

AD 2 AERODROMES

ESPA 2.1 AERODROME LOCATION INDICATOR AND NAME

ESPA – LULEÅ/KALLAX

ESPA 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

- | | | |
|----|----------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. | ARP coordinates and site at AD | 653236N 0220725E RWY centre point |
| 2. | Direction and distance from (city) | S 2.5 NM from Luleå |
| 3. | Elevation/Reference temperature | 65 ft/+17.5°C |
| 4. | Geoid undulation at AD ELEV PSN | 71 ft |
| 5. | MAG VAR/Annual change | 10° E 2020/+0.2 increasing |
| 6. | Administration, address, telephone, fax, AFS | <p>MIL AD: FM/Swedish Armed Forces
 Norrbottn Wing
 SE-971 73 Luleå
 TEL: +46 (0)920 23 40 00
 FAX: +46 (0)920 23 43 09
 E-mail: f21-baseops@mil.se
 Website: www.forsvarsmakten.se
 CIV OPR: Swedavia AB
 Luleå Airport
 SE-972 54 Luleå
 TEL: +46 (0)10 109 48 00
 FAX: +46 (0)10 949 06
 E-mail: luleairport@swedavia.se
 AFS: ESPAZTX
 Website: www.swedavia.se/sv/lulea</p> |
| 7. | Types of traffic permitted (IFR/VFR) | IFR/VFR. Max RWY ref code 4E |
| 8. | Remarks | <p>PPR outside TWR HR of OPS.
 72 HR PPR for all foreign military transport aircrafts and foreign military helicopters.
 All military PPR requests shall be made during hours of AD Administration.
 FAX +46(0)920 23 44 39 or e-mail f21-baseops@mil.se</p> <p>All general aviation flights and cargo ad hoc flights PPR requests shall be made during hours of AD Administration.
 * 24 HR PPR for all general aviation flights and transport aircraft.
 E-mail lla.handlingrequest@swedavia.se
 * 72 HR PPR for all cargo transport aircraft.
 E-mail lla.handlingrequest@swedavia.se</p> |

ESPA 2.3 OPERATIONAL HOURS

1.	AD Administration AD Operating hours	MON-FRI 0700-1530 (0600-1430) MON-FRI 0445-2300 (0345-2200), SAT 0600-1900 (0500-1800), SUN 0700-2300 (0600-2200)
2.	Customs and immigration	O/R
3.	Health and sanitation	-
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	Ref AIP SUP/NOTAM
8.	Fuelling	MON-FRI 0400-2300 (0300-2200), SAT 0500-1900 (0400-1800), SUN 0600-2300 (0500-2200)
9.	Handling	MON-FRI 0400-2300 (0300-2200), SAT 0500-1900 (0400-1800), SUN 0600-2300 (0500-2200)
10.	Security	MON-FRI 0400-2300 (0300-2200), SAT 0500-1900 (0400-1800), SUN 0600-2300 (0500-2200)
11.	De-icing	MON-FRI 0400-2300 (0300-2200), SAT 0500-1900 (0400-1800), SUN 0600-2300 (0500-2200)
12.	Remarks	Security available to meet requirements for scheduled traffic. Schedule can be obtained from Swedavia +46 (0)10 109 49 50 or www.swedavia.se . Increased charges outside AD HR of OPS.

ESPA 2.4 HANDLING SERVICES AND FACILITIES

1.	Cargo-handling facilities	O/R
2.	Fuel/oil types	Fuel Jet A1, UL91 Oil -
3.	Fuelling facilities/discharge capacity	Jet A1: No limitations, fuel truck UL91: Stationary Apron 10
4.	De-icing facilities	Available, Type I and II, mobile units. Contact de-icing on channel 121.950, phone +46 (0)10 109 49 36.
5.	Hangar space for visiting ACFT	O/R
6.	Repair facilities for visiting ACFT	O/R
7.	Remarks	De-icing on Apron 12A: Available for ACFT with max wingspan 36 m. De-icing on Apron 12B and 9: Available for all ACFT. Shall be used by ACFT with wingspan more than 36 m. Fuel supplier: Jet A1, Shell Aviation AB, e-mail: lla@sasab.se , phone: +46 (0)10 109 49 54. UL91 available at aero club apron 10. Request of fuelling, e-mail: info@lbfk.com , phone: +46 (0)76 788 18 64. Handling on the military side O/R. See Administrative data for contact. Handling on civil side can be reached on channel 131.700.

ESPA 2.5 PASSENGER FACILITIES

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

ESPA 2.6 RESCUE AND FIRE FIGHTING SERVICES

1.	AD category for fire fighting	CAT 7 (CAT 8 1 HR PN, CAT 9 24 HR PN)
2.	Rescue equipment	Tracked vehicles, MIL equipment
3.	Capability for removal of disabled aircraft	Available, MIL equipment
4.	Remarks	-

ESPA 2.7 SEASONAL AVAILABILITY – CLEARING

1.	Types of clearing equipment	Snowploughs, sweepers, blowers, etc
2.	Clearance priorities	RWY, TWY, Apron
3.	Remarks	RWY 14/32 anti-iced with UREA

ESPA 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1.	Apron surface and strength	Apron 9 ASPH PCN 55 F/B/X/T Apron 10 ASPH PCN 18 F/B/X/T Apron 11 ASPH PCN 34 F/B/X/T Apron 12A CONC+ASPH PCN 55 R/B/X/T Apron 12B CONC PCN 55 R/B/X/T
2.	Taxiway width, surface and strength	TWY A 23 m ASPH PCN 55 F/B/X/T TWY A1 23 m ASPH PCN 55 F/B/X/T TWY A2 23 m ASPH PCN 55 F/B/X/T TWY A3 23 m ASPH PCN 55 F/B/X/T TWY A5 23 m ASPH PCN 55 F/B/X/T TWY A6 23 m ASPH PCN 55 F/B/X/T TWY A7 23 m ASPH PCN 55 F/B/X/T
3.	ACL, location and elevation	Apron 9, 41 ft Apron 10, 37 ft
4.	VOR checkpoints	-
5.	INS checkpoints	See ESPA 2-3
6.	Remarks	APRON 12A Maximum wingspan 36 m.

ESPA 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, edges day marked. RTHL, REDL, RENL.

TWY A: CL, HLDG day marked. Edge lights and lighted stop signs.
A1: CL, HLDG day marked. Edge lights and lighted stop signs, RGL.
A2: CL, HLDG day marked. Edge lights and lighted stop signs, RGL.
A3: CL, HLDG day marked. Edge lights and lighted stop signs, RGL.
A5: CL, HLDG day marked. Edge lights and lighted stop signs, RGL.
A6: CL, HLDG day marked. Edge lights and lighted stop signs, RGL.
A7: CL, HLDG day marked. Edge lights and lighted stop signs, RGL. |
| 3. | Stop bars | - |
| 4. | Remarks | RWY 14/32: REDL located 4 m from RWY edge. MIL short track markings mid RWY. |

ESPA 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
ESPA1	Forest	653153.2N 0220903.6E	32 / -	-	-
ESPA2	LOC monitor	653321.8N 0220540.5E	77 / -	-	-
ESPA3	LOC	653324.1N 0220535.3E	80 / -	-	-
ESPA4	Antenna	653323.3N 0220532.3E	88 / -	-	-
ESPA5	Forest	653340.4N 0220451.1E	128 / -	-	-
ESPA6	Forest	653340.2N 0220448.3E	132 / -	-	-
ESPA7	Forest	653342.5N 0220444.7E	137 / -	-	-
ESPA8	Forest	653342.5N 0220443.6E	139 / -	-	-

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

ESPA 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, interval of issuance	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	LULEÅ/Kallax TWR Kallax APP
10.	Additional information (limitation of service, etc.)	Flight planning room available

ESPA 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	137.28° GEO 127° MAG	3350 x 45	PCN 60 F/B/X/T ASPH	653317.27N 0220550.66E GUND 71 ft	THR 65.3 ft
32	317.33° GEO 307° MAG	3350 x 45	PCN 60 F/B/X/T ASPH	653157.78N 0220847.59E GUND 71 ft	THR 21.0 ft TDZ 29 ft

Slope of RWY-SWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
7	8	9	10	11	12
14 See ESPA AOC	60 x 45	900 x 150	3470 x 300	-	MIL marker boards 600 m from RWY end.
32 See ESPA AOC	60 x 45	900 x 150	3470 x 300	-	MIL marker boards 600 m from RWY end.

ESPA 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
14	3350	4250	3410	3350	-
32	3350	4250	3410	3350	-

DECLARED DISTANCES TAKE-OFF INTERSECTIONS						
RWY Designator	INTERSECTION	TORA (m)	TODA (m)	ASDA (m)		Remarks
1		2	3	4	5	6
14	TWY A1	3350	4250	3410	-	-
14	TWY A2	2650	3550	2710	-	-
14	TWY A3	2260	3160	2320	-	-
32	TWY A5	2335	3235	2395	-	-
32	TWY A6	2885	3785	2945	-	-
32	TWY A7	3350	4250	3410	-	-

ESPA 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	Calvert CAT I 900 m LIL/LIH	Green	PAPI Left/2.86° (57.4 ft)	-	-	3350/60 m White Caution zone 600 m yellow LIL/LIH	Red	-
32	Calvert CAT I 720 m LIL/LIH	Green	PAPI Left/2.86° (57.4 ft)	-	-	3350/60 m White Caution zone 600 m yellow LIL/LIH	Red	-
10 Remarks: RWY 14: APCH LGT RWY 14 includes military type EFAS RWY 32: APCH LGT RWY 32 includes military type EFAS.								

ESPA 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1. ABN/IBN location, characteristics and hours of operation -
2. LDI location and LGT
Anemometer location and LGT Lighted windsock 240 m S ARP
E THR 14 and E ARP, lighted
3. TWY edge and centre line lighting Edge: TWY A, A1, A2, A3, A5, A6, A7
CL: -
4. Secondary power supply/switch-over time Available / 13 sec, when operating OTS CAT II without interruption.
5. Remarks -

ESPA 2.16 HELICOPTER LANDING AREA

RWY 14/32 to be used.

ESPA 2.17 ATS AIRSPACE

1.	Designation and lateral limits	KALLAX CTR	654321N 0215314E - 653544N 0221854E - 652556N 0223211E - 652146N 0222113E - 652808N 0215744E - 653908N 0214214E - 654321N 0215314E
2.	Vertical limits	KALLAX CTR	<u>1600 ft AMSL</u> GND
3.	Airspace classification	C	
4.	ATS unit call sign Language(s)	KALLAX TOWER Swedish/English	
5.	Transition altitude	5000 ft AMSL	
6.	Remarks	CTR established during hours of TWR.	

ESPA 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel/Frequency	Hours of operation	Remarks
1	2	3	4	5
TWR	KALLAX TOWER	128.200	HO	Primary channel VDF
		121.500	HO	VDF
APP	KALLAX APPROACH	125.450	HO	VDF
		130.800	HO	VDF
PAR	KALLAX PRECISION	119.000	HO	Not for civil use

ESPA 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 (10° E 2020)	PA	110.30 MHz	HO	653150.9N 0220902.8E		290 m beyond THR 32 ILS Class I/D/2
GP		335.00 MHz	HO	653311.7N 0220616.3E		Angle 2.86° RDH 50.9 ft 346 m past THR 14 left side During winter angle may vary BTN 2.86° and 3.14° due to snow.
OM				653608.1N 0215919.7E		-
MM				653342.2N 0220455.1E		-
L 14	OL	377 kHz	H24	653608.3N 0215919.3E		Range 25 NM
LOC 32 ILS CAT II (10° E 2020)	SPA	109.90 MHz	HO	653324.2N 0220535.3E		290 m beyond THR 14 ILS Class II/D/3
GP		333.80 MHz	HO	653206.9N 0220840.6E		Angle 2.86° RDH 50.9 ft 268 m past THR 32 right side. During winter angle may vary BTN 2.86° and 3.14° due to snow.
VOR/DME (10° E 2020)	SLU	115.10 MHz	H24	653224.8N 0220803.3E	58 ft	DME channel 98X
DME	SPA	109.90 MHz	H24	653207.0N 0220840.8E	41 ft	DME channel 36X

ESPA 2.20 LOKALA TRAFIKFÖRESKRIFTER

- Klarering före uttaxning
Klarering lämnas före/vid begäran om start-up. Klareringen utfärdas för gällande bana och tillämplig SID.
- Då förhållandena så medger bör reversering utöver IDLE REVERSE eller motsvarande ej utföras.
Start med reducerad dragkraft bör övervägas för att minska negativ miljöpåverkan.

LOCAL TRAFFIC REGULATIONS

- Clearance at gate
ATC clearance will be delivered prior to/at start-up. Such clearance will be issued for RWY in use and appropriate SID.
- When conditions permit reverse in excess of IDLE REVERSE or equivalent should not be used.
To minimize emission reduced take-off power should be considered.

ESPA 2.21 MINSKNING AV BULLERSTÖRNING

Över de centrala delarna av Luleå bör luftfartyg inte framföras på lägre höjd än 2000 ft AMSL, utom när så är nödvändigt i samband med start eller landning.

NOISE ABATEMENT PROCEDURES

Over the central parts of Luleå aircraft should not be operated below 2000 ft AMSL, except when necessary for take-off or landing.

ESPA 2.22 FLYGPROCEDURER

- Ankommande IFR-trafik inom Luleå TMA och Kallax CTR

Flygvägar
Flygvägar för ankommande trafik är upprättade enligt ESPA 4–9 till ESPA 4–16.

FLIGHT PROCEDURES

- Inbound IFR traffic within Luleå MA and Kallax CTR

Routes
Arrival routes are established in accordance with ESPA 4–9 thru ESPA 4–16.

Väntlägen (Ref ENR 1.3)

Väntlägen är upprättade enligt ESPA 4–1.

2. Speciell inflygningsprocedur Annan än standard CAT II RWY 32

Godkännande för användning av Annan än standard CAT II krävs av Transportstyrelsen och för utländska operatörer deras nationella flygsäkerhetsmyndighet.

Minimum RVR enligt EU-OPS kapitel E, Tillägg 1 (nytt) till OPS 1.430, tabell 7b "Minimi-RVR för annan standard kategori II i förhållande till inflygningsljussystem". Eftersom centrumljus saknas för RWY 32 är minsta siktvärde 450 meter för samtliga flygplanskategorier.

ILS-anläggningen skall uppfylla samtliga krav för CAT II med klassificering minst II/D/2.

Lågsiktsprocedurer (LVP) skall vara i kraft.

Endast operatörer med flygplan utrustade med godkänd HUDLS och/eller Automatisk landning får tillämpa denna procedur.

3. Avgående IFR-trafik inom Luleå TMA och Kallax CTR

Flygvägar

Flygvägar för avgående trafik är upprättade enligt ESPA 4–5--8 och ESPA 4–13--16.

4. Startprocedurer, omnidirectional

Holdings (Ref ENR 1.3)

Holdings are established in accordance with ESPA 4–1.

2. Special approach procedure Other than Standard (OTS) CAT II RWY 32.

Authorization for Other than Standard (OTS) Category II operations by the operator's National Aviation Authority is required.

Minimum RVR according to EU-OPS Subpart E, Appendix 1 (New) to OPS 1.430, Table 7b "Other than Standard Category II Minimum RVR vs Approach Light System". Because RWY 32 has no Centre Line Lights, minimum RVR is 450 metres for all aircraft categories.

The ILS equipment shall fulfil all ILS CAT II requirements including a classification of at least II/D/2.

Low visibility procedures (LVP) shall be in force.

Only operators with aircraft equipped with Approved HUDLS and/or Autoland are allowed to use this procedure.

3. Outbound IFR traffic within Luleå TMA and Kallax CTR

Routes

Departure routes are established in accordance with ESPA 4–5--8 and ESPA 4–13--16.

4. Omnidirectional departure procedures

RWY	Procedure	Significant obstacle		
		Obstacle	Elevation (ft)	Direction (GEO)/Dist (m) from THR
14	Climb straight ahead to MNM turning ALT 500 ft. Continue climb to appropriate MSA.	-		
32	Climb straight ahead to MNM turning ALT 500 ft. Continue climb to appropriate MSA.	Tree (CIO)	133	315°/4336

5. Avbrott i radioförbindelse

Allmänt

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

5.1 Ankommande klarering mottagen och kvitterad.

Normalt är gällande bana gräns för den av ACC meddelade ankommande klareringen. Härvid skall lufffartyget, med bibehållande av senast tilldelad och kvitterad flyghöjd, följa angiven flygväg till LULEÅ VOR (SLU).

Om gränsen för det av ACC meddelade klareringen är annan än gällande bana, skall lufffartyget, med bibehållande av senast tilldelad och kvitterad flyghöjd, följa angiven flygväg till denna gräns och därifrån flyga direkt till LULEÅ VOR. Har beräknad tidpunkt för inflygning mottagits och kvitterats, skall plané påbörjas först vid denna tidpunkt.

5. Communication failure

General

Aircraft shall follow the procedures laid down in AIP ENR 1.3 para 10. In addition, in IMC the relevant procedures below shall be applied.

5.1 Inbound clearance received and acknowledged.

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 LULEÅ VOR (SLU).

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 LULEÅ VOR. If an expected approach time has been received and acknowledged, descent shall not be commenced until that time.

Luffartyg som utför radarinflygning skall, med bibehållande av senast tilldelad och kvitterad flyghöjd, flyga direkt LULEÅ VOR (SLU).

Efter ankomst över LULEÅ VOR skall erforderlig plané utföras i publicerat väntläge, varefter normal instrumentinflygning skall utföras.

5.2 Ankommande klarering inte mottagen och/eller kvitterad.

Luffartyget skall, med bibehållande av senast tilldelad och kvitterad flyghöjd, flyga via aktuell inpasseringspunkt i TMA direkt till Luleå VOR (SLU). Efter ankomst över LULEÅ VOR skall erforderlig plané utföras i publicerat väntläge, varefter normal instrumentinflygning skall utföras.

6. Lågsiktsprocedurer (LVP) etablerade.

När LVP tillämpas tillåts endast ett luffartyg alternativt fordon på manöverområdet. Se även AD 2 ESPA 2-1 Special regulations.

7. VFR- flygning inom Kallax CTR

Normala in- och utpasserings-punkter

- a) MULON
- b) VALLEN

Se även ESPA 6–1.

Normala flygvägar

Se ESPA 6-1.

Anm. Då R46 är upprättat får flygning ej ske öster om linjen Sandöns västra spets – Lulnäsets strand, såvida ATS ej gett särskilt tillstånd härtill.

Väntlägen

- a) NORD
- b) SYD

Se även ESPA 6–1.

Avbrott i radioförbindelse

Se ESPA 6–1.

ESPA 2.23 ÖVRIG INFORMATION

Reducerad banseparation tillämpas enligt AD 1 mom 1.1.10, mellan luffartyg i kategori 1 inbördes samt mellan kategori 1 och 2 om kategori 1 är bakomvarande.

Aircraft executing a radar approach shall, maintaining the level last received and acknowledged, proceed direct to LULEÅ VOR (SLU).

After arrival over LULEÅ VOR descent, if required, shall be made in the published holding pattern. After that a normal instrument approach shall be carried out.

5.2 No inbound clearance received and/or acknowledged.

The aircraft shall, maintaining the level last received and acknowledged, proceed via the relevant TMA entry point direct to LULEÅ VOR (SLU). After arrival over LULEÅ VOR descent, shall be made in the published holding pattern. After that a normal instrument approach shall be carried out.

6. Low visibility procedures (LVP) established.

When LVP is applied only one aircraft or vehicles is allowed in the manoeuvring area. See also AD 2 ESPA 2-1 Special regulations.

7. VFR flight within Kallax CTR

Normal entry and exit points

- a) MULON
- b) VALLEN

See also ESPA 6–1.

Normal routes

See ESPA 6-1.

Note. When R46 is established and if not permitted by ATS, flights must not be carried out east of the line limited by the western point of Sandön and the shore of Lulnäset.

Holding points

- a) NORTH
- b) SOUTH

See also ESPA 6–1.

Communication failure

See ESPA 6–1.

ADDITIONAL INFORMATION

Reduced runway separation is applied in accordance with AD 1 para 1.1.10 between aircraft of category 1 themselves, also between category 1 and 2 aircraft if category 1 is behind.

ESPA 2.24 TILLHÖRANDE KARTOR

RELATED CHARTS

AD chart		ESPA 2-1
Taxiing Guidance chart		ESPA-2-2
Parking/docking chart		ESPA 2-3
AOC	RWY 14/32	ESPA-3-1
PATC	RWY 32	ESPA-3-7
Area chart	TMA	ESPA 4-1
List of Waypoints and significant points		ESPA 4-3
RNAV (GNSS) SID	RWY 14	ESPA 4-5
RNAV (GNSS) SID	RWY 32	ESPA 4-7
RNAV (GNSS) STAR	RWY 14	ESPA 4-9
RNAV (GNSS) STAR	RWY 32	ESPA 4-11
SID/STAR	RWY 14	ESPA 4-13
SID/STAR	RWY 32	ESPA 4-15
ATC Surveillance Minimum ALT chart		ESPA 4-91
IAC	ILS z or LOC z RWY 14	ESPA 5-1
IAC	ILS y or LOC y RWY 14	ESPA 5-2
IAC	VOR RWY 14	ESPA 5-3
IAC	NDB RWY 14	ESPA 5-4
IAC	ILS or LOC RWY 32	ESPA 5-5
IAC	ILS OTS Cat II RWY 32	ESPA 5-6
IAC	VOR RWY 32	ESPA 5-7
IAC	RNP RWY 14 (LNAV, LNAV/VNAV only)	ESPA 5-9
IAC	RNP RWY 32 (LNAV, LNAV/VNAV only)	ESPA 5-11
VAC		ESPA 6-1