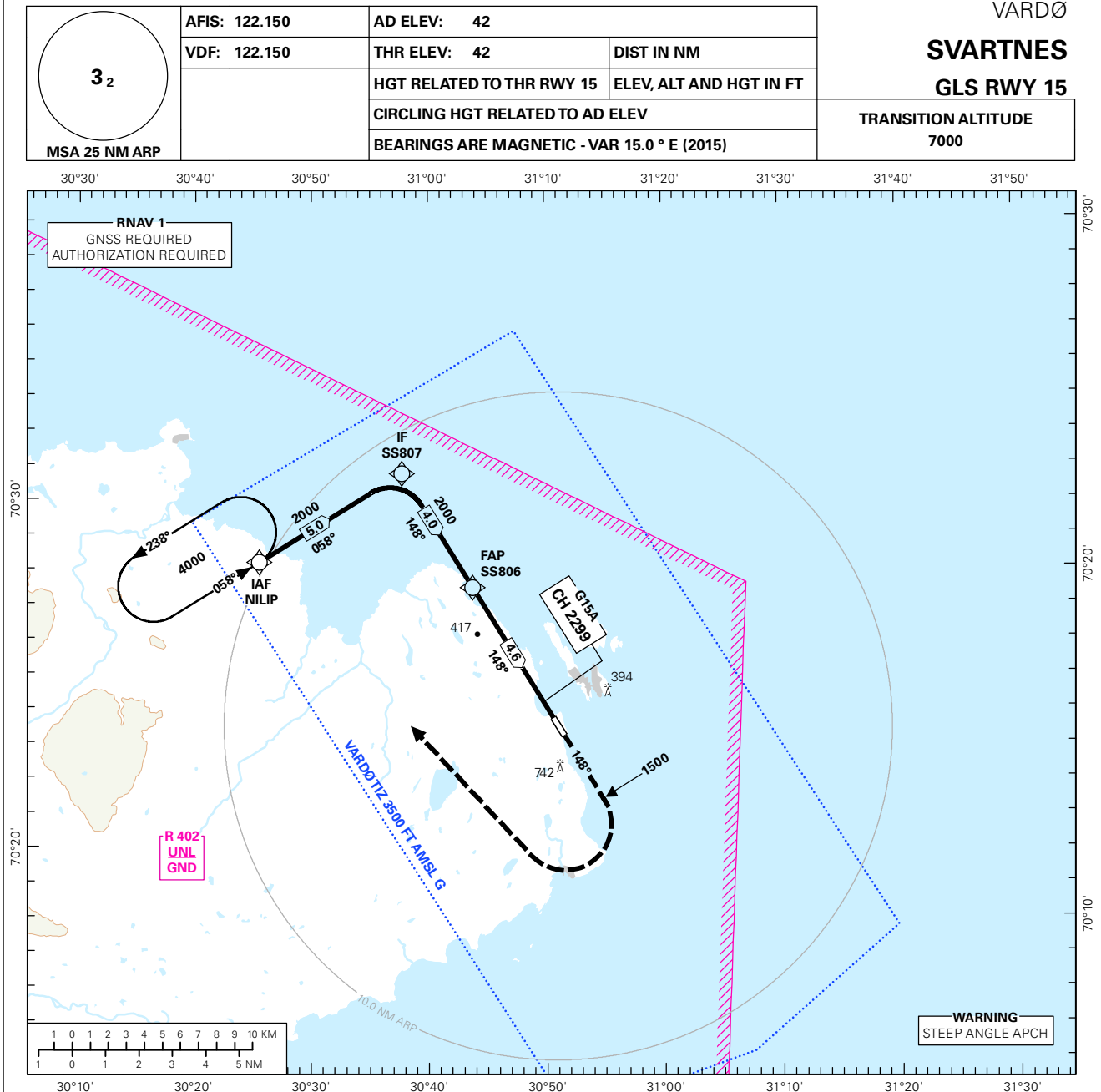


VARDØ

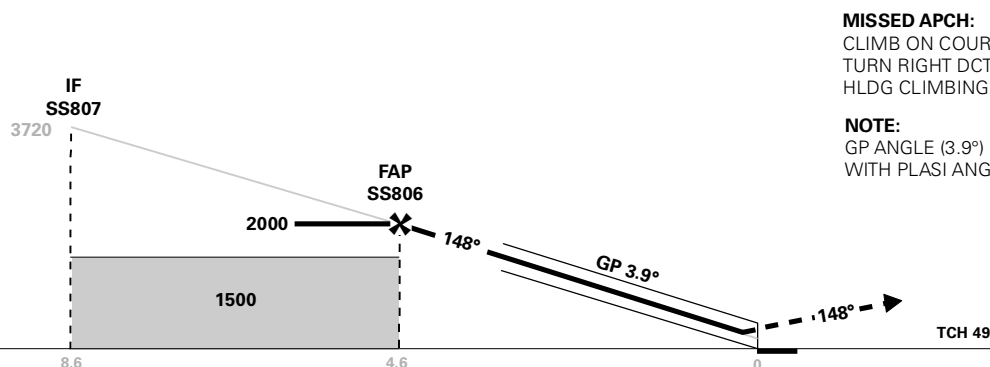
SVARTNES

GLS RWY 15

TRANSITION ALTITUDE
7000



DIST TO THR	9	8	7	6	5	4	3	2
ALT (HGT)	-	-	-	-	-	1762 (1720)	1341 (1300)	923 (881)



MISSED APCH:

CLIMB ON COURSE 148°. AT 1500
TURN RIGHT DCT NILIP. ENTER NILIP
HLDG CLIMBING TO 4000.

NOTE:

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

CAT OF ACFT		A	B	C	D							
OCA(H) SCAT-I	2.5%*	625 (583)	644 (602)	-	-	FINAL APCH	DIST FAP - THR: 4.6					
	3.0%*	588 (546)	607 (565)	-	-							
	4.0%*	525 (483)	544 (502)	-	-	SPEED	KT	70	90	100	120	130
	5.0%*	424 (382)	444 (402)	-	-		TIME	MIN:SEC	-	-	-	-
CIRCLING		1040 (998)		-	-	ROD	FT/MIN	485	620	690	830	900

NOTE: *MNM MISSED APCH CLIMB GRADIENT.

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 116.200 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 116.200 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