

**GENERAL****Operational Hours****ATS Hours:** See NOTAM**AD ADMIN Hours:** MON-FRI 0700-1500±**AD OPS Hours:** H24**Airport Information****RFF:** CAT 7 for commercial traffic exceeding 2.5t / 5511lbs**PCN:** RWY 10/28: 48/F/B/X/T**Customs:** O/R**Operation****Low Visibility Procedures**

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

When LVP in force, only one ACFT is allowed on maneuvering areas at this time.

Intersection TKOFs prohibited.

**DEPARTURE****Take-off Minima**

RWY		10/28	
All ACFT	ft - m/km	0 - 400R/400V	HJ only
		0 - 800R/800V	HN

**ATC Slot, Clearance**

ATC CLR will be delivered O/R prior to start-up. Such CLR will be issued for RWY in use and TMA exit point. Transponder code will be given during taxi.

**De-icing**

AVBL for SKED FLTs, other O/R 1 HR PN.

05-OCT-2017  
SFT-ESNS

Sweden Skelleftea

AGC  
AFC

AFC

AFC

Skelleftea Sweden

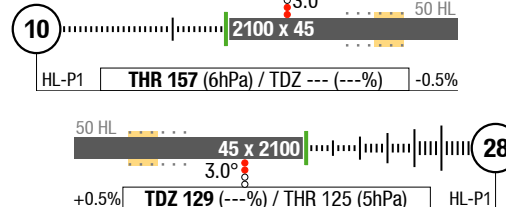
AGC  
AFC

2-10



TWR 122.050 HO

Landing RWY system:



Changes: WPT LUVIX, TURAS

05-OCT-2017  
SFT-ESNS

Sweden Skelleftea

AGC

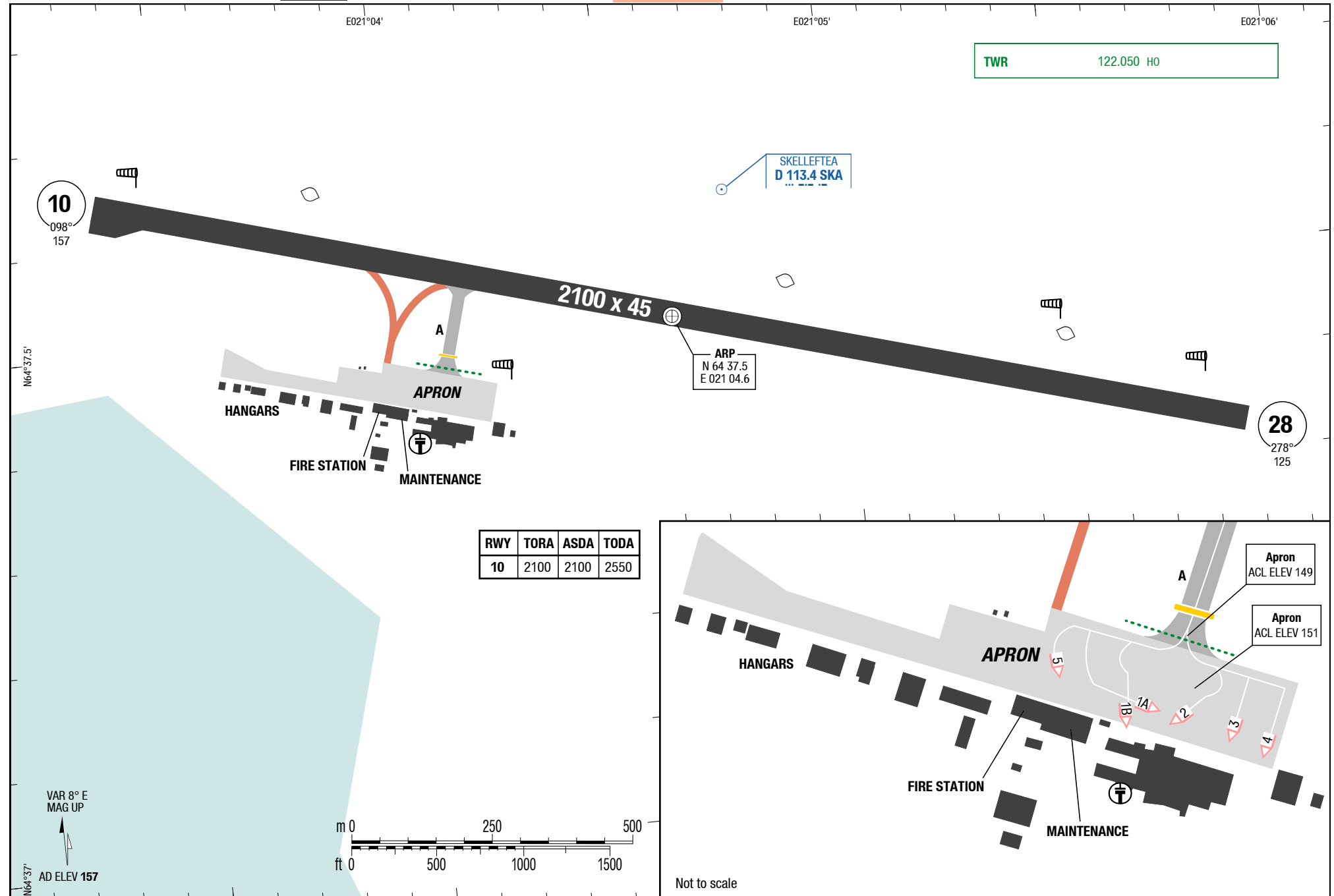
AGC

AGC

Skelleftea Sweden

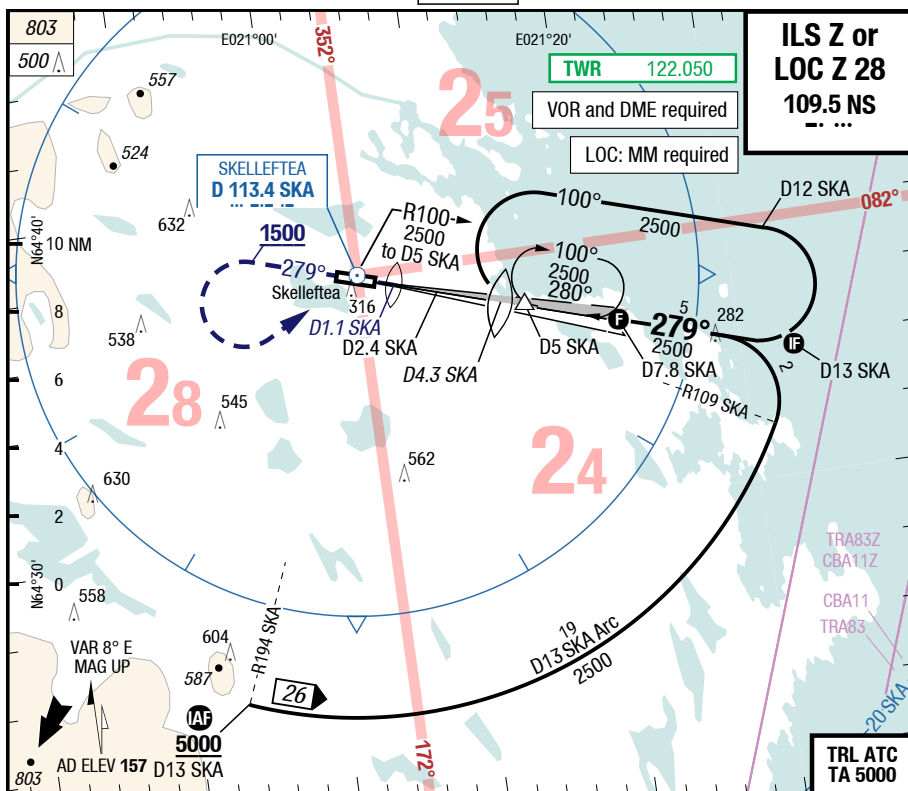
AGC

3-20

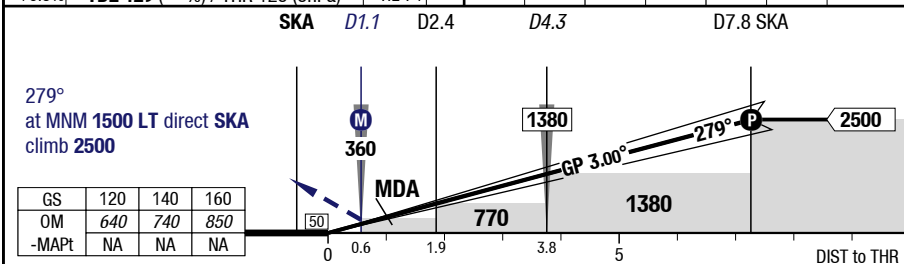


Changes: Nil

DEPARTURES	
RWY	Routing
OMNIDIRECTIONAL DEP	<b>RWY 10</b> 098° - climb until MNM turning altitude <b>600</b> - continue climb to appropriate MSA
	<b>RWY 28</b> 278° - climb until MNM turning altitude <b>600</b> - continue climb to appropriate MSA



50 HL	45 x 2100	28	2	3	5	6	7	7.8	LOC 3.00°
+0.5%	TDZ 129 (---%) / THR 125 (5hPa)	HL-P1	650	970	1610	1930	2250	2500	D SKA 279°
									RWY 278°

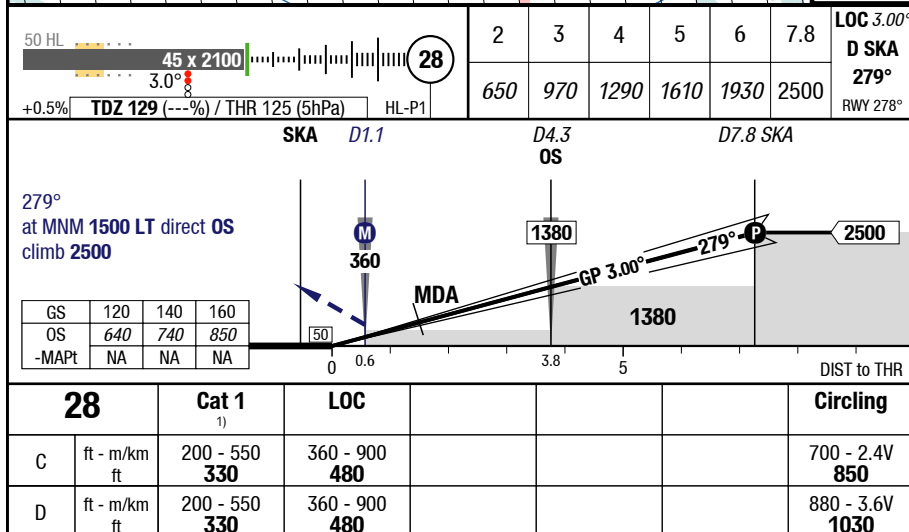
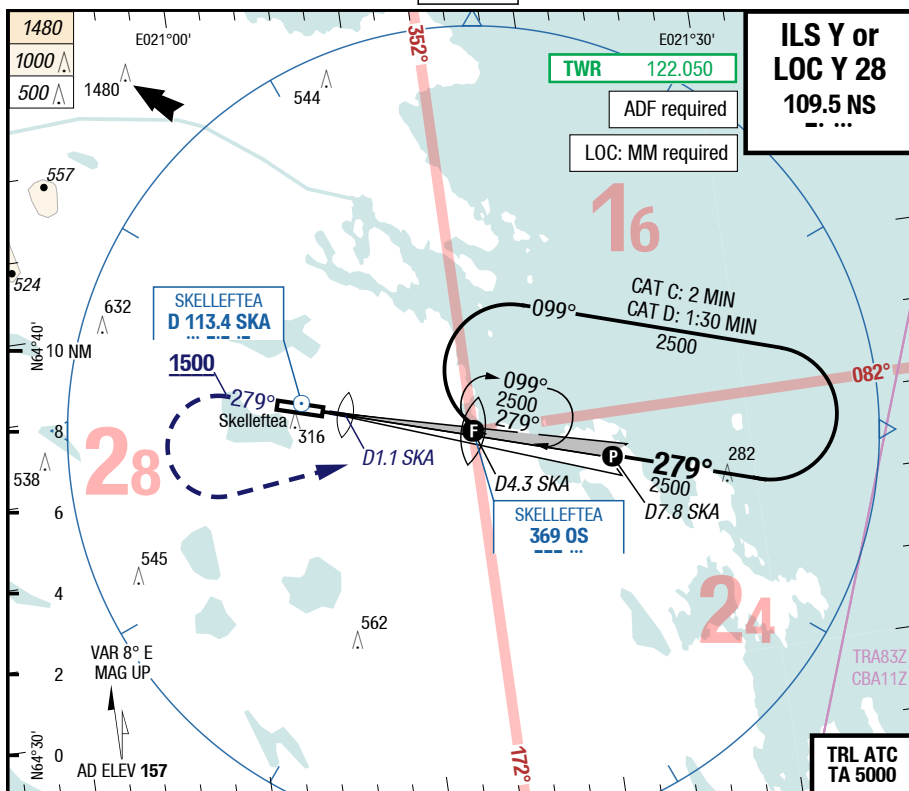


28		Cat 1 1)	LOC DME SKA	LOC DME SKA wo D2.4 SKA	Circling	
C	ft - m/km ft	200 - 550 330	330 - 800 450	550 - 1.8 670		700 - 2.4V 850
D	ft - m/km ft	200 - 550 330	330 - 800 450	550 - 1.8 670		880 - 3.6V 1030

1) FD, AP or HGS required, else RVR 750m

7-20

ILS Y or LOC Y 28



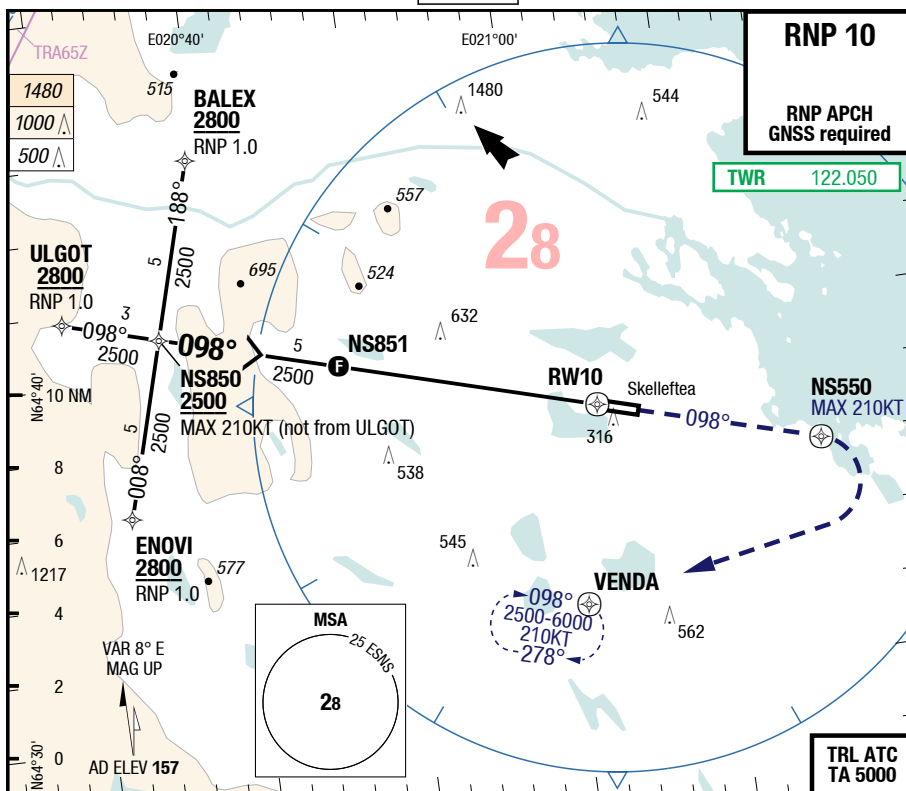
1) FD, AP or HGS required, else RVR 750m

Changes: Completely revised

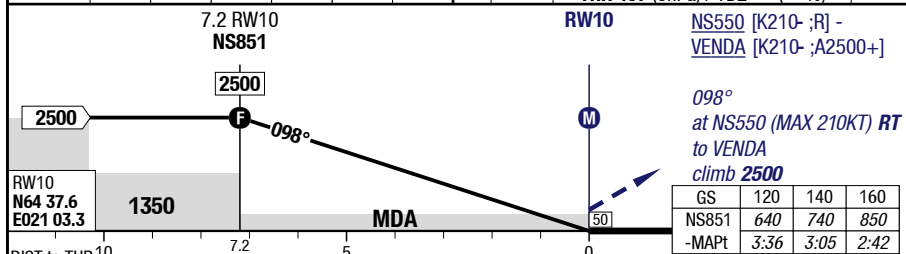
# SFT-ESNS

7-30

## RNP 10



3.00° <b>RW10</b>	7.2	6	5	4	3	2	
	2500	2120	1800	1480	1170	850	



<b>10</b>		<b>RNP VNAV 1) 2)</b>	<b>RNP LNAV</b>				<b>Circling</b>
C	ft - m/km ft	350 - 900 <b>500</b>	570 - 1.9 <b>720</b>				Not published
D	ft - m/km ft	350 - 900 <b>500</b>	570 - 1.9 <b>720</b>				Not published

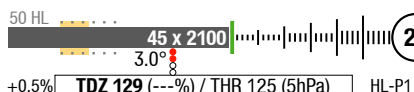
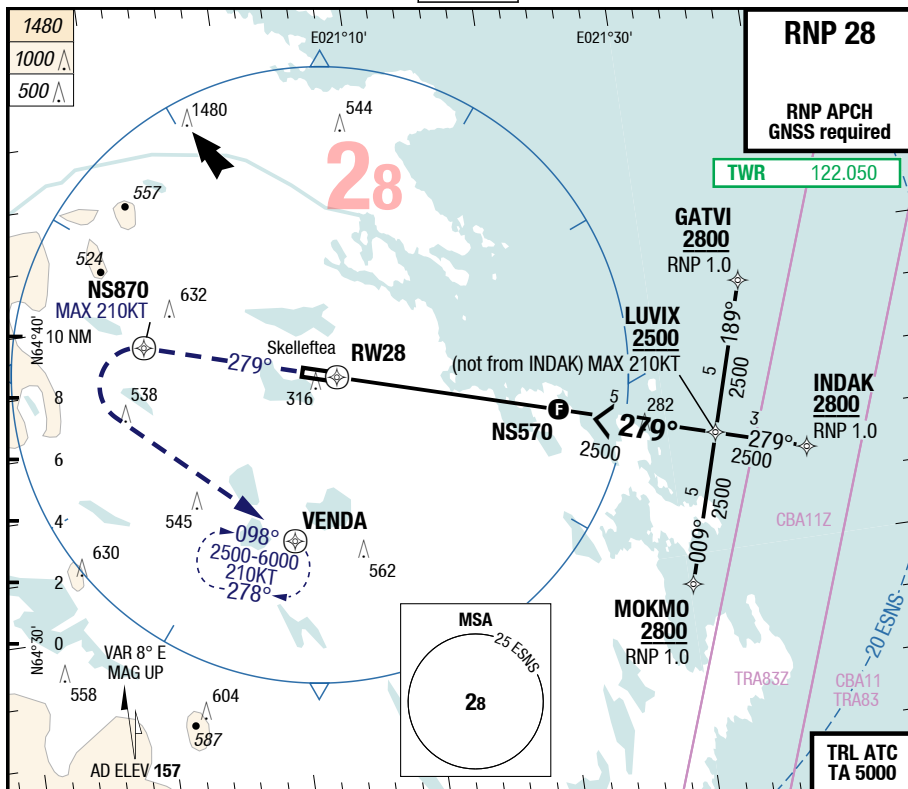
1) Uncompensated BARO VNAV NA below -20°C (-4°F)  
2) With FVS 600m

Changes: APL, HLDG

## SFT-ESNS

7-40

RNP 28

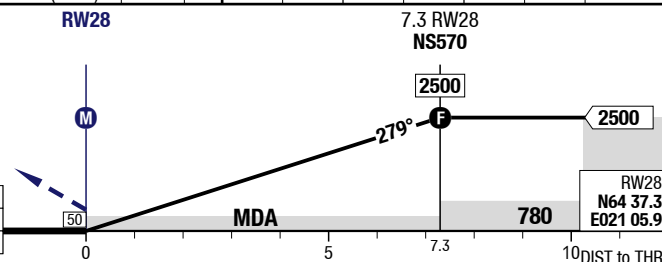


2	3	4	5	6	7.3	3.00°
820	1130	1450	1770	2090	2500	RW28 279° RWY 278°

NS870 [K210-;L] - RW28  
 VEND A [K210-;A2500+]

279°  
 at NS870 (MAX 210KT) LT  
 to VEND A  
 climb 2500

GS	120	140	160
NS570	640	740	850
-MAPt	3:39	3:08	2:44

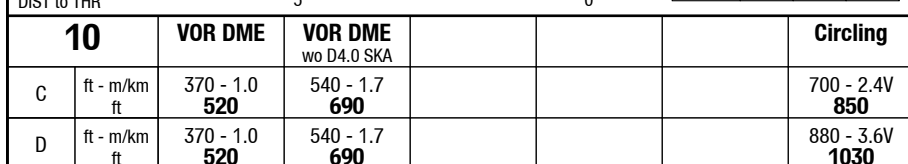


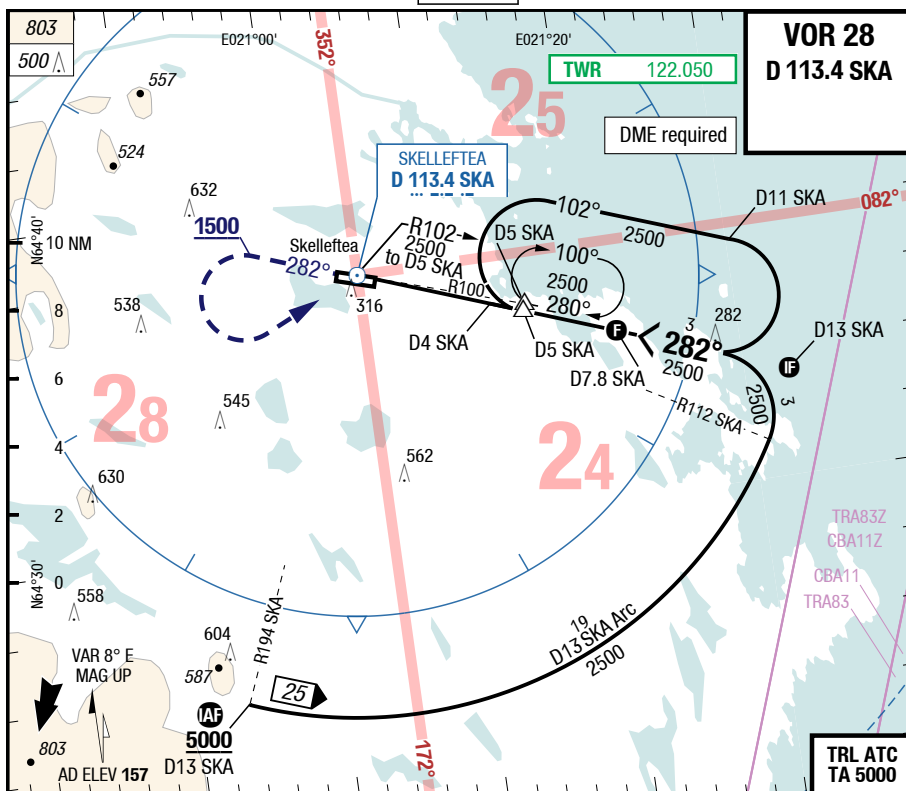
28		RNP VNAV 1) 2)	RNP LNAV			Circling
C	ft - m/km ft	330 - 800 450	540 - 1.7 660			Not published
D	ft - m/km ft	330 - 800 450	540 - 1.7 660			Not published

1) Uncompensated BARO VNAV NA below -20°C (-4°F)

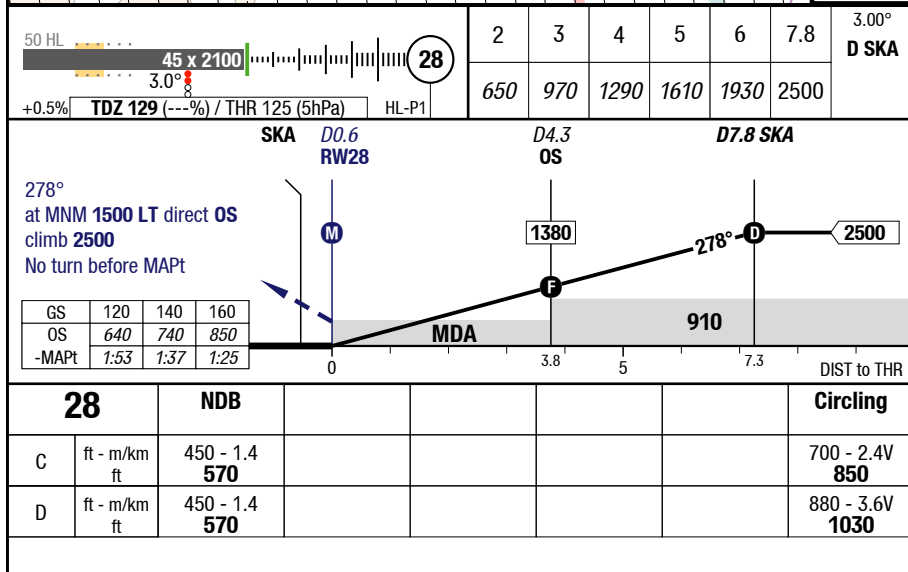
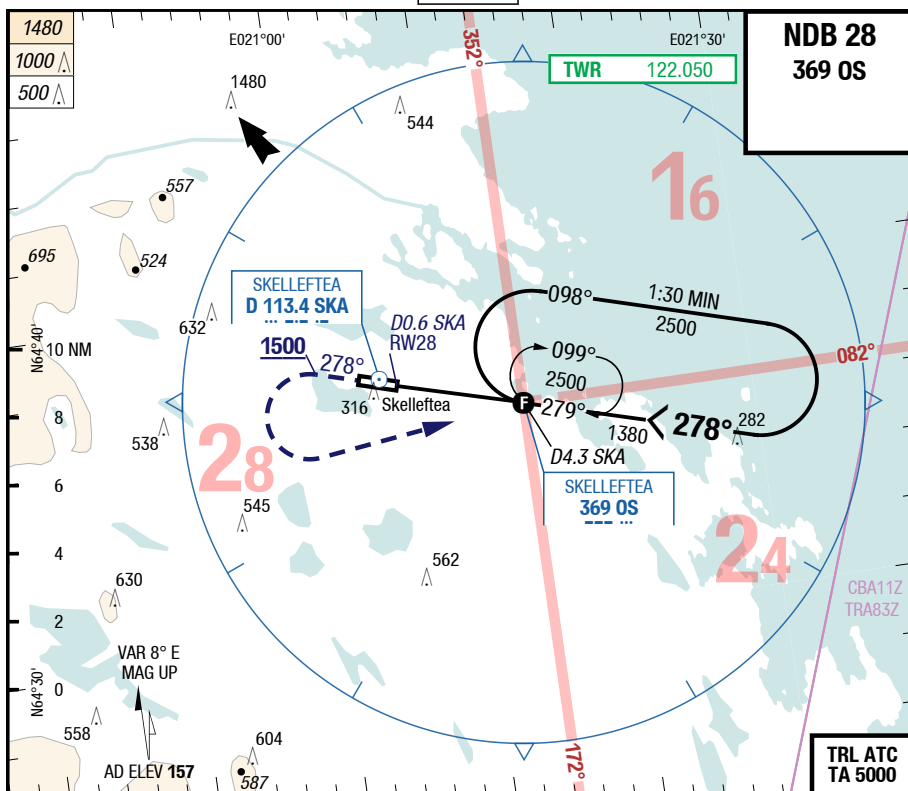
2) With EVS 550m

Changes: APL, HLDG





50 HL	45 x 2100	3.0°	28	2	3	5	6	7	7.8	3.00° D SKA 282°												
+0.5%	TDZ 129 (---%) / THR 125 (5hPa)	HL-P1		640	960	1610	1930	2250	2500	RWY 278°												
SKA				D4			D7.8 SKA															
<div>282° at MNM 1500 LT direct SKA climb 2500</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td>D4 SKA</td><td>640</td><td>740</td><td>850</td></tr><tr><td>-MAPt</td><td>NA</td><td>NA</td><td>NA</td></tr></table>											GS	120	140	160	D4 SKA	640	740	850	-MAPt	NA	NA	NA
GS	120	140	160																			
D4 SKA	640	740	850																			
-MAPt	NA	NA	NA																			
28				VOR DME		VOR DME wo D4.0 SKA				Circling												
C	ft - m/km ft	360 - 900 480	570 - 1.9 690							700 - 2.4V 850												
D	ft - m/km ft	360 - 900 480	570 - 1.9 690							880 - 3.6V 1030												



## SFT-ESNS

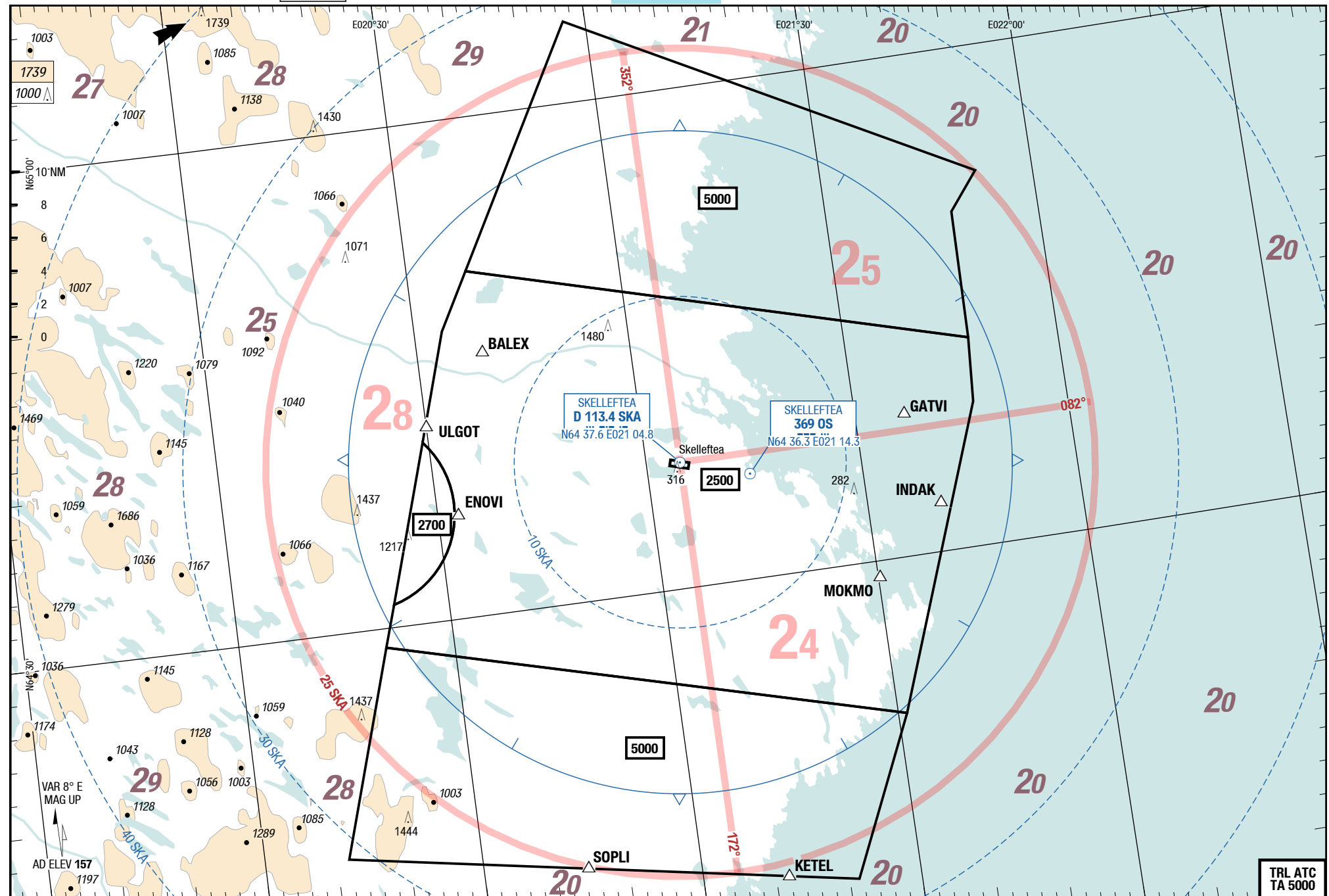
**MRC**

**MRC**

MRC

**NIL**  
**MRC**

**8-10**



Changes: WPT

TRL ATC  
TA 5000

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