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AIP AIRAC SUP
04/23
20 APR 2023

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04

ENBO - ANLEGGSARBEIDER PÅ BODØ LUFTHAVN

På Bodø lufthavn vil det foregå anleggsarbeid på rullebanens vestre del i tidsrommet (lokaltid i parentes):

20 APR 2023 0000 (20 APR 2023 0100) -

07 SEP 2023 2359 (07 SEP 2023 0059)

Formålet med arbeidet er etablering av trase med infrastruktur til Ny lufthavn Bodø.

På grunn av anleggsarbeidets beliggenhet vest for eksisterende THR 07, endres rullebanekonfigurasjonen midlertidig.

Det etableres en midlertidig RWY konfigurasjon med TEMP THR RWY 07/END RWY 25 og innskutt startposisjon for avgang RWY 07. Dette medfører endring i banelengder, lys og RWY merking.

THR RWY 07 vil være innskutt 300 M øst for eksisterende THR 07.

Startposisjon for avgang (07 DEP) vil være 75 M øst for eksisterende THR07/END25, merket med stiplet hvit linje på tvers av RWY. Dette for å redusere påvirkning fra blast i anleggsområdet.

TWY G-Y-F vil bli tatt i bruk ved behov, for effektiv avvikling av flytrafikken.

Mellomliggende venteposisjon er etablert på TWY W øst for TWY A og skal benyttes etter anvisning fra ATC.

TWY W vest av TWY B nedgraderes til kode C.

Tabellene nedenfor inneholder informasjon om midlertidige baneposisjoner, banelengder og lys, og de erstatter ENBO AD 2.12, AD 2.13 og AD 2.14 publisert i AIP Norge i perioden 20 APR 2023 - 07 SEP 2023.

ENBO - CONSTRUCTION WORK AT BODØ AIRPORT

At Bodø airport construction work will be carried out on the western part of the RWY, in the time frame (local time in brackets):

20 APR 2023 0000 (20 APR 2023 0100) -

07 SEP 2023 2359 (07 SEP 2023 0059)

The work is carried out for the purpose of establishing infrastructure to future Bodø airport.

Due to the location of the construction work, west of THR 07, the RWY configuration will temporarily be changed.

A temporary RWY configuration will be established, with TEMP THR RWY 07/END RWY 25 and displaced start position for departure RWY 07. This results in changes to declared distances, LGT and RWY markings.

THR RWY 07 will be displaced by 300 M east of existing THR 07.

Start position for departure (07 DEP) will be 75 M east of existing THR07/END25, marked with a broken white line across RWY. This is to reduce the exposure of blast in the construction area.

TWY G-Y-F may be used to expedite air traffic operations.

Intermediate holding position established on TWY W east of TWY A, to be used as instructed by ATC.

TWY W west of TWY B is downgraded to code C.

The tables below contain information regarding TEMP RWY positions, declared distances and LGT and they replace ENBO AD 2.12, AD 2.13 and AD 2.14 published in AIP Norway in the period 20 APR 2023 - 07 SEP 2023.

AD 2.12 Rullebanens fysiske karakteristika / Runway physical characteristics

RWY	*BRG GEO*	*DMN (M)*	*SFC - RWY Styrke / Stregth*	*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
07	077.80°	2794 x 45	ASPH/ CONC PCN-65/R/ B/X/U	671600.26N 0142008.76E *	671618.78N 0142350.65E	671618.78N 0142350.65E	103.1	21.6**	REF GEN 3.2.4
25	257.85°			671618.78N 0142350.65E	671600.26N 0142008.76E *	671559.76N 0142002.71E	102.7	40.6	

RWY	*RESA overrun (M)*	*RESA undershoot (M)*	*CWY (M)*	*Strip (M)*	*OFZ*	*RMK*
1	8		9	10	11	12
07	240 x 150	240 x 150	269 x 150	2779 x 280	-	NIL
25	240 x 150	240 x 150	-		-	RAG, type BAK-14, 450 M vest av THR 25, kan trekkes tilbake. / Retractable RAG, type BAK-14, 450 M west of THR 25.

* COORD temporary THR 07 and RWY END 25

** ELEV temporary THR 07

AD 2.13 Kunngjorte banelengder / Declared distances

RWY	*TORA (M)*	*ASDA (M)*	*TODA (M)*	*LDA (M)*	*RMK*
1	2	3	4	5	6
07	2719	2719	2988	2494	NIL
25	2494	2494	2494	2494	NIL

Reduced (Alternate) Take-off PSN					
RWY	*TKOF PSN (Intersection)*	*TORA (M)*	*ASDA (M)*	*TODA (M)*	*RMK*
1		2	3	4	5
07	TWY B	1672	1672	1941	NIL
	TWY C	1559	1559	1828	NIL
	TWY D	1426	1426	1695	NIL
25	TWY E	1911	1911	1911	NIL
	TWY D	1083	1083	1083	NIL
	TWY C	958	958	958	NIL
	TWY B	846	846	846	NIL

AD 2.14 Innflygings- og banelys / Approach and runway lighting

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, col-our*	*RMK*
1	2	3	4	5	6	7	8	9	10
07	Simple 900 M LIH	Green WBAR only	PAPI Left 3° (48 FT)	NIL	NIL	1854 M, 60 M White, 640 M, 60 M Yellow LIH	Red WBAR only	NIL	APCH: XBAR at 150, 300, 450, 600 and 750 M. Innermost LGT 360 M FM TEMPO THR.
25	CAT I 750 M LIH	Green WBAR only	PAPI Both 3.5° (47 FT)	NIL	NIL	1894 M, 60 M White, 600 M, 60 M Yellow LIH	Red WBAR only	NIL	APCH: XBAR at 154, 304, 454 and 604 M. Innermost LGT 34 M FM THR. Sequenced flashing LGT.

Påvirkning navigasjonsinstrumenter

GP RWY 07 er utilgjengelig hele perioden.

Impact on NAV equipment

GP RWY 07 is unavailable the whole period.

Påvirkning innflygingsprosedyrer

Følgende instrumentinnflygingsprosedyrer publisert i AIP Norge suspenderes hele perioden:

Impact on instrument approach procedures

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

ILS Z or LOC Z RWY 07

ILS Y or LOC Y RWY 07

RNP X RWY 07 (LPV only)

RNP Z RWY 07

VOR RWY 07

Følgende instrumentinnflygingsprosedyrer publiseres midlertidig og er vedlagt denne AIP SUP:

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

LOC H RWY 07

LOC T RWY 07

RNP T RWY 07

Endring av rullebanekonfigurasjon

For å klargjøre for endret RWY konfigurasjon, vil det være nødvendig å utføre arbeid på RWY 07/25 om natten 19-20 APR 2023 og 06-07 SEP 2023. Dette medfører at RWY blir stengt i perioder disse nettene. Varighet blir kunngjort via NOTAM.

Changing of RWY configuration

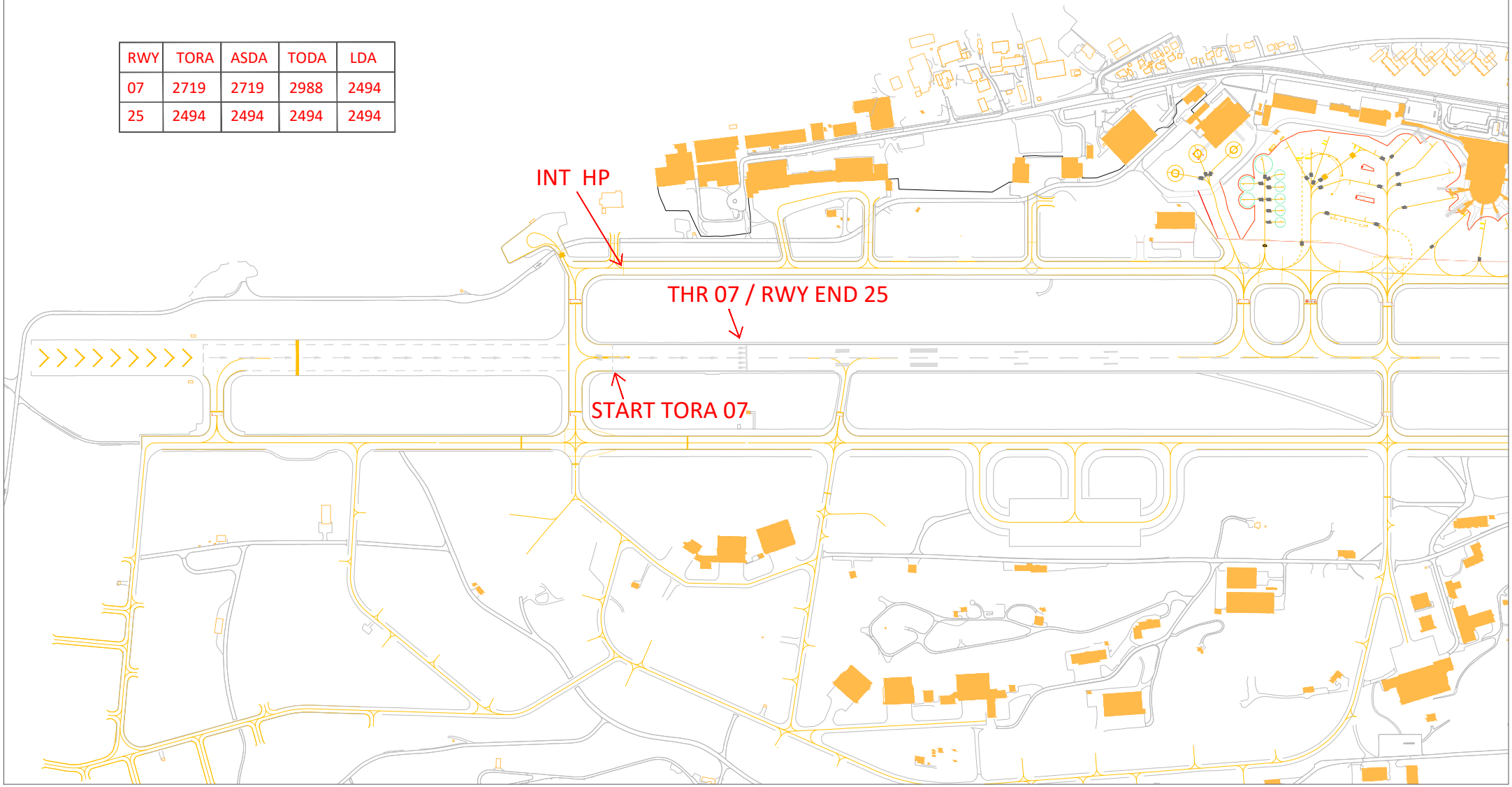
To prepare for altered RWY configuration, it is necessary to carry out work on RWY 07/25 at night 19-20 APR 2023 and 06-07 SEP 2023. The RWY will therefore be closed in periods during these nights. The duration will be published via NOTAM.

~ Vedlegg ~

~ Attachment ~

ENBO - SUP
20 APR 2023 - 07 SEP 2023
TEMPO THR 07 and RWY END 25

RWY	TORA	ASDA	TODA	LDA
07	2719	2719	2988	2494
25	2494	2494	2494	2494



INSTRUMENT APPROACH CHART - ICAO PLAN VIEW SCALE: 1:250 000

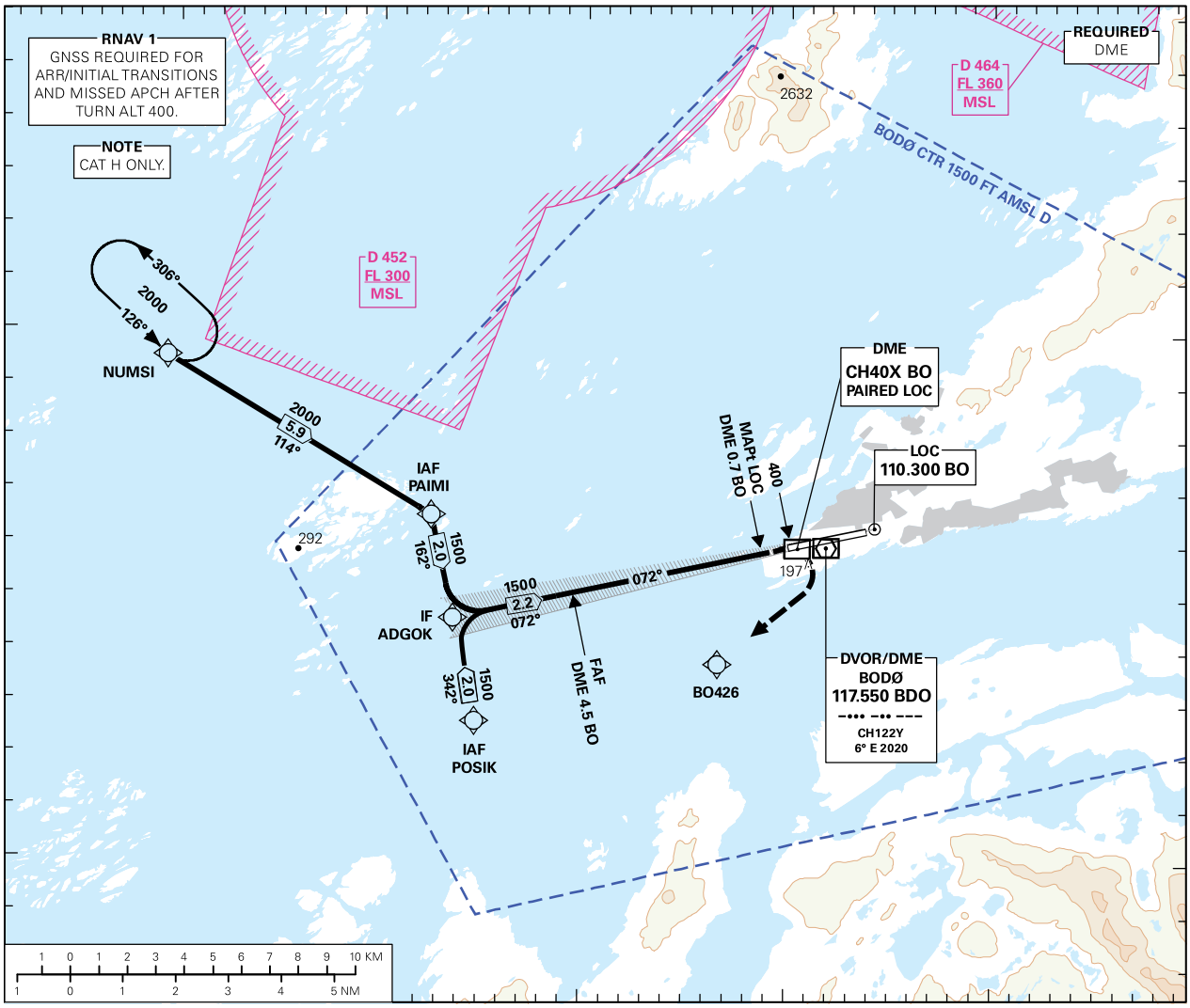
BODØ

BODØ

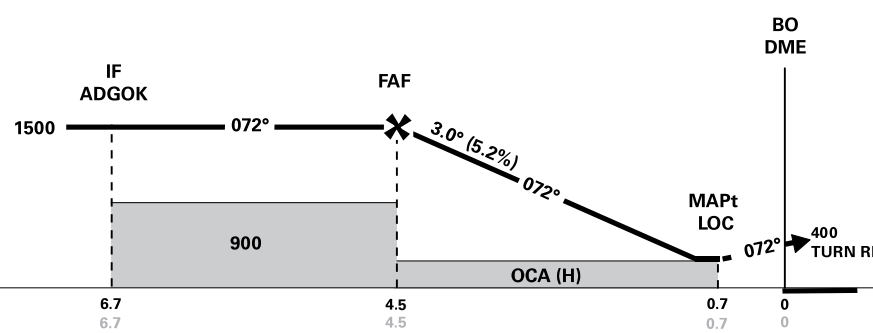
LOC H RWY 07

MSA 25 NM BDO (179°: 37, 50; 269°: 56; 089°: 62; 359°: 62)	ATIS: 123.900	AD ELEV: 44	
	APP: 119.700 124.000 122.100	THR ELEV: 21	DIST IN NM
	TWR: 118.100	HGT RELATED TO THR RWY 07	ELEV, ALT AND HGT IN FT
		CIRCLING HGT RELATED TO AD ELEV	TRANSITION ALTITUDE 7000
		BEARINGS ARE MAGNETIC - VAR: 6° E (2020)	

ATS AIRSPACE CLASSIFICATION: REF ENR 1.4.



DIST TO BO	9	8	7	6	5	4	3	2
ALT (HGT)	-	-	-	-	-	1350 (1329)	1030 (1009)	710 (689)



MISSED APCH:
CLIMB RWY TRACK TO 400. THEN RIGHT CLIMBING TURN DCT BO426. TO POSIK. TO NUMSI. ENTER NUMSI HLDG AT 2000.

NOTE:
NOT RECOMMENDED TO USE AUTO COUPLED RNAV UNTIL REACHING 400 IN THE MISSED APCH SEGMENT.

NOTE:
NO TURN BEFORE DME 0.7 BO.

NOTE: DISPLACED THR.

CAT OF ACFT		H			
OCA(H) STRAIGHT - IN	LOC	350 (329)	-	-	-
		-	-	-	-
		-	-	-	-
CIRCLING		-	-	-	-

NOTE: VISUAL MANOEUVRING S OF AD ONLY.

CHANGES: NEW TEMPORARY PROCEDURE. DISPLACED THR.

INSTRUMENT APPROACH CHART - ICAO PLAN VIEW SCALE:1:375 000

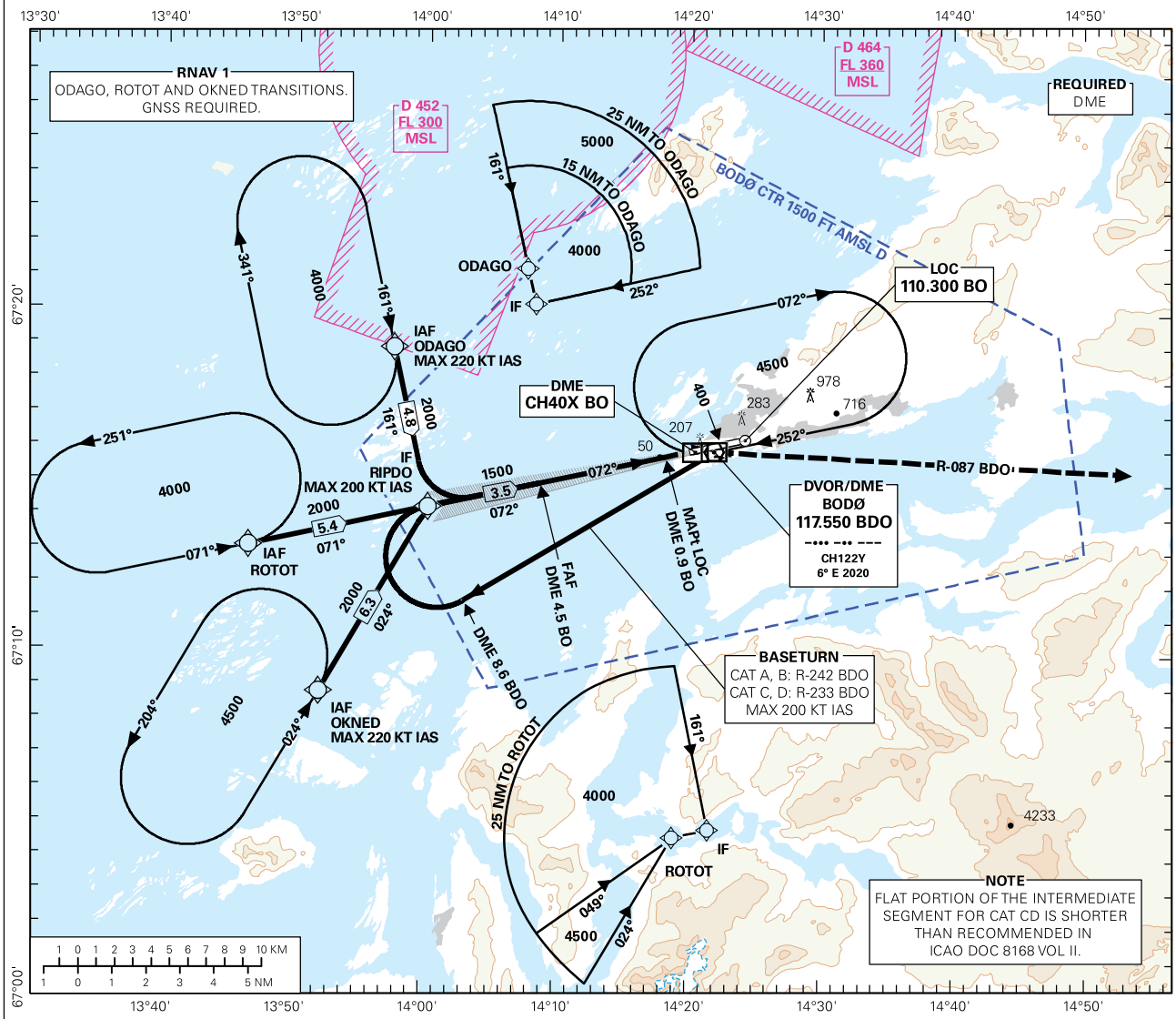
BODØ

BODØ

LOC T RWY 07

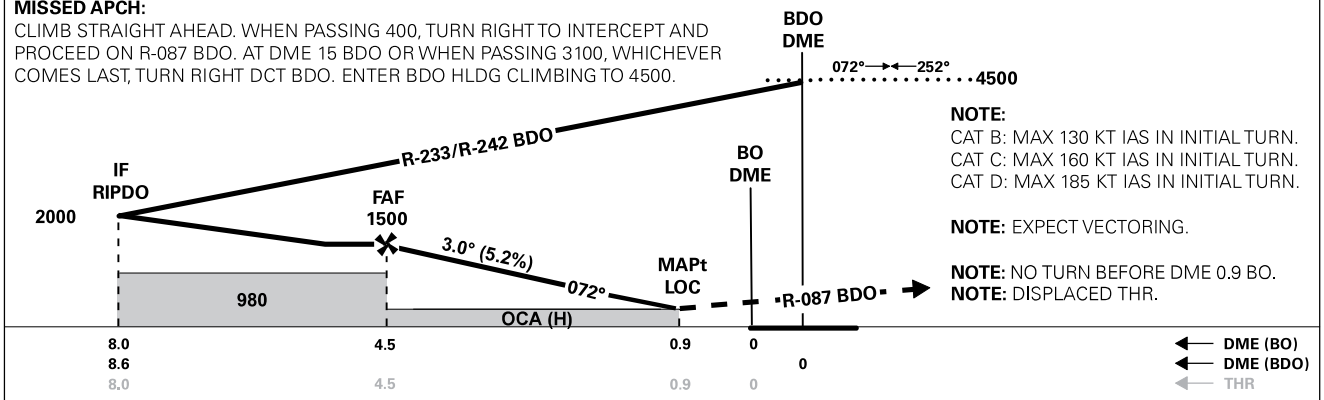
MSA 25 NM BDO (017°, 089°, 269°, 359°: 3 7, 5 0, 5 6, 6 2)	ATIS: 123.900	AD ELEV: 44	
	APP: 119.700 124.000 122.100	THR ELEV: 21	DIST IN NM
		HGT RELATED TO THR RWY 07	ELEV, ALT AND HGT IN FT
	TWR: 118.100	CIRCLING HGT RELATED TO AD ELEV	TRANSITION ALTITUDE 7000
		BEARINGS ARE MAGNETIC - VAR: 6° E (2020)	

ATS AIRSPACE CLASSIFICATION: REF ENR 1.4.



DIST TO BO	9	8	7	6	5	4	3	2
ALT (HGT)	-	-	-	-	-	1350 (1329)	1030 (1009)	710 (689)

MISSED APCH:
CLIMB STRAIGHT AHEAD. WHEN PASSING 400, TURN RIGHT TO INTERCEPT AND PROCEED ON R-087 BDO. AT DME 15 BDO OR WHEN PASSING 3100, WHICHEVER COMES LAST, TURN RIGHT DCT BDO. ENTER BDO HLDG CLIMBING TO 4500.



NOTE:
CAT B: MAX 130 KT IAS IN INITIAL TURN.
CAT C: MAX 160 KT IAS IN INITIAL TURN.
CAT D: MAX 185 KT IAS IN INITIAL TURN.

NOTE: EXPECT VECTORING.

NOTE: NO TURN BEFORE DME 0.9 BO.
NOTE: DISPLACED THR.

CAT OF ACFT		A	B	C	D
OCA(H) STRAIGHT - IN	LOC	360 (339)			
		-	-	-	-
		-	-	-	-
CIRCLING		570 (526)	1060 (1016)	1300 (1256)	

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

CHANGES: NEW TEMPORARY PROCEUDE. DISPLACED THR.

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

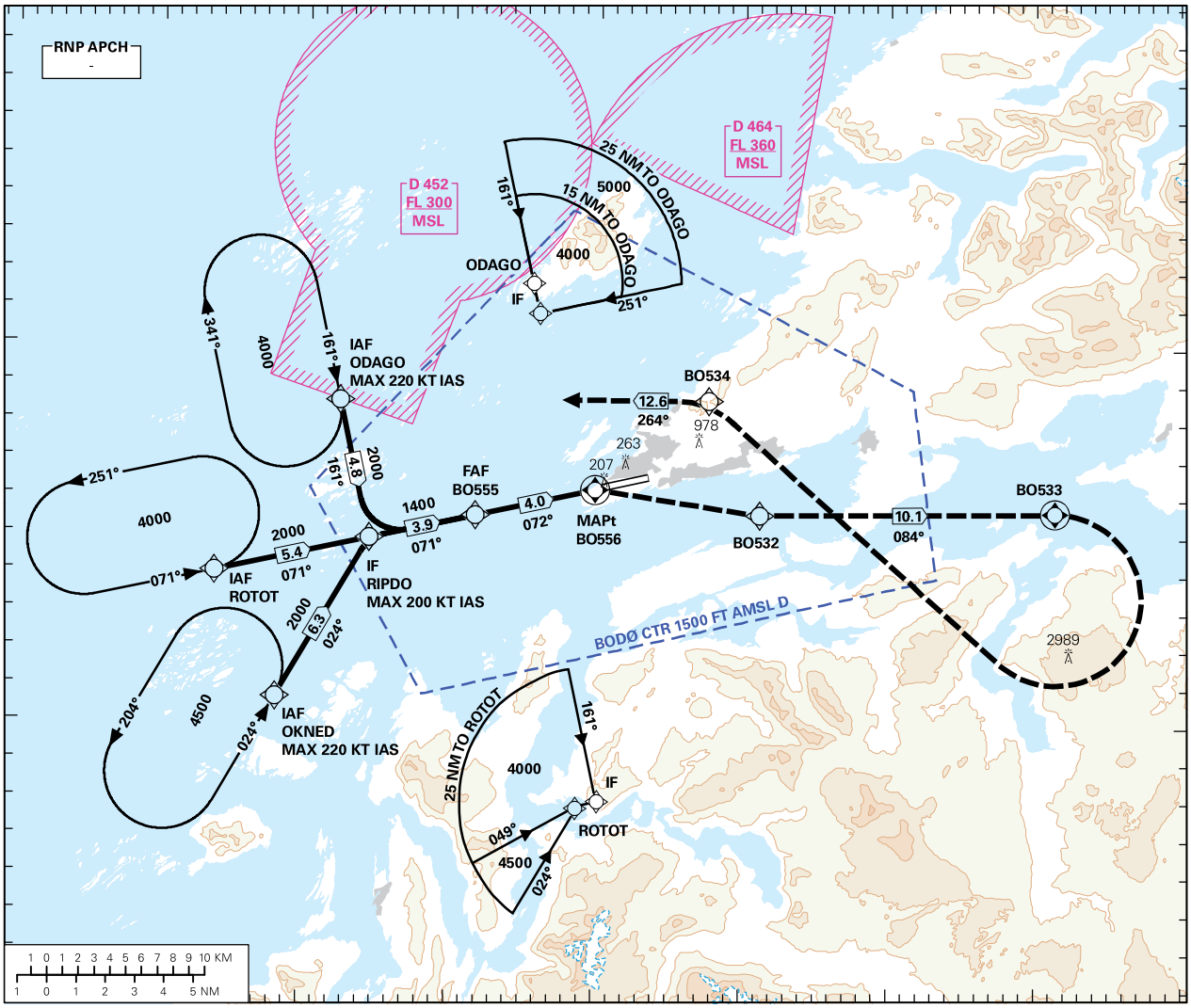
BODØ

BODØ

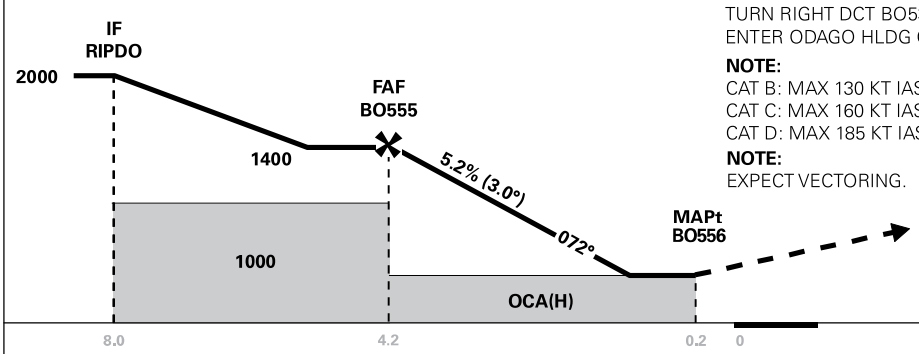
RNP T RWY 07

ATIS: 123.900	AD ELEV: 44		
APP: 119.700 124.000 122.100	THR ELEV: 21	DIST IN NM	
	HGT RELATED TO THR RWY 07	ELEV, ALT AND HGT IN FT	
TWR: 118.100	CIRCLING HGT RELATED TO AD ELEV		TRANSITION ALTITUDE 7000
	BEARINGS ARE MAGNETIC - VAR: 6° E (2020)		

ATS AIRSPACE CLASSIFICATION: REF ENR 1.4.



DIST TO RW07	9	8	7	6	5	4	3	2
ALT (HGT)	-	-	-	-	-	1350 (1329)	1030 (1009)	710 (689)



MISSED APCH:
CLIMB RIGHT DCT BO532, TO BO533.
TURN RIGHT DCT BO534, TO ODAGO.
ENTER ODAGO HLDG CLIMBING TO 4000.

NOTE:
CAT B: MAX 130 KT IAS AT BO533.
CAT C: MAX 160 KT IAS IN INITIAL TURN. MAX 230 KT IAS AT BO533.
CAT D: MAX 185 KT IAS IN INITIAL TURN. MAX 230 KT IAS AT BO533.

NOTE:
EXPECT VECTORING.

NOTE:
DISPLACED THR.

CAT OF ACFT		A	B	C	D
OCA(H) STRAIGHT - IN	LNAV 2.5%*	380 (359)	530 (509)	640 (619)	660 (639)
	LNAV 3.0%*	-	420 (399)	440 (419)	460 (439)
	-	-	-	-	-
	-	-	-	-	-
CIRCLING		570 (526)	1060 (1016)	1300 (1256)	

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

CHANGES: NEW TEMPORARY PROCEDURE. DISPLACED THR.

ENBO RNP T RWY 07 - 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	OKNED	-	-	-6.0	-	-	-	A4500+	K220-	-	-	1.0
20	TF	RIPDO	-	-	-6.0	6.3	-	-	A2000+	K200-	-	-	1.0
10	IF	ODAGO	-	-	-6.0	-	-	-	A4000+	K220-	-	-	1.0
20	TF	RIPDO	-	-	-6.0	4.8	-	-	A2000+	K200-	-	-	1.0
10	IF	ROTOT	-	-	-6.0	-	-	-	A4000+	-	-	-	1.0
20	TF	RIPDO	-	-	-6.0	5.4	-	-	A2000+	K200-	-	-	1.0
30	TF	BO555	-	-	-6.0	3.9	-	-	A1400+	-	-	-	1.0
40	TF	BO556	Y	-	-6.0	4.0	-	-	-	-	-3.0/50	-	0.3
50	DF	BO532	-	-	-6.0	-	-	R	-	K160-/K185-	-	-	1.0
60	TF	BO533	Y	-	-6.0	10.1	-	-	-	-	-	-	1.0
70	DF	BO534	-	-	-6.0	-	-	R	-	K130-/K230-	-	-	1.0
80	TF	ODAGO	-	-	-6.0	12.6	-	-	-	-	-	-	1.0
90	HM	ODAGO	-	161 (167.5)	-6.0	1 MIN	-	R	A4000	-	-	-	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.

ENBO RNP T RWY 07 - SIGNIFICANT POINTS

Name	Latitude	Longitude
BO532	671509.35N	0143431.11E
BO533	671512.05N	0150027.90E
BO534	671902.35N	0143000.70E
BO555	671508.66N	0140956.15E
BO556	671559.76N	0142002.71E
ODAGO	671859.06N	0135732.73E
OKNED	670852.55N	0135209.53E
RIPDO	671418.95N	0140013.82E
ROTOT	671308.46N	0134640.71E

CHANGES: NEW PROCEDURE