

**GENERAL****Operational Hours**

**ATS Hours:** MON-FRI 0500-2320‡, SAT 0500-1400‡, SUN 0600-2320‡.

**AD ADMIN Hours:** MON-FRI 0700-1430‡

**Airport Information**

**RFF:** CAT 7: MON-FRI 0600-2200‡, SAT 0600-1200‡, SUN 0900-2200‡.  
 CAT 4: MON-FRI 0000-0600‡ / 2200-2400‡, SAT 0000-0600‡ / 1200-2400‡  
 SUN 0000-0900‡ / 2200-2400‡.

**Fuel:** HO

**PCM:** RWY 11/29: 50/F/B/X/U

**Customs:** O/R MON-FRI 0700-1430‡ 4HR PN.

**Operation****Requirements for Operators**

Special aircrew qualification required.

**Traffic Note**

AD not to be used by ACFT with higher code letter than D or wingspan greater than 44m / 144ft, except EMERG or with approval from CAA.

**TWY Restriction**

TWY D width 20m / 66ft.

**Warnings**

RWY 11:

- Turbulence/wind shear may occur on short final, moderate, occationally severe turbulence may occure 180-270° 15KT or more.
- Short final, moderate, occationally severe turbulence may occure 180-220° 10KT or more.

**DEPARTURE****Take-off Minima**

RWY		11/29	
All ACFT	ft - m/km	0 - 400R/400V	-

**Departure Procedure****Start-up/Push-back**

REQ ATC CLR at the earliest 10min prior to ENG start-up.

**De-Icing**

MON-FRI 0530-1800‡ / 2130-2400‡, SAT 1200-1400‡, SUN 0730-2330‡.

Effective 13-SEP-2018

06-SEP-2018

ALF-ENAT

Norway Alta

AGC

AFC

Alta Norway

AGC

AFC

2-10



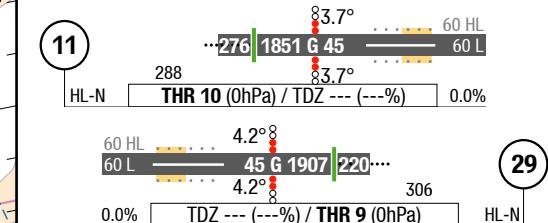
ATIS 118.175 HO

APP 120.400 Mon-Fri 0500-2320, Sat 0500-1400, Sun 0600-2320

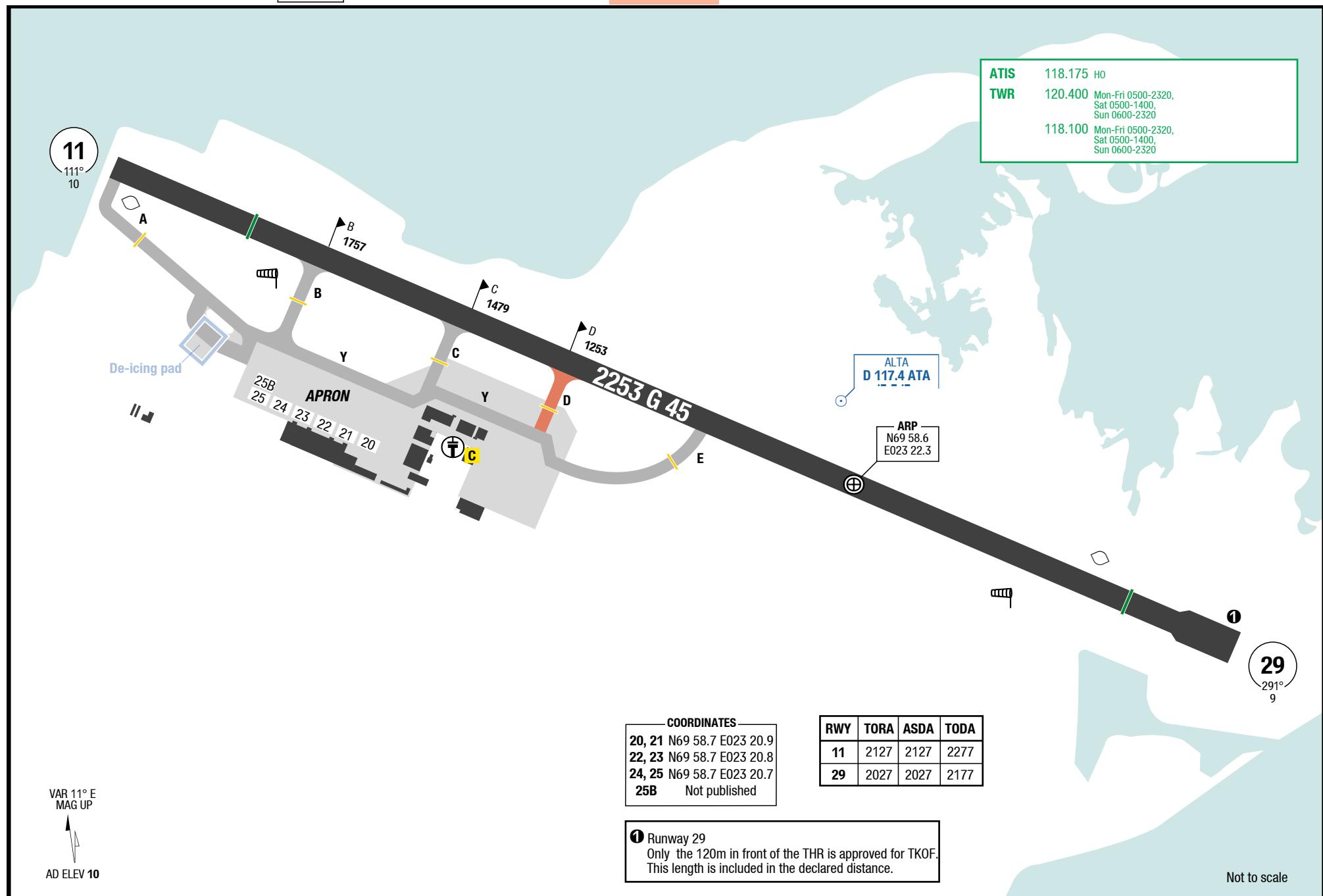
TWR 120.400 Mon-Fri 0500-2320, Sat 0500-1400, Sun 0600-2320

118.100 Mon-Fri 0500-2320, Sat 0500-1400, Sun 0600-2320

Landing RWY system:



Changes: APL, ASP, OBST



06-SEP-2018  
ALF-ENAT

4-10

**Norway Alta**  
RNAV SIDs RWY 29

SID  
SID

**Alta Norway**  
RNAV SIDs RWY 29



06-SEP-2018

ALF-ENAT

4-20

**RNAV SIDs RWY 29**

SID

RNAV SIDs R  
Alta Nru Way



06-SEP-2018

ALF-ENAT

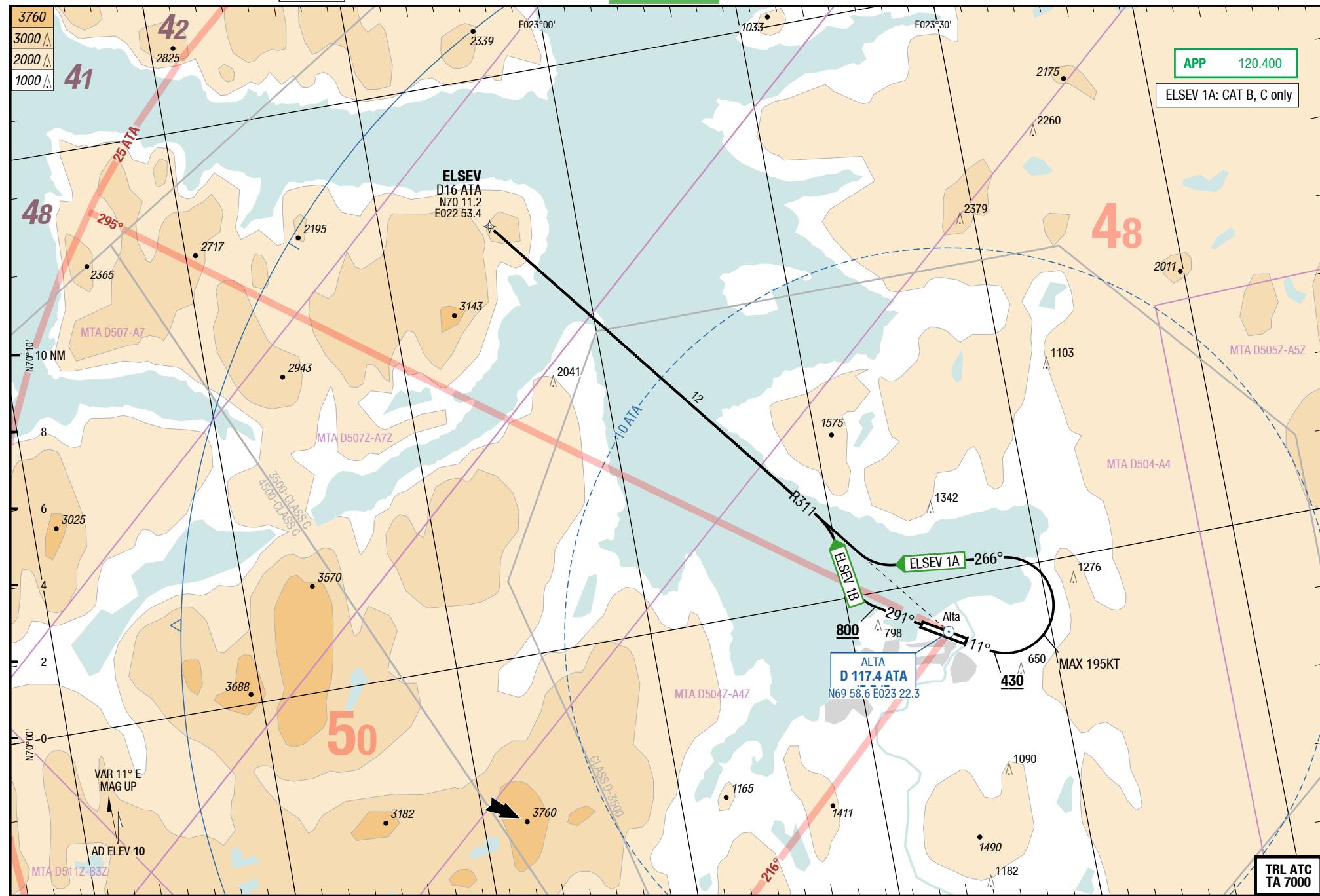
Norway Alta

SID  
SIDs

Alta Norway

SID  
SIDs

4-30



Changes: ALT, OBST

06-SEP-2018

ALF-ENAT

5-10

RNAV SIDs RWY 11

KOMIG 1A / LUVED 1A / LUVED 1W / NATED 1A / NATED 1W / PEMEP 1A

RWY 11 (111°)

	GS	120	150	180	210	240	270
12.6%	ft/MIN	1600	2000	2300	2700	3100	3500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 11	
<b>KOMIG 1A</b> 12.6% to 1500 <b>120.400</b> ①②③④	111° [A430+ ;K195;-;L] - DCT KOMIG	<b>initial climb FL100</b>
<b>LUVED 1A</b> 12.6% to 1500 <b>120.400</b> ①②③④	111° [A430+ ;K195;L] - DCT LUVED	<b>initial climb FL100</b>
<b>LUVED 1W</b> 12.6% to 1500 <b>120.400</b> ①②③	111° [A430+ ;K204;-;R] - DCT LUVED	<b>initial climb FL100</b>
<b>NATED 1A</b> 12.6% to 1500 <b>120.400</b> ①②③④	111° [A430+ ;K195;L] - DCT AT450 - NATED	<b>initial climb FL100</b>
<b>NATED 1W</b> 12.6% to 1500 <b>120.400</b> ①②③	111° [A430+ ;K204;R] - DCT AT450 - NATED	<b>initial climb FL100</b>
<b>PEMEP 1A</b> 12.6% to 1500 <b>120.400</b> ①②③④	111° [A430+ ;K195;-] - 069° PEMEP	<b>initial climb FL100</b>

- ① If unable to comply with climb gradient, inform ATC.
- ② When being vectored or cleared for DCT routing, climb gradient still applies.
- ③ Non-RNAV 1 ACFT: At first contact with TWR state "Unable RNAV 1 due (reason)". Conventional DEP available.
- ④ CAT B, C only.

Changes: ALT

06-SEP-2018

ALF-ENAT

5-20

RNAV SIDs RWY 29

## KOMIG 1B / LUVED 1B / NATED 1B / PEMEP 1B

RWY 29 (291°)

	GS	120	150	180	210	240	270
	6.5%	ft/MIN	800	1000	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 29	
<b>KOMIG 1B</b> 6.5% to 2000 <b>120.400</b> ①②③	291° [A1100+ ;K204- ;R] - 010° KOMIG	<b>initial climb FL100</b>
<b>LUVED 1B</b> 6.5% to 2300 <b>120.400</b> ①②③	291° [A1100+ ;K204- ;L] - 203° AT450 [K240-] - LUVED	<b>initial climb FL100</b>
<b>NATED 1B</b> 6.5% to 2300 <b>120.400</b> ①②③	291° [A1100+ ;K204- ;L] - 203° AT450 [K240-] - NATED	<b>initial climb FL100</b>
<b>PEMEP 1B</b> 6.5% to 2000 <b>120.400</b> ①②③	291° [A1100+ ;K204- ;R] - DCT PEMEP	<b>initial climb FL100</b>

① If unable to comply with climb gradient, inform ATC.

② Non-RNAV 1 ACFT: At first contact with TWR state "Unable RNAV 1 due (reason)". Conventional DEP available.

③ Vectoring involving deviation from SID may be used by APP to expedite outbound.

06-SEP-2018

ALF-ENAT

5-30

SIDs

**ELSEV 1A / ELSEV 1B**

RWYs 11 (111°) / 29 (291°)

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900
12.6%	ft/MIN	1600	2000	2300	2700	3100	3500

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 11</b>	
<b>ELSEV 1A</b> 12.6% to 1500 <b>120.400</b> ①②④	at MNM <b>430 LT</b> (MAX 195KT) 266° - intercept R311 <b>ATA</b> to ELSEV	<b>initial climb FL100</b>
	<b>Runway 29</b>	
<b>ELSEV 1B</b> 6.6% to 2000 6.6% to 3800 <b>120.400</b> ②③	at MNM <b>800 RT</b> intercept R311 <b>ATA</b> to ELSEV	<b>initial climb FL100</b>

① If unable to comply with climb gradient, inform ATC.

② When being vectored or cleared for DCT routing, climb gradient applies.

③ Climb gradient to 2000ft due to OBST reason and to 3800ft to stay within controlled ASP and/or due to ATC. If unable to comply, inform ATC.

④ CAT B, C only.

06-SEP-2018

ALF-ENAT

# Norway Alta

# Alta Norway

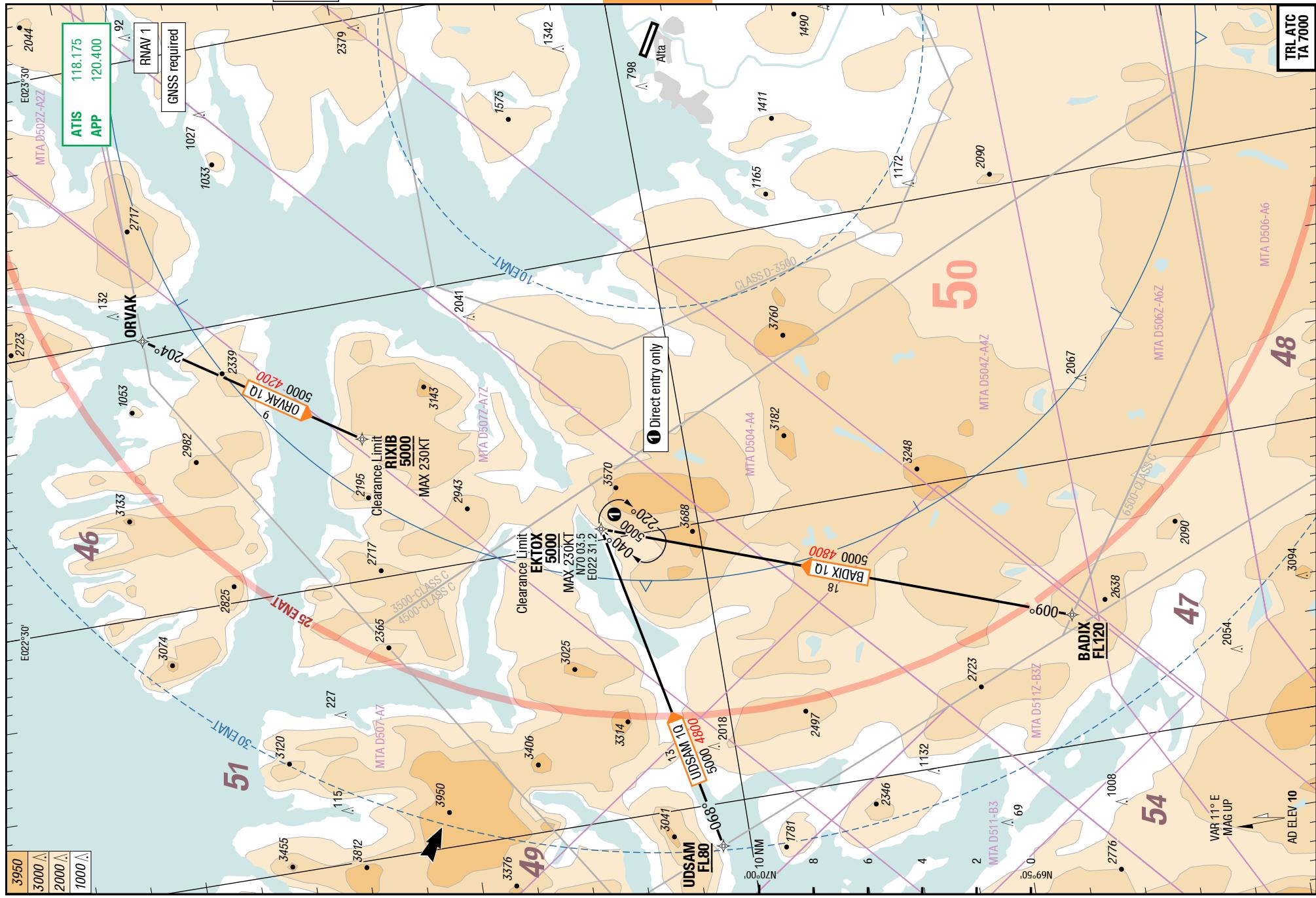
6-10

RNAV STARs RWY 11

STAR

STAR

## **RNAV STARs RWY 11**



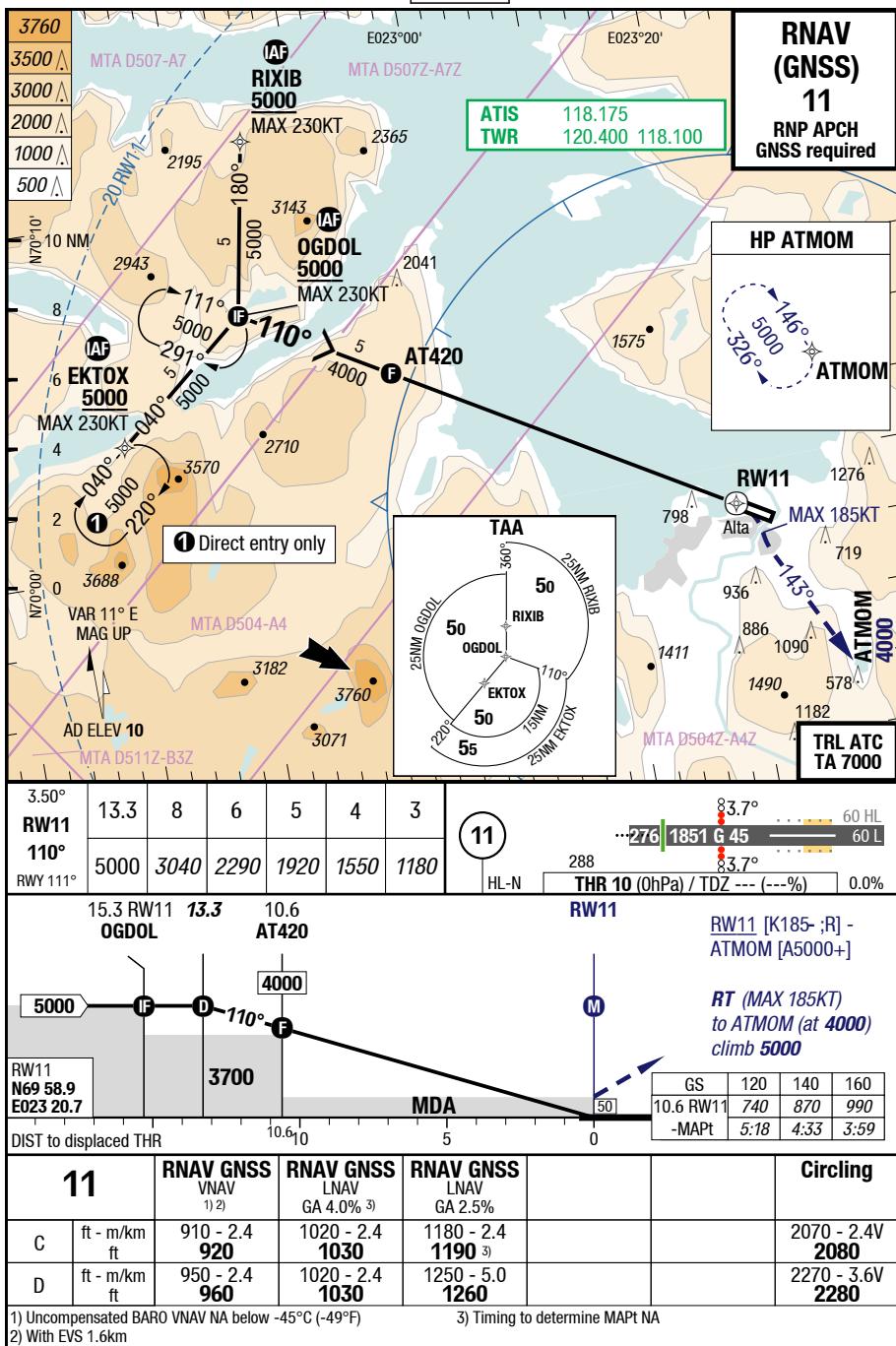


06-SEP-2018

ALF-ENAT

7-30

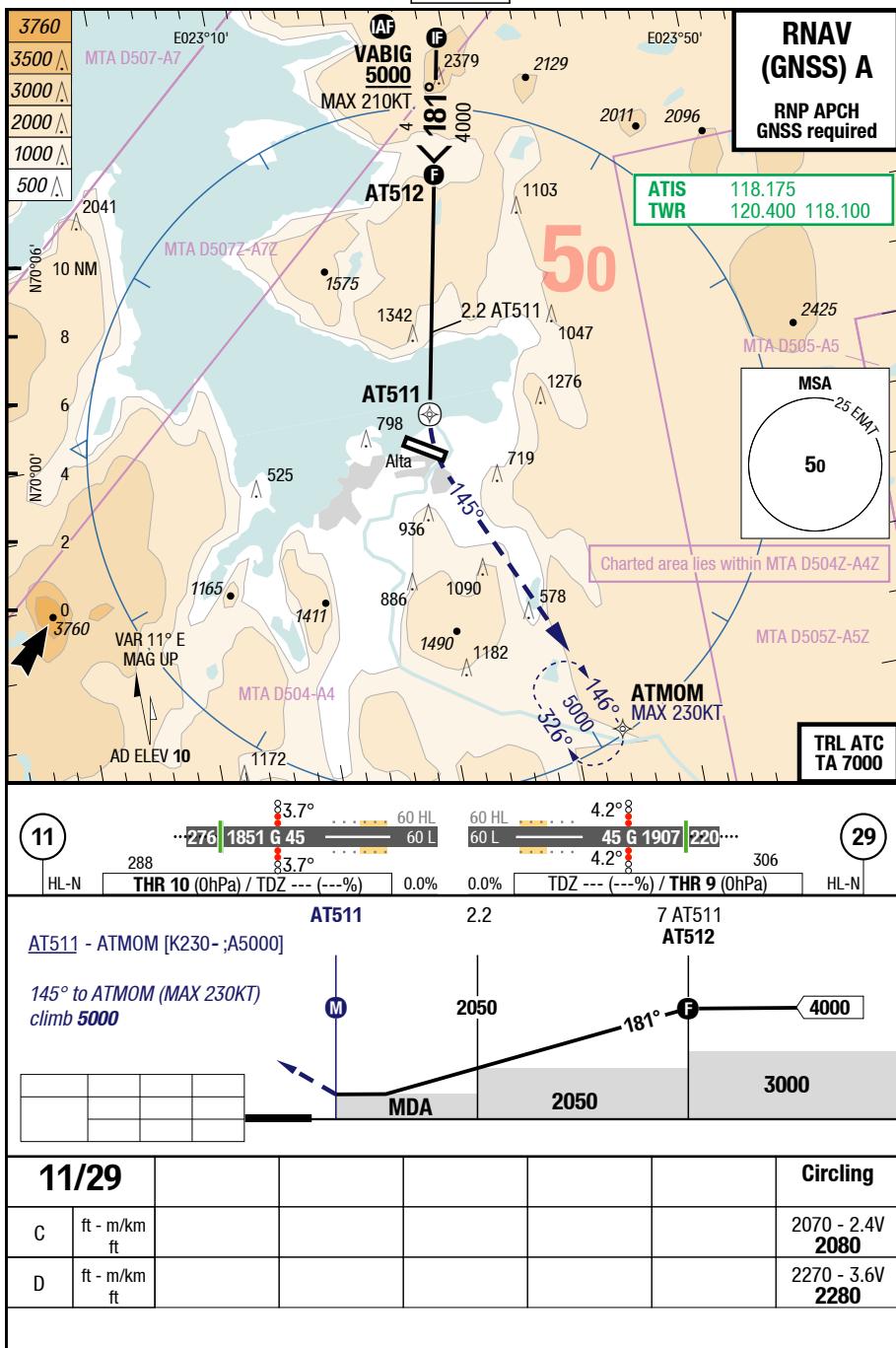
RNAV (GNSS) 11



## ALF-ENAT

7-40

RNAV (GNSS) A



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06-SEP-2018

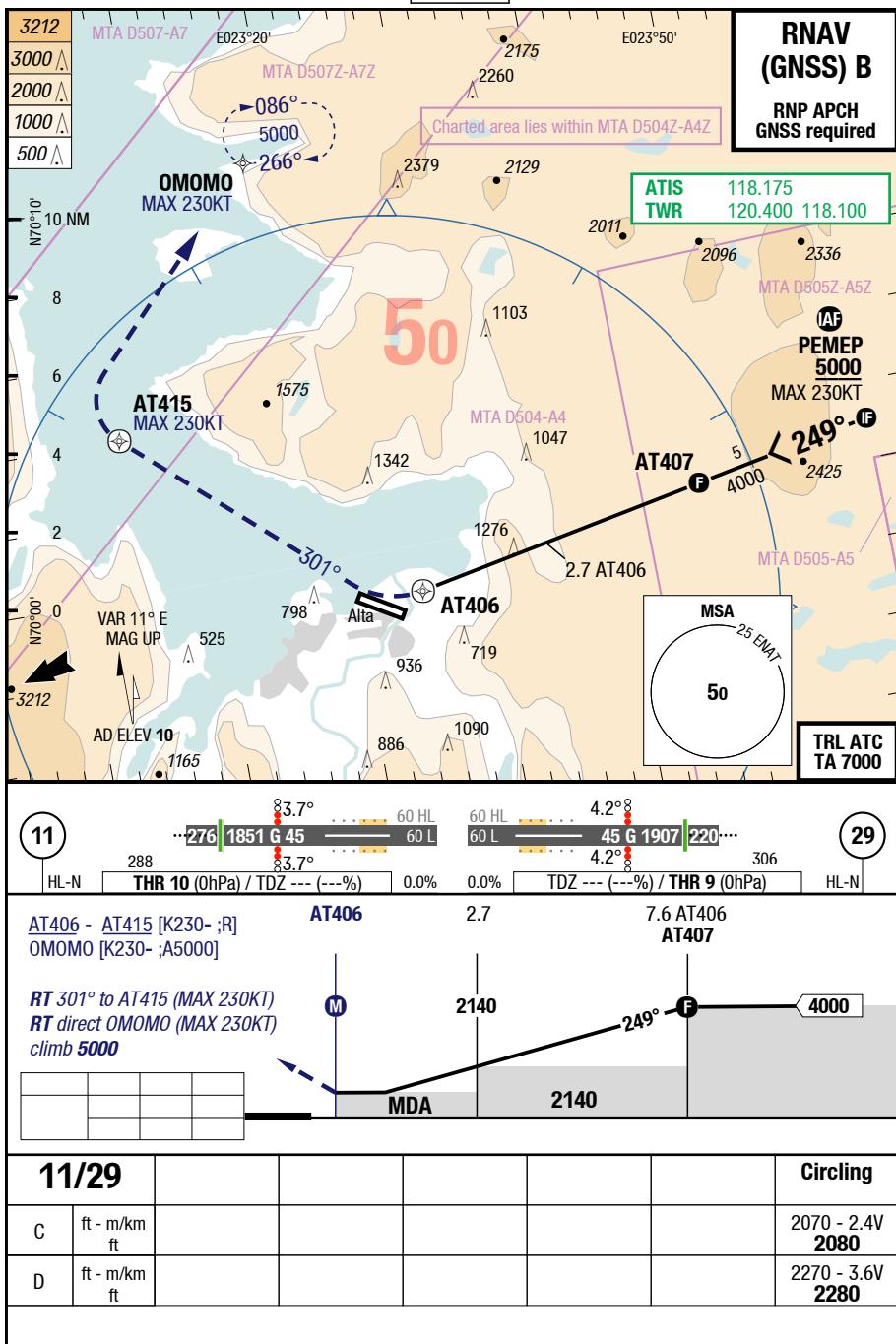
Norway Alta

ALF-ENAT

7-50

RNAV (GNSS) B

IAC

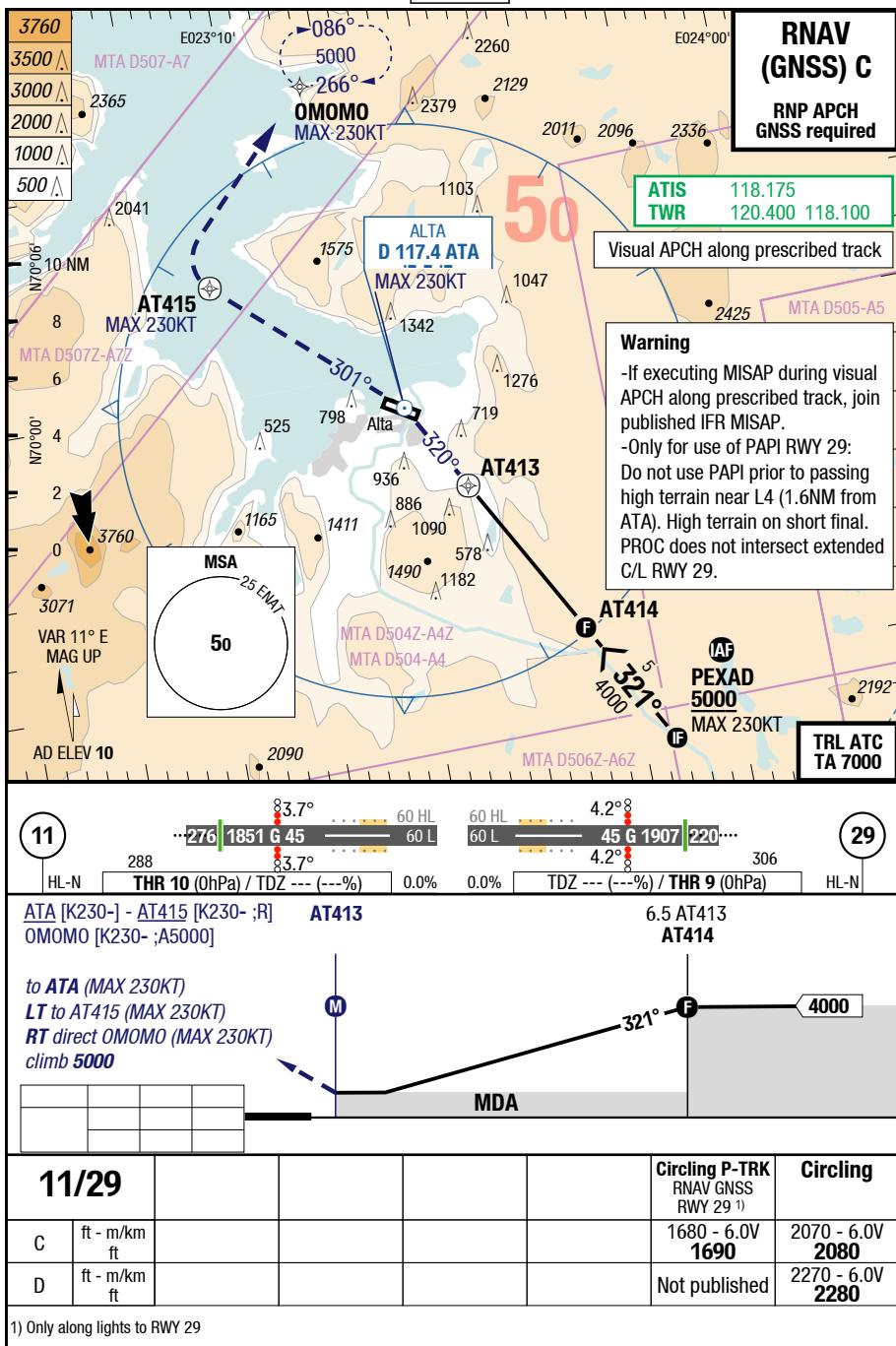


Changes: APL, chart title, MIN, OBST

## ALF-ENAT

7-60

## RNAV (GNSS) C



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06-SEP-2018

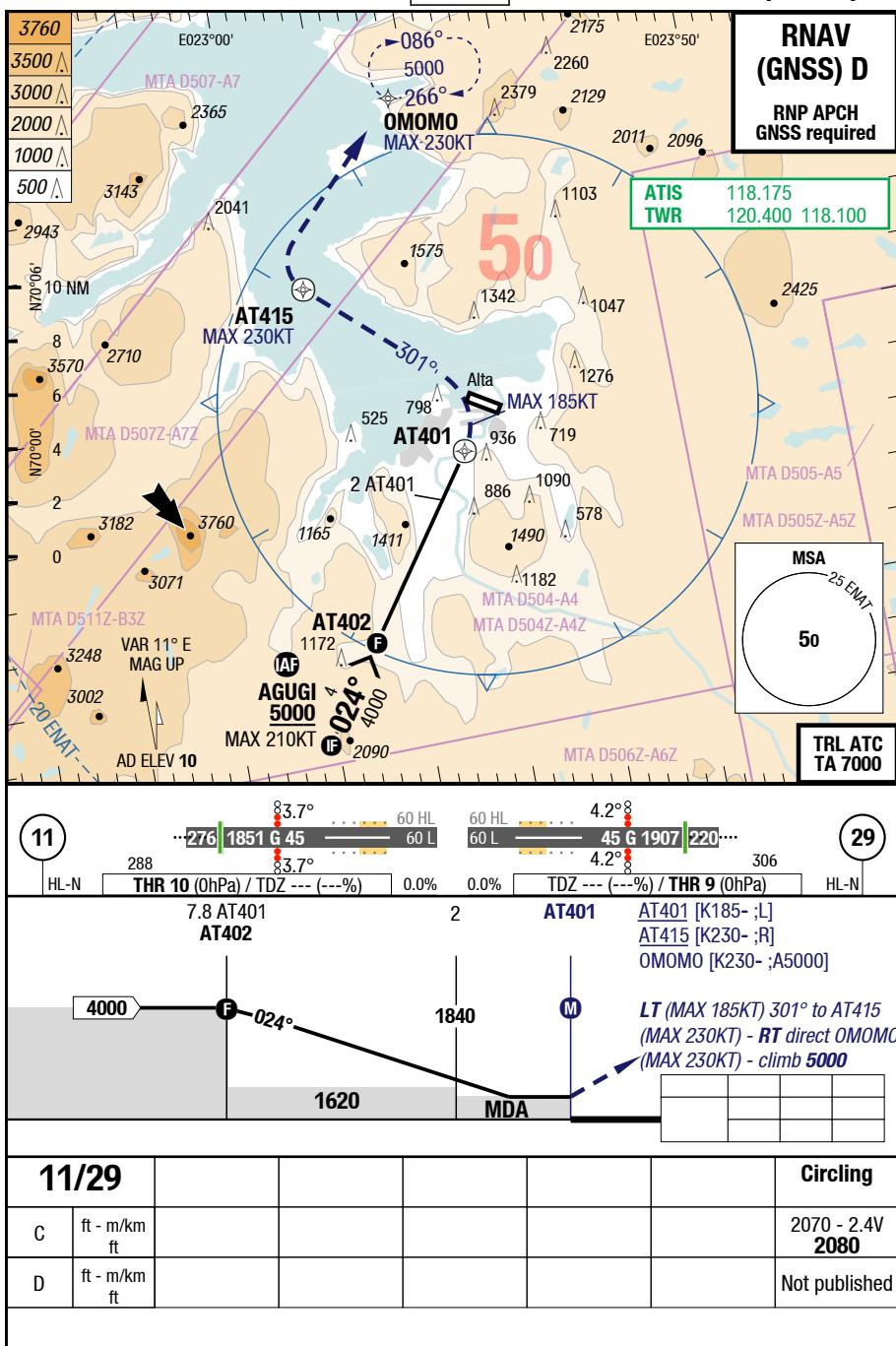
Norway Alta

IAC

## ALF-ENAT

7-70

## RNAV (GNSS) D



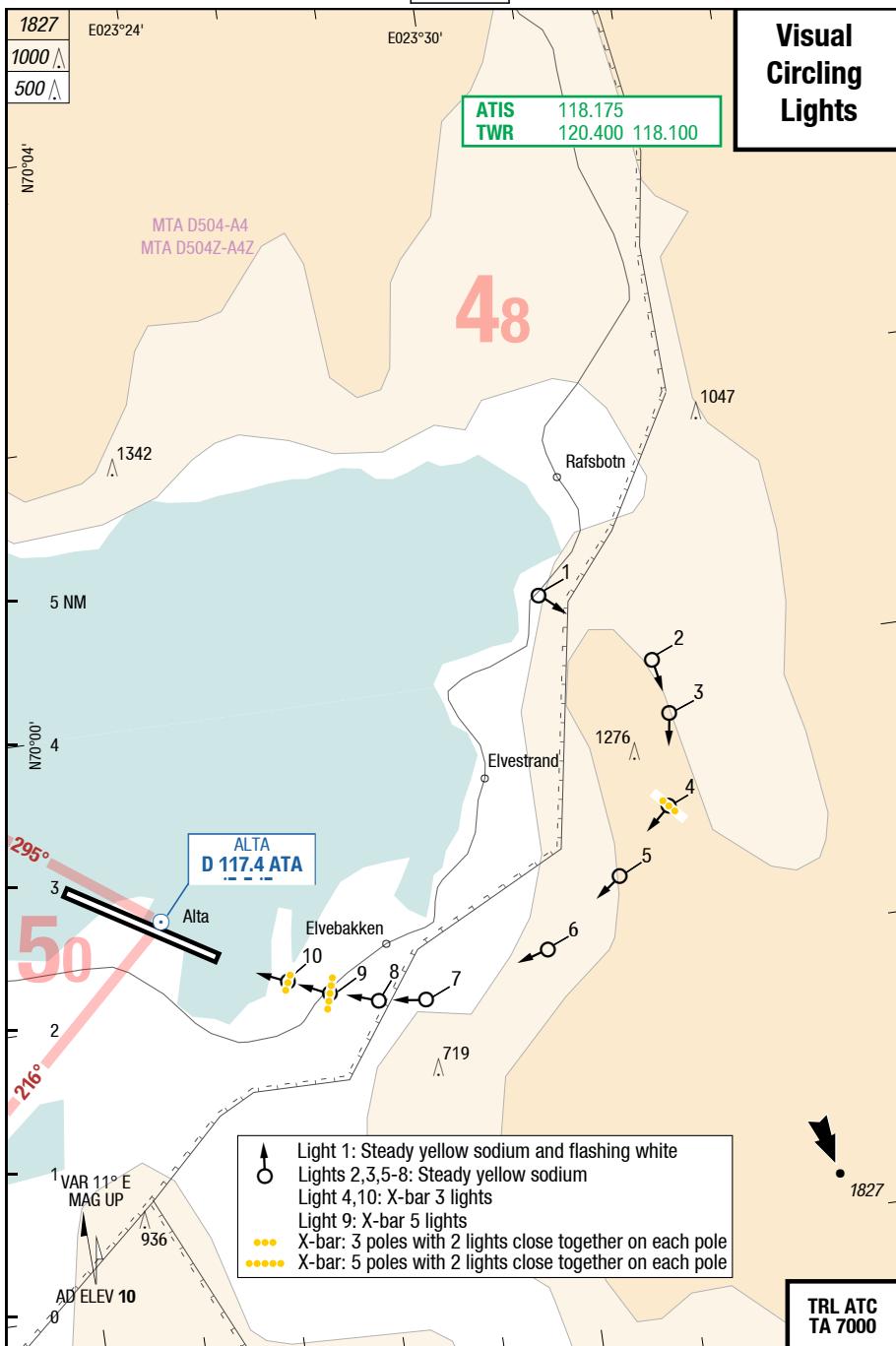
Changes: APL, chart title, MIN, OBST

## ALF-ENAT

7-90

## Visual Circling Lights

VAC



Changes: OBST

ALF-ENAT

7-110

WxMinima Overflow

<b>11</b>		<b>LOC DME</b> GA 2.5% 1)					
C	ft - m/km ft	900 - 2.4 <b>910</b>					
D	ft - m/km ft	1000 - 2.4 <b>1010</b>					

1) Timing to determine MAPt NA