

Bergen Airport

IATA/ICAO CODE: BGO/ENBR
CITY: Bergen
COUNTRY: Norway

AIRPORT CONTACT

No changes reported by the airport in 2011
Verify information below with the airport

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ELEVATION: 166 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
17/35	2990	-	-	45

NOISE ABATEMENT PROCEDURES

1. General

The following noise abatement procedures are mandatory unless otherwise instructed by ATC or unless deviations are required in the interests of safety.

Instructions which will imply deviations from noise abatement procedures will include the phrase "DISREGARD NOISE ABATEMENT".

2. Approach/Landing

2.1.1 Visual Approach

eroplanes with MTOM more than 7000 KG making a visual approach, shall join final at or above 2000 FT AMSL and descend below PAPI glidepath shall not be executed, REF ” Visual Approach Chart – ICAO, RWY 17 og 35 (AD ENBR 6-5/6).

3. Take-off/Climb-out

The following departure procedures are mandatory.

a) Aircraft with MTOM 7000 kg or more:

Climb straight ahead. Turn to the west can be started at 1500 FT AMSL. Turn to the east can be started at 2000 FT AMSL.

b) Aircraft with MTOM 7000 or less and all helicopters:
Climb straight ahead to MNM 700 ft AMSL before commencing turn.

See AIP Norway ENBR - Departure tracks are incorporated into SID.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS - NONE

PREFERENTIAL RUNWAYS - NONE

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS

Engine running for test purposes should take place during the daytime. Engine running with duration exceeding 1 minute is not allowed between 2100-0600 except by agreement with the airport administration.

APU OPERATING RESTRICTIONS - NONE

NOISE BUDGET RESTRICTIONS - NONE

NOISE SURCHARGE - NONE

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS - [NONE](#)