GENERAL

Operational Hours

ATS Hours
AFIS: MON-THU 0520-2230‡, FRI 0530-2230‡, SAT 0600-1830‡, SUN 1000-2230‡

AD ADMIN Hours
MON-FRI 0700-1445‡ except HOL, MON-FRI 0700-1400 except HOL (15 MAY-14 SEP)

Airport Information

RFF: CAT 7
Fuel: MON-FRI 0530-2000‡, SAT 0530-1630‡, SUN 0930-2030‡
PCN: RWY 07/25: 50/F/B/X/U
Customs: O/R 3.5HRs PN to AFIS

Operation

Requirements for Operators
ACFT operator shall stipulate special crew requirement (Cat B, REF EASA AMC1 ORO.FC.105)
ACFT operator shall stipulate special limitations with regard to upper wind.
ACFT operator shall stipulate special requirements with regard to RWY status.

Traffic Note
AD is not approved for CAT II and CAT III OPS.

Non-Standard RWY LGT
RWY 07
HIRL: 30m with 30m spacing (white), 750m with 50m spacing (white), 600m with 60m spacing (white), 600m with 60m spacing (yellow).
CL: 30m with 30m spacing (white), 750m with 50m spacing (white), 1140m with 60m spacing (white).

RWY 25
HIRL: 1200m with 60m spacing (white), 150m with 50m spacing (white), 600m with 50m spacing (yellow).
CL: 1200m with 60m spacing (white), 750m with 50m spacing (white).
PAPI: OBST penetrates CLR surface N of RCL. PAPI not to be used N of extended RCL outside D2.4 ME.

Low Visibility Procedure
In force when RVR at or below 1000m.
When RVR at or below 800m, only 1 ACFT OPS on the maneuvering area at the time.
When RVR 550m or below, no ACFT OPS permitted.

RWY Restriction
During summer season medium and heavy ACFT are urged to turnaround on RWY with caution due to soft asphalt.

TWY Restriction
TWY E width 20m / 66ft.

Taxi TWY C or D for ACFT with wingspan 36m / 118ft or above follow-me mandatory.

Parking
Nose-in parking and push-back mandatory for all ACFT in stands 1-4.
Nose-in parking mandatory for all ACFT in stands 5-6.

Noise Abatement Procedure: Avoid overflying densely populated areas during visual ARR/DEP.

Warnings

Wind shear/eddies may occur on short final RWY 25 with wind 290-020° above 25KT.

ARRIVAL

Speed

MAX IAS 250KT below FL100.

Communication

MISAP COM Failure RNAV
LOC Y RWY 25: After MO climb on course 251°. At 5000ft turn direct LAPVU then enter LAPVU holding at 5000ft.

MISAP COM Failure NON-RNAV
LOC Y RWY 25: After MO, proceed on QDR 251° MO climbing to 5000ft at D19 ME. Turn right to intercept and follow D21 ARC ME. When passing QDR 069° MO, turn right to intercept LOC beam. Make new APCH.

DEPARTURE

Take-off Minima

RWY		07/25	
All ACFT	ft - m/km	0 - 550R/550V	HJ only
		0 - 800R/800V	HN

Speed

MAX IAS 250KT below FL100.

Communication

COM Failure
Maintain last assigned LVL until passing point described for each SID, then climb CPL cruising LVL. ACFT under vectoring shall proceed in the most direct manner possible to rejoin CPL not later than the next significant point, climbing to CPL cruising LVL taking into consideration the applicable MNM flight ALT.

During omnidirectional DEP
RWY 07: Climb on track 085° to 2000ft. Turn right and track 180°, climb to 7000ft, then...

RWY 25: Climb on track 250°, start turn not below 4300ft according ATC CLR, climb 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 the CPL route, climbing to the CPL cruising LVL.

RWY 07
BAMVA 1A: If no further climb received prior to 5NM from BAMVA, climb to CPL cruising LVL.

NELSU 1A: If no further climb received prior to OGMUR, climb to CPL cruising LVL.

GIGIR 1A: If no further climb received prior to 18NM from GIGIR, climb to CPL cruising LVL.

TUTOP 1A: If no further climb received prior to ML701, climb to CPL cruising LVL.

RWY 25
BAMVA 1B: If no further climb received prior to ML551, climb to CPL cruising LVL.

NELSU 1B: If no further climb received prior to 14NM from OGMUR, climb to CPL cruising LVL.

GIGIR 1B: If no further climb received prior to 20NM GIGIR, climb to CPL cruising LVL.

TUTOP 1B: If no further climb received prior to 42NM from TUTOP, climb to CPL cruising LVL.

DEPARTURE

Departure Procedure

Start-up/Push-back
Do not initiate taxi after push-back, as long as "RWY OCCUPIED" is received from ATS.

Noise Abatement
RWY 07: After TKOF a right turn has to be performed as soon as possible. West- and north-bound flights proceed via MO NDB before turning on course.

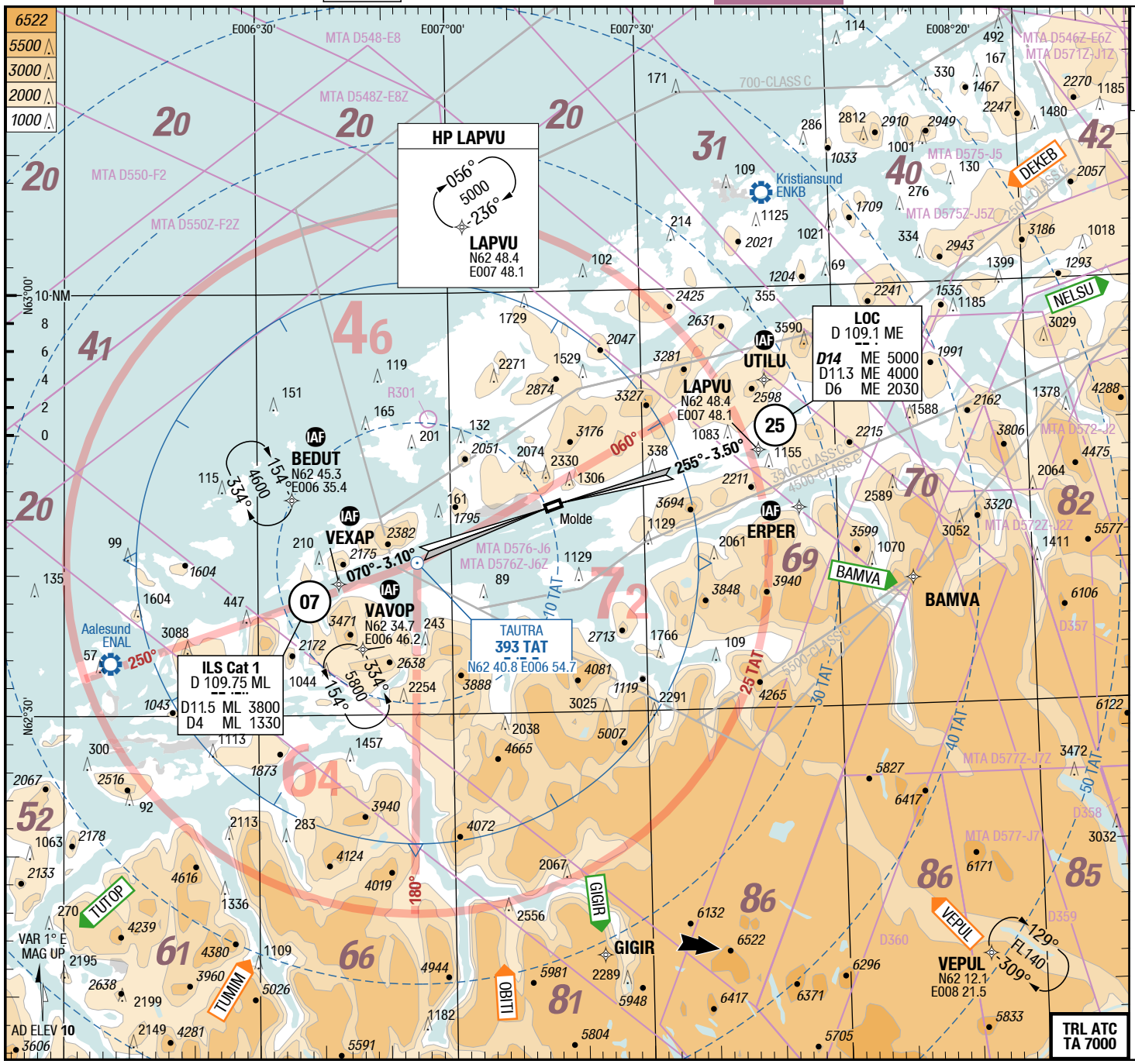
RWY 25: After TKOF, north-bound flights have to climb straight ahead until passing MO NDB before turning on course.

ATC Slot, Clearance

Contact TWR before start-up.

De-Icing

O/R.



ATIS 130.075 HO
APP 119.350
INFO 119.950 Mon-Fri 0540-2300‡ Sat 0540-1700‡ Sun 0900-2300‡

Landing RWY system:

07
NONSTD RWY LGT:
3.1°
HL
140 1980 G 45
L
3.1°
420
See AOI
HL-SF
THR 10 (0hPa) / TDZ --- (---%)
0.0%

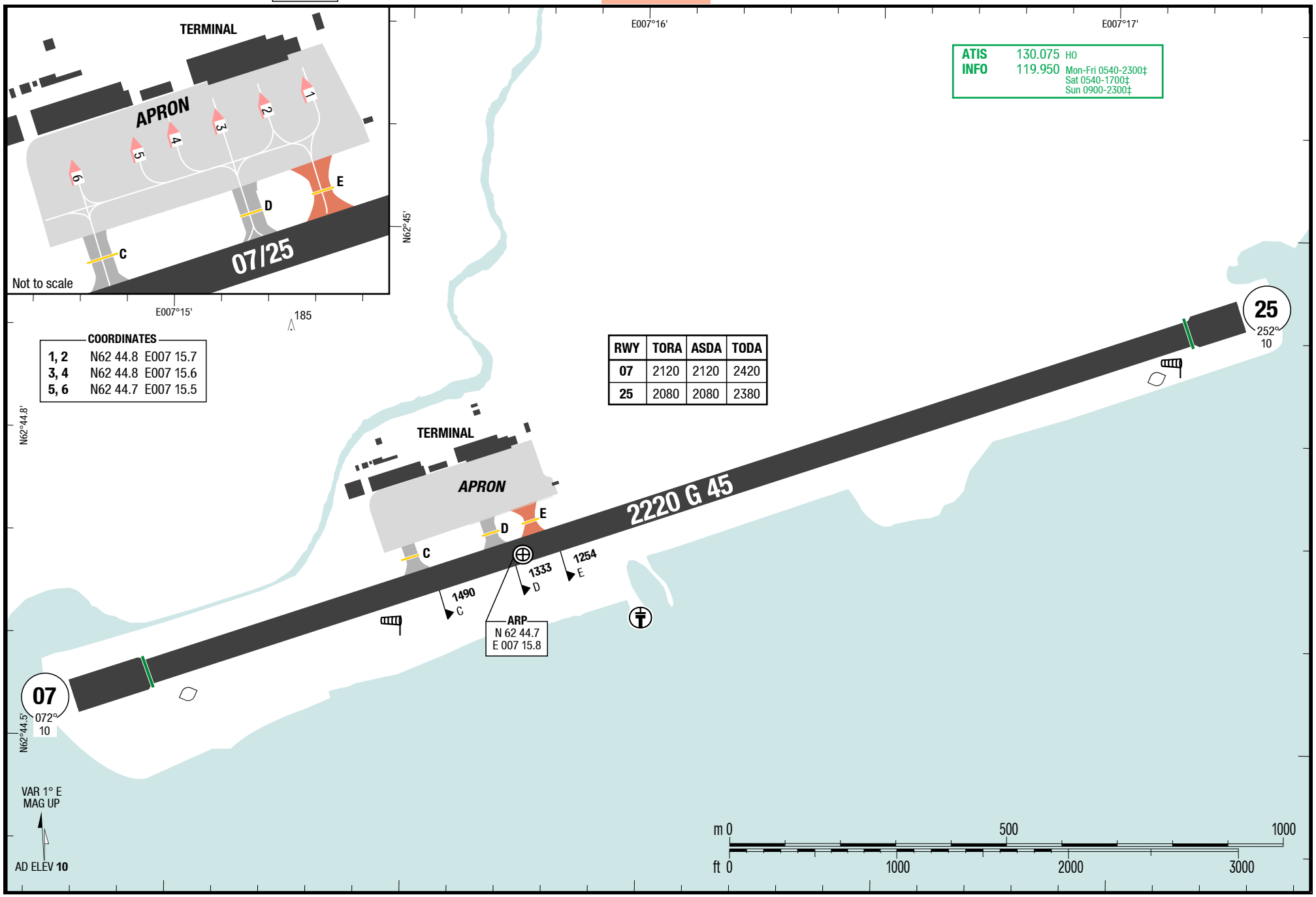
NONSTD RWY LGT:
HL
3.5°
L
45 G 1980 100
3.5°
See AOI
420
0.0%
TDZ --- (---%) / **THR 10** (0hPa)
HL-SF
25

Changes: Navaid , OBST

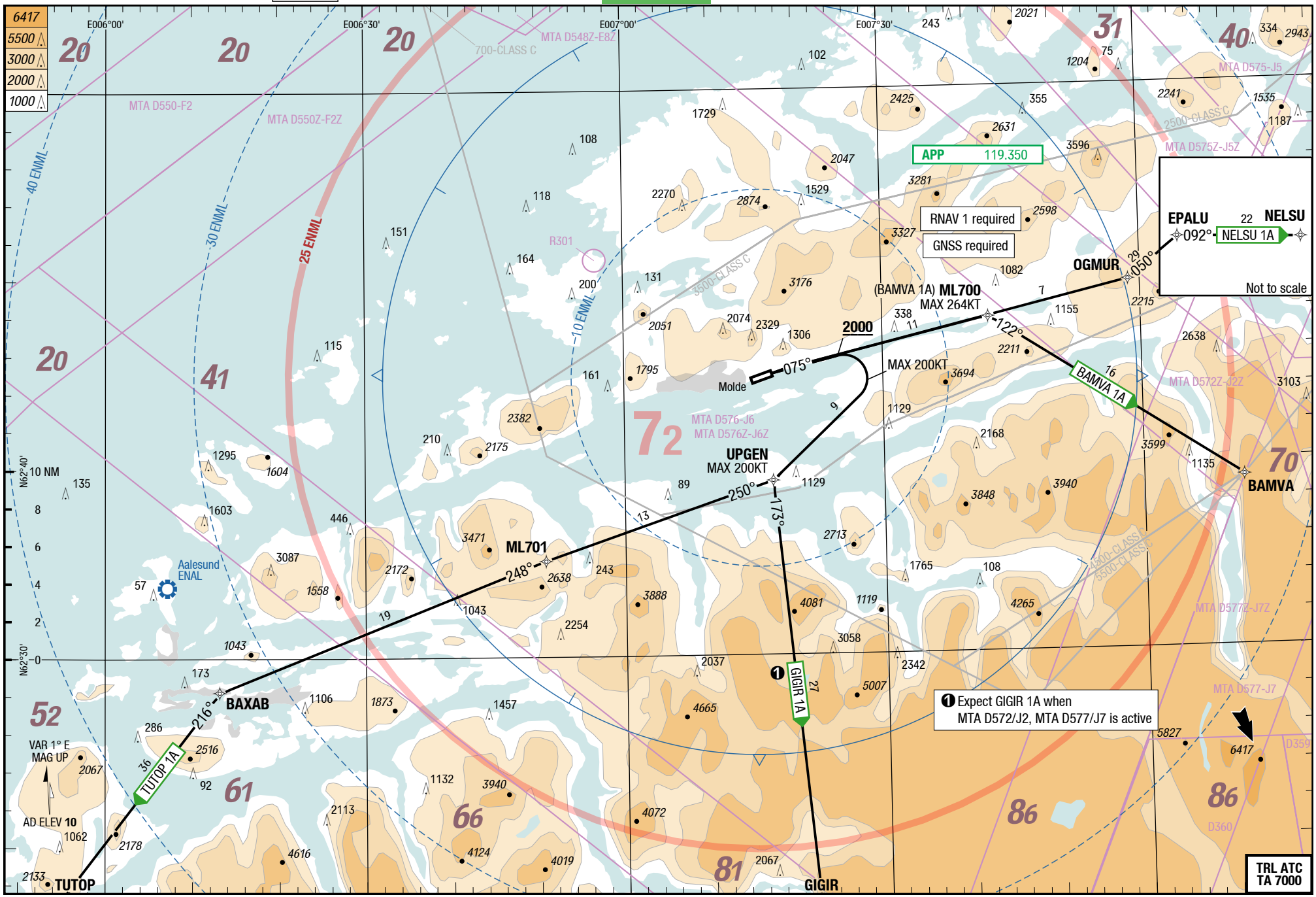
Norway **Molde** Aro **AGC**

AGC AGC

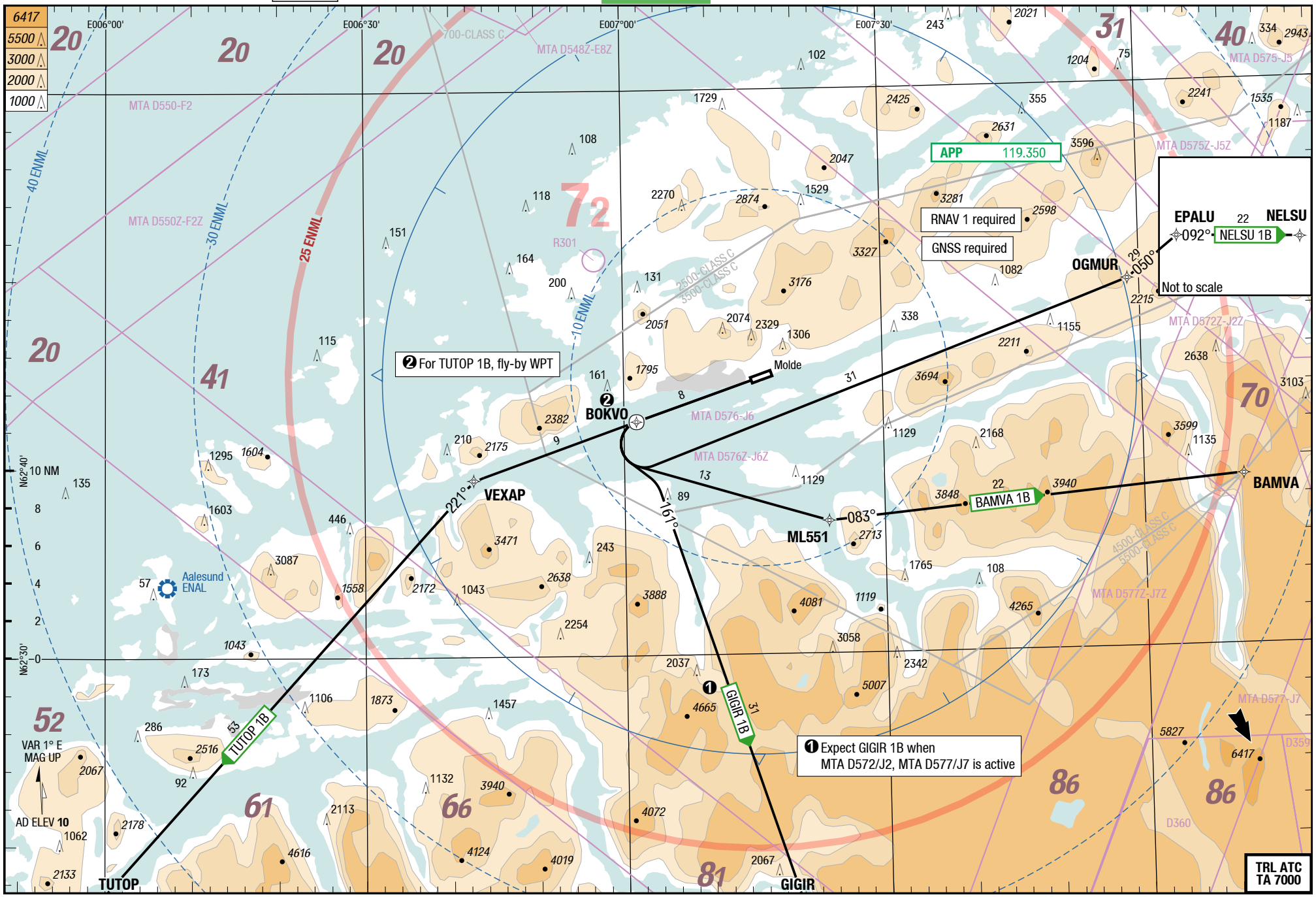
Aro **Molde** Norway **AGC**



Changes: Nil



Changes: ASP, Note



Changes: ASP, Note

BAMVA 1A / GIGIR 1A / NELSU 1A / TUTOP 1A

RWY 07 (072°)

	GS	120	150	180	210	240	270
3.8%	ft/MIN	500	600	700	900	1000	1100
9.5%	ft/MIN	1200	1500	1800	2100	2400	2600

DESIGNATOR	ROUTING	ALTITUDES
BAMVA 1A 9.5% to 2000 **119.350** ①②③④	075° to ML700 (MAX 264KT) - BAMVA	Initial climb **6000**
GIGIR 1A 9.5% to 2000 3.8% to 6000 **119.350** ①②③④	075° - at **2000 RT** (MAX 200KT) direct UPGEN (MAX 200KT) - GIGIR	Initial climb **6000**
NELSU 1A 9.5% to 2000 **119.350** ①②③④	075° to OGMUR - EPALU - NELSU	Initial climb **6000**
TUTOP 1A 9.5% to 2000 **119.350** ①②③④	075° - at **2000 RT** (MAX 200KT) direct UPGEN (MAX 200KT) - ML701 - BAXAB - TUTOP	Initial climb **6000**

① Non-RNAV 1 ACFT: At first contact state "Unable RNAV 1". OMNIDIRECTIONAL DEP available.
② When being vectored or cleared for DCT routing, climb gradients still apply.
③ Close-in obstacles: Raising terrain north of the extended RWY CL, from 0 to 0.5 NM east of THR 25, require more than 9.5% climb gradient, and must be avoided visually or by other means.
④ If unable to comply with climb gradient, inform ATC.

Changes: PROC renamed, Note

BAMVA 1B / GIGIR 1B / NELSU 1B / TUTOP 1B

RWY 25 (252°)

	GS	120	150	180	210	240	270
4.4%	ft/MIN	600	700	900	1000	1100	1300
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
6.2%	ft/MIN	800	1000	1200	1400	1600	1700

DESIGNATOR	ROUTING	ALTITUDES
BAMVA 1B 6.0% to 5000 **119.350** ①②③	250° to BOKVO - **LT** direct ML551 - BAMVA	Initial climb **6000**
GIGIR 1B 6.2% to 5000 **119.350** ①②③	250° to BOKVO - **LT** 160° to GIGIR	Initial climb **6000**
NELSU 1B 6.0% to 5000 **119.350** ①②③	250° to BOKVO - **LT** direct OGMUR - EPALU - NELSU	Initial climb **6000**
TUTOP 1B 4.4% to 3100 **119.350** ①②③	250° to BOKVO - VEXAP - TUTOP	Initial climb **6000**

① Non-RNAV 1 ACFT: At first contact state "Unable RNAV 1". OMNIDIRECTIONAL DEP available.
② When being vectored or cleared for DCT routing, climb gradient still applies.
③ If unable to comply with climb gradient, inform ATC.

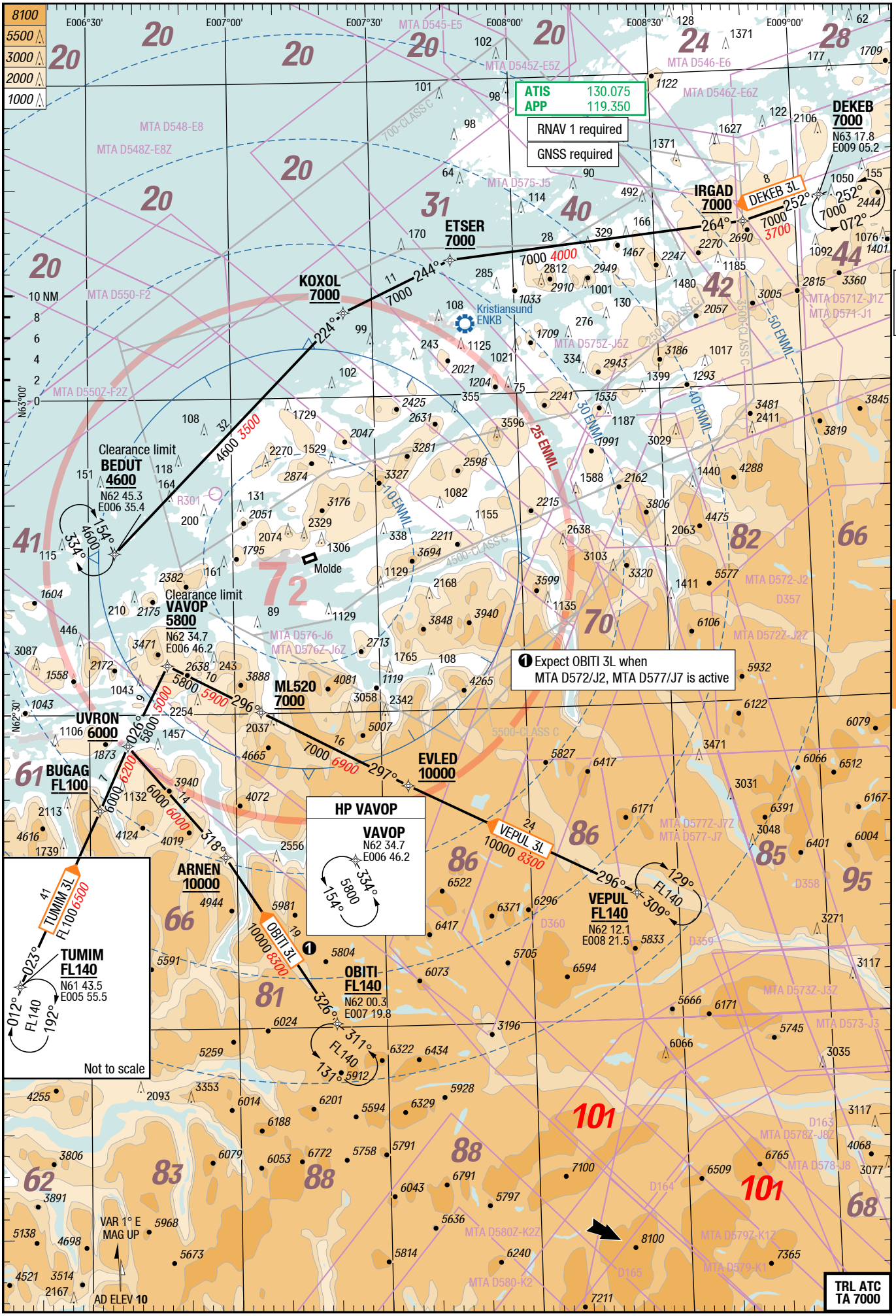
Changes: PROC renamed, Note

DEPARTUREs

	GS	120	150	180	210	240	270
4.3%	ft/MIN	600	700	800	1000	1100	1200
4.9%	ft/MIN	600	800	900	1100	1200	1400
8.8%	ft/MIN	1100	1400	1700	1900	2200	2500
9.6%	ft/MIN	1200	1500	1800	2100	2400	2700

RWY	Routing
OMNI 3A	**RWY 07** 9.6% to 2000 4.9% to 7000 (If unable to comply, inform ATC) 085° to **2000 - RT** 180° (MAX 200KT during initial turn) - expect further clearance from ATC. initial climb **7000**
OMNI 3B	**RWY 25** 8.8% to 1800 4.3% to 5000 (If unable to comply, inform ATC) 250° - expect further clearance from ATC (no turn below **4300**) initial climb **6000**

RWY	Notes
07	1. When being vectored or cleared for DCT routing, climb gradient still apply. 2. Close-in obstacles: Raising terrain north of the extended RWY CL, from 0 to 0.5 NM east of THR 25, require more than 9.6% climb gradient, and must be avoided visually or by other means.
25	1. When being vectored or cleared for DCT routing, climb gradient still apply. 2. Climb gradient 4.3% due to ASPs and/or due to ATC restrictions. 3. Climb gradient 8.8% due to obstacles.


8100
5500
3000
2000
1000
ATIS 130.075
APP 119.350
RNAV 1 required
GNSS required
DEKEB
7000
N63 17.8
E009 05.2
IRGAD
7000
DEKEB 3L
ETSER
7000
KOXOL
7000
Kristiansund
ENKB
Molde
Clearance limit
BEDUT
4600
N62 45.3
E006 35.4
Clearance limit
VAVOP
5800
N62 34.7
E006 46.2
ML520
7000
UVRON
6000
BUGAG
FL100
EVLED
10000
VEPUL
FL140
N62 12.1
E008 21.5
OBITI
FL140
N62 00.3
E007 19.8
ARNEN
10000
TUMIM
FL140
N61 43.5
E005 55.5
HP VAVOP
VAVOP
N62 34.7
E006 46.2
VEPUL 3L
OBITI 3L
TUMIM 3L
Expect OBITI 3L when
MTA D572/J2, MTA D577/J7 is active
Not to scale
VAR 1° E
MAG UP
AD ELEV 10
TRL ATC
TA 7000
700-CLASS C
2500-CLASS C
3500-CLASS C
4500-CLASS C
5500-CLASS C
50 ENML
40 ENML
30 ENML
25 ENML
10 ENML
MTA D545-E5
MTA D545Z-E5Z
MTA D546-E6
MTA D546Z-E6Z
MTA D548-E8
MTA D548Z-E8Z
MTA D550-F2
MTA D550Z-F2Z
MTA D571Z-J1Z
MTA D571-J1
MTA D572-J2
MTA D572Z-J2Z
MTA D573-J3
MTA D573Z-J3Z
MTA D575-J5
MTA D575Z-J5Z
MTA D576-J6
MTA D576Z-J6Z
MTA D577-J7
MTA D577Z-J7Z
MTA D578-J8
MTA D578Z-J8Z
MTA D579-K1
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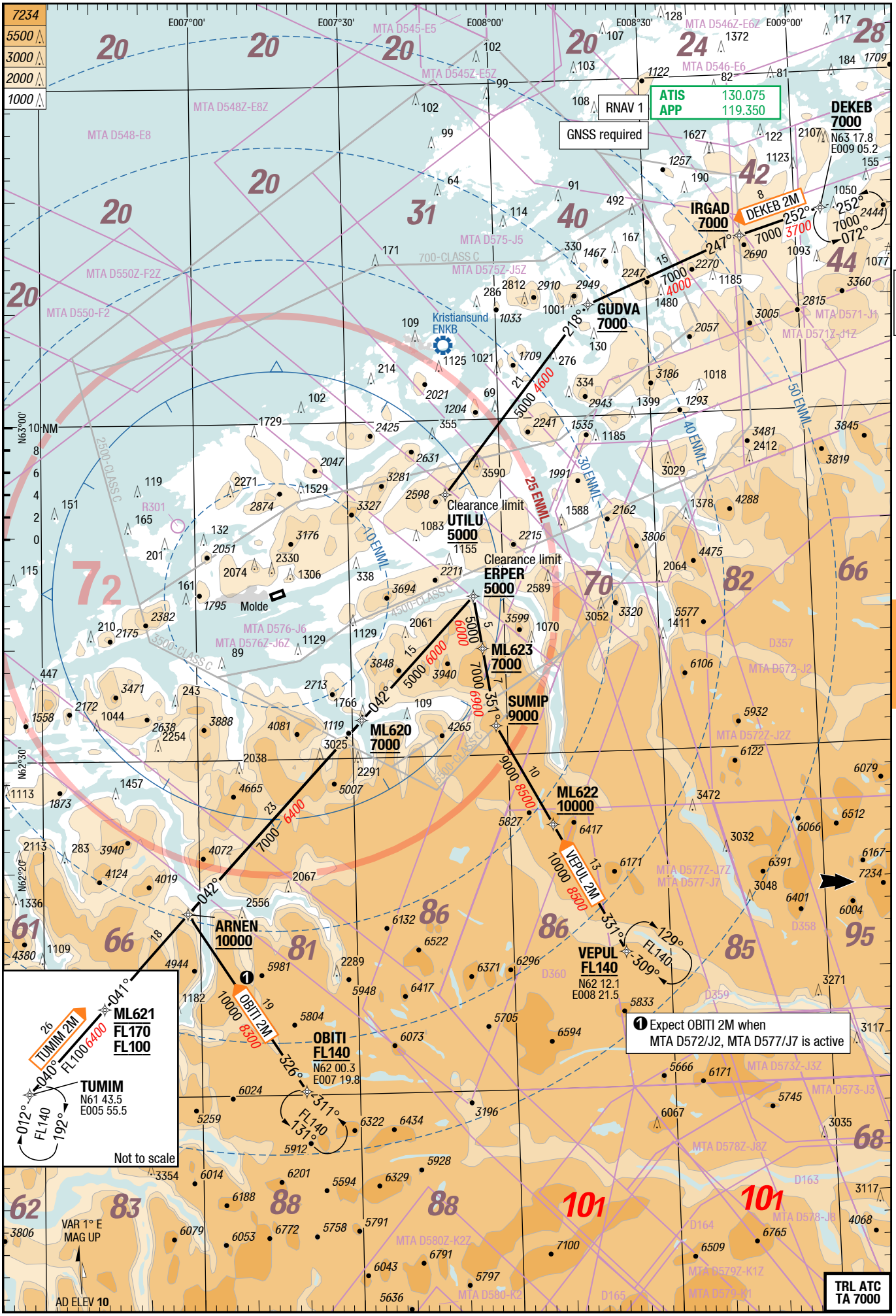
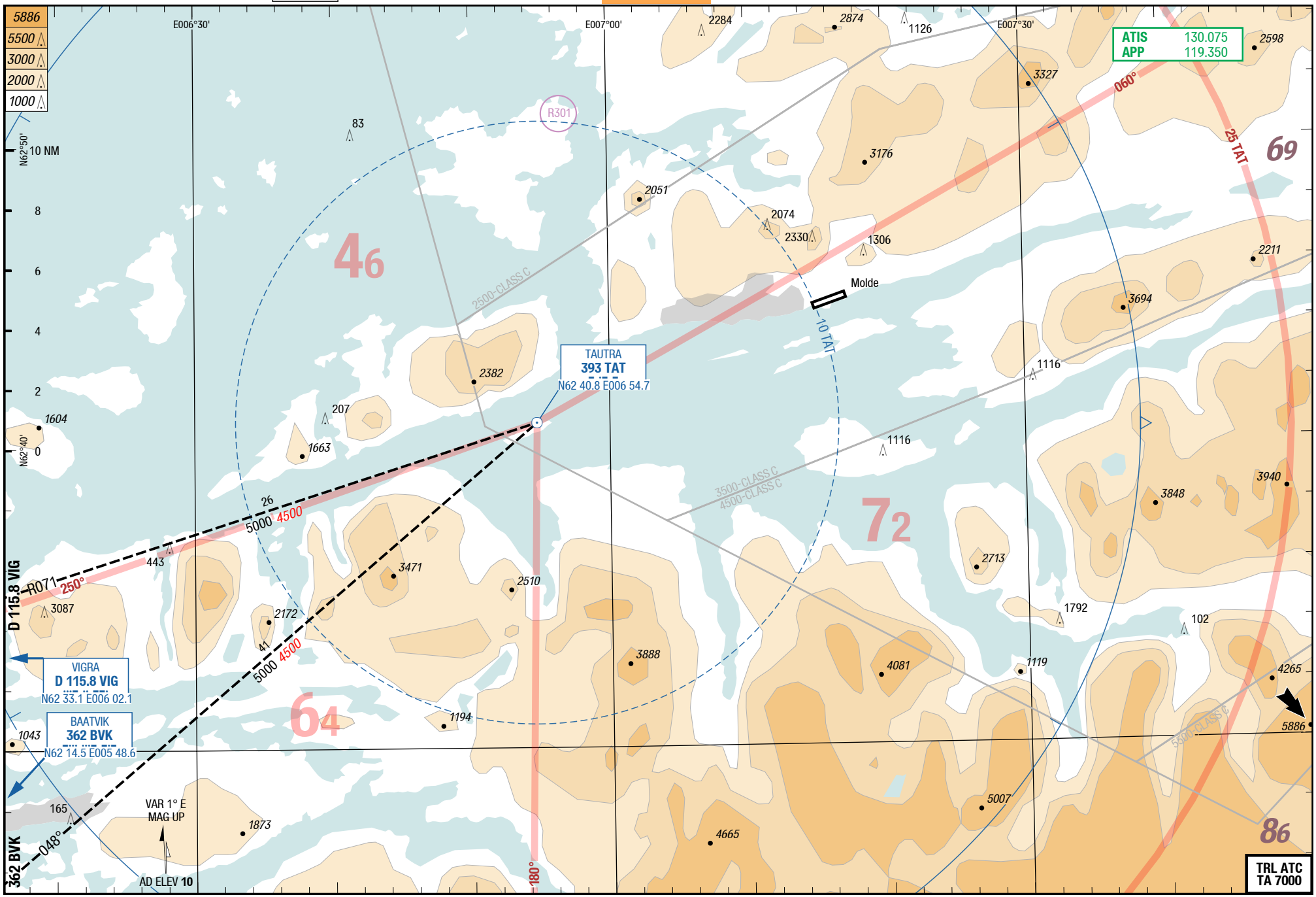
D357
D358
D359
D360
D163
D164
D165


ATIS 130.075
APP 119.350
RNAV 1
GNSS required
DEKEB
7000
N63 17.8
E009 05.2
DEKEB 2M
IRGAD
7000
GUDVA
7000
Kristiansund
ENKB
Clearance limit
UTILU
5000
1155
Clearance limit
ERPER
5000
Molde
ML623
7000
SUMIP
9000
ML620
7000
ML622
10000
VEPUL 2M
VEPUL
FL140
N62 12.1
E008 21.5
ARNEN
10000
OBITI 2M
OBITI
FL140
N62 00.3
E007 19.8
TUMIM 2M
ML621
FL170
FL100
TUMIM
N61 43.5
E005 55.5
Not to scale
Expect OBITI 2M when
MTA D572/J2, MTA D577/J7 is active
VAR 1° E
MAG UP
AD ELEV 10
TRL ATC
TA 7000
MTA D545-E5
MTA D545Z-E5Z
MTA D546Z-E6Z
MTA D546-E6
MTA D548Z-E8Z
MTA D548-E8
MTA D575-J5
MTA D575Z-J5Z
MTA D550Z-F2Z
MTA D550-F2
MTA D571-J1
MTA D571Z-J1Z
MTA D576-J6
MTA D576Z-J6Z
MTA D572-J2
MTA D572Z-J2Z
MTA D577Z-J7Z
MTA D577-J7
MTA D573Z-J3Z
MTA D573-J3
MTA D578Z-J8Z
MTA D578-J8
MTA D579Z-K1Z
MTA D579-K1
MTA D580Z-K2Z
MTA D580-K2
700-CLASS C
4500-CLASS C
3500-CLASS C
2500-CLASS C
25 ENML
30 ENML
40 ENML
50 ENML
10 ENML
R301
D357
D358
D359
D360
D163
D164
D165

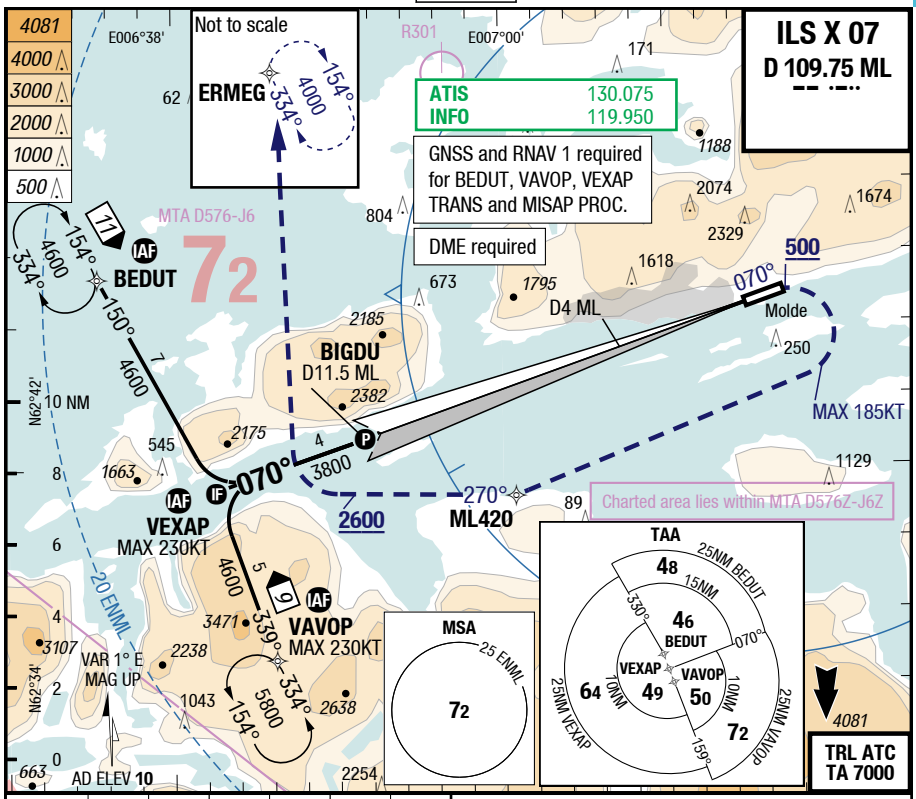


Changes: Completely revised

18-JAN-2018

MOL-ENML

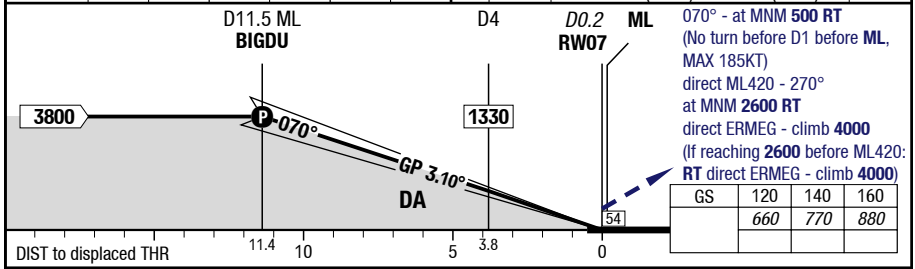
ILS X 07



D ML 070° RWY 072°	11.5	9	7	5	3	2
	3800	2970	2320	1660	1000	670

07 HL-SF

3.1° NONSTD RWY LGT: HL
140 1980 G 45 L
420 3.1° See AOI
THR 10 (0hPa) / TDZ --- (---%) 0.0%



070° - at MNM **500 RT**
(No turn before D1 before **ML**, MAX 185KT)
direct ML420 - 270°
at MNM **2600 RT**
direct ERMEG - climb **4000**
(If reaching **2600** before ML420: **RT** direct ERMEG - climb **4000**)

GS	120	140	160
	660	*770*	*880*

07		Cat 1 DME GA 4.0% 1)	Cat 1 DME GA 2.5% 2)				Circling S of AD only
C	ft - m/km ft	440 - 1.6 **450**	1000 - 2.4 **1010**				1650 - 2.4V **1660**
D	ft - m/km ft	450 - 1.7 **460**	1010 - 2.4 **1020**				1700 - 3.6V **1710**

1) With EVS 1.1km
2) With EVS 1.6km

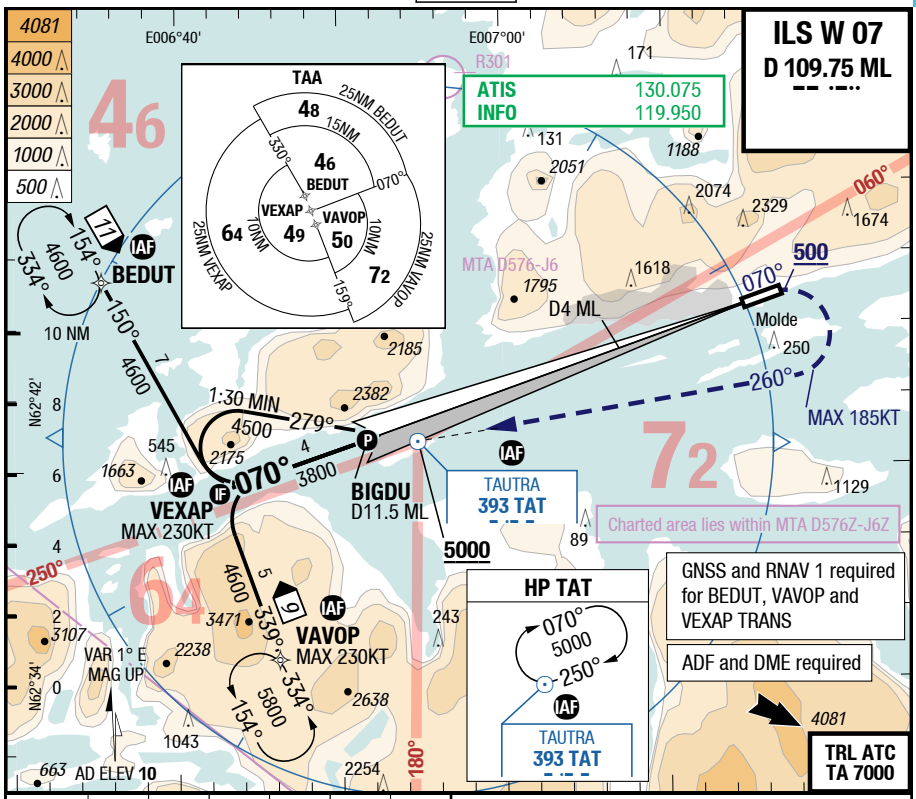
Changes: MIN

18-JAN-2018

MOL-ENML

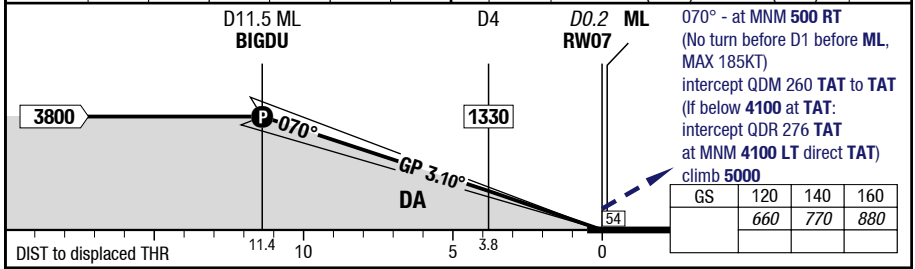
7-20

ILS W 07



D ML 070° RWY 072°	11.5	9	7	5	3	2
	3800	2970	2320	1660	1000	670

07 — HL-SF — NONSTD RWY LGT: HL — 140 1980 G 45 L — 420 — See AOI — THR 10 (0hPa) / TDZ --- (---%) — 0.0%

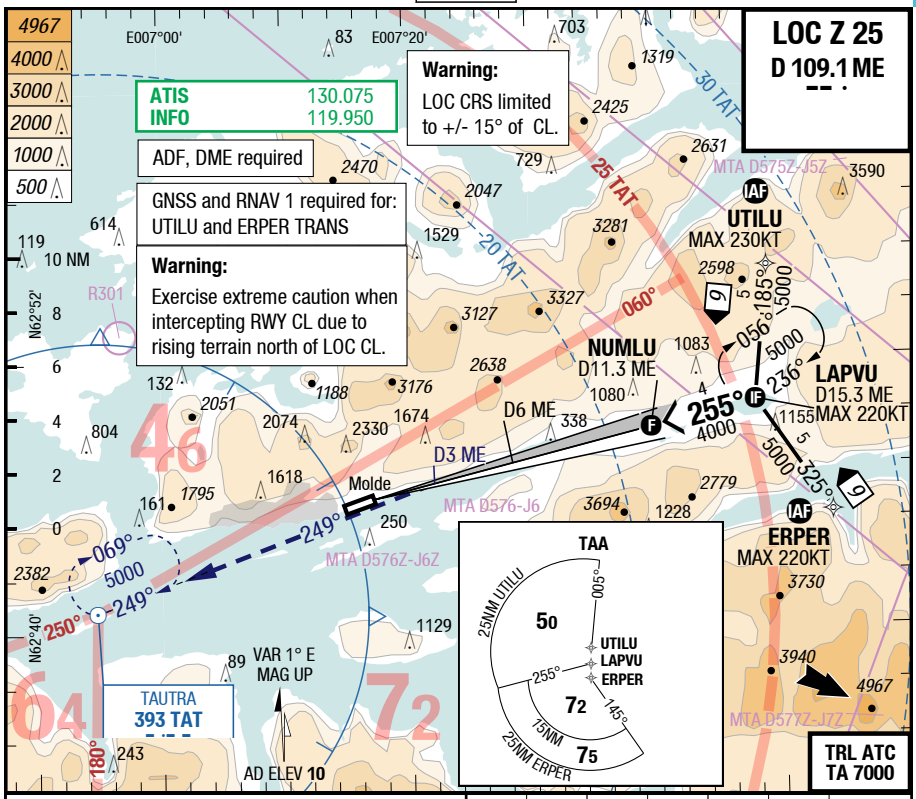


GS	120	140	160
	660	770	880

07		Cat 1 DME GA 4.0% 1)	Cat 1 DME GA 2.5% 2)				Circling S of AD only
C	ft - m/km ft	440 - 1.6 **450**	1000 - 2.4 **1010**				1650 - 2.4V **1660**
D	ft - m/km ft	450 - 1.7 **460**	1010 - 2.4 **1020**				1700 - 3.6V **1710**

1) With EVS 1.1km
2) With EVS 1.6km

Changes: MIN

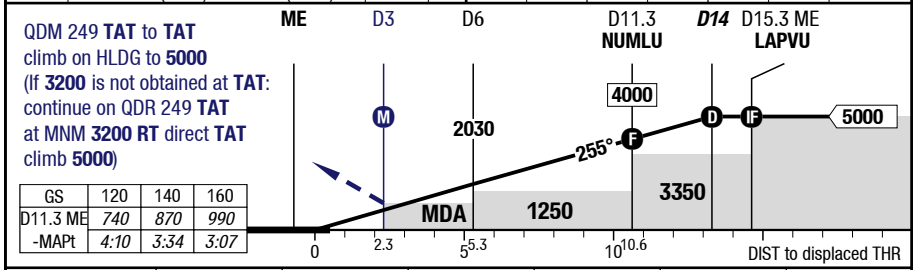


NONSTD RWY LGT: HL L 45 G 1980 100 See AOI 0.0% TDZ --- (---%) / **THR 10** (0hPa) HL-SF

25

4	5	7	9	13	14
1290	1660	2400	3150	4630	5000

3.50° **D ME** **255°** RWY 252°



GS	120	140	160
D11.3 ME	*740*	*870*	*990*
-MAPt	*4:10*	*3:34*	*3:07*

25		**LOC DME** 1)					**Circling** S of AD only
C	ft - m/km ft	1180 - 2.4 **1190**					1650 - 2.4V **1660**
D	ft - m/km ft	1180 - 2.4 **1190**					1700 - 3.6V **1710**

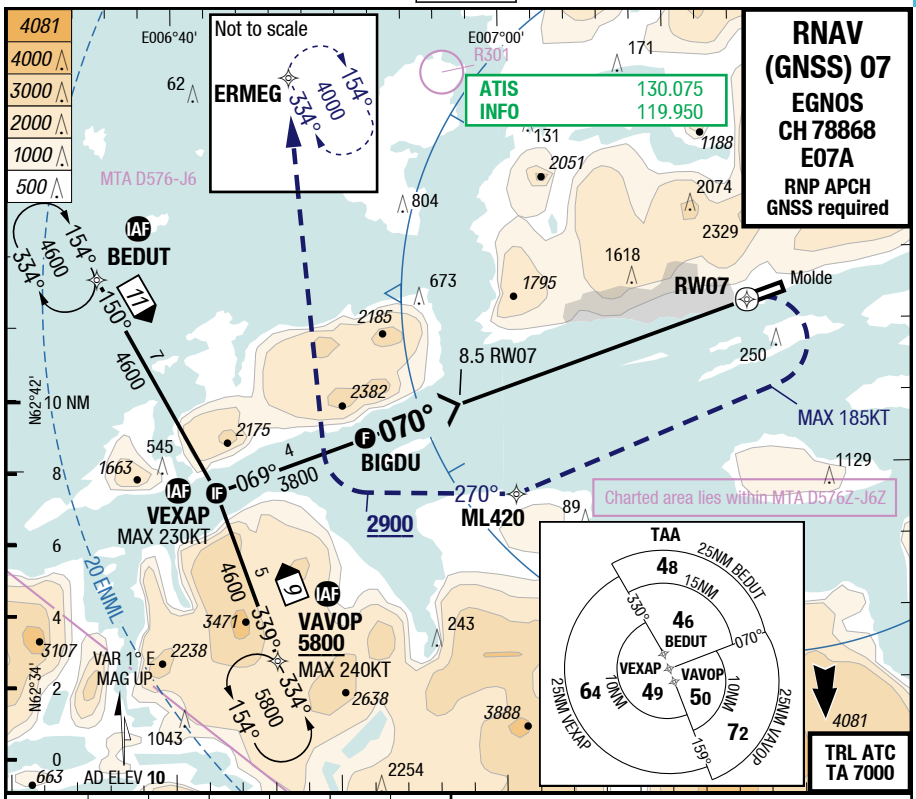
1) Timing to determine MAPt NA

Changes: Navaid , OBST

MOL-ENML

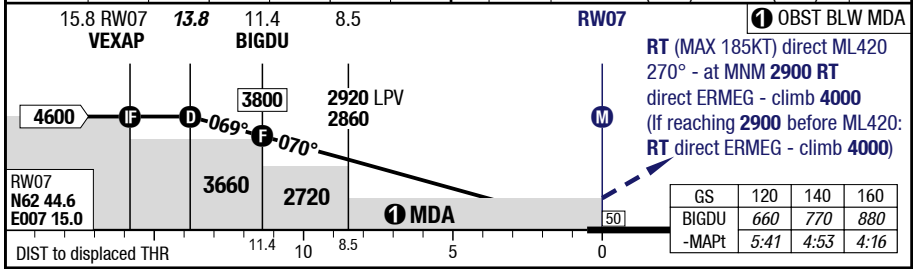
7-50

RNAV (GNSS) 07



3.10° RW07	13.8	11	9	7	5	4
	4600	3680	3030	2370	1710	1380

07 — 3.1° NONSTD RWY LGT: HL
140 1980 G 45 L
420 3.1° See AOI
HL-SF THR 10 (0hPa) / TDZ --- (---%) 0.0%



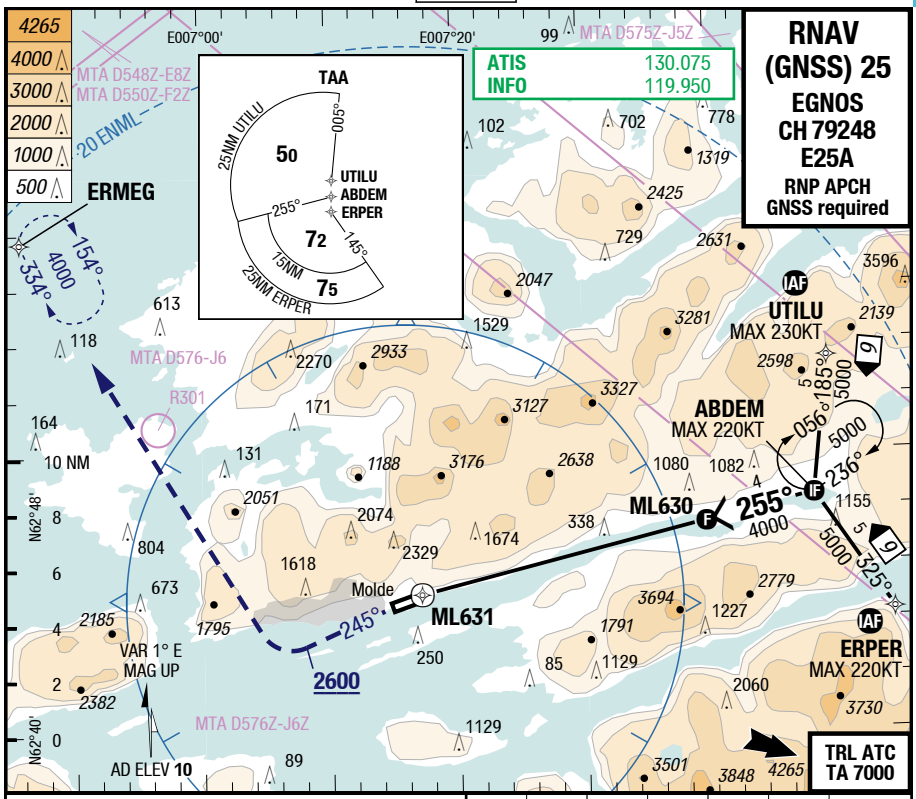
07		RNAV GNSS LPV GA 5.0% 1)	RNAV GNSS LPV GA 4.0%	RNAV GNSS LPV GA 2.5% 2)	RNAV GNSS VNAV GA 5.0% 2) 3)	RNAV GNSS VNAV GA 4.0% 2) 3)	Circling S of AD only
C	ft - m/km	440 - 1.6	560 - 2.1	710 - 2.4	840 - 2.4	900 - 2.4	1650 - 5.0V
	ft	**450**	**570** 4)	**720**	**850**	**910**	**1660**
D	ft - m/km	450 - 1.7	570 - 2.2	720 - 2.4	880 - 2.4	930 - 2.4	1700 - 5.0V
	ft	**460**	**580** 5)	**730**	**890**	**940**	**1710**

1) With EVS 1.1km 2) With EVS 1.6km 3) Uncompensated BARO VNAV NA below -30°C (-22°F) 4) With EVS 1.4km 5) With EVS 1.5km

MOL-ENML

7-60

RNAV (GNSS) 25



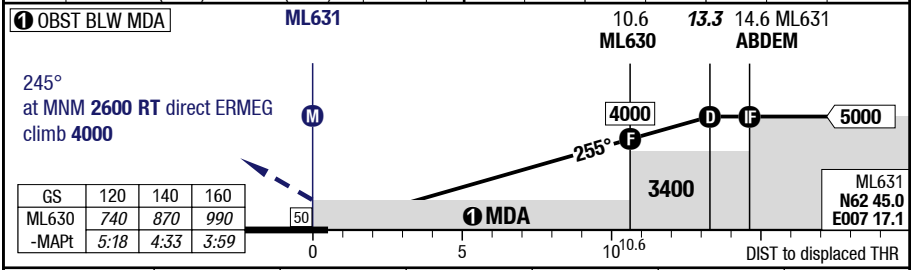
NONSTD RWY LGT: HL L 45 G 1980 100 See AOI 0.0% TDZ --- (---%) / **THR 10** (0hPa) HL-SF

25

4	5	7	9	11	13.3
1550	1920	2670	3410	4150	5000

3.50° **ML631** **255°** RWY 250°

1 OBST BLW MDA



GS	120	140	160
ML630	*740*	*870*	*990*
-MAPt	*5:18*	*4:33*	*3:59*

25		RNAV GNSS LPV GA 5.0% 1)	RNAV GNSS LPV GA 4.0% 1)	RNAV GNSS LPV GA 2.5% 1)	RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV	Circling S of AD only
C	ft - m/km ft	690 - 2.4 **700**	820 - 2.4 **830**	970 - 2.4 **980**	1340 - 2.4 **1350**	1350 - 5.0 **1360**	1650 - 5.0V **1660**
D	ft - m/km ft	700 - 2.4 **710**	830 - 2.4 **840**	980 - 2.4 **990**	1340 - 2.4 **1350**	1350 - 5.0 **1360**	1700 - 5.0V **1710**

1) With EVS 1.6km
2) Uncompensated BARO VNAV NA below -45°C (-49°F)

Changes: Page Number

07		**RNAV GNSS** VNAV GA 2.5% 1) 2)	**RNAV GNSS** LNAV GA 3.0%	**RNAV GNSS** LNAV GA 2.5%			
C	ft - m/km ft	1000 - 2.4 **1010**	Not published	1290 - 5.0 **1300**			
D	ft - m/km ft	1030 - 2.4 **1040**	1290 - 5.0 **1300**	1300 - 5.0 **1310**			

1) With EVS 1.6km 2) Uncompensated BARO VNAV NA below -30°C (-22°F)