

AJOVDF

SOLA APPROACH (R) **119.600** (Sector SW)
119.400 (Sector SE)

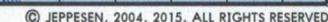
N58 52.6
E005 38.3

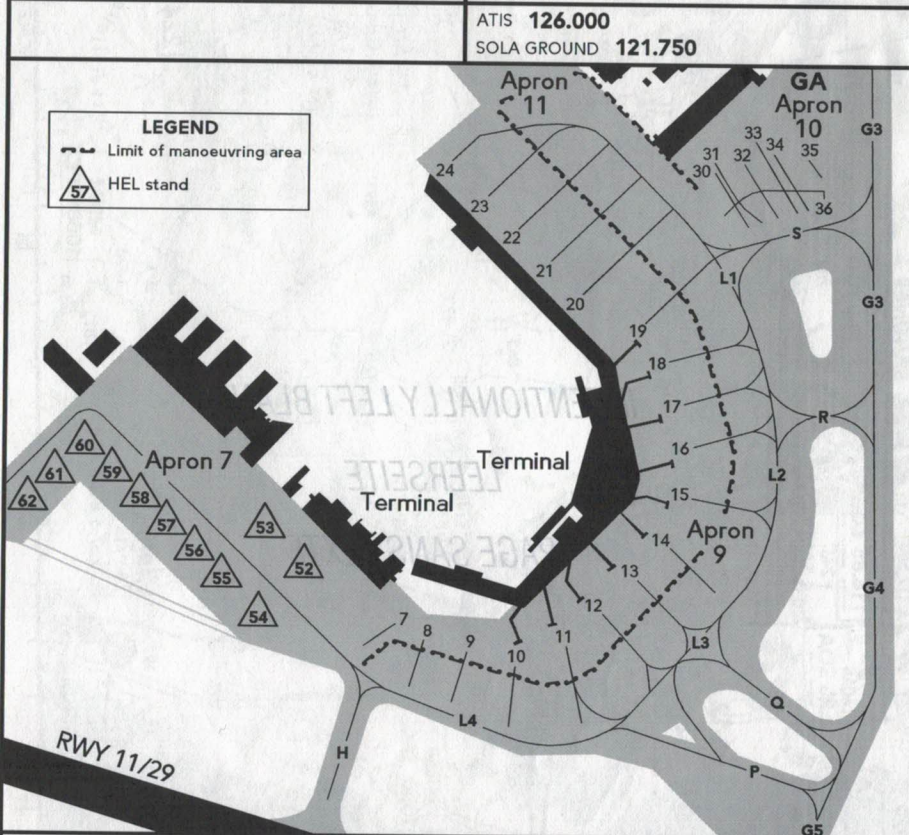
(TWR)

SOLA TOWER **118.350 122.100** (no, en)

GROUND **121.750**

RWY		ILS		RWY		ILS	
11*	109.50	ZL	106°				
18*	110.30	ZV	179°	36*	111.35	SL	359°





During approach, all ACFT shall to the greatest extent possible avoid overflying densely populated areas.

One-engined ACFT shall climb straight ahead to MNM 500' before commencing any turn.

Multi-engined ACFT not exceeding 5.7t, shall climb straight ahead to MNM 2000' before commencing any turn.

All traffic must obtain start-up clearance from ATC. Run-up must be completed before requesting taxi clearance. All ACFT stands are subject to start-up and push-back clearance from TWR/GND.

HELs landing RWY 29 with base leg W of TWY G or TWY E2, shall vacate RWY via TWY D unless otherwise instructed by ATC.

Operation of Mode S transponders when ACFT is on the ground

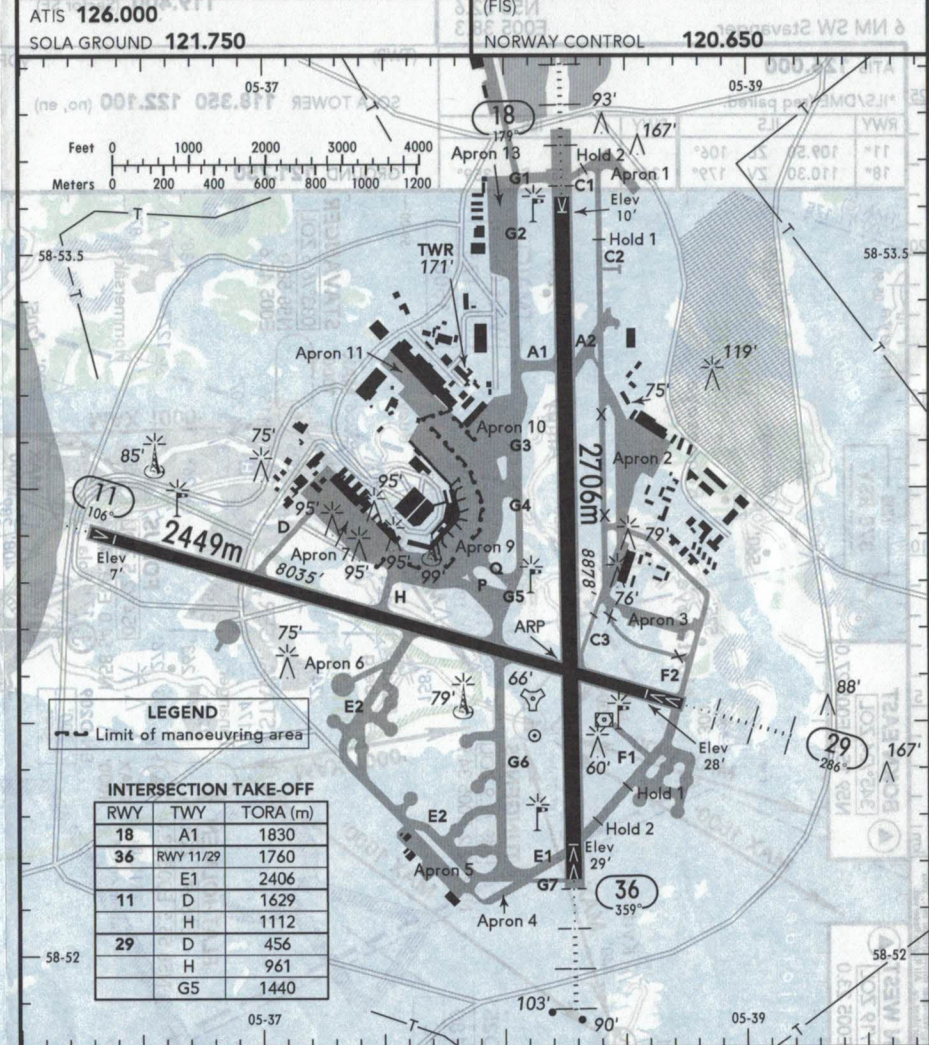
Stavanger Airport, Sola has installed an advanced surface surveillance system, using Mode S Multilateration.

ACFT operators intending to use Stavanger Airport, Sola shall ensure that the Mode S transponder is able to operate when ACFT is on the ground.

ACFT not equipped with Mode S transponder shall select Mode A/C and the assigned Mode A code. If no code has been assigned, select Mode A/C

COM Failure:

- Squawk 7600;
- proceed via routes shown on 19-1 to either:
 - Sola church, 1 NM NW of AD, or
 - Football stadium, 1 NM NE of AD;
- if possible, contact Sola TWR on Tel.



 1			 (limited)		 TAXI
 ALS - PAPI 18, 36 & 11 (3°), 29 (3.5°) - THR - RL - RCLL - TWYL - APRON - WDI - OBSTL					
RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
18	2706 x 60 Asphalt ①	2556	2496	PCN 80/F/B/X/T	
36		2556	2406		
11	2449 x 45 Asphalt ①	2299	2199	PCN 65/F/A/W/U	
29		2199	2049		
① RWY is grooved.					
The paved areas in front of the THR's are AVBL for TKOF.					
For special regulations and parking positions see STAVANGER 19-2A.					