



Swedflight PRO airports

ESNU / UME

Umeå airport

Airport data
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version 1

November 2003

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Terminal building at Umeå airport seen from landside.

About the design of the scenery

Umeå airport belongs to the series of airports along the coast of the Gulf of Botnia that were built and developed in the early sixties when the domestic flying gained momentum in Sweden. The other airports in that series are Sundsvall-Hämösand, Örnsköldsvik and Skellefteå. The first one of these is also included in this Pack #3 from Swedflight and the rest will be released in coming packages to make the series complete.

We had, as usual, possibility to document this airport in very close detail which means that almost everything inside the airport area is included in the scenery. The photo material which is the base for the photo textured buildings is of highest quality that has resulted in a scenery with great realism and many interesting details. This airport is already equipped with the new type of approach lights that will also be introduced at other Swedish airports later on. Also Stockholm-Arlanda and some other have already changed their lights to this new BarretteCenterLine type without the typical horizontal reference bars that are found in the older Cat I / II Calvert type lights. The new BarretteCL type is introduced here also by us for the first time, in a 'handmade' 3D version, built exactly to scale which gives an unprecedented realism to the approaches. So are also the 3D taxi lights that are tested here and that will give a better spatial feeling during the taxing on the ground.

The rest of the scenery is also built according to the latest available data.

The content of the scenery

The scenery of Umeå airport contains all buildings and all details of importance inside the airport area. All objects in this part are photo textured throughout. You will find the following in the package:

- The runway and taxiway system will all lines, lights and signs
- Almost all buildings inside the airport area, over 25 sharply rendered objects built in a proper scale with high precision.
- The nearby geographical area that has been modified with a semi realistic photo scenery to adapt to the complicated coastline in the mouth of the Ume River.

- (Some extra buildings in the neighbourhood – the new bridge over Ume River, the hospital and some high buildings inside the city - are included in a separate add-on together with a lot of extra 3D objects from the two other airports in this package.)

Maps of Umeå airport

No maps are included in the package. Instead you can visit the web site of the Swedish Civil Aviation Administration found at this address:

http://www.lfv.se/site/pilot_info/air_traffic_society/library/aip/flygplatser.asp

There you will find a PDF document (**ES_AD_2_ESNU_en.PDF**) with all the latest and necessary data - the Runway, Taxiway and Parking system, as well as separate SID and STAR maps for the airport.

How to contact us

We hope you will visit our web site now and then, looking for updates or other additions for our sceneries. The address is: <http://www.swedflight.com>

You can reach us easily on this email address: support@swedflight.com We will try to contact you back as fast as we can.

Thanks

We want to thank everyone that have helped us make this project come true and that have given us a lot of assistance when needed, especially the airport director who made it possible to take all those photos needed.

November 2003

SWEDFLIGHT DESIGN GROUP

Airport data

The airport is located only 4.5 kilometers from the city center of Umeå, being the most locally situated airport of all in Sweden. This is a fact that very unusually is appreciated by the local inhabitants but the placement gives of course some problems for the use of the airport where one of them is not to fly over the central parts of the city. The owner of the airport - the Swedish Civil Aviation Administration (LFV) – has taken a serious view of this impact on the environment and Umeå airport is therefore the first airport in the entire Nordic area that is certified under the international environmental standard ISO 14001 (more about this in the historical section). The air traffic at the airport is very strictly regulated in the Environmental Permit which is a consequence of the close placement very near populated areas. Between 22 hours in the evening and 7 in the morning there is a total ban of noisier aircraft. The airport has also installed a computer based system that can exactly follow the routes each aircraft takes in the air and can directly see the reasons for any deviation.

The amount of passengers makes the airport to one of the largest regional airports in the country – number 6 on the list. Domestic services predominate but postal and taxi services also operate here as well as flying clubs. On a normal workday the airport serves about forty aircraft which means over 11000 in a year, just over 8000 of them are larger aircraft. The permission according to the Environmental Protection Act is now for 17000 landings/year so the airport has not yet reached its limit. The main traffic goes to and from Stockholm-Arlanda but also charter companies operate here carrying passengers to some of the popular holiday resorts abroad.

The apron has place for six large aircraft and can manage aircraft as big as B767. The most common types using the airport are B737-300, B737-600, B737-800 and Saab340.

There are about 300 employees working at the airport and in the different companies that operates there. In terms of passengers the largest airline serving the airport is SAS. Other companies with scheduled flights are (Nov. 2003): FalconAir, Skyways and Reguljair.

Number of operations in 2002:	landings total	11 214
	domestic	6547
	international	116
	taxi flights	491
	other	4060

Number of passengers in 2002:	total	721 752
	domestic	682 656
	international	34 096

The airport on the Net

If you want fresh data and actual schedules for Umeå airport please visit the following address: <http://www.lfv.se/site/airports/umea/eng/index.asp>

Runway system

The single runway (direction 32/14) is just under reconstruction and will be elongated 300 meter. The new runway will be in use in October 2004. The noise will be lower after that and the charter flights can use full tanks already from start to the longer destinations. Both runways are equipped with ILS.

Physical data (**only for use in flight simulation, not for real use!**)

RUNWAY	14	32
Ref point ARP	63 47 35N 00 16 48E	
Height (feet)	24	
Bearing GEO	138.46°	318.48°
Bearing MAG	134°	314°
Length takeoff (meter)	2002x45	2002x45
Length landing (meter)	2002	1810
ILS signal	NU	SNU
ILS fq (MHz)	109.90	110.70
DVOR/DME	UME 114.10 MHz	

Airport history

Plans with impediments

The interest for flying is very old in Umeå. Already as early as 1914 there was a proposition (from a women teacher!) to build an airport near the city. The municipal administration rejected the idea meaning that flying was only of military interest in the foreseeable future.

'Svenska Lufttrafik AB' was a new company that 1919 had plans to start domestic flights to the northern parts of the country with intermediate landings in most of the coastal cities up here, but also this idea came to nothing.

ABA, one of the companies that later became SAS, started domestic flights 1926 between Gothenburg and Malmö and they had early plans also to start flying in Norrland (the northern part of Sweden) but they very soon postponed these plans when they realized the impossibility to make a realistic timetable.

In 1945 an official report stated that an airport for intermediate landings should be projected in Umeå, more exactly at Alvik where the airport of today is situated. The same was said in 1946 when the plans were more detailed. The airport project was split in two parts, a local one that would invest and buy the land area needed and a governmental one that later would build and run the airport. But the economical conditions in the country suddenly got

worse and also these detailed plans had to be postponed although the local interests had already bought the needed area for 1.4 million SEK, a really big sum at that time. The government on the other hand had no money to build the airport.

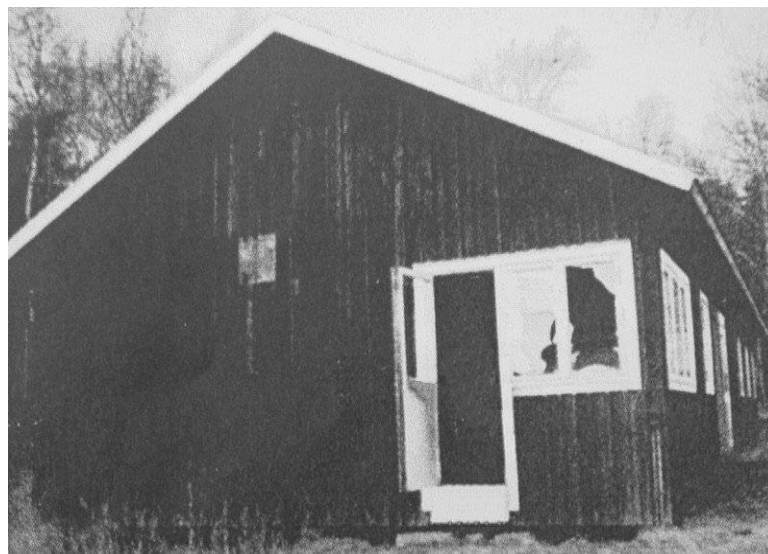
Nothing happened now in this long story until 1955 when the Air Force offered the CAA of that time (Civil Aviation Administration) to take over the responsibility for the military grass field at Nordmaling, a field that no longer fulfilled the military demands. CAA accepted of course and the formal overtaking was on March 15, 1957. Umeå had at last got the airport they so long had waited for.

The legendary grass field airport at Nordmaling

Civil flights had already started on this field in 1956 when the company Airtaco transported newspaper from Stockholm up here. The company had two aircraft, a Lockheed L18 Lodestar and a Douglas DC3. This traffic was later transferred to the totally new company Linjeflyg (that consisted partly of Airtaco) and they continued with this all the time until December 1961. With this the grass field got the status as the first regular airport in the middle of Norrland.

The big grass field in Nordmaling was not very well suited for regular flight operations. It had no real runway so the traffic had to be stopped periodically at spring and autumn when the surface was too muddy to use. Often the pilots couldn't land so they just dropped the newspapers on the ground like bombs. Two roads (one of them the main road to northern Sweden) were crossing the landing strip and the autos had to be stopped with bars over the road at the start and landings. Much could be said about this legendary field from which circulate hundreds of stories. Those pilots working in the Linjeflyg company at that time are talked about with great respect, working in all sorts of weather without the tools we have today - often in really bad and misty weather because this field was situated quite close to the coast. Luckily no accident happened here.

You couldn't really talk about a terminal building at this airport. It consisted plainly of a rebuilt barn in which you could find some tables and chairs. You could buy coffee and sandwiches at a counter and tickets were sold in the simplest way. If too many passengers were gathered in the 'waiting room' they moved the whole operation to a table outside – if weather permitted.



The simple terminal in the barn at Nordmaling airport

In spite of a somewhat mangling regularity of the flights because of the primitive conditions, 4116 passengers used the service of this company already the first 100 days of operation. 41 passengers/day which meant a very high cabin factor if you remember that the Lodestar had 32 places and the actual DC3 only 15! The flight time between Nordmaling and Stockholm - Bromma was 2.5 hours plus half an hour at the intermediate landing in Sundsvall – all this compared with the 50 minutes a trip will take today.

Even if the amount of passengers was relatively high it was too expensive for ordinary people to use this new service. Mostly it was folks with some position in the society, businessmen and celebrities that used these flights. In newspapers from the time you can find some well known artists but it is really a little astonishing to find Louis Armstrong debarking the Linjeflyg aircraft in the snow and cold in these primitive conditions at Nordmaling, which must have been a really exotic experience for him.

But also this pioneering era got an end. In the late 1950ies there was a Minister of transport and communication that happened to be born in Umeå and he saw to that not only Umeå got a 'real' airport but also the other cities up here at the coast along the Gulf of Botnia – Örnsköldsvik and Skellefteå.

The new airport at Alvik, Umeå

1961

The construction of the new airport (that was projected already in 1957) started in 1959 and the inauguration was in 1962. The field is situated on a very flat area close to the city, only 4.5 kilometers from the center. Like the field in Sundsvall it is placed closed to the water, here it is the Ume River that is flowing only 500 meters from the threshold of runway 32. But there are more similarities with Sundsvall, also here the airport is in a river delta and the rising of the land is also here 1 meter/100 years, the highest in the world. Therefore should the soil under the runway have been under water in the 11th century and it is also the river that has carried most of the material on which the airport is built.

The first runway here was 1600 meter long and had a complementing grass strip of 300 meter that crossed the main one. A terminal building and a service building were also built and they were finished in 1962. A year later a hangar for the helicopter owned by Lapplandsflyg was built. This building was later in 1967 taken over by the CAA and used for other purposes when Lapplandsflyg that year built their own office and hangar still found at the airport today.

The first official flight at the new airport was on December 16, 1961 when the traffic moved from Nordmaling to Alvik in Umeå. But the official inauguration was not until May 27, 1962.

1975

During the following years the amount of passengers grow steadily like the size of the aircraft that transported them. This made it necessary to elongate the runway, a project that started in 1975 when 400 meters were added to the length. The apron was also enlarged and could now serve 4 large aircraft. Also the terminal was reconstructed - the domestic area was doubled and an international part was added. A totally new service area with new buildings were built SE of the terminal.

1987

The traffic at Umeå airport grew very much in the beginning of the 80ies. Therefore it was decided to rebuild the terminal once again. New departure and arrival areas was built with passport and security checks. The landside area was rebuilt to give room for more taxi cars and for long term parking of private cars.

1993

A larger apron was built this year, 6 stands for large aircraft. The taxiways got the width of 38 meters including shoulders. VASIS was replaced by 4PAPI.

2000-

The changes at the airport are still going on. Lately the terminal area has been rebuilt again, the security check facilities have been expanded also here because of the fear of terrorism these days. After many years of planning the airport at last got the permission to elongate the runway again, this time it will be 2300 meter when it is finished in October 2004. This will make it possible to have full tanks already from start for the charter flights going for longer trips.

The placement of the airport very close to populated areas is the reason why the CAA that owns the airport has taken a serious view of the environmental impact of the operations at the airport. After two years of intensive work the airport got in 1999 its certification under the International Environmental Standard ISO 14001 – the first airport in the Nordic region that got such an award. The job has not been restricted only to lower the noise and the air pollution caused by the aircraft. All operations at the airport are involved in these undertakings that are expressed in their environmental policy – from the lowering of noise and pollutions in the air, to pollutions in the waste, pollutions caused by traffic to the airport, fire drills etc. All that are working at the airport, also other companies that have their operation there, will be affected by this.

From the very primitive conditions at the old airport in Nordmaling, the airport of today in Umeå is really modern and is very well prepared for the demands of the future, now also including the environmental ones.



The tower at Umeå airport seen from landside