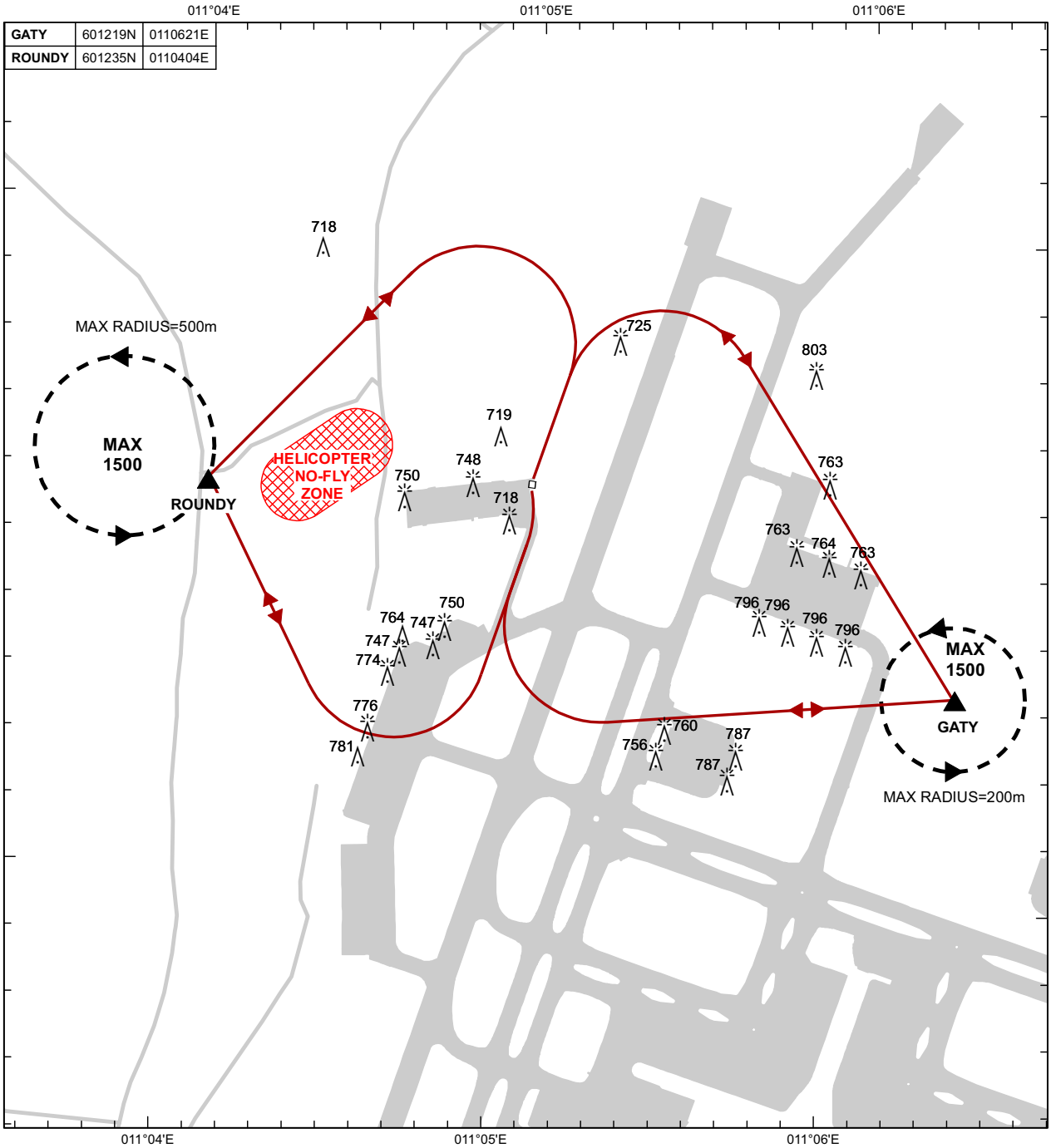
HELICOPTER ROUTE CHART PLAN VIEW SCALE:1:17 500

ATIS ARR 126.130 ATIS DEP 127.155 TWR W 118.305 TWR E 120.105 GND W 121.605 GND E 121.905 CLR 121.680 APP W 120.455 APP E 118.480	AERODROME ELEVATION: 682 FT	ELEV, ALT AND HGT IN FT	**OSLO** **GARDERMOEN** **NORWAY**
	OBSTACLES LESS THAN 100 FT GND ARE NORMALLY NOT SHOWN		
	MAGNETIC VARIATION: 5° E (2025)		
	TRANSITION ALTITUDE: 7000		



VFR RCF PROC

RCF procedure described in VAC - Visual Approach Chart shall be followed except:
- ARR: Is the ATC clearance limit "ROUNDY" or "GATY", hold over cleareance limit and watch TWR for light signals.
- DEP: Is ATC route clearance towards Nordkisa and does not include permission to cross RWY01R/19L, hold over "GATY" and watch TWR for light signals.

0 0.5 KM
0 0.5 NM

ATS AIRSPACE CLASSIFICATION: REF ENR 1.4
LEGENDS: REF GEN 2.3

NOTE

1. Arrival and departure shall be made in accordance with VAC-Visual Approach Chart unless otherwise instructed by ATC.
2. Clearance must be received from ATC to/from "ROUNDY" or "GATY" before flying to/from Nannestad or Nordkisa.
3. Runways shall not be crossed without clearance from ATC.
4. ATC will seek to provide traffic information, but pilots must be observant of traffic close to FATO and on GA area.
5. See AD 2.16, AD 2.20 section 13 and AD 2.22 section 8 for information on helicopter operations.

CHANGES: GRM WITHDRAWN, RADIALS DELETED, MAG VAR.