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AIP AIRAC SUP
23/2026
EFF 11 JUN 2026

Publication date: 15 APR 2026

ENKB - Ny RNP AR-prosedyre for Kristiansund lufthavn, Kvernberget

Erstatter AIP AIRAC SUP 64/2025

Vedlagt denne AIP AIRAC SUP finnes RNP AR-prosedyre til RWY 25 ved Kristiansund lufthavn, Kvernberget. For informasjon om Visual Segment Surface-penetrasjon (VSS-penetrasjon), se AD 2.25 i AIP Norge datert 11 JUN 2026.

Den vedlagte prosedyren publiseres kun for kontrollflygings- og godkjenningssøyemed og vil i utgangspunktet ikke være tilgjengelig for vanlige operasjoner. Frem til prosedyren er godkjent av Luftfartstilsynet er prosedyren suspendert.

Operatører bes om å ikke anmode lufttrafikkjenesten om å fly RNP AR-prosedyren.

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

1. RNP F RWY 25 (AR)

- Vedlegg -

ENKB - New RNP AR procedure for Kristiansund airport, Kvernberget

Replaces AIP AIRAC SUP 64/2025

Attached to this AIP AIRAC SUP is RNP AR procedure for RWY 25 at Kristiansund airport, Kvernberget. For information related to Visual Segment Surface (VSS) penetrations, see AD 2.25 in AIP Norway dated 11 JUN 2026.

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

Operators are asked not to request this procedure from Air Traffic Services.

Attached is the following procedure complete with chart, recommended coding and significant points page:

1. RNP F RWY 25 (AR)

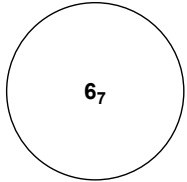
- Attachment -

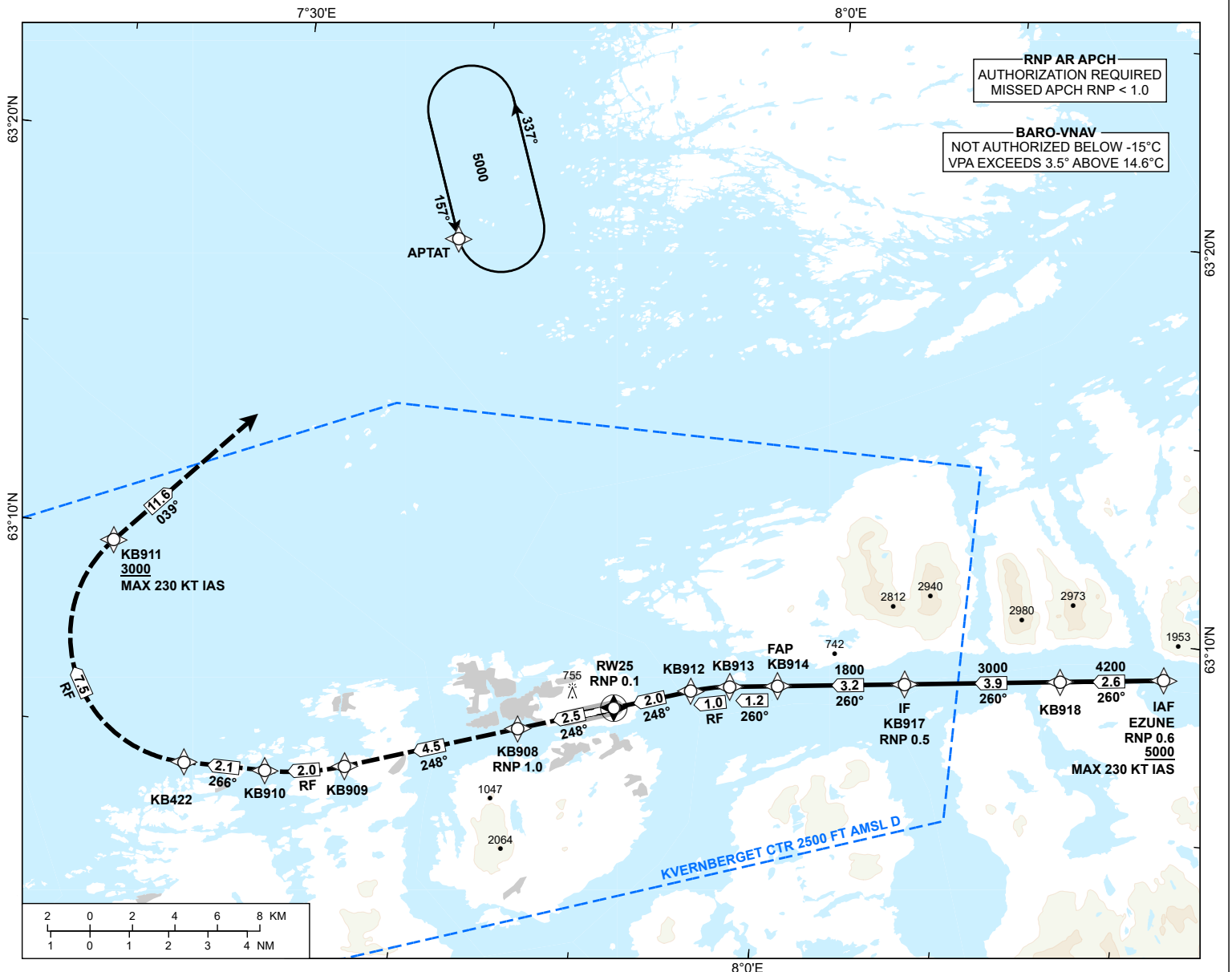
INSTRUMENT APPROACH CHART - ICAO

KRISTIANSUND KVERNBERGET

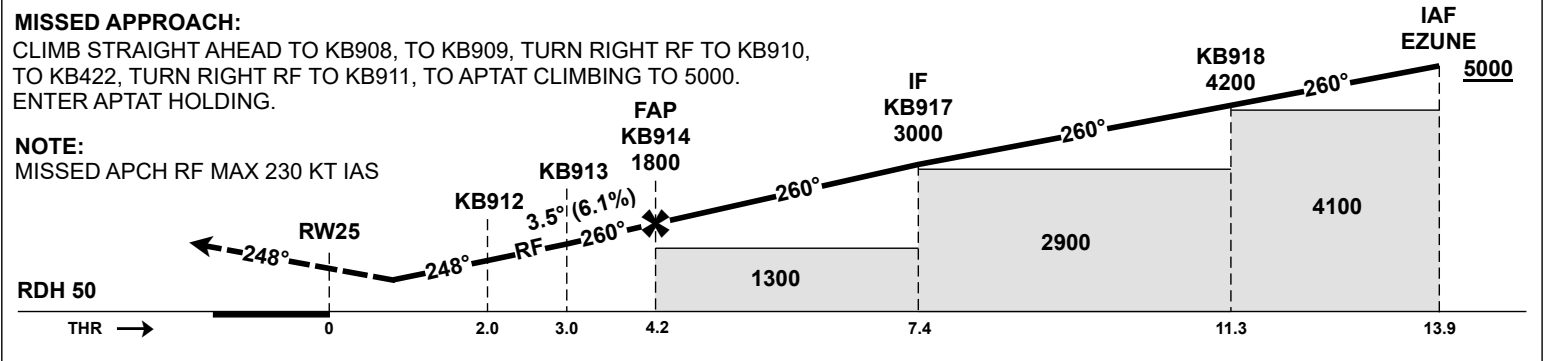
RNP F RWY 25 (AR)

TRANSITION ALTITUDE
7000

 <p>MSA 25 NM ARP</p>	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
	SCALE 1:300 000	VAR 3°E (2020)



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



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.

AIP AIRSPACE CLASSIFICATION: REF ENR 1.4

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