AD 2 AERODROMES

ESNQ 2.1 AERODROME LOCATION INDICATOR AND NAME

ESNQ – KIRUNA

ESNQ 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1.	ARP coordinates and site at AD	674917N 0202008E BRG 033.7° GEO 1150 m from THR 03
2.	Direction and distance from (city)	ESE 3 NM from Kiruna
3.	Elevation/Reference temperature	1509 ft/+19.7°C
4.	Geoid undulation at AD ELEV PSN	98 ft
5.	MAG VAR/Annual change	10° E 2020/+0.2 increasing
6.	Administration, address, telephone, fax, AFS	Swedavia AB Kiruna Airport Box 831 SE-981 28 Kiruna TEL: +46 (0)10 109 46 00 FAX: +46 (0)10 109 46 50 E-mail: krn.groundhandling@swedavia.se AFS: ESNQZTZX Website: www.swedavia.se/kiruna, www.swedavia.net/airport/kiruna
7.	Types of traffic permitted (IFR/VFR)	IFR/VFR. Max RWY ref code 4D
8.	Remarks	PPR outside AD Operating hours. PPR for all aircraft with MTOM exceeding 18 000 kg. Request shall be made during AD Administration hours to krn.safety@swedavia.se.

ESNQ 2.3 OPERATIONAL HOURS

1.	AD Administration AD Operating hours	MON-FRI 0800-1600 (0700-1500) Ref AIP SUP/NOTAM
2.	Customs and immigration	O/R +46 (0)8 456 66 20, kcgs.vb@tullverket.se
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)	FPC H24
6.	MET Briefing Office	FPC H24, +46 (0)8 797 63 40, www.lfv.se/fpc
7.	ATS	TWR opens 15 min prior AD operating hours. Closes as AD operating hours.
8.	Fuelling	As AD HR of OPS
9.	Handling	For scheduled flights. Other O/R
10.	Security	Screening and CSRA for scheduled flights, other O/R
11.	De-Icing	For scheduled flights, other O/R
12.	Remarks	Increased charges outside AD HR of OPS

ESNQ 2.4 HANDLING SERVICES AND FACILITIES

1.	Cargo-handling facilities	Available
2.	Fuel/oil types	Fuel Jet A1 Oil -
3.	Fuelling facilities/discharge capacity	Jet A1: 200,000 l fuel truck/stationary
4.	De-icing facilities	Available, Type I and II, mobile unit
5.	Hangar space for visiting ACFT	Available up to B747-400
6.	Repair facilities for visiting ACFT	Limited
7.	Remarks	Fuel on Shell (fuel and fly or carnet) and major credit cards. Towing by towbar, limited availability of towbars.

ESNQ 2.5 PASSENGER FACILITIES

1.	Hotels	In Kiruna
2.	Restaurants	At AD (only for departing passengers other O/R)
3.	Transportation	Buses, taxis, rental cars
4.	Medical facilities	In Kiruna
5.	Bank and Post Office	In Kiruna
6.	Tourist Office	In Kiruna
7.	Remarks	-

ESNQ 2.6 RESCUE AND FIRE FIGHTING SERVICES

1.	AD category for fire fighting	CAT 5. CAT 6 for SKED TFC other O/R
2.	Rescue equipment	Tracked vehicle
3.	Capability for removal of disabled aircraft	By arrangement. On-the-scene commander during AD Operating hours. TEL: +46 (0)72 387 38 69.
4.	Remarks	-

ESNQ 2.7 SEASONAL AVAILABILITY – CLEARING

1.	Types of clearing equipment	Snowploughs, sweepers, blowers, slingers
2.	Clearance priorities	RWY, TWY, Apron
3.	Remarks	AD uses frozen SAND for treatment of RWY. RWY 03/21 approved (by the Swedish Transport Agency) for reporting specially prepared winter runway. For more information contact krn.safety@swedavia.se.

ESNQ 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1.	Apron surface and strength	Apron Hangar 2 ASPH PCN 47 F/B/X/T Apron Terminal CONC+ASPH PCN - Apron Arena ASPH ASPH PCN 53 F/B/X/T Apron Arena CONC CONC PCN 49 R/B/X/T
2.	Taxiway width, surface and strength	TWY A 23 m ASPH PCN 50 F/B/X/T TWY B 23 m ASPH PCN 51 F/B/X/T TWY Y 23 m ASPH PCN 41 F/B/X/T
3.	ACL, location and elevation	-
4.	VOR checkpoints	-
5.	INS checkpoints	See ESNQ 2-3
6.	Remarks	TWY Y ref Code C wingspan > 36 m

ESNQ 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 and follow-me service available.
2.	RWY and TWY markings and LGT	RWY 03/21: Designator, THR, TDZ, CL and edges are day marked. RTHL, REDL, RENL. TWY A: CL, HLDG day marked. Edge lights, RGL. B: CL, HLDG day marked. Edge lights, RGL. Y: CL day marked. Edge lights.
3.	Stop bars	-
4.	Remarks	In absence of visual aids (markings) taxiing to stand positions shall be done by marshalling hand signals. In addition to marshalling hand signals, follow-me service may be used.

ESNQ 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
ESNQ1	Sign	674847.1N 0201906.8E	1518 / -	-	-
ESNQ2	Shrub	674840.6N 0201855.7E	1529 / -	-	-
ESNQ3	LOC	674834.1N 0201851.2E	1540 / -	-	-
ESNQ4	Shrub	674834.4N 0201838.8E	1546 / -	-	-
ESNQ5	Shrub	674832.2N 0201838.0E	1549 / -	-	-
ESNQ6	Forest	674820.0N 0201844.7E	1567 / -	-	-
ESNQ7	Forest	674813.0N 0201838.2E	1580 / -	-	-
ESNQ8	Forest	674749.5N 0201749.4E	1621 / -	-	-
ESNQ9	Forest	674751.2N 0201735.0E	1629 / -	-	-
ESNQ10	Forest	674753.6N 0201724.2E	1640 / -	-	-
ESNQ11	Forest	674742.8N 0201748.6E	1649 / -	-	-
ESNQ12	Forest	674740.7N 0201756.0E	1654 / -	-	-
ESNQ13	Forest	674737.0N 0201750.2E	1664 / -	-	-
ESNQ14	Forest	674739.3N 0201704.4E	1673 / -	-	-
ESNQ15	Forest	674734.2N 0201712.4E	1677 / -	-	-
ESNQ16	Forest	674734.2N 0201704.7E	1681 / -	-	-
ESNQ17	Forest	674730.3N 0201717.4E	1686 / -	-	-
ESNQ18	Forest	674730.2N 0201714.6E	1691 / -	-	-

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

ESNQ 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	KIRUNA TWR/RTC Stockholm
10.	Additional information (limitation of service, etc.)	Flight planning room available

ESNQ 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
03	033.65° GEO 024° MAG	2502 x 45	PCN 75 F/B/X/T ASPH	674845.54N 0201913.10E GUND 98 ft	THR 1509 ft
21	213.69° GEO 204° MAG	2502 x 45	PCN 75 F/B/X/T ASPH	674952.75N 0202111.59E GUND 97.0 ft	THR 1432.3 ft TDZ 1443.9 ft

Designations RWY NR	Slope of RWY-SWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	RESA dimensions (m)
1	7	8	9	10	11
03	See ESNQ AOC	-	150 x 180	2622 x 280	90 x 90
21	See ESNQ AOC	-	-	2622 x 280	90 x 90

Designations RWY NR	Location/ description of arresting system	OFZ (Yes/No)	Remarks
1	12	13	14
03	-	No	-
21	-	No	Turn pad RWY 21 outside RWY dimensions PCN 55 F/B/X/T

ESNQ 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
03	2502	2652	2502	2502	-
21	2502	2502	2502	2502	-

DECLARED DISTANCES TAKE-OFF INTERSECTIONS						
RWY Designator	INTERSECTION	TORA (m)	TODA (m)	ASDA (m)		Remarks
1		2	3	4	5	6
03	TWY B	1482	1632	1482	-	-
21	TWY A	1503	1503	1503	-	-

ESNQ 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
03	Calvert CAT I 900 m LIH	Green	PAPI Left/3.00° (55.0 ft)	-	-	2502/60 m White Caution zone 600 m yellow LIH	Red	-
21	Calvert CAT I 900 m LIH	Green	PAPI Left/3.00° (60.4 ft)	-	-	2502/60 m White Caution zone 600 m yellow LIH	Red	-

10 Remarks: -

ESNQ 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 at strip 140 m NW ARP. Lighted windsock 425 m past THR 03 left side. Lighted windsock 405 m past THR 21 left side. 495 m past THR 03 and 395 m past THR 21, unlighted.
3.	TWY edge and centre line lighting	Edge: TWY A, B, Y CL: -
4.	Secondary power supply/switch-over time	Available/Less than 1 sec
5.	Remarks	-

ESNQ 2.16 HELICOPTER LANDING AREA

RWY 03/21 to be used

ESNQ 2.17 ATS AIRSPACE

1.	Designation and lateral limits	KIRUNA CTR	680054N 0202744E - 675754N 0204244E - 674625N 0203344E - 673725N 0201444E - 674025N 0195844E - 675154N 0200704E - 680054N 0202744E
2.	Vertical limits	KIRUNA CTR	3100 ft AMSL GND
3.	Airspace classification	C	
4.	ATS unit call sign Language(s)	KIRUNA TOWER Swedish/English	
5.	Transition altitude	6000 ft AMSL	
6.	Remarks	CTR established during hours of TWR.	

ESNQ 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel/Frequency	Hours of operation	Remarks
1	2	3	4	5
TWR	KIRUNA TOWER	130.155	HO	Primary channel LRG
		121.500	HO	-
		122.100	HX	By directive from ATS
		121.775	HO	De-icing

ESNQ 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 21 ILS CAT I (10° E 2020)	NQ	110.30 MHz	H24	674833.8N 0201852.4E		439 m beyond THR 03 ILS Class I/E/2
GP		335.00 MHz	H24	674942.1N 0202105.2E		Angle 3.0° RDH 58.5 ft 315 m past THR 21 left side During winter angle may vary btn 3.00° and 3.25° due to snow
L 21	OP	360 kHz	H24	675314.9N 0202709.9E		Range 40 NM
DVOR/DME (10° E 2020)	KRA	115.20 MHz	H24	674909.3N 0202015.3E	1505 ft	DME channel 99X
DME	NQ	110.30 MHz	H24	674942.0N 0202105.6E	1469 ft	DME channel 40X

ESNQ 2.20 LOKALA TRAFIKFÖRESKRIFTER

1. Klarering för uttaxning

LOCAL TRAFFIC REGULATIONS

1. Clearance at gate

Alla luftfartyg ska begära start-up från ATC. Klarering lämnas på begäran före begäran om start-up. Klareringen utfärdas för gällande bana och tillämplig SID eller utpasseringspunkt ur TMA.

2. Föreskrifter vid taxning på TWY Y

Maximalt vingspann 36 m för taxning på TWY Y. Avisning av luftfartyg med större vingspann än 36 m ska kontakta TWR för särskilda instruktioner.

3. Föreskrifter vid taxning på TWY A

Luftfartyg A300-600BS, DC10 och MD11 alla versioner, B767-400,/-300 och TU-154 ska invänta ledsagning innan intaxning på TWY A från rullbana.

4. Föreskrifter för markrörelser

Minsta möjliga motoreffekt ska användas vid taxning på platta Terminal, Hangar 2 och Arena. Försiktighet ska vidtas när man svänger runt på plattorna. Se upp för passagerare på plattorna.

All aircraft shall request start-up from ATC. ATC clearance will be delivered on request prior to start-up. Such clearance will be issued for RWY in use, appropriate SID or TMA exit point.

2. Taxi regulations on TWY Y

Maximum wingspan 36 m for taxiing on TWY Y. De-icing of aircraft with larger wingspan than 36 m shall contact TWR for special instructions.

3. Taxi regulations on TWY A

Aircraft A300-600BS, DC 10 and MD11 all versions, B767-400,/-300 and TU-154 shall wait for marshalling before entering TWY A from RWY.

4. Ground movement procedures

Engines shall be operated at minimum power required when taxiing on Apron Terminal, Hangar 2 and Arena. Caution advised when turning around on aprons. Watch out for passengers on aprons.

ESNQ 2.21 MINSKNING AV BULLERSTÖRNING

IFR som gör visuell inflygning, VA, ska i möjligaste mån undvika överflygning av Kiruna tätort.

NOISE ABATEMENT PROCEDURES

IFR making visual approach, VA, should if possible, avoid flying overhead Kiruna City.

ESNQ 2.22 FLYGPROCEDURER

1. Ankommande IFR-trafik inom KirunaTMA/CTR

Flygvägar
Flygvägar för ankommande trafik är upprättade enligt ESNQ 4–5 till ESNQ 4–12.

2. Avgående IFR-trafik inom KirunaTMA/CTR

Flygvägar
Flygvägar för avgående trafik är upprättade enligt ESNQ 4–9 till ESNQ 4–12.

RVR 400 m eller mer krävs normalt för start bana 03/21.

Vid RVR mellan 400 m och 300 m är start endast tillåten om operatör har tillstånd från Transportstyrelsen.

Vid RVR understigande 300 m är start RWY 03/21 inte tillåten.

3. Startprocedurer, omnidirectional

FLIGHT PROCEDURES

1. Inbound IFR traffic within KirunaTMA/CTR

Routes
Arrival routes are established in accordance with ESNQ 4–5 through ESNQ 4–12.

2. Outbound IFR traffic within KirunaTMA/CTR

Routes
Departure routes are established in accordance with ESNQ 4–9 through ESNQ 4–12.

RVR 400 m or more is normally required for TKOF RWY 03/21.

At RVR between 400 m and 300 m TKOF RWY 03/21 is only permitted if operator has permission from Swedish Transport Agency.

At RVR below 300m TKOF RWY 03/21 is not permitted.

3. Omnidirectional departure procedures

RWY	Procedure	Significant obstacle		
		Obstacle	Elevation (ft)	Direction (GEO)/Dist (m) from THR
03	Climb straight ahead to MNM turning ALT 2800 ft. Continue climb to appropriate MSA.			
21	Climb straight ahead to MNM turning ALT 2800 ft. Continue climb to appropriate MSA.			

4. Avbrott i radioförbindelse

Luftfartyg skall följa de föreskrifter som anges i AIP ENR 1.3 mom 10. Under IMC gäller dessutom följande för ankommande luftfartyg.

4.1 Avbruten inflygning vid radiobortfall

Flygplan med RNAV-kapacitet:

RWY 03	Climb straight ahead to NQ532, turn right (Max IAS 230 kt) to KRA climbing to 4500 ft. At KRA turn left and proceed to NQ703 for a normal instrument approach.
RWY 21	Climb straight ahead to 4000 ft. Turn left (Max IAS 230 kt) to KRA climbing to 4500 ft. At KRA turn right and proceed to NQ529 for a normal instrument approach.

Flygplan utan RNAV-kapacitet:

Följ publicerad procedur för avbruten inflygning. Utför därefter normal instrumentinflygning till bana i användning.

5. Lågsiktsprocedurer (LVP) etablerade

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

Meddelande om att LVP är i kraft lämnas av ATS med frasen ”low visibility procedures in operation”.

När LVP tillämpas tillåts endast fordon alternativt ett luftfartyg på manöverområdet.

När LVP tillämpas skall ACFT meddela när det lämnat banan och befinner sig på tilldelad uppställningsplats på plattan.

6. VFR-flygning inom Kiruna TMA/CTR

Normala in- och utpasseringspunkter
Se ESNQ 6–1

Väntlägen
Se ESNQ 6–1

Avbrott i radioförbindelse
Se ESNQ 6–1

4. Communication failure

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 by inbound aircraft.

4.1 Missed approach in case of communication failure

ACFT with RNAV capability:

RWY 03	Climb straight ahead to NQ532, turn right (Max IAS 230 kt) to KRA climbing to 4500 ft. At KRA turn left and proceed to NQ703 for a normal instrument approach.
RWY 21	Climb straight ahead to 4000 ft. Turn left (Max IAS 230 kt) to KRA climbing to 4500 ft. At KRA turn right and proceed to NQ529 for a normal instrument approach.

ACFT without RNAV capability:

Follow published missed approach procedure. Then carry out a normal instrument approach to the runway-in-use.

5. Low visibility procedures (LVP) established

LVP will be in force when runway visual range (RVR) falls below 550 m or when ceiling or vertical visibility is below 200 ft.

The application of LVP will be announced by ATS with the phrase “low visibility procedures in operation”.

When LVP is applied vehicles or only one aircraft is allowed in the manoeuvering area.

When LVP is applied ACFT shall report RWY vacated at stand on apron.

6. VFR flight within Kiruna TMA/CTR

Normal entry and exit points
See ESNQ 6–1

Holdings
See ESNQ 6–1

Communication failure
See ESNQ 6–1

ESNQ 2.23 ÖVRIG INFORMATION

1. ATS-tjänst bedrivs från RTC Stockholm.

2. Signalstrålkastare placerad på R-TWR.

ADDITIONAL INFORMATION

1. ATS provided from RTC Stockholm.

2. Signalling lamp positioned at R-TWR.

3. Beviljande undantag från krav i CS-ADR-DSN:

- RWY 03/21: första och sista fjärdedelen av rullbanan har längdlutning max 0,9%.
- Föreskrifter vid taxning på TWY A:
  Luftfartyg A300-600BS, DC10 och MD11 alla versioner, B767-400, /-300 och TU-154 ska invänta ledsagning innan intaxning på TWY A från rullbana.
- Vändplatser RWY 03 och RWY 21: Luftfartyg DC10, MD11 OCH B767-400/-300 ska invänta ledsagning innan vändning påbörjas på vändplats.
- Tvärlutning av RWY mer än 1,5%
  från THR RWY 03 östar sidan 1014-1097 m
  från THR RWY 21 västra sidan 148-193 m
  från THR RWY 21 östra sidan 41-71 m.
- Lutning av RWY skuldra mer än 2,5% från THR RWY 21 västra sidan 321-393 m.
- Fasta belysta och obelysta hinder/terräng genomtränger följande hinderbegränsande ytor enligt förteckning:
  Inflygningsyta bana 03
  Start-stigytan bana 21
  Horisontella ytan
  Koniska ytan

3. Granted exemptions from requirements in CS-ADR-DSN:

- RWY 03/21: first and last quarter of runway has longitudinal slop of max 0,9%.
- Taxi regulations on TWY A:
  Aircraft A300-600BS, DC10 and MD11 all versions, B767-400, /-300 and TU-154 shall wait for marshalling before entering TWY A from RWY.
- Turnpads RWY 03 and RWY 21: Aircrafts DC10, MD11 and B767-400/-300 shall wait for marshalling before commencing turn at turnpadarea.
- Transverse slope of RWY more than 1,5%
  from THR RWY 03 east side 1014-1097 m
  from THR RWY 21 west side 148-193 m
  from THR RWY 21 east side 41-71 m.
- Slope of RWY shoulder more than 2,5% from THR RWY 21 west side 321-393 m.
- Fixed lighted and not lighted obstacles/terrain penetrate the following obstacle limitation surfaces according to list:
  Approach surface RWY 03
  Take-off climb surface RWY 21
  Horizontal surface
  Conical surface

ESNQ 2.24 TILLHÖRANDE KARTOR — RELATED CHARTS

AD chart		ESNQ 2-1
Parking/Docking chart		ESNQ 2-3
AOC	RWY 03/21	ESNQ-3-1
Area chart	(TMA)	ESNQ 4-1
List of waypoints and significant points		ESNQ 4-3
RNP STAR	RWY 03	ESNQ 4-5
RNP STAR	RWY 21	ESNQ 4-7
SID and STAR	RWY 03	ESNQ 4-9
SID and STAR	RWY 21	ESNQ 4-11
ATC Surveillance Minimum ALT chart		ESNQ 4-91
IAC	ILS or LOC z RWY 21	ESNQ 5-1
IAC	ILS or LOC y RWY 21	ESNQ 5-2
IAC	VOR RWY 21	ESNQ 5-3
IAC	NDB z RWY 21	ESNQ 5-4
IAC	NDB y RWY 21	ESNQ 5-5
IAC	VOR z RWY 03	ESNQ 5-7
IAC	VOR y RWY 03	ESNQ 5-8
IAC	RNP RWY 03	ESNQ 5-9
IAC	RNP RWY 21	ESNQ 5-13
VAC		ESNQ 6-1