

AD 2 AERODROMES**ESGJ 2.1 AERODROME LOCATION INDICATOR AND NAME****ESGJ - JÖNKÖPING****ESGJ 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1. ARP coordinates and site at AD	574530N 0140409E RWY 1200 m from THR 01
2. Direction and distance from (city)	WSW 3.5 NM from Jönköping
3. Elevation/Reference temperature	742 ft/+21.6°C
4. Geoid undulation at AD ELEV PSN	108 ft
5. MAG VAR/Annual change	7° E (2025)/+0.2 increasing
6. Name of aerodrome operator, address, telephone, telefax numbers, AFS, e-mail, website	Jönköping Airport AB Jönköping flygplats SE-555 93 Jönköping TEL: +46 36 31 12 00 E-mail: info@jonkopingairport.se AFS: ESGJZTZX Website: www.jonkopingairport.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 4000 kg. Requests shall be made during hours of AD operator to: groundhandling@jonkopingairport.se or TEL: +46 36 31 12 11.

ESGJ 2.3 OPERATIONAL HOURS

1. AD operator	MON-FRI 0730-1530 (0630-1430)
AD Operating hours	Ref AIP SUP/NOTAM
2. Customs and immigration	O/R Customs TEL +46 31 63 38 00, Immigration TEL +46 10 569 42 37
3. Health and sanitation	As AD operating hours, Designated quarantine AD
4. AIS Briefing Office	FPC, H24, +46 8 797 63 40, www.lfv.se/fpc
5. ATS Reporting Office (ARO)	As ATS
6. MET Briefing Office	FPC, H24, +46 8 797 63 40, www.lfv.se/fpc
7. ATS	Ref AIP SUP/NOTAM
8. Fuelling	As AD operating hours
9. Handling	As AD operating hours
10. Security	As AD operating hours
11. De-Icing	As AD operating hours
12. Remarks	Increased charges outside AD operating hours. Extended operational hours occurs frequently.

ESGJ 2.4 HANDLING SERVICES AND FACILITIES

1. Cargo-handling facilities	All types available
2. Fuel and oil types	Fuel: 100LL, Jet A1 Oil: -
3. Fuelling facilities and capacity	100LL: 20,000l Jet A1: 40,000l fuel truck/150,000l stationary
4. De-icing facilities	Type I and II mobile unit

- | | |
|---|--|
| 5. Hangar space for visiting ACFT | Limited, Heated, O/R: groundhandling@jonkopingairport.se or TEL: +46 36 31 12 11 |
| 6. Repair facilities for visiting ACFT | Limited, O/R: groundhandling@jonkopingairport.se or TEL +46 36 31 12 11 |
| 7. Remarks | For payment of fuel AIR BP, VISA, Mastercard and American Express accepted. |

ESGJ 2.5 PASSENGER FACILITIES

- | | |
|--------------------------------|--|
| 1. Hotels | In Jönköping |
| 2. Restaurants | At AD |
| 3. Transportation | Buses, taxi, rental cars |
| 4. Medical facilities | In Jönköping |
| 5. Bank and Post Office | Bank: In Jönköping
Post: In Jönköping |
| 6. Tourist Office | In Jönköping |
| 7. Remarks | Conference facilities at AD |

ESGJ 2.6 RESCUE AND FIRE FIGHTING SERVICES

- | | |
|---|--|
| 1. AD category for fire fighting | CAT 7. Up to CAT 9 available. RFFS level corresponds to the current aircraft specification. |
| 2. Rescue equipment | 3 RFFS trucks, Commander vehicle, Terrain vehicle, Decontamination equipment. |
| 3. Capability for removal of disabled aircraft | On site towing capability code C A/C, lifting capability code A A/C. Other by arrangement. |
| 4. Remarks | RFFS for non-commercial operations and specialized operations only available on request during AD OP HR. 15 min PN for NON-SKED Commercial Air Transport Operations TFC. |

ESGJ 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

- | | |
|---|---|
| 1. Types of clearing equipment | Snowploughs, blowers, sweepers, slingers, spreaders |
| 2. Clearance priorities | RWY, TWY, Apron |
| 3. Use of material for movement area surface treatment | RWY, TWY and Apron de-iced with NAFO/UREA/SAND/FROZEN SAND. |
| 4. Specially prepared winter runways | - |
| 5. Remarks | RWY 11/29 closed between oct 1 - apr 30 |

ESGJ 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

- | | |
|---|--|
| 1. Apron surface and strength | Apron ASPH PCN 55/F/B/X/T |
| 2. Taxiway width, surface and strength | TWY A 23 m ASPH PCN 55/F/B/X/T
TWY B 23 m ASPH PCN 55/F/B/X/T |
| 3. ACL, location and elevation | See ESGJ Aerodrome Chart |
| 4. VOR checkpoints | On TWY B |
| 5. INS checkpoints | - |
| 6. Remarks | TWY B Max aircraft ref code 4C |

ESGJ 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
See ESGJ Aerodrome Chart |
|---|---|

2. RWY and TWY markings and LGT

RWY 01/19: Designator, THR, TDZ, CL and edges are day marked.
RTHL, REDL, RENL.
RWY 11/29: White flat rectangular markers, size 1m by 3m, no lights.
TWY: CL, HLDG day marked. Edge lights, RGL

3. Stop bars

-

4. Remarks

-

ESGJ 2.10 AERODROME OBSTACLES

In Area 2				
OBST ID/Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour
a	b	c	d	e
ESGJ1	NAVAID	574604.2N 0140430.0E	741 ft / -	-
ESGJ2	NAVAID	574607.4N 0140431.9E	745 ft / -	-
ESGJ3	VEGETATION	574618.8N 0140442.7E	755 ft / -	-
ESGJ4	NAVAID	574622.3N 0140438.0E	762 ft / -	-
ESGJ5	TREE	574629.1N 0140436.6E	773 ft / -	-
ESGJ6	TREE	574629.1N 0140437.1E	773 ft / -	-
ESGJ7	TREE	574629.2N 0140437.6E	778 ft / -	-
ESGJ8	TREE	574629.1N 0140438.1E	785 ft / -	-
ESGJ9	TREE	574631.2N 0140438.5E	791 ft / -	-
ESGJ10	TREE	574629.3N 0140454.4E	794 ft / -	-
ESGJ11	TREE	574632.7N 0140437.5E	805 ft / -	-
ESGJ12	TREE	574636.7N 0140459.7E	814 ft / -	-
ESGJ13	TREE	574703.4N 0140455.1E	848 ft / -	-
ESGJ14	TREE	574706.2N 0140451.2E	858 ft / -	-
ESGJ15	TREE	574706.5N 0140450.3E	859 ft / -	-
ESGJ16	TREE	574706.5N 0140450.8E	860 ft / -	-
ESGJ17	VEGETATION	574444.4N 0140346.6E	745 ft / -	-
ESGJ18	VEGETATION	574442.2N 0140346.1E	755 ft / -	-
ESGJ19	VEGETATION	574436.2N 0140328.1E	768 ft / -	-
ESGJ20	TREE	574421.9N 0140337.7E	804 ft / -	-
ESGJ21	TREE	574421.6N 0140338.1E	806 ft / -	-
ESGJ22	TREE	574419.5N 0140337.9E	810 ft / -	-
ESGJ23	TREE	574410.8N 0140314.0E	827 ft / -	-
ESGJ24	TREE	574410.3N 0140314.4E	828 ft / -	-
ESGJ25	TREE	574351.6N 0140316.2E	854 ft / -	-
ESGJ26	TREE	574346.0N 0140317.1E	863 ft / -	-
ESGJ27	TREE	574340.9N 0140319.7E	884 ft / -	-
ESGJ28	TREE	574204.6N 0140124.2E	1029 ft / -	-
ESGJ29	TREE	574204.5N 0140124.1E	1032 ft / -	-
ESGJ30	TREE	574203.1N 0140114.9E	1037 ft / -	-
f Remarks:	-			

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

ESGJ 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. Trend forecast
Interval of issuance | - |
| 5. Briefing/consultation provided | FPC H24, +46 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 | JÖNKÖPING TWR |
| 10. Additional information (limitation of service, etc.) | Flight planning room available |

ESGJ 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True 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	018.07°	2203 x 45	PCN 55/F/B/X/T ASPH	574453.48N 0140346.76E GUND 108.0 ft	THR 734.3 ft TDZ: 739.0 ft
19	198.08°	2203 x 45	PCN 55/F/B/X/T ASPH	574601.19N 0140428.09E GUND 107.8 ft	THR 739.1 ft TDZ: 741.3 ft
11	113.91°	525 x 25	PCN - GRASS	574513.16N 0140405.11E GUND 108 ft	THR 737 ft
29	293.91°	525 x 25	PCN - GRASS	574506.29N 0140434.11E GUND 108 ft	THR 738 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
01	See ESGJ AOC	-	450 x 180	2380 x 280	400 x 180
19	See ESGJ AOC	-	190 x 180	2380 x 280	120 x 180
11	-	-	-	585 x 60	-
29	-	-	-	585 x 60	-
Designations RWY NR	Location/ description of arresting system		OFZ (Yes/No)	Remarks	
1	12		13	14	
01	-		NO	-	
19	-		NO	-	

Designations RWY NR	Location/ description of arresting system	OFZ (Yes/No)	Remarks
1	12	13	14
11	-	NO	-
29	-	NO	-

ESGJ 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks	
1	2	3	4	5	6	
01	2203	2653	2203	2203	-	
19	2203	2393	2203	2203	-	
11	525	525	525	525	-	
29	525	525	525	525	-	
RWY Designator	INTERSECTION	TORA (m)	TODA (m)	ASDA (m)	-	Remarks
1		2	3	4	5	6
01	TWY A	1640	2090	1640	-	-

ESGJ 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT Type, LEN INTST	THR LGT Colour WBAR	VASIS (MEHT)	TDZ LGT LEN	RWY Centre Line LGT LEN, Spacing Colour INTST	RWY Edge LGT LEN, Spacing Colour INTST	RWY End LGT Colour WBAR	SWY LGT LEN, Colour
1	2	3	4	5	6	7	8	9
01	CALVERT CAT I 900 M LIH	Green	PAPI Left side/3.00° 56 ft	-	-	2203/50 m White Caution zone 600 m yellow LIH	Red	-
19	CALVERT CAT I 900 M LIH	Green	PAPI Left side/3.00° 60 ft	-	-	2203/50 m White Caution zone 600 m yellow LIH	Red	-
10 Remarks: -								

ESGJ 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 780 m past THR 01 right side, lighted. Windsocks at RWY ends 390 m past THR 01 right side, lighted 540 m past THR 19 left side, lighted
3. TWY edge and centre line lighting
Edge: A, B
CL: -
4. Secondary power supply/switch-over time Available/15 sec, during LVP less than 1 sec
5. Remarks -

ESGJ 2.16 HELICOPTER LANDING AREA

RWY 01/19 and 11/29 to be used.

ESGJ 2.17 ATS AIRSPACE

- | | | |
|--|--------------------------------------|---|
| 1. Designation and lateral limits | JÖNKÖPING CTR | 575647N 0140456E - 575459N 0141548E -
575107N 0141718E - 574025N 0141020E -
573434N 0140322E - 573621N 0135304E -
574156N 0135209E - 575146N 0135801E to point
of origin. |
| 2. Vertical limits | JÖNKÖPING CTR | 2200 ft AMSL

GND |
| 3. Airspace classification | C | |
| 4. ATS unit call sign
Language(s) | JÖNKÖPING TOWER
Swedish/English | |
| 5. Transition altitude | 5000 ft AMSL | |
| 6. Hours of applicability | CTR established during hours of TWR. | |
| 7. Remarks | - | |

ESGJ 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channels	Hours of operation	Remarks
1	2	3	4	5
TWR	JÖNKÖPING TOWER	118.255	HO	PRIMARY VDF
		121.500	HO	-

ESGJ 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	Service volume radius from GBAS reference point	Remarks
1	2	3	4	5	6	7	8
LOC 01 ILS CAT I (7° E 2025)	SGJ	111.50 MHz	H24 Monitoring of signal in space limited to ATS HR of OPS	574607.3N 0140431.8E	-	-	199 m beyond THR 19 ILS Class I/E/2
GP 01	-	332.90 MHz	H24 Monitoring of signal in space limited to ATS HR of OPS	574504.4N 0140346.7E	-	-	Angle 3.00° RDH 56.0 ft 320 m past THR 01 left side
LOC 19 ILS CAT I (7° E 2025)	SJ	109.90 MHz	H24 Monitoring of signal in space limited to ATS HR of OPS	574442.8N 0140340.2E	-	-	349 m beyond THR 01 ILS Class I/E/2

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	Service volume radius from GBAS reference point	Remarks
1	2	3	4	5	6	7	8
GP 19	-	333.80 MHz	H24 Monitoring of signal in space limited to ATS HR of OPS	574552.6N 0140414.8E	-	-	Angle 3.00° RDH 50.9 ft 322 m past THR 19 right side
OM 19	-	-	-	574937.6N 0140644.4E	-	-	
MM 19	-	-	-	574633.3N 0140447.6E	-	-	
L 01	OJ	403 kHz	H24 Monitoring of signal in space limited to ATS HR of OPS	574147.0N 0140152.2E	-	-	Range 25 NM
L 19	OA	338 kHz	H24 Monitoring of signal in space limited to ATS HR of OPS	574937.4N 0140644.4E	-	-	Range 25 NM
DVOR/DME (7° E 2025)	JON	115.80 MHz	H24 Monitoring of signal in space limited to ATS HR of OPS	574537.6N 0140355.5E	782 ft	-	DME Channel 105X
DME	SGJ	111.50 MHz	H24 Monitoring of signal in space limited to ATS HR of OPS	574504.4N 0140346.4E	762 ft	-	319 m past THR 01 DME Channel 52X

ESGJ 2.20 LOKALA FLYGPLATSFÖRESKRIFTER

1. Utanför ATS öppethållning sker flygning enligt SERA.
2. Utanför ATS öppethållning är blandsändning obligatoriskt inom det geografiska området för upprättad ESGJ CTR. Avsikt att starta eller landa ska tydligt aviseras på kanal 118.255. Är banan inte är tillgänglig i sin fulla längd och bredd ska inte start eller landning genomföras.
3. Fordonstrafik utan dubbelriktad flygradioförbindelse kan förekomma på manöverområdet utanför ATS öppethållning.

ESGJ 2.21 BULLERREDUCERANDE FÖRFARANDE**1 Flygplatsföreskrifter**

Flygning som inte följer SID
För propellerdrivet flygplan med MTOM överstigande 5700 kg samt för samtliga jetflygplan gäller;

ESGJ 2.20 LOCAL AERODROME REGULATIONS

1. Outside ATS operational hours, flights are conducted in accordance with SERA.
2. Outside ATS operational hours, blind transmission is mandatory within the geographical area of the established ESGJ CTR. The intention to take off or land must be clearly announced on channel 118.255. If the runway is not available in its full length and width, take-off or landing should not be performed.
3. Vehicle traffic without two-way radio communication may occur in the maneuvering area outside ATS operational hours.

ESGJ 2.21 NOISE ABATEMENT PROCEDURES**1 Aerodrome regulations**

Aircraft not following SID
For propeller driven aircraft with MTOM exceeding 5700 kg and for all jet aircraft the following applies;

a. högersväng efter start RWY 01 får inte påbörjas före passage av L OA eller

b. vänstersväng efter start RWY 19 får inte påbörjas före passage av L OJ.

Då förhållandena så medger bör reversering utöver «Idle Reverse» eller motsvarande ej användas under tiden 2100-0600 (2000-0500).

APU skall inte användas vid parkering vid andra tillfällen än då så krävs för motorstart eller för reglering av kabintemperatur. Start av APU måste alltid meddelas till ramhandlingpersonal.

2 Skol och övningsflygning

Skolflyg med helikopter är inte tillåtet.

Upprepade inflygningar och/eller start och landningar är ej tillåtet under tiden 2100-0600 (2000-0500).

3 Över tätbebyggt område

Över de centrala delarna av Jönköping och Huskvarna bör luftfartyg inte framföras på lägre höjd än 2000 ft AMSL utom då så är nödvändigt i samband med start och landning.

Angivna flygvägar för ankommande och avgående trafik har upprättats även för att minska bullerstörningar. Luftfartyg skall noggrant följa i klareringen angiven flygväg samt i övrigt framföras så att onödiga bullerstörningar inte förorsakas.

ESGJ 2.22 FLYGPROCEDURER

1 Ankommande IFR-trafik inom Jönköping TMA/CTR

Flygvägar är upprättade enligt ESGJ STARs.

Väntlägen (Ref ENR 1.3 mom 9)

Väntlägen är upprättade enligt ESGJ Area Chart.

Visuellinflygning

Luftfartyg skall bibehålla 2500 ft till final.

2 Avgående IFR-trafik inom Jönköping TMA/CTR

Flygvägar

Flygvägar är upprättade enligt ESGJ SIDs.

3 Startprocedurer, omnidirectional

RWY	Procedure	Significant obstacle		
		Obstacle	Elevation (ft)	Direction (GEO)/Dist (m) from THR
01	Climb straight ahead to MNM turning ALT 1200 ft AMSL. Continue climb to appropriate MSA.	Tree (CIO) CIO exist	789	022°/2915
19	Climb straight ahead to MNM turning ALT 1300 ft AMSL. Continue climb to appropriate MSA.	Tree CIO exist	1202	172°/7296

a. after take-off RWY 01 right hand turn must not be initiated until passing L OA or

b. after take-off RWY 19 left hand turn must not be initiated until passing L OJ.

When conditions permit more than «Idle Reverse» or equivalent shall not be used between 2100-0600 (2000-0500).

APU shall not be used on parking unless required for engine start or adjustment of cabin heat. Start of APU must always be reported to ramp handling staff.

2 School and training flights

Helicopter school flights are not permitted.

Repeated approaches and/or take-off and landings are not permitted between 2100-0600 (2000-0500).

3 Over built up areas

Over the central parts of Jönköping and Huskvarna aircraft should not be operated below 2000 ft AMSL except when necessary for take-off or landing.

The routes for inbound and outbound traffic have been established also for noise abatement purposes. Aircraft shall strictly adhere to assigned route and be operated in such a manner that unnecessary noise disturbances are not caused.

ESGJ 2.22 FLIGHT PROCEDURES

1 Inbound IFR traffic within Jönköping TMA/CTR

Routes established in accordance with ESGJ STARs.

Holdings (Ref ENR 1.3 para 9)

Holding patterns are established in accordance with ESGJ Area Chart.

Visual approach

Aircraft shall maintain 2500 ft until on final approach.

2 Outbound IFR traffic within Jönköping TMA/CTR

Routes

Established in accordance with ESGJ SIDs.

3 Omnidirectional departure procedures

4 Avbrott i radioförbindelse

Lufftartyg skall följa de föreskrifter som anges i ENR 1.3 mom 10. Under IMC gäller dessutom följande.

4.1 Ankommande klarering mottagen och kvitterad

Normalt är gällande bana gräns för den av ACC meddelade ankommande klareringen. Härvid skall lufftartyget med bibehållande av senast tilldelad och kvitterad flyghöjd följa angiven flygväg till OA L (RWY 19) eller OJ L (RWY 01).

Om gränsen för den av ACC meddelade ankommande klareringen är annan än gällande bana skall lufftartyget med bibehållande av senast tilldelad och kvitterad flyghöjd följa angiven flygväg till denna gräns och därifrån flyga direkt till OA L eller OJ L. Har beräknad tidpunkt för inflygning mottagits och kvitterats skall angiven nedgång påbörjas först vid denna tidpunkt.

Efter ankomst över OA L eller OJ L skall erforderlig nedgång utföras i väntläge OSCAR ALFA eller OSCAR JULIET varefter normal instrumentinflygning skall utföras.

4.2 Ankommande klarering ej mottagen och/eller kvitterad

Lufftartyget skall med bibehållande av senast tilldelad och kvitterad flyghöjd flyga via aktuell inpasseringspunkt i TMA direkt till L OA. I väntläge OSCAR ALFA (se ESGJ IACs) skall nedgång utföras till 2800 ft AMSL varefter normal instrumentinflygning till RWY 01 eller RWY 19 skall utföras.

5 Lågsiktprocedurer (LVP) etablerade.

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

Meddelande om att LVP är i kraft lämnas via ATS.

När LVP tillämpas tillåts endast ett lufftartyg alternativt endast fordon på manöverområdet.

6 VFR-flygning inom Jönköping TMA/CTR.

6.1 Trafikvarvshöjd

Lägst höjd i trafikvarv är 500 ft GND med undantag väster om RWY 01/19 under perioden 1 MAR-30 SEP då lägst höjd är 700 ft GND.

6.2 Normala in- och utpasseringspunkter

Se ESGJ VAC

6.3 Väntlägen

Se ESGJ VAC

6.4 Avbrott i radioförbindelse

Se ESGJ VAC

ESGJ 2.23 TILLÄGGSINFORMATION

Reducerad separation tillämpas för lufftartyg med MTOM 2000 kg eller lägre (Kategori 1) enligt AIP AD 1.1 mom 10.

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.

4.1 Inbound clearance received and acknowledged

Clearance limit for the inbound clearance issued by ACC is normally the runway-in-use. When this is the case the aircraft shall, maintaining the level last received and acknowledged, fly the specified route to OA L (RWY 19) or OJ L (RWY 01).

If the clearance limit for the inbound clearance issued by ACC is another than the runway-in-use the aircraft shall, maintaining the level last received and acknowledged, fly the specified route to this limit and then proceed direct to OA L or OJ L. If an expected approach time has been received and acknowledged the descent specified shall not be commenced until that time.

After arrival over OA L or OJ L descent, if required, shall be made in OSCAR ALFA or OSCAR JULIET holding pattern. Thereafter a normal instrument approach shall be carried out.

4.2 No inbound clearance received and/or acknowledged

The aircraft shall, maintaining the level last received and acknowledged, fly via the relevant TMA entry point direct to L OA. In the holding pattern OSCAR ALFA (see ESGJ IACs) descent to 2800 ft AMSL shall be made. Thereafter a normal instrument approach to RWY 01 or RWY 19 shall be carried out.

5 Low visibility procedures (LVP) are established.

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

The application of LVP will be announced by ATS.

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

6 VFR flight within Jönköping TMA/CTR.

6.1 Traffic circuit altitude

Minimum altitude in traffic circuit is 500 ft GND except west of RWY 01/19 during the period 1 MAR-30 SEP when minimum altitude is 700 ft GND.

6.2 Normal entry and exit points

See ESGJ VAC

6.3 Holdings

See ESGJ VAC

6.4 Communication failure

See ESGJ VAC

ESGJ 2.23 ADDITIONAL INFORMATION

Reduced separation is applied to aircraft with MTOM 2000 kg or lower (Category 1) in accordance with AIP AD 1.1 para 10.

Instrumentflygningsprocedurerna får inte användas för att landa utanför ATS öppethållning.

Prohibited to use instrument approach procedures for landing outside ATS HR of OPS.

ESGJ 2.24 FLYGKARTOR AVSEENDE EN FLYGPLATS

ESGJ 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

<i>Charts</i>	<i>Pages</i>
Aerodrome Chart - ICAO	AD 2 ESGJ 2 - 1
AOC - ICAO TYPE A RWY 01/19	AD 2 ESGJ 3 - 1
Area Chart - ICAO JÖNKÖPING TMA	AD 2 ESGJ 5 - 1
SID - ICAO RNAV (GNSS) RWY 01 BENGI 3H, DEVNI 3H, NEGAS 3H	AD 2 ESGJ 6 - 1
SID - ICAO RNAV (GNSS) RWY 19 BENGI 3J, DEVNI 3J, NEGAS 3J	AD 2 ESGJ 6 - 3
STAR - ICAO RNAV (GNSS) RWY 01 DEVNI 4K, NEGAS 4K	AD 2 ESGJ 6 - 5
STAR - ICAO RNAV (GNSS) RWY 19 DEVNI 4L, NEGAS 4L	AD 2 ESGJ 6 - 7
SID - ICAO RWY 01 BENGI 5B, NEGAS 6B, DEVNI 6B	AD 2 ESGJ 6 - 9
SID - ICAO RWY 19 BENGI 5C, DEVNI 7C, NEGAS 6C	AD 2 ESGJ 6 - 11
STAR - ICAO RWY 01 DEVNI 6E, NEGAS 6E	AD 2 ESGJ 6 - 13
STAR - ICAO RWY 19 DEVNI 6F, NEGAS 6F	AD 2 ESGJ 6 - 15
ATC Surveillance Minimum Altitude Chart - ICAO	AD 2 ESGJ 7 - 1
IAC - ICAO ILS or LOC RWY 01	AD 2 ESGJ 8 - 1
IAC - ICAO NDB RWY 01	AD 2 ESGJ 8 - 2
IAC - ICAO ILS or LOC RWY 19	AD 2 ESGJ 8 - 3
IAC - ICAO NDB RWY 19	AD 2 ESGJ 8 - 4
IAC - ICAO RNP RWY 01	AD 2 ESGJ 8 - 5
IAC - ICAO RNP RWY 19	AD 2 ESGJ 8 - 9
VAC - ICAO	AD 2 ESGJ 9 - 1

LIST OF WAYPOINTS AND SIGNIFICANT POINTS

See ESGJ JÖNKÖPING 4

ESGJ 2.25 GENOMTRÄNGANDE AV YTAN FÖR VISUELLA SEGMENTET (VSS)

ESGJ 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION