TEL:.....+47 67 03 00 00
E-mail:.....aim@avinor.no

AVINOR
NORWAY

AERONAUTICAL INFORMATION MANAGEMENT
P.O. BOX 150
NO-2061 GARDERMOEN

AIP AIRAC SUP 26/2026 EFF 14 MAY 2026

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ENNA - Anleggsarbeid på Lakselv lufthavn, Banak, sommer 2026

Denne AIP AIRAC SUP inneholder en oversikt over planlagt anleggsarbeid som vil påvirke operasjoner på Lakselv lufthavn, Banak, sommeren 2026. Hovedformålet med anleggsarbeidet er å utbedre dekket på RWY-endene. Planlagt oppstart av arbeidene er 18 MAY 2026, med planlagt avslutning 02 SEP 2026. Arbeidet på RWY-ender vil bli utført i to perioder, én for hver baneende, og trafikk vil måtte operere på forkortede baner i følgende konfigurasjoner og tidsperioder:

- RWY Configuration South: 25 MAY 2026 - 10 JUL 2026
- RWY Configuration North: 10 JUL 2026 - 12 AUG 2026

Disse konfigurasjonene har følgende terskler:

RWY Configuration South:

TEMPO THR RWY 16T / Standard THR RWY 34

RWY Configuration North:

Standard THR RWY 16 / TEMPO THR RWY 34T

Merking og lyssetting på rullebanen vil være avvikende i anleggsperioden. Midlertidige terskler (THR RWY 16T/34T) vil, når disse er i bruk, være lyssatt med blinkende THR-identifiseringslys i tillegg til vanlig THR-belysning på WBAR. APCH LGT vil være lyssatt som vanlig, så merk at det vil være større avstand mellom slutten av APCH LGT og innskutte terskler. Det vil bli etablert PAPI ved de midlertidig innskutte tersklene før arbeid på rullebanen begynner.

TWY C og D vil fra RWY til HLDG PDN tidvis være stengt for asfaltering. For trafikk til og fra Apron MIL, vil enten TWY C eller D være tilgjengelig.

De stengte områdene vil ikke kunne åpne til arbeidene er fullført på respektive baneender.

Informasjon om arbeidene og THR i bruk vil bli kunngjort på NOTAM, og annonseres på ATIS.

ENNA - Construction work at Lakselv airport, Banak, summer 2026

This AIP AIRAC SUP contains an overview of planned construction work that will affect operations at Lakselv airport, Banak, summer 2026. The main purpose of the construction work is resurfacing of the runway ends. Planned start is 18 MAY 2026, with a planned completion date of 02 SEP 2026. Works at the runway ends will be carried out in two phases, one for each runway end, and traffic will be required to operate on reduced runway lengths in the following configurations and time periods.

- RWY Configuration South: 25 MAY 2026 - 10 JUL 2026
- RWY Configuration North: 10 JUL 2026 - 12 AUG 2026

These configurations have the following thresholds:

RWY Configuration South:

TEMPO THR RWY 16T / Standard THR RWY 34

RWY Configuration North:

Standard THR RWY 16 / TEMPO THR RWY 34T

There will be discrepancies with marking and lighting on the runway during the construction period. Temporary thresholds (THR RWY 16T/ 34T) will, when in use, be lit with flashing THR identification lights in addition to regular THR lighting on WBAR. The APCH lights will be lit as normal; however, note that there will be an increased distance between the end of the APCH LGT system and the displaced thresholds. PAPI will be established at the temporary thresholds before the construction work on the runways commence.

TWY C and D will from RWY to HLDG PSN be intermittently closed for resurfacing. For traffic to and from Apron MIL, either TWY C or D will be available.

The closed areas can not be opened until the works are complete on the respective RWY ends.

Information regarding the works and THR in use will be published via NOTAM and announced on ATIS.

Instrumentinnflygingsprosedyrer

Ved RWY Configuration South er følgende innflygingsprosedyrer tilgjengelig:

Instrument Approach Procedures

For RWY Configuration South, the following approach procedures are available:

RWY 16	THR used	RWY 34	THR used
RNP T RWY 16	Displaced	RNP W RWY 34 (AR)	Standard
-	-	RNP X RWY 34	Standard
-	-	RNP Z RWY 34	Standard

Ved RWY Configuration North er følgende innflygingsprosedyrer tilgjengelig:

For RWY Configuration North, the following approach procedures are available:

RWY 16	**THR used**	**RWY 34**	**THR used**
RNP W RWY 16 (AR)	Standard	RNP T RWY 34	Displaced
RNP X RWY 16	Standard	-	-
RNP Z RWY 16	Standard	-	-

ILS og LOC prosedyrer suspenderes til anleggsarbeidene er ferdige. Midlertidige innflygingsprosedyrer RNP T RWY 16 og RNP T RWY 34 er vedlagt denne AIP AIRAC SUP. Disse er kun for bruk ved innskutt terskel.

Nedenfor følger data og informasjon vedrørende midlertidige THR, banelengder, lys, osv.

All ILS and LOC procedures are suspended until completion of the construction works. Temporary approach procedures RNP T RWY 16 and RNP T RWY 34 are attached to this AIP AIRAC SUP. These are only for use with displaced thresholds.

Below are data and information regarding temporary THR, RWY lengths, lighting, etc.

RWY CONFIGURATION SOUTH - TEMPO THR RWY 16

AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY	*BRG GEO*	*DMN (M)*	*SFC - RWY Strength*	*THR COORD*	*RWY end COORD*	*RWY SFC end COORD*	*THR GUND (FT)*	*THR ELEV (FT)*	*RWY/RESA Slope*
1	2	3	4	5				6	7
16T	175.42°	1910 x 45	ASPH/ CONC, Grooved PCN-70/F/A/ W/U	700422.43N 0245821.12E	700322.92N 0245835.07E	700322.92N 0245835.07E	79.2	16.3	REF GEN 3.2.4
34	355.43°			700325.82N 0245834.39E	700422.43N 0245821.12E	700424.36N 0245820.66E	79.3	25.4	

RWY	*SWY (M)*	*CWY (M)*	*STRIP*	*RESA overrun (M)*	*RESA undershoot (M)*	*RAG DIST FM THR, Type*	*OFZ*	*RMK*
1	8	9	10	11		12	13	14
16T	-	204 x 150	1970 x 280	240 x 150	240 x 150	-	-	NIL
34	-	-		240 x 150	240 x 150	-	-	NIL

AD 2.13 DECLARED DISTANCES

RWY	*TORA (M)*	*ASDA (M)*	*TODA (M)*	*LDA (M)*	*RMK*
1	2	3	4	5	6
16T	1910	1910	2114	1850	NIL
34	1850	1850	1850	1760	NIL

AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	*APCH LGT type/ LEN INTST*	*THR LGT colour WBAR*	*VASIS (MEHT)*	*TDZ LGT LEN*	*RWY CL LGT LEN, spacing, colour, INTST*	*RWY edge LGT LEN, spacing, colour, INTST*	*RWY end LGT colour WBAR*	*RESA LGT LEN, colour*	*RMK*
1	2	3	4	5	6	7	8	9	10
16T	CAT I 720 M LIL/LIH	Green WBAR	PAPI Left 3° (39 FT)	-	948 M, 60 M White, 600 M, 60 M Red/ White, 300 M, 60 M Red LIH	1248 M, 60 M White, 600 M, 60 M Yellow LIH	Red WBAR	-	APCH: XBAR at 1444, 1294, 1144 and 994 M from THR. The 3 innermost APCH LGT 934, 904 and 874 M from THR flush with surface. Unidirectional LIH, omnidirectional LIL on APCH CL LGT and second XBAR. THR identification LGT.
34	CAT I 737 M LIL/LIH	Green WBAR	PAPI Left 3.5° (45 FT)	-	1704 M, 60 M White, 54 M, 60 M Red/ White LIH	1758 M, 60 M White LIH	Red WBAR	-	APCH: XBAR at 608, 458, 308 and152 M from THR. The 3 innermost APCH LGT 90, 60 and 30 M from THR flush with surface. Aiming point 240 M after THR. Unidirectional LIH, omnidirectional LIL on APCH CL LGT and second XBAR. RWY CL/edge LGT: Non-standard configuration.

RWY CONFIGURATION NORTH - TEMPO THR RWY 34

AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY	*BRG GEO*	*DMN (M)*	*SFC - RWY Strength*	*THR COORD*	*RWY end COORD*	*RWY SFC end COORD*	*THR GUND (FT)*	*THR ELEV (FT)*	*RWY/RESA Slope*
1	2	3	4	5				6	7
16	175.42°	2350 x 45	ASPH, Grooved PCN-70/F/A/ W/U	700449.58N 0245814.74E	700338.85N 0245831.34E	700336.92N 0245831.79E	79.1	15.5	REF GEN 3.2.4
34T	355.43°			700338.85N 0245831.34E	700449.58N 0245814.74E	700452.50N 0245814.05E	79.3	24.6	

RWY	*SWY (M)*	*CWY (M)*	*STRIP*	*RESA overrun (M)*	*RESA undershoot (M)*	*RAG DIST FM THR, Type*	*OFZ*	*RMK*
1	8	9	10	11		12	13	14
16	-	-	2350 x 280	240 x 150	240 x 150	-	-	NIL
34T	-	1129 x 150		240 x 150	240 x 150	-	-	NIL

AD 2.13 DECLARED DISTANCES

RWY	*TORA (M)*	*ASDA (M)*	*TODA (M)*	*LDA (M)*	*RMK*
1	2	3	4	5	6
16	2290	2290	2290	2199	NIL
34T	2259	2259	3388	2199	NIL

AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	*APCH LGT type/ LEN INTST*	*THR LGT colour WBAR*	*VASIS (MEHT)*	*TDZ LGT LEN*	*RWY CL LGT LEN, spacing, colour, INTST*	*RWY edge LGT LEN, spacing, colour, INTST*	*RWY end LGT colour WBAR*	*RESA LGT LEN, colour*	*RMK*
1	2	3	4	5	6	7	8	9	10
16	CAT I 720 M LIL/LIH	Green WBAR	PAPI Left 3° (43 FT)	-	1794 M, 60 M White, 495 M, 60 M Red/White LIH	2094 M, 60 M White, 195 M, 60 M Yellow LIH	Red WBAR	-	APCH: XBAR at 600, 450, 300 and 150 M from THR. The 3 innermost APCH LGT 90, 60 and 30 M from THR flush with surface. Aiming point 268 M after THR. Unidirectional LIH, omnidirectional LIL on APCH CL LGT and second XBAR. RWY CL/edge LGT: Non-standard configuration.
34T	CAT I 737 M LIL/LIH	Green WBAR	PAPI Left 3° (37 FT)	-	1299 M, 60 M White 600 M, 60 M Red/White, 300 M, 60 M Red LIH	1599 M, 60 M White, 600 M, 60 M Yellow LIH	Red WBAR	-	APCH: XBAR at 1013, 863, 713 and 557 M from THR. The 3 innermost APCH LGT 495, 465 and 435 M from THR flush with surface. Unidirectional LIH, omnidirectional LIL on APCH CL LGT and second XBAR. THR identification LGT.

- Vedlegg - - Attachment -

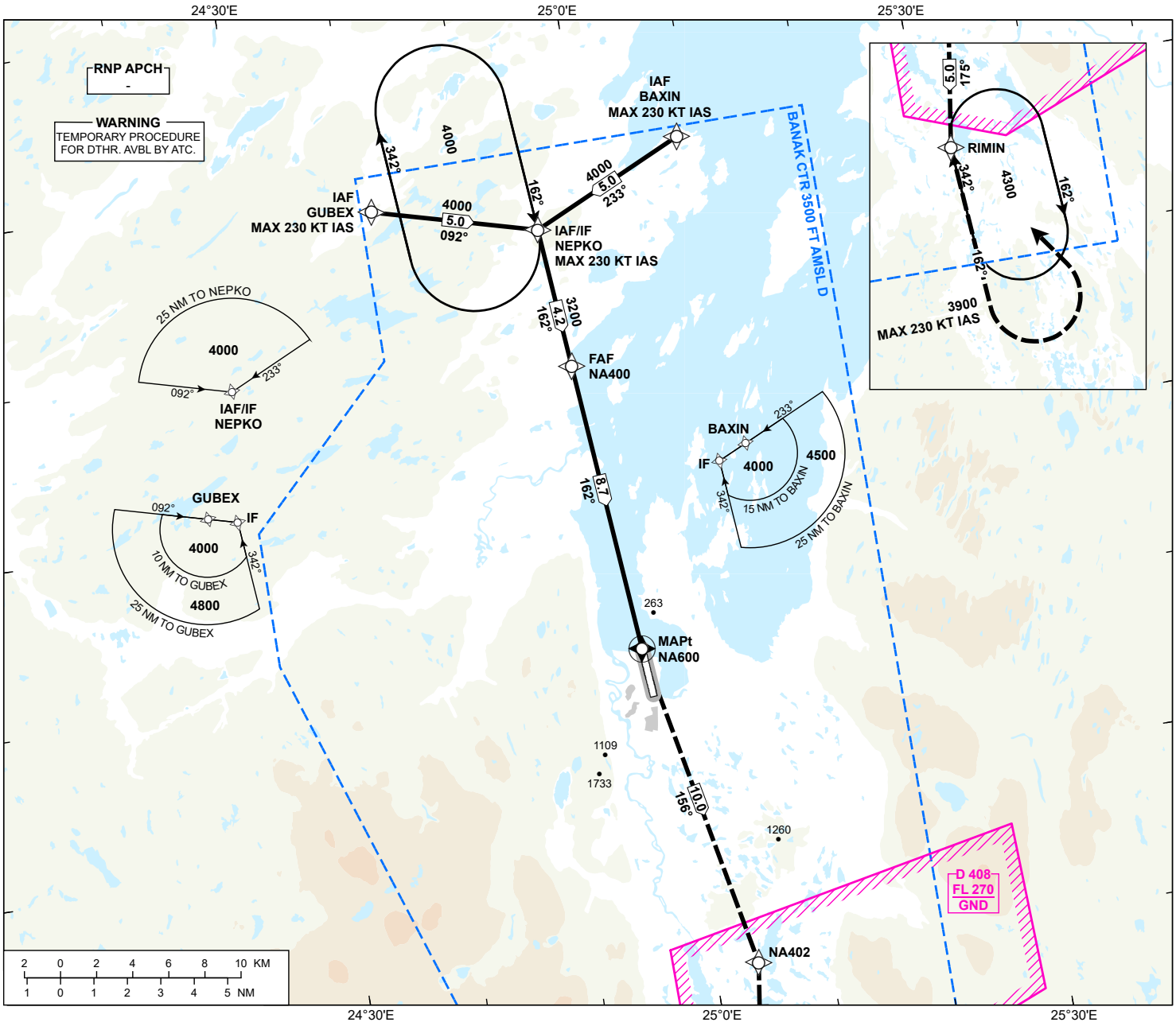
INSTRUMENT APPROACH CHART - ICAO

	ATIS: 136.330	AD ELEV: 26	
	TWR: 118.905 257.800	THR ELEV: 16	
		HGT RELATED TO THR 16	
		CIRCLING HGT RELATED TO AD ELEV	
		DIST IN NM. ELEV, ALT AND HGT IN FT	
		SCALE 1:350 000	VAR 13° E (2020)

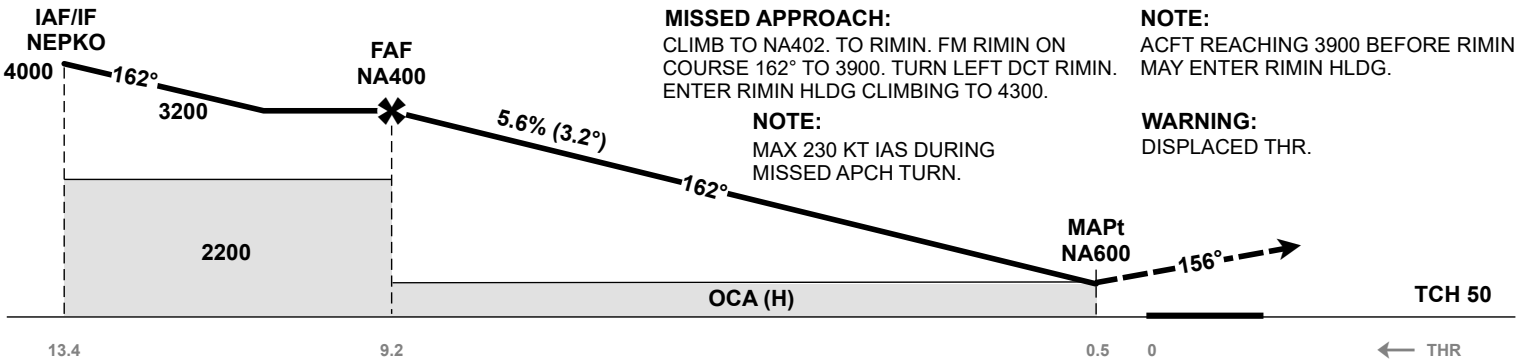
LAKSELV
BANAK

RNP T RWY 16

TRANSITION ALTITUDE
7000



DIST TO NA600	8	7	6	5	4	3	2	1
ALT (HGT)	2970 (2954)	2630 (2614)	2290 (2274)	1940 (1924)	1600 (1584)	1260 (1244)	920 (904)	580 (564)



MISSED APPROACH:
CLIMB TO NA402. TO RIMIN. FM RIMIN ON COURSE 162° TO 3900. TURN LEFT DCT RIMIN. ENTER RIMIN HLDG CLIMBING TO 4300.

NOTE:
MAX 230 KT IAS DURING MISSED APCH TURN.

NOTE:
ACFT REACHING 3900 BEFORE RIMIN MAY ENTER RIMIN HLDG.

WARNING:
DISPLACED THR.

CAT OF ACFT		A	B	C	D
OCA (H) STRAIGHT- IN	LNAV	500 (484)	500 (484)	510 (494)	550 (534)
CIRCLING		610 (584)	990 (964)	1350 (1324)	2070 (2044)

NOTE: CIRCLING E OF AD ONLY.

CHANGES: TEMPORARY PROCEDURE.

ATS AIRSPACE CLASSIFICATION: REF ENR 1.4

ENNA RNP T RWY 16 - 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	BAXIN	-	-	-13	-	-	-	A4000+	K230-	-	-	1.0
20	TF	NEPKO	-	-	-13	5.0	-	-	A4000+	K230-	-	-	1.0
10	IF	GUBEX	-	-	-13	-	-	-	A4000+	K230-	-	-	1.0
20	TF	NEPKO	-	-	-13	5.0	-	-	A4000+	K230-	-	-	1.0
10	IF	NEPKO	-	-	-13	-	-	-	A4000+	K230-	-	-	1.0
20	TF	NA400	-	-	-13	4.2	-	-	A3200+	-	-	-	1.0
30	TF	NA600	Y	-	-13	8.7	-	-	-	-	-3.2/50	-	0.3
40	TF	NA402	-	-	-13	10.0	-	-	-	-	-	-	1.0
50	TF	RIMIN	-	-	-13	5.0	-	-	-	-	-	-	1.0
60	FA	-	-	162 (175.5)	-13	-	-	-	A3900	-	-	-	1.0
70	DF	RIMIN	-	-	-13	-	-	L	-	K230-	-	-	1.0
80	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: NEPKO holding not included in standard APCH transitions.

ENNA RNP T RWY 16 - SIGNIFICANT POINTS

Name	Latitude	Longitude
BAXIN	701941.95N	0250838.69E
GUBEX	701856.76N	0244057.76E
NA400	701327.83N	0245612.15E
NA402	695502.89N	0250347.16E
NA600	700449.58N	0245814.74E
NEPKO	701738.01N	0245512.35E
RIMIN	695004.55N	0250140.20E

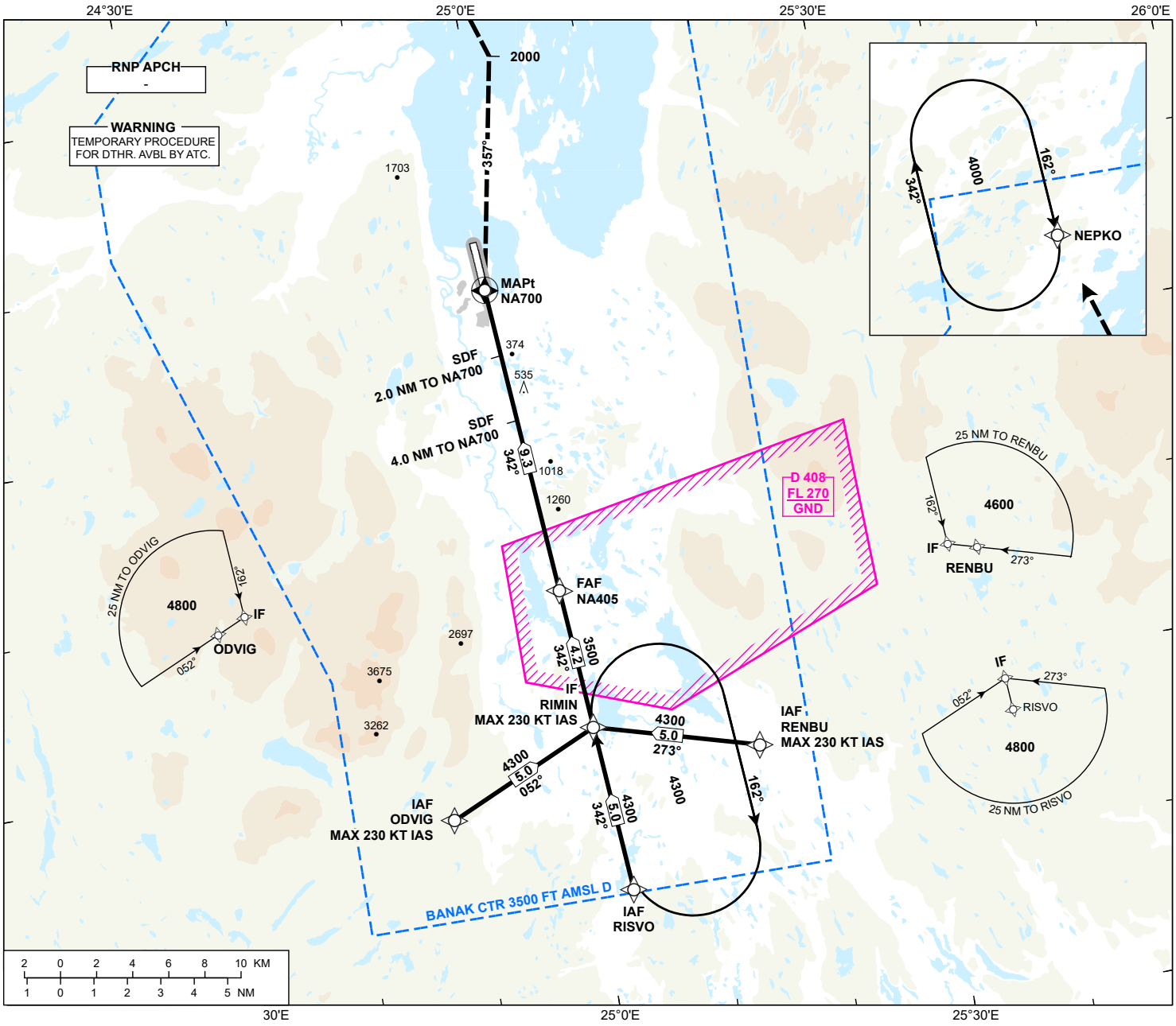
INSTRUMENT APPROACH CHART - ICAO

	ATIS: 136.330	AD ELEV: 26	
	TWR: 118.905 257.800	THR ELEV: 25	
		HGT RELATED TO THR 34	
		CIRCLING HGT RELATED TO AD ELEV	
		DIST IN NM. ELEV, ALT AND HGT IN FT	
		SCALE 1:350 000	VAR 13° E (2020)

LAKSELV
BANAK

RNP T RWY 34

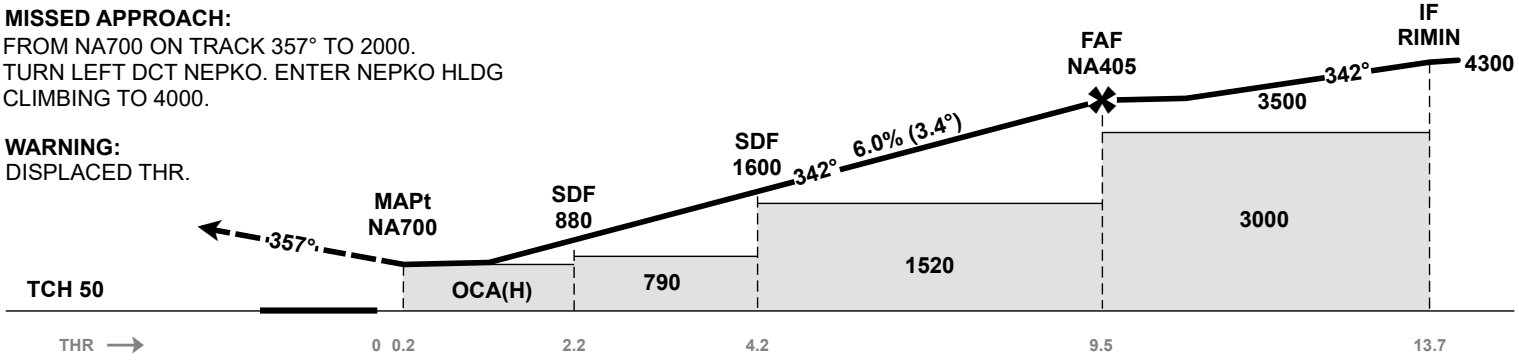
TRANSITION ALTITUDE
7000



DIST TO NA700	9	8	7	6	5	4	3	2
ALT (HGT)	3400 (3375)	3040 (3015)	2680 (2655)	2320 (2295)	1950 (1925)	1590 (1565)	1230 (1205)	870 (845)

MISSED APPROACH:
FROM NA700 ON TRACK 357° TO 2000.
TURN LEFT DCT NEPKO. ENTER NEPKO HLDG
CLIMBING TO 4000.

WARNING:
DISPLACED THR.



CAT OF ACFT		A	B	C	D
OCA (H) STRAIGHT- IN	LNAV	650 (625)	650 (625)	680 (655)	750 (725)
CIRCLING		610 (584)	990 (964)	1350 (1324)	2070 (2044)

NOTE: CIRCLING E OF AD ONLY.

CHANGES: TEMPORARY PROCEDURE.

ATS AIRSPACE CLASSIFICATION: REF ENR 1.4

ENNA RNP T RWY 34 - 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	RENBU	-	-	-13	-	-	-	A4600+	K230-	-	-	1.0
20	TF	RIMIN	-	-	-13	5.0	-	-	A4300+	K230-	-	-	1.0
10	IF	ODVIG	-	-	-13	-	-	-	A4800+	K230-	-	-	1.0
20	TF	RIMIN	-	-	-13	5.0	-	-	A4300+	K230-	-	-	1.0
10	IF	RISVO	-	-	-13	-	-	-	A4800+	-	-	-	1.0
20	TF	RIMIN	-	-	-13	5.0	-	-	A4300+	K230-	-	-	1.0
30	TF	NA405	-	-	-13	4.2	-	-	A3500+	-	-	-	1.0
40	TF	NA700	Y	-	-13	9.3	-	-	-	-	-3.4/50	-	0.3
50	FA	-	-	357 (010.4)	-13	-	-	-	A2000	-	-	-	1.0
60	DF	NEPKO	-	-	-13	-	-	L	-	-	-	-	1.0
70	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: RIMIN holding not included in standard APCH transitions.

ENNA RNP T RWY 34 - SIGNIFICANT POINTS

Name	Latitude	Longitude
NA405	695414.77N	0250042.60E
NA700	700325.82N	0245834.39E
NEPKO	701738.01N	0245512.35E
ODVIG	694759.77N	0244833.86E
RENBU	694844.55N	0251534.26E
RIMIN	695004.55N	0250140.20E
RISVO	694506.68N	0250249.09E