

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 Hjelmcö. 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 rescue 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
<hr style="width: 50%; margin: 0 auto;"/> 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. Fallskärmsshopning

För fallskärmsshopning 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 kabin temperatur. 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 before 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 taxiing. 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 höger varv (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.

3. Startprocedurer, omnidirectional

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. 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

Luffartyg skall följa de föreskrifter som anges i ENR 1.3 mom 10. Under IMC gäller dessutom följande för ankommande luffartyg.

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

Lufffartyg 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

ESSV 2.23 ÖVRIG INFORMATION

1. Reducerad banseparation

Reducerad banseparation tillämpas enligt AD 1.1 mom 10 mellan lufffartyg kategori 1 inbördes, samt mellan kategori 1 och 2 om kategori 1 är bakomvarande.

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

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 rängering 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

AD chart
AD chart
AOC
Area chart
List of waypoints and significant points
RNAV SID/STAR General
RNAV (GNSS) SID
RNAV (GNSS) SID
RNAV (GNSS) STAR
RNAV (GNSS) STAR
STAR
SID and STAR
ATC Surveillance Minimum ALT chart
IAC
IAC
IAC
IAC
IAC
IAC
IAC
VAC

RELATED CHARTS

ESSV 2-1
ESSV 2-3
ESSV-3-1
ESSV 4-1
ESSV 4-3
ESSV 4-4
ESSV 4-5
ESSV 4-7
ESSV 4-9
ESSV 4-11
ESSV 4-13
ESSV 4-15
ESSV 4-91
ESSV 5-1
ESSV 5-2
ESSV 5-3
ESSV 5-5
ESSV 5-7
ESSV 5-11
ESSV 6-1