

TEL:.....+47 67 03 00 00

E-mail:.....aim@avinor.no



AERONAUTICAL INFORMATION
MANAGEMENT
P.O. BOX 150
NO-2061 GARDERMOEN

AIP AIRAC SUP
23/2025
EFF 15 MAY 2025

Publication date: 14 APR 2025

ENTC - Anleggsarbeider på Tromsø lufthavn, Langnes sommeren 2025

Denne AIP AIRAC SUP inneholder en oversikt over planlagt anleggsarbeid som kan påvirke ACFT-operasjoner på Tromsø lufthavn, Langnes sommeren 2025. Hovedformålet med anleggsarbeidet er reasfaltering av rullebanen med tilhørende elektroarbeider, masseutskifting i rullebanens sikkerhetsområde på østsiden for opprydding etter gammelt brannøvingsfelt og arbeid på deler av TWY Y for å etablere infrastruktur til ny avisingsplattform og nye flyoppstillingsplasser.

Det vil foregå anleggsarbeider på rullebanen og i omkringliggende sikkerhetsområder, slik at RWY 18/36 blir utilgjengelig for ordinær bruk på natten, i tidsrom som følger:

- 15 MAY 2025 - 12 JUN 2025, 2100 - 0430 UTC
- 12 JUN 2025 - 04 SEP 2025, 1900 - 0500 UTC

RWY 18/36 (full lengde) vil være åpen for ordinær bruk på dagtid.

I arbeidsperiodene på natten vil RWY 18/36 være stengt for all trafikk som ikke har særskilt tillatelse fra lufthavnen til å operere på de to forkortede banene som midlertidig etableres:

RWY Configuration South:

TEMPO THR RWY 18X / Standard THR RWY 36

RWY Configuration North:

Standard THR RWY 18 / TEMPO THR RWY 36X

Merking og lyssetting på rullebanen vil være avvikende i anleggsperioden, f. eks. vil midlertidige innskutte terskler og midlertidige siktepunkt være oppmerket, men ikke lyssatt, på dagtid. APCH-lys i nord vil ikke være i drift i perioden. Standard THR RWY 18 vil være lyssatt med blinkende THR-identifiseringslys for å kompensere for dette.

Midlertidige terskler (THR RWY 18X/36X) vil være lyssatt med blinkende THR-identifiseringslys i tillegg til vanlig THR-belysning på WBAR når disse er i bruk.

Følgende TWY vil tidvis være stengt i anleggsperioden:

- A
- B
- C
- D
- E
- Y mellom C og D

Informasjon om nøyaktig tidspunkt for oppstart av arbeidene vil bli kunngjort i NOTAM og/eller annonsert på ATIS. Utsatt oppstart av arbeid vil ikke bli annonsert.

ENTC - Construction work at Tromsø airport, Langnes the summer of 2025

This AIP AIRAC SUP contains an overview of planned construction work that may affect ACFT operations at Tromsø airport, Langnes during the summer of 2025. The main purpose of the construction work is the resurfacing of the runway along with associated electrical work, soil replacement in the runway safety area on the eastern side for cleanup after the old fire training field, and work on parts of TWY Y to establish infrastructure for a new de-icing platform and new aircraft parking stands.

Construction work will take place on the runway and in surrounding safety areas, making RWY 18/36 unavailable for ordinary use at night during the following periods:

- 15 MAY 2025 - 12 JUN 2025, 2100 - 0430 UTC
- 12 JUN 2025 - 04 SEP 2025, 1900 - 0500 UTC

RWY 18/36 (full length) will be open for ordinary use during the daytime.

During work periods at night, RWY 18/36 will be closed to all traffic that does not have special permission from the airport to operate on the two shortened runways that will be temporarily established:

RWY Configuration South:

TEMPO THR RWY 18X / Standard THR RWY 36

RWY Configuration North:

Standard THR RWY 18 / TEMPO THR RWY 36X

There will be discrepancies with marking and lighting on the runway during the construction period, e.g., temporary displaced thresholds and temporary aiming points will be marked, but not lit, during the daytime. APCH lights in the North will not be operational during the period. Standard THR RWY 18 will be lit with flashing THR identification lights to compensate for this.

Temporary thresholds (THR RWY 18X/36X) will be lit with flashing THR identification lights in addition to regular THR lighting on WBAR when these are in use.

The following TWY will be occasionally closed during the construction period:

- A
- B
- C
- D
- E
- Y between C and D

Information about the exact start time of the work will be announced in NOTAM and/or on ATIS. Delayed start of work will not be announced.

Instrumentinnflygingsprosedyrer**Instrument Approach Procedures**

Ved RWY Configuration South er følgende innflygingsprosedyrer tilgjengelig:

For RWY Configuration South, the following approach procedures are available:

RWY 18	THR used	RWY 36	THR used
LOC X RWY 18	Displaced	ILS Z RWY 36	Standard
-	-	LOC Z RWY 36	Standard
-	-	RNP Z RWY 36	Standard
RNP-A	Displaced	RNP-A	Standard

Ved RWY Configuration North er følgende innflygingsprosedyrer tilgjengelig:

For RWY Configuration North, the following approach procedures are available:

RWY 18	THR used	RWY 36	THR used
ILS Z or LOC Z RWY 18	Standard	LOC X RWY 36	Displaced
RNP Z RWY 18	Standard	-	-
RNP-A	Standard	RNP-A	Displaced

Midlertidige innflygingsprosedyrer LOC X RWY 18 og LOC X RWY 36 er vedlagt denne AIP AIRAC SUP. Disse er kun for bruk ved innskutt terskel.

Temporary approach procedures LOC X RWY 18 and LOC X RWY 36 are attached to this AIP AIRAC SUP. These are only for use with displaced thresholds.

Nedenfor følger data og informasjon vedrørende midlertidige THR, banelengder, lys, osv.

Attached below are data and information regarding temporary THR, runway lengths, lighting, etc.

Merk at det landes på PLASI og 4.5° vinkel på samtlige terskler (både ordinære og midlertidig innskutte) for både RWY Configuration South og RWY Configuration North.

Please take note that PLASI and 4.5° are used for all thresholds (both standard and displaced) on both RWY Configuration South and RWY Configuration North.

RWY CONFIGURATION SOUTH - TEMPO THR RWY 18**AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS**

<i>RWY</i>	<i>BRG GEO</i>	<i>DMN (M)</i>	<i>SFC - RWY Strength</i>	<i>THR COORD</i>	<i>RWY end COORD</i>	<i>RWY SFC end COORD</i>	<i>THR GUND (FT)</i>	<i>THR ELEV (FT)</i>	<i>RWY/RESA Slope</i>
1	2	3	4	5				6	7
18X	193.06°	957 x 45	ASPH, Grooved PCN-53/F/ C/X/U	694048.07N 0185500.21E	694022.29N 0185443.02E	694020.50N 0185441.83E	102.4	28.6	REF GEN 3.2.4
36	013.05°			694022.29N 0185443.02E	694048.07N 0185500.21E	694050.58N 0185501.89E	102.4	26.9	

<i>RWY</i>	<i>SWY (M)</i>	<i>CWY (M)</i>	<i>STRIP</i>	<i>RESA overrun (M)</i>	<i>RESA undershoot (M)</i>	<i>RAG DIST FM, THR, Type</i>	<i>OFZ</i>	<i>RMK</i>
1	8	9	10	11		12	13	14
18X	-	300 x 150	960 x 280	240 x 150	120 x 150	-	-	RESA overrun: First 60 M of RESA is 90 M wide.
36	-	-		120 x 150	240 x 150	-	-	RESA undershoot: Last 60 M of RESA is 90 M wide.

AD 2.13 DECLARED DISTANCES

<i>RWY</i>	<i>TORA (M)</i>	<i>ASDA (M)</i>	<i>TODA (M)</i>	<i>LDA (M)</i>	<i>RMK</i>
1	2	3	4	5	6
18X	900	900	1200	820	NIL
36	877	877	877	820	NIL

AD 2.14 APPROACH AND RUNWAY LIGHTING

<i>RWY</i>	<i>APCHLGT type/ LEN INTST</i>	<i>THR LGT colour WBAR</i>	<i>VASIS (MEHT)</i>	<i>TDZ LGT LEN</i>	<i>RWY CL LGT LEN, spacing, colour, INTST</i>	<i>RWY edge LGT LEN, spacing, colour, INTST</i>	<i>RWY end LGT colour WBAR</i>	<i>RESA LGT LEN, colour</i>	<i>RMK</i>
1	2	3	4	5	6	7	8	9	10
18X	-	Green WBAR	PLASI Left 4.5° (19 FT) Screenheight 43 FT	-	-	220, 60 M White 600, 60 M Yellow LIH	Red WBAR	-	THR identification LGT. RWY edge LGT: Non-standard LGT configuration.
36	CAT I 720 M LIH	Green WBAR	PLASI Left 4.5° (19 FT) Screenheight 35 FT	-	-	820, 60 M White LIH	Red WBAR	-	APCH: XBAR 150, 300, 450 and 600 M. Innermost LGT 30 M FM THR. Sequenced FLG LGT. RWY edge LGT: Non-standard LGT configuration.

RWY CONFIGURATION NORTH - TEMPO THR RWY 36

AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

<i>RWY</i>	<i>BRG GEO</i>	<i>DMN (M)</i>	<i>SFC-RWY Strength</i>	<i>THR COORD</i>	<i>RWY end COORD</i>	<i>RWY SFC end COORD</i>	<i>THR GUND (FT)</i>	<i>THR ELEV (FT)</i>	<i>RWY/RESA Slope</i>
1	2	3	4	5				6	7
18	193.06°	1291 x 45	ASPH, Grooved PCN-53/F/C/X/U	694125.28N 0185525.04E	694059.50N 0185507.84E	694056.98N 0185506.16E	102.4	14.4	REF GEN 3.2.4
36X	013.05°			694059.50N 0185507.84E	694137.56N 0185533.25E	694137.56N 0185533.25E	102.4	21.8	

<i>RWY</i>	<i>SWY (M)</i>	<i>CWY (M)</i>	<i>Strip (M)</i>	<i>RESA overrun (M)</i>	<i>RESA undershoot (M)</i>	<i>RAG DIST FM THR, Type</i>	<i>OFZ</i>	<i>RMK</i>
1	8	9	10	11		12	13	14
18	-	-	1351 x 280	120 x 150	240 x 150	-	-	-
36X	-	300 x 150		240 x 150	120 x 150	-	-	-

AD 2.13 DECLARED DISTANCES

<i>RWY</i>	<i>TORA (M)</i>	<i>ASDA (M)</i>	<i>TODA (M)</i>	<i>LDA (M)</i>	<i>RMK</i>
1	2	3	4	5	6
18	1211	1211	1211	820	NIL
36X	1291	1291	1591	1211	NIL

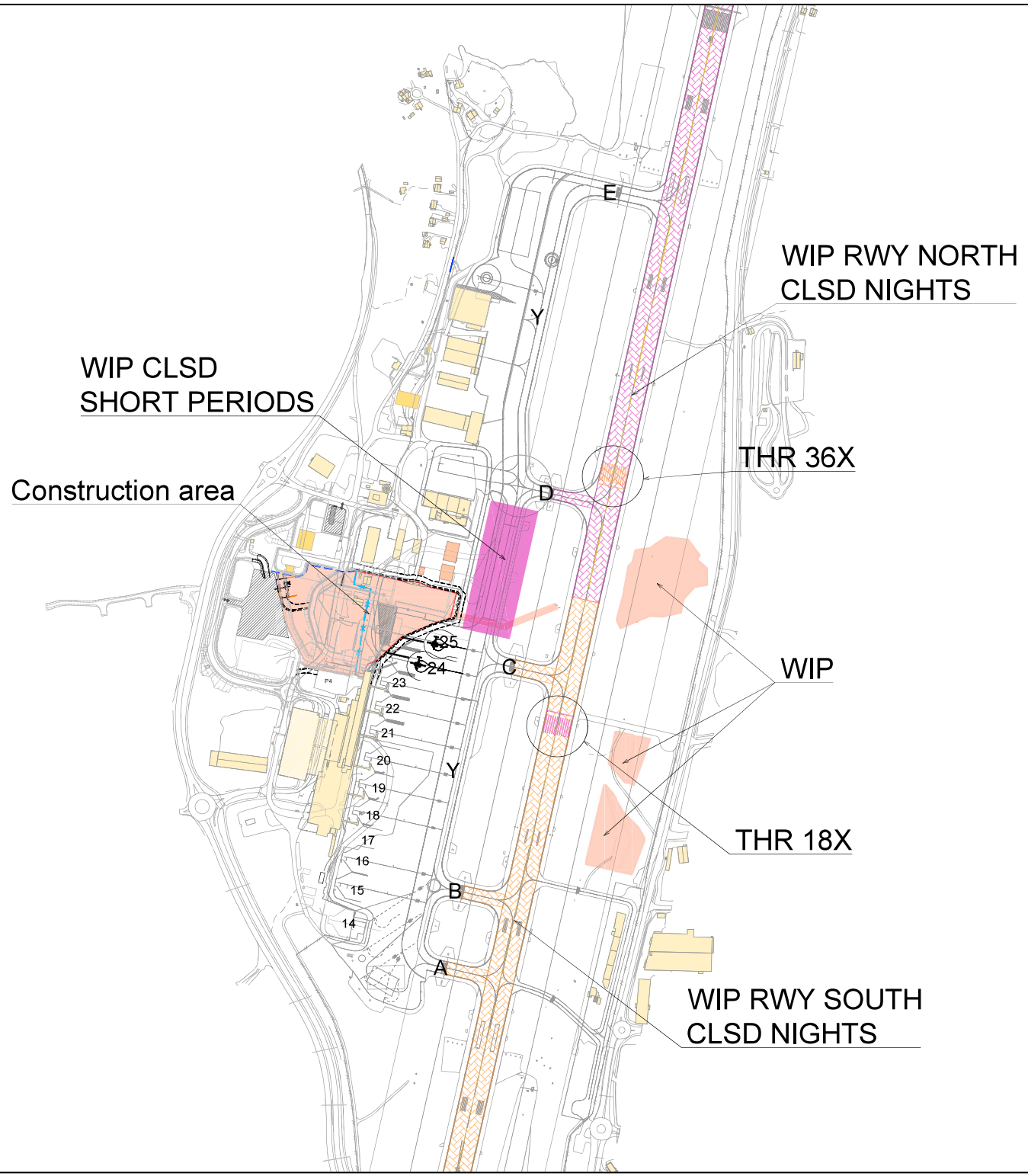
AD 2.14 APPROACH AND RUNWAY LIGHTING

<i>RWY</i>	<i>APCH LGT colour WBAR</i>	<i>THRLGT colour WBAR</i>	<i>VASIS (MEHT)</i>	<i>TDZ LGT LEN</i>	<i>RWY CL LGT LEN, spacing, colour, INTST</i>	<i>RWY edge LGT LEN, spacing, colour, INTST</i>	<i>RWY end LGT colour WBAR</i>	<i>RESA LGT LEN, colour</i>	<i>RMK</i>
1	2	3	4	5	6	7	8	9	10
18	-	Green WBAR	PLASI Left 4.5° (19 FT) Screen height 122 FT	-	-	820, 60 M White LIH	Red WBAR	-	THR identification LGT. APCH: Only sequenced FLG LGT. Innermost FLG LGT 420 M FM THR. RWY edge LGT: Non-standard LGT configuration.
36X	-	Green WBAR	PLASI Left 4.5° (19 FT) Screen height 39 FT	-	-	580, 60 M White 630, 60 M Yellow LIH	Red WBAR	-	THR identification LGT. RWY edge LGT: Non-standard LGT configuration.

- Vedlegg -

- Attachment -

\\Kunnsoppdrag\Samvirk\520179\52017900\BMC1\Gensett\flyfoto\AvicCAD\Modell\10_T\01\Faserteknik\ENTC_Faserteknik_2025-02-17_16:24:23 - XREF = Lutherngromskil_VTM18_ENTC_T_grom, Bygninger og andre objekter, Vegetasjon, Samfund_Etstet



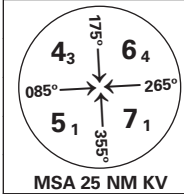
INSTRUMENT APPROACH CHART - ICAO PLAN VIEW SCALE: 1:350 000

TROMSØ

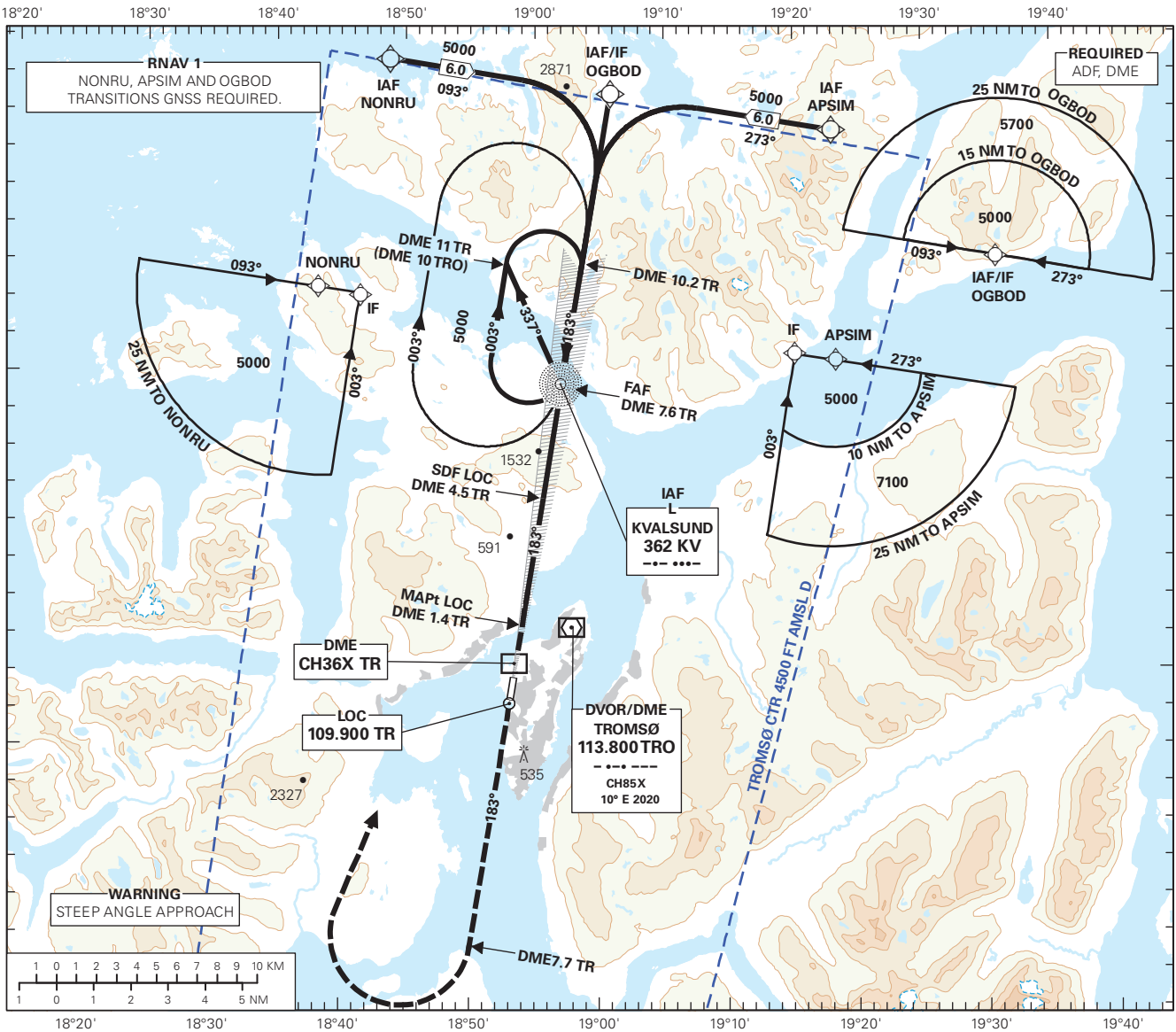
LANGNES

LOC X RWY 18

TRANSITION ALTITUDE
7000



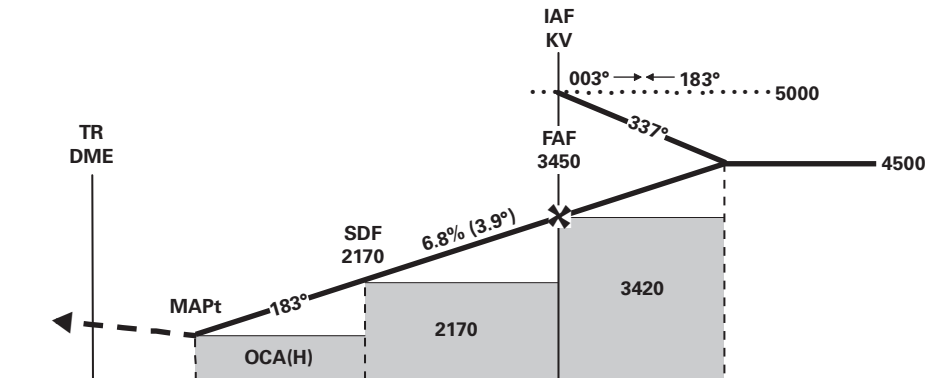
ATIS: 126.125	AD ELEV: 32	DIST IN NM
APP: 123.750	THR ELEV: 29	
TWR: 118.300	HGT RELATED TO THR RWY 18	ELEV, ALT AND HGT IN FT
CIRCLING HGT RELATED TO AD ELEV		
BEARINGS ARE MAGNETIC - VAR 10° E (2020)		



DIST TO TR	9	8	7	6	5	4	3	2
ALT (HGT)	-	-	3210 (3180)	2790 (2760)	2380 (2350)	1960 (1930)	1550 (1520)	1130 (1100)

MISSED APCH:
CLIMB STRAIGHT AHEAD TO DME 7.7 TR, TURN RIGHT TO INTERCEPT, AND PROCEED ON QDM 010° KV TO KV. ENTER KV HOLDING CLIMBING TO 5000.

NOTE:
DISPLACED THR.



DME (TR)	→	0	1.4	4.5	7.6	10.2
THR	→	0	1.9	5.0	8.1	10.7
CAT OF ACFT		A	B	C	D	
OCA(H)		890 (860)	-	-	-	
STRAIGHT - IN		-	-	-	-	
CIRCLING		890 (858)	-	-	-	
NOTE:	CIRCLING E OF AD ONLY.					

FINAL APCH	DIST FAF - MAPt: 6.2					
SPEED	KT	70	90	100	120	130
TIME	MIN:SEC	5:19	4:08	3:44	3:06	2:52
ROD	FT/MIN	485	625	695	830	900

CHANGES: TEMPORARY PROCEDURE, DISPLACED THR.

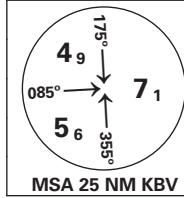
INSTRUMENT APPROACH CHART - ICAO PLAN VIEW SCALE: 1:450 000

TROMSØ

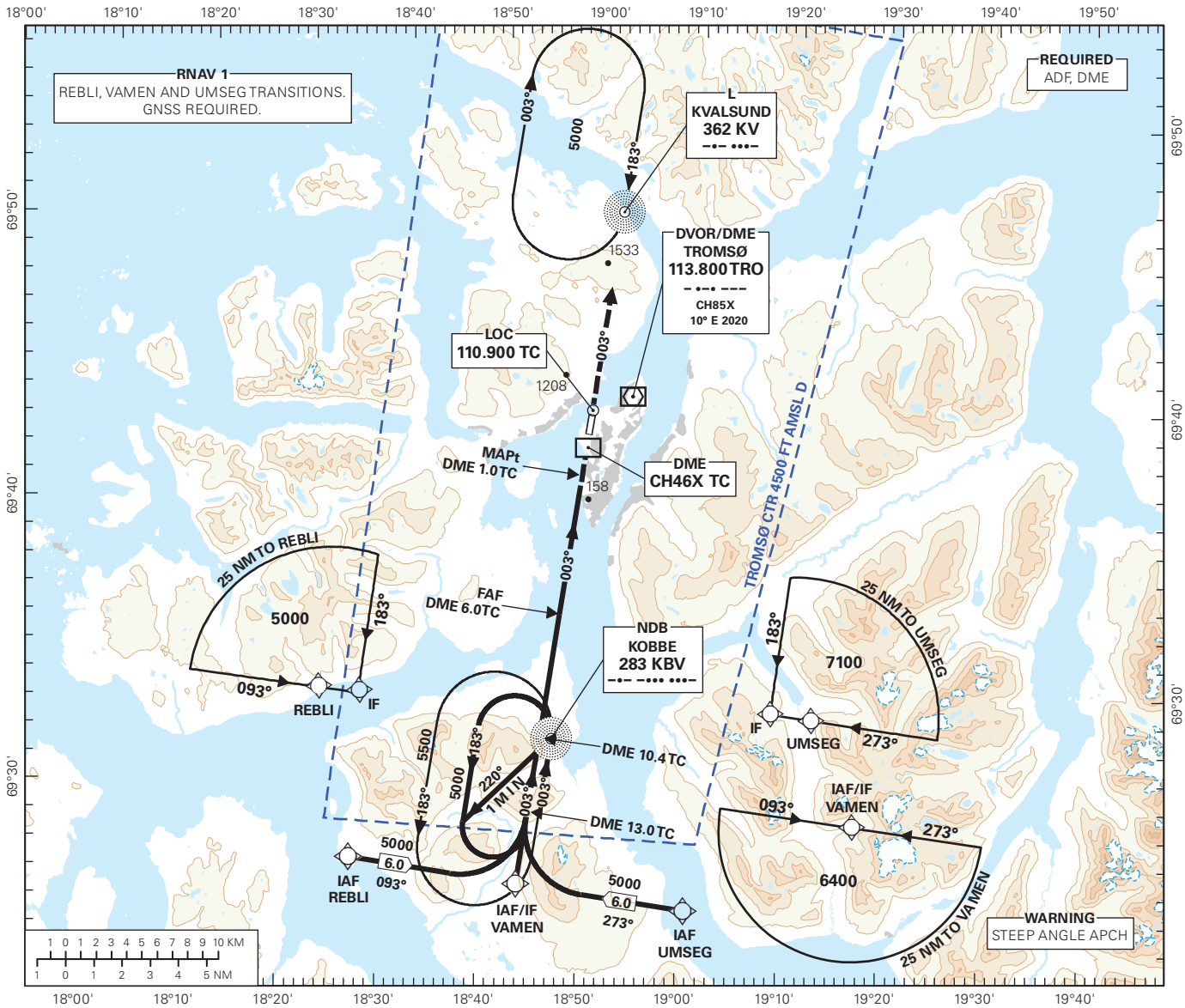
LANGNES

LOC X RWY 36

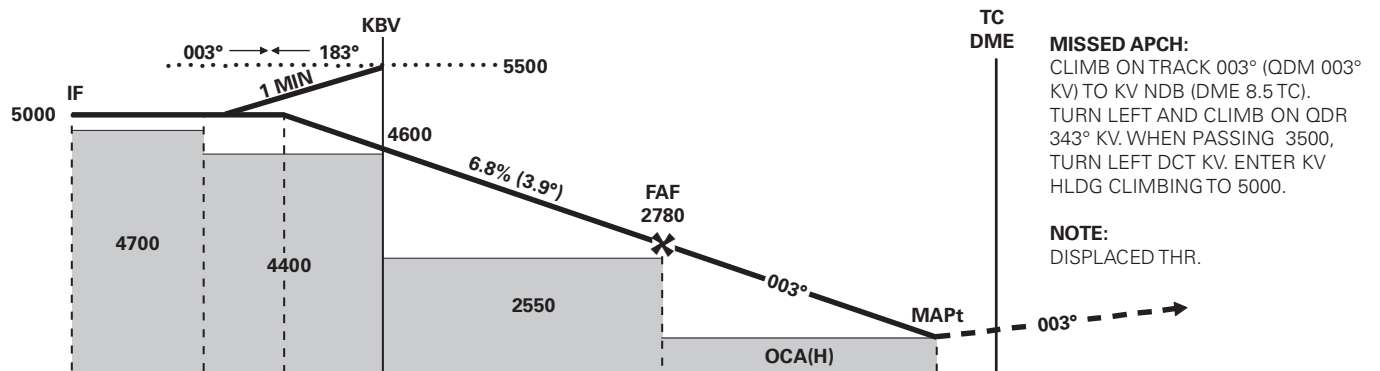
**TRANSITION ALTITUDE
7000**



ATIS: 126.125	AD ELEV: 32	
APP: 123.750	THR ELEV: 22	DIST IN NM
TWR: 118.300	HGT RELATED TO THR RWY 36	ELEV, ALT AND HGT IN FT
	CIRCLING HGT RELATED TO AD ELEV	
	BEARINGS ARE MAGNETIC - VAR 10 ° E (2020)	



DIST TOTC	8	7	6	5	4	3	2	1
ALT (HGT)	-	-	2780 (2757)	2370 (2347)	1950 (1927)	1540 (1517)	1120 (1097)	710 (687)



MISSED APCH:
CLIMB ON TRACK 003° (QDM 003° KV) TO KV NDB (DME 8.5 TC).
TURN LEFT AND CLIMB ON QDR 343° KV. WHEN PASSING 3500, TURN LEFT DCT KV. ENTER KV HLDG CLIMBING TO 5000.

NOTE:
DISPLACED THR.

	15.7	13.0	11.4	10.4	6.0	1.0	0	
	16.2	13.5	11.9	10.9	6.5	1.5	0	

CAT OF ACFT	A	B	C	D	FINAL APCH	DIST FAF - MAPt: 5.0						
	2.5%*	860 (837)	880 (857)	-	-	SPEED	KT	70	90	100	120	130
	3.0%*	700 (677)	720 (697)	-	-	TIME	MIN:SEC	4:20	3:22	3:02	2:32	2:20
CIRCLING		860 (828)	880 (848)	-	-	ROD	FT/MIN	485	625	695	830	900

NOTE: CIRCLING E OF AD ONLY. * MNM MISSED APCH CLIMB GRADIENT.

CHANGES: TEMPORARY PROCEDURE, DISPLACED THR.