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°	

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