

- English translation -

Operations Manual
Oppdal Flyplass, Fagerhaug
ENOP

Last revision December 5th, 2007

Midtnorsk Fly- og Luftsportssenter AS

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1 Introduction

This document contains an **incomplete** and partial english translation of the "Driftshåndbok for Oppdal Flyplass, Fagerhaug." – Operations Manual for Oppdal Flyplass, Fagerhaug, ENOP.

2 Revisions

<i>Date</i>	<i>Changes</i>	<i>Perfomed by</i>	<i>Approved by</i>
26.01.2005		MFL	Jarle Bakk
16.03.2005	Kap 1-3,5,9,11-17,19	MFL	Jarle Bakk
29.03.2005	Kap 17.3	MFL	Jarle Bakk
09.11.2005	Kap 4,5.9	MFL	Jarle Bakk
30.01.2006	Revision E	MFL	Jarle Bakk
02.04.2006	Kap 4	MFL	Jarle Bakk
05.04.2006	Revision F	MFL	Jarle Bakk
21.08.2006	Revision G	MFL	Jarle Bakk
01.09.2006	Revision H	MFL	Jarle Bakk
27.03.2007	Kap. 1,2,3,4,5,7,8,9,11,12,13,14,15,16,17,18,19 20,21	MFL	Jarle Bakk
05.12.2007	Kap. 4, 12.4.3, 21.3	MFL	Jarle Bakk

Translation

<i>Date</i>	<i>Changes</i>	<i>Perfomed by</i>	<i>Approved by</i>
12.12.2005	Chapters 1,2,4	MFL	Jarle Bakk
30.01.2006	Revision E	MFL	Jarle Bakk
02.04.2006	Chapter 3	MFL	Jarle Bakk
05.04.2006	Revision F	MFL	Jarle Bakk
01.09.2006	Revision H	MFL	Jarle Bakk
27.03.2007	Chapters 1,2,3,4,5,7,8,9,11,12,13,14,15,16,17,18,19 20,21	MFL	Jarle Bakk
05.12.2007	Chapters 4, 12.3.4, 21.3	MFL	Jarle Bakk

3 Airport information

Airport name:	Oppdal flyplass, Fagerhaug
ICAO designation:	ENOP
Owner:	Midtnorsk Fly og Luftsportsenter AS
Status:	Airport for non-public use. PPR.
IFR-flights:	Aircraft operator must be approved by Luftfartstilsynet for IFR flying at ENOP. Ground station shall be manned.
Commercial flights:	Aircraft Operator must sign contract with MFL prior to initiating flight to ENOP.
Certification:	Issued by Luftfartstilsynet, valid to October 22 nd , 2011.
Approval:	Issued by Luftfartstilsynet, valid to January 1 st , 2015
Location:	N62°39'07" E009°51'17"(ARP)
Elevation:	1834 ft (559m)
Runways:	25 / 07
Runway length:	1000 x 18m asphalt. Slightly sloping (1,5%) to the south, across runway.
Safetyzone:	25m on each side of the centerline, and its extension, as well as 30m before the runway edge marker of rwy 25 and 07. Surface of safetyzone is asphalt and gravel.
Largest available aircraft:	a) Aircraft to 5.700 kg MTOW and up to 10 passenger seats. b) Aircraft for lifting parachute jumpers to 6.500 kg MTOW.
Available starting distance (TORA):	a) 07/25, 936m b) 07/25, 876m
Available landing distance (LDA):	a) 07/25, 936m b) 07/25, 876m
Taxiway:	Asphalt 9m wide. For private aircraft up to 5700 kg MTOW and max. wheelbase 5.7m (BK200). Larger and commercial aircraft are to be parked at ramp beside taxiway.

- Tarmac:**
1. Large, closest to taxiway, for commercial aircraft above 5700 kg MTOW. Asphalt, 900 m².
 2. Glider tarmac by platform and at each end of rwy. Asphalt, 700 m².
 3. Side of Runway 07, gravel, 700 m².
 4. Side of Runway 25, gravel, 700 m².
 5. Between hangars A and C, asphalt, 1200 m².
 6. Between hangars A/B and D, asphalt, 1200 m².
- Windsock:** At runway center, 80m north of centerline. Flood lighting.
- Runway marking:** Runway numbers 25 and 07, centerline, runway edge marker, threshold marking and center marking.
- Taxiway marking:** Centerline
- Runway lighting:**
- Type:** ADB, full flush
- Runway edge:**
- 9 pcs 360 deg fixed light each side of centerline. 8 pcs white, 1 yellow at center of runway, 468m from threshold. Distance between lights 93m to 95m.
- Threshold lighting:**
- 3 pcs each end of runway, green as seen from approach. Inner light at runway edge lighting. 2.5m between lights. Distance from threshold lights to first edge light is 30m.
- Runway end lighting:**
- 3 pcs each end of runway, red as seen from takeoff/landing. Inner light at runway edge lighting. 2.5m between lights. Distance from threshold lights to first edge light is 30m.
- Marker lights at end of safetyzone/asphalt edge:**
- 1 pcs each side, fixed red in start/landing direction, lined up with runway edge lighting. Runway 07 at 34m after runway threshold lights. Runway 25 at 30m after runway threshold lights.
- Approach lighting:** None.

- Visual glideslope:** PLASI installed for runway 07 at 125m from threshold on left side, and runway 25 at 136m from threshold on left side. Glideslope is 4.5° on runways 07 and 25.
- Circling lights:** 3 lights mounted for circling to rwy 07.
1. Rånnåsetra: N62°37'39", E009°51'03", 660m ASL
 2. Bjørndalssetra: N62°37'43", E009°49'09", 590m ASL
 3. Hårstad: N62°38'24", E009°47'18", 629m ASL
- Radiofrequency:** 122,95 MHz
- Approach obstacles/Discrepancies:**
- Windssock, N62°39' 07", E009°51'03" with flood lighting, penetrates safety zone with 3 m.
- Runway has slight slope to the south across runway. This leads to the right safetyzone inner edge at 25m from centerline and parallel to this, is approx. 0,35m above closest point at centerline.
- Landingfee:** Aircraft up to 1500 kg MTOW 100,- NOK per landing. Larger aircraft according to agreement. Microlights 50,- NOK per landing. Landingfee to be paid in box by the larger hangar.
- Fuel:** 95 oktane unleaded (MOGAS). Contact Ole Erik Vognild, +47 959 01 090.
- Information service:** Information service available during commercial- and taxi operations, and/or during IFR flights.
- Weather information:** Send SMS text message "STA" to +47 482 12 740
- Approach:** Downwind on the south side of the runway.
- Notes:** Aircraft activity except commercial traffic are prohibited outside normal operating hours. There may be heavy parachute, glider and microlight activity in the area. Pay close attention to the parachute sectors (North, South, East, West) used during parachute drops (see Chapter 5).
- Noise restrictions:** Avoid flying above the populated areas. Maintain altitude above 3000 ft. over the foxfarms approx. 7 km southwest of the airfield, and above the cabin areas to the north, and to the west of the airfield.