

AD 2 AERODROMES

ESNU 2.1 AERODROME LOCATION INDICATOR AND NAME

ESNU – UMEÅ

ESNU 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

- | | | |
|----|--|--|
| 1. | ARP coordinates and site at AD | 634735N 0201648E BRG 138.5° GEO 800 m from THR 14 |
| 2. | Direction and distance from (city) | S 2.5 NM from Umeå |
| 3. | Elevation/Reference temperature | 25 ft/+22.6°C |
| 4. | Geoid undulation at AD ELEV PSN | 72 ft |
| 5. | MAG VAR/Annual change | 8° E 2020/+0.2 increasing |
| 6. | Administration, address, telephone, fax, AFS | Swedavia AB
Umeå Airport
SE-904 22 Umeå
TEL: +46 (0)10 109 50 00
E-mail: ume.groundhandling@swedavia.se
AFS: ESNUZTX
Website: www.swedavia.se/umea |
| 7. | Types of traffic permitted (IFR/VFR) | IFR/VFR. Max RWY ref code 4C |
| 8. | Remarks | PPR outside AD Operating hours. Request shall be made during hours of AD Administration. TEL +46 (0)705 98 61 02 |

ESNU 2.3 OPERATIONAL HOURS

- | | | |
|-----|---|---|
| 1. | AD Administration
AD Operating hours | MON-FRI 0700-1500 (0600-1400)
Ref. AIP SUP/NOTAM |
| 2. | Customs and immigration | O/R TEL +46(0)8 456 66 20, kcgn.op.samord@tullverket.se |
| 3. | Health and sanitation | As AD operating hours, Designated quarantine AD |
| 4. | AIS Briefing Office | FPC H24, +46 (0)8 797 63 40, www.lfv.se/fpc |
| 5. | ATS Reporting Office (ARO) | As ATS |
| 6. | MET Briefing Office | FPC H24, +46 (0)8 797 63 40, www.lfv.se/fpc |
| 7. | ATS | H24 |
| 8. | Fuelling | H24, +46 (0)70 598 61 43 |
| 9. | Handling | As AD Operating hours |
| 10. | Security | As AD Operating hours |
| 11. | De-Icing | As AD Operating hours |
| 12. | Remarks | Request shall be made on TEL +46 (0)10 109 50 24. Increased charges outside AD Operating hours. |

ESNU 2.4 HANDLING SERVICES AND FACILITIES

1.	Cargo-handling facilities	O/R
2.	Fuel/oil types	Fuel Jet A1, 100LL Oil -
3.	Fuelling facilities/discharge capacity	Jet A1: 2 trucks, 35,000 l and 20,000 l/700 l/min. 100LL: Stationary
4.	De-icing facilities	Available, Type I and II, mobile unit
5.	Hangar space for visiting ACFT	Limited
6.	Repair facilities for visiting ACFT	Limited
7.	Remarks	Fuel Supplier AIR BP, Payment by BP Card or Fuel Request to Air BP Out of hours, TEL: +97 150 453 6032, E-mail: airbpoutofhours@bp.com

ESNU 2.5 PASSENGER FACILITIES

1.	Hotels	In Umeå
2.	Restaurants	At AD
3.	Transportation	Buses, taxis, rental cars
4.	Medical facilities	In Umeå
5.	Bank and Post Office	In Umeå
6.	Tourist Office	In Umeå
7.	Remarks	-

ESNU 2.6 RESCUE AND FIRE FIGHTING SERVICES

1.	AD category for fire fighting	CAT 7 for SKED TFC, other O/R
2.	Rescue equipment	Rescue boat
3.	Capability for removal of disabled aircraft	By arrangement. On-the-scene commander during AD Operating hours. TEL: +46 (0)10 109 50 15.
4.	Remarks	PPR for all non-SKED TFC. Request shall be made on TEL +46 (0)10 109 50 24.

ESNU 2.7 SEASONAL AVAILABILITY – CLEARING

1.	Types of clearing equipment	Snowploughs, blowers, sweepers, slingers
2.	Clearance priorities	RWY, TWY, Apron
3.	Remarks	RWY de-iced/anti-iced with KFOR/UREA/SAND TWY de-iced/anti-iced with KFOR/UREA/SAND Apron de-iced/anti-iced with KFOR/UREA/SAND

ESNU 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1.	Apron surface and strength	Cargo Apron ASPH PCN 17 F/B/X/T Terminal Apron ASPH PCN 45 F/B/X/T Apron surrounding stand 1 PCN 11 F/B/XT
2.	Taxiway width, surface and strength	TWY B 18 m ASPH PCN 22 F/B/X/T TWY C 23 m ASPH PCN 45 F/B/X/T TWY D 8 m ASPH PCN 11 F/B/X/T Available to light aircraft only
3.	ACL, location and elevation	-
4.	VOR checkpoints	-
5.	INS checkpoints	See ESNU 2-1
6.	Remarks	-

ESNU 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1.	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of ACFT stands	Taxi guide lines and signs. Marshalling available.
2.	RWY and TWY markings and LGT	RWY 14/32: Designator, THR, TDZ, CL and edges are day marked. RTHL, REDL, RENL. TWY B: CL, HLDG day marked. Edge lights, RGL C: CL, HLDG day marked. Edge lights, RGL D: CL, HLDG day marked. Edge lights, RGL
3.	Stop bars	-
4.	Remarks	-

ESNU 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/Designation	OBST type	OBST position	ELEV/HGT in feet	Markings/ Type, colour	Remarks
a	b	c	d	e	f
ESNU1	Antenna	634651.9N 0201806.6E	28 / -	-	-
ESNU2	Forest	634656.0N 0201817.4E	38 / -	-	-
ESNU3	Forest	634632.9N 0201839.6E	71 / -	-	-
ESNU4	Forest	634637.4N 0201851.7E	72 / -	-	-
ESNU5	Forest	634635.4N 0201855.8E	77 / -	-	-
ESNU6	Forest	634633.3N 0201853.0E	83 / -	-	-
ESNU7	Forest	634616.4N 0201959.7E	165 / -	-	-
ESNU8	Forest	634616.3N 0201959.8E	167 / -	-	-
ESNU9	Forest	634552.6N 0202055.5E	207 / -	-	-
ESNU10	Building	634801.8N 0201604.8E	34 / -	-	-
ESNU11	Forest	634805.1N 0201556.1E	47 / -	-	-
ESNU12	Forest	634805.0N 0201555.4E	49 / -	-	-
ESNU13	Forest	634805.4N 0201553.5E	50 / -	-	-
ESNU14	Forest	634809.1N 0201548.1E	59 / -	-	-
ESNU15	Forest	634805.7N 0201536.1E	67 / -	-	-
ESNU16	Forest	634805.7N 0201535.2E	78 / -	-	-
ESNU17	Forest	634814.5N 0201539.0E	88 / -	-	-
ESNU18	Forest	634815.0N 0201536.2E	95 / -	-	-
ESNU19	Forest	634815.9N 0201536.1E	97 / -	-	-

In Area 3					
OBST ID/Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
Not available					

ESNU 2.11 METEOROLOGICAL INFORMATION PROVIDED

- | | | |
|-----|--|--|
| 1. | Associated MET Office | STOCKHOLM/Arlanda |
| 2. | Hours of service
MET Office outside hours | H24 |
| 3. | Office responsible for TAF preparation
Periods of validity | STOCKHOLM/Arlanda
9 HR, https://tafplanner.smhi.se/app.php/production-program |
| 4. | Type of landing forecast
Interval of issuance | Not issued |
| 5. | Briefing/consultation provided | FPC H24, +46 (0)8 797 63 40, www.lfv.se/fpc |
| 6. | Flight documentation
Language(s) used | TAF, METAR, SIGMET, Upper air winds
Swedish/English |
| 7. | Charts and other information available for
briefing or consultation | SWC, WC, Nordic SIGWX Chart, Low level forecast |
| 8. | Supplementary equipment available for
providing information | - |
| 9. | ATS units provided with information | UMEÅ TWR |
| 10. | Additional information (limitation of service,
etc.) | Flight planning room not available |

ESNU 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True BRG and MAG BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APCH RWY
1	2	3	4	5	6
14	138.45° GEO 130° MAG	2302 x 45	PCN 70 F/B/X/T ASPH	634754.75N 0201609.49E End RWY: 634659.10N 0201800.96E GUND 72.3 ft	THR 25.2 ft TDZ 25 ft
32	318.48° GEO 310° MAG	2302 x 45	PCN 70 F/B/X/T ASPH	634700.55N 0201758.05E GUND 71.8 ft	THR 17.3 ft TDZ 17 ft

Slope of RWY-SWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
7	8	9	10	11	12
14 See ESNU AOC	-	-	2422 x 280	No	-
32 See ESNU AOC	-	-	2422 x 280	No	THR 32 displaced 60 m

ESNU 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
14	2302	2302	2302	2302	-
32	2302	2302	2302	2242	-

DECLARED DISTANCES TAKE-OFF INTERSECTIONS						
RWY	INTERSECTION	TORA (m)	TODA (m)	ASDA (m)		Remarks
1		2	3	4	5	6
14	TWY B	1721	1721	1721	-	-
32	TWY D	1599	1599	1599	-	-

ESNU 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT Type, LEN INTST	THR LGT Colour WBAR	VASIS (MEHT)	TDZ LGT LEN	RWY Centre Line LGT LEN, Spacing Colour INTST	RWY Edge LGT LEN, Spacing Colour INTST	RWY End LGT Colour WBAR	SWY LGT LEN, Colour
1	2	3	4	5	6	7	8	9
14	Barrette CL CAT I 870 m LIH	Green	PAPI Left/3.00° (61.4 ft)	-	-	2302/50 m White Caution zone 600 m yellow LIH	Red WBAR	-
32	Barrette CL CAT I 420 m LIH	Green WBAR	PAPI Left/3.00° (55.4 ft)	-	-	2302/50 m White Caution zone 600 m yellow LIH	Red	-

10 Remarks: RWY 14: LED lights on RTHL, REDL, RENL and APCH.
RWY 32: LED lights on RTHL, REDL, RENL and APCH.

ESNU 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

- ABN/IBN location, characteristics and hours of operation -
- LDI location and LGT Anemometer location and LGT Unlighted windsocks at RWY ends. Lighted windsock west of TWY D. See ESNU AD 2-1
- TWY edge and centre line lighting
Edge: TWY B, C, D
CL: -
LED lights on TWY edge lights
LED lights on RGL
- Secondary power supply/switch-over time Available/Less than 1 sec
- Remarks -

ESNU 2.16 HELICOPTER LANDING AREA

FATO established on TWY B. Approach- and departure parallel to RWY 14/32.
FATO for daylight and VMC operations. During IMC or darkness RWY 14/32 to be used.
Air-taxiing to parking by directive from TWR.
TLOF lighting by Flood flight.

ESNU 2.17 ATS AIRSPACE

- | | | | |
|----|-----------------------------------|--------------------------------------|--|
| 1. | Designation and lateral limits | UMEÅ CTR | 635733N 0200327E - 635126N 0202555E -
634057N 0204121E - 633712N 0203257E -
634014N 0201327E - 634620N 0195913E -
635301N 0195354E - 635733N 0200327E |
| 2. | Vertical limits | UMEÅ CTR | <u>2000 ft AMSL</u>
GND |
| 3. | Airspace classification | C | |
| 4. | ATS unit call sign
Language(s) | UMEÅ TOWER
Swedish/English | |
| 5. | Transition altitude | 5000 ft AMSL | |
| 6. | Remarks | CTR established during hours of TWR. | |

ESNU 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel/Frequency	Hours of operation	Remarks
1	2	3	4	5
TWR	UMEÅ TOWER	119.805	HO	Primary channel
		121.500	HO	-
		118.080	HO	By directive from TWR
	UMEÅ DE-ICING	121.775	HO	-

ESNU 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid CAT of ILS/MLS (for VOR/ILS/MLS give VAR)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
LOC 14 ILS CAT I (8° E 2020)	NU	109.90 MHz	HO	634653.9N 0201811.3E		214 m beyond END RWY 14 ILS Class I/E/2
GP		333.80 MHz	HO	634744.4N 0201618.3E		Angle 3.0° RDH 56.0 ft 319 m past THR 14 right side During winter angle may vary BTN 3.0° and 3.25° due snow.
LOC 32 ILS CAT I (8° E 2020)	SNU	110.70 MHz	HO	634759.0N 0201601.0E		176 m beyond THR 14 ILS Class I/E/2
GP		330.20 MHz	HO	634705.3N 0201736.6E		Angle 3.0° RDH 53.8 ft 305 m past THR 32 left side During winter angle may vary BTN 3.0° and 3.25° due snow.
L 32	WU	329 kHz	H24	634325.8N 0202456.5E		Range 15 NM
NDB	VNA	364 kHz	H24	634957.6N 0195052.7E		Range 30 NM Reduced range during certain conditions. When not received inform ATS.
VOR/DME (8° E 2020)	UME	114.10 MHz	H24	634719.0N 0201706.8E	33 ft	DME channel 88X
DME	NU	109.90 MHz	H24	634744.3N 0201618.1E	52 ft	DME channel 36X
DME	SNU	110.70 MHz	H24	634705.2N 0201736.4E	46 ft	DME channel 44X

ESNU 2.20 LOKALA TRAFIKFÖRESKRIFTER

LOCAL TRAFFIC REGULATIONS

- | | |
|--|---|
| <p>1. Dagligen mellan 2100–0600 (2000–0500) får flygplatsen inte trafikeras av flygplan certifierade enligt ICAO Annex 16, Volume I, Part II, Chapter 2.</p> <p>2. Start-up och klarering för IFR-trafik skall begäras från ATC på kanal 119.805. Begäran kan ske tidigast 30 min före EOBT.</p> <p>3. Under tiden 2100–0600 (2000–0500) är start bana 32 och landning bana 14 ej tillåten om inte annat krävs av flygsäkerhetsskäl.</p> <p>4. Mellan 2100–0600 (2000–0500) bör reversering undvikas.</p> <p>5. Föreskrifter för markrörelser
Minsta möjliga motoreffekt skall användas vid taxning på plattan. Uppsikt på passagerare på plattan före taxning påbörjas.</p> | <p>1. Daily between 2100–0600 (2000–0500) the aerodrome must not be used by aircraft certificated in accordance with ICAO Annex 16, Volume I, Part II, Chapter 2.</p> <p>2. Start-up and clearance for IFR-traffic shall be requested from ATC on channel 119.805. For IFR-traffic shall request not be made earlier than 30 min before EOBT.</p> <p>3. During the hours 2100–0600 (2000–0500) take-off RWY 32 and landing RWY 14 not permitted unless otherwise required by flight safety reasons.</p> <p>4. During the hours 2100–0600 (2000–0500) engine reverse should be avoided.</p> <p>5. Ground movement procedures
Engines shall be operated at minimum power required when taxiing on apron. Caution advised when turning around on apron. Watch out for passengers on apron.</p> |
|--|---|

6. APU

APU skall inte användas vid parkering vid andra tillfällen än då så krävs för motorstart eller för reglering av kabin temperatur. Därvid får APU startas tidigast 5 min före beräknad tid för taxning. Då utomhustemperaturen överstiger 25°C, och då cirkulation av kabinluften inte är möjlig på annat sätt medges dock start av APU i max 20 min före beräknad tid för taxning.

7. Start- och landningsövningar samt fallskärmshoppning är inte tillåten:

MÅN-FRE 2000-0900 (1900-0800)
LÖR-SÖN 1900-0900 (1800-0800)

6. APU

APU shall not be used on parking unless required for engine start or adjustment of cabin heat. On these occasions APU must not be started earlier than 5 min before estimated time for taxiing. When the temperature outside exceeds 25°C and where air cannot otherwise be circulated in the cabin, APU may be started at a maximum of 20 min before estimated time for taxiing.

7. Touch-and-go landings and parachute jumping flights are not allowed during:

MON-FRI 2000-0900 (1900-0800)
SAT-SUN 1900-0900 (1800-0800)

ESNU 2.21 MINSKNING AV BULLERSTÖRNING

1. Över tätbebyggt område

Över de centrala delarna av Umeå bör luftfartyg inte framföras på lägre höjd än 2 000 ft MSL, utom då så är nödvändigt i samband med start eller landning.

2. Radarbaserad Continuous Descent Approach, CDA

När ett luftfartyg närmar sig flygplatsen rekommenderas att CDA-procedur och "low power, low drag procedurer" tillämpas för att minimera bullerstörningar på marken. CDA-proceduren bör påbörjas från en så hög höjd som möjligt. Luftfartyget bör flygas så "rent" som möjligt under hela inflygningen samt med kortast möjliga planflyktsfas vid angörandet av ILS, under förutsättning att det kan ske med bibehållen flygsäkerhet.

När ankommande trafik vektoreras kommer klarering under genomgångshöjden att innehålla en uppskattning om återstående distans till sättning.

ATC kan, då trafiksituationen så kräver, komma att ge klareringar som inte överensstämmer med CDA-procedur.

NOISE ABATEMENT PROCEDURES

1. Over built up areas

Over the central parts of Umeå aircraft should not be operated below 2 000 ft MSL except when necessary for take-off or landing.

2. Radar based Continuous Descent Approach, CDA

When approaching the aerodrome, the use of CDA procedure and low power, low drag operating procedures are recommended to minimize noise disturbance on ground. The CDA procedure should begin from as high altitude as possible. The aircraft should be operated as clean as possible during the approach, with as short phase of level flight as possible when intercepting the ILS, provided that this is consistent with ATC speed control requirements and the safe operation of the aircraft.

When inbound traffic is being sequenced by vectoring, clearance below transition altitude will include an estimate of the track distance to touchdown.

When the traffic situation requires, ATC may give descend clearance which does not comply with CDA procedures.

ESNU 2.22 FLYGPROCEDURER

1. Ankommande IFR-trafik inom Umeå TMA/CTR

Standardflygvägar för ankommande IFR-trafik (RNAV (GNSS) STAR och STAR) är upprättade enligt ESNU 4-4--4-8 och ESNU 4-23--4-26.

Väntlägen

Väntlägen är upprättade enligt ESNU 4-1.

Visuellinflygningar i vänstervarv till bana 32 skall ske väster om Obbola/Holmsund, alternativt bibehålla lägsta flyghöjd 2500 ft intill dess flygplanet är etablerat på final bana 32. Detta gäller för flygplan som överstiger MTOM 7000 kg.

2. Avgående IFR-trafik inom Umeå TMA/CTR

Standardflygvägar för avgående IFR-trafik (RNAV (GNSS) SID och SID) är upprättade enligt ESNU 4-13--4-20 och ESNU 4-23--4-26.

Avgående trafik med destination Stockholmsområdet ska färdplaneras via DEDIT.

FLIGHT PROCEDURES

1. Inbound IFR traffic within Umeå TMA/CTR

Standard Instrument Arrival procedures (RNAV (GNSS) STAR and STAR) are established in accordance with ESNU 4-4--4-8 and ESNU 4-23--4-26.

Holdings

Holdings are established in accordance with ESNU 4-1.

Visual approach in left hand circuit to RWY 32 shall be carried out west of Obbola/Holmsund, or shall not fly below 2500 ft until established on final RWY 32. Limitation applicable to aircraft with MTOM 7000 kg or more.

2. Outbound IFR traffic within Umeå TMA/CTR

Standard Instrument Departure procedures (RNAV (GNSS) SID and SID) are established in accordance with ESNU 4-13--4-20 and ESNU 4-23--4-26.

Outbound traffic with destination Stockholm area shall be flight planned via DEDIT.

RVR 400 m eller mer krävs för start bana 14/32 (EASA CS ADR-DSN.M.690).

RVR 400 m or more is required for take-off runway 14/32 (EASA CS ADR-DSN.M.690).

3. Startprocedurer, omnidirectional

3. Omnidirectional departure procedures

RWY	Procedure	Significant obstacle		
		Obstacle	Elevation (ft)	Direction (GEO)/Dist (m) from THR
14	Climb straight ahead with MNM 210 ft/NM (3.4%) to MNM turning ALT 500 ft AMSL. Continue climb to appropriate MSA.	Tree	198	130°/4323
		Tree	197	130°/4325
		Tree (CIO)	74	144°/2790
		Tree (CIO)	77	144°/2828
32	Climb straight ahead to MNM turning ALT 500 ft AMSL. Continue climb to appropriate MSA.	Tree (CIO)	78	313°/2599
		Tree (CIO)	81	313°/2588

4. Avbrott i radioförbindelse

4. Communication failure

Allmänt

Luffartyg skall följa de föreskrifter som anges i AIP ENR 1.3 mom 10. Under IMC gäller dessutom följande.

General

Aircraft shall adhere to the procedures stipulated in AIP ENR 1.3 para 10. In addition, in IMC the relevant procedures below shall be applied.

4.1 Normalt är gällande bana gräns för den av ACC meddelade ankommande klareringen. Härvid skall luffartyget med bibehållande av senast tilldelad och kvitterad flyghöjd följa angiven flygväg till fix UME R-311 DME 5.0 via UME VOR (bana 14) eller WU L (bana 32).

4.1 Clearance limit for the inbound clearance issued by ACC is normally the runway-in-use. When this is the case the aircraft shall, maintaining the level last received and acknowledged, follow the specified route to fix UME R-311 DME 5.0 via UME VOR (RWY 14) or WU L (RWY 32).

4.2 Om gränsen för den av ACC meddelade klareringen är annan än gällande bana, skall luffartyget med bibehållande av senast tilldelad och kvitterad flyghöjd följa angiven flygväg till denna gräns och därifrån flyga direkt till fix UME R-311 DME 5.0 via UME VOR eller WU L. Har beräknad tid för inflygning mottagits och kvitterats skall den i mom 4.3 angivna nedgången påbörjas först vid denna punkt.

4.2 If the clearance limit for the inbound clearance issued by ACC is another than the runway-in-use, the aircraft shall, maintaining the level last received and acknowledged, follow the specified route to this limit and then proceed direct to fix UME R-311 DME 5.0 via UME VOR or WU L. If an expected approach time has been received and acknowledged, the descent specified in para 4.3 shall not be commenced until that time.

4.3 Efter ankomst över UME VOR eller WU L skall erforderlig nedgång utföras i väntläge baserat på fix UME R-311 DME 5.0 eller WHISKY UNIFORM, varefter normal instrumentinflygning skall utföras.

4.3 After arrival overhead UME VOR or WU L descent, if required, shall be made in holding fix UME R-311 DME 5.0 or WHISKY UNIFORM holding pattern. Thereafter a normal instrument approach shall be carried out.

5. Lågsiktsprocedurer (LVP)

5. Low visibility procedures (LVP)

LVP träder i kraft när bansynvidden (RVR) underskrider 550 m eller när molntäckeshöjden eller vertikalsikten är lägre än 200 ft.

LVP will be in force when RVR falls below 550 m or ceiling or vertical visibility is below 200 ft.

Meddelande om att LVP är i kraft lämnas av ATS.

The application of the LVP will be announced by ATS

När LVP tillämpas skall luffartyg vid uppställningsplats eller framför hangar meddela att det har lämnat banan.

When LVP is applied aircraft shall report RWY vacated at stand or in front of hangar.

6. VFR- flygning inom Umeå CTR

6. VFR flight within Umeå CTR

Normala in- och utpasseringspunkter
Se ESNU 6-1.

Normal entry and exit points
See ESNU 6-1.

Väntlägen
Se ESNU 6-1.

Holdings
See ESNU 6-1.

Avbrott i radioförbindelse
Se ESNU 6-1.

Communication failure
See ESNU 6-1.

ESNU 2.23 ÖVRIG INFORMATION

1. Security

Känsliga delar av behörighetsområdet (CSRA) omfattar hela det inhägnade området runt flyplatsen med undantag av angränsande områden vid Ambulansflyg och flygklubbarnas hangarer.

2. Missledande ljus

Risk finns att järnvägsbelysningen som finns belägen norr om flygplatsen kan uppfattas som inflygnings-/banljus.

3. Växelvis ATS-tjänst

ATS-tjänst bedrivs växelvis från nuvarande TWR på Umeå flygplats och från RTC Stockholm.

4. Signalstrålkastare

Signalstrålkastare placerad både på R-TWR och på nuvarande ATS TWR.

5. Beviljade undantag från krav i CS-ADR-DSN

Fasta hinder genomtränger hinderbegränsande ytor.

ADDITIONAL INFORMATION

1. Security

Critical parts of Security Restricted Area (CSRA) comprise the fenced-in aerodrome area except demarcated areas laced at Air Ambulance and General Aviation hangar areas.

2. Misleading lights

Railway lights north of the aerodrome might create misleading visual impression of approach-/runway lights.

3. Alternating Air Traffic Service

Air Traffic Service (ATS) provided alternately from existing TWR at Umeå AD and RTC Stockholm.

4. Signalling lamp

Signalling lamp positioned at R-TWR and on existing ATS TWR.

5. Granted exemptions from requirements in CS-ADR-DSN

Fixed obstacles penetrating the obstacle limitation surfaces.

ESNU 2.24 TILLHÖRANDE KARTOR

AD chart

AOC

Area chart

List of Waypoints and significant points

RNAV STAR General

RNAV (GNSS) STAR

RNAV (GNSS) STAR

RNAV SID General

RNAV (GNSS) SID

RNAV (GNSS) SID

SID/STAR

SID/STAR

ATC Surveillance Minimum ALT chart

IAC

IAC

IAC

IAC

IAC

IAC

IAC

VAC

(TMA)

RWY 14

RWY 32

RWY 14

RWY 32

RWY 14

RWY 32

ILS or LOC RWY 14

VOR RWY 14

ILS z or LOC z RWY 32

ILS y or LOC y RWY 32

VOR RWY 32

RNP RWY 14

RNP RWY 32

RELATED CHARTS

ESNU 2-1

ESNU-3-1

ESNU 4-1

ESNU 4-3

ESNU 4-4

ESNU 4-5

ESNU 4-7

ESNU 4-13

ESNU 4-15

ESNU 4-19

ESNU 4-23

ESNU 4-25

ESNU 4-91

ESNU 5-1

ESNU 5-2

ESNU 5-3

ESNU 5-4

ESNU 5-5

ESNU 5-7

ESNU 5-9

ESNU 6-1