

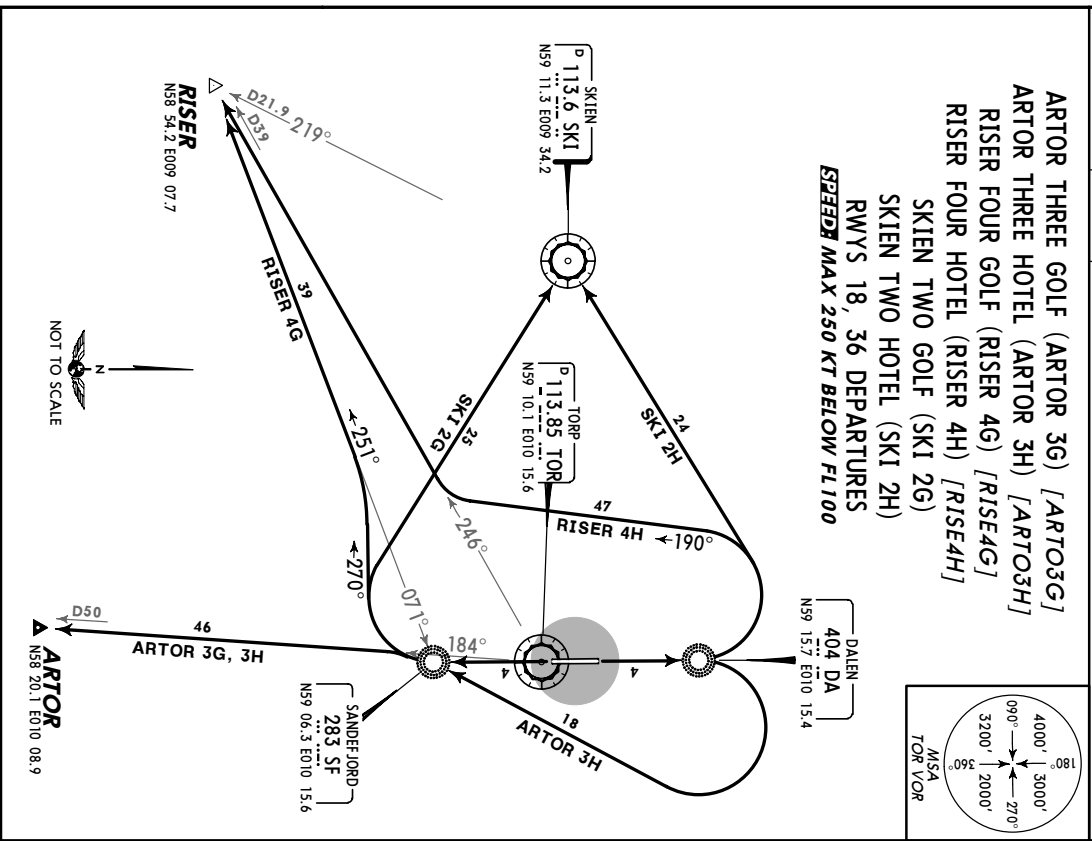
ENTO/TRF  
TORP

22 SEP 06 (10-3) EFF 28 Sep

JEPPesen SANDEFJORD, NORWAY

SID

FARRIS Approach 134.05	Ap'l Elev 286'	Trans level: By ATC Trans alt: 7000' 1. Contact FARRIS Approach immediately after take-off. 2. Enroute cruising levels will be issued after take-off by OSLO Departure or OSLO Control. 3. EXPECT close-in obstacles.
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SID	RWY	ROUTING
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ARTOR 3G	18	Climb to SF, intercept TOR R-184 to ARTOR.
ARTOR 3H	36	Climb to DA, turn RIGHT, intercept TOR R-184 to ARTOR.
RISER 4G	18	Climb to SF, turn RIGHT, 270° track, intercept 251° bearing from SF to RISER.
RISER 4H	36	Climb to DA, turn LEFT, 190° track, intercept TOR R-246 to RISER.
SKI 2G	18	Climb to SF, turn RIGHT to SKI.
SKI 2H	36	Climb to DA, turn LEFT to SKI.

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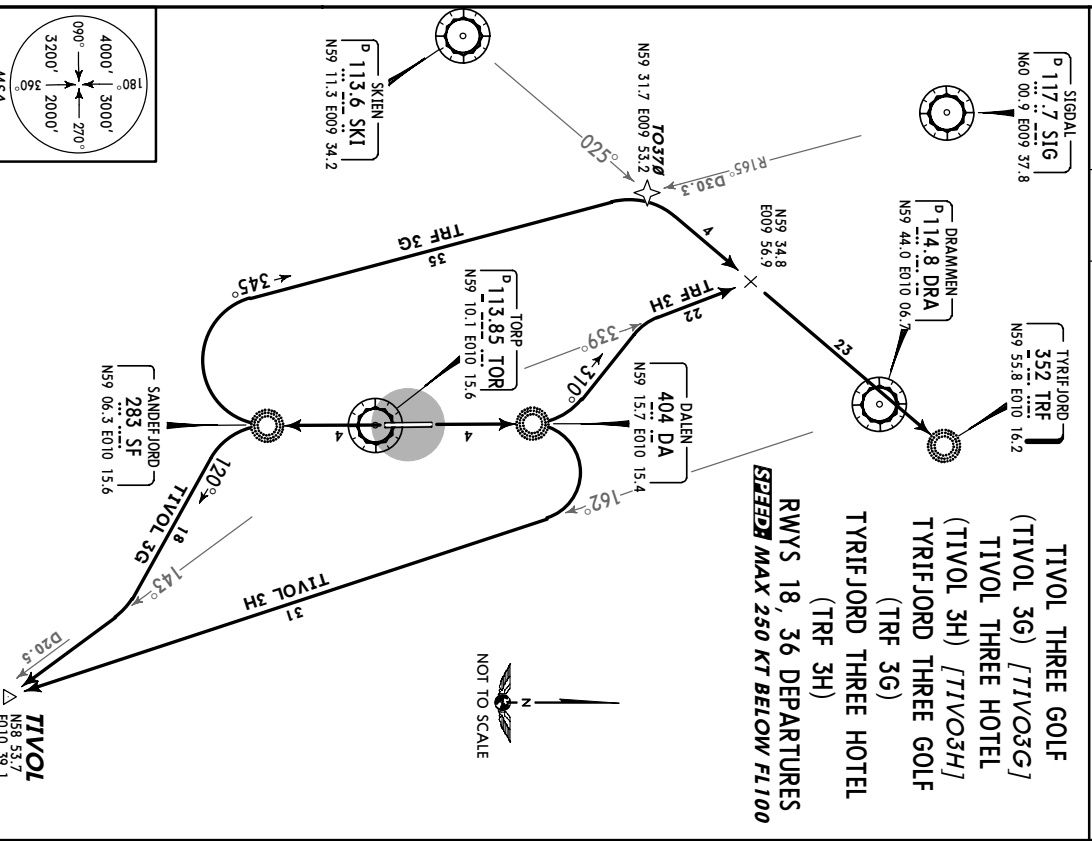
ENTO/TRF  
TORP

22 SEP 06 (10-3A) EFF 28 Sep

JEPPesen SANDEFJORD, NORWAY

SID

FARRIS Approach 134.05	Ap'l Elev 286'	Trans level: By ATC Trans alt: 7000' 1. Contact FARRIS Approach immediately after take-off. 2. Enroute cruising levels will be issued after take-off by OSLO Departure or OSLO Control. 3. EXPECT close-in obstacles.
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SID	RWY	ROUTING
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TIVOL 3G	18	Climb to SF, turn LEFT, 120° track, intercept TOR R-143 to TIVOL.
TIVOL 3H	36	Climb to DA, turn RIGHT, intercept TRA R-165 inbound, intercept SKI
TRF 3G	18	Climb to SF, turn RIGHT, R-025 to TRF.
TRF 3H	36	Climb to DA, turn LEFT, 310° track, intercept TOR R-339, intercept SKI R-025 to TRF.

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**JEPPESSEN**  
4 AUG 06 **(13-1)**  
**SANDEFJORD, NORWAY**  
**VOR Rwy 18**

4 AUG 06 (13-1)

VOR Rwy 18

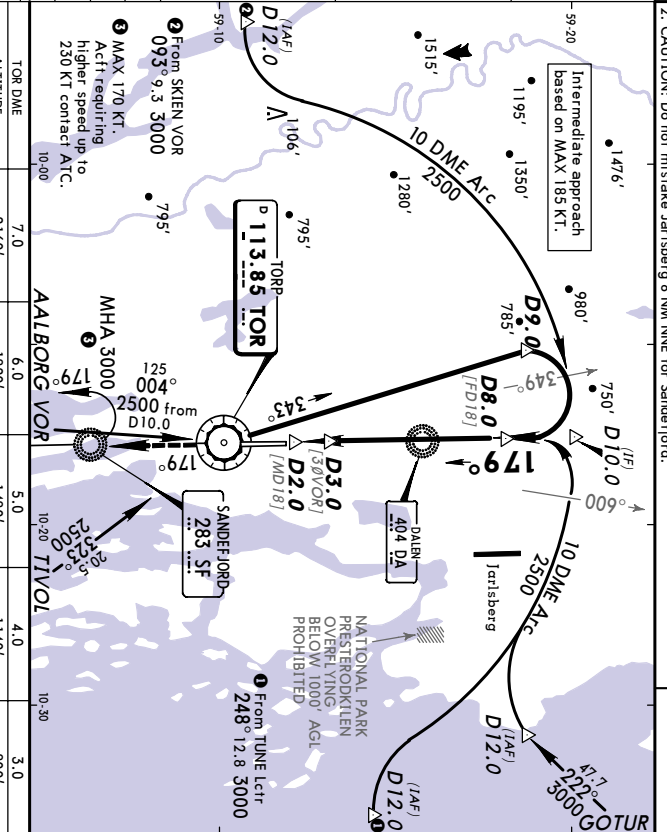
*A15	*FABIS Approach	*TORR Tower	*Ground
119.07	134.05	118.65	126.17
VOR TOR 113.85	<i>Final</i> Aptch C's 179°	<i>Minimum Alt</i> D5.0 2500' (2218')	<i>MDA (H)</i> 700' (418')  <i>Apt Elev</i> 286'  <i>RWY</i> 282'

**MUSSED APCH: Climb STRAIGHT AHEAD to SF Lcrr and hold at 3000'.**

Alt Spt: HPa      Rwy Elev: 10 HPa      Trans level: By ATC      Trans alt: 7000'

1. DME and ADP REQUIRED.      2. Minimum 9 NM NNE from Cleveland.

MSA  
TOR  
VOR

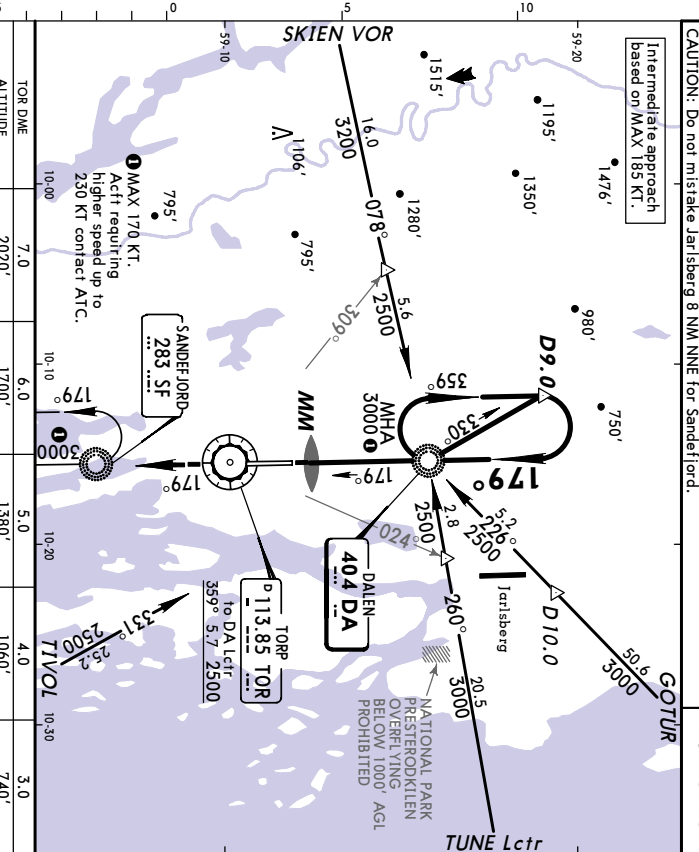


End speed-Kts	70	90	100	120	140	160	HEADS	3000'	SF
Descent Gradient 5, 98% or	424	545	605	726	847	968	PAV	↑	283
Descent angle [3, 42°]									
MAP at D2.0									
JAR-OPS	STRAIGHT-IN LANDING RWY 18						CIRCLE-TO-LAND		
<div> <div>MOD(H) 700' (418')</div> <div>ALS out</div> </div>							<div> <div>MOD(H) 850' (564')</div> <div>VIS 1500m</div> </div>		
A	RWY 900m						Max	Kts	
B	RWY 1000m		RWY 1500m				100	850' (564')	
C	RWY 1400m		RWY 1800m				135	900' (614')	
D	RWY 1400m		RWY 2000m				180	1000' (714')	
							205	1010' (724')	
								3600m	

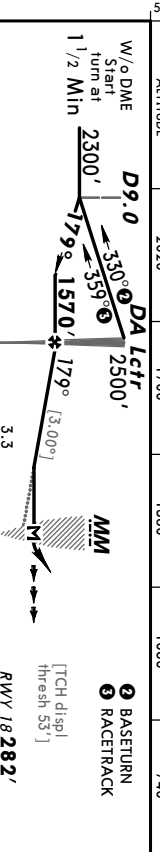
**SANDEFJORD, NORWAY**  
**NDB Rwy 18**

MSA TOR VOR

Intermediate approach  
based on MAX 185 KT.



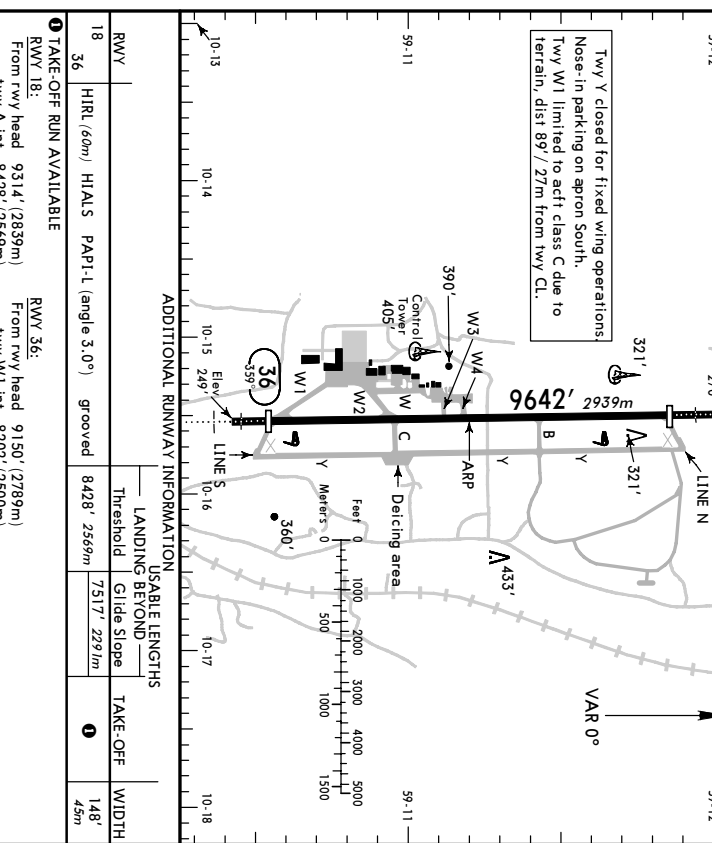
	17°00'	17°10'	17°20'	17°30'	17°40'
TOR DME	7.0	6.0	5.0	4.0	3.0
ALTITUDE	2020'	1760'	1380'	1060'	740'



TO DISPLACED THRESHOLD															3.9		0.6		0		THIAS		3000'		SF		283																	
Grnd Speed/Kts															70		90		100		120		140		160																			
Descent Gradient															5.24% or		372		478		531		637		743		849																	
Descent angle															3.00°																													
DA clear in MAP															3.3		2.50		2.12		1.59		1.39		1.25		1.14 or MAP at MM																	
JAR-OPS															STRAIGHT-IN LANDING RWY 18															CIRCLE-TO-LAND														

MDA(H) 800' (518')		ALS out		Max Kts	MDA(H)	V/S
A	R/R 1000m			100	850' (564')	1500m
B			R/R 1500m	135	900' (614')	1600m
C	R/R 1200m			180	1000' (714')	2400m
D	R/R 1600m		R/R 2000m	205	1010' (724')	3600m

**SANDEFJORD, NORWAY**  
**TORP**



<p>De-icing coordination frequency 119.12. De-icing of acft may only be performed on the dedicated platforms. Entry and exit via twy C. Report to ATC if the acft needs de-icing during initial contact. Start-up and taxiing to de-icing platforms shall not be started before ATC-clearance is obtained.</p>		<p>twy A Int 6426 (1269m) twy B Int 5846 (1782m) twy C Int 5879 (1792m) twy WT Int 8202 (1250m)</p>
<p><b>DE-ICING</b></p>		
<p><b>LOW VISIBILITY PROCEDURE</b></p>		
<p>LVP come into force, when RVR 800m or less. RVR 550m or less: One acft on the manoeuvring area at the time.</p>		
<p><b>JAR-OPS</b></p>		
<p><b>TAKE-OFF 112</b></p>		
<p><b>All Rwy's</b></p>		
<p><b>LVP must be in Force</b> RCIM (DAY only) or RL</p>		<p>RCIM (DAY only) or RL</p>
A		NIL (DAY only)
B	250m	
C		
D	300m	500m
<p>1 Operators applying U.S. Ops Specs: CL required below 300m. 2 Lowest RVR for departure in snowfall: 400m. RCIM must be visible.</p>		