AD2 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**	7° E (2025)/+0.2 increasing
6.	**Name of aerodrome operator, address, telephone, telefax numbers, AFS, e-mail, website**	Swedavia AB Visby Airport SE-621 41 Visby TEL: +46 10 109 52 00 FAX: +46 10 109 52 45 E-mail: info@visbyairport.se AFS: ESSVZTZX Website: www.swedavia.se/visby Website: 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.groundhandling@swedavia.se.

ESSV 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. Customs +46 8 456 66 20. Immigration +46 10 569 29 09.
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**	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 and oil types**	Fuel: 91UL, Jet A1 Oil: -
3.	**Fuelling facilities and capacity**	91UL: 18,500 l in store. Jet A1: 30,000 l in fuel truck, 150,000 l in store.

4.	**De-icing facilities**	Type I and II. Available OCT-APR. MAY-SEP on request.
5.	**Hangar space for visiting ACFT**	-
6.	**Repair facilities for visiting ACFT**	-
7.	**Remarks**	Waste originated outside EU/EEA cannot be disposed into Gotland. Fuel supplier Jet A1 Shell and 91UL Swedavia. 91UL available at apron B during daylight, payment accepted by credit cards only. Electric aircraft charging: Type 2, 22 kW at apron A, stand 9 and 10, also at apron B.

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**	Bank: In Visby Post: 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 resque service
3.	**Capability for removal of disabled aircraft**	Limited capability. Could be arranged on request On-the-scene commander during AD Operating hours +46 10 109 52 12.
4.	**Remarks**	-

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

1.	**Types of clearing equipment**	Snowploughs, blowers, sweepers
2.	**Clearance priorities**	RWY 03/21, TWY A, Apron A
3.	**Use of material for movement area surface treatment**	RWY 03/21 de-iced/anti-iced with UREA/SAND
4.	**Specially prepared winter runways**	-
5.	**Remarks**	-

ESSV 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1.	**Apron surface and strength**	Apron A CONC/ASPH PCN See ESSV Parking and Docking Chart Apron B GRASS PCN -
2.	**Taxiway width, surface and strength**	TWY A 20 m ASPH PCN 50/F/A/X/T TWY C 15 m ASPH PCN 44/F/A/X/T TWY G 6 m GRASS PCN - TWY K 6 m ASPH PCN - TWY M 15 m ASPH PCN 50/F/A/X/T AVBL during daylight for CIV traffic aircraft code A, B and C with wheelbase below 18 M.
3.	**ACL, location and elevation**	-
4.	**VOR checkpoints**	At holdingpoint TWY C RWY 21 (see ESSV Aerodrome Chart)
5.	**INS checkpoints**	See ESSV Parking and Docking Chart
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**	Apron A: See ESSV Parking and Docking Chart. Marshalling required on apron A at arrival and departure. Apron B: Marshalling not available on apron B.
2.	**RWY and TWY markings and LGT**	RWY 03/21: Designator, THR, TDZ, CL and edges are day marked RTHL, REDL, RENL TWY A: CL, HLDG day marked. Edge lights and signs, RGL TWY C: CL, HLDG day marked. Edge lights and signs, RGL TWY G: See ESSV Aerodrome Chart TWY K: CL, HLDG day marked. RGL TWY M: CL, HLDG day marked. RGL
3.	**Stop bars**	-
4.	**Remarks**	TWY A: Mandatory instruction markings on taxiway. TWY C: Mandatory instruction markings on taxiway. TWY K: Mandatory instruction markings on taxiway. TWY M: Mandatory instruction markings on taxiway.

ESSV 2.10 AERODROME OBSTACLES

In Area 2				
OBST ID/Designation	**OBST type**	**OBST position**	**ELEV/HGT**	**Markings/ Type, colour**
a	**b**	**c**	**d**	**e**
ESSV1	SIGN	573909.8N 0182026.0E	149 ft / -	-
ESSV2	TREE	573844.4N 0182012.9E	182 ft / -	-
ESSV3	TREE	573843.9N 0182013.3E	197 ft / -	-
ESSV4	TREE	573843.8N 0182013.2E	199 ft / -	-
ESSV5	TREE	573843.4N 0182014.3E	206 ft / -	-
ESSV6	STACK	573829.4N 0181944.7E	237 ft / -	-
ESSV7	STACK	573829.3N 0181944.6E	240 ft / -	-
ESSV8	STACK	573803.8N 0181954.8E	280 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			

ESSV 2.11 METEOROLOGICAL INFORMATION PROVIDED

1.	**Associated MET Office**	STOCKHOLM/ARLANDA
2.	**Hours of service** **MET Office outside hours**	H24
3.	**Office responsible for TAF preparation** **Periods of validity, interval of issuance**	STOCKHOLM/ARLANDA 9 HR, https://tafplanner.smhi.se/app.php/production-program
4.	**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**	VISBY TWR VISBY APP
10.	**Additional information (limitation of service, etc.)**	On request, printing service available in terminal

ESSV 2.12 RUNWAY PHYSICAL CHARACTERISTICS

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

Designations RWY NR	Slope of RWY-SWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	RESA dimensions (m)
1	7	8	9	10	11
03	See ESSV AOC	-	-	2120 x 280	90 x 90
21	See ESSV AOC	-	-	2120 x 280	90 x 90
10	-	-	-	1220 x 80	30 x 80
28	-	-	-	1220 x 80	30 x 80

Designations RWY NR	Location/ description of arresting system	OFZ (Yes/No)	Remarks
1	12	13	14
03	-	NO	-
21	-	NO	-
10	-	NO	RWY 10/28 non instrument.
28	-	NO	RWY 10/28 non instrument.

ESSV 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
03	2000	2000	2000	2000	-
21	2000	2000	2000	2000	-
10	1100	1100	1100	1100	-
28	1100	1100	1100	1100	-

RWY Designator	INTERSECTION	TORA (m)	TODA (m)	ASDA (m)	-	Remarks
1		2	3	4	5	6
03	TWY A	1403	1403	1403	-	-
21	TWY A	619	619	619	-	-

ESSV 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT Type, LEN INTST	THR LGT Colour WBAR	VASIS (MEHT)	TDZ LGT LEN	RWY Centre Line LGT LEN, Spacing Colour INTST	RWY Edge LGT LEN, Spacing Colour INTST	RWY End LGT Colour WBAR	SWY LGT LEN, Colour
1	2	3	4	5	6	7	8	9
03	SALS 420 M LIH	Green WBAR	PAPI Left side/3.00° 56 ft	-	-	2000/55 m White Caution zone 600 m yellow LIH	Red WBAR	-
21	CALVERT CAT I 900 M LIH	Green WBAR	PAPI Left side/3.00° 62 ft	-	-	2000/55 m White Caution zone 600 m yellow LIH	Red WBAR	-
10 Remarks:	RWY 03: LED lights on RTHL, REDL, RENL, APCH, and WBAR RWY 21: LED lights on RTHL, REDL, RENL, APCH, and WBAR							

ESSV 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1.	**ABN/IBN location, characteristics and hours of operation**	-
2.	**LDI location and LGT**	Lighted windsock N of VOR/DME. Unlighted windsock at start RWY 03, start RWY 21, start RWY 10 and start RWY 28.
	Anemometer location and LGT	Unlighted anemometer at PAPI RWY 21. Unlighted anemometer N of VOR/DME. Unlighted anemometer at TWY G.
3.	**TWY edge and centre line lighting**	Edge: A, C CL: - LED lights on TWY edge lights LED lights on all RGL
4.	**Secondary power supply/switch-over time**	Available/15 sec during LVP less than 1 sec
5.	**Remarks**	-

ESSV 2.16 HELICOPTER LANDING AREA

RWY 03/21 to be used

ESSV 2.17 ATS AIRSPACE

1.	**Designation and lateral limits**	VISBY CTR	575025N 0182157E - 574856N 0183232E - 573814N 0183108E - 572850N 0181937E - 573045N 0180909E - 574129N 0181048E to point of origin.

2.	**Vertical limits**	VISBY CTR	1100 ft AMSL GND
3.	**Airspace classification**	C	
4.	**ATS unit call sign** **Language(s)**	VISBY TOWER Swedish/English	
5.	**Transition altitude**	5000 ft AMSL	
6.	**Hours of applicability**	CTR established during hours of TWR.	
7.	**Remarks**	-	

ESSV 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channels	Hours of operation	Remarks
1	2	3	4	5
TWR	VISBY TOWER	120.305	HO	PRIMARY VDF
		121.500	HO	VDF
APP	VISBY APPROACH	126.155	HO	VDF

ESSV 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid CAT of ILS/MLS (for VOR/ILS/ MLS give VAR)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Service volume radius from GBAS reference point	Remarks
1	2	3	4	5	6	7	8
LOC 21 ILS CAT I (7° E 2025)	SV	109.15 MHz	H24	573850.0N 0182006.2E	-	-	858 m beyond THR 03 LOC Class I/E/2
GP 21	-	331.25 MHz	H24	574005.1N 0182107.7E	-	-	Angle 3.00° RDH 57.1 ft 323 m past THR 21 left side GP Class I/C/2
VOR/DME (7° E 2025)	VSB	115.10 MHz	H24	573934.3N 0182048.7E	154 ft	-	350 m S ARP DME Channel 98X
DME	SV	109.15 MHz	H24	574005.0N 0182108.1E	162 ft	-	323 m past THR 21 left side DME Channel 28Y

ESSV 2.20 LOKALA FLYGPLATSFÖRESKRIFTER

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.

ESSV 2.20 LOCAL AERODROME 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 Skol- och övningsflygning

För skol- och övningsflygning krävs tillstånd. Tillstånd lämnas av ATS TEL 0498 26 31 42.

4 School and training flights

For school and training, permission is required. Permission by ATS TEL +46 498 26 31 42.

5 Fallskärmshoppning

För fallskärmshoppning krävs tillstånd.
Tillstånd lämnas av ATS.
Landningsområde för fallskärm – se ESSV Aerodrome Chart.

5 Parachuting

For parachuting, permission is required.
Permission by ATS.
Parachuting landing area – see ESSV Aerodrome Chart.

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.

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 10 109 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.

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 BULLERREDUCERANDE FÖRFARANDEN

ESSV 2.21 NOISE ABATEMENT PROCEDURES

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.

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 Ankommande luftfartyg

Vid landning bör reversering utöver Idle Reverse inte användas mellan 2100-0600 (2000-0500).

2 Inbound aircraft

On landing reversing more than Idle Reverse should not be applied between 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

3 Test running of engines

Test running of engines in connection with maintenance may be carried out at RWY 03/21 between 0500-2100 (0400-2000), during other hours:
www.swedavia.net/airport/visby/start/airport-regulations

4 APU

APU skall inte användas vid parkering vid andra tillfällen än då så krävs för motorstart eller för reglering av kabintemperatur. 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.

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 taxing.
HOSP excepted.

ESSV 2.22 FLYGPROCEDURER

ESSV 2.22 FLIGHT PROCEDURES

1 Ankommande IFR-trafik inom Visby TMA/CTR

1.1 Flygvägar

Flygvägar för ankommande trafik är upprättade enligt ESSV STARs.

1.2 Väntlägen

Väntlägen (Ref ENR 1.3 mom 8)
Väntlägen är upprättade enligt ESSV Area Chart.

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 högervarv (öster om banan) p.g.a. bullerrestriktioner över Visby stad. Gäller flygplan med MTOM 7000 kg eller högre.

2 Avgående IFR-trafik inom Visby TMA/CTR

Flygvägar för avgående trafik upprättade enligt ESSV SIDs.

3 Startprocedurer, omnidirectional

RWY	Procedure	Significant obstacle		
		Obstacle	Elevation (ft)	Direction (GEO)/Dist (m) from THR
03	Climb straight ahead to MNM turning ALT 700 ft. Continue climb to appropriate MSA.	Pylon	1109	164°/7150
21	Climb straight ahead to MNM turning ALT 1300 ft. Continue climb to appropriate MSA.	Pylon	1109	172°/8800

4 Avbrott i radioförbindelse

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

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.

1 Inbound IFR traffic within Visby TMA/CTR

1.1 Routes

Arrival routes are established in accordance with ESSV STARs.

1.2 Holdings

Holdings (Ref ENR 1.3 para 8)
Holding patterns are established in accordance with ESSV Area Chart.

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 Outbound IFR traffic within Visby TMA/CTR

Departure routes are established in accordance with ESSV SIDs.

3 Omnidirectional departure procedures

RWY	Procedure	Significant obstacle		
		Obstacle	Elevation (ft)	Direction (GEO)/Dist (m) from THR
03	Climb straight ahead to MNM turning ALT 700 ft. Continue climb to appropriate MSA.	Pylon	1109	164°/7150
21	Climb straight ahead to MNM turning ALT 1300 ft. Continue climb to appropriate MSA.	Pylon	1109	172°/8800

4 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.

Har EAT mottagits och kvitterats, påbörja nedgången till 2200 ft AMSL vid EAT.

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 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.

4.2 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.

4.3 Missed approach

Climb straight ahead to 2200 ft AMSL. Then turn left to VSB VOR for a new instrument approach.

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.

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-flygning inom Visby TMA/CTR

Luftfartyg skall följa föreskrifterna i ENR 1.2 mom 4. Därutöver gäller nedanstående föreskrifter.

Normala in- och utpasseringspunkter
Se ESSV VAC.

Väntlägen
Se ESSV VAC.

Avbrott I radioförbindelse
Se ESSV VAC.

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 VAC.

Holdings
See ESSV VAC.

Communication failure
See ESSV VAC.

ESSV 2.23 TILLÄGGSINFORMATION

1 Reducerad banseparation

Reducerad banseparation tillämpas enligt AD 1.1 mom 10 mellan luftfartyg 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 luftfartyg

Parkering för lätta luftfartyg hänvisas till platta B (gräs) söder om bana 10/28. Bedömning av tillräckligt säkerhetsavstånd vid rangering skall ske av befälhavare.

ESSV 2.23 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.

ESSV 2.24 FLYGKARTOR AVSEENDE EN FLYGPLATS

ESSV 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

Charts	*Pages*
Aerodrome Chart - ICAO	AD 2 ESSV 2 - 1
Parking and docking Chart - ICAO	AD 2 ESSV 2 - 3
AOC - ICAO Type A RWY 03/21	AD 2 ESSV 3 - 1
Area Chart - ICAO VISBY TMA	AD 2 ESSV 5 - 1
SID - ICAO RNAV (GNSS) RWY 03 KINTI 3K, ROGMI 3K	AD 2 ESSV 6 - 1
SID - ICAO RNAV (GNSS) RWY 21 GOTAL 1L, ROGMI 3L	AD 2 ESSV 6 - 3
STAR - ICAO RNAV (GNSS) RWY 03 GOTAL 1H, ROGMI 1H, GOTAL 3S, ROGMI 3S	AD 2 ESSV 6 - 5
STAR - ICAO RNAV (GNSS) RWY 21 GOTAL 3T, KINTI 4T, ROGMI 3T	AD 2 ESSV 6 - 7
STAR - ICAO RWY 03 HANSA 7E	AD 2 ESSV 6 - 9
SID - ICAO RWY 21 HANSA 6C KINTI 3C	AD 2 ESSV 6 - 11
STAR - ICAO RWY 21 HANSA 6F	AD 2 ESSV 6 - 13
ATC Surveillance Minimum Altitude Chart - ICAO	AD 2 ESSV 7 - 1
IAC - ICAO ILS z or LOC z RWY 21	AD 2 ESSV 8 - 1
IAC - ICAO ILS y or LOC y RWY 21	AD 2 ESSV 8 - 2
IAC - ICAO VOR RWY 03	AD 2 ESSV 8 - 3
IAC - ICAO VOR RWY 21	AD 2 ESSV 8 - 4
IAC - ICAO RNP RWY 03	AD 2 ESSV 8 - 5
IAC - ICAO RNP RWY 21	AD 2 ESSV 8 - 9
VAC - ICAO	AD 2 ESSV 9 - 1

LIST OF WAYPOINTS AND SIGNIFICANT POINTS

See ESSV VISBY 4

ESSV 2.25 GENOMTRÄNGANDE AV YTAN FÖR VISUELLA SEGMENTET (VSS)

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ESSV 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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