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AIP AIRAC SUP
14/2026
EFF 19 MAR 2026

Publication date: 18 FEB 2026

ENEV - NDB ODD og L FS reintrodusert

Formålet med denne AIP AIRAC SUP er å revertere endringene for NDB ODD og L FS introdusert i AIP AMDT 02/2026 EFF 19 MAR 2026, grunnet fortsatt behov for konvensjonelle instrumentprosedyrer ved Harstad/Narvik lufthavn, Evenes, frem til dekommisjonering av disse navigasjonshjelpemidlene er fullført.

Følgende informasjon supplerer informasjonen i GEN 2.5 og AD 2 ENEV. Vedlagt denne AIP AIRAC SUP finnes også Standard Departure Chart Instrument (SID) - ICAO - RWY 17/35 og Standard Departure Routes Instrument (SID) - ICAO - RWY 17/35, uendret fra forrige AIP AMDT 01/2026 EFF 22 JAN 2026.

ENEV - Reintroduction of NDB ODD and L FS

The purpose of this AIP AIRAC SUP is to revert the changes to NDB ODD and L FS introduced in AIP AMDT 02/2026 EFF 19 MAR 2026, due to a continued need for conventional instrument procedures for Harstad/Narvik airport, Evenes, until the decommissioning of these nav aids is complete.

The following information supplements information in GEN 2.5 and AD 2 ENEV. In addition, attached to this AIP AIRAC SUP is Standard Departure Chart Instrument (SID) - ICAO - RWY 17/35 and Standard Departure Routes Instrument (SID) - ICAO - RWY 17/35, unchanged from the previous AIP AMDT 01/2026 EFF 22 JAN 2026.

GEN 2.5 Liste over radionavigasjonshjelpemidler

GEN 2.5 List of radio navigation aids

ID	Stasjon/Station	Hjelpemidde/Aid	Formål/Purpose
FS	Fjellstad	L	A
ODD	Odden	NDB	A

ENEV AD 2.19 Radionavigasjons- og innflygningshjelpemidler

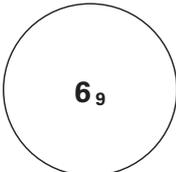
ENEV AD 2.19 Radio navigation and landing aids

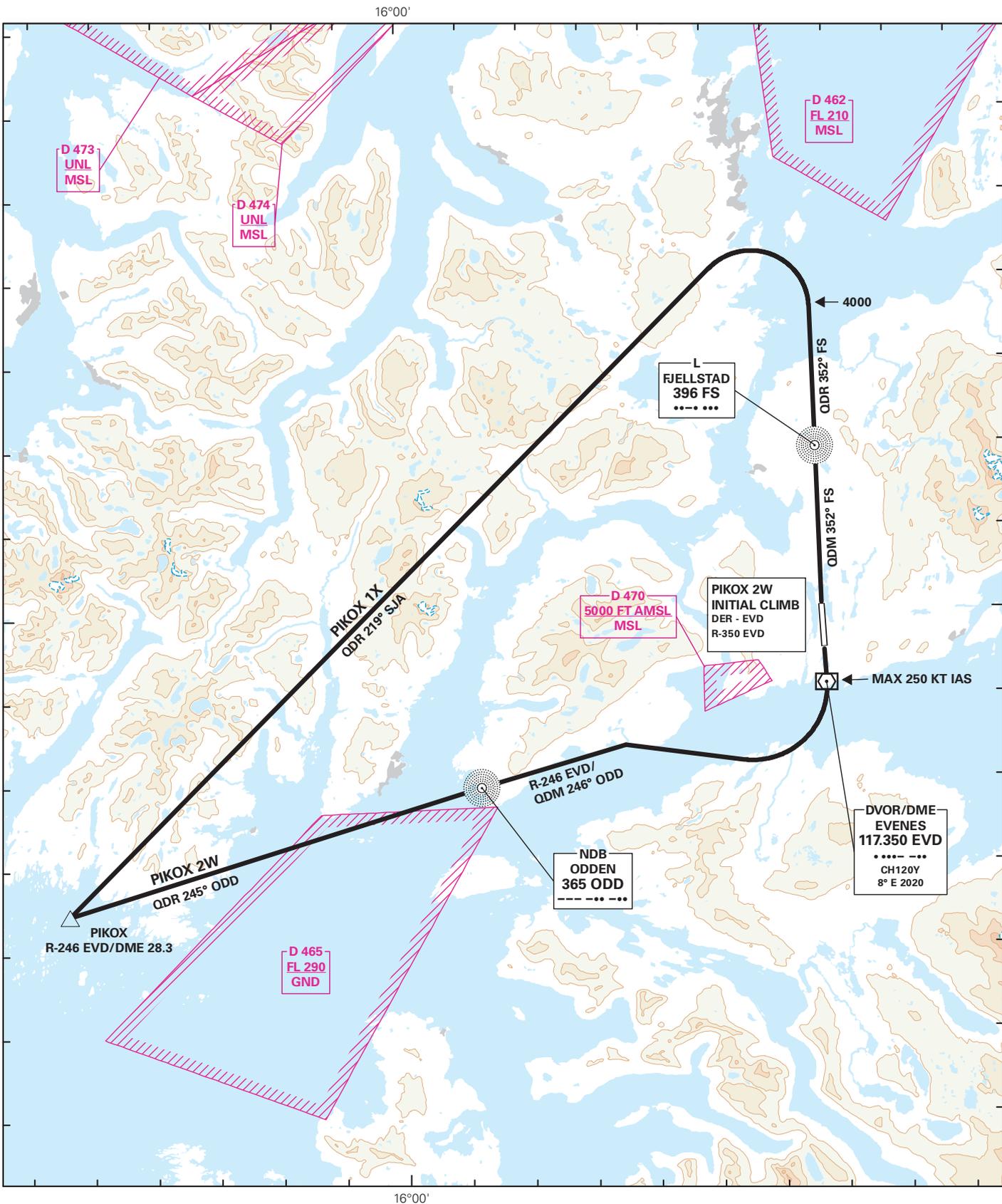
Type, CAT (VAR)	ID	FREQ	HR	PSN	DME ELEV	RMK
1	2	3	4	5	6	7
NDB	ODD	365.000 KHZ	H24	682353.81N 0160722.70E	NIL	(Odden) Range 30 NM
L	FS	396.000 KHZ	H24	683555.05N 0164020.67E	NIL	(Fjellstad)

- Vedlegg -

- Attachment -

STANDARD DEPARTURE CHART INSTRUMENT - ICAO

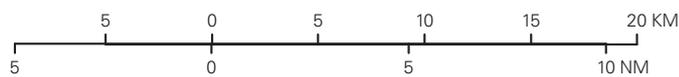
 <p>MSA 25 NM ARP</p>	<p>ATIS: 126.030</p> <p>APP: 120.105</p> <p>TWR: 120.105 118.005</p>	<p>ALT AND ELEV ARE IN FT DIST IN NM</p>			<p>HARSTAD/NARVIK EVENES RWY 17/35 NORWAY</p> <p>PIKOX 1X, PIKOX 2W</p>
	<p>1:400 000</p> <p>VAR: 8° E (2020)</p> <p>TA 7000</p>				



CHANGES: FREQUENCIES.

SID DESCRIPTION OVERLEAF
DESCRIPTION OF WAYPOINTS, REF ENR 4.4

ATS AIRSPACE CLASSIFICATIONS: REF ENR 1.4
LEGEND: REF GEN 2.3



STANDARD DEPARTURE ROUTES

- RADIO COMMUNICATION FAILURE:** Squawk A7600. Maintain last assigned LVL for 2 minutes, then climb to CPL cruising LVL. Aircraft under vectoring shall, after set transponder to A 7600, proceed in the most direct manner possible to rejoin the CPL route no later than the next significant point, climbing to the CPL cruising LVL taking into consideration the applicable MNM flight ALT.
- CLOSE-IN OBSTACLES:** Vegetation close to DER 17 requires more than 6.5% climb gradient, and must be avoided visually or by other means.
Vegetation close to DER 35 requires more than 5.6% climb gradient, and must be avoided visually or by other means.
- VECTORING/ DIRECT ROUTING:** When being vectored or cleared for DCT routing, the climb gradient(s) stated in SID "RESTRICTIONS"-table apply.

DESIGNATOR	ROUTE	RESTRICTIONS	CLIMB TO	CONTACT
PIKOX 2W (PIKOX TWO WHISKEY DEPARTURE)	Climb on R-350 to EVD. Turn right to intercept and climb on R-246 EVD/QDM 246° ODD to ODD. Proceed on QDR 245° ODD to PIKOX.	A MNM climb gradient of 6.5% (395 FT/NM) is required to 3100 FT. MAX 250 KT IAS in initial turn. If unable to comply, inform ATC.	FL 90 Expect further climb from EVENES APP.	As instructed by EVENES TWR.
PIKOX 1X (PIKOX ONE X-RAY DEPARTURE)	Climb on QDM 352° FS to FS. Continue on QDR 352° FS to 4000 FT. Turn left to intercept and climb on QDR 219° SJA to PIKOX. If reaching 4000 FT before FS, continue to FS before turn.	A MNM climb gradient of 5.6% (340 FT/NM) is required to 1000 FT. If unable to comply, inform ATC.	FL 90 Expect further climb from EVENES APP.	As instructed by EVENES TWR.