

ARP 643729N 0210437E

AD ELEV 157 FEET

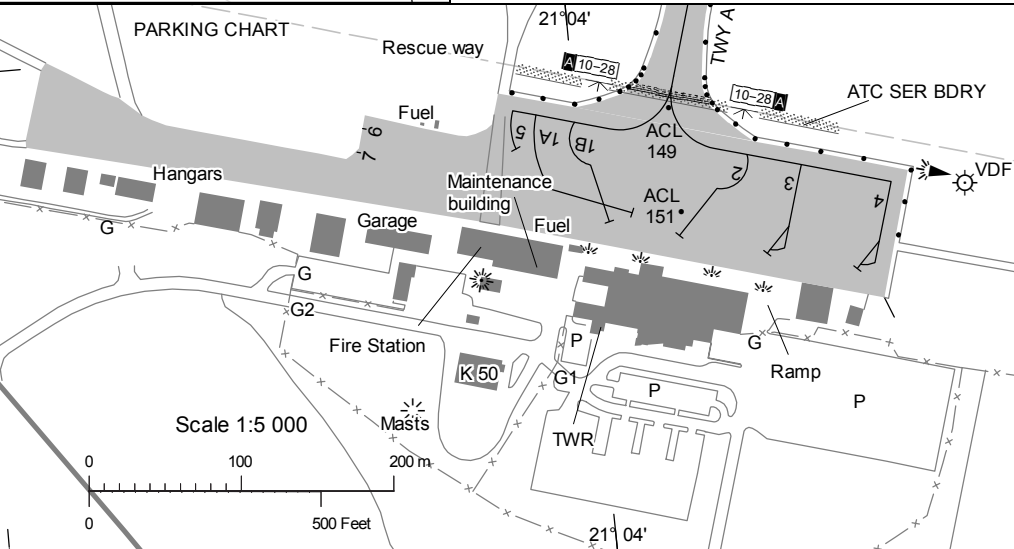
LEGEND See GEN 2.3

Dimensions in m, ELEV in ft

TWY NR	WIDTH	Surface Bearing strength	Day marking	Taxiway lighting	
			Centerline Holding	Edge Centerline	RGL Stopbar
A	23 m	ASPH PCN 48 F/B/X/T	CL HLDG	EDGE	RGL

INS Coordinates for Aircraft Stands			
APRON Surface Bearing strength	NR	COORD	ELEV
ASPH PCN 48 F/B/X/T			

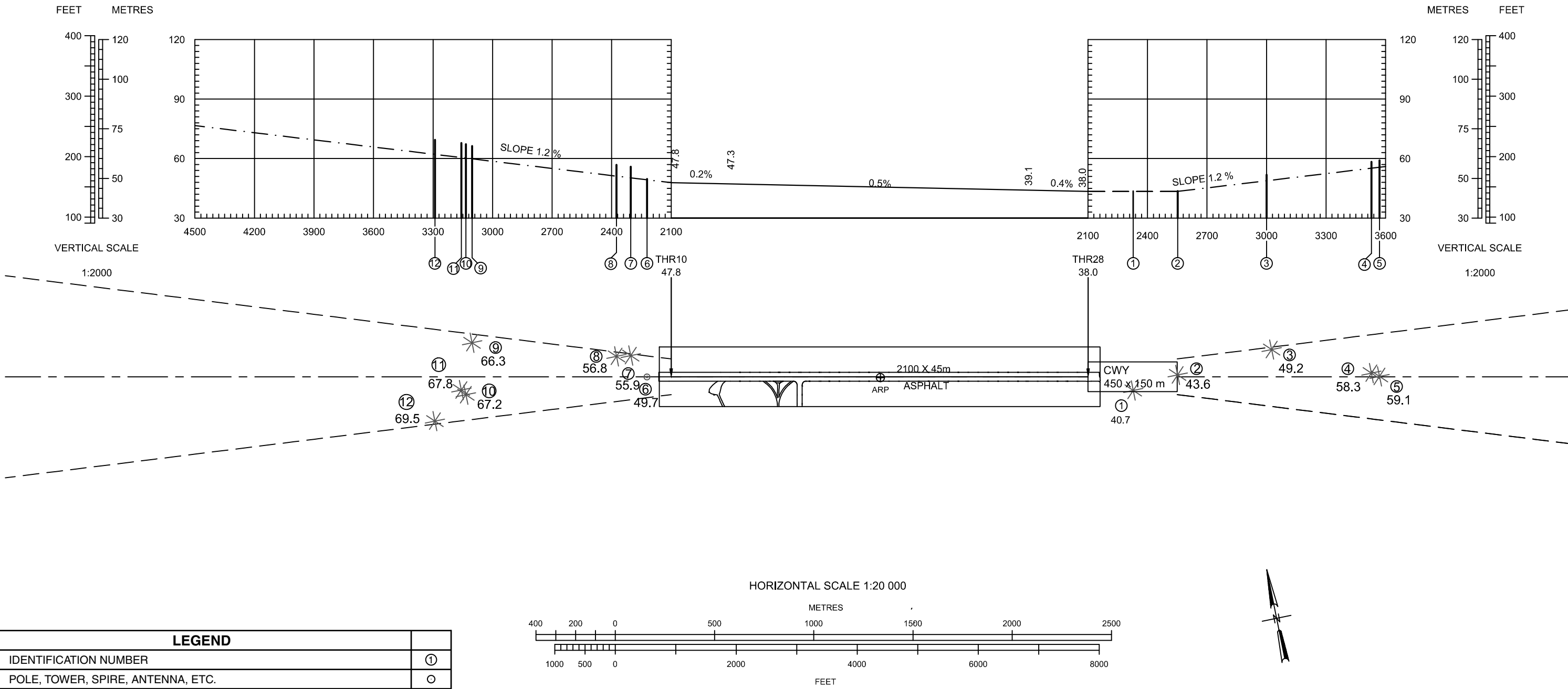
RWY NR	TRUE & MAG BRG	THR PSN Geoid undulation	Bearing strength	THR ELEV and highest ELEV of TDZ of precision APCH RWY	Declared distances				Approach and runway lighting				
					TORA	TODA	ASDA	LDA	APCH	THR TRID TDZ	VASIS (MEHT)	Edge	End
10	106.23° GEO 098° MAG	643738.68N 0210320.79E GUND 72 ft	PCN 48 F/B/X/T	THR 157 ft	2100	2550	2100	2100	Barrette CL 900 m LIH	THR Green	PAPI Left/3.00° (55.8 ft)	2100/50 m White Caution zone 600 m yellow LIH	Red
28	286.27° GEO 278° MAG	643719.68N 0210552.65E GUND 72 ft	PCN 48 F/B/X/T	THR 124.7 ft TDZ 128.9 ft	2100	2100	2100	2100	Calvert Cat I 900 m LIH	THR Green	PAPI Left/3.00° (56.4 ft)	2100/50 m White Caution zone 600 m yellow LIH	Red



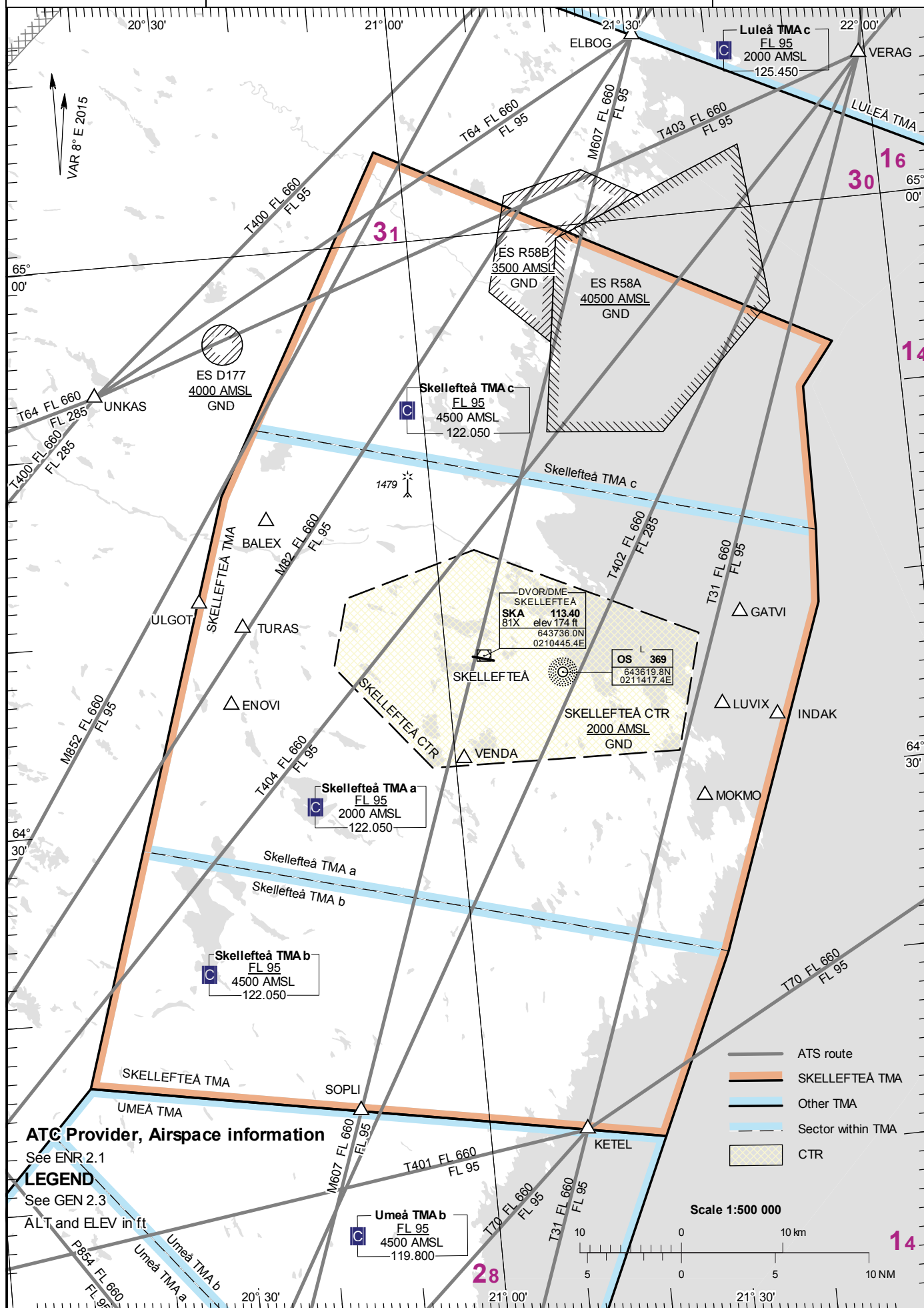
AERODROME ELEVATION 157 FEET
MAGNETIC VARIATION 8° E 2015

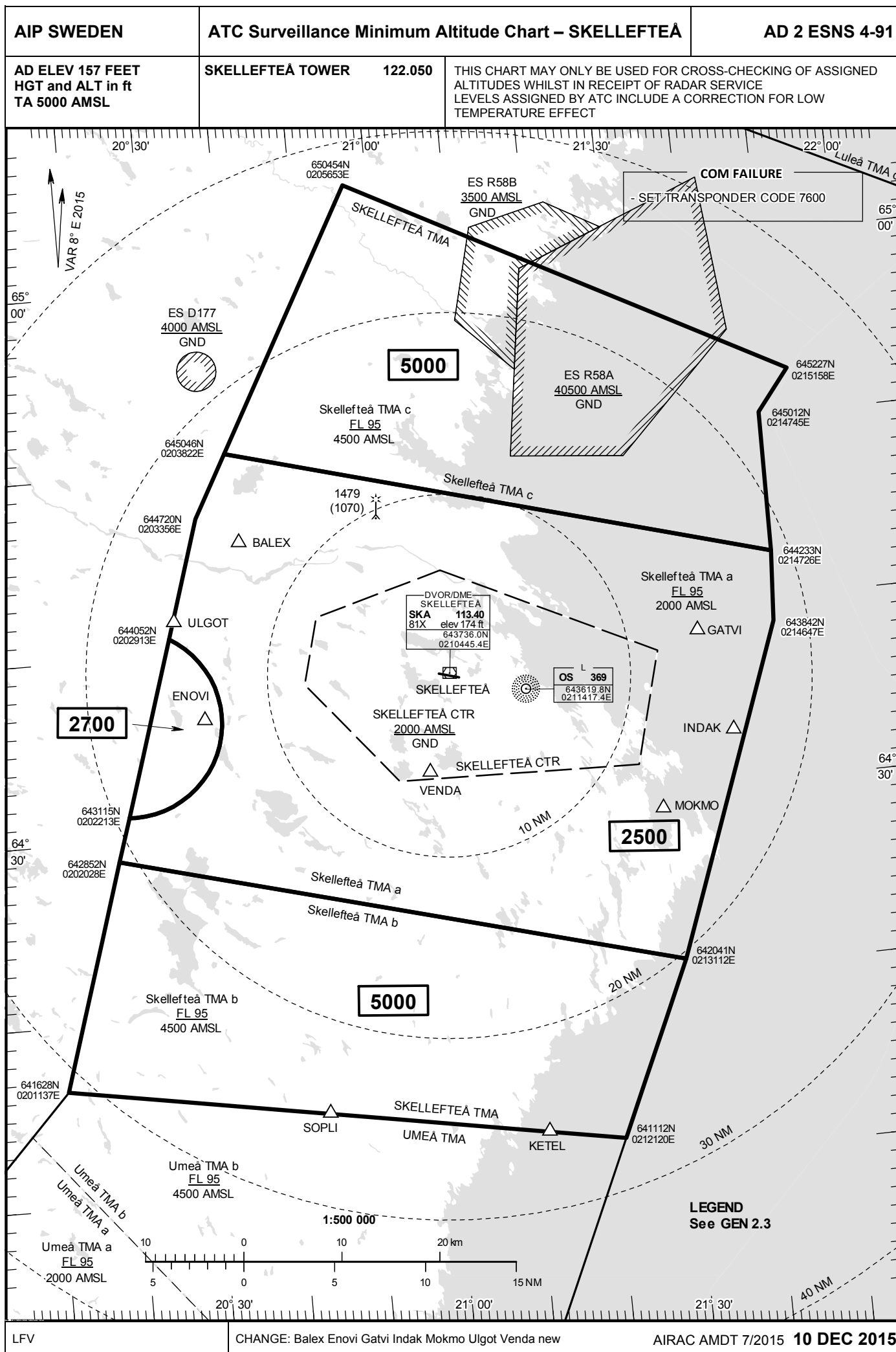
RUNWAY BEARINGS
10 = GEO 106.23°; MAG 098°
28 = GEO 286.27°; MAG 278°

RWY 10	DECLARED DISTANCES	RWY 28
2100	TAKE-OFF RUN AVAILABLE	2100
2550	TAKE-OFF DISTANCE AVAILABLE	2100
2100	ACCELERATE STOP DIST. AVAILABLE	2100
2100	LANDING DISTANCE AVAILABLE	2100



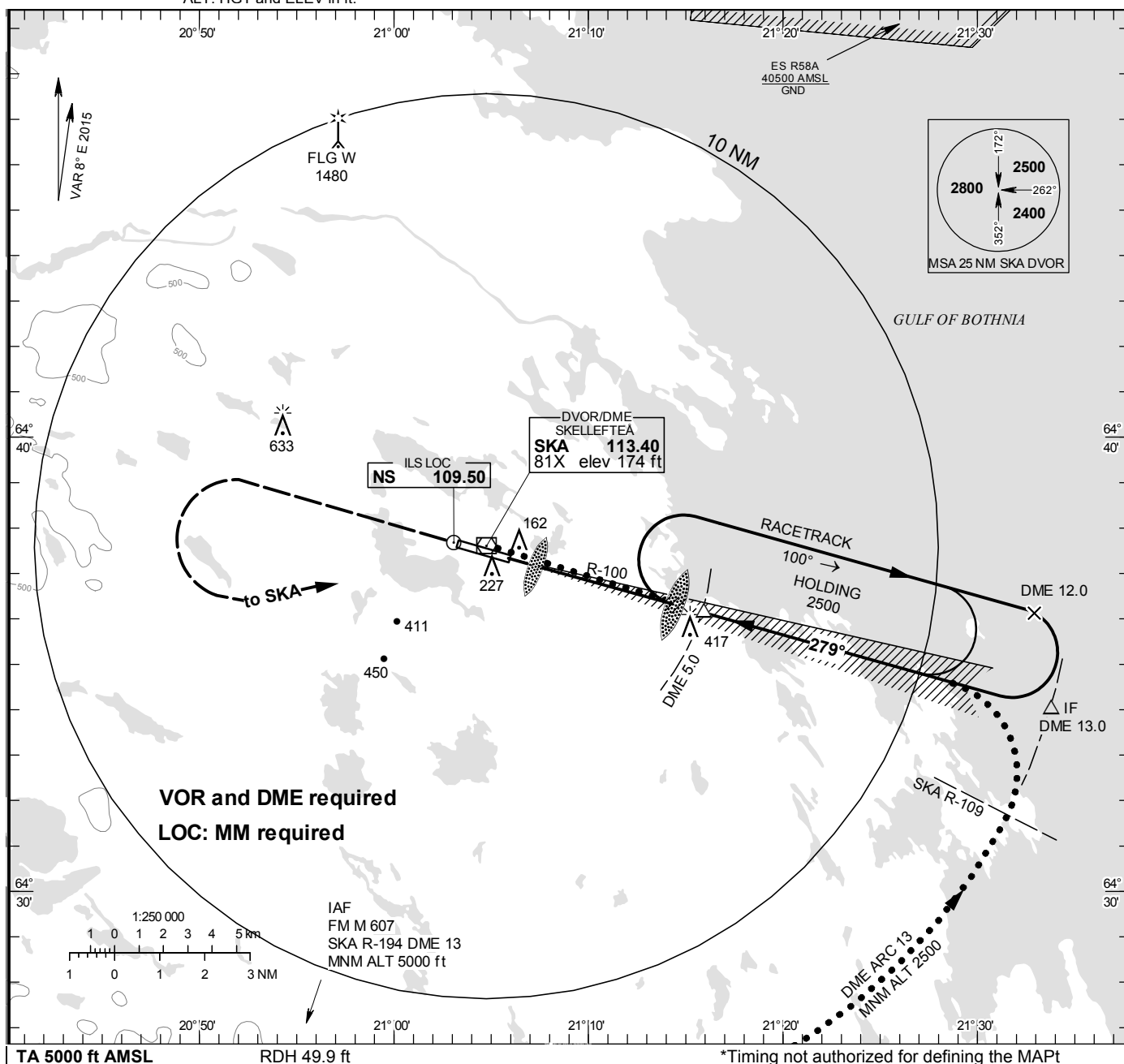
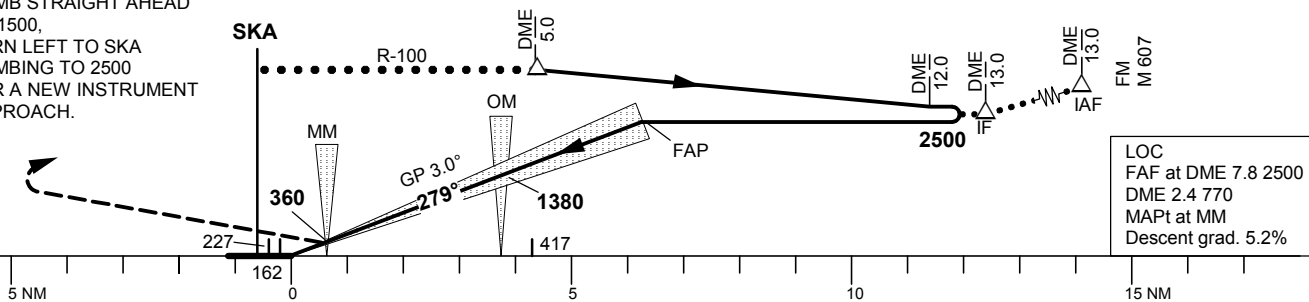
LEGEND	
IDENTIFICATION NUMBER	①
POLE, TOWER, SPIRE, ANTENNA, ETC.	○
TREE OR SHRUB	✱
TERRAIN PENETRATING OBSTACLE PLANE	▬
LFV	





**INSTRUMENT
APPROACH
CHART – ICAO**
THR ELEV 124.7 ft, AD ELEV 157 ft

 OCH are related to THR.
 Circling OCH are related to AD ELEV.
 BRG are MAG
 ALT. HGT and ELEV in ft.

SKELLEFTEÅ TOWER 122.050
**ILS z or LOC z RWY 28
SKELLEFTEÅ**

 CLIMB STRAIGHT AHEAD
 TO 1500,
 TURN LEFT TO SKA
 CLIMBING TO 2500
 FOR A NEW INSTRUMENT
 APPROACH.


OCA (H)					Final approach LOC Distance FAF-MAPt 6.7 NM*						
Cat of ACFT	A	B	C	D	DME NM	7	6	5	4	3	2
Straight-in Approach	Cat I	265 (140)	274 (149)	284 (159)	297 (172)	ALT	2240	1920	1600	1280	960
	LOC	450 (330)				GS	kt	80	100	120	140
	LOC SDF not received	670 (550)				Time	min:s	5:03	4:02	3:22	2:53
Circling	670 (520)	710 (560)	850 (700)	1030 (880)	Rate of descent	ft/min	425	535	640	745	850

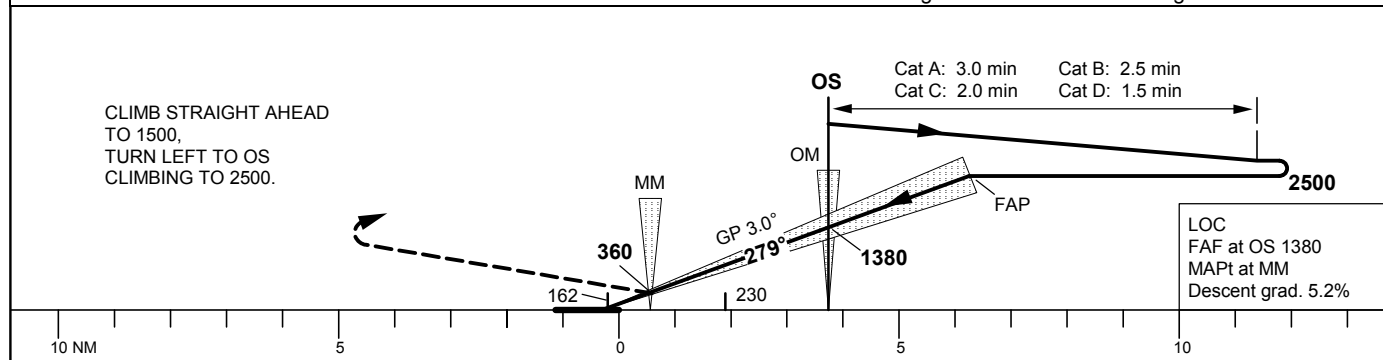
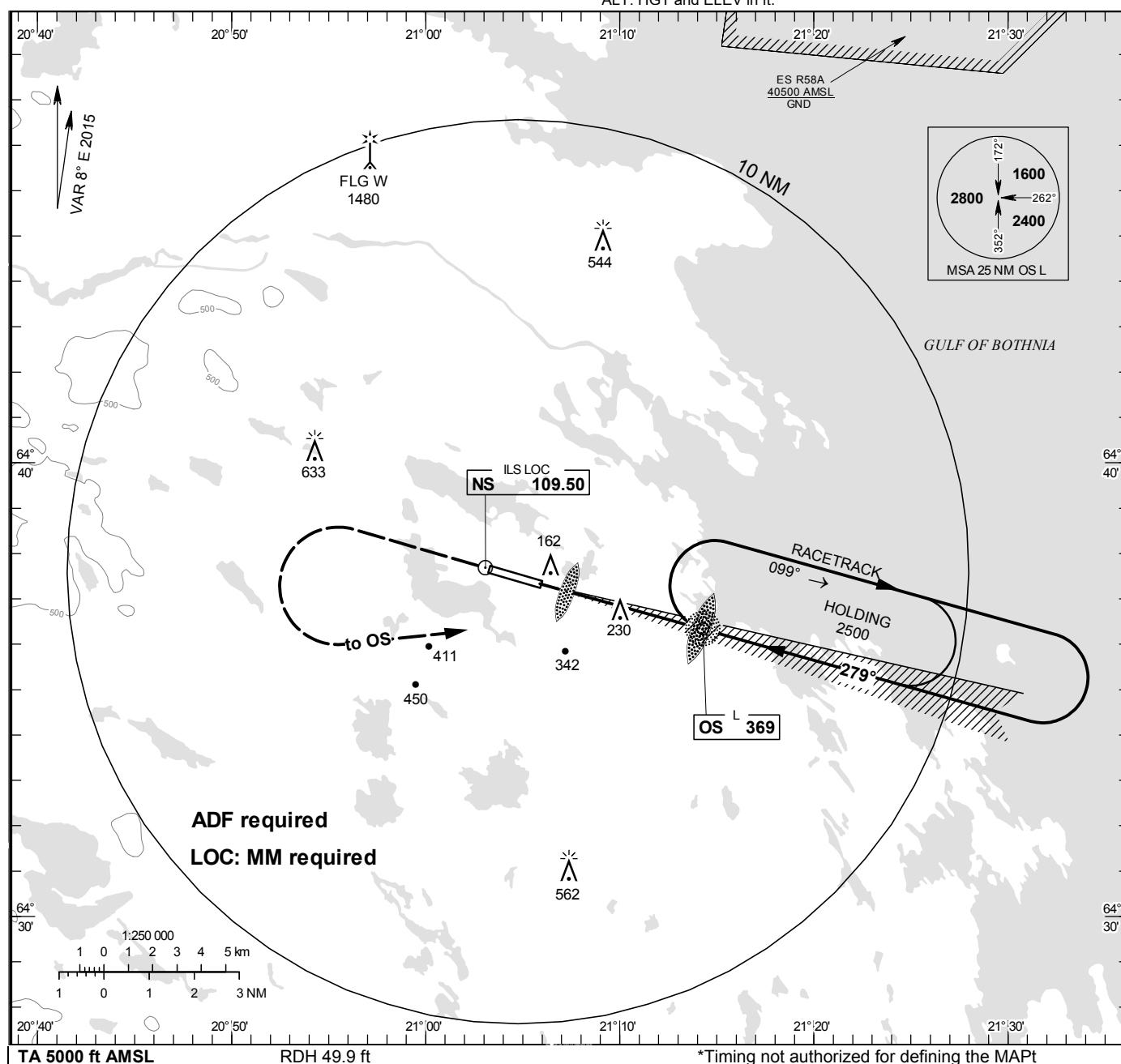
ILS y or LOC y RWY 28
SKELLEFTEA

SKELLEFTEA TOWER 122.050

THR ELEV 124.7 ft, AD ELEV 157 ft

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Circling OCH are related to AD ELEV.
BRG are MAG
ALT, HGT and ELEV in ft.

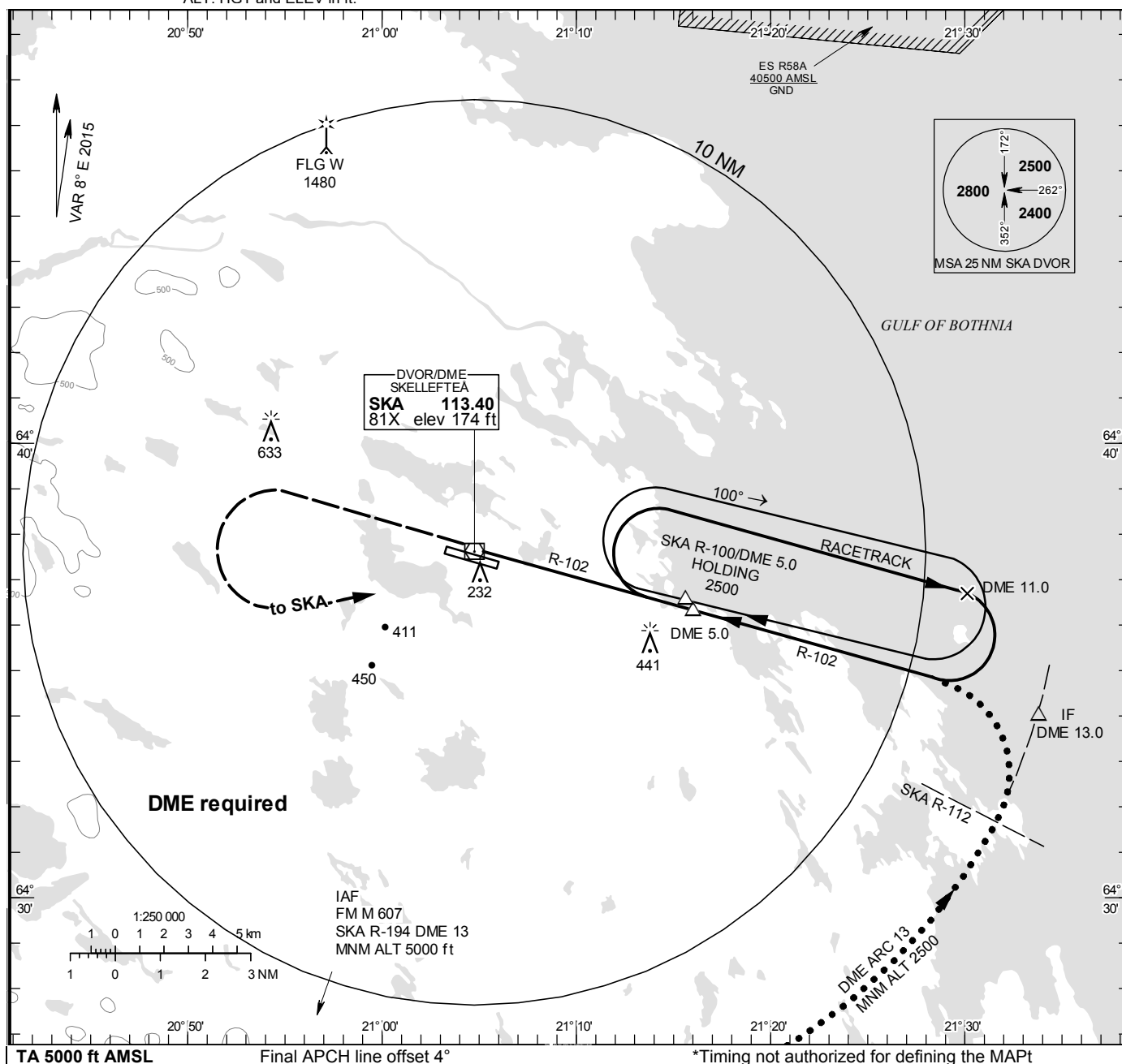
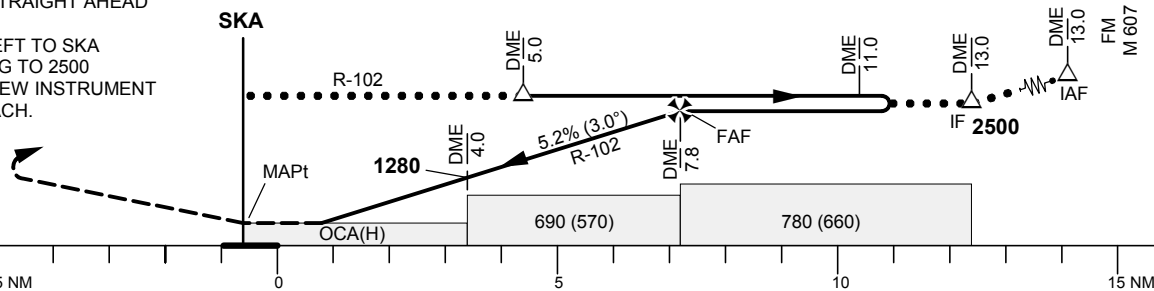
INSTRUMENT
APPROACH
CHART – ICAO



OCA (H)					Final approach LOC Distance FAF-MAPt 3.2 NM*						
Cat of ACFT		A	B	C	D	DME NM	4	3	2		
Straight-in Approach	Cat I	265 (140)	274 (149)	284 (159)	297 (172)	ALT	1280	960	640		
	LOC	480 (360)				GS	kt	80	100	120	140
Circling		640 (490)	710 (560)	850 (700)	1030 (880)	Time	min:s	2:24	1:55	1:36	1:22
						Rate of descent	ft/min	425	535	640	745
										160	180
										1:12	1:04
										850	960

**INSTRUMENT
APPROACH
CHART – ICAO**
THR ELEV 124.7 ft, AD ELEV 157 ft

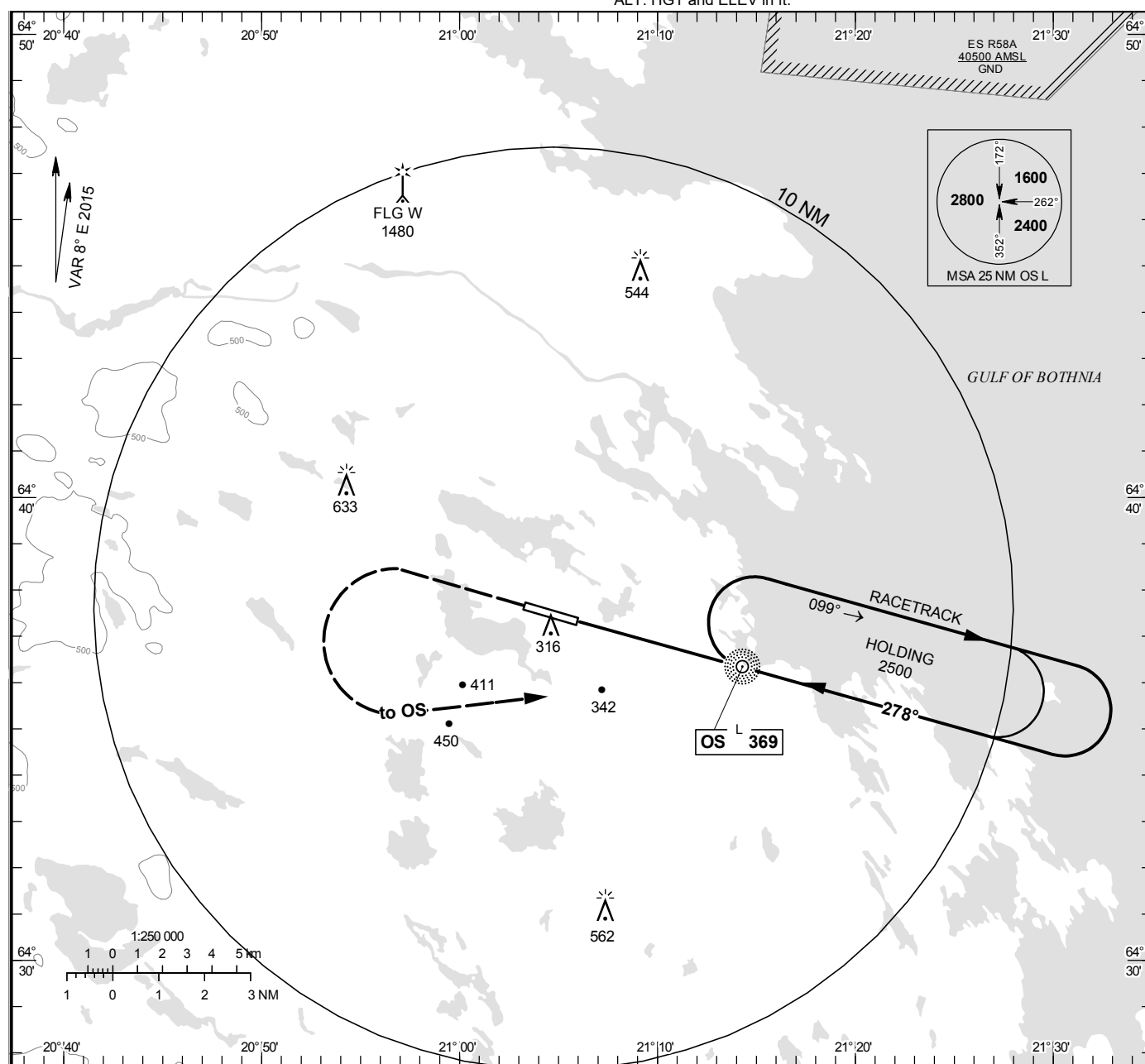
 OCH are related to THR.
 Circling OCH are related to AD ELEV.
 BRG are MAG
 ALT. HGT and ELEV in ft.

SKELLEFTEÅ TOWER 122.050
**VOR RWY 28
SKELLEFTEÅ**

 CLIMB STRAIGHT AHEAD
 TO 1500,
 TURN LEFT TO SKA
 CLIMBING TO 2500
 FOR A NEW INSTRUMENT
 APPROACH.


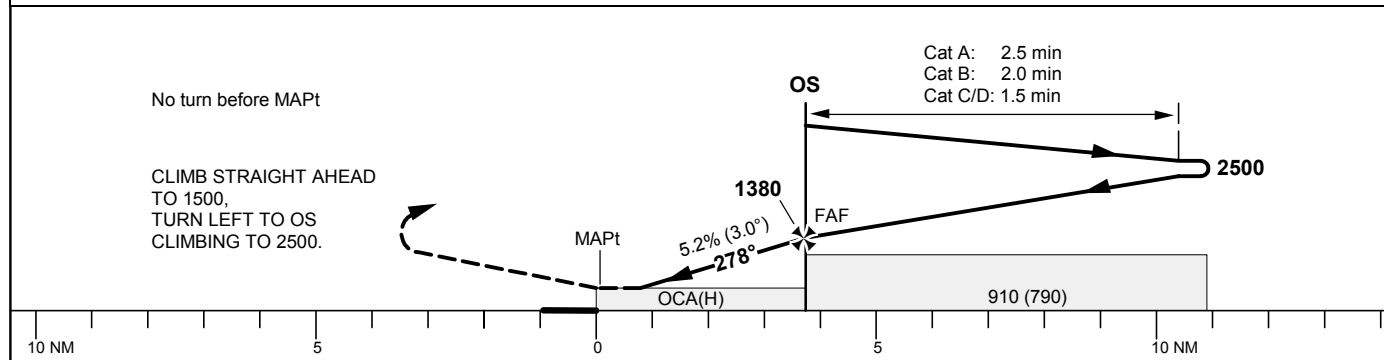
OCA (H)					Final approach LOC Distance FAF-MAPt 7.8 NM*						
Cat of ACFT	A	B	C	D	DME NM	7	6	5	4	3	2
Straight-in	480 (360)				ALT	2240	1920	1600	1280	960	640
Approach	690 (570)				GS	kt	80	100	120	140	160
Circling	690 (540) 710 (560) 850 (700) 1030 (880)				Time	min:s	5:53	4:42	3:55	3:22	2:56
					Rate of descent	ft/min	425	535	640	745	850

INSTRUMENT APPROACH CHART – ICAO

OCH are related to THR.
Circling OCH are related to AD ELEV.
BRG are MAG
ALT, HGT and ELEV in ft.



Final APCH line offset 1°



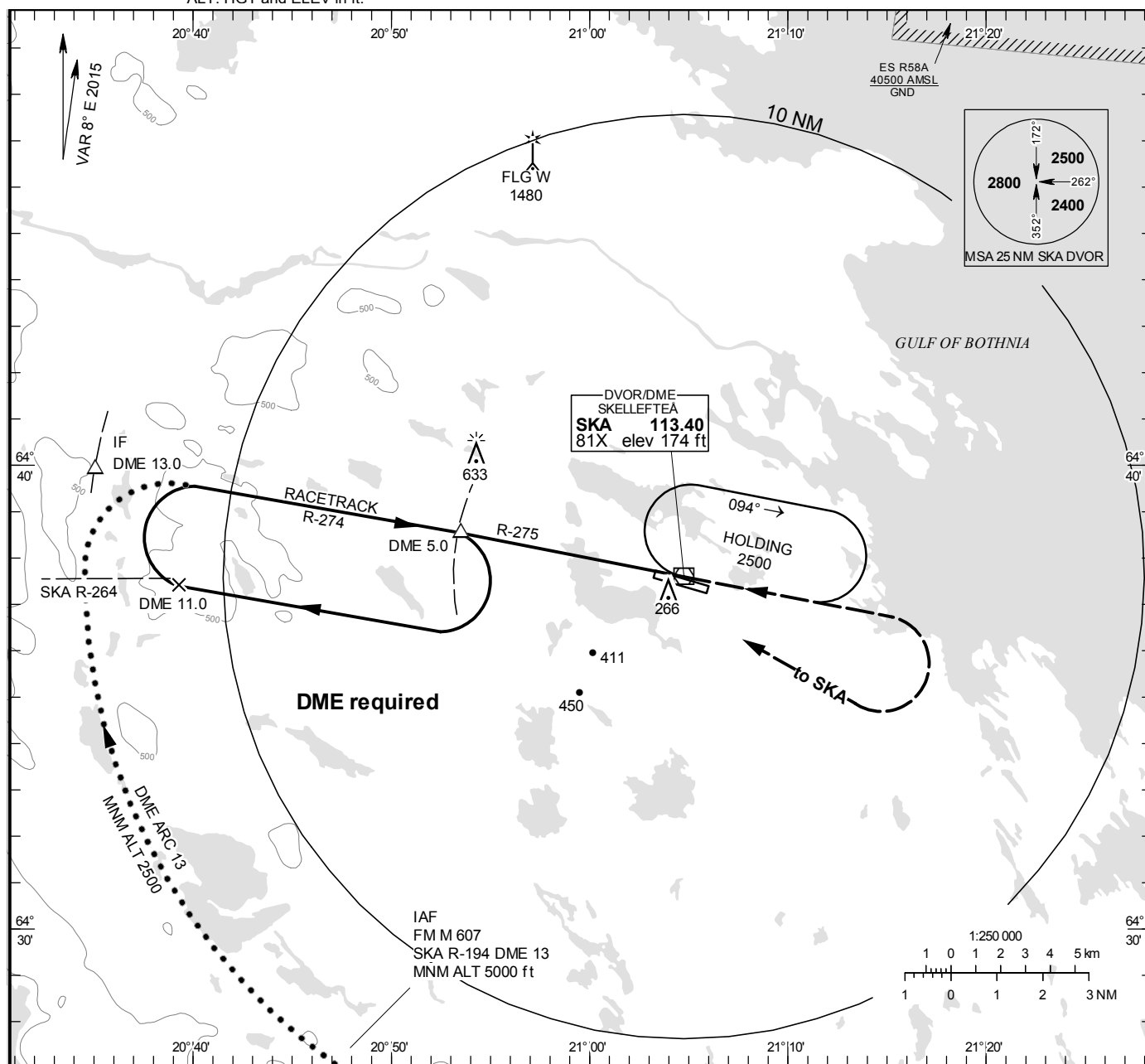
OCA (H)					Final approach	Distance FAF-MAPt 3.8 NM							
Cat of ACFT	A	B	C	D	DME NM	4			3			2	
Straight-in Approach	570 (450)				ALT	1280			960			640	
					GS	kt	80	100	120	140	160	180	
Circling	640 (490)	710 (560)	850 (700)	1030 (880)	Time	min:s	2:49	2:15	1:53	1:37	1:25	1:15	
					Rate of descent	ft/min	425	535	640	745	850	960	

**INSTRUMENT
APPROACH
CHART – ICAO**

THR ELEV 157 ft, AD ELEV 157 ft
 OCH are related to THR.
 Circling OCH are related to AD ELEV.
 BRG are MAG
 ALT, HGT and ELEV in ft.

SKELLEFTEA TOWER 122.050

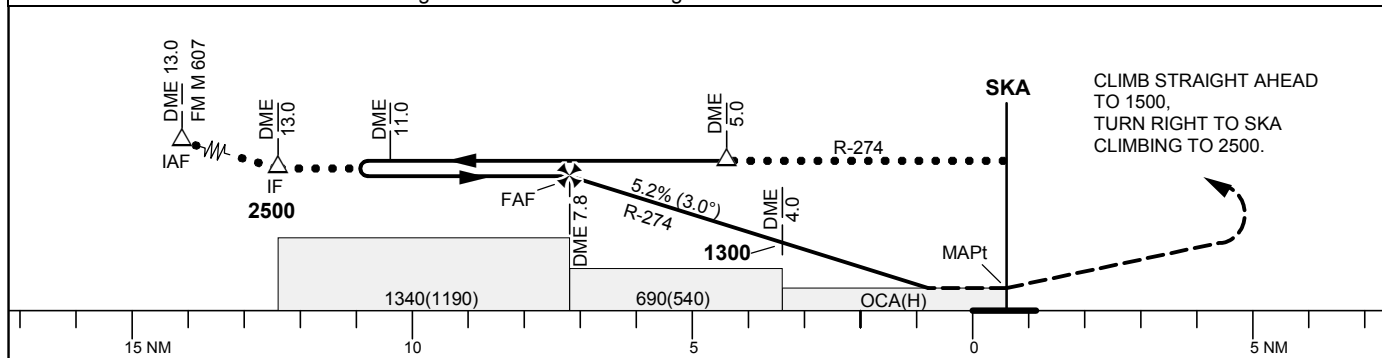
**VOR RWY 10
SKELLEFTEA**



TA 5000 ft AMSL

*Timing not authorized for defining the MAPt

Final APCH line offset 5°



OCA (H)						Final approach		Distance FAF-MAPt 7.8 NM*					
Cat of ACFT		A	B	C	D	DME NM	7	6	5	4	3	2	
Straight-in		520 (370)				ALT	2250	1930	1610	1300	980	660	
Approach	SDF not received	690 (540)				GS	kt	80	100	120	140	160	180
Circling		690 (540)	710 (560)	850 (700)	1030 (880)	Time	min:s	5:51	4:41	3:54	3:20	2:55	2:36
						Rate of descent	ft/min	425	535	640	745	850	960

**INSTRUMENT
APPROACH
CHART – ICAO**
THR ELEV 157 ft, AD ELEV 157 ft

OCH are related to THR.

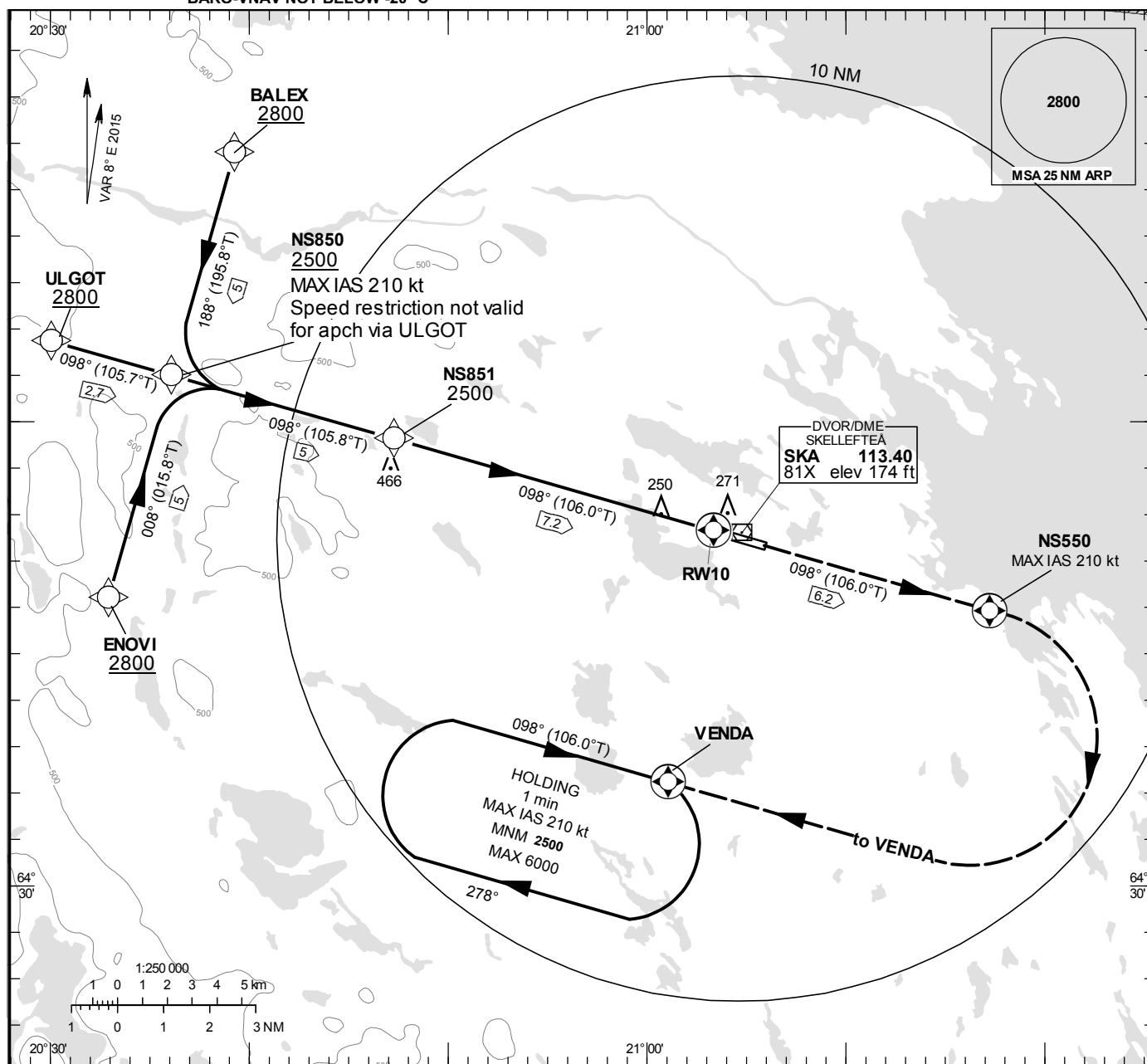
BRG are MAG (True).

ALT, HGT and ELEV in ft.

BARO-VNAV NOT BELOW -20° C

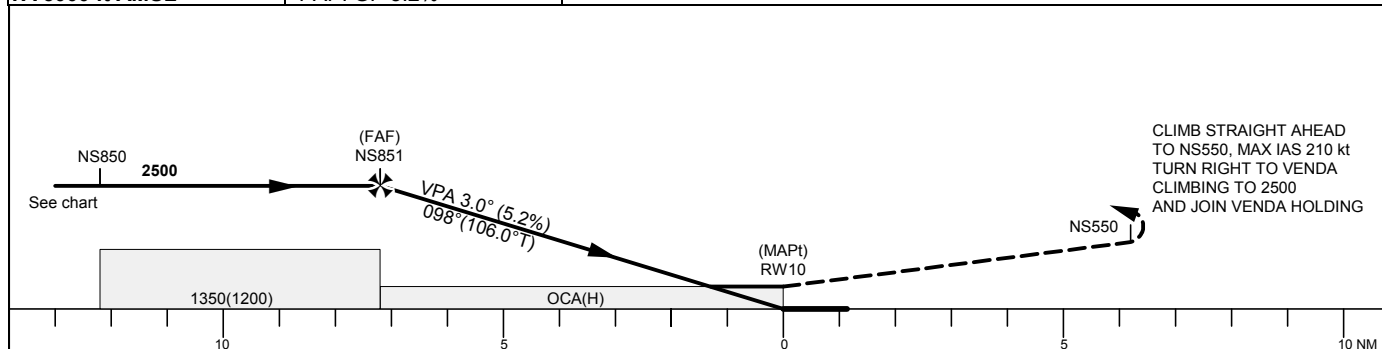
SKELLEFTEÅ TOWER

122.050

**RNP RWY 10
SKELLEFTEÅ**


TA 5000 ft AMSL

PAPI GP 5.2%



OCA (H)					Final approach FAF-MAPt distance 7.2 NM							
Cat of ACFT	A	B	C	D	Dist to RWY 10 (NM)	7	6	5	4	3	2	1
LNAV/VNAV		500 (350)			Altitude (ft)	2240	2120	1800	1490	1170	850	530
LNAV		720 (570)										

RNP RWY 10

Instrument Approach Procedure Coding Tables

SKELLEFTEÅ RNP RWY 10 - Instrument Approach Procedure via BALEX

Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Turn Direction	Altitude	Speed	VPA/RDH	Rec Navaid	Navigation Specification
IF	BALEX				+2800				RNP 1.0
TF	NS850			L	+2500	-210			RNP 1.0
TF	NS851				2500				RNP 1.0
TF	RW10	Y			207		-3.0		RNP 0.3
CF	NS550	Y	098°(106.0°)			-210		SKA	RNP 1.0
DF	VENDA	Y		R	+2500				RNP 1.0
HM	VENDA	Y	098°(106.0°)	R	+2500	-210			RNP 1.0

SKELLEFTEÅ RNP RWY 10 - Instrument Approach Procedure via ENOVI

Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Turn Direction	Altitude	Speed	VPA/RDH	Rec Navaid	Navigation Specification
IF	ENOVI				+2800				RNP 1.0
TF	NS850			R	+2500	-210			RNP 1.0
TF	NS851				2500				RNP 1.0
TF	RW10	Y			207		-3.0		RNP 0.3
CF	NS550	Y	098°(106.0°)			-210		SKA	RNP 1.0
DF	VENDA	Y		R	+2500				RNP 1.0
HM	VENDA	Y	098°(106.0°)	R	+2500	-210			RNP 1.0

SKELLEFTEÅ RNP RWY 10 - Instrument Approach Procedure via ULGOT

Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Turn Direction	Altitude	Speed	VPA/RDH	Rec Navaid	Navigation Specification
IF	ULGOT				+2800				RNP 1.0
TF	NS850				+2500				RNP 1.0
TF	NS851				2500				RNP 1.0
TF	RW10	Y			207		-3.0		RNP 0.3
CF	NS550	Y	098°(106.0°)			-210		SKA	RNP 1.0
DF	VENDA	Y		R	+2500				RNP 1.0
HM	VENDA	Y	098°(106.0°)	R	+2500	-210			RNP 1.0

**INSTRUMENT
APPROACH
CHART – ICAO**
THR ELEV 124.7 ft, AD ELEV 157 ft

OCH are related to THR.

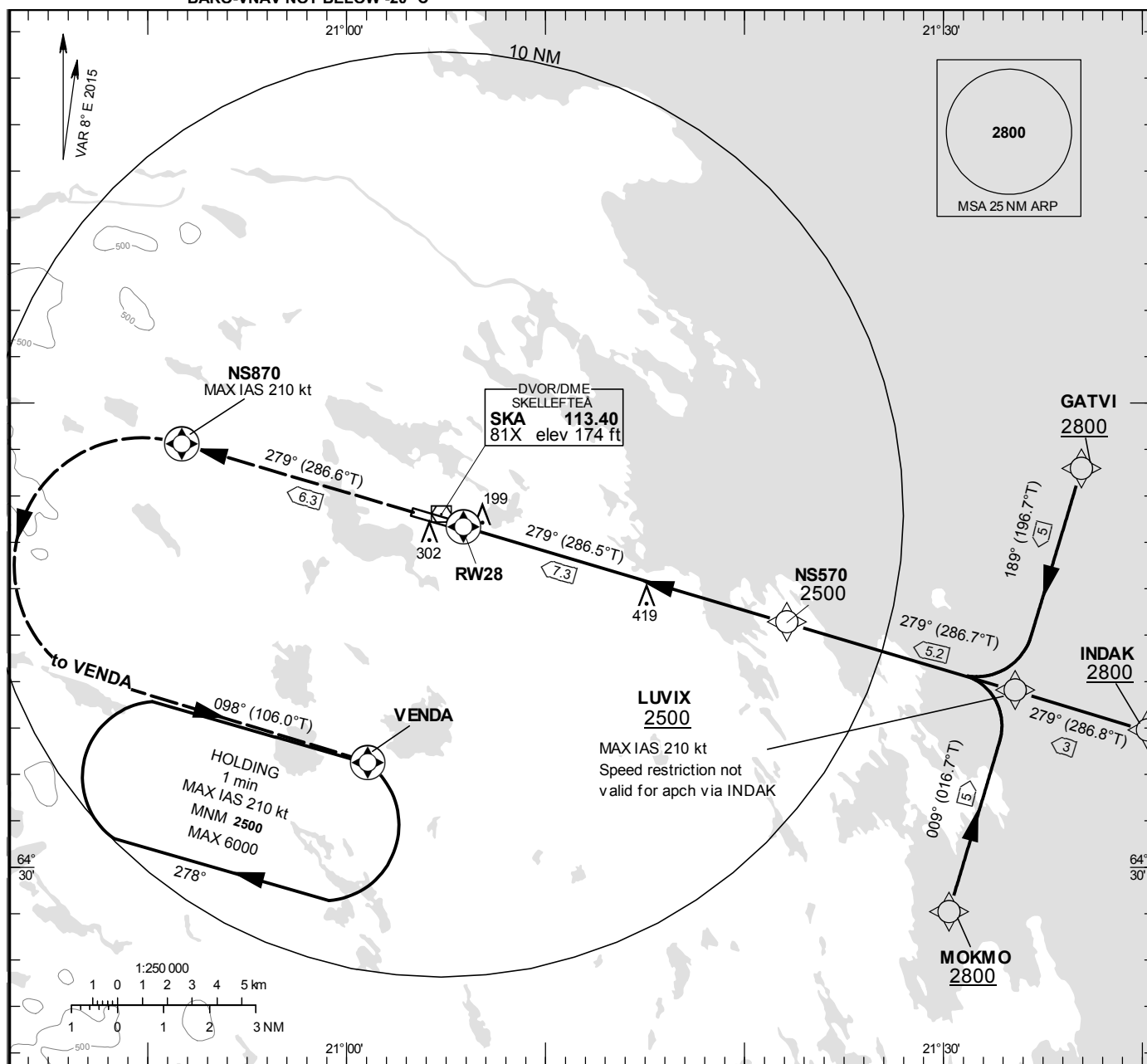
BRG are MAG (True).

ALT, HGT and ELEV in ft.

BARO-VNAV NOT BELOW -20° C

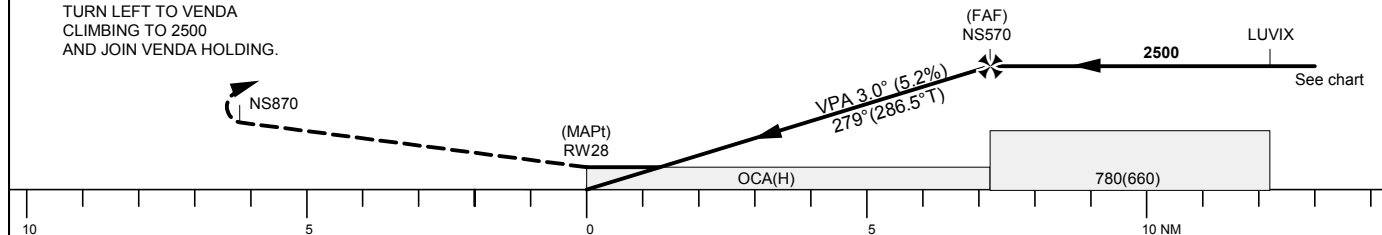
SKELLEFTEÅ TOWER

122.050

**RNP RWY 28
SKELLEFTEÅ**


TA 5000 ft AMSL

PAPI GP 5.2%

 CLIMB STRAIGHT AHEAD
TO NS870, MAX IAS 210 kt.
TURN LEFT TO VENDA
CLIMBING TO 2500
AND JOIN VENDA HOLDING.


OCA (H)												
Cat of ACFT	A	B	C	D	Final approach FAF-MAPt distance 7.3 NM							
LNAV/VNAV	450 (330)				Dist to RWY 28 (NM)	7	6	5	4	3	2	1
LNAV	660 (540)				Altitude (ft)	2410	2090	1770	1450	1140	820	500

RNP RWY 28**Instrument Approach Procedure Coding Tables****SKELLEFTEÅ RNP RWY 28 - Instrument Approach Procedure via GATVI**

Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Turn Direction	Altitude	Speed	VPA/RDH	Rec Navaid	Navigation Specification
IF	GATVI				+2800				RNP 1.0
TF	LUVIX			R	+2500	-210			RNP 1.0
TF	NS570				2500				RNP 1.0
TF	RW28	Y			175		-3.0		RNP 0.3
CF	NS870	Y	279°(286.6°)			-210		SKA	RNP 1.0
DF	VENDA	Y		L	+2500				RNP 1.0
HM	VENDA	Y	098°(106.0°)	R	+2500	-210			RNP 1.0

SKELLEFTEÅ RNP RWY 28 - Instrument Approach Procedure via INDAK

Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Turn Direction	Altitude	Speed	VPA/RDH	Rec Navaid	Navigation Specification
IF	INDAK				+2800				RNP 1.0
TF	LUVIX				+2500				RNP 1.0
TF	NS570				2500				RNP 1.0
TF	RW28	Y			175		-3.0		RNP 0.3
CF	NS870	Y	279°(286.6°)			-210		SKA	RNP 1.0
DF	VENDA	Y		L	+2500				RNP 1.0
HM	VENDA	Y	098°(106.0°)	R	+2500	-210			RNP 1.0

SKELLEFTEÅ RNP RWY 28 - Instrument Approach Procedure via MOKMO

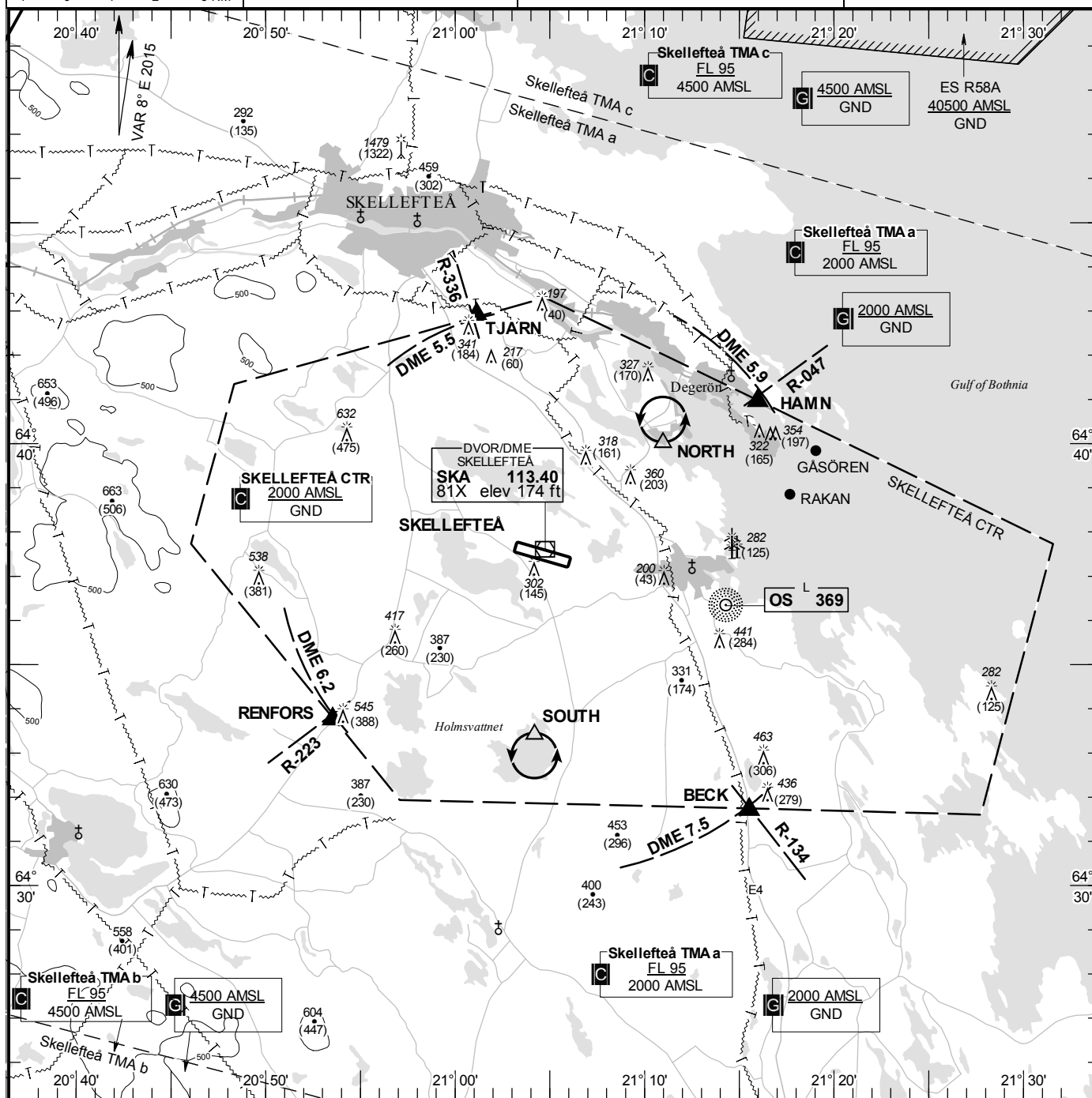
Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	Turn Direction	Altitude	Speed	VPA/RDH	Rec Navaid	Navigation Specification
IF	MOKMO				+2800				RNP 1.0
TF	LUVIX			L	+2500	-210			RNP 1.0
TF	NS570				2500				RNP 1.0
TF	RW28	Y			175		-3.0		RNP 0.3
CF	NS870	Y	279°(286.6°)			-210		SKA	RNP 1.0
DF	VENDA	Y		L	+2500				RNP 1.0
HM	VENDA	Y	098°(106.0°)	R	+2500	-210			RNP 1.0

TA 5000 AMSL

122.050

AD 2 ESNS 6-1

**SKELLEFTEÅ
SWEDEN**



- 1 SQUAWK 7600
- 2 Enter CTR via TJARN/HAMN – Holding NORTH at or below 1000 ft AMSL to traffic circuit. Transmit blind your intentions.
- 3 Flash LDG-lights and watch TWR for optical signals.

Remark
NIL

RWY NR	THR ELEV	PAPI (MEHT)
10	157 ft	Left/3.00° (56 ft)
28	124.7 ft	Left/3.00° (56 ft)

TJARN	644254N 0210108E
HAMN	644057N 0211559E
BECK	643142N 0211531E
RENFORS	643345N 0205332E

NORTH: Hold above Degerön, north of point
644000N 0211057E

SOUTH: Hold above Holmsvattnet, south of
point 643324N 0210411E

See GEN 2.3

LFV

CHANGE: Skellefteå TMA

AIRAC AMDT 4/2015 **25 JUN 2015**

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