

**GENERAL****Operational Hours****ATS Hours:** TWR H24**AD ADMIN Hours:** MON-FRI 0700-1430‡ EXC HOL**Airport Information****RFF:** CAT 7**Fuel:** MON-FRI: 0330-2030‡, SAT: 0500-1500‡, SUN: 0900-2100‡.**PCN:** RWY 07/25: 65/R/B/X/U**Customs:** O/R, 1HR 30min PN, via TWR.**Operation****Traffic Note**

Except for EMERG situations, AD shall not be used by ACFT with wingspan above 61m / 200ft. Avinor may grant exception from this provision for code letter D and E ACFT. Request must be send to AD MNM 4 weeks prior to operations.

**RWY Restriction**

RWY extension west of THR 07 for MIL ACFT only.

DIST remaining boards along RWY for MIL use only.

**TWY Restriction**

TWY D, G width 15m / 49ft.

TWY H, I, K, L width 12m / 39ft.

**Taxi/Parking**

Stands 14, 15, 17 and 18 equipped with SAFEGATE.

**Warnings**

Do not fly over city below 3000ft MSL.

Heavy MIL traffic at times.

Arresting Gear Systems: AA34B-1C system installed. Do not cross wires at speeds in excess of 8 KT.

Launch of weather balloon (D2.3 R062 'BDO' VOR/DME) 1100 and 2310 daily.

In some areas RWY strip does not comply with requirements for evenness and bearing strength.

Road N of eastern part of RWY is within RWY strip.

Terrain, Hunstadila and Storeforren penetrates obstacle limitation surface and is not lighted.

High intensity stadium LGT less than 1NM N/NE of AD

Birds in vicinity of AD.

**ARRIVAL****Speed**

MAX IAS 250KT below FL100.

**Communication****COM Failure**

Continue on STAR and start APCH to RWY 07/25 without delay.

**Arrival Procedure****ILS RWY 07:** Be aware of DME station selected.

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

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

**Speed**

MAX IAS 250KT below FL100.

**Communication**

After TKOF contact Bodo DEP.

**COM Failure**

Maintain last cleared and acknowledged LVL for 2min, then climb to cruising LVL stated in current FPL.

Radar vectored: Continue on last cleared and acknowledged HDG for 2min, then direct to cleared SID or route and climb to cruising LVL stated in current FPL.

**RNAV SIDs:**

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

**RWY 07**

- If no further climb received prior to OVBIG for: ABTAM 1A, IBVIS 1A
- If no further climb received prior to BO405 for: DISMU1A, IRKEL 1A
- If no further climb received prior to BO407 for: STM 2A
- If no further climb received prior to VEKUB for: URUXA 1A

**RWY 25**

- If no further climb received prior to BO710 for: ABTAM 1B, IBVIS 1B
- If no further climb received prior to BO714 for: DISMU1B
- If no further climb received prior to EKMAN for: STM 3B
- If no further climb received prior to BITNO for: URUXA 1B

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.

**DEPARTURE****Departure Procedure**

En-route cruising LVL will be issued after TKOF by Bodo DEP or Bodo Control.

**Push-back**

REQ push-back CLR from TWR.

If circumstances dictates, push-back onto TWY W is subject to prior approval from TWR.

After push-back from stand 20 only right turn is allowed.

**Radar vectoring RWY 07**

When deviated from SID, at MNM 4000ft DCT routing will be given as soon as TFC permits.

**Radar vectoring RWY 25**

When deviated from SID, at MNM 3000ft DCT routing will be given as soon as TFC permits.

**Omnidirectional Departure**

RWY 25:

Climb on track 254° to MNM 3300ft, then start turn according to ATC CLR

**De-Icing**

AVBL HO.

Contact handling company before ENG start to request de-ice.

ACFT requiring de-icing shall inform TWR at start-up.

Code letter D and E ACFT shall be marshalled to the de-icing platform

**Warnings**

Close-in OBST (mast) 151ft approximately 550m east from THR RWY 25. Must be avoided visually.

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BOO-ENBO

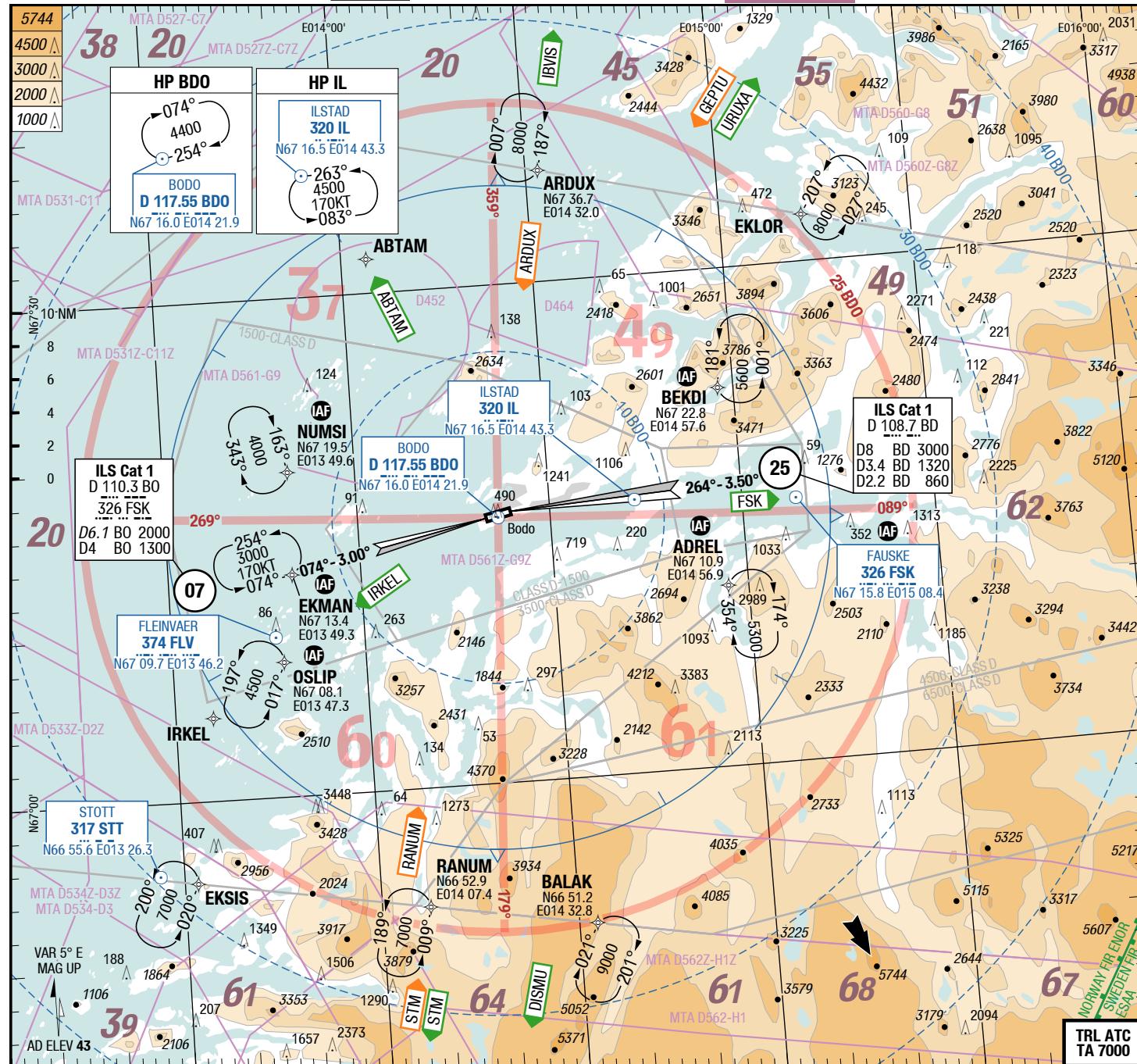
2-10

## Norway Bodo

AGC  
AFC

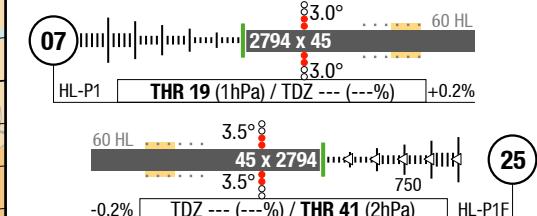
Bodo Norway

AGC  
AFC



<b>ATIS</b>	123.900	
<b>APP</b>	119.700	124.000 Mon-Fri 0540-2240, Sat 0540-1940
	122.100	Sun 0720-2240
<b>TWR</b>	118.100	
<b>GND</b>	121.750	OPB HR by ATIS

### Landing RWY system:



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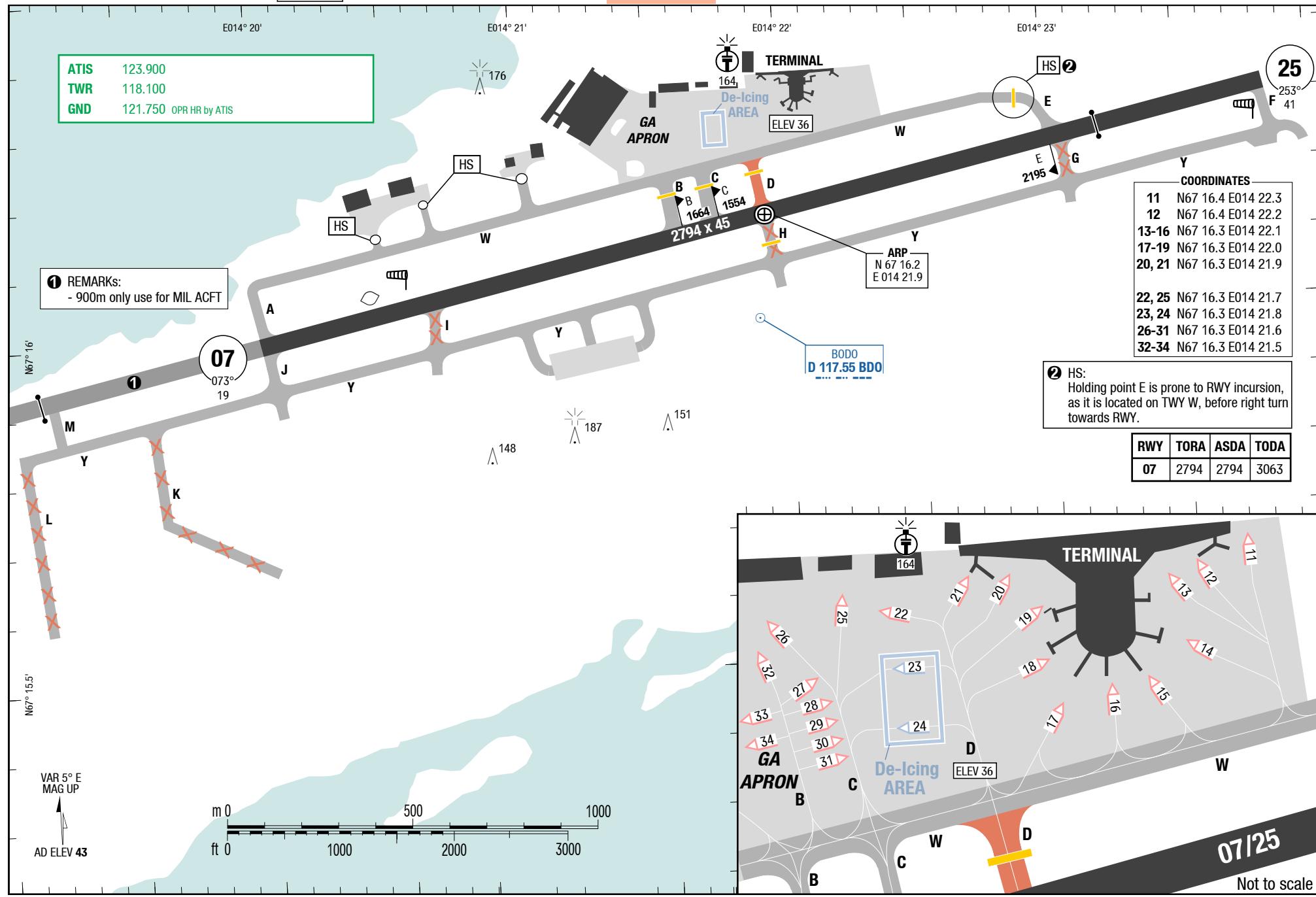
3-20

Norway Bodo

AGC

Bodo Norway

AGC



Effective 01-FEB-2018

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4-10

Norway Bodo

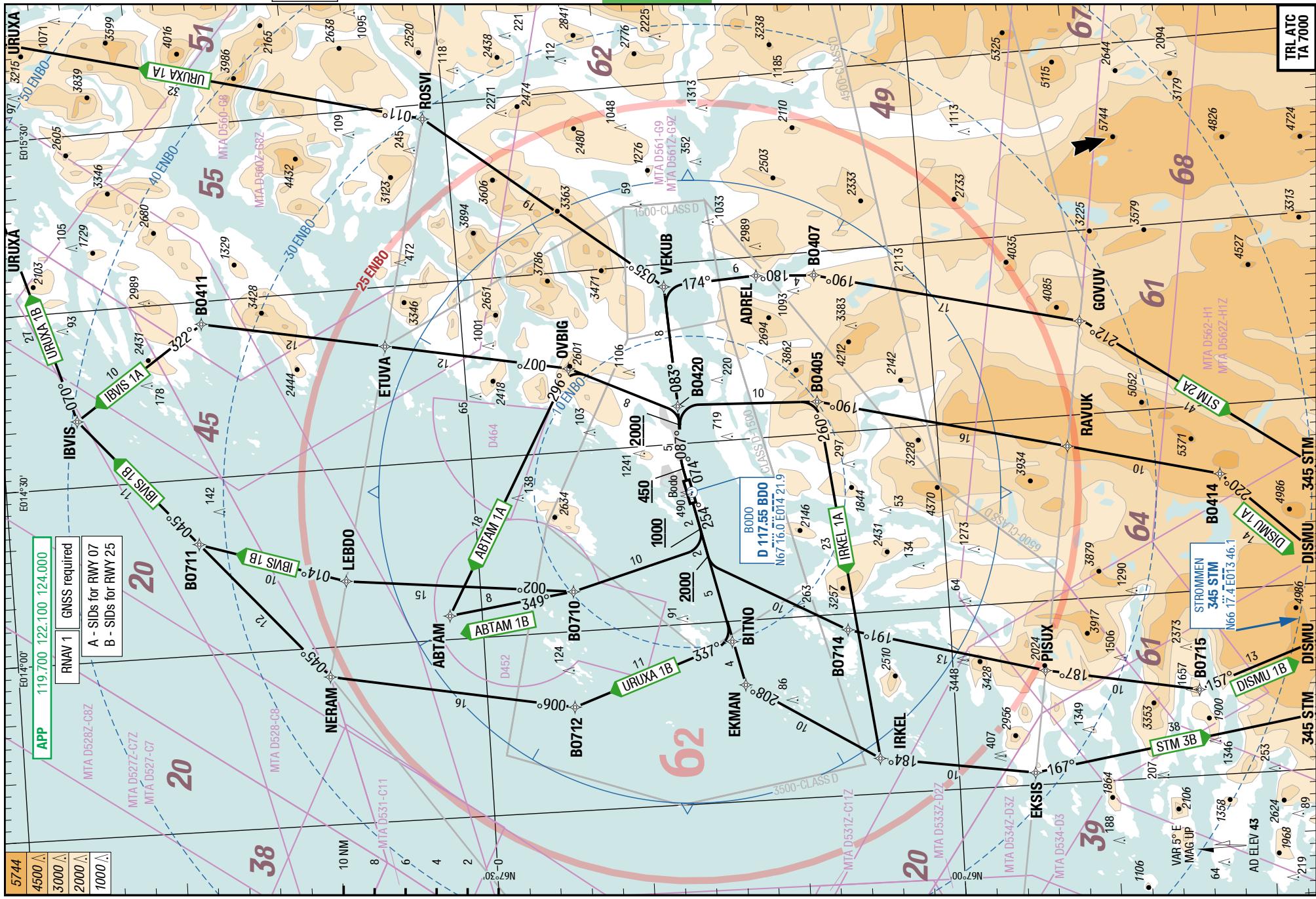
FSK 1A

RNAV SIDs RWYs 07/25

Bodo Norway

FSK 1A

RNAV SIDs RWYs 07/25



Changes: ALT, SUAs, VAR, OBST

Effective 01-FEB-2018

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Norway Bodo

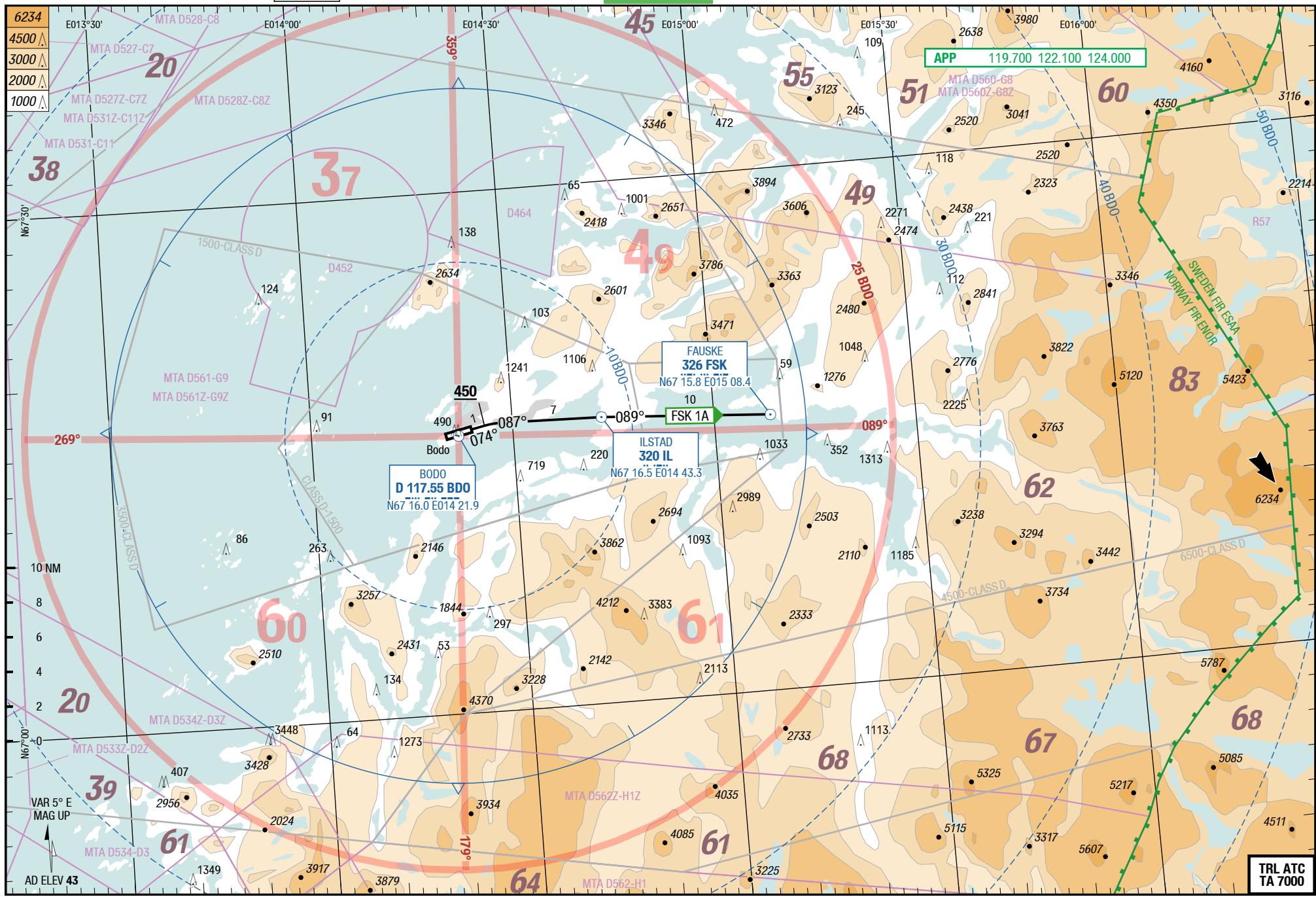
FSK 1A

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SID

FSK 1A

4-20



Changes: ALT, SUAs, OBST, VAR

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5-10

RNAV SIDs RWYs 07/25

**ABTAM 1A / ABTAM 1B / DISMU 1A / IBVIS 1A / IRKEL 1A / STROMMEN 2A / URUXA 1A**  
 RWYs 07 (073°) / 25 (253°)

When instructed, contact Bodo APP.

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 07</b>	
<b>ABTAM 1A</b> 7.0% to 4000 <b>119.700</b> ①②③	074° [A450+] - 087° [A2000+] - DCT OVBIG - ABTAM	<b>initial climb 7000</b>
<b>DISMU 1A</b> 7.0% to 5000 <b>119.700</b> ①②③	074° [A450+] - 087° [A2000+] - DCT B0405 - RAVUK - B0414 - DISMU	<b>initial climb 7000</b>
<b>IBVIS 1A</b> 7.0% to 4000 <b>119.700</b> ①②③	074° [A450+] - 087° [A2000+] - DCT OVBIG - ETUVA - B0411 - IBVIS	<b>initial climb 7000</b>
<b>IRKEL 1A</b> 7.0% to 5000 <b>119.700</b> ①②③	074° [A450+] - 087° [A2000+] - DCT B0405 - IRKEL	<b>initial climb 7000</b>
<b>STROMMEN 2A</b> <b>STM 2A</b> 7.0% to 4000 <b>119.700</b> ①②③	074° [A450+] - 087° B0420 - VEKUB - ADREL - B0407 - GOUV - STM	<b>initial climb 7000</b>
<b>URUXA 1A</b> 7.0% to 4000 <b>119.700</b> ①②③	074° [A450+] - 087° B0420 - VEKUB - ROSVI - URUXA	<b>initial climb 7000</b>
	<b>Runway 25</b>	
<b>ABTAM 1B</b> 7.0% to 7000 <b>119.700</b> ①②	254° [A1000+] - DCT B0710 - ABTAM	<b>initial climb 7000</b>

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

② Non RNAV 1 ACFT, contact TWR and state "unable RNAV 1".

③ No turn before DER.

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**BOO-ENBO****5-20****RNAV SIDs RWYs 07/25****DISMU 1B / IBVIS 1B / OMNIDIRECTIONAL DEP 3B / STROMMEN 3B / URUXA 1B****RWY 25 (253°)****When instructed, contact Bodo APP.**

	GS	120	150	180	210	240	270
	7.0%	ft/MIN	900	1100	1300	1500	1800

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 25</b>	
<b>DISMU 1B</b> 7.0% to 7000 <b>119.700</b> <b>①②</b>	254° [A2000+] - DCT B0714 - PISUX - B0715 - DISMU	<b>initial climb 7000</b>
<b>IBVIS 1B</b> 7.0% to 7000 <b>119.700</b> <b>①②</b>	254° [A1000+] - DCT B0710 - LEBDO - B0711 - IBVIS	<b>initial climb 7000</b>
<b>OMNIDIRECTIONAL DEP 3B</b> <b>OMNI 3B</b> <b>119.700</b>	254° - expect further clearance from ATC. MNM turning ALT <b>3300</b> .	<b>initial climb 7000</b>
<b>STROMMEN 3B</b> <b>STM 3B</b> 7.0% to 7000 <b>119.700</b> <b>①②</b>	254° EKMAN - IRKEL - EKSIS - STM	<b>initial climb 7000</b>
<b>URUXA 1B</b> 7.0% to 7000 <b>119.700</b> <b>①②</b>	254° BITNO - B0712 - NERAM - B0711 - IBVIS - URUXA	<b>initial climb 7000</b>

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

② Non RNAV 1 ACFT, contact TWR and state "unable RNAV 1".

**BOO-ENBO****5-30****FSK 1A****FAUSKE 1A**

RWY 07 (073°)

**When instructed, contact Bodo APP.**

	GS	120	150	180	210	240	270
6.5%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 07</b>	
<b>FAUSKE 1A FSK 1A 6.5% to 4000 119.700</b>	<b>074° - at MNM 450 RT intercept QDM 087 IL to IL - QDR 089 IL to FSK</b>	<b>Initial climb 7000</b>

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# Norway Bodo

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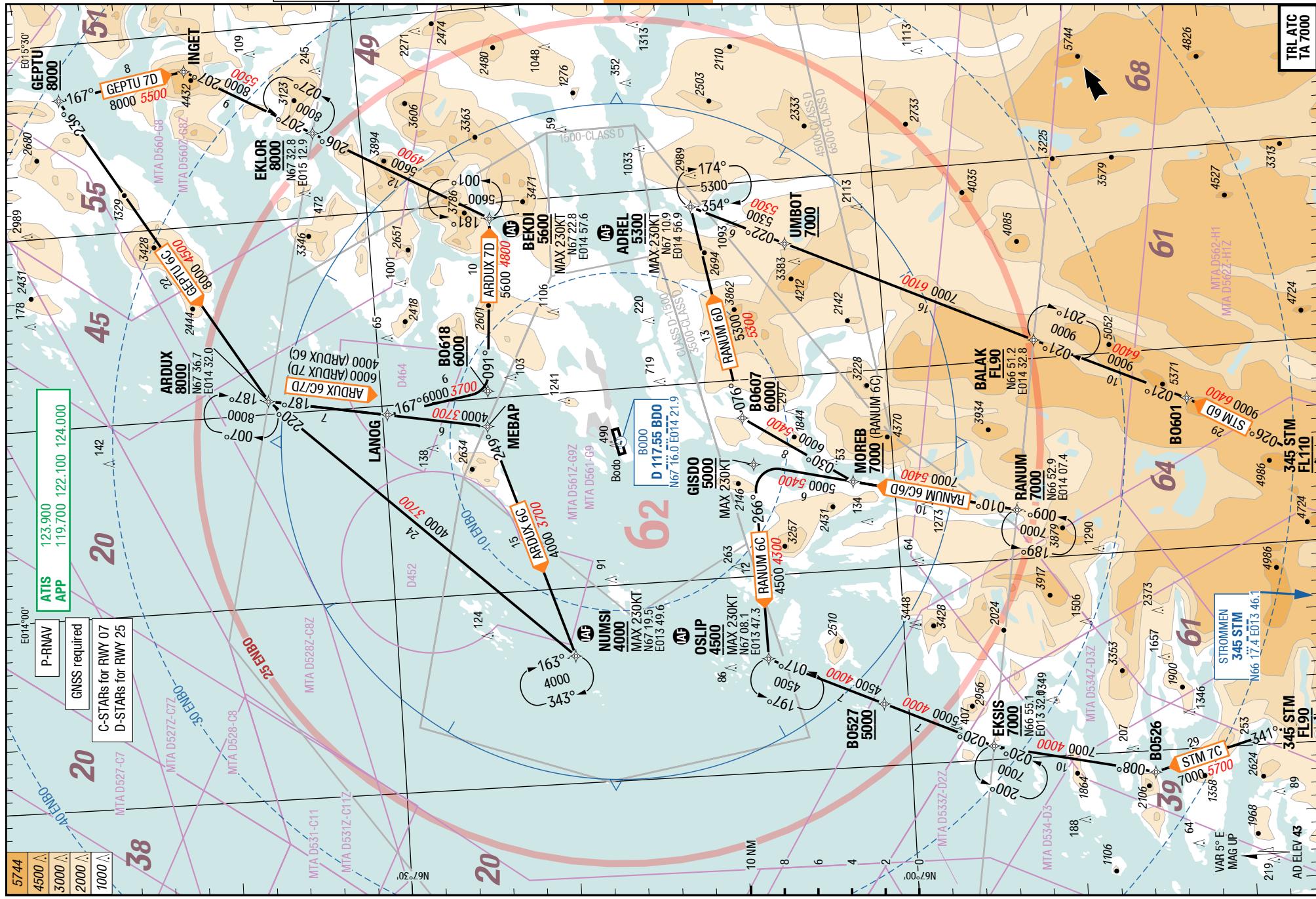
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## RNAV STAR RWYs 07/25

STAR

STAR

# RNAV STAR RWYs 07/25

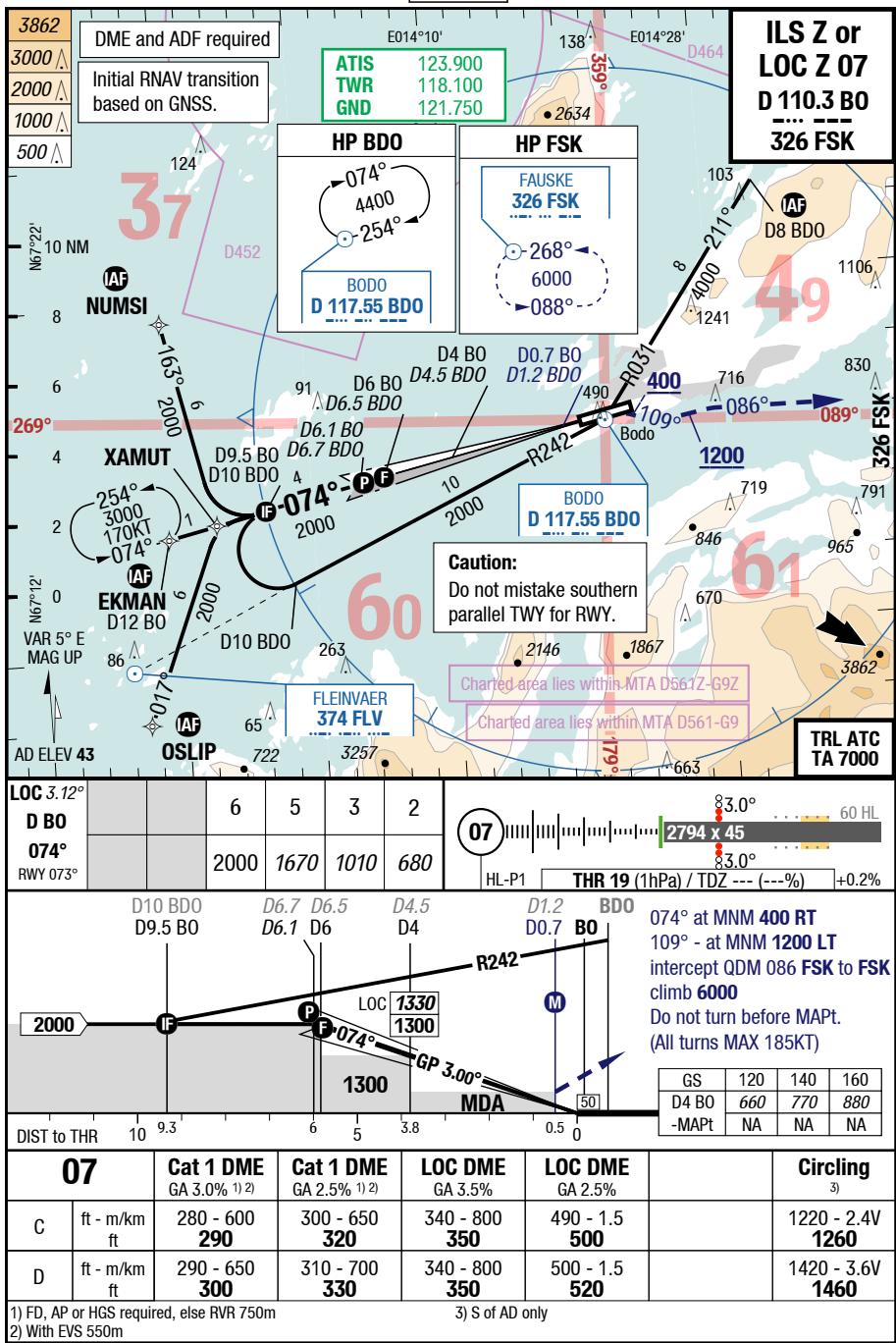


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7-10

ILS Z or LOC Z 07

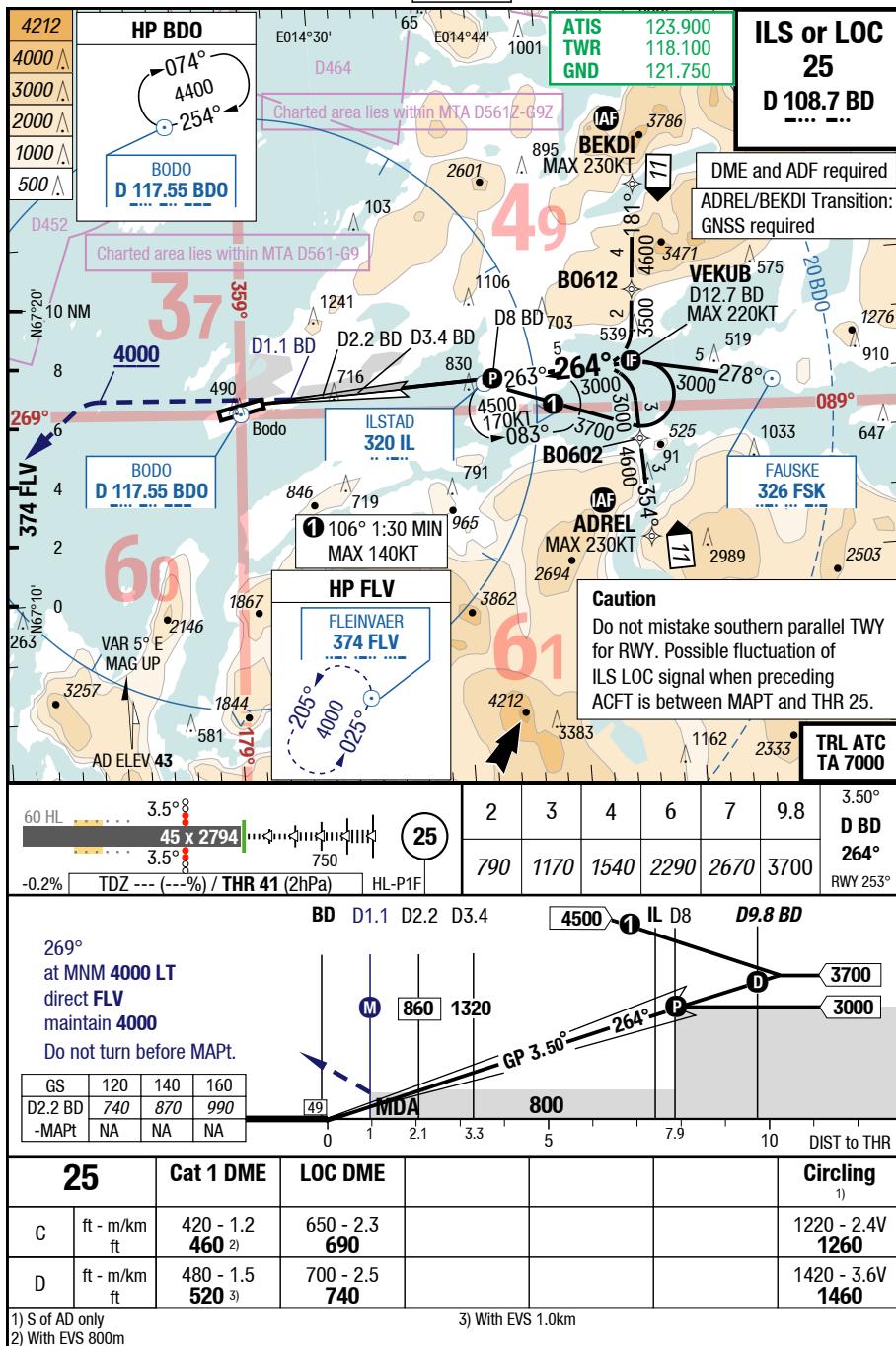


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## BOO-ENBO

7-20

## ILS or LOC 25



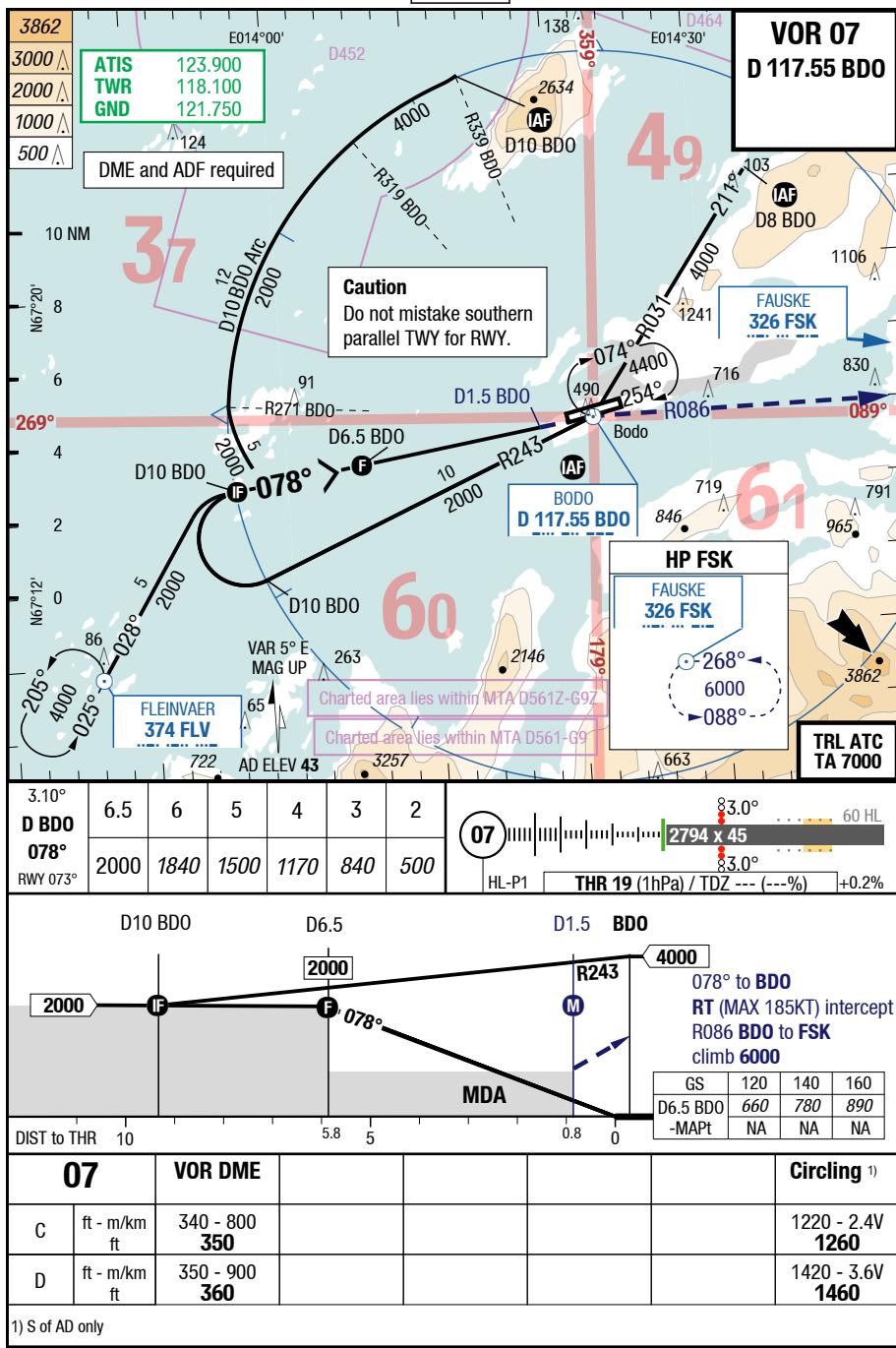
Changes: ALT, APL, SUAs, OBST, VAR, QFU, HLDG

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VOR 07



Changes: ALT, DIST ALT table, VAR, OBST, QFU, SUAs, HLDG

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7-40

VOR C Circling

