

# Karlstad

IATA/ICAO CODE: KSD/ESOK  
 CITY: Karlstad  
 COUNTRY: Sweden

## AIRPORT CONTACT

Information updated by the airport 4/2011

Name: Peter Landmark Bengt Nygren  
 Title: Airport manager Chief of Operations Air Traffic Control  
 Airport: Karlstad Karlstad  
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 Airport Web Site: [www.karlstadairport.se](http://www.karlstadairport.se)

ELEVATION: 352 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
03/21	8255	-	3	148

## NOISE ABATEMENT PROCEDURES

The routes for arriving and departing IFR and VFR traffic have been established for noise abatement purposes. Aircraft shall strictly adhere to assigned route and be operated in such a manner that unnecessary noise disturbances are not caused.

See AIP Sweden AD 2 ESOK 2.21 for noise abatement procedure details.

## CONTINUOUS DESCENT ARRIVAL (CDA)

The airport utilizes both CDA and CCD:s. The limiting factor of the use of CDA:s and CCD:s at Karlstad Airport is the traffic load. Since the traffic load is mostly low to moderate. CDA:s and CCD:s are used of more than 90% of the IFR-flights to/from ESOK. However, this number is only a calculated guess since we have not yet completed the statistics involving the use of CDA:s and CCD:s at ESOK. There are no specific times that CDA/CCD is/is not used. It all depends on the traffic load, and how well we are able to sequence the traffic / vectoring around other conflicting traffic.

AIRPORT CURFEWS - [NONE](#)

PREFERENTIAL RUNWAYS - [NONE](#)

OPERATING QUOTA

33 000 movements/year

ENGINE RUN-UP RESTRICTIONS

Multi engine aircraft should, if possible, shut down one or more engines before entering apron. Aircraft should use minimum thrust required during engine start and taxiing. Permission for ground running must be obtained from the airport authorities (+45 708 55 60 31/34). Such request may also be forwarded via ATC on freq 119.450 MHz if necessary. For extensive engine ground running, request may be denied or restrictions be applied (aircraft to be directed to another location on the airport etc).

APU OPERATING RESTRICTIONS

APU may only be used when required for engine start or adjustment of cabin heat. APU must not be started earlier than 5 minutes before estimated time of departure. Exception may occasionally be permitted in case of GPU failure or when the outside temperature exceeds 25 degrees C and air cannot otherwise be circulated in the cabin.

NOISE BUDGET RESTRICTIONS - [NONE](#)

EMISSIONS SURCHARGE

[Current Tariff Regulations AIC Sweden March 11, 2010](#)

NOISE SURCHARGE

[Current Tariff Regulations AIC Sweden March 11, 2010](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-

Source of Noise Mitigation Program Funding for Aircraft Noise	-	-
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NOISE MONITORING SYSTEM - [NONE](#)

No fixed noise monitoring equipment. The airport does have equipment to monitor flight compliance with SIDs and STARs

FLIGHT TRACK MONITORING SYSTEM - [Yes](#)

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS - [NONE](#)