

**GENERAL****Operational Hours**

**ATS Hours:** MON-FRI 0500-2320±, SAT 0500-1400±, SUN 0600-2320±.

**AD ADMIN Hours:** MON-FRI 0700-1430±

**Airport Information**

**RFF:** CAT 7: MON-FRI 0600-2200±, SAT 0600-1200±, SUN 0900-2200±.  
CAT 4: MON-FRI 0000-0600± / 2200-2400±, SAT 0000-0600± / 1200-2400±  
SUN 0000-0900± / 2200-2400±.

**Fuel:** H0

**PCN:** RWY 11/29: 50/F/B/X/U

**Customs:** O/R MON-FRI 0700-1430± 4HR PN.

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

Special aircrew qualification required.

**Traffic Note**

AD not to be used by ACFT with higher code letter than D or wingspan greater than 44m / 144ft, except EMERG or with approval from CAA.

**TWY Restriction**

TWY D width 20m / 66ft.

**Warnings**

RWY 11:

- Turbulence/wind shear may occur on short final, moderate, occasionally severe turbulence may occur 180-270° 15KT or more.
- Short final, moderate, occasionally severe turbulence may occur 180-220° 10KT or more.

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

RWY		11/29	
All ACFT	ft - m/km	0 - 400R/400V	-

**Departure Procedure****Start-up/Push-back**

REQ ATC CLR at the earliest 10min prior to ENG start-up.

**De-Icing**

MON-FRI 0530-1800± / 2130-2400±, SAT 1200-1400±, SUN 0730-2330±.

## ALF-ENAT

**AFC**

# AFC

# AFC

**AFC**

**2-10**



**Landing RWY system:**

11

HL-N

60  
61

60 HL 4.2° 8  
60 L 45 G 1907 220 306  
0.0% TDZ --- (---%) / THR 9 (OhPa) HL-N

29

TRL ATC  
TA 7000

Effective 13-SEP-2018

06-SEP-2018

ALF-ENAT

3-20

Norway Alta

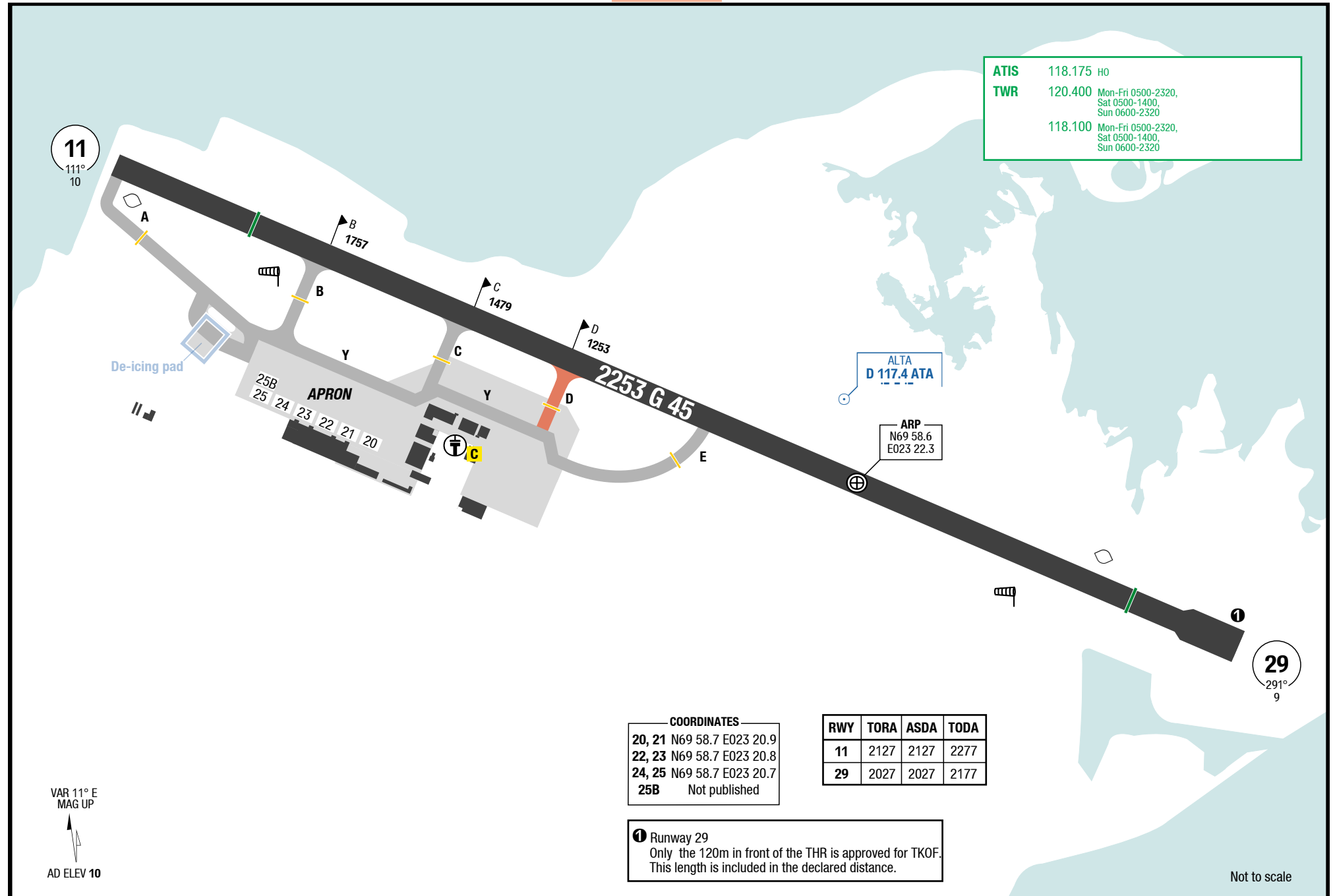
AGC

AGC

AGC

Alta Norway

AGC



Changes: Nil



# ALF-ENAT

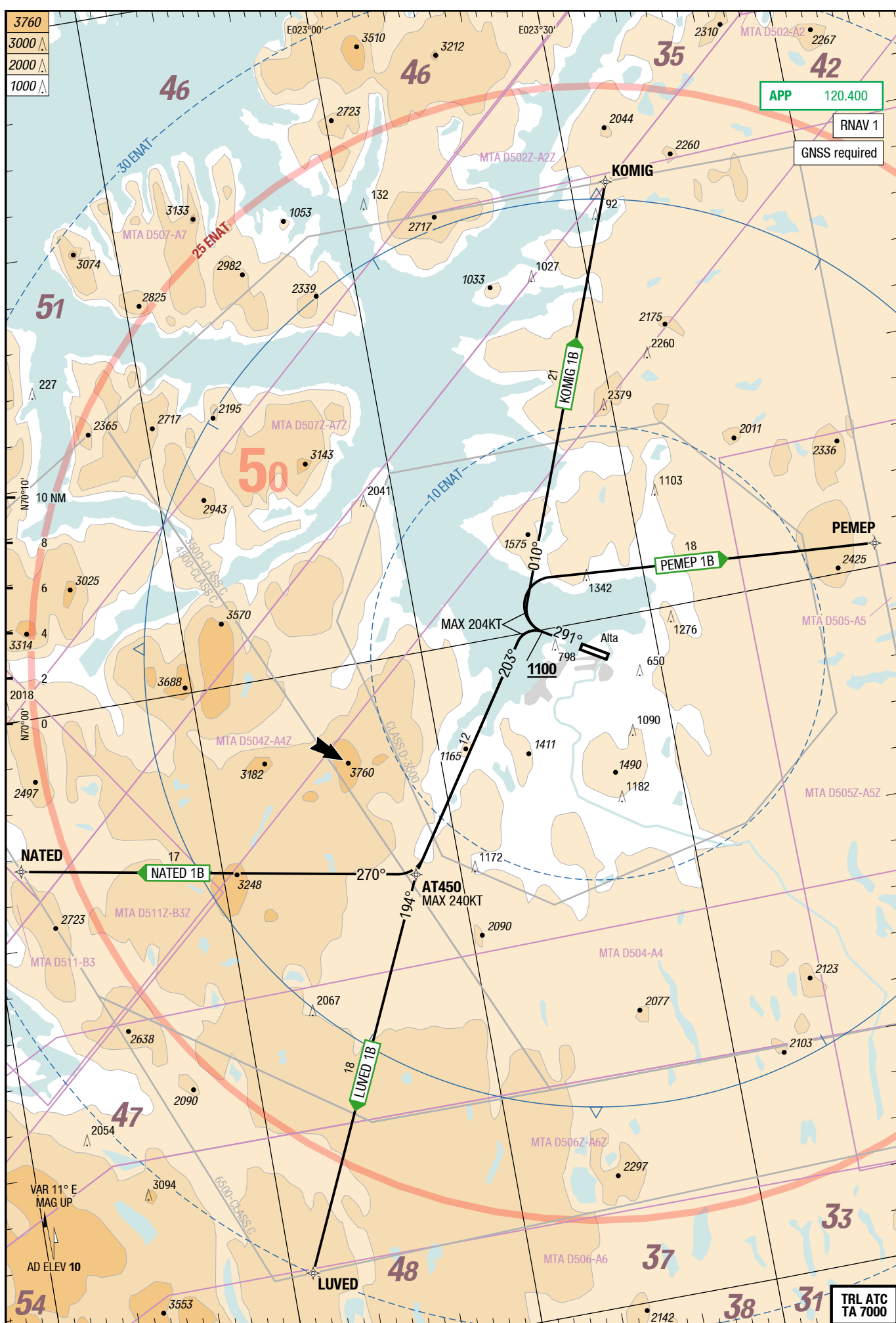
## RNAV SIDS RWY 29

# SID

# SID

# RNAV SIDS RWY 29

4-20



Changes: ALT, OBST, Note



## ALF-ENAT

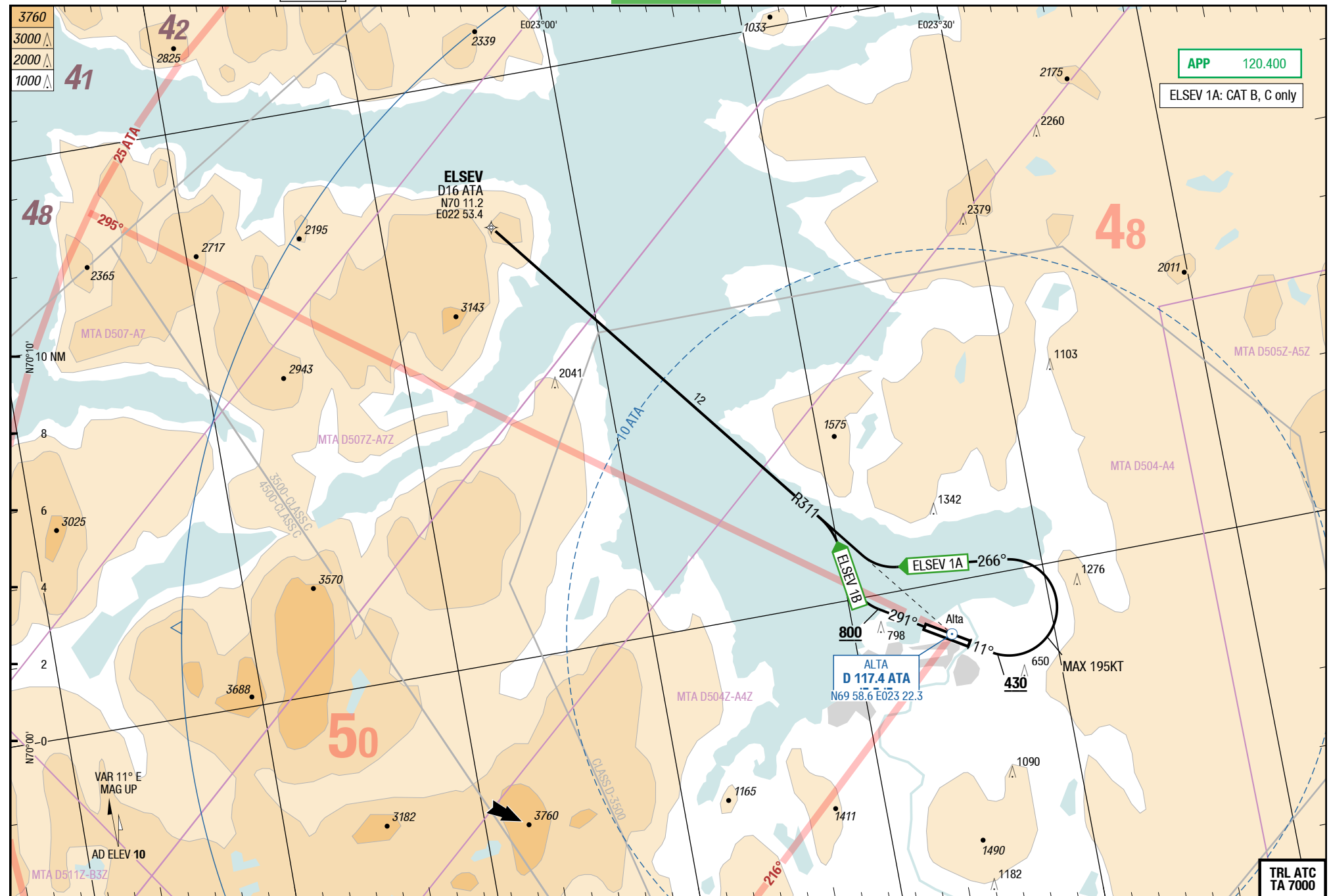
4-30

**SIDs**

SID

SID

**SIDs**



Changes: ALT, OBST

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06-SEP-2018

ALF-ENAT

5-10

RNAV SIDs RWY 11

**KOMIG 1A / LUVED 1A / LUVED 1W / NATED 1A / NATED 1W / PEMEP 1A**  
RWY 11 (111°)

	GS	120	150	180	210	240	270
12.6%	ft/MIN	1600	2000	2300	2700	3100	3500

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 11</b>	
<b>KOMIG 1A</b> 12.6% to 1500 <b>120.400</b> ①②③④	111° [A430+ ;K195-;L] - DCT KOMIG	<b>initial climb FL100</b>
<b>LUVED 1A</b> 12.6% to 1500 <b>120.400</b> ①②③④	111° [A430+ ;K195;L] - DCT LUVED	<b>initial climb FL100</b>
<b>LUVED 1W</b> 12.6% to 1500 <b>120.400</b> ①②③	111° [A430+ ;K204-;R] - DCT LUVED	<b>initial climb FL100</b>
<b>NATED 1A</b> 12.6% to 1500 <b>120.400</b> ①②③④	111° [A430+ ;K195;L] - DCT AT450 - NATED	<b>initial climb FL100</b>
<b>NATED 1W</b> 12.6% to 1500 <b>120.400</b> ①②③	111° [A430+ ;K204;R] - DCT AT450 - NATED	<b>initial climb FL100</b>
<b>PEMEP 1A</b> 12.6% to 1500 <b>120.400</b> ①②③④	111° [A430+ ;K195-] - 069° PEMEP	<b>initial climb FL100</b>

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

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

③ Non-RNAV 1 ACFT: At first contact with TWR state "Unable RNAV 1 due (reason)". Conventional DEP available.

④ CAT B, C only.

Changes: ALT

**KOMIG 1B / LUVED 1B / NATED 1B / PEMEP 1B**

RWY 29 (291°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 29</b>	
<b>KOMIG 1B</b> 6.5% to 2000 <b>120.400</b> ①②③	291° [A1100+ ;K204- ;R] - 010° KOMIG	<b>initial climb FL100</b>
<b>LUVED 1B</b> 6.5% to 2300 <b>120.400</b> ①②③	291° [A1100+ ;K204- ;L] - 203° AT450 [K240-] - LUVED	<b>initial climb FL100</b>
<b>NATED 1B</b> 6.5% to 2300 <b>120.400</b> ①②③	291° [A1100+ ;K204- ;L] - 203° AT450 [K240-] - NATED	<b>initial climb FL100</b>
<b>PEMEP 1B</b> 6.5% to 2000 <b>120.400</b> ①②③	291° [A1100+ ;K204- ;R] - DCT PEMEP	<b>initial climb FL100</b>

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

② Non-RNAV 1 ACFT: At first contact with TWR state "Unable RNAV 1 due (reason)". Conventional DEP available.

③ Vectoring involving deviation from SID may be used by APP to expedite outbound.



**ELSEV 1A / ELSEV 1B**

RWYs 11 (111°) / 29 (291°)

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900
12.6%	ft/MIN	1600	2000	2300	2700	3100	3500

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 11</b>	
<b>ELSEV 1A</b> 12.6% to 1500 <b>120.400</b> ①②④	at MNM <b>430 LT</b> (MAX 195KT) 266° - intercept R311 <b>ATA</b> to ELSEV	<b>initial climb FL100</b>
	<b>Runway 29</b>	
<b>ELSEV 1B</b> 6.6% to 2000 6.6% to 3800 <b>120.400</b> ②③	at MNM <b>800 RT</b> intercept R311 <b>ATA</b> to ELSEV	<b>initial climb FL100</b>

- ① If unable to comply with climb gradient, inform ATC.
- ② When being vectored or cleared for DCT routing, climb gradient applies.
- ③ Climb gradient to 2000ft due to OBST reason and to 3800ft to stay within controlled ASP and/or due to ATC. If unable to comply, inform ATC.
- ④ CAT B, C only.

## ALF-ENAT



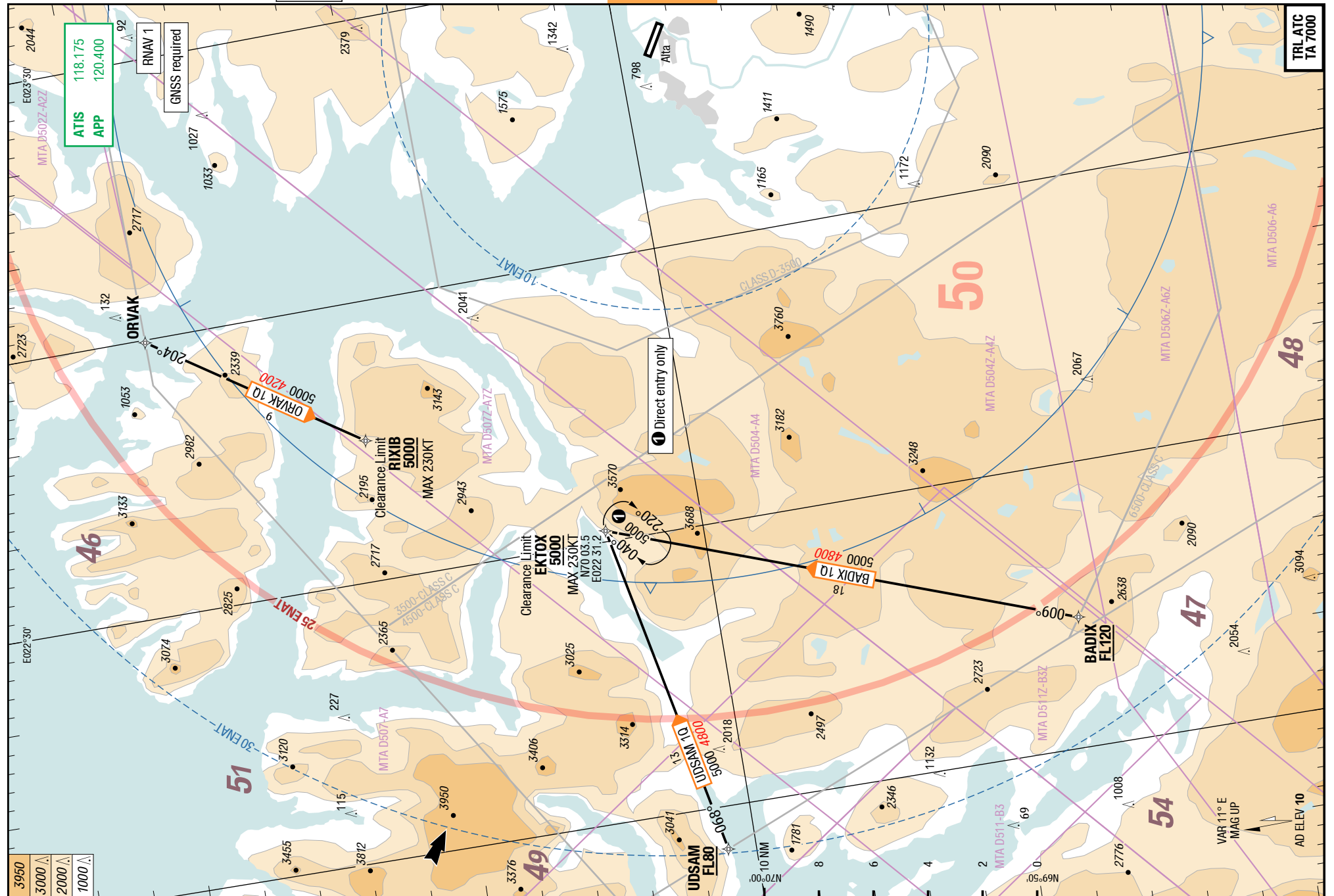
# STAR

**STAR**

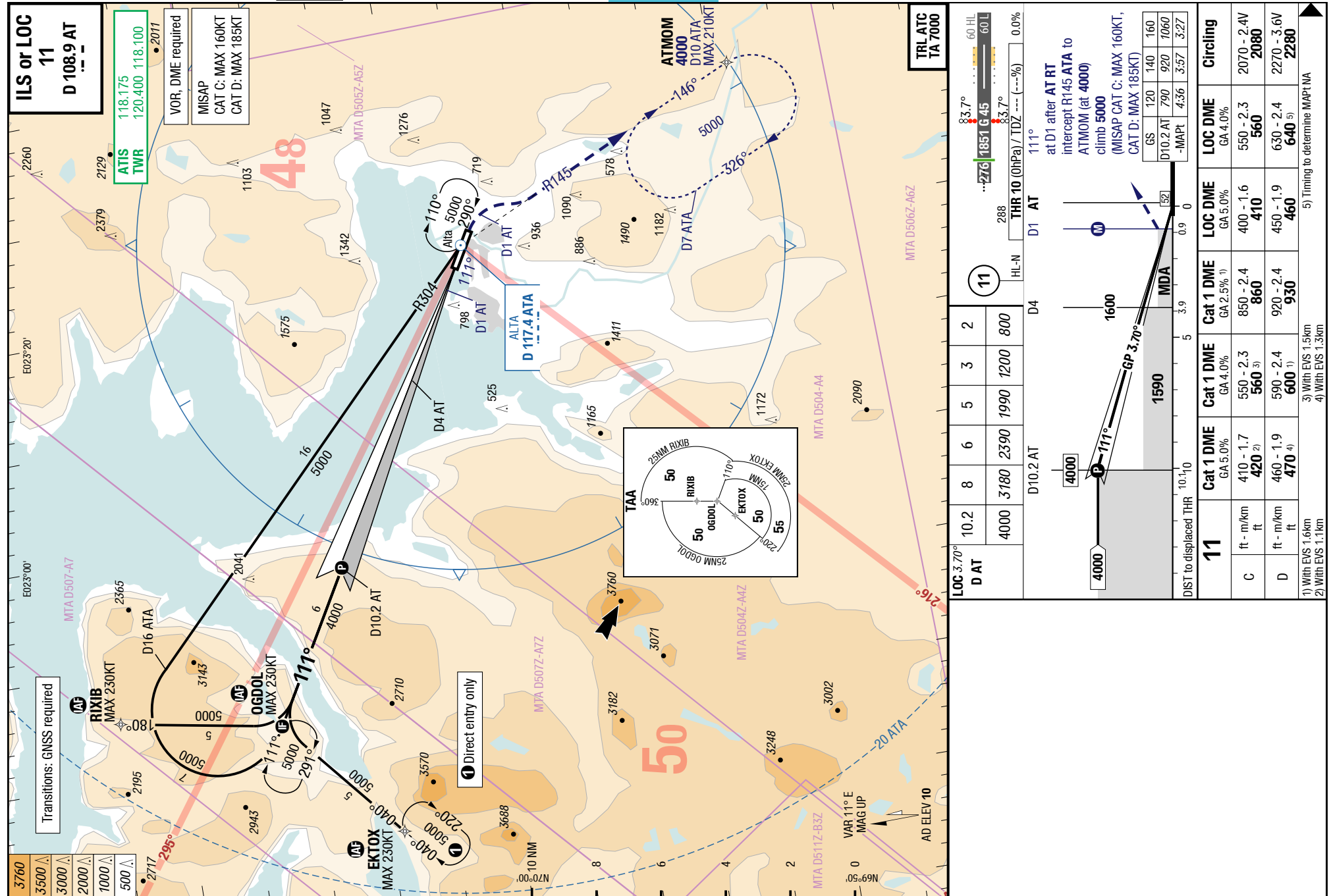
NIL

## RNAV STARs RWY 11

**6-10**



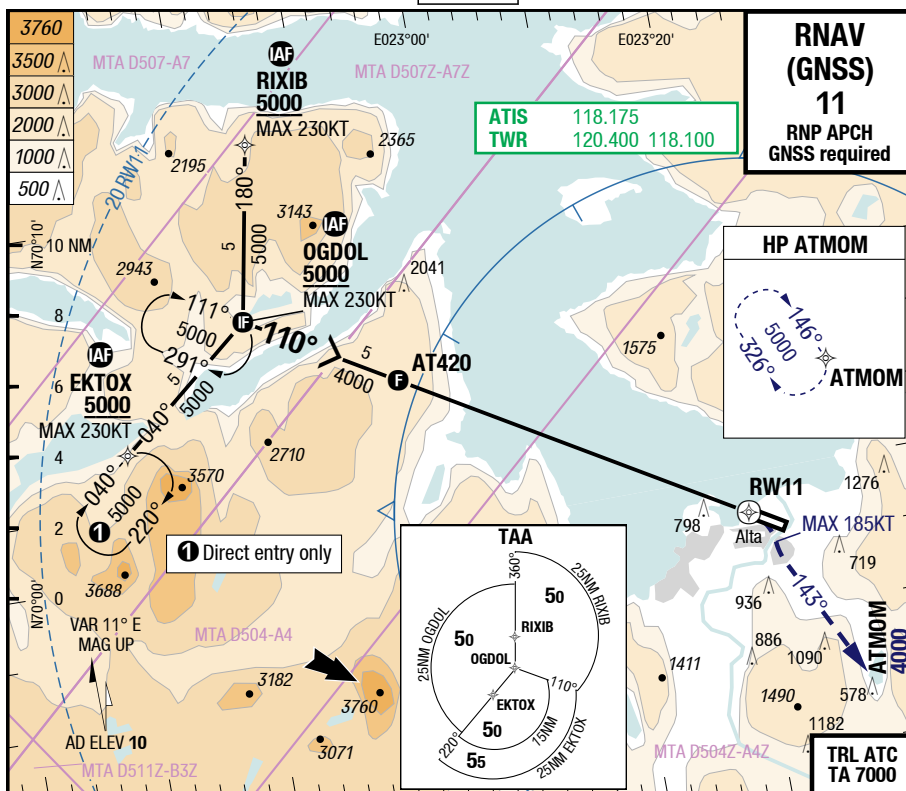
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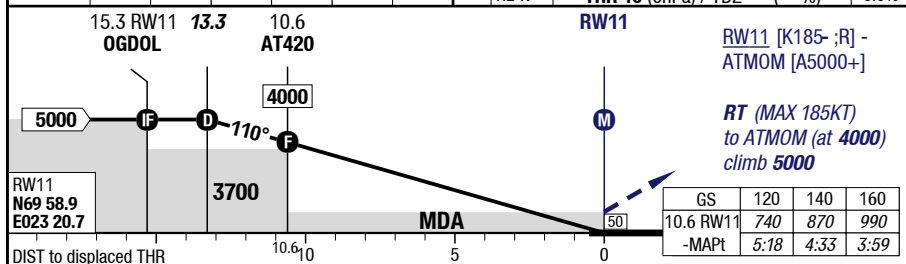
# ALF-ENAT

**7-30**

## RNAV (GNSS) 11



3.50° <b>RW11</b> <b>110°</b> RWY 111°	13.3	8	6	5	4	3	<div><div>11</div><div>HL-N</div></div>	<div><div><div>83.7°</div><div>60 HL</div><div>60 L</div></div></div>		
	5000	3040	2290	1920	1550	1180		<div><div>288</div><div>THR 10 (0hPa) / TDZ</div><div>83.7°</div><div>(---%)</div><div>0.0%</div></div>		



11		RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV GA 4.0% 3)	RNAV GNSS LNAV GA 2.5%		Circling
C	ft - m/km ft	910 - 2.4 <b>920</b>	1020 - 2.4 <b>1030</b>	1180 - 2.4 <b>1190</b> 3)		2070 - 2.4V <b>2080</b>
D	ft - m/km ft	950 - 2.4 <b>960</b>	1020 - 2.4 <b>1030</b>	1250 - 5.0 <b>1260</b>		2270 - 3.6V <b>2280</b>

1) Uncompensated BARO VNAV NA below -45°C (-49°F)

3) Timing to determine MAPt NA

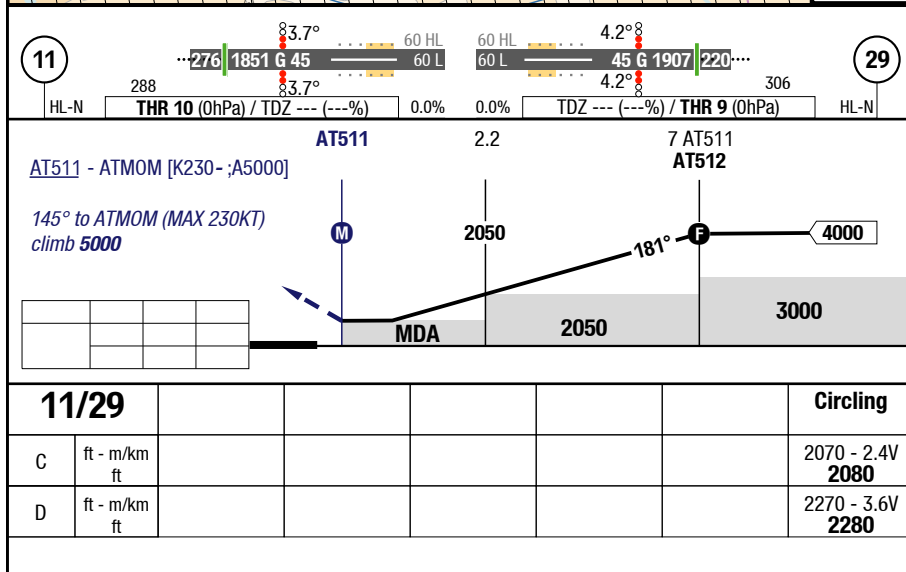
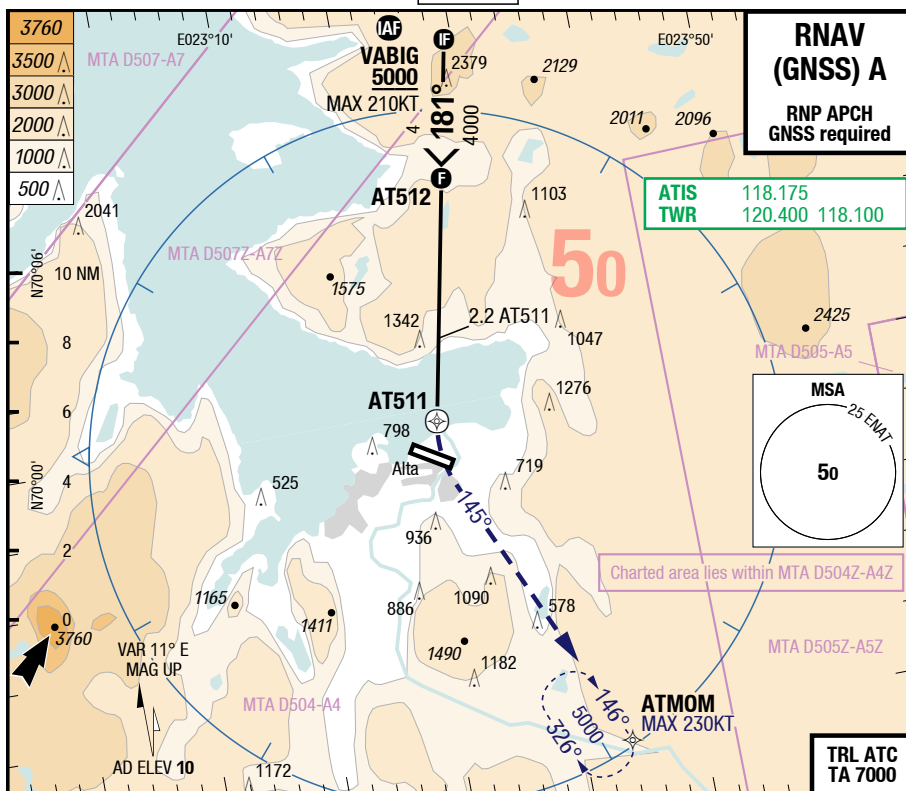
2) With EVS 1.6km

Changes: APL, OBST

## ALF-ENAT

7-40

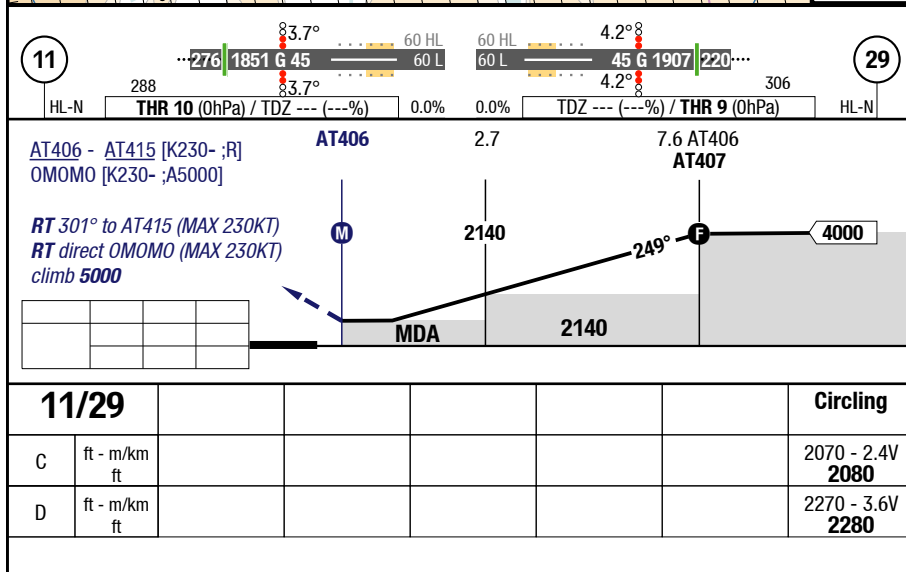
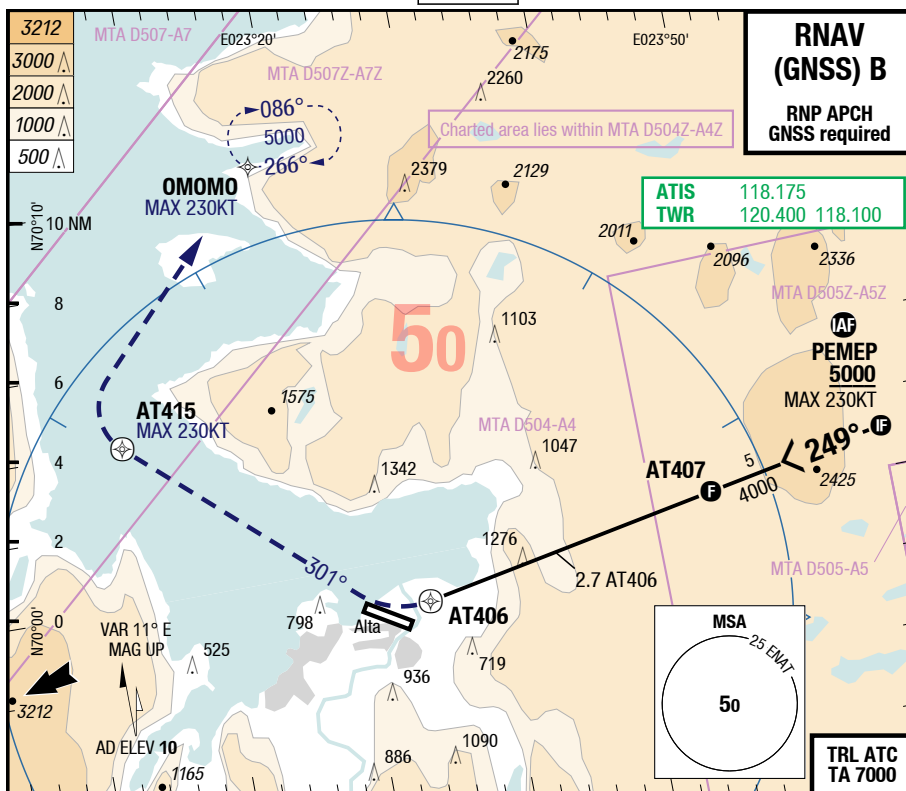
## RNAV (GNSS) A



## ALF-ENAT

7-50

## RNAV (GNSS) B

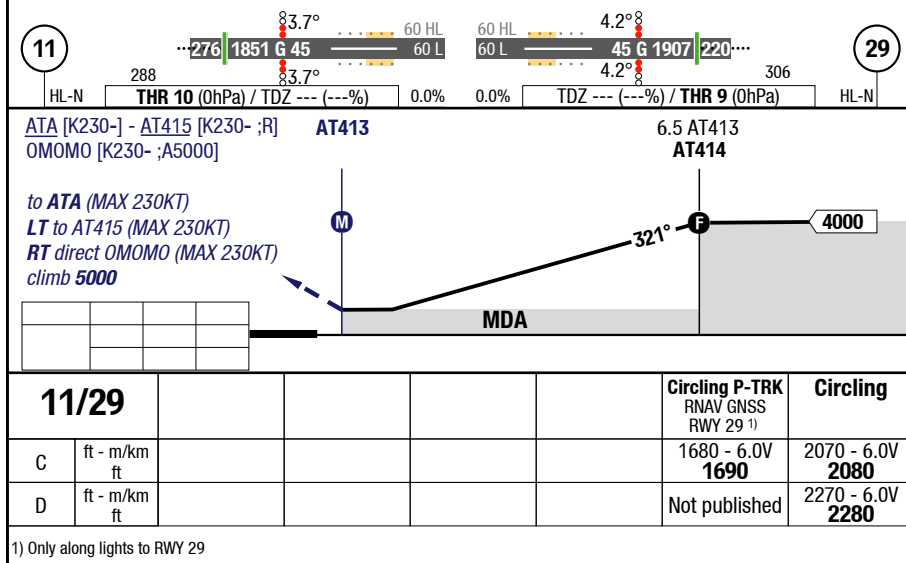
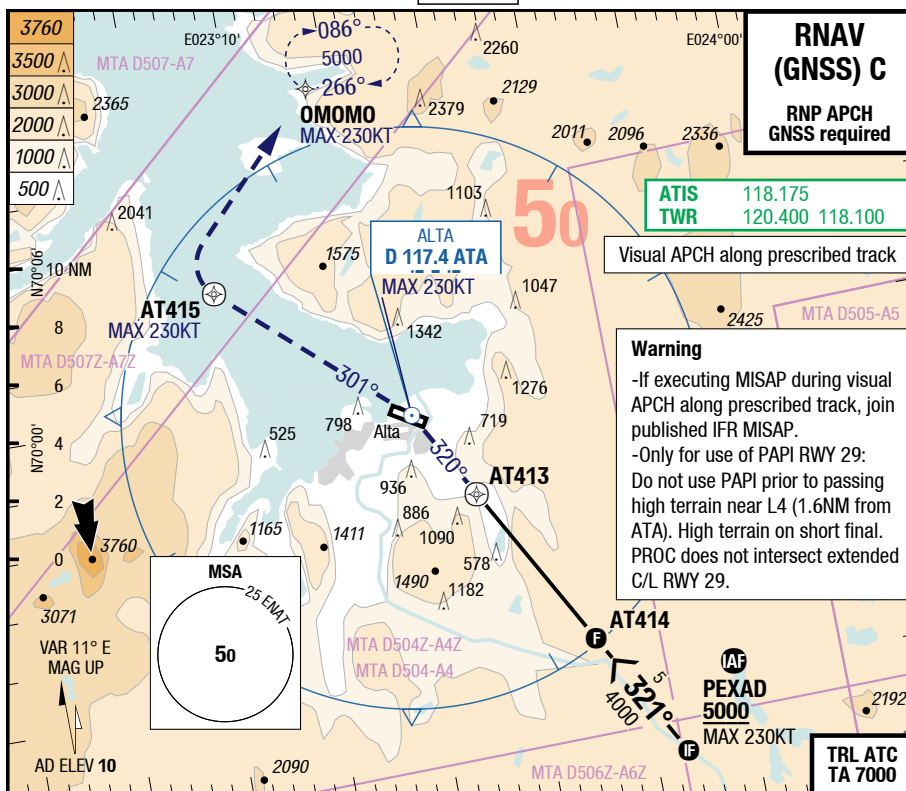




## ALF-ENAT

7-60

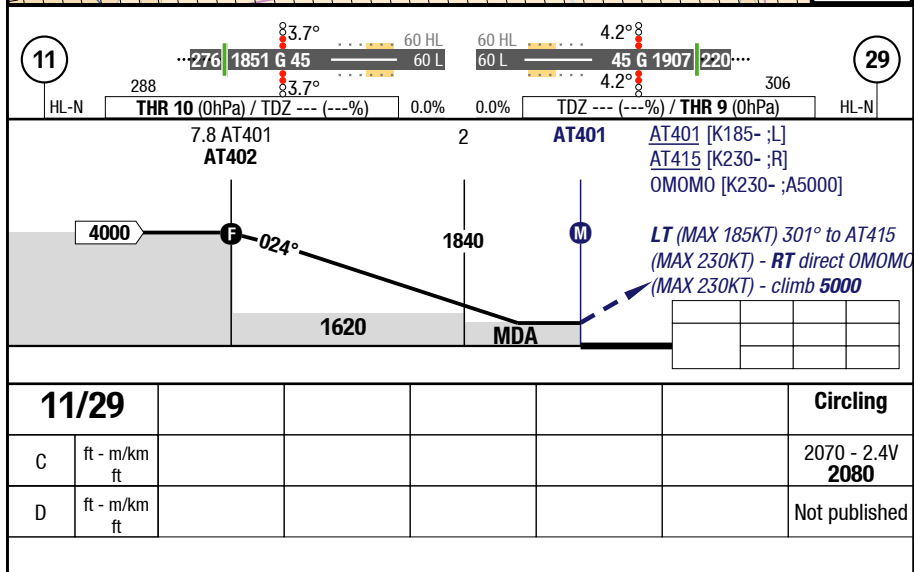
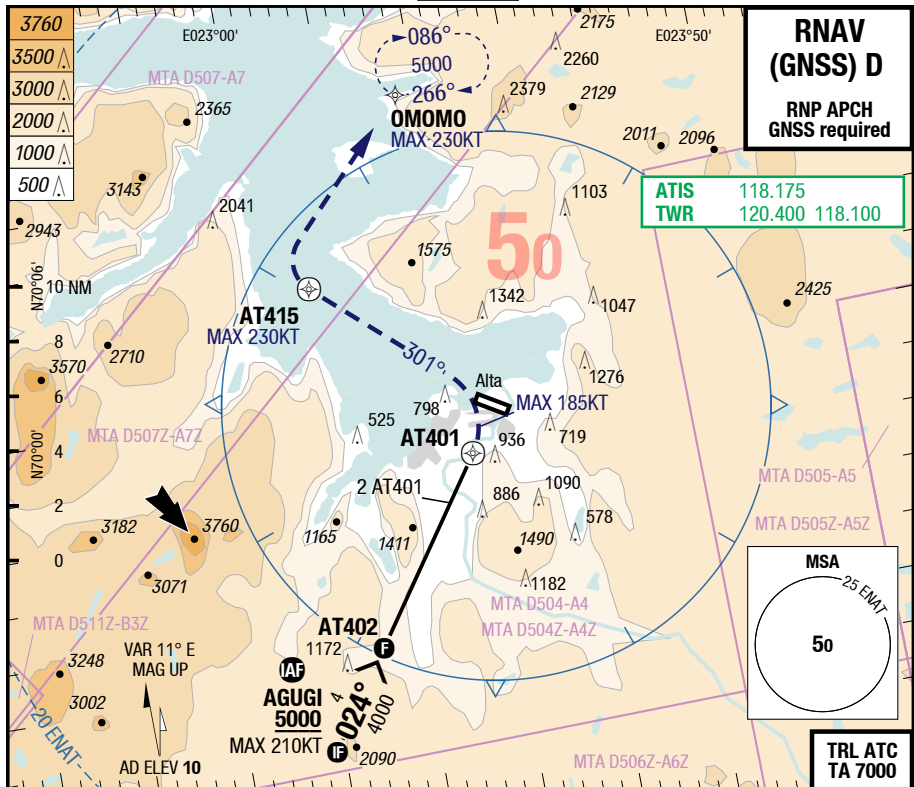
## RNAV (GNSS) C



## ALF-ENAT

7-70

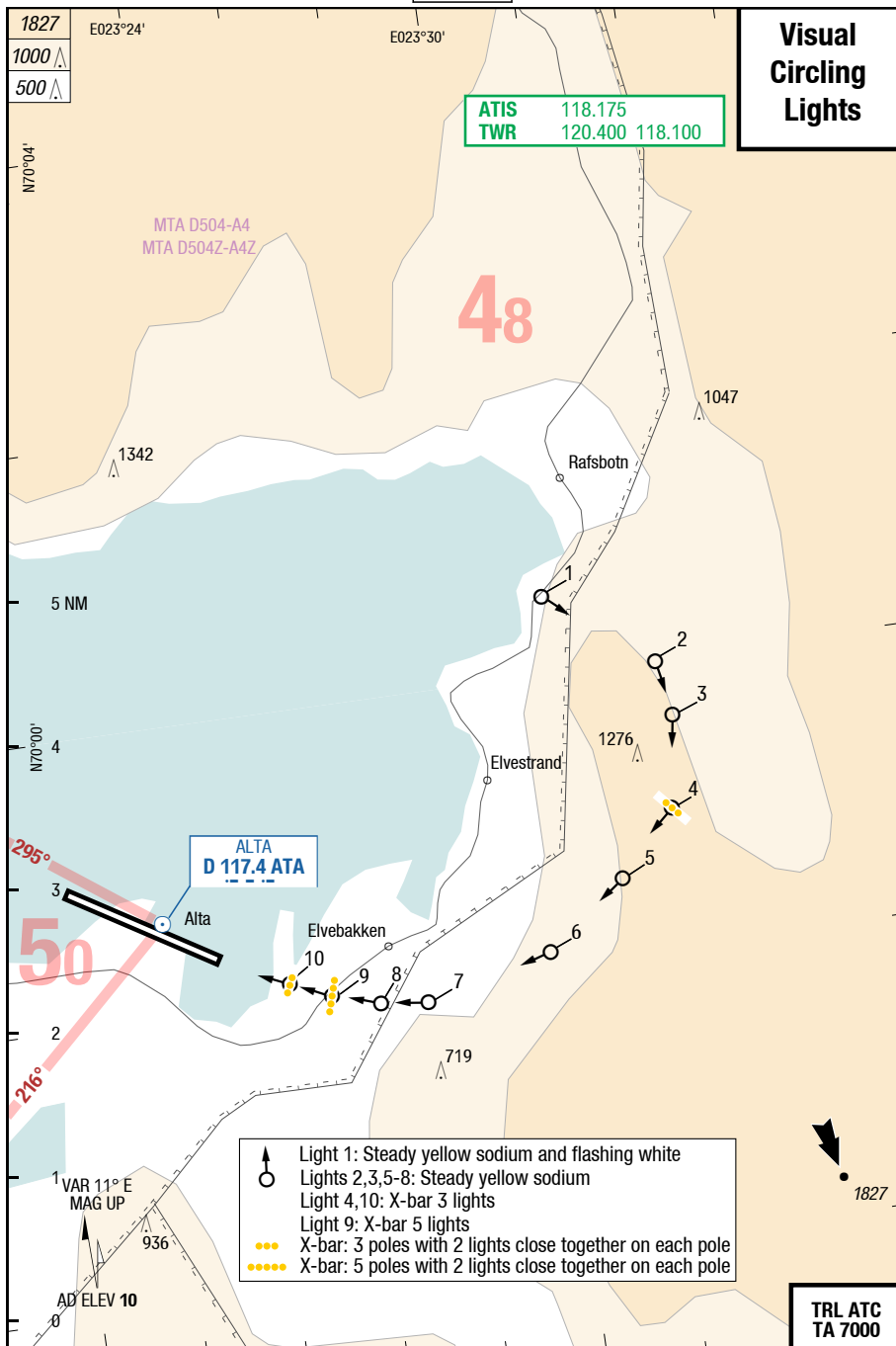
## RNAV (GNSS) D



## ALF-ENAT

7-90

## Visual Circling Lights



Changes: OBST

ALF-ENAT

7-110

WxMinima Overflow

11		LOC DME GA 2.5% <sup>1)</sup>					
C	ft - m/km ft	900 - 2.4 910					
D	ft - m/km ft	1000 - 2.4 1010					
1) Timing to determine MAPt NA							