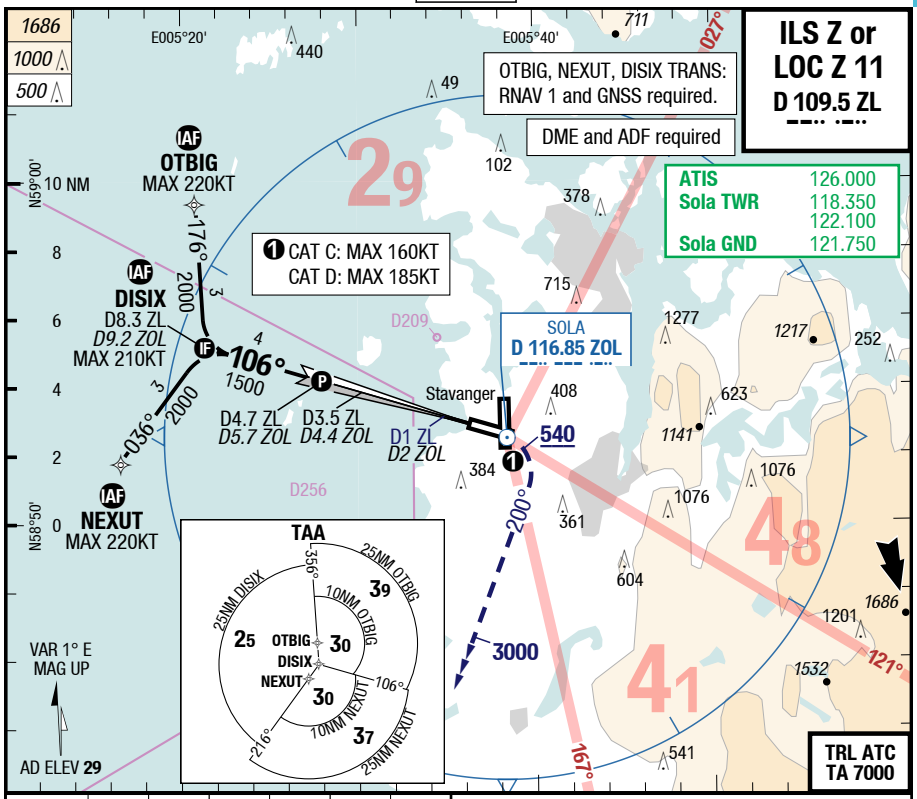


Changes: FREQ

SVG-ENZV

7-10

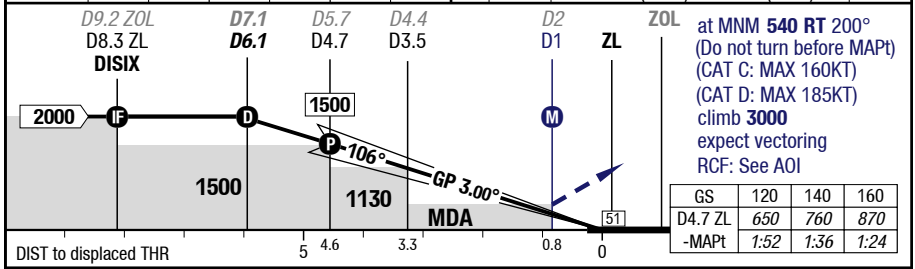
ILS Z or LOC Z 11



LOC 3.08° D ZL	6.1	6	5	4	3	2
	2000	1970	1640	1320	990	660

11 — 3.0° — 60 HL — 100 2199 G 45 — 60 L

205 — HL-NF — THR 7 (0hPa) / TDZ --- (---%) — +0.3%



GS	120	140	160
D4.7 ZL	*650*	*760*	*870*
-MAPt	*1:52*	*1:36*	*1:24*

11		Cat 1 DME GA 3.0%	Cat 1 DME GA 2.5% 1)	LOC DME			Circling
C	ft - m/km ft		210 - 1.2 **220**	470 - 2.2 **470**			1130 - 2.4V **1150**
D	ft - m/km ft	220 - 1.2 **230** 1)	240 - 1.2 **250**	470 - 2.2 **470**			1650 - 3.6V **1670**

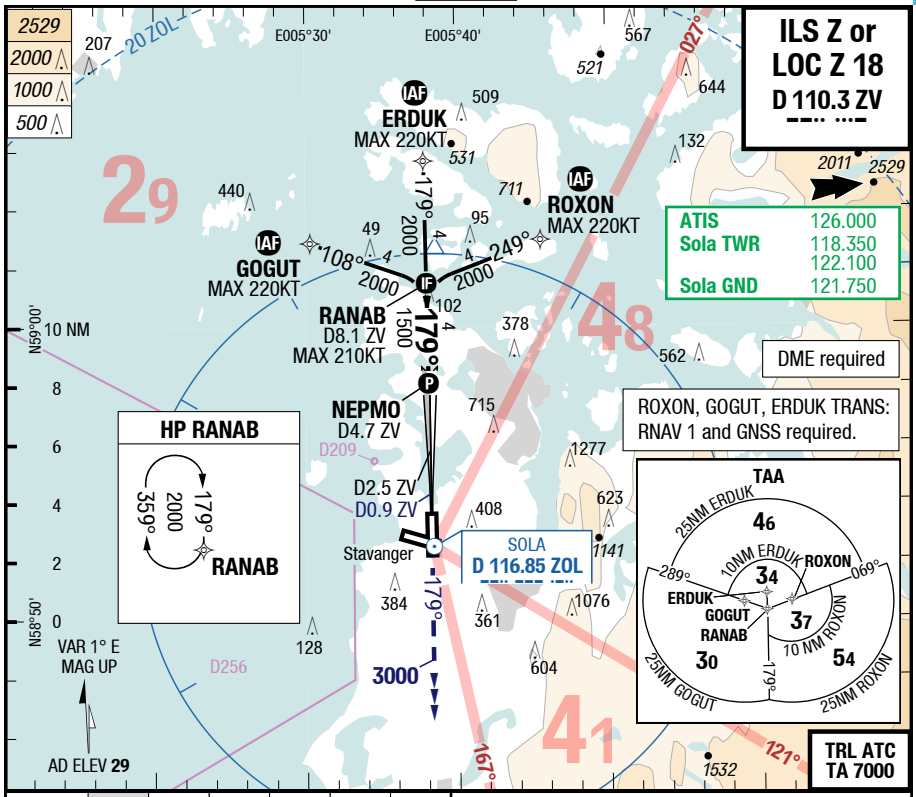
1) With EVS 800m

Changes: MISAP text

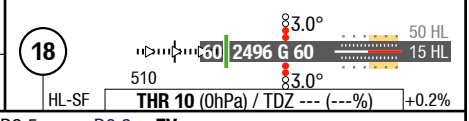
SVG-ENZV

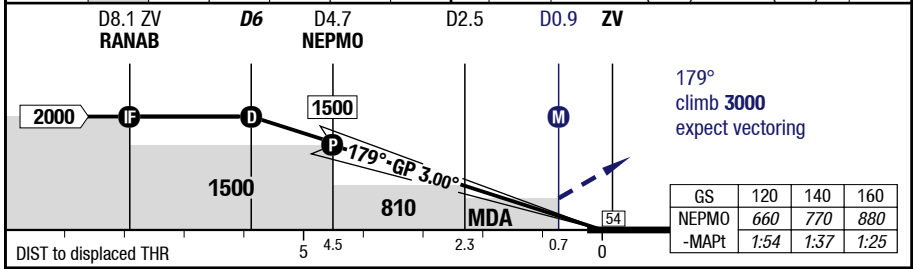
7-20

ILS Z or LOC Z 18



LOC 3.11° D ZV		6	5	4	3	2
		2000	1660	1330	1000	670





GS	120	140	160
NEPMO	660	770	880
-MAPt	1:54	1:37	1:25

18		Cat 2 DME	Cat 1 DME 1)	LOC DME			Circling
C	ft - m/km ft	100 - 300R **103** RA	200 - 750 **210**	570 - 2.2 **580**			1130 - 2.4V **1150**
D	ft - m/km ft	100 - 300R **103** RA 2)	200 - 750 **210**	570 - 2.2 **580**			1650 - 3.6V **1670**

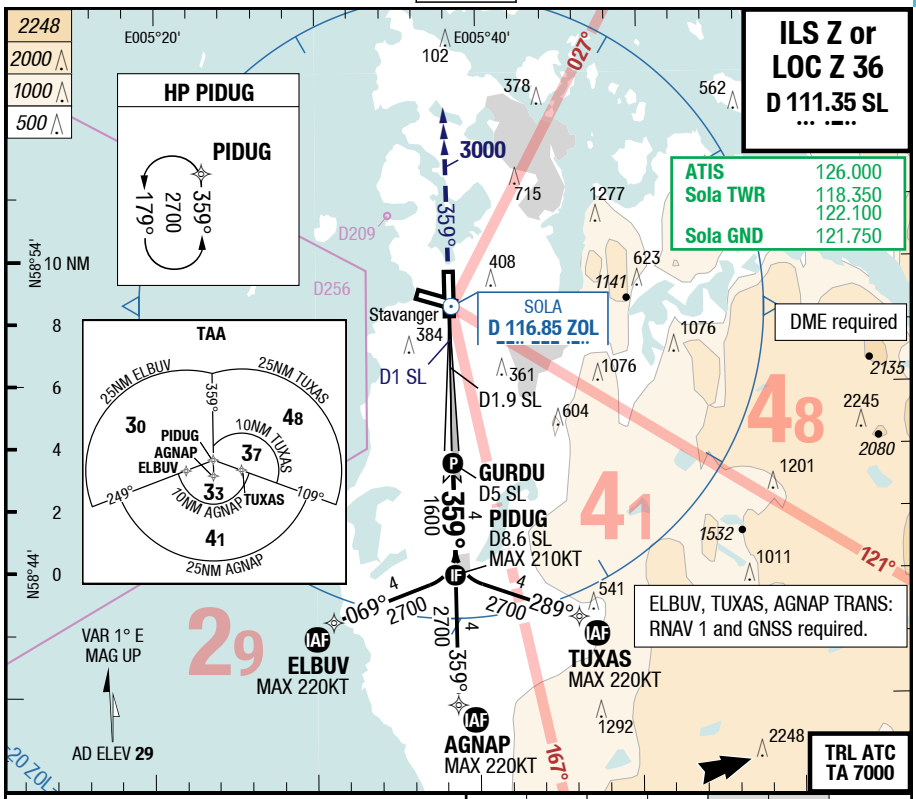
1) With EVS 500m
2) If not conducting autoland RVR 350m required

Changes: Nil

SVG-ENZV

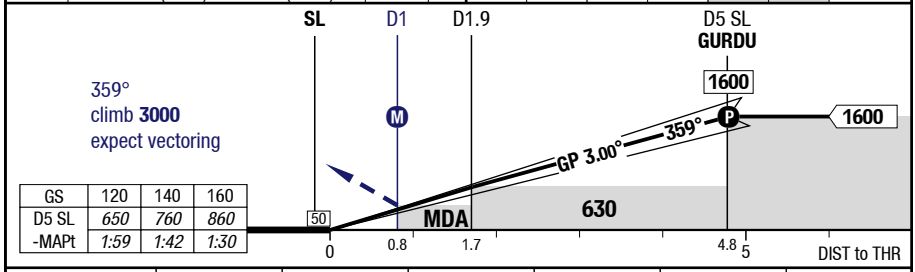
7-30

ILS Z or LOC Z 36



2	3	4	5			LOC 3.05° D SL
670	990	1320	1600			

50 HL
15 HL
3.0°
60 G 2406
150
600
3.0°
-0.2%
TDZ --- (---%) / **THR 29** (1hPa)
36
HL-S



GS	120	140	160
D5 SL	*650*	*760*	*860*
-MAPt	*1:59*	*1:42*	*1:30*

36		**Cat 1 DME** 1)	**LOC DME**				**Circling**
C	ft - m/km ft	200 - 750 **230**	380 - 1.3 **400**				1130 - 2.4V **1150**
D	ft - m/km ft	210 - 750 **240**	380 - 1.3 **400**				1650 - 3.6V **1670**

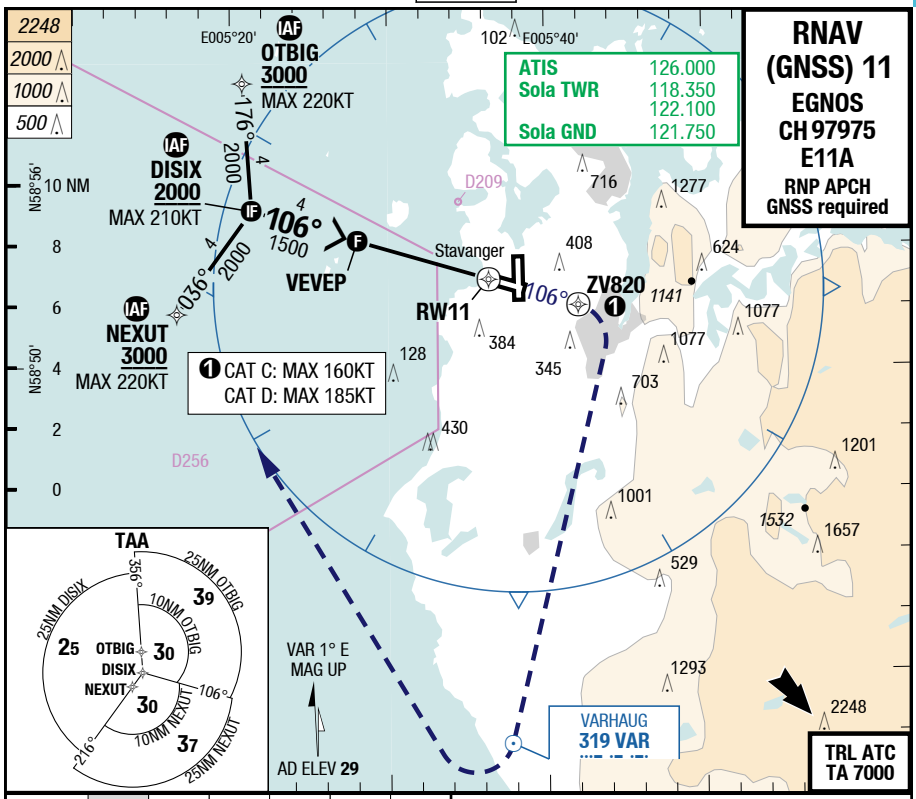
1) With EVS 550m

Changes: FREQ, APL, OBST

SVG-ENZV

7-50

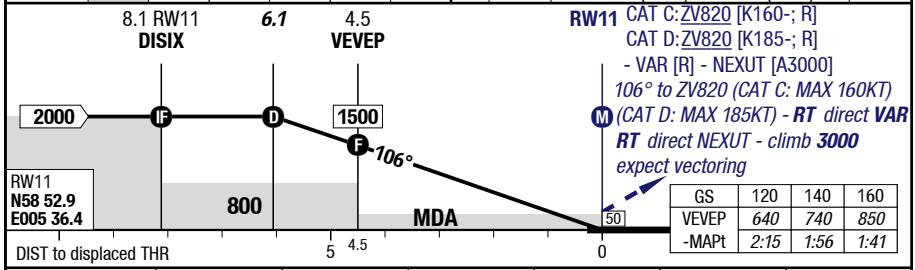
RNAV (GNSS) 11



3.00° RW11		6.1	5	4	3	2
		2000	1660	1340	1020	700

11

3.0°
60 HL
100 2199 G 45
60 L
205
HL-NF
THR 7 (0hPa) / TDZ --- (---%)
+0.3%



RW11 CAT C:ZV820 [K160-; R]
CAT D:ZV820 [K185-; R]
- VAR [R] - NEXUT [A3000]
106° to ZV820 (CAT C: MAX 160KT)
*(CAT D: MAX 185KT) - **RT** direct **VAR***
RT** direct NEXUT - climb **3000
expect vectoring

GS	120	140	160
VEVEP	*640*	*740*	*850*
-MAPt	*2:15*	*1:56*	*1:41*

11		RNAV GNSS LPV GA 3.0% 1)	RNAV GNSS LPV GA 2.5% 1)	RNAV GNSS VNAV GA 3.1% 2) 3)	RNAV GNSS VNAV GA 2.5% 4) 3)	RNAV GNSS LNAV GA 2.6%	Circling
C	ft - m/km ft	210 - 1.2 **210**	220 - 1.2 **230**	290 - 1.4 **290**	410 - 1.9 **410**		1130 - 2.4V **1150**
D	ft - m/km ft	220 - 1.2 **220**	230 - 1.2 **240**	320 - 1.4 **320**	440 - 2.0 **440**	470 - 2.2 **470**	1650 - 3.6V **1670**

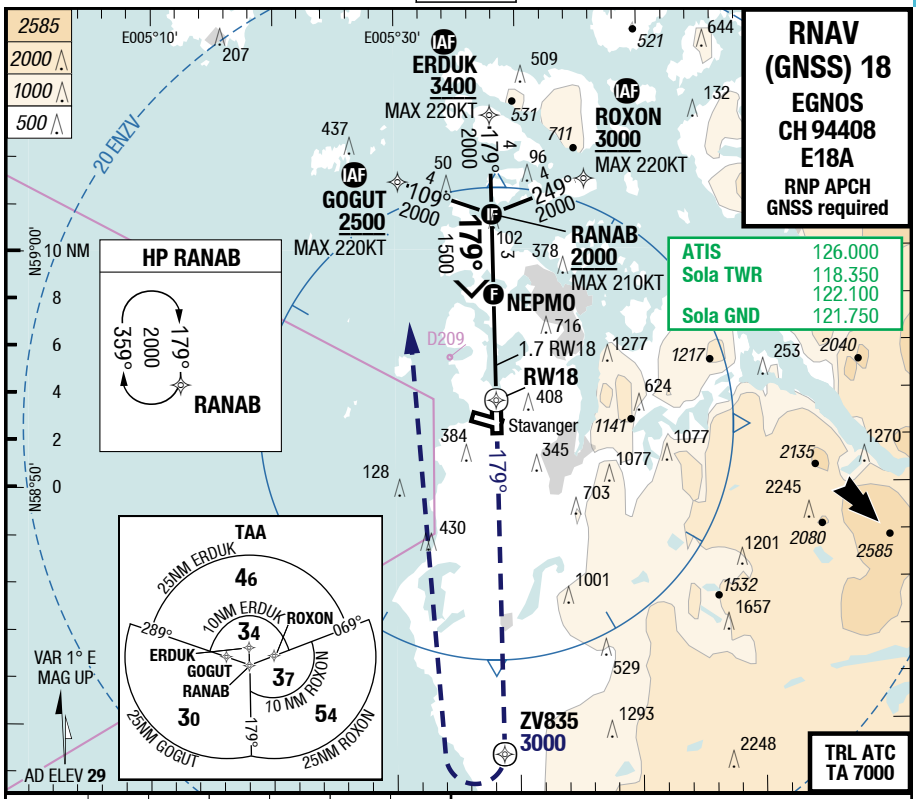
1) With EVS 800m
2) With EVS 900m
3) Uncompensated BARO VNAV NA below -24°C (-11°F)
4) With EVS 1.3km

Changes: MAPt, MIN, OBST, MOCA, Editorial

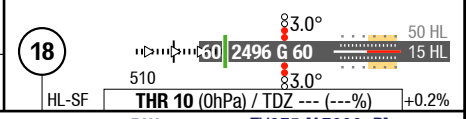
SVG-ENZV

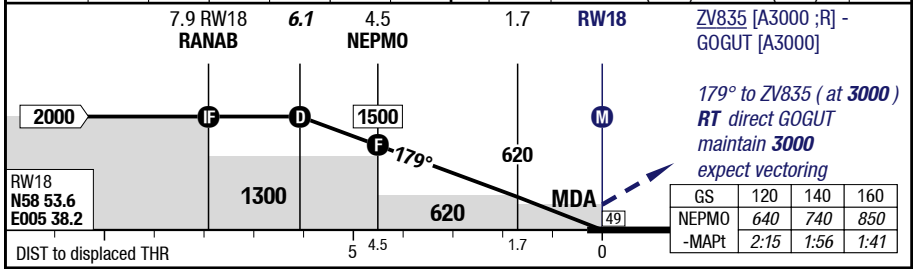
7-60

RNAV (GNSS) 18



3.00° RW18	6.1	6	5	4	3	2
	2000	1980	1660	1340	1020	700





18		RNAV GNSS LPV	RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV			Circling
C	ft - m/km ft	210 - 750 **220** 3)	350 - 1.2 **360**	460 - 1.7 **470**			1130 - 2.4V **1150**
D	ft - m/km ft	220 - 800 **230** 4)	360 - 1.2 **370**	460 - 1.7 **470**			1650 - 3.6V **1670**

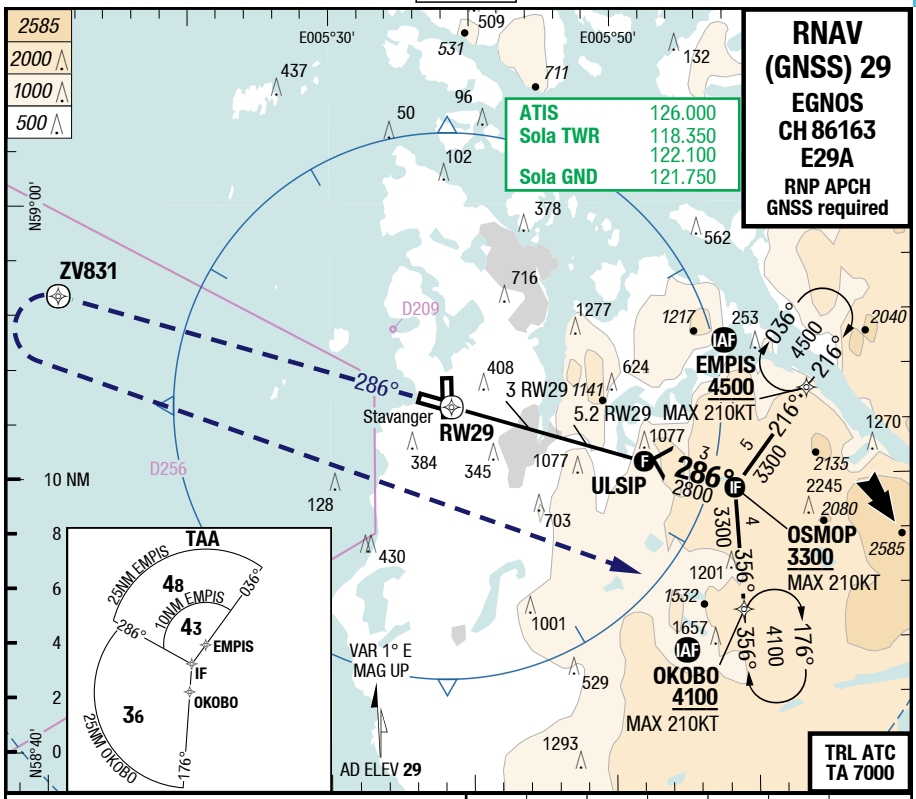
1) Uncompensated BARO VNAV NA below -24°C (-11°F)
2) With EVS 800m
3) With EVS 500m
4) With EVS 550m

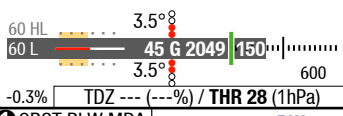
Changes: ALT, DIST ALT table, MIN, MISAP, TCH

SVG-ENZV

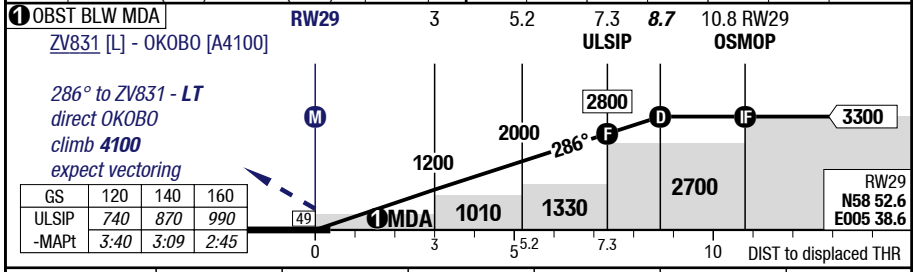
7-70

RNAV (GNSS) 29





2	4	5	7	8	8.7	3.50° RW29
820	*1570*	*1940*	*2680*	*3050*	3300	



29		RNAV GNSS LPV	RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV			Circling
C	ft - m/km	340 - 1.1	480 - 1.8	560 - 2.1			1130 - 2.4V
	ft	**370** 3)	**500**	**580**			**1150**
D	ft - m/km	350 - 1.2	490 - 1.8	560 - 2.1			1650 - 3.6V
	ft	**380** 4)	**510**	**580**			**1670**

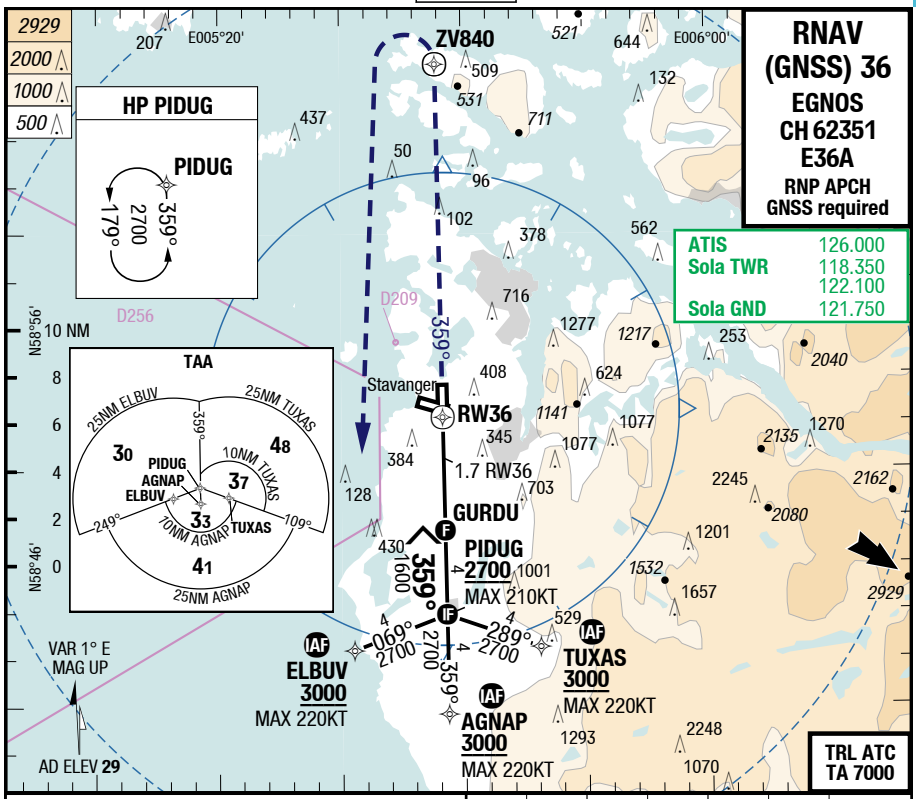
1) Uncompensated BARO VNAV NA below -40°C (-40°F)
2) With EVS 1.2km
3) With EVS 750m
4) With EVS 800m

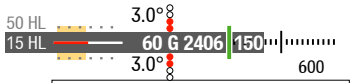
Changes: MIN, MISAP, OBST, Note, TCH, MOCA

SVG-ENZV

7-80

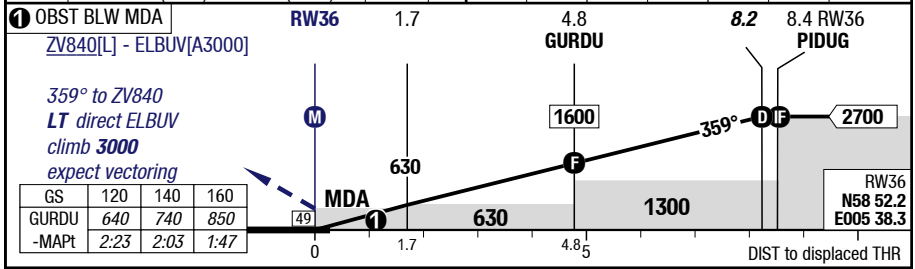
RNAV (GNSS) 36





-0.2% TDZ --- (---%) / **THR 29** (1hPa) HL-S

2	3	4	5	6	8.2	3.00° RW36
720	1040	1360	1670	1990	2700	



36		RNAV GNSS LPV 1)	RNAV GNSS VNAV 2) 3)	RNAV GNSS LNAV			Circling
C	ft - m/km ft	250 - 800 **280**	370 - 1.3 **390**	510 - 1.9 **530**			1130 - 2.4V **1150**
D	ft - m/km ft	260 - 800 **290**	380 - 1.3 **400**	510 - 1.9 **530**			1650 - 3.6V **1670**

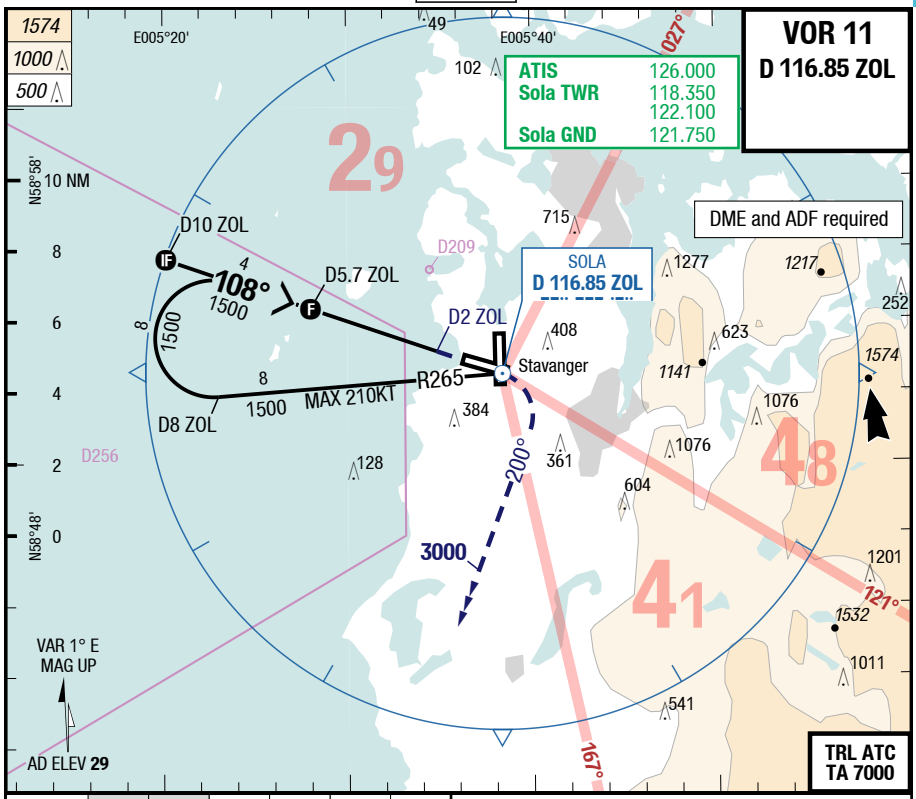
1) With EVS 550m
2) Uncompensated BARO VNAV NA below -24°C (-11°F)
3) With EVS 900m

Changes: ALT, MISAP, DIST ALT table, MIN, OBST, TCH

SVG-ENZV

7-90

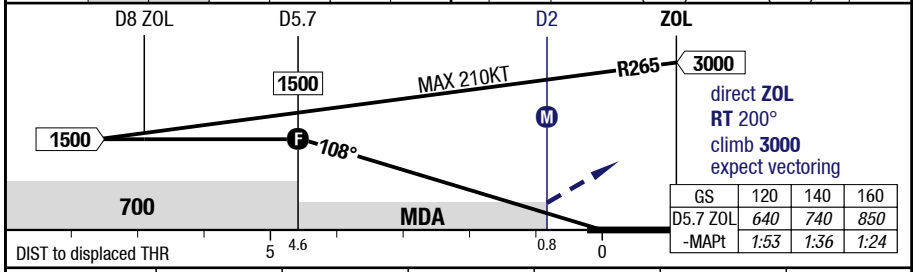
VOR 11



3.00°			5.7	5	4	3
D ZOL						
108°			1500	1300	980	660
RWY 106°						

11

3.0°
60 HL
100 2199 G 45
60 L
205
HL-NF
THR 7 (0hPa) / TDZ --- (---%)
+0.3%



GS	120	140	160
D5.7 ZOL	640	740	850
-MAPt	1:53	1:36	1:24

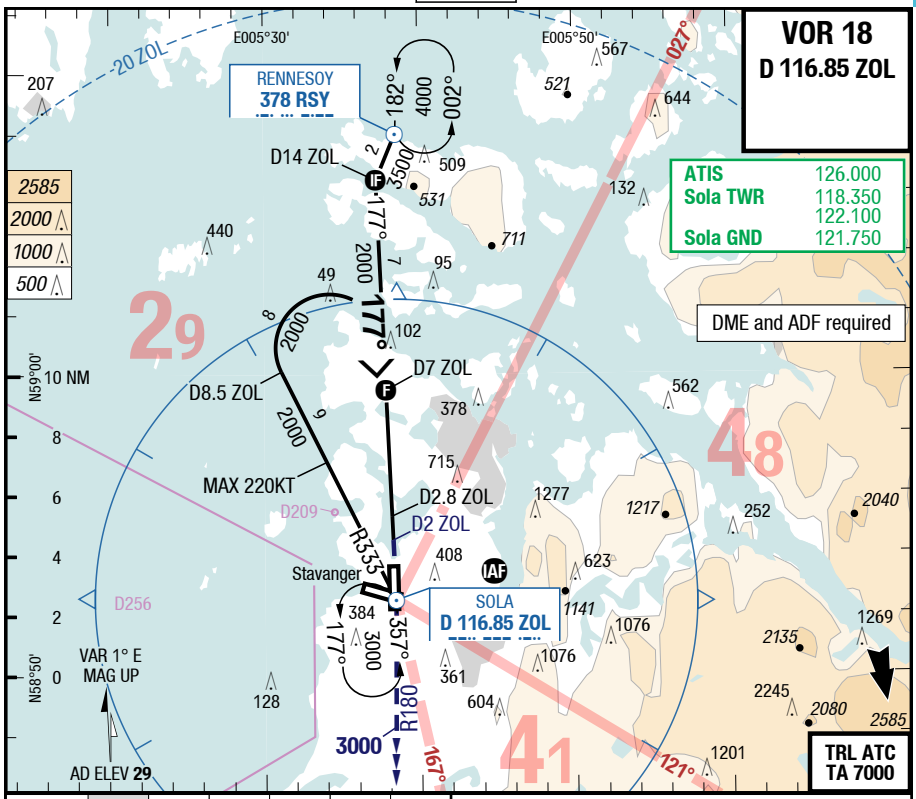
11		VOR DME					Circling
C	ft - m/km ft	470 - 2.2 **470**					1130 - 2.4V **1150**
D	ft - m/km ft	470 - 2.2 **470**					1650 - 3.6V **1670**

Changes: FREQ, APL, OBST

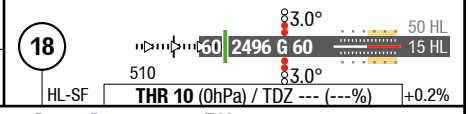
SVG-ENZV

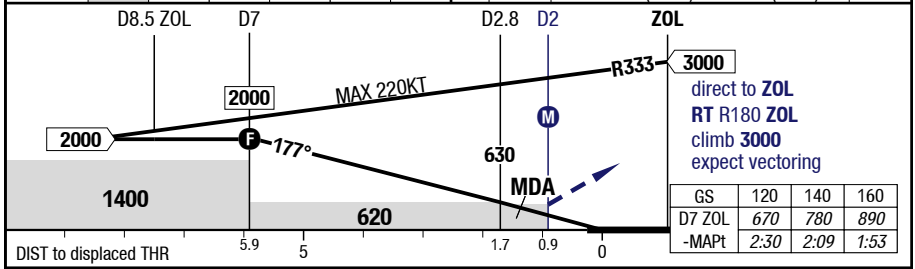
7-100

VOR 18



3.14° D ZOL 177° RWY 179°		7	6	5	4	3
		2000	1700	1370	1030	700

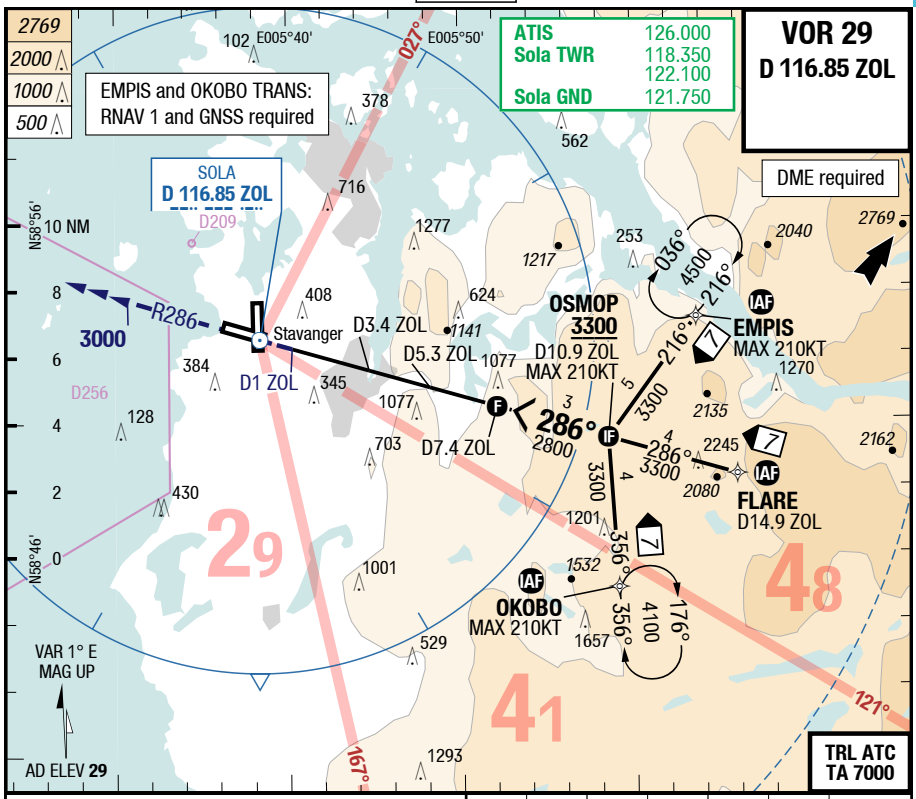


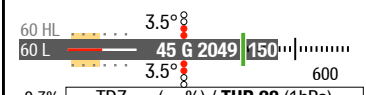


GS	120	140	160
D7 ZOL	*670*	*780*	*890*
-MAPt	*2:30*	*2:09*	*1:53*

18		VOR DME					Circling
C	ft - m/km ft	500 - 1.8 **510**					1130 - 2.4V **1150**
D	ft - m/km ft	500 - 1.8 **510**					1650 - 3.6V **1670**

Changes: FREQ, APL, OBST





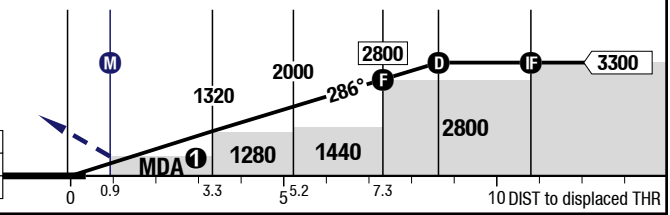
-0.3% TDZ --- (---%) / **THR 28** (1hPa) HL-S

2	3	4	5	6	8.7	3.50°
800	1170	1550	1920	2290	3300	D ZOL

❶ OBST BLW MDA

ZOL D1 D3.4 D5.3 D7.4 ***D8.7*** D10.9 ZOL OSMOP

R286 **ZOL**
climb **3000**
expect vectoring
RCF: See AOI



GS	120	140	160
D7.4 ZOL	*740*	*870*	*990*
-MAPt	*3:12*	*2:45*	*2:24*

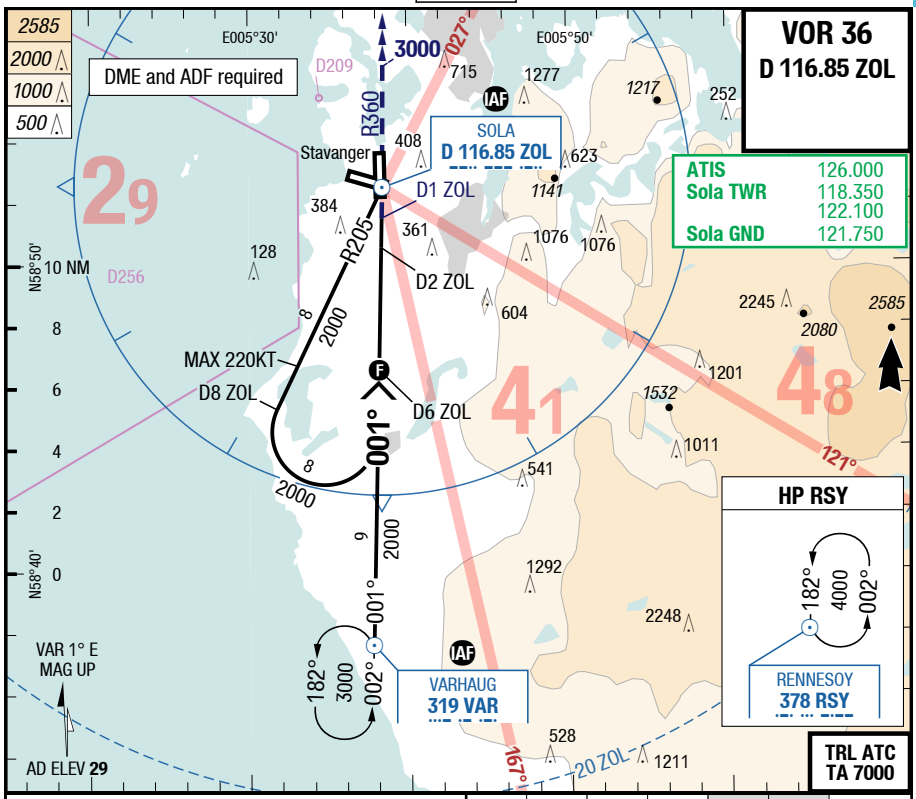
29		**VOR DME**					**Circling**
C	ft - m/km ft	570 - 2.2 **590**					1130 - 2.4V **1150**
D	ft - m/km ft	570 - 2.2 **590**					1650 - 3.6V **1670**

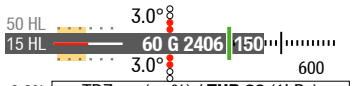
Changes: PROC, OBST, Note

SVG-ENZV

7-120

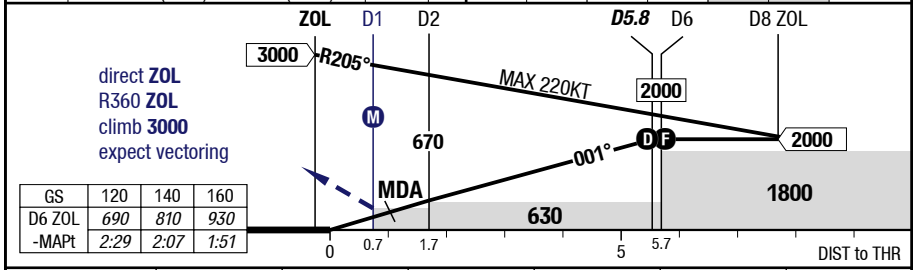
VOR 36





36

3	4	5	5.8			3.27° D ZOL 001° RWY 359°
1040	1380	1730	2000			



GS	120	140	160
D6 ZOL	*690*	*810*	*930*
-MAPt	*2:29*	*2:07*	*1:51*

36		VOR DME					Circling
C	ft - m/km ft	480 - 1.8 **500**					1130 - 2.4V **1150**
D	ft - m/km ft	480 - 1.8 **500**					1650 - 3.6V **1670**

Changes: Nil

SVG-ENZV

7-130

WxMinima Overflow

11		RNAV GNSS LNAV GA 2.5%					
C	ft - m/km ft	470 - 2.2 **470**					
D	ft - m/km ft	480 - 2.2 **480**					