

List of pages in this Trip Kit

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Airport Information For ENBO

Terminal Charts For ENBO

Revision Letter For Cycle 20-2018

Change Notices

Notebook

General Information

Location: BODO NOR
ICAO/IATA: ENBO / BOO
Lat/Long: N67° 16.15', E014° 21.92'
Elevation: 43 ft

Airport Use: Joint-Use
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 4.0° E

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

Sunrise: 0852 Z
Sunset: 1248 Z

Runway Information

Runway: 07
Length x Width: 9167 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 19 ft
Lighting: Edge, ALS

Runway: 25
Length x Width: 9167 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 41 ft
Lighting: Edge, ALS

Communication Information

ATIS: 123.900
Bodo Tower: 118.100
Bodo Tower: 39.865 Military
Bodo Ground: 121.750
Bodo Ground: 35.847 Military
Bodo Approach: 122.100
Bodo Approach: 25.902 Military
Bodo Approach: 27.730 Military
Bodo Approach: 119.700

Bodo Approach: 124.000

ENBO/BOO

BODO



25 MAY 12

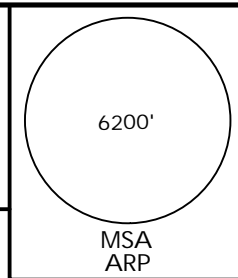
10-2

.Eff.31.May.

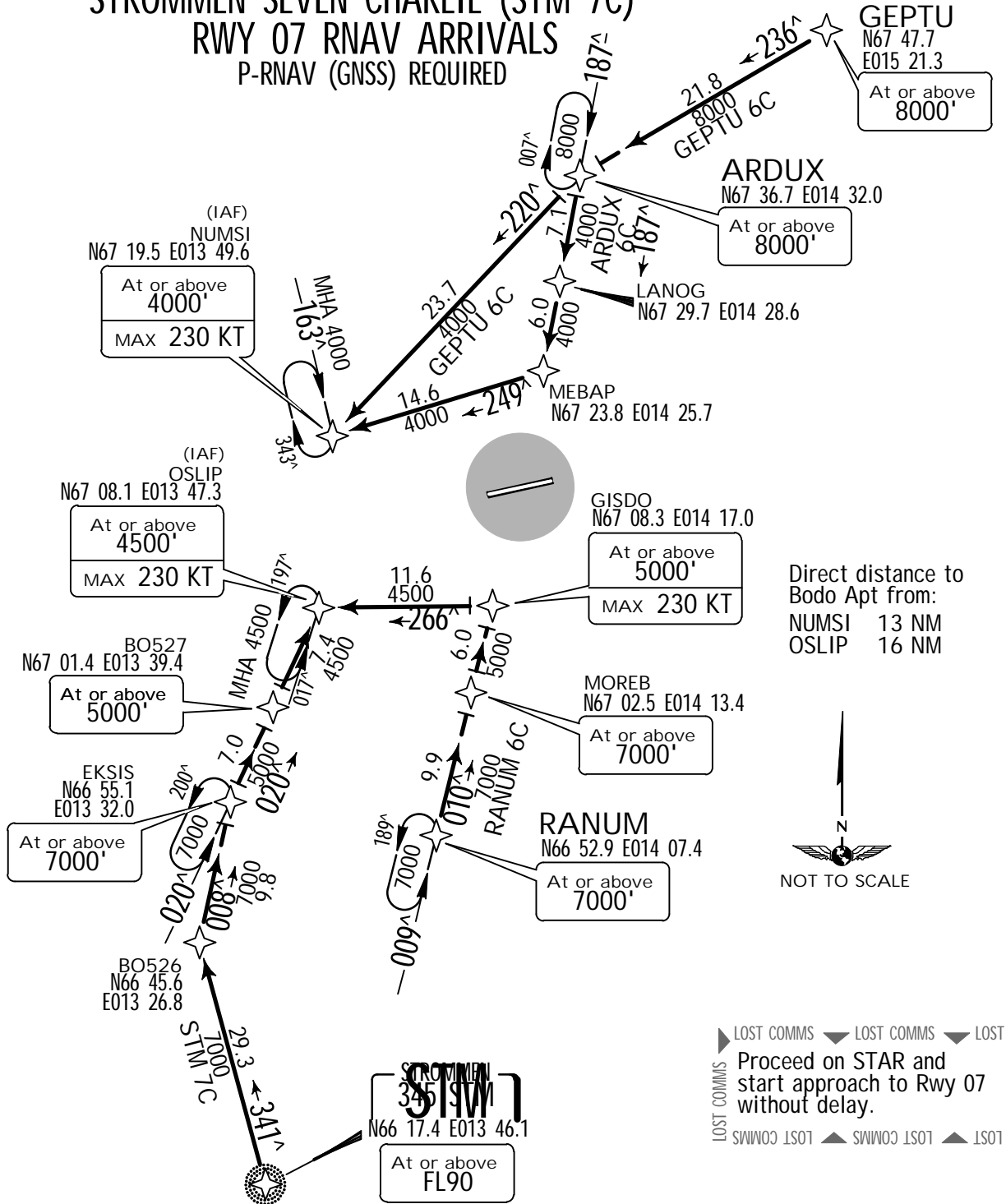
BODO, NORWAY

.RNAV.STAR.

Alt Set: hPa Trans level: By ATC Trans alt: 7000'
 1. When loss of RNAV capability, request vectoring.
 2. Vectoring will be used for sequencing to final when necessary.
 3. Class A GNSS shall not be used.
 4. RADAR service available.
 5. Descend as cleared by ATC.



ARDUX SIX CHARLIE (ARDUX 6C) [ARDU6C]
GEPTU SIX CHARLIE (GEPTU 6C) [GEPT6C]
RANUM SIX CHARLIE (RANUM 6C) [RANU6C]
STROMMEN SEVEN CHARLIE (STM 7C)
RWY 07 RNAV ARRIVALS
 P-RNAV (GNSS) REQUIRED



Direct distance to Bodo Apt from:
 NUMSI 13 NM
 OSLIP 16 NM

LOST COMMS
 Proceed on STAR and start approach to Rwy 07 without delay.

STAR	ROUTING
ARDUX 6C	ARDUX (8000'+) - LANOG - MEBAP - NUMSI (4000'+; K230-).
GEPTU 6C	GEPTU (8000'+) - ARDUX (8000'+) - NUMSI (4000'+; K230-).
RANUM 6C	RANUM (7000'+) - MOREB (7000'+) - GISDO (5000'+; K230-) - OSLIP (4500'+; K230-).
STM 7C	STM (FL90+) - BO526 - EKSIS (7000'+) - BO527 (5000'+) - OSLIP (4500'+; K230-).

ENBO/BOO

BODO



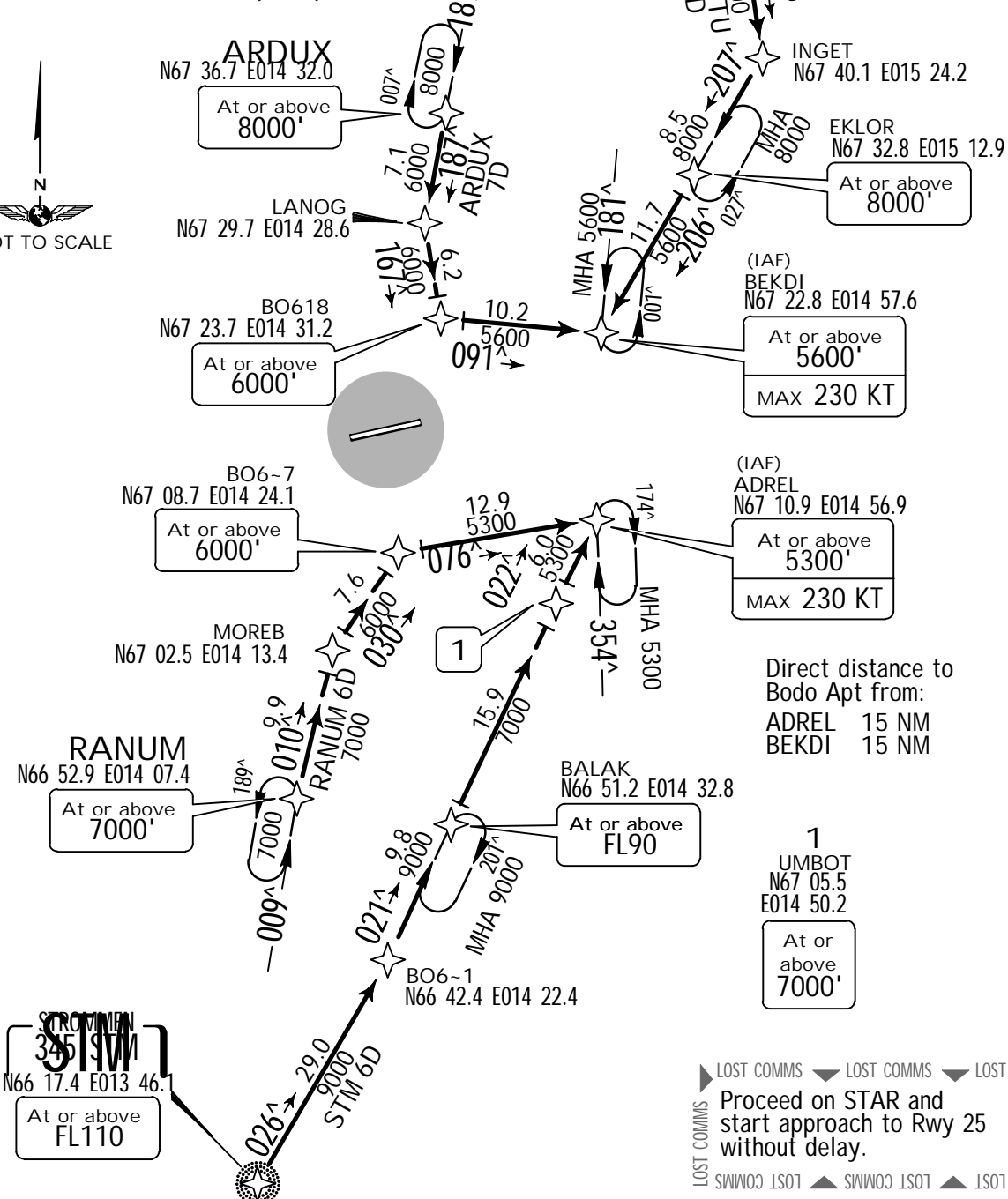
25 MAY 12 (10-2A) .Eff.31.May.

BODO, NORWAY

.RNAV.STAR.

*ATIS 123.9	Apt Elev 43'	Alt Set: hPa Trans level: By ATC Trans alt: 7000' 1. When loss of RNAV capability, request vectoring. 2. Vectoring will be used for sequencing to final when necessary. 3. Class A GNSS shall not be used. 4. RADAR service available. 5. Descend as cleared by ATC.	<p>MSA ARP</p>
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ARDUX SEVEN DELTA (ARDUX 7D) [ARDU7D] GEPTU SEVEN DELTA (GEPTU 7D) [GEPT7D] RANUM SIX DELTA (RANUM 6D) [RANU6D] STROMMEN SIX DELTA (STM 6D) RWY 25 RNAV ARRIVALS P-RNAV (GNSS) REQUIRED



▲ LOST COMMS ▼ LOST COMMS ▼ LOST
 Proceed on STAR and start approach to Rwy 25 without delay.
 LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

STAR	ROUTING
ARDUX 7D	ARDUX (8000'+) - LANOG - BO618 (6000'+) - BEKDI (5600'+; K230-).
GEPTU 7D	GEPTU (8000'+) - INGET - EKLOR (8000'+) - BEKDI (5600'+; K230-).
RANUM 6D	RANUM (7000'+) - MOREB - BO607 (6000'+) - ADREL (5300'+; K230-).
STM 6D	STM (FL110+) - BO601 - BALAK (FL90+) - UMBOT (7000'+) - ADREL (5300'+; K230-).

ENBO/BOO
BODO

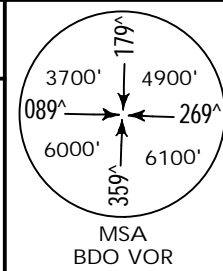
JEPPESEN
26 JAN 18 10-2C

BODO, NORWAY
.ARRIVAL.

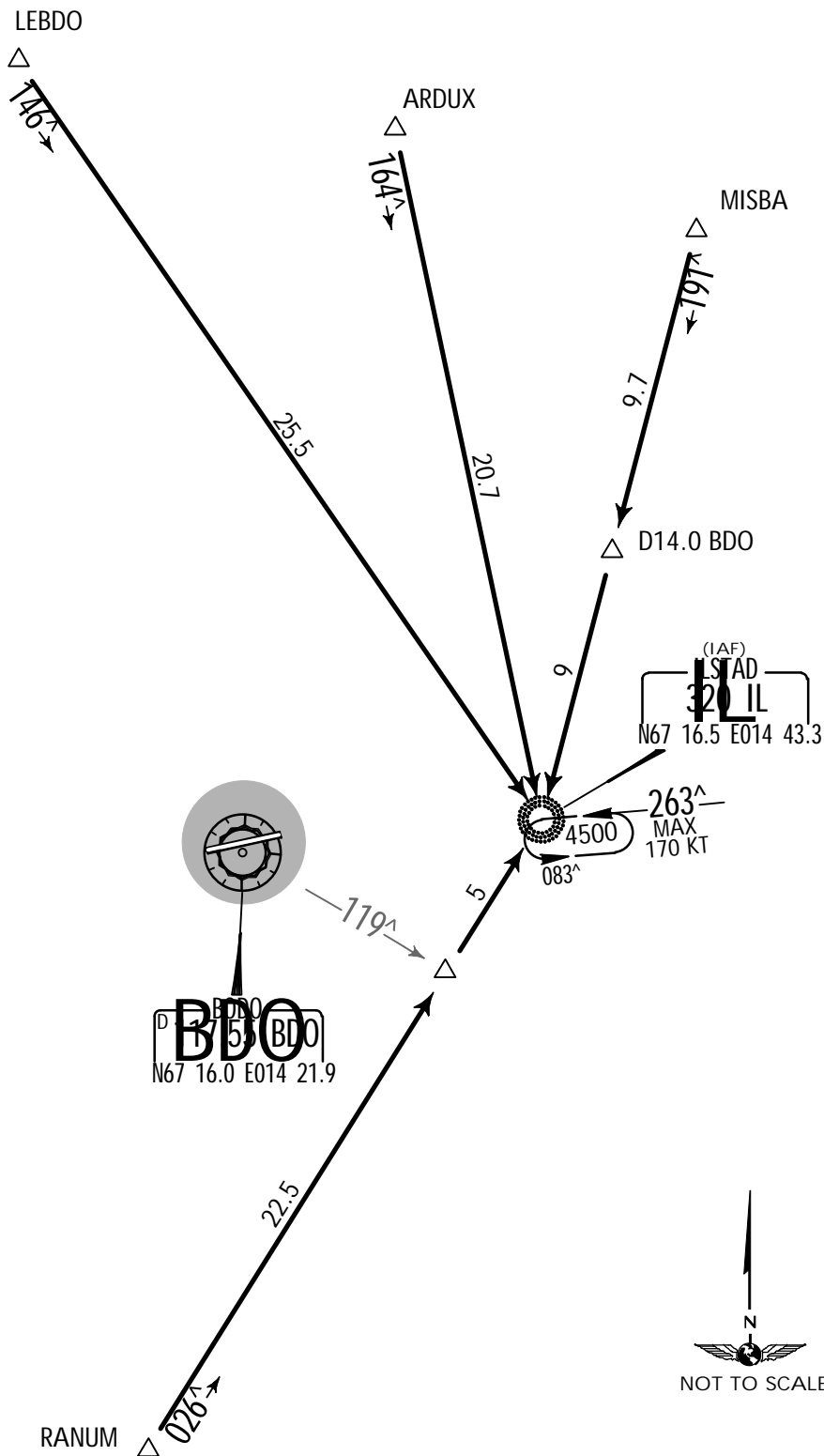
ATIS
123.9

Apt Elev
43'

Alt Set: hPa
Trans level: By ATC Trans alt: 7000'



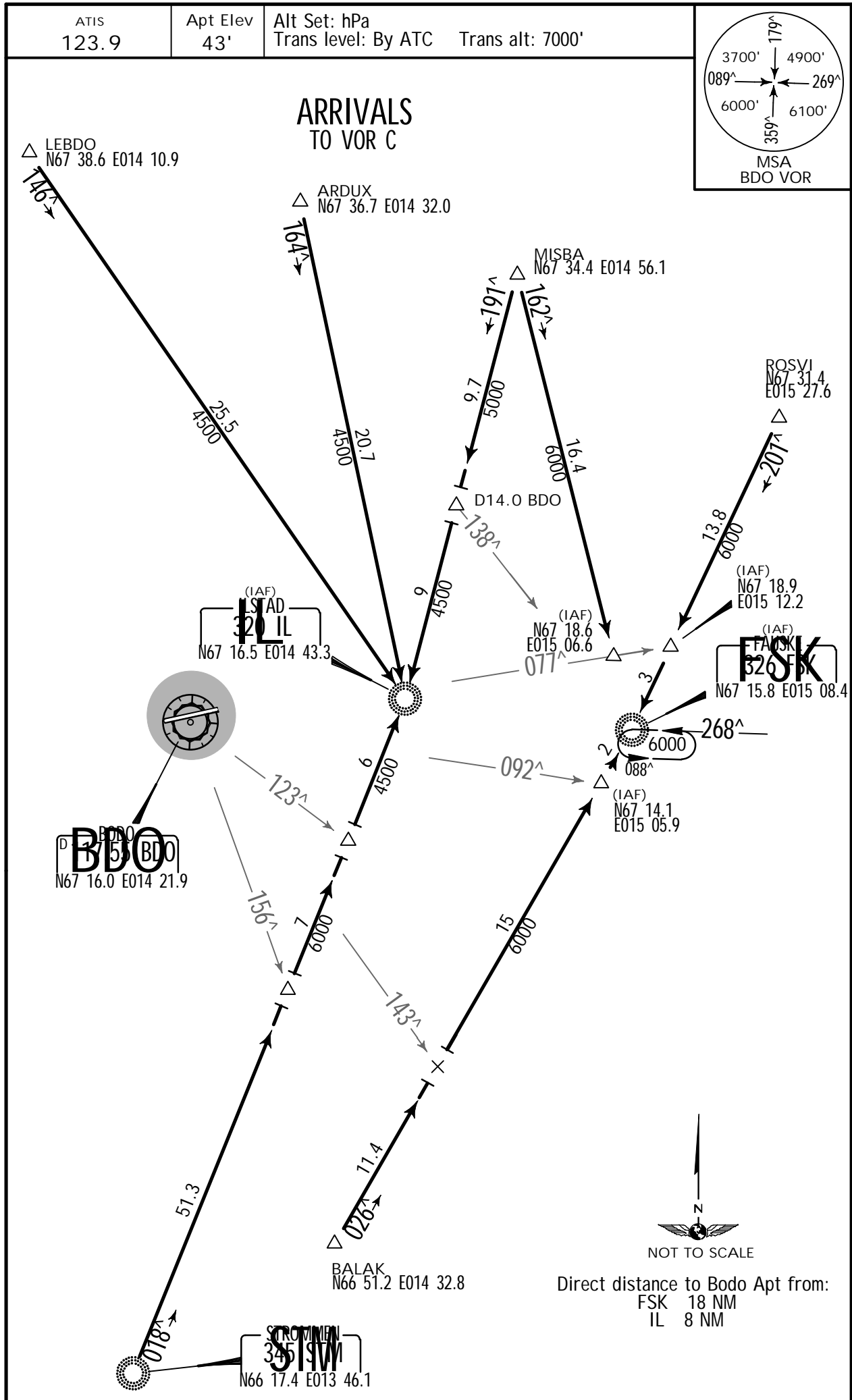
RWY 25 ARRIVALS TO ILS OR LOC



ENBO/BOO
BODO

JEPPESEN
13 FEB 15 10-2D

BODO, NORWAY
.ARRIVAL.

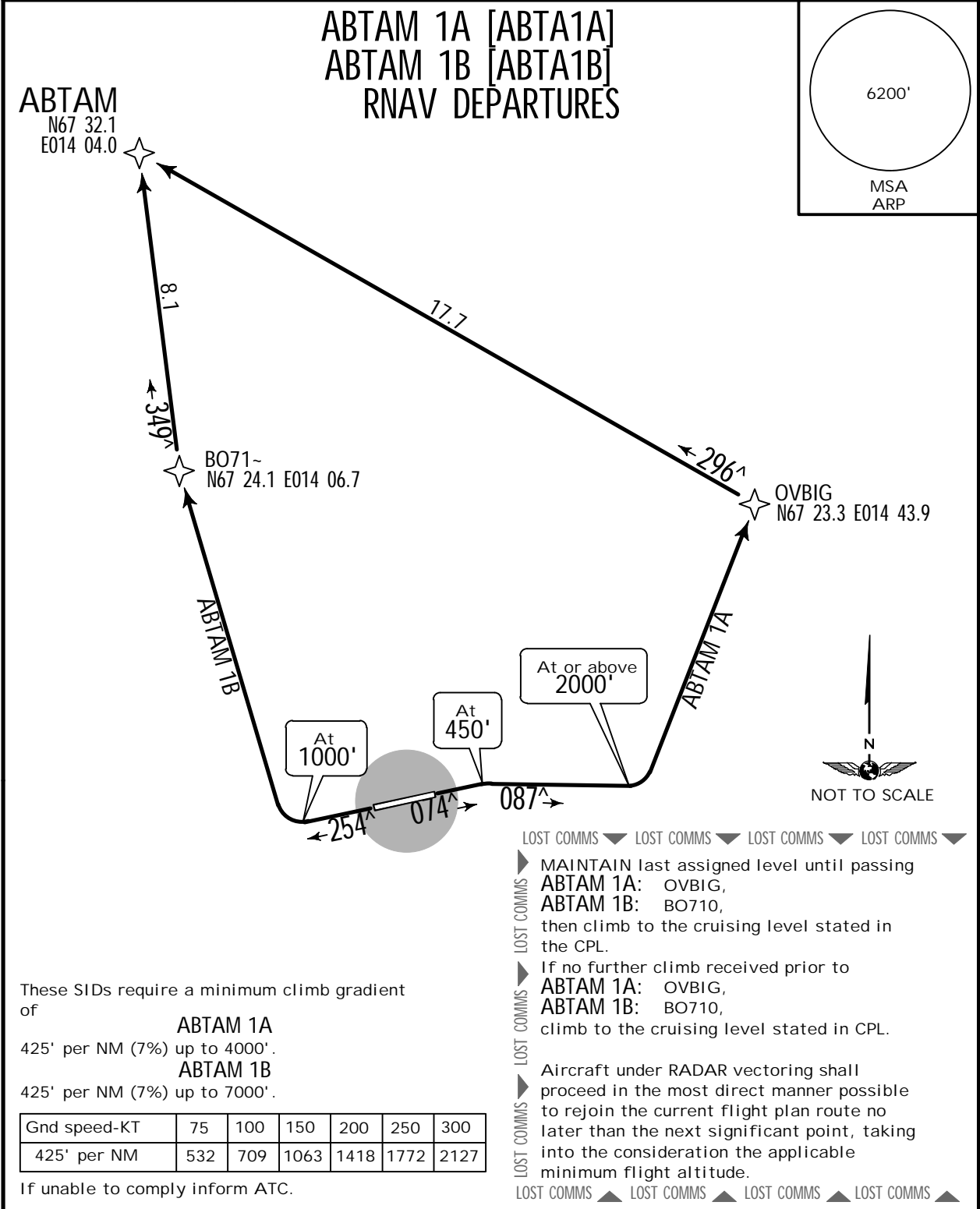


ENBO/BOO
BODO

JEPPESEN
25 NOV 16 **(10-3)** .Eff.8.Dec.

BODO, NORWAY
.RNAV.SID.

BODO Departure (R) 119.7	Apt Elev 43'	Trans level: By ATC Trans alt: 7000' 1. RNAV 1 (GNSS) required. 2. RWY 07: no turns before DER. EXPECT close-in obstacle: mast of 151', EAST of and aprx 550m from THR25 must be avoided visually or by other means. 3. Contact BODO Departure when instructed by BODO TWR. 4. Class A GNSS shall not be used. 5. Surveillance service shall be available. 6. Non RNAV 1 ACFT: at first contact with BODO TWR state "unable RNAV 1". Omnidirectional departure RWY 25 available. 7. Vectors deviating from SID may be used to expedite outbound traffic.
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These SIDs require a minimum climb gradient of

ABTAM 1A
425' per NM (7%) up to 4000'.
ABTAM 1B
425' per NM (7%) up to 7000'.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply inform ATC.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

- ▶ MAINTAIN last assigned level until passing
ABTAM 1A: OVBIG,
ABTAM 1B: BO710,
 then climb to the cruising level stated in the CPL.
- ▶ If no further climb received prior to
ABTAM 1A: OVBIG,
ABTAM 1B: BO710,
 climb to the cruising level stated in CPL.
- ▶ Aircraft under RADAR vectoring shall proceed in the most direct manner possible to rejoin the current flight plan route no later than the next significant point, taking into the consideration the applicable minimum flight altitude.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

Initial climb clearance **7000'**
ABTAM 1B: EXPECT further climb from BODO Departure.

SID	RWY	ROUTING
ABTAM 1A	07	Climb on 074° track to 450', 087° track, at or above 2000' turn direct to OVBIG, then to ABTAM.
ABTAM 1B	25	Climb on 254° track to 1000', turn RIGHT direct to BO710, then to ABTAM. EXPECT RADAR service for transition to ATS route.

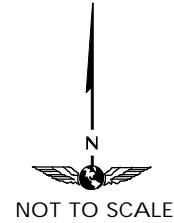
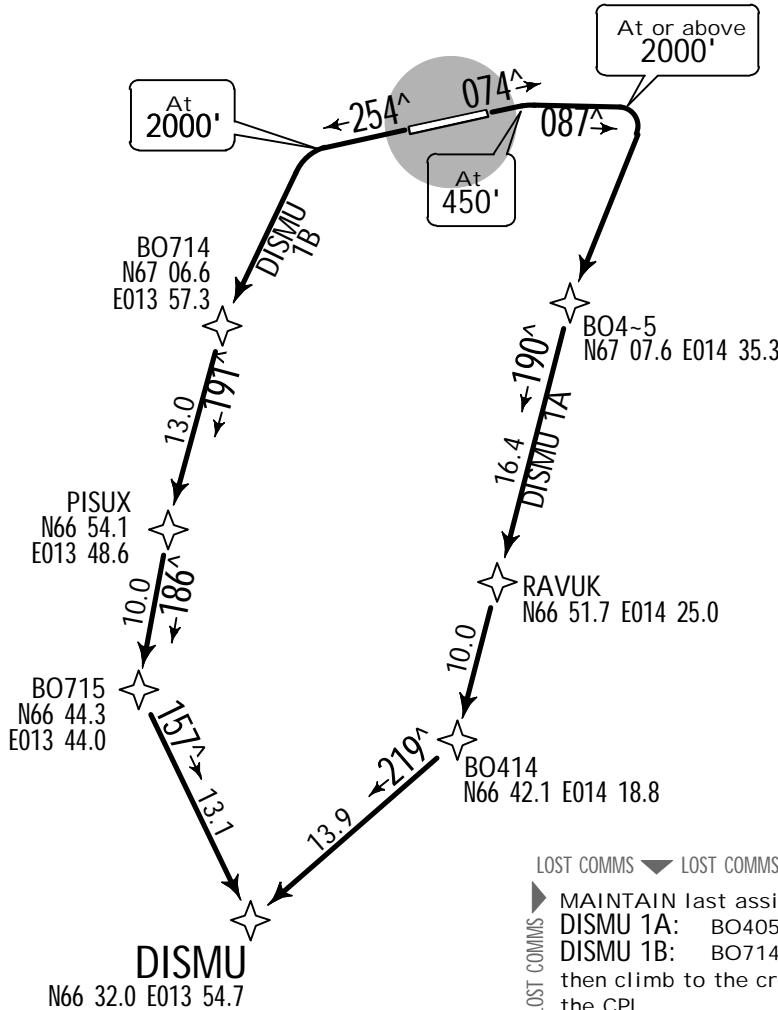
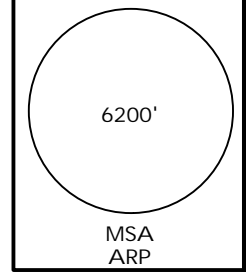
ENBO/BOO
BODO

JEPPESEN
25 NOV 16 **(10-3A)** .Eff.8.Dec.

BODO, NORWAY
.RNAV.SID.

BODO Departure (R) 119.7	Apt Elev 43'	Trans level: By ATC Trans alt: 7000' 1. RNAV 1 (GNSS) required. 2. RWY 07: no turns before DER. EXPECT close-in obstacle: mast of 151', EAST of and aprx 550m from THR25 must be avoided visually or by other means. 3. Contact BODO Departure when instructed by BODO TWR. 4. Class A GNSS shall not be used. 5. Surveillance service shall be available. 6. Non RNAV 1 ACFT: at first contact with BODO TWR state "unable RNAV 1". Omnidirectional departure RWY 25 available. 7. Vectors deviating from SID may be used to expedite outbound traffic.
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**DISMU 1A [DISM1A]
DISMU 1B [DISM1B]
RNAV DEPARTURES**



These SIDs require a minimum climb gradient of
 DISMU 1A: 425' per NM (7%) up to 5000'.
 DISMU 1B: 425' per NM (7%) up to 7000'.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply inform ATC.

- LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
- ▶ MAINTAIN last assigned level until passing
 DISMU 1A: BO405,
 DISMU 1B: BO714,
 then climb to the cruising level stated in the CPL.
 - ▶ If no further climb received prior to
 DISMU 1A: BO405,
 DISMU 1B: BO714,
 climb to the cruising level stated in CPL.
 - ▶ Aircraft under RADAR vectoring shall proceed in the most direct manner possible to rejoin the current flight plan route no later than the next significant point, taking into the consideration the applicable minimum flight altitude.
- LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

Initial climb clearance 7000'	
DISMU 1B: EXPECT further climb from BODO Departure.	
SID	ROUTING
DISMU 1A	Climb on 074 [^] track to 450', 087 [^] track, at or above 2000' turn direct to BO405, then to RAVUK, then to BO414, then to DISMU.
DISMU 1B	Climb on 254 [^] track to 2000', turn LEFT direct to BO714, then to PISUX, then to BO715, then to DISMU.

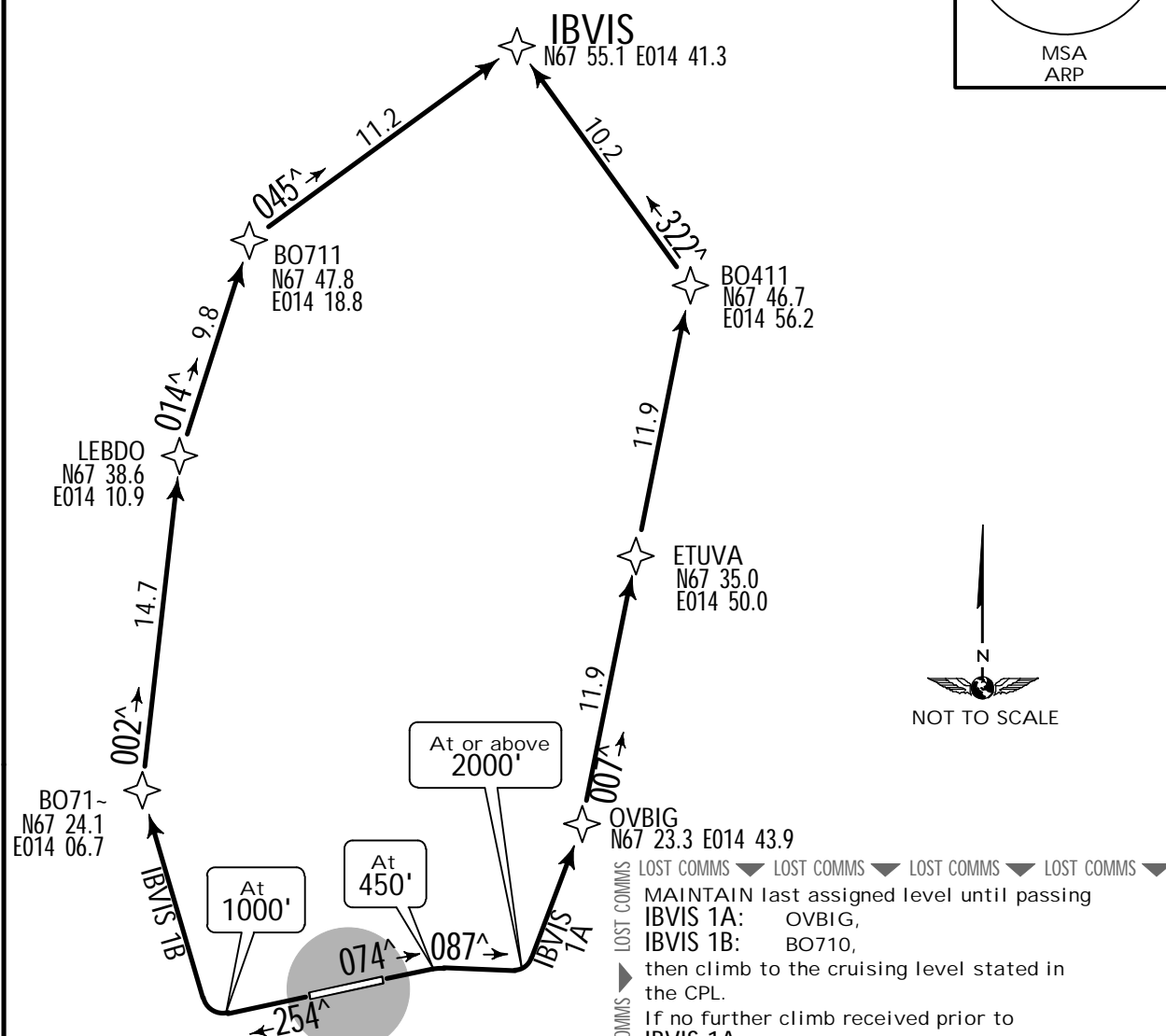
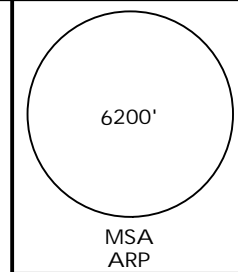
ENBO/BOO
BODO

JEPPESEN
25 NOV 16 (10-3B) .Eff.8.Dec.

BODO, NORWAY
.RNAV.SID.

BODO Departure (R) 119.7	Apt Elev 43'	Trans level: By ATC Trans alt: 7000' 1. RNAV 1 (GNSS) required. 2. RWY 07: no turns before DER. EXPECT close-in obstacle: mast of 151', EAST of and aprx 550m from THR25 must be avoided visually or by other means. 3. Contact BODO Departure when instructed by BODO TWR. 4. Class A GNSS shall not be used. 5. Surveillance service shall be available. 6. Non RNAV 1 ACFT: at first contact with BODO TWR state "unable RNAV 1". Omnidirectional departure RWY 25 available. 7. Vectors deviating from SID may be used to expedite outbound traffic.
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**IBVIS 1A [IBV11A]
IBVIS 1B [IBV11B]
RNAV DEPARTURES**



These SIDs require a minimum climb gradient of

IBVIS 1A: 425' per NM (7.0%) up to 4000'.
 IBVIS 1B: 425' per NM (7.0%) up to 7000'.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply inform ATC.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

MAINTAIN last assigned level until passing

IBVIS 1A: OVBIG,
 IBVIS 1B: BO710,
 then climb to the cruising level stated in the CPL.

If no further climb received prior to

IBVIS 1A: OVBIG,
 IBVIS 1B: BO710,
 climb to the cruising level stated in CPL.

Aircraft under RADAR vectoring shall proceed in the most direct manner possible to rejoin the current flight plan route no later than the next significant point, taking into the consideration the applicable minimum flight altitude.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

IBVIS 1B: Initial climb clearance **7000'**
 EXPECT further climb from BODO Departure.

SID	RWY	ROUTING
IBVIS 1A	07	Climb on 074^ track to 450', 087^ track, at or above 2000' turn direct to OVBIG, then to ETUVA, then to BO411, then to IBVIS.
IBVIS 1B	25	Climb on 254^ track to 1000', turn RIGHT direct to BO710, then to LEBDO, then to BO711, then to IBVIS.

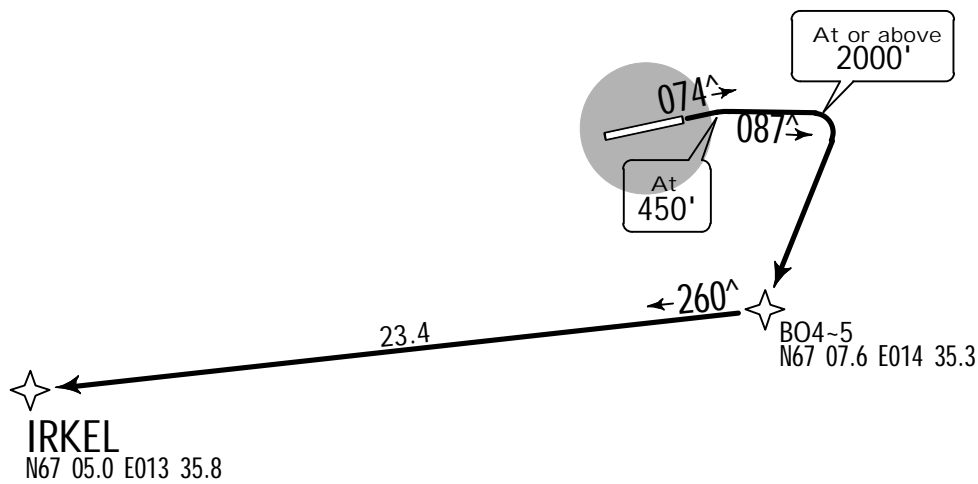
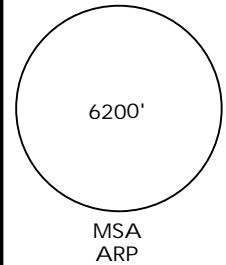
ENBO/BOO
BODO

JEPPESEN
25 NOV 16 (10-3C) .Eff.8.Dec.

BODO, NORWAY
.RNAV.SID.

BODO Departure (R) 119.7	Apt Elev 43'	Trans level: By ATC Trans alt: 7000' 1. RNAV 1 (GNSS) required. 2. No turns before DER. EXPECT close-in obstacle: mast of 151', EAST of and aprx 550m from THR25 must be avoided visually or by other means. 3. Contact BODO Departure when instructed by BODO TWR. 4. Class A GNSS shall not be used. 5. Surveillance service shall be available. 6. Non RNAV 1 ACFT: at first contact with BODO TWR state "unable RNAV 1". Omnidirectional departure RWY 25 available. 7. Vectors deviating from SID may be used to expedite outbound traffic.
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IRKEL 1A [IRKE1A] RWY 07 RNAV DEPARTURE



This SID requires a minimum climb gradient of 425' per NM (7%) up to 5000'.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply inform ATC.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
 LOST COMMS ▼ MAINTAIN last assigned level until passing BO405, then climb to the cruising level stated in the CPL.
 LOST COMMS ▼ If no further climb received prior to BO405 climb to the cruising level stated in CPL.
 LOST COMMS ▼ Aircraft under RADAR vectoring shall proceed in the most direct manner possible to rejoin the current flight plan route no later than the next significant point, taking into the consideration the applicable minimum flight altitude.
 LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

Initial climb clearance **7000'**

ROUTING

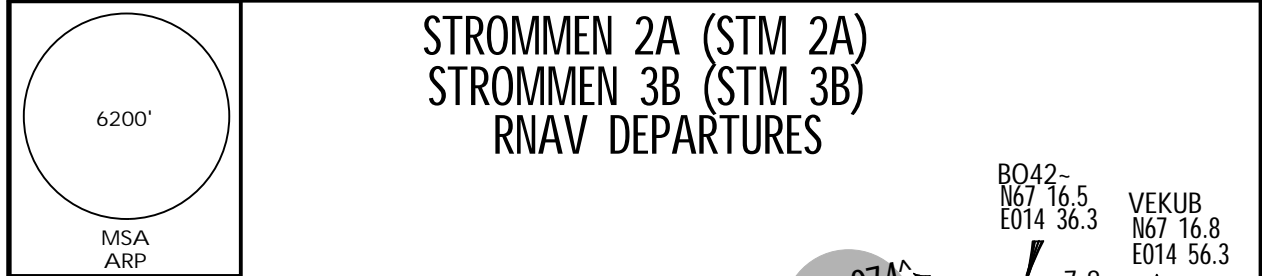
Climb on 074^ track to 450', 087^ track, at or above 2000' turn direct to BO405, then to IRKEL.

ENBO/BOO
BODO

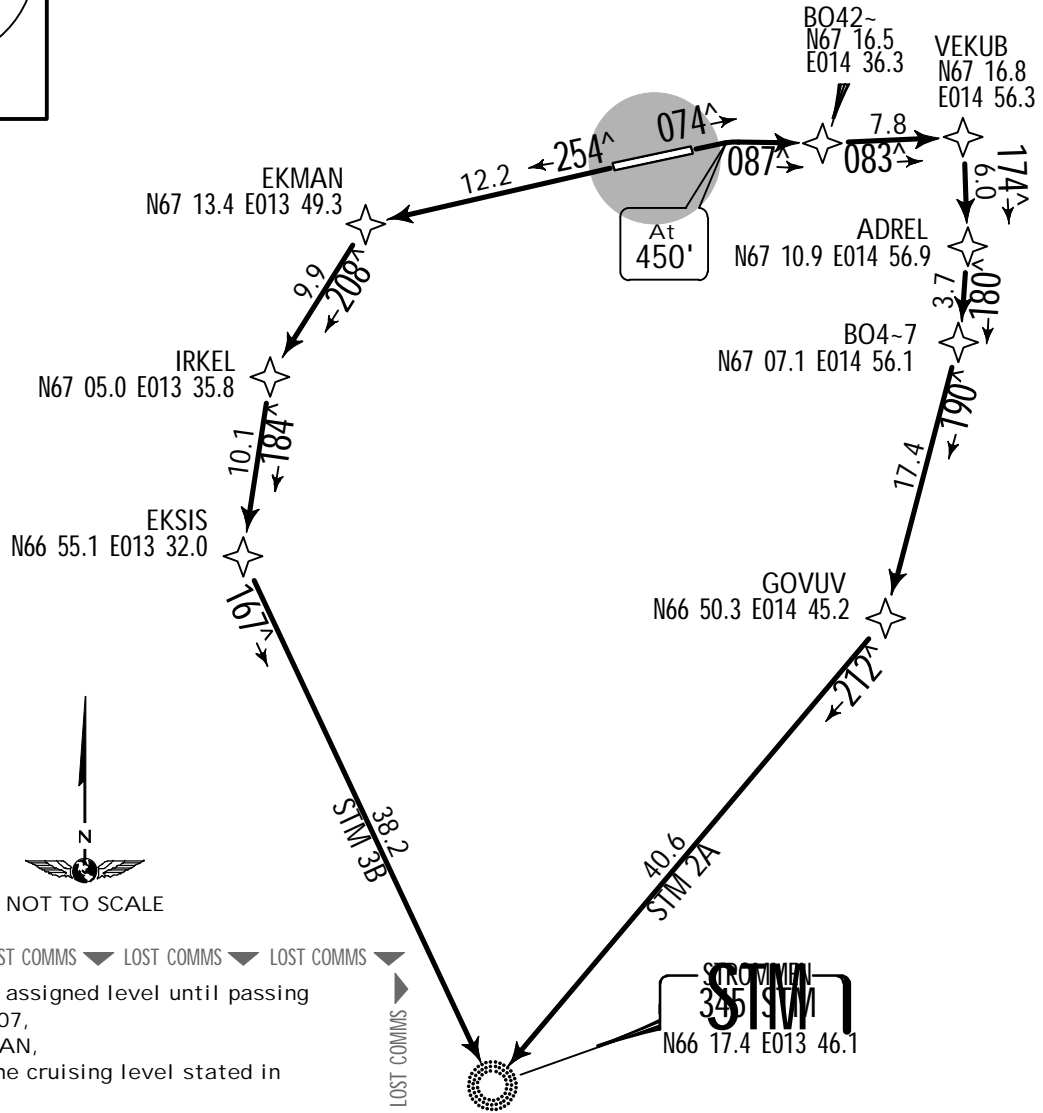
JEPPESEN
25 NOV 16 **(10-3D)** .Eff.8.Dec.

BODO, NORWAY
.RNAV.SID.

BODO Departure (R) 119.7	Apt Elev 43'	Trans level: By ATC Trans alt: 7000' 1. RNAV 1 (GNSS) required. 2. RWY 07: no turns before DER. EXPECT close-in obstacle: mast of 151', EAST of and aprx 550m from THR25 must be avoided visually or by other means. 3. Contact BODO Departure when instructed by BODO TWR. 4. Class A GNSS shall not be used. 5. Surveillance service shall be available. 6. Non RNAV 1 ACFT: at first contact with BODO TWR state "unable RNAV 1". Omnidirectional departure RWY 25 available. 7. Vectors deviating from SID may be used to expedite outbound traffic.
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STROMMEN 2A (STM 2A)
STROMMEN 3B (STM 3B)
RNAV DEPARTURES



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

MAINTAIN last assigned level until passing
STM 2A: BO407,
STM 3B: EKMAN,
 then climb to the cruising level stated in the CPL.
 If no further climb received prior to
STM 2A: BO407,
STM 3B: EKMAN,
 climb to the cruising level stated in CPL.

Aircraft under RADAR vectoring shall proceed in the most direct manner possible to rejoin the current flight plan route no later than the next significant point, taking into the consideration the applicable minimum flight altitude.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

These SIDs require a minimum climb gradient of
STM 2A: 425' per NM (7.0%) up to 4000'.
STM 3B: 425' per NM (7.0%) up to 7000'.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply inform ATC.

Initial climb clearance **7000'**

STM 3B: EXPECT further climb from BODO Departure.

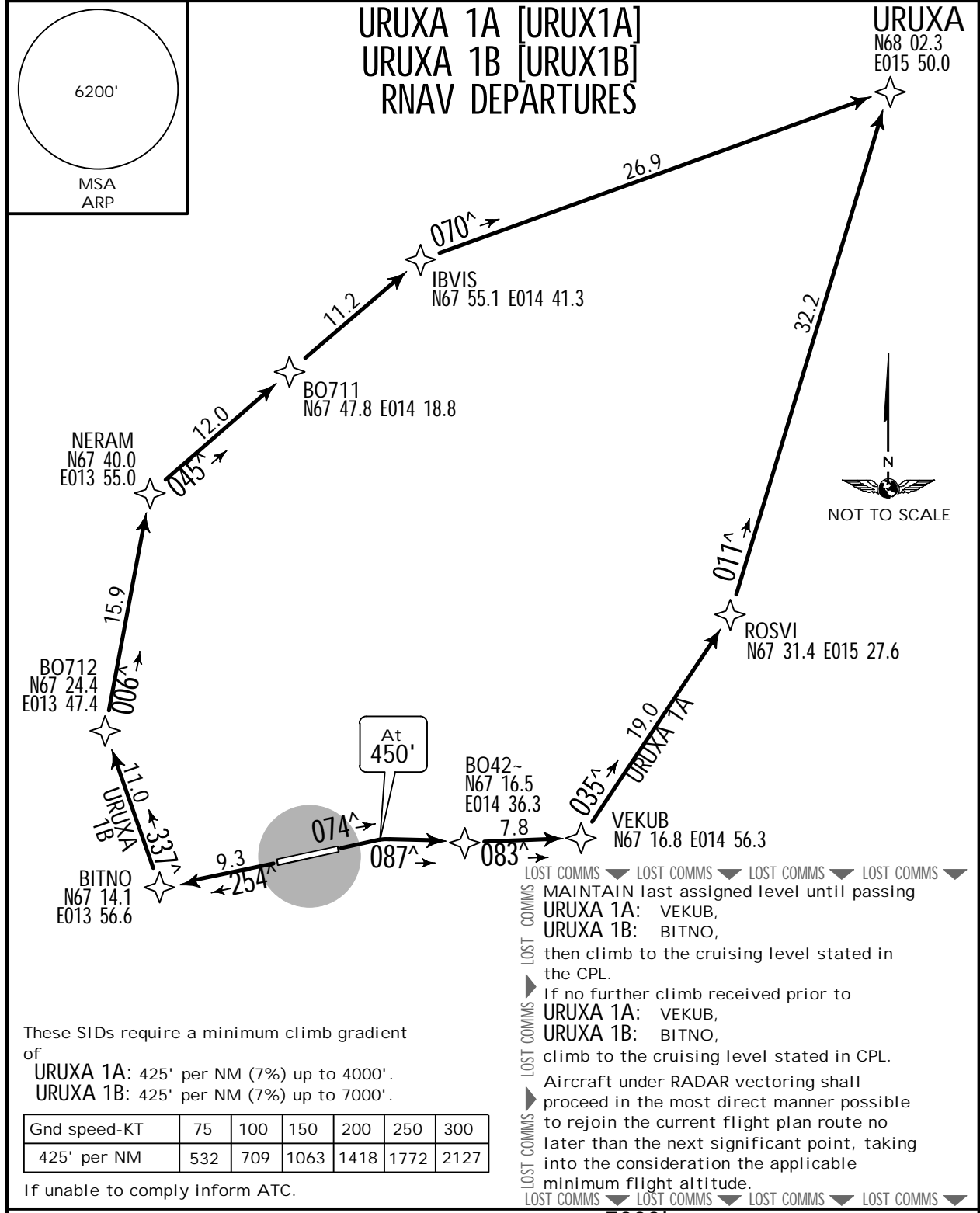
SID	RWY	ROUTING
STM 2A	07	Climb on 074^ track to 450', 087^ track to BO420, then to VEKUB, turn RIGHT to ADREL, then to BO407, then to GOVUV, then to STM.
STM 3B	25	Climb on 254^ track to EKMAN, then to IRKEL, then to EKSIS, then to STM.

ENBO/BOO
BODO

JEPPESEN
25 NOV 16 (10-3E) .Eff.8.Dec.

BODO, NORWAY
.RNAV.SID.

BODO Departure (R) 119.7	Apt Elev 43'	Trans level: By ATC Trans alt: 7000' 1. RNAV 1 (GNSS) required. 2. RWY 07: no turns before DER. EXPECT close-in obstacle: mast of 151', EAST of and aprx 550m from THR25 must be avoided visually or by other means. 3. Contact BODO Departure when instructed by BODO TWR. 4. Class A GNSS shall not be used. 5. Surveillance service shall be available. 6. Non RNAV 1 ACFT: at first contact with BODO TWR state "unable RNAV 1". Omnidirectional departure RWY 25 available. 7. Vectors deviating from SID may be used to expedite outbound traffic.
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Initial climb clearance 7000'		
URUXA 1B: EXPECT further climb from BODO Departure.		
SID	RWY	ROUTING
URUXA 1A	07	Climb on 074° track to 450', 087° track to BO420, then to VEKUB, then to ROSVI, then to URUXA.
URUXA 1B	25	Climb on 254° track to BITNO, then to BO712, then to NERAM, then to BO711, then to IBVIS, then to URUXA.

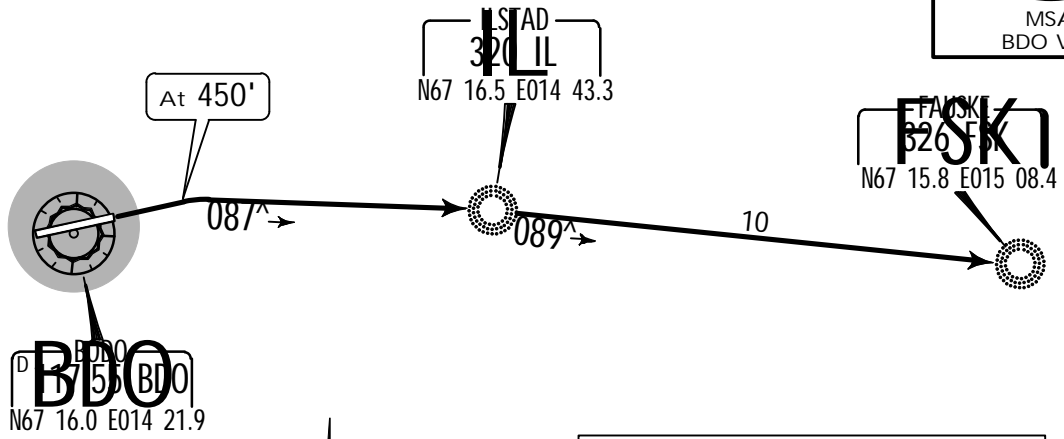
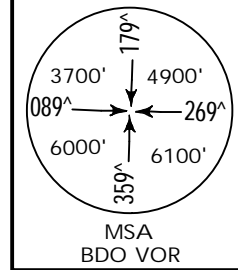
ENBO/BOO
BODO

JEPPESEN
19 JAN 18 **(10-3F)** .Eff.1.Feb.

BODO, NORWAY
.SID.

BODO Departure (R) 119.7	Apt Elev 43'	Trans level: By ATC Trans alt: 7000' 1. RWY 07: no turns before DER. EXPECT close-in obstacle: mast of 151', EAST of and aprx 550m from THR25 must be avoided visually or by other means. 2. Contact BODO Departure when instructed by BODO TWR.
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**FAUSKE 1A (FSK 1A)
RWY 07 DEPARTURE**



DIRECT ROUTING
At or above 4000', direct routing involving deviation from SID will be given as soon as TFC permits.

This SID requires a minimum climb gradient of 395' per NM (6.5%) up to 4000'.

Gnd speed-KT	75	100	150	200	250	300
395' per NM	494	658	987	1317	1646	1975

If unable to comply advise ATC.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
 LOST COMMS ▼ MAINTAIN last cleared and acknowledged level for 2 minutes, then climb to the cruising level stated in the CPL.
 LOST COMMS ▼ Aircraft under RADAR vectoring shall continue on last cleared and acknowledged heading and level for 2 minutes, then proceed the most direct route to join the cleared SID or route and climb to the cruising level stated in the CPL.
 LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

Initial climb clearance 7000'

ROUTING

Climb to 450', 087^ track to IL, 089^ bearing to FSK.

**OMNI 3B
RWY 25 OMNIDIRECTIONAL DEPARTURE**

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
 LOST COMMS ▼ Climb on 254^ track to 3300', then proceed the most direct route to join the cleared ATS route and climb to the cruising level stated in the CPL.
 LOST COMMS ▼ Aircraft under RADAR vectoring shall proceed in the most direct manner possible to rejoin the current flight plan route no later than the next significant point, taking into consideration the applicable minimum flight altitude.
 LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

Vectors may be used to expedite outbound traffic.

Initial climb clearance 7000', EXPECT further climb from BODO Departure.

ROUTING

Climb on 254^ track, EXPECT further clearance from ATC, turn at or above 3300'.

ENBO/BDO

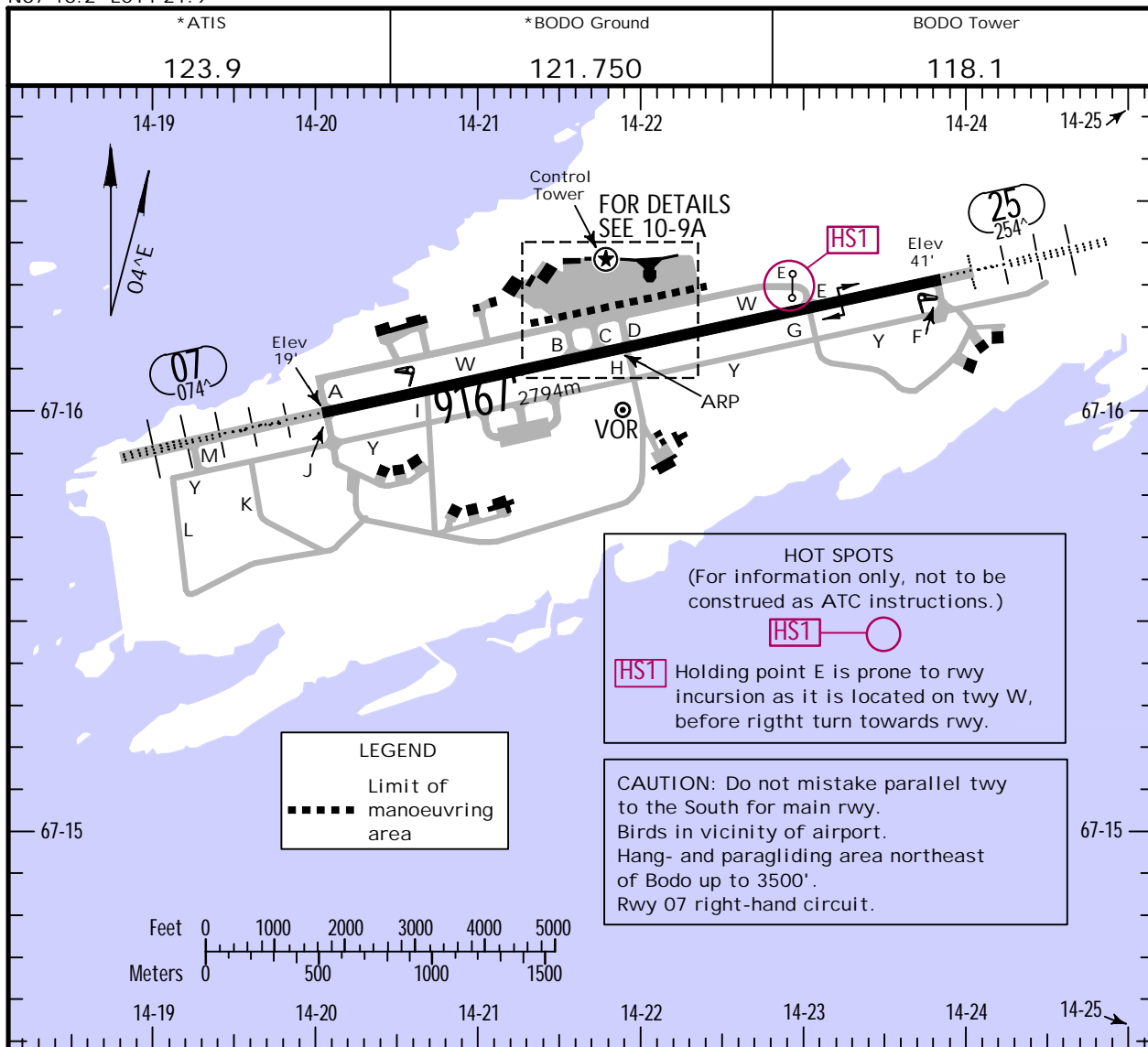


BODO, NORWAY

Apt Elev 43'
N67 16.2 E014 21.9

31 AUG 18 (10-9) .Eff.13.Sep.

BODO



HOT SPOTS
(For information only, not to be construed as ATC instructions.)

HS1 Holding point E is prone to runway incursion as it is located on taxiway W, before right turn towards runway.

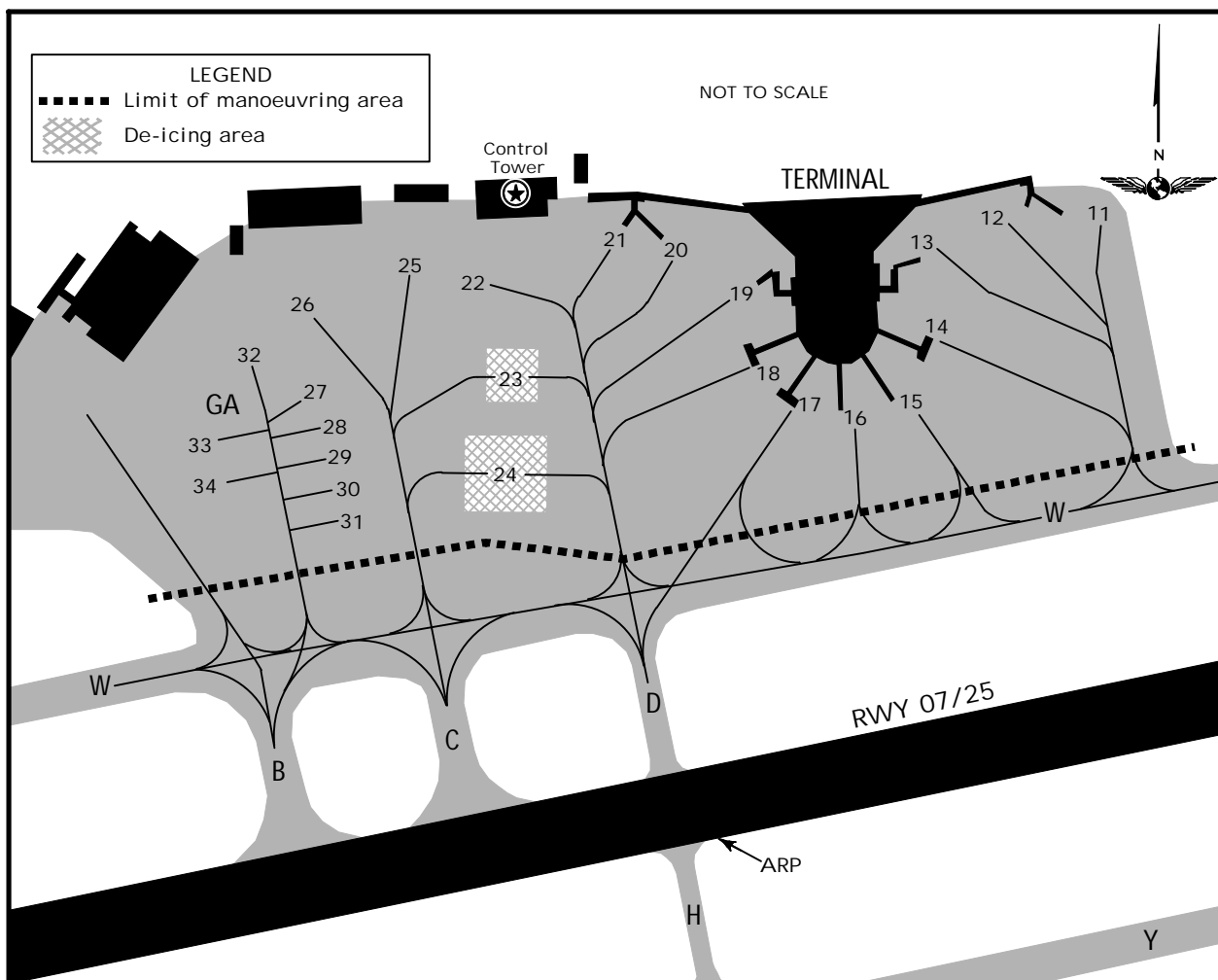
CAUTION: Do not mistake parallel taxiway to the South for main runway.
Birds in vicinity of airport.
Hang- and paragliding area northeast of Bodo up to 3500'.
Runway 07 right-hand circuit.

LEGEND
Limit of manoeuvring area

RWY	ADDITIONAL RUNWAY INFORMATION				USABLE LENGTHS			WIDTH
	HIRL (60m)	HIALS	PAPI (angle 3.0°)	RVR	Threshold	Glide Slope	TAKE-OFF	
07 12 25	HIRL (60m)	HIALS	PAPI (angle 3.0°)	RVR		8195' 2498m	3	148' 45m
	HIRL (60m)	HIALS	SFL LDIN PAPI (3.5°)	RVR		8377' 2553m		

- Rwy slippery when wet - risk of aquaplaning.
 - Paved area 650'/198m in front of the rwy 07 available for T/O rwy 07 and landing rwy 25 on request.
 - TAKE-OFF RUN AVAILABLE
- | | |
|-----------------------------|-----------------------------|
| <u>RWY 07:</u> | <u>RWY 25:</u> |
| From rwy head 9167' (2794m) | From rwy head 9167' (2794m) |
| twy B int 5459' (1664m) | twy E int 7201' (2195m) |
| twy C int 5098' (1554m) | twy D int 4495' (1370m) |
| twy D int 4672' (1424m) | twy C int 4068' (1240m) |
| | twy B int 3707' (1130m) |

Standard.		TAKE-OFF
A	RVR 550m	
B		
C		
D		



Stands 14, 15, 17 and 18 are equipped with Safegate.

INS COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
11	N67 16.4 E014 22.3	39	26	N67 16.3 E014 21.6	29
12	N67 16.4 E014 22.2	33	27	N67 16.3 E014 21.6	32
13 thru 16	N67 16.3 E014 22.1	37	28 thru 30	N67 16.3 E014 21.6	33
17 thru 19	N67 16.3 E014 22.0	35	31	N67 16.3 E014 21.6	34
20	N67 16.3 E014 21.9	36	32, 33	N67 16.3 E014 21.5	31
21	N67 16.3 E014 21.9	37	34	N67 16.3 E014 21.5	32
22	N67 16.3 E014 21.7	34			
23	N67 16.3 E014 21.8	35			
24	N67 16.3 E014 21.8	34			
25	N67 16.3 E014 21.7	33			

PUSH-BACK

Approval for push-back shall be obtained from TWR and be commenced without unnecessary delay. Push-back onto TWY W is subject to prior approval from TWR. Standard push-back is straight back. After push-back from stand 20 only right turn is allowed.

DE-ICING

De-icing shall mainly take place at stand 24. ACFT with MAX wingspan 91.9'/28m can de-ice at stand 23 whilst a code C ACFT is parked at stand 24. Contact handling company before engine start to request de-ice. ACFT requiring de-icing shall inform TWR at start-up. De-ice frequency is 121.950. Code D and E ACFT shall be marshalled to de-ice platform.

ENBO/BOO

JEPPESEN
2 MAR 12 **(10-9Y)** .Eff.8.Mar.

.JAA COPTER. MINIMUMS
BODO, NORWAY
BODO

STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
07	ILS	236' (217')	550m / 1000m
	LOC	350' (331')	800m / 1000m
	VOR	350' (331')	800m / 1000m
25	ILS	330' (289')	600m / 1000m
	LOC	590' (549')	1000m / 1000m

CIRCLE-TO-LAND 1	MDA(H)	VIS
	530' (487') 2 3 4	1000m

- 1 Not authorized North of airport.
- 2 After LOC 25: 600' (557').
- 3 After VOR A & B: 2000' (1957').
- 4 After VOR C: 930' (887').

TAKE-OFF RWY 07, 25

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 5				800m

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

ENBO/BOO

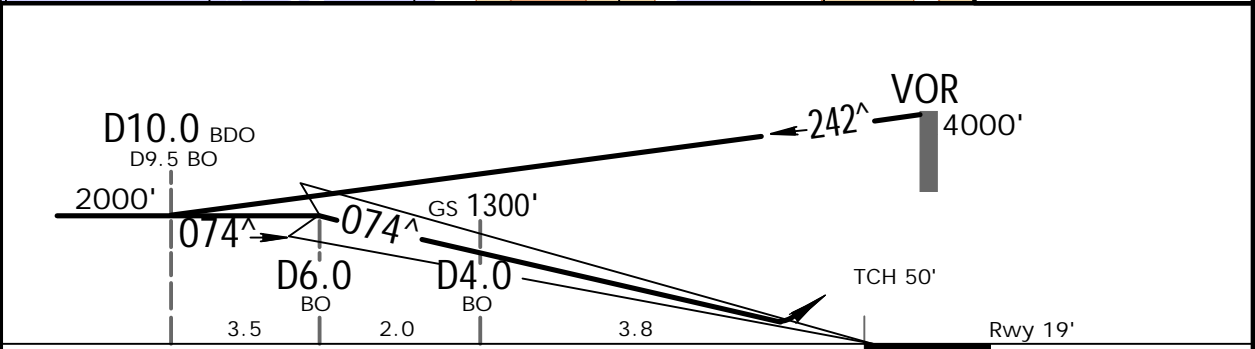
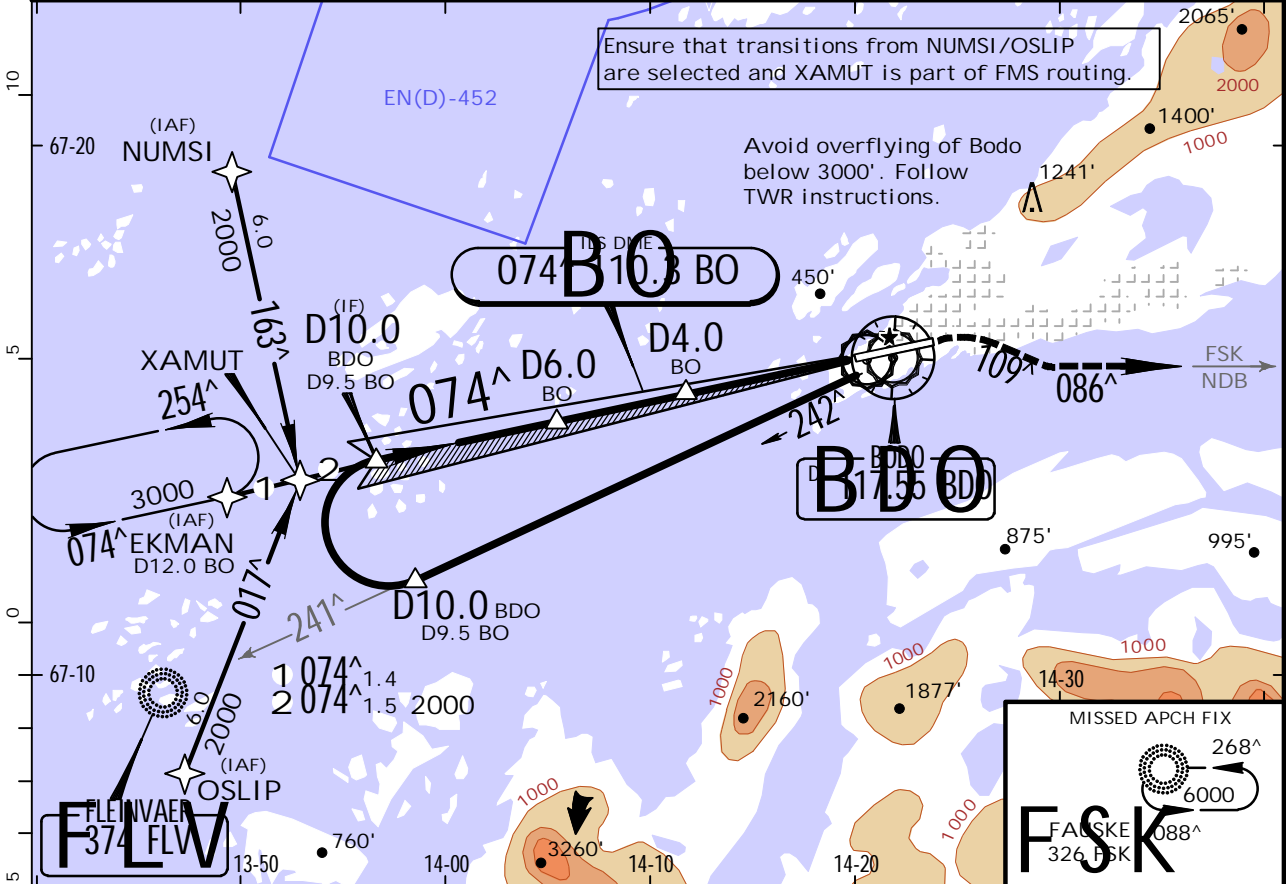
BODO



BODO, NORWAY

ILS Z Rwy 07

*ATIS 123.9		BODO Approach 119.7 124.0 122.1			BODO Tower 118.1	*Ground 121.750
LOC BO 110.3	Final Apch Crs 074 [^]	GS D4.0 BO 1300' (1281')	ILS DA(H) Refer to Minimums	Apt Elev 43' Rwy 19'		
<p>MISSED APCH: Climb STRAIGHT AHEAD to 400', then turn RIGHT and climb on 109[^]. At 1200' turn LEFT onto 086[^] FSK NDB and enter holding climbing to 6000'. MAX 185 KT during turns.</p>						<p>MSA BDO VOR</p>
<p>Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 7000'</p> <p>1. DME and ADF required. 2. Be aware of which DME is selected.</p>						



Gnd speed-Kts	70	90	100	120	140	160		400'	109 [^]	185 KT
GS	3.00 [^]	372	478	531	637	849		↑	RT	MAX

<p>Standard. Missed apch climb gradient mim 3.0%</p> <p>DA(H) A: 240' (221') C: 290' (271') B: 250' (231') D: 300' (281')</p>						<p>ILS STRAIGHT-IN LANDING RWY 07 Missed apch climb gradient mim 2.5%</p> <p>DA(H) A: 295' (276') C: 315' (296') B: 305' (286') D: 324' (305')</p>						LOC (GS out)	CIRCLE-TO-LAND Not authorized North of airport		
FULL		Limited		ALS out		FULL		Limited		ALS out		SEE 11-1A	Max Kts	MDA(H)	VIS
A	RVR 550m			RVR 1200m	RVR 600m			RVR 1300m					100	530' (487')	1500m
B		RVR 750m		RVR 1300m	RVR 650m	RVR 750m		RVR 1400m					135	1030' (987')	1600m
C	RVR 600m			RVR 1400m	RVR 700m								180	1260' (1217')	2400m
D	RVR 650m											205	1460' (1417')	3600m	

PANS OPS

ENBO/BOO

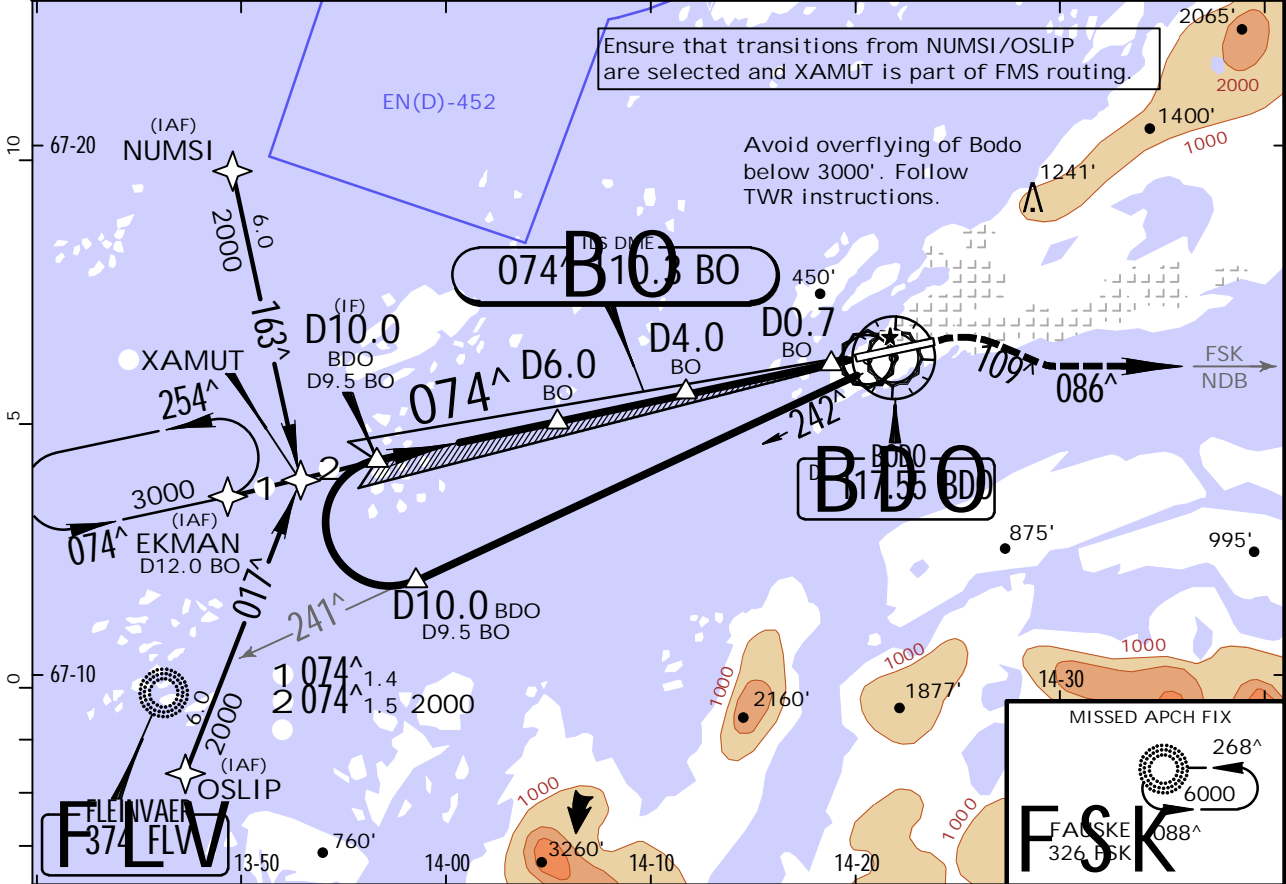
BODO

JEPPESEN
1 JUL 16 **11-1A**

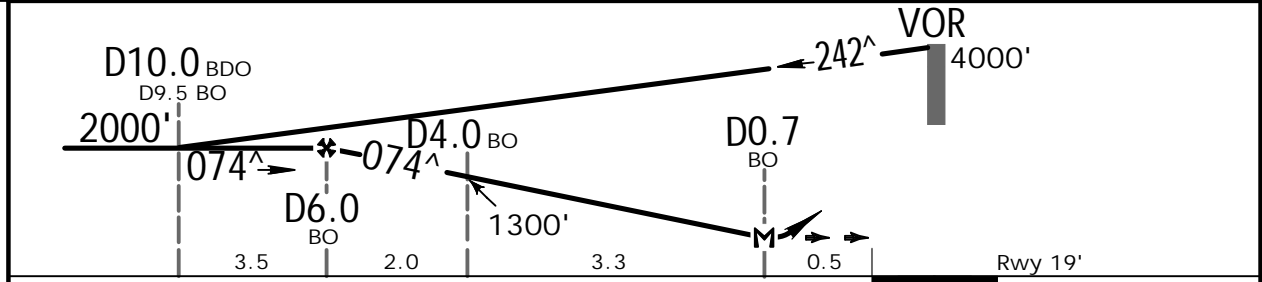
BODO, NORWAY

LOC 'Z Rwy 07

*ATIS 123.9		BODO Approach 119.7 124.0 122.1			BODO Tower 118.1		*Ground 121.750	
LOC BO 110.3	Final Apch Crs 074 [^]	Minimum Alt D6.0 BO 2000' (1981')	DA(H) Refer to Minimums	Apt Elev 43' Rwy 19'				
MISSED APCH: Climb STRAIGHT AHEAD to 400', then turn RIGHT and climb on 109[^]. At 1200' turn LEFT onto 086[^] FSK NDB and enter holding climbing to 6000'. Do not turn before passing D0.7 BO. MAX 185 KT during turns.								
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: By ATC		Trans alt: 7000'			
1. DME and ADF required. 2. Be aware of which DME is selected.								MSA BDO VOR



LOC (GS out)	BO DME ALTITUDE	5.0 1670'	4.0 1340'	3.0 1010'	2.0 680'	1.0 350'
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Gnd speed-Kts	70	90	100	120	140	160	HIALS 400'	109 [^] RT	185 KT MAX
Descent Angle	3.00 [^]	372	478	531	637	743			
MAP at D0.7 BO									

PANS OPS	Standard.		STRAIGHT-IN LANDING RWY 07				CIRCLE-TO-LAND	
	Missed apch climb gradient mim 3.5%		Missed apch climb gradient mim 2.5%				Not authorized North of airport	
	DA(H) 350' (331')		DA(H) C: 500' (481') AB: 470' (451') D: 510' (491')					
	ALS out		ALS out				Max Kts	
	A	RVR 800m	RVR 1500m	RVR 1400m	RVR 1500m	100	530' (487') 1500m	
B					135	1030' (987') 1600m		
C					180	1260' (1217') 2400m		
D					205	1460' (1417') 3600m		

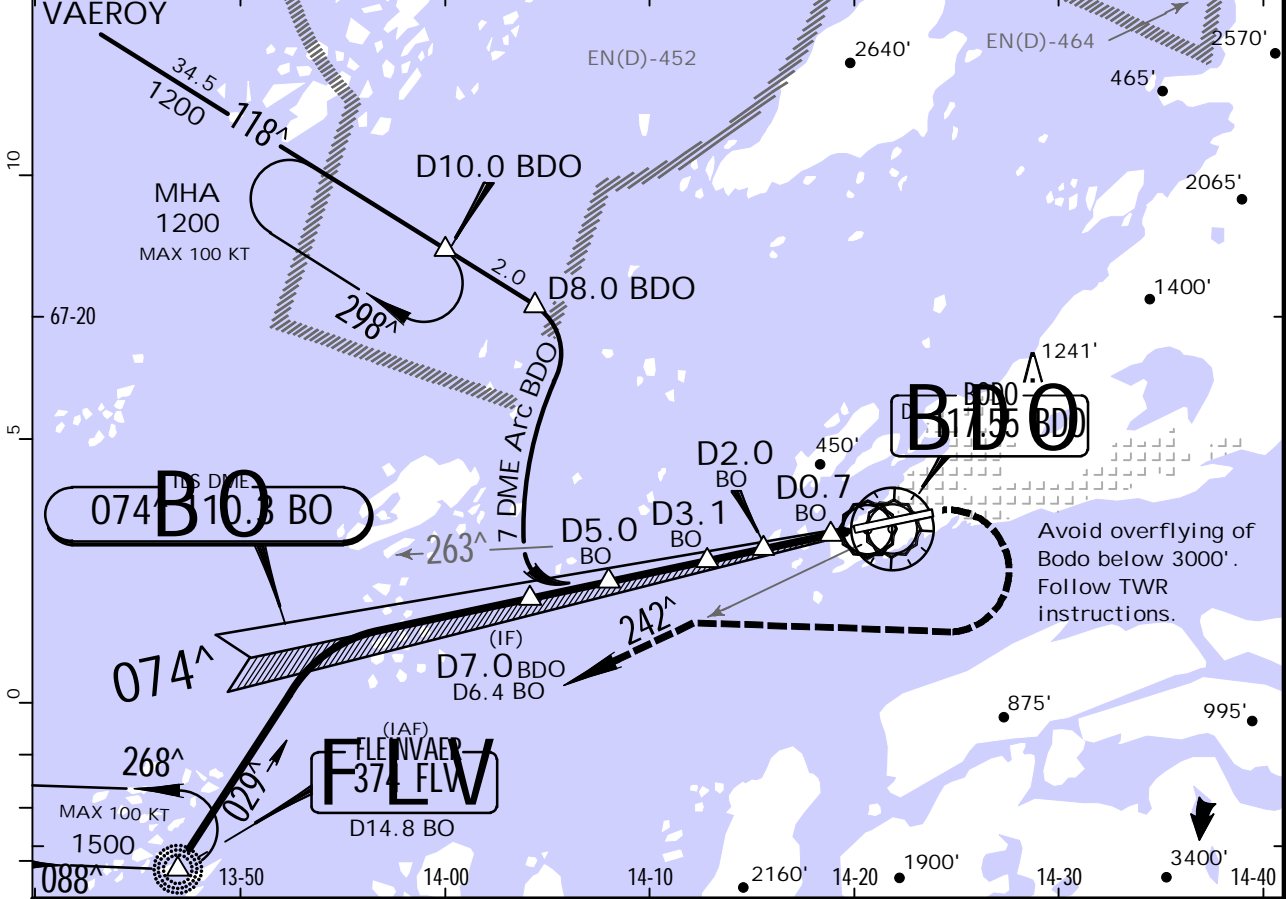
ENBO/BOO

BODO

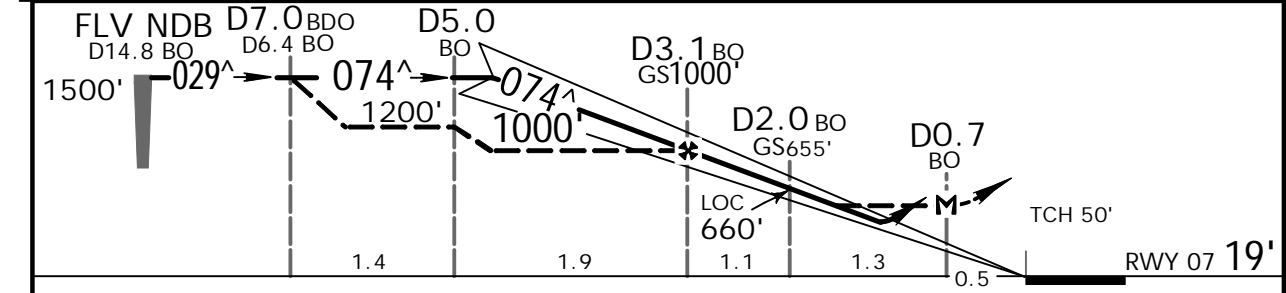
JEPPESEN
28 FEB 14
Eff. 6. Mar. (11-1B) COPTER

BODO, NORWAY
ILS Y or LOC Y Rwy 07

*ATIS 123.9		BODO Approach 119.7 124.0 122.1		BODO Tower 118.1		*Ground 121.75	
LOC BO 110.3	Final Apch Crs 074 [^]	GS D3.1 BO 1000' (981')	ILS DA(H) 236' (217')	Apt Elev 43'	RWY 19'		
MISSED APCH: Climb STRAIGHT AHEAD to 400', then turn RIGHT to intercept and climb on R-242 to FLV NDB and enter copter holding at 1500'.							MSA BDO VOR
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 7000' 1. DME, VOR and ADF required. 2. Be aware of which DME is selected.							



LOC (GS out)	BO DME	3.0	2.0
	ALTITUDE	970'	650'



Gnd speed-Kts	70	90	100	120	140	160	HI ALS PAPI PAPI 400' RT BDO 117.55 R-242	
ILS GS or LOC Descent Angle	3.00 [^]	372	478	531	637	743		849
MAP at D0.7 BO								

STRAIGHT-IN LANDING RWY 07			
ILS DA(H) 236' (217')		LOC (GS out) MDA(H) 350' (331')	
FULL	ALS out	ALS out	ALS out

PANS OPS	C				
	O				
P	RVR 550m	RVR 1000m	RVR 800m	RVR 1000m	
T					
E					
R					

ENBO/BOO

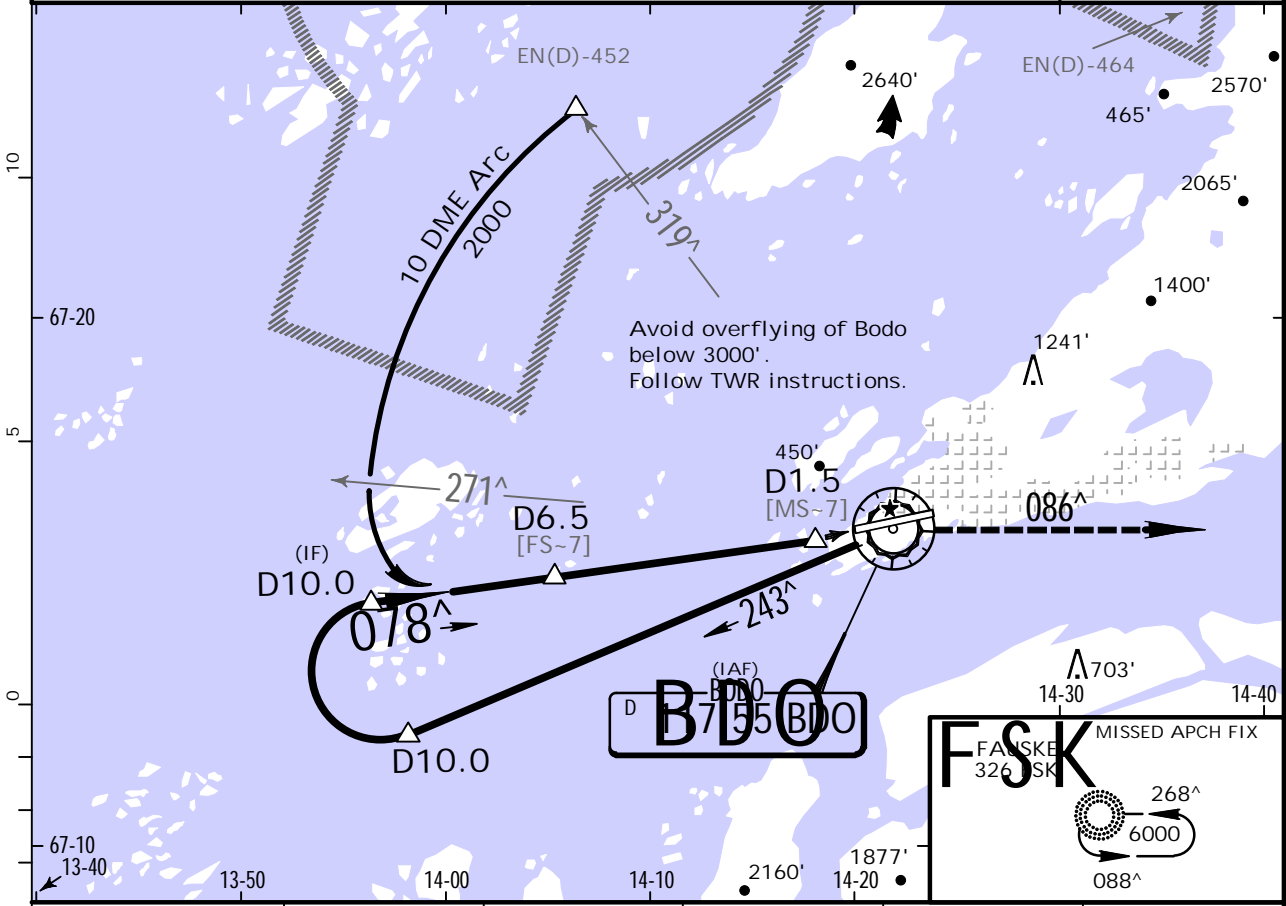
BODO

JEPPESEN
28 FEB 14 (13-1) .Eff.6.Mar.

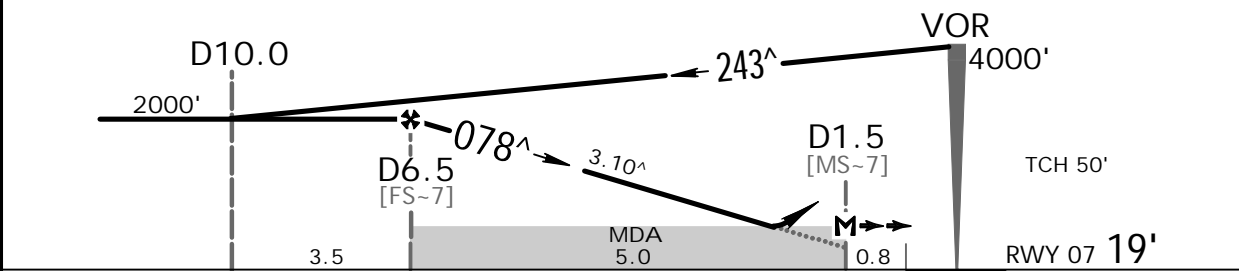
BODO, NORWAY

VOR Rwy 07

BRIEFING STRIP™	*ATIS	BODO Approach			BODO Tower	*Ground
	123.9	119.7	124.0	122.1	118.1	121.75
	VOR BDO 117.55	Final Apch Crs 078[^]	Procedure Alt D6.5 2000' (1981')	DA(H) Refer to Minimums	Apt Elev 43' RWY 19'	
MISSED APCH: Climb on 078 [^] to VOR. Turn RIGHT (MAX 185 KT) and climb on R-086 to FSK NDB. Enter FSK NDB holding climbing to 6000'.						
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 7000' 1. DME and ADF required. 2. Final approach track offset 4 [^] from runway centerline.						



BDO DME	6.0	5.0	4.0	3.0	2.0
ALTITUDE	1830'	1500'	1170'	840'	500'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI PAPI BDO 117.55	
Descent Angle	3.10 [^]	384	494	548	658	768		878
MAP at D1.5								

PANS OPS	Standard. STRAIGHT-IN LANDING RWY 07				CIRCLE-TO-LAND			
	DA(H) ABC: 350'(331') D: 360'(341')				Not authorized North of airport			
	ALS out				Max Kts	MDA(H)	VIS	
	A	RVR 800m		RVR 1500m	100	530' (487')	1500m	
	B	RVR 800m		RVR 1500m	135	1030' (987')	1600m	
C	RVR 800m		RVR 1500m	180	1260' (1217')	2400m		
D	RVR 900m		RVR 1600m	205	1460' (1417')	3600m		

ENBO/BOO

BODO

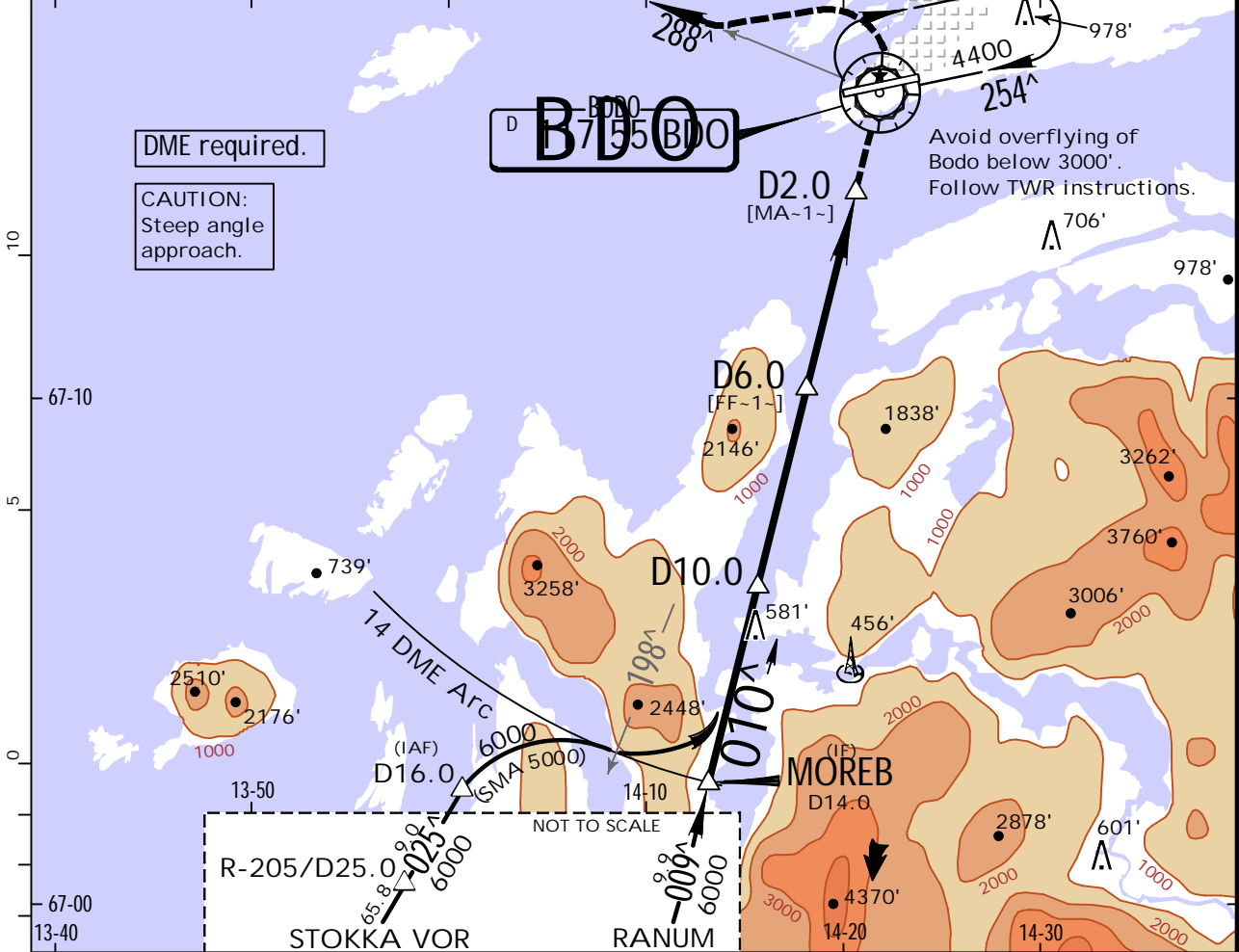


9 FEB 18 (13-2)

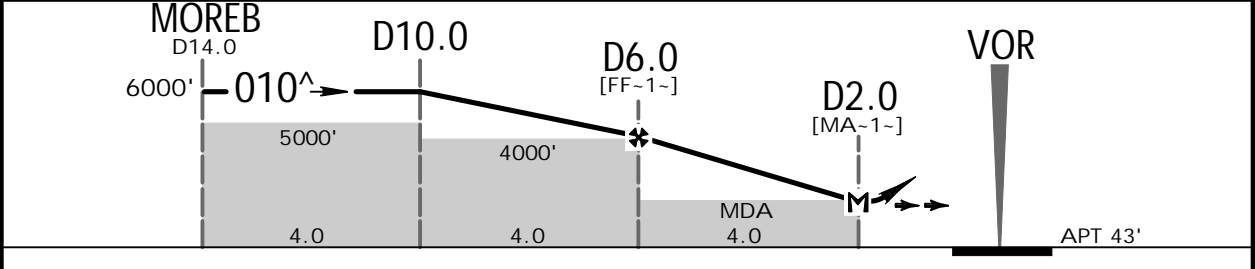
BODO, NORWAY

CAT A & B VOR A

*ATIS 123.9	BODO Approach 119.7 124.0 122.1		BODO Tower 118.1	*Ground 121.750
VOR BDO 117.55	Final Apch Crs 010 [^]	Procedure Alt D10.0 6000' (5957')	MDA(H) 2000' (1957')	Apt Elev 43'
MISSED APCH: Climb STRAIGHT AHEAD to VOR. Turn LEFT to intercept and follow R-288 climbing to 4000'. Thereafter return to VOR and enter holding at 4400'.				
Alt Set: hPa	Apt Elev: 2 hPa	Trans level: By ATC	Trans alt: 7000'	MSA BDO VOR



BDO DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	5500'	5000'	4500'	4000'	3500'	3000'	2500'



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	BDO 117.55
Descent Angle	4.70 [^]	583	749	833	999	1332		
MAP at D2.0								

Standard.		CIRCLE-TO-LAND	
Not authorized North of airport			
Max Kts	MDA(H)	VIS	
A 100	2000' (1957')	1500m	
B 135	2000' (1957')	1600m	
C	NOT APPLICABLE		
D	NOT APPLICABLE		

PANS OPS

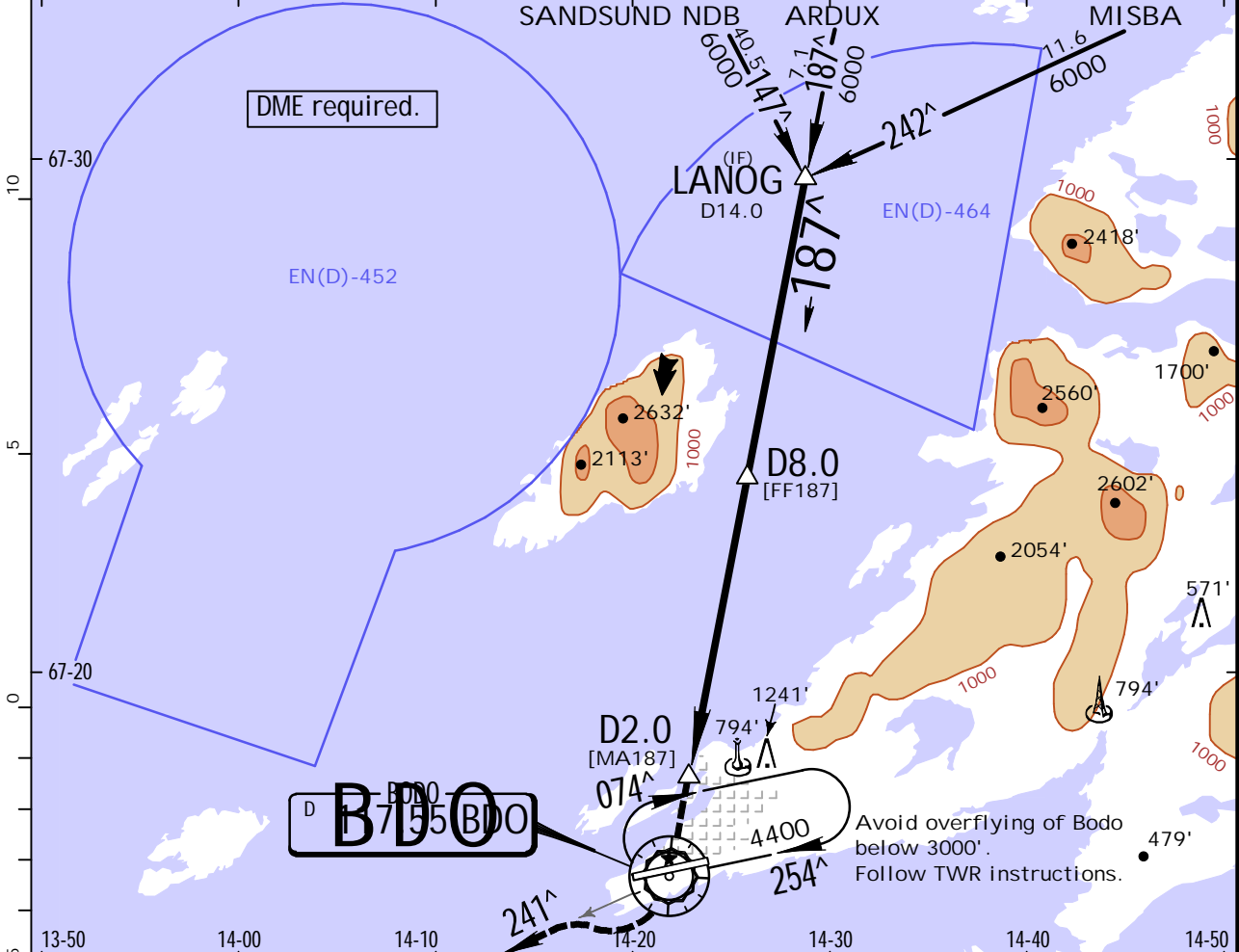
ENBO/BOO

BODO

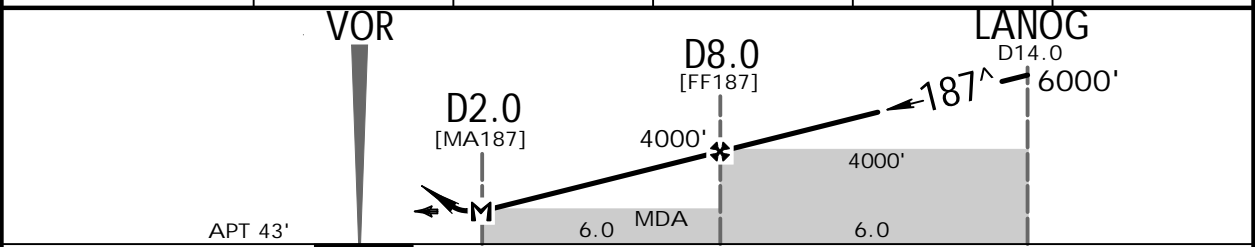
JEPPESSEN
9 FEB 18 (13-3)

BODO, NORWAY
CAT A & B VOR B

*ATIS 123.9		BODO Approach 119.7 124.0 122.1		BODO Tower 118.1		*Ground 121.750	
VOR BDO 117.55	Final Apch Crs 187 [^]	Procedure Alt D8.0 4000' (3957')	MDA(H) 2000' (1957')	Apt Elev 43'			
MISSED APCH: Climb STRAIGHT AHEAD to VOR, then turn RIGHT to intercept and climb on R-241 to 4000'. Then turn RIGHT to VOR and enter holding at 4400'.							
Alt Set: hPa		Apt Elev: 2 hPa		Trans level: By ATC		Trans alt: 7000'	
							MSA BDO VOR



BDO DME	3.0	4.0	5.0	6.0	7.0
ALTITUDE	2340'	2670'	3010'	3330'	3670'



Gnd speed-Kts	70	90	100	120	140	160	Lighting-Refer to Airport Chart	BDO 117.55 ↑
Descent Angle	3.15 [^]	390	502	557	669	780		
MAP at D2.0								

Standard.		CIRCLE-TO-LAND	
Not authorized North of airport			
Max Kts	MDA(H)	VIS	
A 100	2000' (1957')	1500m	
B 135	2000' (1957')	1600m	
C	NOT APPLICABLE		
D	NOT APPLICABLE		

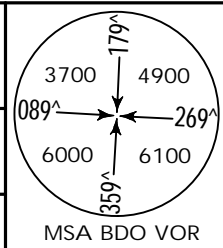
PANS OPS

ENBO/BOO



BODO, NORWAY

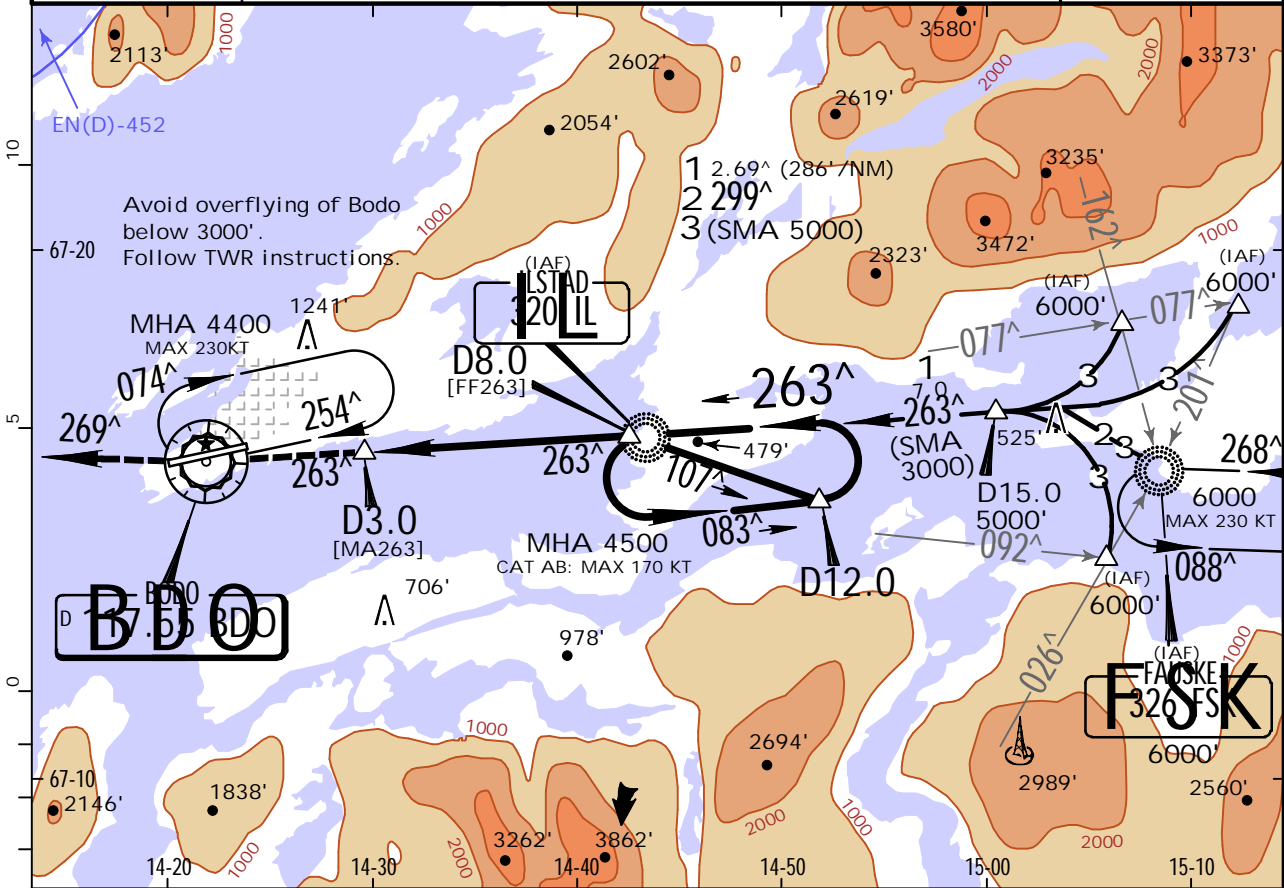
*ATIS 123.9	BODO Approach 119.7 124.0 122.1			BODO Tower 118.1	*Ground 121.750
VOR BDO 117.55	Final Apch Crs 263 [^]	Procedure Alt D8.0 3000' (2957')	MDA(H) Refer to Minimums	Apt Elev 43'	



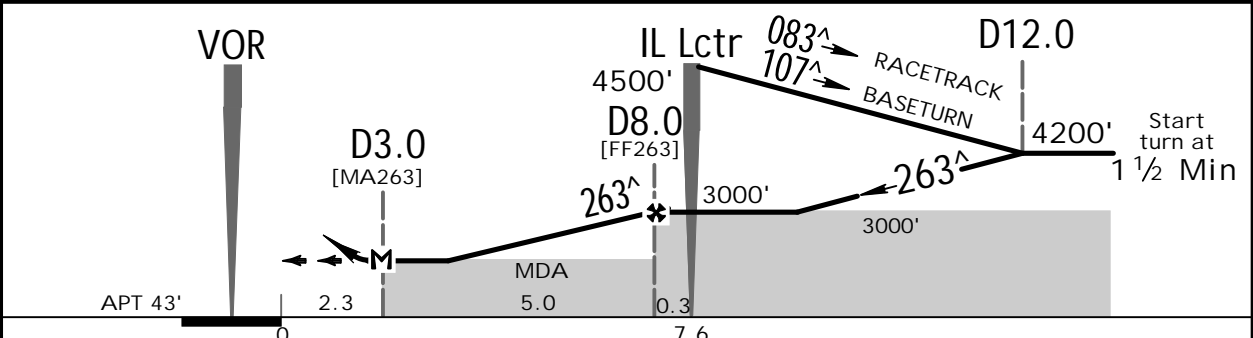
MISSED APCH: Climb on 263[^] to VOR, then turn RIGHT on R-269. When passing 4000', turn RIGHT direct to VOR and join holding at 4400'.

Alt Set: hPa Apt Elev: 2 hPa Trans level: By ATC Trans alt: 7000'

1. DME & ADF required. 2. Racetrack and baseturn CAT AB restricted to MAX 140 KT.



BDO DME	4.0	5.0	6.0	7.0	8.0
ALTITUDE	1400'	1800'	2200'	2600'	3000'



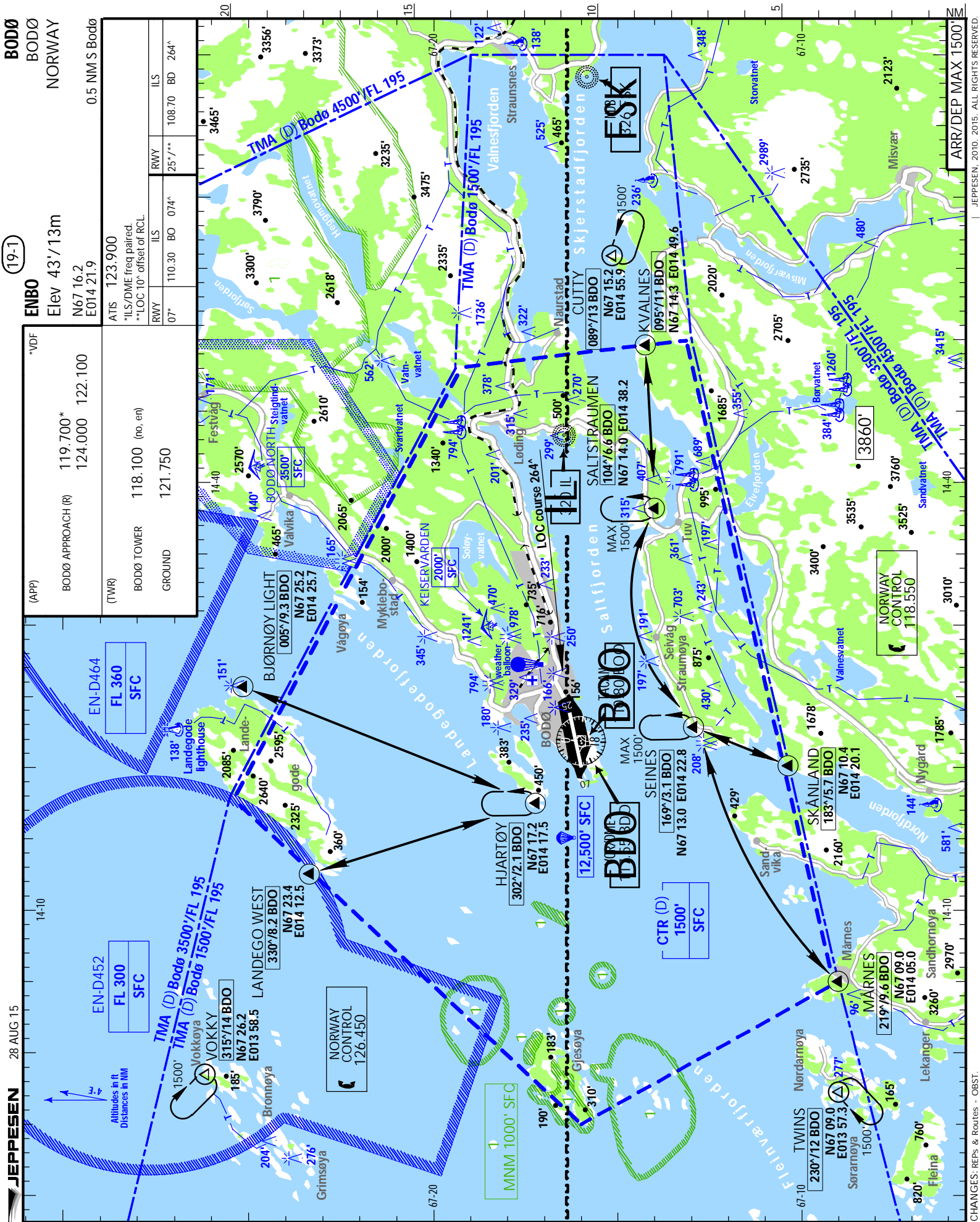
Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart
Descent Angle	3.80 [^]	471	605	673	807	1076	
MAP at D3.0							

.Standard. CIRCLE-TO-LAND

Not authorized North of airport

PANS OPS

	Max Kts	MDA(H)	VIS
A	100	930' (887')	1500m
B	135	1030' (987')	1600m
C	180	1260' (1217')	2400m
D	205	1460' (1417')	3600m



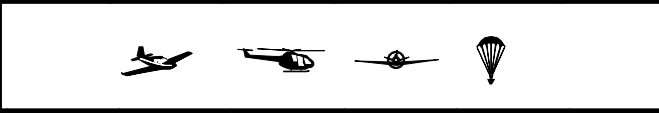
BODØ

19-2 28 AUG 15



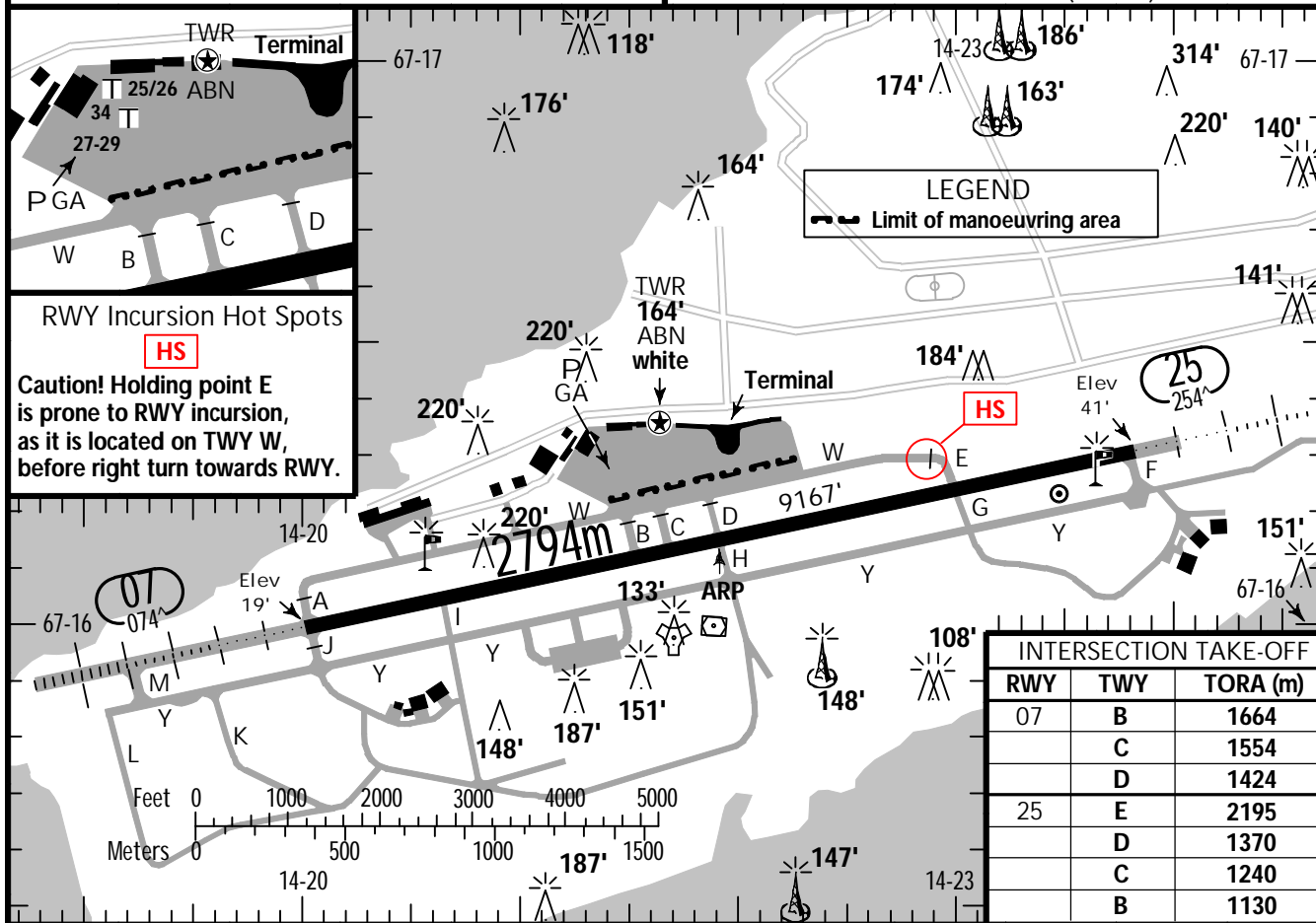
BODØ

NORWAY

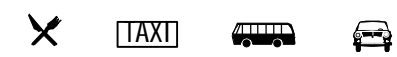


ATIS 123.900
BODØ GROUND 121.750

(FIS)
NORWAY CONTROL 126.450 (N of AD)
NORWAY CONTROL 118.550 (S of AD)



RWY Inursion Hot Spots
HS
Caution! Holding point E is prone to RWY incursion, as it is located on TWY W, before right turn towards RWY.



ABN - ALS - PAPI 07 (3°), 25 (3.5°) - THR - RL - TWYL - APRON - WDI - OBSTL. 1

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
07 25	2794 x 45 Asphalt/ Concrete	2794	2794	PCN 65/R/B/X/U	

1 RWY 07: MIL RWY extension has dual RWY coloured RWY edge LGT.
RWY 25: Lead-in LGT.

CAUTION:
CIV/MIL AD. Intense MIL traffic at times. RWY extension W of THR 07 has the same width/strength as RWY and is AVBL for MIL ACFT only.
Turbulence and strong winds from E/SE frequently reported along coastline N of Bodø.
Do not mistake parallel TWY to the S for main RWY.
Birds in vicinity of AD at certain seasons.
Release of weather balloon twice a day NE of RWY (EST rate of climb 1000'/MIN).

Traffic circuit shall be made S of AD only.

Parking area for light ACFT SW of TWR. Follow instructions from TWR.

Parachute jumping operation at AD.
Hang- and paragliding area NE of Bodø. Upper limit 2000' within CTR and 3500' outside CTR.
Information concerning activity will be given via BODØ ATIS.

Overflying of Bodø MNM 3000'. Follow TWR instructions.

COM Failure
- Squawk 7600,
- proceed via routes shown on 19-1 to REP HJARTØY or REP SEINES,
- enter holding maintaining at 700',
- flash LDG LGTs and watch TWR for visual signals.

Chart changes since cycle 19-2018

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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BODO, (BODO - ENBO)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport ENBO

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

VDF on freq 119.700 withdrawn.

Chart Change Notices for Country NOR

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'.

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

Text section 2.2: EFF 13 SEP 18 Danger Area EN-D257 estbld (GND/4000'). Times of activity: Real time activation, 30 MIN notice.

SUDU..PONPA..PTA..GBE..DIL..VIE..SAVT