

## List of pages in this Trip Kit

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Revision Letter For Cycle 03-2019

Change Notices

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## General Information

Location: SVALBARD NOR  
ICAO/IATA: ENSB / LYR  
Lat/Long: N78° 14.8', E015° 27.9'  
Elevation: 94 ft

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

Fuel Types: Jet A-1  
Customs: No  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: No  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: No

Sunrise: 1005 Z  
Sunset: 1220 Z

## Runway Information

Runway: 10  
Length x Width: 8136 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 71 ft  
Lighting: Edge, ALS, Centerline, TDZ  
Displaced Threshold: 719 ft

Runway: 28  
Length x Width: 8136 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 79 ft  
Lighting: Edge, ALS, Centerline, TDZ  
Displaced Threshold: 395 ft

## Communication Information

Longyear Emergency: 568.000  
Longyear Information: 346.400 AFIS  
Longyear Information: 118.100 AFIS VHF-DF  
Longyear Emergency: 302.300  
Longyear Information: 119.850 AFIS  
Longyear Information: 297.700 AFIS Secondary

**ENSB/LYR**  
**LONGYEAR**

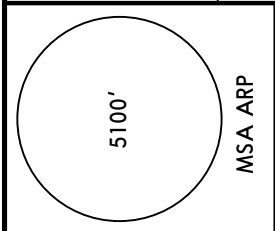
**JEPPESEN**  
 19 FEB 16 **10-3** **Eff 3 Mar**

**SVALBARD, NORWAY**  
**RNAV SID**

Apt Elev **94'**

Trans level: By ATC Trans alt: 5000'

1. RNAV 1.
2. GNSS required.
3. Class A GNSS shall not be used.
4. Obtain ATC clearance from LONGYEAR Information.
5. Contact by LONGYEAR Information as instructed.
6. Non RNAV 1 ACFT: no IFR departure available.
7. Vessels crossing departure area could require more than 6.1 % climb gradient and must be avoided visually or by other means.

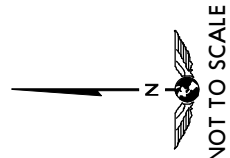
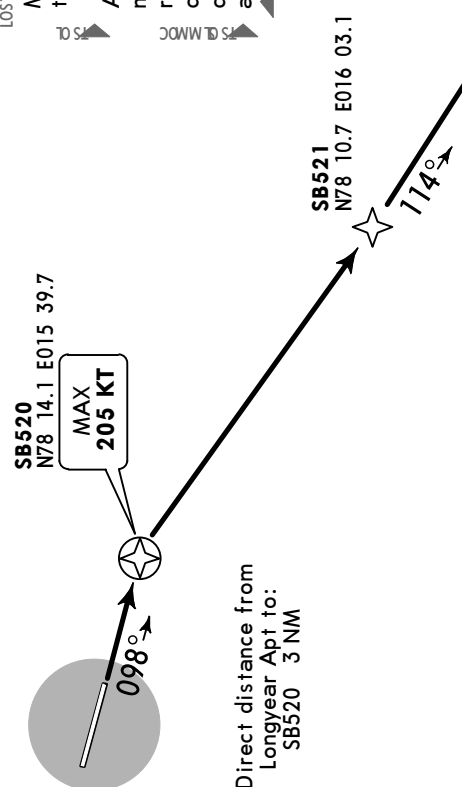


**AMPIS 1A [AMPI1A]**  
**RNAV**

AMPIS  
 N77 57.5 E017 43.1

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST  
 Maintain last assigned level for 2 minutes, then climb to CPL cruising level.  
 Aircraft under vectoring shall proceed in the most direct manner possible to rejoin the CPL route no later than the next significant point, climbing to the CPL cruising level under consideration of the applicable minimum flight altitude.

▲ SWW03 LS01 ▲ SWW03 LS01 ▲ SWW03 LS01 ▲ SWW03 LS01 ▲ SWW03 LS01



This SID requires a minimum climb gradient of 371' per NM (6.1%) up to 3600'.

Gnd speed-KT	75	100	150	200	250	300
371' per NM	464	618	928	1237	1546	1855

If unable to comply inform ATC.

Initial climb clearance <b>5500'</b>	
<b>RWY</b>	<b>ROUTING</b>
<b>10</b>	On 098° track to SB520, turn RIGHT direct to SB521, then to AMPIS.

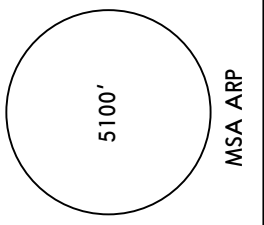
**ENSB/LYR**  
**LONGYEAR**

**JEPPESEN**  
 19 FEB 16 **(10-3A)** **Eff 3 Mar**

**SVALBARD, NORWAY**  
**RNAV SID**

Apt Elev  
**94'**

- Trans level: By ATC Trans alt: 5000'
1. RNAV 1.
  2. GNSS required.
  3. Class A GNSS shall not be used.
  4. Obtain ATC clearance from LONGYEAR Information.
  5. Contact by LONGYEAR Information as instructed.
  6. Non RNAV 1 ACFT: state 'UNABLE RNAV 1 DUE (reason)' at first contact with LONGYEAR Information. Omnidirectional departure available.
  7. Vessels crossing departure area could require more than 3.3 % climb gradient and must be avoided visually or by other means.

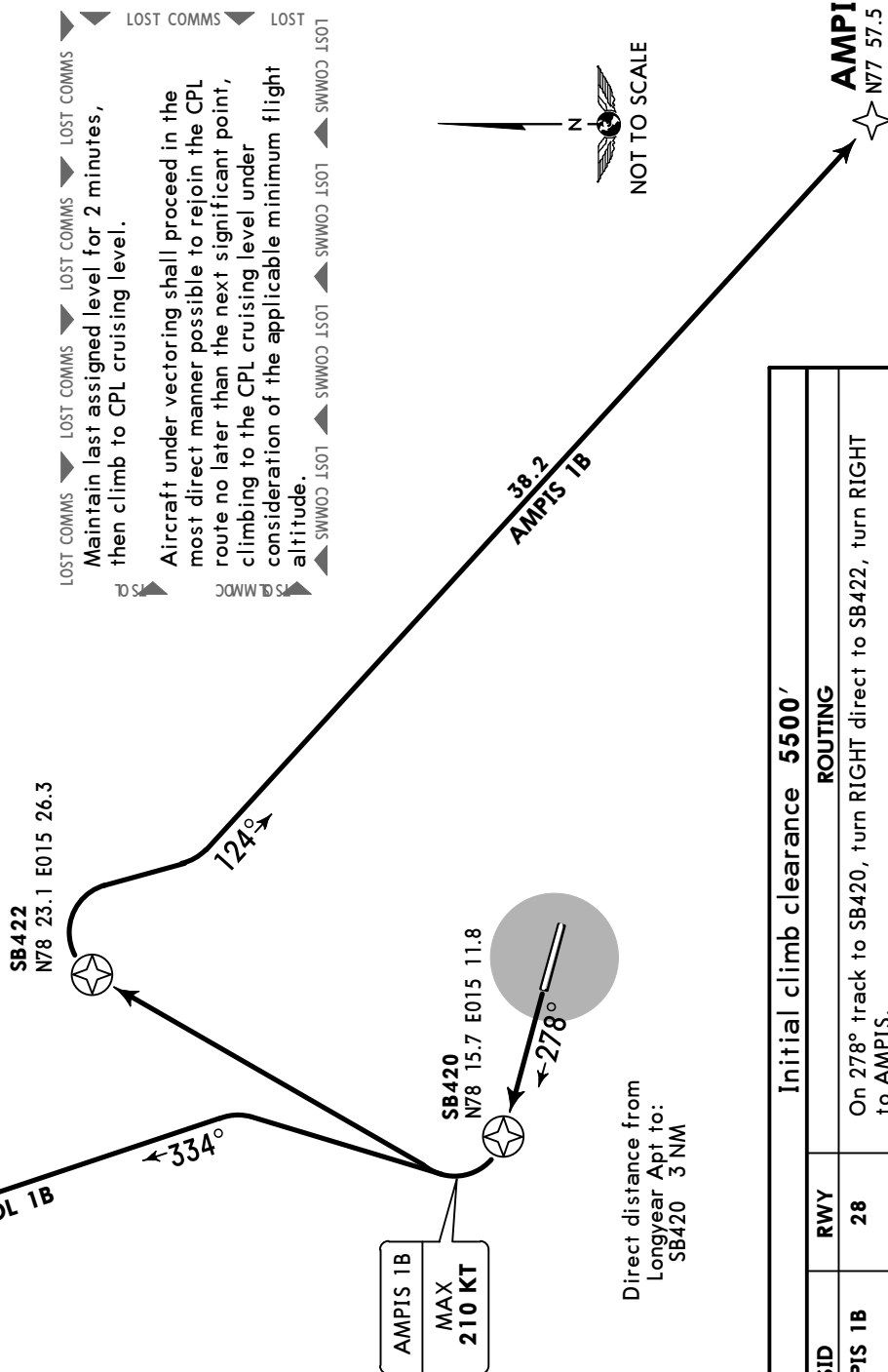


**AMPIS 1B [AMPI1B]**  
**GOLOL 1B [GOLO1B]**  
**RNAV**

**AMPIS 1B**  
 This SID requires a minimum climb gradient of 322' per NM (5.3%) up to 3900'.

Gnd speed-KT	75	100	150	200	250	300
322' per NM	402	537	805	1073	1342	1610

If unable to comply inform ATC.



Initial climb clearance 5500'		ROUTING	
SID	RWY		
AMPIS 1B	28	On 278° track to SB420, turn RIGHT direct to SB422, turn RIGHT to AMPIS.	
GOLOL 1B		On 278° track to SB420, 334° track to GOLOL.	

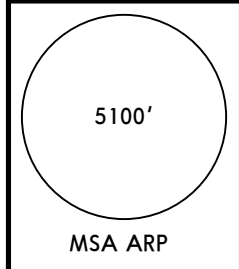
**ENSB/LYR**  
**LONGYEAR**

**JEPPESEN**  
 19 JAN 18 **10-3B** **Eff 1 Feb**

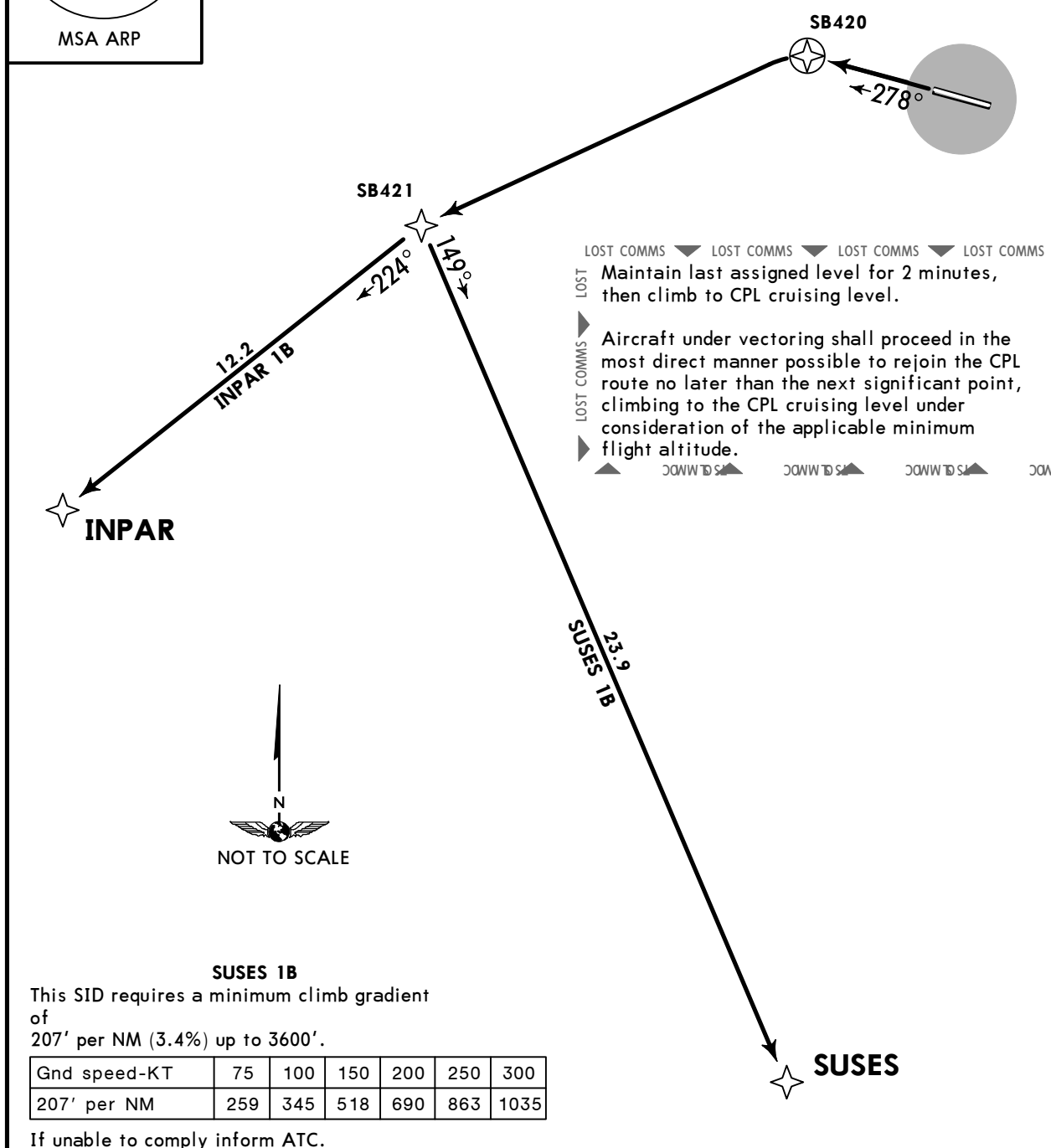
**SVALBARD, NORWAY**  
**RNAV SID**

Trans level: By ATC Trans alt: 5000'

1. RNAV 1.
2. GNSS required.
3. Class A GNSS shall not be used.
4. Obtain ATC clearance from LONGYEAR Information.
5. Contact by LONGYEAR Information as instructed.
6. Non RNAV 1 ACFT: state 'UNABLE RNAV 1 DUE (reason)' at first contact with LONGYEAR Information. Omnidirectional departure available.
7. Vessels crossing departure area could require more than 3.3 % climb gradient and must be avoided visually or by other means.



**INPAR 1B [INPA1B]**  
**SUSES 1B [SUSE1B]**  
**RNAV DEPARTURES**



**INPAR 1B: Initial climb clearance 5500'**  
**SUSES 1B: Initial climb clearance 5100'**

SID	RWY	ROUTING
<b>INPAR 1B</b>	<b>28</b>	On 278° track to SB420, turn LEFT direct to SB421, then to INPAR.
<b>SUSES 1B</b>		On 278° track to SB420, turn LEFT direct to SB421, turn LEFT to SUSES.

**ENSB/LYR**  
**LONGYEAR**



19 JAN 18

**10-3C**

**Eff 1 Feb**

**SVALBARD, NORWAY**

**DEPARTURE**

Apt Elev <b>94'</b>	Trans level: By ATC    Trans alt: 5000' 1. Obtain ATC clearance from LONGYEAR Information. 2. Contact as instructed by LONGYEAR Information. 3. Vessels crossing departure area could require more than 3.3 % climb gradient and must be avoided visually or by other means.
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**OMNI 2B**  
**RWY 28 OMNIDIRECTIONAL DEPARTURE**

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼  
 ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲  
 ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲  
 ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

► Climb on 278° track to 3000', then proceed in the most direct manner possible to join the CPL route, climbing to CPL cruising level.  
 ► Aircraft under vectoring shall proceed the most direct route to join the CPL route, climbing to the CPL cruising level.

**Initial climb clearance 5500'**

**ROUTING**

Climb on 278° track, EXPECT further clearance from ATC, turn at or above 3000'.

**ENSB/LYR**

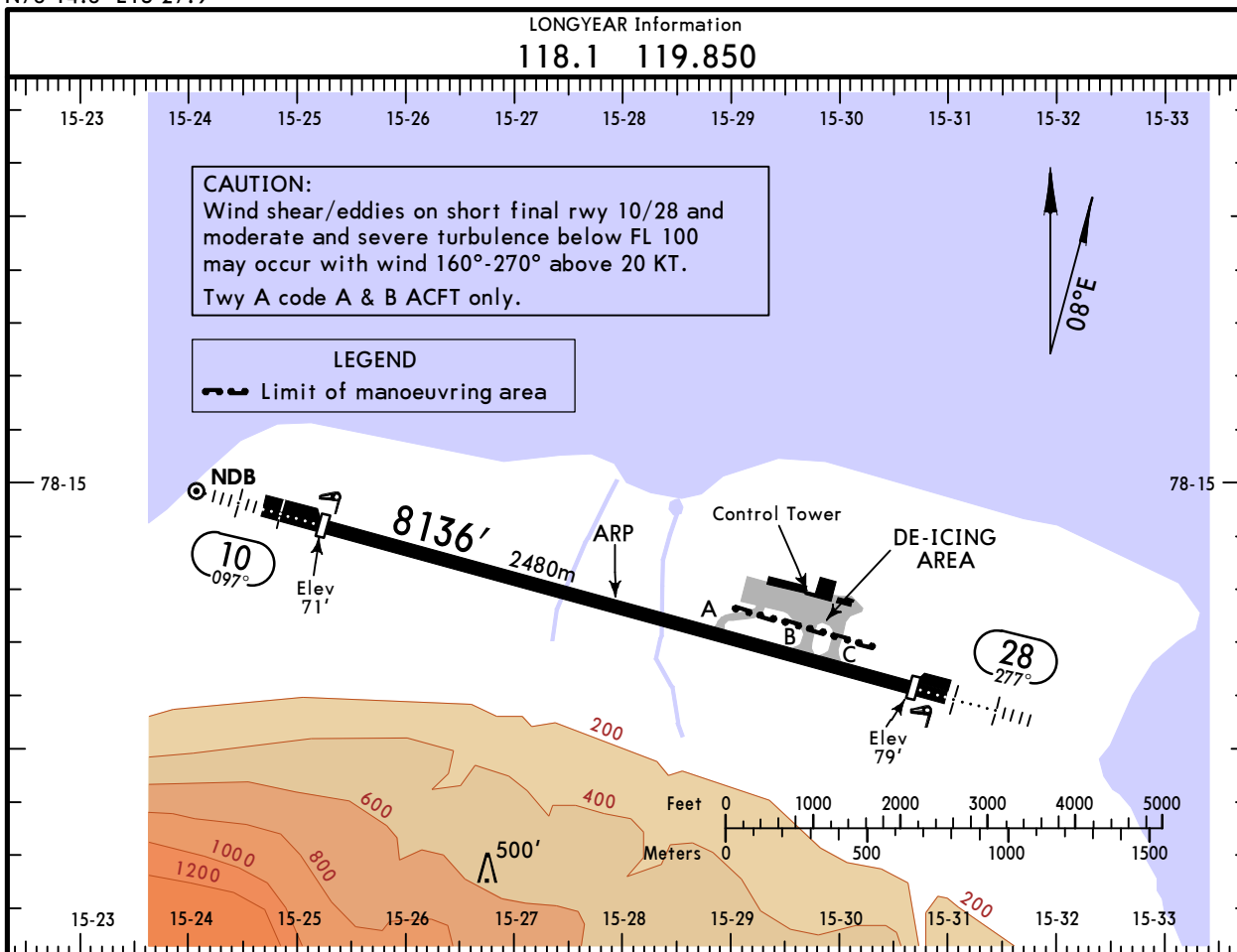
Apt Elev **94'**  
N78 14.8 E15 27.9

**JEPPESEN**

19 FEB 16 **(10-9)** Eff 3 Mar

**SVALBARD, NORWAY**

**LONGYEAR**



**ADDITIONAL RUNWAY INFORMATION**

RWY							USABLE LENGTHS			WIDTH
	HIRL	CL	HIALS	SFL	TDZ	PAPI (3.0°)	Threshold	Glide Slope	TAKE-OFF	
10	2	2					6522' 1988m	5854' 1784m	7244' 2208m	148'
28	2	2				3	7014' 2138m		4	45m

1 Rwy 10/28 grooved.

2 spacing 60m

3 PAPI Rwy 28: Both left and right hand bar is directed 8° SOUTH of rwy centerline. Restricted to MAX 5.8NM from threshold.

4 TAKE OFF RUN AVAILABLE

RWY 28:

From rwy head	7415' (2260m)
twy C int	6020' (1835m)
twy B int	5709' (1740m)
twy A int	4675' (1425m)

**LOW VISIBILITY PROCEDURE (LVP)**

LVP will be activated when RVR 800m or less.

If holding position markings are no longer visible, or have reduced effect, only one acft on the manoeuvring area will be allowed at a time.

**SPECIAL REQUIREMENTS FOR ACFT OPERATORS PERFORMING COMMERCIAL TRANSPORT**

The acft operator shall stipulate:

- special crew qualification requirements (Cat B, REF EASA AMCI ORO.FC.105),
- special requirements with regard to surface winds
- and special requirements with regard to runway status.

Departure procedures, take-off minimums and take-off weight limitations shall be documented.

The acft operator shall ensure document fulfillment of the requirements above to CAA Norway at least 14 days prior commencing operations. CAA Norway will, after evaluating the documentation and finding it adequate, issue a letter of compliance. A copy has to be carried by the crew and presented to local airport authorities or representatives of CAA Norway on request.

Standard		TAKE-OFF	
	RCLM (DAY only) or RL		NIL (DAY only)
A	550m		
B			
C			
D			

ENSB/LYR

**JEPPESEN**  
19 FEB 16 **(10-9Y)** Eff 3 Mar

**JAA COPTER MINIMUMS**

**SVALBARD, NORWAY**  
LONGYEAR

STRAIGHT-IN RWY	DA(H) / MDA(H)	RVR (ALS/ALS out)
10 ILS	486' (415')	800m / 1000m
LOC	950' (879')	1000m / 1000m
RNAV Z (LNAV/VNAV) ①	1070' (999')	1000m / 1000m
RNAV Z (LNAV/VNAV) ②	1160' (1089')	1000m / 1000m
RNAV Z (LNAV/VNAV) ④	1290' (1219')	1000m / 1000m
RNAV Z (LNAV)	1650' (1579')	1000m / 1000m
RNAV Y (LNAV)	1110' (1039')	1000m / 1000m
28 LOC ②	510' (431')	1000m / 1000m
LOC ③	1160' (1081')	1000m / 1000m
LOC ④	1300' (1221')	1000m / 1000m
RNAV (LNAV) ②	1430' (1351')	1000m / 1000m
RNAV (LNAV) ④	1470' (1391')	1000m / 1000m

- ① Missed apch climb gradient mim 5.0%.
- ② Missed apch climb gradient mim 4.0%.
- ③ Missed apch climb gradient mim 3.0%.
- ④ Missed apch climb gradient mim 2.5%.

CIRCLE-TO-LAND ⑤	MDA(H)	VIS
	950' (856')	1000m
After RNAV Z 10	1650' (1556')	1000m
After RNAV Y 10	1110' (1016')	1000m
After LOC 28	1300' (1206')	1000m
After RNAV 28	1470' (1376')	1000m
After RNAV A ⑥	650' (556')	1000m

- ⑤ Not authorized South of airport.
- ⑥ Authorization required. 120 KT/ 25° bank angle during circling.

**TAKE-OFF RWY 10, 28**

LVP must be in Force				
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
	550m		550m ⑦	800m

- ⑦ Or rejected take-off distance whichever is the greater.

**ENSB/LYR**  
LONGYEAR

**JEPPESEN**  
19 FEB 16 (11-1) Eff 3 Mar

**SVALBARD, NORWAY**  
ILS or LOC Rwy 10

LONGYEAR Information  
118.1 119.850

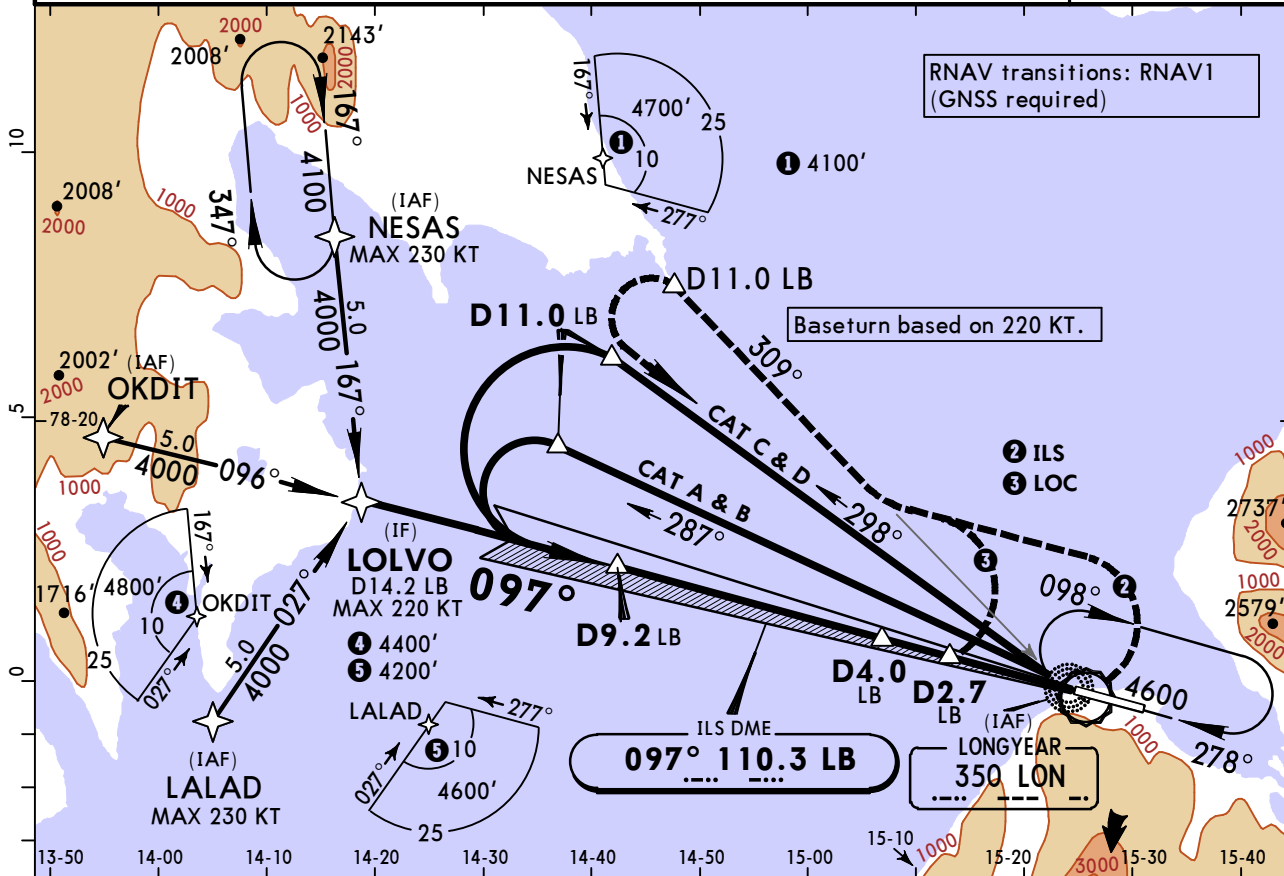
LOC LB <b>110.3</b>	Final Apch Crs <b>097°</b>	GS <b>D4.0 LB</b> 1370' (1299')	ILS DA(H) Refer to Minimums	Apt Elev 94' Rwy 71'
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**MISSED APCH:** Turn LEFT to intercept and proceed on 309° from NDB. At D11.0 LB turn LEFT to NDB. Enter holding climbing to 4600'. LOC: Do not turn before passing MAP.  
MAX speed during turns: CAT B: 130 KT, CAT C: 160 KT, CAT D: 185 KT.

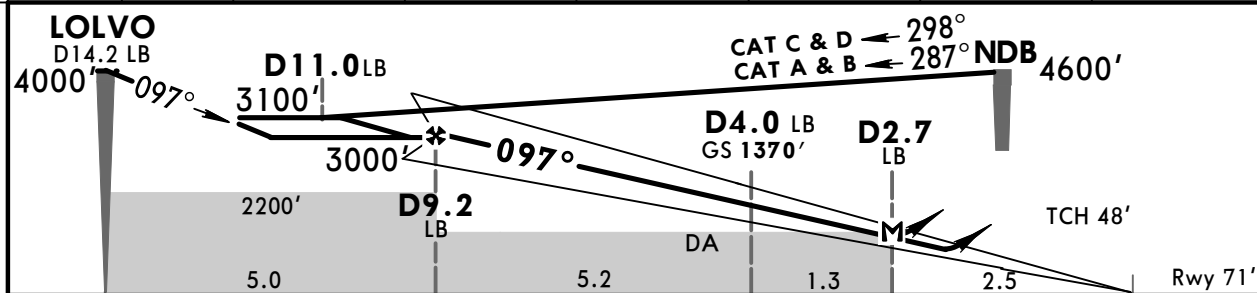
Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 5000'

1. **ADF and DME required.** 2. LOC not to be used outside 15° either side of course line.

MSA LON NDB



LOC	LB DME	9.0	8.0	7.0	6.0	5.0	4.0
(GS out)	ALTITUDE	2960'	2640'	2320'	2000'	1680'	1370'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI Refer to Missed Apch above	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		849
MAP at D2.7 LB								

<b>PANS OPS</b>	<b>Standard ILS STRAIGHT-IN LANDING RWY 10</b>		<b>LOC (GS out)</b>		<b>CIRCLE-TO-LAND</b>	
	DA(H) A: 486' (415') C: 631' (560')		DA(H) C: 1000' (929')		Not authorized South of airport	
	B: 521' (450') D: 786' (715')		AB: 950' (879') D: 1310' (1239')			
	FULL/Limited		ALS out		Max Kts	
	A	RVR 1500m	RVR 1500m	RVR 1500m	100	950' (856')
B	RVR 1500m	RVR 1500m	RVR 1500m	135	2040' (1946')	1600m
C	CMV 2100m	CMV 2400m	CMV 2400m	180	3560' (3466')	2400m
D	CMV 2400m	CMV 5000m	CMV 5000m	205	3560' (3466')	3600m

1 After LOC (GS out): 980' (886'). 2 After LOC (GS out): VIS 5000m.

**ENSB/LYR**  
LONGYEAR

**JEPPESSEN**  
19 FEB 16 (11-2) Eff 3 Mar

**SVALBARD, NORWAY**  
LOC Rwy 28

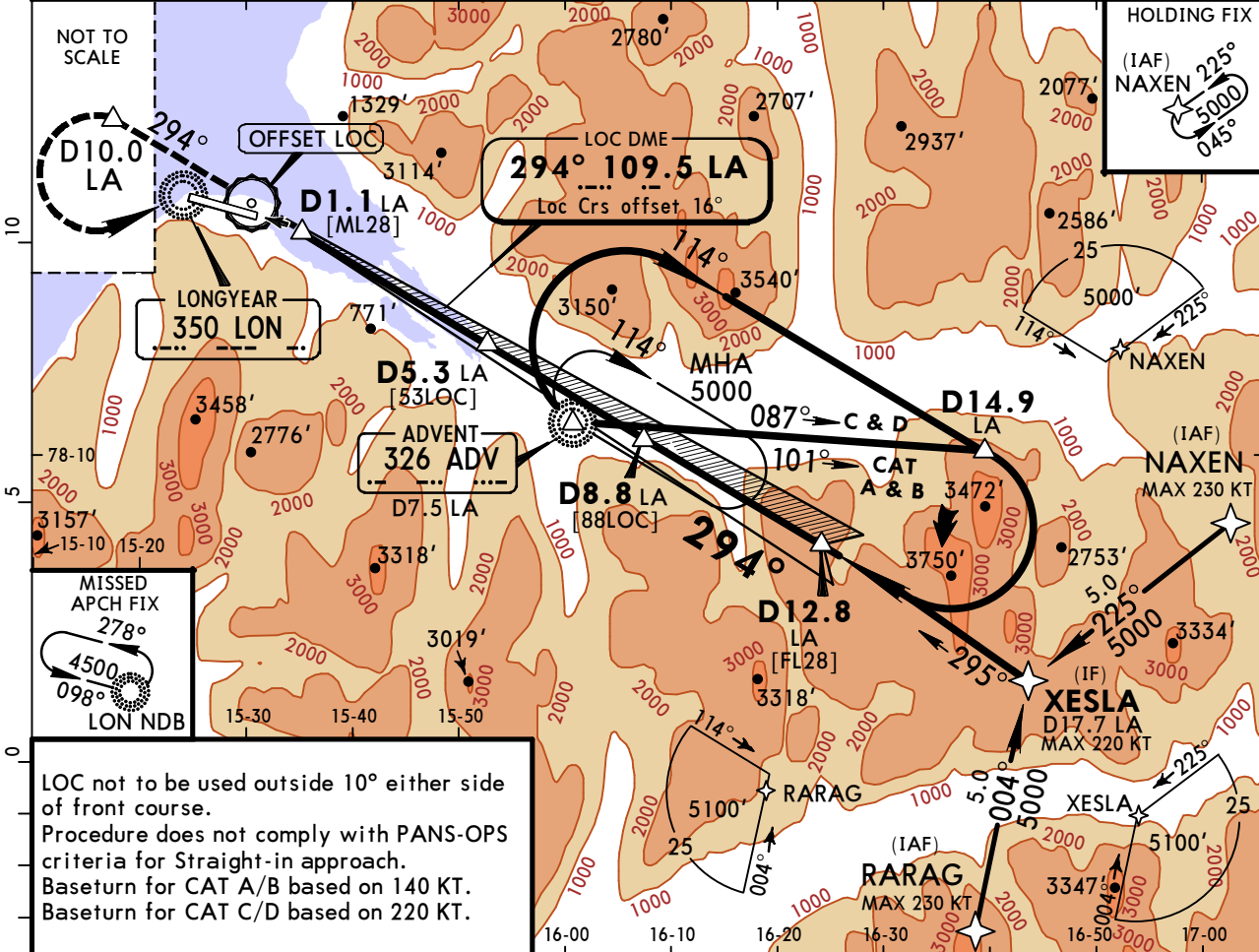
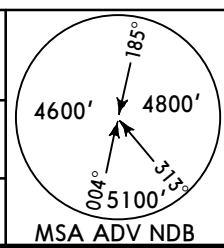
LONGYEAR Information  
118.1 119.850

LOC LA <b>109.5</b>	Final Apch Crs <b>294°</b>	Procedure Alt <b>D12.8 LA</b> 5000' (4921')	DA(H) Refer to Minimums	Apt Elev 94' Rwy 79'
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**MISSED APCH: Climb STRAIGHT AHEAD on 294°. When passing D10.0 LA turn LEFT to LON NDB. Enter holding climbing to 4500'.**

Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 5000'  
1. ADF and DME required. 2. RNAV transitions: RNAV 1 (GNSS required).

MSA ADV NDB



LOC not to be used outside 10° either side of front course.  
Procedure does not comply with PANS-OPS criteria for Straight-in approach.  
Baseturn for CAT A/B based on 140 KT.  
Baseturn for CAT C/D based on 220 KT.

LA DME	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0
ALTITUDE	1630'	2010'	2400'	2780'	3160'	3550'	3930'	4310'

Terrain NE of AD (4.7 NM to THR) and chimney SE of AD (1.6 NM to THR) penetrate VSS.

Do not deviate from apch path unless visual contact has been established.

**ADV NDB** D7.5 LA

**BASeturn** CAT C & D → 087°  
CAT A & B → 101°

**RACETRACK** → 114°

**XESLA** D17.7 LA

Rwy 79' TCH 50'

Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI	D10.0 LA on 294°
Descent Angle	3.63°	450	578	642	771	899		

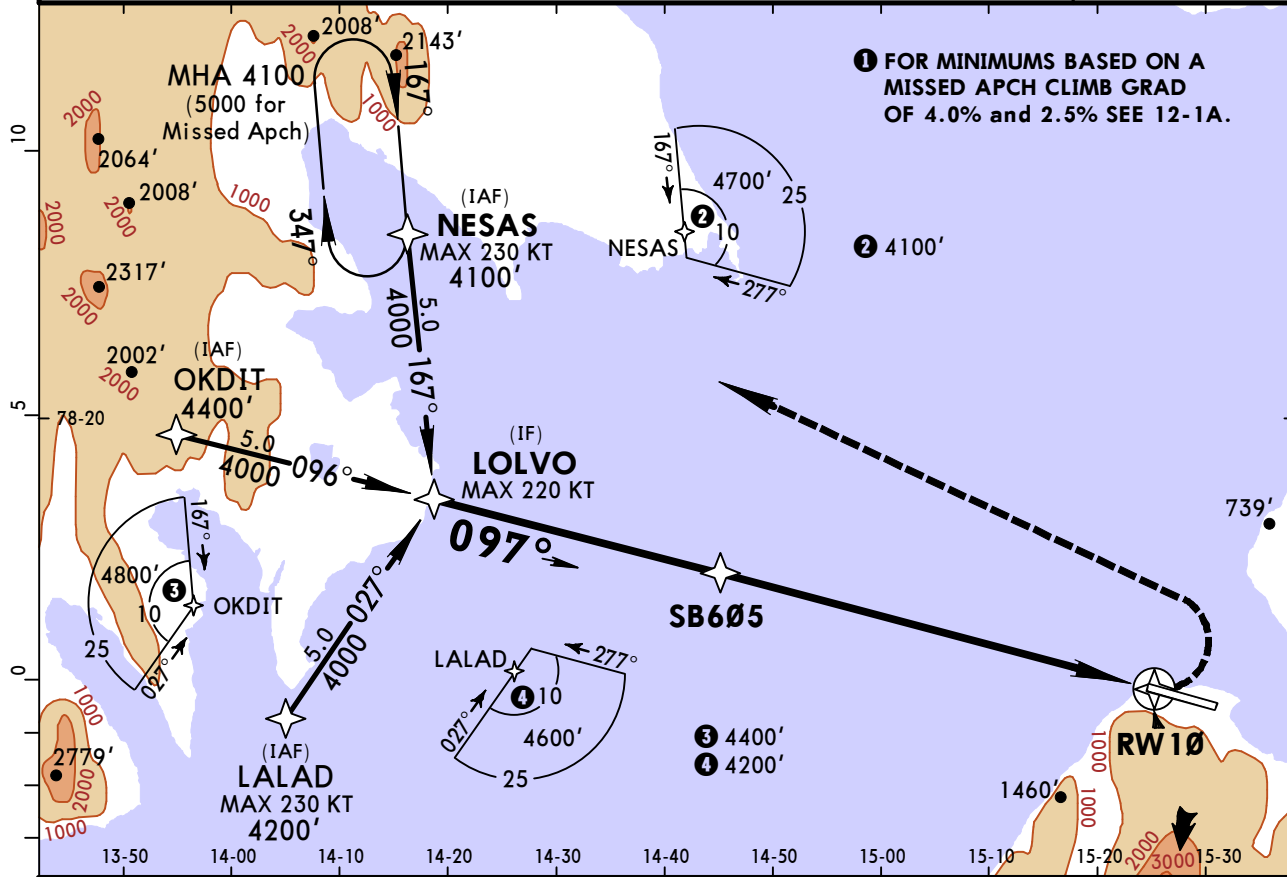
MAP at D1.1 LA					CIRCLE-TO-LAND		
Standard			STRAIGHT-IN LANDING RWY 28			Not authorized South of airport	
Missed apch climb gradient mim 4.0%		Missed apch climb gradient mim 3.0%		Missed apch climb gradient mim 2.5%			
DA(H) 510' (431')		DA(H) A: 1160' (1081') BCD: 1170' (1091')		DA(H) A: 1300' (1221') BCD: 1310' (1231')		Max Kts	
ALS out		ALS out		ALS out			
A							100 1300' (1206') 12 2000m
B	RVR 1600m	RVR 2000m	CMV 4400m	CMV 4900m	CMV 5000m		135 2040' (1946') 12 2000m
C						180 3560' (3466') 12 2400m	
D						205 3560' (3466') 12 3600m	

**ENSB/LYR**  
LONGYEAR

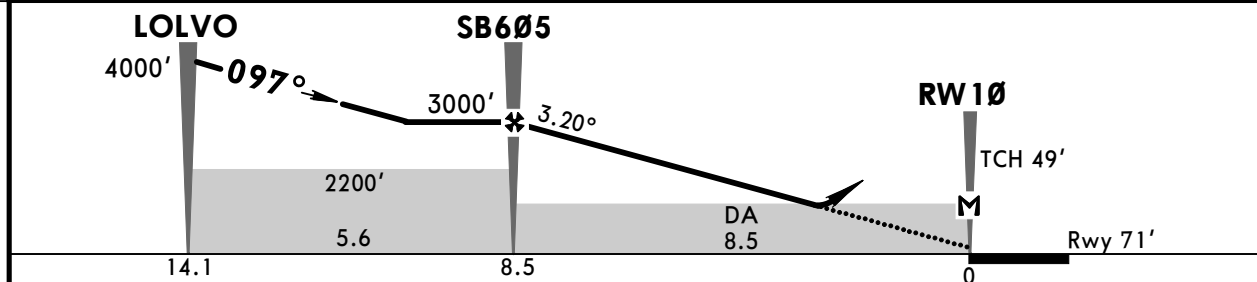
**JEPPESEN**  
19 FEB 16  
Eff 3 Mar (12-1)

**SVALBARD, NORWAY**  
RNAV (GNSS) Z Rwy 10

LONGYEAR Information 118.1 119.850					
RNAV	Final Apch Crs <b>097°</b>	Procedure Alt <b>3000'</b> (2929')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 94' Rwy 71'	
<b>MISSED APCH:</b> Turn LEFT direct NESAS and enter holding climbing to 5000'.					TAA 25 NM IAF
MAX speed during turns: CAT A: 100 KT CAT B: 130 KT, CAT C: 160 KT, CAT D: 185 KT.					
Alt Set: hPa		Rwy Elev: 3 hPa	Trans level: By ATC		Trans alt: 5000'
Baro-VNAV not authorized below -35°C.					



DIST to RW10	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	2840'	2500'	2160'	1820'	1480'	1140'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI	Refer to Missed Apch above
Descent Angle 3.20°	396	510	566	679	793	906		

<b>Standard</b> STRAIGHT-IN LANDING RWY 10				CIRCLE-TO-LAND			
LNAV/VNAV DA(H) MACG mim 5.0%		LNAV DA(H) MACG mim 5.0%		Not authorized South of airport			
A: 1070' (999') C: 1190' (1119')		A: 1650' (1579') C: 2130' (2059')					
B: 1110' (1039') D: 1300' (1229')		B: 1940' (1869') D: 2380' (2309')					
ALS out		ALS out					
A	RVR 1500m				Max Kts	MDA(H)	VIS
B			CMV 5000m		100	11650' (1556')	1500m 3
C					135	22300' (2206')	1600m 3
D	CMV 2400m				180	3560' (3466')	2400m 3
					205	3560' (3466')	3600m 3

① After LNAV approaches: MDA(H) 1680' (1586'). ② After LNAV with MACG 2.5%: MDA(H) 2330' (2236'). ③ After LNAV approaches: VIS 5000m.

## RNAV (GNSS) Z RWY 10 MINIMUMS

### MISSED APCH CLIMB GRADIENT MIM 4.0%

<b>Standard</b>		STRAIGHT-IN LANDING RWY 10	
		LNAV/VNAV	
DA(H)	A:	1160'(1089')	C: 1380'(1309')
	B:	1180'(1109')	D: 1540'(1469')
		ALS out	
A	RVR 1500m		
B			
C			
D			
		CMV 2400m	

<b>Standard</b>		STRAIGHT-IN LANDING RWY 10	
		LNAV	
DA(H)	A:	1650'(1579')	C: 2320'(2249')
	B:	2080'(2009')	D: 2570'(2499')
		ALS out	
A	CMV 5000m		
B			
C			
D			

### MISSED APCH CLIMB GRADIENT MIM 2.5%

<b>Standard</b>		STRAIGHT-IN LANDING RWY 10	
		LNAV/VNAV	
DA(H)	A:	1290'(1219')	C: 1770'(1699')
	B:	1300'(1229')	D: 2010'(1939')
		ALS out	
A	RVR 1500m		
B			
C			
D			
		CMV 2400m	

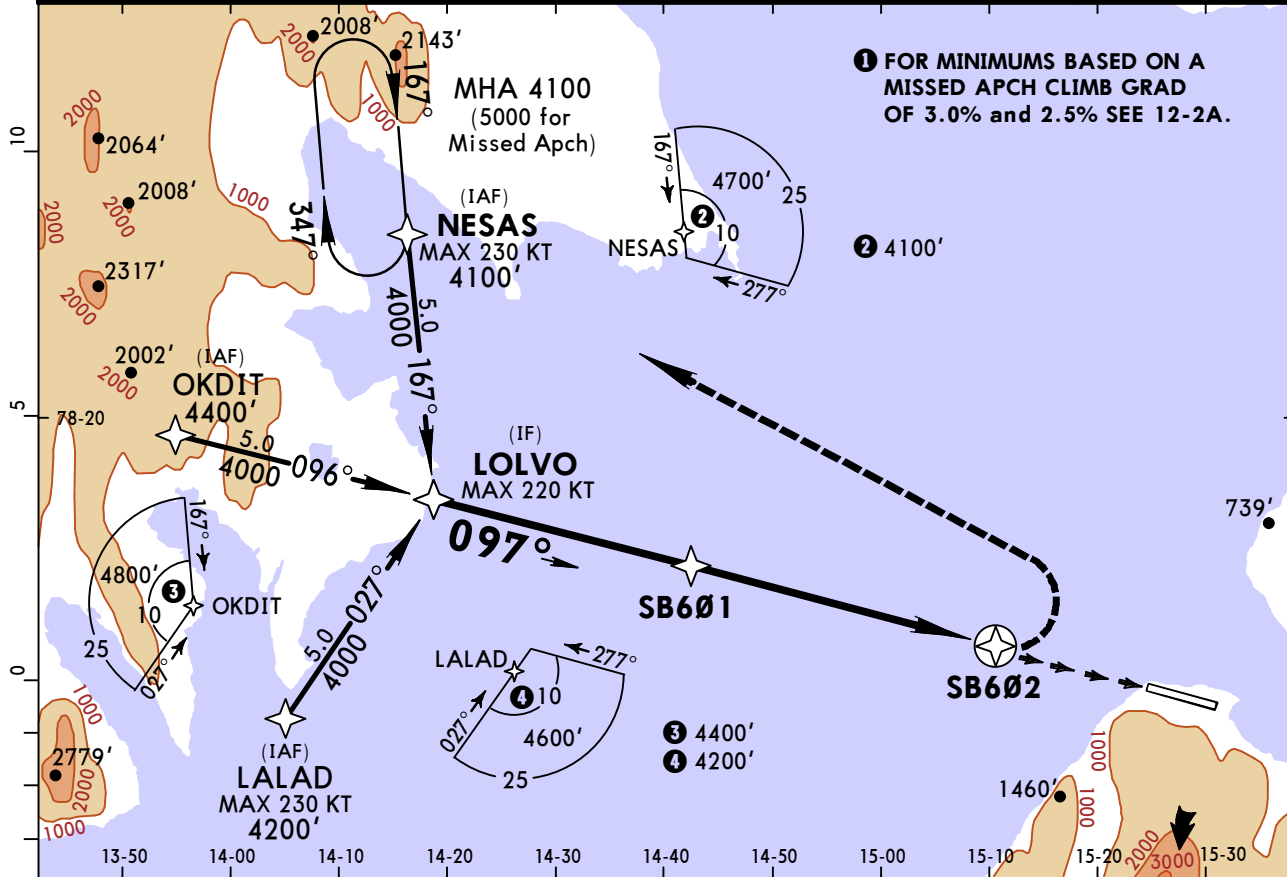
<b>Standard</b>		STRAIGHT-IN LANDING RWY 10	
		LNAV	
DA(H)	A:	1650'(1579')	C: 2610'(2539')
	B:	2300'(2229')	D: 2860'(2789')
		ALS out	
A	CMV 5000m		
B			
C			
D			

**ENSB/LYR**  
LONGYEAR

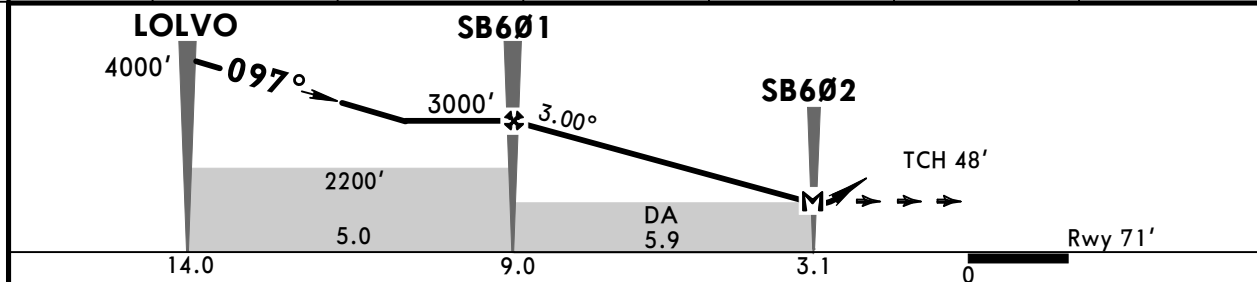
**JEPPESEN**  
19 FEB 16  
Eff 3 Mar (12-2)

**SVALBARD, NORWAY**  
RNAV (GNSS) Y Rwy 10

LONGYEAR Information 118.1 119.850					
RNAV	Final Apch Crs <b>097°</b>	Procedure Alt <b>SB601</b> 3000' (2929')	LNAV DA(H) Refer to Minimums	Apt Elev 94' Rwy 71'	
<b>MISSED APCH: Turn LEFT direct NESAS and enter holding climbing to 5000'.</b> MAX speed during turns: CAT A: 100 KT CAT B: 130 KT, CAT C: 160 KT, CAT D: 185 KT.					TAA 25 NM IAF
Alt Set: hPa		Rwy Elev: 3 hPa	Trans level: By ATC	Trans alt: 5000'	



DIST to SB602	5.0	4.0	3.0	2.0	1.0	0.0
ALTITUDE	2710'	2390'	2070'	1750'	1430'	1110'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI Refer to Missed Apch above
Descent Angle 3.00°	372	478	531	637	743	849	

PANS OPS	MAP at SB602 <b>Standard</b>		STRAIGHT-IN LANDING RWY 10		CIRCLE-TO-LAND	
	LNAV MACG mim 5.0%		LNAV MACG mim 4.0%		Not authorized South of airport	
	DA(H) ABC: 1110' (1039') D: 1150' (1079')		DA(H) AB: 1110' (1039') D: 1230' (1159')			
	ALS out		ALS out		Max Kts   MDA(H)   VIS	
	A	RVR 1500m	RVR 1500m		100	1140' (1046')
B				135	2040' (1946')	1600m
C	CMV 2400m	CMV 2400m		180	3560' (3466')	2400m <b>1</b>
D				205	3560' (3466')	3600m <b>1</b> <b>2</b>

**1** After MACG 2.5%: VIS 5000m. **2** After MACG 3.0%: VIS 5000m.  
CHANGES: New procedure. © JEPPESEN, 2016. ALL RIGHTS RESERVED.

**ENSB/LYR**  
LONGYEAR

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19 FEB 16 **(12-2A)** **Eff 3 Mar**

**SVALBARD, NORWAY**

## RNAV (GNSS) Y RWY 10 MINIMUMS

### MISSED APCH CLIMB GRADIENT MIM 3.0%

<b>Standard</b>		STRAIGHT-IN LANDING RWY 10	
LNAV			
		C: <b>1260'</b> (1189')	
DA(H) AB: <b>1110'</b> (1039')		D: <b>1320'</b> (1249')	
		ALS out	
A	RVR 1500m		
B			
C			
D			
		CMV 2400m	
		CMV 5000m	

### MISSED APCH CLIMB GRADIENT MIM 2.5%

<b>Standard</b>		STRAIGHT-IN LANDING RWY 10	
LNAV			
		C: <b>1310'</b> (1239')	
DA(H) AB: <b>1110'</b> (1039')		D: <b>1370'</b> (1299')	
		ALS out	
A	RVR 1500m		
B			
C			
D			
		CMV 5000m	

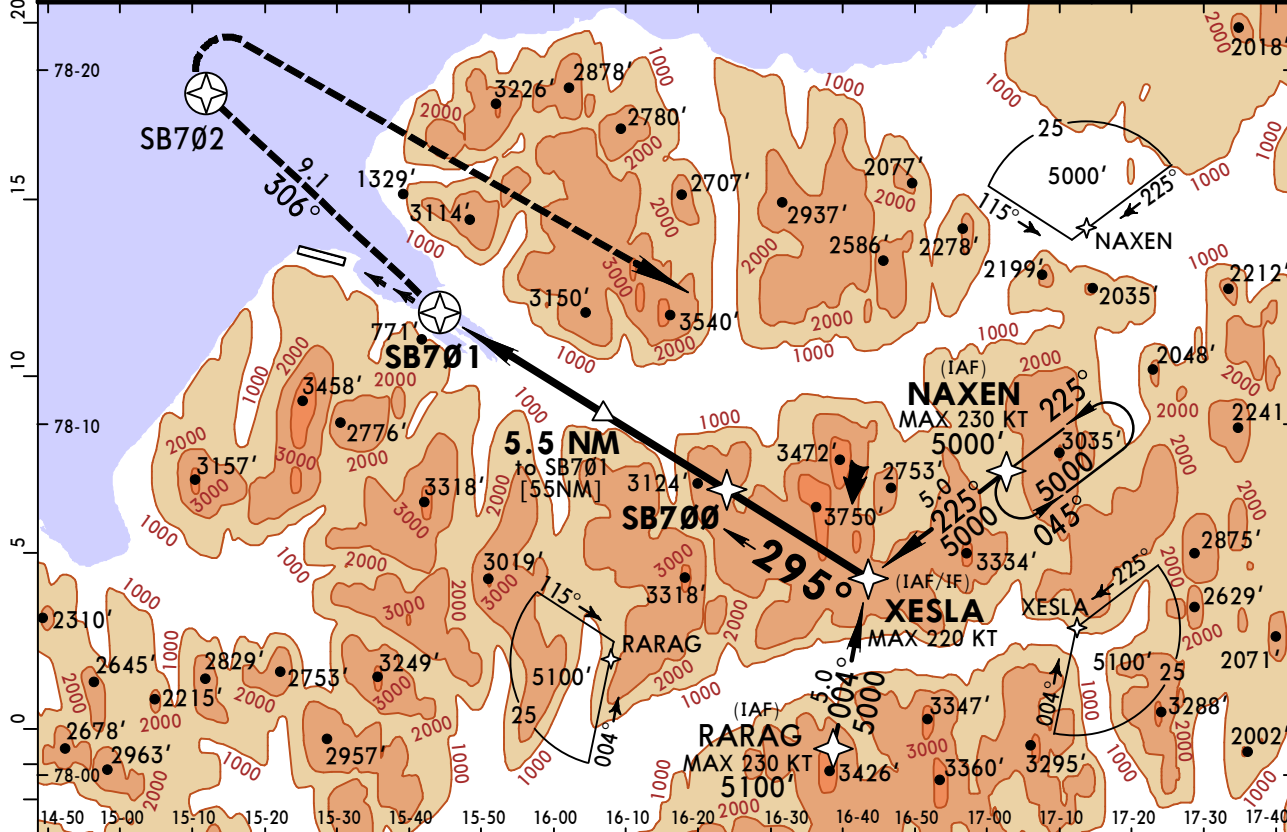
**ENSB/LYR**  
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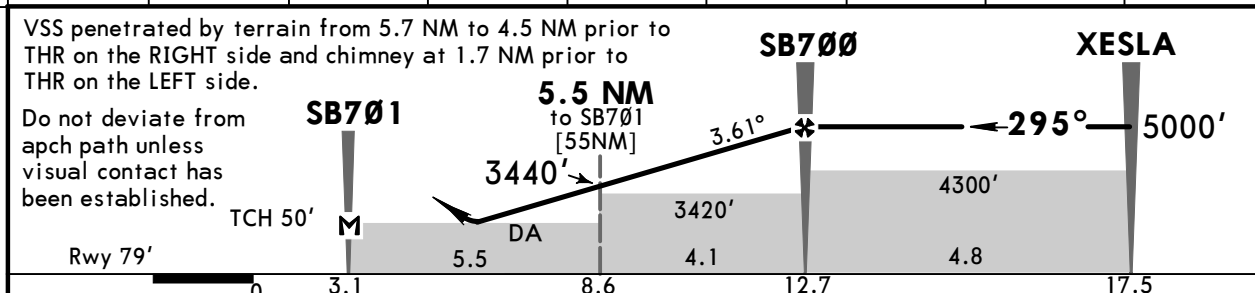
**SVALBARD, NORWAY**  
**RNAV (GNSS) Rwy 28**

9 SEP 16 (12-3) Eff 15 Sep

LONGYEAR Information 118.1 119.850					
RNAV	Final Apch Crs <b>295°</b>	Procedure Alt <b>SB700</b> 5000' (4921')	LNAV DA(H) Refer to Minimums	Apt Elev 94'	Rwy 79'
<b>MISSED APCH:</b> Proceed to SB702 then turn RIGHT direct to NAXEN and enter holding at 5000'.					TAA 25 NM IAF
Alt Set: hPa      Rwy Elev: 3 hPa      Trans level: By ATC      Trans alt: 5000'					
1. Final approach track offset 17° from rwy centerline. 2. Procedure does not comply with PANS OPS criteria for STRAIGHT IN approach. 3. VPA (3.6°) not consistent with PAPI angle (3.4°).					



DIST to SB701	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	1710'	2100'	2480'	2860'	3240'	3630'	4010'	4390'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI SB702
Descent Angle 3.61°	447	575	639	767	894	1022	
MAP at SB701							↑

PANS OPS	Standard STRAIGHT-IN LANDING RWY 28			CIRCLE-TO-LAND	
	LNAV MACG mim 5.0%	LNAV MACG mim 4.0%	LNAV MACG mim 2.5%	Not authorized South of airport	
	DA(H) C: 1450' (1371') D: 1510' (1431')	DA(H) C: 1480' (1401') D: 1540' (1461')	DA(H) A: 1470' (1391') B: 1490' (1411') C: 1530' (1451') D: 1570' (1491')		
	ALS out	ALS out	ALS out		
A	NOT APPLICABLE		Max Kts	MDA(H)	VIS
B		CMV 5000m	100	1470' (1376')	5000m
C			135	2040' (1946')	5000m
D	CMV 5000m		180	3560' (3466')	5000m
			205	3560' (3466')	5000m

After MACG 2.5%: MDA(H) 1490' (1396').

CHANGES: None.

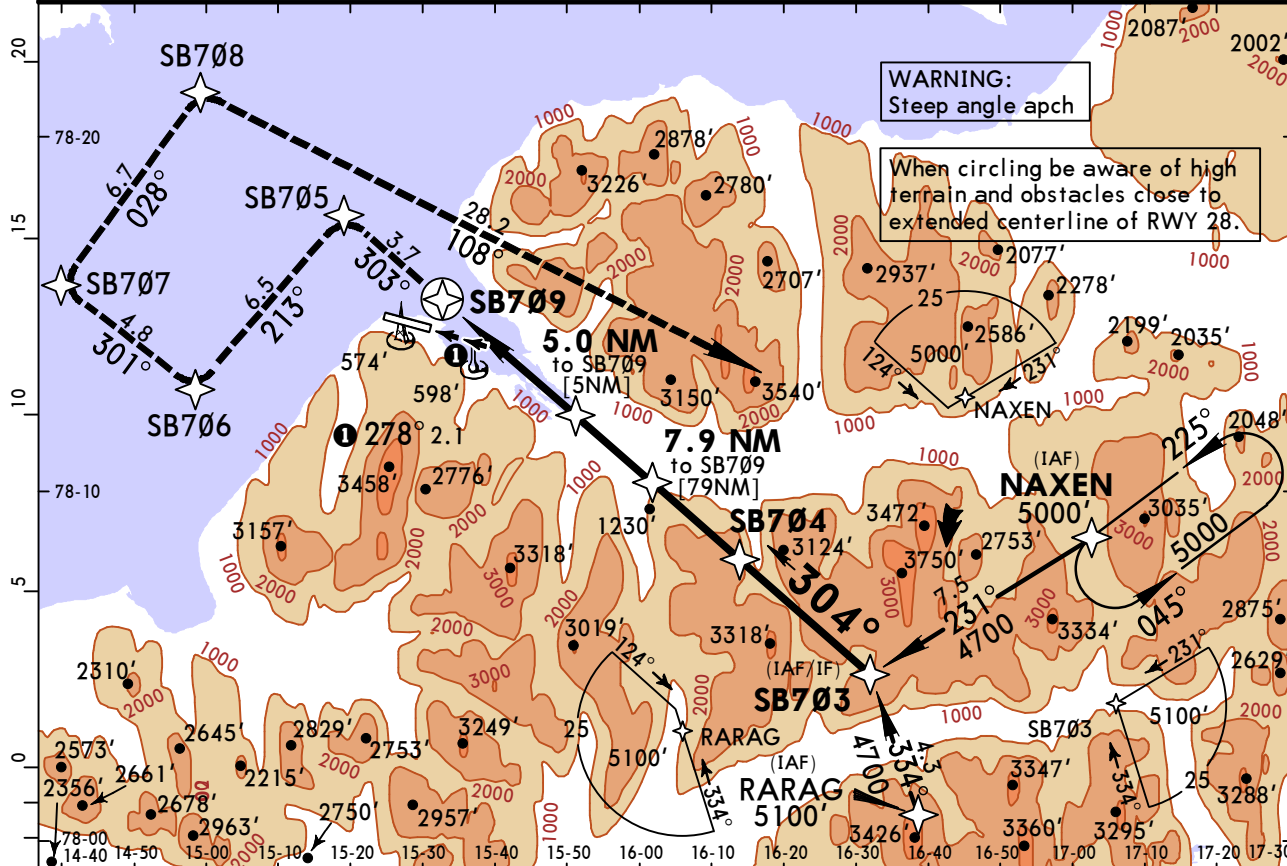
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**ENSB/LYR**  
LONGYEAR

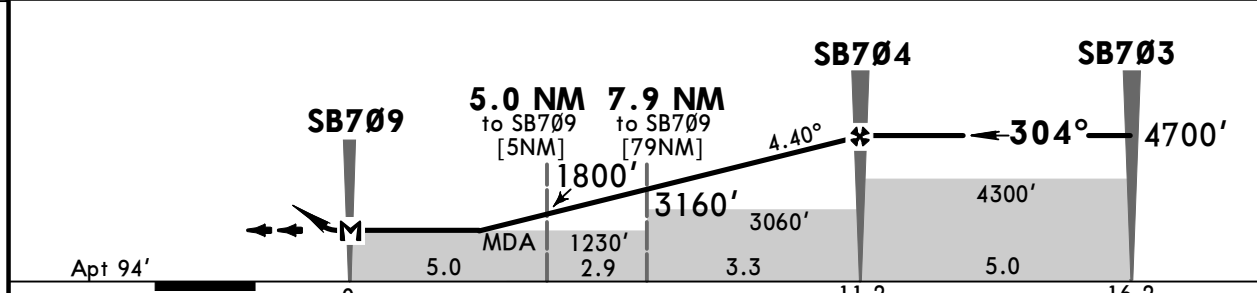
**JEPPESEN**  
9 SEP 16  
Eff 15 Sep 12-4 CAT A & B

**SVALBARD, NORWAY**  
RNAV (GNSS) A

LONGYEAR Information 118.1 119.850				
RNAV	Final Apch Crs <b>304°</b>	Procedure Alt <b>SB704</b> 4700' (4606')	MDA(H) <b>650'</b> (556')	Apt Elev 94'
<b>MISSED APCH:</b> Proceed to SB705 then to SB706 then to SB707 then to SB708 then to NAXEN. Enter holding climbing to 5000'.				TAA 25 NM IAF
Alt Set: hPa      Apt Elev: 3 hPa      Trans level: By ATC      Trans alt: 5000' 1. VPA (4.40°) not consistent with PAPI angle (3.4°). 2. The published angle inter- sects MDA 2.6 NM before SB709.				



DIST to SB709	4	5	6	7	8	9	10	11
ALTITUDE	1340'	1800'	2270'	2740'	3200'	3670'	4130'	4600'



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	<b>SB705</b> LT
Descent Angle 4.40°	545	701	779	935	1091	1247		
MAP at SB709	Standard							

PANS OPS	CIRCLE-TO-LAND			
	AUTH required 120KT/25° Bank during circling			
	Not authorized South of airport			
		Max Kts	MDA(H)	VIS
	A	100	650' (556')	1500m
	B	120	650' (556')	1600m
	C	NOT APPLICABLE		
	D	NOT APPLICABLE		

## Chart changes since cycle 02-2019

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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**SVALBARD, (LONGYEAR - ENSB)**

## TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ENSB