

AERODROME CHART ICAO	ARP 690321N 0183225E AD ELEV 254	BARDUFLOSS, BARDUFLOSS NORWAY
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RUNWAY

RWY	BRG
10	099.91
28	279.95

COM

ATIS	129.730 MHZ
CLR	122.100 MHZ
CLR	257.800 MHZ
TWR	280.700 MHZ
TWR	118.105 MHZ

NOTES - REMARKS

- APCH LGT RWY 10: CL 2840 M. SEQUENCED FLG LGT ON CL BTN 2780 AND 1760 M FM THR. XBAR AT 2780, 2300, 1760, 1280, 740, 590, 440, 300 AND 150 M FM THR.

- PAPI RWY 10: 248 M AFTER THR.

- APCH LGT RWY 28: FLG LGT ON CL BTN 1340 AND 430 M FM THR. XBAR AT 750, 600, 450, 300 AND 150 M FM THR.

- PAPI RWY 28: 219 M AFTER THR.

- TAXIING INTO P10 MUST BE MADE ALONG THE SOUTHERN CL, WHILE TAXIING FROM P10 MUST BE MADE ALONG THE NORTHERN CL.

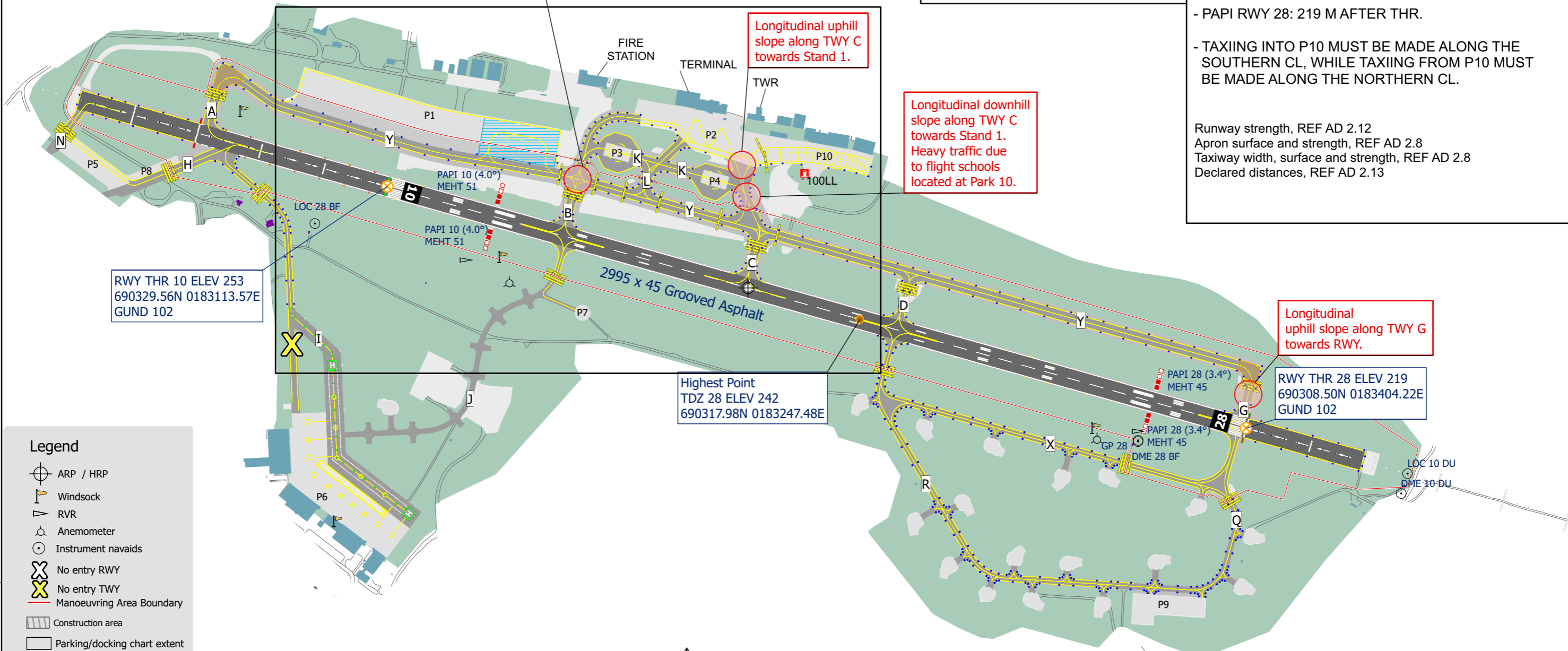
Runway strength, REF AD 2.12
Apron surface and strength, REF AD 2.8
Taxiway width, surface and strength, REF AD 2.8
Declared distances, REF AD 2.13

Heavy traffic with vehicles, especially during wintertime. Border between movement- and manoeuvring area painted on surface. This marking may not be visible wintertime when covered by snow. Frequent operations with helicopters west of the TWY intersection.

Longitudinal uphill slope along TWY C towards Stand 1.

Longitudinal downhill slope along TWY C towards Stand 1. Heavy traffic due to flight schools located at Park 10.

Longitudinal uphill slope along TWY G towards RWY.



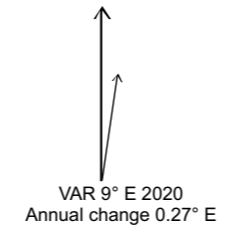
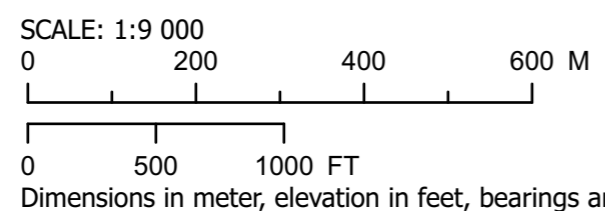
RWY THR 10 ELEV 253
690329.56N 0183113.57E
GUND 102

Highest Point
TDZ 28 ELEV 242
690317.98N 0183247.48E

RWY THR 28 ELEV 219
690308.50N 0183404.22E
GUND 102

Legend

- ARP / HRP
- Windssock
- RVR
- Anemometer
- Instrument navaid
- No entry RWY
- No entry TWY
- Manoeuvring Area Boundary
- Construction area
- Parking/docking chart extent
- Fire drill area
- Engine Testing Area
- Non accessible area
- De-Ice
- Storage of dangerous goods
- Parking for aircraft carrying dangerous goods



CHANGES: TWY LGTS ADDED, NOTES - REMARKS.