

TRD-ENVA

1-10

AOI

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GENERAL

Operational Hours

ATS Hours: H24

AD ADMIN Hours: MON-FRI 0700-1430‡, EXC HOL

Airport Information

RFF: CAT 7, CAT 9 AVBL O/R MNM 30min prior to ETA

Fuel: MON-FRI, SUN: 0430-2100‡, SAT:0430-1800‡. At night O/R on TWR.

PCN: RWY 09/27: 50/F/A/X/U

Customs: AVBL for SKED INTL flights, other times O/R PN 1HR 30MIN on (+47) 67 03 28 00.

Operation

Traffic Note

Except in EMERG AD shall not be used by ACFT with wingspan exceeding 74m / 242ft. Exemptions may be granted by CAA, PPR MNM 8 weeks.

Preferential RWY

Between 2200-0600‡:

LDG RWY 09; TKOF RWY 27

Low Visibility Procedure

LVP in force when RVR below 550m.

Only one ACFT at a time is allowed on the maneuvering area.

RWY Restriction

180° turns on asphalt part of RWY prohibited due to danger of asphalt breaking up.

Turnaround area at RWY 27 end AVBL.

TWY Restriction

TWY B2 width 20m / 66ft.

TWY N width 14m / 46ft.

All TWY MAX outer wheel span 15m / 49ft, except:

TWY B2 MAX outer wheel span 12m / 39ft.

TWY N MAX outer wheel span 8m / 26ft, MAX wing span 24m / 79ft.

TWY J between TWY Y and stand 41L MAX wingspan 65m / 213ft, south of stand 41L MAX wingspan 52m / 171ft.

TWY H, W MAX wingspan 36m / 118ft.

Taxi/Parking

Follow-me AVBL O/R.

4 ENG code letter E and F ACFT: Apply MIN PWR on ENG number 1 and 4 during taxiing.

Stands 30-37 safegate equipped.

Flush lead-in lights to stands 22-38.

Marshaller mandatory on stands 38-45, and stands 22-29 if offset parking is not used.

Warnings

Wind shear and/or moderate to severe turbulence may occur on, and S of, final RWY 09 with wind from S-SE above 25KT. On visual APCH it is recommended to fly N of CL and establish on final closer to RWY.

Loss of headwind may occur on short final RWY 27 when wind from W above 20KT.

Birds in vicinity of AD.

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ARRIVAL

Speed

Unless otherwise instructed, maintain MNM IAS 160KT to 4NM from THR. If unable inform ATC.

Communication

COM Failure

Continue on STAR and start APCH to RWY without delay.

MISAP COM Failure

ILS or LOC RWY 09: At D12.2 TO, turn left direct IRKIX for new APCH. Climb to 4100ft.

RNAV (GNSS) RWY 09: At VA605, turn left direct IRKIX for new APCH. Climb to 4100ft.

COM Failure after LDG

If LDG ACFT cannot contact GND, vacate RWY and hold PSN until contact with GND can be established.

Arrival Procedure

Point Merge System (PMS)

The point merge system is in use. See Lido/RouteManual General Part NAV chapter.

Reverse: Between 2200-0600‡, ACFT ENGs must not be reversed beyond idle PWR unless so warranted by safety reasons.

Non-standard GP intercept position on RWY 27

GP intercepts RWY 27 at 323m / 1060ft after landing threshold.

Remaining LDG DIST beyond GP is 2146m / 7040ft.

DEPARTURE

Take-off Minima

RWY		09/27	
All ACFT	ft - m/km	0 - 400R/400V	-

Communication

COM Failure

RWY 09

If no further climb received prior to reaching 6000ft, climb to CPL cruising LVL.

RWY 27

Maintain las assigned LVL until passing limits described below, then climb to CPL cruising LVL:

GOGOX 1B: If no further climb received 10NM prior to GOGOX, climb to CPL cruising LVL.

| NIGEX 1B/1W: If no further climb received 30NM prior to NAMOX, climb to CPL cruising LVL.

OSMUM 1B: If no further climb received prior to VA805, climb to CPL cruising LVL.

| SOLKA 2B, EVNEN 2B: If no further climb received prior to VA803, climb to CPL cruising LVL.

SOLKA 1W: If no further climb received 10NM prior to SOLKA, climb to CPL cruising LVL.

EVNEN 1W: If no further climb received prior to VA804, climb to CPL cruising LVL.

UTUNA 1B, UTUNA 1W: If no further climb received 5NM prior to VA805, climb to CPL cruising LVL.

Under vectoring

Proceed in the most direct manner to rejoin CPL route no later than the next significant point, climbing to the CPL cruising LVL.

DEPARTURE

Omnidirectional DEP

RWY 09: Climb on track 087° to 6000ft, then proceed in the most direct manner to join CPL route, climbing to CPL cruising LVL. Under vectoring: Proceed in the most direct manner to join CPL route, climbing to CPL cruising LVL.

RWY 27: Climb on track 267° to 6000ft, then proceed in the most direct manner to join CPL route, climbing to CPL cruising LVL. Under vectoring: Proceed in the most direct manner to join CPL route, climbing to CPL cruising LVL.

Departure Procedure

TKOF RWY 27

If full RWY length is required for TKOF, inform ATC prior to REQ start-up.

ATC Slot, Clearance

Start-up/Push-back

En-route CLR should be obtained prior to start-up and is AVBL 30min before EOBT.

Contact TWR before start-up and push-back.

De-Icing

AVBL for SKED flights, other times O/R.

Before start-up, contact handling agent and REQ de-icing.

When requesting start-up, inform GND/TWR that de-icing is needed.

REQ taxi instructions to de-icing platform from TWR/GND. ACFT may be towed to de-icing platform if friction is acceptable.

Before entering platform, contact de-icing agency.

When de-icing is finished, contact GND/TWR for taxi CLR.

Effective 26-APR-2018

19-APR-2018

TRD-ENVA

Norway Trondheim Vaernes

AGC
AFC

Vaernes Trondheim Norway

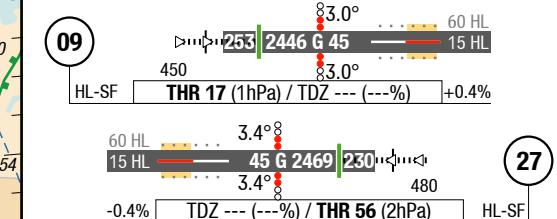
AGC
AFC

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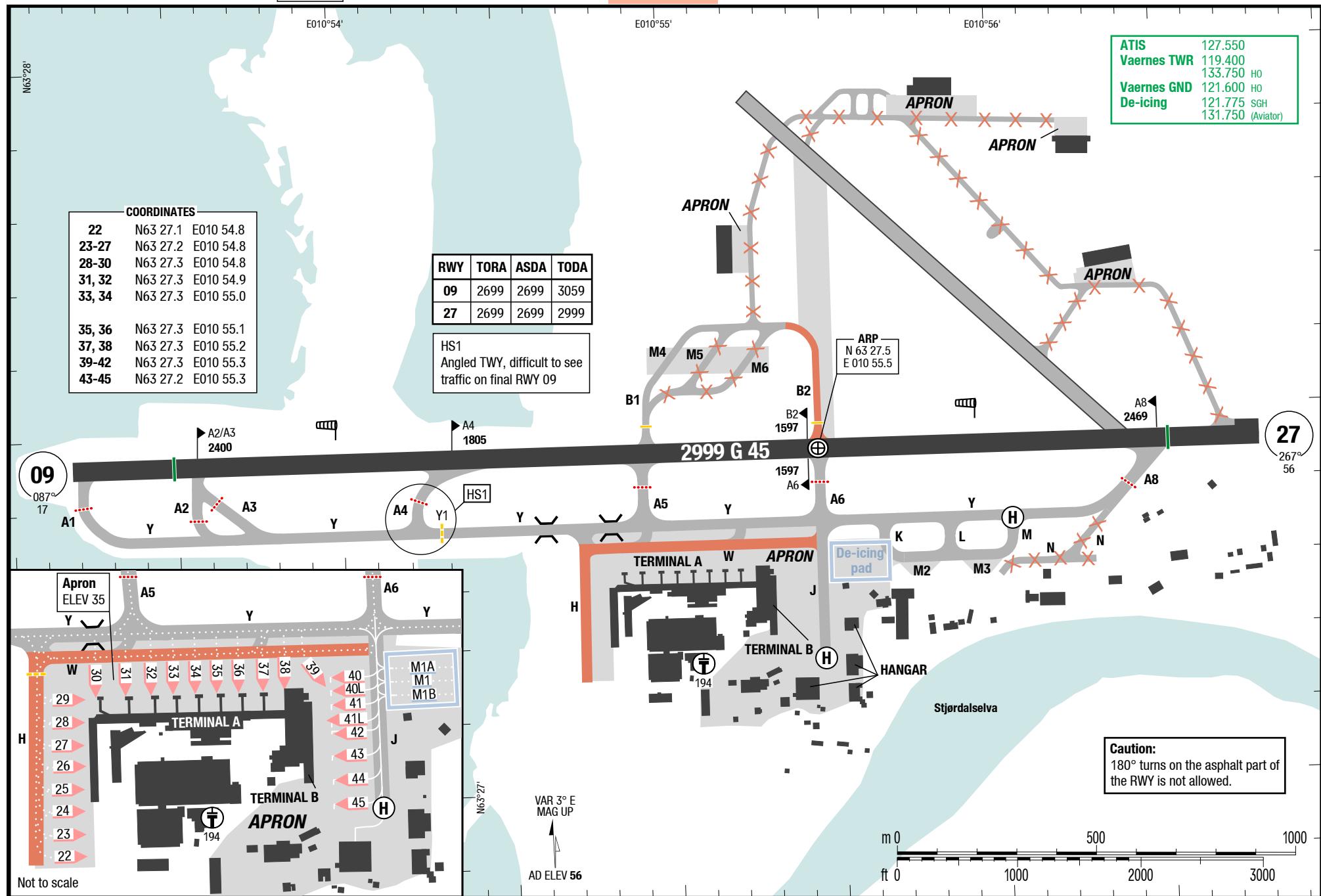


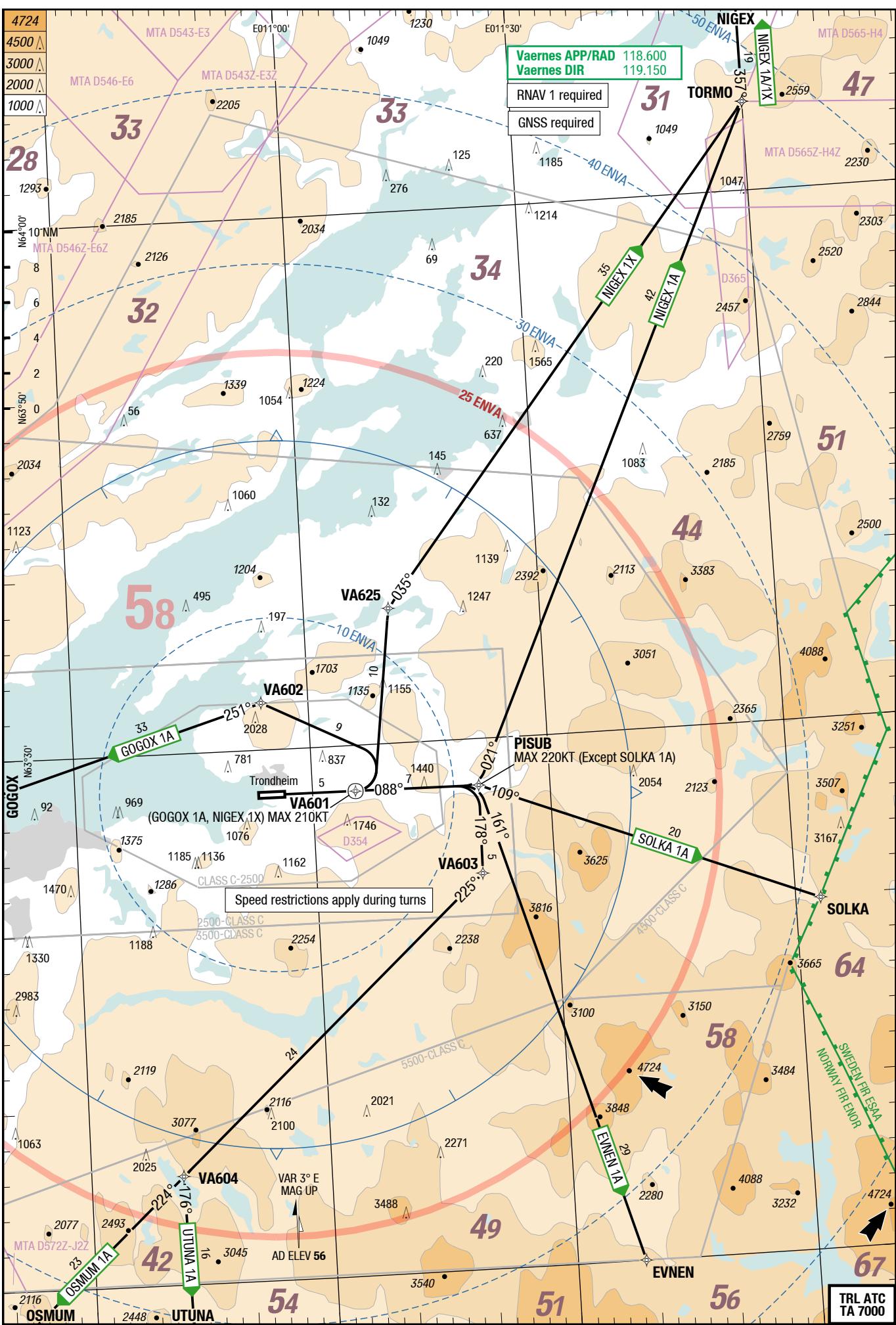
ATIS	127.550
Vaernes APP/RAD	118.600
Vaernes DIR	119.150 H0
Vaernes TWR	119.400
Vaernes GND	133.750
	121.600 H0

Landing RWY system:

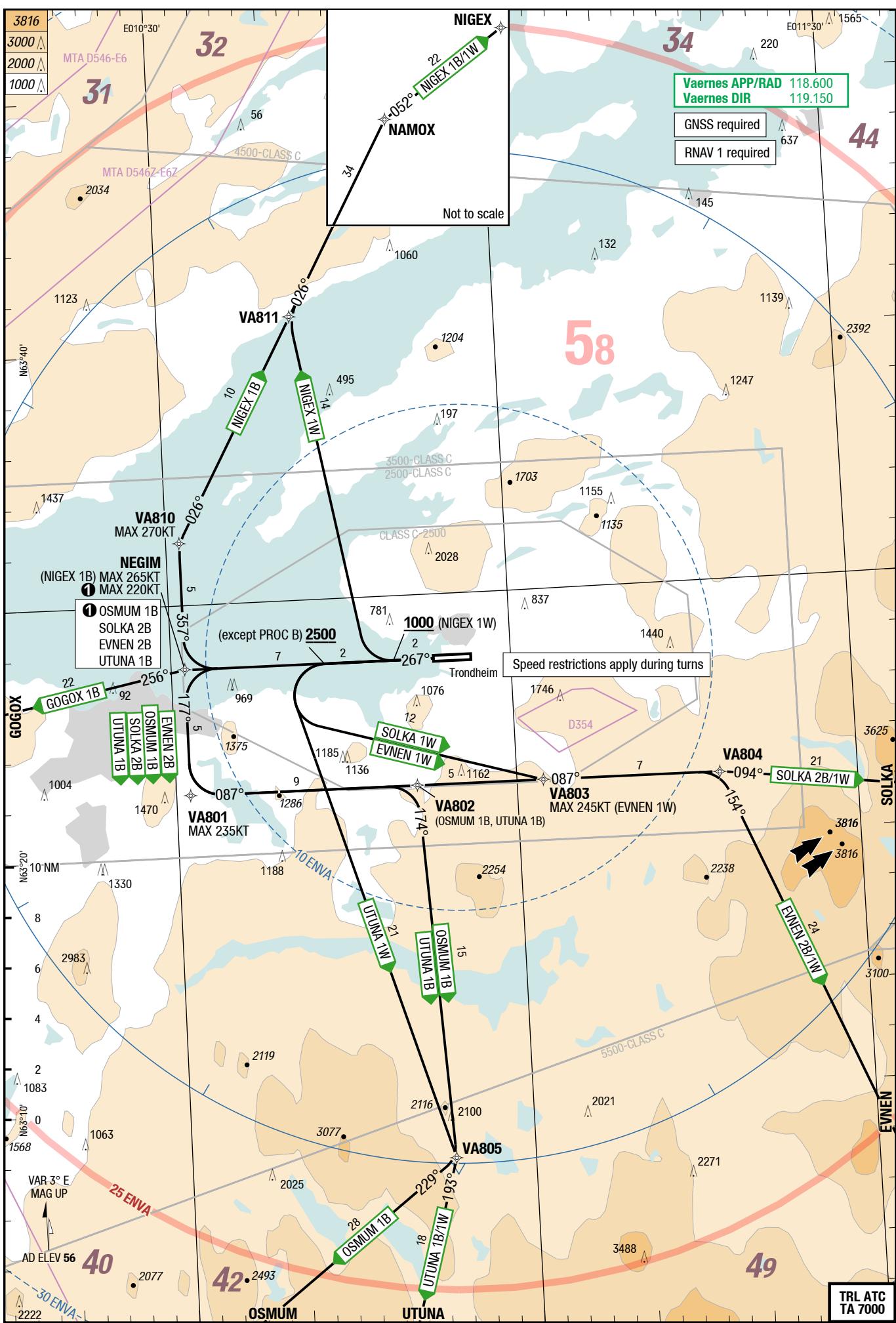


Changes: Nil





Changes: PROC, OBST



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RNAV SIDs RWY 09

EVNEN 1A / GOGOX 1A / NIGEX 1A / NIGEX 1X / OSMUM 1A / SOLKA 1A / UTUNA 1A
RWY 09 (087°)

When instructed by Vaernes TWR, contact Vaernes APP.

	GS	120	150	180	210	240	270
7.7%	ft/MIN	1000	1200	1500	1700	1900	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 09	
EVNEN 1A 7.7% to 4000 118.600 ①	DCT VA601 - PISUB [K220-] - EVNEN	initial climb 6000
GOGOX 1A 7.7% to 4000 118.600 ①	DCT VA601 [K210- ;L] - DCT VA602 - GOGOX	initial climb 6000
NIGEX 1A 7.7% to 4000 118.600 ①	DCT VA601 - PISUB [K220-] - TORMO - NIGEX	initial climb 6000
NIGEX 1X 7.7% to 4000 118.600 ①	DCT VA601 [K210-] - DCT VA625 - TORMO - NIGEX	initial climb 6000
OSMUM 1A 7.7% to 4000 118.600 ①	DCT VA601 - PISUB [K220-] - VA603 - VA604 - OSMUM	initial climb 6000
SOLKA 1A 7.7% to 4000 118.600 ①	DCT VA601 - PISUB - SOLKA	initial climb 6000
UTUNA 1A 7.7% to 4000 118.600 ①	DCT VA601 - PISUB [K220-] - VA603 - VA604 - UTUNA	initial climb 6000

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

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RNAV SIDs RWY 27

EVNEN 1W / EVNEN 2B / GOGOX 1B / NIGEX 1B / NIGEX 1W

RWY 27 (267°)

When instructed by Vaernes TWR, contact Vaernes APP.

	GS	120	150	180	210	240	270
3.6%	ft/MIN	500	600	700	800	900	1000
5.0%	ft/MIN	700	800	1000	1100	1300	1400
5.5%	ft/MIN	700	900	1100	1200	1400	1600
6.5%	ft/MIN	800	1000	1200	1400	1600	1800
7.4%	ft/MIN	900	1200	1400	1600	1800	2100

DESIGNATOR	ROUTING	ALTITUDES
Runway 27		
EVNEN 1W 5.0% to 3100 118.600 ①	267° [A2500+ ;L] - DCT VA803 [K245-] - VA804 - EVNEN	Initial climb 6000
EVNEN 2B 3.6% to 1900 6.5% to 3400 118.600 ①②	DCT NEGIM [K220-] - VA801 [K235-] - VA803 - VA804 - EVNEN	Initial climb 6000
GOGOX 1B 5.0% to 3000 118.600 ①③	DCT NEGIM - GOGOX	Initial climb 6000
NIGEX 1B 6.5% to 3400 118.600 ①②	DCT NEGIM [K265-] - VA810 [K270-] - VA811 - NAMOX - NIGEX	Initial climb 6000
NIGEX 1W 5.5% to 2400 7.4% to 3900 118.600 ①④	267° [A1000+ ;R] - DCT VA811 - NAMOX - NIGEX	Initial climb 6000

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

② Climb gradient 6.5% due to ASP.

③ Climb gradient 5.0% due to ASP.

④ Climb gradient 7.4% due to ASP.

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RNAV SIDs RWY 27

OSMUM 1B / SOLKA 1W / SOLKA 2B / UTUNA 1B / UTUNA 1W

RWY 27 (267°)

When instructed by Vaernes TWR, contact Vaernes APP.

	GS	120	150	180	210	240	270
3.6%	ft/MIN	500	600	700	800	900	1000
5.0%	ft/MIN	700	800	1000	1100	1300	1400
6.5%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 27	
OSMUM 1B 3.6% to 1900 6.5% to 3400 118.600 ①②	DCT NEGIM [K220-] - VA801 [K235-] - VA802 - VA805 - OSMUM	Initial climb 6000
SOLKA 1W 5.0% to 3100 118.600 ①	267° [A2500+ ;L] - DCT VA803 - VA804 - SOLKA	Initial climb 6000
SOLKA 2B 3.6% to 1900 6.5% to 3400 118.600 ①②	DCT NEGIM [K220-] - VA801 [K235-] - VA803 - VA804 - SOLKA	Initial climb 6000
UTUNA 1B 3.6% to 1900 6.5% to 3400 118.600 ①②	DCT NEGIM [K220-] - VA801 [K235-] - VA802 - VA805 - UTUNA	Initial climb 6000
UTUNA 1W 5.0% to 3100 118.600 ①	267° [A2500+ ;L] - DCT VA805 - UTUNA	Initial climb 6000

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

② Climb gradient 6.5% due to ASP.

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DEPARTUREs

SIDPT

DEPARTUREs

	GS	120	150	180	210	240	270	
5.0%	ft/MIN	700	800	1000	1100	1300	1400	
8.4%	ft/MIN	1100	1300	1600	1800	2100	2300	

RWY

Routing

OMNI 2A

RWY 09
8.4% to 4000
(If unable to comply, inform ATC)

087° - expect further clearance from ATC
MNM turn ALT **4000**
initial climb **6000**

OMNI 2B

RWY 27
5.0% to 3000
(If unable to comply, inform ATC)

267° - expect further clearance from ATC.
MNM turn ALT **3000**
initial climb **6000**

RWY

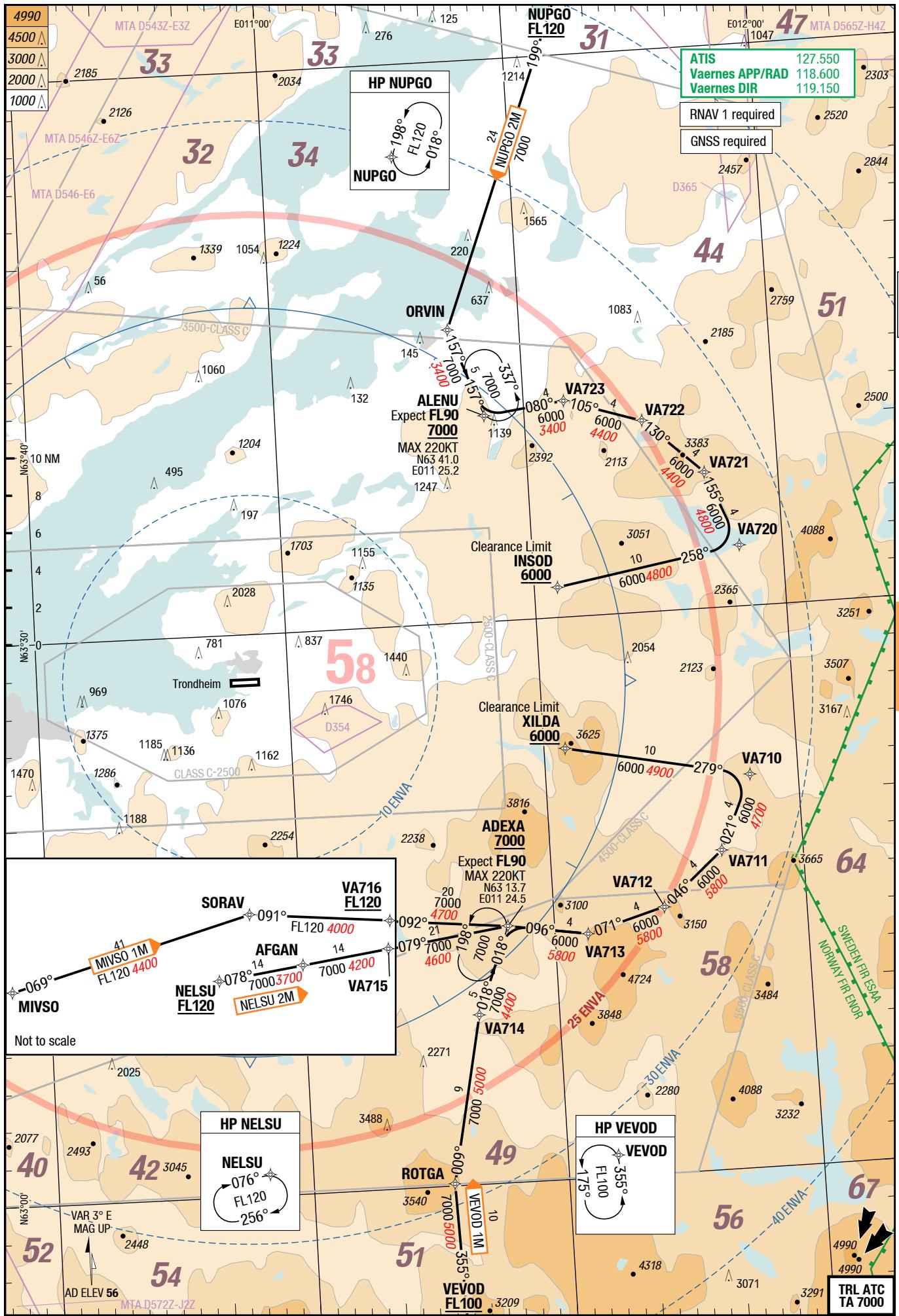
Notes

09

1. When instructed by Vaernes TWR, contact Vaernes APP.

27

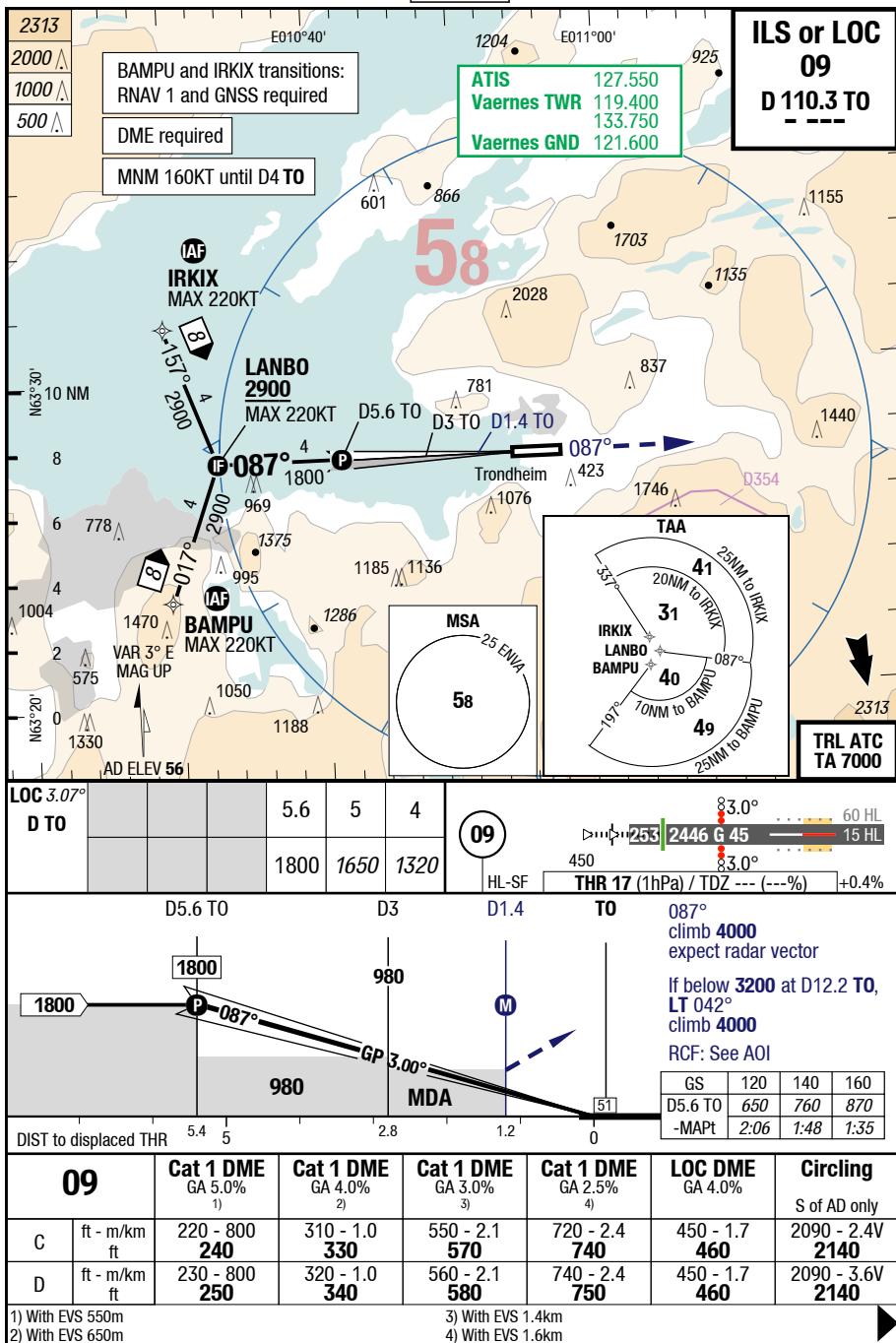
1. When instructed by Vaernes TWR, contact Vaernes APP.



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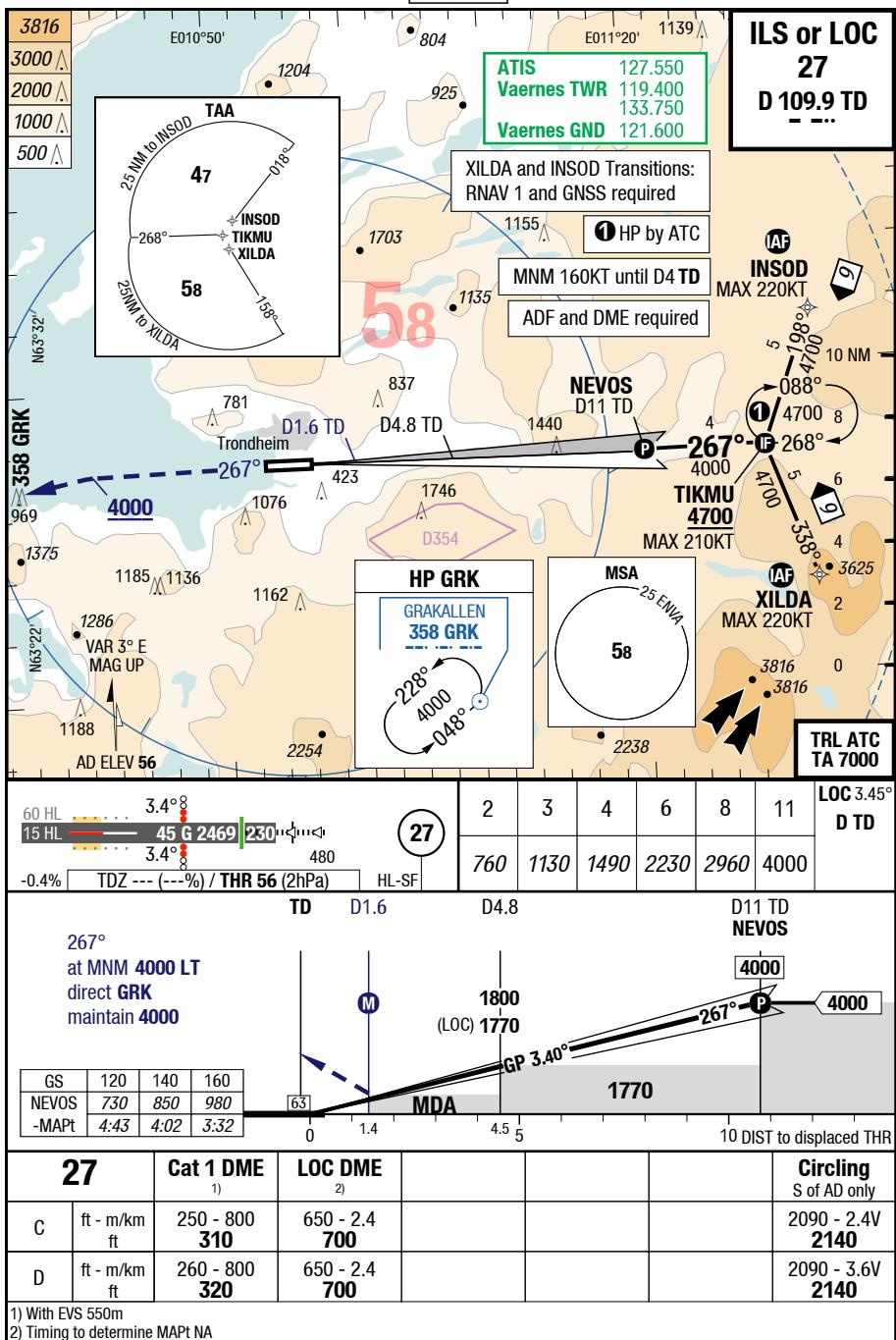
ILS or LOC 09



TRD-ENVA

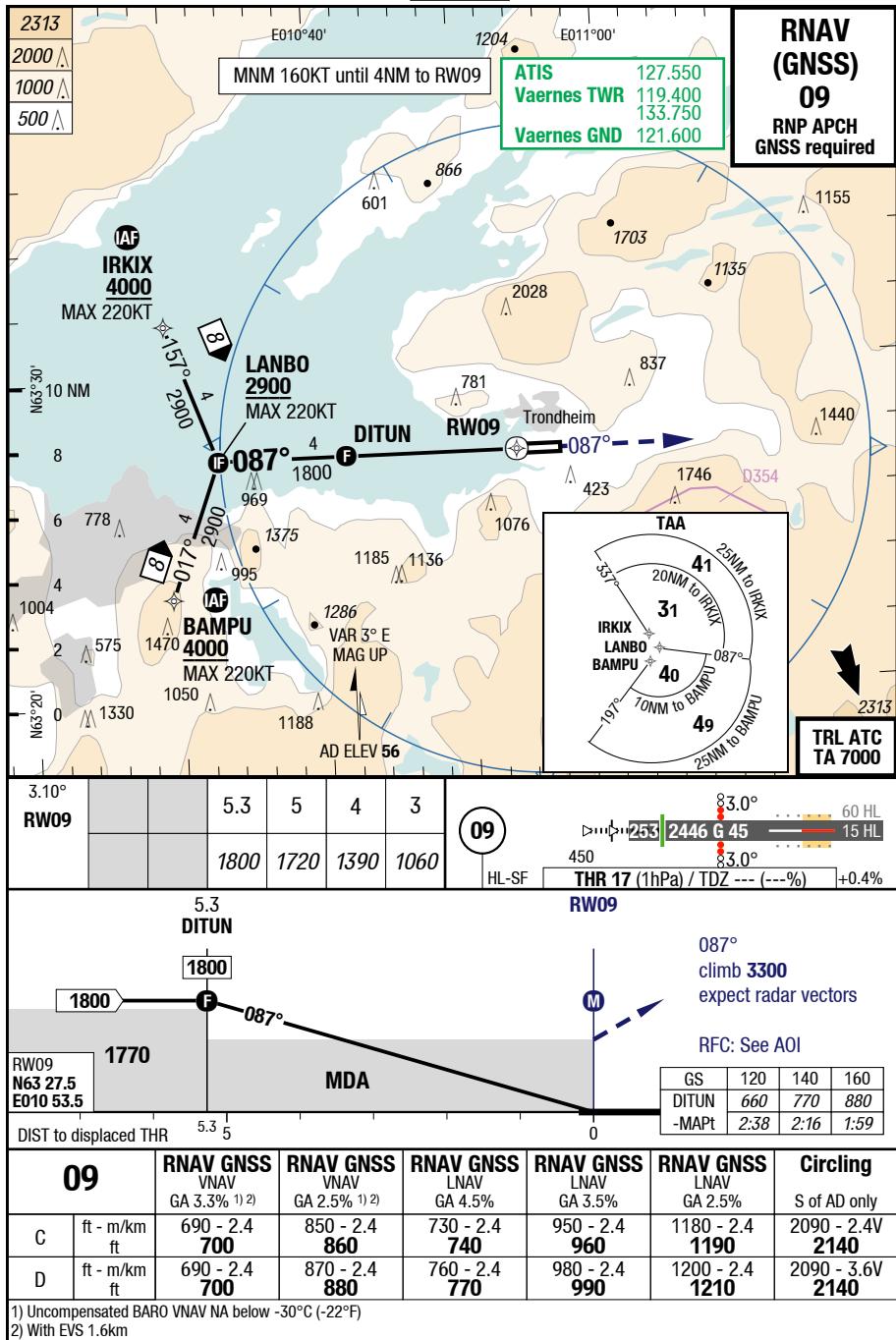
7-20

ILS or LOC 27



7-30

RNAV (GNSS) 09



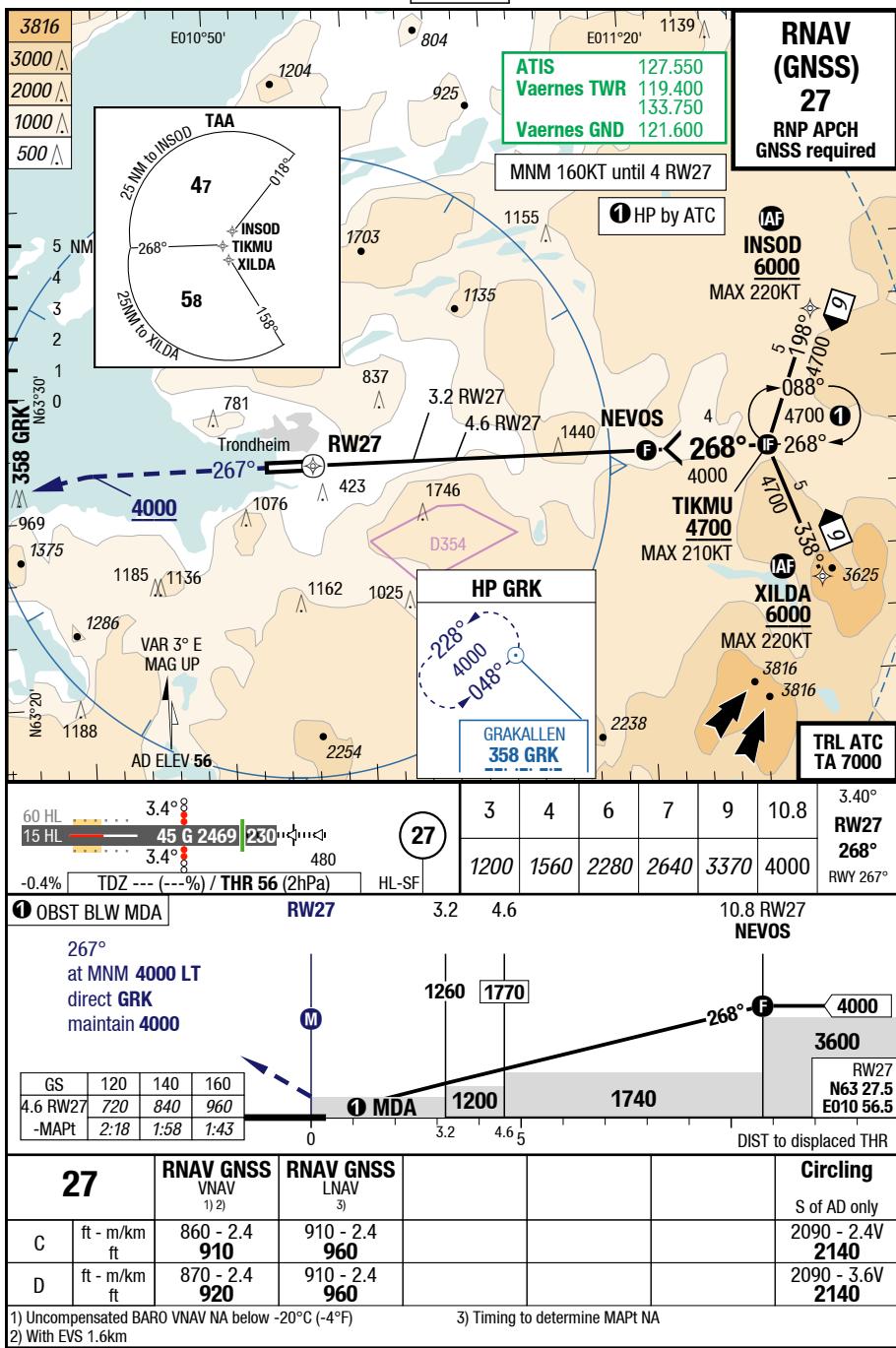
1) Uncompensated BABO VNAV NA below -30°C (-22°F)

2) With FVS 1.6km

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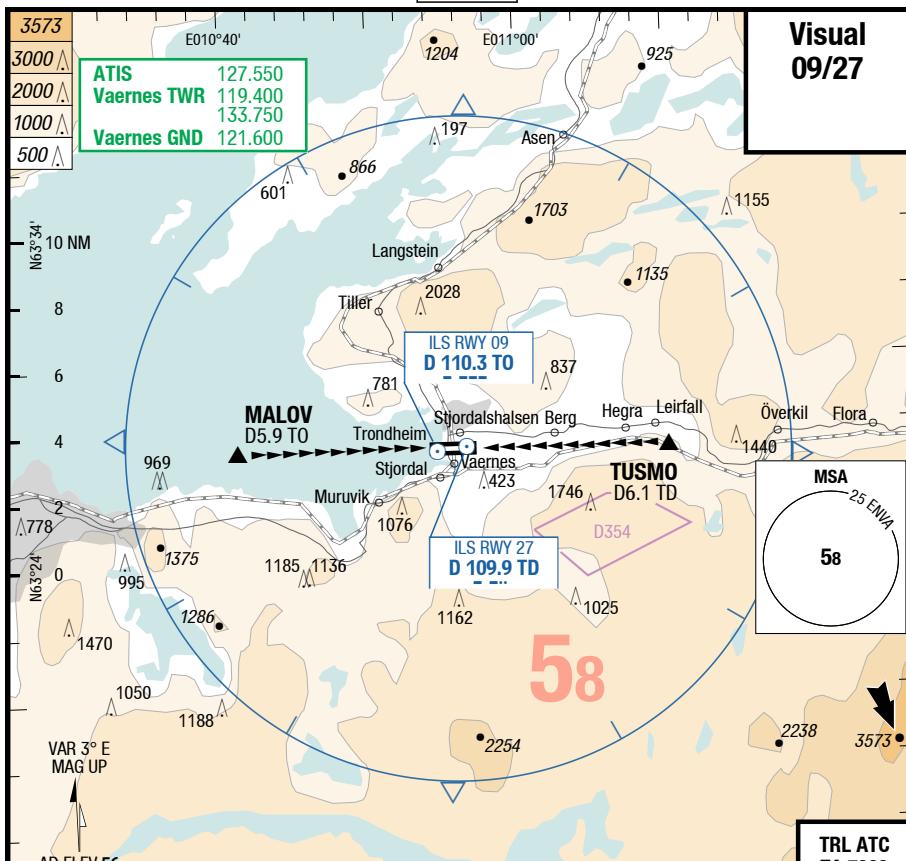
7-40

RNAV (GNSS) 27



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Visual 09/27



09	253	2446 G 45	60 HL	15 HL	45 G 2469	230	27
HL-SF	THR 17 (1hPa) / TDZ --- (---%)	83.0°	60 HL	15 HL	3.4°	3.4°	HL-SF
450	+0.4%	-0.4%	TDZ --- (---%) / THR 56 (2hPa)	480			

Unless otherwise authorized or directed by ATC, an aircraft having been cleared for a visual approach shall:

- Execute the approach so as to be established on final approach track outside RWY 09: MALOV / D5.9 TO // RWY 27: TUSMO / D6.1 TD
- Maintain MNM 2500 until starting turn to final and establish a final approach descent not below ILS glideslope / PAPI on slope signal.
- When cleared by ATC, shorter visual approaches are allowed from the north to RWY 09 and for propeller aircraft to 2 NM final RWY 27.

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WxMinima Overflow

09		LOC DME GA 3.0%	LOC DME GA 2.5%				
C	ft - m/km ft	600 - 2.3 610	760 - 2.4 770				
D	ft - m/km ft	630 - 2.4 640	780 - 2.4 790				