Airport Briefings

- ESSA - Stockholm/Arlanda
- ESGG - Göteborg/Landvetter
- ESPA - Luleå/Kallax
- ESPE - Vidsel
- ESNQ - Kiruna

ESSA - Stockholm/Arlanda

Overview

Stockholm Arlanda Airport is Stockholm’s main airport and the largest and busiest airport in Sweden. It is located around 40 km north of the city of Stockholm. The airport was officially opened in 1962, although the first aircraft had landed there several years earlier. Arlanda is serviced by over 70 airlines with around 170 destinations. Around 26 million people pass through the airport annually. Arlanda is also an important cargo hub.

Arlanda originally had two runways (01/19 and 08/26). A third runway, 01R/19L, was opened in 2003 to the east of the airport.

Airport Charts

Parking stands

Available stands

https://stands.vatsim-scandinavia.org/?icao=ESSAframeless=true

Stand allocation - Who parks where

Who parks where - Arlanda airport website

The airport website shows the real gate for each **DEPARTING** and **ARRIVING** flight.

- **Terminal 2** (Stand 62-68) - Schengen and non-Schengen
- **Terminal 3** (Stand 52-60A) - Domestic turboprops
- **Terminal 5**
  - Stand 31-44 - Schengen
  - Stand 1-20 and F28-F44 - Schengen and non-Schengen
- Apron E (Stand 101-119) - Remote stands and long-term parking

- Apron G (Stand G141-G149) - Remote stands for smaller aircraft (turboprops/CRJ)
- Apron H - SAS Maintenance and long-term parking
- Apron J - VIP and Ambulance flights
- Apron K (Stand K1-K5) - Large GA, VIP flights and long-term parking
- Apron L - Patria Helicopters (maintenance facility, helicopters refuelling when ESSB closed)
- **Apron R** (Stand R3-R10) - Cargo flights
- Apron S - Small GA, cargo and small turboprops

Operations with large aircraft

Aircraft with wingspan more than 65 m (e.g. A388, A124, A225, B748, A345/6, B779 and C5/5M).

A388, A124, B748, A345/6, C5/5M

- **Landing:** RWY 01L/19R or 26 shall be used.
  - RWY exit Y1, Y9, Y10 or X2 shall be used.
- **Take-off:** RWY 01L/19R shall be used.
  - RWY entry Y1, Y9 and Y10 shall be used.
- **Taxiing:** TWY Y, PA, X (Y-ZQ) and U (Y-EA) shall be used.
- **Parking** at stand F36R, 104, R9 or R10.

A225

- **Landing/take-off:** RWY 01L/19R shall be used.
  - RWY exit/entry Y1 or Y10 shall be used.
- **Taxiing:** TWY Y, U and UE shall be used.
- **Parking** at stand R9 or R10.

IFR Clearance

> At first contact with Clearance Delivery state type of aircraft, stand number and latest received ATIS transmission including identification letter and QNH.

- **If a different runway than the runway-in-use is required** for performance reasons, this request shall be made in connection with the request for IFR clearance.

- **If unable to follow FMS/RNAV SID**, inform ATC when requesting clearance. Expect to be assigned a SID and to follow the “unable RNAV SID instruction” given in the SID chart.

SID Assignment

> Unless otherwise instructed, **aircraft cleared via SID shall climb to 5000 ft.**

> Some SID designators are based on a point just before the first flight planned point. For example, if flight planned via ARS and departing RWY 19L the SID could be ARS 5E or ROKNI 5Q. Be careful to fly the correct departure.

Low speed departures

Between 0600 and 2200 local time, low speed aircraft (including most propeller driven aircraft, but exccluding some faster types such as Saab 2000, and Dash 8-Q400 among others) are normally cleared via radar vectoring **with initial climb clearance to 3000 ft** instead of SID, or via HAPZI SID when RWY 19R is in use.

Startup approval

When simulating A-CDM departure procedures, Clearance Delivery will give a Target Startup Approval Time or TSAT. Report ready to Clearance Delivery within TSAT +/- 5 minutes. Clearance Delivery will give instruction to contact the appropriate Ground frequency. Ground will give approval for startup, and for push-back where required.

Push-back

Push-back is generally required for all jet aircraft, unless parked at Terminal 3, Apron R stand R9C, Apron G stand G149 or Apron S stand S71-S79.

Push-back procedure charts available from the Arlanda airport website

> If using GSX with an appropriate config file for ESSA, GSX will push you to the standard positions according to the document above.

Use of transponder

The assigned transponder code shall be selected and the transponder activated at the request for push-back. After landing, the transponder shall remain activated until reaching the parking stand and be switched to standby immediately after parking.

De-icing

De-icing is normally performed before push-back, except for traffic from terminal 2 where it is done after push-back before taxi.

Taxi

> Unless otherwise instructed by ATC, the standard taxi routes shall be followed.

> After landing: If no taxi instructions have been received, **make sure you have fully vacated the runway,** and hold before the first parallel taxiway and wait for taxi instructions.

Overview of standard taxi procedures

Refer to **airport charts** (Aerodrome ground movement chart/DEPARTURE or ARRIVAL) for actual procedures.

> Taxi clearances will normally not include the complete taxi route, as pilots are expected to follow the standard taxi routes. When RWY 01R/19L is in use, pilots will be instructed to use TWY W or U.

Take-off and climb

> Unless otherwise instructed, **aircraft cleared via SID shall climb to 5000 ft.**

Contact Stockholm Control when instructed by TWR. On initial contact with Stockholm Control report altitude to verify transponder Mode C readout.

STAR

> Observe the maximum flight levels at the TMA entry points.

Plan your descent into Stockholm TMA according to the level restrictions depicted on the STAR charts.

Speed restrictions

Maximum speed in Stockholm TMA below FL100 is 250 knots, unless otherwise instructed by ATC.

> Aircraft shall maintain minimum 160 knots until OM or 4 NM final or advise ATC if unable.

RNP approaches

Curved (RNP AR) and straight RNP approaches are available on request.

Independent parallel approaches

Independent parallel approaches at ESSA are carried out using the Established on RNP concept. This means ILS approaches are conducted on the "main" landing runway (01R/19L) while RNP AR approaches are conducted independently on the parallel runway (01L/19R).

RNP AR capable aircraft will be identified to ATC by the ICAO PBN “T1” code on the flight plan. Aircraft that have filed “T1” are expected to have RNP AR capability. If this is not the case, flight crew shall inform ATC as soon as possible and can expect an ILS approach.

ATIS will indicate when simultaneous independent parallel runway operations are in effect.

Operational requirements

- The RNP AR approach shall be flown from the IAF published on each RNP AR procedure.
- The RNP AR approach shall be flown using autopilot.

- When cleared for an RNP AR approach, the aircraft shall report “ESTABLISHED” on the approach procedure before reaching the intermediate approach fix (IF). Once established, the aircraft will be considered separated from aircraft conducting ILS approach on the adjacent parallel runway.
- If, after an aircraft has been cleared on an RNP AR procedure, the aircraft becomes unable to continue executing the procedure or adhere to the containment of the RNP AR procedure, ATC shall be notified immediately , and the pilot shall be instructed to execute an appropriate breakout procedure.
- When EoR operations are in use, breakout instructions and phraseology shall be briefed prior to approach clearance being received. This applies both to aircraft conducting the RNP AR approach and to aircraft conducting ILS approach to the adjacent parallel runway.
- Approach clearances, charted altitude and speed constraints shall be complied with. The lateral and vertical path shall be monitored to ensure precise navigation accuracy.
- If unable to comply with an ATC clearance or conduct the RNP AR approach, advise ATC as soon as possible. Do not attempt to manually correct or self-navigate an RNP AR approach procedure deviation.
- If an arriving aircraft is established on the RNP AR approach procedure and the aircraft is no longer able to execute it, immediately advise ATC using the following phraseology, then comply with subsequent ATC instructions: UNABLE RNP, REQUEST (proposed course of action)

Breakout procedures

Between the extended centerlines of the parallel approaches, a no transgression zone (NTZ) is established. In case an aircraft penetrates the NTZ, the conflicting aircraft on the adjacent parallel approach will be instructed to perform a breakout procedure.

A breakout procedure can be issued on the approach or tower frequency. No dual-frequency monitoring is required.

BREAKOUT [Callsign]. TURN LEFT/RIGHT (immediately) HEADING XXX AND CLIMB TO XX FT. Example: “BREAKOUT NOZ816, TURN LEFT HEADING 330, CLIMB TO 2500FT”

EoR break-out procedures should be conducted with the autopilot on.

NOTE: When issued breakout instructions, reaction time is critical. If expeditious compliance is required, an ATC breakout instruction will include the word “IMMEDIATELY.”

Visual approach

Visual approach is only permitted if approach aids are unserviceable or to avoid significant weather conditions.

Missed approach

Missed approach procedures have a level-off altitude of 1500 ft.

> Do not climb above 1500 ft unless cleared by ATC.

Use of runways

The runway combinations used at Arlanda are based primarily on flight safety, traffic intensity, noise abatement procedures, and wind and visibility. **Request for a different runway can be made for performance reasons only.**

During peak hours expect one of the following runway combinations:

- Landing RWY 01R / Departure RWY 01L
- Landing RWY 19L / Departure RWY 19R

Off-peak the following runway combinations are the most common:

- Landing RWY 26 / Departure RWY 19R
- Landing RWY 19R / Departure RWY 08 (Right turn out)
- Landing RWY 01L / Departure RWY 08 (Left turn out)
- Landing RWY 26 / Departure RWY 01L (VMC)
- Landing RWY 01R / Departure RWY 01L (IMC)

Note:

- Landing RWY 08 or Departure RWY 26 is only used if no other alternatives are available.
- At night (between 22 and 07 local time) Departure RWY 19R is only available for performance reasons.

> Runway selection is at the discretion of ATC. The runway combination used on VATSIM may differ from what is used in reality.

ESGG - Göteborg/Landvetter

Overview

Göteborg/Landvetter is Gothenburg's main airport and the second busiest airport in Sweden. It is located around 25 km east of the city of Gothenburg. The airport opened in 1977. Landvetter has over 4 million passengers annually, and has a capacity for up to 6 million passengers.

Around 25 airlines operate at Landvetter, serving around 50 destinations with scheduled passenger flights, as well as many charter destinations. Domestic services nowadays are limited to Stockholm/Arlanda. Landvetter is also an important cargo terminal, and since Säve airport closed for IFR operations most of the GA traffic including business jets, government and coast guard flights also use Landvetter.

Airport Charts

Parking stands

Available stands

https://stands.vatsim-scandinavia.org/?icao=ESGGframeless=true

Stand allocation - Who parks where

The airport website shows the real gate for each **DEPARTING** and **ARRIVING** flight.

- **FBO Landvetter Jet Center**
  - (Stand 1) For small GA and aircraft going to Cessna maintenance hangar
- **Cargo**
  - (Stand 5-10, 42-44) - All cargo airlines
- **Passenger Terminal**
  - (Stand 12-19) - Schengen and domestic flights
  - (Stand 20-21) - Schengen and Non-Schengen flights

    - (Stand 22-23) - Non-Schengen flights
- **Remote Parking**
    - Stand 30-41A, 46-78 - Regional Jets, Turboprops and GA.

IFR Clearance

> At first contact with Clearance Delivery state stand number and latest received ATIS transmission including identification letter and QNH.

- **If unable to follow FMS/RNAV SID**, inform ATC when requesting clearance. Expect to be assigned a SID and to follow special instructions given in the SID charts.

SID Assignment

> Unless otherwise instructed, **jet aircraft cleared via SID shall climb to 5000 ft** (4000 ft applies to specific prop SIDs). **Check SID chart for correct altitude and ask ATC if uncertain!**

Propeller departures

Between 06 and 22 local time, propeller aircraft may be cleared via radar vectoring.

Pushback

Pushback is normal procedure for aircraft Code B and larger.

Generally, a push-back direction is included in the clearance, **facing north or south.**

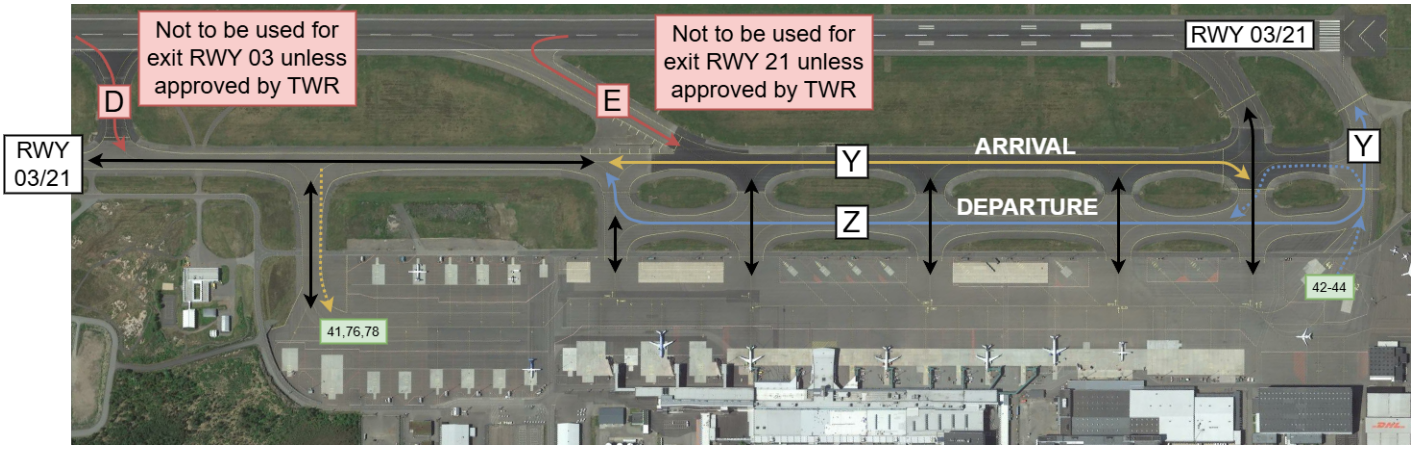
Use of transponder

The assigned transponder code shall be selected and the transponder activated at the request for push-back. After landing, the transponder shall remain activated until reaching the parking stand and be switched to standby immediately after parking.

Taxi

> Landing aircraft shall, after landing, **completely vacate the runway** and hold position on TWY Y until taxi clearance is obtained.

Overview of taxi procedures



Taxi instructions as shown above are to be expected. **Refer to ATC instruction for actual taxiway routing.**

- TWY C not to be used for exit RWY 03 unless approved by ATC
- TWY D not to be used for exit RWY 03 unless approved by ATC.
- TWY E not to be used for exit RWY 21 unless approved by ATC.

Take-off and climb

Unless otherwise instructed, **aircraft cleared via SID shall climb to 5000 ft** (4000 ft applies to specific prop SIDs).

Contact Göteborg Approach when instructed by TWR.

On initial contact with Göteborg Approach report altitude to verify transponder Mode C readout.

If unable to follow FMS/RNAV SID, inform Göteborg Approach on initial contact stating “unable RNAV SID.”

RNAV STAR

Advise if unable to follow RNAV STAR. Radar vectoring will be provided.

Observe the maximum flight levels when arriving via LOBBI/MAKUR.

When cleared to a lower level or cleared for approach while on a STAR, minimum levels as published in the STAR must still be followed.

RNP approaches

Curved (RNP AR) and straight RNP approaches are available on request.

Speed restrictions

Maximum speed in Göteborg TMA below FL100 is 250 knots, unless otherwise instructed by ATC.

Traffic cleared via STAR is requested to perform a continous descent operation (CDO) and to use descent speed 260 knots or less.

Aircraft shall maintain minimum 160 knots until OM or 4 NM final, advise ATC if unable.

Visual approach

Visual approach is normally not permitted, except for propeller aircraft WTC L.

ESPA - Luleå/Kallax

Overview

Luleå/Kallax is a joint civil-military airport which is home to the F 21 air wing. The civilian side of the airport is also relatively busy, with several airlines serving Stockholm/Arlanda on a daily basis. There is also scheduled traffic to Gothenburg, and seasonally to Zurich and Paris-Orly.

At almost 3.4 kilometres, the runway at Kallax is the longest runway in Sweden.

Airport Charts

Parking stands

Available stands

https://stands.vatsim-scandinavia.org/?icao=ESPAframeless=true

Stand allocation - Who parks where

The airport website shows the real gate for each **DEPARTING** and **ARRIVING** flight.

Civil traffic

Civil aprons are on the north side of the runway:

- Airline flights mainly use stand 3-5 (with air bridge) and 20-22 (remote stands).
- Cargo flights use Apron 11.
- GA on stand 7-8.
- Small GA on Apron 10.

Military traffic

Military aprons are on the south side of the runway:

- APN 1: Helicopters e.g. HKP 14 (NH90)
- APN 2: MIL jets e.g. JAS 39 (SB39)

- APN 3: MIL jets e.g. JAS 39 (SB39)
- APN 8: Transport aircraft e.g. C130, C17

IFR Clearance

ATC clearance will be delivered prior to/at start-up. Such clearance will be issued for RWY in use and appropriate SID.

- **If unable to follow FMS/RNAV SID**, inform ATC when requesting clearance. Expect radar vectors.

Pushback

- Pushback is normally required from stand and 3-8, 20 and 22.
- Power out from stands 20-22 and 7-9 is permitted for aircraft with MTOM 20 tonnes or less.
- Power out from stands 22, 7 and 8 is permitted for aircraft size RJ1H or smaller, provided the aircraft has been parked in order to allow taxiing out from the stand under own power.
- Power out from stand 20 is permitted for aircraft size A320 or smaller, proviced the aircraft has been parked in order to allow taxiing out from the stand under own power (normally facing north), and that stands 21-22 are free.

Use of transponder

The assigned transponder code shall be selected and the transponder activated at the request for push-back. After landing, the transponder shall remain activated until reaching the parking stand and be switched to standby immediately after parking.

Taxi

Large transport aircraft (C130, C17) to MIL APN 8 shall use TWY A and cross RWY via A3, U3.

Avoid back-track on RWY between April 15 and October 30 due to risk of surface damage.

> APRON 9 (MAIN APRON) LIMITED (REF AIP SUP 277/25):

- N entry to APN 9: max wingspan 52 m (code D)
- S entry to APN 9 (second entry counted from north): max wingspan 65 m (code E)

Take-off and climb

Contact Kallax Approach when instructed by TWR.

On initial contact with Kallax Approach report altitude to verify transponder Mode C readout.

If unable to follow FMS/RNAV SID, inform Kallax Approach on initial contact stating “unable RNAV SID.”

RNAV STAR

Advise if unable to follow RNAV STAR. Radar vectoring will be provided.

> When cleared to a lower level or cleared for approach while on a STAR, minimum levels as published in the STAR must still be followed.

MET information

As there is no ATIS, expect ATC to read the relevant weather information for arrival and departure.

Military traffic

Regulations

Military pilots should be familiar with **Rules and Procedures for Military Aviation**.

COM Channels

Login Callsign	Radio Callsign	Frequency	MIL Channel
ESPA_APP	Kallax Approach	125.450	C2
ESPA_F_APP	Kallax Approach	130.800	C
ESPA_P_APP	Kallax Precision	119.000	B

ESPA_TWR	Kallax Tower	128.200	A

> Expect the MIL channel designation to be used when getting a frequency change, for example:
> *CONTACT KALLAX APPROACH CHANNEL CHARLIE TWO*.

Traffic circuit

- RWY 14 right hand circuit
- RWY 32 left hand circuit
- Circuit altitude normally **2000 ft**
- Turn to base leg at or below **1000 ft**

Instrument approach procedures

RWY 14

- Initial approach altitude 2100 ft
  - Safety altitude:
    - MILS/TILS 270 ft
    - PAR **330** ft
    - SRE **560** ft (based on MSSR)
    - VDF **760** ft (with distance info) / **960** ft (without distance info)
  - MAP: straight ahead 1.6 NM, right to track 145 to 5.4 NM from ARP.

RWY 32

- Initial approach altitude 2100 ft
- Safety altitude:
  - MILS/TILS 220 ft
  - PAR **250** ft
  - SRE **520** ft (based on MSSR)
  - VDF **580** ft
- MAP: straight ahead 1.6 NM, left to track 300 to 5.4 NM from ARP.

Visual approach procedures

- Normal procedure is via **VP Procedure** ("Victor Papa Procedure"):

    - Commence the procedure at VP point (VP points are located at approx. 3 NM final for each RWY).
    - Continue to overhead (ARP) at or above 2000 ft.
    - Overhead ARP break left or right to enter traffic circuit at 2000 ft.
    - Turn to base leg at or below 1000 ft.
- Straight-in landing may be requested (i.e. joining circuit directly without passing overhead).

Departure procedures

Military jet aircraft are cleared via **Standard Departure** to 5000 ft.

- After take-off the aircraft will climb straight ahead to a specified distance, and then turn to a track according to the table below.
- The traffic climbs to **5000 ft** unless otherwise instructed.
- After 5.4 NM on track, the aircraft will continue as per ATC clearance.
- The clearance limit is normally a training sector, VFR exit point (VMC), navaid or destination airport.

Standard Departure	Distance from ARP on RWY TRK	Turn Direction	Track after turn	Distance on track after turn
14 (North)	1.6 NM	Right	145°	5.4 NM
14 (South)		Right	195°	
32		Left	300°	

ESPE - Vidsel

Overview

Vidsel air base is a military airport located 15 km west-northwest of the village of Vidsel. It is a critical part of Vidsel Test Range that provides an aerospace test and evaluation asset for Sweden through the Test & Evaluation (T&E) department of Swedish Defence Materiel Administration (FMV).

The base has one main runway (RWY 11/29, 2230 m length) and three auxiliary runways (known as "short" runways, which are 800 m long), of which two (RWY C and RWY D) are operational.

Airport Charts

AD Chart

Parking stands

Aprons

- APN 1-5 available for fast jets and smaller aircraft
- APN 86 for transport aircraft
- H1-H4 next to THR 11 for fast jets

Taxi

C130 not allowed to taxi between main RWY and short RWY C.

Take-off and climb

Contact Vidsel Approach when instructed by TWR.

On initial contact with Vidsel Approach report altitude to verify transponder Mode C readout.

MET information

As there is no ATIS, expect ATC to read the relevant weather information for arrival and departure.

Military traffic

Regulations

Military pilots should be familiar with **Rules and Procedures for Military Aviation**.

COM Channels

Login Callsign	Radio Callsign	Frequency	MIL Channel
ESPE_APP	Vidsel Approach	124.150	C2
ESPE_F_APP	Vidsel Approach	119.200	C
ESPE_P_APP	Vidsel Precision	135.400	B
ESPE_TWR	Vidsel Tower	130.400	A

> Expect the MIL channel designation to be used when getting a frequency change, for example:
> *CONTACT VIDSEL APPROACH CHANNEL CHARLIE TWO*.

Instrument approach procedures

> No civil instrument approach procedures published.

- **RWY 29:** ILS/LOC, MILS, TILS, PAR, SRE, VDF
- **RWY 11**: SRE

MIL instrument approach procedures

RWY 11

- Initial approach altitude 2900 ft
  - Safety altitude:
    - SRE **1650** ft
  - MAP: straight ahead

RWY 29

- Initial approach altitude 2600 ft
- Safety altitude:
  - MILS 794 ft
  - TILS 830 ft
  - PAR **900** ft
  - SRE **1200** ft
  - VDF **1820** ft
- MAP: straight ahead to 3200 ft

ESNQ - Kiruna

Overview

Kiruna Airport is Sweden’s northernmost airport and is situated around 9 km from the city centre. The airport has daily flights to Stockholm with SAS. During the winter the airport sees numerous charter flights with passengers wanting to see the northern lights and most likely the famous Ice Hotel as well.

Due to its location in northern Sweden with its cold climate and the fact that the airspace around is quite calm, it makes it a popular airport for scientific research. NASA, Boeing and Airbus are some of the regular visitors when testing new airframes or technology.

Airport Charts

Radar coverage

Radar coverage around Kiruna has previously been poor and the airspace below FL100 has therefore only been under procedural control.

Kiruna airport is using something called WAM (Wide Area Multilateration) which means that we can now see you on our radar screen. Vectoring is allowed down to 5500 ft but we will be able to see you all the way down.

Even though we are able to give vectors, **expect to fly the full procedure via KRA or OP, or RNP approach via NQxxx or STAR.**

With the above in mind, please make sure that you as a pilot are familiar to join and fly approaches without vectoring by the controller all the way down to the runway.

Parking stands

Available stands

https://stands.vatsim-scandinavia.org/?icao=ESNQframeless=true

Stand allocation - Who parks where

- Scheduled airline traffic is normally parked at stand 1-3.
- Cargo flights in front of hangar 2 or 3.
- General aviation is normally parked between hangar 1 and 2.

Taxi

Taxiway Y max wingspan 36 m.

IFR departure

All aircraft shall request start-up from ATC. ATC clearance will be delivered on request prior to start-up. Such clearance will be issued for RWY in use, appropriate SID or TMA exit point.

Omnidirectional departure procedures

For aircraft not following SID, minimum turning altitude is 2800 ft for both runways.

MET information

> As there is no ATIS, expect ATC to read the relevant weather information for arrival and departure.