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Airport Information For ENDU
Terminal Charts For ENDU
Revision Letter For Cycle 24-2019
Change Notices
Notebook

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General Information

Location: BARDUFOSS NOR
ICAO/IATA: ENDU / BDU
Lat/Long: N69° 03.3', E018° 32.4'
Elevation: 253 ft

Airport Use: Joint-Use
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 8.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: No
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: Never
Sunset: 24 Hour Night

Runway Information

Runway: 10
Length x Width: 8019 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 253 ft
Lighting: Edge, ALS
Displaced Threshold: 1453 ft

Runway: 28
Length x Width: 8019 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 219 ft
Lighting: Edge, ALS

Communication Information

ATIS: 129.725
Bardufoss Tower: 118.100
Bardufoss Tower: 28.070 Military
Bardufoss Clearance Delivery: 122.100
Bardufoss Clearance Delivery: 25.780 Military
Bardufoss Approach: 27.530 Military
Bardufoss Approach: 39.737 Military

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Bardufoss Approach: 125.850
Bardufoss Approach: 118.800
Bardufoss Radar: 27.530 Military
Bardufoss Radar: 39.737 Military
Bardufoss Radar: 118.800
Bardufoss Radar: 125.850

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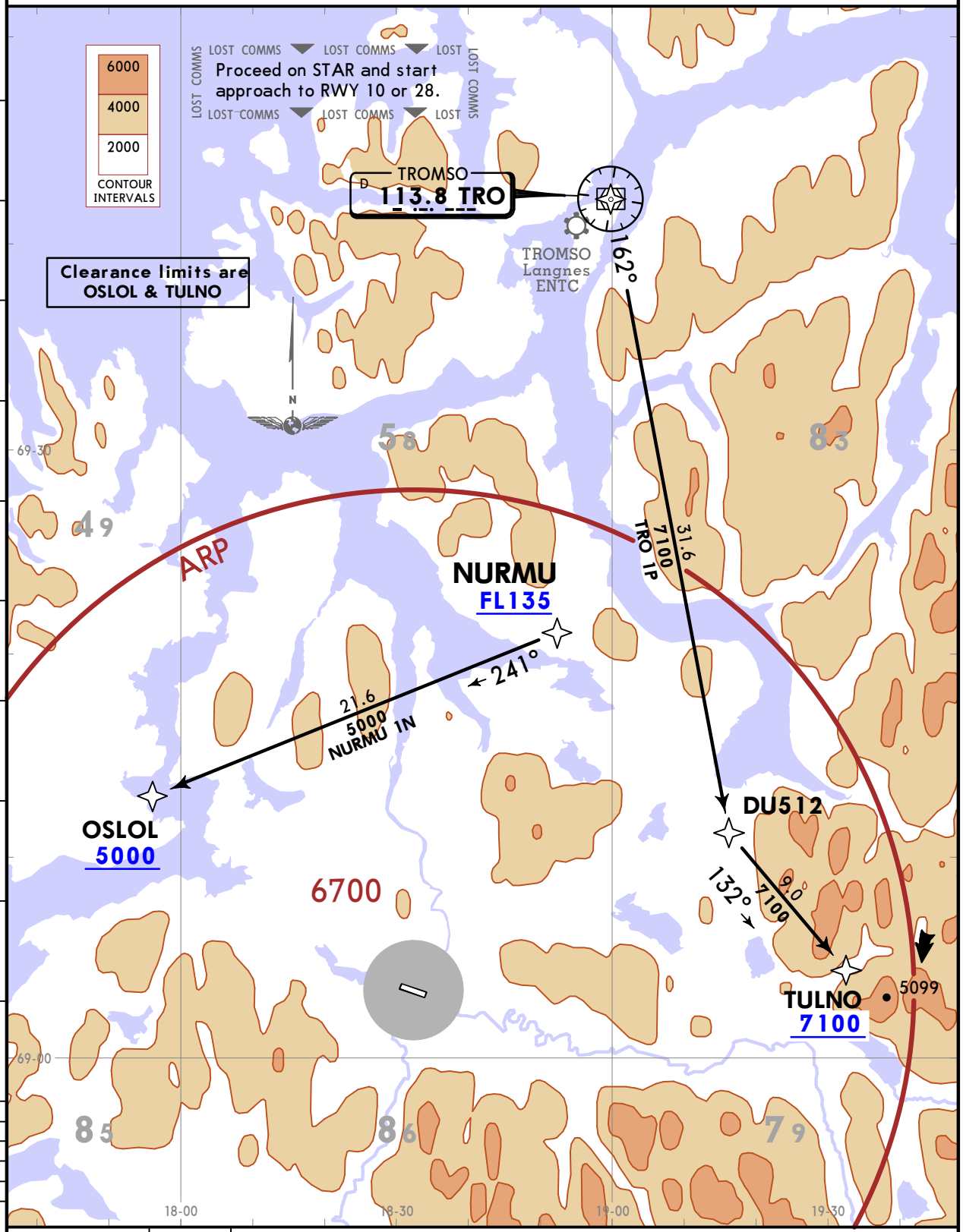
ATIS	Apt Elev	
129.725	253	Alt Set: hPa Trans level: By ATC **1. RNAV 1.** **2. GNSS required.** 3. Surveillance service shall be available. 4 Loss of RNAV 1 capability, request vectoring. 5. Vectoring may be used for sequencing. 6. Descend as cleared by ATC.

NURMU 1N [NURM1N] ,TROMSO 1P (TRO 1P) [TRO1P]
RNAV ARRIVALS



STAR	RWY	ROUTING
NURMU 1N	10	From NURMU to OSLOL.
TRO 1P	28	From TRO to DU512, to TULNO.

CHANGES: Reissue.

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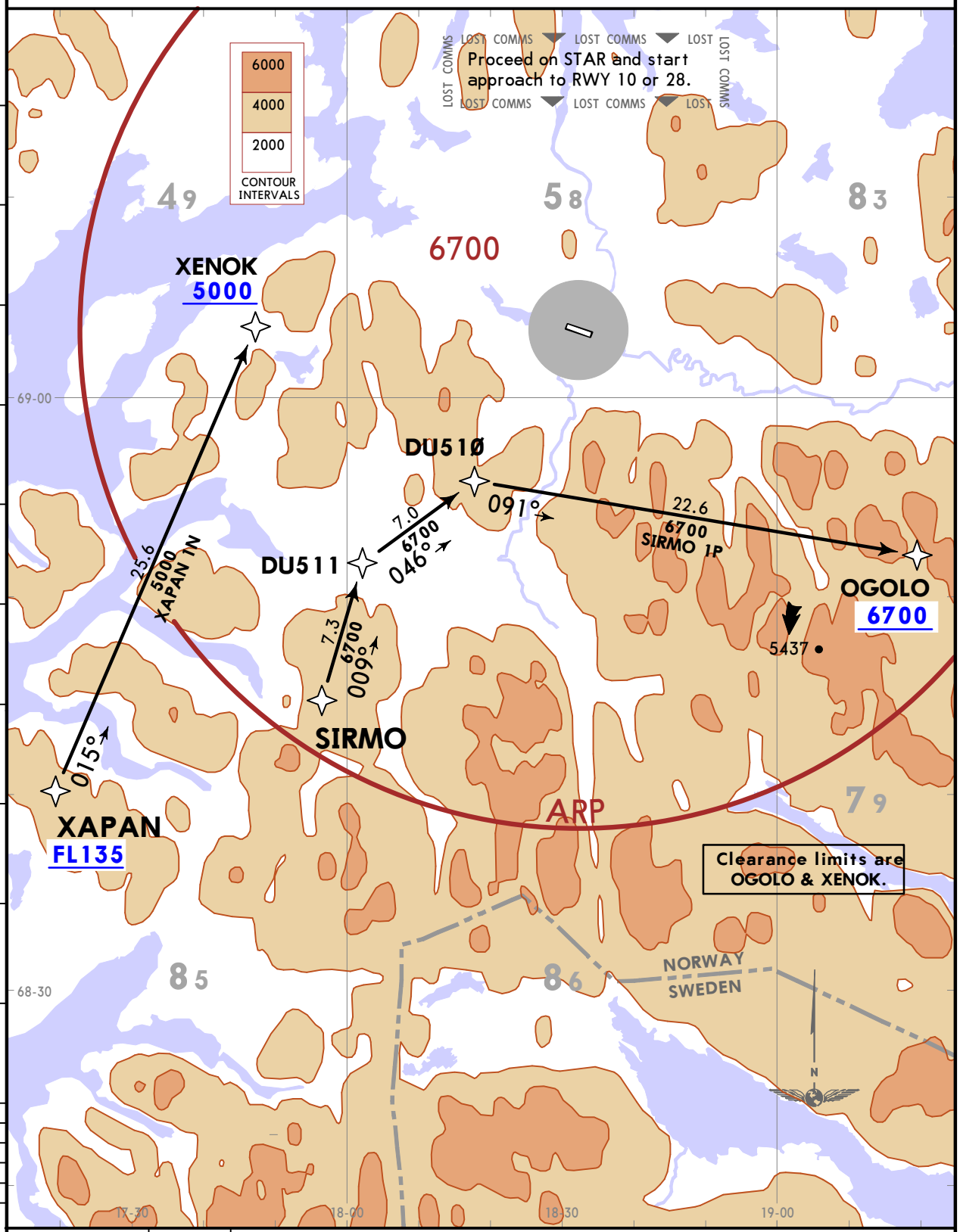
ATIS	Apt Elev	
129.725	253	Alt Set: hPa Trans level: By ATC **1. RNAV 1.** **2. GNSS required.** 3. Surveillance service shall be available. 4 Loss of RNAV 1 capability, request vectoring. 5. Vectoring may be used for sequencing. 6. Descend as cleared by ATC.

SIRMO 1P [SIRM1P] , XAPAN 1N [XAPA1N]
RNAV ARRIVALS



STAR	RWY	ROUTING
SIRMO 1P	28	From SIRMO to DU511, to DU510, to OGOLO.
XAPAN 1N	10	From XAPAN to XENOK.

CHANGES: Reissue.

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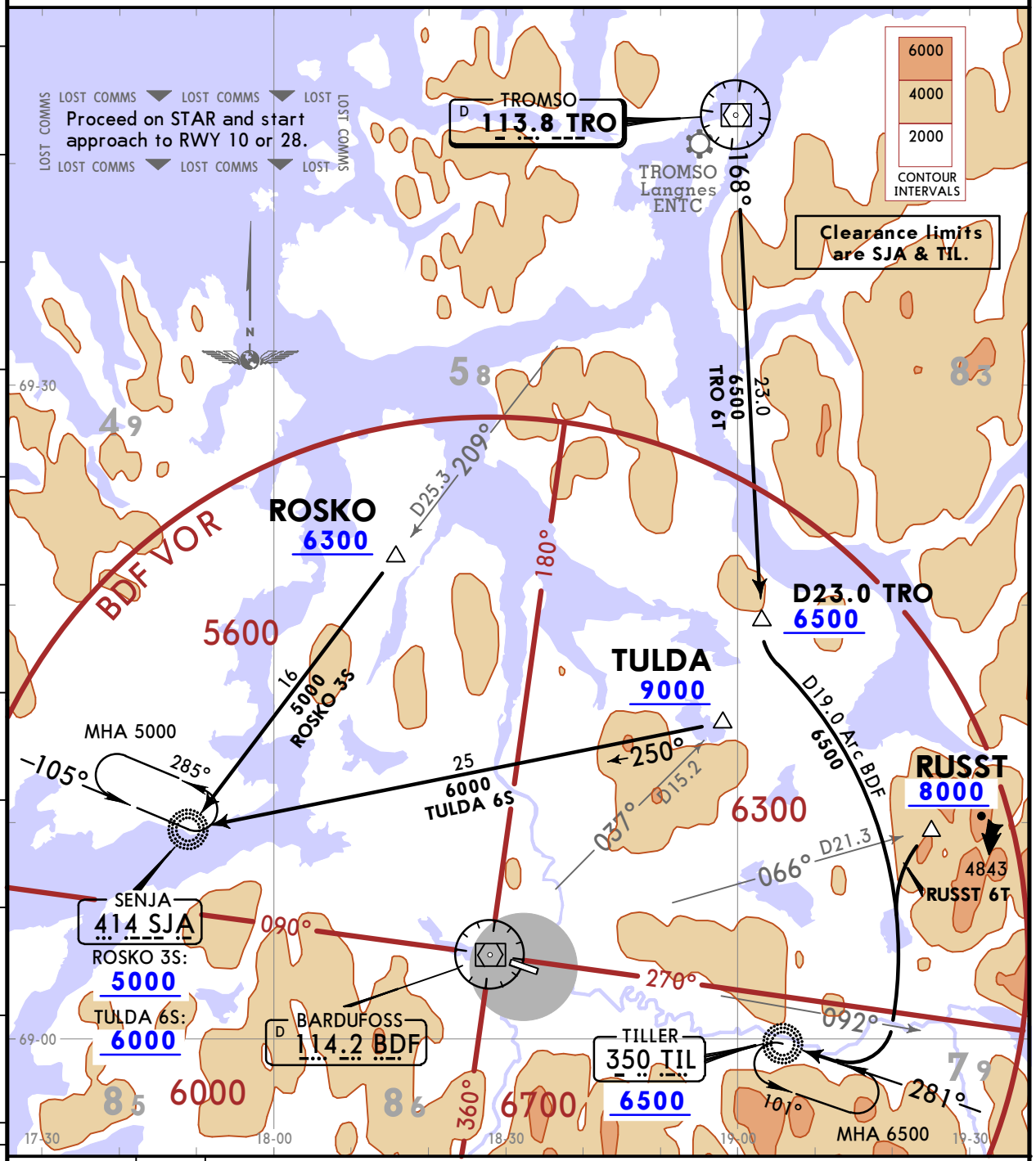
ATIS	Apt Elev	
129.725	253	Alt Set: hPa Trans level: By ATC **1. ADF, DME & VOR required.** 2. Surveillance service shall be available. 3. Vectoring may be used for sequencing. 4. Descend as cleared by ATC.

ROSKO 3S [ROSK3S]
RUSST 6T [RUST6T]
TROMSO 6T (TRO 6T) [TRO6T]
TULDA 6S [TULD6S]
ARRIVALS



STAR	RWY	ROUTING
ROSKO 3S	10	Intercept TRO R209 to SJA.
RUSST 6T	28	Along D19.0 Arc BDF, when passing BDF R092 turn RIGHT, intercept 281° bearing to TIL.
TRO 6T		Intercept TRO R168 to D23.0 TRO, along D19.0 Arc BDF, when passing BDF R092 turn RIGHT, intercept 281° bearing to TIL.
TULDA 6S	10	Intercept 250° bearing to SJA.

CHANGES: STARs ROSKO 3S & TRO 6T, radial update.

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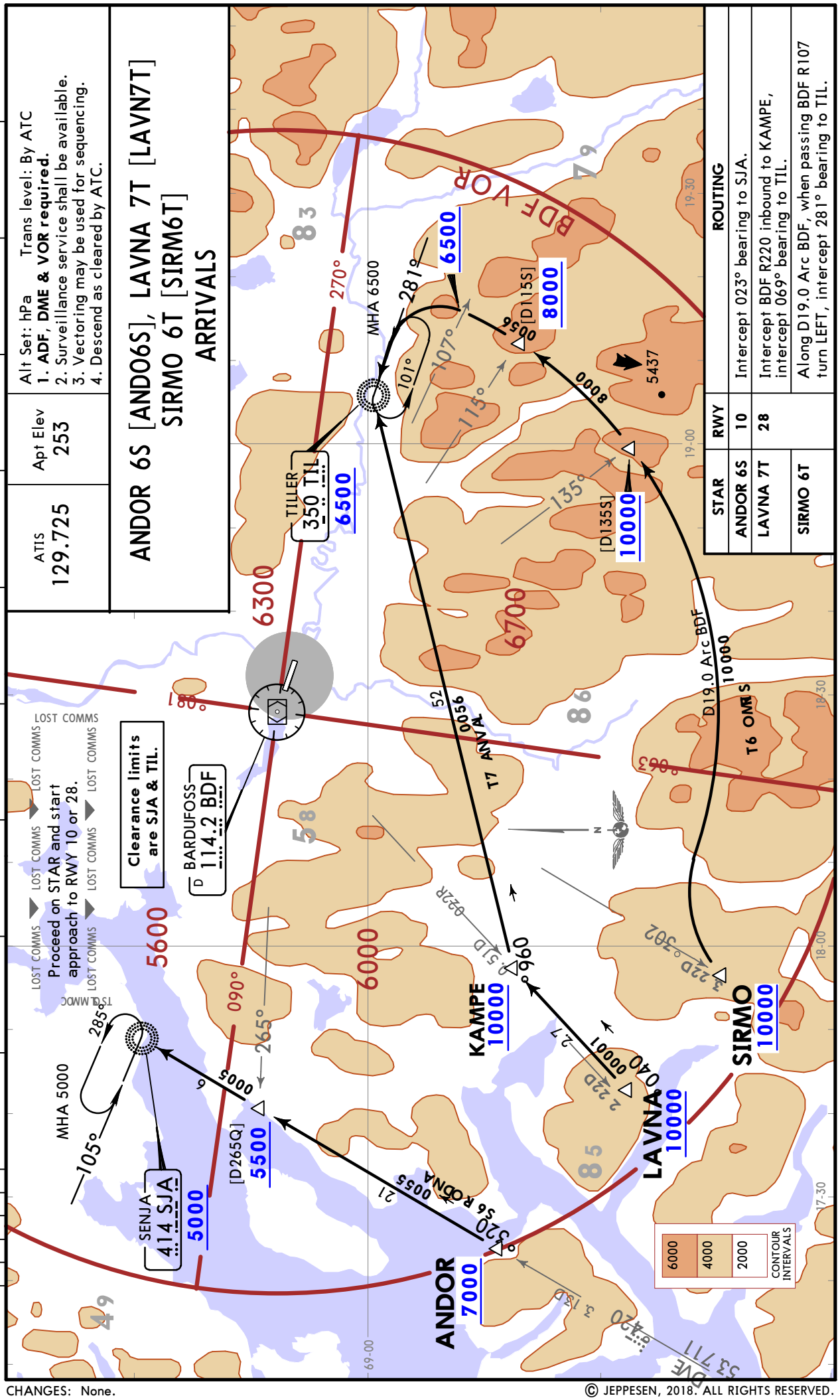
ATIS 129.725

Apt Elev 253

Alt Set: hPa Trans level: By ATC
1. ADF, DME & VOR required.
2. Surveillance service shall be available.
3. Vectoring may be used for sequencing.
4. Descend as cleared by ATC.

ANDOR 6S [AND06S], LAVNA 7T [LAVN7T] SIRMO 6T [SIRM6T] ARRIVALS



STAR	RWY	ROUTING
ANDOR 6S	10	Intercept 023° bearing to SJA.
LAVNA 7T	28	Intercept BDF R220 inbound to KAMPE, intercept 069° bearing to TIL.
SIRMO 6T		Along D19.0 Arc BDF, when passing BDF R107 turn LEFT, intercept 281° bearing to TIL.

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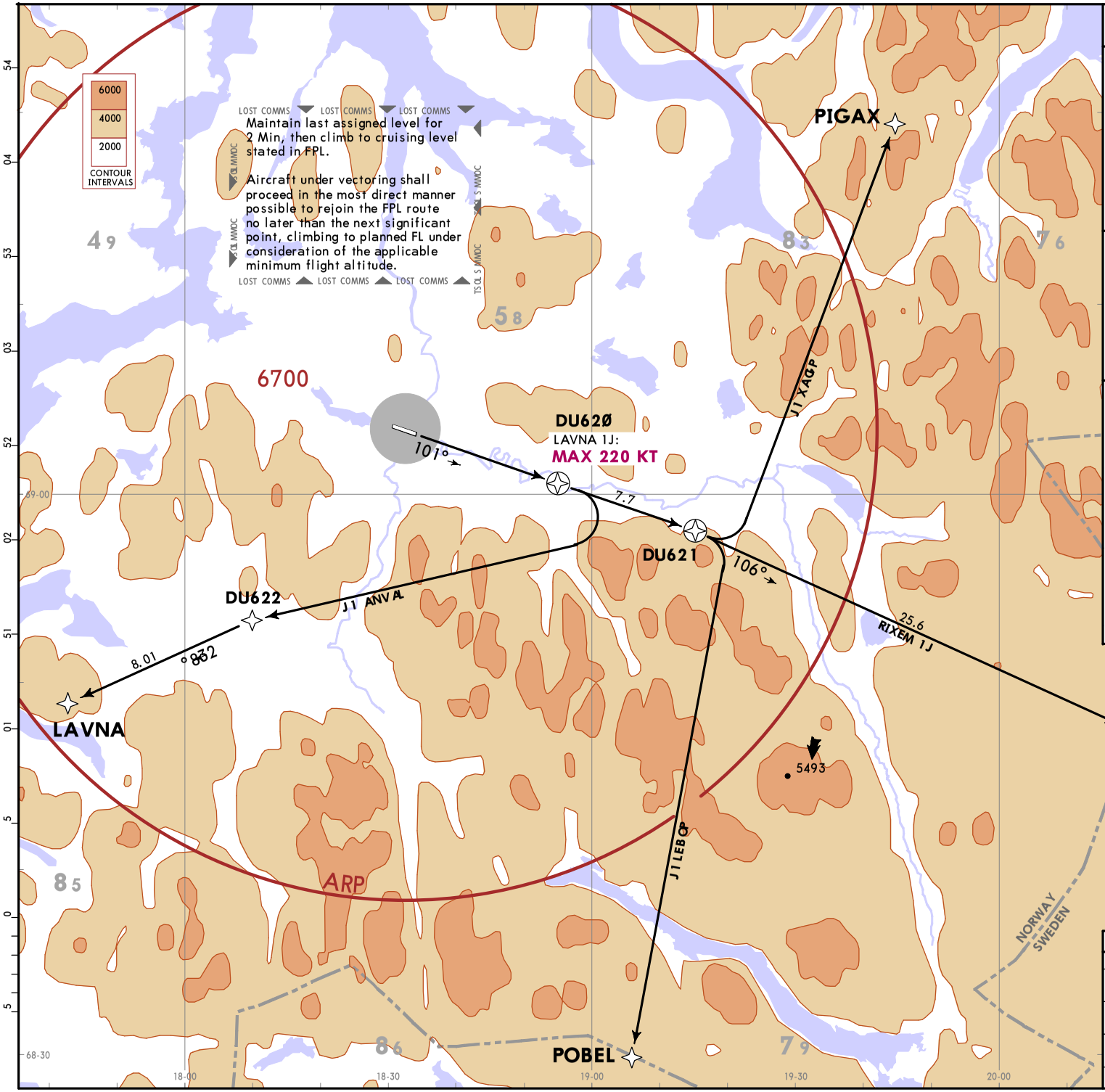

Apt Elev
253

Trans alt: 7000.
1. RNAV 1.
2. GNSS required.
3. Contact as instructed by BARDUFOSS TWR.
4. Class A GNSS shall not be used.
5. Non RNAV 1 equipped ACFT: At first contact with BARDUFOSS TWR state 'UNABLE RNAV 1 DUE (reason)". CONVENTIONAL DEPARTURES available.
6. Surveillance service shall be available.
7. When being vectored or cleared for direct routing, climb gradients apply.
8. EXPECT close-in obstacles.

LAVNA 1J [LAVN1J]
PIGAX 1J [PIGA1J]
POBEL 1J [POBE1J]
RIXEM 1J [RIXE1J]
RWY 10 RNAV DEPARTURES

These SIDs require minimum climb gradients of
LAVNA 1J: 474 per NM (7.8%) up to 5600.
PIGAX 1J, POBEL 1J, RIXEM 1J:
444 per NM (7.3%) up to 1000, then
PIGAX 1J, RIXEM 1J: 298 per NM (4.9%) up to 5400.
POBEL 1J: 316 per NM (5.2%) up to 5800.

Gnd speed-KT	75	100	150	200	250	300
298 per NM	373	497	745	993	1242	1490
316 per NM	395	527	790	1053	1317	1580
444 per NM	555	740	1110	1480	1850	2220
474 per NM	593	790	1185	1580	1975	2370

If unable to comply inform ATC.
Raising terrain from THR RWY 28 to 0.2 NM after THR require more than 7.3% climb gradient and must be avoided visually or by other means.

Initial climb clearance **FL90**

SID	ROUTING
LAVNA 1J	CLimb on 101° track to DU620, turn RIGHT, direct to DU622, to LAVNA.
PIGAX 1J	CLimb on 101° track to DU621, turn LEFT, direct to PIGAX.
POBEL 1J	CLimb on 101° track to DU621, turn RIGHT, direct to POBEL.
RIXEM 1J	CLimb on 101° track to DU621, to RIXEM.

CHANGES: RNAV SIDs established; SIDs transferred.

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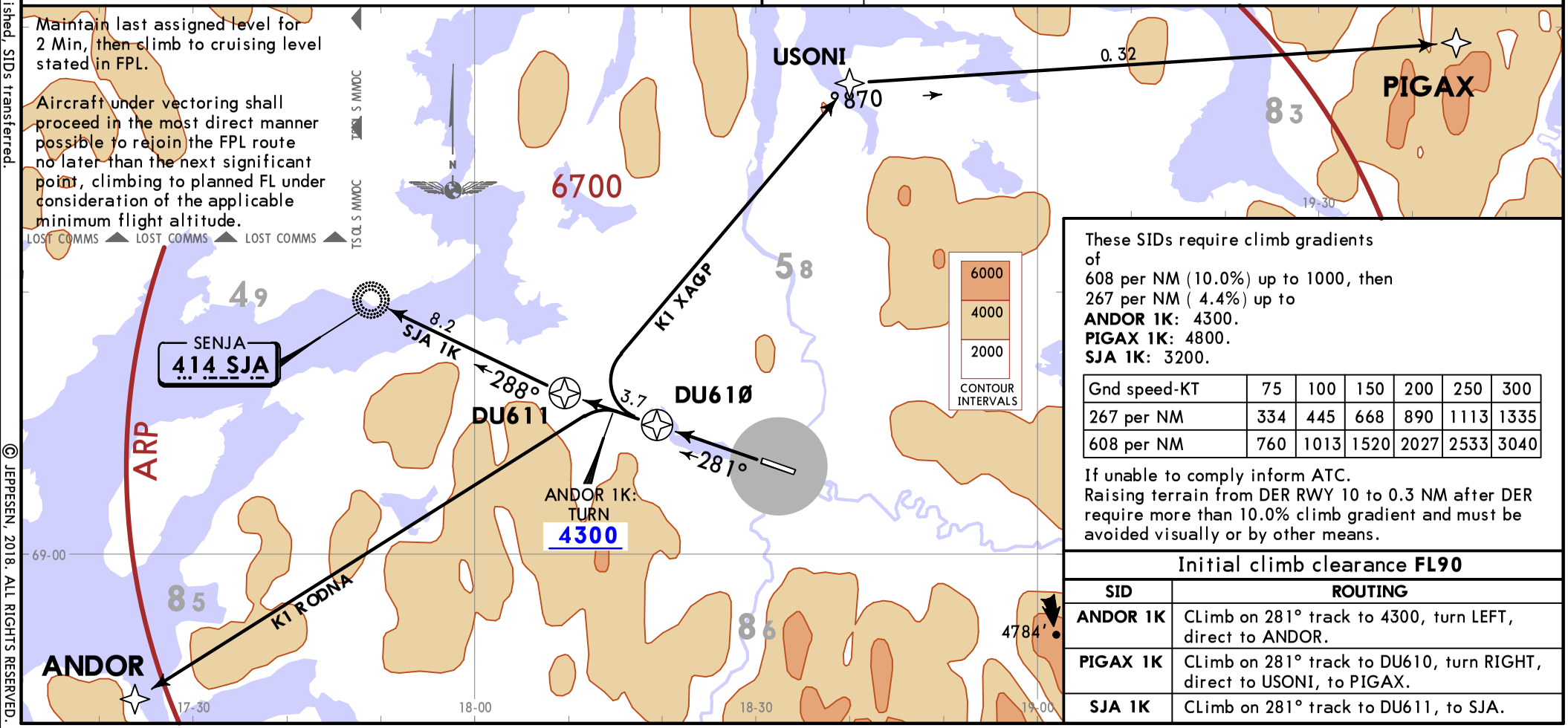
ANDOR 1K [ANDO1K]
PIGAX 1K [PIGA1K]
SJA 1K (SJA 1K) [SJA1K]
RWY 28 RNAV DEPARTURES

Apt Elev
253

Trans alt: 7000.
1. **RNAV 1.**
2. **GNSS required.**
3. Contact as instructed by BARDUFOSS TWR.
4. Class A GNSS shall not be used.
5. Non RNAV 1 equipped ACFT: At first contact with BARDUFOSS TWR state 'UNABLE RNAV 1 DUE (reason)". CONVENTIONAL DEPARTURES available.
6. Surveillance service shall be available.
7. When being vectored or cleared for direct routing, climb gradients apply.
8. EXPECT close-in obstacles.



These SIDs require climb gradients of
608 per NM (10.0%) up to 1000, then
267 per NM (4.4%) up to
ANDOR 1K: 4300.
PIGAX 1K: 4800.
SJA 1K: 3200.

Gnd speed-KT	75	100	150	200	250	300
267 per NM	334	445	668	890	1113	1335
608 per NM	760	1013	1520	2027	2533	3040

If unable to comply inform ATC.
Raising terrain from DER RWY 10 to 0.3 NM after DER require more than 10.0% climb gradient and must be avoided visually or by other means.

Initial climb clearance **FL90**

SID	ROUTING
ANDOR 1K	CLimb on 281° track to 4300, turn LEFT, direct to ANDOR.
PIGAX 1K	CLimb on 281° track to DU610, turn RIGHT, direct to USONI, to PIGAX.
SJA 1K	CLimb on 281° track to DU611, to SJA.

CHANGES: RNAV SIDs established, SIDs transferred.

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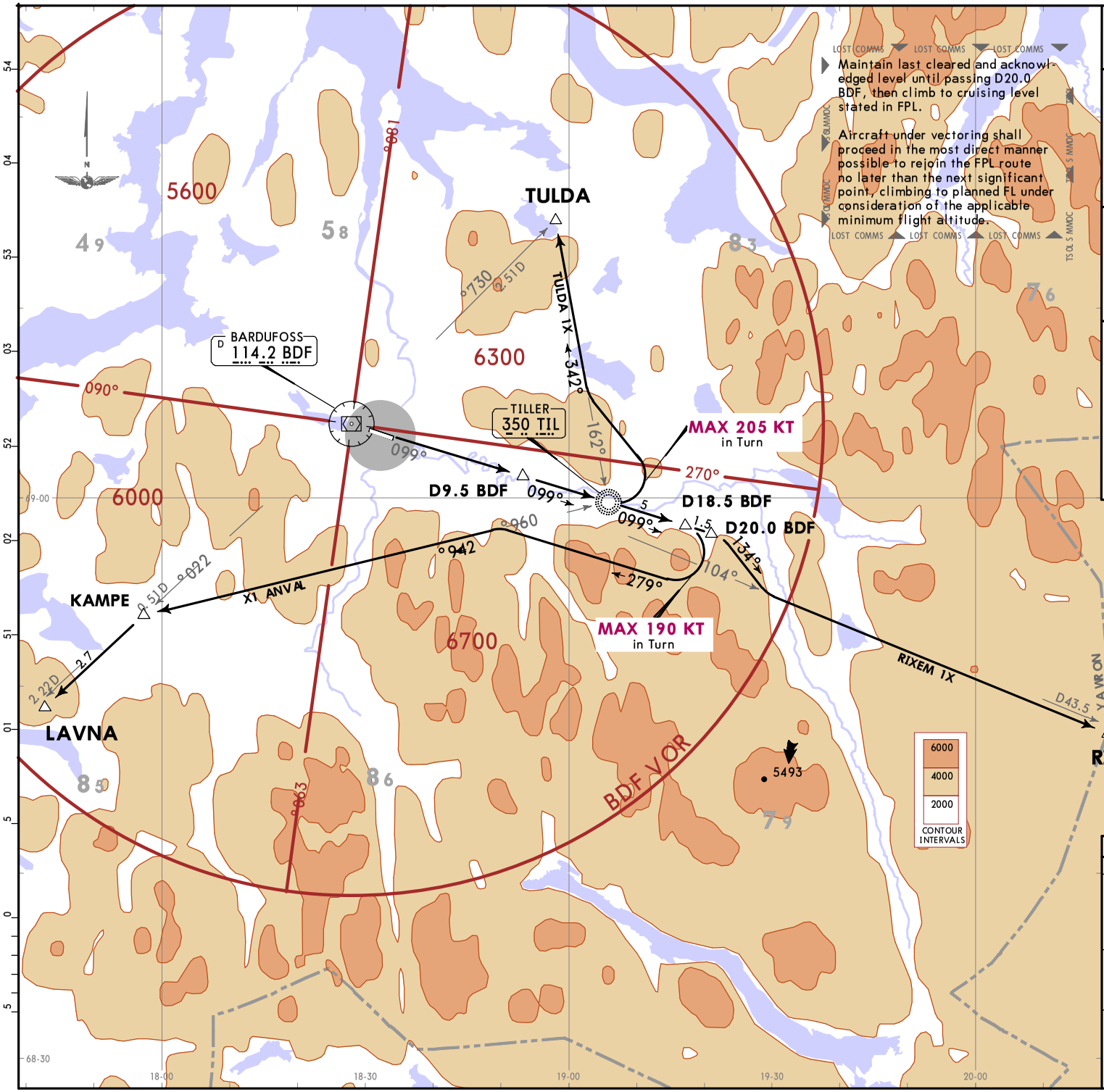

*BARDUFOSS Departure	Apt Elev
118.8	253

Trans alt: 7000'
1. **ADF, DME & VOR required.**
2. Contact BARDUFOSS Departure when instructed by BARDUFOSS Tower.
3. Surveillance service shall be available.
4. When vectored or cleared for direct routing the SID climb gradients apply. At or above 6500 clearance for direct routing will be given as soon as traffic permits.
5. EXPECT close-in obstacles.

LAVNA 1X [LAVN1X]
RIXEM 1X [RIXE1X]
TULDA 1X [TULD1X]
RWY 10 DEPARTURES

These SIDs require minimum climb gradients of
444 per NM (7.3%) up to 1000, then
365 per NM (6.0%) up to 6000.

Gnd speed-KT	75	100	150	200	250	300
365 per NM	456	608	913	1217	1521	1825
444 per NM	555	740	1110	1480	1850	2220

If unable to comply inform ATC.
Raising terrain from THR RWY 28 to 0.2 NM after THR require more than 7.3% climb gradient and must be avoided visually or by other means.

Initial climb clearance**FL90**

SID	ROUTING
LAVNA 1X	Climb on BDF R099 to D9.5 BDF, intercept 099° bearing to TIL, continue on 099° bearing to D18.5 BDF, turn RIGHT, 279° track, intercept 249° bearing from TIL to KAMPE, turn LEFT, intercept BDF R220 to LAVNA.
RIXEM 1X	Climb on BDF R099 to D9.5 BDF, intercept 099° bearing to TIL, continue on 099° bearing to D20.0 BDF, turn RIGHT, 134° track, intercept BDF R104 to RIXEM.
TULDA 1X	Climb on BDF R099 to D9.5 BDF, intercept 099° bearing to TIL, turn LEFT, intercept 342° bearing from TIL to TULDA. IF below 6000 at TIL, continue on 099° bearing from TIL to 6000 before turn.

CHANGES: New Charts (SIDs tranferred & completely revised)

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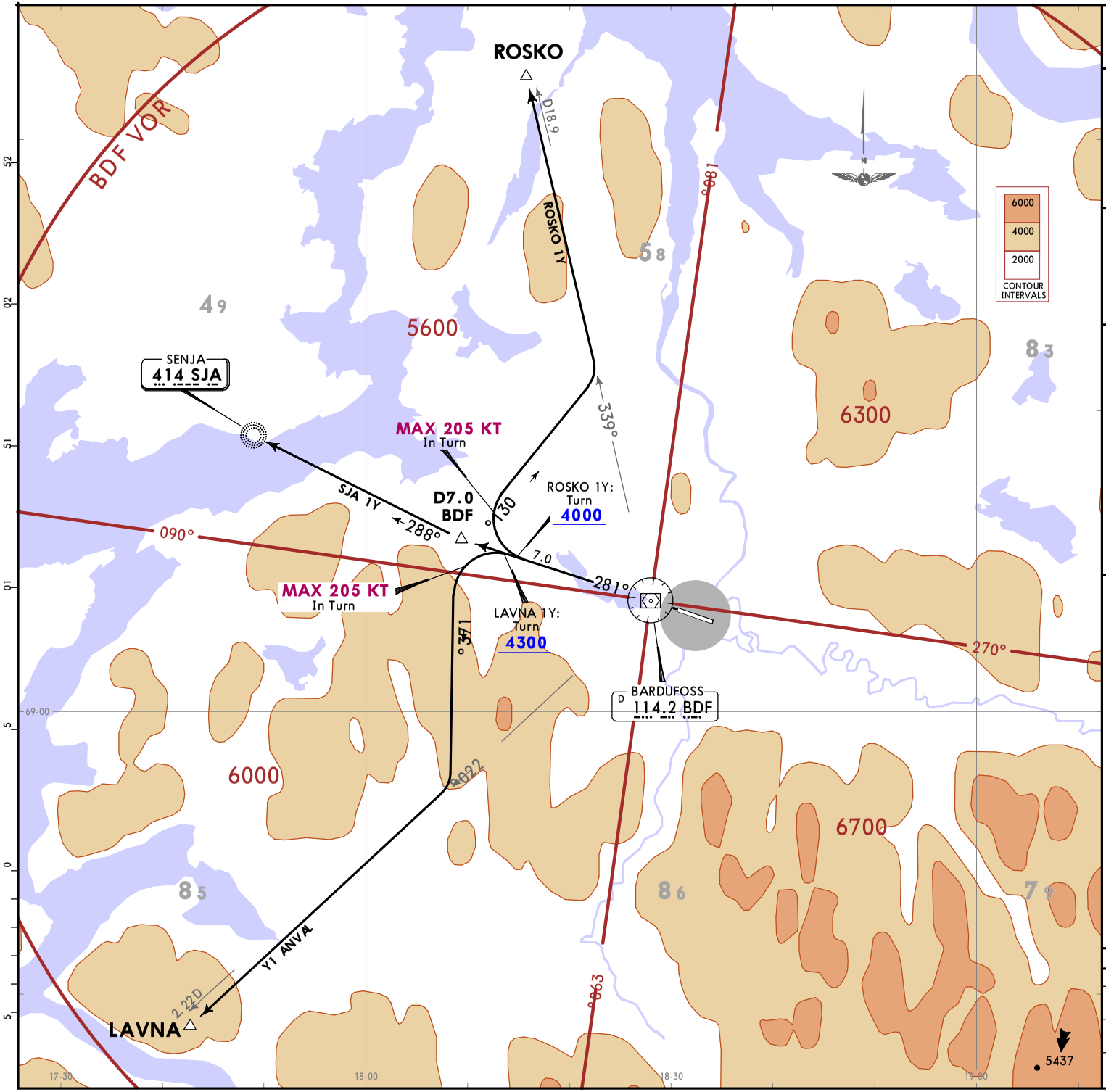

*BARDUFOSS Departure	Apt Elev
118.8	253

Trans alt: 7000'
1. **ADF, DME & VOR required.**
2. Contact BARDUFOSS Departure when instructed by BARDUFOSS Tower.
3. Surveillance service shall be available.
4. When vectored or cleared for direct routing the SID climb gradients apply. At or above 6500 clearance for direct routing will be given as soon as traffic permits.
5. EXPECT close-in obstacles.

LAVNA 1Y [LAVN1Y]
ROSKO 1Y [ROSK1Y]
SJA 1Y (SJA 1Y) [SJA1Y]
RWY 28 DEPARTURES

These SIDs require minimum climb gradients of 608 per NM (10.0%) up to 1000, then 304 per NM (5.0%) up to
LAVNA 1Y: 4300.
ROSKO 1Y: 4000.
SJA 1Y: 3500.

Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	913	1217	1521	1825
444' per NM	555	740	1110	1480	1850	2220
608' per NM	760	1013	1520	2027	2533	3040

If unable to comply inform ATC.
Raising terrain from DER RWY 10 to 0.3 NM after DER require more than 10.0% climb gradient and must be avoided visually or by other means.

LOST COMMS LOST COMMS LOST COMMS

Maintain last cleared and acknowledged level until passing D20.0 BDF, then climb to cruising level stated in FPL.

Aircraft under vectoring shall proceed in the most direct manner possible to rejoin the FPL route no later than the next significant point, climbing to planned FL under consideration of the applicable minimum flight altitude.

LOST COMMS LOST COMMS LOST COMMS

Initial climb clearance**FL90**

SID	ROUTING
LAVNA 1Y	Cimb on BDF R281 to 4300, turn LEFT, 173° track, intercept BDF R220 to LAVNA.
ROSKO 1Y	Cimb on BDF R281 to 4000, turn RIGHT, 031° track, intercept BDF R339 to ROSKO.
SJA 1Y	Cimb on BDF R281 to D7.0 BDF, intercept 288° bearing to SJA.

CHANGES: New Charts (SIDs tranferred & completely revised)

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*BARDUFOSS Departure 118.8	Apt Elev 253	Trans alt: 7000 1. When instructed by BARDUFOSS TWR, contact BARDUFOSS Departure. 2. When being vectored or cleared for direct routing climb gradients apply. 3. EXPECT close-in obstacles. Terrain and vegetaion in DER area.

OMNI 1Y
RWY 28 OMNIDIRECTIONAL DEPARTURE

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ◀

LOST COMMS ▶ Climb on 281° track to 6000 then proceed in the most direct manner to join the FPL, climbing to the cruising level stated in FPL.

LOST COMMS ▶ Aircraft under vectoring shall proceed in the most direct manner possible to rejoin the FPL route climbing to the FPL cruising level.

LOST COMMS ◀

LOST COMMS ▶ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

This Departure requires minimum climb gradients of
608 per NM (10.0%) up to 1000, then
414 per NM (6.8%) up to 4000.

Gnd speed-KT	75	100	150	200	250	300
414' per NM	518	690	1035	1380	1725	2070
608' per NM	760	1013	1520	2027	2533	3040

If unable to cpmply inform ATC.

Initial climb clearance **7000**

ROUTING

CLimb on 281° track to at or above 6000. Turn according to ATC clearance.

CHANGES: New chart.

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ENDU/BDU

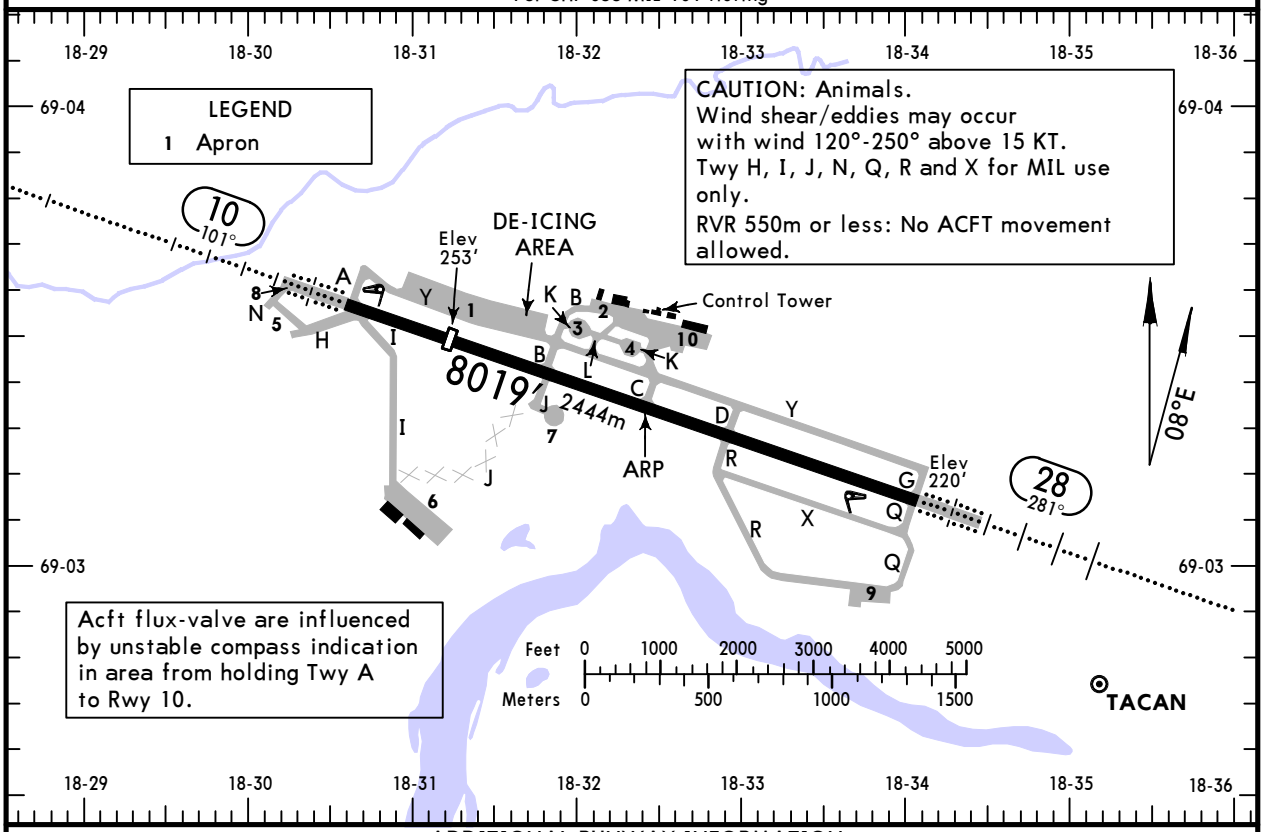
Apt Elev **253'**
N69 03.4 E018 32.4

JEPPESEN
17 MAY 19 (10-9) **Eff 23 May**

BARDUFOSS, ~~NORWAY~~
BARDUFOSS

ATIS	*BARDUFOSS Clearance	*Tower
129.725	122.1X	118.1

For UHF see MIL-101 listing



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
10 ❶	HIRL (60m) HIALS ❷ SFL ❸ PAPI (4.0°)	6565' 2001m		❹	148' 45m
28	HIRL (60m) HIALS SFL ❸ PAPI (3.4°)		7290' 2222m		

❶ Rwy grooved.
❷ Total length of HIALS 2840m. Further crossbars at 1760m, 2300m and 2780m from thresh.
❸ Rwy 10: Between 1760m and 2780m from thresh. Rwy 28: Between 430m and 1340m from thresh.
❹ TAKE-OFF RUN AVAILABLE

RWY 10:	From Overrun West (on request upon start-up)	8868'(2703m)
	rwy head	8018'(2444m)
	twy B int	5259'(1603m)
	twy C int	3848'(1173m)
RWY 28:	From Overrun East (on request upon start-up)	8868'(2703m)
	rwy head	8018'(2444m)
	twy D int	5456'(1663m)
	twy C int	4177'(1273m)

Special requirements for acft operators performing commercial transportation

The acft operator performing commercial transportation shall stipulate special crew qualification requirements (Cat B, REF EASA AMC1 ORO.FC.105).
Departure procedures, take-off minima, take-off weight limitations shall be documented.
The acft operator shall document fulfilment of the requirements above to CAA Norway at least 14 days prior to commencing operations. CAA Norway will, after evaluating the documentation and finding it adequate, issue a letter of compliance. A copy of this letter has to be carried by the crew and presented to local APT authorities or representatives of CAA Norway on request.

Standard

TAKE-OFF

A	
B	
C	RVR 550m
D	

CHANGES: Twy N added. Twy T withdrawn. Rwy 28 elevation. Notes.

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BARDUFOSS, NORWAY

BARDUFOSS

STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
10	LOC Z or X	1320′ (1067′)	1000m / 1000m
	❶ LPV	1047′ (794′)	750m / 1000m
	❷ LPV	1273′ (1020′)	750m / 1000m
	❶ LNAV/VNAV	1210′ (957′)	750m / 1000m
	❷ LNAV/VNAV	1250′ (997′)	750m / 1000m
	❶ LNAV	1320′ (1067′)	1000m / 1000m
	❷ LNAV	1530′ (1277′)	1000m / 1000m
	VOR	1350′ (1097′)	1000m / 1000m
28	❸ ILS	659′ (440′)	750m / 1000m
	❹ ILS	659′ (440′)	750m / 1000m
	❷ ILS	939′ (720′)	750m / 1000m
	❹ LOC	820′ (601′)	1000m / 1000m
	❷ LOC	950′ (731′)	1000m / 1000m
	❹ LPV	655′ (436′)	750m / 1000m
	❷ LPV	835′ (616′)	750m / 1000m
	❸ LNAV	1130′ (911′)	1000m / 1000m
	❹ LNAV	1170′ (951′)	1000m / 1000m
	❷ LNAV	1260′ (1041′)	1000m / 1000m
	VOR	1220′ (1001′)	1000m / 1000m
	NDB	2060′ (1841′)	1000m / 1000m

❶ Missed apch climb gradient mim 3.0%.
❷ Missed apch climb gradient mim 2.5%.
❸ Missed apch climb gradient mim 5.0%.
❹ Missed apch climb gradient mim 4.0%.

CIRCLE-TO-LAND ❺	MDA(H)	VIS
	1700′ (1447′)	1000m
After NDB 28	2060′ (1807′)	1000m

❺ Not authorized North of airport.

TAKE-OFF RWY 10, 28

RL/FATO LTS, RCLM & RVR info	RL/FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
550m			550m ❻	800m

❻ Or rejected take-off distance whichever is the greater.

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ENDU/BDU BARDUFOSS

JEPPESEN

4 MAY 18 (11-1)

BARDUFOSS, NORWAY LOC Z Rwy 10

ATIS	*BARDUFOSS Approach (R)	*BARDUFOSS Tower
129.725	118.8 125.850X	118.1

For UHF see MIL-101 listing

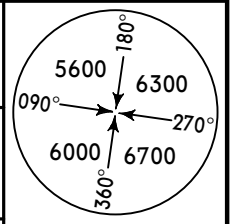
BRIEFING STRIP ™

LOC DU	Final Apch Crs	Procedure Alt DU4ØØ	DA/MDA(H)	Apt Elev 253′ Rwy 253′
110.3	101°	4000′ (3747′)	1320′ (1067′)	

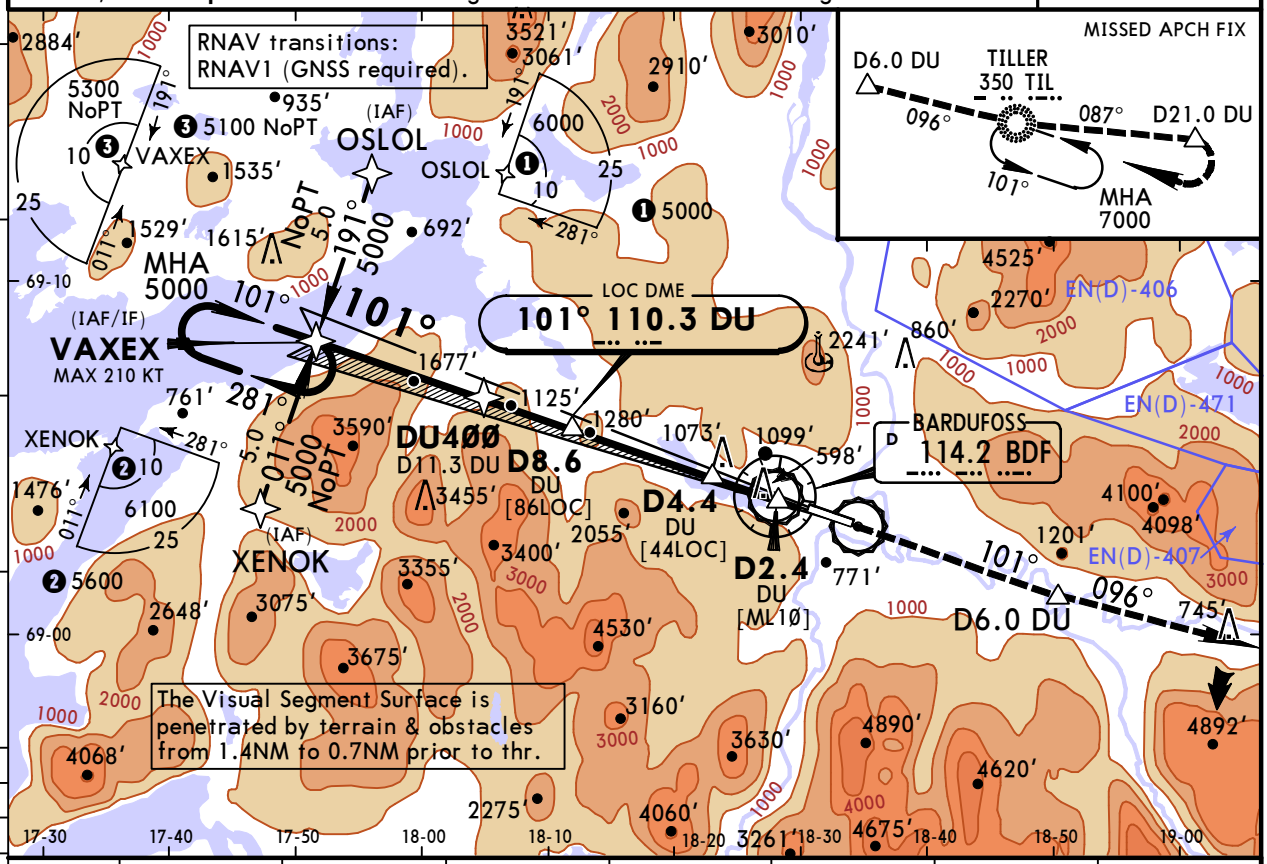
MISSED APCH: Climb STRAIGHT AHEAD to D6.0 DU. Continue on 096° to NDB. Proceed on 087° to D21.0 DU. Turn RIGHT direct to NDB. Enter holding climbing to 7000′.

Alt Set: hPa Rwy Elev: 9 hPa Trans level: By ATC Trans alt: 7000′

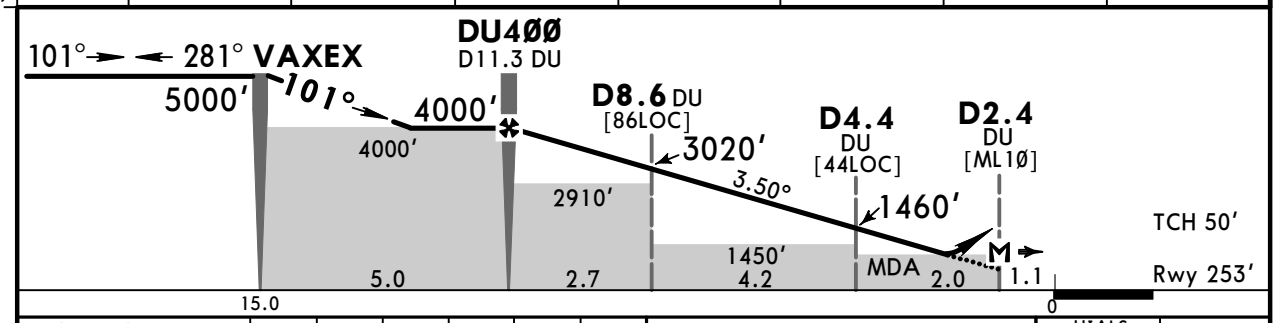
1. ADF, DME required. 2. Descent angle not consistent with PAPI angle.



MSA BDF VOR



DU DME	11.0	10.0	9.0	8.0	7.0	6.0	5.0
ALTITUDE	3910′	3540′	3170′	2800′	2430′	2050′	1680′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.50°	434	557	619	743	867	991
MAP at D2.4 DU						

HIALS PAPI PAPI

D6.0 DU

Standard STRAIGHT-IN LANDING RWY 10

CDFA

DA/MDA(H) **1320′** (1067′)

ALS out

		Max Kts	MDA(H)	VIS
A	RVR 1500m	100	1700′ (1447′)	1500m
B		135	1760′ (1507′)	1600m
C	RVR 2400m	180	2240′ (1987′)	2400m
D		205	3780′ (3527′)	3600m

CIRCLE-TO-LAND

Not authorized North of airport

PANS OPS

CHANGES: Communications.

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ENDU/BDU
BARDUFOSS

JEPPESEN

4 MAY 18 (11-2) CAT A & B

BARDUFOSS, NORWAY
LOC X Rwy 10

ATIS	*BARDUFOSS Approach (R)	*BARDUFOSS Tower
129.725	118.8 125.850X	118.1

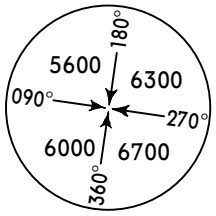
For UHF see MIL-101 listing

BRIEFING STRIP

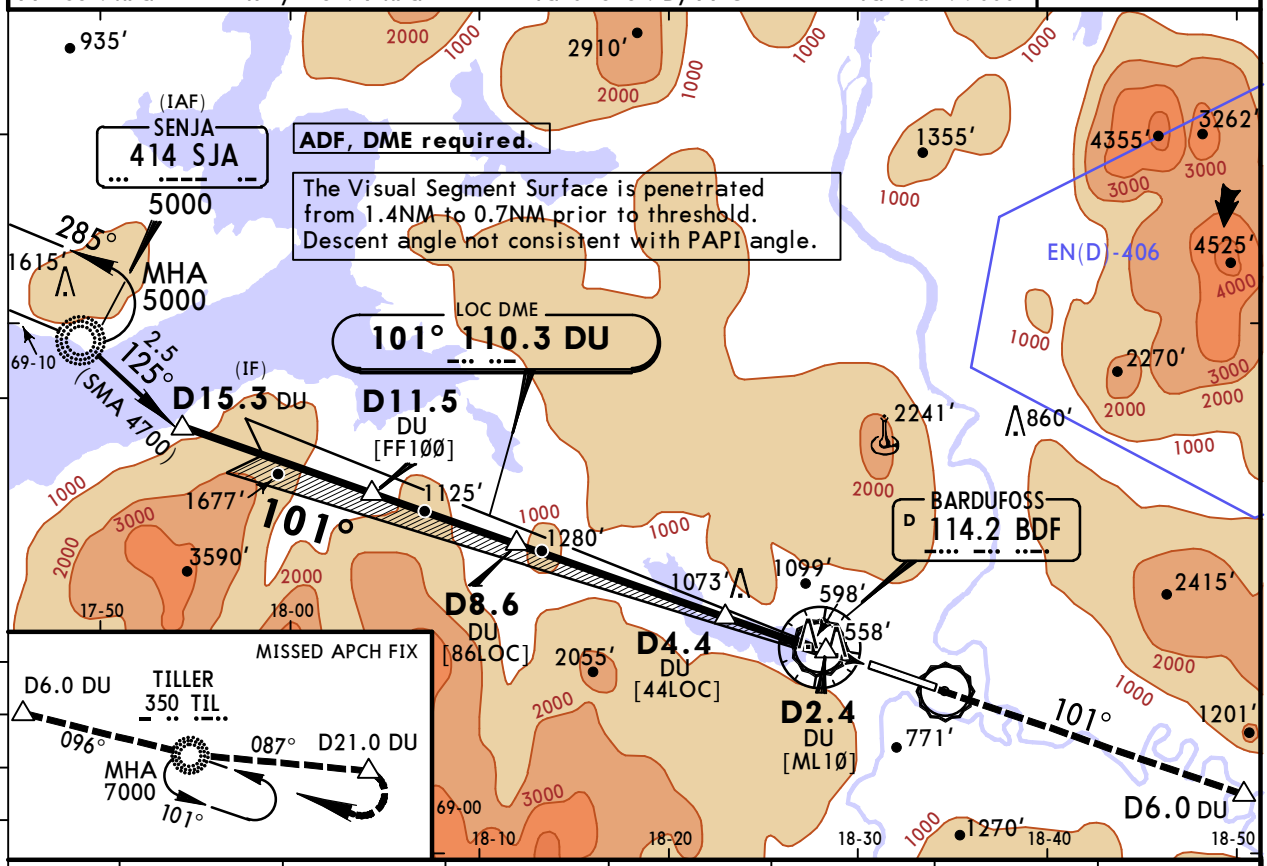
LOC DU	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev 253′
110.3	101°	D11.5 DU 4100′ (3847′)	1320′ (1067′)	Rwy 253′

MISSED APCH: Climb STRAIGHT AHEAD to D6.0 DU. Continue on 096° to TIL NDB. Proceed on 087° to D21.0 DU. Turn RIGHT direct to TIL NDB. Enter holding climbing to 7000′.

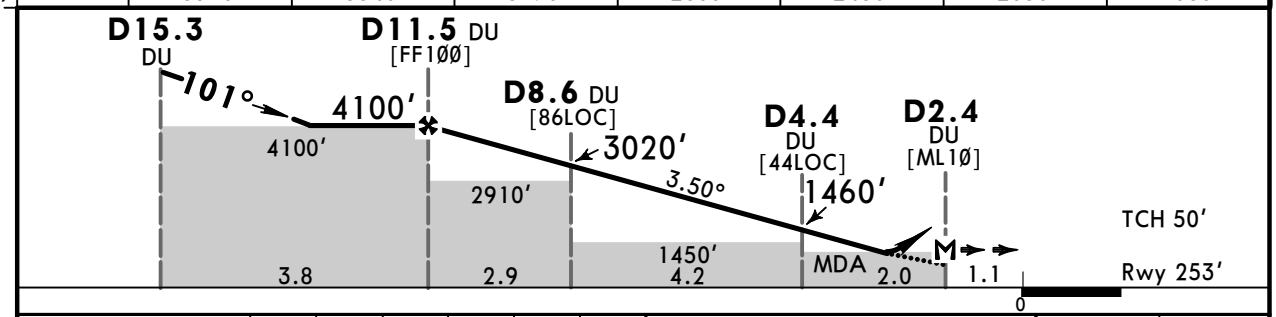
Alt Set: hPa Rwy Elev: 9 hPa Trans level: By ATC Trans alt: 7000′



MSA BDF VOR



DU DME	11.0	10.0	9.0	8.0	7.0	6.0	5.0
ALTITUDE	3910′	3540′	3170′	2800′	2430′	2050′	1680′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.50°	434	557	619	743	867	991
MAP at D2.4 DU						

HIALS PAPI PAPI

D6.0 DU

Standard STRAIGHT-IN LANDING RWY 10

CDFA

DA/MDA(H) 1320′ (1067′)

ALS out

A, B	RVR 1500m
C, D	NOT APPLICABLE

CIRCLE-TO-LAND

Not authorized North of airport

Max Kts	MDA(H)	VIS
100	1700′ (1447′)	1500m
135	1760′ (1507′)	1600m
C, D	NOT APPLICABLE	

PANS OPS

CHANGES: Communications.

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ENDU/BDU
BARDUFOSS

JEPPESEN
4 MAY 18 (11-3)

BARDUFOSS, NORWAY
❶ ILS or LOC Rwy 28

ATIS	*BARDUFOSS Approach (R)	*BARDUFOSS Tower
129.725	118.8 125.850X	118.1

For UHF see MIL-101 listing

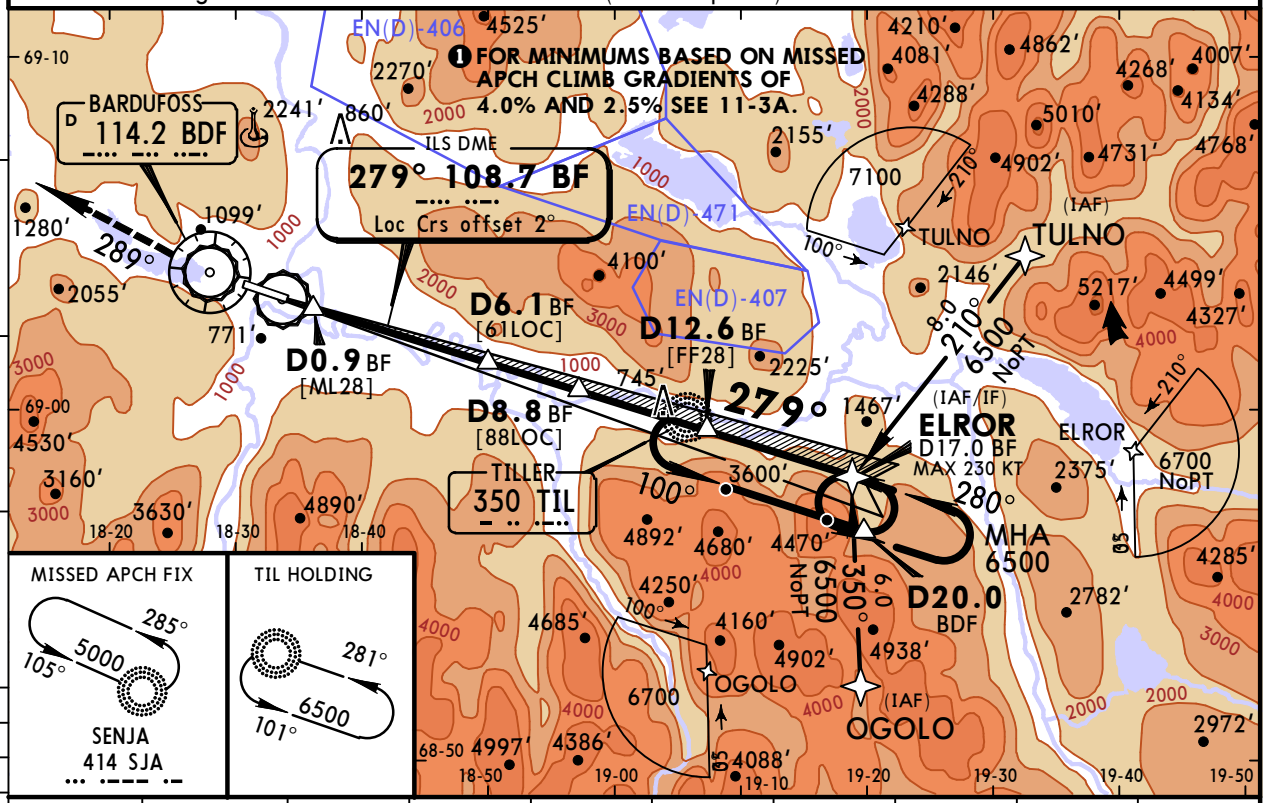
LOC BF	Final Apch Crs	GS D8.8 BF	ILS DA(H)	Apt Elev 253'
108.7	279°	3680'(3461')	659'(440')	Rwy 219'

MISSED APCH: Climb STRAIGHT AHEAD to ABEAM VOR, continue climb on R-289 (MAX 185 KT). At 5000' proceed direct to SJA NDB. Enter holding at 5000'.

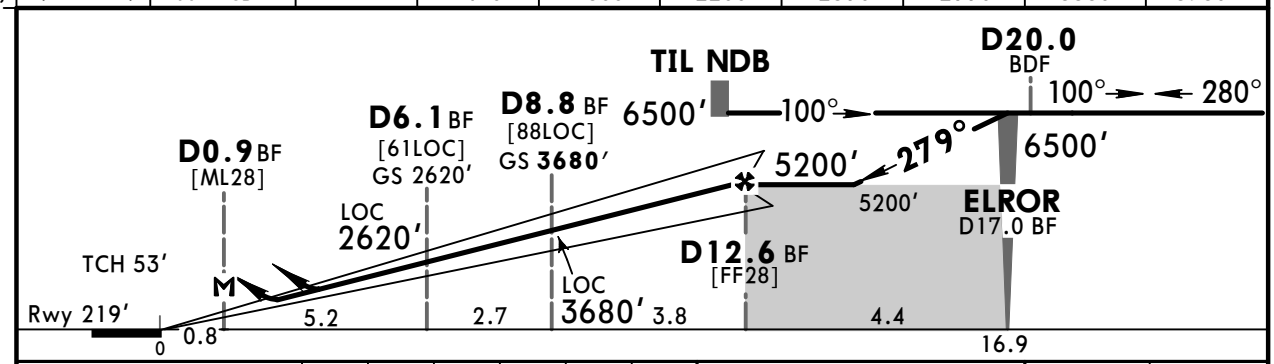
MSA BDF VOR: 180° 5600, 090° 6300, 270° 6000, 360° 6700

Alt Set: hPa Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 7000'

1. ADF, DME, VOR required. 2. WARNING: Steep angle apch. 3. GP not consistent with PAPI angle. 4. WARNING: Rate of descent for CAT D acft exceeds the max value recommended. 5. No flat segment in intermediate segment. 6. RNAV transitions: RNAV1 (GNSS required).



LOC (GS out)	BF DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
	ALTITUDE	1010'	1410'	1800'	2200'	2590'	2990'	3380'	3780'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.70°	458	589	655	786	917	1048
MAP at D0.9 BF							

HIALS PAPI PAPI BDF 114.2

Standard STRAIGHT-IN LANDING RWY 28

	ILS Missed apch climb grad mim 5.0% DA(H) 659'(440') FULL	ILS ALS out	LOC (GS out) Missed apch climb grad mim 4.0% CDFA DA/MDA(H) 820'(601')	LOC (GS out) ALS out
A	RVR 1300m	RVR 1500m	RVR 1500m	
B				
C		RVR 2000m	RVR 2100m	RVR 2400m
D				

CIRCLE-TO-LAND: Not authorized North of airport

Max Kts	MDA(H)	VIS
100	1700'(1447')	1500m
135	1760'(1507')	1600m
180	2240'(1987')	2400m
205	3780'(3527')	3600m

PANS OPS

CHANGES: Communications.

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ILS OR LOC RWY 28 MINIMUMS

BASED ON:

MISSED APCH CLIMB GRADIENT MIM 4.0%

Standard STRAIGHT-IN LANDING RWY **28**
ILS

DA(H) A: **659′** (440′) C: **674′** (455′)
B: **660′** (441′) D: **687′** (468′)

	FULL	ALS out
A	RVR 1300m	RVR 1500m
B	RVR 1400m	
C		RVR 2100m
D	RVR 1500m	RVR 2200m

MISSED APCH CLIMB GRADIENT MIM 2.5%

Standard STRAIGHT-IN LANDING RWY **28**
ILS

DA(H) A: **939′** (720′) C: **966′** (747′)
B: **953′** (734′) D: **980′** (761′)

	FULL	ALS out
A	RVR 1500m	
B		
C	RVR 2400m	
D		

Standard STRAIGHT-IN LANDING RWY **28**
LOC (GS out)
CDFA

DA/MDA(H) A: **950′** (731′) C: **1000′** (781′)
B: **970′** (751′) D: **1010′** (791′)

		ALS out
A	RVR 1500m	
B		
C	RVR 2400m	
D		

CHANGES: None.

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ENDU/BDU
BARDUFOSS

JEPPESEN
4 MAY 18 (12-1)

BARDUFOSS, NORWAY
❶ RNAV (GNSS) Rwy 10

ATIS	*BARDUFOSS Approach (R)	*BARDUFOSS Tower
129.725	118.8 125.850X	118.1

For UHF see MIL-101 listing

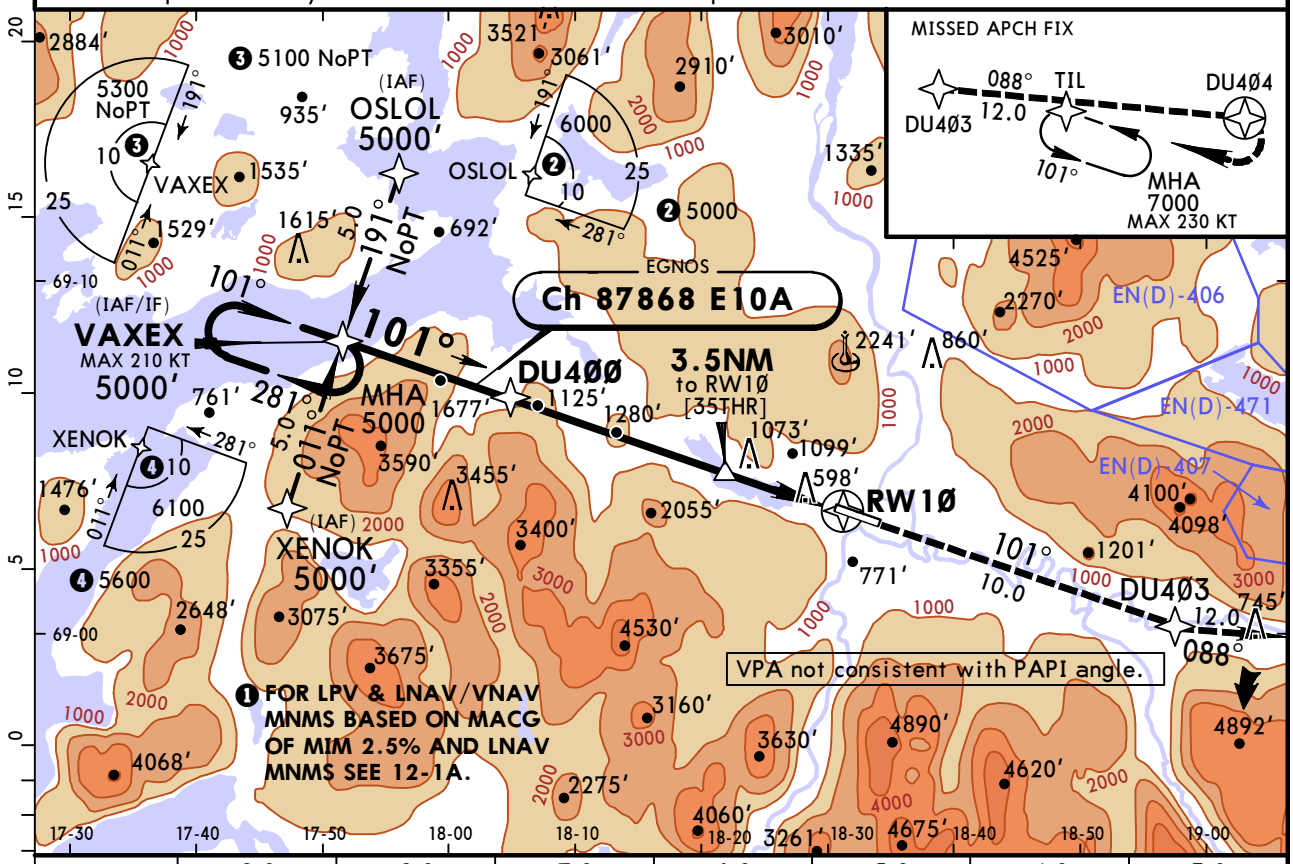
BRIEFING STRIP™

EGNOS	Final Apch Crs	Procedure Alt	LPV DA(H)	Apt Elev 253′	TAA 25 NM IAF
Ch 87868 E10A	101°	DU4ØØ 4000′ (3747′)	Refer to Minimums	Rwy 253′	

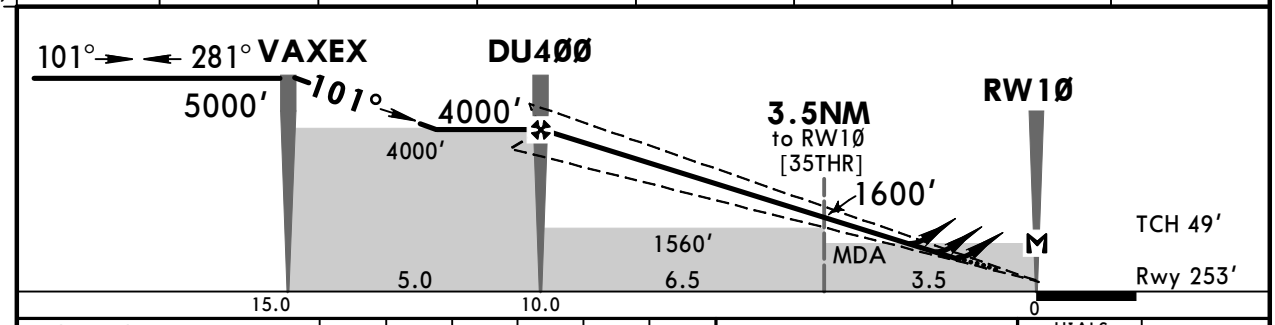
MISSED APCH: To DU4Ø3. To DU4Ø4. Turn RIGHT direct to TIL. Enter holding climbing to 7000′.

Alt Set: hPa Rwy Elev: 9 hPa Trans level: By ATC Trans alt: 7000′

1. Baro-VNAV not authorized below -45°C. VPA exceeds 3.5° above 14°C. 2. The Visual Segment Surface is penetrated by terrain and obstacles from 3.0NM prioir to threshold.



DIST to RW1Ø	9.0	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	3640′	3270′	2900′	2530′	2160′	1790′	1420′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.50°	434	557	619	743	867	991
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RW1Ø						

HIALS PAPI PAPI **DU4Ø3**

Standard STRAIGHT-IN LANDING RWY 10

	LPV	LNAV/VNAV	LNAV
DA(H) MACG mim 3.0%	A: 1047′ (794′) C: 1071′ (818′) B: 1059′ (806′) D: 1083′ (830′)	A: 1210′ (957′) C: 1240′ (987′) B: 1230′ (977′) D: 1250′ (997′)	
	ALS out	ALS out	
A	RVR 1500m	RVR 1500m	FOR LNAV MNMS SEE 12-1A
B			
C	RVR 2400m	RVR 2400m	
D			

CIRCLE-TO-LAND
Not authorized North of airport

Max Kts	MDA(H)	VIS
100	1700′ (1447′)	❶1500m
135	1760′ (1507′)	❶1600m
180	2240′ (1987′)	❶2400m
205	3780′ (3527′)	❶3600m

PANS OPS

❶ or higher straight-in minimums

CHANGES: Communications.

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RNAV (GNSS) RWY 10 MINIMUMS

BASED ON:

MISSED APCH CLIMB GRADIENT MIM 2.5%

Standard STRAIGHT-IN LANDING RWY **10**
LPV

DA(H) A: **1273′** (1020′) C: **1297′** (1044′)
B: **1288′** (1035′) D: **1310′** (1057′)

	ALS out
A, B	RVR 1500m
C, D	RVR 2400m

Standard STRAIGHT-IN LANDING RWY **10**
LNAV/VNAV

DA(H) A: **1250′** (997′) C: **1290′** (1037′)
B: **1270′** (1017′) D: **1320′** (1067′)

	ALS out
A, B	RVR 1500m
C, D	RVR 2400m

Standard STRAIGHT-IN LANDING RWY **10**
LNAV
CDFA

DA/MDA(H) A: **1530′** (1277′) C: **1580′** (1327′)
B: **1550′** (1297′) D: **1590′** (1337′)

	ALS out
A, B, C, D	RVR 5000m

MISSED APCH CLIMB GRADIENT MIM 3.0%

Standard STRAIGHT-IN LANDING RWY **10**
LNAV
CDFA

DA/MDA(H) **1320′** (1067′)

	ALS out
A, B	RVR 1500m
C, D	RVR 2400m

CHANGES: None.

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ENDU/BDU
BARDUFOSS

JEPPESEN
4 MAY 18 (12-2)

BARDUFOSS, NORWAY
❶RNAV (GNSS) Rwy 28

BRIEFING STRIP ™

ATIS	*BARDUFOSS Approach (R)	*BARDUFOSS Tower
129.725	118.8 125.850X	118.1
	For UHF see MIL-101 listing	

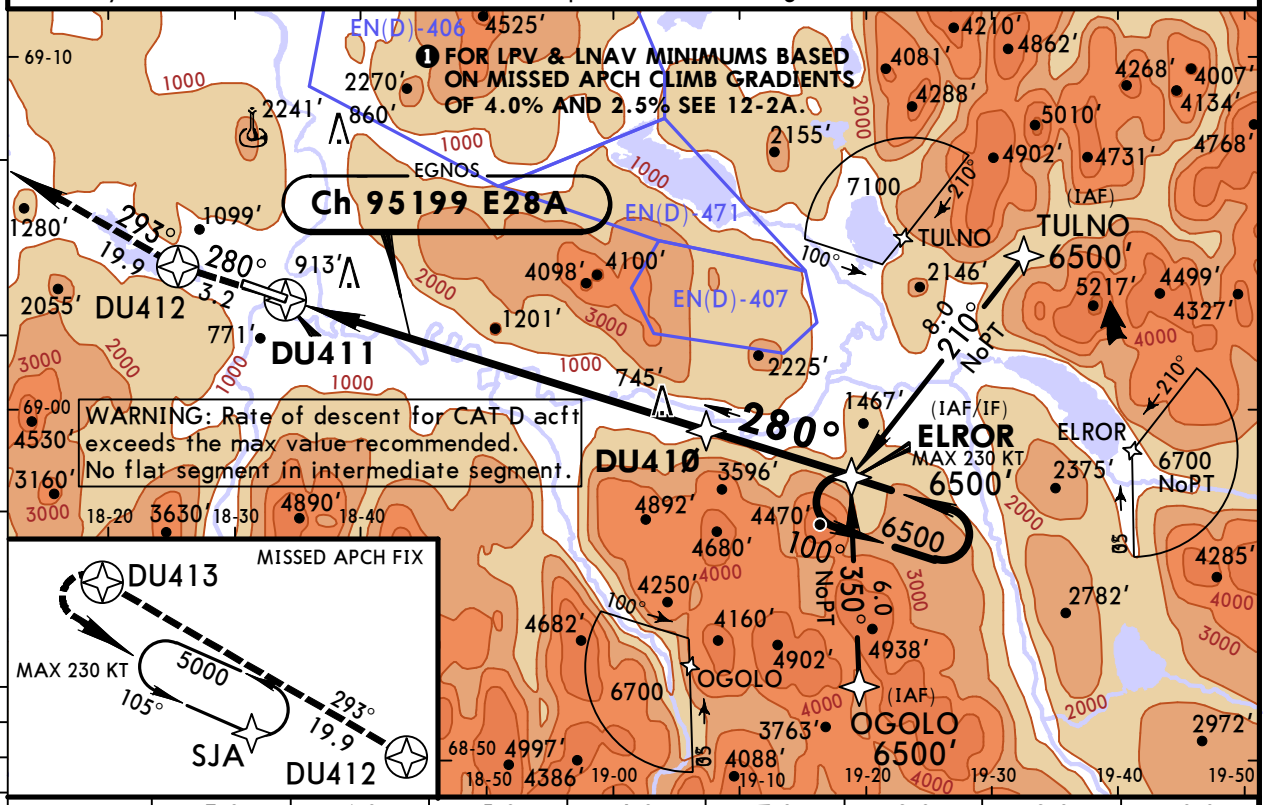
EGNOS	Final Apch Crs	Procedure Alt	LPV DA(H)	Apt Elev 253'
Ch 95199 E28A	280°	DU41Ø 5200' (4981')	Refer to Minimums	Rwy 219'

TAA 25 NM IAF

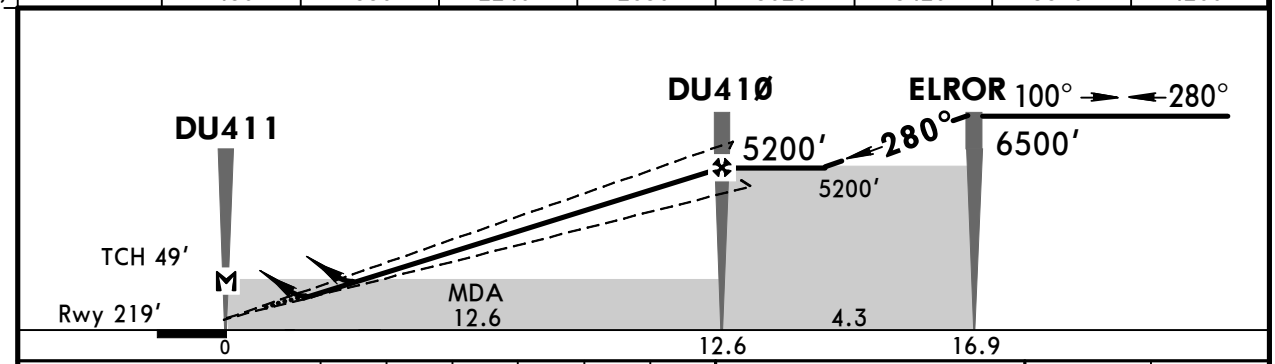
MISSED APCH: To DU412. To DU413. Turn LEFT direct to SJA. Enter holding at 5000'. Acft reaching 5000' before DU413 may turn direct to SJA enter holding.

Alt Set: hPa Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 7000'

1. WARNING: Steep angle apch. 2. VPA not consistent with PAPI angle. 3. Final apch track 2° offset from rwy centerline. 4. Trees close to threshold penetrate visual segment surface.



DIST to DU411	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0
ALTITUDE	1450'	1850'	2240'	2630'	3020'	3420'	3810'	4200'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.70°	458	589	655	786	917	1048
LPV: MAP at DA							
LNAV: MAP at DU411							

HIALS
PAPI PAPI
DU412

Standard STRAIGHT-IN LANDING RWY **28**

LPV MACG mim 4.0%
AB: **655'** (436')
DA(H) C: **663'** (444') D: **676'** (457')

LNAV MACG mim 5.0%
DA/MDA(H) CDFA
A: **1130'** (911') C: **1200'** (981')
B: **1150'** (931') D: **1240'** (1021')

CIRCLE-TO-LAND
Not authorized North of airport

PANS OPS

		ALS out		ALS out
A	RVR 1300m	RVR 1500m	RVR 1500m	
B				
C	RVR 1400m	RVR 2100m	RVR 2400m	
D				

Max Kts	MDA(H)	VIS
100	1700' (1447')	1500m
135	1760' (1507')	1600m
180	2240' (1987')	2400m
205	3780' (3527')	3600m

CHANGES: Communications.

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RNAV (GNSS) RWY 28 MINIMUMS

BASED ON:

MISSED APCH CLIMB GRADIENT MIM 2.5%

Standard STRAIGHT-IN LANDING RWY **28**
LPV

DA(H) A: **835′** (616′) C: **862′** (643′)
B: **849′** (630′) D: **875′** (656′)

		ALS out
A	RVR 1500m	
B		
C	RVR 2300m	RVR 2400m
D		

Standard STRAIGHT-IN LANDING RWY **28**
LNAV
CDFA

DA/MDA(H) A: **1260′** (1041′) C: **1360′** (1141′)
B: **1300′** (1081′) D: **1380′** (1161′)

		ALS out
A	RVR 1500m	
B		
C	RVR 2400m	
D		

MISSED APCH CLIMB GRADIENT MIM 4.0%

Standard STRAIGHT-IN LANDING RWY **28**
LNAV
CDFA

DA/MDA(H) A: **1170′** (951′) C: **1240′** (1021′)
B: **1200′** (981′) D: **1270′** (1051′)

		ALS out
A	RVR 1500m	
B		
C	RVR 2400m	
D		

CHANGES: None.

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ENDU/BDU
BARDUFOSS

JEPPESEN
4 MAY 18 (13-1)

BARDUFOSS, NORWAY
VOR Rwy 10

ATIS	*BARDUFOSS Approach (R)	*BARDUFOSS Tower
129.725	118.8 125.850X	118.1

For UHF see MIL-101 listing

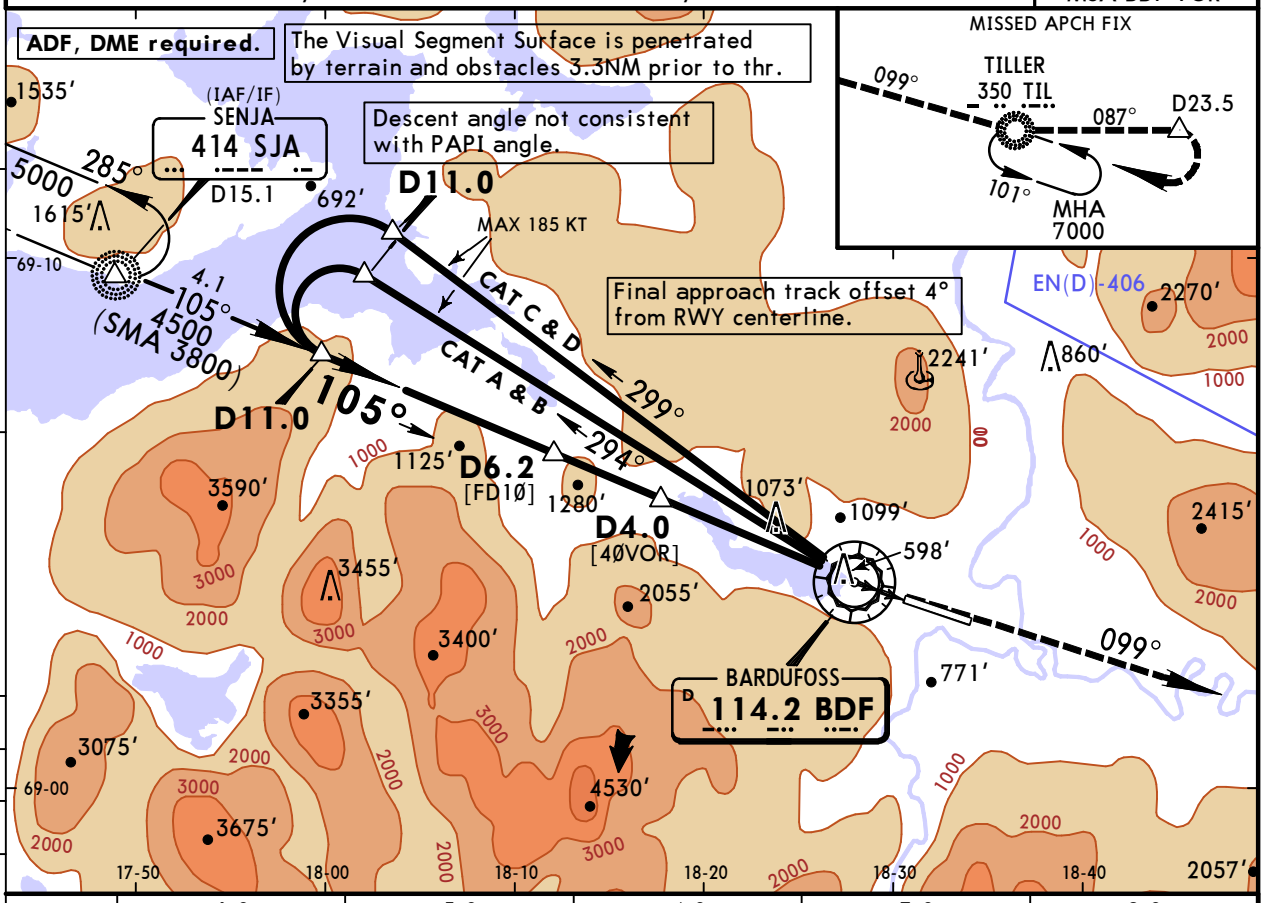
BRIEFING STRIP

VOR BDF	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev 253'
114.2	105°	D6.2 3100' (2847')	1350' (1097')	Rwy 253'

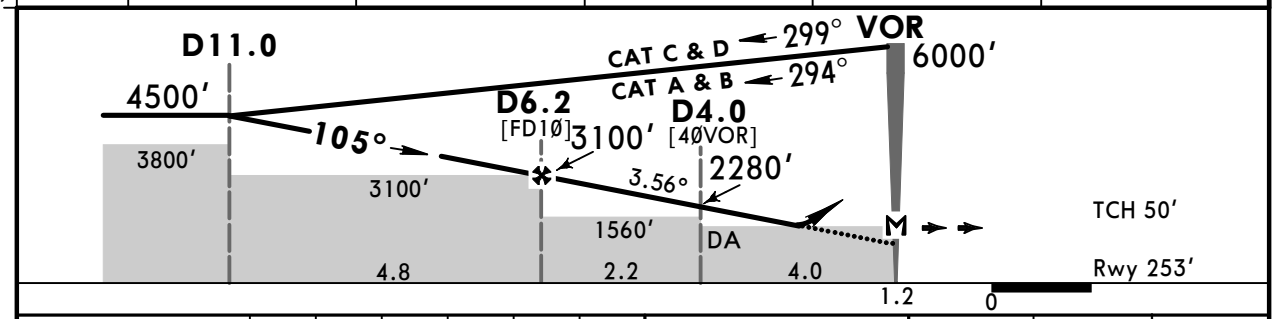
MISSED APCH: Climb on R-099 to TIL NDB. Proceed on 087°. At D23.5 BDF turn RIGHT direct to TIL NDB. Enter holding climbing to 7000'.

Alt Set: hPa | Rwy Elev: 9 hPa | Trans level: By ATC | Trans alt: 7000'

MSA BDF VOR: 180°, 5600, 6300, 090°, 270°, 6000, 6700, 360°



BDF DME	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3030'	2650'	2280'	1900'	1530'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle FAF to MAP	3.56°	441	567	630	756	882	1008
MAP at VOR							

HIALS PAPI PAPI | TIL 350 | on BDF 114.2 R-099

PANS OPS

Standard STRAIGHT-IN LANDING RWY 10

CDFA
DA/MDA(H) 1350' (1097')
ALS out

A	RVR 1500m
B	
C	RVR 2400m
D	

CIRCLE-TO-LAND

Not authorized North of airport

Max Kts	MDA(H)	VIS
100	1700' (1447')	1500m
135	1760' (1507')	1600m
180	2240' (1987')	2400m
205	3780' (3527')	3600m

CHANGES: Communications.

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ENDU/BDU
BARDUFOSS

JEPPESEN

4 MAY 18 (13-2) CAT A & B

BARDUFOSS, NORWAY
VOR Rwy 28

ATIS	*BARDUFOSS Approach (R)	*BARDUFOSS Tower
129.725	118.8 125.850X	118.1

For UHF see MIL-101 listing

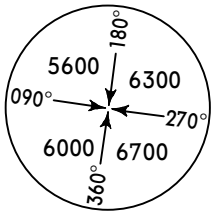
BRIEFING STRIP

VOR BDF	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev 253'
114.2	279°	D12.9 5200' (4981')	1220' (1001')	Rwy 219'

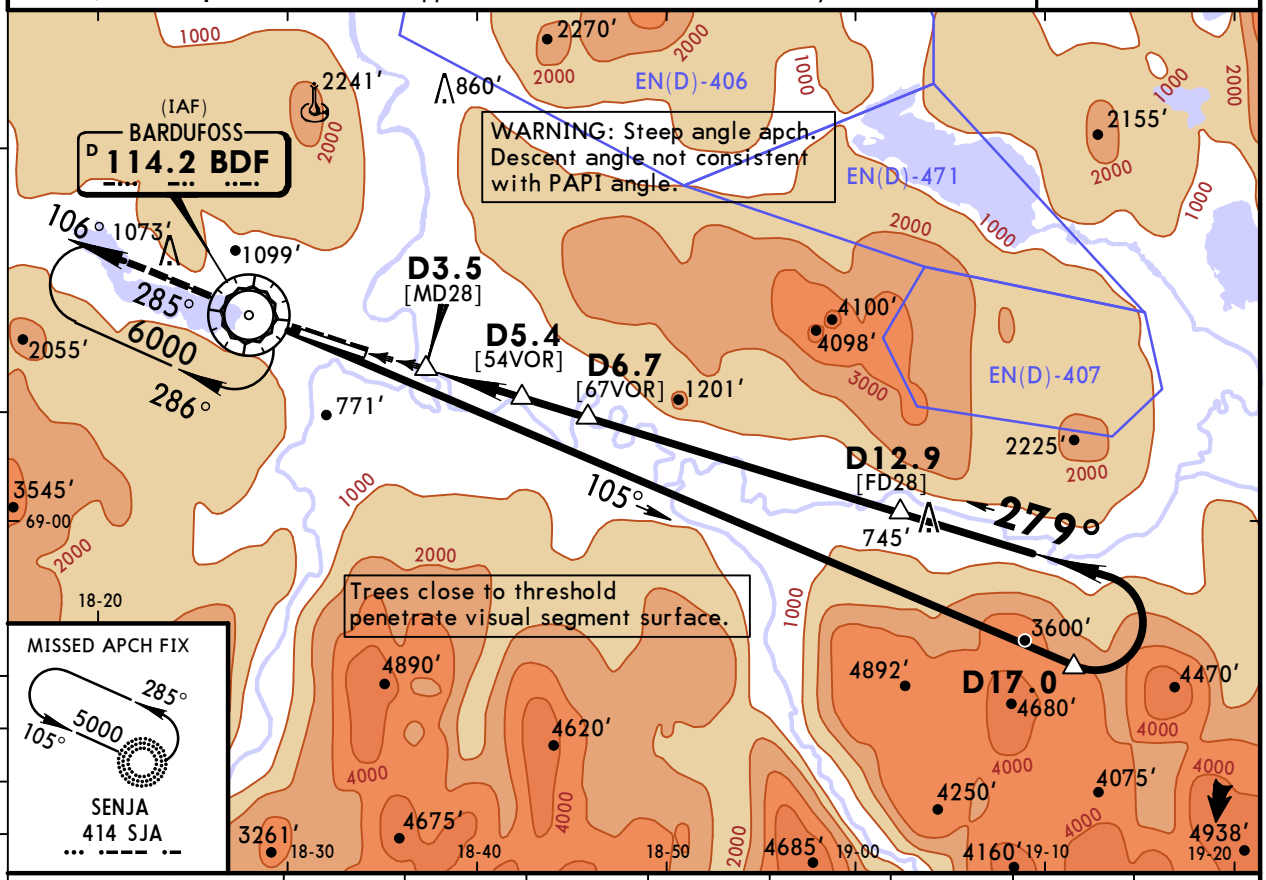
MISSED APCH: Climb STRAIGHT AHEAD to VOR, then continue climb on R-285 to SJA NDB and join holding at 5000'.

Alt Set: hPa Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 7000'

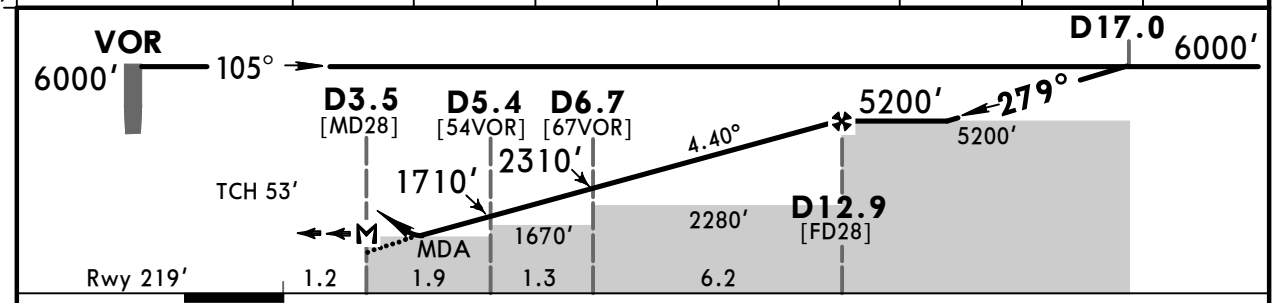
1. ADF, DME required. 2. Final approach track offset 2° from runway centerline.



MSA BDF VOR



BDF DME	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0
ALTITUDE	1520'	1990'	2460'	2920'	3390'	3860'	4320'	4790'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	4.40°	545	701	779	935	1091	1247
MAP at D3.5							

HIALS PAPI PAPI

BDF 114.2

PANS OPS

Standard STRAIGHT-IN LANDING RWY **28**

CDFA

DA/MDA(H) **1220'** (1001')

		ALS out
A	RVR 1500m	
B		
C	NOT APPLICABLE	
D		

CIRCLE-TO-LAND

Not authorized North of airport

Max Kts	MDA(H)	VIS
100	1700' (1447')	1500m
135	1760' (1507')	1600m
C	NOT APPLICABLE	
D		

CHANGES: Communications.

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ENDU/BDU
BARDUFOSS

JEPPESEN
4 MAY 18 (16-1)

BARDUFOSS, ~~NORWAY~~
NDB Rwy 28

ATIS	*BARDUFOSS Approach (R)	*BARDUFOSS Tower
129.725	118.8 125.850X	118.1

For UHF see MIL-101 listing

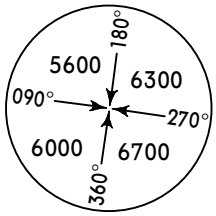
BRIEFING STRIP™

NDB TIL	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev 253′
350	276°	TIL NDB 4900′(4681′)	2060′(1841′)	Rwy 219′

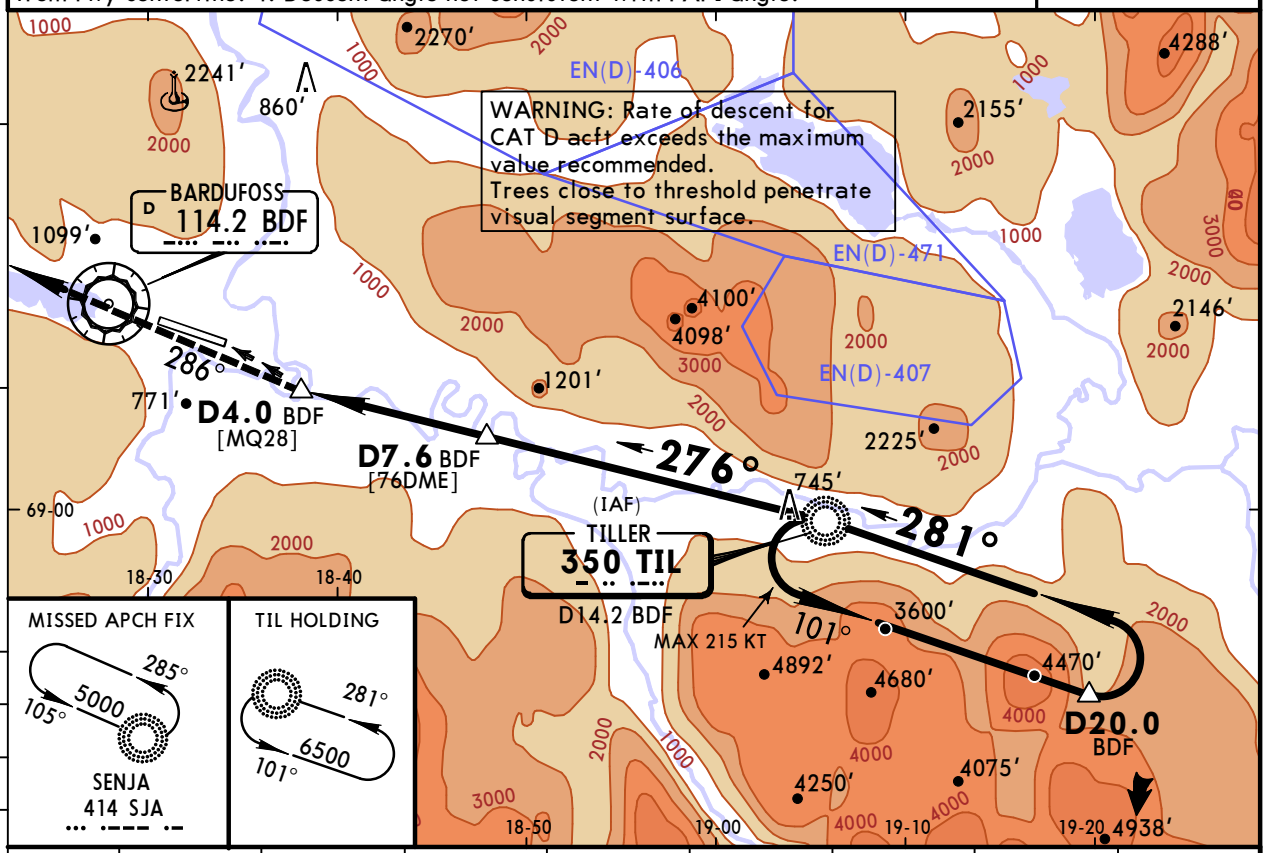
MISSED APCH: Intercept and follow 286° to SJA NDB. Enter holding climbing to 5000′.

Alt Set: hPa Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 7000′

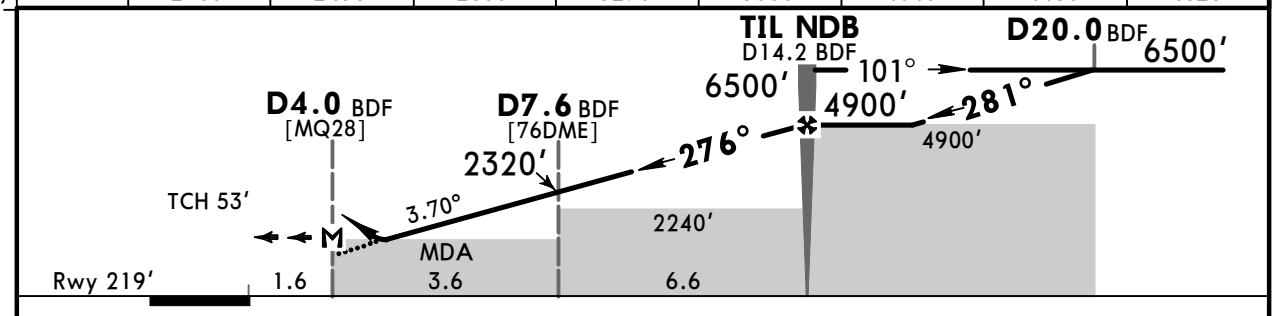
1. DME required. 2.WARNING: Steep angle apch. 3. Final approach track offset 5° from rwy centerline. 4. Descent angle not consistent with PAPI angle.



MSA BDF VOR



BDF DME	7.0	8.0	9.0	10.0	11.0	12.0	13.0	14.0
ALTITUDE	2100′	2490′	2880′	3270′	3660′	4040′	4430′	4820′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.70°	458	589	655	786	917	1048
MAP at D4.0 BDF							

HIALS
PAPI PAPI

SJA 414 on 286°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 28

CDFA

DA/MDA(H) 2060′(1841′)

ALS out

RVR 5000m

	Max Kts	MDA(H)	VIS
A	100	2060′(1807′)	5000m
B	135	2060′(1807′)	5000m
C	180	2240′(1987′)	5000m
D	205	3780′(3527′)	5000m

CIRCLE-TO-LAND

Not authorized North of airport

CHANGES: Communications.

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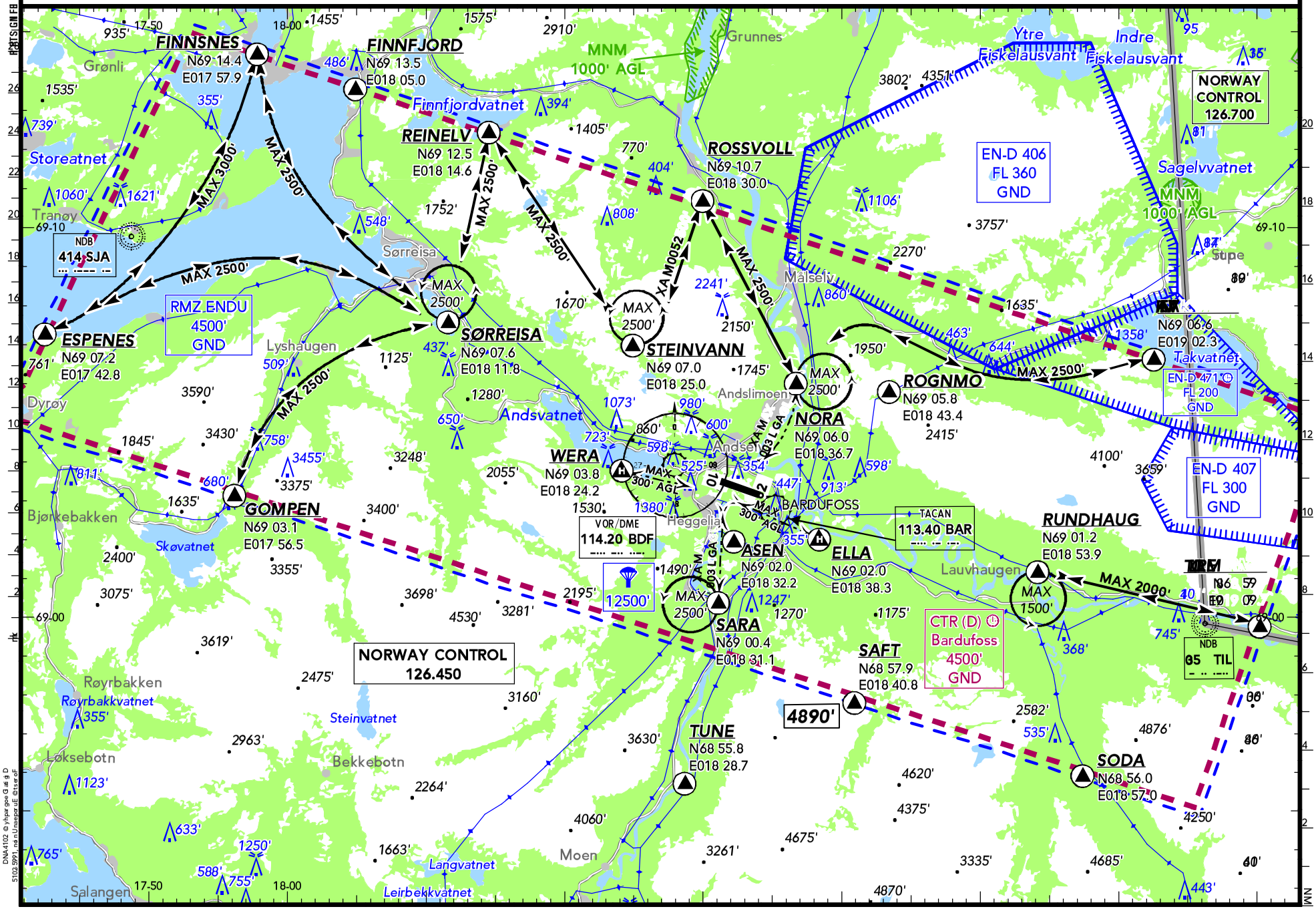
LOCATION	FIS	ATIS	APPROACH	TOWER
Elev **253'** /77m N69 03.4 E018 32.4	NORWAY CONTROL **126.450**	ATIS **129.725**	BARDUFOSS APPROACH **118.800**(1) **125.850**(2) BARDUFOSS RADAR **118.800**(1) **125.850**(2)	BARDUFOSS TOWER **118.100** (en)

(1) VDF (2) O/R



CHANGES: AD ELEV - COM - REPs & Routes - OBST.

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JEPPESEN

ENDU TRAFFIC CIRCUIT

BARDUFOSS

05 APR 19 (19-1A)

BARDUFOSS NORWAY

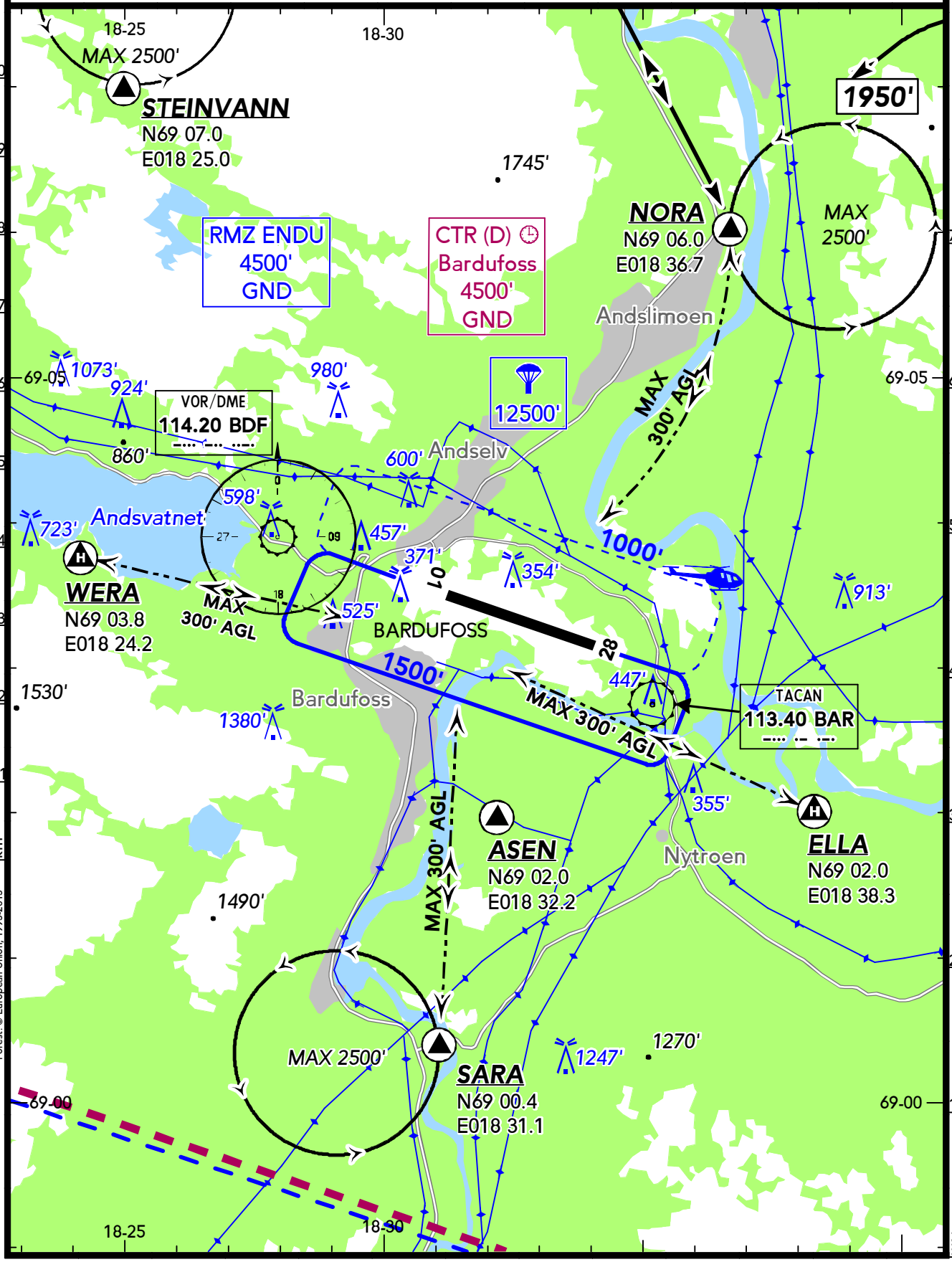
BRIEFING STRIP™

VAR 8°E

LOCATION	FIS	ATIS
Elev **253'** /77m N69 03.4 E018 32.4	NORWAY CONTROL **126.450**	ATIS **129.725**

APPROACH	TOWER
BARDUFOSS APPROACH **118.800**(1) **125.850**(2) BARDUFOSS RADAR **118.800**(1) **125.850**(2)	BARDUFOSS TOWER **118.100** (en)

(1) VDF (2) O/R



Digital Geography: © 2014 AND
Forest: © European Union, 1995-2015

CHANGES: REPs - Traffic Circuit - Holding - OBST.

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JEPPESEN

ENDU
BARDUFOSS

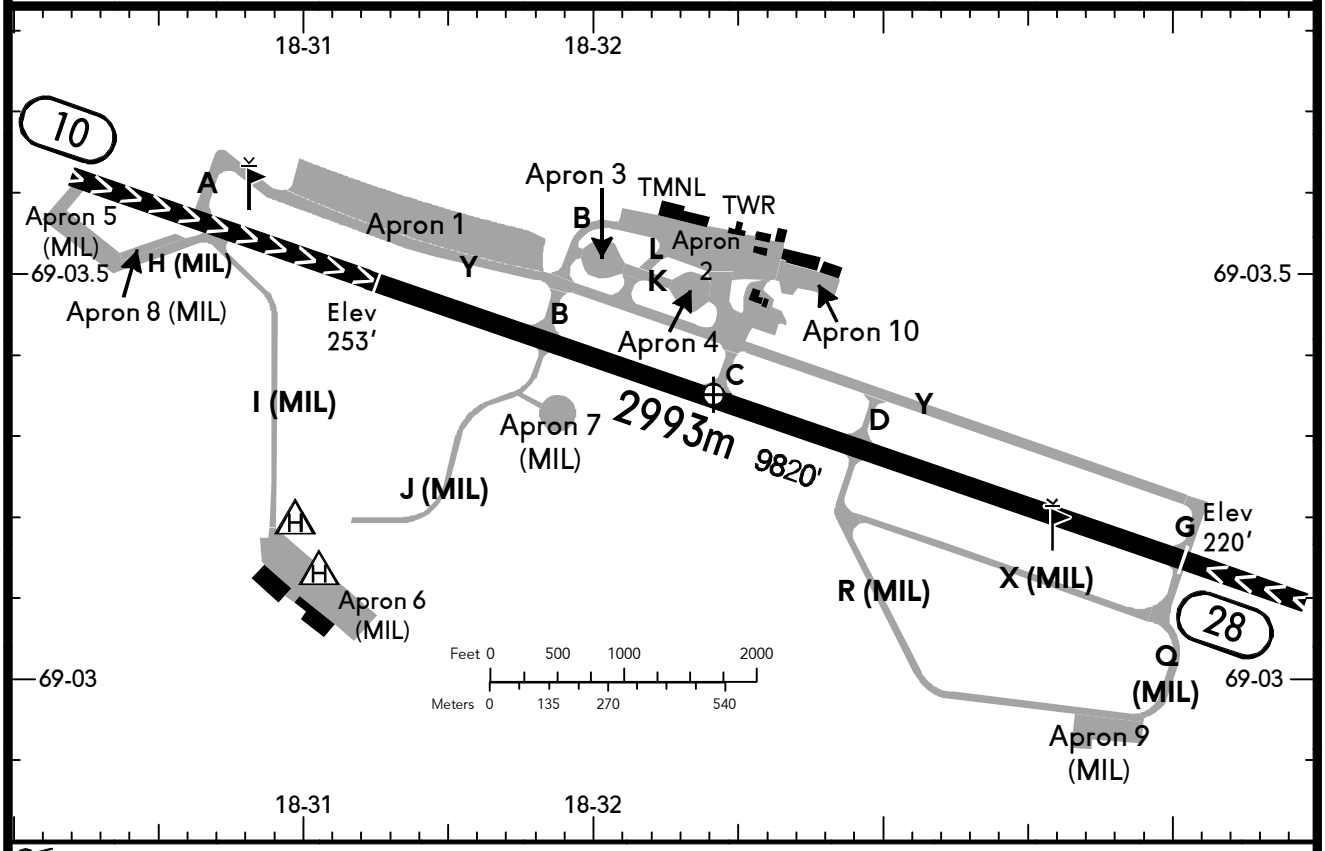
05 APR 19 (19-2)

BARDUFOSS
NORWAY

BRIEFING STRIP™

LOCATION	ATIS	TOWER	ADMITTED AIRCRAFT
Elev **253'** /77m N69 03.4 E018 32.4	ATIS **129.725**	BARDUFOSS DELIVERY **122.100**(1) BARDUFOSS TOWER **118.100** (en)	

(1) O/R



ALS - PAPI 10 (4.0°), 28 (3.4°) - THRL - RL - TWYL - WDI - OBSTL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
10 (101°) ❶ 28 (281°)	2993 x 45 Asphalt	2444	2001 2444	PCN 75/F/C/W/T	

❶ RWY grooved.

Intersection TKOF

RWY	TWY	TORA (m)
10	Overrun West	2703
	B	1603
	C	1173
28	Overrun East	2703
	D	1663
	C	1273

CAUTION: Extreme caution should be exercised especially when flying over rivers & valleys due to aerial cableways and transmission lines.

AD surrounded by high terrain.

Wind shear/eddies may occur with wind 120° - 250° above 15 KT.

TWY J south of P7 CLSD for fixed wing ACFT.

No simultaneous operation, HEL on TWY Y and ACFT on RWY, except when in low hover.

Altitude restrictions do not apply for HEL using RWY for TKOF and LDG. Those using RWY for TKOF and LDG shall proceed according to VFR routes light ACFT.

Flight Procedures

Unless otherwise cleared by ATC, VFR arrivals shall proceed inbound at 2000' when entering CTR.

VFR departures shall climb and maintain 2500' until leaving CTR.

RWY 10 RH traffic circuit.

Standard traffic circuit for fixed wing ACFT is flown S of RWY at 1500'.

Standard traffic circuit for HEL is flown N of RWY at 1000'.

COM Failure

- Squawk 7600;
- If able call TWR, TEL (+47) 77 83 32 41;
- Proceed via depicted routes;
- Hold 1 NM NNE or SSE of AD at 1000';
- Flash landing lights and watch TWR for visual signals.

CHANGES: AD ELEV - COM - HEL Alighting Area - Text.

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JeppView for Windows

Chart changes since cycle 23-2019

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

BARDUFOSS, (BARDUFOSS - ENDU)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ENDU

Chart Change Notices for Country NOR

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

EFF 03 MAR 16 VOR/DME 'BBU' permanently withdrawn.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

The en-route services in Norway FIR changed their spoken call sign to 'NORWAY CONTROL'.