



Swedflight PRO airports

ESUP / PJA

Pajala airport

Airport history

Airport data

version 1

July 2004

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Terminal and hangar at Pajala airport.

About the design of the scenery

Pajala airport is the youngest in Sweden, inaugurated as late as September 1999. It is situated far up in the northern part of Sweden, above the Arctic Circle at the border to Finland. The airport has an excellent location next to the Torne River, with the midnight sun in the summer and the unique polar light in the winter. Pajala is one of the most distant municipalities in Sweden, but today it is also one of around 25 municipalities that can be reached by air via their own airport.

In the section **Airport history** further down the interesting story behind the building of this airport will be described.

Just after the opening of Pajala airport back in 1999 we got many requests from our users for a scenery of this new airport and they have been coming now and then also during the years after. The long distance to the airport has made it difficult to get all the pictures needed for a photo realistic scenery that would fit in our series of professional airports but thanks to some users and to the airport director we suddenly got all the material we wanted and we could start the construction.

The SwedflightPro scenery of Pajala airport is published for free as a demonstration of much of the technique that we use in our bigger pay-ware projects. Here you will therefore find all these proprietary features:

- 3D approach lights
- 3D taxi lights
- 3D threshold lights
- RGL lights
- PAPI lights
- specially made runway with proper markings and winter textures
- smooth taxi lines with double edge lines
- ultra sharp photo textured buildings made from photos from the airport

The content of the scenery

The scenery of Pajala 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
- Most of the important objects inside the airport area plus 11 sharply rendered buildings built in a proper scale with high precision.

- A LandClass scenery covering about 60 km along Torne River that corrects for the misaligned default simple river and the road running beside it. The islands in the river close to the airport are also added.

Maps of Pajala 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/templates/LFV_InfoSida_70_30___2591.aspx

There you will find a PDF document (**ES_AD_2_ESUP_en.PDF**) with all the latest and necessary data and approach charts 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, especially those who have provided us with all the needed photos.

July 2004

SWEDFLIGHT DESIGN GROUP



The terminal from Landside

Airport data

The airport is situated 6.5 nm west of the village of Pajala beside the road to the city of Kiruna (169 kilometers away) and close to the Torne River that forms the border to Finland. One of the more interesting airports in the 'neighborhood' is Honningsvåg-Valan - near NordKap in Norway - that is only 240 nm away. Regular traffic at the airport goes to Luleå-Kallax. Most of the rest of the movements at the airport is traffic to Norway and Russia plus tourist traffic consisting of private aircraft from mainly Germany and other countries in central and southern Europe.

The airport on the Net

If you want fresh data and actual schedules for Pajala airport please visit the following address: <http://www.airport.pajala.se/engelska>

Runway system

The single runway (direction 11/29) is covered with asphalt and has PAPI in both ends. Runway 11 has lately been equipped with ILS.

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

RUNWAY	11	29
Ref point ARP	67 14 45N 02 30 408E	
Height (feet)	542	
Bearing GEO	118.2°	298.2°
Bearing MAG	112°	292°
Length takeoff (meter)	1420x30	1420x30
Length landing (meter)	1420	1420
LLZ signal	IUP	-
LLZ fq (MHz)	111.50	-
DME	IUP 111.50 MHz	

AFIS 118.25 Pajala information
ACC 131.05 Sundsvall control
NDB 390 PAJ

Fuel avgas 100LL - Jet A1

Customs PPR
FREE LANDING
FREE PARKING
Telephone 24 hrs
Accommodation – transport
Local assistance
Scheduled airline service

Airport history



Pajala – one of the northernmost communities in Sweden - covers an area of 7,886 sq.km and has a population of only about 7500 inhabitants, of whom 2,100 live in the main population centre Pajala, situated close to the border to Finland.

Long planning

Already back in 1984 an airport planning group was set up, The group was commissioned to produce a plan for an airport in the Municipality that 'was optimal - technically/ economically and communication-wise'. The reason why the idea of an airport took shape at this time was probably due to the fact that a few years previously three companies had been set up in Pajala in a completely new sector that was totally unknown to most people here - the electronics and computer industry. The first years of the 1980s can also be seen as a time when the local population and the council leaders abandoned their belief that jobs could be created through major state investments in new companies. A new belief in private enterprise and also a belief in people's own ability evolved around this time. So it was at a time characterized by optimism and belief in the future that thoughts of air communications to and from Pajala took root.

The go-ahead for the airport project really came when the government decided that the state would cover the entire investment costs, estimated at 35 MSEK. In year 3, the state would start to subsidize operating costs at 70-75%, the same rate as for other municipal airports.

After 15 years of planning and many discussions the airport was finally inaugurated in September 1999. Initially the airport has been equipped with approach and landing aids that mean that air services are expected to achieve 95% regularity. The whole airport is adapted for the disabled and all operations are carried with environmentally friendly aims. Pajala airport is one of an exclusive group of five airports that are the first in Sweden provided with the modern GPS approach facility. This means increased availability (reduced dependency on weather conditions) Regular traffic to Luleå-Kallax (the nearest bigger airport in Sweden) was established early with a couple of flights per day. For the moment this is handled by the company European with Jetstream 32 aircraft

Important for development and for tourism

The airport gives new opportunities for development in the community, not only for the electronics and computer industries, but also for tourism. The location of the airport could hardly be better. The runway runs parallel to the Torne River, just a couple of hundred

meters away. The Torne River, apart from its other natural values, is generally acknowledged to be one of the world's best wild salmon rivers.

The community of Pajala is situated in an area well suited for 'exotic' tourism. In Pajala, one can enjoy the midnight sun from the 2nd of June until the 11th of July. Throughout July there is 24-hour daylight. On the whole, Pajala is one large nature reserve with forests, lakes, rivers, rapids, and unique fauna. Distances are relative in Pajala. From Stockholm you can reach Pajala within a few hours. Pajala's central location in North Scandinavia makes it easy to reach northern Finland, Norway and the Kola Peninsula in Russia. ´

Pajala is in the northernmost corner of Sweden. About fifteen years ago, when the idea of an airport in Pajala was conceived, one of the most significant factors in favor of the project was that Pajala with its unspoiled countryside and its full service would be able to offer private flyers on their way to or from North Cape and Lapland an opportunity to do some interesting flying. After only some years' operations, it is already apparent that the careful planning and the effort to ensure a purpose-built solution have paid off. The airport has meant not only improved communications with the nation's capital for the people of this faraway village; it has also quickly become a new destination for many private flyers from central and southern Europe traveling to North Cape. One of the last years there were 72 registered landings by private planes from overseas.

"Those who have already visited Pajala have been very satisfied with the service both on and around the field, says marketing manager Timo Kanto, who thinks that word will begin to spread from flyer to flyer. He mentions the most appreciated surprises, which include free landing and parking, a campsite in the airport environs, washing and cooking facilities in the terminal building and the opportunity to use bicycles. The friendly and personal service, which goes way beyond the usual standard, is made possible by the "family firm" atmosphere of the little airfield. The airport staff, if they are not too busy, can take the guests into the village, if the car reserved for them is not in use at the time. The pilots have unlimited use of the servicing facility, and there is even help available for minor repairs. During the summer, all this service is available around the clock. The chance to fly anywhere thanks to the almost empty airspace is also a highly appreciated factor. In Pajala you breathe the cleanest air in Europe, both in the sky and on the ground! " (cited from 'Luftsport' and showing the friendly atmosphere at the airport)

For those of you that are planning to visit this area´, let us show you a small part of the activities available (taken from the tourism link at Pajala community web site):

Pajala Fair (July)

Norrbottnen's biggest summer fair. Dating back to the 18th century, it takes place during the second weekend after Midsummer (Midsummer = 21st June). It attracts 20,000-30,000 visitors every year. It's a big event, with tradesmen, craftsmen, artists and stallholders from home and abroad. Plane trips above Pajala, starting from the Airport, are offered during the fair (includes transfer to the Airport). All this is mixed with entertainment, sporting and cultural events - in short, everything a fair should have. [read more](#)

Northern Lights Festival (February)

A light in the dark of winter! The festival includes reindeer races, a snow sculpture contest, snowmobile competition and a trade and handicraft fair. The festival also features some exciting new items. [read more](#)

Day of the grayling (July)

The world's longest angling competition. A contest for the real angler! A popular feast with different sideshows along the River Kalix. The competition sites in Pajala District are in Männikkö and Mestoslinkka.

Arctic Canoe Race

A canoeing event for those who wish to see the longest free-flowing river system in Europe.

Canoe along selected stretches in the tourist class, or take up the challenge and canoe the entire length in the competition class: 537 km of adventure and a magnificent nature experience.

Romp Week (September)

The cultural week with deep roots.... and new ideas! Daytime activities with dances all week, and an earthy spirit that draws visitors in their thousands.

Some words from the Council Leader here are really worth noting, they are true for all airports but especially important for this one:

"An airport is indeed something special, because 1,500 meters of road or railway allows you to travel just 1,500 meters, whereas 1,500 meters of runway lets you reach the whole world."



Pajala airport