

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 | 24 ft/+20.6°C |
| 4. | Geoid undulation at AD ELEV PSN | 73 ft |
| 5. | MAG VAR/Annual change | 7° E 2015/+0.1 increasing |
| 6. | Administration, address, telephone, fax, AFS | Swedavia AB
Umeå Airport
SE-904 22 Umeå
TEL: +46 (0)10 109 50 00
E-mail: umegh@swedavia.se
AFS: ESNUZTX
Website: www.umeaairport.se |
| 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 0700-1530 (0600-1430)
MON-FRI 0500-2300 (0400-2200), other hours O/R
SAT 0500-1900 (0400-1800), other hours O/R
SUN 0700-2300 (0600-2200), other hours O/R |
| 2. | Customs and immigration | O/R TEL +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) | As ATS |
| 6. | MET Briefing Office | FPC H24, +46 (0)8 797 63 40, www.lfv.se/fpc |
| 7. | ATS | H24 |
| 8. | Fuelling | As AD Operating hours |
| 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, 30,000 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 Statoil |

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 | Tracked vehicle, snow mobile, rescue boat |
| 3. | Capability for removal of disabled aircraft | By arrangement |
| 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 | - |

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 7.5 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 HO |
| 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 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	138.46° GEO 131° MAG	2302 x 45	PCN 70 F/B/X/T ASPH	634754.75N 0201609.51E End RWY: 634659.10N 0201800.97E GUND 73 ft	THR 24.4 ft TDZ 24 ft
32	318.48° GEO 311° MAG	2302 x 45	PCN 70 F/B/X/T ASPH	634700.55N 0201758.07E GUND 73 ft	THR 17.6 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 300	-	-
32 See ESNU AOC	-	-	2422 x 300	-	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	-

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	-
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 Windsocks, see ESNU 2-1
Anemometer location and LGT 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/8 sec, during LVP 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.
Airtaxiing to parking by directive from TWR.

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 UMEÅ TOWER
Language(s) 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	Frequency	Hours of operation	Remarks
1	2	3	4	5
TWR	UMEÅ TOWER	119.800 MHz	HO	Primary FREQ VDF.
		121.500 MHz	HO	VDF
		118.075 MHz	HO	By directive from TWR
	UMEÅ DE-ICING	121.775 MHz	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 (7° E 2015)	NU	109.90 MHz	HO	634653.9N 0201811.4E		275 m beyond THR 32 ILS Class I/E/2
GP		333.80 MHz	HO	634744.4N 0201618.3E		Angle 3.0° RDH 56 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 (7° E 2015)	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 54 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	634325.7N 0202456.3E		Range 15 NM
VOR/DME (7° E 2015)	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

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 119.800 MHz. 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.

LOCAL TRAFFIC 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 119.800 MHz. 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. 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)

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 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 procedures" 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 (P-RNAV STAR och STAR) är upprättade enligt ESNU-4-3-4-12 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.

FLIGHT PROCEDURES

1. Inbound IFR traffic within Umeå TMA/CTR

Standard Instrument Arrival procedures (P-RNAV STAR and STAR) are established in accordance with ESNU-4-3-4-12 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. Avgående IFR-trafik inom Umeå TMA/CTR

Standardflygvägar för avgående IFR-trafik (P-RNAV SID och SID) är upprättade enligt ESNU-4-13-4-21 och ESNU-4-23-4-26.

3. Startprocedurer, omnidirectional

2. Outbound IFR traffic within Umeå TMA/CTR

Standard Instrument Departure procedures (P-RNAV SID and SID) are established in accordance with ESNU-4-13-4-21 and ESNU-4-23-4-26.

3. 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.	(CIO) Tree	55	139°/2430
32	Climb straight ahead to MNM turning ALT 500 ft. Continue climb to appropriate MSA.	(CIO) Tree	71	314°/2380
		(CIO) Tree	88	315°/2690

4. Avbrott i radioförbindelse

Allmänt

Luftfartyg 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 angiven flygväg till fix UME R-313 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-313 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-313 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 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-313 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-313 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-313 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 ett angränsat område vid 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 an area marked off located at the hangar area.

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

AOC

Area chart (TMA)

List of Waypoints and Name-code designators

RNAV STAR General

RNAV (GNSS) STAR RWY 14

RNAV (GNSS) STAR RWY 32

RNAV (GNSS) SID RWY 14

RNAV (GNSS) SID RWY 32

SID/STAR RWY 14

SID/STAR RWT 32

ATC Surveillance

Minimum ALT chart

IAC

ILS or LOC RWY 14

IAC

VOR RWY 14

IAC

ILS z or LOC z RWY 32

IAC

ILS y or LOC y RWY 32

IAC

VOR RWY 32

VAC

RELATED CHARTS

ESNU 2-1

ESNU-3-1

ESNU 4-1

ESNU 4-3

ESNU 4-4

ESNU-4-5

ESNU-4-9

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 6-1