

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

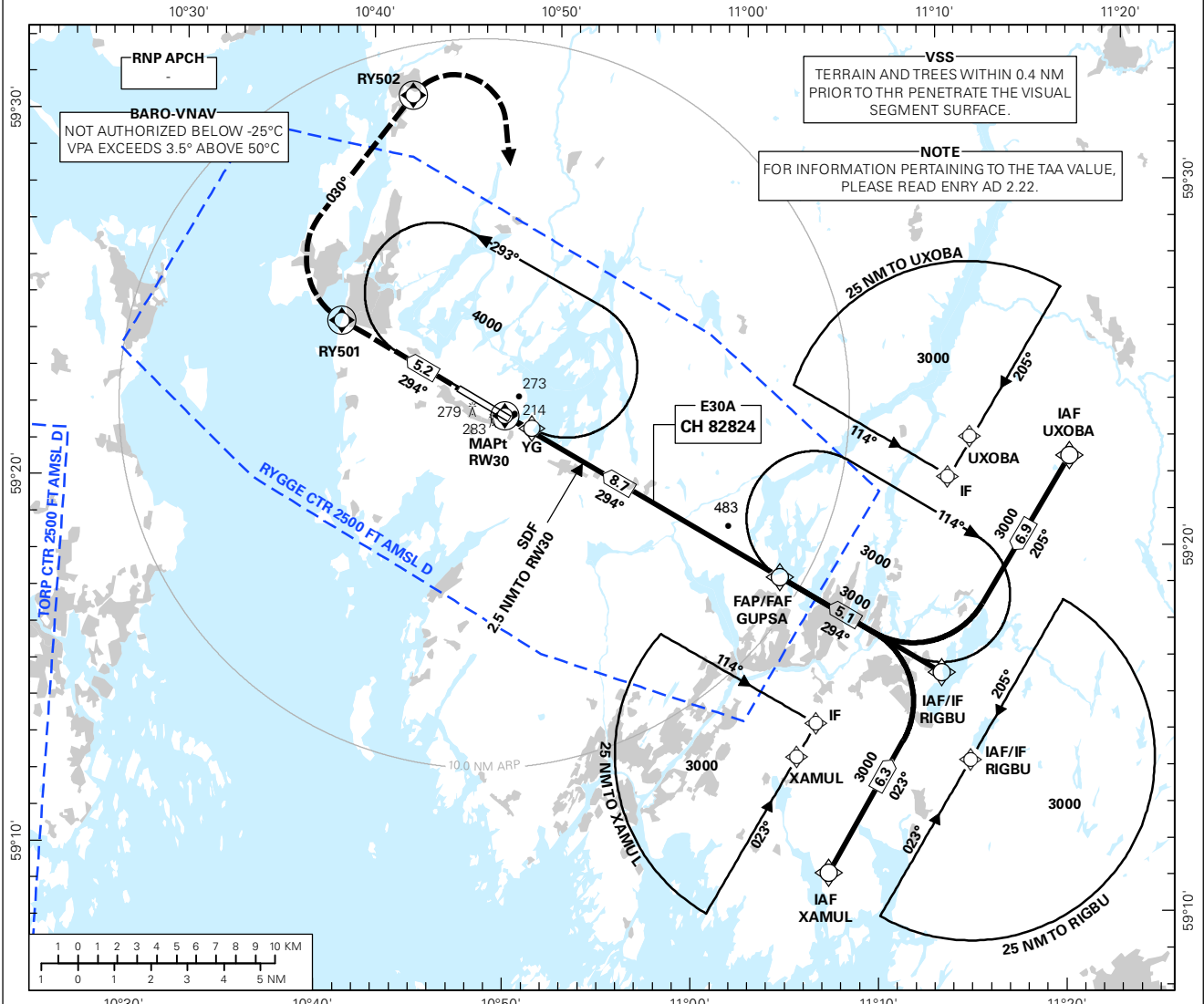
MOSS

**RYGGE**

**RNAV(GNSS) RWY 30**

**TRANSITION ALTITUDE  
7000**

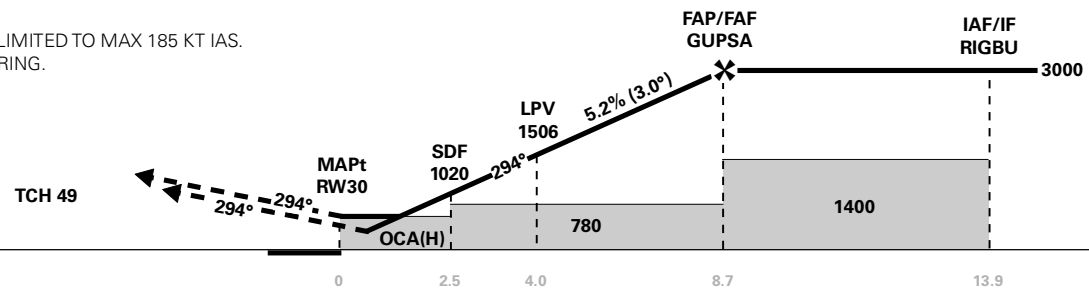
|  |                                 |                         |
|--|---------------------------------|-------------------------|
| ATIS: 136.175                              | AD ELEV: 173                    |                         |
| APP FARRIS: 124.350 134.050                | THR ELEV: 169                   | DIST IN NM              |
| TWR: 119.500                               | HGT RELATED TO THR RWY 30       | ELEV, ALT AND HGT IN FT |
| VDF: 119.500                               | CIRCLING HGT RELATED TO AD ELEV |                         |
| BEARINGS ARE MAGNETIC - VAR 2.7 ° E (2015) |                                 |                         |



|              |             |             |             |             |             |             |           |           |
|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-----------|-----------|
| DIST TO RW30 | 8           | 7           | 6           | 5           | 4           | 3           | 2         | 1         |
| ALT (HGT)    | 2770 (2601) | 2450 (2281) | 2140 (1971) | 1820 (1651) | 1500 (1331) | 1180 (1011) | 860 (691) | 540 (371) |

**MISSED APCH:**  
TO RY501 CLIMBING TO 3000.  
TURN RIGHT ON COURSE 030° TO RY502 CLIMBING TO 4000.  
TURN RIGHT DCT YG. ENTER YG HOLDING AT 4000.

**NOTE:**  
MISSED APCH LIMITED TO MAX 185 KT IAS.  
EXPECT VECTORING.



|                      |           |           |           |           |                   |                             |      |         |       |       |       |       |       |
|----------------------|-----------|-----------|-----------|-----------|-------------------|-----------------------------|------|---------|-------|-------|-------|-------|-------|
| THR →                | 0         | 2.5       | 4.0       | 8.7       | 13.9              |                             |      |         |       |       |       |       |       |
| <b>CAT OF ACFT</b>   | <b>A</b>  | <b>B</b>  | <b>C</b>  | <b>D</b>  | <b>FINAL APCH</b> | <b>DIST FAF - MAPt: 8.7</b> |      |         |       |       |       |       |       |
| <b>STRAIGHT - IN</b> | LPV       | 400 (231) | 410 (241) | 420 (251) | 430 (261)         | SPEED                       | KT   | 70      | 90    | 120   | 150   | 180   |       |
|                      | LNAV/VNAV | 420 (251) | 430 (261) | 440 (271) | 450 (281)         |                             | TIME | MIN:SEC | 07:29 | 05:50 | 04:22 | 03:30 | 02:55 |
| <b>CIRCLING</b>      | 620 (447) |           | 860 (687) |           | 870 (697)         |                             | ROD  | FT/MIN  | 370   | 480   | 640   | 795   | 955   |

NOTE:

CHANGES: COMPLETE REVISION.

## RECOMMENDED RNAV PROCEDURE CODING

| ENRY RNAV(GNSS) RWY 30 |                 |                     |          |               |         |           |          |          |            |         |
|------------------------|-----------------|---------------------|----------|---------------|---------|-----------|----------|----------|------------|---------|
| Serial Number          | Path Descriptor | Waypoint Identifier | Fly-over | Course °M(°T) | MAG VAR | DIST (NM) | Turn Dir | ALT (FT) | Speed (KT) | VPA/TCH |
| 010                    | IF              | UXOBA               | -        | -             | -       | -         | -        | A3000+   | -          | -       |
| 020                    | TF              | RIGBU               | -        | 205 (207.3)   | -       | 6.9       | -        | A3000+   | -          | -       |
| 010                    | IF              | XAMUL               | -        | -             | -       | -         | -        | A3000+   | -          | -       |
| 020                    | TF              | RIGBU               | -        | 023 (026.0)   | -       | 6.3       | -        | A3000+   | -          | -       |
| 010                    | IF              | RIGBU               | -        | -             | -       | -         | -        | A3000+   | -          | -       |
| 020                    | TF              | GUPSA               | -        | 294 (297.2)   | -       | 5.1       | -        | A3000+   | -          | -       |
| 030                    | TF              | RW30                | Y        | 294 (297.0)   | -       | 8.7       | -        | -        | -          | -3.0/15 |
| 040                    | TF              | RY501               | Y        | 294 (296.8)   | -       | 5.2       | -        | A3000-   | K185-      | -       |
| 050                    | CF              | RY502               | Y        | 030 (033.0)   | -       | -         | R        | A4000    | K185-      | -       |
| 060                    | DF              | YG                  | -        | -             | -       | -         | R        | A4000    | K185-      | -       |
| 070                    | HM              | YG                  | -        | 113 (116.0)   | -       | 1 MIN     | L        | A4000+   | -          | -       |

Note: Recommended RNAV procedure coding is based on ARINC 424-15 and is provided solely to indicate which procedure design protection areas were used in the Instrument Flight Procedure Design process.

Note: The use of SBAS/GNSS geometric altitude as a source of altitude for approaches to LNAV/VNAV minima is permitted only for aircraft specifically certified for this type of operation. See "EASA-CM-AS-002 Clarifications to AMC 20-27" for additional information.

Note: Published OCA(H) values are obstacle clearance values. Decision heights (DH) below 250 FT shall not be used due to APV approach operation Type A limitations.

Note: GUPSA holding not included in standard APCH transitions.

## FAS DATA BLOCK

|                                 |               |                                       |               |
|---------------------------------|---------------|---------------------------------------|---------------|
| Operation type                  | 0             | LTP/FTP ellipsoidal height            | 89.9          |
| SBAS Provider                   | 1             | FPAP latitude                         | 592305.4065N  |
| Airport Identifier              | ENRY          | FPAP longitude                        | 0104543.0120E |
| Runway                          | RW30          | Threshold crossing height             | 15            |
| Approach performance designator | 0             | TCH units                             | M             |
| Route Indicator                 | -             | Glide path angle                      | 3.0           |
| Reference path data selector    | 0             | Course width at threshold             | 105           |
| Reference path Identifier       | E30A          | Length offset                         | 0             |
| LTP/FTP latitude                | 592225.8580N  | Horizontal alert limit (HAL)          | 40            |
| LTP/FTP longitude               | 0104816.5730E | Vertical alert limit (VAL)            | 50            |
|                                 |               | PRECISION APPROACH PATH CRC REMAINDER | FB6F74CD      |

## NON FAS DATA BLOCK FIELDS

|                        |      |
|------------------------|------|
| LTP Ortometric Height  | 51.4 |
| FPAP Ortometric Height | 51.4 |