

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/+21.7°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 | Ref. AIP SUP/NOTAM 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 | For information during hours of AD Administration TEL +46 (0)705 98 61 02, other hours TEL +46 (0)90 71 61 71. 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)705 98 61 02 during hours of AD Administration, other hours TEL +46 (0)90 71 61 71 |

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 45 F/B/X/T Terminal Apron ASPH PCN 45 F/B/X/T |
| 2. | Taxiway width, surface and strength | TWY B 18 m ASPH PCN 60 F/B/X/T TWY C 23 m ASPH PCN 60 F/B/X/T TWY D 8 m ASPH PCN - Available to light aircraft only |
| 3. | ACL, location and elevation | See ESNU 2-1 |
| 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 | Markings/ Type, colour | Remarks |
| a | b | c | d | e | f |
| Not available | | | | | |
| 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 25.4 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 17.3 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 300 | - | - |
| 32 See ESNU AOC | - | - | 2422 x 300 | - | 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 900 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: - | | | | | | | | |

ESNU 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
Windssocks, see ESNU 2-1
See ESNU AD 2-1
3. TWY edge and centre line lighting
Edge: TWY B, C, D
CL: -
4. Secondary power supply/switch-over time Available/Less than 1 sec
5. 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 | 2000 ft AMSL 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 VDF. |
| | | 121.500 | HO | VDF |
| | | 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

- Dagligen mellan 2100–0600 (2000–0500) får flygplatsen inte trafikeras av flygplan certifierade enligt ICAO Annex 16, Volume I, Part II, Chapter 2.
- Start-up och klarering för IFR-trafik skall begäras från ATC på kanal 119.805. Begäran kan ske tidigast 30 min före EOBT.
- Under tiden 2100–0600 (2000–0500) är start bana 32 och landning bana 14 ej tillåten om inte annat krävs av flygsäkerhetsskäl.
- Mellan 2100–0600 (2000–0500) bör reversering undvikas.
- Föreskrifter för markrörelser
Minsta möjliga motoreffekt skall användas vid taxning på plattan. Uppsyn på passagerare på plattan före taxning påbörjas.

LOCAL TRAFFIC REGULATIONS

- 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.
- 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.
- During the hours 2100–0600 (2000–0500) take-off RWY 32 and landing RWY 14 not permitted unless otherwise required by flight safety reasons.
- During the hours 2100–0600 (2000–0500) engine reverse should be avoided.
- 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.

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.

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.

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

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.

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.

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

Allmänt

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

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).

4.2 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.

4.3 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.

5. Lågsiktsprocedurer (LVP)

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.

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

6. VFR- flygning inom Umeå CTR

Normala in- och utpasseringspunkter
Se ESNU 6-1.

Väntlägen
Se ESNU 6-1.

Avbrott i radioförbindelse
Se ESNU 6-1.

4. Communication failure

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 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 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 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. Low visibility procedures (LVP)

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

The application of the LVP will be announced by ATS

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

6. VFR flight within Umeå CTR

Normal entry and exit points
See ESNU 6-1.

Holdings
See 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.

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.

ESNU 2.24 TILLHÖRANDE KARTOR

| | | |
|--|-----------------------|-----------|
| AD chart | | ESNU 2-1 |
| AOC | | ESNU-3-1 |
| Area chart | (TMA) | ESNU 4-1 |
| List of Waypoints and significant points | | ESNU 4-3 |
| RNAV STAR General | | ESNU 4-4 |
| RNAV (GNSS) STAR | RWY 14 | ESNU 4-5 |
| RNAV (GNSS) STAR | RWY 32 | ESNU 4-7 |
| RNAV SID General | | ESNU 4-13 |
| RNAV (GNSS) SID | RWY 14 | ESNU 4-15 |
| RNAV (GNSS) SID | RWY 32 | ESNU 4-19 |
| SID/STAR | RWY 14 | ESNU 4-23 |
| SID/STAR | RWY 32 | ESNU 4-25 |
| ATC Surveillance Minimum ALT chart | | ESNU 4-91 |
| IAC | ILS or LOC RWY 14 | ESNU 5-1 |
| IAC | VOR RWY 14 | ESNU 5-2 |
| IAC | ILS z or LOC z RWY 32 | ESNU 5-3 |
| IAC | ILS y or LOC y RWY 32 | ESNU 5-4 |
| IAC | VOR RWY 32 | ESNU 5-5 |
| IAC | RNP RWY 14 | ESNU 5-7 |
| IAC | RNP RWY 32 | ESNU 5-9 |
| VAC | | ESNU 6-1 |

RELATED CHARTS