

**GENERAL****Operational Hours**

**ATS Hours:** TWR MON-FRI 0330-2350±, SAT 0700-1330±, SUN 0900-2350±

**AD ADMIN Hours:** MON-FRI 0700-1430±, except HOL

**Airport Information**

**RFF:** CAT 7 MON-FRI 0600-2000±, SAT 0800-1500±, SUN 0800-2000±; other times CAT 4

**Fuel:** MON-FRI 0330-1315± and 1745-1945±

SAT 0845-1115±

SUN 0845-1315± and 1530-1945±

other times O/R

**PCN:** RWY 06/24: 45/F/A/X/U

**Customs:** O/R, PN 1HR TWR

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

Special aircrew qualification required.

**Traffic Note**

AD not be used by ACFT with wingspan 36m / 118ft or above without PPR from CAA.

**Low Visibility Procedure**

RVR between 550m and 400m: One ACFT on manoeuvring area at time.

**TWY Restriction**

TWY E CLSD.

**Parking**

ENG-in when space permits.

**Warnings**

Turbulence and wind shear may occur on short final RWY 06 and climb out RWY 24 at wind directions SE and NW and above 20KT.

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

RWY		06/24	
All ACFT	ft - m/km	0 - 400V	-

**Communication****COM Failure****After TKOF**

Maintain last assigned LVL for 2min, then climb to cruising LVL stated in CPL.

**Under Vectoring**

Continue on heading last cleared and acknowledged for 2min, then proceed the most direct route to join the cleared ATS route and climb to cruising LVL stated in CPL.

**DEPARTURE****Departure Procedures**

**Push-back:** Push-back and ENG in/out AVBL from ACFT stands.

**De-Icing**

AVBL

**KKN-ENKR**

## Norway **Kirkenes** Hoybuktmoen



**AFC**

# AFC

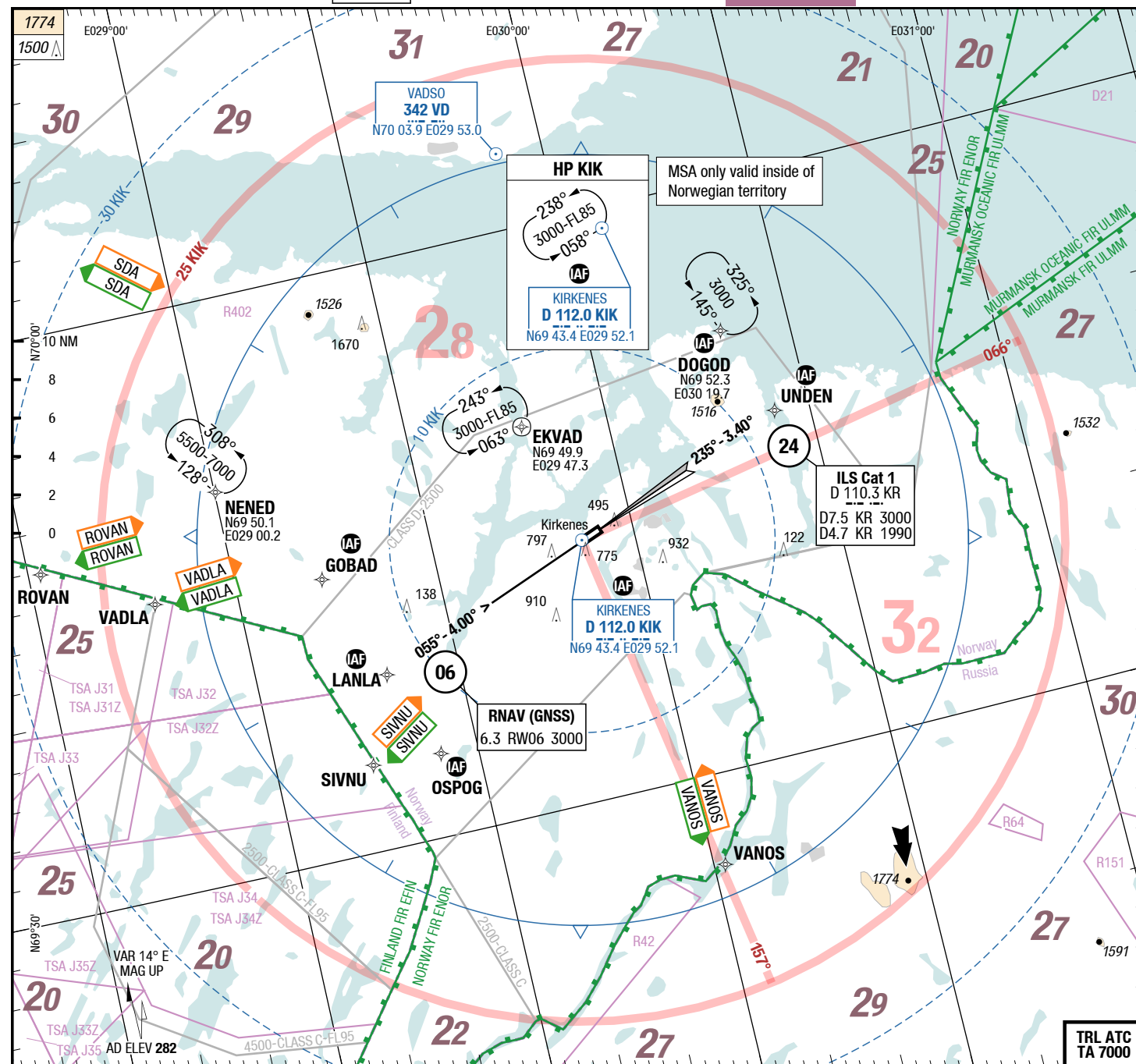
# AFC

Hoybuktmoen **Kirkenes** Norway

AGC

**AFC**

**2-10**



Changes: APL, FREQ, MGA, FAT, OBST, FIR

ATIS	118.025	
APP	120.350	TWR, Mon-Fri 0330-2350, Sat 0700-1330, Sun 0900-2350
TWR	118.100	Mon-Fri 0330-2350, Sat 0700-1330, Sun 0900-2350
	122.100	On request

**Landing RWY system:**

06 HL-SF

600 60 1905 G 45 60 HL 60 HL

83.8° 83.8°

THR 280 (10hPa) / TDZ --- (---%) 0.0%

60 HL 3.4° 8  
60 HL 45 G 1605 450 24  
3.4° 8  
0.0% TDZ --- (---%) / THR 279 (10hPa) HL-P1

**TRL ATC  
TA 7000**

Effective 13-SEP-2018

06-SEP-2018

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Norway Kirkenes Høybuktnøen

AGC

AGC

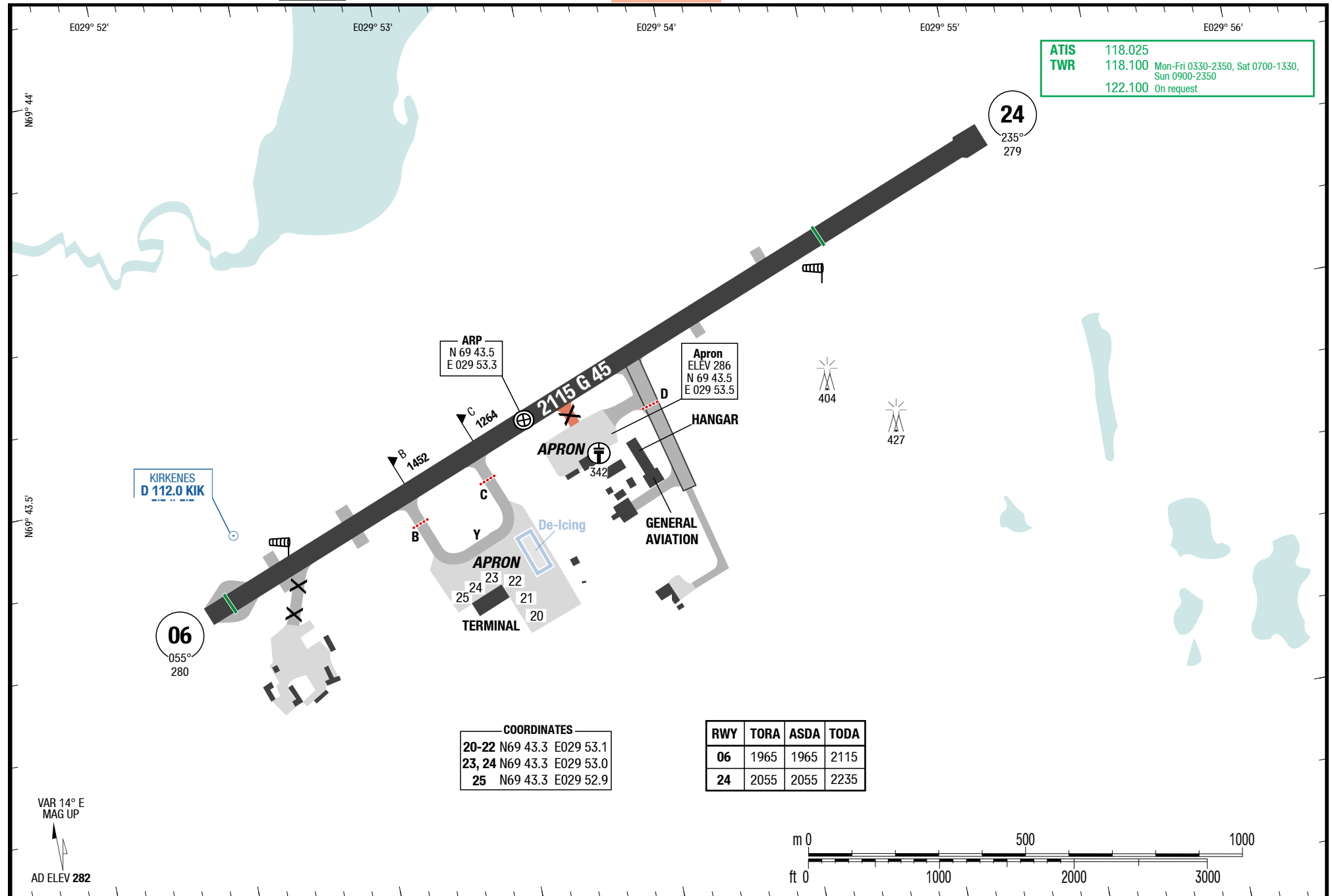
AGC

Høybuktnøen Kirkenes Norway

AGC

3-20

ATIS 118.025  
TWR 118.100 Mon-Fri 0330-2350, Sat 0700-1330,  
Sun 0900-2350  
122.100 On request



Changes: FREQ

Effective 27-APR-2017

20-APR-2017

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RNAV SIDs RWY 24

4-10

RNAV SIDs RWY 06

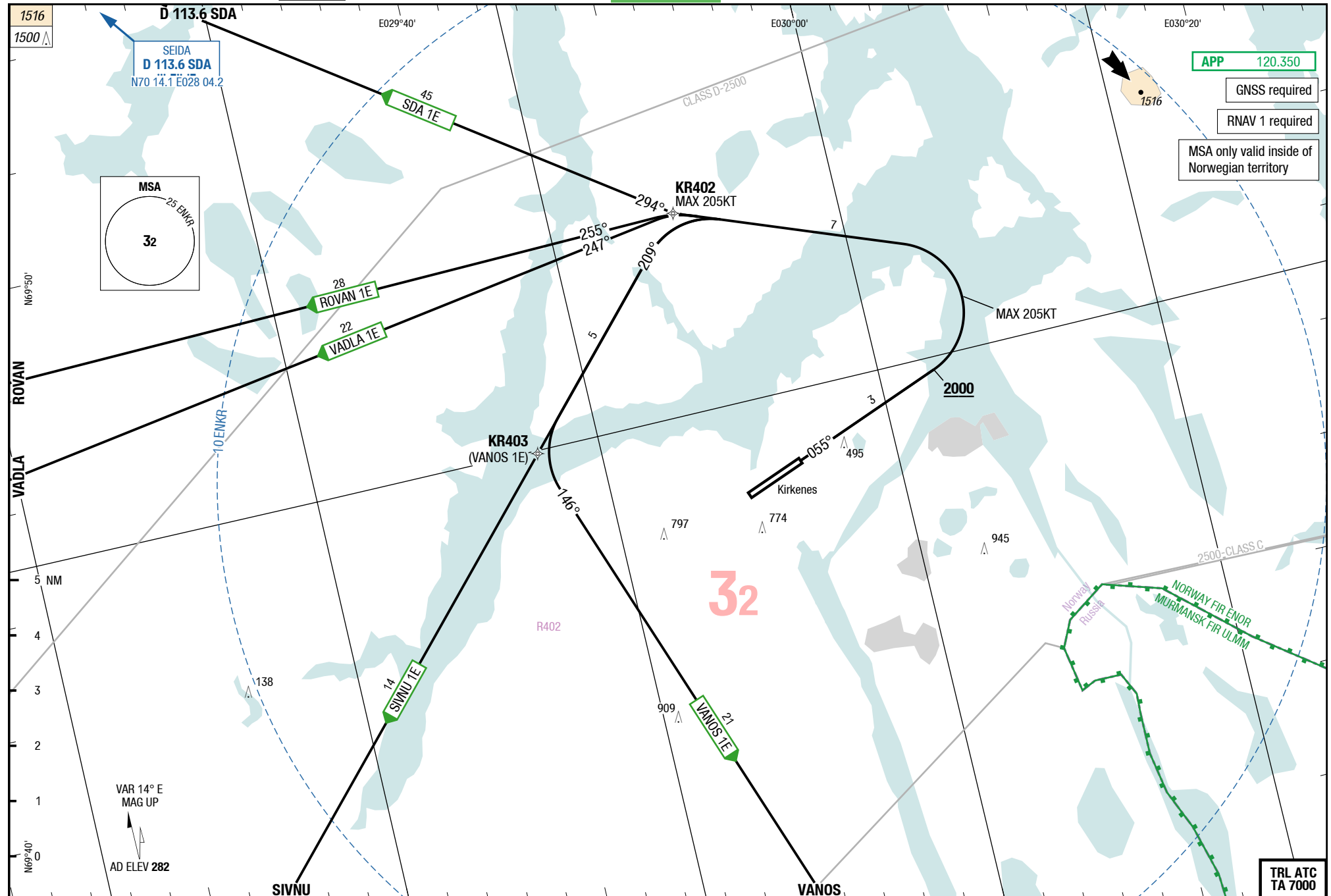
SID

SID

Hoybuktmoen Kirkenes Norway

RNAV SIDs RWY 24

RNAV SIDs RWY 06



Changes: Track, OBST

20-APR-2017

## Norway **Kirkenes** Hoybuktmoen

Hoybuktmoen **Kirkenes** Norway**KKN-ENKR**

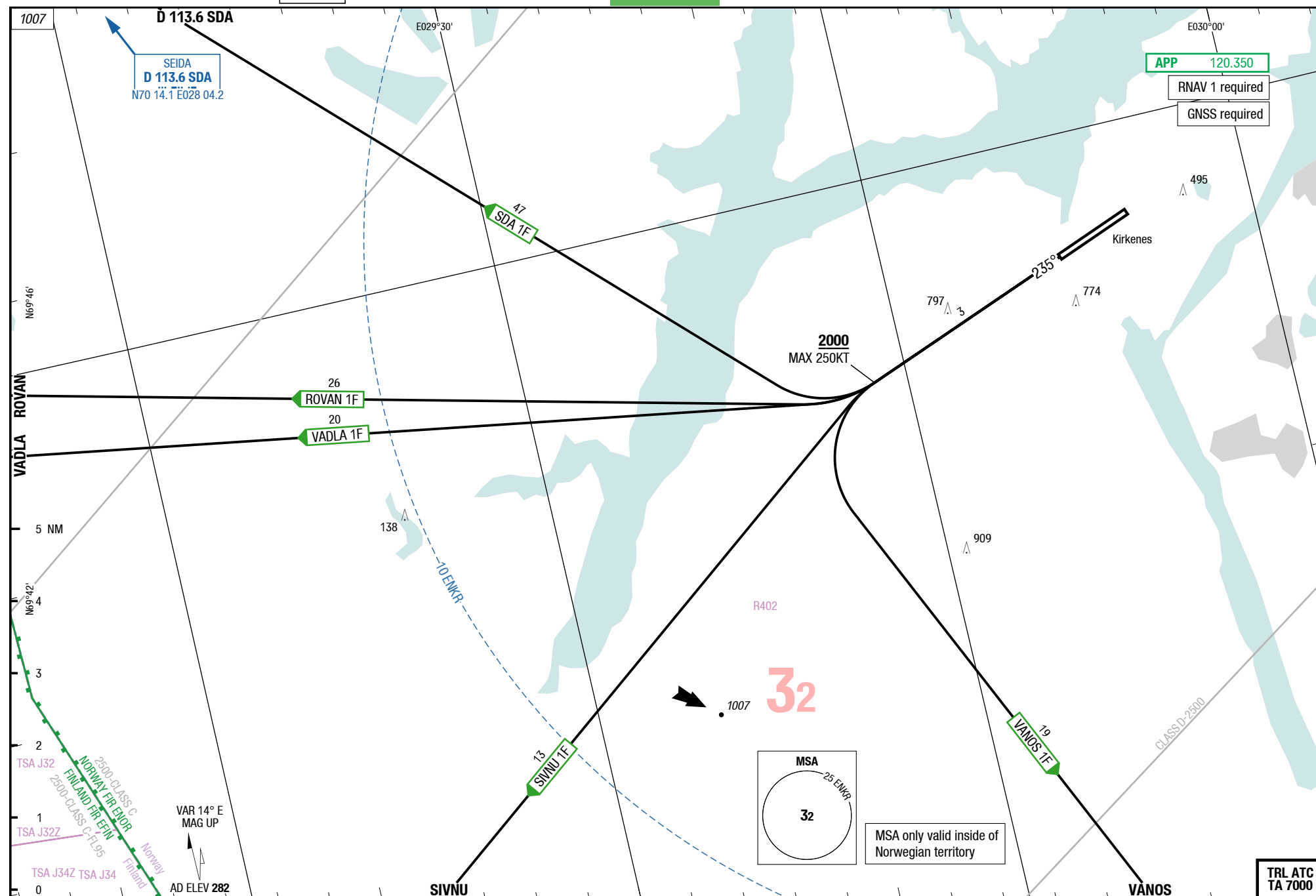
4-20

## RNAV SIDs RWY 24

SID

SID

## RNAV SIDs RWY 24



Changes: Track, OBST, SUAs

TRL ATC  
TA 7000

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5-10

RNAV SIDs RWY 06

SIDPT

OMNIDIRECTIONAL DEP 1E / ROVAN 1E / SEIDA 1E / SIVNU 1E / VADLA 1E / VANOS 1E  
RWY 06 (055°)

	GS	120	150	180	210	240	270
6.5%	ft/MIN	800	1000	1200	1400	1600	1800
7.2%	ft/MIN	900	1100	1400	1600	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 06</b>	
<b>OMNIDIRECTIONAL DEP 1E</b> 7.2% to 3000 <b>120.350</b> ①②	055° - at MNM <b>2000</b> start turn (MAX 205KT) according ATC clearance	<b>initial climb</b> by ATC
<b>ROVAN 1E</b> 6.5% to 3000 <b>120.350</b> ①	[A2000+ ;K205- ;L] - KR402 [K205-] - ROVAN	<b>initial climb</b> FL100
<b>SEIDA 1E SDA 1E</b> 6.5% to 3000 <b>120.350</b> ①	[A2000+ ;K205- ;L] - KR402 [K205-] - SDA	<b>initial climb</b> FL100
<b>SIVNU 1E</b> 6.5% to 3000 <b>120.350</b> ①	[A2000+ ;K205- ;L] - KR402 [K205-] - SIVNU	<b>initial climb</b> FL100
<b>VADLA 1E</b> 6.5% to 3000 <b>120.350</b> ①	[A2000+ ;K205- ;L] - KR402 [K205-] - VADLA	<b>initial climb</b> FL100
<b>VANOS 1E</b> 6.5% to 3000 <b>120.350</b> ①	[A2000+ ;K205- ;L] - KR402 [K205-] - KR403 - VANOS	<b>initial climb</b> FL100

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

② For Non RNAV 1 aircraft

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5-20

## RNAV SIDs RWY 24

OMNIDIRECTIONAL DEP 1F / ROVAN 1F / SEIDA 1F / SIVNU 1F / VADLA 1F / VANOS 1F  
RWY 24 (235°)

	GS	120	150	180	210	240	270
7.2%	ft/MIN	900	1100	1400	1600	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 24</b>	
<b>OMNIDIRECTIONAL DEP 1F</b> 7.2% to 2300 <b>120.350</b> ①②	235° - at MNM 2000 start turn (MAX 250KT) according ATC clearance	<b>initial climb</b> by ATC
<b>ROVAN 1F</b> 7.2% to 2000 <b>120.350</b> ①	[A2000+ ;K250-] - ROVAN	<b>initial climb</b> FL100
<b>SEIDA 1F</b> <b>SDA 1F</b> 7.2% to 2000 <b>120.350</b> ①	[A2000+ ;K250-] - SDA	<b>initial climb</b> FL100
<b>SIVNU 1F</b> 7.2% to 2000 <b>120.350</b> ①	[A2000+ ;K250-] - SIVNU	<b>initial climb</b> FL100
<b>VADLA 1F</b> 7.2% to 2000 <b>120.350</b> ①	[A2000+ ;K250-] - VADLA	<b>initial climb</b> FL100
<b>VANOS 1F</b> 7.2% to 2000 <b>120.350</b> ①	[A2000+ ;K250- ;L] - VANOS	<b>initial climb</b> FL100

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

② For Non RNAV 1 aircraft



Effective 27-APR-2017

20-APR-2017

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Norway Kirkenes Høybuktnøen

RNAV STARs RWY 24

6-10

RNAV STARs RWY 06

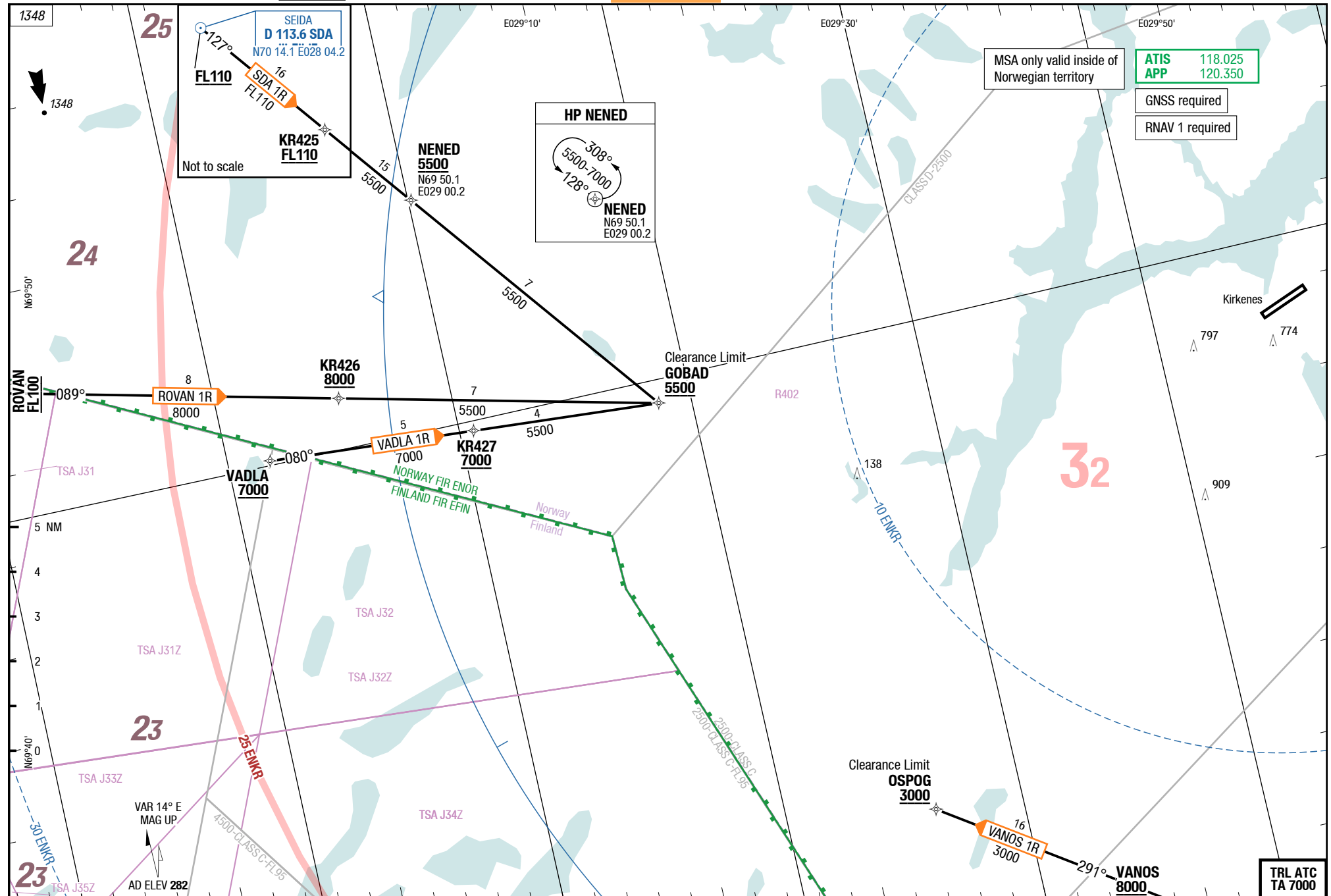
STAR

STAR

Høybuktnøen Kirkenes Norway

RNAV STARs RWY 24

RNAV STARs RWY 06



Changes: Track, HLDG, SUAs, OBST

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20-APR-2017

## Norway **Kirkenes** Hoybuktmoen

# STAR

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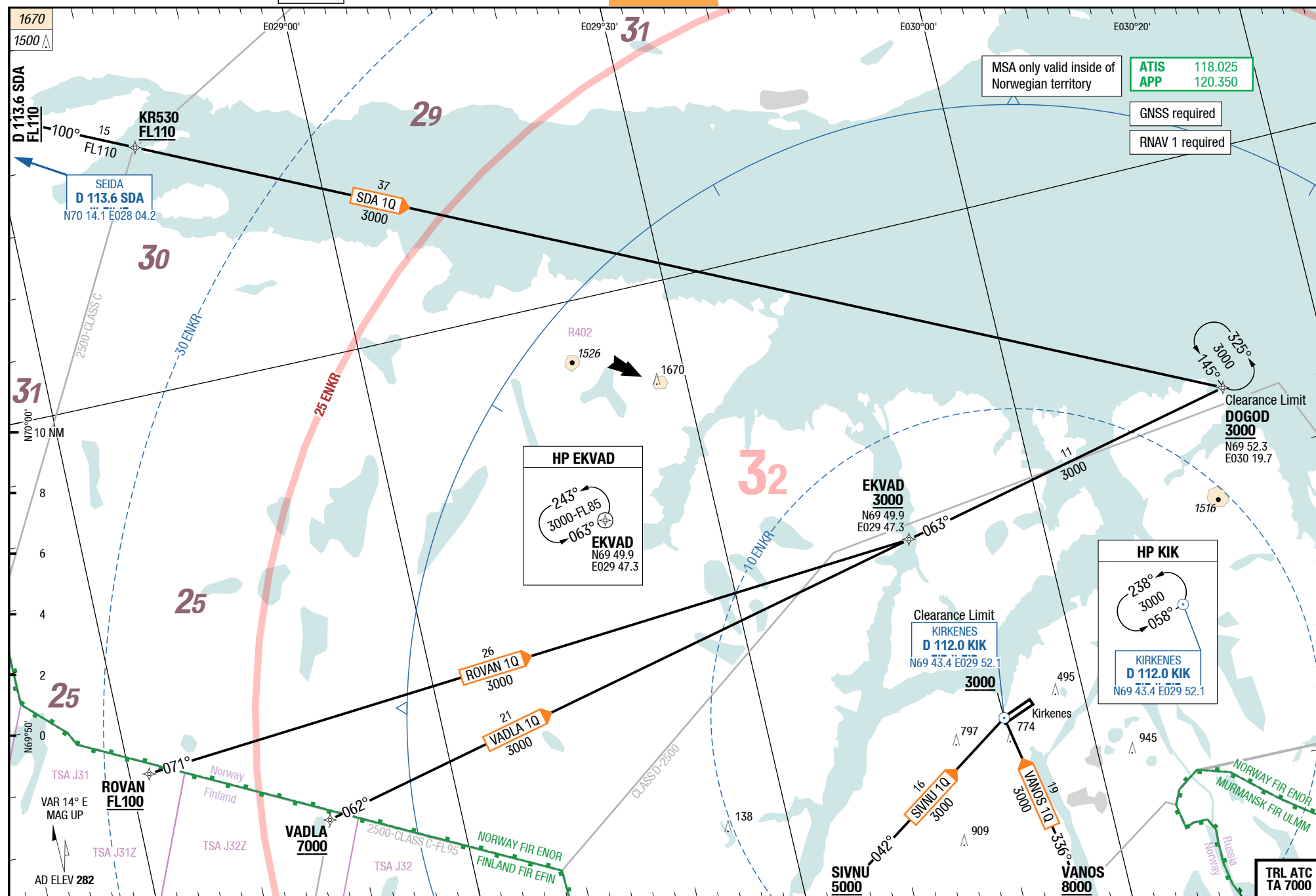
Hoybuktmoen **Kirkenes** Norway

**KKN-ENKR**

6-20

## RNAV STARs RWY 24

## RNAV STARs RWY 24

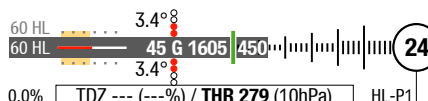
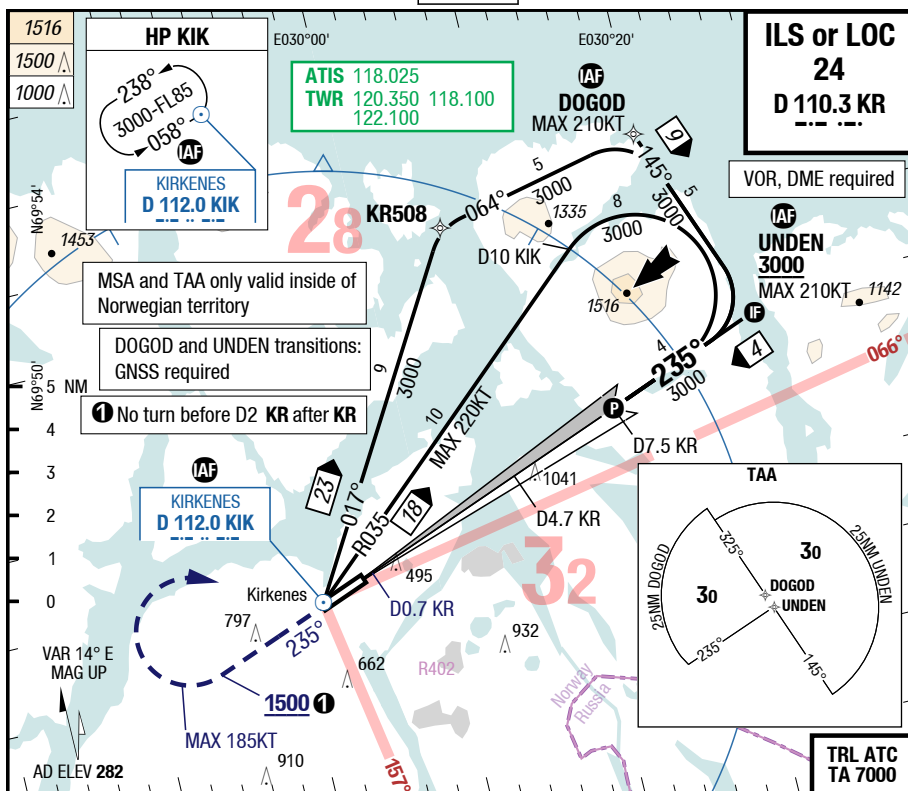


Changes: MGA, ASP, HLDG, SUAs, OBST

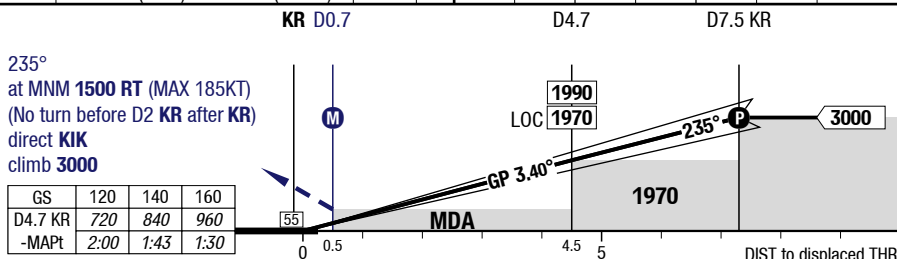
## KKN-ENKR

7-10

## ILS or LOC 24



2	3	4	5	6	7.5	LOC 3.40° D KR
1010	1370	1740	2110	2470	3000	



24	Cat 1 DME 1)	LOC DME				Circling
C	ft - m/km ft	290 - 650 570	530 - 1.7 800			1060 - 2.4V 1340
D	ft - m/km ft	310 - 700 590	530 - 1.7 800			1160 - 3.6V 1440

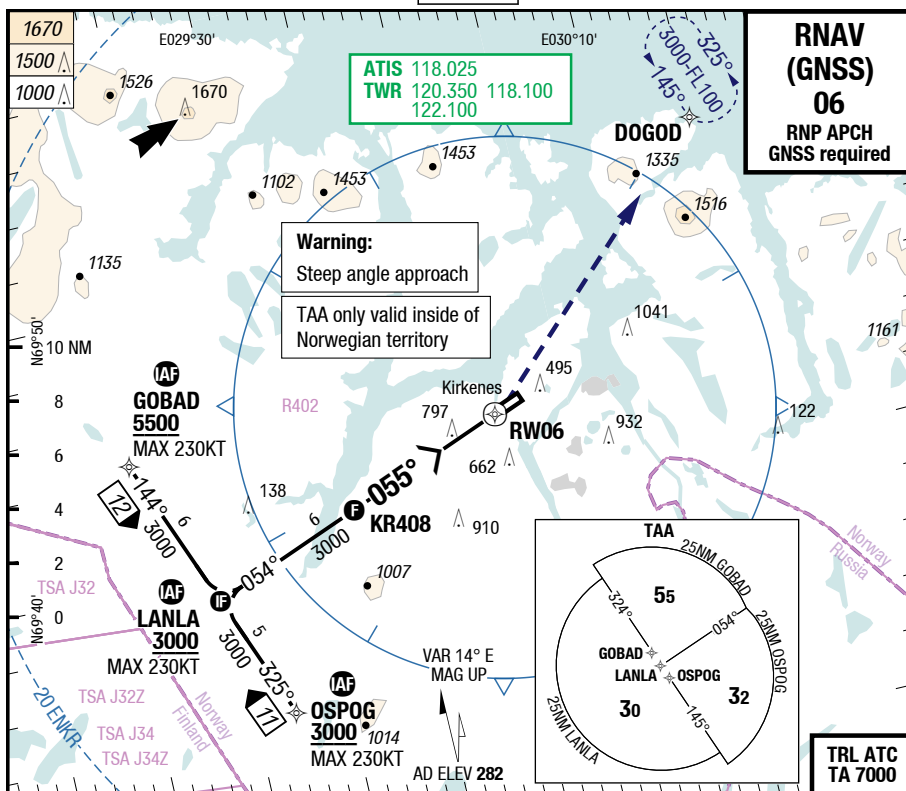
1) With EVS 550m, wo EVS use STD

Changes: APL, OBST

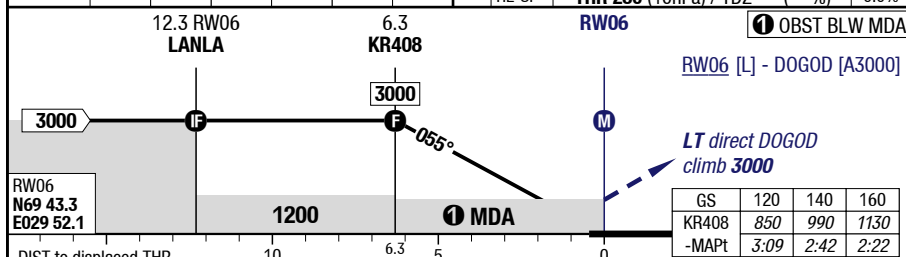
KKN-ENKR

7-30

RNAV (GNSS) 06



4.00°	6.3	6	5	4	3	2	06	83.8°	60 HL	60 HL	0.0%
RW06	3000	2880	2460	2030	1610	1180	HL-SF	THR 280 (10hPa) / TDZ --- (---%)			

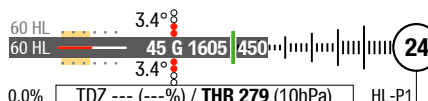
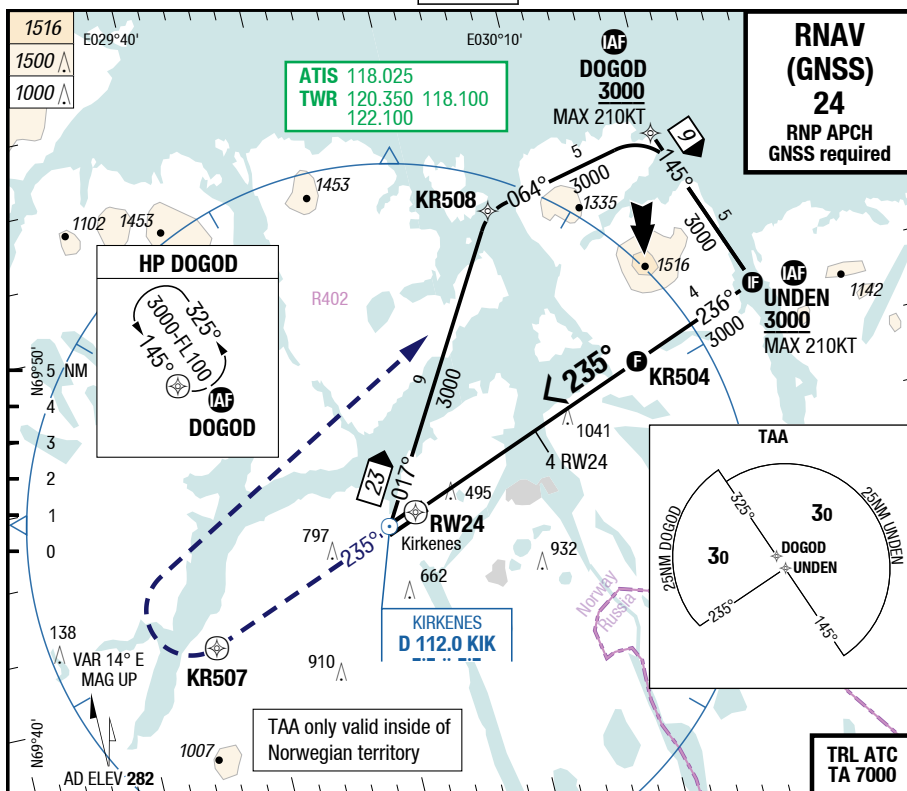


06	RNAV GNSS				Circling
C	ft - m/km ft	820 - 2.4 1100			1060 - 2.4V 1340
D	ft - m/km ft	820 - 2.4 1100			1160 - 3.6V 1440

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7-40

RNAV (GNSS) 24



2	3	5	6	7.4	3.40°
1050	1420	2140	2500	3000	RW24

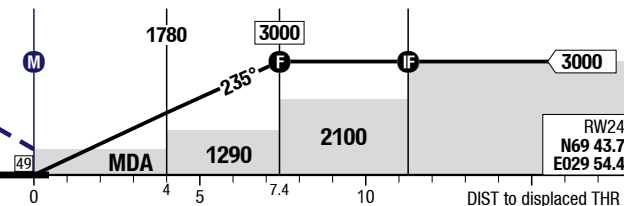
RW24 - KR507 [R] -  
DOGOD [A3000]

235°  
at KR507 RT  
direct DOGOD - climb 3000

GS	120	140	160
KR504	720	840	960
-MAPt	3:42	3:10	2:46

RW24

KR504 7.4 11.3 RW24



24		RNAV GNSS VNAV GA 3.0% 1)	RNAV GNSS VNAV GA 2.5% 1)	RNAV GNSS LNAV GA 2.5%	Circling
C	ft - m/km ft	440 - 1.3 710 2)	460 - 1.4 730 2)	610 - 2.1 880	1060 - 2.4V 1340
D	ft - m/km ft	470 - 1.5 740 3)	490 - 1.5 760 3)	630 - 2.2 900	1160 - 3.6V 1440

1) Uncompensated Baro VNAV NA below -44°C (-47°F)

3) With EVS 1.0km

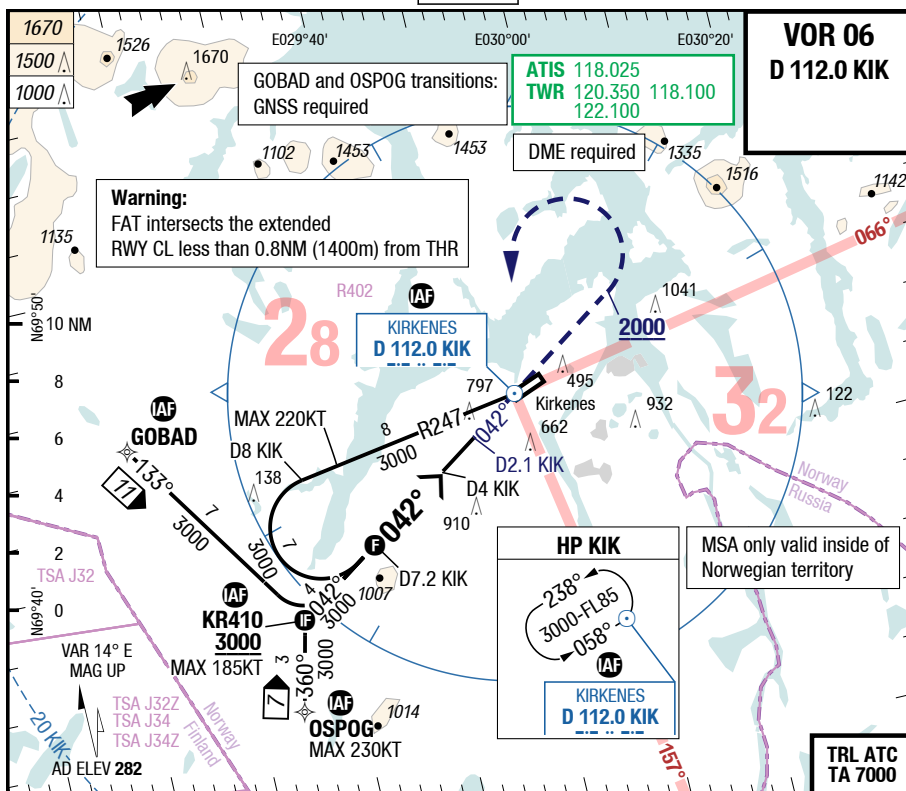
2) With EVS 900m

Changes: APL, OBST

## KKN-ENKR

7-50

**VOR 06**



3.53°  
**D KIK**  
**042°**  
RWY 055°

7.2	7	6	5	3
3000	2940	2560	2190	1440

06

83.8°  
60 HL  
60 HL

600

THR 280 (10hPa) / TDZ --- (---%) 0.0%

D10.8 KIK  
KR410

D7.2

D4

D2.1

KIK

**1** OBST BLW MDA

042°  
at MNM 2000 LT direct KIK  
climb 3000

GS	120	140	160
D4 KIK	750	870	1000
-MAPt	0:57	0:49	0:43

DIST to displaced THR

5

4

2.1

0

**06**

C

D

VOR DME					
ft - m/km ft	820 - 3.4				
	<b>1100</b>				
ft - m/km ft	820 - 3.4				
	<b>1100</b>				

**Circling**

1060 - 3.4V  
**1340**

1160 - 3.6V  
**1440**