

FBU - ENFB

1

14 MAY 97

ILS - 06

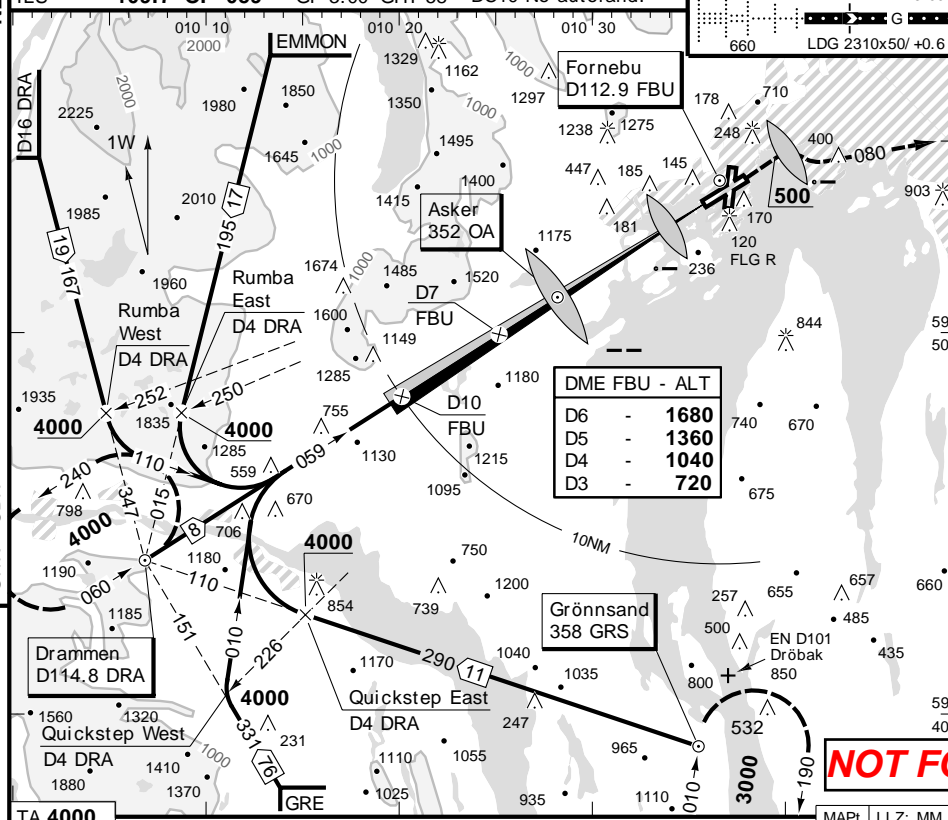
Fornebu
 ATIS 126.12 0530-23
 ARR 120.45 119.97 131.35 06-23
 TWR 118.10 119.77 06-23
 GND 121.70 MON-SAT 0540-2220 SUN 06-2140

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

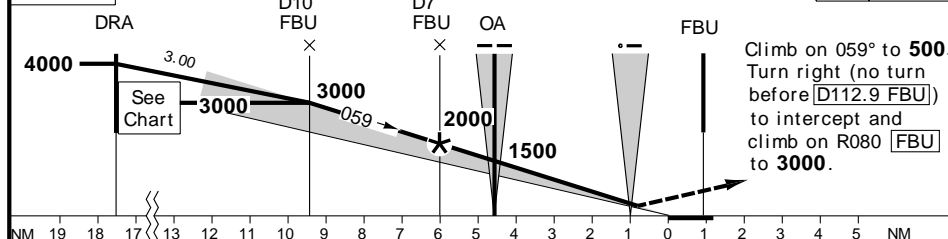
ILS **109.7 OF 059°** GP 3.00 GHT 58 DC10 No autoland.

PAPI 3.00

LDG 2310x50/+0.6

**NOT FOR OPERATIONAL USE**

TA 4000



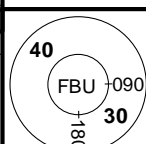
--- DP
 DP=D2.0 FBU

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 /	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

Automatic APCH required, otherwise **0.75** applies.

S of AD only.

ACFT CAT C and D: LDG RWY 19 NA

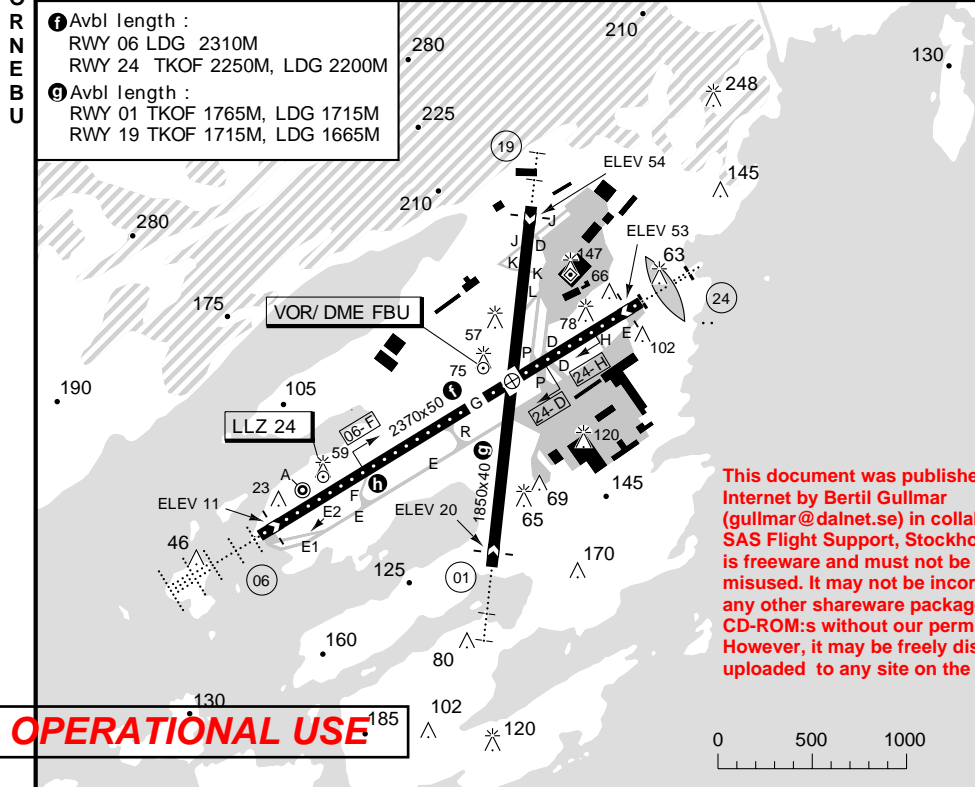


THR ELEV 11 FT/ AD ELEV 54 FT Change: MISAP

N59 53.8 E010 37.1

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.



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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.

No highspeed turn-off. Strong downhill slope.

Downdrafts may be encountered on short final RWY 24.

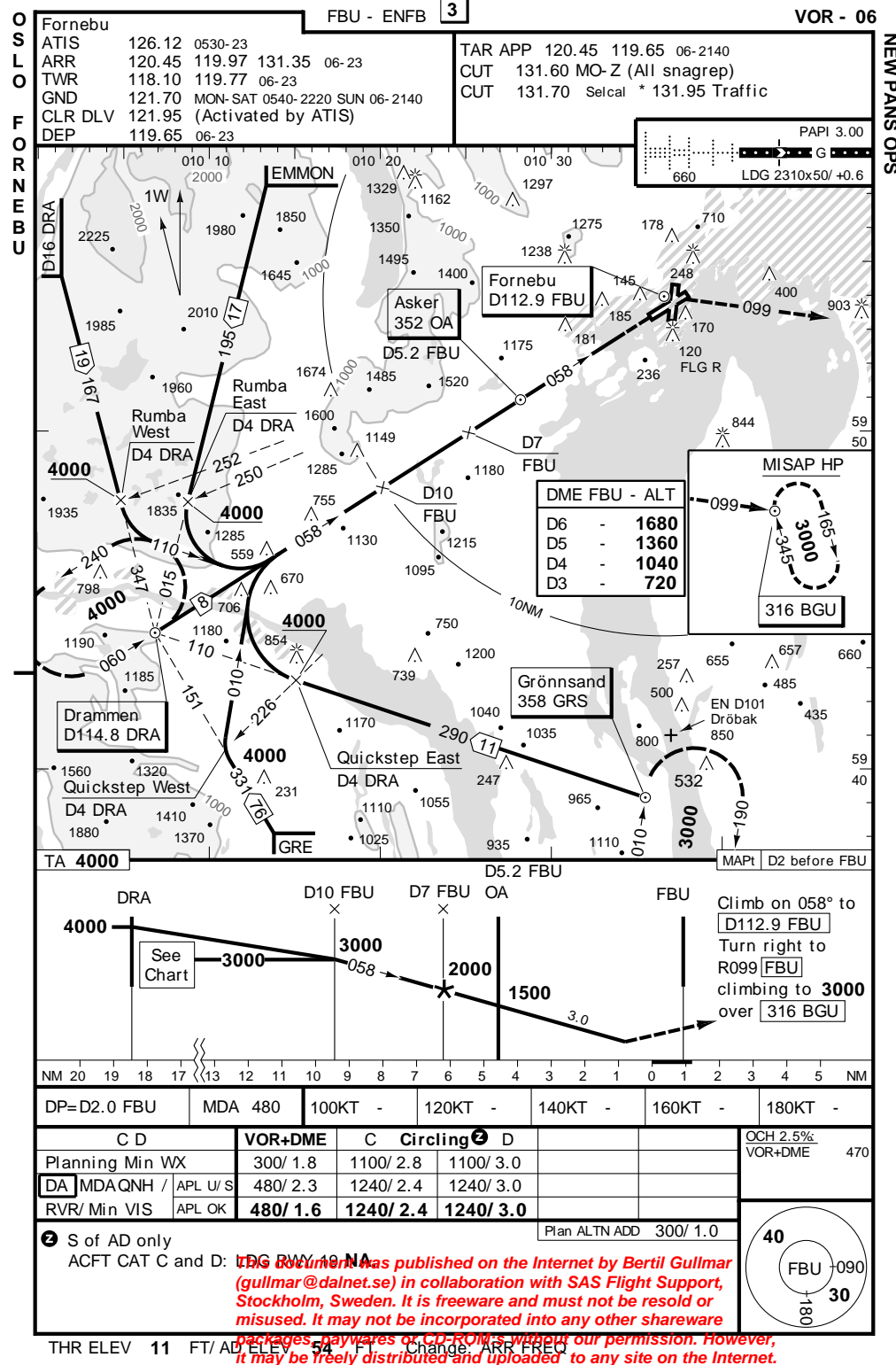
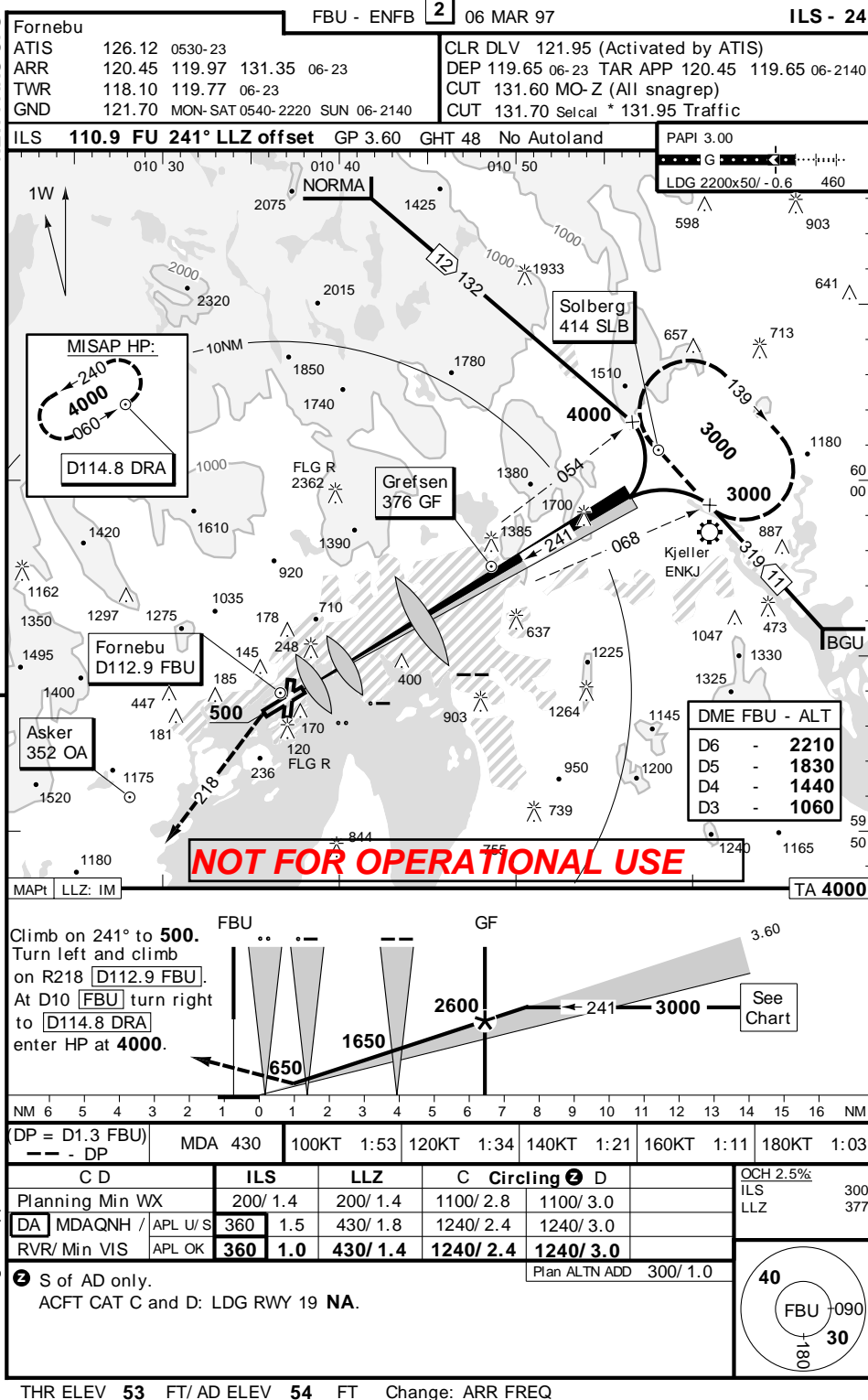
Windshear may be encountered on short final RWY 24 when wind in sector 160°-210° at 25KT or more.

TKOF INTERSECTIONS:

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

AD: See RAR
 Night flight restriction: See ASIR.

Change: QFU



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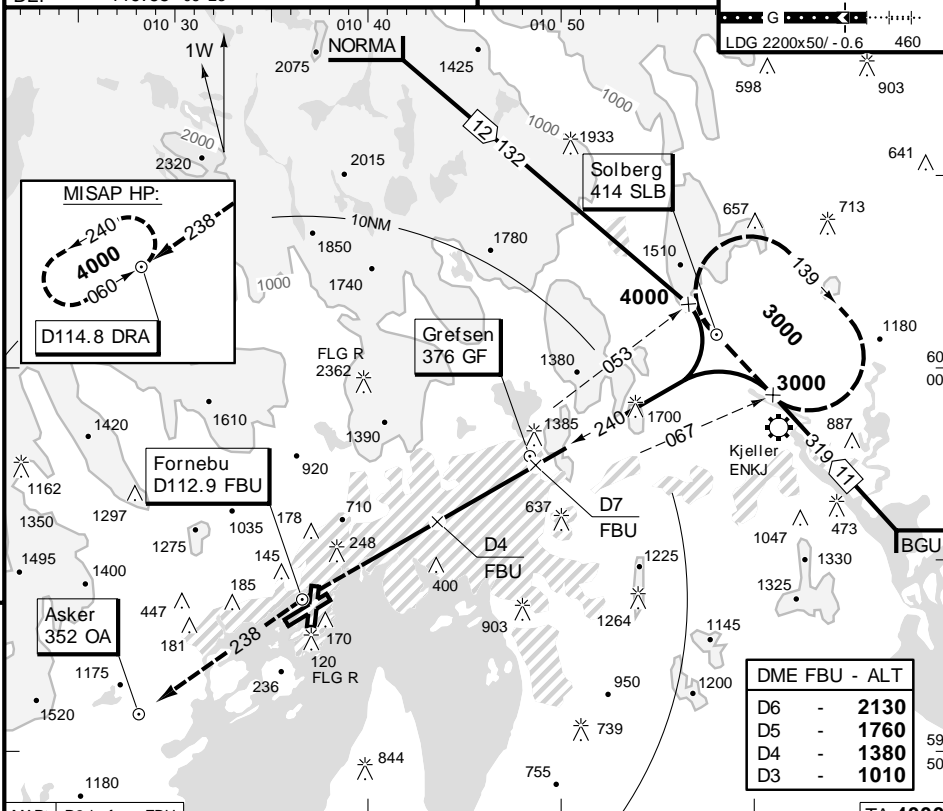
FBU - ENFB 4 06 MAR 97

VOR - 24

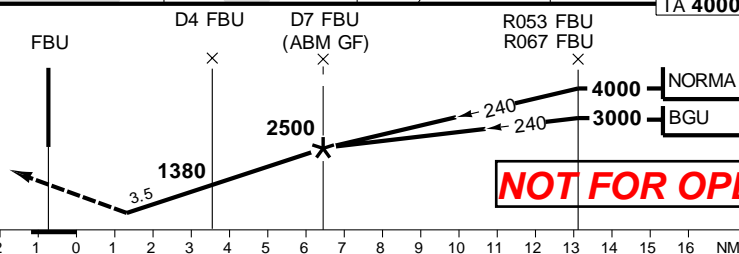
Fornebu
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 DEP 119.65 06-23

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 CUT 131.70 Selcal * 131.95 Traffic
 CUT 131.60 MO-Z (All snagrep)

PAPI 3.00
 LDG 2200x50/-0.6 460



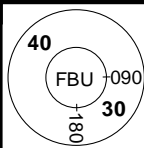
Climb on 240° to
 D112.9 FBU .
 Continue on R238
 FBU via 352 OA
 to D114.8 DRA
 climbing to 4000.



DP = D2 .0 FBU	MDA 640	100KT -	120KT -	140KT -	160KT -	180KT -
C D	VOR+DME	C	Circling 2 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	APL OK	640/ 2.4	1240/ 2.4	1240/ 3.0		

2 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

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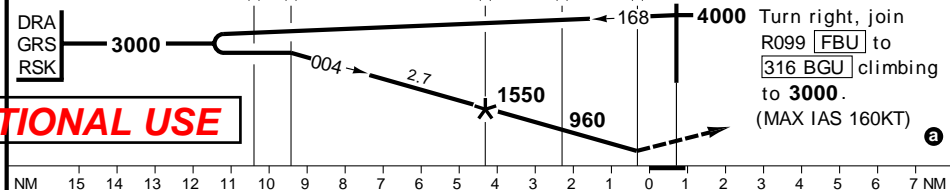
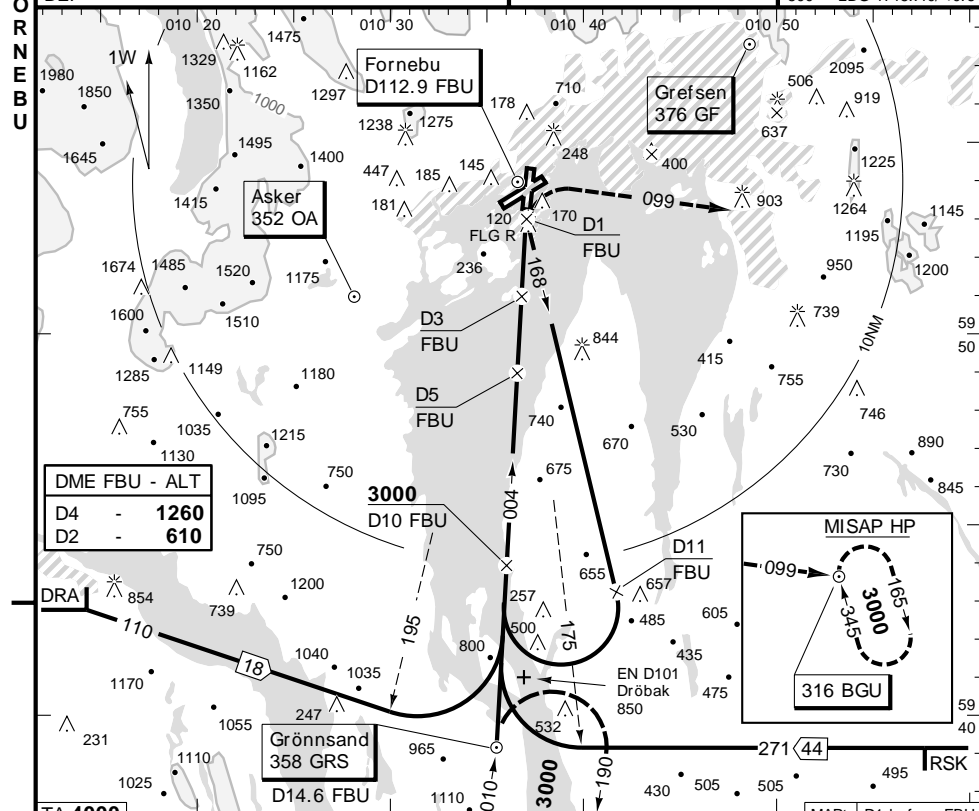
FBU - ENFB 5

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



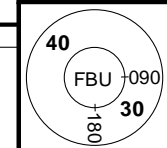
DP = D1.7 FBU	MDA 450	100KT -	120KT -	140KT -	160KT -	180KT -
C	VOR+DME	Circling 3				
Planning Min WX	300/ 1.8	1100/ 2.8				
DA MDA QNH / APL U/ S	450/ 2.2	1240/ 2.4				
RVR/ Min VIS	APL OK	450/ 1.6	1240/ 2.4			

Proc NA for Cat D ACFT.

3 S of AD and to RWY 06/ 24 only.

3 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