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AIP AIRAC SUP 64/2025 EFF 27 NOV 2025

Publication date: 29 OCT 2025

ENKB - Nye RNP AR-prosedyrer for Kristiansund lufthavn, Kvernberget

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

De vedlagte prosedyrene publiseres kun for kontrollflygings- og godkjenningsøyemed 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 lufttrafikktjenesten om å fly RNP AR-prosedyrene.

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

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

ENKB - New RNP AR procedures for Kristiansund airport, Kvernberget

Attached to this AIP AIRAC SUP are RNP AR procedures for RWY 07 and RWY 25 at Kristiansund airport, Kvernberget. 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 E RWY 25 (AR)
3. RNP F RWY 25 (AR)
4. RNP S RWY 25 (AR)

AD 2.25 Visual segment surface (VSS) penetreringer

AD 2.25 Visual segment surface (VSS) penetration

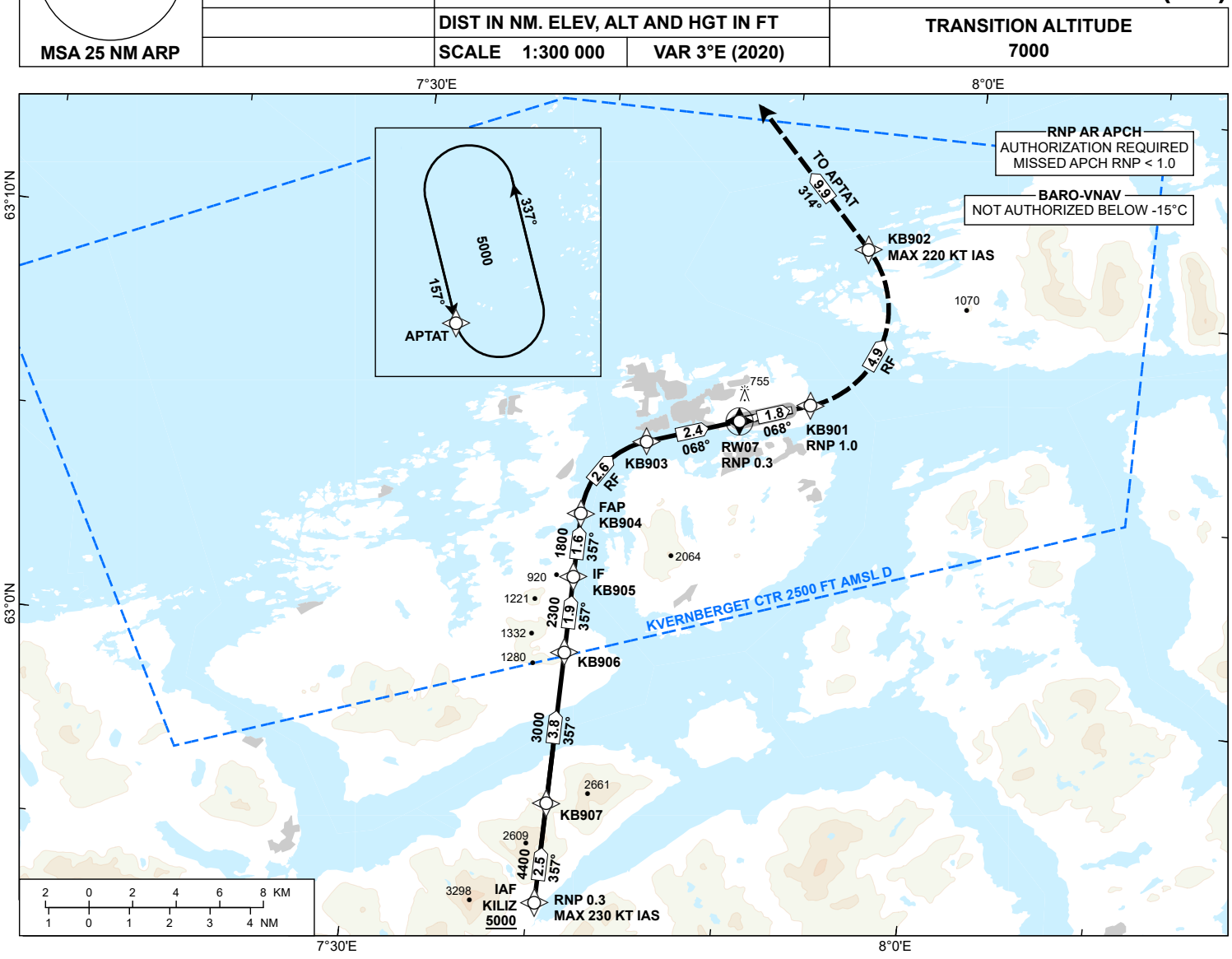
Procedure	Minima type	Remark
RNP S RWY 07 (AR)	RNP 0.3/RNP 0.1	Vegetation penetrating on the left side of track close to the THR.
RNP E RWY 25 (AR)	RNP 0.3	Vegetation penetrating from 0.35 NM until the THR on both sides of the track.
RNP F RWY 25 (AR)	RNP 0.1	Vegetation penetrating from 0.35 NM until the THR on both sides of the track.
RNP S RWY 25 (AR)	RNP 0.3	Vegetation penetrating from 0.35 NM until the THR on both sides of the track.

- Vedlegg -

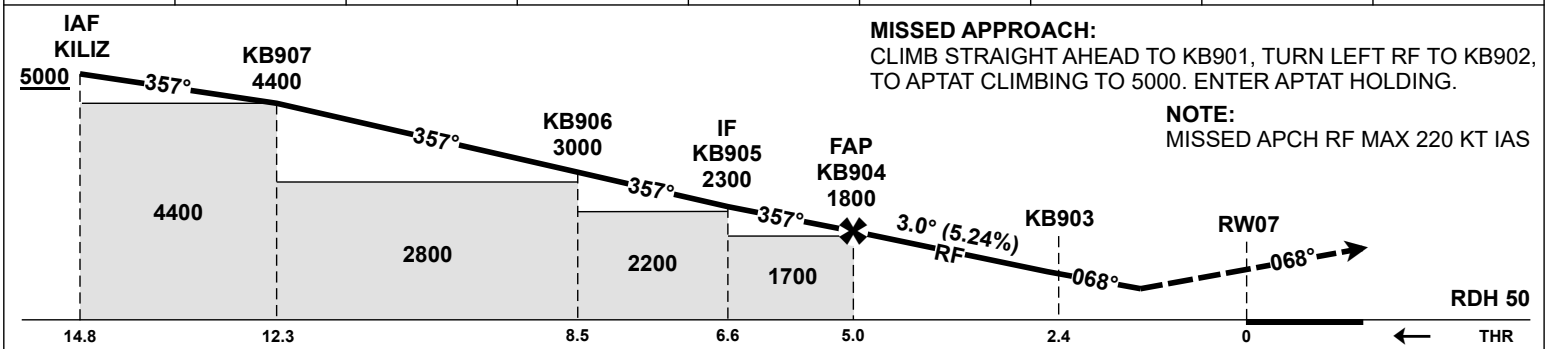
- Attachment -

INSTRUMENT APPROACH CHART - ICAO

6_7	ATIS: 135.080	AD ELEV: 205	KRISTIANSUND **KVERNBERGET**
	APP: 119.355	THR ELEV: 180	
	TWR: 118.305	HGT RELATED TO THR 07	**RNP S RWY 07 (AR)**
		CIRCLING HGT RELATED TO AD ELEV	
		DIST IN NM. ELEV, ALT AND HGT IN FT	TRANSITION ALTITUDE 7000
MSA 25 NM ARP		SCALE 1:300 000 VAR 3°E (2020)	



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



MISSED APPROACH:
CLIMB STRAIGHT AHEAD TO KB901, TURN LEFT RF TO KB902, TO APTAT CLIMBING TO 5000. ENTER APTAT HOLDING.

NOTE:
MISSED APCH RF MAX 220 KT IAS

CAT OF ACFT		A	B	C	D
OCA (H) STRAIGHT- IN	RNP 0.3 2.5%*	759 (579)	779 (599)	799 (619)	816 (636)
	RNP 0.3 3.0%*	743 (563)	764 (584)	785 (605)	804 (624)
	RNP 0.3 4.0%*	715 (535)	739 (559)	762 (582)	783 (603)
	RNP 0.3 5.0%*	694 (514)	719 (539)	744 (564)	766 (586)
	RNP 0.1 2.5%*	568 (388)	588 (408)	608 (428)	626 (446)
	RNP 0.1 3.0%*	560 (380)	581 (401)	602 (422)	621 (441)
	RNP 0.1 4.0%*	545 (365)	569 (389)	592 (412)	612 (432)
	RNP 0.1 5.0%*	534 (354)	559 (379)	584 (404)	606 (426)
CIRCLING**	-	-	-	-	-

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

CHANGES: NEW PROCEDURE.

ATS AIRSPACE CLASSIFICATION: REF ENR 1.4

ENKB 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	KILIZ	-	-	-3.0	-	-	-	A5000+	K230-	-	-	0.3
020	TF	KB907	-	-	-3.0	2.5	-	-	A4400+	-	-	-	0.3
030	TF	KB906	-	-	-3.0	3.8	-	-	A3000+	-	-	-	0.3
040	TF	KB905	-	-	-3.0	1.9	-	-	A2300+	-	-	-	0.3
050	TF	KB904	-	-	-3.0	1.6	-	-	A1800+	-	-	-	0.3
060	RF	KB903	-	-	-3.0	2.6	-	R	-	-	-3.0	KB001 2.08	0.3
070	TF	RW07	Y	-	-3.0	2.4	-	-	-	-	-3.0/50	-	0.3
080	TF	KB901	-	-	-3.0	1.8	-	-	-	-	-	-	0.3
090	RF	KB902	-	-	-3.0	4.9	-	L	-	K220-	-	KB002 2.45	1.0
100	TF	APTAT	-	-	-3.0	9.9	-	-	A5000	-	-	-	1.0
110	HM	APTAT	-	157 (159.7)	-3.0	1 MIN	-	L	A5000	K230-	-	-	1.0

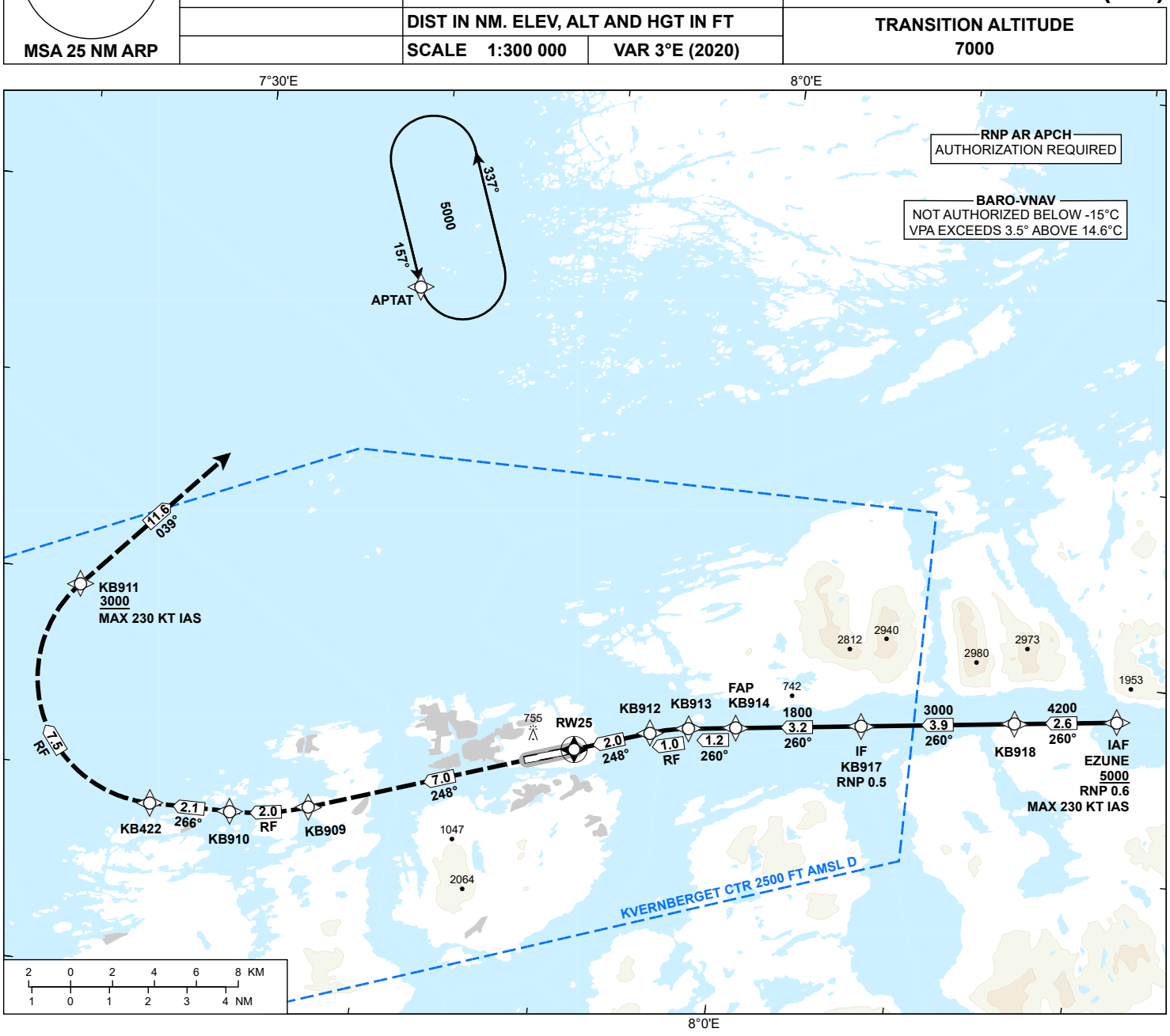
Note: Recommended coding is based on ARINC 424 and is provided solely to indicate which procedure design protection areas were used in the Instrument Flight Procedure Design process.

ENKB RNP S RWY 07 - SIGNIFICANT POINTS

Name	Latitude	Longitude
APTAT	631818.17N	0073924.36E
KB001	630350.61N	0074503.16E
KB002	630926.82N	0075031.77E
KB901	630707.92N	0075215.05E
KB902	631107.33N	0075427.74E
KB903	630548.46N	0074335.18E
KB904	630351.36N	0074028.89E
KB905	630217.45N	0074027.78E
KB906	630024.66N	0074026.44E
KB907	625639.10N	0074023.77E
KILIZ	625411.35N	0074022.02E

INSTRUMENT APPROACH CHART - ICAO

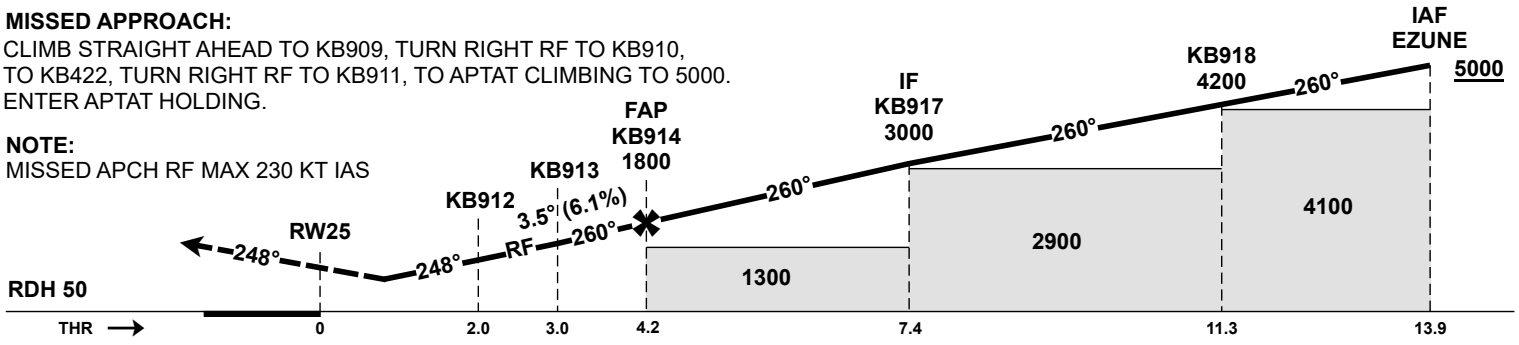
6_7	ATIS: 135.080	AD ELEV: 205	KRISTIANSUND **KVERNBERGET**
	APP: 119.355	THR ELEV: 185	
	TWR: 118.305	HGT RELATED TO THR 25	**RNP E RWY 25 (AR)**
		CIRCLING HGT RELATED TO AD ELEV	
		DIST IN NM. ELEV, ALT AND HGT IN FT	TRANSITION ALTITUDE 7000
MSA 25 NM ARP		SCALE 1:300 000 VAR 3°E (2020)	



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

MISSED APPROACH:
CLIMB STRAIGHT AHEAD TO KB909, TURN RIGHT RF TO KB910,
TO KB422, TURN RIGHT RF TO KB911, TO APTAT CLIMBING TO 5000.
ENTER APTAT HOLDING.

NOTE:
MISSED APCH RF MAX 230 KT IAS



CAT OF ACFT		A	B	C	D
OCA (H) STRAIGHT- IN	RNP 0.3 2.5%*	708 (523)	731 (546)	753 (568)	773 (588)
	RNP 0.3 3.0%*	684 (499)	708 (523)	731 (546)	752 (567)
	RNP 0.3 4.0%*	641 (456)	668 (483)	694 (509)	717 (532)
	RNP 0.3 5.0%*	607 (422)	635 (450)	663 (478)	688 (503)
CIRCLING**		-	-	-	-

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

CHANGES: NEW PROCEDURE.

ATS AIRSPACE CLASSIFICATION: REF ENR 1.4

ENKB RNP E 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	EZUNE	-	-	-3.0	-	-	-	A5000+	K230-	-	-	0.6
020	TF	KB918	-	-	-3.0	2.6			A4200+	-	-	-	0.6
030	TF	KB917	-	-	-3.0	3.9	-	-	A3000+	-	-	-	0.6
040	TF	KB914	-	-	-3.0	3.2	-	-	A1800+	-	-	-	0.5
050	TF	KB913	-	-	-3.0	1.2	-	-	-	-	-3.5	-	0.3
060	RF	KB912	-	-	-3.0	1.0	-	L	-	-	-3.5	KB004 5.000	0.3
070	TF	RW25	Y	-	-3.0	2.0	-	-	-	-	-3.5/50	-	0.3
080	TF	KB909	-	-	-3.0	7.0	-	-	-	-	-	-	1.0
090	RF	KB910	-	-	-3.0	2.0	-	R	-	-	-	KB005 6.400	1.0
100	TF	KB422	-	-	-3.0	2.1	-	-	-	-	-	-	1.0
110	RF	KB911	-	-	-3.0	7.5	-	R	A3000+	K230-	-	KB006 3.230	1.0
120	TF	APTAT	-	-	-3.0	11.6	-	-	A5000	-	-	-	1.0
130	HM	APTAT	-	157 (159.7)	-3.0	1 MIN	-	L	A5000	K230-	-	-	1.0

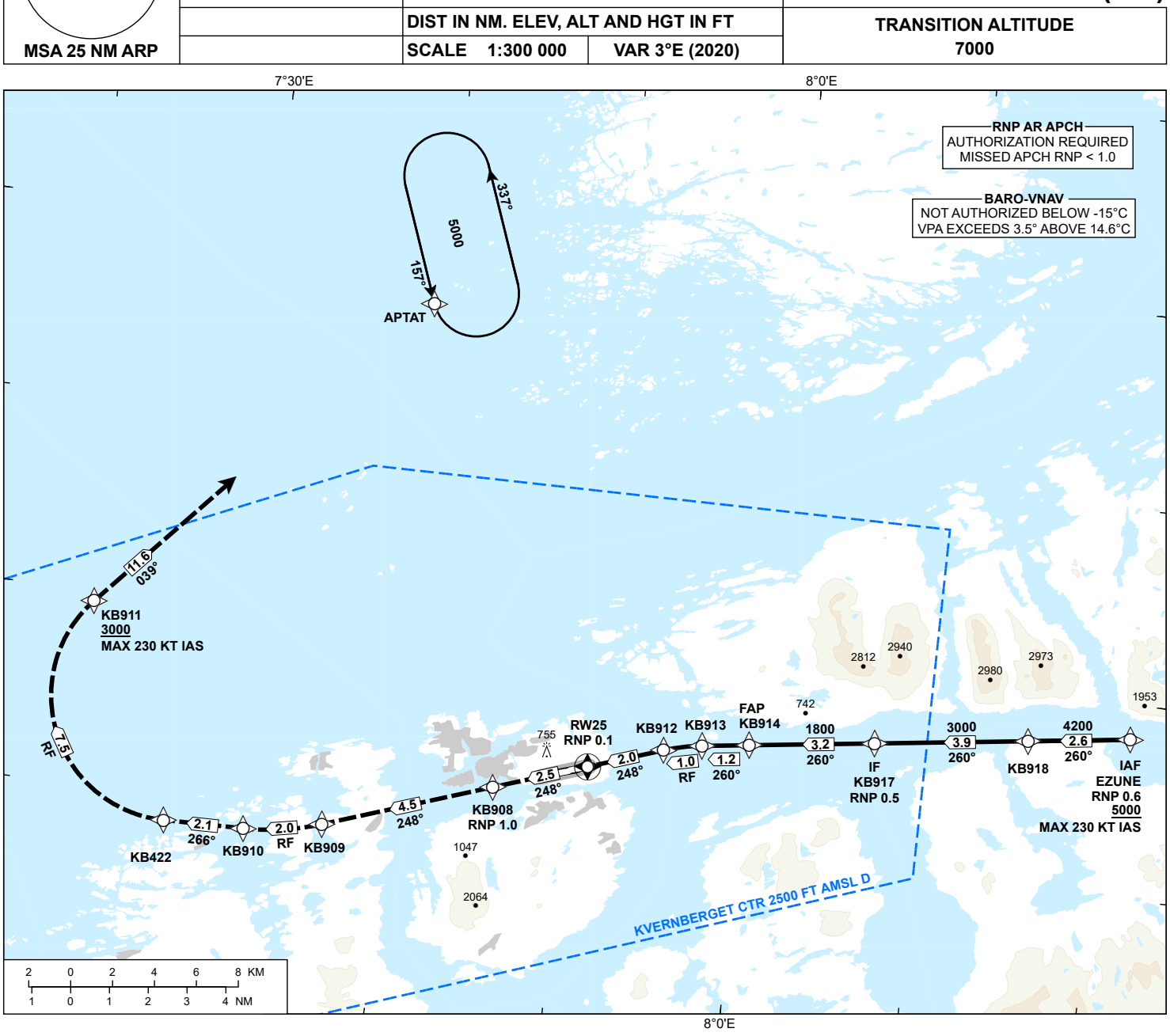
Note: Recommended coding is based on ARINC 424 and is provided solely to indicate which procedure design protection areas were used in the Instrument Flight Procedure Design process.

ENKB RNP E RWY 25 (AR) - SIGNIFICANT POINTS

Name	Latitude	Longitude
APTAT	631818.17N	0073924.36E
EZUNE	630907.25N	0082127.38E
KB004	630251.16N	0075841.15E
KB005	631044.75N	0073153.28E
KB006	630733.60N	0072724.61E
KB422	630420.41N	0072729.84E
KB908	630608.87N	0074548.32E
KB909	630442.36N	0073625.91E
KB910	630421.85N	0073202.01E
KB911	630943.25N	0072207.97E
KB912	630734.76N	0075511.65E
KB913	630747.99N	0075720.31E
KB914	630756.87N	0075959.42E
KB917	630820.39N	0080703.08E
KB918	630848.67N	0081541.46E

INSTRUMENT APPROACH CHART - ICAO

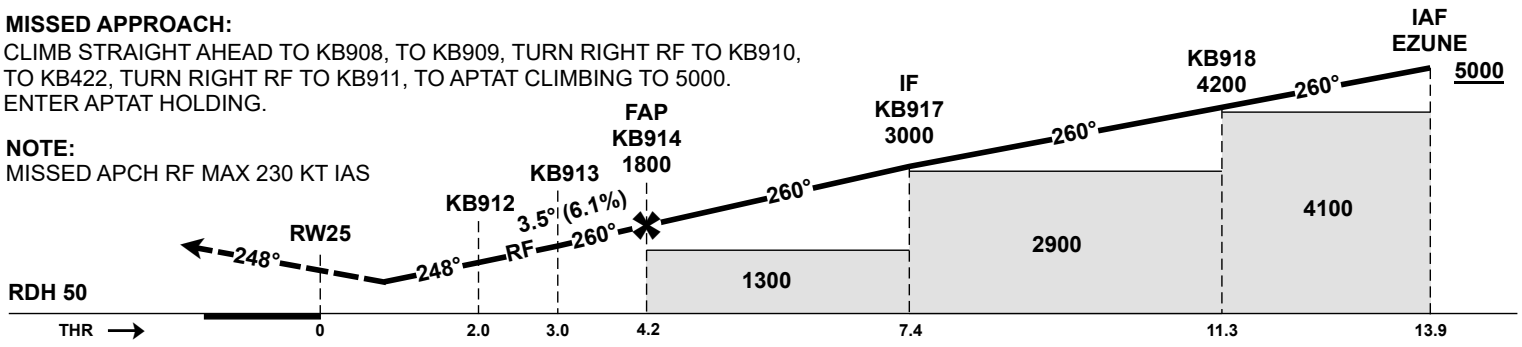
6_7	ATIS: 135.080	AD ELEV: 205	KRISTIANSUND **KVERNBERGET**
	APP: 119.355	THR ELEV: 185	
	TWR: 118.305	HGT RELATED TO THR 25	**RNP F RWY 25 (AR)**
		CIRCLING HGT RELATED TO AD ELEV	
		DIST IN NM. ELEV, ALT AND HGT IN FT	TRANSITION ALTITUDE 7000
MSA 25 NM ARP		SCALE 1:300 000 VAR 3°E (2020)	



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

MISSED APPROACH:
CLIMB STRAIGHT AHEAD TO KB908, TO KB909, TURN RIGHT RF TO KB910, TO KB422, TURN RIGHT RF TO KB911, TO APTAT CLIMBING TO 5000. ENTER APTAT HOLDING.

NOTE:
MISSED APCH RF MAX 230 KT IAS



CAT OF ACFT		A	B	C	D
OCA (H) STRAIGHT- IN	RNP 0.1	473 (288)	495 (310)	518 (333)	538 (353)
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
CIRCLING*	-	-	-	-	-

NOTE: *CIRCLING NOT AVAILABLE.

CHANGES: NEW PROCEDURE.

ENKB RNP F 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	EZUNE	-	-	-3.0	-	-	-	A5000+	K230-	-	-	0.6
020	TF	KB918	-	-	-3.0	2.6	-	-	A4200+	-	-	-	0.6
030	TF	KB917	-	-	-3.0	3.9	-	-	A3000+	-	-	-	0.6
040	TF	KB914	-	-	-3.0	3.2	-	-	A1800+	-	-	-	0.5
050	TF	KB913	-	-	-3.0	1.2	-	-	-	-	-3.5	-	0.1
060	RF	KB912	-	-	-3.0	1.0	-	L	-	-	-3.5	KB004 5.000	0.1
070	TF	RW25	Y	-	-3.0	2.0	-	-	-	-	-3.5/50	-	0.1
080	TF	KB908	-	-	-3.0	2.5	-	-	-	-	-	-	0.1
090	TF	KB909	-	-	-3.0	4.5	-	-	-	-	-	-	1.0
100	RF	KB910	-	-	-3.0	2.0	-	R	-	-	-	KB005 6.400	1.0
110	TF	KB422	-	-	-3.0	2.1	-	-	-	-	-	-	1.0
120	RF	KB911	-	-	-3.0	7.5	-	R	A3000+	K230-	-	KB006 3.230	1.0
130	TF	APTAT	-	-	-3.0	11.6	-	-	A5000	-	-	-	1.0
140	HM	APTAT	-	157 (159.7)	-3.0	1 MIN	-	L	A5000	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.

ENKB RNP F RWY 25 (AR) - SIGNIFICANT POINTS

Name	Latitude	Longitude
APTAT	631818.17N	0073924.36E
EZUNE	630907.25N	0082127.38E
KB004	630251.16N	0075841.15E
KB005	631044.75N	0073153.28E
KB006	630733.60N	0072724.61E
KB422	630420.41N	0072729.84E
KB908	630608.87N	0074548.32E
KB909	630442.36N	0073625.91E
KB910	630421.85N	0073202.01E
KB911	630943.25N	0072207.97E
KB912	630734.76N	0075511.65E
KB913	630747.99N	0075720.31E
KB914	630756.87N	0075959.42E
KB917	630820.39N	0080703.08E
KB918	630848.67N	0081541.46E

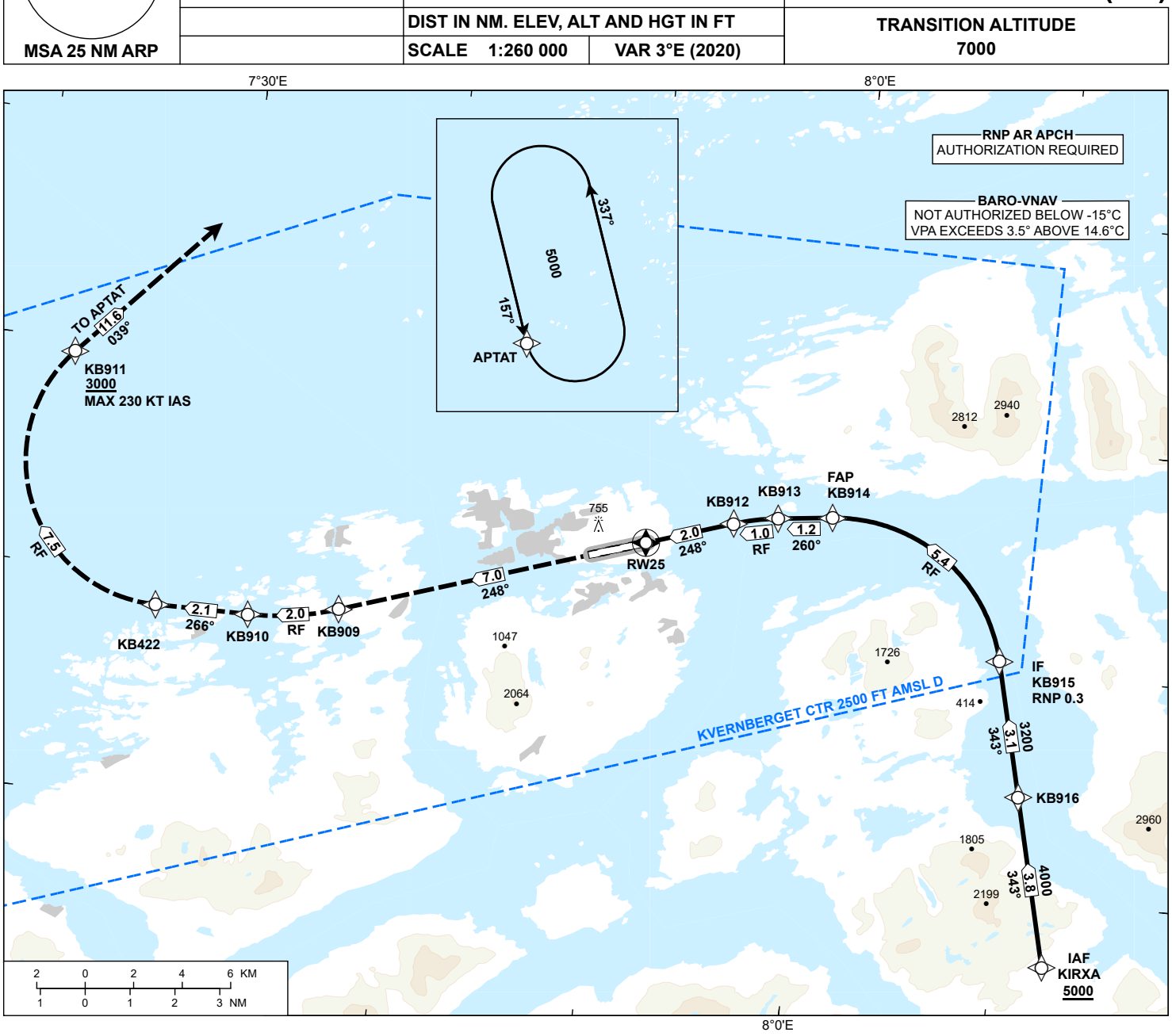
INSTRUMENT APPROACH CHART - ICAO

6_7	ATIS: 135.080	AD ELEV: 205	
	APP: 119.355	THR ELEV: 185	
	TWR: 118.305	HGT RELATED TO THR 25	
		CIRCLING HGT RELATED TO AD ELEV	
		DIST IN NM. ELEV, ALT AND HGT IN FT	
MSA 25 NM ARP		SCALE 1:260 000	VAR 3°E (2020)

KRISTIANSUND
KVERNBERGET

RNP S RWY 25 (AR)

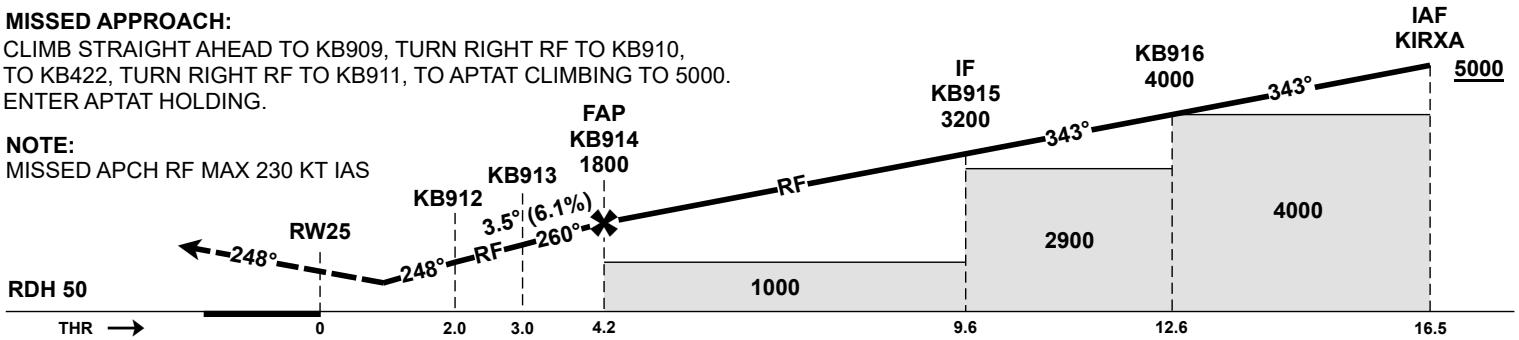
TRANSITION ALTITUDE
7000



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

MISSED APPROACH:
CLIMB STRAIGHT AHEAD TO KB909, TURN RIGHT RF TO KB910,
TO KB422, TURN RIGHT RF TO KB911, TO APTAT CLIMBING TO 5000.
ENTER APTAT HOLDING.

NOTE:
MISSED APCH RF MAX 230 KT IAS



CAT OF ACFT		A	B	C	D
OCA (H) STRAIGHT- IN	RNP 0.3 2.5%*	708 (523)	731 (546)	753 (568)	773 (588)
	RNP 0.3 3.0%*	684 (499)	708 (523)	731 (546)	752 (567)
	RNP 0.3 4.0%*	641 (456)	668 (483)	694 (509)	717 (532)
	RNP 0.3 5.0%*	607 (422)	635 (450)	663 (478)	688 (503)
CIRCLING**		-	-	-	-

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

CHANGES: NEW PROCEDURE.

ATS AIRSPACE CLASSIFICATION: REF ENR 1.4

ENKB 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	KIRXA	-	-	-3.0	-	-	-	A5000+	-	-	-	1.0
020	TF	KB916	-	-	-3.0	3.8	-	-	A4000+	-	-	-	1.0
030	TF	KB915	-	-	-3.0	3.1	-	-	A3200+	-	-	-	1.0
040	RF	KB914	-	-	-3.0	5.4	-	L	A1800+	-	-	KB003 3.700	0.3
050	TF	KB913	-	-	-3.0	1.2	-	-	-	-	-3.5	-	0.3
060	RF	KB912	-	-	-3.0	1.0	-	L	-	-	-3.5	KB004 5.000	0.3
070	TF	RW25	Y	-	-3.0	2.0	-	-	-	-	-3.5/50	-	0.3
080	TF	KB909	-	-	-3.0	7.0	-	-	-	-	-	-	1.0
090	RF	KB910	-	-	-3.0	2.0	-	R	-	-	-	KB005 6.400	1.0
100	TF	KB422	-	-	-3.0	2.1	-	-	-	-	-	-	1.0
110	RF	KB911	-	-	-3.0	7.5	-	R	A3000+	K230-	-	KB006 3.230	1.0
120	TF	APTAT	-	-	-3.0	11.6	-	-	A5000	-	-	-	1.0
130	HM	APTAT	-	157 (159.7)	-3.0	1 MIN	-	L	A5000	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.

ENKB RNP S RWY 25 (AR) - SIGNIFICANT POINTS

Name	Latitude	Longitude
APTAT	631818.17N	0073924.36E
KB003	630417.20N	0080058.97E
KB004	630251.16N	0075841.15E
KB005	631044.75N	0073153.28E
KB006	630733.60N	0072724.61E
KB422	630420.41N	0072729.84E
KB909	630442.36N	0073625.91E
KB910	630421.85N	0073202.01E
KB911	630943.25N	0072207.97E
KB912	630734.76N	0075511.65E
KB913	630747.99N	0075720.31E
KB914	630756.87N	0075959.42E
KB915	630510.61N	0080852.68E
KB916	630212.81N	0081029.62E
KIRXA	625830.60N	0081230.51E