

GENERAL**Operational Hours****ATS Hours:** MON-FRI 0415-2130±, SAT 0415-1310±, SUN 1000-2130±.

Charter flights H24 O/R.

AD ADMIN Hours: MON-FRI 0700-1430±, EXC HOL.**Airport Information****RFF:** CAT 7 MON-THU 0500-2230±, FRI 0500-2300±, SAT 1000-1645±, SUN 1030-2300±, other times CAT 4. When at CAT 4, CAT 7 AVBL by PN to ATS. CAT 9 AVBL with 48HR PN to ATS**Fuel:** Outside ATS HR O/R.**PCN:** RWY: 16/34 70/F/A/W/U**Customs:** O/R. PN 48HR in advance for INTL flights.**Operation****Qualification/Certification:** Special pilot certification/qualification required.**Low Visibility Procedure**

When RVR 800m or below, LVP will be activated.

When RVR 550m or below, all ACFT OPS will be stopped.

TWY Restriction

TWY A width 18m / 59ft.

TWY A MAX wingspan below 52m / 171ft.

TWY B MAX wingspan below 65m / 213ft.

Warnings

Severe TURB reported when wind from west above 40KT down to 200ft and surface wind variable above 5KT, ground temperature below -10°C.

ARRIVAL**Speed**

MAX IAS 250KT below FL100.

Communication**COM Failure****RWY 16:** Proceed on STAR and make APCH to RWY 16.**RWY 34:** Proceed on STAR and make APCH to RWY 34.**Warnings**

Wind shear/eddies may occur on short final, especially to RWY 17, wind 240°-300° above 20KT.

DEPARTURE

Take-off Minima

RWY		34	
All ACFT	ft - m/km	0 - 550R/550V	HJ only
		0 - 800R/800V	HN
RWY		16	
All ACFT	ft - m/km	0 - 550V	HJ only
		0 - 800V	HN

Speed

MAX IAS 250KT below FL100.

Communication

COM Failure

SID RWY 16/34

Maintain last cleared FL for 2min, then climb to cruising level stated in CPL. After completion of SID, proceed the most direct route to join the cleared ATS-route.

Omni-directional DEP RWY 16

Climb on track 161° to 7000ft, then proceed in the most direct manner to join the flight planned route and FL. ACFT under vectoring shall, proceed the most direct route to join the flight planned route and FL.

Omni-directional DEP RWY 34

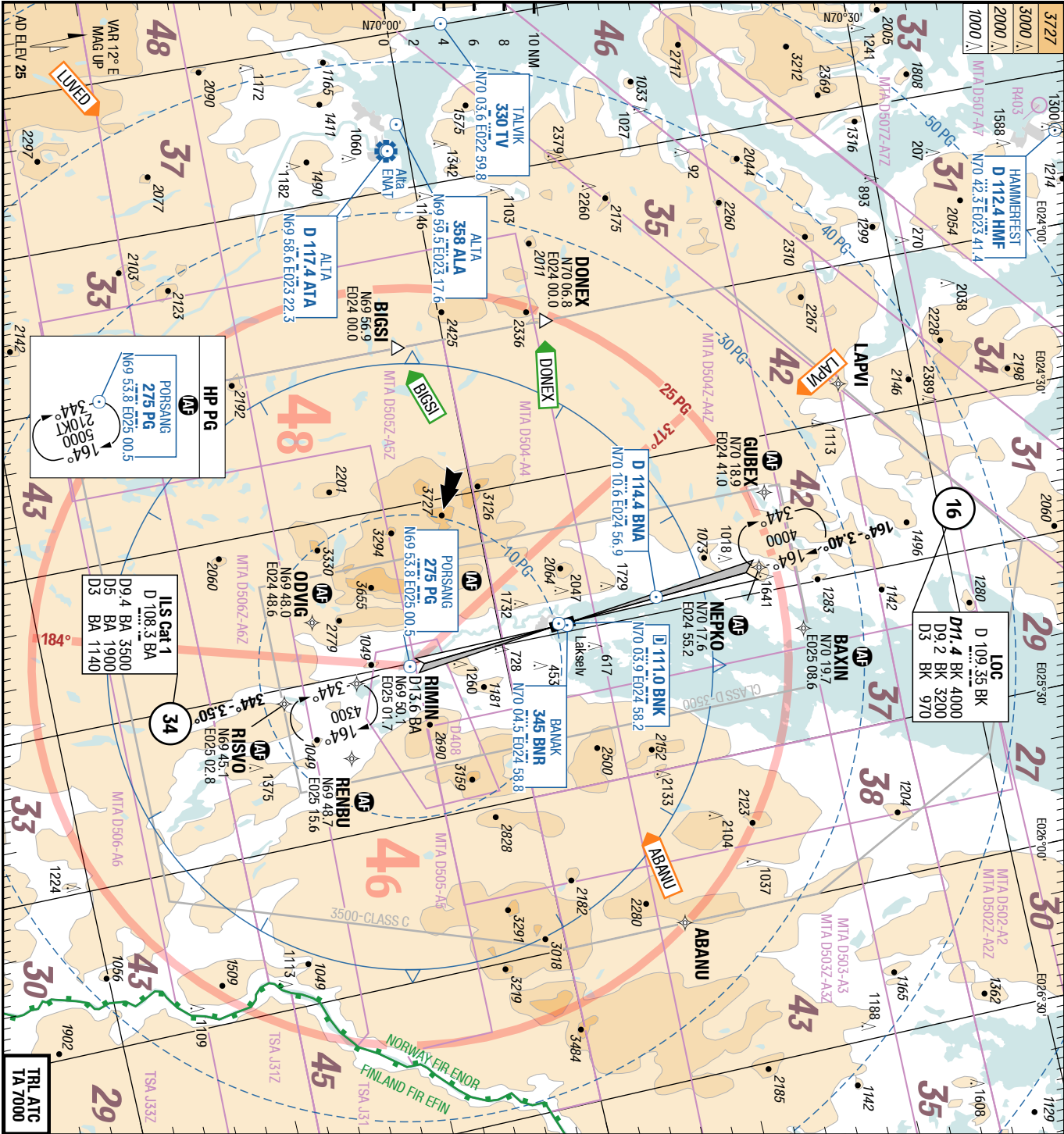
Climb on track 349° to 7000ft, then proceed in the most direct manner to join the flight planned route and FL. ACFT under vectoring shall, proceed the most direct route to join the flight planned route and FL.

Departure Procedure

Start-up: REQ for ATC CLR may take place at the earliest 10min prior to anticipated ENG start-up.

De-Icing

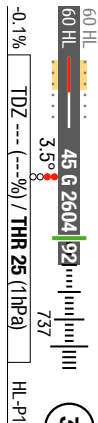
AVBL O/R.

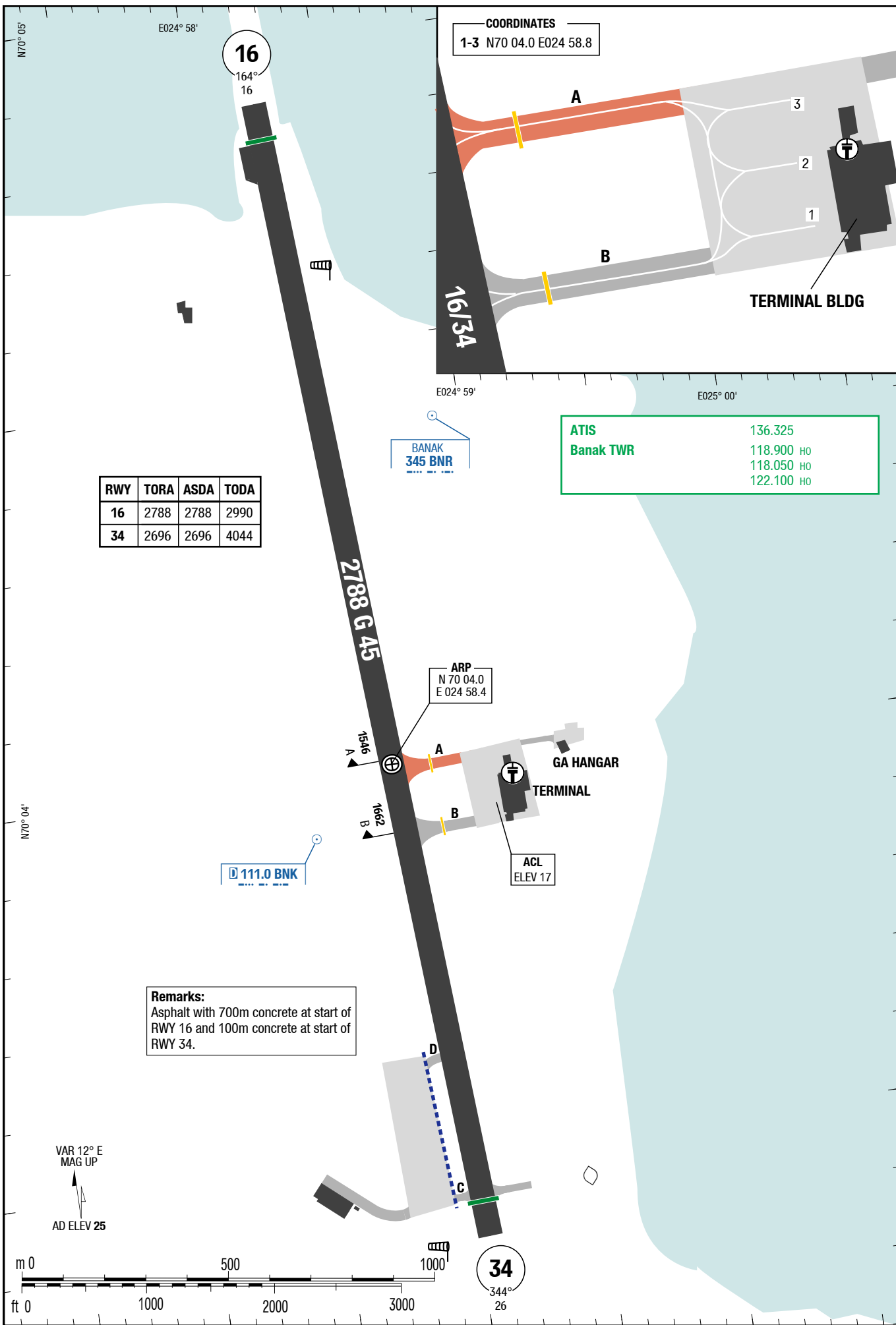


ATIS
Banak TWR

136.325
118.900 HO
118.050 HO
122.100 HO

Landing RWY system:





Effective 29-MAR-2018

22-MAR-2018

LKL-ENNA

Norway Lakselv Banak

SIDs RWY 34

SIDs RWY 16

SID

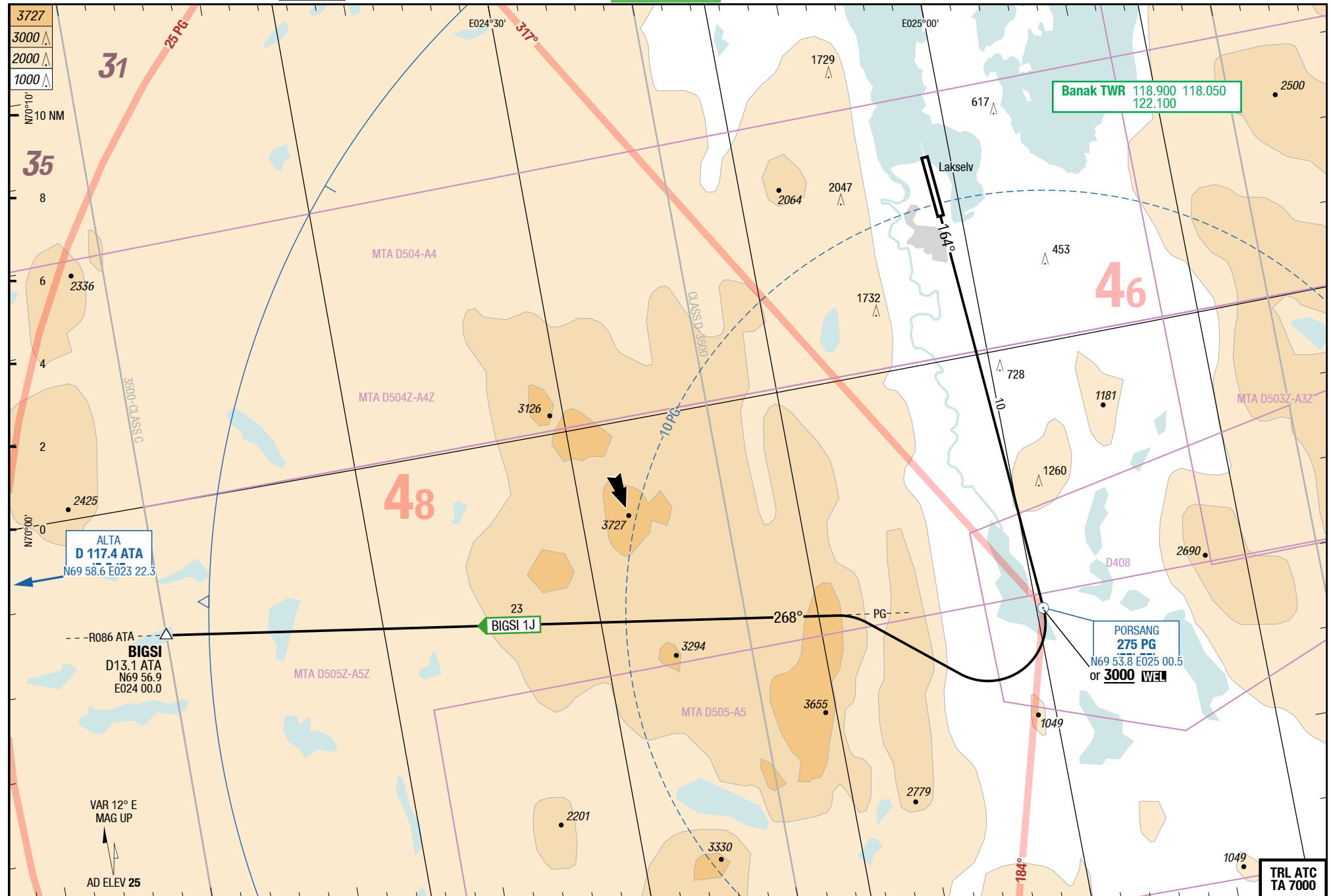
SID

Banak Lakselv Norway

SIDs RWY 34

SIDs RWY 16

4-10



Changes: ALT, chart layout, DIST, OBST

Effective 29-MAR-2018

22-MAR-2018

LKL-ENNA

Norway Lakselv Banak

Banak Lakselv Norway

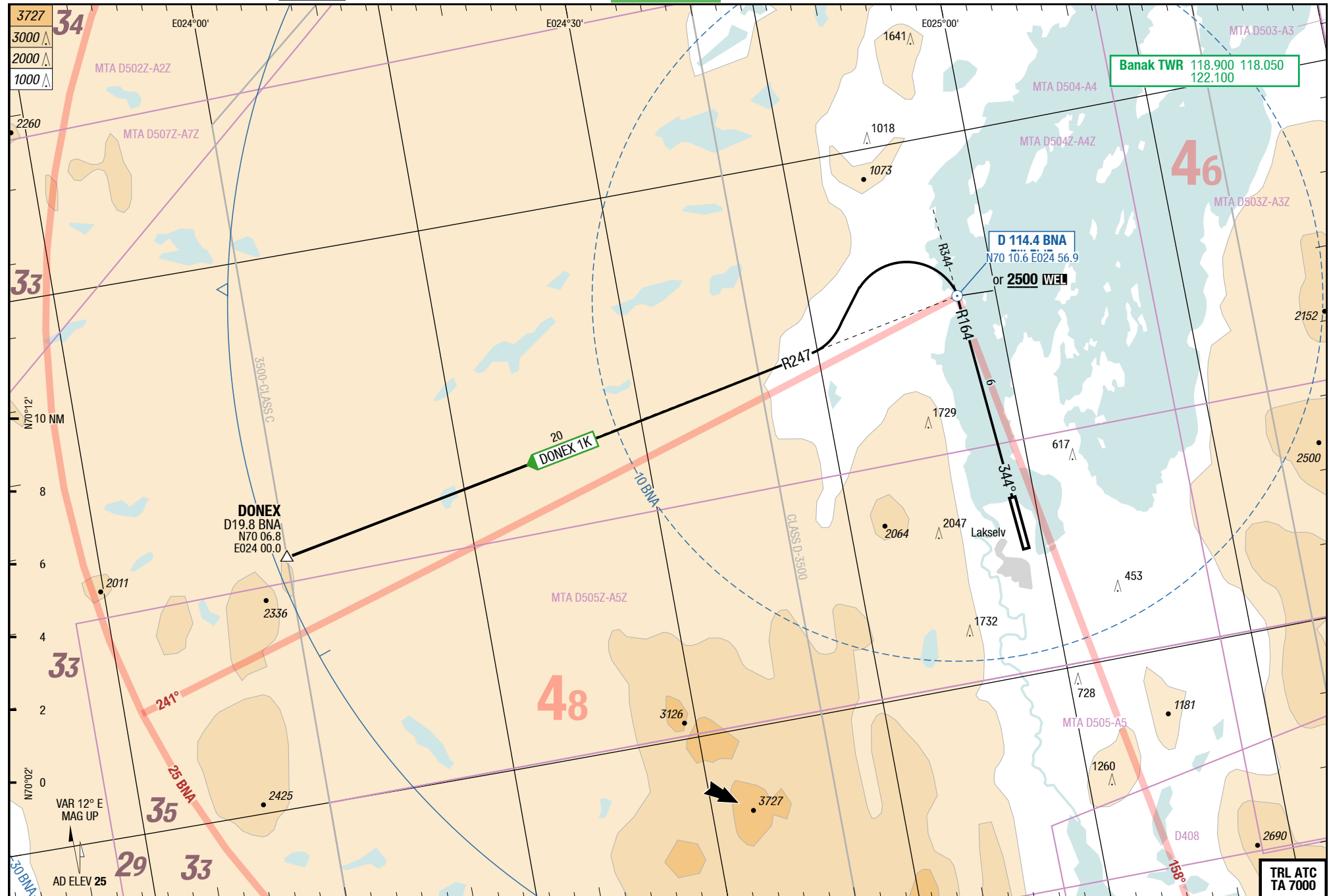
4-20

SIDs RWY 34

SID

SID

SIDs RWY 34



Changes: MGA, ALT, OBST

BIGSI 1J

RWY 16 (164°)

As instructed by Banak TWR.

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 16	
BIGSI 1J 5.5% to 4500 118.900 ①②③	QDM 164 PG - at MNM 3000 or PG , whichever is later, RT intercept QDR 268 PG to BIGSI	initial climb 7000

- ① If unable to comply minimum climb gradient, advise ATC.
- ② When being vectored or cleared for DCT routing, climb gradient applies.
- ③ Close-in obstacles: Rising terrain from THR 34 to 0.5NM from THR 34 requires more than 5.5% climb gradient, and must be avoided visually or by other means.

DONEX 1K

RWY 34 (344°)

As instructed by Banak TWR.

	GS	120	150	180	210	240	270
3.7%	ft/MIN	500	600	700	800	900	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 34	
DONEX 1K 3.7% to 3000 118.900 ①②	R164 BNA - at BNA or MNM 2500 , whichever is later, (proceed R344 BNA to 2500 if not obtained before passing BNA) LT intercept R247 BNA to DONEX	initial climb 7000

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

② When being vectored or cleared for DCT routing, climb gradient applies.

DEPARTURES								
		GS	120	150	180	210	240	270
	5.9%	ft/MIN	800	900	1100	1300	1500	1700
	6.6%	ft/MIN	900	1100	1300	1500	1700	1900
RWY		Routing						
OMNI 2J		RWY 16 6.6% to 4000 (to stay within controlled airspace and/or due to ATC restriction) 6.6% to 2900 (for obstacles reason) (If unable to comply, inform ATC) 161° - Expect further clearance from ATC. MNM turn ALT 5000ft . initial climb 7000						
OMNI 2K		RW34 5.9% to 3800 (to stay within controlled airspace and/or due to ATC restriction) 5.9% to 900 (for obstacles reason) (If unable to comply, inform ATC) 349° - Expect further clearance from ATC. MNM turn ALT 4000ft . initial climb 7000						
RWY		Notes						
16		1. When being vectored or cleared for DCT routing, climb gradient still applies. 2. Close-in obstacles: Rising terrain from THR 34 to 0.5NM from THR 34 requires more than 6.6% climb gradient, and must be avoided visually or by other means. 3. Contact as instructed by Banak TWR.						
34		1. When being vectored or cleared for DCT routing, climb gradient still applies. 2. Contact as instructed by Banak TWR.						

LKL-ENNA

RNAV STARs RWY 34

RNAV STARs RWY 16

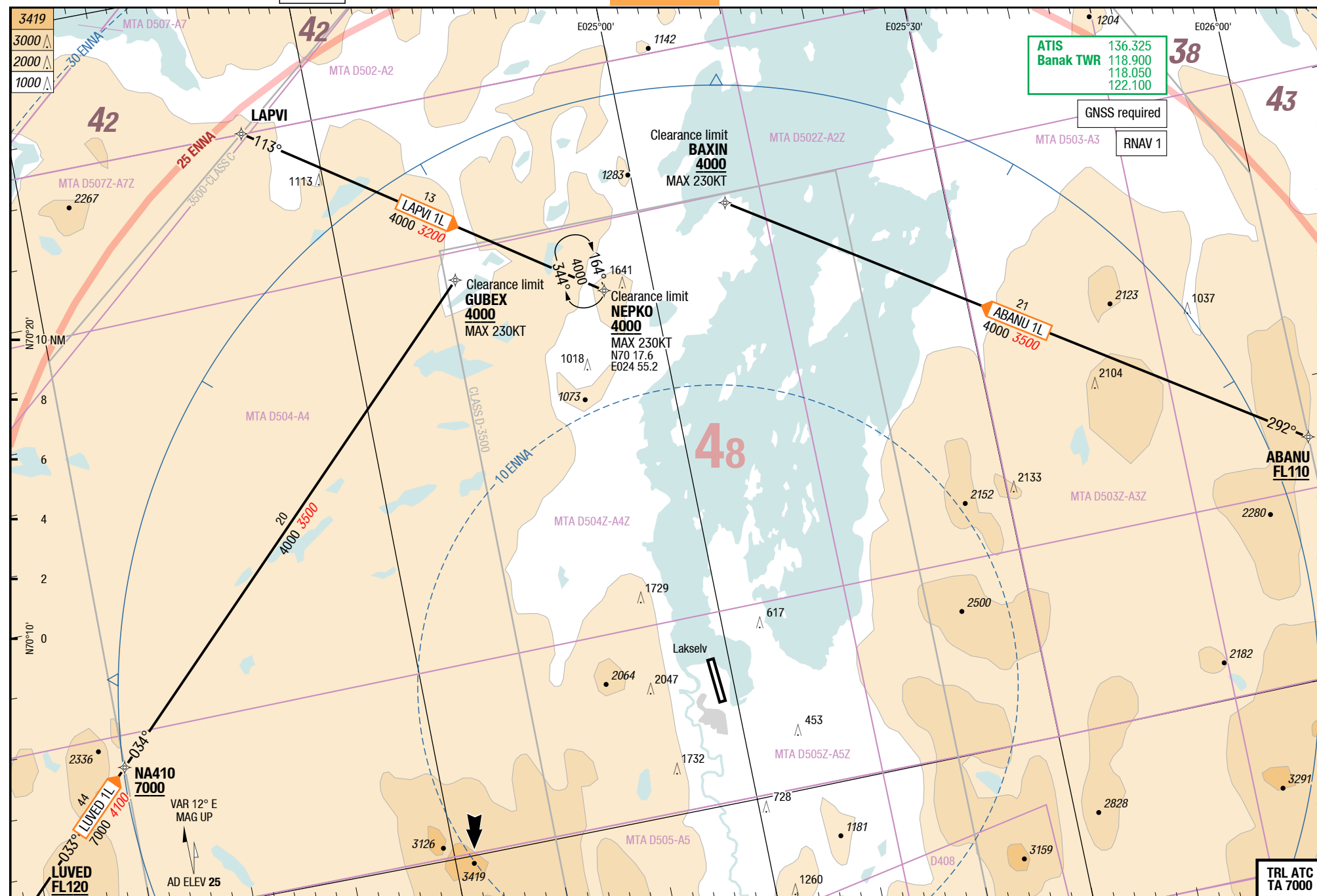
STAR

STAR

RNAV STARs RWY 34

RNAV STARs RWY 16

6-10



Changes: OBST, Note

© Lido 2018

22-MAR-2018

LKL-ENNA

6-20

Norway **Lakselv** Banak

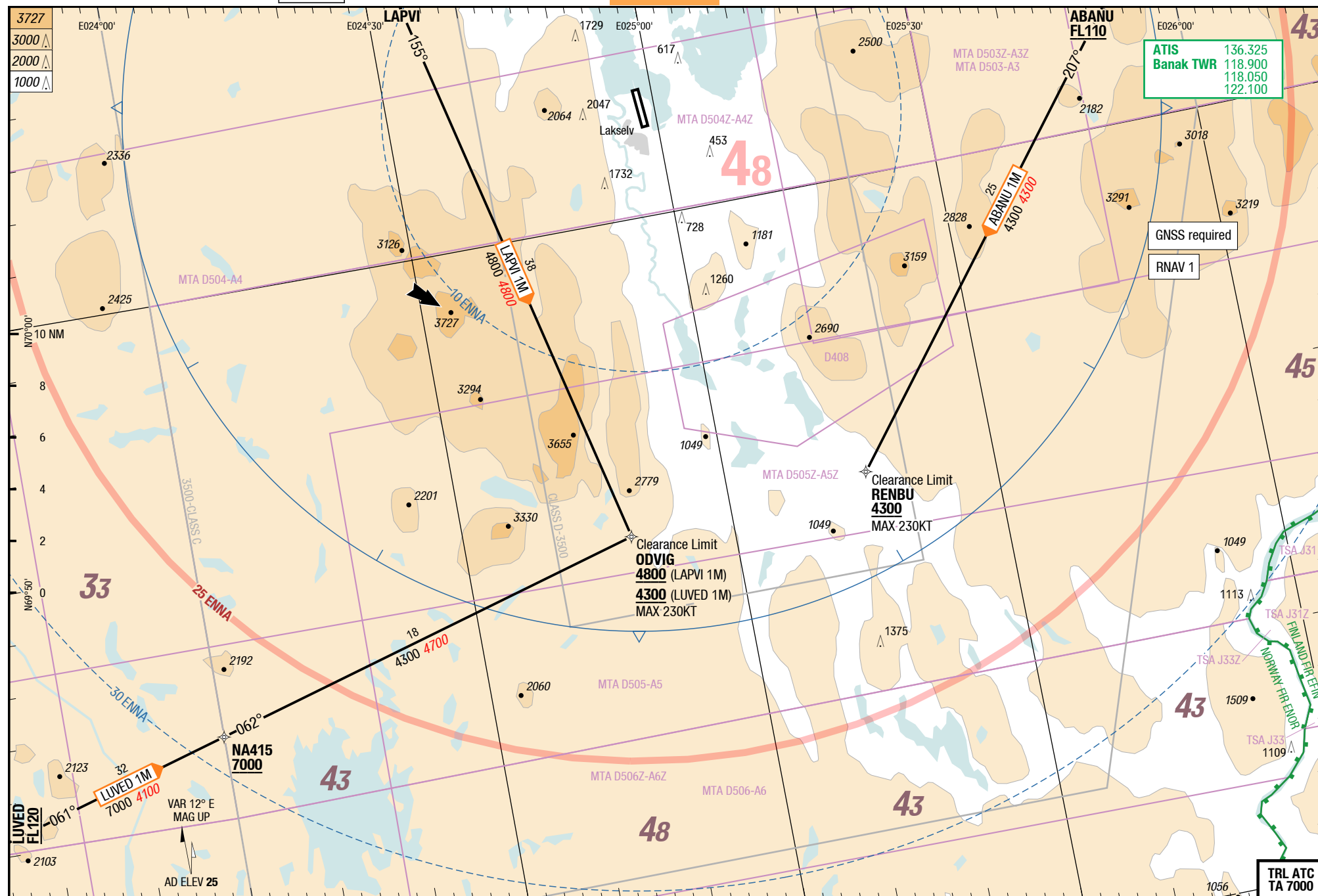
RNAV STARs RWY 34

STAR

STAR

Banak **Lakselv** Norway

RNAV STARs RWY 34



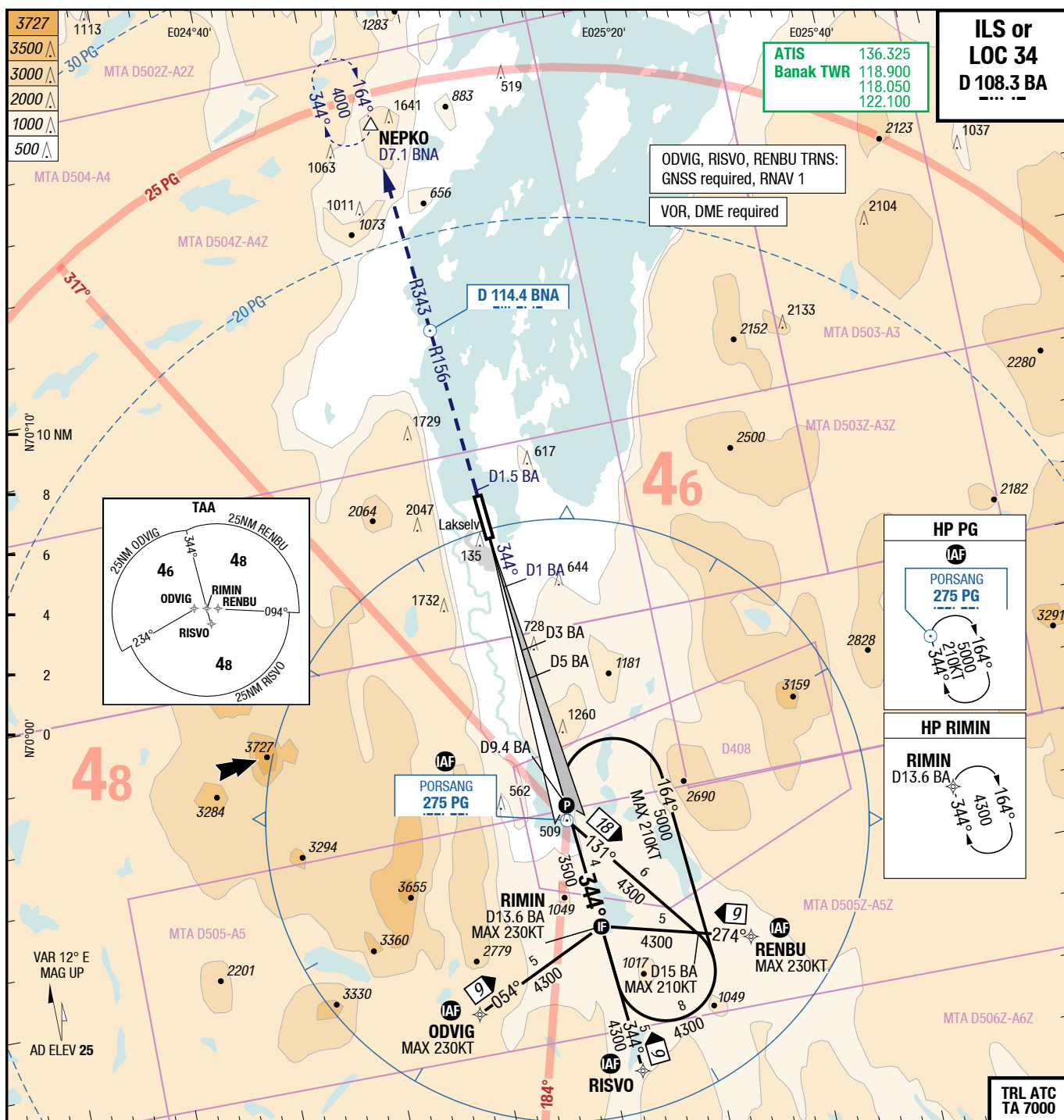
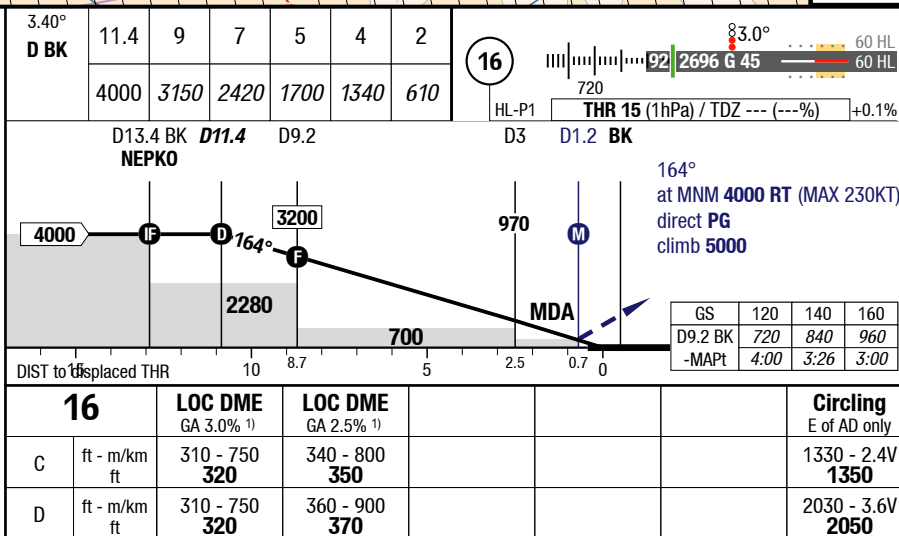
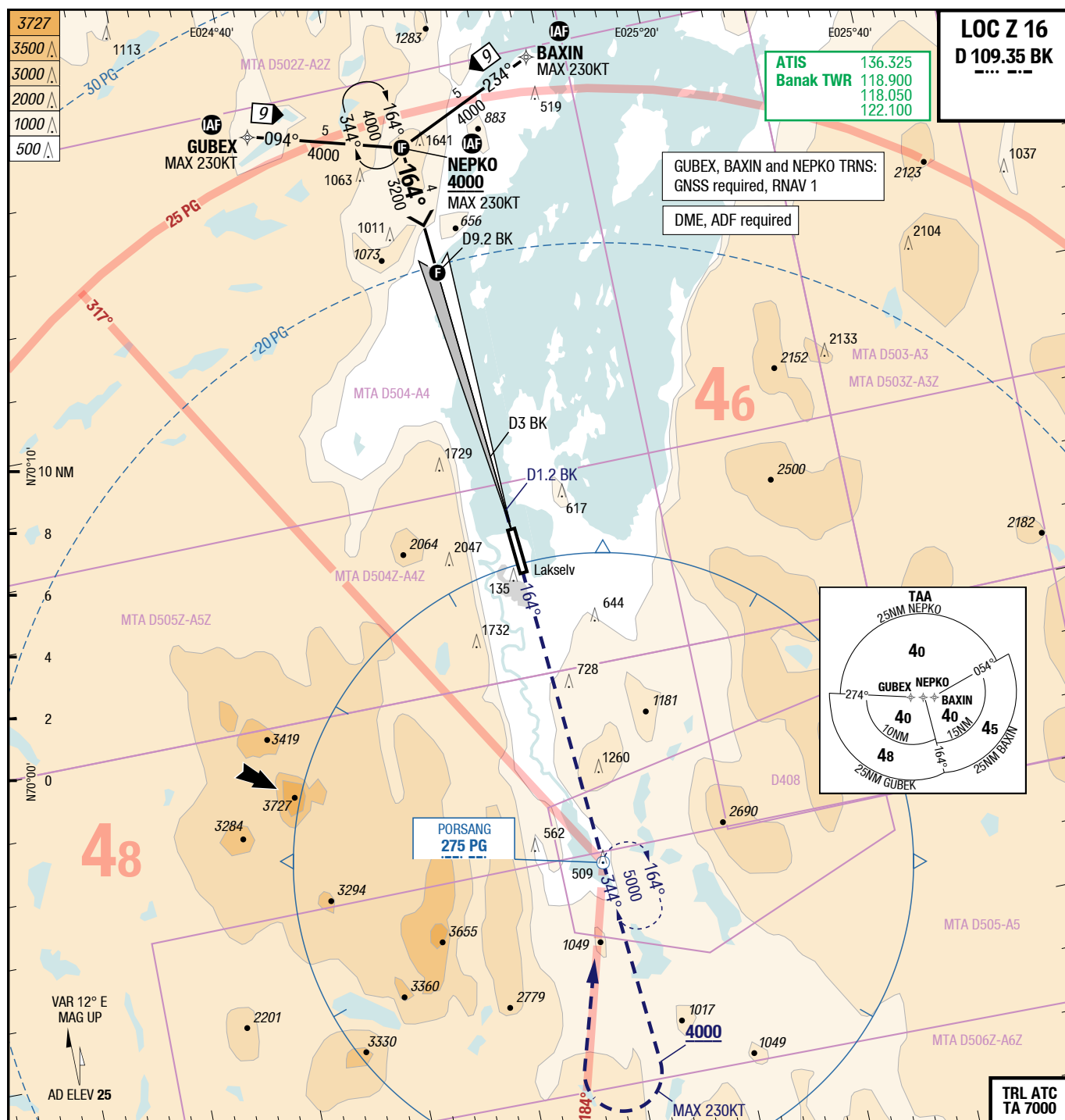


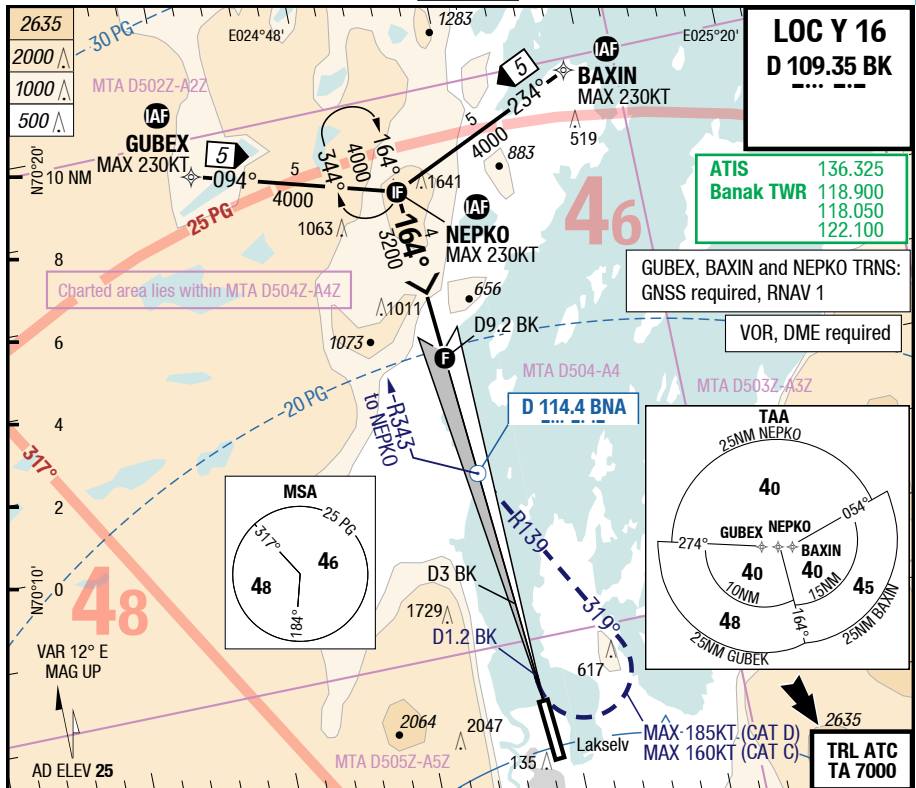
Figure 1 illustrates a 3D visualization of a flight path. The top section shows a 2D plan view of the path, starting at 60 HL, descending to 3500 ft at a 3.5° angle, and then leveling off. The bottom section shows a 3D perspective view of the same path, highlighting the MDA (Minimum Descent Altitude) at 1140 ft and the GP (Glide Path) at 3.5°. The 3D view also shows the terrain profile and the final altitude of 3500 ft.



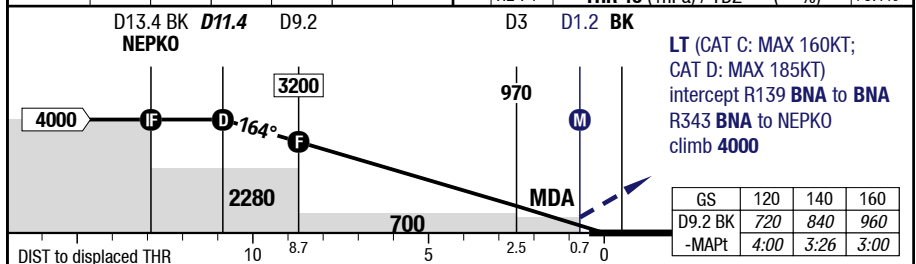
LKL-ENNA

7-30

LOC Y 16



3.40° D BK	11.4	9	7	6	5	4	<div> <div>16</div> <div>HL-P1</div> <div> </div> <div> 720 THR 15 (1hPa) / TPZ --- (---%) +0.1% </div> </div>
	4000	3150	2420	2060	1700	1340	



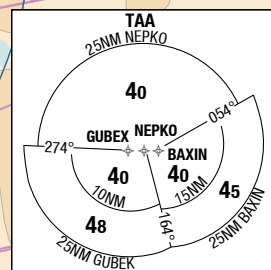
16		LOC DME GA 5.0%	LOC DME GA 4.0%	LOC DME GA 2.5%			Circling E of AD only
C	ft - m/km ft	490 - 1.5 500	560 - 1.8 570	660 - 2.3 670			1330 - 2.4V 1350
D	ft - m/km ft	780 - 2.4 790 ¹⁾	1060 - 2.4 1070 ¹⁾	1490 - 5.0 1500			2030 - 5.0V 2050

1) Timing to determine MAPt NA


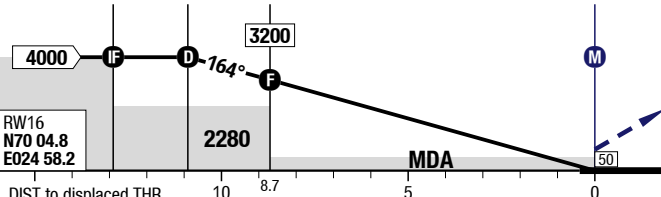


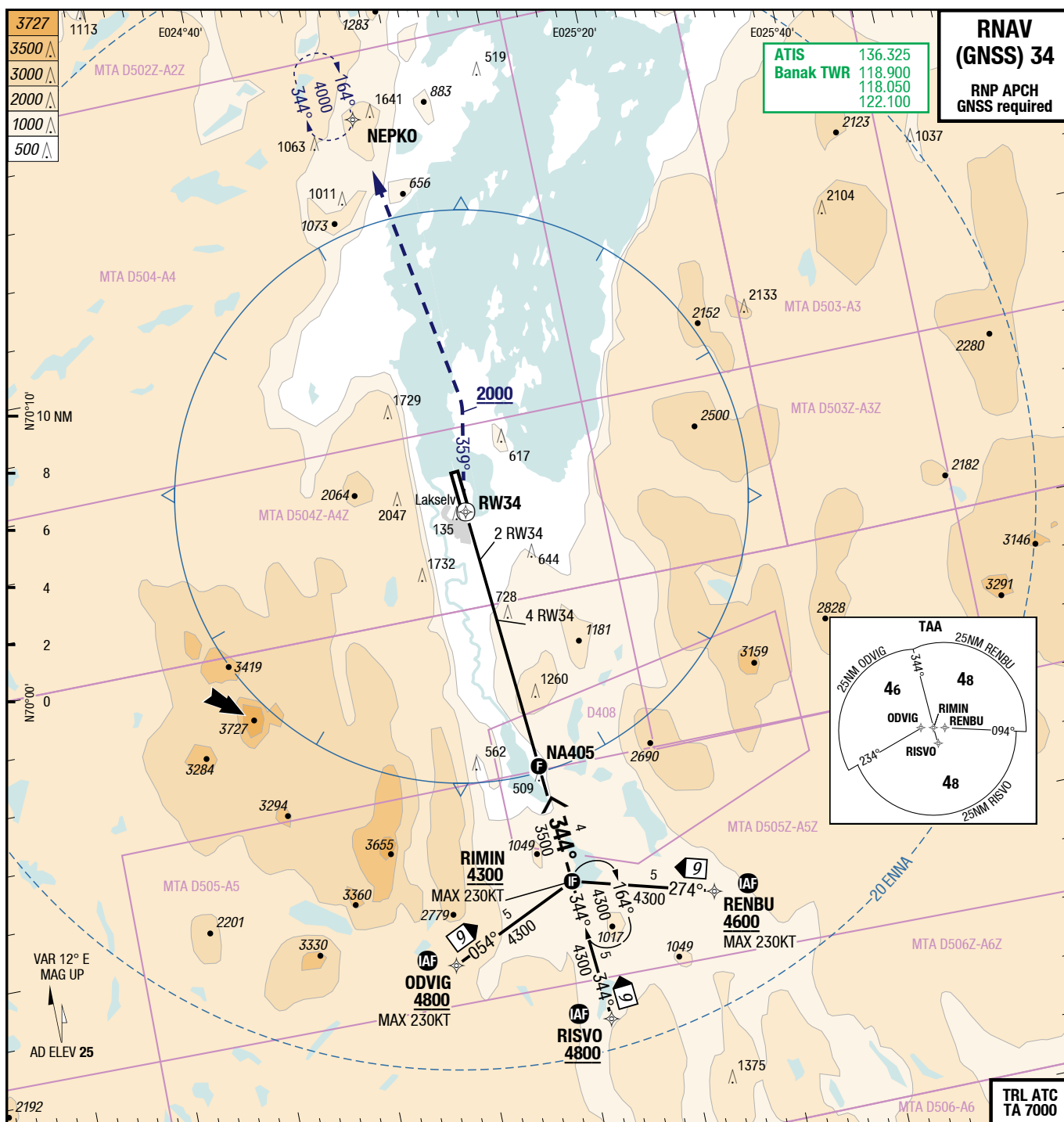
ATIS
Banak TWR
136.325
118.900
118.050
122.100

RNAV (GNSS) 16
RNP APCH
GNSS required



TRL ATC
TA 7000

3.40° RW16	10.9	8	6	4	3	2	16		+0.1%																										
	4000	2960	2230	1510	1150	790																													
12.9 RW16 NEPKO 10.9 8.7 NA400																																			
																																			
RW16 N70 04.8 E024 58.2																																			
<table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td>NA400</td><td>720</td><td>840</td><td>960</td></tr><tr><td>-MAPt</td><td>4:21</td><td>3:44</td><td>3:16</td></tr></table>										GS	120	140	160	NA400	720	840	960	-MAPt	4:21	3:44	3:16														
GS	120	140	160																																
NA400	720	840	960																																
-MAPt	4:21	3:44	3:16																																
DIST to displaced THR 10 8.7 5 0																																			
<table><tr><td rowspan="2">16</td><td rowspan="2">RNAV GNSS VNAV 1)</td><td rowspan="2">RNAV GNSS LNAV</td><td rowspan="2"></td><td rowspan="2"></td><td rowspan="2"></td><td rowspan="2"></td><td rowspan="2"></td><td rowspan="2"></td><td rowspan="2">Circling E of AD only</td></tr><tr><td>ft - m/km ft</td><td>470 - 1.5 480 2)</td><td>500 - 1.5 510</td><td>1330 - 2.4V 1350</td></tr><tr><td rowspan="2">C</td><td rowspan="3">ft - m/km ft</td><td>540 - 1.7 550 3)</td><td>540 - 1.7 550</td><td rowspan="3"></td><td rowspan="3"></td><td rowspan="3"></td><td rowspan="3"></td><td rowspan="3"></td><td rowspan="3">2030 - 3.6V 2050</td></tr><tr><td></td><td></td></tr></table>										16	RNAV GNSS VNAV 1)	RNAV GNSS LNAV							Circling E of AD only	ft - m/km ft	470 - 1.5 480 2)	500 - 1.5 510	1330 - 2.4V 1350	C	ft - m/km ft	540 - 1.7 550 3)	540 - 1.7 550						2030 - 3.6V 2050		
16	RNAV GNSS VNAV 1)	RNAV GNSS LNAV							Circling E of AD only																										
										ft - m/km ft	470 - 1.5 480 2)	500 - 1.5 510	1330 - 2.4V 1350																						
C	ft - m/km ft	540 - 1.7 550 3)	540 - 1.7 550						2030 - 3.6V 2050																										
1) Uncompensated BARO VNAV NA below -42°C (-44°F) 2) With EVS 1.0km 3) With EVS 1.1km																																			

[illegible]