

GENERAL

ATS Hours

H24

AD OPS HRs

MON-FRI: 0500-2300‡

SAT: 0500-1600‡

SUN: 0800-2300‡

Other times O/R.

Airport Information

RFF: CAT 7 for SKED TFC, other TFC O/R.

PCN: RWY 14/32: 70 F/B/X/T

Customs: O/R.

Operation

Night Restrictions

2100-0600‡

TKOF: RWY 14 only.

LDG: RWY 32 only.

Low Visibility Procedure

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

Report RWY vacated at stand or in front of hangar.

TWY Restrictions

TWY B width 18m / 59ft.

TWY D width 7.5m / 25ft.

Taxi/Parking

Operate with MNM PWR on APN.

When turning, watch out for PAX on APN.

APU

Use of APU restricted to 5min before ENG-start, except if OAT is above 25° APU may be started at MAX 20min prior to taxi.

ARRIVAL

Arrival Procedure

Noise Abatement Procedure: Do not overfly built-up area below 2000ft.

Radar based continous descent APCH recommended.

Reverse: No ENG reverse between 2100-0600‡.

Non-standard GP intercept position on RWY 14

GP intercepts RWY 14 at 326m / 1069ft after landing threshold.

Remaining LDG DIST beyond GP is 1976m / 6483ft.

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

CLR limit for the inbound CLR is normally the RWY in use. When this is the case, maintain the level last received and follow the specified route to fix D5 UME R313 via **UME VOR** (RWY 14) or **WU L** (RWY 32).

If the CLR limit for the inbound CLR issued by ATC is another than the RWY in use, maintain the level last received and follow the specified route to this limit and then proceed direct to fix D5 UME R313 via **UME VOR** or **WU L**. If an expected APCH time has been received, the descent shall not be commenced until that time.

After ARR overhead **UME VOR** or **WU L** descent, if required, shall be made in HLDG fix **D5 UME R313** or **WU** HLDG pattern. Thereafter a normal INSTR APCH shall be carried out.

Warnings

Do not confuse railway lights north of AD with APP-/RWY lights.

DEPARTURE**Take-off Minima**

RWY		14/32	
All ACFT	ft - m/km	0 - 300R/300V	-

Departure Procedure**Omnidirectional DEP PROC**

RWY 14/32:

Climb straight ahead to MNM turning ALT 500ft.

Continue climb to appropriate MSA.

ATC Slot, Clearance

Request start-up and CLR not earlier than 30min prior EOBT on FREQ 119.800.

De-Icing

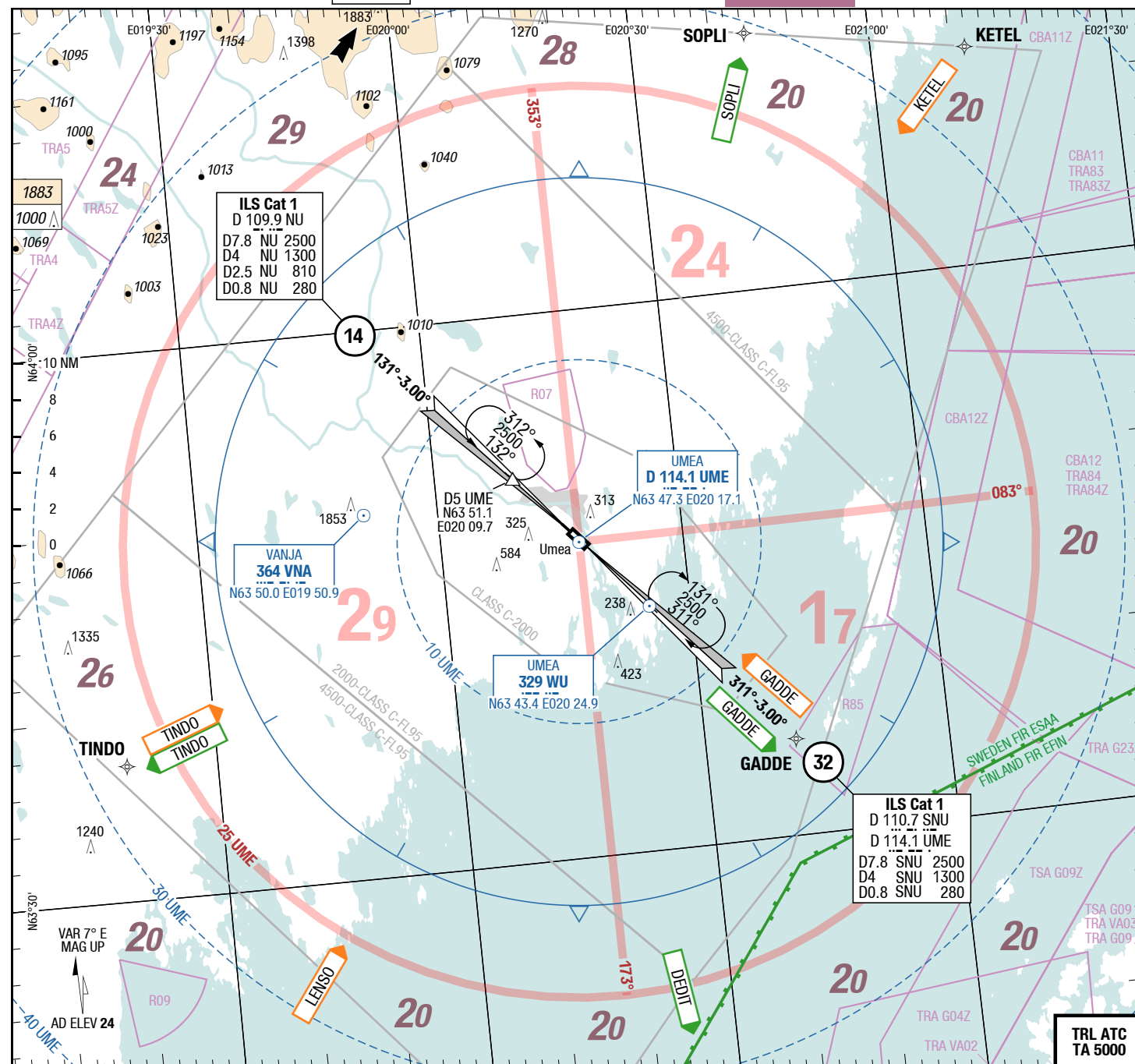
MON-FRI H24, SAT 0500-2400†, SUN 0600-2300†.

UME-ESNU

AFC

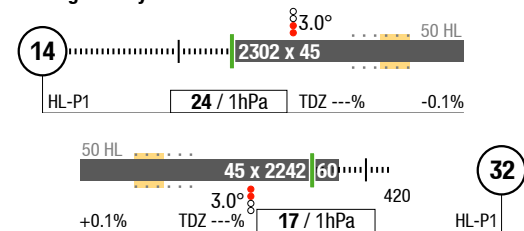
AFC

AFC



De-icing 121.775

Landing RWY system:



Changes: MGA, SUAs, OBST

03-NOV-2016
UME-ESNU

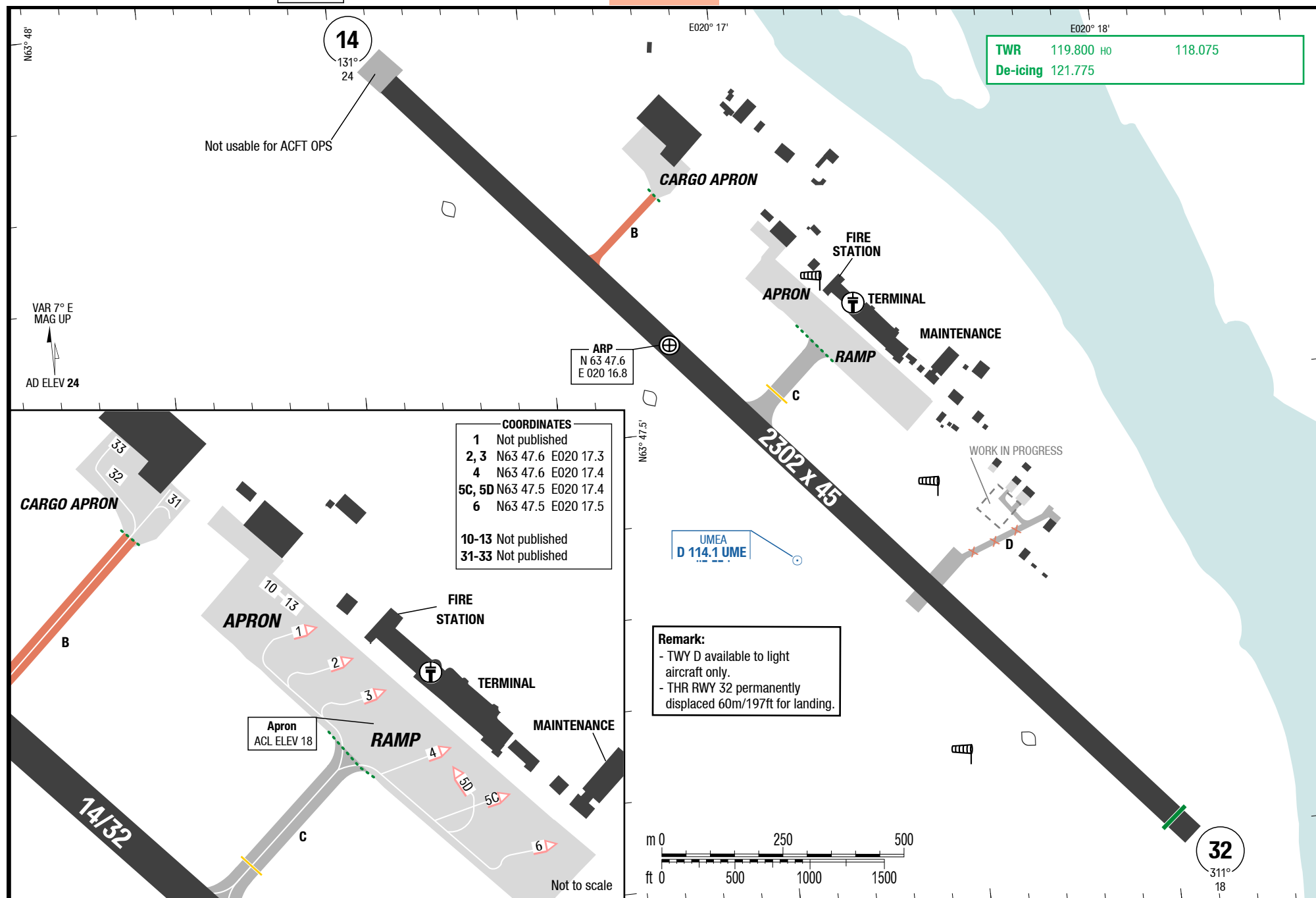
Sweden Umea
AGC

AGC

AGC

Umea Sweden
AGC

3-20



Changes: COM BDRY

18-JUN-2018/UFN

07-JUN-2018

UME-ESNU

Sweden Umea

NIL

Tempo WIP SUP 53/18

AGC

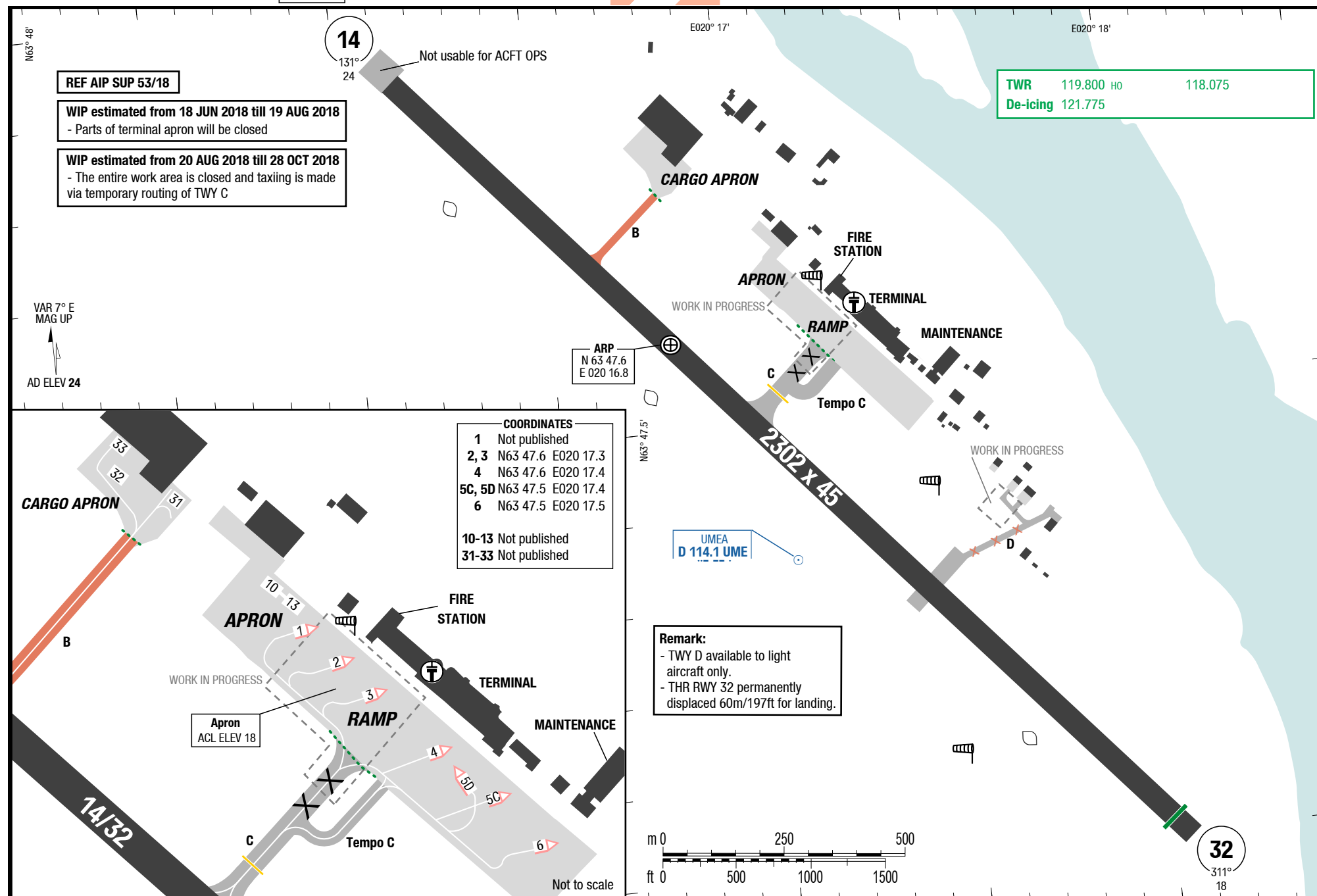
AGC

Umea Sweden

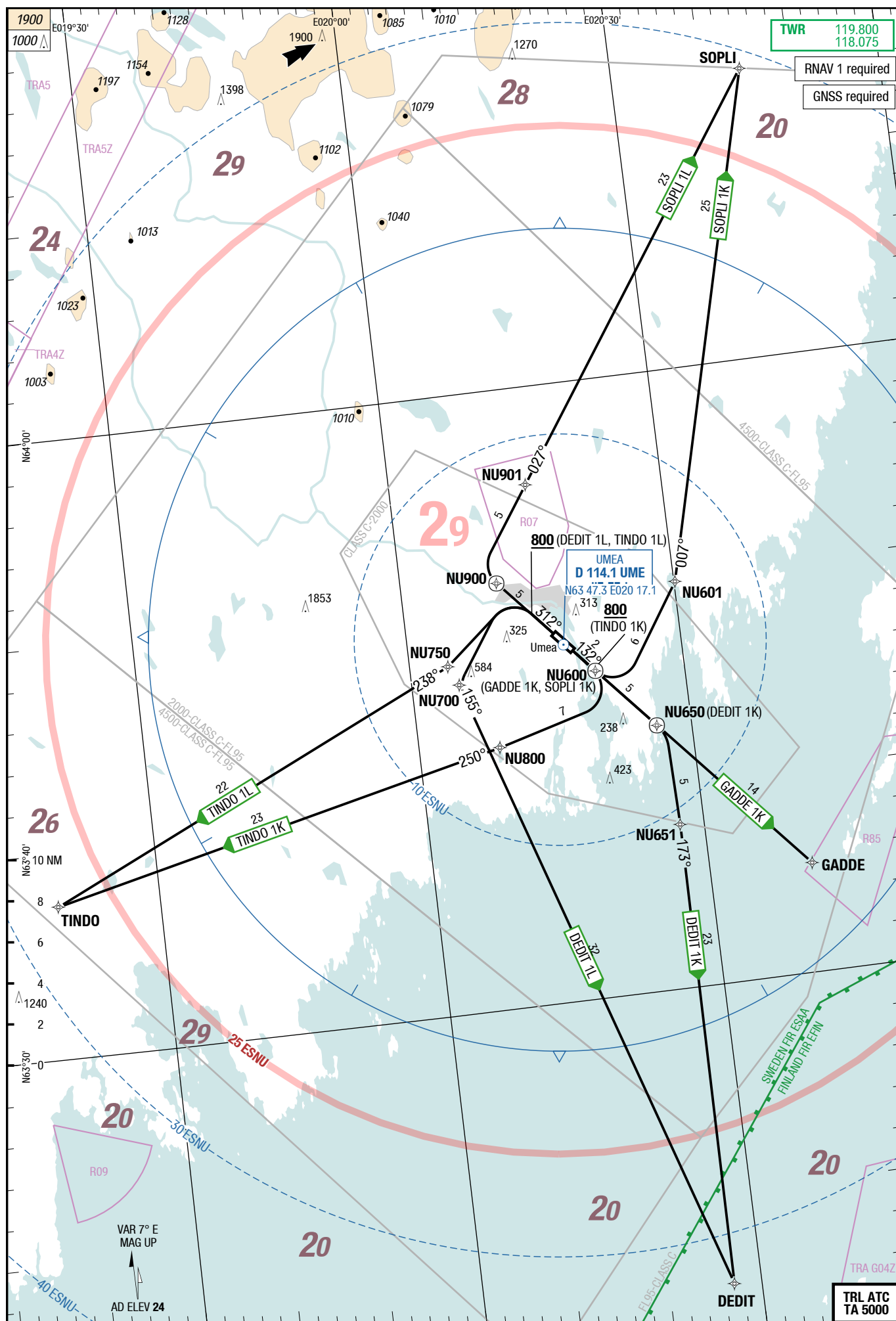
NIL

Tempo WIP SUP 53/18

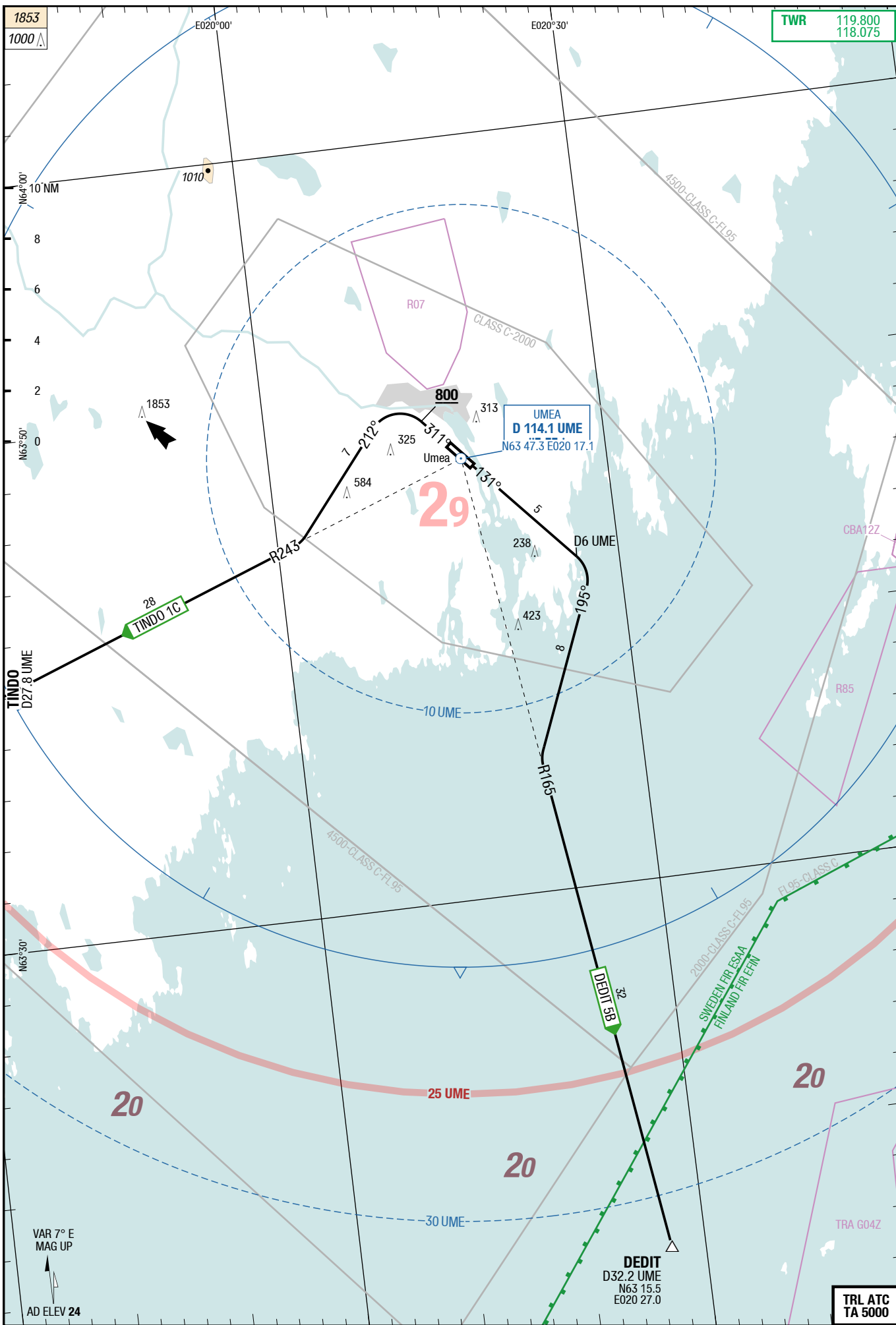
3-21



Changes: new



TWR 119.800
118.075



UME-ESNU

5-10

RNAV SIDs

SIDPT

DEDIT 1K / GADDE 1K / SOPLI 1K / TINDO 1K / DEDIT 1L / SOPLI 1L / TINDO 1L

RWYs 14 (132°) / 32 (312°)

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900
9.5%	ft/MIN	1200	1500	1800	2100	2400	2600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 14	
DEDIT 1K 6.6% to 5000 119.800 ①②	<u>NU650</u> - NU651 - DEDIT	initial climb 5000
GADDE 1K 9.5% 119.800 ①	<u>NU600</u> - GADDE	initial climb 5000
SOPLI 1K 6.6% to 5000 119.800 ①②	<u>NU600</u> - NU601 - SOPLI	initial climb 5000
TINDO 1K 6.6% to 5000 119.800 ①②	at MNM 800 RT direct NU800 - TINDO	initial climb 5000
	Runway 32	
DEDIT 1L 6.6% to 5000 119.800 ①②	at MNM 800 LT direct NU700 - DEDIT	initial climb 5000
SOPLI 1L 6.6% to 5000 119.800 ①②	<u>NU900</u> - NU901 - SOPLI	initial climb 5000
TINDO 1L 6.6% to 5000 119.800 ①②	at MNM 800 LT direct NU750 - TINDO	initial climb 5000

① Non P-RNAV equipped or approved A/C shall inform ATC by using phraseology "unable RNAV SID due to RNAV type".

② If unable to comply with climb gradient 6.6%, inform ATC.

Changes: ALT, Initial climb

DEDIT 5B / TINDO 1C

RWYs 14 (131°) / 32 (311°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 14	
DEDIT 5B 119.800	at D6 UME RT 195° - intercept R165 UME to DEDIT	
	Runway 32	
TINDO 1C 119.800	at MNM 800 LT 212° - intercept R242 UME to TINDO	

DEPARTURES	
RWY	Routing
OMNIDIRECTIONAL DEP	RWY 14 131° - climb until MNM turning altitude 500 - continue climb to appropriate MSA
	RWY 32 311° - climb until MNM turning altitude 500 - continue climb to appropriate MSA

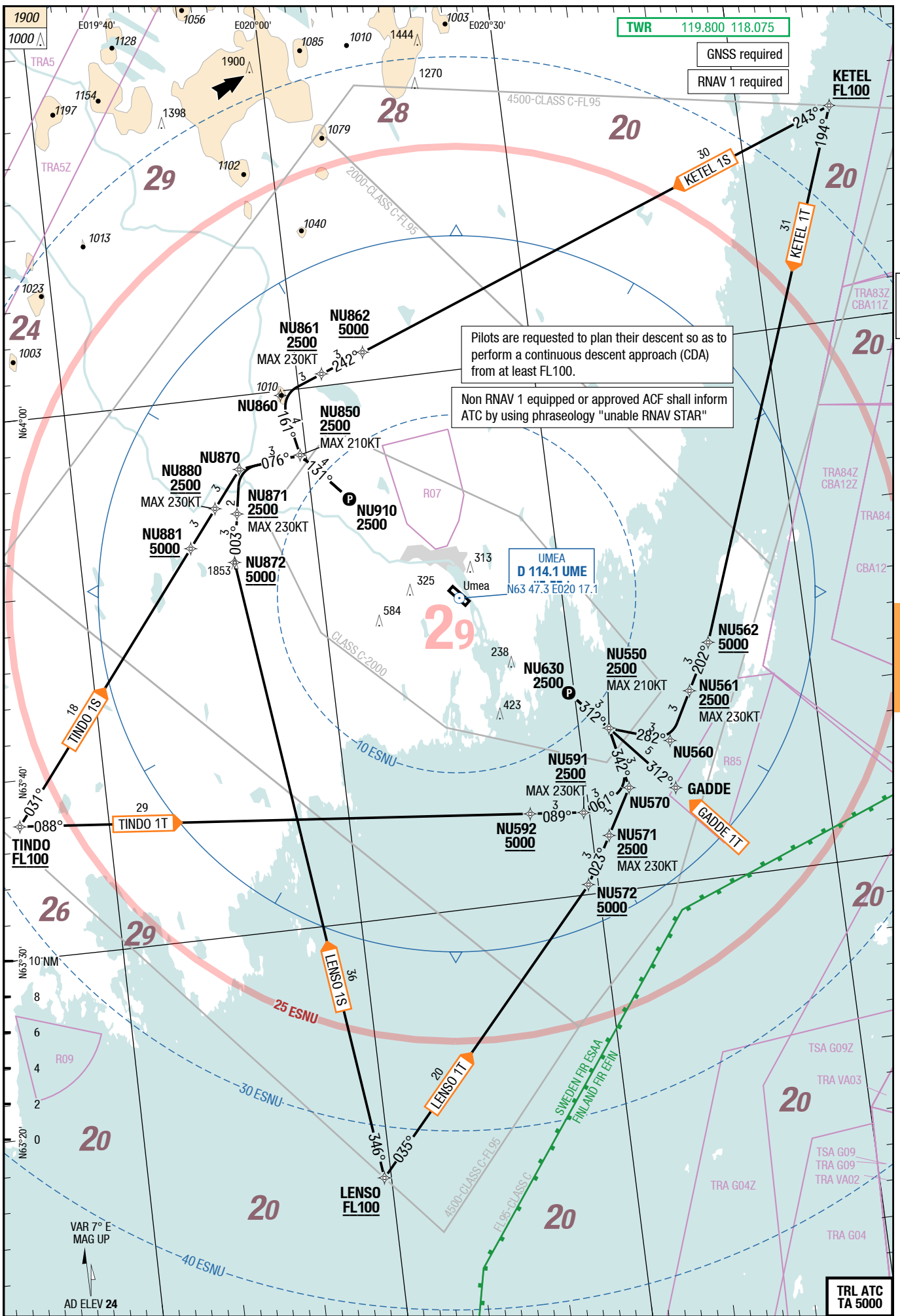
03-NOV-2016
UME-ESNU

Sweden Umea
RNAV STARS

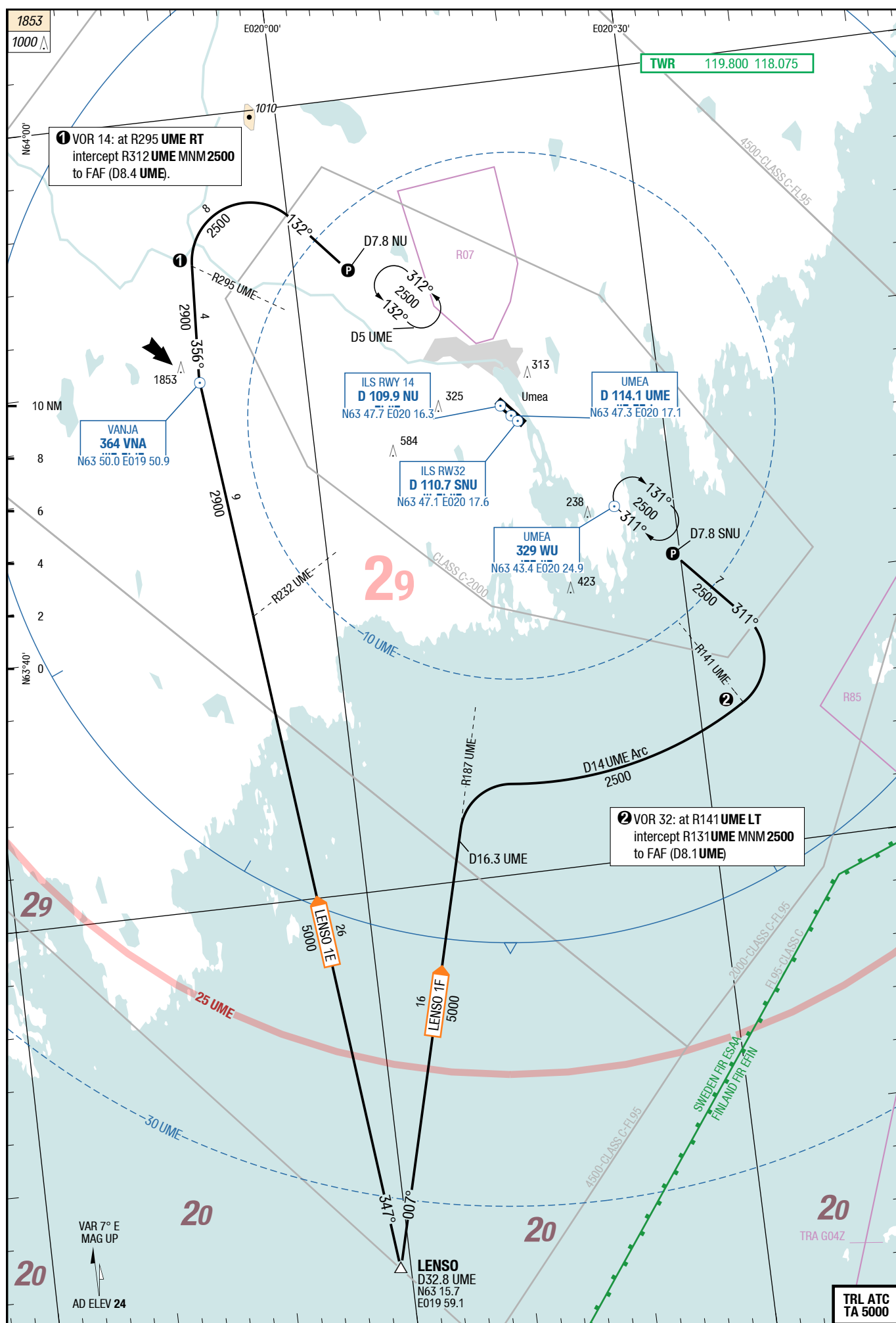
STAR

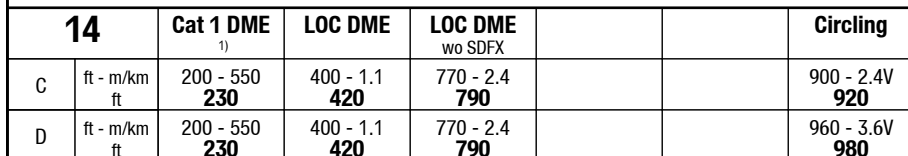
STAR

Umea Sweden
RNAV STARS



Changes: Track, MGA, SVA, VAR, OBST, Editorial

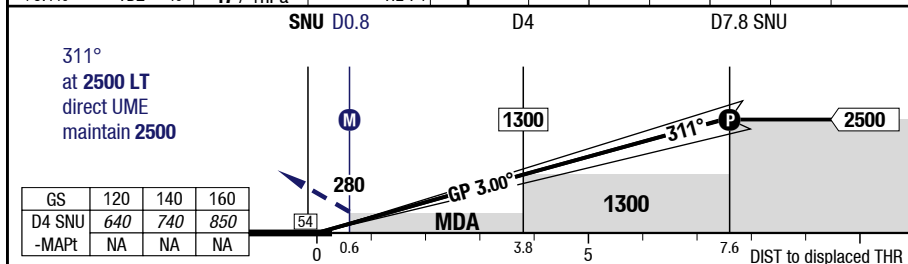
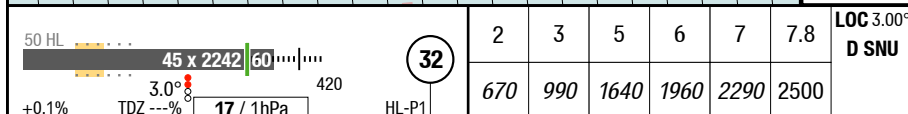
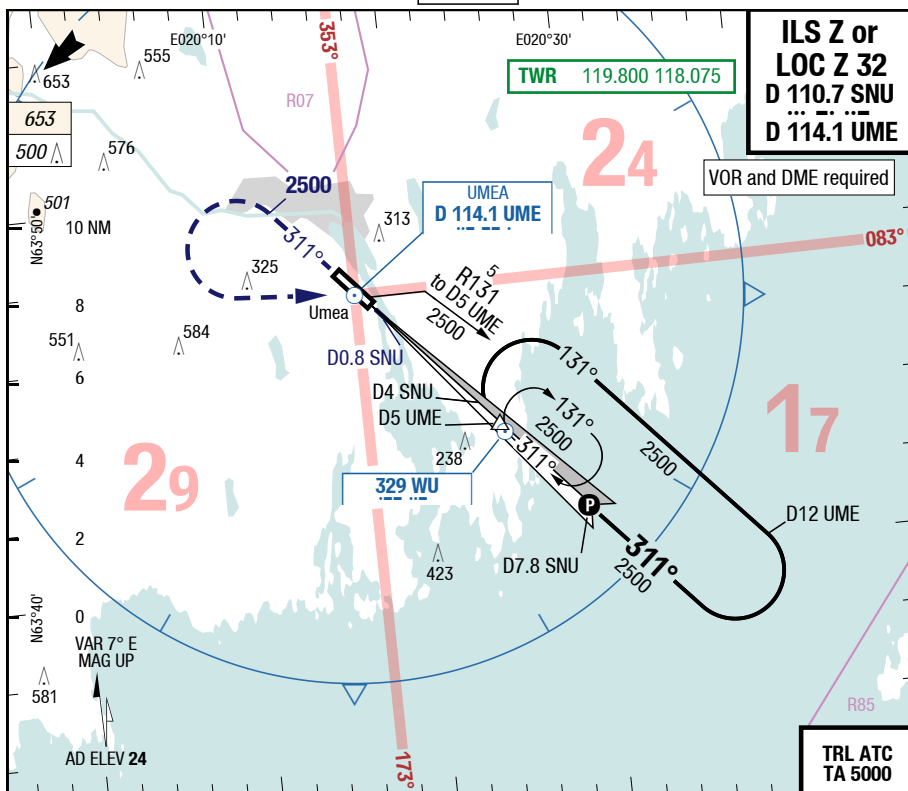




© Lido 2015

7-20

ILS Z or LOC Z 32



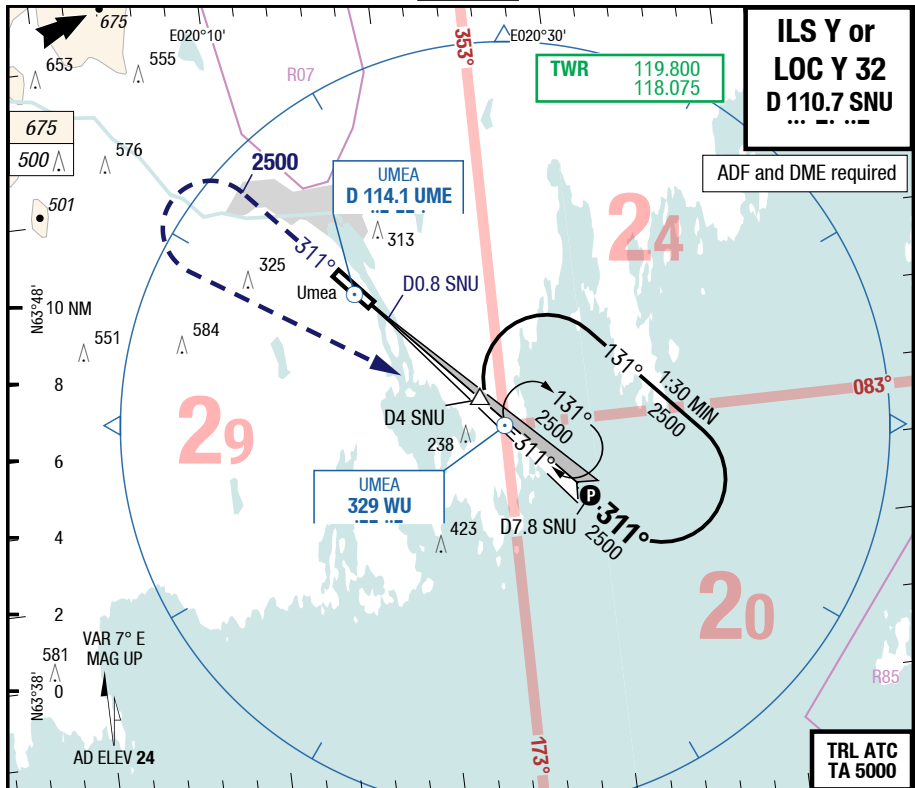
32		Cat 1 DME 1)	LOC DME				Circling
C	ft - m/km ft	200 - 750 220	440 - 1.6 450				900 - 2.4V 920
D	ft - m/km ft	200 - 750 220	440 - 1.6 450				960 - 3.6V 980

1) With EVS 550m

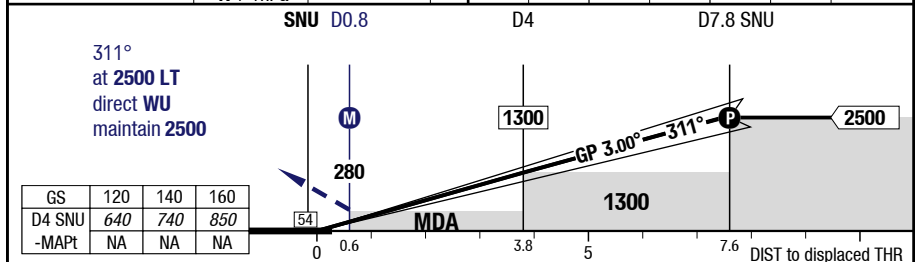
UME-ESNU

7-30

ILS Y or LOC Y 32



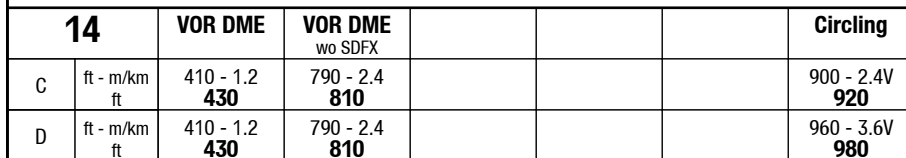
50 HL	45 x 2242	60	420	2	3	5	6	7	7.8	LOC 3.00° D SNU
+0.1%	TDZ ---%	17 / 1hPa	HL-P1	670	990	1640	1960	2290	2500	

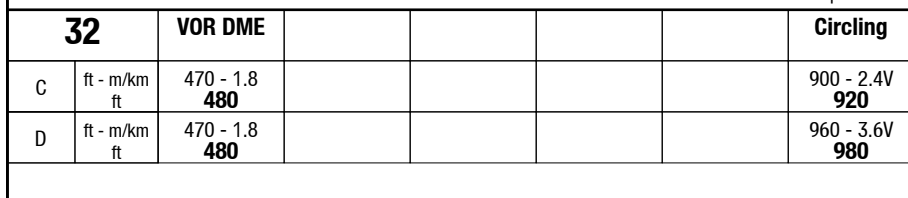


32	Cat 1 DME 1)	LOC DME			Circling
C	ft - m/km ft	200 - 750 220	440 - 1.6 450		900 - 2.4V 920
D	ft - m/km ft	200 - 750 220	440 - 1.6 450		960 - 3.6V 980

1) With EVS 550m

VOR 14





UME-ESNU

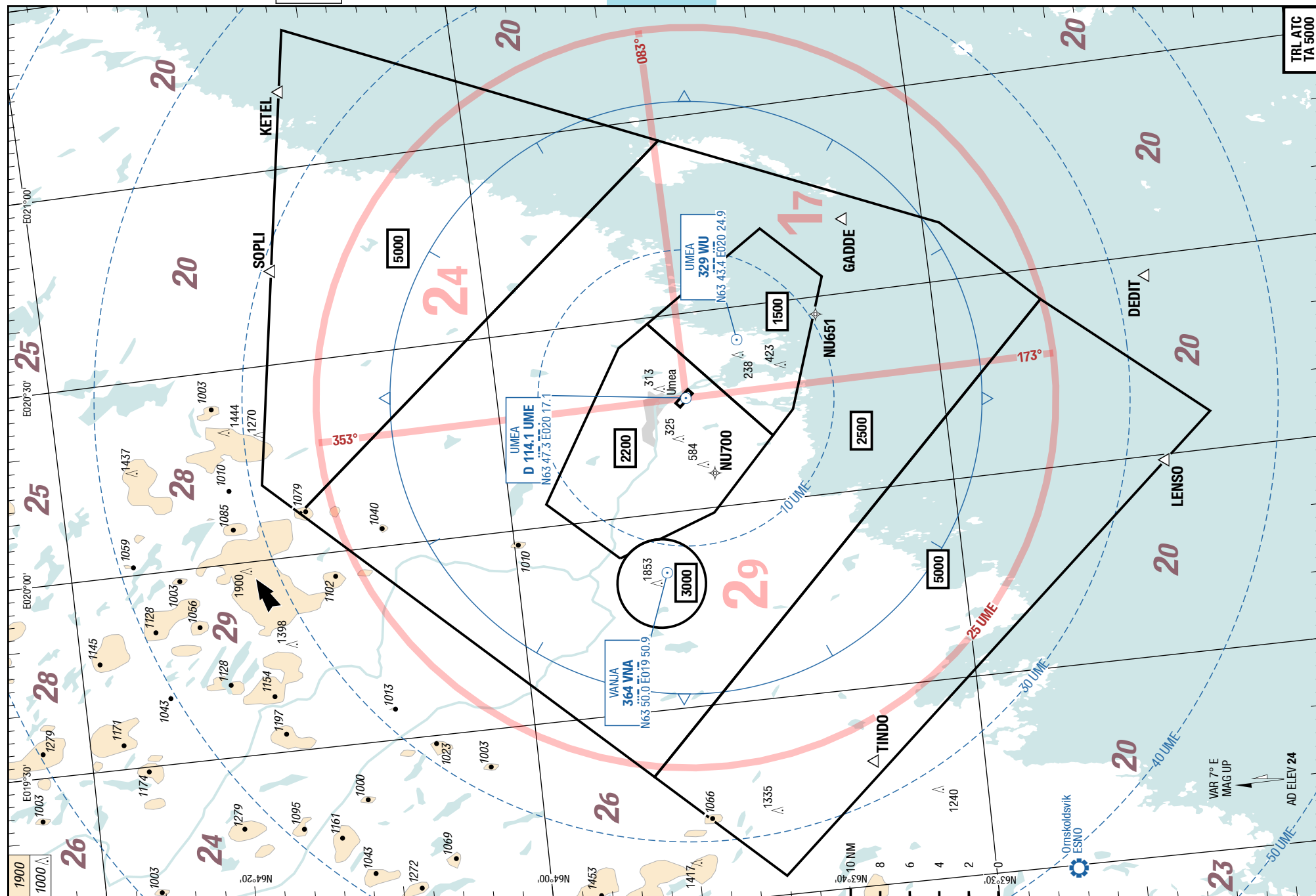
MRC

MRC

MRC



MRC



© Lido 2016

Changes: MGA, OBST, Editorial