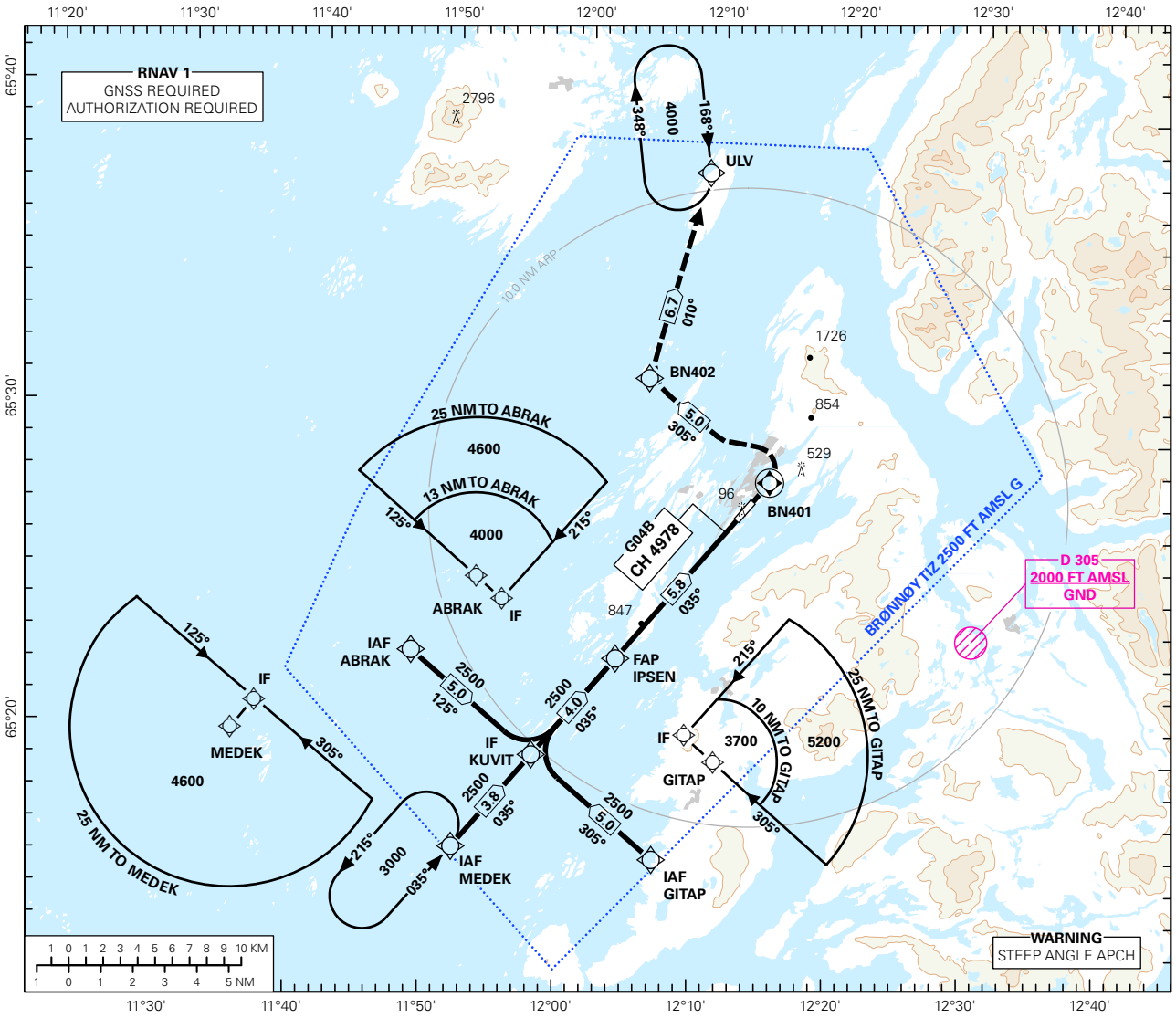
INSTRUMENT APPROACH CHART - ICAO PLAN VIEW SCALE: 1:400 000

BRØNNØYSUND

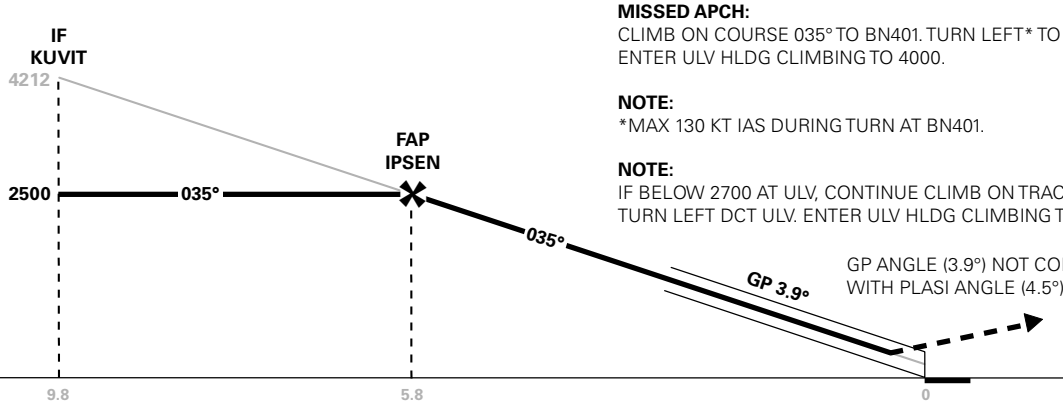
BRØNNØY

GLS RWY 04

ATIS: 135.900	AD ELEV: 25		
APP: 127.900	THR ELEV: 14	DIST IN NM	
AFIS: 119.600	HGT RELATED TO THR RWY 04	ELEV, ALT AND HGT IN FT	
VDF: 119.600	CIRCLING HGT RELATED TO AD ELEV	TRANSITION ALTITUDE 7000	
	BEARINGS ARE MAGNETIC - VAR 3.6 ° E (2015)		



DIST TO THR	9	8	7	6	5	4	3	2
ALT (HGT)	-	-	-	-	2156 (2142)	1734 (1720)	1314 (1300)	895 (881)



MISSED APCH:
CLIMB ON COURSE 035° TO BN401. TURN LEFT* TO BN402. TO ULV. ENTER ULV HLDG CLIMBING TO 4000.

NOTE:
*MAX 130 KT IAS DURING TURN AT BN401.

NOTE:
IF BELOW 2700 AT ULV, CONTINUE CLIMB ON TRACK 359° UNTIL 2700. TURN LEFT DCT ULV. ENTER ULV HLDG CLIMBING TO 4000.

GP ANGLE (3.9°) NOT CONSISTENT WITH PLASI ANGLE (4.5°).

CAT OF ACFT		A	B	C	D	FINAL APCH	DIST FAP - THR: 5.8					
OCA(H) SCAT-I	2.5%*	469 (455)	546 (532)	-	-							
	3.0%*	432 (418)	482 (468)	-	-	SPEED	KT	70	90	100	120	130
	4.0%*	298 (284)	314 (300)	-	-	TIME	MIN:SEC	-	-	-	-	-
CIRCLING		470 (445)	740 (715)	-	-	ROD	FT/MIN	485	620	690	830	900

NOTE: CIRCLING W OF AD ONLY. *MNM MISSED APCH CLIMB GRADIENT.

CHANGES: MAGNETIC VARIATION, EDITORIALS.

SCAT-I: Special CAT-I, REF AIP Norge, GEN 1.5 and AD 1.1 paragraf 6.3

Det kreves spesiell godkjenning fra Luftfartstilsynet for å kunne bruke SCAT-I prosedyrer operativt.

Beslutningshøyder (DH) under 400 FT skal ikke brukes.

GLS VHF-data sendes på FREQ 114.050 MHZ

Under planlegging av en GLS presisjonsinnflyging skal piloter kontrollere at prosedyren vil være tilgjengelig. Mangel på GPS-signal og feil ved bakkestasjonen vil bli publisert ved bruk av NOTAM. Tekst som benyttes ved varslet mangelfull GNSS-dekning vil være ”SCAT-I GPS OUTAGE PREDICTED”.

Meldepunkt-koordinater er publisert i ENR 4.4

SCAT-I: Special CAT-I, REF AIP Norway, GEN 1.5 and AD 1.1 paragraph 6.3

Special authorization from the Norwegian Civil Aviation Authority is required prior to operational use of SCAT-I procedures.

Decision heights (DH) below 400 FT shall not be used.

GLS VHF data is transmitted on FREQ 114.050 MHZ.

When planning a GLS precision approach pilots shall check the availability of the instrument approach procedure. Predicted GPS outages and ground station irregularities will be published using NOTAM. Text used when insufficient GNSS coverage has been predicted will be ”SCAT-I GPS OUTAGE PREDICTED”.

Waypoint coordinates are published in ENR 4.4