



Swedflight PRO airports

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**ESPA / LLA**

**Luleå - Kallax airport**

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Airport data  
Airport history

version 1.1

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Terminal building at Luleå-Kallax airport seen from Apron 9.

## About the design of the scenery

Luleå-Kallax airport belongs to the three in Sweden that are a combination of a military airbase and a civilian airport. Being situated far up in the north of Sweden and with the nearest airbase placed 600 kilometers to the south, Luleå-Kallax is now the biggest airbase in the country and is responsible for the air defense in an area that covers almost half of Sweden.

This combination of operations makes the scenery design a little special where the civilian area is built with very high precision and with almost everything included. 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. On the other hand is the military area shown very symbolically for security reasons and only the most important buildings are included (this part is installed as a separate add-on together with extra objects in the other two sceneries in this package). The taxiway system on the military side is complete but without the corresponding details you will find in the civilian part (precision made taxi lines, double edge lines, RGL lights, stop lines).

The scenery is built according to the latest available data.

### **The content of the scenery**

The scenery of Luleå – Kallax airport contains all buildings and all details of importance in the civilian section. All objects in this part are photo textured throughout while the military counterparts are only semi realistic and more superficially done for security reasons. You will find the following in the package:

- The runway and taxiway system will all lines, lights and signs (military part only taxiways and aprons included without details)
- All buildings inside the civilian area of the airport, 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 Lule River.
- (The military buildings 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 Luleå - Kallax 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](http://www.lfv.se/site/pilot_info/air_traffic_society/library/aip/flygplatser.asp)

There you will find a PDF document (**ES\_AD\_2\_ESPA\_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](mailto: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**

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## Airport data

Located 5 kilometers south of Luleå city centre and 45 kilometers north of the town of Piteå, the airport serves the areas around both these two industrial cities but it is also the main airport in an area that covers a considerable part of Sweden. This is the reason why this airport has grown to become the fifth biggest in the country. 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 civilian part of the airport is owned and operated by the Swedish Civil Aviation Administration (LFV). There are about 220 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): Nordic AirlinK, Skyways, Nordkalottflyg and Archangelsk Airlines.

<b>Number of operations in 2002:</b>	landings	8318
<b>Number of passengers in 2002:</b>	total	894 774
	domestic	845 267
	international	49 607

### The airport on the Net

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

### Runway system

The single runway (direction 32/14) is after the reconstruction in 1998 the longest (and broadest) in Sweden. The reasons for these impressive dimensions is the project called Kallax Cargo Airport which is described more in detail further down in the historic section. Both runways are equipped with ILS.

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

<b>RUNWAY</b>	<b>14</b>	<b>32</b>
Ref point ARP	65 32 36N	022 07 25E
Height (feet)	65	
Bearing GEO	137.29°	317.32°
Bearing MAG	131°	311°
Length takeoff (meter)	3350x45	3350x45
Length landing (meter)	3350	3350
ILS signal	PA	SPA
ILS fq (MHz)	110.30	109.90
DVOR/DME	SLU 115.10 MHz	

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# Airport history

## **The pre-military epoque**

The history of flying in the Luleå region goes back as far as 1920 when three pilots from England visited the area and for two days arranged passenger flights plus aerobatic shows. Also next year similar activities was arranged where also a parachute jump could be seen here for the first time.

The government tried already in 1920 to push the idea to build an airfield up here and in 1925 the company AB Areotransport did the same but the interest for this was very poor. 1934 there was anyhow a proposal to build an airfield at a place called Notviken or at the fiord of Hertsö. But not until an area at Kallaxheden was researched in 1940 and found suitable an airfield was finally built there.

## **The military airbase**

The birth of this northern airbase goes back to the beginning of World War II. At that time a whole bunch of new airbases was founded around the country and from different parts of this big area (called Norrland) came strong proposals to the government that at least one airbase should be placed up here.

It was therefore decided in 1941 that the 'airbase' F21 (Norrbottnens Flygbaskår) should be set up at Kallax – a suitable area south of the city of Luleå. To start with it was more of a basic organization plus the existing airfield since 1940 where divisions of aircraft from other airbases could be stationed temporarily. In the beginning very few aircraft was placed here, only a few light liaison aircraft and a very important ambulance.

You had to wait until 1949 before the first regular division was set up here, a reconnaissance division with S26 'Mustang' and SAAB S18. Not until 1961 another division was placed here – this time it was J32B 'Lansen' and in 1963 could F21 finally be looked upon as a 'real' airbase. 12 year later another division arrived, SAAB SK60 B/C, light attack aircraft.

During many stages of money savings in the late years and the accompanying disarmament of the whole Swedish defense, also the air defense has been affected. Of the 20 air bases totally it remain today only 7 of them. But of those, F21 is still there, steadily under development during the years. Today it is responsible for the air defense in an area big as half of Sweden. A lot of people have their daily work at the airbase which has almost 1000 employees. Also the airport itself is very big, at winter time 1000 000 square meters have to be cleaned from snow which is the same area as 147 soccer fields.

## **The civilian airport**

Civilian flights started at Kallax as early as 1944 when the first plane from Aerotransport AB landed September 11 after 3 hours flight from Stockholm-Bromma. After being located a long time at the western end of the military side the civilian operation moved 1984 to fresh facilities at the northern side of the runway. Serving a very big area in this northern part of the country the airport has during 50 years grown to be the fourth largest in Sweden, with almost 900000 passengers using it during 2002. Both Luleå (and Piteå 45 km to the South) are industrial towns with lots of visitors making a good base for this amount of passengers but so are also the many military soldiers from the southern part of the country that make their military service up here at the regiments located in the Luleå area.

## **'Kallax Cargo Airport' - project**

This is a new business project that has been going on since the end of 1990th.

*Stage one* will be to establish Kallax Cargo Airport as the very best alternative for technical stopovers for air cargo aircraft, mainly on routes between Europe and North East Asia.

*Stage two* will make Kallax Cargo Airport the centre of regional and Scandinavian freight destined mainly for North East Asia. Today this freight is forwarded via costly detours over central Europe before reaching its final destination.

*Stage three* begins once the airport has been expanded to include full service for air cargo. It is then the ambition of Kallax Cargo Airport to become a hub for intercontinental air cargo. The northern shortcut route makes Kallax a gateway to the EU. Kallax Cargo Airport becomes an established cargo hub on the northern hemisphere, which presents a wide spectrum of opportunities for the airport and for industry and society in general.

With 29 of the world's 30 biggest air cargo airports within 10 flying hours, this is where Kallax's strategic location comes into the picture. Since the distance from North East Asia down to major European centers is just a few more hours, and it is now possible to fly over Russia, Kallax is a very attractive alternative for air cargo carriers.

Air routes over Russia shorten the journey, while jet streams are weaker near the poles. Compared to conventional air routes, the time savings per trip via Kallax Cargo Airport can be as much as four hours. Savings can be as much as between 5,000 and 11,000 dollars per hour, depending on the type of aircraft and fuel prices. Shorter flying times also mean reduced emissions and thus significant global environmental gains. On routes between Europe and Northeast Asia, but also to North America and Southeast Asia, Kallax has a very advantageous position for stopovers and refueling.

To help this idea come true a lot of money, both from the government and from other interests has been invested. Most of them went to the new enlarged runway that was ready in 1998 and that is now the longest and broadest in Sweden. In spite of the great idea behind this project it has taken a long time to make it come true. Some problems arised in the beginning when Russia didn't allow aircraft to fly over Sibiria the routes that was most suitable, but this is history now. When this is written (Nov 2003) negotiations are going on with several freight companies so hopefully something positive will come out of this and the expected great expansion of the flying at Kallax airport will start at last.

(Parts of this text are citations from the website of Kallax Cargo Project: <http://www.kallaxcargo.com> – reproduced with kind permission of the authorities at the Kallax Cargo project)

