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AIP AIRAC SUP
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ENML - Nye RNP AR-prosedyrer for Molde lufthavn, Årø

Vedlagt denne AIP AIRAC SUP finnes RNP AR-prosedyrer til RWY 07 og RWY 25 ved Molde lufthavn, Årø. En ny AD 2.25 Visual Segment Surface (VSS) penetreringer tabell finnes nedenfor.

De vedlagte prosedyrene publiseres kun for kontrollflygings- og godkjenningøyemed 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 lufttrafikkjenesten om å fly RNP AR-prosedyrer.

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

1. RNP S RWY 07 (AR)
2. RNP W RWY 07 (AR)
3. RNP S RWY 25 (AR)
4. RNP W RWY 25 (AR)

AD 2.23 Annet

Avvik fra ICAO Doc 9905 - Required Navigation Performance Authorization Required (RNP AR) Procedure Design Manual

RNP S RWY 07 (AR): Maksimal sluttinnflygingshastighet etter FROP er 160 KT IAS. Operatører av CAT D-luftfartøy skal sikre overholdelse av denne begrensningen.

RNP W RWY 07 (AR): Maksimal sluttinnflygingshastighet etter FROP er 160 KT IAS. Operatører av CAT D-luftfartøy skal sikre overholdelse av denne begrensningen.

RNP S RWY 25 (AR): Maksimal sluttinnflygingshastighet etter FROP er 160 KT IAS. Operatører av CAT D-luftfartøy skal sikre overholdelse av denne begrensningen.

RNP W RWY 25 (AR): Maksimal sluttinnflygingshastighet etter FROP er 160 KT IAS. Operatører av CAT D-luftfartøy skal sikre overholdelse av denne begrensningen.

AD 2.25 Visual segment surface (VSS) penetreringer

ENML - New RNP AR procedures for Molde airport, Aro

Attached to this AIP AIRAC SUP are RNP AR procedures for RWY 07 and RWY 25 at Molde airport, Aro. A new AD 2.25 Visual Segment Surface (VSS) penetration table is found below.

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 S RWY 07 (AR)
2. RNP W RWY 07 (AR)
3. RNP S RWY 25 (AR)
4. RNP W RWY 25 (AR)

AD 2.23 Additional Information

Differences from ICAO Doc 9905 - Required Navigation Performance Authorization Required (RNP AR) Procedure Design Manual

RNP S RWY 07 (AR): Maximum final approach speed after FROP is 160 KT IAS. Operators of CAT D aircraft shall ensure compliance to this restriction.

RNP W RWY 07 (AR): Maximum final approach speed after FROP is 160 KT IAS. Operators of CAT D aircraft shall ensure compliance to this restriction.

RNP S RWY 25 (AR): Maximum final approach speed after FROP is 160 KT IAS. Operators of CAT D aircraft shall ensure compliance to this restriction.

RNP W RWY 25 (AR): Maximum final approach speed after FROP is 160 KT IAS. Operators of CAT D aircraft shall ensure compliance to this restriction.

AD 2.25 Visual segment surface (VSS) penetration

Procedure	Minima type	Remark
RNP S RWY 07 (AR)	RNP AR	Terrain up to 0.3 NM from THR 07 on the left side of the extended centreline penetrates the VSS.
RNP W RWY 07 (AR)	RNP AR	Terrain up to 0.3 NM from THR 07 on the left side of the extended centreline penetrates the VSS.
RNP S RWY 25 (AR)	RNP AR	Terrain up to 0.45 NM and between 1.5 NM to 2.5 NM from THR 25 on the right side of the extended centreline penetrates the VSS.
RNP W RWY 25 (AR)	RNP AR	Terrain up to 0.45 NM and between 1.5 NM to 2.5 NM from THR 25 on the right side of the extended centreline penetrates the VSS.

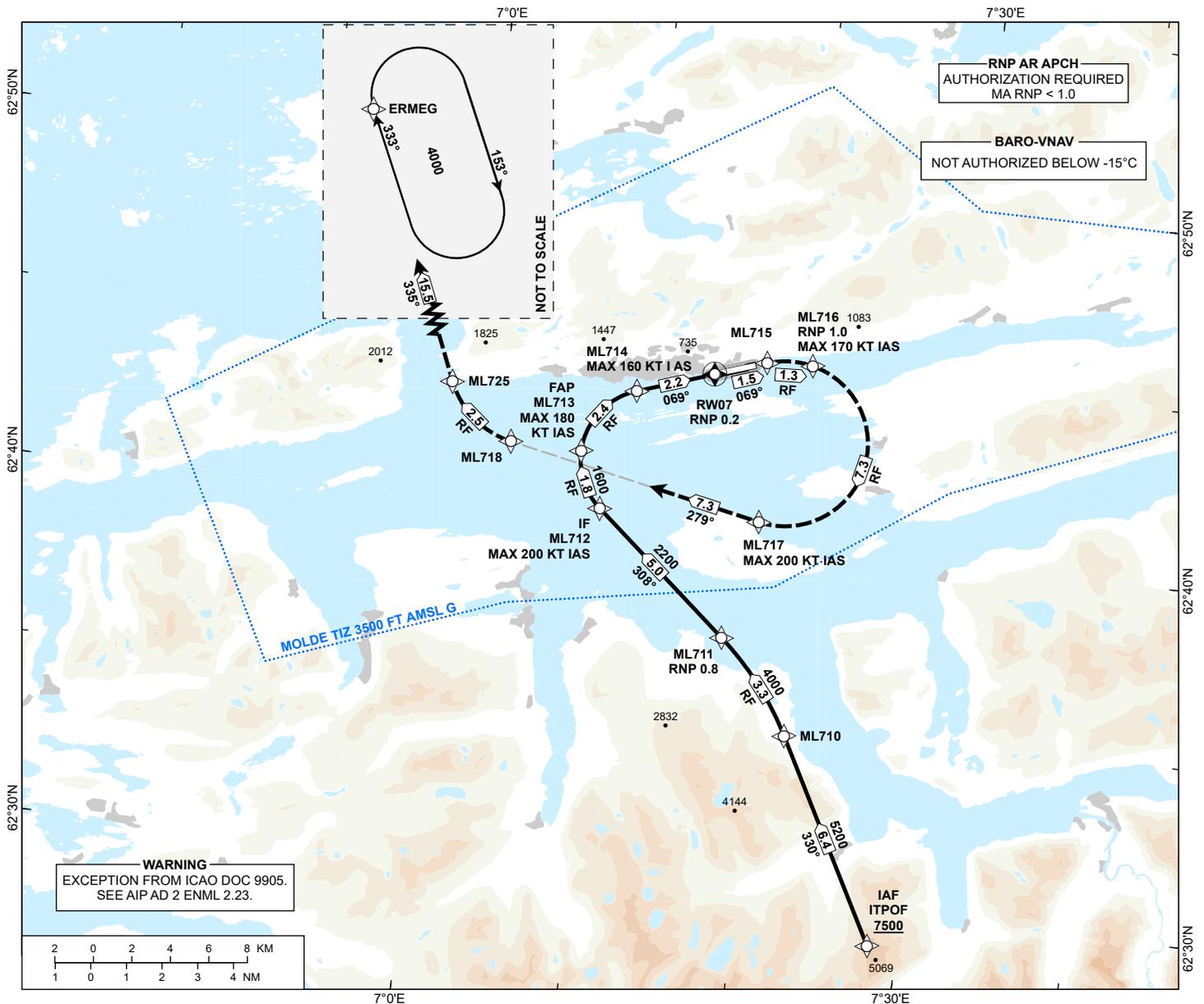
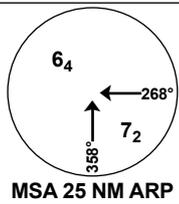
INSTRUMENT APPROACH CHART - ICAO

MOLDE ARØ

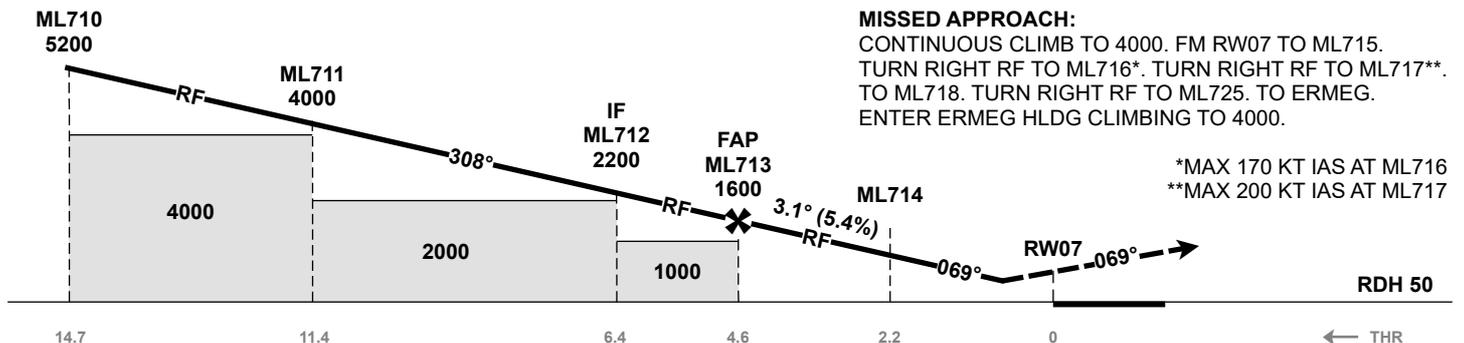
RNP S RWY 07 (AR)

TRANSITION ALTITUDE
7000

ATIS: 130.080	AD ELEV: 10
APP: 119.355 129.330	THR ELEV: 10
AFIS: 119.955	HGT RELATED TO THR 07
	CIRCLING HGT RELATED TO AD ELEV
	DIST IN NM. ELEV, ALT AND HGT IN FT
SCALE 1:325 000	VAR 2°E (2020)



DIST TO RW07	9	8	7	6	5	4	3	2
ALT (HGT)	-	-	-	-	-	-	-	-



CAT OF ACFT		A	B	C	D
OCA (H) STRAIGHT-IN	RNP 0.1 3%*	282 (272)	303 (293)	325 (315)	335 (325)
	RNP 0.2 3%*	367 (357)	389 (379)	410 (400)	420 (410)
CIRCLING**		-	-	-	-

NOTE: *MNM MISSED APCH GRADIENT. **CIRCLING NOT AVBL.

CHANGES: NEW PROCEDURE.

ENML RNP S RWY 07 (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)
010	IF	ITPOF	-	-	-2.0	-	-	-	A7500+	-	-	-	1.0
020	TF	ML710	-	-	-2.0	6.4	-	-	A5200+	-	-	-	1.0
030	RF	ML711	-	-	-2.0	3.3	-	L	A4000+	-	-	ML005 8.760	1.0
040	TF	ML712	-	-	-2.0	5.0	-	-	A2200+	K200-	-	-	0.8
050	RF	ML713	-	-	-2.0	1.8	-	R	A1600+	K180-	-	ML007 2.000	0.8
060	RF	ML714	-	-	-2.0	2.4	-	R	-	K160-	-3.1	ML007 2.000	0.2
070	TF	RW07	Y	-	-2.0	2.2	-	-	-	-	-3.1/50	-	0.2
080	TF	ML715	-	-	-2.0	1.5	-	-	-	-	-	-	0.2
090	RF	ML716	-	-	-2.0	1.3	-	R	-	K170-	-	ML008 2.330	0.2
100	RF	ML717	-	-	-2.0	7.3	-	R	-	K200-	-	ML008 2.330	1.0
110	TF	ML718	-	-	-2.0	7.3	-	-	-	-	-	-	1.0
120	RF	ML725	-	-	-2.0	2.5	-	R	-	-	-	ML004 2.520	1.0
130	TF	ERMEG	-	-	-2.0	15.5	-	-	A4000	-	-	-	1.0
140	HM	ERMEG	-	333 (335.0)	-2.0	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.

ENML RNP S RWY 07 (AR) - SIGNIFICANT POINTS

Name	Latitude	Longitude
ERMEG	625740.56N	0064546.88E
ITPOF	622904.33N	0072814.89E
ML004	624427.57N	0070411.49E
ML005	623031.66N	0070506.67E
ML007	624157.01N	0071147.09E
ML008	624251.12N	0071941.24E
ML710	623440.30N	0072145.66E
ML711	623712.89N	0071717.17E
ML712	624025.39N	0070859.66E
ML713	624158.51N	0070726.64E
ML714	624350.08N	0071021.93E
ML715	624502.94N	0071802.55E
ML716	624506.91N	0072049.74E
ML717	624034.45N	0071841.75E
ML718	624159.67N	0070308.10E
ML725	624328.31N	0065909.38E

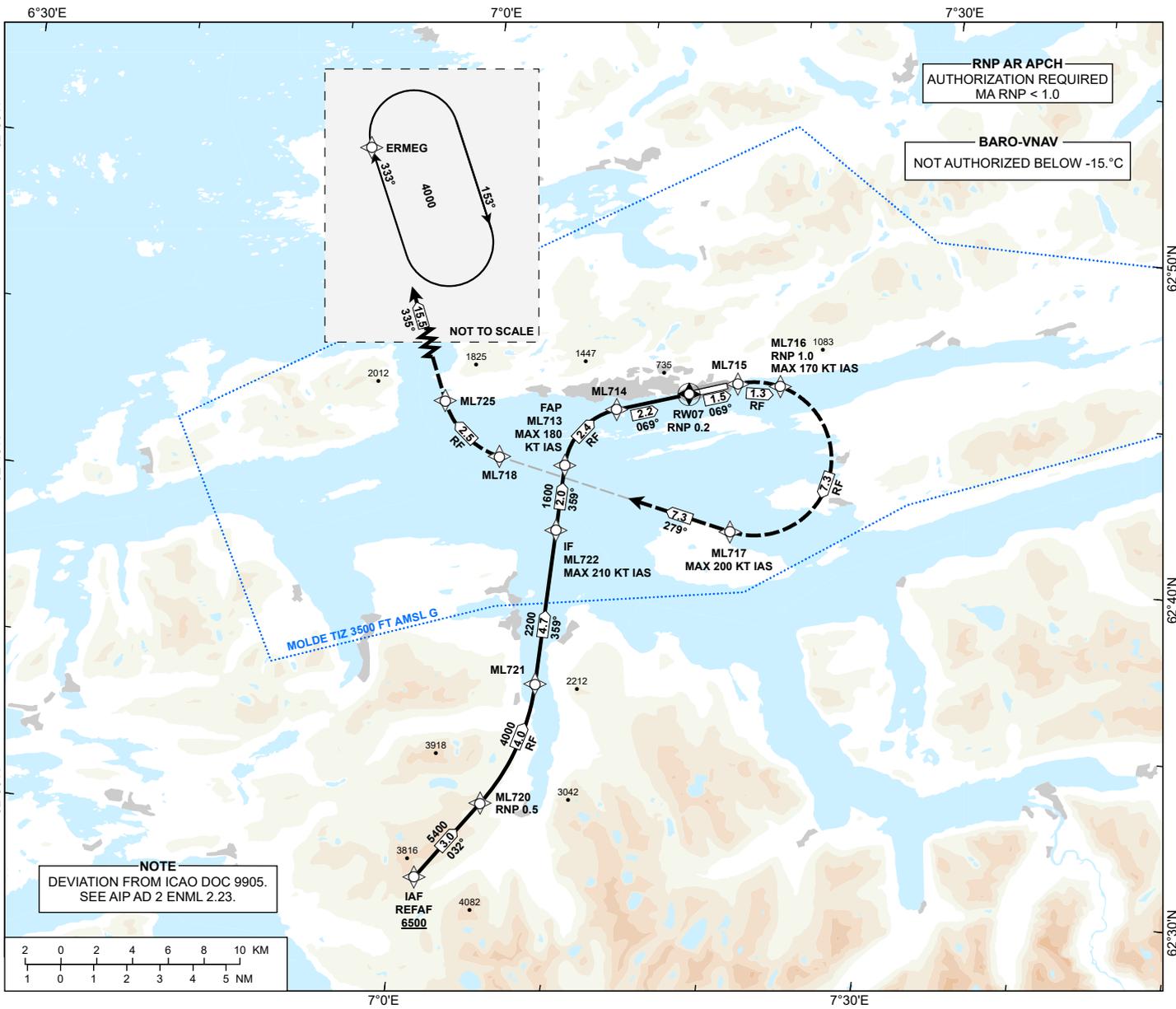
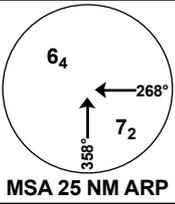
INSTRUMENT APPROACH CHART - ICAO

MOLDE ARØ

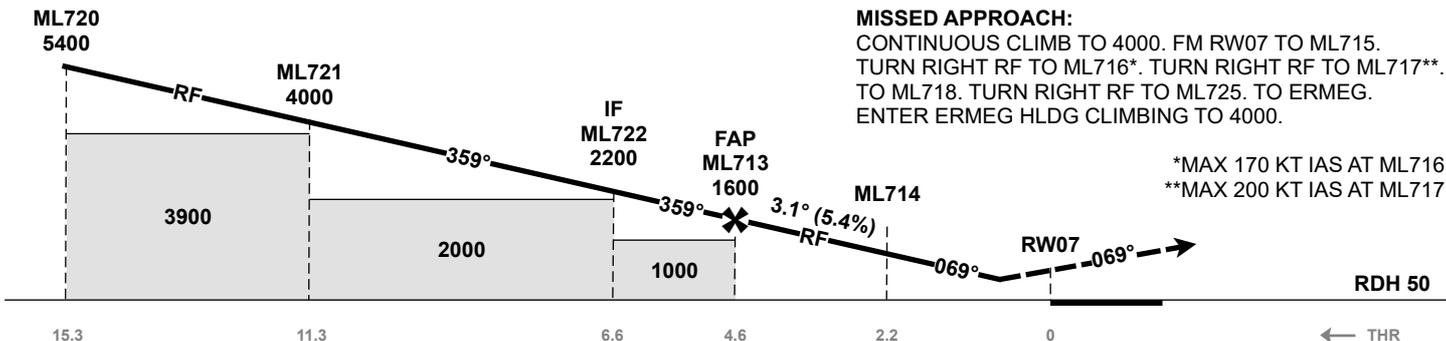
RNP W RWY 07 (AR)

TRANSITION ALTITUDE
7000

ATIS: 130.075	AD ELEV: 10
AFIS: 119.950	THR ELEV: 10
APP: 119.355 129.330	HGT RELATED TO THR 07
	CIRCLING HGT RELATED TO AD ELEV
	DIST IN NM. ELEV, ALT AND HGT IN FT
SCALE 1:350 000	VAR 2°E (2020)



DIST TO RW07	9	8	7	6	5	4	3	2
ALT (HGT)	-	-	-	-	-	-	-	-



CAT OF ACFT		A	B	C	D
OCA (H) STRAIGHT-IN	RNP 0.1 3%*	282 (272)	303 (293)	325 (315)	335 (325)
	RNP 0.2 3%*	367 (357)	389 (379)	410 (400)	420 (410)
CIRCLING**		-	-	-	-

NOTE: *MNM REQUIRED CLIMB GRADIENT. **CIRCLING NOT AVBL.

CHANGES: NEW PROCEDURE.

ENML RNP W RWY 07 (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)
010	IF	REFAF	-	-	-2.0	-	-	-	A6500+	-	-	-	1.0
020	TF	ML720	-	-	-2.0	3.0	-	-	A5400+	-	-	-	1.0
030	RF	ML721	-	-	-2.0	4.0	-	L	A4000+	-	-	ML006 6.831	0.5
040	TF	ML722	-	-	-2.0	4.7	-	-	A2300+	K210-	-	-	0.5
050	TF	ML713	-	-	-2.0	2.0	-	-	A1600+	K180-	-	-	0.5
060	RF	ML714	-	-	-2.0	2.4	-	R	-	K160-	-3.1	ML007 2.000	0.2
070	TF	RW07	Y	-	-2.0	2.2	-	-	-	-	-3.1/50	-	0.2
080	TF	ML715	-	-	-2.0	1.5	-	-	-	-	-	-	0.2
090	RF	ML716	-	-	-2.0	1.3	-	R	-	K170-	-	ML008 2.330	0.2
100	RF	ML717	-	-	-2.0	7.3	-	R	-	K200-	-	ML008 2.330	1.0
110	TF	ML718	-	-	-2.0	7.3	-	-	-	-	-	-	1.0
120	RF	ML725	-	-	-2.0	2.5	-	R	-	-	-	ML004 2.520	1.0
130	TF	ERMEG	-	-	-2.0	15.5	-	-	A4000	-	-	-	1.0
140	HM	ERMEG	-	³³³ (335.0)	-2.0	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.

ENML RNP W RWY 07 (AR) - SIGNIFICANT POINTS

Name	Latitude	Longitude
ERMEG	625740.56N	0064546.88E
ML004	624427.57N	0070411.49E
ML006	623521.25N	0065229.95E
ML007	624157.01N	0071147.09E
ML008	624251.12N	0071941.24E
ML713	624158.51N	0070726.64E
ML714	624350.08N	0071021.93E
ML715	624502.94N	0071802.55E
ML716	624506.91N	0072049.74E
ML717	624034.45N	0071841.75E
ML718	624159.67N	0070308.10E
ML720	623130.22N	0070440.23E
ML721	623517.15N	0070716.21E
ML722	623958.88N	0070723.52E
ML725	624328.31N	0065909.38E
REFAF	622902.31N	0070100.42E

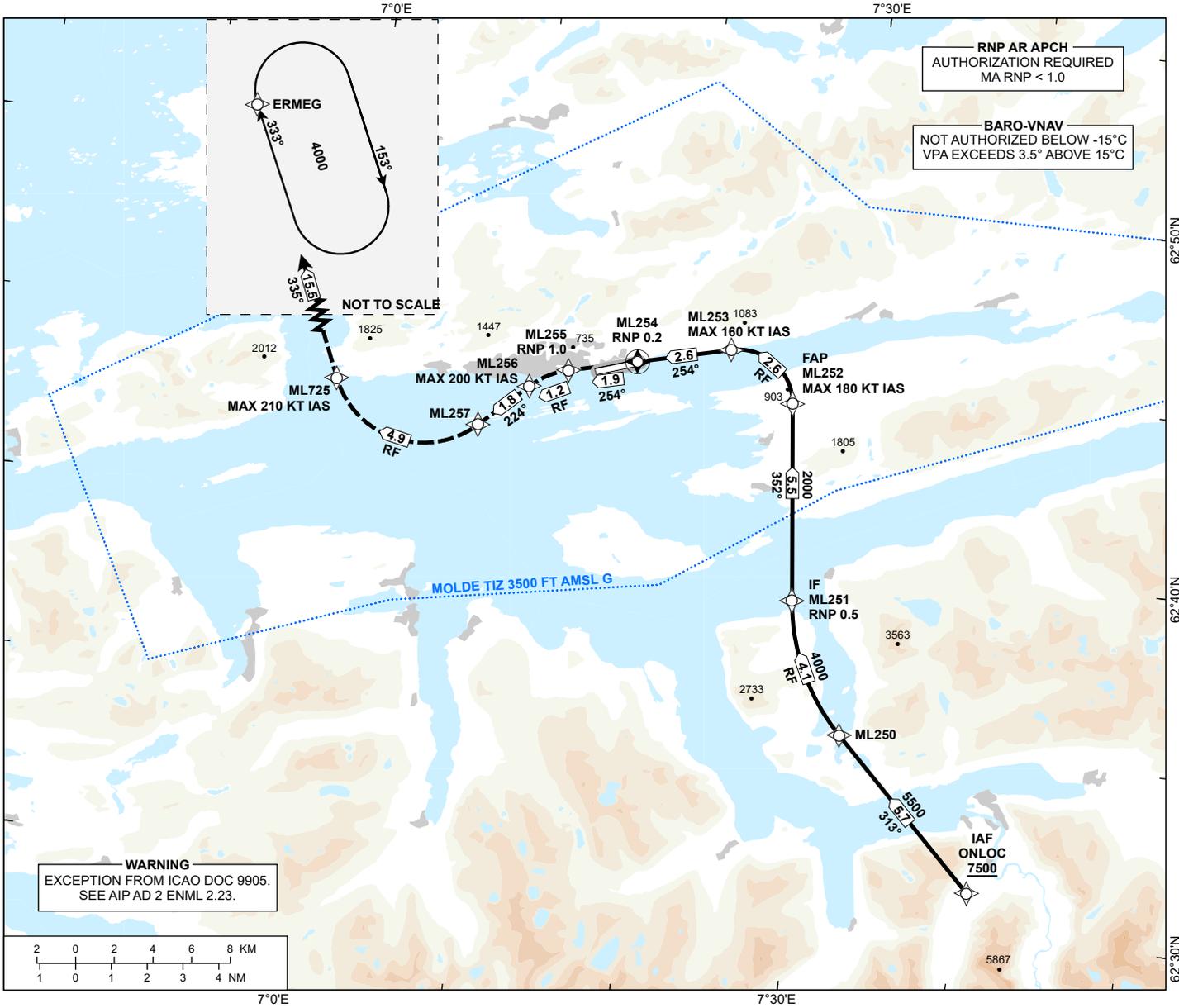
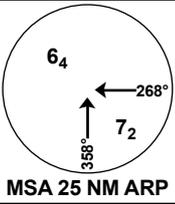
INSTRUMENT APPROACH CHART - ICAO

MOLDE ARØ

RNP S RWY 25 (AR)

TRANSITION ALTITUDE
7000

ATIS: 130.080	AD ELEV: 10
APP: 119.355 129.330	THR ELEV: 10
AFIS: 119.955	HGT RELATED TO THR 25
	CIRCLING HGT RELATED TO AD ELEV
	DIST IN NM. ELEV, ALT AND HGT IN FT
SCALE 1:325 000	VAR 2°E (2020)

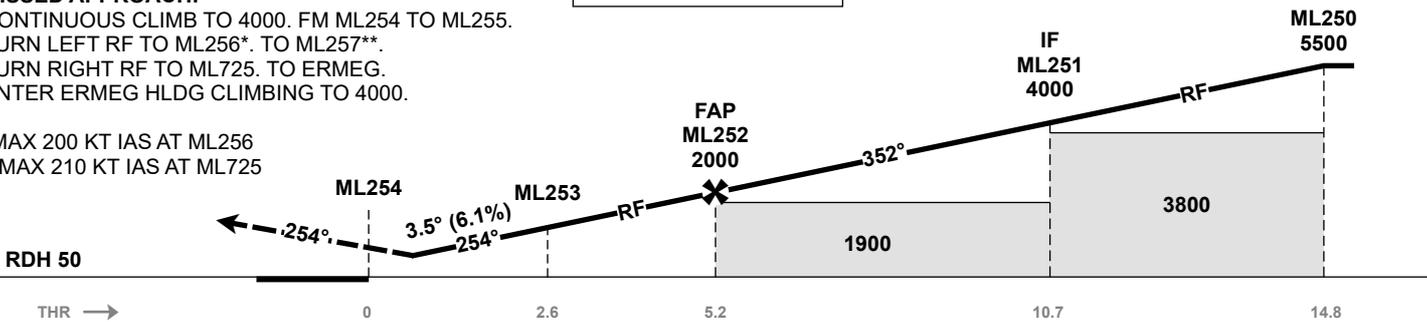


DIST TO ML254	9	8	7	6	5	4	3	2
ALT (HGT)	-	-	-	-	-	-	-	-

MISSED APPROACH:
 CONTINUOUS CLIMB TO 4000. FM ML254 TO ML255.
 TURN LEFT RF TO ML256*. TO ML257**.
 TURN RIGHT RF TO ML725. TO ERMEG.
 ENTER ERMEG HLDG CLIMBING TO 4000.

*MAX 200 KT IAS AT ML256
 **MAX 210 KT IAS AT ML725

PROCEDURE OFFSET: 5°



CAT OF ACFT		A	B	C	D
OCA (H) STRAIGHT-IN	RNP 0.15 3%*	377 (367)	410 (400)	434 (424)	446 (436)
	RNP 0.2 3%*	830 (820)	843 (833)	854 (844)	866 (856)
CIRCLING**		-	-	-	-

NOTE: *MNM MISSED APCH CLIMB GRADIENT. **CIRCLING NOT AVBL.

CHANGES: NEW PROCEDURE.

ENML RNP S RWY 25 (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)
010	IF	ONLOC	-	-	-2.0	-	-	-	A7500+	-	-	-	1.0
020	TF	ML250	-	-	-2.0	5.7	-	-	A5500+	-	-	-	1.0
030	RF	ML251	-	-	-2.0	4.1	-	R	A4000+	-	-	ML001 6.023	1.0
040	TF	ML252	-	-	-2.0	5.5	-	-	A2000+	K180-	-	-	0.5
050	RF	ML253	-	-	-2.0	2.6	-	L	-	K160-	-3.5	ML002 1.520	0.2
060	TF	ML254	Y	-	-2.0	2.6	-	-	-	-	-3.5/50	-	0.2
070	TF	ML255	-	-	-2.0	1.9	-	-	-	-	-	-	0.2
080	RF	ML256	-	-	-2.0	1.2	-	L	-	K200-	-	ML003 2.300	1.0
090	TF	ML257	-	-	-2.0	1.8	-	-	-	-	-	-	1.0
100	RF	ML725	-	-	-2.0	4.9	-	R	-	K210-	-	ML004 2.520	1.0
110	TF	ERMEG	-	-	-2.0	15.5	-	-	A4000	-	-	-	1.0
120	HM	ERMEG	-	333 (335.0)	-2.0	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.

ENML RNP S RWY 25 (AR) - SIGNIFICANT POINTS

Name	Latitude	Longitude
ERMEG	625740.56N	0064546.88E
ML001	623927.19N	0074106.54E
ML002	624406.11N	0072329.79E
ML003	624214.72N	0071415.98E
ML004	624427.57N	0070411.49E
ML250	623511.70N	0073154.86E
ML251	623847.16N	0072808.19E
ML252	624416.44N	0072646.72E
ML253	624534.37N	0072242.09E
ML254	624456.29N	0071708.24E
ML255	624428.18N	0071303.14E
ML256	624353.74N	0071047.88E
ML257	624239.25N	0070759.93E
ML725	624328.31N	0065909.38E
ONLOC	623111.46N	0074038.33E

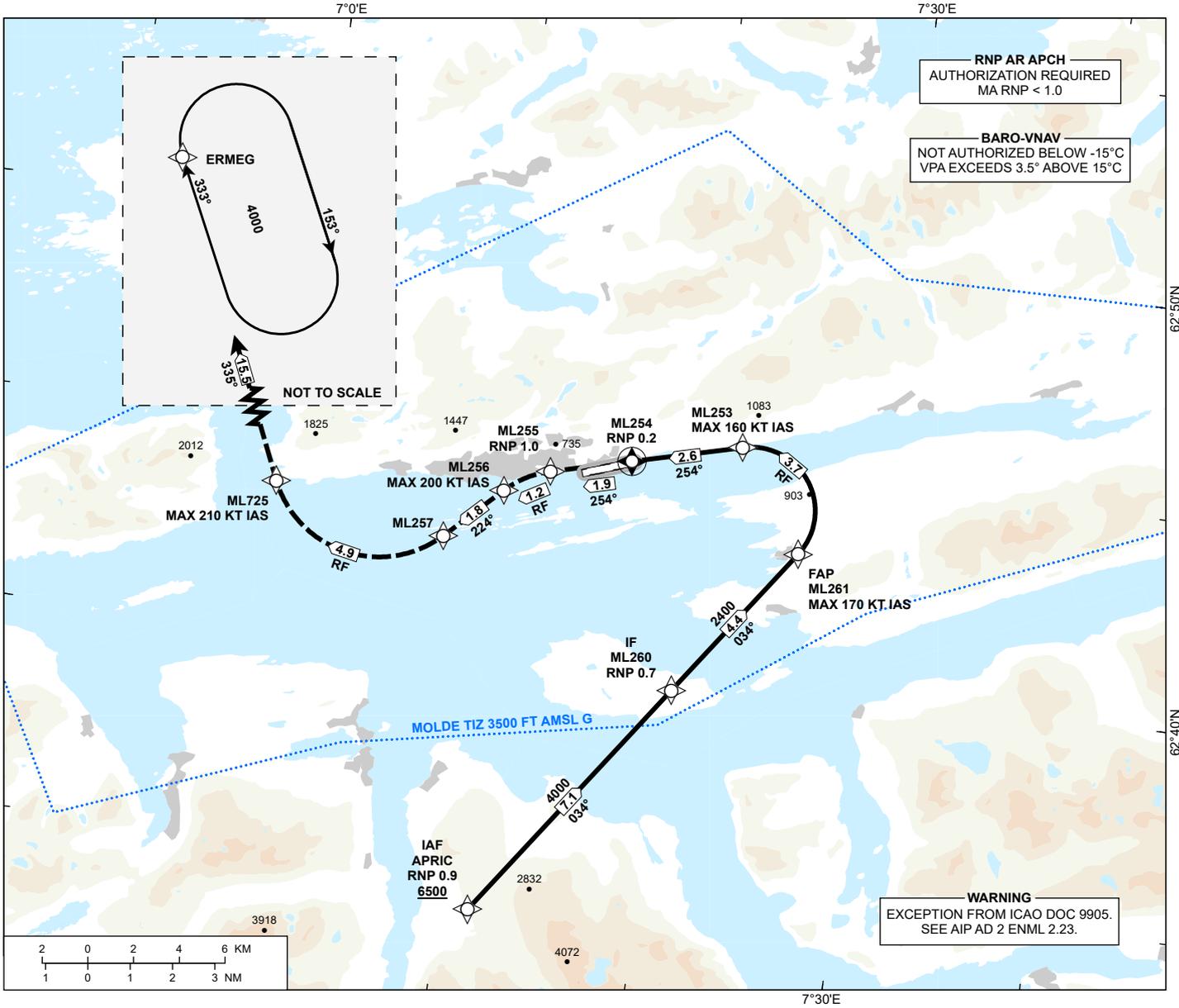
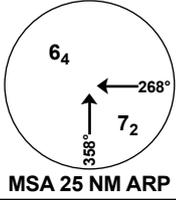
INSTRUMENT APPROACH CHART - ICAO

MOLDE ARØ

RNP W RWY 25 (AR)

TRANSITION ALTITUDE
7000

ATIS: 130.080	AD ELEV: 10
APP: 119.355 129.330	THR ELEV: 10
AFIS: 119.955	HGT RELATED TO THR 5
	CIRCLING HGT RELATED TO AD ELEV
	DIST IN NM. ELEV, ALT AND HGT IN FT
SCALE 1:275 000	VAR 2°E (2020)

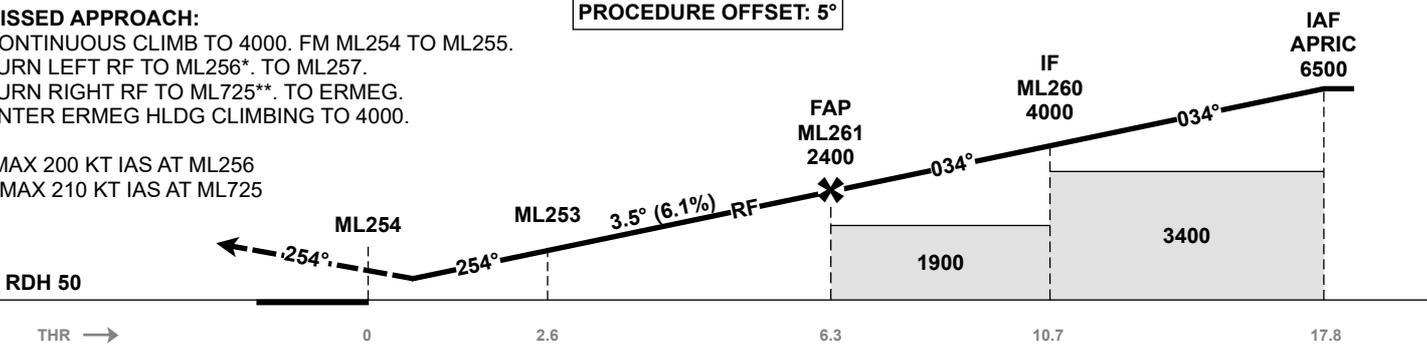


DIST TO ML254	9	8	7	6	5	4	3	2
ALT (HGT)	-	-	-	-	-	-	-	-

MISSED APPROACH:
 CONTINUOUS CLIMB TO 4000. FM ML254 TO ML255.
 TURN LEFT RF TO ML256*. TO ML257.
 TURN RIGHT RF TO ML725**. TO ERMEG.
 ENTER ERMEG HLDG CLIMBING TO 4000.

*MAX 200 KT IAS AT ML256
 **MAX 210 KT IAS AT ML725

PROCEDURE OFFSET: 5°



CAT OF ACFT	A				B		C		D	
	RNP 0.15 3%*	377 (367)	410 (400)	434 (424)	446 (436)	RNP 0.2 3%*	830 (820)	843 (833)	854 (844)	866 (856)
STRAIGHT-IN										
CIRCLING**										

NOTE: *MNM MISSED APCH CLMB GRADIEINT. **CIRCLING NOT AVBL.

CHANGES: NEW PROCEDURE.

ENML RNP W RWY 25 (AR) - RECOMMENDED CODING

SN	PD	WI	Fly-over	°M (°T)	MAG VAR	DIST (NM)	REC NAV AID	TD	ALT (FT)	Speed (KT)	VPA (°)/TCH (FT)	ARC CENTRE RADIUS (NM)	RNP (NM)
010	IF	APRIC	-	-	-2.0	-	-	-	A6500+	-	-	-	1.0
020	TF	ML260	-	-	-2.0	7.1	-	-	A4000+	-	-	-	0.9
030	TF	ML261	-	-	-2.0	4.4	-	-	A2400+	K170-	-	-	0.7
040	RF	ML253	-	-	-2.0	3.7	-	L	-	K160-	-3.5	ML002 1.520	0.2
050	TF	ML254	Y	-	-2.0	2.6	-	-	-	-	-3.5/50	-	0.2
060	TF	ML255	-	-	-2.0	1.9	-	-	-	-	-	-	0.2
070	RF	ML256	-	-	-2.0	1.2	-	L	-	K200-	-	ML003 2.300	1.0
080	TF	ML257	-	-	-2.0	1.8	-	-	-	-	-	-	1.0
090	RF	ML725	-	-	-2.0	4.9	-	R	-	K210-	-	ML004 2.520	1.0
100	TF	ERMEG	-	-	-2.0	15.5	-	-	A4000	-	-	-	1.0
110	HM	ERMEG	-	³³³ (335.0)	-2.0	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.

ENML RNP W RWY 25 (AR) - SIGNIFICANT POINTS

Name	Latitude	Longitude
APRIC	623355.38N	0071133.82E
ERMEG	625740.56N	0064546.88E
ML002	624406.11N	0072329.79E
ML003	624214.72N	0071415.98E
ML004	624427.57N	0070411.49E
ML253	624534.37N	0072242.09E
ML254	624456.29N	0071708.24E
ML255	624428.18N	0071303.14E
ML256	624353.74N	0071047.88E
ML257	624239.25N	0070759.93E
ML260	623939.17N	0072033.05E
ML261	624312.71N	0072610.17E
ML725	624328.31N	0065909.38E