AD 2 AERODROMES

ESKN 2.1 AERODROME LOCATION INDICATOR AND NAME

ESKN - STOCKHOLM/SKAVSTA

ESKN 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1.	**ARP coordinates and site at AD**	584719N 0165413E RWY 08/26 centre point
2.	**Direction and distance from (city)**	NW 3 NM from Nyköping, SW 48 NM from Stockholm
3.	**Elevation/Reference temperature**	142 ft/+22.8°C
4.	**Geoid undulation at AD ELEV PSN**	86 ft
5.	**MAG VAR/Annual change**	6° E (2020)/+0.2 increasing
6.	**Name of aerodrome operator, address, telephone, telefax numbers, AFS, e-mail, website**	Stockholm Skavsta Flygplats AB Box 44 SE-611 22 Nyköping TEL: +46 155 28 04 21 FAX: +46 155 28 04 83 E-mail: dispatch@skavsta.se AFS: ESKNZTZX Website: www.skavsta.se
7.	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
8.	**Remarks**	AD reference code; RWY 08/26 code 4E, code F capability available, RWY 16/34 code 3C

ESKN 2.3 OPERATIONAL HOURS

1.	**AD operator**	H24 (Reduced outside office hours)
	AD Operating hours	H24
2.	**Customs and immigration**	Custom H24 Immigration 0500-2100 (0400-2000) Other hours O/R
3.	**Health and sanitation**	-
4.	**AIS Briefing Office**	FPC, H24, +46 8 797 63 40, www.lfv.se/fpc
5.	**ATS Reporting Office (ARO)**	H24
6.	**MET Briefing Office**	FPC, H24, +46 8 797 63 40, www.lfv.se/fpc
7.	**ATS**	H24
8.	**Fuelling**	H24, AVBL 1 HR PN 2100-0600 (2000-0500)
9.	**Handling**	O/R
10.	**Security**	H24
11.	**De-Icing**	H24, AVBL 1 HR PN 2100-0600 (2000-0500)
12.	**Remarks**	Charges and Conditions, see www.skavsta.se

ESKN 2.4 HANDLING SERVICES AND FACILITIES

1.	**Cargo-handling facilities**	Limited O/R
2.	**Fuel and oil types**	Fuel: 100LL, Jet A1 Oil: -
3.	**Fuelling facilities and capacity**	100LL: 20,000 l Jet A1: 650,000 l
4.	**De-icing facilities**	Available, Type I and II
5.	**Hangar space for visiting ACFT**	Limited

6.	**Repair facilities for visiting ACFT**	Available, light aircraft/helicopters
7.	**Remarks**	Fuel supplier YMFAS/Air BP TEL +46 733 54 04 41

ESKN 2.5 PASSENGER FACILITIES

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

ESKN 2.6 RESCUE AND FIRE FIGHTING SERVICES

1.	**AD category for fire fighting**	CAT 7 for scheduled traffic, CAT 8 and 9 on request
2.	**Rescue equipment**	Rescue and fire fighting services vehicles, medical supplies, decontamination material + municipal rescue service
3.	**Capability for removal of disabled aircraft**	Suitable for ACFT up to B747-8 Contact Field service TEL: +46 70 328 18 16 E-mail: field@skavsta.se
4.	**Remarks**	Fire fighting and rescue available on request for non-contracted airlines PPR for RFFS via E-mail to: nyorffs@skavsta.se Charges and Conditions, see www.skavsta.se

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

1.	**Types of clearing equipment**	3 sweepers, 4 snow ploughs, 3 blowers, 2 spreaders, 1 sprayer
2.	**Clearance priorities**	RWY 08/26, TWY A, Aprons
3.	**Use of material for movement area surface treatment**	RWY 08/26 de-iced/anti-iced with KFOR
4.	**Specially prepared winter runways**	-
5.	**Remarks**	-

ESKN 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1.	**Apron surface and strength**	Apron 1 ASPH PCN 40/F/B/X/T. 50% higher ACN accepted occasionally. Apron 2 ASPH PCN 60/F/B/X/T. 50% higher ACN accepted occasionally. Apron 4 ASPH PCN 20/F/C/Y/T. 50% higher ACN accepted occasionally. Apron 5 ASPH PCN 20/F/C/X/T. 50% higher ACN accepted occasionally.
2.	**Taxiway width, surface and strength**	TWY A 24 m ASPH PCN 60/F/B/X/T TWY B 23 m ASPH PCN 40/F/B/X/T TWY C 44 m ASPH PCN 40/F/B/X/T TWY E 15 m ASPH PCN 40/F/B/Y/U TWY F 10 m ASPH PCN 20/F/B/Y/U TWY G 8 m ASPH PCN 20/F/B/Y/U TWY 2 18 m ASPH PCN 60/F/C/X/T TWY 4 18 m ASPH PCN 20/F/C/Y/T 23 m PCN 60 F/C/X/T between TWY 2 and intersection TWY 5 TWY 5 15 m ASPH PCN 20/F/C/X/T
3.	**ACL, location and elevation**	Apron 132 ft

4. VOR checkpoints	-
5. INS checkpoints	-
6. Remarks	TWY E MAX aircraft ICAO CODE B TWY 2 MAX aircraft ICAO CODE C TWY 4 MAX aircraft ICAO CODE C

ESKN 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 08/26: Designator, THR, TDZ, CL and edges day marked. RTHL, REDL, RENL, RCLL. RWY 26: RTZL. RWY 16/34: Designator, THR, CL and egdes day marked. RTHL, REDL, RENL, RGL TWY A: CL, HLDG, Edge day marked, Edge LGT, CL LGT, RGL TWY B: CL, HLDG, Edge day marked, Edge LGT, CL LGT, RGL TWY C: CL, HLDG, Edge day marked, Edge LGT, CL LGT, RGL TWY E: CL, HLDG day marked. TWY F: CL, HLDG day marked, Edge LGT TWY G: CL, HLDG day marked, Edge LGT TWY 2: CL day marked, Edge LGT, CL LGT TWY 4: CL day marked, Edge LGT between TWY 2 and intersection TWY 5 TWY 5: CL day marked. Edge LGT.
3. Stop bars	RWY 34: south of RWY 08/26 intersection. TWY: A and B.
4. Remarks	RWY 16/34: RGL crossbar before RWY 08/26 intersection

ESKN 2.10 AERODROME OBSTACLES

In Area 2				
OBST ID/Designation	**OBST type**	**OBST position**	**ELEV/HGT**	**Markings/ Type, colour**
a	**b**	**c**	**d**	**e**
ESKN1	TREE	584736.2N 0165720.1E	196 ft / -	-
ESKN2	TREE	584734.3N 0165723.2E	213 ft / -	-
ESKN3	TREE	584734.4N 0165723.3E	218 ft / -	-
ESKN4	TREE	584726.6N 0165730.5E	222 ft / -	-
ESKN5	TREE	584726.6N 0165731.1E	226 ft / -	-
ESKN6	TREE	584729.1N 0165731.8E	228 ft / -	-
ESKN7	NAVAID	584711.3N 0165239.3E	117 ft / -	-
ESKN8	VEGETATION	584710.3N 0165236.7E	119 ft / -	-
ESKN9	VEGETATION	584712.0N 0165232.8E	123 ft / -	-
ESKN10	VEGETATION	584709.7N 0165233.2E	123 ft / -	-
ESKN11	TREE	584710.9N 0165153.5E	149 ft / -	-
ESKN12	TREE	584703.0N 0165148.6E	169 ft / -	-
ESKN13	TREE	584710.7N 0164947.4E	244 ft / -	-
ESKN14	TREE	584711.2N 0164947.1E	244 ft / -	-
ESKN15	POLE	584700.1N 0165449.8E	139 ft / -	-
ESKN16	TREE	584649.5N 0165501.1E	148 ft / -	-
ESKN17	TREE	584648.3N 0165458.6E	153 ft / -	-
ESKN18	TREE	584644.3N 0165507.7E	160 ft / -	-

In Area 2				
OBST ID/Designation	**OBST type**	**OBST position**	**ELEV/HGT**	**Markings/ Type, colour**
a	**b**	**c**	**d**	**e**
ESKN19	TREE	584642.6N 0165517.2E	227 ft / -	-
ESKN20	TREE	584642.0N 0165518.7E	232 ft / -	-
ESKN21	TREE	584806.9N 0165408.2E	142 ft / -	-
ESKN22	TREE	584813.2N 0165401.1E	187 ft / -	-
ESKN23	TREE	584820.5N 0165414.1E	203 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			

ESKN 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 24 HR
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**	STOCKHOLM/SKAVSTA TWR ÖSTGÖTA APP
10.	**Additional information (limitation of service, etc.)**	Flight planning room available

ESKN 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**
08	083.07°	2878 x 45	PCN 60/F/B/X/T ASPH	584712.48N 0165257.22E GUND 87 ft	THR 114 ft

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
26	263.11°	2878 x 45	PCN 60/F/B/X/T ASPH	584723.17N 0165547.18E End RWY: 584711.98N 0165249.31E GUND 86.2 ft	THR 127.7 ft TDZ: 139.6 ft
16	161.80°	2043 x 40	PCN 40/F/B/X/T ASPH	584804.95N 0165414.67E GUND 86 ft	THR 133 ft
34	341.81°	2043 x 40	PCN 40/F/B/X/T ASPH	584702.21N 0165454.40E GUND 86 ft	THR 131 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
08	-	-	-	3000 x 280	115 x 90
26	-	-	150 x 150	3000 x 280	100 x 90
16	-	-	-	2163 x 150	143 x 80
34	-	-	-	2163 x 150	260 x 80

Designations RWY NR	Location/ description of arresting system	OFZ (Yes/No)	Remarks
1	12	13	14
08	-	-	THR 08 displaced 128 m
26	-	-	-
16	-	-	-
34	-	-	-

ESKN 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
08	2878	2878	2878	2750	-
26	2878	3028	2878	2878	-
16	2043	2043	2043	2043	-
34	2043	2043	2043	2043	-

RWY Designator	INTERSECTION	TORA (m)	TODA (m)	ASDA (m)	-	Remarks
1		2	3	4	5	6
26	RWY CROSSING	1875	2025	1875	-	-
26	TWY B	2604	2754	2604	-	-
16	TWY F	1819	1819	1819	-	-
34	TWY E	1207	1207	1207	-	-

ESKN 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
08	SALS 420 M LIL/LIH	Green	PAPI Left side/3.00° 52 ft	-	2750/15 m 0-1850 m white 1850-2450 m white/red 2450-2750 m red LIH	2878/60 m White Caution zone 600 m yellow LIH	Red	-
26	CAT II/III 900 M LIH	Green	PAPI Left side/3.00° 58 ft	White 882 m	2878/15 m 0-1950 m white 1950-2550 m white/red 2550-2878 m red LIH	2878/60 m White Caution zone 600 m yellow LIH	Red	-
16	-	Green	PAPI Left side/3.00° 52 ft	-	-	2043/60 m White LIL	Red	-
34	-	Green	PAPI Left side/3.00° 53 ft	-	-	2043/60 m White LIL	Red	-
10 Remarks:	RWY 08: LED lights on RTHL, REDL, RENL, RCLL. No RCLL first 128 m. RWY 26: Barrette CL. LED lights on APCH, RTHL, REDL, RENL, RCLL, RTZL.							

ESKN 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1.	**ABN/IBN location, characteristics and hours of operation**	-
2.	**LDI location and LGT**	At THR RWY 16/34, THR RWY 08/26 and at PAPI TWY B. Lighted windsock 265 m SW RWY intersection
	Anemometer location and LGT	At DME RWY 08, GP RWY 26 and at PAPI RWY 34
3.	**TWY edge and centre line lighting**	Edge: A, B, C, F, G, 2, 4, 5 CL: 2, A, B, C
4.	**Secondary power supply/switch-over time**	Available/15 sec. LVP less than 1 sec
5.	**Remarks**	-

ESKN 2.16 HELICOPTER LANDING AREA

RWY 16/34 or RWY 08/26 to be used. Air-taxi via taxiways to stand.

ESKN 2.17 ATS AIRSPACE

1.	**Designation and lateral limits**	SKAVSTA CTR	585333N 0165418E - 585138N 0171528E - 584528N 0171608E - 584133N 0165608E - 584213N 0163738E - 585123N 0163718E to point of origin.
2.	**Vertical limits**	SKAVSTA CTR	1600 ft AMSL / GND
3.	**Airspace classification**	C	
4.	**ATS unit call sign** **Language(s)**	SKAVSTA TOWER Swedish/English	
5.	**Transition altitude**	5000 ft AMSL	
6.	**Hours of applicability**	CTR established during hours of TWR.	
7.	**Remarks**	-	

ESKN 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channels	Hours of operation	Remarks
1	**2**	**3**	**4**	**5**
TWR	SKAVSTA TOWER	127.705	H24	PRIMARY VDF
		121.500	H24	VDF
APP	ÖSTGÖTA APPROACH	132.955	HO	-
ATIS	SKAVSTA ATIS	126.280	H24	-

ESKN 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 08 (5° E 2015)	WEK	111.30 MHz	H24	584723.9N 0165558.1E	-	-	176 m beyond THR 26 Range 50 km/25 NM
LOC 26 ILS CAT III (5° E 2015)	EKN	111.90 MHz	H24	584711.3N 0165239.1E	-	-	165 m beyond END 26 ILS Class III/E/4
GP 26	-	331.10 MHz	H24	584726.0N 0165528.3E	-	-	Angle 3.00° RDH 53.8 ft 290 m past THR 26
OM 26	-	-	-	584745.9N 0170239.3E	-	-	
MM 26	-	-	-	584726.9N 0165645.9E	-	-	
L 08	NW	364 kHz	H24	584703.8N 0164646.4E	-	-	Range 15 NM
L 26	PEO	398 kHz	H24	584745.9N 0170239.1E	-	-	Range 25 NM
DME	EKN	111.90 MHz	H24	584726.2N 0165528.3E	151 ft	-	DME Channel 56X
DME	WEK	111.30 MHz	H24	584716.4N 0165314.1E	125 ft	-	DME Channel 50X

ESKN 2.20 LOKALA FLYGPLATSFÖRESKRIFTER

1 Restriktioner för skol- och övningsflygning

PPR gäller för all skol- och övningsflygning. PPR gäller även all annan flygning som innebär TGL och/eller ”airwork” i ESKN CTR.

Flygning med studs och gå får endast ske mellan klockan:
MON–FRI 0500–2000 (0400–1900)
SAT 0600–2000 (0500–1900)
SUN and HOL 0800–1500 (0700–1400)

När ÖSTGÖTA APP är stängd får skolflygning inom ÖSTGÖTA TMA utföras endast efter förhandstillstånd från skiftledaren vid STOCKHOLM ACC, TEL 08 585 547 00.

2 Platta 1 och Platta 2: Intaxning till uppställningsplats

Intaxning till uppställningsplats får endast ske med hjälp av manuella rangeringssignaler. Utöver manuella rangeringssignaler kan ”Follow-Me bil” användas.

3 Undvikande av jetstrålar

För att undvika jetstrålar tillåts endast tomgångsvarv vid intaxning till uppställningsplats 8, 9 och 10A.

ESKN 2.21 BULLERREDUCERANDE FÖRFARANDEN

1. Luftfartyg certifierade enligt ICAO Annex 16, Vol I, Kapitel 1 och 2 får inte trafikera flygplatsen.

2. Standardproceduren för att reducera buller vid flygplatsen (NADP 2) ska tillämpas. Ref ICAO Procedures for AIR Navigation Services – Aircraft Operations (PANS-OPS Doc 8168) Vol I – Flight Procedures.

3. För flygplan med MTOM överstigande 7000 kg gäller:

a. Dagligen 0600-1700 (0500-1600): Flygplan som utför visuell inflygning får inte understiga 2000 ft AMSL innan etablering på banans centrumlinje.

b. Dagligen 1700-0600 (1600-0500): Visuell inflygning ej tillåtet.

4. Över tätbebyggt område

Över Nyköping och Stigtomta bör luftfartyg inte framföras på lägre höjd än 3000 ft AMSL, 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 färdtillstånd angiven flygväg samt i övrigt framföras så att onödiga bullerstörningar inte förorsakas.

ESKN 2.22 FLYGPROCEDURER

ESKN 2.20 LOCAL AERODROME REGULATIONS

1 Restrictions for school and training flights

PPR required for all school and training flights. PPR also required for all other flights involving TGL and/or airwork within ESKN CTR.

Flights with touch-and-go landings are only permitted:
MON–FRI 0500–2000 (0400–1900)
SAT 0600–2000 (0500–1900)
SUN and HOL 0800–1500 (0700–1400)

When ÖSTGÖTA APP is not in operation, training flights within ÖSTGÖTA TMA may be carried out only after prior permission from the Supervisor at STOCKHOLM ACC,
TEL +46 8 585 547 00.

2 Apron 1 and Apron 2: Taxiing to stand position

When taxiing to stand position, guidance by manual marshalling signals is mandatory. In addition to manual marshalling signals, a “Follow-Me car” may be used.

3 Avoidance of jet blast

Use idle thrust due to jet blast risk when taxiing to stands 8, 9 and 10A.

ESKN 2.21 NOISE ABATEMENT PROCEDURES

1. Aircraft certificated in accordance with ICAO Annex 16, Vol I, Chapter 1 and 2 must not use the aerodrome.

2. Noise Abetment Departure Procedure alleviating noise at the aerodrome (NADP 2) shall be used. Ref ICAO Procedures for AIR Navigation Services – Aircraft Operations (PANS-OPS Doc 8168) Vol I – Flight Procedures.

3. For aircraft with MTOM exceeding 7000 kg the following applies:

a. Daily 0600-1700 (0500-1600). Aircraft performing visual APCH must not descend below 2000 ft AMSL before established on RWY CL.

b. Daily 1700-0600 (1600-0500): Visual approach not permitted.

4. Over built up areas

Over Nyköping and Stigtomta aircraft should not be operated below 3000 ft AMSL, except when necessary for take-off and landnig.

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.

ESKN 2.22 FLIGHT PROCEDURES

1 Ankommande IFR-trafik inom Östgöta TMA och Skavsta CTR

Flygvägar
Se ESKN STARs.

Väntlägen (Ref ENR 1.3 mom 9)
Väntlägen är upprättade enligt ESSP Area Chart.

1 Inbound IFR traffic within Östgöta TMA and Skavsta CTR

Routes
See ESKN STARs.

Holdings (Ref ENR 1.3 para 9)
Holding patterns are established in accordance with ESSP Area Chart.

2 Avgående IFR-trafik inom Östgöta TMA och Skavsta CTR

Flygvägar
Se ESKN SIDs.

Om en inflygningsfyr (L) ingår i avgående klarering, skall fyren överflygas innan sväng påbörjas.

2 Outbound IFR traffic within Östgöta TMA and Skavsta CTR

Routes
See ESKN SIDs.

If a Locator is included in departure clearance the beacon is a fly-over point before a turn is initiated.

3 Startprocedurer, omnidirectional

3 Omnidirectional departure procedures

RWY	Procedure	Significant obstacle		
		Obstacle	Elevation (ft)	Direction (GEO)/Dist (m) from THR
08	Climb straight ahead to MNM turning ALT 600 ft. Continue climb to appropriate MSA.	Tree (CIO)	155	079°/3090
16	Climb straight ahead to MNM turning ALT 600 ft. Continue climb to appropriate MSA.	Tree (CIO)	199	167°/2250
		Antenna	276	169°/5820
26	Climb straight ahead to MNM turning ALT 600 ft. Continue climb to appropriate MSA.	Tree (CIO)	202	258°/3620
		Tree	247	267°/5750
34	Climb straight ahead to MNM turning ALT 600 ft. Continue climb to appropriate MSA.	Tree (CIO)	161	338°/2050

4 Avbrott i radioförbindelse

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

4.1 Ankommande klarering mottagen och kvitterad

Bibehåll senast tilldelade och kvitterade flyghöjd. Följ angiven flygväg till den gräns för klarering som anges i den ankommande klareringen. Fortsätt därifrån direkt till det följande hjälpmedel:
L PEO (bana 26) eller L NW (bana 08).

Om avbrott i radioförbindelse inträffar under *radarvektorering*:
bibehåll senast tilldelad och kvitterad flyghöjd, dock ej lägre höjd än tillämplig lägsta sektorhöjd;
flyg direkt till tillämpligt hjälpmedel, L PEO (bana 26) eller L NW (bana 08).

Efter ankomst över hjälpmedel (L PEO (bana 26) eller L NW (bana 08)) utför erforderlig nedgång i väntläge enligt ESSP Area Chart. Utför därefter normal instrumentinflygning till gällande bana.

4.2 Ankommande klarering ej mottagen och/eller kvitterad

Bibehåll senast tilldelad och kvitterad flyghöjd. Fortsätt via aktuell inpasseringspunkt i TMA direkt till L PEO. Efter

4 Communication failure

The communication failure procedures of ENR 1.3 para 10 shall be observed. In addition, in IMC an inbound aircraft shall apply the relevant procedures specified below.

4.1 Inbound clearance received and acknowledged

Maintain the level last received and acknowledged. Follow the specified route to the clearance limit specified in the inbound clearance. Then proceed direct to the facility mentioned below:
L PEO (runway 26) or L NW (runway 08).

In the event of communication failure during *radar vectoring*:
maintain the level last received and acknowledged or the applicable minimum sector altitude whichever is higher;
proceed direct to the relevant facility of L PEO (runway 26) or L NW (runway 08).

After arrival over the facility (L PEO (runway 26) or L NW (runway 08)) descent as required in the holding pattern specified on ESSP Area Chart. Then carry out a normal instrument approach to the runway-in-use.

4.2 No inbound clearance received and/or acknowledged

Maintain the level last received and acknowledged. Proceed via the relevant TMA entry point direct to L PEO. After arrival

ankomst över L PEO utför erforderlig nedgång i väntläge enligt ESSP Area Chart till 2500 ft AMSL. Utför därefter normal instrumentinflygning till bana 08 eller 26.

4.3 Avbruten inflygning vid radiobortfall

Följ procedur enligt tabell nedan:

RWY	
08	Climb straight ahead to 2500 ft AMSL, turn left and proceed to NW for a new instrument approach.
26	Climb straight ahead to 2500 ft AMSL, turn right and proceed to PEO for a new instrument approach.

5 Lågsiktsprocedurer (LVP) etablerade

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

LVP föregås av baninspektion.

Meddelande om att LVP är i kraft lämnas via ATIS och/eller av ATC.

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

När LVP tillämpas skall luftfartyg meddela då det ankommit till uppställningsplats eller framför hangar.

6 VFR-flygning inom Skavsta CTR

Normala in- och utpasseringspunkter
Se ESKN VAC.

Väntläge
Se ESKN VAC.

Avbrott i radioförbindelse
Se ESKN VAC.

ESKN 2.23 TILLÄGGSINFORMATION

1 Förhandstillstånd (PPR)

Förhandstillstånd (PPR) krävs för följande flygningar inom ÖSTGÖTA TMA;

- Fotoflyg
- Prospekteringsflyg
- Lyft av fallskärmshoppare
- Mät och kontrollflygning av navigeringshjälpmedel

Innan färdplan lämnas in skall operatör begära förhandstillstånd från ÖSTGÖTA APP TEL 011 19 28 14.

2 Reducerad banseparation

Reducerad banseparation tillämpas på flygplatsen enligt AD 1.1 mom 10.

3 Beviljade undantag från krav i CS-ADR-DSN

over L PEO descent as required in the holding pattern specified on ESSP Area Chart to 2500 ft AMSL. Then carry out a normal instrument approach to runway 08 or 26.

4.3 Missed approach in case of communication failure

Follow procedure according to table below:

5 Low visibility procedures (LVP) established

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

LVP will be preceded by a runway inspection.

The application of LVP will be announced by ATIS and/ or ATC.

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

When LVP is applied aircraft shall report arriving at position stand or in front of hangar.

6 VFR flight within Skavsta CTR

Normal entry and exit points
See ESKN VAC.

Holding point
See ESKN VAC.

Communication failure
See ESKN VAC.

ESKN 2.23 ADDITIONAL INFORMATION

1 Prior Permission Required (PPR)

Prior Permission Required (PPR) for the following types of flights within ÖSTGÖTA TMA;

- Aerial photographing
- Geological survey flights
- Parachute dropping
- Calibration flight for nav-aids and approach aids

Before submitting a flight plan the operator shall request prior permission from ÖSTGÖTA APP TEL +46 11 19 28 14.

2 Reduced RWY separation

Reduced RWY separation applies at the aerodrome according to AD 1.1 para 10.

3 Granted exemptions from requirements in CS-ADR-CSN

- Hinder genomtränger övergångsytorna till bana 08 och 26.
- Totallängden för sättningszonljus på banan är 882 m istället för 900 m.

- Obstacles penetrate transitional surfaces of runway 08 and 26.
- Total length of touchdown zone lights is 882 m instead of 900 m.

ESKN 2.24 FLYGKARTOR AVSEENDE EN FLYGPLATS

ESKN 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

Charts	*Pages*
Aerodrome Chart - ICAO	AD 2 ESKN 2 - 1
Parking and docking Chart - ICAO	AD 2 ESKN 2 - 3
AOC - ICAO Type A RWY 08/26	AD 2 ESKN 3 - 1
AOC - ICAO Type A RWY 16/34	AD 2 ESKN 3 - 3
PATC - ICAO RWY 26	AD 2 ESKN 3 - 5
RNAV SID General	AD 2 ESKN 6 - 1
SID - ICAO RNAV (GNSS) SID RWY 08	AD 2 ESKN 6 - 3
SID - ICAO RNAV (GNSS) SID RWY 26	AD 2 ESKN 6 - 5
RNAV STAR General	AD 2 ESKN 6 - 9
STAR - ICAO RNAV (GNSS) STAR RWY 08	AD 2 ESKN 6 - 11
STAR - ICAO RNAV (GNSS) STAR RWY 26	AD 2 ESKN 6 - 13
STAR - ICAO RWY 26	AD 2 ESKN 6 - 17
IAC - ICAO ILS or LOC RWY 26	AD 2 ESKN 8 - 1
IAC - ICAO NDB RWY 26	AD 2 ESKN 8 - 2
IAC - ICAO LOC RWY 08	AD 2 ESKN 8 - 3
IAC - ICAO NDB RWY 08	AD 2 ESKN 8 - 4
VAC - ICAO	AD 2 ESKN 9 - 1

LIST OF WAYPOINTS AND SIGNIFICANT POINTS

See ESKN STOCKHOLM-SKAVSTA 4

AREA CHART

See Area Chart - ICAO ÖSTGÖTA TMA (ESSP NORRKÖPING-KUNGSÄNGEN 5)

ATC Surveillance Minimum Altitude Chart - ICAO

See ESSP - ATC Surveillance Minimum Altitude Chart - ICAO (ESSP NORRKÖPING-KUNGSÄNGEN 7)

ESKN 2.25 GENOMTRÄNGANDE AV YTAN FÖR VISUELLA SEGMENTET (VSS)

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ESKN 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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