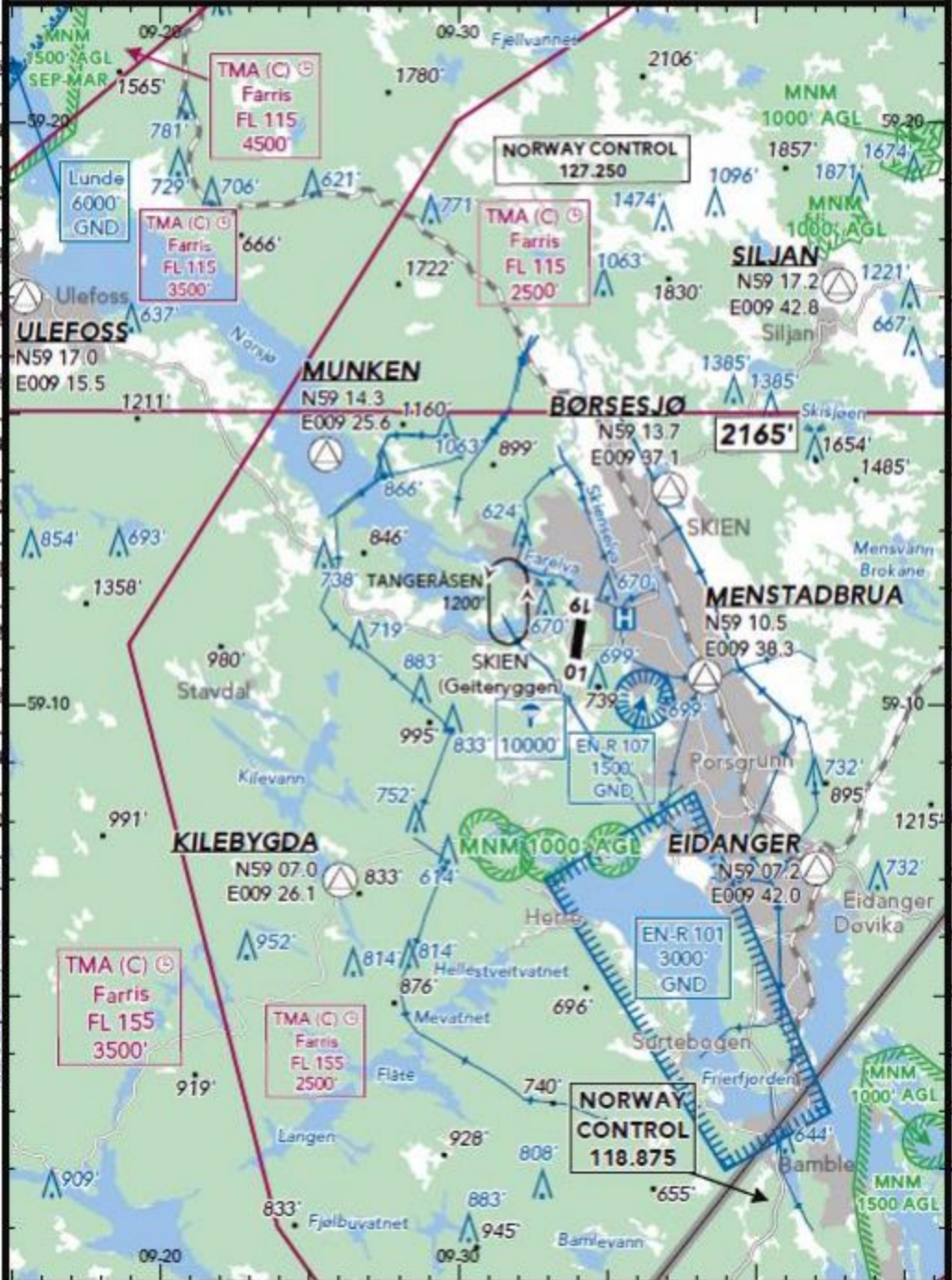


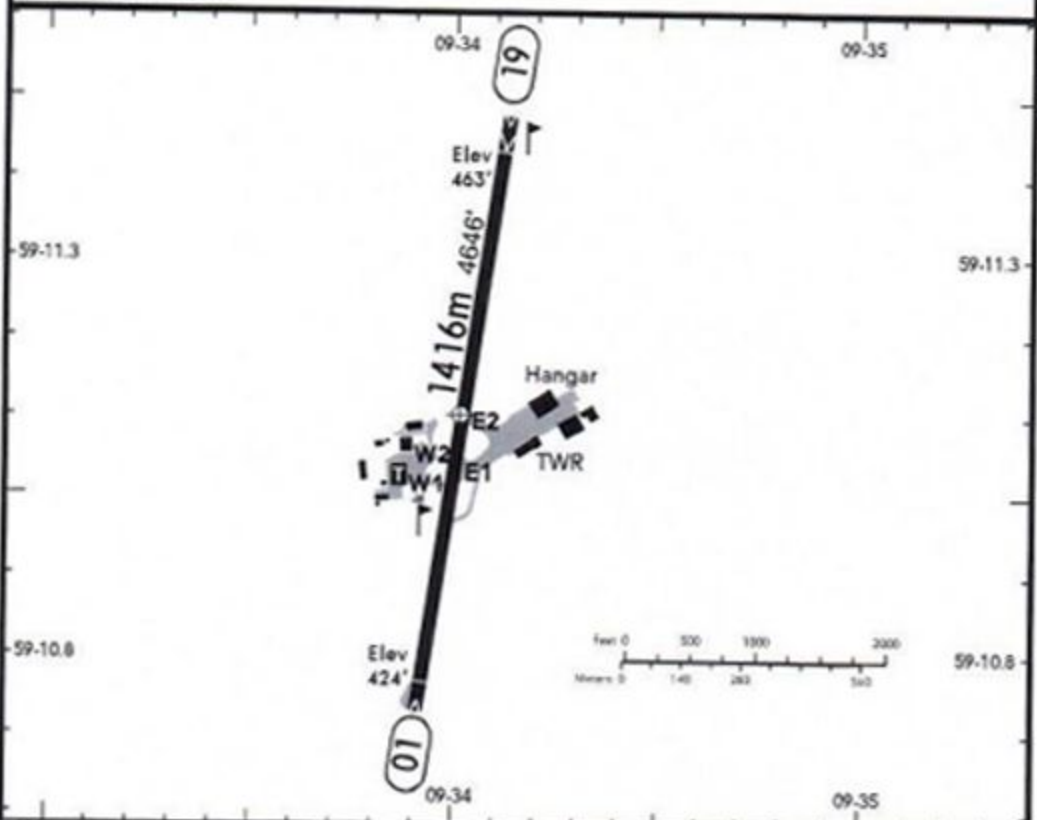
LOCATION Elev 463' /141m N59 11.1 E009 34.0	FIS NORWAY CONTROL 127.250	ATIS ATIS 121.700
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AIRSPACE FARRIS APPROACH 124.350 <sup>(1)</sup> 134.050 <sup>(2)</sup>	RADIO GEITERYGGEN TRAFFIC 119.200 <sup>(4)</sup>
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<sup>(1)</sup> Farris TMA    <sup>(2)</sup> E    <sup>(3)</sup> W    <sup>(4)</sup> Blind transmissions



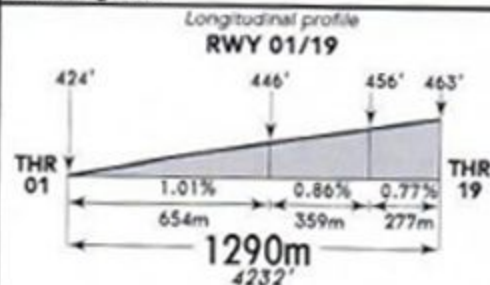
LOCATION Elev 463' / 141m N59 11.1 E009 34.0	ATIS ATIS 121.700	RADIO GEITERYGGEN TRAFFIC 119.200 <sup>①</sup>
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 ADMITTED AIRCRAFT  
<sup>①</sup> Blind transmissions


WDI - OBSTL

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
01 (007°) 19 (187°)	1416 x 30 Asphalt	1199	1161 1199	5.7t MTOW	---

RWY is grooved


**Birds in vicinity of AD.**

Traffic circuits should be flown alternatively on the E &amp; W side of RWY at 1500', 1 NM from RWY.

ARR VFR ACFT shall be established on final MNM 1 NM from THR.

DEP VFR ACFT shall climb MNM 1200' on RWY heading.

ARR/DEP shall proceed via one of the depicted points.

LDG/DEP of ACFT or HEL are not permitted when parachutists are in the air.

Pilots are instructed to maintain a listening watch on GEITERYGGEN TRAFFIC and report when starting up whether it is manned or not.

**CAUTION:** Downdrafts and wind shear may occur:

- on final RWY 19 when wind SE-W above 12 KT,
- on final RWY 01 when wind NW to NE above 12 KT.