

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**

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KSD-ESOK

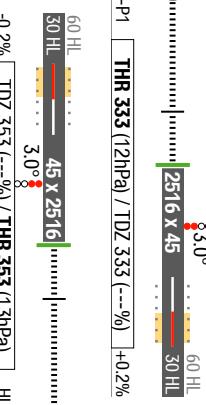
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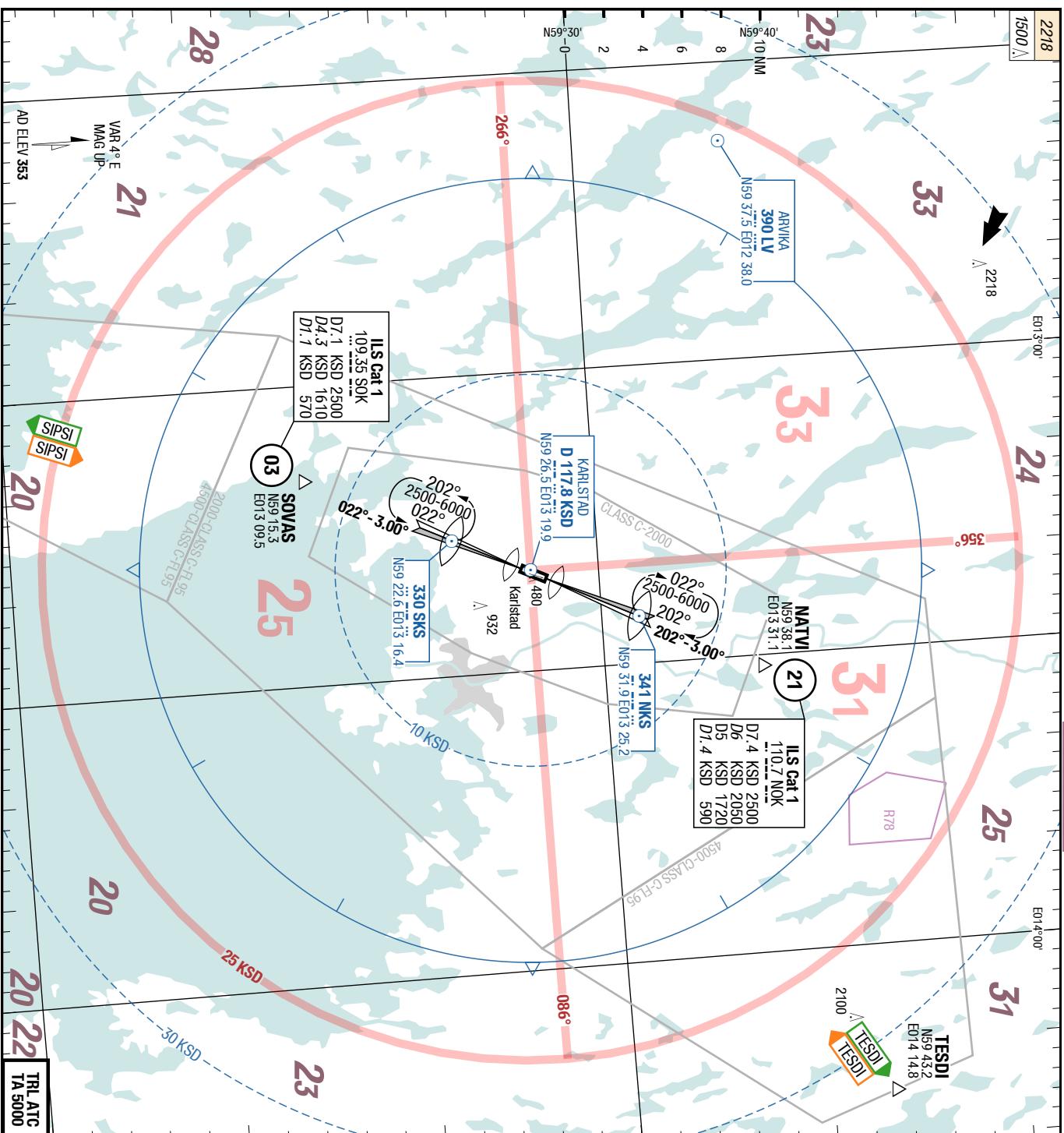
Karlstad Sweden

Stockholm CTL
TWR
131.120
119.450 R0

Landing RWY system:



21



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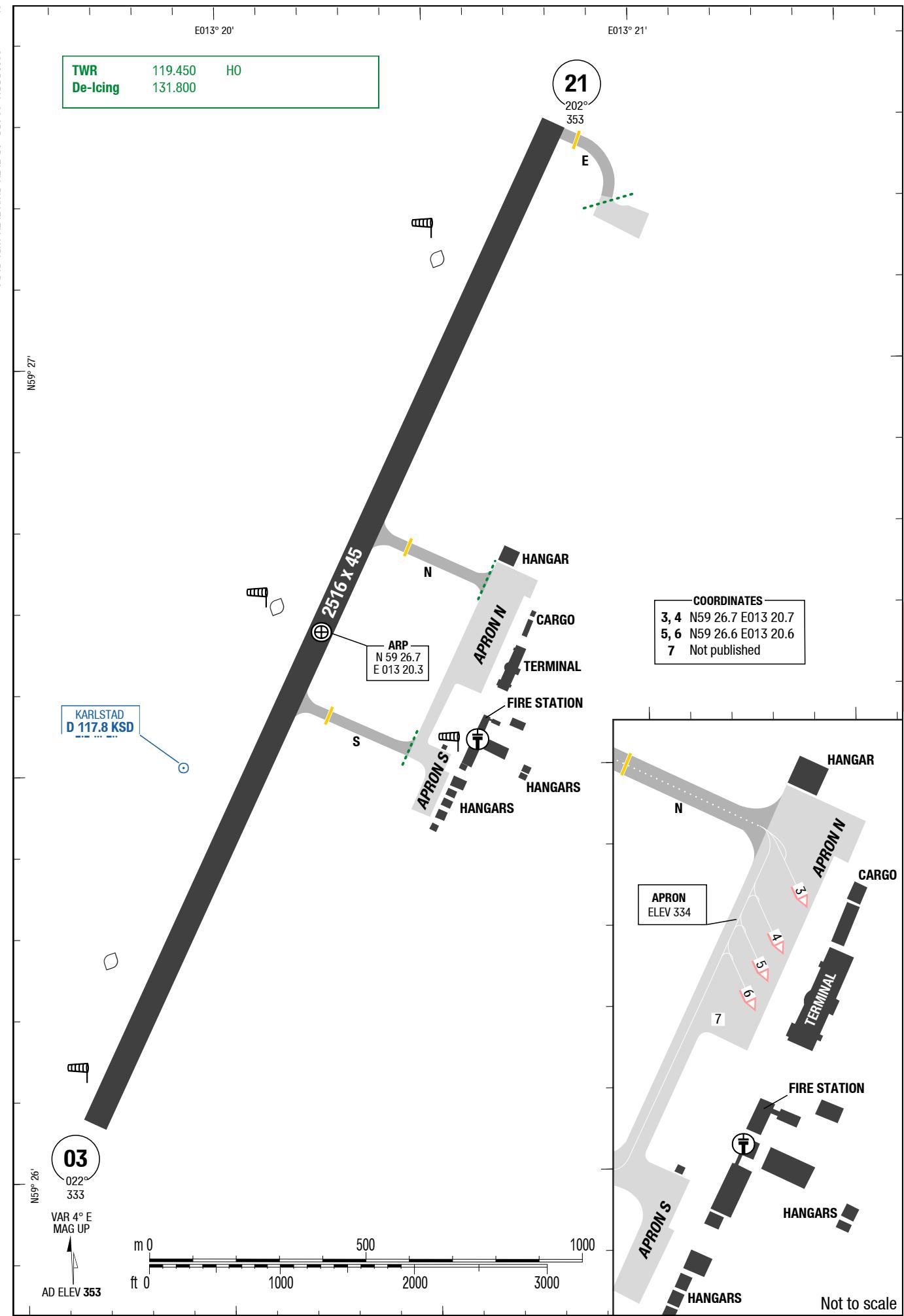
KSD-ESOK

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Sweden Karlstad

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Karlstad Sweden



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22-MAR-2018

KSD-ESOK

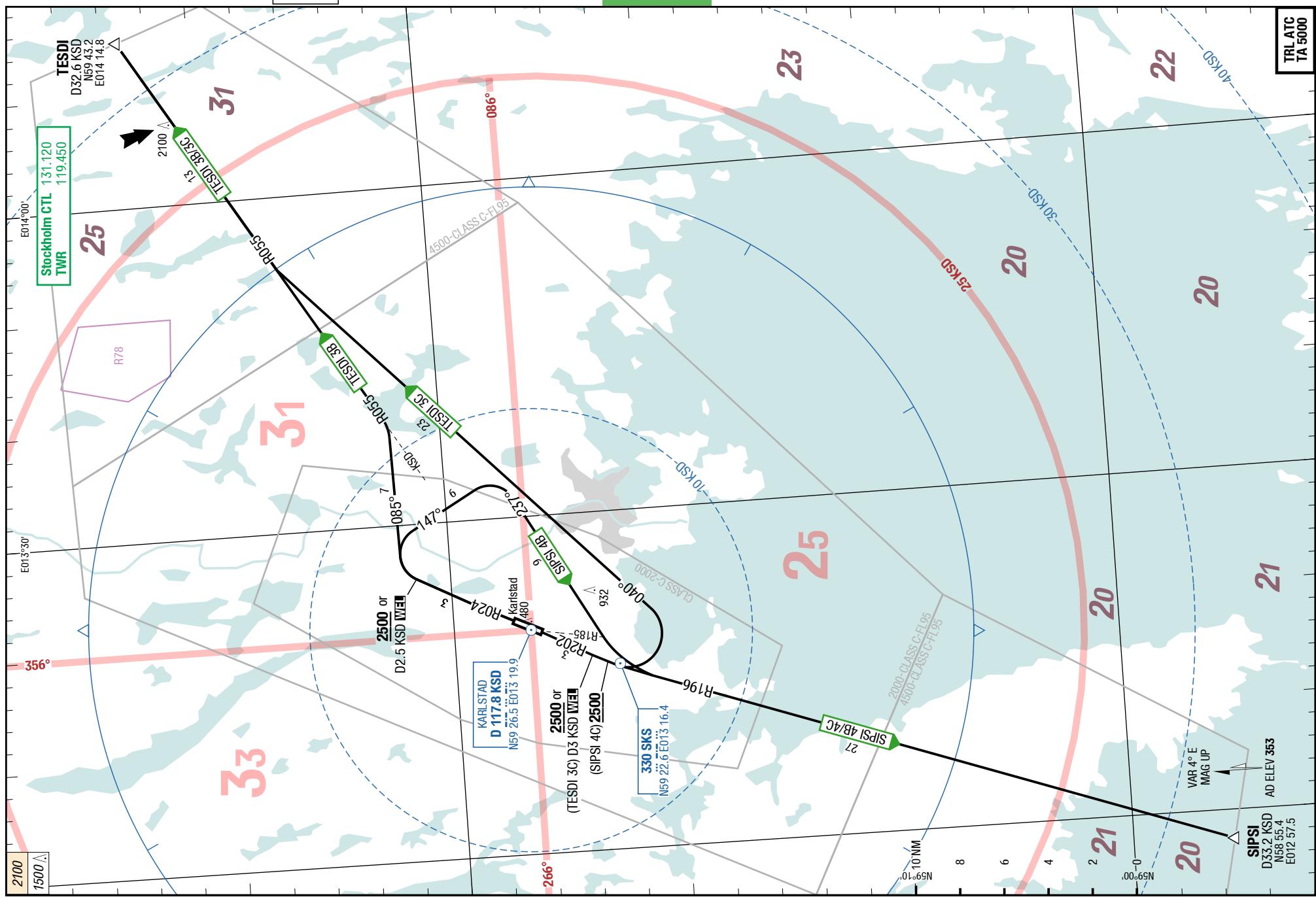
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SIDs

Karlstad Sweden

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21-SEP-2017

KSD-ESOK**5-10****SIDs****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.

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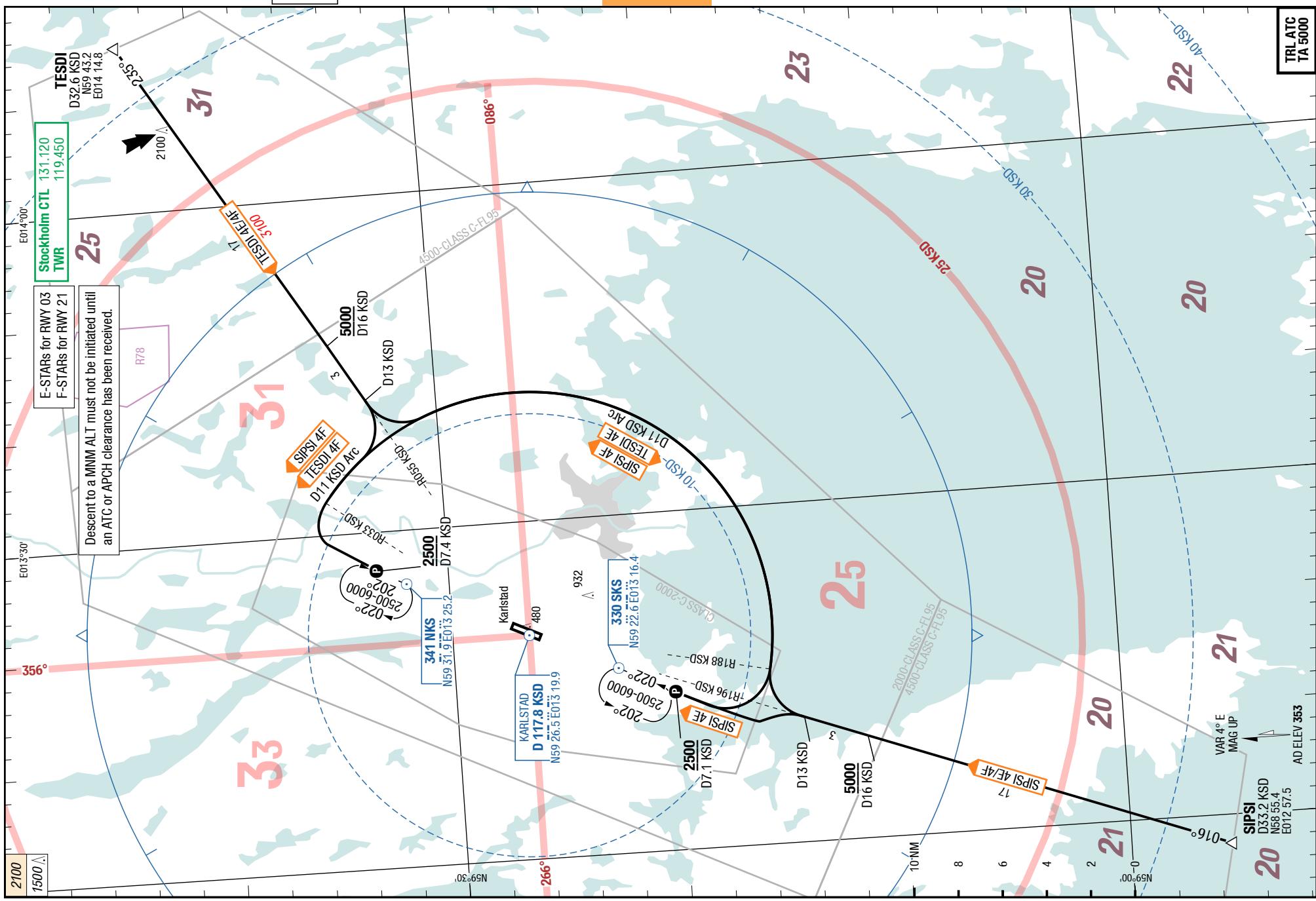
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Karlstad Sweden

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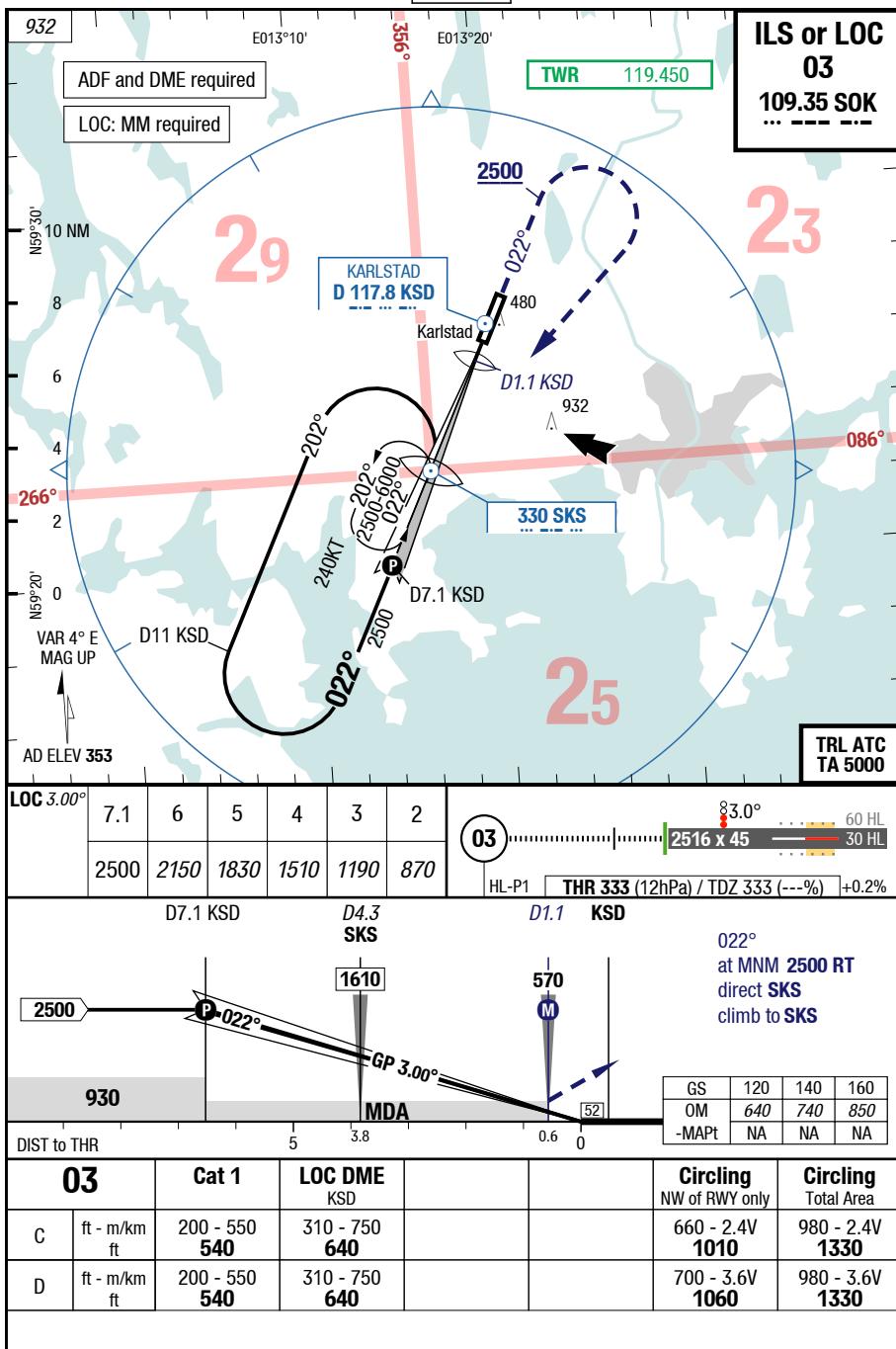
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ILS or LOC 03

IAC



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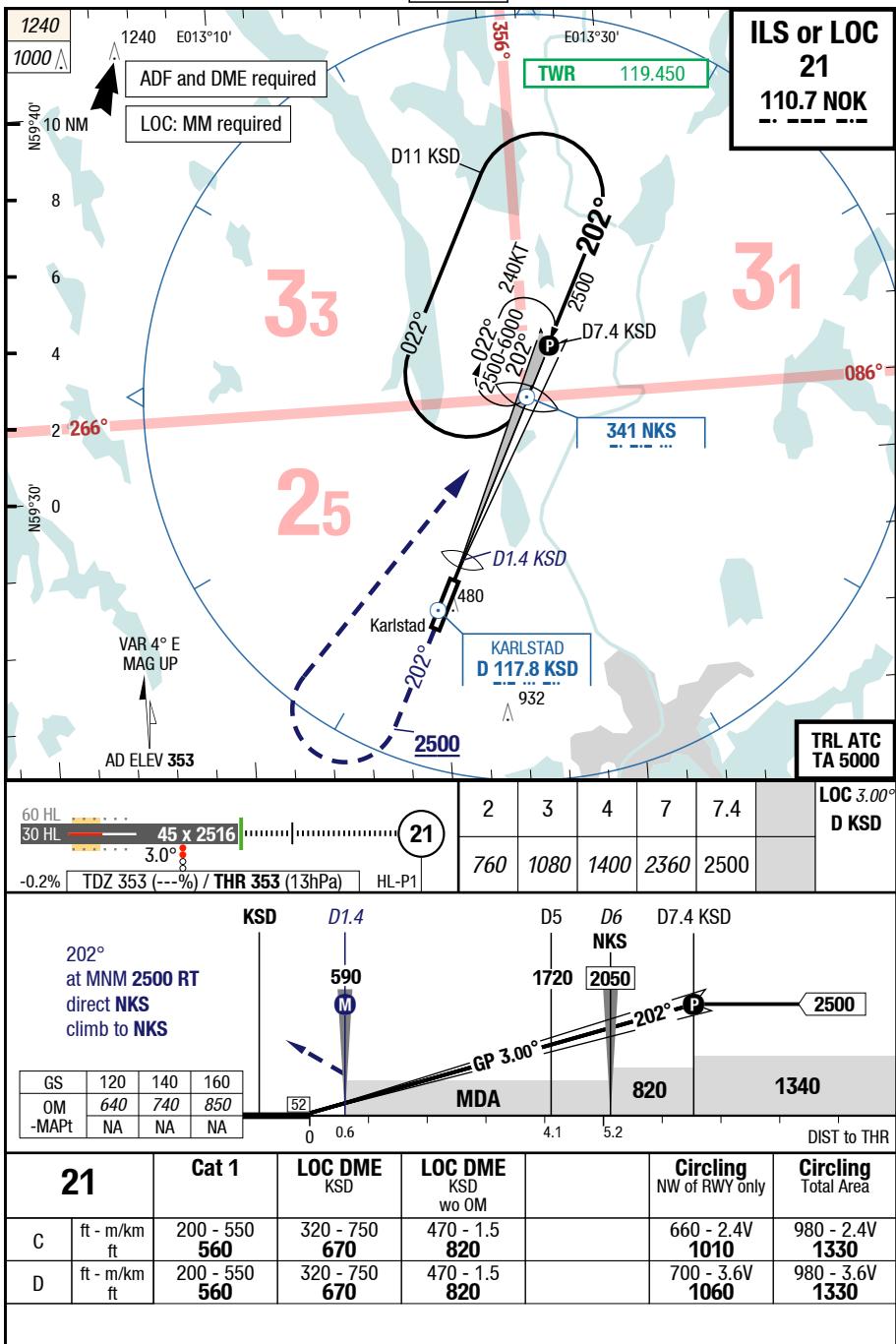
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ILS or LOC 21



Changes: APL, ALT, OBST, AD ELEV

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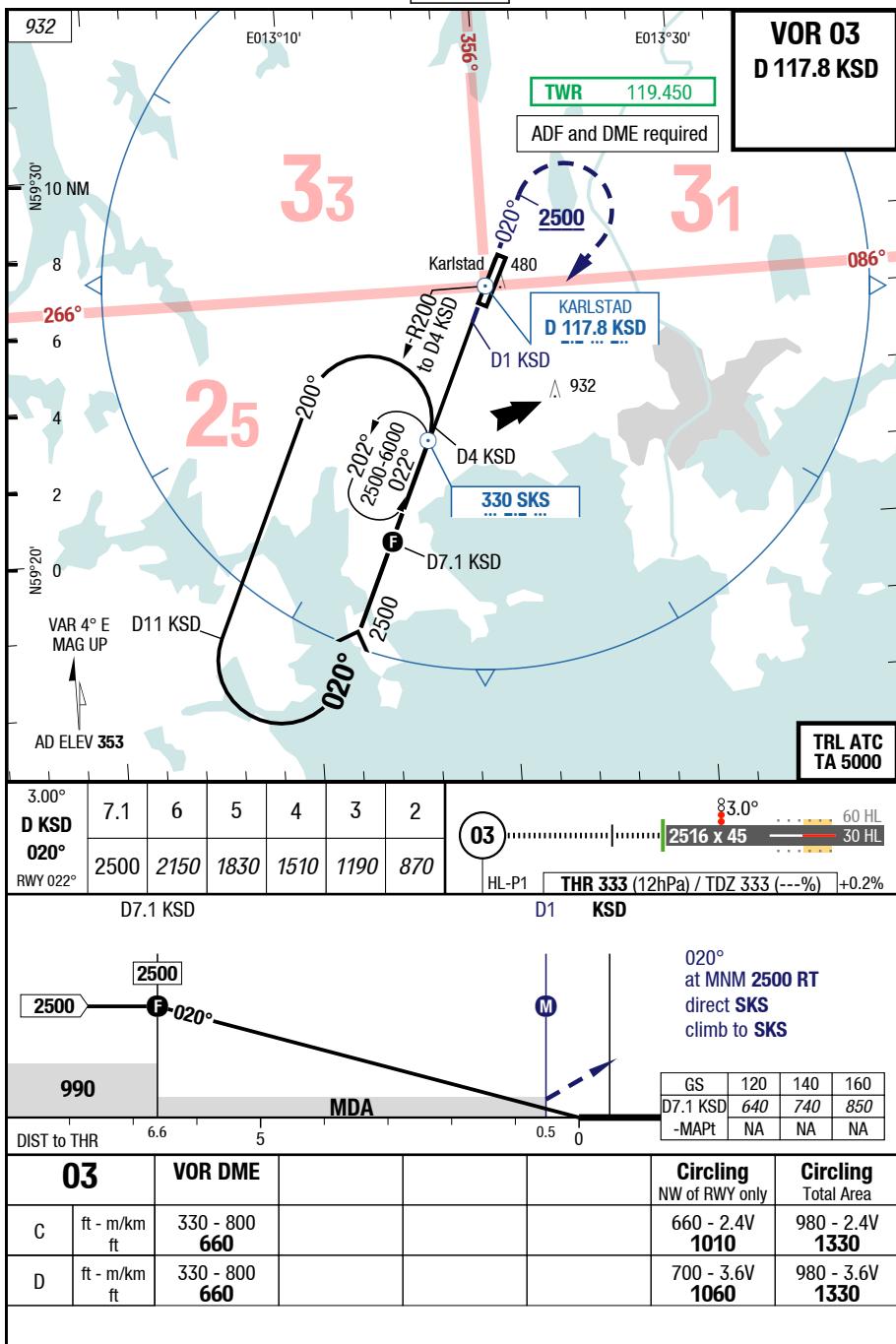
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VOR 03

IAC



Changes: APL, ALT, OBST, AD ELEV

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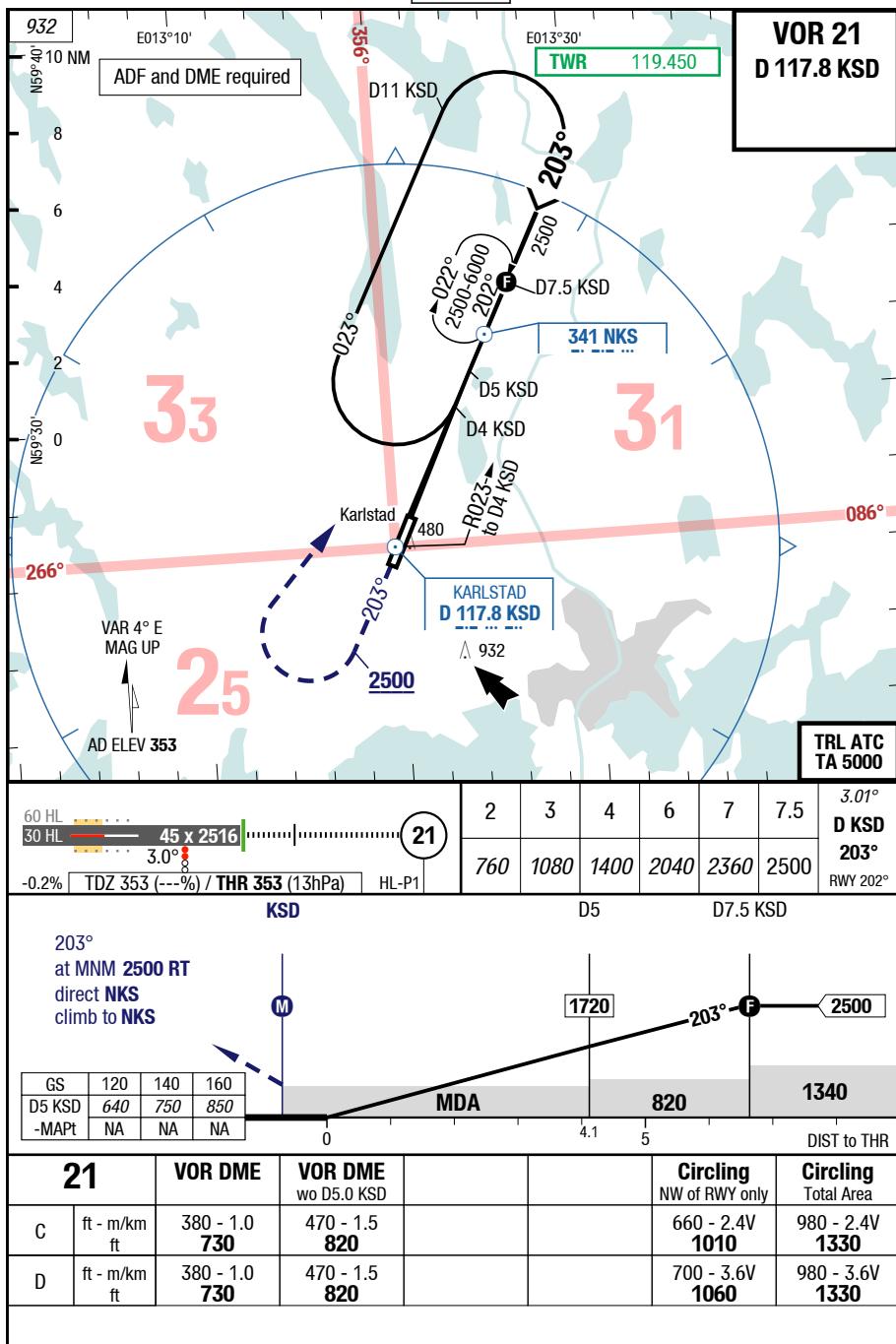
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VOR 21



Changes: ALT, APL, OBST, AD ELEV

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22-MAR-2018

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Sweden Karlstad

The MRC logo consists of the letters "MRC" in a bold, black, sans-serif font. Above the letter "M", there is a small rectangular box containing the letters "NIL" in a white, bold, sans-serif font. The "NIL" box has a thin black border and is positioned such that its top edge aligns with the top of the "M".

Karlstad Sweden

MR

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