

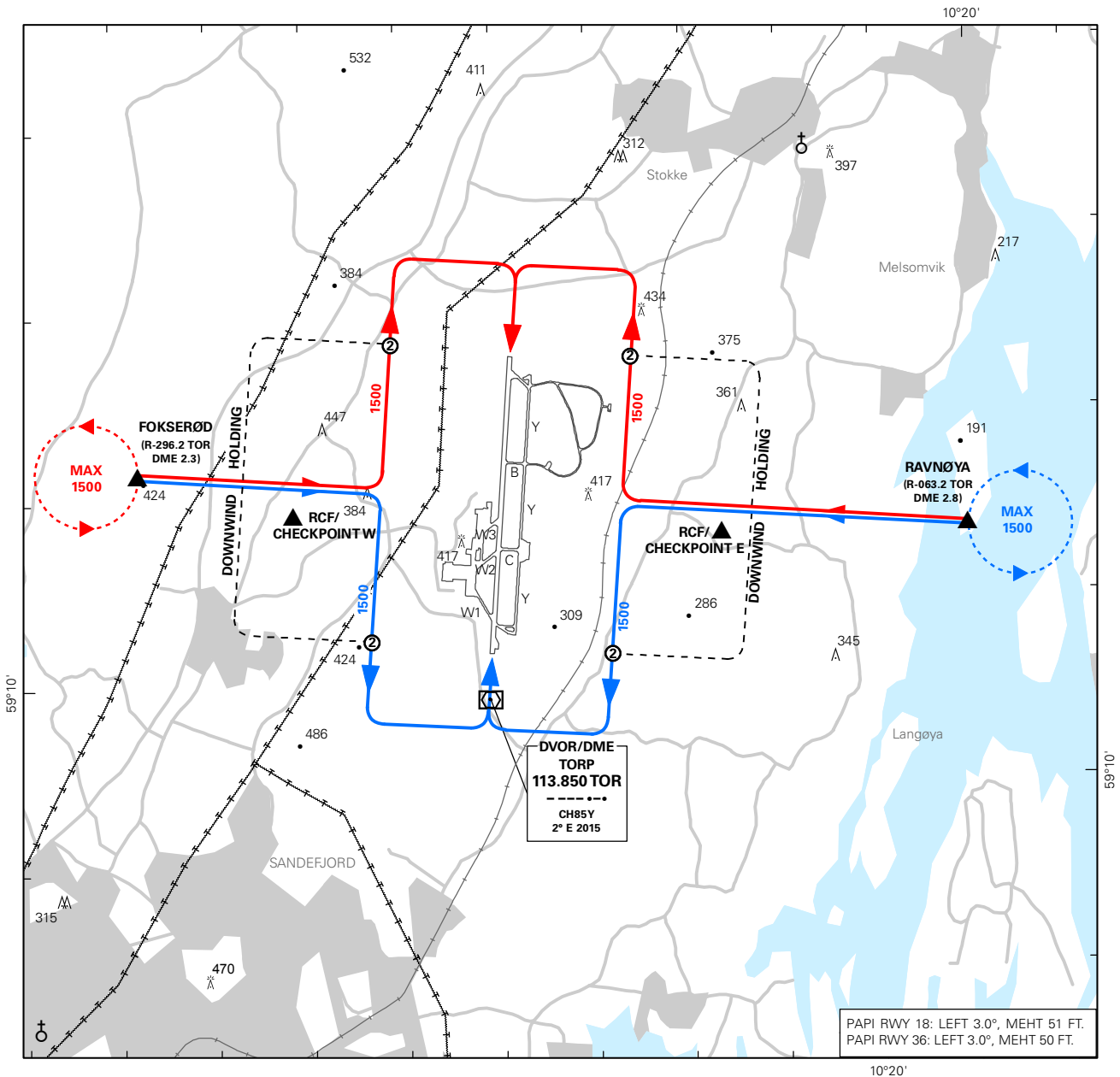
LANDING PATTERN - LIGHT AIRCRAFT PLAN VIEW SCALE: 1:65 000

ATIS: 119.075	AD ELEV: 285	ELEV, ALT AND HGT IN FT
APP: 134.050 124.350	OBSTACLES LESS THAN 100 FT GND ARE NORMALLY NOT SHOWN	
TWR: 118.650	MAGNETIC VARIATION: 2.5 ° E (2015)	
GND: 126.175	TRANSITION ALTITUDE: 7000	

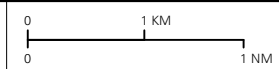
SANDEFJORD

TORP

NORWAY



PAPI RWY 18: LEFT 3.0°, MEHT 51 FT.
PAPI RWY 36: LEFT 3.0°, MEHT 50 FT.



FOR Å FORSINKE/HOLDE LETTE FLY SOM ALLEREDE ER ETABLERT I LANDINGSRUNDEN, KAN DE BLI INSTRUERT TIL Å BLI I VENTEMØNSTER PÅ MEDVINDSLEGG SOM VIST OVENFOR.

HVIS MAN ETTER Å HA FLØYET EN (ELLER FLERE) RUNDE(R) I VENTEMØNSTERET ANKOMMER PUNKT 2 VIST OVENFOR UTEN Å HA MOTTATT NY KLARERING, FORTSETTER MAN I VENTEMØNSTER TIL NY INSTRUKS MOTTAS FRA TWR.

IN ORDER TO DELAY/HOLD LIGHT AIRCRAFT ALREADY ESTABLISHED IN THE LANDING PATTERN, AIRCRAFT MAY BE INSTRUCTION TO JOIN HLDG PATTERN ON DOWNWIND AS SHOWN ABOVE.

IF THE AIRCRAFT, AFTER HAVING MADE ONE TURN (OR MORE) IN THE HLDG PATTERN IS APPROACHING POINT 2 SHOWN ABOVE AND NOT HAVING RECEIVED NEW CLEARANCE, CONTINUE IN HLDG PATTERN UNTIL NEW INSTRUCTION IS RECEIVED FROM TWR.

ATS AIRSPACE CLASSIFICATION: REF ENR 1.4
LEGENDS: REF GEN 2.3

CHANGES: EDITORIAL