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AIP AIRAC SUP
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ENNA - RNP AR-prosedyrer på Banak lufthavn, Lakselv

Vedlagt denne AIP SUP finnes RNP AR-prosedyrer til RWY 16 og RWY 34 ved Banak lufthavn, Lakselv.

De vedlagte prosedyrene publiseres kun for kontrollflygings- og godkjenningssøyemed og vil i utgangspunktet ikke være tilgjengelig for vanlige operasjoner. Frem til prosedyrene er godkjente av Luftfartstilsynet er prosedyrene suspenderte.

Operatører bes om å ikke anmode lufttrafikktenesten om å fly RNP AR-prosedyrer.

Vedlagt er følgende prosedyrer komplett med kart, anbefalt koding og liste med signifikante punkter:

1. RNP Q RWY 16 (AR)
2. RNP W RWY 16 (AR)
3. RNP W RWY 34 (AR)

- Vedlegg -

ENNA - RNP AR procedures at Banak airport, Lakselv

Attached to this AIP SUP are RNP AR procedures to RWY 16 and RWY 34 at Banak Airport, Lakselv.

The attached procedures are intended solely for flight validation purposes. The procedures have not yet been approved by the Norwegian Civil Aviation Authority and are suspended from normal operational use.

Operators are asked not to request these procedures from Air Traffic Services.

Attached are the following procedures complete with chart, recommended coding and significant points pages:

1. RNP Q RWY 16 (AR)
2. RNP W RWY 16 (AR)
3. RNP W RWY 34 (AR)

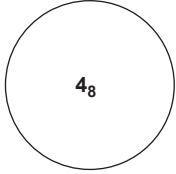
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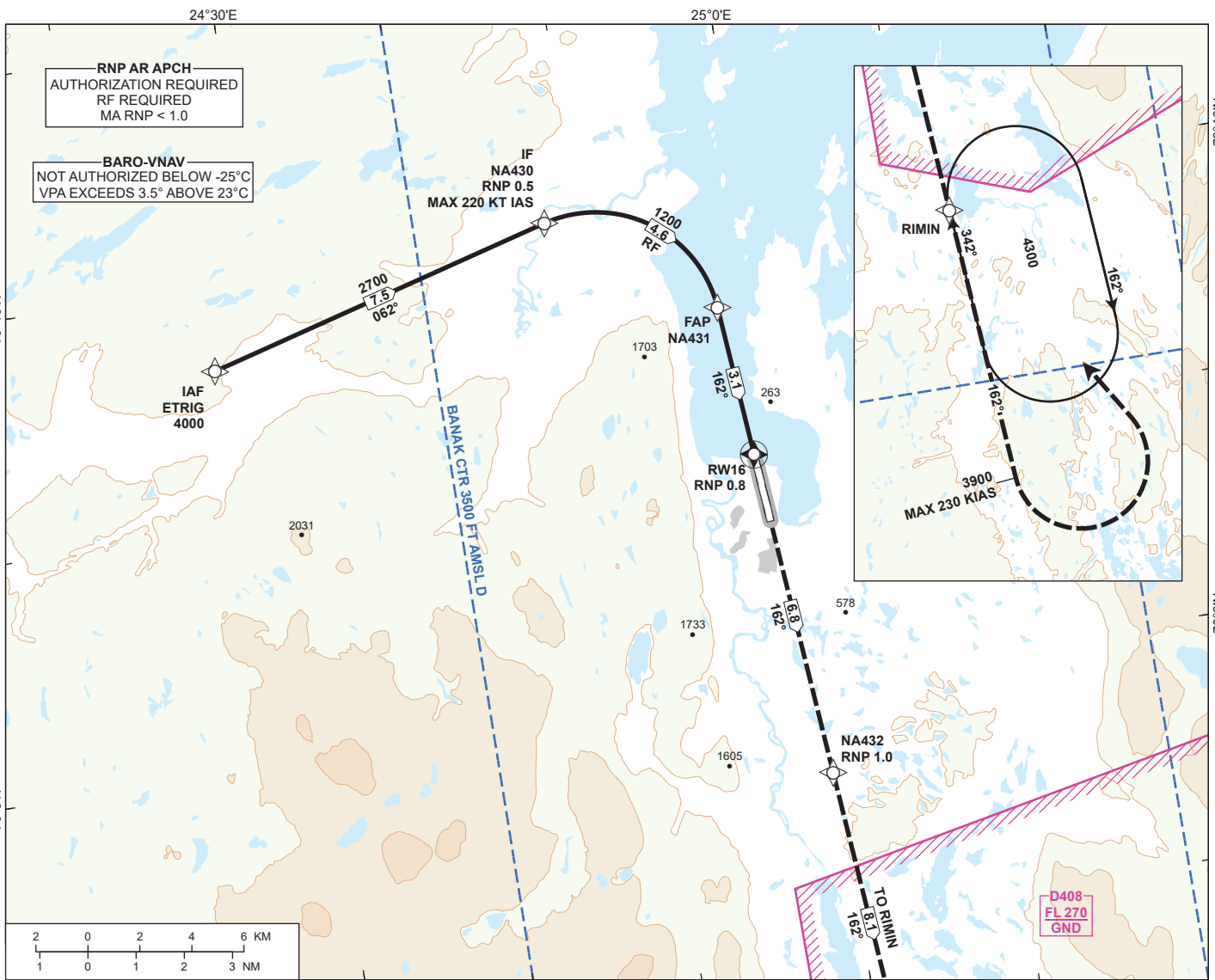
INSTRUMENT APPROACH CHART - ICAO

LAKSELV BANAK

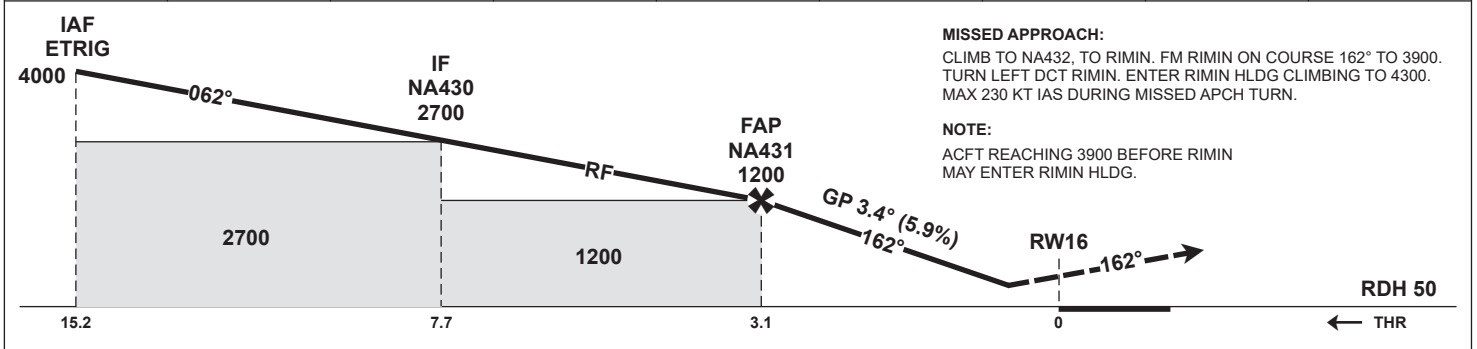
RNP Q RWY 16 (AR)

TRANSITION ALTITUDE
7000

 <p>MSA 25 NM ARP</p>	ATIS: 136.325	AD ELEV: 26
	TWR: 118.900 118.050 122.100	THR ELEV: 16
		HGT RELATED TO THR 16
		CIRCLING HGT RELATED TO AD ELEV
	DIST IN NM. ELEV, ALT AND HGT IN FT	
	SCALE 1:250 000	VAR 13° E (2020)



DIST TO RW16	9	8	7	6	5	4	3	2
ALT (HGT)	-	-	-	-	-	-	-	-



CAT OF ACFT		A	B	C	D
OCA (H) STRAIGHT- IN	RNP 0.2 3.1%*	234 (218)	246 (230)	257 (241)	268 (252)
	RNP 0.2 2.5%*	338 (322)	360 (344)	382 (366)	401 (385)
	RNP 0.3 2.5%*	448 (432)	459 (443)	470 (454)	481 (465)
CIRCLING		-	-	-	-

NOTE: * MNM MISSED APCH CLIMB GRADIENT.

CHANGES: NEW PROCEDURE.

ENNA RNP Q RWY 16 (AR) - RECOMMENDED CODING

SN	PD	WI	Fly-over	°M (°T)	MAG VAR	DIST (NM)	REC NAVAID	TD	ALT (FT)	Speed (KT)	VPA (°)/TCH (FT)	ARC CENTRE RADIUS (NM)	RNP (NM)
10	IF	ETRIG	-	-	-13	-	-	-	A4000+	-	-	-	1.0
20	TF	NA430	-	-	-13	7.5	-	-	A2700+	K220-	-	-	1.0
30	RF	NA431	-	-	-13	4.6	-	R	A1200+	-	-	NA439 2.600	0.5
40	TF	RW16	Y	-	-13	3.1	-	-	-	-	-3.4/50	-	0.3
50	TF	NA432	-	-	-13	6.8	-	-	-	-	-	-	0.8
60	TF	RIMIN	-	-	-13	8.1	-	-	-	-	-	-	1.0
70	FA	-	-	162 (175.5)	-13	-	-	-	A3900	-	-	-	1.0
80	DF	RIMIN	-	-	-13	-	-	L	-	K230-	-	-	1.0
90	HM	RIMIN	-	342 (355.5)	-13	1 MIN	-	R	A4300	K230-	-	-	1.0

Note: Recommended coding is based on ARINC 424 and is provided solely to indicate which procedure design protection areas were used in the Instrument Flight Procedure Design process.

Note: Published OCA(H) values are obstacle clearance values. Decision heights (DH) below 250 FT shall not be used due to approach operation Type A limitations.

ENNA RNP Q RWY 16 (AR) - SIGNIFICANT POINTS

Name	Latitude	Longitude
ETRIG	700817.11N	0242646.24E
NA430	701014.21N	0244757.08E
NA431	700756.72N	0245730.67E
NA432	695804.49N	0245949.38E
NA439	700744.12N	0244955.37E
RIMIN	695004.55N	0250140.20E

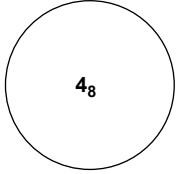
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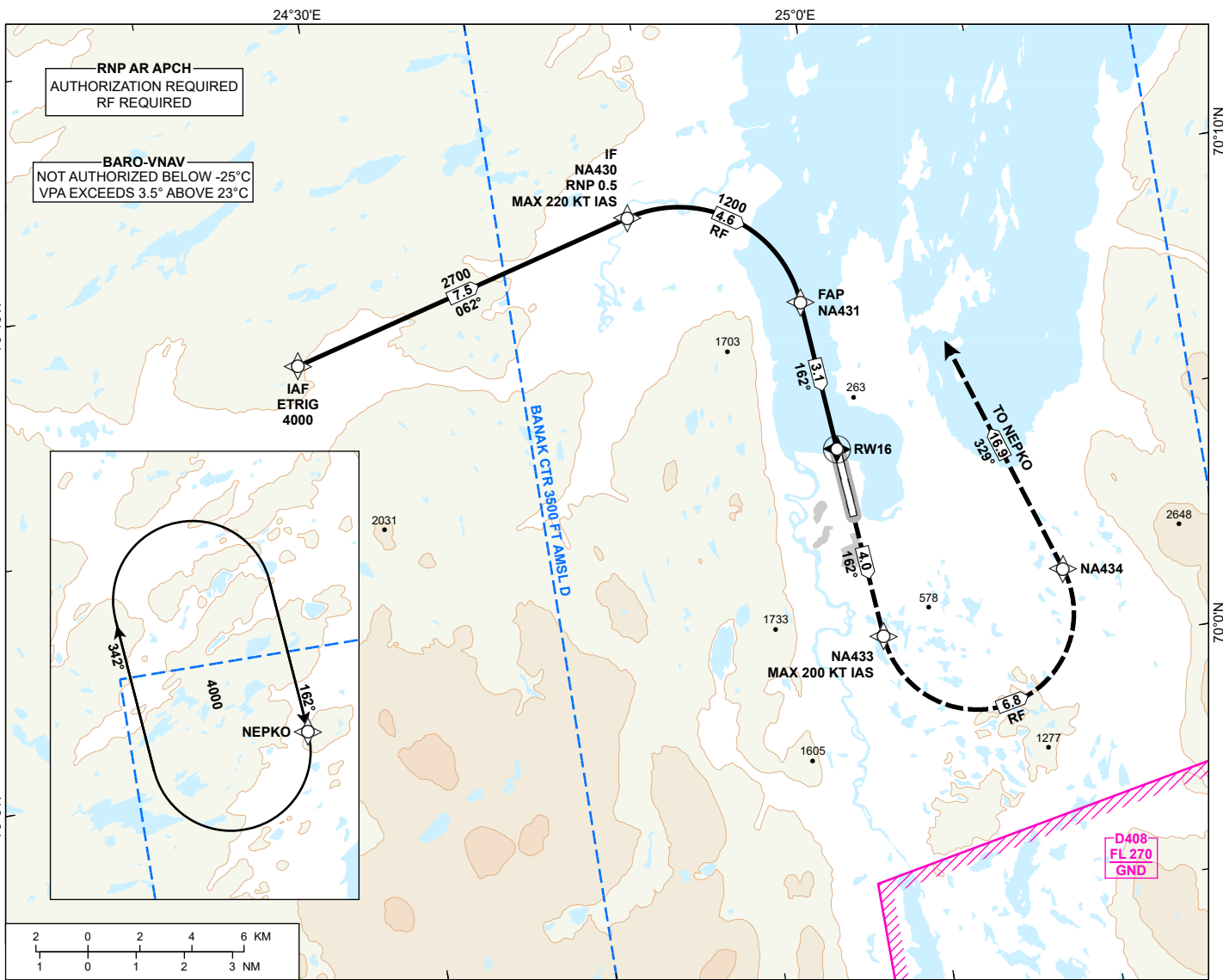
INSTRUMENT APPROACH CHART - ICAO

LAKSELV BANAK

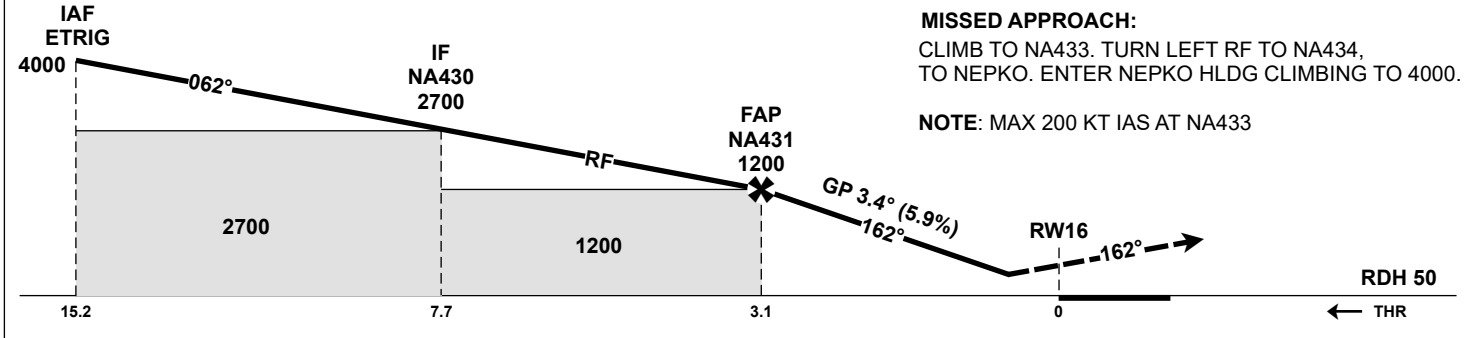
RNP W RWY 16 (AR)

TRANSITION ALTITUDE
7000

 MSA 25 NM ARP	ATIS: 136.325	AD ELEV: 26
	TWR: 118.900 118.050	THR ELEV: 16
	122.100	HGT RELATED TO THR 16
		CIRCLING HGT RELATED TO AD ELEV
		DIST IN NM. ELEV, ALT AND HGT IN FT
SCALE 1:250 000	VAR 13° E (2020)	



DIST TO RW16	9	8	7	6	5	4	3	2
ALT (HGT)	-	-	-	-	-	-	-	-



CAT OF ACFT		A	B	C	D
OCA (H) STRAIGHT- IN	RNP 0.2 3.7%*	234 (218)	246 (230)	257 (241)	268 (252)
	RNP 0.3 3.0%*	448 (432)	459 (443)	470 (454)	481 (465)
	RNP 0.3 2.5%*	618 (602)	640 (624)	662 (646)	681 (665)
CIRCLING		-	-	-	-

NOTE: * MNM MISSED APCH CLIMB GRADIENT.

CHANGES: NEW PROCEDURE.

ENNA RNP W RWY 16 (AR) - RECOMMENDED CODING

SN	PD	WI	Fly-over	°M (°T)	MAG VAR	DIST (NM)	REC NAVAID	TD	ALT (FT)	Speed (KT)	VPA (°)/TCH (FT)	ARC CENTRE RADIUS (NM)	RNP (NM)
10	IF	ETRIG	-	-	-13	-	-	-	A4000+	-	-	-	1.0
20	TF	NA430	-	-	-13	7.5	-	-	A2700+	K220-	-	-	1.0
30	RF	NA431	-	-	-13	4.6	-	R	A1200+	-	-	NA439 2.600	0.5
40	TF	RW16	Y	-	-13	3.1	-	-	-	-	-3.4/50	-	0.3
50	TF	NA433	-	-	-13	4.0	-	-	-	K200-	-	-	1.0
60	RF	NA434	-	-	-13	6.8	-	L	-	-	-	NA438 2.000	1.0
70	TF	NEPKO	-	-	-13	16.9	-	-	-	-	-	-	1.0
80	HM	NEPKO	-	162 (175.4)	-13	1 MIN	-	R	A4000	K230-	-	-	1.0

Note: Recommended coding is based on ARINC 424 and is provided solely to indicate which procedure design protection areas were used in the Instrument Flight Procedure Design process.

Note: Published OCA(H) values are obstacle clearance values. Decision heights (DH) below 250 FT shall not be used due to approach operation Type A limitations.

ENNA RNP W RWY 16 (AR) - SIGNIFICANT POINTS

Name	Latitude	Longitude
ETRIG	700817.11N	0242646.24E
NA430	701014.21N	0244757.08E
NA431	700756.72N	0245730.67E
NA433	700051.30N	0245910.53E
NA434	700137.51N	0251031.48E
NA438	700100.72N	0250458.90E
NA439	700744.12N	0244955.37E
NEPKO	701738.01N	0245512.35E

CHANGES: NEW PROCEDURE.

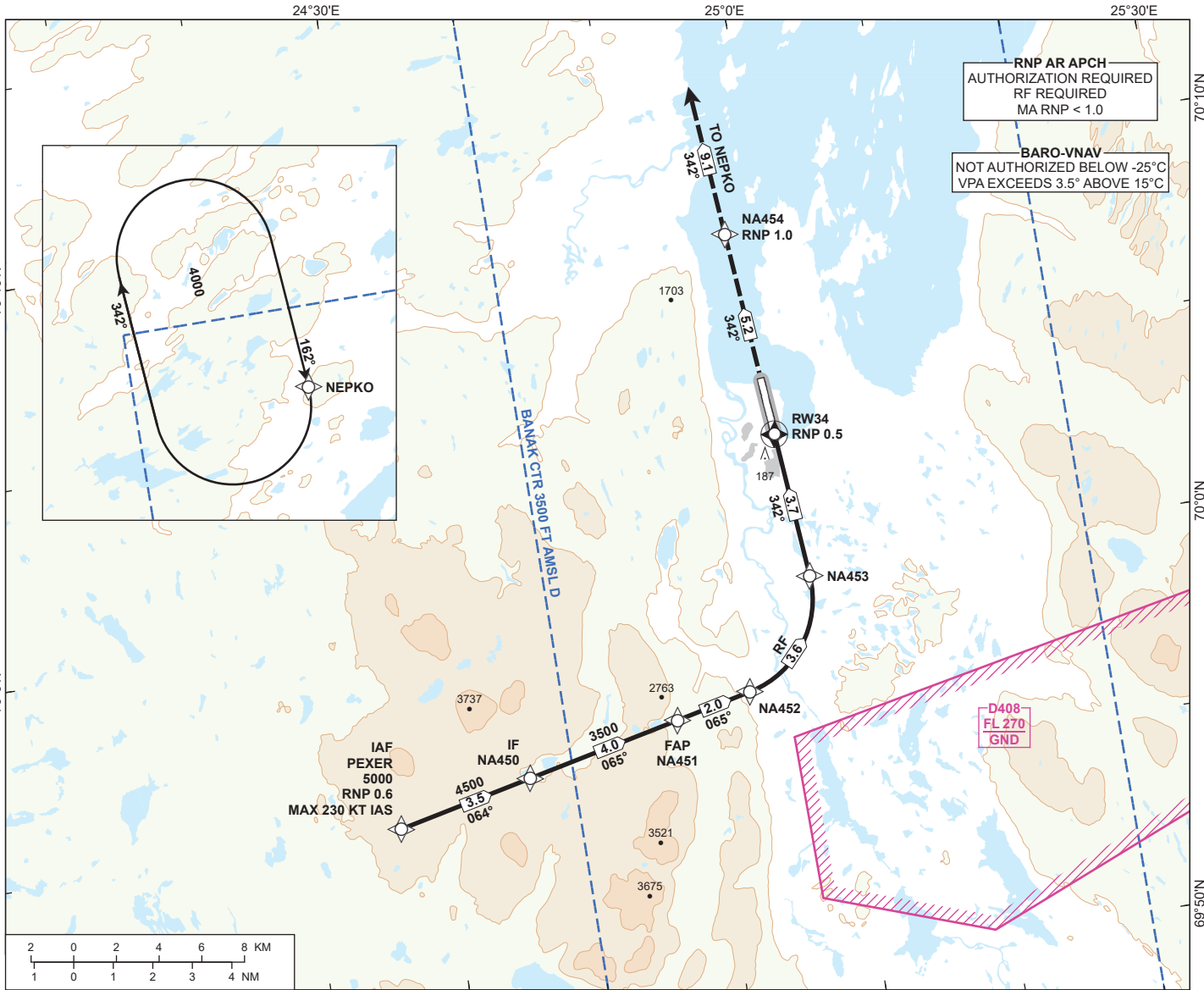
INSTRUMENT APPROACH CHART - ICAO

LAKSELV BANAK

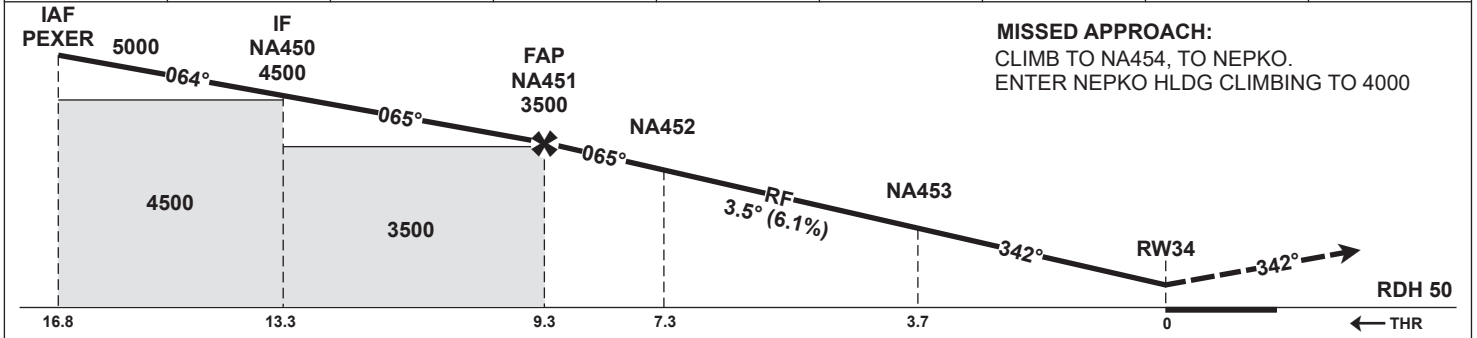
RNP W RWY 34 (AR)

TRANSITION ALTITUDE
7000

<p>MSA 25 NM ARP</p>	ATIS: 136.325	AD ELEV: 26
	TWR: 118.900 118.050	THR ELEV: 25
	122.100	HGT RELATED TO THR 34
		CIRCLING HGT RELATED TO AD ELEV
		DIST IN NM. ELEV, ALT AND HGT IN FT
	SCALE 1:300 000	VAR 13° E (2020)



DIST TO RW34	9	8	7	6	5	4	3	2
ALT (HGT)	-	-	-	-	-	-	-	-



CAT OF ACFT		A	B	C	D
OCA (H) STRAIGHT- IN	RNP 0.1	299 (274)	311 (286)	322 (297)	335 (310)
	RNP 0.16	312 (287)	324 (299)	336 (311)	348 (323)
	RNP 0.3	364 (339)	377 (352)	389 (364)	400 (375)
CIRCLING	-	-	-	-	-

NOTE:

CHANGES: NEW PROCEDURE.

ENNA RNP W RWY 34 (AR) - RECOMMENDED CODING

SN	PD	WI	Fly-over	°M (°T)	MAG VAR	DIST (NM)	REC NAVAID	TD	ALT (FT)	Speed (KT)	VPA (°)/TCH (FT)	ARC CENTRE RADIUS (NM)	RNP (NM)
10	IF	PEXER	-	-	-13	-	-	-	A5000+	-	-	-	0.6
20	TF	NA450	-	-	-13	3.0	-	-	A4600+	-	-	-	0.6
30	TF	NA451	-	-	-13	4.0	-	-	A3500+	-	-	-	0.6
40	TF	NA452	-	-	-13	2.0	-	-	-	-	-3.5	-	0.3
50	RF	NA453	-	-	-13	3.6	-	L	-	-	-3.5	NA459 2.500	0.3
60	TF	RW34	Y	-	-13	3.7	-	-	-	-	-3.5/50	-	0.3
70	TF	NA454	-	-	-13	5.2	-	-	-	-	-	-	0.5
80	TF	NEPKO	-	-	-13	9.1	-	-	-	-	-	-	1.0
90	HM	NEPKO	-	162 (175.4)	-13	1 MIN	-	R	A4000	-	-	-	1.0

Note: Recommended coding is based on ARINC 424 and is provided solely to indicate which procedure design protection areas were used in the Instrument Flight Procedure Design process.

Note: The use of SBAS/GNSS geometric altitude as a source of altitude for approaches to LNAV/VNAV minima is permitted only for aircraft specifically certified for this type of operation. See "EASA CS ACNS.C.PBN.560" for additional information.

ENNA RNP W RWY 34 (AR) - SIGNIFICANT POINTS

Name	Latitude	Longitude
NA450	695551.94N	0243648.26E
NA451	695643.21N	0244808.37E
NA452	695708.15N	0245343.04E
NA453	695946.20N	0245925.71E
NA454	700835.59N	0245721.49E
NA459	695934.17N	0245210.76E
NEPKO	701738.01N	0245512.35E
PEXER	695506.48N	0242653.92E

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