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AIP AIRAC SUP
08/2025
EFF 20 MAR 2025

Publication date: 19 FEB 2025

ENAL - Nye RNP AR-prosedyrer for Ålesund lufthavn, Vigra

Vedlagt denne AIP SUP finnes RNP AR-prosedyrer til RWY 06 og RWY 24 ved Ålesund lufthavn, Vigra.

De vedlagte prosedyrene publiseres kun for kontrollflygings- og godkjenningøyemed og vil i utgangspunktet ikke være tilgjengelig for vanlige operasjoner. Frem til prosedyrene er godkjente av Luftfartstilsynet er prosedyrene suspenderte.

Operatører bes om å ikke anmode lufttrafikkjenesten om å fly RNP AR-prosedyrer.

Vedlagt er følgende prosedyrer komplett med kart, anbefalt koding og liste med signifikante punkter:

1. RNP E RWY 06 (AR)
2. RNP N RWY 06 (AR)
3. RNP S RWY 06 (AR)
4. RNP E RWY 24 (AR)

- Vedlegg -

ENAL - New RNP AR procedures for Ålesund airport, Vigra

Attached to this AIP SUP are RNP AR procedures for RWY 06 and RWY 24 at Ålesund airport, Vigra.

The attached procedures are intended solely for flight validation purposes. The procedures have not yet been approved by the Norwegian Civil Aviation Authority and are suspended from normal operational use.

Operators are asked not to request these procedures from Air Traffic Services.

Attached er the following procedures complete with chart, recommended coding and significant points pages:

1. RNP E RWY 06 (AR)
2. RNP N RWY 06 (AR)
3. RNP S RWY 06 (AR)
4. RNP E RWY 24 (AR)

- Attachment -

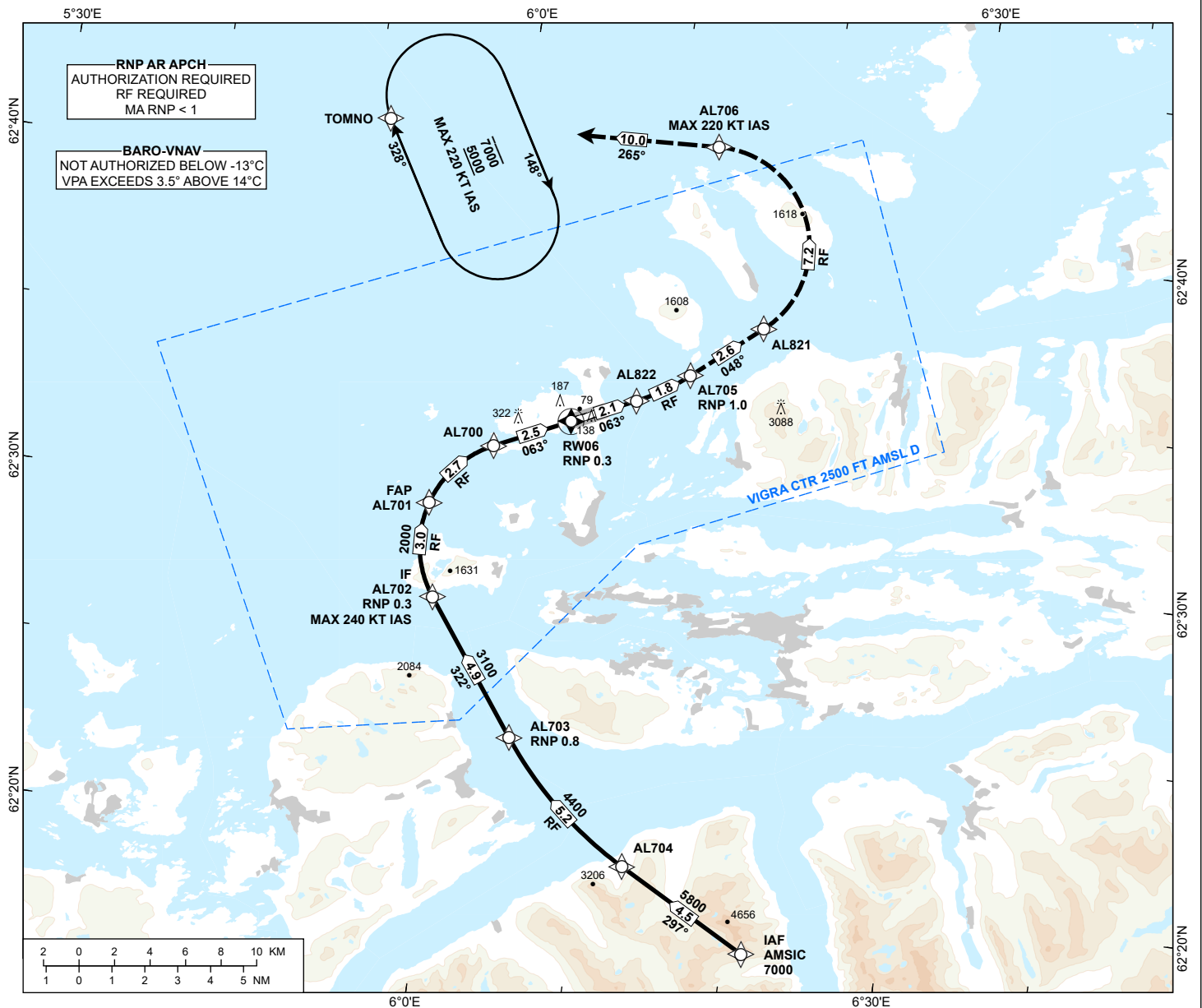
INSTRUMENT APPROACH CHART - ICAO

ÅLESUND VIGRA

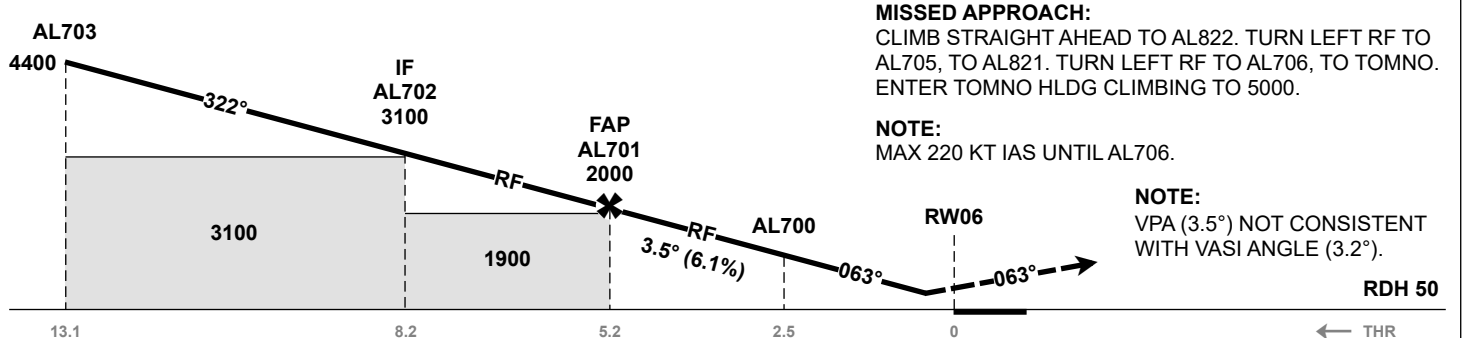
RNP E RWY 06 (AR)

TRANSITION ALTITUDE
7000

| | | |
|--|-----------------|-------------------------------------|
| <div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">6₄</div> <p>MSA 25 NM ARP</p> | ATIS: 128.650 | AD ELEV: 70 |
| | APP: 129.325 | THR ELEV: 35 |
| | TWR: 118.100 | HGT RELATED TO THR 06 |
| | | CIRCLING HGT RELATED TO AD ELEV |
| | | DIST IN NM. ELEV, ALT AND HGT IN FT |
| | SCALE 1:350 000 | VAR 2° E (2020) |



| | | | | | | | | |
|--------------|---|---|---|---|---|---|---|---|
| DIST TO RW06 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 |
| ALT (HGT) | - | - | - | - | - | - | - | - |



| CAT OF ACFT | | A | B | C | D |
|-------------------------|-------------------|-----------|-----------|-------------|-----------|
| OCA (H) STRAIGHT- IN | RNP 0.3 (2.7 %*) | 325 (290) | 337 (302) | 349 (314) | 361 (326) |
| | RNP 0.19 (2.7 %*) | 266 (231) | 278 (243) | 297 (262) | 312 (277) |
| CIRCLING | | 750 (680) | | 2060 (1990) | |

NOTE: CAT B AND D CIRCLING N OF AD ONLY. *MNM MISSED APCH CLIMB GRADIENT.

CHANGES: NEW PROCEDURE.

ENAL RNP E RWY 06 (AR) - 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) |
|-----|----|-------|----------|----------------|---------|-----------|------------|----|----------|------------|------------------|------------------------|----------|
| 010 | IF | AMSIC | - | - | -2.0 | - | - | - | A7000+ | - | - | - | 1.0 |
| 020 | TF | AL704 | - | - | -2.0 | 4.5 | - | - | A5800+ | - | - | - | 1.0 |
| 030 | RF | AL703 | - | - | -2.0 | 5.2 | - | R | A4400+ | - | - | AL001 12.0 | 1.0 |
| 040 | TF | AL702 | - | - | -2.0 | 4.9 | - | - | A3100+ | K240- | - | - | 0.8 |
| 050 | RF | AL701 | - | - | -2.0 | 3.0 | - | R | A2000+ | - | - | AL002 3.2 | 0.3 |
| 060 | RF | AL700 | - | - | -2.0 | 2.7 | - | R | - | - | -3.5 | AL002 3.2 | 0.3 |
| 070 | TF | RW06 | Y | - | -2.0 | 2.5 | - | - | - | - | -3.5/50 | - | 0.3 |
| 080 | TF | AL822 | - | - | -2.0 | 2.1 | - | - | - | - | - | - | 0.3 |
| 090 | RF | AL705 | - | - | -2.0 | 1.8 | - | L | - | - | - | AL003 6.9 | 0.3 |
| 100 | TF | AL821 | - | - | -2.0 | 2.6 | - | - | - | - | - | - | 1.0 |
| 110 | RF | AL706 | - | - | -2.0 | 7.2 | - | L | - | K220- | - | AL004 3.0 | 1.0 |
| 120 | TF | TOMNO | - | - | -2.0 | 10.0 | - | - | - | - | - | - | 1.0 |
| 130 | HM | TOMNO | - | 328 (329.5) | -2.0 | 1 MIN | - | R | A5000+ | K220- | - | - | 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: 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.

ENAL RNP E RWY 06 (AR) - SIGNIFICANT POINTS

| Name | Latitude | Longitude |
|-------------|-----------------|------------------|
| AL001 | 623045.57N | 0062509.93E |
| AL002 | 622927.29N | 0060341.63E |
| AL003 | 624029.53N | 0060312.25E |
| AL004 | 623913.94N | 0061301.87E |
| AL700 | 623220.35N | 0060044.59E |
| AL701 | 623021.63N | 0055704.70E |
| AL702 | 622733.43N | 0055809.14E |
| AL703 | 622339.71N | 0060422.16E |
| AL704 | 622015.57N | 0061247.66E |
| AL705 | 623515.20N | 0061253.33E |
| AL706 | 624213.19N | 0061242.89E |
| AL821 | 623657.19N | 0061714.34E |
| AL822 | 623416.65N | 0060936.60E |
| AMSIC | 621806.98N | 0062114.35E |
| TOMNO | 624142.44N | 0055103.01E |

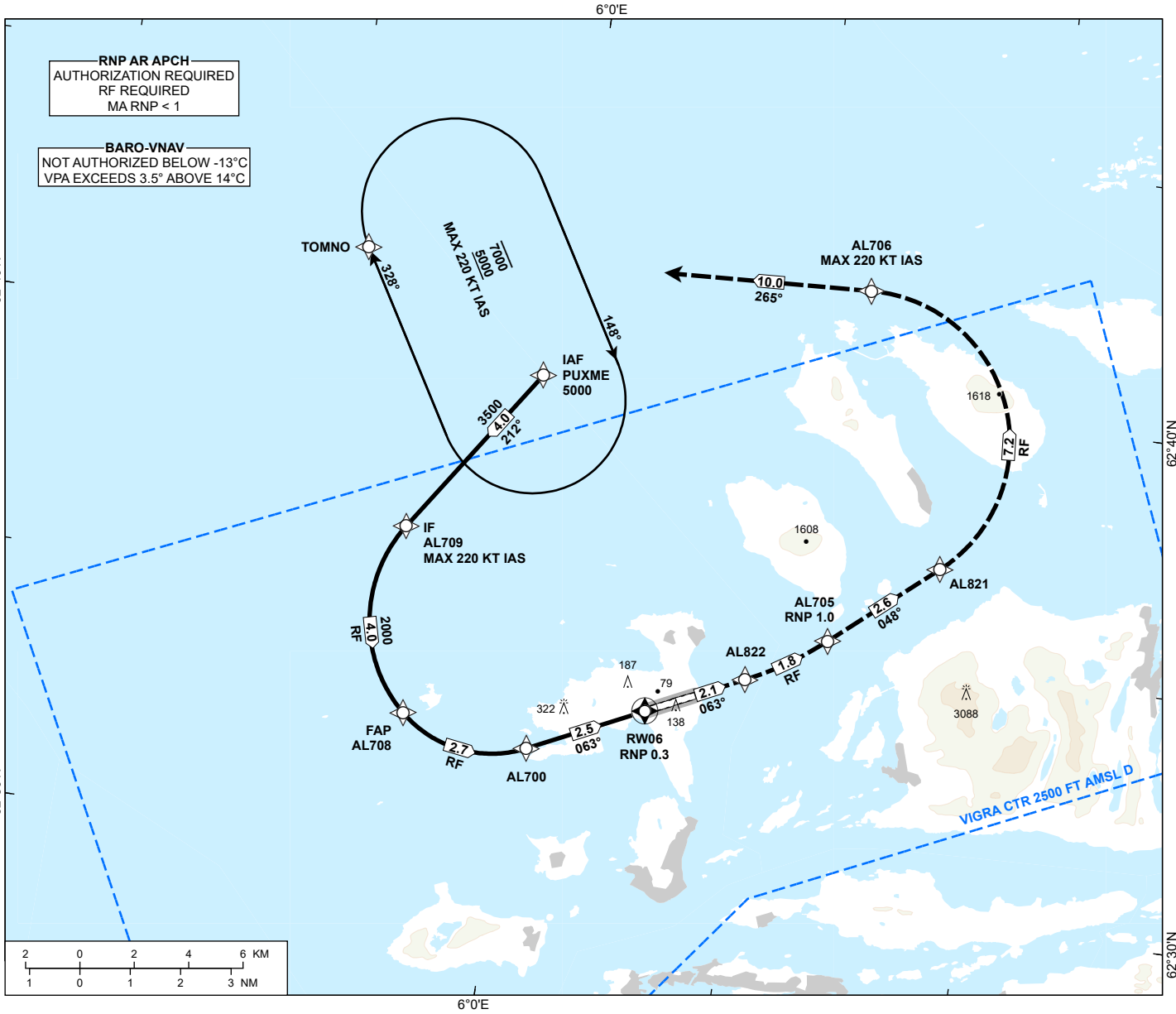
INSTRUMENT APPROACH CHART - ICAO

ÅLESUND VIGRA

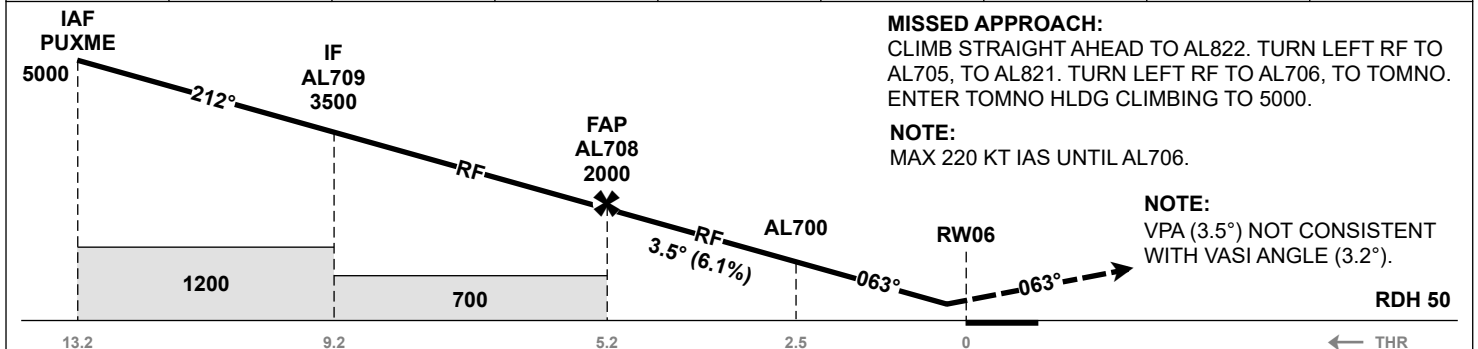
RNP N RWY 06 (AR)

TRANSITION ALTITUDE
7000

| | | |
|---|-----------------|-------------------------------------|
| <div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">64</div> <p>MSA 25 NM ARP</p> | ATIS: 128.650 | AD ELEV: 70 |
| | APP: 129.325 | THR ELEV: 35 |
| | TWR: 118.100 | HGT RELATED TO THR 06 |
| | | CIRCLING HGT RELATED TO AD ELEV |
| | | DIST IN NM. ELEV, ALT AND HGT IN FT |
| | SCALE 1:230 000 | VAR 2° E (2020) |



| | | | | | | | | |
|--------------|---|---|---|---|---|---|---|---|
| DIST TO RW06 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 |
| ALT (HGT) | - | - | - | - | - | - | - | - |



| CAT OF ACFT | | A | B | C | D |
|-------------------------|-------------------|-----------|-----------|-------------|-----------|
| OCA (H) STRAIGHT- IN | RNP 0.3 (2.7 %*) | 325 (290) | 337 (302) | 349 (314) | 361 (326) |
| | RNP 0.19 (2.7 %*) | 266 (231) | 278 (243) | 297 (262) | 312 (277) |
| CIRCLING | | 750 (680) | | 2060 (1990) | |

NOTE: CAT B AND D CIRCLING N OF AD ONLY. *MNM MISSED APCH CLIMB GRADIENT.

CHANGES: NEW PROCEDURE.

ENAL RNP N RWY 06 (AR) - 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) |
|-----|----|-------|----------|----------------|---------|-----------|------------|----|----------|------------|-------------------|------------------------|----------|
| 010 | IF | PUXME | - | - | -2.0 | - | - | - | A5000+ | - | - | - | 1.0 |
| 020 | TF | AL709 | - | - | -2.0 | 4.0 | - | - | A3500+ | K220- | - | - | 1.0 |
| 030 | RF | AL708 | - | - | -2.0 | 4.0 | - | L | A2000+ | - | - | AL006 2.8 | 1.0 |
| 040 | RF | AL700 | - | - | -2.0 | 2.7 | - | L | - | - | -3.5 | AL007 2.3 | 0.3 |
| 050 | TF | RW06 | Y | - | -2.0 | 2.5 | - | - | - | - | -3.5/50 | - | 0.3 |
| 060 | TF | AL822 | - | - | -2.0 | 2.1 | - | - | - | - | - | - | 0.3 |
| 070 | RF | AL705 | - | - | -2.0 | 1.8 | - | L | - | - | - | AL003 6.9 | 0.3 |
| 080 | TF | AL821 | - | - | -2.0 | 2.6 | - | - | - | - | - | - | 1.0 |
| 090 | RF | AL706 | - | - | -2.0 | 7.2 | - | L | - | K220- | - | AL004 3.0 | 1.0 |
| 100 | TF | TOMNO | - | - | -2.0 | 10.0 | - | - | - | - | - | - | 1.0 |
| 110 | HM | TOMNO | - | 328 (329.5) | -2.0 | 1 MIN | - | R | A5000+ | K220- | - | - | 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: 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.

ENAL RNP N RWY 06 (AR) - SIGNIFICANT POINTS

| Name | Latitude | Longitude |
|-------------|-----------------|------------------|
| AL003 | 624029.53N | 0060312.25E |
| AL004 | 623913.94N | 0061301.87E |
| AL006 | 623447.03N | 0055920.11E |
| AL007 | 623424.69N | 0055836.99E |
| AL700 | 623220.35N | 0060044.59E |
| AL705 | 623515.20N | 0061253.33E |
| AL706 | 624213.19N | 0061242.89E |
| AL708 | 623241.88N | 0055518.87E |
| AL709 | 623621.28N | 0055419.75E |
| AL821 | 623657.19N | 0061714.34E |
| AL822 | 623416.65N | 0060936.60E |
| PUXME | 623940.88N | 0055914.84E |
| TOMNO | 624142.44N | 0055103.01E |

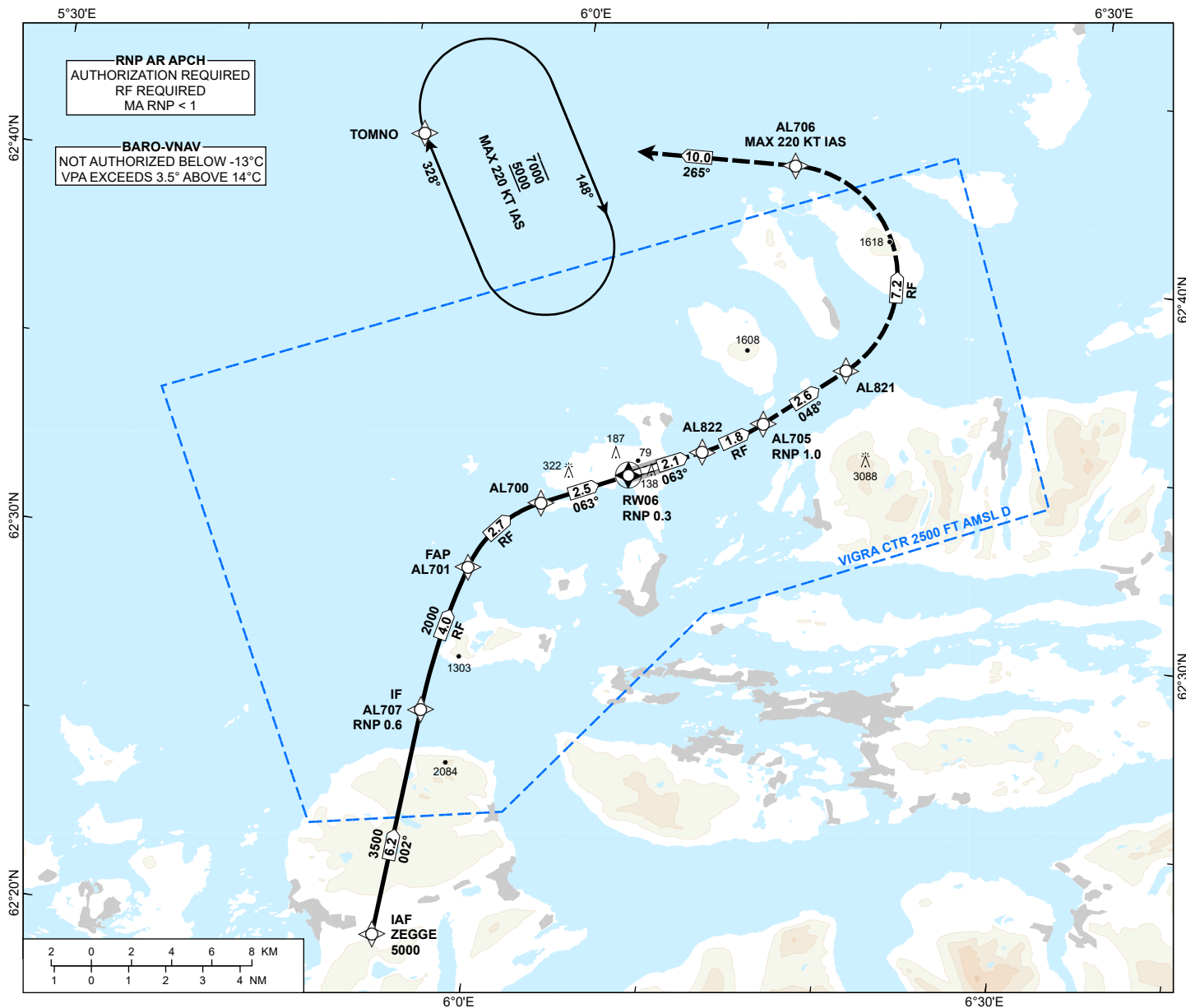
INSTRUMENT APPROACH CHART - ICAO

ÅLESUND VIGRA

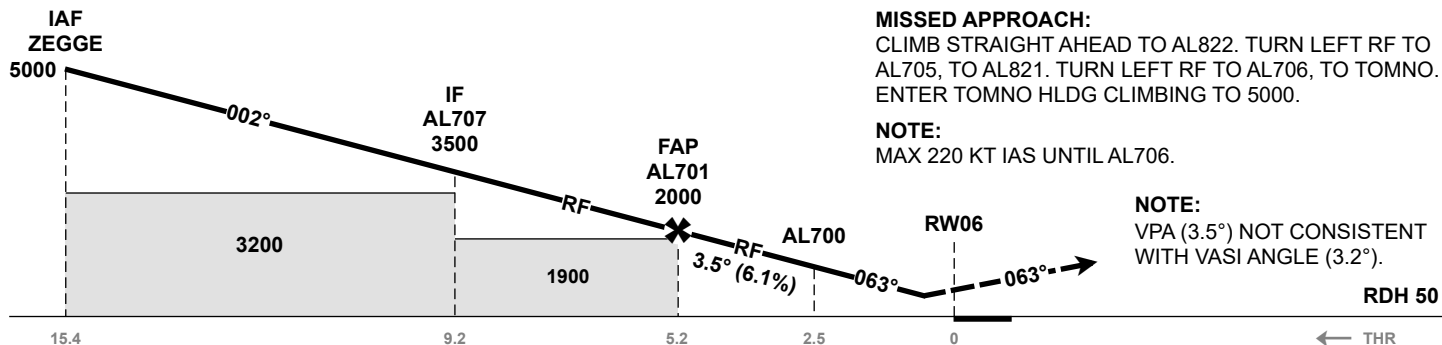
RNP S RWY 06 (AR)

TRANSITION ALTITUDE
7000

| | | |
|---|-----------------|-------------------------------------|
| <div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">64</div> <p>MSA 25 NM ARP</p> | ATIS: 128.650 | AD ELEV: 70 |
| | APP: 129.325 | THR ELEV: 35 |
| | TWR: 118.100 | HGT RELATED TO THR 06 |
| | | CIRCLING HGT RELATED TO AD ELEV |
| | | DIST IN NM. ELEV, ALT AND HGT IN FT |
| | SCALE 1:310 000 | VAR 2° E (2020) |



| | | | | | | | | |
|--------------|---|---|---|---|---|---|---|---|
| DIST TO RW06 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 |
| ALT (HGT) | - | - | - | - | - | - | - | - |



| CAT OF ACFT | | A | B | C | D |
|------------------------|-------------------|-----------|-----------|-------------|-----------|
| OCA (H) STRAIGHT-IN | RNP 0.3 (2.7 %*) | 325 (290) | 337 (302) | 349 (314) | 361 (326) |
| | RNP 0.19 (2.7 %*) | 266 (231) | 278 (243) | 297 (262) | 312 (277) |
| CIRCLING | | 750 (680) | | 2060 (1990) | |

NOTE: CAT B AND D CIRCLING N OF AD ONLY. *MNM MISSED APCH CLIMB GRADIENT.

CHANGES: NEW PROCEDURE.

ATS AIRSPACE CLASSIFICATION: REF ENR 1.4

ENAL RNP S RWY 06 (AR) - 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) |
|-----|----|-------|----------|----------------|---------|-----------|------------|----|----------|------------|-------------------|------------------------|----------|
| 010 | IF | ZEGGE | - | - | -2.0 | - | - | - | A5000+ | - | - | - | 1.0 |
| 020 | TF | AL707 | - | - | -2.0 | 6.2 | - | - | A3500+ | - | - | - | 1.0 |
| 030 | RF | AL701 | - | - | -2.0 | 4.0 | - | R | A2000+ | - | - | AL005 19.0 | 0.6 |
| 040 | RF | AL700 | - | - | -2.0 | 2.7 | - | R | - | - | -3.5 | AL002 3.2 | 0.3 |
| 050 | TF | RW06 | Y | - | -2.0 | 2.5 | - | - | - | - | -3.5/50 | - | 0.3 |
| 060 | TF | AL822 | - | - | -2.0 | 2.1 | - | - | - | - | - | - | 0.3 |
| 070 | RF | AL705 | - | - | -2.0 | 1.8 | - | L | - | - | - | AL003 6.9 | 0.3 |
| 080 | TF | AL821 | - | - | -2.0 | 2.6 | - | - | - | - | - | - | 1.0 |
| 090 | RF | AL706 | - | - | -2.0 | 7.2 | - | L | - | K220- | - | AL004 3.0 | 1.0 |
| 100 | TF | TOMNO | - | - | -2.0 | 10.0 | - | - | - | - | - | - | 1.0 |
| 110 | HM | TOMNO | - | 328 (329.5) | -2.0 | 1 MIN | - | R | A5000+ | K220- | - | - | 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: 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.

ENAL RNP S RWY 06 (AR) - SIGNIFICANT POINTS

| Name | Latitude | Longitude |
|-------------|-----------------|------------------|
| AL002 | 622927.29N | 0060341.63E |
| AL003 | 624029.53N | 0060312.25E |
| AL004 | 623913.94N | 0061301.87E |
| AL005 | 622454.46N | 0063615.54E |
| AL700 | 623220.35N | 0060044.59E |
| AL701 | 623021.63N | 0055704.70E |
| AL705 | 623515.20N | 0061253.33E |
| AL706 | 624213.19N | 0061242.89E |
| AL707 | 622624.54N | 0055531.22E |
| AL821 | 623657.19N | 0061714.34E |
| AL822 | 623416.65N | 0060936.60E |
| TOMNO | 624142.44N | 0055103.01E |
| ZEGGE | 622016.36N | 0055432.43E |

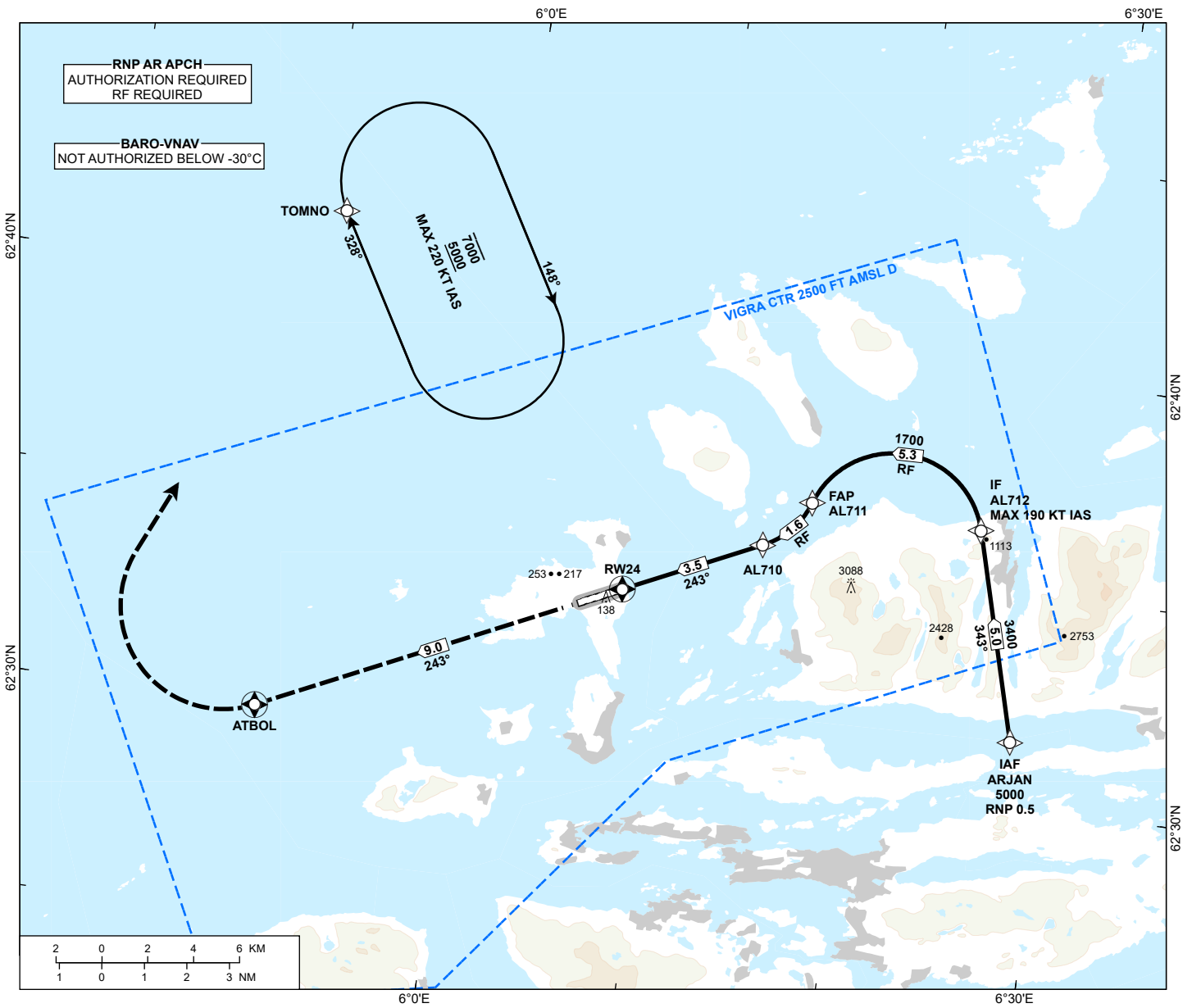
INSTRUMENT APPROACH CHART - ICAO

ÅLESUND VIGRA

RNP E RWY 24 (AR)

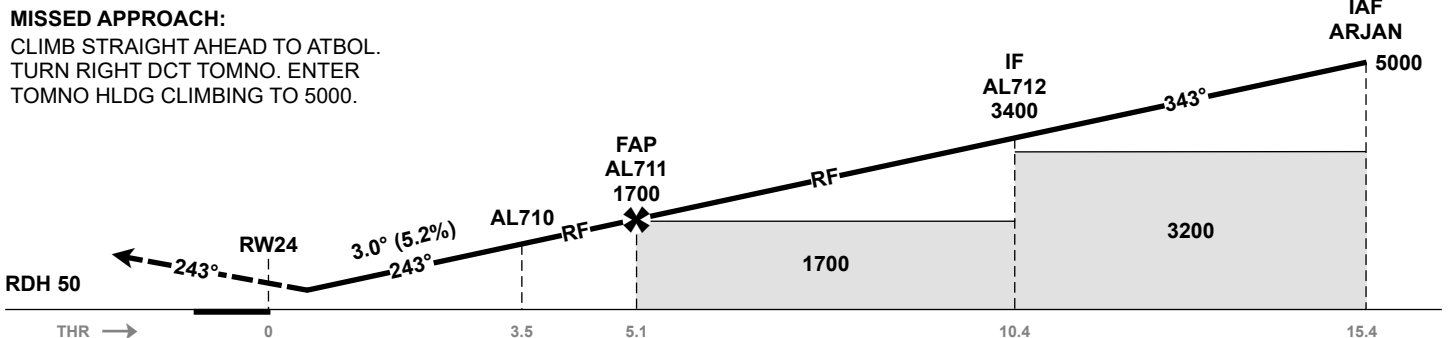
TRANSITION ALTITUDE
7000

| | | |
|---|-----------------|-------------------------------------|
| <div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">64</div> <p>MSA 25 NM ARP</p> | ATIS: 128.650 | AD ELEV: 70 |
| | APP: 129.325 | THR ELEV: 49 |
| | TWR: 118.100 | HGT RELATED TO THR 24 |
| | | CIRCLING HGT RELATED TO AD ELEV |
| | | DIST IN NM. ELEV, ALT AND HGT IN FT |
| | SCALE 1:270 000 | VAR 2° E (2020) |



| | | | | | | | | |
|--------------|---|---|---|---|---|---|---|---|
| DIST TO RW24 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 |
| ALT (HGT) | - | - | - | - | - | - | - | - |

MISSED APPROACH:
CLIMB STRAIGHT AHEAD TO ATBOL.
TURN RIGHT DCT TOMNO. ENTER
TOMNO HLDG CLIMBING TO 5000.



| CAT OF ACFT | | A | B | C | D |
|-------------------------|------------------|-----------|-----------|-------------|-----------|
| OCA (H) STRAIGHT- IN | RNP 0.3 (2.5 %*) | 281 (232) | 301 (252) | 321 (272) | 339 (290) |
| | RNP 0.3 (4.2 %*) | 270 (221) | 279 (230) | 289 (240) | 299 (250) |
| CIRCLING | | 750 (680) | | 2060 (1990) | |

NOTE: CAT B AND D CIRCLING N OF AD ONLY. *MNM MISSED APCH CLIMB GRADIENT.

CHANGES: NEW PROCEDURE.

ENAL RNP E RWY 24 (AR) - 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) |
|-----|----|-------|----------|----------------|---------|-----------|------------|----|----------|------------|-------------------|------------------------|----------|
| 010 | IF | ARJAN | - | - | -2.0 | - | - | - | A5000+ | - | - | - | 0.5 |
| 020 | TF | AL712 | - | - | -2.0 | 5.0 | - | - | A3400+ | K190- | - | - | 0.5 |
| 030 | RF | AL711 | - | - | -2.0 | 5.3 | - | L | A1700+ | - | - | AL008 2.1 | 0.5 |
| 040 | RF | AL710 | - | - | -2.0 | 1.6 | - | R | - | - | -3.0 | AL009 1.96 | 0.3 |
| 050 | TF | RW24 | Y | - | -2.0 | 3.5 | - | - | - | - | -3.0/50 | - | 0.3 |
| 060 | TF | ATBOL | Y | - | -2.0 | 9.0 | - | - | - | - | - | - | 1.0 |
| 070 | DF | TOMNO | - | - | -2.0 | - | - | R | - | - | - | - | 1.0 |
| 080 | HM | TOMNO | - | 328 (329.5) | -2.0 | 1 MIN | - | R | A5000+ | K220- | - | - | 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: 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.

ENAL RNP E RWY 24 (AR) - SIGNIFICANT POINTS

| Name | Latitude | Longitude |
|-------------|-----------------|------------------|
| AL008 | 623546.06N | 0062050.77E |
| AL009 | 623704.44N | 0061231.86E |
| AL710 | 623518.45N | 0061420.70E |
| AL711 | 623626.66N | 0061632.80E |
| AL712 | 623619.45N | 0062513.54E |
| ARJAN | 623129.64N | 0062806.16E |
| ATBOL | 622957.81N | 0054957.47E |
| TOMNO | 624142.44N | 0055103.01E |