TROMSØ/LANGNES (TOS/ENTC)

Elevation 31ft

CATEGORY C

No AV brief available.

GENERAL

- The airport is situated on a small island within a fjord system in the high latitudes of Norway
- Tromsø is the largest town in northern Norway and the third largest north of the Arctic Circle anywhere in the world

Threat Based Briefing Topics

CFIT

- There is high ground in all quadrants, with particularly notable spot heights of 2,600ft asl 4nm NW, 3,450ft asl 7nm NW, 3,250ft asl 12nm NE and 3,800ft asl 12nm E
- Other significant peaks at 4,100ft asl 6nm SE, 4,550ft asl 16nm SE, and 4,350ft asl 15nm SSE
- Further high ground at 3,150ft 10nm SW and 3,450ft 14nm SW
- On the island itself is a N/S ridge, E of and parallel with the runway which reaches nearly 500ft asl within 1nm
- To the W of the runway are masts to nearly 450ft asl within 0.25nm

Runway Excursion

- During spring surface winds often W to NW'ly in excess of 15kt, giving crosswind difficulties

Loss of Control

- Both ILSs have a 4° G/P due to terrain, requiring careful handling to avoid GPWS activation
- Windshear may occur on short final Rwy 01 and Rwy 19 with surface wind from 200° to 270° above 20kt

ARRIVAL

Approach

- Some published STARs require DME arcs to be flown. A STAR clearance also includes a clearance to make an instrument approach.
- Because of the terrain both ILS Rwy 01 and ILS Rwy 19 have 4° G/Ps. Careful handling is required to avoid GPWS activation, and it is recommended to fully configure the aircraft prior to G/P interception in order to prevent excessive airspeed increase during the approach.
- During approach to Rwy 19 a northerly wind may occur N of OM with WINDSHEAR common at OM and a southerly wind from OM to touchdown
- WINDSHEAR may occur on short final to both runways with surface wind from 200° to 270° above 20kt

- Use of PAPIs is limited to a maximum of 10nm from threshold Rwy 01 and no more than 3.8nm from threshold Rwy 19 due to the terrain. Maximum use should be made of the ILS G/P to ensure the correct vertical path is flown.

- Circling is published as east of the aerodrome only. However, LH circling guidance lights provided for both 01 and 19. Thus those for Rwy 01 provide guidance to na aeroplane turning base leg from west of the aerodrome, over water.

- A base leg from the east (RH) for Rwy 01 brings the aeroplane over the N/S parallel ridge described above

DEPARTURE

- Use full take-off and full climb power for all departures

WEATHER

- Surface wind from the SW on 75% of occasions, however during spring surface winds are mainly W to NW'ly and frequently exceed 15kt, giving rise to crosswind difficulties

- Turbulence may be expected during approach, particularly around 5,000ft altitude

- An area particularly prone is 10-16nm S of the aerodrome between 5,000 and 6,000ft

- Sudden severe icing conditions possible during the greater part of the year

- Rapid weather changes predominate

- Fog is rare, but showers with low cloudbase are common

- Temperatures are very mild for the latitude due to the warming influence of the Gulf Stream

- Average min/max temperatures -5.5°C/-0.5°C (Jan) 10°C/15°C (Jun)

OPERATIONAL INFORMATION

Handling Agent	Simfest Ground Services
Handling Agent VHF	
Potable Water	Uplift permitted

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use APU for air conditioning (ACU equipment not available)