

**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. Name of aerodrome operator, address, telephone, telefax numbers, AFS, e-mail, website	Swedavia AB Umeå Airport SE-904 22 Umeå TEL: +46 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 for CIV and MIL ACFT 5 days prior to planned ARR or DEP. The following TFC is exempted: HOSP, STATE, SAR, SKED TFC, Swedish MIL and operators with sanction agreement. REQ shall be sent to nudrift@swedavia.se

**ESNU 2.3 OPERATIONAL HOURS**

1. AD operator	MON-FRI 0700-1500 (0600-1400)
AD Operating hours	Ref AIP SUP/NOTAM
2. Customs and immigration	O/R TEL +46 8 456 66 20, kcggn.op.samord@tullverket.se
3. Health and sanitation	As AD operating hours, Designated quarantine AD
4. AIS Briefing Office	FPC, H24, +46 8 797 63 40, www.lfv.se/fpc
5. ATS Reporting Office (ARO)	As ATS
6. MET Briefing Office	FPC, H24, +46 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	H24, +46 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 and oil types	Fuel: 100LL, Jet A1 Oil: -
3. Fuelling facilities and capacity	100LL: Stationary Jet A1: 2 trucks, 35,000 l and 20,000 l/700 l/min.

- |  |  |
|--|--|
| 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<br>Request to Air BP Out of hours, TEL: +97 150 453 6032,<br>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 | Bank: In Umeå<br>Post: 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.<br>TEL: +46 10 109 50 15. |
| 4. Remarks                                     | PPR for all non-SKED TFC. Request shall be made on TEL +46 10 109 50 24.                    |

## ESNU 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

- |  |   |
|--|---|
| 1. Types of clearing equipment                         | Snowploughs, blowers, sweepers, slingers  |
| 2. Clearance priorities                                | RWY, TWY, Apron   |
| 3. Use of material for movement area surface treatment | RWY de-iced/anti-iced with KFOR/UREA/SAND<br>TWY de-iced/anti-iced with KFOR/UREA/SAND<br>Apron de-iced/anti-iced with KFOR/UREA/SAND |
| 4. Specially prepared winter runways                   | -   |
| 5. Remarks   | -   |

## ESNU 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

- |  |  |
|--|--|
| 1. Apron surface and strength          | CARGO Apron ASPH PCN 17/F/B/X/T<br>TERMINAL Apron ASPH PCN 45/F/B/X/T. Apron surrounding stand 1<br>PCN 11 F/B/X/T                 |
| 2. Taxiway width, surface and strength | TWY B 18 m ASPH PCN 22/F/B/X/T<br>TWY C 23 m ASPH PCN 45/F/B/X/T<br>TWY D 8 m ASPH PCN 11/F/B/X/T Available to light aircraft only |
| 3. ACL, location and elevation         | See ESNU Aerodrome Chart   |
| 4. VOR checkpoints                     | See ESNU Aerodrome Chart   |
| 5. INS checkpoints                     | See ESNU Aerodrome Chart   |
| 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.<br>RTHL, REDL, RENL.<br>TWY: 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
a	b	c	d	e
ESNU1	ANTENNA	634651.9N 0201806.6E	28 ft / -	-
ESNU2	TREE	634656.0N 0201817.4E	38 ft / -	-
ESNU3	TREE	634632.9N 0201839.6E	71 ft / -	-
ESNU4	TREE	634637.4N 0201851.7E	72 ft / -	-
ESNU5	TREE	634635.4N 0201855.8E	77 ft / -	-
ESNU6	TREE	634633.3N 0201853.0E	83 ft / -	-
ESNU7	TREE	634616.4N 0201959.7E	165 ft / -	-
ESNU8	TREE	634616.3N 0201959.8E	167 ft / -	-
ESNU9	TREE	634552.6N 0202055.5E	207 ft / -	-
ESNU10	BUILDING	634801.8N 0201604.8E	34 ft / -	-
ESNU11	TREE	634805.1N 0201556.1E	47 ft / -	-
ESNU12	TREE	634805.0N 0201555.4E	49 ft / -	-
ESNU13	TREE	634805.4N 0201553.5E	50 ft / -	-
ESNU14	TREE	634809.1N 0201548.1E	59 ft / -	-
ESNU15	TREE	634805.7N 0201536.1E	67 ft / -	-
ESNU16	TREE	634805.7N 0201535.2E	78 ft / -	-
ESNU17	TREE	634814.5N 0201539.0E	88 ft / -	-
ESNU18	TREE	634815.0N 0201536.2E	95 ft / -	-
ESNU19	TREE	634815.9N 0201536.1E	97 ft / -	-
<b>f Remarks:</b> -				

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

**ESNU 2.11 METEOROLOGICAL INFORMATION PROVIDED**

- |  |  |
|--|--|
| 1. Associated MET Office   | STOCKHOLM/ARLANDA  |
| 2. Hours of service<br>MET Office outside hours  | H24  |
| 3. Office responsible for TAF preparation<br>Periods of validity, interval of issuance | STOCKHOLM/ARLANDA<br>9 HR, <a href="https://tafplanner.smhi.se/app.php/production-program">https://tafplanner.smhi.se/app.php/production-program</a> |
| 4. Trend forecast<br>Interval of issuance  | -  |
| 5. Briefing/consultation provided  | FPC H24, +46 8 797 63 40, <a href="http://www.lfv.se/fpc">www.lfv.se/fpc</a>   |
| 6. Flight documentation<br>Language(s) used  | TAF, METAR, SIGMET, Upper air winds<br>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	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°	2302 x 45	PCN 70/F/B/X/T ASPH	634754.75N 0201609.49E  End RWY: 634659.10N 0201800.96E	THR 25.2 ft TDZ: 25.4 ft
32	318.48°	2302 x 45	PCN 70/F/B/X/T ASPH	GUND 72.3 ft 634700.55N 0201758.05E GUND 71.8 ft	THR 17.3 ft TDZ: 17.3 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
14	See ESNU AOC	-	-	2422 x 280	90 x 90
32	See ESNU AOC	-	-	2422 x 280	90 x 90

  

Designations RWY NR	Location/ description of arresting system	OFZ (Yes/No)	Remarks
1	12	13	14
14	-	NO	-
32	-	NO	THR 32 displaced 60 m

**ESNU 2.13 DECLARED DISTANCES**

RWY Designator	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	-

  

RWY Designator	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	CAT I 870 M LIH	Green	PAPI Left side/3.00° 61 ft	-	-	2302/50 m White Caution zone 600 m yellow LIH	Red	-
32	CAT I 420 M LIH	Green WBAR	PAPI Left side/3.00° 55 ft	-	-	60/50 m Red 2242/50 m White Caution zone 600 m yellow LIH	Red	-
<b>10 Remarks:</b> RWY 14: Barrette CL. LED lights on RTHL, REDL, RENL and APCH.								
RWY 32: Barrette CL. 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** Unlighted windsocks at RWY ends. Lighted windsock west of TWY D.  
**Anemometer location and LGT** At aiming points, unlighted.
- TWY edge and centre line lighting** Edge: 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

- Designation and lateral limits** UMEÅ CTR 635733N 0200327E - 635126N 0202555E -  
634057N 0204121E - 633712N 0203257E -  
634014N 0201327E - 634620N 0195913E -  
635301N 0195354E to point of origin.
- Vertical limits** UMEÅ CTR 2000 ft AMSL  
GND
- Airspace classification** C

- |   |                                      |
|---|--------------------------------------|
| 4. <b>ATS unit call sign</b><br>Language(s) | UMEÅ TOWER<br>Swedish/English        |
| 5. <b>Transition altitude</b>               | 5000 ft AMSL                         |
| 6. <b>Hours of applicability</b>            | CTR established during hours of TWR. |
| 7. <b>Remarks</b>                           | -                                    |

### ESNU 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channels	Hours of operation	Remarks
1	2	3	4	5
TWR	UMEÅ TOWER	119.805	HO	PRIMARY
		118.080	HO	By directive from TWR
		121.500	HO	-
	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	Service volume radius from GBAS reference point	Remarks
1	2	3	4	5	6	7	8
LOC 14 ILS CAT I (8° E 2020)	NU	109.90 MHz	HO	634653.9N 0201811.3E	-	-	214 m beyond END RWY 14 LOC Class I/E/2
GP 14	-	333.80 MHz	HO	634744.4N 0201618.3E	-	-	Angle 3.00° RDH 56.1 ft 319 m past THR 14 right side During winter angle may vary BTN 3.0° and 3.25° due snow. GP Class I/C/2
LOC 32 ILS CAT I (8° E 2020)	SNU	110.70 MHz	HO	634759.0N 0201601.0E	-	-	176 m beyond THR 14 LOC Class I/E/2
GP 32	-	330.20 MHz	HO	634705.3N 0201736.6E	-	-	Angle 3.00° RDH 53.8 ft 305 m past THR 32 left side During winter angle may vary BTN 3.0° and 3.25° due snow. GP Class I/C/2
L 32	WU	329 kHz	H24	634325.8N 0202456.5E	-	-	Range 15 NM
NDB	VNA	364 kHz	H24	634957.6N 0195052.7E	-	-	Reduced range during certain conditions. When not received inform ATS. Range 30 NM
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

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	Service volume radius from GBAS reference point	Remarks
1	2	3	4	5	6	7	8
DME	SNU	110.70 MHz	H24	634705.2N 0201736.4E	46 ft	-	DME Channel 44X

**ESNU 2.20 LOKALA FLYGPLATSFÖRESKRIFTER**

1. Dagligen mellan 2100–0600 (2000–0500) får flygplatsen inte trafikeras av flygplan certifierade enligt ICAO Annex 16, Volume I, Part II, Chapter 2.

2. Start-up och klarering för IFR-trafik skall begäras från ATC på kanal 119.805. Begäran kan ske tidigast 30 min före EOBT.

3. Under tiden 2100–0600 (2000–0500) är start bana 32 och landning bana 14 ej tillåten om inte annat krävs av flygsäkerhetsskäl.

4. Mellan 2100–0600 (2000–0500) bör reversering undvikas.

5. Föreskrifter för markrörelser

Minsta möjliga motoreffekt skall användas vid taxning på plattan. Uppsikt på passagerare på plattan före taxning påbörjas.

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)

**ESNU 2.21 BULLERREDUCERANDE FÖRFARANDE****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

**ESNU 2.20 LOCAL AERODROME REGULATIONS**

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.

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.

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.

4. During the hours 2100–0600 (2000–0500) engine reverse should be avoided.

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.

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 taxing.

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 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

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.

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 STARs.

Väntlägen

Väntlägen är upprättade enligt ESNU Area Chart.

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 SIDs.

Avgående trafik med destination Stockholmsområdet ska färdplaneras via DEDIT.

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

### 3 Startprocedurer, omnidirectional

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 luftfartyget med bibehållande av senast tilldelad och kvitterad flyghöjd följa

## ESNU 2.22 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 STARs.

Holdings

Holdings are established in accordance with ESNU Area Chart.

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 SIDs.

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

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

### 3 Omnidirectional departure procedures

### 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,

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 luftfartyget 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 luftfartyg vid uppställningsplats eller framför hangar meddela att det har lämnat banan.

### 6 VFR- flygning inom Umeå CTR

Normala in- och utpasseringspunkter  
Se ESNU VAC.

Väntlägen  
Se ESNU VAC.

Avbrott i radioförbindelse  
Se ESNU VAC.

## ESNU 2.23 TILLÄGGSINFORMATION

### 1 Security

Känsliga delar av behörighetsområdet (CSRA) omfattar hela det inhägnade området runt flygplatsen 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 ATS-tjänst

ATS-tjänst bedrivs från RTC Stockholm.

### 4 Signalstrålkastare

Signalstrålkastare placerad på R-TWR.

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

Fasta hinder genomtränger hinderbegränsande ytor.

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 VAC.

Holdings  
See ESNU VAC.

Communication failure  
See ESNU VAC.

## ESNU 2.23 ADDITIONAL INFORMATION

### 1 Security

Critical parts of Security Restricted Area (CSRA) comprise the fenced-in aerodrome area except demarcated areas placed 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 Air Traffic Service (ATS)

ATS provided from RTC Stockholm.

### 4 Signalling lamp

Signalling lamp positioned at R-TWR.

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

Fixed obstacles penetrating the obstacle limitation surfaces.

**ESNU 2.24 FLYGKARTOR AVSEENDE EN FLYGPLATS**

**ESNU 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME**

<i>Charts</i>	<i>Pages</i>
Aerodrome Chart - ICAO	AD 2 ESNU 2 - 1
AOC - ICAO Type A RWY 14/32	AD 2 ESNU 3 - 1
Area Chart - ICAO UMEÅ TMA	AD 2 ESNU 5 - 1
RNAV SID General	AD 2 ESNU 6 - 1
SID - ICAO RNAV (GNSS) SID RWY 14	AD 2 ESNU 6 - 3
SID - ICAO RNAV (GNSS) SID RWY 32	AD 2 ESNU 6 - 5
RNAV STAR General	AD 2 ESNU 6 - 7
STAR - ICAO RNAV (GNSS) STAR RWY 14	AD 2 ESNU 6 - 9
STAR - ICAO RNAV (GNSS) STAR RWY 32	AD 2 ESNU 6 - 11
SID/STAR - ICAO RWY 14	AD 2 ESNU 6 - 13
SID/STAR - ICAO RWY 32	AD 2 ESNU 6 - 15
ATC Surveillance Minimum Altitude Chart - ICAO	AD 2 ESNU 7 - 1
IAC - ICAO ILS or LOC RWY 14	AD 2 ESNU 8 - 1
IAC - ICAO VOR RWY 14	AD 2 ESNU 8 - 2
IAC - ICAO ILS z or LOC z RWY 32	AD 2 ESNU 8 - 3
IAC - ICAO ILS y or LOC y RWY 32	AD 2 ESNU 8 - 4
IAC - ICAO VOR RWY 32	AD 2 ESNU 8 - 5
IAC - ICAO RNP RWY 14	AD 2 ESNU 8 - 7
IAC - ICAO RNP RWY 32	AD 2 ESNU 8 - 11
VAC - ICAO	AD 2 ESNU 9 - 1

**LIST OF WAYPOINTS AND SIGNIFICANT POINTS**

See ESNU UMEÅ 4

**ESNU 2.25 GENOMTRÄNGANDE AV YTAN FÖR VISUELLA SEGMENTET (VSS)**

**ESNU 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION**

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