

Air traffic outside of ATS hours

AR.2024.01

Upprättat av
Oskar Svensson 2024-04-09

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1 Purpose, scope and application

This instruction shall be applied by those operating aircraft outside of the ATS (Air traffic service) hours at Kalmar Öland Airport. The purpose of this instruction is to maintain aviation safety and security when ATS is closed.

2 Responsibility

All personnel/members and crews are obligated to follow these instructions. All entry into the airport's movement area outside ATS hours by external parties is at their own risk.

The airport disclaims all responsibility for any damage that may occur when air traffic operations are conducted outside of air traffic control opening hours. The airport does not conduct any quality or maintenance checks outside of air traffic control opening hours and cannot guarantee that the airport's infrastructure is suitable for air traffic outside of air traffic control opening hours. The airport takes no responsibility for any damage incurred as a result of this.

3 Air traffic outside of ATS hours

3.1 Permission

The following entities hold permission for air traffic outside of ATS hours and shall, on each occasion, adhere to the airport's current instructions and published AR:

- Kalmar Flygklubb
- Öland Flygklubb
- Diamond Flight Academy Scandinavia
- Frivilliga Flygkåren, FFK Kalmar Län
- Peder Ramström

Air traffic outside of ATS hours is only permitted for aircraft with a Maximum Takeoff Weight (MTOW) of up to 5.7 tons and after permission (PPR) has been granted by the airport.

No air traffic outside of ATS hours is allowed during twilight or darkness, as well as when visibility is reduced to below 800 meters.

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To conduct air traffic outside of ATS hours at Kalmar Öland Airport, there must be an established operational agreement between external entities and Kalmar Öland Airport AB.

The external entity that has an operational agreement with the airport and permission for air traffic outside of ATS hours may allow visitors to use the airport on the condition that the visiting air traffic is also aware of and complies with the airport's local safety regulations (AR). The external entity must always have a designated host present on-site during these occasions and is responsible for ensuring that the crew of the visiting aircraft complies with the local safety regulations.

All external entities with established operational agreements with Kalmar Öland Airport may be granted their own access to the airport's airside area following the airport's decision.

On individual occasions, air traffic may be permitted even without an established operational agreement. These requests should be submitted to the airport during its operational hours and must be approved before the air traffic is allowed. Upon permission for such operations, the respective crew commits to adhering to the airport's local safety regulations in the form of applicable Airport regulations.

No commercial air traffic is allowed when ATS is closed, except with an established agreement with the airport that permits such operations.

The airport reserves the right to restrict or temporarily close air traffic operations at any time when air traffic control is closed in order to conduct other activities or maintenance operations. This information will be communicated via NOTAM and through local safety information (Airport information).

3.2 Emergencies

When ATS is closed, there is no airport rescue and firefighting service available. In such cases, the municipal rescue service should be contacted first.

In case of an emergency, the following steps should be taken:

1. Attend to firefighting/first aid.
2. Call 112 (emergency services).
3. Notify the airport's emergency preparedness team according to the emergency contact list.

3.3 Incident Reporting

All members and staff are obligated to report aviation safety-related incidents they have been involved in. Reports must be submitted within 72 hours from the time the incident occurred. Reporting can always be done anonymously. Reports are to be sent to the email address provided at the end of this document.

Ändrad av

Oskar Svensson

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VA

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3.4 Instructions

- Before commencing the flight, the pilot shall ensure that ATS is closed and that no other activities are taking place in the airport's maneuvering area that may affect the flight.
- The pilot must always check NOTAMs for any temporary restrictions.
- Departing and arriving air traffic must broadcast their intentions on the air traffic control frequency 130.805 MHz when inside the control zone. It is essential for all crews to use the air traffic control frequency to alert other aircraft and any ground vehicles that may be on the airport premises.
- Arriving air traffic from other destinations or that has been absent from the airport for more than 30 minutes must perform a flyover to visually inspect the runway before commencing landing. All takeoffs and landings outside of ATS hours are at one's own risk since none of the airport's systems are under any form of surveillance or control outside of ATS hours. This also applies to all instrument landing systems; refer to AIP for more information. Flight operations outside of ATS hours may only be conducted in accordance with Visual Flight Rules (VFR).
- Only one movement at a time is allowed on the runway outside of ATS hours. When vehicles are present on the runway, takeoff/landing operations must not be conducted.
- If the runway is covered with snow, ice, or slush at any time outside of ATS hours, the runway is closed to traffic.
- The transponder must always be switched on during flight, even in uncontrolled airspace.

3.5 Kontakt

For further information, please contact:

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