

Umea Airport

IATA/ICAO CODE: UME/ESNU
CITY: Umea
COUNTRY: Sweden

AIRPORT CONTACT

Information updated by the airport 2/2011

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Airport Web Site:	www.umeaairport.se	

ELEVATION: 22 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
14/32	7544	*	3.0	125
* Threshold Rwy 32 permanently displaced; available landing distance RWY 32 is 7344 ft.				

NOISE ABATEMENT PROCEDURES

1. During the hours of 21:00-06:00 take-off RWY 32 and landing RWY 14 not permitted unless otherwise required by flight safety reasons.
2. During the hours of 21:00-06:00 engine reverse should be avoided.
3. Between 21:00-06:00 the aerodrome must not be used by aircraft certificated in accordance with ICAO Annex 16 Volume 1, Chapter 2.
4. All northbound departures RWY 32 must fly via NDB OU before right turn.
5. Visual approaches from north to RWY 14 must keep minimum 1500 ft until established on final.
6. Visual approaches from south to RWY 32 must keep minimum 2500 ft until established on final.

CONTINUOUS DESCENT ARRIVAL (CDA)

CDA implemented Nov 19, 2009.

AIRPORT CURFEWS

Between 21:00-06:00 the Airport can not be used by Chapter 2 airplanes.

PREFERENTIAL RUNWAYS

RWY 32 for landing and RWY 14 for departure.

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS - [NONE](#)

APU OPERATING RESTRICTIONS

APU usage to be avoided unless necessary. APU shall not be used on parking unless required for engine start or adjustment of cabin heat. On these occasions APU must not be started earlier than 5 minutes before estimated time for taxiing. When the temperature outside exceeds 25 degree C and where air cannot otherwise be circulated in the cabin, APU may be started at maximum of 20 minutes before estimated time for taxiing.

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)	-	Not applicable
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	Not applicable
Avigation Easements	-	Yes, the participants must sign an agreement.
Zoning Laws	-	> 70 dBA > 3 times/24-hour
Real Estate/Property Disclosure Laws	none	-
Acquire Land for Noise Compatibility to date	none	-
Population within each noise contour level relative to aircraft operations	none	Today DENL < 55 dBA = 327 < 60 dBA = 31
Airport Noise Contour Overlay Maps	-	Noise Contour
Total Cost of Noise Mitigation Programs to Date	-	- ~1,3 Million US dollars
Source of Noise Mitigation Program Funding for Aircraft	-	Computer Program Fasad

Noise

Note: Government act of infrastructure stating that the airport should take measures on buildings within DENL 60 dBA which is equal to DENL, day-evening-night-level, and within LAmax 80 dBA where this levels occur at least three times per 24-hour based on the yearly average 24-hour.

NOISE MONITORING SYSTEM - [NONE](#)

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](#)