GENERAL

Operational Hours

ATS Hours: See NOTAM.

AD OPS Hours: MON-FRI 0545-0000‡, SAT 0700-2000‡, SUN 0800-0000‡

AD ADMIN Hours: MON-FRI 0800-1630‡

Airport Information

RFF: CAT 7; CAT 8/9 O/R, see NOTAM.
Fuel: MON-FRI 0500-0000‡, SAT 0600-2000‡, SUN 0700-0000‡
PCN: RWY 14/32: 60/F/B/X/T
Customs: O/R

Operation

Traffic Notes
PPR requests shall be made during hours of AD ADMIN.
72HR PPR for CIV cargo ACFT.
24HR for CIV passenger ACFT.

Low Visibility Procedure
Only one ACFT at a time is allowed on the manoeuvring area when LVP is announced.

ARR:
To perform ILS CAT II APCH for RWY 32, ACFT has to be euipped with approved HUD (Head Up Display) and/or Autoland capability.

TWY Restriction
TWY A, A1-A3, A5-A7, U3, APN 8 and CIV APN AVBL up to code letter E ACFT.
TWY U, U1, U2 and U4-U7 AVBL to code letter A ACFT.

Parking
Stands 3-5 equipped with Safegate.

Warnings

Avoid overflying the city of Lulea below 2000ft.

ARRIVAL

Communication

COM Failure
Inbound CLR received and acknowledged: CLR limit for inbound clearance is normally RWY in use. In this case, maintain LVL last received and acknowledged, follow specified route to OL L (RWY 14) or LULEA VOR (RWY 32).
If CLR limit is another than RWY in use, maintain LVL last received and acknowledged, follow specified route to this limit and then proceed direct to OL L or LULEA VOR. If EAT has been received and acknowledged, start descent not before EAT.
ACFT executing radar APCH, maintain LVL last received and acknowledged, proceed to OL L (RWY 14) or LULEA VOR (RWY 32).
After ARR over OL L or LULEA VOR descent in HLDG if necessary. After that, normal instrument APCH shall be carried out.

ARRIVAL

No inbound CLR received and/or acknowledged: Maintain last received and acknowledged LVL, proceed via relevant TMA entry point direct to OL L (RWY 14) or LULEA VOR (RWY 32). After arrival over OL L or LULEA VOR descent shall be made in the corresponding HLDG pattern. Then, carry out a normal instrument APCH.

Visual APCH: Enter CTR via MULON - HLDG north or via VALLEN - HLDG south at or below 1000ft GND to TFC circuit. Transmit blind your intentions. Flash LDG lights and watch TWR for optical signals.

Arrival Procedure

Descent to MNM ALT for an ARR route must not be initiated until an ATC CLR to this ALT or an APCH CLR has been received.

Reverse: Do not use more than idle reverse if possible.

Non-standard GP intercept position on RWY 14/32
GP intercepts RWY 14/32 at 311m / 1021ft after landing threshold.
Remaining DIST beyond GP is 3039m / 9970ft.

Warnings

During winter GP angle may vary between 2.86° and 3.14° due to snow.

DEPARTURE

Take-off Minima

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

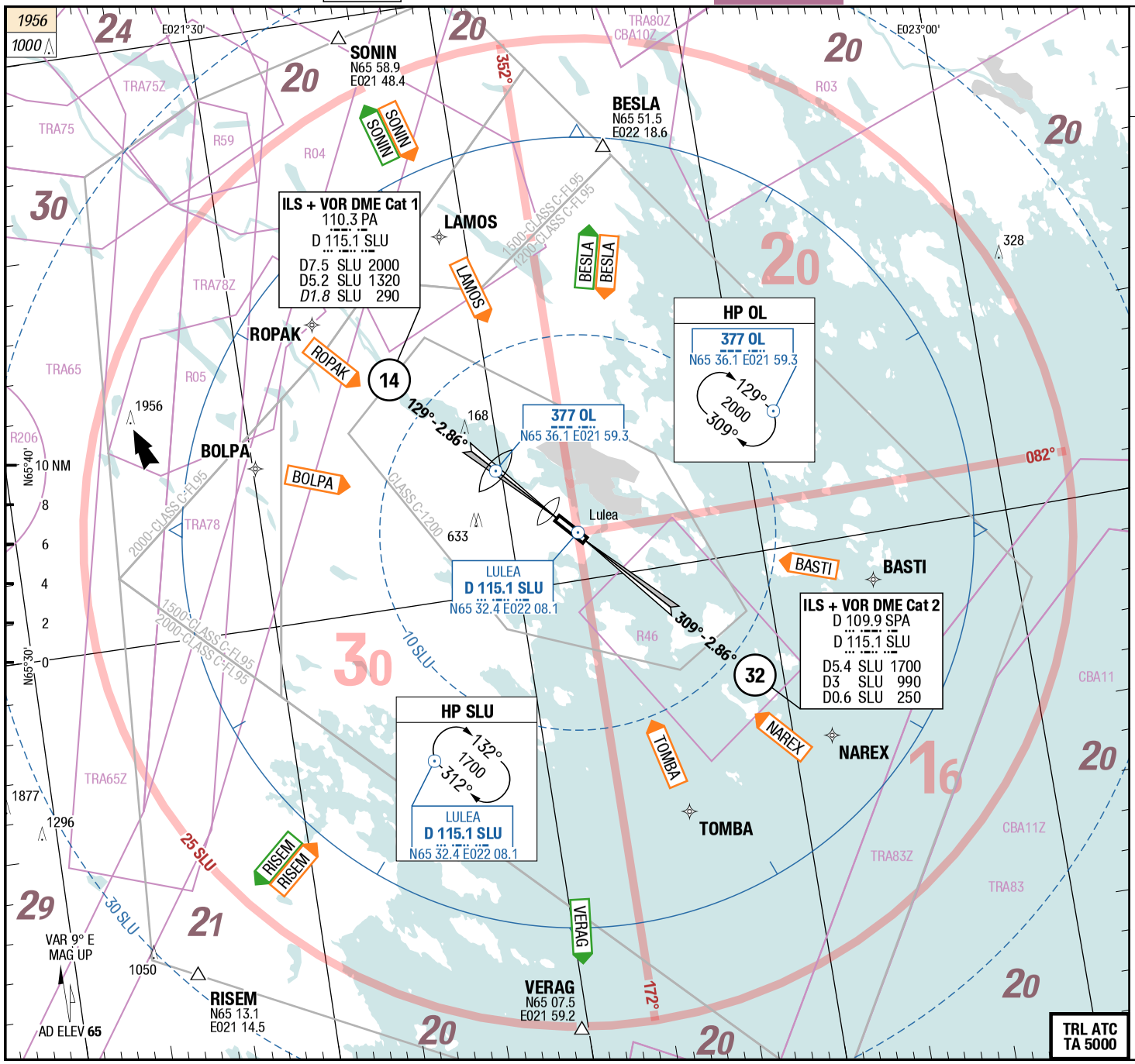
ATC Slot, Clearance

REQ CLR prior to start-up. Transponder code will be communicated during taxi.

De-Icing

AVBL MON-FRI 0500-0000‡, SAT 0600-2000‡, SUN 0700-0000‡.

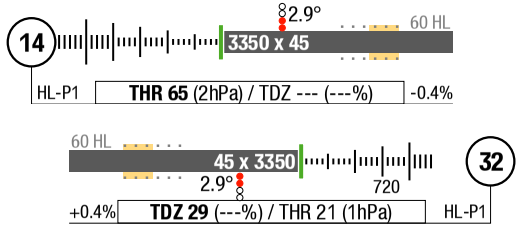
De-icing ramp AVBL for code letter A-C ACFT without restictions. Code letter D and E ACFT with MAX wingspan 36m / 118ft shall also de-ice on the de-icing ramp.
Code letter D and E ACFT with wingspan above 36m / 118ft shall de-ice on APN 8 and 9.
Normaly taxi into de-icing ramp with nose towards SE.
Nose direction towards NW to be requested in taxi CLR.



Kallax CTL 125.450 HO
130.800 HO

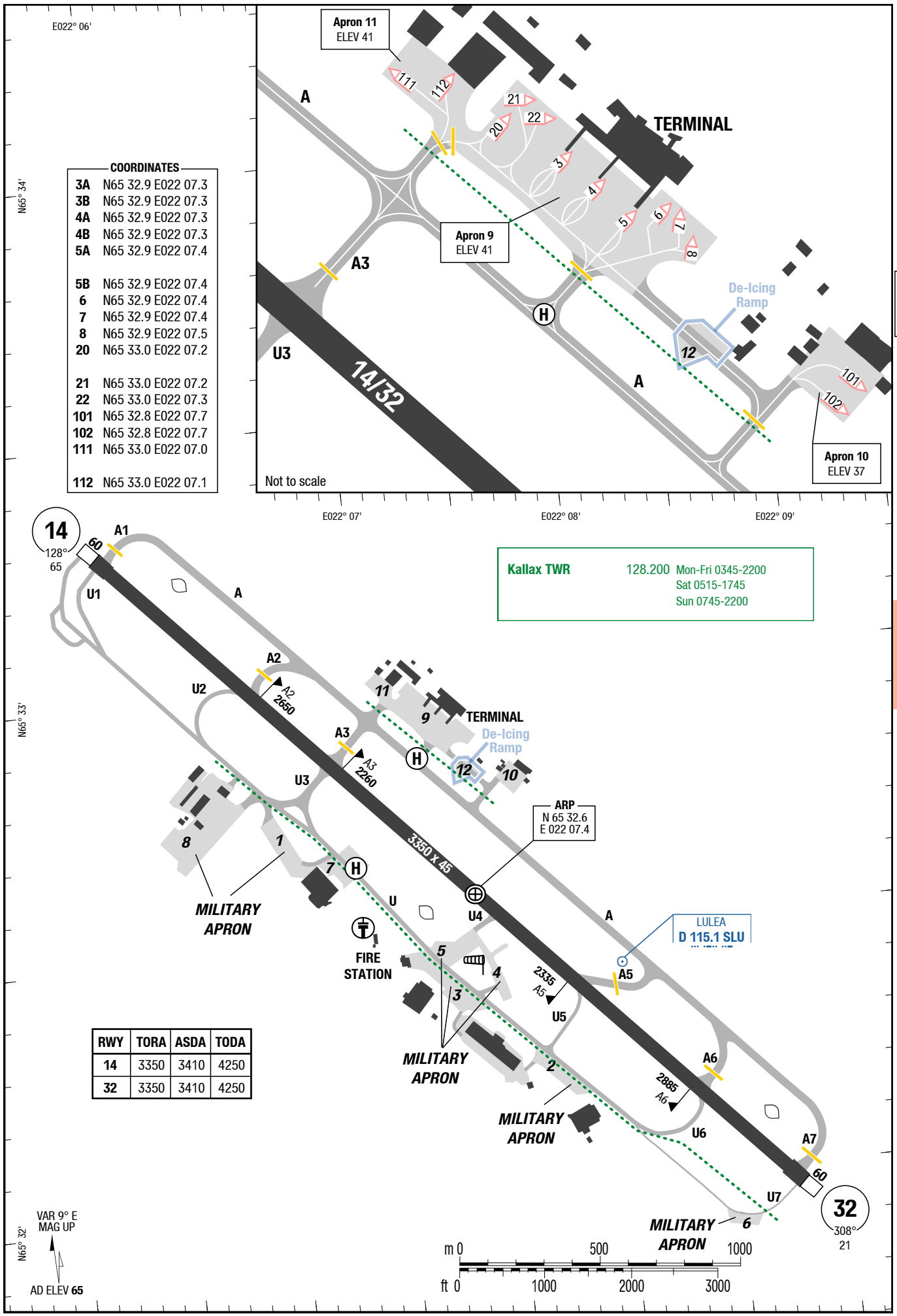
Kallax TWR 128.200 Mon-Fri 0345-2200
Sat 0515-1745
Sun 0745-2200

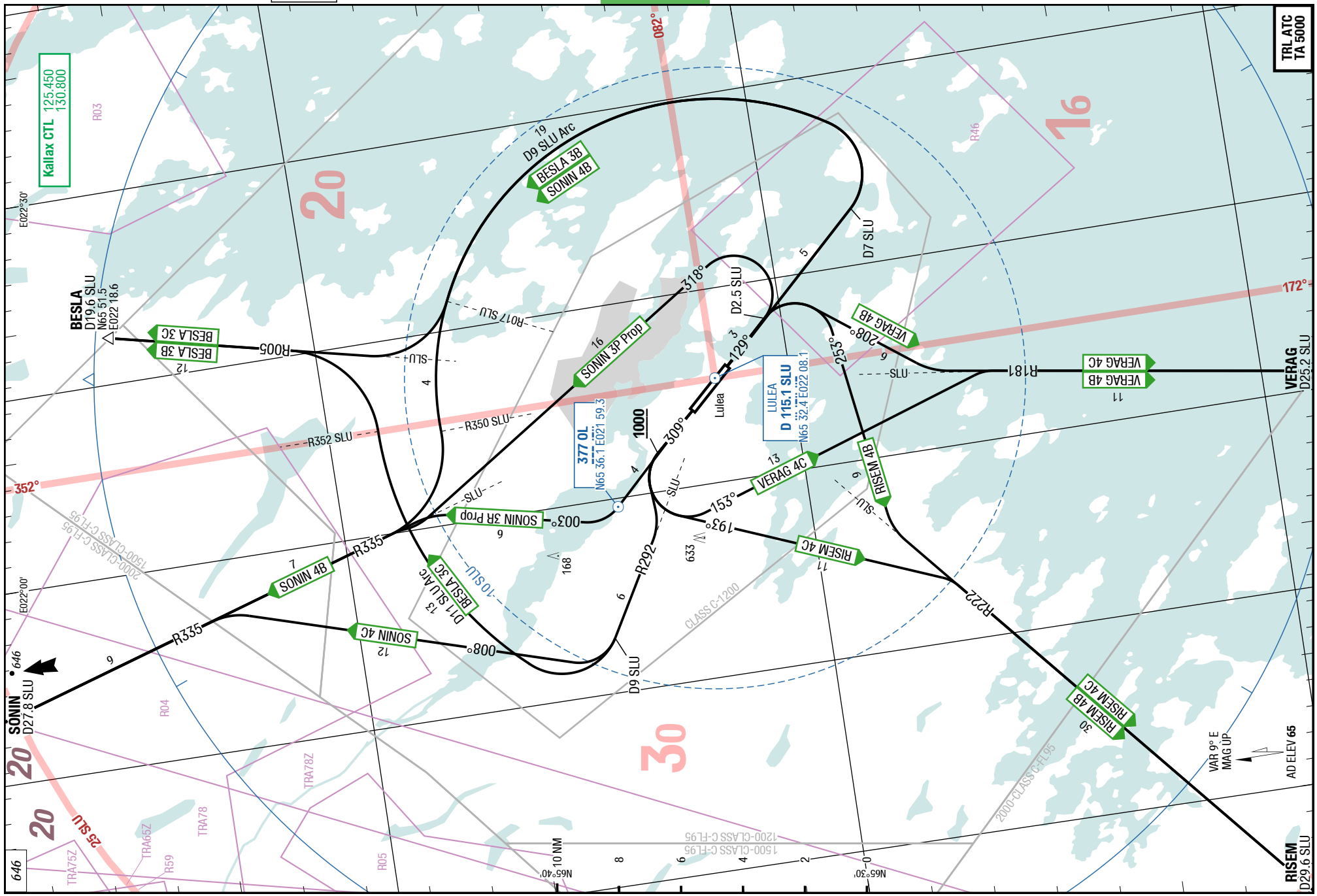
Landing RWY system:



Changes: Nil

Changes: TWY , Parkingstand, APN, COM BDRY, COORD, BLDG





Changes: ALT, DIST

BESLA 3B / RISEM 4B / SONIN 3P / SONIN 4B / VERAG 4B / BESLA 3C / RISEM 4C / SONIN 3R / SONIN 4C / VERAG 4C

RWYs 14 (128°) / 32 (308°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 14	
BESLA 3B **125.450** **130.800**	at D7 **SLU LT** follow D9 **SLU** Arc - crossing R017 **SLU RT** intercept R005 **SLU** to BESLA	Initial climb **5000**
RISEM 4B **125.450** **130.800**	at D2.5 **SLU RT** 253° intercept R222 **SLU** to RISEM	Initial climb **5000**
SONIN 3P (Prop) **125.450** **130.800**	at D2.5 **SLU LT** 318° intercept R335 **SLU** to SONIN	Initial climb **5000**
SONIN 4B **125.450** **130.800**	at D7 **SLU LT** follow D9 **SLU** Arc - crossing R350 **SLU RT** intercept R335 **SLU** to SONIN	Initial climb **5000**
VERAG 4B **125.450** **130.800**	at D2.5 **SLU RT** 208° intercept R181 **SLU** to VERAG	Initial climb **5000**
	Runway 32	
BESLA 3C **125.450** **130.800**	at MNM **1000 LT** intercept R292 **SLU** - at D9 **SLU RT** follow D11 **SLU** Arc - crossing R352 **SLU LT** intercept R005 **SLU** to BESLA	Initial climb **5000**
RISEM 4C **125.450** **130.800**	at MNM **1000 LT** 193° intercept R222 **SLU** to RISEM	Initial climb **5000**
SONIN 3R (Prop) **125.450** **130.800**	at **OL RT** 003° intercept R335 **SLU** to SONIN	Initial climb **5000**
SONIN 4C **125.450** **130.800**	at MNM **1000 LT** intercept R292 **SLU** - at D9 **SLU RT** 008° intercept R335 **SLU** to SONIN	Initial climb **5000**
VERAG 4C **125.450** **130.800**	at MNM **1000 LT** 153° intercept R181 **SLU** to VERAG	Initial climb **5000**

Sweden Lulea Kallax — RNAV STARs RWYs 14/32

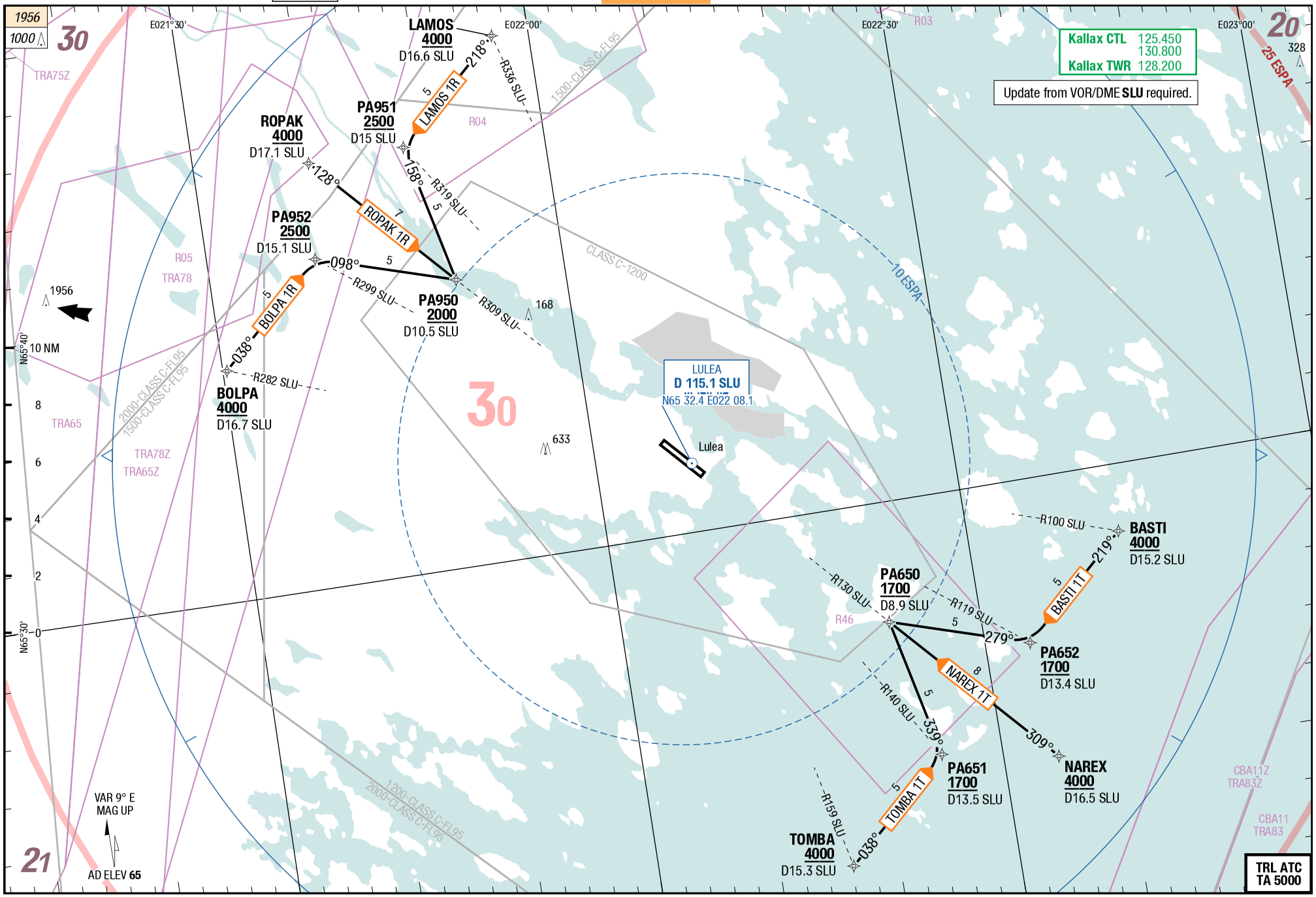
STAR

STARs RWY 14

Kallax Lulea Sweden — RNAV STARs RWYs 14/32

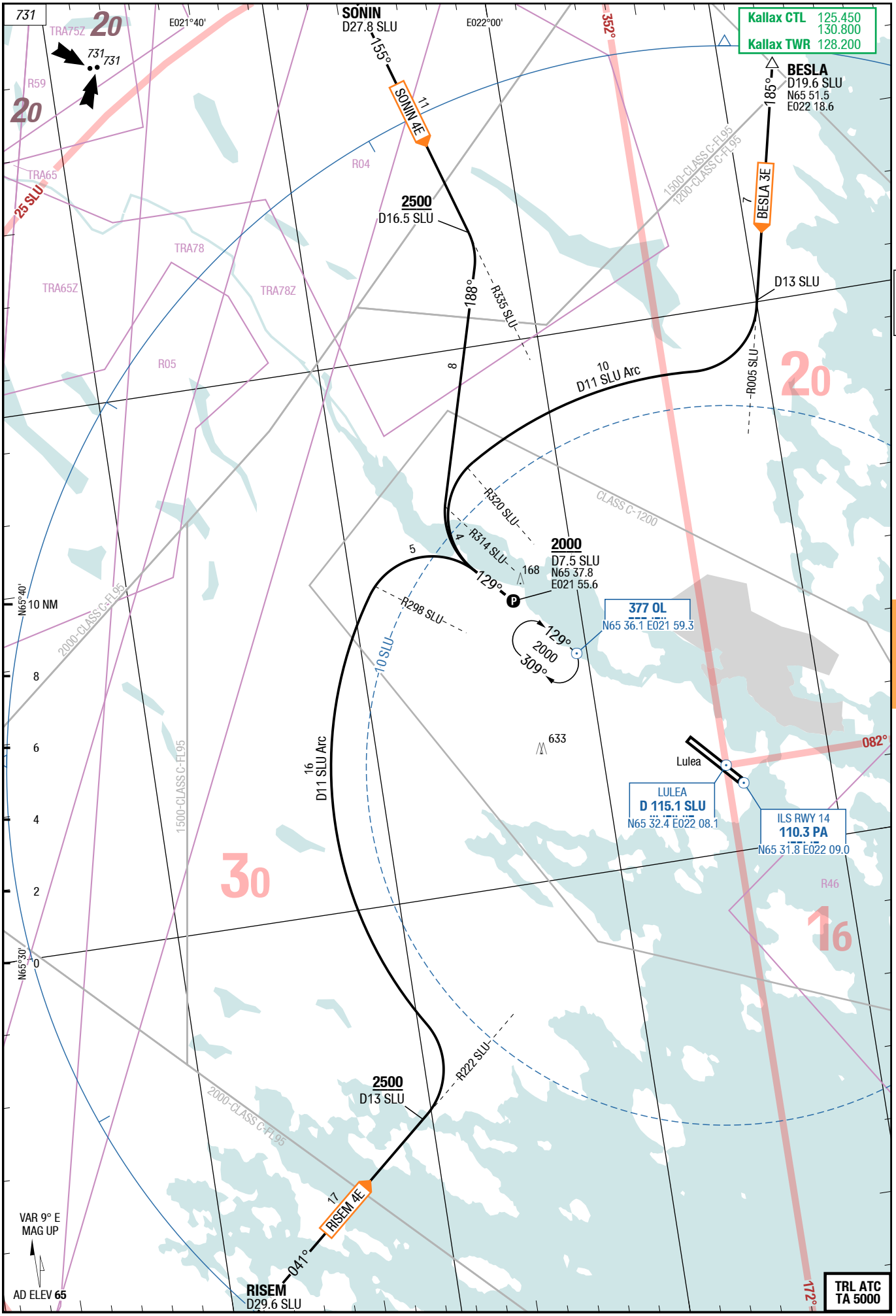
STAR

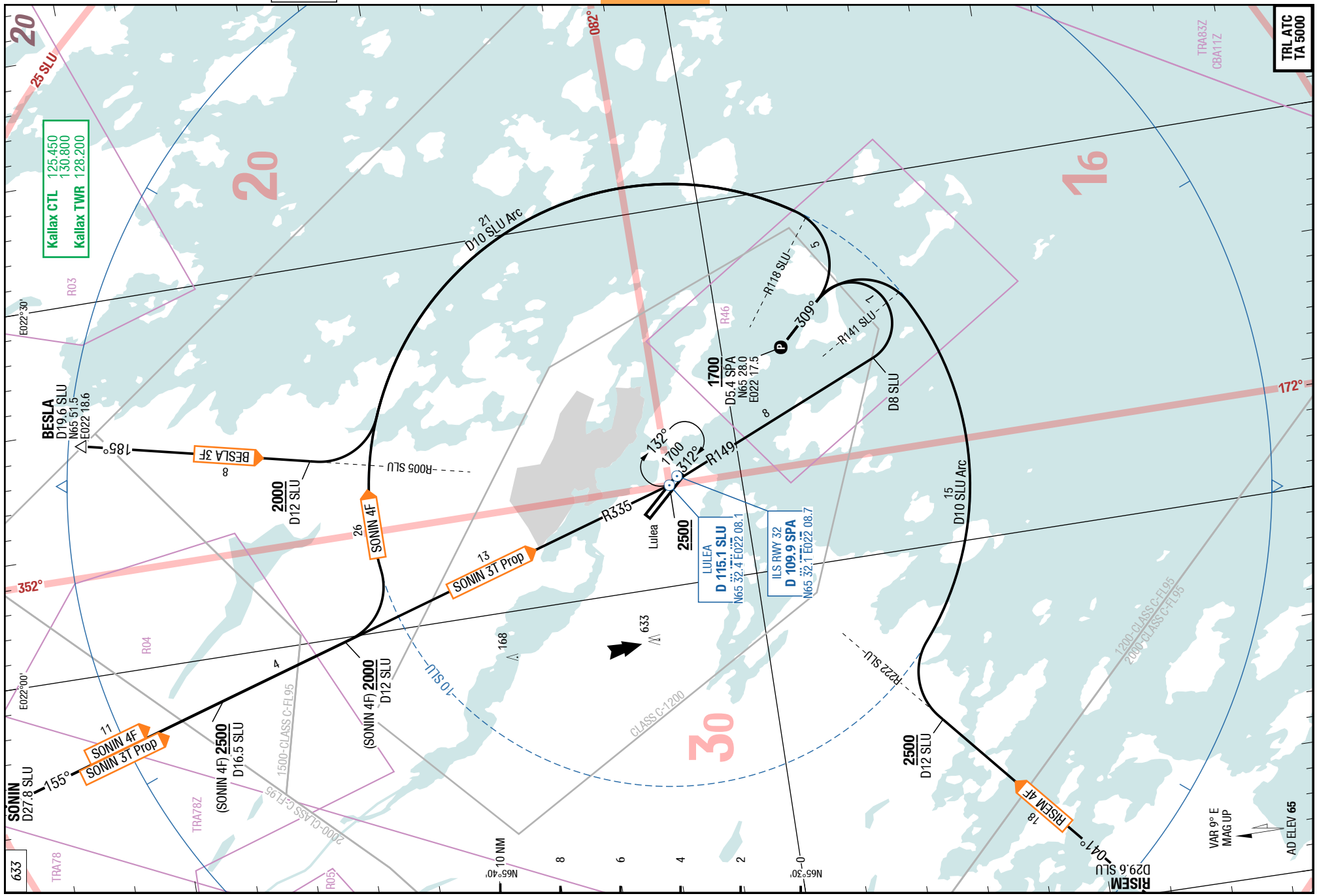
STARs RWY 14



Changes: Nil

Changes: HLDG



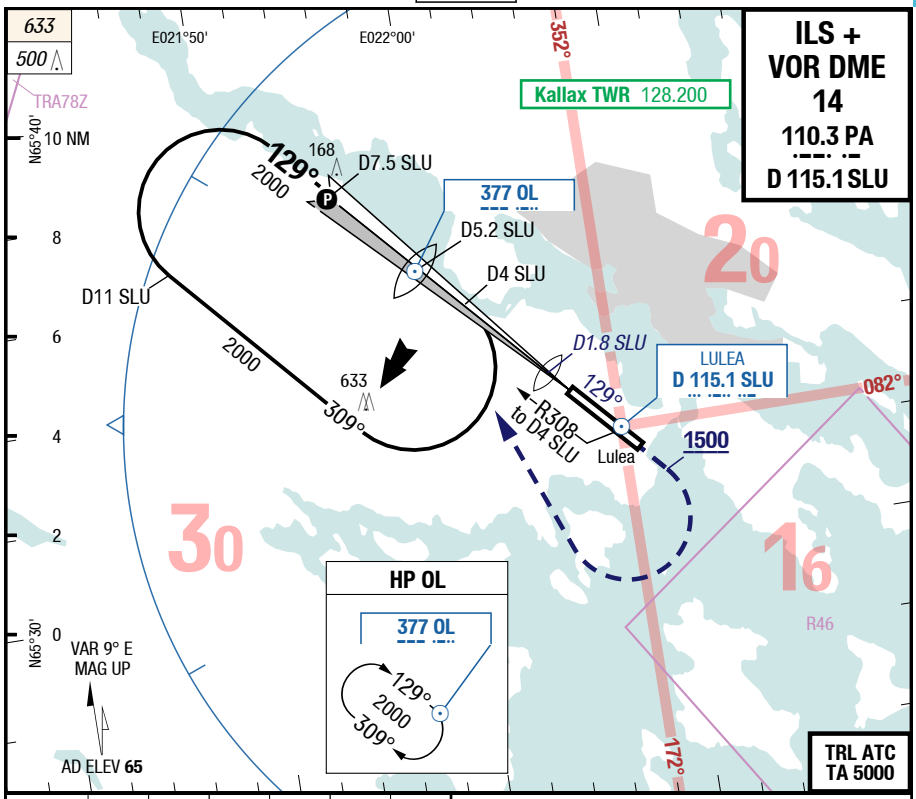


Changes: chart title, PROC, Note, HLDG, DIST

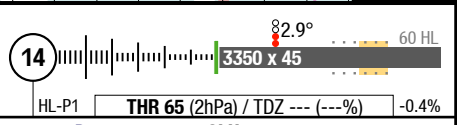
LLA-ESPA

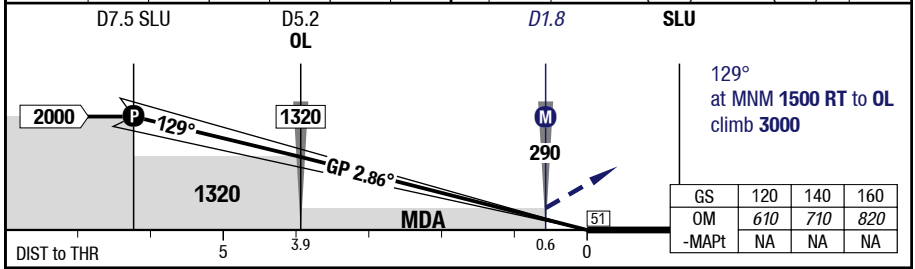
7-10

ILS + VOR DME 14



LOC 2.88° D SLU 129° RWY 128°	7.5	7	6	5	4	3
	2000	1870	1570	1260	950	650





GS	120	140	160
OM	610	710	820
-MAPt	NA	NA	NA

14		Cat 1 1) 2)	LOC DME SLU				Circling
C	ft - m/km ft	200 - 550 **270**	380 - 1.0 **440**				790 - 2.4V **850**
D	ft - m/km ft	200 - 550 **270**	380 - 1.0 **440**				970 - 3.6V **1030**

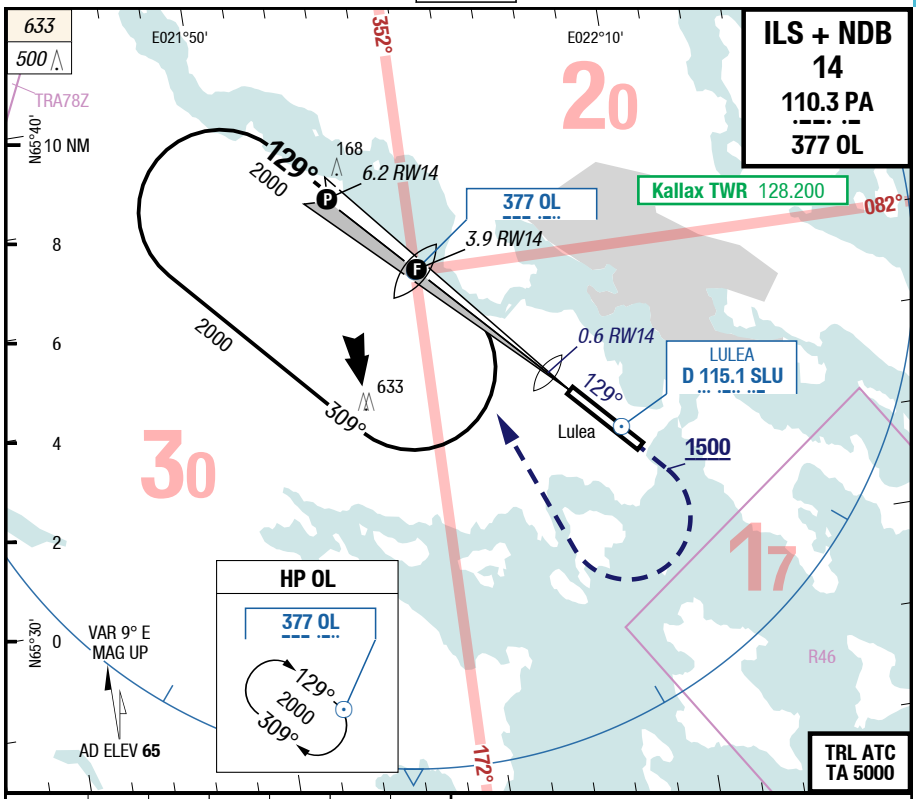
1) With EVS 550m
2) FD, AP or HGS required, else RVR 750m

Changes: HLDG

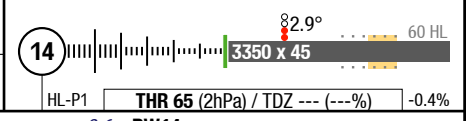
LLA-ESPA

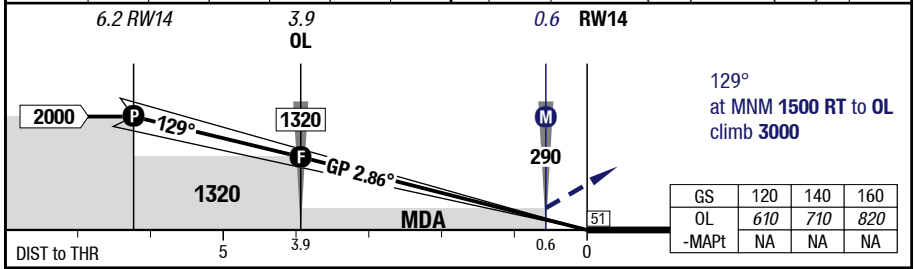
7-20

ILS + NDB 14



LOC 2.86°	6.2	6	5	4	3	2
RW14 129°	2000	1960	1650	1340	1040	730
RWY 128°						





GS	120	140	160
OL	610	710	820
-MAPt	NA	NA	NA

14		Cat 1 1) 2)	LOC NDB				Circling
C	ft - m/km ft	200 - 550 **270**	380 - 1.0 **440**				790 - 2.4V **850**
D	ft - m/km ft	200 - 550 **270**	380 - 1.0 **440**				970 - 3.6V **1030**

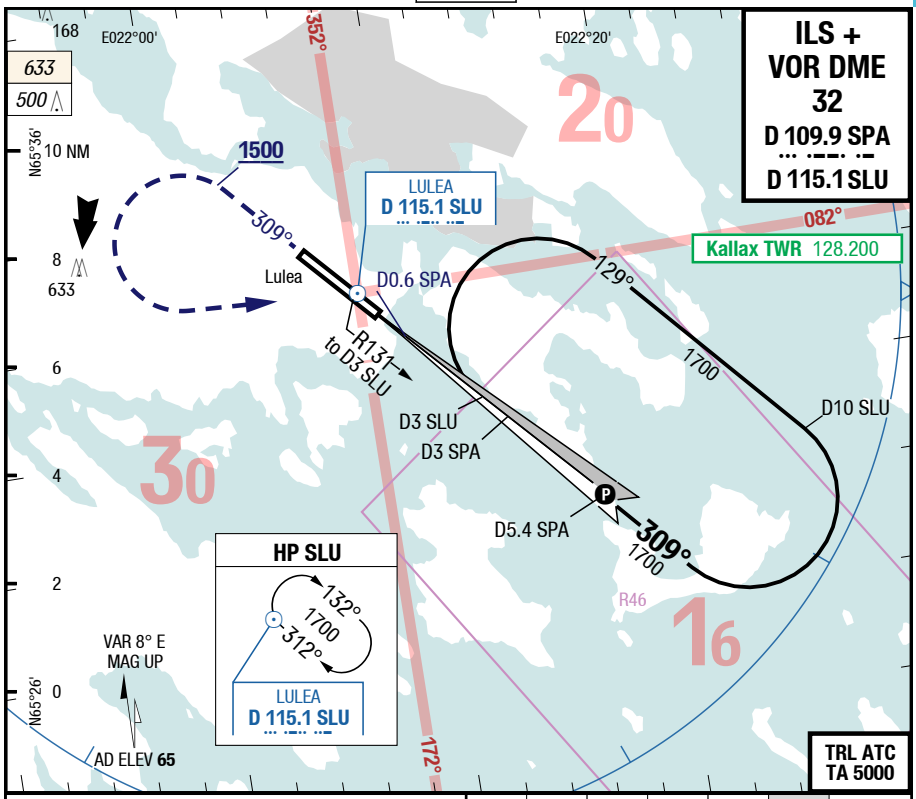
1) With EVS 550m
2) FD, AP or HGS required, else RVR 750m

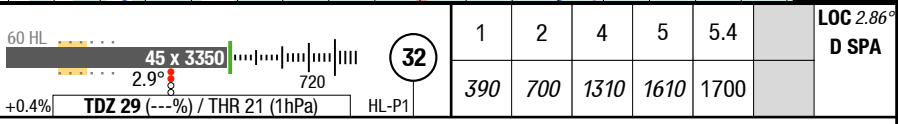
Changes: HLDG

LLA-ESPA

7-30

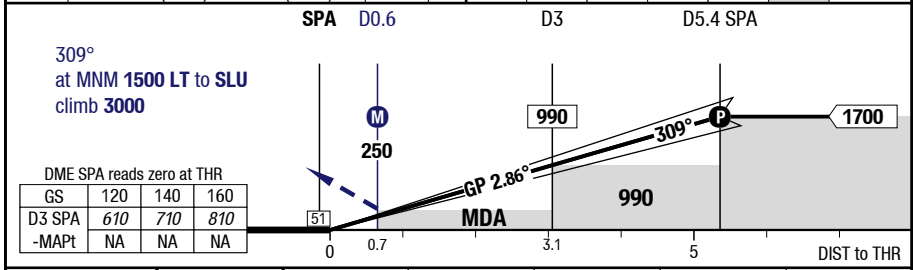
ILS + VOR DME 32





	1	2	4	5	5.4	
LOC 2.86° D SPA	390	700	1310	1610	1700	

SPA D0.6 D3 D5.4 SPA



32		Cat 2 DME 0_{TS}	Cat 1 DME L_{TS} 1)	Cat 1 DME 1) 2)	LOC DME		Circling
C	ft - m/km ft	100 - 450R **112** RA	200 - 450 **230**	200 - 550 **230**	330 - 800 **350**		790 - 2.4V **850**
D	ft - m/km ft	100 - 450R **112** RA	200 - 450 **230**	200 - 550 **230**	330 - 800 **350**		970 - 3.6V **1030**

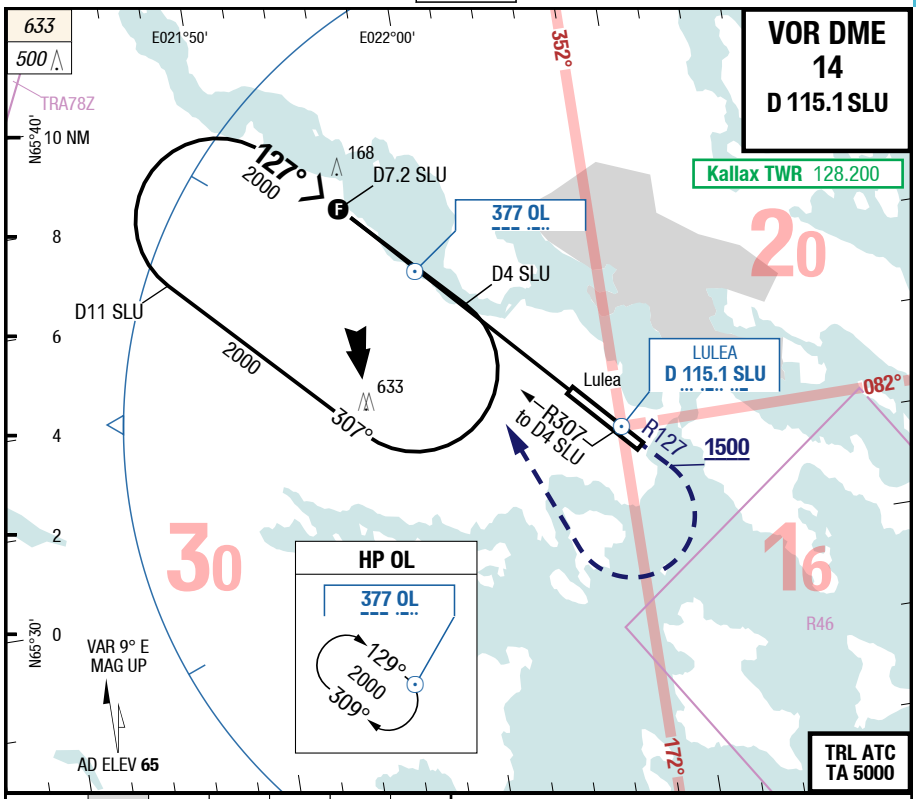
1) With EVS 350m
2) FD, AP or HGS required, else RVR 750m

Changes: Nil

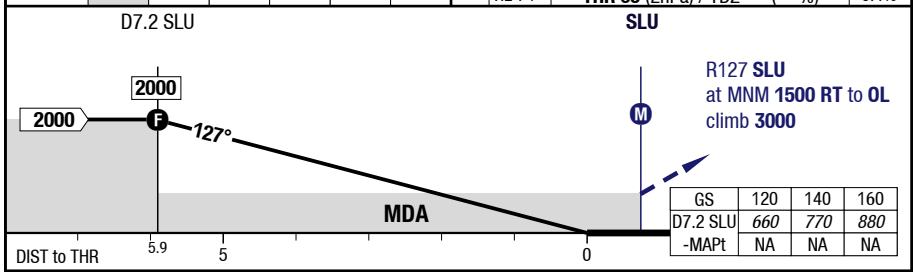
LLA-ESPA

7-40

VOR DME 14



3.10°		7.2	6	5	4	3
D SLU						
127°		2000	1680	1350	1020	690
RWY 128°						



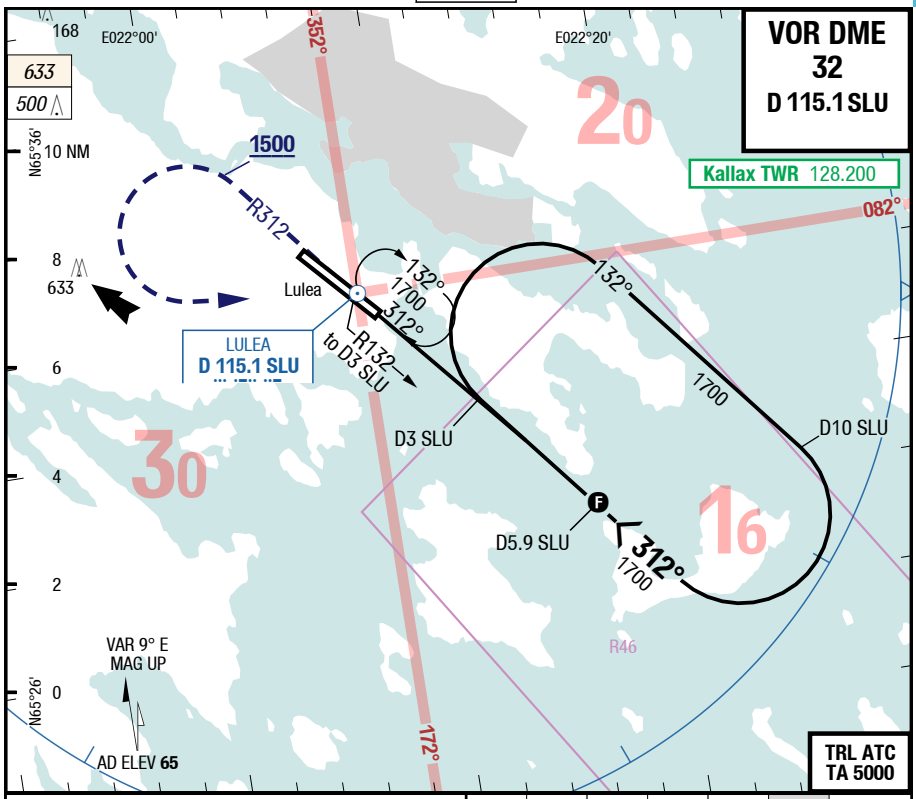
GS	120	140	160
D7.2 SLU	660	770	880
-MAPt	NA	NA	NA

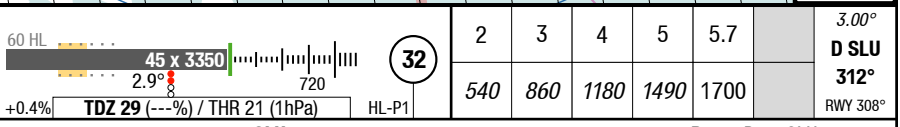
14		VOR DME					Circling
C	ft - m/km ft	400 - 1.1 **460**					790 - 2.4V **850**
D	ft - m/km ft	400 - 1.1 **460**					970 - 3.6V **1030**

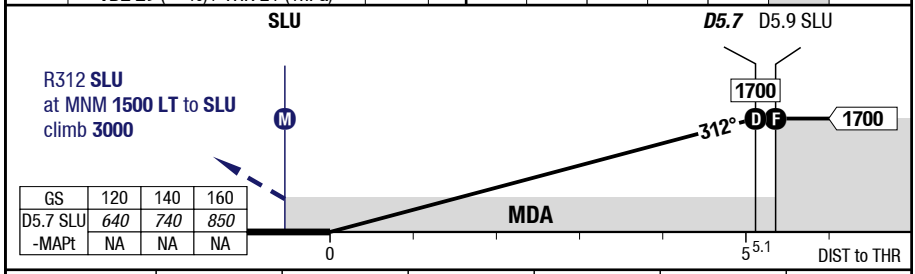
Changes: HLDG

LLA-ESPA

VOR DME 32







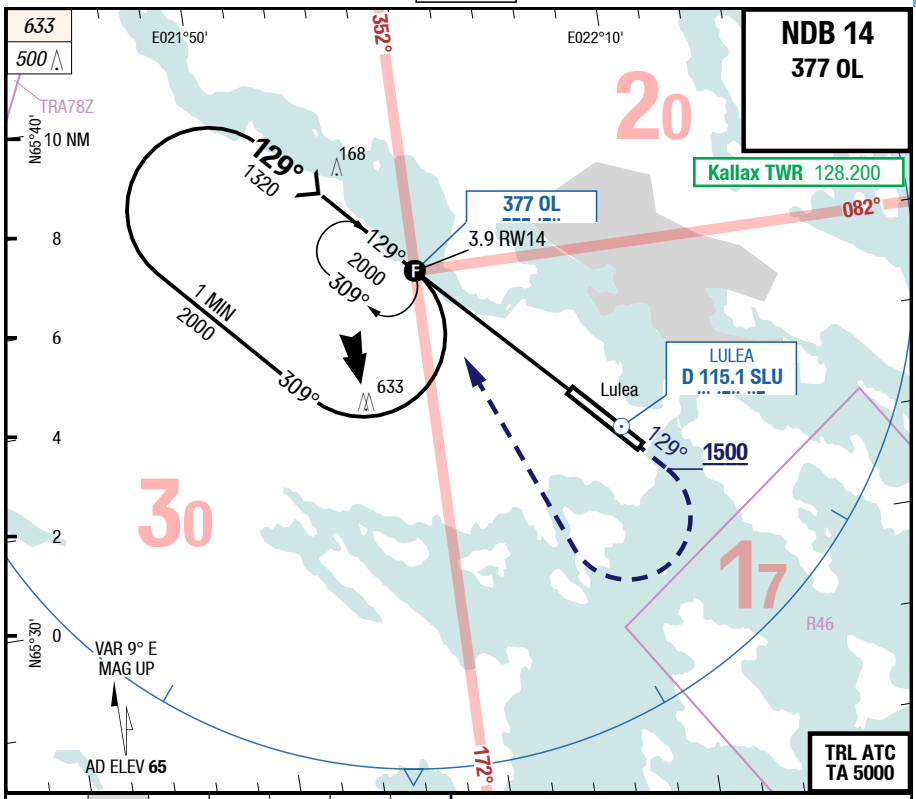
32		VOR DME					Circling
C	ft - m/km ft	380 - 1.0 **400**					790 - 2.4V **850**
D	ft - m/km ft	380 - 1.0 **400**					970 - 3.6V **1030**

Changes: Nil

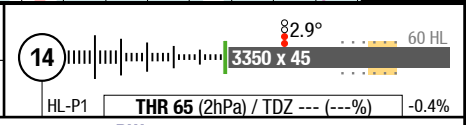
LLA-ESPA

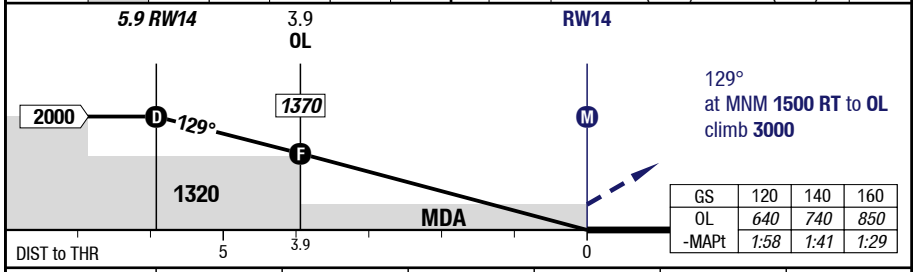
7-60

NDB 14



3.00° RW14 129° RWY 128°		5.9	5	4	3	2
		2000	1710	1390	1070	760





GS	120	140	160
OL	*640*	*740*	*850*
-MAPt	*1:58*	*1:41*	*1:29*

14		NDB					Circling
C	ft - m/km ft	440 - 1.3 **500**					790 - 2.4V **850**
D	ft - m/km ft	440 - 1.3 **500**					970 - 3.6V **1030**

Changes: HLDG

28-JAN-2016

LLA-ESPA

8-10

Sweden **Lulea** Kallax

NIL

MRC

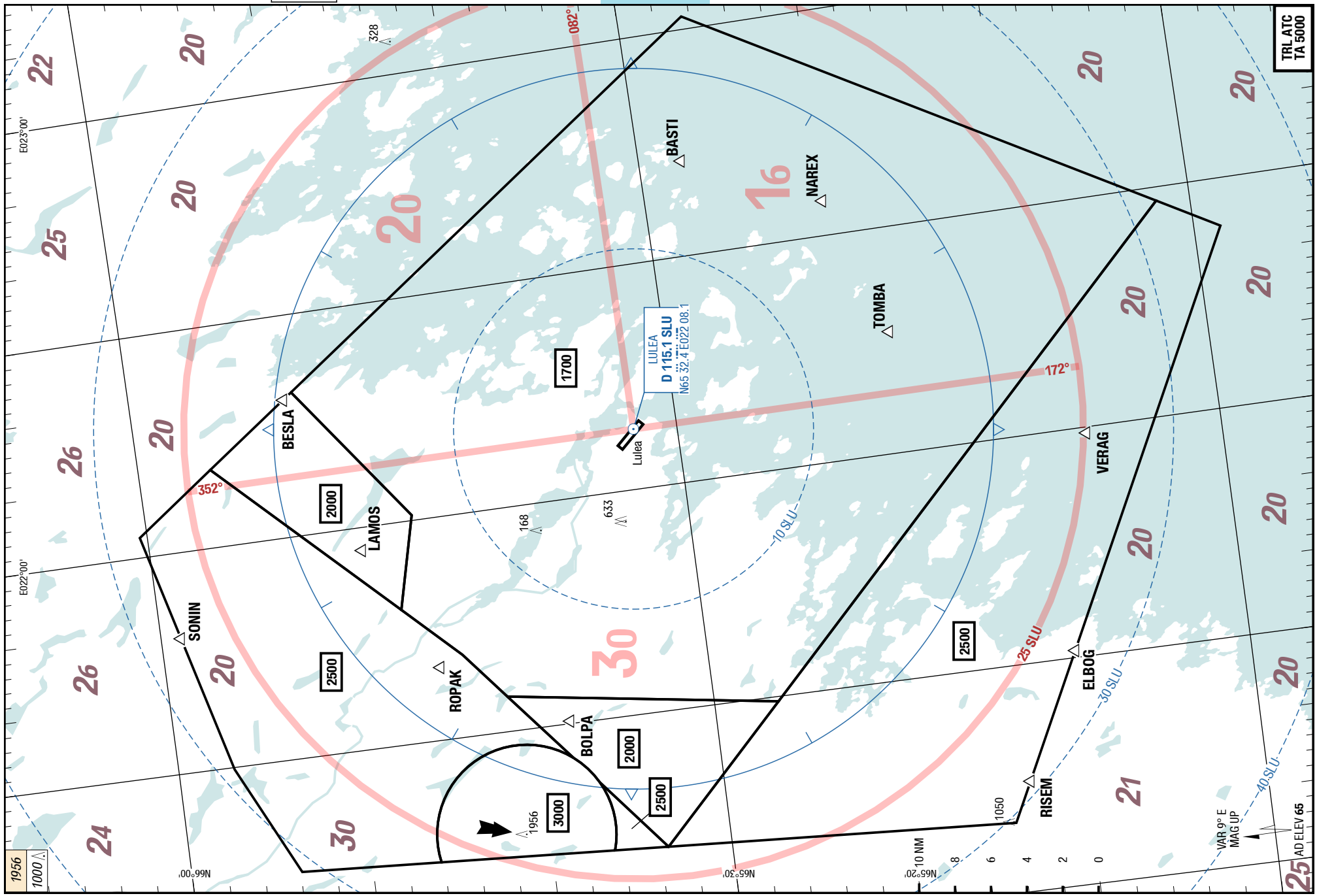
MRC

MRC

Kallax **Lulea** Sweden

NIL

MRC



Changes: VAR, OBST