

AD 2 AERODROMES

ESDF 2.1 AERODROME LOCATION INDICATOR AND NAME

ESDF – RONNEBY

ESDF 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

- | | | |
|----|--|--|
| 1. | ARP coordinates and site at AD | 561600N 0151554E RWY centre point |
| 2. | Direction and distance from (city) | N 5 NM from Ronneby |
| 3. | Elevation/Reference temperature | 191 ft/+18.5°C |
| 4. | Geoid undulation at AD ELEV PSN | 109 ft |
| 5. | MAG VAR/Annual change | 5° E 2020/+0.2 increasing |
| 6. | Administration, address, telephone, fax, AFS | MIL AD: FM/Swedish Armed Forces
F17 Ronneby
SE-372 25 Ronneby
TEL: +46 (0)457 47 10 00
+46 (0)721 87 78 32 (MIL OPS)
FAX: +46 (0)457 47 14 23 (MIL OPS)
E-mail: f17-milairporthandling@mil.se (MIL OPS)
CIV OPR: Swedavia AB
Ronneby Airport
SE-372 92 Ronneby
TEL: +46 (0)10 109 54 00
FAX: +46 (0)457 245 84
E-mail: ronnebyairport@swedavia.se
AFS: ESDFZTZX
Website: www.ronnebyairport.se |
| 7. | Types of traffic permitted (IFR/VFR) | IFR/VFR. Max RWY ref code 4D |
| 8. | Remarks | PPR outside TWR hours.
MIL PPR. Foreign state ACFT, diplomatic clearance required |

ESDF 2.3 OPERATIONAL HOURS

- | | | |
|-----|---|---|
| 1. | AD Administration
AD Operating hours | MON-FRI 0600-1430 (0500-1330)
MON-FRI 0415-2200 (0315-2100), SAT 0600-1200 (0500-1100),
SUN 1100-2200 (1000-2100) |
| 2. | Customs and immigration | O/R TEL +46 (0)40 661 32 20
Immigration O/R |
| 3. | Health and sanitation | - |
| 4. | AIS Briefing Office | FPC H24, +46 (0)8 797 63 40, www.lfv.se/fpc |
| 5. | ATS Reporting Office (ARO) | As ATS |
| 6. | MET Briefing Office | FPC H24, +46 (0)8 797 63 40, www.lfv.se/fpc |
| 7. | ATS | Ref AIP SUP/NOTAM |
| 8. | Fuelling | As AD Operating hours |
| 9. | Handling | As AD Operating hours
Passangerhandling O/R |
| 10. | Security | O/R 5 banking days PN |
| 11. | De-Icing | As AD Operating hours |
| 12. | Remarks | Increased charges outside TWR HR of OPS |

ESDF 2.4 HANDLING SERVICES AND FACILITIES

1.	Cargo-handling facilities	Available O/R
2.	Fuel/oil types	Fuel Jet A1 Oil -
3.	Fuelling facilities/discharge capacity	Jet A1: Stationary unit 110,000 l, 600 l/min
4.	De-icing facilities	Type I and II, mobile unit
5.	Hangar space for visiting ACFT	-
6.	Repair facilities for visiting ACFT	-
7.	Remarks	Fuel supplier AirBP Jet A1 Swedavia Ramp Groundhandling TEL +46 (0)10 109 55 96, +46 (0)733 85 32 81, FAX +46 (0)457 245 85 AirBP accept only BP-Sterling card or Fuel Release as form of payment. Cash or credit card are not accepted. Passenger handling by Swedavia rnb.groundhandling@swedavia.se, TEL +46 (0)10 109 54 00 Handling services and facilities, 5 days PPR TEL +46 (0)10 109 55 96

ESDF 2.5 PASSENGER FACILITIES

1.	Hotels	In Ronneby
2.	Restaurants	In Ronneby
3.	Transportation	O/R
4.	Medical facilities	In Ronneby
5.	Bank and Post Office	In Ronneby
6.	Tourist Office	In Ronneby
7.	Remarks	-

ESDF 2.6 RESCUE AND FIRE FIGHTING SERVICES

1.	AD category for fire fighting	CAT 6 / CAT 8 O/R
2.	Rescue equipment	Tracked vehicle, rescue boat, MIL equipment
3.	Capability for removal of disabled aircraft	By arrangement, MIL equipment available
4.	Remarks	-

ESDF 2.7 SEASONAL AVAILABILITY – CLEARING

1.	Types of clearing equipment	Sweepers, blowers, snow ploughs, slingers and spreaders
2.	Clearance priorities	RWY, TWY, Apron
3.	Remarks	RWY and TWYs de-iced with UREA

ESDF 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1.	Apron surface and strength	Apron 5 ASPH PCN 50 F/B/X/U CIV Apron ASPH PCN 45 F/B/X/T
2.	Taxiway width, surface and strength	TWY A 18 m ASPH PCN 45 F/B/X/T Holding point on RWY 01 situated 200 m from centre line, close to apron. Not to be mistaken from RGL. TWY D 23 m ASPH PCN 50 F/B/X/U TWY W 7.5 m ASPH+GRASS PCN - TWY Y northern part 23 m ASPH PCN 50 F/B/X/U
3.	ACL, location and elevation	CIV apron 181 ft
4.	VOR checkpoints	-
5.	INS checkpoints	-
6.	Remarks	-

ESDF 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1.	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of ACFT stands	Taxi guide lines and signs. Marshalling available										
2.	RWY and TWY markings and LGT	<table border="0" style="margin-left: 20px;"> <tr> <td style="vertical-align: top;">RWY 01/19:</td> <td style="vertical-align: top;">Designator, THR, TDZ, CL and edges are day marked. RTHL, REDL, RENL.</td> </tr> <tr> <td style="vertical-align: top;">TWY A:</td> <td style="vertical-align: top;">CL, HLDG day marked. Edge lights, RGL.</td> </tr> <tr> <td style="vertical-align: top;">D:</td> <td style="vertical-align: top;">CL, HLDG day marked. Edge lights, RGL.</td> </tr> <tr> <td style="vertical-align: top;">W:</td> <td style="vertical-align: top;">CL, HLDG day marked. RGL.</td> </tr> <tr> <td style="vertical-align: top;">Y northern part:</td> <td style="vertical-align: top;">CL, HLDG day marked. Edge lights, RGL.</td> </tr> </table>	RWY 01/19:	Designator, THR, TDZ, CL and edges are day marked. RTHL, REDL, RENL.	TWY A:	CL, HLDG day marked. Edge lights, RGL.	D:	CL, HLDG day marked. Edge lights, RGL.	W:	CL, HLDG day marked. RGL.	Y northern part:	CL, HLDG day marked. Edge lights, RGL.
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D:	CL, HLDG day marked. Edge lights, RGL.											
W:	CL, HLDG day marked. RGL.											
Y northern part:	CL, HLDG day marked. Edge lights, RGL.											
3.	Stop bars	-										
4.	Remarks	<table border="0" style="margin-left: 20px;"> <tr> <td style="vertical-align: top;">RWY 01/19:</td> <td style="vertical-align: top;">MIL short track markings mid RWY</td> </tr> <tr> <td style="vertical-align: top;">TWY A:</td> <td style="vertical-align: top;">Also MIL markings</td> </tr> <tr> <td style="vertical-align: top;">TWY D:</td> <td style="vertical-align: top;">Also MIL markings</td> </tr> <tr> <td style="vertical-align: top;">TWY Y northern part:</td> <td style="vertical-align: top;">Also MIL markings</td> </tr> </table>	RWY 01/19:	MIL short track markings mid RWY	TWY A:	Also MIL markings	TWY D:	Also MIL markings	TWY Y northern part:	Also MIL markings		
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TWY A:	Also MIL markings											
TWY D:	Also MIL markings											
TWY Y northern part:	Also MIL markings											

ESDF 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/Designation	OBST type	OBST position	ELEV/HGT in metres	Markings/ Type, colour	Remarks
a	b	c	d	e	f
ESDF1	Building	561639.4N 0151606.7E	58.0 / -	-	-
ESDF2	Lamp post	561640.0N 0151603.0E	59.4 / -	-	-
ESDF3	Forest	561706.1N 0151619.6E	72.3 / -	-	-
ESDF4	Forest	561706.5N 0151618.1E	73.5 / -	-	-
ESDF5	Forest	561725.3N 0151609.6E	87.1 / -	-	-
ESDF6	Forest	561740.0N 0151626.7E	95.1 / -	-	-
ESDF7	Forest	561741.3N 0151624.6E	96.1 / -	-	-
ESDF8	Forest	561749.1N 0151624.3E	102.9 / -	-	-
ESDF9	Signs	561525.1N 0151542.4E	57.1 / -	-	-
ESDF10	Signs	561524.5N 0151547.7E	57.4 / -	-	-
ESDF11	Forest	561452.2N 0151542.3E	73.2 / -	-	-
In Area 3					
OBST ID/Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
Not available					

ESDF 2.11 METEOROLOGICAL INFORMATION PROVIDED

- Associated MET Office STOCKHOLM/Arlanda
- Hours of service H24
MET Office outside hours
- Office responsible for TAF preparation STOCKHOLM/Arlanda
Periods of validity, interval of issuance 9 HR, <https://tafplanner.smhi.se/app.php/production-program>
- Type of landing forecast Not issued
Interval of issuance
- Briefing/consultation provided FPC H24, +46 (0)8 797 63 40, www.lfv.se/fpc
- Flight documentation TAF, METAR, SIGMET, Upper air winds
Language(s) used Swedish/English
- Charts and other information available for briefing or consultation SWC, WC, Nordic SIGWX Chart, Low level forecast
- Supplementary equipment available for providing information -
- ATS units provided with information RONNEBY TWR
RONNEBY APP
- Additional information (limitation of service, etc.) Flight planning room available.

ESDF 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True BRG and MAG BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APCH RWY
1	2	3	4	5	6
01	008.69° GEO 004° MAG	2331 x 45	PCN 50 F/B/X/T ASPH	561524.95N 0151545.17E GUND 109 ft	THR 181.3 ft
19	188.69° GEO 184° MAG	2331 x 45	PCN 50 F/B/X/T ASPH	561639.45N 0151605.63E GUND 109 ft	THR 188.2 ft TDZ 191 ft
12	112.81° GEO 108° MAG	600 x 30	PCN - GRASS	561524.69N 0151600.89E GUND 108 ft	THR 181 ft
30	292.82° GEO 288° MAG	600 x 30	PCN - GRASS	561517.14N 0151633.15E GUND 108 ft	THR 177 ft

Slope of RWY-SWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
7	8	9	10	11	12
01 See ESDF AOC	-	600 x 150	2451 x 300	-	MIL marker boards 600 m from RWY end. Arresting net beyond THR 19
19 See ESDF AOC	-	600 x 150	2451 x 300	-	MIL marker boards 600 m from RWY end. Arresting net beyond THR 01.
12 See ESDF AOC	-	-	660 x 60	-	-
30 See ESDF AOC	-	-	660 x 60	-	-

ESDF 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
01	2331	2931	2331	2331	-
19	2331	2931	2331	2331	-
12	600	600	600	600	-
30	600	600	600	600	-

DECLARED DISTANCES TAKE-OFF INTERSECTIONS

RWY Designator	INTERSECTION	TORA (m)	TODA (m)	ASDA (m)	Remarks	
1		2	3	4	5	6
19	TWY D	1570	2170	1570	-	-

ESDF 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT Type, LEN INTST	THR LGT Colour WBAR	VASIS (MEHT)	TDZ LGT LEN	RWY Centre Line LGT LEN, Spacing Colour INTST	RWY Edge LGT LEN, Spacing Colour INTST	RWY End LGT Colour WBAR	SWY LGT LEN, Colour
1	2	3	4	5	6	7	8	9
01	Calvert CAT I 900 m LIL/LIH	Green	PAPI Left/3.00° (59.0 ft)	-	-	2331/60 m White Caution zone 600 m yellow LIL/LIH	Red	-
19	Barrette CL CAT I 900 m LIL/LIH	Green	PAPI Left/3.00° (71.2 ft)	-	-	2331/60 m White Caution zone 600 m yellow LIL/LIH	Red	-
10 Remarks: RWY 01: EFAS 600-360 m before THR. RWY 19: EFAS 900-660 m before THR.								

ESDF 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

- ABN/IBN location, characteristics and hours of operation -
- LDI location and LGT
Anemometer location and LGT Windsock 200 m NE RWY mid point
200 m NE RWY mid point
- TWY edge and centre line lighting Edge: TWY A, D, Y northern part
CL: -
- Secondary power supply/switch-over time Available/10 sec. During LVP without interruption.
- Remarks -

ESDF 2.16 HELICOPTER LANDING AREA

RWY 01/19 to be used.

ESDF 2.17 ATS AIRSPACE

- Designation and lateral limits RONNEBY CTR 562827N 0150915E - 562701N 0152830E -
561208N 0152453E - 560617N 0151955E -
560716N 0150654E - 561332N 0150552E -
562827N 0150915E
- Vertical limits RONNEBY CTR 1500 ft AMSL
GND
- Airspace classification C
- ATS unit call sign
Language(s) RONNEBY TOWER
Swedish/English
- Transition altitude 5000 ft AMSL
- Remarks CTR established during hours of TWR.

ESDF 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel/Frequency	Hours of operation	Remarks
1	2	3	4	5
TWR	RONNEBY TOWER	119.200	HO	Primary channel VDF
		121.500	HO	VDF
	RONNEBY GROUND	121.850	MON-THU 0730-1500 (0630-1400) FRI 0730-1100 (0630-1000) 15 SEP-1 APR also THU 1500-2100 (1400-2000)	Start-up, ATC clearance, taxi instruction.
APP	RONNEBY APPROACH	128.450	HO	-
		129.900	HO	By directive from ATS
PAR	RONNEBY PRECISION	134.100	MON-THU 0730-1500 (0630-1400) FRI 0730-1100 (0630-1000) 15 SEP-1 APR also THU 1500-2100 (1400-2000)	Primary channel PPR for civil traffic
		118.000	MON-THU 0730-1500 (0630-1400) FRI 0730-1100 (0630-1000) 15 SEP-1 APR also THU 1500-2100 (1400-2000)	-

ESDF 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid CAT of ILS/MLS (for VOR/ILS/MLS give VAR)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
LOC 01 ILS CAT I (5° E 2020)	NDF	108.30 MHz	HO	561649.4N 0151608.4E		310 m beyond THR 19 ILS Class I/D/2
GP		334.10 MHz	HO	561535.1N 0151540.9E		Angle 3.0° RDH 50.9 ft 299 m past THR 01 left side
LOC 19 ILS CAT I (5° E 2020)	DF	110.70 MHz	HO	561515.7N 0151542.6E		290 m beyond THR 01 ILS Class I/E/2
GP		330.20 MHz	HO	561626.6N 0151555.5E		Angle 3.0° RDH 72.2 ft 420 m past THR 19 right side
DME	DF	110.70 MHz	HO	561626.5N 0151555.6E	207 ft	DME channel 44X
DME	NDF	108.30 MHz	HO	561535.1N 0151541.1E	196 ft	DME channel 20X
DME	RON	109.20 MHz	H24	561515.3N 0151551.5E	194 ft	DME channel 29X

ESDF 2.20 LOKALA TRAFIKFÖRESKRIFTER

Tillstånd för motorstart, taxi- och klarering begärs på "Ground" kanal 121.850 under "Ground" öppettider. Utanför dessa tider begärs tillstånd för motorstart, taxi och klarering på "Tower" kanal 119.200.

ESDF 2.21 MINSKNING AV BULLERSTÖRNING

NADP 1 guideprofil eller NADP enligt operatör.

Lufftfartyg bör ej framföras på lägre höjd än 1500 ft AMSL över de centrala delarna av Ronneby och Kallinge samt över Hasselstad utom då så är nödvändigt i samband med start eller landning. Lufftfartyg överstigande 5700 kg MTOM bör undvika överflygning av Kallinge och Ronneby på lägre höjd än 3000 ft AMSL i enlighet med miljötillståndet.

Start RWY 19, då avsikten är vänstersväng efter start: Bullerminskande startprocedur (NADP) bör tillämpas av alla lufftfartyg. Vänster sväng bör tidigast påbörjas på 3000 ft AMSL, om inte ATC medger annat.

ESDF 2.22 FLYGPROCEDURER

1. Startprocedurer, omnidirectional

RWY	Procedure	Significant obstacle		
		Obstacle	Elevation (ft)	Direction (GEO)/Dist (m) from THR
01	Climb straight ahead to MNM turning ALT 700 ft. Continue climb to appropriate MSA.	Tree (CIO)	259	011°/3220
		Antenna	707	335°/12630
19	Climb straight ahead to MNM turning ALT 600 ft. Continue climb to appropriate MSA.	Tree (CIO)	239	187°/3340
		Windmill	656	216°/9815

2. Standardutflygning MIL JET IFR och VFR

Tillämpas vid start/ studs och gå/omdrag

Observera: Följ ATS klarering efter standardutflygning. Standardutflygning kommer inte att läsas ut.

Standard utflygning bana 01:
Stig rakt fram med en stigningsvinkel 3° - 5° till svängpunkten (TP01). Vid TP01 sväng höger till kurs 030° och fortsätt stigning med stigningsvinkel minimum 5°.
Fortsätt på kurs 030° till avstånd 5.4 NM från ARP därefter följ ATC klarering.

Definition av TP 01:
Banslutet 0.7 NM från ARP.

LOCAL TRAFFIC REGULATIONS

Request for start-up, taxi and clearance shall be made on "Ground" channel 121.850 during "Ground" hours of operation. Outside these hours request for start-up, taxi and clearance shall be made on "Tower" channel 119.200.

NOISE ABATEMENT PROCEDURES

NADP 1 guidance profile or operators NADP.

Aircraft should not be operated below 1500 ft AMSL over the central parts of Ronneby and Kallinge and over Hasselstad except when necessary for take-off or landing. Aircraft exceeding 5700 kg MTOM should avoid overflying of Kallinge and Ronneby below 3000 ft AMSL in accordance with the environmental permit.

Departure RWY 19 when left turn is intended: Noise Abatement Departure Procedure (NADP) should apply to all aircraft. Left turn should not be initiated before reaching 3000 ft AMSL, unless an ATC approval.

FLIGHT PROCEDURES

1. Omnidirectional departure procedures

2. Standard departure MIL JET IFR and VFR

Applicable to take-off / touch and go landing /go

Note: Follow ATS clearance after standard departure. Standard departure will not be read out in ATC clearance.

Standard departure RWY 01:
Climb straight ahead with a climb angle of 3° - 5° to Turning Point (TP01). At TP01 turn right to HDG 030° and continue climb with a minimum climb angle of 5°.
Continue on HDG 030° to distance 5.4 NM from ARP thereafter follow ATC clearance.

Definition of TP 01:
Runway end 0.7 NM from ARP.

Standard utflygning bana 19:

Stig rakt fram med en stigvinkel 3° - 5° till svängpunkten (TP19). Vid TP19 sväng höger till kurs 220° och fortsätt stigning med stigvinkel minimum 5°. Fortsätt på kurs 220° till avstånd 5.4 NM från ARP därefter följ ATC klarering.

Definition av TP 19:

Järnvägen 1.0 NM från ARP.

MIL JET: Fart 380 kt under utflygningen i TMA, om inget annat sägs.

3. Lågsiktsprocedurer (LVP) etablerade

LVP träder i kraft när bansynvidden (RVR) är lägre än 550 m eller när molntäckeshöjden eller vertikalsikten är lägre än 200 ft.

Meddelande om att LVP är i kraft lämnas av ATS.

När LVP tillämpas tillåts endast ett luftfartyg eller fordon på manöverområdet.

4. VFR-flygning inom Ronneby TMA/CTR

Normala in- och utpasseringspunkter
Se ESDF 6-1

Väntlägen
Se ESDF 6-1

Avbrott i radioförbindelse
Se ESDF 6-1

Standard departure RWY 19:

Climb straight ahead with a climb angle of 3° - 5° to Turning Point (TP19). At TP19 turn right to HDG 220° and continue climb with a minimum climb angle of 5°. Continue on HDG 220° to distance 5.4 NM from ARP thereafter follow ATC clearance.

Definition of TP 19:

Railroad distance 1.0 NM from ARP.

MIL JET: Speed 380 kt during departure in TMA, unless otherwise instructed.

3. Low visibility procedures (LVP) established

LVP will be in force when RVR is below 550 m or ceiling or vertical visibility is below 200 ft.

The application of LVP will be announced by ATS.

When LVP is applied only one aircraft or vehicles are allowed in the manoeuvring area.

4. VFR flight within Ronneby TMA/CTR

Normal entry and exit points
See ESDF 6-1

Holdings
See ESDF 6-1

Communication failure
See ESDF 6-1

ESDF 2.23 ÖVRIG INFORMATION

NIL

ADDITIONAL INFORMATION

NIL

ESDF 2.24 TILLHÖRANDE KARTOR

AD chart		ESDF 2-1
AOC	RWY 01/19	ESDF-3-1
Area chart	(TMA)	ESDF 4-1
List of waypoints and significant points		ESDF 4-3
ATC Surveillance Minimum ALT chart		ESDF 4-91
IAC	ILS or LOC RWY 19	ESDF 5-1
IAC	PAR RWY 19	ESDF 5-2
IAC	ILS or LOC RWY 01	ESDF 5-3
IAC	PAR RWY 01	ESDF 5-4
IAC	RNP RWY 01 (LNAV/VNAV, LNAV only)	ESDF 5-5
IAC	RNP RWY 19 (LNAV/VNAV, LNAV only)	ESDF 5-7
VAC		ESDF 6-1

RELATED CHARTS