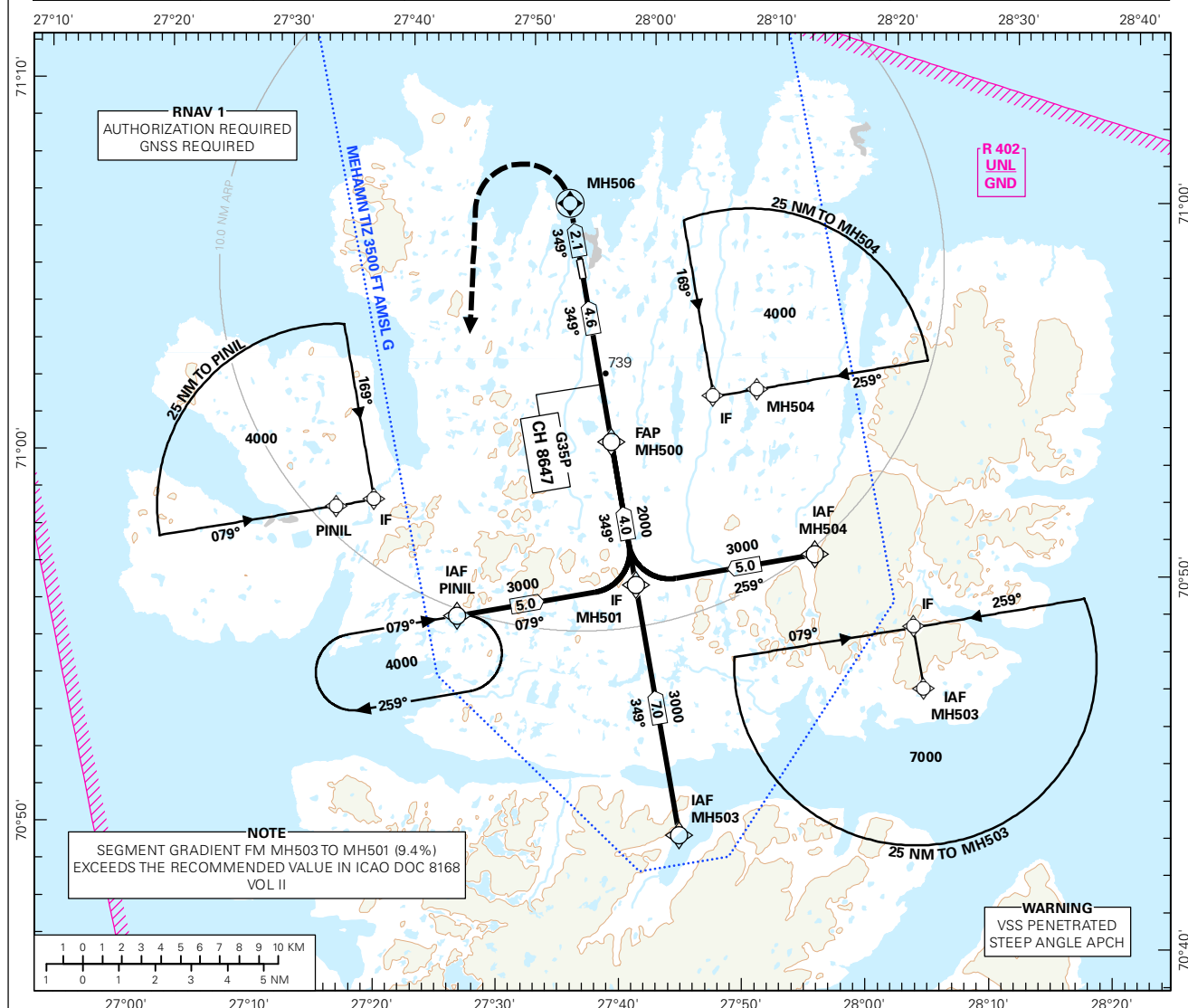


INSTRUMENT APPROACH CHART - ICAO PLAN VIEW SCALE: 1:350 000

MEHAMN

MEHAMN**GLS RWY 35**TRANSITION ALTITUDE
7000

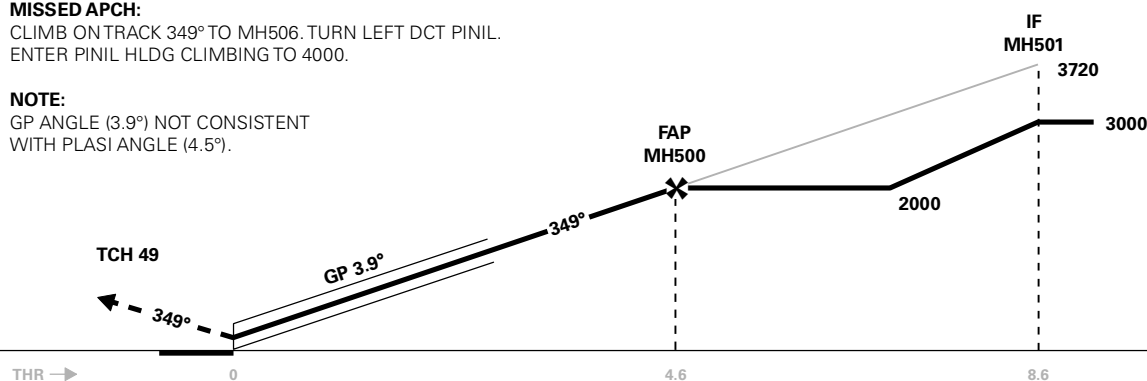
DIST TO THR	10	9	8	7	6	5	4	3
ALT (HGT)	-	-	-	-	-	-	1763 (1721)	1342 (1301)

MISSD APCH:

CLIMB ON TRACK 349° TO MH506. TURN LEFT DCT PINIL.
ENTER PINIL HLDG CLIMBING TO 4000.

NOTE:

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



CAT OF ACFT		A	B	C	D	FINAL APCH				
OCA(H) SCAT-I		934 (892)	954 (912)	-	-	DIST FAP - THR: 4.6				
		-	-	-	-	SPEED	KT	70	90	100
CIRCLING		1100 (1058)	1250 (1208)	-	-	TIME	MIN:SEC	-	-	-
						ROD	FT/MIN	485	620	690

NOTE:

CHANGES: MAG VAR, EDITORIALS.

Avinor

02 FEB 2017

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 116.900 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 116.900 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