

**GENERAL****Operational Hours****ATS Hours / AD OPS Hours:** See NOTAM**AD ADMIN Hours:** MON-FRI 0800-1600±**Airport Information****RFF:** CAT 6 (SKED TFC), other O/R**PCN:** RWY 03/21: 60/F/B/X/T**Customs:** O/R**Operation****Low Visibility Procedure**

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

ACFT shall report RWY vacated at stand on APN.

Only one ACFT is allowed on the manoeuvring area.

**TWY Restriction**

TWY Y MAX wingspan 49m / 161ft.

**ARRIVAL****Arrival Procedure****Non-standard GP Intercept Position on RWY 21**

GP intercept RWY 21 at 342m / 1121ft after landing threshold.

Remaining LDG DIST beyond GP is 2160m / 7088ft.

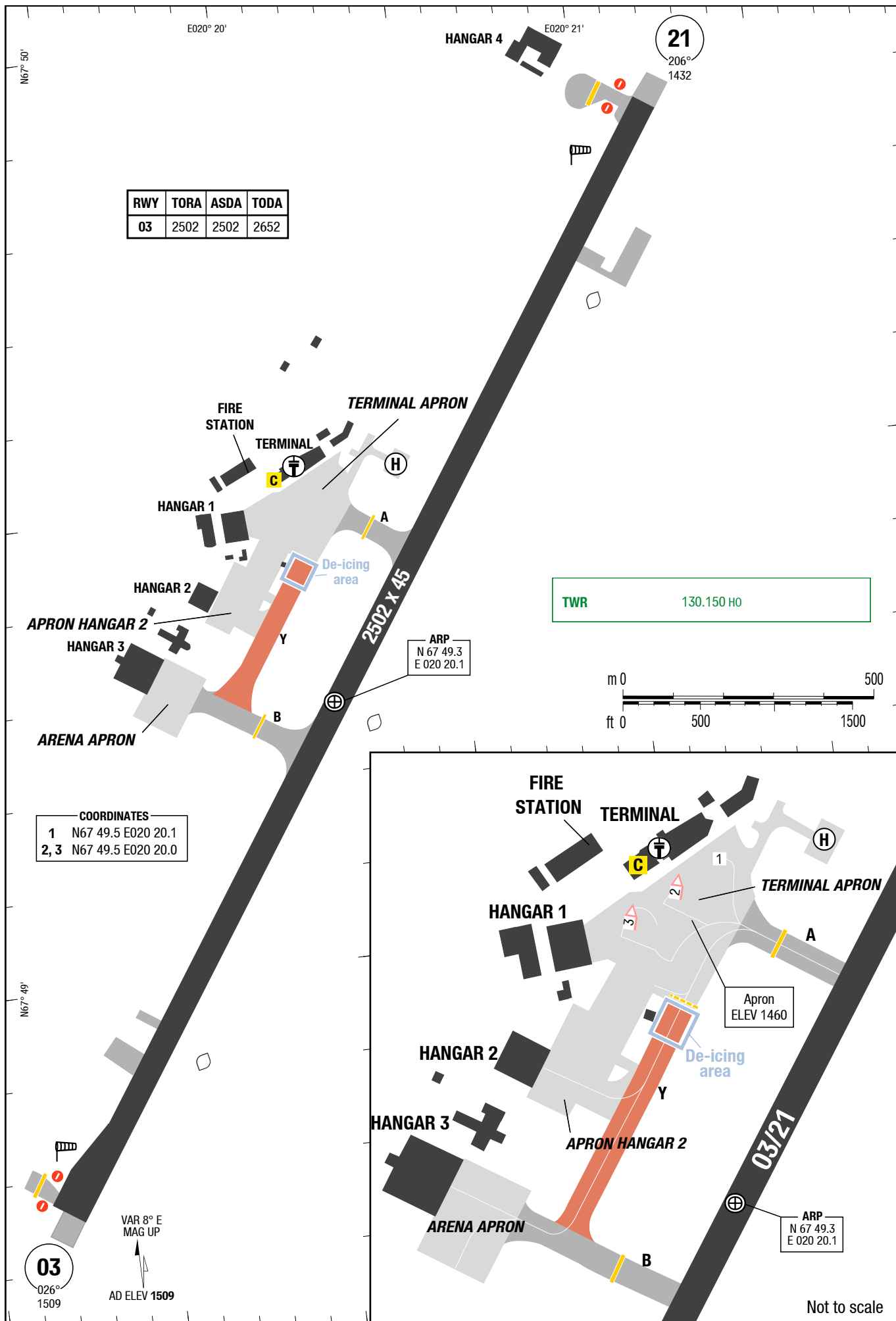
**DEPARTURE****Take-off Minima**

RWY		03/21	
All ACFT	ft - m/km	0 - 300R/300V	-

**De-icing**

O/R





**KRN-ESNQ**

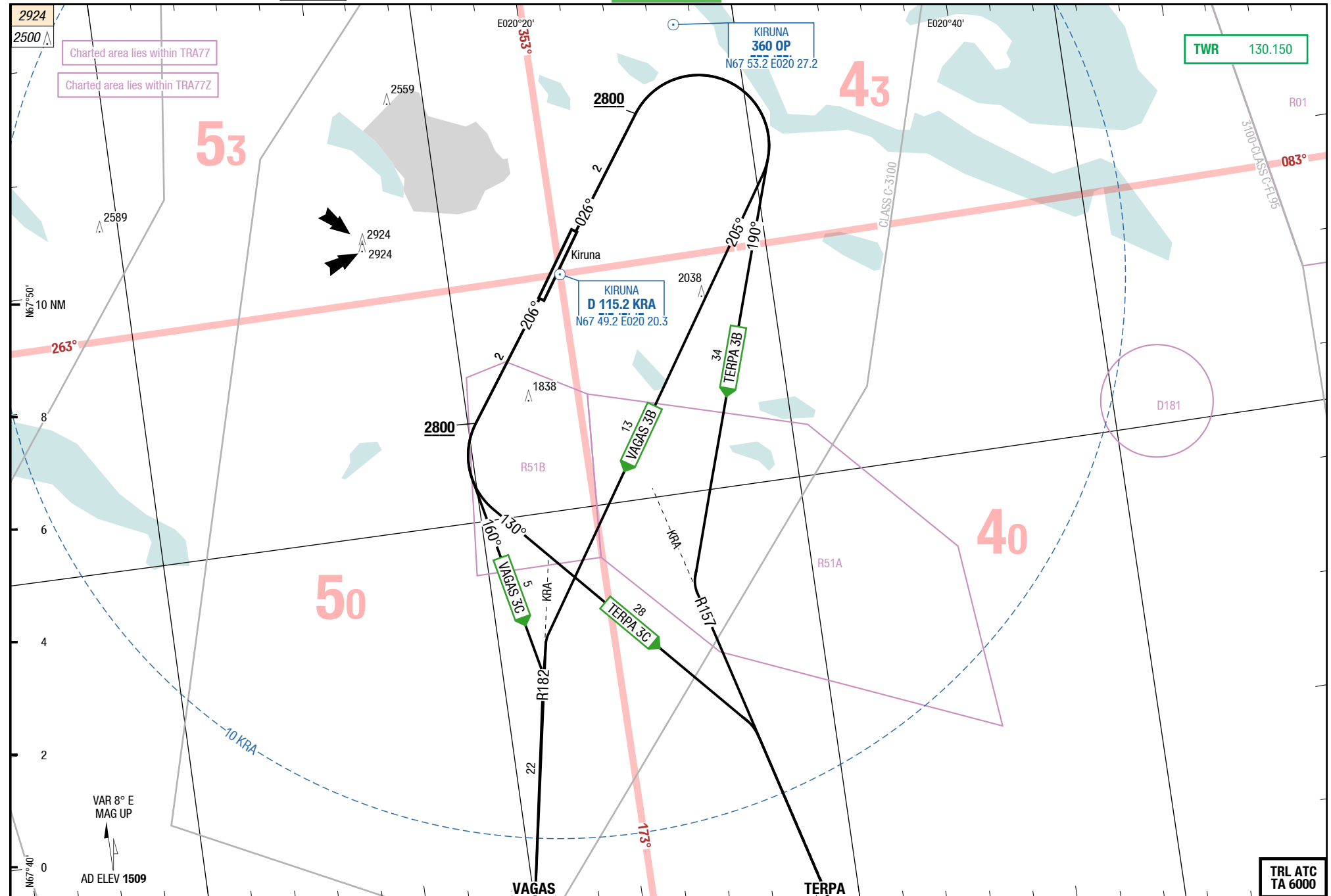
**SIDs**

SID

SID

**SIDs**

**4-10**



Changes: MSA, SUAs, OBST

TRL ATC  
TA 6000

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**TERPA 3B / TERPA 3C / VAGAS 3B / VAGAS 3C**

RWYs 03 (026°) / 21 (206°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 03</b>	
<b>TERPA 3B</b> <b>130.150</b>	at MNM 2800 RT 190° - intercept R157 <b>KRA</b> to TERPA	
<b>VAGAS 3B</b> <b>130.150</b>	at MNM 2800 RT 205° - intercept R182 <b>KRA</b> to VAGAS	
	<b>Runway 21</b>	
<b>TERPA 3C</b> <b>130.150</b>	at MNM 2800 LT 130° - intercept R157 <b>KRA</b> to TERPA	
<b>VAGAS 3C</b> <b>130.150</b>	at MNM 2800 LT 160° - intercept R182 <b>KRA</b> to VAGAS	

DEPARTURES								
		GS	120	150	180	210	240	270
	3.9%	ft/MIN	500	600	800	900	1000	1100
RWY	Routing							
OMNIDIRECTIONAL DEP	<b>RWY 03</b> 026° - climb straight ahead to MNM turning ALT <b>2800</b> continue climb to appropriate MSA.							
	<b>RWY 21</b> 3.9 % to <b>2800</b> 206° - climb straight ahead to MNM turning ALT <b>2800</b> continue climb to appropriate MSA.							

Effective 16-AUG-2018

09-AUG-2018

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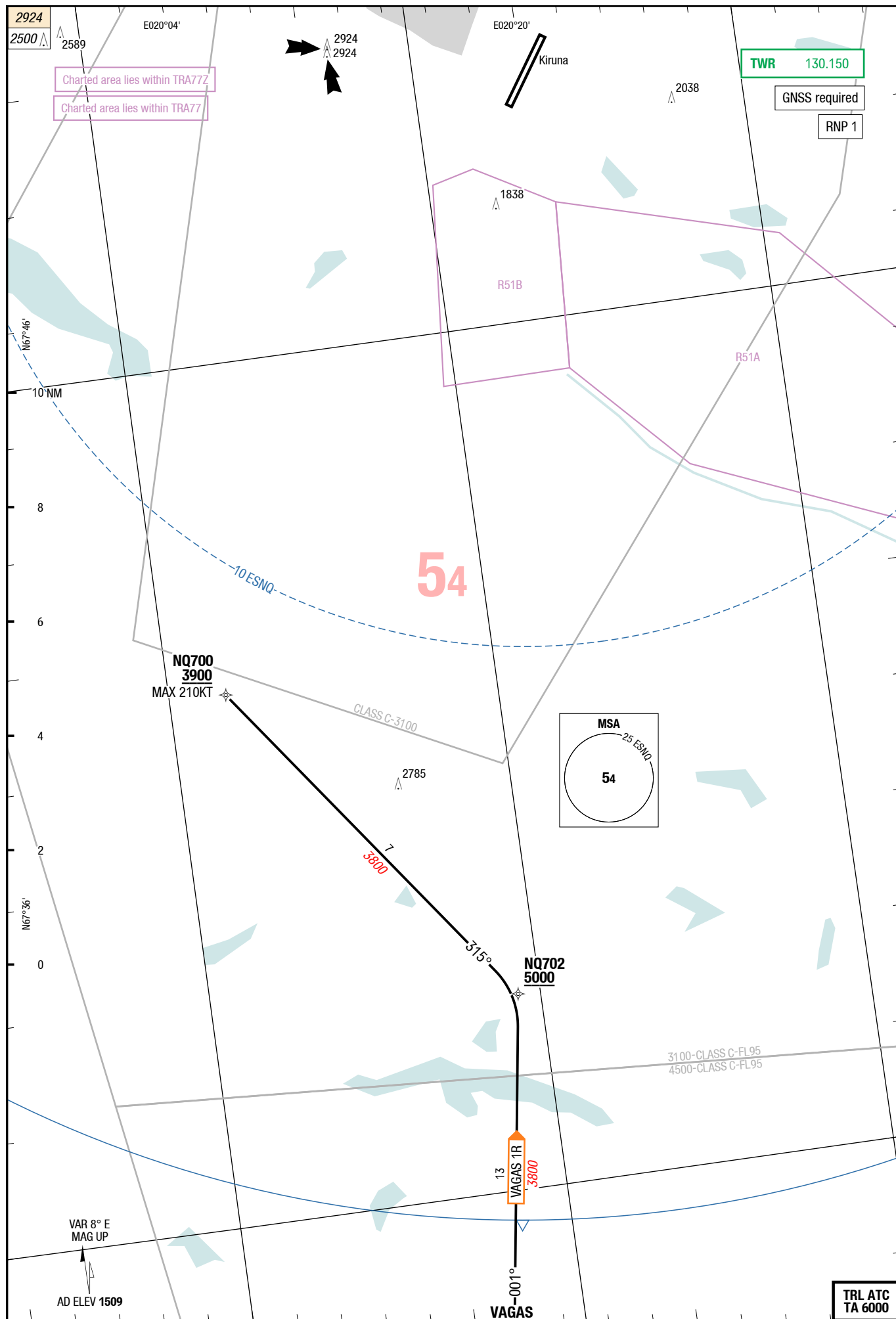
6-10

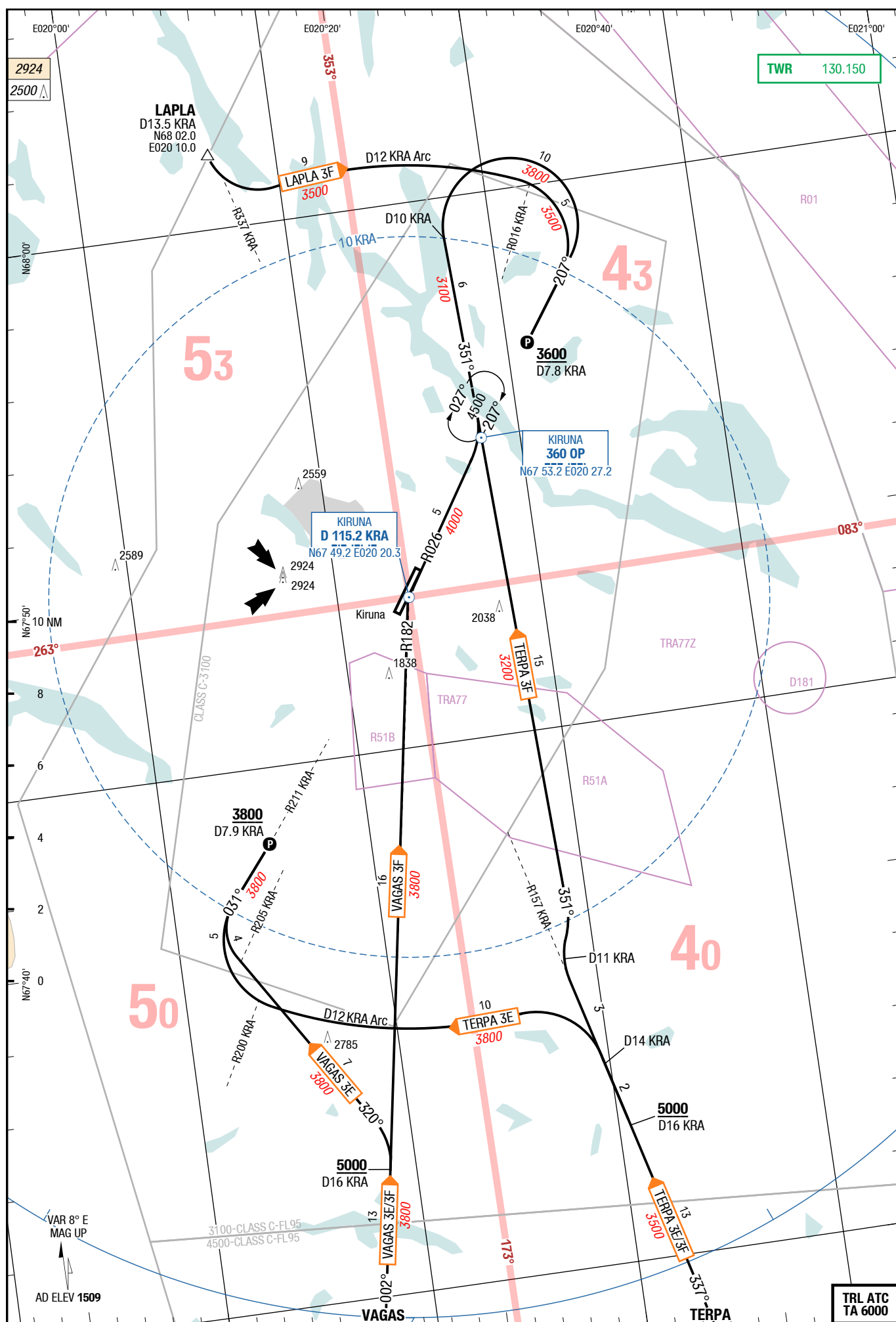
Sweden Kiruna  
STARS  
VAGAS 1R RNP

STAR

STAR

Kiruna Sweden  
STARS  
VAGAS 1R RNP



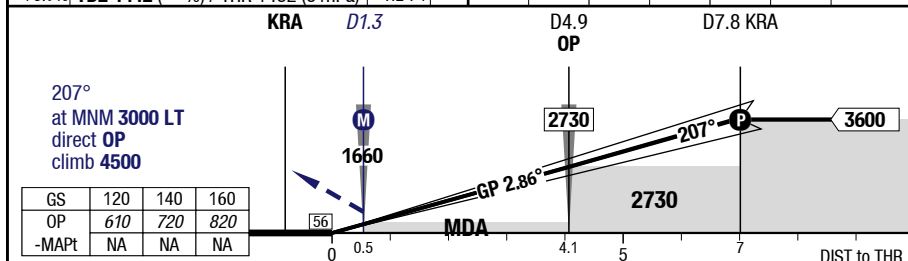
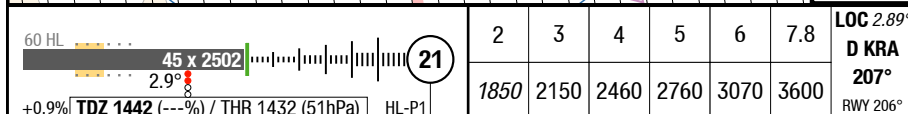
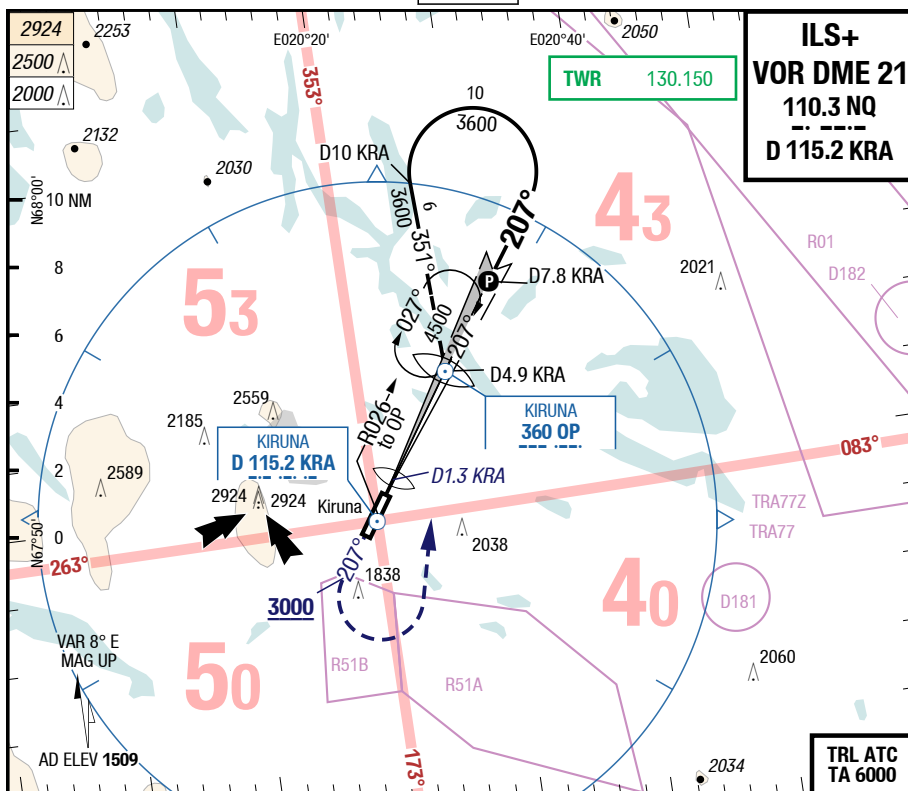




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7-10

ILS + VOR DME 21



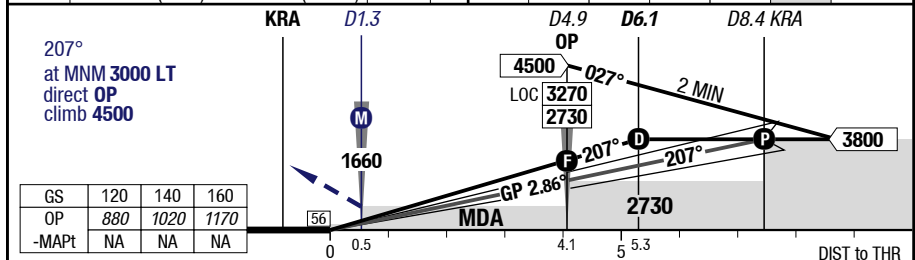
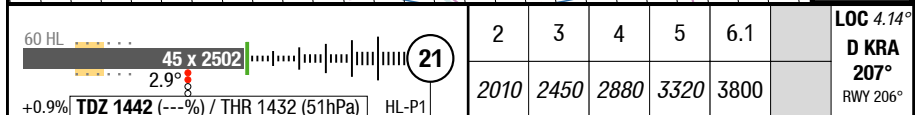
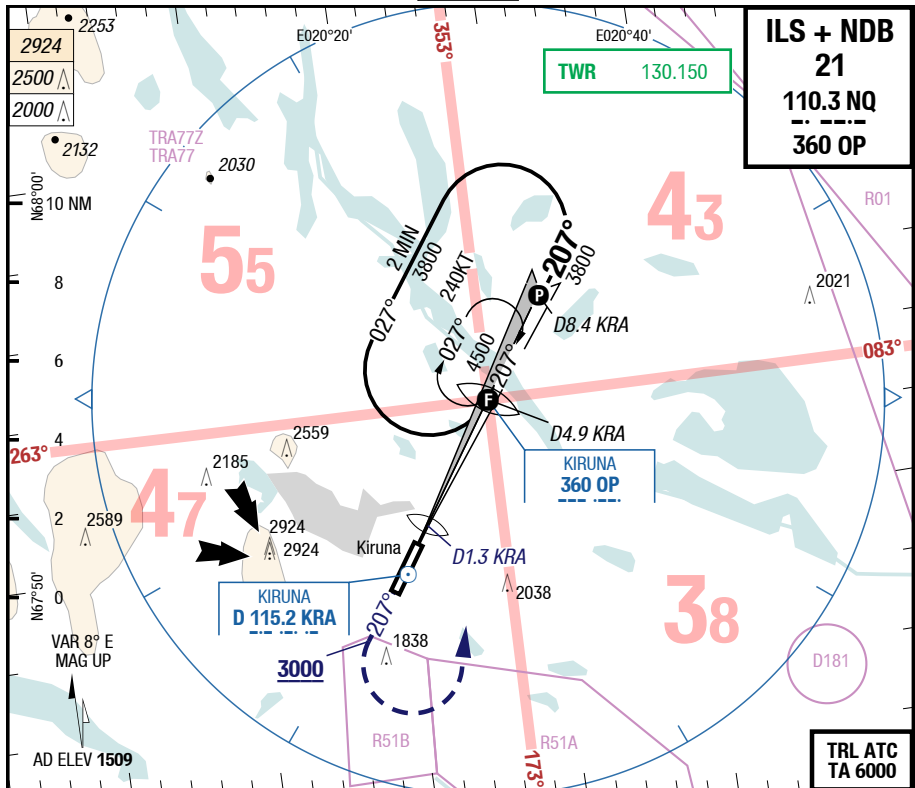
21		Cat 1 1) 2) 3)	LOC DME KRA		Circling Total Area	Circling SE of RWY
C	ft - m/km ft	200 - 550 1650	250 - 750 1700		1820 - 2.4V 3320	940 - 2.4V 2440
D	ft - m/km ft	200 - 550 1650	250 - 750 1700		1820 - 3.6V 3320	940 - 3.6V 2440

1) Snow conditions during winter may cause GP to vary between 2.86°-3.10° 2) FD, AP or HGS required, else RVR 750m 3) With EVS 550m, wo EVS use STD

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7-20

ILS + NDB 21



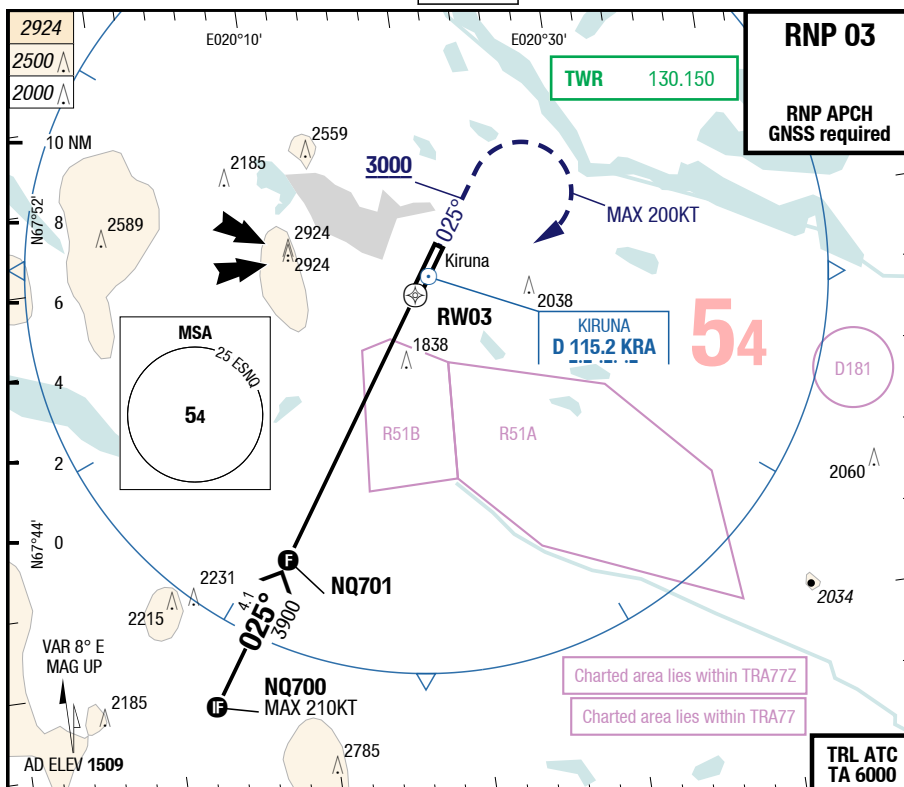
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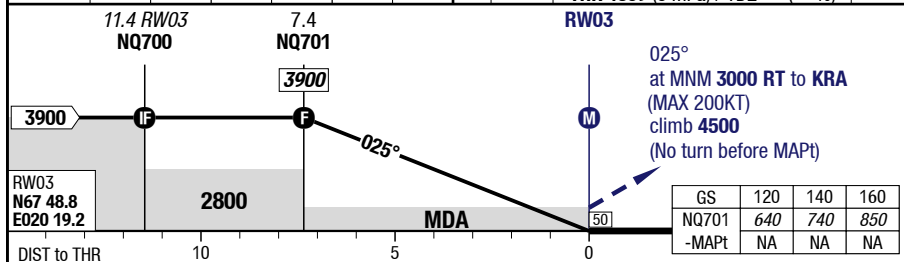
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7-30

RNP 03



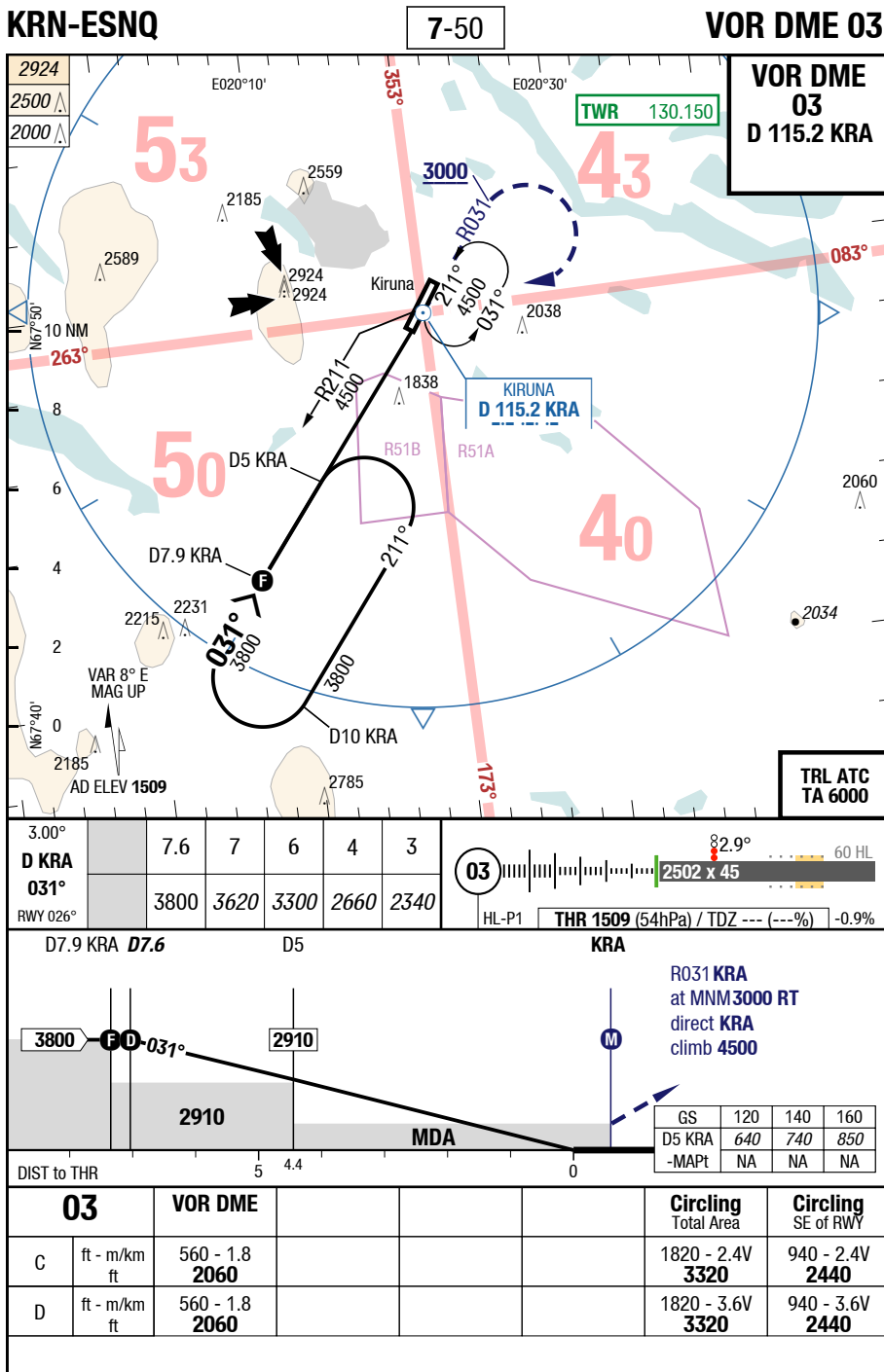
3.00°	7.4	6	5	4	3	2	03	82.9°	60 HL
<b>RW03</b>									
<b>025°</b>									
<b>RWY 026°</b>	3900	3470	3160	2840	2520	2200		2502 x 45	
	HL-P1						<b>THR 1509</b> (54hPa) / TDZ --- (---%)	-0.9%	

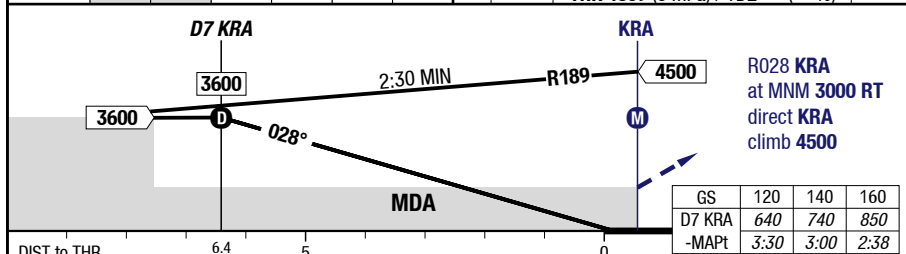
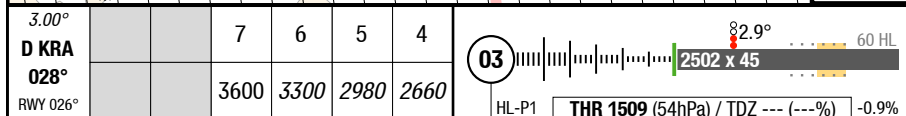
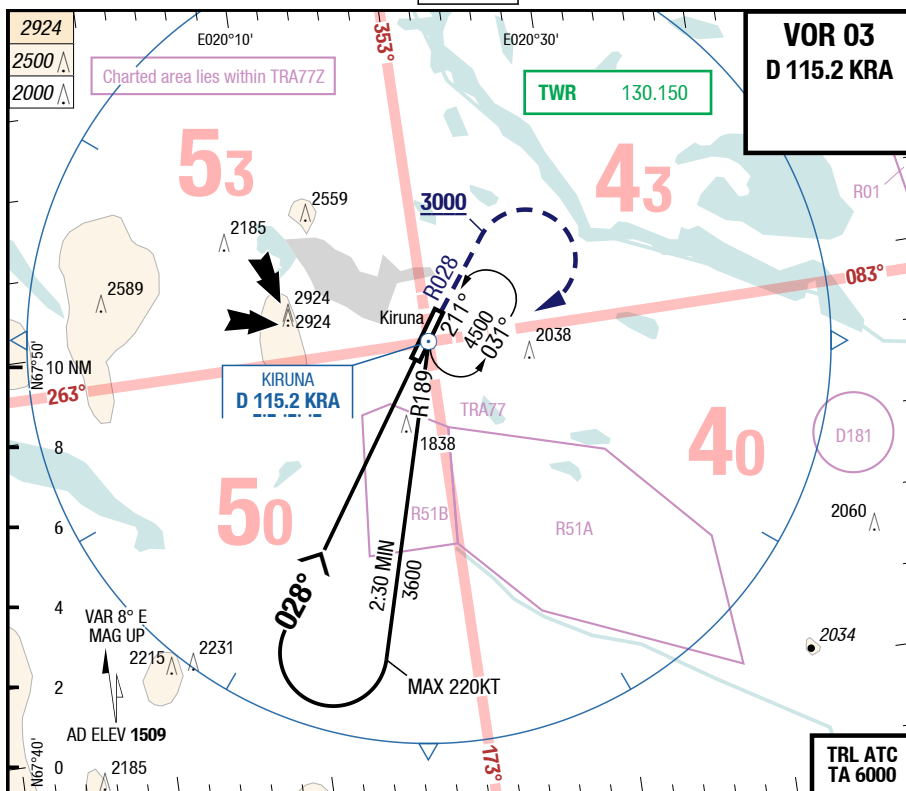


<b>03</b>		<b>RNP</b> VNAV 1) 2)	<b>RNP</b> LNAV			<b>Circling</b>
<b>C</b>	ft - m/km ft	500 - 1.5 2000	570 - 1.9 2070			1840 - 2.4V 3340
<b>D</b>	ft - m/km ft	500 - 1.5 2000	570 - 1.9 2070			1840 - 3.6V 3340

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

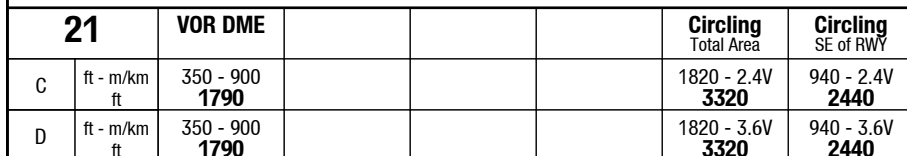
2) With EVS 1.0km





<b>03</b>		<b>VOR</b>				<b>Circling</b> Total Area	<b>Circling</b> SE of RWY
C	ft - m/km ft	860 - 2.4 <b>2360</b>				1820 - 2.4V <b>3320</b>	940 - 2.4V <b>2440</b>
D	ft - m/km ft	860 - 2.4 <b>2360</b>				1820 - 3.6V <b>3320</b>	940 - 3.6V <b>2440</b>

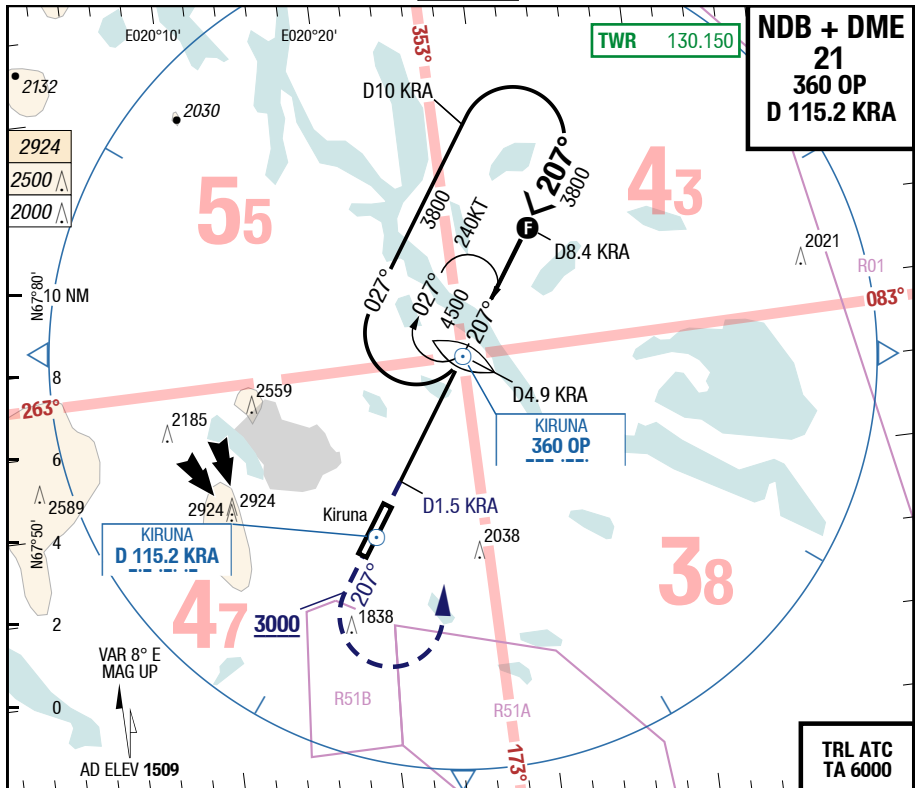
## VOR DME 21



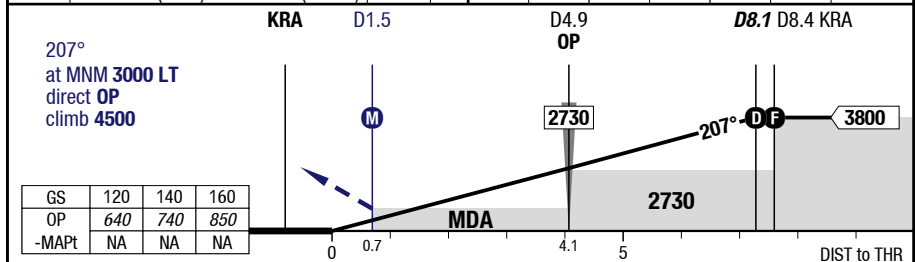
KRN-ESNQ

7-80

NDB + DME 21

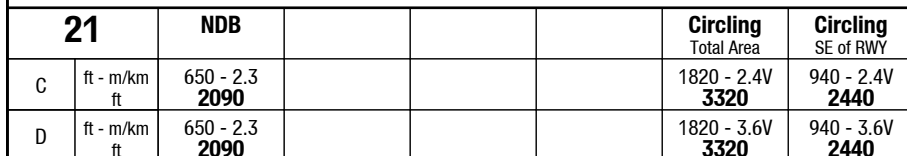


60 HL	45 x 2502	2.9°	21	3	4	5	6	7	8.1	3.00°
+0.9%	TDZ 1442 (---%) / THR 1432 (51hPa)	HL-P1		2180	2500	2820	3140	3460	3800	D KRA 207° RWY 206°



21	NDB DME	KRA				Circling	Circling
						Total Area	SE of RWY
C	ft - m/km	520 - 1.6				1820 - 2.4V	940 - 2.4V
	ft	1960				3320	2440
D	ft - m/km	520 - 1.6				1820 - 3.6V	940 - 3.6V
	ft	1960				3320	2440

## NDB 21





Effective 16-AUG-2018

09-AUG-2018

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8-10

Sweden Kiruna

NIL

MRC

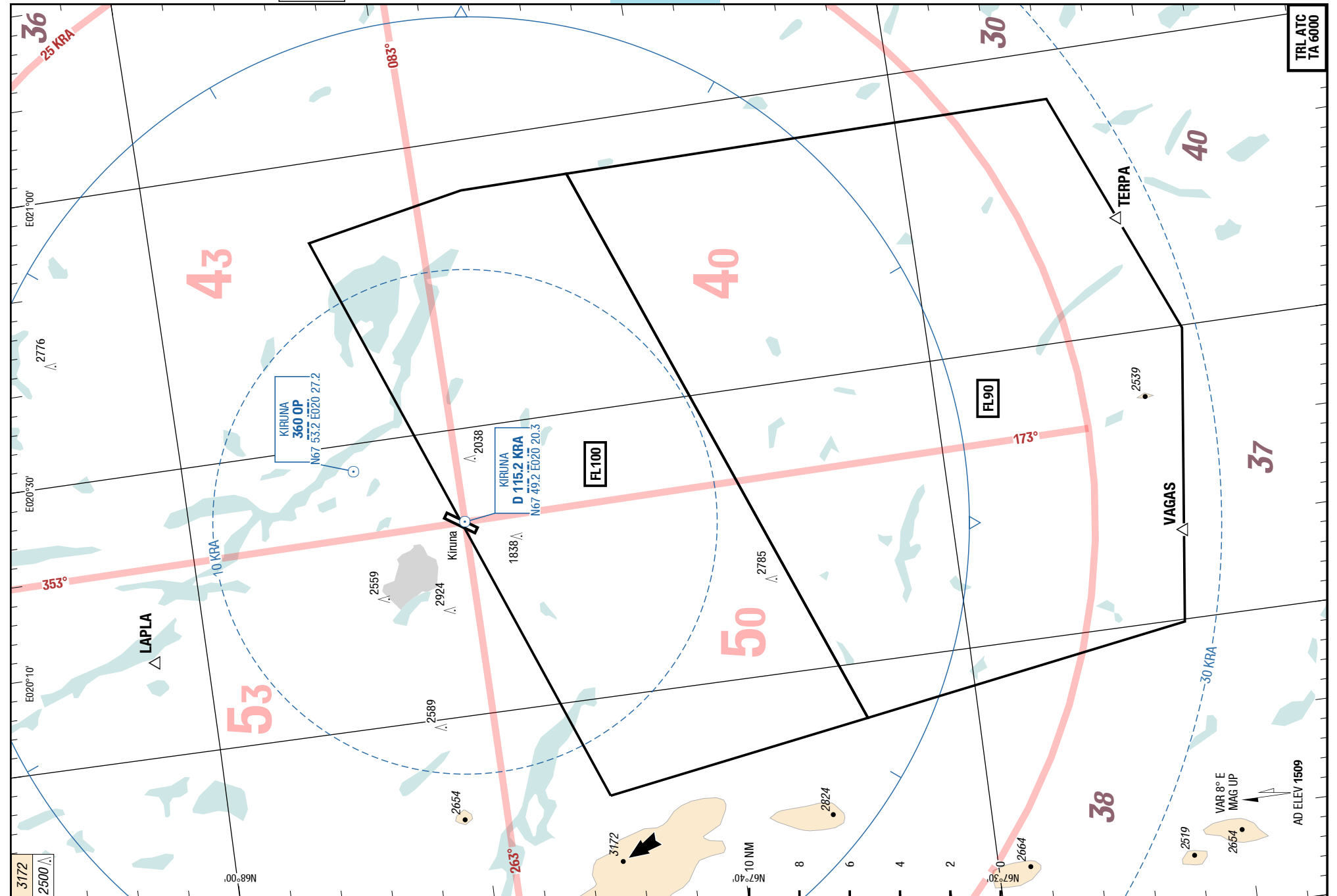
MRC

MRC

Kiruna Sweden

NIL

MRC



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Changes: MGA, MSA, OBST