

# Fornebu Airport Chart Collection

SAS Flight Support

1997

FBU 97

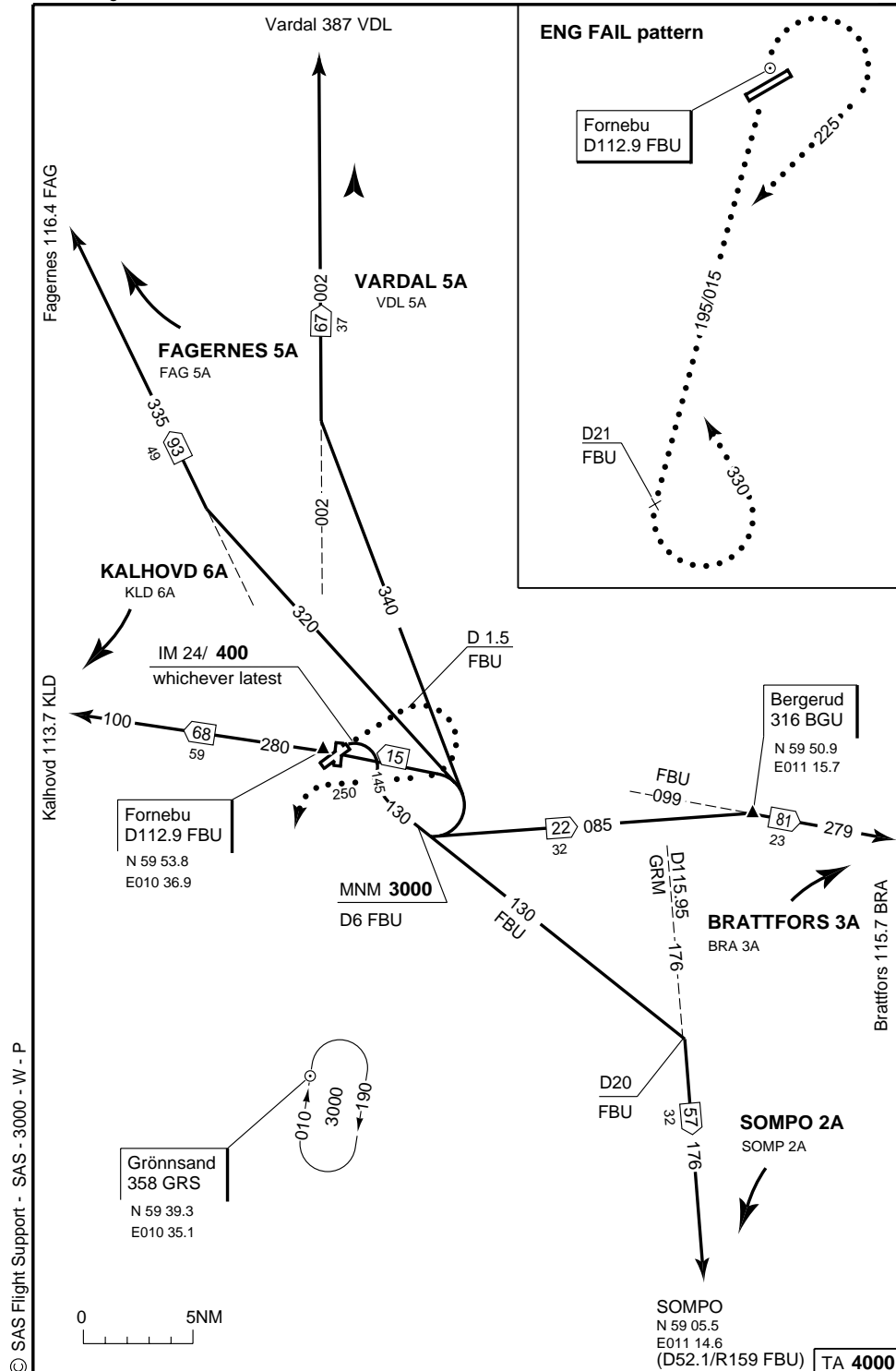
Fornebu Airport Charts



SAS Flight Support  
Stockholm, Sweden





**NORMAL CLIMB**

ALL SID's

- At IM 24 or 400 whichever latest, turn right to 145°
- R130 FBU - D6 FBU - follow SID.
- Cross D6 FBU MNM 3000 (if unable, inform ATC)

- **Initial climb:** Climb to 4000.
- **COM:** Contact Oslo DEP 119.65 after TKOF.

**RESTRICTIONS**

- B767: At TKOF, use Heading Select i.s.o. LNAV and min flap 15 to follow NAP.
- **SPEED:** Turn at IM based on MAX TOW  $V_2 + 20$ , TKOF flaps, bank MNM 25°. MAX IAS 250 KT below FL100.
- MNM climb gradient: 5.0% to 4000 (if unable inform ATC).

**BRATTFORS 3A**

Turn L to BGU - BGU - R099 FBU - BRA.

**FAGERNES 5A**

Turn L - 320° - R335 FBU - FAG.

**KALHOVD 6A**

Turn L - FBU - R280 FBU - KLD.

**SOMPO 2A**

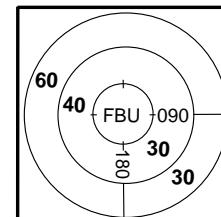
At D20 FBU turn R - R176 GRM - SOMPO.

**VARDAL 5A**

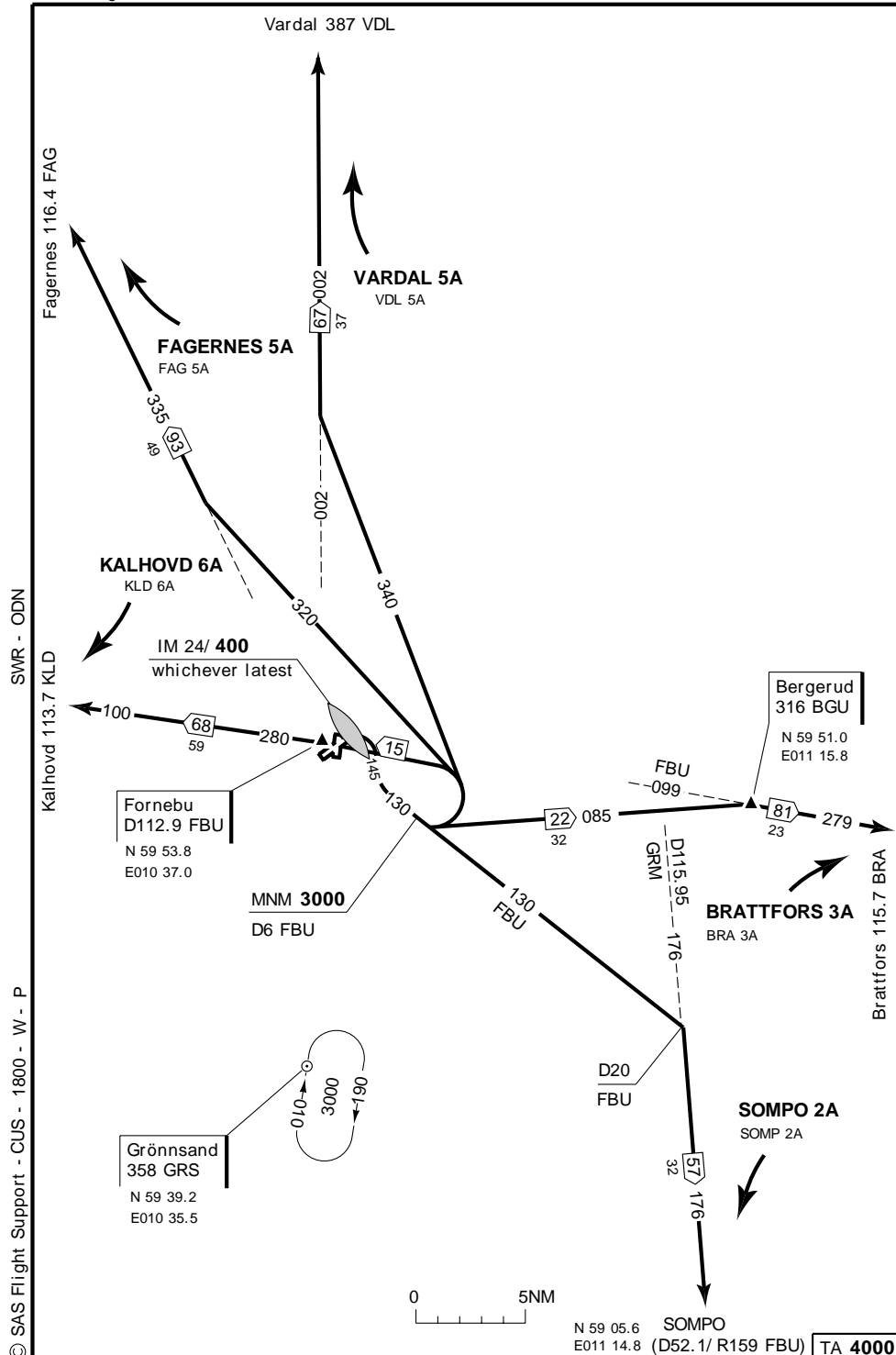
Turn L - 340° - R002 FBU - VDL.

**ENG FAIL**Climb on 059°. At **250** or at D1.5 FBU, whichever first, turn right to 250°. Intercept R195 FBU and join EFP.

If FBU VOR/DME U/S, see alternate procedure in NAV KIT (ASIR page 9A).



Change: COORD, SID designators GOSDI 2A, GRÖNSAND 2A, ENG FAIL

COM

Contact Oslo DEP 119.65 after TKOF.

SPEED:

MAX IAS 250KT below FL100.

MNM Climb gradient: 300FT/ NM ( 5% ) to 4000.INITIAL CLIMB

ALT Rest: Climb initially to 4000.

Climb on 059° - at IM 24 or 400 whichever comes latest turn R - 145° - R130 FBU - D6 FBU - follow SID.

Cross D6 FBU MNM 3000.

BRATTFORS 3A

Turn L to BGU - BGU - R099 FBU - BRA.

FAGERNES 5A

Turn L - 320° - R335 FBU - FAG.

KALHOVD 6A

Turn L - FBU - R280 FBU - KLD.

SOMPO 2A

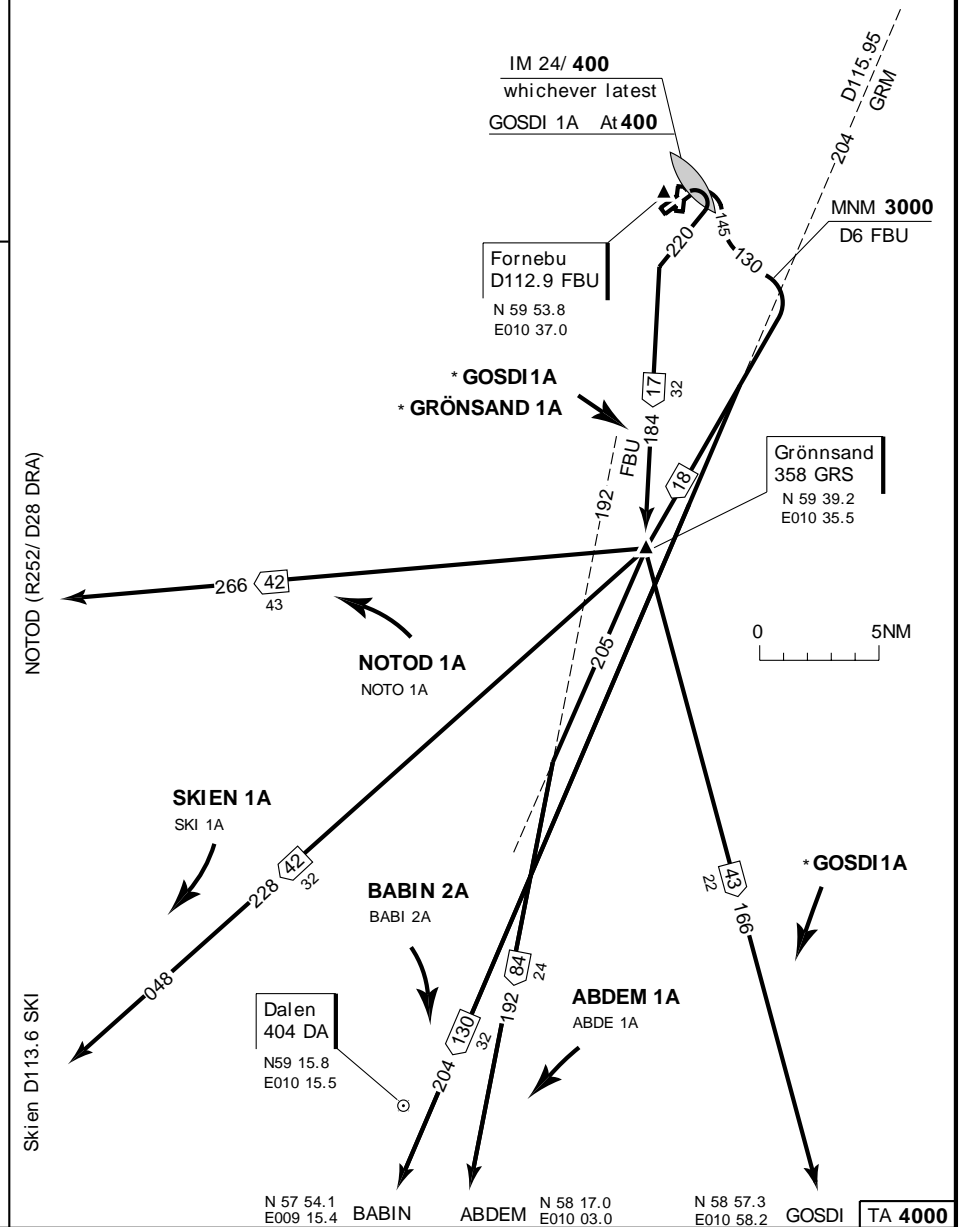
At D20 FBU turn R - R176 GRM - SOMPO.

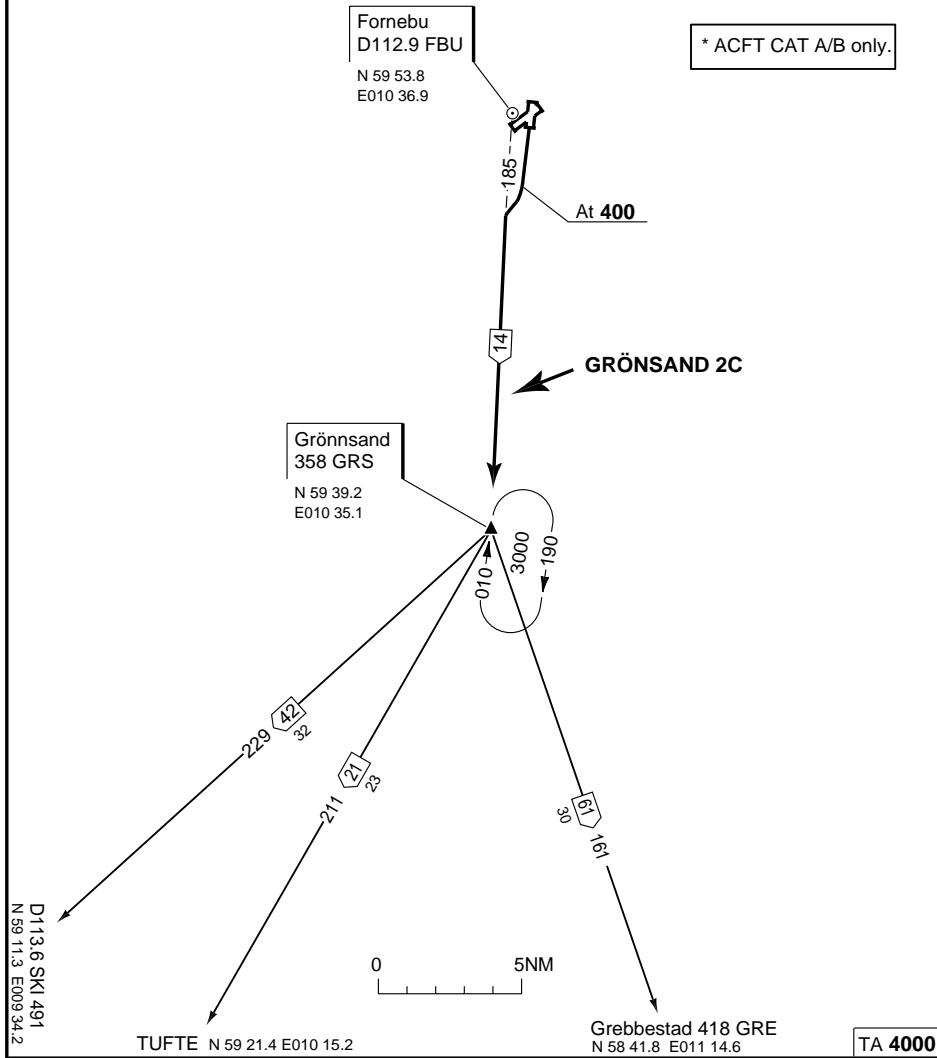
VARDAL 5A

Turn L - 340° - R002 FBU - VDL.

COM

TA 4000



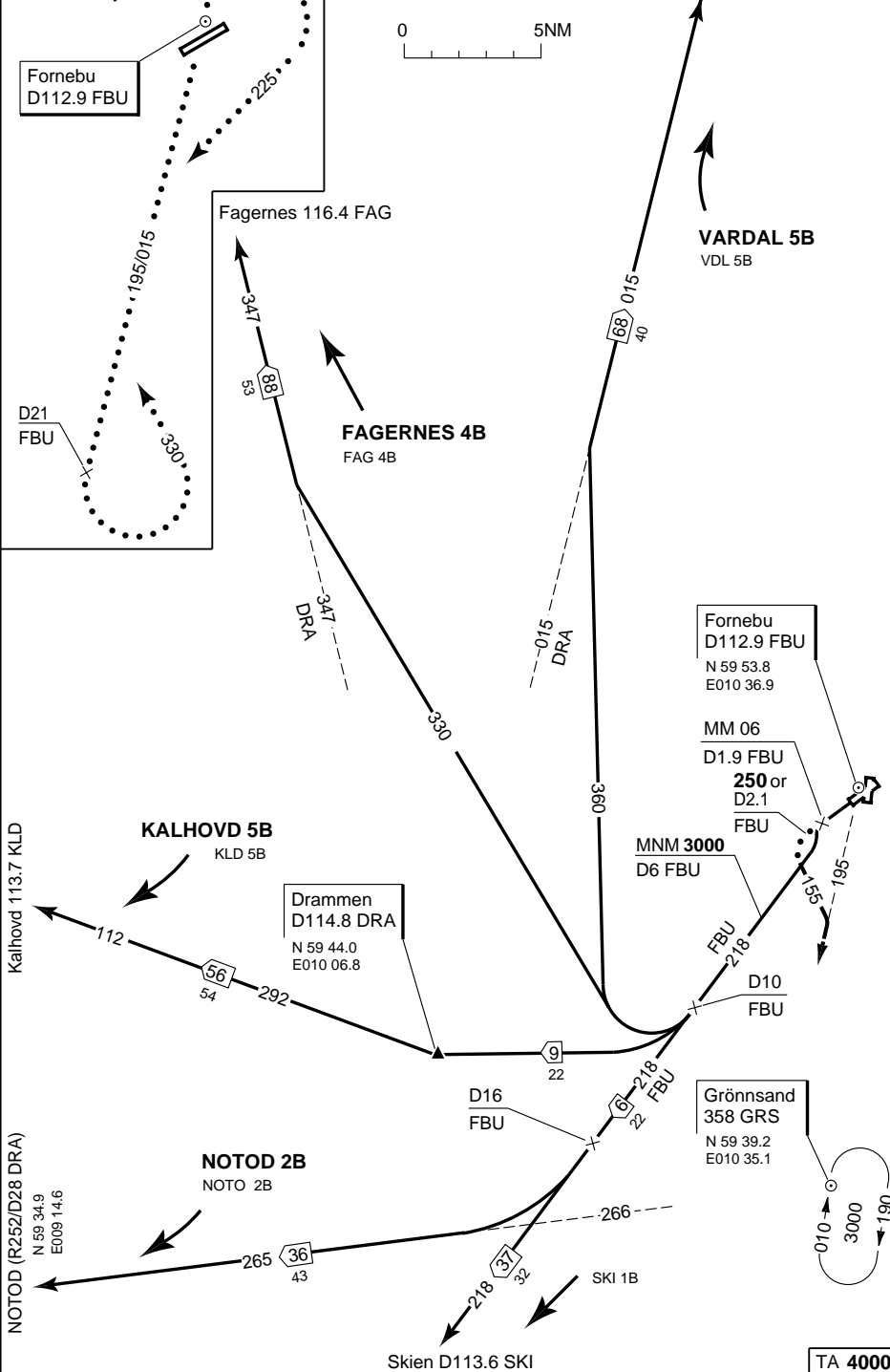
COM

Contact Oslo DEP 119.65 after TKOF.

SPEED: MAX IAS 250 KT below FL 100.MNM Climb gradient: 300 FT/NM (5%) to 2000.ALT REST: Climb initially to 3000.GRÖNSAND 2C

Climb on 187° - at 400 turn R - R185 FBU - GRS.



**ENG FAIL pattern****NORMAL CLIMB**

ALL SID's

- At MM 06 (D1.9 FBU) turn left - follow SID
- Cross D6 FBU MNM 3000 (if unable, inform ATC)

**- Initial climb:** Climb to 4000**- COM:** Contact Oslo DEP 119.65 after TKOF**RESTRICTIONS**

- B767: At TKOF, use Heading Select iso LNAV to follow NAP.
- SPEED: MAX IAS 250 KT below FL100.
- MNM climb gradient: 5.0% (300FT/NM) to 4000. (if unable inform ATC)

**FAGERNES 4B**

R218 FBU - at D10 FBU turn R - 330° - R347 DRA - FAG.

**KALHOVD 5B**

R218 FBU - at D10 FBU turn R - DRA - R292 DRA - KLD.

**NOTOD 2B**

R218 FBU - at D16 FBU turn R - 266° from GRS - NOTOD.

**SKIEN 1B**

R218 FBU - SKI.

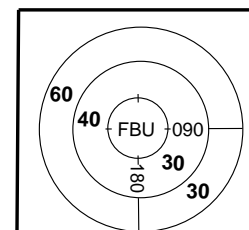
**VARDAL 5B**

R218 FBU - at D10 FBU turn R - 360° - R015 DRA - VDL.

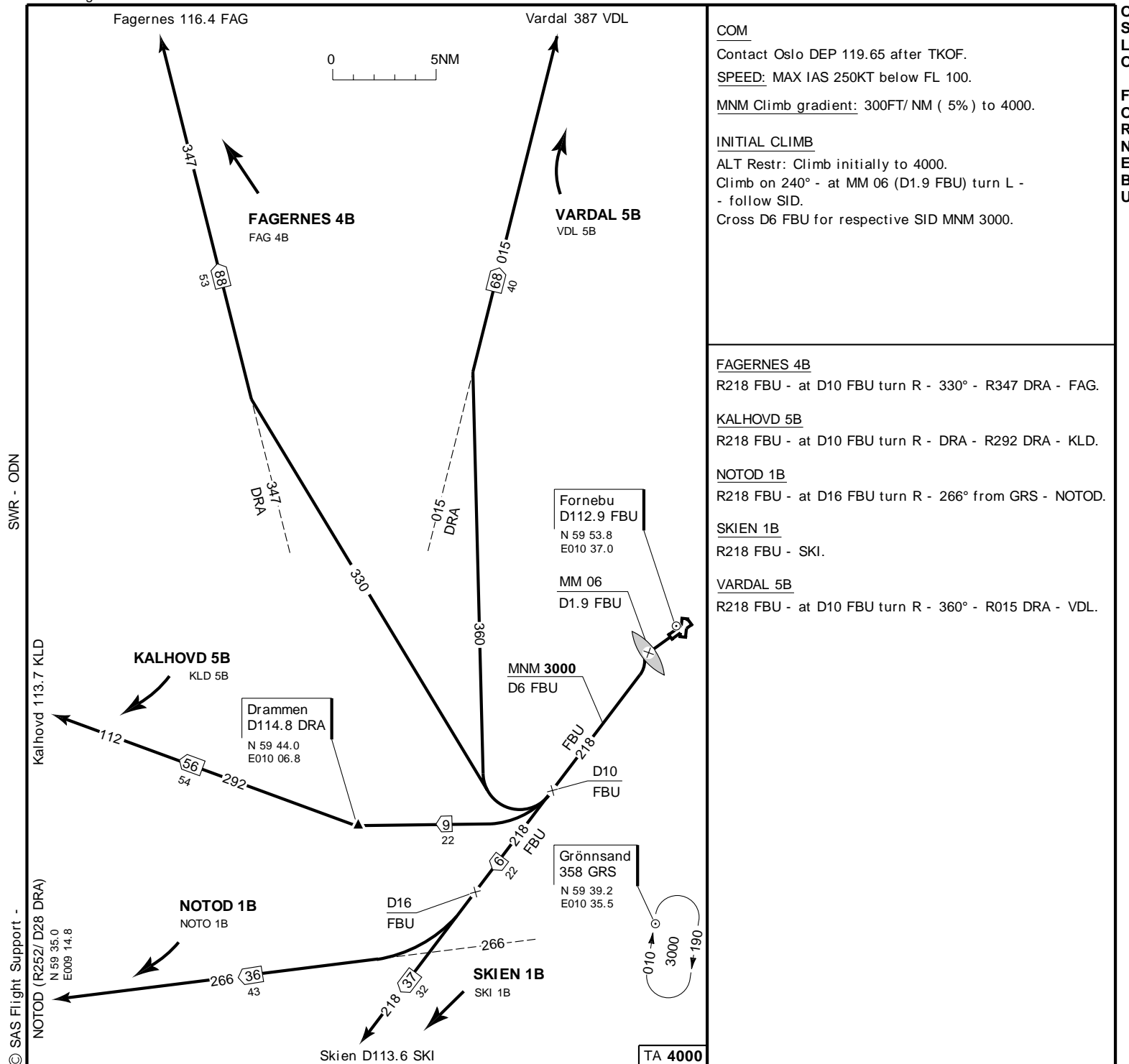
**ENG FAIL**

Climb on 239°. At **250** or at D2.1 FBU, whichever first, turn left to 155°. Intercept R195 FBU and join EFP.

If FBU VOR/DME U/S, see alternate procedure in NAV KIT (ASIR page 9A).



SOMPO D52.1/R159 FBU  
N 59 05.5  
E011 14.6



## COM

Contact Oslo DEP 119.65 after TKOF.

SPEED: MAX IAS 250KT below FL 100.

MNM Climb gradient: 300FT/ NM ( 5% ) to 4000.

## INITIAL CLIMB

ALT Restr: Climb initially to 4000.

Climb on 240° - at MM 06 (D1.9 FBU) turn L -  
- follow SID.

Cross D6 FBU for respective SID MNM 3000.

## FAGERNES 4B

R218 FBU - at D10 FBU turn R - 330° - R347 DRA - FAG.

## KALHOVD 5B

R218 FBU - at D10 FBU turn R - DRA - R292 DRA - KLD.

NOTOD 1B

R218 FBU - at D16 FBU turn R - 266° from GRS - NOTOD.

## SKIEN 1B

R218 FBU - SKI.

## VARDAL 5B

R218 FBU - at D10 FBU turn R - 360° - R015 DRA - VDL.

SWR - ODN

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Change: REP NOTOD

OSLO  
FORNEBU  
NORWAY

← SID RWY 24 →

(SOUTH/ EAST)

ASIR Page 12

(SOUTH/ EAST)

SID RWY 24

COM

Contact Oslo DEP 119.65 after TKOF.

SPEED: MAX IAS 250KT below FL 100.

MNM Climb gradient: (Except GOSDI 1B, GRÖNSAND 1B)  
300FT/ NM ( 5% ) to 4000.

INITIAL CLIMB (Except GOSDI 1B, GRÖNSAND 1B)

ALT REST: Climb initially to 4000.

Climb on 240° - at MM 06 (D1.9 FBU) turn L -  
- follow SID.

Cross D6 FBU for respective SID MNM 3000.

ABDEM 1B

R218 FBU - at D10 FBU turn L - SF -  
intercept R192 FBU - ABDEM.

BABIN 2B

R218 FBU - at D10 FBU turn L towards SF -  
intercept R204 GRM - BABIN.

BRATTFORS 1B

R218 FBU - at D10 FBU turn L - GRS -  
- 090° - RSK - BRATTFORS.

SOMPO 1B

R218 FBU - at D10 FBU turn L towards SF -  
intercept R138 DRA - SOMPO.

\* ACFT CAT A/ B only.

ALT REST: Climb initially to **3000**.

GOSDI 1B

Climb on 240° - at 400 turn L - 150° -

R184 FBU - GRS - 166° from GRS - GOSDI.

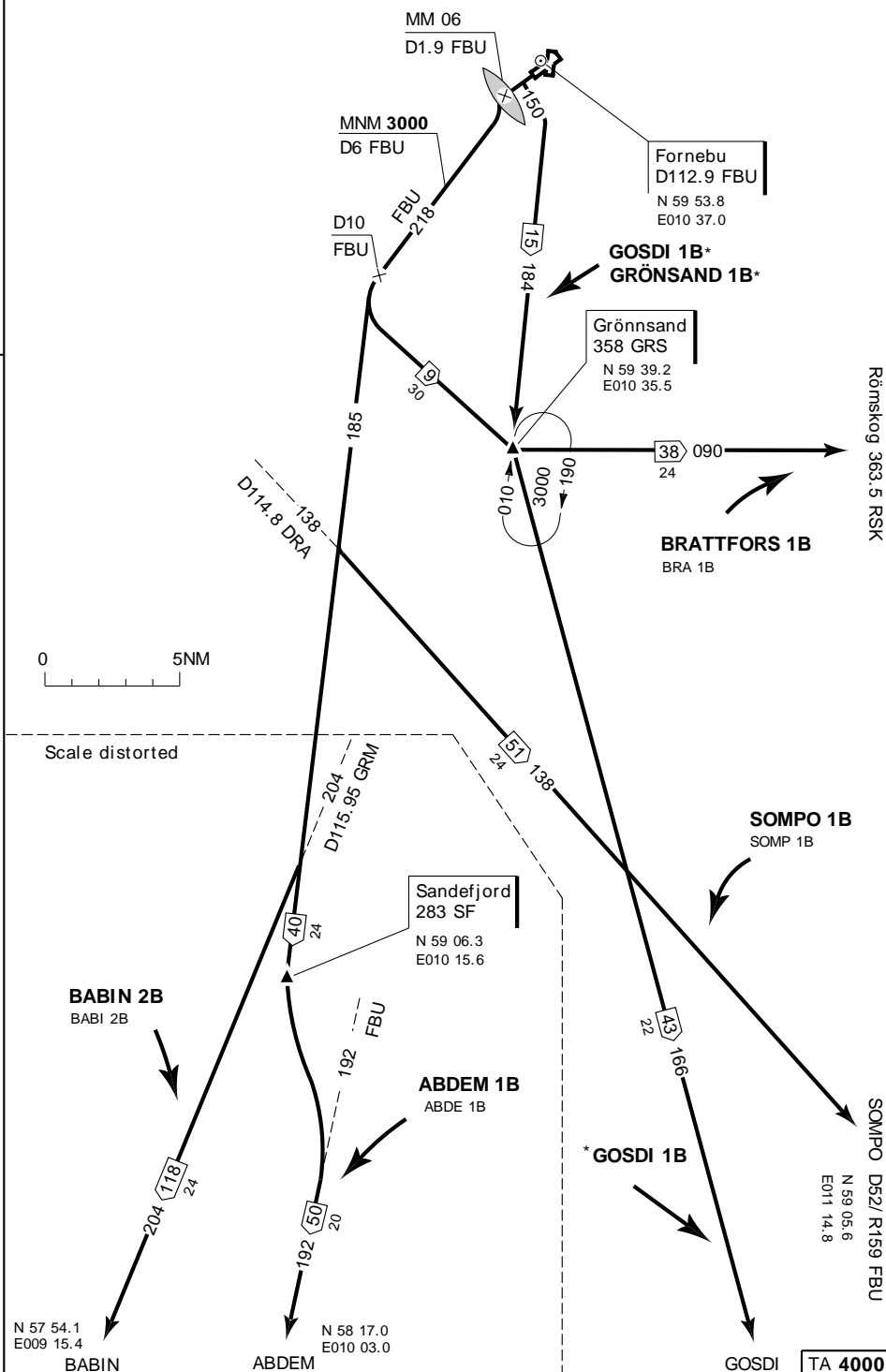
MNM Climb gradient: 300FT/ NM (5%) to **4000**.

GRÖNSAND 1B

Climb on 240° - at 400 turn L - 150° -

R184 FBU - GRS.

MNM Climb gradient: 300FT/ NM (5%) to **2000**.



WEF 30 JAN

Change: BABIN 2B, REP SOMPO

FBU - ENFB 1 14 MAY 97

ILS - 06

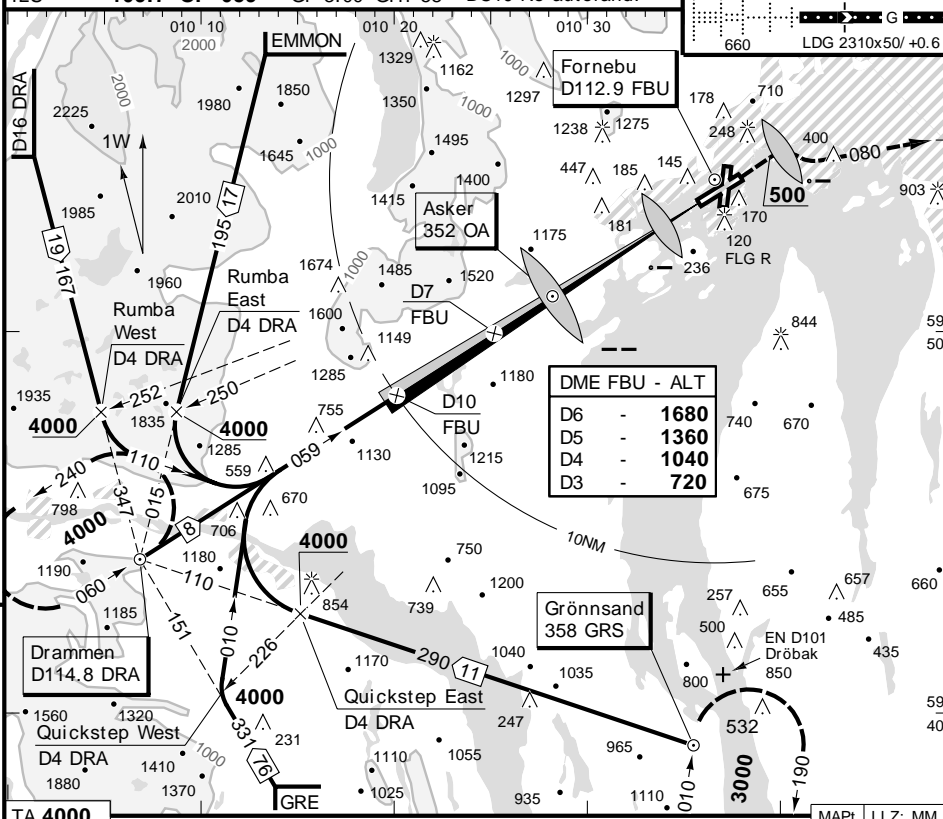
N59 53.8 E010 37.1

Fornebu  
 ATIS 126.12 0530-23  
 ARR 120.45 119.97 131.35 06-23  
 TWR 118.10 119.77 06-23  
 GND 121.70 MON-SAT 0540-2220 SUN 06-2140

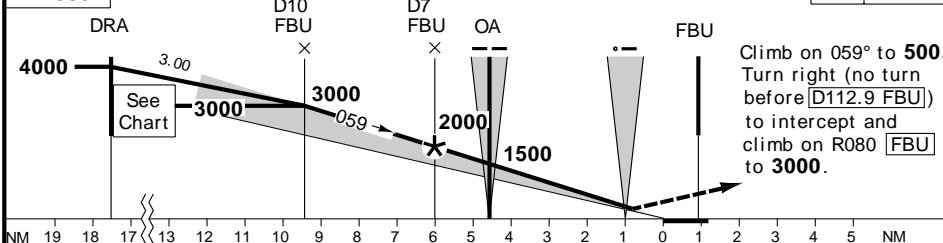
CLR DLV 121.95 (Activated by ATIS)  
 DEP 119.65 06-23 TAR APP 120.45 119.65 06-2140  
 CUT 131.60 MO-Z (All snagrep)  
 CUT 131.70 Selcal \* 131.95 Traffic

ILS 109.7 OF 059° GP 3.00 GHT 58 DC10 No autoland.

PAPI 3.00



TA 4000



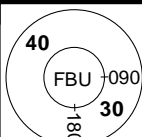
--- DP  
 DP=D2.0 FBU MDA 480 100KT 1:56 120KT 1:36 140KT 1:23 160KT 1:12 180KT 1:05

C D	C	ILS	D	LLZ+DME	C	Circling	D
Planning Min WX	100/ 1.0	100/ 1.0	300/ 1.8	1100/ 2.8	1100/ 3.0		
DA MDA QNH / APL U/S	260	1.2	270	1.3	480/ 2.3	1240/ 2.4	1240/ 3.0
RVF/ Min VIS	APL OK	260	0.55	270	0.60	480/ 1.6	1240/ 2.4 1240/ 3.0

① Automatic APCH required, otherwise 0.75 applies.

② S of AD only.

ACFT CAT C and D: LDG RWY 19 NA



THR ELEV 11 FT/ AD ELEV 54 FT Change: MISAP

RWY	QFU	APL	THL	RWL	SLOPE	
01	007	HL-E	d	HL	HL	+0.6
19	187	L-E	b	L	L	-0.6
06	059	HL-C	a	HL	HL	+0.6
24	239	HL-E	c	HL	HL	-0.6

a 660M, EFAS, PAPI 3.00

b 400M. Gap between APL row and DSPL THR.

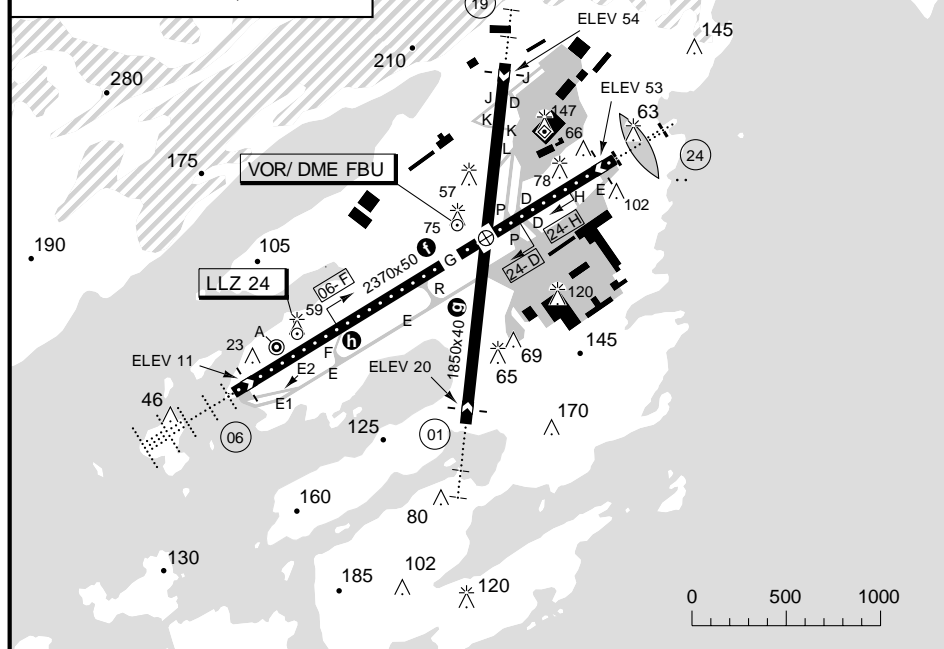
c 460M, EFAS, PAPI 3.00

d 500M. Gap between APL row and DSPL THR. VASIS 3.00

e Edge lights white.

① Avbl length :  
 RWY 06 LDG 2310M  
 RWY 24 TKOF 2250M, LDG 2200M

② Avbl length :  
 RWY 01 TKOF 1765M, LDG 1715M  
 RWY 19 TKOF 1715M, LDG 1665M



TKOF	CLG FT/ QFE	06/ 24, 19
	VIS KM	See OPS INFO 9.1

## WARNING:

VASIS RWY 01 not to be used below 220FT.

PAPI RWY 06 not to be used outside ±5° of RCL.

① No highspeed turn-off. Strong downhill slope.

Downdrafts may be encountered on short final RWY 24.

Windshear may be encountered on short final RWY 24 when wind in sector 160°-210° at 25KT or more.

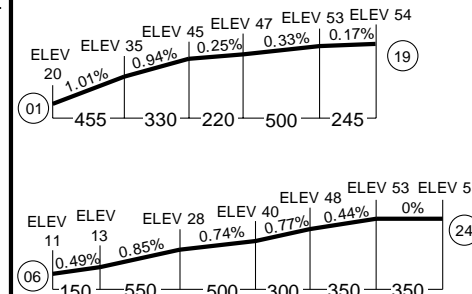
## TKOF INTERSECTIONS:

06-F 1791M  
 24-D 1674M  
 24-H 2000M

AD: See RAR

Night flight restriction: See ASIR.

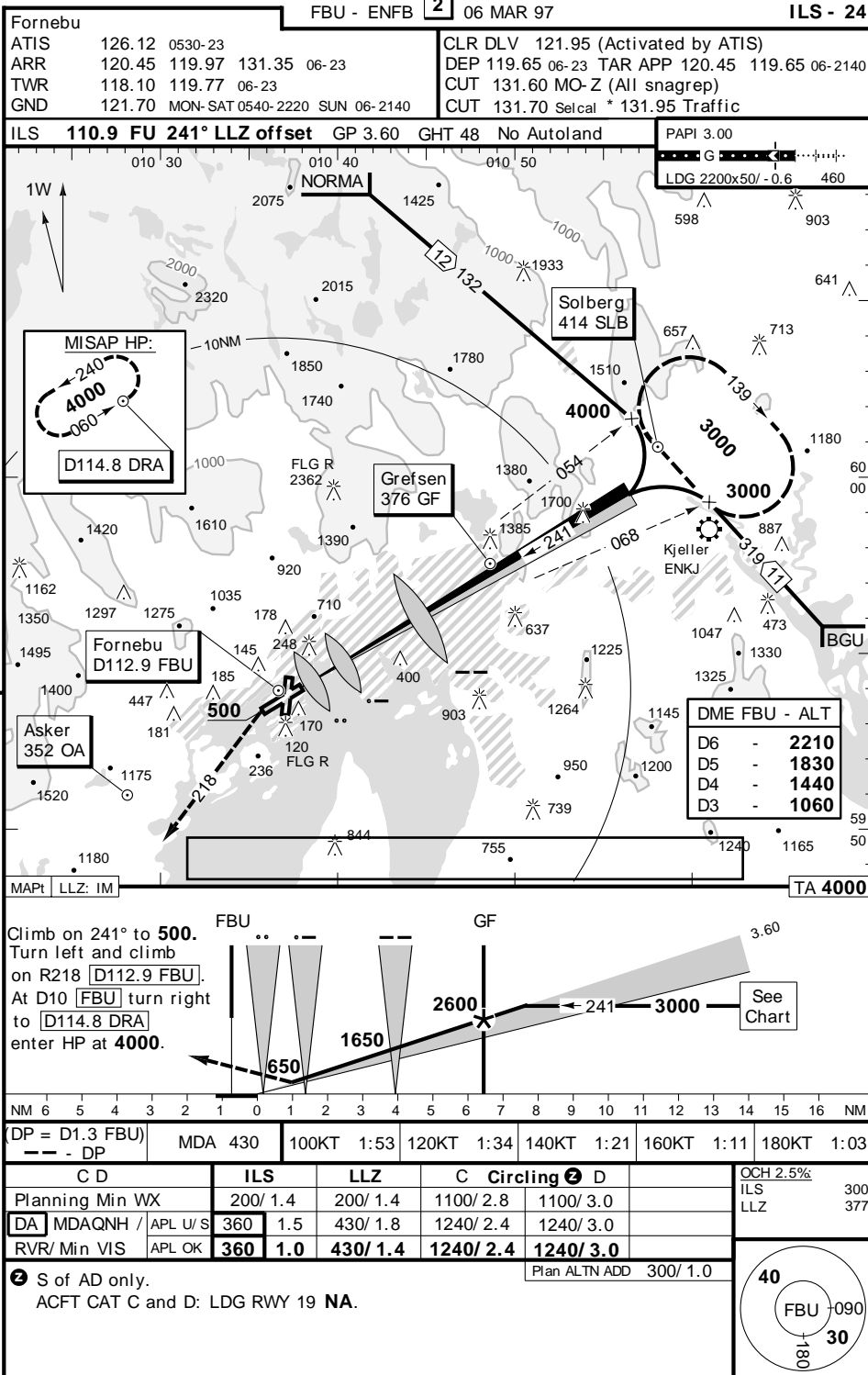
Change: QFU



NEW PANS OPS

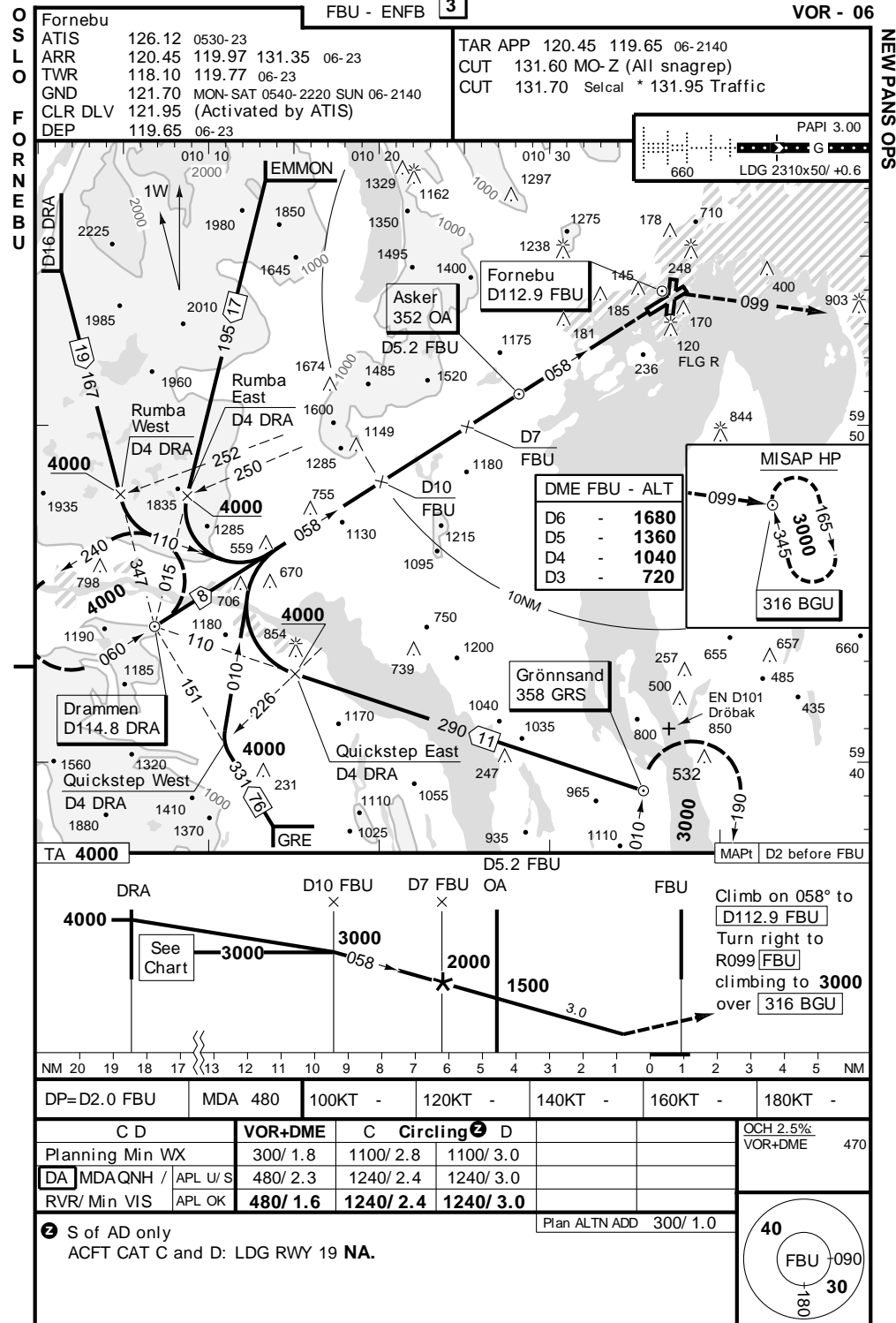
SWR - ODN

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OSLO FORNEBU

NORWAY



NEW PANS OPS

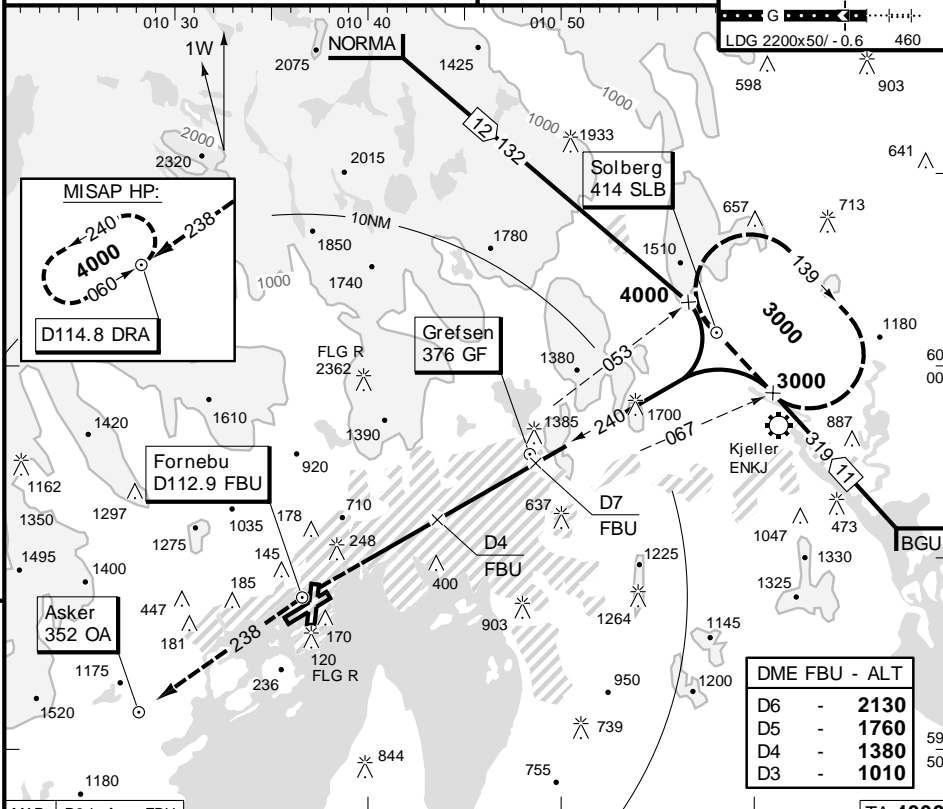
FBU - ENFB **4** 06 MAR 97

VOR - 24

Fornebu  
 ATIS 126.12 0530-23  
 ARR 120.45 119.97 131.35 06-23  
 TWR 118.10 119.77 06-23  
 GND 121.70 MON-SAT 0540-2220 SUN 06-2140  
 CLR DLV 121.95 (Activated by ATIS)  
 DEP 119.65 06-23

TAR APP 120.45 119.65 06-2140  
 CUT 131.70 Selcal \* 131.95 Traffic  
 CUT 131.60 MO-Z (All snagrep)

PAPI 3.00  
 LDG 2200x50/-0.6 460



MAPt D2 before FBU TA 4000

Climb on 240° to  
 [D112.9 FBU].  
 Continue on R238  
 [FBU] via [352 OA]  
 to [D114.8 DRA]  
 climbing to 4000.

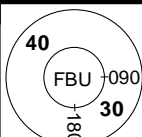
NM 6 5 4 3 2 1 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 NM

DP = D2 .0 FBU MDA 640 100KT - 120KT - 140KT - 160KT - 180KT -

C D	VOR+DME	C	Circling <sup>2</sup> D		
Planning Min WX	400/ 2.4	1100/ 2.8	1100/ 3.0		
[DA] MDA QNH / APL U/ S	640/ 2.4	1240/ 2.4	1240/ 3.0		
RVR/ Min VIS	640/ 2.4	1240/ 2.4	1240/ 3.0		

<sup>2</sup> S of AD only  
 ACFT CAT C and D: LDG RWY 19 NA.

Plan ALTN ADD 300/ 1.0



THR ELEV 53 FT/ AD ELEV 54 FT Change: ARR FREQ

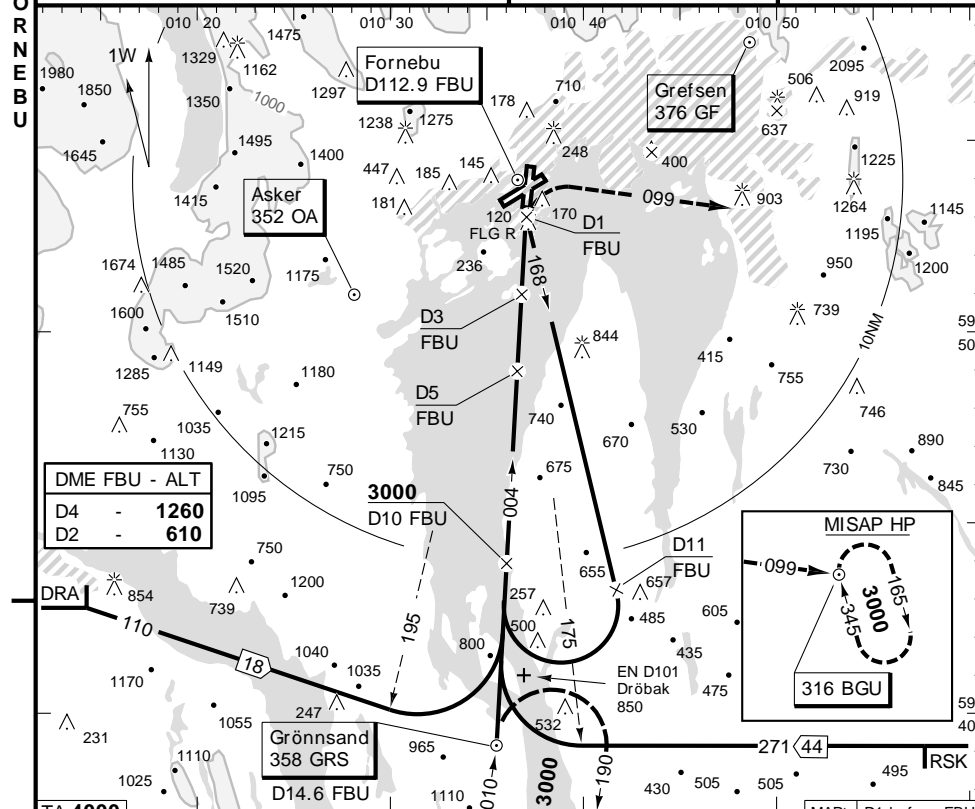
FBU - ENFB **5**

VOR - 01

Fornebu  
 ATIS 126.12 0530-23  
 ARR 120.45 119.97 131.35 06-23  
 TWR 118.10 119.77 06-23  
 GND 121.70 MON-SAT 0540-2220 SUN 06-2140  
 CLR DLV 121.95 (Activated by ATIS)  
 DEP 119.65 06-23

TAR APP 120.45 119.65 06-2140  
 CUT 131.70 Selcal \* 131.95 Traffic  
 CUT 131.60 MO-Z  
 (All snagrep)

VASIS 3.00  
 500 LDG 1715x40/+0.6



TA 4000 MAPt D1 before FBU

Turn right, join  
 R099 [FBU] to  
 [316 BGU] climbing  
 to 3000.  
 (MAX IAS 160KT) <sup>a</sup>

NM 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1 0 1 2 3 4 5 6 7 NM

DP = D1.7 FBU MDA 450 100KT - 120KT - 140KT - 160KT - 180KT -

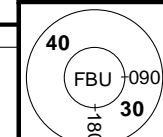
C	VOR+DME	Circling <sup>1</sup> D			
Planning Min WX	300/ 1.8	1100/ 2.8			
[DA] MDA QNH / APL U/ S	450/ 2.2	1240/ 2.4			
RVR/ Min VIS	450/ 1.6	1240/ 2.4			

Proc NA for Cat D ACFT.

<sup>1</sup> S of AD and to RWY 06/ 24 only.

<sup>a</sup> ENG FAIL (Go around): At D0.8 FBU turn right to intercept R184 FBU to GRS.  
 Join GRS HP.

Plan ALTN ADD 300/ 1.0



THR ELEV 20 FT/ AD ELEV 54 FT Change: ARR FREQ