

GENERAL**Operational Hours**

ATS Hours: see NOTAM.

AD OPS Hours: H24

AD ADMIN Hours: MON-FRI 0700-1500±

Airport Information

RFF: CAT 6 SKED TFC, other O/R

PCN: RWY 03/21: 40/F/B/X/T

Customs: O/R

Operation**Low Visibility Procedure**

LVP in force when RVR below 550m or CEIL/ vertical VIS below 200ft.

When LVP in force only one ACFT allowed operating in the maneuvering area at the time.

ACFT parked on APN N use TWY N when taxiing.

ACFT parked on APN S use TWY S when taxiing.

TWY Restrictions

TWY E CLSD between 01 NOV - 31 MAR.

Malfunctioning Stopbar

When a stopbar is not controllable, the following PROCs apply:

- TWY with operational stopbar maneuvering will be used. TWY with unserviceable maneuvering function will be CLSD.
- When using TWY with malfunctioning stopbar maneuvering, taxiing pass a lighted stopbar is only permitted behind follow-me assistance. ATC will inform via CLR.

APU

Use of APU restricted to ENG start or adjustment of cabin heat and MAX 5min before ETD.

Exception: May occasionally be permitted in case of GPU failure or when the outside TEMP exceeds 25°C and air cannot otherwise be circulated in the cabin.

Warnings

MAG disturbances may occur on APN, mostly on stands 4, 5 and 6.

ARRIVAL**Communication****COM Failure**

In IMC:

Inbound clearance received :

- Clearance limit is usually the RWY in use. Maintain the level last received and acknowledged. Follow the specified route to SKS L (RWY 03) or NKS L (RWY 21). On arrival overhead SKS L or NKS L descent, if required, shall be made in standard holding. Thereafter a normal instrument approach shall be made.
- Clearance limit other than RWY in use: Maintain the level last received and acknowledged. Follow the specified route to this limit and proceed direct to SKS L (RWY 03) or NKS L (RWY 21). On arrival overhead SKS L or NKS L descent, if required, shall be made in standard holding. Thereafter a normal instrument approach shall be made.

ARRIVAL

- EAT received and acknowledged: Join holding on arrival to the clearance limit (RWY in use or assigned by ATC). On EAT leave holding, on arrival overhead SKS L or NKS L descent, if required, shall be made in standard holding. Thereafter a normal instrument approach shall be made.
- If radar vectored: Maintain the level last received and acknowledged. Proceed direct to SKS L (RWY 03) or NKS L (RWY 21). On arrival overhead SKS L or NKS L descent, if required, shall be made in standard holding. Thereafter a normal instrument approach shall be made.

No inbound clearance received and/or acknowledged:

- Maintain the level last received and acknowledged and proceed via the relevant TMA entry point to KSD VOR and thereafter direct to SKS L or NKS L. On arrival overhead SKS or NKS descent, if required, shall be made in standard holding. Thereafter a normal instrument approach shall be made.

Arrival Procedures

Noise Abatement Procedure: Whenever possible shutdown one or more ENG before entering APN.

Visual APCH: Maintain 2500ft until final.

Warnings

Downdraft may occur on final RWY 21.

DEPARTURE**Take-off Minima**

RWY		03/21	
All ACFT	ft - m/km	0 - 400R/400v	HJ only
		0 - 800R/800v	HN

Departure Procedure**Start-up/Push-back**

Start-up CLR required for all IFR FLTs.

Omnidirectional DEP PROC

RWY 03:

Climb straight ahead to MNM turning ALT 800ft.

Continue climb to appropriate MSA.

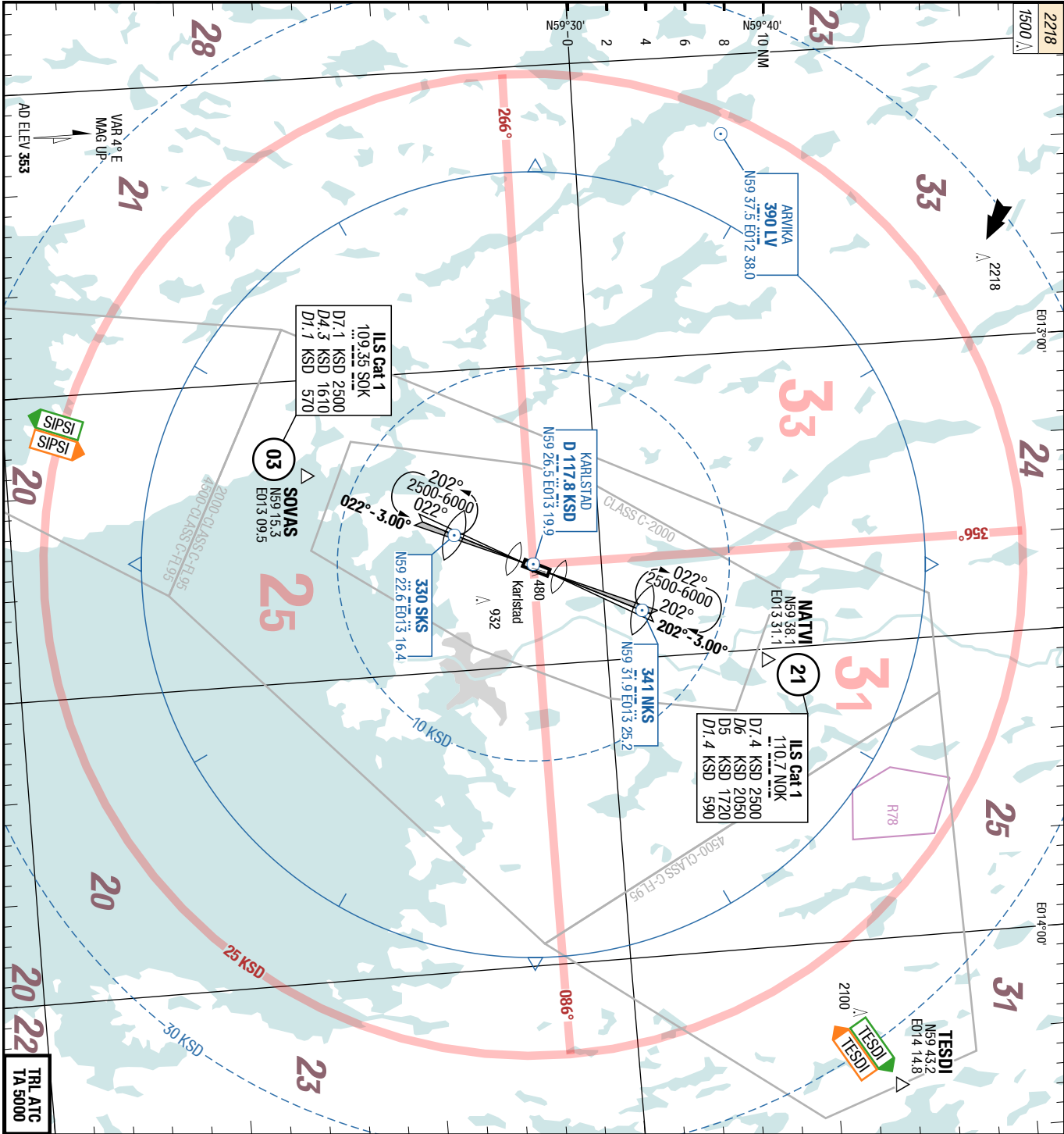
RWY 21:

Climb straight ahead to MNM turning ALT 900ft.

Continue climb to appropriate MSA.

De-icing

AVBL O/R



Stockholm CTL

131.120

TWR

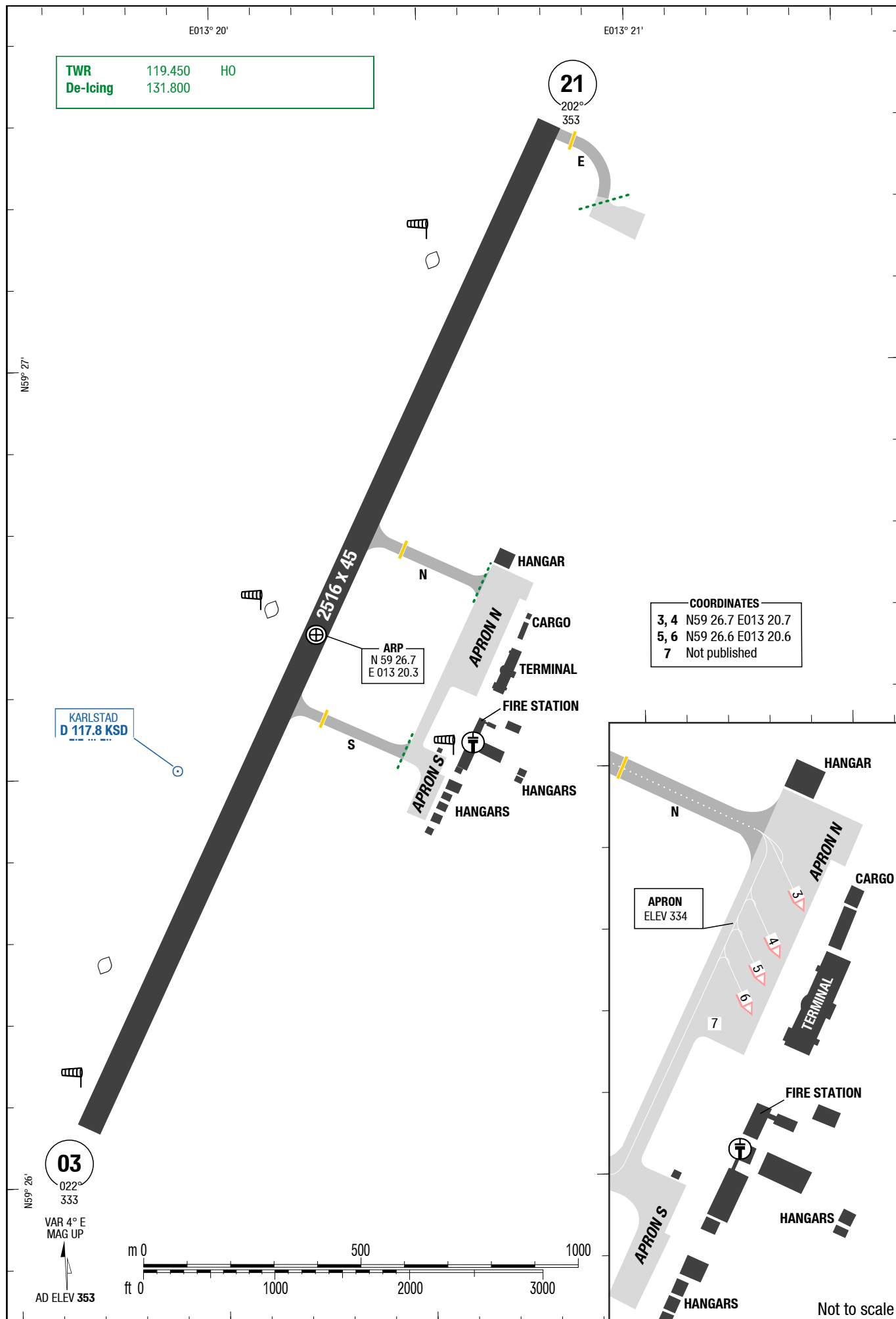
119.450 HO

Landing RWY system:

03 2516 x 45 3.0° 60 HL
HL-P1 THR 333 (12hPa) / TDZ 333 (---%) +0.2%

60 HL 45 x 2516 3.0° 60 HL
-0.2% TDZ 353 (---%) / THR 353 (13hPa) HL-P1

Changes: COM BDRY, COORD, AD ELEV, RWY ELEV, WDI, BLDG



Effective 29-MAR-2018

22-MAR-2018

KSD-ESOK

4-10

Sweden Karlstad

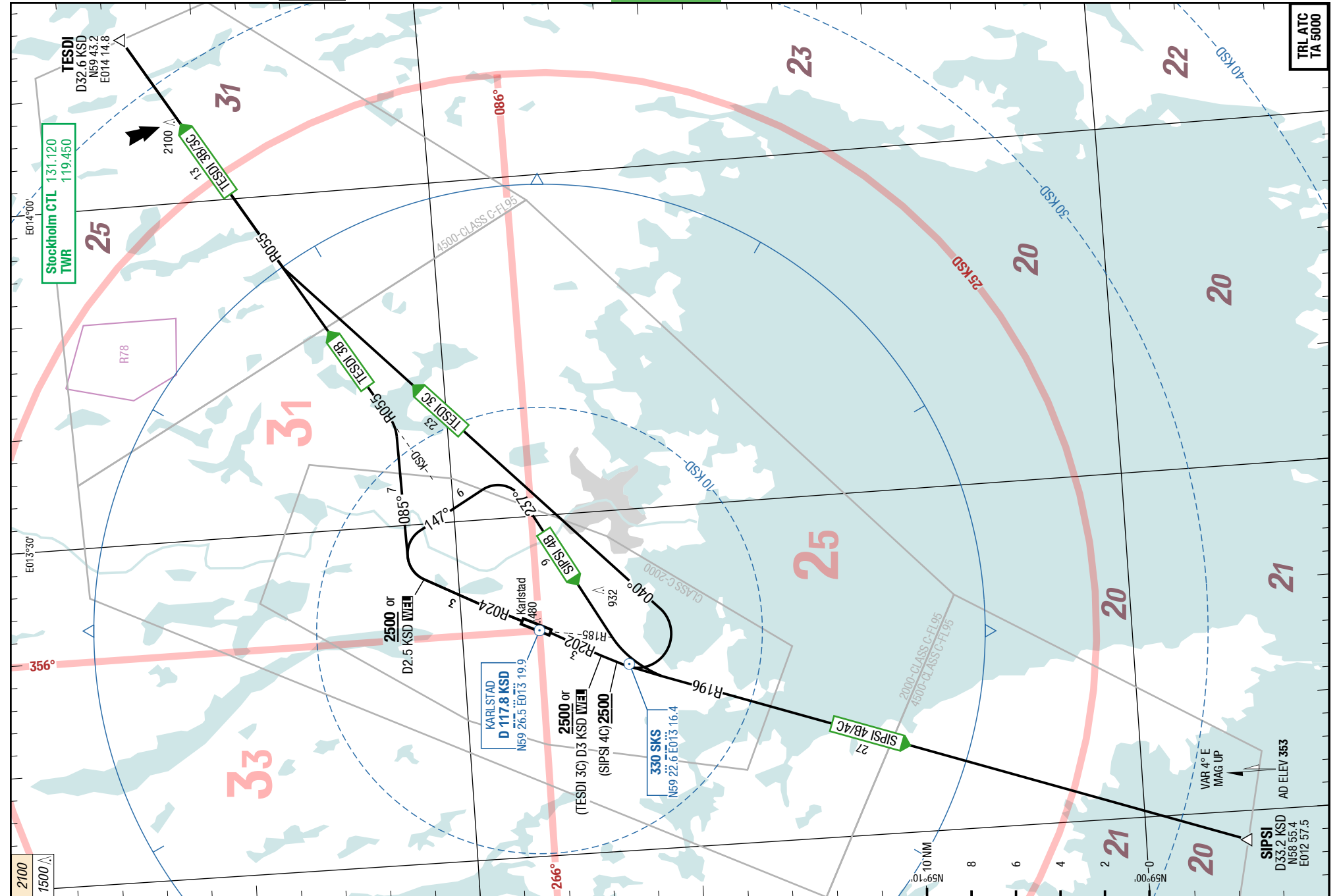
SIDS

SID

SID

Karlstad Sweden

SIDS



Changes: AD ELEV

SIPSI 4B / TESDI 3B / SIPSI 4C / TESDI 3C

RWYs 03 (022°) / 21 (202°)

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 03	
SIPSI 4B 6.6% to 5000 131.120 ①	intercept R024 KSD - at MNM 2500 or D2.5 KSD , whichever is later, RT 147° - intercept QDM 237 SKS - crossing R185 KSD LT intercept R196 KSD to SIPSI	
TESDI 3B 6.6% to 5000 131.120 ①	intercept R024 KSD - at MNM 2500 or D2.5 KSD , whichever is later, RT 085° - intercept R055 KSD to TESDI	
	Runway 21	
SIPSI 4C 6.6% to 5000 131.120 ①	intercept R202 KSD - at MNM 2500 intercept R196 KSD to SIPSI	
TESDI 3C 6.6% to 5000 131.120 ①	intercept R202 KSD - at MNM 2500 or D3 KSD , whichever is later, LT 040° - intercept R055 KSD to TESDI	

① Aircraft unable to conform with this procedure shall inform ATC accordingly.

Effective 29-MAR-2018

22-MAR-2018

KSD-ESOK

6-10

Sweden Karlstad

NIL

STARs

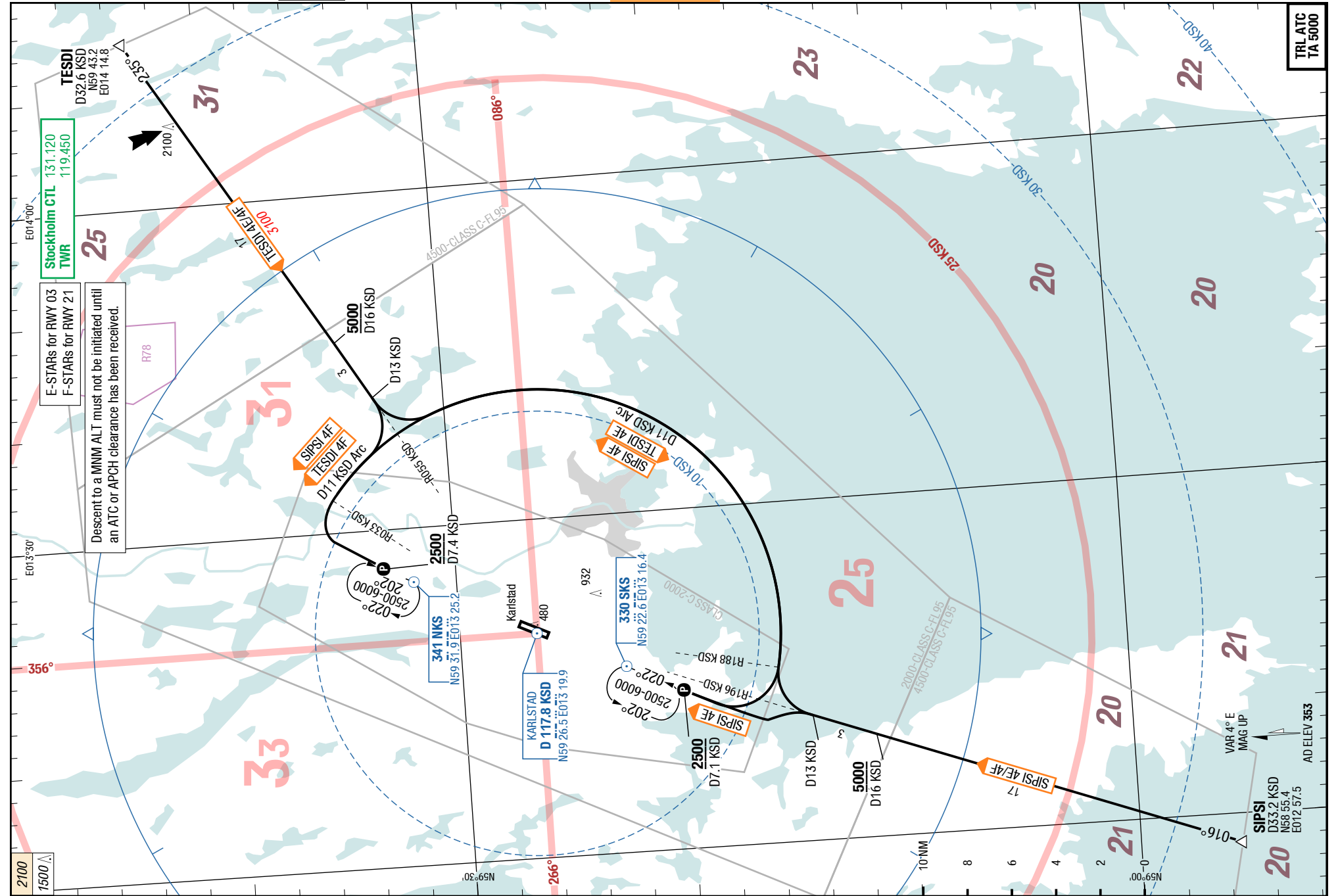
STAR

STAR

Karlstad Sweden

NIL

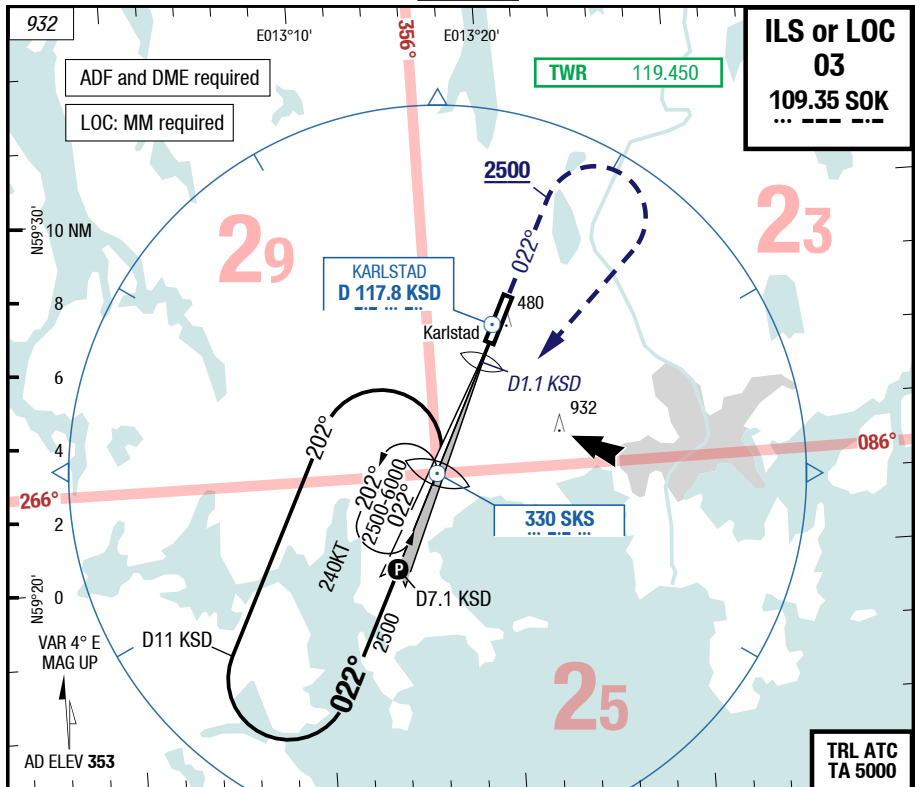
STARs



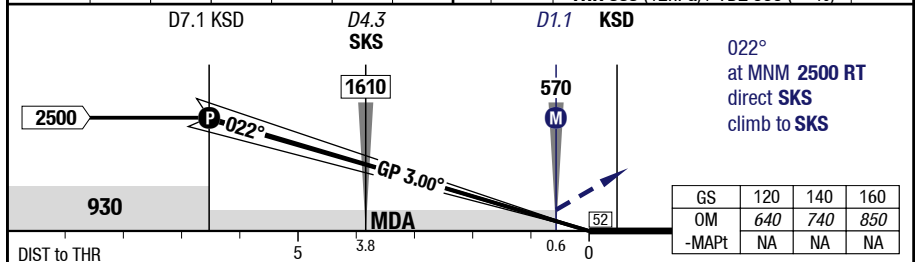
Changes: AD ELEV

7-10

ILS or LOC 03



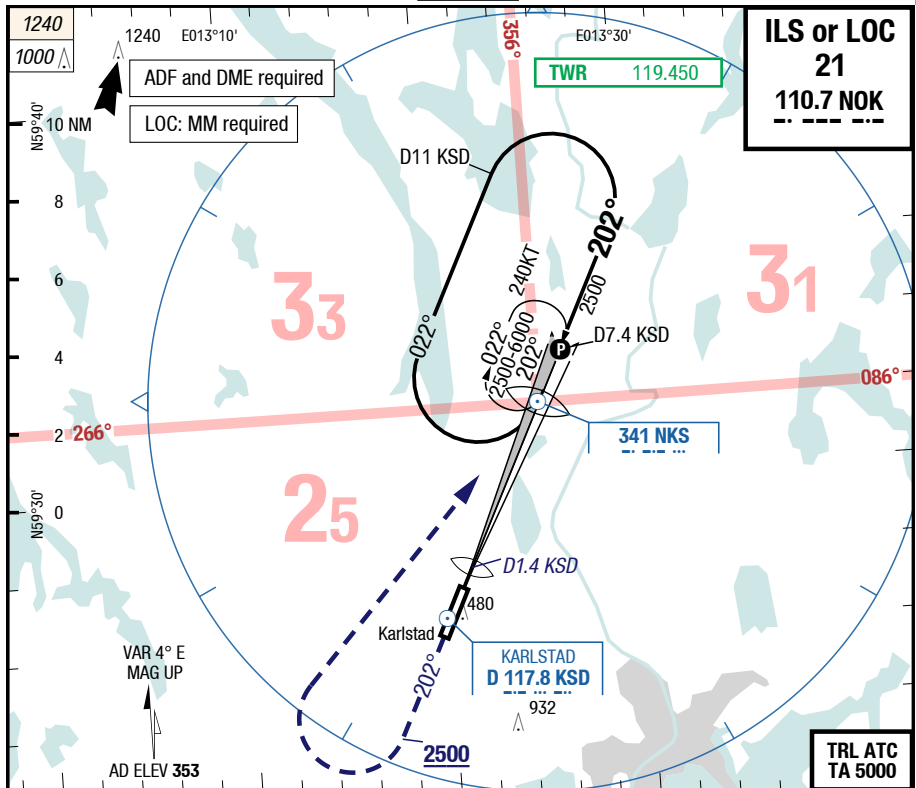
LOC 3.00°	7.1	6	5	4	3	2	
	2500	2150	1830	1510	1190	870	
	HL-P1						THR 333 (12hPa) / TDZ 333 (---%) +0.2%



03	Cat 1	LOC DME KSD		Circling NW of RWY only	Circling Total Area
C	ft - m/km ft	200 - 550 540	310 - 750 640	660 - 2.4V 1010	980 - 2.4V 1330
D	ft - m/km ft	200 - 550 540	310 - 750 640	700 - 3.6V 1060	980 - 3.6V 1330

7-20

ILS or LOC 21



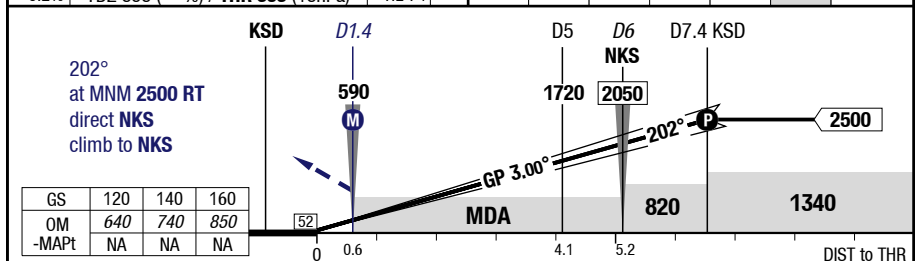
60 HL
30 HL

45 x 2516

3.0°

-0.2% TDZ 353 (---%) / THR 353 (13hPa) HL-P1

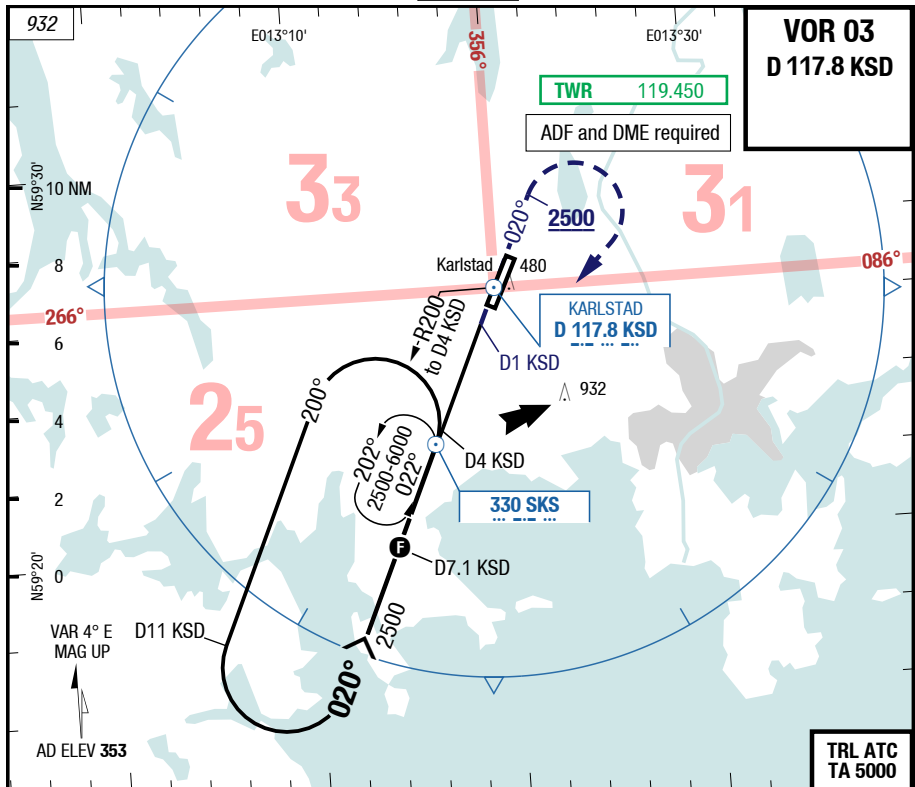
2	3	4	7	7.4		LOC 3.00° D KSD
760	1080	1400	2360	2500		



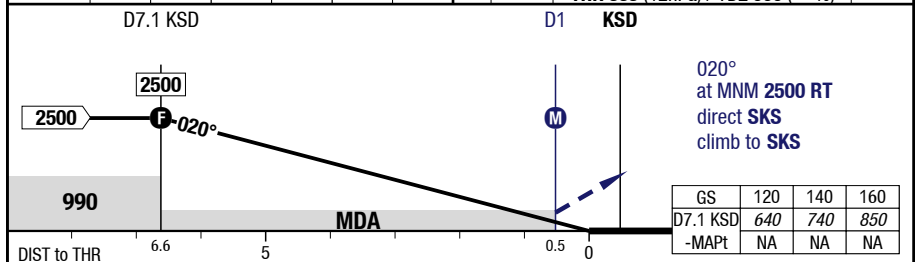
21		Cat 1	LOC DME KSD	LOC DME KSD wo OM	Circling NW of RWY only	Circling Total Area
C	ft - m/km ft	200 - 550 560	320 - 750 670	470 - 1.5 820	660 - 2.4V 1010	980 - 2.4V 1330
D	ft - m/km ft	200 - 550 560	320 - 750 670	470 - 1.5 820	700 - 3.6V 1060	980 - 3.6V 1330

7-30

VOR 03

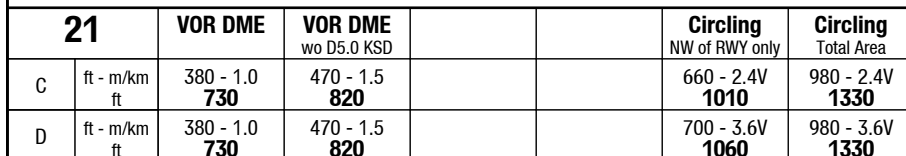


3.00° D KSD 020° RWY 022°	7.1	6	5	4	3	2	03	83.0° 2516 x 45	60 HL 30 HL
	2500	2150	1830	1510	1190	870	HL-P1	THR 333 (12hPa) / TDZ 333 (---%)	+0.2%



03	VOR DME				Circling NW of RWY only	Circling Total Area
C	ft - m/km ft	330 - 800 660			660 - 2.4V 1010	980 - 2.4V 1330
D	ft - m/km ft	330 - 800 660			700 - 3.6V 1060	980 - 3.6V 1330

VOR 21



Effective 29-MAR-2018

22-MAR-2018

KSD-ESOK

8-10

Sweden Karlstad

NIL

MRC

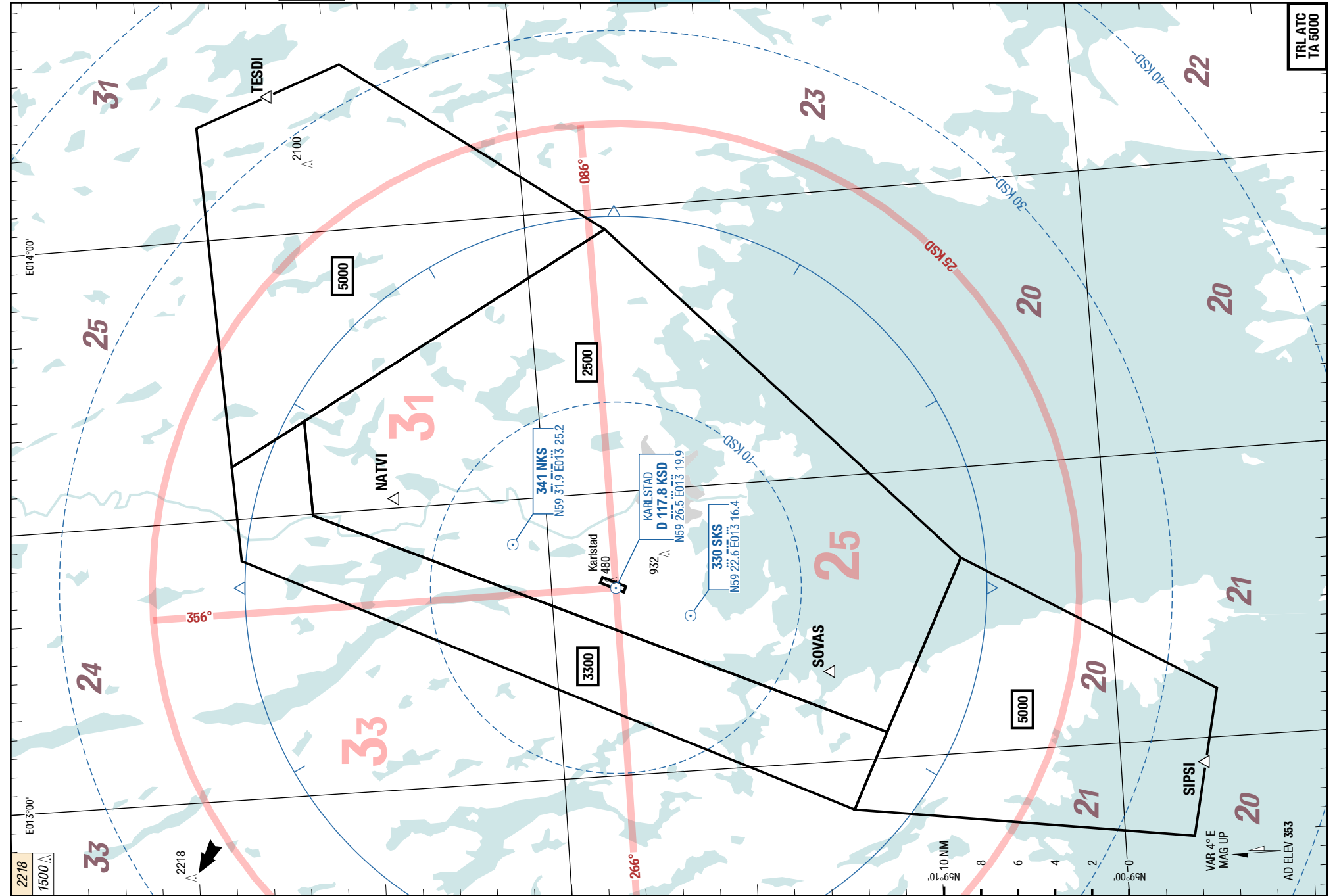
MRC

MRC

Karlstad Sweden

NIL

MRC



Changes: AD ELEV