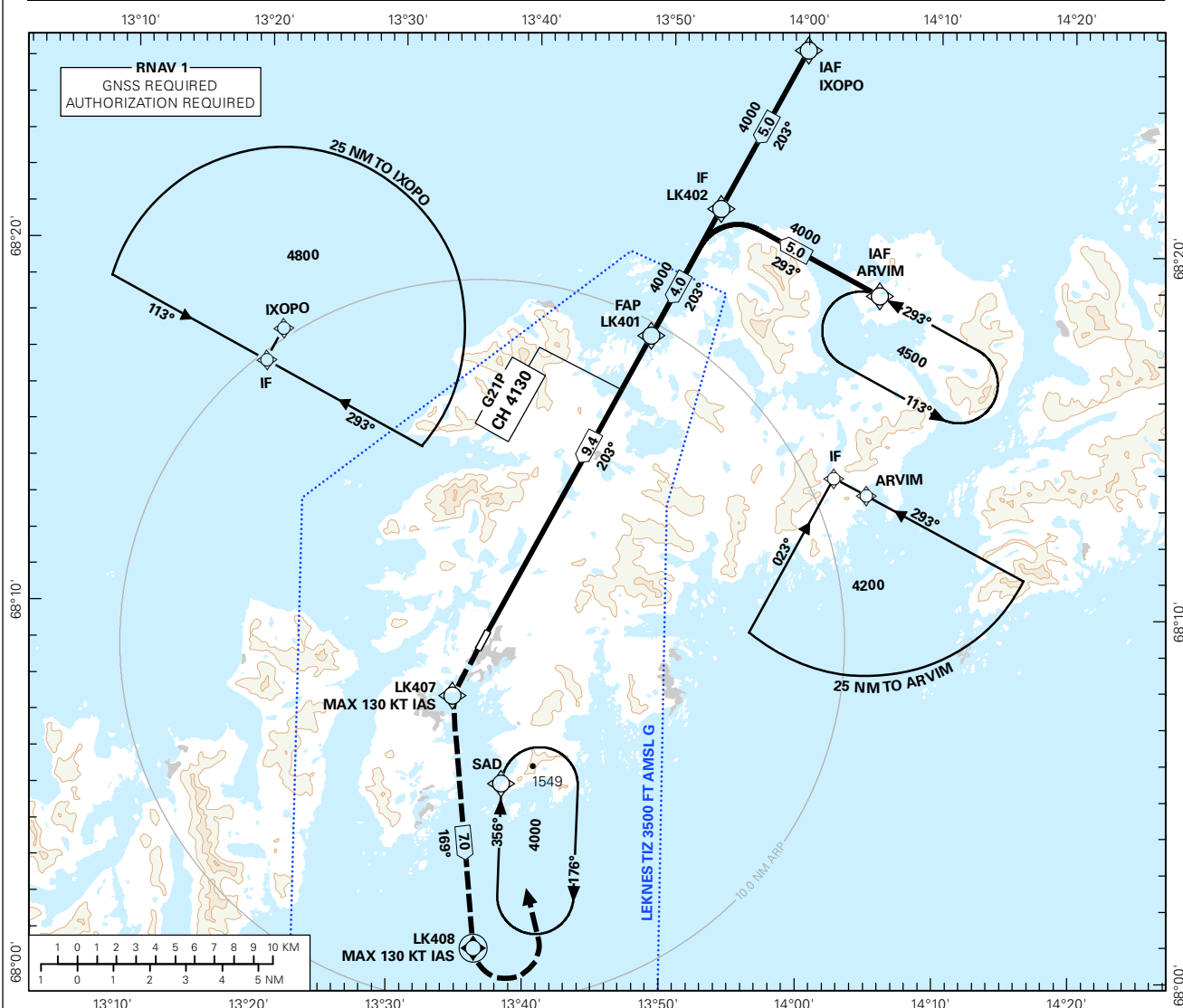


INSTRUMENT APPROACH CHART - ICAO PLAN VIEW SCALE: 1:350 000

LEKNES

LEKNES

GLS RWY 21

TRANSITION ALTITUDE
7000

DIST TO THR	9	8	7	6	5	4	3	2
ALT (HGT)	-	-	-	2638 (2566)	2214 (2142)	1792 (1720)	1371 (1300)	952 (881)

MISSED APCH:
CLIMB TO LK407 ON COURSE 203°.
CONTINUE TO LK408. TURN LEFT DCT SAD.
ENTER SAD HLDG CLIMBING TO 4000.

NOTE:
MAX 130 KT IAS DURING TURNS AT LK407 AND LK408.

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



CAT OF ACFT	A	B	C	D	FINAL APCH	DIST FAP - THR: 9.4
OCA(H)	922 (851)	946 (875)	-	-	SPEED	KT
SCAT-I	730 (659)	756 (685)	-	-	TIME	MIN:SEC
CIRCLING	922 (841)	1780 (1699)	-	-	ROD	FT/MIN

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

CHANGES: LK405 RENAMED IXOPO, 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 112.600 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 112.600 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