AIR NAVIGATION SERVICES OF SWEDEN

AIP AMENDMENT SWEDEN

AIRAC AIP AMDT
4
02 MAY 2024

EFFECTIVE 13 JUN 2024

LFV, SE-601 79 NORRKÖPING. Phone +46 11 19 20 00. Fax +46 11 19 25 75. AFTN ESKLYAYT

Principal changes included in this Amendment./
Ändringens huvudsakliga innehåll.

Do not insert in AIP until/Sätt ej in i AIP förrän **13 JUN 2024**

Subject(s)	AIRAC Changes	AIP page
Prohibited, restricted and danger areas	New restricted areas ESR05A and ESR05B BODEN SÖDRA.	ENR 5.1
Borlänge AD	New SID, STAR and waypoints.	AD 2 ESSD
Hemavan Tärnaby AD	PCN RWY, TWY, APN.	AD 2 ESUT
Malmö AD	TWY, anemometer.	AD 2 ESMS
Visby AD	Navaids, noise abatement procedures, RESA, OFZ, WDI, fuel, LED.	AD 2 ESSV
Örebro AD	IAP, MAG VAR, declared distances, navaids.	AD 2 ESOE

Subject(s)	Non AIRAC changes. Effective on receipt. Users are advised not to insert the replacement pages before the effective date of this Amendment. Any NOTAM preceding the changes below will remain in force until the AIRAC date.	AIP page
Differences from ICAO Standards, Recommended Practices and Procedures	Many changes.	GEN 1.7
Aerodrome directory	ESQO, ESMG.	AD 1.1
Göteborg/Landvetter AD	OBST converted from meter to feet.	AD 2 ESGG
Kalmar AD	OBST converted from meter to feet.	AD 2 ESMQ
Kiruna AD	Anemometer.	AD 2 ESNQ
Lycksele AD	OBST converted from meter to feet.	AD 2 ESNL
Norrköping/Kungsängen AD	Fuel.	AD 2 ESSP
Ronneby AD	OBST converted from meter to feet.	AD 2 ESDF
Stockholm/Bromma AD	OBST converted from meter to feet, Local traffic regulations.	AD 2 ESSB
Umeå AD	RESA, anemometer, ATS no longer alternating.	AD 2 ESNU
Växjö/Kronoberg AD	LED, capability for removal of disabled aircraft.	AD 2 ESMX
Åre Östersund AD	Anemometer.	AD 2 ESNZ
Ängelholm AD	Capability for removal of disabled aircraft.	AD 2 ESTA

Remove the following old pages: Tag bort följande gamla sidor:		Insert the following new pages: Sätt in följande nya sidor:	
GEN	0-4-1--8	GEN	0-4-1--8
	1.7-1--30		1.7-1--31
	3.3-3/4		3.3-3/4
ENR	5.1-5--34	ENR	5.1-5--34
	6.1-3		6.1-3
AD 1	1.1-17/18 1.1-25/26	AD 1	1.1-17/18 1.1-25/26
AD 2	BORLÄNGE ESSD 1-11 ESSD 4-3 -	AD 2	BORLÄNGE ESSD 1-11 ESSD 4-3 ESSD 4-9--12
	GÖTEBORG/Landvetter ESGG 1-3/4 ESGG 2-1 ESGG 3-1		GÖTEBORG/Landvetter ESGG 1-3/4 ESGG 2-1 ESGG 3-1
	HEMAVAN TÄRNABY ESUT 1-3--6 ESUT 2-1		HEMAVAN TÄRNABY ESUT 1-3--6 ESUT 2-1
	KALMAR ESMQ 1-3/4 ESMQ 3-1		KALMAR ESMQ 1-3/4 ESMQ 3-1
	KIRUNA ESNQ 1-5/6		KIRUNA ESNQ 1-5/6

Remove the following old pages: Tag bort följande gamla sidor:	Insert the following new pages: Sätt in följande nya sidor:
LULEÅ/Kallax ESPA 4-1 ESPA 4-5--16 ESPA 4-91 ESPA 5-1--4 ESPA 5-9/10 ESPA 6-1	LULEÅ/Kallax ESPA 4-1 ESPA 4-5--16 ESPA 4-91 ESPA 5-1--4 ESPA 5-9/10 ESPA 6-1
LYCKSELE ESNL 1-3--9 ESNL 3-1 ESNL 3-3	LYCKSELE ESNL 1-3--10 ESNL 3-1 ESNL 3-3
MALMÖ ESMS 1-3/4 ESMS 1-7/8 ESMS 2-1	MALMÖ ESMS 1-3/4 ESMS 1-7/8 ESMS 2-1
RONNEBY ESDF 1-3/4 ESDF 3-1	RONNEBY ESDF 1-3/4 ESDF 3-1
STOCKHOLM/Bromma ESSB 1-3--6 ESSB 1-9--12 ESSB 3-1	STOCKHOLM/Bromma ESSB 1-3--6 ESSB 1-9--12 ESSB 3-1
UMEÅ ESNU 1-5--8 ESNU 1-11	UMEÅ ESNU 1-5--8 ESNU 1-11
VIDSEL ESPE 4-91	VIDSEL ESPE 4-91
VISBY ESSV 1-1--10 ESSV 2-1 ESSV 2-3 ESSV 4-1 ESSV 4-91 ESSV 5-1/2 ESSV 6-1	VISBY ESSV 1-1--11 ESSV 2-1 ESSV 2-3 ESSV 4-1 ESSV 4-91 ESSV 5-1/2 ESSV 6-1
VÄXJÖ/Kronoberg ESMX 1-1/2 ESMX 1-5/6	VÄXJÖ/Kronoberg ESMX 1-1/2 ESMX 1-5/6
ÅRE/Östersund ESNZ 1-5/6 ESNZ 2-1	ÅRE/Östersund ESNZ 1-5/6 ESNZ 2-1
ÄNGELHOLM ESTA 1-1/2	ÄNGELHOLM ESTA 1-1/2
ÖREBRO ESOE 1-1--8 ESOE 2-1 ESOE 3-1 ESOE 4-1 ESOE 4-91 ESOE 5-1--8 ESOE 5-11/12 ESOE 6-1	ÖREBRO ESOE 1-1--8 ESOE 2-1 ESOE 3-1 ESOE 4-1 ESOE 4-91 ESOE 5-1--8 ESOE 5-11/12 ESOE 6-1

Record the Amendment on page GEN 0.2–1.
Anteckna ändringen på sida GEN 0.2–1.

Följande AIP Supplement, AIC och NOTAM är inarbetade i detta AMDT och upphör att gälla den 13 JUN.

The following AIP Supplements, AIC and NOTAMs are incorporated in this amendment and will expire on 13 JUN.

Supplement: -

AIC: -

NOTAM:
Series A: -
Series B: -
Series C: -
Series D: 0086/24, 0107/24
Series E: -
Series H: -

For comments, please contact: aip@lfv.se

- E N D / S L U T -

GEN 0.4 Kontrollista/Checklist of AIP pages

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0.2-1	29 MAR 2018
0.3-1	20 AUG 2015
0.3-2	20 AUG 2015
0-4-1	13 JUN 2024
0-4-2	13 JUN 2024
0-4-3	13 JUN 2024
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0-4-5	13 JUN 2024
0-4-6	13 JUN 2024
0-4-7	13 JUN 2024
0-4-8	13 JUN 2024
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0.6-1	02 NOV 2023
0.6-2	02 NOV 2023
0.6-3	30 NOV 2023
0.6-4	02 NOV 2023
0.6-5	02 NOV 2023
GEN 1	
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1.2-2	17 JUN 2021
1.2-3	17 JUN 2021
1.2-4	17 JUN 2021
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1.3-2	17 JUN 2021
1.3-3	17 JUN 2021
1.4-1	17 JUN 2021
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1.5-1	10 AUG 2023
1.5-2	10 AUG 2023
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1.6-1	13 DEC 2012
1.6-2	24 MAR 2022
1.6-3	23 MAR 2023
1.6-4	23 MAR 2023
1.6-5	23 MAR 2023
1.6-6	23 MAR 2023
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1.6-8	03 DEC 2020
1.6-9	23 MAR 2023
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1.7-2	13 JUN 2024
1.7-3	13 JUN 2024
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GEN 2	
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2.2-19	02 NOV 2023
2.2-20	02 NOV 2023
2.2-21	02 NOV 2023
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2.3-4	31 JAN 2019
2.3-5	08 DEC 2016
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3.3-5	30 NOV 2023
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3.4-3	25 JAN 2024
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3.5-5	30 JAN 2020
3.5-6	30 JAN 2020
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3.6-2	16 AUG 2018
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1.3-3	02 DEC 2021
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1.3-5	02 DEC 2021
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1.6-4	15 NOV 2012
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1.7-2	04 NOV 2021
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ENR 3	
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4.4-11	21 MAR 2024
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ENR 5	
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6.4-1	18 MAY 2023
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ESNU 5-4	18 JUN 2020
ESNU 5-5	30 JAN 2020
ESNU 5-7	18 JUN 2020
ESNU 5-8	18 JUN 2020
ESNU 5-9	18 JUN 2020
ESNU 5-10	18 JUN 2020
ESNU 6-1	21 MAR 2024
Uppsala ESCM	
ESCM 1-1	21 MAR 2024
ESCM 1-2	23 MAR 2023
ESCM 1-3	26 JAN 2023
ESCM 1-4	26 JAN 2023
ESCM 1-5	26 JAN 2023
ESCM 1-6	21 MAR 2024
ESCM 1-7	26 JAN 2023
ESCM 1-8	21 MAR 2024
ESCM 1-9	18 MAY 2023
ESCM 1-10	18 MAY 2023
ESCM 2-1	21 MAR 2024
ESCM 3-1	26 JAN 2023
ESCM 3-3	26 JAN 2023
ESCM 4-3	21 MAY 2020
ESCM 5-1	21 MAR 2024
ESCM 5-2	21 MAR 2024
ESCM 5-3	21 MAR 2024
ESCM 5-4	21 MAR 2024
ESCM 5-5	21 MAY 2020
ESCM 5-7	21 MAR 2024
ESCM 5-8	21 MAR 2024
ESCM 5-9	05 NOV 2020
ESCM 5-11	21 MAR 2024
ESCM 5-12	21 MAR 2024
ESCM 5-13	21 MAR 2024
ESCM 5-15	21 MAR 2024
ESCM 5-16	21 MAR 2024
ESCM 5-17	05 NOV 2020
ESCM 6-1	21 MAR 2024
Vidsel ESPE	
ESPE 1-1	13 AUG 2020
ESPE 1-2	13 AUG 2020
ESPE 1-3	13 AUG 2020
ESPE 1-4	17 JUN 2021
ESPE 1-5	27 JAN 2022
ESPE 1-6	27 JAN 2022
ESPE 4-1	11 AUG 2022
ESPE 4-91	13 JUN 2024
ESPE 6-1	27 JAN 2022
Vilhelmina ESNV	
ESNV 1-1	30 JAN 2020
ESNV 1-2	25 JAN 2024
ESNV 1-3	25 JAN 2024
ESNV 1-4	11 AUG 2022
ESNV 1-5	11 AUG 2022
ESNV 1-6	11 AUG 2022
ESNV 1-7	11 AUG 2022
ESNV 1-8	11 AUG 2022
ESNV 1-9	11 AUG 2022
ESNV 2-1	18 MAY 2023
ESNV 3-1	11 AUG 2022
ESNV 4-3	30 JAN 2020
ESNV 5-1	10 AUG 2023
ESNV 5-2	10 AUG 2023
ESNV 5-3	29 MAR 2018
ESNV 5-5	30 JAN 2020
ESNV 5-6	30 JAN 2020
ESNV 5-7	30 JAN 2020
ESNV 5-9	30 JAN 2020
ESNV 5-10	30 JAN 2020
ESNV 5-11	30 JAN 2020
ESNV 6-1	30 JAN 2020
Visby ESSV	
ESSV 1-1	26 JAN 2023
ESSV 1-2	13 JUN 2024
ESSV 1-3	15 JUN 2023
ESSV 1-4	13 JUN 2024
ESSV 1-5	13 JUN 2024
ESSV 1-6	13 JUN 2024
ESSV 1-7	13 JUN 2024
ESSV 1-8	13 JUN 2024
ESSV 1-9	13 JUN 2024
ESSV 1-10	13 JUN 2024
ESSV 1-11	13 JUN 2024
ESSV 2-1	13 JUN 2024
ESSV 2-3	13 JUN 2024
ESSV 3-1	16 JUN 2022
ESSV 4-1	13 JUN 2024
ESSV 4-3	15 AUG 2019
ESSV 4-4	02 APR 2015
ESSV 4-5	17 JUN 2021
ESSV 4-6	15 AUG 2019
ESSV 4-7	17 JUN 2021

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ESSV 4-8	15 AUG 2019
ESSV 4-9	17 JUN 2021
ESSV 4-10	15 AUG 2019
ESSV 4-11	17 JUN 2021
ESSV 4-12	17 JUN 2021
ESSV 4-13	17 JUN 2021
ESSV 4-14	15 AUG 2019
ESSV 4-15	17 JUN 2021
ESSV 4-16	15 AUG 2019
ESSV 4-91	13 JUN 2024
ESSV 5-1	13 JUN 2024
ESSV 5-2	13 JUN 2024
ESSV 5-3	17 JUN 2021
ESSV 5-5	17 JUN 2021
ESSV 5-7	17 JUN 2021
ESSV 5-8	25 MAR 2021
ESSV 5-9	17 JUN 2021
ESSV 5-11	17 JUN 2021
ESSV 5-12	25 MAR 2021
ESSV 5-13	25 MAR 2021
ESSV 6-1	13 JUN 2024
Växjö/Kronoberg ESMX	
ESMX 1-1	23 MAR 2023
ESMX 1-2	13 JUN 2024
ESMX 1-3	23 MAR 2023
ESMX 1-4	23 MAR 2023
ESMX 1-5	13 JUN 2024
ESMX 1-6	23 MAR 2023
ESMX 1-7	23 MAR 2023
ESMX 2-1	23 MAR 2023
ESMX 3-1	21 MAR 2024
ESMX 4-1	23 MAR 2023
ESMX 4-3	25 APR 2019
ESMX 4-91	23 MAR 2023
ESMX 5-1	23 MAR 2023
ESMX 5-2	23 MAR 2023
ESMX 5-3	23 MAR 2023
ESMX 5-4	23 MAR 2023
ESMX 5-5	23 MAR 2023
ESMX 5-6	23 MAR 2023
ESMX 5-7	23 MAR 2023
ESMX 5-9	23 MAR 2023
ESMX 5-10	23 MAR 2023
ESMX 5-11	23 MAR 2023
ESMX 6-1	21 MAR 2024
Åre Östersund ESNZ	
ESNZ 1-1	26 JAN 2023
ESNZ 1-2	28 JAN 2021
ESNZ 1-3	26 JAN 2023
ESNZ 1-4	16 MAY 2024
ESNZ 1-5	16 MAY 2024
ESNZ 1-6	13 JUN 2024
ESNZ 1-7	16 MAY 2024
ESNZ 1-8	16 MAY 2024
ESNZ 1-9	16 MAY 2024
ESNZ 1-10	16 MAY 2024
ESNZ 2-1	13 JUN 2024
ESNZ 3-1	23 MAR 2023
ESNZ 3-3	13 AUG 2020
ESNZ 4-1	15 JUN 2023
ESNZ 4-3	02 DEC 2021
ESNZ 4-5	08 DEC 2016
ESNZ 4-7	08 NOV 2018
ESNZ 4-8	08 DEC 2016
ESNZ 4-9	08 DEC 2016
ESNZ 4-11	08 NOV 2018
ESNZ 4-12	08 DEC 2016
ESNZ 4-13	08 DEC 2016
ESNZ 4-15	08 DEC 2016
ESNZ 4-17	02 DEC 2021
ESNZ 4-18	02 DEC 2021
ESNZ 4-19	08 NOV 2018
ESNZ 4-20	09 NOV 2017
ESNZ 4-21	09 NOV 2017
ESNZ 4-23	28 MAR 2019
ESNZ 4-24	28 MAR 2019
ESNZ 4-25	28 MAR 2019
ESNZ 4-26	28 MAR 2019
ESNZ 4-91	15 JUN 2023
ESNZ 5-1	17 JUN 2021
ESNZ 5-3	07 NOV 2019
ESNZ 5-5	28 MAR 2019
ESNZ 5-6	28 MAR 2019
ESNZ 5-7	08 NOV 2018
ESNZ 5-8	25 JUN 2015
ESNZ 5-9	02 DEC 2021
ESNZ 5-10	02 DEC 2021
ESNZ 5-11	02 DEC 2021
ESNZ 5-12	02 DEC 2021
ESNZ 6-1	26 JAN 2023
Ängelholm ESTA	
ESTA 1-1	19 MAY 2022
ESTA 1-2	13 JUN 2024
ESTA 1-3	27 JAN 2022
ESTA 1-4	27 JAN 2022
ESTA 1-5	21 MAR 2024
ESTA 1-6	21 MAR 2024
ESTA 1-7	02 NOV 2023
ESTA 1-8	19 MAY 2022
ESTA 1-9	19 MAY 2022
ESTA 2-1	27 JAN 2022
ESTA 2-3	27 JAN 2022
ESTA 3-1	27 JAN 2022
ESTA 3-3	07 DEC 2017
ESTA 4-1	16 MAY 2024
ESTA 4-3	24 MAR 2022
ESTA 4-5	04 NOV 2021
ESTA 4-6	18 JUN 2020
ESTA 4-7	04 NOV 2021
ESTA 4-8	18 JUN 2020
ESTA 4-91	23 MAR 2023
ESTA 5-1	04 NOV 2021
ESTA 5-2	04 NOV 2021
ESTA 5-3	04 NOV 2021
ESTA 5-4	04 NOV 2021
ESTA 5-5	27 JAN 2022
ESTA 5-7	24 MAR 2022
ESTA 5-8	24 MAR 2022
ESTA 5-9	24 MAR 2022
ESTA 5-11	24 MAR 2022
ESTA 5-12	24 MAR 2022
ESTA 5-13	24 MAR 2022
ESTA 6-1	21 MAR 2024
Örebro ESOE	
ESOE 1-1	13 JUN 2024
ESOE 1-2	16 MAY 2024
ESOE 1-3	13 JUN 2024
ESOE 1-4	13 JUN 2024
ESOE 1-5	13 JUN 2024
ESOE 1-6	13 JUN 2024
ESOE 1-7	13 JUN 2024
ESOE 1-8	25 JAN 2024
ESOE 1-9	25 JAN 2024
ESOE 1-10	25 JAN 2024
ESOE 2-1	13 JUN 2024
ESOE 3-1	13 JUN 2024
ESOE 4-1	13 JUN 2024
ESOE 4-3	15 JUN 2023
ESOE 4-91	13 JUN 2024
ESOE 5-1	13 JUN 2024
ESOE 5-2	13 JUN 2024
ESOE 5-3	13 JUN 2024
ESOE 5-4	13 JUN 2024
ESOE 5-5	13 JUN 2024
ESOE 5-6	13 JUN 2024
ESOE 5-7	13 JUN 2024
ESOE 5-8	13 JUN 2024
ESOE 5-9	15 JUN 2023
ESOE 5-11	13 JUN 2024
ESOE 5-12	13 JUN 2024
ESOE 5-13	10 AUG 2023
ESOE 6-1	13 JUN 2024
Örnsköldsvik ESNO	
ESNO 1-1	15 AUG 2019
ESNO 1-2	02 NOV 2023
ESNO 1-3	21 MAR 2024
ESNO 1-4	15 AUG 2019
ESNO 1-5	28 MAR 2019
ESNO 1-6	17 JUN 2021
ESNO 1-7	11 AUG 2022
ESNO 2-1	17 JUN 2021
ESNO 3-1	16 MAY 2024
ESNO 4-1	21 MAR 2024
ESNO 4-3	16 AUG 2018
ESNO 4-91	28 JAN 2021
ESNO 5-1	15 AUG 2019
ESNO 5-2	07 NOV 2019
ESNO 5-3	07 NOV 2019
ESNO 5-5	15 AUG 2019
ESNO 5-6	15 AUG 2019
ESNO 5-7	04 NOV 2021
ESNO 5-8	08 NOV 2018
ESNO 5-9	16 AUG 2018
ESNO 5-11	07 NOV 2019
ESNO 5-12	07 NOV 2019
ESNO 5-13	16 AUG 2018
ESNO 6-1	21 MAR 2024
AD 3	
3.1-1	31 MAR 2016

1.7 Avvikelser från ICAO standards, rekommenderade förfaranden och procedurer

1 Avvikelser från ICAO standards, rekommenderade förfaranden och procedurer

Paragrafnumren nedan tillhör rubricerat Annex. Avvikelser från Annex och Doc redovisas endast på engelska.

ANNEX 1 – PERSONNEL LICENSING
(Fourteenth Edition, July 2022 including amd. 178)

1.1 Aircraft avionics. It is not defined in EU rules. **Less protective or partially implemented or not implemented.**

1.1 Aircraft required to be operated with a co-pilot. Under Reg. (EU) 1178/2011, Annex I, Part-FCL it is limited to the aeroplane, while the ICAO definition is about aircraft. **Different in character or Other means of compliance.**

1.1 Airship. Under Reg. (EU) 1178/2011, Annex I, Part-FCL the hot-air airships do not fall under this definition but under the definition of “balloon”. **Different in character or Other means of compliance.**

1.1 ATS surveillance service. Not defined in EU rules.
Less protective or partially implemented or not implemented.

1.1 ATS surveillance system. Not defined in EU rules.
Less protective or partially implemented or not implemented.

1.1 Certify as airworthy (to). The definition set out in Regulation (EU) No 1321/2014 excludes the pre-flight inspection from maintenance activities.
Less protective or partially implemented or not implemented.

1.1 Command and control (C2) link. Regarding the 'certified category' this is part of RMT.0230.
Less protective or partially implemented or not implemented.

1.1 Detect and avoid. Regarding the 'certified category' this is part of RMT.0230.
Less protective or partially implemented or not implemented.

1.1 Dual instruction time. Regarding dual instruction time for regarding the remote pilot, see remark under 2.11.1.1.
Less protective or partially implemented or not implemented.

1.1 Flight crew member. No definition as such in Commission Regulation (EU) No 1178/2011, Annex 1, Part-FCL, but the different crew member is licensed in their specific chapters. The wording 'flight crew member' is used several times in the Basic Regulation (EC) 2018/1139, Annex IV, Essential requirements for aircrew, under 2 and 3. **Different in character or Other means of compliance.**

1.1 Flight procedures trainer. No definition in EU rules.
Less protective or partially implemented or not implemented.

1.1 Flight time — remotely piloted aircraft systems. Regarding flight time for RPAS, see remark under 2.11.1.1.
Less protective or partially implemented or not implemented.

1.1 Handover. Handover is an act in the RPAS environment. See remark under 2.11.1.1.
Less protective or partially implemented or not implemented.

1.1 Likely. In the EU rules different phrases used such as “likely to interfere with the safe exercise of the privileges of the applicable licence(s)”. **Different in character or Other means of compliance.**

1.1 Maintenance. The definition set out in Regulation (EU) No 1321/2014 excludes the pre-flight inspection from maintenance activities. **Different in character or other means of compliance.**

1.1 Pilot (to). No definition as such in Commission Regulation (EU) No 1178/2011, Annex 1. Part-FCL.
Less protective or partially implemented or not implemented.

1.1 Pilot flying (PF). No definition as such in Reg. (EU) No 1178/2011, Annex 1, Part-FCL.
Less protective or partially implemented or not implemented.

1.1 Pilot monitoring (PM). No definition as such in Reg. (EU) No 1178/2011, Annex 1, Part-FCL.
Less protective or partially implemented or not implemented.

1.7 Differences from ICAO Standards, Recommended Practices and Procedures

1 Differences from ICAO Standards, Recommended Practices and Procedures

Paragraph numbers below refer to headlined Annex. Differences from Annex and Doc only shown in English.

1.1 Remote co-pilot. The requirements for the RPAS 'certified' category' is being developed in EASA's rulemaking task RMT.0230. **Less protective or partially implemented or not implemented.**

1.1 Remote flight crew member. The requirements for the RPAS 'certified' category' is being developed in EASA's rulemaking task RMT.0230. **Less protective or partially implemented or not implemented.**

1.1 Remote pilot. Different wording: ‘remote pilot’ means a natural person responsible for safely conducting the flight of an unmanned aircraft by operating its flight controls, either manually or, when the unmanned aircraft flies automatically, by monitoring its course and remaining able to intervene and change the course at any time; **More Exacting or Exceeds.**

1.1 Remote pilot-in-command. The requirements for the RPAS 'certified' category' is being developed in EASA's rulemaking task RMT.0230. **Less protective or partially implemented or not implemented.**

1.1 Rendering (a licence) valid. It is not precisely defined in EU rules, for AMLs it is not applicable.
Less protective or partially implemented or not implemented.

1.1 Solo flight time — remotely piloted aircraft systems. See remark under 2.11.1.1.
Less protective or partially implemented or not implemented.

1.2.1.1 *Standard:* Regarding general rules concerning remote pilot licensing, see remark under 2.11.1.1.
Less protective or partially implemented or not implemented.

1.2.1.3 *Standard:* See remark under 2.11.1.1. **Less protective or partially implemented or not implemented.**

1.2.2.1 *Standard:* The licences issued by an EASA Member State are recognised as valid by all the other Member States without administrative issuance of an additional authorisation.
Different in character or Other means of compliance.

1.2.4.2 *Standard:* Task not currently performed by EASA, although some member states do apply safety management principles to the medical assessment process. Sweden requires a quality system.
Different in character or other means of compliance.

1.2.4.11.2 *Standard:* Not specifically mentioned in EU rules.
Less protective or partially implemented or not implemented.

1.2.8.4 *Standard:* Regarding CBTA for RPAS, see remark under 2.11.1.1.
Less protective or partially implemented or not implemented.

1.2.9.2 *Recommendation:* No such a specific requirement in the EU rules.
Less protective or partially implemented or not implemented.

1.2.9.5 *Standard:* No such requirements for glider, free balloon pilots, remote pilots. Also for remote pilots, see remark under 2.11.1.1. **Less protective or partially implemented or not implemented.**

1.2.9.6 *Recommendation*: Pilots who have demonstrated language proficiency at operational level are reevaluated every 4 years. No such requirements for glider, free balloon pilots, remote pilots. Also for remote pilots, see remark under 2.11.1.1. **Less protective or partially implemented or not implemented.**

2.1.1.1 *Standard:* The requirements for the remote pilots 'certified' category' is being developed in EASA's rulemaking task RMT.0230. **Less protective or partially implemented or not implemented.**

2.1.10 *Standard:* Pilots aged 60-64 may act as pilots in command in the single-pilots international CAT operations of aircraft other than aeroplanes and helicopters. **Less protective or partially implemented or not implemented.**

2.3.2.1 *Standard:* Reg. (EU) 1178/2011, Annex I, Part-FCL differs here from ICAO in that sense that the holder of a PPL to provide flight instruction may receive remunerations.
Different in character or Other means of compliance.

2.3.3.1.1 *Standard:* Applicant for a PPL (A) shall have completed at least 45 hours of flight instruction in aeroplanes, 5 which may have been in an FSTD. **More Exacting or Exceeds.**

2.3.4.1.1 *Standard:* Applicants for a PPL (H) shall have completed at least 45 hours of flight instruction on helicopters, 5 of which may have been completed in an FNPT or FFS. **More Exacting or Exceeds.**

2.3.4.2.1 *Standard:* The total dual flight instruction in ICAO Annex 1 is 20 hours and in Reg. (EU) 1178/2011, Annex I, Part-FCL 25 hours. See general difference in 2.3.4.1.1. **More Exacting or Exceeds.**

2.3.5.1.1 *Recommendation:* Reg. (EU) 1178/2011, Annex I, Part-FCL, requires to have a CPL (A) or (H) Part FCL license, and due to which of these 2 a pilot has – requirements are listed in provision FCL.720.PL.
More Exacting or Exceeds.

2.3.5.1.2 *Recommendation:* Reg. (EU) 1178/2011, Annex I, Part-FCL, requires to have a CPL (A) or (H) Part FCL license, and due to which of these 2 a pilot has – requirements are listed in provision FCL.720.PL. **More Exacting or Exceeds.**

2.3.5.1.3 *Recommendation:* Reg. (EU) 1178/2011, Annex I, Part-FCL, requires to have a CPL (A) or (H) Part FCL license, and due to which of these 2 a pilot has – requirements are listed in provision FCL.720.PL. **More Exacting or Exceeds.**

2.3.5.2 *Recommendation:* Reg. (EU) 1178/2011, Annex I, Part-FCL, requires to have a CPL (A) or (H) Part FCL license, and due to which of these 2 a pilot has – requirements are listed in provision FCL.720.PL. **More Exacting or Exceeds.**

2.3.6.1 *Standard:* The total flight time in ICAO Annex 1 is 25 hours and in Reg. (EU) 1178/2011, Annex I, Part-FCL 35 hours. **More Exacting or Exceeds.**

2.4.3.1.1 *Standard:* FCL.315 CPL together with Appendix 3 to Annex I (Part-FCL) of Reg.1178/2011 allows a maximum of 10 hours credit. **More Exacting or Exceeds.**

2.4.4.1.1 *Standard:* The total flight time in ICAO Annex 1 is 150 hours and in Reg. (EU) No 1178/2011, Annex I, Part-FCL 185 hours. The amount of hours is taken over from the JAR-FCL 2 where the difference was already there. **More Exacting or Exceeds.**

2.4.4.1.1.1 *Standard:* Total flight time in ICAO Annex 1 is 150 hours and in Reg. (EU) No 1178/2011, Annex I, Part-FCL 185 hours. **More Exacting or Exceeds.**

2.4.5.1.1 *Recommendation:* Reg. (EU) 1178/2011, Annex I, Part-FCL, requires to have a CPL (A) or (H) Part FCL license, and due to which of these 2 a pilot has – requirements are listed in provision FCL.720.PL. **Different in character or Other means of compliance.**

2.4.5.1.2 *Recommendation:* Reg. (EU) 1178/2011, Annex I, Part-FCL, requires to have a CPL (A) or (H) Part FCL license, and due to which of these 2 a pilot has – requirements are listed in provision FCL.720.PL. **Different in character or Other means of compliance.**

2.4.6.1.1 *Standard:* The total flight time for experience in ICAO Annex 1 is 200 hours and in Reg. (EU) 1178/2011, Annex I, Part-FCL 250 hours. **More Exacting or Exceeds.**

2.4.6.1.1.1 *Standard:* Division of hours is different. In Reg. (EU) 1178/2011, Annex I, Part-FCL it is 5 hours cross-country flight time and 5 hours of night flight. **Different in character or Other means of compliance.**

2.6.3.1.1.1 *Standard:* Reg. (EU) 1178/2011, Annex I, Part-FCL requires in addition 500 hours in multi-pilot operations on aeroplanes. **More Exacting or Exceeds.**

2.6.4.1.1.1 *Standard:* Reg. (EU) 1178/2011, Annex I, Part-FCL requires in addition 350 hours in multi-pilot helicopters. **More Exacting or Exceeds.**

2.9.1.3.1 *Standard:* EU figures for total flight time and number of launches are higher than ICAO figures. **More Exacting or Exceeds.**

2.10.1.3.1 *Standard:* EU figures for total flight time and number of launches are higher than ICAO figures. **More Exacting or Exceeds.**

2.10.1.3.3 *Standard:* In BFCL.210 an applicant for a night rating shall have completed at least two instruction flights at night of at least one hour each. **More Exacting or Exceeds.**

2.10.1.3.4 *Recommendation:* EU figures for flight experience (50 hours as PIC) are higher than ICAO figures (35 hours total time, 20 hours PIC time). **More Exacting or Exceeds.**

2.11.1.1 *Standard:* Regulation not in place for certified category. Regarding the 'certified category' this is part of RMT.0230. **Less protective or partially implemented or not implemented.**

2.11.1.2 to 2.14.2.2 See remark under 2.11.1.1.

3.3.1.5 *Standard:* The applicant shall hold a current class 1 medical assessment. **More Exacting or Exceeds.**

4.2.1.2 *Standard:* Certain subjects enumerated in ICAO Annex 1 under 4.2.1.2 do not match exactly the modules from the Appendix of Reg. (EU) 1321/2014, Annex III, Part-66. **Less protective or partially implemented or not implemented.**

4.2.1.4 *Recommendation:* Reg. (EU) 1321/2014, Annex III, Part-66, 66.A.25 only requires for basic training that the level of knowledge is demonstrated by examinations. For aircraft type training - Approved type rating courses are only required for Group 1 aircraft. For other 2 groups it is optional.
Less protective or partially implemented or not implemented.

4.2.1.5 *Standard:* The skill assessment is not required in case of licence issue based on the Basic knowledge examination only. For Cat A CS the assessment is performed in Reg. (EU) 1321/2014, Annex II, Part-145 Organisations. For type examination for Group 2 and 3 aircraft the skill assessment is not mandatory.
Different in character or Other means of compliance.

4.2.2.2 *Standard:* No certifying staff licensing for the release of the components, the entire aircraft can be released by Cat. C CS after the base maintenance. **Less protective or partially implemented or not implemented.**

4.2.3.1 *Standard:* Regarding the RPA, RPS and RPAS, see remark under 2.11.1.1
Less protective or partially implemented or not implemented.

4.2.3.2 *Standard:* Regarding the RPA, RPS and RPAS, see remark under 2.11.1.1
Less protective or partially implemented or not implemented.

4.4.1.1 *Standard:* In Reg. (EU) 2015/340, Annex I, Part ATCO, there is implicitly no age requirement for the issuance of an air traffic issuance of an air traffic. **Different in character or Other means of compliance.**

4.4.1.3.1 *Standard:* The unit endorsement course duration is not established by Reg. (EU) 2015/340.
Different in character or Other means of compliance.

4.4.1.3.2 *Standard:* EU regulation 2015/340 addresses the referenced standard in detailed manner as regards experience and training of on-the-job training instructors. **More Exacting or Exceeds.**

4.5.1 *Standard:* The list of ratings in Reg. (EU) 2015/340, is slightly different: a) aerodrome control visual;
b) aerodrome control instrument; c) approach control procedural; d) approach control surveillance; e) area control procedural; f) area control surveillance. **Different in character or Other means of compliance.**

4.5.2.2.1 *Standard:* The unit endorsement course duration is not established by Reg. (EU) 2015/340.
Less protective or partially implemented or not implemented.

4.5.2.2.2 *Standard:* The validity period of unit endorsements for initial issue and renewal shall commence not later than 30 days from the date on which the assessment has been successfully completed.
Different in character or Other means of compliance.

4.5.3.1 *Standard:* Some ratings are slightly different, although Reg. (EU) 2015/340 covers all of them.
Different in character or Other means of compliance.

4.5.3.3 *Standard:* Holders of an instructor endorsement shall be authorized to provide on-the-job training and supervision at a working position for areas covered by a valid unit endorsement. **More Exacting or Exceeds.**

4.5.3.4 *Standard:* Although the concept of “invalidation of a rating” as implemented or not implemented requirements, the holder of an air traffic controller licence is not allowed to exercise the privileges of a rating after a period of absence of more than 90 days or if the revalidation of the unit endorsement fails due to the non availability of the minimum number of working hours. **Less protective or partially implemented or not implemented.**

5.1.1 *Standard:* Regarding ICAO Annex 1 paragraph 5.1.1 (b): The requirements for the introduction of EPL is being developed in EASA's rulemaking task RMT.0737.
Less protective or partially implemented or not implemented.

5.2.1 *Standard:* The aircraft maintenance licence (EASA Form 26), as set out in Reg. (EU) No 1321/2014, Annex III (Part-66), Appendix VI, additionally includes the holder’s place of birth. **More Exacting or Exceeds.**

5.2.2 *Standard:* No corresponding provisions on the material of the licence in Reg. (EU) 1321/2014, Annex III, Part-66. **Less protective or partially implemented or not implemented.**

5.2.3 *Standard:* For maintenance staff the requirements are different but serve the same compliance purpose, in particular when licence is issued by the MS in the national language and the bearer is working in that MS, the rule allows for such licence not to have any English translation.
Different in character or Other means of compliance.

5.3.1 *Standard:* Not implemented. The requirements for the introduction of EPL is being developed in EASA's rulemaking task RMT.0737. **Less protective or partially implemented or not implemented.**

5.3.1.1 to 5.3.7 See remark under 5.3.1.

6.1.1 *Standard:* Flight engineers are required to hold a class 1 medical certificate. **More Exacting or Exceeds.**

6.2.3.2 *Recommendation:* Not defined in EU regulations.
Less protective or partially implemented or not implemented.

6.2.4.2 *Standard:* For ATCO the requirements in Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, are more restrictive: applicants shall be normal trichromates. **More Exacting or Exceeds.**

6.2.4.3 *Standard:* For aircrew regulations state that applicants shall pass the Ishihara test. For ATCO the requirements are more restrictive: pseudoisochromatic plate testing alone is not sufficient. Colour vision should be assessed using means to demonstrate normal trichromacy. **More Exacting or Exceeds.**

6.2.4.4.1 *Recommendation:* Not specified in EU regulations.
Less protective or partially implemented or not implemented.

6.2.5.5 *Recommendation:* Performed only when an instrument rating is to be added to licence.
Less protective or partially implemented or not implemented.

6.3.2.9.1 *Recommendation:* Only required on clinical or epidemiological indication.
Less protective or partially implemented or not implemented.

6.3.2.21.1 *Recommendation:* In Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.045, Fit assessment permitted from start of pregnancy until end 26th week (restricted to multi crew operation).
Less protective or partially implemented or not implemented.

6.3.3.2.3 *Standard:* In Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.070 and associated AMC, Ophthalmic reports requirement is dependent on refractive error limits rather that visual acuity limits.
Different in character or Other means of compliance.

6.4.2.6.2 *Recommendation:* Not implemented in the EU rules.
Less protective or partially implemented or not implemented.

6.4.2.21.1 *Recommendation:* In Reg. (EU) 1178/2011, Annex IV, Part-MED, MED.B.045, Fit assessment permitted from start of pregnancy until end 26th week. **Less protective or partially implemented or not implemented.**

6.4.3.2.3 *Recommendation:* Not required under EU regulations.
Less protective or partially implemented or not implemented.

6.4.3.5 *Standard:* AMC2 MED.B.070 to Reg. (EU) 1178/2011, Annex IV, Part-MED, states that visual field should be examined but does not define that the fields should be normal.
Different in character or Other means of compliance.

6.4.3.6 *Standard:* AMC2 MED.B.070 to Reg. (EU) 1178/2011, Annex IV, Part-MED, states that binocular function should be examined but does not define that the binocular function should be normal.
Different in character or Other means of compliance.

6.5.1.1 *Standard:* Not implemented for remote pilot licences, also see remark under 2.11.1.1.
Less protective or partially implemented or not implemented.

6.5.1.2 *Standard:* Not implemented for remote pilot licences, also see remark under 2.11.1.1.
Less protective or partially implemented or not implemented.

6.5.2.6.1 *Standard:* Reg. (EU) 2015/340, Annex IV, Part ATCO.MED, requires annual after age 40.
More Exacting or Exceeds.

6.5.2.20 *Standard:* In Reg. (EU) 2015/340, Annex IV, Part ATCO.MED this is not permitted for initial issue of class 3 certificate. **More Exacting or Exceeds.**

6.5.2.21.1 *Recommendation:* Not implemented in EU rules.
Less protective or partially implemented or not implemented.

6.5.3.2 *Standard:* In Reg. (EU) 2015/340, Annex IV, Part ATCO.MED it is stated that applicants with hypermetropia exceeding +5.0 dioptres, myopia exceeding -6 dioptres, an astigmatic component exceeding 3 dioptres or anisometropia exceeding 3 dioptres: shall have a corrected visual acuity of 6/6 or better in each eye.
More Exacting or Exceeds.

6.5.3.2.3 *Standard:* In Reg. (EU) 2015/340, Annex IV, Part ATCO.MED is stated that all initial Medical assessments include a comprehensive eye examination which is repeated periodically depending on the refractive error and the functional performance of the eye. **Different in character or Other means of compliance.**

ANNEX 2 – RULES OF THE AIR
(Tenth Edition, July 2005, amd. 46)

3.2.2 b) Right-of-way.
An aircraft that is aware that the manoeuvrability of another aircraft is impaired shall give way to that aircraft.

3.2.3.2 b) Lights to be displayed by aircraft.
Unless stationary and otherwise adequately illuminated, all aircraft on the movement area of an aerodrome shall display lights intended to indicate the extremities of their structure, as far as practicable;

3.2.5 Operation on and in the vicinity of an aerodrome.
An aircraft operated on or in the vicinity of an aerodrome shall:
c) except for balloons, make all turns to the left, when approaching for a landing and after taking off, unless otherwise indicated, or instructed by ATC;
d) except for balloons, land and take off into the wind unless safety, the runway configuration, or air traffic considerations determine that a different direction is preferable.

When AFIS is provided, right turns are accepted if they cause no hazard to others and the intention is notified in advance to the AFIS unit.
If equipped with radio and in the vicinity of an aerodrome, the aircraft shall:
a) when a AFIS unit is available; maintain continuous air-ground voice communication watch on the appropriate communication channel of, and report its position as necessary to, the air traffic services unit providing flight information service. (see 4.9, 5.3.2 and 5.3.3);
b) if the ATS is closed; stand by on the ATS frequency and transmit blind the position and the intention;
c) when ATS is not provided at the aerodrome; stand by on a published frequency or, if not published, on 123,450 MHz and transmit blind information of use to others, like position, level and intention.

In published VFR holding IAS is limited to maximum 140 kt. If not possible ATS shall be advised.
The published holding pattern shall be followed.

3.2.2.4 i) Overtaking.
A sailplane overtaking another sailplane may alter its course to the right or to the left.

3.3.1.2 Submission of a flight plan.
A flight plan shall also be submitted for:
a) VFR and IFR flights planned to operate at night, if leaving the vicinity of an aerodrome;
b) IFR flights in airspace class G flying above the highest of 5 000 ft AMSL or 3 000 ft AGL;
c) VFR and IFR flights which will affect a traffic information zone and/or a traffic information area.
d) Any flight across international borders, unless otherwise prescribed by the States concerned.

3.8 Interception.
The words ‘in distress’ are not included in the national regulation, thus enlarging the scope of escort missions to any type of flight requesting such service.
Furthermore the provisions contained in Appendix 2 Parts 1.1 to 1.3 inclusive as well as those found in Attachment A, are not contained in national regulation.

4.4.6 Visual Flight Rules.
Except when necessary for take-off or landing, or except by permission from the competent authority, a VFR flight shall not be flown:
a) over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300 m (1 000 ft) above the highest obstacle within a radius of 600 m from the aircraft;
b) elsewhere than as specified in a), at a height less than 150 m (500 ft) above the ground or water, or 150 m (500 ft) above the highest obstacle within a radius of 150 m (500 ft) from the aircraft.

ANNEX 3 – METEOROLOGY
(Twentieth Edition, July 2018, amd. 80)

Chapter 5 Competent authorities shall prescribe as necessary other conditions which shall be reported by all aircraft when encountered or observed.

ANNEX 4 – AERONAUTICAL CHARTS
(Eleventh Edition, July 2009, amd. 61)

2.4.4 Requirement concerning Symbol 121 Reporting and Fly-by/Flyover functionality is not shown on all charts as required in 2.4.2 and 2.4.3.

9.9.4.1.1 a) 6) Minimum obstacle clearance altitudes, along the route or route segment are not shown on standard departure charts.

9.9.4.1.1 h) Designation of the navigation specification(s) including any limitations is not shown on standard departure charts.

10.8.1 Bearings and tracks provided as true values for RNAV segments are not shown on standard arrival charts.

10.9.4.1.1 a) 6) Minimum obstacle clearance altitudes along the route or route segment and altitudes required by the procedures are not shown on standard arrival charts.

10.9.4.1.1 g) Designation of the navigation specification(s) including any limitations is not shown on standard arrivals charts.

ANNEX 5 – UNITS OF MEASUREMENT TO BE USED IN AIR AND GROUND OPERATIONS
(Fifth Edition, July 2010)

No differences.

ANNEX 6 - OPERATION OF AIRCRAFT

ANNEX 6 Part I
(Twelfth Edition, July 2022, including amd. 48)

3.3.1 *Recommendation:* The European rules on Air Operations Reg. (EU) 965/2012 ORO.AOC.130 requires that an operator establish and maintain a flight data analysis programme as part of its safety management system only when operating aeroplanes with a certificated take-off mass in excess of 27 000 kg..
Less protective or partially implemented or not implemented.

3.3.3. *Standard:* The European rules on Air Operations Reg. (EU) 965/2012 ORO.AOC.130 requires in addition that the FDM programme is non-punitive, regardless of the date.
More exacting or exceeds.

3.5.1 *Standard:* The European rules on Air Operations for aircraft tracking is only applicable to some categories of aeroplanes. See Regulation (EU) 965/2012 CAT.GEN.MPA.205 and supporting EASA AMC/GM.
Less protective or partially implemented or not implemented.

3.5.2 *Recommendation:* The European rules on Air Operations for aircraft tracking applies only to aeroplanes which are equipped with a capability to provide a position additional to the secondary surveillance radar transponder or which are first issued with an individual on or after 16 December 2018. See Regulation (EU) 965/2012 ORO.GEN.110 and CAT.GEN.MPA.205 and supporting EASA AMC/GM.
Less protective or partially implemented or not implemented.

3.5.3 *Standard:* The European rules on Air Operations for aircraft tracking applies only to aeroplanes which are equipped with a capability to provide a position additional to the secondary surveillance radar transponder or which are first issued with an individual on or after 16 December 2018. In addition the provisions in Regulation (EU) 965/2012 CAT.GEN.MPA.205 includes aeroplanes with a MCTOM of more than 27 000 kg and a MOPSC of more than 19 as well as aeroplanes with a MCTOM of over 45 500 kg whatever their MOPSC. The provisions also requires tracking everywhere where ATC surveillance cannot track the aeroplane, not just in oceanic areas. **Different in character or Other means of compliance.**

3.5.4 *Standard:* The European rules on Air Operations for aircraft tracking introduces some flexibility and variations to automated reporting intervals in AMC1 and AMC2 CAT.GEN.MPA.205.
Different in character or Other means of compliance.

4.1.2 *Standard:* The provisions in the European rules on Air Operations ORO.GEN.200 (a)(3) addresses the safety risk assessment without being so specific. Guidelines on the specific risk assessment for conflict zones will be added through rulemaking action (EASA RMT.0392).
Less protective or partially implemented or not implemented.

4.2.1.3.1 *Standard:* The European rules on Air Operations Reg. (EU) 965/2012 ORO.GEN.205 prescribe that the operator remains responsible that the contracted services comply with the applicable requirements and that the aviation safety hazards associated with contracted services or products are considered by the operator's management system. However, it is not specified in the European rules on air operations that the operator shall develop policies and procedures for third parties.
Different in character or Other means of compliance.

4.2.1.5 *Standard:* The European rules on Air Operations Reg. (EU) 965/2012 Appendix I to Part-ARO; ORO.AOC.100 stipulates that The AOC has no expiration date. The AOC is issued for an unlimited duration, but its validity is confirmed as per compliance with ORO.GEN.135. Several other entries requiring prior approval by the Competent Authority have been added to the EU Operations Specifications.
Different in character or Other means of compliance.

4.2.1.7 *Standard:* The European rules on Air Operations Reg. (EU) 965/2012 Part-ARO Appendices I & II has several other entries where prior approval by the Competent Authority have been added to EU Operations Specifications in Appendix II. The AOC has no validity date.
Different in character or Other means of compliance.

4.2.2.1 *Standard:* The EU regulation Reg. (EU) 452/2014 PART-TCO: TCO.200 (a)(1) also requires compliance with ICAO Annexes 1, 2, 8, and 18. Additionally, compliance with the mitigating measures accepted by EASA in accordance with ART.200(d); the relevant requirements of Part-TCO; and the applicable Union rules of the air. **More Exacting or Exceeds.**

4.2.11.2 *Standard:* Art. 35 pt. 3 Protection to air crew Council directive 96/29 EURATOM. Swedish Radiation Safety Authority regulation SSMFS 2018:11 including guidelines for Radiological Protection from Cosmic Radiation in Aviation. A commercial operator shall maintain records for crew members. **More Exacting or Exceeds.**

4.3.1 4.3.3.1 *Standard:* In the basic regulation Reg. (EU) 2018/1139 Annex V pt. 2.(c) and The European Rules of Air Operations Reg. (EU) 965/2012: CAT.OP.MPA.175 provide an alleviation stating that an operational flight plan is not required for operations under VFR of other-than-complex motor-powered aeroplane taking off and landing at the same aerodrome or operating site.
Less protective or partially implemented or not implemented.

4.3.4.1.2 *Standard*: The European rules on Air Operations do not yet address ICAO EDTO provisions. Sweden uses ETOPS provisions as described in the European rules on Air Operations Reg. (EU) 965/2012 CAT.OP.MPA.180 (a). Sweden is awaiting future amendments to the European rules on Air Operations regarding EDTO. No differences are expected at the end of 2025.
Less protective or partially implemented or not implemented.

4.3.4.1.3 *Standard:* The European rules on Air Operations requires a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome. **More Exacting or Exceeds.**

4.3.4.3.1 *Standard:* The European rules on Air Operations requires a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome. **More Exacting or Exceeds.**

4.3.4.4 *Standard:* According to EU provisions on Air Operations an operator need to establish a system to collect relevant data for a period of 2 years of continuous operations before applying for an Individual Fuel Scheme. Moreover, it is mandatory to implement an effective continuous reporting system to the competent authority on the safety performance and regulatory compliance. In addition, EU provisions adds to the elements minimum to take into account for determining the extent of the deviation, the type of ATS provided and characteristics and procedures of the ATFM and of the airspace management. **More Exacting or Exceeds.**

4.3.6.3 *Standard:* Partially implemented through Reg. (EU) 965/2012. The European rules on Air Operations do not yet address ICAO EDTO provisions. No differences are expected at the end of 2025.
Less protective or partially implemented or not implemented.

4.3.6.4 *Recommendation*: The European rules on Air Operations requires a final reserve fuel value for each estimated mass and every flight. **More Exacting or Exceeds**

4.3.8.1 *Standard:* The European rules on Air Operations Reg. (EU) 965/2012 CAT.OP.MPA.200 allows refuelling with passengers on board except for Avgas type fuels or a mixture of these types of fuel.
More Exacting or Exceeds.

4.3.9.2 *Standard:* The European rules on Air Operations Reg. (EU) 965/2012 CAT.IDE.A.235 has additional and more specific requirements on the quantities of oxygen and the percentage of passengers. Also specific requirements on automatically deployable masks for aeroplanes certified to fly above 25.000 ft.
More exacting or exceeds.

4.3.10.1 *Recommendation:* Time capability of cargo compartment fire suppression is not yet addressed in European rules on Air Operations. Sweden is awaiting future amendments to the European rules on Air Operations. No differences are expected at the end of 2025. **Less protective or partially implemented or not implemented.**

4.6.1 4.6.2 *Standard*: The European rules on Air Operations do not give any formal status to flight operations officers/flight dispatchers as European rules doesn´t require licensing of operations officers/flight dispatchers. Sweden requires an operator to ensure that the operations manual contains instructions and information necessary for operations personnel to perform their duty including training for those other than crew members. The European rules on Air Operations will be further developed for alignment with ICAO provisions which is expected to be in force by the end of 2025.
Less protective or partially implemented or not implemented.

4.7.1.1 *Standard*: The European rules on Air Operations do not yet address ICAO EDTO provisions. Sweden is
4.7.1.2 awaiting future amendments to the European rules on Air Operations. No differences are expected at the end
4.7.2.1 of 2025. **Less protective or partially implemented or not implemented.**
4.7.2.2
4.7.2.3
4.7.2.4
4.7.2.6

4.9.2 *Standard:* Partially implemented through the European rules on Air Operations Reg. (EU) 965/2012 ORO.FC.200 (c) ORO.FC.202. The European rules do not have provisions for maximum certified take-off mass (MCTOM). However there is a limitation in the number of passengers to 9 or less.

5.1.1 *Standard:* In the European rules on Air Operations, the responsibilities of the State of the Registry are assumed by the State of the Operator instead. **Different in character or Other means of compliance.**

5.2.4 *Standard:* In the European rules on Air Operations, the responsibilities of the State of the Registry are assumed by the State of the Operator instead. **Different in character or Other means of compliance.**

5.2.10 *Standard:* The European rules on Air Operationsprovide stricter and more detailed requirements.
More Exacting or Exceeds

5.4.1 *Standard:* The European rules on Air Operations require the operators to ensure that the routes and cruising altitudes are selected so as to have a landing site within gliding range.
More Exacting or Exceeds

6.1.5.1 *Standard:* The European Rules on Air Operations is not aligned with the new ICAO provisions on aeroplanes
6.1.5.2 operated under Article 83 bis agreement. **Less protective or partially implemented or not implemented.**
6.1.5.3
6.1.5.4 *Recommendation:* The European Rules on Air Operations is not aligned with the new ICAO provisions on aeroplanes operated under Article 83 bis agreement.
Less protective or partially implemented or not implemented.

6.2.2.1 *Standard*: Partially implemented in the European rules. Only for Large Aeroplanes: Initial CofA after 18 Feb 2020 (lavatory) and 18 May 2019 (portable). **Less protective or partially implemented or not implemented.**

6.3.1.1.1 *Standard:* Partially implemented in the European Rules of Air Operation. Reg. (EU) 965/2012: CAT.IDE.A.190 pt. (a)(3) and (b)(5); CAT.IDE.A.191 pt.(b); AMC1 CAT.IDE.A.191.
Less protective or partially implemented or not implemented.

6.3.1.1.2 *Recommendation*: Partially implemented in the European Rules of Air Operation Reg. (EU) 965/2012: CAT.IDE.A.191 pt. (b); AMC1 CAT.IDE.A.191.
Less protective or partially implemented or not implemented.

6.3.1.1.3 *Standard*: The European rules on Air Operations regarding specific flight recorders apply to aeroplanes with an individual CofA after 1 June 1990. **Different in character or Other means of compliance.**

6.3.1.1.4 *Standard:* The European rules on Air Operations regarding specific flight recorders CAT.IDE.A.190 (a)(1) applies to aeroplanes with an individual CofA after 1 June 1990 and MCTOM of more than 5 700 kg. CAT.IDE.A.190 (a)(2) applies to turbine-engined aeroplanes with an individual CofA before 1 June 1990 and MCTOM of more than 5 700 kg. **Different in character or Other means of compliance.**

6.3.1.1.5 *Recommendation*: The European rules on Air Operations on specific flight recorders are not fully aligned with ICAO provisions. CAT.IDE.A.190 (a)(3) applies to aeroplanes with an individual CofA after 1 April 1998.
Less protective or partially implemented or not implemented.

6.3.1.1.7 *Recommendation:* The European rules on Air Operations Reg. (EU) 965/2012 CAT.IDE.A.190 (a) captures all turbine-engined aeroplanes with an individual CofA before 1 June 1990 and MCTOM of more than 5 700 kg. The list of parameters is given in AMC6 CAT.IDE.A.190 and it contains the first 9 parameters of table A8-1.
More Exacting or Exceeds.

6.3.1.1.8 *Standard:* The European rules on Air Operations applies to turbine-engined aeroplanes with an MCTOM of over 5700 kg and first issued with an individual CofA before 1 June 1990 whatever the date of prototype certification. **More Exacting or Exceeds.**

6.3.1.1.10 *Standard*: The European rules on Air Operations on specific flight recorders are not fully aligned with ICAO provisions. Sweden is awaiting future amendments to the European rules on Air Operations.
Less protective or partially implemented or not implemented.

6.3.1.3 *Standard: The European rules on Air Operations require longer recording durations.*
More Exacting or Exceeds.

6.3.2.1.1 *Standard*: The European rules on Air Operations regarding specific flight recorders do not fully address CVR for light aircraft. Partially implemented. The scope of CAT.IDE.A.185(a)(2) is limited to multi-engine turbine powered aeroplanes with a MCTOM of less than 5 700 kg. The scope of CAT.IDE.A.191 covers aircraft with an individual CofA first issued on or after 5/09/2022; no retrofit. Sweden is awaiting future amendments to the European rules on Air Operations.
Less protective or partially implemented or not implemented.

6.3.2.1.2 *Recommendation:* The European rules on Air Operations regarding specific flight recorders do not fully address CVR for light aircraft. Sweden is awaiting future amendments to the European rules on Air Operations.
Less protective or partially implemented or not implemented

6.3.2.1.3 *Standard:* The European rules on Air Operations is applicable to all aeroplanes with a MCTOM of more than 5700 kg, irrespective of the date of first issuance of the CofA. **More Exacting or Exceeds.**

6.3.2.1.4 *Standard:* The European rules on Air Operations regarding CVR applies to all aeroplanes with a MCTOM exceeding 5700 kg whatever the date of delivery of the individual CofA
More Exacting or Exceeds.

6.3.2.1.5 *Recommendation:* The European rules on Air Operations CAT.IDE.A.185 (a) (1) Reg. (EU) 965/2012 states that it applies to all aeroplanes with a MCTOM exceeding 5 700 kg, be they turbine-engined or not. CAT.IDE.A.185 (a) (1) applies whatever the date of certification of the prototype. **More Exacting or Exceeds.**

6.3.2.4.1 *Standard:* The European rules on Air Operations on specific flight recorders are not fully aligned with ICAO provisions. Sweden is awaiting future European rules on Air Operations.
Less protective or partially implemented or not implemented.

6.3.2.4.2 *Standard:* The European rules on Air Operations on specific flight recorders are not fully aligned with ICAO provisions. Sweden is awaiting future European rules on Air Operations.
Less protective or partially implemented or not implemented.

6.3.2.4.3 *Recommendation*: The European rules on Air Operations on specific flight recorders are not fully aligned with ICAO provisions. Sweden is awaiting future European rules on Air Operations.
Less protective or partially implemented or not implemented.

6.3.3.1.1 *Standard:* The European rules on Air Operations require recording of data-link communications for aeroplanes issued with an individual CofA on or after 08 April 2014.**More Exacting or Exceeds.**

6.3.3.1.2 *Standard*: The European rules on Air Operations on specific flight recorders are not fully aligned with ICAO provisions regarding retrofit of data-link communication recording. Sweden is awaiting future amendments to the European rules on Air Operations. **Less protective or partially implemented or not implemented.**

6.3.3.1.3 *Recommendation:* The European Rules on Air Operation is not aligned with the new ICAO provision on flight recorders. **Less protective or partially implemented or not implemented.**

6.3.4 *Standards and Recommendations:* Currently the European rules on Air Operations does not contain any
6.3.4.1.1 provisions on “Flight crew-machine interface recording”. Sweden is awaiting future amendments to the
6.3.4.1.2 European rules on Air Operations. **Less protective or partially implemented or not implemented.**

6.3.4.2 *Standard:* Not implemented in the European Rules on Air Operations.
Less protective or partially implemented or not implemented.

6.3.4.3 *Standard:* Not implemented in the European Rules on Air Operations.
Less protective or partially implemented or not implemented.

6.3.5.4 *Recommendation*: The European rules on Air Operations on specific flight recorders are not fully aligned with ICAO provisions regarding FDR documentation in electronic format. Sweden is awaiting future amendments to the European rules on Air Operations. **Less protective or partially implemented or not implemented.**

6.3.5.5.1 *Recommendation*: The European rules on Air Operations on specific flight recorders are not fully aligned with ICAO provisions regarding combination recorders. Sweden is awaiting future European rules on Air Operations. **Less protective or partially implemented or not implemented.**

6.3.5.5.2 *Standard*: The European rules on Air Operations on specific flight recorders are not fully aligned with ICAO provisions regarding combination recorders. The requirement of a dual combination recorder configuration for aeroplanes with an MCTOM exceeding 15000 kg is not implemented.Sweden is awaiting future amendments to the European rules on Air Operations. **Less protective or partially implemented or not implemented.**

6.3.6.1 *Standard:* The European rules on Air Operations are not fully aligned with ICAO provisions regarding flight recorder data recovery. Different in character.CAT.GEN.MPA.210 is also applicable to aeroplanes with MCTOM of over 45 500 kg and less than 19 passengers. CAT.GEN.MPA.210 is applicable to every aeroplane with a CofA first issued on or after 1 January 2024. **Different in character or Other means of compliance.**

6.3.6.2 *Standard:* The European rules on Air Operations are not fully aligned with ICAO provisions regarding flight recorder data recovery. Different in character.CAT.GEN.MPA.210 is also applicable to aeroplanes with MCTOM of over 45 500 kg and less than 19 passengers. CAT.GEN.MPA.210 is applicable to every aeroplane with a CofA first issued on or after 1 January 2024. **Different in character or Other means of compliance.**

6.4.2 *Standard:* Reg (EU) 965/2012 mandates the carriage of one barometricaltitude measure device, and TWO devices when two pilots are required for the operation.
Less protective or partially implemented or not implemented.

6.5.2.1 *Standard*: The European rules on Air Operations are not fully aligned with ICAO provisions regarding the carriage of life jackets in Reg. (EU) 965/2012 CAT.IDE.A.285. Sweden is awaiting future amendments to the European rules on Air Operations.
Less protective or partially implemented or not implemented.

6.5.3.1 *Standard:* The European rules on Air Operations are not fully aligned with ICAO provisions. The requirement to carry an 8.8 kHz underwater locating device (ULD) applies to aeroplanes with a MCTOM of more than 27000 kg and with an MOPSC of more than 19 and all aeroplanes with an MCTOM of more than 45500 kg. The ULD might not be fitted if the aeroplane is equipped with robust and automatic means to accurately determine, following an accident where the aeroplane is severely damaged, the location of the point of end of flight.
Less protective or partially implemented or not implemented.

6.7.3 *Standard:* The European rules on Air Operations Reg. (EU) 965/2012, CAT.IDE.A.235(b)(4) requires a device to provide a warning indication to the flight crew of any loss of pressurisation for all pressurised aeroplanes operated at pressure altitudes above 25 000 ft. **More Exacting or Exceeds.**

6.7.6 *Recommendation:* The European rules on Air Operations are not fully aligned with ICAO provisions.
Less protective or partially implemented or not implemented.

6.10 *Standard:* The European rules on Air Operations require portable lights also during daylight.
More Exacting or Exceeds.

6.11.1 *Recommendation:* The European rules on Air Operations Reg. (EU) 965/2012 CAT.IDE.A.160 also requires weather detecting equipment for non-pressurised aeroplanes with an MCTOM of more than 5 700 kg; and non-pressurised aeroplanes with an MOPSC of more than nine. **More Exacting or Exceeds.**

6.12 *Standard:* Council directive 2013/59 EURATOM. Art 35 Protection to air crew. Act on radiation (2018:396), Ordinance on radiation (2018:506). Swedish Radiation Safety Authority regulation SSMFS (2018:11) and guidelines to the said regulation. According to 4§ SSMFS 2018:11 and guidelines alternative methods could be used. **Different in character or Other means of compliance.**

6.15.3 *Recommendation:* CAT.IDE.A.150 para (c) it is only applicable to turbine-powered aeroplanes for which the CofA was first issued after 1 January 2019 and ICAO's SARP recommends it for all turbine-engined aeroplanes regardless the date of issuance of their CofA.
Less protective or partially implemented or not implemented.

6.18.1 *Standard:* The European rules on Air Operations are not fully aligned with ICAO provision. The European provisions (CAT.GEN.MPA.210) requires robust and automatic means to accurately locate the point of end of flight, while transmitting a position every minute is one possible solution to address. Furthermore they are only applicable to aeroplanes with an MCTOM of more than 27 000 kg and an MOPSC of more than 19 or an MCTOM of more than 45 500 kg. Furthermore the provisions are applicable to aeroplanes first issued with an individual CofA on or after 1 January 2024. **Less protective or partially implemented or not implemented.**

6.18.2 *Recommendation:* The European rules on Air Operations are not aligned with ICAO provisions.
Less protective or partially implemented or not implemented.

6.18.3 *Standard:* The European rules on Air Operations are not yet fully aligned with ICAO provisions on operator responsibility to transmit position information when the aircraft is in distress. Reg. (EU) 965/2012 CAT.GEN:MPA.210. In the case of an ELT-based solution (in flight triggered ELT or automatic deployable flight recorder) the ELT signal is detected by COSPAS/SARSAT satellites and then it is directly transmitted to the ground and dispatched to the competent rescue coordination centre.
Different in character or other means of compliance.

6.19.2 *Recommendation:* European rules requires mandatory use of ACAS II SW version 7.1 for aeroplanes with an MCTOM of more than 5700 Kg or more than 19 passengers. For aeroplanes outside this category ACAS is not mandatory. If they voluntarily install ACAS, the equipment shall be ACAS II version 7.1.
Less protective or partially implemented or not implemented.

6.20.2 *Standard:* The European rules on Air Operations Reg. (EU) 965/2012 CAT.IDE.A.350 are not fully aligned with
6.20.3 ICAO provisions regarding resolution of 7.62 m for the pressure altitude reporting transponder. Sweden is awaiting future amendments to the European rules on Air Operations.
Less protective or partially implemented or not implemented.

6.22.1 *Recommendation*: The European rules on Air Operations are not fully aligned with ICAO provisions regarding
6.22.2 forward looking wind shear warning system. **Less protective or partially implemented or not implemented.**

7.2.9 *Standard:* The European provisions requires monitoring of height keeping performance but, but not in a specific interval. **Less protective or partially implemented or not implemented.**

8.2.1 *Standard*: The European rules on aeroplane maintenance are not fully aligned with ICAO provisions on human factor principles. Sweden is awaiting future amendments to the European rules on Continuing Airworthiness.
Less protective or partially implemented or not implemented.

8.2.3 *Standard:* Partially implemented. The European rules on aeroplane maintenance are not fully aligned with ICAO provisions. EU requirements do not explicitly describe that ‘Copies of all amendments shall be furnished promptly to all organizations or persons to whom the manual has been issued.
Less protective or partially implemented or not implemented.

8.2.4 *Standard:* The European rules on aeroplane maintenance are not fully aligned with ICAO provisions.
Different in character or Other means of compliance.

8.3.1 *Standard*: The European rules on continuing airworthiness are not fully aligned with ICAO provisions on human factor principles. Sweden is awaiting future amendments to the European rules on aeroplane maintenance.
Less protective or partially implemented or not implemented.

8.3.2 *Standard:* The European rules on continuing airworthiness are not fully aligned with ICAO provisions. EU provisions do not explicitly describe that ‘Copies of all amendments shall be furnished promptly to all organizations or persons to whom the manual has been issued.
Less protective or partially implemented or not implemented.

8.4.2 *Standard*: The European rules on Continuing Airworthiness prescribe retaining periods exceeding limits in ICAO provisions. **More exacting or exceeds.**

8.5.2 *Standard:* The European provisions on continuing airworthiness in Reg. (EU) 1321/2014 Part M is applicable for aeroplanes with an MCTOM above 2730 kg, while Part ML applies to 2730 kg or below. This means that the mass range between 2730 and 5700 is obliged to comply with a higher standard. **More exacting or exceeds.**

8.8.2 *Standard*: The European rules on Continuing Airworthiness and on aeroplane maintenance are not fully aligned with ICAO provisions. Sweden is awaiting future amendments.
Less protective or partially implemented or not implemented.

8.8.3 *Standard:* Not implemented. **Less protective or partially implemented or not implemented.**

9.1.4 *Standard:* Provisions for flight navigator is not within the scope of the European rules on Air Operations. **Less protective or partially implemented or not implemented.**

9.2 *Standard:* The European rules on Air Operation Reg. (EU) 965/2012 ORO.FC.130 (a) establishes provisions for each type and variant. ORO.GEN.110(h) requires also the use of a checklist. **More exacting or exceeds.**

9.4.1.1 *Standard:* For single pilot IFR, the European rules on Air Operations also requires 5 IFR flights including 3 IFR approaches in the single pilot role under Reg. (EU) 965/2012 ORO.FC.202. **More exacting or exceeds.**

9.4.2.1 *Standard*: *In addition to the requirements in 9.4.2.1 the European rules also requires at least three sectors.* ***More exacting or exceeds.***

9.4.3.3 *Standard:* The European rules on Air Operations have implemented provisions on categorisation of aerodromes (A, B, C) depending on how demanding/not demandinig the aerodrome is. Rules achieve same safety level even though the classification is slightly different. For reference see Reg. (EU) 965/2012, ORO.FC.105 (b)(2)&(c), AMC1 ORO.FC.105(b)(2);(c) pts. (a), (b) & (c), AMC2 ORO.FC.105(c) pts. (a) & (b). **Different in character or Other means of compliance.**

9.4.4.1 *Standard:* The European rules on Air Operationsallows an Alternative Training and Qualification Program (ATQP) as an alternative to the prescriptive training requirements. Even though checking intervals can be extended, the same or even higher level needs to be achieved. For operations under VFR by day of performance class B aeroplanes conducted during seasons not longer than 8 consecutive months one OPC is sufficient.**Different in character or Other means of compliance.**

10.1 *Standard*: The European rules on Air Operations does not give any formal status to flight operations
10.2 officers/flight dispatchers as European rules on Air Operation doesn´t require licensing of operations officers/flight dispatchers. The European rules on Air Operations requires an operator to ensure that the operations manual contains instructions and information necessary for operations personnel to perform their duty including training for those other than crew members.
Less protective or partially implemented or not implemented.

10.3 *Standard*: The European rules on Air Operations do not give any formal status to flight operations officers/flight dispatchers as European rules doesn´t require licensing of operations officers/flight dispatchers. The European rules on Air Operations requires an operator to ensure that the operations manual contains instructions and information necessary for operations personnel to perform their duty including training for those other than crew members.
Less protective or partially implemented or not implemented.

10.4 *Recommendation*: The European rules on Air Operations do not give any formal status to flight operations
10.5 officers/flight dispatchers as European rules doesn´t require licensing of operations officers/flight dispatchers. Sweden requires an operator to ensure that the operations manual contains instructions and information necessary for operations personnel to perform their duty including training for those other than crew members.
Less protective or partially implemented or not implemented.

11.4.3 *Recommendation*: The European rules on Air Operations only requires a 3 months storage period. Sweden is awaiting future amendments to the European rules on Air Operations.
Less protective or partially implemented or not implemented.

11.6 *Standard:* The European rules on Air Operations Reg. (EU) 965/2012 CAT.GEN.MPA.195 requires preservation of original recorded data after an accident or serious incident or an occurrence identified by the investigating authority. In the absence of indication from the investigating authority, the operator is not required to preserve the data for more than 60 days after the accident or serious incident. AMC3 ORO.MLR.100 lists the minimum information to be contained by the operations manual. According to AMC3 ORO.MLR.100, Part A, section 11 of the operations manual should contain procedures for the preservation of recordings.
Less protective or partially implemented or not implemented.

12.4 *Standard:* In addition to the completion of initial training required by the Air Ops Regulation, the Aircrew Reglation also requires the issuing of a cabin crew attestation to each cabin crew member who will be operating in CAT operations. This attestation is considered valid as long as the holder acts as cabin crew member and completes the other training required by the Air Ops Regulation. If a holder stops operating during more than 5 years, his/her attestation becomes invalid and initial training has to be completed again.
More Exacting or Exceeds.

13.2.4 *Recommendation:* The European Provisions on Air Operations ORO.SEC.100 regarding approved secure flight crew compartment door is only applicable to aeroplanes with 1) an MCTOM that exceeds 54 500 kg; aeroplanes with 2) an MCTOM that exceeds 45 500 kg and have an MOPSC of more than 19; or (3) aeroplanes with an MOPSC of more than 60.
Less protective or partially implemented or not implemented.

15.1 *Standard:* The European rules on Air Operations are not fully aligned with ICAO provisions. Sweden is awaiting future amendments. Rulemaking activities has started. No difference is expected after end of 2025. See EASA NPA 2022-11.
Less protective or partially implemented or not implemented.

15.2 *Standard:* The European rules on Air Operations are not fully aligned with ICAO provisions. Sweden is awaiting future amendments. Rulemaking activities has started. No difference is expected after end of 2025. See EASA NPA 2022-11.
Less protective or partially implemented or not implemented.

ANNEX 6 Part II
(Eleventh Edition, July 2022 including amd. 40)

1.1 *Aerial work:* Search and rescue operations are not included in Specialised Operations (SPO) in the EU system. They are covered at national level. The term ‘specialised operations’ is used and defined instead of ‘aerial work’. **Different in character or other means of compliance.**

1.1 *Aerodrome operating minima:* The EU rules are using the old approach classification. Rulemaking Task RMT.0379 will transpose the ICAO def. and concepts (2D, 3D) into R. (EU) 965/2012. **Different in character or other means of compliance.**

1.1 *Combined vision system (CVS):* Term not used in R. (EU) 965/2012. This definition will be inserted in R965 through RMT.0379 (AWO). **Less protective or partially implemented or not implemented.**

1.1 *Operating base:* The concept of 'principal place of business' is used in the Air Ops rules. It is defined in Annex I of R. (EU) 965/2012. GM18 to Annex I provides more explanations on the use and meaning of this term for non-commercial operations. **Different in character or other means of compliance.**

1.1 *Synthetic vision system (SVS):* Term not used in R. (EU) 965/2012.This definition will be inserted in R965 through RMT.0379 (AWO). **Less protective or partially implemented or not implemented.**

1.1 *Continuous Descent Final Approach (CDFA):* The application of the CDFA technique to apply until circling approach minima (circling OCA/H) or visual flight manoeuvre altitude/height are reached, are planned to be transposed into Regulation (EU) No 965/2012 through the EASA rulemaking task RMT.0379 All-Weather Operations, the Opinion of which is expected to be published in 2021.
Less protective or partially implemented or not implemented.

2.1.1.5 *Recommendation*: No specific requirement for non-commercial operations with other-than complex motorpowered aircraft (NCO). **Less protective or partially implemented or not implemented.**

2.1.4 *Standard*: Specific Approvals (SPA) must be issued by the State of the Operator. In addition to the specific approvals listed in Appendix 2.4, SPA are also required for transport of Dangerous Goods and EFB. No difference if the specific approvals for PBN, MNPS, RVSM and LVO are issued for non-commercial operators using aircraft registered in a third country. **Different in character or other means of compliance.**

2.2.2.2.1 *Standard:* In NCC, the rule addresses to the operator, not to the PIC. For low visibility operations (LVO), it is the competent authority as established by Annex V (Part SPA): State of the Operator if the aircraft is registered in an EU Member State; or State of Registry if the aircraft is registered in a third country and the State of Registry has already issued the LVO specific approval. **Different in character or other means of compliance.**

2.2.2.2.1.1 *Standard*: R.965/2012 currently allows only operational credits for HUDs and EVS.
Therefore SVS and CVS rules are more exacting or exceed the provisions of ICAO.
The approval for additional operational credits will be introduced through RMT.0379 (All-Weather Operations (AWO)). Classification aspect not mentioned in SPA.LVO.100. For non-commercial operators, the State of Operator approves the operational credits instead of the State of Registry. **Less protective or partially implemented or not implemented.**

2.2.2.2.2 *Standard*: Different in character. R.965/2012 has not yet transposed the new approach classification. The EU rules do not yet classify approach operations by Type A and B. RMT 0379 (AWO) is envisaged to update the approach classification, including the removal of the definitions for Category (CAT) IIIA, IIIB and IIIC which are still being used in EU-rules.
Different in character or other means of compliance.

2.2.2.2.3
2.2.2.2.4 *Standard*: R.965/2012 has not yet transposed the new approach classification. It will be introduced via RMT.0379 (AWO). No distinction between CDFA with manual calculation (2D) and CDFA with VNAV (3D).
Different in character or other means of compliance.

2.2.3.4.3 *Standard:* No margin defined for destination aerodrome in NCC.OP.150, NCC.OP.180: but margin defined in NCC.OP.151 and NCO.OP.140 for alternate aerodromes. Margin not defined in NCO.OP.160. It is the State of Operator instead of the State of Registry that shall establish those criteria. **Less protective or partially implemented or not implemented.**

2.2.3.5 *Standard*: Requirement (a)(2) for separate runways to be usable at the estimated time of use of the destination aerodrome with at least one runway having a operational instrument approach procedure is not implemented in the EU rules. EU rules require a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome in accordance with 2.2.3.4.3. EU rules do not require a point of no return but instead require always to have an alternate aerodrome (with very few exceptions e.g. isolated aerodrome) and other conditions (e.g. EU rules require fuel for 2 hours). **Less protective or partially implemented or not implemented.**

2.2.3.6.1 *Standard:* Part-NCO allows for lower criteria for VFR A-to A flights when remaining in sight of the aerodrome/landing site. **Less protective or partially implemented or not implemented.**

2.2.3.7 *Recommendation*: The EU rules do not allow refueling with passengers on board when aviation gasoline (AVGAS) or wide-cut type fuel or a mixture of these types of fuel are being used. **More Exacting or Exceeds.**

2.2.4.6 *Recommendation:* The EU rules contain an alleviation to the availability and use of oxygen on board under NCO.OP.190 and AMC1 NCO.OP.190(a). The PIC can decide to fly at any altitude without using oxygen, and without oxygen being available. AMC1 NCO.OP.190(a) additionally states: “(…) the PIC should: (…)(b)(2) if detecting early symptoms of hypoxia conditions: (i) consider to return to a safe altitude, and (ii) ensure that supplemental oxygen is used, if available.” No difference for Part-NCC. **Less protective or partially implemented or not implemented.**

2.4.2.2 *Standard*: ELA1 aeroplanes, i.e. aeroplanes with a Maximum Take-off Mass (MTOM) of 1200 kg or less that is not classified as complex motor-powered aircrafts, are exempt from the hand fire extinguisher requirement in NCO.IDE.A.160. For NCC operators in the EU, the State of the Operator is the competent authority not the State of Registry. The State of the Operator also issues the specific approvals. **Less protective or partially implemented or not implemented.**

2.4.2.3 *Standard*: Only for Large Aeroplanes Initial CofA after 18 Feb 2020 (lavatory) and 18 May 2019 (portable). No reference for Part-NCO, as it is very unlikely that an NCO aircraft has a lavatory. **Less protective or partially implemented or not implemented.**

2.4.3.2 *Recommendation*: The EU rules do not distinguish between VFR flights and VFR controlled flights. The other means of compliance are ensured through the provisions in NCC.IDE.A.120(b) for additional instruments when in conditions where the aeroplane cannot be maintained in a desired flight path without reference to one or more additional instruments, as well as the additional limitations in Part SERA.5010 for VFR controlled flights.
Different in character or other means of compliance.

2.4.11.2,
2.4.11.3 *Recommendation*: EASA SIB 2017-14 (Safety Information Bulletin) recommends the installation of TAWS for light aeroplanes not engaged in Commercial Air Transport. **Not implemented.**

2.4.12.3 *Standard:* NCO.IDE.A.170 (a) (3): a survival ELT (ELT(S)) or a personal locator beacon (PLB), carried by a crew member or a passenger, is authorised when certified for a maximum passenger seating configuration of six or less. **Less protective or partially implemented or not implemented.**

2.4.15.1 *Standard:* R. (EU) 965/2012 does not contain rules for SVS and CVS. EVS and HUD are addressed in SPA.LVO. SVS and CVS will be addressed with RMT.0379. For single-pilot operations, the minimum RVR/VIS should be calculated in accordance with the following additional criteria: (…) (ii) an approved HUDLS, including, where appropriate, enhanced vision system (EVS), or equivalent approved system. Moreover, in the EU system, for NCC operators, it is the State of the Operator that has this responsibility, not the State of Registry. **Less protective or partially implemented or not implemented.**

2.4.15.2 *Standard:* CVS does not receive operational credits. R.(EU) 965/2012 currently allows operational credits only for HUDs and EVS.SVS and CVS will be addressed with RMT.0379. **Less protective or partially implemented or not implemented.**

2.4.16.1.1.1 *Recommendation*: There is no flight recorder carriage requirement in Part-NCO, only in Parts CAT, SPO and NCC. The flight recorder carriage requirements in the Air Ops rules are only applicable to commercial operations (CAT and commercial specialised operations). GM19 to Annex I and AMC1 CAT.IDE.A.191 to be published end of 2019 or Q1 2020. 2.4.16.1.1.1: Not addressed. Notes 1 and 2: R. (EU) 965/2012: Annex I Definitions (49c); GM19 to Annex I for the different categories of flight recorders. Notes 4 and 5: R. (EU) 965/2012: AMC1 NCC.IDE.A.160 for the CVR; AMC1 & AMC2 NCC.IDE.A.165 for the FDR; AMC1 NCC.IDE.A.170 for the DLR. Note 6: AMC1 CAT.IDE.A.191 for reference to ED 155. Note 7: Point (f) of NCC.GEN.145 addresses the protection of recordings of flight recorders. **Less protective or partially implemented or not implemented.**

2.4.16.1.1.2 *Standard:* NCC.IDE.A.165 is applicable to aeroplanes with CofA issued on or after 1 January 2016. **More Exacting or Exceeds.**

2.4.16.1.2 *Standard*: Not implemented into EU rules. Recorders are required by 2.4.16.1.1.2 only for aeroplanes for which application for TC is after 2023. All new models of recorders on the market are solid-state, therefore there is no need to forbid the old recording technologies (metal foil, frequency modulation, photographic film or magnetic tape). See also NPA 2013-26, RIA A. **Less protective or partially implemented or not implemented.**

2.4.16.2.1 *Recommendation*: Not implemented into EU rules. The applicability of this recommended practice corresponds to Part-NCO. There is no flight recorder carriage requirement in Part-NCO. **Less protective or partially implemented or not implemented.**

2.4.16.2.2 *Standard*: Not implemented into EU rules. 2.4.16.2.1 is only applicable to aeroplanes first issued with an individual CofA on or after 1 Jan 2016, and all modern models of CVR are solid-state. Therefore there is no need to forbid the old recording technologies. See also NPA 2013-26, RIA A. **Less protective or partially implemented or not implemented.**

2.4.16.3.3 *Standard:* It is required to record 'information on the time and priority of data link messages'. This is considered sufficient to correlate with the CVR recording. **Different in character or other means of compliance.**

2.4.17.2.2
2.4.17.3.3 *Standard:* For NCC operators and for NCO operators using third country registered aircraft, the State of Operator shall establish those criteria. **Different in character or other means of compliance.**

2.4.18.1
2.4.18.2
2.4.18.3 The European Rules on Air Operations is not aligned with the new ICAO provisions on aeroplanes operated under Article 83 bis agreement. **Less protective or partially implemented or not implemented.**

2.4.18.4 *Recommendation:* The European Rules on Air Operations is not aligned with the new ICAO provisions on aeroplanes operated under Article 83 bis agreement.
Less protective or partially implemented or not implemented

2.5.1.7
2.5.1.8 *Standard:* For operators using third country registered aircraft, the State of Operator shall establish those criteria. **Different in character or other means of compliance.**

2.5.1.9 *Standard:* For operators using third country registered aircraft, the State of Operator shall ensure those provisions. **Different in character or other means of compliance.**

2.5.2.3
2.5.2.4 *Standard:* For operators using third country registered aircraft, the State of Operator shall establish those criteria. **Different in character or other means of compliance.**

2.5.2.5-
2.5.2.7 *Standard:* For operators using third country registered aircraft, the State of Operator shall grant those specific approvals. **Different in character or other means of compliance.**

2.5.2.9 *Standard:* For operators using third country registered aircraft, the State of Operator shall ensure those provisions. **Different in character or other means of compliance.**

2.5.2.10 *Standard:* EU rules require to monitor the aircraft height keeping performance, but not in a specific interval. For operators using third country registered aircraft, the State of Operator shall establish the requirement. **Less protective or partially implemented or not implemented.**

2.5.3.3 2.5.3.4 *Standard:* For operators using third country registered aircraft, the State of Operator shall establish those criteria. **Different in character or other means of compliance.**

2.5.3.5 *Standard:* For operators using third country registered aircraft, the State of Operator shall ensure those provisions. **Different in character or other means of compliance.**

2.6.1.1 *Standard:* Risk assessment when approving a maintenance programme not based on the type certificate holder's maintenance recommendations not addressed. **Less protective or partially implemented or not implemented.**

2.6.2.2 *Standard:* Retaining periods exceed requirements. **More Exacting or Exceeds.**

2.6.4.2 *Standard:* Maintenance and release to service by a person can be performed by Part MF, or Part CAO or by a pilot/owner after limited pilot/owner maintenance. Part M subpart F can be applied until 8-7-2021. **Less protective or partially implemented or not implemented.**

2.7.2.1 *Standard:* For operators using third country registered aircraft, the State of Operator shall render licenses valid. **Different in character or other means of compliance.**

2.8.1 *Standard:* For operators using third country registered aircraft, the State of Operator shall make those changes mandatory. **Different in character or other means of compliance.**

2.9.1 *Standard:* Reg. (EC) No 300/2008 does not contain references to pilot in command responsibilities related to the security of aircraft. **Less protective or partially implemented or not implemented.**

3.1.2 *Recommendation:* Definition of complex motor-powered aeroplane includes aeroplanes only with a MOPSC of more than 19. **Less protective or partially implemented or not implemented.**

3.4.2.1.1 *Standard:* The EU system has the State of Operator instead of State of Registry as the Competent Authority. **Different in character or other means of compliance.**

3.4.2.1.2 *Standard:* EU rules provide for the cooperative oversight of activities of operators established or residing in another EU member state. Reg. (EC) 300/2008 establishes requirements for inspections by the Commission in cooperation with Member States. **Different in character or other means of compliance.**

3.4.2.7 *Standard:* For NCC operators, the State of Operator establishes the criteria instead of the State of Registry. For low visibility operations (LVO), it is the competent authority as established by Annex V (Part SPA): State of the Operator if the aircraft is registered in an EU Member State; or State of Registry if the aircraft is registered in a third country and the State of Registry has already issued the LVO specific approval. **Different in character or other means of compliance.**

3.4.2.8 *Standard:* Reg. (EC) High-level requirements are included in the Essential Requirements, Annex V to Regulation (EU) 2018/1139. Detailed FTL provisions are determined at national level. Fatigue requirements for maintenance personnel not addressed. **Less protective or partially implemented or not implemented.**

3.4.3.5.2 *Standard*: Fuel consumption data as required in (a) is not implemented in the EU rules. **Less protective or partially implemented or not implemented.**

3.4.3.5.3 *Standard:* European rules do not break down the amount of fuel by phases of flight. **Different in character or other means of compliance.**

3.4.3.5.4 *Recommendation:* R. (EU) 965/2012 requires a mandatory final reserve fuel (FRF) of 30 minutes (VFR by day) or 45 minutes (VFR by night and IFR). **More Exacting or Exceeds.**

3.4.3.6.2 *Standard:* Part-NCC does not define final reserve fuel as such. Instead NCC.OP.130 gives the amount of minutes for the required final reserve fuel. **Different in character or other means of compliance.**

3.4.3.7 *Standard:* Part NCC does not provide such a requirement. **Less protective or partially implemented or not implemented.**

3.4.3.8.1 *Standard:* EU rules do not allow embarking, on board or disembarking of passengers while refueling with AVGAS or wide cut type fuel or a mixture of these fuel types. **More Exacting or Exceeds.**

3.5.2.3 *Standard:* For operators using third country registered aircraft, the State of Operator shall establish those criteria. **Different in character or other means of compliance.**

3.6.1.1 *Standard:* In the EU system, the State of Operator is responsible for approving the MEL. **Different in character or other means of compliance.**

3.6.3.1.1.1 *Standard:* Carriage of a flight data recorder is required only for aeroplanes first issued with an individual CofA
3.6.3.1.1.2 on or after 1 January 2016. **Less protective or partially implemented or not implemented.**

3.6.3.1.1.3 *Recommendation:* Carriage of a flight data recorder is required only for aeroplanes first issued with an individual CofA on or after 1 January 2016. **Less protective or partially implemented or not implemented.**

3.6.3.2.1.1 *Standard:* NCC.IDE.A.160 (a)(2) is applicable to aeroplanes for which the type certificate is issued after 1 January 2016, while 3.6.3.2.1 criterion is the date of submission of the application for a type certificate. **More exacting or exceeds.**

3.6.3.2.1.2 *Standard:* NCC.IDE.A.160(a)(1) only requires a CVR for aeroplanes above 27 000 kg MCTOM which were first issued with an individual CofA on or after 1 Jan 2016. **Less protective or partially implemented or not implemented.**

3.6.3.2.1.3 *Recommendation:* NCC.IDE.A.160(a)(1) and (2) only requires a CVR for aeroplanes that were first issued with an individual CofA on or after 1 Jan 2016 (see (a)(1)) or for which a type certificate was first issued on or after 1 Jan 2016 (see (a)(2)). **Less protective or partially implemented or not implemented.**

3.6.8.2.1 *Recommendation:* The European regulatory system only requires it when the individual CofA was issued after 31 December 1980. **Less protective or partially implemented or not implemented.**

3.6.9.1 *Recommendation:* European Regulatory system requires ACAS II for turbine engine aeroplanes with an MCTOM of more than 5700 kg or MOPSC of more than 19. **More exacting or exceeds.**

3.8.1.2. *Recommendation:* Initial and continuation training are not specifically addressed in M.A.607 or Human Factors. **Less protective or partially implemented or not implemented.**

3.8.2.1 *Recommendation:* Part M, Part CAMO and Part CAO do not observe Human Factors principles in the design of the Maintenance Control Manual. **Less protective or partially implemented or not implemented.**

3.8.3.1 *Standard:* Part M Subpart G, Part CAMO and Part CAO do not observe Human Factors principles in the design of the Maintenance Programme. **Less protective or partially implemented or not implemented.**

3.8.3.2 *Standard:* EU requirements are not as explicit. **Different in character or other means of compliance.**

3.8.4 *Standard:* For the transmission of the information as per Annex 8 there is no alleviation related to MTOW – required from all aeroplanes' owners. **More exacting or exceeds.**

3.8.5.2 *Standard:* Maintenance and release to service by a person can be performed by Part MF or Part CAO. Part M subpart F can be applied until 8-7-2021. **Less protective or partially implemented or not implemented.**

3.10.0.1 *Recommendation:* The human factor element of training is not specifically mentioned in ORO.GEN.110.Minimum training requirements for OCC personnel will be addressed in RMT.0392. **Less protective or partially implemented or not implemented.**

ANNEX 6 Part III - INTERNATIONAL OPERATIONS – HELICOPTERS
(Eleventh Edition, July 2022, amd. 24)

Section I GENERAL

Chapter 1 Definitions

1.0.3 Airworthy
Less protective or partially implemented or not implemented.
Details of Difference: No definition as such.

1.0.3 Configuration deviation list (CDL)
Less protective or partially implemented or not implemented.
Details of Difference: Not defined as a term.

1.0.3 Flight crew member
Not Applicable.
State reference: No definition.

1.0.3 Maintenance organization's procedures manual
Less protective or partially implemented or not implemented.
Details of Difference: Not implemented as a term.

1.0.3 Maintenance programme
Less protective or partially implemented or not implemented.
Details of Difference: Not implemented as a term.

1.0.3 Maintenance release
Less protective or partially implemented or not implemented.
Details of Difference: Not implemented as a term.

1.0.3 Operator’s maintenance control manual
Less protective or partially implemented or not implemented.
Details of Difference: Not implemented as a term.

1.0.3 Required communication performance (RCP)
Less protective or partially implemented or not implemented.
Details of Difference: Term not used.
RMK: Defined in EUROCAE ED-78A/RTCA DO-264.

1.0.3 Required communication performance type (RCP type)
Less protective or partially implemented or not implemented.
Details of Difference: Term not used.
RMK: Defined in EUROCAE ED-78A/RTCA DO-264.

1.0.3 Take-off and initial climb phase
Less protective or partially implemented or not implemented.
Details of Difference: No definition as such. Explanation used in European rules. Same safety margins. But differences exist depending of the performance class of the Helicopter. RMK: For performance class 1 and 2 “take off phase” is used. For performances class 3 “take off and landing phases” are used. Different requirement of height (300 m for ICAO) in all of them.

Section II INTERNATIONALCOMMERCIAL AIR TRANSPORT

Chapter 1 General

1.1.5 Responsibility for operational control shall be delegated only to the pilot-in-command and to a flight operations officer/flight dispatcher if an operator's approved method of control and supervision of flight operations requires the use of flight operations officer/flight dispatcher personnel.
Less protective or partially implemented or not implemented.
State reference: ORO.GEN. 110, AMC1 ORO.GEN. 110(c). Details of Difference: Reg. (EU) 965/2012 doesn’t require licensing of operations officer or flight dispatcher.

1.3.1 Safety management
Note − Annex 19 includes safety management provisions for air operators. Further guidance is contained in the Safety Management Manual (SMM) (Doc 9859).
Less protective or partially implemented or not implemented.
Details of Difference: not transposed to (EU) 965/2012.

1.3.2 A flight data analysis programme shall be non-punitive and contain adequate safeguards to protect the source(s) of the data.
Less protective or partially implemented or not implemented.
Details of Difference: No requirement for a flight data analysis programme for helicopter operations.

Chapter 2 Flight Operations

2.3.8.2 A flight to be operated with a pressurized helicopter shall not be commenced unless a sufficient quantity of stored breathing oxygen is carried to supply all the crew members and passengers.
Not applicable **Not Applicable.**
State reference: No regulation.
RMK: No rules as there are no pressurized helicopters operated in the EU.

2.4.6 Safeguarding of cabin crew and passengers in pressurized aircraft in the event of loss of pressurization.
Not applicable **Less protective or partially implemented or not implemented.**
State reference: CAT.OP.MPA.285.
Details of Difference: Art 38.
RMK: Art 38; No rules, as there are no pressurized helicopters operated in the EU.
CAT.OP.MPA.285 is the only requirement at this stage.

2.6.1 Duties of flight operations officer/flight dispatcher.
Less protective or partially implemented or not implemented.
Details of Difference: The European rules do not required flight operations officer.

2.6.2 In the event of an emergency, a flight operations officer/flight dispatcher shall:...
Not applicable **Not Applicable.**
Details of Difference: The European rules do not required flight operations officer.

Chapter 4 Helicopter Instruments, Equipment, and Flight Documents

4.3.1.1.1 Flight recorders
State reference: 4.3; Note 1: There is no definition for crash-protected flight recorder; Note 2: AMC1 CAT.IDE.H.200; Note 4 and 7: There is no definition for lightweight flight recorder; 4.3.1 Note 5 AMC1 CAT.IDE.H.190; Note 6 AMC1 CAT.IDE.H.190 and AMC2 CAT.IDE.H.190; 4.3.11 CAT.IDE.H.190 (b)(3).
Less protective or partially implemented or not implemented.
Details of Difference: For installation design requirements, refer to applicable certification specifications (CS 29.1457 for CVR and CS 29.1459 for FDR).

For equipment design requirements, refer to applicable ETSOs (C123 for CVR, C124 for FDR, C176 for AIR, C177 for DLR, 2C197 for ADRS and CARS).
AMC1 CAT.IDE.H.190 recommends compliance with ED-112 only for helicopters manufactured on or after 01 January 2016.

4.3.1.2.3 *Recommendation:* All helicopters of a maximum certificated take-off mass of over 3 180 kg, up to and including 7 000 kg, for which the individual certificate of airworthiness is first issued on or after 1 January 1989, should be equipped with a Type V FDR.
Less protective or partially implemented or not implemented.
State reference: CAT.IDE.H.190 (a)(1) and (b)(2).
Details of Difference: Required for helicopters first issued with an individual CofA on or after 01 August 1999.

4.3.1.2.4 All turbine-engined helicopters of a maximum certificated take-off mass of over 2 250 kg, up to and including 3 180 kg for which the application for type certification was submitted to a Contracting State on or after 1 January 2018 shall be equipped with:
a) a Type IV A FDR; or
b) a Class C AIR capable of recording flight path and speed parameters displayed to the pilot(s); or c) an ADRS capable of recording the essential parameters defined in Table A5-3 of Appendix 5.
Less protective or partially implemented or not implemented.
State reference: CAT.IDE.H.190 (a).
Details of Difference: Not implemented. To be developed under RMT.0271.

4.3.1.2.5 *Recommendation:* All helicopters of a maximum certificated take-off mass of 3 180 kg or less for which the individual certificate of airworthiness is first issued on or after 1 January 2018 should be equipped with:
a) a Type IV A FDR; or
b) a Class C AIR capable of recording flight path and speed parameters displayed to the pilot(s); or
c) an ADRS capable of recording the essential parameters defined in Table A5-3 of Appendix 5.
Less protective or partially implemented or not implemented.
State reference: CAT.IDE.H.190 (a).
Details of Difference: Not implemented. To be developed under RMT.0271.

4.3.1.3.2 *Recommendation:* The use of analogue FDRs using frequency modulation (FM) should be discontinued.
Less protective or partially implemented or not implemented.
State reference: CAT.IDE.H.190 (a).
Details of Difference: Discontinuation of frequency modulation FDR not implemented, European rules allows the use of it.

4.3.1.3.4 The use of analogue FDRs using frequency modulation (FM) shall be discontinued by 1 January 2012.
Less protective or partially implemented or not implemented.
State reference: CAT.IDE.H.190 (a).
Details of Difference: Discontinuation of frequency modulation FDR not implemented.

4.3.1.3.5 *Recommendation:* The use of magnetic tape FDRs should be discontinued by 1 January 2011.
Less protective or partially implemented or not implemented.
State reference: CAT.IDE.H.190 (a).
Details of Difference: Discontinuation of frequency modulation FDR not implemented.

4.3.1.3.6 The use of magnetic tape FDRs shall be discontinued by 1 January 2016.
Less protective or partially implemented or not implemented.
State reference: CAT.IDE.H.190 (a).
Details of Difference: Discontinuation of frequency modulation FDR not implemented.

4.3.1.4 Duration
Types IV, IVA and V FDRs shall be capable of retaining the information recorded during at least the last ten hours of their operation.
Less protective or partially implemented or not implemented.
State reference: CAT.IDE.H.190 (b).
Details of Difference: Only in the case of helicopters first issued with an individual CofA on or after 01 January 2016 (corresponding to type IVA) is the FDR required to record data for at least the preceding 10 hours.

4.3.2.1.1 Cockpit voice recorders
Less protective or partially implemented or not implemented.
State reference: AMC1 CAT.IDE.H.185.
Details of Difference: Compliance with ED-112 is only required for helicopters first issued with an individual CofA on or after 01 January 2016.

4.3.2.2 Discontinuation

4.3.2.2.1 The use of magnetic tape and wire CVRs shall be discontinued by 1 January 2016.
Less protective or partially implemented or not implemented.
State reference: CAT.IDE.H.185.
RMK: Discontinuation of magnetic tape CVR not implemented, however Opinion 01/2014 proposes discontinuation by 01 January 2019.

4.3.2.2.2 *Recommendation:* The use of magnetic tape and wire CVRs should be discontinued by 1 January 2011.
Less protective or partially implemented or not implemented.
State reference: CAT.IDE.H.185.
RMK: Discontinuation of magnetic tape CVR not implemented, however Opinion 01/2014 proposes discontinuation by 01 January 2019.

4.3.2.3.3 *Recommendation:* All helicopters for which the individual certificate of airworthiness is first issued on or after 1 January 1990, and that are required to be equipped with a CVR, should have a CVR capable of retaining the information recorded during at least the last two hours of its operation.
Less protective or partially implemented or not implemented.
State reference: CAT.IDE.H.185.
Details of Difference: Not implemented.

4.3.3.1.2 All helicopters which are modified on or after 1 January 2016 to install and utilize any of the data link communications applications listed in 5.1.2 of Appendix 5 and are required to carry a CVR shall record on a flight recorder the data link communications messages.
Less protective or partially implemented or not implemented.
State reference: CAT.IDE.H.195.
Details of Difference: Not implemented.

4.3.4.4 Flight recorders electronic documentation
Recommendation: The documentation requirement concerning FDR parameters provided by operators to accident investigation authorities should be in electronic format and take account of industry specifications.
State reference: CAT.GEN.MPA.195 (d);
Details of Difference: It is not required that the FDR documentation is in electronic format.

4.4.4 *Recommendation:* A helicopter when operating in accordance with IFR and which has a maximum certificated take-off mass in excess of 3 175 kg or a maximum passenger seating configuration of more than 9 should be equipped with a ground proximity warning system which has a forward-looking terrain avoidance function.
Less protective or partially implemented or not implemented.
Details of Difference: European rules do not require Ground Proximity Warning system for helicopters.

4.5.2.8 *Not applicable* *Recommendation:* On any helicopter for which the individual certificate of airworthiness was first issued before 1 January 1991, the provisions of 4.5.2.6 and 4.5.2.7 should be complied with no later than 31 December 1992.
Not applicable.
Details of Difference: The AMC is applicable to all helicopters regardless of the date of issuance of the CofA.

4.5.3.2 *Recommendation:* For offshore operations, a survival suit should be worn by all occupants when the sea temperature is less than 10°C or when the estimated rescue time exceeds the calculated survival time. When the elevation and strength of the sun results in a high temperature hazard on the flight desk, consideration should be given to alleviating the flight crew from this recommendation. **Less protective or partially implemented or not implemented.**
State reference: CAT.IDE.H.295; GM1 CAT.IDE.H.295;
Details of Difference: Considerations on sun not included.

4.8.4 *Recommendation:* A helicopter intended to be operated at flight altitudes at which the atmospheric pressure is more than 376 hPa which cannot descend safely within four minutes to a flight altitude at which the atmospheric pressure is equal to 620 hPa, and for which the individual certificate of airworthiness was issued before 9 November 1998, should be provided with automatically deployable oxygen equipment to satisfy the requirements of 2.3.8.2. The total number of oxygen dispensing units should exceed the number of passenger and cabin crew seats by at least 10 per cent.
Less protective or partially implemented or not implemented.
Details of Difference: Not implemented.

4.15 Vibration health monitoring system
Recommendation: A helicopter which has a maximum certificated take-off mass in excess of 3 175 kg or a maximum passenger seating configuration of more than 9 should be equipped with a vibration health monitoring system.
Less protective or partially implemented or not implemented.
Details of Difference: NPA 2013-10; Req offshore in hostile sea.; NPA 2013-22 Not req. onshore.

Chapter 6 Helicopter Maintenance

6.1.3 Not applicable When the State of Registry accepts an equivalent system, the person signing the maintenance release shall be licensed in accordance with Annex 1.
Not applicable.

6.2.1 Operator’s maintenance control manual
The operator shall provide, for the use and guidance of maintenance and operational personnel concerned, a maintenance control manual, acceptable to the State of Registry, in accordance with the requirements of 9.2. The design of the manual shall observe Human Factors principles.
Less protective or partially implemented or not implemented.
State reference: M.A.704 (a) AMC M.A.704 point 4, Appendix V to AMC M.A.704.
Details of Difference: Non-compliance is only identified in relation to the HF Requirement;
RMK: M.A.704 (a) requires to provide the CAME although it is not specified to whom. The AMC requires the personnel to be familiar with the relevant parts of the manual. The manual is approved by the State of Operator, due to mutual recognition is valid for the State of Registry within EASA MS.

6.2.4 The operator shall provide the State of the Operator and the State of Registry with a copy of the operator’s maintenance control manual, together with all amendments and/or revisions to it and shall incorporate in it such mandatory material as the State of the Operator or the State of Registry may require.
Less protective or partially implemented or not implemented.
State reference: Part-M M.A.704(b), AMC M.A.704 point 6, Appendix V to AMC M.A.704, Part-M M.B.104(b)(8).
Details of Difference: Non-compliance relates to the requirement to provide the manual to the State of Registry if different from the SofO. It is currently required to be approved by the State of Operator; RMK: Within the member States this requirement is compensated by the mutual recognition.

6.3 Maintenance programme

6.3.1 The operator shall provide, for the use and guidance of maintenance and operational personnel concerned, a maintenance programme, approved by the State of Registry, containing the information required by 9.3. The design and application of the operator’s maintenance programme shall observe Human Factors principles.
Less protective or partially implemented or not implemented.
State reference: Part-M M.A.302(b), AMC 145.45(b)(2), Part-145 145.A.47(b).
Details of Difference: Non-compliance is in relation to the requirement for HF in MP design.
RMK: Current Maintenance programme should be provided by the operator as part of the maintenance data in accordance with Part-145. For the application of MP the HF principles are taking into account with 145.A.47 production planning.

6.4 Maintenance records

6.4.1 **Less protective or partially implemented or not implemented.**
State reference: Part-M M.A.305(h).
Details of Difference: Non-compliance refers to the item f) where only aircraft and service LLP’s records in are concerned Part-M.
RMK: Also Part-M requires the Technical Logbook to be kept for 36 months.

6.7.2 A maintenance release shall contain a certification including:
a) basic details of the maintenance carried out including detailed reference of the approved data used;
b) date such maintenance was completed;
c) when applicable, the identity of the approved maintenance organization; and
d) the identity of the person or persons signing the release.
Less protective or partially implemented or not implemented.
State reference: 145.A.50 (a), AMC 145.A.50 (b), Block 14b of item 5 of Appendix II to Part-M.
Details of Difference: Non-compliance is identified in relation to the requirement for Certifying. Personnel identity in the aircraft CRS.
RMK: Partially EASA requirement exceeds ICAO Standard, because of an additional requirement for information on any life or overhaul limitation in terms of date/flying hours/cycles/landings etc.

Chapter 8 Flight Operations Officer/Flight Dispatcher

8.1 *Not applicable* When the State of the Operator requires that a flight operations officer/flight dispatcher, employed in conjunction with an approved method of control and supervision of flight operations be licensed, that flight operations officer/flight dispatcher shall be licensed in accordance with the provisions of Annex 1.
Not applicable.
State reference: ORO.GEN.110.
Details of Difference: Not implemented.
RMK: No requirement for flight operations officer/flight dispatchers to be licensed.

8.2 In accepting proof of qualifications other than the option of holding of a flight operations officer/flight dispatcher licence, the State of the Operator, in accordance with the approved method of control and supervision of flight operations, shall require that, as a minimum, such persons meet the requirements specified in Annex 1 for the flight operations officer/flight dispatcher licence.
Less protective or partially implemented or not implemented.
State reference: ORO.GEN.110.
Details of Difference: No detailed requirement for flight dispatchers training.
RMK: Article 38.

8.3 A flight operations officer/flight dispatcher shall not be assigned to duty unless ...
Less protective or partially implemented or not implemented.
State reference: ORO.GEN.110.
Details of Difference: No detailed requirement for flight dispatchers training.
RMK: Article 38.

8.4 *Recommendation:* A flight operations officer/flight dispatcher assigned to duty should maintain complete familiarization with all features of the operations which are pertinent to such duties, including knowledge and skills related to human performance.
Less protective or partially implemented or not implemented.
State reference: ORO.GEN.110, ORO.AOC.135.
Details of Difference: Not transposed.

8.5 *Recommendation:* A flight operations officer/flight dispatcher should not be assigned to duty after 12 consecutive months of absence from such duty, unless the provisions of 8.3 are met.
Less protective or partially implemented or not implemented.
Details of Difference: Not transposed.

Chapter 9 Manuals, Logs and Records

9.2 Operator’s maintenance control manual.
Less protective or partially implemented or not implemented.
State reference: Appendix V to AMC M.A.704, Part 5, 5.6; n/a, Part-M M.A.704(a)(3), Part-M M.A.704(a)(9), Appendix V to AMC M.A.704, Part 1, 1.3, Appendix V to AMC M.A.704, Part 1, 1.5;1,8, Appendix V to AMC M.A.704, Part 1, 1.8, Appendix V to AMC M.A.704, Part 1, 1.6, Appendix V to AMC M.A.704, Part 1, 1.4, Appendix V to AMC M.A.704, Part 1, 1.5, Appendix V to AMC M.A.704, Part 0, 0.2, Appendix V to AMC M.A.704, Part 1, 1.1, 1.8, Appendix V to AMC M.A.704, Part 1, 1.8, Part-M M.A.704(a)(8), Appendix V to AMC M.A.704, Part 0, 0.6.
Details of Difference: No procedures are foreseen in accordance with item m) because under the AIR OPS in most of the cases Regulation 2042/2003 applies. The Non-compliance could be only in case AMC1 ORO.AOC.110(c) – special continuing airworthiness requirements related to the ‘wetlease in’ of the aircraft from the 3d country.

9.4.2 *Recommendation:* Entries in the journey log book should be made currently and in ink or indelible pencil.
Less protective or partially implemented or not implemented.
Details of Difference: Not transposed.

9.4.3 *Recommendation:* Completed journey log books should be retained to provide a continuous record of the last six months' operations .
Less protective or partially implemented or not implemented.
State reference: ORO.MLR.115.
Details of Difference: 3 months storage period required under Reg. 965/2012.

ANNEX 7 – AIRCRAFT NATIONALITY AND REGISTRATION MARKS
(Sixth Edition, July 2012, amd. 7)

3 Unmanned free balloons are exempted from registration and therefore have no marks or identification plates.
4.2
8

7 No centralized register of unmanned free balloons is kept. Launching of free balloons requires prior permission from Swedish Transport Agency.

3.6 In the Swedish aircraft register the following three-letter combination exists following the country code SE- TTT, XXX and ZZZ.

ANNEX 8 – AIRWORTHINESS OF AIRCRAFT
(Thirteenth Edition, November 2022, amd. 109)

Part II Chapter 3.3 Standard form of Certificates of Air-worthiness — EASA format only describes category, and not permitted operations.

Part IVB Chapter 4.7 Ground handling — Not implemented.

ANNEX 9 – FACILITATION
(Sixteenth Edition, July 2022)

No differences.

ANNEX 10 – AERONAUTICAL TELECOMMUNICATIONS
Volume I *(Seventh Edition, July 2018, amd. 93)*

Annex 10 vol I
Amendments up to 92 is implemented in Sweden through national legislation.

Volume II *(Seventh Edition, July 2016, amd. 92)*

Chapter 5 SERA.14035 Transmission of numbers in radiotelephony

5.2.1.4.1 (a) Transmission of numbers (1) All numbers used in the transmission of aircraft call sign, headings, runway, wind direction and speed shall be transmitted by pronouncing each digit separately.
(i) Flight levels shall be transmitted by pronouncing each digit separately except for the case of flight levels in whole hundreds.
(ii) The altimeter setting shall be transmitted by pronouncing each digit separately except for the case of a setting of 1000 hPa which shall be transmitted as 'ONE THOUSAND'.
(iii) All numbers used in the transmission of transponder codes shall be transmitted by pronouncing each digit separately except that, when the transponder codes contain whole thousands only, the information shall be transmitted by pronouncing the digit in the number of thousands followed by the word 'THOUSAND'.
(2) All numbers used in transmission of other information than those described in point (a)(1) shall be transmitted by pronouncing each digit separately, except that all numbers containing whole hundreds and whole thousands shall be transmitted by pronouncing each digit in the number of hundreds or thousands followed by the word 'HUNDRED' or 'THOUSAND', as appropriate. Combinations of thousands and whole hundreds shall be transmitted by pronouncing each digit in the number of thousands followed by the word 'THOUSAND', followed by the number of hundreds, followed by the word 'HUNDRED'.
(3) In cases where there is a need to clarify the number transmitted as whole thousands and/or whole hundreds, the number shall be transmitted by pronouncing each digit separately.
(4) When providing information regarding relative bearing to an object or to conflicting traffic in terms of the 12-hour clock, the information shall be given pronouncing the digits together such as 'TEN O'CLOCK' or 'ELEVEN O'CLOCK'.
(5) Numbers containing a decimal point shall be transmitted as prescribed in point (a)(1) with the decimal point in appropriate sequence indicated by the word 'DECIMAL'.
(6) All six digits of the numerical designator shall be used to identify the transmitting channel in Very High Frequency (VHF) radiotelephony communications except in the case of both the fifth and sixth digits being zeros, in which case only the first four digits shall be used.

Chapter 5 5.2.1.7.3.2.3 ICAO Annex 10, Volume II, Chapter 5.2.1.7.3.2.3 is transposed in point SERA.14055 of Implementing Regulation (EU) No 923/2012 with a difference. The difference between that ICAO Standard and that EU Regulation is as follows:
SERA.14055 Radiotelephony procedures
(b) (2) The reply to the above calls shall use the call sign of the station calling, followed by the call sign of the station answering, which shall be considered an invitation to proceed with transmission by the station calling. For transfers of communication within one ATS unit, the call sign of the ATS unit may be omitted, when so authorised by the competent authority.

Volume III *(Second Edition, July 2007, amd. 91)*

No differences.

Volume IV *(Fifth Edition, July 2014, amd. 91)*

Chapter 4

4.3.2
4.3.3.3.1.2
4.3.4.2
4.3.4.3.1
4.3.4.3.4.2
4.3.4.6
4.3.4.7
4.3.5.1.2.2
4.3.5.4.2
4.3.5.5.2
4.3.7.1.3
4.3.7.3.4.2
4.3.8.4.2.2.2 ACAS X provisions not implemented.

4.3.8.4.2.2.3 Not implemented.

4.5.1.6.2 Difference to reduce false alerts for ACAS II ver. 7.1 with hybrid surveillance not implemented

Volume V *(Third Edition, July 2013, amd. 89)*

4.5.1.6.2 No differences.

ANNEX 11 – AIR TRAFFIC SERVICES
(Fifteenth Edition, July 2018, amd. 52)

Chapter 2

2.6.3 A higher speed may be approved by the competent authority for aircraft types which for technical or safety reason cannot maintain the speed limit of 250 kt in airspace class C for VFR flights and in airspace G for IFR and VFR flights.

2.26.5 Time checks shall be given at least to the nearest minute.

Chapter 3

3.3.1 Regulation (EU) No 923/2012). SERA.5010(c) introduces an accurate description of and requirements for special VFR.

3.3.4 Regulation (EU) No 923/2012). SERA.8005(b) in addition to the ICAO provisions requires the agreement of the pilot of the other aircraft, the maintenance of own separation and allow this exception below 3050 m (10000 ft) during climb or descent, during day.

3.7.3.1 Regulation (EU) No 923/2012) In addition to the ICAO standard
in point b), point SERA.5015(e)(ii) also includes ‘taxi’;
in point c), point SERA.5015(e)(iii) also includes ‘the newly assigned communication channels’.

3.7.3.1.1 Regulation (EU) No 923/2012, paragraph SERA.8015(e)(2), includes ‘taxi instructions’ in addition to the ICAO requirements to be read back.

Chapter 4

4.3.7 Regulation (EU) No 923/2012; SERA.9010(b) of Annex IV (Part-ATS) of Regulation (EU) 2017/373
4.3.8 ATS.TR.230, ATM/ANS.AR.A.015
4.3.9 Braking action will not be provided through ATIS as it is not aligned with the GRF concept, replaced by RCR.

ANNEX 12 – SEARCH AND RESCUE
(Eighth Edition, July 2004, amd. 18)

No differences.

ANNEX 13 – AIRCRAFT ACCIDENT INVESTIGATION
(Twelfth Edition, July 2020, amd. 18)

5.12 With regard to the constitutional freedom of information and access public records and
5.12.2 regulation (EU) No 996/2010 of the European parliament and of the Council of 20 October
5.12.3 2010 on the investigation and prevention of accidents and incidents in civil aviation and
5.12.4 repealing Directive 94/56/EC, Sweden will not be able to ensure non-disclosure of recordings,
5.12.4.1 transcripts of recordings and names of persons in every case.
5.12.5
5.12.6

ANNEX 14 – AERODROMES
(Ninth Edition, July 2022)

1.1 Definitions — Arresting system
Definitions of arresting system not incorporated in national regulation. Will be changed in the coming revision of national regulations.

Autonomous runway incursion system
Definitions of autonomous runway incursion system not incorporated in national regulation. Will be changed in the coming revision of national regulations.

Foreign object debris (FOD)
Definitions of arresting system not incorporated in national regulation. Will be changed in the coming revision of national regulations.

Hot spot
Definitions of hot spot not incorporated in national regulation. Will be changed in the coming revision of national regulations.

Instrument runway
Revised definitions for instrument runway as a result of a new approach classification not incorporated. Will be changed in the coming revision of national regulations.

Non-instrument runway.
National definition state “continue VFR” instead of “continue in visual meteorological conditions”. Will be changed in the coming revision of national regulations.

2.6 Strength of pavements.
National regulations in accordance with the previous A14 standards.
RMK. Will be changed in the coming revision of national regulations.

3.1.26 Texture depth.
National regulation 0.8 mm.
RMK. Will be changed in the coming revision of national regulations.

3.4.7 Runway strips.
For air navigation or “for aircraft safety purposes” frangibility.
RMK. Will be changed in the coming revision of national regulations.

3.5.3 Dimensions of RESA.
Or a reduced length when an arresting system is installed.
RMK. Will be changed in the coming revision of national regulations.

5.2.8.9 National regulations in accordance with previous A14 standards.
RMK. Will be changed in the coming revision of national regulations.

ANNEX 15 – AERONAUTICAL INFORMATION SERVICES
(Sixteenth Edition, July 2018, amd. 42)

4.1.1 Contents in AIP AD-section concerning dimensions of runway end safety areas and location and description of arresting system are not provided.

5.3.3.3.2 Electronic terrain data and electronic obstacle data is not provided in Area 1.

5.3.3.3.8 Electronic terrain and obstacle data is not provided in Area 4.

ANNEX 16 – ENVIRONMENTAL PROTECTION
Volume I *(Eighth Edition, 2017 amd. 13)*
Volume II *(Fourth Edition, 2017, amd. 10)*
Volume III *(First Edition, 2017, amd. 1)*
Volume IV *(First Edition, 2018, amd. 1)*

1.6 The Swedish registered aircraft not under EASA responsibility but holding an ICAO CoA do not have the uniform numbering required by this paragraph on their noise certificate.

ANNEX 17 – SECURITY – SAFEGUARDING INTERNATIONAL CIVIL AVIATION AGAINST ACTS OF UNLAWFUL INTERFERENCE
(Twelfth Edition, November 2022, amd. 18)

No differences.

ANNEX 18 – THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR
(Fourth Edition, July 2011, amd. 12)

11.4 *Recommendation:* No detailed provisions for postal operators are implemented. However, Postal Operators needs an approval and are subject to oversight by the Swedish Transport Agency. Detailed provisions for Postal Operators are expected in the next couple of years. **Less protective or partially implemented or not implemented.**

ANNEX 19 – SAFETY MANAGEMENT
(Second Edition, July 2016)

Chapter 1. Definitions
Industry codes of practice. Less protective: No formal definition.
Operational personnel. Less protective: No formal definition.
Safety, Safety performance, Safety performance indicator, safety performance target. Less protective: No formal definition.

Doc 4444 – PANS-ATM – Procedures for Air Navigation Services – Air Traffic Management.
(Sixteenth Edition, 2016, amd. 11)

Chapter 6

6.3.2.4 Phraseology regarding clearance for SID and STAR is not implemented.

6.5.2.4 Phraseology regarding clearance for SID and STAR is not implemented.

Chapter 12 Aerodrome information

12.3.1.11.a Phraseology regarding aerodrome information also include SLIPPERY WET and SPECIALLY PREPARED WINTER RUNWAY

12.3.1.2 z) to kk) Phraseology regarding clearance for SID and STAR is not implemented.

Appendix 1 1. Reporting instructions MODEL AIREP SPECIAL Section 3
Runway braking action not reported according Regulation (EU) No 923/2012)
APPENDIX 5 TECHNICAL SPECIFICATIONS RELATED TO AIRCRAFT OBSERVATIONS AND REPORTS BY VOICE COMMUNICATIONS, Section 3.

Doc 8168 – PANS-OPS – Procedures for Air Navigation Services – Aircraft operations.

Vol I The European rules on Air Operations do not yet address the new ICAO approach classification.
Sweden is awaiting future amendments to the European rules on Air Operations. No differences are expected at the end of 2020. **Less protective or partially implemented or not implemented.**

Vol II *(Seventh Edition, 2020, amd. 9.)*
Part I General. Section 3. Departure procedures. Chapter 3 departure routes.

3.1 General.
3.1.2 b) *The dead reckoning leg of turning departures may exceed 10KM (5.4NM) after turns before track guidance can be expected. The distance approved will be decided individually for each case and published on the approach chart.*

3.3 Turning departures.
3.3.4 Turn parameters, f) bank angle:
Nominal track for turn may be based on maximum bank angle 25° at all altitudes, if the PDG used in the design is at least 6,6 %. Nominal tracks for turns can be used to illustrate a probable route, but are never used for obstacle clearance purposes. Sufficient obstacle clearance is always protected for, based on calculations using PDG 3,3 % alternatively the required minimum PDG for the actual SID, and the less bank angle for the corresponding altitude.

Part I General. Section 4. Arrival and approach procedures. Chapter 2 Arrival segment.

2.1 STANDARD INSTRUMENT ARRIVALS
2.1.1 General
2.1.1.5 *STAR procedures may end at FAF or FAP.*

Part I General. Section 4. Arrival and approach procedures. Chapter 3 Initial approach segment.

3.1 GENERAL
3.1.3 *The dead reckoning leg for initial approach segment may exceed 19 KM (10 NM) after turns before track guidance can be expected. The distance approved will be decided individually for each case and published on the relevant approach chart.*

Part I General. Section 4 Arrival and approach procedures. Chapter 4 Intermediate approach segment.

4.3 INTERMEDIATE APPROACH SEGMENT BASED ON A STRAIGHT TRACK ALIGNMENT
4.3.1 AREA
4.3.1.1 *Length*
4.3.1.1.1 *Intermediate approach segments may be shorter than the specified minimum distances. There is always a flat segment of minimum 1 NM for Cat A and B aircraft, 1,5 NM for Cat C and D aircraft for non-precision approaches, and 2 NM for all categories of aircraft for precision approaches.*

Part I General Section 4 Arrival and approach procedures. Chapter 5 Final approach segment.

5.4 OBSTACLE CLEARANCE ALTITUDE/HEIGHT (OCA/H)
5.4.1.3 *Non-precision approach procedure (straight-in), b) Reference datum.*
OCH for non-precision approaches is always referenced to the RWY THR elevation, even when the THR ELEV is less than 2 m (7 ft) below the AD ELEV.

5.4.6.5 Penetration of visual segment surface may, as a complement to publication in AD 2.23, be promulgated with a note on the instrument approach chart saying: “VSS penetrated. See AD 2.23”.

Vol II Part II Conventional Procedures, Section 1 Precision Approaches. Chapter 1 instrument landing systems (ILS).

Table II-1-1-1 Minimum distance between localizer and glide path interceptions.

Minimum distance 2 NM between localizer and glide path interceptions may be applied also for CAT C/D/E at intercept angles up to 90 degrees (or within reversal or racetrack).

Vol III Aircraft Operating Procedures

Section 10 Chapter 2 The European provisions on Air Operations meets the same objectives but do not address ICAO provisions on the ICAO repository - Location of an Aircraft in Distress Repository (LADR).

Doc 9868 – PANS-TRG – Procedures for Air Navigation Services – Training
(Third Edition, 2020, amd. 7)

PANS-TGR UPRT application
RMK. Differences regarding the UPRT application will exist on 13 November 2014 between the provisions of the PANS-TGR documents and the existing EU-regulations (Commission Regulation (EU) No 1178/2011) and practises (additional AMC and GM).

Doc 10066 – PANS-AIM Aeronautical Information Management
(First Edition, 2018, amd. 1)

Chapter 5 According EU regulation (EU) 2017/373

5.2.1.1.3	When the AIP data set (as specified in 5.3.3.1) is provided, the following sections of the AIP may be omitted and reference to the data set availability shall be provided: a) GEN 2.5 List of radio navigation aids; b) ENR 2.1 FIR, UIR, TMA and CTA; c) ENR 3.1 Lower ATS routes; d) ENR 3.2 Upper ATS routes; e) ENR 3.3 Area navigation routes; f) ENR 3.4 Helicopter routes; g) ENR 3.5 Other routes; h) ENR 3.6 En-route holding; i) ENR 4.1 Radio navigation aids — en-route; j) ENR 4.2 Special navigation systems; k) ENR 4.4 Name-code designators for significant points; l) ENR 4.5 Aeronautical ground lights – en-route; m) ENR 5.1 Prohibited, restricted and danger areas; n) ENR 5.2 Military exercise and training areas and air defence identification zone (ADIZ); o) ENR 5.3.1 Other activities of a dangerous nature; p) ENR 5.3.2 Other potential hazards; q) ENR 5.5 Aerial sporting and recreational activities; r) ****AD 2.17 Air traffic services airspace; s) **** AD 2.19 Radio navigation and landing aids; t) **** AD 3.16 Air traffic services airspace; and u) **** AD 3.18 Radio navigation and landing aids.
Appendix 1	According EU regulation (EU) 2017/373 Appendix 1 to Annex III
Table A1-1 Table A1-3 Table A1-5	1. Aerodrome data 3. ATS Route 5. Radio navigation aids/systems data
Appendix 2 PART 2 — EN-ROUTE (ENR)	According EU regulation (EU) 2017/373 Appendix 1 to Annex III PART 2 – EN-ROUTE (ENR)
Appendix 2 PART 3- AERODRO-MES (AD) AD 2.19	According EU regulation (EU) 2017/373 Appendix 1 to Annex III PART 3 – AERODROMES (AD)
Appendix 2 PART 3 — AERODRO-MES (AD)	According EU regulation (EU) 2017/373 Appendix 1 to Annex III PART 3 – AERODROMES (AD)
AD 2.25	Not implemented

2 Data som inte överensstämmer med EU-kommissionens förordning (EU) 2017/373

2 **Data non-compliant with European Commission Regulation (EU) 2017/373**

Data Item	AIP section	Reason for non-compliance	Notes/remarks
RWY 06/24 Nominal length and width. **RWY direction 06 and 24** True Bearing, THR position, elevation and geoid undulation. TORA, TODA, ASDA, LDA. **NDB KBG** Position.	AD 2 ESIA Karlsborg	Accuracy can not be confirmed. Not surveyed after 2013.	-
Obstacles Coordinates marked (*)	ENR 5.4	Vertical and horizontal accuracy can not be confirmed. Not surveyed after 2013.	-

Unit name/service	Postal address	Telephone	Fax	AFS
KARLSTAD TWR	ACR Flygtrafikledningen SE-655 91 Karlstad	+46 (0)54 55 60 76		ESOKZTZX
KIRUNA TWR	LFV Box 918 SE-195 05 Arlandastad E-mail: atskiruna@lfv.se	+46 (0)8 511 886 14		ESNQZTZX
KRAMFORS AFIS	Höga kusten Airport Gistgårdsön 2150 SE-870 52 Nyland	+46 (0)612 223 55	+46 (0)612 71 81 22	ESNKZTZX
KRISTIANSTAD TWR	ACR Kristianstad Airport AB Flygtrafikledningen Kristianstad flygplats SE-297 92 Everöd	+46 (0)44 23 88 58	+46 (0)44 23 88 78	ESMKZTZX
LINKÖPING/Malmen TWR	LFV Flygtrafikledningen SE-581 98 Linköping	+46 (0)13 28 35 90 +46 (0)13 28 30 00	+46 (0)13 28 36 99	ESCFZTZX
LINKÖPING/Saab TWR	RTC Sundsvall/SDATS Midlandavägen 14 SE-861 41 Sörberge E-mail: ats.saab@saabgroup.com	+46 (0)60 19 75 13		ESSLZTZX
LJUNGBYHED TWR	ACR Flygtrafikledningen Drottningvägen 3 SE-264 51 Ljungbyhed E-mail: ats.ljungbyhed@acr-sweden.se	+46 (0)435 44 03 57 +46 (0)435 44 55 13		ESTLZTZX
LULEÅ/Kallax TWR	LFV ATS F21 SE-971 73 Luleå	+46 (0)920 23 63 29 +46 (0)920 23 49 32	+46 (0)920 23 49 39	ESPAZTZX
LYCKSELE AFIS	Lycksele Airport AB SE-921 81 Lycksele E-mail: ats@lyckseleairport.se	+46 (0)950 275 51 +46 (0)950 275 60		ESNLZTZX
MALMÖ ACC Marked (+) to be used only for relevant ATS messages, i.e. FPL, DEP and closing of flight plan.	LFV Flygtrafikledningen Box 54 SE-230 32 Malmö-Sturup	+46 (0)40 613 24 00 +46 (0)40 28 34 00 +46 (0)40 613 24 05 (+) +46 (0)40 28 34 05 (+)	+46 (0)40 50 02 54	ESMMZRZX ESMMZQZX (+) ESMMZFZX (+)
MALMÖ/Sturup TWR	LFV Box 918 SE-195 05 Arlandastad E-mail: ats.esms@lfv.se	+46 (0)40 613 15 50 +46 (0)40 613 10 00		ESMSZTZX
MORA/Siljan AFIS	Mora Siljan flygplats Mora flygplats SE-792 91 Mora	+46 (0)250 301 98	+46 (0)250 59 35 25	ESKMZTZX
NORRKÖPING/Kungsängen TWR	ACR Flygtrafikledningen Norrköping Flygplats SE-603 61 Norrköping	+46 (0)11 14 02 00	+46 (0)11 14 54 10	ESSPZTZX
PAJALA AFIS	Pajala Airport Flygtrafikledningen SE-984 91 Pajala	+46 (0)978 129 61		ESUPZTZX
RONNEBY TWR	Blekinge flygflottilj, F17 Box 502 SE-372 25 Ronneby	+46 (0)457 47 15 55	+46 (0)457 47 15 56	ESDFZTZX
SKELLEFTEÅ TWR	ACR Flygtrafikledningen Skellefteå Flygplats SE-931 92 Skellefteå	+46 (0)910 576 90	+46 (0)910 841 00	ESNSZTZX

Unit name/service	Postal address	Telephone	Fax	AFS
STOCKHOLM ACC Marked (+) to be used only for relevant ATS messages, i.e. FPL, DEP and closing of flight plan.	LFV Flygtrafikledningen SE-190 45 Stockholm-Arlanda	+46 (0)8 585 547 00 +46 (0)8 585 547 01 +46 (0)8 585 545 05 (+) +46 (0)8 594 926 96 (+)	+46 (0)8 593 619 00	ESOSZRZX ESOSZQZX (+) ESOSZFZX (+)
STOCKHOLM/Arlanda TWR	LFV Flygtrafikledningen SE-190 45 Stockholm-Arlanda	+46 (0)8 594 922 50 +46 (0)8 797 60 00	+46 (0)8 593 627 23	ESSAZTZX
STOCKHOLM/Bromma TWR	LFV Flygtrafikledningen Bromma Stockholm Airport SE-168 67 Bromma	+46 (0)8 797 68 61 +46 (0)8 28 87 22		ESSBZTZX
STOCKHOLM/Flight Planning Centre AIS/ARO/NOF	LFV FPC/NOF Box 115 SE-190 46 Stockholm-Arlanda	+46 (0)8 797 63 40 +46 (0)8 797 63 38	+46 (0)8 593 601 79	ESSAZPZX ESSAYNYX
STOCKHOLM/Skavsta TWR	ACR Flygtrafikledningen Stockholm Skavsta flygplats AB Box 44 SE-611 22 Nyköping	+46 (0)155 28 04 20 +46 (0)155 28 04 23	+46 (0)155 28 04 86	ESKNZTZX
STOCKHOLM/Västerås TWR	Västerås flygplats AB Flygtrafikledningen Västerås flygplats SE-721 31 Västerås	+46 (0)21 80 00 20	+46 (0)21 80 13 20	ESOWZTZX
SUNDSVALL-TIMRÅ TWR	RTC Sundsvall/SDATS Midlandavägen 14 SE-861 41 Sörberge E-mail: ats.sundsvall@saabgroup.com	+46 (0)60 19 75 07		ESNNZTZX
SVEG AFIS	Härjedalens kommun Härjedalen Sveg Airport SE-842 80 Sveg	+46 (0)680 71 13 50	+46 (0)680 131 30	ESNDZTZX
SÅTENÄS TWR	Skaraborgs flygflottilj, F7 SE-530 32 Såtenäs	+46 (0)510 804 90 +46 (0)510 47 70 00	+46 (0)510 47 73 39	ESIBZTZX
SÄLEN TWR	RTC Sundsvall/SDATS Midlandavägen 14 SE-861 41 Sörberge E-mail: ats.salen@saabgroup.com	+46(0)60 19 75 04		ESKSZTZX
TORSBY AFIS	Torsby Flygplats Vasserudsvägen 3 SE-685 34 Torsby	+46 (0)560 717 24	+46 (0)560 143 99	ESSTZTZX
TROLLHÄTTAN-VÄNERSBORG TWR	ACR Flygtrafikledningen Trollhättan-Vänersborg flygplats SE-461 93 Trollhättan	+46 (0)520 42 93 61	+46 (0)520 173 57	ESGTZTZX
UMEÅ TWR	LFV Box 918 SE-195 05 Arlandastad E-mail: ats.umea@lfv.se	+46 (0)90 71 61 71 +46 (0)90 71 61 72		ESNUZTZX
UPPSALA TWR	LFV Flygtrafikledningen LSS Box 645 SE-751 27 Uppsala E-mail: ats.uppsala@lfv.se	+46 (0)18 19 60 72 +46 (0)18 19 60 73	+46 (0)18 19 60 79	ESCMZTZX
VIDSEL TWR	LFV Flygtrafikledningen RFN SE-942 23 Vidsel	+46 (0)929 360 25 +46 (0)929 370 00	+46 (0)929 374 73	ESPEZTZX

Restricted areas

Identification Name	Lateral limits	Vertical limits	Remarks (nature of hazard, permission unit, time of activity)
ES R02 VIDSEL	665454N 0183445E - 663555N 0195144E - 660755N 0202244E - 655155N 0200944E - 655155N 0192645E - 663055N 0175246E - 665454N 0183445E	UNL ——— GND	Skjutning, sprängning, bombning/CAS, UAS, test och utvärderingsflyg och målbogsering. Tillstånd kan erhållas från STOCKHOLM ACC eller VIDSEL ATS. Firing, blasting, bombing/CAS, UAS, test and evaluation flights and target towing. Permission obtainable from STOCKHOLM ACC or VIDSEL ATS.
ES R02A VIDSEL	665454N 0183445E - 664527N 0191306E - 660955N 0201751E - 660939N 0202051E - 660755N 0202244E - 660723N 0202218E - 660447N 0202009E - 655523N 0191839E - 663055N 0175246E - 665454N 0183445E	UNL ——— GND	Skjutning, sprängning, bombning/CAS, UAS, test och utvärderingsflyg och målbogsering. Tillstånd kan erhållas från STOCKHOLM ACC eller VIDSEL ATS. Firing, blasting, bombing/CAS, UAS, test and evaluation flights and target towing. Permission obtainable from STOCKHOLM ACC or VIDSEL ATS.
ES R02B VIDSEL	660447N 0202009E - 655155N 0200944E - 655155N 0192645E - 655523N 0191839E - 660447N 0202009E	UNL ——— GND	Skjutning, sprängning, bombning/CAS, UAS, test och utvärderingsflyg och målbogsering. Tillstånd kan erhållas från STOCKHOLM ACC eller VIDSEL ATS. Firing, blasting, bombing/CAS, UAS, test and evaluation flights and target towing. Permission obtainable from STOCKHOLM ACC or VIDSEL ATS.
ES R02C VIDSEL	664527N 0191306E - 663555N 0195144E - 660939N 0202051E - 660955N 0201751E - 664527N 0191306E	UNL ——— GND	Skjutning, sprängning, bombning/CAS, UAS, test och utvärderingsflyg och målbogsering. Tillstånd kan erhållas från STOCKHOLM ACC eller VIDSEL ATS. Firing, blasting, bombing/CAS, UAS, test and evaluation flights and target towing. Permission obtainable from STOCKHOLM ACC or VIDSEL ATS.
ES R03 LOWER PART OF RIVER KALIX	663555N 0224443E - 663355N 0231542E - 655755N 0234342E - 654655N 0222943E - 655055N 0222643E - 661955N 0224943E - 663555N 0224443E	UNL ——— GND	Tillstånd krävs endast när så tillkännages genom NOTAM eller AIP SUP. Permission required only when so is promulgated by NOTAM or AIP SUP.
ES R04 BODEN	660555N 0212444E - 655225N 0220743E - 654655N 0220943E - 654255N 0214843E - 654955N 0214313E - 654955N 0213244E - 655155N 0212444E - 660055N 0211044E - 660555N 0212444E	UNL ——— GND	Tillstånd krävs endast när så tillkännages genom NOTAM eller AIP SUP. Permission required only when so is promulgated by NOTAM or AIP SUP.

Restricted areas

Identification Name	Lateral limits	Vertical limits	Remarks (nature of hazard, permission unit, time of activity)
ES R05 BODEN SÖDRA	654835N 0213616E - 654725N 0213944E - 654525N 0214144E - 654355N 0213614E - 653955N 0213314E - 653825N 0211844E - 653955N 0211244E - 654525N 0211844E - 654555N 0213044E - 654835N 0213616E	32000 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från STOCKHOLM ACC eller KALLAX ATS. Military activities including aviation operations. Permission obtainable from STOCKHOLM ACC or KALLAX ATS.
ES R05A BODEN SÖDRA	654835N 0213616E - 654725N 0213944E - 654525N 0214144E - 654355N 0213614E - 653825N 0211844E - 653955N 0211244E - 654525N 0211844E - 654555N 0213044E - 654835N 0213616E	32000 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från STOCKHOLM ACC eller KALLAX ATS. Military activities including aviation operations. Permission obtainable from STOCKHOLM ACC or KALLAX ATS.
ES R05B BODEN SÖDRA	654355N 0213614E - 653955N 0213314E - 653825N 0211844E - 654355N 0213614E	32000 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet upp till 2000 ft AMSL. Tillstånd kan erhållas från STOCKHOLM ACC eller KALLAX ATS. Military activities including aviation operations up to 2000 ft AMSL. Permission obtainable from STOCKHOLM ACC or KALLAX ATS.
ES R07 UMEÅ	635646N 0201815E - 635301N 0201915E - 635137N 0201813E - 635018N 0201621E - 635012N 0201451E - 635148N 0201139E - 635618N 0200944E - 635646N 0201815E	11000 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet med UAS upp till 400 ft AMSL. Tillstånd kan erhållas från STOCKHOLM ACC eller UMEÅ ATS. Military activities including aviation operations with UAS up to 400 ft AMSL. Permission obtainable from STOCKHOLM ACC or UMEÅ ATS.
ES R08 DAGSÅDALEN	631556N 0144408E - 631426N 0144618E - 631208N 0144048E - 631342N 0143918E - 631531N 0144138E - 631556N 0144408E	28500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet med UAS upp till 1600 ft AMSL. Tillstånd kan erhållas från STOCKHOLM ACC eller ÖSTERSUND ATS. Military activities including aviation operations with UAS up to 1600 ft AMSL. Permission obtainable from STOCKHOLM ACC or ÖSTERSUND ATS.

Restricted areas

Identification Name	Lateral limits	Vertical limits	Remarks (nature of hazard, permission unit, time of activity)
ES R09 SALUBÖLE	632659N 0191528E - 632526N 0192603E - clockwise along an arc centred on 632656N 0191546E and with radius 4.9 NM - 632212N 0191803E - 632645N 0191532E - 632659N 0191528E	20000 ft AMSL ——— GND	Skjutning. Tillstånd kan erhållas från STOCKHOLM ACC eller ÖRNSKÖLDSVIK ATS. Firing. Permission obtainable from STOCKHOLM ACC or ÖRNSKÖLDSVIK ATS.
ES R10 TJÄRNMYREN	630946N 0171847E - 630656N 0172447E - 630556N 0171347E - 630756N 0171437E - 630946N 0171847E	11500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från STOCKHOLM ACC. Military activities including aviation operations. Permission obtainable from STOCKHOLM ACC.
ES R11 MOUTH OF ÅNGERMANÄLVEN	625226N 0180446E - 624226N 0182346E - 623826N 0181746E - 623826N 0175747E - 624956N 0180147E - 625226N 0180446E	UNL ——— GND	Tillstånd krävs endast när så tillkännages genom NOTAM eller AIP SUP. Permission required only when so is promulgated by NOTAM or AIP SUP.
ES R13 ÄLVDALEN	613926N 0133553E - 613719N 0135841E - 613238N 0141232E - 612353N 0140824E - 611622N 0134606E - 611948N 0133511E - 613158N 0132126E - 613627N 0132746E - 613926N 0133553E	35500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från STOCKHOLM ACC. Military activities including aviation operations. Permission obtainable from STOCKHOLM ACC.
ES R14 ARCHIPELAGO OF ÖREGRUND	602157N 0183617E - 602157N 0185946E - 600727N 0185947E - 600727N 0184647E - 601057N 0183717E - 602157N 0183617E	UNL ——— GND	Tillstånd krävs endast när så tillkännages genom NOTAM eller AIP SUP. Permission required only when so is promulgated by NOTAM or AIP SUP.
ES R15A VÄDDÖ	600816N 0185039E - clockwise along an arc centred on 595632N 0185332E and with radius 12 NM - 595038N 0191356E - 595632N 0185332E - 600816N 0185039E	40500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från STOCKHOLM ACC. Military activities including aviation operations. Permission obtainable from STOCKHOLM ACC.
ES R15B VÄDDÖ	601257N 0184347E - 600816N 0185039E - 595632N 0185332E - 595038N 0191356E - 595158N 0184747E - 600357N 0183847E - 601257N 0184347E	4500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från STOCKHOLM ACC. Military activities including aviation operations. Permission obtainable from STOCKHOLM ACC.

Restricted areas

Identification Name	Lateral limits	Vertical limits	Remarks (nature of hazard, permission unit, time of activity)
ES R16 KUNGSÄNGEN	593604N 0174158E - 593604N 0174204E - 593603N 0174218E - 593549N 0174251E - 593532N 0174404E - 593539N 0174511E - 593524N 0174610E - 593452N 0174713E - 593448N 0174717E - 593433N 0174732E - 593419N 0174733E - 593359N 0174750E - 593354N 0174759E - 593344N 0174807E - 593316N 0174815E - 593304N 0174816E - 593300N 0174813E - 593201N 0174602E - 593254N 0174400E - 593343N 0174208E - 593407N 0174112E - 593524N 0174035E - 593604N 0174158E	1600 ft AMSL ——— GND	Militär verksamhet ej flygverksamhet. Tillstånd kan erhållas från STOCKHOLM ACC eller ARLANDA ATS. Military activities no aviation operations. Permission obtainable from STOCKHOLM ACC or ARLANDA ATS.
ES R16A KUNGSÄNGEN	593539N 0174511E - 593524N 0174610E - 593452N 0174713E - 593448N 0174717E - 593532N 0174404E - 593539N 0174511E	1600 ft AMSL ——— GND	Militär verksamhet ej flygverksamhet. Tillstånd kan erhållas från STOCKHOLM ACC eller ARLANDA ATS. Military activities no aviation operations. Permission obtainable from STOCKHOLM ACC or ARLANDA ATS.
ES R16B KUNGSÄNGEN	593604N 0174158E - 593604N 0174204E - 593603N 0174218E - 593549N 0174251E - 593532N 0174404E - 593448N 0174717E - 593433N 0174732E - 593419N 0174733E - 593359N 0174750E - 593254N 0174400E - 593343N 0174208E - 593407N 0174112E - 593524N 0174035E - 593604N 0174158E	1600 ft AMSL ——— GND	Militär verksamhet ej flygverksamhet. Tillstånd kan erhållas från STOCKHOLM ACC eller ARLANDA ATS. Military activities no aviation operations. Permission obtainable from STOCKHOLM ACC or ARLANDA ATS.
ES R16C KUNGSÄNGEN	593359N 0174750E - 593354N 0174759E - 593344N 0174807E - 593316N 0174815E - 593304N 0174816E - 593300N 0174813E - 593201N 0174602E - 593254N 0174400E - 593359N 0174750E	1600 ft AMSL ——— GND	Militär verksamhet ej flygverksamhet. Tillstånd kan erhållas från STOCKHOLM ACC eller ARLANDA ATS. Military activities no aviation operations. Permission obtainable from STOCKHOLM ACC or ARLANDA ATS.
ES R18 BOFORS, VILLINGSBERG	592853N 0150006E - 592734N 0150051E - 592418N 0145925E - 592106N 0145757E - 591741N 0145458E - 591512N 0144952E - 591335N 0143935E - 591704N 0143449E - 591937N 0143449E - 592050N 0143449E - 592352N 0143449E - 592838N 0145302E - 592853N 0150006E	UNL ——— GND	Skjutning, sprängning, UAS, bombning/CAS, test- och utvärderingsflyg, målbogsering och släpp av nyttolast. Tillstånd kan erhållas från STOCKHOLM ACC eller ÖREBRO ATS. Firing, blasting, UAS, bombing/CAS, test and evaluation flights, target towing and air drop. Permission obtainable from STOCKHOLM ACC or ÖREBRO ATS.

Restricted areas

Identification Name	Lateral limits	Vertical limits	Remarks (nature of hazard, permission unit, time of activity)
ES R18A BOFORS, VILLINGSBERG	592634N 0145413E - 592418N 0145925E - 592106N 0145757E - 591741N 0145458E - 591512N 0144952E - 591635N 0144623E - 591656N 0144133E - 591742N 0144036E - 591937N 0143449E - 592050N 0143449E - 592634N 0145413E	UNL ——— GND	Skjutning, sprängning, UAS, bombning/CAS, test- och utvärderingsflyg, målbogsering och släpp av nyttolast. Tillstånd kan erhållas från STOCKHOLM ACC eller ÖREBRO ATS. Firing, blasting, UAS, bombing/CAS, test and evaluation flights, target towing and air drop. Permission obtainable from STOCKHOLM ACC or ÖREBRO ATS.
ES R18B BOFORS, VILLINGSBERG	592853N 0150006E - 592734N 0150051E - 592418N 0145925E - 592634N 0145413E - 592050N 0143449E - 592352N 0143449E - 592838N 0145302E - 592853N 0150006E	UNL ——— GND	Skjutning, sprängning, UAS, bombning/CAS, test- och utvärderingsflyg, målbogsering och släpp av nyttolast. Tillstånd kan erhållas från STOCKHOLM ACC eller ÖREBRO ATS. Firing, blasting, UAS, bombing/CAS, test and evaluation flights, target towing and air drop. Permission obtainable from STOCKHOLM ACC or ÖREBRO ATS.
ES R18C BOFORS, VILLINGSBERG	591937N 0143449E - 591742N 0144036E - 591656N 0144133E - 591635N 0144623E - 591512N 0144952E - 591335N 0143935E - 591704N 0143449E - 591937N 0143449E	UNL ——— GND	Skjutning, sprängning, UAS, bombning/CAS, test- och utvärderingsflyg, målbogsering och släpp av nyttolast. Tillstånd kan erhållas från STOCKHOLM ACC eller ÖREBRO ATS. Firing, blasting, UAS, bombing/CAS, test and evaluation flights, target towing and air drop. Permission obtainable from STOCKHOLM ACC or ÖREBRO ATS.
ES R19 SANDHAMN	592458N 0190047E - 591758N 0192246E - 590728N 0190417E - 592228N 0183817E - 592458N 0190047E	UNL ——— GND	Tillstånd krävs endast när så tillkännages genom NOTAM eller AIP SUP. Permission required only when so is promulgated by NOTAM or AIP SUP.
ES R21 SOUTHERN PART OF THE STOCKHOLM ARCHIPELAGO	590958N 0180947E - 590958N 0183347E - 585958N 0185117E - 585358N 0183947E - 584358N 0181447E - 583958N 0175117E - 585328N 0174202E - 590458N 0175447E - 590958N 0180947E	UNL ——— GND	Tillstånd krävs endast när så tillkännages genom NOTAM eller AIP SUP. Permission required only when so is promulgated by NOTAM or AIP SUP.
ES R22A VÄTTERN	584508N 0144743E - 584448N 0145858E - 583232N 0145839E - 582835N 0144934E - 582814N 0144803E - 582733N 0144626E - 582542N 0144606E - 582541N 0144524E - 582343N 0144150E - 582230N 0143945E - 582143N 0143920E - 582049N 0143911E - 581611N 0141718E - 581656N 0141705E - 581727N 0141655E - 581758N 0141711E - 582842N 0141905E - 583931N 0142354E - 584508N 0144743E	21000 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från STOCKHOLM ACC, MALMÖ ACC eller KARLSBORG ATS. Military activities including aviation operations. Permission obtainable from STOCKHOLM ACC, MALMÖ ACC or KARLSBORG ATS.

Restricted areas

Identification Name	Lateral limits	Vertical limits	Remarks (nature of hazard, permission unit, time of activity)
ES R22B VÄTTERN	582049N 0143911E - 581658N 0144219E - 581258N 0144219E - 581158N 0143304E - 580758N 0142749E - 581209N 0141358E - 581611N 0141718E - 582049N 0143911E	4500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från STOCKHOLM ACC eller KARLSBORG ATS. Military activities including aviation operations. Permission obtainable from STOCKHOLM ACC or KARLSBORG ATS.
ES R22C VÄTTERN	583021N 0143708E - 582921N 0144547E - 582711N 0144505E - 582508N 0144327E - 582318N 0144048E - 582106N 0143327E - 582053N 0142817E - 582636N 0142827E - 582835N 0142720E - 582853N 0142701E - 582939N 0142830E - 583020N 0143113E - 583021N 0143708E	18000 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från STOCKHOLM ACC eller KARLSBORG ATS. Military activities including aviation operations. Permission obtainable from STOCKHOLM ACC or KARLSBORG ATS.
ES R22D VÄTTERN	584044N 0144632E - 583859N 0144846E - 583737N 0145007E - 583557N 0145102E - 583141N 0144943E - 582942N 0144605E - 583141N 0143322E - 583319N 0143114E - 583348N 0143036E - 583520N 0143025E - 583549N 0143108E - 583720N 0143512E - 583908N 0143812E - 584044N 0144632E	21000 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från STOCKHOLM ACC eller KARLSBORG ATS. Military activities including aviation operations. Permission obtainable from STOCKHOLM ACC or KARLSBORG ATS.
ES R23 PRÄSTTOMTA	584054N 0152308E - 583835N 0152604E - 583550N 0152741E - 583429N 0152329E - 583513N 0151847E - 583858N 0151746E - 584054N 0152308E	18000 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från ÖSTGÖTA APP eller STOCKHOLM ACC. Military activities including aviation operations. Permission obtainable from ÖSTGÖTA APP or STOCKHOLM ACC.
ES R24 DROTTNINGHOLM	A circle with radius 2000 m centred on 591920N 0175230E	2000 ft AMSL ——— GND	Särskilda tillstånd från Transportstyrelsen krävs förutom för operatörer som specificeras i ENR 5.1 punkt 2.4.1. Special permission by Swedish Transport Agency is required, except for operators specified in ENR 5.1 para 2.4.1.
ES R25 ÅLLEBERG	A circle with radius 5.4 NM centred on 580758N 0133550E (N point of the mountain Ålleberg)	FL 195 ——— 3000 ft AMSL	Segelflygning i moln. Tillstånd att passera ges av MALMÖ ACC. Bestämmelser: Se ENR 5.1 punkt 2.3. Soaring in clouds. Permission to cross shall be obtained from MALMÖ ACC. Provisions: See ENR 5.1 para 2.3.

Restricted areas

Identification Name	Lateral limits	Vertical limits	Remarks (nature of hazard, permission unit, time of activity)
ES R26 NORTHERN GOTLAND AND FÅRÖ	580258N 0190347E - 580258N 0192847E - 575628N 0192847E - 573459N 0185947E - 573859N 0184747E - 574658N 0183747E - 580158N 0185647E - 580258N 0190347E	UNL ——— GND	Tillstånd krävs endast när så tillkännages genom NOTAM eller AIP SUP. Permission required only when so is promulgated by NOTAM or AIP SUP.
ES R28A TOFTA	573742N 0181053E - 573524N 0181054E - 573430N 0181232E - 573258N 0181207E - 572859N 0180747E - 572829N 0180017E - 572936N 0175756E - 573314N 0175817E - 573619N 0180147E - 573705N 0180647E - 573742N 0181053E	27500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från STOCKHOLM ACC eller VISBY ATS. Military activities including aviation operations. Permission obtainable from STOCKHOLM ACC or VISBY ATS.
ES R28B TOFTA	574058N 0175717E - 573705N 0180647E - 573619N 0180147E - 573314N 0175817E - 572936N 0175756E - 572829N 0180017E - 572729N 0175017E - 573528N 0175047E - 574058N 0175717E	27500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från STOCKHOLM ACC eller VISBY ATS. Military activities including aviation operations. Permission obtainable from STOCKHOLM ACC or VISBY ATS.
ES R28C TOFTA	574205N 0181054E - 573742N 0181053E - 573705N 0180647E - 574058N 0175717E - 574205N 0181054E	27500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från STOCKHOLM ACC eller VISBY ATS. Military activities including aviation operations. Permission obtainable from STOCKHOLM ACC or VISBY ATS.
ES R30A SKILLINGARYD	573041N 0140610E - 572928N 0141419E - 572128N 0141049E - 572058N 0140519E - 572910N 0140517E - 573041N 0140610E	24500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från MALMÖ ACC, STOCKHOLM ACC, JÖNKÖPING ATS eller HAGSHULT ATS när Hagshult TMA är upprättat via NOTAM eller AIP SUP. Military activities including aviation operations. Permission obtainable from MALMÖ ACC, STOCKHOLM ACC, JÖNKÖPING ATS or HAGSHULT ATS when established by NOTAM or AIP SUP.

Restricted areas

Identification Name	Lateral limits	Vertical limits	Remarks (nature of hazard, permission unit, time of activity)
ES R30B SKILLINGARYD	572128N 0141049E - 571659N 0140919E - 571659N 0140449E - 572058N 0140519E - 572128N 0141049E	24500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från MALMÖ ACC, STOCKHOLM ACC, JÖNKÖPING ATS eller HAGSHULT ATS när Hagshult TMA är upprättat via NOTAM eller AIP SUP. Military activities including aviation operations. Permission obtainable from MALMÖ ACC, STOCKHOLM ACC, JÖNKÖPING ATS or HAGSHULT ATS when established by NOTAM or AIP SUP.
ES R31 STORA AND LILLA KARLSÖ	A circle with radius 8 NM centred on 571759N 0175947E	FL 85 ——— GND	Fågelreservat. Upprättat 15 MAR-15 AUG. Särskilda tillstånd från Transportstyrelsen krävs utom för svenska luftfartyg som används i skarpa insatser av Försvarsmakten, Polismyndigheten, Säkerhetspolisen, Kustbevakningen, Sjöfartsverket, Tullverket, Lantmäteriet, ambulanstransport med hög medicinsk prioritet eller med luftfartyg när de används i räddningsinsatser enligt bestämmelserna i lagen om skydd mot olyckor (2003:778). Bird sanctuary. Established 15 MAR-15 AUG. Special permission from the Swedish Transport Agency is required with the following exceptions: Swedish aircraft used on mission by the Swedish Armed Forces, Police, Swedish Security Service, Swedish Coast Guard, Swedish Maritime Administration, Swedish Customs, ambulance transport with high medical priority or aircraft engaged in rescue operations in accordance with the Civil Protection Act (2003:778).
ES R32 NYÅRSÅSEN	564459N 0124650E - 564459N 0124850E - 564359N 0124950E - 564259N 0124850E - 564329N 0124550E - 564459N 0124650E	9500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från MALMÖ ACC eller HALMSTAD ATS. Military activities including aviation operations. Permission obtainable from MALMÖ ACC or HALMSTAD ATS.
ES R33 ARCHIPELAGO OF BLEKINGE	561559N 0153649E - 561059N 0155749E - 560429N 0155849E - 555659N 0155149E - 555659N 0154149E - 560259N 0151819E - 560729N 0151819E - 561259N 0152149E - 561559N 0153649E	UNL ——— GND	Tillstånd krävs endast när så tillkännages genom NOTAM eller AIP SUP. Permission required only when so is promulgated by NOTAM or AIP SUP.

Restricted areas

Identification Name	Lateral limits	Vertical limits	Remarks (nature of hazard, permission unit, time of activity)
ES R34 RAVLUNDA	555623N 0142228E - clockwise along an arc centred on 554402N 0140944E and with radius 14.3 NM - 553407N 0142753E - 554325N 0141146E - 554319N 0140919E - 554514N 0140819E - 554609N 0140954E - 554544N 0141144E - 555623N 0142228E	17000 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från MALMÖ ACC eller KRISTIANSTAD ATS. Military activities including aviation operations. Permission obtainable from MALMÖ ACC or KRISTIANSTAD ATS.
ES R35 RAVLUNDA VÄST	554632N 0140547E - 554609N 0140954E - 554514N 0140819E - 554319N 0140919E - 554325N 0141146E - 554204N 0140717E - 554507N 0140358E - 554632N 0140547E	10500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från MALMÖ ACC eller KRISTIANSTAD ATS. Military activities including aviation operations. Permission obtainable from MALMÖ ACC or KRISTIANSTAD ATS.
ES R37 HÄRAD	592158N 0165748E - 592052N 0170148E - 591844N 0165948E - 591844N 0165518E - 592028N 0165408E - 592128N 0165418E - 592158N 0165748E	10500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet upp till 2000 ft AMSL. Tillstånd kan erhållas från STOCKHOLM ACC. Military activities including aviation operations up to 2000 ft AMSL. Permission obtainable from STOCKHOLM ACC.
ES R38A RINKABY	555929N 0141619E - 555829N 0142019E - 555759N 0142849E - 555329N 0142149E - 555629N 0141919E - 555759N 0141549E - 555929N 0141619E	17000 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från MALMÖ ACC eller KRISTIANSTAD ATS. Military activities including aviation operations. Permission obtainable from MALMÖ ACC or KRISTIANSTAD ATS.
ES R38B RINKABY	560059N 0141649E - 560059N 0141919E - 555829N 0142019E - 555929N 0141619E - 560059N 0141649E	17000 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från MALMÖ ACC eller KRISTIANSTAD ATS. Military activities including aviation operations. Permission obtainable from MALMÖ ACC or KRISTIANSTAD ATS.
ES R39 EKSJÖ	A circle with radius 1.6 NM centred on 574058N 0145334E	11000 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från STOCKHOLM ACC. Military activities including aviation operations. Permission obtainable from STOCKHOLM ACC.

Restricted areas

Identification Name	Lateral limits	Vertical limits	Remarks (nature of hazard, permission unit, time of activity)
ES R40 KOSTA	565429N 0153219E - 565229N 0153349E - 564959N 0153049E - 565023N 0152719E - 565259N 0152719E - 565429N 0153219E	18500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från STOCKHOLM ACC. Military activities including aviation operations. Permission obtainable from STOCKHOLM ACC.
ES R41A RINGENÄS	564559N 0123350E - 564159N 0124050E - 564159N 0124340E - 564119N 0124410E - 564019N 0124220E - 563359N 0124220E - 563559N 0123310E - 563959N 0122950E - 564259N 0122950E - 564559N 0123350E	40500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från MALMÖ ACC eller HALMSTAD ATS. Military activities including aviation operations. Permission obtainable from MALMÖ ACC or HALMSTAD ATS.
ES R41B RINGENÄS	564559N 0123350E - 564329N 0124150E - 564119N 0124450E - 563359N 0124220E - 564019N 0124220E - 564119N 0124410E - 564159N 0124340E - 564159N 0124050E - 564559N 0123350E	3500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från MALMÖ ACC eller HALMSTAD ATS. Military activities including aviation operations. Permission obtainable from MALMÖ ACC or HALMSTAD ATS.
ES R43 SÅGEBACKEN	582749N 0115513E - 582739N 0120127E - 582458N 0120150E - 582115N 0115747E - 582250N 0114919E - 582446N 0114755E - 582749N 0115513E	20200 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från MALMÖ ACC, LANDVETTER, TROLLHÄTTAN eller SÄTENÄS ATS. Military activities including aviation operations. Permission obtainable from MALMÖ ACC, LANDVETTER, TROLLHÄTTAN or SÄTENÄS ATS.
ES R45 MARMA	603351N 0172642E - 603243N 0173254E - 603011N 0173049E - 602709N 0172519E - 603351N 0172642E	14000 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från STOCKHOLM ACC. Military activities including aviation operations. Permission obtainable from STOCKHOLM ACC.

Restricted areas

Identification Name	Lateral limits	Vertical limits	Remarks (nature of hazard, permission unit, time of activity)
ES R46 JUNKÖN	653225N 0221943E - 652355N 0223243E - 651955N 0221943E - 652825N 0220643E - 653225N 0221943E	6100 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från KALLAX ATS. Military activities including aviation operations. Permission obtainable from KALLAX ATS. Området är upprättat (svenska helgdagar undantagna) MÅN - TORS 0730-1500 (0630-1400) FRE 0730-1100 (0630-1000). Under perioden 15 SEP - 1 APR även TIS och TORS 1500-2100 (1400-2000). Established (Swedish public holidays excluded) MON-THU 0730-1500 (0630-1400) FRI 0730-1100 (0630-1000). During the period 15 SEP-1 APR also TUE and THU 1500-2100 (1400-2000).
ES R46A JUNKÖN	652752N 0222027E - 652643N 0222055E - 652457N 0222608E - 652315N 0221759E - 652531N 0221748E - 652552N 0221653E - 652716N 0221558E - 652752N 0222027E	6100 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från STOCKHOLM ACC eller KALLAX ATS. Military activities including aviation operations. Permission obtainable from STOCKHOLM ACC or KALLAX ATS. Området är upprättat (svenska helgdagar undantagna) MÅN - TORS 0730-1500 (0630-1400) FRE 0730-1100 (0630-1000). Under perioden 15 SEP - 1 APR även TIS och TORS 1500-2100 (1400-2000). Established (Swedish public holidays excluded) MON-THU 0730-1500 (0630-1400) FRI 0730-1100 (0630-1000). During the period 15 SEP-1 APR also TUE and THU 1500-2100 (1400-2000).
ES R47 SAREK	673314N 0171211E - 673109N 0172407E - 673306N 0173438E - 673105N 0174536E - 672324N 0175841E - 672408N 0180515E - 672309N 0180815E - 671057N 0181818E - 670324N 0181545E - 670219N 0180059E - 670354N 0173716E - 671034N 0170826E - 672425N 0170442E - 673314N 0171211E	FL 100 ——— GND	Nationalpark. Särskilda tillstånd från Transportstyrelsen krävs förutom operatörer som framgår av ENR 5.1 punkt 2.4.2. National Park. Special permission by Swedish Transport Agency is required, except for operators specified in ENR 5.1 para 2.4.2.

Restricted areas

Identification Name	Lateral limits	Vertical limits	Remarks (nature of hazard, permission unit, time of activity)
ES R49 SÅTENÄS	583058N 0124050E - 583058N 0124550E - 582458N 0125450E - 582158N 0124450E - 582758N 0123750E - 583058N 0124050E	7500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från SÅTENÄS ATS och LANDVETTER ATS. Military activities including aviation operations. Permission obtainable from SÅTENÄS ATS or LANDVETTER ATS.
ES R49A SÅTENÄS	583058N 0124050E - 583058N 0124550E - 582458N 0125450E - 582258N 0124810E - 582658N 0124229E - 582758N 0124026E - 582928N 0123920E - 583058N 0124050E	7500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från SÅTENÄS ATS och LANDVETTER ATS. Military activities including aviation operations. Permission obtainable from SÅTENÄS ATS or LANDVETTER ATS.
ES R49B SÅTENÄS	582928N 0123920E - 582758N 0124026E - 582658N 0124229E - 582258N 0124810E - 582158N 0124450E - 582758N 0123750E - 582928N 0123920E	7500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från SÅTENÄS ATS och LANDVETTER ATS. Military activities including aviation operations. Permission obtainable from SÅTENÄS ATS or LANDVETTER ATS.
ES R49C SÅTENÄS	582934N 0124114E - 582934N 0124437E - 582658N 0124553E - 582642N 0124420E - 582658N 0124229E - 582758N 0124026E - 582934N 0124114E	7500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från SÅTENÄS ATS och LANDVETTER ATS. Military activities including aviation operations. Permission obtainable from SÅTENÄS ATS or LANDVETTER ATS.
ES R50 MÄSTOCKA	564329N 0130650E - 564329N 0132250E - 563659N 0132150E - 563259N 0131550E - 563939N 0130050E - 564329N 0130650E	11000 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från MALMÖ ACC, HALMSTAD ATS eller ÄNGELHOLM ATS. Military activities including aviation operations. Permission obtainable from MALMÖ ACC, HALMSTAD ATS or ÄNGELHOLM ATS.
ES R51A KALIXFORS	674659N 0202044E - 674554N 0203044E - 674323N 0203652E - 674007N 0203743E - 674208N 0202510E - 674405N 0202018E - 674659N 0202044E	14000 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet med UAS upp till 1900 ft AMSL. Tillstånd kan erhållas från STOCKHOLM ACC eller KIRUNA ATS. Military activities including aviation operations with UAS up to 1900 ft AMSL. Permission obtainable from STOCKHOLM ACC or KIRUNA ATS.

Restricted areas

Identification Name	Lateral limits	Vertical limits	Remarks (nature of hazard, permission unit, time of activity)
ES R51B KALIXFORS	674745N 0201710E - 674659N 0202044E - 674405N 0202018E - 674404N 0201427E - 674734N 0201514E - 674745N 0201710E	14000 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet med UAS upp till 1900 ft AMSL. Tillstånd kan erhållas från STOCKHOLM ACC eller KIRUNA ATS. Military activities including aviation operations with UAS up to 1900 ft AMSL. Permission obtainable from STOCKHOLM ACC or KIRUNA ATS.
ES R52 SOLLIDEN	565238N 0163713E - 565155N 0163912E - 565126N 0163850E - 565049N 0163738E - 565129N 0163548E - 565234N 0163548E - 565238N 0163713E	2000 ft AMSL ——— GND	Upprättat 1 JUN-20 AUG. Särskilda tillstånd från Transportstyrelsen krävs förutom för svenska militära luftfartyg, svenska luftfartyg som används av Polismyndigheten, Försvarsmakten, Kustbevakningen, Lantmäteriet och luftfartyg när de används i räddningsinsatser enligt bestämmelserna i lagen (2003:778) om skydd mot olyckor. Established 1 JUN-20 AUG. Special permission by Swedish Transport Agency is required with the following exceptions: Military aircraft and Swedish aircraft used by Police, Swedish Armed Forces, Coastguard, National Land Survey and aircraft engaged in rescue operations in accordance with Civil Protection Act (2003:778).
ES R53 STORA SJÖFALLET	674805N 0173707E - 674129N 0180937E - 672645N 0184915E - 672354N 0184312E - 672202N 0182815E - 672633N 0181425E - 672408N 0180515E - 672324N 0175841E - 673105N 0174536E - 673306N 0173438E - 673109N 0172407E - 673314N 0171211E - 673404N 0171102E - 674805N 0173707E	FL 95 ——— GND	Nationalpark. Särskilda tillstånd från Transportstyrelsen krävs förutom operatörer som framgår av ENR 5.1 punkt 2.4.2. National Park. Special permission by Swedish Transport Agency is required, except for operators specified in ENR 5.1 para 2.4.2.
ES R55 KABUSA	552629N 0135750E - 552629N 0135949E - 551659N 0140619E - 551659N 0135550E - 552124N 0134750E - 552629N 0135750E	27500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från MALMÖ ACC. Military activities including aviation operations. Permission obtainable from MALMÖ ACC.
ES R56 FALUN	603857N 0153948E - 603857N 0154548E - 603627N 0154548E - 603627N 0153948E - 603857N 0153948E	8000 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från STOCKHOLM ACC. Military activities including aviation operations. Permission obtainable from STOCKHOLM ACC.

Restricted areas

Identification Name	Lateral limits	Vertical limits	Remarks (nature of hazard, permission unit, time of activity)
ES R57 PADJELANTA	674433N 0163720E - 673404N 0171102E - 673314N 0171211E - 672425N 0170442E - 671034N 0170826E - 670614N 0170946E - 671026N 0164735E - 670851N 0163846E - 671442N 0163346E - 671311N 0162302E - Swedish/Norwegian border northward to 674433N 0163720E	FL 90 ——— GND	Nationalpark. Särskilda tillstånd från Transportstyrelsen krävs förutom operatörer som framgår av ENR 5.1 punkt 2.4.2. National Park. Special permission by Swedish Transport Agency is required, except for operators specified in ENR 5.1 para 2.4.2.
ES R58A TÅME	650325N 0214244E - 645455N 0214444E - 644835N 0212944E - 644911N 0211514E - 645925N 0211844E - 650325N 0214244E	40500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet upp till FL95. Tillstånd kan erhållas från STOCKHOLM ACC, LULEÅ ATS eller SKELLEFTEÅ ATS. Military activities including aviation operations up to FL95. Permission obtainable from STOCKHOLM ACC, LULEÅ ATS or SKELLEFTEÅ ATS.
ES R58B TÅME	650255N 0212244E - 650115N 0212944E - 645925N 0211844E - 645355N 0211650E - 645655N 0210944E - 650156N 0211245E - 650255N 0212244E	3500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från STOCKHOLM ACC, LULEÅ ATS eller SKELLEFTEÅ ATS. Military activities including aviation operations. Permission obtainable from STOCKHOLM ACC, LULEÅ ATS or SKELLEFTEÅ ATS.
ES R59 KUSTRÄSK	655655N 0212944E - 655555N 0213544E - 655225N 0213544E - 655155N 0212444E - 655455N 0212044E - 655655N 0212944E	15500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från STOCKHOLM ACC eller KALLAX ATS. Military activities including aviation operations. Permission obtainable from STOCKHOLM ACC or KALLAX ATS.
ES R60 LYSEKIL	582458N 0104221E - 582458N 0111151E - 581028N 0112221E - 575358N 0111851E - 575358N 0110251E - 581528N 0105051E - 582458N 0104221E	40500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från MALMÖ ACC or LANDVETTER ATS. Military activities including aviation operations. Permission obtainable from MALMÖ ACC or LANDVETTER ATS.

Restricted areas

Identification Name	Lateral limits	Vertical limits	Remarks (nature of hazard, permission unit, time of activity)
ES R61 SÅNFJÄLLET	622026N 0132849E - 622026N 0134019E - 621556N 0134149E - 621326N 0133549E - 621326N 0132519E - 621456N 0132419E - 622026N 0132849E	FL 70 ——— GND	Nationalpark. Särskilda tillstånd från Transportstyrelsen krävs förutom operatörer som framgår av ENR 5.1 punkt 2.4.2. National Park. Special permission by Swedish Transport Agency is required, except for operators specified in ENR 5.1 para 2.4.2.
ES R62 SISJÖN	573905N 0115950E - 573658N 0120250E - 573458N 0115950E - 573628N 0115620E - 573905N 0115950E	1800 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet upp till 1000 ft AMSL. Tillstånd kan erhållas från MALMÖ ACC eller LANDVETTER ATS. Military activities including aviation operations up to 1000 ft AMSL. Permission obtainable from MALMÖ ACC or LANDVETTER ATS.
ES R63A STURKÖ NORD	560659N 0152849E - 560659N 0153719E - 560349N 0154719E - 555659N 0154719E - 555359N 0153949E - 555959N 0153949E - 560229N 0153604E - 560416N 0152349E - 560659N 0152849E	40500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från MALMÖ ACC eller RONNEBY ATS. Military activities including aviation operations. Permission obtainable from MALMÖ ACC or RONNEBY ATS.
ES R63B STURKÖ SYD	560416N 0152349E - 560229N 0153604E - 555959N 0153949E - 555359N 0153949E - 555429N 0153349E - 555759N 0152749E - 560416N 0152349E	40500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från MALMÖ ACC eller RONNEBY ATS. Military activities including aviation operations. Permission obtainable from MALMÖ ACC or RONNEBY ATS.
ES R63C STURKÖ INRE	561123N 0153027E - 560953N 0154829E - 560349N 0154719E - 560659N 0153719E - 560659N 0152849E - 561123N 0153027E	3500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från MALMÖ ACC eller RONNEBY ATS. Military activities including aviation operations. Permission obtainable from MALMÖ ACC or RONNEBY ATS.
ES R63D STURKÖ POTTNEHOLMEN	560854N 0153920E - 560854N 0153954E - 560830N 0153954E - 560830N 0153920E - 560854N 0153920E	2200 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från MALMÖ ACC eller RONNEBY ATS. Military activities including aviation operations. Permission obtainable from MALMÖ ACC or RONNEBY ATS.

Restricted areas

Identification Name	Lateral limits	Vertical limits	Remarks (nature of hazard, permission unit, time of activity)
ES R63E STURKÖ AU RUTA	560000N 0153300E - 560000N 0153700E - 555758N 0153700E - 555758N 0153300E - 560000N 0153300E	2200 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från MALMÖ ACC eller RONNEBY ATS. Military activities including aviation operations. Permission obtainable from MALMÖ ACC or RONNEBY ATS.
ES R64M TORHAMN	560759N 0161648E - 555659N 0160648E - 560439N 0155039E - 560459N 0154949E - 560759N 0161648E	21500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från MALMÖ ACC eller RONNEBY ATS. Military activities including aviation operations. Permission obtainable from MALMÖ ACC or RONNEBY ATS.
ES R64S TORHAMN	561459N 0160248E - 560959N 0162948E - 560459N 0162948E - 554959N 0154719E - 560349N 0154719E - 561459N 0160248E	40500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från MALMÖ ACC eller RONNEBY ATS. Military activities including aviation operations. Permission obtainable from MALMÖ ACC or RONNEBY ATS.
ES R66 ASKÖ	585458N 0174117E - 585158N 0175217E - 583804N 0175259E - 584358N 0173547E - 584728N 0173347E - 585158N 0173447E - 585458N 0174117E	7500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från STOCKHOLM ACC. Military activities including aviation operations. Permission obtainable from STOCKHOLM ACC.
ES R67 VECKHOLM	593106N 0172402E - 593048N 0172951E - 592916N 0172931E - 592741N 0172750E - 592950N 0172342E - 593106N 0172402E	2000 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet upp till 1500 ft AMSL. Tillstånd kan erhållas från STOCKHOLM ACC. Military activities including aviation operations up to 1500 ft AMSL. Permission obtainable from STOCKHOLM ACC.
ES R68 GRINDSJÖN	590528N 0174947E - 590528N 0175257E - 590258N 0175047E - 590428N 0174747E - 590528N 0174947E	2000 ft AMSL ——— GND	Skjutning, sprängning och UAS. Tillstånd kan erhållas från STOCKHOLM ACC. Upprättat MÅN-FRE 0700-1530 (0600-1430). Firing, blasting and UAS. Permission obtainable from STOCKHOLM ACC. Established MON-FRI 0700-1530 (0600-1430).

Restricted areas

Identification Name	Lateral limits	Vertical limits	Remarks (nature of hazard, permission unit, time of activity)
ES R70A HÄRNÖN	624656N 0181146E - 624656N 0183946E - 623836N 0183946E - 622656N 0182046E - 622656N 0175647E - 623356N 0175847E - 624656N 0181146E	28000 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från STOCKHOLM ACC eller SUNDSVALL ATS. Military activities including aviation operations. Permission obtainable from STOCKHOLM ACC or SUNDSVALL ATS.
ES R70B PRÄSTHUS	624556N 0180746E - 624556N 0181051E - 623956N 0180447E - 623956N 0180032E - 624126N 0180047E - 624556N 0180746E	4500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från STOCKHOLM ACC eller SUNDSVALL ATS. Military activities including aviation operations. Permission obtainable from STOCKHOLM ACC or SUNDSVALL ATS.
ES R70C VANGSTA	623956N 0180032E - 623956N 0180946E - 623556N 0180547E - 623556N 0175947E - 623956N 0180032E	16500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från STOCKHOLM ACC eller SUNDSVALL ATS. Military activities including aviation operations. Permission obtainable from STOCKHOLM ACC or SUNDSVALL ATS.
ES R70D SKÄRSVIKEN	623556N 0175747E - 623556N 0180047E - 623356N 0175847E - 623156N 0175807E - 623356N 0175247E - 623556N 0175747E	4500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från STOCKHOLM ACC eller SUNDSVALL ATS. Military activities including aviation operations. Permission obtainable from STOCKHOLM ACC or SUNDSVALL ATS.
ES R71 NÅTTARÖ	590058N 0182917E - 585408N 0190132E - 584828N 0185017E - 584023N 0183024E - 583243N 0181147E - 582943N 0175817E - 583459N 0175457E - 583804N 0175259E - 585158N 0175217E - 585218N 0175747E - 585458N 0180724E - 590058N 0182917E	40500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från STOCKHOLM ACC. Military activities including aviation operations. Permission obtainable from STOCKHOLM ACC.
ES R71A NÅTTARÖ	585458N 0180724E - 583459N 0175457E - 583804N 0175259E - 585158N 0175217E - 585218N 0175747E - 585458N 0180724E	40500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från STOCKHOLM ACC. Military activities including aviation operations. Permission obtainable from STOCKHOLM ACC.

Restricted areas

Identification Name	Lateral limits	Vertical limits	Remarks (nature of hazard, permission unit, time of activity)
ES R71B NÅTTARÖ	585458N 0180724E - 584341N 0181404E - 583459N 0175457E - 585458N 0180724E	40500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från STOCKHOLM ACC. Military activities including aviation operations. Permission obtainable from STOCKHOLM ACC.
ES R71C NÅTTARÖ	585458N 0180724E - 584858N 0182548E - 584540N 0181827E - 584341N 0181404E - 585458N 0180724E	40500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från STOCKHOLM ACC. Military activities including aviation operations. Permission obtainable from STOCKHOLM ACC.
ES R71D NÅTTARÖ	590058N 0182917E - 585358N 0183047E - 584858N 0182548E - 585458N 0180724E - 590058N 0182917E	40500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från STOCKHOLM ACC. Military activities including aviation operations. Permission obtainable from STOCKHOLM ACC.
ES R71E NÅTTARÖ	584540N 0181827E - 584023N 0183024E - 583243N 0181147E - 582943N 0175817E - 583459N 0175457E - 584341N 0181404E - 584540N 0181827E	40500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från STOCKHOLM ACC. Military activities including aviation operations. Permission obtainable from STOCKHOLM ACC.
ES R71F NÅTTARÖ	590058N 0182917E - 585408N 0190132E - 584828N 0185017E - 584023N 0183024E - 584540N 0181827E - 584858N 0182548E - 585358N 0183047E - 590058N 0182917E	40500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från STOCKHOLM ACC. Military activities including aviation operations. Permission obtainable from STOCKHOLM ACC.
ES R74 ARVIDSJAUR	653525N 0190315E - 653525N 0190845E - 653355N 0191245E - 653125N 0191515E - 652955N 0191415E - 652825N 0190345E - 653255N 0190215E - 653525N 0190315E	15500 ft AMSL ——— GND	Militär verksamhet. Tillstånd kan erhållas från STOCKHOLM ACC eller ARVIDSJAUR ATS. Military activities. Permission obtainable from STOCKHOLM ACC or ARVIDSJAUR ATS.

Restricted areas

Identification Name	Lateral limits	Vertical limits	Remarks (nature of hazard, permission unit, time of activity)
ES R74A ARVIDSJAUR	653525N 0190315E - 653125N 0191515E - 652955N 0191415E - 652825N 0190345E - 653255N 0190215E - 653525N 0190315E	15500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från STOCKHOLM ACC eller ARVIDSJAUR ATS. Military activities including aviation operations. Permission obtainable from STOCKHOLM ACC or ARVIDSJAUR ATS.
ES R74B ARVIDSJAUR	653525N 0190315E - 653525N 0190845E - 653355N 0191245E - 653125N 0191515E - 653525N 0190315E	15500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet upp till 1600 ft AMSL. Tillstånd kan erhållas från STOCKHOLM ACC eller ARVIDSJAUR ATS. Military activities including aviation operations up to 1600 ft AMSL. Permission obtainable from STOCKHOLM ACC or ARVIDSJAUR ATS.
ES R75 SKÖVDE	581928N 0135149E - 581858N 0135549E - 581528N 0135449E - 581558N 0134949E - 581928N 0135149E	10000 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från MALMÖ ACC. Military activities including aviation operations. Permission obtainable from MALMÖ ACC.
ES R76 LOMBEN	661455N 0230842E - 660955N 0231242E - 660655N 0231142E - 660955N 0225543E - 661355N 0225643E - 661455N 0230842E	14500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från STOCKHOLM ACC. Military activities including aviation operations. Permission obtainable from STOCKHOLM ACC.
ES R77 SKOGSTIBBLE	594927N 0171747E - 594658N 0171847E - 594658N 0171347E - 594857N 0171347E - 594927N 0171747E	3500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet upp till 1200 ft AMSL. Tillstånd kan erhållas från STOCKHOLM ACC eller UPPSALA ATS. Military activities including aviation operations up to 1200 ft AMSL. Permission obtainable from STOCKHOLM ACC or UPPSALA ATS.
ES R78 HORSSJÖN	594657N 0134419E - 594557N 0134949E - 594147N 0134949E - 594157N 0134449E - 594357N 0134249E - 594657N 0134419E	8500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet upp till 4000 ft AMSL. Tillstånd kan erhållas från STOCKHOLM ACC eller KARLSTAD ATS. Military activities including aviation operations up to 4000 ft AMSL. Permission obtainable from STOCKHOLM ACC or KARLSTAD ATS.

Restricted areas

Identification Name	Lateral limits	Vertical limits	Remarks (nature of hazard, permission unit, time of activity)
ES R85 HOLMÖGADD	634056N 0205045E - 634056N 0205515E - 633156N 0204615E - 633456N 0204015E - 634056N 0205045E	UNL GND	Tillstånd krävs endast när så tillkännages genom NOTAM eller AIP SUP. Permission required only when so is promulgated by NOTAM or AIP SUP.
ES R87 SÖDERARM	595243N 0190635E - 595038N 0191356E - 594728N 0192216E - 594428N 0192446E - 593928N 0191146E - 594658N 0190247E - 595243N 0190635E	UNL GND	Tillstånd krävs endast när så tillkännages genom NOTAM eller AIP SUP. Permission required only when so is promulgated by NOTAM or AIP SUP.
ES R88 LANDSORT	585328N 0174202E - 583958N 0175117E - 584839N 0173751E - 585328N 0174202E	UNL GND	Tillstånd krävs endast när så tillkännages genom NOTAM eller AIP SUP. Permission required only when so is promulgated by NOTAM or AIP SUP.
ES R91 STÄRNÖ	A circle with radius 1.6 NM centred on 560829N 0145049E	UNL GND	Tillstånd krävs endast när så tillkännages genom NOTAM eller AIP SUP. Permission required only when so is promulgated by NOTAM or AIP SUP.
ES R93 STYRSÖ	573918N 0114317E - 573918N 0114701E - 573721N 0114735E - 573644N 0114920E - 573528N 0114925E - 573458N 0114250E - 573918N 0114317E	UNL GND	Tillstånd krävs endast när så tillkännages genom NOTAM eller AIP SUP. Permission required only when so is promulgated by NOTAM or AIP SUP.
ES R95 MARSTRAND	575711N 0114306E - 575623N 0114450E - 575435N 0114222E - 575458N 0113838E - 575711N 0114306E	UNL GND	Tillstånd krävs endast när så tillkännages genom NOTAM eller AIP SUP. Permission required only when so is promulgated by NOTAM or AIP SUP.
ES R96 BERGA	590536N 0180806E - 590450N 0180852E - 590414N 0180640E - 590406N 0180635E - 590347N 0180524E - 590427N 0180412E - 590536N 0180806E	2200 ft AMSL GND	Militär verksamhet inklusive flygverksamhet upp till 1500 ft AMSL. Tillstånd kan erhållas från STOCKHOLM ACC. Military activities including aviation operations up to 1500 ft AMSL. Permission obtainable from STOCKHOLM ACC.
ES R97 KUMLA	A circle with radius 2000 m centred on 590715N 0150718E	2000 ft AMSL GND	Fängelse. Särskilda tillstånd från Transportstyrelsen krävs förutom för operatörer som specificeras i ENR 5.1 punkt 2.2.2. Prison. Special permission by Swedish Transport Agency is required, except for operators specified in ENR 5.1 para 2.2.2.

Restricted areas			
Identification Name	Lateral limits	Vertical limits	Remarks (nature of hazard, permission unit, time of activity)
ES R98 HALL	A circle with radius 2000 m centred on 590946N 0174059E	2000 ft AMSL ——— GND	Fängelse. Särskilda tillstånd från Transportstyrelsen krävs förutom för operatörer som specificeras i ENR 5.1 punkt 2.2.2. Prison. Special permission by Swedish Transport Agency is required, except for operators specified in ENR 5.1 para 2.2.2.
ES R99 TIDAHOLM	A circle with radius 2000 m centred on 581043N 0135558E	2000 ft AMSL ——— GND	Fängelse. Särskilda tillstånd från Transportstyrelsen krävs förutom för operatörer som specificeras i ENR 5.1 punkt 2.2.2. Prison. Special permission by Swedish Transport Agency is required, except for operators specified in ENR 5.1 para 2.2.2.
ES R100 SALTVIK	A circle with radius 2000 m centred on 623914N 0175343E	2000 ft AMSL ——— GND	Fängelse. Särskilda tillstånd från Transportstyrelsen krävs förutom för operatörer som specificeras i ENR 5.1 punkt 2.2.2. Prison. Special permission by Swedish Transport Agency is required, except for operators specified in ENR 5.1 para 2.2.2.
ES R101 NORRTÄLJE	A circle with radius 2000 m centred on 594612N 0184226E	2000 ft AMSL ——— GND	Fängelse. Särskilda tillstånd från Transportstyrelsen krävs förutom för operatörer som specificeras i ENR 5.1 punkt 2.2.2. Prison. Special permission by Swedish Transport Agency is required, except for operators specified in ENR 5.1 para 2.2.2.

Restricted areas

Identification Name	Lateral limits	Vertical limits	Remarks (nature of hazard, permission unit, time of activity)
ES R102 HAGA	A circle with radius 1000 m centred on 592150N 0180220E	2000 ft AMSL ——— GND	Särskilda tillstånd från Transportstyrelsen krävs, förutom för luftfartyg specificerade i ENR 5.1 punkt 2.4.1. Med tillstånd från STOCKHOLM/Bromma ATS, kan passering enligt visuellflygregler få äga rum i samband med start eller landning på STOCKHOLM/Bromma flygplats. Med tillstånd från STOCKHOLM/Bromma ATS eller STOCKHOLM ACC kan passering med varmluftsballong få äga rum, på lägsta höjden 1000 ft AMSL, om inte Transportstyrelsen tillfälligt dragit tillbaka denna möjlighet. Special permission by Swedish Transport Agency is required, except for operators specified in ENR 5.1 para 2.4.1. With permission obtained from STOCKHOLM/Bromma ATS, crossing of the area according to visual flight rules may be carried out in conjuction with take-off or landing at STOCKHOLM/Bromma aerodrome. With permission obtained from STOCKHOLM/Bromma ATS or STOCKHOLM ACC crossing of the area with manned hot air balloon may be conducted at lowest 1000 ft AMSL, unless Swedish Transport Agency has temporarily revoked this option.
ES R103 REMMENE	580417N 0125956E - 580125N 0130014E - 580011N 0125635E - 580044N 0125404E - 580232N 0125256E - 580417N 0125956E	20200 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från MALMÖ ACC eller LANDVETTER ATS. Military activities including aviation operations. Permission obtainable from MALMÖ ACC or LANDVETTER ATS.
ES R104 KÄNSÖ	574000N 0111251E - 574000N 0112851E - 574000N 0113514E - 574000N 0114424E - 573720N 0114546E - 573458N 0114650E - 573310N 0114533E - 573030N 0114339E - 573030N 0112851E - 573030N 0112631E - 574000N 0111251E	9000 ft AMSL ——— GND	Militär verksamhet. Tillstånd kan erhållas från MALMÖ ACC eller LANDVETTER ATS. Military activities. Permission obtainable from MALMÖ ACC or LANDVETTER ATS.
ES R104A KÄNSÖ	574000N 0113514E - 574000N 0114424E - 573720N 0114546E - 573458N 0114650E - 573310N 0114533E - 573310N 0113825E - 574000N 0113514E	9000 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet upp till 2000 ft AMSL. Tillstånd kan erhållas från MALMÖ ACC eller LANDVETTER ATS. Military activities including aviation operations up to 2000 ft AMSL. Permission obtainable from MALMÖ ACC or LANDVETTER ATS.

Restricted areas

Identification Name	Lateral limits	Vertical limits	Remarks (nature of hazard, permission unit, time of activity)
ES R104B KÄNSÖ	574000N 0112851E - 574000N 0113514E - 574000N 0114424E - 573720N 0114546E - 573458N 0114650E - 573030N 0114339E - 573030N 0112851E - 574000N 0112851E	9000 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet upp till 2000 ft AMSL. Tillstånd kan erhållas från MALMÖ ACC eller LANDVETTER ATS. Military activities including aviation operations up to 2000 ft AMSL. Permission obtainable from MALMÖ ACC or LANDVETTER ATS.
ES R104C KÄNSÖ	574000N 0111251E - 574000N 0112851E - 573030N 0112851E - 573030N 0112631E - 574000N 0111251E	9000 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet upp till 2000 ft AMSL. Tillstånd kan erhållas från MALMÖ ACC eller LANDVETTER ATS. Military activities including aviation operations up to 2000 ft AMSL. Permission obtainable from MALMÖ ACC or LANDVETTER ATS.
ES R105 TUMBA	A circle with radius 1000 m centred on 591205N 0174930E	2000 ft AMSL ——— GND	Särskilt tillstånd från Transportstyrelsen krävs förutom för operatörer specificerade i ENR 5.1 punkt 2.4.1. Special permission by Swedish Transport Agency is required, except for operators specified in ENR 5.1 para 2.4.1.
ES R106 VÄXJÖ	A circle with radius 1000 m centred on 565203N 0144943E	1600 ft AMSL ——— GND	Särskilda tillstånd från Transportstyrelsen krävs förutom för operatörer som specificeras i ENR 5.1 punkt 2.4.1 och luftfartyg som används för kraftledningsinspektion inom området, luftfartyg som används för flygvalidering av VÄXJÖ/Kronoberg flygplats och UAS som används av rättspsykiatriska regionkliniken i Växjö, upp till 120 m GND. Special permission by Swedish Transport Agency is required, except for operators specified in ENR 5.1 para 2.4.1 and aircraft performing power line inspection within the area, aircraft performing measurement assignments for VÄXJÖ/Kronoberg AD and UAS operated by Kronoberg Forensic Clinic, up to 120 m GND.
ES R107 FORSMARK	A circle with radius 1 NM centred on 602412N 0181030E	2000 ft AMSL ——— GND	Kärnkraftverk. Särskilda tillstånd från Transportstyrelsen krävs förutom för UAS-verksamhet som genomförs av Forsmark Kraftgrupp AB och Svensk Kärnbränslehantering AB upp till 120 m GND, eller operatörer som framgår av ENR 5.1 punkt 2.4.1. Nuclear power plant. Special permission by Swedish Transport Agency is required, except for UAS-operations conducted by Forsmark Kraftgrupp AB and Svensk Kärnbränslehantering AB up to 120 m GND or operators specified in ENR 5.1 para 2.4.1.

Restricted areas

Identification Name	Lateral limits	Vertical limits	Remarks (nature of hazard, permission unit, time of activity)
ES R108 OSKARSHAMN	A circle with radius 1 NM centred on 572454N 0164018E	2000 ft AMSL ——— GND	Kärnkraftverk. Särskilda tillstånd från Transportstyrelsen krävs förutom för UAS-verksamhet som genomförs av OKG AB och Svensk Kärnbränsle-hantering AB upp till 120 m GND, eller operatörer som framgår av ENR 5.1 punkt 2.4.1. Nuclear power plant. Special permission by Swedish Transport Agency is required, except for UAS-operations conducted by OKG AB and Svensk Kärnbränslehantering AB up to 120 m GND or operators specified in ENR 5.1 para 2.4.1.
ES R109 RINGHALS	A circle with radius 1 NM centred on 571530N 0120636E	2000 ft AMSL ——— GND	Kärnkraftverk. Särskilt tillstånd från Transportstyrelsen krävs förutom för operatörer som framgår av ENR 5.1 punkt 2.4.1 och för UAS som används av kärnkraftverket, upp till 120 m GND. Nuclear power plant. Special permission by Swedish Transport Agency is required, except for operators specified in ENR 5.1 para 2.4.1 and UAS operated by the nuclear power plant up to 120 m GND.
ES R110 HUDDINGE	A circle with radius 1000 m centred on 591252N 0175557E	1500 ft AMSL ——— GND	Särskilt tillstånd från Transportstyrelsen krävs förutom för operatörer specificerade i ENR 5.1 punkt 2.4.1. Special permission by Swedish Transport Agency is required, except for operators specified in ENR 5.1 para 2.4.1
ES R111 SÖRENTORP	A circle with radius 1000 m centred on 592348N 0175929E	2000 ft AMSL ——— GND	Särskilda tillstånd från Transportstyrelsen krävs förutom för operatörer som specificeras i ENR 5.1 punkt 2.4.1. Special permission by Swedish Transport Agency is required, except for operators specified in ENR 5.1 para 2.4.1.
ES R112 VÄLLINGE	A circle with radius 1.8 NM centred on 591543N 0174053E	2000 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från STOCKHOLM ACC. Military activities including aviation operations. Permission obtainable from STOCKHOLM ACC.

Restricted areas

Identification Name	Lateral limits	Vertical limits	Remarks (nature of hazard, permission unit, time of activity)
ES R113 STOCKHOLM	592015N 0180200E - 592010N 0180509E - 591914N 0180429E - 591940N 0180141E - 592015N 0180200E	1000 ft AMSL ——— GND	Drönarflygning är förbjuden med följande undantag : Drönare som används av polisen, svenska Försvarsmakten, Lantmäteriet och drönare engagerade i räddningsverksamhet i enlighet med Lag (2003:778) om skydd mot olyckor. Tillstånd kan erhållas från Transportstyrelsen. Drone flights are prohibited with the following exceptions: Drones used by Police, Swedish Armed Forces, National Land Survey and Drones engaged in rescue operations in accordance with Civil Protection act (2003:778). Permission obtainable from the Swedish Transport Agency.
ES R114 DJURÖ	585235N 0132759E - 585232N 0132917E - 585117N 0133052E - 585008N 0133035E - 584933N 0132803E - 584924N 0132433E - 584953N 0132419E - 585235N 0132759E	1200 ft AMSL ——— GND	Nationalpark. Särskilda tillstånd från Transportstyrelsen krävs förutom för operatörer som specificeras i ENR 5.1 punkt 2.4.2. National Park. Special permission by Swedish Transport Agency is required, except for operators specified in ENR 5.1 para 2.4.2.
ES R115 FULUFJÄLLET	614034N 0123741E - 613440N 0125503E - 612435N 0125531E - 612316N 0124941E - Swedish/Norwegian border northward to 613407N 0123125E - 613932N 0123015E - 614034N 0123741E	FL 70 ——— GND	Nationalpark. Särskilda tillstånd från Transportstyrelsen krävs förutom för operatörer som specificeras i ENR 5.1 punkt 2.4.2. National Park. Special permission by Swedish Transport Agency is required, except for operators specified in ENR 5.1 para 2.4.2.
ES R116 FÄRNEBOFJÄRDEN	601744N 0165024E - 601731N 0165238E - 601631N 0165258E - 601547N 0165447E - 601422N 0165346E - 601540N 0165139E - 601500N 0164941E - 601318N 0165159E - 601030N 0164634E - 600840N 0164855E - 600553N 0164327E - 600753N 0164141E - 600852N 0164422E - 601143N 0164211E - 601100N 0163917E - 601120N 0163832E - 601159N 0164139E - 601303N 0164125E - 601408N 0164506E - 601251N 0164744E - 601715N 0164841E - 601744N 0165024E	1200 ft AMSL ——— GND	Nationalpark. Särskilda tillstånd från Transportstyrelsen krävs förutom för operatörer som specificeras i ENR 5.1 punkt 2.4.2. National Park. Special permission by Swedish Transport Agency is required, except for operators specified in ENR 5.1 para 2.4.2.

Restricted areas

Identification Name	Lateral limits	Vertical limits	Remarks (nature of hazard, permission unit, time of activity)
ES R117 NYNÄSHAMN	A circle with radius 1000 m centred on 585523N 0175804E	1400 ft AMSL ——— GND	Oljeraffinaderi. Särskilda tillstånd från Transportstyrelsen krävs förutom för UAS-verksamhet som genomförs av Nynas AB upp till 120 m GND, eller operatörer som framgår av ENR 5.1 punkt 2.4.1. Oil refinery. Special permission by Swedish Transport Agency is required, except for UAS-operations conducted by Nynas AB up to 120 m GND or operators specified in ENR 5.1 para 2.4.1.
ES R118 TÄRNÖ NORTH	560659N 0150449E - 560416N 0152349E - 555759N 0152749E - 555429N 0153349E - 555810N 0144850E - 560629N 0145819E - 560659N 0150449E	40500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från MALMÖ ACC och RONNEBY ATS. Military activities including aviation operations. Permission obtainable from MALMÖ ACC and RONNEBY ATS.
ES R119 TÄRNÖ WEST	555810N 0144850E - 555629N 0150949E - 555353N 0150949E - 555354N 0150930E - 555333N 0150905E - 555312N 0150840E - 555252N 0150813E - 555233N 0150744E - 555214N 0150715E - 555203N 0150658E - 555150N 0150635E - 555132N 0150603E - 555115N 0150531E - 555059N 0150457E - 555043N 0150422E - 555028N 0150346E - 555014N 0150310E - 555000N 0150232E - 554951N 0150206E - 554939N 0150130E - 554927N 0150051E - 554916N 0150011E - 554905N 0145931E - 554855N 0145850E - 554848N 0145816E - 554843N 0145751E - 554835N 0145709E - 554827N 0145626E - 554821N 0145543E - 554815N 0145500E - 554810N 0145416E - 554807N 0145332E - 554804N 0145248E - 554756N 0145019E - 554748N 0144756E - 554719N 0144531E - 554648N 0144302E - 554617N 0144032E - 554609N 0143949E - 554959N 0143949E - 555810N 0144850E	40500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från MALMÖ ACC och RONNEBY ATS. Military activities including aviation operations. Permission obtainable from MALMÖ ACC and RONNEBY ATS.
ES R120 TÄRNÖ EAST	555629N 0150949E - 555359N 0153949E - 554452N 0153949E - 554452N 0153945E - 554455N 0153901E - 554459N 0153817E - 554504N 0153733E - 554509N 0153650E - 554516N 0153607E - 554523N 0153524E - 554531N 0153442E - 554540N 0153401E - 554550N 0153320E - 554600N 0153239E - 554612N 0153200E - 554624N 0153121E - 554637N 0153042E - 554650N 0153005E - 554705N 0152929E - 554720N 0152853E - 554735N 0152818E - 554752N 0152745E - 554809N 0152712E - 554827N 0152640E - 554835N 0152626E - 555011N 0152345E - 555148N 0152103E - 555323N 0151824E - 555337N 0151412E - 555348N 0151111E - 555353N 0150949E - 555629N 0150949E	40500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från MALMÖ ACC och RONNEBY ATS. Military activities including aviation operations. Permission obtainable from MALMÖ ACC and RONNEBY ATS.

Restricted areas

Identification Name	Lateral limits	Vertical limits	Remarks (nature of hazard, permission unit, time of activity)
ES R121 REVINGE	554629N 0134202E - 553809N 0134045E - 553820N 0133819E - 553827N 0133632E - 553841N 0132931E - 554052N 0132752E - 554607N 0132610E - 554610N 0133616E - 554629N 0134202E	2000 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från MALMÖ ACC. Military activities including aviation operations. Permission obtainable from MALMÖ ACC.
ES R121A REVINGE	554610N 0133616E - 553841N 0132931E - 554052N 0132752E - 554607N 0132610E - 554610N 0133616E	2000 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från MALMÖ ACC. Military activities including aviation operations. Permission obtainable from MALMÖ ACC.
ES R121B REVINGE	554629N 0134202E - 553809N 0134045E - 553820N 0133819E - 553827N 0133632E - 553841N 0132931E - 554610N 0133616E - 554629N 0134202E	2000 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från MALMÖ ACC. Military activities including aviation operations. Permission obtainable from MALMÖ ACC.
ES R122 MUSKÖ	590832N 0181840E - 590058N 0182917E - 585458N 0180724E - 585953N 0175447E - 590347N 0180524E - 590406N 0180635E - 590414N 0180640E - 590450N 0180851E - 590832N 0181840E	4000 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från STOCKHOLM ACC. Military activities including aviation operations. Permission obtainable from STOCKHOLM ACC.
ES R123 SANDBY	554607N 0132610E - 554052N 0132752E - 554115N 0132506E - 554222N 0132320E - 554331N 0132412E - 554323N 0132453E - 554327N 0132534E - 554355N 0132552E - 554409N 0132441E - 554607N 0132610E	1500 ft AMSL ——— GND	Militär verksamhet inklusive flygverksamhet. Tillstånd kan erhållas från MALMÖ ACC. Military activities including aviation operations. Permission obtainable from MALMÖ ACC.
ES R200A TORSBY	604300N 0133700E - 601400N 0135100E - 601400N 0130200E - 602800N 0125000E - 604300N 0133700E	FL 195 ——— 5000 ft AMSL	Segelflygning i moln. Tillstånd att passera ges av STOCKHOLM ACC. Bestämmelser: Se ENR 5.1 punkt 2.3. Soaring in clouds. Permission to cross shall be obtained from STOCKHOLM ACC. Provisions: See ENR 5.1 para 2.3.

Restricted areas

Identification Name	Lateral limits	Vertical limits	Remarks (nature of hazard, permission unit, time of activity)
ES R200B TORSBY	604600N 0142000E - 601400N 0144700E - 601400N 0135100E - 604300N 0133700E - 604600N 0142000E	FL 195 ——— 5000 ft AMSL	Segelflygning i moln. Tillstånd att passera ges av STOCKHOLM ACC. Bestämmelser: Se ENR 5.1 punkt 2.3. Soaring in clouds. Permission to cross shall be obtained from STOCKHOLM ACC. Provisions: See ENR 5.1 para 2.3.
ES R204 ÅLLEBERG EXTENDED	581438N 0134522E - 581059N 0135710E - 580202N 0135804E - 574816N 0134800E - 574602N 0131157E - 580100N 0131529E - 581438N 0134522E	FL 195 ——— 3000 ft AMSL	Segelflygning i moln. Tillstånd att passera ges av MALMÖ ACC. Bestämmelser: Se ENR 5.1 punkt 2.3. Soaring in clouds. Permission to cross shall be obtained from MALMÖ ACC. Provisions: See ENR 5.1 para 2.3.
ES R204A ÅLLEBERG EXTENDED	581438N 0134522E - 581059N 0135710E - 580202N 0135804E - 575454N 0135254E - 580100N 0131529E - 581438N 0134522E	FL 195 ——— 3000 ft AMSL	Segelflygning i moln. Tillstånd att passera ges av MALMÖ ACC. Bestämmelser: Se ENR 5.1 punkt 2.3. Soaring in clouds. Permission to cross shall be obtained from MALMÖ ACC. Provisions: See ENR 5.1 para 2.3.
ES R204B ÅLLEBERG EXTENDED	580100N 0131529E - 575454N 0135254E - 574816N 0134800E - 574602N 0131157E - 580100N 0131529E	FL 195 ——— 3000 ft AMSL	Segelflygning i moln. Tillstånd att passera ges av MALMÖ ACC. Bestämmelser: Se ENR 5.1 punkt 2.3. Soaring in clouds. Permission to cross shall be obtained from MALMÖ ACC. Provisions: See ENR 5.1 para 2.3.
ES R208 KATRINEHOLM	590400N 0154600E - 590400N 0160900E - 585400N 0160900E - 584300N 0151000E - 584900N 0151000E - 590400N 0154600E	FL 195 ——— 3000 ft AMSL	Segelflygning i moln. Tillstånd att passera ges av STOCKHOLM ACC. Bestämmelser: Se ENR 5.1 punkt 2.3. Soaring in clouds. Permission to cross shall be obtained from STOCKHOLM ACC. Provisions: See ENR 5.1 para 2.3.
ES R208A KATRINEHOLM	590113N 0153920E - 584828N 0153920E - 584300N 0151000E - 584900N 0151000E - 590113N 0153920E	FL 195 ——— 3000 ft AMSL	Segelflygning i moln. Tillstånd att passera ges av STOCKHOLM ACC. Bestämmelser: Se ENR 5.1 punkt 2.3. Soaring in clouds. Permission to cross shall be obtained from STOCKHOLM ACC. Provisions: See ENR 5.1 para 2.3.

Restricted areas

Identification Name	Lateral limits	Vertical limits	Remarks (nature of hazard, permission unit, time of activity)
ES R208B KATRINEHOLM	590400N 0154600E - 590400N 0160900E - 585400N 0160900E - 584828N 0153920E - 590113N 0153920E - 590400N 0154600E	FL 195 ——— 3000 ft AMSL	Segelflygning i moln. Tillstånd att passera ges av STOCKHOLM ACC. Bestämmelser: Se ENR 5.1 punkt 2.3. Soaring in clouds. Permission to cross shall be obtained from STOCKHOLM ACC. Provisions: See ENR 5.1 para 2.3.
ES R209A BORLÄNGE	610000N 0154800E - 610000N 0165000E - 603317N 0165000E - 605059N 0153802E - 610000N 0154800E	FL 195 ——— 3000 ft AMSL	Segelflygning i moln. Tillstånd att passera ges av STOCKHOLM ACC. Bestämmelser: Se ENR 5.1 punkt 2.3. Soaring in clouds. Permission to cross shall be obtained from STOCKHOLM ACC. Provisions: See ENR 5.1 para 2.3.
ES R209B BORLÄNGE	605059N 0153802E - 603317N 0165000E - 601200N 0165000E - 604100N 0152700E - 605059N 0153802E	FL 195 ——— 3000 ft AMSL	Segelflygning i moln. Tillstånd att passera ges av STOCKHOLM ACC. Bestämmelser: Se ENR 5.1 punkt 2.3. Soaring in clouds. Permission to cross shall be obtained from STOCKHOLM ACC. Provisions: See ENR 5.1 para 2.3.
ES R210 HEDLANDA	A circle with radius 22 NM centred on 622603N 0133224E	FL 195 ——— FL 95	VFR Segelflygområde upprättas 1 MAR-31 OKT. Tillstånd för passage ska inhämtas från STOCKHOLM ACC. VFR soaring area established 1 MAR-31 OCT. Permission to cross shall be obtained from STOCKHOLM ACC.

3 Farliga områden

3.1 Allmänt

3.1.1 Farliga områden finns upprättade för att skydda luftfartyg från risker till följd av skjutning från marken och från luften, bombfällning, sprängning, målbogsering, verksamhet med obemannat luftfartygssystem (UAS) och annan för luftfart farlig verksamhet.

3.1.2 Farligt område är upprättat H24 om inte annat anges.

3.1.3 Flygning i farligt område bör av flygsäkerhetsskäl undvikas, om inte befälhavaren har förvissat sig om att flygning inom området kan ske utan risk.

Anm. Förutom risk för flygsäkerheten kan flygning i farligt område orsaka icke önskvärda störningar av och avbrott i pågående verksamhet inom området.

Anm. När förhållandena eller arten av verksamhet så kräver, kan föreskrifter utfärdas om hur fara skall undvikas.

3.1.4 Upplysning om pågående farlig verksamhet (skjutning, sprängning) kan inhämtas från den enhet som anges i kolumn 4 i förteckningen över farliga områden.

3.1.5 Sammanfaller farligt område eller del av detta med kontrollerat luftrum, innebär klarering för flygning i det kontrollerade luftrummet även att flygning kan ske utan risk inom av klareringens berörd del av det farliga området.

3.2 Område inom vilket skjutning från marken förekommer

3.2.1 Utöver de risker som orsakas av skjutningen som sådan kan stor kollisionsrisk samtidigt föreligga till följd av flygning med bogserat luftmål inom området. Bogserlinan, som är nästan osynlig i luften, är normalt 600 – 1500 m (2000 – 5000 ft) men i undantagsfall upp till 4500 m (14800 ft) lång. Det bogserade målet ligger vanligen 150 – 300 m (500 – 1000 ft) men i undantagsfall upp till 750 m (2500 ft) under bogserflygplanet.

3.3 Område inom vilket skjutning från luftfartyg mot luftmål förekommer

3.3.1 Vid skjutning mot luftmål förekommer flygning med bogserat luftmål (se punkt 3.2.1) eller flygning med målrobot. Detta bör beaktas även om skjutning tillfälligt har avbrutits.

3.4 Dagbrott

3.4.1 Vid överflygning av dagbrott finns risk för tryckvågor och sprängsplitter.

3.5 Tillfälliga farliga områden

3.5.1 Tillfälligt upprättade farliga områden publiceras genom AIP Supplement och/eller NOTAM.

3 Danger areas

3.1 General

3.1.1 Danger areas are established to protect aircraft from risks caused by firing (ground-to-ground, ground-to-air, air-to-air, air-to-ground), bombing, blasting, target towing, operations with unmanned aircraft system (UAS) and other activities hazardous to aircraft in flight.

3.1.2 Danger areas are established H24 unless otherwise specified.

3.1.3 On flight safety grounds, flight within danger areas should be avoided unless the pilot-in-command has ascertained that the area can be penetrated at no risk.

Note. Apart from encountering hazards to flight safety, flight within danger areas may cause undesirable interferences in and interruptions of the activity in progress within the area.

Note. When the conditions or the type of activity warrant it, provisions may be promulgated as to the avoidance of the hazards.

3.1.4 Information on dangerous activities in progress (firing, blasting) can be obtained from the unit specified in column 4 in the list of danger areas.

3.1.5 If a danger area or portion thereof coincides with a controlled airspace, an ATC clearance pertaining to this controlled airspace also implies that flight can be carried out at no risk within that portion of the danger area concerned by the clearance.

3.2 Areas where ground firing is being practised

3.2.1 In addition to the risks caused by the firing as such, a considerable collision hazard may exist owing to target-towing flights within the area. The tow-cable, being almost invisible in the air, is normally 600 – 1500 m (2000 – 5000 ft) but exceptionally up to 4500 m (14800 ft) long. The target being towed is usually 150 – 300 m (500 – 1000 ft) but exceptionally up to 750 m (2500 ft) below the towing aircraft.

3.3 Areas where air-to-air firing is being practised

3.3.1 In connection with air-to-air firing, target-towing flights (see para 3.2.1) or target missile flights may be carried out. This fact should be considered also when the firing activity has been temporarily interrupted.

3.4 Surface quarries

3.4.1 Aircraft overflying surface quarries are vulnerable to shock-waves and splinters.

3.5 Temporary danger areas

3.5.1 Temporary danger areas will be promulgated by AIP Supplement and/or NOTAM.

ENROUTE CHART

ENR 6.1-3

AIP-SWEDEN

Northern part

CHANGE: ESR05A, ESR05B new

LFV

AIRAC AMDT 4 / 2024 **13 JUN 2024**

LEGEND
See GEN 2.3

Vertical limits FL 285 / FL 095
SUECIA CTA Class C
Lambert Conical Conformal projection with
standard parallels 63°30´ and 67°30´

Scale 1:1 375 000

6° - 14° E 2025

NORWAY
FINLAND
SWEDEN
POLARIS FIR
HELSINKI FIR
SWEDEN FIR
SUECIA CTA
BOOG OCEANIC FIR

12 Förteckning över flygplatser

12 Aerodrome directory

AERODROME Location Indicator Coordinates (ARP) Location Elevation (ft)	RWY	Dimensions (m)	Surface	Light	ATS Fuel	COM FREQ (MHz)	Category Owner/Operator TEL Fax Regulations and restrictions Remarks
ALINGSÅS ESGI 575659N 0123441E (*) 1.8 NM NE 226 ft	01/19	600x30	Grass	No	100LL	123.650	Non-licensed AD Alingsås flygklubb +46 (0)322 148 87 +46 (0)322 63 31 98
ANDERSTORP ESMP 571554N 0133606E 1 NM SW 507 ft	04/22	1000x20 TLOF 16x16 FATO 16x16	ASPH	No	-	123.200	Non-licensed AD SRW Anderstorp AB +46 (0)371 56 41 00 +46 (0)706 49 85 06 www.srwanderstorp.se airport@srwanderstorp.se **PPR** mandatory for RWY and heliport. Heliport located SE THR RWY 04. PSN: 571537N0133542E Heliport only avbl for ambulance and rescue flights.
ARBOGA ESQO 592318N 0155515E (*) 2 NM SE 33 ft	15/33	1700x40	ASPH	No	-	123.150	Non-licensed AD SAAB +46 (0)589 818 44 **PPR** Only traffic with special agreement allowed. **PPR** only in case of exception. THR 33 displaced 300 m. Limited fire fighting, rescue and handling service O/R. Glider flying
ARBRÅ ESUB 613045N 0162221E (*) 1.5 NM N 378 ft	18/36	700x30	Grass	No	91/96	123.200	Non-licensed AD Arbrå flygklubb +46 (0)278 454 54 +46 (0)705 84 07 00
ARVIDSJAUR ESNX Details, see AD 2	12/30	2500x45	ASPH	Yes	TWR/AFIS	Yes	Licensed, instrument AD Municipal
ARVIKA ESKV 594030N 0123822E NE 2 NM from Arvika 237 ft	01/19	1150x30	ASPH	Yes	91UL	123.350	Non-licensed AD Arvika flygklubb +46 (0)734 64 34 06 More than three TGL only permitted weekdays 0700-1600 (0600-1500). THR 19 displaced 200 m. PCL on frequency 123.350 MHz for 12 seconds. After departure RWY 19, climb straight ahead and no left turn until after passing S of highway 61. Other activities including motor vehicles may occur on RWY, TWY and APN. Wildlife common in aerodrome area. Sporadic snow clearance. Credit cards accepted for payment of fuel. info@arvikaflygklubb.se www.arvikaflygklubb.se

AERODROME Location Indicator Coordinates (ARP) Location Elevation (ft)	RWY	Dimensions (m)	Surface	Light	ATS Fuel	COM FREQ (MHz)	Category Owner/Operator TEL Fax Regulations and restrictions Remarks
AVESTA ESVA 601049N 0160722E (*) 2.6 NM NNW 320 ft	15/33	850x40	Grass	No	91/96	123.550	Non-licensed AD Avesta flygklubb +46 (0)70 219 40 24 +46 (0)70 557 10 05 THR 15 displaced 50 m Glider flying
BORGLANDA ESMB 565147N 0163922E (*) 0.7 NM SW Borgholm 118 ft	03/21	625x50	Grass	No	-	123.550	Non-licensed AD Municipal +46 (0)485 104 00 (AD) +46 (0)706 62 07 95 **PPR** OCT-APR Right hand traffic circuit to RWY 03.
BORLÄNGE ESSD Details, see AD 2	14/32 12/30	2313x45 720x40	ASPH Grass	Yes No	TWR	Yes	Licensed, instrument AD Municipal
BORÅS ESGE 574145N 0125042E (*) 3.5 NM SW 588 ft	04L/22R 04R/22L	800x18 800x50	ASPH Grass	Yes No	100LL 91/96UL Jet A1 100LL 91/96UL Jet A1	123.525	Licensed AD Municipal OPR Borås flygplatsförening +46 (0)33 25 43 58 www.borasflygplats.se **PPR** during 15 NOV-15 APR Flying activity only permitted : MON-THU 0600-2100 (0500-2000) FRI 0600-1900 (0500-1800) SAT-SUN, HOL SEP-MAY 0700-1900 (0600-1800) SAT-SUN, HOL JUN-AUG 0700-1700 (0600-1600). Flying activity are not allowed Good Friday, Easter Eve, Whitsun Eve, Whitsunday, Midsummer Eve, first connected SAT-SUN in JUL, Christmas Eve, Christmas Day and Day after Christmas Day. Landing with gliders excepted from hours and days above. TGL not allowed for visiting ACFT and HEL. Grass surface soft at precipitation. For gliders right hand traffic circuit to RWY 04R. PCL on freq 123.525 MHz, 10 sec duration. After take-off RWY 22R/L turn left immediately.
BRATTFORSHEDEN ESSM 593630N 0135444E (*) 588 ft	08/26	800x50	Grass	Yes	100LL O/R	-	Non-licensed AD Brattforshedens flygklubb +46 (0)553 210 71 APR-OCT extensive winchlaunching of gliders.
BUNGE ESVB 575100N 0190218E (*) 0.5 NM SE 66 ft	09/27 16/34	675x30 675x30	ASPH ASPH	No No	-	123.400	Non-licensed AD Private +46 (0)704 96 86 41 **PPR**

AERODROME Location Indicator Coordinates (ARP) Location Elevation (ft)	RWY	Dimensions (m)	Surface	Light	ATS Fuel	COM FREQ (MHz)	Category Owner/Operator TEL Fax Regulations and restrictions Remarks
LANDSKRONA ESML 555640N 0125210E (*) 4.3 NM NNE 194 ft	12R/30L 12L/30R	1180x30 1050x90	ASPH Grass	Yes No	100LL 91/96UL	123.350	Non-licensed AD Municipal +46 (0)418 750 10 Fax +46 (0)418 750 34 **PPR** for repeated take-offs and landings. THR 12R displaced 105 m. THR 30L displaced 60 m. Right hand traffic circuit to RWY 12R for powered aeroplanes and helicopters and to RWY 30R for gliders. PCL on freq 123.350 MHz, 3 transmissions within 5 sec. Motor activity may occur.
LIDKÖPING ESGL 582755N 0131028E 2.5 NM S Lidköping 200 ft	06/24 06/24 GRASS	1990x45 875x45	ASPH Grass	Yes No	100LL 91/96 Jet A1 100LL 91/96 Jet A1	131.765	Non-licensed AD Municipal +46 (0)709 68 92 23 +46 (0)510 53 51 00 Glider info **PPR** PCL on freq 131.765 MHz, 10 sec duration. Right hand circuit applies during take-off and landing on glider strip 06. Repeated take-off and landing exercises (TGL) during darkness only permitted ordinary Tuesdays 1700-2000 (1600-1900). andre.persson@lidkoping.se www.lidkopingairport.com
LINKÖPING/Malmen ESCF Details, see AD 2	01/19 08/26	2214x35 1870x37	ASPH ASPH	Yes Yes	TWR	Yes	MIL, licensed, instrument AD FM/Swedish Armed Forces
LINKÖPING/Saab ESSL Details, see AD 2	11/29	2135x45	ASPH	Yes	TWR	Yes	Licensed, instrument AD Private
LJUNGBY/Feringe ESMG 565701N 0135518E 7 NM NE Ljungby 538 ft	01/19	1150x30	ASPH	No	100LL Jet A1	123.015	Non-licensed AD Feringe flygklubb +46 (0)705 98 19 85 +46 (0)370 819 85 **PPR** Motor activities may occur.
LJUNGBYHED ESTL Details, see AD 2	11L/29R 11R/29L	1998x40 1986x40	ASPH ASPH/ CONC	Yes Yes	TWR	Yes	Licensed, instrument AD Municipal
LJUSDAL ESUL 614901N 0160015E (*) 2.0 NM WSW 485 ft	09/27	620x35	Grass	No	100LL 91/96	123.200	Non-licensed AD Ljusdal flygklubb +46 (0)651 107 46 +46 (0)651 334 56 +46 (0)706 95 50 09 Overflying of surface quarry on 614800N 0155900E 1000m S of Ljusdal AD should be avoided below 2000 ft MSL.

AERODROME Location Indicator Coordinates (ARP) Location Elevation (ft)	RWY	Dimensions (m)	Surface	Light	ATS Fuel	COM FREQ (MHz)	Category Owner/Operator TEL Fax Regulations and restrictions Remarks
LUDVIKA ESSG 600518N 0150547E 2 NM WSW Ludvika 894 ft	01/19	819x30	ASPH	Yes	91/96	123.150	Non-licensed AD Municipal +46 (0)70 328 17 27 Turbulence over RWY when wind from the east. Motor activities on RWY weekdays 1 APR-30 SEP 0600-1200 (0500-1100) 1 OCT-31 MAR 0600-1500 (0500-1400)
LULEÅ/Kallax ESPA Details, see AD 2	14/32	3350x45	ASPH	Yes	TWR	Yes	MIL, licensed, instrument AD FM/Swedish Armed Forces
LYCKSELE ESNL Details, see AD 2	14/32	2092x45	ASPH	Yes	AFIS	Yes	Licensed, instrument AD Municipal
MALMÖ ESMS Details, see AD 2	17/35 11/29	2800x45 799x18	ASPH ASPH	Yes No	TWR	Yes	Licensed, instrument AD Swedavia AB
MALUNG/Skinnlanda ESVM 603932N 0134336E (*) 1.7 NM SSE 975 ft	16/34	800x23	ASPH	Yes	91/96	123.330	Non-licensed AD Malungs flygklubb +46 (0)702 76 22 89 +46 (0)705 80 91 80 +46 (0)703 98 33 20 Right hand traffic circuit when RWY 16 is in use. RWY and lightning facilities TEMPO CLSD during winter season. Info on www.malungsflygklubb.se
MELLANSEL ESUI 632331N 0181914E (*) 13 NM NW Örnsköldsvik 265 ft	09/27	795x35	Grass	No	91/96	123.400	Non-licensed AD Mellansels Flygklubb +46 (0)660 910 54 +46 (0)660 922 00 Further 235 m available in emergency when landing RWY 27.
MOHED ESUM 611728N 0165047E (*) 6 NM W Söderhamn 215 ft	12/30	800x30	ASPH	Yes	91/96	123.600	Non-licensed AD Municipal +46 (0)703 51 50 66
MORA/Siljan ESKM Details, see AD 2	16/34	1814x45	ASPH	Yes	AFIS	Yes	Licensed, instrument AD Municipal
MUNKFORS ESKO 594756N 0132926E (*) 1.6 NM S 279 ft	03/21	700x40	Grass	No	100LL	-	Non-licensed AD Munkfors flygklubb +46 (0)552 303 89 (AD) +46 (0)563 510 74 Hangar
NORRKÖPING/Kungsängen ESSP Details, see AD 2	09/27 11/29	2205x45 600x35	ASPH Grass	Yes No	TWR	Yes	Licensed, instrument AD Municipal

ESSD 2.23 ÖVRIG INFORMATION

1. Modellflygsektor SW gräsbanan upp till 400 ft/120 m AGL. Upprättad under dager. Se ESSD-2-1.

2. Reducerad banseparation tillämpas enligt AIP AD 1.1 mom 10.

3. Omfattande vinchstarter med segelflygplan under sommarsäsong.

4. Medföljande husdjur ska hållas kopplade på färdområdet.

ADDITIONAL INFORMATION

1. Model flying area SW grass strip up to 400 ft/120 m AGL. Established during daylight. See ESSD-2-1.

2. Reduced runway separation is applied in accordance with AIP AD 1.1 para 10.

3. Extensive winch launching of gliders during summer season.

4. Accompanying pets should be kept on leash in the movement area.

ESSD 2.24 TILLHÖRANDE KARTOR

RELATED CHARTS

AD chart		ESSD 2-1
AOC	RWY 14	ESSD-3-1
AOC	RWY 32	ESSD-3-3
Area Chart		ESSD 4-1
List of waypoints and significant points		ESSD 4-3
RNP SID	RWY 14	ESSD 4-5
RNAV (GNSS) STAR	RWY 32	ESSD 4-7
SID RNP	RWY 32 NEWKI 1C	ESSD 4-9
STAR RNAV	RWY 14 XOTBU 1E	ESSD 4-11
ATC Surveillance Minimum ALT chart		ESSD 4-91
IAC	ILS z or LOC z RWY 32	ESSD 5-1
IAC	ILS y or LOC y RWY 32	ESSD 5-2
IAC	VOR RWY 32	ESSD 5-3
IAC	NDB RWY 14	ESSD 5-4
IAC	VOR RWY 14	ESSD 5-5
IAC	RNP RWY 32	ESSD 5-7
IAC	RNP RWY 14	ESSD 5-11
VAC		ESSD 6-1

List of waypoints and significant points at BORLÄNGE (ESSD)

WPT	Coordinates
RW14	602544.73N 0152959.51E
RW32	602454.32N 0153151.09E
SD550	602222.7N 0153725.7E
SD551	601709.6N 0154852.6E
SD552	601942.1N 0154318.8E
SD553	601329.4N 0154204.9E
SD554	601406.9N 0155530.7E
SD555	602049.4N 0155541.9E
SD556	602323.7N 0153504.9E
SD560	602212.6N 0153748.0E
SD700	601243.0N 0151149.3E
SD710	601943.4N 0150851.2E
SD730	601617.8N 0151612.6E
SD850	603054.5N 0151830.5E
SD851	603044.5N 0151852.8E
SD852	603033.4N 0150413.3E
SD853	603757.2N 0151748.9E
SD854	603415.5N 0151100.3E
SD855	602813.2N 0152429.9E
SD860	602826.1N 0152401.6E
NEWKI	600755.3N 0150957.4E
XOTBU	595457.5N 0150612.8E

Reverse side intentionally blank

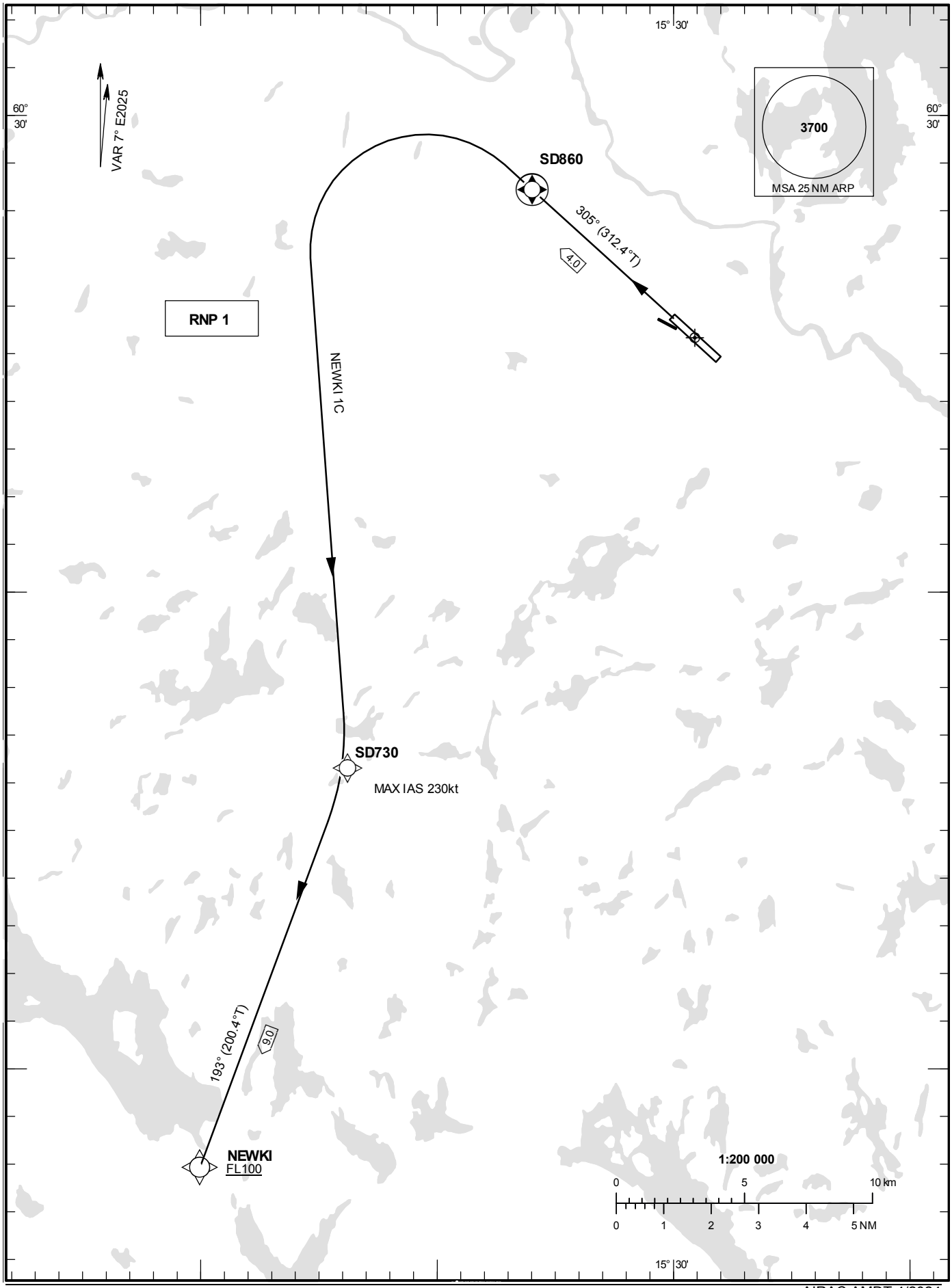
STANDARD INSTRUMENT DEPARTURE CHART (SID) - ICAO

HGT and ALT in ft
BRG are MAG (True)
TA 5000 ft AMSL

BORLÄNGE TOWER 127.305

RNP RWY 32

NEWKI 1C



Prescribed Coding of RNP SID for RWY 32

NEWKI 1C

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/ RDH (°/ft)	Rec Navaid	Navigation Specification
CF	SD860	Y	305°(312.4°)	4.0	-	-	-	-	BOR	RNP 1
DF	SD730	-	-	-	L	-	-230	-	-	RNP 1
TF	NEWKI	-	193°(200.4°)	9.0	-	+FL100	-	-	-	RNP 1

SID instruction: SD860 – SD730 (max IAS 230 kt, until SD730) – NEWKI (FL100 or above)

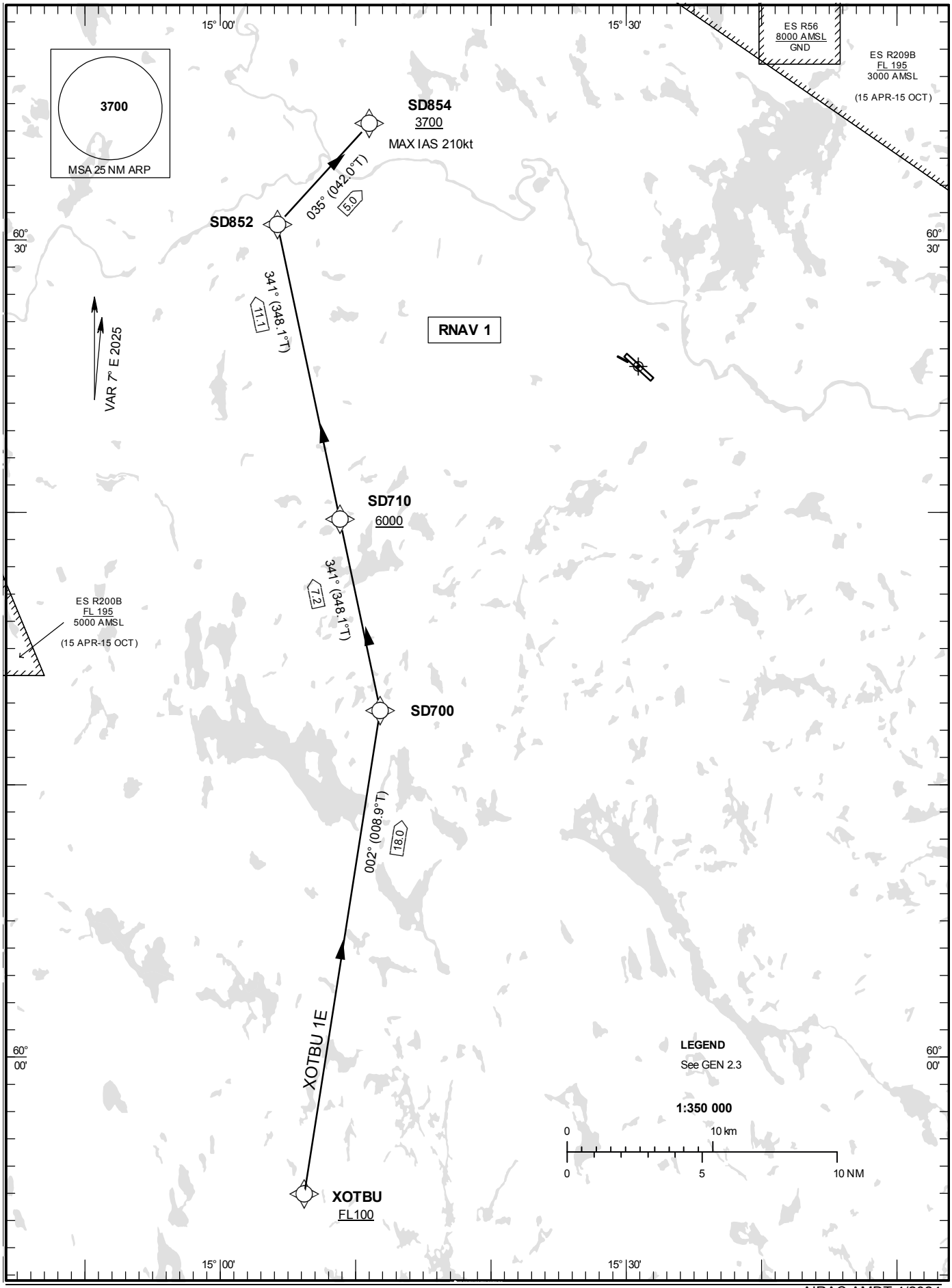
STANDARD INSTRUMENT ARRIVAL CHART (STAR) - ICAO

HGT and ALT in ft
BRG are MAG (True)
TA 5000 ft AMSL

BORLÄNGE TOWER 127.305

RNAV RWY 14

XOTBU 1E



Prescribed Coding of RNAV STAR for RWY 14

XOTBU 1E

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/ RDH (°/ft)	Rec Navaid	Navigation Specification
IF	XOTBU	-	-	-	-	+FL100	-	-	-	RNAV 1
TF	SD700	-	002°(008.9°)	18.0	-	-	-	-	-	RNAV 1
TF	SD710	-	341°(348.1°)	7.2	-	+6000	-	-		RNAV 1
TF	SD852	-	341°(348.1°)	11.1	-	-	-	-		RNAV 1
TF	SD854	-	035°(042.0°)	5.0	-	+3700	-210	-	-	RNAV 1

STAR instruction: XOTBU – SD700 – SD710 (6000 ft or above) – SD852 – SD854 (max IAS 210 kt, 3700 ft or above)

ESGG 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1.	Apron surface and strength	See ESGG 2-3 and 2-4
2.	Taxiway width, surface and strength	TWY A 23 m ASPH PCN 70 F/B/X/T TWY B 23 m ASPH PCN 70 F/B/X/T TWY C 23 m ASPH PCN 70 F/B/X/T TWY D 23 m ASPH PCN 70 F/B/X/T TWY E 23 m ASPH PCN 70 F/B/X/T TWY F 23 m ASPH PCN 70 F/B/X/T TWY G 23 m ASPH PCN 70 F/B/X/T TWY H 23 m ASPH PCN 70 F/B/X/T TWY J 23 m ASPH PCN 70 F/B/X/T TWY K 23 m ASPH PCN 70 F/B/X/T TWY L 23 m ASPH PCN 70 F/B/X/T TWY Y 23 m ASPH PCN 70 F/B/X/T TWY Z 23 m ASPH PCN 70 F/B/X/T
3.	ACL, location and elevation	See ESGG 2-4
4.	VOR checkpoints	See ESGG 2-1 and 2-3
5.	INS checkpoints	See ESGG 2-3 and 2-4
6.	Remarks	-

ESGG 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	See ESGG 2-1 through ESGG 2-7. Marshalling available H24. Self manoeuvering procedure for stand 1-3.
2.	RWY and TWY markings and LGT	RWY 03/21: See ESGG 2-1 through ESGG 2-3 TWY A: CL, HLDG day marked. CL LGT B: CL, HLDG day marked. CL LGT, RGL C: CL, HLDG day marked. CL LGT, RGL D: CL, HLDG day marked. CL LGT, RGL E: CL, HLDG day marked. CL LGT, RGL F: CL, HLDG day marked. CL LGT, RGL G: CL day marked. CL LGT H: CL day marked. CL LGT J: CL day marked. CL LGT K: CL day marked. CL LGT L: CL day marked. CL LGT Y: CL, HLDG day marked. CL LGT, RGL Z: CL, HLDG day marked. CL LGT
3.	Stop bars	See ESGG 2-1 and 2-3
4.	Remarks	-

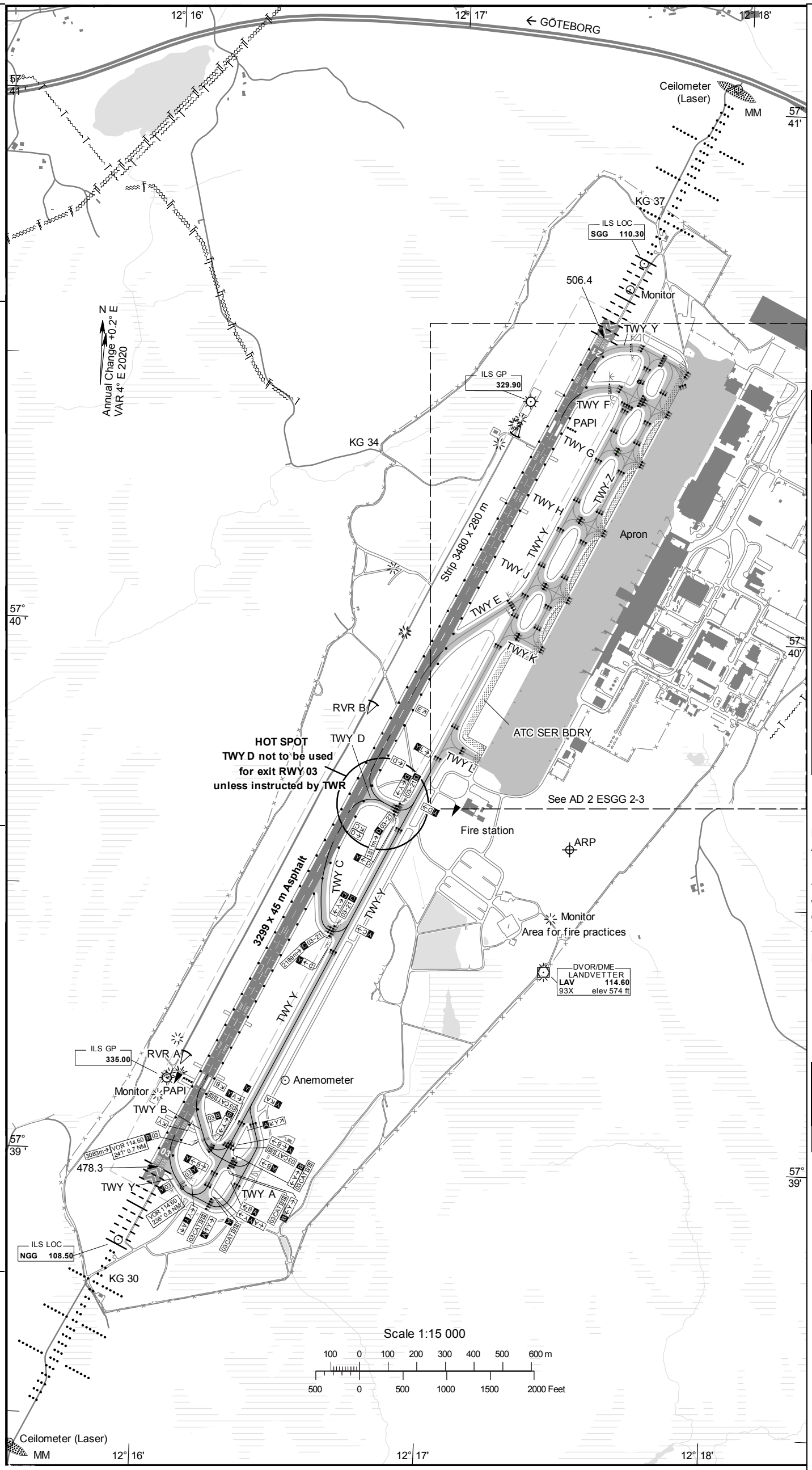
ESGG 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/Designation	OBST type	OBST position	ELEV/HGT in feet	Markings/ Type, colour	Remarks
a	b	c	d	e	f
ESGG1	LOC	574042.8N 0121738.9E	520 / -	-	-

In Area 3					
OBST ID/Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
Not available					

ESGG 2.11 METEOROLOGICAL INFORMATION PROVIDED

1.	Associated MET Office	STOCKHOLM/Arlanda
2.	Hours of service MET Office outside hours	H24
3.	Office responsible for TAF preparation Periods of validity	STOCKHOLM/Arlanda 24 HR
4.	Type of landing forecast Interval of issuance	Not issued
5.	Briefing/consultation provided	FPC H24, +46 (0)8 797 63 40, www.lfv.se/fpc
6.	Flight documentation Language(s) used	TAF, METAR, SIGMET, Upper air winds Swedish/English
7.	Charts and other information available for briefing or consultation	SWC, WC, Nordic SIGWX Chart, Low level forecast
8.	Supplementary equipment available for providing information	-
9.	ATS units provided with information	GÖTEBORG/Landvetter TWR
10.	Additional information (limitation of service, etc.)	-



ARP 573936N 0121728E

AD ELEV 507 FEET

LEGEND See GEN 2.3

Dimensions in m, ELEV in ft

TWY NR	WIDTH	Surface Bearing strength	Day marking	Taxiway lighting	
			Centerline Holding	Edge Centerline	RGL Stopbar
A	23 m	ASPH PCN 70 F/B/X/T	CL HLDG	CL	Stopbar
B	23 m	ASPH PCN 70 F/B/X/T	CL HLDG	CL	RGL Stopbar
C	23 m	ASPH PCN 70 F/B/X/T	CL HLDG	CL	RGL Stopbar
D	23 m	ASPH PCN 70 F/B/X/T	CL HLDG	CL	RGL Stopbar
E	23 m	ASPH PCN 70 F/B/X/T	CL HLDG	CL	RGL Stopbar
F	23 m	ASPH PCN 70 F/B/X/T	CL HLDG	CL	RGL Stopbar
G	23 m	ASPH PCN 70 F/B/X/T	CL	CL	
H	23 m	ASPH PCN 70 F/B/X/T	CL	CL	
J	23 m	ASPH PCN 70 F/B/X/T	CL	CL	
K	23 m	ASPH PCN 70 F/B/X/T	CL	CL	
L	23 m	ASPH PCN 70 F/B/X/T	CL	CL	
Y	23 m	ASPH PCN 70 F/B/X/T	CL HLDG	CL	RGL Stopbar
Z	23 m	ASPH PCN 70 F/B/X/T	CL HLDG	CL	Stopbar

REMARKS:
Apron TWY surface and bearing strength; ASPH, PCN 70 F/B/X/T

TWY B, C, D, E, F, Y: Centreline on exit TWY:s within ILS critical/sensitive areas and centreline within 150 m from RWY centreline -alternately green and yellow

MAX wingspan 52 m on TWY D.

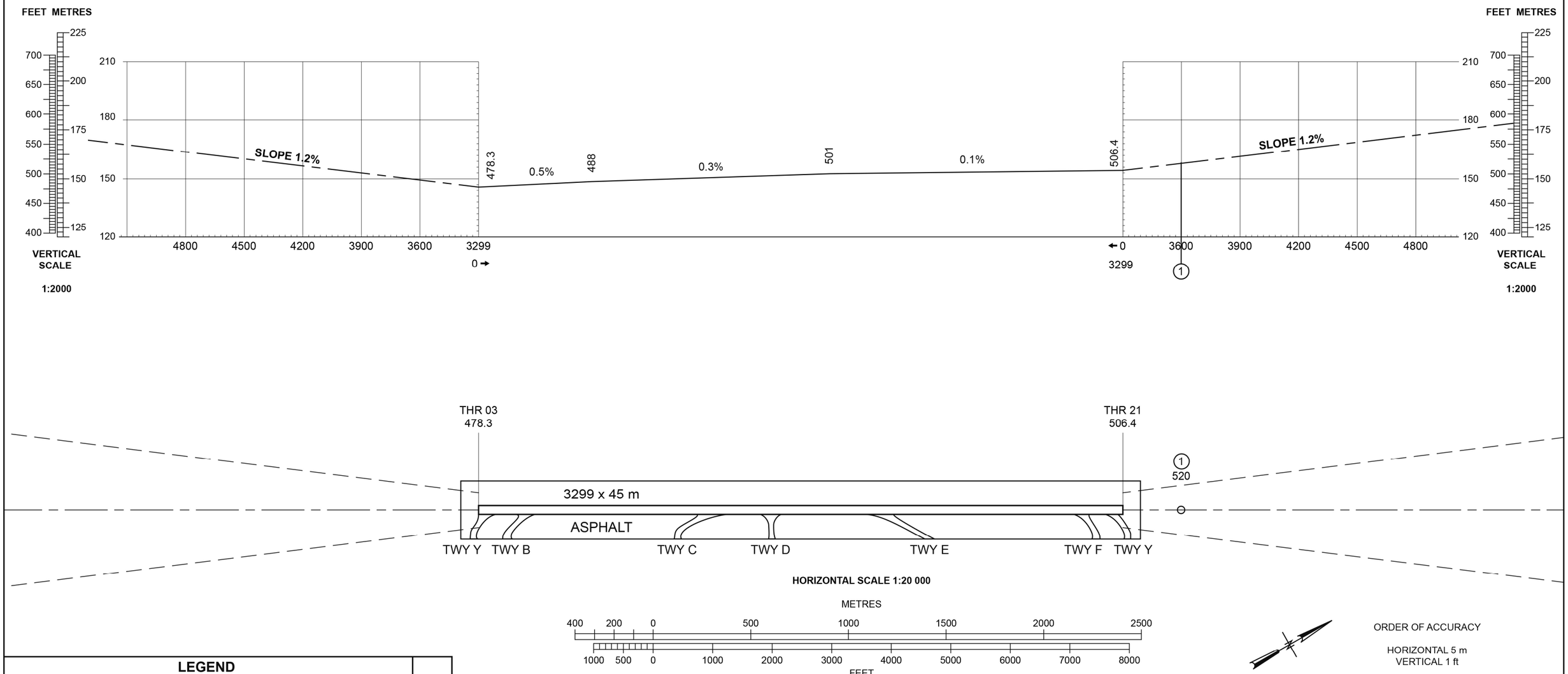
INS Coordinates for Aircraft Stands			
APRON Surface Bearing strength	NR	COORD	ELEV
Apron CONC+ASPH		See AD 2 ESGG 2-4	

RWY NR	TRUE & MAG BRG	THR PSN Geoid undulation	Bearing Strength	THR ELEV and highest ELEV of TDZ of precision APCH RWY	Declared distances				Approach and runway lighting					
					TORA	TODA	ASDA	LDA	APCH	THR TRID TDZ	VASIS (MEHT)	RWY CL	Edge	End
03	025.98° GEO 022° MAG	573858.29N 0121603.75E GUND 116.7 ft	PCN 81 F/B/X/T	THR 478.3 ft TDZ 493 ft	3299	3299	3299	3299	Calvert Cat III 900 m LIH	THR Green TDZ White 900 m	PAPI Left/3.00° (59.4 ft)	3299/15 m 0-2400 m white 2400-3000 m white/red 3000-3299 m red LIH	3299/60 m White Caution zone 600 m yellow LIH	Red
21	206.00° GEO 202° MAG	574034.13N 0121730.95E GUND 116.5 ft	PCN 81 F/B/X/T	THR 506.4 ft TDZ 506 ft	3299	3299	3299	3299	Calvert Cat III 900 m LIH	THR Green TDZ White 900 m	PAPI Left/3.00° (56.4 ft)	3299/15 m 0-2400 m white 2400-3000 m white/red 3000-3299 m red LIH	3299/60 m White Caution zone 600 m yellow LIH	Red

AERODROME ELEVATION 507 FEET
MAGNETIC VARIATION 4° E 2020

RUNWAY BEARINGS
03 = GEO 025.98°; MAG 022°
21 = GEO 206.00°; MAG 202°

RWY 03	DECLARED DISTANCES	RWY 21
3299	TAKE-OFF RUN AVAILABLE	3299
3299	TAKE-OFF DISTANCE AVAILABLE	3299
3299	ACCELERATE STOP DIST. AVAILABLE	3299
3299	LANDING DISTANCE AVAILABLE	3299



LEGEND	
IDENTIFICATION NUMBER	①
POLE, TOWER, SPIRE, ANTENNA, ETC.	○
TREE OR SHRUB	✳

ORDER OF ACCURACY

HORIZONTAL 5 m
VERTICAL 1 ft

ESUT 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1.	Apron surface and strength	Apron ASPH PCN 19 F/B/X/T
2.	Taxiway width, surface and strength	TWY A 15 m ASPH PCN 19 F/B/X/T
3.	ACL, location and elevation	See ESUT 2-1
4.	VOR checkpoints	-
5.	INS checkpoints	-
6.	Remarks	-

ESUT 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	RWY 15/33:	Designator, THR, TDZ, CL and edges are day marked RTHL, REDL, RENL
		TWY A:	CL, HLDG day marked. Edge lights, RGL
3.	Stop bars	-	
4.	Remarks	-	

ESUT 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/Designation	OBST type	OBST position	ELEV/HGT in feet	Markings/ Type, colour	Remarks
a	b	c	d	e	f
ESUT1	Pole	654755.9N 0150525.8E	1509 / -	-	-
ESUT2	Sign	654753.4N 0150530.1E	1510 / -	-	-
ESUT3	Vegetation	654736.7N 0150546.1E	1541 / -	-	-
ESUT4	Vegetation	654736.0N 0150548.2E	1544 / -	-	-
ESUT5	Vegetation	654737.8N 0150600.7E	1548 / -	-	-
ESUT6	Vegetation	654735.9N 0150607.1E	1552 / -	-	-
ESUT7	Vegetation	654735.6N 0150607.9E	1554 / -	-	-
ESUT8	Vegetation	654735.6N 0150614.3E	1599 / -	-	-
ESUT9	Vegetation	654721.2N 0150637.9E	1626 / -	-	-
ESUT10	Pole	654843.0N 0150436.4E	1510 / -	-	-
ESUT11	Pole	654843.6N 0150427.4E	1511 / -	-	-
ESUT12	Vegetation	654844.6N 0150421.5E	1516 / -	-	-
ESUT13	Vegetation	654844.9N 0150422.3E	1518 / -	-	-
ESUT14	Vegetation	654845.6N 0150422.2E	1519 / -	-	-
ESUT15	Vegetation	654849.0N 0150434.1E	1522 / -	-	-
ESUT16	Vegetation	654851.7N 0150426.9E	1530 / -	-	-
ESUT17	Vegetation	654854.0N 0150424.6E	1549 / -	-	-
ESUT18	Vegetation	654855.0N 0150425.0E	1555 / -	-	-

In Area 3					
OBST ID/Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
Not available					

ESUT 2.11 METEOROLOGICAL INFORMATION PROVIDED

1.	Associated MET Office	STOCKHOLM/Arlanda
2.	Hours of service MET Office outside hours	H24
3.	Office responsible for TAF preparation Periods of validity	TAF not produced
4.	Type of landing forecast Interval of issuance	Not issued
5.	Briefing/consultation provided	FPC H24, +46 (0)8 797 63 40, www.lfv.se/fpc
6.	Flight documentation Language(s) used	METAR, SIGMET, Upper air winds Swedish/English
7.	Charts and other information available for briefing or consultation	SWC, WC, Nordic SIGWX Chart, Low level forecast
8.	Supplementary equipment available for providing information	-
9.	ATS units provided with information	HEMAVAN AFIS
10.	Additional information (limitation of service, etc.)	Flight planning room available

ESUT 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
15	152.54° GEO 146° MAG	1445 x 30	PCN 24 F/B/X/T ASPH	654839.69N 0150435.37E GUND 107 ft	THR 1503 ft
33	332.56° GEO 326° MAG	1445 x 30	PCN 24 F/B/X/T ASPH	654758.27N 0150527.81E GUND 107.1 ft	THR 1502.5 ft TDZ 1503 ft

Slope of RWY-SWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
7	8	9	10	11	12
15 Info not avbl.	-	-	1744 x 280	-	-
33 Info not avbl.	-	-	1744 x 280	-	-

ESUT 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
15	1594	1594	1594	1445	Including RWY starter extension 148 m
33	1593	1593	1593	1445	Including RWY starter extension 147 m

ESUT 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**
15	**-**	**Green**	**PAPI Left/3.50° (40.0 ft)**	**-**	**-**	**1445/60 m White Caution zone 600 m yellow LIL/LIH**	**Red**	**-**
33	**Barrette CL CAT I 720 m LIL/LIH**	**Green**	**PAPI Left/3.00° (26.2 ft)**	**-**	**-**	**1445/60 m White Caution zone 600 m yellow LIL/LIH**	**Red**	**-**

10 Remarks: **-**

ESUT 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

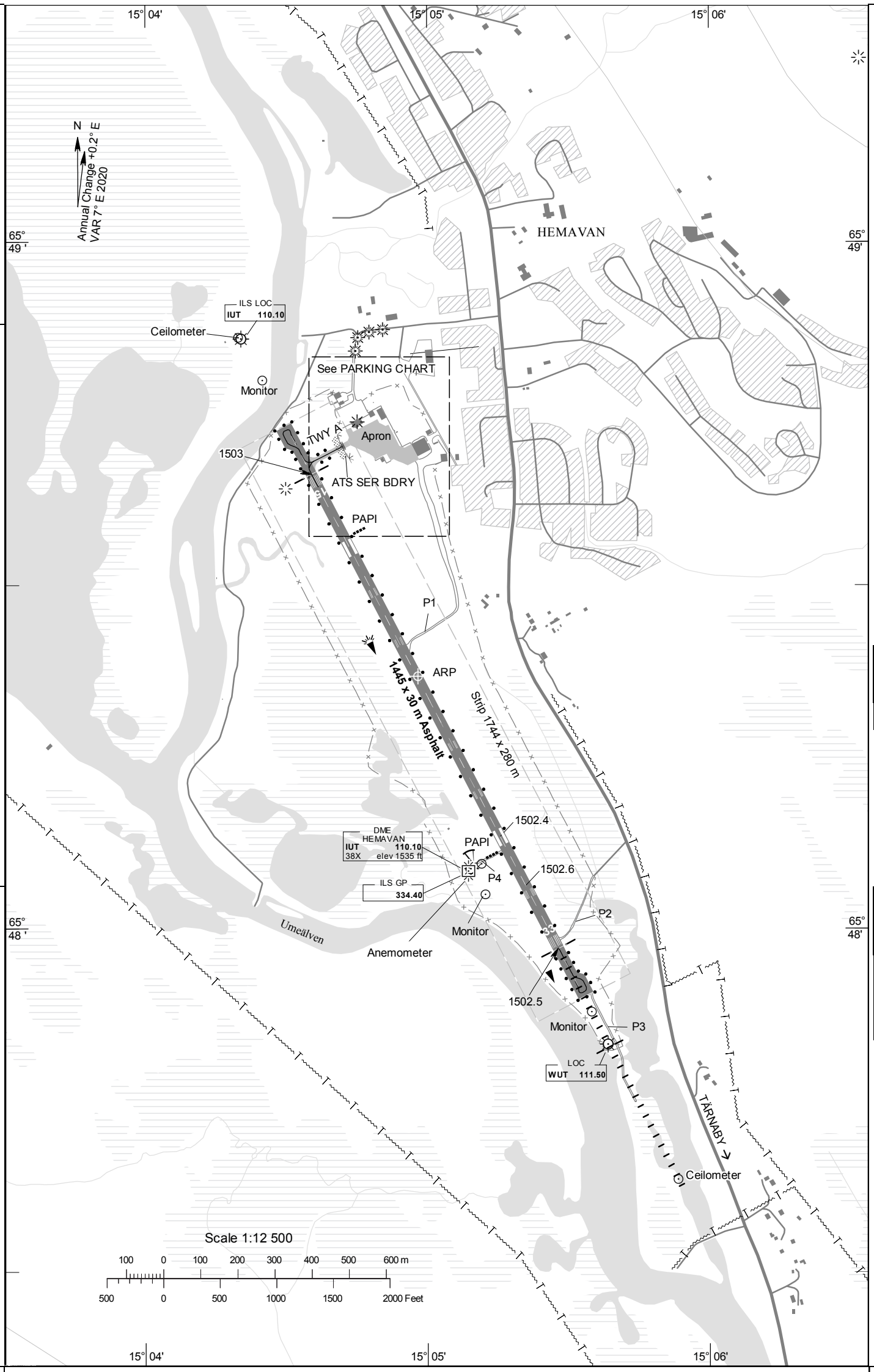
1.	**ABN/IBN location, characteristics and hours of operation**	**-**
2.	**LDI location and LGT** **Anemometer location and LGT**	**Windsock NW RWY centre point lighted, at RWY ends unlighted** **96 m SW THR 15 lighted, 310 m NW THR 33 lighted**
3.	**TWY edge and centre line lighting**	**Edge: TWY A** **CL: -**
4.	**Secondary power supply/switch-over time**	**Available/15 sec**
5.	**Remarks**	**-**

ESUT 2.16 HELICOPTER LANDING AREA

RWY 15/33 to be used

ESUT 2.17 ATS AIRSPACE

1.	**Designation and lateral limits**	**HEMAVAN TIZ/RMZ**	**655603N 0150308E - 653844N 0153053E - 653407N 0150913E - 655235N 0144659E - 655603N 0150308E**
2.	**Vertical limits**	**HEMAVAN TIZ/RMZ**	**1000 ft GND** **GND**
3.	**Airspace classification**	**G**	
4.	**ATS unit call sign** **Language(s)**	**HEMAVAN INFORMATION** **Swedish/English**	
5.	**Transition altitude**	**9000 ft AMSL**	
6.	**Remarks**	**Continuous two-way radiocommunication required in TIZ/RMZ. TIZ/RMZ established during hours of AFIS.**	



ARP 654822N 0150458E

AD ELEV 1503 FEET

LEGEND See GEN 2.3

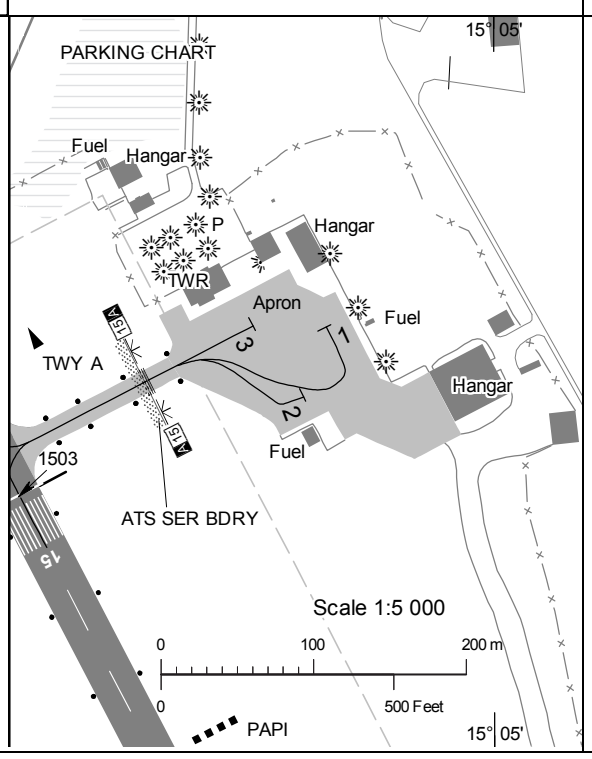
Dimensions in m, ELEV in ft

TWY NR	WIDTH	Surface Bearing strength	Day marking	Taxiway lighting	
			Centerline Holding	Edge Centerline	RGL Stopbar
A	15 m	ASPH PCN 19 F/B/X/T	CL HLDG	EDGE	RGL

ACL/INS Coordinates for Aircraft Stands			
APRON Surface Bearing strength	NR	COORD	ELEV
ASPH PCN 19 F/B/X/T	1	654843.29N 0150451.31E	1502
	2	654841.80N 0150450.14E	1504
	3	654843.32N 0150447.53E	1503

RWY NR	TRUE & MAG BRG	THR PSN Geoid undulation	Bearing strength	THR ELEV and highest ELEV of TDZ of precision APCH RWY	Declared distances				Approach and runway lighting				
					TORA	TODA	ASDA	LDA	APCH	THR TRID TDZ	VASIS (MEHT)	Edge	End
15	152.54° GEO 146° MAG	654839.69N 0150435.37E GUND 107 ft	PCN 24 F/B/X/T	THR 1503 ft	1594	1594	1594	1445		THR Green	PAPI Left/3.50° (40.0 ft)	1445/60 m White Caution zone 600 m yellow LIL/LIH	Red
33	332.56° GEO 326° MAG	654758.27N 0150527.81E GUND 107.1 ft	PCN 24 F/B/X/T	THR 1502.5 ft TDZ 1503 ft	1593	1593	1593	1445	Barrette CL Cat I 720 m LIL/LIH	THR Green	PAPI Left/3.00° (26.2 ft)	1445/60 m White Caution zone 600 m yellow LIL/LIH	Red

REMARK: RWY 15/33 TORA, TODA, ASDA including RWY starter extension.



ESMQ 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1.	Apron surface and strength	Apron 1 ASPH PCN 50 F/B/X/T Apron 2 CONC PCN 9 R/B/X/U
2.	Taxiway width, surface and strength	TWY A northern part 10 m CONC PCN 20 R/B/X/U between TWY A1 and Apron 2 TWY A southern part 10 m ASPH PCN 20 F/B/X/T from Apron 2 to TWY A8. Width between Apron 1 and 2 15 m TWY A1 10 m CONC PCN 20 R/B/X/U TWY A8 28 m ASPH PCN 50 F/B/X/T TWY A10 23 m ASPH PCN 50 F/B/X/T
3.	ACL, location and elevation	See ESMQ 2-1
4.	VOR checkpoints	At holding position TWY A8
5.	INS checkpoints	-
6.	Remarks	-

ESMQ 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 to scheduled traffic only.		
2.	RWY and TWY markings and LGT	RWY	05/23:	Designator, THR, TDZ, CL and edges are day marked. RTHL, REDL, RENL, RGL
			16/34:	Designator, THR, TDZ, CL and edges are day marked. RTHL, REDL, RENL.
		TWY	A northern part:	CL, HLDG day marked.
			A southern part:	CL, HLDG day marked. Edge lights.
			A1:	CL, HLDG day marked. RGL.
			A8:	CL, HLDG day marked. Edge lights, RGL.
			A10:	CL, HLDG day marked. Edge lights, RGL.
3.	Stop bars	-		
4.	Remarks	-		

ESMQ 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/Designation	OBST type	OBST position	ELEV/HGT in feet	Markings/ Type, colour	Remarks
a	b	c	d	e	f
ESMQ1	LOC	564038.5N 0161743.1E	33 / -	-	-
ESMQ2	Forest	564033.5N 0161748.2E	49 / -	-	-
ESMQ3	Forest	564033.2N 0161747.7E	50 / -	-	-
ESMQ4	Forest	564011.2N 0161812.6E	86 / -	-	-
ESMQ5	Sign	564157.4N 0161625.9E	33 / -	-	-
ESMQ6	Forest	564157.5N 0161621.1E	60 / -	-	-
ESMQ7	Forest	564213.2N 0161623.2E	78 / -	-	-
ESMQ8	Forest	564224.3N 0161616.6E	101 / -	-	-
ESMQ9	Forest	564231.4N 0161608.0E	114 / -	-	-

In Area 3					
OBST ID/Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
Not available					

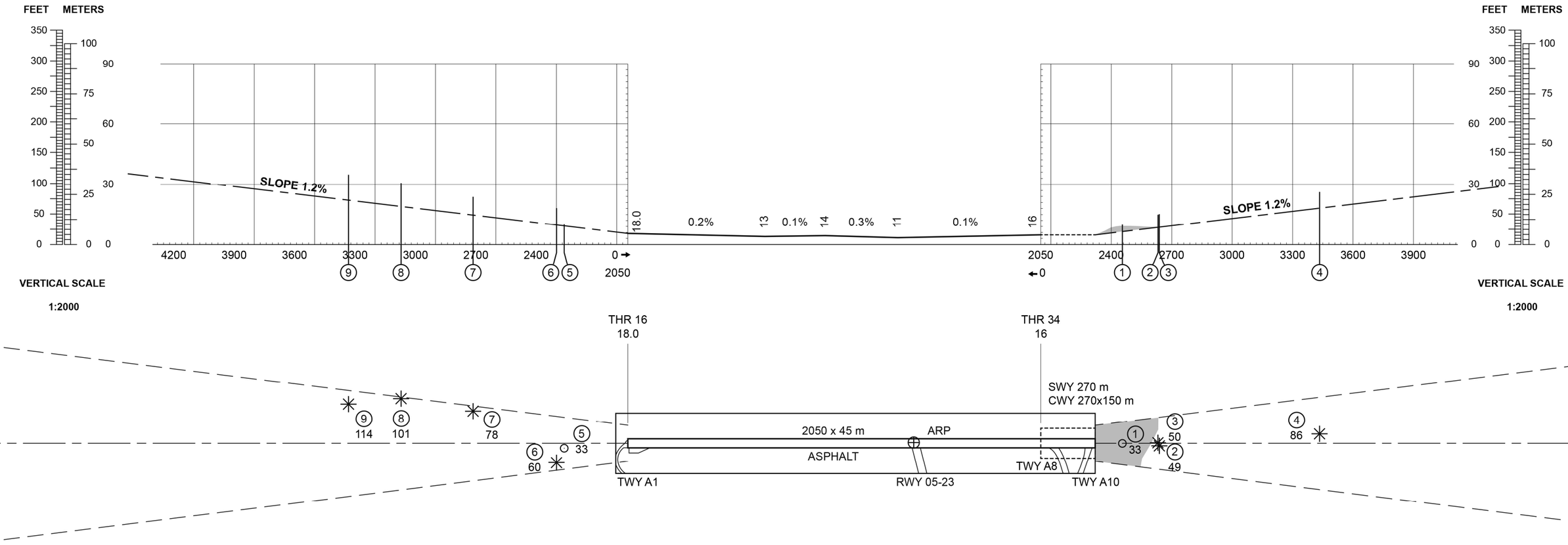
ESMQ 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

AERODROME ELEVATION 18 FEET
MAGNETIC VARIATION 6° E 2020

RUNWAY BEARINGS
16 = GEO 152.17°; MAG 146°
34 = GEO 332.19°; MAG 326°

RWY 16	DECLARED DISTANCES	RWY 34
2050	TAKE-OFF RUN AVAILABLE	2320
2320	TAKE-OFF DISTANCE AVAILABLE	2320
2320	ACCELERATE STOP DIST. AVAILABLE	2320
2050	LANDING DISTANCE AVAILABLE	2050



HORIZONTAL SCALE 1:20 000

METERS
400 200 0 500 1000 1500 2000 2500

1000 500 0 1000 2000 3000 4000 5000 6000 7000 8000
FEET

ORDER OF ACCURACY

HORIZONTAL 5 m
VERTICAL 1 ft

LEGEND	
IDENTIFICATION NUMBER	①
POLE, TOWER, SPIRE, ANTENNA, ETC.	O
TREE OR SHRUB	✳
BUILDING OR LARGE STRUCTURE	

ESNQ 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

ESNQ 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
03	033.65° GEO 024° MAG	2502 x 45	PCN 75 F/B/X/T ASPH	674845.54N 0201913.10E GUND 98 ft	THR 1509 ft
21	213.69° GEO 204° MAG	2502 x 45	PCN 75 F/B/X/T ASPH	674952.75N 0202111.59E GUND 97.0 ft	THR 1432.3 ft TDZ 1443.9 ft

Designations RWY NR	Slope of RWY-SWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	RESA dimensions (m)
1	7	8	9	10	11
03	See ESNQ AOC	-	150 x 180	2622 x 280	90 x 90
21	See ESNQ AOC	-	-	2622 x 280	90 x 90

Designations RWY NR	Location/ description of arresting system	OFZ (Yes/No)	Remarks
1	12	13	14
03	-	No	-
21	-	No	Turn pad RWY 21 outside RWY dimensions PCN 55 F/B/X/T

ESNQ 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
03	2502	2652	2502	2502	-
21	2502	2502	2502	2502	-

DECLARED DISTANCES TAKE-OFF INTERSECTIONS						
RWY Designator	INTERSECTION	TORA (m)	TODA (m)	ASDA (m)		Remarks
1		2	3	4	5	6
03	TWY B	1482	1632	1482	-	-
21	TWY A	1503	1503	1503	-	-

ESNQ 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
03	Calvert CAT I 900 m LIH	Green	PAPI Left/3.00° (55.0 ft)	-	-	2502/60 m White Caution zone 600 m yellow LIH	Red	-
21	Calvert CAT I 900 m LIH	Green	PAPI Left/3.00° (60.4 ft)	-	-	2502/60 m White Caution zone 600 m yellow LIH	Red	-

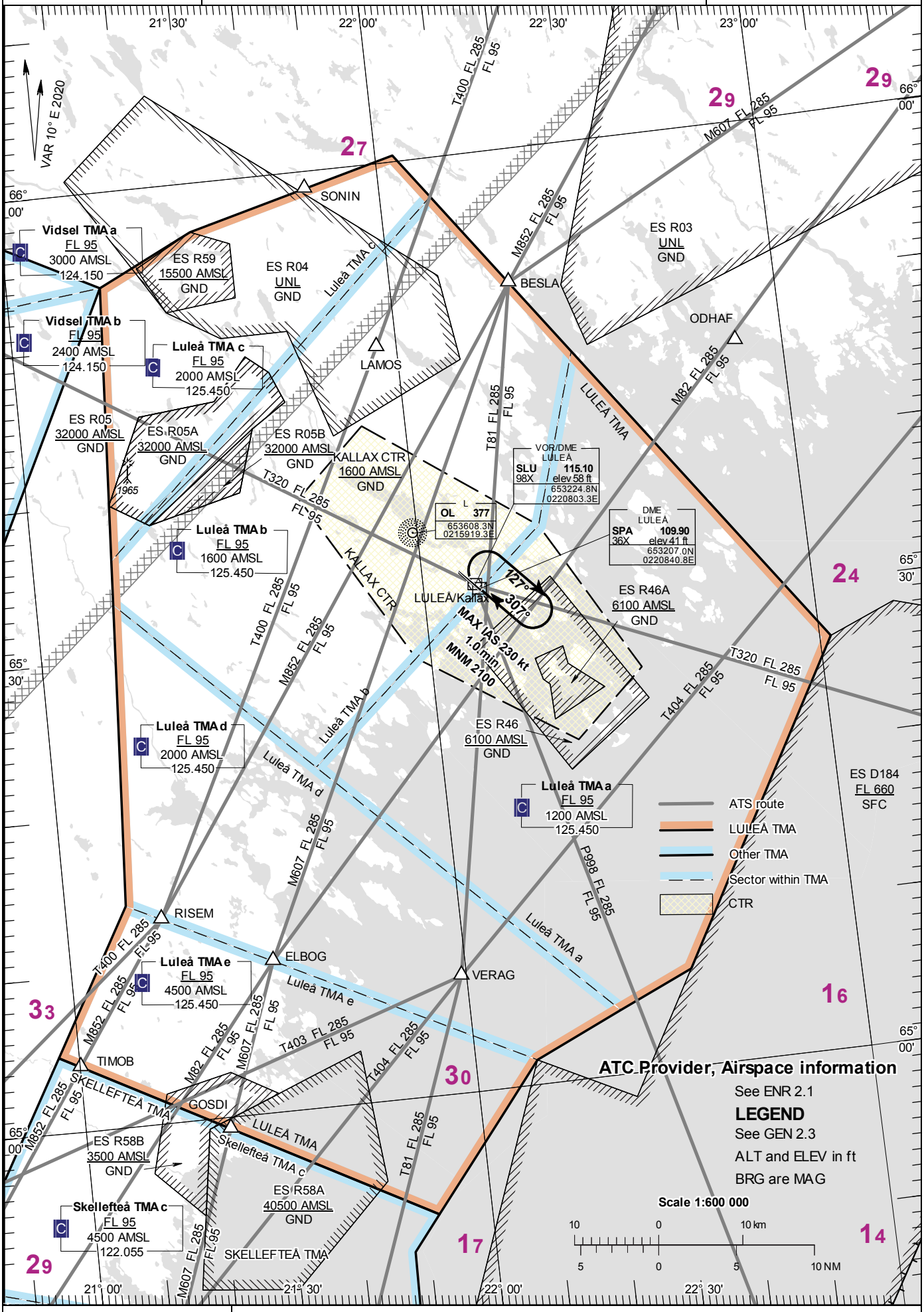
10 Remarks: -

ESNQ 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1.	ABN/IBN location, characteristics and hours of operation	-
2.	LDI location and LGT Anemometer location and LGT	Lighted windsock at strip 140 m NW ARP. Lighted windsock 425 m past THR 03 left side. Lighted windsock 405 m past THR 21 left side. 495 m past THR 03 and 395 m past THR 21, unlighted.
3.	TWY edge and centre line lighting	Edge: TWY A, B, Y CL: -
4.	Secondary power supply/switch-over time	Available/Less than 1 sec
5.	Remarks	-

ESNQ 2.16 HELICOPTER LANDING AREA

RWY 03/21 to be used



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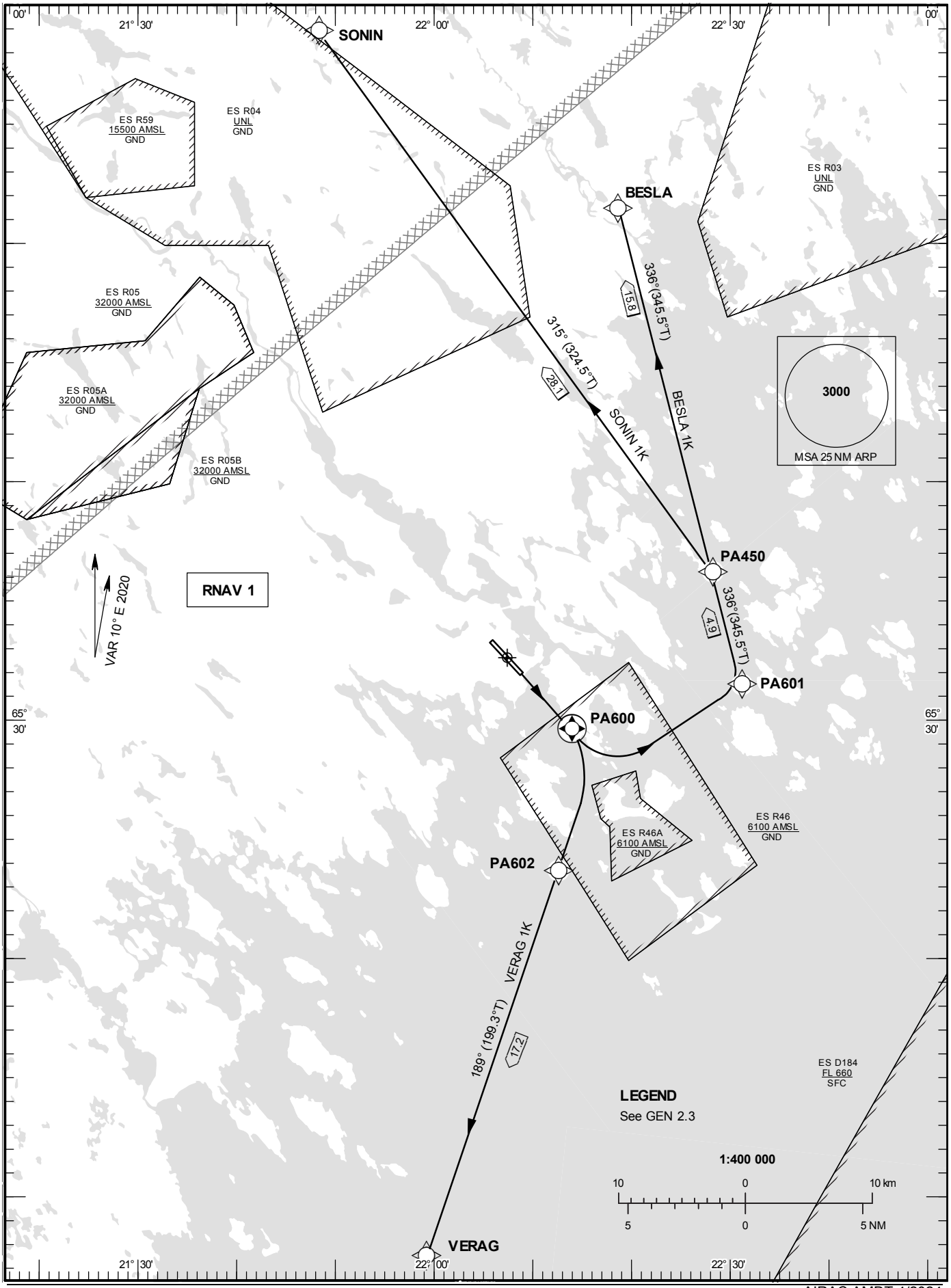
STANDARD INSTRUMENT DEPARTURE CHART (SID) - ICAO

HGT and ALT in ft
BRG are MAG
TA 5000 ft AMSL

KALLAX TOWER	128.200
KALLAX APPROACH	125.450

RNAV (GNSS) SID RWY 14



Prescribed Coding of RNAV SID for RWY 14

RNAV 1 for positioning update.

Operators unable to fly RNAV 1 shall inform ATC "UNABLE RNAV SID". Radar vectors will then be provided.

For ATC reasons, aircraft proceeding on SID shall use 6.6% (400 ft/NM) as minimum climb gradient. Aircraft unable to meet with this procedure shall inform ATC.

BESLA 1K

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/ RDH (°/ft)	Rec Navaid	Navigation Specification
DF	PA600	Y	-	-	-	-	-	-	-	RNAV 1
DF	PA601	-	-	-	L	-	-230	-	-	RNAV 1
TF	PA450	-	336°(345.5°)	4.9	-	-	-	-	-	RNAV 1
TF	BESLA	-	336°(345.5°)	15.8	-	-	-	-	-	RNAV 1

SID instruction: PA600 – PA601(max IAS 230kt until PA601) – PA450 – BESLA

SONIN 1K

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/ RDH (°/ft)	Rec Navaid	Navigation Specification
DF	PA600	Y	-	-	-	-	-	-	-	RNAV 1
DF	PA601	-	-	-	L	-	-230	-	-	RNAV 1
TF	PA450	-	336°(345.5°)	4.9	-	-	-	-	-	RNAV 1
TF	SONIN	-	315°(324.5°)	28.1	-	-	-	-	-	RNAV 1

SID instruction: PA600 – PA601(max IAS 230kt until PA601) – PA450 – SONIN

VERAG 1K

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/ RDH (°/ft)	Rec Navaid	Navigation Specification
DF	PA600	Y	-	-	-	-	-	-	-	RNAV 1
DF	PA602	-	-	-	R	-	-	-	-	RNAV 1
TF	VERAG	-	189°(199.3°)	17.2	-	-	-	-	-	RNAV 1

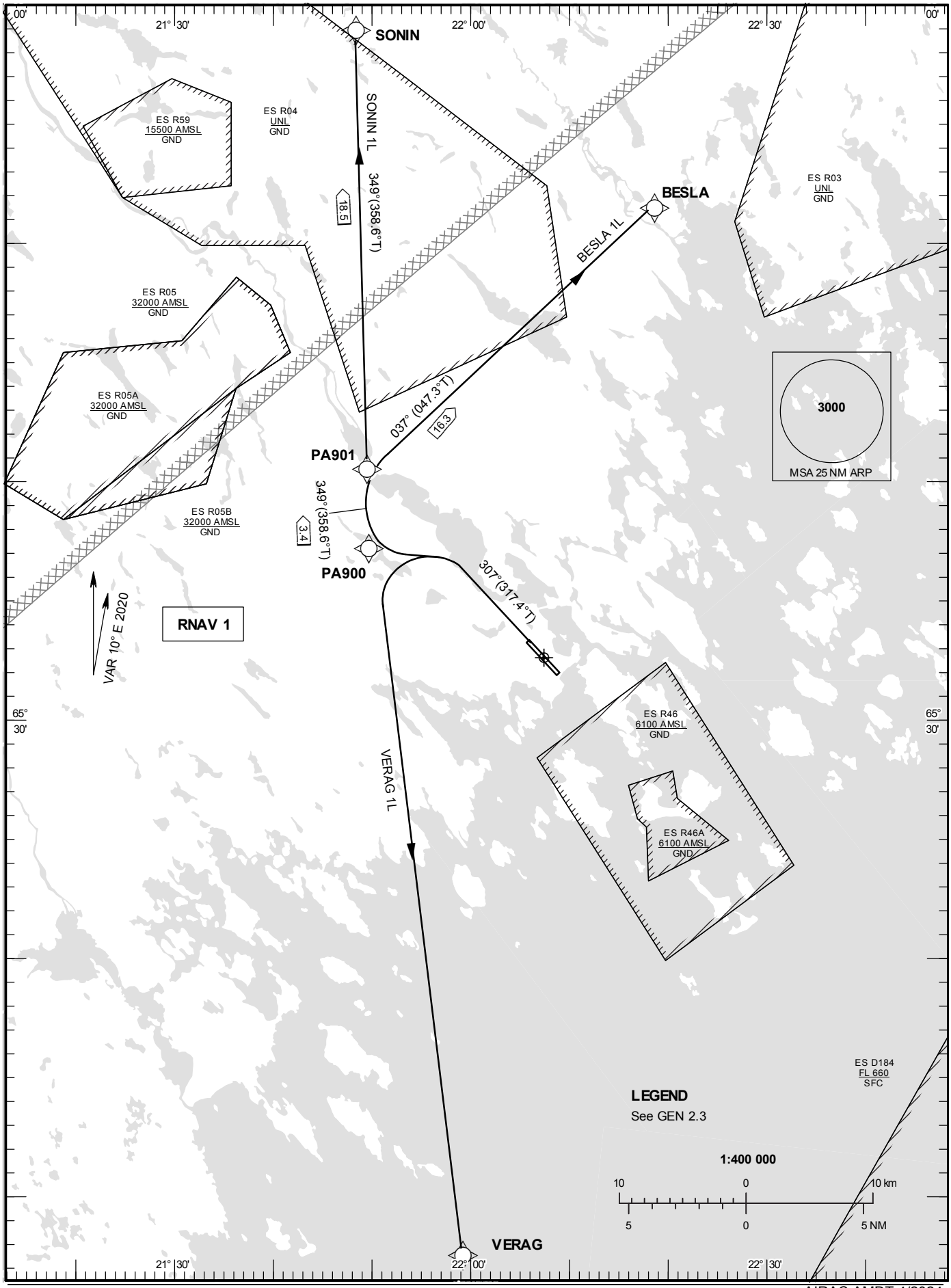
SID instruction: PA600 – PA602 – VERAG

STANDARD INSTRUMENT DEPARTURE CHART (SID) - ICAO

HGT and ALT in ft
BRG are MAG
TA 5000 ft AMSL

KALLAX TOWER	128.200
KALLAX APPROACH	125.450

RNAV (GNSS) SID RWY 32



Prescribed Coding of RNAV SID for RWY 32

RNAV 1 for positioning update.

Operators unable to fly RNAV 1 shall inform ATC "UNABLE RNAV SID". Radar vectors will then be provided.

For ATC reasons, aircraft proceeding on SID shall use 6.6% (400 ft/NM) as minimum climb gradient. Aircraft unable to meet with this procedure shall inform ATC.

BESLA 1L

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/ RDH (°/ft)	Rec Navaid	Navigation Specification
CA	-	-	307°(317.4°)	-	L	@1000	-	-	-	RNAV 1
DF	PA900	-	-	-	-	-	-	-	-	RNAV 1
TF	PA901	-	349°(358.6°)	3.4	-	-	-	-	-	RNAV 1
TF	BESLA	-	037°(047.3°)	16.3	-	-	-	-	-	RNAV 1

SID instruction: Climb on track 307°M to 1000 ft, turn left to PA900 – PA901 – BESLA

SONIN 1L

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/ RDH (°/ft)	Rec Navaid	Navigation Specification
CA	-	-	307°(317.4°)	-	L	@1000	-	-	-	RNAV 1
DF	PA900	-	-	-	-	-	-	-	-	RNAV 1
TF	PA901	-	349°(358.6°)	3.4	-	-	-	-	-	RNAV 1
TF	SONIN	-	349°(358.6°)	18.5	-	-	-	-	-	RNAV 1

SID instruction: Climb on track 307°M to 1000 ft, turn left to PA900 – PA901 – SONIN

VERAG 1L

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/ RDH (°/ft)	Rec Navaid	Navigation Specification
CA	-	-	307°(317.4°)	-	L	@1000	-	-	-	RNAV 1
DF	VERAG	-	-	-	-	-	-	-	-	RNAV 1

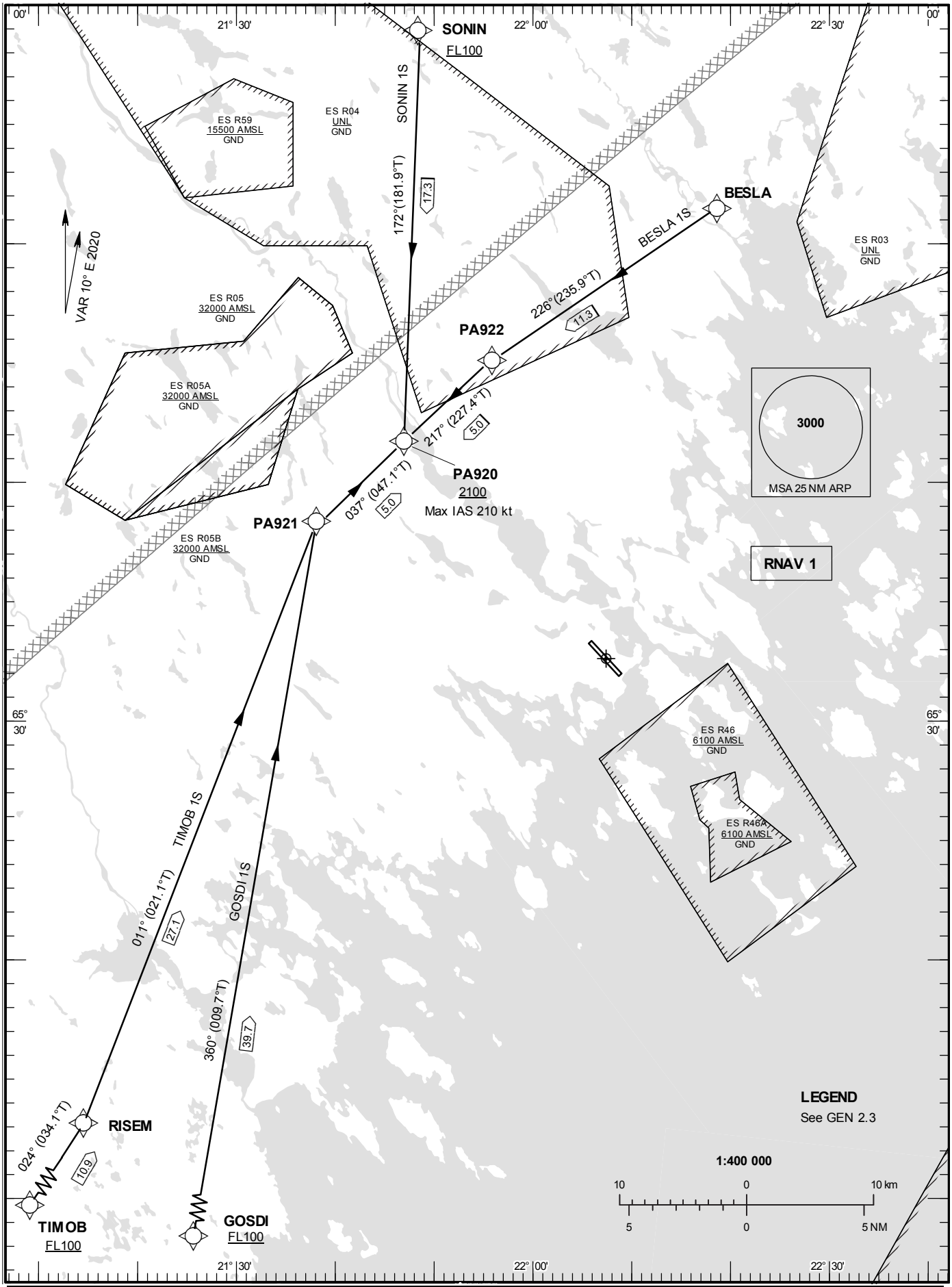
SID instruction: Climb on track 307°M to 1000 ft, turn left to VERAG

STANDARD INSTRUMENT ARRIVAL CHART (STAR) - ICAO

HGT and ALT in ft
BRG are MAG
TA 5000 ft AMSL

KALLAX TOWER	128.200
KALLAX APPROACH	125.450

RNAV (GNSS) STAR RWY 14



Prescribed Coding of RNAV STAR for RWY 14

RNAV 1 for positioning update.

Operators unable to fly RNAV 1 shall inform ATC "UNABLE RNAV STAR". Radar vectors will then be provided.

BESLA 1S: If passing BESLA at FL100 descent gradient 6.0% is needed to be at 2100 ft at FAP/FAF.

SONIN 1S: If passing SONIN at FL100 descent gradient 6.4% is needed to be at 2100 ft at FAP/FAF.

BESLA 1S

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/ RDH (°/ft)	Rec Navaid	Navigation Specification
IF	BESLA	-	-	-	-	-	-	-	-	RNAV 1
TF	PA922	-	226°(235.9°)	11.3	-	-	-	-	-	RNAV 1
TF	PA920	-	217°(227.4°)	5.0	-	+2100	-210	-	-	RNAV 1

STAR instruction: BESLA – PA922 – PA920 (2100 ft or above, max IAS 210 kt)

GOSDI 1S

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/ RDH (°/ft)	Rec Navaid	Navigation Specification
IF	GOSDI	-	-	-	-	+FL100	-	-	-	RNAV 1
TF	PA921	-	360°(009.7°)	39.7	-	-	-	-	-	RNAV 1
TF	PA920	-	037°(047.1°)	5.0	-	+2100	-210	-	-	RNAV 1

STAR instruction: GOSDI (FL100 or above) – PA921 – PA920 (2100 ft or above, max IAS 210 kt)

SONIN 1S

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/ RDH (°/ft)	Rec Navaid	Navigation Specification
IF	SONIN	-	-	-	-	+FL100	-	-	-	RNAV 1
TF	PA920	-	172°(181.9°)	17.3	-	+2100	-210	-	-	RNAV 1

STAR instruction: SONIN (FL100 or above) – PA920 (2100 ft or above, max IAS 210 kt)

TIMOB 1S

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/ RDH (°/ft)	Rec Navaid	Navigation Specification
IF	TIMOB	-	-	-	-	+FL100	-	-	-	RNAV 1
TF	RISEM	-	024°(034.1°)	10.9	-	-	-	-	-	RNAV 1
TF	PA921	-	011°(021.1°)	27.1	-	-	-	-	-	RNAV 1
TF	PA920	-	037°(047.1°)	5.0	-	+2100	-210	-	-	RNAV 1

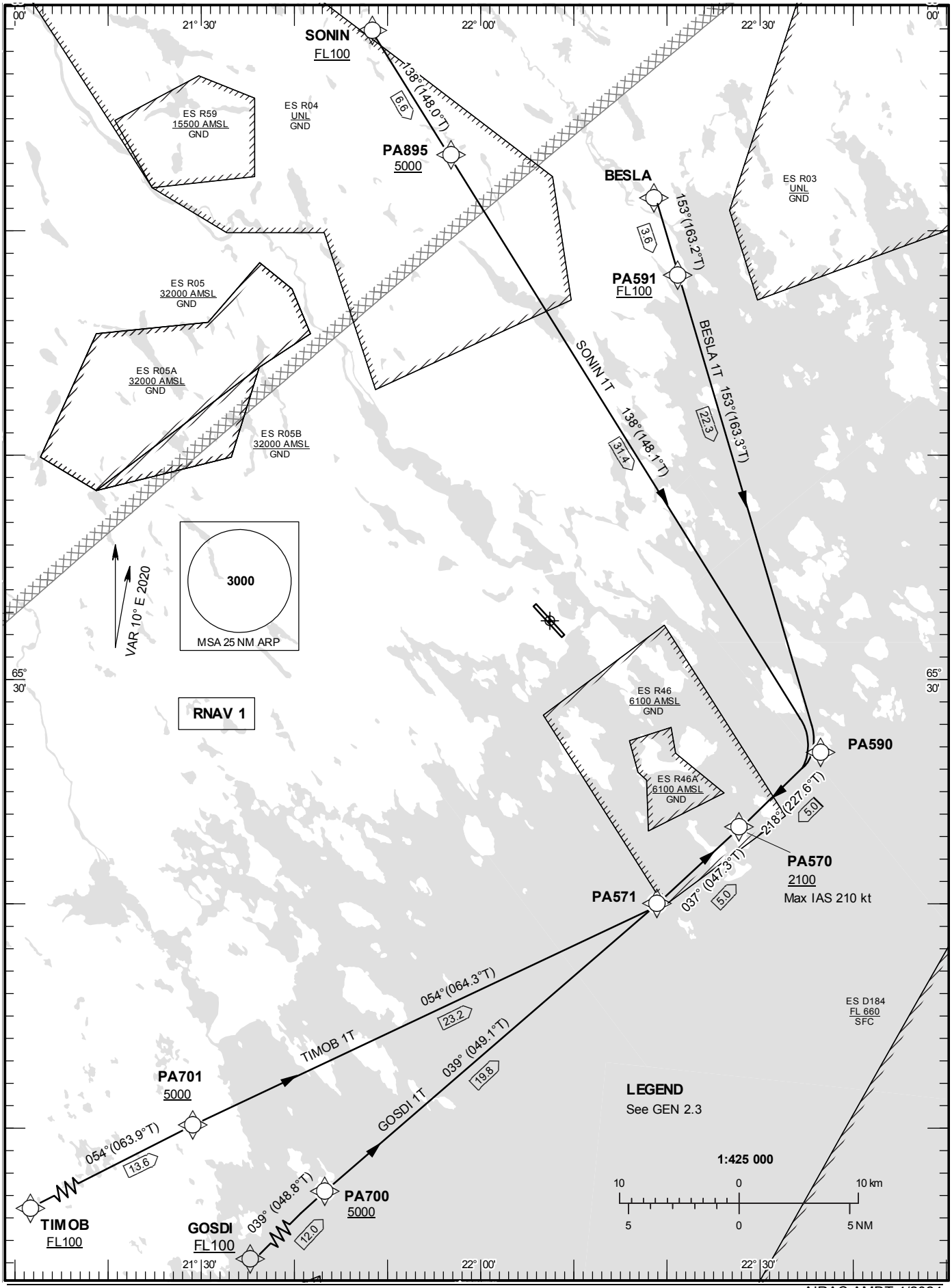
STAR instruction: TIMOB (FL100 or above) – RISEM – PA921 – PA920 (2100 ft or above, max IAS 210 kt)

STANDARD INSTRUMENT ARRIVAL CHART (STAR) - ICAO

HGT and ALT in ft
BRG are MAG
TA 5000 ft AMSL

KALLAX TOWER	128.200
KALLAX APPROACH	125.450

RNAV (GNSS) STAR RWY 32



Prescribed Coding of RNAV STAR for RWY 32

RNAV 1 for positioning update.

Operators unable to fly RNAV 1 shall inform ATC "UNABLE RNAV STAR". Radar vectors will then be provided.

BESLA 1T

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/ RDH (°/ft)	Rec Navaid	Navigation Specification
IF	BESLA	-	-	-	-	-	-	-	-	RNAV 1
TF	PA591	-	153°(163.2°)	3.6	-	+FL100	-	-	-	RNAV 1
TF	PA590	-	153°(163.3°)	22.3	-	-	-	-	-	RNAV 1
TF	PA570	-	218°(227.6°)	5.0	-	+2100	-210	-	-	RNAV 1

STAR instruction: BESLA – PA591 (FL100 or above) – PA590 – PA570 (2100 ft or above, max IAS 210 kt)

GOSDI 1T

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/ RDH (°/ft)	Rec Navaid	Navigation Specification
IF	GOSDI	-	-	-	-	+FL100	-	-	-	RNAV 1
TF	PA700	-	039°(048.8°)	12.0	-	+5000	-	-	-	RNAV 1
TF	PA571	-	039°(049.1°)	19.8	-	-	-	-	-	RNAV 1
TF	PA570	-	037°(047.3°)	5.0	-	+2100	-210	-	-	RNAV 1

STAR instruction: GOSDI (FL100 or above) – PA700 (5000 ft or above) – PA571 – PA570 (2100 ft or above, max IAS 210 kt)

SONIN 1T

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/ RDH (°/ft)	Rec Navaid	Navigation Specification
IF	SONIN	-	-	-	-	+FL100	-	-	-	RNAV 1
TF	PA895	-	138°(148.0°)	6.6	-	+5000	-	-	-	RNAV 1
TF	PA590	-	138°(148.1°)	31.4	-	-	-	-	-	RNAV 1
TF	PA570	-	218°(227.6°)	5.0	-	+2100	-210	-	-	RNAV 1

STAR instruction: SONIN (FL100 or above) – PA895 (5000 ft or above) – PA590 – PA570 (2100 ft or above, max IAS 210 kt)

TIMOB 1T

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/ RDH (°/ft)	Rec Navaid	Navigation Specification
IF	TIMOB	-	-	-	-	+FL100	-	-	-	RNAV 1
TF	PA701	-	054°(063.9°)	13.6	-	+5000	-	-	-	RNAV 1
TF	PA571	-	054°(064.3°)	23.2	-	-	-	-	-	RNAV 1
TF	PA570	-	037°(047.3°)	5.0	-	+2100	-210	-	-	RNAV 1

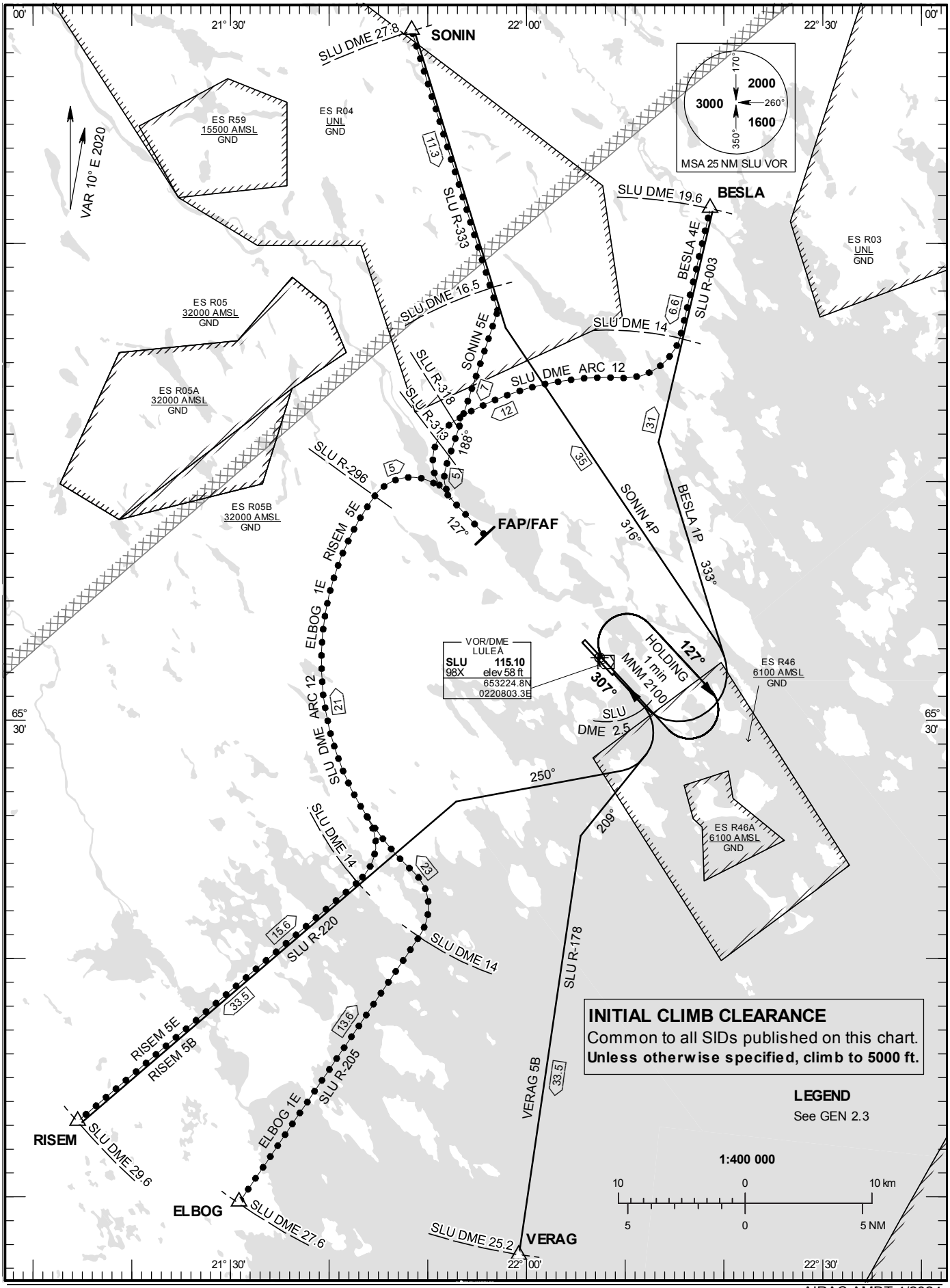
STAR instruction: TIMOB (FL100 or above) – PA701 (5000 ft or above) – PA571 – PA570 (2100 ft or above, max IAS 210 kt)

STANDARD INSTRUMENT DEPARTURE AND ARRIVAL CHART (SID/STAR) - ICAO

HGT and ALT in ft
BRG are MAG
TA 5000 ft AMSL

KALLAX TOWER	128.200
KALLAX APPROACH	125.450

RWY 14



DEPARTURE (SID) RWY 14

REMARK

MNM climb gradient required by ATC: Aircraft proceeding on SID shall use 6.6% (400 ft/NM). Aircraft unable to confirm to this procedure shall inform ATC accordingly

BESLA ONE PAPA DEPARTURE (BESLA 1P)
(For PROP ACFT only.)
Straight ahead to SLU DME 2.5 (MNM 230 ft/NM until SLU DME 2.5). Turn left to track 333°, intercept SLU R-003 and proceed to BESLA..

RISEM FIVE BRAVO DEPARTURE (RISEM 5B)
Straight ahead to SLU DME 2.5. Turn right to track 250°, intercept SLU R-220 and proceed to RISEM.

SONIN FOUR PAPA DEPARTURE (SONIN 4P)
(For PROP ACFT only.)
Straight ahead to SLU DME 2.5 (MNM 230 ft/NM until SLU DME 2.5). Turn left to track 316°, intercept SLU R-333 and proceed to SONIN.

VERAG FIVE BRAVO DEPARTURE (VERAG 5B)
Straight ahead to SLU DME 2.5. Turn right to track 209°, intercept SLU R-178 and proceed to VERAG.

ARRIVAL (STAR) RWY 14

BESLA FOUR ECHO ARRIVAL (BESLA 4E)
At BESLA intercept SLU R-003 and proceed to SLU DME 14.0. Turn right and proceed on SLU DME ARC 12. At SLU R-318, turn left and intercept LOC PA, not below 2100 ft until FAP/FAF.

ELBOG ONE ECHO ARRIVAL (ELBOG 1E)
At ELBOG intercept SLU R-205 and proceed to SLU DME 14.0, not below 2500 ft. Turn left and proceed on SLU DME ARC 12. At SLU R-296, turn right and intercept LOC PA, not below 2100 ft until FAP/FAF.

RISEM FIVE ECHO ARRIVAL (RISEM 5E)
At RISEM intercept SLU R-220 and proceed to SLU DME 14.0, not below 2500 ft. Turn left and proceed on SLU DME ARC 12. At SLU R-296, turn right to intercept LOC PA, not below 2100 ft until FAP/FAF.

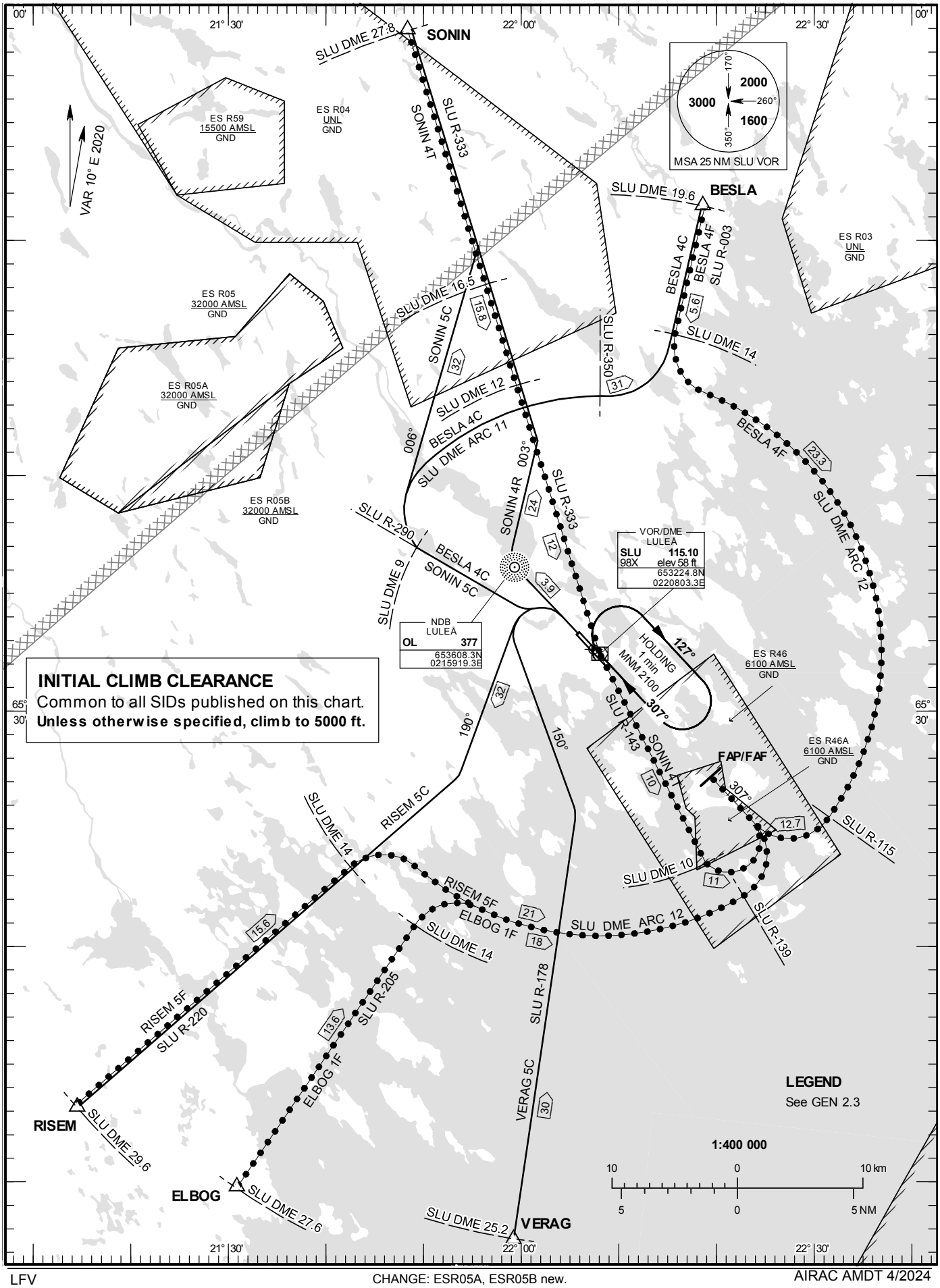
SONIN FIVE ECHO ARRIVAL (SONIN 5E)
At SONIN intercept SLU R-333 and proceed to SLU DME 16.5, not below 2500 ft. Turn right to track 188°. At SLU R-313, turn left to intercept LOC PA not below 2100 ft until FAP/FAF.

STANDARD INSTRUMENT DEPARTURE AND ARRIVAL CHART (SID/STAR) - ICAO

HGT and ALT in ft
BRG are MAG
TA 5000 ft AMSL

KALLAX TOWER	128.200
KALLAX APPROACH	125.450

RWY 32



DEPARTURE (SID) RWY 32

REMARK
MNM climb gradient required by ATC: Aircraft proceeding on SID shall use 6.6 % (400 ft/NM). Aircraft unable to conform to this procedure shall inform ATC accordingly.

BESLA FOUR CHARLIE DEPARTURE (BESLA 4C)
Straight ahead to 1000 ft. Turn left, intercept SLU R-290 and proceed to SLU DME 9.0. Turn right and proceed on SLU DME ARC 11.0. At SLU R-350 turn left, intercept SLU R-003 and proceed to BESLA.

RISEM FIVE CHARLIE DEPARTURE (RISEM 5C)
Straight ahead to 1000 ft. Turn left to track 190°, intercept SLU R-220 and proceed to RISEM.

SONIN FOUR ROMEO DEPARTURE (SONIN 4R)
(For PROP ACFT only.)
Straight ahead to OL, turn right to track 003°, intercept SLU R-333 and proceed to SONIN.

SONIN FIVE CHARLIE DEPARTURE (SONIN 5C)
Straight ahead to 1000 ft. Turn left, intercept SLU R-290 and proceed to SLU DME 9.0. Turn right to track 006° and intercept SLU R-333 and proceed to SONIN.

VERAG FIVE CHARLIE DEPARTURE (VERAG 5C)
Straight ahead to 1000 ft. Turn left to track 150°, intercept SLU R-178 and proceed to VERAG.

ARRIVAL (STAR) RWY 32

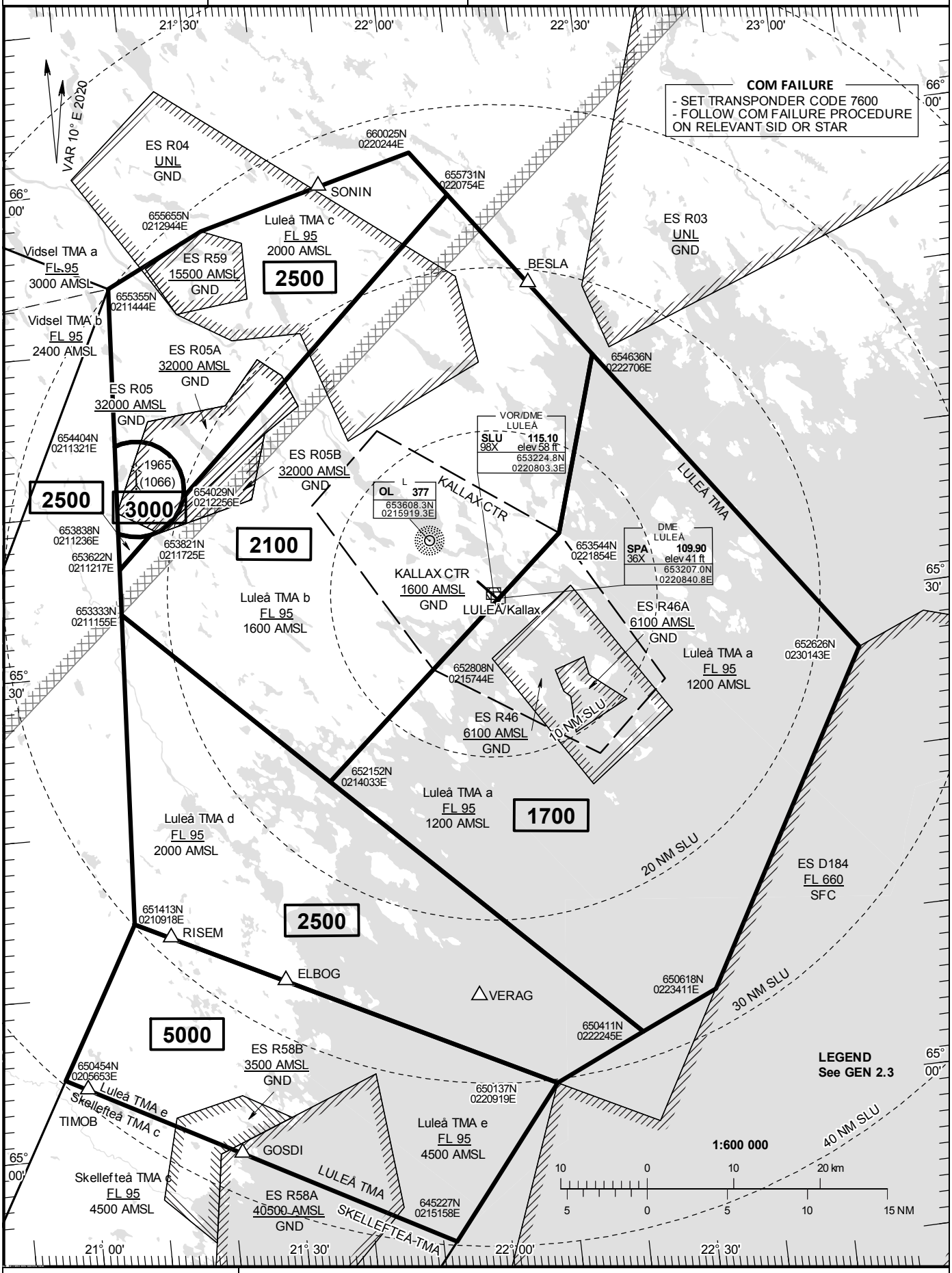
BESLA FOUR FOXTROT ARRIVAL (BESLA 4F)
At BESLA intercept SLU R-003 and proceed to SLU DME 14.0. Turn left and proceed on SLU DME ARC 12. At SLU R-115 turn right and intercept LOC SPA, not below 2100 ft until FAP/FAF.

ELBOG ONE FOXTROT ARRIVAL (ELBOG 1F)
At ELBOG intercept SLU R-205 and proceed to SLU DME 14.0, not below 2500 ft. Turn right and proceed on SLU DME ARC 12. At SLU R-139, turn left and intercept LOC SPA, not below 2100 ft until FAP/FAF.

RISEM FIVE FOXTROT ARRIVAL (RISEM 5F)
At RISEM intercept SLU R-220 and proceed to SLU DME 14.0, not below 2500 ft. Turn right and proceed on SLU DME ARC 12. At SLU R-139 turn left and intercept LOC SPA, not below 2100 ft until FAP/FAF.

SONIN FOUR TANGO ARRIVAL (SONIN 4T)
(For PROP ACFT only.)
At SONIN intercept SLU R-333 and proceed to SLU, not below 2500 ft. At SLU intercept SLU R-143 and proceed to SLU DME 10.0. Turn left to intercept LOC SPA, not below 2100 ft until FAP/FAF.

AD ELEV 65 FEET **HGT and ALT in ft** **TA 5000 AMSL**	**KALLAX TOWER 128.200** **KALLAX APPROACH 125.450**	THIS CHART MAY ONLY BE USED FOR CROSS-CHECKING OF ASSIGNED ALTITUDES WHILST IN RECEIPT OF RADAR SERVICE LEVELS ASSIGNED BY ATC INCLUDE A CORRECTION FOR LOW TEMPERATURE EFFECT



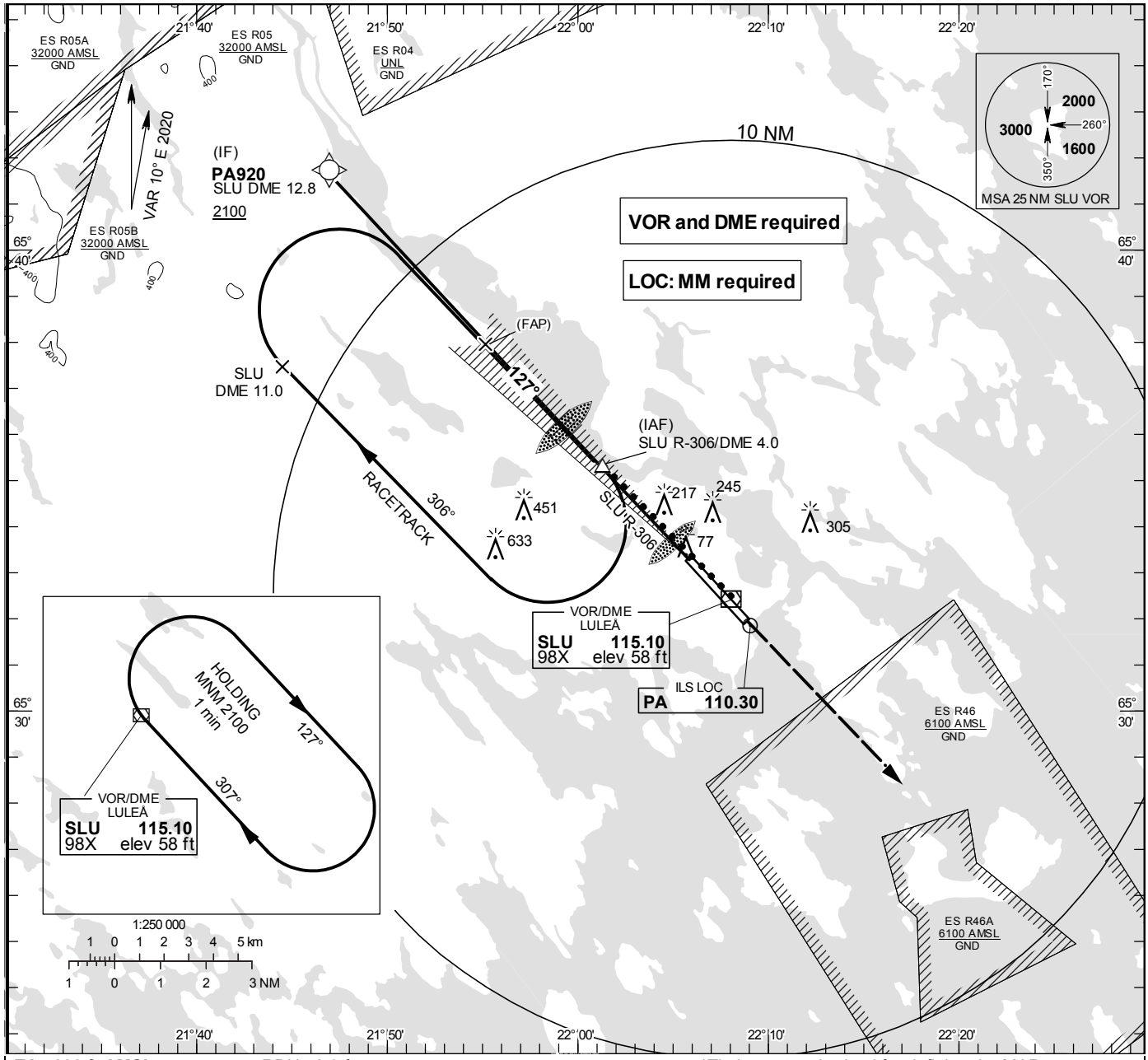
Reverse side intentionally blank

INSTRUMENT APPROACH CHART – ICAO

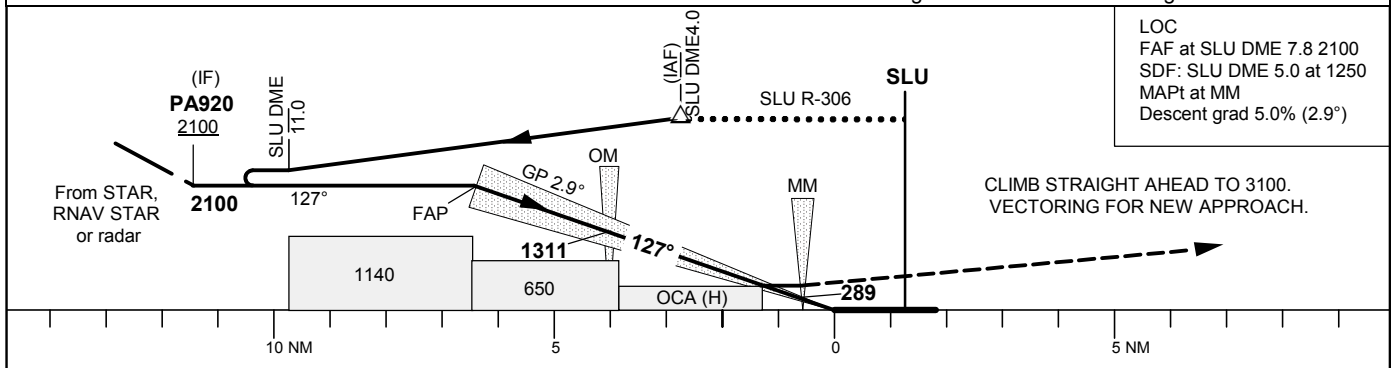
THR ELEV 65.3 ft, AD ELEV 65 ft
OCH are related to THR.
Circling OCH are related to AD ELEV.
BRG are MAG
ALT. HGT and ELEV in ft.

KALLAX TOWER	128.200
KALLAX APPROACH	125.450

ILS z or LOC z RWY 14



TA 5000 ft AMSL RDH 50.9 ft *Timing not authorized for defining the MAPt



OCA (H)					
Cat of ACFT		A	B	C	D
Straight-in Approach	CAT I	217 (152)	225 (160)	235 (170)	244 (179)
	LOC	450 (390)			
Circling		550 (490)	610 (550)	850 (790)	1030 (970)

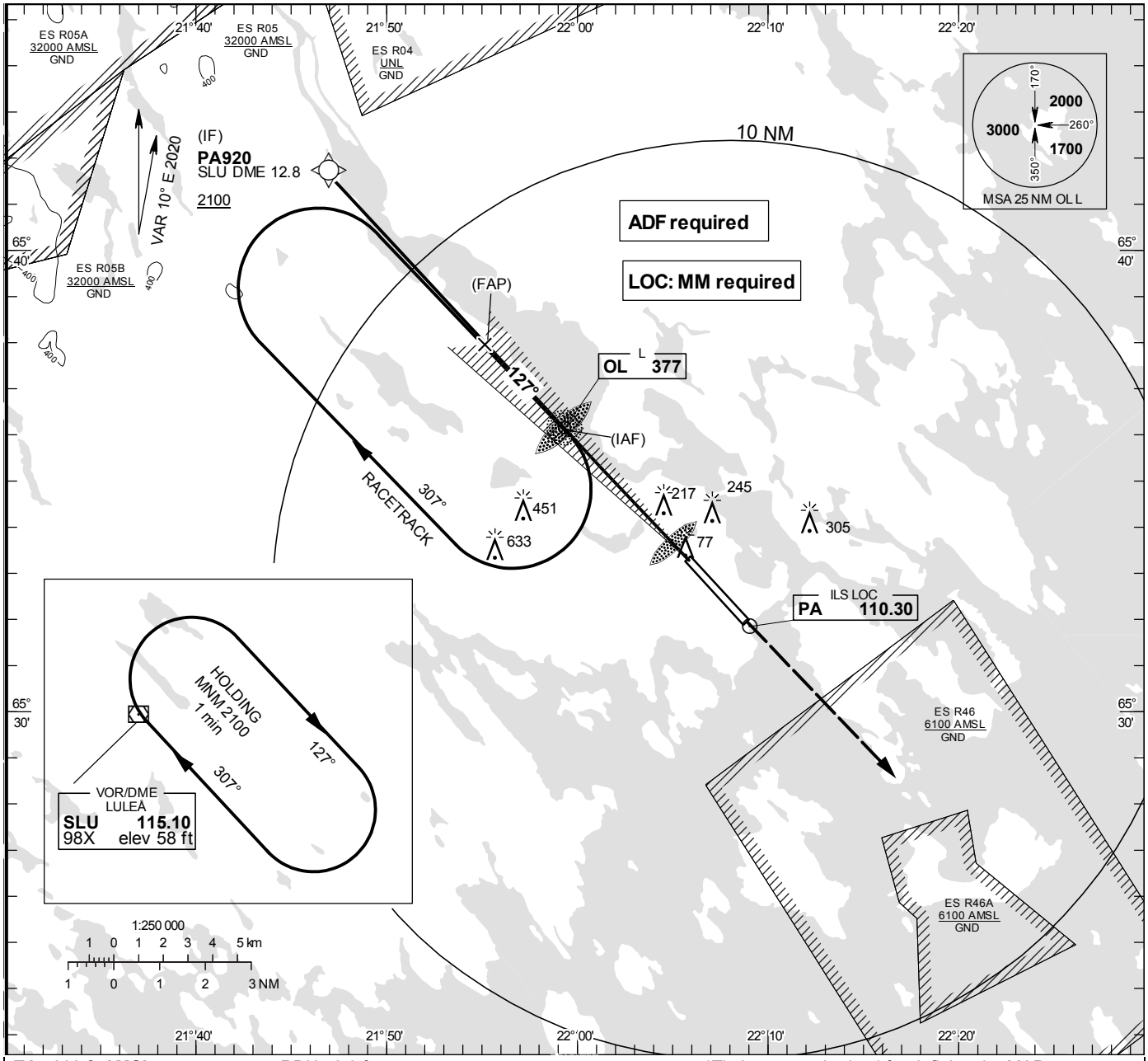
Final approach	LOC Distance FAF-MAPt 6.0 NM*					
DME SLU NM	7	6	5	4	3	
ALT	1860	1550	1250	950	640	
GS	kt	80	100	120	140	160	180
Time	min:s	4:28	3:35	2:59	2:33	2:14	1:59
Rate of descent	ft/min	405	505	605	710	810	910

ILS y or LOC y RWY 14

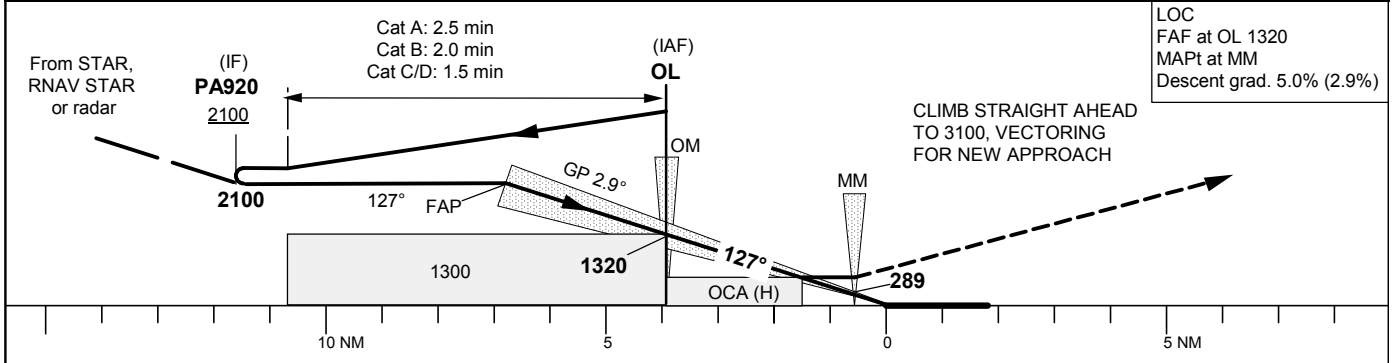
KALLAX TOWER	128.200
KALLAX APPROACH	125.450

THR ELEV 65.3 ft, AD ELEV 65 ft
OCH are related to THR.
Circling OCH are related to AD ELEV.
BRG are MAG
ALT. HGT and ELEV in ft.

INSTRUMENT APPROACH CHART – ICAO



TA 5000 ft AMSL RDH 50.9 ft *Timing not authorized for defining the MAPt



LOC
FAF at OL 1320
MAPt at MM
Descent grad. 5.0% (2.9%)

OCA (H)					
Cat of ACFT		A	B	C	D
Straight-in Approach	Cat I	217 (152)	225 (160)	235 (170)	244 (179)
	LOC	450 (390)			
Circling		550 (490)	610 (550)	850 (790)	1030 (970)

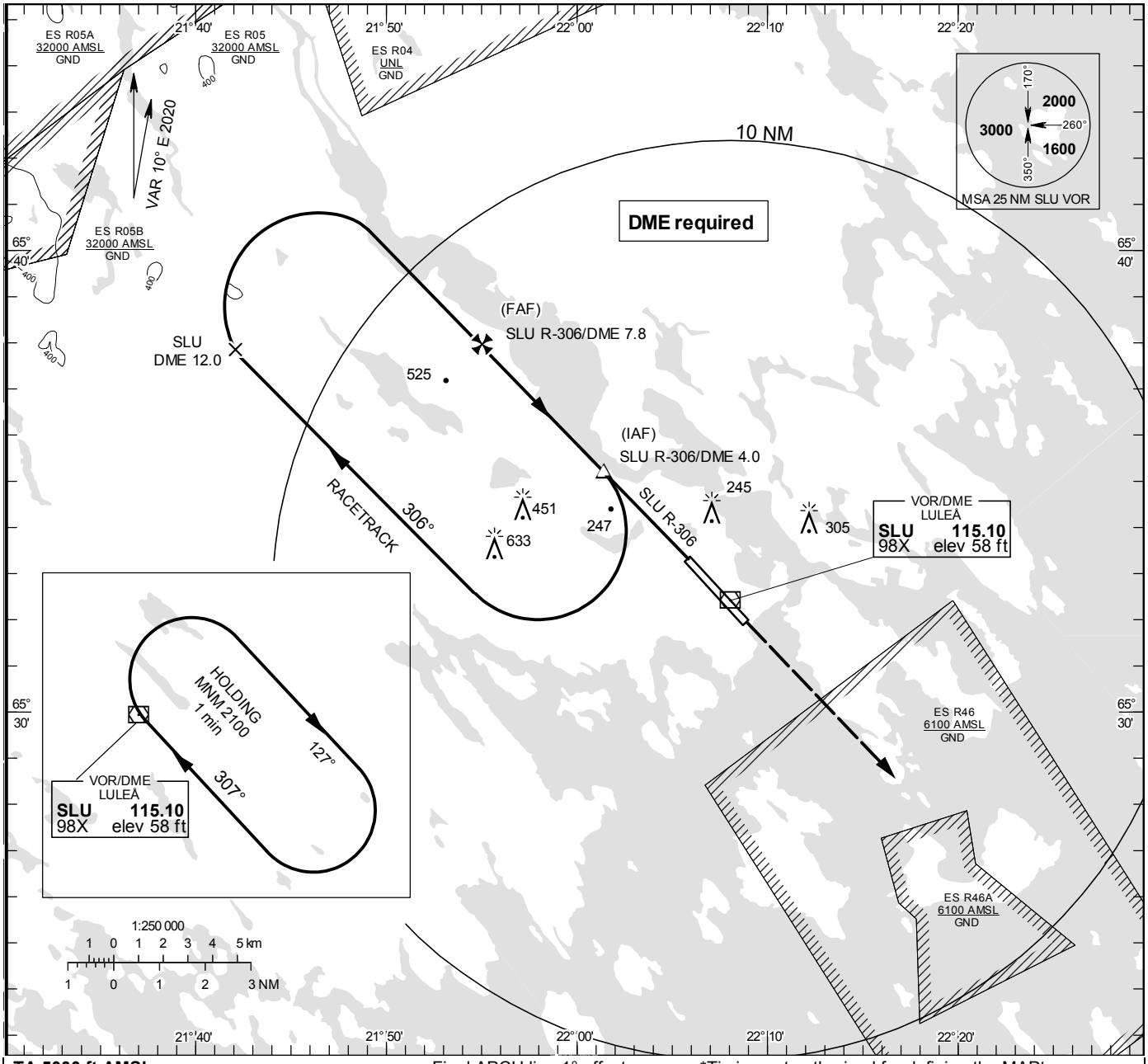
Final approach	LOC Distance FAF-MAPt 3.4 NM*						
DME SLU NM	5		4		3		
ALT	1250		950		640		
GS	kt	80	100	120	140	160	180
Time	min:s	2:32	2:01	1:41	1:27	1:16	1:07
Rate of descent	ft/min	405	505	605	710	810	910

INSTRUMENT APPROACH CHART – ICAO

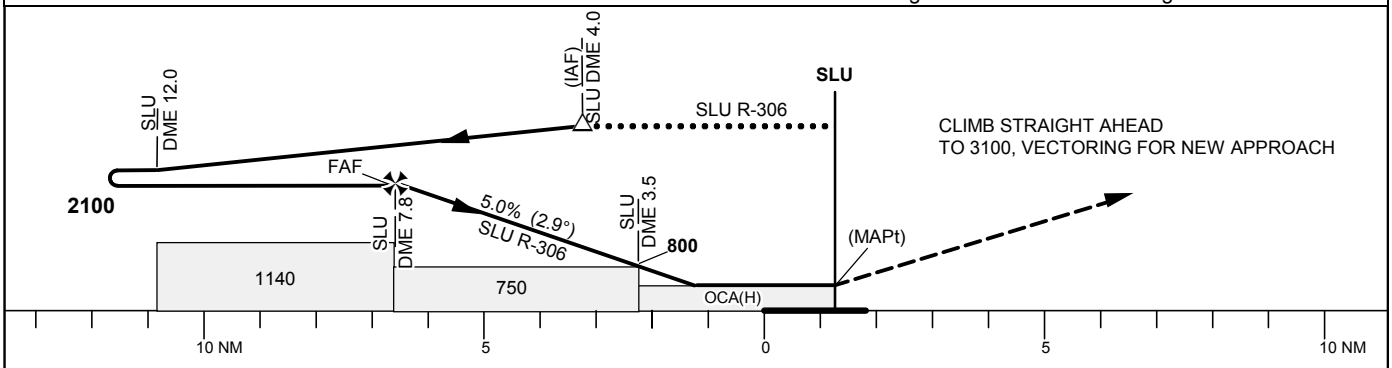
VOR RWY 14

THR ELEV 65.3 ft, AD ELEV 65 ft
OCH are related to THR.
Circling OCH are related to AD ELEV.
BRG are MAG
ALT. HGT and ELEV in ft.

KALLAX TOWER	128.200
KALLAX APPROACH	125.450



TA 5000 ft AMSL Final APCH line 1° offset *Timing not authorized for defining the MAPt



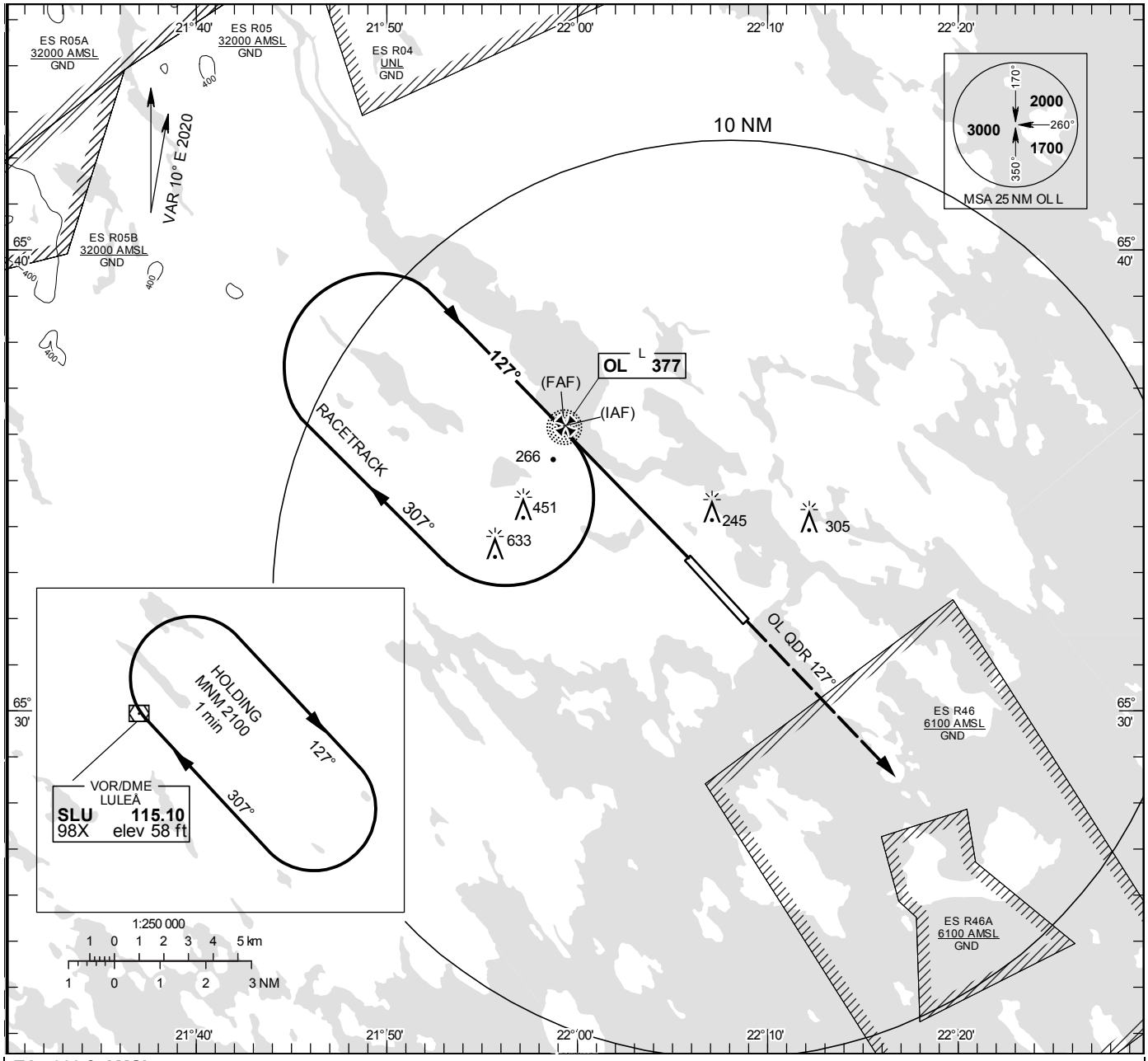
OCA (H)					Final approach	Distance FAF-MAPt 7.8 NM*					
Cat of ACFT	A	B	C	D	DME SLU NM	7	6	5	4	3	
Straight-in Approach	500 (440)				ALT	1860	1550	1250	940	640	
					GS	kt	80	100	120	140	160	180
Circling	550 (490)	610 (550)	850 (790)	1030 (970)	Time	min:s	5:51	4:41	3:54	3:20	2:55	2:36
					Rate of descent	ft/min	405	505	605	710	810	910

NDB RWY 14

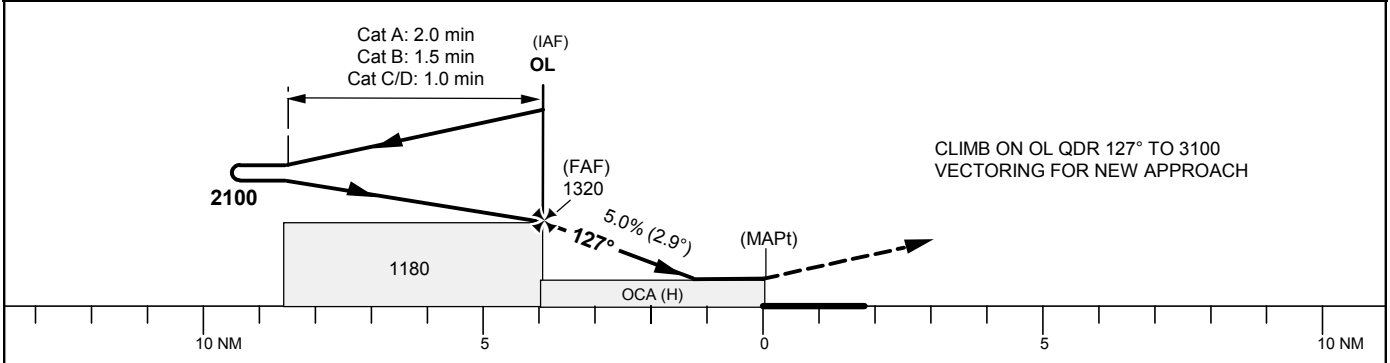
KALLAX TOWER	128.200
KALLAX APPROACH	125.450

THR ELEV 65.3 ft, AD ELEV 65 ft
OCH are related to THR.
Circling OCH are related to AD ELEV.
BRG are MAG
ALT. HGT and ELEV in ft.

INSTRUMENT APPROACH CHART – ICAO



TA 5000 ft AMSL



OCA (H)				
Cat of ACFT	A	B	C	D
Straight-in Approach	520 (460)			
Circling	550 (490)	610 (550)	850 (790)	1030 (970)

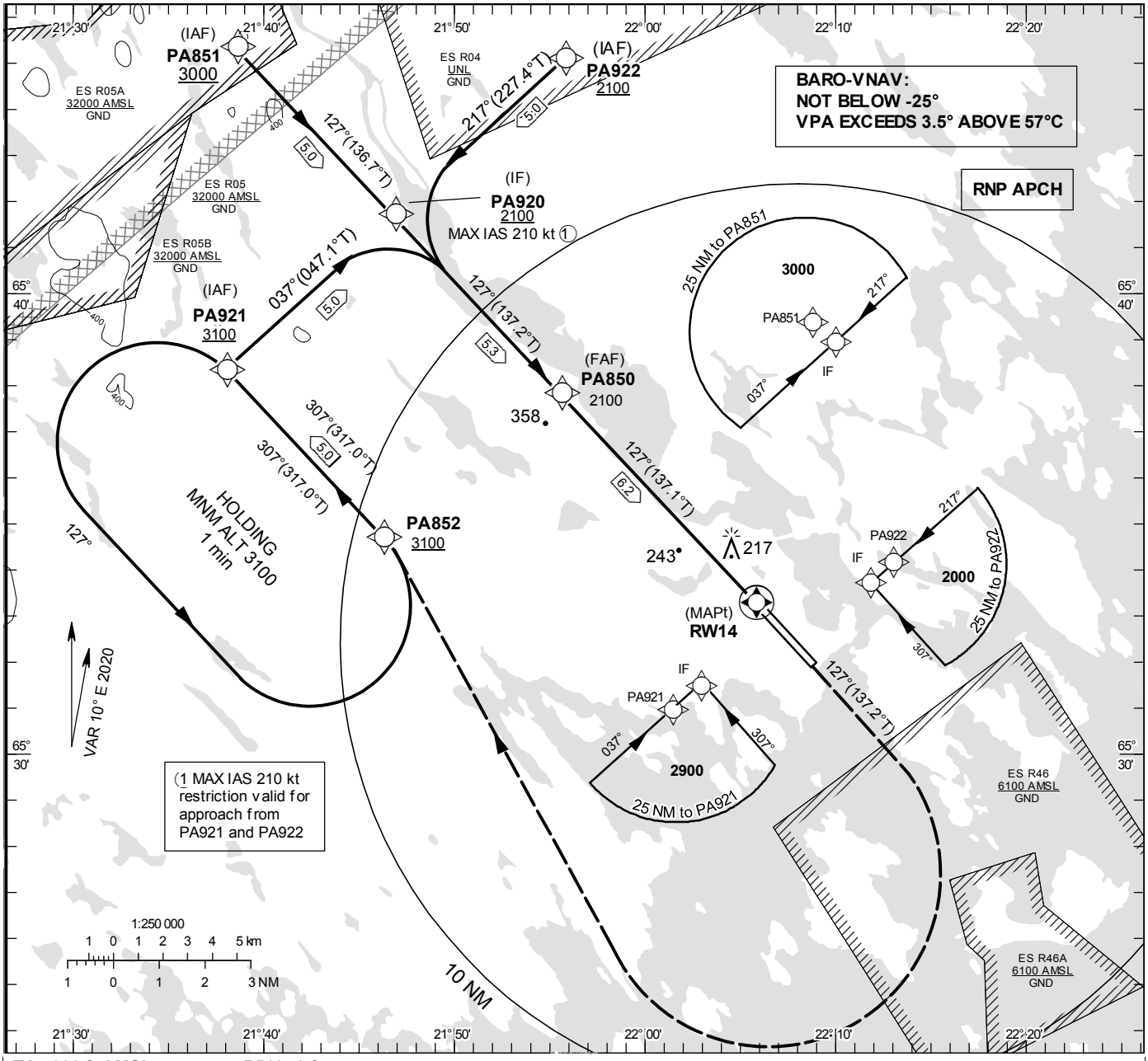
Final approach	Distance FAF-MAPt 3.9 NM						
DME SLU NM	5		4		3		
ALT	1250		940		640		
GS	kt	80	100	120	140	160	180
Time	min:s	2:57	2:22	1:58	1:41	1:29	1:19
Rate of descent	ft/min	405	505	605	710	810	910

INSTRUMENT APPROACH CHART – ICAO

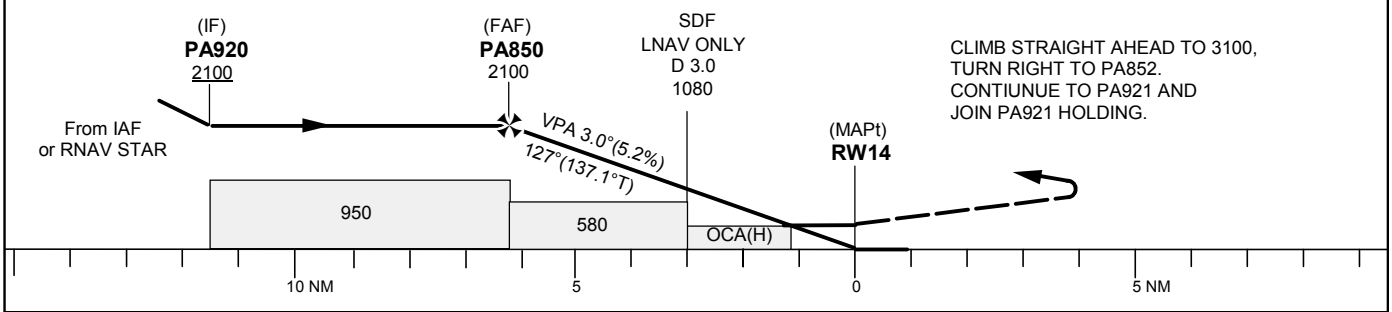
THR ELEV 65.3 ft, AD ELEV 65 ft
OCH are related to THR.
BRG are MAG (True).
ALT, HGT and ELEV in ft.

KALLAX TOWER	128.200
KALLAX APPROACH	125.450

RNP RWY 14 (LNAV, LNAV/VNAV only)



TA 5000 ft AMSL RDH 50 ft



OCA (H)					Final approach	Distance FAF-MAPt 6.2 NM					
Cat of ACFT	A	B	C	D	Dist to RW14	6	5	4	3	2	
LNAV/VNAV	348 (283)	360 (295)	368 (303)	378 (313)	ALT	2030	1710	1390	1070	750	
LNAV	490 (430)				GS	kt	80	100	120	140	160	180
					Rate of descent	ft/min	425	530	635	745	850	955

RNP RWY 14 via PA921

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/ RDH (°/ft)	Rec Navaid	Navigation Specification
IF	PA921	-	-	-	-	+3100	-	-	-	RNP APCH
TF	PA920	-	037°(047.1°)	5.0	-	+2100	-210	-	-	RNP APCH

RNP RWY 14 via PA922

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/ RDH (°/ft)	Rec Navaid	Navigation Specification
IF	PA922	-	-	-	-	+2100	-	-	-	RNP APCH
TF	PA920	-	217°(227.4°)	5.0	-	+2100	-210	-	-	RNP APCH

RNP RWY 14 via PA851

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/ RDH (°/ft)	Rec Navaid	Navigation Specification
IF	PA851	-	-	-	-	+3000	-	-	-	RNP APCH
TF	PA920	-	127°(136.7°)	5.0	-	+2100	-	-	-	RNP APCH

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/ RDH (°/ft)	Rec Navaid	Navigation Specification
IF	PA920	-	-	-	-	+2100	-	-	-	RNP APCH
TF	PA850	-	127°(137.2°)	5.3	-	@2100	-	-	-	RNP APCH
TF	RW14	Y	127°(137.1°)	6.2	-	@115	-	-3.0/50	-	RNP APCH
CA	-	-	127°(137.2°)	-	-	+3100	-	-	-	RNP APCH
DF	PA852	-	-	-	R	-	-	-	-	RNP APCH
TF	PA921	-	307° (317.0°)	5.0	-	+3100	-	-	-	RNP APCH

Holding PA921

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/ RDH (°/ft)	Rec Navaid	Navigation Specification
HM	PA921	Y	307°(317.0°)	-	L	+3100	-	-	-	RNAV 1

VISUAL APPROACH CHART - ICAO

1:250000
1 0 1 2 3 4 5 km
1 0 1 2 3 NM

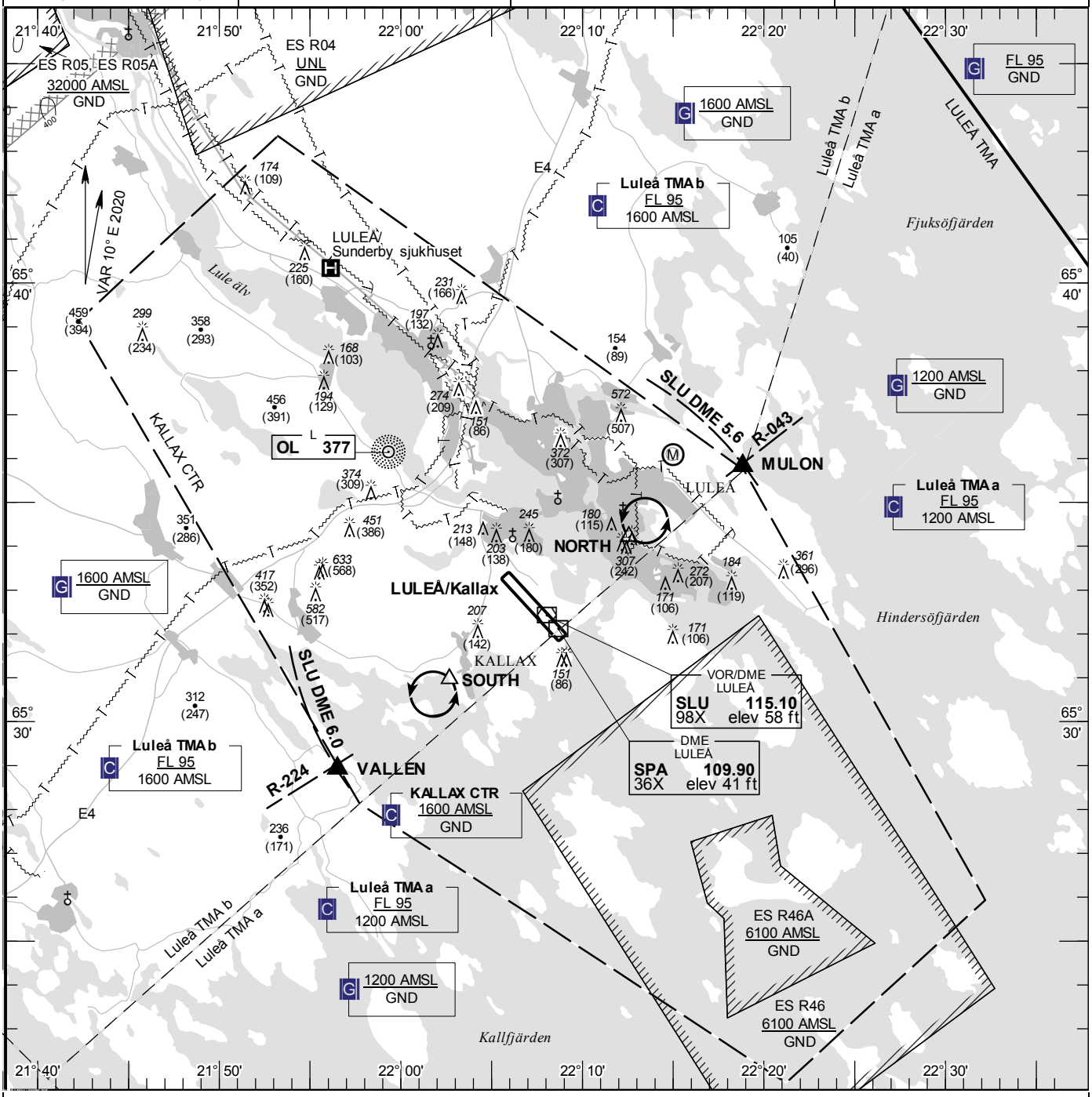
AD ELEV 65 FEET

ELEV and ALT in ft
HGT in ft above AD ELEV

TA 5000 AMSL

KALLAX TOWER 128.200
KALLAX APPROACH 125.450

LULEÅ/Kallax SWEDEN



Communication failure

1 SQUAWK 7600
2 Enter CTR via MULON – Holding NORTH or via VALLEN – Holding SOUTH at or below 1000 ft GND to traffic circuit. Transmit blind your intentions.
3 Flash LDG-lights and watch TWR for optical signals.

Remark

Model flying sector Jupiter

RWY NR	THR ELEV	PAPI (MEHT)
14	65.3 ft	Left/2.86° (57 ft)
32	21.0 ft	Left/2.86° (57 ft)

Legend

See GEN 2.3

Entry / exit point

MULON	653549N 0221850E
VALLEN	652855N 0215630E

Holding

NORTH: Hold north east of the steelworks, north east of point 653411N 0221234E

SOUTH: Hold at waterarea south west Kallax, south west of point 653057N 0220240E

ESNL 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1.	**Apron surface and strength**	**Apron ASPH PCN 35 F/B/X/T Stand 1 CONC.**
2.	**Taxiway width, surface and strength**	**TWY A 23 m ASPH PCN 35 F/B/X/T**
3.	**ACL, location and elevation**	**Apron 691 ft**
4.	**VOR checkpoints**	**-**
5.	**INS checkpoints**	**-**
6.	**Remarks**	**-**

ESNL 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**	**RWY 14/32:**	**Designator, THR TDZ, CL, edges day marked. RTHL, REDL, RENL.**
		TWY A:	**CL, HLDG day marked. Edge lights, RGL.**
3.	**Stop bars**	**-**	
4.	**Remarks**	**-**	

ESNL 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/Designation	OBST type	OBST position	ELEV/HGT in feet	Markings/ Type, colour	Remarks
a	b	c	d	e	f
ESNL1	LLZ	643228.8N 0184342.5E	699 / -	-	-
ESNL2	Pine forest	643218.7N 0184409.5E	721 / -	-	-
ESNL3	Deciduous forest	643218.1N 0184408.7E	724 / -	-	-
ESNL4	Pine forest	643218.9N 0184414.4E	725 / -	-	-
ESNL5	Deciduous forest	643218.1N 0184413.4E	729 / -	-	-
ESNL6	Pine forest	643215.8N 0184406.6E	729 / -	-	-
ESNL7	Deciduous forest	643218.2N 0184415.0E	731 / -	-	-
ESNL8	Pine forest	643211.7N 0184403.4E	734 / -	-	-
ESNL9	Antenna	643211.5N 0184412.8E	743 / -	-	-
ESNL10	Pine forest	643134.8N 0184451.3E	791 / -	-	-
ESNL11	Pine forest	643029.6N 0184612.7E	926 / -	-	-
ESNL12	Pine forest	643001.1N 0184755.9E	1053 / -	-	-
ESNL13	Pine forest	643007.0N 0184824.9E	1187 / -	-	-
ESNL14	Pine forest	643005.0N 0184835.2E	1201 / -	-	-
ESNL15	Pine forest	642948.5N 0184818.7E	1214 / -	-	-
ESNL16	LLZ monitor	643325.9N 0184202.3E	711 / -	-	-
ESNL17	Deciduous forest	643326.1N 0184151.9E	733 / -	-	-
ESNL18	Deciduous forest	643331.5N 0184201.6E	737 / -	-	-
ESNL19	Deciduous forest	643331.6N 0184201.3E	738 / -	-	-
ESNL20	Deciduous forest	643331.7N 0184200.9E	740 / -	-	-
ESNL21	Deciduous forest	643332.6N 0184138.3E	757 / -	-	-
ESNL22	Deciduous forest	643333.0N 0184139.3E	771 / -	-	-
ESNL23	Deciduous forest	643333.2N 0184139.9E	776 / -	-	-
ESNL24	Deciduous forest	643333.4N 0184139.7E	777 / -	-	-
ESNL25	Pine forest	643343.2N 0184140.8E	809 / -	-	-
ESNL26	Pine forest	643344.1N 0184140.7E	812 / -	-	-
ESNL27	Pine forest	643344.4N 0184140.8E	816 / -	-	-
ESNL28	Pine forest	643347.3N 0184104.0E	899 / -	-	-
ESNL29	Pine forest	643501.4N 0183854.5E	1019 / -	-	-
ESNL30	Pine forest	643505.8N 0183858.4E	1048 / -	-	-
ESNL31	Antenna	643507.4N 0183854.2E	1107 / -	-	-

In Area 3					
OBST ID/Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
Not available					

ESNL 2.11 METEOROLOGICAL INFORMATION PROVIDED

1.	**Associated MET Office**	**STOCKHOLM/Arlanda**
2.	**Hours of service** **MET Office outside hours**	**H24**
3.	**Office responsible for TAF preparation** **Periods of validity**	**TAF not produced**
4.	**Type of landing forecast** **Interval of issuance**	**Not issued**
5.	**Briefing/consultation provided**	**FPC H24, +46 (0)8 797 63 40, www.lfv.se/fpc**
6.	**Flight documentation** **Language(s) used**	**METAR, SIGMET, Upper air winds** **Swedish/English**
7.	**Charts and other information available for briefing or consultation**	**SWC, WC, Nordic SIGWX Chart, Low level forecast**
8.	**Supplementary equipment available for providing information**	**-**
9.	**ATS units provided with information**	**LYCKSELE AFIS**
10.	**Additional information (limitation of service, etc.)**	**-**

ESNL 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
14	142.94° GEO 135° MAG	2092 x 45	PCN 40 F/B/X/T ASPH	643320.36N 0184212.05E BGN RWY: 643324.28N 0184205.18E GUND 88.9 ft	THR 704.5 ft TDZ 705 ft
32	322.96° GEO 315° MAG	2092 x 45	PCN 40 F/B/X/T ASPH	643232.67N 0184335.72E BGN RWY: 643230.37N 0184339.77E End RWY: 643324.28N 0184205.18E GUND 89 ft	THR 689 ft

Slope of RWY-SWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
7	8	9	10	11	12
14 See ESNL AOC	-	-	2212 x 300	-	THR 14 displaced 150 m
32 See ESNL AOC	-	-	2212 x 300	-	-

ESNL 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
14	2002	2002	2002	1850	-
32	2092	2092	2092	2002	-

ESNL 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
14	Barrette CL CAT I 720 m LIH	Green	PAPI Left/3.50° (50.0 ft)	-	-	2092/60 m White Caution zone 600 m yellow LIL/LIH	Red	-
32	Barrette CL SALS 180 m LIH	Green	PAPI Left/3.00° (50.0 ft)	-	-	2092/60 m White Caution zone 600 m yellow LIL/LIH	Red	-

10 Remarks:
RWY 14: PCL PAPI 10 percent, LIL RWY and TWY on channel 122.230, 10 sec duration
RWY 32: TRID White LIH
PCL LIL RWY and TWY on channel 122.230, 10 sec duration

ESNL 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1.	**ABN/IBN location, characteristics and hours of operation**	**-**
2.	**LDI location and LGT** **Anemometer location and LGT**	**Lighted windsocks at THR 14, THR 32 and PAPI 14** **S of RWY center and at PAPI 14 and THR 32, lighted**
3.	**TWY edge and centre line lighting**	**Edge: TWY A** **CL: -**
4.	**Secondary power supply/switch-over time**	**Available/15 sec, 1 sec O/R**
5.	**Remarks**	**-**

ESNL 2.16 HELICOPTER LANDING AREA

RWY 14/32 to be used

ESNL 2.17 ATS AIRSPACE

1.	**Designation and lateral limits**	**LYCKSELE TIZ/RMZ**	**643911N 0183455E - 643617N 0185057E - 642539N 0185926E - 642358N 0185410E - 643037N 0183315E - 643758N 0183104E - 643911N 0183455E**
2.	**Vertical limits**	**LYCKSELE TIZ/RMZ**	**2700 ft AMSL** **GND**
3.	**Airspace classification**	**G**	
4.	**ATS unit call sign** **Language(s)**	**LYCKSELE INFORMATION** **Swedish/English**	
5.	**Transition altitude**	**5000 ft AMSL**	
6.	**Remarks**	**Continuous two-way radiocommunication required in TIZ/RMZ.** **TIZ/RMZ established during hours of AFIS.**	

ESNL 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel/Frequency	Hours of operation	Remarks
1	2	3	4	5
AFIS	LYCKSELE INFORMATION	122.230	HO	-
		121.500	HO	-

ESNL 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 14 ILS CAT I (8° E 2020)	WL	108.70 MHz	H24	643228.8N 0184342.6E		151 m beyond THR 32 ILS Class I/E/2
GP		330.50 MHz	H24	643314.9N 0184232.8E		Angle 3.5° RDH 50.9 ft 301 m past THR 14 left side During winter angle may vary BTN 3.50° and 3.80° due to snow.
L 14	DD	333 kHz	H24	643559.7N 0183732.1E		Range 25 NM
LOC 32 (8° E 2020)	NL	110.50 MHz	H24	643328.6N 0184157.6E		319 m beyond THR 14
LO 32	OL	320 kHz	H24	642953.4N 0184808.8E		Range 15 NM
DME	NL	110.50 MHz	H24	643248.4N 0184258.1E	703 ft	Unlocks may occur outside 017° left of RWY CL at 17 NM from station and also S of RWY CL at 25 NM from station. Abeam ARP SW RWY DME channel 42X
DME	WL	108.70 MHz	H24	643315.1N 0184233.1E	724 ft	Low signal Right hand side of CL beyond 17 NM and below 6300 ft. Colocated with ILS GP 14 DME channel 24X

ESNL 2.20 LOKALA TRAFIKFÖRESKRIFTER

1. Samtliga luftfartyg som avser trafikera Lycksele flygplats ska vara utrustade med VHF flygradioutrustning som medger dubbelriktad radioförbindelse på kanal 122.230 samt 121.500. Detta gäller även utanför ATS publicerad öppethållning.

2. Klarering före uttaxning

Klarering för IFR-trafik lämnas vid begäran om start-up. Uppgift om transponderkod lämnas under uttaxning.

3. VHF flygradio kanal 122.230 avlyssnas av markpersonal utanför ATS publicerad öppethållning vid beträdande av manöverområdet.

LOCAL TRAFFIC REGULATIONS

1. All aircraft operating to and from Lycksele Aerodrome must be equipped with VHF-radio which allows two-way radio communication on channel 122.230 and 121.500. This is also mandatory outside ATS hours of operation.

2. Clearance at gate

ATC clearance for IFR traffic will be delivered on request at start-up. Transponder code will be delivered during taxi.

3. VHF channel 122.230 is monitored by ground personnel outside ATS hours of operation when entering AD manoeuvering area.

ESNL 2.21 MINSKNING AV BULLERSTÖRNING

NIL

NOISE ABATEMENT PROCEDURES

NIL

ESNL 2.22 FLYGPROCEDURER

Startprocedurer, omnidirectional

FLIGHT PROCEDURES

Omnidirectional departure procedures

RWY	Procedure	Significant obstacle		
		Obstacle	Elevation (ft)	Direction (GEO)/Dist (m) from THR
14	Climb straight ahead with MNM 330 ft/NM (5.3%) to MNM turning ALT 2100 ft. Continue climb to appropriate MSA.	Tree Antenna	1096 2600	154°/4774 213°/10201
32	Climb straight ahead with MNM 580 ft/NM (9.5%) to MNM turning ALT 1900 ft. Continue climb to appropriate MSA.	Tree Tree (CIO) Antenna	977 744 2600	315°/3019 319°/2215 225°/9703

ESNL 2.23 ÖVRIG INFORMATION

1. Lägsta RVR för avgående trafik är 400 m.

2. Flygplatsinformation för besättning utanför flygplatsens öppethållningstid

Flygplatsinformation för besättning utanför flygplatsens öppethållningstid finns i metallskåp markerat med ”Crew” symbol. Skåpet är placerat inuti södra delen av tankanläggningsbyggnaden vid plats 1.

3. Beviljande undantag från krav i CS-ADR-DSN

- Fasta hinder genomtränger hinderbegränsade ytor.
- Längdlutningen uppfyller inte kraven på de första 150 m av bana 14 och de sista 150 m av bana 32.

ADDITIONAL INFORMATION

1. Minimum RVR for departing traffic is 400 m.

2. AD information for crew outside AD opening hours

AD information for visiting crew members outside AD opening hours is available in metal box marked with a “Crew” symbol. The box is located inside the fuel station adjacent to stand 1.

3. Granted exemptions from requirements in CS-ADR-DSN

- Fixed obstacles penetrate the obstacle limitation surfaces.
- Longitudinal slope does not fulfil the requirements during the first 150 m of RWY 14 and the last 150 m of RWY 32.

ESNL 2.24 TILLHÖRANDE KARTOR

RELATED CHARTS

AD chart		ESNL 2-1
AOC	RWY 14	ESNL-3-1
AOC	RWY 32	ESNL-3-3
List of waypoints and significant points		ESNL 4-3
IAC	ILS z or LOC z RWY 14	ESNL 5-1
IAC	ILS y or LOC y RWY 14	ESNL 5-2
IAC	NDB RWY 14	ESNL 5-3
IAC	LOC z RWY 32	ESNL 5-4
IAC	LOC y RWY 32	ESNL 5-5
IAC	NDB RWY 32	ESNL 5-6
IAC	RNP RWY 14	ESNL 5-7
IAC	RNP RWY 32	ESNL 5-11
VAC		ESNL 6-1

ESNL 2.25 GENOMTRÄNGADE AV YTAN FÖR VISUELLA SEGMENTET (VSS)

NDB RWY 14 och RNP (LNAV) RWY 14

Terräng och vegetation från 1.1 NM till 0.3 NM före bantröskel genomträger ytan för visuella segmentet.

VISUAL SEGMENT SURFACE (VSS) PENETRATION

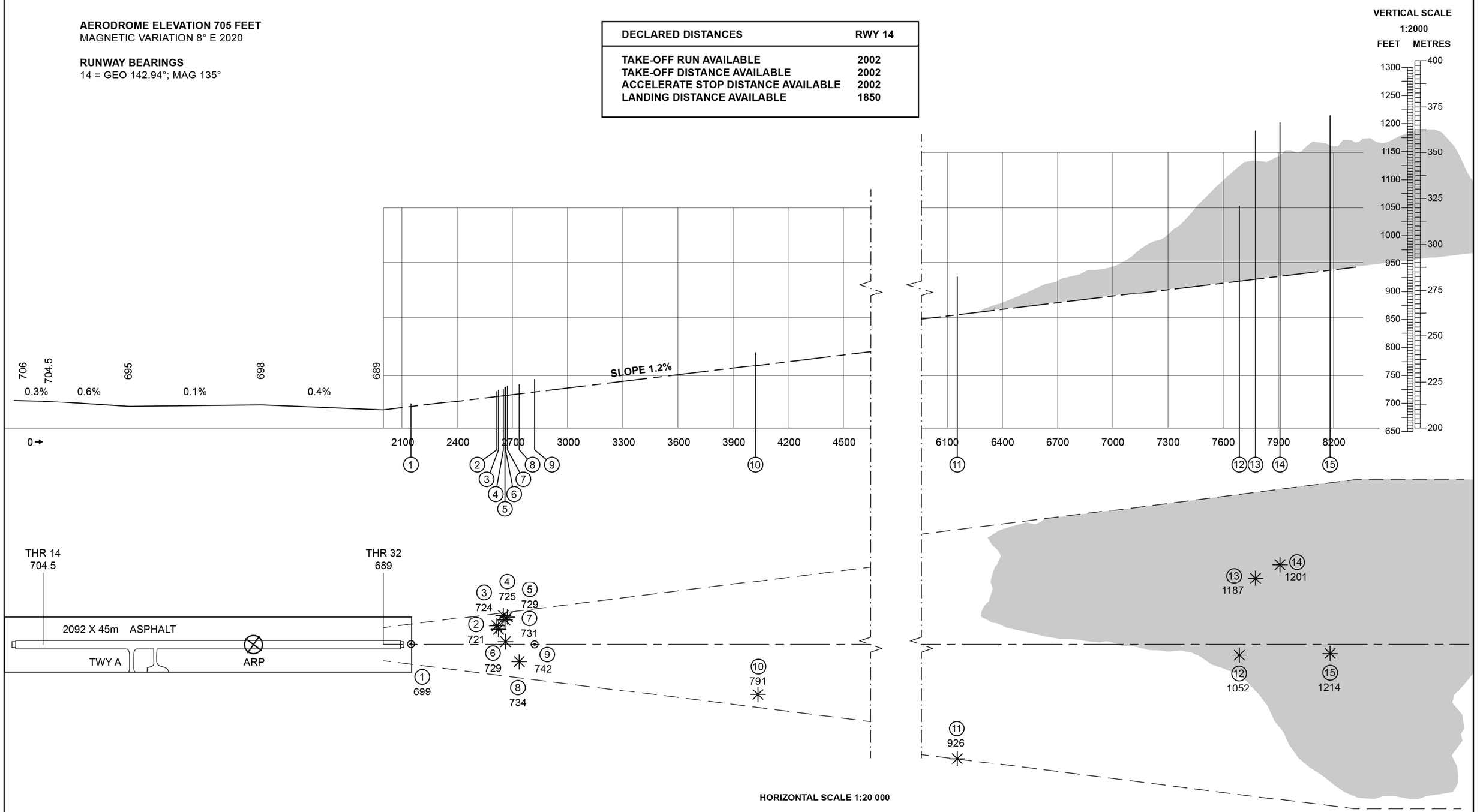
NDB RWY 14 och RNP (LNAV) RWY 14

Terrain and vegetation from 1.1 NM to 0.3 NM prior to THR penetrates visual segment surface.

AERODROME ELEVATION 705 FEET
MAGNETIC VARIATION 8° E 2020

RUNWAY BEARINGS
14 = GEO 142.94°; MAG 135°

DECLARED DISTANCES	RWY 14
TAKE-OFF RUN AVAILABLE	2002
TAKE-OFF DISTANCE AVAILABLE	2002
ACCELERATE STOP DISTANCE AVAILABLE	2002
LANDING DISTANCE AVAILABLE	1850



HORIZONTAL SCALE 1:20 000

METRES
400 200 0 500 1000 1500 2000 2500

FEET
1000 500 0 1000 2000 3000 4000 5000 6000 7000 8000

ORDER OF ACCURACY

HORIZONTAL 5 m
VERTICAL 1 ft

LEGEND	
IDENTIFICATION NUMBER	①
POLE, TOWER, SPIRE, ANTENNA, ETC.	⊙
TREE OR SHRUB	✳
TERRAIN PENETRATING OBSTACLE PLANE	

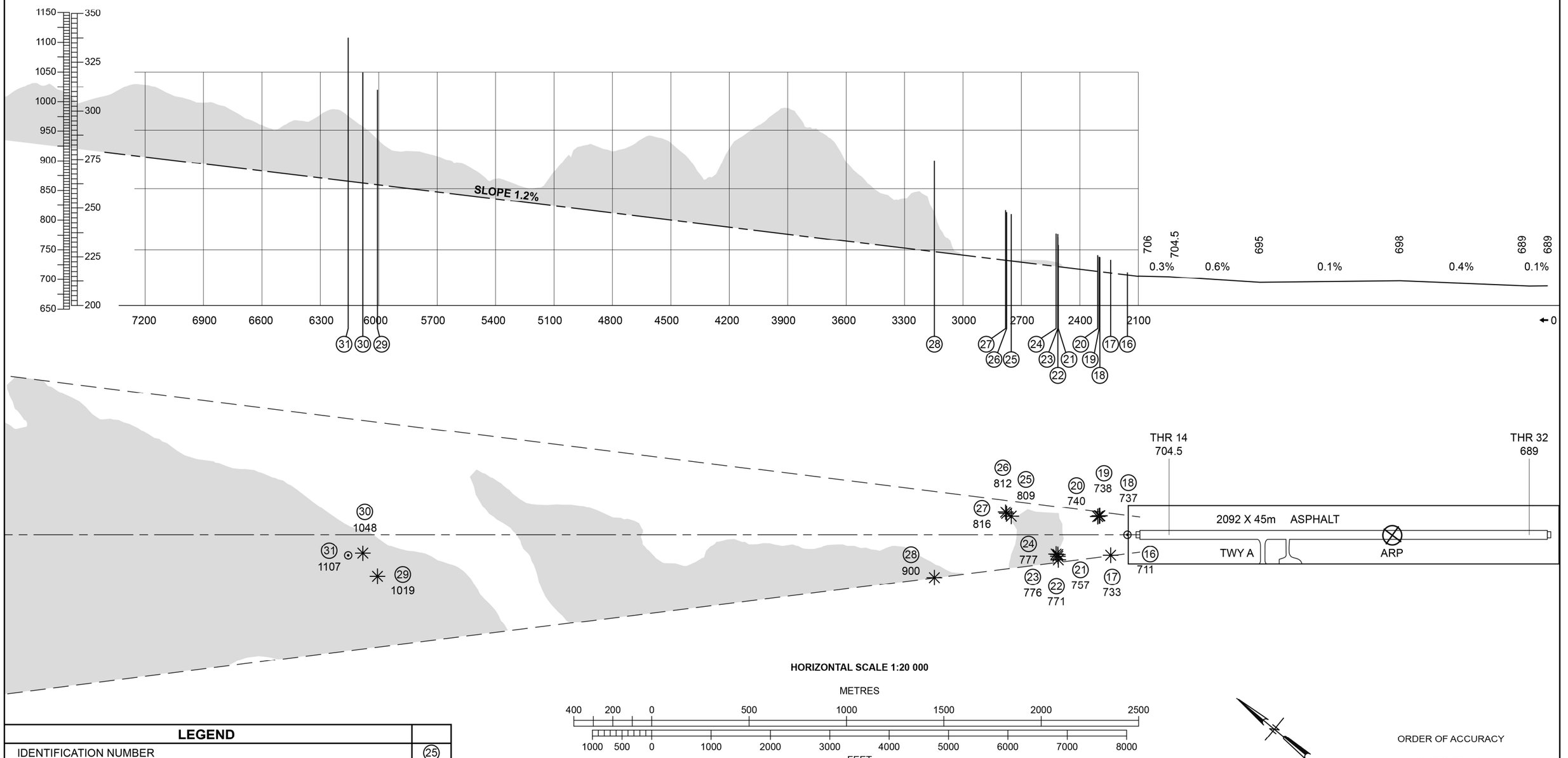
DIMENSIONS IN METRES ELEVATIONS IN FEET	**AERODROME OBSTACLE CHART-ICAO** TYPE A-OPERATING LIMITATIONS	**LYCKSELE** **SWEDEN**	**AD 2-ESNL-3-3** **RWY 32**

AERODROME ELEVATION 705 FEET
MAGNETIC VARIATION 8° E 2020

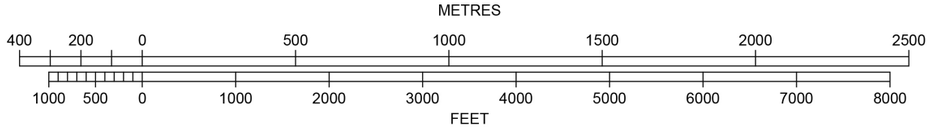
RUNWAY BEARINGS
32 = GEO 322.96°; MAG 315°

DECLARED DISTANCES	RWY 32
TAKE-OFF RUN AVAILABLE	2092
TAKE-OFF DISTANCE AVAILABLE	2092
ACCELERATE STOP DISTANCE AVAILABLE	2092
LANDING DISTANCE AVAILABLE	2002

VERTICAL SCALE
1:2000



HORIZONTAL SCALE 1:20 000



ORDER OF ACCURACY

HORIZONTAL 5 m
VERTICAL 1 ft

LEGEND	
IDENTIFICATION NUMBER	(25)
POLE, TOWER, SPIRE, ANTENNA, ETC.	○
TREE OR SHRUB	✳
TERRAIN PENETRATING OBSTACLE PLANE	

LFV		CHANGE: ELEVATIONS IN FEET	AIRAC AMDT 4/2024

ESNL-AOC 32
13 JUN 2024

ESMS 2.7 SEASONAL AVAILABILITY – CLEARING

1.	Types of clearing equipment	Snowploughs, sweepers, blowers, spreaders
2.	Clearance priorities	RWY, TWY, Apron
3.	Remarks	RWY de-iced/ant-iced with KFOR/NAFO/UREA/SAND

ESMS 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1.	Apron surface and strength	Apron N CONC+ASPH PCN 70 F/B/X/T Apron S CONC+ASPH PCN 70 F/B/X/T Apron W ASPH PCN 15 Apron HA ASPH PCN 45 F/B/X/T Apron HB ASPH PCN 37 F/B/X/T Apron JA ASPH PCN 21 F/B/X/T Apron JB ASPH PCN 10 F/B/X/T Apron JC ASPH PCN 9 F/B/X/T
2.	Taxiway width, surface and strength	TWY A 23 m ASPH PCN 70 F/B/X/T TWY B 23 m ASPH PCN 80 F/B/X/T TWY C 23 m ASPH PCN 80 F/B/X/T TWY D 23 m ASPH PCN 80 F/B/X/T TWY E 10 m ASPH PCN 11 F/B/X/T TWY F 9 m ASPH PCN 10 F/B/X/T TWY H 23 m ASPH PCN 40 F/B/X/T TWY J 11 m ASPH PCN 15 F/B/X/T TWY Y 23 m ASPH PCN 70 F/B/X/T
3.	ACL, location and elevation	See ESMS 2-1 and 2-3
4.	VOR checkpoints	See ESMS 2-1
5.	INS checkpoints	See ESMS 2-3
6.	Remarks	-

ESMS 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	See ESMS 2-3 Marshalling available H24
2.	RWY and TWY markings and LGT	RWY 11/29: See ESMS 2-1 17/35: See ESMS 2-1 and 2-3 TWY A: CL, HLDG, ITHP day marked. CL LGT, RGL B: CL, HLDG, ITHP day marked. CL LGT, RGL C: CL, ITHP day marked. CL LGT D: CL, ITHP day marked. CL LGT E: CL, HLDG day marked. F: CL, HLDG day marked. H: CL, ITHP day marked. Edge lights J: CL day marked. Edge lights Y: CL, HLDG, ITHP day marked. CL LGT, RGL
3.	Stop bars	See ESMS 2-1 and 2-3.
4.	Remarks	RWY 11/29: Guidance with retroreflectory markings when taxiing. TWY E: No CL lights, guidance with retroreflectory markings. TWY F: No CL lights, guidance with retroreflectory markings.

ESMS 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/Designation	OBST type	OBST position	ELEV/HGT in feet	Markings/ Type, colour	Remarks
a	b	c	d	e	f
ESMS1	Navaid	553118.1N 0132245.1E	241 / -	-	-
ESMS2	Navaid	553114.1N 0132245.9E	246 / -	-	-
ESMS3	Navaid	553113.9N 0132246.0E	247 / -	-	-
ESMS4	Tree	553106.3N 0132252.9E	248 / -	-	-
ESMS5	Tree	553106.1N 0132254.1E	255 / -	-	-
ESMS6	Tree	553054.6N 0132241.2E	276 / -	-	-
ESMS7	Tree	553052.7N 0132242.6E	284 / -	-	-
ESMS8	Tree	553050.1N 0132242.3E	288 / -	-	-
ESMS9	Tree	553049.4N 0132245.1E	291 / -	-	-
ESMS10	Tree	553048.8N 0132240.6E	296 / -	-	-
ESMS11	Tower	552957.1N 0132250.6E	384 / -	-	-
ESMS12	Tree	552936.0N 0132332.2E	439 / -	-	-
ESMS13	Sign	553256.6N 0132219.8E	210 / -	-	-
ESMS14	Navaid	553257.2N 0132224.8E	212 / -	-	-
ESMS15	Navaid	553302.3N 0132223.7E	216 / -	-	-
ESMS16	Tree	553305.6N 0132217.7E	220 / -	-	-
ESMS17	Tree	553318.9N 0132217.2E	237 / -	-	-
ESMS18	Tree	553319.2N 0132215.6E	247 / -	-	-
ESMS19	Tree	553319.6N 0132214.2E	251 / -	-	-
ESMS20	Tree	553319.7N 0132214.8E	251 / -	-	-
ESMS21	Tree	553345.4N 0132201.6E	287 / -	-	-

In Area 3					
OBST ID/Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
Not available					

ESMS 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1.	ABN/IBN location, characteristics and hours of operation	-
2.	LDI location and LGT	Lighted windsock at PAPI 17. Unlighted windsocks at PAPI 35, between TWY C and D, at rescue station and south of FATO.
	Anemometer location and LGT	At aiming points, unlighted.
3.	TWY edge and centre line lighting	Edge: TWY H, J CL: TWY A, B, C, D, Y LED lights on TWY centre line and edge lights LED lights on all RGL LED lights on all STOP bars
4.	Secondary power supply/switch-over time	Available/1 sec
5.	Remarks	See also ESMS 2-1 and ESMS 2-3

ESMS 2.16 HELICOPTER LANDING AREA

1.	Coordinates TLOF or THR of FATO Geoid undulation	553202.76N 0132153.37E 116 FT
2.	FATO and TLOF elevation	219 FT
3.	Dimensions (m) Bearing strength (Tonnes) Surface and type Markings	13 x 13 6 ASPH White edges and white letter H
4.	True BRG of FATO	084.80°/264.80°
5.	Declared distances available	-
6.	APP and FATO lighting	No
7.	Remarks	Swedish police flights only. For other helicopter traffic any RWY to be used.

ESMS 2.17 ATS AIRSPACE

1.	Designation and lateral limits	STURUP CTR	554024N 0132711E - 553310N 0133215E - 552436N 0133119E - 552344N 0131820E - 553101N 0131255E - 553931N 0131347E - 554024N 0132711E
2.	Vertical limits	STURUP CTR	2000 ft AMSL GND
3.	Airspace classification	C	
4.	ATS unit call sign Language(s)	STURUP TOWER Swedish/English	
5.	Transition altitude	5000 ft AMSL	
6.	Remarks	CTR established during hours of TWR.	

ESMS 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel/Frequency	Hours of operation	Remarks
1	2	3	4	5
TWR	STURUP TOWER	118.805	H24	Primary channel
		121.500	H24	-
		121.705	HO	-
ATIS	STURUP ATIS	129.280	H24	D-ATIS service available

ESMS 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 17 ILS CAT II (4° E 2020)	NMS	111.90 MHz	HO	553114.2N 0132245.9E		277 m beyond THR 35 ILS Class II/E/3
GP		331.10 MHz	HO	553244.1N 0132236.0E		Angle 3.0° RDH 57 ft 295 m past THR 17 left side
LOC 35 ILS CAT II (4° E 2020)	SMS	108.10 MHz	HO	553302.2N 0132223.7E		285 m beyond THR 17 ILS Class II/E/3 Limited coverage below 2500 ft at distance 46.3 km (25NM)
GP		334.70 MHz	HO	553134.2N 0132250.4E		Angle 3.0° RDH 52 ft 330 m past THR 35 right side
VOR/DME (4° E 2020)	SUP	113.00 MHz	H24	553204.3N 0132246.5E	259 ft	DME channel 77X
DME	NMS	111.90 MHz	H24	553244.1N 0132236.3E	244 ft	DME channel 56X
DME	SMS	108.10 MHz	H24	553134.2N 0132250.7E	268 ft	DME channel 18X

ESMS 2.20 LOKALA TRAFIKFÖRESKRIFTER

1. Allmänt

Undantag från krav på dubbelriktad radioförbindelse med TWR kan medges endast för överföringsflygning till eller från flygplatsen i samband med erforderligt underhållsarbete på flygplanet.

Mellan 2100–0600 (2000–0500) tillåts endast tomgångsreversering.

APU skall inte användas vid parkering vid andra tillfällen än då så krävs för motorstart eller för reglering av kabintemperatur. Därvid får APU startas tidigast 5 min före beräknad tid för push-back eller taxning. Då utomhustemperaturen överstiger 25° C, och då cirkulation av kabinluften inte är möjlig på annat sätt medges dock start av APU i max 20 minuter före beräknad tid för push-back eller taxning.

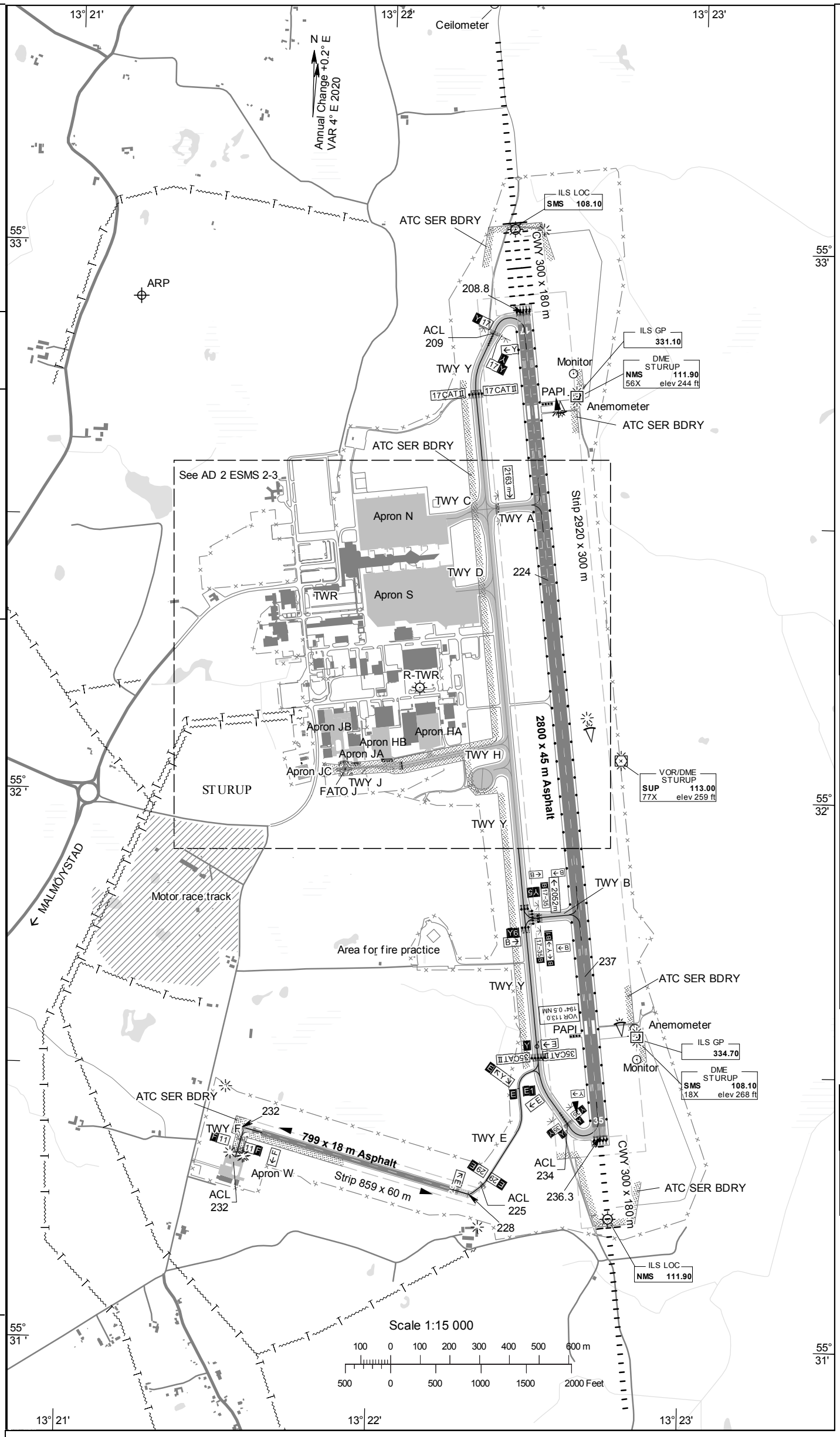
LOCAL TRAFFIC REGULATIONS

1. General

Exemptions from the requirement for Two-way radio communication with TWR will only be granted for ferry flight to or from the aerodrome in connection with necessary maintenance on the aircraft.

Between 2100–0600 (2000–0500) only idle reverse is permitted.

APU shall not be used on parking unless required for engine start or adjustment of cabin heat. On these occasions APU must not be started earlier than 5 min before estimated time for push-back or taxiing. When the outside temperature exceeds 25° C and when air cannot otherwise be circulated in the cabin, APU may be started at a maximum of 20 minutes before estimated time for push-back or taxiing.



ARP 553254N 0132112E

AD ELEV 237 FEET

LEGEND See GEN 2.3

Dimensions in m, ELEV in ft

TWY NR	WIDTH	Surface Bearing strength	Day marking	Taxiway lighting	
			Centerline Holding	Edge Centerline	RGL Stopbar
A	23 m	ASPH PCN 70 F/B/X/T	CL HLDG ITHP	CL	RGL STOPBAR
B	23 m	ASPH PCN 80 F/B/X/T	CL HLDG ITHP	CL	RGL STOPBAR
C	23 m	ASPH PCN 80 F/B/X/T	CL ITHP	CL	
D	23 m	ASPH PCN 80 F/B/X/T	CL ITHP	CL	
E	10 m	ASPH PCN 11 F/B/X/T	CL HLDG		
F	9 m	ASPH PCN 10 F/B/X/T	CL HLDG		
H	23 m	ASPH PCN 40 F/B/X/T	CL ITHP	EDGE	
J	11 m	ASPH PCN 15 F/B/X/T	CL	EDGE	
Y	23 m	ASPH PCN 70 F/B/X/T	CL HLDG ITHP	CL	RGL STOPBAR

ACL/INS Coordinates for Aircraft Stands			
APRON Surface Bearing strength	NR	COORD	ELEV
W ASPH PCN 15			
For Apron N, S, HA, HB, JA, JB, JC and Compass Base see AD 2 ESMS 2-3			

RWY NR	TRUE & MAG BRG	THR PSN Geoid undulation	Bearing Strength	THR ELEV and highest ELEV of TDZ of precision APCH RWY	Declared distances				Approach and runway lighting					
					TORA	TODA	ASDA	LDA	APCH	THR TRID TDZ	VASIS (MEHT)	RWY CL	Edge	End
17	173.35° GEO 169° MAG	553253.00N 0132225.59E GUND 116.6 ft	PCN 80 F/B/X/T	THR 208.8 ft TDZ 224 ft	2800	3100	2800	2800	Barrette CL Cat II 900 m LIH	THR Green TDZ White 900 m	PAPI Left/3.00° (59.0 ft)	2800/30 m 0-1900 m white 1900-2500 m white/red 2500-2800 m red LIH	2800/60 m White Caution zone 600 m yellow LIH	Red
35	353.35° GEO 349° MAG	553123.07N 0132244.09E GUND 116.4 ft	PCN 80 F/B/X/T	THR 236.3 ft TDZ 237 ft	2800	3100	2800	2800	Barrette CL Cat I 900 m LIH	THR Green	PAPI Left/3.00° (60.4 ft)	2800/30 m 0-1900 m white 1900-2500 m white/red 2500-2800 m red LIH	2800/60 m White Caution zone 600 m yellow LIH	Red
11	105.31° GEO 101° MAG	553123.34N 0132135.14E GUND 116 ft	PCN 10 F/B/X/T	THR 232 ft	799	799	799	799						
29	285.32° GEO 281° MAG	553116.51N 0132219.11E GUND 116 ft	PCN 10 F/B/X/T	THR 228 ft	799	799	799	799						

CHANGE: TWY C width, anemometer unlighted

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	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.
3.	Stop bars	-	
4.	Remarks	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	

ESDF 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/Designation	OBST type	OBST position	ELEV/HGT in feet	Markings/ Type, colour	Remarks
a	b	c	d	e	f
ESDF1	Building	561639.4N 0151606.7E	190 / -	-	-
ESDF2	Lamp post	561640.0N 0151603.0E	195 / -	-	-
ESDF3	Forest	561706.1N 0151619.6E	237 / -	-	-
ESDF4	Forest	561706.5N 0151618.1E	241 / -	-	-
ESDF5	Forest	561725.3N 0151609.6E	286 / -	-	-
ESDF6	Forest	561740.0N 0151626.7E	312 / -	-	-
ESDF7	Forest	561741.3N 0151624.6E	315 / -	-	-
ESDF8	Forest	561749.1N 0151624.3E	338 / -	-	-
ESDF9	Signs	561525.1N 0151542.4E	187 / -	-	-
ESDF10	Signs	561524.5N 0151547.7E	188 / -	-	-
ESDF11	Forest	561452.2N 0151542.3E	240 / -	-	-

In Area 3					
OBST ID/Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
Not available					

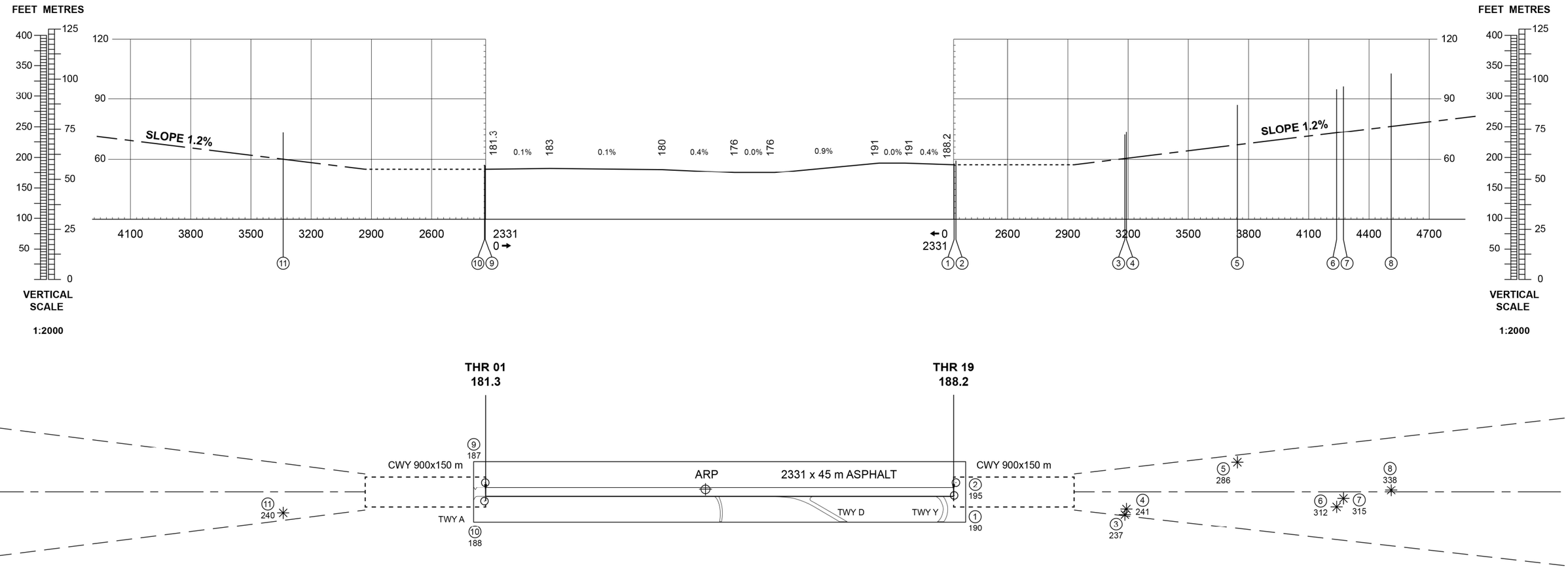
ESDF 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

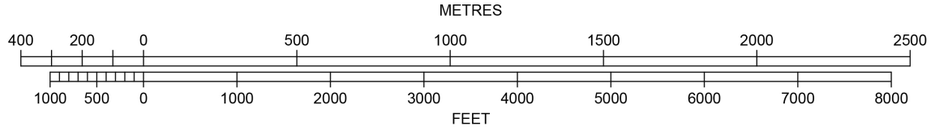
AERODROME ELEVATION 191 FEET
MAGNETIC VARIATION 5° E 2020

RUNWAY BEARINGS
01 = GEO 008.69°; MAG 004°
19 = GEO 188.69°; MAG 184°

RWY 01	DECLARED DISTANCES	RWY 19
2331	TAKE-OFF RUN AVAILABLE	2331
2931	TAKE-OFF DISTANCE AVAILABLE	2931
2331	ACCELERATE STOP DIST. AVAILABLE	2331
2331	LANDING DISTANCE AVAILABLE	2331



HORIZONTAL SCALE 1:20 000



ORDER OF ACCURACY
Horizontal 5m
Vertical 1ft

LEGEND	
IDENTIFICATION NUMBER	①
POLE, TOWER, SPIRE, ANTENNA, ETC.	⊙
TREE OCH SHRUB	✳
TERRAIN PENETRATING OBSTACLE PLANE	

ESSB 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1.	Apron surface and strength	Apron 1 ASPH PCN 82 F/B/X/T Apron 2 ASPH PCN 85 F/B/X/T Apron 3 ASPH PCN 71 F/B/X/T Apron 4 ASPH PCN 44 F/B/X/T Apron 6 ASPH PCN 14 F/A/X/T Apron 7 ASPH PCN 19 F/B/X/T Narrow part connecting to TWY S PCN 12 F/A/X/T Apron East ASPH PCN 98 F/A/X/T (W part: PCN 30 F/A/X/T) Apron Remote North ASPH PCN 101 F/A/X/T
2.	Taxiway width, surface and strength	TWY G1 20 m ASPH PCN 9 F/B/X/T TWY R 16 m ASPH PCN 40 F/A/X/T TWY S 15 m ASPH PCN 120 F/A/X/T TWY T 19 m ASPH PCN 100 F/A/X/T TWY Y 19 m ASPH PCN 59 F/A/X/T TWY Y1 19 m ASPH PCN 60 F/A/X/T TWY Y2 20 m ASPH PCN 38 F/B/X/T TWY Y3 19 m ASPH PCN 81 F/A/X/T TWY Y4 19 m ASPH PCN 55 F/B/X/T TWY Y5 19 m ASPH PCN 38 F/A/X/T TWY YU 24 m ASPH PCN 71 F/A/X/T TWY YW 24 m ASPH PCN 103 F/A/X/T
3.	ACL, location and elevation	Apron, see AD 2 ESSB 2-3
4.	VOR checkpoints	-
5.	INS checkpoints	See AD 2 ESSB 2-3
6.	Remarks	-

ESSB 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	Apron 1: Taxi guide lines and signs. Marshalling available. Apron 2: Taxi guide lines and signs. Marshalling available. Apron 3: Taxi guide lines and signs. Marshalling available. Apron 4: Taxi guide lines and signs. Marshalling available. Apron 6: Taxi guide lines and signs. Marshalling available. Apron 7: Taxi guide lines and signs. Marshalling available. Apron East: Taxi guide lines and signs. Marshalling available. Apron Remote North: No taxiing, for towing operation only.
2.	RWY and TWY markings and LGT	RWY 12/30: Designator,THR, TDZ, CL and edges day marked. RTHL, RENL and REDL. TWY G1: CL, HLDG day marked. Edge lights, RGL R: CL day marked. CL lights S: CL day marked. CL lights T: CL day marked. CL lights Y: CL day marked. CL lights Y1: CL, HLDG day marked. CL lights, RGL Y2: CL, ITHP day marked. CL lights Y3: CL, HLDG day marked. CL lights, RGL Y4: CL, HLDG day marked. CL lights, RGL Y5: CL, HLDG day marked. CL lights, RGL YU: CL, ITHP day marked. CL lights YW: CL, ITHP day marked. CL lights
3.	Stop bars	At TWY HLDG
4.	Remarks	-

ESSB 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/Designation	OBST type	OBST position	ELEV/HGT in feet	Markings/ Type, colour	Remarks
a	b	c	d	e	f
ESSB1	LOC	592057.0N 0175722.4E	55 / -	-	-
ESSB2	Lamp-post	592057.7N 0175724.4E	59 / -	-	-
ESSB3	Lamp-post	592057.3N 0175724.5E	60 / -	-	-
ESSB4	Lamp-post	592057.0N 0175724.7E	61 / -	-	-
ESSB5	Lamp-post	592056.6N 0175724.8E	61 / -	-	-
ESSB6	Antenna	592058.7N 0175727.7E	70 / -	-	-
ESSB7	Antenna	592049.4N 0175731.1E	86 / -	-	-
ESSB8	Chimney	592047.9N 0175736.2E	91 / -	-	-
ESSB9	Forest	592043.6N 0175743.0E	105 / -	-	-
ESSB10	Forest	592044.1N 0175745.5E	113 / -	-	-
ESSB11	Forest	592042.1N 0175747.8E	116 / -	-	-
ESSB12	Forest	592046.8N 0175811.4E	129 / -	-	-
ESSB13	Antenna	592021.7N 0175854.4E	192 / -	-	-
ESSB14	Antenna	592021.4N 0175856.5E	195 / -	-	-
ESSB15	Antenna	592022.9N 0175859.8E	213 / -	-	-
ESSB16	Antenna	591941.2N 0180059.0E	351 / -	-	-
ESSB17	Antenna	591940.8N 0180058.5E	364 / -	-	-
ESSB18	Lamp-post	592135.2N 0175531.8E	57 / -	-	-
ESSB19	Lamp-post	592135.6N 0175531.7E	58 / -	-	-
ESSB20	Lamp-post	592135.0N 0175530.1E	59 / -	-	-
ESSB21	Lamp-post	592134.8N 0175528.1E	60 / -	-	-
ESSB22	Lamp-post	592134.5N 0175526.4E	66 / -	-	-
ESSB23	Forest	592135.9N 0175521.2E	72 / -	-	-
ESSB24	Forest	592138.3N 0175522.3E	76 / -	-	-
ESSB25	Forest	592138.4N 0175521.9E	78 / -	-	-
ESSB26	Forest	592142.6N 0175524.6E	85 / -	-	-
ESSB27	Forest	592145.8N 0175523.4E	102 / -	-	-
ESSB28	Forest	592137.6N 0175511.0E	118 / -	-	-
ESSB29	Forest	592147.3N 0175453.8E	135 / -	-	-
ESSB30	Forest	592147.2N 0175453.0E	135 / -	-	-
ESSB31	Forest	592147.3N 0175452.3E	136 / -	-	-
ESSB32	Forest	592153.3N 0175458.4E	140 / -	-	-
ESSB33	Forest	592154.0N 0175435.5E	153 / -	-	-
ESSB34	Forest	592200.8N 0175420.9E	172 / -	-	-

ESSB35	Forest	592203.6N 0175424.4E	194 / -	-	-
ESSB36	Forest	592203.5N 0175424.2E	195 / -	-	-
ESSB37	Forest	592203.3N 0175421.8E	206 / -	-	-

In Area 3					
OBST ID/Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
Not available					

ESSB 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

ESSB 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
12	125.01° GEO 119° MAG	1668 x 45	PCN 138 F/B/X/T ASPH	592131.21N 0175546.72E BGN RWY: 592133.25N 0175540.98E GUND 76.1 ft	THR 46.5 ft TDZ 46.5 ft
30	305.03° GEO 299° MAG	1668 x 45	PCN 138 F/B/X/T ASPH	592100.28N 0175713.17E BGN RWY: 592058.22N 0175718.91E GUND 76.0 ft	THR 42.8 ft TDZ 42.8 ft

Slope of RWY-SWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
7	8	9	10	11	12
12 See ESSB AOC	-	-	1788 x 280	-	Part of strip, width 250 m
30 See ESSB AOC	-	-	1788 x 280	-	Part of strip, width 250 m

ESSB 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
12	1668	1668	1668	1668	-
TWY Y1	1779	1779	1779	-	Start extension 111 m included.
30	1668	1668	1668	1668	-
TWY Y5	1779	1779	1779	-	Start extension 111 m included.

ESSB 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 12 ILS CAT I (6° E 2020)	SB	110.30 MHz	HO	592057.0N 0175722.4E		179 m beyond THR 30 LOC Class I/E/2
GP		335.00 MHz	HO	592123.1N 0175559.0E		Angle 3.5° RDH 50.9 ft 303 m past THR 12 right side Horizontal coverage SW approach line limited to 4°
LOC 30 ILS CAT I (6° E 2020)	SBA	109.70 MHz	HO	592143.1N 0175513.4E		643 m beyond THR 12 LOC Class I/E/2
GP		333.20 MHz	HO	592102.5N 0175658.8E		Angle 3.5° RDH 36.1 ft 225 m past THR 30 left side GP Class I/T/2
NDB	COR	388 kHz	H24	591541.0N 0172902.7E		Range 25 NM
DME	SB	110.30 MHz	H24	592122.8N 0175558.8E	71 ft	305 m past THR 12 right side DME channel 40X
DME	SBA	109.70 MHz	H24	592102.4N 0175658.7E	50 ft	Limited coverage inside 9° left of RWY CL to 35° right of RWY CL at 17 NM below 2400 ft QFE. Limited coverage outside 9° to 19° left of RWY CL at 17 NM below 3400 ft QFE. Limited coverage outside 19° to 35° left of RWY CL at 17 NM below 6400 ft QFE. Limited coverage at ±10° from RWY CL at 25 NM below 4900 ft QFE. 225 m past THR 30 left side DME channel 34X

ESSB 2.20 LOKALA TRAFIKFÖRESKRIFTER

1. Tillgänglighet

1.1. STOCKHOLM/Bromma får användas endast:
MON–FRI 0600–2100 (0500–2000)
SAT 0800–1600 (0700–1500)
SUN 1100–2100 (1000–2000)
Helg infallande MON–FRI 0600–2100 (0500–2000)

1.2. Flygplatsen får inte användas som alternativ av luftfartyg i ambulans- och räddningsuppdrag på andra tider än vad som anges ovan eller i AIP SUP/NOTAM.

1.3. Ansökan om flygplats-SLOT är obligatoriskt för alla ankomster och avgångar. SLOT-ansökan skickas via OCS eller via e-post som en SCR/GCR.

Förändring eller avbokning av begäran om SLOT skall meddelas utan dröjsmål. Godkännande av SLOT ersätter inte färdplan, PPR-ansökan eller begäran om marktjänst.

LOCAL TRAFFIC REGULATIONS

1. Availability

1.1. STOCKHOLM/Bromma AD may be used only:
MON–FRI 0600–2100 (0500–2000)
SAT 0800–1600 (0700–1500)
SUN 1100–2100 (1000–2000)
Holiday occuring MON–FRI 0600–2100 (0500–2000)

1.2. The aerodrome must not be used as alternate by ambulance and rescue flights outside the operational hours as stated above or in AIP SUP/NOTAM.

1.3. SLOT request is mandatory for all arrivals and departures. SLOT request shall be sent via OCS or via e-mail as a SCR or GCR.

Any change or cancellation in the SLOT request shall be reported without delays. The SLOT approval does not replace flight plan, PPR request or handling request.

Flygningar som är undantagna i enlighet med EUförordning (EG) nr. 793/2004 om ändring av rådets förordning (EEG) nr 95/93:

a) Statsflygningar.
b) Humanitära flygningar t.ex. akuta medicinska flygningar, organtransporter, flygningar som deltar i räddningsinsats och ambulansflygningar där patientens tillstånd är akut.
c) Nödlandningar.

För GA-trafik kan SLOT-begäran göras tidigast 28 dagar innan beräknad avgång eller ankomst och senast i samband med inlämning av färdplan.

Kontaktinformation:

Airport Coordination Sweden ACS
Box 202
SE-190 47 Stockholm-Arlanda
E-post: slot@acsslot.se

Telefon: +46 (0)70 597 82 66

SCR/GCR: scr@airportcoordination.com
OCS: www.online-coordination.com
Onlinetjänsten tillgänglig: H24

För mer information: www.airportcoordination.com

1.4. Förhandstillstånd erfordras (PPR) för flyg som ej opererar i linjetrafik och som har en MTOM på max 4000 kg alternativt för helikopter max D. 13 m. Ansökan om PPR kan maximalt beviljas för en ankomst samt en avgång per luftfartygsindivid och trafikdygn. Undantaget är flygningar som opererar till/från eget arrenderat område på flygplatsen, har avtal gällande marktjänst eller teknisk service hos aktör på flygplatsen. Undantaget gäller även för tankning av luftfartyg som används av Försvarsmakten eller Polismyndighet, ambulansflyg samt luftfartyg som används i räddningsinsats.

Ansökan ska göras via e-post till rtsamordning@swedavia.se, tidigast 7 dagar och senast 24 timmar innan ETA. Dessa flygningar hänvisas till Apron East av flygtrafikledningen. Parkering är begränsat till maximalt 48 timmar. För ytterligare information kontakta Aircraft Stand Parking TEL: 010 109 10 52.

1.5. För luftfartyg med en MTOM överskridande 4000 kg alternativt för helikopter D. över 13 m gäller obligatorisk nyttjande av marktjänst.

1.6. Operatör som vill trafikera flygplatsen med en flygplanstyp som har en högre referensbokstavskod än C skall skriftligt ansöka om detta till Aircraft Stand Parking för vidare handläggning hos tillståndsmyndigheten enligt gällande EASA krav. Förfrågan skickas till rtsamordning@swedavia.se. Förfrågan kan endast handläggas under kontorstid. Eventuella frågor besvaras på TEL 010 109 10 52.

2. Utanför ATS öppethållning bör luftfartyg blindsända på kanal 118.105 vid flygning över Stockholm och Stockholm stad.

Flights that are exempted from coordination according to EU Regulation (EC) No. 793/2004 amending Council Regulation (EEC) No. 95/93:

a) State flights.
b) Humanitarian flights i.e. medical emergencies, donor flights, search and rescue operations and air ambulance flights where the condition of patient is urgent.
c) Emergency landings.

For GA traffic request of SLOT can be made earliest 28 days before estimated departure or arrival and latest in connection with filing the flight plan.

Contact information:

Airport Coordination Sweden ACS
Box 202
SE-190 47 Stockholm-Arlanda
E-mail: slot@acsslot.se

Phone: +46 (0)70 597 82 66

SCR/GCR: scr@airportcoordination.com
OCS: www.online-coordination.com
Online service: H24

For more information: www.airportcoordination.com

1.4. Prior permission required (PPR) for non-scheduled flights with MTOM max 4000 kg or helicopters max D.13 m. Application for PPR can at a maximum be granted for one arrival and one departure to each aircraft and traffic day. Exceptions apply for flights operating to/from own property at the aerodrome, flights having ground handling or technical service contracted at the aerodrome. Exceptions also apply for fueling of flights operated by the Swedish Armed Forces or Swedish Police authorities, hospital flights and aircraft participating in rescue operations.

Application via e-mail to rtsamordning@swedavia.se, earliest 7 days and latest 24 hours prior ETA. Non-scheduled flights will be directed to Apron East by ATC. Parking is limited to 48 hours.
For further information contact Aircraft Stand Parking phone: +46(0)10 109 10 52.

1.5. Aircrafts with MTOM exceeding 4000 kg or for helicopters with D. more than 13 m are obliged to contract ground handling agent.

1.6. Operators wishing to operate the airport with an aircraft with a higher reference code letter than C shall apply for permission to Aircraft Stand Parking for further evaluation by the competent authority according to EASA regulations. Request shall be addressed to rtsamordning@swedavia.se. The request can be handled during office hours only. Information available by phone +46 (0)10 109 10 52.

2. Outside ATS hours of operations intensions should be transmitted on channel 118.105 when flying over Stockholm and Stockholm city.

3. Särskilda föreskrifter omkring öppningsstid

Klarering och start-up får inte begäras tidigare än 15 minuter före öppethållningstid enligt mom 1.

Taxningstillstånd för utkörning i samband med start får inte begäras tidigare än 5 minuter före öppethållningstid enligt mom 1.

4. Särskilda föreskrifter för trafik före stängning

4.1. Ankommande trafik
Inflygning får utföras av luftfartyg som framförs enligt:

a) IFR, om det senast 5 minuter före stängningstid befinner sig inom 15 track miles från flygplatsen.

b) VFR, om det senast 5 minuter före stängningstid har passerat in i BROMMA CTR.

4.2. Avgående trafik
Luftfartyg lämnas starttillstånd endast om utkörning till start har påbörjats senast 5 minuter innan stängningstid.

5. Start-up och klarering

Start-up och ATC klarering skall begäras från »Ground» på kanal 121.605. Luftfartygets position samt identifieringsbeteckning för senast erhållna ATIS-utsändning skall anges vid första anrop. För IFR kan begäran ske tidigast 30 min före EOBT.

6. Föreskrifter vid taxning

6.1. All taxning inom färdområdet skall påbörjas inom ATS öppethållningstider.

6.2. Taxningsprocedurer

Ankommande trafik bana 12 ska lämna rullbanan via TWY Y4, Y5 eller G1. När bankondition så medger undvik att lämna via TWY Y5, detta för att minska störningar på LOC 12 för efterföljande luftfartyg.

Ankommande trafik bana 30 ska lämna rullbanan via TWY Y3, Y1 eller G1.

Ankommande trafik bana 30 ska taxa via TWY Y till uppställningsplats 3-6, och via TWY T till uppställningsplats 7-19 (eller enligt klarering från ATC).

Avgående trafik bana 12 ska taxa via TWY Y från uppställningsplats 3-7, och via TWY T från uppställningsplats 8-19 (eller enligt klarering från ATC).

Hastigheten begränsad till max 15 kt vid taxning på plattorna samt på TWY Y längs platta 1.

Slutlig intaxning till uppställningsplats 3-19 är förbjuden utan assistans av rangeringspersonal. Luftfartyg skall vänta på plattans inkörnings- eller inriktningsspår utanför uppställningsplats tills rangeringspersonal anländer.

Begränsad sikt råder för avgående trafik från uppställningsplats 11-14 gentemot ankommande trafik till platta 2. Styrman rekommenderas hålla uppsikt höger/bakåt innan och under taxning från uppställningsplatsen.

Vid inhämtande av taxiinstruktioner för korsning av rullbanan ska taxiinstruktionen alltid innehålla frasen **“Korsa banan”**.

3. Special regulations around opening hours

ATC clearance and start-up must not be requested until 15 minutes prior to the opening time in accordance with para 1.

Clearance to taxi in connection with take-off must not be requested until 5 minutes prior to the opening time in accordance with para 1.

4. Special regulations for traffic around closing time

4.1. Inbound traffic
Approach may, however, be carried out by an aircraft operated in accordance with:

a) IFR, if it by 5 minutes before closing time is within 15 track miles from the aerodrome.

b) VFR, if it by 5 minutes before closing time has entered Bromma CTR.

4.2. Outbound traffic
An aircraft will receive take-off clearance only if the taxiing for take-off has been initiated by 5 minutes before closing time.

5. Start-up and clearence

Start-up and ATC clearance shall be requested from »Ground» on channel 121.605. Aircraft position and dentification of ATIS broadcast latest received shall be given at initial call. For IFR traffic shall request not be made earlier than 30 min before EOBT.

6. Taxi regulations

6.1. Taxiing within the movement area is to be commenced during ATS hours of operation.

6.2. Taxi procedures

Arriving traffic on RWY 12 shall vacate the runway via TWY Y4, Y5 or G1. When performance conditions permit avoid vacating via TWY Y5, in order to prevent deviations on LOC 12 for following aircraft.

Arriving traffic on RWY 30 shall vacate the runway via TWY Y3, Y1 or G1.

Arriving traffic on RWY 30 shall use TWY Y to stands 3-6 and TWY T to stands 7-19 (or as cleared by ATC).

Departing traffic on RWY 12 shall use TWY Y from stands 3-7, and TWY T from stands 8-19 (or as cleared by ATC).

Taxi speed restricted to max 15 kt on aprons and on TWY Y alongside apron 1.

Final taxiing to position at stand 3-19 is not allowed without marshalling assistance. Aircraft shall wait on apron taxi line or outside parking stand, whichever applicable, until marshal arrives.

Limited visibility for departing traffic from stand 11-14 in respect to arriving traffic to apron 2. First Officer is recommended to carefully watch right/back before and during commencing taxiing to stand.

Clearance for crossing of the runway shall always include the phrase **“Cross runway”.**

Taxning till/från platta 4 via TWY R förväntas taxa kortaste väg på TWY T till/från TWY Y (alltså ej via platta 2).

Taxning till och från plattorna 6 och 7 är begränsad till luftfartyg med vingspann maximalt 29 m samt spårvidd huvudställ maximalt 5 m.
Taxning till/från platta 6 och 7 via TWY S förväntas taxa kortaste väg på TWY T till/från TWY Y (alltså ej via platta 2).

Taxning till och från uppställningsplats R5 – R9 är inte tillåtet, endast bogsering. För bogsering kontakta Bromma Operations Center TEL 010 109 41 40.

Luftfartygsrörelser inom samtliga plattor där dagermarkering taxningslinje saknas, skall assisteras av rangeringspersonal. Undantag medges endast för luftfartyg till/från tanknings-anläggning på Apron East, där befälhavare navigerar under egen uppsikt och säkerställer korrekt positionering inom därför avsedd yta.

7. Skol- och övnings- och uppvisningsflygning

Det är inte tillåtet att utföra upprepade start- och landningsövningar, ensamflygning under grundutbildning samt uppvisningsflyg på eller i närheten av flygplatsen.

8. Undvikande av jetstrålar

För att undvika jetstrålar på parkerade luftfartyg på ramper gäller följande procedur: Luftfartyg som under någon del av intaxning eller uttaxning har parkerade luftfartyg bakom sig får inte använda högre effekt än “idle”. Luftfartyg som av någon orsak under dessa förhållande stannas, skall för att undvika användandet av “brake-away”, begära assistans för att dras till position för slutgiltig parkering alternativt position där användandet av “brake-away” inte längre utgör någon fara.

9. Motortestplats

Motortestplats endast tillgänglig mellan 0800-1500 (0700-1400) när dagsljus råder.

Taxning till motortestplats endast tillåtet med ledsagning, eller bogsering från TWY G1.

10. D-ATIS

D-ATIS tillgängligt via ACARS för FPL utrustade med ACARS-MU. (AEEC 623 kompatibla) (ARINC är leverantör för datalänkkommunikation och ESSB flygplats för ATIS service.)

Taxiing to/from apron 4 via TWY R is expected to taxi shortest route on TWY T to/from TWY Y (i.e. not via apron 2).

Taxiing to/from apron 6 and 7 is limited to maximum wingspan 29 m and main gear wheelspan maximum 5 m.
Taxiing to/from apron 6 and 7 via TWY S is expected to taxi shortest route on TWY T to/from TWY Y (i.e. not via apron 2).

Taxing to and from remote parking R5 – R9 is not allowed. Towing only. For towing contact Bromma Operations Center by phone +46 (0)10 109 41 40.

Aircraft movements within all aprons where daylight marking taxi lines are not present, must be guided by marshalling assistance. Exception is granted only to Aircraft navigating to/from fuelling station on Apron East, where commander is navigating under own supervision and ensuring correct positioning within therefore intended area.

7. School flights, training flights aerobatics

Repeated take-off and landing exercises, solo flights during basic training and aerobatics at or in the vicinity of the airport is not permitted.

8. Avoidance of jet blast

To avoid jet blast on parked aircraft on apron following procedure applies: Aircraft at any part of in- or outtaxiing having aircraft parked behind, shall not use more than idle thrust. Aircraft for any reason been forced into stop during these circumstances, shall to avoid any use of brake-away thrust, request assistance for pull into position of final stop or position where use of brake-away power no longer constitute danger.

9. Engine test area

Engine test area only available between 0800-1500 (0700-1400) during daylight operation.

Taxiing to position within engine test area only allowed with marshalling assistance, or towing from TWY G1.

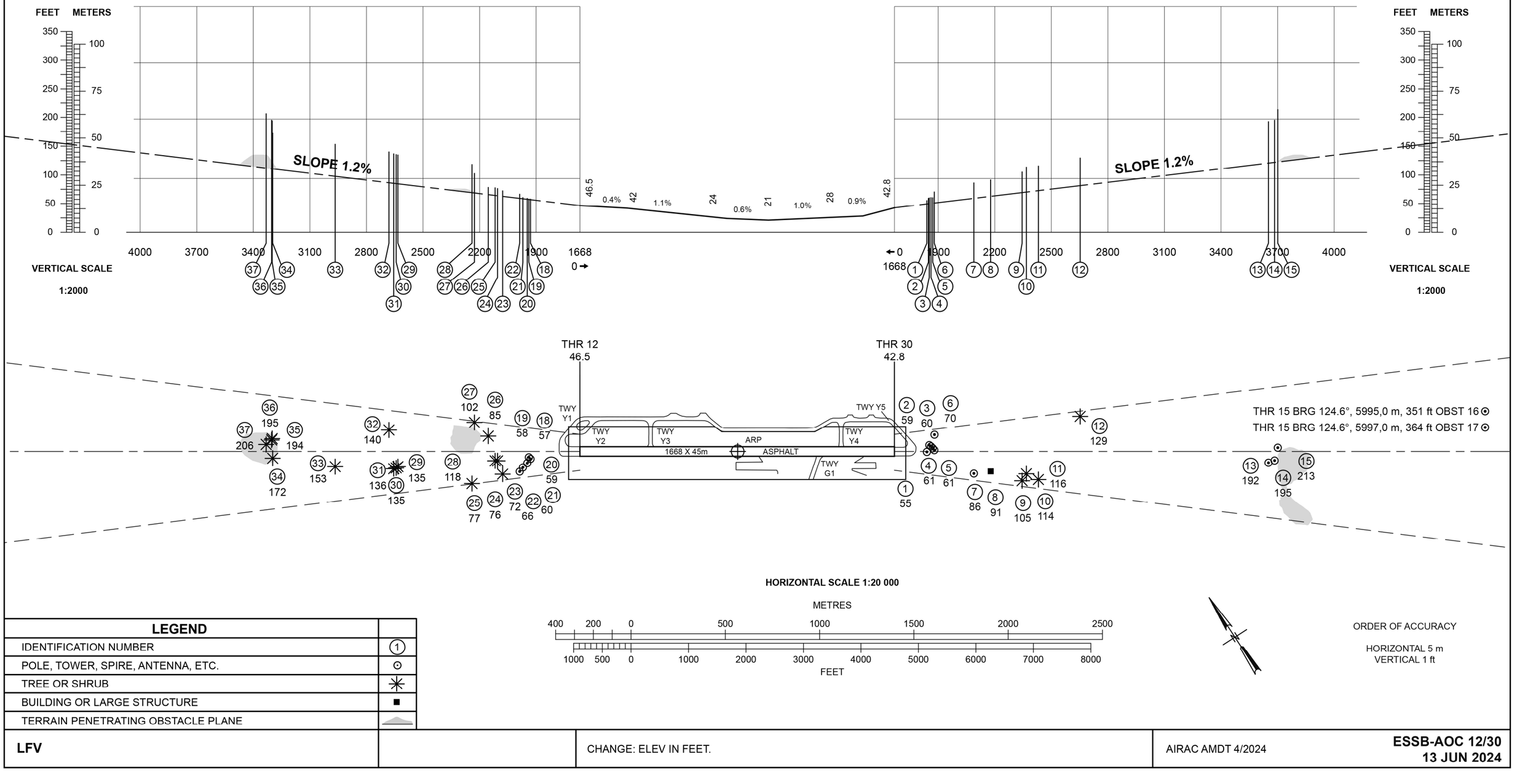
10. D-ATIS

D-ATIS service available by ACARS for ACFT equipped with ACARS-MU. (AEEC 623 compliant) (Provider is ARINC for datalink com and ESSB airport for ATIS service.)

AERODROME ELEVATION 47 FEET
MAGNETIC VARIATION 6° E 2020

RUNWAY BEARINGS
12 = GEO 125.01°; MAG 119°
30 = GEO 305.03°; MAG 299°

from TWY Y1	RWY 12	DECLARED DISTANCES	RWY 30	from TWY Y5
1779	1668	TAKE-OFF RUN AVAILABLE	1668	1779
1779	1668	TAKE-OFF DISTANCE AVAILABLE	1668	1779
1779	1668	ACCELERATE STOP DISTANCE AVAILABLE	1668	1779
	1668	LANDING DISTANCE AVAILABLE	1668	



LEGEND	
IDENTIFICATION NUMBER	①
POLE, TOWER, SPIRE, ANTENNA, ETC.	⊙
TREE OR SHRUB	✳
BUILDING OR LARGE STRUCTURE	■
TERRAIN PENETRATING OBSTACLE PLANE	

ORDER OF ACCURACY

HORIZONTAL 5 m
VERTICAL 1 ft

ESNU 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

ESNU 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
14	138.45° GEO 130° MAG	2302 x 45	PCN 70 F/B/X/T ASPH	634754.75N 0201609.49E End RWY: 634659.10N 0201800.96E GUND 72.3 ft	THR 25.2 ft TDZ 25 ft
32	318.48° GEO 310° MAG	2302 x 45	PCN 70 F/B/X/T ASPH	634700.55N 0201758.05E GUND 71.8 ft	THR 17.3 ft TDZ 17 ft

Designations RWY NR	Slope of RWY-SWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	RESA dimensions (m)
1	7	8	9	10	11
14	See ESNU AOC	-	-	2422 x 280	90 x 90
32	See ESNU AOC	-	-	2422 x 280	90 x 90

Designations RWY NR	Location/ description of arresting system	OFZ (Yes/No)	Remarks
1	12	13	14
14	-	No	-
32	-	No	THR 32 displaced 60 m

ESNU 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
14	2302	2302	2302	2302	-
32	2302	2302	2302	2242	-

DECLARED DISTANCES TAKE-OFF INTERSECTIONS						
RWY	INTERSECTION	TORA (m)	TODA (m)	ASDA (m)		Remarks
1		2	3	4	5	6
14	TWY B	1721	1721	1721	-	-
32	TWY D	1599	1599	1599	-	-

ESNU 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
14	Barrette CL CAT I 870 m LIH	Green	PAPI Left/3.00° (61.4 ft)	-	-	2302/50 m White Caution zone 600 m yellow LIH	Red WBAR	-
32	Barrette CL CAT I 420 m LIH	Green WBAR	PAPI Left/3.00° (55.4 ft)	-	-	2302/50 m White Caution zone 600 m yellow LIH	Red	-

10 Remarks:		
	RWY 14:	LED lights on RTHL, REDL, RENL and APCH.
	RWY 32:	LED lights on RTHL, REDL, RENL and APCH.

ESNU 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1.	ABN/IBN location, characteristics and hours of operation	-
2.	LDI location and LGT Anemometer location and LGT	Unlighted windsocks at RWY ends. Lighted At aiming points, unlighted.
3.	TWY edge and centre line lighting	Edge: TWY B, C, D CL: - LED lights on TWY edge lights LED lights on RGL
4.	Secondary power supply/switch-over time	Available/Less than 1 sec
5.	Remarks	-

ESNU 2.16 HELICOPTER LANDING AREA

FATO established on TWY B. Approach- and departure parallel to RWY 14/32.
FATO for daylight and VMC operations. During IMC or darkness RWY 14/32 to be used.
Air-taxiing to parking by directive from TWR.
TLOF lighting by Flood flight.

ESNU 2.17 ATS AIRSPACE

1.	**Designation and lateral limits**	**UMEÅ CTR**	**635733N 0200327E - 635126N 0202555E - 634057N 0204121E - 633712N 0203257E - 634014N 0201327E - 634620N 0195913E - 635301N 0195354E - 635733N 0200327E**
2.	**Vertical limits**	**UMEÅ CTR**	**2000 ft AMSL** **GND**
3.	**Airspace classification**	**C**	
4.	**ATS unit call sign** **Language(s)**	**UMEÅ TOWER** **Swedish/English**	
5.	**Transition altitude**	**5000 ft AMSL**	
6.	**Remarks**	**CTR established during hours of TWR.**	

ESNU 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel/Frequency	Hours of operation	Remarks
1	2	3	4	5
TWR	UMEÅ TOWER	119.805	HO	Primary channel
		121.500	HO	-
		118.080	HO	By directive from TWR
	UMEÅ DE-ICING	121.775	HO	-

ESNU 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 14 ILS CAT I (8° E 2020)	NU	109.90 MHz	HO	634653.9N 0201811.3E		214 m beyond END RWY 14 ILS Class I/E/2
GP		333.80 MHz	HO	634744.4N 0201618.3E		Angle 3.0° RDH 56.0 ft 319 m past THR 14 right side During winter angle may vary BTN 3.0° and 3.25° due snow.
LOC 32 ILS CAT I (8° E 2020)	SNU	110.70 MHz	HO	634759.0N 0201601.0E		176 m beyond THR 14 ILS Class I/E/2
GP		330.20 MHz	HO	634705.3N 0201736.6E		Angle 3.0° RDH 53.8 ft 305 m past THR 32 left side During winter angle may vary BTN 3.0° and 3.25° due snow.
L 32	WU	329 kHz	H24	634325.8N 0202456.5E		Range 15 NM
NDB	VNA	364 kHz	H24	634957.6N 0195052.7E		Range 30 NM Reduced range during certain conditions.When not received inform ATS.
VOR/DME (8° E 2020)	UME	114.10 MHz	H24	634719.0N 0201706.8E	33 ft	DME channel 88X
DME	NU	109.90 MHz	H24	634744.3N 0201618.1E	52 ft	DME channel 36X
DME	SNU	110.70 MHz	H24	634705.2N 0201736.4E	46 ft	DME channel 44X

ESNU 2.20 LOKALA TRAFIKFÖRESKRIFTER

1. Dagligen mellan 2100–0600 (2000–0500) får flygplatsen inte trafikeras av flygplan certifierade enligt ICAO Annex 16, Volume I, Part II, Chapter 2.
2. Start-up och klarering för IFR-trafik skall begäras från ATC på kanal 119.805. Begäran kan ske tidigast 30 min före EOBT.
3. Under tiden 2100–0600 (2000–0500) är start bana 32 och landning bana 14 ej tillåten om inte annat krävs av flygsäkerhetsskäl.
4. Mellan 2100–0600 (2000–0500) bör reversering undvikas.
5. Föreskrifter för markrörelser
Minsta möjliga motoreffekt skall användas vid taxning på plattan. Uppsikt på passagerare på plattan före taxning påbörjas.

LOCAL TRAFFIC REGULATIONS

1. Daily between 2100–0600 (2000–0500) the aerodrome must not be used by aircraft certificated in accordance with ICAO Annex 16, Volume I, Part II, Chapter 2.
2. Start-up and clearance for IFR-traffic shall be requested from ATC on channel 119.805. For IFR-traffic shall request not be made earlier than 30 min before EOBT.
3. During the hours 2100–0600 (2000–0500) take-off RWY 32 and landing RWY 14 not permitted unless otherwise required by flight safety reasons.
4. During the hours 2100–0600 (2000–0500) engine reverse should be avoided.
5. Ground movement procedures
Engines shall be operated at minimum power required when taxiing on apron. Caution advised when turning around on apron.Watch out for passengers on apron.

ESNU 2.23 ÖVRIG INFORMATION

1. Security

Känsliga delar av behörighetsområdet (CSRA) omfattar hela det inhägnade området runt flyplatsen med undantag av angränsande områden vid Ambulansflyg och flygklubbarnas hangarer.

2. Missledande ljus

Risk finns att järnvägsbelysningen som finns belägen norr om flygplatsen kan uppfattas som inflygnings-/banljus.

3. ATS-tjänst

ATS-tjänst bedrivs från RTC Stockholm.

4. Signalstrålkastare

Signalstrålkastare placerad på R-TWR.

5. Beviljade undantag från krav i CS-ADR-DSN

Fasta hinder genomtränger hinderbegränsande ytor.

ADDITIONAL INFORMATION

1. Security

Critical parts of Security Restricted Area (CSRA) comprise the fenced-in aerodrome area except demarcated areas laced at Air Ambulance and General Aviation hangar areas.

2. Misleading lights

Railway lights north of the aerodrome might create misleading visual impression of approach-/runway lights.

3. Air Traffic Service (ATS)

ATS provided from RTC Stockholm.

4. Signalling lamp

Signalling lamp positioned at R-TWR.

5. Granted exemptions from requirements in CS-ADR-DSN

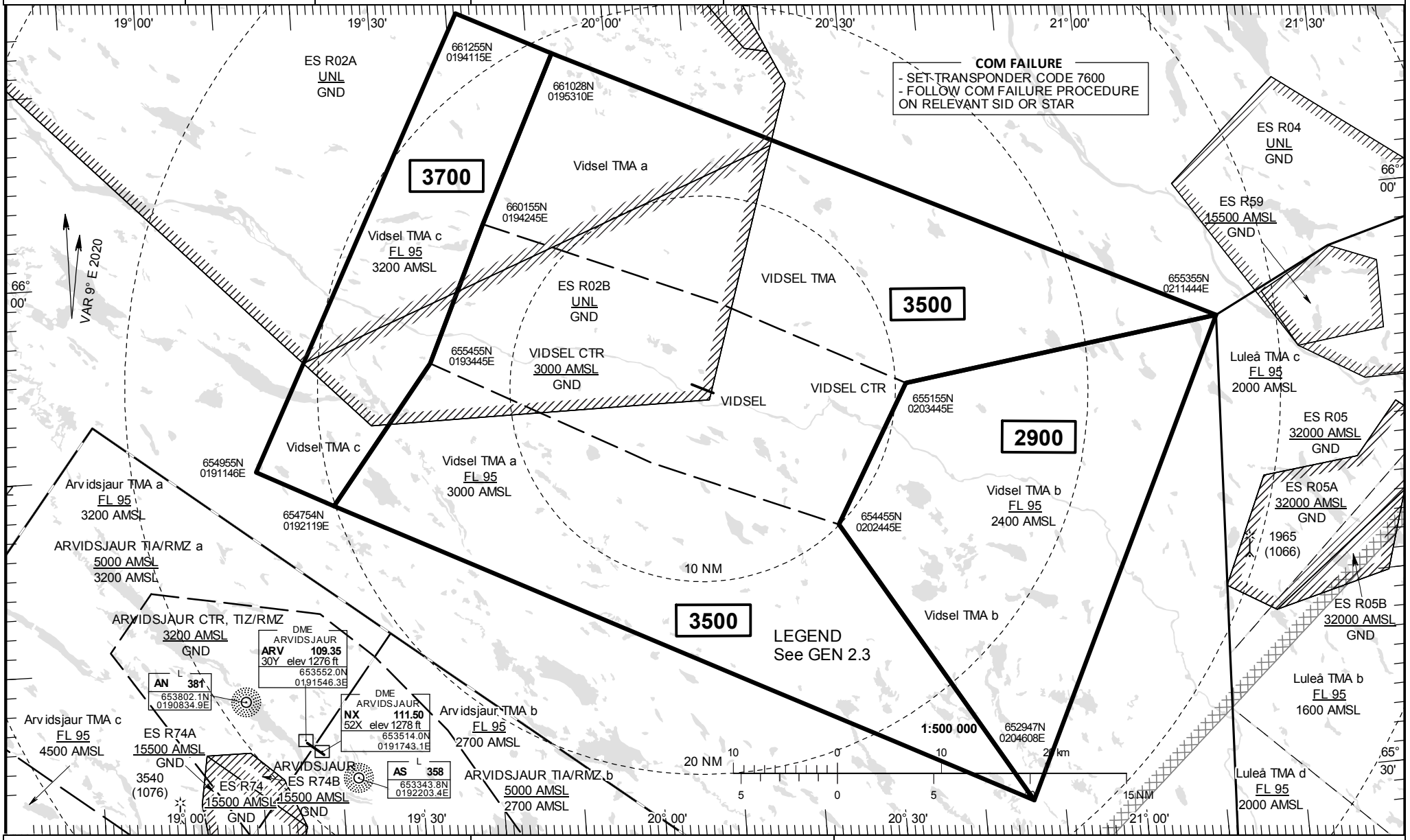
Fixed obstacles penetrating the obstacle limitation surfaces.

ESNU 2.24 TILLHÖRANDE KARTOR

RELATED CHARTS

AD chart		ESNU 2-1
AOC		ESNU-3-1
Area chart	(TMA)	ESNU 4-1
List of Waypoints and significant points		ESNU 4-3
RNAV STAR General		ESNU 4-4
RNAV (GNSS) STAR	RWY 14	ESNU 4-5
RNAV (GNSS) STAR	RWY 32	ESNU 4-7
RNAV SID General		ESNU 4-13
RNAV (GNSS) SID	RWY 14	ESNU 4-15
RNAV (GNSS) SID	RWY 32	ESNU 4-19
SID/STAR	RWY 14	ESNU 4-23
SID/STAR	RWY 32	ESNU 4-25
ATC Surveillance Minimum ALT chart		ESNU 4-91
IAC	ILS or LOC RWY 14	ESNU 5-1
IAC	VOR RWY 14	ESNU 5-2
IAC	ILS z or LOC z RWY 32	ESNU 5-3
IAC	ILS y or LOC y RWY 32	ESNU 5-4
IAC	VOR RWY 32	ESNU 5-5
IAC	RNP RWY 14	ESNU 5-7
IAC	RNP RWY 32	ESNU 5-9
VAC		ESNU 6-1

AIP SWEDEN	ESPE AD ELEV 597 FEET	VIDSEL APPROACH	VIDSEL TOWER 130.400 VIDSEL APPROACH 124.150	ATC Surveillance Minimum Altitude Chart – VIDSEL	AD 2 ESPE 4-91
HGT and ALT in ft TA 5000 AMSL				THIS CHART MAY ONLY BE USED FOR CROSS-CHECKING OF ASSIGNED ALTITUDES WHILST IN RECEIPT OF RADAR SERVICE LEVELS ASSIGNED BY ATC INCLUDE A CORRECTION FOR LOW TEMPERATURE EFFECT	



LFV	CHANGE: ES R05A, ES R05B new.	AIRAC AMDT 4/2024 **13 JUN 2024**

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AD 2 AERODROMES

ESSV 2.1 AERODROME LOCATION INDICATOR AND NAME

ESSV – VISBY

ESSV 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1.	ARP coordinates and site at AD	573946N 0182046E 021° GEO 1000 m from THR 03
2.	Direction and distance from (city)	NE 2 NM from Visby
3.	Elevation/Reference temperature	164 ft/+24.0°C
4.	Geoid undulation at AD ELEV PSN	82 ft
5.	MAG VAR/Annual change	6° E 2020/+0.2 increasing
6.	Administration, address, telephone, fax, AFS	Swedavia AB Visby Airport SE-621 41 Visby TEL: +46 (0)10 109 52 00 FAX: +46 (0)10 109 52 45 E-mail: info@visbyairport.se AFS: ESSVZTZX Website: www.swedavia.se/visby www.swedavia.net/visby
7.	Types of traffic permitted (IFR/VFR)	IFR/VFR. Max RWY ref code 03/21 4C, 10/28 2B
8.	Remarks	PPR outside AD Operating hours. Request shall be made to vby.ado@swedavia.se.

ESSV 2.3 OPERATIONAL HOURS

1.	AD Administration AD Operating hours	MON-FRI 0700-1500 (0600-1400) Ref AIP SUP/NOTAM
2.	Customs and immigration	O/R. Customs +46 (0)8 456 66 20. Immigration +46 (0)10 569 29 09.
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	TWR opens 30 min prior AD Operating hours. Closes as AD Operating hours.
8.	Fuelling	As AD Operating hours
9.	Handling	O/R, e-mail: vby.groundhandling@swedavia.se
10.	Security	As AD Operating hours
11.	De-Icing	As AD Operating hours
12.	Remarks	Increased charges outside AD Operating hours. Frequent extension of operational hours.

ESSV 2.4 HANDLING SERVICES AND FACILITIES

1.	Cargo-handling facilities	-
2.	Fuel/oil types	Fuel Jet A1, 91/96UL Oil -
3.	Fuelling facilities/discharge capacity	Jet A1: 30,000 l in fuel truck, 150,000 l in store 91/96UL: 25,000 l
4.	De-icing facilities	Type I and II. Available OCT-APR. MAY-SEP on request.
5.	Hangar space for visiting ACFT	-
6.	Repair facilities for visiting ACFT	-
7.	Remarks	Fuel supplier Jet A1 Shell, 91/96UL Hjelmco. For payment of fuel only credit cards accepted. 91/96UL only available during daylight.

ESSV 2.5 PASSENGER FACILITIES

1.	Hotels	In Visby
2.	Restaurants	At AD (terminal building Apron A)
3.	Transportation	Taxis, rental cars, buses (terminal building Apron A)
4.	Medical facilities	In Visby
5.	Bank and Post Office	In Visby
6.	Tourist Office	In Visby
7.	Remarks	-

ESSV 2.6 RESCUE AND FIRE FIGHTING SERVICES

1.	AD category for fire fighting	CAT 6. Other O/R.
2.	Rescue equipment	By arrangement, municipal resque service
3.	Capability for removal of disabled aircraft	Limited capability. Could be arranged on request. On-the-scene commander during AD Operating hours +46(0)10 109 52 12.
4.	Remarks	-

ESSV 2.7 SEASONAL AVAILABILITY – CLEARING

1.	Types of clearing equipment	Snowploughs, blowers, sweepers
2.	Clearance priorities	RWY 03/21, TWY A, Apron A
3.	Remarks	RWY 03/21 de-iced/anti-iced with UREA/SAND

ESSV 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1.	Apron surface and strength	See ESSV 2-3
2.	Taxiway width, surface and strength	TWY A 20 m ASPH PCN 50 F/A/X/T TWY C 15 m ASPH PCN 44 F/A/X/T TWY G 6 m GRASS PCN - TWY K 6 m ASPH PCN - TWY M 15 m ASPH PCN 50 F/A/X/T AVBL during daylight for CIV traffic aircraft code A, B and C with wheelbase below 18 M.
3.	ACL, location and elevation	-
4.	VOR checkpoints	At holdingpoint TWY C RWY 21 (see ESSV 2-1)
5.	INS checkpoints	See AD 2 ESSV 2-3
6.	Remarks	-

ESSV 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	See ESSV-2-3. Marshalling only available on apron A. Marshalling not available on apron B.
2.	RWY and TWY markings and LGT	RWY 03/21: Designator, THR, TDZ, CL and edges are day marked RTHL, REDL, RENL TWY A: CL, HLDG day marked. Edge lights and signs, RGL C: CL, HLDG day marked. Edge lights and signs, RGL G: See ESSV 2-1 K: CL, HLDG day marked. RGL M: CL, HLDG day marked. RGL
3.	Stop bars	-
4.	Remarks	TWY A: Mandatory instruction markings on taxiway. TWY C: Mandatory instruction markings on taxiway. TWY K: Mandatory instruction markings on taxiway. TWY M: Mandatory instruction markings on taxiway.

ESSV 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/Designation	OBST type	OBST position	ELEV/HGT in feet	Markings/ Type, colour	Remarks
a	b	c	d	e	f
ESSV1	Sign	573909.8N 0182026.0E	149 / -	-	-
ESSV2	Forest	573844.4N 0182015.8E	207 / -	-	-

In Area 3					
OBST ID/Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
Not available					

ESSV 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

ESSV 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
03	020.98° GEO 015° MAG	2000 x 45	PCN 50 F/A/X/T ASPH	573915.89N 0182024.75E GUND 82 ft	THR 140 ft
21	200.99° GEO 195° MAG	2000 x 45	PCN 50 F/A/X/T ASPH	574016.25N 0182107.96E GUND 81.7 ft	THR 137.0 ft TDZ 137.8 ft
10	101.40° GEO 095° MAG	1100 x 40	PCN - GRASS	573903.56N 0181946.75E GUND 82 ft	THR 142 ft
28	281.40° GEO 275° MAG	1100 x 40	PCN - GRASS	573856.53N 0182051.80E GUND 82 ft	THR 164 ft

Designations RWY NR	Slope of RWY-SWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	RESA dimensions (m)
1	7	8	9	10	11
03	See ESSV AOC	-	-	2120 x 300	90 x 90
21	See ESSV AOC	-	-	2120 x 300	90 x 90
10	-	-	-	1220 x 80	30 x 80
28	-	-	-	1220 x 80	30 x 80

Designations RWY NR	Location/ description of arresting system	OFZ (Yes/No)	Remarks
1	12	13	14
03	-	No	-
21	-	No	-
10	-	No	RWY 10/28 non instrument.
28	-	No	RWY 10/28 non instrument.

ESSV 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
03	2000	2000	2000	2000	-
21	2000	2000	2000	2000	-
10	1100	1100	1100	1100	-
28	1100	1100	1100	1100	-

DECLARED DISTANCES TAKE-OFF INTERSECTIONS						
RWY Designator	INTERSECTION	TORA (m)	TODA (m)	ASDA (m)		Remarks
1		2	3	4	5	6
03	TWY A	1403	1403	1403	-	-
21	TWY A	619	619	619	-	-

ESSV 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
03	SALS 420 m LIH	Green WBAR	PAPI Left/3.00° (55.8 ft)	-	-	2000/55 m White Caution zone 600 m yellow LIH	Red WBAR	-
21	Calvert CAT I 900 m LIH	Green WBAR	PAPI Left/3.00° (61.7 ft)	-	-	2000/55 m White Caution zone 600 m yellow LIH	Red WBAR	-

10 Remarks:	RWY 03:	LED lights on RTHL, REDL, RENL, APCH, and WBAR
	RWY 21:	LED lights on RTHL, REDL, RENL, APCH, and WBAR

ESSV 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1.	ABN/IBN location, characteristics and hours of operation	-
2.	LDI location and LGT Anemometer location and LGT	Lighted windsock N of VOR/DME. Unlighted windsock at start RWY 03, start RWY 21, start RWY 10 and start RWY 28. Unlighted anemometer at PAPI RWY 21. Unlighted anemometer N of VOR/DME. Unlighted anemometer at TWY G.
3.	TWY edge and centre line lighting	Edge: TWY A, C CL: - LED lights on TWY edge lights LED lights on all RGL
4.	Secondary power supply/switch-over time	Available/15 sec during LVP less than 1 sec
5.	Remarks	-

ESSV 2.16 HELICOPTER LANDING AREA

RWY 03/21 to be used

ESSV 2.17 ATS AIRSPACE

1.	Designation and lateral limits	VISBY CTR	575025N 0182157E - 574856N 0183232E - 573814N 0183108E - 572850N 0181937E - 573045N 0180909E - 574129N 0181048E - 575025N 0182157E
2.	Vertical limits	VISBY CTR	1100 ft AMSL GND
3.	Airspace classification	C	
4.	ATS unit call sign Language(s)	VISBY TOWER Swedish/English	
5.	Transition altitude	5000 ft AMSL	
6.	Remarks	CTR established during hours of TWR.	

ESSV 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel/Frequency	Hours of operation	Remarks
1	2	3	4	5
TWR	VISBY TOWER	120.305	HO	Primary channel VDF
		121.500	HO	VDF
APP	VISBY APPROACH	126.155	HO	VDF

ESSV 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 21 ILS CAT I (6° E 2020)	SV	109.15 MHz	H24	573850.0N 0182006.2E		858 m beyond THR 03 ILS Class I/E/2
GP		331.25 MHz	H24	574005.1N 0182107.7E		Angle 3.0° RDH 57.1 ft 323 m past THR 21 left side
VOR/DME (6° E 2020)	VSB	115.10 MHz	H24	573934.3N 0182048.7E	154 ft	350 m S ARP DME channel 98X
DME	SV	109.15 MHz	H24	574005.0N 0182108.1E	162 ft	323 m past THR 21 left side DME channel 28Y

ESSV 2.20 LOKALA TRAFIKFÖRESKRIFTER

1. Tillgänglighet

RWY 10/28 och TWY G är tillgängliga perioden MAJ–SEP. Under annan tid skall information om banförhållanden inhämtas från ATS för färdplanering.

2. Start-up och klarering för IFR-trafik

Start-up och klarering skall begäras på kanal 120.305 tidigast 30 MIN före EOBT.

3. Start-up och klarering för VFR-trafik

Start-up och klarering skall begäras innan taxning från platta B.

4. Skol- och övningsflygning

För skol- och övningsflygning krävs tillstånd. Tillstånd lämnas av ATS TEL 0498 26 31 42.

5. Fallskärmshoppning

För fallskärmshoppning krävs tillstånd.
Tillstånd lämnas av ATS.
Landningsområde för fallskärm – se AD2 ESSV 2-1.

6. Parkering platta A

Förhandstillstånd erfordras (PPR) för flyg som ej opererar i linjetrafik för parkering på platta A, ambulansflyg undantagna. Maximal parkeringstid är 60 minuter om inget annat avtalats. Förfrågan skickas till vby.ado@swedavia.se eller TEL 010 109 52 20.

7. Föreskrifter för markrörelser

Minsta möjliga motoreffekt ska användas vid taxning på platta A och B. Försiktighet ska vidtas när man svänger runt på platta A och B. Se upp för passagerare på plattorna. Överstyrning krävs vid taxning från/till södra TWY M från/till platta A uppställningsplats 1, 2 och 3.

LOCAL TRAFFIC REGULATIONS

1. Availability

RWY 10/28 and TWY G are available during MAY–SEP. During other period information on runway conditions shall be obtained from ATS for flight planning.

2. Start-up and clearance for IFR traffic

Startup and clearance shall be requested on channel 120.305 not earlier than 30 MIN before EOBT.

3. Start-up and clearance for VFR traffic

Start-up and clearance shall be requested before taxiing from apron B.

4. School and training flights

For school and training, permission is required. Permission by ATS TEL +46 (0) 498 26 31 42.

5. Parachuting

For parachuting, permission is required.
Permission by ATS.
Parachuting landing area – see AD2 ESSV 2-1.

6. Parking Apron A

Prior permission required (PPR) for non-schedule flights for parking apron A, except ambulance flight. Maximum parking time is 60 minutes unless otherwise agreed. Request shall be addressed to vby.ado@swedavia.se or TEL +46 (0)10 109 52 20.

7. Ground movement procedures

Engines shall be operated at minimum power required when taxiing on apron A and B. Caution advised when turning around on apron A and B. Watch out for passengers on aprons.
Oversteering is required when taxiing from/to south TWY M from/to apron A stand 1, 2 and 3.

ESSV 2.21 MINSKNING AV BULLERSTÖRNING

1. Över tätbebyggt område

Över de centrala delarna av Visby bör luftfartyg inte framföras på lägre höjd än 2000 ft MSL, utom då så är nödvändigt i samband med start och landning.

Angivna flygvägar, IFR och VFR, har upprättats även för att minska bullerstörningar. Luftfartyg skall noggrant följa i klarering angiven flygväg samt i övrigt framföras så att onödiga bullerstörningar inte förorsakas.

2. Ankommande luftfartyg

Vid landning bör reversering utöver Idle Reverse inte användas mellan 2100-0600 (2000-0500).

3. Motorkörning

Motorkörning i samband med underhåll får endast ske på bana 03/21 mellan 0500-2100 (0400-2000), övriga tider se: www.swedavia.net/airport/visby/start/airport-regulations

4. APU

APU skall inte användas vid parkering vid andra tillfällen än då så krävs för motorstart eller för reglering av kabintemperatur. Därvid får APU startas tidigast 5 min före beräknad tid för taxning.
Då utomhustemperaturen överstiger 25°C, och då cirkulation av kabinluften inte är möjlig på annat sätt medges dock start av APU i max 20 min före beräknad tid för taxning.
Gäller ej HOSP.

NOISE ABATEMENT PROCEDURES

1. Over built up areas

Over the central parts of Visby aircraft should not be operated below 2000 ft MSL, except when necessary for take-off and landing.

Routes for inbound and outbound traffic, IFR and VFR, have been established also for noise abatement. Aircraft shall strictly adhere to assigned route and be operated in such a manner that unnecessary noise disturbances are not caused

2. Inbound aircraft

On landing reversing more than Idle Reverse should not be applied between 2100-0600 (2000-0500).

3. Test running of engines

Test running of engines in connection with maintenance may be carried out at RWY 03/21, between 0500-2100 (0400-2000), during other hours: www.swedavia.net/airport/visby/start/airport-regulations

4. APU

APU shall not be used on parking unless required for engine start or adjustment of cabin heat. On these occasions APU must not be started earlier than 5 min be-fore estimated time for taxiing.
When the temperature outside exceeds 25°C and where air cannot otherwise be circulated in the cabin, APU may be started at a maximum of 20 min before estimated time for taxing.
HOSP excepted.

ESSV 2.22 FLYGPROCEDURER

1. Ankommande IFR-trafik inom Visby TMA/CTR

1.1 Flygvägar

Flygvägar för ankommande trafik är upprättade enligt ESSV 4-4 och ESSV 4-9 till ESSV 4-16.

1.2 Väntlägen

Väntlägen (Ref ENR 1.3 mom 8)
Väntlägen är upprättade enligt ESSV 4-1.

1.3 Visuellinflygningar

Visuellinflygningar i vänstervarv till RWY 03 skall ske söder om Visby hamn på lägsta flyghöjd 1500 ft intill dess flygplanet är etablerat på final RWY 03. Detta gäller för flygplan som överstiger MTOM 7000 kg.

1.4 Cirkling

Cirkling till RWY 03 skall ske i högervarv (öster om banan) p.g.a. bullerrestriktioner över Visby stad. Gäller flygplan med MTOM 7000 kg eller högre.

FLIGHT PROCEDURES

1. Inbound IFR traffic within Visby TMA/CTR

1.1 Routes

Arrival routes are established in accordance with ESSV 4-4 and ESSV 4-9 through ESSV 4-16.

1.2 Holdings

Holdings (Ref ENR 1.3 para 8)
Holding patterns are established in accordance with ESSV 4-1.

1.3 Visual approach

Visual approaches in left hand circuit to RWY 03 shall be carried out south of Visby harbour not below 1500 ft until established on final RWY 03. Limitation applicable to aircraft with MTOM 7000 kg or more.

1.4 Circling

Circling to RWY 03 shall be performed in a right hand circuit (east of runway) due to noise abatement over the city of Visby. Limitation applicable to aircraft with MTOM 7000 kg or more.

2. Avgående IFR-trafik inom Visby TMA/CTR

Flygvägar
SID upprättade enligt ESSV 4-4 till ESSV 4-8 och ESSV 4-15/16.

2. Outbound IFR traffic within Visby TMA/CTR

Routes
SIDs established in accordance with ESSV 4-4 through ESSV 4-8 and ESSV 4-15/16.

3. Startprocedurer, omnidirectional

3. Omnidirectional departure procedures

RWY	Procedure	Significant obstacle		
		Obstacle	Elevation (ft)	Direction (GEO)/Dist (m) from THR
03	Climb straight ahead to MNM turning ALT 700 ft. Continue climb to appropriate MSA.	Pylon	1109	164°/7150
21	Climb straight ahead to MNM turning ALT 1300 ft. Continue climb to appropriate MSA.	Pylon	1109	172°/8800

4. Avbrott i radioförbindelse

Luftfartyg skall följa de föreskrifter som anges i ENR 1.3 mom 10. Under IMC gäller dessutom följande för ankommande luftfartyg.

4.1 Ankommande klarering mottagen och kvitterad eller om avbrott i radioförbindelse inträffar under radarledning:

Bibehåll senast tilldelad och kvitterad flyghöjd. Fortsätt direkt till VSB. Vid behov, sjunk i VSB väntläge (MNM 2100 ft AMSL).

Flygplan med RNAV-kapabilitet:

Från VSB, för bana 03, fortsätt direkt till DEMUS (ej under 2200 ft AMSL) följt av normal instrumentinflygning.

Från VSB, för bana 21, fortsätt direkt till EKMUN (ej under 2200 ft AMSL) följt av normal instrumentinflygning.

Flygplan utan RNAV-kapabilitet:

Efter ankomst över VSB skall erforderlig nedgång utföras i väntläge, varefter normal instrumentinflygning skall utföras.

Har EAT mottagits och kvitterats, påbörja nedgången till 2200 ft AMSL vid EAT.

4.2 Ankommande klarering inte mottagen och/eller kvitterad:

Bibehåll senast tilldelad och kvitterad flyghöjd.
Fortsätt via aktuell inpasseringspunkt i TMA (ref punkt 1.1 ovan) direkt till VSB.
Efter ankomst över VSB, sjunk i VSB väntläge (MNM 2100 ft AMSL).

Flygplan med RNAV-kapabilitet:

Från VSB, för bana 03, fortsätt direkt till DEMUS (ej under 2200 ft AMSL) följt av normal instrumentinflygning.

Från VSB, för bana 21, fortsätt direkt till EKMUN (ej under 2200 ft AMSL) följt av normal instrumentinflygning.

Flygplan utan RNAV-kapabilitet:

Efter ankomst över VSB skall erforderlig nedgång utföras i väntläge, varefter normal instrumentinflygning skall utföras.

4. Communication failure

Aircraft shall adhere to the procedures stipulated in ENR 1.3 para 10. In addition, in IMC the relevant procedures below shall be applied by inbound aircraft.

4.1 Inbound clearance received and acknowledged or in the event of communication failure during radar vectoring:

Maintain the level last received and acknowledged. Proceed direct to VSB. If required descend in HLDG VSB (MNM 2100 ft AMSL).

ACFT with RNAV capability:

From VSB, for RWY 03, proceed direct to DEMUS (not below 2200 ft AMSL) for a normal instrument approach.

From VSB, for RWY 21, proceed direct to EKMUN (not below 2200 ft AMSL) for a normal instrument approach.

ACFT without RNAV capability.

After arrival overhead VSB descent, if required, shall be made in holding. Thereafter a normal instrument approach shall be carried out.

If an EAT has been received and acknowledged, commence the above descent to 2200 ft AMSL at the EAT.

4.2 No inbound clearance received and/or acknowledged:

Maintain the level last received and acknowledged.
Proceed via the relevant TMA entry point (ref 1.1 above) direct to VSB.
After arrival over VSB, descend in the published holding pattern (MNM 2100 ft AMSL).

ACFT with RNAV capability:

From VSB, for RWY 03, proceed direct to DEMUS (not below 2200 ft AMSL) for a normal instrument approach.

From VSB, for RWY 21, proceed direct to EKMUN (not below 2200 ft AMSL) for a normal instrument approach.

ACFT without RNAV capability:

After arrival overhead VSB descent, if required, shall be made in holding. Thereafter a normal instrument approach shall be carried out.

4.3 Avbruten inflygning

Stig rakt fram till 2200 ft AMSL. Därefter vänstersväng till VSB VOR för ny instrumentinflygning.

5. Lågsiktsprocedurer (LVP) etablerade

Lägsta RVR för avgående trafik på bana 03/21 är 400 m.

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 är aktiverat tillåts endast en rörelse åt gången på manöverområdet.

6. VFR-flygning inom Visby TMA/CTR

Luftfartyg skall följa föreskrifterna i ENR 1.2 mom 4. Därutöver gäller nedanstående föreskrifter.

Normala in- och utpasseringspunkter
Se ESSV 6-1

Väntlägen
Se ESSV 6-1

Avbrott I radioförbindelse
Se ESSV 6-1

4.3 Missed approach

Climb straight ahead to 2200 ft AMSL. Then turn left to VSB VOR for a new instrument approach.

5. Low visibility procedures (LVP) established

Minimum RVR for departing traffic at RWY 03/21 is 400 m.

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.

During LVP operations only one movement at a time is allowed at the manoeuvring area.

6. VFR flight within Visby TMA/CTR

Aircraft shall adhere to the procedures stipulated in ENR 1.2 para 4 and. In addition, the procedures specified below shall be applied.

Normal entry and exit points:
See ESSV 6-1

Holdings
See ESSV 6-1

Communication failure
See ESSV 6-1

ESSV 2.23 ÖVRIG INFORMATION

1. Reducerad banseparation

Reducerad banseparation tillämpas enligt AD 1.1 mom 10 mellan luftfartyg kategori 1 inbördes, samt mellan kategori 1 och 2 om kategori 1 är bakomvarande.

ADDITIONAL INFORMATION

1. Reduced runway separation

Reduced runway separation is applied in accordance with AD 1.1 para 10 between aircraft of category 1 themselves, also between category 1 and 2 aircraft if category 1 is behind.

2. Obemannade ballonger

Obemannade ballonger för rutinmässiga aerologiska mätningar skickas upp från SMHI autosondstation, väster om tröskel bana 21, dagligen 0040 och 1240 (2340 och 1140).

3. Parkering för lätta luftfartyg

Parkering för lätta luftfartyg hänvisas till platta B (gräs) söder om bana 10/28. Bedömning av tillräckligt säkerhetsavstånd vid rangering skall ske av befälhavare.

4. Beviljade undantag från krav i CS-ADR-DSN:

- TILS placering på stråket (30 m från bankant).

2. Unmanned balloons

Unmanned balloons for routine aerological measurements are sent from SMHI automatic probe station, W of threshold runway 21, daily 0040 and 1240 (2340 and 1140).

3. Parking of light aircraft

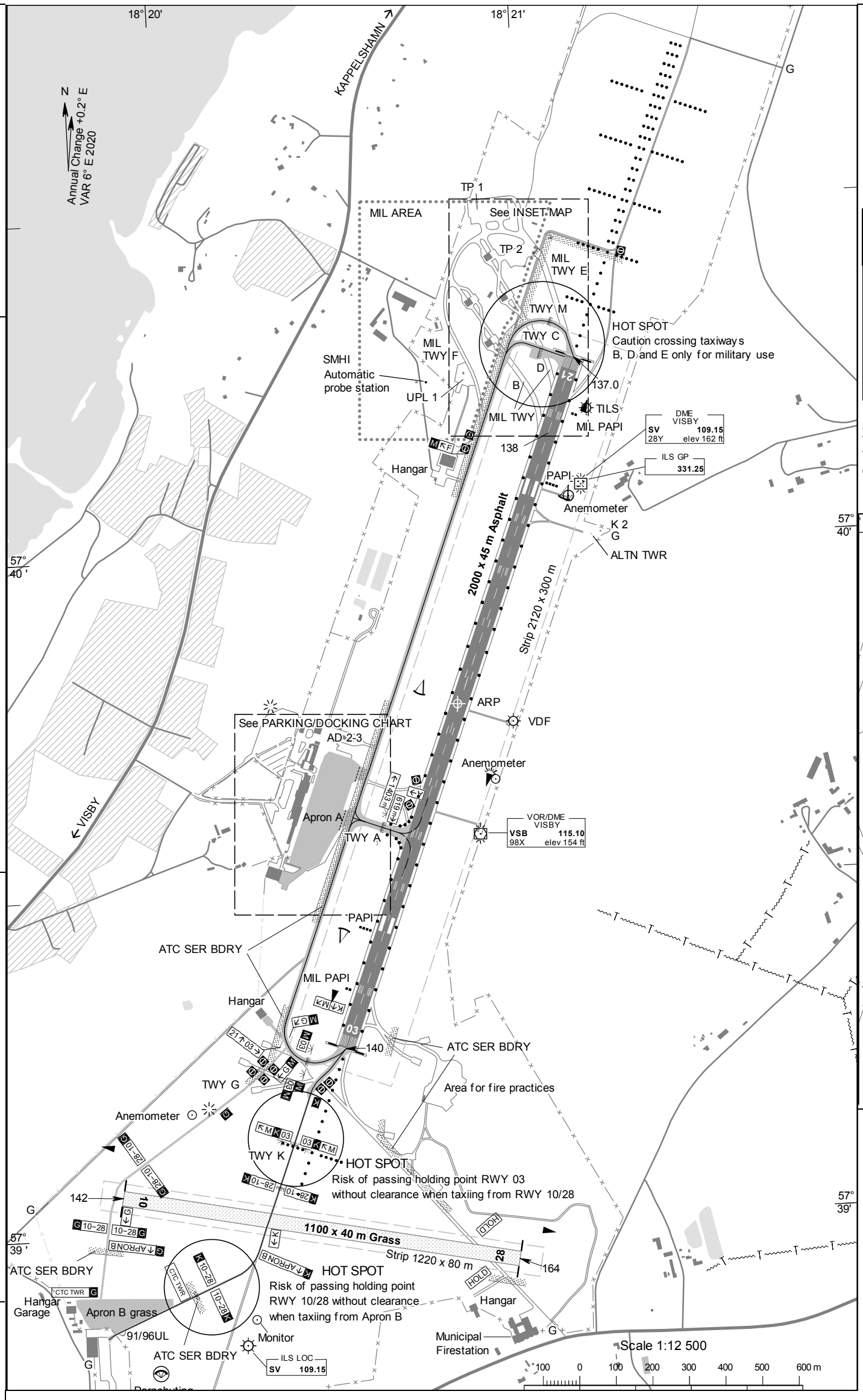
Parking of light aircraft shall be made at apron B (grass) south of RWY 10/28. Parking safety assessment shall be made by pilot in command.

4. Granted exemptions from requirements in CS-ADR-DSN:

- TILS position on the runway strip (30 m from runway edge).

ESSV 2.24 TILLHÖRANDE KARTOR / RELATED CHARTS

AD chart		ESSV 2-1
AD chart	Parking/docking chart	ESSV 2-3
AOC	RWY 03/21	ESSV-3-1
Area chart	(TMA)	ESSV 4-1
List of waypoints and significant points		ESSV 4-3
RNAV SID/STAR General		ESSV 4-4
RNAV (GNSS) SID	RWY 03	ESSV 4-5
RNAV (GNSS) SID	RWY 21	ESSV 4-7
RNAV (GNSS) STAR	RWY 03	ESSV 4-9
RNAV (GNSS) STAR	RWY 21	ESSV 4-11
STAR	RWY 03	ESSV 4-13
SID and STAR	RWY 21	ESSV 4-15
ATC Surveillance Minimum ALT chart		ESSV 4-91
IAC	ILS z or LOC z RWY 21	ESSV 5-1
IAC	ILS y or LOC y RWY 21	ESSV 5-2
IAC	VOR RWY 21	ESSV 5-3
IAC	VOR RWY 03	ESSV 5-5
IAC	RNP RWY 03	ESSV 5-7
IAC	RNP RWY 21	ESSV 5-11
VAC		ESSV 6-1



ARP 573946N 0182046E

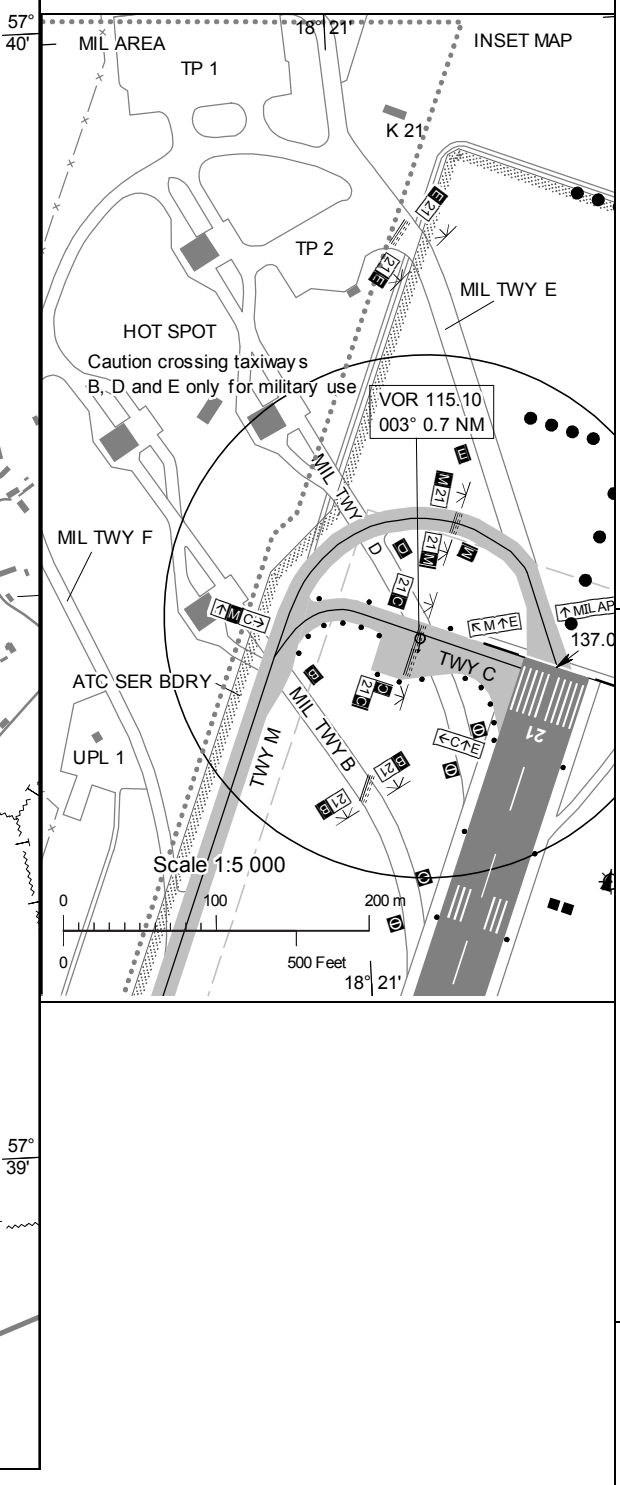
AD ELEV 164 FEET

LEGEND See GEN 2.3

Dimensions in m, ELEV in ft

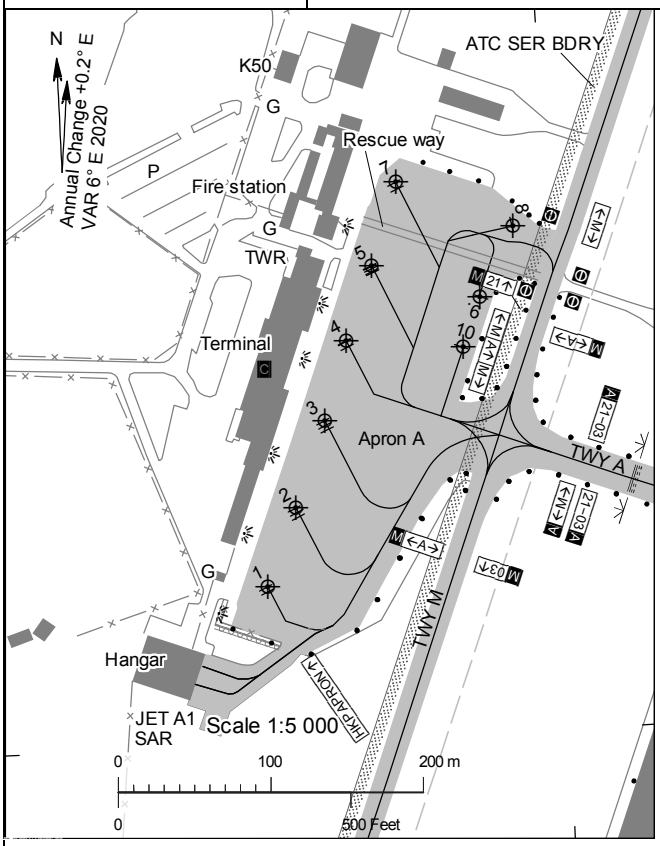
TWY NR	WIDTH	Surface Bearing strength	Day marking	Taxiway lighting	
			Centerline Holding	Edge Centerline	RGL Stopbar
A	20 m	ASPH PCN 50 F/A/X/T	CL HLDG	EDGE	RGL
C	15 m	ASPH PCN 44 F/A/X/T	CL HLDG	EDGE	RGL
G	6 m	GRASS			
K	6 m	ASPH	CL HLDG		RGL
M	15 m	ASPH PCN 50 F/A/X/T	CL HLDG		RGL

SPECIAL REGULATIONS:
TWY B, D, E and F only available for MIL traffic.
TWY M available during daylight for CIV traffic aircraft code A, B and C with wheelbase below 18 m.



RWY NR	TRUE & MAG BRG	THR PSN Geoid undulation	Bearing strength	THR ELEV and highest ELEV of TDZ of precision APCH RWY	Declared distances				Approach and runway lighting				
					TORA	TODA	ASDA	LDA	APCH	THR TRID TDZ	VASIS (MEHT)	Edge	End
03	020.98° GEO 015° MAG	573915.89N 0182024.75E GUND 82 ft	PCN 50 F/A/X/T	THR 140 ft	2000	2000	2000	2000	SALS 420 m LIH	THR Green WBAR	PAPI Left/3.00° (55.8 ft)	2000/55 m White Caution zone 600 m yellow LIH	Red WBAR
21	200.99° GEO 195° MAG	574016.25N 0182107.96E GUND 81.7 ft	PCN 50 F/A/X/T	THR 137.0 ft TDZ 137.8 ft	2000	2000	2000	2000	Calvert Cat I 900 m LIH	THR Green WBAR	PAPI Left/3.00° (61.7 ft)	2000/55 m White Caution zone 600 m yellow LIH	Red WBAR
10	101.40° GEO 095° MAG	573903.56N 0181946.75E GUND 82 ft		THR 142 ft	1100	1100	1100	1100					
28	281.40° GEO 275° MAG	573856.53N 0182051.80E GUND 82 ft		THR 164 ft	1100	1100	1100	1100					

REMARK: 91/96UL daytime.



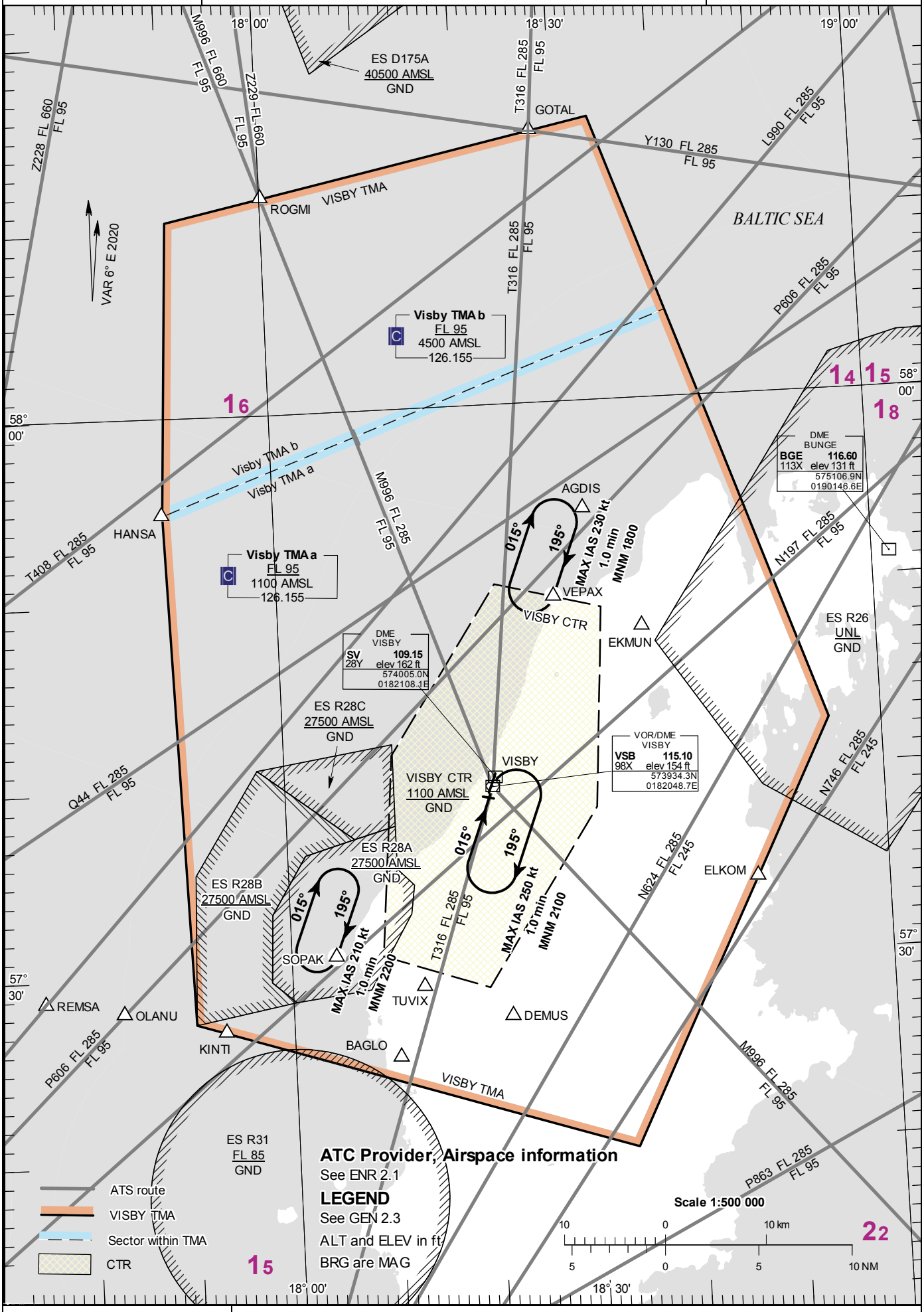
ARP 573946N 0182046E

AD ELEV 164 FEET

LEGEND See GEN 2.3

Dimensions in m, ELEV in ft

ACL/INS Coordinates for Aircraft Stands				
APRON Surface Bearing strength	NR	COORD	Bearing strength	ELEV
Apron A CONC+ASPH	1	573933.33N 0182018.30E	PCN 67 F/A/X/T	137
	2	573934.97N 0182019.58E	PCN 83 R/A/X/T	138
	3	573936.80N 0182020.89E	PCN 83 R/A/X/T	139
	4	573938.48N 0182021.89E	PCN 83 R/A/X/T	139
	5	573940.05N 0182023.04E	PCN 83 R/A/X/T	137
	7	573941.80N 0182024.17E	PCN 21 F/A/X/T	135
	8	573940.74N 0182028.72E	PCN 21 F/A/X/T	136
	9	573939.28N 0182027.28E	PCN 67 F/A/X/T	137
	10	573938.22N 0182026.52E	PCN 67 F/A/X/T	137
Apron B GRASS				



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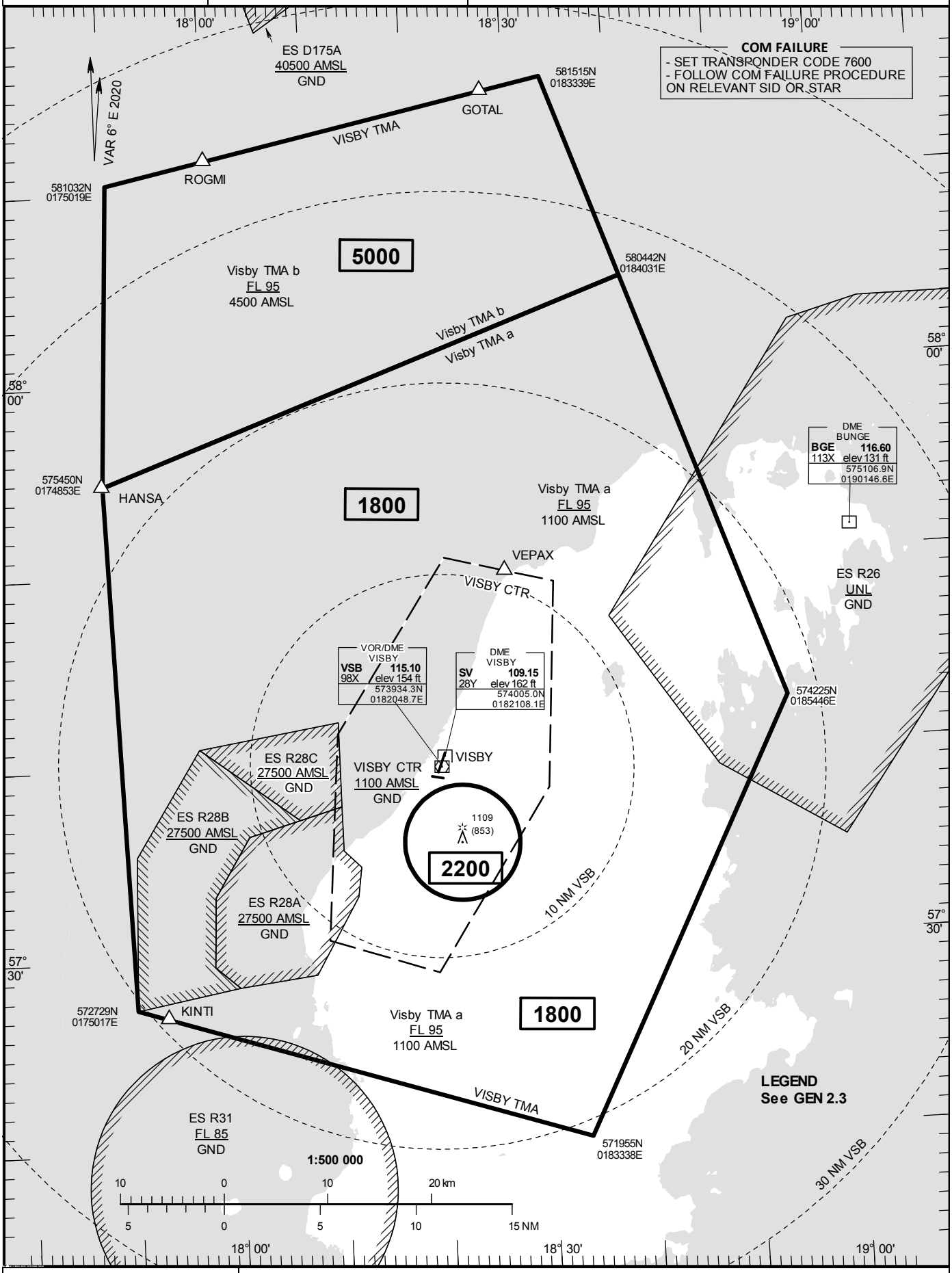
AD ELEV 164 FEET **HGT and ALT in ft** **TA 5000 AMSL**	**VISBY TOWER 120.305** **VISBY APPROACH 126.155**	THIS CHART MAY ONLY BE USED FOR CROSS-CHECKING OF ASSIGNED ALTITUDES WHILST IN RECEIPT OF RADAR SERVICE LEVELS ASSIGNED BY ATC INCLUDE A CORRECTION FOR LOW TEMPERATURE EFFECT

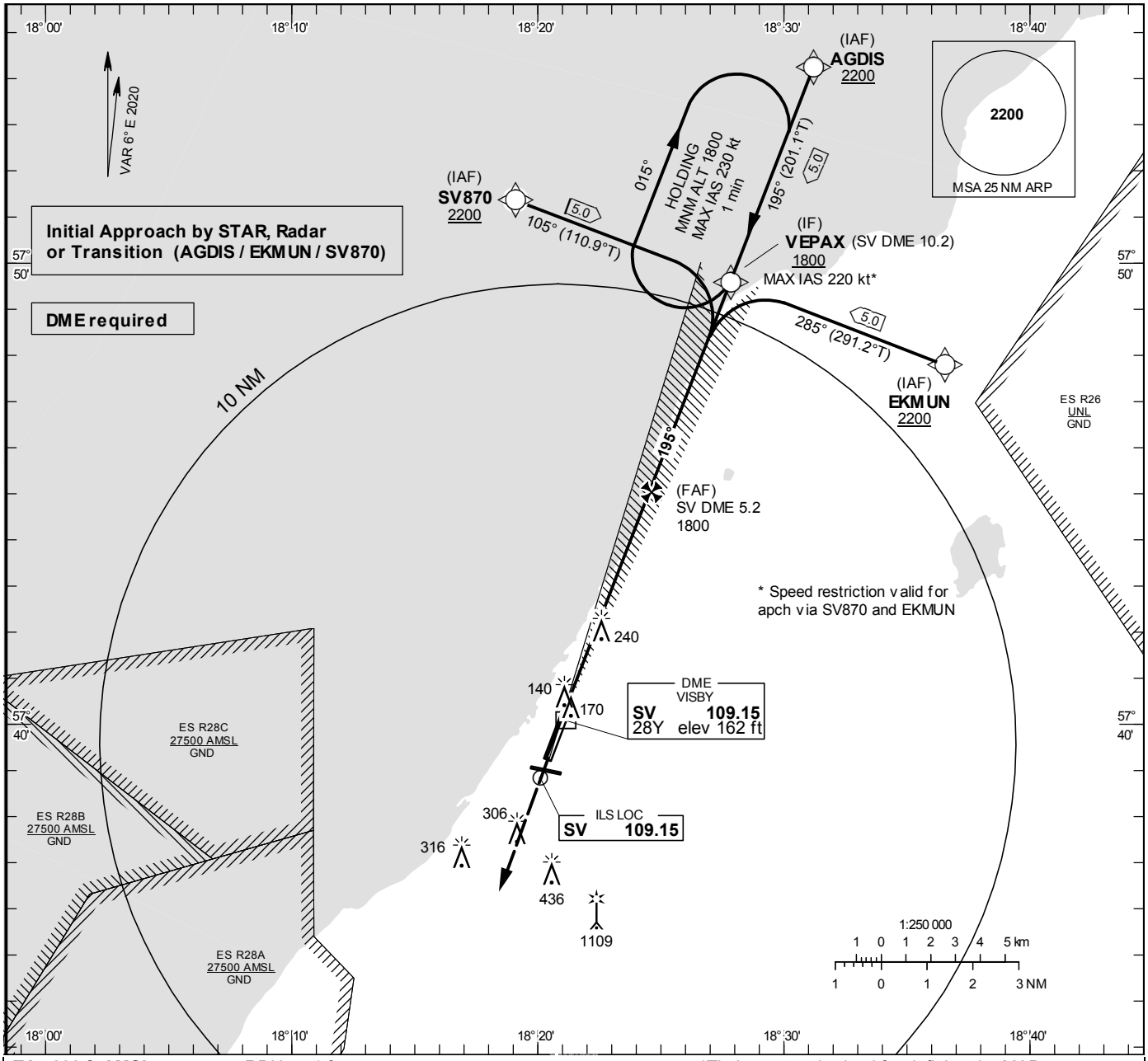


INSTRUMENT APPROACH CHART – ICAO

THR ELEV 137.0 ft, AD ELEV 164 ft
OCH are related to THR.
Circling OCH are related to AD ELEV.
BRG are MAG
ALT. HGT and ELEV in ft.

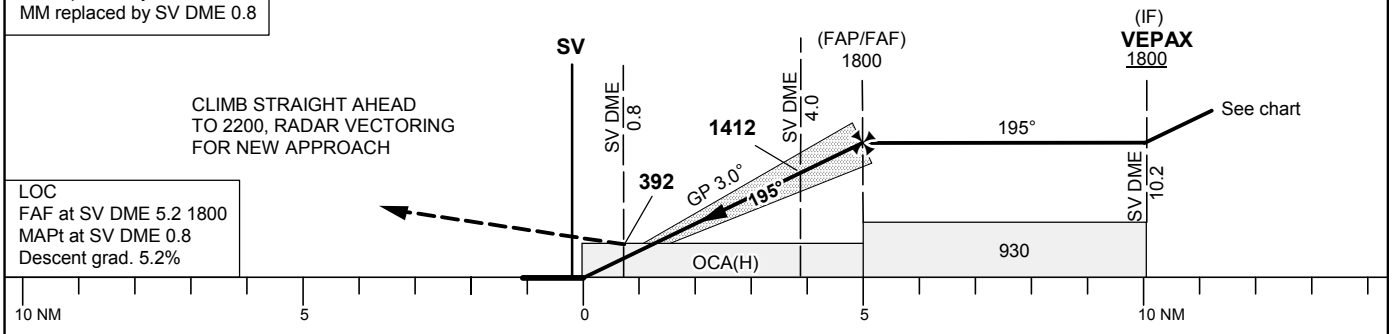
VISBY TOWER	120.305
VISBY APPROACH	126.155

ILS z or LOC z RWY 21



TA 5000 ft AMSL RDH 57.1 ft *Timing not authorized for defining the MAPt

OM replaced by SV DME 4.0
MM replaced by SV DME 0.8



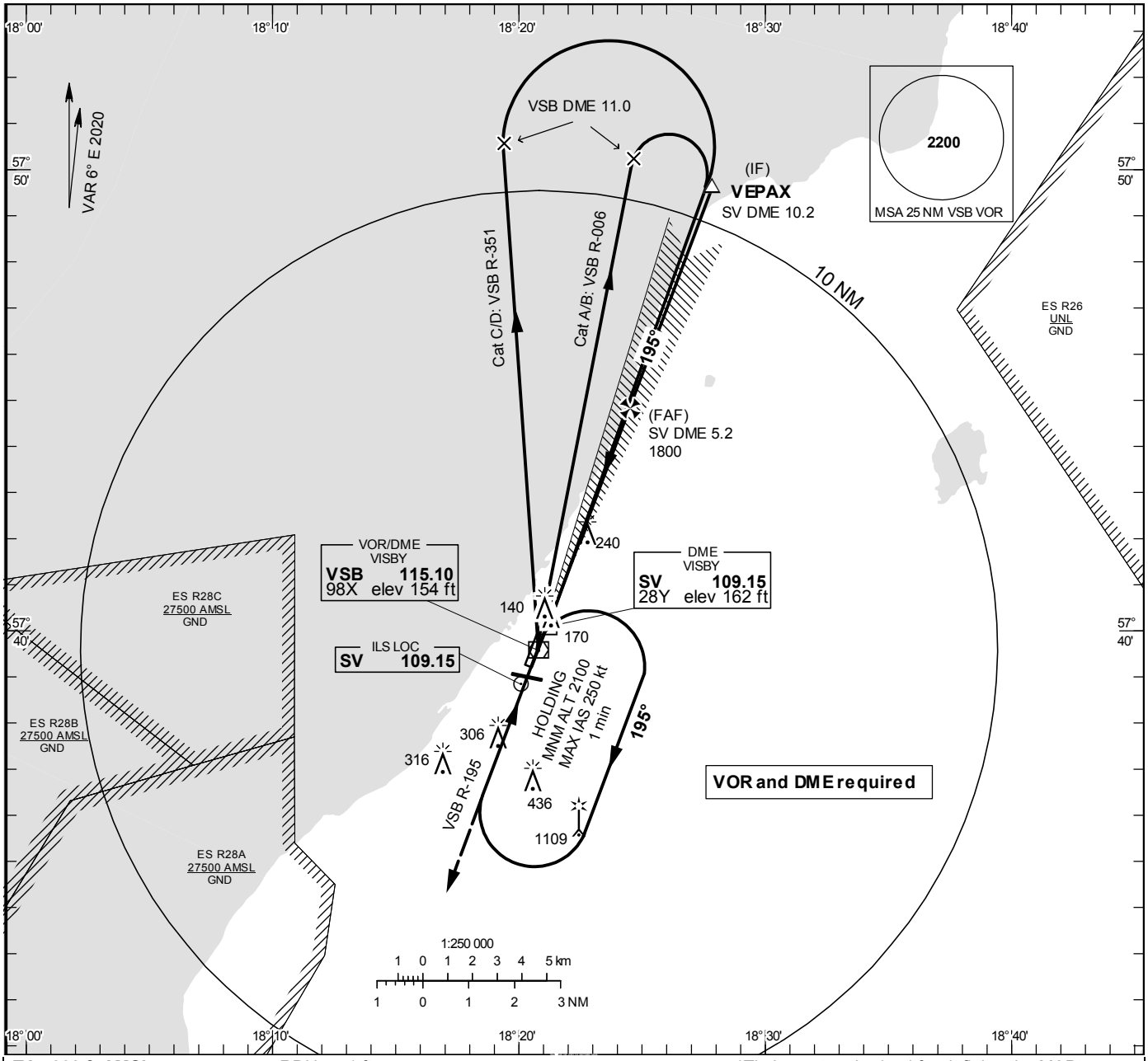
OCA (H)						Final approach	LOC Distance FAF-MAPt 4.4 NM*						
Cat of ACFT		A	B	C	D	DME SV NM	5		4		3		2
Straight-in Approach	CAT I	285(148)	296(159)	304(167)	316(179)	ALT	1731		1412		1094		775
	LOC	500 (360)				GS	kt	80	100	120	140	160	180
Circling		630(460)	780(610)	1510(1340)	1510(1340)	Time	min:ss	03:19	02:39	02:13	01:54	01:39	01:28
Circling W RWY		630(460)	630(460)	740(570)	1010(840)	Rate of descent	ft/min	425	530	635	745	850	955

ILS y or LOC y RWY 21

VISBY TOWER	120.305
VISBY APPROACH	126.155

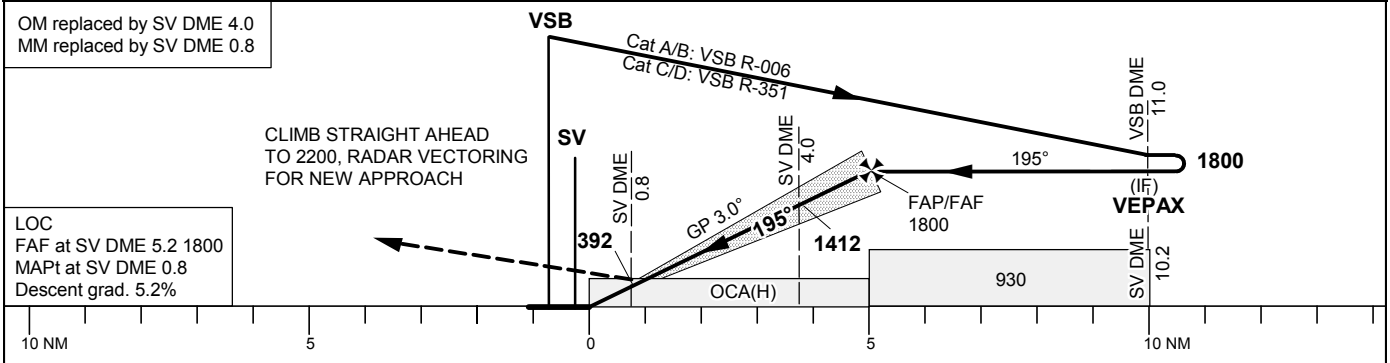
THR ELEV 137.0 ft, AD ELEV 164 ft
OCH are related to THR.
Circling OCH are related to AD ELEV.
BRG are MAG
ALT. HGT and ELEV in ft.

INSTRUMENT APPROACH CHART – ICAO



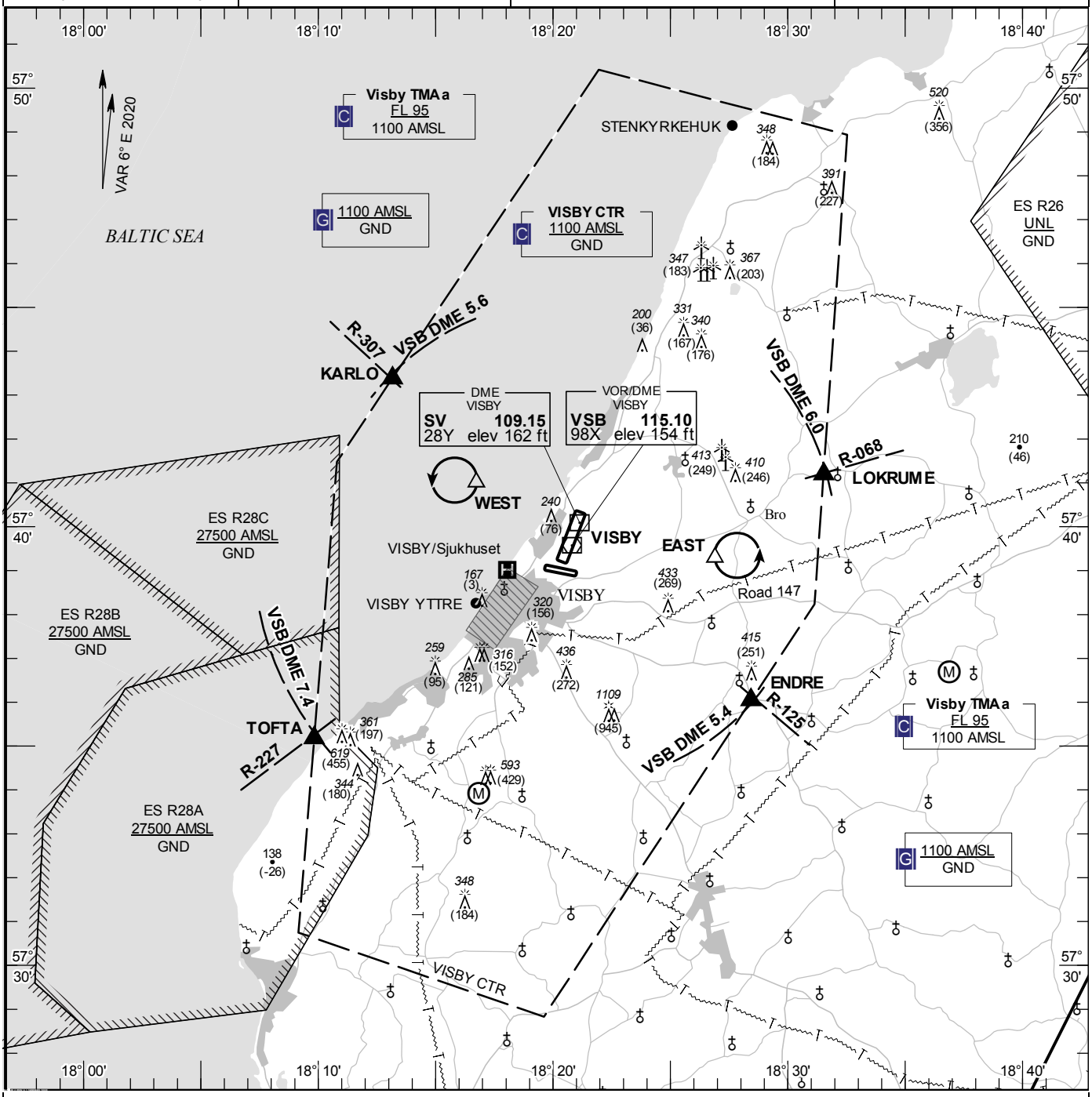
TA 5000 ft AMSL RDH 57.1 ft *Timing not authorized for defining the MAPt

OM replaced by SV DME 4.0
MM replaced by SV DME 0.8



OCA (H)						Final approach	LOC Distance FAF-MAPt 4.4 NM*						
Cat of ACFT		A	B	C	D	DME SV NM	5		4		3		2
Straight-in Approach	CAT I	285(148)	296(159)	304(167)	316(179)	ALT	1731		1412		1094		775
	LOC	500(360)				GS	kt	80	100	120	140	160	180
Circling		630(460)	780(610)	1510(1340)	1510(1340)	Time	min:s	03:19	02:39	02:13	01:54	01:39	01:28
Circling W RWY		630(460)	630(460)	740(570)	1010(840)	Rate of descent	ft/min	425	530	635	745	850	955

VISUAL APPROACH CHART – ICAO 1:250000 1 0 1 2 3 4 5 km 1 0 1 2 3 NM	AD ELEV 164 FEET ELEV and ALT in ft HGT in ft above AD ELEV **TA 5000 AMSL**	VISBY TOWER 120.305 VISBY APPROACH 126.155	AD 2 ESSV 6-1 VISBY SWEDEN



Communication failure

1 SQUAWK 7600
2 Enter CTR via KARLO/TOFTA – Holding WEST or via ENDRE/LOKRUME – Holding EAST at or below 1000 ft AMSL to traffic circuit. Transmit blind your intentions.
3 Flash LDG-lights and watch TWR for optical signals.

Remark

Noise sensitive area should be avoided below 2000 ft AMSL

RWY NR	THR ELEV	PAPI (MEHT)
03	140 ft	Left/3.00° (56 ft)
21	137.0 ft	Left/3.00° (62 ft)

Legend

See GEN 2.3

Entry / exit point

KARLO	574322N 0181310E
LOKRUME	574111N 0183132E
ENDRE	573602N 0182826E
TOFTA	573510N 0180950E

Holding

EAST: Hold north of road 147 and south of BRO church, east of point 573917N 0182654E

WEST: Hold 3NM WNW of the aerodrome over the sea, west of point 574100N 0181643E

AD 2 AERODROMES

ESMX 2.1 AERODROME LOCATION INDICATOR AND NAME

ESMX – VÄXJÖ/KRONOBERG

ESMX 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1.	ARP coordinates and site at AD	565549N 0144344E RWY 1203 m inwards THR 01
2.	Direction and distance from (city)	NW 3.5 NM from Växjö
3.	Elevation/Reference temperature	610 ft/+22.0°C
4.	Geoid undulation at AD ELEV PSN	108 ft
5.	MAG VAR/Annual change	6° E 2020/+0.2 increasing
6.	Administration, address, telephone, fax, AFS	Växjö Småland Airport AB SE-355 93 Växjö TEL: +46 (0)470 75 85 00 AFS: ESMXZTZX Website: www.smalandairport.se
7.	Types of traffic permitted (IFR/VFR)	IFR/VFR. Max RWY ref code 4E
8.	Remarks	PPR for all school and training flights. PPR for all traffic outside TWR HR of OPS. Request shall be made during AD HR of Administration TEL: +46 (0)470 75 85 30.

ESMX 2.3 OPERATIONAL HOURS

1.	AD Administration AD Operating hours	0700-1530 (0600-1430) As ATS
2.	Customs and immigration	O/R TEL +46 (0)40 661 32 20
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 ATS
9.	Handling	O/R
10.	Security	O/R
11.	De-Icing	As ATS
12.	Remarks	Increased charges outside TWR HR of OPS

ESMX 2.4 HANDLING SERVICES AND FACILITIES

1.	Cargo-handling facilities	O/R
2.	Fuel/oil types	Fuel Jet A1, 100LL Oil -
3.	Fuelling facilities/discharge capacity	Jet A1: 2 x 20,000 l. Trucks 100LL: 10,000 l. Stationary
4.	De-icing facilities	Available, Type I and II, mobile unit
5.	Hangar space for visiting ACFT	-
6.	Repair facilities for visiting ACFT	-
7.	Remarks	Fuel supplier BP

ESMX 2.5 PASSENGER FACILITIES

1.	Hotels	In Växjö
2.	Restaurants	At AD/In Växjö
3.	Transportation	Taxis, rental cars
4.	Medical facilities	In Växjö
5.	Bank and Post Office	In Växjö
6.	Tourist Office	In Växjö
7.	Remarks	-

ESMX 2.6 RESCUE AND FIRE FIGHTING SERVICES

1.	AD category for fire fighting	CAT 6, CAT 7 available O/R
2.	Rescue equipment	By arrangement, municipal rescue service
3.	Capability for removal of disabled aircraft	By arrangement, Contact dutyofficer TEL +46 (0)470 75 85 01.
4.	Remarks	-

ESMX 2.7 SEASONAL AVAILABILITY – CLEARING

1.	Types of clearing equipment	Snowploughs, sweepers, blowers, spreaders
2.	Clearance priorities	RWY, TWY, Apron
3.	Remarks	-

ESMX 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1.	Apron surface and strength	Apron ASPH PCN 40 F/B/X/T
2.	Taxiway width, surface and strength	TWY A 18 m ASPH PCN 40 F/B/X/T TWY B 23 m ASPH PCN 40 F/B/X/T TWY C 15 m ASPH PCN 40 F/B/X/T
3.	ACL, location and elevation	Apron 585 ft
4.	VOR checkpoints	-
5.	INS checkpoints	-
6.	Remarks	50% higher ACN accepted occationally on TWY and Apron

ESMX 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	SALS 420 m LIH	Green WBAR	PAPI Left/3.00° (45.3 ft)	-	-	2106/60 m White Caution zone 600 m yellow LIH	Red	-
19	Calvert CAT I 900 m LIH	Green WBAR	PAPI Left/2.86° (59.4 ft)	-	-	2106/60 m White Caution zone 600 m yellow LIH	Red	-

10 Remarks: -

ESMX 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1.	ABN/IBN location, characteristics and hours of operation	-
2.	LDI location and LGT Anemometer location and LGT	Lighted windsock N apron At RWY ends
3.	TWY edge and centre line lighting	Edge: TWY A, B, C CL: - LED lights on TWY A and TWY B edge lights
4.	Secondary power supply/switch-over time	Available/15 sec, during LVP less than 1 sec.
5.	Remarks	-

ESMX 2.16 HELICOPTER LANDING AREA

RWY 01/19 to be used

ESMX 2.17 ATS AIRSPACE

1.	Designation and lateral limits	KRONOBERG CTR	570657N 0144312E - 570536N 0145345E - 565412N 0145253E - 564406N 0144359E - 564523N 0143325E - 565608N 0143441E - 570657N 0144312E
2.	Vertical limits	KRONOBERG CTR	2000 ft AMSL GND
3.	Airspace classification	C	
4.	ATS unit call sign Language(s)	KRONOBERG TOWER Swedish/English	
5.	Transition altitude	5000 ft AMSL	
6.	Remarks	CTR established during hours of TWR.	

ESMX 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel/Frequency	Hours of operation	Remarks
1	2	3	4	5
TWR	KRONOBERG TOWER	118.155	HO	-
		121.500	HO	-

ESMX 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 (6° E 2020)	SMX	109.10 MHz	H24 *	565627.0N 0144358.6E		285 m beyond THR 19
NDB 01	VX	329 kHz	H24 *	565126.1N 0144151.4E		Range 30 NM
LOC 19 ILS CAT I (6° E 2020)	MX	109.70 MHz	H24 *	565459.3N 0144321.4E		394 m beyond THR 01
GP		333.20 MHz	H24 *	565607.1N 0144357.7E		Angle 2.86° RDH 56.1 ft 318 m past THR 19 left side
MM				565649.9N 0144407.3E		-
NDB 19	JX	349 kHz	H24 *	565946.0N 0144526.4E		Range 30 NM
DME	MX	109.70 MHz	H24 *	565607.0N 0144357.7E	584 ft	DME channel 34X

*** Monitoring of signal in space limited to ATS HR of OPS**

ESMX 2.20 LOKALA TRAFIKFÖRESKRIFTER

1. Klarering lämnas på begäran, före begäran om start-up. Uppgift om transponderkod lämnas under uttaxning.

2. För jetflygplan samt för övriga flygplan med MTOM överstigande 5700 kg får vänstersväng inte påbörjas före 4.5 DME efter start RWY 19.

3. Normalt tillämpas högervarv när RWY 19 är i användning.

LOCAL TRAFFIC REGULATIONS

1. ATC clearance will be delivered on request prior to start-up. Transponder code will be communicated during taxi.

2. For jet aircraft and other aircraft with MTOM exceeding 5700 kg left hand turn must not be initiated until 4.5 DME has been reached after departure RWY 19.

3. Normal procedure is right hand traffic circuit when RWY 19 is in use

ESMX 2.21 MINSKNING AV BULLERSTÖRNING

1. Vid start RWY 19 gäller högervarv. Dock kan, när trafik så påkallar, vänstersväng tillåtas enligt mom 2.20 ovan

2. APU får inte användas vid parkering vid andra tillfällen än då så krävs för motorstart eller för reglering av kabintemperatur. Därvid får APU startas tidigast 15 min före beräknad tid för taxning.
Om APU måste användas tidigare får detta endast ske efter överenskommelse med flygplatsen.

NOISE ABATEMENT PROCEDURES

1. On take-off RWY 19 right hand turn applies. When the traffic situation so requires, left hand turn shall be carried out in accordance with para 2.20 above.

2. APU must not be used on parking unless required for engine start or adjustment of cabin heat. On these occasions the APU may be started not earlier than 15 min before estimated time for taxiing.
If APUs are to be used earlier, there shall be agreement between the airline and the airport.

ESNZ 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
12	114.67° GEO 110° MAG	2500 x 45	PCN 55 F/B/X/T ASPH	631155.71N 0142845.98E GUND 104.2 ft	THR 1194.2 ft TDZ 1194.2 ft
30	294.71° GEO 290° MAG	2500 x 45	PCN 55 F/B/X/T ASPH	631121.99N 0143128.43E GUND 105 ft	THR 1233 ft

Designations RWY NR	Slope of RWY-SWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	RESA dimensions (m)
1	7	8	9	10	11
12	See ESNZ AOC	-	-	2710 x 280	90 x 90
30	See ESNZ AOC	-	-	2710 x 280	90 x 90

Designations RWY NR	Location/ description of arresting system	OFZ (Yes/No)	Remarks
1	12	13	14
12	-	Yes	Transverse slope. RWY non cambered, single crossfall from right to left.
30	-	No	Transverse slope. RWY non cambered, single crossfall from left to right.

ESNZ 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
12	2500	2500	2500	2500	-
30	2500	2500	2500	2500	-

DECLARED DISTANCES TAKE-OFF INTERSECTIONS						
RWY Designator	INTERSECTION	TORA (m)	TODA (m)	ASDA (m)		Remarks
1		2	3	4	5	6
12	TWY G	1907	1907	1907	-	-

ESNZ 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
12	Barrette CL CAT III 720 m LIH	Green	PAPI Left/3.00° (53.8 ft)	893 m	2500/15 m 0-1600 m white, 1600-2200 m white/red, 2200-2500 m red. LIH	2500/60 m White Caution zone 600 m yellow LIH	Red	-
30	Barrette CL SALS 420 m LIH	Green	PAPI Left/3.00° (68.2 ft)	-	2500/15 m 0-1600 m white, 1600-2200 m white/red, 2200-2500 m red. LIH	2500/60 m White Caution zone 600 m yellow LIH	Red	-

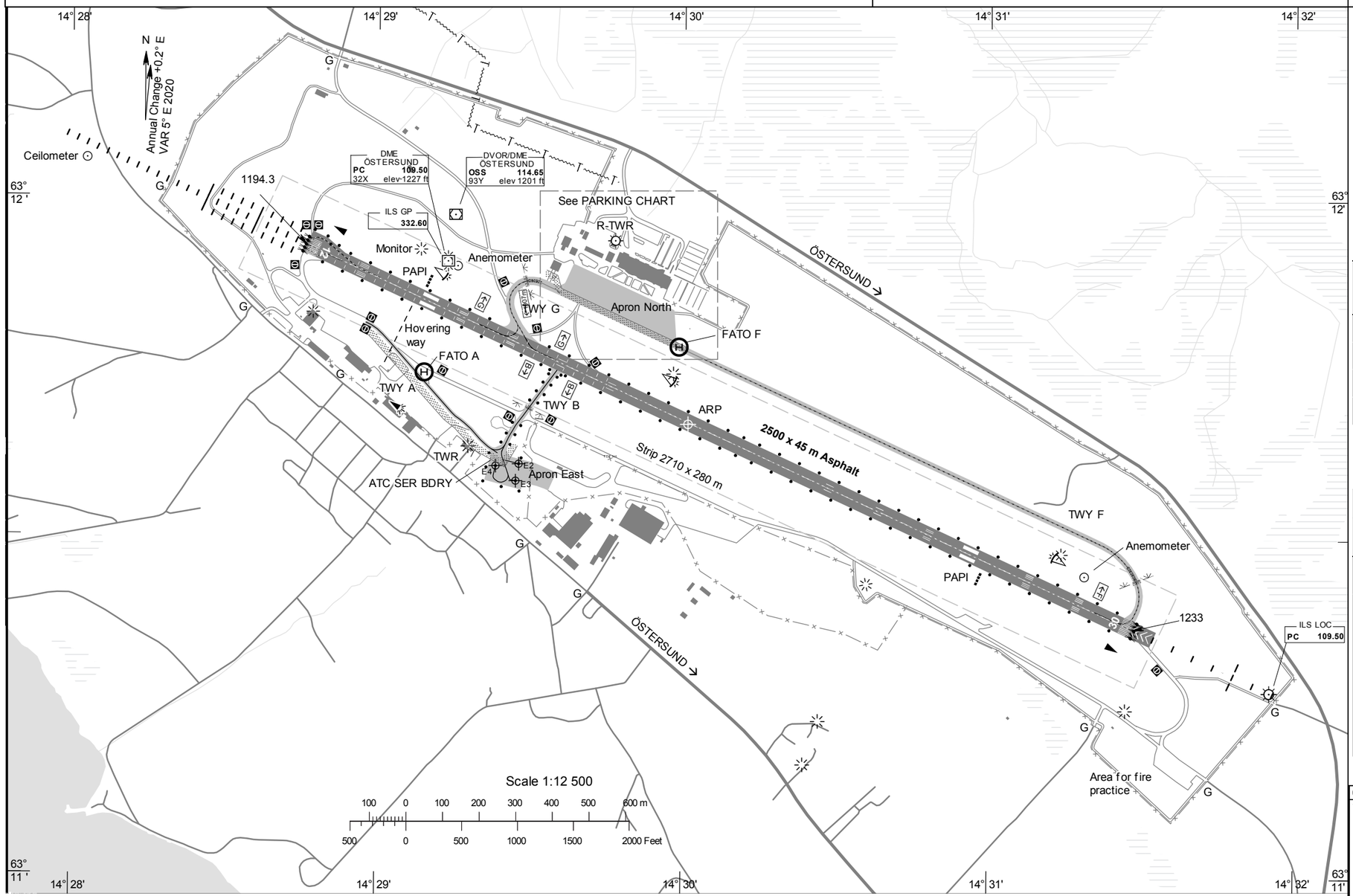
10 Remarks: **RWY 12:** **LED lights on RTHL, REDL, RENL, RCLL, RTZL and APCH**
RWY 30: **LED lights on RTHL, REDL, RENL, RCLL and APCH**

ESNZ 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1.	ABN/IBN location, characteristics and hours of operation	Not available
2.	LDI location and LGT	Unlighted windsocks at RWY ends. Lighted windsock southwest of FATO A.
	Anemometer location and LGT	At RWY ends, unlighted
3.	TWY edge and centre line lighting	Edge: TWY B CL: TWY F, G LED lights on TWY F and G centre line lights
4.	Secondary power supply/switch-over time	Available/1 sec
5.	Remarks	-

ESNZ 2.16 HELICOPTER LANDING AREA

FATO A established on TWY A. Approach- and departure direction parallell to RWY 12/30.
FATO F established on TWY F east of apron North. Approach- and departure direction parallell to RWY 12/30.
FATO A and F for daylight and VMC operations. During IMC or darkness RWY 12/30 to be used.
Airtaxiing to parking by directive from TWR.



ARP 631140N 0143001E

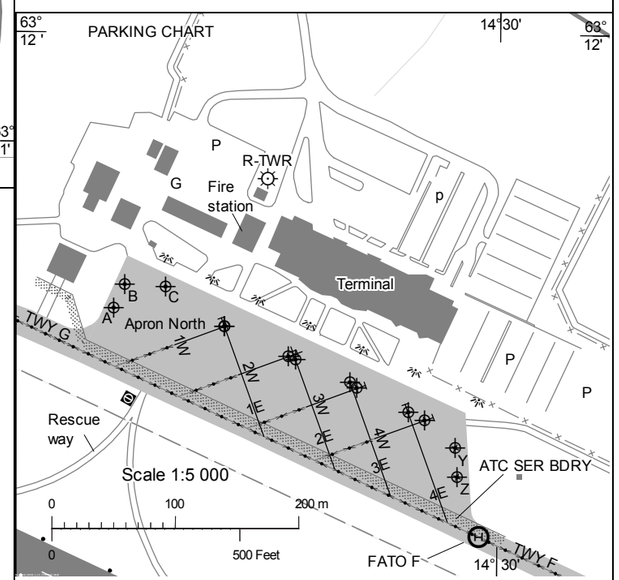
AD ELEV 1233 FEET

LEGEND See GEN 2.3

Dimensions in m, ELEV in ft

TWY NR	WIDTH	Surface Bearing strength	Day marking	Taxiway lighting	
			Centerline Holding	Edge Centerline	RGL Stopbar
A	10 m	ASPH PCN 25 F/B/X/T	CL		
B	15 m	ASPH PCN 30 F/B/X/T	CL HLDG	EDGE	RGL
F	18 m	ASPH PCN 71 F/B/X/T	CL HLDG	CL	RGL
G	23 m	ASPH PCN 38 F/B/X/T	CL HLDG	CL	RGL

INS Coordinates for Aircraft Stands			
APRON Surface Bearing strength	NR	COORD	ELEV
Apron East ASPH PCN 23 F/B/X/T	E2	631136.39N 0142927.81E	1183
	E3	631134.87N 0142927.21E	1182
	E4	631136.22N 0142923.27E	1182
Apron North ASPH PCN 55 F/B/X/T	A	631152.76N 0142937.59E	1167
	B	631153.38N 0142938.23E	1167
	C	631153.33N 0142940.61E	1166
	1E	631152.31N 0142944.04E	1165
	2E	631151.44N 0142948.21E	1165
	3E	631150.85N 0142951.39E	1165
	4E	631150.08N 0142954.79E	1164
	1W	631152.30N 0142944.07E	1165
	2W	631151.53N 0142947.80E	1165
	3W	631150.70N 0142951.78E	1165
	4W	631149.88N 0142955.75E	1164
	Y	631149.16N 0142957.54E	1165
	Z	631148.40N 0142957.66E	1166



RWY NR	TRUE & MAG BRG	THR PSN Geoid undulation	Bearing Strength	THR ELEV and highest ELEV of TDZ of precision APCH RWY	Declared distances				Approach and runway lighting					
					TORA	TODA	ASDA	LDA	APCH	THR TRID TDZ	VASIS (MEHT)	RWY CL	Edge	End
12	114.67° GEO 110° MAG	631155.71N 0142845.98E GUND 104.2 ft	PCN 55 F/B/X/T	THR 1194.2 ft TDZ 1194.2 ft	2500	2500	2500	2500	Barrette CL Cat III 720 m LIH	THR Green TDZ 893 m	PAPI Left/3.00° (53.8 ft)	2500/15 m 0-1600 m white, 1600-2200 m white/red, 2200-2500 m red. LIH	2500/60 m White Caution zone 600 m yellow LIH	Red
30	294.71° GEO 290° MAG	631121.99N 0143128.43E GUND 105 ft	PCN 55 F/B/X/T	THR 1233 ft	2500	2500	2500	2500	Barrette CL SALS 420 m LIH	THR Green	PAPI Left/3.00° (68.2 ft)	2500/15 m 0-1600 m white, 1600-2200 m white/red, 2200-2500 m red. LIH	2500/60 m White Caution zone 600 m yellow LIH	Red

REMARK : RWY 12 : Transverse slope. RWY non cambered, single crossfall from right to left. RWY 30 : Transverse slope. RWY non cambered, single crossfall from left to right. **Caution** Downdraught on short final RWY 12 at wind direction 180°.

AD 2 AERODROMES

ESTA 2.1 AERODROME LOCATION INDICATOR AND NAME

ESTA – ÄNGELHOLM

ESTA 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1.	ARP coordinates and site at AD	561728N 0125118E RWY 14/32 centre point
2.	Direction and distance from (city)	N 4 NM from Ängelholm
3.	Elevation/Reference temperature	62 ft/+22.2°C
4.	Geoid undulation at AD ELEV PSN	121 ft
5.	MAG VAR/Annual change	4° E 2020/+0.2 increasing
6.	Administration, address, telephone, fax, AFS	Ängelholms flygplats AB Ängelholm Helsingborg Airport SE-262 91 Ängelholm TEL: +46 (0)431 48 45 00 FAX: +46 (0)431 48 45 10 E-mail: info@aghairport.se AFS: ESTAZTZX Website: www.aghairport.se
7.	Types of traffic permitted (IFR/VFR)	IFR/VFR. Max RWY ref code 4C
8.	Remarks	PPR outside TWR hours. Request shall be made during AD Administration hours. Mail: ok@aghairport.se.

ESTA 2.3 OPERATIONAL HOURS

1.	AD Administration AD Operating hours	MON-FRI 0700-1500 (0600-1400) As ATS
2.	Customs and immigration	O/R TEL +46 (0)40 661 32 20
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 ATS
9.	Handling	As ATS
10.	Security	O/R
11.	De-Icing	As ATS
12.	Remarks	Increased charges outside AD Operating HR of OPS

ESTA 2.4 HANDLING SERVICES AND FACILITIES

1.	Cargo-handling facilities	-
2.	Fuel/oil types	Fuel UL 91, Jet A1 Oil -
3.	Fuelling facilities/discharge capacity	UL 91: 10,000 l stationary Jet A1: 100,000 l fuel truck
4.	De-icing facilities	Available Type I and II, mobile unit
5.	Hangar space for visiting ACFT	-
6.	Repair facilities for visiting ACFT	-
7.	Remarks	Fuel supplier: AirBP

ESTA 2.5 PASSENGER FACILITIES

1.	Hotels	In Ängelholm
2.	Restaurants	In Ängelholm
3.	Transportation	Buses, taxis, rental cars
4.	Medical facilities	In Ängelholm
5.	Bank and Post Office	In Ängelholm
6.	Tourist Office	In Ängelholm
7.	Remarks	-

ESTA 2.6 RESCUE AND FIRE FIGHTING SERVICES

1.	AD category for fire fighting	CAT 6. For commercial traffic exceeding 2500 kg MTOW 180 sec, other traffic 8 min.
2.	Rescue equipment	By arrangement
3.	Capability for removal of disabled aircraft	Aircraft up to CAT C after arrangement, contact +46 (0)70 868 70 53.
4.	Remarks	-

ESTA 2.7 SEASONAL AVAILABILITY – CLEARING

1.	Types of clearing equipment	Snowploughs, blowers, sweepers, spreaders
2.	Clearance priorities	RWY, TWY, Apron
3.	Remarks	RWY de-iced/anti-iced with KFOR

AD 2 AERODROMES

ESOE 2.1 AERODROME LOCATION INDICATOR AND NAME

ESOE – ÖREBRO

ESOE 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1.	ARP coordinates and site at AD	591341N 0150224E RWY 935 m from THR 19
2.	Direction and distance from (city)	WSW 5.6 NM from Örebro
3.	Elevation/Reference temperature	192 ft/+25.4°C
4.	Geoid undulation at AD ELEV PSN	94 ft
5.	MAG VAR/Annual change	7° E 2025/+0.2 increasing
6.	Administration, address, telephone, fax, AFS	Örebro Läns Flygplats AB Örebro Airport SE-705 94 Örebro TEL: +46 (0)19 30 70 00 FAX: +46 (0)19 24 11 13 E-mail: handling@orebroairport.se AFS: ESOEZTZX Website: www.orebroairport.se
7.	Types of traffic permitted (IFR/VFR)	IFR/VFR. Max RWY ref code 4E
8.	Remarks	PPR outside TWR HR of OPS PPR for commercial traffic and aircraft exceeding MTOM 2000 kg. Requests shall be made during hours of AD administration to: handling@orebroairport.se or TEL: +46 (0)19 30 70 34.

ESOE 2.3 OPERATIONAL HOURS

1.	AD Administration AD Operating hours	MON-FRI 0700-1500 (0600-1400) As ATS
2.	Customs and immigration	O/R TEL +46 (0)40 661 32 20
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 ATS and O/R
9.	Handling	O/R
10.	Security	O/R
11.	De-Icing	O/R
12.	Remarks	Marshalling available during hours of TWR. No marshall service on GA apron. Increased charges outside TWR HR of OPS.

ESOE 2.4 HANDLING SERVICES AND FACILITIES

1.	Cargo-handling facilities	Available, all types
2.	Fuel/oil types	Fuel Jet A1 Oil -
3.	Fuelling facilities/discharge capacity	Jet A1: 180,000 l stationary, 70,000 l fuel truck
4.	De-icing facilities	Available, type I and II, mobile units
5.	Hangar space for visiting ACFT	Limited
6.	Repair facilities for visiting ACFT	O/R TEL +46 (0)19 24 10 88 (TAM - Täby Air Maintenance AB)
7.	Remarks	Fuel Supplier Shell. For payment of fuel Shell Carnet accepted, for Visa and Mastercard assistance is required.

ESOE 2.5 PASSENGER FACILITIES

1.	Hotels	In Örebro
2.	Restaurants	At AD
3.	Transportation	Taxis, rental cars
4.	Medical facilities	In Örebro
5.	Bank and Post Office	In Örebro
6.	Tourist Office	In Örebro
7.	Remarks	-

ESOE 2.6 RESCUE AND FIRE FIGHTING SERVICES

1.	AD category for fire fighting	CAT 7 for SKED TFC. Other O/R. MAX CAT 10.
2.	Rescue equipment	Tracked vehicle
3.	Capability for removal of disabled aircraft	By arrangement, suitable for aircraft up to ref code 4F. Contact : Aerodrome Team leader +46 (0)19 30 70 28
4.	Remarks	During periods of reduced aerodrome activity, RFFS level of protection may be lowered to a level corresponding to the largest aircraft using the aerodrome during that period. Non-commercial operations and specialised operation below 5700 kg exempted or O/R.

ESOE 2.7 SEASONAL AVAILABILITY – CLEARING

1.	Types of clearing equipment	Snowploughs, blowers, sweepers, slingers, spreaders
2.	Clearance priorities	RWY, TWY, Apron, Emergency access road.
3.	Remarks	RWY, TWY and Apron de-iced with KFOR/SAND. Snowclearance/Moving outside TWR HR of OPS can be conducted.

ESOE 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1.	Apron surface and strength	Apron ASPH PCN 41 F/B/X/T Cargo Apron ASPH PCN 54 F/B/X/T
2.	Taxiway width, surface and strength	TWY A 24 m ASPH PCN 35 F/B/X/T TWY C 25 m ASPH PCN 58 F/B/X/T
3.	ACL, location and elevation	Apron 175 ft
4.	VOR checkpoints	-
5.	INS checkpoints	-
6.	Remarks	-

ESOE 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 compulsory.
2.	RWY and TWY markings and LGT	RWY 01/19: Designator, THR, TDZ, CL and edges are day marked. RWY CL LGT, RTHL, REDL, RENL TWY A: HLDG day marked. Edge lights, RGL. C: HLDG day marked. Edge lights, RGL
3.	Stop bars	TWY A and C
4.	Remarks	-

ESOE 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/Designation	OBST type	OBST position	ELEV/HGT in feet	Markings/ Type, colour	Remarks
a	b	c	d	e	f
ESOE1	Lamp post	591426.3N 0150243.9E	204 / -	-	-
ESOE2	Forest	591426.4N 0150243.8E	229 / -	-	-
ESOE3	Forest	591426.9N 0150244.7E	230 / -	-	-
ESOE4	Forest	591434.9N 0150237.0E	240 / -	-	-
ESOE5	Forest	591436.6N 0150236.8E	243 / -	-	-
ESOE6	Forest	591203.6N 0150146.9E	184 / -	-	-
ESOE7	Forest	591203.3N 0150144.9E	194 / -	-	-
ESOE8	Forest	591102.6N 0150117.4E	281 / -	-	-
ESOE9	Forest	591103.0N 0150110.7E	286 / -	-	-
ESOE10	Forest	591102.6N 0150110.4E	295 / -	-	-
ESOE11	Forest	591102.0N 0150115.2E	297 / -	-	-

In Area 3					
OBST ID/Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
Not available					

ESOE 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

ESOE 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	011.68° GEO 005° MAG	3270 x 45	PCN 60 F/B/X/T ASPH	591227.17N 0150153.15E GUND 94.2 ft	THR 161.3 ft TDZ 161.5 ft
19	191.69° GEO 185° MAG	3270 x 45	PCN 60 F/B/X/T ASPH	591410.70N 0150234.90E GUND 94.0 ft	THR 191.1 ft TDZ 192.5 ft

Slope of RWY-SWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
7	8	9	10	11	12
01 See ESOE AOC	-	300 x 150	3390 x 300	-	PCN 70 accepted occasionally. Shoulders available, width 7.5m
19 See ESOE AOC	-	300 x 150	3390 x 300	-	PCN 70 accepted occasionally. Shoulders available, width 7.5m

ESOE 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
01	3270	3570	3270	3270	-
19	3270	3570	3270	3270	-

DECLARED DISTANCES TAKE-OFF INTERSECTIONS						
RWY Designator	INTERSECTION	TORA (m)	TODA (m)	ASDA (m)		Remarks
1		2	3	4	5	6
01	TWY A	958	1258	958	-	-
01	TWY C	1293	1593	1293	-	-
19	TWY A	2335	2635	2335	-	-
19	TWY C	2002	2302	2002	-	-

ESOE 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	Barrette CL CAT I 900 m LIH	Green	PAPI Left/3.00° (50.5 ft)	-	3270/30 m 0-2370 m white 2370-2970 m white/red 2970-3270 m red LIH	3270/60 m White Caution zone 600 m yellow LIH	Red	-
19	Barrette CL CAT I 900 m LIH	Green	PAPI Left/3.00° (50.5 ft)	-	3270/30 m 0-2366 m white 2366-2960 m white/red 2960-3270 m red LIH	3270/60 m White Caution zone 600 m yellow LIH	Red	-

10 Remarks: **RWY 01: LED lights on RCLL.**
RWY 19: LED lights on RCLL.

ESOE 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1.	ABN/IBN location, characteristics and hours of operation	-
2.	LDI location and LGT Anemometer location and LGT	Lighted windsock N TWY A. Windsocks at RWY ends At PAPI 19 and GP 01
3.	TWY edge and centre line lighting	Edge: TWY A, C CL: -
4.	Secondary power supply/switch-over time	Available/8 sec. During LVP and RVR less than 800 m, available/1 sec.
5.	Remarks	-

ESOE 2.16 HELICOPTER LANDING AREA

RWY 01/19 to be used

ESOE 2.17 ATS AIRSPACE

1.	**Designation and lateral limits**	**ÖREBRO CTR**	**592413N 0150157E - 592319N 0151314E - 591139N 0151231E - 590022N 0150104E - 590115N 0145240E - 591456N 0145137E - 592413N 0150157E**
2.	**Vertical limits**	**ÖREBRO CTR**	**2000 ft AMSL** **GND**
3.	**Airspace classification**	**C**	
4.	**ATS unit call sign** **Language(s)**	**ÖREBRO TOWER** **Swedish/English**	
5.	**Transition altitude**	**5000 ft AMSL**	
6.	**Remarks**	**CTR established during hours of TWR.**	

ESOE 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel/Frequency	Hours of operation	Remarks
1	2	3	4	5
TWR	ÖREBRO TOWER	120.280	HO	Primary channel
		121.500	HO	-
		133.605	HX	-
	ÖREBRO DE-ICING	121.905	HO	-

ESOE 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 (7° E 2025)	SOE	109.10 MHz	H24 *	591418.7N 0150238.2E		254 m beyond THR 19 ILS Class I/D/2
GP		331.40 MHz	H24 *	591237.8N 0150149.7E		Angle 3.0° RDH 54.0 ft 311 m past THR 01 left side
OM				590802.2N 0150010.6E		-
MM				591158.5N 0150141.6E		-
NDB 01	RB	375 kHz	H24 *	590802.4N 0150011.0E		Range 30 NM
LOC 19 ILS CAT I (7° E 2025)	NOE	108.50 MHz	H24 *	591218.8N 0150149.8E		264 m beyond THR 01 ILS Class I/D/2
GP		329.90 MHz	H24 *	591401.3N 0150223.4E		Angle 3.0° RDH 54.1 ft 321 m past THR 19 right side
NDB 19	EN	400 kHz	H24 *	591727.8N 0150354.1E		Range 30 NM
DME	NOE	108.50 MHz	H24 *	591401.4N 0150222.9E	204 ft	DME channel 22X

*** Monitoring of signal in space limited to ATS HR of OPS**

ESOE 2.20 LOKALA TRAFIKFÖRESKRIFTER

1. Förhandstillstånd (PPR)

PPR erfordras utanför flygplatsens/ATS öppethållning. Örebro flygklubb kan endast bevilja tillstånd för VFR-trafik med enmotoriga flygplan, TEL +46 (0)19 24 10 20.

2. Restriktioner för skol- och övningsflygning

PPR för skolflygning enligt IFR inom CTR/TMA.

Start- och landningsövningar och upprepade instrumentinflygningar tillåts endast under tiden 0600–2100 (0500–2000).

3. Trafikvarv

Utanför ATS öppethållning ska trafikvarv flygas väster om RWY 01/19.

4. Övrig flygplatstrafik

Utanför ATS öppethållning är blindsändning obligatoriskt inom CTR.

LOCAL TRAFFIC REGULATIONS

1. Prior permission required (PPR)

PPR outside aerodrome/ATS hours of operation. Örebro flying club will give permission to VFR traffic with single-engined aeroplanes only. Permission obtainable from flying club, TEL +46 (0)19 24 10 20.

2. Restrictions for school and training flights

PPR for IFR training flights within CTR/TMA.

Take-off and landing exercises and repeated instrument approaches accepted only between 0600–2100 (0500–2000).

3. Traffic circuit

Traffic circuit west of RWY 01/19 outside TWR HR of OPS.

4. Other aerodrome traffic

Outside ATS hours of operations, blind transmission is mandatory within CTR.

5. Vid landning enligt VFR utanför ATS öppethållning ska avsikt att landa samt ETA tydligt aviseras på kanal 120.280 och en s.k. ”visuell överflygning” av banan genomföras på minst 1000 ft AGL för att säkerställa fri tillgänglighet samt att uppmärksamma eventuell flygplatspersonal och annan trafik på banan. Är banan inte tillgänglig i sin fulla längd och bredd ska inte landning genomföras.

6. Vid start utanför ATS öppethållning ska avsikt att starta tydligt aviseras på kanal 120.280. Är banan inte tillgänglig i sin fulla längd och bredd ska inte start genomföras.

7. Fordonstrafik kan förekomma på manöverområdet utanför ATS öppethållning.

8. Funktionsfel på stoppljus

När stoppljus på taxibana inte går att reglera gäller följande: Vid nyttjande av taxibana med fel på manövreringsutrustning för stoppljus gäller att passage av tänt stoppljus endast får ske efter rangerbil. ATC informerar vid klarering.

9. Avisning

Avisning utförs på västra delen av plattan, se flygplatskartan. För instruktioner kontakta avisningen på kanal 121.905.

10. Varningsljus för bana i användning (RGL)

RGL är aktiverade under ATS öppethållning.

5. For VFR landing outside ATS hours of operation the intention to land and ETA shall be clearly declared on channel 120.280 followed by a “visual fly over check” at 1000 ft AGL or above in order to verify runway availability and alerting any AD personnel and other traffic on the runway. If the runway is not available in its full length and width, the landing shall not be carried out.

6. For take-off outside ATS hours of operation the intention to take-off shall clearly be declared on channel 120.280. If the runway is not available in its full length and width, the take-off shall not be carried out.

7. Vehicle traffic may occur in the maneuvering area outside ATS opening hours.

8. Malfunctioning stopbar

When a taxiway stopbar is not controllable the following procedure apply: When using taxiway with malfunctioning stopbar manoeuvring, taxiing pass a lighted stopbar is only permitted behind a marshalling car. ATC will inform via clearance.

9. De-icing

De-icing at western part of the apron, see AD-chart. Contact de-icing on channel 121.905 for instructions.

10. Runway guard lights (RGL)

RGL activated during TWR HR of OPS.

ESOE 2.21 MINSKNING AV BULLERSTÖRNING

1. Ankommande:

Fram till slutlig inflygning bibehålla en flyghöjd som inte förorsakar en markbullernivå som överstiger 70 dB(A). Restriktionen ingår i klarering.
Då förhållandena så medger ska reversering utöver Idle Reverse eller motsvarande ej användas.

2. Avgående RWY 01:

Vid start skall rak utflygning tillämpas till sådan höjd uppnåtts/passerats att markbullernivån underskrider maximala 70 dB(A). Restriktionen ingår i klarering.

3. Avgående RWY 19:

Vid start skall utflygning ske via RB, därefter högersväng på kurs 240° tills sådan höjd uppnåtts/passerats att markbullernivån underskrider maximala 70 dB(A). Restriktionen ingår i klarering.

Luftfartyg med MTOM mindre än 2000 kg skall tillämpa rak utflygning RWY 01/19 till 1500 ft har uppnåtts innan sväng får påbörjas. Restriktionen ingår ej i klarering.

NOISE ABATEMENT PROCEDURES

1. Arrivals**:**

Maintain a height during approach where the noise emission reaching ground is below 70 dB(A) until on final. Restriction included in ATC clearance.
When conditions permit, more than Idle Reverse or equivalent must not be applied.

2. Departure RWY 01:

Climb on RWY track until reaching/passing a height where the noise emission reaching ground is below 70 dB(A). Restriction included in ATC clearance.

3. Departure RWY 19:

Climb on RWY track until passing RB, then turn right heading 240° until reaching/passing a height where the the noise emission reaching ground I below 70 dB(A). Restriction included in ATC clearance.

Aircraft with MTOM not exceeding 2000 kg departing RWY 01/19 shall climb straight ahead to 1500 ft until turn is initiated. Restriction not included in ATC clearance.

ARP 591341N 0150224E

AD ELEV 192 FEET

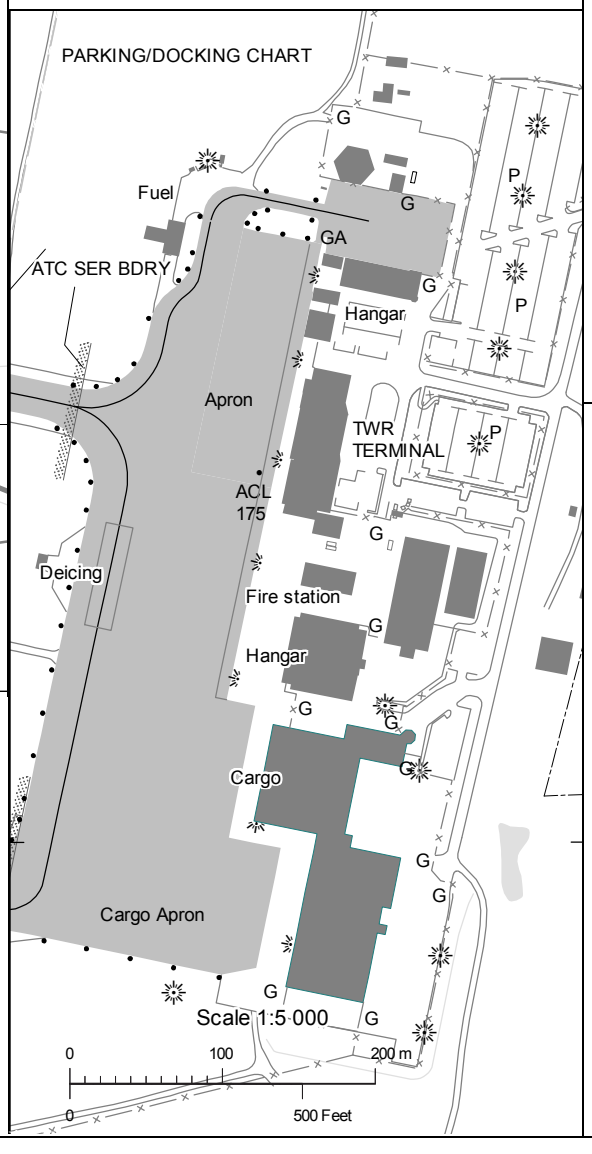
LEGEND See GEN 2.3

Dimensions in m, ELEV in ft

TWY NR	WIDTH	Surface Bearing strength	Day marking	Taxiway lighting	
			Centerline Holding	Edge Centerline	RGL Stopbar
A	24 m	ASPH PCN 35 F/B/X/T	CL HLDG	EDGE	RGL STOPBAR
C	25 m	ASPH PCN 58 F/B/X/T	CL HLDG	EDGE	RGL STOPBAR

INS Coordinates for Aircraft Stands			
APRON Surface Bearing strength	NR	COORD	ELEV
ASPH PCN 41 F/B/X/T			
Cargo Apron ASPH PCN 54 F/B/X/T			

PARKING/DOCKING CHART

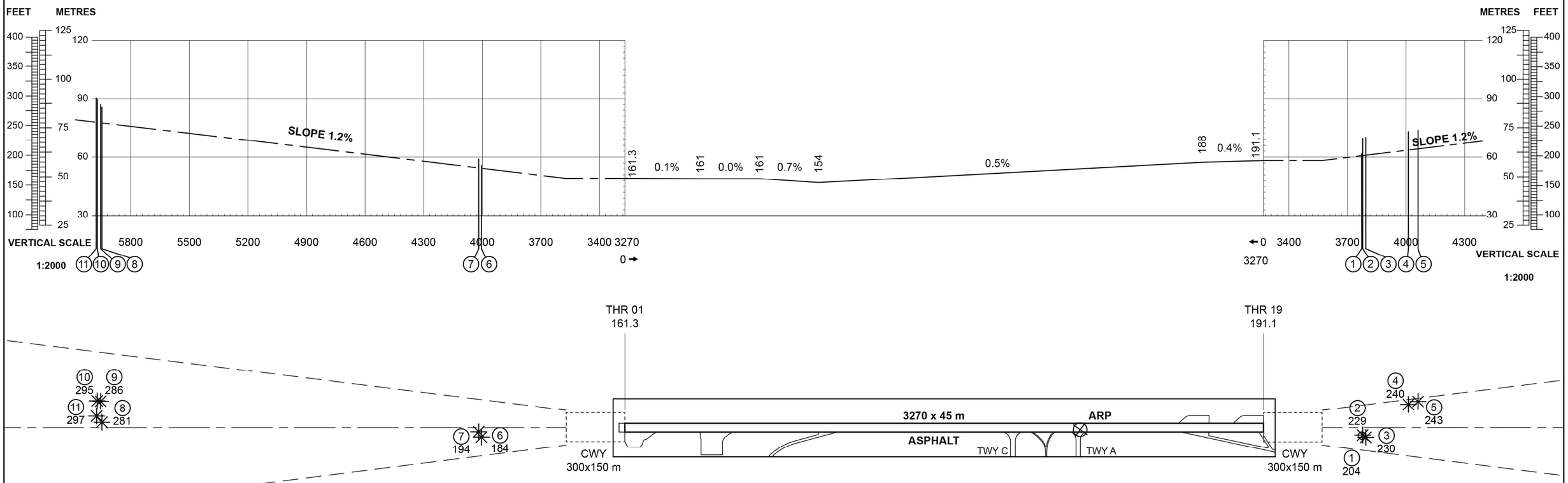


RWY NR	TRUE & MAG BRG	THR PSN Geoid undulation	Bearing Strength	THR ELEV and highest ELEV of TDZ of precision APCH RWY	Declared distances				Approach and runway lighting					
					TORA	TODA	ASDA	LDA	APCH	THR TRID TDZ	VASIS (MEHT)	RWY CL	Edge	End
01	011.68° GEO 005° MAG	591227.17N 0150153.15E GUND 94.2 ft	PCN 60 F/B/X/T	THR 161.3 ft TDZ 161.5 ft	3270	3570	3270	3270	Barrette CL Cat I 900 m LIH	THR Green	PAPI Left/3.00° (50.5 ft)	3270/30 m 0-2370 m white 2370-2970 m white/red 2970-3270 m red LIH	3270/60 m White Caution zone 600 m yellow LIH	Red
19	191.69° GEO 185° MAG	591410.70N 0150234.90E GUND 94.0 ft	PCN 60 F/B/X/T	THR 191.1 ft TDZ 192.5 ft	3270	3570	3270	3270	Barrette CL Cat I 900 m LIH	THR Green	PAPI Left/3.00° (50.5 ft)	3270/30 m 0-2366 m white 2366-2960 m white/red 2960-3270 m red LIH	3270/60 m White Caution zone 600 m yellow LIH	Red

AERODROME ELEVATION 192 FEET
MAGNETIC VARIATION 7° E 2025

RUNWAY BEARINGS
01 = GEO 011.68°; MAG 005°
19 = GEO 191.69°; MAG 185°

RWY 01	DECLARED DISTANCES	RWY 19
3270	TAKE-OFF RUN AVAILABLE	3270
3570	TAKE-OFF DISTANCE AVAILABLE	3570
3270	ACCELERATE STOP DIST. AVAILABLE	3270
3270	LANDING DISTANCE AVAILABLE	3270



HORIZONTAL SCALE 1:20 000

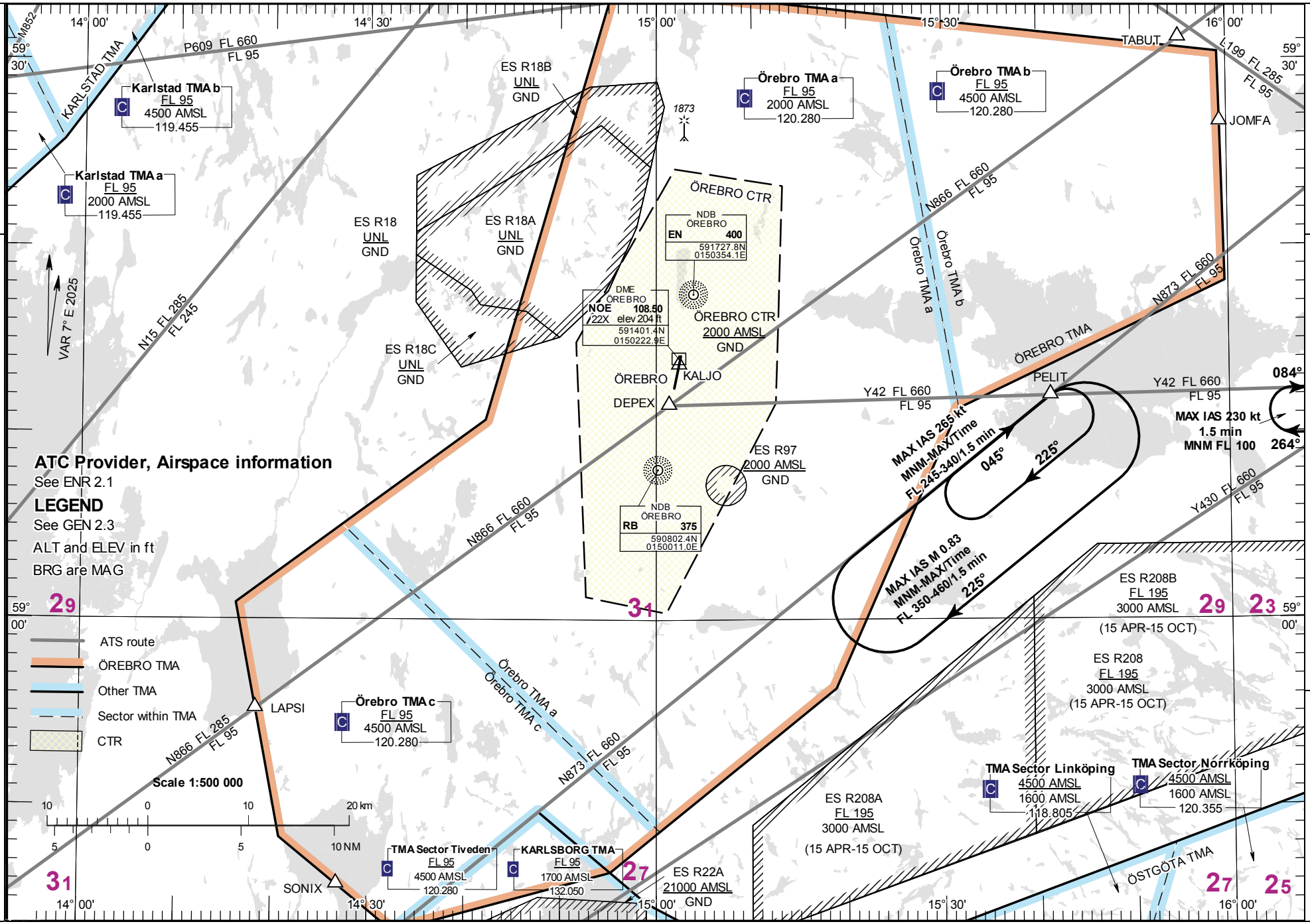
METERS
400 200 0 500 1000 1500 2000 2500

1000 500 0 1000 2000 3000 4000 5000 6000 7000 8000
FEET

ORDER OF ACCURACY

HORIZONTAL 5 m
VERTICAL 1 ft

LEGEND	
IDENTIFICATION NUMBER	①
POLE, TOWER, SPIRE, ANTENNA, ETC.	○
TREE OR SHRUB	✳
BUILDING OR LARGE STRUCTURE	▭



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AIP SWEDEN	ESOE AD ELEV 192 FEET		ÖREBRO TOWER 120.280 133.605	ATC Surveillance Minimum Altitude Chart – ÖREBRO	AD 2 ESOE 4-91
HGT and ALT in ft TA 5000 AMSL				THIS CHART MAY ONLY BE USED FOR CROSS-CHECKING OF ASSIGNED ALTITUDES WHILST IN RECEIPT OF RADAR SERVICE LEVELS ASSIGNED BY ATC INCLUDE A CORRECTION FOR LOW TEMPERATURE EFFECT	

COM FAILURE
- SET TRANSPONDER CODE 7600

KARLSTAD CTR
2000 AMSL
GND

NKS 341
593155.4N
0132512.1E

VOR/DME KARLSTAD
KSD 117.80
125X elev 341 ft
592632.8N
0131953.6E

KARLSTAD

KARLSTAD TMA

Karlstad TMA a
FL 95
2000 AMSL

Karlstad TMA b
FL 95
4500 AMSL

Karlstad TMA a
Karlstad TMA b

2013
(1083)

VAR 7° E 2025

593403N
0145533E

593228N
0152413E

593024N
0155907E

591806N
0155939E

591121N
0153139E

591139N
0151231E

591046N
0144210E

590508N
0142716E

590055N
0141614E

590115N
0145240E

590022N
0150104E

585620N
0151844E

584942N
0144748E

584838N
0150023E

584820N
0142052E

584627N
0145514E

584317N
0143246E

591456N
0145137E

592347N
0150719E

592319N
0151314E

592302N
0150038E

2500

2900

2200

2500

5000

5000

5000

1873
(1060)

Örebro TMA a
FL 95
2000 AMSL

Örebro TMA b
FL 95
4500 AMSL

Örebro TMA a

Örebro TMA b

Örebro TMA c
FL 95
4500 AMSL

Örebro TMA c

ÖREBRO TMA

ÖREBRO CTR

ES R18B
UNL
GND

ES R18
UNL
GND

ES R18A
UNL
GND

ES R18C
UNL
GND

ES R97
2000 AMSL
GND

ES R114
1200 AMSL
GND

ES R22A
21000 AMSL
GND

ES R22D
21000 AMSL
GND

ES R23
18000 AMSL
GND

ES R208
FL 195
3000 AMSL
(15 APR-15 OCT)

ES R208A
FL 195
3000 AMSL
(15 APR-15 OCT)

ES R208B
FL 195
3000 AMSL
(15 APR-15 OCT)

NDB
ÖREBRO
EN 400
591727.8N
0150354.1E

DME
ÖREBRO
NOE 108.50
22X elev 204 ft
591401.4N
0150222.9E

ÖREBRO

NDB
ÖREBRO
RB 375
590802.4N
0150011.0E

10 NM NOE
20 NM NOE
30 NM NOE
40 NM NOE

TMA Sector Tiveden
FL 95
4500 AMSL

KARLSBORG TMA
FL 95
1700 AMSL

KARLSBORG CTR
1700 AMSL
GND

TMA Sector Linköping
4500 AMSL
1600 AMSL

TMA Sector Norrköping
4500 AMSL
1600 AMSL

TMA Sector Västerås
4500 AMSL
1500 AMSL

TMA Sector Ny köping
4500 AMSL
1600 AMSL

Stockholm TMA h
FL 95
4500 AMSL

STOCKHOLM TMA

ÖSTGÖTA TMA
FL 95
4500 AMSL

Östgöta TMA a
FL 95
1600 AMSL

ÖSTGÖTA TMA

VÄSTERÅS CTR

ESKILSTUNA TIZ/RMZ
1500 AMSL
GND

ESKILSTUNA TIA/RMZ
4500 AMSL
1500 AMSL

SKAVSTA CTR

KUNGSÄNGEN CTR
1600 AMSL
GND

JOHANNISBERG ATZ
1000 AMSL
GND

DVOR/DME AROS
ARS 112.80
75X elev 40 ft
593510.4N
0163901.2E

RD 419
593103.2N
0163616.3E

LE 333
593946.9N
0163948.7E

DME STOCKHOLM/Västerås
SCD 108.30
20X elev 32 ft
593554.8N
0163807.2E

DME ESKILSTUNA
SU 110.90
46X elev 151 ft
592041.8N
0164240.3E

LX 402
591631.7N
0164247.3E

DME NORRKÖPING
KSP 111.10
48X elev 52 ft
583514.0N
0161412.4E

DME NORRKÖPING
SP 109.50
32X elev 63 ft
583505.0N
0161548.6E

ON 324
583504.0N
0162255.3E

NORRKÖPING/Kungsängen

1196
(1070)

1436
(1066)

1600
(1089)

STOCKHOLM/Västerås
ROKNI
TINKA
GIMLO
LIBSI
BELRO
TIPIX
TONSA

LEGEND
See GEN 2.3

1:500 000
10 0 10 20 km
5 0 5 10 15 NM

13° 30' 14° 00' 14° 30' 15° 00' 15° 30' 16° 00' 16° 30'
59° 30' 59° 00'

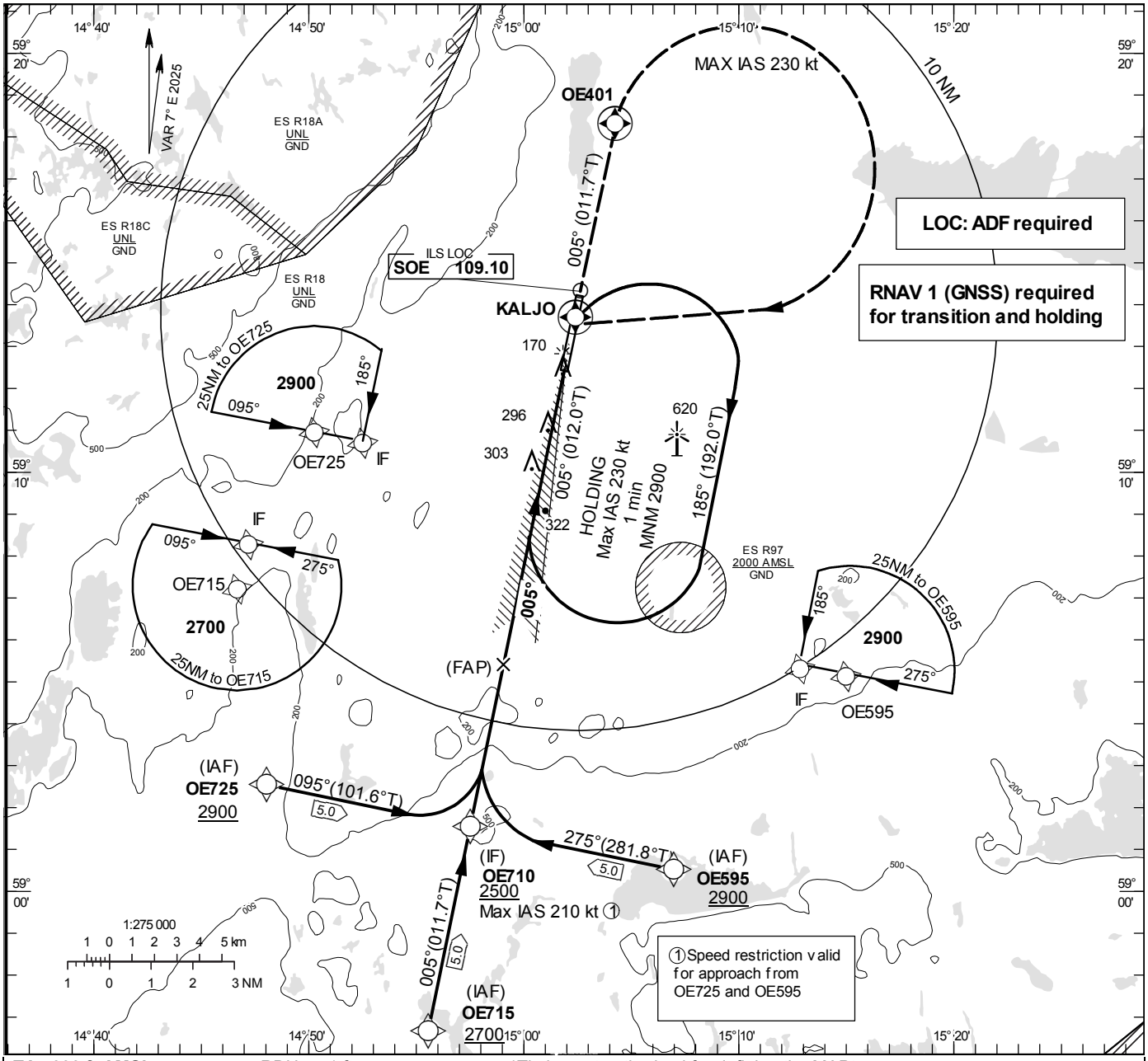
LFV	CHANGE: VAR	Reverse side intentionally blank	AIRAC AMDT 4/2024 **13 JUN 2024**

INSTRUMENT APPROACH CHART – ICAO

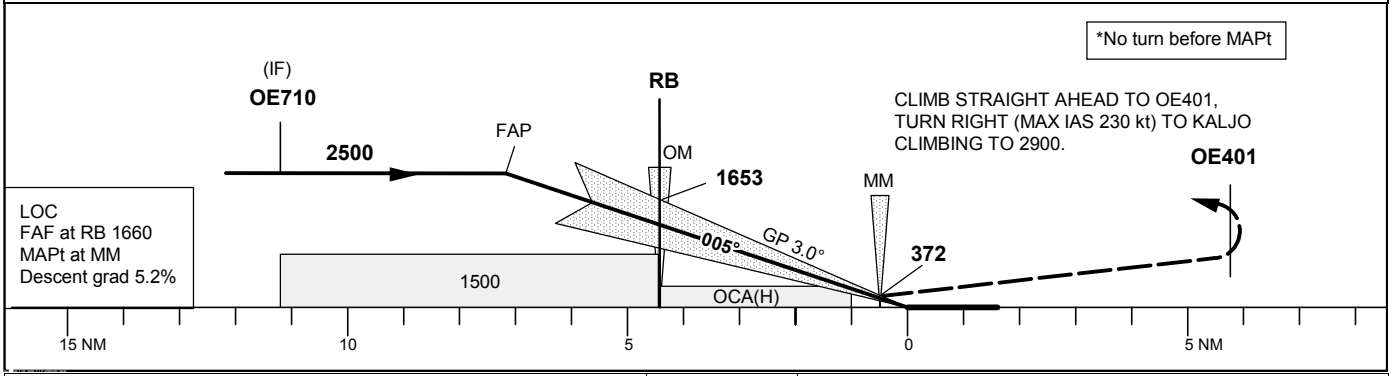
THR ELEV 161.3 ft, AD ELEV 192 ft
OCH are related to THR.
Circling OCH are related to AD ELEV.
BRG are MAG
ALT. HGT and ELEV in ft.

ÖREBRO TOWER	120.280

ILS z or LOC z RWY 01



TA 5000 ft AMSL RDH 54.1 ft *Timing not authorized for defining the MAPt



OCA (H)						
Cat of ACFT		A	B	C	D	D_L
Straight-in Approach	Cat I	302 (140)	310 (148)	320 (158)	329 (167)	331 (169)
	LOC	570 (410)				
Circling		600 (410)	690 (500)	1020 (830)		

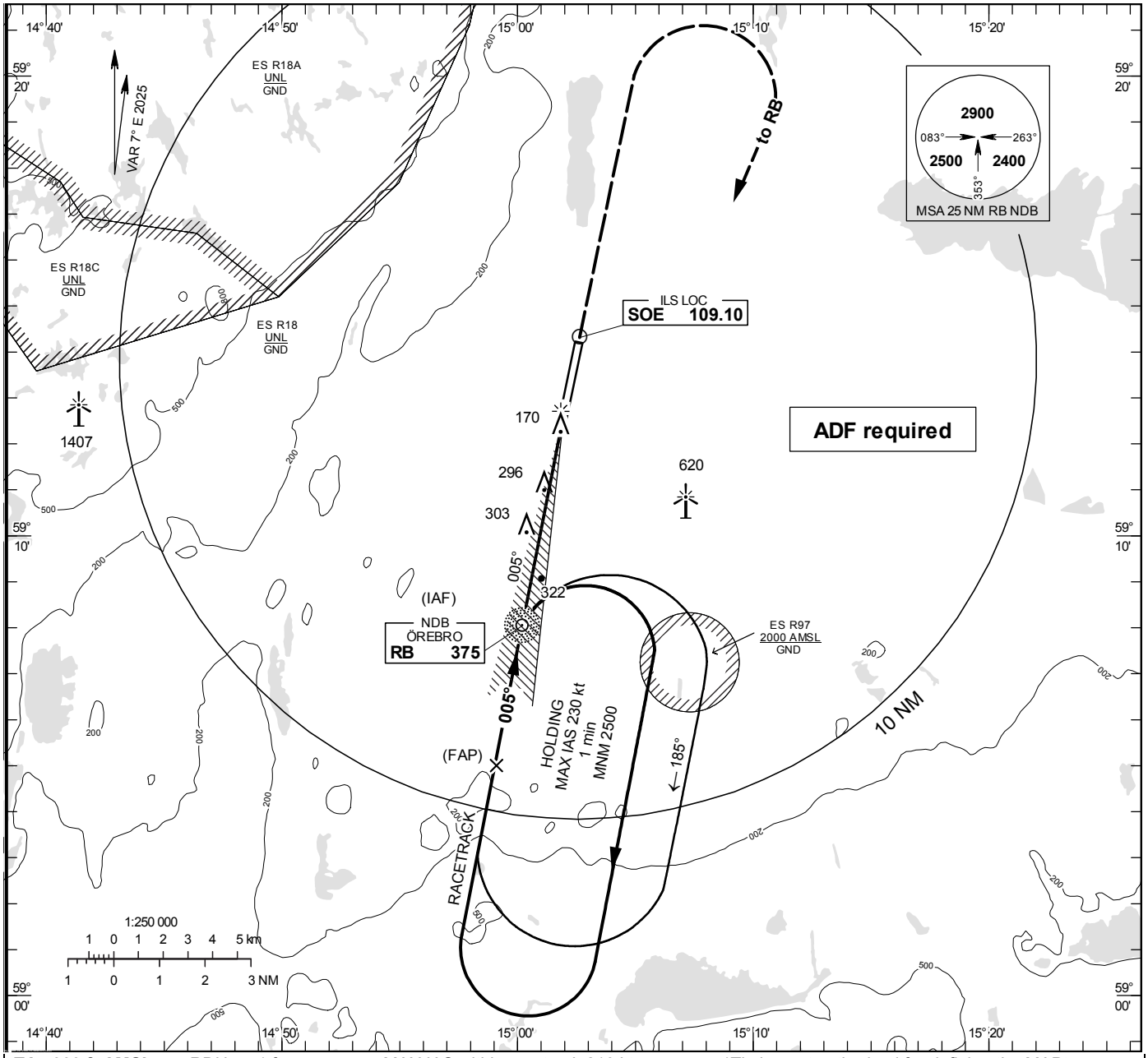
Final approach	LOC Distance FAF-MAPt 4.0 NM*						
DME NOE NM	6		5		4		3
ALT	1620		1300		980		660
GS	kt	80	100	120	140	160	180
Time	min:s	03:01	02:25	02:01	01:43	01:30	01:20
Rate of descent	ft/min	425	530	635	745	850	955

ILS y or LOC y RWY 01

ÖREBRO TOWER	120.280

THR ELEV 161.3 ft, AD ELEV 192 ft
OCH are related to THR.
Circling OCH are related to AD ELEV.
BRG are MAG
ALT. HGT and ELEV in ft.

INSTRUMENT APPROACH CHART – ICAO



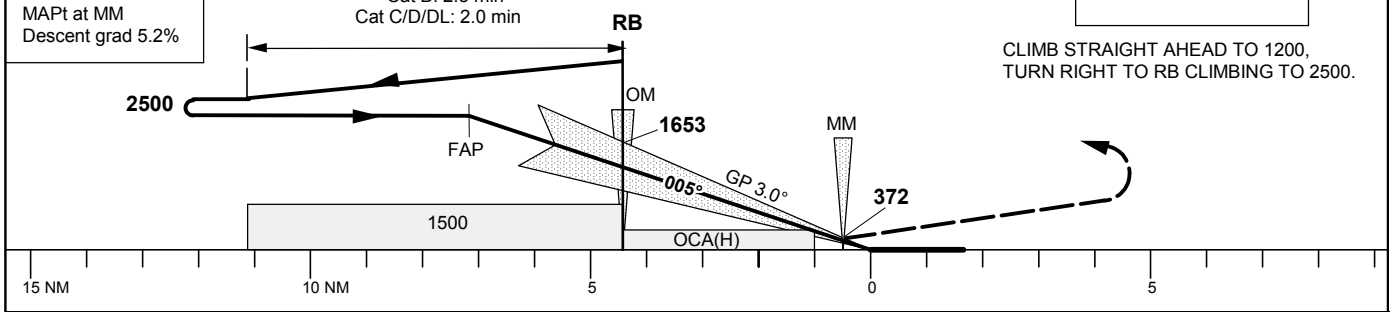
TA 5000 ft AMSL RDH 54.1 ft MAX IAS within racetrack 210 kt *Timing not authorized for defining the MAPt

LOC
FAF at RB 1660
MAPt at MM
Descent grad 5.2%

Cat A: 3.0 min
Cat B: 2.5 min
Cat C/D/DL: 2.0 min

*No turn before MAPt

CLIMB STRAIGHT AHEAD TO 1200,
TURN RIGHT TO RB CLIMBING TO 2500.



OCA (H)						
Cat of ACFT		A	B	C	D	D_L
Straight-in Approach	Cat I	302 (140)	310 (148)	320 (158)	329 (167)	331 (169)
	LOC	570 (410)				
Circling		600 (410)	690 (500)	1020 (830)		

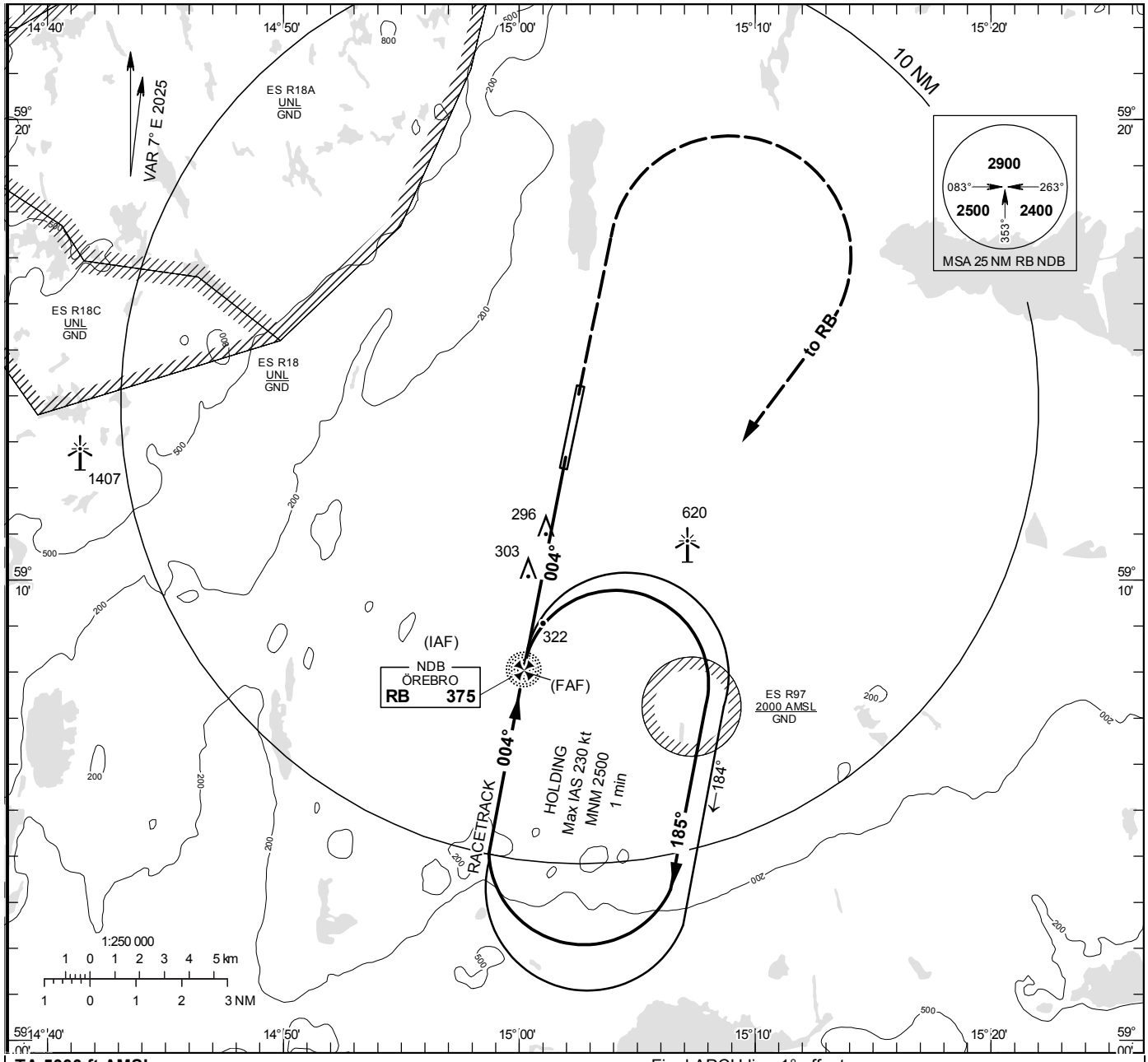
Final approach	LOC Distance FAF-MAPt 4.0 NM*						
DME NOE NM	6		5		4		3
ALT	1620		1300		980		660
GS	kt	80	100	120	140	160	180
Time	min:s	03:01	02:25	02:01	01:43	01:30	01:20
Rate of descent	ft/min	425	530	635	745	850	955

INSTRUMENT APPROACH CHART – ICAO

THR ELEV 161.3 ft, AD ELEV 192 ft
OCH are related to THR.
Circling OCH are related to AD ELEV.
BRG are MAG
ALT. HGT and ELEV in ft.

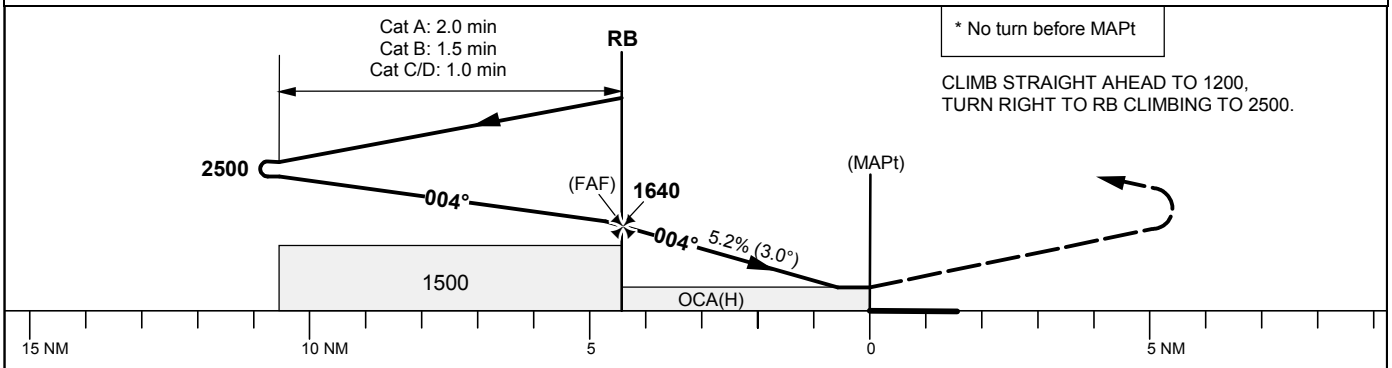
ÖREBRO TOWER	120.280

NDB RWY 01



TA 5000 ft AMSL

Final APCH line 1° offset



OCA (H)				
Cat of ACFT	A	B	C	D
Straight-in Approach	570 (410)			
Circling	600 (410)	690 (500)	1020 (830)	

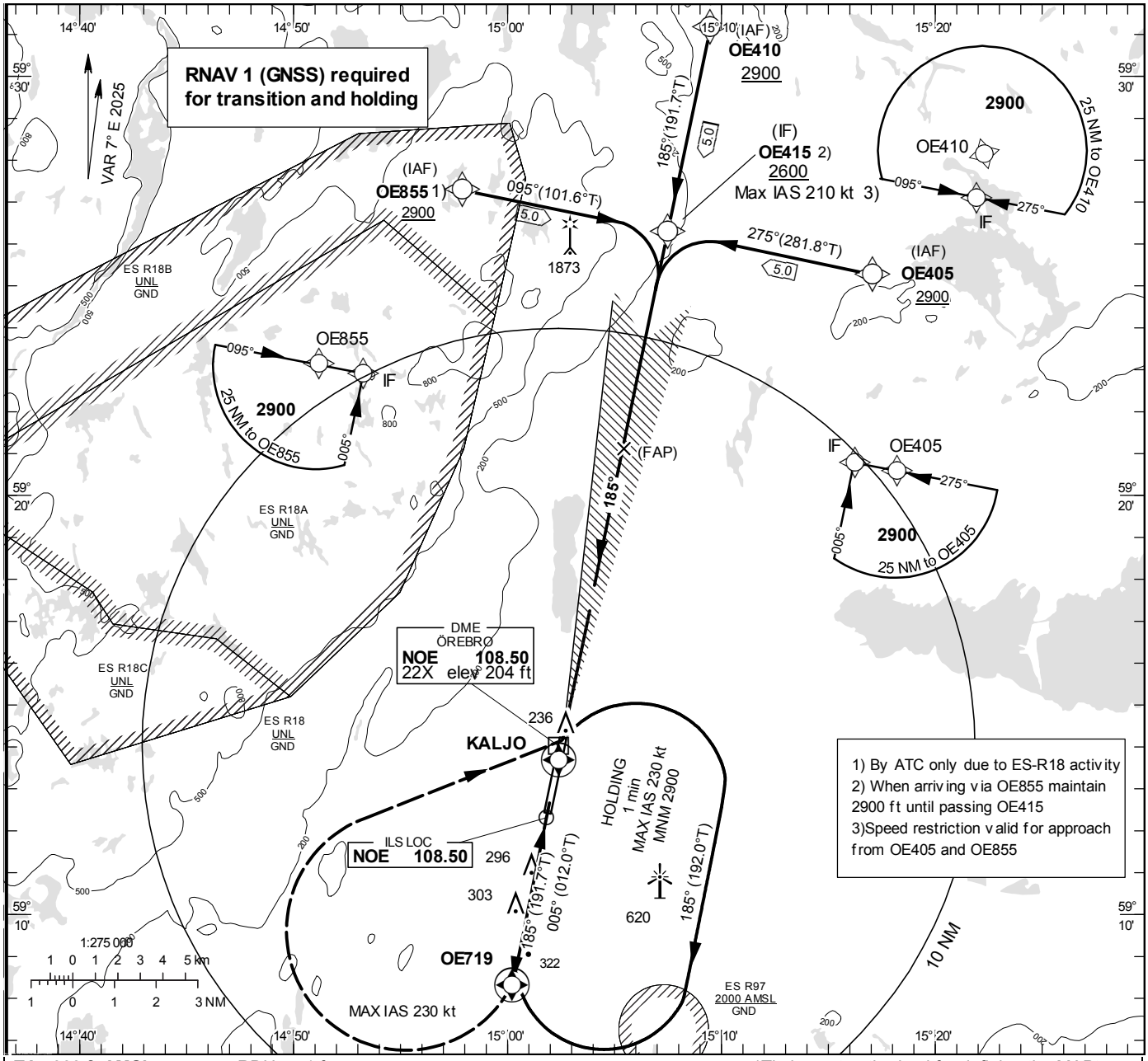
Final approach	Distance FAF-MAPt 4.5 NM*						
DME NOE NM	6		5		4		3
ALT	1620		1300		980		660
GS	kt	80	100	120	140	160	180
Time	min:s	3:23	2:42	2:15	1:56	1:41	1:30
Rate of descent	ft/min	425	535	635	745	850	955

ILS z or LOC z RWY 19

ÖREBRO TOWER	120.280

THR ELEV 191.1 ft, AD ELEV 192 ft
OCH are related to THR.
Circling OCH are related to AD ELEV.
BRG are MAG
ALT. HGT and ELEV in ft.

INSTRUMENT APPROACH CHART – ICAO

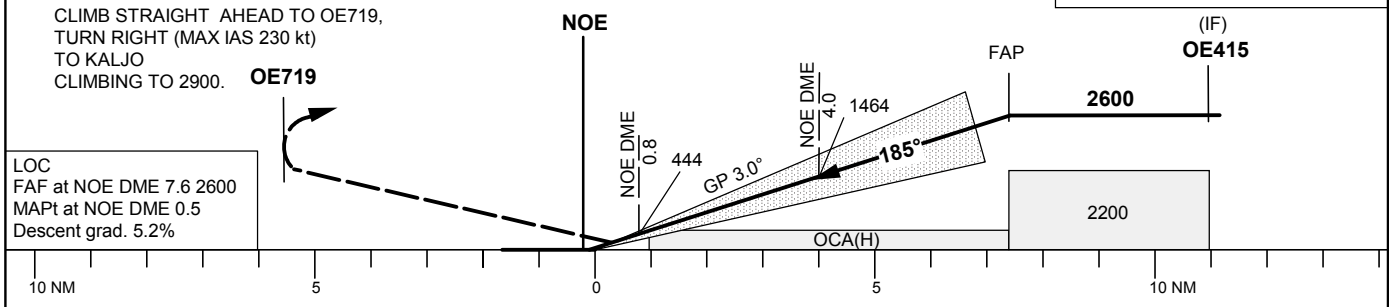


TA 5000 ft AMSL RDH 54.1 ft *Timing not authorized for defining the MAPt

MAX SPEED within missed approach turn 230 kt IAS

* No turn before MAPt

OM replaced by NOE DME 4.0
MM replaced by NOE DME 0.8



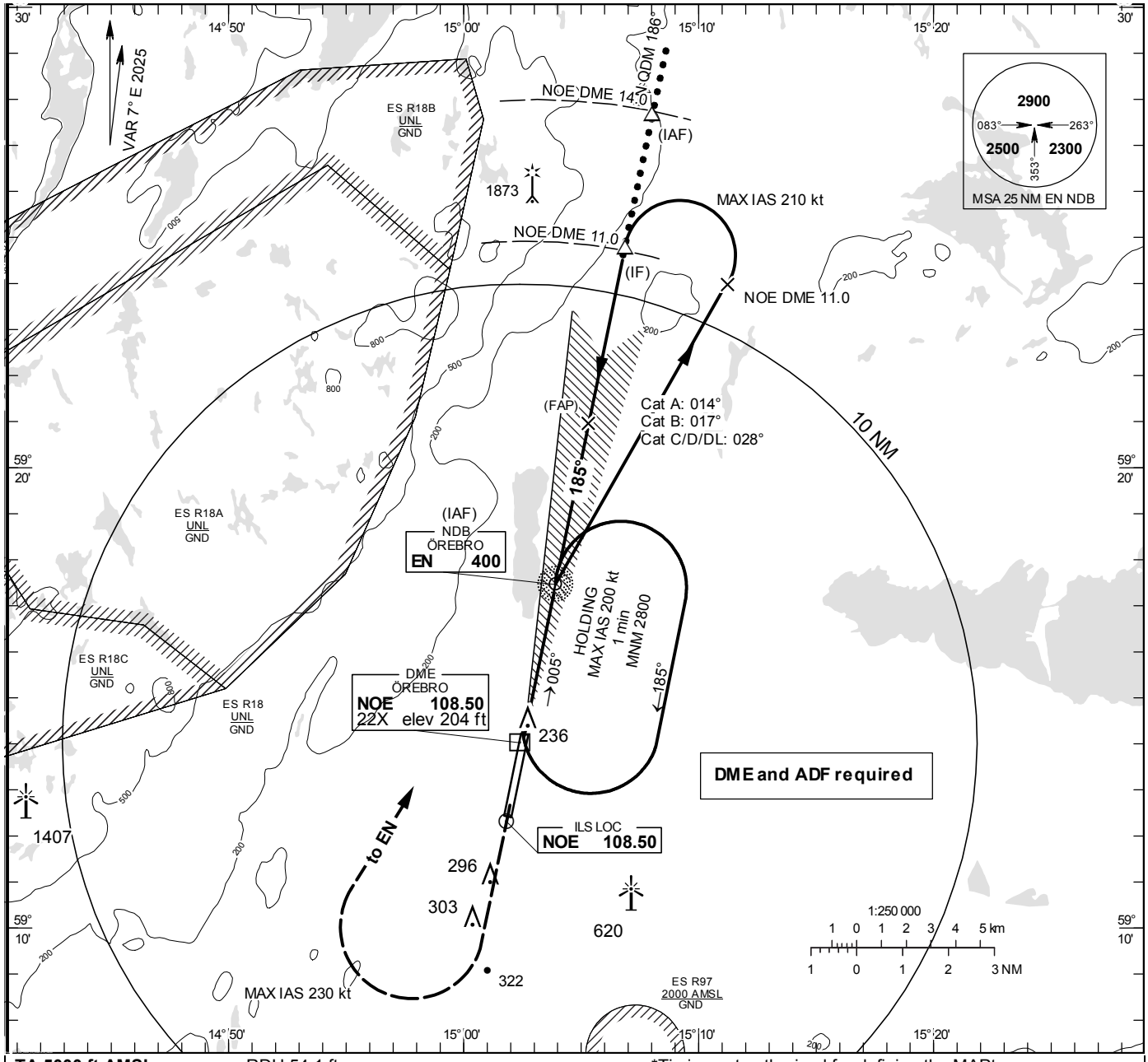
OCA (H)							Final approach	LOC Distance FAF-MAPt 7.1 NM*						
Cat of ACFT		A	B	C	D	DL	NOE DME NM	2	3	4	5	6	7	
Straight-in Approach	Cat I	354 (162)	361 (169)	373 (181)	383 (191)	387 (195)	ALT	820	1140	1460	1780	2100	2420	
	LOC	570 (380)					GS	kt	80	100	120	140	160	180
Circling		600 (410)	690 (500)	1020 (830)			Rate of descent	ft/min	425	535	635	745	850	955

INSTRUMENT APPROACH CHART – ICAO

THR ELEV 191.1 ft, AD ELEV 192 ft
OCH are related to THR.
Circling OCH are related to AD ELEV.
BRG are MAG
ALT. HGT and ELEV in ft.

ÖREBRO TOWER	120.280

ILS y or LOC y RWY 19



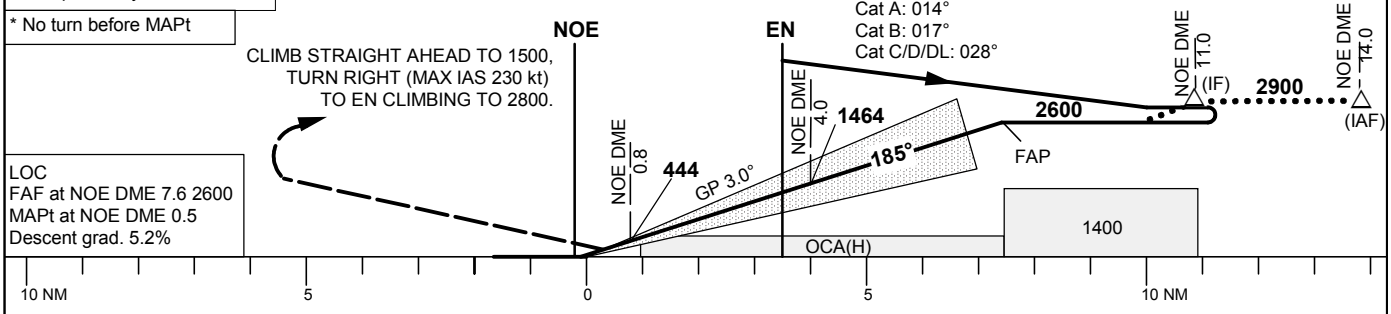
TA 5000 ft AMSL RDH 54.1 ft *Timing not authorized for defining the MAPt

OM replaced by NOE DME 4.0
MM replaced by NOE DME 0.8

MAX SPEED within base turn 210 kt IAS

MAX SPEED within missed approach turn 230 kt IAS

* No turn before MAPt



LOC
FAF at NOE DME 7.6 2600
MAPt at NOE DME 0.5
Descent grad. 5.2%

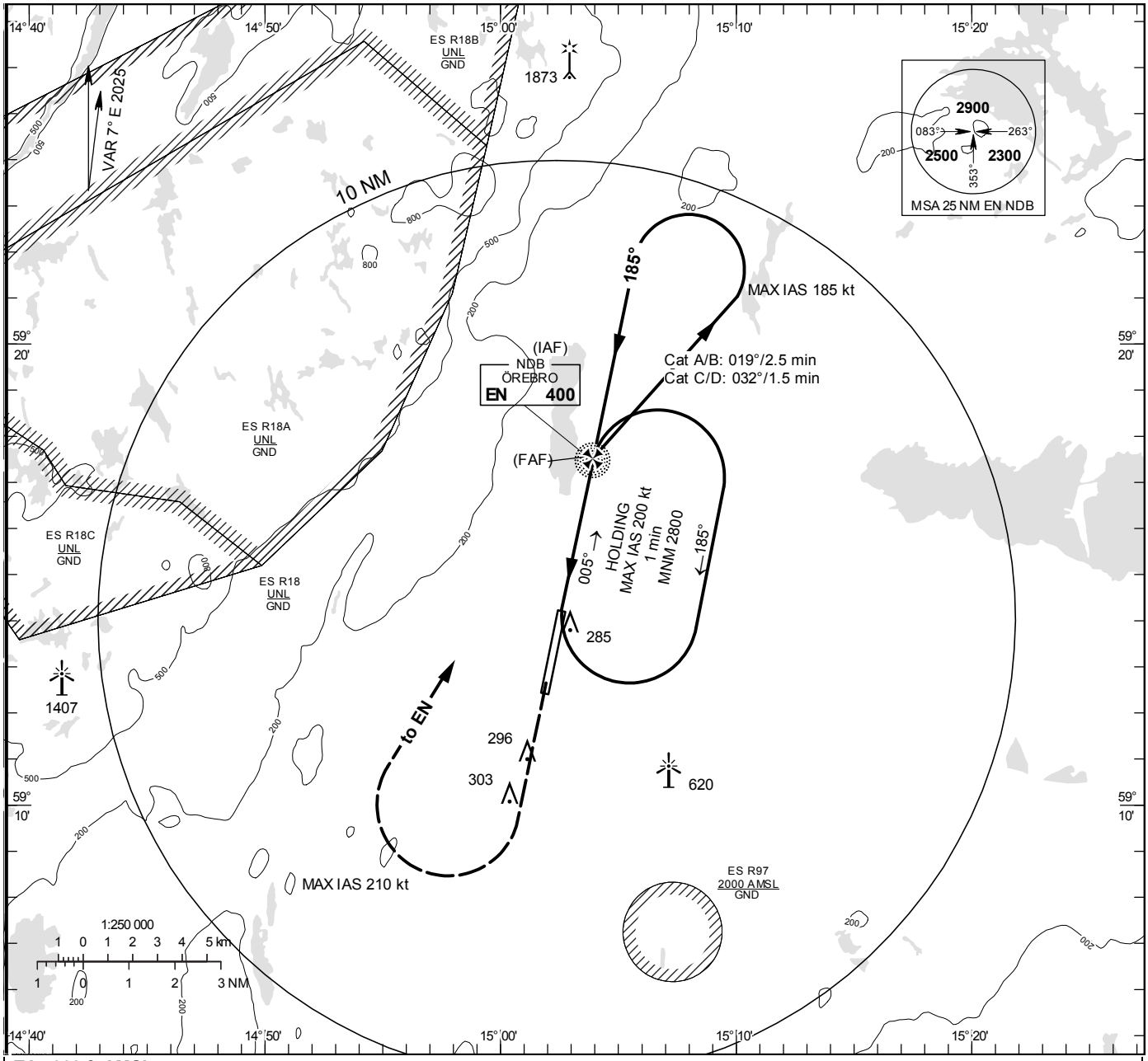
OCA (H)							Final approach	Distance FAF-MAPt 7.1 NM*					
Cat of ACFT		A	B	C	D	D_L	NOE DME NM	2	3	4	5	6	7
Straight-in Approach	Cat I	354 (162)	361 (169)	373 (181)	383 (191)	387 (195)	ALT	820	1140	1460	1780	2100	2420
	LOC	570 (380)					GS	kt	80	100	120	140	160	180
Circling		600 (410)	690 (500)	1020 (830)			Rate of descent	ft/min	425	535	635	745	850	955

NDB RWY 19

ÖREBRO TOWER	120.280

THR ELEV 191.1 ft, AD ELEV 192 ft
OCH are related to THR.
Circling OCH are related to AD ELEV.
BRG are MAG
ALT. HGT and ELEV in ft.

INSTRUMENT APPROACH CHART – ICAO



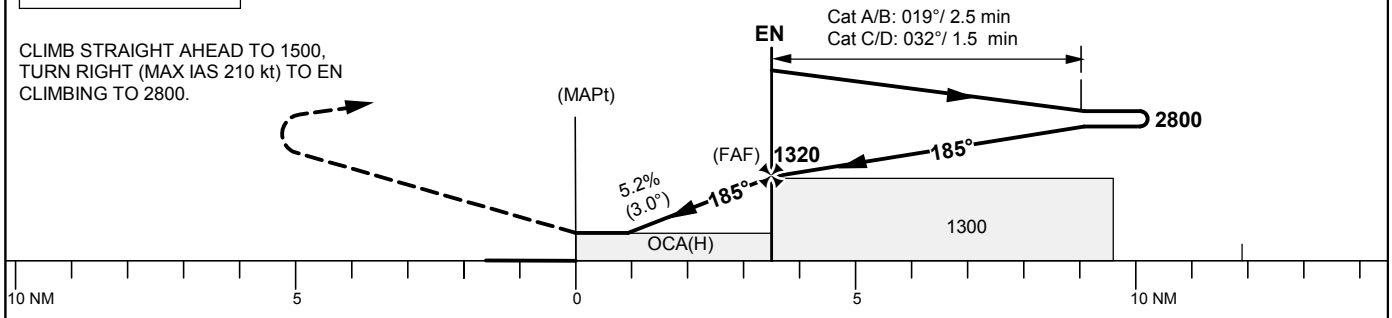
TA 5000 ft AMSL

*No turn before MAPt

MAX SPEED within base turn 185 kt IAS

MAX SPEED within missed approach turn 210 kt IAS

CLIMB STRAIGHT AHEAD TO 1500,
TURN RIGHT (MAX IAS 210 kt) TO EN
CLIMBING TO 2800.



OCA (H)					Final approach	Distance FAF-MAPt 3.4 NM*						
Cat of ACFT	A	B	C	D	NOE DME NM	2				3		
Straight-in Approach	540 (350)				ALT	820				1140		
Circling	600 (410)	690 (500)	1020 (830)		GS	kt	80	100	120	140	160	180
					Time	min:s	2:31	2:01	1:41	1:26	1:16	1:07
					Rate of descent	ft/min	425	530	635	745	850	955

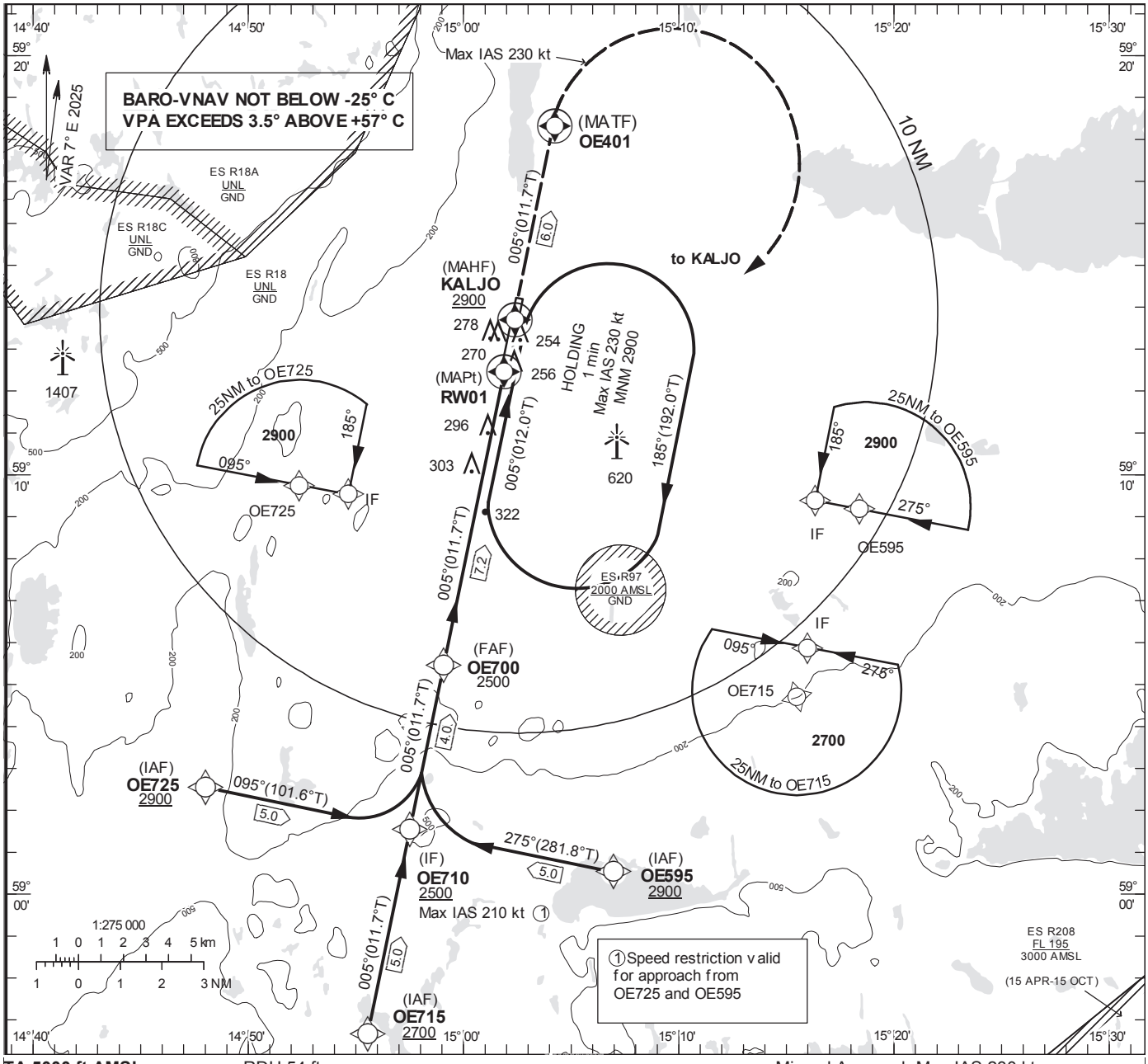
INSTRUMENT APPROACH CHART – ICAO

THR ELEV 161.3 ft, AD ELEV 192 ft
OCH are related to THR.
BRG are MAG (True).
ALT, HGT and ELEV in ft.

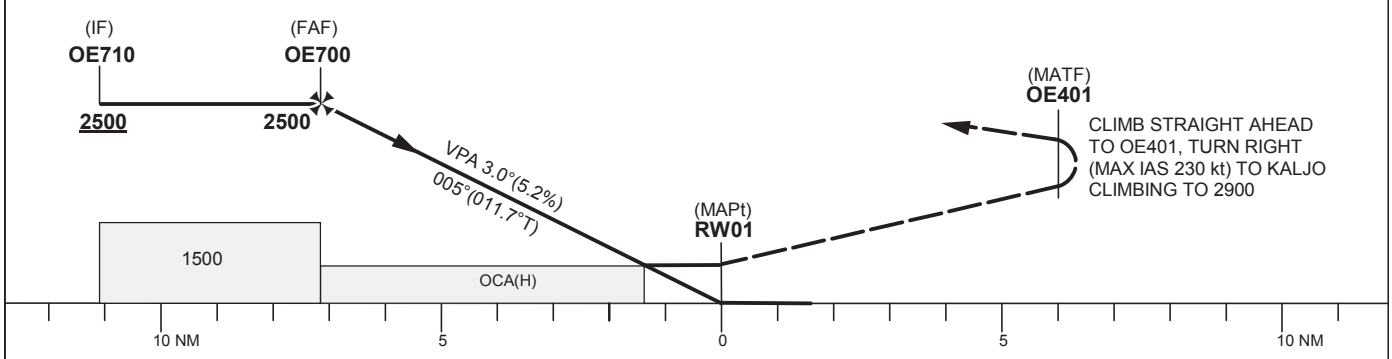
ÖREBRO TOWER	120.280

RNP RWY 01

EGNOS Ch 44271 E 01A



TA 5000 ft AMSL RDH 54 ft Missed Approach Max IAS 230 kt



OCA (H)					
Cat of ACFT	A	B	C	D	D_L
LPV	384 (223)	396 (235)	421 (260)	431 (270)	
LNAV/VNAV	387 (226)	399 (238)	407 (246)	439 (278)	
LNAV	570 (410)				
Circling	600 (410)	690 (500)	1020 (830)		

Final approach	Distance FAF-MAPt 7.2 NM						
Dist to RW 01	7	6	5	4	3	2	
ALT	2450	2130	1810	1490	1170	850	
GS	kt	80	100	120	140	160	180
Rate fo descent	ft/min	425	530	635	745	850	955

RNP RWY 01 via OE595

Path Desc	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Altitude	Speed	VPA/ RDH	Rec Navaid	Navigation Specification
IF	OE595	-	-	-	-	+2900	-	-	-	RNP APCH
TF	OE710	-	275°(281.8°)	5.0	R	+2500	-210	-	-	RNP APCH

RNP RWY 01 via OE715

Path Desc	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Altitude	Speed	VPA/ RDH	Rec Navaid	Navigation Specification
IF	OE715	-	-	-	-	+2700	-	-	-	RNP APCH
TF	OE710	-	005°(011.7°)	5.0	-	+2500	-	-	-	RNP APCH

RNP RWY 01 via OE725

Path Desc	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Altitude	Speed	VPA/ RDH	Rec Navaid	Navigation Specification
IF	OE725	-	-	-	-	+2900	-	-	-	RNP APCH
TF	OE710	-	095°(101.6°)	5.0	L	+2500	-210	-	-	RNP APCH

Path Desc	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Altitude	Speed	VPA/ RDH	Rec Navaid	Navigation Specification
IF	OE710	-	-	-	-	+2500	-	-	-	RNP APCH
TF	OE700	-	005°(011.7°)	4.0	-	@2500	-	-	-	RNP APCH
TF	RW01	Y	005°(011.7°)	7.2	-	@215	-	-3.0/54	-	RNP APCH
TF	OE401	Y	005°(011.7°)	6.0	-	-	-	-	-	RNP APCH
DF	KALJO	Y	-	-	R	+2900	-230	-	-	RNP APCH

ESOE Holding KALJO

Path Desc	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Altitude	Speed	VPA/ RDH	Rec Navaid	Navigation Specification
HM	KALJO	Y	005°(012.0°)	-	R	+2900	-230	-	-	RNAV 1

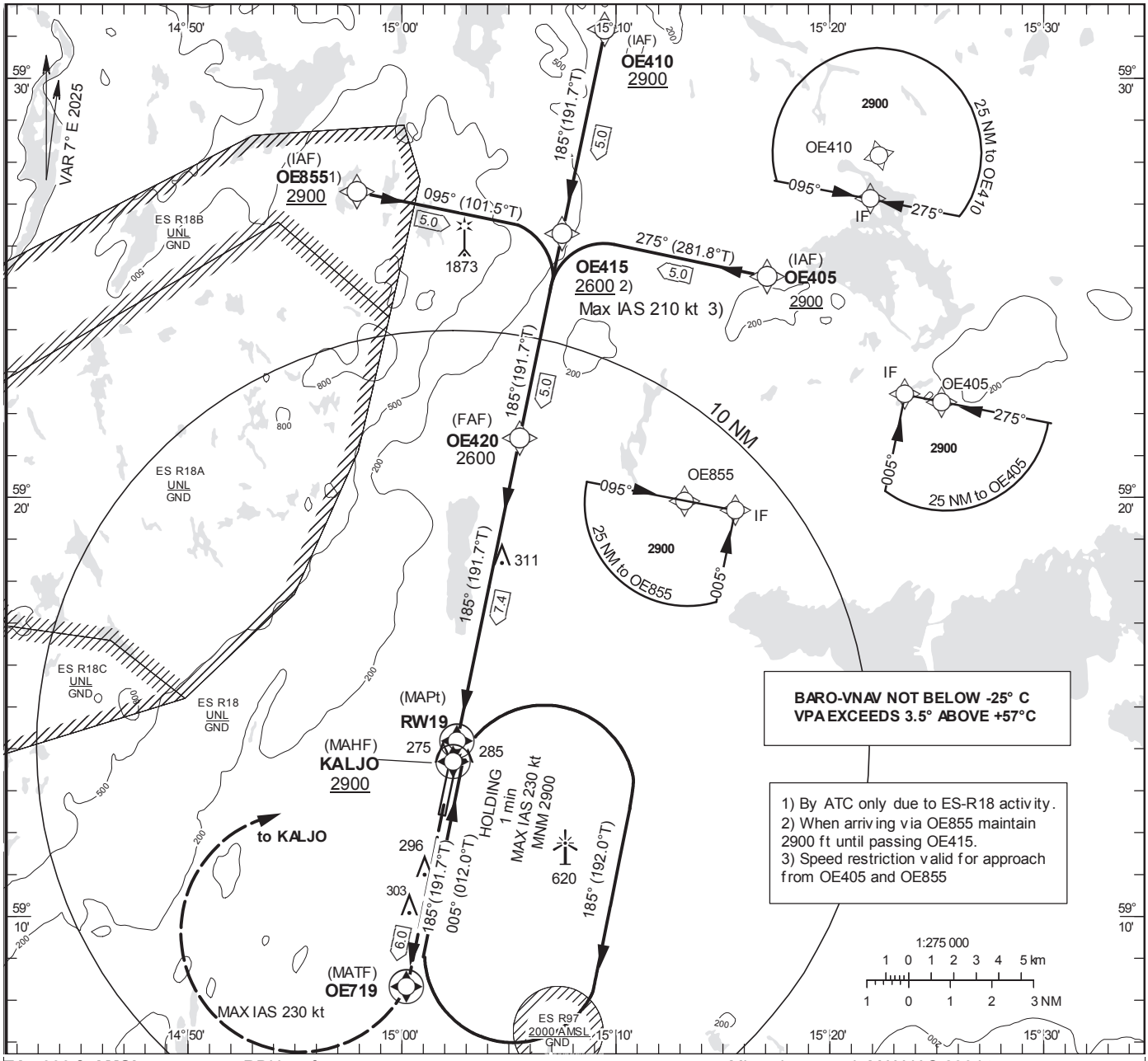
INSTRUMENT APPROACH CHART – ICAO

THR ELEV 191.1 ft, AD ELEV 192 ft
OCH are related to THR.
BRG are MAG (True).
ALT, HGT and ELEV in ft.

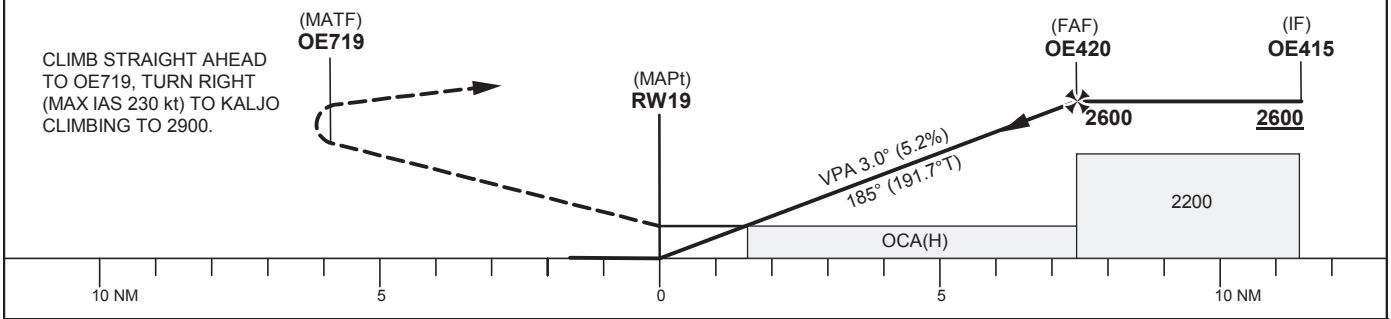
ÖREBRO TOWER	120.280

RNP RWY 19

EGNOS Ch 41191 E 19A



TA 5000 ft AMSL RDH 54 ft Missed approach MAX IAS 230 kt



OCA (H)					
Cat of ACFT	A	B	C	D	D_L
LPV	405 (214)	417 (226)	426 (235)	436 (245)	
LNAV/VNAV	415 (224)	428 (237)	436 (245)	446 (255)	
LNAV	570 (380)				
Circling	600 (410)	690 (500)	1020 (830)		

Final approach	Distance FAF-MAPt 7.4 NM					
Dist to RW 19	2	3	4	5	6	7
ALT	880	1200	1520	1840	2160	2470
GS	kt	80	100	120	140	160	180
Rate of descent	ft/min	425	530	635	745	850	955

RNP RWY 19 via OE405

Path Desc	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Altitude	Speed	VPA/ RDH	Rec Navaid	Navigation Specification
IF	OE405	-	-	-	-	+2900	-	-	-	RNP APCH
TF	OE415	-	275°(281.8°)	5.0	L	+2600	-210	-	-	RNP APCH

RNP RWY 19 via OE410

Path Desc	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Altitude	Speed	VPA/ RDH	Rec Navaid	Navigation Specification
IF	OE410	-	-	-	-	+2900	-	-	-	RNP APCH
TF	OE415	-	185° (191.7°)	5.0	-	+2600	-	-	-	RNP APCH

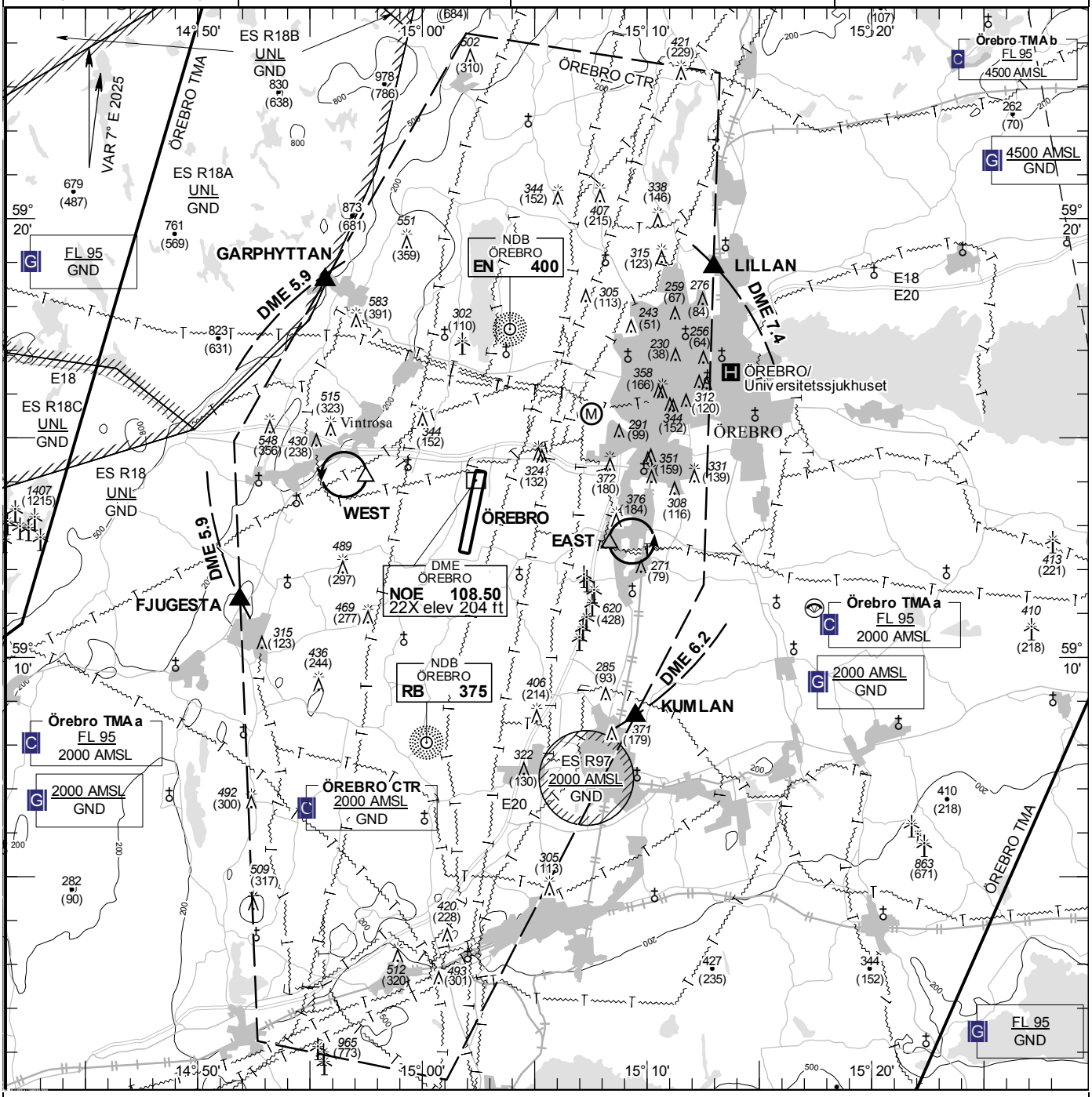
RNP RWY 19 via OE855

Path Desc	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Altitude	Speed	VPA/ RDH	Rec Navaid	Navigation Specification
IF	OE855	-	-	-	-	+2900	-	-	-	RNP APCH
TF	OE415	-	095° (101.5°)	5.0	R	+2900	-210	-	-	RNP APCH

Path Desc	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Altitude	Speed	VPA/ RDH	Rec Navaid	Navigation Specification
IF	OE415	-	-	-	-	-	-	-	-	RNP APCH
TF	OE420	-	185° (191.7°)	5.0	-	@2600	-	-	-	RNP APCH
TF	RW19	Y	185° (191.7°)	7.4	-	@245	-	-3.0/54	-	RNP APCH
TF	OE719	Y	185° (191.7°)	6.0	-	-	-	-	-	RNP APCH
DF	KALJO	Y	-	-	R	+2900	-230	-	-	RNP APCH

ESOE Holding KALJO

Path Desc	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Altitude	Speed	VPA/ RDH	Rec Navaid	Navigation Specification
HM	KALJO	Y	005°(012.0°)	-	R	+2900	-230	-	-	RNAV 1



Communication failure

1 SQUAWK 7600
2 Enter CTR via KUMLAN – Holding EAST or via FJUGESTA – Holding WEST at or below 1000 ft AMSL to traffic circuit. Transmit blind your intentions.
3 Flash LDG-lights and watch TWR for optical signals.

Remark

Traffic circuit W of RWY outside TWR HR of ops.

RWY NR	THR ELEV	PAPI (MEHT)
01	161.3 ft	Left/3.00° (51 ft)
19	191.1 ft	Left/3.00° (51 ft)

Legend

See GEN 2.3

Entry / exit point

LILLAN	591853N 0151258E
KUMLAN	590839N 0150929E
FJUGESTA	591118N 0145152E
GARPHYTTAN	591835N 0145540E

Holding

WEST: Hold south of Vintrosa, west of point 591406N 0145728E

EAST: Hold above racecourse, east of point 591235N 0150820E