

## Notodden (NTB/ENNO)

Elevation 62ft

### CATEGORY C

No AV brief available

### GENERAL

- Notodden Airport, Tuven, is a regional airport at Heddal in Notodden. The airport is mostly used for general aviation, and has extensive sailplane activity.

### Threats

#### CFIT

- Terrain raises rapidly to the north of the airfield within 1.5 nm up to 2212' AGL.
- Strict adherence is required on all instrument approaches to minimum descent altitudes due to high terrain.
- The highest peak is 10nm south west of the airfield at 4636' AGL.

#### Runway Incursion

- A public road crosses the runway. Runway 12 (1120m) is shortened to allow continues use of the road. Prior request is required if full runway length is required. (1751m)
- There are no stop-bars installed at Notodden. Extreme care must be exercised when manoeuvring around apron and runway areas.

#### Runway Excursion

- Due to high terrain, the instrument approaches have steep approach angles. Care should be taken with aircraft configuration and approach stability requirements.

#### Special Considerations

- Runway 12, Full length (1751m) is only available during AFIS operating hours and requires prior approval.
- No approach control available. Terrain and traffic separation is at the discretion of the pilot.
- There are no instrument approaches available for runway 30.
- Notodden is an AFIS position only and will offer an information service only.

#### Loss of Control

- During strong winds conditions, turbulence may be expected on approach to, or climb out from any runway.

### ARRIVAL

#### Diversion Airports

OSLO	OSL/ENGM	68 nm/053°T	CAT A
KRISTIANSAND	KRS/ENCN	89 nm/202°T	CAT A
BERGEN	BGO/ENBR	128 nm/290°T	CAT A
GOTEBORG	GOT/ESGG	150 nm/137°T	CAT A

## Approach Considerations

### LOC / DME (Runway 12)

- A localiser DME approach is available for runway 12.
- The decent angle required is 4.2 degrees.
- The localiser is offset from the runway by 14 degrees
- The final part of the approach is conducted visually.
- Holding is available at the HE (LCTR). A procedural approach is available from the HE by extended the outbound leg of the hold to 14 DME (NT).
- Minimum holding altitude and platform altitude are both 6000ft due high terrain.

### RNAV (GNSS) (Runway 12)

- An RNAV (GNSS) approach is available for runway 12.
- The descent angle required is 4.5 degrees.
- The approach commences at 6000ft from UVTEM.
- IAF depending on approach direction (NO404, NO405, NO406)
- Strict adherence to minimum altitudes are required due to high terrain close to the final approach path.

### Circle-to-land (Runway 30)

- Circling is only available to the south west of the aerodrome.
- When approaching runway 12, break right to circle left-downwind, runway 30.

### River Visual (Runway 30)

- A prescribed visual approach is available for runway 30.
- Expect vectors to the River at 5000ft
- Report when visual with the river
- When established on the visual approach, expect to be transferred to 'Notodden Information' – 118.800
- There is no published missed approach procedure.
- See below for a pictorial representation: -

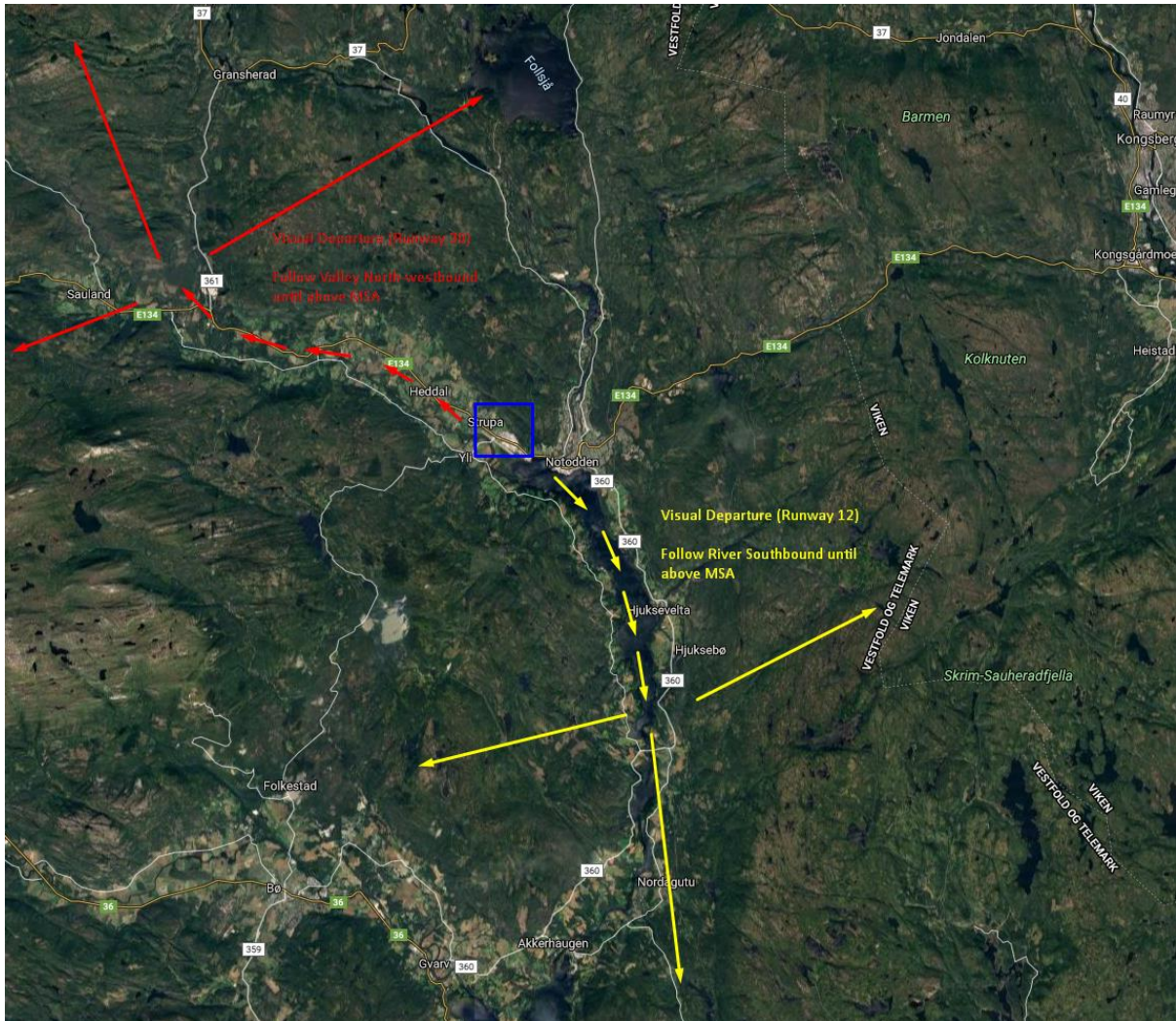


### GROUND

- No Stop bars are available
- Limited parking spots
- Small manoeuvring area

### DEPARTURE

- Departure clearance will be issued by 'Notodden Information' as a relayed clearance from 'Norway Control'.
- All departures are required to be conducted visually, until above MSA. (See image below)
- No instrument departures are available.



### WEATHER

- Very cold temperatures in the winter months, with snow.
- Mild climate in Spring, Summer with light winds.

### OPERATIONAL INFORMATION

<b>Handling Agent</b>	Not available
<b>Handling Agent VHF</b>	Not available
<b>Potable Water</b>	Not available

<b>IF ONLY Electrical Power is required</b>	Use ground power at all times
<b>If BOTH electrical power and air conditioning is required:</b>	Use both ground services at all times