

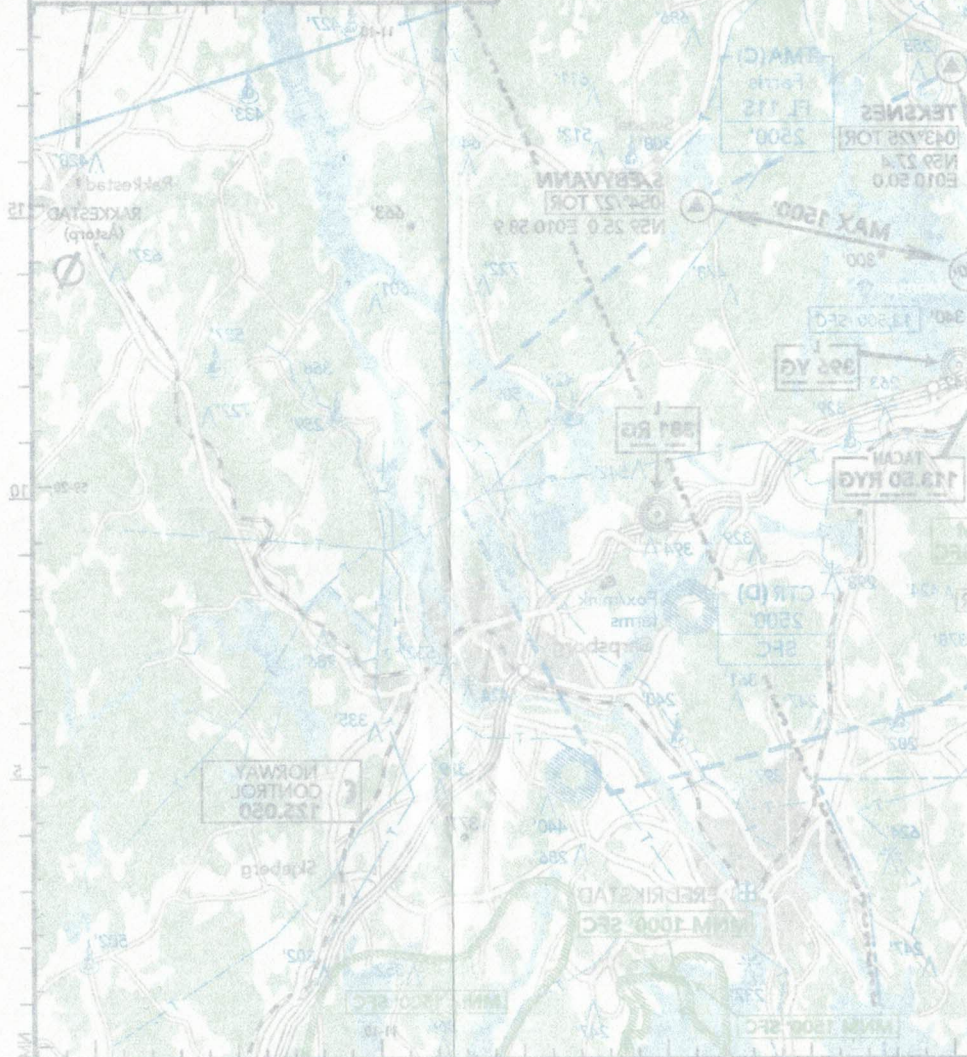
MOSS
RYGGE
NORWAY

19-2

Elev 173.23m
N29.23
E010.47.1

2 NM SE Moss

FARRIS APPROACH 134.050 134.350 *VDF	
(TW) **Op hr announced by ATIS. RYGGE TOWER 119.200* (not en) GROUND 121.700*	
ATIS 136.175 *ILS/DME tied paired.	
ILS	ILS
30° 109.10 RY 292°	30° 109.10 RY 292°



MOSS

RYGGE

NORWAY

19-2

28 AUG 15

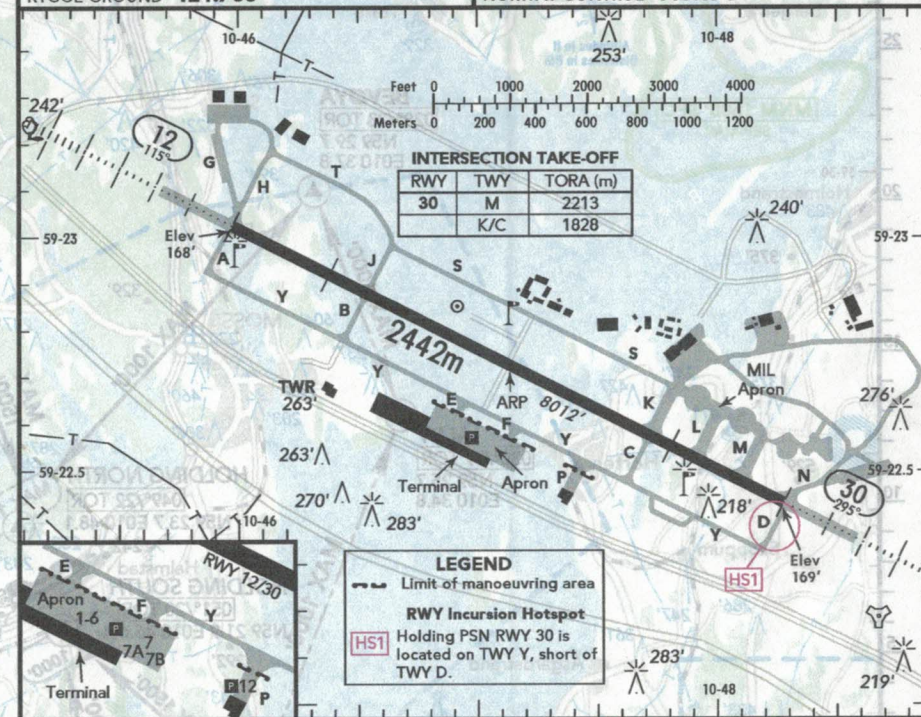
JEPPESSEN

ATIS 136.175

*Op hr announced by ATIS. (FIS)

RYGGE GROUND 121.700*

NORWAY CONTROL 118.875



ALS - PAPI - THR - RCLL - RL - TWYL - Apron (CIV) - WDI - OBSTL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
12 30	2442 x 45 Asphalt	2442	2442	PCN 70/F/C/W/T	

CAUTION:

Deer may occur at the AD.
 Turbulence/wind shear may occur on final RWY 12 and RWY 30. Wind 140 - 220 DEG / 20 KT or more.

Landing pattern shall be conducted on the N side of the AD, in the Vannsjø area due inhabited areas. Right pattern to RWY 30 and left pattern to RWY 12.
 When conducting visual approach avoid to the extent possible to overfly inhabited areas.

Visiting GA ACFT are PPR for parking, fuelling and handling.

ACFT shall obtain start-up clearance from ATC prior to engine start-up.

The paved area in front of THR 12 and THR 30 is AVBL for MIL operations only.
 TWY Y is AVBL as RWY for MIL ACFT in EMERG.

COM Failure

- Squawk 7600,
- proceed to HOLDING NORTH or SOUTH,
- flash LDG LGTs and watch TWR for visual signals.

CHANGES: COM - OBST - Text.

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