(19-1)

ØRLAND
ØRLAND
NORWAY

ENOL
Elev 28'/9m
N63 42.0
E009 36.2
1.5 NM NW Brekstad

(APP)	*VDF
ØRLAND APPROACH (R)	118.250*
ØRLAND ARRIVAL	126.200
(TWR)	
ØRLAND TOWER	118.700 (no, en)
ATIS	119.325

*ILS/DME freq paired.
**GP not to be used outside 5° on either side of LLZ beam.

RWY	ILS			RWY	ILS		
15*	109.30	OL	152°	33* **	108.30	ON	332°

SCALE 1:250 000

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CHANGES: COM - ILS - VAR - Airspace - Direction Arrows - OBST.

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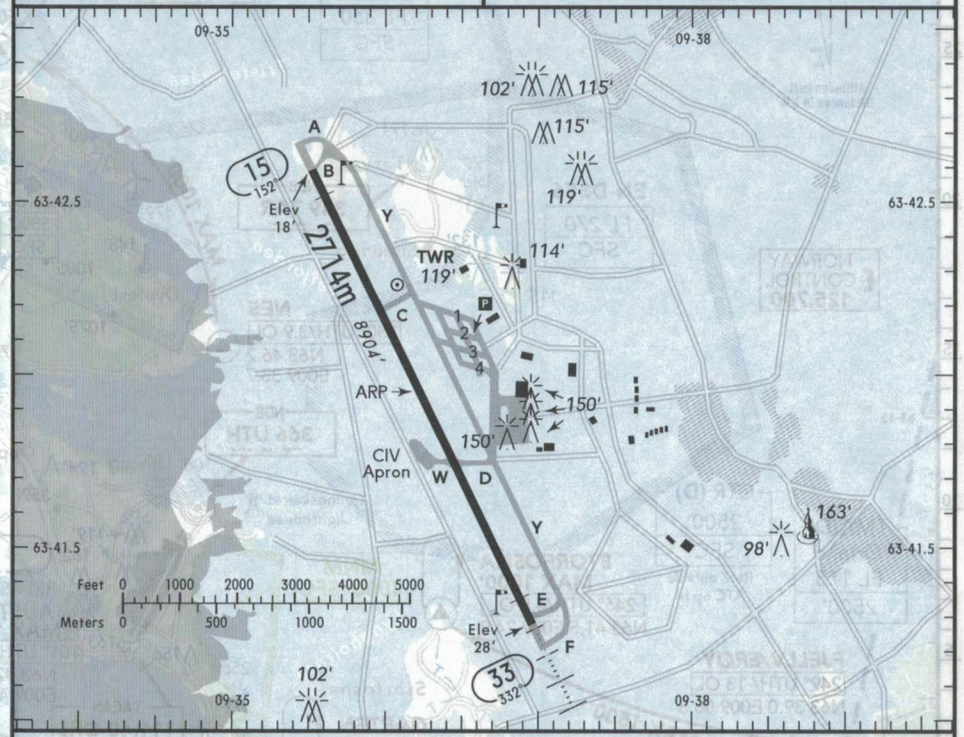
ØRLAND

ØRLAND

NORWAY

ATIS **119.325**

(FIS)
NORWAY CONTROL **125.700**



(O/R: ACB) TAXI

ALS - PAPI 15 (3.0°), 33 (3.3°) - THRL - RL - TWYL - APRON - OBST.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
15 33	2714 x 45 Asphalt ❶	2714	2714	PCN 50/F/B/X/U	

❶ RWY is grooved.

Ørland is a joint MIL/CIV AD.

CAUTION:
Bird collision hazard due to bird concentration in AD area due to the agricultural activity along RWY & TWY during summer season.
The AD is situated close to heavily used spring and autumn bird migration routes.

Retractable RWY arrester gear at 450m from THR 15/33.

COM Failure:
- Squawk 7600,
- from GARTEN or STORFOSNA proceed to shoreline, W of TWR at 500',
- watch TWR for visual signals.
  NOTE: Fighter ACFT fly landing pattern on this side of RWY at 1500'.
- from AUSTRÅT proceed to the AD fence E of TWR at 500',
- watch TWR for visual signals.
  NOTE: Conventional ACFT fly landing pattern on this side of RWY at 1000'.