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AIP AIRAC SUP 03/2024 EFF 22 FEB 2024

Publication date: 11 JAN 2024

ENAN - INNSKUTT THR OG REDUSERTE BANELENGDER PÅ ANDØYA LUFTHAVN

Det etableres innskutt THR til RWY 14 og innflyttet END RWY 32 under militærøvelse Nordic Response, i tidsrommet (lokaltid i parentes):

22 FEB 2024 0000 (22 FEB 2024 0100) - 24 MAR 2024 2359 (25 MAR 2024 0059).

Rullebanekonfigurasjonen endres midlertidig på grunn av at RWY Arresting Gear etableres 190 m sør-vest for THR 14.

TEMPO RWY-konfigurasjon:

Det etableres en midlertidig RWY-konfigurasjon med TEMPO THR RWY 14 / END RWY 32. Dette medfører endring i banelengder, skilting og RWY LGT.

Rullebanemerking endres ikke pga vinterforhold. Merkingen vil derfor ikke være korrekt ift plassering av TEMPO THR 14 RWY-konfigurasjon.

TEMPO THR RWY 14 / END RWY 32 vil være innskutt 490 M. Startposisjon for avgang (14 DEP) blir ikke påvirket av denne endringen.

Avstanden fra innerste lys på eksisterende innflygingslysrekke og frem til TEMPO THR RWY 14 vil være 500 m.

LGT på eksisterende THR RWY 14 / END RWY 32 slås av. TEMPO THR RWY 14 lyssettes med grønne THR LGT (WBAR) og hvite blinkende terskelidentifiseringslys. END RWY 32 lyssettes med røde RWY END LGT (WBAR).

Rullebanekantlys vil være korrekt konfigurert.

PAPI RWY 14 slås av. (Det etableres ikke PAPI til TEMPO THR RWY 14.)

RAG merkes med røde hinderlys. Blinkende gule varsellys på RAG slås på når wire er operativ.

Eksisterende TORA skilter RWY 32 vil bli tildekket.

Nedenfor følger data og informasjon om TEMPO RWY PSN, kunngjorte banelengder, skilt, merking, LGT, osv.

ENAN - DISPLACED THR AND REDUCED DECLARED DISTANCES AT ANDØYA AIRPORT

THR 14 will be displaced and END RWY 32 will be relocated during military exercise Nordic Response in the time frame (local time in brackets):

22 FEB 2024 0000 (22 FEB 2024 0100) - 24 MAR 2024 2359 (25 MAR 2024 0059).

The RWY configuration will temporarily be changed due to a RWY Arresting Gear located 190 m south-west of THR 14.

TEMPO RWY configuration:

A temporary RWY configuration will be established, with TEMPO THR RWY 14 / END RWY 32. This results in changes to declared distances, signs and RWY LGT.

RWY markings remain unaltered due to winter conditions. Markings will therefore not be correctly displayed according to TEMPO THR 14 RWY configuration.

TEMPO THR RWY 14 / END RWY 32 will be displaced by 490 M. Start position for departure (14 DEP) will remain at its original placement.

The distance between the innermost light in the Approach LGT System and TEMPO THR RWY 14 will be 500 m.

LGT on existing THR RWY 14 / END RWY 32 will be switched off. TEMPO THR RWY 14 will be indicated by green THR LGT (WBAR) and white flashing THR identification LGT. END RWY 32 will be indicated by red RWY END LGT (WBAR).

RWY edge LGT will be correctly displayed.

PAPI RWY 14 will be disconnected. (No PAPI available to TEMPO THR RWY 14.)

RAG will be marked with red obstacle LGT. There are flashing yellow LGT on RAG switched on when wire is operative.

Existing TORA signs RWY 32 will be covered up.

Below follows data and information regarding TEMPO RWY PSN, declared distances, signs, markings, LGT, etc.

AD 2.12 RWY fysiske karakteristika

AD 2.12 RWY physical characteristics

RWY	BRG GEO	DMN (M)	SFC - RWY Styrke	THR COORD	RWY END COORD	RWY SFC END COORD	THR GUND (FT)	THR ELEV (FT)	RWY/ RESA Slope
1	2	3	4	5				6	7

RWY	BRG GEO	DMN (M)	SFC - RWY Styrke	THR COORD	RWY END COORD	RWY SFC END COORD	THR GUND (FT)	THR ELEV (FT)	RWY/ RESA Slope
14	149.7 3°	3006 x 45	ASPH / CONC PCN - 139/ F/A/W/T	DTHR *691811.692N 0160733.971E	691716.56N 0160904.85E	691708.95N 0160917.37E	**NIL	**NIL	REF AOC-A
32	329.7 6°			691716.56N 0160904.85E	DTHR *691811.692N 0160733.971E	691832.74N 0160659.24E	116.4	16.7	

*Innskutt THR beregnede koordinater

** INFO om Innskutt THR ELEV ikke tilgjengelig

*Displaced THR calculated coordinates

**INFO about Displaced THR ELEV not available

RWY	SWY (M)	CWY (M)	Strip (M)	RESA overrun (M)	RESA undershoot (M)	RAG DIST FM THR, Type	OFZ	RMK
1	8	9	10	11		12	13	14
14	-	-	2528* x 280	240 x 150	240 x 150	-	-	De første 430 M fra RWY SFC start CONC PCN-52/R/C/W/T / First 430 M from RWY SFC start CONC PCN-52/R/C/W/T
32	-	300 x 150		240 x 150	240 x 150	-	-	De første 430 M fra RWY SFC start CONC PCN-52/R/C/W/T / First 430 M from RWY SFC start CONC PCN-52/R/C/W/T

*Strip (M) TEMPO THR RWY 14 og END RWY 32

*Strip (M) TEMPO THR RWY 14 and END RWY 32

AD 2.13 Kunngjorte banelengder

AD 2.13 Declared distances

RWY	TORA (M)	ASDA (M)	TODA (M)	LDA (M)	RMK
1	2	3	4	5	6
14	2468	2468	2468	1978*	NIL
32	1978*	1978*	2278*	1978*	NIL

Reduced (Alternate) Take-off PSN					
RWY	TKOF PSN (Intersection)	TORA (M)	ASDA (M)	TODA (M)	RMK
1		2	3	4	5
14	RWY SFC start 14	2733	2733	2733	Bruk av DEP fra RWY SFC start AVBL O/R fra ATC ved start-up / Use of DEP from RWY SFC start AVBL O/R from ATC upon start-up
	TWY A2	1653	1653	1653	NIL

Reduced (Alternate) Take-off PSN					
RWY	**TKOF PSN (Intersection)**	**TORA (M)**	**ASDA (M)**	**TODA (M)**	**RMK**
32	RWY SFC start 32	2251*	2251*	2551*	Bruk av DEP fra RWY SFC start AVBL O/R fra ATC ved start-up / Use of DEP from RWY SFC start AVBL O/R from ATC upon start-up
	TWY D3	1181*	1181*	1481*	NIL
	TWY A2	NIL*	NIL*	NIL*	NIL

AD 2.14 Innflygings- og banelys:

AD 2.14 Approach and RWY LGT

RWY	**APCH LGT type / LEN INTST**	**THR LGT colour WBAR**	**VASIS PAPI (MEHT)**	**TDZ LGT LEN**	**RWY CL LGT LEN, spacing, colour, INTST**	**RWY edge LGT LEN, spacing, colour, INTST**	**RWY end LGT colour WBAR**	**RESA LGT LEN, colour**	**RMK**
1	2	3	4	5	6	7	8	9	10
14	CAT I 900 M LIH	Green WBAR only	~~PAPI Both 3° (54 FT)~~*	NIL	NIL	1868* M, 60 M White, 600 M, 60 M Yellow LIH	Red WBAR only	NIL	APCH: APCH, THR, EDGE and END: NATO standard. APCH: XBAR at 150, 300, 450, 590, 750 M. Innermost LGT 500* M FM THR.
32	CAT I 900 M LIH	Green WBAR only	PAPI Both 3° (49 FT)	NIL	NIL	1868* M, 60 M, White, 600 M, 60 M Yellow LIH	Red WBAR only	NIL	APCH: APCH, THR, EDGE and END: NATO standard. APCH: XBAR at 150, 300, 450, 600, 750 M. Innermost LGT 30 M FM THR.

Påvirkning på navigasjonsinstrumenter:

Ingen.

Impact on NAV equipment:

No impact.

Påvirkning på innflygingsprosedyrer:

Følgende instrumentinnflygingsprosedyrer publisert i AIP Norge suspenderes for hele perioden:

- LOC RWY 14
- RNP RWY 14
- VOR RWY 14

Følgende instrumentinnflygingsprosedyrer publiseres midlertidig og er vedlagt denne AIP SUP:

- RNP X RWY 14
- RNP Z RWY 14

Impact on instrument approach procedures:

The following instrument approach procedures published in AIP Norway are suspended for the whole period:

- LOC RWY 14
- RNP RWY 14
- VOR RWY 14

The following instrument approach procedures are temporary established and attached to this AIP SUP:

- RNP X RWY 14
- RNP Z RWY 14

Endring av RWY-konfigurasjon:

For å klargjøre for endret RWY-konfigurasjon, vil det være nødvendig å utføre arbeid på RWY 14 / 32 om natten 22 FEB 2024 og 25 MAR 2024. Dette kan medføre at RWY blir stengt i perioder om natten. Varighet blir i så fall kunngjort via NOTAM.

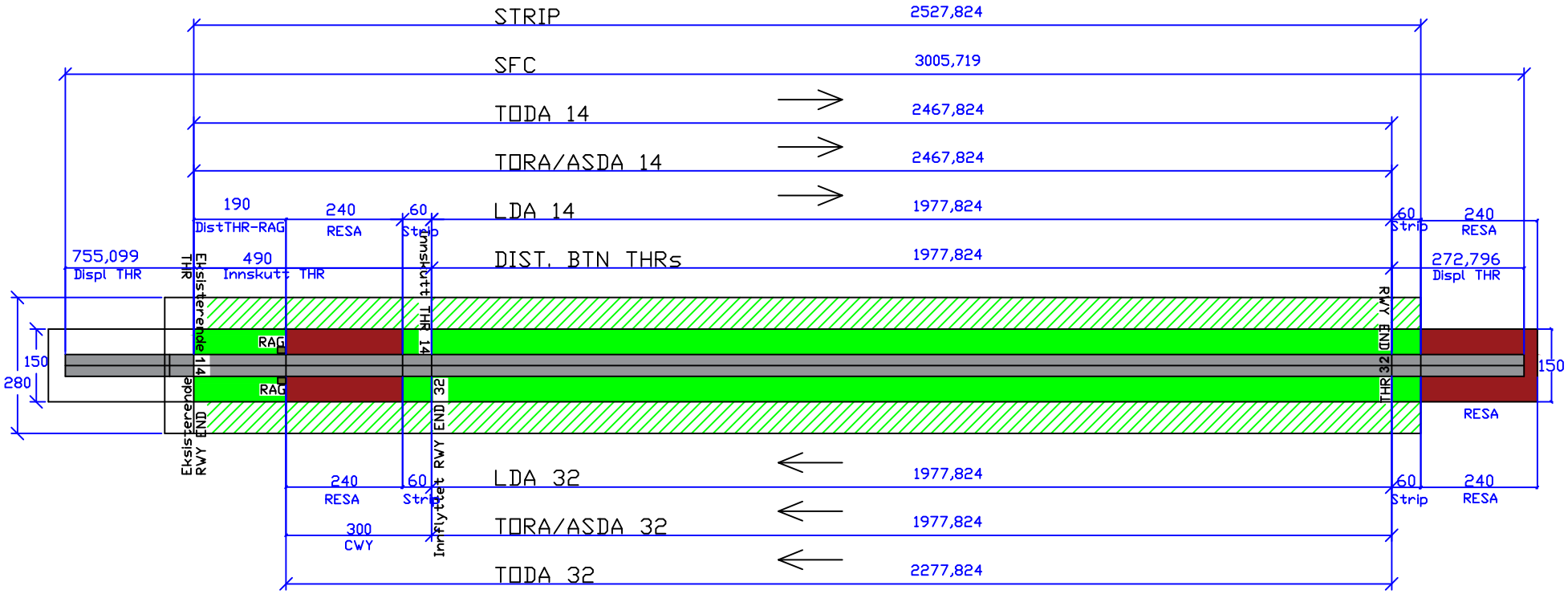
Change in RWY configuration:

To prepare for altered RWY configuration, it is necessary to carry out work at RWY14 / 32 at night 22 FEB 2024 og 25 MAR 2024. The RWY may therefore be periodically closed those nights. The duration will be published via NOTAM.

- Vedlegg -

- Attachment -

ENAN RWY 14 - 32 - målekjede ifm innskutt THR/END februar/mars 2024



AIP AD 2.13

RWY	TORA	ASDA	TODA	LDA
14	2468	2468	2468	1978
32	1978	1978	2278	1978

SFC
Sikkerhetsområde overflybar del
Sikkerhetsområde planert del
RESA
CWY

AIP AD 2.12

RWY	DMN SFC (M)	RESA (M)	CWY (M)	STRIP (M)	RMK (In AIP 2.12 additional surface info may occure)
14	2311 X 45	240 x 150	NIL	2098 X 280	Undershoot RESA 240 X 150 m (l x w)
32		240 X 150	300 x 150		Undershoot RESA 240 X 150 m (l x w)

Rev.nr.:	Revisjonen gjelder:	Sign.:	Dato:

Avinor Hovedkontoret
Postboks 150, 2061 Gardermoen

Dato: 17.08.2022
Tegnet: M. Krokstrand
Konstr.: E. Kurthi
Godkj.: P. Ranestad

Andøya lufthavn, Andenes
Målekjede

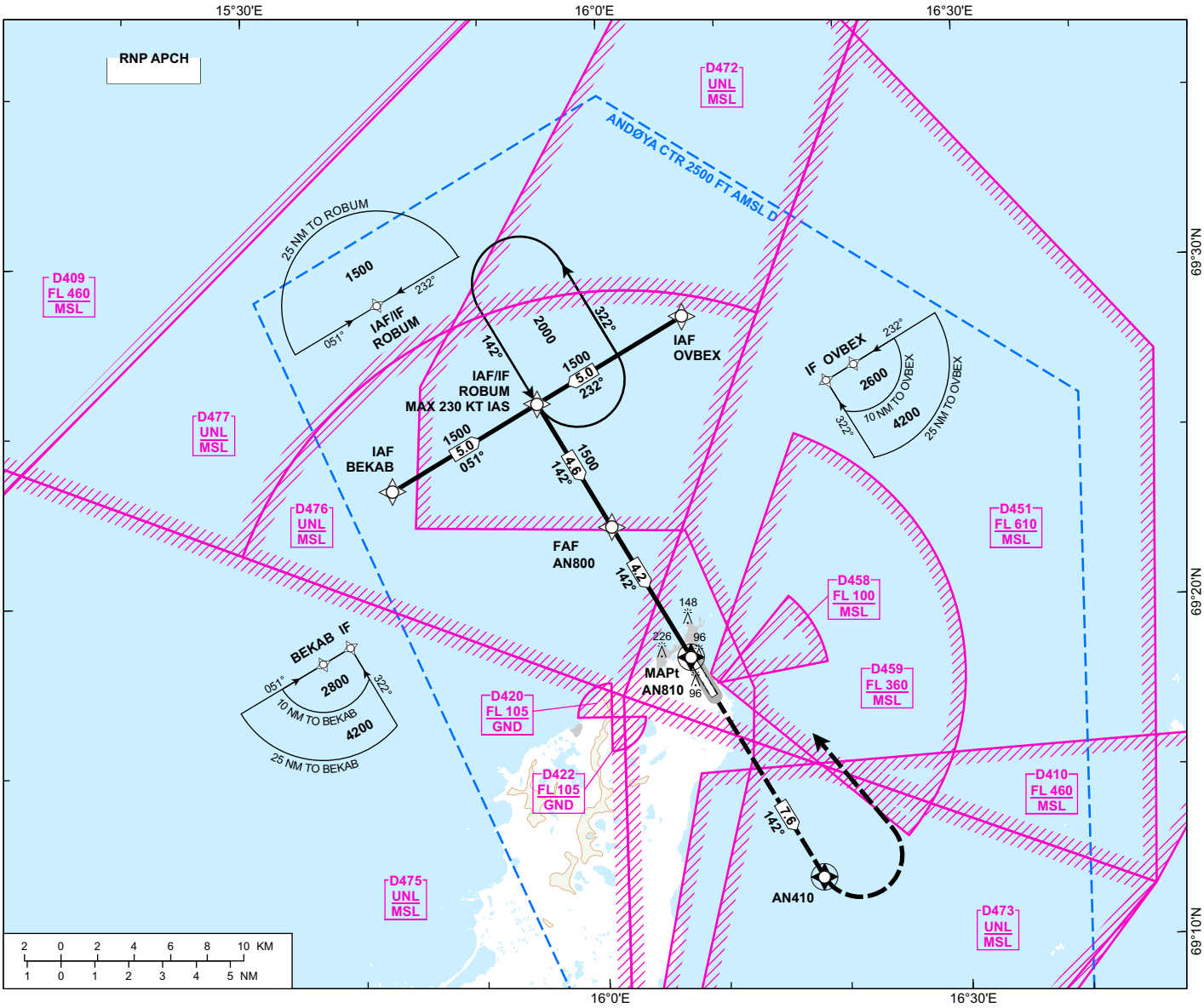
Målestokk: 1:12500 (A4)
Tegning nr.: ENAN-S-MK-01

INSTRUMENT APPROACH CHART - ICAO

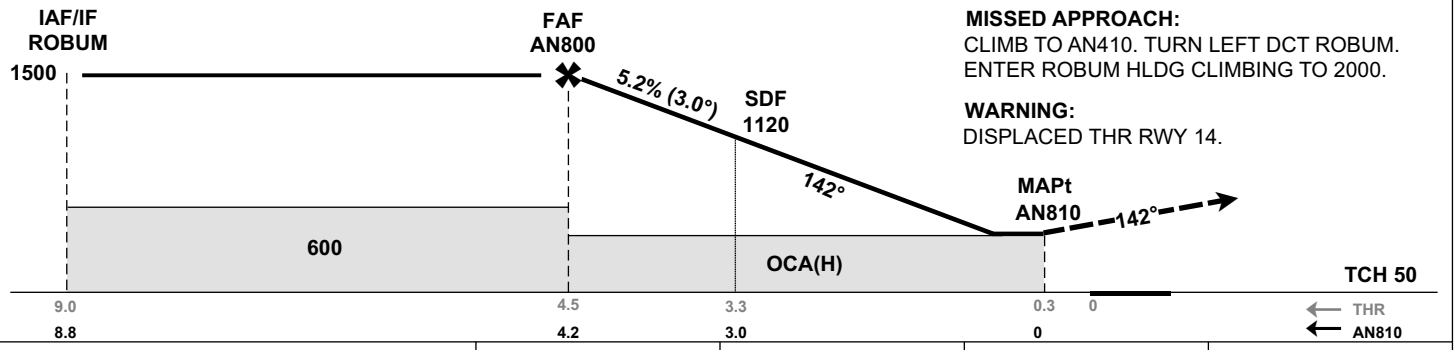
ATIS: 136.125		AD ELEV: 30	
TWR: 118.200	118.700	THR ELEV: 26	
122.100		HGT RELATED TO THR 14	
VDF: 118.200	118.700	CIRCLING HGT RELATED TO AD ELEV	
122.100		DIST IN NM. ELEV, ALT AND HGT IN FT	
		SCALE 1:350 000	VAR 8° E (2020)

ANDØYA
ANDENES
RNP X RWY 14

TRANSITION ALTITUDE
7000



DIST TO AN810	8	7	6	5	4	3	2	1
ALT (HGT)	-	-	-	-	1440 (1414)	1120 (1084)	800 (774)	480 (454)



MISSED APPROACH:
CLIMB TO AN410. TURN LEFT DCT ROBUM.
ENTER ROBUM HLDG CLIMBING TO 2000.

WARNING:
DISPLACED THR RWY 14.

CAT OF ACFT		A	B	C	D
OCA (H) STRAIGHT- IN	LNAV	400 (374)			
CIRCLING		500 (470)	1540 (1510)	1740 (1710)	1930 (1900)

NOTE: NO CIRCLING W OF AD

CHANGES: NEW PROCEDURE, DISPLACED THR RWY 14.

ATS AIRSPACE CLASSIFICATION: REF ENR 1.4

ENAN RNP X RWY 14 - RECOMMENDED CODING

SN	PD	WI	Fly-over	°M (°T)	MAG VAR	DIST (NM)	REC NAVAID	TD	ALT (FT)	Speed (KT)	VPA (°)/ TCH (FT)	ARC CENTRE RADIUS (NM)	RNP (NM)
10	IF	OVBEX	-	-	-8.0	-	-	-	A2600+	-	-	-	1.0
20	TF	ROBUM	-	-	-8.0	5.0	-	-	A1500+	K230-	-	-	1.0
10	IF	BEKAB	-	-	-8.0	-	-	-	A2800+	-	-	-	1.0
20	TF	ROBUM	-	-	-8.0	5.0	-	-	A1500+	K230-	-	-	1.0
10	IF	ROBUM	-	-	-8.0	-	-	-	A1500+	K230-	-	-	1.0
20	TF	AN800	-	-	-8.0	4.6	-	-	A1500+	-	-	-	1.0
30	TF	AN810	Y	-	-8.0	4.2	-	-	-	-	-3.0	-	0.3
40	TF	AN410	Y	-	-8.0	7.6	-	-	-	-	-	-	1.0
50	DF	ROBUM	-	-	-8.0	-	-	L	-	-	-	-	1.0
60	HM	ROBUM	-	142 (150.0)	-8.0	1 MIN	-	L	A2000	-	-	-	1.0

Note: Recommended coding is based on ARINC 424 and is provided solely to indicate which procedure design protection areas were used in the Instrument Flight Procedure Design process.

Note: ROBUM holding not included in standard APCH transitions.

WAYPOINT COORDINATES

	Latitude	Longitude
AN800	69°22'02.422"N	016°01'12.046"E
AN810	69°18'25.350"N	016°07'11.437"E

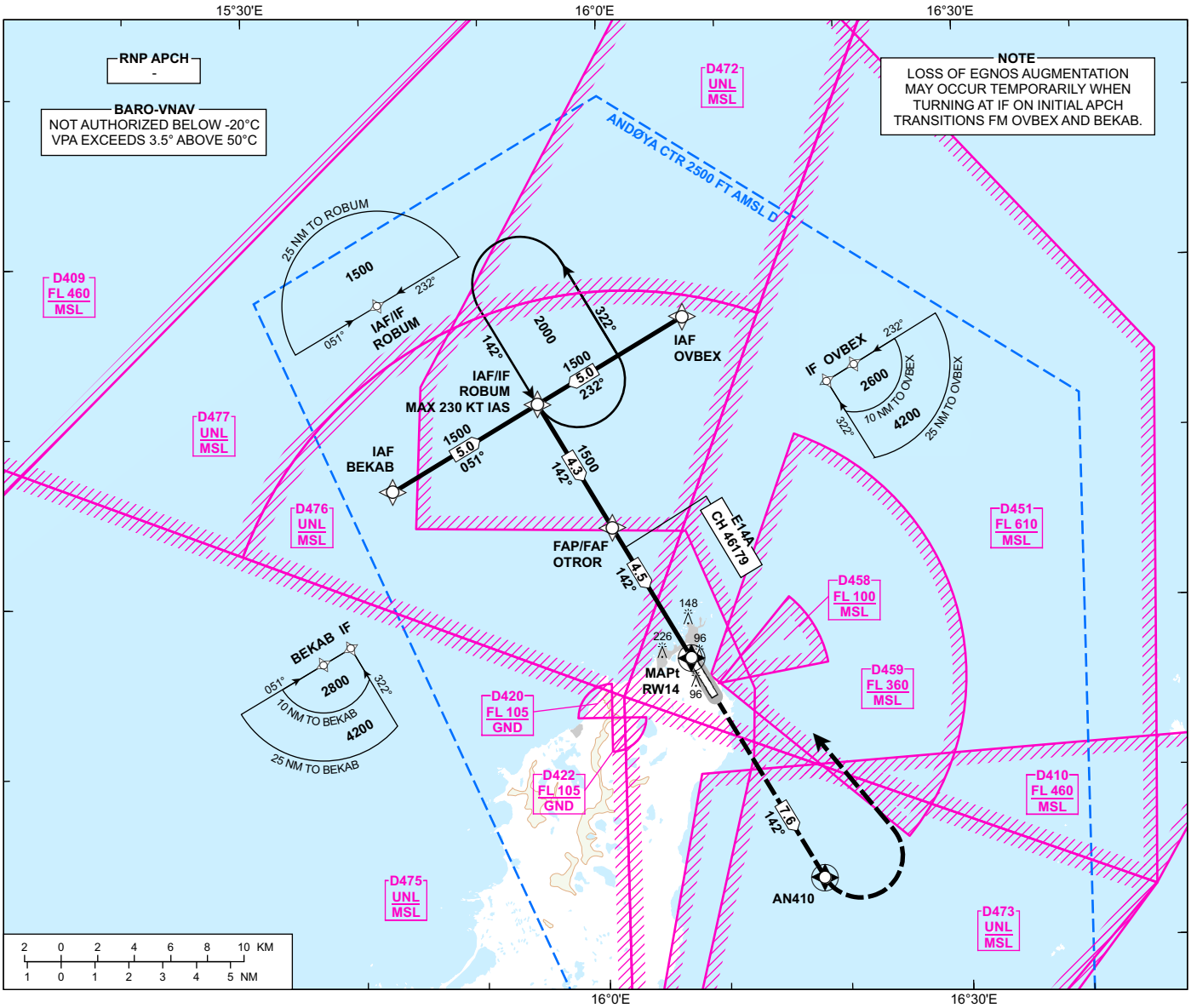
INSTRUMENT APPROACH CHART - ICAO

ATIS: 136.125		AD ELEV: 30	
TWR: 118.200	118.700	THR ELEV: 26	
122.100		HGT RELATED TO THR 14	
VDF: 118.200	118.700	CIRCLING HGT RELATED TO AD ELEV	
122.100		DIST IN NM. ELEV, ALT AND HGT IN FT	
		SCALE 1:350 000	VAR 8° E (2020)

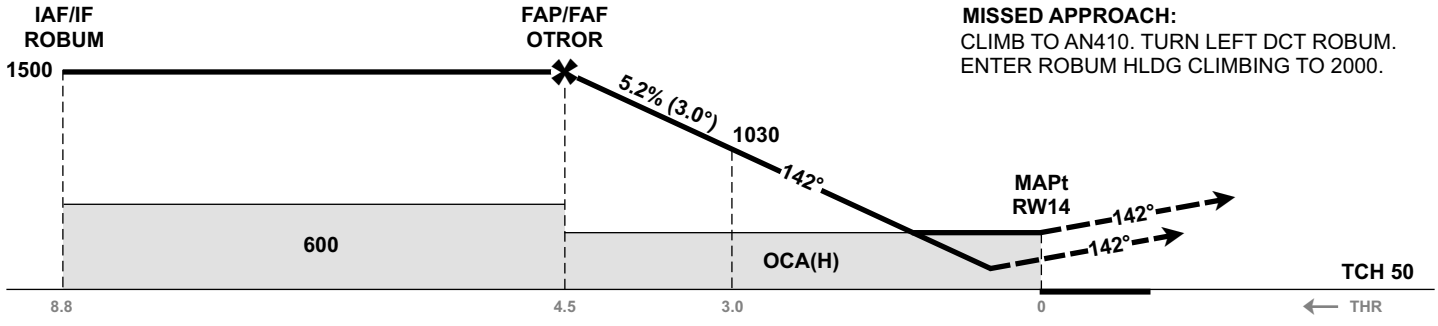
ANDØYA
ANDENES

RNP Z RWY 14

TRANSITION ALTITUDE
7000



DIST TO RW14	8	7	6	5	4	3	2	1
ALT (HGT)	-	-	-	-	1350 (1324)	1030 (1004)	710 (684)	400 (374)



MISSED APPROACH:
CLIMB TO AN410. TURN LEFT DCT ROBUM.
ENTER ROBUM HLDG CLIMBING TO 2000.

CAT OF ACFT		A	B	C	D
OCA (H) STRAIGHT- IN	LPV	230 (204)	240 (214)	250 (224)	260 (234)
	LNAV/VNAV	340 (314)			
	LNAV	400 (374)			
CIRCLING		500 (470)	1540 (1510)	1740 (1710)	1930 (1900)

NOTE: NO CIRCLING W OF AD

CHANGES: PROCEDURE NAME.

ATS AIRSPACE CLASSIFICATION: REF ENR 1.4

ENAN RNP Z RWY 14 - RECOMMENDED CODING

SN	PD	WI	Fly-over	°M (°T)	MAG VAR	DIST (NM)	REC NAVAID	TD	ALT (FT)	Speed (KT)	VPA (°)/ TCH (FT)	ARC CENTRE RADIUS (NM)	RNP (NM)
10	IF	OVBEX	-	-	-8.0	-	-	-	A2600+	-	-	-	1.0
20	TF	ROBUM	-	-	-8.0	5.0	-	-	A1500+	K230-	-	-	1.0
10	IF	BEKAB	-	-	-8.0	-	-	-	A2800+	-	-	-	1.0
20	TF	ROBUM	-	-	-8.0	5.0	-	-	A1500+	K230-	-	-	1.0
10	IF	ROBUM	-	-	-8.0	-	-	-	A1500+	K230-	-	-	1.0
20	TF	OTROR	-	-	-8.0	4.3	-	-	A1500+	-	-	-	1.0
30	TF	RW14	Y	-	-8.0	4.5	-	-	-	-	-3.0/50	-	0.3
40	TF	AN410	Y	-	-8.0	7.6	-	-	-	-	-	-	1.0
50	DF	ROBUM	-	-	-8.0	-	-	L	-	-	-	-	1.0
60	HM	ROBUM	-	142 (150.0)	-8.0	1 MIN	-	L	A2000	-	-	-	1.0

Note: Recommended coding is based on ARINC 424 and is provided solely to indicate which procedure design protection areas were used in the Instrument Flight Procedure Design process.

Note: The use of SBAS/GNSS geometric altitude as a source of altitude for approaches to LNAV/VNAV minima is permitted only for aircraft specifically certified for this type of operation. See “EASA CS ACNS.C.PBN.560” for additional information.

Note: Published OCA(H) values are obstacle clearance values. Decision heights (DH) below 250 FT shall not be used due to approach operation Type A limitations.

Note: ROBUM holding not included in standard APCH transitions.

ENAN RNP Z RWY 14 - FAS DB

Input Data

Parameters	Values
Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	ENAN
Runway	14
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	Z
Reference Path Data Selector	0
Reference Path Identifier	E14A
LTP/FTP Latitude	691825.3500N
LTP/FTP Longitude	0160711.4370E
LTP/FTP Ellipsoidal Height (metres)	43.6
FPAP Latitude	691708.9500N
Delta FPAP Latitude (seconds)	-76.4000
FPAP Longitude	0160917.3695E
Delta FPAP Longitude (seconds)	125.9325
Threshold Crossing Height	50.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	50.0

Output Data

Data Block	10 0E 01 0E 05 0E D0 00 01 34 31 05 8C 4C BE 1D 9A FA EA 06 B4 15 20 AB FD D9 D7 03 F4 01 2C 01 64 00 C8 FA 21 30 E3 EB
Calculated CRC Value	2130E3EB