

KSU-ENKB

1-10

AOI

AOI

GENERAL

Operational Hours

ATS Hours: MON-FRI 0515-2200‡, SAT 0600-1530‡, SUN 1230-2200‡.

AD ADMIN Hours: MON-FRI, except HOL 0700-1400‡

Airport Information

RFF: CAT 7 MON-FRI 0515-2200‡, SAT 0515-0700‡ and 0900-1530,‡ SUN 1230-2200‡.
CAT 4 SAT 0700-0900‡

Fuel: MON-FRI 0500-2000‡, SAT 0500-1500‡, SUN 1230-2000‡.

PCN: RWY 07/25: 40/F/A/X/U

Customs: AVBL O/R 4HR to ATC

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 limitations with regard to surface wind.

ACFT operator shall stipulate special requirements with regard to RWY status.

Traffic Notes

AD not to be used by ACFT with higher code letter than D, except EMERG.

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

Low Visibility Procedure

| When RVR 550m or below: LVP is not established, no ACFT movements allowed.

Taxi/Parking: Visual docking guidance system AVBL.

Warnings

PAPI RWY 07: when reaching DH, ACFT established on ILS GP will get a "too high" indication from PAPI.

Wind shear may occur on short final RWY 07 and 25. Wind 260°-360° above 15KT.

Downdraft may occur on short final RWY 25 when wind W-SW above 20KT.

ARRIVAL

Arrival Procedure

Non-standard GP intercept position on RWY 07

GP intercepts RWY 07 at 436m / 1430ft after landing threshold.

Remaining LDG DIST beyond GP is 1564m / 5132ft.

Communication

COM Failure

During MISAP

ILS/LOC Z RWY 07

At D15 KVB turn left direct to KVB. Enter KVB HLDG. Make a new APCH.

RNAV RWY 07

Climb to KB515. Turn left to intercept and proceed on course 347° to KB516. At KB516, turn left direct to KVB. Enter KVB HLDG climbing to 5000ft.

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ARRIVAL

VOR Z RWY 25

At D15 KVB turn right direct to KVB. Make a new APCH.

RNAV RWY 25

Climb on course 255° to 21NM from KB420. Turn right direct INKEV. Make a new APCH.

DEPARTURE

Take-off Minima

RWY	07/25		
All ACFT	ft - m/km	0 - 550R/550V	-

Communication

COM Failure

Maintain last assigned LVL until passing point described below for each SID:

RWY 07

- If no further climb received prior to KB406 for: BAMVA 1G, GIGIR 1G, TUTOP 1G.
- If no further climb received 7NM prior to EPALU for: NELSU 1G.

RWY 25

- If no further climb received 15NM prior to BAMVA for: BAMVA 1H.
- If no further climb received prior to EPALU for: NELSU 1H.
- If no further climb received prior to BOKVO for: GIGIR 1H.
- If no further climb received prior to VEXAP for: TUTOP 1H.

Then climb CPL cruising LVL. ACFT under vectoring shall proceed in the most direct manner possible to rejoin CPL route no later than the next significant point, climbing to the CPL cruising LVL taking into consideration the applicable MNM flight ALT.

ABGOR 5G/5H: Maintain last assigned LVL for 2min, then climb CPL cruising LVL. ACFT under vectoring shall proceed in the most direct manner possible to rejoin CPL route no later than the next significant point, climbing to the CPL cruising LVL taking into consideration the applicable MNM flight ALT.

During omnidirectional DEP

RWY 07: Climb on track 070° to 6000ft, then...

RWY 25: Climb on track 250° to 6000ft, then...

...proceed in the most direct manner possible to join CPL route, climbing to CPL cruising LVL. ACFT under vectoring shall proceed in the most direct route to join CPL route, climbing to the CPL cruising LVL.

De-Icing

AVBL.

Effective 17-AUG-2017

10-AUG-2017

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AGC
AFC

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AGC
AFC

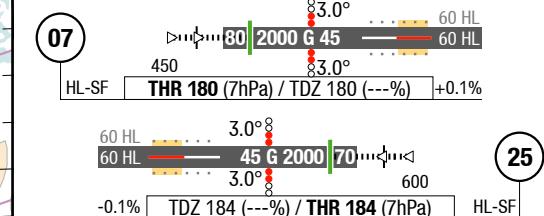
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ATIS
More APP
Kvernberget TWR

135.075 HX
119.350
118.300 MON-FRI 0515-2200
SAT 0600-1530
SUN 1230-2200

Landing RWY system:



Effective 17-AUG-2017

10-AUG-2017

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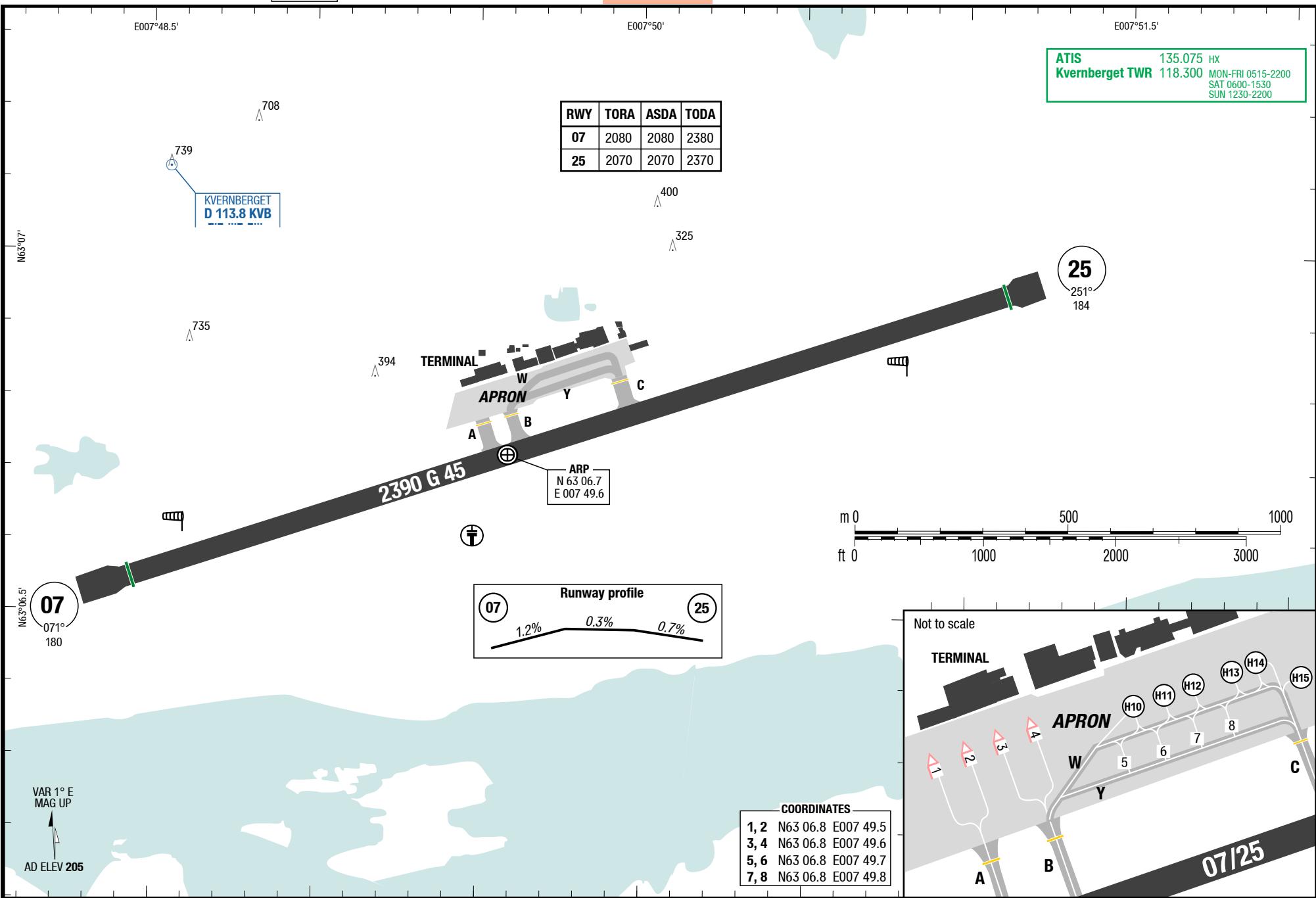
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AGC

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Changes: Helipad, Parkingstand, OBST, TWY , BLDG

Effective 08-DEC-2016

01-DEC-2016

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[RNAV SIDs RWY 25]

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RNAV SIDs RWY 07

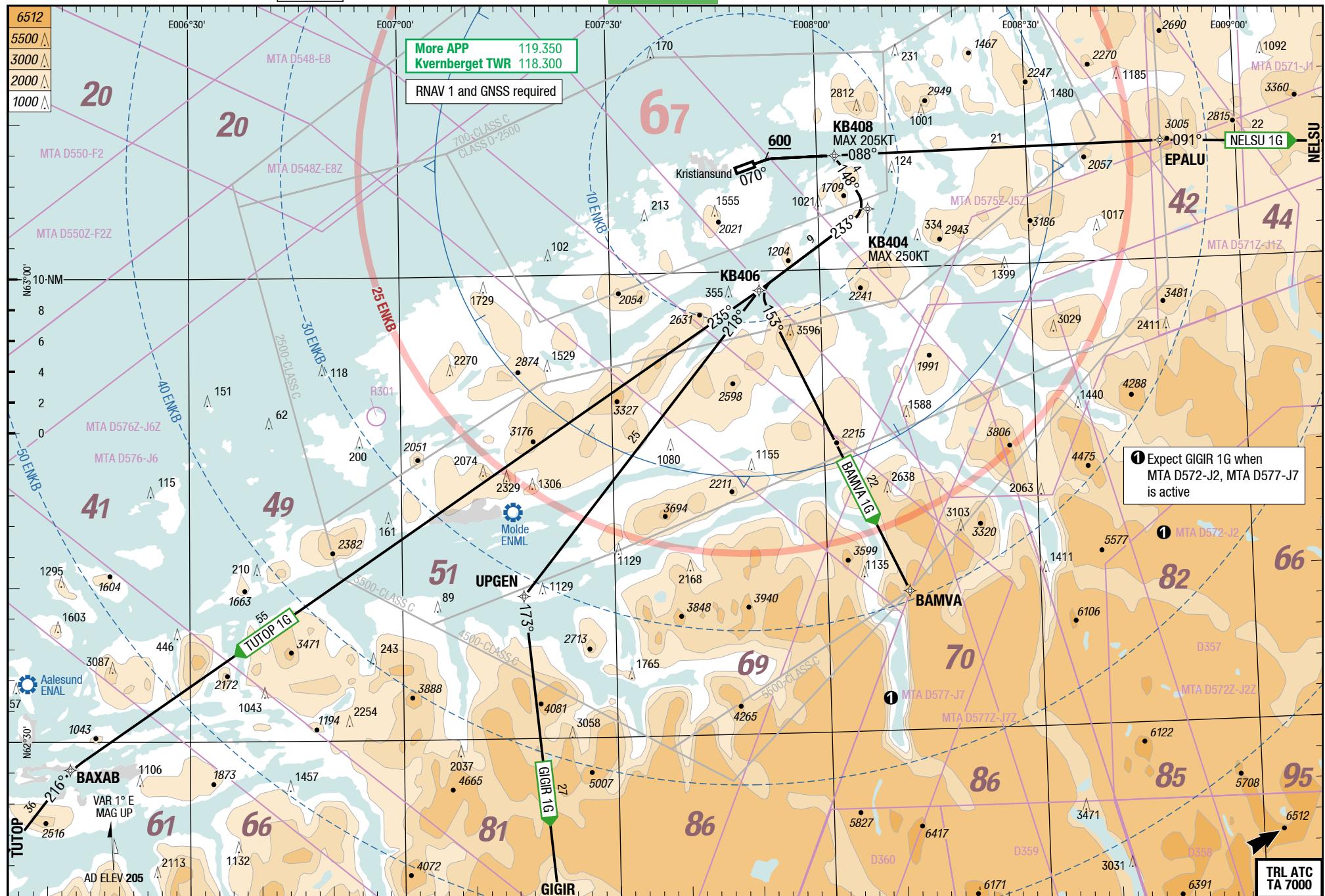
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SID

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[RNAV SIDs RWY 25]

RNAV SIDs RWY 07



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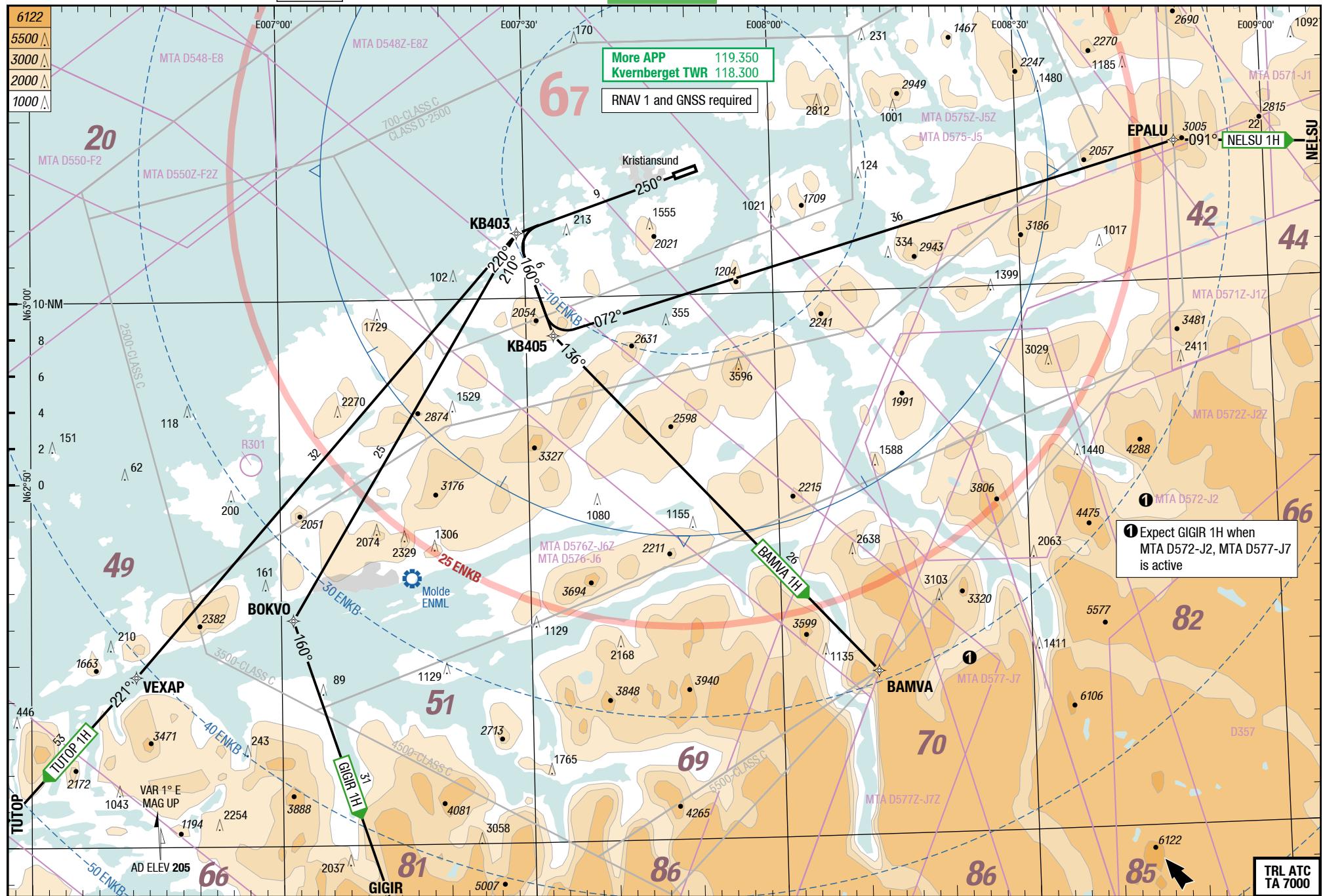
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RNAV SIDs RWY 25

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RNAV SIDs RWY 25



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RNAV SIDs RWY 07

BAMVA 1G / GIGIR 1G / NELSU 1G / TUTOP 1G

RWY 07 (071°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
5.3%	ft/MIN	700	900	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 07	
BAMVA 1G 5.3% to 4000 118.300 ①②③	070° - at MNM 600 RT direct KB408 (MAX 205KT) - KB404 (MAX 250KT) - KB406 - BAMVA	initial climb 6000
GIGIR 1G 5.3% to 2000 118.300 ①②③	070° - at MNM 600 RT direct KB408 (MAX 205KT) - KB404 (MAX 250KT) - KB406 - UPGEN - GIGIR	initial climb 6000
NELSU 1G 5.0% to 2000 118.300 ①②③	070° - at MNM 600 RT direct KB408 (MAX 205KT) - EPALU - NELSU	initial climb 6000
TUTOP 1G 5.3% to 2000 118.300 ①②③	070° - at MNM 600 RT direct KB408 (MAX 205KT) - KB404 (MAX 250KT) - KB406 - BAXAB - TUTOP	initial climb 6000

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

BAMVA 1H / GIGIR 1H / NELSU 1H / TUTOP 1H

RWY 25 (251°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 25	
BAMVA 1H 6.0% to 4000 118.300 ①②③	250° to KB403 - KB405 - BAMVA	initial climb 6000
GIGIR 1H 4.0% to 2500 118.300 ①②③	250° to KB403 - BOKVO - GIGIR	initial climb 6000
NELSU 1H 6.0% to 4000 118.300 ①②③	250° to KB403 - KB405 - EPALU - NELSU	initial climb 6000
TUTOP 1H 4.0% to 2500 118.300 ①②③	250° to KB403 - VEXAP - TUTOP	initial climb 6000

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

DEPARTUREs

	GS	120	150	180	210	240	270	
6.0%	ft/MIN	800	1000	1100	1300	1500	1700	
6.6%	ft/MIN	900	1100	1300	1500	1700	1900	

RWY

Routing

OMNI 2G

RWY 076.6% to 3600
(If unable to comply, inform ATC)070° - Expect further clearance from ATC.
MNM turn ALT **900ft**.
initial climb **6000**

OMNI 3H

RWY 256.0% to 4500
(If unable to comply, inform ATC)250° -Expect further clearance from ATC.
MNM turn ALT **2000ft**.
initial climb **6000**

RWY

Notes

07

1. When being vectored or cleared for DCT routing, the climb gradient still applies.

251. Rising terrain and obstacles up to 0.3NM from THR 07 require more than 4.0% climb gradient and must be avoided visually or by other means.
2. When being vectored or cleared for DCT routing, the climb gradient still applies.

01-DEC-2016

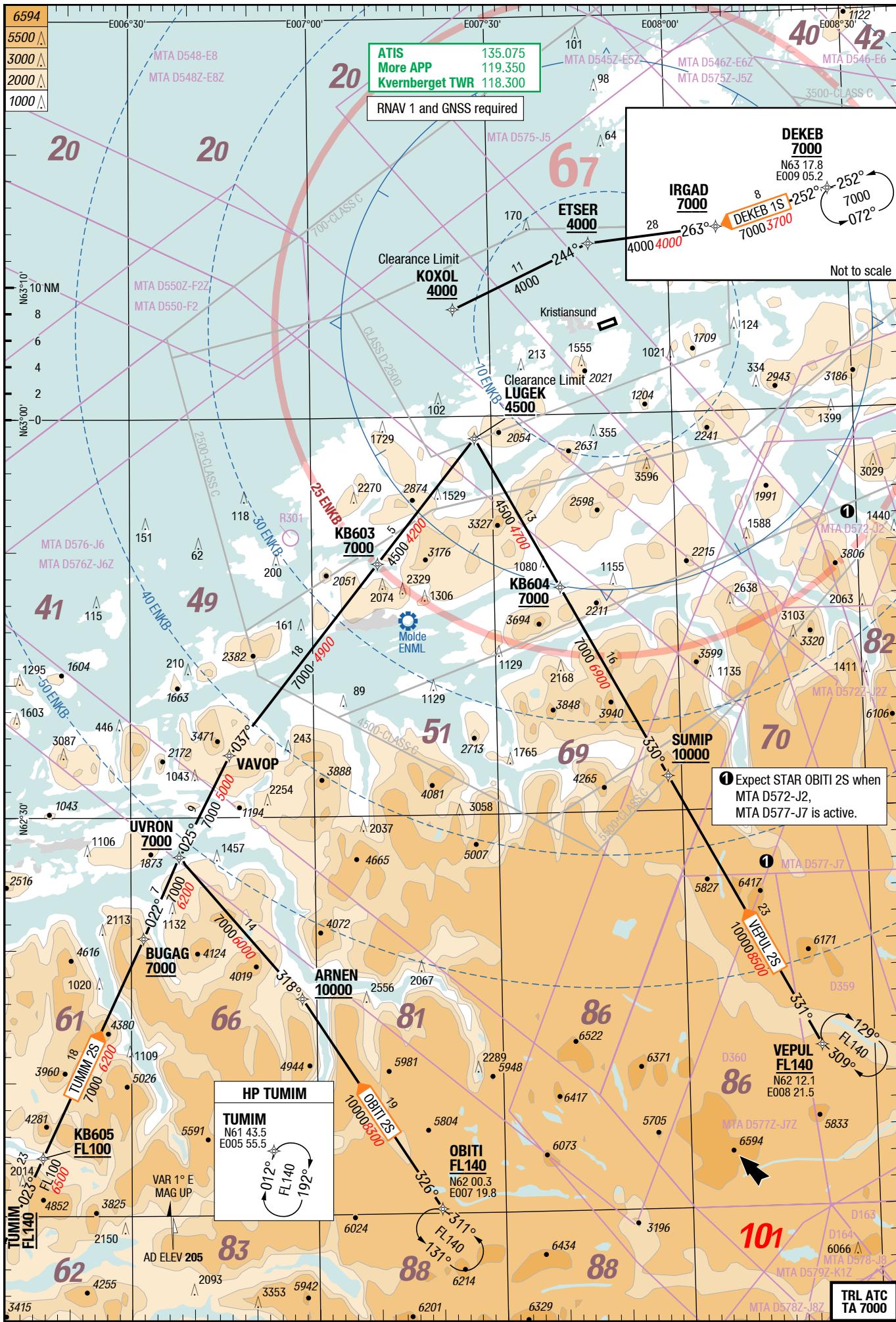
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RNAV STARS RWY 25
RNAV STARS RWY 07

STAR

Kvernberget Kristiansund Norway

RNAV STARS RWY 07



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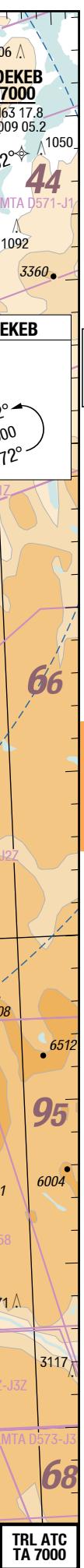
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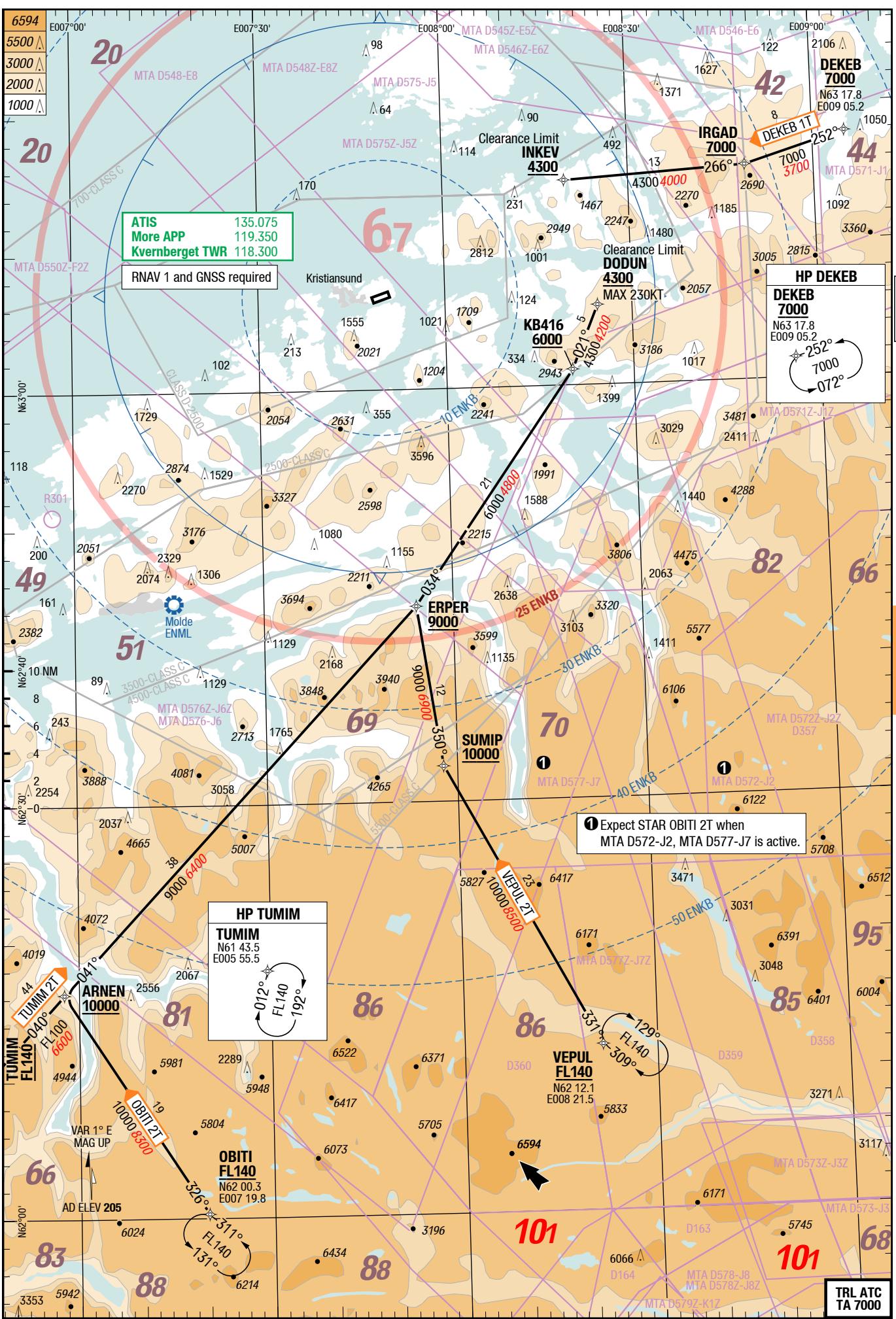
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STARRNAV STARS RWY 25
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RNAV STARS RWY 25



Changes: Completely revised



01-DEC-2016

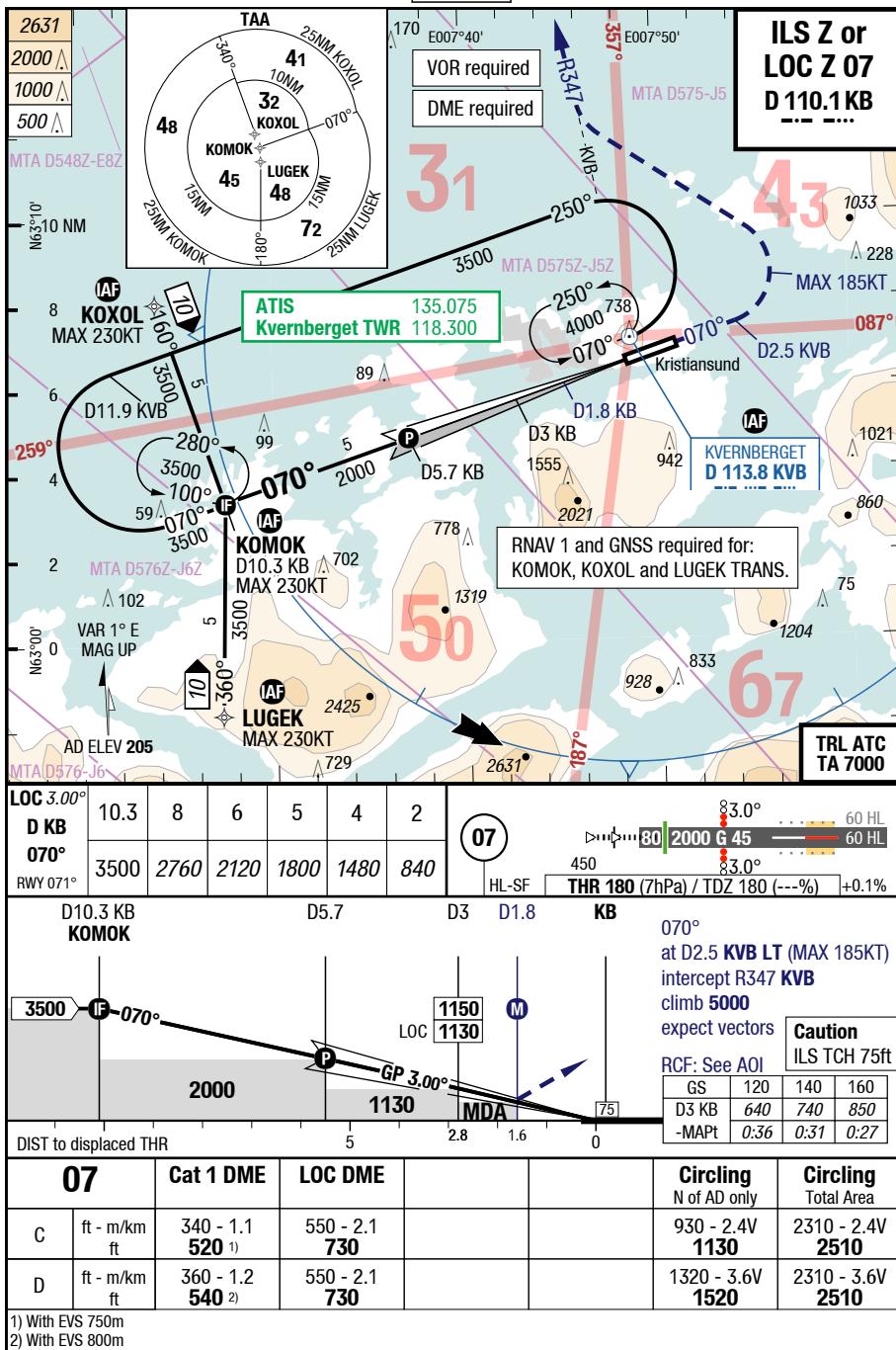
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IAC

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ILS Z or LOC Z 07



Changes: APL, OBST

01-DEC-2016

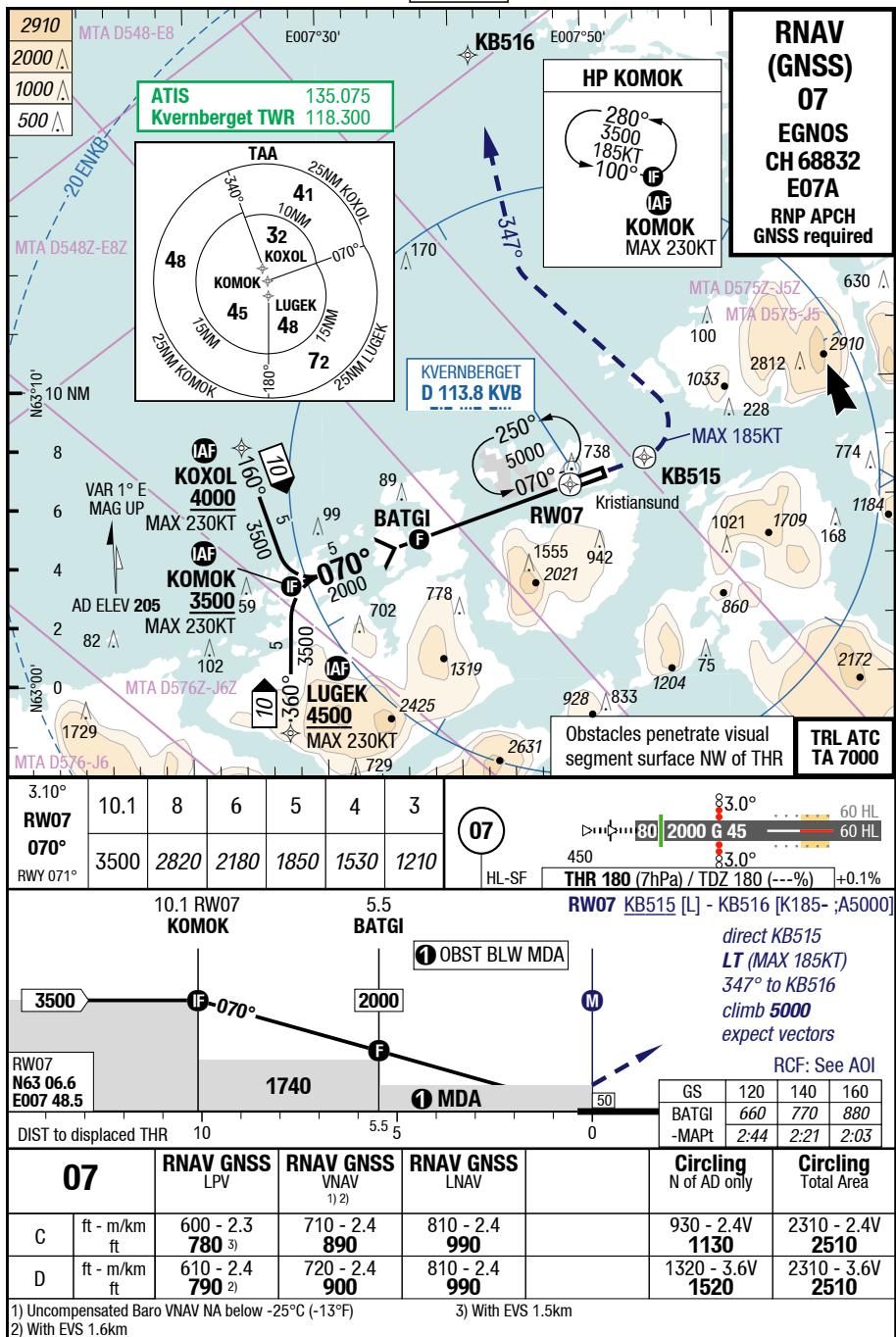
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IAC

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7-30

RNAV (GNSS) 07



Changes: APL, OBST

01-DEC-2016

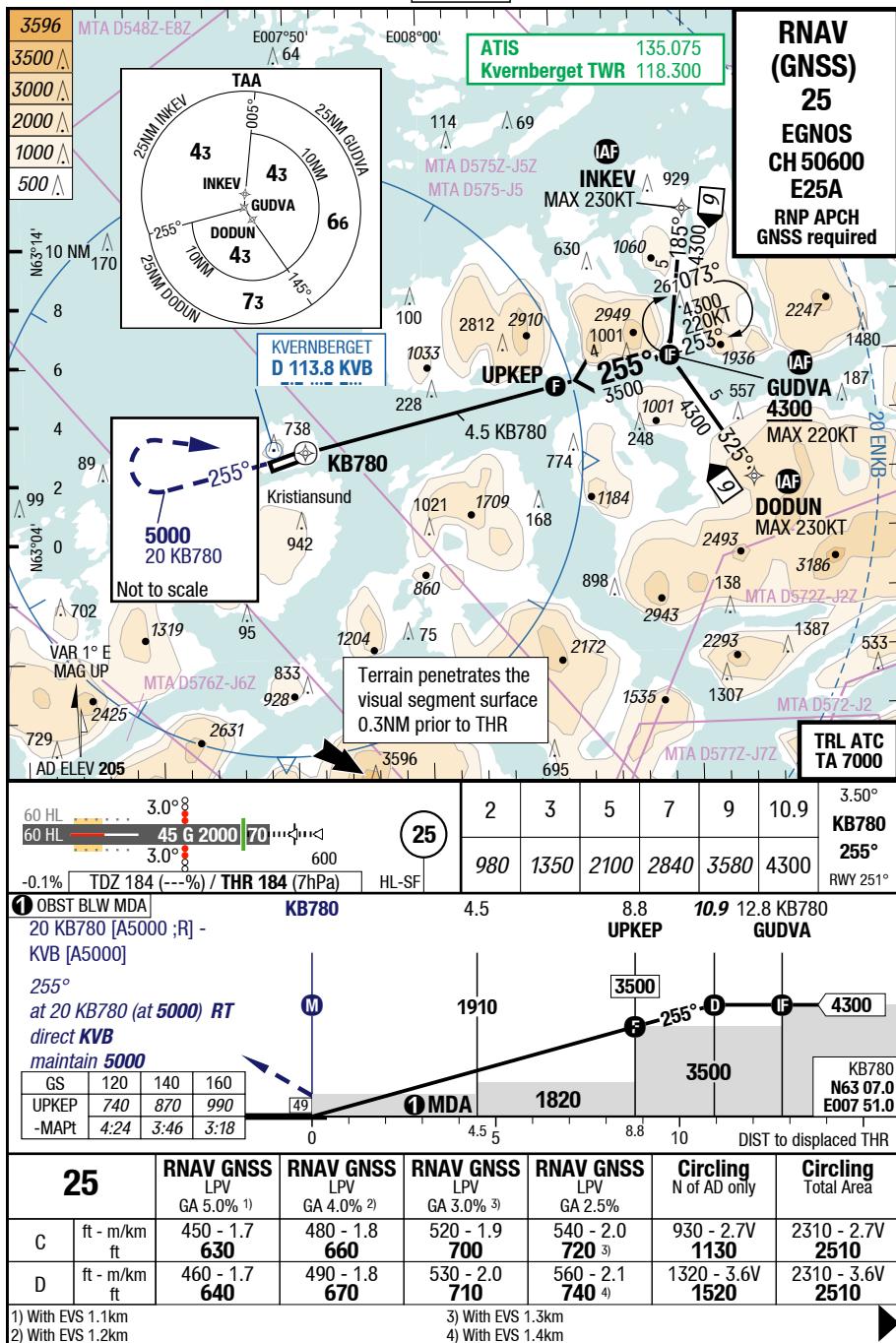
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IAC

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RNAV (GNSS) 25



Changes: MISAP, APL, OBST, MISAP text

01-DEC-2016

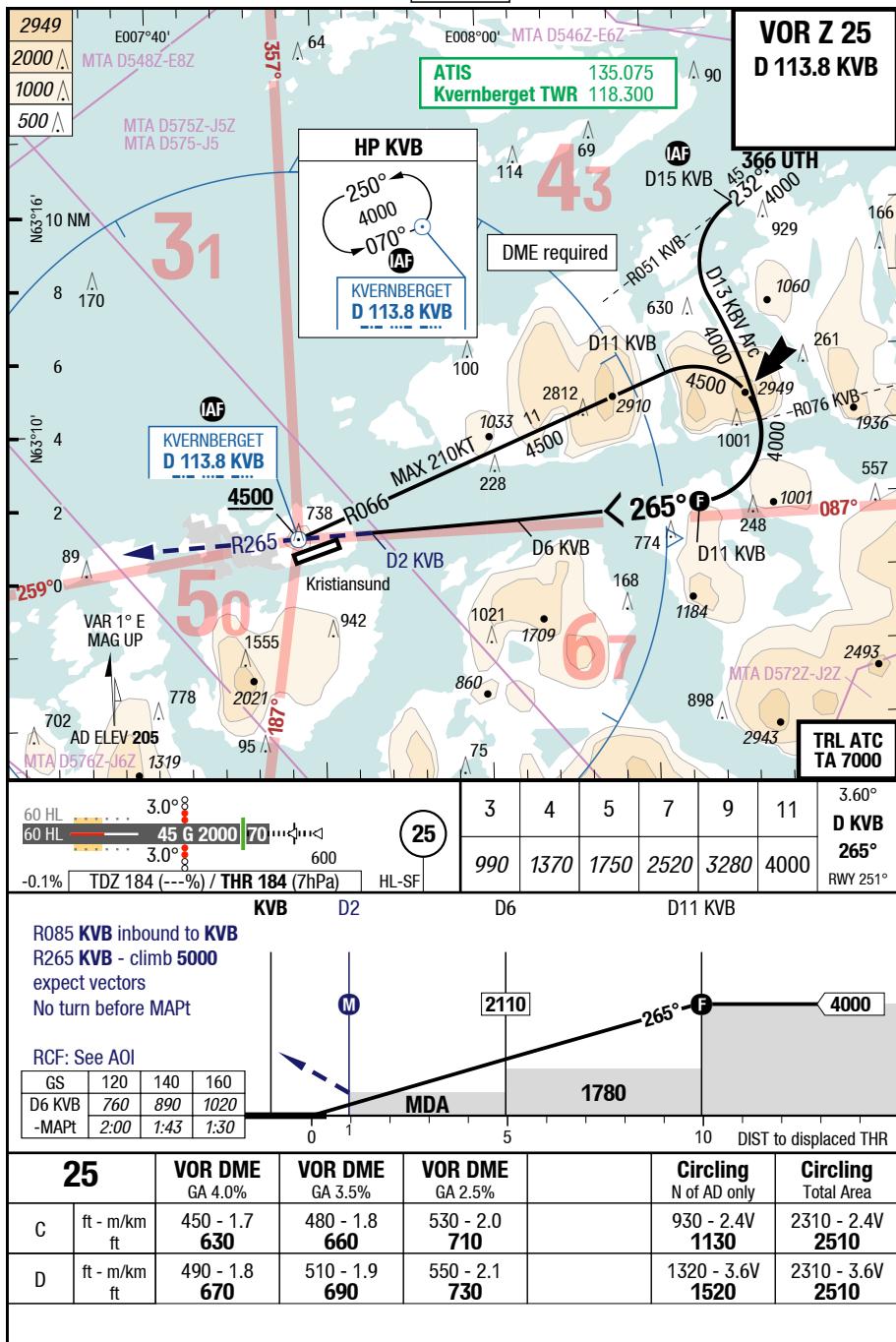
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VOR Z 25



Changes: APL, OBST, SUAs

01-DEC-2016

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KSU-ENKB**7-70****WxMinima Overflow****IAC**

25		RNAV GNSS LNAV GA 2.5%					
C	ft - m/km ft	680 - 2.7 860					
D	ft - m/km ft	710 - 2.9 890					

Changes: Reprint