

List of pages in this Trip Kit

Trip Kit Index

Airport Information For ENCN

Terminal Charts For ENCN

Revision Letter For Cycle 03-2020

Change Notices

Notebook

General Information

Location: KRISTIANSAND NOR
ICAO/IATA: ENCN / KRS
Lat/Long: N58° 12.23', E008° 05.10'
Elevation: 57 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 2.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0722 Z
Sunset: 1601 Z

Runway Information

Runway: 03
Length x Width: 6677 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 41 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 218 ft

Runway: 21
Length x Width: 6677 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 52 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 325 ft

Communication Information

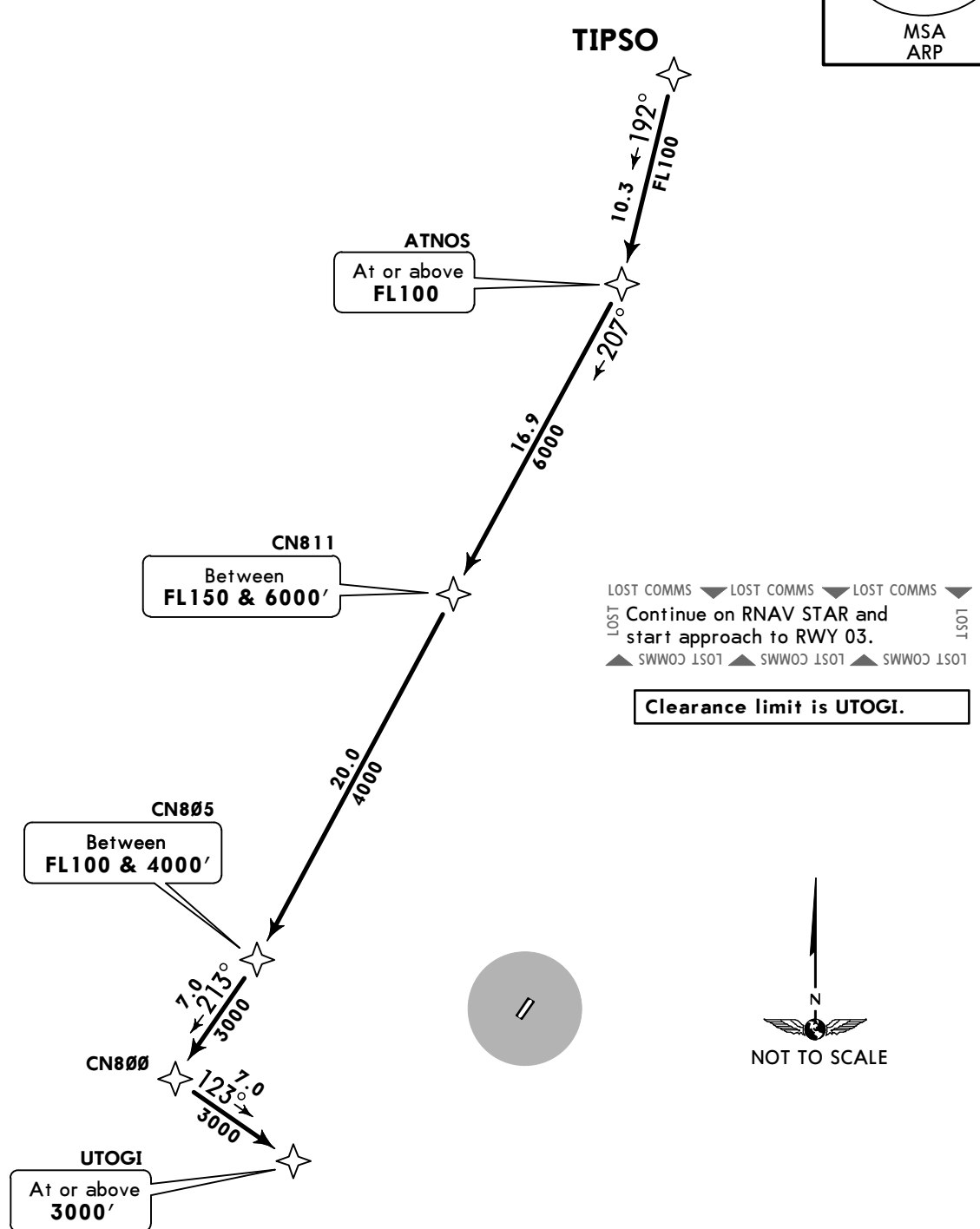
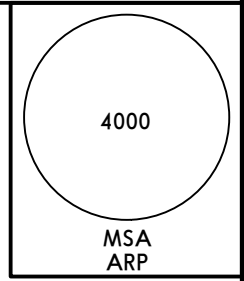
ATIS: 124.475
Kjevik Tower: 119.950
Kjevik Tower: 122.100
Kjevik Tower: 118.100
Kjevik Approach: 119.950
Kjevik Approach: 118.100
Kjevik Approach: 122.100

ENCN/KRS
KJEVIK

JEPPESEN KRISTIANSEN, NORWAY
2 NOV 18 (10-2) Eff 8 Nov RNAV STAR

*ATIS 124.475	Apt Elev 57'	Alt Set: hPa Trans level: By ATC Trans alt: 7000' 1. RNAV 1. 2. GNSS required. 3. Class A GNSS shall not be used. 4. RADAR service shall be available. 5. Loss of RNAV 1 capability, request vectoring. 6. Vectoring may be used for sequencing. 7. Descend as cleared by ATC.
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TIPSO 2L [TIPS2L]
RWY 03 RNAV ARRIVAL



ROUTING

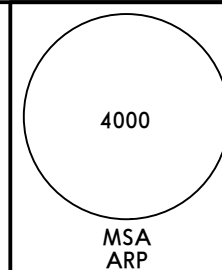
From TIPSO to ATNOS, to CN811, to CN805, to CN800, to UTOGI.

ENCN/KRS
KJEVIK

JEPPESEN KRISTIANSTAD, NORWAY
2 NOV 18 **(10-2A) Eff 8 Nov** **RNAV STAR**

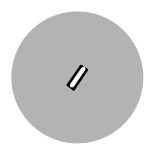
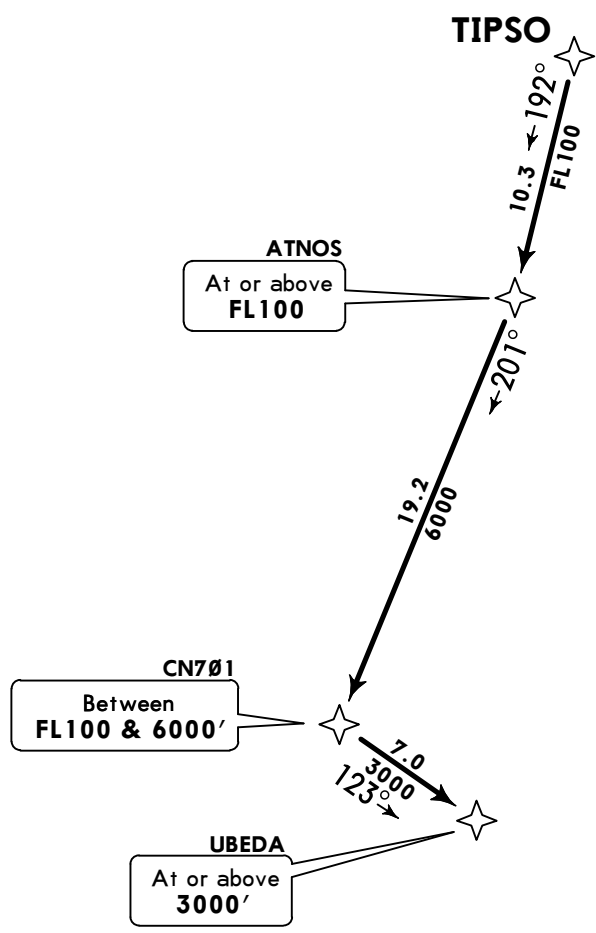
*ATIS 124.475	Apt Elev 57'	Alt Set: hPa Trans level: By ATC Trans alt: 7000' 1. RNAV 1. 2. GNSS required. 3. Class A GNSS shall not be used. 4. RADAR service shall be available. 5. Loss of RNAV 1 capability, request vectoring. 6. Vectoring may be used for sequencing. 7. Descend as cleared by ATC.
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TIPSO 7M [TIPS7M]
RWY 21 RNAV ARRIVAL



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
 LOST Continue on RNAV STAR and start approach to RWY 21. LOST
 ▲ SWWOC LOST ▲ SWWOC LOST ▲ SWWOC LOST

Clearance limit is UBEDA.



ROUTING

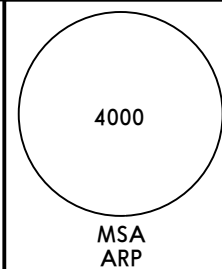
From TIPSO to ATNOS , to CN701, to UBEDA.

ENCN/KRS
KJEVIK

JEPPESEN KRISTIANSD, NORWAY
2 NOV 18 (10-2B) Eff 8 Nov RNAV STAR

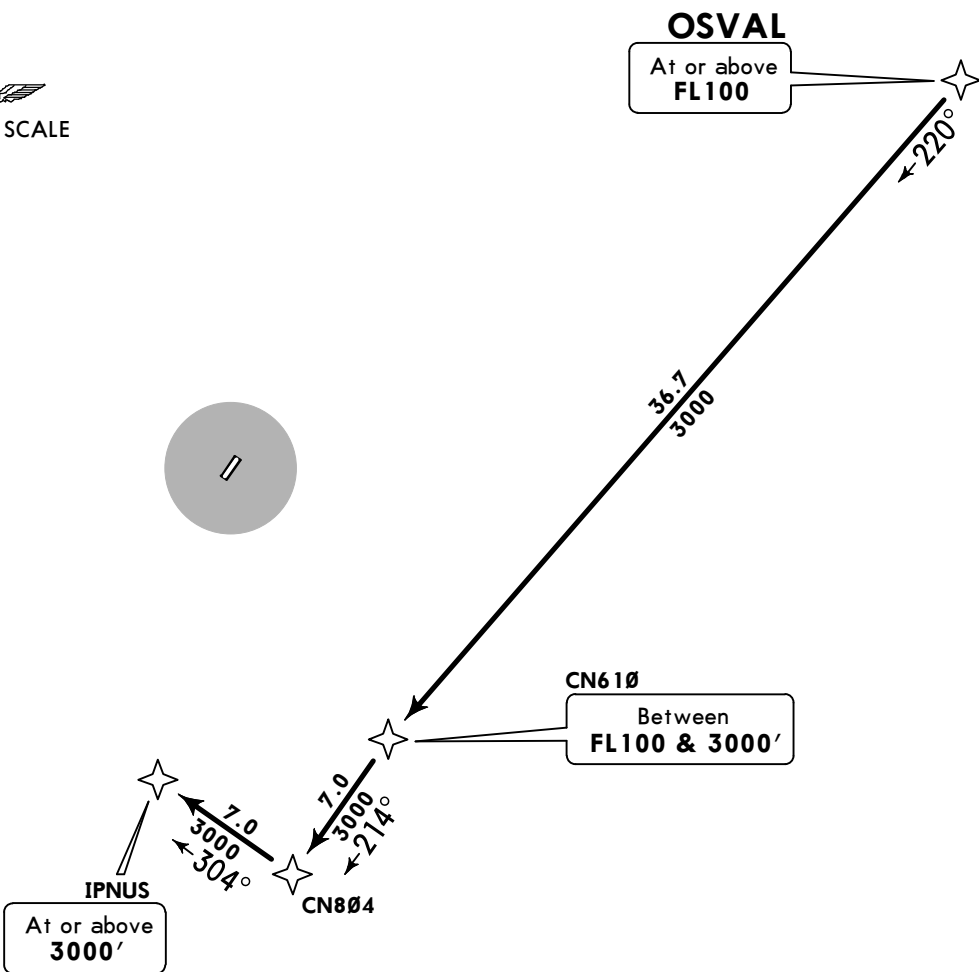
<p>*ATIS 124.475</p>	<p>Apt Elev 57'</p>	<p>Alt Set: hPa Trans level: By ATC Trans alt: 7000'</p> <ol style="list-style-type: none"> 1. RNAV 1. 2. GNSS required. 3. Class A GNSS shall not be used. 4. RADAR service shall be available. 5. Loss of RNAV 1 capability, request vectoring. 6. Vectoring may be used for sequencing. 7. Descend as cleared by ATC.
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OSVAL 2L [OSVA2L] RWY 03 RNAV ARRIVAL



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
 LOST Continue on RNAV STAR and start approach to RWY 03. LOST
 ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

Clearance limit is IPNUS.



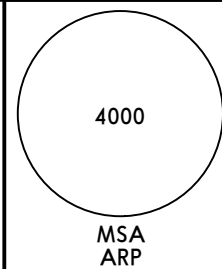
ROUTING
From OSVAL to CN610, to CN804, to IPNUS.

ENCN/KRS
KJEVIK

JEPPESEN KRISTIANSEN, NORWAY
2 NOV 18 (10-2C) Eff 8 Nov RNAV STAR

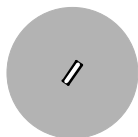
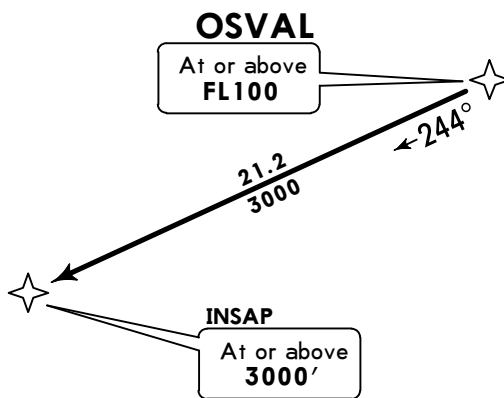
<p>*ATIS 124.475</p>	<p>Apt Elev 57'</p>	<p>Alt Set: hPa Trans level: By ATC Trans alt: 7000'</p> <ol style="list-style-type: none"> 1. RNAV 1. 2. GNSS required. 3. Class A GNSS shall not be used. 4. RADAR service shall be available. 5. Loss of RNAV 1 capability, request vectoring. 6. Vectoring may be used for sequencing. 7. Descend as cleared by ATC.
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OSVAL 7M [OSVA7M] RWY 21 RNAV ARRIVAL



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
 LOST Continue on RNAV STAR and start approach to RWY 21. LOST
 ▲ SWWOC 1S01 ▲ SWWOC 1S01 ▲ SWWOC 1S01

Clearance limit is INSAP.



ROUTING

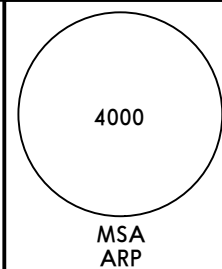
From OSVAL to INSAP.

ENCN/KRS
KJEVIK

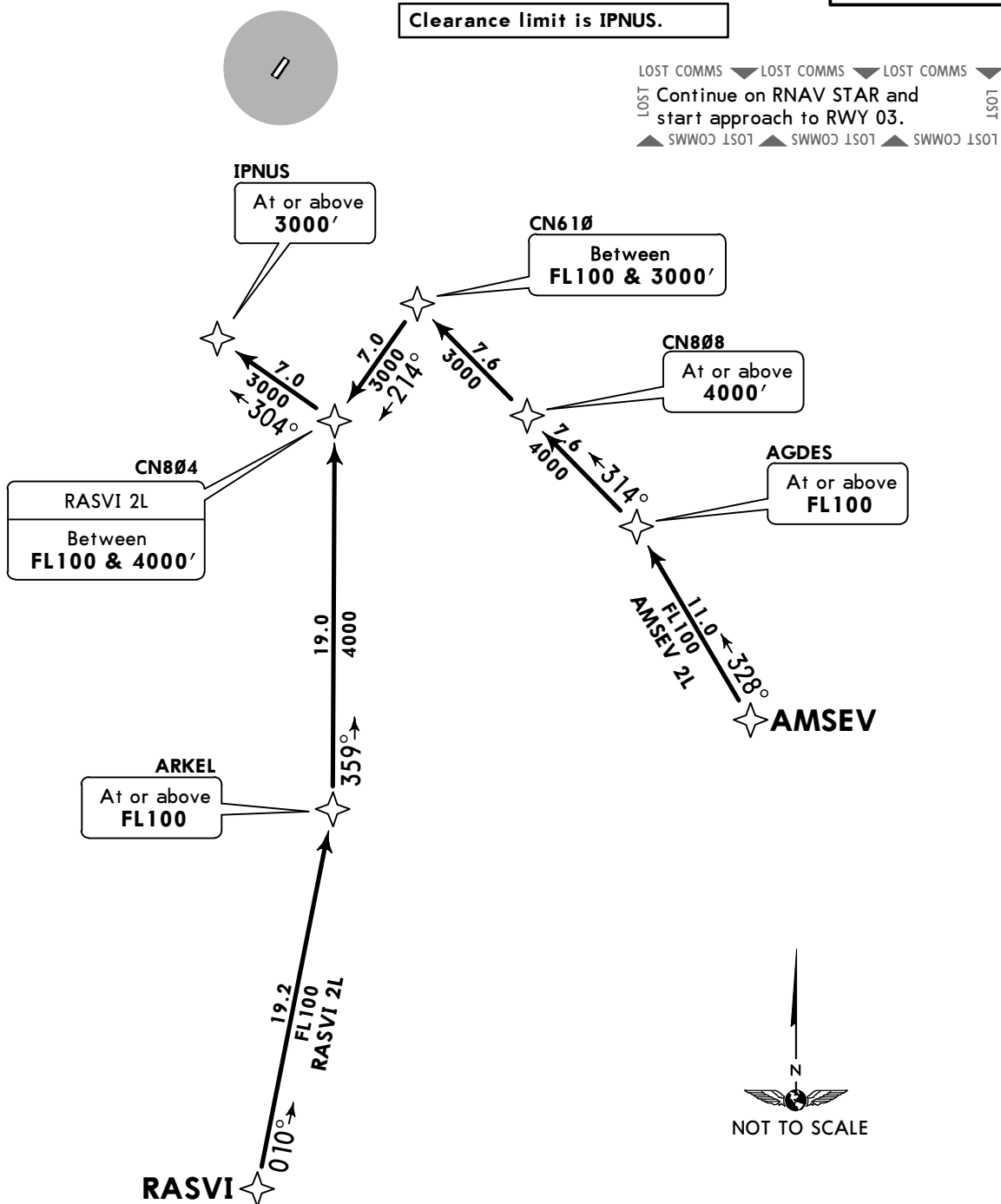
JEPPESEN KRISTIANSTAND, NORWAY
2 NOV 18 (10-2D) Eff 8 Nov RNAV STAR

*ATIS 124.475	Apt Elev 57'	Alt Set: hPa Trans level: By ATC Trans alt: 7000' 1. RNAV 1. 2. GNSS required. 3. Class A GNSS shall not be used. 4. RADAR service shall be available. 5. Loss of RNAV 1 capability, request vectoring. 6. Vectoring may be used for sequencing. 7. Descend as cleared by ATC.
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AMSEV 2L [AMSE2L]
RASVI 2L [RASV2L]
RWY 03 RNAV ARRIVALS



Clearance limit is IPNUS.



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
 LOST Continue on RNAV STAR and start approach to RWY 03. LOST
 ▲ SWW00 LS01 ▲ SWW00 LS01 ▲ SWW00 LS01

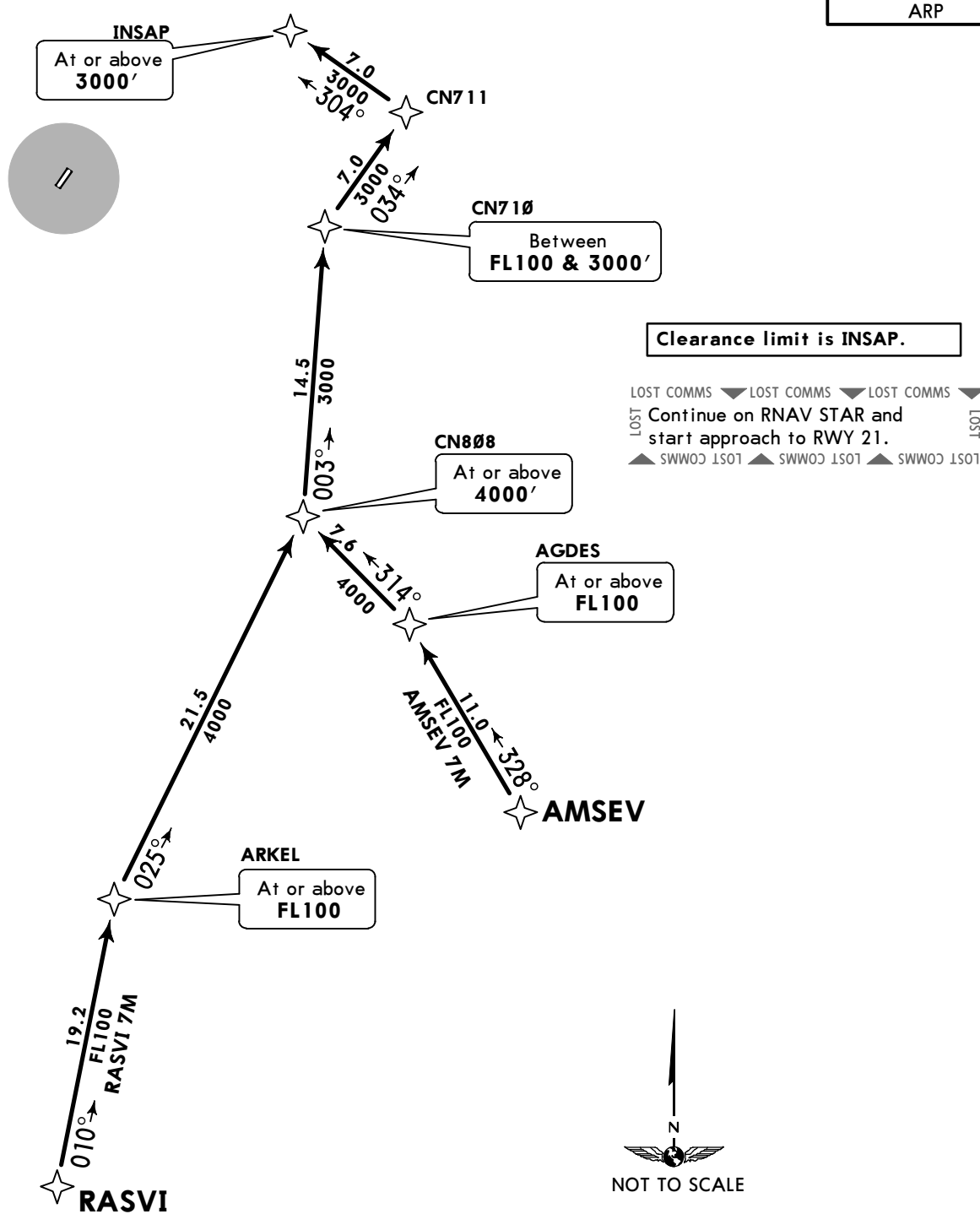
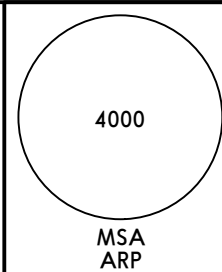
STAR	ROUTING
AMSEV 2L	From AMSEV to AGDES, to CN808, to CN610, to CN804, to IPNUS.
RASVI 2L	From RASVI to ARKEL, to CN804, to IPNUS.

ENCN/KRS
KJEVIK

JEPPESEN KRISTIANSTAND, NORWAY
2 NOV 18 (10-2E) Eff 8 Nov RNAV STAR

*ATIS 124.475	Apt Elev 57'	Alt Set: hPa Trans level: By ATC Trans alt: 7000' 1. RNAV 1. 2. GNSS required. 3. Class A GNSS shall not be used. 4. RADAR service shall be available. 5. Loss of RNAV 1 capability, request vectoring. 6. Vectoring may be used for sequencing. 7. Descend as cleared by ATC.
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AMSEV 7M [AMSE7M]
RASVI 7M [RASV7M]
RWY 21 RNAV ARRIVALS



STAR	ROUTING
AMSEV 7M	From AMSEV to AGDES, to CN808, to CN710, to CN711, to INSAP.
RASVI 7M	From RASVI to ARKEL, to CN808, to CN710, to CN711, to INSAP.

ENCN/KRS
KJEVIK

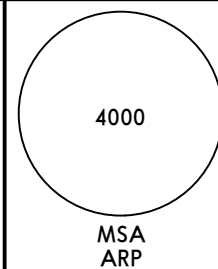
JEPPESEN KRISTIANSTAND, NORWAY
2 NOV 18 (10-2F) Eff 8 Nov RNAV STAR

*ATIS
124.475

Apt Elev
57'

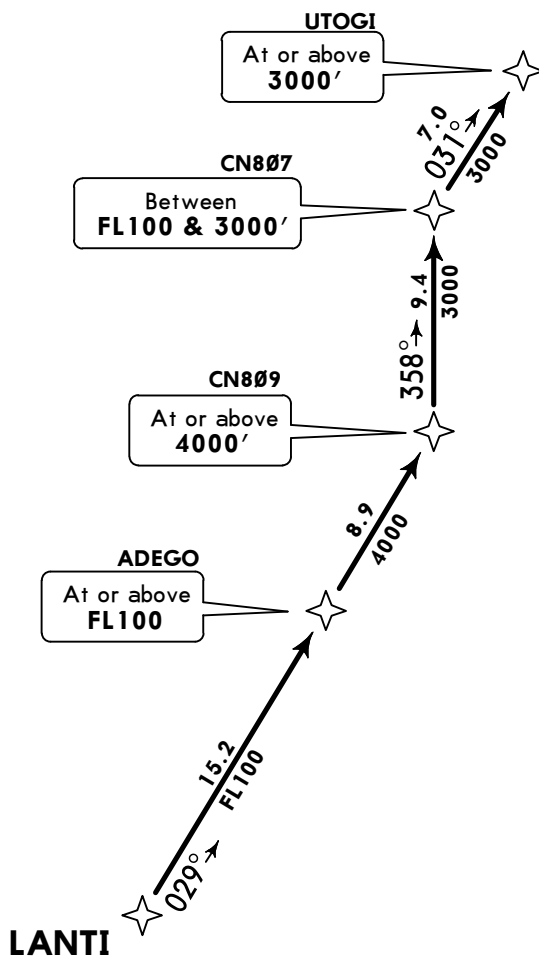
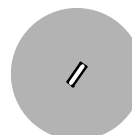
- Alt Set: hPa Trans level: By ATC Trans alt: 7000'
1. RNAV 1.
 2. GNSS required.
 3. Class A GNSS shall not be used.
 4. RADAR service shall be available.
 5. Loss of RNAV 1 capability, request vectoring.
 6. Vectoring may be used for sequencing.
 7. Descend as cleared by ATC.

LANTI 2L [LANT2L] RWY 03 RNAV ARRIVAL



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
 LOST Continue on RNAV STAR and start approach to RWY 03. LOST
 ▲ SWW03 LOST ▲ SWW03 LOST ▲ SWW03 LOST

Clearance limit is UTOGI.



ROUTING

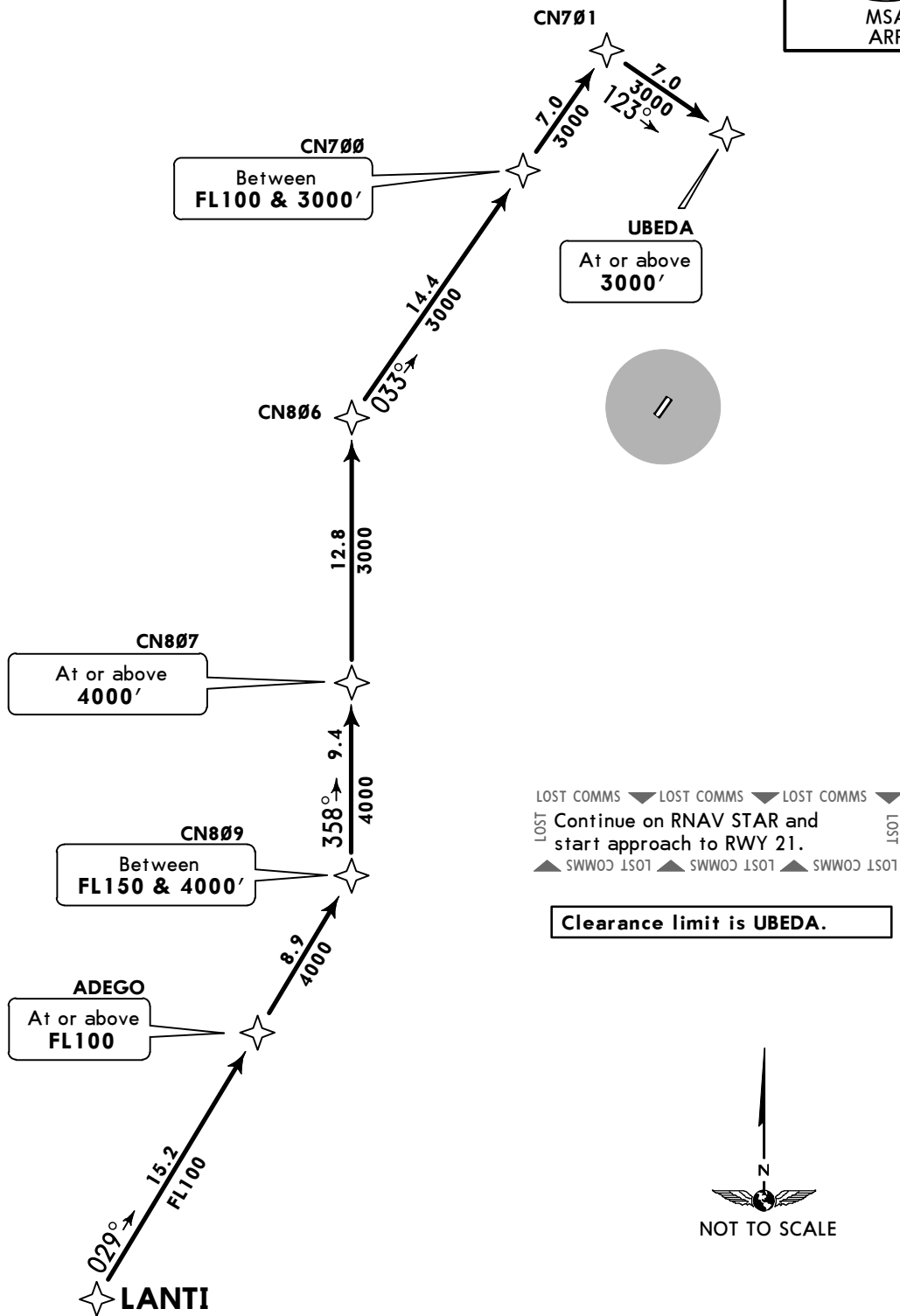
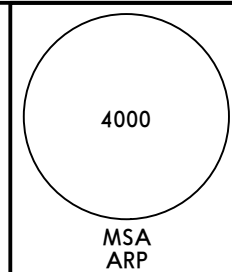
From LANTI to ADEGO, to CN809, to CN807, to UTOGI.

ENCN/KRS
KJEVIK

JEPPESEN KRISTIANSEN, NORWAY
2 NOV 18 (10-2G) Eff 8 Nov RNAV STAR

*ATIS 124.475	Apt Elev 57'	Alt Set: hPa Trans level: By ATC Trans alt: 7000' 1. RNAV 1. 2. GNSS required. 3. Class A GNSS shall not be used. 4. RADAR service shall be available. 5. Loss of RNAV 1 capability, request vectoring. 6. Vectoring may be used for sequencing. 7. Descend as cleared by ATC.
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LANTI 7M [LANT7M]
RWY 21 RNAV ARRIVAL



ROUTING

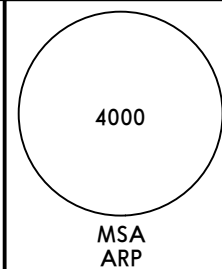
From LANTI to ADEGO, to CN809, to CN807, to CN806, to CN700, to CN701, to UBEDA.

ENCN/KRS
KJEVIK

JEPPESEN KRISTIANSD, NORWAY
2 NOV 18 (10-2H) Eff 8 Nov RNAV STAR

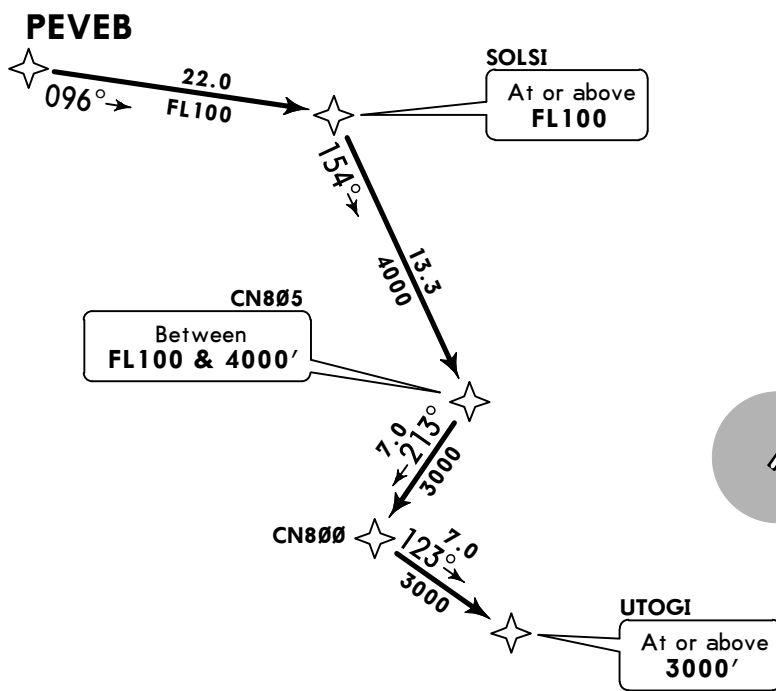
*ATIS 124.475	Apt Elev 57'	Alt Set: hPa Trans level: By ATC Trans alt: 7000' 1. RNAV 1. 2. GNSS required. 3. Class A GNSS shall not be used. 4. RADAR service shall be available. 5. Loss of RNAV 1 capability, request vectoring. 6. Vectoring may be used for sequencing. 7. Descend as cleared by ATC.
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PEVEB 1L [PEVE1L]
RWY 03 RNAV ARRIVAL



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
 LOST Continue on RNAV STAR and start approach to RWY 03. LOST
 ▲ SWWOC 1S01 ▲ SWWOC 1S01 ▲ SWWOC 1S01

Clearance limit is UTOGI.



ROUTING

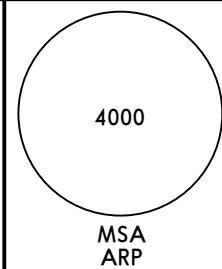
From PEVEB to SOLSI, to CN805, to CN800, to UTOGI.

ENCN/KRS
KJEVIK

JEPPESEN KRISTIANSTAND, NORWAY
2 NOV 18 (10-2J) Eff 8 Nov RNAV STAR

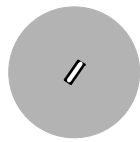
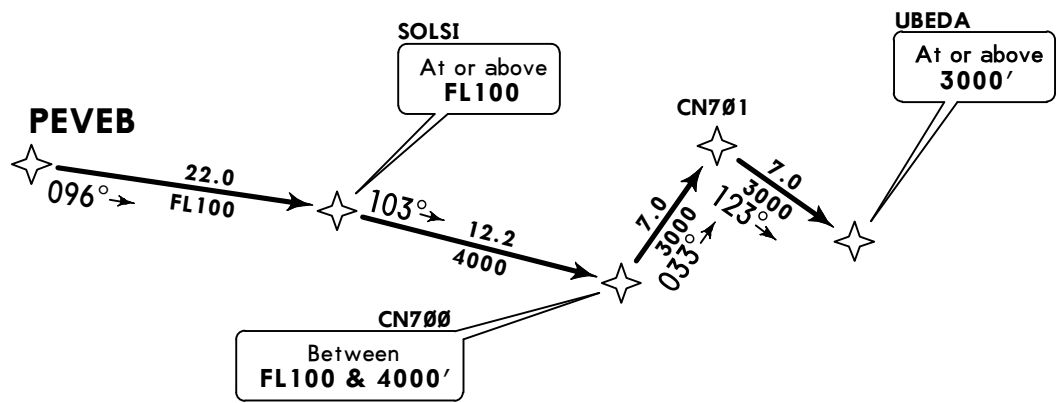
*ATIS 124.475	Apt Elev 57'	Alt Set: hPa Trans level: By ATC Trans alt: 7000' 1. RNAV 1. 2. GNSS required. 3. Class A GNSS shall not be used. 4. RADAR service shall be available. 5. Loss of RNAV 1 capability, request vectoring. 6. Vectoring may be used for sequencing. 7. Descend as cleared by ATC.
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PEVEB 6M [PEVE6M]
RWY 21 RNAV ARRIVAL



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
 LOST Continue on RNAV STAR and start approach to RWY 21. LOST
 ▲ SWWOC ISOT ▲ SWWOC ISOT ▲ SWWOC ISOT

Clearance limit is UBEDA.



ROUTING

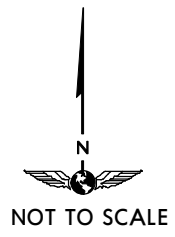
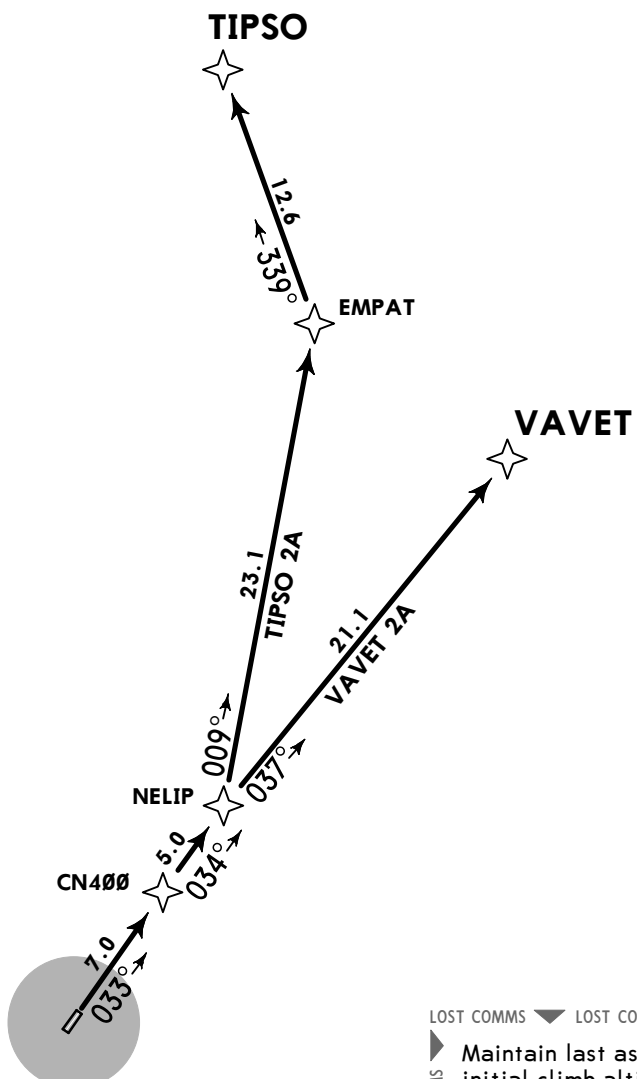
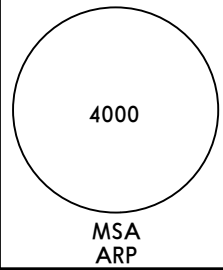
From PEVEB to SOLSI, to CN700, to CN701, to UBEDA.

ENCN/KRS
KJEVIK

JEPPESSEN KRISTIANSDAND, NORWAY
2 NOV 18 **10-3** **Eff 8 Nov** **RNAV SID**

*KJEVIK Approach 119.950	Apt Elev 57'	Trans level: By ATC Trans alt: 7000' 1. RNAV 1. 2. GNSS required. 3. RADAR service shall be available. 4. Obtain ATC clearance from KJEVIK Tower. 5. Contact KJEVIK Approach when instructed by KJEVIK Tower. 6. Non RNAV 1 ACFT: at first contact with KJEVIK Tower state 'unable RNAV 1 due (reason)'. Omnidirectional departure available. 7. When vectored or cleared for direct routing the SID climb gradients apply.
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**TIPSO 2A [TIPS2A]
VAVET 2A [VAVE2A]
RWY 03 RNAV DEPARTURES**



These SIDs require a minimum climb gradient of 434' per NM (7.15%) up to 1000' for obstacle clearance and up to FL110 due to ATC restrictions.

Gnd speed-KT	75	100	150	200	250	300
434' per NM	543	723	1085	1447	1808	2170

If unable to comply inform ATC.

- ▶ **LOST COMMS** ▼ **LOST COMMS** ▼ **LOST COMMS** ▼ **LOST COMMS** ▼
Maintain last assigned level until passing initial climb altitude, then climb to cruising level stated in FPL. If no further climb received prior to CN400 climb to cruising level stated in FPL.
- ▶ **LOST COMMS** ▼
In case of RCF under vectoring proceed in the most direct manner to rejoin the FPL route no later than the next significant point, climbing to planned FL under consideration of the applicable minimum flight altitude.
- ▶ **LOST COMMS** ▲ **LOST COMMS** ▲ **LOST COMMS** ▲ **LOST COMMS** ▲

Initial climb clearance 5000'

SID	ROUTING
TIPSO 2A	033° track to CN400, to NELIP, to EMPAT, to TIPSO.
VAVET 2A	033° track to CN400, to NELIP, to VAVET.

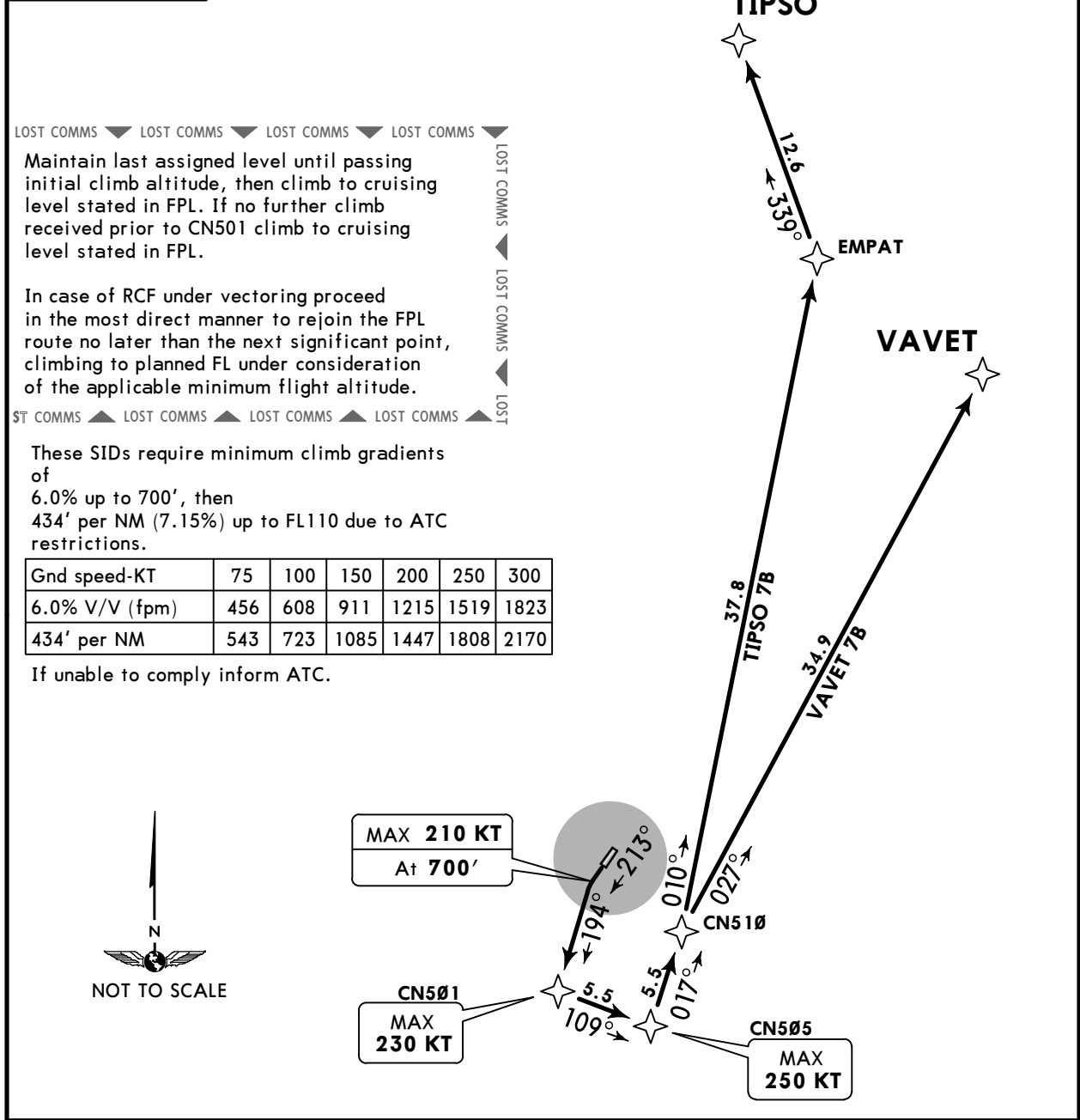
ENCN/KRS
KJEVIK

JEPPESSEN KRISTIANSTAND, NORWAY
2 NOV 18 **(10-3A)** Eff 8 Nov **RNAV SID**

<p>*KJEVIK Approach 119.950</p>	<p>Apt Elev 57'</p>	<p>Trans level: By ATC Trans alt: 7000'</p> <ol style="list-style-type: none"> 1. RNAV 1. 2. GNSS required. 3. RADAR service shall be available. 4. Obtain ATC clearance from KJEVIK Tower. 5. Contact KJEVIK Approach when instructed by KJEVIK Tower. 6. Non RNAV 1 ACFT: at first contact with KJEVIK Tower state 'unable RNAV 1 due (reason)'. Omnidirectional departure available. 7. When vectored or cleared for direct routing the SID climb gradients apply.
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4000

TIPSO 7B [TIPS7B]
VAVET 7B [VAVE7B]
RWY 21 RNAV DEPARTURES



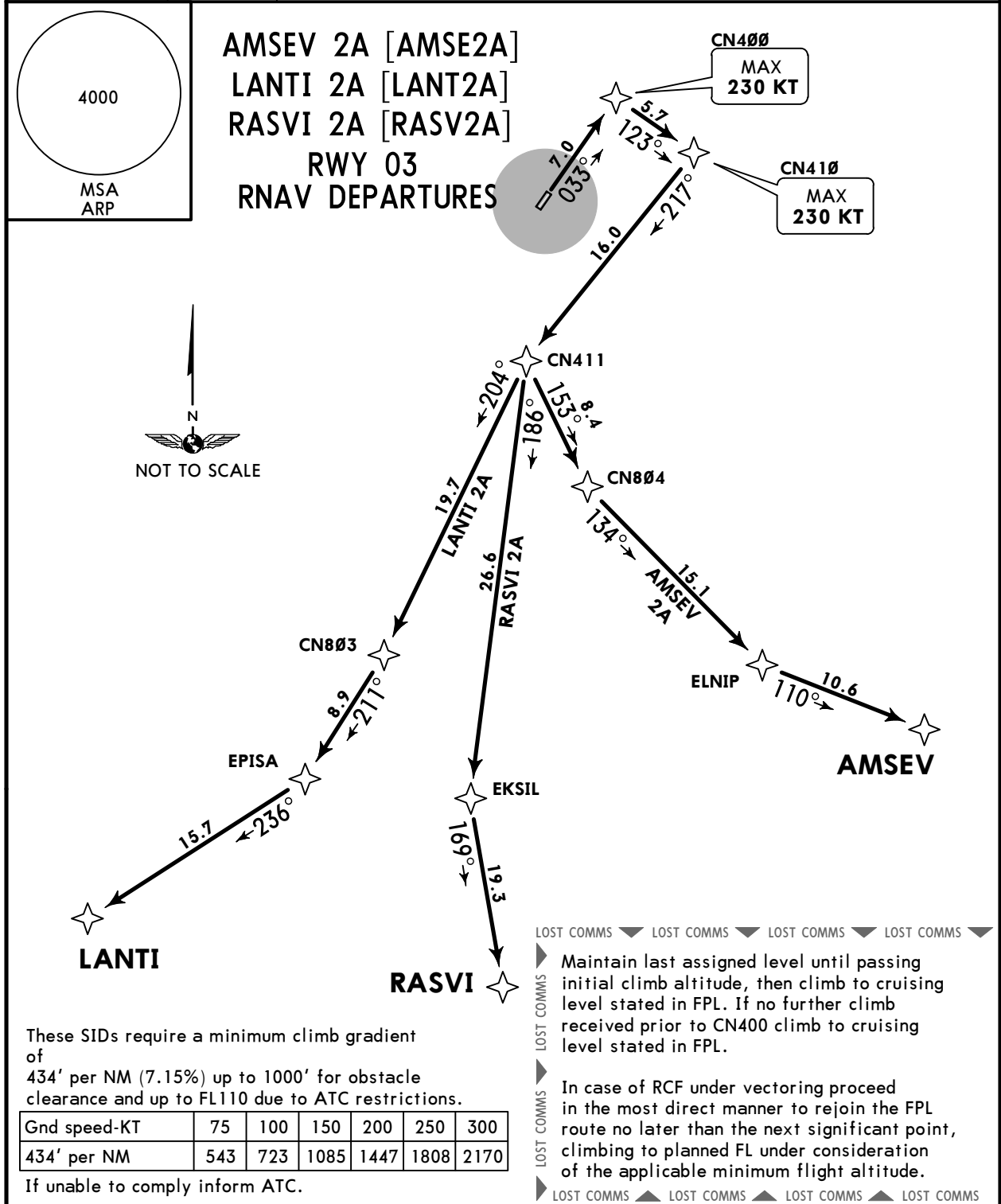
Initial climb clearance 5000'

SID	ROUTING
TIPSO 7B	Climb on 213° track to 700', 194° track to CN501, turn LEFT to CN505, turn LEFT to CN510, to EMPAT, to TIPSO.
VAVET 7B	Climb on 213° track to 700', 194° track to CN501, turn LEFT to CN505, turn LEFT to CN510, to VAVET.

ENCN/KRS
KJEVIK

JEPPesen KRISTIANSD, NORWAY
2 NOV 18 **10-3B** Eff 8 Nov **RNAV SID**

*KJEVIK Approach 119.950	Apt Elev 57'	Trans level: By ATC Trans alt: 7000' 1. RNAV 1. 2. GNSS required. 3. RADAR service shall be available. 4. Obtain ATC clearance from KJEVIK Tower. 5. Contact KJEVIK Approach when instructed by KJEVIK Tower. 6. Non RNAV 1 ACFT: at first contact with KJEVIK Tower state 'unable RNAV 1 due (reason)'. Omnidirectional departure available. 7. When vectored or cleared for direct routing the SID climb gradients apply.
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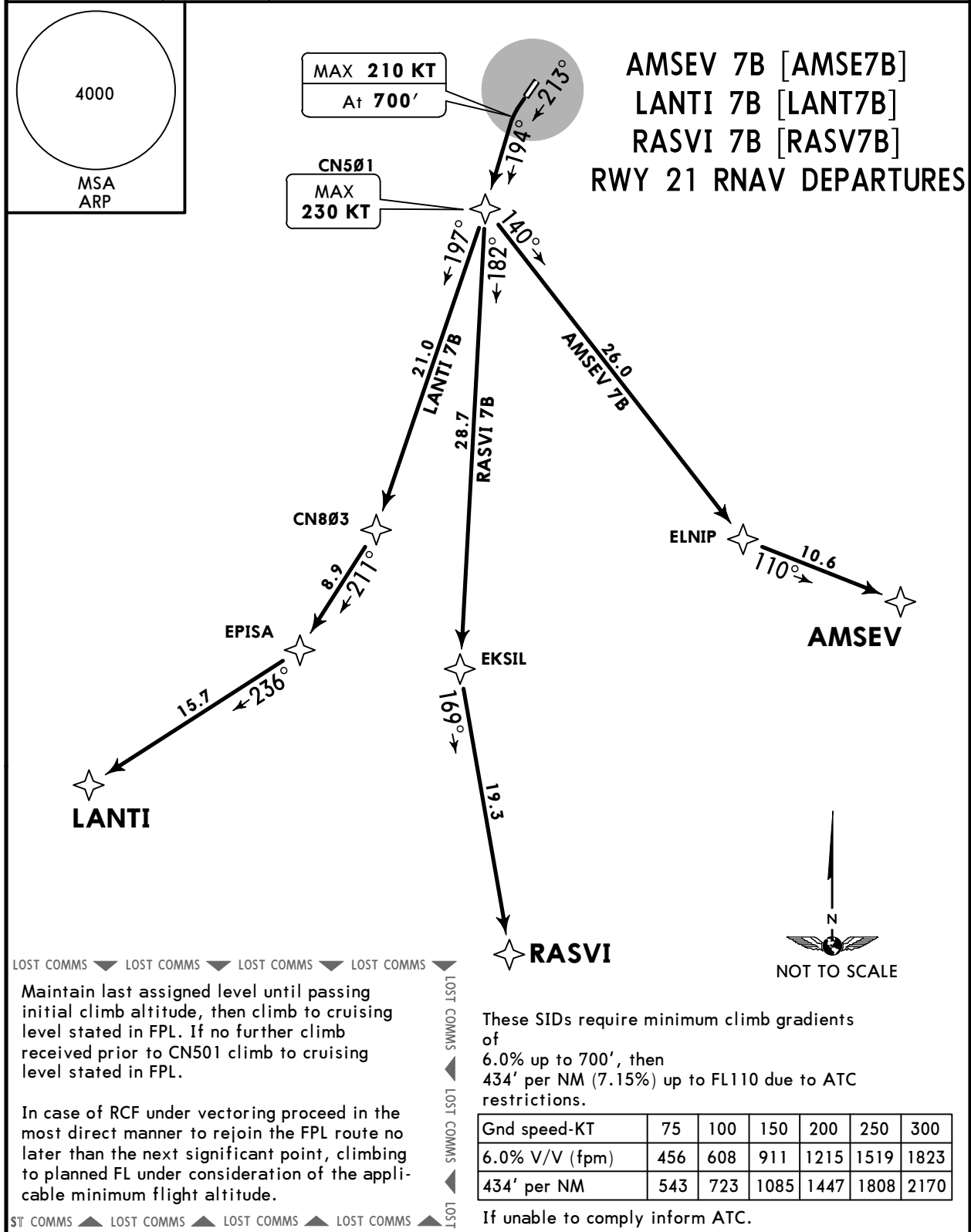


SID	ROUTING
AMSEV 2A	033° track to CN400, turn RIGHT to CN410, turn RIGHT to CN411, to CN804, to ELNIP, to AMSEV.
LANTI 2A	033° track to CN400, turn RIGHT to CN410, turn RIGHT to CN411, to CN803, to EPISA, to LANTI.
RASVI 2A	033° track to CN400, turn RIGHT to CN410, turn RIGHT to CN411, to EKSIL, to RASVI.

ENCN/KRS
KJEVIK

JEPPESSEN KRISTIANSD, NORWAY
2 NOV 18 (10-3C) Eff 8 Nov RNAV SID

*KJEVIK Approach 119.950	Apt Elev 57'	Trans level: By ATC Trans alt: 7000' 1. RNAV 1. 2. GNSS required. 3. RADAR service shall be available. 4. Obtain ATC clearance from KJEVIK Tower. 5. Contact KJEVIK Approach when instructed by KJEVIK Tower. 6. Non RNAV 1 ACFT: at first contact with KJEVIK Tower state 'unable RNAV 1 due (reason)'. Omnidirectional departure available. 7. When vectored or cleared for direct routing the SID climb gradients apply.
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LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

Maintain last assigned level until passing initial climb altitude, then climb to cruising level stated in FPL. If no further climb received prior to CN501 climb to cruising level stated in FPL.

In case of RCF under vectoring proceed in the most direct manner to rejoin the FPL route no later than the next significant point, climbing to planned FL under consideration of the applicable minimum flight altitude.

ST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

LOST COMMS ▲ SWIMMS ▲ LOST COMMS ▲ SWIMMS ▲ LOST COMMS ▲

These SIDs require minimum climb gradients of 6.0% up to 700', then 434' per NM (7.15%) up to FL110 due to ATC restrictions.

If unable to comply inform ATC.

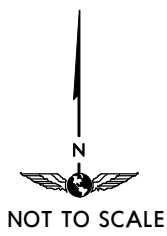
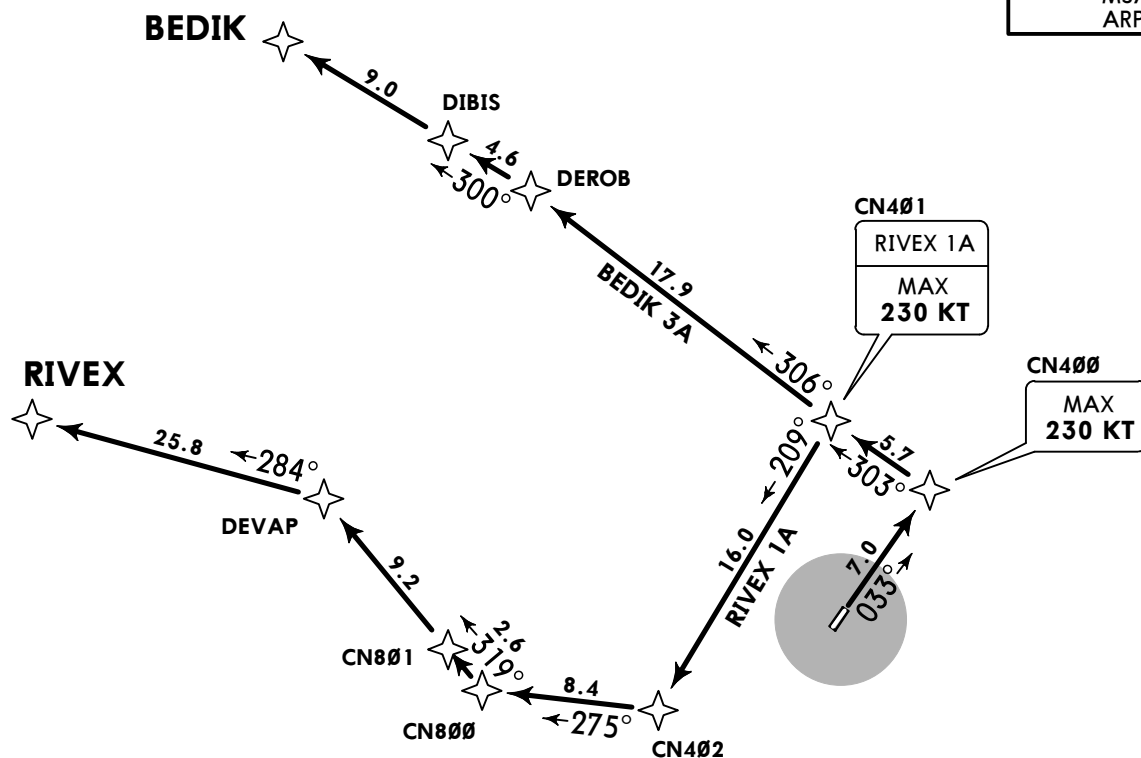
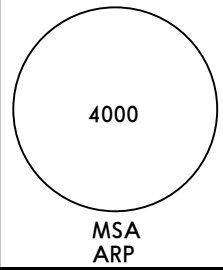
SID	ROUTING
AMSEV 7B	Climb on 213° track to 700', 194° track to CN501, turn LEFT to ELNIP to AMSEV.
LANTI 7B	Climb on 213° track to 700', 194° track to CN501, to CN803, to EPISA, to LANTI.
RASVI 7B	Climb on 213° track to 700', 194° track to CN501, to EKSIL, to RASVI.

ENCN/KRS
KJEVIK

JEPPESEN KRISTIANSTAND, NORWAY
2 NOV 18 (10-3D) Eff 8 Nov RNAV SID

<p>*KJEVIK Approach 119.950</p>	<p>Apt Elev 57'</p>	<p>Trans level: By ATC Trans alt: 7000'</p> <ol style="list-style-type: none"> 1. RNAV 1. 2. GNSS required. 3. RADAR service shall be available. 4. Obtain ATC clearance from KJEVIK Tower. 5. Contact KJEVIK Approach when instructed by KJEVIK Tower. 6. Non RNAV 1 ACFT: at first contact with KJEVIK Tower state 'unable RNAV 1 due (reason)'. Omnidirectional departure available. 7. When vectored or cleared for direct routing the SID climb gradients apply.
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**BEDIK 3A [BEDI3A]
RIVEX 1A [RIVE1A]
RWY 03 RNAV DEPARTURES**



These SIDs require a minimum climb gradient of 434' per NM (7.15%) up to 1000' for obstacle clearance and up to FL110 due to ATC restrictions.

Gnd speed-KT	75	100	150	200	250	300
434' per NM	543	723	1085	1447	1808	2170

If unable to comply inform ATC.

- ▶ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
- ▶ Maintain last assigned level until passing initial climb altitude, then climb to cruising level stated in FPL. If no further climb received prior to CN400 climb to cruising level stated in FPL.
- ▶ LOST COMMS ▼
- ▶ In case of RCF under vectoring proceed in the most direct manner to rejoin the FPL route no later than the next significant point, climbing to planned FL under consideration of the applicable minimum flight altitude.
- ▶ LOST COMMS ▼
- ▶ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

Initial climb clearance 5000'

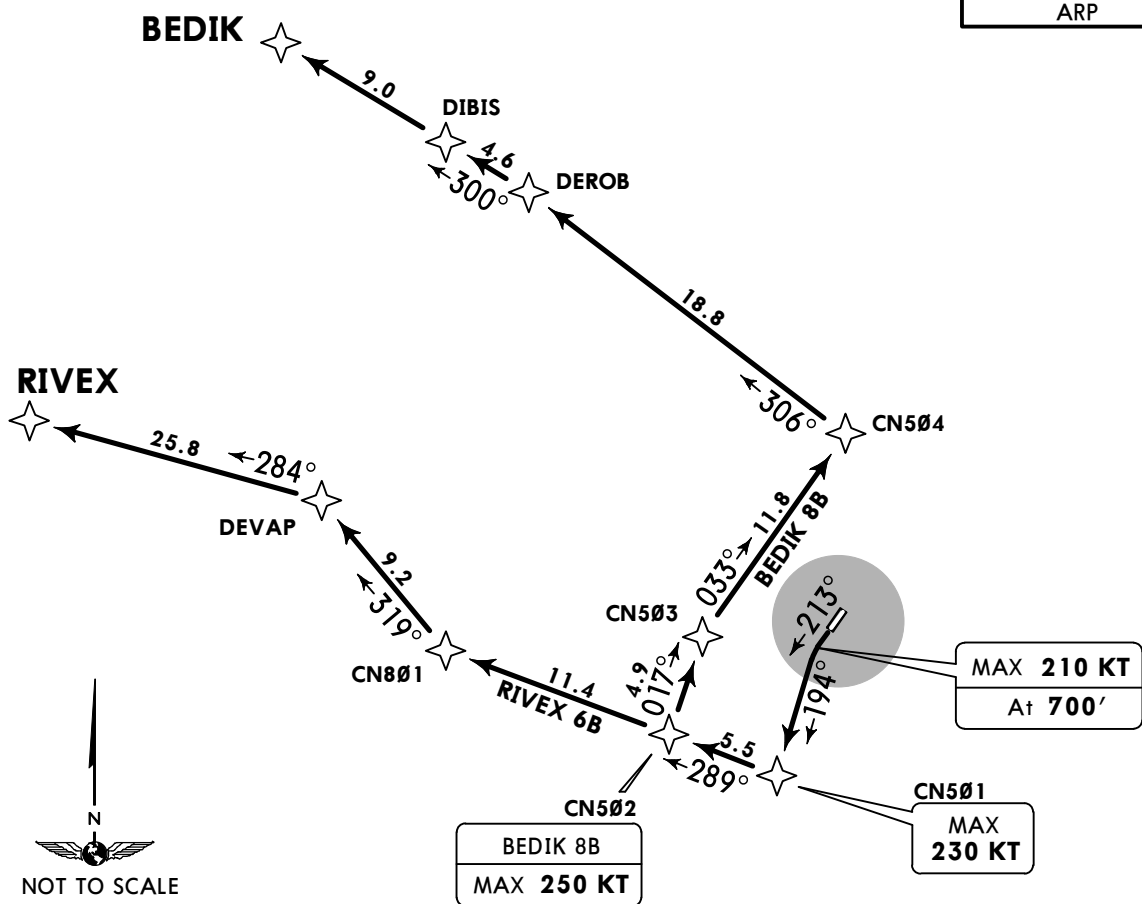
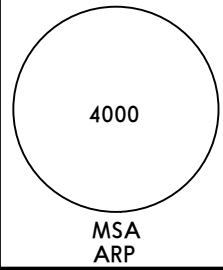
SID	ROUTING
BEDIK 3A	033° track to CN400, turn LEFT to CN401, to DEROB, to DIBIS, to BEDIK.
RIVEX 1A	033° track to CN400, turn LEFT to CN401, turn LEFT to CN402, to CN800, to CN801, to DEVAP, to RIVEX.

ENCN/KRS
KJEVIK

JEPPesen KRISTIANsAND, NORWAY
2 NOV 18 **10-3E** **Eff 8 Nov** **RNAV SID**

<p>*KJEVIK Approach 119.950</p>	<p>Apt Elev 57'</p>	<p>Trans level: By ATC Trans alt: 7000'</p> <ol style="list-style-type: none"> 1. RNAV 1. 2. GNSS required. 3. RADAR service shall be available. 4. Obtain ATC clearance from KJEVIK Tower. 5. Contact KJEVIK Approach when instructed by KJEVIK Tower. 6. Non RNAV 1 ACFT: at first contact with KJEVIK Tower state 'unable RNAV 1 due (reason)'. Omnidirectional departure available. 7. When vectored or cleared for direct routing the SID climb gradients apply.
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**BEDIK 8B [BEDI8B]
RIVEX 6B [RIVE6B]
RWY 21 RNAV DEPARTURES**



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

Maintain last assigned level until passing initial climb altitude, then climb to cruising level stated in FPL. If no further climb received prior to CN501 climb to cruising level stated in FPL.

In case of RCF under vectoring proceed in the most direct manner to rejoin the FPL route no later than the next significant point, climbing to planned FL under consideration of the applicable minimum flight altitude.

ST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

These SIDs require minimum climb gradients of 6.0% up to 700', then 434' per NM (7.15%) up to FL110 due to ATC restrictions.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823
434' per NM	543	723	1085	1447	1808	2170

If unable to comply inform ATC.

Initial climb clearance 5000'

SID	ROUTING
BEDIK 8B	Climb on 213° track to 700', 194° track to CN501, turn RIGHT to CN502, to CN503, to CN504, to DEROB, to DIBIS, to BEDIK.
RIVEX 6B	Climb on 213° track to 700', 194° track to CN501, turn RIGHT to CN502, to CN801, to DEVAP, to RIVEX.

ENCN/KRS
KJEVIK

JEPPESEN KRISTIANSD, NORWAY
20 SEP 19 **10-3F** **SID**

*KJEVIK Approach 119.950	Apt Elev 57'	Trans level: By ATC Trans alt: 7000' 1. Contact KJEVIK Approach when instructed by KJEVIK Tower. 2. When vectored or cleared for direct routing the omnidirectional departure climb gradients apply.
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OMNI 3A
OMNI 8B
OMNIDIRECTIONAL DEPARTURES

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

OMNI 3A
Climb on 033° track to 5000', then proceed in the most direct manner to rejoin the FPL route, climbing to planned FL.

OMNI 8B
Climb on 213° track to 700', turn LEFT, 196° track climbing to 5000', then proceed in the most direct manner to rejoin the FPL route, climbing to planned FL.

In case of RCF under vectoring
Proceed in the most direct manner to rejoin the FPL route, climbing to planned FL.

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

These departures require minimum climb gradients of

OMNI 3A: 434' per NM (7.15%) up to 1000'.

OMNI 8B: 370' per NM (6.1%) up to 1100'.

Gnd speed-KT	75	100	150	200	250	300
370' per NM	463	617	925	1233	1542	1850
434' per NM	543	723	1085	1447	1808	2170

If unable to comply inform ATC.

Initial climb clearance 5000'

SID	RWY	ROUTING
OMNI 3A	03	Climb on 033° track, EXPECT further clearance from ATC.
OMNI 8B	21	Climb on 213° track to 700', turn LEFT, 196° track, EXPECT further clearance from ATC. Minimum turn altitude 3000'.

ENCN/KRS
KJEVIK

JEPPESEN KRISTIANSAND, NORWAY

2 JUN 17

10-4

NOISE

NOISE ABATEMENT

GENERAL

The following noise abatement procedures are mandatory for jet and multi-engine ACFT unless otherwise instructed by ATC or unless deviations are necessary in the interest of safety.

ACFT making visual approach to or visual climb-out from the APT shall to the extent possible avoid flying over densely populated areas.

ARRIVALS

ACFT making visual approach to RWY 03 or RWY 21 shall not fly below the ILS glide path or PAPI glide slope when on visual approach below 1500'.

DEPARTURE/CLIMB-OUT

RWY 03:

After take-off ACFT shall climb straight ahead to 1000' before a turn to desired/cleared track may be initiated.

RWY 21:

After take-off ACFT shall climb straight ahead to 700'. From this altitude continue climb on 200° till reaching 3000' before initiating a turn to desired/cleared track.

AUXILIARY POWER UNIT (APU)

The use of APU shall not exceed 10 minutes prior to departure or 5 minutes after arrival.

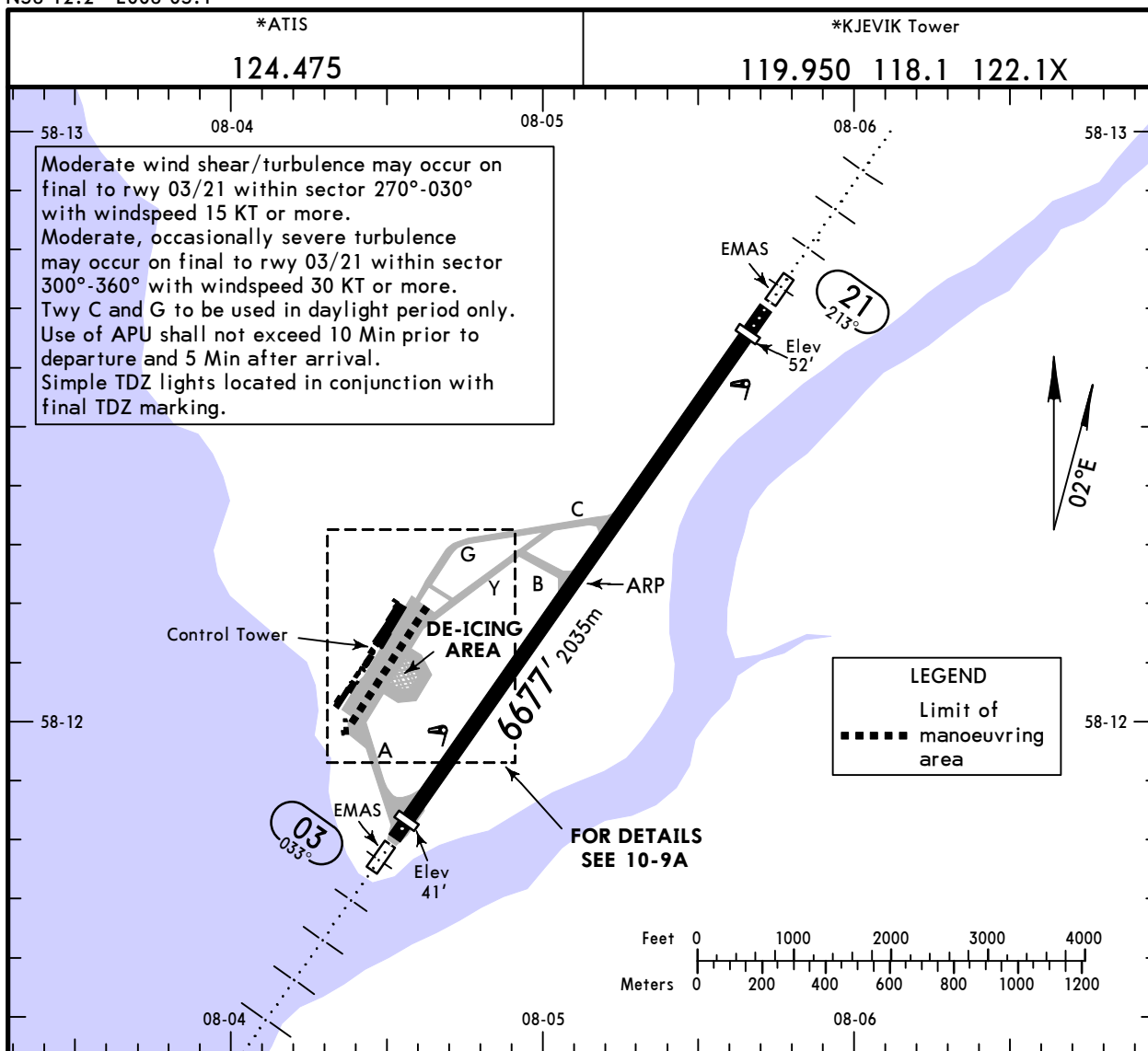
ENCN/KRS

Apt Elev **57'**
N58 12.2 E008 05.1

JEPPESSEN KRISTIANSD, NORWAY

24 JAN 20 **(10-9)** Eff 30 Jan

KJEVIK



ADDITIONAL RUNWAY INFORMATION

RWY						USABLE LENGTHS		TAKE-OFF	WIDTH	
	HIRL (60m)	CL (60m)	HIALS	SFL	PAPI	Threshold	Glide Slope			
03 21	HIRL (60m)	CL (60m)	HIALS	SFL	PAPI ②	RVR	6299' 1920m	5388' 1642m	⑤	148' 45m
	HIRL (60m)	CL (60m)	HIALS	SFL	PAPI ③	RVR	6135' 1870m	5414' 1650m		

① Rwy 03/21 grooved.

② (angle 3.4°)

③ (angle 3.5°)

④ TAKE-OFF RUN AVAILABLE

RWY 03: From rwy head 6516' (1986m)
twy B int 3363' (1025m)

RWY 21: From rwy head 6460' (1969m)
twy B int 3012' (918m)

LOW VISIBILITY PROCEDURE (LVP)

Low visibility Procedures are activated when RVR is 550m or less.
Only one ACFT is allowed on the manoeuvring area at the same time.

Standard

TAKE-OFF

	Low Visibility Take-off Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
A			
B			
C	RVR 400m ①	400m ①	500m
D			

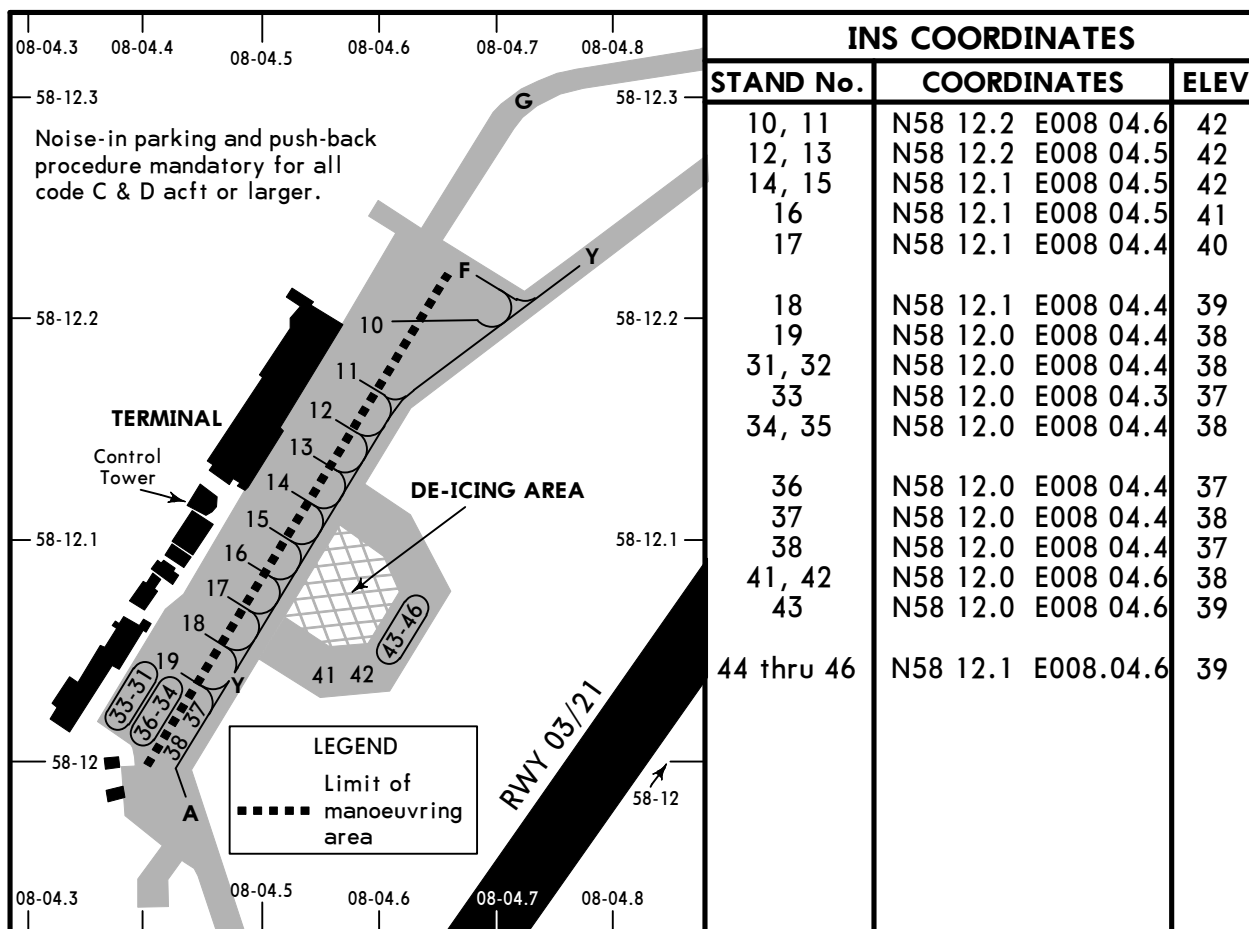
① 400m or less no acft operations.

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JEPPESEN KRISTIANSD, NORWAY

24 JAN 20 10-9A Eff 30 Jan

KJEVIK



DE-ICING OF AIRCRAFT

1. De-icing only permitted on de-icing platform. Anti ice/frost prevention may be executed on apron.
2. Report if the acft needs de-icing during initial contact with ATC. Contact the de-icing coordinator after clearance for push-back has been obtained.
3. The de-icing platform is outside of the manoeuvring area. Pilots are reminded to exercise special caution when taxiing to avoid danger to vehicles and persons involved in acft de-icing.
4. De-icing is completed when a message including the acft callsign, details about the de-icing and the phrase "Equipment removed" is received from the de-ice coordinator via RTF. The acft shall not be moved until "all clear signal" (thumbs up) is given from ground crew and taxi instructions are received from ATC.
5. Listening watch on KJEVIK Tower is to be maintained during de-icing. Request for taxi instructions shall also be forwarded to KJEVIK Tower.

ENCN/KRS



STD COPTER MINIMUMS
KRISTIANSAND, NORWAY
 KJEVIK

STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
03	ILS ①	249' (208')	550m / 1000m
	ILS ②	295' (254')	600m / 1000m
	ILS ③	347' (306')	750m / 1000m
	ILS ④	376' (335')	750m / 1000m
	LOC	720' (679')	1000m / 1000m
	RNAV (LNAV/VNAV)	540' (499')	750m / 1000m
	RNAV (LNAV)	670' (629')	1000m / 1000m
21	ILS	252' (200')	500m / 1000m
	LOC	980' (928')	1000m / 1000m
	RNAV (LNAV/VNAV)	890' (838')	750m / 1000m
	RNAV (LNAV)	990' (938')	1000m / 1000m

- ① Missed apch climb gradient mim 5.0%
- ② Missed apch climb gradient mim 4.0%
- ③ Missed apch climb gradient mim 3.0%
- ④ Missed apch climb gradient mim 2.5%

CIRCLE-TO-LAND ⑤	MDA(H)	VIS
	860' (803') ⑥	1000m

- ⑤ Not authorized West of airport.
- ⑥ or higher minimums of preceding straight-in approach.

TAKE-OFF RWY 03, 21

Low Visibility Take-off				
RL/FATO LTS, RCLM & RVR info	RL/FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
RVR 400m ⑦			RVR 400m ⑧	800m

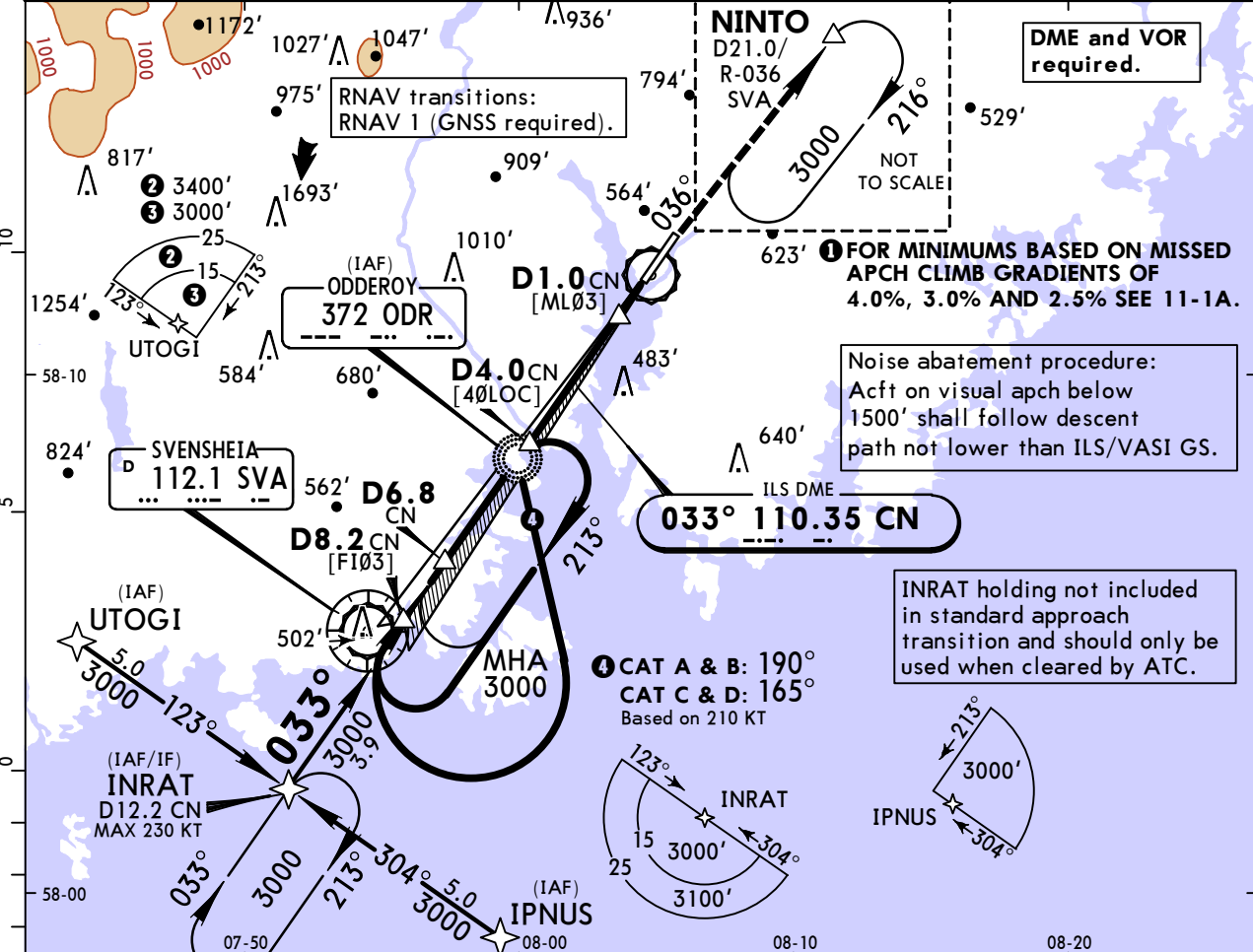
- ⑦ 400m or less no acft operations.
- ⑧ Or rejected take-off distance whichever is the greater.

ENCN/KRS KJEVIK

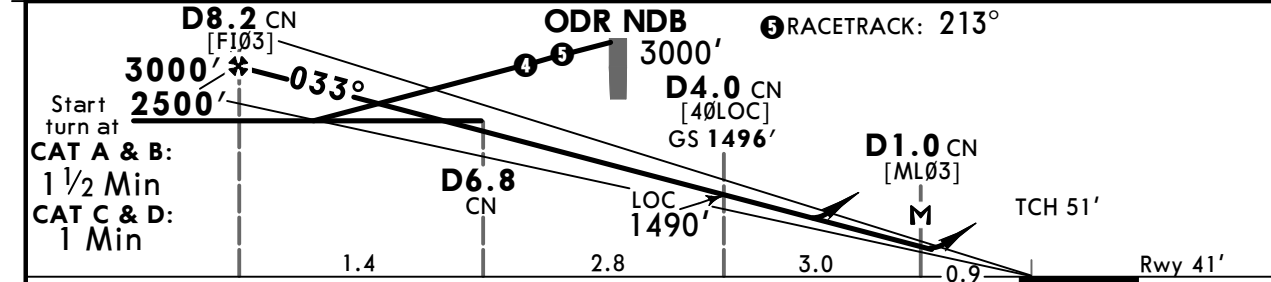
JEPPESEN KRISTIANSTAD, NORWAY

26 MAY 17 (11-1) ● ILS or LOC Rwy 03

*ATIS 124.475		*KJEVIK Approach 119.950 118.1 122.1X		*KJEVIK Tower 119.950 118.1 122.1X		<p>MSA ODR NDB</p>
LOC CN 110.35	Final Apch Crs 033°	GS D4.0 CN 1496'(1455')	ILS DA(H) Refer to Minimums	Apt Elev 57' Rwy 41'		
MISSED APCH: Intercept and proceed on R-036 SVA to NINTO. Enter holding climbing to 3000'.						
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: By ATC		Trans alt: 7000'



LOC (GS out)	CN DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2930'	2570'	2210'	1850'	1490'	1130'	770'



Gnd speed-Kts	70	90	100	120	140	160		3000' SVA 112.1 R-036 NINTO	
ILS GS or LOC Descent Angle	3.40°	421	541	602	722	842			963
MAP at D1.0 CN									

PANS OPS	Standard STRAIGHT-IN LANDING RWY 03				CIRCLE-TO-LAND	
	ILS MACG mim 5.0% DA(H) A: 249' (208') C: 279' (238') B: 261' (220') D: 296' (255')				LOC (GS out) CDFA DA/MDA(H) 720' (679')	
	FULL		ALS out		ALS out	
	A				Max Kts	MDA(H) VIS
	B	RVR 550m	RVR 1200m	RVR 1500m	100	860' (803') 1500m
C			RVR 2400m	135	1030' (973') 1600m	
D	RVR 600m	RVR 1300m		180	1120' (1063') 2400m	
				205	1120' (1063') 3600m	

ENCN/KRS
KJEVIK

 **JEPPesen**
26 MAY 17 **(11-1A)**

KRISTIANSTAND, NORWAY

ILS OR LOC RWY 03 MINIMUMS

BASED ON:

MISSED APCH CLIMB GRADIENT MIM 4.0%

Standard		STRAIGHT-IN LANDING RWY 03 ILS	
		DA(H) A: 295' (254') C: 324' (283')	
		B: 309' (268') D: 340' (299')	
		FULL	ALS out
A	RVR 600m I		RVR 1300m
B			
C	RVR 650m I		RVR 1400m
D			
I W/o HUD/AP/FD: RVR 750m			

MISSED APCH CLIMB GRADIENT MIM 3.0%

Standard		STRAIGHT-IN LANDING RWY 03 ILS	
		DA(H) A: 347' (306') C: 374' (333')	
		B: 359' (318') D: 390' (349')	
		FULL	ALS out
A	RVR 700m I		RVR 1400m
B			
C	RVR 800m		RVR 1500m
D	RVR 900m		RVR 1600m
I W/o HUD/AP/FD: RVR 750m			

MISSED APCH CLIMB GRADIENT MIM 2.5%

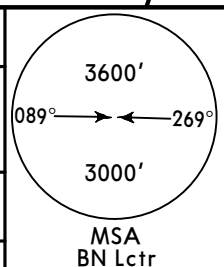
Standard		STRAIGHT-IN LANDING RWY 03 ILS	
		DA(H) A: 376' (335') C: 402' (361')	
		B: 387' (346') D: 419' (378')	
		FULL	ALS out
A	RVR 800m		RVR 1500m
B	RVR 900m		
C	RVR 1000m		RVR 1700m
D			

ENCN/KRS KJEVIK

26 MAY 17 **(11-2)**

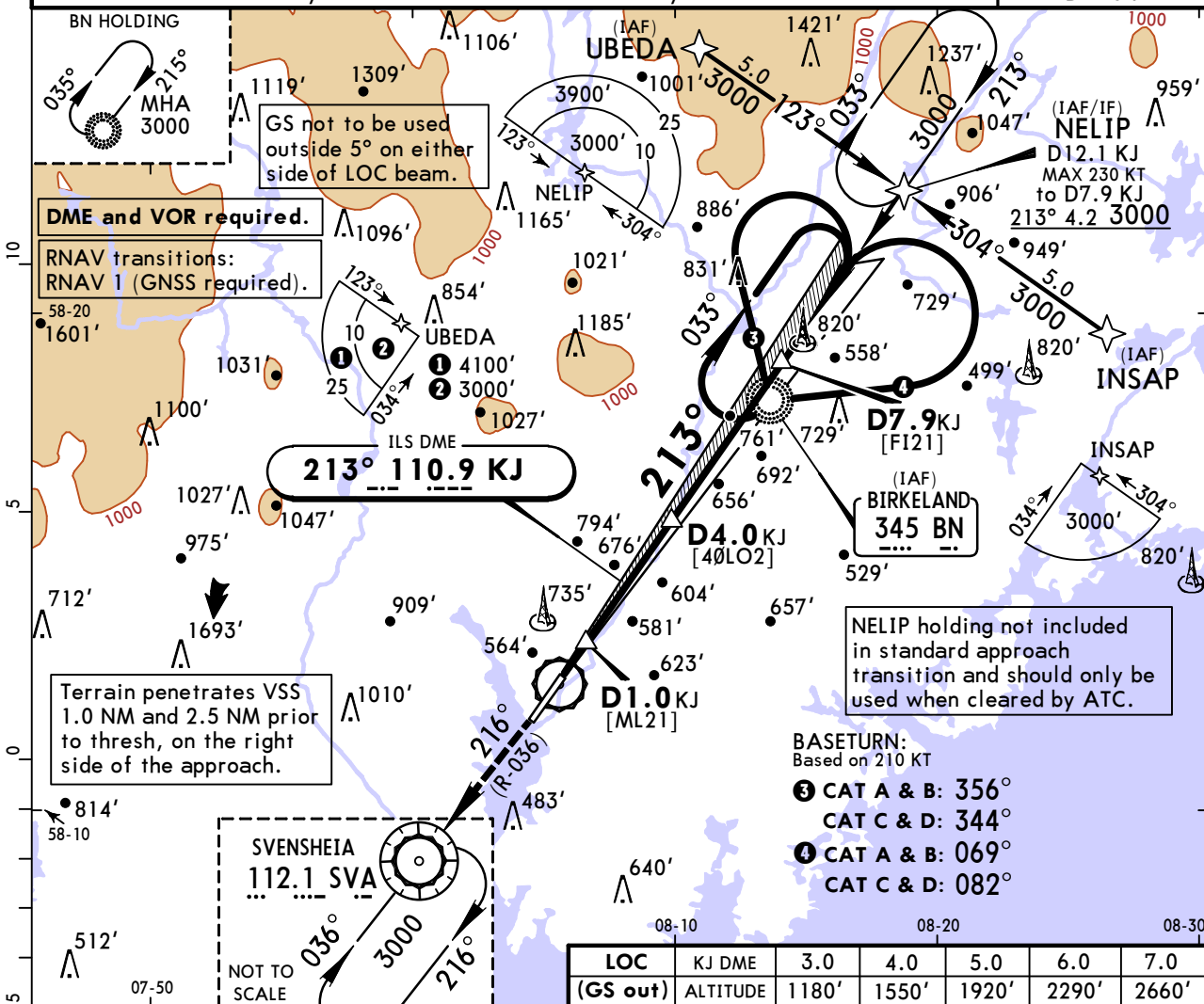
JEPPESEN KRISTIANSTAD, NORWAY ILS or LOC Rwy 21

*ATIS 124.475		*KJEVIK Approach 119.950 118.1 122.1X		*KJEVIK Tower 119.950 118.1 122.1X	
LOC KJ 110.9	Final Apch Crs 213°	GS D4.0 KJ 1555' (1503')	ILS DA(H) Refer to Minimums	Apt Elev 57' Rwy 52'	

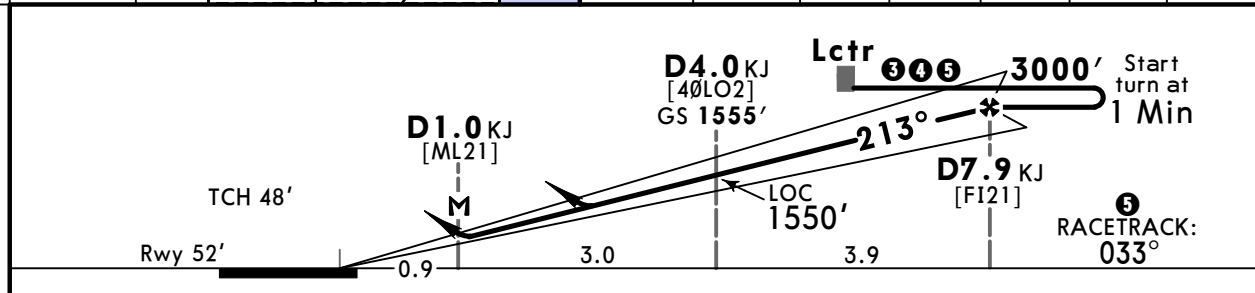


MISSED APCH: Climb STRAIGHT AHEAD to 1000'. Intercept and proceed on R-036 SVA inbound to VOR. Enter holding climbing to 3000'.

Alt Set: hPa Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 7000'



LOC	KJ DME	3.0	4.0	5.0	6.0	7.0
(GS out)	ALTITUDE	1180'	1550'	1920'	2290'	2660'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI 1000'	SVA 112.1 via 112.1 RT R-036
ILS GS or LOC Descent Angle 3.50°	434	557	619	743	867	991		
MAP at D1.0 KJ								

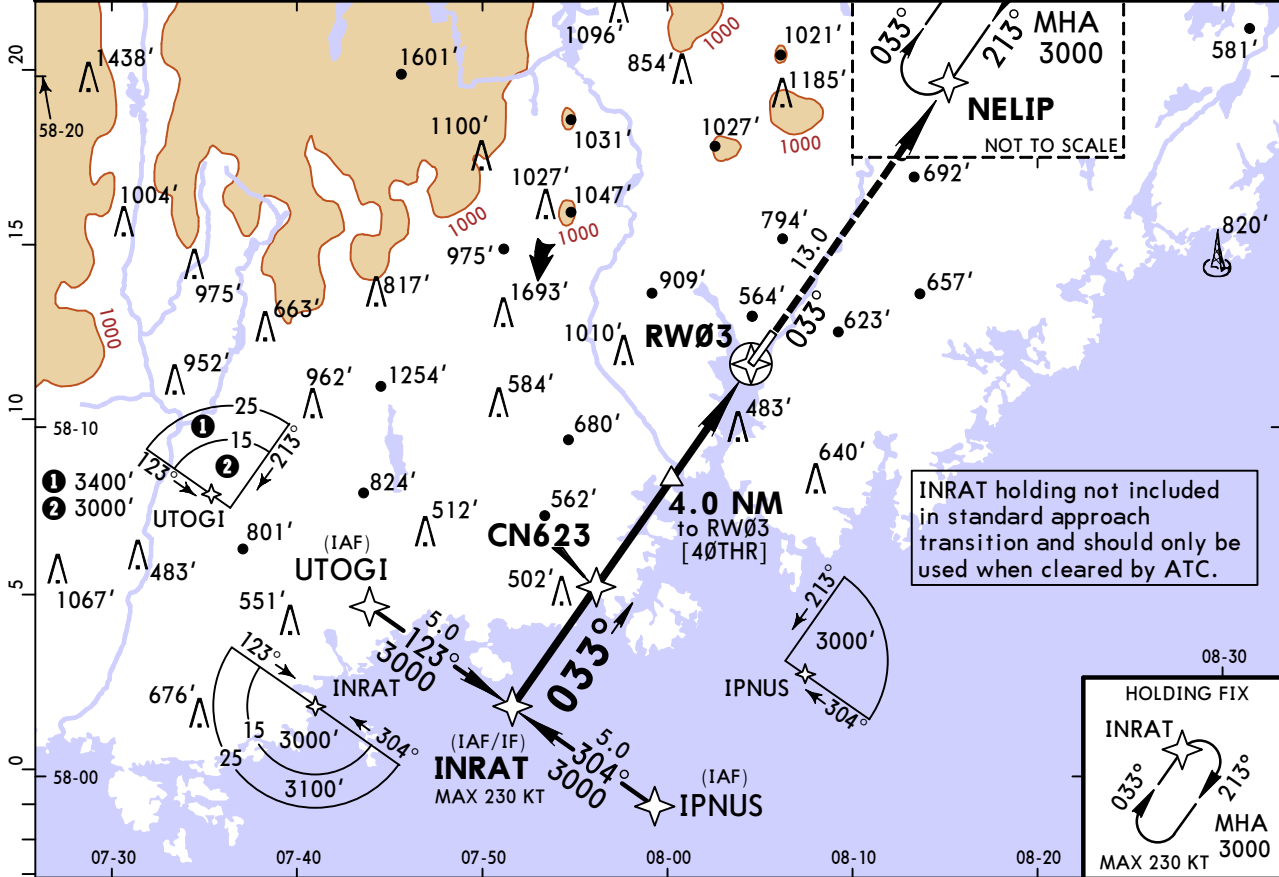
Standard		STRAIGHT-IN LANDING RWY 21		CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not authorized West of airport	
DA(H)		CDFA			
ABC: 252' (200')		DA/MDA(H) 980' (928')			
D: 262' (210')					
FULL		ALS out		Max Kts	
A				100	860' (803') 2 1500m
B		RVR 1500m		135	1030' (973') 1600m
C	RVR 550m 1	RVR 1200m		180	1120' (1063') 2400m
D		RVR 2400m		205	1120' (1063') 3600m

1 W/o HUD/AP/FD: RVR 750m 2 or higher straight-in minimums.

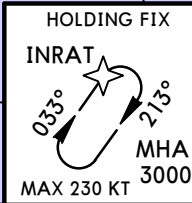
ENCN/KRS
KJEVIK

JEPPESEN KRISTIANSTAD, NORWAY
26 MAY 17 (12-1) **RNAV (GNSS) Rwy 03**

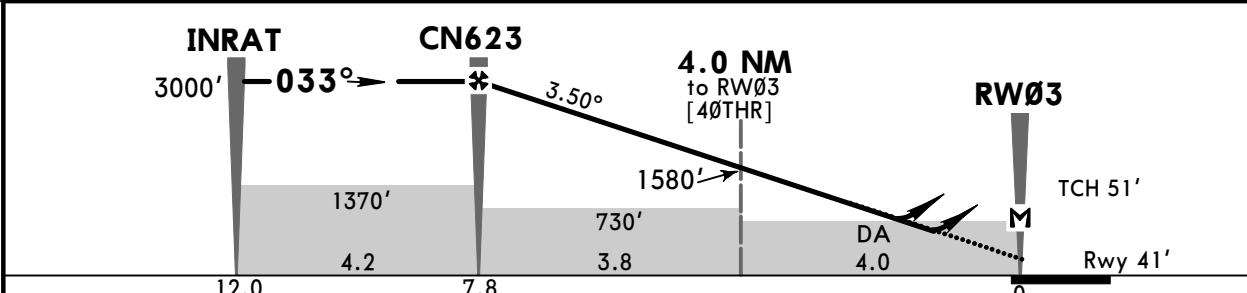
BRIEFING STRIP™	*ATIS 124.475		*KJEVIK Approach 119.950 118.1 122.1X			*KJEVIK Tower 119.950 118.1 122.1X		TAA 25 NM IAF
	RNAV	Final Apch Crs 033°	Procedure Alt CN623 3000' (2959')	LNAV/VNAV DA(H) Refer to Minimums		Apt Elev 57' Rwy 41'		
	MISSED APCH: Climb on 033° to NELIP. Enter holding climbing to 3000'.							
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: By ATC		Trans alt: 7000'		
Baro-VNAV not authorized below -45°C. VPA exceeds 3.5° above 15°C.								



INRAT holding not included in standard approach transition and should only be used when cleared by ATC.



DIST to RW03	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2700'	2330'	1950'	1580'	1210'	840'



Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle	3.50°	434	557	619	743	867	
LNAV/VNAV: MAP at DA							
LNAV: MAP at RW03							

PANS OPS	Standard				STRAIGHT-IN LANDING RWY 03		CIRCLE-TO-LAND	
	LNAV/VNAV		LNAV CDFA		Not authorized West of airport		Max Kts MDA(H) VIS	
	A: 540'(499') C: 560'(519') B: 550'(509') D: 590'(549')		A: 670'(629') C: 710'(669') B: 690'(649') D: 730'(689')					
	ALS out		ALS out		100	860'(803')	1500m	
	A	RVR 1500m		RVR 1500m		135	1030'(973')	1600m
B	RVR 1600m		RVR 2400m		180	1120'(1063')	2400m	
C	RVR 1800m		RVR 2400m		205	1120'(1063')	3600m	
D	RVR 1800m		RVR 2400m					

ENCN/KRS
KJEVIK

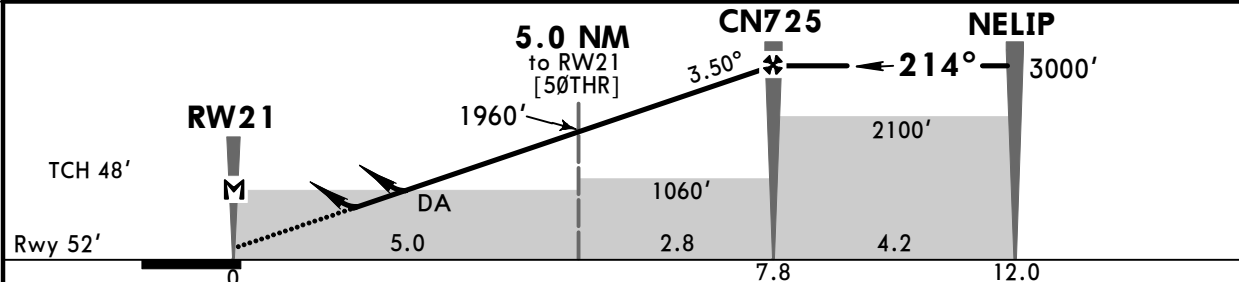
JEPPESEN KRISTIANSTAD, NORWAY
26 MAY 17 (12-2)
RNAV (GNSS) Rwy 21

BRIEFING STRIP™	*ATIS 124.475		*KJEVIK Approach 119.950 118.1 122.1X		*KJEVIK Tower 119.950 118.1 122.1X		TAA 25 NM IAF
	RNAV	Final Apch Crs 214°	Procedure Alt CN725 3000' (2948')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 57' Rwy 52'		
MISSED APCH: Climb on 213° to INRAT. Enter holding climbing to 3000'.							

Alt Set: hPa Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 7000'
Baro-VNAV not authorized below -45°C. VPA exceeds 3.5° above 15°C.



DIST to RW21	3.0	4.0	5.0	6.0	7.0
ALTITUDE	1220'	1590'	1960'	2340'	2710'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI	INRAT on 213°	
Descent Angle	3.50°	434	557	619	743	867			991
LNAV/VNAV: MAP at DA									
LNAV: MAP at RW21									

PANS OPS	Standard STRAIGHT-IN LANDING RWY 21				CIRCLE-TO-LAND Not authorized West of airport	
	LNAV/VNAV DA(H) A: 890' (838') BC: 910' (858') D: 930' (878')		LNAV CDFA DA/MDA(H) 990' (938')		Max Kts	MDA(H) VIS
	ALS out		ALS out			
	A	RVR 1500m	RVR 1500m	100	990' (933')	1500m
	B	RVR 1500m	RVR 1500m	135	1030' (973')	1600m
C	RVR 2400m	RVR 2400m	180	1120' (1063')	2400m	
D	RVR 2400m	RVR 2400m	205	1120' (1063')	3600m	

or higher straight-in minimums.

CHANGES: Rwy designation.

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Chart changes since cycle 02-2020

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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KRISTIANSAND, (KJEVIK - ENCN)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ENCN