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AIP AIRAC SUP
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ENBN - Nye RNP AR-prosedyrer for Brønnøysund lufthavn, Brønnøy

Vedlagt denne AIP AIRAC SUP finnes RNP AR-prosedyrer til RWY 03 og RWY 21 ved Brønnøysund lufthavn, Brønnøy.

De vedlagte prosedyrene publiseres kun for kontrollflygings- og godkjenningsoyemed 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 N RWY 03 (AR)
2. RNP S RWY 03 (AR)
3. RNP N RWY 21 (AR)
4. RNP W RWY 21 (AR)

ENBN AD 2.23 Tilleggsinformasjon

ICAO Doc 9905 utgave 3 - Unntak

Ved søknad om CAA-godkjenning skal operatører sikre at FOSA inkluderer en evaluering av den operative påvirkningen av følgende unntak for hver innflygingsprosedyre.

RNP N RWY 03 (AR):

- RDH 35 FT, lavere enn minimumsstandarden på 40 FT.
- RF-leg i sluttinnflygingssegmentet er designet for en hastighet på 160 KT, som overskrider standard maksimum på 130 KT.
- RF-leg for missed APCH fra BN535 til BN536 er designet for en krenningsvinkel opp til 25°, som er mer enn standard minimum på 15°.

RNP S RWY 03 (AR):

- RDH 35 FT, lavere enn minimumsstandarden på 40 FT.
- RF-leg i sluttinnflygingssegmentet er designet for en hastighet på 160 KT, som overskrider standard maksimum på 130 KT.
- RF-leg for missed APCH fra BN535 til BN536 er designet for en krenningsvinkel opp til 25°, som er mer enn standard minimum på 15°.

RNP N RWY 21 (AR):

- RDH 35 FT, lavere enn minimumsstandarden på 40 FT.
- Den første RF-leg, BN561 - BN562, i sluttinnflygingssegmentet er designet for en hastighet på 160 KT, som overskrider standard maksimum på 130 KT.

RNP W RWY 21 (AR):

- RDH 35 FT, lavere enn minimumsstandarden på 40 FT.
- RF-leg i sluttinnflygingssegmentet er designet for en hastighet på 160 KT, som overskrider standard maksimum på 130 KT.

ENBN - New RNP AR procedures for Bronnoysund airport, Brønnøy

Attached to this AIP AIRAC SUP are RNP AR procedures for RWY 03 and RWY 21 at Bronnoysund airport, Brønnøy.

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 N RWY 03 (AR)
2. RNP S RWY 03 (AR)
3. RNP N RWY 21 (AR)
4. RNP W RWY 21 (AR)

ENBN AD 2.23 Additional Information

ICAO Doc 9905 edition 3 - Exceptions

When applying for CAA approval, operators shall ensure that the FOSA includes an evaluation of the operational impact of the following exceptions for each approach procedure.

RNP N RWY 03 (AR):

- RDH 35 FT, lower than the minimum standard of 40 FT.
- The RF leg within the final approach segment has been designed for a speed of 160 KT, which exceeds the standard maximum of 130 KT.
- The RF leg of the missed APCH from BN535 to BN536 was designed for a bank angle up to 25°, which is more than the standard minimum of 15°.

RNP S RWY 03 (AR):

- RDH 35 FT, lower than the minimum standard of 40 FT.
- The RF leg within the final approach segment has been designed for a speed of 160 KT, which exceeds the standard maximum of 130 KT.
- The RF leg of the missed APCH from BN535 to BN536 was designed for a bank angle up to 25°, which is more than the standard minimum of 15°.

RNP N RWY 21 (AR):

- RDH 35 FT, lower than the minimum standard of 40 FT.
- The first RF leg, BN561 - BN562, in the final approach segment has been designed for a speed of 160 KT, which exceeds the standard maximum of 130 KT.

RNP W RWY 21 (AR):

- RDH 35 FT, lower than the minimum standard of 40 FT.
- The RF leg in the final approach segment has been designed for a speed 160 KT, which exceeds the standard maximum of 130 KT.

AD 2.25 Visual segment surface (VSS) penetreringer

AD 2.25 Visual segment surface (VSS) penetration

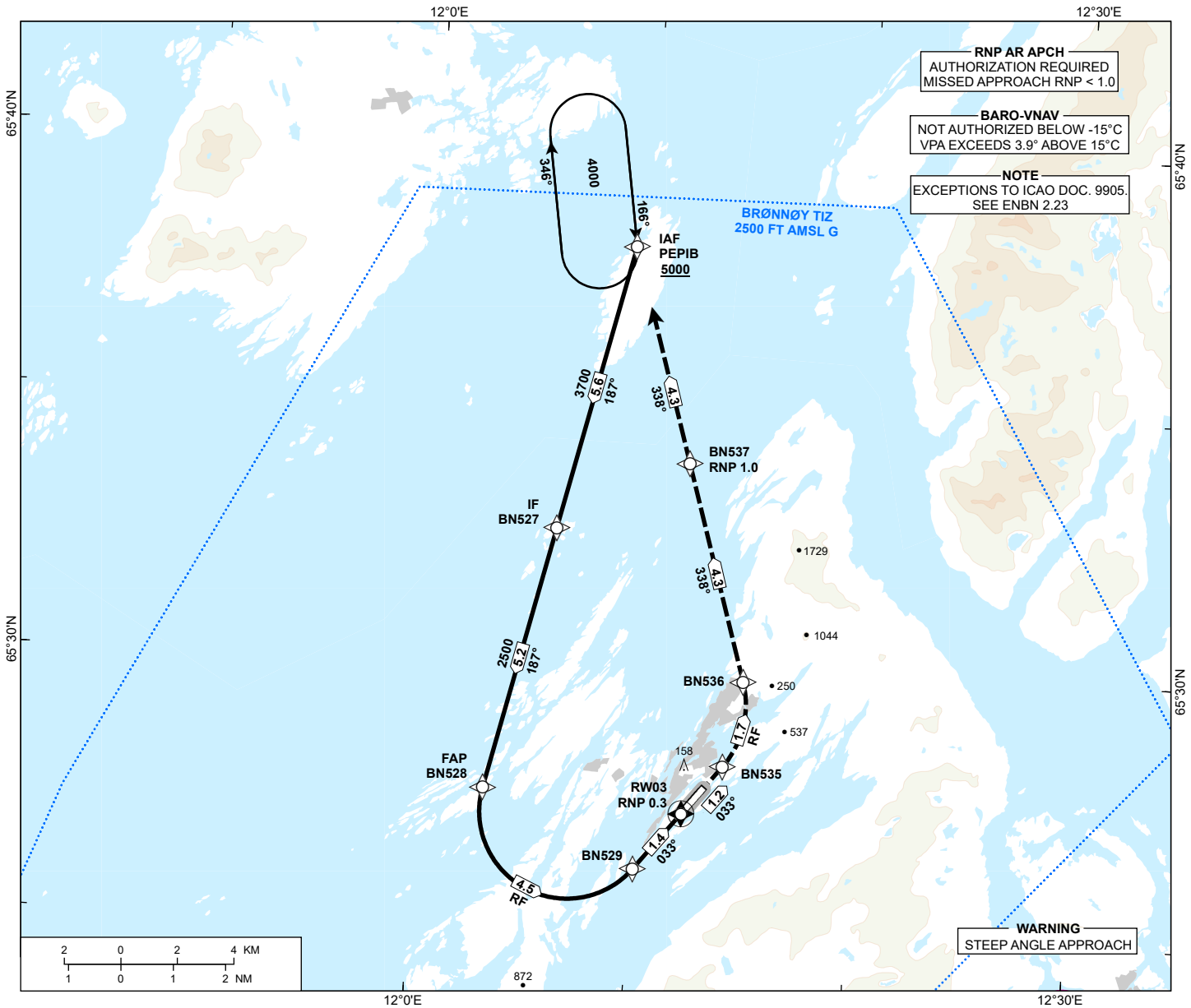
Procedure	Minima type	Remark
RNP N RWY 21 (AR)	RNP 0.2	Vegetation and obstacles penetrate on the right side of the track from 0.4 NM until 0.2 NM from the THR. Vegetation penetrates on the left, right and centre of track from 0.2 NM until 0.1 NM from the THR.
RNP W RWY 21 (AR)	RNP 0.2	Vegetation and obstacles penetrate on the right side of the track from 0.4 NM until 0.2 NM from the THR. Vegetation penetrates on the left, right and centre of track from 0.2 NM until 0.1 NM from the THR.

- Vedlegg -

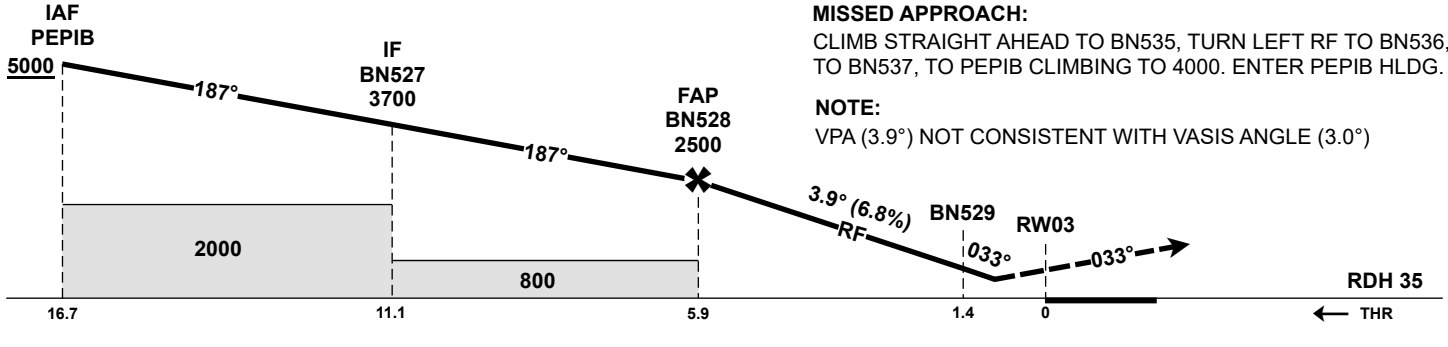
- Attachment -

INSTRUMENT APPROACH CHART - ICAO

5₃ MSA 25 NM ARP	ATIS: 135.905	AD ELEV: 26	
	APP: 127.905	THR ELEV: 14	
	AFIS: 119.605	HGT RELATED TO THR 03	
	VDF AVBL	CIRCLING HGT RELATED TO AD ELEV	
		DIST IN NM. ELEV, ALT AND HGT IN FT	
		SCALE 1:220 000	VAR 6°E (2025)
BRØNNØYSUND BRØNNØY			RNP N RWY 03 (AR)
TRANSITION ALTITUDE			7000



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



MISSED APPROACH:
CLIMB STRAIGHT AHEAD TO BN535, TURN LEFT RF TO BN536, TO BN537, TO PEPiB CLIMBING TO 4000. ENTER PEPiB HLDG.

NOTE:
VPA (3.9°) NOT CONSISTENT WITH VASIS ANGLE (3.0°)

CAT OF ACFT		A	B	C	D
OCA (H) STRAIGHT- IN	RNP 0.3	274 (260)	319 (305)	-	-
	-	-	-	-	-
CIRCLING*		-	-	-	-

NOTE: *CIRCLING NOT AVBL.

CHANGES: NEW PROCEDURE.

ENBN RNP N RWY 03 (AR) - RECOMMENDED CODING

<i>Serial Number</i>	<i>Path Descriptor</i>	<i>WPT ID</i>	<i>Fly- Over</i>	<i>°M (°T)</i>	<i>Mag Var</i>	<i>Dist (NM)</i>	<i>Turn Dir</i>	<i>Altitude (ft)</i>	<i>Speed</i>	<i>VPA (°)/ TCH (ft)</i>	<i>Arc Center/ Radius (NM)</i>	<i>RNP Value (NM)</i>
010	IF	PEPIB	-	-	-6.0	-	-	A5000+	-	-	-	1.0
020	TF	BN527	-	-	-6.0	5.6	-	A3700+	-	-	-	1.0
030	TF	BN528	-	-	-6.0	5.2	-	A2500+	-	-	-	1.0
040	RF	BN529	-	-	-6.0	4.5	L	-	-	-3.9	BN003 1.673	0.3
050	TF	RW03	Y	-	-6.0	1.4	-	-	-	-3.9/35	-	0.3
060	TF	BN535	-	-	-6.0	1.2	-	-	-	-	-	0.3
070	RF	BN536	-	-	-6.0	1.7	L	-	-	-	BN004 1.8	0.3
080	TF	BN537	-	-	-6.0	4.3	-	-	-	-	-	0.3
090	TF	PEPIB	-	-	-6.0	4.3	-	A4000	-	-	-	1.0
100	HM	PEPIB	-	166 (171.8)	-6.0	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: The Navigation Specification associated with each procedure leg is RNP AR APCH.

ENBN RNP N RWY 03 (AR) - SIGNIFICANT POINTS

Name	Latitude	Longitude
BN003	652714.98N	0120705.94E
BN004	652920.97N	0121045.84E
BN527	653238.12N	0120603.39E
BN528	652738.09N	0120311.89E
BN529	652612.36N	0121013.46E
BN535	652813.52N	0121407.71E
BN536	652950.95N	0121454.77E
BN537	653357.91N	0121202.20E
PEPIB	653803.00N	0120910.00E

ATS AIRSPACE CLASSIFICATION: REF ENR 1.4

INSTRUMENT APPROACH CHART - ICAO

5₃

MSA 25 NM ARP

ATIS: 135.905

APP: 127.905

AFIS: 119.605

VDF AVBL

AD ELEV: 26

THR ELEV: 14

HGT RELATED TO THR 03

CIRCLING HGT RELATED TO AD ELEV

DIST IN NM. ELEV, ALT AND HGT IN FT

SCALE 1:310 000

VAR 6°E (2025)

BRØNNØYSUND

BRØNNØY

RNP S RWY 03 (AR)

TRANSITION ALTITUDE

7000

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

IAF OVDIB

4000

IF BN531

2800

FAP BN530

1300

BN529

800

RW03

THR

012°

012°

3.9° (6.8%)

033°

033°

2700

800

RDH 35

11.5

6.6

3.0

1.4

0

MISSED APPROACH:

CLIMB STRAIGHT AHEAD TO BN535, TURN LEFT RF TO BN536, TO BN537, TO PEPID CLIMBING TO 4000. ENTER PEPID HLDG.

NOTE:

VPA (3.9°) NOT CONSISTENT WITH VASIS ANGLE (3.0°).

CAT OF ACFT		A	B	C	D
OCA (H) STRAIGHT- IN	RNP 0.3	274 (260)	319 (305)	-	-
	-	-	-	-	-
CIRCLING*		-	-	-	-

NOTE: *CIRCLING NOT AVBL.

CHANGES: NEW PROCEDURE.

Avinor

26 NOV 2026

ENBN RNP S RWY 03 (AR) - RECOMMENDED CODING

<i>Serial Number</i>	<i>Path Descriptor</i>	<i>WPT ID</i>	<i>Fly- Over</i>	<i>°M (°T)</i>	<i>Mag Var</i>	<i>Dist (NM)</i>	<i>Turn Dir</i>	<i>Altitude (ft)</i>	<i>Speed</i>	<i>VPA (°)/ TCH (ft)</i>	<i>Arc Center/ Radius (NM)</i>	<i>RNP Value (NM)</i>
010	IF	OVDIB	-	-	-6.0	-	-	A4000+	-	-	-	1.0
020	TF	BN531	-	-	-6.0	4.9	-	A2800+	-	-	-	1.0
030	TF	BN530	-	-	-6.0	3.6	-	A1300+	-	-	-	0.3
040	RF	BN529	-	-	-6.0	1.6	R	-	-	-3.9	BN001 4.4	0.3
050	TF	RW03	Y	-	-6.0	1.4	-	-	-	-3.9/35	-	0.3
060	TF	BN535	-	-	-6.0	1.2	-	-	-	-	-	0.3
070	RF	BN536	-	-	-6.0	1.7	L	-	-	-	BN004 1.8	0.3
080	TF	BN537	-	-	-6.0	4.3	-	-	-	-	-	0.3
090	TF	PEPIB	-	-	-6.0	4.3	-	A4000	-	-	-	1.0
100	HM	PEPIB	-	166 (171.8)	-6.0	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.

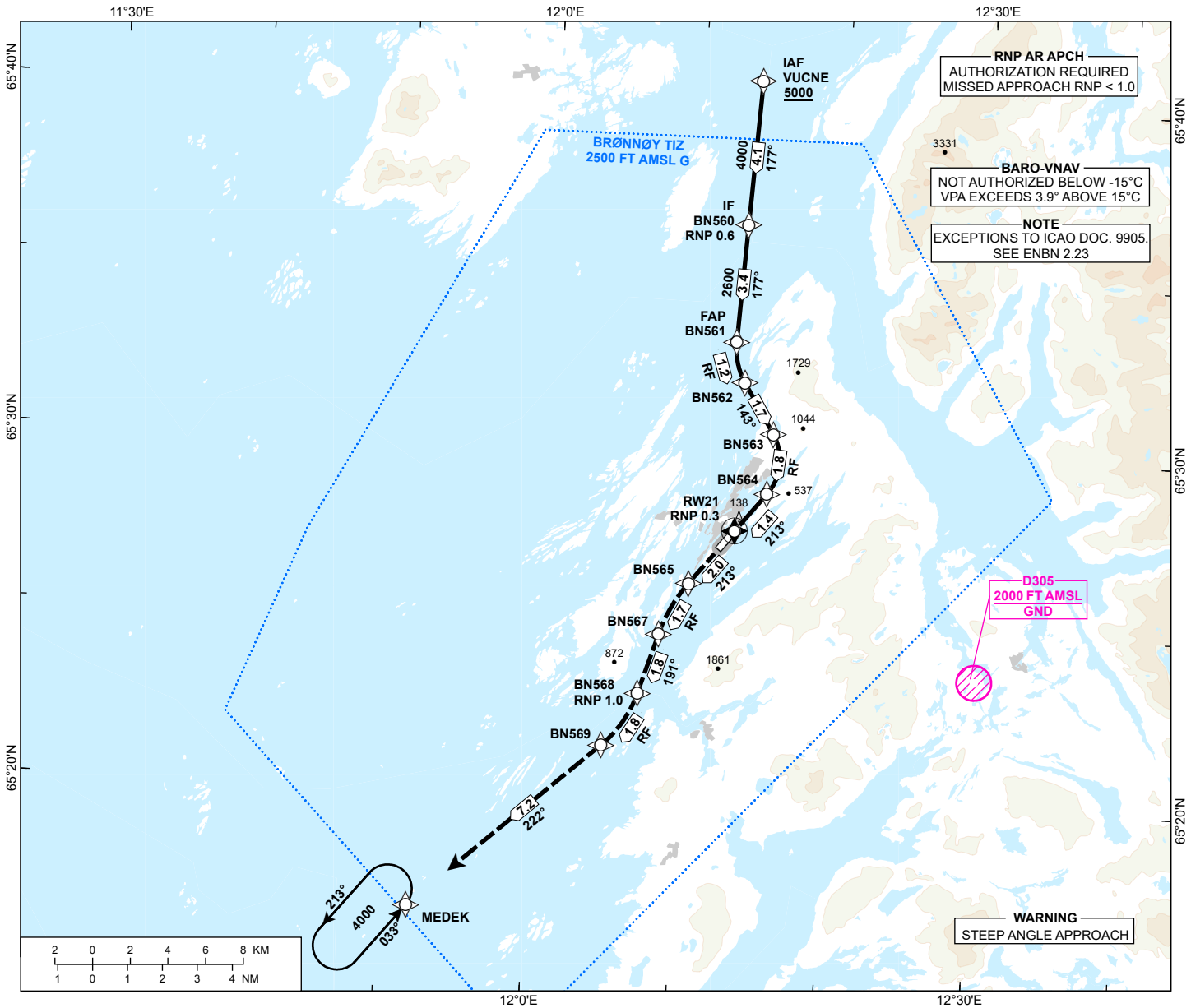
Note: The Navigation Specification associated with each procedure leg is RNP AR APCH.

ENBN RNP S RWY 03 (AR) - SIGNIFICANT POINTS

Name	Latitude	Longitude
BN001	652327.37N	0121825.47E
BN004	652920.97N	0121045.84E
BN529	652612.36N	0121013.46E
BN530	652447.54N	0120824.14E
BN531	652121.14N	0120546.73E
BN535	652813.52N	0121407.71E
BN536	652950.95N	0121454.77E
BN537	653357.91N	0121202.20E
OVDIB	651639.81N	0120213.20E
PEPIB	653803.00N	0120910.00E

INSTRUMENT APPROACH CHART - ICAO

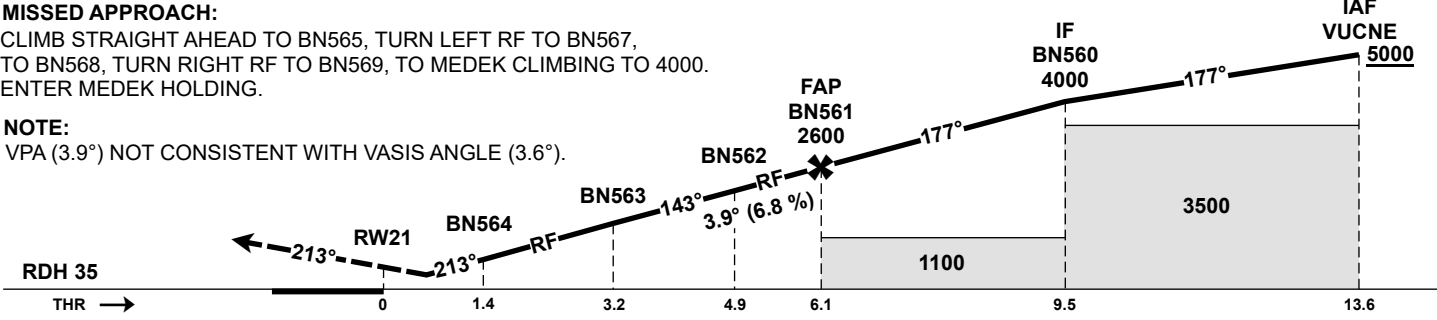
5₃ MSA 25 NM ARP	ATIS: 135.905	AD ELEV: 26	BRØNNØYSUND BRØNNØY
	APP: 127.905	THR ELEV: 26	
	AFIS: 119.605	HGT RELATED TO THR 21	
	VDF AVBL	CIRCLING HGT RELATED TO AD ELEV	
		DIST IN NM. ELEV, ALT AND HGT IN FT	
	SCALE 1:330 000	VAR 6°E (2025)	TRANSITION ALTITUDE 7000



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

MISSED APPROACH:
CLIMB STRAIGHT AHEAD TO BN565, TURN LEFT RF TO BN567, TO BN568, TURN RIGHT RF TO BN569, TO MEDEK CLIMBING TO 4000. ENTER MEDEK HOLDING.

NOTE:
VPA (3.9°) NOT CONSISTENT WITH VASIS ANGLE (3.6°).



CAT OF ACFT		A	B	C	D
OCA (H) STRAIGHT- IN	RNP 0.2	298 (272)	314 (288)	-	-
	-	-	-	-	-
CIRCLING*		-	-	-	-

NOTE: *CIRCLING NOT AVBL.

CHANGES: NEW PROCEDURE.

ENBN RNP N RWY 21 (AR) - RECOMMENDED CODING

<i>Serial Number</i>	<i>Path Descriptor</i>	<i>WPT ID</i>	<i>Fly- Over</i>	<i>°M (°T)</i>	<i>Mag Var</i>	<i>Dist (NM)</i>	<i>Turn Dir</i>	<i>Altitude (ft)</i>	<i>Speed</i>	<i>VPA (°)/ TCH (ft)</i>	<i>Arc Center/ Radius (NM)</i>	<i>RNP Value (NM)</i>
010	IF	VUCNE	-	-	-6.0	-	-	A5000+	-	-	-	1.0
020	TF	BN560	-	-	-6.0	4.1	-	A4000+	-	-	-	1.0
030	TF	BN561	-	-	-6.0	3.4	-	A2600+	-	-	-	0.6
040	RF	BN562	-	-	-6.0	1.2	L	-	-	-3.9	BN006 2.000	0.2
050	TF	BN563	-	-	-6.0	1.7	-	-	-	-3.9	-	0.2
060	RF	BN564	-	-	-6.0	1.8	R	-	-	-3.9	BN007 1.500	0.2
070	TF	RW21	Y	-	-6.0	1.4	-	-	-	-3.9/35	-	0.2
080	TF	BN565	-	-	-6.0	2.0	-	-	-	-	-	0.3
090	RF	BN567	-	-	-6.0	1.7	L	-	-	-	BN008 4.500	0.3
100	TF	BN568	-	-	-6.0	1.8	-	-	-	-	-	0.3
110	RF	BN569	-	-	-6.0	1.8	R	-	-	-	BN009 3.400	1.0
120	TF	MEDEK	-	-	-6.0	7.2	-	A4000	-	-	-	1.0
130	HM	MEDEK	-	033 (038.9)	-6.0	1 MIN	L	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: The Navigation Specification associated with each procedure leg is RNP AR APCH.

ENBN RNP N RWY 21 (AR) - SIGNIFICANT POINTS

Name	Latitude	Longitude
BN006	653304.12N	0121741.33E
BN007	652949.25N	0121236.01E
BN008	652325.85N	0121840.95E
BN009	652401.96N	0115921.86E
BN560	653632.92N	0121321.67E
BN561	653311.15N	0121253.21E
BN562	653202.17N	0121334.54E
BN563	653035.74N	0121540.78E
BN564	652853.01N	0121524.23E
BN565	652614.60N	0121017.78E
BN567	652445.32N	0120824.07E
BN568	652302.44N	0120708.17E
BN569	652130.85N	0120447.95E
MEDEK	651641.44N	0115200.30E
VUCNE	654040.28N	0121356.74E

ATS AIRSPACE CLASSIFICATION: REF ENR 1.4

INSTRUMENT APPROACH CHART - ICAO

5₃

MSA 25 NM ARP

ATIS: 135.905

APP: 127.905

AFIS: 119.605

VDF AVBL

AD ELEV: 26

THR ELEV: 26

HGT RELATED TO THR 21

CIRCLING HGT RELATED TO AD ELEV

DIST IN NM. ELEV, ALT AND HGT IN FT

SCALE 1:250 000

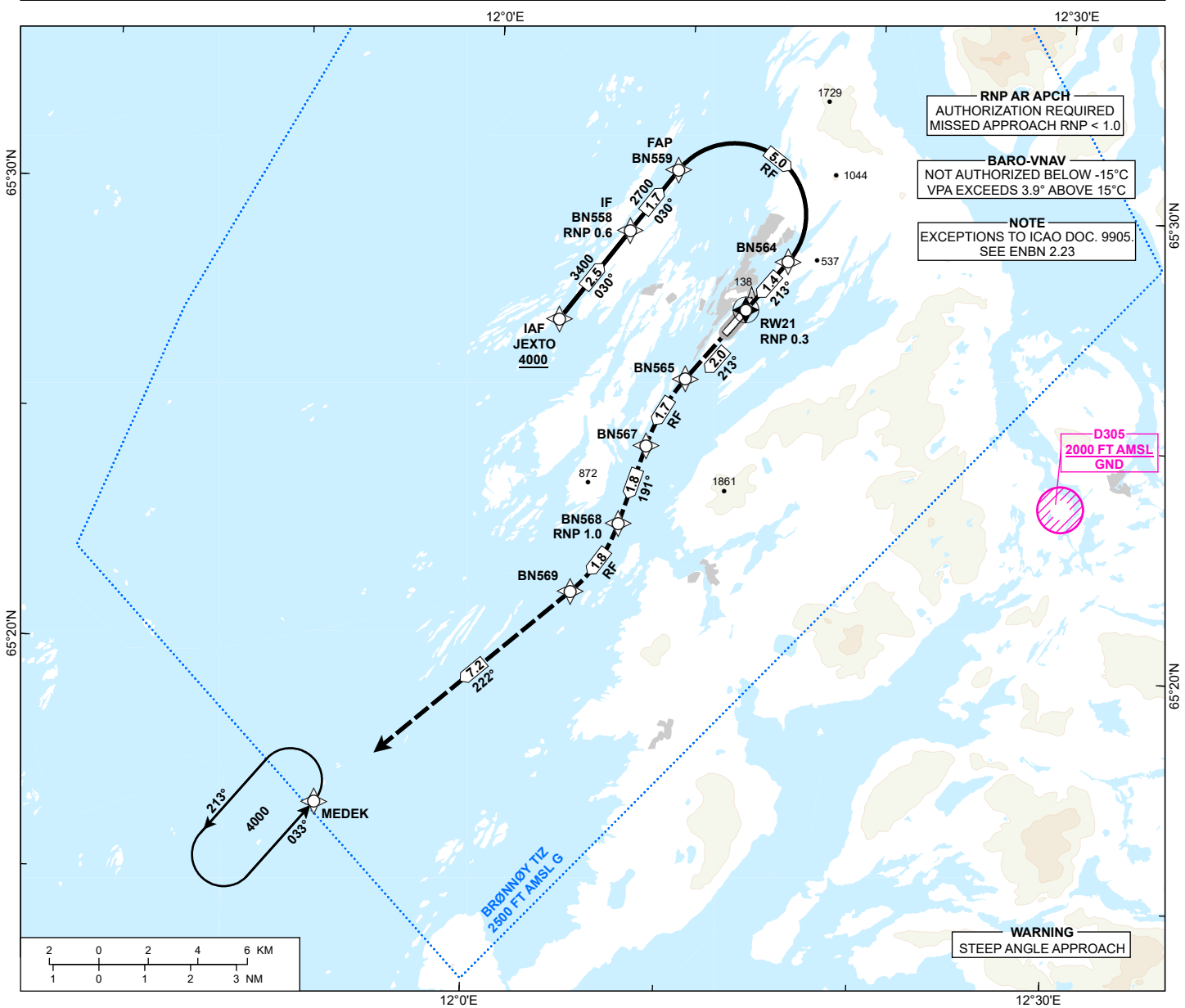
VAR 6°E (2025)

BRØNNØYSUND

BRØNNØY

RNP W RWY 21 (AR)

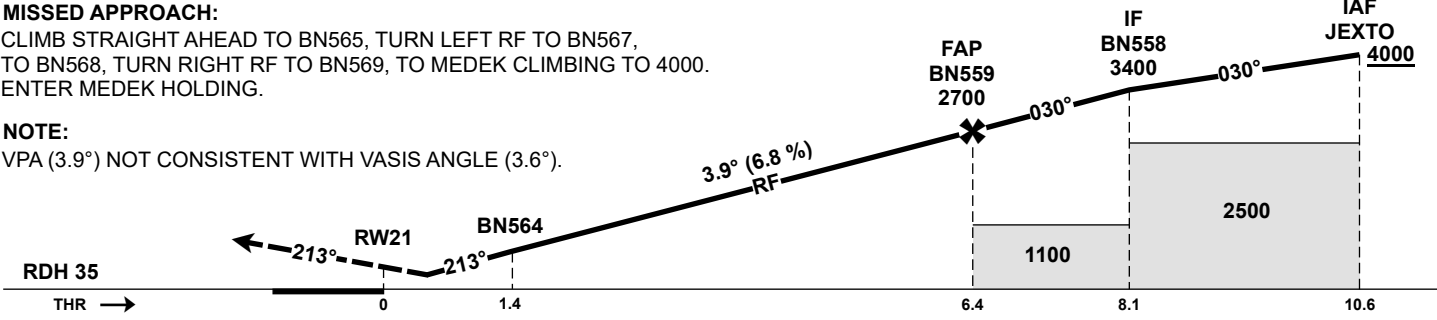
TRANSITION ALTITUDE 7000



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

MISSED APPROACH:
CLIMB STRAIGHT AHEAD TO BN565, TURN LEFT RF TO BN567, TO BN568, TURN RIGHT RF TO BN569, TO MEDEK CLIMBING TO 4000. ENTER MEDEK HOLDING.

NOTE:
VPA (3.9°) NOT CONSISTENT WITH VASIS ANGLE (3.6°).



CAT OF ACFT		A	B	C	D
OCA (H) STRAIGHT- IN	RNP 0.2	298 (272)	314 (288)	-	-
	-	-	-	-	-
CIRCLING*		-	-	-	-

NOTE: *CIRCLING NOT AVBL.

CHANGES: NEW PROCEDURE.

ENBN RNP W RWY 21 (AR) - RECOMMENDED CODING

<i>Serial Number</i>	<i>Path Descriptor</i>	<i>WPT ID</i>	<i>Fly-Over</i>	<i>°M (°T)</i>	<i>Mag Var</i>	<i>Dist (NM)</i>	<i>Turn Dir</i>	<i>Altitude (ft)</i>	<i>Speed</i>	<i>VPA (°)/TCH (ft)</i>	<i>Arc Center/Radius (NM)</i>	<i>RNP Value (NM)</i>
010	IF	JEXTO	-	-	-6.0	-	-	A4000+	-	-	-	1.0
020	TF	BN558	-	-	-6.0	2.5	-	A3400+	-	-	-	1.0
030	TF	BN559	-	-	-6.0	1.7	-	A2700+	-	-	-	0.6
040	RF	BN564	-	-	-6.0	5.0	R	-	-	-3.9	BN010 1.560	0.2
050	TF	RW21	Y	-	-6.0	1.4	-	-	-	-3.9/35	-	0.2
060	TF	BN565	-	-	-6.0	2.0	-	-	-	-	-	0.3
070	RF	BN567	-	-	-6.0	1.7	L	-	-	-	BN008 4.500	0.3
080	TF	BN568	-	-	-6.0	1.8	-	-	-	-	-	0.3
090	RF	BN569	-	-	-6.0	1.8	R	-	-	-	BN009 3.400	1.0
100	TF	MEDEK	-	-	-6.0	7.2	-	A4000	-	-	-	1.0
110	HM	MEDEK	-	033 (038.9)	-6.0	1 MIN	L	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: The Navigation Specification associated with each procedure leg is RNP AR APCH.

ENBN RNP W RWY 21 (AR) - SIGNIFICANT POINTS

Name	Latitude	Longitude
BN008	652325.85N	0121840.95E
BN009	652401.96N	0115921.86E
BN010	652951.50N	0121229.27E
BN558	652924.94N	0120704.33E
BN559	653046.56N	0120927.87E
BN564	652853.01N	0121524.23E
BN565	652614.60N	0121017.78E
BN567	652445.32N	0120824.07E
BN568	652302.44N	0120708.17E
BN569	652130.85N	0120447.95E
JEXTO	652725.63N	0120335.09E
MEDEK	651641.44N	0115200.30E