

ESNQ - Kiruna

Overview

Kiruna Airport is Sweden's northernmost airport and is situated around 9 km from the city centre. On a regular basis SAS and Norwegian flies daily, connecting Kiruna with Stockholm. 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 5500ft 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 ILS.

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.

IFR Departure

Pilots can expect to be given departure information and clearance according their flight planned route to FL90.

If you are not following a SID, minimum turning altitude is 2800ft for both runways.

Pushback

Pushback is not required.

Use of runways

Note: Runway in use is at the discretion of the air traffic controllers, they do not have to follow what is used in reality.

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