AD 2 AERODROMES

ESNN 2.1 AERODROME LOCATION INDICATOR AND NAME

ESNN - SUNDSVALL-TIMRÅ

ESNN 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1.	**ARP coordinates and site at AD**	623146N 0172634E BRG 160.2° GEO 800 m from THR 16
2.	**Direction and distance from (city)**	NNE 9 NM from Sundsvall
3.	**Elevation/Reference temperature**	17 ft/+21.3°C
4.	**Geoid undulation at AD ELEV PSN**	86 ft
5.	**MAG VAR/Annual change**	7° E (2020)/+0.2 increasing
6.	**Name of aerodrome operator, address, telephone, telefax numbers, AFS, e-mail, website**	Midlanda Flygplats AB SE-851 85 Sundsvall TEL: +46 60 658 39 00 AFS: ESNNZTZX Website: www.sdlairport.se
7.	**Types of traffic permitted (IFR/VFR)**	IFR/VFR. Max RWY ref code 4C
8.	**Remarks**	PPR outside TWR HR of OPS. Request and changes shall be made during AD HR of operator. Application form on AD website

ESNN 2.3 OPERATIONAL HOURS

1.	**AD operator**	MON-FRI 0700-1500 (0600-1400)
	AD Operating hours	Ref AIP SUP/NOTAM
2.	**Customs and immigration**	O/R TEL +46 8 456 66 20
3.	**Health and sanitation**	-
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**	O/R
10.	**Security**	O/R
11.	**De-Icing**	O/R
12.	**Remarks**	Increased charges outside TWR HR of OPS

ESNN 2.4 HANDLING SERVICES AND FACILITIES

1.	**Cargo-handling facilities**	Available O/R
2.	**Fuel and oil types**	Fuel: 100LL, Jet A1 Oil: -
3.	**Fuelling facilities and capacity**	100LL: No limitations Jet A1: No limitations
4.	**De-icing facilities**	Available, Type I and II. ACFT height: max 13.5 m
5.	**Hangar space for visiting ACFT**	Limited O/R
6.	**Repair facilities for visiting ACFT**	Limited
7.	**Remarks**	Fuel supplier Air BP. Fuel sales only against Air BP Carnet Card or with requisition via Air BP Out of Hours Service.

ESNN 2.5 PASSENGER FACILITIES

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

ESNN 2.6 RESCUE AND FIRE FIGHTING SERVICES

1.	**AD category for fire fighting**	CAT 7 for SKED traffic. Other traffic O/R. Higher level O/R. During periods of reduced aerodrome activity, RFFS level of protection may be lowered to a level corresponding to the largest aircraft using the aerodrome during that period.
2.	**Rescue equipment**	Tracked vehicle, rescue boat
3.	**Capability for removal of disabled aircraft**	Suitable for aircraft up to B757. Contact: Aerodrome coordinator +46 70 522 03 12.
4.	**Remarks**	-

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

1.	**Types of clearing equipment**	Snowploughs, sweepers, blowers, slingers, spreaders
2.	**Clearance priorities**	RWY, Emergency access road, TWY, Apron
3.	**Use of material for movement area surface treatment**	RWY de-iced with KFOR/NAFO/UREA TWY de-iced with KFOR/NAFO/UREA Apron de-iced with SAND
4.	**Specially prepared winter runways**	-
5.	**Remarks**	-

ESNN 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1.	**Apron surface and strength**	Apron M ASPH PCN 50/F/B/X/T Apron N ASPH PCN 50/F/B/X/T Apron S ASPH PCN 10/F/B/X/T
2.	**Taxiway width, surface and strength**	TWY A 23 m ASPH PCN 29/F/B/X/T TWY B 18 m ASPH PCN 50/F/B/X/T TWY C 15 m ASPH PCN 50/F/B/X/T TWY D 23 m ASPH PCN 50/F/B/X/T
3.	**ACL, location and elevation**	See ESNN Aerodrome Chart
4.	**VOR checkpoints**	See ESNN Aerodrome Chart
5.	**INS checkpoints**	See ESNN Aerodrome Chart
6.	**Remarks**	-

ESNN 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 16/34: Designator, THR, TDZ, CL and edges are day marked. RTHL, REDL, RENL TWY: CL, HLDG day marked. Edge lights, RGL.

3. **Stop bars** -
4. **Remarks** RWY 16/34: RWY extension guide lines based on MD82

ESNN 2.10 AERODROME OBSTACLES

In Area 2				
OBST ID/Designation	**OBST type**	**OBST position**	**ELEV/HGT**	**Markings/ Type, colour**
a	**b**	**c**	**d**	**e**
ESNN1	NAVAID	623111.4N 0172655.7E	17 ft / -	-
ESNN2	ELECTRICAL_EXIT_LIGHT	623100.2N 0172701.3E	29 ft / -	-
ESNN3	ELECTRICAL_EXIT_LIGHT	623059.8N 0172700.5E	31 ft / -	-
ESNN4	SIGN	623059.3N 0172713.8E	36 ft / -	-
ESNN5	TREE	623058.5N 0172722.0E	45 ft / -	-
ESNN6	TREE	623056.3N 0172724.9E	50 ft / -	-
ESNN7	TREE	623053.0N 0172728.1E	55 ft / -	-
ESNN8	TREE	623050.0N 0172730.8E	61 ft / -	-
ESNN9	TREE	623046.7N 0172735.3E	67 ft / -	-
ESNN10	TREE	623043.0N 0172737.8E	72 ft / -	-
ESNN11	TREE	623037.6N 0172714.1E	76 ft / -	-
ESNN12	TREE	623038.2N 0172744.1E	84 ft / -	-
ESNN13	TREE	623038.3N 0172745.0E	86 ft / -	-
ESNN14	TREE	623028.0N 0172716.3E	94 ft / -	-
ESNN15	TREE	623219.4N 0172557.6E	39 ft / -	-
ESNN16	TREE	623222.0N 0172555.1E	47 ft / -	-
ESNN17	TREE	623232.1N 0172551.1E	61 ft / -	-
ESNN18	TREE	623236.2N 0172544.8E	77 ft / -	-
ESNN19	TREE	623236.0N 0172543.9E	81 ft / -	-
ESNN20	TREE	623236.0N 0172542.9E	83 ft / -	-
ESNN21	TREE	623238.2N 0172548.5E	86 ft / -	-
ESNN22	TREE	623238.5N 0172548.1E	89 ft / -	-
ESNN23	TREE	623238.5N 0172546.3E	89 ft / -	-
ESNN24	TREE	623238.4N 0172545.0E	90 ft / -	-
ESNN25	TREE	623248.9N 0172537.3E	110 ft / -	-
ESNN26	TREE	623249.6N 0172536.2E	111 ft / -	-
ESNN27	TREE	623305.8N 0172553.2E	150 ft / -	-
ESNN28	TREE	623315.1N 0172530.7E	180 ft / -	-
ESNN29	TREE	623316.7N 0172536.5E	187 ft / -	-
ESNN30	TREE	623316.9N 0172536.4E	189 ft / -	-
ESNN31	TREE	623320.5N 0172544.2E	210 ft / -	-
ESNN32	TREE	623324.7N 0172541.3E	221 ft / -	-
ESNN33	TREE	623340.2N 0172538.7E	316 ft / -	-
ESNN34	TREE	623350.3N 0172532.2E	336 ft / -	-
ESNN35	TREE	623710.0N 0172243.1E	688 ft / -	-
ESNN36	TREE	623709.4N 0172236.3E	706 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			

ESNN 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**	SUNDSVALL-TIMRÅ TWR
10.	**Additional information (limitation of service, etc.)**	Flight planning room available.

ESNN 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**
16	160.16°	1954 x 45	PCN 50/F/B/X/T ASPH	623207.12N 0172617.86E BGN RWY: 623211.68N 0172614.36E GUND 84.9 ft	THR 17.1 ft TDZ: 17.1 ft
34	340.15°	1954 x 45	PCN 50/F/B/X/T ASPH	623112.31N 0172700.73E BGN RWY: 623107.92N 0172704.14E GUND 84.7 ft	THR 13.3 ft TDZ: 13.3 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**
16	See ESNN AOC	-	-	2099 x 280	-

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
34	See ESNN AOC	-	-	2099 x 280	-

Designations RWY NR	Location/ description of arresting system	OFZ (Yes/No)	Remarks
1	12	13	14
16	-	-	-
34	-	-	-

ESNN 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
16	1954	1954	1954	1804	BGN RWY 16 150 m in front of THR
34	1949	1949	1949	1804	BGN RWY 34 144 m in front of THR

ESNN 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
16	SALS 180 M LIL/LIH	Green	PAPI Left side/3.25° 60 ft	-	-	1954/60 m White Caution zone 600 m yellow LIL/LIH	Red	-
34	CALVERT CAT I 900 M LIL/LIH	Green	PAPI Left side/3.00° 57 ft	-	-	1949/60 m White Caution zone 600 m yellow LIL/LIH	Red	-
10 Remarks:	RWY 16: Barrette CL LED lights on APCH, RTHL, REDL, RENL and TRID. TRID FLG white. LIH RWY 34: LED lights on RTHL, REDL and RENL.							

ESNN 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1. **ABN/IBN location, characteristics and hours of operation** -
2. **LDI location and LGT** See ESNN Aerodrome Chart
   Anemometer location and LGT See ESNN Aerodrome Chart

3. TWY edge and centre line lighting	Edge: A, B, C, D CL: - LED lights on all TWY edge lights LED lights on all RGL	
4. Secondary power supply/switch-over time	Available/1 sec	
5. Remarks	-	

ESNN 2.16 HELICOPTER LANDING AREA

RWY 16/34 to be used

ESNN 2.17 ATS AIRSPACE

1. Designation and lateral limits	SUNDSVALL CTR	624157N 0172537E - 623327N 0173747E - 622009N 0174112E - 621802N 0172655E - 623032N 0171448E - 624007N 0171347E to point of origin.	
2. Vertical limits	SUNDSVALL CTR	2500 ft AMSL	GND
3. Airspace classification	C		
4. ATS unit call sign **Language(s)**	SUNDSVALL TOWER Swedish/English		
5. Transition altitude	5000 ft AMSL		
6. Hours of applicability	CTR established during hours of TWR.		
7. Remarks	-		

ESNN 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channels	Hours of operation	Remarks
1	2	3	4	5
TWR	SUNDSVALL TOWER	129.555	HO	PRIMARY
		118.105	HX	By directive from TWR
		121.500	HO	-
ATIS	SUNDSVALL ATIS	127.405	HO	-

ESNN 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 16 ILS CAT I (7° E 2020)	NNN	108.70 MHz	HO	623100.8N 0172709.7E	-	-	380 m beyond THR 34 LOC 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 16	-	330.50 MHz	HO	623200.4N 0172632.1E	-	-	Angle 3.25° RDH 50.0 ft 266 m past THR 16 left side. Horizontal coverage E RWY CL limited to 4°. GP Class I/C/2
LOC 34 ILS CAT I (7° E 2020)	SNN	110.30 MHz	HO	623237.4N 0172554.3E	-	-	995 m beyond THR 16 LOC Class I/E/2
GP 34	-	335.00 MHz	HO	623123.6N 0172700.8E	-	-	Angle 3.00° RDH 50.9 ft 328 m past THR 34 right side. GP Class I/C/2
DVOR/DME (7° E 2020)	SUN	113.10 MHz	H24	623142.4N 0172655.4E	46 ft	-	DME Channel 78X DVOR and DME on R-022 is approved to use from 22 NM and restricted due to low signal level between 30 NM and 22 NM.
DME	NNN	108.70 MHz	HO	623200.4N 0172632.5E	45 ft	-	265 m past THR 16 left side. Low signal in sector 10°-35° east of the extended CL below 5000 ft, 17 NM and beyond. DME Channel 24X
DME	SNN	110.30 MHz	HO	623123.6N 0172701.2E	39 ft	-	DME Channel 40X

ESNN 2.20 LOKALA FLYGPLATSFÖRESKRIFTER

1. Tillstånd för motorstart skall alltid inhämtas från TWR.

2. När flygsäkerhet, trafiksituation och väderförhållanden så medger ska landningar som ankommer söderifrån ske på bana 34 och starter mot destinationer söderut ske på bana 16.

3. Flygplan på uppställningsplats 2-6 eller 11-16 får inte utföra backning med egna motorer som ett standardförfarande. Detta är endast tillåtet om flygplatsen inte kan utföra push-back med bogserstång eller TBL-traktor.

ESNN 2.20 LOCAL AERODROME REGULATIONS

1. Start-up clearance shall be obtained from TWR at all times

2. When flight safety, traffic situation and weather conditions permit, landings arriving from the south must be performed on RWY 34 and take-offs for destinations to the south must be performed on RWY 16.

3. Aircraft parked on stands 2-6 or 11-16 shall not perform power pushback as a standard procedure. This is only permitted if the aerodrome is unable to perform pushback by towing or TBL tractor.

ESNN 2.21 BULLERREDUCERANDE FÖRFARANDEN

1. Över tätbebyggt område

ESNN 2.21 NOISE ABATEMENT PROCEDURES

1. Over built up areas

Över de centrala delarna av Sundsvall bör luftfartyg inte framföras på lägre höjd än 2 000 ft AMSL, utom då så är nödvändigt i samband med start eller landning.

2. I moment AD 2.22 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.

Over the central parts of Sundsvall aircraft should not be operated below 2 000 ft AMSL except when necessary for take-off or landing.

2. The routes for inbound and outbound traffic mentioned in paragraph AD 2.22 below 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 disturbance is not caused.

ESNN 2.22 FLYGPROCEDURER

1 Ankommande IFR-trafik inom Sundsvall TMA/ CTR

Flygvägar
Flygvägar för ankommande trafik är upprättade enligt ESNN STARs.

Väntlägen (Ref ENR 1.3)
Väntlägen är upprättade enligt ESNN Area Chart.

2 Avgående IFR-trafik inom Sundsvall TMA/CTR

Flygvägar
Flygvägar för avgående trafik är upprättade enligt ESNN SIDs.

Luftfartyg som av prestandaskäl inte kan använda anvisad flygväg skall meddela detta till ATC.

3 Startprocedurer, omnidirectional

RWY	Procedure	Significant obstacle		
		Obstacle	Elevation (ft)	Direction (GEO)/Dist (m) from THR
16	Climb straight ahead to MNM turning ALT 600 ft. Continue climb to appropriate MSA.	Tree (CIO)	79	155°/2590
		Tree (CIO)	92	164°/2980
		Pylon	1480	198°/19710
34	Climb straight ahead with MNM 360 ft/NM (5.9%) to MNM turning ALT 1400 ft. Continue climb to appropriate MSA.	Antenna	625	355°/5540

4 Avbrott i radioförbindelse

Luftfartyg skall följa de föreskrifter som anges i ENR 1.3. Under IMC gäller dessutom följande.

4.1 Ankommande klarering mottagen och kvitterad

4.1.1. Normalt är gällande bana gräns för den av ACC meddelade ankommande klareringen. Härvid skall luftfartyget med bibehållande av senast tilldelad och kvitterad flyghöjd följa angiven flygväg till SUN VOR.

4.1.2. Om gränsen för den av ACC meddelade klareringen är annan än gällande bana, skall luftfartyget med bibehållande av senast tilldelad och kvitterad flyghöjd följa angiven flygväg till denna gräns och därifrån flyga direkt till SUN VOR. Har beräknad tidpunkt för inflygning mottagits och kvitterats, skall

ESNN 2.22 FLIGHT PROCEDURES

1 Inbound IFR traffic within Sundsvall TMA/CTR

Routes
Arrival routes are established in accordance with ESNN STARs.

Holdings (Ref ENR 1.3)
Holdings are established in accordance with ESNN Area Chart.

2 Outbound IFR traffic within Sundsvall TMA/CTR

Routes
Departure routes are established in accordance with ESNN SIDs.

Aircraft which, for performance reasons, are unable to conform with the procedures stipulated for the route assigned shall inform ATC accordingly.

3 Omnidirectional departure procedures

4 Communication failure

Aircraft shall follow the procedures laid down in ENR 1.3. In addition, in IMC the relevant procedures below shall be applied.

4.1 Inbound clearance received and acknowledged

4.1.1. 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, follow the specified route to SUN VOR.

4.1.2. If the clearance limit for the inbound clearance issued by ACC is other than the runway-in-use, the aircraft shall, maintaining the level last received and acknowledged, follow the specified route to this limit and then proceed direct to SUN VOR. If an expected approach time has been received and

den i mom 4.1.4 angivna nedgången påbörjas först vid denna tidpunkt.

4.1.3. Luftfartyg som utför radarinflygning skall med bibehållande av senast tilldelad och kvitterad flyghöjd flyga direkt till SUN VOR.

4.1.4. Efter ankomst över SUN VOR skall erforderlig nedgång utföras i väntläge SUNDSVALL, varefter normal instrumentinflygning skall utföras.

4.2 Ankommande klarering inte mottagen och/eller kvitterad

Luftfartyget skall med bibehållande av senast tilldelad och kvitterad flyghöjd flyga via aktuell inträdespunkt i TMA direkt till SUNDSVALL VOR. I väntläge SUNDSVALL skall nedgång utföras till 3000 ft AMSL, varefter normal instrumentinflygning till bana 16 eller 34 skall utföras.

5 Lågsiktsprocedurer (LVP)

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

Meddelande om att LVP är i kraft lämnas via ATIS eller av ATS.

Lägsta RVR för avgående trafik är 400 m.

6 VFR- flygning inom Sundsvall CTR

Luftfartyg skall följa de föreskrifter som anges i ENR 1.2. Därutöver gäller följande:

Normala in- och utpasseringspunkter
Se ESNN VAC.

Väntlägen
Se ESNN VAC.

Avbrott i radioförbindelse
Se ESNN VAC.

ESNN 2.23 TILLÄGGSINFORMATION

1. Obemannade ballonger för rutinmässiga aerologiska mätningar skickas från SMHI autosondstation, V om bana 16, dagligen 2330 och 1130 (2230 och 1030) UTC.

2. ATS-tjänst bedrivs från RTC Sundsvall.

3. Signalstrålkastare placerad på R-TWR.

4. Undantag från krav i CS-ADR-DSN:

- Hinder genomtränger de hinderbegränsande ytorna. Se hinderförteckning.

ESNN 2.24 FLYGKARTOR AVSEENDE EN FLYGPLATS

acknowledged, the descent specified in para 4.1.4 shall not be commenced until that time.

4.1.3. Aircraft executing a radar approach shall, maintaining the level last received and acknowledged, proceed direct to SUN VOR.

4.1.4. After arrival overhead SUN VOR descent, if required, shall be made in SUNDSVALL holding pattern. Thereafter a normal instrument approach shall be carried out.

4.2 Inbound clearance not received and/or acknowledged

The aircraft shall, maintaining the level last received and acknowledged, proceed via the relevant TMA entry point direct to SUNDSVALL VOR. In the holding pattern SUNDSVALL descent to 3000 ft AMSL shall be made. Thereafter a normal instrument approach to RWY 16 or 34 shall be carried out.

5 Low visibility procedures (LVP)

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

The application of LVP will be announced via ATIS or by ATS.

Minimum RVR for departing traffic is 400 m.

6 VFR flight within Sundsvall CTR

Aircraft shall adhere to the procedures stipulated in ENR 1.2. In addition, the following shall be applied:

Normal entry and exit points
See ESNN VAC.

Holdings
See ESNN VAC.

Communication failure
See ESNN VAC.

ESNN 2.23 ADDITIONAL INFORMATION

1. Unmanned balloons for routine aerological measurements are sent from SMHI automatic probe station, W of runway 16, daily 2330 and 1130 (2230 and 1030) UTC.

2. ATS provided from RTC Sundsvall.

3. Signalling lamp positioned at R-TWR.

4. Exemptions from requirements in CS-ADR-DSN:

- Obstacles penetrating the aerodrome´s obstacle limitation surfaces. See list of obstacles.

ESNN 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

LIST OF WAYPOINTS AND SIGNIFICANT POINTS

See ESNN SUNDSVALL-TIMRÅ 4

ESNN 2.25 GENOMTRÄNGANDE AV YTAN FÖR VISUELLA SEGMENTET (VSS)

1 VOR RWY 16 och RNP (LNAV) RWY 16

Hinder 1.5 NM före bantröskel genomtränger ytan för visuella segmentet.

ESNN 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

1 VOR RWY 16 and RNP (LNAV) RWY 16

Obstacle 1.5 NM prior to THR penetrates visual segment surface.