

## 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<br>Visby Airport<br>SE-621 41 Visby<br>TEL: +46 (0)10 109 52 00<br>FAX: +46 (0)10 109 52 45<br>E-mail: info@visbyairport.se<br>AFS: ESSVZTZX<br>Website: www.swedavia.se/visby<br>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<br>AD Operating hours | MON-FRI 0700-1500 (0600-1400)<br>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<br>Oil -  |
| 3. | Fuelling facilities/discharge capacity | Jet A1: 30,000 l in fuel truck, 150,000 l in store<br>91/96UL: 20,000 l  |
| 4. | De-icing facilities                    | Type I and II. Available OCT-APR.<br>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.<br>For payment of fuel only credit cards accepted.<br>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.<br>On-the-scene commander during AD Operating hours<br>+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<br>TWY C 15 m ASPH PCN 44 F/A/X/T<br>TWY G 6 m GRASS PCN -<br>TWY K 6 m ASPH PCN -<br>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<br><br>TWY A: CL, HLDG day marked. Edge lights and signs, RGL<br>C: CL, HLDG day marked. Edge lights and signs, RGL<br>G: See ESSV 2-1<br>K: CL, HLDG day marked. RGL<br>M: CL, HLDG day marked. RGL |
| 3. | Stop bars   | -  |
| 4. | Remarks   | TWY A: Mandatory instruction markings on taxiway.<br>TWY C: Mandatory instruction markings on taxiway.<br>TWY K: Mandatory instruction markings on taxiway.<br>TWY M: Mandatory instruction markings on taxiway.   |

**ESSV 2.10 AERODROME OBSTACLES**

| In Area 2           |           |                      |                     |                           |         |
|---------------------|-----------|----------------------|---------------------|---------------------------|---------|
| OBST ID/Designation | OBST type | OBST position        | ELEV/HGT<br>in feet | Markings/ Type,<br>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,<br>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<br>MET Office outside hours  | H24  |
| 3.  | Office responsible for TAF preparation<br>Periods of validity, interval of issuance | STOCKHOLM/Arlanda<br>9 HR, <a href="https://tafplanner.smhi.se/app.php/production-program">https://tafplanner.smhi.se/app.php/production-program</a> |
| 4.  | Type of landing forecast<br>Interval of issuance                                    | Not issued   |
| 5.  | Briefing/consultation provided  | FPC H24, +46 (0)8 797 63 40, <a href="http://www.lfv.se/fpc">www.lfv.se/fpc</a>  |
| 6.  | Flight documentation<br>Language(s) used  | TAF, METAR, SIGMET, Upper air winds<br>Swedish/English   |
| 7.  | Charts and other information available for<br>briefing or consultation              | SWC, WC, Nordic SIGWX Chart, Low level forecast  |
| 8.  | Supplementary equipment available for<br>providing information                      | -  |
| 9.  | ATS units provided with information   | VISBY APP<br>VISBY TWR   |
| 10. | Additional information (limitation of service,<br>etc.)                             | On request, printing service available in terminal   |

**ESSV 2.12 RUNWAY PHYSICAL CHARACTERISTICS**

| Designations<br>RWY<br>NR | True BRG and<br>MAG BRG | Dimensions of<br>RWY (m) | Strength (PCN) and<br>surface of RWY and<br>SWY | THR coordinates<br>RWY end coordinates<br>THR geoid undulation | THR elevation and<br>highest elevation of<br>TDZ of precision<br>APCH RWY |
|---------------------------|-------------------------|--------------------------|---|--|---|
| 1                         | 2                       | 3                        | 4   | 5  | 6   |
| 03                        | 020.98° GEO<br>015° MAG | 2000 x 45                | PCN 50 F/A/X/T<br>ASPH                          | 573915.89N<br>0182024.75E<br><br>GUND 82 ft                    | THR 140 ft  |
| 21                        | 200.99° GEO<br>195° MAG | 2000 x 45                | PCN 50 F/A/X/T<br>ASPH                          | 574016.25N<br>0182107.96E<br><br>GUND 81.7 ft                  | THR 137.0 ft<br>TDZ 137.8 ft  |
| 10                        | 101.40° GEO<br>095° MAG | 1100 x 40                | PCN -<br>GRASS                                  | 573903.56N<br>0181946.75E<br><br>GUND 82 ft                    | THR 142 ft  |
| 28                        | 281.40° GEO<br>275° MAG | 1100 x 40                | PCN -<br>GRASS                                  | 573856.53N<br>0182051.80E<br><br>GUND 82 ft                    | THR 164 ft  |

| Designations<br>RWY<br>NR | Slope of<br>RWY-SWY | SWY<br>dimensions (m) | CWY<br>dimensions (m) | Strip<br>dimensions (m) | RESA<br>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<br>RWY<br>NR | Location/<br>description<br>of arresting<br>system | OFZ<br>(Yes/No) | Remarks                      |
|---------------------------|--|-----------------|------------------------------|
| 1                         | 12   | 13              | 14                           |
| 03                        | -  | No              | -                            |
| 21                        | -  | No              | -                            |
| 10                        | -  | No              | RWY 10/28 non<br>instrument. |
| 28                        | -  | No              | RWY 10/28 non<br>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<br>Designator | APCH LGT<br>Type, LEN<br>INTST   | THR LGT<br>Colour<br>WBAR | VASIS<br>(MEHT)                 | TDZ LGT<br>LEN | RWY Centre<br>Line LGT<br>LEN, Spacing<br>Colour<br>INTST | RWY Edge<br>LGT<br>LEN, Spacing<br>Colour<br>INTST        | RWY End<br>LGT<br>Colour<br>WBAR | SWY LGT<br>LEN,<br>Colour |
|-------------------|----------------------------------|---------------------------|---------------------------------|----------------|---|---|----------------------------------|---------------------------|
| 1                 | 2                                | 3                         | 4                               | 5              | 6   | 7   | 8                                | 9                         |
| 03                | SALS<br>420 m<br>LIH             | Green<br>WBAR             | PAPI<br>Left/3.00°<br>(55.8 ft) | -              | -   | 2000/55 m<br>White<br>Caution zone<br>600 m yellow<br>LIH | Red<br>WBAR                      | -                         |
| 21                | Calvert<br>CAT I<br>900 m<br>LIH | Green<br>WBAR             | PAPI<br>Left/3.00°<br>(61.7 ft) | -              | -   | 2000/55 m<br>White<br>Caution zone<br>600 m yellow<br>LIH | Red<br>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<br>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.<br>Unlighted anemometer at PAPI RWY 21.<br>Unlighted anemometer N of VOR/DME.<br>Unlighted anemometer at TWY G. |
| 3. | TWY edge and centre line lighting                        | Edge: TWY A, C<br><br>CL: -<br><br>LED lights on TWY edge lights<br>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 -<br>573814N 0183108E - 572850N 0181937E -<br>573045N 0180909E - 574129N 0181048E -<br>575025N 0182157E |
| 2. | Vertical limits                   | VISBY CTR                            | 1100 ft AMSL<br><hr style="width: 50%; margin: 0 auto;"/> GND   |
| 3. | Airspace classification           | C                                    |   |
| 4. | ATS unit call sign<br>Language(s) | VISBY TOWER<br>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<br>VDF |
|                     |                | 121.500           | HO                 | VDF                    |
| APP                 | VISBY APPROACH | 126.155           | HO                 | VDF                    |

## ESSV 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid<br>CAT of ILS/MLS<br>(for VOR/ILS/MLS<br>give VAR) | ID  | Frequency  | Hours of<br>operation | Site of<br>transmitting<br>antenna<br>coordinates | Elevation of DME<br>transmitting<br>antenna | Remarks   |
|--|-----|------------|-----------------------|---|---|---|
| 1  | 2   | 3          | 4                     | 5   | 6   | 7   |
| LOC 21<br>ILS CAT I<br>(6° E 2020)                             | SV  | 109.15 MHz | H24                   | 573850.0N<br>0182006.2E                           |   | 858 m beyond THR 03<br>LOC Class I/E/2                                  |
| GP   |     | 331.25 MHz | H24                   | 574005.1N<br>0182107.7E                           |   | Angle 3.0° RDH 57.1 ft<br>323 m past THR 21 left side<br>GP Class I/C/2 |
| VOR/DME<br>(6° E 2020)   | VSB | 115.10 MHz | H24                   | 573934.3N<br>0182048.7E                           | 154 ft                                      | 350 m S ARP<br>DME channel 98X  |
| DME  | SV  | 109.15 MHz | H24                   | 574005.0N<br>0182108.1E                           | 162 ft                                      | 323 m past THR 21 left side<br>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. Fallskärmsbhopning

För fallskärmsbhopning 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](http://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](http://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.

## 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.<br>Continue climb to appropriate MSA.  | Pylon                | 1109           | 164°/7150                         |
| 21  | Climb straight ahead to MNM turning ALT 1300 ft.<br>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

## 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 lufffartyg kategori 1 inbördes, samt mellan kategori 1 och 2 om kategori 1 är bakomvarande.

## 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 lufffartyg

Parkering för lätta lufffartyg 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).

**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. 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                                 |                       | ESSV 2-3  |
| AOC                                      |                       | ESSV-3-1  |
| Area chart                               |                       | 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  |