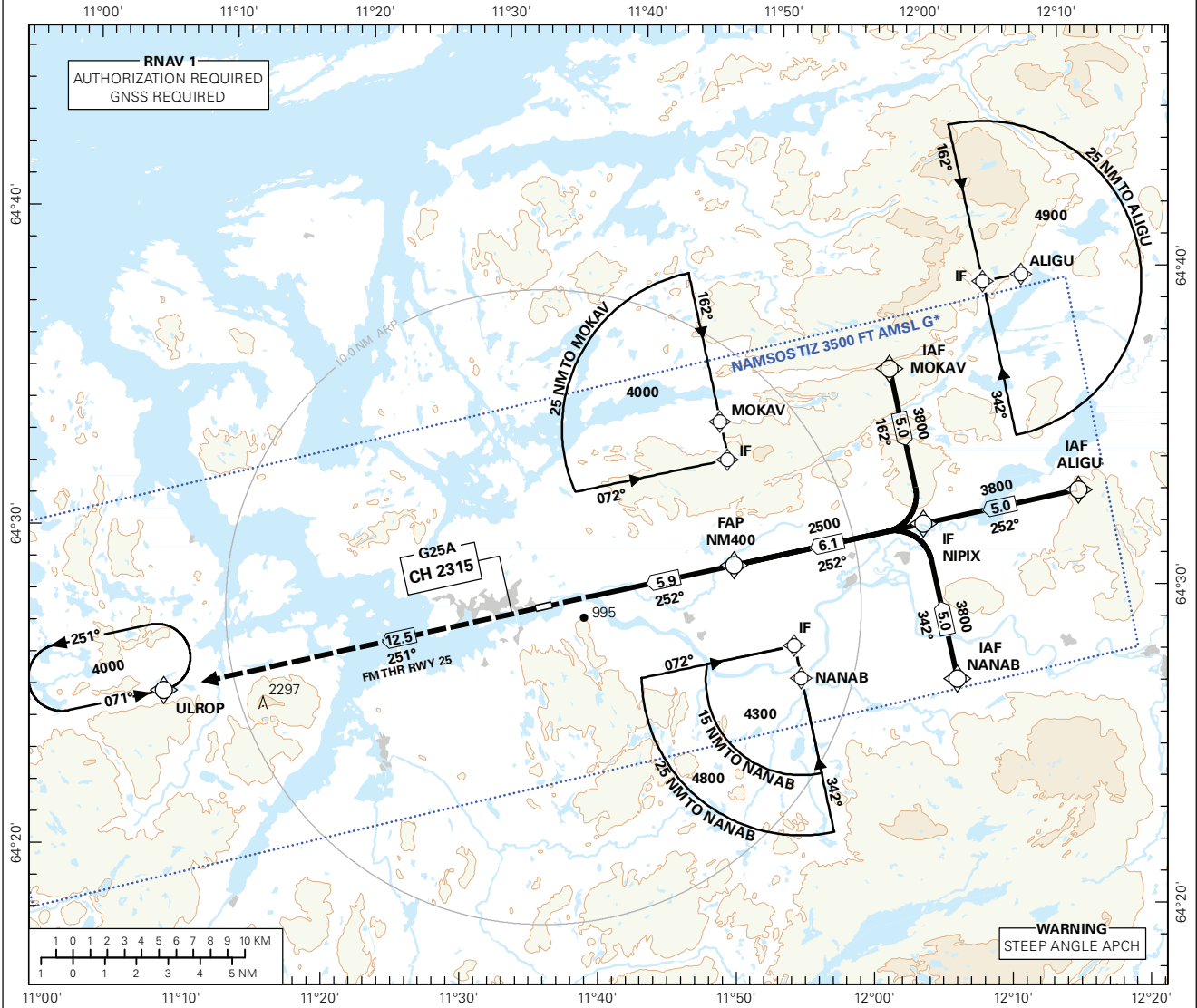
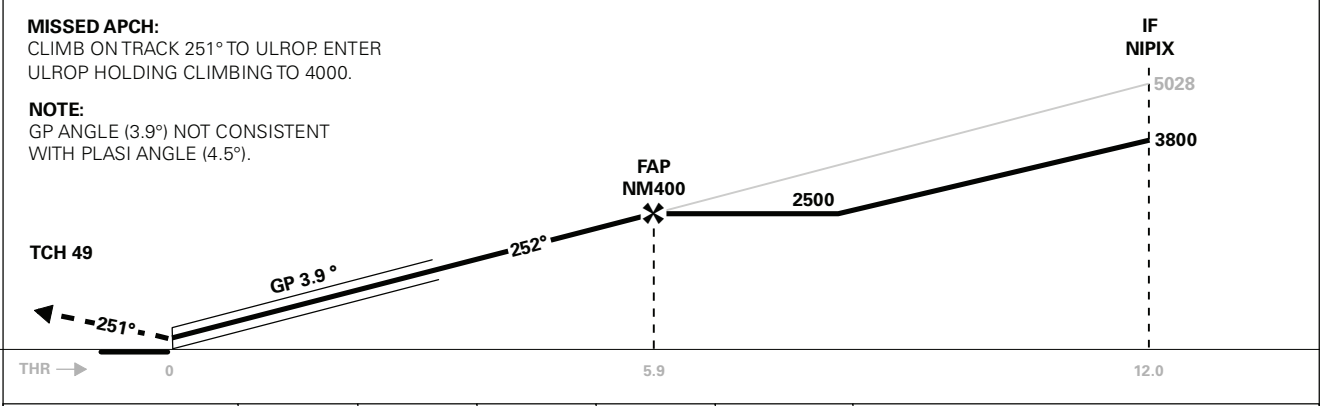


**INSTRUMENT APPROACH CHART - ICAO PLAN VIEW SCALE: 1:400 000**

|  |                           |                         |  |  |
|--|---------------------------|-------------------------|--|--|
| APP: 118.550                               | AD ELEV: 8                |                         |  | NAMSOS<br><b>NAMSOS</b><br>GLS RWY 25<br>TRANSITION ALTITUDE<br>7000 |
| AFIS: 119.900                              | THR ELEV: 8               | DIST IN NM              |  |  |
| VDF: 119.900                               | HGT RELATED TO THR RWY 25 | ELEV, ALT AND HGT IN FT |  |  |
| CIRCLING HGT RELATED TO AD ELEV            |                           |                         |  |  |
| BEARINGS ARE MAGNETIC - VAR 3.2 ° E (2015) |                           |                         |  |  |



|             |   |   |   |   |             |             |             |           |
|-------------|---|---|---|---|-------------|-------------|-------------|-----------|
| DIST TO THR | 9 | 8 | 7 | 6 | 5           | 4           | 3           | 2         |
| ALT (HGT)   | - | - | - | - | 2150 (2142) | 1728 (1720) | 1308 (1300) | 889 (881) |



| CAT OF ACFT      |             | A           | B     | C     | D | FINAL APCH |         |     |     |     |     |     |
|------------------|-------------|-------------|-------|-------|---|------------|---------|-----|-----|-----|-----|-----|
|                  |             | 2.5%*       | 4.0%* | 5.0%* |   |            |         |     |     |     |     |     |
| OCA(H)<br>SCAT-I | 1080 (1072) | 1099 (1091) | -     | -     |   | SPEED      | KT      | 70  | 90  | 100 | 120 | 130 |
|                  | 1016 (1009) | 1036 (1028) | -     | -     |   | TIME       | MIN:SEC | -   | -   | -   | -   | -   |
| CIRCLING         | 1250 (1242) | 1350 (1342) | -     | -     |   | ROD        | FT/MIN  | 485 | 620 | 690 | 830 | 900 |

NOTE: \*MNM MISSED APPROACH CLIMB GRADIENT. CIRCLING N OF AD ONLY.

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 116.600 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-kordinater 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 116.600 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