GENERAL

Operational Hours

ATS Hours: MON-FRI 0530-2200‡
SAT 0530-1440‡
SUN 0850-2230‡

AD ADMIN Hours: MON-FRI 0700-1500‡ exclusive HOL

Airport Information

RFF: CAT 7, CAT 8/9 O/R 24HR before ARR
Fuel: MON-FRI 0530-1730‡
SAT 0530-0830‡
SUN 1000-2100‡
other times O/R
PCN: RWY 10/28: 75/F/C/W/T
Customs: Not published

Operation

Requirements for Operators
Special aircrew qualification required.

Traffic Notes
AD not to be used by ACFT with higher code letter than D without PPR from CAA.
PPR 24HR prior to planned ARR, except ACFT with status SAR, HOSP, SKED.

Low Visibility Procedures
When RVR 800m or below: Secondary power supply operational within 1sec for DEP.
When RVR 550m or below: No TFC allowed.

TWY Restrictions
TWY H width 21.5m / 71ft.
TWY B width 21m / 69ft.
TWY J width 15m / 49ft.
TWY Q, R, X width 13m / 43ft.
TWY D, I width 12.5m / 41ft.

TWY J south of P7 CLSD for fixed wing ACFT.

TWY H, I, J, Q, R, X for MIL only.

Warnings

RWY 28:
LOC not to be used outside +/-10° of LOC course line.
GP not to be used outside LOC course sector.

Wind shear/eddies possible when wind 120°-250° and above 15KT.

Elks may occasionally enter AD.

ARRIVAL

Speed

MAX IAS 250KT below FL100.

Communication

COM Failure
Proceed on STAR and make APCH to RWY.

DEPARTURE

Take-off Minima

RWY		28	
All ACFT	ft - m/km	0 - 550R/550V	-

RWY		10	
All ACFT	ft - m/km	0 - 550V	-

Speed

MAX IAS in turns 185KT. MAX IAS 250KT below FL100.

Communication

COM Failure
RWY 10/28 RNAV
Maintain last assigned LVL for 2min, then climb to CPL cruising LVL. ACFT under vectoring shall, proceed in the most direct manner possible to rejoin the CPL route no later than the net significant point, climbing to CPL cruising LVL taking into consideration the applicable MNM flight ALT.

RWY 10/28
Maintain last cleared and acknowledged LVL until passing D20 BDF, then climb to CPL cruising LVL. ACFT under vectoring shall, proceed in the most direct manner possible to rejoin the CPL route no later than the net significant point, climbing to CPL cruising LVL taking into consideration the applicable MNM flight ALT.

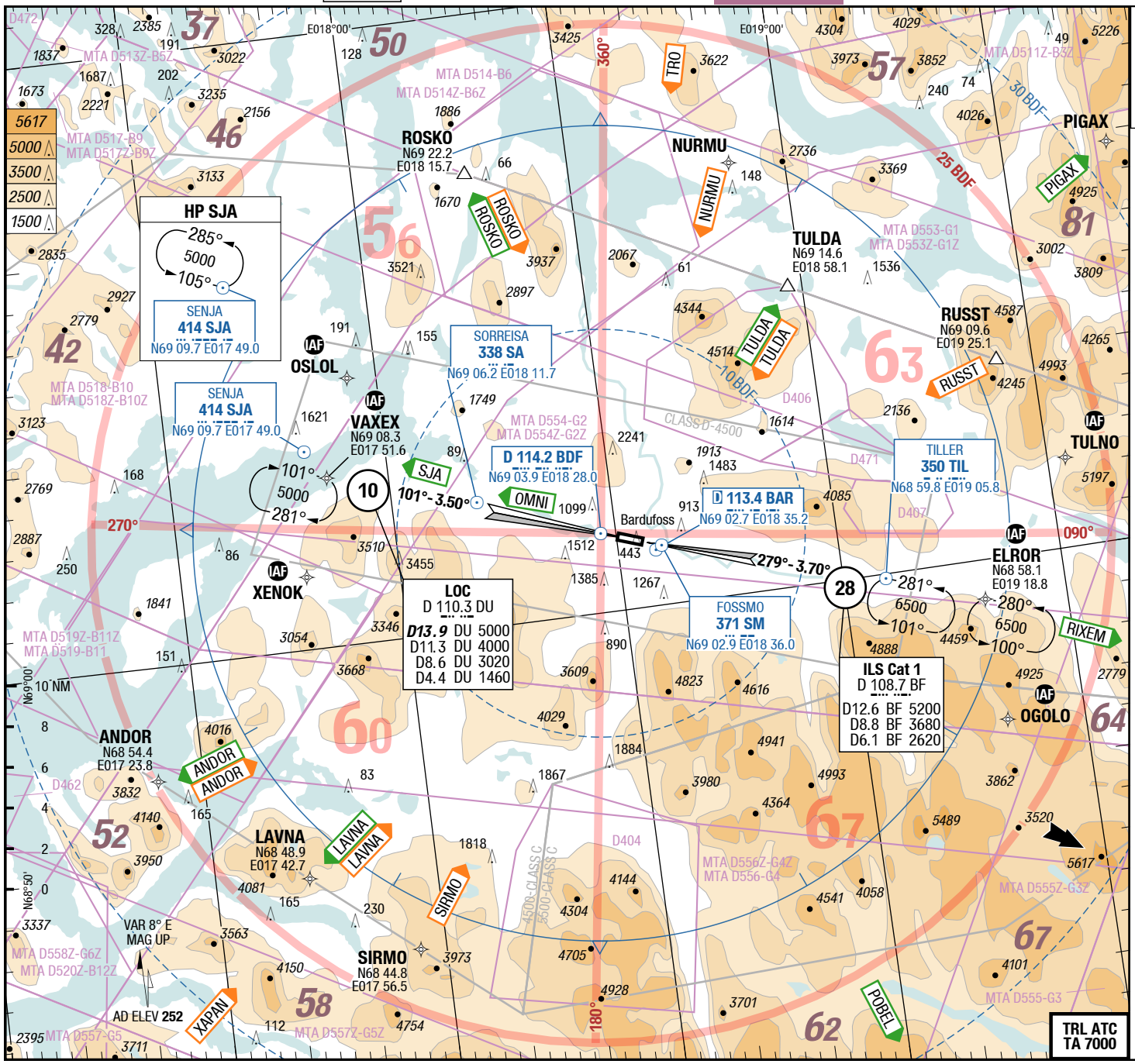
During omnidirectional DEP
RWY 28
Climb on track 281° to 6000ft, then proceed in the most direct manner possible to join CPL route, climbing to CPL cruising LVL. ACFT under vectoring shall, proceed the most direct route to join CPL route, climbing to CPL cruising LVL.

De-Icing

AVBL O/R

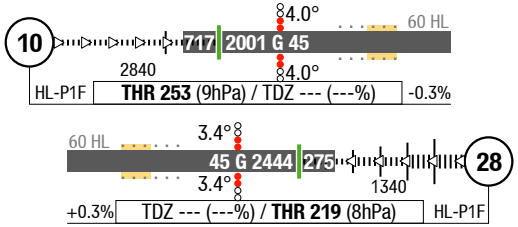
Warnings

ACFT flux-valve are influenced by unstable compass indication in area from HLDG TWY A to RWY 10

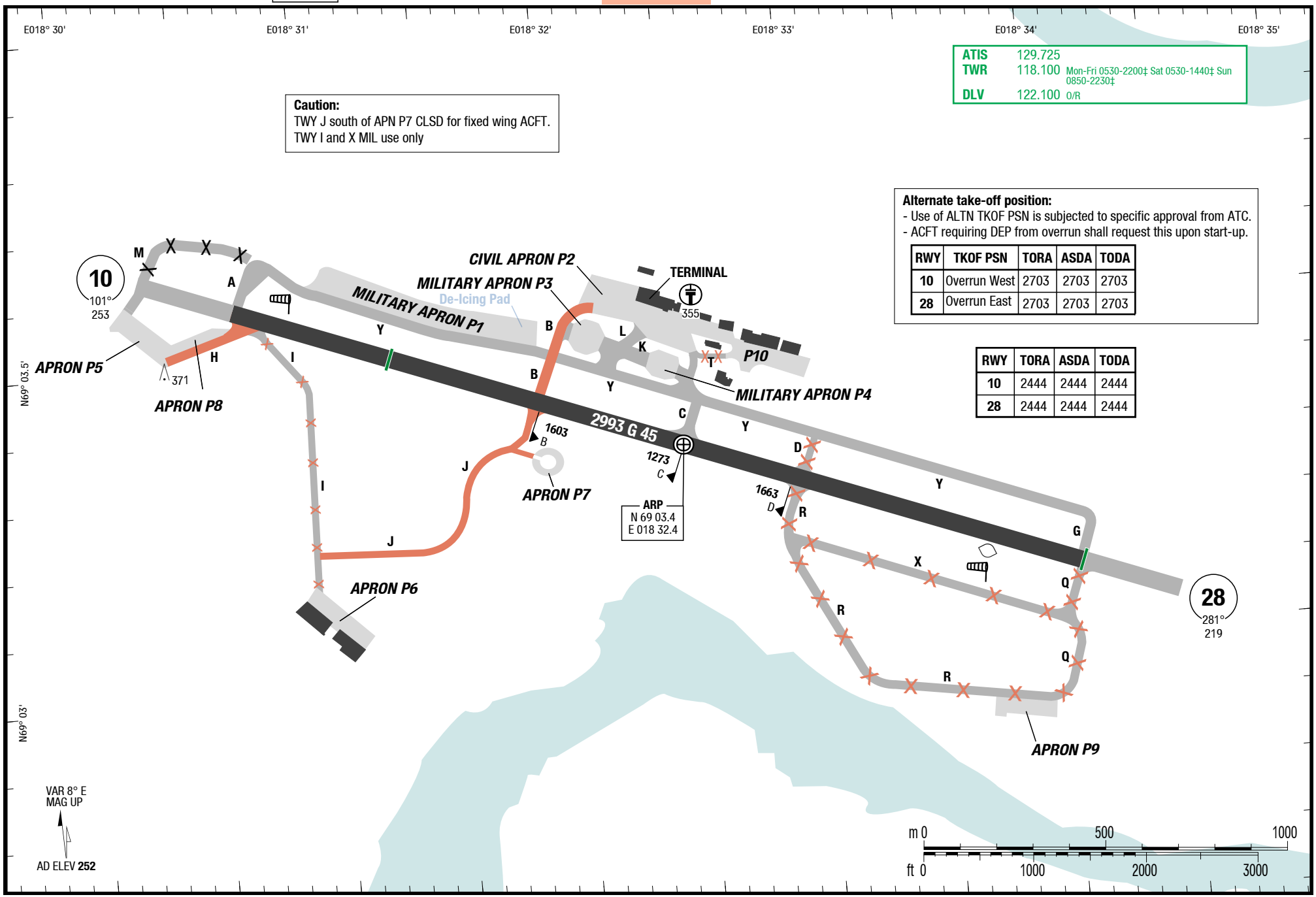


ATIS	129.725	
APP/RAD	118.800	Mon-Fri 0530-2200‡ Sat 0530-1440‡ Sun 0850-2230‡
	125.850	O/R
TWR	118.100	Mon-Fri 0530-2200‡ Sat 0530-1440‡ Sun 0850-2230‡
DLV	122.100	O/R

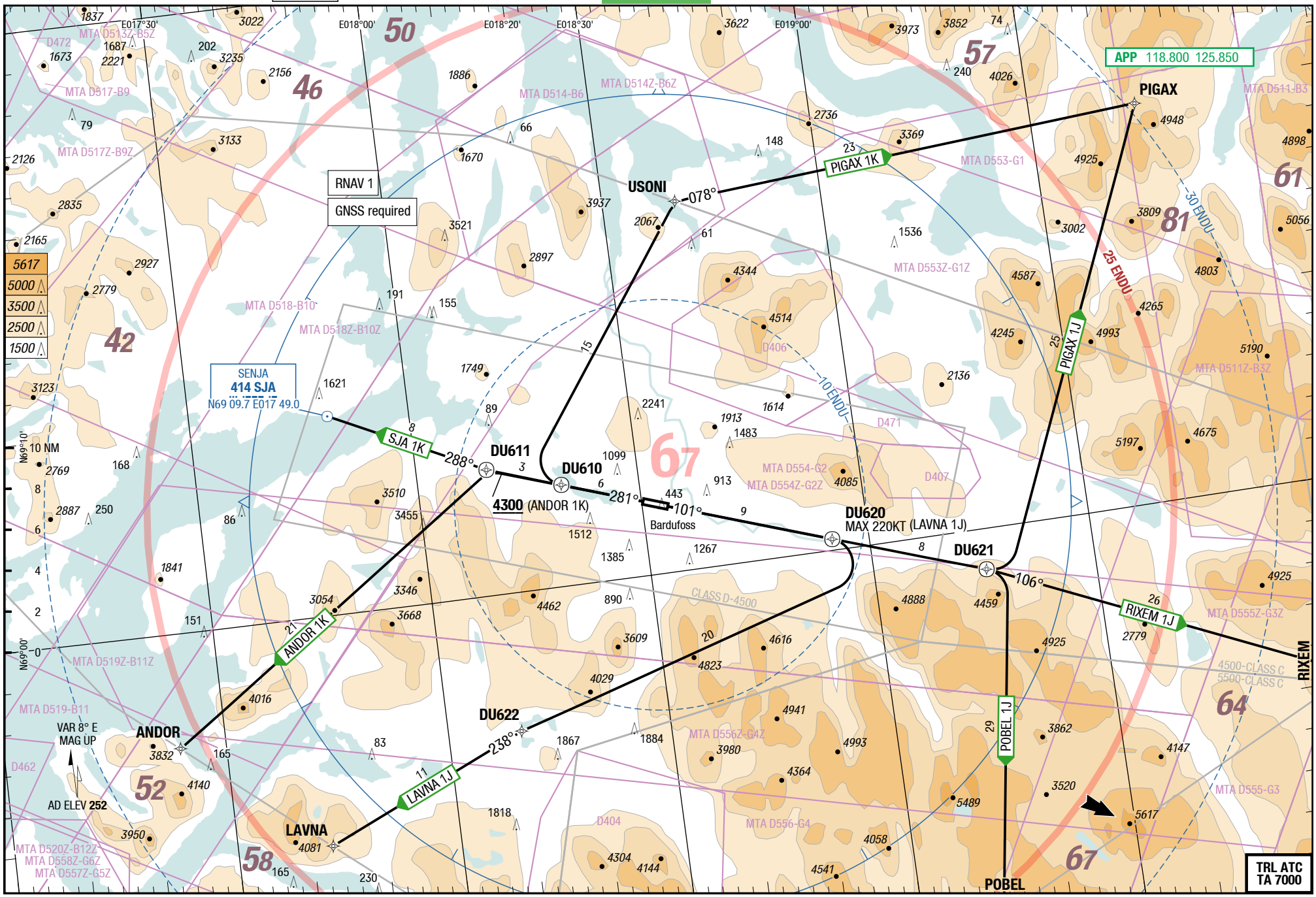
Landing RWY system:



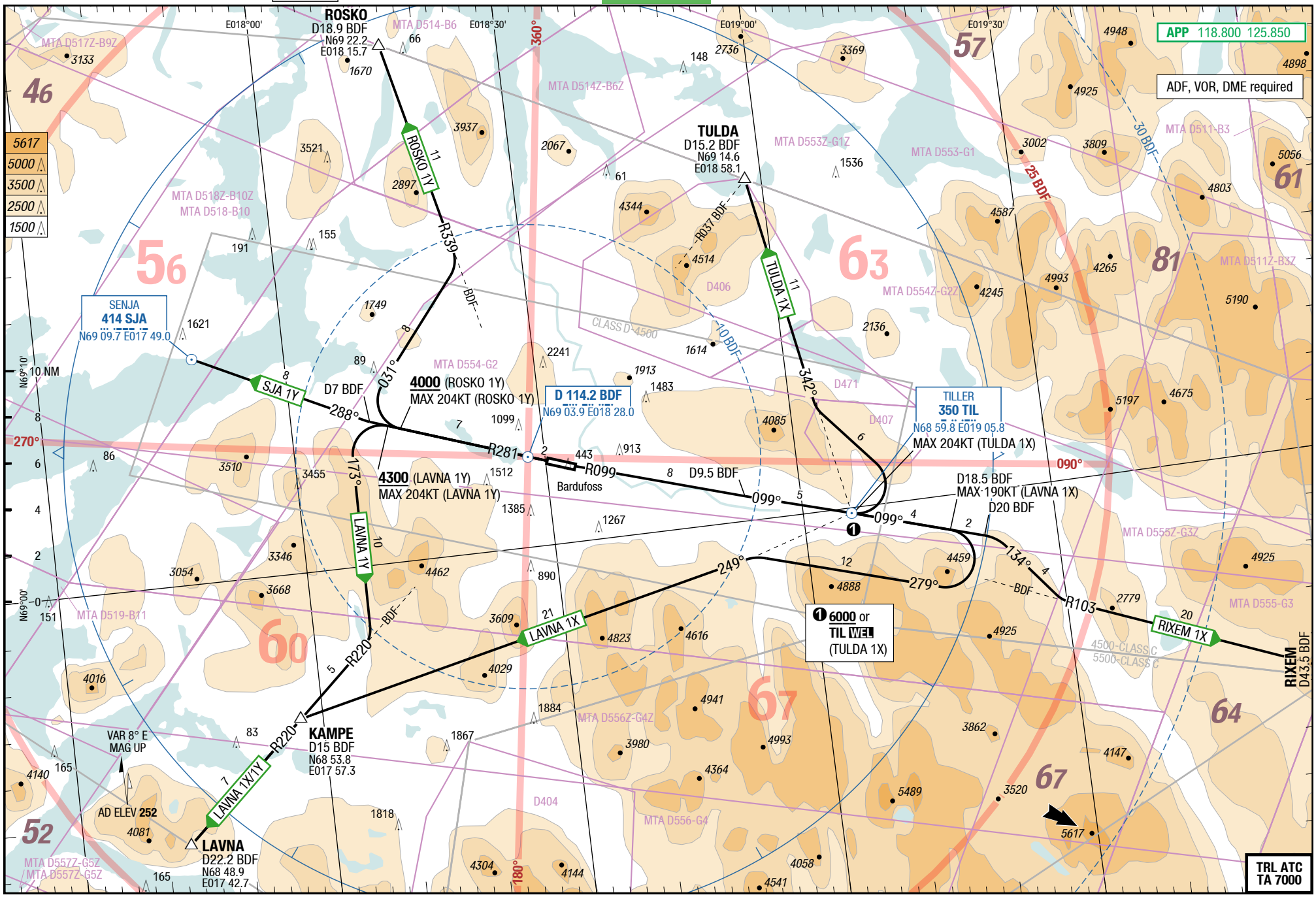
Changes: FREQ, SUAs, OBST



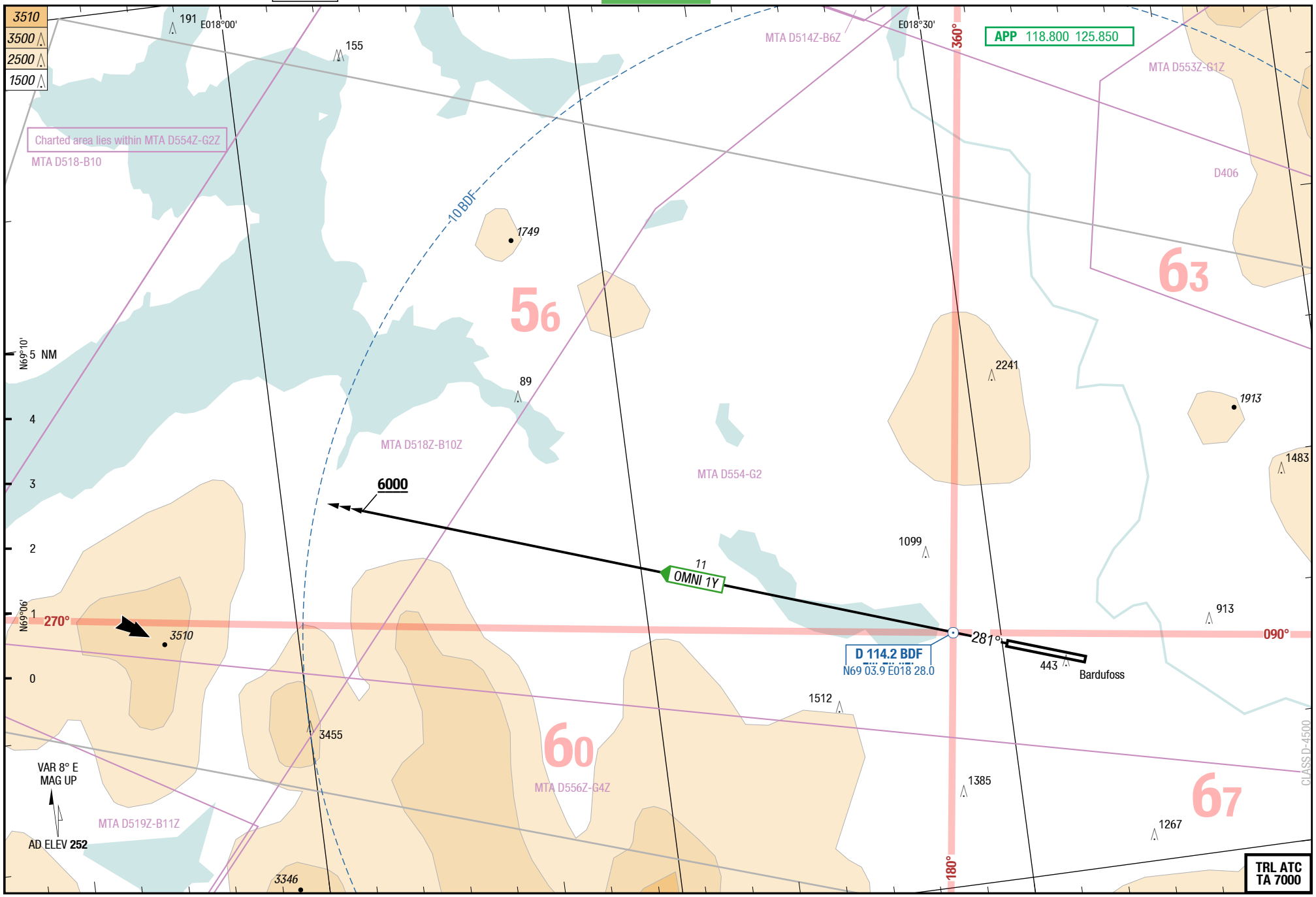
Changes: FREQ



Changes: SUAs, OBST



Changes: SUAs, OBST



Changes: OBST

LAVNA 1J / PIGAX 1J / POBEL 1J / RIXEM 1J

RWY 10 (101°)

	GS	120	150	180	210	240	270
4.9%	ft/MIN	600	800	900	1100	1200	1400
5.2%	ft/MIN	700	800	1000	1200	1300	1500
7.3%	ft/MIN	900	1200	1400	1600	1800	2000
7.8%	ft/MIN	1000	1200	1500	1700	1900	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 10	
LAVNA 1J 7.8% to 5600 **118.800** ①②③	DCT DU620 [K220- ;R] - DCT DU622 - LAVNA	Initial climb **FL90**
PIGAX 1J 7.3% to 1000 4.9% to 5400 **118.800** ①②③	DCT DU621 [L] - DCT PIGAX	Initial climb **FL90**
POBEL 1J 7.3% to 1000 5.2% to 5800 **118.800** ①②③	DCT DU621 [R] - DCT POBEL	Initial climb **FL90**
RIXEM 1J 7.3% to 1000 4.9% to 5400 **118.800** ①②③	DCT DU621 - RIXEM	Initial climb **FL90**

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

② When being vectored or cleared for DCT routing, the climb gradients still apply.

③ CLOSE IN OBST: Raising terrain from THR RWY 28 to 0.2NM past THR RWY 28, require more than 7.3% climb gradient, and must be avoided visually or by other means.

Changes: New

ANDOR 1K / PIGAX 1K / SENJA 1K

RWY 28 (281°)

	GS	120	150	180	210	240	270
4.4%	ft/MIN	600	700	900	1000	1100	1300
10.0%	ft/MIN	1300	1600	1900	2200	2500	2800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 28	
ANDOR 1K 10.0% to 1000 4.4% to 4300 **118.800** ①②③	281° [4300+ ;L] - DCT ANDOR	initial climb **FL90**
PIGAX 1K 10.0% to 1000 4.4% to 4800 **118.800** ①②③	DCT DU610 [R] - DCT USONI - PIGAX	initial climb **FL90**
SENJA 1K **SJA 1K** 10.0% to 1000 4.4% to 3200 **118.800** ①②③	DCT DU611 - SJA	initial climb **FL90**

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

② When being vectored or cleared for DCT routing, the climb gradients still apply.

③ CLOSE IN OBST: Raising terrain from DER RWY 10 to 0.3NM past DER RWY 10, require more than 10.0% climb gradient, and must be avoided visually or by other means.

Changes: New

LAVNA 1X / LAVNA 1Y / RIXEM 1X / TULDA 1X

RWYs 10 (101°) / 28 (281°)

When instructed, contact Bardufoss APP.

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
7.3%	ft/MIN	900	1200	1400	1600	1800	2000
10.0%	ft/MIN	1300	1600	1900	2200	2500	2800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 10	
LAVNA 1X 7.3% to 1000 6.0% to 6000 **118.800** ①②③	R099 **BDF** to D9.5 **BDF** - intercept QDM 099° **TIL** to **TIL** - QDR 099° **TIL** - at D18.5 **BDF RT** (MAX 190KT) 279° - intercept QDR 249° **TIL** to KAMPE - **LT** intercept R220 **BDF** to LAVNA	Initial climb **FL90**
RIXEM 1X 7.3% to 1000 6.0% to 6000 **118.800** ①②③	R099 **BDF** to D9.5 **BDF** - intercept QDM 099° **TIL** to **TIL** - QDR 099° **TIL** - at D20 **BDF RT** 134° - intercept R103 **BDF** to RIXEM	Initial climb **FL90**
TULDA 1X 7.3% to 1000 6.0% to 6000 **118.800** ①②③	R099 **BDF** to D9.5 **BDF** - intercept QDM 099° **TIL** - at MNM **6000** or **TIL**, whichever is later, **LT** (MAX 204KT) - intercept QDR 342° **TIL** to TULDA	Initial climb **FL90**
	Runway 28	
LAVNA 1Y 10.0% to 1000 5.0% to 4300 **118.800** ①④⑤	R281 **BDF** - at MNM **4300 LT** (MAX 204KT) 173° - intercept R220 **BDF** to LAVNA	Initial climb **FL90**

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

② When being vectored or cleared for DCT routing, the climb gradients still apply. At 6500 or above, clearance for DCT routing will be given as soon as traffic permits.

③ CLOSE IN OBST: Raising terrain from THR RWY 28 to 0.2NM past THR RWY 28, require more than 7.3% climb gradient , and must be avoided visually or by other means.

④ When being vectored or cleared for DCT routing, the climb gradients still apply. At 6000 or above, clearance for DCT routing will be given as soon as traffic permits.

⑤ CLOSE IN OBST: Raising terrain from DER RWY 10 to 0.3NM past DER RWY 10, require more than 10.0% climb gradient, and must be avoided visually or by other means.

Changes: Completely revised

ROSKO 1Y / SENJA 1Y

RWY 28 (281°)

When instructed, contact Bardufoss APP.

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
10.0%	ft/MIN	1300	1600	1900	2200	2500	2800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 28	
ROSKO 1Y 10.0% to 1000 5.0% to 4000 **118.800** ①②③	R281 **BDF** - at MNM **4000 RT** (MAX 204KT) 031° - intercept R339 **BDF** to ROSKO	initial climb **FL90**
SENJA 1Y **SJA 1Y** 10.0% to 1000 5.0% to 3500 **118.800** ①②③	R281 **BDF at** D7 **BDF** intercept QDM 288° **SJA** to **SJA**	initial climb **FL90**

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

② When being vectored or cleared for DCT routing, the climb gradients still apply. At 6000 or above, clearance for DCT routing will be given as soon as traffic permits.

③ CLOSE IN OBST: Raising terrain from DER RWY 10 to 0.3NM past DER RWY 10, require more than 10.0% climb gradient, and must be avoided visually or by other means.

Changes: Completely revised

OMNI 1Y

RWY 28 (281°)

When instructed, contact Bardufoss APP.

	GS	120	150	180	210	240	270
6.8%	ft/MIN	900	1100	1300	1500	1700	1900
10.0%	ft/MIN	1300	1600	1900	2200	2500	2800

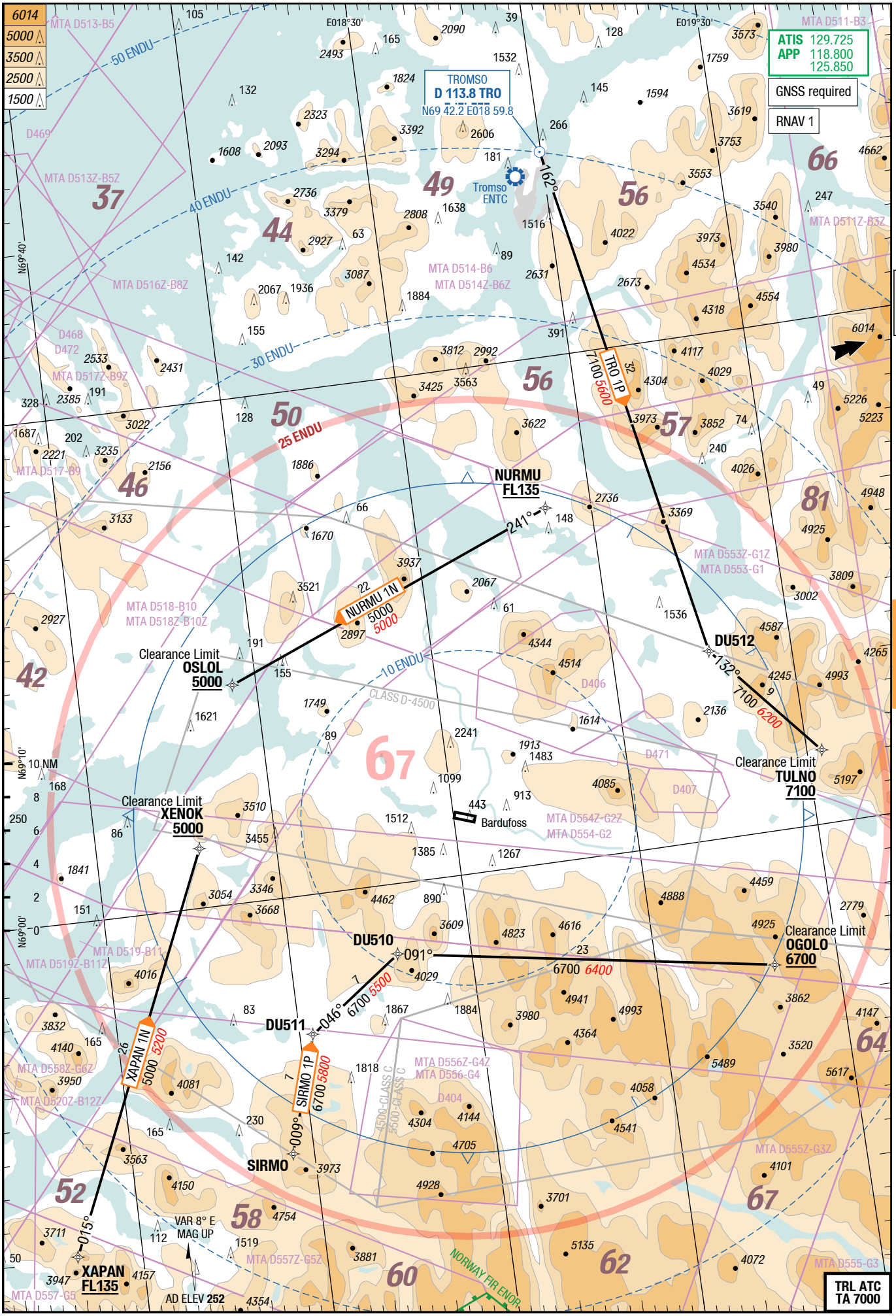
DESIGNATOR	ROUTING	ALTITUDES
	Runway 28	
OMNI 1Y 10.0% to 1000 6.8% to 4000 **118.800** ①②	281° to MNM **6000** - expect further clearance form ATC	initial climb **7000**

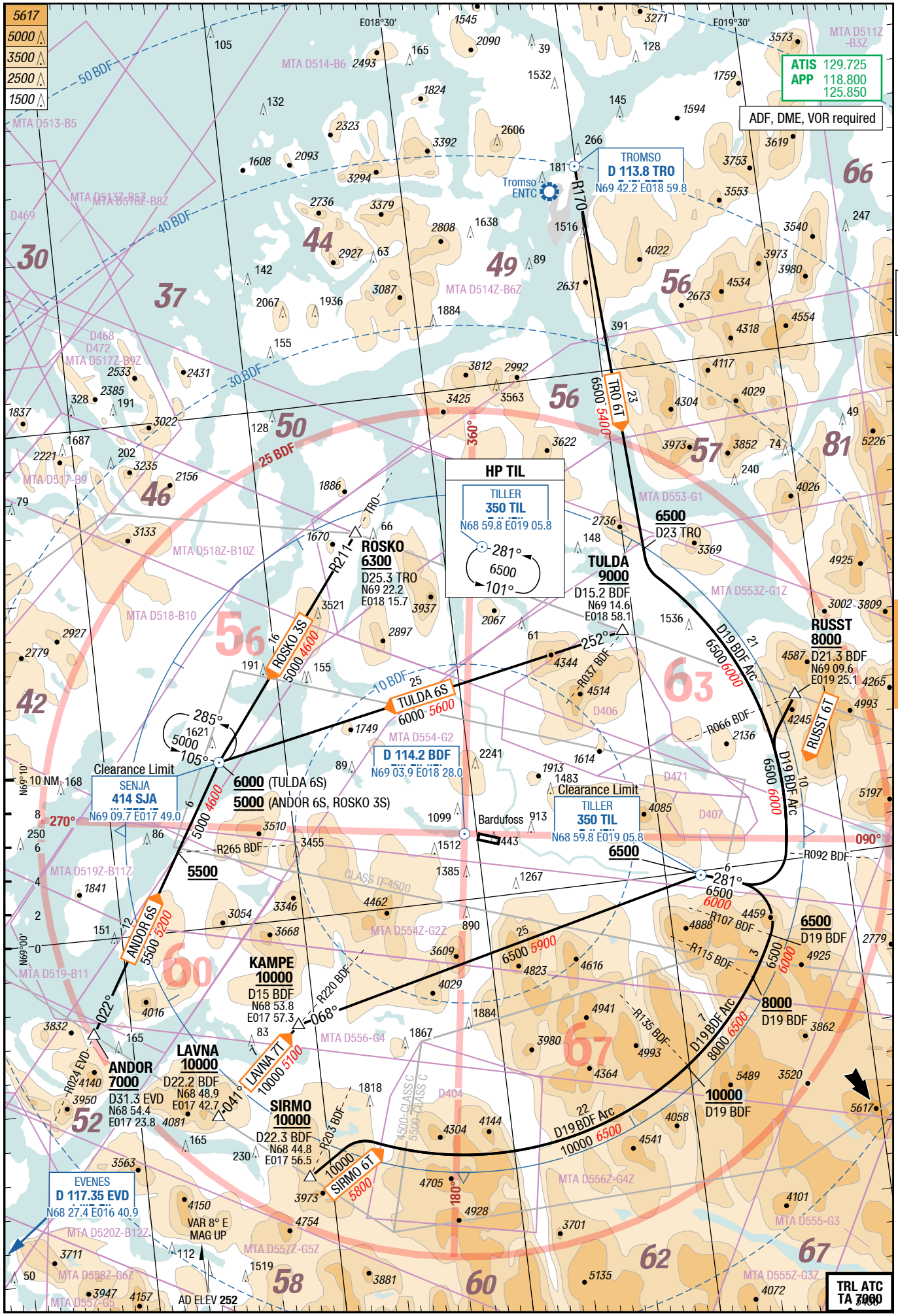
① If unable to comply with climb gradient, inform ATC.

② When being vectored or cleared for DCT routing, the climb gradients still apply.

Changes: New

Changes: SUAs, OBST




5617
5000
3500
2500
1500
ATIS 129.725
APP 118.800
125.850
ADF, DME, VOR required
TROMSO
D 113.8 TRO
N69 42.2 E018 59.8
Tromso ENTC
HP TIL
TILLER
350 TIL
N68 59.8 E019 05.8
281°
6500
101°
ROSKO
6300
D25.3 TRO
N69 22.2
E018 15.7
ROSKO 3S
5000 4600
TULDA
9000
D15.2 BDF
N69 14.6
E018 58.1
TULDA 6S
6000 5600
6500
D23 TRO
TRO 6T
6500 5400
RUSST
8000
D21.3 BDF
N69 09.6
E019 25.1
RUSST 6T
D19 BDF Arc
6500 6000
D 114.2 BDF
N69 03.9 E018 28.0
Clearance Limit
SENJA
414 SJA
N69 09.7 E017 49.0
10 NM
6000 (TULDA 6S)
5000 (ANDOR 6S, ROSKO 3S)
5000 4600
5500
Bardufoss
Clearance Limit
TILLER
350 TIL
N68 59.8 E019 05.8
6500
R265 BDF
R092 BDF
ANDOR 6S
5500 5200
KAMPE
10000
D15 BDF
N68 53.8
E017 57.3
R220 BDF
LAVNA
10000
D22.2 BDF
N68 48.9
E017 42.7
LAVNA 7T
10000 5100
ANDOR
7000
D31.3 EVD
N68 54.4
E017 23.8
SIRMO
10000
D22.3 BDF
N68 44.8
E017 56.5
R203 BDF
SIRMO 6T
10000 5800
6500 5900
8000
D19 BDF
10000
D19 BDF
D19 BDF Arc
8000 6500
10000 6500
EVENES
D 117.35 EVD
N68 27.4 E016 40.9
VAR 8° E
MAG UP
AD ELEV 252
TRL ATC
TA 7000
MTA D514-B6
MTA D513-B5
MTA D514Z-B6Z
MTA D517Z-B9Z
MTA D517-B9
MTA D518Z-B10Z
MTA D518-B10
MTA D519Z-B11Z
MTA D519-B11
MTA D520Z-B12Z
MTA D553-G1
MTA D553Z-G1Z
MTA D554-G2
MTA D554Z-G2Z
MTA D556-G4
MTA D556Z-G4Z
MTA D555-G3
MTA D555Z-G3Z
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D469
D468
D472
D406
D407
D471
D404
CLASS D 4500
CLASS C
5500
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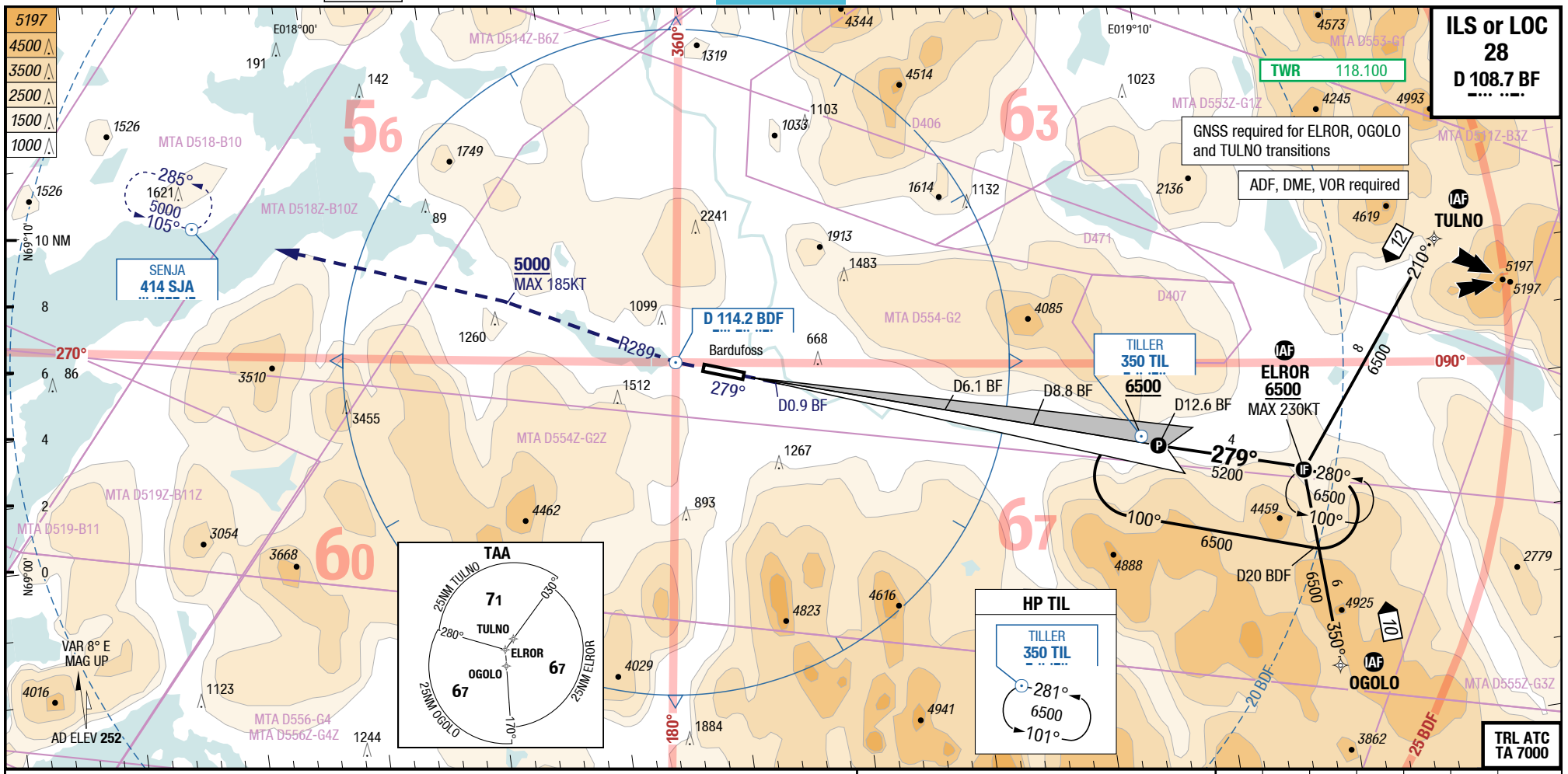
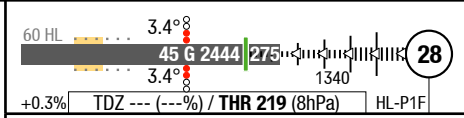




3	6	9	12	15	15.9	LOC 3.70° D BF 279° RWY 281°
1410	2600	3790	4980	6170	6500	

28		Cat 1 DME GA 5.0% 1)	Cat 1 DME GA 4.0%	Cat 1 DME GA 2.5% 2)	LOC DME GA 4.0%	LOC DME GA 2.5% 3)	Circling S of AD only
C	ft - m/km ft	440 - 1.3 **660**	460 - 1.4 **680** 1)	750 - 2.4 **970**	610 - 2.1 **820**	790 - 2.4 **1000**	1990 - 2.4V **2240**
D	ft - m/km ft	440 - 1.3 **660**	470 - 1.5 **690** 4)	770 - 2.4 **980**	610 - 2.1 **820**	800 - 2.4 **1010**	3530 - 3.6V **3780**

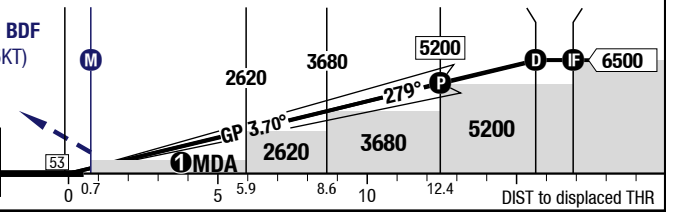
1) With EVS 900m
2) With EVS 1.6km
3) Timing to determine MAPt NA
4) With EVS 1.0km

1 OBST BLW MDA

BF D0.9 D6.1 D8.8 D12.6 ***D15.9*** D17 BF ELROR

279°
abeam **BDF** intercept R289 **BDF**
at MNM **5000 LT** (MAX 185KT)
direct **SJA**
maintain **5000**

GS	120	140	160
D12.6 BDF -MAPt	*790* *5:51*	*920* *5:01*	*1050* *4:23*



Changes: FREQ, OBST

Norway **Bardufoss**

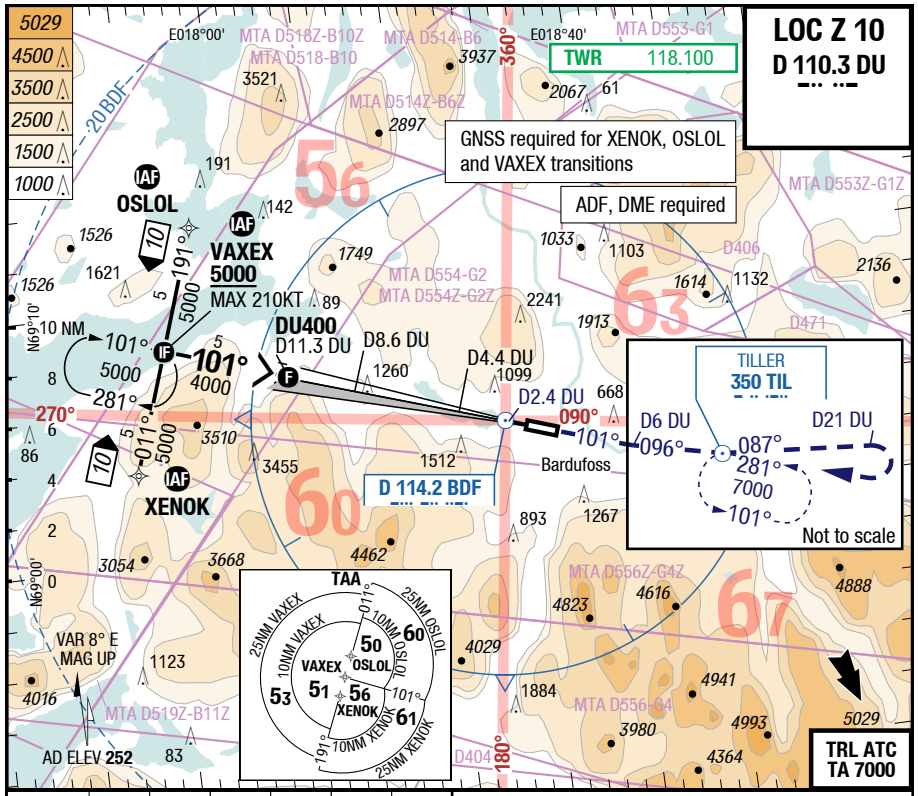
BDU-ENDU

7-20

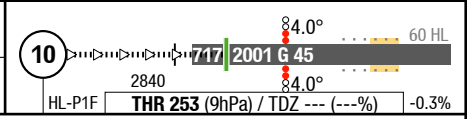
LOC Z 10

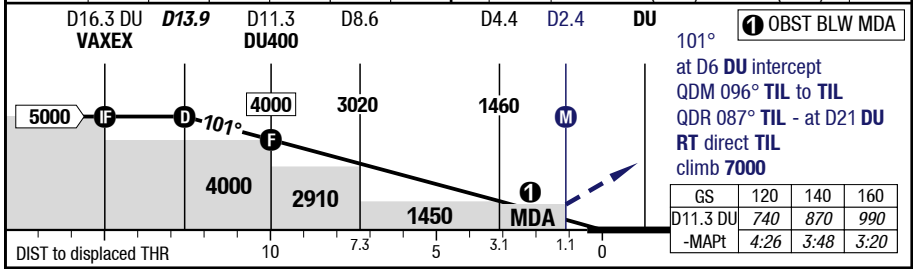
Bardufoss Norway

LOC Z 10



3.50° D DU	13.9	12	10	8	6	5
	5000	4310	3560	2810	2070	1690





❶ OBST BLW MDA

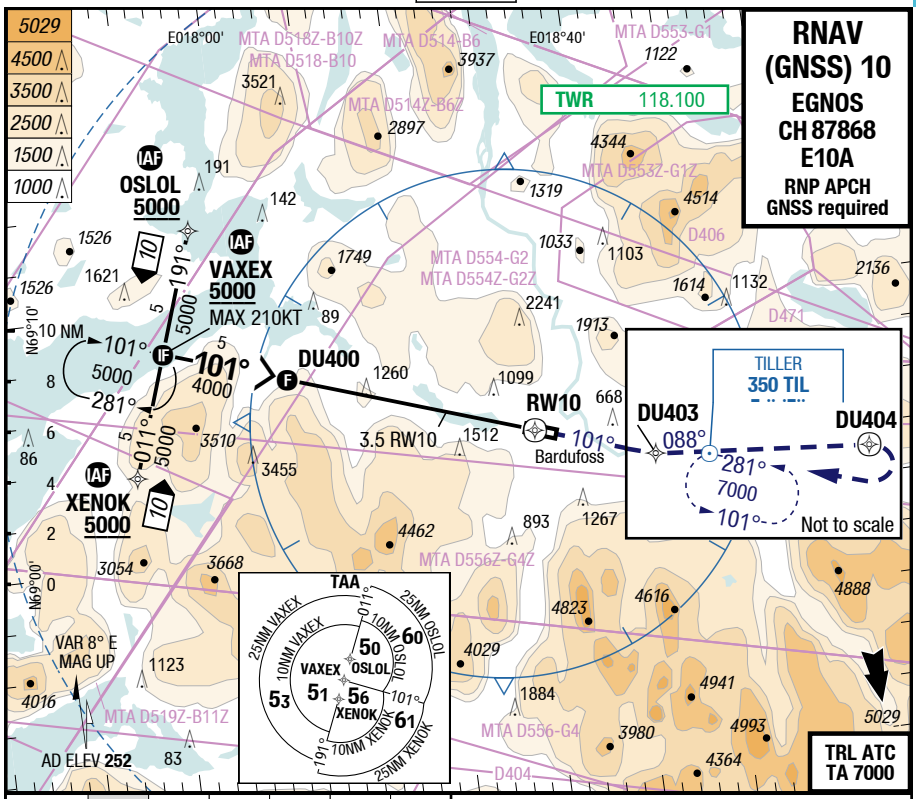
101°
at D6 **DU** intercept
QDM 096° **TIL** to **TIL**
QDR 087° **TIL** - at D21 **DU**
RT direct **TIL**
climb **7000**

GS	120	140	160
D11.3 DU	*740*	*870*	*990*
-MAPt	*4:26*	*3:48*	*3:20*

10		**LOC DME** 1)					**Circling** S of AD only
C	ft - m/km ft	1070 - 2.4 **1320**					1990 - 2.4V **2240**
D	ft - m/km ft	1070 - 2.4 **1320**					3530 - 3.6V **3780**

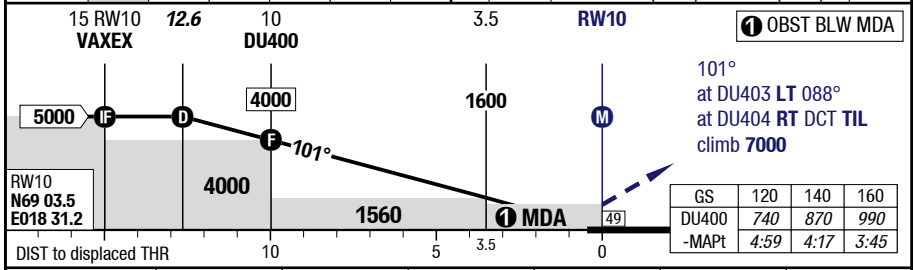
1) Timing to determine MAPt NA

Changes: FREQ, OBST



3.50° RW10		12.6	12	8	6	4
		5000	4770	3280	2540	1790

10 — 717 — 2001 G 45 — 60 HL
8 4.0°
2840
8 4.0°
HL-P1F — **THR 253** (9hPa) / TDZ --- (---%) — -0.3%



GS	120	140	160
DU400	*740*	*870*	*990*
-MAPt	*4:59*	*4:17*	*3:45*

10		RNAV GNSS LPV GA 3.0% 1)	RNAV GNSS LPV GA 2.5% 1)	RNAV GNSS VNAV GA 3.0% 1) 2)	RNAV GNSS VNAV GA 2.5% 1) 2)	RNAV GNSS LNAV GA 3.0% 3)	Circling S of AD only
C	ft - m/km ft	820 - 2.4 **1080**	1050 - 2.4 **1300**	990 - 2.4 **1240**	1040 - 2.4 **1290**	1070 - 2.4 **1320**	1990 - 5.0V **2240**
D	ft - m/km ft	830 - 2.4 **1090**	1060 - 2.4 **1310**	1000 - 2.4 **1250**	1070 - 2.4 **1320**	1070 - 2.4 **1320**	3530 - 5.0V **3780**

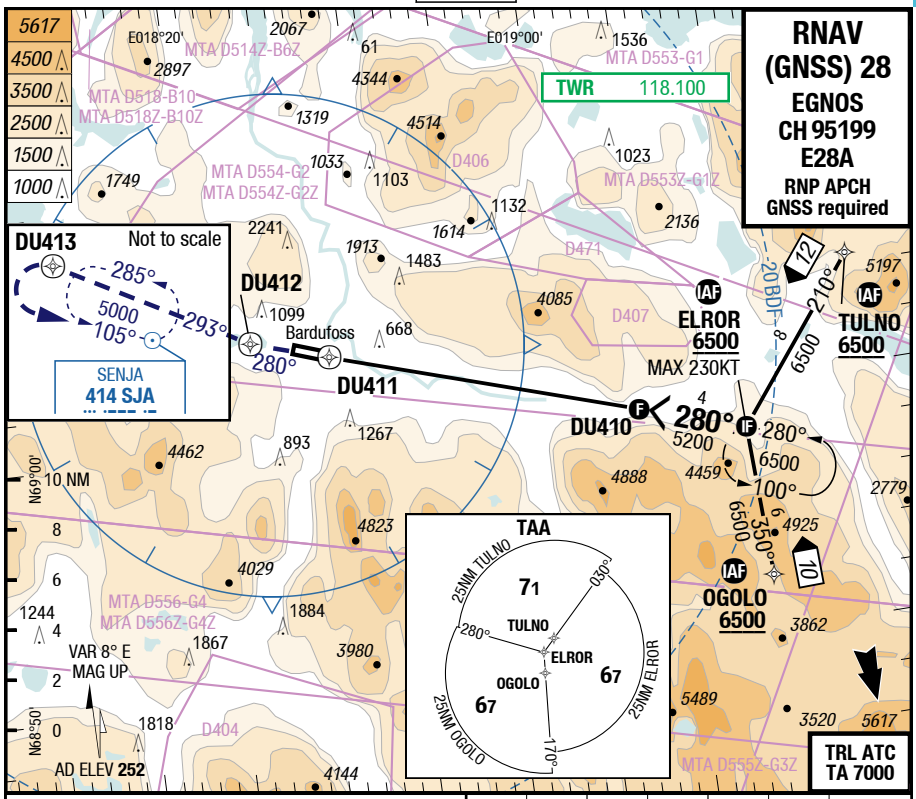
1) With EVS 1.6km
2) Uncompensated BARO VNAV NA below -45°C (-49°F)
3) Timing to determine MAPt NA

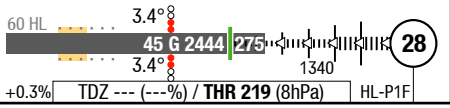
Changes: FREQ, OBST

BDU-ENDU

7-40

RNAV (GNSS) 28





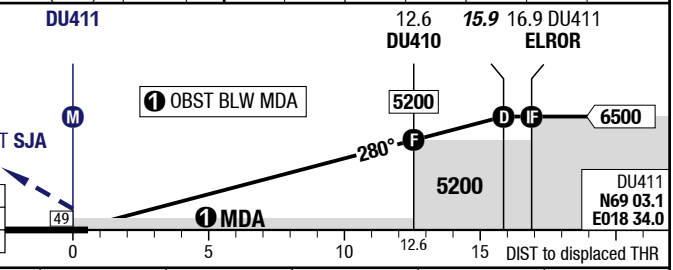
3	6	9	12	15	15.9
1450	*2630*	*3810*	*4990*	*6170*	6500

3.70°
DU411
280°
RWY 281°

280° - at DU412 **RT** 293°
at DU413 **LT** direct **SJA**
climb **5000**

(ACFT reaching MNM **5000**
before DU413 may turn DCT **SJA**
maintain **5000**)

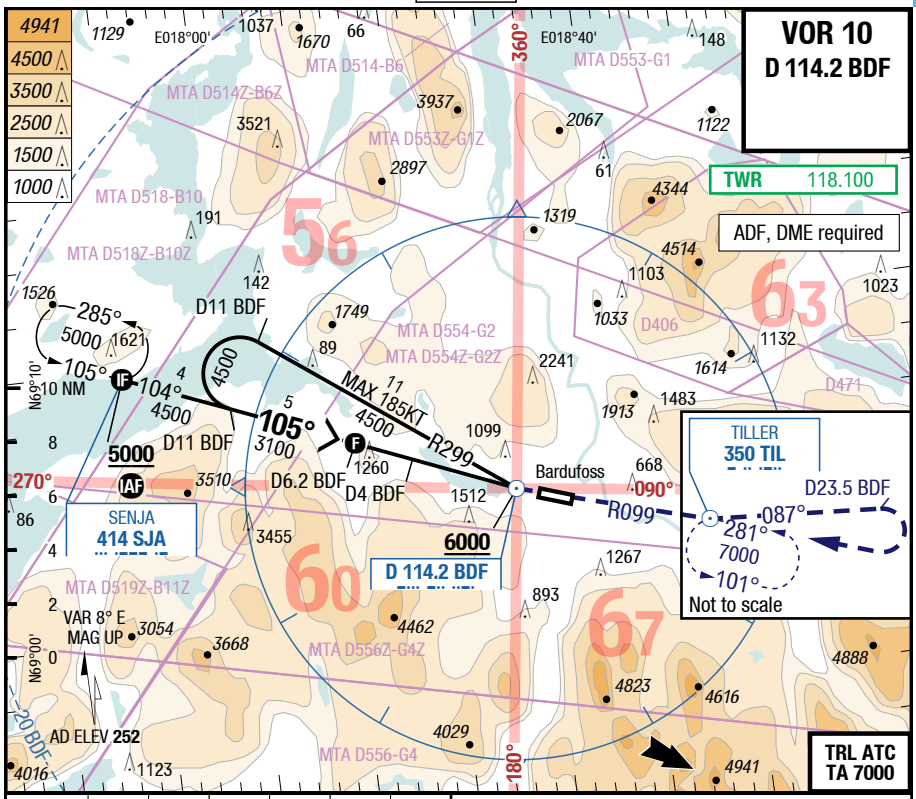
GS	120	140	160
DU410	*790*	*920*	*1050*
-MAPt	*6:17*	*5:23*	*4:42*



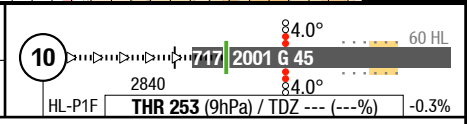
28		RNAV GNSS LPV GA 4.0% 1)	RNAV GNSS LPV GA 2.5% 2)	RNAV GNSS LNAV GA 5.0% 3)	RNAV GNSS LNAV GA 4.0% 3)	RNAV GNSS LNAV GA 2.5% 3)	Circling S of AD only
C	ft - m/km ft	450 - 1.4 **670**	650 - 2.3 **870**	990 - 2.4 **1200**	1030 - 2.4 **1240**	1150 - 2.4 **1360**	1990 - 2.4V **2240**
D	ft - m/km ft	460 - 1.4 **680**	660 - 2.3 **880**	1030 - 2.4 **1240**	1060 - 2.4 **1270**	1170 - 2.4 **1380**	3530 - 3.6V **3780**

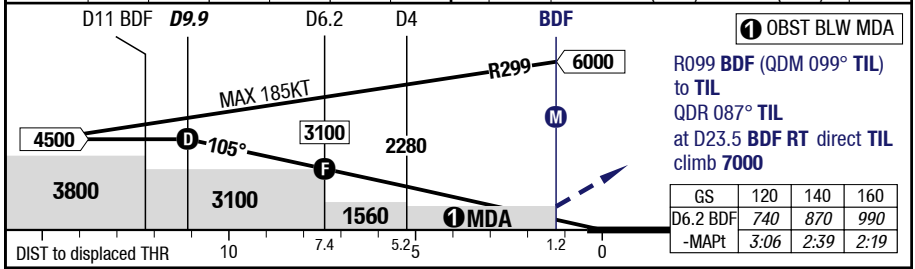
1) With EVS 900m
2) With EVS 1.5km
3) Timing to determine MAPt NA

Changes: FREQ, OBST



3.50°	9.9	9	7	5	3	2
D BDF						
105°	4500	*4170*	*3420*	*2660*	*1910*	*1530*
RWY 101°						





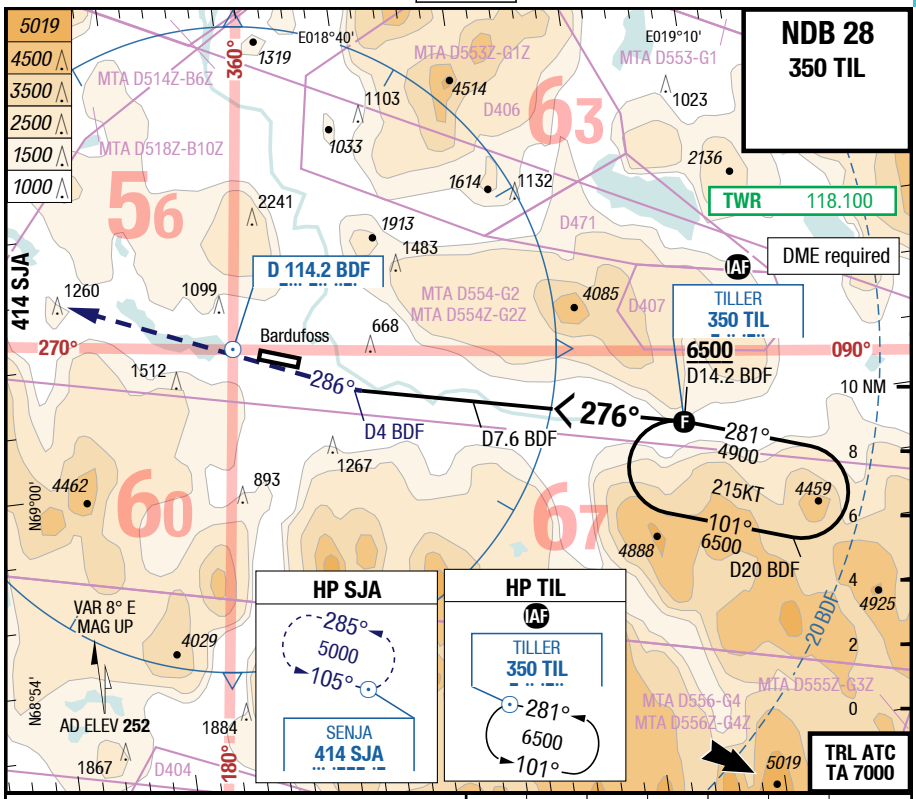
❶ OBST BLW MDA

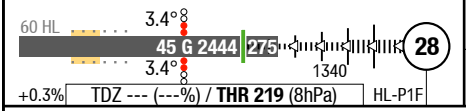
R099 **BDF** (QDM 099° **TIL**)
to **TIL**
QDR 087° **TIL**
at D23.5 **BDF RT** direct **TIL**
climb **7000**

GS	120	140	160
D6.2 BDF	*740*	*870*	*990*
-MAPt	*3:06*	*2:39*	*2:19*

10		**VOR DME**					**Circling** S of AD only
C	ft - m/km ft	1100 - 2.4 **1350**					1990 - 2.4V **2240**
D	ft - m/km ft	1100 - 2.4 **1350**					3530 - 3.6V **3780**

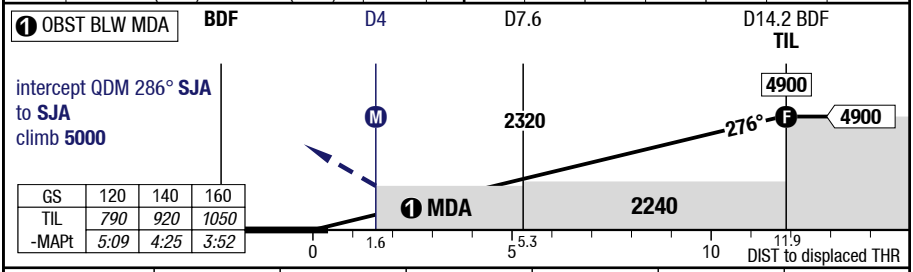
Changes: FREQ, OBST





7	8	9	10	11	14.2
2100	2490	2890	3280	3680	4900

3.70°
D BDF
276°
RWY 281°



GS	120	140	160
TIL	790	920	1050
-MAPt	5:09	4:25	3:52

28		NDB DME BDF					Circling S of AD only
C	ft - m/km ft	1850 - 5.0 **2060**					1990 - 5.0V **2240**
D	ft - m/km ft	1850 - 5.0 **2060**					3530 - 5.0V **3780**

Changes: FREQ, OBST

10		**RNAV GNSS** LNAV GA 2.5%					
C	ft - m/km ft	1330 - 5.0 **1580**					
D	ft - m/km ft	1340 - 5.0 **1590**					