

ALTA

ENAT

Elevation : 10'

Alta, Norway

[Airport Website](#)

Airport Overview

Alta is located in an inlet on the northern coast of Norway. It consists of one runway surface 11/29 with elevated terrain in all quadrants except the immediate approach area of runway 11. The single surface necessitates the use of back taxi procedures in some cases. Special note should be taken on the SID speeds as some are as low as 195kts. With the coastal nature of the area, combined with the elevated terrain ; windshear and turbulence are to be expected. Additional care should be given to operations conducted in September through late June as the airfield sits near the arctic. Temperatures on the warmest days only crest around 60°F. At it's coldest, temperatures can drop as low as 10°F frequently. Icing can be a major factor year round as evening and early morning temperatures are generally very close to 10°C or below. Special consideration should be given to ALL operations due to the terrain in the vicinity.



Longest Runway	Lowest Published Approach Minimums	
<p><b>RWY 11:</b></p> <p>7470 ft/ 2277 m (TODA)</p> <p>6072 ft/ 1851 m (LDA)</p>	<p><b>ILS RWY 11</b></p> <p>Cat A: 745 (736)</p> <p>Cat B: 834 (845)</p> <p>Cat C: 854 (845)</p>	<p>Listed min's 6.5% (3.7 deg)</p> <p>Cat D: 920 (911)</p> <p>(Several different approach angles are available)</p> <p>(Circling N of Aerodrome Only)</p>



# ALTA

ENAT

Elevation : 10'

Alta, Norway

Runway	Surface	Light System	Runway Length	Displaced Threshold	Runway Width	LDA
11	Paved ASPH	THR, CL, EDGE, END, AIM, TDZ, PAPI	7470 ft/ 2277 m (TODA)	906 ft	148 ft	6072 ft/ 1851 m
29	Paved ASPH	THR, CL, EDGE, END, AIM, TDZ, PAPI	7457 ft/ 2123 m (TODA)	709 ft	148 ft	6256 ft/ 1907 m

## Approach Review

RWY 11	RWY 29
ILS, RNP Multiple	RNP Multiple

## ATC

TOWER: 120.40  Yes  No

### Notes:

Runway PCN: PCN-25/F/B/X/U

ARFF: CAT 7

## AIP Notes of Interest

- De-icing only permitted on the de-icing platform, REF Aerodrome chart and Aircraft Parking/Docking chart. Anti ice/frost prevention may be executed on apron.
- Aircraft with reference code D shall be escorted by follow-me vehicle to de-icing platform.
- Departing IFR flights shall contact Alta TWR to obtain ATC clearance. Request for ATC clearance may take place at the earliest 10 MIN prior to anticipated engine start-up. Listening watch shall thereafter be maintained on Alta TWR.
- Within the period APR till OCT, jet ACFT intending to backtrack after landing, shall, after passing TWY E, perform a right turn to avoid raising dust and sand on settlements close by.
- If the breaking coefficient is estimated to POOR, the RWY will be closed for ACFT OPR.
- **OPERATIONS IN LIMITED VISIBILITY:**
  - **RVR 800 M or less:** Secondary power supply ensures activation in one second.
  - **RVR 550 M or less:** LVP activated: one aircraft on the maneuvering area at the same time (push-back included). No vehicles allowed on the maneuvering area except follow me and RVR-service.
  - **RVR 400 M or less:** No aircraft operations allowed.
- Marshalling service available on request to TWR

# ALTA

ENAT

Elevation : 10'

Alta, Norway

## Additional Airport Notes

- Turbulence/wind shear may occur on final RWY 11. Moderate, occasionally severe, turbulence may occur on final RWY 11. Wind 180 - 270 DEG / 15 KT or more. Moderate, occasionally severe, turbulence may occur on short final to RWY 11. Wind 180 - 220 DEG / 10 KT or more.
- Transition Altitude: 7000 ft
- Class D Airspace
- Except for emergency situations AD shall not be used by CIV or MIL ACFT with wingspan exceeding 52 M. Avinor may grant other exceptions based on an Approach and Departure Risk Assessment. Request must be sent to AD minimum 4 weeks prior to operations.
- In voice communication from ATS, including ATIS, wind direction is given as magnetic direction. In written communication, METAR, SPECI and TAF, the geographical wind direction is given. Hence, there will be a difference between wind direction given orally from ATS, including ATIS, and written MET information.
- The airport has permission to use materials for movement area surface treatment: KFOR/NAFO/SAND.

## Terrain/Obstacles

- Terrain All Quadrants
- Large ships may be moored in harbor APRX 200 M S of THR RWY 11. The ships may penetrate the obstacle limitation surface and emit light pollution. Information is given via ATIS when relevant.

## Safety Factors

- Terrain
- Weather: Visibility, Icing, Windshear
- Single Runway Surface: Back Taxi
- Lighting: Limited approach guidance (No MALSR)
- Black Hole Approach
- Extended hours of night (Arctic)

## Reference Documents (Double-Click on icon to retrieve)

(AIP)

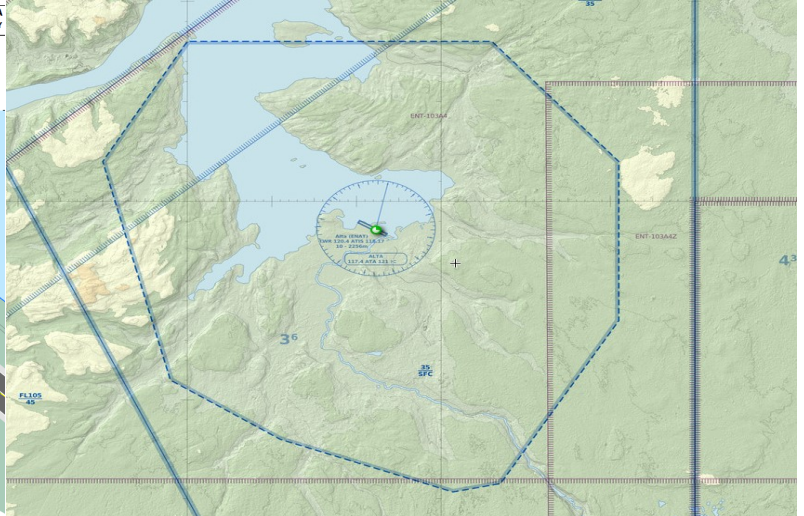
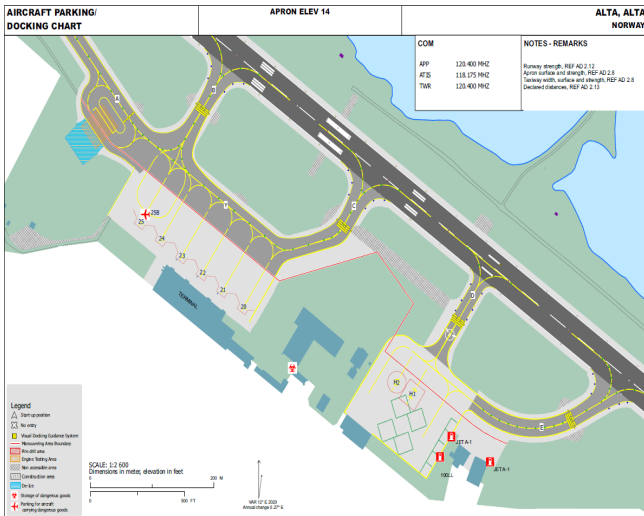


# ALTA

ENAT

Elevation : 10'

Alta, Norway



## Risk Analysis

Hazard	(Optional) Mitigations—Please fill in your own company mitigations
Terrain	
Weather: Icing, Visibility, Windshear	
Single Runway Surface: Back Taxi	
Lighting: (Limited approach Guidance, No MALSR)	
Black Hole Approach	
Extended Hours of Night (Arctic)	