AIR NAVIGATION SERVICES OF SWEDEN

AIP AMENDMENT SWEDEN

AIRAC AIP AMDT 7
30 OCT 2025
EFFECTIVE 27 NOV 2025

LFV, SE-601 79 NORRKÖPING. Phone +46 11 19 20 00. Fax +46 11 19 25 75. AFTN ESKLYAYT

Principal changes included in this Amendment./
Ändringens huvudsakliga innehåll.

Do not insert in AIP until/ Sätt ej in i AIP förrän **27 NOV 2025**

Subject(s)	Changes	Chapter
Summary of national regulations and international agreements/ conventions	Flight into or within Swedish territory by foreign state aircraft.	GEN 1.6
ATS units address list	ESPA TEL, e-mail.	GEN 3.3
General rules	SUECIA CTA.	ENR 1.1
Regional supplementary procedures	RVSM.	ENR 1.8
Aerodrome/heliport availability and conditions of use	ESMO, ESPE.	AD 1.1
Borlänge AD	Procedure chart corrected.	AD 2 ESSD
Halmstad AD	MAG VAR, LED APCH lights, IAP, charts.	AD 2 ESMT
Kalmar AD	Fuel, VDF withdrawn, AD chart.	AD 2 ESMQ
Karlstad AD	Customs and immigration. AD chart.	AD 2 ESOK
Kiruna AD	PPR, AD chart.	AD 2 ESNQ
Linköping/Saab AD	MAG VAR, WPT, IAP, AD chart.	AD 2 ESSL
Luleå/Kallax AD	Local aerodrome regulations back-track.	AD2 ESPA
Mora/Siljan AD	AD Chart.	AD 2 ESKM
Pajala AD	MAG VAR, aerodrome obstacles, RESA, GP 11 RDH, omnidirectional departure procedures, VSS, IAP, AD chart.	AD 2 ESUP
Stockholm/Arlanda AD	TDZ LGT, Independent parallel approaches, climb speed.	AD 2 ESSA
Stockholm/Bromma AD	Local aerodrome regulations.	AD 2 ESSB
Stockholm/Västerås AD	RESA, exemptions, AD chart.	AD 2 ESOW
Sveg AD	Surface treatment, RESA, VSS, AD chart.	AD 2 ESND
Torsby AD	Fuel, surface treatment, strip, RESA, AD chart.	AD 2 ESST
Vidsel AD	MAG VAR, THR coordinates, RWY length, declared distances, RWY edge lights, apron withdrawn.	AD 2 ESPE
Vilhelmina AD	Fuel, clearance priorities, material for movement area surface treatment, RESA, AD chart.	AD 2 ESNV
Åre Östersund AD	Procedure coding table corrected.	AD 2 ESNZ
Ängelholm AD	Intersection TWY A, LED APCH lights, reduced runway separation.	AD 2 ESTA
Örebro AD	RFFS, RESA, OFZ, AD chart.	AD 2 ESOE

Remove the following old pages: Tag bort följande gamla sidor:		Insert the following new pages: Sätt in följande nya sidor:	
GEN 0.4 - 1	30 OCT 2025	GEN 0.4 - 1	27 NOV 2025
GEN 0.4 - 2	30 OCT 2025	GEN 0.4 - 2	27 NOV 2025
GEN 0.4 - 3	30 OCT 2025	GEN 0.4 - 3	27 NOV 2025
GEN 0.4 - 4	30 OCT 2025	GEN 0.4 - 4	27 NOV 2025
GEN 0.4 - 5	30 OCT 2025	GEN 0.4 - 5	27 NOV 2025
GEN 0.4 - 6	30 OCT 2025	GEN 0.4 - 6	27 NOV 2025
GEN 0.4 - 7	30 OCT 2025	GEN 0.4 - 7	27 NOV 2025
GEN 0.4 - 8	30 OCT 2025	GEN 0.4 - 8	27 NOV 2025
GEN 0.4 - 9	30 OCT 2025	GEN 0.4 - 9	27 NOV 2025

Remove the following old pages: Tag bort följande gamla sidor:		Insert the following new pages: Sätt in följande nya sidor:	
GEN 0.4 - 10	30 OCT 2025	GEN 0.4 - 10	27 NOV 2025
GEN 0.4 - 11	30 OCT 2025	GEN 0.4 - 11	27 NOV 2025
GEN 0.4 - 12	30 OCT 2025	GEN 0.4 - 12	27 NOV 2025
GEN 0.4 - 13	30 OCT 2025	GEN 0.4 - 13	27 NOV 2025
GEN 1.6 - 2	12 JUN 2025	GEN 1.6 - 2	27 NOV 2025
GEN 1.6 - 3	30 OCT 2025	GEN 1.6 - 3	27 NOV 2025
GEN 1.6 - 4	30 OCT 2025	GEN 1.6 - 4	27 NOV 2025
GEN 3.3 - 3	30 OCT 2025	GEN 3.3 - 3	27 NOV 2025
ENR 0.6 - 1	12 JUN 2025	ENR 0.6 - 1	27 NOV 2025
ENR 1.1 - 2	12 JUN 2025	ENR 1.1 - 2	27 NOV 2025
ENR 1.1 - 3	12 JUN 2025	ENR 1.1 - 3	27 NOV 2025
ENR 1.1 - 4	12 JUN 2025	ENR 1.1 - 4	27 NOV 2025
ENR 1.1 - 5	12 JUN 2025	ENR 1.1 - 5	27 NOV 2025
ENR 1.1 - 6	12 JUN 2025	ENR 1.1 - 6	27 NOV 2025
ENR 1.1 - 7	12 JUN 2025	ENR 1.1 - 7	27 NOV 2025
ENR 1.8 - 1	12 JUN 2025	ENR 1.8 - 1	27 NOV 2025
AD 1.1 - 31	04 SEP 2025	AD 1.1 - 31	27 NOV 2025
AD 1.1 - 36	12 JUN 2025	AD 1.1 - 36	27 NOV 2025
BORLÄNGE ESSD		BORLÄNGE ESSD	
AD 2 ESSD 8 - 1	30 OCT 2025	AD 2 ESSD 8 - 1	27 NOV 2025
HALMSTAD ESMT		HALMSTAD ESMT	
AD 2 ESMT 1 - 1	12 JUN 2025	AD 2 ESMT 1 - 1	27 NOV 2025
AD 2 ESMT 1 - 5	12 JUN 2025	AD 2 ESMT 1 - 5	27 NOV 2025
AD 2 ESMT 1 - 6	10 JUL 2025	AD 2 ESMT 1 - 6	27 NOV 2025
AD 2 ESMT 1 - 7	12 JUN 2025	AD 2 ESMT 1 - 7	27 NOV 2025
AD 2 ESMT 1 - 9	12 JUN 2025	AD 2 ESMT 1 - 9	27 NOV 2025
AD 2 ESMT 2 - 1	12 JUN 2025	AD 2 ESMT 2 - 1	27 NOV 2025
AD 2 ESMT 3 - 1	12 JUN 2025	AD 2 ESMT 3 - 1	27 NOV 2025
AD 2 ESMT 5 - 1	12 JUN 2025	AD 2 ESMT 5 - 1	27 NOV 2025
AD 2 ESMT 6 - 3	12 JUN 2025	AD 2 ESMT 6 - 3	27 NOV 2025
AD 2 ESMT 6 - 4	12 JUN 2025	AD 2 ESMT 6 - 4	27 NOV 2025
AD 2 ESMT 6 - 5	12 JUN 2025	AD 2 ESMT 6 - 5	27 NOV 2025
AD 2 ESMT 6 - 6	12 JUN 2025	AD 2 ESMT 6 - 6	27 NOV 2025
AD 2 ESMT 6 - 7	12 JUN 2025	AD 2 ESMT 6 - 7	27 NOV 2025
AD 2 ESMT 6 - 8	12 JUN 2025	AD 2 ESMT 6 - 8	27 NOV 2025
AD 2 ESMT 6 - 9	12 JUN 2025	AD 2 ESMT 6 - 9	27 NOV 2025
AD 2 ESMT 6 - 10	12 JUN 2025	AD 2 ESMT 6 - 10	27 NOV 2025
AD 2 ESMT 7 - 1	12 JUN 2025	AD 2 ESMT 7 - 1	27 NOV 2025
AD 2 ESMT 8 - 1	12 JUN 2025	AD 2 ESMT 8 - 1	27 NOV 2025
AD 2 ESMT 8 - 3	12 JUN 2025	AD 2 ESMT 8 - 3	27 NOV 2025
AD 2 ESMT 8 - 5	12 JUN 2025	AD 2 ESMT 8 - 5	27 NOV 2025
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AD 2 ESMT 8 - 9	12 JUN 2025	AD 2 ESMT 8 - 9	27 NOV 2025
AD 2 ESMT 8 - 11	12 JUN 2025	AD 2 ESMT 8 - 11	27 NOV 2025
AD 2 ESMT 8 - 12	12 JUN 2025	AD 2 ESMT 8 - 12	27 NOV 2025
AD 2 ESMT 8 - 13	12 JUN 2025	AD 2 ESMT 8 - 13	27 NOV 2025
		AD 2 ESMT 8 - 15	27 NOV 2025
		AD 2 ESMT 8 - 16	27 NOV 2025
		AD 2 ESMT 8 - 17	27 NOV 2025

Remove the following old pages: Tag bort följande gamla sidor:		Insert the following new pages: Sätt in följande nya sidor:	
AD 2 ESMT 9 - 1	07 AUG 2025	AD 2 ESMT 9 - 1	27 NOV 2025
KALMAR ESMQ		KALMAR ESMQ	
AD 2 ESMQ 1 - 1	12 JUN 2025	AD 2 ESMQ 1 - 1	27 NOV 2025
AD 2 ESMQ 1 - 2	12 JUN 2025	AD 2 ESMQ 1 - 2	27 NOV 2025
AD 2 ESMQ 1 - 6	12 JUN 2025	AD 2 ESMQ 1 - 6	27 NOV 2025
AD 2 ESMQ 1 - 7	12 JUN 2025	AD 2 ESMQ 1 - 7	27 NOV 2025
AD 2 ESMQ 1 - 8	12 JUN 2025	AD 2 ESMQ 1 - 8	27 NOV 2025
AD 2 ESMQ 2 - 1	12 JUN 2025	AD 2 ESMQ 2 - 1	27 NOV 2025
KARLSTAD ESOK		KARLSTAD ESOK	
AD 2 ESOK 1 - 1	07 AUG 2025	AD 2 ESOK 1 - 1	27 NOV 2025
AD 2 ESOK 1 - 2	30 OCT 2025	AD 2 ESOK 1 - 2	27 NOV 2025
AD 2 ESOK 1 - 3	12 JUN 2025	AD 2 ESOK 1 - 3	27 NOV 2025
AD 2 ESOK 1 - 4	30 OCT 2025	AD 2 ESOK 1 - 4	27 NOV 2025
AD 2 ESOK 2 - 1	07 AUG 2025	AD 2 ESOK 2 - 1	27 NOV 2025
KIRUNA ESNQ		KIRUNA ESNQ	
AD 2 ESNQ 1 - 1	12 JUN 2025	AD 2 ESNQ 1 - 1	27 NOV 2025
AD 2 ESNQ 1 - 2	12 JUN 2025	AD 2 ESNQ 1 - 2	27 NOV 2025
AD 2 ESNQ 1 - 3	12 JUN 2025	AD 2 ESNQ 1 - 3	27 NOV 2025
AD 2 ESNQ 1 - 8	12 JUN 2025	AD 2 ESNQ 1 - 8	27 NOV 2025
AD 2 ESNQ 1 - 9	12 JUN 2025	AD 2 ESNQ 1 - 9	27 NOV 2025
AD 2 ESNQ 2 - 1	12 JUN 2025	AD 2 ESNQ 2 - 1	27 NOV 2025
AD 2 ESNQ 2 - 3	12 JUN 2025		
LINKÖPING/SAAB ESSL		LINKÖPING/SAAB ESSL	
AD 2 ESSL 1 - 1	12 JUN 2025	AD 2 ESSL 1 - 1	27 NOV 2025
AD 2 ESSL 1 - 6	30 OCT 2025	AD 2 ESSL 1 - 6	27 NOV 2025
AD 2 ESSL 1 - 10	10 JUL 2025	AD 2 ESSL 1 - 10	27 NOV 2025
AD 2 ESSL 2 - 1	10 JUL 2025	AD 2 ESSL 2 - 1	27 NOV 2025
AD 2 ESSL 2 - 3	10 JUL 2025	AD 2 ESSL 2 - 3	27 NOV 2025
AD 2 ESSL 3 - 1	12 JUN 2025	AD 2 ESSL 3 - 1	27 NOV 2025
AD 2 ESSL 4 - 1	12 JUN 2025	AD 2 ESSL 4 - 1	27 NOV 2025
AD 2 ESSL 8 - 1	12 JUN 2025	AD 2 ESSL 8 - 1	27 NOV 2025
AD 2 ESSL 8 - 3	12 JUN 2025	AD 2 ESSL 8 - 3	27 NOV 2025
AD 2 ESSL 8 - 5	12 JUN 2025	AD 2 ESSL 8 - 5	27 NOV 2025
AD 2 ESSL 8 - 6	12 JUN 2025	AD 2 ESSL 8 - 6	27 NOV 2025
		AD 2 ESSL 8 - 7	27 NOV 2025
		AD 2 ESSL 8 - 9	27 NOV 2025
		AD 2 ESSL 8 - 10	27 NOV 2025
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AD 2 ESSL 9 - 1	12 JUN 2025	AD 2 ESSL 9 - 1	27 NOV 2025
LULEÅ/KALLAX ESPA		LULEÅ/KALLAX ESPA	
AD 2 ESPA 1 - 7	04 SEP 2025	AD 2 ESPA 1 - 7	27 NOV 2025
AD 2 ESPA 1 - 8	04 SEP 2025	AD 2 ESPA 1 - 8	27 NOV 2025
AD 2 ESPA 1 - 9	04 SEP 2025	AD 2 ESPA 1 - 9	27 NOV 2025
AD 2 ESPA 1 - 10	04 SEP 2025	AD 2 ESPA 1 - 10	27 NOV 2025
MORA/SILJAN ESKM		MORA/SILJAN ESKM	
AD 2 ESKM 2 - 1	12 JUN 2025	AD 2 ESKM 2 - 1	27 NOV 2025
PAJALA ESUP		PAJALA ESUP	
AD 2 ESUP 1 - 1	12 JUN 2025	AD 2 ESUP 1 - 1	27 NOV 2025
AD 2 ESUP 1 - 3	12 JUN 2025	AD 2 ESUP 1 - 3	27 NOV 2025

Remove the following old pages: Tag bort följande gamla sidor:		Insert the following new pages: Sätt in följande nya sidor:	
AD 2 ESUP 1 - 4	12 JUN 2025	AD 2 ESUP 1 - 4	27 NOV 2025
AD 2 ESUP 1 - 5	12 JUN 2025	AD 2 ESUP 1 - 5	27 NOV 2025
AD 2 ESUP 1 - 6	04 SEP 2025	AD 2 ESUP 1 - 6	27 NOV 2025
AD 2 ESUP 1 - 7	12 JUN 2025	AD 2 ESUP 1 - 7	27 NOV 2025
AD 2 ESUP 2 - 1	12 JUN 2025	AD 2 ESUP 2 - 1	27 NOV 2025
AD 2 ESUP 3 - 1	12 JUN 2025	AD 2 ESUP 3 - 1	27 NOV 2025
AD 2 ESUP 8 - 1	04 SEP 2025	AD 2 ESUP 8 - 1	27 NOV 2025
AD 2 ESUP 8 - 3	04 SEP 2025	AD 2 ESUP 8 - 3	27 NOV 2025
AD 2 ESUP 8 - 5	12 JUN 2025	AD 2 ESUP 8 - 5	27 NOV 2025
AD 2 ESUP 8 - 7	12 JUN 2025	AD 2 ESUP 8 - 7	27 NOV 2025
AD 2 ESUP 8 - 9	12 JUN 2025	AD 2 ESUP 8 - 9	27 NOV 2025
AD 2 ESUP 8 - 10	12 JUN 2025	AD 2 ESUP 8 - 10	27 NOV 2025
AD 2 ESUP 8 - 11	12 JUN 2025	AD 2 ESUP 8 - 11	27 NOV 2025
		AD 2 ESUP 8 - 13	27 NOV 2025
		AD 2 ESUP 8 - 14	27 NOV 2025
		AD 2 ESUP 8 - 15	27 NOV 2025
AD 2 ESUP 9 - 1	12 JUN 2025	AD 2 ESUP 9 - 1	27 NOV 2025
STOCKHOLM/BROMMA ESSB		STOCKHOLM/BROMMA ESSB	
AD 2 ESSB 1 - 8	12 JUN 2025	AD 2 ESSB 1 - 8	27 NOV 2025
AD 2 ESSB 1 - 9	12 JUN 2025	AD 2 ESSB 1 - 9	27 NOV 2025
AD 2 ESSB 1 - 10	12 JUN 2025	AD 2 ESSB 1 - 10	27 NOV 2025
AD 2 ESSB 1 - 11	07 AUG 2025	AD 2 ESSB 1 - 11	27 NOV 2025
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AD 2 ESSB 1 - 13	07 AUG 2025	AD 2 ESSB 1 - 13	27 NOV 2025
AD 2 ESSB 1 - 14	07 AUG 2025	AD 2 ESSB 1 - 14	27 NOV 2025
AD 2 ESSB 1 - 15	07 AUG 2025	AD 2 ESSB 1 - 15	27 NOV 2025
AD 2 ESSB 1 - 16	07 AUG 2025	AD 2 ESSB 1 - 16	27 NOV 2025
AD 2 ESSB 1 - 17	07 AUG 2025	AD 2 ESSB 1 - 17	27 NOV 2025
AD 2 ESSB 1 - 18	07 AUG 2025	AD 2 ESSB 1 - 18	27 NOV 2025
STOCKHOLM/ARLANDA ESSA		STOCKHOLM/ARLANDA ESSA	
AD 2 ESSA 1 - 8	12 JUN 2025	AD 2 ESSA 1 - 8	27 NOV 2025
AD 2 ESSA 1 - 21	07 AUG 2025	AD 2 ESSA 1 - 21	27 NOV 2025
AD 2 ESSA 1 - 22	07 AUG 2025	AD 2 ESSA 1 - 22	27 NOV 2025
AD 2 ESSA 1 - 23	12 JUN 2025	AD 2 ESSA 1 - 23	27 NOV 2025
AD 2 ESSA 1 - 24	12 JUN 2025	AD 2 ESSA 1 - 24	27 NOV 2025
AD 2 ESSA 1 - 25	12 JUN 2025	AD 2 ESSA 1 - 25	27 NOV 2025
AD 2 ESSA 1 - 26	10 JUL 2025	AD 2 ESSA 1 - 26	27 NOV 2025
AD 2 ESSA 1 - 27	10 JUL 2025	AD 2 ESSA 1 - 27	27 NOV 2025
		AD 2 ESSA 1 - 28	27 NOV 2025
STOCKHOLM/VÄSTERÅS ESOW		STOCKHOLM/VÄSTERÅS ESOW	
AD 2 ESOW 1 - 4	12 JUN 2025	AD 2 ESOW 1 - 4	27 NOV 2025
AD 2 ESOW 1 - 8	12 JUN 2025	AD 2 ESOW 1 - 8	27 NOV 2025
AD 2 ESOW 1 - 9	12 JUN 2025	AD 2 ESOW 1 - 9	27 NOV 2025
AD 2 ESOW 2 - 1	12 JUN 2025	AD 2 ESOW 2 - 1	27 NOV 2025
SVEG ESND		SVEG ESND	
AD 2 ESND 1 - 2	12 JUN 2025	AD 2 ESND 1 - 2	27 NOV 2025
AD 2 ESND 1 - 4	12 JUN 2025	AD 2 ESND 1 - 4	27 NOV 2025
AD 2 ESND 1 - 7	12 JUN 2025	AD 2 ESND 1 - 7	27 NOV 2025
AD 2 ESND 2 - 1	12 JUN 2025	AD 2 ESND 2 - 1	27 NOV 2025

Remove the following old pages: Tag bort följande gamla sidor:		Insert the following new pages: Sätt in följande nya sidor:	
TORSBY ESST		TORSBY ESST	
AD 2 ESST 1 - 1	12 JUN 2025	AD 2 ESST 1 - 1	27 NOV 2025
AD 2 ESST 1 - 2	12 JUN 2025	AD 2 ESST 1 - 2	27 NOV 2025
AD 2 ESST 1 - 3	12 JUN 2025	AD 2 ESST 1 - 3	27 NOV 2025
AD 2 ESST 1 - 4	12 JUN 2025	AD 2 ESST 1 - 4	27 NOV 2025
AD 2 ESST 2 - 1	12 JUN 2025	AD 2 ESST 2 - 1	27 NOV 2025
AD 2 ESST 3 - 1	12 JUN 2025	AD 2 ESST 3 - 1	27 NOV 2025
TROLLHÄTTAN/VÄNERSBORG ESGT		TROLLHÄTTAN/VÄNERSBORG ESGT	
AD 2 ESGT 1 - 1	12 JUN 2025		
AD 2 ESGT 1 - 2	12 JUN 2025		
AD 2 ESGT 1 - 3	12 JUN 2025		
AD 2 ESGT 1 - 4	12 JUN 2025		
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AD 2 ESGT 8 - 7	12 JUN 2025		
AD 2 ESGT 8 - 9	12 JUN 2025		
AD 2 ESGT 8 - 10	12 JUN 2025		
AD 2 ESGT 8 - 11	12 JUN 2025		
AD 2 ESGT 9 - 1	12 JUN 2025		
VIDSEL ESPE		VIDSEL ESPE	
AD 2 ESPE 1 - 1	12 JUN 2025	AD 2 ESPE 1 - 1	27 NOV 2025
AD 2 ESPE 1 - 2	12 JUN 2025	AD 2 ESPE 1 - 2	27 NOV 2025
AD 2 ESPE 1 - 4	12 JUN 2025	AD 2 ESPE 1 - 4	27 NOV 2025
AD 2 ESPE 1 - 5	12 JUN 2025	AD 2 ESPE 1 - 5	27 NOV 2025
AD 2 ESPE 5 - 1	12 JUN 2025	AD 2 ESPE 5 - 1	27 NOV 2025
AD 2 ESPE 7 - 1	12 JUN 2025	AD 2 ESPE 7 - 1	27 NOV 2025
AD 2 ESPE 9 - 1	12 JUN 2025	AD 2 ESPE 9 - 1	27 NOV 2025
VILHELMINA ESNV		VILHELMINA ESNV	
AD 2 ESNV 1 - 1	12 JUN 2025	AD 2 ESNV 1 - 1	27 NOV 2025
AD 2 ESNV 1 - 2	07 AUG 2025	AD 2 ESNV 1 - 2	27 NOV 2025
AD 2 ESNV 1 - 4	12 JUN 2025	AD 2 ESNV 1 - 4	27 NOV 2025
AD 2 ESNV 2 - 1	12 JUN 2025	AD 2 ESNV 2 - 1	27 NOV 2025
ÅRE ÖSTERSUND ESNZ		ÅRE ÖSTERSUND ESNZ	
AD 2 ESNZ 8 - 11	30 OCT 2025	AD 2 ESNZ 8 - 11	27 NOV 2025
AD 2 ESNZ 8 - 12	30 OCT 2025	AD 2 ESNZ 8 - 12	27 NOV 2025
ÄNGELHOLM ESTA		ÄNGELHOLM ESTA	

Remove the following old pages: Tag bort följande gamla sidor:		Insert the following new pages: Sätt in följande nya sidor:	
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AD 2 ESTA 1 - 5	12 JUN 2025	AD 2 ESTA 1 - 5	27 NOV 2025
AD 2 ESTA 1 - 6	12 JUN 2025	AD 2 ESTA 1 - 6	27 NOV 2025
AD 2 ESTA 1 - 7	12 JUN 2025	AD 2 ESTA 1 - 7	27 NOV 2025
AD 2 ESTA 1 - 8	30 OCT 2025	AD 2 ESTA 1 - 8	27 NOV 2025
AD 2 ESTA 1 - 9	30 OCT 2025	AD 2 ESTA 1 - 9	27 NOV 2025
ÖREBRO ESOE		ÖREBRO ESOE	
AD 2 ESOE 1 - 2	12 JUN 2025	AD 2 ESOE 1 - 2	27 NOV 2025
AD 2 ESOE 1 - 4	12 JUN 2025	AD 2 ESOE 1 - 4	27 NOV 2025
AD 2 ESOE 2 - 1	12 JUN 2025	AD 2 ESOE 2 - 1	27 NOV 2025

Record the Amendment on page GEN 0.2–1. /
Anteckna ändringen på sida GEN 0.2–1.

The following AIP Supplements, AIC and NOTAMs are incorporated in this amendment and will expire on 27 NOV. /
Följande AIP Supplement, AIC och NOTAM är inarbetade i detta AMDT och upphör att gälla den 27 NOV.

Supplement:

175/2023 Torsby AD (ESST) - 100LL not available
216/2025 STOCKHOLM/Arlanda AD (ESSA) - Established on RNP AR (EoR)
245/2025 STOCKHOLM/Bromma AD (ESSB) - Changes to availability
257/2025 Foreign military remote piloted aircraft operations

AIC:

NOTAM:

NOTAM:
Series A:
Series B: 3059/25, 3186/25, 3326/25, 3328/25, 3483/25
Series C:
Series D:
Series E:
Series H:

For comments, please contact: aip@lfv.se

- SLUT / END -

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GEN 0.4 CHECKLIST OF AIP PAGES

GEN 0			1.7 - 6	10 JUL 2025		2.3 - 3	12 JUN 2025
	0.1 - 1	12 JUN 2025	1.7 - 7	10 JUL 2025		2.3 - 4	12 JUN 2025
	0.1 - 2	12 JUN 2025	1.7 - 8	10 JUL 2025		2.3 - 5	07 AUG 2025
	0.1 - 3	12 JUN 2025	1.7 - 9	10 JUL 2025		2.3 - 6	07 AUG 2025
	0.2 - 1	12 JUN 2025	1.7 - 10	10 JUL 2025		2.3 - 7	07 AUG 2025
	0.3 - 1	12 JUN 2025	1.7 - 11	10 JUL 2025		2.3 - 8	07 AUG 2025
	0.3 - 2	12 JUN 2025	1.7 - 12	10 JUL 2025		2.4 - 1	07 AUG 2025
	0.4 - 1	***27 NOV 2025***	1.7 - 13	10 JUL 2025		2.4 - 2	07 AUG 2025
	0.4 - 2	***27 NOV 2025***	1.7 - 14	10 JUL 2025		2.4 - 3	07 AUG 2025
	0.4 - 3	***27 NOV 2025***	1.7 - 15	10 JUL 2025		2.4 - 4	07 AUG 2025
	0.4 - 4	***27 NOV 2025***	1.7 - 16	10 JUL 2025		2.4 - 5	07 AUG 2025
	0.4 - 5	***27 NOV 2025***	1.7 - 17	10 JUL 2025		2.5 - 1	30 OCT 2025
	0.4 - 6	***27 NOV 2025***	1.7 - 18	10 JUL 2025		2.5 - 2	30 OCT 2025
	0.4 - 7	***27 NOV 2025***	1.7 - 19	10 JUL 2025		2.5 - 3	30 OCT 2025
	0.4 - 8	***27 NOV 2025***	1.7 - 20	10 JUL 2025		2.5 - 4	30 OCT 2025
	0.4 - 9	***27 NOV 2025***	1.7 - 21	10 JUL 2025		2.5 - 5	30 OCT 2025
	0.4 - 10	***27 NOV 2025***	1.7 - 22	10 JUL 2025		2.5 - 6	30 OCT 2025
	0.4 - 11	***27 NOV 2025***	1.7 - 23	10 JUL 2025		2.6 - 1	12 JUN 2025
	0.4 - 12	***27 NOV 2025***	1.7 - 24	10 JUL 2025		2.6 - 2	12 JUN 2025
	0.4 - 13	***27 NOV 2025***	1.7 - 25	10 JUL 2025		2.7 - 1	04 SEP 2025
	0.5 - 1	12 JUN 2025	1.7 - 26	10 JUL 2025		2.7 - 2	04 SEP 2025
	0.6 - 1	12 JUN 2025	1.7 - 27	10 JUL 2025		2.7 - 3	04 SEP 2025
	0.6 - 2	12 JUN 2025	1.7 - 28	10 JUL 2025		2.7 - 4	04 SEP 2025
	0.6 - 3	04 SEP 2025	1.7 - 29	10 JUL 2025			
	0.6 - 4	12 JUN 2025	1.7 - 30	10 JUL 2025	**GEN 3**		
			1.7 - 31	10 JUL 2025		3.1 - 1	12 JUN 2025
GEN 1						3.1 - 2	12 JUN 2025
	1.1 - 1	12 JUN 2025	**GEN 2**			3.1 - 3	07 AUG 2025
	1.1 - 2	12 JUN 2025	2.1 - 1	12 JUN 2025		3.1 - 4	12 JUN 2025
	1.1 - 3	12 JUN 2025	2.1 - 2	12 JUN 2025		3.1 - 5	04 SEP 2025
	1.2 - 1	12 JUN 2025	2.2 - 1	12 JUN 2025		3.2 - 1	12 JUN 2025
	1.2 - 2	12 JUN 2025	2.2 - 2	12 JUN 2025		3.2 - 2	12 JUN 2025
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GÄLLIVARE ESNG		
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GÖTEBORG/LANDVETTER ESGG	
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GÖTEBORG/SÄVE ESGP	
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GÖTEBORG/STALLBACKA ESGT	
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HAGFORS ESOH	
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HAGSHULT ESMV	
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HALMSTAD ESMT	
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HEMAVAN TÄRNABY ESUT

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JÖNKÖPING ESGJ

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KALMAR ESMQ

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KARLSBORG ESIA

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KARLSTAD ESOK

ESOK 1 - 1	***27 NOV 2025***
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KIRUNA ESNQ

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KRAMFORS/SOLLEFTEÅ ESNK	
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KRISTIANSTAD ESMK	
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LINKÖPING/MALMEN ESCF	
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LINKÖPING/SAAB ESSL	
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ESSL 1 - 10	***27 NOV 2025***
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LJUNGBYHED ESTL	
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LULEÅ/KALLAX ESPA	
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LYCKSELE ESNL	
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MALMÖ ESMS	
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ESMS 8 - 13	12 JUN 2025
ESMS 8 - 14	12 JUN 2025
ESMS 9 - 1	12 JUN 2025
MORA/SILJAN ESKM	
ESKM 1 - 1	12 JUN 2025
ESKM 1 - 2	12 JUN 2025
ESKM 1 - 3	12 JUN 2025
ESKM 1 - 4	30 OCT 2025
ESKM 1 - 5	12 JUN 2025
ESKM 1 - 6	12 JUN 2025
ESKM 1 - 7	12 JUN 2025
ESKM 2 - 1	***27 NOV 2025***
ESKM 3 - 1	12 JUN 2025
ESKM 4 - 1	12 JUN 2025
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ESKM 8 - 3	12 JUN 2025
ESKM 8 - 4	12 JUN 2025
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ESKM 8 - 10	12 JUN 2025
ESKM 8 - 11	12 JUN 2025
ESKM 8 - 12	12 JUN 2025
ESKM 9 - 1	12 JUN 2025
NORRKÖPING/KUNGSÄNGEN ESSP	
ESSP 1 - 1	12 JUN 2025
ESSP 1 - 2	10 JUL 2025
ESSP 1 - 3	10 JUL 2025
ESSP 1 - 4	30 OCT 2025
ESSP 1 - 5	10 JUL 2025
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ESSP 1 - 10	10 JUL 2025
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ESSP 9 - 1	12 JUN 2025
PAJALA ESUP	
ESUP 1 - 1	***27 NOV 2025***
ESUP 1 - 2	12 JUN 2025
ESUP 1 - 3	***27 NOV 2025***
ESUP 1 - 4	***27 NOV 2025***
ESUP 1 - 5	***27 NOV 2025***
ESUP 1 - 6	***27 NOV 2025***
ESUP 1 - 7	***27 NOV 2025***
ESUP 2 - 1	***27 NOV 2025***
ESUP 3 - 1	***27 NOV 2025***
ESUP 4 - 1	12 JUN 2025
ESUP 8 - 1	***27 NOV 2025***
ESUP 8 - 3	***27 NOV 2025***
ESUP 8 - 5	***27 NOV 2025***
ESUP 8 - 7	***27 NOV 2025***

ESUP 8 - 9	***27 NOV 2025***
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ESUP 8 - 11	***27 NOV 2025***
ESUP 8 - 13	***27 NOV 2025***
ESUP 8 - 14	***27 NOV 2025***
ESUP 8 - 15	***27 NOV 2025***
ESUP 9 - 1	***27 NOV 2025***

RONNEBY ESDF

ESDF 1 - 1	30 OCT 2025
ESDF 1 - 2	30 OCT 2025
ESDF 1 - 3	30 OCT 2025
ESDF 1 - 4	30 OCT 2025
ESDF 1 - 5	12 JUN 2025
ESDF 1 - 6	12 JUN 2025
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ESDF 8 - 3	12 JUN 2025
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ESDF 8 - 5	12 JUN 2025
ESDF 8 - 6	12 JUN 2025
ESDF 8 - 7	12 JUN 2025
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ESDF 9 - 1	12 JUN 2025

SKELLEFTEÅ ESNS

ESNS 1 - 1	30 OCT 2025
ESNS 1 - 2	12 JUN 2025
ESNS 1 - 3	12 JUN 2025
ESNS 1 - 4	30 OCT 2025
ESNS 1 - 5	30 OCT 2025
ESNS 1 - 6	12 JUN 2025
ESNS 1 - 7	12 JUN 2025
ESNS 1 - 8	12 JUN 2025
ESNS 2 - 1	30 OCT 2025
ESNS 3 - 1	12 JUN 2025
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ESNS 8 - 7	12 JUN 2025
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ESNS 8 - 9	12 JUN 2025
ESNS 8 - 11	12 JUN 2025
ESNS 8 - 12	12 JUN 2025
ESNS 8 - 13	12 JUN 2025
ESNS 9 - 1	12 JUN 2025

STOCKHOLM/SKAVSTA ESKN

ESKN 1 - 1	12 JUN 2025
ESKN 1 - 2	12 JUN 2025
ESKN 1 - 3	07 AUG 2025
ESKN 1 - 4	07 AUG 2025
ESKN 1 - 5	07 AUG 2025
ESKN 1 - 6	07 AUG 2025
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ESKN 2 - 1	07 AUG 2025
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ESKN 3 - 1	12 JUN 2025
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STOCKHOLM/VÄSTERÅS ESOW

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ESOW 1 - 4	***27 NOV 2025***
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ESOW 1 - 8	***27 NOV 2025***
ESOW 1 - 9	***27 NOV 2025***
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ESOW 8 - 9	12 JUN 2025
ESOW 8 - 10	12 JUN 2025
ESOW 8 - 11	12 JUN 2025
ESOW 9 - 1	12 JUN 2025

STOCKHOLM/ARLANDA ESSA

ESSA 1 - 1	12 JUN 2025
ESSA 1 - 2	12 JUN 2025
ESSA 1 - 3	12 JUN 2025
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ESSA 1 - 5	12 JUN 2025
ESSA 1 - 6	12 JUN 2025
ESSA 1 - 7	12 JUN 2025
ESSA 1 - 8	***27 NOV 2025***
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ESSA 1 - 11	12 JUN 2025
ESSA 1 - 12	10 JUL 2025
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ESSA 1 - 16	12 JUN 2025
ESSA 1 - 17	10 JUL 2025
ESSA 1 - 18	07 AUG 2025
ESSA 1 - 19	07 AUG 2025
ESSA 1 - 20	07 AUG 2025
ESSA 1 - 21	***27 NOV 2025***
ESSA 1 - 22	***27 NOV 2025***
ESSA 1 - 23	***27 NOV 2025***
ESSA 1 - 24	***27 NOV 2025***
ESSA 1 - 25	***27 NOV 2025***
ESSA 1 - 26	***27 NOV 2025***
ESSA 1 - 27	***27 NOV 2025***
ESSA 1 - 28	***27 NOV 2025***
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ESSA 9 - 1	07 AUG 2025
STOCKHOLM/BROMMA ESSB	
ESSB 1 - 1	07 AUG 2025
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ESSB 1 - 3	12 JUN 2025
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ESSB 1 - 8	***27 NOV 2025***
ESSB 1 - 9	***27 NOV 2025***
ESSB 1 - 10	***27 NOV 2025***
ESSB 1 - 11	***27 NOV 2025***
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ESSB 1 - 14	***27 NOV 2025***
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SUNDSVALL/TIMRÅ ESNN	
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ESNN 5 - 1	07 AUG 2025
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SVEG ESND	
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ESND 1 - 7	***27 NOV 2025***

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	ESND 9 - 1	12 JUN 2025
SÅTENÄS ESIB		
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SÄLEN/SCANDINAVIAN MOUNTAINS ESKS		
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	ESKS 1 - 8	10 JUL 2025
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	ESKS 9 - 1	12 JUN 2025
TORSBY ESST		
	ESST 1 - 1	***27 NOV 2025***
	ESST 1 - 2	***27 NOV 2025***
	ESST 1 - 3	***27 NOV 2025***
	ESST 1 - 4	***27 NOV 2025***
	ESST 1 - 5	12 JUN 2025
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	ESST 2 - 1	***27 NOV 2025***
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	ESST 9 - 1	12 JUN 2025
UMEÅ ESNU		
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	ESNU 9 - 1	12 JUN 2025
UPPSALA ESCM		
	ESCM 1 - 1	30 OCT 2025
	ESCM 1 - 2	30 OCT 2025
	ESCM 1 - 3	10 JUL 2025
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	ESCM 1 - 9	10 JUL 2025
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	ESCM 8 - 15	12 JUN 2025
	ESCM 8 - 16	12 JUN 2025
	ESCM 8 - 17	12 JUN 2025
	ESCM 9 - 1	12 JUN 2025
VIDSEL ESPE		
	ESPE 1 - 1	***27 NOV 2025***
	ESPE 1 - 2	***27 NOV 2025***
	ESPE 1 - 3	12 JUN 2025
	ESPE 1 - 4	***27 NOV 2025***
	ESPE 1 - 5	***27 NOV 2025***
	ESPE 1 - 6	12 JUN 2025
	ESPE 4 - 1	12 JUN 2025
	ESPE 5 - 1	***27 NOV 2025***

ESPE 7 - 1	***27 NOV 2025***
ESPE 9 - 1	***27 NOV 2025***
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ESNV 1 - 2	***27 NOV 2025***
ESNV 1 - 3	12 JUN 2025
ESNV 1 - 4	***27 NOV 2025***
ESNV 1 - 5	12 JUN 2025
ESNV 1 - 6	12 JUN 2025
ESNV 1 - 7	07 AUG 2025
ESNV 1 - 8	12 JUN 2025
ESNV 2 - 1	***27 NOV 2025***
ESNV 3 - 1	12 JUN 2025
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ESNV 8 - 9	12 JUN 2025
ESNV 8 - 10	12 JUN 2025
ESNV 8 - 11	12 JUN 2025
ESNV 9 - 1	12 JUN 2025
VISBY ESSV	
ESSV 1 - 1	10 JUL 2025
ESSV 1 - 2	10 JUL 2025
ESSV 1 - 3	10 JUL 2025
ESSV 1 - 4	10 JUL 2025
ESSV 1 - 5	12 JUN 2025
ESSV 1 - 6	12 JUN 2025
ESSV 1 - 7	12 JUN 2025
ESSV 1 - 8	12 JUN 2025
ESSV 1 - 9	12 JUN 2025
ESSV 1 - 10	10 JUL 2025
ESSV 2 - 1	10 JUL 2025
ESSV 2 - 3	10 JUL 2025
ESSV 3 - 1	10 JUL 2025
ESSV 4 - 1	12 JUN 2025
ESSV 5 - 1	30 OCT 2025
ESSV 6 - 1	10 JUL 2025
ESSV 6 - 2	10 JUL 2025
ESSV 6 - 3	30 OCT 2025
ESSV 6 - 4	30 OCT 2025
ESSV 6 - 5	10 JUL 2025
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ESSV 6 - 7	30 OCT 2025
ESSV 6 - 8	30 OCT 2025
ESSV 6 - 9	10 JUL 2025
ESSV 6 - 10	10 JUL 2025
ESSV 6 - 11	10 JUL 2025
ESSV 6 - 12	10 JUL 2025
ESSV 6 - 13	10 JUL 2025
ESSV 6 - 14	10 JUL 2025
ESSV 7 - 1	30 OCT 2025
ESSV 8 - 1	12 JUN 2025
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ESSV 8 - 9	12 JUN 2025
ESSV 8 - 10	12 JUN 2025
ESSV 8 - 11	12 JUN 2025
ESSV 9 - 1	12 JUN 2025
VÄXJÖ/KRONOBERG ESMX	
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ESMX 1 - 2	30 OCT 2025
ESMX 1 - 3	12 JUN 2025
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ESMX 1 - 8	30 OCT 2025
ESMX 2 - 1	30 OCT 2025
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ESMX 8 - 11	12 JUN 2025
ESMX 9 - 1	12 JUN 2025
ÅRE ÖSTERSUND ESNZ	
ESNZ 1 - 1	30 OCT 2025
ESNZ 1 - 2	12 JUN 2025
ESNZ 1 - 3	30 OCT 2025
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ESNZ 8 - 11	***27 NOV 2025***
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ESNZ 8 - 15	30 OCT 2025
ESNZ 9 - 1	30 OCT 2025
ÄNGELHOLM ESTA	
ESTA 1 - 1	12 JUN 2025
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ESTA 1 - 3	12 JUN 2025
ESTA 1 - 4	***27 NOV 2025***
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ESTA 8 - 13	12 JUN 2025
ESTA 9 - 1	12 JUN 2025
ÖREBRO ESOE	
ESOE 1 - 1	12 JUN 2025
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	ESOE 2 - 1	***27 NOV 2025***
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	ESNO 1 - 2	07 AUG 2025
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	ESNO 8 - 11	12 JUN 2025
	ESNO 8 - 12	12 JUN 2025
	ESNO 8 - 13	12 JUN 2025
	ESNO 9 - 1	10 JUL 2025
AD 3		
	3 - 1	12 JUN 2025

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GEN 1.6 SAMMANFATTNING AV NATIONELLA REGLER OCH INTERNATIONELLA AVTAL/ KONVENTIONER

1 Luftfartslagen och luftfartsförordningen

1.1 Luftfartslagen (2010:500)

1. Inledande bestämmelser
2. Registrering, nationalitet och märkning
3. Luftvärdighet och miljövärdighet
4. Flygcertifikat m.m.
5. Luftfartygs befälhavare och besättning samt tjänstgöring ombord
6. Flygplatser och den övriga markorganisationen
7. Tillstånd att bedriva luftfart
8. Vissa bestämmelser för lufttrafiken
9. Ansvaret för skador genom luftfart
10. Flygräddningstjänst, bärgning, undersökning av luftfartsolyckor och rapportering av händelser
11. Särskilda bestämmelser
12. Tillsyn, överklagande m.m.
13. Ansvarsbestämmelser m.m.
14. Militär luftfart och annan luftfart för statsändamål

1.2 Luftfartsförordningen (2010:770)

Innehåller kompletterande bestämmelser till luftfartslagen (2010:500).

2 Författningar för luftfart

Transportstyrelsens föreskrifter är indelade i ämnesområden enligt nedanstående serieindelning:

GEN	Allmänt
PEL/FSTD	Flygcertifikat
OPS	Flygdrift
AGA	Flygplatser
ANS	Flygtrafiktjänst
SEC	Luftfartsskydd
AIR	Luftvärdighet
LVD/SAD	Luftvärdighetsdirektiv

Föreskrifterna finns tillgängliga på
http://www.transportstyrelsen.se/sv/Regler/Regler-for-luftfart/

Ovanstående publikationer kan beställas hos:
LFV, Publikationsförsäljningen

3 Övriga nationella föreskrifter

GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS

1 The aviation act and the aviation ordinance

1.1 The Aviation Act (2010:500)

1. Scope of the act
2. Registration, nationality and markings
3. Airworthiness and compliance with environmental standards
4. Pilot licences etc.
5. Pilot-in-Command and crew, and duties on board the aircraft
6. Aerodromes and ground organisation
7. Permission to conduct aviation operations
8. Particular provisions for air traffic
9. Liability for damage in the course of aviation
10. Search and Rescue operations, salvage operations, Investigation of aviation accidents and reporting of incidents
11. Special provisions
12. Supervision, appeals etc.
13. Provisions on liability etc.
14. Military Aviation and other aviation for State Purposes

1.2 The Aviation Ordinance (2010:770)

Contains supplementary provisions to the Aviation Act (2010:500).

2 Legal code for aviation (published in Swedish only)

The Swedish Transport Agency's regulations are divided into topics according to the following subdivisions:

GEN	General
PEL/FSTD	Personnel Licensing
OPS	Aircraft Operations
AGA	Aerodromes
ANS	Air Navigation Services
SEC	Security
AIR	Airworthiness
LVD/SAD	Airworthiness Directives (in English)

The regulations are available on
http://www.transportstyrelsen.se/sv/Regler/Regler-for-luftfart/
(in Swedish only)

The above publications are obtainable from:
LFV, Sales of Publications

3 Other national regulations

3.1 Förbud mot flygning i överljudsfart

Över svenskt område får flygning inte äga rum i överljudsfart. När synnerliga skäl föreligger, kan Regeringen eller, efter Regeringens bemyndigande, Transportstyrelsen medge undantag samt även bestämma villkoren härför.

(Ref Luftfartslagen (2010:500).

3.2 Utländskt statsluftfartygs tillträde till svenskt territorium

Tillträde till svenskt territorium för utländska statsluftfartyg regleras i tillträdesförordningen (1992:118). Ansökan för tillträde till svenskt territorium ska sändas från statens ambassad till Sjöfartsverket/JRCC eller Försvarsdepartementet, enligt de regler som framgår av baksidan av blanketterna. Blanketterna finns tillgängliga på Sjöfartsverkets hemsida,
https://www.sjofartsverket.se/sv/sjo--och-flygraddning/ansokan-och-registrering/diplomatic-clearance---state-aircraft/
(Flight Permission State Aircraft eller Diplomatic Clearance).

Utländsk militär luftfart med tillträdestillstånd till svenskt luftrum, där det framgår att verksamheten ska bedrivas enligt Försvarsmaktens närmare bestämmande, ska följa de svenska militära trafikreglerna. Dessa trafikregler återfinns i FFS 2020:4 (Försvarsmaktens föreskrifter om trafikregler för militär luftfart) som är publicerade på www.forsvarsmakten.se. För utländsk militär fjärrstyrd luftfart finns kompletterande trafikregler i form av ”Standard Operating Procedures for Flying Military RPAS in Sweden” som ska följas.

Anm. ICAO-termen »state aircraft» betecknar luftfartyg som används i militär, tull- eller polistjänst. I Sverige innefattar termen också varje annat luftfartyg som ägs eller brukas av en stat och nyttjas i icke-kommersiellt syfte.

3.3 Flygning med statsluftfartyg till, från eller över danskt territorium vid Bornholm

Flygning med utländska statsluftfartyg till, från eller över danskt territorium vid Bornholm får endast ske efter tillstånd från danska myndigheter. Ansökan om tillstånd för flygning skall ske enligt bestämmelserna i AIP DANMARK, GEN 1.2.

3.4 Flygning med utländska amatörbyggda luftfartyg i Sverige

Enligt ICAO-konventionens artikel 40 får ett luftfartyg som ej uppfyller vissa i artikel 33 uppställda krav på luftvärdighet flygas över främmande stats territorium först sedan tillstånd lämnats av den aktuella staten. Luftfartyg av detta slag är vanligen införda i klassen »experiment» eller motsvarande klass. Amatörbyggda luftfartyg tillförs i allmänhet klassen ”experiment”.

Transportstyrelsen medger emellertid i enl. med ECAC (European Civil Aviation Conference) rekommendation INT.S/11-1 att amatörbyggda luftfartyg med luftvärdighetsbevis

3.1 Prohibition of supersonic flight

Within Swedish territory no aircraft may fly at supersonic speed. When extraordinary reasons warrant it, the Government or, by authorization from the Government, the Swedish Transport Agency may grant exemption and also prescribe the relevant conditions.

(Ref the Aviation Act (2010:500).

3.2 Flight into or within Swedish territory by foreign state aircraft

Regulations concerning flight into or within Swedish territory by Foreign State Aircraft are contained in the Ordinance concerning the Admission to Swedish Territory of Foreign State Vessels and State Aircraft (1992:118) (available in Swedish only). The application for admission to Swedish territory shall be submitted through the embassy of the State in question to the Swedish Maritime Administration/JRCC or to the Ministry of Defence depending on circumstances. The appropriate authority to which to submit the application in the specific case appears from the text on the back of the application forms provided by the Swedish Maritime Administration on their website,
https://www.sjofartsverket.se/en/search-and-rescue/application-and-registration/diplomatic-clearance---state-aircraft/
(Flight Permission State Aircraft or Diplomatic Clearance).

Foreign military aviation granted admission to Swedish territory shall abide by the Swedish military traffic rules (FFS 2020:4) in all situations where the operation is conducted in accordance with the Swedish Armed Forces´ ruling. The military traffic rules can be found here www.forsvarsmakten.se. Search for FFS 2020:4. For foreign military remotely piloted aircraft operations, supplementary rules of the air are provided in the document ‘Standard Operating Procedures for Flying Military RPAS in Sweden’, which shall be complied with.

Note. The ICAO term »state aircraft» denotes an aircraft used in military, customs, or police service. In Sweden, however, the term also includes any other aircraft owned or employed by a State and used for non-commercial purposes.

3.3 Flight with state aircraft to, from or over Danish territory at Bornholm

Flight with foreign state aircraft to, from or over Danish territory at Bornholm may take place only after permission from Danish authorities. Application for permission shall be made in accordance with AIP DENMARK, GEN 1.2.

3.4 Flight with foreign home-built aircraft in Sweden

In accordance with article 40 of the ICAO-convention an aircraft which not fulfils certain conditions in article 33 is allowed to fly over the territory of another state only when a prior permission has been granted by the state in question. Aircraft of this kind are certificated in the experimental class or equivalent. Home-built aircraft are usually placed in this class.

However, in accordance with ECAC (European Civil Aviation Conference) recommendation INT.S/11–1, the Swedish Transport Agency accepts flights in Sweden with a Certificate of Airworthiness or “a permit to fly” issued by the Civil Aviation

eller ett ”permit to fly” utfärdat av luftfartsmyndigheten i någon av ECAC:s medlemsstater får flyga i Sverige under förutsättning att flygutprovningsperioden är genomförd.

3.5 Flygning med utländska historiska luftfartyg i Sverige

Flygning med utlandsregistrerade luftfartyg i Sverige medges utan några ytterligare begränsningar än de som framgår av luftvärdighetsbevis eller flygtillstånd utfärdat av en annan ECAC medlemsstat vad gäller fabrikstillverkade historiska luftfartyg som tidigare haft luftvärdighetsbevis i överensstämmelse med ICAO normer och nu opererar under nationella regler med nationellt flygtillstånd eller nationellt begränsat luftvärdighetsbevis och omfattas av EU förordning 2018/1139 bilaga I. Medgivandet avser endast luftfartyg med MTOM mindre än 5700 kg och ickekommersiell flygning.

3.6 Flygning med utländska ultralätta samt undantagna 600 kg MTOM luftfartyg

Transportstyrelsen medger flygning utan några ytterligare begränsningar än de som framgår av det flygtillstånd utfärdat av en annan ECAC medlemsstat, under förutsättning att flygutprovningsperioden är genomförd, för luftfartyg som är undantagna i EU-förordning (EU) 2018/1139 enligt Artikel 2 punkt 8(a-c), samt ultralätta luftfartyg enligt Bilaga I punkt 1(e) samt gyroplan enligt Bilaga I punkt 1(f) till denna förordning, får flyga upp till tre månader utan särskild ansökan.

3.7 Godkännande av utländska flygcertifikat för flygning med svensk registrerat luftfartyg

Anm. Med “utländskt” certifikat menas i detta stycke andra flygcertifikat än svenska certifikat och DEL-FCL-certifikat. Ett flygcertifikat som är utfärdat enligt kraven i DEL-FCL godkänns utan krav på kompletterande utbildning eller prov och har giltighet och ger behörigheter enligt DEL-FCL.

För godkännande av utländska flygcertifikat ska ansökan göras till Transportstyrelsen, som bedömer om behov föreligger av kompletterande utbildning eller prov.

För mer information kontakta Transportstyrelsen på: luft.certifikat@transportstyrelsen.se

3.8 Begränsning för användning av kapitel 2 flygplan

Civila jetmotordrivna underljudsflygplan med en högsta godkänd startmassa på 34 000 kg eller mer med en godkänd passagerarkapacitet för flygplanstypen på fler än 19 platser skall uppfylla normerna i ICAO Annex 16, volym1, del II, kapitel 3 för att få starta eller landa på svenska flygplatser.

Transportstyrelsen kan i enskilda fall medge att flygplan som enligt dessa bestämmelser inte får trafikera svenska flygplatser tillfälligt använder svensk flygplats om

a. flygplanet utnyttjas för en så exceptionell användning att det vore oskäligt att inte bevilja ett tillfälligt undantag eller

b. flygplanet används för icke vinstgivande uppdrag i ombyggnads-, reparations- eller underhållssyfte.

Authority of one of the ECAC member states provided the aircraft has completed its flight test period.

3.5 Flight with foreign historical aircraft in Sweden

Flight with foreign registered aircraft in Sweden is allowed without any restrictions, other than those stated in the certificate of airworthiness or “permit to fly” issued by another ECAC Member State, historical aircraft originally factory manufactured and previously holding an ICAO compliant Certificate of Airworthiness and subsequently operated under national rules through a National Restricted Permit to Fly or National Restricted Certificate of Airworthiness, and falling under EU Regulation 2018/1139 Annex I. This applies only to aircraft of maximum take-off weight of less than 5 700 Kg and operated in non-commercial flights.

3.6 Flight with foreign ultra-light and exempted 600 kg MTOM aircraft

The Swedish Transport Agency allows flight without any additional restrictions, other than those stated in the “permit to fly” issued by another ECAC Member State, provided the aircraft has completed its flight test period, for aircraft exempted from EU-regulation (EU) 2018/1139, article 2 point 8(a-c), and ultralight aircraft according to Annex I, point 1(e) and gyroplanes according to Annex I point 1(f) to this regulation, up to three months without any additional application.

3.7 Approval of foreign pilot’s licences for piloting Swedish registered aircraft

Note. For the purpose of this section, the term “foreign pilot’s licence” refers to licenses other than Swedish national licences and licences in accordance with PART-FCL. A pilot’s licence issued in accordance with PART-FCL is approved without further training or tests, and accords the holder the privileges stated in PART-FCL.

For foreign pilot’s licences, the holder shall make an application to the Swedish Transport Agency who will determine what additional tests or training, if any, are required in order to approve the foreign licence.

For more information, contact the Swedish Transport Agency at: luft.certifikat@transportstyrelsen.se

3.8 Limitation of the operation of Chapter 2 aeroplanes

Civil subsonic jet aeroplanes with a maximum take-off mass of 34 000 kg or more with a certified maximum internal accommodation for the aeroplane type in question consisting of more than 19 passenger seats have to comply with the requirements in Part II, Chapter 3, Volume 1 of ICAO Annex 16 to the Convention on International Civil Aviation in order to operate a Swedish aerodromes.

Exemptions can be granted for temporary use at aerodromes either for

a. aeroplanes whose operations are of such an exceptional nature that it would be unreasonable to withhold a temporary exemption, or

b. aeroplanes on non-revenue flights for the purposes of alterations, repair or maintenance.

Ansökan om undantag skall inges till Transportstyrelsen under adress:

Transportstyrelsen
601 73 Norrköping
Fax: 011 18 52 56

An application for exemption shall be forwarded to the Swedish Transport Agency, address:

Swedish Transport Agency
SE–601 73 Norrköping
Fax: +46 11 18 52 56

3.9 Farligt gods

Vid transport av farligt gods ska ICAO Annex 18, Technical Instructions for the Safe Transport of Dangerous Goods by Air, Doc 9284 (införlivad genom lag (2006:263) och förordning (2006:311) om transport av farligt gods) följas. Vid transport av *förbjudet* farligt gods krävs undantag från bestämmelserna.
Mer information finns på:
https://www.transportstyrelsen.se/sv/luftfart/Flygbolag/Farligt-gods-flyg-luftfart/Trasport-av-forbjudet-farligt-gods/

3.9 Dangerous goods

In the carriage of dangerous goods ICAO Annex 18, Technical Instructions for the Safe Transport of Dangerous Goods by Air, Doc 9284 (incorporated by Act (2006:263) and Ordinance (2006:311) on the transport of dangerous goods) shall be followed. In the carriage of *forbidden* dangerous goods an exemption to the rules is required.
More information is available on:
https://www.transportstyrelsen.se/en/aviation/Air-operators/General-information---Dangerous-Goods-/Transport-of-forbidden-dangerous-goods/

4 Nationella föreskrifter som kompletterar trafikreglerna i Kommissionens förordning (EU) 923/2012 (SERA-förordningen)

Nedan angivna nationella föreskrifter gäller fortsatt i Sverige efter det att SERA-förordningen trätt ikraft. Föreskrifterna kompletterar ICAO-standarder och strider inte mot Chicagokonventionen.

4 National regulation complementing the Commission implementing regulation (EU) 923/2012 (SERA)

The below stated regulation shall remain in force after the entry into force of the Commission implementing regulation (EU) 923/2012, the SERA regulation. The stated regulation completes ICAO standards and are not in violation of the Chicago Convention.

4.1 Minimihöjder

4.1 Minimum height/level/altitude

Föreskrifts-nummer/ Regulation number	Föreskriftsnamn	Särskild reglering	Title of regulation	Particular regulation
2007:8	Luftfartsstyrelsens föreskrifter om flygning med bemannad ballong i Bromma kontrollzon	5 § Flygning under 1000 fot kräver tillstånd.	The Swedish Civil Aviation Authority regulations on flying manned balloons in Bromma control zone	5 § Flights below 1000 feet require authorisation.
2007:28	Luftfartsstyrelsens föreskrifter och allmänna råd om flyguppvisning	51 § Flygning under 300 fot kräver tillstånd.	The Swedish Civil Aviation Authority regulations and general advice on acrobatic flying	51 § Flights below 300 feet require authorisation.
2014:39	Transportstyrelsens föreskrifter om ändring i Luftfartsstyrelsens föreskrifter och allmänna råd (LFS 2007:28) om flyguppvisning (ändringsföreskriften är fristående)		The Swedish Transport Agency regulations amending the Swedish Civil Aviation Authority regulations and general advice (LFS 2007:28) on acrobatic flying (the amending regulation stands by itself)	
2007:44	Luftfartsstyrelsens föreskrifter om flygning med flygskärm	18 § Flygning med motordrivet luftfartyg: Lägsta höjd 50 meter utom i särskilt utpekade områden där flygning får ske lägre. Vid flygning lägre än 50 meter krävs tillstånd. Flygning med icke motordrivet luftfartyg: Ingen höjdbegränsning under vissa förutsättningar.	The Swedish Civil Aviation Authority regulations on flying with paragliders	18 § Motor-powered flights: minimum height 50 meters except in special areas. Flights below 50 meters require authorisation. Non motor-powered flights: no limitation under certain conditions.
2010:147	Transportstyrelsens föreskrifter om ändring av Luftfartsstyrelsens föreskrifter (LFS 2007:44) om flygning med flygskärm (ändringsföreskriften är fristående)		The Swedish Transport Agency regulations amending the Swedish Civil Aviation Authority regulations on flying with paragliders (LFS 2007:44) (the amending regulation stands by itself)	

Unit name/service	Postal address	Telephone	Fax	AFS
HEMAVAN AFIS	Hemavan Tärnaby Airport Älvstigen 20 SE-920 66 Hemavan	+46 954 305 30		ESUTZTZX
JÖNKÖPING TWR	ACR Flygtrafikledningen Jönköpings flygplats SE-555 93 Jönköping	+46 36 31 12 20	+46 36 731 51	ESGJZTZX
KALMAR TWR	ACR Flygtrafikledningen Kalmar flygplats SE-392 41 Kalmar	+46 10 357 48 33		ESMQZTZX
KARLSBORG TWR	LFV ATS Karlsborg Flygplatsen PL19 SE-546 83 Karlsborg	+46 505 45 10 50 +46 505 45 10 17	+46 505 45 10 58	ESIAZTZX
KARLSTAD TWR	ACR Flygtrafikledningen SE-655 91 Karlstad	+46 54 55 60 76		ESOKZTZX
KIRUNA TWR	LFV Box 918 SE-195 05 Arlandastad E-mail: atskiruna@lfv.se	+46 8 511 886 14		ESNQZTZX
KRAMFORS AFIS	Höga kusten Airport Gistgårdsön 101 SE-873 93 Nyland	+46 612 223 55	+46 612 71 81 22	ESNKZTZX
KRISTIANSTAD TWR	ACR Kristianstad Airport AB Flygtrafikledningen Kristianstad flygplats SE-297 92 Everöd	+46 44 23 88 58	+46 44 23 88 78	ESMKZTZX
LINKÖPING/MALMEN TWR	LFV Flygtrafikledningen SE-581 98 Linköping	+46 13 28 35 90 +46 13 28 30 00	+46 13 28 36 99	ESCFZTZX
LINKÖPING/SAAB TWR	RTC Sundsvall/SDATS Midlandavägen 14 SE-861 41 Sörberge E-mail: ats.saab@saabgroup.com	+46 60 19 75 13		ESSLZTZX
LJUNGBYHED TWR	ACR Flygtrafikledningen Drottningvägen 3 SE-264 51 Ljungbyhed E-mail: ats.ljungbyhed@acr-sweden.se	+46 435 44 03 57 +46 435 44 55 13		ESTLZTZX
LULEÅ/KALLAX TWR	LFV ATS F21 SE-971 73 Luleå E-mail: ats.lulea@lfv.se	+46 920 23 63 29 +46 10 823 49 32	+46 920 23 49 39	ESPAZTZX
LYCKSELE AFIS	Lycksele Airport AB SE-921 81 Lycksele E-mail: ats@lyckseleairport.se	+46 950 275 51 +46 950 275 60		ESNLZTZX
MALMÖ ACC Marked (+) to be used only for relevant ATS messages, i.e. FPL, DEP and closing of flight plan.	LFV Flygtrafikledningen Box 54 SE-230 32 Malmö-Sturup	+46 40 613 24 00 +46 40 28 34 00 +46 40 613 24 05(+) +46 40 28 34 05(+)	+46 40 50 02 54	ESMMZRZX ESMMZQZX(+) ESMMZFZX(+)

Unit name/service	Postal address	Telephone	Fax	AFS
MALMÖ/STURUP TWR	LFV Box 918 SE-195 05 Arlandastad E-mail: ats.esms@lfv.se	+46 40 613 15 50 +46 40 613 10 00		ESMSZTZX
MORA/SILJAN AFIS	Mora Siljan flygplats Mora Airport SE-792 91 Mora E-mail: ats.mora@acr-sweden.se	+46 250 393 10 +46 250 393 11		ESKMZTZX
NORRKÖPING/ KUNGSÄNGEN TWR	ACR Flygtrafikledningen Norrköping Flygplats SE-603 61 Norrköping	+46 11 14 02 00	+46 11 14 54 10	ESSPZTZX
PAJALA AFIS	Pajala Airport Flygtrafikledningen SE-984 91 Pajala	+46 978 129 61		ESUPZTZX
RONNEBY TWR	Blekinge flygflottilj, F17 Box 502 SE-372 25 Ronneby	+46 10 827 15 55	+46 10 827 15 56	ESDFZTZX
SKELLEFTEÅ TWR	ACR Flygtrafikledningen Skellefteå Flygplats SE-931 92 Skellefteå	+46 910 576 90	+46 910 841 00	ESNSZTZX
STOCKHOLM ACC Marked (+) to be used only for relevant ATS messages, i.e. FPL, DEP and closing of flight plan.	LFV Flygtrafikledningen SE-190 45 Stockholm-Arlanda	+46 8 585 547 00 +46 8 585 547 01 +46 8 585 545 05(+) +46 8 594 926 96(+)	+46 8 593 619 00	ESOSZRZX ESOSZQZX(+) ESOSZFZX(+)
STOCKHOLM/ARLANDA TWR	LFV Flygtrafikledningen SE-190 45 Stockholm-Arlanda	+46 8 594 922 50 +46 8 797 60 00	+46 8 593 627 23	ESSAZTZX
STOCKHOLM/BROMMA TWR	LFV Flygtrafikledningen Bromma Stockholm Airport SE-168 67 Bromma	+46 8 797 68 61 +46 8 28 87 22		ESSBZTZX
STOCKHOLM/Flight Planning Centre AIS/ARO/NOF	LFV FPC/NOF Box 115 SE-190 46 Stockholm-Arlanda	+46 8 797 63 40 +46 8 797 63 38	+46 8 593 601 79	ESSAZPZX ESSAYNYX
STOCKHOLM/SKAVSTA TWR	ACR Flygtrafikledningen Stockholm Skavsta flygplats AB Box 44 SE-611 22 Nyköping	+46 155 28 04 20 +46 155 28 04 23	+46 155 28 04 86	ESKNZTZX
STOCKHOLM/VÄSTERÅS TWR	Västerås flygplats AB Flygtrafikledningen Västerås flygplats SE-721 31 Västerås	+46 21 80 00 20	+46 21 80 13 20	ESOWZTZX
SUNDSVALL-TIMRÅ TWR	RTC Sundsvall/SDATS Midlandavägen 14 SE-861 41 Sörberge E-mail: ats.sundsvall@saabgroup.com	+46 60 19 75 07		ESNNZTZX
SVEG AFIS	Härjedalens kommun Härjedalen Sveg Airport SE-842 80 Sveg	+46 680 71 13 50	+46 680 131 30	ESNDZTZX

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ENR 1 ALLMÄNNA REGLER OCH FÖRFARANDEN

ENR 1.1 ALLMÄNNA REGLER

1 Tider då kontrollerat luftrum är upprättat

1.1. Följande luftrum är upprättade H24:

a. SUECIA CTA;

b. L3 CTA;

c. GÖTEBORG TMA
MALMÖ TMA
STOCKHOLM TMA
ÖSTGÖTA TMA

1.2. Följande luftrum är upprättade under öppethållningstid för TWR vid den flygplats som luftrummet betjänar, samt dessutom när berörd TWR upprätthåller omedelbar beredskap (se anm), eller när ansvaret för flygkontrolltjänsten är delegerat till en annan flygkontrollenhet enligt uppgift i beskrivningen av luftrummet i ENR 2.1:

a. samtliga terminalområden(TMA), utom de TMA eller delar därav som anges ovan.

b. samtliga kontrollzoner (CTR).

Anm. Flygkontrollenheternas ordinarie öppethållningstider och uppgift om beredskap (O/R) anges i AD 2 eller AIP SUP/ NOTAM. Med »omedelbar beredskap» menas O/R utan angiven PN (prior notice/förhandsanmälan).

1.3. ATC-enheter kan vara i tjänst även på tider utanför ordinarie öppethållningstid. Misslyckat försök att upprätta radioförbindelse med en ATC-enhet får inte tolkas som att enheten är stängd och dess luftrum inte upprättat. ACC i berört FIR lämnar, på begäran, uppgift om flygkontrollenheten är i tjänst eller inte.

1.4. Ett flygradioutrustat luftfartyg som framförs på eller nära en okontrollerad flygplats ska:

a. När en AFIS-enhet är i tjänst; följa bestämmelserna om radioförbindelse i ”Kommissionens genomförandeförordning (EU) nr 923/2012 om gemensamma luftfarts- och driftsbestämmelser för tjänster och förfaranden inom flygtrafiken” och ”Transportstyrelsens föreskrifter och allmänna råd (TSFS 2020:59) om trafikregler för luftfart”.

b. När en ATS-enhet finns vid flygplatsen men vid tillfället är stängd, passa ATS-enhetens publicerade radiofrekvens och genom blindsändning meddela uppgifter enligt c). Om det framgår av radiotrafik att ATS-enheten öppnar, ska luftfartyget snarast anmäla sin position och, om flygplatskontrolltjänst utövas, begära klarering för fortsatt flygning.

c. När ATS-enhet saknas vid flygplatsen; passa flygplatsens publicerade radiofrekvens, om sådan finns, annars frekvens 123.450. Luftfartyget ska vid lämpliga tillfällen i luften och på marken blindsända sådana korta upplysningar

ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.1 GENERAL RULES

1 Hours when controlled airspace is established

1.1. The following airspaces are established H24:

a. SUECIA CTA;

b. L3 CTA;

c. GÖTEBORG TMA
MALMÖ TMA
STOCKHOLM TMA
ÖSTGÖTA TMA

1.2. The following airspaces are established during hours of operation for the TWR at the airport being served by the airspace, and also when the TWR concerned is immediately available on request (see Note), or whenever the airspace is delegated to another air traffic control unit as specified in the airspace description in ENR 2.1:

a. all terminal control areas (TMA), except those TMA or portions thereof specified above.

b. all control zones (CTR).

Note. Information on regular hours of operations of air traffic control units and their availability on request is published in AD 2 or AIP SUP/NOTAM. The term »immediately available on request» implies available without a specified PN (prior notice) period.

1.3. ATC units may be in operation also outside their regular hours of operation. Unsuccessful attempts to establish radio communication with an ATC unit must not be understood to imply that this unit is not in operation. On request, the ACC in the FIR concerned will give information whether or not the unit is in operation.

1.4. An aircraft equipped with radio at an or in the vicinity of an uncontrolled aerodrome shall:

a. When an AFIS-unit is open; apply regulation concerning radio communication in ”Commission Implementing Regulation (EU) No 923/2012 laying down the common rules of the air and operational provisions regarding services” and in The Swedish Transport Agency’s regulations called “Transportstyrelsens föreskrifter och allmänna råd (TSFS 2020:59) om trafikregler för luftfart”.

b. When an ATS-unit is temporary closed, monitor the published ATS-frequency and transmitting blind information noted in c) below. If it appears via the radio that the ATS-unit opens, the aircraft shall as soon as possible report its position and if ATC is provided, request a clearance.

c. At an Aerodrome without ATS-unit; monitor the published frequency, otherwise monitor 123.450. The aircraft shall at appropriate positions in the air or on the ground transmit blind to inform other aircraft in order to avoid collision, e.g. position, altitude and intention.

som kan tjäna till ledning för andra luftfartyg för att undvika kollision, exempelvis om position, flyghöjd och avsikt.

1.5. Tillfälliga terminalområden och kontrollzoner kan inrättas i samband med militära flygövningar. Tider då dessa är upprättade (aktiva) anges i AIP SUP/NOTAM.

2 Militär flygövningstid

2.1. Under militär flygövningstid kanaliseras civil flygtrafik i huvudsak till publicerade ATS-flygvägar, där så är möjligt. När trafikförhållandena (civil och militär flygtrafik) och övrig verksamhet så tillåter, kan dock klarering lämnas längs kortare flygväg än den som färdplanerats och/eller tilldelats luftfartyget i tidigare lämnad klarering.

2.2. Militär flygövningstid är förlagd till helgfria vardagar. MÅN–TOR 0730–1500 (0630–1400), FRE 0730–1100 (0630–1000) och vardag före helgdag (MÅN–FRE) 0730–1100 (0630–1000). Under perioden 15 SEP–1 APR även TOR 1500–2100 (1400–2000). Tillfälliga ändringar kan förekomma. Detta meddelas i så fall genom AIP SUP/NOTAM.

3 SUECIA kontrollområde (CTA)

3.1. SUECIA CTA omfattar luftrummet mellan FL095 och FL660 inom Sweden FIR. För nordvästra delen av Sweden FIR är undersidan för SUECIA CTA FL125.

Flygtrafikledningstjänsten inom SUECIA CTA utövas av Malmö ACC och Stockholm ACC.

3.2. Inom SUECIA CTA finns ett system av publicerade ATS-flygvägar, baserade på områdesnavigering (RNAV). Under militär flygövningstid kan på initiativ av ATC viss temporär flygvägsförändring bli aktuell.

3.3. Föreskrifter för flygning inom SUECIA CTA, se ENR 1.3.

3.4. Utländska statsluftfartyg kan, utan att överträda folkrättsliga regler, uppträda inom SUECIA CTA utanför svenskt territorium utan att inhämta klarering från eller upprätta radioförbindelse med vederbörande ATS-organ. När omständigheterna så medger, lämnar ATS trafikinformation till berörda flygningar om okända luftfartyg.

3.5. Utländsk militär fjärrstyrd luftfart kan flyga inom SUECIA CTA utanför svenskt territorium under flygkontrolltjänst. Sådan luftfart kan ta del av trafikregler i form av ”Standard Operating Procedures for Flying Military RPAS in Sweden”. Detta dokument delges av WS vid aktuellt ATCC efter förfrågan.

1.5. During military air exercises, temporary terminal control areas and control zones may be established during hours specified in AIP SUP/NOTAM.

2 Military air exercise hours

2.1. During military air exercise hours, civil air traffic will mainly be channelled via published ATS routes wherever practicable. However, traffic conditions (civil as well as military air traffic) and other activities permitting, ATC may clear aircraft to fly a shorter route than the one flight planned or previously assigned to the aircraft.

2.2. Military air exercise hours are as below. Swedish public holidays excluded. MON–THU 0730–1500 (0630–1400), FRI 0730–1100 (0630–1000) and day before public holiday (MON–FRI) 0730–1100 (0630–1000). In addition, during the period 15 SEP–1 APR also THU 1500–2100 (1400–2000). Temporary changes may occur. These will be announced by AIP SUP/NOTAM.

3 SUECIA control area (CTA)

3.1. SUECIA CTA includes the airspace between FL095 and FL660 within Sweden FIR. In the northwest part of Sweden FIR lower limit SUECIA CTA is FL125.

Air traffic service within SUECIA CTA is provided by Malmö ACC and Stockholm ACC.

3.2. Within SUECIA CTA there is a network of published ATS routes, based on Area Navigation (RNAV). During military air exercise hours on ATC initiative a certain temporary rerouting might be initiated.

3.3. Procedures for flight within SUECIA CTA are laid down in ENR 1.3.

3.4. Without infringing international law, foreign state aircraft may operate within those portions of SUECIA CTA, which are situated over the high seas, without obtaining an ATC clearance from or establishing radio communication with the appropriate ATS unit. When circumstances permit, ATS will provide traffic information to flights concerned regarding unknown aircraft.

3.5. Foreign military remotely piloted aircraft may operate within SUECIA CTA outside Swedish territory under air traffic control service. Such aircraft may comply with the rules of the air as set out in the ‘Standard Operating Procedures for Flying Military RPAS in Sweden’. This document is provided by WS at the relevant ATCC upon request.

Unit	Phone	Alt. phone	E-mail	Notes
WS Stockholm ACC	+46 8 585 547 00	+46 8 594 925 00	wsatcc.stockholm@lfv.se	
WS Malmö ACC	+46 40 613 24 00	+46 40 50 16 00	wsesmm@lfv.se	

3.6. Utländska statsluftfartyg ska ta del av gällande undantag som framgår av dokumentet ”EUROCONTROL Publication for harmonised Rules for OAT under IFR inside controlled Airspace of the ECAC Area(EUROAT)”, Annex 4: Appendix SE - Country Chapter for SWEDEN, SE Amendments to the EUROAT, på Eurocontrols hemsida innan man angör och opererar inom SUECIA CTA och i svenskt territorium.

3.7. Dansk militär luftfart opereras som OAT över danskt territorium över Bornholm och är inte under kontroll av Malmö ACC. Dansk militär säkerställer säker separation till civil luftfart, normalt minst 5 NM eller 2000 ft och strävar efter att undvika ACAS RA.

4 Områdesnavigation (RNAV)

4.1. Navigering inom SUECIA CTA ska ske genom områdesnavigering RNAV 5. RNAV 5 får endast utföras av luftfartyg som har godkänd RNAV-utrustning.

Anm. Operatörer, som har utrustning med »off-set» funktion, rekommenderas att tillämpa OFF-SET RIGHT 0.1 NM vid enroute-flygning längs ATS-flygvägar för att minska risken för mid-air kollision (ska dock EJ användas under flygfaserna inflygning/STAR eller utflygning/SID).

4.2. Kursnoggrannhet

Om föreskriven kursnoggrannhet inte kan upprätthållas, ska berörd flygtrafikledningsenhet underrättas härom snarast möjligt.

4.3. RNAV-flygvägar

Samtliga ATS-flygvägar inom SUECIA CTA är baserade på RNAV.

5 Conditional Routes (CDR)

5.1. Det nuvarande permanenta ATS-routenätet består av flygvägar vars utnyttjande inte kan regleras på daglig basis. Dessa flygvägar kan stängas bara under speciella förhållanden genom NOTAM, t.ex. under större militära övningar.

5.2. CDR kompletterar det permanenta ATS-routenätet. Syftet med CDR är att medge att flygningar planeras på ATS-flygvägar eller delar därav, som inte alltid är tillgängliga. CDR är vanligtvis upprättade genom områden, som kan komma att tilldelas temporärt och som har den sammanfattande benämningen »AMC-reglerbara områden».

5.3. CDR indelas i tre olika kategorier, alltefter deras förutsedda tillgänglighet, deras färdplaneringsmöjlighet och den förväntade aktivitetsgraden i berörda AMC-reglerade område(n).

5.4. En CDR kan vara upprättad under en eller flera av de tre följande kategorierna:

5.5. CDR 1

3.6. Foreign state aircraft shall check document “EUROCONTROL Publication for harmonised Rules for OAT under IFR inside controlled Airspace of the ECAC Area (EUROAT)”, Annex 4: Appendix SE - Country Chapter for SWEDEN, SE Amendments to the EUROAT, on Eurocontrol website before entering and operating within SUECIA CTA and inside Swedish territory.

3.7. Danish military aircraft operate as OAT over Danish territory over Bornholm and will not be under control of Malmö ACC. Danish military will ensure safe separation to civil aircraft, usually at least 5 NM or 2000 ft, and strive to avoid ACAS RA.

4 Area Navigation (RNAV)

4.1. Navigation within SUECIA CTA shall be performed by means of Area Navigation RNAV 5. RNAV 5 may only be performed with aircraft having approved RNAV equipment.

Note. It is recommended that operators, who have equipment with »off-set» function, use OFF-SET RIGHT 0.1 NM when flying en route on ATS-routes in order to reduce the risk of mid-air collision (NOT to be used during Approach/STAR or Departure/SID phases of flight).

4.2. Track keeping accuracy

In cases the required level of accuracy no longer can be maintained, the appropriate Air Traffic Service unit shall be informed without delay.

4.3. RNAV routes

All ATS routes within SUECIA CTA are based on RNAV.

5 Conditional Routes (CDR)

5.1. The current permanent ATS route network consists of all permanently designated routes which are not subject to daily management and which can only be closed under specifics conditions known well in advance e.g. by NOTAM, for large scale military exercises.

5.2. CDRs are designed to complement the permanent ATS route network and to allow flights to be planned on ATS routes, or portions thereof, which are not always available. CDRs are generally established through areas of potential temporary allocation identified under the generic term »AMC Manageable Areas».

5.3. CDRs are divided into three different categories according to their foreseen availability, their flight planning potential and the anticipated level of activity of the associated AMC Manageable Area(s).

5.4. CDR can be established in one or more of the three following categories:

5.5. CDR 1

CDR som är färdplaneringsbar under i AIP publicerade tider.

- CDR 1 är CDR som förväntas vara tillgängliga större delen av den tidsperiod som är publicerad i AIP.
- CDR 1 färdplaneras på samma sätt som permanenta ATS-flygvägar under de tider som publicerats i AIP.
- Varje begränsning av CDR 1 tillgänglighet ska om möjligt delges.
- Trafik som färdplanerat på en CDR 1, som kommer i konflikt med en eller flera aktiva områden för militär övningsverksamhet, kommer beroende på aktiviteten att få en alternativ klarering med en för svenskt FIR total flygvägsförlängning som normalt inte överstiger 10 NM, men kan i undantagsfall maximalt bli 20 NM.

5.6. CDR 2

CDR som inte är ständigt planeringsbar.

- CDR 2 utgör delar av på förhand bestämda flygvägsscenarion, vilka svarar mot speciella brister som står i relation till kapacitetsproblem.
- flygningar får endast färdplaneras längs CDR 2 i enlighet med vad som publiceras dagligen.

5.7. CDR 3

Icke planeringsbar CDR.

- CDR 3 publiceras i AIP som CDR som endast får användas efter instruktion från ATC.
- flygningar omdirigeras till CDR 3 efter instruktion från ATC, med kort varsel, i form av routeförslag.

6 Flygning utanför kontrollerat luftrum

6.1. Flygning enligt VFR under mörker ska ske i enlighet med ”kommissionens genomförandeförordning (EU) nr 923/2012 om gemensamma luftfarts- och driftbestämmelser för tjänster och förfaranden inom flygtrafiken”.

6.2. Flygning enligt IFR i okontrollerat luftrum över den högsta av följande: 5000 ft AMSL eller 3000 ft AGL, eller före flygning inom eller in i en trafikinformationszon eller ett trafikinformationsområde, gäller följande:

a. Färdplan skall inlämnas till ATS.

b. Dubbelriktad radioförbindelse ska upprätthållas med vederbörande ATS-enhet.

c. IFR-flygning ska i första positionsrapport efter frekvensskifte anmäla aktuell flyghöjd samt i förekommande fall den flyghöjd till vilken luftfartyget stiger eller sjunker.

d. Efterföljande positionsrapport, om sådan föreskrivits eller begärts, behöver endast innehålla luftfartygets beteckning, position och tid över denna.

Permanently Plannable CDR during the times published in AIP.

- CDRs 1 are CDRs expected to be available for most of the time during the time period published in AIP.
- CDRs 1 will be flight planned in the same way as permanent ATS routes during the times published in AIP.
- Any foreseen unavailability of CDRs 1 will, when practicable, be properly notified.
- Traffic with a flight plan on a CDR 1, that conflicts with one or several Swedish active military training areas, will pending on activity be given alternative routing with a total route extension in Swedish FIR that normally will not exceed 10 NM but in rare cases a maximum of 20 NM.

5.6. CDR 2

Non-Permanently Plannable CDR.

- CDRs 2 are part of pre-defined routing scenarios that respond to specific capacity imbalances.
- flights may only be planned on CDRs 2 in accordance with conditions published daily.

5.7. CDR 3

Not Plannable CDR.

- CDRs 3 are published in AIP as CDRs usable on ATC instructions only.
- flights will be rerouted on CDRs 3 on ATC instructions as short notice routing proposals.

6 Flight outside controlled airspace

6.1. VFR flights during darkness shall be in accordance with “Commission Implementing Regulation (EU) No 923/2012 laying down the common rules of the air and operational provisions regarding services”.

6.2. IFR outside controlled airspace above 5000 ft AMSL or 3000 ft AGL whichever is higher, or flying within or into traffic information zone or traffic information area the following applies:

a. A flight plan shall be submitted to ATS.

b. Two-way radio communication shall be established with the appropriate ATS-unit.

c. An IFR flight shall in initial position report, after a change of radio frequency, report actual level with the addition of cleared level for aircraft in climb or descent.

d. Any position report, if required subsequently, shall contain only aircraft identification, position and time over.

e. A VFR flight shall at first radio contact report its position, level and intended route.

e. VFR-flygning ska vid första radiokontakt ange position, flyghöjd och avsedd flygväg.

f. Är luftfartyget utrustat med fungerande SSR-transponder, ska denna vara tillslagen och inställd på av ATS anvisad mod och kod eller, om sådan anvisning inte erhållits, på mod A kod 7000. Finns mod C-utrustning, ska den vara aktiverad.

g. Åtgärd som innebär ändring av gällande färdplan (t.ex. ändring av flyghöjd) bör inte vidtas förrän den meddelats till och kvitterats av ATS.

6.3. *Trafikinformation*. När omständigheterna så medger, lämnar ATS trafikinformation till luftfartyg.

6.4. Under en ATS-enhets öppethållningstid är flyginformations och alarmeringstjänsten under samtliga TMA och TIA delegerade från ACC till berörd ATS-enhet i TMA eller TIA enligt AIP ENR 2.1 och AD 2.

6.5. För att effektivisera flyginformationstjänsten kan, när så bedöms lämpligt, IFR-flygning som är föremål för radartjänst lämnas *råd om lämplig manöver för att förebygga kollisionsrisk*. Sådana råd inleds med frasen »FÖRESLÅR/ SUGGEST» och avslutas normalt med frasen »PÅ GRUND AV TRAFIK/DUE TO TRAFFIC». På begäran lämnas mer detaljerad information om orsaken till rådet. Ansvaret för vidtagna åtgärder (manövrer) åvilar befälhavaren. ATS bör informeras om avsedd åtgärd innan den vidtas.

7 Flyginformationstjänst

7.1. Sändning av SIGMET-uppgifter och rapporter från luftfartyg.
(Ref ICAO Doc 7030 Kapitel 6 mom 6.13.2 till 6.13.4).

ACC vidarebefordrar på eget initiativ SIGMET-uppgifter och specialrapporter (AIREP SPECIAL) för eget och angränsande FIR eller ACC ansvarsområde. Därutöver vidarebefordrar ATS-enheter vid civila flygplatser samt vissa AFIS-enheter på eget initiativ SIGMET-uppgift för eget ACC ansvarsområde.

7.2. Sändning av utvalda specialrapporter och ändrade flygplatsprognoser.
(Ref ICAO Doc 4444/PANS–ATM mom 9.1.3.5 samt ICAO Doc 7030 Kapitel 6 mom 6.13.2 till 6.13.14).

ACC informerar på begäran luftfartyg om föreliggande specialrapport (SPECI) eller ändrad flygplatsprognos (TAF AMD) för i ATS-färdplan angiven landningsflygplats inom eget och angränsande FIR eller ACC ansvarsområde, om inte uppgifterna meddelas genom VOLMET-utsändning.

7.3. Information till VFR-flygning

ATS-enheter vidarebefordrar på eget initiativ föreliggande uppgifter om rapporterade eller väntade instrumentväderförhållanden längs flygvägen, om denna är känd. Därutöver vidarebefordrar ACC på begäran föreliggande låghöjdsprognos om så är praktiskt möjligt.

f. If the aircraft carries a serviceable SSR transponder, this shall be operating and set to mode and code as instructed by ATS, or, if no such instruction has been received, to Mode A Code 7000. Mode C shall be operated whenever carried.

g. No action requiring a change of the current flight plan (e.g. level change) should be taken until ATS has been so informed and has acknowledged this information.

6.3. *Traffic information.* Circumstances permitting, ATS will pass traffic information to aircraft.

6.4. During the operational hours of the ATS-unit, flight information and alerting service below TMA/TIA is delegated from ACC to the ATS-unit in TMA or TIA according to AIP ENR 2.1 and AD 2.

6.5. To render collision hazard information more effective, IFR flights provided with radar service may be given *advice on proper collision avoidance action* when deemed warranted. Such advice will be preceded by the word »SUGGEST» and will normally be followed by the phrase »DUE TO TRAFFIC». On request, more detailed traffic information will be given. The final responsibility for the collision avoidance action rests with the pilot-in-command. ATS should be informed on the intended action before execution.

7 Flight Information Service

7.1. Transmission of SIGMET information and air-reports.
(Ref ICAO Doc 7030 Chapter 6 para 6.13.2 to 6.13.4).

ACCs will, on their own initiative, pass SIGMET information and special reports (AIREP SPECIAL) for their own FIRs and adjacent FIRs or ACC Areas of Responsibility. In addition, ATC units at civil aerodromes as well as some AFIS units will, on own initiative, pass SIGMET information for their own ACC Areas of Responsibility.

7.2. Transmission of selected special reports and amended aerodrome forecasts.
(Ref ICAO Doc 4444/PANS–ATM para 9.1.3.5 and ICAO Doc 7030 Chapter 6 para 6.13.2 to 6.13.14).

ACCs will, on request, inform aircraft on special reports (SPECI) and amended aerodrome forecasts (TAF AMD) issued for the destination aerodrome according to the ATS flight plan only provided that the aerodrome in question is located within the unit's own FIR or adjacent FIR or ACC Area of Responsibility and that the information is not included in a VOLMET broadcast.

7.3. Information to VFR flights

ATS units will, on their own initiative, pass information on reported or anticipated instrument meteorological conditions along the route, provided that the route is known to the unit. In addition, ACCs will, upon request, pass the current low level area forecast whenever practicable.

8 Angivande av flyghöjd

8.1. Flygning eller del av flygning ska anges som:

a. Flygnivå över genomgångshöjden.

b. Höjd över havet på eller under genomgångshöjden.

8 Expressing of levels

8.1. A flight or a portion of a flight shall be expressed in:

a. Flight levels, for flights above the transition altitude

b. Altitudes, for flights at or below the transition altitude.

9 Rapportering av flyghöjd

9.1. Luftfartyg som utför kontrollerad flygning ska vid första anrop efter frekvensskifte liksom i varje positionsrapport lämna uppgift om sin flyghöjd. I förekommande fall ska även meddelas till vilken flyghöjd luftfartyget är på väg att stiga eller sjunka.

9 Reporting of level

9.1. An aircraft operated as a controlled flight shall on first radio contact after changing frequency and in each position report give information about its actual level. If appropriate, information shall also be given about to which level the aircraft is climbing or descending.

10 Förfaranden för att undvika ändvirvlar (Wake turbulence)

10.1. För att eliminera eller minska risker som förorsakas av ändvirvlar (wake turbulence) tillämpas nedanstående förfarande:

Vid första radiokontakt efter varje frekvensskifte ska luftfartyg i turbulenskategori H (Heavy) lägga till ordet »HEAVY» omedelbart efter sin anropssignal.

Anm. Luftfartyg av typen Airbus A380-800 ska i stället för »HEAVY» använda ordet »SUPER».

Exempel: »SWEDEN CONTROL – SCANDINAVIAN 911 HEAVY».

10 Wake turbulence avoidance procedures

10.1. In order to eliminate or minimize the hazards caused by wake turbulence, following procedure are applied:

In the first radio contact after any change of frequency, aircraft in the heavy wake turbulence category shall include the word »HEAVY» immediately after the aircraft call sign.

Note. Aircraft type Airbus A380-800 should instead of »HEAVY» include the word »SUPER».

Example: »SWEDEN CONTROL – SCANDINAVIAN 911 HEAVY»

11 VMC-klarering

(Ref ICAO Doc 4444/PANS–ATM mom 5.9).

11.1. På begäran av ett luftfartyg får en kontrollerad flygning i luftrumsklass D och E under VMC i dagsljus klareras att hålla egen separation till en annan angiven kontrollerad flygning och bibehålla VMC. För detta gäller följande:

a. VMC-klarering ska gälla för en specificerad del av flygning på eller under FL100,

b. om flygning under VMC inte kan fullföljas under klareringens giltighetstid, ska luftfartyget ges en alternativ instruktion;

c. om föraren under flygning med VMC-klarering upptäcker att VMC inte kan bibehållas, ska han/hon snarast anmäla detta till flygkontrollenheten. Flygningen ska därefter utföras enligt erhållen alternativ instruktion.

11 VMC clearance

(Ref ICAO Doc 4444/PANS–ATM para 5.9).

11.1. When so requested by an aircraft an ATC unit may clear a controlled flight operating in airspace classes D and E in visual meteorological conditions during the hours of daylight to fly subject to maintaining own separation to one other aircraft and remaining in VMC. When a controlled flight is so cleared, the following shall apply:

a. the VMC clearance shall be for a specified portion of the flight at or below FL100;

b. In the event that flight in VMC cannot be maintained for the term of the clearance, the aircraft shall be provided with alternative instructions;

c. the pilot of an IFR flight, on observing that conditions are deteriorating and considering that operation in VMC will become impossible, shall inform ATC before entering IMC and shall proceed in accordance with the alternative instructions given.

12 Fastställande av möte mellan luftfartyg som utför kontrollerad flygning

(Ref ICAO Doc 4444/PANS–ATM mom 5.4.2.2.3).

12 Determination that aircraft conducting controlled flights have passed each other on reciprocal tracks

(Ref ICAO Doc 4444/PANS–ATM para 5.4.2.2.3).

12.1. Fastställande av möte mellan luftfartyg genom rapporter från dessa att de observerat varandra tillämpas inte över FL200.

12.1. The method of determining that two aircraft on reciprocal tracks have passed each other by means of reports from the two aircraft that they have observed each other will not be used above FL200.

13 Prioritet för ambulansluftfartyg

13.1. Företräde för ambulansluftfartyg i flygkontrolltjänsten lämnas för akuta transporter av sjuk eller svårt skadad person, organ eller sjukvårdspersonal samt för ferryflygning till sådan transport. Sådant företräde ska begäras genom att ange STS/HOSP i färdplanen (pkt 18). Flygbesättningen kan vid första anrop på varje kanal lägga till ordet »AMBULANCE» efter anropssignalen för att uppmärksamma ATS på flygningens status.

Anm. Uppgiften STS/HOSP medför inte att flygningen undantas från flödesreglering.

Anm. Nödvändigheten av begärd företrädesrätt kan komma att kontrolleras i efterhand.

13.2. Flygningar som innebär medicinsk evakuering för att rädda liv som anges med STS/MEDEVAC är automatiskt undantagna från flödesplanering.

Anm. MEDEVAC (medicinsk evakuering) används för att beteckna transporter av skadade/sjuka i samband med större olyckor eller katastrofer som genomförs av kvalificerad sjukvårdspersonal med medicinsk utrustning.

13 Priority of hospital aircraft

13.1. Priority to hospital aircraft in the air traffic control service will be given to medical emergency flights (carrying any sick or seriously injured person, organs or medical staff) as well as ferry flights to such operations. To obtain such priority, STS/HOSP shall be inserted in item 18 in the ATS flight plan. To draw ATS attention to the flight status, the flight crew may add the word »AMBULANCE» to the radio call sign at the first call on each channel.

Note. STS/HOSP does not entitle to exemption from ATFM measures.

Note. Post-flight verification of the necessity for expeditious handling may be requested.

13.2. Flights for all life critical emergency evacuation using the STS/MEDEVAC are automatically exempted from ATFM measures.

Note. MEDEVAC (emergency evacuation) is a transport of injured/sick people in relation to major accident or catastrophe carried out by qualified medical personnel with medical equipment.

14 Flygning inom fjällområdet i Sverige med segelflygplan eller enmotorigt luftfartyg

14.1. Utsträckningen av det svenska fjällområdet framgår av tabell nedan.

14 Flight within the mountainous area of Sweden with glider or single engine aircraft

14.1. The extension of the Swedish mountainous area is shown in table below.

Mountainous area of Sweden – lateral limits

600545N 0123000E – along the FIR BDRY to – 662430N 0234000E – 643500N 0184000E – 623200N 0154000E – 610000N 0143300E – 600545N 0123000E

14.2. För flygning inom fjällområdet gäller:

- Färdplan eller upplysning angående flygning ska inlämnas. Upplysning angående flygning får lämnas till person, som utsetts att svara för flygningens uppföljning, eller till polismyndighet.

14.3. Bestämmelserna behöver inte tillämpas vid flygning som inte avlägsnar sig mera än 25 NM från startplats.

14.4. Närmare detaljer om bestämmelsernas innehåll framgår av Transportstyrelsens föreskrifter

14.2. For flights operating within the mountainous area:

- A flight plan or information concerning the flight shall be filed. Information concerning the flight may be submitted to any person assuming the responsibility for providing alerting service for the flight, or to the police authorities.

14.3. The above-mentioned provisions do not apply to flights reaching less than 25 NM from take-off location.

14.4. For specified information of the full content of the above provisions, see regulations from Swedish Transport Agency (in Swedish only).

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ENR 1.8 ICAOS REGIONALA TILLÄGGSFÖRFARANDEN

1 Flygning utan radioutrustning för 8.33 kHz kanaldelning

1.1. I Sverige tillämpas ICAO SUPPS DOC 7030/4 EUR/RAC-4 och obligatoriskt krav på radioutrustning för 8.33 kHz kanaldelning är gällande.

1.2. Statsluftfartyg som inte är utrustade för 8.33 kHz kanaldelning men med UHF, och undantagsvis använder svenskt luftrum, hanteras på av ACC anvisad VHF (25 kHz) kanal om inte kanal för UHF publicerats för aktuell ACC-sektor.

1.3. Inom frekvensbandet 118-137 MHz har 12 VHF-kanaler avsatts för flygklubbars och flygskolors verksamhet. Transportstyrelsen har fattat beslut att under 10 år, till och med 2028-12-31 undanta dessa VHF-kanaler från krav på konvertering till 8.33 kHz kanalseparation enligt förordning (EU) nr 1079/2012. Avsedda VHF-kanaler får användas i enlighet med anvisningar beskrivna i AIC.

2 RVSM

2.1. Luftrummet inom Sweden FIR mellan FL 290 och FL 410, inklusive dessa höjder, ingår i EUR RVSM-luftrum.

2.2. Inom EUR RVSM-luftrum skall separation i höjdled vara minst:

a. 1 000 ft (300 m) mellan RVSM-godkända luftfartyg;

b. 2 000 ft (600 m) i följande fall:

- mellan ett *icke RVSM-godkänt* statsluftfartyg och varje annat luftfartyg som flyger inom EUR RVSM-luftrum;
- mellan en formationsflygning som utförs av statsluftfartyg och varje annat luftfartyg som flyger inom EUR RVSM-luftrum.

ENR 1.8 ICAO REGIONAL SUPPLEMENTARY PROCEDURES

1 Flights without 8.33 kHz channel spacing radio equipment

1.1. In Sweden ICAO SUPPS DOC 7030/4 EUR/RAC-4 are applied and mandatory carriage of 8.33 kHz channel spacing radio equipment is required.

1.2. State aircraft not equipped for 8.33 kHz channel spacing but with UHF, which are infrequent users of the airspace of Sweden, will be handled on VHF (25 kHz) channel, given by ACC, if no UHF channel has been published for that ACC sector.

1.3. Within the 118-137 MHz frequency band, 12 VHF channels have been allocated for the operations of flight clubs and light training organisations. The Swedish Transport Agency has decided to exclude these VHF channels from conversion to 8.33 kHz separation under Regulation (EU) No. 1079/2012 for 10 years, until 2028-12-31. The intended VHF channels may be used in accordance with the instructions described in AIC.

2 RVSM

2.1. The airspace within Sweden FIR between FL 290 and FL 410 inclusive is included in the EUR RVSM airspace.

2.2. Within EUR RVSM airspace, the vertical separation minimum shall be:

a. 1 000 ft (300 m) between RVSM approved aircraft;

b. 2 000 ft (600 m) in the following cases:

- between *non-RVSM* approved *State aircraft* and any other aircraft operating within the EUR RVSM airspace;
- between formation flights of State aircraft and any other aircraft operating within the EUR RVSM airspace.

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AERODROME Location Indicator Coordinates (ARP) Location Elevation (ft)	RWY	Dimensions (m)	Surface	Light	ATS Fuel	COM FREQ (MHz)	Category Owner/Operator TEL Fax Regulations and restrictions Remarks
ORSA ESNR 611132N 0144309E 1 NM WNW Mässbacken 683 ft	03/21	1000 x 30	ASPH	No	-	123.400	Non-licensed AD ORSA TALLHED FLYGSÄLLSKAP +46 250 55 01 47 +46 705 48 13 81 +46 706 38 10 70 +46 762 73 11 01 Motor activities on RWY may occur. Grass area preferably for ultra light, winchlaunching of gliders and parachute jumping.
OSKARSHAMN ESMO 572107N 0162954E NNE 5.4 NM from Oskarshamn 96 ft	01/19	1504 x 30	ASPH	No	-	123.350	Non-Licensed AD Municipal +46 72 214 10 68 +46 70 925 45 05 servicecenter@oskarshamn.se www.oskarshamn.se/flygplatsen No snow clearance during winterperiod. Other activities may occur on RWY, TWY and apron see NOTAM.
OVIKEN ESUO 630230N 0140005E (*) 1640 ft	18/36	750 x 20	GRASS	No	91UL 100LL O/R	123.150	Non-licensed AD Private +46 702 88 64 19 +46 706 41 59 41 PPR Hangar Caution - Low level turbulence/Lee wave rotor in wind directions from SW to NW.
PAJALA ESUP Details, see AD 2	11/29	2300 x 45	ASPH	Yes	AFIS	Yes	Licensed, instrument AD Municipal
PITEÅ ESNP 652354N 0211539E (*) 8 NM NW 43 ft	16/34	1000 x 25	ASPH	Yes	91 UL Jet A1	123.550	Non-licensed AD PITEÅ FLYGKLUBB +46 70 645 38 87 PPR, SMS preferred. Right hand traffic circuit for RWY 16. https://pfk.pitea-flygklubb.se/
RAMSELE ESUR 632925N 0162901E (*) 2.7 NM S 660 ft	14/32	740 x 30	GRASS	No	100LL 91/96	123.600	Non-licensed AD RAMSELE FLYGKLUBB +46 623 200 05 +46 623 320 18 THR 14 displaced 30 m. THR 32 displaced 60 m.
RONNEBY ESDF Details, see AD 2	01/19	2331 x 45	ASPH	Yes	TWR	Yes	MIL, licensed instrument AD FM/Swedish Armed Forces
RÅDA ESFR 582953N 0130311E (*) 246 ft	18/36	1987 x 35	ASPH	Yes	-	-	MIL, non-licensed AD FM/Swedish Armed Forces +46 510 87 75 00 (Airport manager) PPR Permission will be granted in exceptional cases only.

AERODROME Location Indicator Coordinates (ARP) Location Elevation (ft)	RWY	Dimensions (m)	Surface	Light	ATS Fuel	COM FREQ (MHz)	Category Owner/Operator TEL Fax Regulations and restrictions Remarks
SANDVIK ESFS 570406N 0165151E (*) 16 NM NNE Borgholm 36 ft	17/35	600 x 25	GRASS	No	-	123.450	Non-licensed AD Private +46 720 62 60 53 +46 704 61 66 75 +46 705 40 33 76 PPR Available APR-SEP
SILJANSNÄS ESVS 604706N 0144938E (*) 1 NM NW 611 ft	14L/32R 14R/32L	850 x 35 850 x 16	GRASS ASPH	No No	100LL 91/96	123.550	Non-licensed AD SILJANSNÄS FLYGKLUBB +46 247 228 80 +46 247 228 51 Right hand traffic circuit to RWY 14.
SJÖBO SÖVDE ESMI 553554N 0134038E (*) 2 NM SSW Sjöbo 118 ft	12/30	950 x 50	GRASS	Yes	91/96 UL	123.650	Non-licensed AD Municipal +46 416 160 51 For powered aircraft right hand traffic circuit when RWY 30 is in use. For gliders right hand traffic circuit when RWY 12 is in use. APR-NOV extensive launchning of gliders.
SKELLEFTEÅ ESNS Details, see AD 2	10/28	2520 x 45	ASPH	Yes	TWR	Yes	Licensed, instrument AD Municipal
SKÖVDE ESGR 582722N 0135822E 5.4 NM NE from Skövde 324 ft	01/19	1736 x 30	ASPH	Yes	91/96	123.055	Non-licensed AD Municipal +46 500 49 86 00 info@esgr.se PPR 01 NOV-31 MAR PCL on freq 123.055 MHz, 10 sec duration.
SMÅLANDSSTENAR ESMY 571007N 0132624E (*) 540 ft	04/22	915 x 15	ASPH	Yes	100LL	123.200	Non-licensed AD AB VARMFÖRZINKNING +46 371 343 00 MON-FRI 0630-1530 (0530-1430) info@varmforzinkning.se PPR After TKOF RWY 22 climb on RWY heading until 700 ft AMSL (160 ft AGL). Turn right and climb on heading 235° to MNM 1500 ft AMSL (1000 ft AGL). PCL on freq 123.200 MHz, 20 sec duration.
SOLLEFTEÅ ESNB 631016N 0165908E (*) 2.4 NM WSW 433 ft	14/32	820 x 30	ASPH	No	Jet A1	123.350	Non-licensed AD SOLLEFTEÅ FLYGKLUBB +46 702 81 65 24 solleftea.flygklubb@gmail.com
STEGEBORG ESVE 582600N 0163618E (*) 6 ft	08/26	800 x 30	GRASS	No	-	123.550	Non-licensed AD STEGEBORGS EGENDOM AB +46 121 420 04 stegeborg@stegeborg.se www.stegeborg.se

AERODROME Location Indicator Coordinates (ARP) Location Elevation (ft)	RWY	Dimensions (m)	Surface	Light	ATS Fuel	COM FREQ (MHz)	Category Owner/Operator TEL Fax Regulations and restrictions Remarks
SÖDERHAMN ESNY 611541N 0170554E 2.8 NM SE Söderhamn 88 ft	12/30	2524 x 40	ASPH	No	100LL Jet A1	123.525	Non-licenced AD Municipal +46 270 75 000 (exch) +46 270 75 134 (AD) PPR 24 HR Swedish MIL ACFT and all ACFT operating for Hosp, Police, Sea Rescue, Coast Guard and MSB duty exempted from PPR. Fuel +46 70 632 54 54 Right hand traffic circuit RWY 12.
TIDAHOLM/BÄMMELSHED ESGD 581131N 0135944E (*) 456 ft	04/22	675 x 50	GRASS	No	91/96	123.650	Non-licensed AD TIDAHOLMS FLYGKLUBB +46 502 330 84 +46 708 33 08 41 PPR Right hand traffic circuit to RWY 22. Downdraft may occur when easterly winds. THR 04 displaced 15 m.
TIERP ESKT 602042N 0172519E (*) 2.7 NM W Tierp 129 ft	16/34	850 x 35	ASPH	No	91/96	123.400	Non-licensed AD TIERP ARENA AB +46 76 78 60 088 Norra Upplands flygklubb +46 73 65 22 211 AD manager THR 34 displaced 100 m. Right hand traffic circuit to RWY 34.
TORSBY ESST Details, see AD 2	16/34	1590 x 30	ASPH	Yes	AFIS	Yes	Licensed, instrument AD Municipal
UDDEVALLA/BACKAMO ESGA 581038N 0115825E (*) 10.4 NM S Uddevalla 424 ft	06/24	760 x 30	GRASS	No	91/96 100LL	123.550	Non-licensed AD Municipal +46 522 233 65 +46 705 52 33 65 +46 522 69 60 00 PPR
UDDEVALLA/RÖRKÄRR ESGU 582204N 0114631E (*) 5.0 NM NW 120 ft	03/21	655 x 30	GRASS	No	91/96	123.550	Non-licensed AD Private +46 70 277 42 65 +46 70 757 72 62 +46 73 244 99 55 PPR
UMEÅ ESNU Details, see AD 2	14/32	2302 x 45	ASPH	Yes	TWR	Yes	Licensed, instrument AD Swedavia AB
UPPSALA ESCM Details, see AD 2	08/26 03/21	1963 x 40 1906 x 40	ASPH ASPH	Yes Yes	TWR	Yes	MIL, non-licensed AD FM/Swedish Armed Forces

AERODROME Location Indicator Coordinates (ARP) Location Elevation (ft)	RWY	Dimensions (m)	Surface	Light	ATS Fuel	COM FREQ (MHz)	Category Owner/Operator TEL Fax Regulations and restrictions Remarks
VARBERG ESGV 570729N 0121341E (*) 1.5 NM NW 3 ft	06/24 12/30	600 x 22 560 x 40	GRASS GRASS	No Yes	91/96 100LL	123.150	Licensed AD Municipal +46 340 198 00 +46 340 150 40 PPR 15 OKT-15 APR. Special permission required to use RWY 06/24. Helicopter traffic prohibited at AD. PCL on freq 123.150 MHz, 10 sec duration.
VELLINGE ESTT 552346N 0130131E (*) 12 ft	03/21	730 x 30	GRASS	No	100LL 91/96	123.400	Non-licensed AD SÖDERSLATTS FLYGKLUBB +46 708 56 78 09 +46 709 54 76 32 +46 709 97 02 35 +46 768 70 30 32 Obstacle 1 NM NE AD Right hand traffic circuit to RWY 03.
VIDSEL ESPE Details, see AD 2	11/29	2234 x 35	ASPH	Yes	TWR	Yes	MIL, non-licensed AD FM/Swedish Armed Forces
VILHELMINA ESNV Details, see AD 2	10/28	1500 x 30	ASPH	Yes	AFIS	Yes	Licensed, instrument AD Municipal
VISBY ESSV Details, see AD 2	03/21 10/28	2000 x 45 1100 x 40	ASPH GRASS	Yes No	TWR	Yes	Licensed, instrument AD Swedavia AB
VISINGSÖ ESSI 580555N 0142409E (*) 309 ft	15/33 01/19	800 x 25 600 x 25	GRASS GRASS	No No	-	123.500	Non-licensed AD JÖNKÖPINGS FLYGKLUBB +46 390 402 77 +46 36 31 12 20
VÅRGÅRDA ESGO 580221N 0124709E (*) 0.8 NM NW 328 ft	04/22	890 x 30	ASPH	No	Jet A1 O/R	123.650	Non-licensed AD VÅRGÅRDA FLYGPLATS AB +46 707 91 35 94 PPR THR 04 displaced 200 m. THR 22 displaced 40 m. Right hand circuit to RWY 22. MAR-OCT intensive parachute jumping. Motor activities on RWY may occur. After take-off RWY 04 turn left immediately, climb on track 015° to 1000 ft GND before commencing turn. After take-off RWY 22 turn left immediately, climb on track 210° to 1000 ft GND before commencing turn. Overflying Vårgårda village SE of AD shall be avoided below 2300 ft MSL.

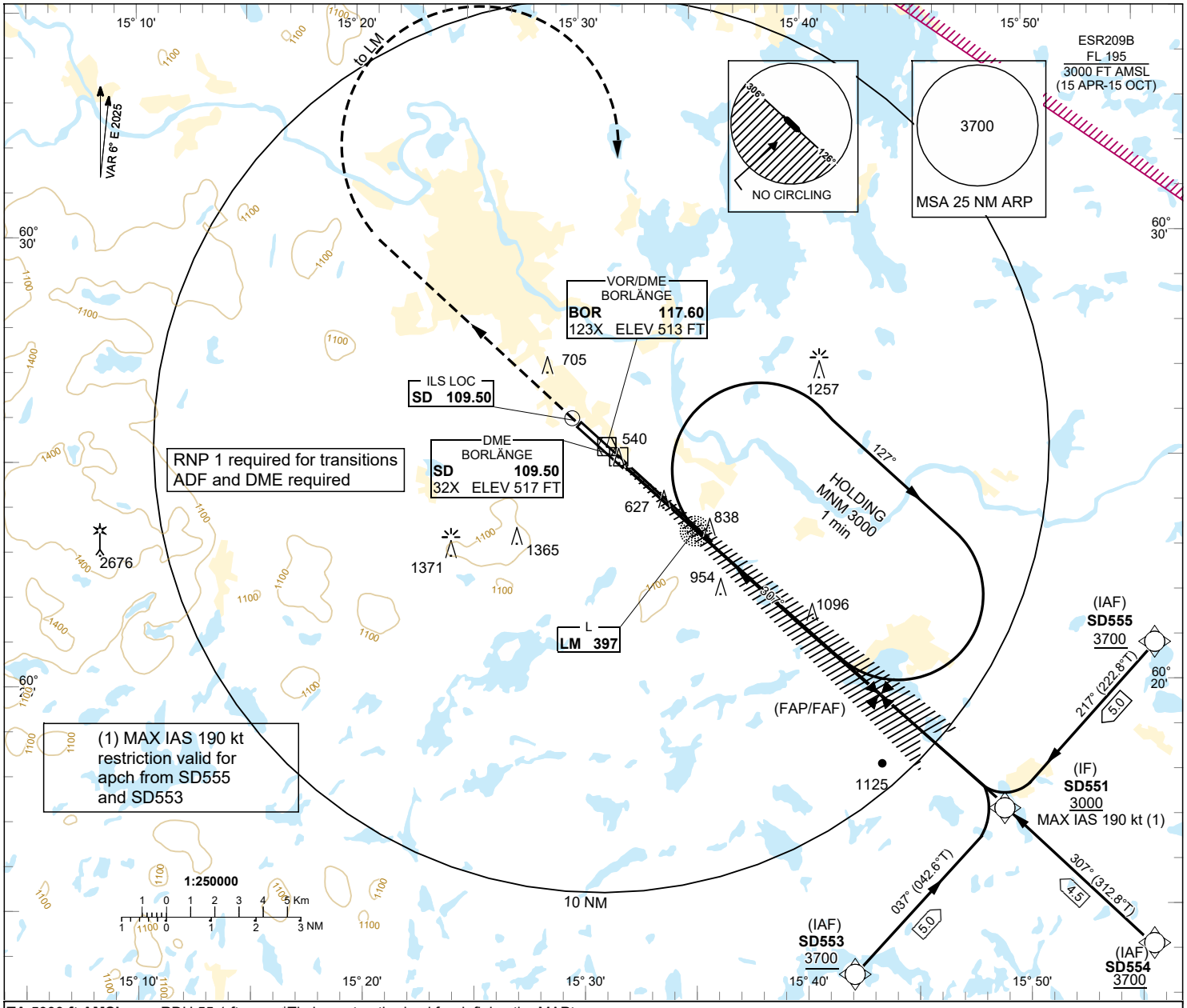
BORLÄNGE

INSTRUMENT APPROACH CHART - ICAO

THR ELEV 493.0 ft AD ELEV 504 ft
OCH are related to THR
Circling OCH are related to AD ELEV
BRG are MAG (True)
ALT, HGT and ELEV in ft

BORLÄNGE TOWER 127.305

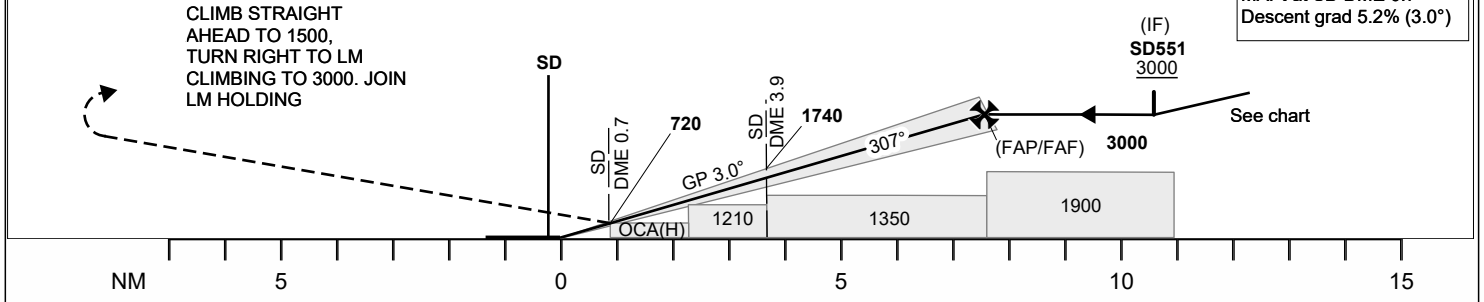
ILS z or LOC z RWY 32



TA 5000 ft AMSL RDH 55.1 ft *Timing not authorized for defining the MAPt

OM replaced by SD DME 3.9
MM replaced by SD DME 0.7

LOC
FAF at SD DME 7.9 3000
SDF: SD DME 3.9 at 1740
SDF: SD DME 2.4 at 1240
MAPt at SD DME 0.7
Descent grad 5.2% (3.0°)



OCA(H)					
Cat of ACFT		A	B	C	D
Straight-in Approach	Cat I	641(148)	652(159)	663(170)	677(184)
	LOC	880(390)			
Circling NE RWY		1010(510)	1150(650)	1350(850)	1660(1160)

Final approach	LOC Distance FAF-MAPt 7.2 NM*						
DME SD NM		2	3	4	5	6	7
ALT		1130	1450	1770	2090	2410	2720
GS	kt	80	100	120	140	160	180
Time	min:s	5:24	4:19	3:36	3:05	2:42	2:24
Rate of descent	ft/min	425	530	635	745	850	955

CHANGE: Editorial Locator LM 397

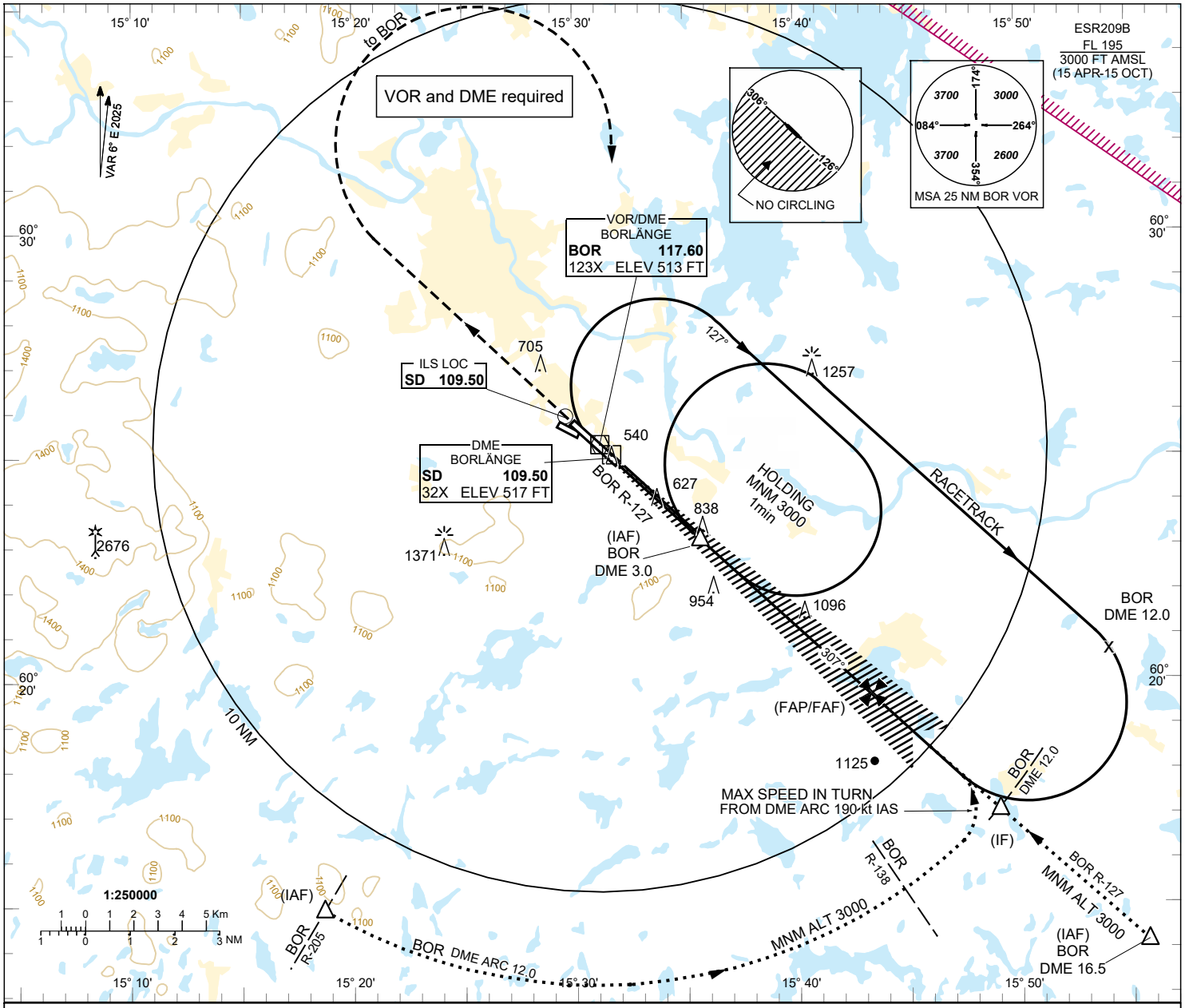
BORLÄNGE

ILS y or LOC y RWY 32

BORLÄNGE TOWER 127.305

THR ELEV 493.0 ft AD ELEV 504 ft
OCH are related to THR
Circling OCH are related to AD ELEV
BRG are MAG (True)
ALT, HGT and ELEV in ft

INSTRUMENT APPROACH CHART - ICAO

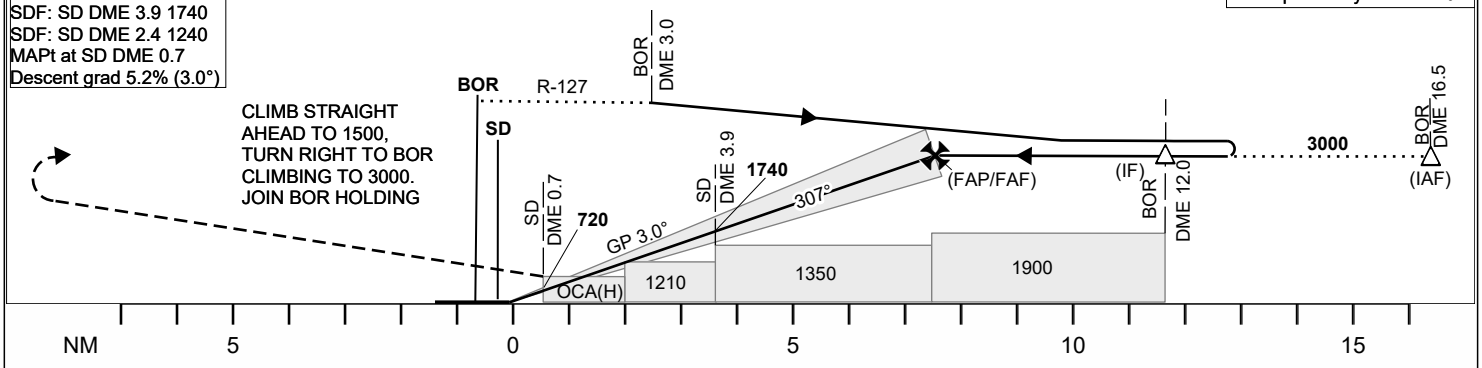


TA 5000 ft AMSL RDH 55.1 ft

*Timing not authorized for defining the MAPt

LOC
FAF at SD DME 7.9 3000
SDF: SD DME 3.9 1740
SDF: SD DME 2.4 1240
MAPt at SD DME 0.7
Descent grad 5.2% (3.0°)

OM replaced by SD DME 3.9
MM replaced by SD DME 0.7



OCA(H)					
Cat of ACFT		A	B	C	D
Straight-in Approach	Cat I	641(148)	652(159)	663(170)	677(184)
	LOC	880(390)			
Circling NE RWY		1010(510)	1150(650)	1350(850)	1660(1160)

Final approach	LOC Distance FAF-MAPt 7.2 NM*					
DME SD NM		2	3	4	5	6	7
ALT		1130	1450	1770	2090	2410	2720
GS	kt	80	100	120	140	160	180
Time	min:s	5:24	4:19	3:36	3:05	2:42	2:24
Rate of descent	ft/min	425	530	635	745	850	955

CHANGE: New chart

AD 2 AERODROMES

ESMT 2.1 AERODROME LOCATION INDICATOR AND NAME

ESMT - HALMSTAD

ESMT 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1.	**ARP coordinates and site at AD**	564127N 0124912E RWY centre point
2.	**Direction and distance from (city)**	NW 1 NM from Halmstad
3.	**Elevation/Reference temperature**	101 ft/+23.5°C
4.	**Geoid undulation at AD ELEV PSN**	120 ft
5.	**MAG VAR/Annual change**	5° E (2025)/+0.1 increasing
6.	**Name of aerodrome operator, address, telephone, telefax numbers, AFS, e-mail, website**	Halmstad City Airport Trehjärtansväg 12 SE-302 41 Halmstad TEL: +46 35 18 26 00 FAX: +46 35 18 26 09 E-mail: halmstadcityairport@halmstad.se AFS: ESMTZTZX Website: www.halmstadsflygplats.se
7.	**Types of traffic permitted (IFR/VFR)**	IFR/VFR. Max RWY ref code 4D
8.	**Remarks**	PPR outside TWR HR of OPS. Request shall be made during hours of AD operator TEL +46 35 18 26 00. PPR for IFR school and training flights at all times. PPR for VFR flights planning to carry out repeated TGL. Requests shall be made during TWR HR of OPS TEL +46 35 21 16 82.

ESMT 2.3 OPERATIONAL HOURS

1.	**AD operator**	MON-FRI 0600-1500 (0500-1400)
	AD Operating hours	As ATS.
2.	**Customs and immigration**	O/R TEL +46 31 63 38 00
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 ATS
9.	**Handling**	O/R
10.	**Security**	O/R
11.	**De-Icing**	O/R
12.	**Remarks**	Increased charges outside TWR HR of OPS

ESMT 2.4 HANDLING SERVICES AND FACILITIES

1.	**Cargo-handling facilities**	O/R
2.	**Fuel and oil types**	Fuel: 100LL, 91 UL, Jet A1 Oil: -

3.	**Fuelling facilities and capacity**	100LL: 20,000 l 91 UL: 10,000 l Jet A1: 140,000 l
4.	**De-icing facilities**	Available, Type I and II, mobile unit
5.	**Hangar space for visiting ACFT**	-
6.	**Repair facilities for visiting ACFT**	-
7.	**Remarks**	Fuel supplier AirBP

ESMT 2.5 PASSENGER FACILITIES

1.	**Hotels**	In Halmstad
2.	**Restaurants**	In Halmstad
3.	**Transportation**	Taxis, rental cars
4.	**Medical facilities**	In Halmstad
5.	**Bank and Post Office**	Bank: In Halmstad Post: In Halmstad
6.	**Tourist Office**	In Halmstad
7.	**Remarks**	-

ESMT 2.6 RESCUE AND FIRE FIGHTING SERVICES

1.	**AD category for fire fighting**	CAT 6. Up to CAT 7-8 O/R.
2.	**Rescue equipment**	By arrangement
3.	**Capability for removal of disabled aircraft**	On site towing capability code C ACFT, lifting capability code A ACFT. Other by arrangement.
4.	**Remarks**	-

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

1.	**Types of clearing equipment**	Snowploughs, blowers, sweepers, slinger, spreaders
2.	**Clearance priorities**	RWY, TWY, Apron
3.	**Use of material for movement area surface treatment**	RWY 01/19 de-iced/anti-iced with KFOR or SAND
4.	**Specially prepared winter runways**	-
5.	**Remarks**	-

ESMT 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1.	**Apron surface and strength**	Apron CIV ASPH PCN 45/F/C/X/T. 50% higher ACN accepted occasionally Apron EAST CONC PCN 45/F/C/X/T. 50% higher ACN accepted occasionally Apron 1 ASPH PCN 45/F/C/X/T. 50% higher ACN accepted occasionally

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
06	052.24°	609 x 30	PCN - GRASS	564103.45N 0124825.93E GUND 120 ft	THR 62 ft
24	232.24°	609 x 30	PCN - GRASS	564115.50N 0124854.21E GUND 120 ft	THR 70 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 ESMT AOC	-	-	2388 x 280	90 x 90
19	See ESMT AOC	-	-	2388 x 280	90 x 90
06	-	-	-	-	-
24	-	-	-	-	-

Designations RWY NR	Location/ description of arresting system	OFZ (Yes/No)	Remarks
1	12	13	14
01	-	-	-
19	-	-	-
06	-	-	-
24	-	-	-

ESMT 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
01	2268	2268	2268	2268	-
19	2268	2268	2268	2268	-
06	609	609	609	609	-
24	609	609	609	609	-

RWY Designator	INTERSECTION	TORA (m)	TODA (m)	ASDA (m)	-	Remarks
1		2	3	4	5	6
01	APRON EAST	2195	2195	2195	-	-
01	TWY C	2232	2232	2232	-	-
01	TWY M	1584	1584	1584	-	-

ESMT 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	SALS 420 M LIL/LIH	Green	PAPI Left side/3.25° 56 ft	-	2268/30 m 0-1368 m white 1368-1968 m white/red 1968-2268 m red LIH	2268/60 m White Caution zone 600 m yellow LIL/LIH	Red	-
19	CAT I 885 M LIH	Green	PAPI Left side/3.00° 51 ft	-	2268/30 m 0-1368 m white 1368-1968 m white/red 1968-2268 m red LIH	2268/60 m White Caution zone 600 m yellow LIL/LIH	Red	-
10 Remarks:	RWY 01: LED lights on APCH LGT, RTHL, RCLL, REDL and RENL. RWY 19: Barrette CL. LED lights on APCH LGT, RTHL, RCLL, REDL and RENL.							

ESMT 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1.	**ABN/IBN location, characteristics and hours of operation**	-
2.	**LDI location and LGT**	Windsocks at PAPI 01/19 and N CIV Apron
	Anemometer location and LGT	At GP 19 and NE THR 01, lighted
3.	**TWY edge and centre line lighting**	Edge: A, C, D, F, M, N CL: - LED lights on TWY F 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**	-

ESMT 2.16 HELICOPTER LANDING AREA

RWY 01/19 to be used

ESMT 2.17 ATS AIRSPACE

1.	**Designation and lateral limits**	HALMSTAD CTR	565451N 0124411E - 565426N 0125705E - 564130N 0125822E - 563924N 0125755E - 563325N 0125212E - 563340N 0124432E - 564013N 0123945E - 564225N 0124017E to point of origin.	
2.	**Vertical limits**	HALMSTAD CTR	2000 ft AMSL	GND
3.	**Airspace classification**	C		

4.	**ATS unit call sign** **Language(s)**	HALMSTAD TOWER Swedish/English
5.	**Transition altitude**	5000 ft AMSL
6.	**Hours of applicability**	CTR established during hours of TWR.
7.	**Remarks**	-

ESMT 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channels	Hours of operation	Remarks
1	2	3	4	5
TWR	HALMSTAD TOWER	130.105	HO	PRIMARY
		135.055	HO	-
		121.500	HO	-

ESMT 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 19 ILS CAT I (5° E 2025)	MT	110.10 MHz	H24 Monitoring of signal in space limited to ATS HR of OPS	564038.0N 0124902.9E	-	-	418 m beyond THR 01 ILS Class I/D/2
GP 19	-	334.40 MHz	H24 Monitoring of signal in space limited to ATS HR of OPS	564155.5N 0124924.1E	-	-	Angle 3.00° RDH 50.9 ft 264 m past THR 19 left side.
L 01	MF	421 kHz	H24 Monitoring of signal in space limited to ATS HR of OPS	563908.9N 0124830.2E	-	-	Range 15 NM
L 19	LT	336 kHz	H24 Monitoring of signal in space limited to ATS HR of OPS	564749.3N 0125032.2E	-	-	Range 25 NM
DME	MT	110.10 MHz	H24 Monitoring of signal in space limited to ATS HR of OPS	564155.5N 0124924.3E	118 ft	-	DME Channel 38X Poor DME coverage below 3000 ft AMSL beyond 17 NM.

ESMT 2.20 LOKALA FLYGPLATSFÖRESKRIFTER

1. Högervarv tillämpas när RWY 19 är i användning.

2. Upprepade instrumentinflygningar endast efter PPR.

ESMT 2.20 LOCAL AERODROME REGULATIONS

1. Right hand traffic circuit when RWY 19 is in use.

2. PPR for repeated instrument approaches

3. På parkeringsplats får APU användas endast när så krävs för motorstart. APU får därvid inte startas tidigare än 15 min före beräknad tid för taxning.

3. APU must not be used on parking unless required for engine start. On these occasions APU must not be started earlier than 15 min before estimated time for taxiing.

4. Särskilda föreskrifter för IFR-trafik omkring stängning

4. Special regulations for IFR traffic around closing time

Senaste avgångstid för IFR-trafik är 15 MIN före stängning enligt tornets öppethållning.

Latest airborne time for IFR traffic should not be later than 15 MIN before closing time according to TWR HR of OPS.

ESMT 2.21 BULLERREDUCERANDE FÖRFARANDEN

ESMT 2.21 NOISE ABATEMENT PROCEDURES

1. Över tättbebyggt område

1. Over built up areas

Luftfartyg ska noggrant följa i klarering angiven flygväg samt i övrigt framföras så att onödiga bullerstörningar inte förosakas.

Aircraft shall strictly adhere to the assigned route and be operating in such manner that unnecessary noise are not caused.

2. För avgående IFR-trafik med MTOM överstigande 5700 kg som inte följer SID gäller:
Efter start bana 19 utflygning via NDB MF innan sväng påbörjas.

2. For departing IFR-traffic with a MTOM exceeding 5700 kg and not cleared via SID the following applies:
After take-off RWY 19 turn must not be initiated until passing NDB MF.

3. Start bana 19 och landning bana 01 får endast ske när vindförhållanden eller andra säkerhetsskäl så kräver.

3. Start RWY 19 and landing RWY 01 accepted only when wind conditions or other flight safety reasons so require.

4. Visuellinflygning

4. Visual approach

Luftfartyg med MTOM överstigande 5700 kg skall bibehålla 2000 ft till final.

Aeroplane with MTOM exceeding 5700 kg shall maintain 2000 ft until final.

ESMT 2.22 FLYGPROCEDURER

ESMT 2.22 FLIGHT PROCEDURES

1. Flygvägar för ankommande och avgående trafik IFR Se ESMT SID och STAR.

1. Arrival and departure routes IFR See ESMT SID and STAR.

2. Startprocedurer, omnidirectional

2. Omnidirectional departure procedures

RWY	Procedure	Significant obstacle		
		Obstacle	Elevation (ft)	Direction (GEO)/Dist (m) from THR
01	Climb straight ahead with MNM 360 ft/NM (5.8%) to MNM turning ALT 1300 ft. Continue climb to appropriate MSA.	Pylon	1550	031°/14180
19	Climb straight ahead to MNM turning ALT 500 ft. Continue climb to appropriate MSA.	Mast (CIO) Pylon	180 1550	193°/3480 036°/12160

3. Lågsiktsprocedurer (LVP) etablerade

3. Low visibility procedures (LVP) established

Minimum RVR för avgångstrafik är 350 m.

Minimum RVR for departures is 350 m.

LVP träder ikraft när RVR är lägre än 550 m eller när molntäckeshöjden eller vertikalsikten är lägre än 200 ft.

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

Meddelande om att LVP är ikraft lämnas av ATS.

The application of LVP will be announced by ATS.

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

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

4. VFR-flygning inom Halmstad CTR

Normala in- och utpasseringspunkter
Se ESMT VAC.

Väntlägen
Se ESMT VAC.

Avbrott radioförbindelse
Se ESMT VAC.

4. VFR flight within Halmstad CTR

Normal entry and exit points
See ESMT VAC.

Holdings
See ESMT VAC.

Communication failure
See ESMT VAC.

ESMT 2.23 TILLÄGGSINFORMATION

1. Undantag från krav i CS-ADR-DSN:

- Längdlutningen får inte på någon del av banan överstiga 1.25 % när kodsiffran är 4, med undantag för banans första och sista fjärdedel där längdlutningen inte får överstiga 0.8 %. Sista fjärdedelen av banan lutar MAX 1.04 %.
- Längdlutningskravet (minsta krökningsradie på 30 000 m) för bansystem med kodsiffra 4 uppfylls inte för bana 01/19. Nuvarande krökningsradie är 10 000 m.
- Frisiktskravet uppfylls inte för bana 01/19. Rullbanans siktförhållanden med obruten siktlinje 3 m över banan till en annan punkt 3 m över banan respektive obruten siktlinje 1.5 m över banan till en annan punkt 1.5 m över banan inom 1000 m uppfylls inte.
- Hinder på hinderbegränsande ytor enligt hinderlistan.
- Höghus, Halmstad 9:173, genomtränger den horisontella ytan.

ESMT 2.23 ADDITIONAL INFORMATION

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

- At no portion of the runway should the longitudinal slope exceed 1.25 % when the code number is 4, except for the first and last quarter of the length of the runway where the longitudinal slope should not exceed 0.8%. Slope for the last quarter of the runway is MAX 1.04%.
- Longitudinal slope requirements (minimum radius of curvature of 30 000 m) for RWY with code number 4 is not met for RWY 01/19. Current radius of curvature is 10 000 m.
- Unobstructed sight requirement for RWY 01/19 is not met. RWY unobstructed line of sight from any point 3 m above a runway to all other points 3 m above RWY and unobstructed line of sight from any point 1.5 m above a runway to all other points 1.5 m above RWY within 1000 m, is not met.
- Obstacles on the obstacle limitation surfaces according to the obstacle list.
- High-rise building, Halmstad 9:173, penetrates the horizontal surface.

ESMT 2.24 FLYGKARTOR AVSEENDE EN FLYGPLATS

ESMT 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

Charts	*Pages*
Aerodrome Chart - ICAO	AD 2 ESMT 2 - 1
AOC - ICAO Type A RWY 01/19	AD 2 ESMT 3 - 1
Area Chart - ICAO HALMSTAD TMA	AD 2 ESMT 5 - 1
RNAV SID/STAR	AD 2 ESMT 6 - 1
SID - ICAO RNAV (GNSS) SID RWY 01 VAKTA 4K	AD 2 ESMT 6 - 3
SID - ICAO RNAV (GNSS) SID RWY 19 VAKTA 5L	AD 2 ESMT 6 - 5
STAR - ICAO RNAV (GNSS) STAR RWY 01 PELOX 4R	AD 2 ESMT 6 - 7
STAR - ICAO RNAV (GNSS) STAR RWY 19 PELOX 4T	AD 2 ESMT 6 - 9
ATC Surveillance Minimum Altitude Chart - ICAO	AD 2 ESMT 7 - 1
IAC - ICAO ILS z or LOC z RWY 19	AD 2 ESMT 8 - 1
IAC - ICAO ILS y or LOC y RWY 19	AD 2 ESMT 8 - 3
IAC - ICAO NDB RWY 19	AD 2 ESMT 8 - 5
IAC - ICAO NDB z RWY 01	AD 2 ESMT 8 - 7
IAC - ICAO NDB y RWY 01	AD 2 ESMT 8 - 9
IAC - ICAO RNP RWY 01	AD 2 ESMT 8 - 11
IAC - ICAO RNP RWY 19	AD 2 ESMT 8 - 15

Charts	*Pages*
VAC - ICAO	AD 2 ESMT 9 - 1

LIST OF WAYPOINTS AND SIGNIFICANT POINTS

See ESMT HALMSTAD 4

ESMT 2.25 GENOMTRÄNGANDE AV YTAN FÖR VISUELLA SEGMENTET (VSS)

-

ESMT 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

-

AERODROME CHART - ICAO

TWR 130.105

HALMSTAD

ARP: 564127N 0124912E
AD ELEV: 101 ft

LEGEND See GEN 2.3

Dimensions in m.
ELEV in feet.
Bearings are magnetic.

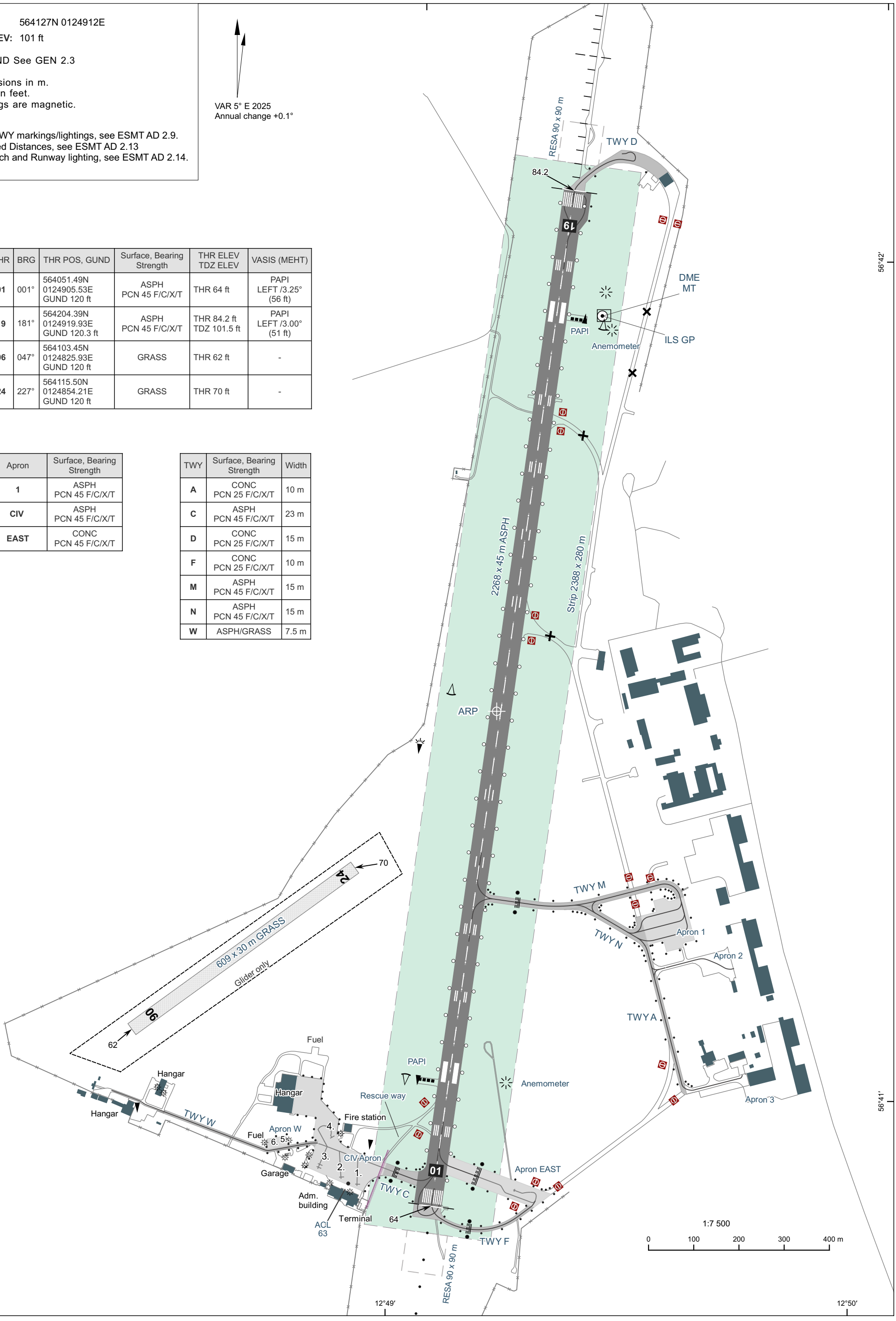
RWY/TWY markings/lightings, see ESMT AD 2.9.
Declared Distances, see ESMT AD 2.13
Approach and Runway lighting, see ESMT AD 2.14.

VAR 5° E 2025
Annual change +0.1°

THR	BRG	THR POS, GUND	Surface, Bearing Strength	THR ELEV TDZ ELEV	VASIS (MEHT)
01	001°	564051.49N 0124905.53E GUND 120 ft	ASPH PCN 45 F/C/X/T	THR 64 ft	PAPI LEFT /3.25° (56 ft)
19	181°	564204.39N 0124919.93E GUND 120.3 ft	ASPH PCN 45 F/C/X/T	THR 84.2 ft TDZ 101.5 ft	PAPI LEFT /3.00° (51 ft)
06	047°	564103.45N 0124825.93E GUND 120 ft	GRASS	THR 62 ft	-
24	227°	564115.50N 0124854.21E GUND 120 ft	GRASS	THR 70 ft	-

Apron	Surface, Bearing Strength
1	ASPH PCN 45 F/C/X/T
CIV	ASPH PCN 45 F/C/X/T
EAST	CONC PCN 45 F/C/X/T

TWY	Surface, Bearing Strength	Width
A	CONC PCN 25 F/C/X/T	10 m
C	ASPH PCN 45 F/C/X/T	23 m
D	CONC PCN 25 F/C/X/T	15 m
F	CONC PCN 25 F/C/X/T	10 m
M	ASPH PCN 45 F/C/X/T	15 m
N	ASPH PCN 45 F/C/X/T	15 m
W	ASPH/GRASS	7.5 m



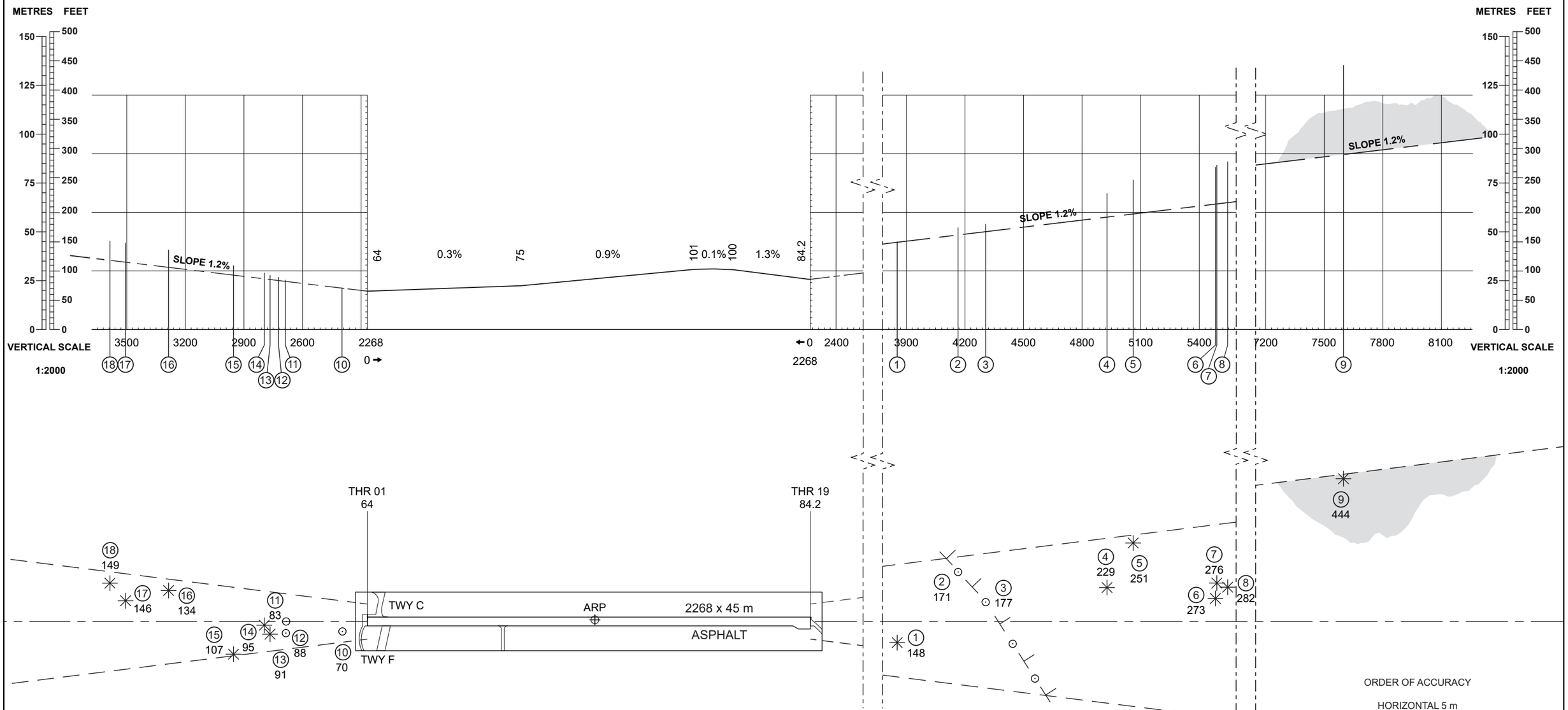
CHANGE: VAR. RESA. Editorial

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AERODROME ELEVATION 101 FEET
MAGNETIC VARIATION 5° E 2025

RUNWAY BEARINGS
01 = MAG 001°
19 = MAG 181°

RWY 01	DECLARED DISTANCES	RWY 19
2268	TAKE-OFF RUN AVAILABLE	2268
2268	TAKE-OFF DISTANCE AVAILABLE	2268
2268	ACCELERATE STOP DIST. AVAILABLE	2268
2268	LANDING DISTANCE AVAILABLE	2268



LEGEND	
IDENTIFICATION NUMBER	①
POLE, TOWER, SPIRE, ANTENNA, ETC.	⊙
TRANSMISSION LINE OR OVERHEAD CABLE	⊥
BUILDING OR LARGE STRUCTURE	□
TREE OR SHRUB	✳
TERRAIN PENETRATING OBSTACLE PLANE	

HORIZONTAL SCALE 1:20 000

METRES
400 200 0 500 1000 1500 2000 2500

1000 500 0 1000 2000 3000 4000 5000 6000 7000 8000
FEET

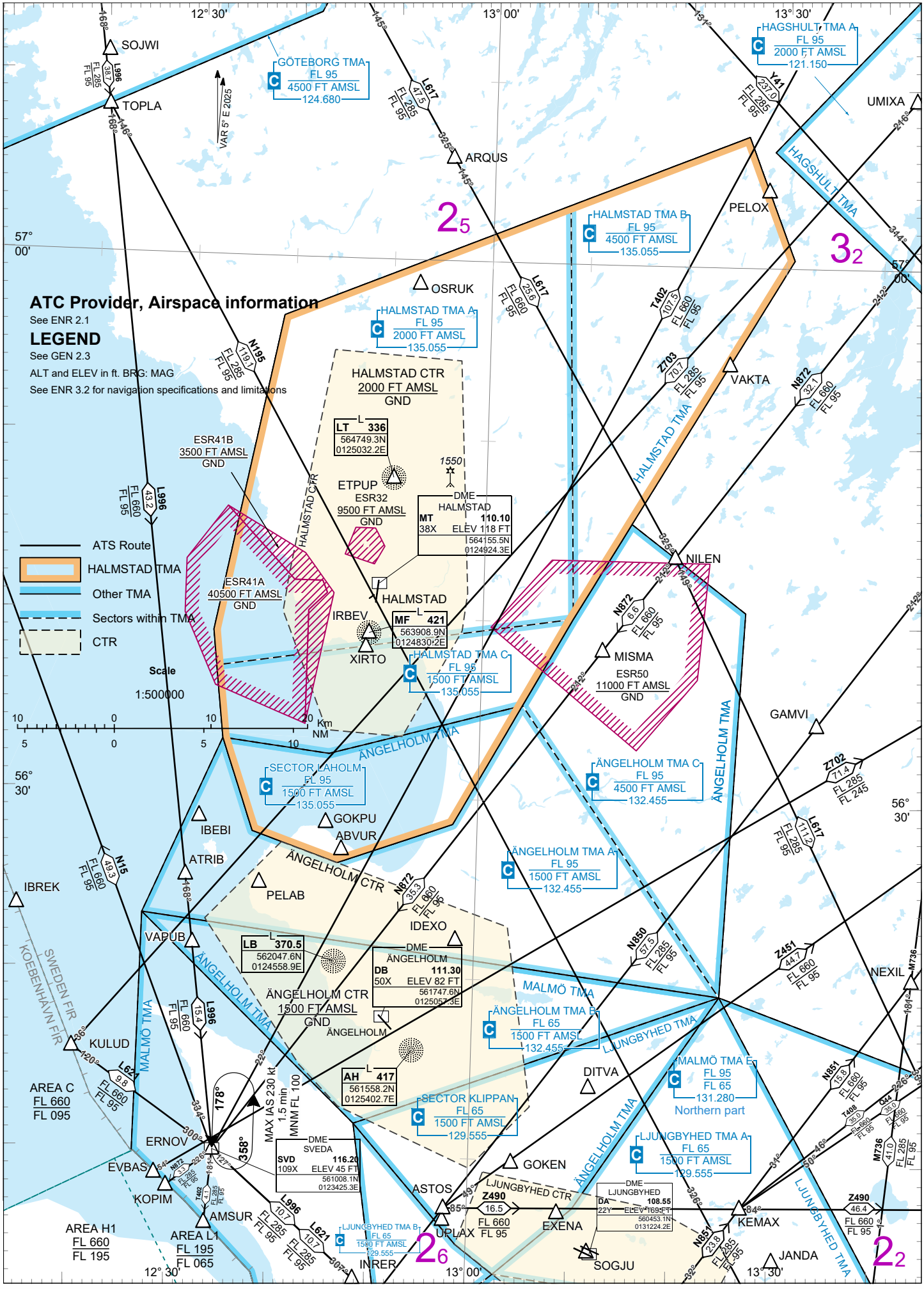
ORDER OF ACCURACY

HORIZONTAL 5 m
VERTICAL 1 ft

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AREA CHART - ICAO **HALMSTAD**



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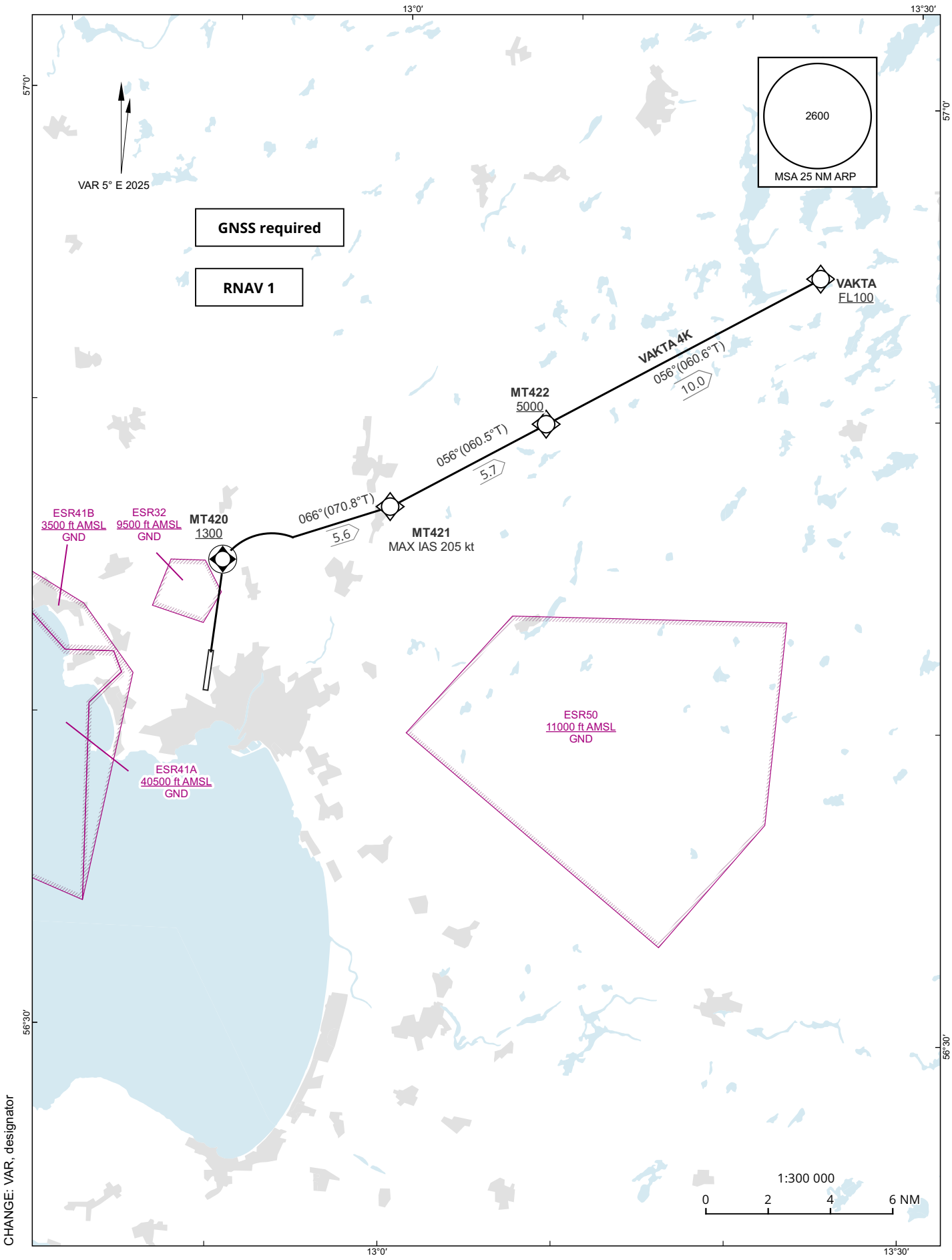
STANDARD INSTRUMENT DEPARTURE CHART (SID) - ICAO

HGT and ALT in ft
BRG are MAG (True)
TA 5000 ft AMSL

HALMSTAD TOWER 130.105
135.055

HALMSTAD
RNAV SID RWY 01

VAKTA 4K



CHANGE: VAR, designator

Prescribed Coding of RNAV SID for RWY 01

VAKTA 4K

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/RDH (°/ft)	Rec Navaid	Nav Spec
DF	MT420	Y	-	-	-	+1300	-	-	-	RNAV 1
TF	MT421	-	066°(070.8°)	5.6	R	-	-205	-	-	RNAV 1
TF	MT422	-	056°(060.5°)	5.7	-	+5000	-	-	-	RNAV 1
TF	VAKTA	-	056°(060.6°)	10.0	-	+FL100	-	-	-	RNAV 1

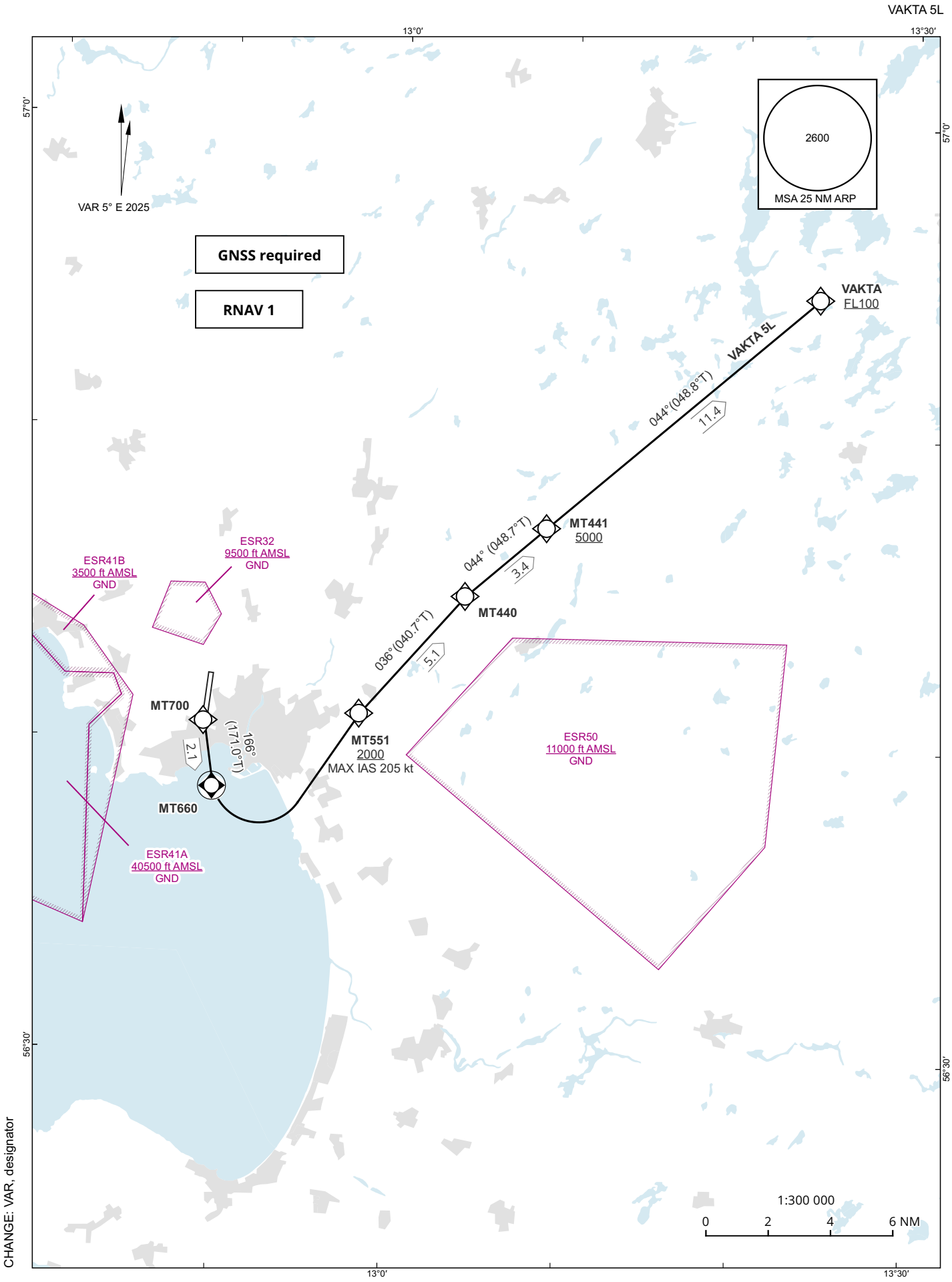
SID instruction: MT420 (min 1300 ft, min PDG 6.6% (410 ft/NM) until MT420) – MT421 (max IAS 205 kt until MT421) - MT422 (min 5000 ft) - VAKTA (min FL100)

STANDARD INSTRUMENT DEPARTURE CHART (SID) - ICAO

HGT and ALT in ft
BRG are MAG (True)
TA 5000 ft AMSL

HALMSTAD TOWER 130.105
135.055

HALMSTAD
RNAV SID RWY 19



CHANGE: VAR, designator

Prescribed Coding of RNAV SID for RWY 19

VAKTA 5L

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/RDH (°/ft)	Rec Navaid	Nav Spec
DF	MT700	-	-	-	-	-	-	-	-	RNAV 1
TF	MT660	Y	166°(171.0°)	2.1	-	-	-	-	-	RNAV 1
DF	MT551	-	-	-	L	+2000	-205	-	-	RNAV 1
TF	MT440	-	036°(040.7°)	5.1	-	-	-	-	-	RNAV 1
TF	MT441	.	044°(048.7°)	3.4	-	+5000	-	-	-	RNAV 1
TF	VAKTA	-	044°(048.8°)	11.4	-	+FL100	-	-	-	RNAV 1

SID instruction: MT700 - MT660 - MT551 (max IAS 205 kt until MT551, min 2000 ft) - MT440 - MT441 (min 5000 ft) - VAKTA (min FL100)

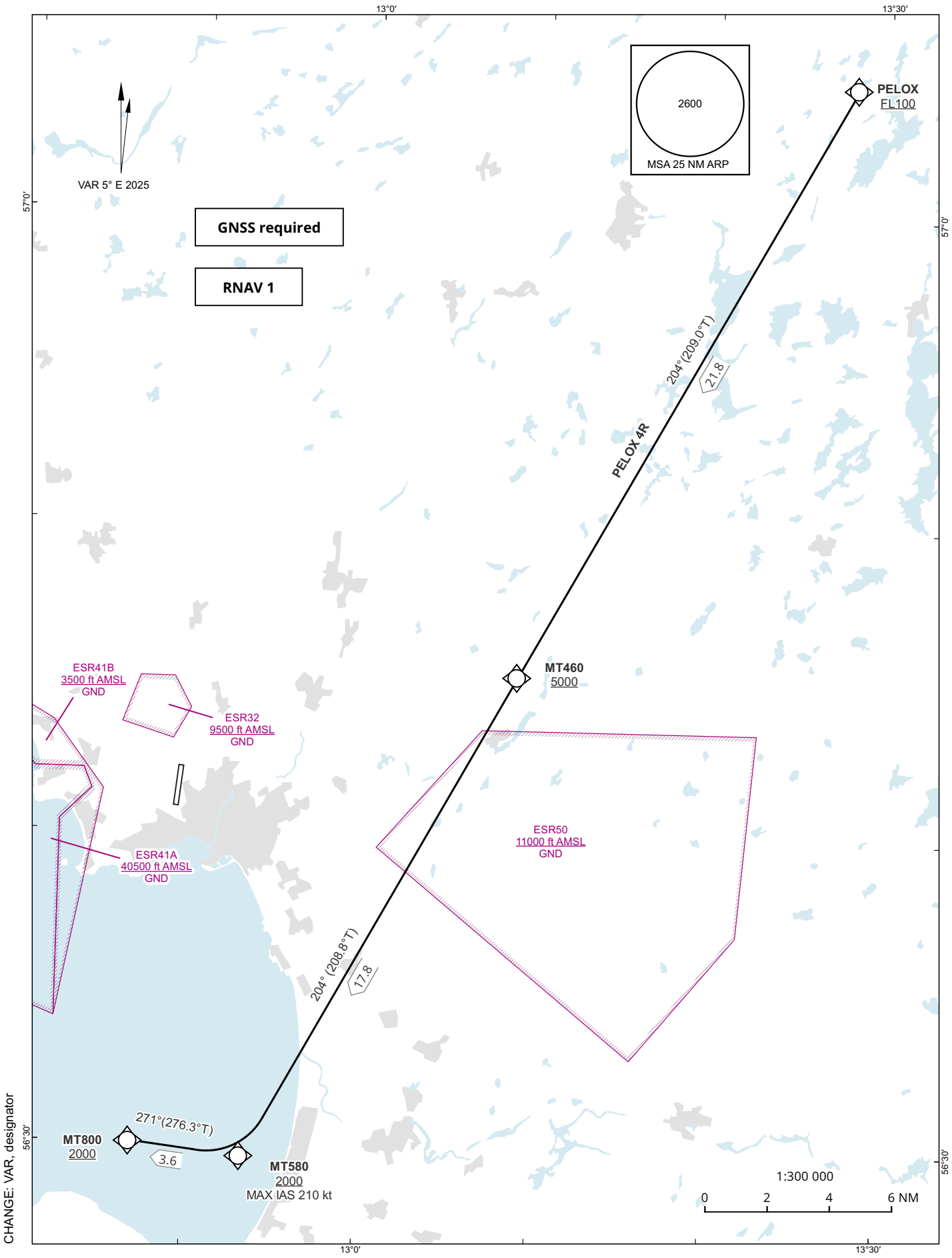
STANDARD INSTRUMENT ARRIVAL CHART (STAR) - ICAO

HGT and ALT in ft
BRG are MAG (True)
TA 5000 ft AMSL

HALMSTAD TOWER 130.105
135.055

HALMSTAD RNAV STAR RWY 01

PELOX 4R



CHANGE: VAR, designator

Prescribed Coding of RNAV STAR for RWY 01

PELOX 4R

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/RDH (°/ft)	Rec Navaid	Nav Spec
IF	PELOX	-	-	-	-	+FL100	-	-	-	RNAV 1
TF	MT460	-	204°(209.0°)	21.8	-	+5000	-	-	-	RNAV 1
TF	MT580	-	204°(208.8°)	17.8	-	+2000	-210	-	-	RNAV 1
TF	MT800	-	271°(276.3°)	3.6	-	+2000	-	-	-	RNAV 1

STAR instruction: PELOX (FL100 or above) - MT460 (5000 ft or above) - MT580 (max IAS 210 kt, 2000 ft or above) - MT800 (2000 ft or above)

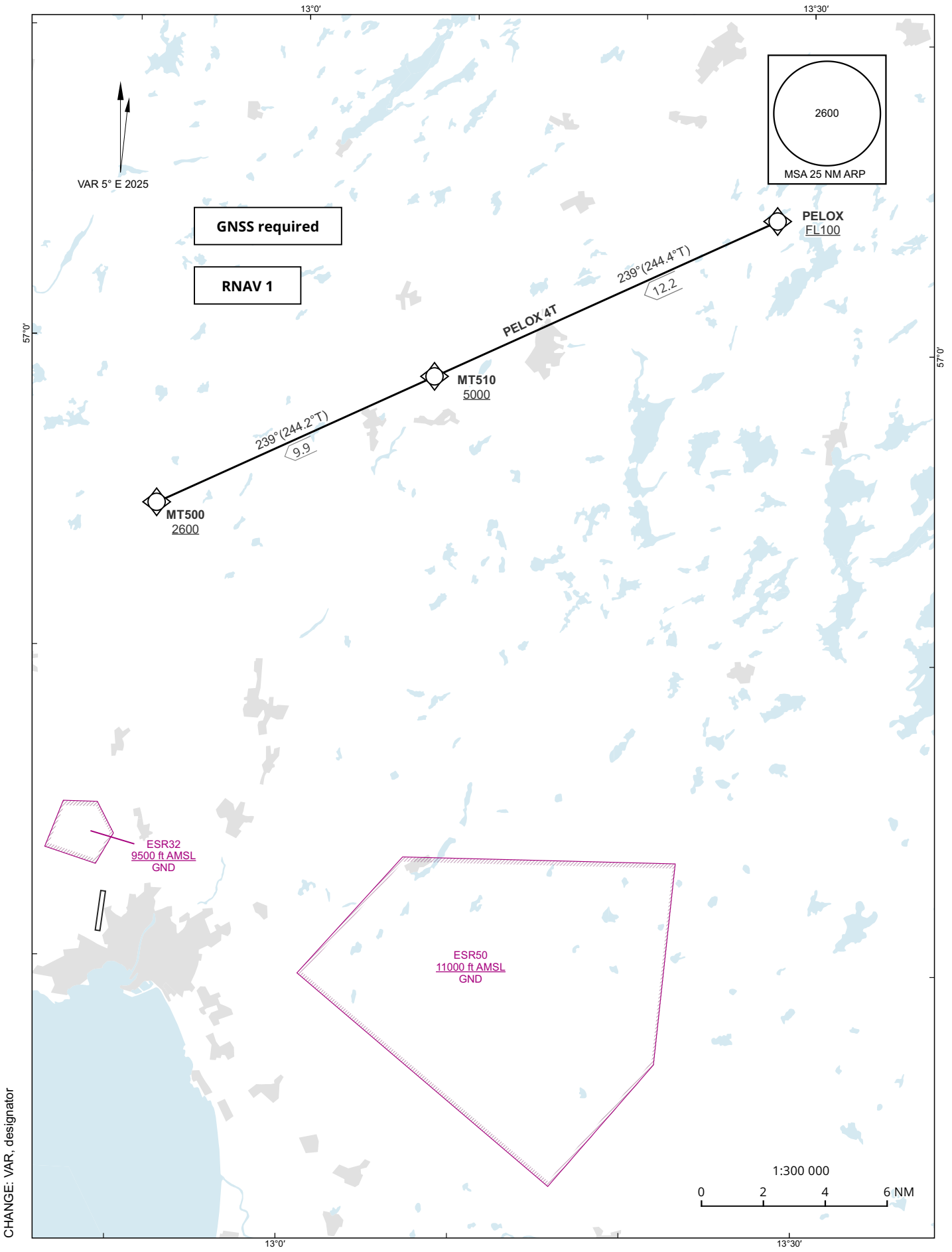
STANDARD INSTRUMENT ARRIVAL CHART (STAR) - ICAO

HGT and ALT in ft
BRG are MAG (True)
TA 5000 ft AMSL

HALMSTAD TOWER 130.105
135.055

HALMSTAD RNAV STAR RWY 19

PELOX 4T



CHANGE: VAR, designator

Prescribed Coding of RNAV STAR for RWY 19

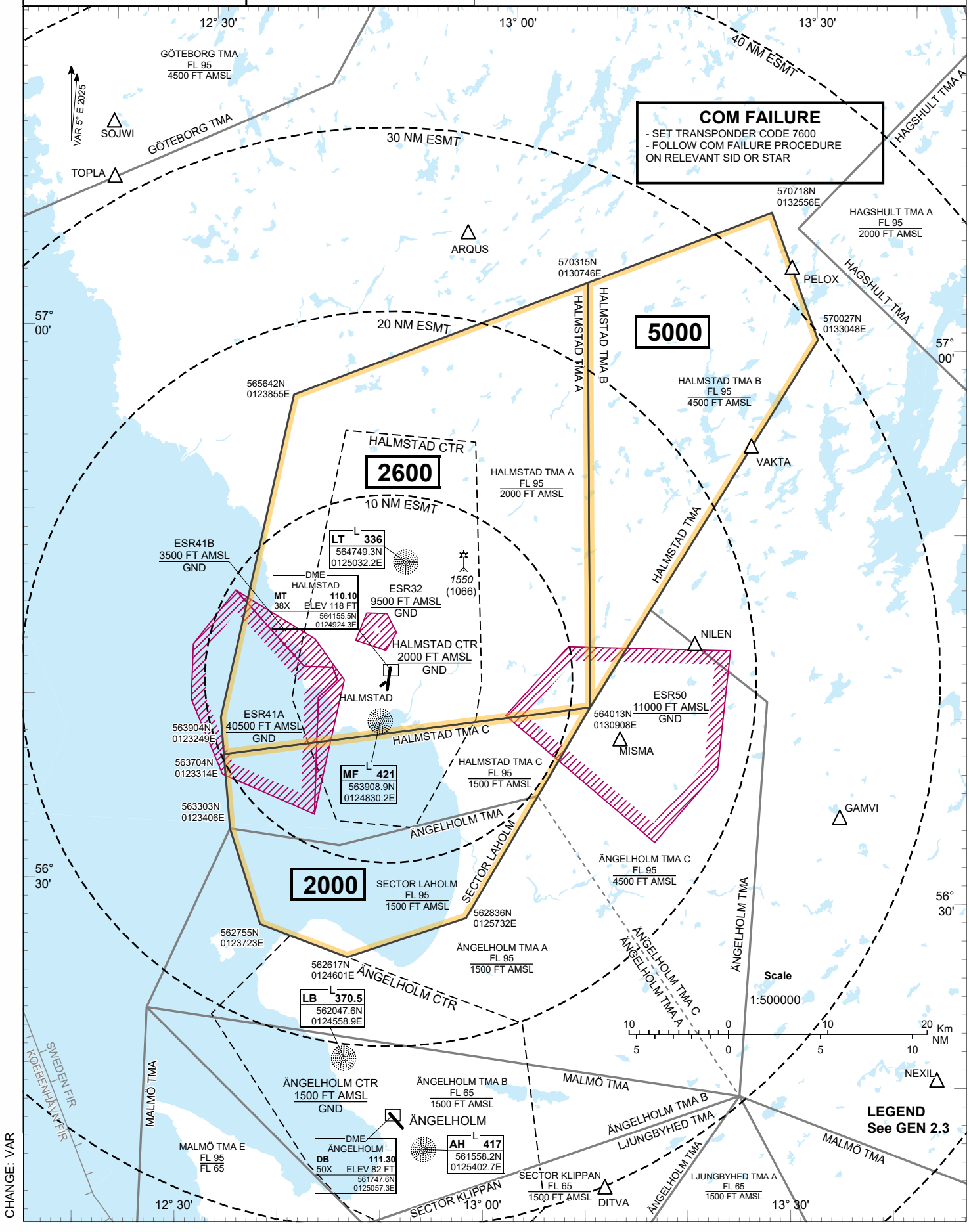
PELOX 4T

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/RDH (°/ft)	Rec Navaid	Nav Spec
IF	PELOX	-	-	-	-	+FL100	-	-	-	RNAV 1
TF	MT510	-	239°(244.4°)	12.2	-	+5000	-	-	-	RNAV 1
TF	MT500	-	239°(244.2°)	9.9	-	+2600	-	-	-	RNAV 1

STAR instruction: PELOX (FL100 or above) - MT510 (5000 ft or above) - MT500 (2600 ft or above)

ATC Surveillance Minimum Altitude Chart — HALMSTAD

ESMT AD ELEV 101 FT HGT and ALT in FT **TA 5000 AMSL**	**HALMSTAD TOWER** **130.105** **135.055**	THIS CHART MAY ONLY BE USED FOR CROSS-CHECKING OF ASSIGNED ALTITUDES WHILST IN RECEIPT OF RADAR SERVICE LEVELS ASSIGNED BY ATC INCLUDE A CORRECTION FOR LOW TEMPERATURE EFFECT



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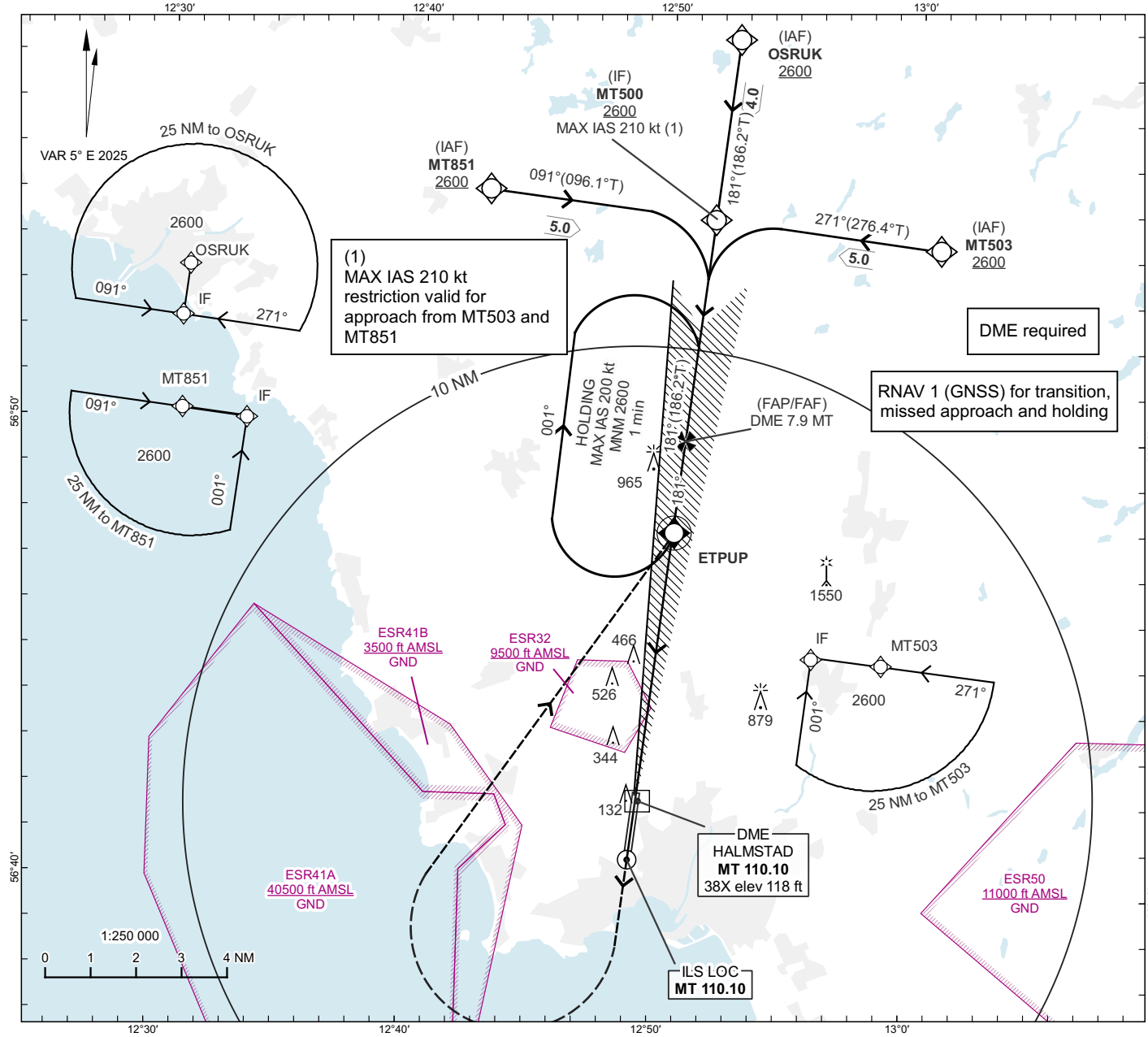
INSTRUMENT APPROACH CHART - ICAO

THR ELEV 84.2 ft AD ELEV 101 ft
OCH are related to THR.
Circling OCH are related to AD ELEV
BRG are MAG (True).
ALT, HGT and ELEV in ft.

HALMSTAD TOWER 130.105
135.055

HALMSTAD

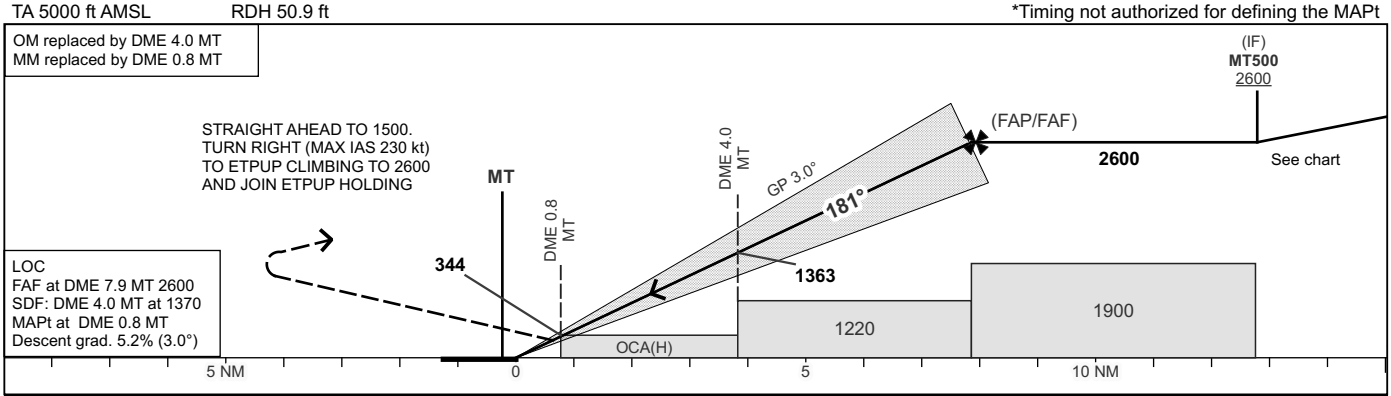
ILS z or LOC z RWY 19



TA 5000 ft AMSL RDH 50.9 ft

*Timing not authorized for defining the MAPt

OM replaced by DME 4.0 MT
MM replaced by DME 0.8 MT



LOC
FAF at DME 7.9 MT 2600
SDF: DME 4.0 MT at 1370
MAPt at DME 0.8 MT
Descent grad. 5.2% (3.0°)

		OCA(H)				Final approach	LOC Distance FAF-MAPt 7.1 NM*						
CAT of ACFT		A	B	C	D	DME MT NM	2	3	4	5	6	7	
Straight-in Approach	CAT I	232(147)	243(158)	255(170)	269(184)	ALT	730	1040	1370	1680	2000	2320	
	LOC	720(640)				GS	kt	80	100	120	140	160	180
Circling		650(540)	830(730)	1280(1180)	1280(1180)	Time	min:s	5:19	4:15	3:33	3:02	2:39	2:22
Circling CAT D Max IAS 195 kt						Rate of descent	ft/min	425	530	635	745	850	955

CHANGE: VAR

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INSTRUMENT APPROACH CHART - ICAO

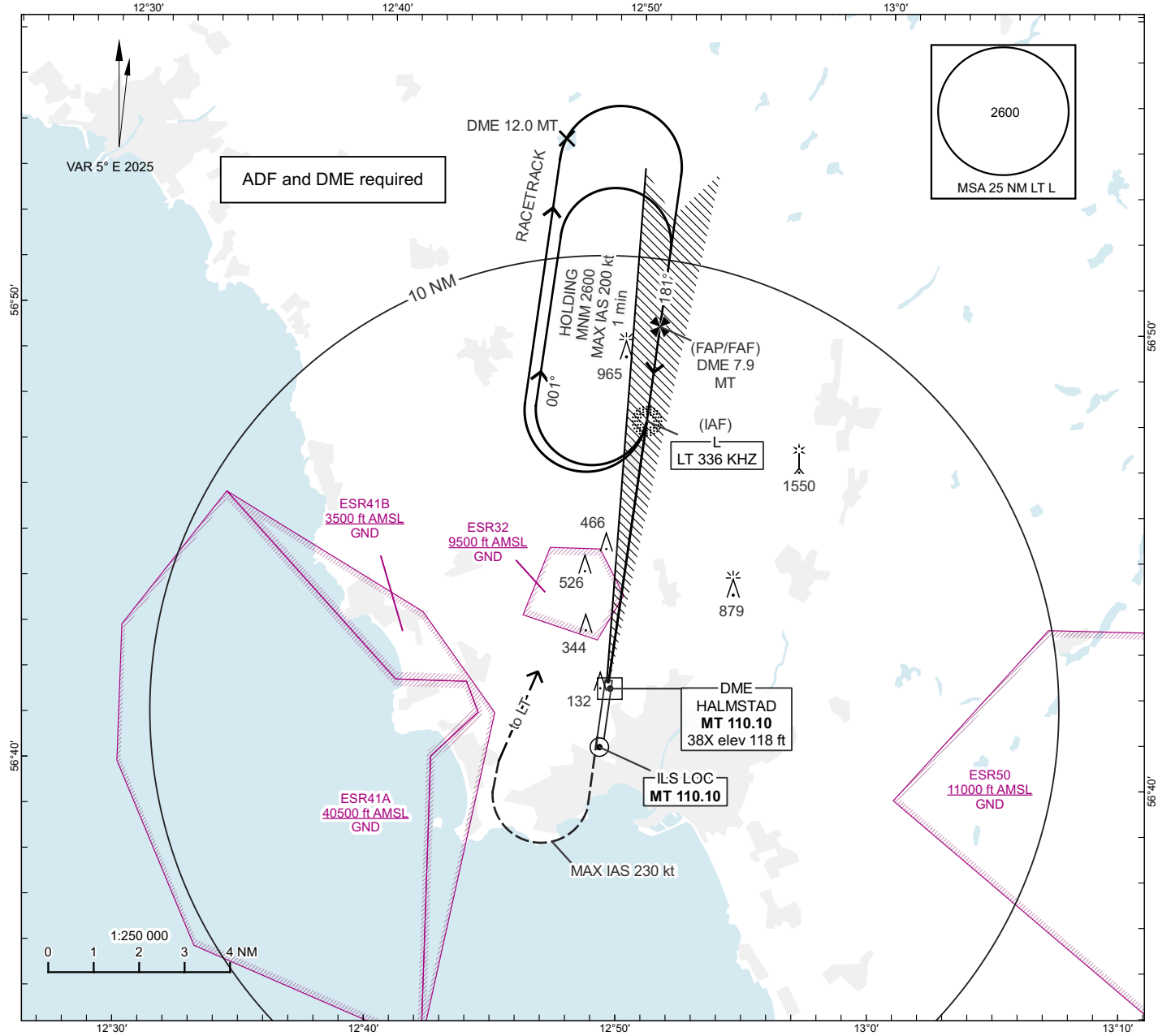
THR ELEV 84.2 ft AD ELEV 101 ft

OCH are related to THR.
Circling OCH are related to AD ELEV
BRG are MAG
ALT, HGT and ELEV in ft.

HALMSTAD TOWER 130.105
135.055

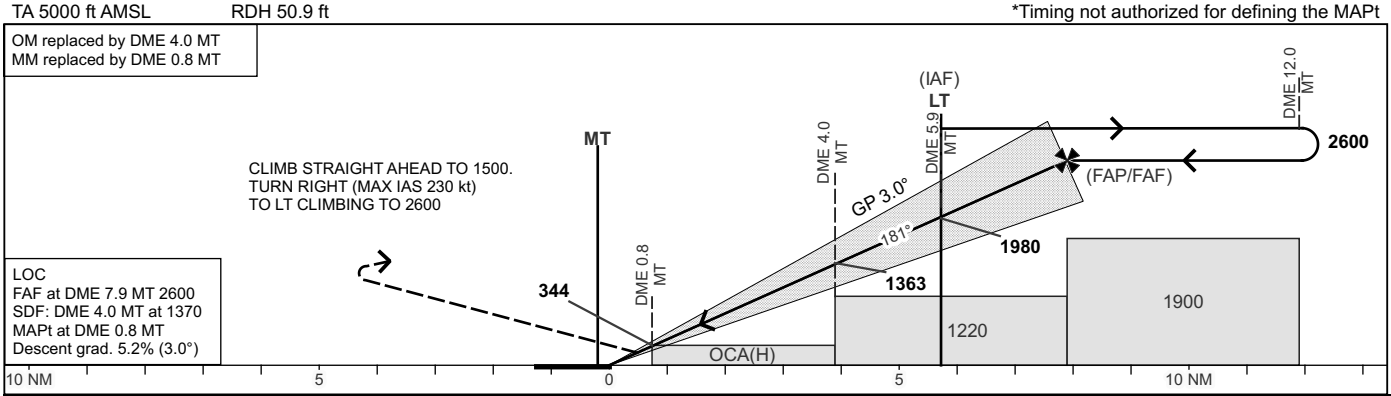
HALMSTAD

ILS y or LOC y RWY 19



TA 5000 ft AMSL RDH 50.9 ft

*Timing not authorized for defining the MAPt



OCA(H)						Final approach	LOC Distance FAF-MAPt 7.1 NM*						
CAT of ACFT		A	B	C	D	DME MT NM	2	3	4	5	6	7	
Straight-in Approach	CAT I	232(147)	243(158)	255(170)	269(184)	ALT	730	1040	1370	1680	2000	2320	
	LOC	720(640)				GS kt	80	100	120	140	160	180	
Circling		640(540)	830(730)	1280(1180)	1280(1180)	Time min:s	5:19	4:15	3:33	3:02	2:39	2:22	
Circling CAT D MAX IAS 195 kt						Rate of descent ft/min	425	530	635	745	850	955	

CHANGE: VAR

INTENTIONALLY
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INSTRUMENT APPROACH CHART - ICAO

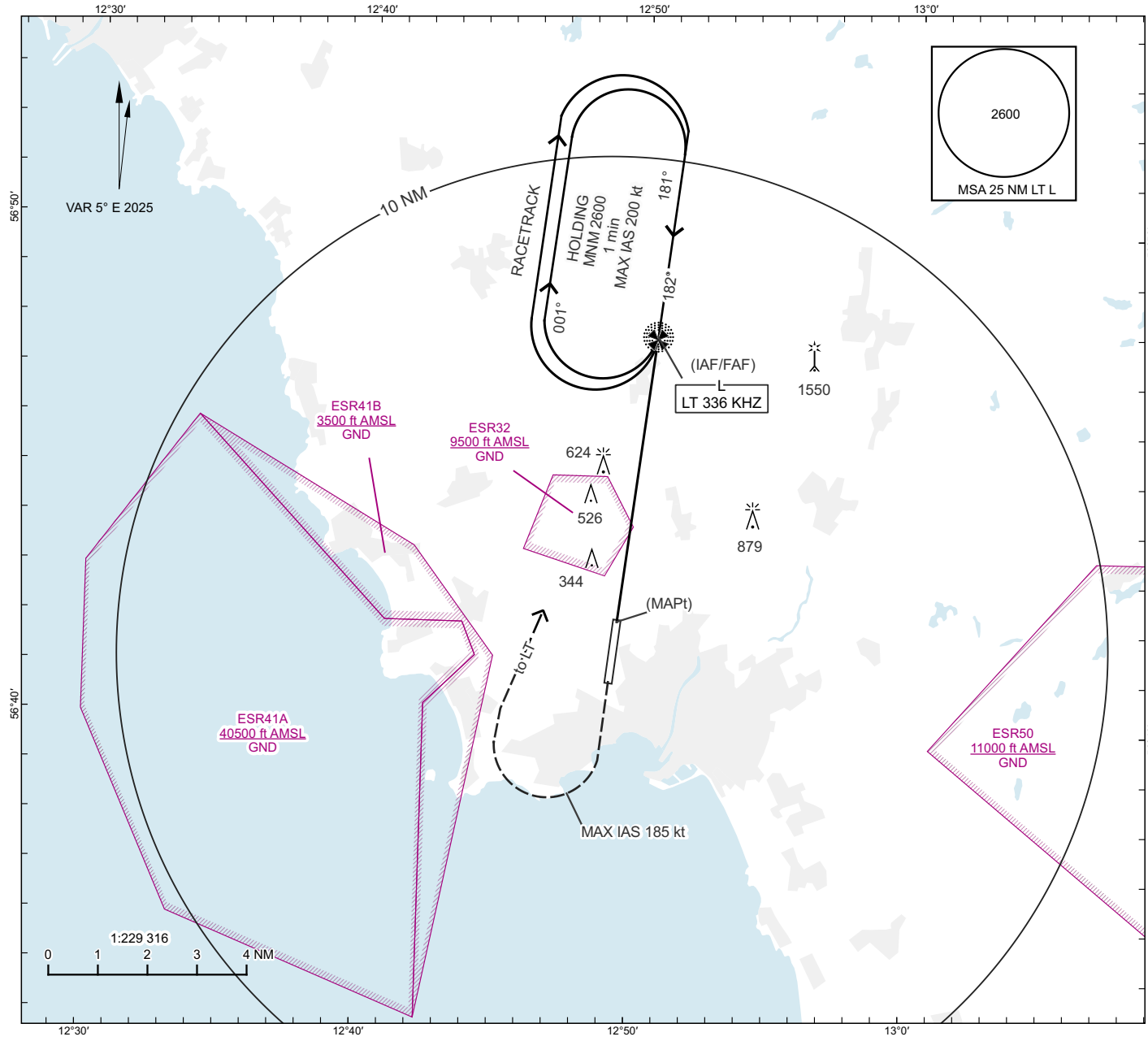
THR ELEV 84.2 ft AD ELEV 101 ft

OCH are related to THR.
Circling OCH are related to AD ELEV
BRG are MAG
ALT, HGT and ELEV in ft.

HALMSTAD TOWER 130.105
135.055

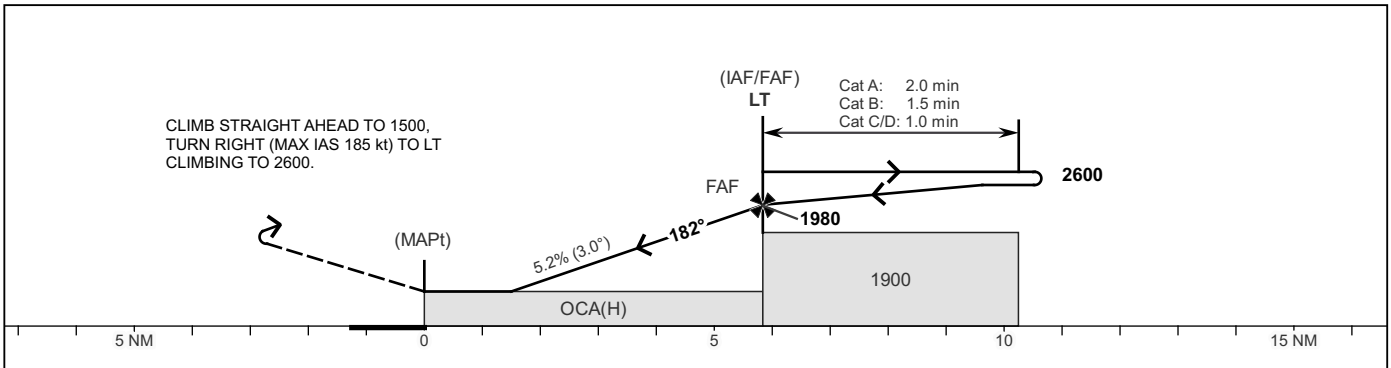
HALMSTAD

NDB RWY 19



TA 5000 ft AMSL

Final APCH line 1° offset



OCA(H)					Final approach	Distance FAF-MAPt 5.8 NM						
CAT of ACFT	A	B	C	D	DME MT NM	3	4	5				
Straight-in Approach	880(800)				ALT	1040	1360	1680				
					GS	kt	80	100	120	140	160	180
Circling	880(780)	880(780)	1280(1180)	1280(1180)	Time	min:s	4:21	3:29	2:54	2:29	2:10	1:56
Circling CAT D MAX IAS 195 kt					Rate of descent	ft/min	425	530	635	745	850	955

CHANGE: VAR

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INSTRUMENT APPROACH CHART - ICAO

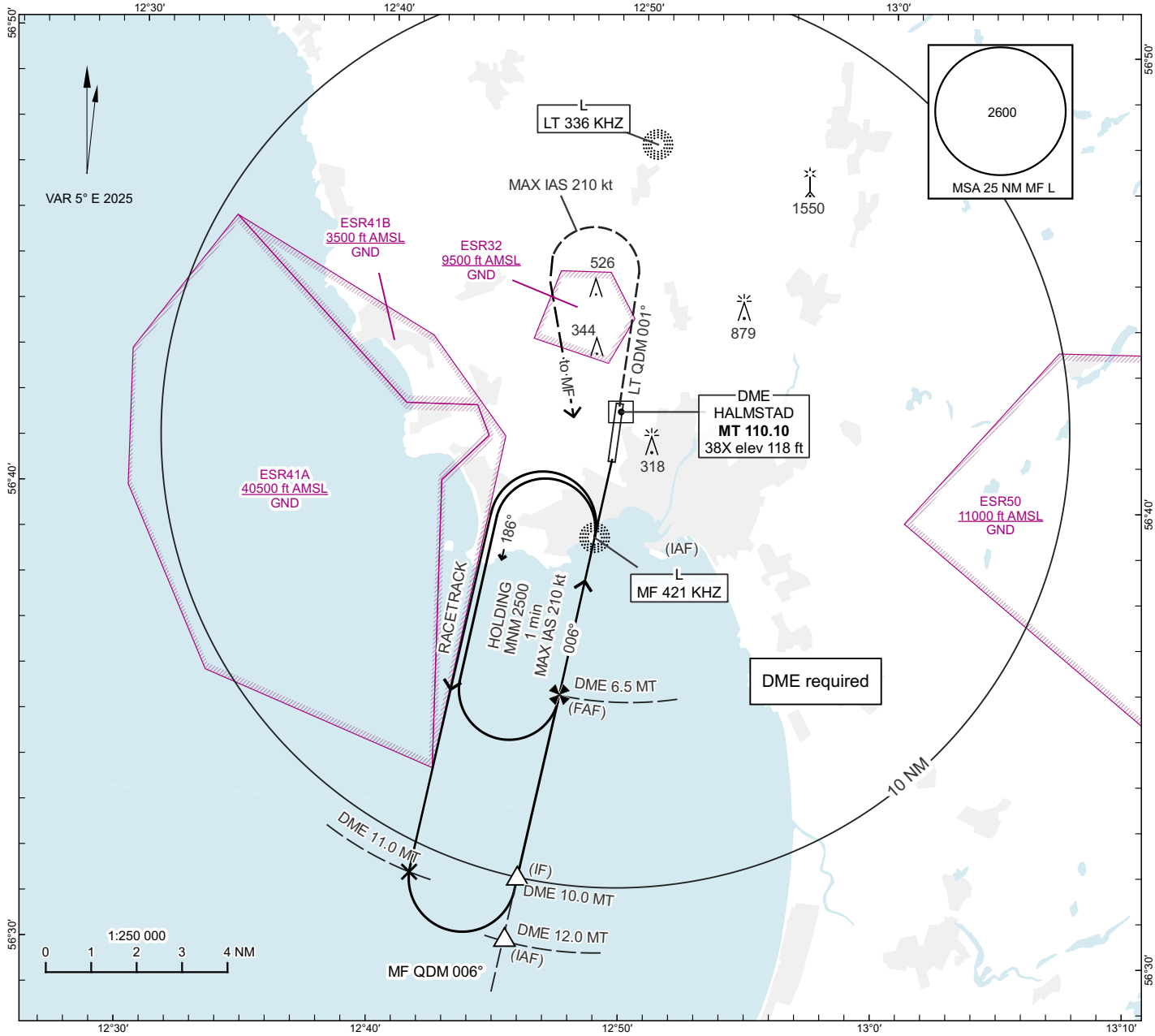
THR ELEV 64 ft AD ELEV 101 ft

OCH are related to THR.
Circling OCH are related to AD ELEV
BRG are MAG
ALT, HGT and ELEV in ft.

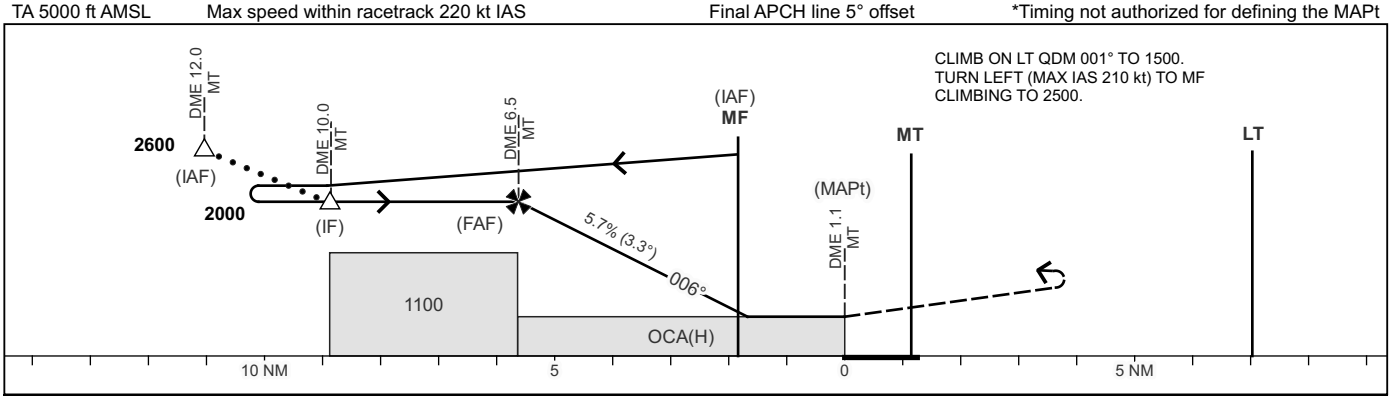
HALMSTAD TOWER 130.105
135.055

HALMSTAD

NDB z RWY 01



TA 5000 ft AMSL | Max speed within racetrack 220 kt IAS | Final APCH line 5° offset | *Timing not authorized for defining the MAPt



OCA(H)					Final approach	Distance FAF-MAPt 5.4 NM*						
CAT of ACFT	A	B	C	D	DME MT NM	6	5	4	3			
Straight-in Approach	560(500)				ALT	1820	1470	1120	780			
					GS	kt	80	100	120	140	160	180
Circling	640(540)	830(730)	1280(1180)	1280(1180)	Time	min:s	4:04	3:15	2:43	2:20	2:02	1:49
Circling CAT D MAX IAS 195 kt					Rate of descent	ft/min	460	575	690	810	925	1040

CHANGE: VAR

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INSTRUMENT APPROACH CHART - ICAO

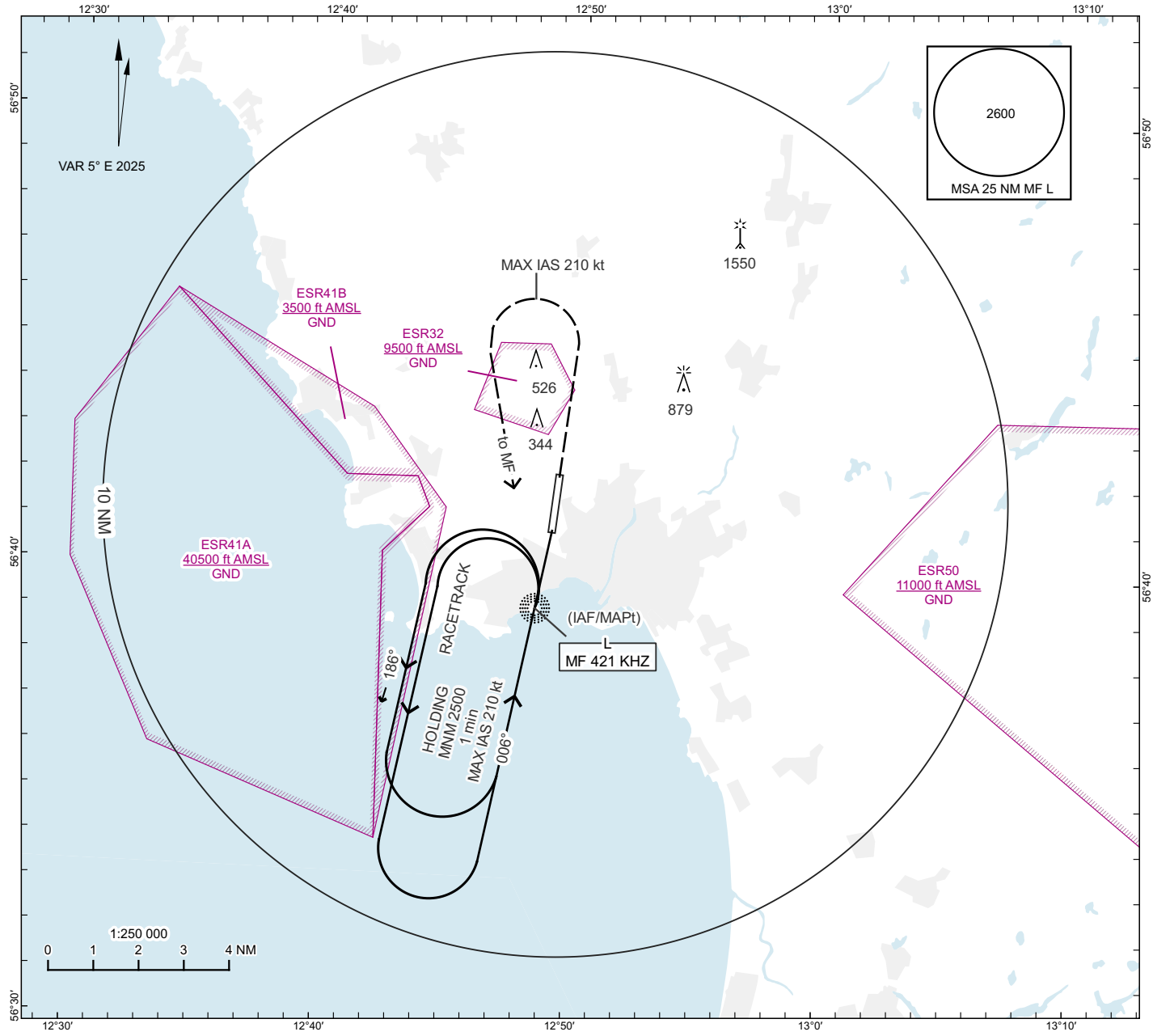
THR ELEV 64 ft AD ELEV 101 ft

OCH are related to THR.
Circling OCH are related to AD ELEV
BRG are MAG
ALT, HGT and ELEV in ft.

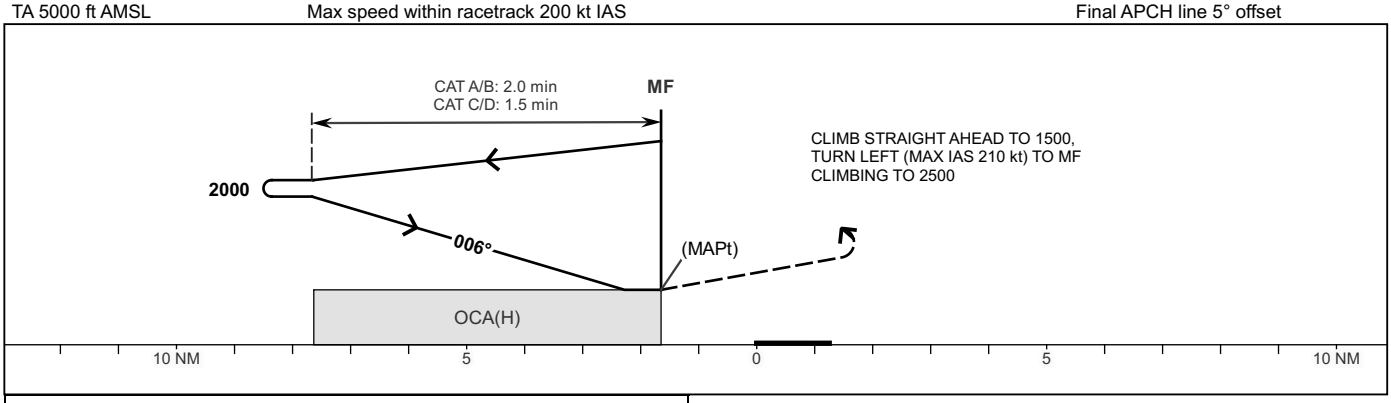
HALMSTAD TOWER	130.105
	135.055

HALMSTAD

NDB y RWY 01



TA 5000 ft AMSL | Max speed within racetrack 200 kt IAS | Final APCH line 5° offset



	OCA(H)			
CAT of ACFT	A	B	C	D
Straight-in Approach	870(810)			
Circling	870(770)	870(770)	1280(1180)	1280(1180)
Circling CAT D MAX IAS 195 kt				

CHANGE: VAR

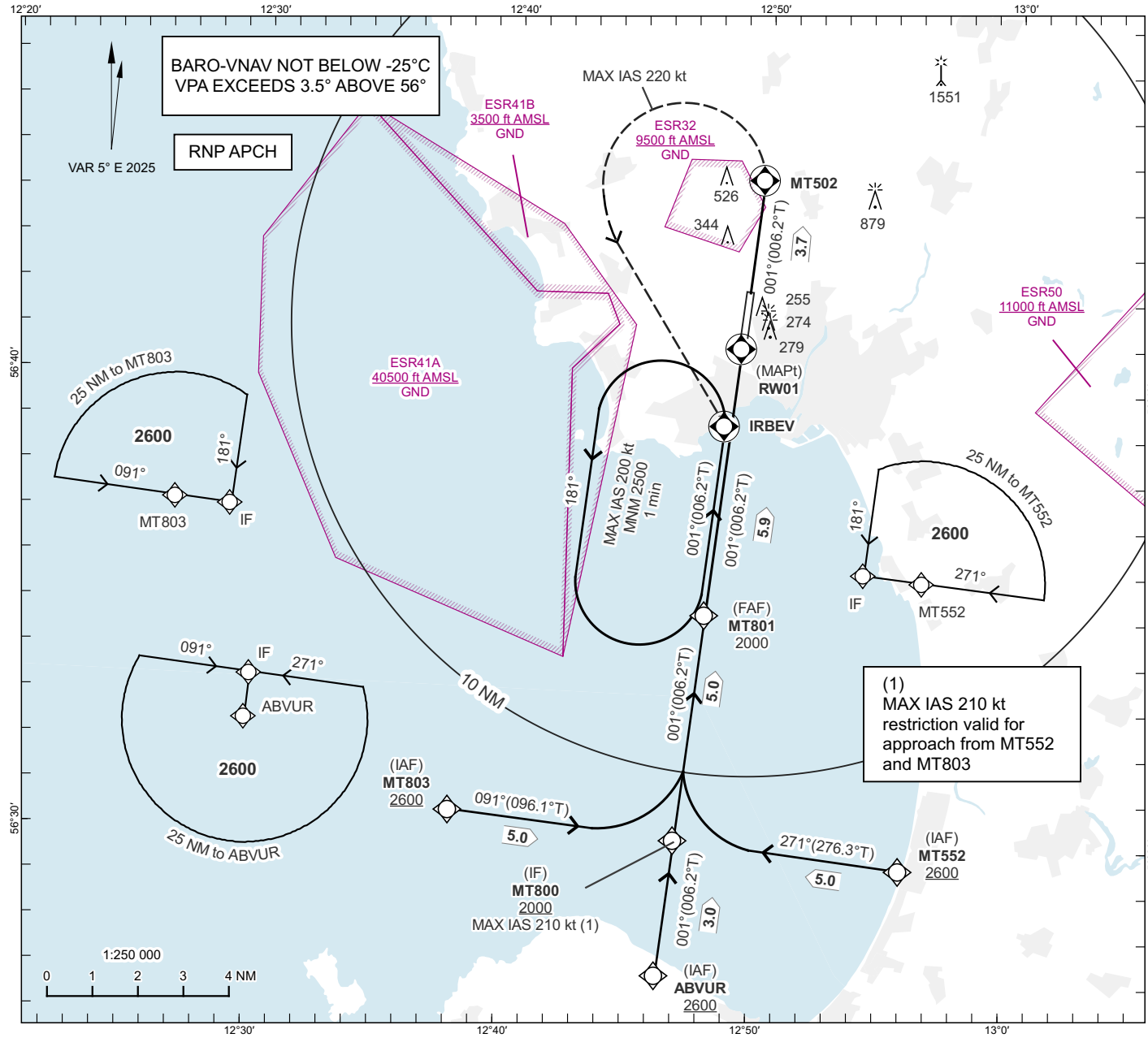
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INSTRUMENT APPROACH CHART - ICAO

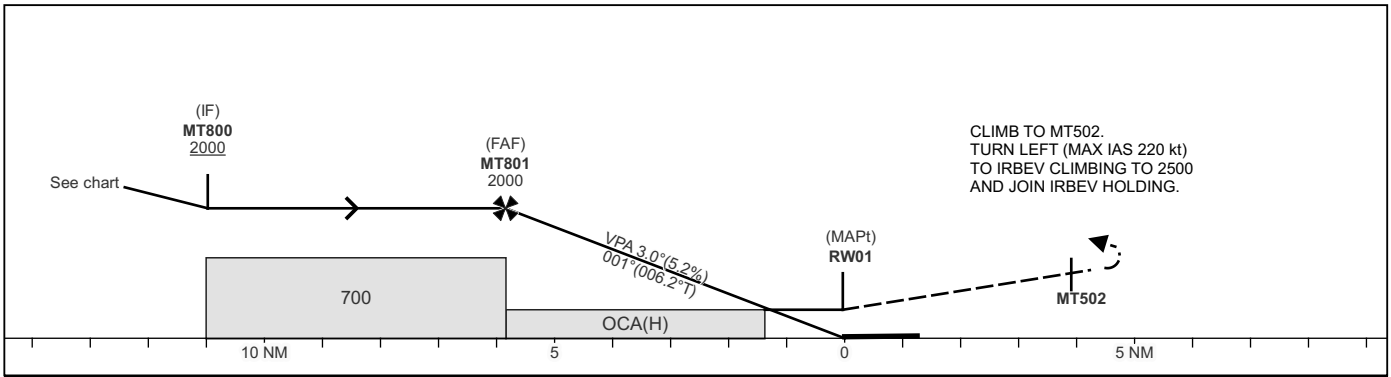
THR ELEV 64 ft AD ELEV 101 ft
OCH are related to THR.
Circling OCH are related to AD ELEV
BRG are MAG (True).
ALT, HGT and ELEV in ft.

HALMSTAD TOWER 130.105
135.055

HALMSTAD
RNP RWY 01
EGNOS CH 41182 E 01A



TA 5000 ft AMSL RDH 50 ft



OCA(H)					Final approach	Distance FAF-MAPt 5.9 NM						
CAT of ACFT	A	B	C	D	Dist to RW01 NM	5	4	3	2			
LPV	385(321)	398(334)	406(342)	416(352)	ALT	1710	1390	1070	750			
LNAV/VNAV	405(341)	417(353)	425(361)	435(371)	GS	kt	80	100	120	140	160	180
LNAV	510(450)				Rate of descent	ft/min	425	530	635	745	850	955
Circling	640(540)	830(730)	1280(1180)	1280(1180)								
Circling CAT D MAX IAS 195 kt												

CHANGE: VAR

RNP RWY 01 via MT552

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/RDH (°/ft)	Rec Navaid	Nav Spec
IF	MT552	-	-	-	-	+2600	-	-	-	RNP APCH
TF	MT800	-	271°(276.3°)	5.0	-	+2000	-210	-	-	RNP APCH

RNP RWY 01 via ABVUR

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/RDH (°/ft)	Rec Navaid	Nav Spec
IF	ABVUR	-	-	-	-	+2600	-	-	-	RNP APCH
TF	MT800	-	001°(006.2°)	3.0	-	+2000	-	-	-	RNP APCH

RNP RWY 01 via MT803

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/RDH (°/ft)	Rec Navaid	Nav Spec
IF	MT803	-	-	-	-	+2600	-	-	-	RNP APCH
TF	MT800	-	091°(096.1°)	5.0	-	+2000	-210	-	-	RNP APCH

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/RDH (°/ft)	Rec Navaid	Nav Spec
IF	MT800	-	-	-	-	+2000	-	-	-	RNP APCH
TF	MT801	-	001°(006.2°)	5.0	-	@2000	-	-	-	RNP APCH
TF	RW01	Y	001°(006.2°)	5.9	-	@114	-	-3.0/50	-	RNP APCH
TF	MT502	Y	001°(006.2°)	3.7	-	-	-	-	-	RNP APCH
DF	IRBEV	Y	-	-	L	+2500	-220	-	-	RNP APCH

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/RDH (°/ft)	Rec Navaid	Nav Spec
HM	IRBEV	Y	001°(006.2°)	-	L	+2500	-200	-	-	RNAV 1

FAS Data Block — RNP RWY 01

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	ESMT
Runway	01
Runway Letter	0
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E01A
LTP/FTP Latitude	564051.4870N
LTP/FTP Longitude	0124905.5265E
LTP/FTP Ellipsoidal Height (metres)	56.3
FPAP Latitude	564204.3885N
Delta FPAP Latitude (seconds)	72.9015
FPAP Longitude	0124919.9260E
Delta FPAP Longitude (seconds)	14.3995
Threshold Crossing Height	50.00
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	50.0

Output data

Data Block	10 14 0D 13 05 01 00 00 01 31 30 05 3E 28 53 18 ED 3F 80 05 33 16 8B 39 02 7F 70 00 F4 01 2C 01 64 00 C8 FA 68 55 48 31
Calculated CRC Value	68554831

Required Additional Data

ICAO Code	ES
LTP/FTP Orthometric Height (metres)	19.7

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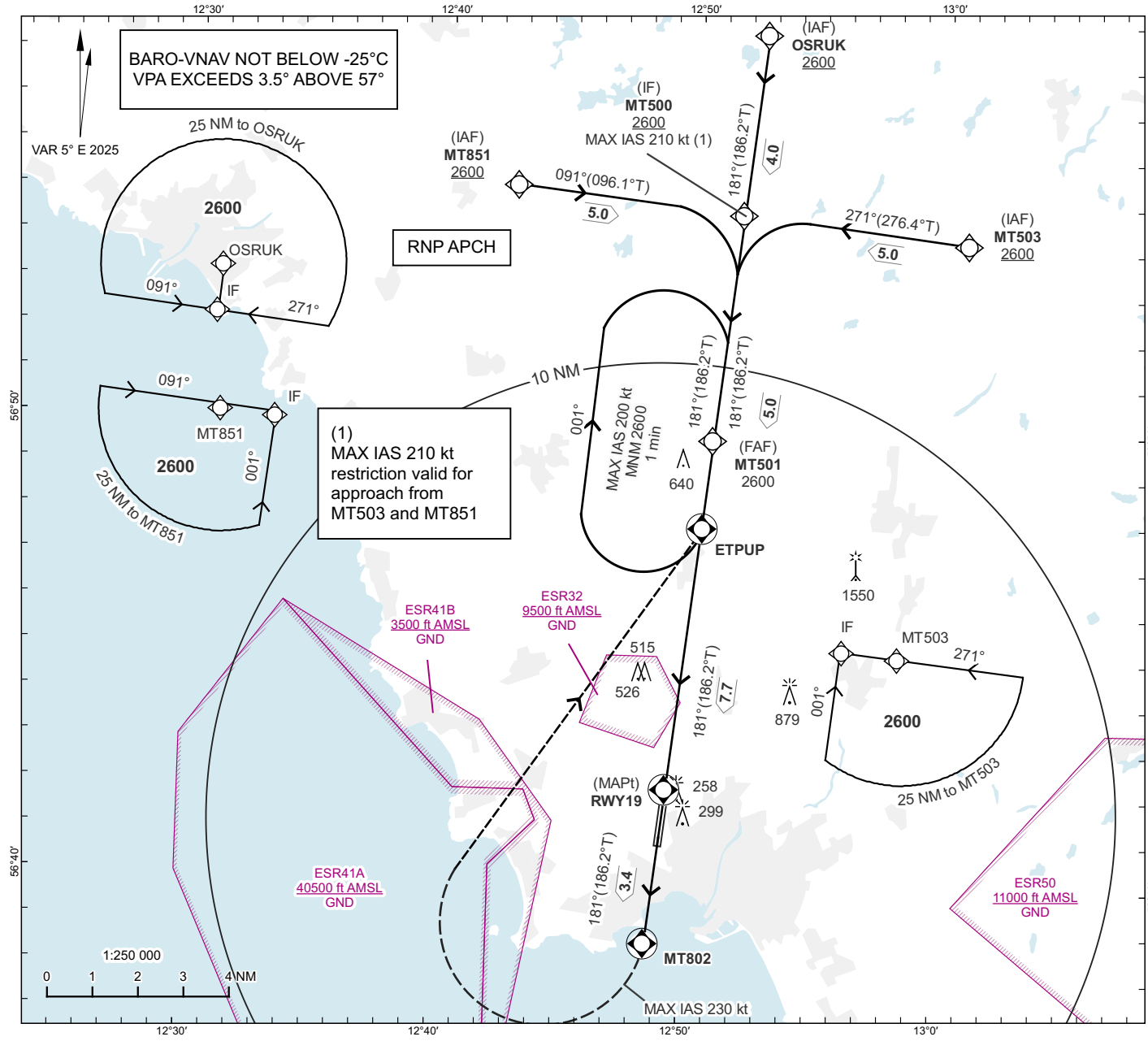
INSTRUMENT APPROACH CHART - ICAO

THR ELEV 84.2 ft AD ELEV 101 ft

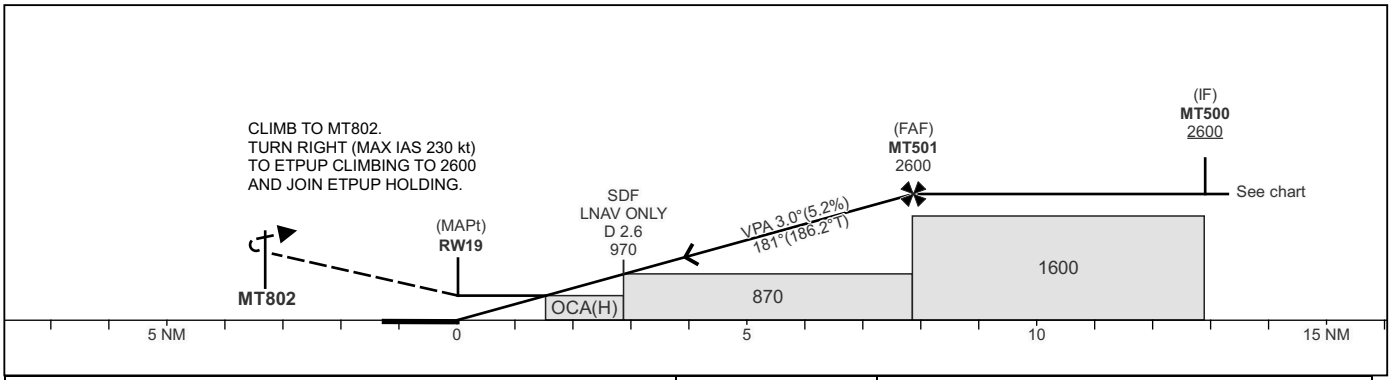
OCH are related to THR.
Circling OCH are related to AD ELEV
BRG are MAG (True). ALT, HGT and ELEV in ft.

HALMSTAD TOWER 130.105
135.055

HALMSTAD
RNP RWY 19
EGNOS CH 76870 E 19A



TA 5000 ft AMSL RDH 51 ft



OCA(H)					Final approach	Distance FAF-MAPt 7.7 NM						
CAT of ACFT	A	B	C	D	Dist to RW19 NM	3	4	5	6	7		
LPV	388(304)	400(316)	408(324)	419(335)	ALT	1090	1410	1730	2050	2360		
LNAV/VNAV	426(342)	433(349)	439(355)	460(376)	GS	kt	80	100	120	140	160	180
LNAV	610(530)				Rate of descent	ft/min	425	530	635	745	850	955
Circling	640(540)	830(730)	1280(1180)	1280(1180)								
Circling CAT D MAX IAS 195 kt												

CHANGE: VAR

RNP RWY 19 via MT851

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/RDH (°/ft)	Rec Navaid	Nav Spec
IF	MT851	-	-	-	-	+2600	-	-	-	RNP APCH
TF	MT500	-	091°(096.1°)	5.0	-	+2600	-210	-	-	RNP APCH

RNP RWY 19 via OSRUK

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/RDH (°/ft)	Rec Navaid	Nav Spec
IF	OSRUK	-	-	-	-	+2600	-	-	-	RNP APCH
TF	MT500	-	181°(186.2°)	4.0	-	+2600	-	-	-	RNP APCH

RNP RWY 19 via MT503

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/RDH (°/ft)	Rec Navaid	Nav Spec
IF	MT503	-	-	-	-	+2600	-	-	-	RNP APCH
TF	MT500	-	271°(276.4°)	5.0	-	+2600	-210	-	-	RNP APCH

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/RDH (°/ft)	Rec Navaid	Nav Spec
IF	MT500	-	-	-	-	+2600	-	-	-	RNP APCH
TF	MT501	-	181°(186.2°)	5.0	-	@2600	-	-	-	RNP APCH
TF	RW19	Y	181°(186.2°)	7.7	-	@135	-	-3.0/51	-	RNP APCH
TF	MT802	Y	181°(186.2°)	3.4	-	-	-	-	-	RNP APCH
DF	ETPUP	Y	-	-	R	+2600	-230	-	-	RNP APCH

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/RDH (°/ft)	Rec Navaid	Nav Spec
HM	ETPUP	Y	181°(186.2°)	-	R	+2600	-200	-	-	RNAV 1

FAS Data Block — RNP RWY 19

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	ESMT
Runway	19
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E19A
LTP/FTP Latitude	564204.3885N
LTP/FTP Longitude	0124919.9260E
LTP/FTP Ellipsoidal Height (metres)	62.3
FPAP Latitude	564047.8050N
Delta FPAP Latitude (seconds)	-76.5835
FPAP Longitude	0124904.7955E
Delta FPAP Longitude (seconds)	-15.1305
Threshold Crossing Height	51.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	112
HAL (metres)	40.0
VAL (metres)	50.0

Output data

Data Block	10 14 0D 13 05 13 00 00 01 39 31 05 C9 61 55 18 6C B0 80 05 6F 16 B1 A9 FD CB 89 FF FE 01 2C 01 64 0E C8 FA 0D 81 29 2D
Calculated CRC Value	0D81292D

Required Additional Data

ICAO Code	ES
LTP/FTP Orthometric Height (metres)	25.7

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VISUAL APPROACH CHART - ICAO

1:250000

1 0 1 2 3 4 5 Km
1 0 1 2 3 NM

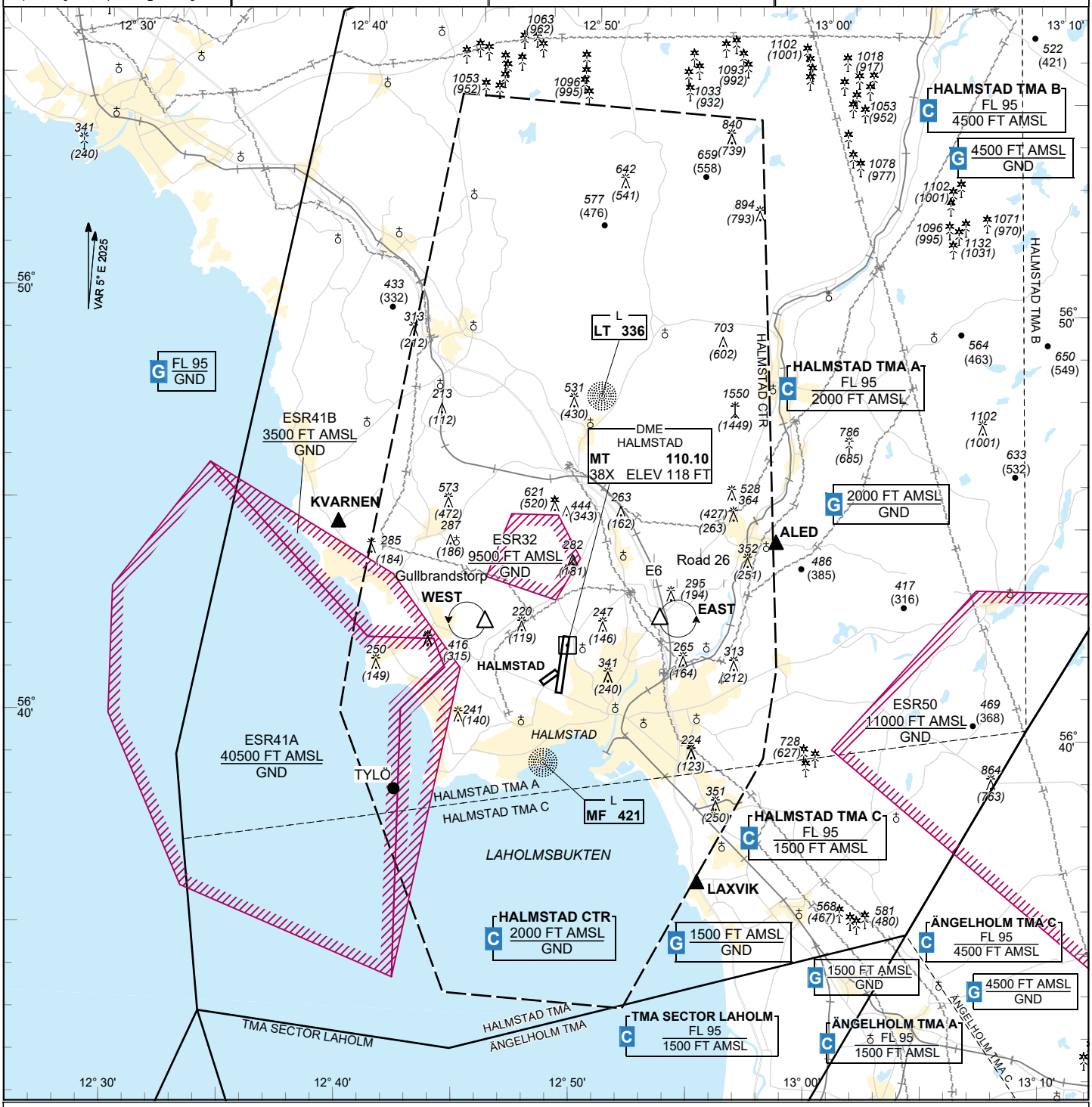
AD ELEV 101 FEET

ELEV and ALT in ft
HGT in ft above AD ELEV

TA 5000 AMSL

HALMSTAD TOWER 135.055
130.105

HALMSTAD SWEDEN



Communication failure

1 SQUAWK 7600
2 Enter CTR via KVARNEN – Holding WEST at or below 1500 ft AMSL to traffic circuit. Transmit blind your intentions.
3 Flash LDG-lights and watch TWR for optical signals.

Remark

Sector LAHOLM: ATC provider see ENR 2.1

Legend

See GEN 2.3

RWY NR	THR ELEV	PAPI (MEHT)
01	64 ft	Left/3.25° (56 ft)
19	84.2 ft	Left/3.00° (51 ft)

Entry / exit point

KVARNEN	564440N 0123925E
ALED	564428N 0125812E
LAXVIK	563625N 0125514E

Holding

EAST: Hold east of intersection E6 and road 26, east of point 564238N 0125319E

WEST: Hold at crossroad east Gullbrandstorp, west of point 564226N 0124550E

CHANGE: VAR

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AD 2 AERODROMES

ESMQ 2.1 AERODROME LOCATION INDICATOR AND NAME

ESMQ - KALMAR

ESMQ 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1.	**ARP coordinates and site at AD**	564108N 0161715E RWY 640 m from THR 34
2.	**Direction and distance from (city)**	WNW 2.5 NM from Kalmar
3.	**Elevation/Reference temperature**	18 ft/+18.5°C
4.	**Geoid undulation at AD ELEV PSN**	100 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**	KalmarOland Airport AB SE-392 41 Kalmar TEL: +46 10 357 48 00 E-mail: flyget@kalmarairport.se AFS: ESMQZTZX Website: www.kalmarolandairport.se
7.	**Types of traffic permitted (IFR/VFR)**	IFR/VFR. Max RWY ref code 4E
8.	**Remarks**	PPR for all traffic outside TWR HR of OPS. Apply for PPR via kalmarolandairport.se

ESMQ 2.3 OPERATIONAL HOURS

1.	**AD operator**	MON-FRI 0700-1600 (0600-1500)
	AD Operating hours	H24
2.	**Customs and immigration**	O/R TEL +46 40 661 32 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 ATS
9.	**Handling**	As ATS
10.	**Security**	As ATS
11.	**De-Icing**	As ATS
12.	**Remarks**	Increased charges outside TWR HR of OPS. Extended operational hours occurs frequently.

ESMQ 2.4 HANDLING SERVICES AND FACILITIES

1.	**Cargo-handling facilities**	Available by arrangement
2.	**Fuel and oil types**	Fuel: 91UL, Jet A1 Oil: -
3.	**Fuelling facilities and capacity**	91UL Jet A1: 120,000 l
4.	**De-icing facilities**	Type I and II, mobile unit
5.	**Hangar space for visiting ACFT**	-
6.	**Repair facilities for visiting ACFT**	-

7.	**Remarks**	Fuel supplier AirBP. Self-service fuel station with JET A1 and 91UL is located on apron 2. For payment of fuel, VISA, Mastercard and AirBP are accepted.

ESMQ 2.5 PASSENGER FACILITIES

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

ESMQ 2.6 RESCUE AND FIRE FIGHTING SERVICES

1.	**AD category for fire fighting**	CAT 6. For commercial traffic exceeding 2500 kg MTOM 180 sec. CAT 7 O/R
2.	**Rescue equipment**	By arrangement, municipal rescue service
3.	**Capability for removal of disabled aircraft**	By arrangement, contact airport duty officer TEL +46 10 357 49 93
4.	**Remarks**	-

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

1.	**Types of clearing equipment**	Snowploughs, blowers, sweepers, slinger
2.	**Clearance priorities**	RWY, TWY, Apron
3.	**Use of material for movement area surface treatment**	-
4.	**Specially prepared winter runways**	-
5.	**Remarks**	RWY 05/23 not cleared during winter season

ESMQ 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1.	**Apron surface and strength**	Apron 1 ASPH PCN 50/F/B/X/T Apron 2 CONC PCN 9/R/B/X/U
2.	**Taxiway width, surface and strength**	TWY A NORTHERN PART 10 m CONC PCN 20/R/B/X/U between TWY A1 and Apron 2 TWY A SOUTHERN PART 10 m ASPH PCN 20/F/B/X/T from Apron 2 to TWY A8. Width between Apron 1 and 2 15 m TWY A1 10 m CONC PCN 20/R/B/X/U TWY A8 28 m ASPH PCN 50/F/B/X/T TWY A10 23 m ASPH PCN 50/F/B/X/T
3.	**ACL, location and elevation**	See ESMQ Aerodrome Chart
4.	**VOR checkpoints**	At holding position TWY A8
5.	**INS checkpoints**	-
6.	**Remarks**	-

ESMQ 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 to scheduled traffic only.

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	CALVERT CAT I 900 M LIL/LIH	Green WBAR	PAPI Left side/3.00° 52 ft	-	-	2050/60 m White Caution zone 600 m yellow LIL/LIH	Red	-
34	-	Green WBAR	PAPI Left side/3.00° 53 ft	-	-	270/60 m Red 2050/60 m White Caution zone 600 m yellow LIL/LIH	Red	-
10 Remarks:	RWY 16: LED lights on REDL, WBAR, TRID, RTHL RWY 34: TRID LIH. LED lights on REDL, WBAR, TRID, RTHL							

ESMQ 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1.	**ABN/IBN location, characteristics and hours of operation**	-
2.	**LDI location and LGT**	Windsock 400 m NE RWY intersection
	Anemometer location and LGT	At GP RWY 16 and E THR 34
3.	**TWY edge and centre line lighting**	Edge: A SOUTHERN PART, A8, A10 CL: - LED lights on TWY lights
4.	**Secondary power supply/switch-over time**	Available/Without interruption
5.	**Remarks**	-

ESMQ 2.16 HELICOPTER LANDING AREA

As directed by ATC

ESMQ 2.17 ATS AIRSPACE

1.	**Designation and lateral limits**	KALMAR CTR	565221N 0161228E - 564248N 0162617E - 563458N 0162934E - 563222N 0162028E - 563819N 0160849E - 564939N 0160251E to point of origin.
2.	**Vertical limits**	KALMAR CTR	1500 ft AMSL GND
3.	**Airspace classification**	C	
4.	**ATS unit call sign** **Language(s)**	KALMAR TOWER Swedish/English	
5.	**Transition altitude**	5000 ft AMSL	
6.	**Hours of applicability**	CTR established during hours of TWR.	
7.	**Remarks**	-	

ESMQ 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channels	Hours of operation	Remarks
1	2	3	4	5
TWR/APP	KALMAR TOWER	130.805	HO	PRIMARY
		127.055	HX	-
		121.500	HO	-

ESMQ 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 (6° E 2020)	MQ	108.70 MHz	H24	564034.0N 0161747.4E	-	-	556 m beyond THR 34 ILS Class I/E/2
GP 16	-	330.50 MHz	H24	564141.2N 0161651.0E	-	-	Angle 3.00° RDH 50.2 ft 320 m past THR 16 left side
VOR/DME (6° E 2020)	KAL	111.60 MHz	H24	564107.2N 0161702.8E	26 ft	-	200 m W ARP DME Channel 53X
DME	MQ	108.70 MHz	H24	564141.3N 0161651.2E	13 ft	-	DME Channel 24X Poor DME coverage below 4000 ft AMSL beyond 17 NM.

ESMQ 2.20 LOKALA FLYGPLATSFÖRESKRIFTER

1. Minsta möjliga motoreffekt ska användas vid taxning på plattan.

2. Fordonstrafik utan dubbelriktad flygradioförbindelse kan förekomma utanför ATS öppethållning.

Vid flygning i CTR utanför ATS öppethållning ska blindsändning göras på 130.805.

Taxning med luftfartyg utanför ATS öppethållning får endast ske då sikten överstiger 500 m.

ESMQ 2.20 LOCAL AERODROME REGULATIONS

1. Engines shall be operated at minimum power required when taxiing on apron.

2. Vehicle movements without two way radio communication may occur outside ATS hours of operations.

When flying in CTR outside ATS hours of operations blind transmission should be made on 130.805.

Taxiing of aircraft outside ATS hours of operations is only allowed in visibility above 500 m.

ESMQ 2.21 BULLERREDUCERANDE FÖRFARANDEN

1. Luftfartyg ska noggrant följa i klareringen angiven flygväg samt i övrigt framföras så, att onödiga bullerstörningar inte förorsakas.

ESMQ 2.21 NOISE ABATEMENT PROCEDURES

1. Aircraft shall strictly adhere to assigned route and be operated in such a manner that unnecessary noise disturbances are not caused.

ESMQ 2.22 FLYGPROCEDURER

1. Flygvägar för ankommande och avgående trafik är upprättade enligt ESMQ STARs och ESMQ SIDs.

ESMQ 2.22 FLIGHT PROCEDURES

1. Arrival and departure routes are established in accordance with ESMQ STARs and ESMQ SIDs.

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

Holdings (Ref ENR para 1.3 mom 9)
Holdings are established in accordance with ESMQ Area Chart.

2. Instrumentinflygningsprocedurerna får endast användas under ATS öppethållning.

2. Instrument approach procedures may only be used during ATS hours of operation.

3. Startprocedurer, omnidirectional

3. Omnidirectional departure procedures

RWY	Procedure	Significant obstacle		
		Obstacle	Elevation (ft)	Direction (GEO)/Dist (m) from THR
16	Climb straight ahead to MNM turning ALT 500 ft AMSL. Continue climb to appropriate MSA.	Tree (CIO)	60	148°/2504
		Stack (Chimneys)	224	144°/5310
34	Climb straight ahead to MNM turning ALT 500 ft AMSL. Continue climb to appropriate MSA.	Tree (CIO)	142	337°/3234

4. Lägsta RVR för avgående trafik är 400 m.

4. Minimum RVR for departing traffic is 400 m.

5. Lågsiktsprocedurer (LVP) etablerade

5. Low visibility procedures (LVP) established

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

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

Meddelande om att LVP är i kraft lämnas av ATS.

The application of LVP will be announced by ATS.

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

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

När LVP tillämpas ska luftfartyg meddela lämnade av manöverområdet genom att anmäla framme på avsedd parkeringsplats.

When LVP is applied aircraft shall report RWY vacated at stand.

6. VFR-flygning inom Kalmar TMA/CTR

6. VFR flight within Kalmar TMA/CTR

Normala in- och utpasseringspunkter
Se ESMQ VAC

Normal entry and exit points
See ESMQ VAC

Väntlägen
Se ESMQ VAC

Holdings
See ESMQ VAC

Avbrott i radioförbindelse
Se ESMQ VAC

Communication failure
See ESMQ VAC

ESMQ 2.23 TILLÄGGSINFORMATION

1. Reducerad banseparation tillämpas på flygplatsen enligt AIP AD 1.1 punkt 10.

2. Beviljade undantag från krav i CS-ADR-DSN:

Fasta hinder genomtränger följande hinderbegränsande ytor enligt förteckning:

- Inflygningsyta bana 16 och 34

ESMQ 2.23 ADDITIONAL INFORMATION

1. Reduced runway separation is applied at the aerodrome in accordance with AIP AD 1.1 para 10.

2. Granted exemptions from requirements in CS-ADR-DSN:

Fixed obstacles penetrate the following obstacle limitations surfaces according to list:

- Approach surface RWY 16/34

- Horisontella ytan
- Koniska ytan
- Övergångsytan bana 16 och 34
- Stråkytan bana 16 och 34

- Horizontal surface
- Conical surface
- Transition surface RWY 16/34
- Strip RWY 16/34

ESMQ 2.24 FLYGKARTOR AVSEENDE EN FLYGPLATS

ESMQ 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

Charts	*Pages*
Aerodrome Chart - ICAO	AD 2 ESMQ 2 - 1
AOC - ICAO Type A RWY 16/34	AD 2 ESMQ 3 - 1
Area Chart - ICAO KALMAR TMA	AD 2 ESMQ 5 - 1
SID - ICAO RWY 16	AD 2 ESMQ 6 - 1
SID - ICAO RWY 34	AD 2 ESMQ 6 - 3
STAR - ICAO RWY 16	AD 2 ESMQ 6 - 5
STAR - ICAO RWY 34	AD 2 ESMQ 6 - 7
SID - ICAO RNP RWY 16 LAGIS 1K, LATVI 1K, MOVIS 1K, TILSA 1K	AD 2 ESMQ 6 - 9
SID - ICAO RNP RWY 34 LAGIS 1L, LATVI 1L, MOVIS 1L, TILSA 1L.	AD 2 ESMQ 6 - 11
STAR - ICAO RNP RWY 16 LAGIS 1S, LATVI 1S, MOVIS 1S, TILSA 1S	AD 2 ESMQ 6 - 13
STAR - ICAO RNP RWY 34 LAGIS 1T, LATVI 1T, MOVIS 1T, TILSA 1T	AD 2 ESMQ 6 - 15
ATC Surveillance Minimum Altitude Chart - ICAO	AD 2 ESMQ 7 - 1
IAC - ICAO ILS or LOC RWY 16	AD 2 ESMQ 8 - 1
IAC - ICAO VOR RWY 34	AD 2 ESMQ 8 - 2
IAC - ICAO RNP RWY 16	AD 2 ESMQ 8 - 3
IAC - ICAO RNP RWY 34	AD 2 ESMQ 8 - 7
VAC - ICAO	AD 2 ESMQ 9 - 1

LIST OF WAYPOINTS AND SIGNIFICANT POINTS

See ESMQ KALMAR 4

ESMQ 2.25 GENOMTRÄNGANDE AV YTAN FÖR VISUELLA SEGMENTET (VSS)

-

ESMQ 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

-

AERODROME CHART - ICAO

TWR 130.805

KALMAR

ARP: 564108N 0161715E
AD ELEV: 18 ft

LEGEND See GEN 2.3

Dimensions in m.
ELEV in feet.
Bearings are magnetic.

RWY/TWY markings/lightings, see ESMQ AD 2.9.
Declared Distances, see ESMQ AD 2.13
Approach and Runway lighting, see ESMQ AD 2.14.

VAR 6° E 2020
Annual change +0.2°

Apron	Surface, Bearing Strength
1	ASPH PCN 50 F/B/X/T
2	CONC PCN 9 R/B/X/U

THR	BRG	THR POS, GUND	Surface, Bearing Strength	THR ELEV TDZ ELEV	VASIS (MEHT)
16	146°	564148.55N 0161635.97E GUND 99.9 ft	ASPH PCN 50 F/B/X/T	THR 18.0 ft TDZ 18.0 ft	PAPI LEFT /3.00° (52 ft)
34	326°	564049.93N 0161732.19E GUND 100 ft	ASPH PCN 50 F/B/X/T	THR 16 ft	PAPI LEFT /3.00° (53 ft)
05	042°	564050.24N 0161639.41E GUND 100 ft	ASPH PCN 30 F/B/X/T	THR 10 ft	-
23	222°	564104.39N 0161708.08E GUND 100 ft	ASPH PCN 30 F/B/X/T	THR 10 ft	-

REMARK:
RWY extension 270 m south THR 34

MILITARY LIGHTING: MIL PAPI RWY 16

TWY	Surface, Bearing Strength	Width
A NORTHERN PART	CONC PCN 20 R/B/X/U	10 m
A SOUTHERN PART	ASPH PCN 20 F/B/X/T	10 m
A1	CONC PCN 20 R/B/X/U	10 m
A10	ASPH PCN 50 F/B/X/T	23 m
A8	ASPH PCN 50 F/B/X/T	28 m

REMARK:
Two HLDGs on TWY A have specified designations; E north and E south.
Another HLDG with specified designation is D placed on THR 23.

ACL/INS Reference points			
Stand	Apron	Coordinate	ELEV
1	1	564040.23N 161726.07E	14
2	1	564040.33N 161721.94E	13
3	1	564040.84N 161719.69E	12
3A	1	564040.94N 161721.60E	12
4	1	564041.25N 161717.54E	11

CHANGE: VDF removed. Apron 2 closed area. Apron 2 fuel. Editorial

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AD 2 AERODROMES

ESOK 2.1 AERODROME LOCATION INDICATOR AND NAME

ESOK - KARLSTAD

ESOK 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1.	**ARP coordinates and site at AD**	592641N 0132015E RWY centre point
2.	**Direction and distance from (city)**	NW 6.5 NM from Karlstad
3.	**Elevation/Reference temperature**	353 ft/+20.0°C
4.	**Geoid undulation at AD ELEV PSN**	104 ft
5.	**MAG VAR/Annual change**	5° E (2020)/+0.2 increasing
6.	**Name of aerodrome operator, address, telephone, telefax numbers, AFS, e-mail, website**	Karlstad Airport SE-655 91 Karlstad TEL: +46 54 540 77 14 FAX: +46 54 53 23 06 E-mail: karlstadairport@karlstad.se AFS: ESOKZTZX Website: www.ksdarprt.se
7.	**Types of traffic permitted (IFR/VFR)**	IFR/VFR. Max RWY ref code 4E
8.	**Remarks**	IFR traffic is only allowed when ATS is open. HEMS RNP 3D approaches (LPV or LNAV/VNAV) and HEMS RNP departures allowed during all hours.

ESOK 2.3 OPERATIONAL HOURS

1.	**AD operator**	MON-FRI 0700-1500 (0600-1400)
	AD Operating hours	As ATS
2.	**Customs and immigration**	Customs: O/R +46 40 661 32 20 Border Police: O/R MON-FRI 0700-1500 (0600-1400) except Swedish public holidays.
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 or on request
8.	**Fuelling**	As ATS
9.	**Handling**	O/R
10.	**Security**	O/R
11.	**De-Icing**	O/R
12.	**Remarks**	Increased charges outside TWR HR of OPS. For request e-mail: karlstadairport@karlstad.se during hours of AD operator. Border Police: Always prior notice to utl.varmland@polisen.se

ESOK 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: 20,000 l stationary Jet A1: 48,700 l fuel truck/stationary, additional capacity O/R
4.	**De-icing facilities**	Available, Type I and II
5.	**Hangar space for visiting ACFT**	Available, private
6.	**Repair facilities for visiting ACFT**	-
7.	**Remarks**	Fuel 100LL supplier Air BP. All major credit cards are accepted for payment, during opening hours. During closing hours, 100LL available with Air BP card. JET A1: Service only during opening hours and to aircraft with contract (Air BP card or fuel release).

ESOK 2.5 PASSENGER FACILITIES

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

ESOK 2.6 RESCUE AND FIRE FIGHTING SERVICES

1.	**AD category for fire fighting**	CAT 5. Up to CAT 9 available O/R. RFFS level corresponds to the current aircraft specification.
2.	**Rescue equipment**	Available by arrangement
3.	**Capability for removal of disabled aircraft**	Available by arrangement, contact duty officer +46 54 540 77 34
4.	**Remarks**	RFFS for non-commercial operations and specialized operations only available on request during ATS OP HR. 8 min PN for NON SKED Commercial Air Transport Operations TFC.

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

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

ESOK 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1.	**Apron surface and strength**	Apron E ASPH PCN 43/F/B/X/T Apron N ASPH ASPH PCN 58/F/B/X/T Apron N CONC CONC PCN 38/R/B/X/T Apron S ASPH PCN 35/F/B/X/T
2.	**Taxiway width, surface and strength**	TWY E 23 m ASPH PCN 48/F/B/X/T TWY N 23 m ASPH PCN 64/F/B/X/T TWY S 23 m ASPH PCN 41/F/B/X/T
3.	**ACL, location and elevation**	See ESOK Aerodrome Chart
4.	**VOR checkpoints**	See ESOK Aerodrome Chart
5.	**INS checkpoints**	-
6.	**Remarks**	-

ESOK 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 E: Taxi guide lines and signs. Marshalling available Apron N ASPH: Taxi guide lines and signs. Marshalling available Apron N CONC: Taxi guide lines and signs. Marshalling available
2.	**RWY and TWY markings and LGT**	RWY 03/21: Designator, THR, TDZ, CL and edges day marked. RTHL, REDL, RENL, RCLL. TWY E: CL, HLDG day marked. Edge lights and RGL. TWY N: CL, HLDG day marked. Edge, CL lights and RGL. TWY S: CL, HLDG day marked. Edge, CL lights and RGL.
3.	**Stop bars**	At HLDG on TWY S and N
4.	**Remarks**	-

ESOK 2.10 AERODROME OBSTACLES

In Area 2				
OBST ID/Designation	**OBST type**	**OBST position**	**ELEV/HGT**	**Markings/ Type, colour**
a	**b**	**c**	**d**	**e**
ESOK1	NAVAID	592723.1N 0132054.3E	362 ft / -	-
ESOK2	NAVAID	592725.9N 0132057.0E	365 ft / -	-
ESOK3	POLE	592725.2N 0132104.5E	375 ft / -	-
ESOK4	VEGETATION	592736.1N 0132116.2E	393 ft / -	-
ESOK5	VEGETATION	592746.5N 0132122.4E	410 ft / -	-
ESOK6	VEGETATION	592749.0N 0132121.1E	414 ft / -	-
ESOK7	VEGETATION	592554.3N 0131937.5E	349 ft / -	-
ESOK8	VEGETATION	592553.8N 0131938.7E	351 ft / -	-
ESOK9	VEGETATION	592550.0N 0131915.9E	365 ft / -	-
ESOK10	VEGETATION	592544.4N 0131914.5E	372 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			

ESOK 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**	KARLSTAD TWR

10. Additional information (limitation of service, etc.) -

ESOK 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	025.65°	2516 x 45	PCN 65/F/B/X/T ASPH	592604.32N 0131939.95E GUND 104.3 ft	THR 333.0 ft TDZ: 333.0 ft
21	205.67°	2516 x 45	PCN 65/F/B/X/T ASPH	592717.61N 0132049.08E GUND 104.1 ft	THR 352.7 ft TDZ: 352.7 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 ESOK AOC	-	-	2636 x 280	227 x 90
21	See ESOK AOC	-	-	2636 x 280	130 x 90

Designations RWY NR	Location/ description of arresting system	OFZ (Yes/No)	Remarks
1	12	13	14
03	-	-	-
21	-	-	-

ESOK 2.13 DECLARED DISTANCES

RWY Designator		TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1		2	3	4	5	6
03		2516	2516	2516	2516	-
21		2516	2516	2516	2516	-
RWY Designator	**INTERSECTION**	**TORA (m)**	**TODA (m)**	**ASDA (m)**	**-**	**Remarks**
1		2	3	4	5	6
03	TWY N	969	969	969	-	-
03	TWY S	1395	1395	1395	-	-
21	TWY N	1485	1485	1485	-	-
21	TWY S	1037	1037	1037	-	-

ESOK 2.14 APPROACH AND RUNWAY LIGHTING

AERODROME CHART - ICAO

TWR 119.455

KARLSTAD

ARP: 592641N 0132015E
AD ELEV: 353 ft

LEGEND See GEN 2.3

Dimensions in m.
ELEV in feet.
Bearings are magnetic.

RWY/TWY markings/lightings, see ESOK AD 2.9.
Declared Distances, see ESOK AD 2.13
Approach and Runway lighting, see ESOK AD 2.14.

VAR 5° E 2020
Annual change +0.2°

RWY NR	BRG	THR POS, GUND	Surface, Bearing Strength	THR ELEV TDZ ELEV	VASIS (MEHT)
03	021°	592604.32N 0131939.95E GUND 104.3 ft	ASPH PCN 65 F/B/X/T	THR 333.0 ft TDZ 333 ft	PAPI LEFT /3.00° (57 ft)
21	201°	592717.61N 0132049.08E GUND 104.1 ft	ASPH PCN 65 F/B/X/T	THR 352.7 ft TDZ 353 ft	PAPI LEFT /3.00° (57 ft)

TWY	Surface, Bearing Strength	Width
E	ASPH PCN 48 F/B/X/T	23 m
N	ASPH PCN 64 F/B/X/T	23 m
S	ASPH PCN 41 F/B/X/T	23 m

Apron	Surface, Bearing Strength
E	ASPH PCN 43 F/B/X/T
N ASPH	ASPH PCN 58 F/B/X/T
N CONC	CONC PCN 38 R/B/X/T
S	ASPH PCN 35 F/B/X/T

INS Coordinates for Aircraft Stands

Stand	Coordinate	ELEV	Apron
3.1	592641.42N 132040.66E	337	N ASPH
3.2	592641.65N 132040.51E	338	N ASPH
4	592639.86N 132039.18E	336	N CONC
5	592638.48N 132037.86E	335	N CONC
6	592637.13N 132036.61E	335	N CONC

RESA 227 x 90 m
352.7
342
325
TWY E
21
Monitor
ILS GP
Anemometer
560 x 50 m Grass
Apron E
PAPI
Strip 2636 x 280 m
2516 x 45 m ASPH
H1
Hovering way
H2
Hangar
Hangar
Anemometer
TWY N
Apron N ASPH
3.2
3.1
4
5
6
7
Cargo
Fuel
Apron N CONC
Terminal
ARP
DME
KSD
TWY S
Fire station
TWR
Fuel
Garage
VHF
Apron S
Maintenance Building
Anemometer
PAPI
ILS GP
Monitor
VDF
03
333.0
RESA 130 x 90 m
ILS LOC
NOK
Fire exercise area
1:7 000
0 100 200 300 400 m
59°27′
59°26′
13°20′
13°21′

CHANGE: RESA, Editorial.

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AD 2 AERODROMES

ESNQ 2.1 AERODROME LOCATION INDICATOR AND NAME

ESNQ - KIRUNA

ESNQ 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1.	**ARP coordinates and site at AD**	674917N 0202008E BRG 033.7° GEO 1150 m from THR 03
2.	**Direction and distance from (city)**	SE 2 NM from Kiruna
3.	**Elevation/Reference temperature**	1509 ft/+19.7°C
4.	**Geoid undulation at AD ELEV PSN**	98 ft
5.	**MAG VAR/Annual change**	10° E (2020)/+0.2 increasing
6.	**Name of aerodrome operator, address, telephone, telefax numbers, AFS, e-mail, website**	Swedavia AB Kiruna Airport Box 831 SE-981 28 Kiruna TEL: +46 10 109 46 00 FAX: +46 10 109 46 50 E-mail: krn.groundhandling@swedavia.se AFS: ESNQZTZX Website: www.swedavia.se/kiruna Website: www.swedavia.net/airport/kiruna
7.	**Types of traffic permitted (IFR/VFR)**	IFR/VFR. Max RWY ref code 4D
8.	**Remarks**	PPR for CIV and MIL ACFT 5 days prior to planned arrival or departure. The following TFC is exempted: HOSP, STATE, SAR, SKED TFC, SWE/EU/NATO MIL and operators with sanction agreement. Requests shall be sent to krn.ppr@swedavia.se

ESNQ 2.3 OPERATIONAL HOURS

1.	**AD operator**	MON-FRI 0800-1600 (0700-1500)
	AD Operating hours	Ref AIP SUP/NOTAM
2.	**Customs and immigration**	O/R +46 8 456 66 20, kcgs.vb@tullverket.se
3.	**Health and sanitation**	-
4.	**AIS Briefing Office**	FPC, H24, +46 8 797 63 40, www.lfv.se/fpc
5.	**ATS Reporting Office (ARO)**	FPC H24
6.	**MET Briefing Office**	FPC, H24, +46 8 797 63 40, www.lfv.se/fpc
7.	**ATS**	TWR opens 15 min prior AD operating hours. Closes as AD operating hours.
8.	**Fuelling**	As AD HR of OPS
9.	**Handling**	For scheduled flights. Other O/R
10.	**Security**	Screening and CSRA for scheduled flights, other O/R
11.	**De-Icing**	For scheduled flights, other O/R
12.	**Remarks**	Increased charges outside AD HR of OPS (AD OPR HRS EXTD) PPR required for operations outside AD operational hours (AD CLSD) subject to a signed agreement. Applications shall be submitted during AD operator hours to krn.safety@swedavia.se

ESNQ 2.4 HANDLING SERVICES AND FACILITIES

1.	**Cargo-handling facilities**	Available
2.	**Fuel and oil types**	Fuel: Jet A1 Oil: -
3.	**Fuelling facilities and capacity**	Jet A1: 200,000 l fuel truck/stationary
4.	**De-icing facilities**	Available, Type I and II, mobile unit
5.	**Hangar space for visiting ACFT**	Available up to B747-400
6.	**Repair facilities for visiting ACFT**	Limited
7.	**Remarks**	Towing by towbar, limited availability of towbars. Fuel on Shell (fuel and fly or carnet) and major credit cards.

ESNQ 2.5 PASSENGER FACILITIES

1.	**Hotels**	In Kiruna
2.	**Restaurants**	At AD (only for departing passengers other O/R)
3.	**Transportation**	Buses, taxis, rental cars
4.	**Medical facilities**	In Kiruna
5.	**Bank and Post Office**	Bank: In Kiruna Post: In Kiruna
6.	**Tourist Office**	In Kiruna
7.	**Remarks**	-

ESNQ 2.6 RESCUE AND FIRE FIGHTING SERVICES

1.	**AD category for fire fighting**	CAT 5. CAT 6 for SKED TFC other O/R
2.	**Rescue equipment**	Tracked vehicle
3.	**Capability for removal of disabled aircraft**	By arrangement. On-the-scene commander during AD Operating hours. TEL: +46 72 387 38 69.
4.	**Remarks**	-

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

1.	**Types of clearing equipment**	Snowploughs, sweepers, blowers, slingers
2.	**Clearance priorities**	RWY, TWY, Apron
3.	**Use of material for movement area surface treatment**	AD uses frozen SAND for treatment of RWY.
4.	**Specially prepared winter runways**	RWY 03/21 approved (by the Swedish Transport Agency) for reporting specially prepared winter runway. For more information contact krn.safety@swedavia.se.
5.	**Remarks**	-

ESNQ 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1.	**Apron surface and strength**	Apron ARENA ASPH ASPH PCN 53/F/B/X/T Apron ARENA CONC CONC PCN 49/R/B/X/T Apron TERMINAL ASPH ASPH PCN 45/F/B/X/T Apron TERMINAL CONC CONC PCN 54/R/B/X/T Apron HANGAR 2 ASPH PCN 47/F/B/X/T
2.	**Taxiway width, surface and strength**	TWY A 23 m ASPH PCN 50/F/B/X/T TWY B 23 m ASPH PCN 51/F/B/X/T TWY Y 23 m ASPH PCN 41/F/B/X/T
3.	**ACL, location and elevation**	-
4.	**VOR checkpoints**	-
5.	**INS checkpoints**	See ESNQ Parking and Docking Chart

6.	**Remarks**	TWY Y ref Code C wingspan < 36 m.

ESNQ 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 and follow-me service available.
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, RGL. TWY B: CL, HLDG day marked. Edge lights, RGL. TWY Y: CL day marked. Edge lights.
3.	**Stop bars**	-
4.	**Remarks**	In absence of visual aids (markings) taxiing to stand positions shall be done by marshalling hand signals. In addition to marshalling hand signals, follow-me service may be used.

ESNQ 2.10 AERODROME OBSTACLES

In Area 2				
OBST ID/Designation	**OBST type**	**OBST position**	**ELEV/HGT**	**Markings/ Type, colour**
a	**b**	**c**	**d**	**e**
ESNQ1	SIGN	674847.1N 0201906.8E	1518 ft / -	-
ESNQ2	VEGETATION	674840.6N 0201855.7E	1529 ft / -	-
ESNQ3	NAVAID	674834.1N 0201851.2E	1540 ft / -	-
ESNQ4	VEGETATION	674834.4N 0201838.8E	1546 ft / -	-
ESNQ5	VEGETATION	674832.2N 0201838.0E	1549 ft / -	-
ESNQ6	TREE	674820.0N 0201844.7E	1567 ft / -	-
ESNQ7	TREE	674813.0N 0201838.2E	1580 ft / -	-
ESNQ8	TREE	674749.5N 0201749.4E	1621 ft / -	-
ESNQ9	TREE	674751.2N 0201735.0E	1629 ft / -	-
ESNQ10	TREE	674753.6N 0201724.2E	1640 ft / -	-
ESNQ11	TREE	674742.8N 0201748.6E	1649 ft / -	-
ESNQ12	TREE	674740.7N 0201756.0E	1654 ft / -	-
ESNQ13	TREE	674737.0N 0201750.2E	1664 ft / -	-
ESNQ14	TREE	674739.3N 0201704.4E	1673 ft / -	-
ESNQ15	TREE	674734.2N 0201712.4E	1677 ft / -	-
ESNQ16	TREE	674734.2N 0201704.7E	1681 ft / -	-
ESNQ17	TREE	674730.3N 0201717.4E	1686 ft / -	-
ESNQ18	TREE	674730.2N 0201714.6E	1691 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			

ESNQ 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**	KIRUNA TWR/RTC Stockholm
10.	**Additional information (limitation of service, etc.)**	Flight planning room available

ESNQ 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	033.65°	2502 x 45	PCN 75/F/B/X/T ASPH	674845.54N 0201913.10E GUND 98 ft	THR 1509 ft
21	213.69°	2502 x 45	PCN 75/F/B/X/T ASPH	674952.75N 0202111.59E GUND 97.0 ft	THR 1432.3 ft TDZ: 1443.9 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 ESNQ AOC	-	150 x 180	2622 x 280	90 x 90
21	See ESNQ AOC	-	-	2622 x 280	90 x 90

Designations RWY NR	Location/ description of arresting system	OFZ (Yes/No)	Remarks
1	12	13	14
03	-	NO	-
21	-	NO	Turn pad RWY 21 outside RWY dimensions PCN 55 F/B/X/T

ESNQ 2.13 DECLARED DISTANCES

RWY Designator		TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1		2	3	4	5	6
03		2502	2652	2502	2502	-
21		2502	2502	2502	2502	-
RWY Designator	**INTERSECTION**	**TORA (m)**	**TODA (m)**	**ASDA (m)**	**-**	**Remarks**
1		2	3	4	5	6
03	TWY B	1482	1632	1482	-	-
21	TWY A	1503	1503	1503	-	-

Minsta möjliga motoreffekt ska användas vid taxning på platta Terminal, Hangar 2 och Arena. Försiktighet ska vidtas när man svänger runt på plattorna. Se upp för passagerare på plattorna.

Engines shall be operated at minimum power required when taxiing on Apron Terminal, Hangar 2 and Arena. Caution advised when turning around on aprons. Watch out for passengers on aprons.

ESNQ 2.21 BULLERREDUCERANDE FÖRFARANDEN

1. IFR som gör visuell inflygning, VA, ska i möjligaste mån undvika överflygning av Kiruna tätort.

ESNQ 2.21 NOISE ABATEMENT PROCEDURES

1. IFR making visual approach, VA, should if possible, avoid flying overhead Kiruna City.

ESNQ 2.22 FLYGPROCEDURER

1 Ankommande IFR-trafik inom Kiruna TMA/CTR

Flygvägar
Flygvägar för ankommande trafik är upprättade enligt ESNQ STARs.

2 Avgående IFR-trafik inom Kiruna TMA/CTR

Flygvägar
Flygvägar för avgående trafik är upprättade enligt ESNQ SIDs.

Vid RVR understigande 350 m är start inte tillåten.

ESNQ 2.22 FLIGHT PROCEDURES

1 Inbound IFR traffic within Kiruna TMA/CTR

Routes
Arrival routes are established in accordance with ESNQ STARs.

2 Outbound IFR traffic within Kiruna TMA/CTR

Routes
Departure routes are established in accordance with ESNQ SIDs.

When RVR is below 350 m TKOF is not permitted.

3 Startprocedurer, omnidirectional

3 Omnidirectional departure procedures

RWY	Procedure	Significant obstacle		
		Obstacle	Elevation (ft)	Direction (GEO)/Dist (m) from THR
03	Climb straight ahead to MNM turning ALT 2800 ft. Continue climb to appropriate MSA.	-	-	-
21	Climb straight ahead to MNM turning ALT 2800 ft. Continue climb to appropriate MSA.	-	-	-

4 Avbrott i radioförbindelse

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

4.1 Avbruten inflygning vid radiobortfall

Flygplan med RNAV-kapacitet:

4 Communication failure

Aircraft shall adhere to the procedures stipulated in AIP ENR 1.3 para 10. In addition, in IMC the relevant procedures below shall be applied by inbound aircraft.

4.1 Missed approach in case of communication failure

ACFT with RNAV capability:

RWY 03	Climb straight ahead to NQ532, turn right (Max IAS 230 kt) to KRA climbing to 4500 ft. At KRA turn left and proceed to NQ703 for a normal instrument approach.
RWY 21	Climb straight ahead to 4000 ft. Turn left (Max IAS 230 kt) to KRA climbing to 4500 ft. At KRA turn right and proceed to NQ529 for a normal instrument approach.

Flygplan utan RNAV-kapacitet:

Följ publicerad procedur för avbruten inflygning. Utför därefter normal instrumentinflygning till bana i användning.

ACFT without RNAV capability:

Follow published missed approach procedure. Then carry out a normal instrument approach to the runway-in-use.

5 Lågsiktsprocedurer (LVP) etablerade

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

Meddelande om att LVP är i kraft lämnas av ATS med frasen ”low visibility procedures in operation”.

5 Low visibility procedures (LVP) established

LVP will be in force when runway visual range (RVR) falls below 550 m or when ceiling or vertical visibility is below 200 ft.

The application of LVP will be announced by ATS with the phrase “low visibility procedures in operation”.

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

När LVP tillämpas skall ACFT meddela när det lämnat banan och befinner sig på tilldelad uppställningsplats på plattan.

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

When LVP is applied ACFT shall report RWY vacated at stand on apron.

6 VFR-flygning inom Kiruna TMA/CTR

Normala in- och utpasseringspunkter
Se ESNQ VAC.

Väntlägen
Se ESNQ VAC.

Avbrott i radioförbindelse
Se ESNQ VAC.

6 VFR flight within Kiruna TMA/CTR

Normal entry and exit points
See ESNQ VAC.

Holdings
See ESNQ VAC.

Communication failure
See ESNQ VAC.

ESNQ 2.23 TILLÄGGSINFORMATION

1. ATS-tjänst bedrivs från RTC Stockholm.

2. Signalstrålkastare placerad på R-TWR.

3. Beviljade undantag från krav i CS-ADR-DSN:

- RWY 03/21: första och sista fjärdedelen av rullbanan har längdlutning max 1.0%.
- Fasta belysta och obelysta hinder/terräng genomtränger följande hinderbegränsande ytor enligt förteckning:
  Inflygningsyta bana 03
  Start-stigytan bana 21
  Horisontella ytan
  Koniska ytan
- RCLL saknas för RWY 03/21. För starter understigande bansynvidd (RVR) 400 m krävs LVO-tillstånd från operatörens behöriga myndighet.

ESNQ 2.23 ADDITIONAL INFORMATION

1. ATS provided from RTC Stockholm.

2. Signalling lamp positioned at R-TWR.

3. Granted exemptions from requirements in CS-ADR-DSN:

- RWY 03/21: first and last quarter of runway has longitudinal slope of max 1.0%.
- Fixed lighted and not lighted obstacles/terrain penetrate the following obstacle limitation surfaces according to list:
  Approach surface RWY 03
  Take-off climb surface RWY 21
  Horizontal surface
  Conical surface
- RWY 03/21 is not equipped with RCLL. RVR below 400 m TKOF only to be conducted with LVO approved by the operator’s competent authority.

ESNQ 2.24 FLYGKARTOR AVSEENDE EN FLYGPLATS

ESNQ 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

Charts	*Pages*
Aerodrome Chart - ICAO	AD 2 ESNQ 2 - 1
AOC - ICAO Type A RWY 03/21	AD 2 ESNQ 3 - 1
Area Chart - ICAO KIRUNA TMA	AD 2 ESNQ 5 - 1
STAR - ICAO RNP STAR RWY 03	AD 2 ESNQ 6 - 1
STAR - ICAO RNP STAR RWY 21	AD 2 ESNQ 6 - 3
SID/STAR - ICAO RWY 03	AD 2 ESNQ 6 - 5
SID/STAR - ICAO RWY 21	AD 2 ESNQ 6 - 7
ATC Surveillance Minimum Altitude Chart - ICAO	AD 2 ESNQ 7 - 1
IAC - ICAO ILS z or LOC z RWY 21	AD 2 ESNQ 8 - 1
IAC - ICAO ILS y or LOC y RWY 21	AD 2 ESNQ 8 - 2
IAC - ICAO VOR RWY 21	AD 2 ESNQ 8 - 3
IAC - ICAO NDB z RWY 21	AD 2 ESNQ 8 - 4
IAC - ICAO NDB y RWY 21	AD 2 ESNQ 8 - 5
IAC - ICAO VOR z RWY 03	AD 2 ESNQ 8 - 7
IAC - ICAO VOR y RWY 03	AD 2 ESNQ 8 - 8

Charts	*Pages*
IAC - ICAO RNP RWY 03	AD 2 ESNQ 8 - 9
IAC - ICAO RNP RWY 21	AD 2 ESNQ 8 - 13
VAC - ICAO	AD 2 ESNQ 9 - 1

LIST OF WAYPOINTS AND SIGNIFICANT POINTS

See ESNQ KIRUNA 4

ESNQ 2.25 GENOMTRÄNGANDE AV YTAN FÖR VISUELLA SEGMENTET (VSS)

-

ESNQ 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

-

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AERODROME CHART - ICAO

TWR 130.155

KIRUNA

ARP: 674917N 0202008E
AD ELEV: 1509 ft

LEGEND See GEN 2.3

Dimensions in m.
ELEV in feet.
Bearings are magnetic.

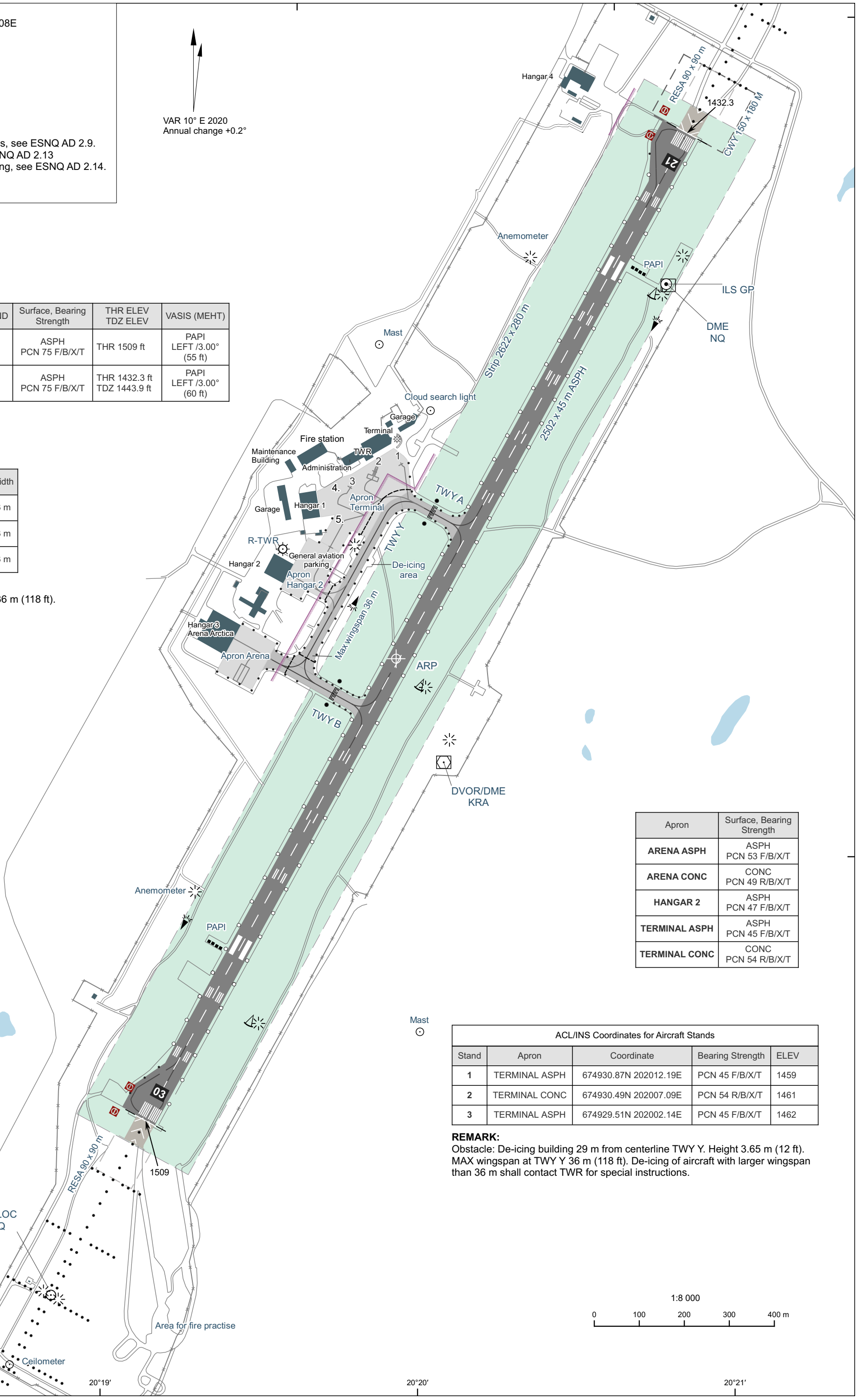
RWY/TWY markings/lightings, see ESNQ AD 2.9.
Declared Distances, see ESNQ AD 2.13
Approach and Runway lighting, see ESNQ AD 2.14.

VAR 10° E 2020
Annual change +0.2°

THR	BRG	THR POS, GUND	Surface, Bearing Strength	THR ELEV TDZ ELEV	VASIS (MEHT)
03	024°	674845.54N 0201913.10E GUND 98 ft	ASPH PCN 75 F/B/X/T	THR 1509 ft	PAPI LEFT /3.00° (55 ft)
21	204°	674952.75N 0202111.59E GUND 97.0 ft	ASPH PCN 75 F/B/X/T	THR 1432.3 ft TDZ 1443.9 ft	PAPI LEFT /3.00° (60 ft)

TWY	Surface, Bearing Strength	Width
A	ASPH PCN 50 F/B/X/T	23 m
B	ASPH PCN 51 F/B/X/T	23 m
Y	ASPH PCN 41 F/B/X/T	23 m

REMARK:
MAX wingspan at TWY Y 36 m (118 ft).



Apron	Surface, Bearing Strength
ARENA ASPH	ASPH PCN 53 F/B/X/T
ARENA CONC	CONC PCN 49 R/B/X/T
HANGAR 2	ASPH PCN 47 F/B/X/T
TERMINAL ASPH	ASPH PCN 45 F/B/X/T
TERMINAL CONC	CONC PCN 54 R/B/X/T

ACL/INS Coordinates for Aircraft Stands				
Stand	Apron	Coordinate	Bearing Strength	ELEV
1	TERMINAL ASPH	674930.87N 202012.19E	PCN 45 F/B/X/T	1459
2	TERMINAL CONC	674930.49N 202007.09E	PCN 54 R/B/X/T	1461
3	TERMINAL ASPH	674929.51N 202002.14E	PCN 45 F/B/X/T	1462

REMARK:
Obstacle: De-icing building 29 m from centerline TWY Y. Height 3.65 m (12 ft).
MAX wingspan at TWY Y 36 m (118 ft). De-icing of aircraft with larger wingspan than 36 m shall contact TWR for special instructions.

1:8 000
0 100 200 300 400 m

CHANGE: RESA. Turn pad. Editorial

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AD 2 AERODROMES

ESSL 2.1 AERODROME LOCATION INDICATOR AND NAME

ESSL - LINKÖPING/SAAB

ESSL 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1.	**ARP coordinates and site at AD**	582423N 0154047E RWY 11/29 intersection TWY I
2.	**Direction and distance from (city)**	E 2 NM from Linköping
3.	**Elevation/Reference temperature**	178 ft/+19.0°C
4.	**Geoid undulation at AD ELEV PSN**	95 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**	Saab Airport AB SE-581 88 Linköping TEL: +46 13 18 00 00 Linköping City Airport AB Linköping City Airport SE-582 54 Linköping TEL: +46 13 26 28 00 E-mail: op@linkopingcityairport.se AFS: ESSLZTZX Website: www.linkopingcityairport.se
7.	**Types of traffic permitted (IFR/VFR)**	IFR/VFR. Max RWY ref code 4C
8.	**Remarks**	Test AD PPR H24, TEL +46 13 26 28 40 MON-FRI 0700-1530 (0600-1430) op@linkopingcityairport.se

ESSL 2.3 OPERATIONAL HOURS

1.	**AD operator**	MON-FRI 0700-1530 (0600-1430)
	AD Operating hours	See Local Traffic Regulations
2.	**Customs and immigration**	O/R, MON-SUN 0800-1400 (0700-1300) +46 8 456 66 20, FAX +46 8 456 65 96
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 ATS
9.	**Handling**	As ATS
10.	**Security**	As ATS
11.	**De-Icing**	As ATS
12.	**Remarks**	-

ESSL 2.4 HANDLING SERVICES AND FACILITIES

1.	**Cargo-handling facilities**	-
2.	**Fuel and oil types**	Fuel: Jet A1 Oil: -
3.	**Fuelling facilities and capacity**	Jet A1: No limitations
4.	**De-icing facilities**	Available, Type I and II

5.	**Hangar space for visiting ACFT**	-
6.	**Repair facilities for visiting ACFT**	-
7.	**Remarks**	Fuel Jet A1 supplier Shell. Service only to aircraft with contract, carnet card or fuel release. No private credit cards accepted. Tel: +44 207 026 32 68. E-mail: aviation-eusa@shell.com. Fuel 100LL and 91/96UL available as self service at aero club on GAC apron. Payment VISA/Mastercard.

ESSL 2.5 PASSENGER FACILITIES

1.	**Hotels**	In Linköping
2.	**Restaurants**	At AD
3.	**Transportation**	Taxis
4.	**Medical facilities**	In Linköping
5.	**Bank and Post Office**	Bank: In Linköping Post: In Linköping
6.	**Tourist Office**	In Linköping
7.	**Remarks**	-

ESSL 2.6 RESCUE AND FIRE FIGHTING SERVICES

1.	**AD category for fire fighting**	CAT 6 for commercial flights. For non-commercial flights periodically downgraded to CAT 3 - higher with 8 min PN.
2.	**Rescue equipment**	By arrangement
3.	**Capability for removal of disabled aircraft**	Suitable for aircraft up to E190. Contact: Linköping City Airport. TEL: +46 13 26 28 40. E-mail: op@linkopingcityairport.se .
4.	**Remarks**	-

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

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

ESSL 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1.	**Apron surface and strength**	Apron ASPH PCN 16/F/B/X/T
2.	**Taxiway width, surface and strength**	TWY C INNER PART 15 m ASPH PCN 30/F/B/X/T TWY C OUTER PART 40 m ASPH PCN 40/F/B/X/T TWY D 15 m ASPH PCN 30/F/B/X/T TWY I 23 m ASPH PCN 40/F/B/X/T TWY L 15 m ASPH PCN 35/F/B/X/U
3.	**ACL, location and elevation**	Apron, stand 1 and 2, 147 ft.
4.	**VOR checkpoints**	-
5.	**INS checkpoints**	See ESSL Aerodrome Chart
6.	**Remarks**	-

ESSL 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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
29	CAT I 900 M LIH	Green	PAPI Left side/3.00° 59 ft	-	-	2135/60 m White Caution zone 600 m yellow LIH	Red	-
10 Remarks:	RWY 11: Barrette CL. LED lights on APCH, RTHL, REDL, RENL and PAPI. RWY 29: Barrette CL. LED lights on APCH, RTHL, REDL, RENL and PAPI.							

ESSL 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1.	**ABN/IBN location, characteristics and hours of operation**	-
2.	**LDI location and LGT**	Lighted windsock 1040 m inwards THR 29 left side. At RWY ends, unlighted.
	Anemometer location and LGT	Anemometer at GP RWY 29, lighted, at PAPI RWY 11, lighted.
3.	**TWY edge and centre line lighting**	Edge: C INNER PART, C OUTER PART, D, I, L CL: -
4.	**Secondary power supply/switch-over time**	Available/0 sec
5.	**Remarks**	-

ESSL 2.16 HELICOPTER LANDING AREA

RWY 11/29 to be used

ESSL 2.17 ATS AIRSPACE

1.	**Designation and lateral limits**	SAAB CTR:	
		SECTOR A	582959N 0154221E - 582308N 0160319E - 581723N 0155825E - 581941N 0153719E - 582642N 0153711E to point of origin.
		SECTOR B	583129N 0152309E - 582959N 0154221E - 582642N 0153711E - 581941N 0153719E - 582544N 0151859E to point of origin.
2.	**Vertical limits**	SAAB CTR:	
		SECTOR A	1600 ft AMSL / GND
		SECTOR B	1600 ft AMSL / GND
3.	**Airspace classification**	C	
4.	**ATS unit call sign** **Language(s)**	SAAB TOWER Swedish/English	
5.	**Transition altitude**	5000 ft AMSL	

6.	**Hours of applicability**	CTR established during hours of TWR. During the operational hours of MALMEN TWR: SAAB Sector b is delegated to MALMEN TWR.
7.	**Remarks**	-

ESSL 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channels	Hours of operation	Remarks
1	2	3	4	5
TWR	SAAB TOWER	118.805	HO	PRIMARY Designated operational coverage 25 NM/4000 ft
		133.105	HO	-
		121.500	HO	-
APP	ÖSTGÖTA APPROACH	132.955	HO	-
		135.850	HX	-

ESSL 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 11 ILS CAT I (7° E 2025)	LSL	108.90 MHz	HO	582358.3N 0154242.5E	-	-	325 m beyond THR 29 ILS Class I/D/2
GP 11	-	329.30 MHz	HO	582421.3N 0154035.7E	-	-	Angle 3.00° RDH 52.8 ft 285 m past THR 11 right side
LOC 29 ILS CAT I (7° E 2025)	SL	108.10 MHz	HO	582441.3N 0153921.7E	-	-	1062 m beyond THR 11 ILS Class I/D/2
GP 29	-	334.70 MHz	HO	582409.5N 0154209.7E	-	-	Angle 3.00° RDH 54.1 ft 300 m past THR 29 right side
DME	LSL	108.90 MHz	HO	582421.4N 0154035.8E	188 ft	-	284 m past THR 11 right side DME Channel 26X
DME	SL	108.10 MHz	HO	582409.4N 0154209.6E	196 ft	-	299 m past THR 29 right side DME Channel 18X

ESSL 2.20 LOKALA FLYGPLATSFÖRESKRIFTER

1. Flygplatsens miljötillstånd medger trafik dagligen mellan 0600 och 2200 lokal tid. Utöver detta kan, efter särskilt tillstånd från flygplatschefen, reguljära eller samhällsnyttiga flygningar tillåtas.

2. Förhandstillstånd (PPR) erfordras H24 för besökande flyg. PPR TEL 013 26 28 40 eller op@linkopingcityairport.se för tillträde och parkering vid terminalen. För tillträde och

ESSL 2.20 LOCAL AERODROME REGULATIONS

1. The environmental concession permits daily traffic between 0600 and 2200 local time. In addition, after special permission from the airport manager, scheduled and traffic of public interest may be accepted.

2. Prior Permission Required (PPR) H24 for visiting flights. PPR TEL +46 13 26 28 40 or op@linkopingcityairport.se for parking at terminal. Access and parking at GAC the PPR can

gå därefter mot SL840 (RNAV eller RNP). Utför därefter en normal instrumentinflygning (ILS eller RNP) till bana 11.

RWY 29: Stig rakt fram till 2500 ft AMSL. Därefter vänstersväng (Max IAS 230 kt) mot VSN holding. Gör ett varv i holding och gå därefter mot SL602 (RNAV eller RNP). Utför därefter en normal instrumentinflygning (ILS eller RNP) till bana 29.

4 Lågsiktprocedurer (LVP) etablerade

Lägsta RVR för avgående trafik 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 meddelas av ATS.

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

5 VFR-flygning inom Östgöta TMA och SAAB CTR

Normala in- och utpasseringspunkter
Se ESSL VAC.

Väntläge
Se ESSL VAC.

Avbrott i radioförbindelse
Se ESSL VAC.

ESSL 2.23 TILLÄGGSINFORMATION

1. Utrullningshinder utanför bansluten är resta när ATS är stängt.

2. 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.

3. ATS-tjänst bedrivs från RTC Sundsvall.

4. Signalstrålkastare placerad på R-TWR.
Signaler från signalstrålkastare bana 29 kan initialt vara svåra att upptäcka i mörker p g a upplyst stadskärna.

5. Beviljade undantag från krav i CS-ADR-DSN:

- Hinder genomtränger hinderbegränsade ytor.
  Övergångsytan genomträngs av RTC kameratorn, 324 ft, samt gammalt torn, 275 ft.

pattern and proceed to SL840 (RNAV or RNP). Then carry out a normal instrument approach (ILS or RNP) to runway 11.

RWY 29: Climb straight ahead to 2500 ft AMSL. Turn left (Max IAS 230 kt) towards VSN holding. Fly one circuit in the holding pattern and proceed to SL602 (RNAV or RNP). Then carry out a normal instrument approach (ILS or RNP) to runway 29.

4 Low visibility procedures (LVP) established

Minimum RVR for departing traffic is 400 m.

LVP will be in force when RVR is below 550 m or when 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 on the manoeuvring area.

5 VFR flight within Östgöta TMA and SAAB CTR

Normal entry and exit points
See ESSL VAC.

Holding point
See ESSL VAC.

Communication failure
See ESSL VAC.

ESSL 2.23 ADDITIONAL INFORMATION

1. Arresting net outside runway ends erected when ATS is closed.

2. 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.

3. ATS provided from RTC Sundsvall.

4. Signalling lamp positioned on R-TWR.
Signals from signalling lamp runway 29 may initially be difficult to detect in the dark due to illuminated city center.

5. Granted exemptions from requirements in CS-ADR-DSN:

- Obstacles penetrate obstacle limitation surfaces.
  Transitional surface penetrated by remote tower, 324 ft, and old tower, 275 ft.

Obelysta hinder genomtränger även horisontella ytan samt koniska ytan.

- Lutningar på plattan uppgår till 1,5%.

Unlighted obstacles penetrate horizontal and conical surfaces.

- Slopes on the apron amount to 1.5%.

ESSL 2.24 FLYGKARTOR AVSEENDE EN FLYGPLATS

ESSL 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

Charts	*Pages*
Aerodrome Chart - ICAO	AD 2 ESSL 2 - 1
Parking/Docking Chart - ICAO	AD 2 ESSL 2 - 3
AOC - ICAO Type A RWY 11/29	AD 2 ESSL 3 - 1
IAC - ICAO ILS or LOC RWY 11	AD 2 ESSL 8 - 1
IAC - ICAO ILS or LOC RWY 29	AD 2 ESSL 8 - 3
IAC - ICAO RNP RWY 11	AD 2 ESSL 8 - 5
IAC - ICAO RNP RWY 29	AD 2 ESSL 8 - 9
VAC - ICAO	AD 2 ESSL 9 - 1

LITS OF WAYPOINTS AND SIGNIFICANT POINTS

See ESSL LINKÖPING-SAAB 4

AREA CHART

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

ATC Surveillance Minimum Altitude Chart

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

ESSL 2.25 GENOMTRÄNGANDE AV YTAN FÖR VISUELLA SEGMENTET (VSS)

-

ESSL 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

-

AERODROME CHART - ICAO

TWR: 118.805

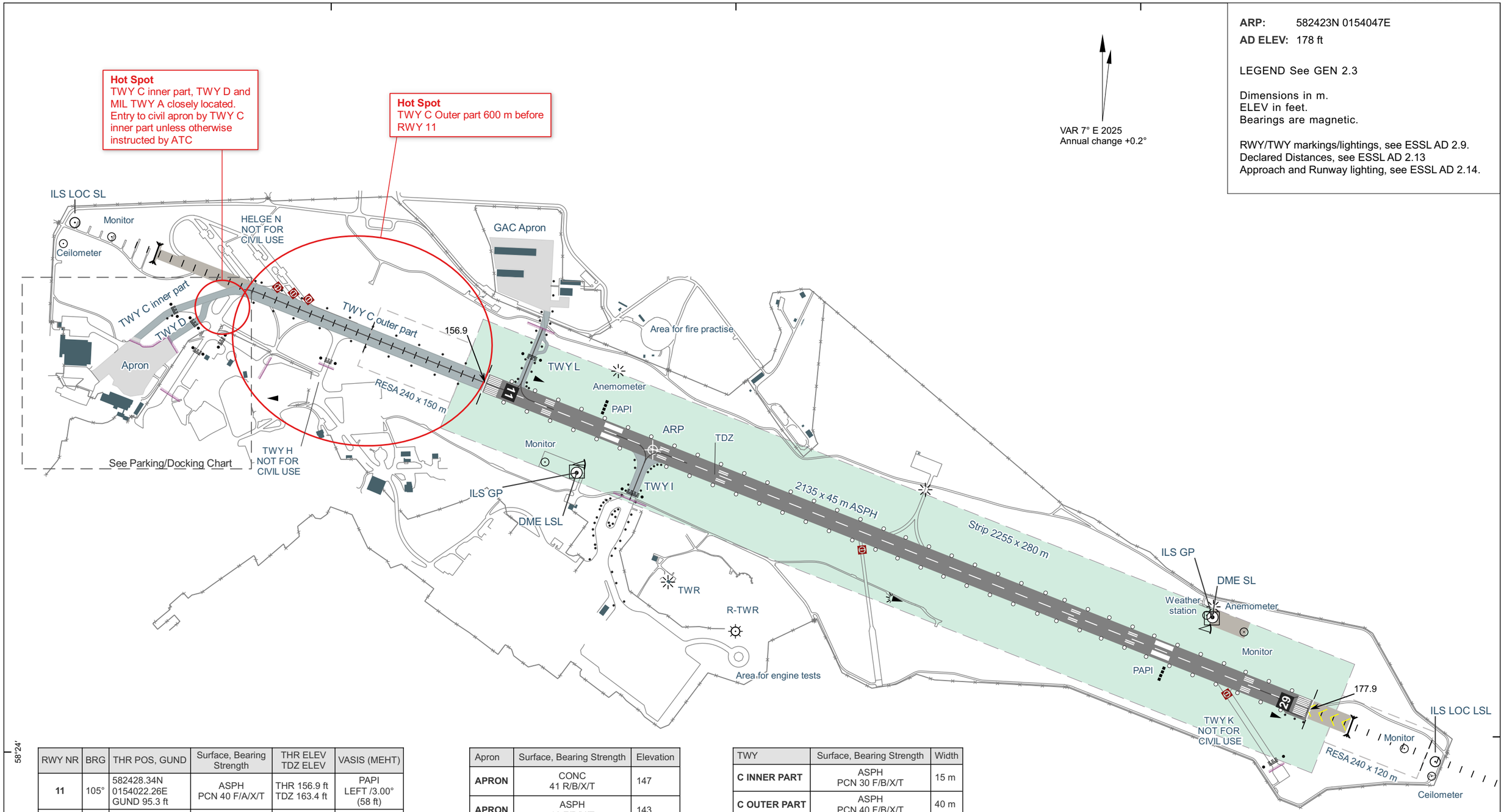
LINKÖPING/SAAB

ARP: 582423N 0154047E
AD ELEV: 178 ft

LEGEND See GEN 2.3

Dimensions in m.
ELEV in feet.
Bearings are magnetic.

RWY/TWY markings/lightings, see ESSL AD 2.9.
Declared Distances, see ESSL AD 2.13
Approach and Runway lighting, see ESSL AD 2.14.



RWY NR	BRG	THR POS, GUND	Surface, Bearing Strength	THR ELEV TDZ ELEV	VASIS (MEHT)
11	105°	582428.34N 0154022.26E GUND 95.3 ft	ASPH PCN 40 F/A/X/T	THR 156.9 ft TDZ 163.4 ft	PAPI LEFT /3.00° (58 ft)
29	285°	582402.29N 0154223.99E GUND 95.2 ft	ASPH PCN 40 F/A/X/T	THR 177.9 ft TDZ 177.9 ft	PAPI LEFT /3.00° (59 ft)

Apron	Surface, Bearing Strength	Elevation
APRON	CONC 41 R/B/X/T	147
APRON	ASPH 16 F/B/X/T	143

TWY	Surface, Bearing Strength	Width
C INNER PART	ASPH PCN 30 F/B/X/T	15 m
C OUTER PART	ASPH PCN 40 F/B/X/T	40 m
D	ASPH PCN 30 F/B/X/T	15 m
I	ASPH PCN 40 F/B/X/T	23 m
L	ASPH PCN 35 F/B/X/U	15 m

REMARKS
RWY 11: Transverse slope. Last 1200 m of RWY non cambered, single crossfall from left to right.
RWY 29: Transverse slope. First 1200 m of RWY non cambered, single crossfall from right to left.
RWY 29: Additional distance signs only for military purpose.
Apron: Self-manouvering /Pushback. Marshalling mandatory.

1:9 000
0 100 200 300 400 m

CHANGE: RESA. VAR. Editorial.

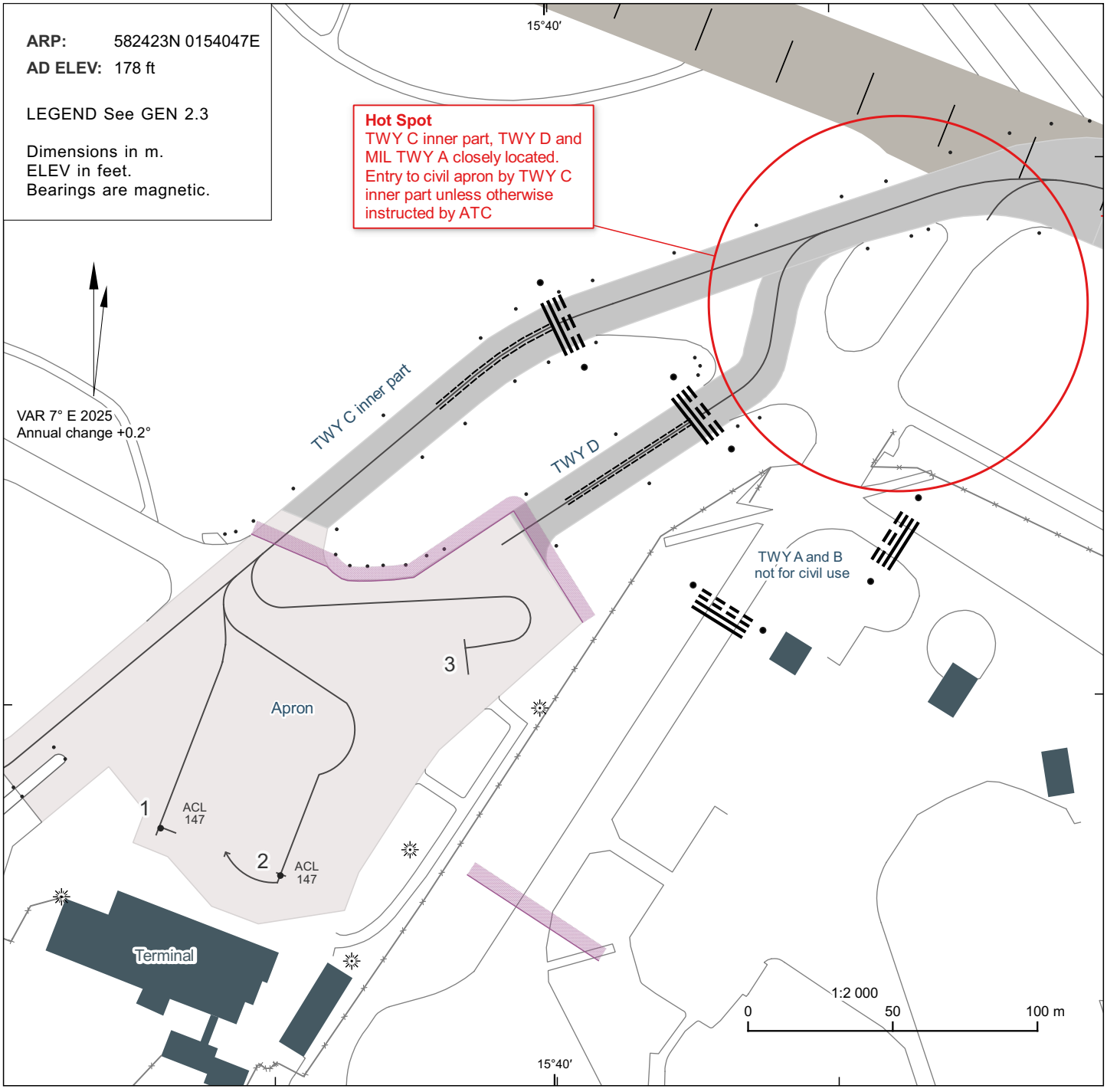
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PARKING/DOCKING CHART - ICAO

TWR: 118.805

LINKÖPING/SAAB



CHANGE: VAR. Editorial.

ACL/INS COORDINATES FOR AIRCRAFT STANDS

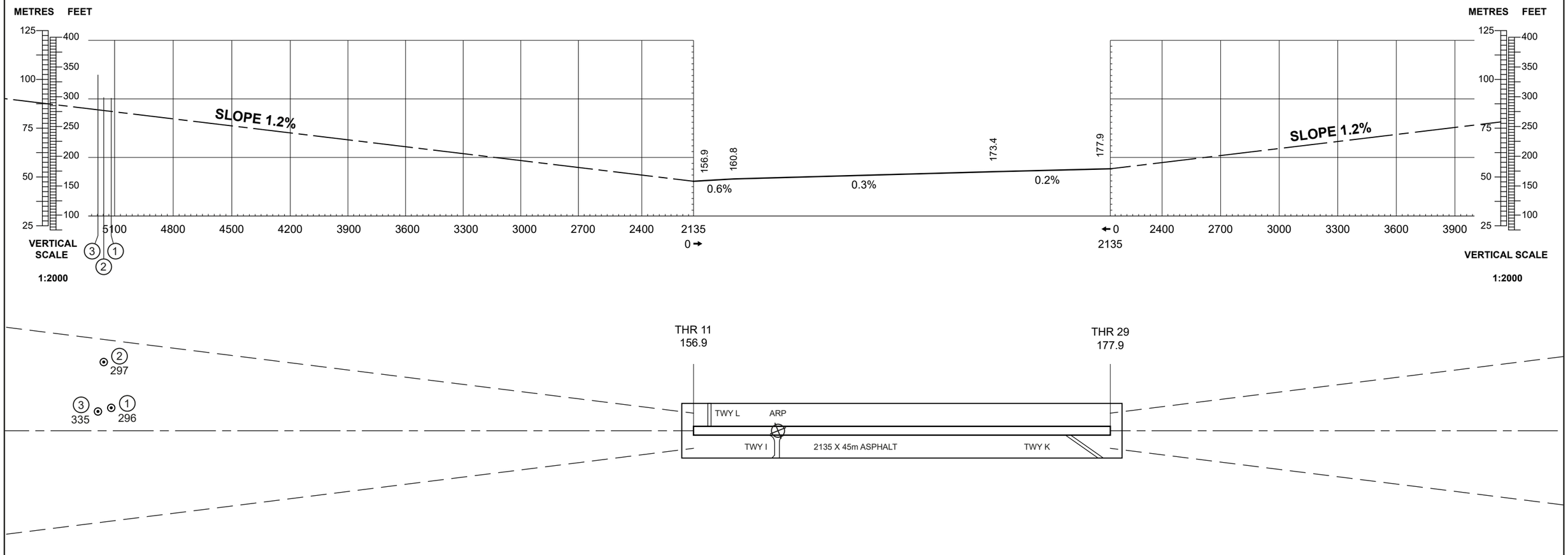
Stand	Apron	Coordinate	ELEV
1	APRON 41 R/B/X/T	582428.67N 0153927.59E	147
2	APRON 41 R/B/X/T	582428.12N 0153930.16E	147
3	APRON 16 F/B/X/T	582430.62N 0153934.14E	143

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AERODROME ELEVATION 178 FEET
MAGNETIC VARIATION 7° E 2025

RUNWAY BEARINGS
11 = MAG 105°
29 = MAG 285°

RWY 11	DECLARED DISTANCES	RWY 29
2135	TAKE-OFF RUN AVAILABLE	2135
2135	TAKE-OFF DISTANCE AVAILABLE	2135
2135	ACCELERATE STOP DIST. AVAILABLE	2135
2135	LANDING DISTANCE AVAILABLE	2135



HORIZONTAL SCALE 1:20 000

METRES
400 200 0 500 1000 1500 2000 2500

1000 500 0 1000 2000 3000 4000 5000 6000 7000 8000
FEET

ORDER OF ACCURACY

HORIZONTAL 5 m
VERTICAL 1 ft

LEGEND	
IDENTIFICATION NUMBER	①
POLE, TOWER, SPIRE, ANTENNA, ETC.	○
TREE OR SHRUB	✳
BUILDING OR LARGE STRUCTURE	▭

INTENTIONALLY

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List of Waypoints and significant points at LINKÖPING/SAAB (ESSL)

WPT	Coordinates
RW11	582428.34N 0154022.26E
RW29	582402.29N 0154223.99E
SL540	582438.5N 0160435.9E
SL600	582155.9N 0155211.7E
SL601	582001.8N 0160058.0E
SL602	581525.1N 0155721.1E
SL603	581807.2N 0160943.6E
SL625	582148.9N 0155244.0E
SL840	582354.3N 0151741.3E
SL910	582832.0N 0152113.9E
SL911	582642.2N 0152953.6E
SL920	583023.3N 0151223.3E
SL930	583309.7N 0152447.4E
LUFAK	582245.6N 0154813.9E
SIRJO	582557.4N 0153308.7E

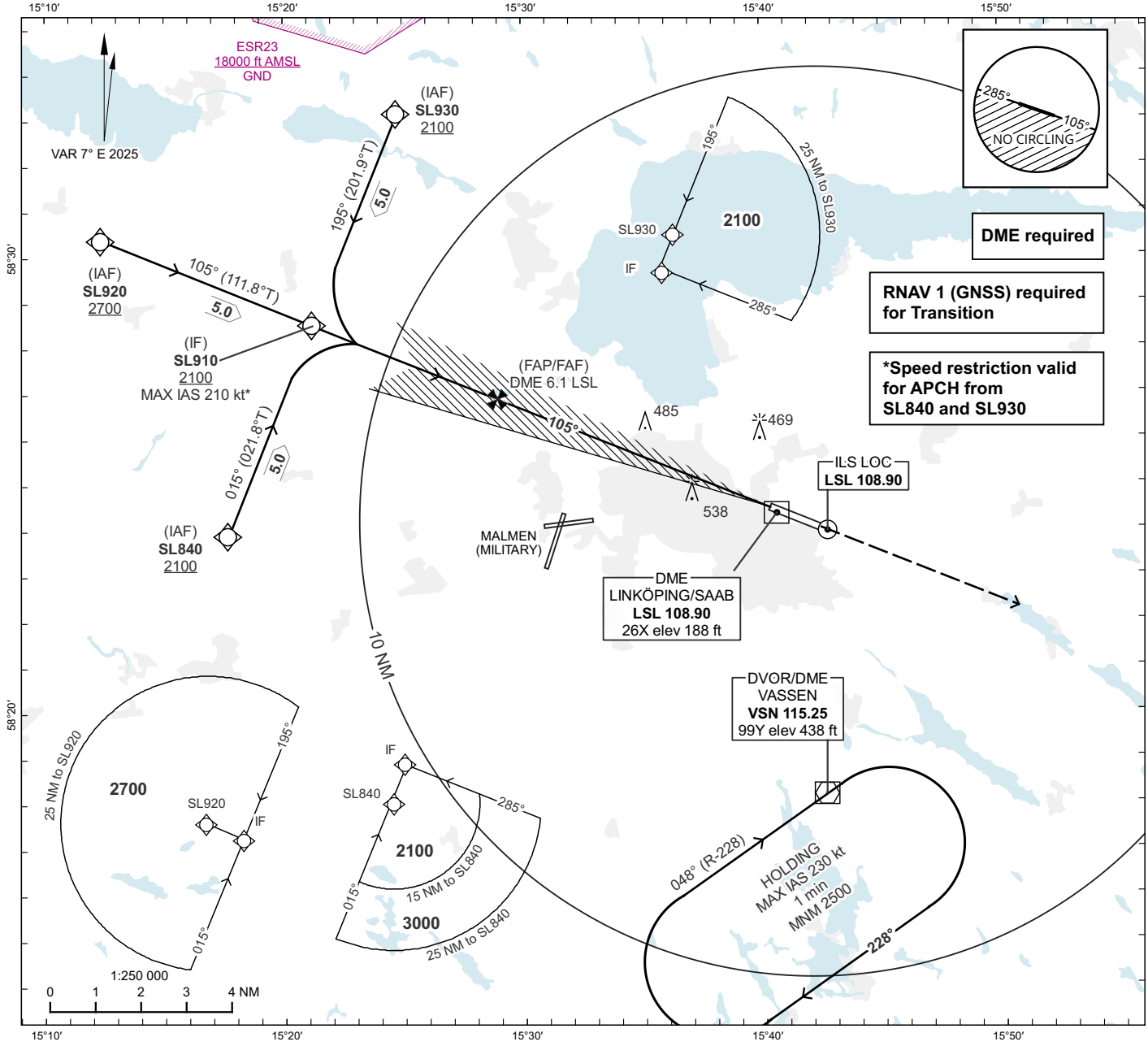
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INSTRUMENT APPROACH CHART - ICAO

THR ELEV 156.9 ft AD ELEV 178 ft
OCH are related to THR.
Circling OCH are related to AD ELEV.
BRG are MAG (True).
ALT, HGT and ELEV in ft.

SAAB TOWER	118.805
ÖSTGÖTA APPROACH	132.955
	135.850

LINKÖPING/SAAB
ILS or LOC RWY 11



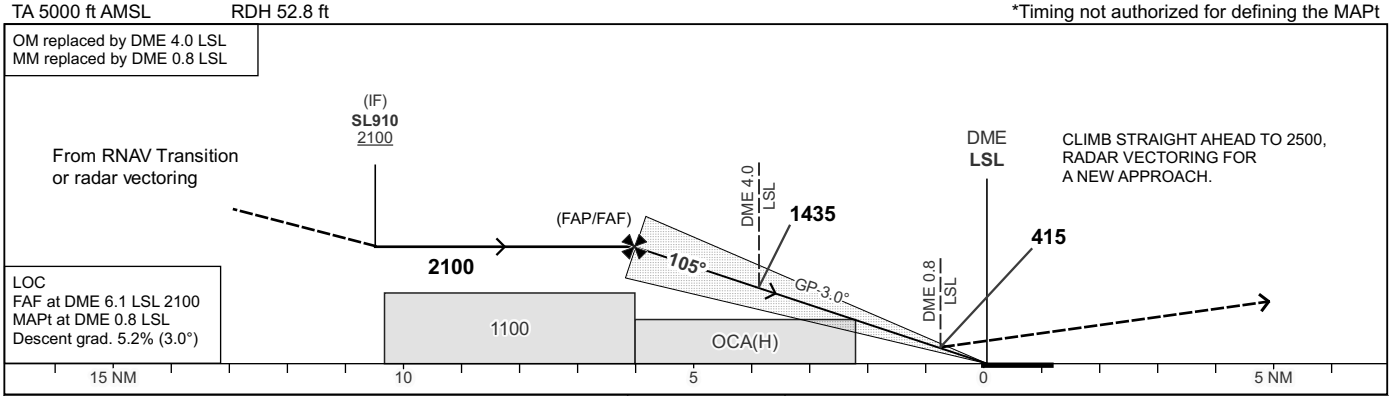
DME required

RNAV 1 (GNSS) required for Transition

***Speed restriction valid for APCH from SL840 and SL930**

TA 5000 ft AMSL RDH 52.8 ft

*Timing not authorized for defining the MAPt



OCA(H)						Final Approach	LOC Distance FAF-MAPt 5.3 NM*						
CAT of ACFT		A	B	C	D	DME LSL NM	6	5	4	3	2		
Straight-in Approach	CAT I	293(136)	301(144)	312(155)	325(168)	ALT	2070	1750	1430	1120	800		
	LOC	700(550)				GS	kt	80	100	120	140	160	180
Circling NE RWY		770(600)	770(600)	880(710)	880(710)	Time	min:s	3:59	3:11	2:39	2:16	1:59	1:46
Circling CAT D Max IAS 200 kt						Rate of descent	ft/min	425	530	635	745	850	955

CHANGE: VAR. Editorial.

INTENTIONALLY
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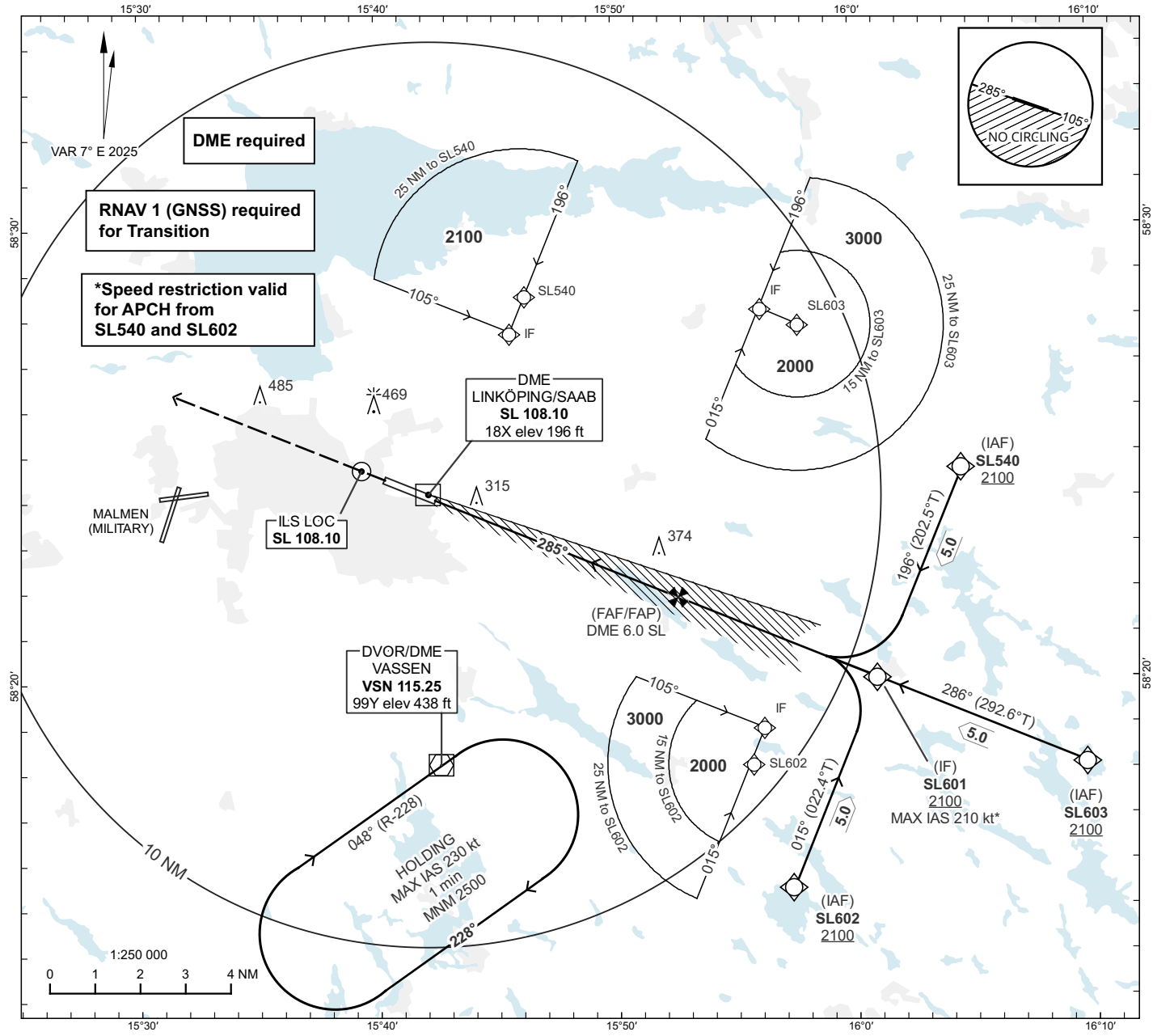
INSTRUMENT APPROACH CHART - ICAO

THR ELEV 177.9 ft AD ELEV 178 ft
OCH are related to THR.
Circling OCH are related to AD ELEV.
BRG are MAG (True).
ALT, HGT and ELEV in ft.

SAAB TOWER	118.805
ÖSTGÖTA APPROACH	132.955
	135.850

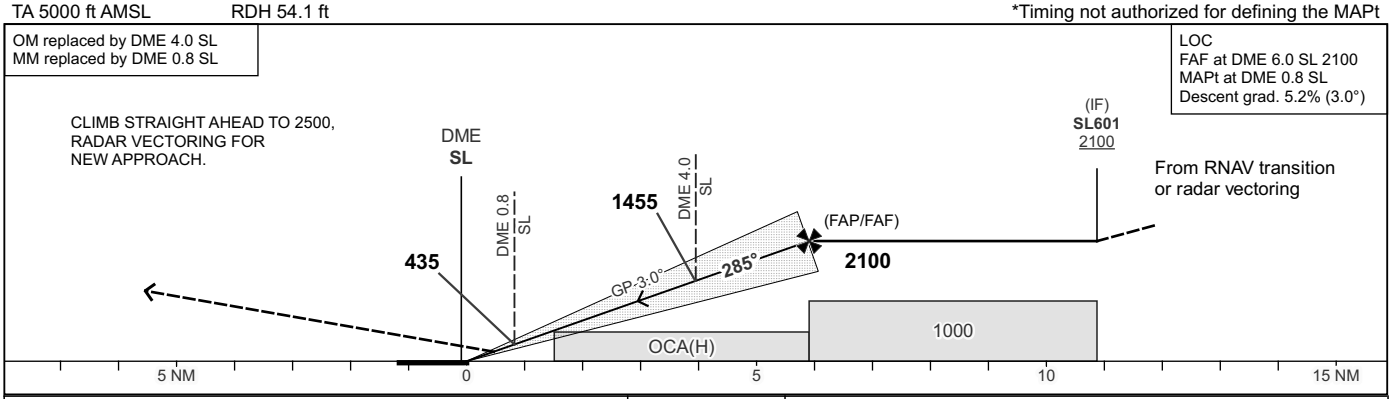
LINKÖPING/SAAB

ILS or LOC RWY 29



TA 5000 ft AMSL RDH 54.1 ft

*Timing not authorized for defining the MAPt



OCA(H)						Final Approach	LOC Distance FAF-MAPt 5.2 NM*						
CAT of ACFT		A	B	C	D	DME SL NM	2	3	4	5			
Straight-in Approach	CAT I	374(196)	380(202)	396(218)	405(227)	ALT	820	1140	1450	1770			
	LOC	620(450)				GS	kt	80	100	120	140	160	180
Circling NE RWY		770(600)	770(600)	880(710)	880(710)	Time	min:s	3:54	3:07	2:36	2:14	1:57	1:44
Circling CAT D Max IAS 200 kt						Rate of descent	ft/min	425	530	635	745	850	955

CHANGE: VAR. Editorial.

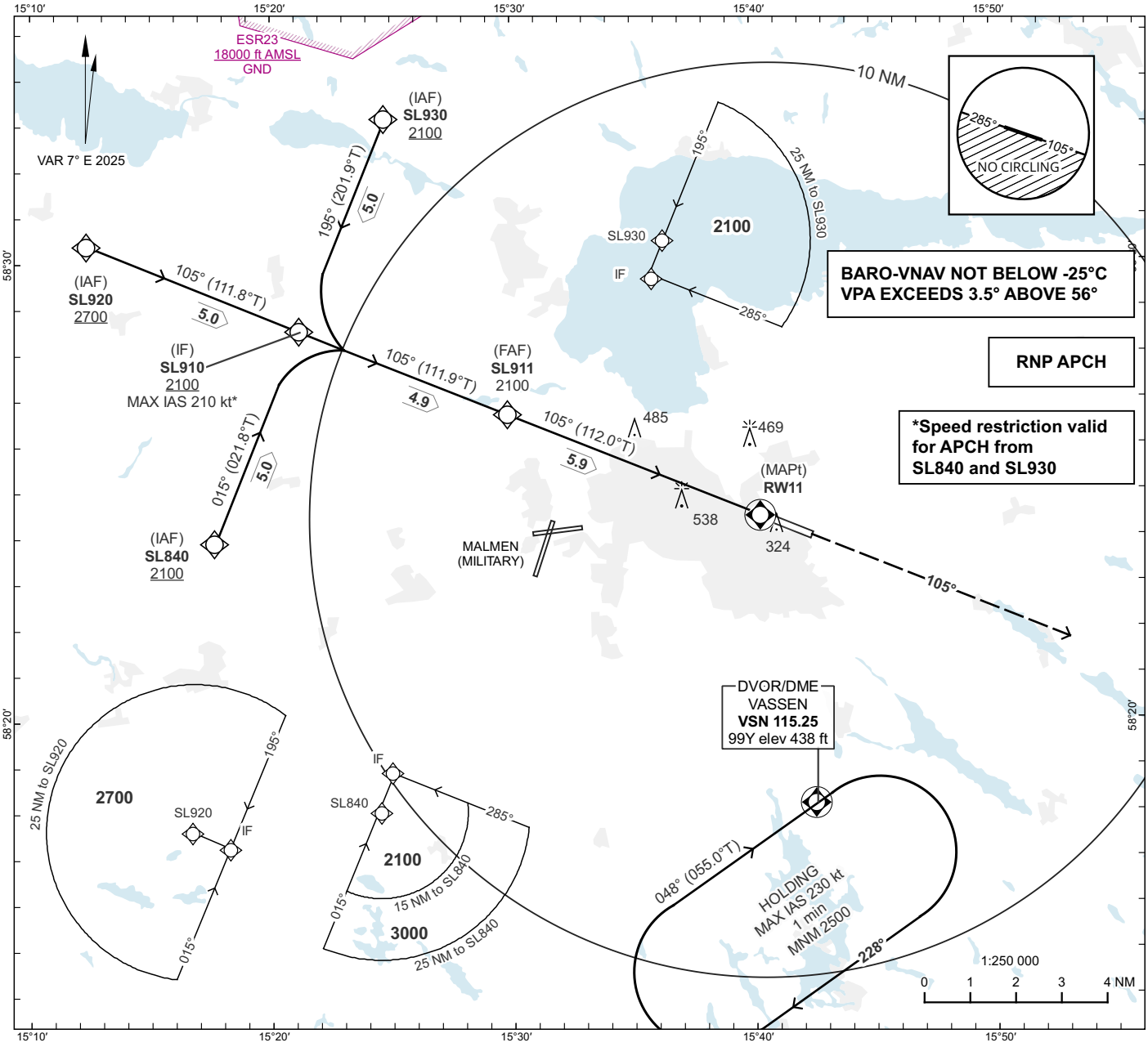
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INSTRUMENT APPROACH CHART - ICAO

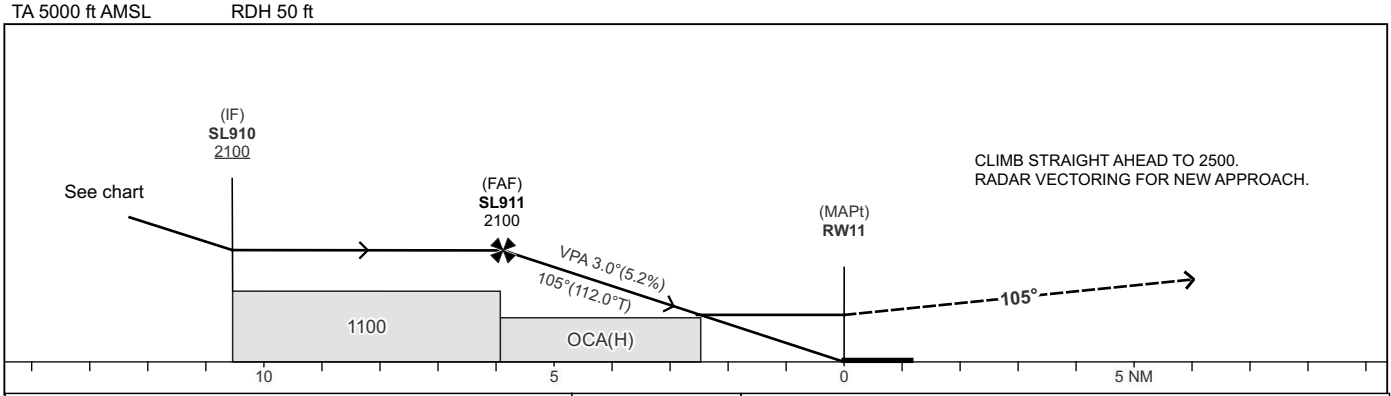
THR ELEV 156.9 ft AD ELEV 178 ft
OCH are related to THR.
Circling OCH are related to AD ELEV.
BRG are MAG (True).
ALT, HGT and ELEV in ft.

SAAB TOWER	118.805
ÖSTGÖTA APPROACH	132.955
	135.850

LINKÖPING/SAAB
RNP RWY 11
EGNOS CH 93119 E11A



TA 5000 ft AMSL RDH 50 ft



OCA(H)					Final Approach	Distance FAF-MAPt 5.9 NM						
CAT of ACFT	A	B	C	D	Dist to RW11 NM	5	4	3	2			
LPV	454(298)	466(310)	474(318)	485(329)	ALT	1800	1480	1160	840			
LNAV/VNAV	668(512)	681(525)	689(533)	699(543)	GS	kt	80	100	120	140	160	180
LNAV	790(640)				Rate of descent	ft/min	425	530	635	745	850	955
Circling NE RWY	790(620)	790(620)	880(710)	880(710)								
Circling CAT D Max IAS 200 kt												

CHANGE: VAR, LPV minima new. Editorial.

RNP RWY 11 via SL840

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/RDH (°/ft)	Rec Navaid	Nav Spec
IF	SL840	-	-	-	-	+2100	-	-	-	RNP APCH
TF	SL910	-	015°(021.8°)	5.0	-	-	-210	-	-	RNP APCH

RNP RWY 11 via SL920

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/RDH (°/ft)	Rec Navaid	Nav Spec
IF	SL920	-	-	-	-	+2700	-	-	-	RNP APCH
TF	SL910	-	105°(111.8°)	5.0	-	-	-	-	-	RNP APCH

RNP RWY 11 via SL930

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/RDH (°/ft)	Rec Navaid	Nav Spec
IF	SL930	-	-	-	-	+2100	-	-	-	RNP APCH
TF	SL910	-	195°(201.9°)	5.0	-	-	-210	-	-	RNP APCH

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/RDH (°/ft)	Rec Navaid	Nav Spec
IF	SL910	-	-	-	-	+2100	-	-	-	RNP APCH
TF	SL911	-	105°(111.9°)	4.9	-	@2100	-	-	-	RNP APCH
TF	RW11	Y	105°(112.0°)	5.9	-	@207	-	-3.0/50	-	RNP APCH
CA	-	-	105°(112.0°)	-	-	@2500	-	-	-	RNP APCH
VM	-	-	105°	-	-	-	-	-	-	RNP APCH

ESSL Holding VSN

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/RDH (°/ft)	Rec Navaid	Nav Spec
HM	VSN	Y	048°(055.0°)	-	R	+2500	-230	-	-	RNP 1

FAS Data Block — RNP RWY 11

Input data

Operation Type	**0**
SBAS Provider	**1 (EGNOS)**
Airport Identifier	**ESSL**
Runway	**11**
Runway Letter	**0 (None)**
Approach Performance Designator	**0**
Route Indicator	
Reference Path Data Selector	**0**
Reference Path Identifier	**E11A**
LTP/FTP Latitude	**582428.3445N**
LTP/FTP Longitude	**0154022.2585E**
LTP/FTP Ellipsoidal Height (metres)	**76.9**
FPAP Latitude	**582402.0460N**
Delta FPAP Latitude (seconds)	**-26.2985**
FPAP Longitude	**0154225.1305E**
Delta FPAP Longitude (seconds)	**122.8720**
Threshold Crossing Height	**50.0**
TCH Units Selector	**0 (feet)**
Glidepath Angle (degrees)	**3.00**
Course Width (metres)	**105.00**
Length Offset (metres)	**24**
HAL (metres)	**40.0**
VAL (metres)	**50.0**

Output data

Data Block	**10 0C 13 13 05 0B 00 00 01 31 31 05 71 E1 10 19 E5 DE B9 06 01 17 8B 32 FF F0 BF 03 F4 01 2C 01 64 03 C8 FA A5 D4 FD A2**
Calculated CRC Value	**A5D4FDA2**

Required Additional Data

ICAO Code	**ES**
LTP/FTP Orthometric Height (metres)	**47.8**

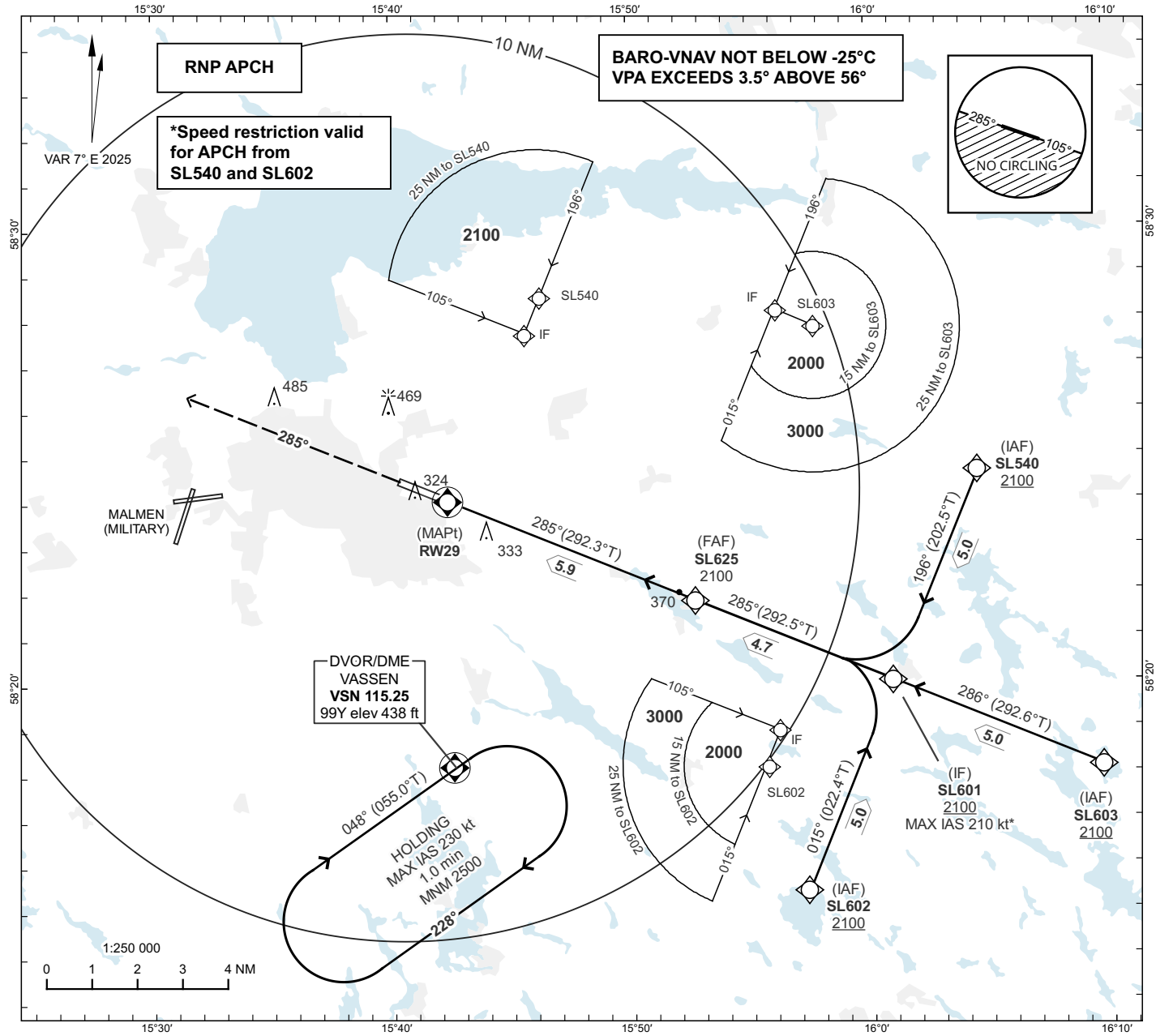
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INSTRUMENT APPROACH CHART - ICAO

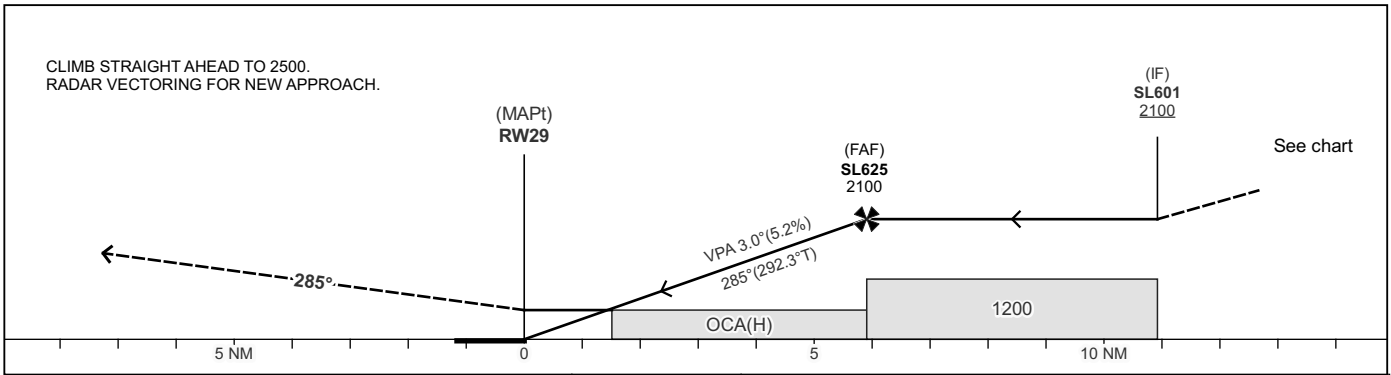
THR ELEV 177.9 ft AD ELEV 178 ft
OCH are related to THR.
Circling OCH are related to AD ELEV.
BRG are MAG (True).
ALT, HGT and ELEV in ft.

SAAB TOWER	118.805
ÖSTGÖTA APPROACH	132.955
	135.850

LINKÖPING/SAAB
RNP RWY 29
EGNOS CH 95195 E29A



TA 5000 ft AMSL RDH 50 ft



OCA(H)					Final Approach	Distance FAF-MAPt 5.9 NM						
CAT of ACFT	A	B	C	D	Dist to RW29 NM	2	3	4	5			
LPV	454(277)	466(289)	474(297)	485(308)	ALT	860	1180	1500	1820			
LNAV/VNAV	464(287)	476(299)	484(307)	494(317)	GS	kt	80	100	120	140	160	180
LNAV	620(450)				Rate of descent	ft/min	425	530	635	745	850	955
Circling NE RWY	770(600)	770(600)	880(710)	880(710)								
Circling CAT D Max IAS 200 kt												

CHANGE: VAR, LPV minima new. OCA(H), MOCA, OBST. Editorial.

RNP RWY 29 via SL540

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/RDH (°/ft)	Rec Navaid	Nav Spec
IF	SL540	-	-	-	-	+2100	-	-	-	RNP APCH
TF	SL601	-	196°(202.5°)	5.0	-	-	-210	-	-	RNP APCH

RNP RWY 29 via SL603

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/RDH (°/ft)	Rec Navaid	Nav Spec
IF	SL603	-	-	-	-	+2100	-	-	-	RNP APCH
TF	SL601	-	286°(292.6°)	5.0	-	-	-	-	-	RNP APCH

RNP RWY 29 via SL602

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/RDH (°/ft)	Rec Navaid	Nav Spec
IF	SL602	-	-	-	-	+2100	-	-	-	RNP APCH
TF	SL601	-	015°(022.4°)	5.0	-	-	-210	-	-	RNP APCH

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/RDH (°/ft)	Rec Navaid	Nav Spec
IF	SL601	-	-	-	-	+2100	-	-	-	RNP APCH
TF	SL625	-	285°(292.5°)	4.7	-	@2100	-	-	-	RNP APCH
TF	RW29	Y	285°(292.3°)	5.9	-	@228	-	-3.0/50	-	RNP APCH
CA	-	-	285°(292.3°)	-	-	@2500	-	-	-	RNP APCH
VM	-	-	285°	-	-	-	-	-	-	RNP APCH

ESSL Holding VSN

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/RDH (°/ft)	Rec Navaid	Nav Spec
HM	VSN	Y	048°(055.0°)	-	R	+2500	-230	-	-	RNP 1

FAS Data Block — RNP RWY 29

Input data

Operation Type	**0**
SBAS Provider	**1 (EGNOS)**
Airport Identifier	**ESSL**
Runway	**29**
Runway Letter	**0 (None)**
Approach Performance Designator	**0**
Route Indicator	
Reference Path Data Selector	**0**
Reference Path Identifier	**E29A**
LTP/FTP Latitude	**582402.2890N**
LTP/FTP Longitude	**0154223.9875E**
LTP/FTP Ellipsoidal Height (metres)	**83.2**
FPAP Latitude	**582437.5690N**
Delta FPAP Latitude (seconds)	**35.2800**
FPAP Longitude	**0153939.0865E**
Delta FPAP Longitude (seconds)	**-164.9010**
Threshold Crossing Height	**50.0**
TCH Units Selector	**0 (feet)**
Glidepath Angle (degrees)	**3.00**
Course Width (metres)	**105.00**
Length Offset (metres)	**752**
HAL (metres)	**40.0**
VAL (metres)	**50.0**

Output data

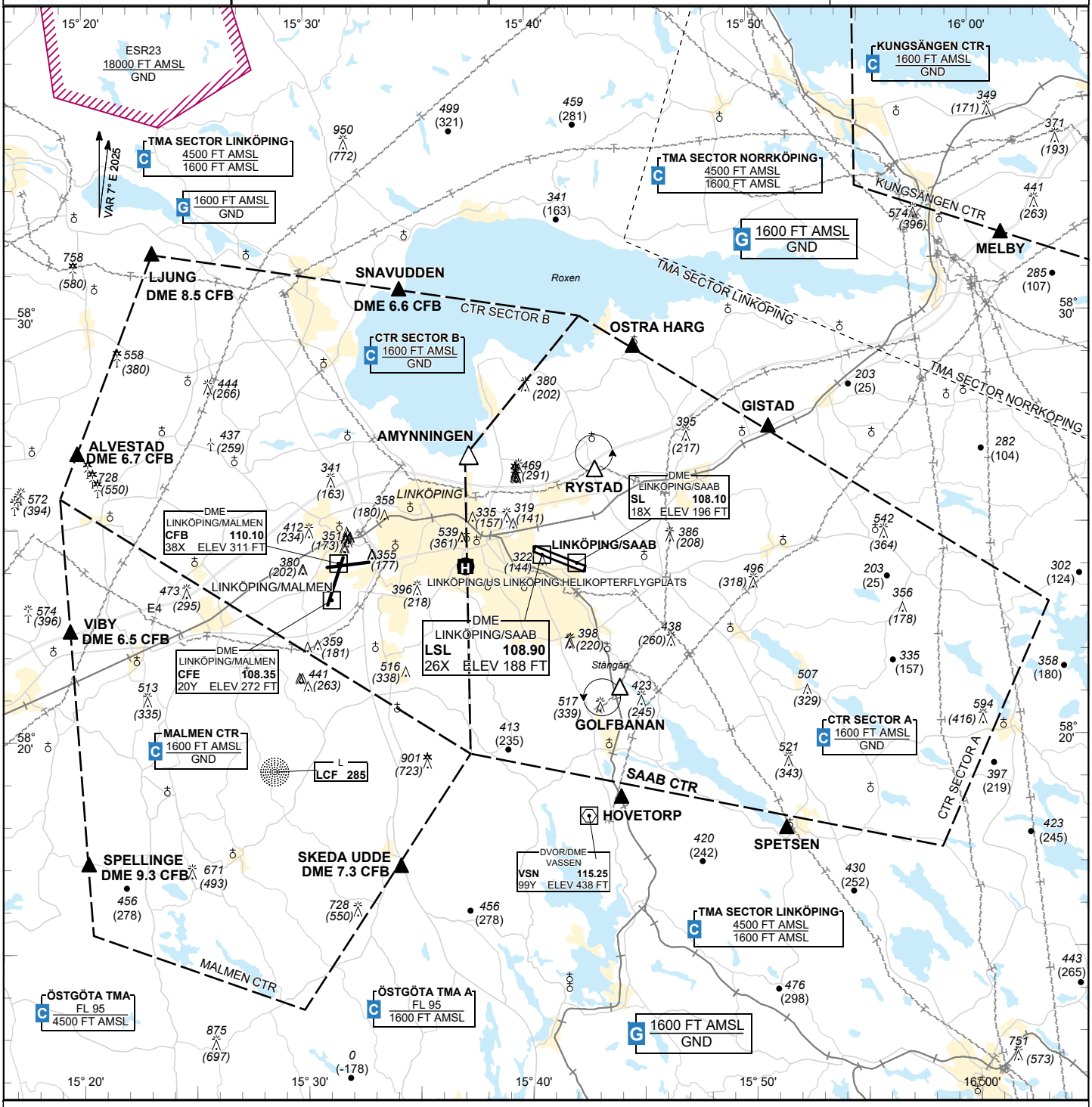
Data Block	**10 0C 13 13 05 1D 00 00 01 39 32 05 E2 15 10 19 E7 95 BD 06 40 17 A0 13 01 B6 F7 FA F4 01 2C 01 64 5E C8 FA 59 10 82 86**
Calculated CRC Value	**59108286**

Required Additional Data

ICAO Code	**ES**
LTP/FTP Orthometric Height (metres)	**54.2**

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VISUAL APPROACH CHART - ICAO	AD ELEV 178 FEET	SAAB TOWER 118.805 / 133.105	LINKÖPING/SAAB SWEDEN
1:250000	ELEV and ALT in ft	ÖSTGÖTA APPROACH 132.955	
1 0 1 2 3 4 5 Km / 1 0 1 2 3 NM	HGT in ft above AD ELEV		
	TA 5000 AMSL		



Communication failure

1 SQUAWK 7600
2 Contact TWR on TEL +46 60 64 62 12 for clearance.
3 If telephone contact cannot be established, enter CTR via OSTRA HARG or GISTAD to holding RYSTAD.
4 Hold in RYSTAD 5 min and flash with landing lights and wait for optical signals from R-TWR.
5 If optical signals cannot be perceived, start APCH via overhead to RWY of choice.
6 Confirm RWY free.
7 Land and taxi via TWY L to GAC Apron.

Legend

See GEN 2.3

RWY NR	THR ELEV	PAPI (MEHT)
11	156.9 ft	Left/3.00° (58 ft)
29	177.9 ft	Left/3.00° (59 ft)

Remark

During the operational hours of MALMEN TWR; SAAB CTR sector B delegated to MALMEN TWR. Right hand traffic circuit when RWY 29 is in use.

Entry / exit point

LJUNG	583129N 0152309E
HOVETORP	581837N 0154403E
SNAVUDDEN	583037N 0153416E
ALVESTAD	582646N 0151945E
OSTRA HARG	582914N 0154446E
SPETSEN	581751N 0155126E
GISTAD	582719N 0155049E

Reporting point

AMYNNINGEN	582640N 0153721E

Holding

GOLFBANAN: Hold west of Stångån over the golf course, south west of point 582111N 0154402E

RYSTAD: Hold over Rystad church, north of point 582620N 0154300E

CHANGE: VAR, OBST

INTENTIONALLY
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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 32 ILS CAT II (10° E 2020)	SPA	109.90 MHz	HO	653324.2N 0220535.3E	-	-	290 m beyond THR 14 ILS Class II/D/3
GP 32	-	333.80 MHz	HO	653206.9N 0220840.6E	-	-	Angle 2.86° RDH 50.9 ft 268 m past THR 32 right side. During winter angle may vary BTN 2.86° and 3.14° due to snow.
L 14	OL	377 kHz	H24	653608.3N 0215919.3E	-	-	Range 25 NM
VOR/DME (10° E 2020)	SLU	115.10 MHz	H24	653224.8N 0220803.3E	58 ft	-	DME Channel 98X
DME	SPA	109.90 MHz	H24	653207.0N 0220840.8E	41 ft	-	DME Channel 36X

ESPA 2.20 LOKALA FLYGPLATSFÖRESKRIFTER

1. Klarering före uttaxning
Klarering lämnas före/vid begäran om start-up. Klareringen utfärdas för gällande bana och tillämplig SID.

2. Då förhållandena så medger bör reversering utöver IDLE REVERSE eller motsvarande ej utföras. Start med reducerad dragkraft bör övervägas för att minska negativ miljöpåverkan.

3. Undvik back-track på banan mellan 15 april och 30 oktober på grund av risk för vridskador på asfalt.

ESPA 2.20 LOCAL AERODROME REGULATIONS

1. Clearance at gate
ATC clearance will be delivered prior to/at start-up. Such clearance will be issued for RWY in use and appropriate SID.

2. When conditions permit reverse in excess of IDLE REVERSE or equivalent should not be used. To minimize emission reduced take-off power should be considered.

3. Avoid back-track on RWY between April 15 and October 30 due to risk of surface damage.

ESPA 2.21 BULLERREDUCERANDE FÖRFARANDEN

Över de centrala delarna av Luleå bör luftfartyg inte framföras på lägre höjd än 2000 ft AMSL, utom när så är nödvändigt i samband med start eller landning.

ESPA 2.21 NOISE ABATEMENT PROCEDURES

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

ESPA 2.22 FLYGPROCEDURER

1 Ankommande IFR-trafik inom Luleå TMA och Kallax CTR

Flygvägar
Flygvägar för ankommande trafik är upprättade enligt ESPA STARs.

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

2 Speciell inflygningsprocedur Annan än standard CAT II RWY 32

Godkännande för användning av Annan än standard CAT II krävs av Transportstyrelsen och för utländska operatörer deras nationella flygsäkerhetsmyndighet.

ESPA 2.22 FLIGHT PROCEDURES

1 Inbound IFR traffic within Luleå MA and Kallax CTR

Routes
Arrival routes are established in accordance with ESPA STARs.

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

2 Special approach procedure Other than Standard (OTS) CAT II RWY 32.

Authorization for Other than Standard (OTS) Category II operations by the operator´s National Aviation Authority is required.

Minimum RVR enligt EU-OPS kapitel E, Tillägg 1 (nytt) till OPS 1.430, tabell 7b “Minimi-RVR för annan standard kategori II i förhållande till inflygningsljussystem”. Eftersom centrumljus saknas för RWY 32 är minsta siktvärde 450 meter för samtliga flygplanskategorier.

ILS-anläggningen skall uppfylla samtliga krav för CAT II med klassificering minst II/D/2.

Lågsiktsprocedurer (LVP) skall vara i kraft.

Endast operatörer med flygplan utrustade med godkänd HUDLS och/eller Automatisk landning får tillämpa denna procedur.

Minimum RVR according to EU-OPS Subpart E, Appendix 1 (New) to OPS 1.430, Table 7b “Other than Standard Category II Minimum RVR vs Approach Light System”. Because RWY 32 has no Centre Line Lights, minimum RVR is 450 metres for all aircraft categories.

The ILS equipment shall fulfil all ILS CAT II requirements including a classification of at least II/D/2.

Low visibility procedures (LVP) shall be in force.

Only operators with aircraft equipped with Approved HUDLS and/or Autoland are allowed to use this procedure.

3 Avgående IFR-trafik inom Luleå TMA och Kallax CTR

Flygvägar
Flygvägar för avgående trafik är upprättade enligt ESPA SIDs.

3 Outbound IFR traffic within Luleå TMA and Kallax CTR

Routes
Departure routes are established in accordance with ESPA SIDs.

4 Startprocedurer, omnidirectional

4 Omnidirectional departure procedures

RWY	Procedure	Significant obstacle		
		Obstacle	Elevation (ft)	Direction (GEO)/Dist (m) from THR
14	Climb straight ahead to MNM turning ALT 500 ft. Continue climb to appropriate MSA.	-		
32	Climb straight ahead to MNM turning ALT 500 ft. Continue climb to appropriate MSA.	Tree (CIO)	133	315°/4336

5 Avbrott i radioförbindelse

Allmänt

Luftfartyg ska följa de föreskrifter som anges i AIP ENR 1.3 mom 10. Under IMC gäller dessutom följande.

5.1 Ankommande klarering mottagen och kvitterad.

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 LULEÅ VOR (SLU).

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 LULEÅ VOR. Har beräknad tidpunkt för inflygning mottagits och kvitterats, skall plané påbörjas först vid denna tidpunkt.

Luftfartyg som utför radarinflygning skall, med bibehållande av senast tilldelad och kvitterad flyghöjd, flyga direkt LULEÅ VOR (SLU).

Efter ankomst över LULEÅ VOR skall erforderlig plané utföras i publicerat väntläge, varefter normal instrumentinflygning skall utföras.

5 Communication failure

General

Aircraft shall follow the procedures laid down in AIP ENR 1.3 para 10. In addition, in IMC the relevant procedures below shall be applied.

5.1 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, follow the specified route to LULEÅ VOR (SLU).

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, follow the specified route to this limit and then proceed direct to LULEÅ VOR. If an expected approach time has been received and acknowledged, descent shall not be commenced until that time.

Aircraft executing a radar approach shall, maintaining the level last received and acknowledged, proceed direct to LULEÅ VOR (SLU).

After arrival over LULEÅ VOR descent, if required, shall be made in the publiched holding pattern. After that a normal instrument approach shall be carried out.

5.2 Ankommande klarering inte mottagen och/eller kvitterad.

Luftfartyget skall, med bibehållande av senast tilldelad och kvitterad flyghöjd, flyga via aktuell inpasseringspunkt i TMA direkt till Luleå VOR (SLU). Efter ankomst över LULEÅ VOR skall erforderlig plané utföras i publicerat väntläge, varefter normal instrumentinflygning skall utföras.

5.2 No inbound clearance received and/or acknowledged.

The aircraft shall, maintaining the level last received and acknowledged, proceed via the relevant TMA entry point direct to LULEÅ VOR (SLU). After arrival over LULEÅ VOR descent, shall be made in the published holding pattern. After that a normal instrument approach shall be carried out.

6 Lågsiktsprocedurer (LVP) etablerade.

När LVP tillämpas tillåts endast ett luftfartyg alternativt fordon på manöverområdet. Se även ESPA Aerodrome chart Special regulations.

6 Low visibility procedures (LVP) established.

When LVP is applied only one aircraft or vehicles is allowed in the manoeuvring area. See also ESPA Aerodrome chart Special regulations.

7 VFR- flygning inom Kallax CTR

Normala in- och utpasserings-punkter
a) MULON
b) VALLEN
Se även ESPA VAC.

Normala flygvägar
Se ESPA VAC.

Anm. Då ESR46 är upprättat får flygning ej ske öster om linjen Sandöns västra spets – Lulnäsets strand, såvida ATS ej gett särskilt tillstånd härtill.

Väntlägen
a) NORD
b) SYD
Se även ESPA VAC.

Avbrott i radioförbindelse
Se ESPA VAC.

7 VFR flight within Kallax CTR

Normal entry and exit points
a) MULON
b) VALLEN
See also ESPA VAC.

Normal routes
See ESPA VAC.

Note. When ESR46 is established and if not permitted by ATS, flights must not be carried out east of the line limited by the western point of Sandön and the shore of Lulnäset.

Holding points
a) NORTH
b) SOUTH
See also ESPA VAC.

Communication failure
See ESPA VAC.

ESPA 2.23 TILLÄGGSINFORMATION

Reducerad banseparation tillämpas enligt AD 1 mom 1.1.10, mellan luftfartyg i kategori 1 inbördes samt mellan kategori 1 och 2 om kategori 1 är bakomvarande.

ESPA 2.23 ADDITIONAL INFORMATION

Reduced runway separation is applied in accordance with AD 1 para 1.1.10 between aircraft of category 1 themselves, also between category 1 and 2 aircraft if category 1 is behind.

ESPA 2.24 FLYGKARTOR AVSEENDE EN FLYGPLATS

ESPA 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

Charts	*Pages*
Aerodrome Chart - ICAO	AD 2 ESPA 2 - 1
Taxiing Guidance Chart	AD 2 ESPA 2 - 2
Parking and docking Chart - ICAO	AD 2 ESPA 2 - 3
AOC - ICAO Type A RWY 14/32	AD 2 ESPA 3 - 1
PATC - ICAO RWY 32	AD 2 ESPA 3 - 3
Area Chart - ICAO LULEÅ TMA	AD 2 ESPA 5 - 1
SID - ICAO RNAV (GNSS) SID RWY 14	AD 2 ESPA 6 - 1
SID - ICAO RNAV (GNSS) SID RWY 32	AD 2 ESPA 6 - 3
STAR - ICAO RNAV (GNSS) STAR RWY 14	AD 2 ESPA 6 - 5
STAR - ICAO RNAV (GNSS) STAR RWY 32	AD 2 ESPA 6 - 7
SID/STAR - ICAO RWY 14	AD 2 ESPA 6 - 9
SID/STAR - ICAO RWY 32	AD 2 ESPA 6 - 11
ATC Surveillance Minimum Altitude Chart - ICAO	AD 2 ESPA 7 - 1
IAC - ICAO ILS z or LOC z RWY 14	AD 2 ESPA 8 - 1

Charts	*Pages*
IAC - ICAO ILS y or LOC y RWY 14	AD 2 ESPA 8 - 2
IAC - ICAO VOR RWY 14	AD 2 ESPA 8 - 3
IAC - ICAO NDB RWY 14	AD 2 ESPA 8 - 4
IAC - ICAO ILS or LOC RWY 32	AD 2 ESPA 8 - 5
IAC - ICAO ILS OTS Cat II RWY 32	AD 2 ESPA 8 - 6
IAC - ICAO VOR RWY 32	AD 2 ESPA 8 - 7
IAC - ICAO RNP RWY 14 (LNAV, LNAV/VNAV only)	AD 2 ESPA 8 - 9
IAC - ICAO RNP RWY 32 (LNAV, LNAV/VNAV only)	AD 2 ESPA 8 - 11
VAC - ICAO	AD 2 ESPA 9 - 1

LIST OF WAYPOINTS AND SIGNIFICANT POINTS

See ESPA LULEÅ-KALLAX 4

ESPA 2.25 GENOMTRÄNGANDE AV YTAN FÖR VISUELLA SEGMENTET (VSS)

-

ESPA 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

-

AERODROME CHART - ICAO

AFIS 119.055

MORA/SILJAN

ARP: 605731N 0143038E
AD ELEV: 635 ft

LEGEND See GEN 2.3

Dimensions in m.
ELEV in feet.
Bearings are magnetic.

RWY/TWY markings/lightings, see ESKM AD 2.9.
Declared Distances, see ESKM AD 2.13
Approach and Runway lighting, see ESKM AD 2.14.

VAR 6° E 2025
Annual change +0.2°

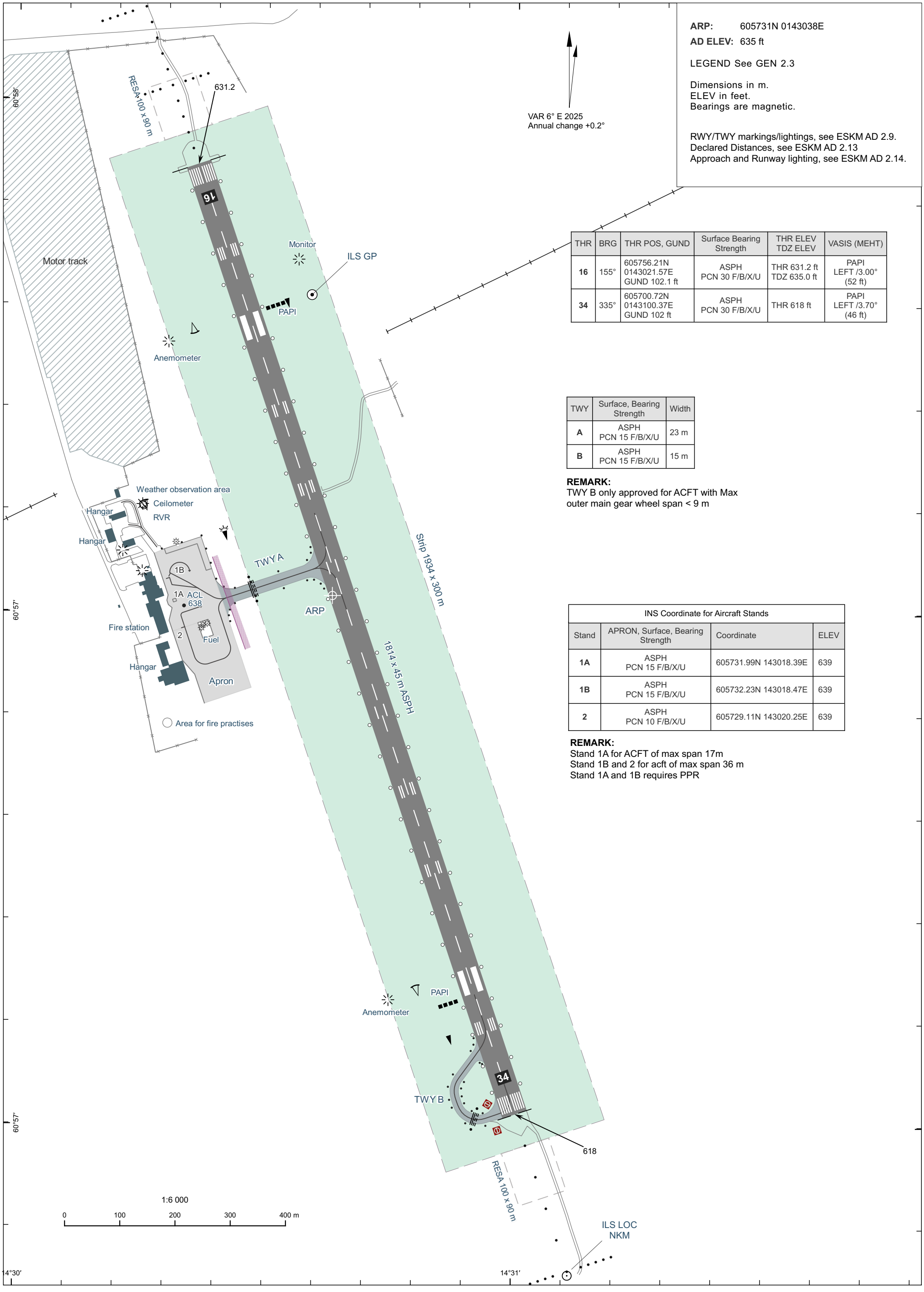
THR	BRG	THR POS, GUND	Surface Bearing Strength	THR ELEV TDZ ELEV	VASIS (MEHT)
16	155°	605756.21N 0143021.57E GUND 102.1 ft	ASPH PCN 30 F/B/X/U	THR 631.2 ft TDZ 635.0 ft	PAPI LEFT /3.00° (52 ft)
34	335°	605700.72N 0143100.37E GUND 102 ft	ASPH PCN 30 F/B/X/U	THR 618 ft	PAPI LEFT /3.70° (46 ft)

TWY	Surface, Bearing Strength	Width
A	ASPH PCN 15 F/B/X/U	23 m
B	ASPH PCN 15 F/B/X/U	15 m

REMARK:
TWY B only approved for ACFT with Max outer main gear wheel span < 9 m

INS Coordinate for Aircraft Stands			
Stand	APRON, Surface, Bearing Strength	Coordinate	ELEV
1A	ASPH PCN 15 F/B/X/U	605731.99N 143018.39E	639
1B	ASPH PCN 15 F/B/X/U	605732.23N 143018.47E	639
2	ASPH PCN 10 F/B/X/U	605729.11N 143020.25E	639

REMARK:
Stand 1A for ACFT of max span 17m
Stand 1B and 2 for acft of max span 36 m
Stand 1A and 1B requires PPR



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AD 2 AERODROMES

ESUP 2.1 AERODROME LOCATION INDICATOR AND NAME

ESUP - PAJALA

ESUP 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1.	**ARP coordinates and site at AD**	671445N 0230408E
2.	**Direction and distance from (city)**	W 6.5 NM from Pajala
3.	**Elevation/Reference temperature**	542 ft/+18.0°C
4.	**Geoid undulation at AD ELEV PSN**	81 ft
5.	**MAG VAR/Annual change**	13° E (2025)/+0.1 increasing
6.	**Name of aerodrome operator, address, telephone, telefax numbers, AFS, e-mail, website**	Pajala Airport SE-984 91 Pajala TEL: +46 978 129 60 E-mail: airport@pajala.se AFS: ESUPZTZX Website: www.pajala.se/pajala-airport
7.	**Types of traffic permitted (IFR/VFR)**	IFR/VFR. Max RWY ref code 4C
8.	**Remarks**	PPR for all non scheduled traffic outside ATS HR of OPS. Request shall be made 72 hours before ARR. TEL +46 978 129 60 or airport@pajala.se. Caution due to intermittent motor vehicles on RWY. Airport Manager TEL +46 978 129 50.

ESUP 2.3 OPERATIONAL HOURS

1.	**AD operator**	MON-FRI 0700-1400 (0600-1300)
	AD Operating hours	As ATS
2.	**Customs and immigration**	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)**	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 or O/R
9.	**Handling**	For scheduled flights, other O/R
10.	**Security**	O/R
11.	**De-Icing**	For scheduled flights, other O/R, 8 HR PN
12.	**Remarks**	Increased charges outside hours of scheduled operations

ESUP 2.4 HANDLING SERVICES AND FACILITIES

1.	**Cargo-handling facilities**	Limited O/R
2.	**Fuel and oil types**	Fuel: Jet A1 Oil: -
3.	**Fuelling facilities and capacity**	Jet A1: 30,000 l, stationary unit
4.	**De-icing facilities**	Available, Type I and II, mobile unit
5.	**Hangar space for visiting ACFT**	Limited O/R
6.	**Repair facilities for visiting ACFT**	-

7.	**Remarks**	For payment of fuel only VISA and Mastercard credit cards are accepted. Fuel supplier Air BP.

ESUP 2.5 PASSENGER FACILITIES

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

ESUP 2.6 RESCUE AND FIRE FIGHTING SERVICES

1.	**AD category for fire fighting**	CAT 3 during operational hours. Other O/R.
2.	**Rescue equipment**	Tracked vehicle, snowmobile and by arrangement, municipal rescue service
3.	**Capability for removal of disabled aircraft**	By arrangement. Suitable for ACFT up to 60 tonnes.
4.	**Remarks**	-

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

1.	**Types of clearing equipment**	Snowplough, sweeper, blower, spreader, slinger
2.	**Clearance priorities**	RWY, TWY, Apron
3.	**Use of material for movement area surface treatment**	RWY 11/29 de-iced with SAND TWY de-iced with SAND
4.	**Specially prepared winter runways**	-
5.	**Remarks**	-

ESUP 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1.	**Apron surface and strength**	Apron ASPH PCN 20/F/B/X/T
2.	**Taxiway width, surface and strength**	TWY A 22 m ASPH PCN 20/F/B/X/T
3.	**ACL, location and elevation**	Apron, see ESUP Aerodrome Chart.
4.	**VOR checkpoints**	-
5.	**INS checkpoints**	See ESUP Aerodrome Chart.
6.	**Remarks**	Apron PCN 45 APRX NOV-MAR, during frozen ground. TWY A PCN 45 APRX NOV-MAR, during frozen ground.

ESUP 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**	TWY guide Stand ID (lighted), taxi guide lines up to code B.
2.	**RWY and TWY markings and LGT**	RWY 11/29: Designator, THR, TDZ, CL and edges are day marked. RTHL, REDL, RENL. TWY: HLDG and CL day marked. Edge lights, RGL
3.	**Stop bars**	-
4.	**Remarks**	-

ESUP 2.10 AERODROME OBSTACLES

In Area 2				
OBST ID/Designation	**OBST type**	**OBST position**	**ELEV/HGT**	**Markings/ Type, colour**
a	**b**	**c**	**d**	**e**
ESUP1	TREE	671504.6N 0230251.6E	568 ft / -	-
ESUP2	TREE	671509.6N 0230136.5E	610 ft / -	-
ESUP3	TREE	671510.4N 0230136.9E	611 ft / -	-
ESUP4	TREE	671510.2N 0230128.9E	614 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			

ESUP 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**	TAF not produced
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**	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**	PAJALA AFIS
10.	**Additional information (limitation of service, etc.)**	Flight planning room available

ESUP 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**
11	118.19°	2300 x 45	PCN 20/F/B/X/T PCN 45 APRX NOV-MAR, during frozen ground. ASPH	671458.29N 0230304.47E GUND 80.8 ft	THR 540.5 ft TDZ: 541.4 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
29	298.23°	2300 x 45	PCN 20/F/B/X/T PCN 45 APRX NOV-MAR, during frozen ground. ASPH	671423.19N 0230553.45E GUND 81 ft	THR 541 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
11	See ESUP AOC	-	-	2480 x 300	90 x 90
29	See ESUP AOC	-	-	2480 x 300	90 x 90

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

ESUP 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
11	2300	2300	2300	2300	-
29	2300	2300	2300	2300	-

ESUP 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
11	CAT I 900 M LIL/LIH	Green	PAPI Left side/3.00° 50 ft	-	-	2300/60 m White Caution zone 600 m yellow LIL/LIH	Red	-
29	SALS 420 M LIL/LIH	Green	PAPI Left side/3.00° 50 ft	-	-	2300/60 m White Caution zone 600 m yellow LIL/LIH	Red	-
10 Remarks:	RWY 11: Barrette CL PCL LIL RWY on frequency 118.380 MHz for 10 sec. RWY 29: PCL LIL RWY on frequency 118.380 MHz for 10 sec.							

ESUP 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1.	**ABN/IBN location, characteristics and hours of operation**	-
2.	**LDI location and LGT**	Windsock S Apron, Lighted. Windsock at DME PJL and at RWY ENDs
	Anemometer location and LGT	At PAPI RWY 11 and 400 m NW THR 29. Lighted
3.	**TWY edge and centre line lighting**	Edge: A CL: -
4.	**Secondary power supply/switch-over time**	Available/15 sec
5.	**Remarks**	-

ESUP 2.16 HELICOPTER LANDING AREA

RWY 11/29 to be used

ESUP 2.17 ATS AIRSPACE

1.	**Designation and lateral limits**	PAJALA TIZ/RMZ	672041N 0230901E - 671351N 0232621E - 670847N 0231915E - 670919N 0225625E - 671735N 0223839E - 672003N 0224123E to point of origin.
2.	**Vertical limits**	PAJALA TIZ/RMZ	2000 ft AMSL GND
3.	**Airspace classification**	G	
4.	**ATS unit call sign** **Language(s)**	PAJALA INFORMATION Swedish/English	
5.	**Transition altitude**	5000 ft AMSL	
6.	**Hours of applicability**	TIZ/RMZ established during hours of AFIS.	
7.	**Remarks**	Continuous two-way radiocommunication required in TIZ/RMZ.	

ESUP 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channels	Hours of operation	Remarks
1	2	3	4	5
AFIS	PAJALA INFORMATION	118.380	HO	-
		121.500	HO	-

ESUP 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 11 ILS CAT I (13° E 2025)	IUP	111.50 MHz	H24 Monitoring of signal in space limited to ATS HR of OPS.	671418.7N 0230614.9E	-	-	293 m beyond THR 29 ILS Class I/D/2
GP 11	-	332.90 MHz	H24 Monitoring of signal in space limited to ATS HR of OPS.	671457.2N 0230330.9E	-	-	Angle 3.00° RDH 50.9 ft 295 m past THR 11 left side
L 11	PAJ	390 kHz	H24 Monitoring of signal in space limited to ATS HR of OPS.	671603.8N 0225633.9E	-	-	
DME	IUP	111.50 MHz	H24 Monitoring of signal in space limited to ATS HR of OPS.	671457.3N 0230331.0E	552 ft	-	DME Channel 52X
DME	PJL	115.35 MHz	H24	671455.9N 0230344.2E	594 ft	-	Enroute only DME Channel 100Y

ESUP 2.20 LOKALA FLYGPLATSFÖRESKRIFTER

Högervarv tillämpas när bana 11 är i användning.

ESUP 2.20 LOCAL AERODROME REGULATIONS

Right hand traffic circuit when RWY 11 is in use.

ESUP 2.21 BULLERREDUCERANDE FÖRFARANDEN

Lågflygning över bebyggda delar av Pajala bör undvikas.

ESUP 2.21 NOISE ABATEMENT PROCEDURES

Low flying over built up areas of Pajala should be avoided.

ESUP 2.22 FLYGPROCEDURER

1. Startprocedur, omnidirectional

ESUP 2.22 FLIGHT PROCEDURES

1. Omnidirectional departure procedures

RWY	Procedure	Significant obstacle		
		Obstacle	Elevation (ft)	Direction (GEO)/Dist (m) from THR
11	Climb straight ahead with MNM 250 ft/NM (4.1%) to MNM turning ALT 1700 ft. Continue climb to appropriate MSA.	Pine Tree	972	131°/6350
		Pylon	1897	067°/8440
		CIO exist		
29	Climb straight ahead to MNM turning ALT 1400 ft. Continue climb to appropriate MSA.	Pylon	1897	053°/7220
		CIO exist		

2. RVR 550 m eller mer krävs för start bana 11/29.

2. RVR 550 m or more is required for departure RWY 11/29.

ESUP 2.23 TILLÄGGSINFORMATION

NIL

ESUP 2.23 ADDITIONAL INFORMATION

NIL

ESUP 2.24 FLYGKARTOR AVSEENDE EN FLYGPLATS

ESUP 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

Charts	*Pages*
Aerodrome Chart - ICAO	AD 2 ESUP 2 - 1
AOC - ICAO Type A RWY 11/29	AD 2 ESUP 3 - 1
IAC - ICAO ILS z or LOC z RWY 11	AD 2 ESUP 8 - 1
IAC - ICAO ILS y or LOC y RWY 11	AD 2 ESUP 8 - 3
IAC - ICAO NDB RWY 11	AD 2 ESUP 8 - 5
IAC - ICAO NDB RWY 29	AD 2 ESUP 8 - 7
IAC - ICAO RNP RWY 11	AD 2 ESUP 8 - 9
IAC - ICAO RNP RWY 29	AD 2 ESUP 8 - 13
VAC - ICAO	AD 2 ESUP 9 - 1

LIST OF WAYPOINTS AND SIGNIFICANT POINTS

See ESUP PAJALA 4

ESUP 2.25 GENOMTRÄNGANDE AV YTAN FÖR VISUELLA SEGMENTET (VSS)

1. NDB RWY 11 och RNP (LNAV) RWY 11

Hinder från 0.4 NM till 0.3 NM före bantröskel genomtränger ytan för visuella segmentet.

2. NDB RWY 29 och RNP (LNAV) RWY 29

Hinder från 0.3 NM till 0.1 NM före bantröskel genomtränger ytan för visuella segmentet.

ESUP 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

1. NDB RWY 11 and RNP (LNAV) RWY 11

Obstacles from 0.4 NM to 0.3 NM prior THR penetrate visual segment surface.

2. NDB RWY 29 and RNP (LNAV) RWY 29

Obstacles from 0.3 NM to 0.1 NM prior THR penetrate visual segment surface.

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AERODROME CHART - ICAO

AFIS: 118.380

PAJALA

RWY NR	BRG	THR POS, GUND	Surface, Bearing Strength	THR ELEV TDZ ELEV	VASIS (MEHT)
11	105°	671458.29N 0230304.47E GUND 80.8 ft	ASPH PCN 20 F/B/X/T	THR 540.5 ft TDZ 541.4 ft	PAPI LEFT /3.00° (50 ft)
29	285°	671423.19N 0230553.45E GUND 81 ft	ASPH PCN 20 F/B/X/T	THR 541 ft	PAPI LEFT /3.00° (50 ft)

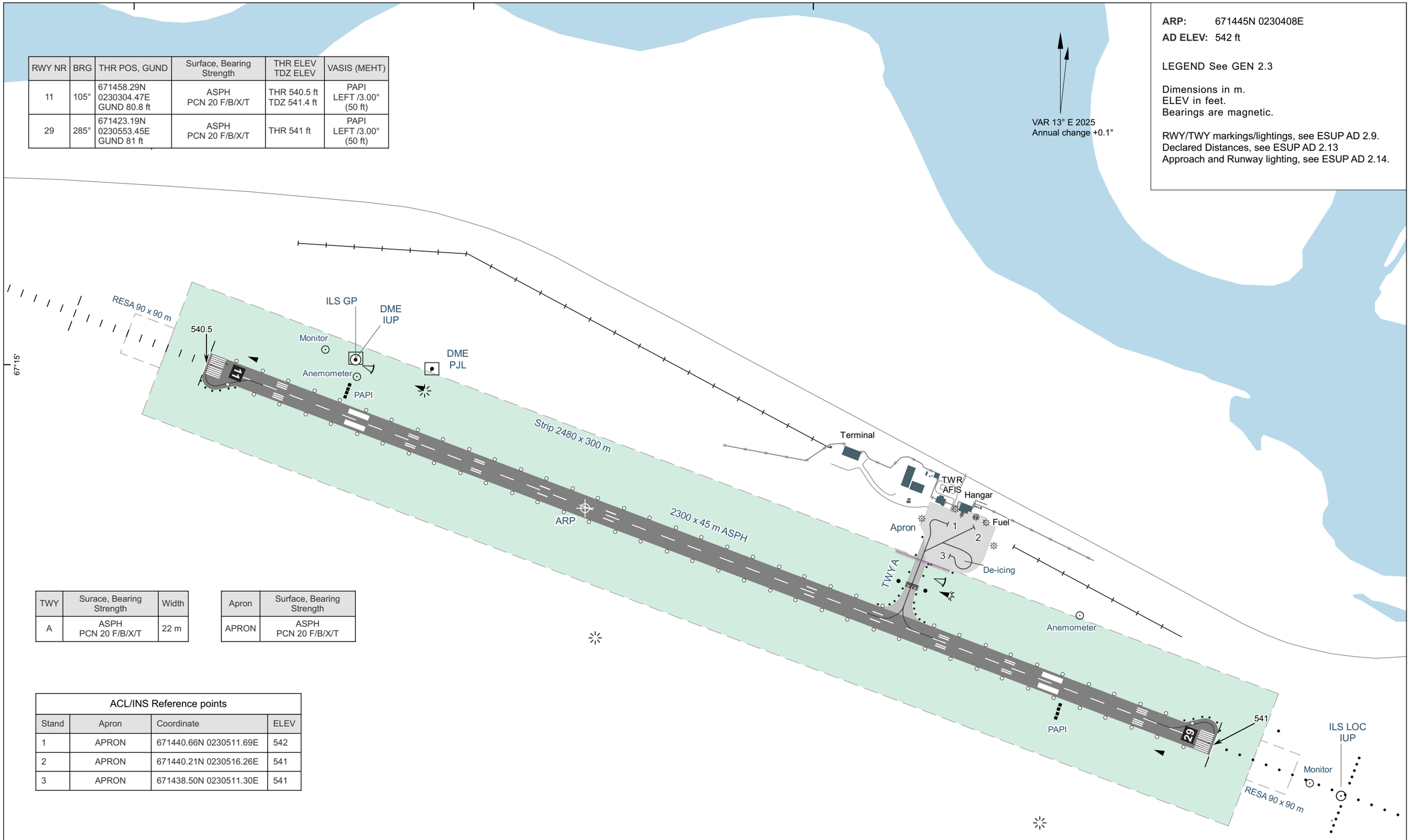
VAR 13° E 2025
Annual change +0.1°

ARP: 671445N 0230408E
AD ELEV: 542 ft

LEGEND See GEN 2.3

Dimensions in m.
ELEV in feet.
Bearings are magnetic.

RWY/TWY markings/lightings, see ESUP AD 2.9.
Declared Distances, see ESUP AD 2.13
Approach and Runway lighting, see ESUP AD 2.14.



TWY	Surace, Bearing Strength	Width
A	ASPH PCN 20 F/B/X/T	22 m

Apron	Surface, Bearing Strength
APRON	ASPH PCN 20 F/B/X/T

ACL/INS Reference points			
Stand	Apron	Coordinate	ELEV
1	APRON	671440.66N 0230511.69E	542
2	APRON	671440.21N 0230516.26E	541
3	APRON	671438.50N 0230511.30E	541

1:7 500

0 100 200 300 400 m

CHANGE: VAR. RESA. Editorial.

INTENTIONALLY

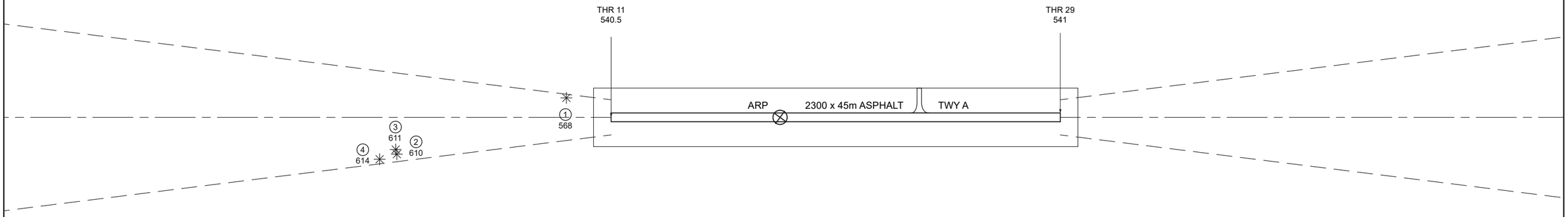
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AERODROME ELEVATION 542 FEET
MAGNETIC VARIATION 13° E 2025

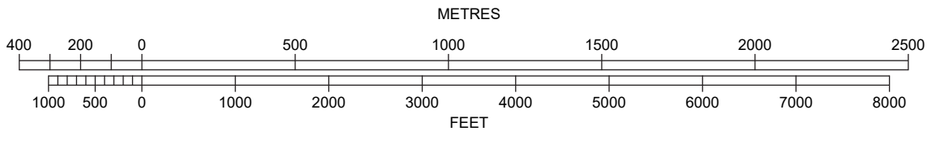
RUNWAY BEARINGS
01 = MAG 105°
19 = MAG 285°

RWY 11	DECLARED DISTANCES	RWY 29
2300	TAKE-OFF RUN AVAILABLE	2300
2300	TAKE-OFF DISTANCE AVAILABLE	2300
2300	ACCELERATE STOP DIST. AVAILABLE	2300
2300	LANDING DISTANCE AVAILABLE	2300





HORIZONTAL SCALE 1:20 000



ORDER OF ACCURACY
Horizontal 5m
Vertical 1ft

LEGEND	
IDENTIFICATION NUMBER	①
POLE, TOWER, SPIRE, ANTENNA, ETC.	○
TREE OR SHRUB	✳
TERRAIN PENETRATING OBSTACLE PLANE	

INTENTIONALLY

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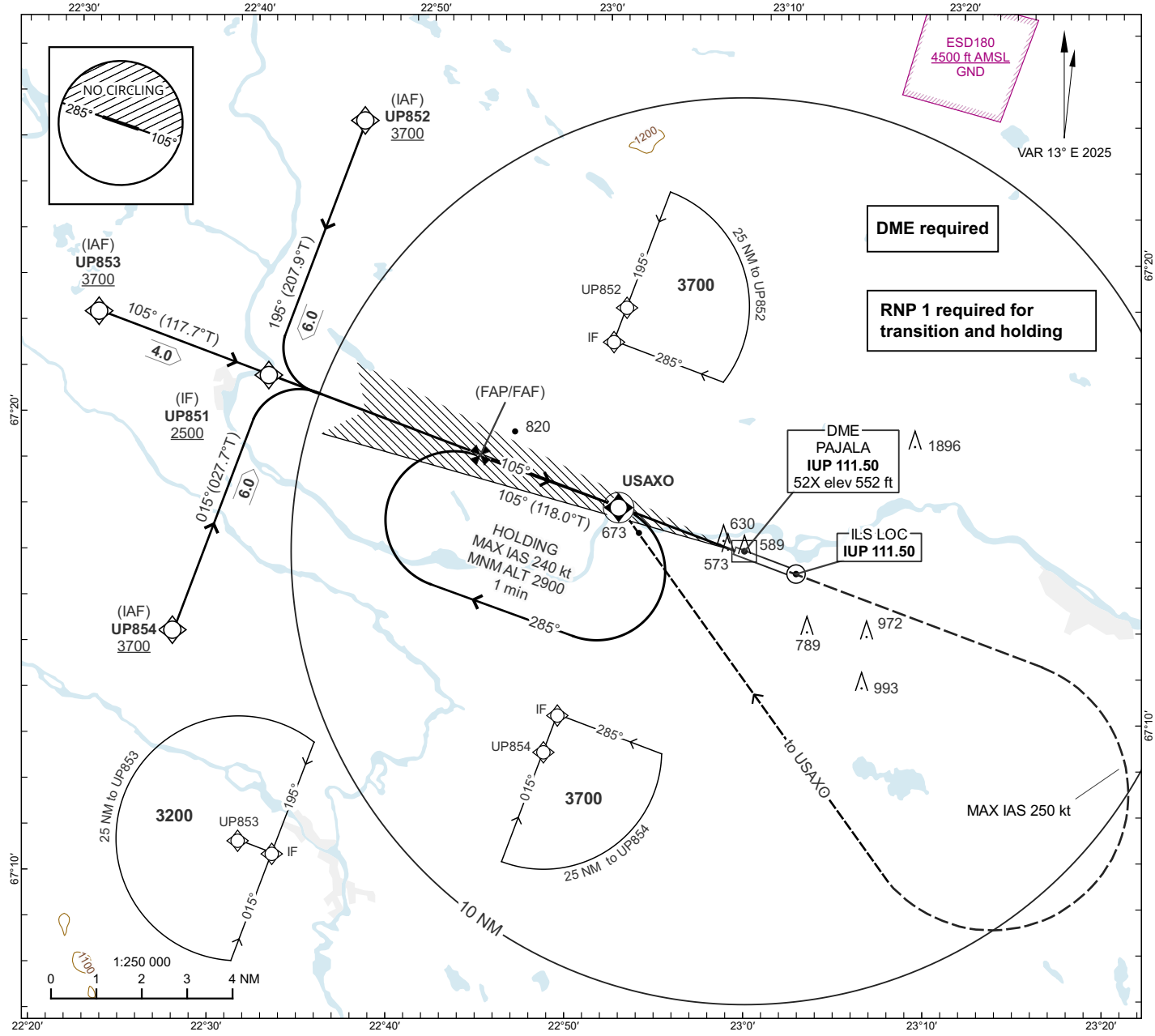
INSTRUMENT APPROACH CHART - ICAO

THR ELEV 540.5 ft AD ELEV 542 ft
OCH are related to THR.
Circling OCH are related to AD ELEV.
BRG are MAG (True).
ALT, HGT and ELEV in ft.

PAJALA INFORMATION 118.380

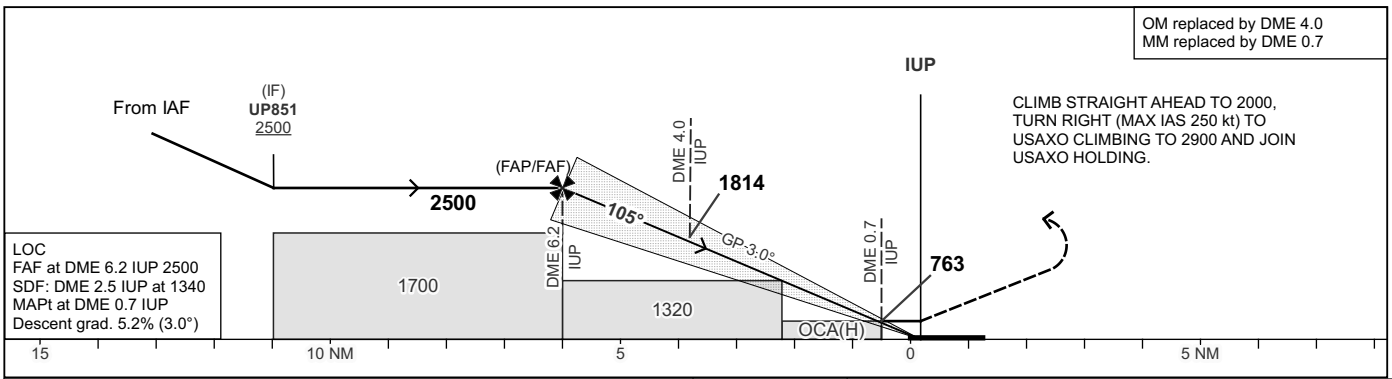
PAJALA

ILS z or LOC z RWY 11



TA 5000 ft AMSL RDH 50.9 ft

*Timing not authorized for defining the MAPt



OCA(H)						Final Approach	LOC Distance FAF-MAPt 5.5 NM*						
CAT of ACFT		A	B	C	D	DME IUP NM	6	5	4	3	2		
Straight-in Approach	CAT I	700(159)	709(168)	719(178)	730(189)	ALT	2450	2130	1820	1500	1180		
	LOC	920(380)				GS	kt	80	100	120	140	160	180
Circling SW RWY		1090(550)	1270(730)	1390(850)	1390(850)	Time	min:s	4:06	3:16	2:44	2:20	2:03	1:49
						Rate of descent	ft/min	425	530	635	745	850	955

CHANGE: New

INTENTIONALLY
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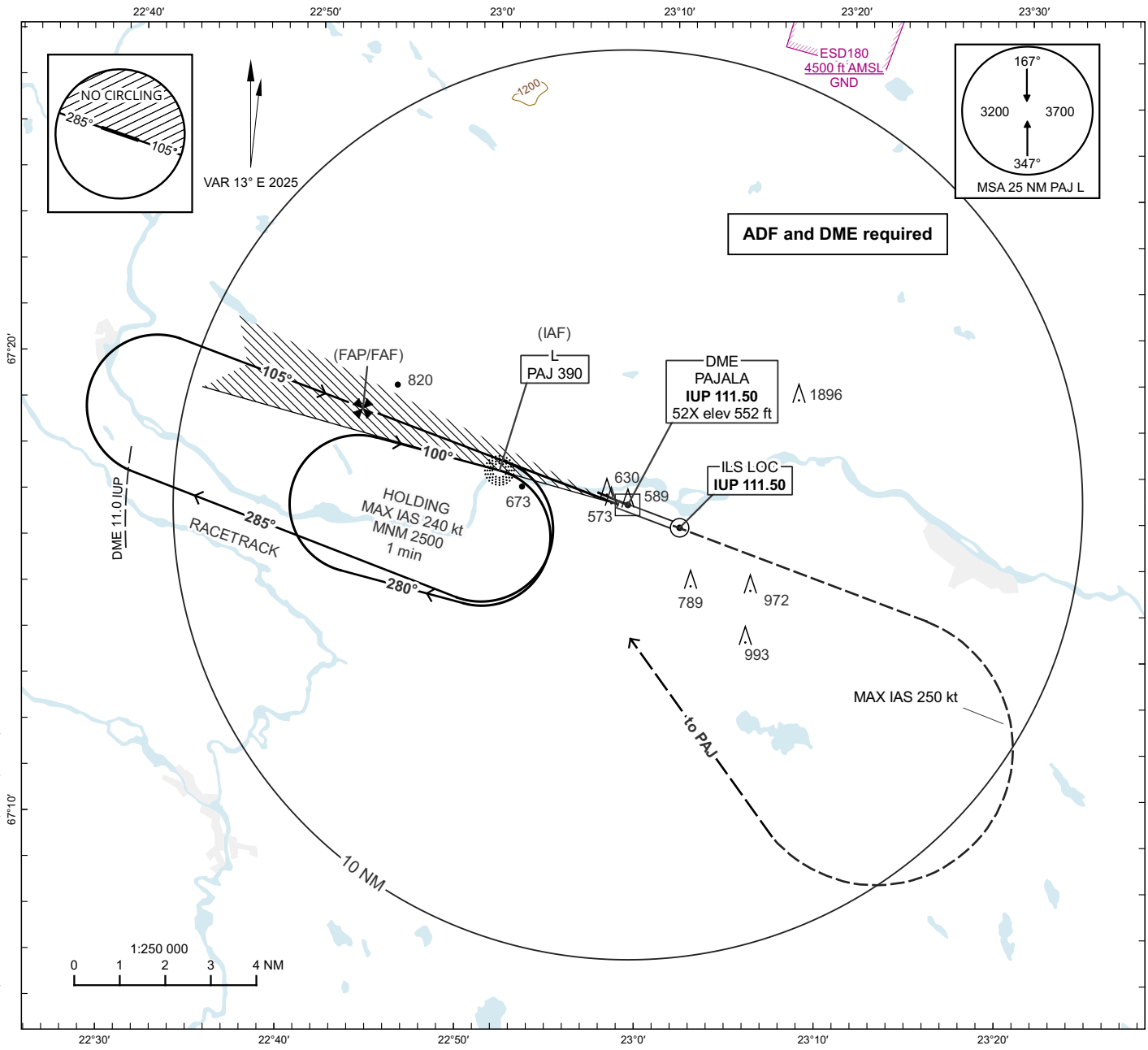
INSTRUMENT APPROACH CHART - ICAO

THR ELEV 540.5 ft AD ELEV 542 ft
OCH are related to THR.
Circling OCH are related to AD ELEV.
BRG are MAG.
ALT, HGT and ELEV in ft.

PAJALA INFORMATION 118.380

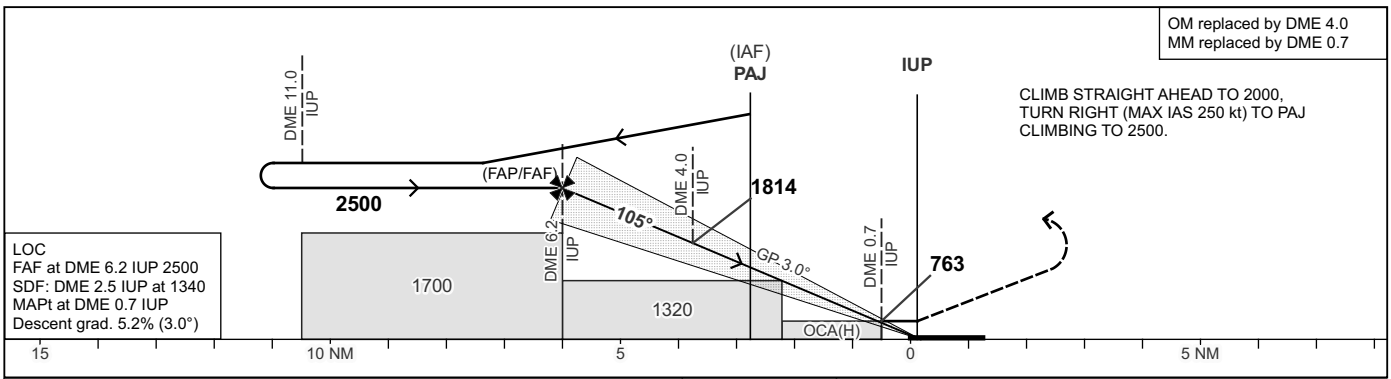
PAJALA

ILS y or LOC y RWY 11



TA 5000 ft AMSL RDH 50.9 ft

*Timing not authorized for defining the MAPt



OCA(H)						Final Approach	LOC Distance FAF-MAPt 5.5 NM*						
CAT of ACFT		A	B	C	D	DME IUP NM	6	5	4	3	2		
Straight-in Approach	CAT I	700(159)	709(168)	719(178)	730(189)	ALT	2450	2130	1820	1500	1180		
	LOC	920(380)				GS	kt	80	100	120	140	160	180
Circling SW RWY		1090(550)	1270(730)	1390(850)	1390(850)	Time	min:s	4:06	3:16	2:44	2:20	2:03	1:49
						Rate of descent	ft/min	425	530	635	745	850	955

CHANGE: VAR, OBST, Holding MAX IAS, Racetrack, MOCA, OCA(H), LOC SDF, Missed APCH MAX IAS, table, RDH, editorial.

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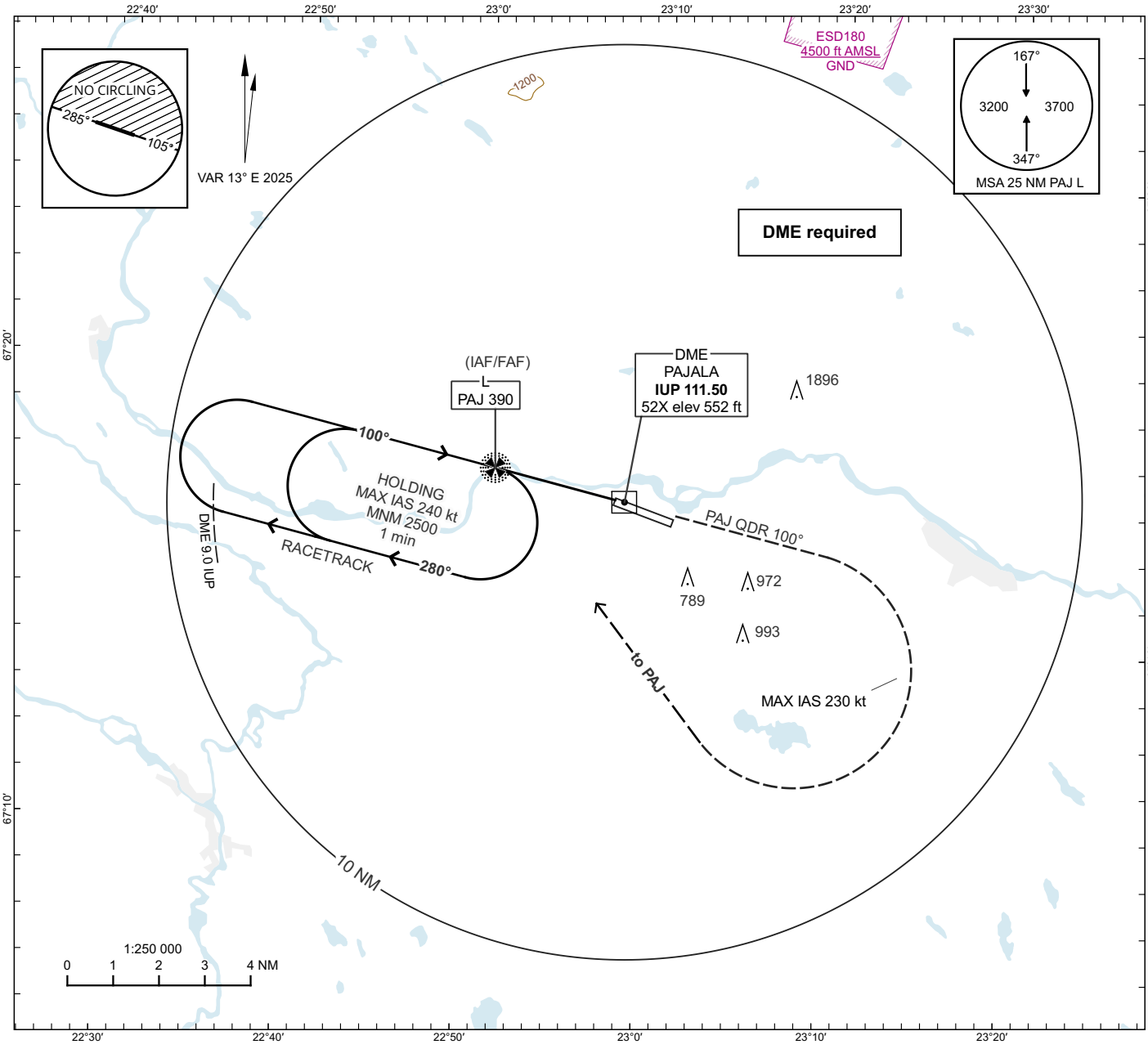
INSTRUMENT APPROACH CHART - ICAO

THR ELEV 540.5 ft AD ELEV 542 ft
OCH are related to THR.
Circling OCH are related to AD ELEV.
BRG are MAG.
ALT, HGT and ELEV in ft.

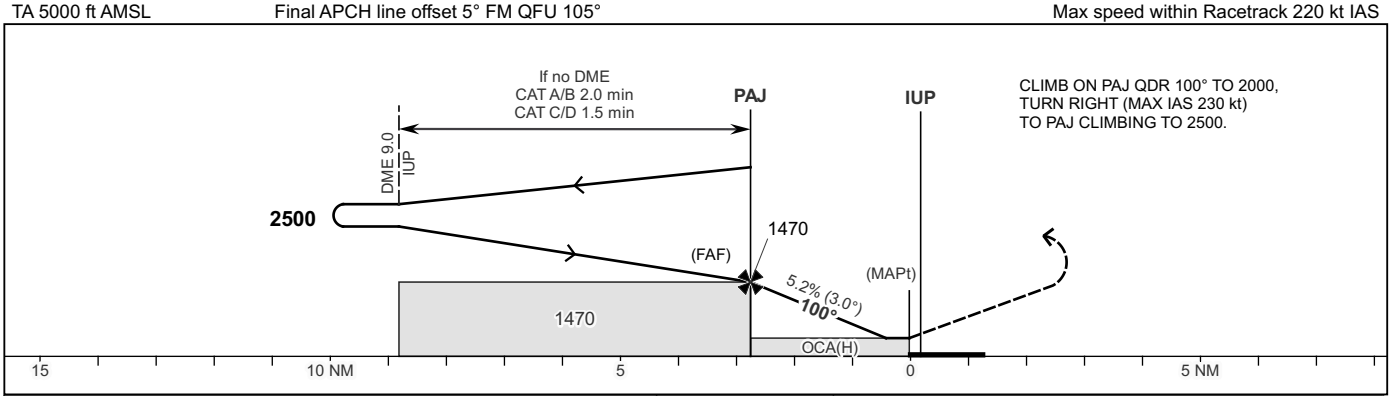
PAJALA INFORMATION 118.380

PAJALA

NDB RWY 11



TA 5000 ft AMSL | Final APCH line offset 5° FM QFU 105° | Max speed within Racetrack 220 kt IAS



OCA(H)					Final Approach	Distance FAF-MAPt 2.8 NM						
CAT of ACFT	A	B	C	D	DME IUP NM	2						
Straight-in Approach	940(400)				ALT	1180						
Circling SW RWY	1090(550)	1270(730)	1390(850)	1390(850)	GS	kt	80	100	120	140	160	180
					Time	min:s	2:04	1:39	1:23	1:11	1:02	0:55
					Rate of descent	ft/min	425	530	635	745	850	955

CHANGE: VAR, OBST, Holding MAX IAS, Racetrack, MOCA, OCA(H), Missed APCH. Table. Editorial.

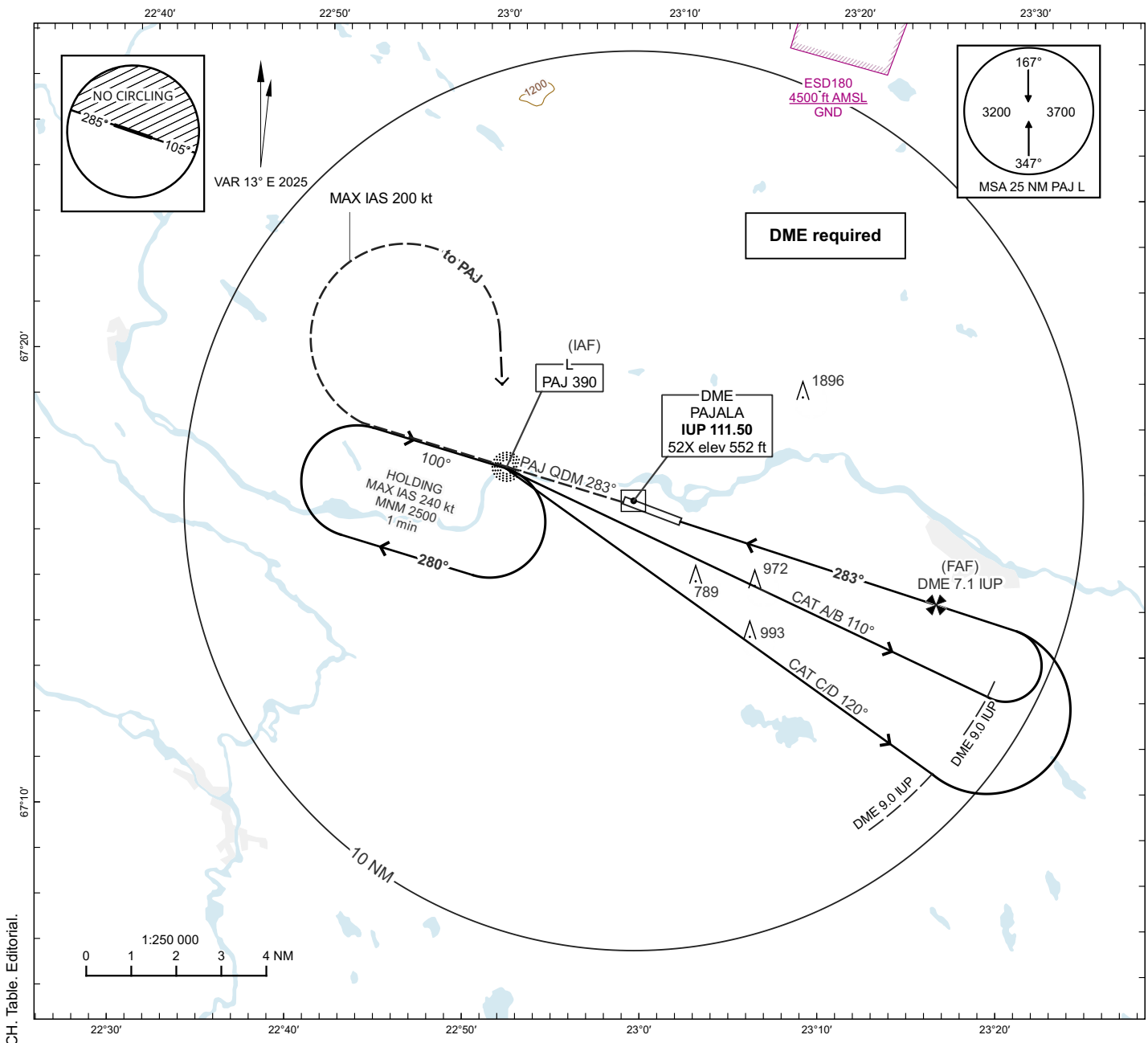
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INSTRUMENT APPROACH CHART - ICAO

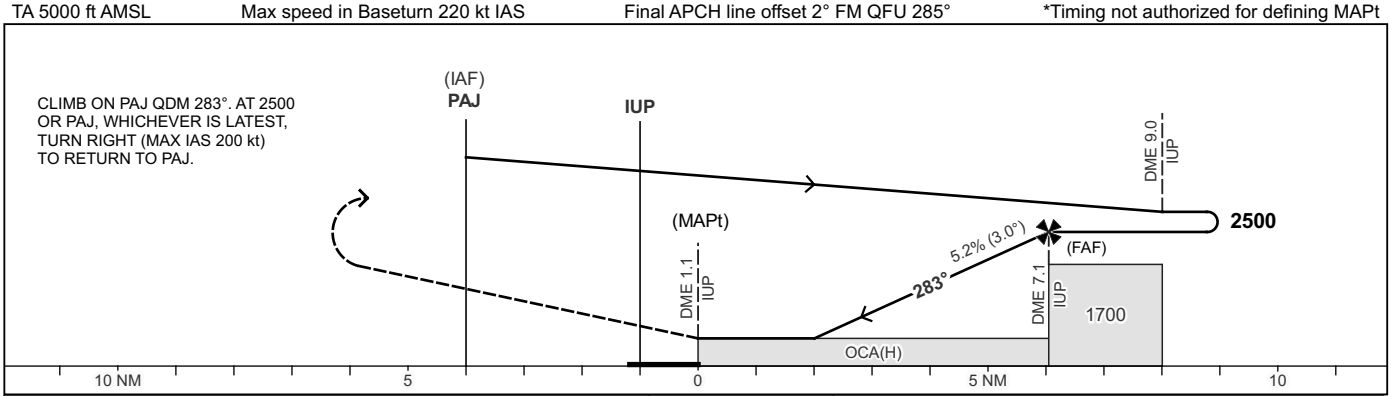
THR ELEV 541 ft AD ELEV 542 ft
OCH are related to THR.
Circling OCH are related to AD ELEV.
BRG are MAG.
ALT, HGT and ELEV in ft.

PAJALA INFORMATION 118.380

PAJALA
NDB RWY 29



TA 5000 ft AMSL | Max speed in Baseturn 220 kt IAS | Final APCH line offset 2° FM QFU 285° | *Timing not authorized for defining MAPt



OCA(H)					Final Approach	Distance FAF-MAPt 6.0 NM*						
CAT of ACFT	A	B	C	D	DME IUP NM	4	5	6	7			
Straight-in Approach	1220(680)				ALT	1520	1840	2160	2480			
Circling SW RWY	1220(680)	1270(730)	1390(850)	1390(850)	GS	kt	80	100	120	140	160	180
					Time	min:s	4:29	3:35	3:00	2:34	2:15	2:00
					Rate of descent	ft/min	425	530	635	745	850	955

CHANGE: VAR, OSBT, Holding MAX IAS, MOCA, OCA(H), Missed APCH. Table. Editorial.

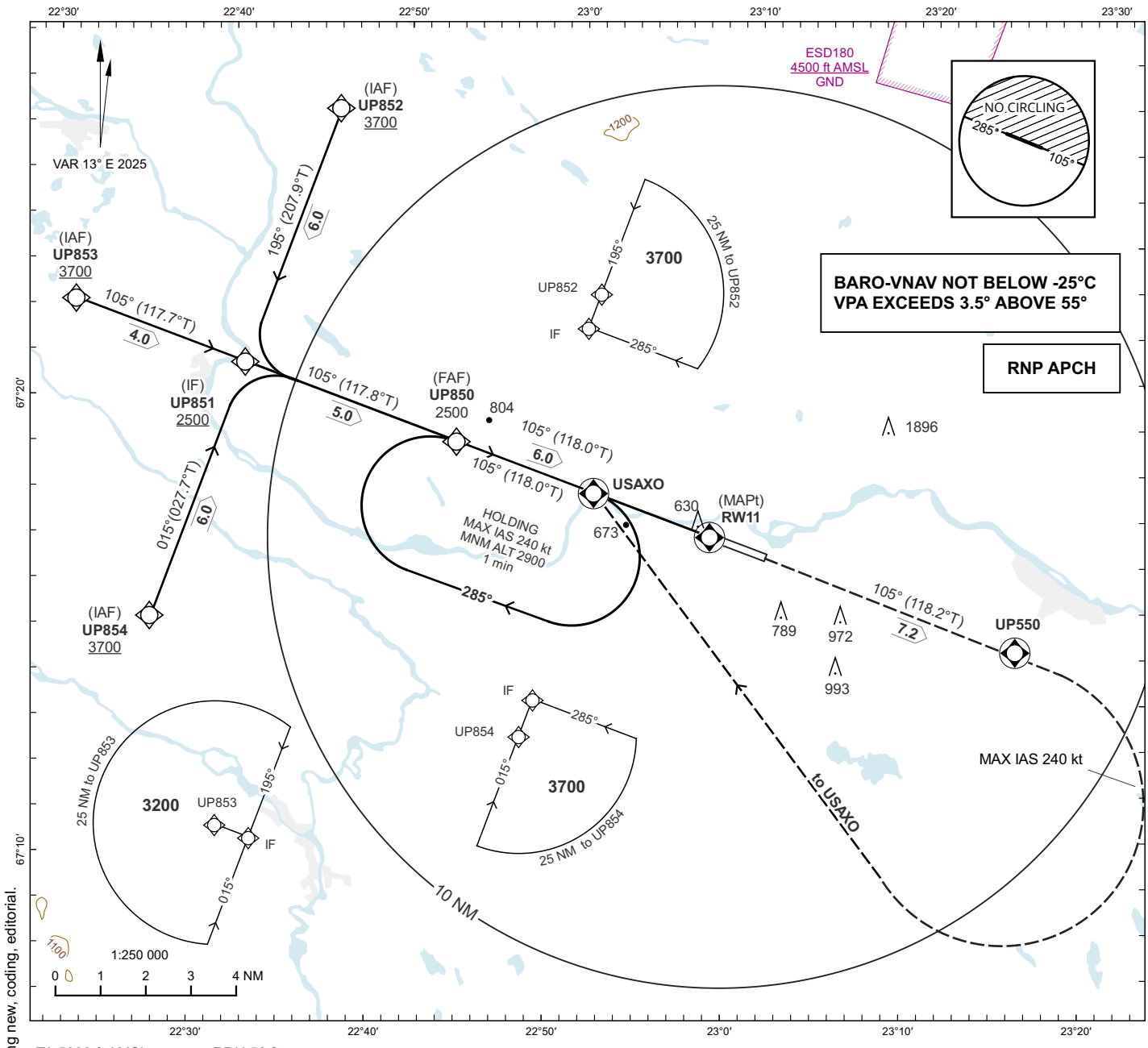
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INSTRUMENT APPROACH CHART - ICAO

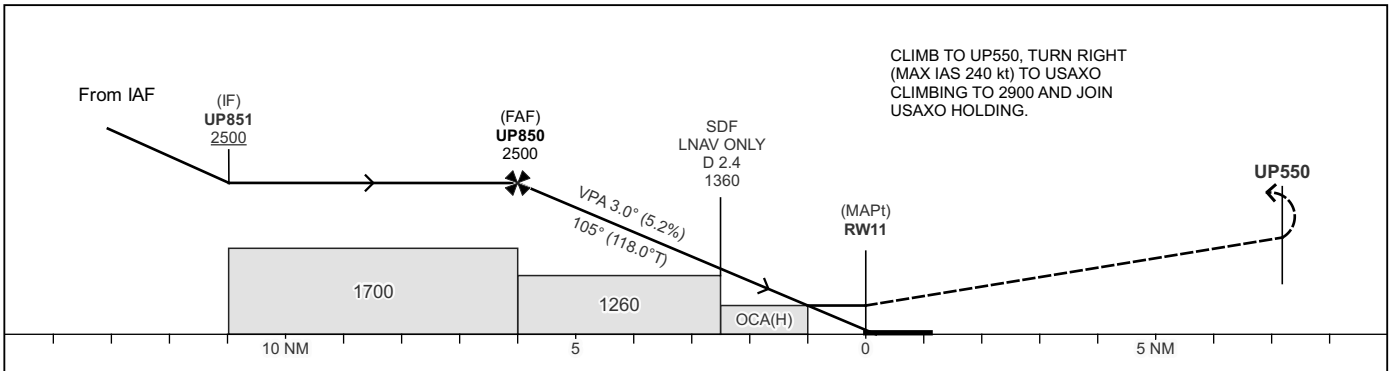
THR ELEV 540.5 ft AD ELEV 542 ft
OCH are related to THR.
Circling OCH are related to AD ELEV.
BRG are MAG (True).
ALT, HGT and ELEV in ft.

PAJALA INFORMATION 118.380

PAJALA
RNP RWY 11
EGNOS CH 88803 E11A



TA 5000 ft AMSL RDH 50 ft



OCA(H)					Final Approach	Distance FAF-MAPt 6.0 NM						
CAT of ACFT	A	B	C	D	Dist to RW11	5	4	3	2			
LPV	760(220)	773(233)	781(241)	791(251)	ALT	2180	1860	1550	1230			
LNAV/VNAV	760(220)	773(233)	781(241)	791(251)	GS	kt	80	100	120	140	160	180
LNAV	920(380)				Rate of descent	ft/min	425	530	635	745	850	955
Circling SW RWY	1090(550)	1270(730)	1390(850)	1390(850)								

CHANGE: VAR, OBST, TAA new, MOCA, OCA(H), BARO-VNAV new, circling new, coding, editorial.

RNP RWY 11 via UP852

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/RDH (°/ft)	Rec Navaid	Nav Spec
IF	UP852	-	-	-	-	+3700	-	-	-	RNP APCH
TF	UP851	-	195°(207.9°)	6.0	-	+2500	-	-	-	RNP APCH

RNP RWY 11 via UP853

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/RDH (°/ft)	Rec Navaid	Nav Spec
IF	UP853	-	-	-	-	+3700	-	-	-	RNP APCH
TF	UP851	-	105°(117.7°)	4.0	-	+2500	-	-	-	RNP APCH

RNP RWY 11 via UP854

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/RDH (°/ft)	Rec Navaid	Nav Spec
IF	UP854	-	-	-	-	+3700	-	-	-	RNP APCH
TF	UP851	-	015°(027.7°)	6.0	-	+2500	-	-	-	RNP APCH

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/RDH (°/ft)	Rec Navaid	Nav Spec
IF	UP851	-	-	-	-	+2500	-	-	-	RNP APCH
TF	UP850	-	105°(117.8°)	5.0	-	@2500	-	-	-	RNP APCH
TF	RW11	Y	105°(118.0°)	6.0	-	@591	-	-3.0/50	-	RNP APCH
TF	UP550	Y	105°(118.2°)	7.2	-	-	-	-	-	RNP APCH
DF	USAXO	Y	-	-	R	-	-240	-	-	RNP APCH

ESUP Holding USAXO

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/RDH (°/ft)	Rec Navaid	Nav Spec
HM	USAXO	Y	105°(118.0°)	-	R	+2900	-240	-	-	RNP 1

PAJALA

FAS DATA BLOCK **RNP RWY 11**

Input data

Operation Type	**0**
SBAS Provider	**1 (EGNOS)**
Airport Identifier	**ESUP**
Runway	**11**
Runway Letter	**0 (None)**
Approach Performance Designator	**0**
Route Indicator	
Reference Path Data Selector	**0**
Reference Path Identifier	**E11A**
LTP/FTP Latitude	**671458.2875N**
LTP/FTP Longitude	**0230304.4675E**
LTP/FTP Ellipsoidal Height (metres)	**189.4**
FPAP Latitude	**671423.1945N**
Delta FPAP Latitude (seconds)	**-35.0930**
FPAP Longitude	**0230553.4545E**
Delta FPAP Longitude (seconds)	**168.9870**
Threshold Crossing Height	**50.0**
TCH Units Selector	**0 (feet)**
Glidepath Angle (degrees)	**3.00**
Course Width (metres)	**105.00**
Length Offset (metres)	**0**
HAL (metres)	**40.0**
VAL (metres)	**50.0**

Output data

Data Block	**10 10 15 13 05 0B 00 00 01 31 31 05 DF 40 DC 1C 27 7C E4 09 66 1B D6 ED FE 36 28 05 F4 01 2C 01 64 00 C8 FA 4A 75 97 D4**
Calculated CRC Value	**4A7597D4**

Required Additional Data

ICAO Code	**ES**
LTP/FTP Orthometric Height (metres)	**164.8**

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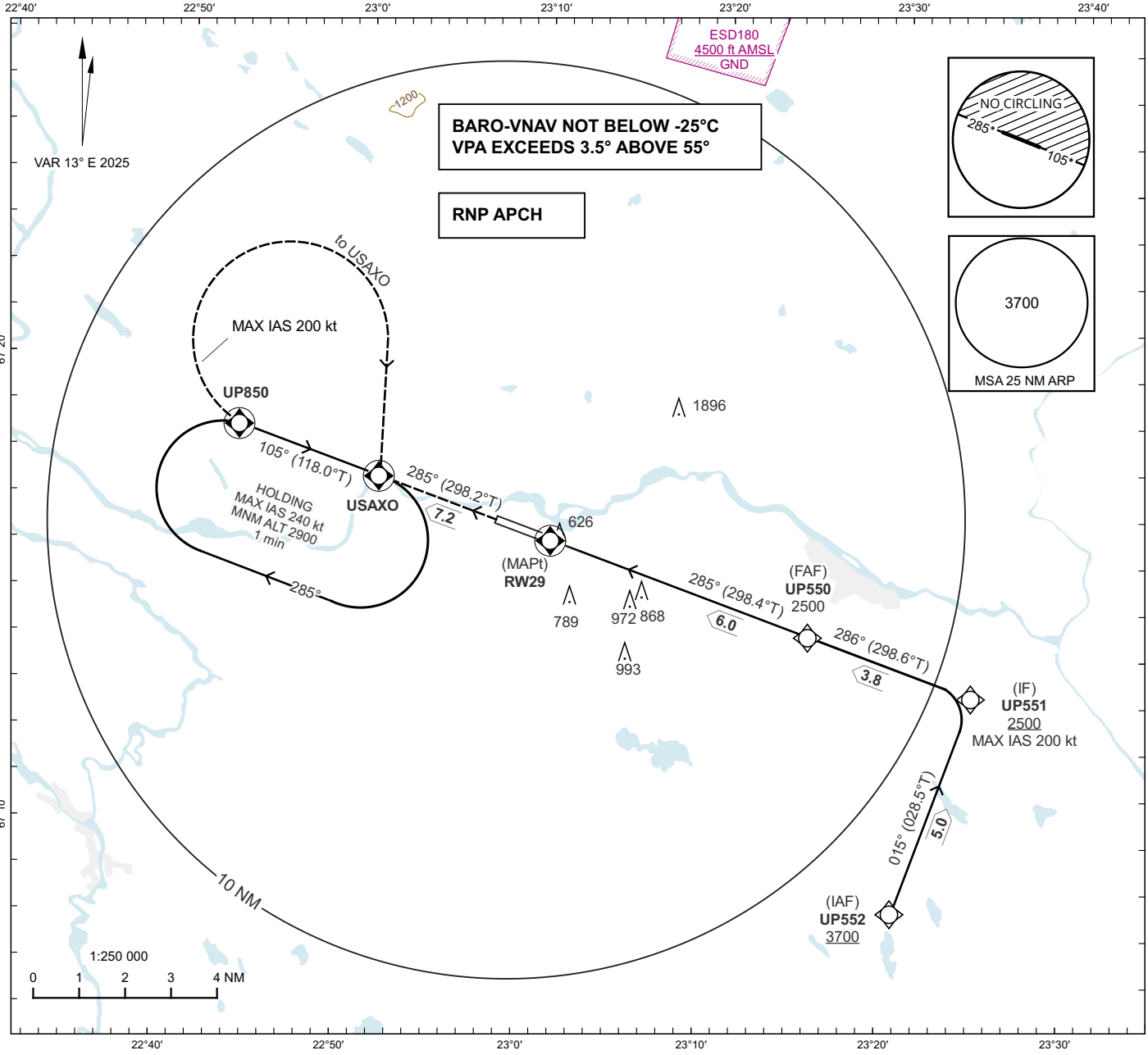
INSTRUMENT APPROACH CHART - ICAO

THR ELEV 541 ft AD ELEV 542 ft

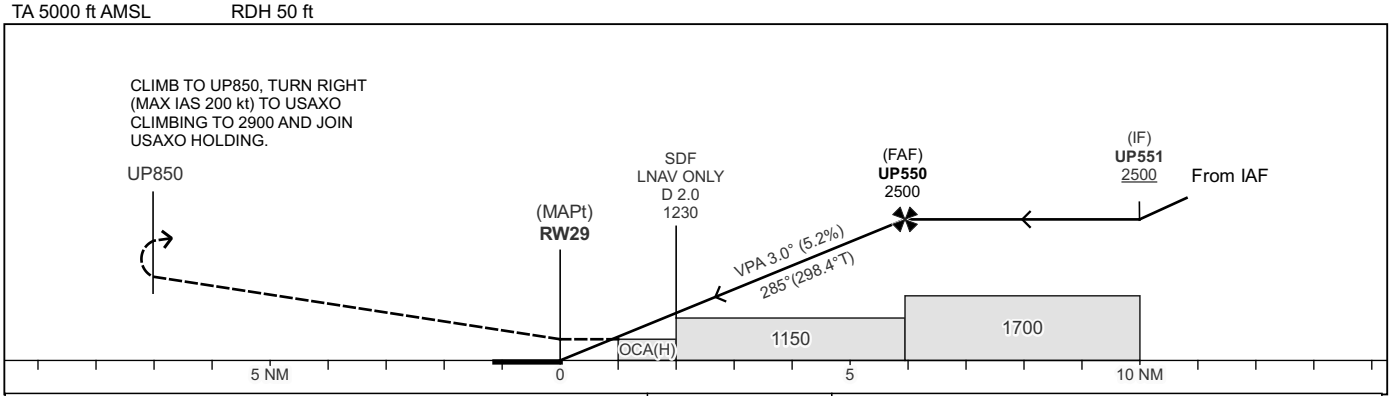
OCH are related to THR.
Circling OCH are related to AD ELEV.
BRG are MAG (True).
ALT, HGT and ELEV in ft.

PAJALA INFORMATION 118.380

PAJALA
RNP RWY 29
EGNOS CH 72298 E29A



TA 5000 ft AMSL RDH 50 ft



OCA(H)					Final Approach	Distance FAF-MAPt 6.0 NM						
CAT of ACFT	A	B	C	D	Dist to RW29	2	3	4	5			
LPV	756(215)	768(227)	776(235)	787(246)	ALT	1230	1550	1860	2180			
LNAV/VNAV	756(215)	768(227)	776(235)	787(246)	GS	kt	80	100	120	140	160	180
LNAV	880(340)				Rate of descent	ft/min	425	530	635	745	850	955
Circling SW RWY	1090(550)	1270(730)	1390(850)	1390(850)								

CHANGE: VAR, OBST, MOCA, OCA(H), BARO-VNAV new, circling new, coding, editorial.

RNP RWY 29 via UP552

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/RDH (°/ft)	Rec Navaid	Nav Spec
IF	UP552	-	-	-	-	+3700	-	-	-	RNP APCH
TF	UP551	-	015°(028.5°)	5.0	-	+2500	-200	-	-	RNP APCH

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/RDH (°/ft)	Rec Navaid	Nav Spec
IF	UP551	-	-	-	-	+2500	-	-	-	RNP APCH
TF	UP550	-	286°(298.6°)	3.8	-	@2500	-	-	-	RNP APCH
TF	RW29	Y	285°(298.4°)	6.0	-	@591	-	-3.0/50	-	RNP APCH
TF	UP850	Y	285°(298.2°)	7.2	-	-	-	-	-	RNP APCH
DF	USAXO	Y	-	-	R	-	-200	-	-	RNP APCH

ESUP Holding USAXO

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/RDH (°/ft)	Rec Navaid	Nav Spec
HM	USAXO	Y	105°(118.0°)	-	R	+2900	-240	-	-	RNP 1

FAS Data Block — RNP RWY 29

Input data

Operation Type	**0**
SBAS Provider	**1 (EGNOS)**
Airport Identifier	**ESUP**
Runway	**29**
Runway Letter	**0 (None)**
Approach Performance Designator	**0**
Route Indicator	
Reference Path Data Selector	**0**
Reference Path Identifier	**E29A**
LTP/FTP Latitude	**671423.1945N**
LTP/FTP Longitude	**0230553.4545E**
LTP/FTP Ellipsoidal Height (metres)	**189.6**
FPAP Latitude	**671458.2875N**
Delta FPAP Latitude (seconds)	**35.0930**
FPAP Longitude	**0230304.4675E**
Delta FPAP Longitude (seconds)	**-168.9870**
Threshold Crossing Height	**50.0**
TCH Units Selector	**0 (feet)**
Glidepath Angle (degrees)	**3.00**
Course Width (metres)	**105.00**
Length Offset (metres)	**0**
HAL (metres)	**40.0**
VAL (metres)	**50.0**

Output data

Data Block	**10 10 15 13 05 1D 00 00 01 39 32 05 B5 2E DB 1C 5D A4 E9 09 68 1B 2A 12 01 CA D7 FA F4 01 2C 01 64 00 C8 FA 7F 2F 63 35**
Calculated CRC Value	**7F2F6335**

Required Additional Data

ICAO Code	**ES**
LTP/FTP Orthometric Height (metres)	**165.0**

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VISUAL APPROACH CHART - ICAO

1:250000

1 0 1 2 3 4 5 Km
1 0 1 2 3 NM

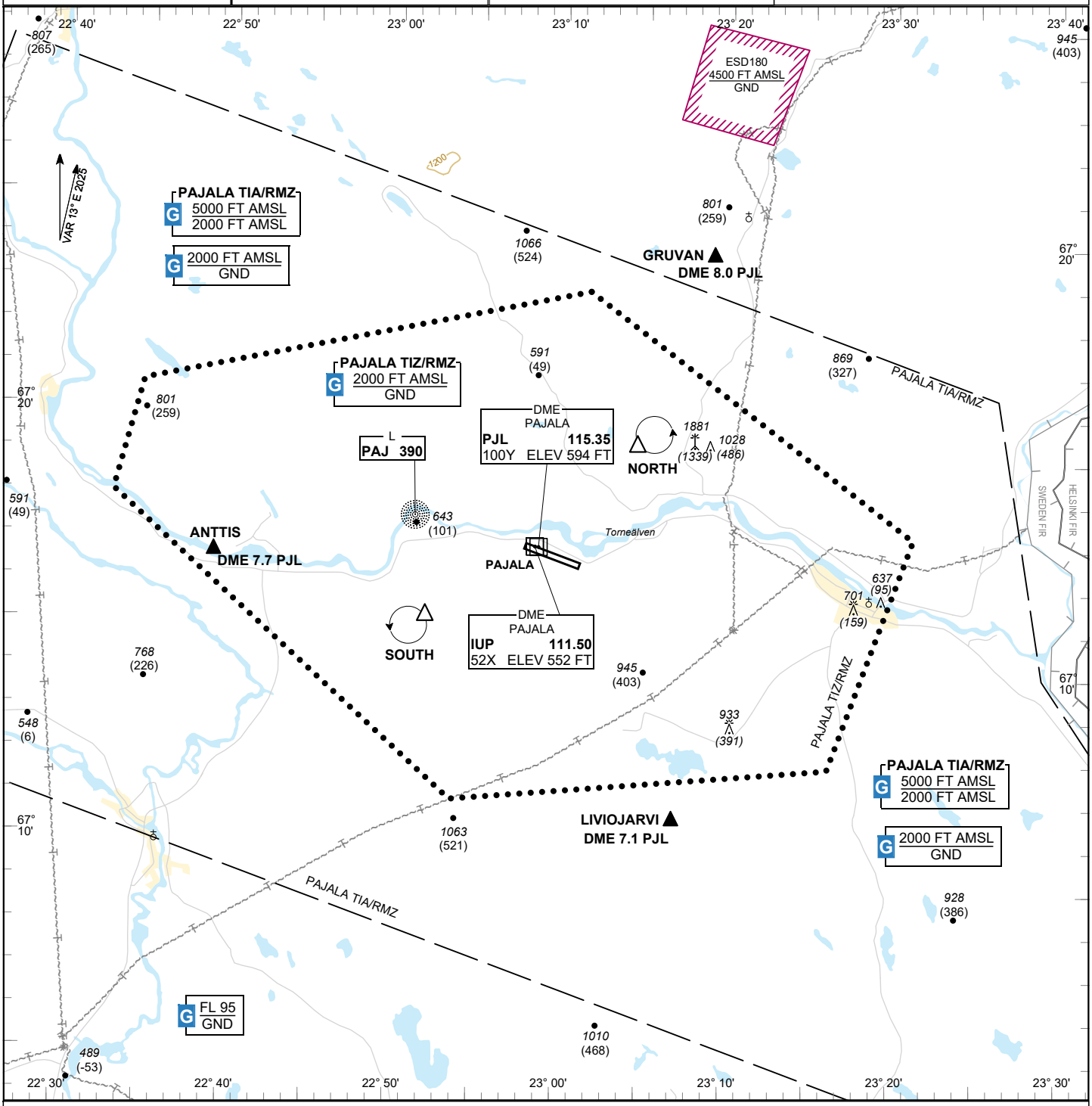
AD ELEV 542 FEET

ELEV and ALT in ft
HGT in ft above AD ELEV

TA 5000 AMSL

PAJALA INFORMATION 118.380

PAJALA SWEDEN



Communication failure

1 SQUAWK 7600
2 Enter TIZ via GRUVAN – Holding NORTH or via LIVIOJARVI – Holding SOUTH at or below 1500 ft AMSL to traffic circuit. Transmit blind your intentions.
3 Flash LDG-lights

Remark

NIL

RWY NR	THR ELEV	PAPI (MEHT)
11	540.5 ft	Left/3.00° (50 ft)
29	541 ft	Left/3.00° (50 ft)

Legend

See GEN 2.3

Entry / exit point

GRUVAN	672109N 0231644E
LIVIOJARVI	670810N 0230930E
ANTTIS	671553N 0224409E

Holding

NORTH: Hold north west of mast, north east of point 671659N 0231031E

SOUTH: Hold over the swamp area, south west of point 671343N 0225622E

Border crossing point (See AIP Finland)

KESUN	673501N 0233238E
KOLUP	671956N 0234600E
PELOP	664812N 0235911E

CHANGE: VAR

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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
19L	See ESSA AOC RWY 01R/19L	-	-	2620 x 280	90 x 90
08	See ESSA AOC RWY 08/26	-	300 x 150	2620 x 280	90 x 90
26	See ESSA AOC RWY 08/26	-	-	2620 x 280	90 x 90

Designations RWY NR	Location/ description of arresting system	OFZ (Yes/No)	Remarks
1	12	13	14
01L	-	YES	CLSD due maintenance WED 1000-1200 (0900-1100) Not applicable during holidays. Change by NOTAM
19R	-	NO	CLSD due maintenance WED 1000-1200 (0900-1100) Not applicable during holidays. Change by NOTAM
01R	-	YES	CLSD due maintenance THU 1000-1200 (0900-1100) Not applicable during holidays. Change by NOTAM
19L	-	YES	CLSD due maintenance THU 1000-1200 (0900-1100) Not applicable during holidays. Change by NOTAM
08	-	NO	CLSD due maintenance TUE 1000-1200 (0900-1100) Not applicable during holidays. Change by NOTAM
26	-	NO	CLSD due maintenance TUE 1000-1200 (0900-1100) Not applicable during holidays. Change by NOTAM

ESSA 2.13 DECLARED DISTANCES

RWY Designator		TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1		2	3	4	5	6
01L		3301	3301	3301	3301	-
19R		3301	3301	3301	3301	-
01R		2500	2500	2500	2500	-
19L		2500	2500	2500	2500	-
08		2500	2800	2500	2500	-
26		2500	2500	2500	2500	-
RWY Designator	**INTERSECTION**	**TORA (m)**	**TODA (m)**	**ASDA (m)**	**-**	**Remarks**
1		2	3	4	5	6
01L	TWY Y2	2512	2512	2512	-	-
01L	TWY Y3	2276	2276	2276	-	-
19R	TWY Y8	2288	2288	2288	-	-

RWY Designator	INTERSECTION	TORA (m)	TODA (m)	ASDA (m)	-	Remarks
1		2	3	4	5	6
19R	TWY Y9	2514	2514	2514	-	-
01R	TWY W3	2147	2147	2147	-	-
19L	TWY W6	2147	2147	2147	-	-
08	TWY X3	1879	2179	1879	-	-

ESSA 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
01L	CAT II/III 900 M LIH	Green	PAPI Left side/3.00° 61 ft	900 m	3301/15 m 0-2400 m White, 2400-3000 m White/Red, 3000-3301 m Red LIH	3301/60 m White Caution zone 600 m Yellow LIH	Red	-
19R	CALVERT CAT I 900 M LIH	Green	PAPI Left side/3.00° 56 ft	-	3301/15 m 0-2400 m White, 2400-3000 m White/Red, 3000-3301 m Red LIH	3301/60 m White Caution zone 600 m Yellow LIH	Red	-
01R	CAT II/III 900 M LIH	Green WBAR	PAPI Right side/3.00° 57 ft	893 m	2500/15 m 0-1600 m White, 1600-2200 m White/Red, 2200-2500 m Red LIH	2500/60 m White Caution zone 600 m Yellow LIH	Red	-
19L	CAT II/III 900 M LIH	Green WBAR	PAPI Left side/3.00° 57 ft	893 m	2500/15 m 0-1600 m White, 1600-2200 m White/Red, 2200-2500 m Red LIH	2500/60 m White Caution zone 600 m Yellow LIH	Red	-
08	CAT I 600 M LIH	Green	PAPI Left side/3.00° 56 ft	-	2500/30 m 0-1600 m White, 1600-2200 m White/Red, 2200-2500 m Red LIH	2500/60 m White Caution zone 600 m Yellow LIH	Red	-

1.3 Separation

2.5 NM separation kan tillämpas i enlighet med förutsättningarna i ENR 1.6 mom 2.

1.4 Oberoende parallella inflygningar

Oberoende parallella inflygningar vid ESSA genomförs med konceptet Established on RNP.

Konceptet Established on RNP AR (EoR) ändrar kravet på separation mellan ett luftfartyg som genomför en RNP AR-inflygning på en bana och ett luftfartyg etablerat på en ILS-inflygning på en parallell bana.

Vid ESSA kommer publicerade RNP AR APCH-procedurer till bana 01L/19R att användas samtidigt som ILS-inflygningar på bana 01R/19L.

1.4.1 Flygprocedurer som ska användas:

När EoR-operationer används kommer följande RNP AR-procedurer att användas:

- RNP y RWY 01L (AR)
- RNP y RWY 19R (AR)
- RNP x RWY 19R (AR)

1.4.2 Förutsättningar för EoR-operationer

RNP AR-kapabla luftfartyg identifieras för ATS genom ICAO PBN-koden ”T1” i färdplanen. Luftfartyg som har färdplanerat med ”T1” förväntas ha RNP AR-kapacitet. Om detta inte är fallet ska besättningen underrätta ATS så snart som möjligt och kan då förvänta sig en ILS-inflygning.

ATIS kommer att ange när samtidiga oberoende parallella operationer är i drift.

1.4.3 Operativa krav

- RNP AR-inflygningen ska flygas från IAF som är publicerad på respektive RNP AR-procedur.
- RNP AR-inflygningen ska flygas med autopilot.
- När ett luftfartyg har klarerats för en RNP AR-inflygning ska det rapportera ”ESTABLISHED” på inflygningsproceduren innan det når Intermediate Fix (IF). När luftfartyget är etablerat anses det separerat från luftfartyg som genomför en ILS-inflygning på den parallella banan.
- Om ett luftfartyg, efter att ha blivit klarerat för en RNP AR-procedur, inte längre kan fortsätta genomföra proceduren eller hålla sig inom procedurens publicerade noggrannhet, ska ATS underrättas **omedelbart**och piloten kommer att instrueras att genomföra en lämplig breakout-procedur.
- När EoR-operationer används ska breakout-instruktioner och fraseologi vara briefade före mottagen inflygningsklarering. Detta gäller både för luftfartyg som genomför RNP AR-inflygning och för luftfartyg som genomför ILS-inflygning till den parallella banan.
- Inflygningsklareringar samt publicerade höjd- och hastighetsbegränsningar ska följas. Den laterala och

1.3 Separation

2.5 NM separation can be used in accordance with conditions described in ENR 1.6 para 2.

1.4 Independent Parallel approaches

Independent parallel approaches at ESSA are carried out using the Established on RNP concept.

The Established on RNP AR (EoR) concept changes the requirement to separate aircraft conducting an RNP AR approach on one runway and an aircraft established on an ILS approach on a parallel runway.

At ESSA, published RNP AR APCH procedures to runway 01L/19R will be used simultaneously with ILS approaches on runway 01R/19L.

1.4.1 Flight procedures to be used:

When EoR operations are in use, the following RNP AR procedures will be used:

- RNP y RWY 01L (AR)
- RNP y RWY 19R (AR)
- RNP x RWY 19R (AR)

1.4.2 Preconditions for EoR operations

RNP AR capable aircraft will be identified to ATC by the ICAO PBN “T1” code on the operational flight plan. Aircraft that have filed “T1” are expected to have RNP AR capability. If this is not the case, flight crew shall inform ATC as soon as possible and can expect an ILS approach.

ATIS will indicate when simultaneous independent parallel runway operations are in effect.

1.4.3 Operational requirements

- The RNP AR approach shall be flown from the IAF published on each RNP AR procedure.
- The RNP AR approach shall be flown using autopilot.
- When cleared for an RNP AR approach, the aircraft shall report “ESTABLISHED” on the approach procedure before reaching the intermediate approach fix (IF). Once established, the aircraft will be considered separated from aircraft conducting ILS approach on the adjacent parallel runway.
- If, after an aircraft has been cleared on an RNP AR procedure, the aircraft becomes unable to continue executing the procedure or adhere to the containment of the RNP AR procedure, ATC shall be notified **immediately**, and the pilot shall be instructed to execute an appropriate breakout procedure.
- When EoR operations are in use, breakout instructions and phraseology shall be briefed prior to approach clearance being received. This applies both to aircraft conducting the RNP AR approach and to aircraft conducting ILS approach to the adjacent parallel runway.

vertikala flygbanan ska monitoreras för att säkerställa hög navigeringsnoggrannhet.

- Om det inte är möjligt att följa en ATS-klarering eller att genomföra en RNP AR-inflygning, ska ATS underrättas så snart som möjligt. **Försök inte**att manuellt korrigera eller egennavigera avvikelser från en RNP AR-procedur.
- Om ett ankommande luftfartyg är etablerat på RNP AR-proceduren och inte längre kan genomföra den, ska ATS underrättas omedelbart med följande fraseologi och därefter följa givna instruktioner: **UNABLE RNP, REQUEST (föreslagen åtgärd)**

- Approach clearances, charted altitude and speed constraints shall be complied with. The lateral and vertical path shall be monitored to ensure precise navigation accuracy.
- If unable to comply with an ATC clearance or conduct the RNP AR approach, advise ATC as soon as possible. **Do not**attempt to manually correct or self-navigate an RNP AR approach procedure deviation.
- If an arriving aircraft is established on the RNP AR approach procedure and the aircraft is no longer able to execute it, immediately advise ATC using the following phraseology, then comply with subsequent ATC instructions: **UNABLE RNP, REQUEST (proposed course of action)**

1.4.4 Breakout-procedurer

Mellan de förlängda centrumlinjerna för de parallella inflygningarna finns en No Transgression Zone (NTZ) etablerad. Om ett luftfartyg berör NTZ kommer det konfliktande luftfartyget på den parallella inflygningen att instrueras att genomföra en breakout-procedur.

En breakout-procedur kan ges på approach- eller tornfrekvensen. Övervakning av dubbla frekvenser krävs inte.

BREAKOUT [Callsign]. TURN LEFT/RIGHT (immediately) HEADING XXX AND CLIMB TO XX FT.
Exempel:"BREAKOUT NOZ816, TURN LEFT HEADING 330, CLIMB TO 2500FT"

EoR-breakout-procedurer bör genomföras med autopilot inkopplad.

OBS:När breakout-instruktioner ges är reaktionstiden kritisk. Vid trängande situationer kommer en ATS-instruktion att inkludera ordet **"IMMEDIATELY."**

1.5 Visuellinflygning

Visuell inflygning tillåts endast när inflygningshjälpmedel är ur funktion eller för att undvika signifikanta väderförhållanden.

Luftfartyg som är klarerad visuellinflygning ska bibehålla 2500 ft tills etablerad på slutlig inflygningslinje och fortsatt sjunk ska följa sjunkprofil som inte resulterar i en lägre sjunkprofil än den som följs när ILS-glidbana används.

2 Avgående IFR trafik

2.1 Planering

Avgående trafik ska planera via följande TMA punker;
ARS, BABAP, PETEV, KOGAV, TOVRI, NOSLI, RESNA och TRS.

2.1.1 Avgående trafik mot ESSB

Trafik ska planeras via SBA. Klarering kommer att innehålla information om SID eller vektorering beroende på bana i användning på STOCKHOLM/Arlanda och STOCKHOLM/Bromma

2.1.2 Avgående trafik mot ESCM

1.4.4 Breakout procedures

Between the extended centerlines of the parallel approaches, a no transgression zone (NTZ) is established. In case an aircraft penetrates the NTZ, the conflicting aircraft on the adjacent parallel approach will be instructed to perform a breakout procedure.

A breakout procedure can be issued on the approach or tower frequency. No dual-frequency monitoring is required.

BREAKOUT [Callsign]. TURN LEFT/RIGHT (immediately) HEADING XXX AND CLIMB TO XX FT.
Example:"BREAKOUT NOZ816, TURN LEFT HEADING 330, CLIMB TO 2500FT"

EoR break-out procedures should be conducted with the autopilot on.

NOTE: When issued breakout instructions, reaction time is critical. If expeditious compliance is required, an ATC breakout instruction will include the word **"IMMEDIATELY."**

1.5 Visual approach

Visual approach will only be permitted if approach aids are unserviceable or to avoid significant weather conditions.

Aircraft cleared visual approach shall maintain 2500 ft until established on final track and further descent shall not be below a descent path that would be followed using the ILS-glide path.

2 Outbound IFR traffic

2.1 Planning

Outbound traffic shall be planned via following exit points:
ARS, BABAP, PETEV, KOGAV, TOVRI, NOSLI, RESNA and TRS.

2.1.1 Outbound traffic destination ESSB

Traffic shall be flightplanned via SBA. Clearance will be given on SID or vectoring in accordance with runway in use at STOCKHOLM/Arlanda and STOCKHOLM/Bromma.

2.1.2 Outbound traffic destination ESCM

Trafik ska planeras via KOGAV. Klarering kommer att innehålla information om SID eller vektorering beroende på bana i användning på STOCKHOLM/Arlanda och UPPSALA.

Traffic shall be flightplanned via KOGAV. Clearance will be given on SID or vectoring in accordance with runway in use at STOCKHOLM/Arlanda and UPPSALA.

2.2 Första kontakt på FMS/RNAV SID

Avgående luftfartyg ska skifta frekvens till STOCKHOLM DEPARTURE först efter instruktioner från TWR. Vid första anrop ska höjd rapporteras för att verifiera SSR mod C kod.

2.2 Initial contact on FMS/RNAV SID

Departing aircraft shall change frequency to STOCKHOLM DEPARTURE only when instructed from TWR. At first contact report altitude to verify SSR mode C.

2.2.1 Luftfartyg som inte kan följa FMS/RNAVSID

Luftfartyg ska informera “Clearence Delivery”. Luftfartyg kommer att vektoreras till utflygningspunkt angiven i färdplan. Avgående luftfartyg ska skifta frekvens till
”STOCKHOLM DEPARTURE först efter instruktioner från TWR. Vid första kontakt rapportera höjd och ange ”UNABLE RNAV SID”.

2.2.1 Aircraft not able to follow FMS/RNAV SID

Aircraft shall inform Clearance Delivery. Aircraft will be vectored to exit point stated in flight plan. Departing aircraft shall change frequency to STOCKHOLM DEPARTURE only when instructed from TWR. At first contact report altitude and state “UNABLE RNAV SID”.

2.3 Avgångar utan SID

IFR-trafik som inte klareras via SID kommer att vektoreras. Proceduren tillämpas vid följande förhållanden;

- 0500-2100 (0400-2000)
- För propeller/turboprop flygplan med MTOM på 9000 kg eller mindre
- För propeller/turboprop flygplan med MTOM mer än 9000 kg men mindre än 136000 kg certifierade i enlighet med kapitel 3, 4 eller 5
- Klarering att stiga lämnas initialt till 3000 ft
- Om inte annat angivits från TWR ska sväng till angiven kurs eller färdlinje påbörjas när 600 ft passerats.
  Start från bana 19R kommer initialt att klareras på SID till 3000 ft.
- Luftfartyg ska bibehålla ROC 700 ft/min eller mer. Är detta inte möjligt ska ATC informeras

2.3 Non SID departures

IFR traffic not cleared via SID will be vectored. The procedure will be used with following conditions:

- 0500-2100 (0400-2000)
- For prop/turboprop aircraft with MTOM 9000 kg or less
- For prop/turboprop aircraft with MTOM more than 9000 kg but less than 136000 kg certified in accordance with Chapter 3, 4 or 5
- Initial climb clearance will be 3000 ft
- Unless otherwise instructed by TWR turn to assigned heading or track shall be initiated when passing 600 ft.
  TKOF RWY 19R will initially be cleared on SID to 3000 ft.
- Aircraft shall maintain ROC 700 ft/min or more. If unable inform ATC

2.4 Startprocedurer omnidirectional

2.4 Omnidirectional departure procedures

RWY	Procedure	Significant obstacle		
		Obstacle	**Elevation** (ft)	**Direction (GEO)/Dist (m) from THR**
01L	Climb straight ahead to MNM turning ALT 600 ft. Continue climb to appropriate MSA.	Tree (CIO)	185	014°/3745
19R	Climb straight ahead to MNM turning ALT 600 ft. Continue climb to appropriate MSA.	-		
01R	Climb straight ahead to MNM turning ALT 600 ft. Continue climb to appropriate MSA.	-		
19L	Climb straight ahead to MNM turning ALT 600 ft. Continue climb to appropriate MSA.	-		
08	Climb straight ahead to MNM turning ALT 600 ft. Continue climb to appropriate MSA.	Tree (CIO)	176	072°/3060
26	Climb straight ahead to MNM turning ALT 600 ft. Continue climb to appropriate MSA.	-		

3 Radio kommunikation

3.1 Dubbelriktad radioförbindelse

Avsteg från kraven på dubbelriktad radioförbindelse medges inte.

3 Radio communication

3.1 Two way radio communication

Exception from two-way radio communication is not accepted.

3.2 Radiobortfall

Luftfartyg ska följa procedurerna i ENR 1.3 mom 10. För IFR trafik ankommande mot STOCKHOLM/Arlanda gäller följande tilläggsprocedurer;

- Bibehåll senast tilldelad bekräftad höjd
- Fortsätt mot relevant inflygningspunkt för TMA
- Fortsätt mot TEB VOR
- I TEB väntläge sjunk till 2500 ft
- Utför inflygningsförfarande enligt nedan:

3.2 Communication failure

Aircraft shall follow procedures in ENR 1.3 para 10. For IFR traffic inbound STOCKHOLM/Arlanda following additional procedures will apply;

- Maintain last received and acknowledged altitude
- Proceed to relevant entry point in TMA
- Proceed to TEB VOR
- In TEB holding descent to 2500 ft
- Carry out approach in accordance with:

RWY	
01L	Intercept TEB R-231 and proceed to TEB DME 9.0. Turn right to intercept LOC SSA, not below 2500 ft until FAP/FAF (SSA DME 7.6).
19R	Intercept TEB R-345 and proceed to TEB DME 17.8. Turn left to intercept LOC NSA, not below 2500 ft until FAP/FAF (NSA DME 7.5).
01R	Intercept TEB R-222 and proceed to TEB DME 8.2. Turn right to intercept LOC TSA, not below 2500 ft until FAP/FAF (TSA DME 7.5).
19L	Intercept TEB R-348 and proceed to TEB DME 16.3. Turn left to intercept LOC USA, not below 2500 ft until FAP/FAF (USA DME 7.5).
08	Intercept TEB R-269 and proceed to TEB DME 17.0. Turn right to intercept LOC WSA, not below 2500 ft until FAF (ARL DME 6.6).
26	Intercept TEB R-026 and proceed to TEB DME 8.4. Turn left to intercept LOC ESA, not below 2500 ft until FAP/FAF (ESA DME 7.5).

3.3 Avbruten inflygning vid radiobortfall

3.3 Missed approach in case of communication failure

RWY	MISAP in communication failure
01L	Climb straight ahead. At 600 ft or SSA DME1.7 (past SSA DME), whichever is latest, turn left to track 328°climbing. At 2500 ft or SSA DME 4.0 whichever is latest, turn left to ARL DVOR/DME for new instrument approach.
19R	Climb straight ahead. At 2500 ft or NSA DME 4.0 (past NSA DME), whichever is latest, turn right to ARL DVOR/DME for new instrument approach.
01R	Climb straight ahead. At 600 ft or TSA DME 1.5 (past TSA DME) whichever is latest, turn right to track 038° climbing. At 2500 ft or TSA DME 4.0 whichever is latest, turn right to TEB DVOR/DME. At TEB intercept TEB R-222 and proceed to TEB DME 8.2. Turn right to intercept LOC TSA, not below 2500 ft until FAP/FAF (TSA DME 7.5).
19L	Climb straight ahead. At 600 ft or USA DME 1.5 (past USA DME), whichever is latest, turn left to track 148° climbing. At 2500 ft or USA DME 4.0 whichever is latest, turn left to TEB DVOR/DME. At TEB intercept TEB R-348 and proceed to TEB DME 16.3. Turn left to intercept LOC USA, not below 2500 ft until FAP/FAF (USA DME 7.5).
08	Climb straight ahead. At 2500 ft or ARL DME 5.0 whichever is latest, turn left to ARL DVOR/DME for new instrument approach.
26	Climb straight ahead. At 2500 ft or ESA DME 5.7 (SA730 for RNP y RWY 26 (AR)), whichever is latest, turn right to ARL DVOR/DME for new instrument approach.

3.4 Avbruten inflygning vid radiobortfall, flygplan med RNAV-kapacitet

3.4 Missed approach in case of communication failure, ACFT with RNAV capability

RWY	MISAP in communication failure
01L	Climb straight ahead. At 600 ft or SSA DME 1.7 (past SSA DME), whichever is latest, turn left to track 328°climbing. At 2500 ft or SSA DME 4, whichever is latest, turn left to SA816 to join RNAV STAR ELTOK 3J, not below 2500 ft and max IAS 200 kt at SA816, for a normal instrument approach.
19R	Climb straight ahead. At 2500 ft or NSA DME 4.0 (past NSA DME), whichever is latest, turn right to SA908 to join RNAV STAR ELTOK 3N, not below 2500 ft and max IAS 230 kt at SA908, for a normal instrument approach.
26	Climb straight ahead. At 2500 ft or ESA DME 5.7 (SA730 for RNP y RWY 26 (AR)), whichever is latest, turn right to SA491 to join RNAV STAR ELTOK 3V, not below 2500 ft, for a normal instrument approach.

4 Lågsiktsprocedurer (LVP)

4 Low visibility procedures (LVP)

4.1 Kriteria för aktivering av LVP

4.1 Criteria for activation of LVP

LVP är i drift när RVR är lägre än 550 m eller när molntäckeshöjden eller vertikalsikten är lägre än 200 ft. Tillämpningen av LVP meddelas i ATIS.

4.2 CATII/III RWY

RWY 01L och 01R/19L är godkända för CATII/III.

4.2.1 Separation vid inflygning

I syfte att upprätthålla skydd för ILS anläggning, kommer inga fordon eller luftfartyg tillåtas inom känsliga områden. För att uppfylla kravet kommer därför 5 NM separation att tillämpas mellan ankommade.

4.2.2 Banavfarter

RWY 01L: Alla avfarter ej överstigande 90° är tillgängliga, Y8 och Y6 är RET.
RWY 01R: Alla avfarter ej överstigande 90° är tillgängliga, W5 och W6 är RET.
RWY 19L: Alla avfarter ej överstigande 90° är tillgängliga, W4 och W3 är RET.
Centrumlinjeljus på alla avfarter är installerade med grön/gul färg tills området för stråkyta lämnats. Se ESSA Aerodrome Chart/Lighting.

5 VFR trafik

5.1 STOCKHOLM TMA

Procedurerna i ENR 1.2 ska tillämpas.

5.2 STOCKHOLM/Arlanda CTR

Procedurer i ENR 1.2 mom 4 ska tillämpas. För in- och utpasseringspunkter se ESSA VAC.

ESSA 2.23 TILLÄGGSINFORMATION

1 Stoppljus och varningsljus för bana i användning

Stoppljus och varningsljus för bana i användning används H24 till alla banor.

- Passering av tända stoppljus är inte tillåtet.
- Trafik får passera endast efter särskilt tillstånd från ATC och endast efter att stoppljusen släckts.

2 Förhandstillstånd (PPR)/ förhandsmeddelande (PN) inom Stockholm TMA

2.1 Förhandstillstånd

Förhandstillstånd krävs för följande flygningar inom Stockholm TMA (TMA Sektor Västerås exkluderad);

- Fotoflyg

  Fotoflyg är normalt inte tillåtet inom Stockholm TMA;
  MON-FRI 0500-0900 (0400-0800), 1300-2100 (1200-2000)
  SUN 1100-2100 (1000-2000).

  Fotoflyg ges normalt inte tillstånd att bedriva verksamhet under 6000 ft AMSL över ESSA och ESSB CTR, samt innanför nedanstående koordinater inom flygplatsernas närhet;
  595638N 0172845E – 595609N 0183618E – 591038N 0183242E – 591312N 0171630E – 595638N 0172845E.

LVP will be in operation when RVR falls below 550 m or when ceiling or vertical visibility falls below 200 ft. The application of LVP will be announced in ATIS.

4.2 CAT II/III RWY

RWY 01L and 01R/19L are approved for CATII/III.

4.2.1 Approach spacing

In order to maintain protection on ILS, no vehicle or aircraft shall penetrate sensitive areas. In order to fulfil requirement more than 5 NM spacing between arrivals will be used.

4.2.2 RWY exit

RWY 01L: All exits not exceeding 90° are available, Y8 and Y6 are RET.
RWY 01R: All exits not exceeding 90° are available, W5 and W6 are RET.
RWY 19L: All exits not exceeding 90° are available, W4 and W3 are RET.
Centre line lights on all exits are color coded green/yellow until RWY strip area is vacated. See ESSA Aerodrome Chart/ Lighting

5 VFR traffic

5.1 STOCKHOLM TMA

Procedures in ENR 1.2 applies.

5.2 STOCKHOLM/Arlanda CTR

Procedures in ENR 1.2 para 4 applies. Entry/exit points see ESSA VAC.

ESSA 2.23 ADDITIONAL INFORMATION

1 Stop Bars and RGLs

Stop bars and RGLs (Runway Guard Lights) are used H24 at all runways – active as well as inactive.

- Crossing of a lighted stop bar is prohibited.
- Traffic may proceed only with explicit clearance from ATC and only after the stop bar has been switched off.

2 Prior Permission Required (PPR)/Prior notice (PN) in Stockholm TMA

2.1 Prior Permission Required

Prior Permission Required for the following operations within Stockholm TMA (TMA Sector Västerås excluded);

- Aerial photographing

  Aerial photographing is normally not permitted within Stockholm TMA;
  MON-FRI 0500-0900 (0400-0800), 1300-2100 (1200-2000)
  SUN 1100-2100 (1000-2000).

  Aerial photographing is normally not permitted below 6000 ft AMSL above ESSA and ESSB CTR and within the following coordinates in the aerodromes vicinity;
  595638N 0172845E – 595609N 0183618E – 591038N 0183242E – 591312N 0171630E – 595638N 0172845E.

Avsteg ifrån tidsbegränsning kan göras av skiftledare Stockholm ACC.

- Fällning av fallskärmshoppare

  Tillstånd ges restriktivt innanför nedanstående koordinater; 595638N 0172845E – 595609N 0183618E – 591038N 0183242E – 591312N 0171630E – 595638N 0172845E.

Deviations from the time limit may be made by Watch Supervisor Stockholm ACC.

- Parachute dropping

  Permission is given restrictively within the following coordinates;
  595638N 0172845E – 595609N 0183618E – 591038N 0183242E – 591312N 0171630E – 595638N 0172845E.

2.2 Förhandsmeddelande

Förhandsmeddelande krävs för följande flygningar inom STOCKHOLM TMA;

- Skol- och övningsflygning inkluderande “airwork”, väntläge och upprepade instrumentinflygningar
- Prospekteringsflyg
- Mät- och kontrollflygning av navigeringshjälpmedel

2.2 Prior Notice

Prior Notice is required for the following operations within STOCKHOLM TMA;

- School and training flights, including “airwork”, holding and repeated instrument approaches
- Geological survey flights
- Calibration flight for nav-aids and approach aids

2.3 Innan flygning

Innan flygning ska operatör lämna förhandsmeddelande eller få förhandstillstånd av skiftledare vid Stockholm ACC TEL 08 585 547 02.

2.3 Before flight

Before flight the operator shall give prior notice or get prior permission of the flight by Watch Supervisor Stockholm ACC TEL +46 8 585 547 02.

3 Verksamhet med stora flygplan

Som stora flygplan betraktas flygplan som har vingspann överstigande 65 m, samt A340-600/-500 och B777-9.

Särskilda procedurer;

3.1 A380, An124, B747-8, A340-600/-500, B777-9 och C5 Galaxy:

- RWY 01L/19R kommer att användas för landning och start och RWY 26 för landning.
- Av- och påfart Y1, Y9 och Y10 är godkända.
- Avfart X2 är godkänd.
- All taxning kommer att ledsagas.
- TWY Y, PA, X (mellan Y-ZQ) och U (mellan Y-EA) används vid taxning.
- Överstyrningsmetod ska tillämpas.
- Parkering kommer att ske vid Pir F, platta D/E eller platta R enligt anvisning.
- Operatör är ansvarig för att kontraktera marktjänstföretag före användandet av flygplatsen.

3.2 A380, An124, B747-8 och C5 Galaxy:

- Push-back stång finns inte tillgänglig på flygplatsen. Operatör ansvarar själv för att säkerställa egen utrustning.

3.3 B777-9;

- FWT CONOPS ANKOMST;
  Det förväntas att vingtipparna fälls upp efter landning.

3 Operations with large aircraft

Large aircraft are considered as aircraft with wingspan with more than 65 m and A340-600/-500 and B777-9.

Special procedures;

3.1 A380, An124, B747-8, A340-600/-500, B777-9 and C5 Galaxy:

- RWY 01L/19R will be used for landing and take-off and RWY 26 for landing.
- RWY exit/entry Y1, Y9 and Y10 are approved.
- RWY exit X2 is approved.
- All taxiing will be marshalled.
- TWY Y, PA, X (between Y-ZQ) and U (between Y-EA) will be used for taxiing.
- Oversteer method shall be executed.
- Parking will take place at Pier F, apron D/E or on apron R according instructions.
- Operator is responsible for contracting handling company before using the airport.

3.2 A380, An124, B747-8 and C5 Galaxy:

- Towbar is not available at the airport. Operator shall secure for arrangements with own equipment.

3.3 B777-9;

- FWT CONOPS ARRIVAL;
  It is expected that wing tips are folded after landing.

- FWT CONOPS AVGÅNG;
  Start RWY 01L TWY Y efter passage SC.
  Start RWY 19R TWY Y efter passage Y9.
- Vid onormala FWT operationer;
  Taxningsväg enligt ovan.

3.4 An225;

- RWY 01L/19R kommer användas för start och landning.
- Av- och påfart Y1 och Y10 är godkända.
- All taxning kommer att ledsagas.
- TWY Y och TWY U till TWY UE kommer användas för taxning.
- Parkering kommer att ske på platta R.
- Operatör är ansvarig för att kontraktera marktjänstföretag för användandet av flygplatsen.

4 Beviljade undantag från krav i CS-ADR-DSN:

- Medeltexturdjupet på banornas beläggning är godkänd till 0.8 mm.
- Fasta hinder genomtränger hinderbegränsande ytor.
- Reducerat säkerhetsavstånd tillämpas i vissa kurvor på taxibanor enligt information i ESSA 1-1 Text 2.20 § 2.2.5 för största dimensionerande flygplan kod E.

- FWT CONOPS DEPARTURE;
  Take off RWY 01L TWY Y after passing SC.
  Take off RWY 19R TWY Y after passing Y9.
- Non-normal FWT operations;
  Routing as above.

3.4 An225;

- RWY 01L/19R will be used for landing and take-off.
- RWY exit/entry Y1 and Y10 are approved.
- All taxiing will be marshalled.
- TWY Y and TWY U to TWY UE will be used for taxiing.
- Parking will take place at apron R.
- Operator is responsible for contracting handling company before using the airport.

4 Granted exemptions from requirements in CS-ADR-DSN:

- Average surface texture depth of the runways is approved to be 0.8 mm.
- Fixed obstacles penetrating the obstacle limitation surfaces.
- Reduced safety distance will apply on some taxiway curves according to information in ESSA 1-1 Text 2.20 § 2.2.5 for largest aircraft code E.

ESSA 2.24 FLYGKARTOR AVSEENDE EN FLYGPLATS

ESSA 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

Charts	*Pages*
Aerodrome Chart - ICAO	AD 2 ESSA 2 - 1
Aerodrome Chart Markings	AD 2 ESSA 2 - 3
Aerodrome Chart Lighting	AD 2 ESSA 2 - 4
Ground movement chart / Arrival	AD 2 ESSA 2 - 5
Ground movement chart / Departure	AD 2 ESSA 2 - 6
Parking and docking Chart - ICAO	AD 2 ESSA 2 - 7
AOC - ICAO Type A RWY 01L/19R	AD 2 ESSA 3 - 1
AOC - ICAO Type A RWY 01R/19L	AD 2 ESSA 3 - 3
AOC - ICAO Type A RWY 08/26	AD 2 ESSA 3 - 5
PATC - ICAO RWY 01L	AD 2 ESSA 3 - 7
PATC - ICAO RWY 01R	AD 2 ESSA 3 - 9
PATC - ICAO RWY 19L	AD 2 ESSA 3 - 11
Area Chart - ICAO STOCKHOLM TMA	AD 2 ESSA 5 - 1
ESSA - Holding Procedures	AD 2 ESSA 5 - 2
RNAV SID General	AD 2 ESSA 6 - 1
SID - ICAO RNAV (DME/DME or GNSS) SID RWY 01L	AD 2 ESSA 6 - 3
SID - ICAO RNAV (DME/DME or GNSS) SID RWY 01R	AD 2 ESSA 6 - 9
SID - ICAO RNAV (DME/DME or GNSS) SID RWY 08 Left turn	AD 2 ESSA 6 - 13

Charts	*Pages*
SID - ICAO RNAV (DME/DME or GNSS) SID RWY 08 Right turn	AD 2 ESSA 6 - 17
SID - ICAO RNAV (DME/DME or GNSS) SID RWY 19L	AD 2 ESSA 6 - 21
SID - ICAO RNAV (DME/DME or GNSS) SID RWY 19R ARS5G, BABAP5G, KOGAV5G, NOSLI5G, PETEV1G, RESNA5G, TOVRI6G, TRS5G	AD 2 ESSA 6 - 27
SID - ICAO PROP RNAV RWY19R HAPZI 1G	AD 2 ESSA 6 - 31
SID - ICAO RNAV (DME/DME or GNSS) SID RWY 26	AD 2 ESSA 6 - 33
RNAV STAR General	AD 2 ESSA 6 - 37
STAR - ICAO RNAV (DME/DME or GNSS) STAR RWY 01L	AD 2 ESSA 6 - 39
STAR - ICAO RNAV (DME/DME or GNSS) STAR RWY 01L/01R	AD 2 ESSA 6 - 43
STAR - ICAO RNAV (DME/DME or GNSS) STAR RWY 08	AD 2 ESSA 6 - 45
STAR - ICAO RNAV (DME/DME or GNSS) STAR RWY 19R	AD 2 ESSA 6 - 47
STAR - ICAO RNAV (DME/DME or GNSS) STAR RWY 19R/19L	AD 2 ESSA 6 - 51
STAR - ICAO RNAV (DME/DME or GNSS) STAR RWY 26	AD 2 ESSA 6 - 53
STAR - ICAO RNAV (DME/DME or GNSS) STAR RWY OPEN 26	AD 2 ESSA 6 - 57
ATC Surveillance Minimum Altitude Chart - ICAO	AD 2 ESSA 7 - 1
IAC - ICAO ILS or LOC RWY 01L	AD 2 ESSA 8 - 1
IAC - ICAO ILS or LOC RWY 19R	AD 2 ESSA 8 - 2
IAC - ICAO ILS or LOC RWY 01R	AD 2 ESSA 8 - 3
IAC - ICAO ILS or LOC RWY 19L	AD 2 ESSA 8 - 4
IAC - ICAO ILS or LOC RWY 26	AD 2 ESSA 8 - 5
IAC - ICAO LOC RWY 08	AD 2 ESSA 8 - 6
IAC - ICAO COM Failure Proc ILS or LOC RWY 01R	AD 2 ESSA 8 - 7
IAC - ICAO RNP z RWY 01L	AD 2 ESSA 8 - 9
IAC - ICAO RNP y RWY 01L (AR)	AD 2 ESSA 8 - 13
IAC - ICAO RNP z RWY 19R	AD 2 ESSA 8 - 15
IAC - ICAO RNP y RWY 19R (AR)	AD 2 ESSA 8 - 19
IAC - ICAO RNP x RWY 19R (AR)	AD 2 ESSA 8 - 21
IAC - ICAO RNP w RWY 01R (AR)	AD 2 ESSA 8 - 23
IAC - ICAO RNP y RWY 01R (AR)	AD 2 ESSA 8 - 25
IAC - ICAO RNP x RWY 01R (AR)	AD 2 ESSA 8 - 27
IAC - ICAO RNP RWY 19L (LNAV/VNAV, LNAV only)	AD 2 ESSA 8 - 29
IAC - ICAO RNP RWY 08	AD 2 ESSA 8 - 31
IAC - ICAO RNP z RWY 26	AD 2 ESSA 8 - 35
IAC - ICAO RNP y RWY 26 (AR)	AD 2 ESSA 8 - 39
VAC - ICAO	AD 2 ESSA 9 - 1

LIST OF WAYPOINTS AND SIGNIFICANT POINTS

See ESSA STOCKHOLM-ARLANDA 4

ESSA 2.25 GENOMTRÄNGANDE AV YTAN FÖR VISUELLA SEGMENTET (VSS)

-

ESSA 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

-

Ref ESSB Parking and docking chart, RWY 12/30 to be used

ESSB 2.17 ATS AIRSPACE

1.	**Designation and lateral limits**	BROMMA CTR	592628N 0174448E - 592629N 0175717E - 592258N 0180948E - 591458N 0180948E - 591458N 0174448E - 591928N 0174448E - 591928N 0174148E - 592158N 0174148E - 592158N 0174448E to point of origin.
2.	**Vertical limits**	BROMMA CTR	2000 ft AMSL / GND
3.	**Airspace classification**	C	
4.	**ATS unit call sign** **Language(s)**	BROMMA TOWER Swedish/English	
5.	**Transition altitude**	5000 ft AMSL	
6.	**Hours of applicability**	CTR established during hours of TWR.	
7.	**Remarks**	Skå-Edeby ATZ with airspace class G penetrates CTR. The lower limit of Bromma CTR in this part is 1000 ft AMSL. For details see ENR 2.2 and ESSB VAC.	

ESSB 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channels	Hours of operation	Remarks
1	2	3	4	5
TWR	BROMMA TOWER	118.105	HO	PRIMARY
		121.500	HO	-
	BROMMA GROUND	121.605	HO	Taxi freq (start-up and taxi instructions)
ATIS	BROMMA ATIS	122.455	HO	-

ESSB 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 12 ILS CAT I (6° E 2020)	SB	110.30 MHz	HO	592057.0N 0175722.4E	-	-	179 m beyond THR 30 LOC Class I/E/2
GP 12	-	335.00 MHz	HO	592123.1N 0175559.0E	-	-	Angle 3.50° RDH 50.9 ft 303 m past THR 12 right side. Horizontal coverage SW approach line limited to 4°. GP Class I/C/2
LOC 30 ILS CAT I (6° E 2020)	SBA	109.70 MHz	HO	592143.1N 0175513.4E	-	-	643 m beyond THR 12 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 30	-	333.20 MHz	HO	592102.5N 0175658.8E	-	-	Angle 3.50° RDH 36.1 ft 225 m past THR 30 left side GP Class I/T/2
NDB	COR	388 kHz	H24	591541.0N 0172902.7E	-	-	Range 25 NM
DME	SB	110.30 MHz	H24	592122.8N 0175558.8E	71 ft	-	305 m past THR 12 right side DME Channel 40X
DME	SBA	109.70 MHz	H24	592102.4N 0175658.7E	50 ft	-	Limited coverage inside 9° left of RWY CL to 35° right of RWY CL at 17 NM below 2400 ft QFE. Limited coverage outside 9° to 19° left of RWY CL at 17 NM below 3400 ft QFE. Limited coverage outside 19° to 35° left of RWY CL at 17 NM below 6400 ft QFE. Limited coverage at ±10° from RWY CL at 25 NM below 4900 ft QFE. 225 m past THR 30 left side. DME Channel 34X

ESSB 2.20 LOKALA FLYGPLATSFÖRESKRIFTER

1 Tillgänglighet

1.1. STOCKHOLM/Bromma får användas endast:
MON–FRI 0600–2100 (0500–2000)
SAT 0800–1600 (0700–1500)
SUN 1100–2100 (1000–2000)
Helg infallande MON–FRI 0600–2100 (0500–2000)

Särskilda villkor kan gälla, vänligen kontakta info@brommaairport.se

1.2. Flygplatsen får inte användas som alternativ av luftfartyg i ambulans- och räddningsuppdrag på andra tider än vad som anges ovan eller i AIP SUP/NOTAM.

1.3. Ansökan om flygplats-SLOT är obligatoriskt för alla ankomster och avgångar. SLOT-ansökan skickas via OCS eller via e-post som en SCR/GCR.

Förändring eller avbokning av begäran om SLOT skall meddelas utan dröjsmål. Godkännande av SLOT ersätter inte färdplan, PPR-ansökan eller begäran om marktjänst.

Flygningar som är undantagna:

ESSB 2.20 LOCAL AERODROME REGULATIONS

1 Availability

1.1. STOCKHOLM/Bromma AD may be used only:
MON–FRI 0600–2100 (0500–2000)
SAT 0800–1600 (0700–1500)
SUN 1100–2100 (1000–2000)
Holiday occuring MON–FRI 0600–2100 (0500–2000)

Special conditions may apply, for more information please contact info@brommaairport.se

1.2. The aerodrome must not be used as alternate by ambulance and rescue flights outside the operational hours as stated above or in AIP SUP/NOTAM.

1.3. SLOT request is mandatory for all arrivals and departures. SLOT request shall be sent via OCS or via e-mail as a SCR or GCR.

Any change or cancellation in the SLOT request shall be reported without delays. The SLOT approval does not replace flight plan, PPR request or handling request.

Flights that are exempted from coordination:

a. Statsflygningar som ej omfattas av EU:S Sanktionsbestämmelser.

b. Humanitära flygningar t.ex. akuta medicinska flygningar, organtransporter, flygningar som deltar i räddningsinsats och ambulansflygningar där patientens tillstånd är akut.

c. Nödlandningar.

a. State flights not subject to the EU sanctions regulations.

b. Humanitarian flights i.e. medical emergencies, donor flights, search and rescue operations and air ambulance flights where the condition of patient is urgent.

c. Emergency landings.

För GA-trafik kan SLOT-begäran göras tidigast 28 dagar innan beräknad avgång eller ankomst och senast i samband med inlämning av färdplan.

For GA traffic request of SLOT can be made earliest 28 days before estimated departure or arrival and latest in connection with filing the flight plan.

Kontaktinformation:
Airport Coordination Sweden ACS
Box 202
190 47 Stockholm-Arlanda
E-post:slot@acsslot.se

TEL: 08 800 700

SCR/GCR:scr@airportcoordination.com
OCS:www.online-coordination.com
Onlinetjänsten tillgänglig: H24

För mer information:www.airportcoordination.com

Contact information:
Airport Coordination Sweden ACS
Box 202
SE-190 47 Stockholm-Arlanda
E-mail:slot@acsslot.se

TEL: +46 8 800 700

SCR/GCR:scr@airportcoordination.com
OCS:www.online-coordination.com
Online service: H24

For more information:www.airportcoordination.com

1.4 Marktjänst

Anlitande av marktjänstbolag är obligatoriskt för alla flygningar till och från STOCKHOLM/Bromma flygplats. Undantaget är luftfartyg med beviljad PPR.

Operatörer skall försäkra sig om att arrangemang med marktjänstbolag finns före ankomst och avgång. För ytterligare information om marktjänst: www.swedavia.com.

1.4 Ground handling

Contracting a ground handling company is mandatory for all flights to and from STOCKHOLM/Bromma aerodrome, with the exception of aircraft granted PPR (Prior Permission Required).

Operators must ensure that arrangements with a ground handling company are in place prior to arrival and departure. For more information regarding ground handling: www.swedavia.com.

1.5. Förhandstillstånd kan beviljas (PPR) för flyg som ej opererar i linjetrafik och som har en MTOM på max 4000 kg alternativt för helikopter max D. 13 m. Ansökan om PPR kan maximalt beviljas för en ankomst samt en avgång per luftfartygsindivid och trafikdygn. Antalet uppställningsplatser är begränsat till två.
Ansökan ska göras via e-post till rtsamordning@swedavia.se, tidigast 7 dagar och senast 24 timmar innan ETA. Dessa flygningar hänvisas till Apron East av flygtrafikledningen. Parkering är begränsat till maximalt 48 timmar. För ytterligare information kontakta Aircraft Stand Parking TEL: 010 109 10 52.

1.5. Prior permission may be granted (PPR) for non-scheduled flights with MTOM max 4000 kg or helicopters max D.13 m. Application for PPR can at a maximum be granted for one arrival and one departure to each aircraft and traffic day and limited to a maximum of two aircraft parked at the same time.

Application via e-mail to rtsamordning@swedavia.se, earliest 7 days and latest 24 hours prior ETA. Non-scheduled flights will be directed to Apron East by ATC. Parking is limited to 48 hours. For further information contact Aircraft Stand Parking TEL: +46 10 109 10 52.

1.6. Operatör som vill trafikera flygplatsen med en flygplanstyp som har en högre referensbokstavskod än C skall skriftligt ansöka om detta till Aircraft Stand Parking för vidare handläggning hos tillståndsmyndigheten enligt gällande EASA krav. Förfrågan skickas till rtsamordning@swedavia.se. Förfrågan kan endast handläggas under kontorstid. Eventuella frågor besvaras på TEL 010 109 10 52.

1.6. Operators wishing to operate the airport with an aircraft with a higher reference code letter than C shall apply for permission to Aircraft Stand Parking for further evaluation by the competent authority according to EASA regulations. Request shall be addressed to rtsamordning@swedavia.se. The request can be handled during office hours only. Information available by TEL +46 10 109 10 52.

2 Blindsändning utanför ATS öppethållning

Utanför ATS öppethållning bör luftfartyg blindsända på kanal 118.105 vid flygning över Stockholm och Stockholm stad.

2 Transmission of intentions outside ATS hours of operations

Outside ATS hours of operations intentions should be transmitted on channel 118.105 when flying over Stockholm and Stockholm city.

3 Särskilda föreskrifter omkring öppningstid

Klarering och start-up får inte begäras tidigare än 15 minuter före öppethållningstid enligt mom 1.

Taxningstillstånd för utkörning i samband med start får inte begäras tidigare än 5 minuter före öppethållningstid enligt mom 1.

4 Särskilda föreskrifter för trafik före stängning

4.1. Ankommande trafik

Inflygning får utföras av luftfartyg som framförs enligt:

a. IFR, om det senast 5 minuter före stängningstid befinner sig inom 15 track miles från flygplatsen.

b. VFR, om det senast 5 minuter före stängningstid har passerat in i BROMMA CTR.

4.2. Avgående trafik

Luftfartyg lämnas starttillstånd endast om utkörning till start har påbörjats senast 5 minuter innan stängningstid.

5 Start-up och klarering

Start-up och ATC klarering skall begäras från »Ground» på kanal 121.605. Luftfartygets position samt identifieringsbeteckning för senast erhållna ATIS-utsändning skall anges vid första anrop. För IFR kan begäran ske tidigast 30 min före EOBT.

6 Föreskrifter vid taxning

6.1. All taxning inom färdområdet skall påbörjas inom ATS öppethållningstider.

6.2. Taxningsprocedurer

Ankommande trafik bana 12 ska lämna rullbanan via TWY Y4, Y5 eller G1. När bankondition så medger undvik att lämna via TWY Y5, detta för att minska störningar på LOC 12 för efterföljande luftfartyg.

Ankommande trafik bana 30 ska lämna rullbanan via TWY Y3, Y1 eller G1.

Ankommande trafik bana 30 ska taxa via TWY Y till uppställningsplats 3-6, och via TWY T till uppställningsplats 7-19 (eller enligt klarering från ATC).

Avgående trafik bana 12 ska taxa via TWY Y från uppställningsplats 3-7, och via TWY T från uppställningsplats 8-19 (eller enligt klarering från ATC).

Hastigheten begränsad till max 15 kt vid taxning på plattorna samt på TWY Y längs platta 1.

Slutlig intaxning till uppställningsplats 3-19 är förbjuden utan assistans av rangeringspersonal. Luftfartyg skall

3 Special regulations around opening hours

ATC clearance and start-up must not be requested until 15 minutes prior to the opening time in accordance with para 1.

Clearance to taxi in connection with take-off must not be requested until 5 minutes prior to the opening time in accordance with para 1.

4 Special regulations for traffic around closing time

4.1. Inbound traffic

Approach may, however, be carried out by an aircraft operated in accordance with:

a. IFR, if it by 5 minutes before closing time is within 15 track miles from the aerodrome.

b. VFR, if it by 5 minutes before closing time has entered Bromma CTR.

4.2. Outbound traffic

An aircraft will receive take-off clearance only if the taxiing for take-off has been initiated by 5 minutes before closing time.

5 Start-up and clearance

Start-up and ATC clearance shall be requested from »Ground» on channel 121.605. Aircraft position and identification of ATIS broadcast latest received shall be given
at initial call. For IFR traffic shall request not be made earlier than 30 min before EOBT.

6 Taxi regulations

6.1. Taxiing within the movement area is to be commenced during ATS hours of operation.

6.2. Taxi procedures

Arriving traffic on RWY 12 shall vacate the runway via TWY Y4, Y5 or G1. When performance conditions permit avoid vacating via TWY Y5, in order to prevent deviations on LOC 12 for following aircraft.

Arriving traffic on RWY 30 shall vacate the runway via TWY Y3, Y1 or G1.

Arriving traffic on RWY 30 shall use TWY Y to stands 3-6 and TWY T to stands 7-19 (or as cleared by ATC).

Departing traffic on RWY 12 shall use TWY Y from stands 3-7, and TWY T from stands 8-19 (or as cleared by ATC).

Taxi speed restricted to max 15 kt on aprons and on TWY Y alongside apron 1.

Final taxiing to position at stand 3-19 is not allowed without marshalling assistance. Aircraft shall wait on apron taxi line or outside parking stand, whichever applicable, until marshal arrives.

vänta på plattans inkörnings- eller inriktningsspår utanför uppställningsplats tills rangeringspersonal anländer.

Begränsad sikt råder för avgående trafik från uppställningsplats 11-14 gentemot ankommande trafik till platta 2. Styrman rekommenderas hålla uppsikt höger/bakåt innan och under taxning från uppställningsplatsen.

Vid inhämtande av taxiinstruktioner för korsning av rullbanan ska taxiinstruktionen alltid innehålla frasen **"Korsa banan"**.

Taxning till/från platta 4 och 7 via TWY R förväntas taxa kortaste väg på TWY T till/från TWY Y (alltså ej via platta 2).

Taxning till/från platta 6 via TWY S förväntas taxa kortaste väg på TWY T till/från TWY Y (alltså ej via platta 2).

Taxning till och från uppställningsplats R5 – R9 är inte tillåtet, endast bogsering. För bogsering kontakta Bromma Operations Center TEL 010 109 41 40.

Luftfartygsrörelser inom samtliga plattor där dagermarkering taxningslinje saknas, skall assisteras av rangeringspersonal. Undantag medges endast för luftfartyg till/från tankningsanläggning på Apron East, där befälhavare navigerar under egen uppsikt och säkerställer korrekt positionering inom där för avsedd yta.

7 Skol-, uppvisning- och övningsflygning med flygplan och helikopter

Det är inte tillåtet att utföra upprepade start- och landningsövningar samt uppvisningsflyg på eller i närheten av flygplatsen.

Simulering av motorbortfall är inte tillåten.

För att minska bullerstörning är hovring i skol- och övningssyfte ej tillåtet. Helikoptrar får endast hovra i samband med taxning.

8 Undvikande av jetstrålar

För att undvika jetstrålar på parkerade luftfartyg på ramper gäller följande procedur: Luftfartyg som under någon del av intaxning eller uttaxning har parkerade luftfartyg bakom sig får inte använda högre effekt än "idle". Luftfartyg som av någon orsak under dessa förhållande stannas, skall för att undvika användandet av "brake-away", begära assistans för att dras till position för slutgiltig parkering alternativt position där användandet av "brake-away" inte längre utgör någonfara.

9 Motortestplats

Motortestplats endast tillgänglig när dagsljus råder MON-SAT 0800-1500 (0700-1400) och SUN 1100-1500 (1000-1400) med en sammanhängande tid på max 30 min.

Kontrollkörning av motorer är endast tillåten efter godkännande från Aircraft Stand Parking, TEL: 010 109 10 52.

ESSB 2.21 BULLERREDUCERANDE FÖRFARANDEN

Limited visibility for departing traffic from stand 11-14 in respect to arriving traffic to apron 2. First Officer is recommended to carefully watch right/back before and during commencing taxiing to stand.

Clearance for crossing of the runway shall always include the phrase **"Cross runway"**.

Taxiing to/from apron 4 and 7 via TWY R is expected to taxi shortest route on TWY T to/from TWY Y (i.e. not via apron 2).

Taxiing to/from apron 6 via TWY S is expected to taxi shortest route on TWY T to/from TWY Y (i.e. not via apron 2).

Taxing to and from remote parking R5 – R9 is not allowed. Towing only. For towing contact Bromma Operations Center TEL +46 10 109 41 40.

Aircraft movements within all aprons where daylight marking taxi lines are not present, must be guided by marshalling assistance. Exception is granted only to Aircraft navigating to/from fuelling station on Apron East, where commander is navigating under own supervision and ensuring correct positioning within therefore intended area.

7 School flights, training flights and aerobatics with aircraft and helicopter

Repeated take-off and landing exercises and aerobatics at or in the vicinity of the airport is not permitted.

Simulated engine failures are not permitted.

Due to noise, hovering for school and training purposes is not allowed. Helicopters are only allowed to hover for airtaxi purposes.

8 Avoidance of jet blast

To avoid jet blast on parked aircraft on apron following procedure applies: Aircraft at any part of in- or outtaxiing having aircraft parked behind, shall not use more than idle thrust. Aircraft for any reason been forced into stop during these circumstances, shall to avoid any use of brake-away thrust, request assistance for pull into position of final stop or position where use of brake-away power no longer constitute danger.

9 Engine test area

Engine test area only available during daylight operation MON-SAT 0800-1500 (0700-1400) and SUN 1100-1500 (1000-1400) with a continuous time of max 30 min.

Test running of engines is only allowed after approval from Aircraft Stand Parking, TEL: +46 10 109 10 52.

ESSB 2.21 NOISE ABATEMENT PROCEDURES

1. Flygplatsbestämmelser

Ljudemissionen för luftfartyg får ej överstiga 89 EPNdB i medeltal för de tre mätpunkterna enligt ICAO Annex 16, Vol I, chapter 3. För luftfartyg i linjefart gäller särskilda restriktioner.

Operatörer som vill tillämpa speciell procedur för att därmed underskrida ovanstående värde måste söka tillstånd av flygplatsledningen. Förfrågan skall åtföljas av uppgifter om typ och modell av flygplan och motor, MTOM samt en beskrivning av föreslagen procedur. Förfrågan kan endast handläggas under kontorstid.

2. APU får inte användas vid parkering vid andra tillfällen än då så krävs vid motorstart eller för reglering av kabintemperatur. APU får startas tidigast 5 min före beräknad tid för push-back eller taxning. Övrig körning av APU, se mom 3.

3. Över de centrala delarna av Stockholm bör luftfartyg inte framföras på lägre höjd än 1500 ft AMSL, utom då så är nödvändigt i samband med start eller landning. De centrala delarna av Stockholm (Stockholm City) innefattar Norrmalm, Östermalm, Gärdet, Djurgården, Gamla Stan, Södermalm, Kungsholmen samt Essingeöarna.

4. I mom 2.22 angivna flygvägar för ankommande och avgående IFR- resp. VFR-trafik har upprättats även för att minska bullerstörningar. Luftfartyg ska noggrant följa i färdtillstånd angiven flygväg samt i övrigt framföras så att onödiga bullerstörningar inte förorsakas.

5. Följande avgångsprocedur för att reducera buller (NADP) skall tillämpas av alla luftfartyg överstigande 5700 kg MTOM.

ICAO NADP 2

Ref ICAO Doc 8168, Procedures for Air Navigation Services, Aircraft Operations, Vol III.

6. Ankommande luftfartyg

Vid landning bör reversering utöver Idle Reverse inte användas.

1. Aerodrome restrictions

The noise emission must not exceed 89 EPNdB, an average for the three points of measurement in accordance with ICAO Annex 16 Vol I chapter 3. Special restrictions apply to scheduled air transport.

Operators wanting to apply for special procedure to lower their noise emission in order to operate within the limits above must seek permission addressed to the aerodrome manager in writing or in special cases by phone. The request shall include relevant information on type and model of the aircraft and engines, MTOM and an exact description of the suggested procedure. The matter can be handled during office hours only.

2. APU must not be used on parking unless required for engine start or adjustment of cabin heat. APU must not be started earlier than 5 min before estimated time for pushback or taxiing. Other use of APU, see para 3.

3. Over the central parts of Stockholm, aircraft should not be operated below 1500 ft AMSL except when necessary for take-off or landning.

4. The routes for arriving and departing IFR and VFR traffic mentioned in para 2.22 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.

5. Following Noise Abatement departure procedure (NADP) applies to all aircraft exceeding 5700 kg MTOM.

ICAO NADP 2

Ref ICAO Doc 8168, Procedures for Air Navigation Services, Aircraft Operations, Vol III.

6. Arriving aircraft

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

ESSB 2.22 FLYGPROCEDURER

1 Ankommande IFR-trafik inom Stockholm TMA och Bromma CTR

1.1. Ankommande trafik till STOCKHOLM/Bromma ska färdplaneras via tillämplig inpasseringspunkt enligt nedan:
TRS, XILAN, HMR, ARS, TINKA och ALOLA.

1.2. Förare ska planera inpassering i Stockholm TMA på höjder enligt publicerade STAR-beskrivningar.

1.3. Klarering för lämnande av höjd ges av ATC. Kan angiven höjd inte följas, meddela ATC och ange orsak.

1.4. Flygvägar

Destination STOCKHOLM/Bromma:

ESSB 2.22 FLIGHT PROCEDURES

1 Inbound IFR traffic within Stockholm TMA och Bromma CTR

1.1. Inbound traffic to STOCKHOLM/Bromma shall be flight planned via applicable TMA entry point as below:
TRS, XILAN, HMR, ARS, TINKA and ALOLA.

1.2. Pilots shall plan the descent into Stockholm TMA in accordance with published STAR descriptions.

1.3. Actual descent clearance will be as directed by ATC. If unable to comply, inform ATC stating reason for noncompliance.

1.4. Routes

Routes STOCKHOLM/Bromma:

Se ESSB STARs.

1.5. Väntlägen

Väntlägen är upprättade enligt **ESSA** Holding procedures. Luftfartyg som är etablerat i väntläge men som nödgas lämna detsamma för alternativflygplats bör meddela ATC 10–15 min före utträdet.

1.6. Visuellinflygningar tillämpas normalt inte.

1.7. Störningar på LOC 12 kan förekomma om framförvarande luftfartyg lämnar banan via TWY Y5.

2 Avgående IFR-trafik inom Stockholm TMA och Bromma CTR

2.1. Om inte annat anges, ska luftfartyg efter start upprätta dubbelriktad radioförbindelse med STOCKHOLM APPROACH/DEPARTURE på angiven kanal enligt beskrivning i SID.

2.2. Avgående trafik från STOCKHOLM/Bromma ska färdplaneras via tillämplig signifikant punkt enligt följande:

2.3. Avgående trafik med destination ESSA STOCKHOLM/Arlanda ska färdplanera via TEB.

2.4. Flygvägar

Avgång från STOCKHOLM/Bromma:
Se ESSB SIDs.

2.5. Obligatorisk Fly-over waypoint

Avgående IFR-trafik med MTOM överstigande 5700 kg är förbjuden att påbörja sväng före passage av SB559 (bana 12) eller SB850 (bana 30).

3 Startprocedurer, omnidirectional

See ESSB STARs.

1.5. Holdings

Holding patterns are established in accordance with **ESSA** Holding procedures. When established in holding pattern and deemed necessary to divert, advise ATC 10–15 min before diversion.

1.6. Visual approach is normally not permitted.

1.7. Deviations may occur on LOC 12 if preceding aircraft is vacating RWY via TWY Y5.

2 Outbound IFR traffic within Stockholm TMA och Bromma CTR

2.1. Unless otherwise instructed aircraft shall establish two-way radio communication with STOCKHOLM APPROACH/DEPARTURE on channel as indicated in SID description.

2.2. Outbound traffic from STOCKHOLM/Bromma shall be flight planned via the applicable significant point specified below:

TINKA, RESNA, TOVRI, ALOLA, TRS, NOSLI, PETEV, ARS

2.3. Outbound traffic with destination ESSA STOCKHOLM/Arlanda shall be flight planned via TEB.

2.4. Routes

Departure from STOCKHOLM/Bromma:
See ESSB SIDs.

2.5. Mandatory Fly-over waypoint

Outbound IFR-traffic with MTOM exceeding 5700 kg is prohibited to initiate turn before fly-over of SB559 (RWY 12) or SB850 (RWY 30).

3 Omnidirectional departure procedures

RWY	Procedure	Significant obstacle		
		Obstacle	Elevation (ft)	Direction (GEO)/Dist (m) from THR
12	Climb straight ahead with MNM 340 ft/NM (5.6%) to MNM turning ALT 500 ft. Continue climb to appropriate MSA.	Terrain (CIO)	90	131°/1798
		Tree (CIO)	118	131°/1885
		Tree (CIO)	125	131°/1961
		Pylon	289	130°/3428
		Pylon	564	103°/6134
30	Climb straight ahead with MNM 220 ft/NM (3.6%) to MNM turning ALT 700 ft. Continue climb to appropriate MSA.	Antenna (CIO)	81	310°/1743
		Tree (CIO)	137	299°/1900
		Tree	204	306°/3340

4 Avbrott i radioförbindelse

Luftfartyg ska 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:

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:

Bibehåll senast tilldelad och kvitterad flyghöjd. Fortsätt direkt till COR. Vid behov, sjunk i COR väntläge (MNM 2500 ft AMSL, MAX IAS 210 kt).

Maintain the level last received and acknowledged. Proceed direct to COR. If required descend in HLDG COR (MNM 2500 ft AMSL, MAX IAS 210 kt).

Flygplan med RNAV-kapacitet

ACFT with RNAV capability

Från COR, för bana 12, sväng höger till SB852 för att ansluta till RNAV STAR TRS 1U (ej under 2500 ft AMSL) följt av normal instrumentinflygning.
Från COR, för bana 30, sväng höger till SB706 för att ansluta till RNAV STAR ARS 8Y (ej under 2500 ft AMSL) följt av normal instrumentinflygning.

From COR, for RWY 12, turn right to SB852 to join RNAV STAR TRS 1U (not below 2500 ft AMSL) for a normal instrument approach.
From COR, for RWY 30, turn right to SB706 to join RNAV STAR ARS 8Y (not below 2500 ft AMSL) for a normal instrument approach.

Flygplan utan RNAV-kapacitet

ACFT without RNAV capability

Från COR, för bana 12, sväng höger till track 070° och anslut till SB DME ARC 13. Sväng vänster och fortsätt på SB DME ARC 13. Sväng höger och angör LOC SB, ej under 2500 ft fram till FAP/FAF.
Från COR, för bana 30, sväng höger till track 070° och anslut till SB DME ARC 13. Sväng höger och fortsätt på SB DME ARC 13. Sväng vänster och angör LOC SBA, ej under 2500 ft fram till FAP/FAF.

From COR, for RWY 12, turn right to track 070° to join SB DME ARC 13. Turn left and proceed on SB DME ARC 13. Turn right and intercept LOC SB, not below 2500 ft until FAP/FAF.
From COR, for RWY 30, turn right to track 070° to join SB DME ARC 13. Turn right and proceed on SB DME ARC 13. Turn left and intercept LOC SBA, not below 2500 ft until FAP/FAF.

Har EAT mottagits och kvitterats, påbörja nedgången till 2500 ft AMSL vid EAT.

If an EAT has been received and acknowledged, commence the above descent to 2500 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 COR (undantag: från HMR VOR fortsätt via TOVRI – SB561 till COR; från XILAN fortsätt via SB532 – SB561 till COR). Efter ankomst över COR, sjunk till 2500 ft AMSL i publicerat väntläge.

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 COR (exceptions: from HMR VOR proceed via TOVRI – SB561 to COR; from XILAN proceed via SB532 – SB561 to COR). After arrival over COR, descend to 2500 ft AMSL in the published holding pattern.

Flygplan med RNAV-kapacitet

ACFT with RNAV capability

Från COR, för bana 12, sväng höger till SB852 för att ansluta till RNAV STAR TRS 1U (ej under 2500 ft AMSL) följt av normal instrumentinflygning.
Från COR, bana 30, sväng höger till SB706 för att ansluta till RNAV STAR ARS 8Y (ej under 2500 ft AMSL) följt av normal instrumentinflygning.

From COR, for RWY 12, turn right to SB852 to join RNAV STAR TRS 1U (not below 2500 ft AMSL) for a normal instrument approach.
From COR, for RWY 30, turn right to SB706 to join RNAV STAR ARS 8Y (not below 2500 ft AMSL) for a normal instrument approach.

Flygplan utan RNAV-kapacitet

ACFT without RNAV capability

Från COR, för bana 12, sväng höger till track 070° och anslut till SB DME ARC 13. Sväng vänster och fortsätt på SB DME ARC 13. Sväng höger och angör LOC SB, ej under 2500 ft fram till FAP/FAF.
Från COR, för bana 30, sväng höger till track 070° och anslut till SB DME ARC 13. Sväng höger och fortsätt på SB DME ARC 13. Sväng vänster och angör LOC SBA, ej under 2500 ft fram till FAP/FAF.

From COR, for RWY 12, turn right to track 070° to join SB DME ARC 13. Turn left and proceed on SB DME ARC 13. Turn right and intercept LOC SB, not below 2500 ft until FAP/FAF.
Från COR, for RWY 30, turn right to track 070° to join SB DME ARC 13. Turn right and proceed on SB DME ARC 13. Turn left and intercept LOC SBA, not below 2500 ft until FAP/FAF.

4.3 Avbruten inflygning

Se ESSB IACs.

4.3 Missed approach

See ESSB IACs.

5 Lågsiktsprocedurer (LVP)

5 Low visibility procedures (LVP)

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 ATIS och/eller av ATS.
När LVP tillämpas tillåts endast ett luftfartyg alternativt fordon på manöverområdet.

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 ATIS and/or ATS.
When LVP is applied only one aircraft or vehicle is allowed in the manoeuvring area.

6 VFR-flygning

6.1 STOCKHOLM TMA

Luftfartyg skall följa föreskrifterna i ENR 1.2.

6.2 STOCKHOLM/ Bromma CTR

Luftfartyg skall följa föreskrifterna i ENR 1.2. Därutöver gäller följande:

Normala in- och utpasseringspunkter:
Se ESSB VAC och VFR procedures.

Normala in- och utflygningsvägar:
Se ESSB VFR procedures.

Väntlägen:
Se ESSB VFR procedures.

Avbrott i radioförbindelse:
Se ESSB VFR procedures.

SSR-transponder
För all luftfart vid flygning inom Bromma CTR gäller krav på transponder. När individuell SSR-kod ej erhållits skall all luftfart använda SSR-kod 7000 utan anmodan från ATS.

6.3 Speciella anvisningar för helikoptertrafik

6.3.1 Avgående

Efter starttillstånd skall start ske i banans längdriktning. Utflygning ska ske längs fastställd utflygningsväg mot klarerad utpasseringspunkt ur CTR.

6.3.2 Ankommande

TWR ger klarering till fastställt väntläge, varifrån inflygning till bana 12/30 skall ske. Vid behov används även särskilda helikoptervänтlägen
– SOLVALLA, BÄLLSTA BRO eller GOLFBANAN.
Då annat ej anmodas skall inflygning ske via ordinarie VFR trafikvarv.
Final till bana 12 skall angöras via Bällstavägen (se ESSB Helicopter VFR holdings and landing chart).
Final till bana 30 skall angöras via Ulvsundavägen (se ESSB Helicopter VFR holdings and landing chart).

Landing (utan sättning) skall ske vid markerad sättningszon för bana i användning. Hovring till plattan ska ske via taxibanorna.

6.4 Speciell anvisningar för ballongflygning

För ballongflygning inom CTR gäller särskilt fastställda föreskrifter enligt LFS 2007:8.

6 VFR flight

6.1 STOCKHOLM TMA

Aircraft shall adhere to the procedures stipulated in ENR 1.2.

6.2 STOCKHOLM/ Bromma 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 ESSB VAC and VFR procedures.

Normal inbound and outbound routes:
See ESSB VFR procedures.

Holdings:
See ESSB VFR procedures.

Communication failure:
See ESSB VFR procedures.

SSR transponder
Transponder is required by all air traffic operating within Bromma CTR. When an individual SSR-code has not been received, all operators shall use SSR-code 7000 without instruction from ATS.

6.3 Special instructions for helicopter traffic

6.3.1 Departure

Climb out after take-off shall be made on RWY heading and follow published routes to cleared exit point.

6.3.2 Arrival

TWR will give clearance to relevant holding. From holding, approach to runway in use shall be conducted.
Holding – SOLVALLA, BÄLLSTA BRO or GOLFBANAN may be used if required. If not otherwise instructed, approach shall be conducted via standard VFR traffic circuit.
Final approach RWY 12 shall be conducted via Bällstavägen (see ESSB Helicopter VFR holdings and landing chart).
Final approach RWY 30 shall be conducted via Ulvsundavägen (see ESSB Helicopter VFR holdings and landing chart).

Landing (not touch-down) shall be made at touchdown zone on the runway in use. Air-taxi to apron shall be conducted via taxiways.

6.4 Special procedures for balloon flight

For balloon flight within CTR special procedures apply in accordance with LFS 2007:8.

6.4.1 Centrumsektorn. (Se ESSB VFR Procedures)

I Bromma CTR finns en centrumsektor angiven. Avsikten med sektorn är att in- och utflygningar IFR till Bromma säkerställs. I denna sektor gäller nedanstående för färdplanering.

6.4.2. Flygning i Bromma CTR fordrar färdplan. Färdplan skall inlämnas per telefon till Brommatornet. Följande uppgifter skall lämnas:

a. Ballongens registrering, färg och reklamtext.

b. Startplats eller beräknad inpasseringspunkt i Bromma CTR.

c. ETD eller beräknad tid för inpassering i Bromma CTR.

d. Antal personer ombord

e. Befälhavarens namn.

6.4.3 För all flygning i Bromma CTR erfordras klarering.

a. Flygning inom centrumsektorn.
ATS Bromma avgör om ballongflygning kan tillåtas i sektorn samt tidpunkt. Detta grundas på en bedömning av förväntad övrig trafik samt vindprognoser. Normalt kan besked om flygning inom centrumsektorn inte erhållas före klockan 18.00 lokal tid.
Ballonger som fått en färdplan accepterad för flygning inom sektorn måste tidigast 15 minuter före start begära klarering via radio eller mobiltelefon.

b. Flygning utanför centrumsektorn men inom CTR.
Val av startplats görs av befälhavaren, som ansvarar för att flygningen ej kommer att beröra centrumsektorn. Varje flygning måste planeras så, att landning kan ske före sektorn om färdlinjen leder mot denna.
Ballonger som flyger utanför sektorn skall om möjligt inhämta klarering innan flygningen via radio eller mobiltelefon. Om detta inte är möjligt kan klarering inhämtas i luften på radio efter lättning.

6.5 Speciella anvisningar för fallskärmshoppning.

För fallskärmshoppning inom sidogränserna för Bromma CTR krävs PPR 24 HR PN.
Tillstånd skall inhämtas per telefon hos Brommatornet. TEL 08 797 68 61.

ESSB 2.23 TILLÄGGSINFORMATION

1 Marktjänst

För information gällande tillgängliga marktjänstagenter hänvisas till https://www.swedavia.com/aboutswedavia/ground-handling-agents/.

2 Förhandstillstånd (PPR)/förhandsmeddelande (PN) inom Stockholm TMA

2.1 Förhandstillstånd krävs för följande flygningar inom Stockholm TMA (TMA Sektor Västerås exkluderad)

6.4.1 Center Sector. (See ESSB VFR Procedures)

A center sector is defined within Bromma CTR. This sector is intended to facilitate IFR approaches and departures from Bromma. The following procedures apply within the sector for flight planning.

6.4.2. A flight plan is required for all flights within Bromma CTR. The flight plan must be filed with Bromma TWR by telephone. The following information must be included:

a. The balloon´s registration, colour and advertising text.

b. Departure location or estimated entry point into Bromma CTR.

c. ETD or estimated time of entry into Bromma CTR.

d. Number of persons on board.

e. Name of pilot in command.

6.4.3 A clearance is required for all flights in Bromma CTR.

a. Flight within the Center Sector.
Bromma ATS will determine if and when balloon flights will be permitted within the sector. This will be made on the basis of other expected traffic and wind prognosis. Such a confirmation will not normally be possible before 1800 local time.
Balloons for which a flight plan has been accepted for flight within the sector must obtain clearance via radio or telephone at earliest 15 min before take-off.

b. Flight outside the Center Sector but inside the CTR.
Choice of departure location is made by the pilot in command, who has the responsibility to ensure that the flight will remain clear of the Center Sector. Each flight must be planned in such a way that a landing can be made if the track will cause the flight to enter the Center Sector.
Balloons flying outside the sector should, if possible, receive a clearance before flight via radio or telephone. In cases where this is not possible, clearance may be obtained by radio or when airborne.

6.5 Special procedures for parachute jumping.

PPR applies for parachute jumping within the lateral limits of Bromma CTR.
PPR 24 HR PN to Bromma TWR TEL +46 8 797 68 61.

ESSB 2.23 ADDITIONAL INFORMATION

1 Ground handling

For information regarding available ground handling services visit https://www.swedavia.com/about-swedavia/groundhandling-agents/.

2 Prior Permission Required (PPR)/Prior Notice (PN) in Stockholm TMA

2.1 Prior Permission Required for the following operations within Stockholm TMA (TMA Sector Västerås excluded)

- Fotoflyg

  Fotoflyg är normalt inte tillåtet inom Stockholm TMA;
  MON-FRI 0500-0900 (0400-0800), 1300-2100 (1200-2000)
  SUN 1100-2100 (1000-2000).

  Fotoflyg ges normalt inte tillstånd att bedriva verksamhet under 6000 ft AMSL över ESSA och ESSB CTR, samt innanför nedanstående koordinater inom flygplatsernas närhet;
  595638N 0172845E – 595609N 0183618E – 591038N 0183242E – 591312N 0171630E – 595638N 0172845E.

  Avsteg ifrån tidsbegränsning kan göras av skiftledare Stockholm ACC.

- Fällning av fallskärmshoppare

  Tillstånd ges restriktivt innanför nedanstående koordinater;
  595638N 0172845E – 595609N 0183618E – 591038N 0183242E – 591312N 0171630E – 595638N 0172845E.

- Aerial photographing

  Aerial photographing is normally not permitted within Stockholm TMA;
  MON-FRI 0500-0900 (0400-0800), 1300-2100 (1200-2000)
  SUN 1100-2100 (1000-2000).

  Aerial photographing is normally not permitted below 6000 ft AMSL above ESSA and ESSB CTR and within the following coordinates in the aerodromes vicinity;
  595638N 0172845E – 595609N 0183618E – 591038N 0183242E – 591312N 0171630E – 595638N 0172845E.

  Deviations from the time limit may be made by Watch Supervisor Stockholm ACC.

- Parachute dropping

  Permission is given restrictively within the following coordinates;
  595638N 0172845E – 595609N 0183618E – 591038N 0183242E – 591312N 0171630E – 595638N 0172845E.

2.2 Förhandsmeddelande (PN) krävs för följande flygningar inom Stockholm TMA

- Skol- och övningsflygning inkluderande “airwork”, väntläge och upprepade instrumentinflygningar
- Prospekteringsflyg
- Mät- och kontrollflygning av navigeringshjälpmedel

2.3 Kontakta Stockholm ACC före flygning

Innan flygning ska operatör lämna förhandsmeddelande eller få förhandstillstånd av skiftledare vid Stockholm ACC TEL 08 585 547 02.

3 Underhåll och reparationsanläggningar

Utförare Bromma Air Maintenance (Finns vid platta 4.)

4 Beviljade undantag från krav i CS-ADR-DSN:

- Lutningsförändringen på banan är 1.96% (istället för max 1.5%).
- Minsta krökningsradie är 7500 m på mittersta delen av banan (istället för minst 15000 m).
- Delar av stråket är smalare än minst 140 m.
- Separationsavståndet för taxibanans och rullbanans centrumlinjer är 110 m längs den mittersta delen av banan (istället för minst 158 m).
- Delar av plattan har 1-2% lutning (istället för max 1%).
- Fasta hinder genomtränger hinderbegränsande ytor.
- Planerade fasta hinder genomtränger hinderbegränsande ytor.
- Intervallet mellan landningsljus nr 2 och 3 (inflygning bana 12) är 45 m istället för 30 m.

2.2 Prior Notice is required for the following operations within STOCKHOLM TMA

- School and training flights, including “airwork”, holding and repeated instrument approaches
- Geological survey flights
- Calibration flight for nav-aids and approach aids

2.3 Contact Stockholm ACC before flight

Before flight the operator shall give prior notice or get prior permission of the flight by Watch Supervisor Stockholm ACC TEL +46 8 585 547 02.

3 Maintenance and repair facilities

Bromma Air Maintenance (located at apron 4) is providing the services.

4 Granted exemptions from requirements in CS-ADR-DSN:

- Slope changes on RWY is 1.96% (instead of max 1.5%).
- Minimum radius of curvature of runway is 7500 m at middle part of RWY (instead of minimum 15000 m).
- Parts of RWY strip is narrower than minimum 140 m.
- Actual separation distance between the centre line of a taxiway and the centre line of RWY is 110 m along middle part of RWY, (instead of minimum 158 m).
- Parts of aprons has actual slopes of 1-2%, (instead of max 1%).
- Fixed obstacles penetrating the obstacle limitation surfaces.
- Planned fixed obstacles penetrating the obstacle limitation surfaces.
- Interval between approach lights no. 2 and 3 (approach RWY 12) is 45 m, instead of 30 m.

- Calvert yttre crossbar saknas p.g.a. vägkorsning på platsen (inflygning bana 30).
- LOC 12-apparathus är placerad inom 240 m från stråkytan och inom 60 m från banans förlängda centrumlinje.
- Byggnad genomtränger inflygningsyta bana 30 och start-stigyta bana 12 med ca 2.25 m.

- Calvert outer crossbar missing due road crossing at location (approach RWY 30).
- Siting of LOC 12-facility is within 240 m from RWY strip and within 60 m from the extended centre line of RWY.
- Building penetrating approach surface runway 30 and take-off climb surface runway 12 approximately 2.25 m.

ESSB 2.24 FLYGKARTOR AVSEENDE EN FLYGPLATS

ESSB 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

Charts	*Pages*
Aerodrome Chart - ICAO	AD 2 ESSB 2 - 1
Parking and docking Chart - ICAO	AD 2 ESSB 2 - 3
AOC - ICAO Type A RWY 12/30	AD 2 ESSB 3 - 1
SID - ICAO RNAV (GNSS) SID RWY 12	AD 2 ESSB 6 - 1
SID -ICAO RNAV (GNSS) SID RWY 30	AD 2 ESSB 6 - 5
STAR - ICAO RNAV (GNSS) STAR RWY 12	AD 2 ESSB 6 - 9
STAR - ICAO RNAV (GNSS) STAR RWY 30	AD 2 ESSB 6 - 13
IAC - ICAO ILS or LOC RWY 12	AD 2 ESSB 8 - 1
IAC - ICAO ILS or LOC RWY 30	AD 2 ESSB 8 - 2
IAC - ICAO RNP RWY 12	AD 2 ESSB 8 - 3
IAC - ICAO RNP RWY 30	AD 2 ESSB 8 - 7
VAC - ICAO	AD 2 ESSB 9 - 1
Helicopter VFR Holding and Landing	AD 2 ESSB 9 - 2
VFR Procedures RWY 12	AD 2 ESSB 9 - 3
VFR Procedures RWY 30	AD 2 ESSB 9 - 4

LIST OF WAYPOINTS AND SIGNIFICANT POINTS

See ESSB STOCKHOLM-BROMMA 4

AREA CHART

See Area Chart - ICAO STOCKHOLM TMA (ESSA STOCKHOLM-ARLANDA 5)

HOLDING CHART

See Holding Procedures - STOCKHOLM (ESSA STOCKHOLM-ARLANDA 5)

ATC SURVEILLANCE MINIMUM ALTITUDE CHART

See ESSA - ATC Surveillance Minimum Altitude Chart - ICAO (ESSA STOCKHOLM-ARLANDA 7)

ESSB 2.25 GENOMTRÄNGANDE AV YTAN FÖR VISUELLA SEGMENTET (VSS)

-

ESSB 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

-

3.	**ACL, location and elevation**	Apron 1, Stand 3 37 ft
4.	**VOR checkpoints**	-
5.	**INS checkpoints**	-
6.	**Remarks**	-

ESOW 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 01/19: Designator, THR, TDZ, CL, edges day marked. RTHL, REDL, RENL TWY A: CL, ITHP day marked, Edge LGT TWY B: CL, HLDG day marked, Edge LGT, RGL TWY C: CL, HLDG day marked, Edge LGT, RGL TWY D: CL day marked, blue reflective edge markers TWY E: CL, HLDG day marked, blue reflective edge markers, RGL TWY F: CL, HLDG day marked, Edge LGT, RGL TWY G: CL day marked, Edge LGT
3.	**Stop bars**	-
4.	**Remarks**	-

ESOW 2.10 AERODROME OBSTACLES

In Area 2				
OBST ID/Designation	**OBST type**	**OBST position**	**ELEV/HGT**	**Markings/ Type, colour**
a	**b**	**c**	**d**	**e**
ESOW1	VEGETATION	593617.9N 0163815.9E	59 ft / -	-
ESOW2	VEGETATION	593618.0N 0163815.6E	61 ft / -	-
ESOW3	VEGETATION	593701.3N 0163822.7E	142 ft / -	-
ESOW4	VEGETATION	593735.1N 0163833.3E	198 ft / -	-
ESOW5	VEGETATION	593736.3N 0163835.5E	212 ft / -	-
ESOW6	VEGETATION	593737.0N 0163836.9E	214 ft / -	-
ESOW7	VEGETATION	593433.8N 0163734.4E	27 ft / -	-
ESOW8	VEGETATION	593432.3N 0163749.1E	27 ft / -	-
ESOW9	VEGETATION	593411.2N 0163718.3E	84 ft / -	-
ESOW10	VEGETATION	593410.6N 0163722.6E	88 ft / -	-
ESOW11	VEGETATION	593355.6N 0163720.1E	109 ft / -	-
ESOW12	VEGETATION	593355.0N 0163719.0E	113 ft / -	-
ESOW13	VEGETATION	593348.6N 0163723.8E	121 ft / -	-
ESOW14	VEGETATION	593340.5N 0163722.6E	141 ft / -	-
ESOW15	VEGETATION	593331.7N 0163737.0E	152 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			

ESOW 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**	STOCKHOLM/VÄSTERÅS TWR
10.	**Additional information (limitation of service, etc.)**	Flight planning room

ESOW 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	011.64°	2581 x 45	PCN 55/F/B/X/T ASPH	593442.54N 0163745.30E GUND 84 ft	THR 6 ft
19	191.65°	2581 x 45	PCN 55/F/B/X/T ASPH	593604.23N 0163818.51E GUND 83.7 ft	THR 21.7 ft TDZ: 21.7 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	-	-	-	2701 x 300	90 x 90
19	-	-	-	2701 x 300	90 x 90

Designations RWY NR	Location/ description of arresting system	OFZ (Yes/No)	Remarks
1	12	13	14
01	-	-	-
19	-	-	-

ESOW 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
01	2581	2581	2581	2581	-
19	2581	2581	2581	2581	-

Alla starter och landningar utanför ATS öppethållning kräver förhandstillstånd (PPR). SAR, HOSP och polisflygningar är undantagna. PPR-bokning för icke-kommersiell trafik utanför ATS öppethållning sker via hemsidan www.vst.nu ”Boka PPR”.
För mer information och PPR för kommersiell trafik kontakta e-mail: flightrequest@vasterasairport.se

For all takeoffs and landings outside ATS operating hours, Prior Permission Required (PPR). SAR, HOSP, MIL and Police flights are exempted. PPR booking for non-commercial traffic outside ATS opening hours is through webpage www.vst.nu “Book PPR”.
For more information and PPR for commercial traffic contact e-mail: flightrequest@vasterasairport.se

2 Föreskrifter för skol- och övningsflygning

Upprepade studs-och-gå (TGL) tillåts endast:
15 MAY–14 JUN MON–FRI 0600–1900 (0500–1800), SAT 0900–1300 (0800–1200).
15 JUN–15 AUG MON–FRI 0800–1700 (0700–1600).
16 AUG–14 MAY MON–FRI 0600–1900 (0500–1800), SAT 0800–1600 (0700–1500).

TGL får inte utföras under långfredagen, påskafton, påskdagen, Kristi Himmelsfärdsdag, pingstafton, pingstdagen, nationaldagen, midsommarafton, midsommardagen, Alla Helgons dag, julafton och juldagen.

2 Provisions to school and training flights

Repeated touch-and-go landings (TGL) only permitted:
15 MAY–14 JUN MON–FRI 0600–1900 (0500–1800), SAT 0900–1300 (0800–1200).
15 JUN–15 AUG MON–FRI 0800–1700 (0700–1600).
16 AUG–14 MAY MON–FRI 0600–1900 (0500–1800), SAT 0800–1600 (0700–1500).

TGL not permitted Good Friday, Easter Eve, Easter Day, Ascension Day, Whitsun Eve, Whitsun Day, National Day, Midsummer Eve, Midsummer Day, All Saints Day, Christmas Eve and Christmas Day.

3 Trafikföreskrifter

Utanför ATS öppethållningstider:

VFR in- och utpasseringspunkter bör användas.
Ankommande VFR-trafik bör passera plats på 1500 ft AMSL innan angöring av trafikvarv.
Reducering av höjd sker därefter enligt eget avgörande.
Trafikvarv till RWY skall förläggas E RWY.
Gräsbana stängd, får endast användas av lokal operatör efter särskild överenskommelse.

Under ATS öppethållning:

Rätt VFR in- och utpasseringspunkt bör nyttjas i förhållande till bana i användning.
Bana 01 inpasseringspunkter är Vikhus och Golfbanan.
Bana 01 utpasseringspunkter är Romfartuna och Björksta.
Bana 19 inpasseringspunkter är Romfartuna och Björksta.
Bana 19 utpasseringspunkter är Vikhus och Golfbanan.
ATC-klarering kan avvika.

3 Traffic regulations

Outside ATS HR of OPS:

VFR entry and exit points should be used.
Arriving VFR traffic should pass overhead at 1500 ft AMSL before joining traffic circuit and descending at own discretion.
Traffic circuit to RWY shall be flown E RWY.
Grass RWY closed, may only be used by local operator after special agreement.

During ATS HR of OPS:

VFR entry and exit point should be used in accordance with current RWY in use.
RWY 01 entry points are Vikhus and Golfbanan.
RWY 01 exit points are Romfartuna and Björksta.
RWY 19 entry points are Romfartuna and Björksta.
RWY 19 exit points are Vikhus and Golfbanan.
Deviations may occur according to ATC clearance.

4 Parkering allmänflyg

Parkering för allmänflyg på platta 4 om inget annat anges av ATS. In- och utpassering till airside sker genom grind vid Hässlö Flygförening. För information om tillträde, kontakta Hässlö Flygförening, se hemsida www.hasslo.org

4 Parking General Aviation

General Aviation parking at apron 4 unless otherwise instructed by ATS. Entry and exit to airside through gate at Hässlö Flygförening. For information about access, contact Hässlö Flygförening, se webpage www.hasslo.org

ESOW 2.21 BULLERREDUCERANDE FÖRFARANDEN

1. Flygning över Västerås centrala delar, Irsta och Björnön bör undvikas under 2000 ft AMSL utom i direkt samband med in- eller utflygning.
Överflygning av Vattenreningsverket söder om TWR ska undvikas, se Flygplatskarta AD 2 ESOW 2-1.
Flermotoriga flygplan med MTOM ≥ 5700 kg och som avser svänga vänster efter start från bana 01 ska fortsätta att stiga på kurs 010° till passage av 3000 ft AMSL innan vänstersväng påbörjas.

ESOW 2.21 NOISE ABATEMENT PROCEDURES

1. Flights should be avoided over central part of Västerås City, Irsta and Björnön below 2000 ft AMSL, except in direct connection with approach or departure.
Overflying of the Water Treatment Plant located south of TWR must be avoided, see Aerodrome Chart AD 2 ESOW 2-1.
Multi engine airplanes with MTOM ≥ 5700 kg with intension to make a left turn after departure must continue to climb on heading 010° until reaching 3000 ft AMSL before commencing left turn.

ESOW 2.22 FLYGPROCEDURER

1 Startprocedurer, omnidirectional

ESOW 2.22 FLIGHT PROCEDURES

1 Omnidirectional departure procedures

RWY	Procedure	Significant obstacle		
		Obstacle	Elevation (ft)	Direction (GEO)/Dist (m) from THR
01	Climb straight ahead with MNM 380 ft/NM (6.2%) to MNM turning ALT 500 ft. Continue climb to appropriate MSA.	Pylon	151	018°/3200
		Pylon	1191	299°/14650
19	Climb straight ahead to MNM turning ALT 600 ft. Continue climb to appropriate MSA.	(CIO) Terrain	181	198°/3260
		Pylon	1191	291°/14100

2 VFR-flygning inom CTR

Vid upprepade start- och landningsövningar med luftfartyg i turbulenskategori L ska trafikvarvet ske på lägst 1000 ft (300 m) AMSL.

Vid upprepade start- och landningsövningar med luftfartyg i turbulenskategori M och H ska trafikvarvet ske på lägst 2 000 ft (600 m) AMSL.

Upprepade start- och landningsövningar för luftfartyg i turbulenskategori L (med undantag för övning med helikopter) ska genomföras i det östra trafikvarvet, om inte ATS anger annat.

2 VFR flight within CTR

When repeated take-off and landing exercises are performed with aircraft in wake turbulence category L, traffic pattern shall be flown at minimum 1000 ft (300 m) AMSL.

When repeated take-off and landing exercises are performed with aircraft in wake turbulence category M and H, traffic pattern shall be flown at minimum 2000 ft (600 m) AMSL.

Repeated take-off and landing exercises with aircraft in wake turbulence category L (with the exception of exercises with helicopters) should be carried out in the eastern traffic circuit, unless otherwise instructed by ATC.

ESOW 2.23 TILLÄGGSINFORMATION

1 Förhandstillstånd (PPR)/Förhandsmeddelande (PN) krävs för nedanstående flygverksamhet inom Stockholm TMA.

- Skol- och övningsflygning som omfattar “airwork", flygning i väntläge och/eller upprepande instrumentinflygningar (PN).
- Fotoflygning (PPR).
- Geologisk mätflygning och liknande (PN).
- Fällning av fallskärmshoppare (PN).
- Förplanerad kontrollflygning (mätflygning) av navigerings- och inflygningshjälpmedel (PN).

Innan färdplan lämnas in, skall förhandstillstånd (PPR) inhämtas eller förhandsmeddelande (PN) lämnas till skiftledaren vid Stockholm ACC TEL 08 585 547 02.

Undantag: Om flygningen kommer att beröra sektor Västerås, se punkt 2.20.

2 Reducerad banseparation

Reducerad banseparation tillämpas på flygplatsen enligt AD 1.1 mom 10.

3 Modellflygsektor Arosängen

Aktivitet med obemannade luftfartyg kan förekomma. Position 594028N 0163416E med 400 m radie och max 120 m över marken.

4 Undantag från krav i CS-ADR-DSN:

Fasta hinder genomtränger följande hinderbegränsande ytor enligt förteckning:

- Inflygningsytan bana 01

ESOW 2.23 ADDITIONAL INFORMATION

1 Prior Permission (PPR)/Prior notice (PN) required for operations mentioned below within Stockholm TMA.

- School and training flights comprising “airwork”, holding/or repeated instrument approaches (PN).
- Aerial photographing (PPR).
- Geological survey flights and the like (PN).
- Parachute dropping (PN).
- Non-urgent navaids and approach aids calibration flights (PN).

Before submitting the flight plan, the operator shall get prior permission or give prior notice of the flight to the Watch Supervisor at Stockholm ACC, TEL +46 8 585 547 02.

Exception: If the flight will be conducted within sector Västerås, see para 2.20.

2 Reduced RWY separation

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

3 Model flying sector Arosängen

Unmanned aircraft activity may occur. Position 594028N 0163416E with 400 m radius and max 120 m above ground.

4 Exemptions from requirements in CS-ADR-DSN:

Fixed obstacles penetrate the following obstacle limitation surfaces according to list:

- Approach surface RWY 01

- Inflygningsytan bana 19
- Horisontella ytan
- Start- och Stigytan bana 19
- Övergångsytan bana 01
- Övergångsytan bana 19

- Approach surface RWY 19
- Horizontal surface
- Takeoff/climb surface RWY 19
- Transition surface RWY 01
- Transition surface RWY 19

ESOW 2.24 FLYGKARTOR AVSEENDE EN FLYGPLATS

ESOW 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

Charts	*Pages*
Aerodrome Chart - ICAO	AD 2 ESOW 2 - 1
AOC - ICAO Type A RWY 01/19	AD 2 ESOW 3 - 1
ATC Surveillance Minimum Altitude Chart - ICAO	AD 2 ESOW 7 - 1
IAC - ICAO NDB + DME + ILS RWY 19	AD 2 ESOW 8 - 1
IAC - ICAO NDB RWY 19	AD 2 ESOW 8 - 2
IAC - ICAO NDB RWY 01	AD 2 ESOW 8 - 3
IAC - ICAO RNP RWY 01	AD 2 ESOW 8 - 5
IAC - ICAO RNP RWY 19	AD 2 ESOW 8 - 9
VAC - ICAO	AD 2 ESOW 9 - 1

LIST OF WAYPOINTS AND SIGNIFICANT POINTS

See ESOW STOCKHOLM-VÄSTERÅS 4

AREA CHART

See Area Chart - ICAO STOCKHOLM TMA (ESSA STOCKHOLM-ARLANDA 5)

ESOW 2.25 GENOMTRÄNGANDE AV YTAN FÖR VISUELLA SEGMENTET (VSS)

-

ESOW 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

-

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AERODROME CHART - ICAO

TWR 130.605

STOCKHOLM/VÄSTERÅS

ARP: 593522N 0163801E
AD ELEV: 21 ft

LEGEND See GEN 2.3

Dimensions in m.
ELEV in feet.
Bearings are magnetic.

RWY/TWY markings/lightings, see ESOW AD 2.9.
Declared Distances, see ESOW AD 2.13
Approach and Runway lighting, see ESOW AD 2.14.

VAR 6° E 2020
Annual change +0.2°

59°36′

59°35′

16°37′

16°38′

16°39′

Weather station
Fire station
ACL 37
4.
3
2.
1.
Apron 1
Fuel
TWY F
RESA 90 x 90 m
21.7
19
Monitor
DME SCD
ILS GP
Weather station
PAPI
Anemometer
TWY A
TWY E
Fuel
Apron 2
TWY D
VDF
2581 x 45 m ASPH
A3
Apron 3
TWY C
A2
Strip 2701 x 300 m
General Aviation
Apron 4
ARP
Fuel
ABN
TWR
Weather station
TWY A
Grass 800 x 35 m
Apron 5
TWY G
A1
TWY B
Strip 2701 x 300 m
Apron 6
PAPI
Anemometer
Fuel
01
6
Monitor
RESA 90 x 90 m
Ceilometer
ILS LOC SCD

THR	BRG	THR POS, GUND	Surface, Bearing Strength	THR ELEV TDZ ELEV	VASIS (MEHT)
01	006°	593442.54N 0163745.30E GUND 84 ft	ASPH PCN 55 F/B/X/T	THR 6 ft	PAPI LEFT /3.25° (59 ft)
19	186°	593604.23N 0163818.51E GUND 83.7 ft	ASPH PCN 55 F/B/X/T	THR 21.7 ft TDZ 21.7 ft	PAPI LEFT /3.00° (50 ft)

Apron	Surface, Bearing Strength
1	ASPH PCN 55 F/C/X/T
2	ASPH PCN 30 F/C/X/T
2	ASPH PCN 30 F/C/X/T
3	ASPH PCN 30 F/C/X/T
4	ASPH PCN 30 F/C/X/T
5	ASPH PCN 30 F/C/X/T
6	ASPH PCN 30 F/C/X/T

TWY	Surface, Bearing Strength	Width
A	ASPH PCN 30 F/C/X/T	11 m
B	ASPH PCN 30 F/C/X/T	11 m
C	ASPH PCN 30 F/C/X/T	12 m
D	ASPH PCN 30 F/C/X/T	11 m
E	ASPH PCN 30 F/C/X/T	11 m
F	ASPH PCN 55 F/C/X/T	25 m
G	ASPH PCN 30 F/C/X/T	12 m

Hot Spot
Caution! TWY B and TWY C interfering with grass strip departures and arrivals. Holding point A1, A2 or A3 to be used for run-up for departing traffic when instructed by ATC.

DVOR/DME
ARS

ACL/INS Coordinates for Aircraft Stands			
Stand	Apron	Coordinate	ELEV
3	1	593607.17N 163746.04E	37

LEGEND
Reflective edge markers (REFL.)

1:9 000
0 100 200 300 400 m

CHANGE: RESA. Editorial

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AD 2 AERODROMES

ESND 2.1 AERODROME LOCATION INDICATOR AND NAME

ESND - SVEG

ESND 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1.	**ARP coordinates and site at AD**	620252N 0142527E RWY 687 m from THR 27
2.	**Direction and distance from (city)**	NE 2.4 NM from Sveg
3.	**Elevation/Reference temperature**	1178 ft/+23.3°C
4.	**Geoid undulation at AD ELEV PSN**	109 ft
5.	**MAG VAR/Annual change**	6° E (2025)/+0.2 increasing
6.	**Name of aerodrome operator, address, telephone, telefax numbers, AFS, e-mail, website**	Härjedalen Airport Flygplatsvägen 5 SE-842 92 Sveg TEL: +46 680 71 42 50 E-mail: info@harjedalenairport.se AFS: ESNDZTZX Website: www.harjedalenairport.se
7.	**Types of traffic permitted (IFR/VFR)**	IFR/VFR. Max RWY ref code 3C
8.	**Remarks**	PPR for IFR ttraffic and ACFT that requires RWY ref code 3C. IFR traffic requires ATS availability. VFR traffic without ATS upon PIC discretion.

ESND 2.3 OPERATIONAL HOURS

1.	**AD operator**	Ref AIP SUP/NOTAM
	AD Operating hours	H24
2.	**Customs and immigration**	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**	AFIS for SKED TFC, other O/R from AD operator +46 (0)680 71 13 51
8.	**Fuelling**	As AD operator
9.	**Handling**	As AD operator
10.	**Security**	O/R
11.	**De-Icing**	As AD operator
12.	**Remarks**	-

ESND 2.4 HANDLING SERVICES AND FACILITIES

1.	**Cargo-handling facilities**	-
2.	**Fuel and oil types**	Fuel: 100LL, Jet A1 Oil: -
3.	**Fuelling facilities and capacity**	100LL: 20,000 l in stationary unit Jet A1: 50,000 l in stationary unit and 20,000 l in fuel truck
4.	**De-icing facilities**	Available, Type I and II, mobile unit
5.	**Hangar space for visiting ACFT**	Limited
6.	**Repair facilities for visiting ACFT**	Limited

7.	**Remarks**	-

ESND 2.5 PASSENGER FACILITIES

1.	**Hotels**	In Sveg
2.	**Restaurants**	In Sveg
3.	**Transportation**	Taxis, rental cars
4.	**Medical facilities**	In Sveg
5.	**Bank and Post Office**	Bank: In Sveg Post: In Sveg
6.	**Tourist Office**	In Sveg
7.	**Remarks**	-

ESND 2.6 RESCUE AND FIRE FIGHTING SERVICES

1.	**AD category for fire fighting**	Cat 3 for SKED TFC, up to CAT 5 O/R 24 HR PN +46 680 71 13 50
2.	**Rescue equipment**	By arrangement, municipal rescue service
3.	**Capability for removal of disabled aircraft**	By arrangement, contact aerodrome coordinator +46 680 71 13 50
4.	**Remarks**	-

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

1.	**Types of clearing equipment**	Blowers, sweepers, slingers, snowplough
2.	**Clearance priorities**	RWY, TWY, Apron
3.	**Use of material for movement area surface treatment**	Sand, Urea
4.	**Specially prepared winter runways**	-
5.	**Remarks**	Normally no clearing SAT and HOL

ESND 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1.	**Apron surface and strength**	Apron E ASPH PCN 33/F/B/X/T Apron W ASPH PCN 23/F/B/X/T
2.	**Taxiway width, surface and strength**	TWY A 15 m ASPH PCN 20/F/B/X/T
3.	**ACL, location and elevation**	Apron 1172 ft
4.	**VOR checkpoints**	-
5.	**INS checkpoints**	-
6.	**Remarks**	-

ESND 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**	-
2.	**RWY and TWY markings and LGT**	RWY 09/27: 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**	-

ESND 2.10 AERODROME OBSTACLES

In Area 2				
OBST ID/Designation	**OBST type**	**OBST position**	**ELEV/HGT**	**Markings/ Type, colour**
a	**b**	**c**	**d**	**e**
ESND1	NAVAID	620253.4N 0142628.8E	1188 ft / -	-
ESND2	TREE	620259.1N 0142659.8E	1207 ft / -	-
ESND3	TREE	620259.3N 0142702.9E	1225 ft / -	-
ESND4	TREE	620259.5N 0142703.8E	1227 ft / -	-
ESND5	TREE	620258.8N 0142705.1E	1236 ft / -	-
ESND6	TREE	620257.9N 0142707.3E	1242 ft / -	-
ESND7	FENCE	620249.7N 0142406.9E	1179 ft / -	-
ESND8	FENCE	620250.0N 0142406.8E	1180 ft / -	-
ESND9	TREE	620246.9N 0142344.0E	1195 ft / -	-
ESND10	VEGETATION	620250.8N 0142341.5E	1196 ft / -	-
ESND11	TREE	620250.7N 0142340.9E	1197 ft / -	-
ESND12	TREE	620247.1N 0142338.2E	1212 ft / -	-
ESND13	TREE	620244.4N 0142333.9E	1219 ft / -	-
ESND14	TREE	620244.8N 0142333.0E	1220 ft / -	-
ESND15	TREE	620254.8N 0142325.8E	1239 ft / -	-
ESND16	TREE	620303.2N 0141904.6E	1391 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			

ESND 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**	TAF not produced
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**	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**	SVEG AFIS
10.	**Additional information (limitation of service, etc.)**	-

ESND 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
09	087.03°	1701 x 30	PCN 29/F/B/X/T ASPH	620250.41N 0142417.28E GUND 109.0 ft	THR 1172.7 ft TDZ: 1176.9 ft
27	267.06°	1701 x 30	PCN 29/F/B/X/T ASPH	620253.24N 0142614.19E GUND 109 ft	THR 1177 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
09	See ESND AOC	-	-	1821 x 280	90 x 60
27	See ESND AOC	-	-	1821 x 280	90 x 60

Designations RWY NR	Location/ description of arresting system	OFZ (Yes/No)	Remarks
1	12	13	14
09	-	-	See AD Chart for Strip limitation.
27	-	-	See AD Chart for Strip limitation.

ESND 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
09	1701	1701	1701	1701	-
27	1701	1701	1701	1701	-

ESND 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
09	CAT I 630 M LIL/LIH	Green	PAPI Left side/3.00° 50 ft	-	-	1701/60 m White Caution zone 575 m yellow LIL/LIH	Red	-
27	-	Green	PAPI Left side/3.00° 50 ft	-	-	1701/60 m White Caution zone 575 m yellow LIL/LIH	Red	-

RWY	Procedure	Significant obstacle		
		Obstacle	Elevation (ft)	Direction (GEO)/Dist (m) from THR
09	Climb straight ahead to MNM turning ALT 2000 ft. Continue climb to appropriate MSA. Sector 188° – 218° GEO from ARP not to be entered until ALT 3900 ft is reached. Close-in obstacles exist.	Antenna	3391	199°/14620
		Antenna	1730	069°/6450
		CIO exist		
27	Climb straight ahead to MNM turning ALT 2300 ft. Continue climb to appropriate MSA. Sector 188° – 218° GEO from ARP not to be entered until ALT 4000 ft is reached. Close-in obstacles exist.	Antenna	3391	205°/15350
		Antenna	2240	224°/8840
		CIO exist		

ESND 2.23 TILLÄGGSINFORMATION

1. Operatörer av kommersiell flygtransport (CAT) vid Sveg flygplats med luftfartyg av ICAO kod C ska klassificera flygplatsen som kategori B, ref EASA AMC1 ORO.FC.105 (b) (2);(c), p.g.a. stråkets avvikelser från standardmått samt att väntplats TWY A är placerad 75 m från banans centrumlinje.

2. En rad med ljus söder om banan kan förväxlas med inflygningsljus till bana 09.

3. Inflygningsljus bana 09
Flygplatsens inhägnad genomtränger ljusplanet 150 m före tröskel.

4. Bankantljus bana 09/27 upphöjda 65 cm över marken. Sista paret sänkt för vändning.

5. Beviljade undantag från krav i CS ADR-DSN:

- Bana för precisionsinflygning - Fasta hinder genomtränger koniska ytor i NO och SV.

ESND 2.23 ADDITIONAL INFORMATION

1. Commercial air transport (CAT) operators at Sveg aerodrome with ICAO code letter C aircraft shall classify the aerodrome as category B, ref EASA AMC1 ORO.FC.105 (b) (2);(c). This is due to the non-standard dimensions of the strip and that TWY A holding point is positioned 75 m from RWY CL.

2. A row of lights south of RWY may be mistaken for approach light system to RWY 09.

3. Approach lighting system RWY 09
Airport perimeter fence penetrates light plane 150 m from THR.

4. Runway edge lights RWY 09/27 raised 65 cm above ground. Last pair lowered for turnaround.

5. Granted exemptions from requirements in CS ADR-DSN:

- Precision approach runways – Fixed obstacles penetrate conical surface in NE and SW.

ESND 2.24 FLYGKARTOR AVSEENDE EN FLYGPLATS

ESND 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

Charts	*Pages*
Aerodrome Chart - ICAO	AD 2 ESND 2 - 1
AOC ICAO TYPE A RWY 09/27	AD 2 ESND 3 - 1
IAC - ICAO ILS z or LOC z RWY 09	AD 2 ESND 8 - 1
IAC - ICAO ILS y or LOC y RWY 09	AD 2 ESND 8 - 2
IAC - ICAO NDB RWY 09	AD 2 ESND 8 - 3
IAC - ICAO RNP RWY 09	AD 2 ESND 8 - 5
IAC - ICAO RNP RWY 27	AD 2 ESND 8 - 9
VAC - ICAO	AD 2 ESND 9 - 1

LIST OF WAYPOINTS AND SIGNIFICANT POINTS

See ESND SVEG 4

ESND 2.25 GENOMTRÄNGANDE AV YTAN FÖR VISUELLA SEGMENTET (VSS)

Ej tillämpligt.

ESND 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable.

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AERODROME CHART - ICAO

TWR: 122.205

SVEG

RWY NR	BRG	THR POS, GUND	Surface, Bearing Strength	THR ELEV TDZ ELEV	VASIS (MEHT)
09	081°	620250.41N 0142417.28E GUND 109.0 ft	ASPH PCN 29 F/B/X/T	THR 1172.7 ft TDZ 1176.9 ft	PAPI LEFT /3.00° (50 ft)
27	261°	620253.24N 0142614.19E GUND 109 ft	ASPH PCN 29 F/B/X/T	THR 1177 ft	PAPI LEFT /3.00° (50 ft)

REMARK: Caution advised. A row of lights S of RWY may be mistaken for approach light system to RWY 09.
Note that strip dimensions are non standard for ref code 3C (full strip width is not met for parts of the strip south of runway).

VAR 6° E 2025
Annual change +0.2°

ARP: 620252N 0142527E
AD ELEV: 1178 ft

LEGEND See GEN 2.3

Dimensions in m.
ELEV in feet.
Bearings are magnetic.

RWY/TWY markings/lightings, see ESND AD 2.9.
Declared Distances, see ESND AD 2.13
Approach and Runway lighting, see ESND AD 2.14.

62°3′

DME
IND

ILS GP

Strip 1821 x 280 m

Monitor

PAPI

RESA 90 x 60 m

60

1172.7

27

1177

ARP

1701 x 30 m ASPH

TWY A

DME
SVE

ACL 1172

PAPI

Anemometer

RESA 90 x 60 m

Monitor

ILS LOC
IND

Ceilometer

Anemometer

SMHI MET equipment

Terminal

Apron W

Apron E

Fuel

Hangar

3.

4.

TWR
AFIS

TWY	Surace, Bearing Strength	Width
A	ASPH PCN 20 F/B/X/T	15 m

Apron	Surface, Bearing Strength
APRON E	ASPH PCN 33 F/B/X/T
APRON W	ASPH PCN 23 F/B/X/T

1234

1253

1:6 000

0 100 200 300 400 m

14°24′ 14°25′ 14°26′

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AD 2 AERODROMES

ESST 2.1 AERODROME LOCATION INDICATOR AND NAME

ESST - TORSBY

ESST 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1.	**ARP coordinates and site at AD**	600917N 0125937E RWY 475 m from THR 34
2.	**Direction and distance from (city)**	NNW 1.5 NM from Torsby
3.	**Elevation/Reference temperature**	394 ft/+21.5°C
4.	**Geoid undulation at AD ELEV PSN**	106 ft
5.	**MAG VAR/Annual change**	6° E (2025)/+0.2 increasing
6.	**Name of aerodrome operator, address, telephone, telefax numbers, AFS, e-mail, website**	Torsby flygplats Vasserudsvägen 3 SE-685 34 Torsby TEL: +46 560 717 24 TEL: +46 560 106 54 FAX: +46 560 143 99 E-mail: airport.esst@torsby.se AFS: ESSTZTZX Website: www.torsbyflygplats.se
7.	**Types of traffic permitted (IFR/VFR)**	IFR/VFR. Max RWY ref code 3C
8.	**Remarks**	PPR for IFR and commercial traffic: TEL +46 560 717 24, e-mail: ats.torsby@acr-sweden.se. IFR traffic is only allowed when ATS is open.

ESST 2.3 OPERATIONAL HOURS

1.	**AD operator**	O/R
	AD Operating hours	H24
2.	**Customs and immigration**	-
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**	MON-FRI 0430-0545, 0815-0950, 1500-1615, 1730-1905 (0330-0445, 0715-0850, 1400-1515, 1630-1805) OTHER HR O/R TEL +46 (0)560 717 24
8.	**Fuelling**	O/R MON-FRI 0600-1600 (0500-1500) TEL +46 560 717 24 OTHER HR O/R TEL +46 560 106 54
9.	**Handling**	O/R
10.	**Security**	O/R
11.	**De-Icing**	HX
12.	**Remarks**	-

ESST 2.4 HANDLING SERVICES AND FACILITIES

1.	**Cargo-handling facilities**	-
2.	**Fuel and oil types**	Fuel: Jet A1 Oil: -

3.	**Fuelling facilities and capacity**	Jet A1: 30,000 l, stationary unit
4.	**De-icing facilities**	Available, Type I and II
5.	**Hangar space for visiting ACFT**	-
6.	**Repair facilities for visiting ACFT**	Limited
7.	**Remarks**	For payment of fuel major credit cards accepted.

ESST 2.5 PASSENGER FACILITIES

1.	**Hotels**	In Torsby
2.	**Restaurants**	In Torsby
3.	**Transportation**	Taxis
4.	**Medical facilities**	In Torsby
5.	**Bank and Post Office**	Bank: In Torsby Post: In Torsby
6.	**Tourist Office**	In Torsby
7.	**Remarks**	-

ESST 2.6 RESCUE AND FIRE FIGHTING SERVICES

1.	**AD category for fire fighting**	Cat 3 for SKED traffic, other O/R (MAX CAT 6)
2.	**Rescue equipment**	By arrangement, municipal rescue service
3.	**Capability for removal of disabled aircraft**	By arrangement, contact Accountable manager. TEL: +46 70 398 83 76
4.	**Remarks**	-

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

1.	**Types of clearing equipment**	Sweeper/blower, snow slinger
2.	**Clearance priorities**	RWY, TWY, Apron
3.	**Use of material for movement area surface treatment**	RWY, TWY and Apron de-iced with SAND/UREA.
4.	**Specially prepared winter runways**	-
5.	**Remarks**	No clearing SAT, SUN and HOL

ESST 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1.	**Apron surface and strength**	Apron ASPH PCN 37/F/C/W/T
2.	**Taxiway width, surface and strength**	TWY A 15 m ASPH PCN 37/F/C/W/T TWY B 10 m ASPH PCN 15/F/B/X/T
3.	**ACL, location and elevation**	Apron 396 ft
4.	**VOR checkpoints**	-
5.	**INS checkpoints**	-
6.	**Remarks**	TWY B max code letter B aircraft.

ESST 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, CL and edges are day marked. RTHL, REDL, RENL. TWY: CL, HLDG day marked, edge LGT, RGL.
3.	**Stop bars**	-
4.	**Remarks**	-

ESST 2.10 AERODROME OBSTACLES

In Area 2				
OBST ID/Designation	**OBST type**	**OBST position**	**ELEV/HGT**	**Markings/ Type, colour**
a	**b**	**c**	**d**	**e**
ESST1	VEGETATION	600857.4N 0125950.4E	400 ft / -	-
ESST2	ELECTRICAL_EXIT_LIGHT	600856.3N 0125959.8E	405 ft / -	-
ESST3	NAVAID	600855.3N 0125955.0E	411 ft / -	-
ESST4	TREE	600852.0N 0130007.7E	418 ft / -	-
ESST5	ELECTRICAL_EXIT_LIGHT	600848.2N 0125951.5E	419 ft / -	-
ESST6	ELECTRICAL_EXIT_LIGHT	600846.6N 0125952.4E	423 ft / -	-
ESST7	ELECTRICAL_EXIT_LIGHT	600846.5N 0125957.9E	427 ft / -	-
ESST8	ELECTRICAL_EXIT_LIGHT	600846.1N 0125957.3E	428 ft / -	-
ESST9	TREE	600841.3N 0130006.8E	439 ft / -	-
ESST10	TREE	600839.9N 0130002.9E	441 ft / -	-
ESST11	TREE	600839.2N 0125959.6E	445 ft / -	-
ESST12	TREE	600836.7N 0125959.1E	453 ft / -	-
ESST13	TREE	600834.1N 0130002.7E	457 ft / -	-
ESST14	TREE	600833.5N 0130001.3E	468 ft / -	-
ESST15	SPIRE	600815.0N 0130049.1E	519 ft / -	-
ESST16	TREE	601007.8N 0125843.4E	401 ft / -	-
ESST17	TREE	601008.0N 0125843.9E	402 ft / -	-
ESST18	TREE	601056.4N 0125755.9E	490 ft / -	-
ESST19	TREE	601102.8N 0125754.4E	505 ft / -	-
ESST20	TREE	601103.5N 0125752.3E	507 ft / -	-
ESST21	TREE	601204.9N 0125801.6E	582 ft / -	-
ESST22	TREE	601211.5N 0125623.6E	736 ft / -	-
ESST23	TREE	601212.9N 0125624.3E	763 ft / -	-
ESST24	TREE	601214.5N 0125622.9E	769 ft / -	-
ESST25	TREE	601234.9N 0125603.1E	827 ft / -	-
ESST26	TREE	601237.2N 0125604.1E	842 ft / -	-
ESST27	TREE	601241.5N 0125621.5E	871 ft / -	-
ESST28	TOWER	601241.1N 0125610.2E	900 ft / -	-
ESST29	TREE	601244.1N 0125617.4E	946 ft / -	-
ESST30	TREE	601257.5N 0125616.3E	966 ft / -	-
ESST31	TREE	601312.8N 0125633.5E	993 ft / -	-
ESST32	TREE	601323.2N 0125619.0E	1047 ft / -	-
ESST33	TREE	601331.1N 0125558.1E	1074 ft / -	-
ESST34	TREE	601339.1N 0125558.6E	1134 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			

ESST 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**	TAF not produced
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**	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**	TORSBY AFIS
10.	**Additional information (limitation of service, etc.)**	Flight planning room available

ESST 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	157.70°	1590 x 30	PCN 37/F/C/W/T ASPH	600950.31N 0125909.75E GUND 107 ft	THR 350 ft
34	337.71°	1590 x 30	PCN 37/F/C/W/T ASPH	600902.77N 0125948.85E GUND 106 ft	THR 394 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 ESST AOC	-	-	1710 x 280	90 x 60
34	See ESST AOC	-	-	1710 x 280	90 x 60

Designations RWY NR	Location/ description of arresting system	OFZ (Yes/No)	Remarks
1	12	13	14
16	-	-	See AD chart for strip limitation.
34	-	-	See AD chart for strip limitation.

ESST 2.13 DECLARED DISTANCES

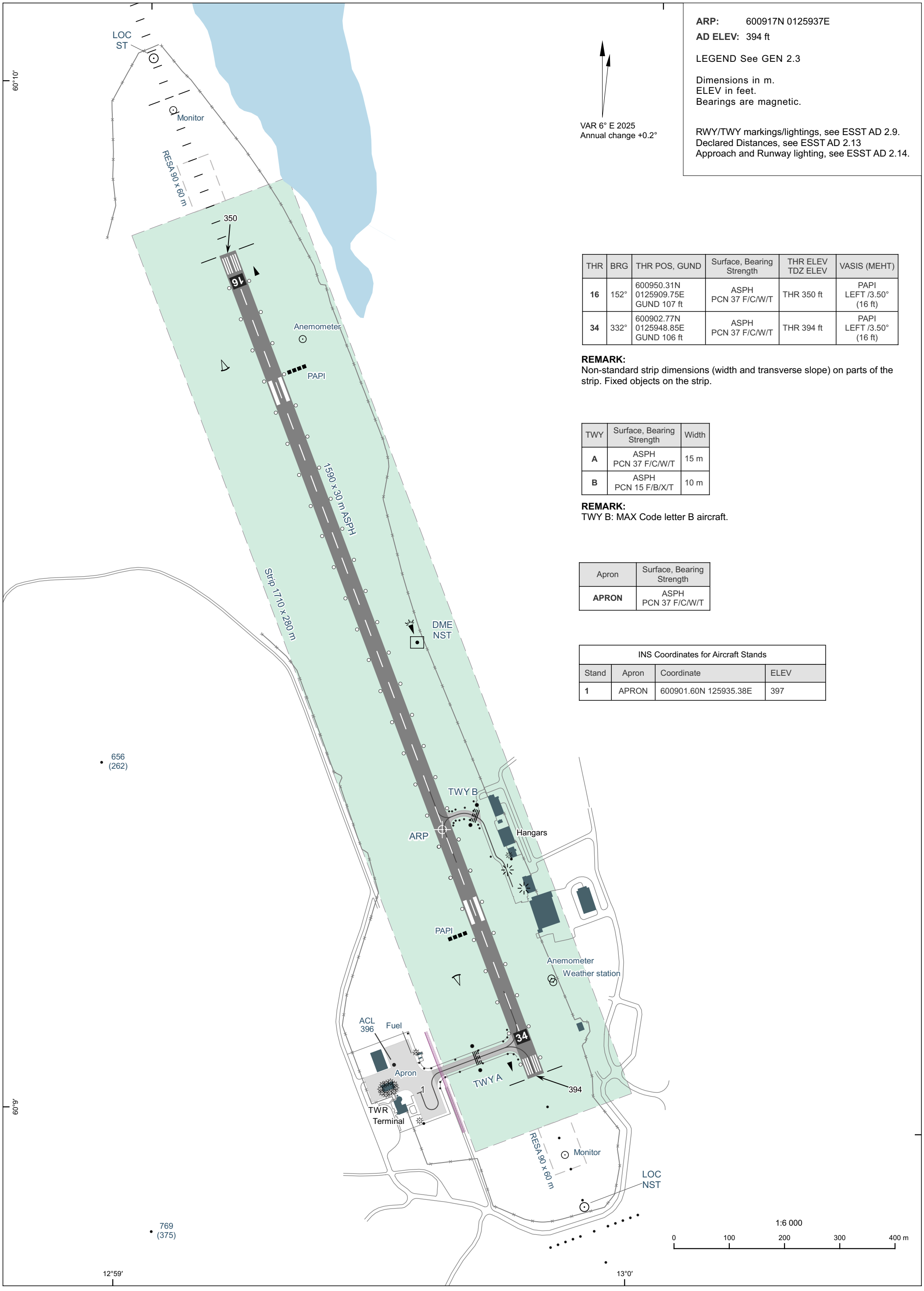
RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
16	1590	1590	1590	1590	-
34	1590	1590	1590	1590	-

ESST 2.14 APPROACH AND RUNWAY LIGHTING

AERODROME CHART - ICAO

AFIS 122.055

TORSBY



VAR 6° E 2025
Annual change +0.2°

ARP: 600917N 0125937E
AD ELEV: 394 ft

LEGEND See GEN 2.3

Dimensions in m.
ELEV in feet.
Bearings are magnetic.

RWY/TWY markings/lightings, see ESST AD 2.9.
Declared Distances, see ESST AD 2.13
Approach and Runway lighting, see ESST AD 2.14.

THR	BRG	THR POS, GUND	Surface, Bearing Strength	THR ELEV TDZ ELEV	VASIS (MEHT)
16	152°	600950.31N 0125909.75E GUND 107 ft	ASPH PCN 37 F/C/W/T	THR 350 ft	PAPI LEFT /3.50° (16 ft)
34	332°	600902.77N 0125948.85E GUND 106 ft	ASPH PCN 37 F/C/W/T	THR 394 ft	PAPI LEFT /3.50° (16 ft)

REMARK:
Non-standard strip dimensions (width and transverse slope) on parts of the strip. Fixed objects on the strip.

TWY	Surface, Bearing Strength	Width
A	ASPH PCN 37 F/C/W/T	15 m
B	ASPH PCN 15 F/B/X/T	10 m

REMARK:
TWY B: MAX Code letter B aircraft.

Apron	Surface, Bearing Strength
APRON	ASPH PCN 37 F/C/W/T

INS Coordinates for Aircraft Stands			
Stand	Apron	Coordinate	ELEV
1	APRON	600901.60N 125935.38E	397

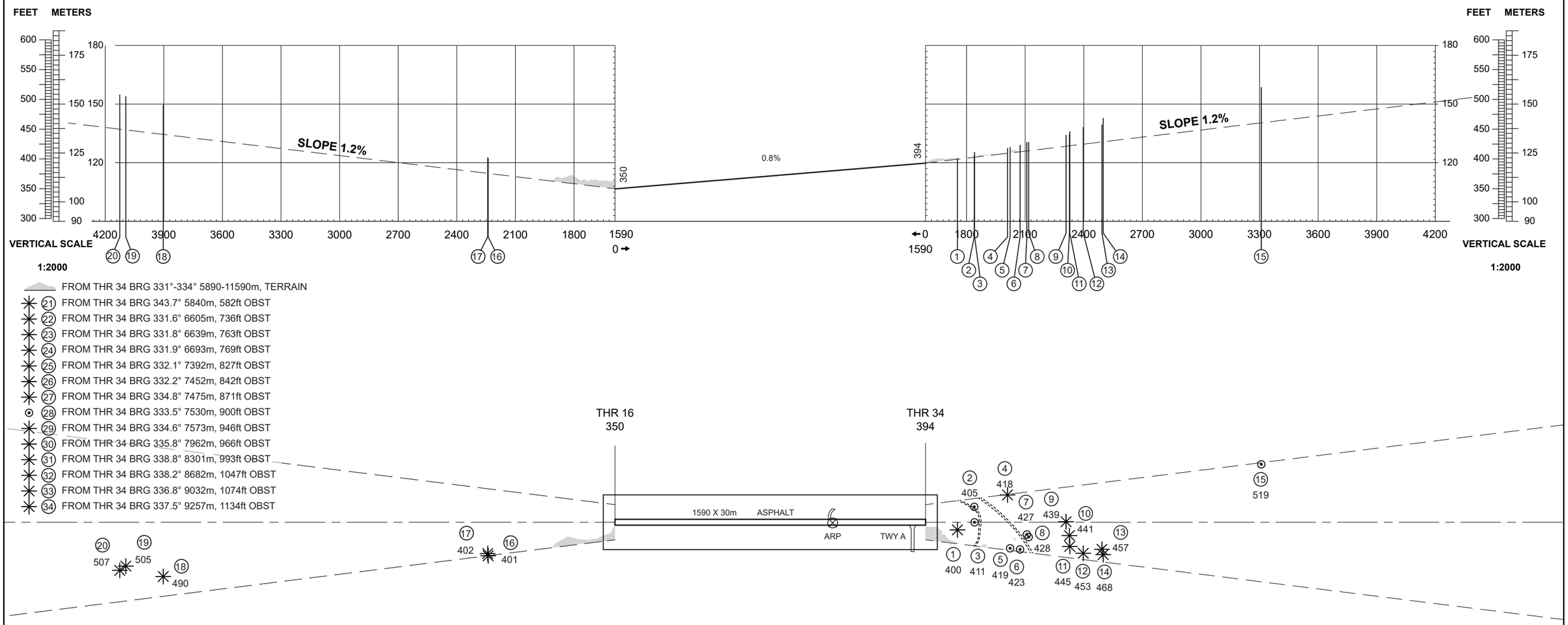
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AERODROME ELEVATION 394 FEET
MAGNETIC VARIATION 6° E 2025

RUNWAY BEARINGS
16 = GEO 157.70°; MAG 152°
34 = GEO 337.71°; MAG 332°

RWY 16	DECLARED DISTANCES	RWY 34
1590	TAKE-OFF RUN AVAILABLE	1590
1590	TAKE-OFF DISTANCE AVAILABLE	1590
1590	ACCELERATE STOP DISTANCE AVAILABLE	1590
1590	LANDING DISTANCE AVAILABLE	1590



HORIZONTAL SCALE 1:20 000

METRES
400 200 0 500 1000 1500 2000 2500
FEET
1000 500 0 1000 2000 3000 4000 5000 6000 7000 8000

ORDER OF ACCURACY
HORIZONTAL 5 m
VERTICAL 1 ft

LEGEND	
IDENTIFICATION NUMBER	①
POLE, TOWER, SPIRE, ANTENNA, ETC.	⊙
TREE OR SHRUB	✳
TERRAIN PENETRATING OBSTACLE PLANE	

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AD 2 AERODROMES

ESPE 2.1 AERODROME LOCATION INDICATOR AND NAME

ESPE - VIDSEL

ESPE 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1.	**ARP coordinates and site at AD**	655231N 0200900E RWY centre point
2.	**Direction and distance from (city)**	WNW 10.5 NM from Vidsel
3.	**Elevation/Reference temperature**	597 ft/+20.0°C
4.	**Geoid undulation at AD ELEV PSN**	88 ft
5.	**MAG VAR/Annual change**	11° E (2025)/+0.3 increasing
6.	**Name of aerodrome operator, address, telephone, telefax numbers, AFS, e-mail, website**	MIL AD: FM/Swedish Armed Forces FMV T&E Provplats Vidsel SE-942 95 Vidsel TEL: +46 929 370 00 FAX: +46 929 371 05 E-mail: f21-vidselairbase@mil.se AFS: ESPEZTZX
7.	**Types of traffic permitted (IFR/VFR)**	VFR
8.	**Remarks**	PPR for all traffic. Landing permission must be obtained from AD coordinator TEL +46 730 91 02 48, E-mail: f21-vidselairbase@mil.se

ESPE 2.3 OPERATIONAL HOURS

1.	**AD operator**	-
	AD Operating hours	PPR
2.	**Customs and immigration**	-
3.	**Health and sanitation**	-
4.	**AIS Briefing Office**	FPC, H24, +46 8 797 63 40, www.lfv.se/fpc
5.	**ATS Reporting Office (ARO)**	-
6.	**MET Briefing Office**	FPC, H24, +46 8 797 63 40, www.lfv.se/fpc
7.	**ATS**	MON-THU 0730-1100, 1145-1500 (0630-1000, 1045-1400) FRI and day before HOL (MON-FRI) 0730-1030 (0630-0930) HOL CLSD
8.	**Fuelling**	O/R
9.	**Handling**	O/R
10.	**Security**	-
11.	**De-Icing**	O/R
12.	**Remarks**	Frequent extension of operating HRS.

ESPE 2.4 HANDLING SERVICES AND FACILITIES

1.	**Cargo-handling facilities**	-
2.	**Fuel and oil types**	Fuel: MIL standard Oil: -
3.	**Fuelling facilities and capacity**	MIL standard
4.	**De-icing facilities**	MIL standard
5.	**Hangar space for visiting ACFT**	-

6.	**Repair facilities for visiting ACFT**	-
7.	**Remarks**	-

ESPE 2.5 PASSENGER FACILITIES

-

ESPE 2.6 RESCUE AND FIRE FIGHTING SERVICES

1.	**AD category for fire fighting**	CAT 3, CAT 4-6 1 HR PN
2.	**Rescue equipment**	-
3.	**Capability for removal of disabled aircraft**	-
4.	**Remarks**	-

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

1.	**Types of clearing equipment**	MIL standard
2.	**Clearance priorities**	-
3.	**Use of material for movement area surface treatment**	RWY de-iced with UREA
4.	**Specially prepared winter runways**	-
5.	**Remarks**	-

ESPE 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1.	**Apron surface and strength**	Apron 1 ASPH PCN - Apron 2 ASPH PCN - Apron 3 ASPH PCN - Apron 5 CONC PCN - Apron 85 ASPH PCN - Apron 86 CONC/ASPH PCN -
2.	**Taxiway width, surface and strength**	TWY A 8 m CONC_ASPH PCN - TWY A1 12 m CONC_ASPH PCN - TWY A2 13 m CONC_ASPH PCN - TWY A3 13 m CONC_ASPH PCN - TWY B 8 m CONC_ASPH PCN - TWY D 7.5 m ASPH PCN - TWY E 8 m CONC_ASPH PCN - TWY F 8.2 m ASPH PCN - TWY G 23 m ASPH PCN -
3.	**ACL, location and elevation**	Apron 597 ft
4.	**VOR checkpoints**	-
5.	**INS checkpoints**	-
6.	**Remarks**	-

ESPE 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**	-

2.	**RWY and TWY markings and LGT**	RWY 11/29: Designator, THR, TDZ, CL and edges are day marked. RTHL, REDL, RENL. TWY A: HLDG day marked. Edge lights TWY A1: HLDG day marked. Edge lights, RGL TWY A2: HLDG day marked. Edge lights, RGL TWY A3: HLDG day marked. Edge lights, RGL TWY B: HLDG day marked. Edge lights, RGL TWY D: HLDG day marked. Edge lights, RGL TWY E: HLDG day marked. Edge lights TWY F: HLDG day marked. Edge lights, RGL TWY G: HLDG day marked. Edge lights, RGL
3.	**Stop bars**	-
4.	**Remarks**	-

ESPE 2.10 AERODROME OBSTACLES

In Area 2				
OBST ID/Designation	**OBST type**	**OBST position**	**ELEV/HGT**	**Markings/ Type, colour**
a	**b**	**c**	**d**	**e**
f Remarks:	Not available			

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

ESPE 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**	CIV TAF not produced
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**	VIDSEL TWR VIDSEL APP
10.	**Additional information (limitation of service, etc.)**	Above info applicable to civil operations. MIL WX O/R

ESPE 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
11	116.60°	2234 x 35	PCN - ASPH	655247.28N 0200741.06E GUND 87 ft	THR 597 ft
29	296.64°	2234 x 35	PCN - ASPH	655214.97N 0201018.67E GUND 86.7 ft	THR 594.0 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
11	-	-	-	-	-
29	-	-	-	-	-

Designations RWY NR	Location/ description of arresting system	OFZ (Yes/No)	Remarks
1	12	13	14
11	-	-	Arresting net beyond THR 29
29	-	-	Arresting gear (cable) 235 m from RWY END 29. Deployment O/R.

ESPE 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
11	2234	2234	2234	2234	-
29	2234	2234	2234	2234	-

ESPE 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
11	-	Green	-	-	-	2234/60 m White Caution zone 600 m yellow LIL/LIH	Red	-
29	750 M LIL/LIH	Green	-	-	-	2234/60 m White Caution zone 600 m yellow LIL/LIH	Red	-
10 Remarks:	RWY 29: MIL LGT. EFAS.							

ESPE 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1.	**ABN/IBN location, characteristics and hours of operation**	-
2.	**LDI location and LGT**	Lighted windsock S mid RWY
	Anemometer location and LGT	At RWY ends, lighted
3.	**TWY edge and centre line lighting**	Edge: A, A1, A2, A3, B, D, E, F, G CL: -
4.	**Secondary power supply/switch-over time**	Available/15 sec
5.	**Remarks**	-

ESPE 2.16 HELICOPTER LANDING AREA

RWY

ESPE 2.17 ATS AIRSPACE

1.	**Designation and lateral limits**	VIDSEL CTR	660155N 0194245E - 655655N 0201145E - 655155N 0203445E - 654455N 0202445E - 654855N 0200145E - 655455N 0193445E to point of origin.
2.	**Vertical limits**	VIDSEL CTR	3000 ft AMSL GND
3.	**Airspace classification**	C	
4.	**ATS unit call sign** **Language(s)**	VIDSEL TOWER Swedish/English	
5.	**Transition altitude**	5000 ft AMSL	
6.	**Hours of applicability**	CTR established during hours of TWR.	
7.	**Remarks**	-	

ESPE 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channels	Hours of operation	Remarks
1	2	3	4	5
TWR	VIDSEL TOWER	130.400	HO	PRIMARY VDF
		121.500	HO	VDF
APP	VIDSEL APPROACH	119.200	HO	VDF
		124.150	HO	VDF
PAR	VIDSEL PRECISION	135.400	HO	MIL operations only. No VDF

ESPE 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
-							

ESPE 2.20 LOKALA FLYGPLATSFÖRESKRIFTER

NIL

ESPE 2.20 LOCAL AERODROME REGULATIONS

NIL

ESPE 2.21 BULLERREDUCERANDE FÖRFARANDEN

NIL

ESPE 2.21 NOISE ABATEMENT PROCEDURES

NIL

ESPE 2.22 FLYGPROCEDURER

NIL

ESPE 2.22 FLIGHT PROCEDURES

NIL

ESPE 2.23 TILLÄGGSINFORMATION

NIL

ESPE 2.23 ADDITIONAL INFORMATION

NIL

ESPE 2.24 FLYGKARTOR AVSEENDE EN FLYGPLATS

Charts	*Pages*
Area Chart - ICAO VIDSEL TMA	AD 2 ESPE 5 - 1
ATC Surveillance Minimum Altitude Chart - ICAO	AD 2 ESPE 7 - 1
VAC - ICAO	AD 2 ESPE 9 - 1

ESPE 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

ESPE 2.25 GENOMTRÄNGANDE AV YTAN FÖR VISUELLA SEGMENTET (VSS)

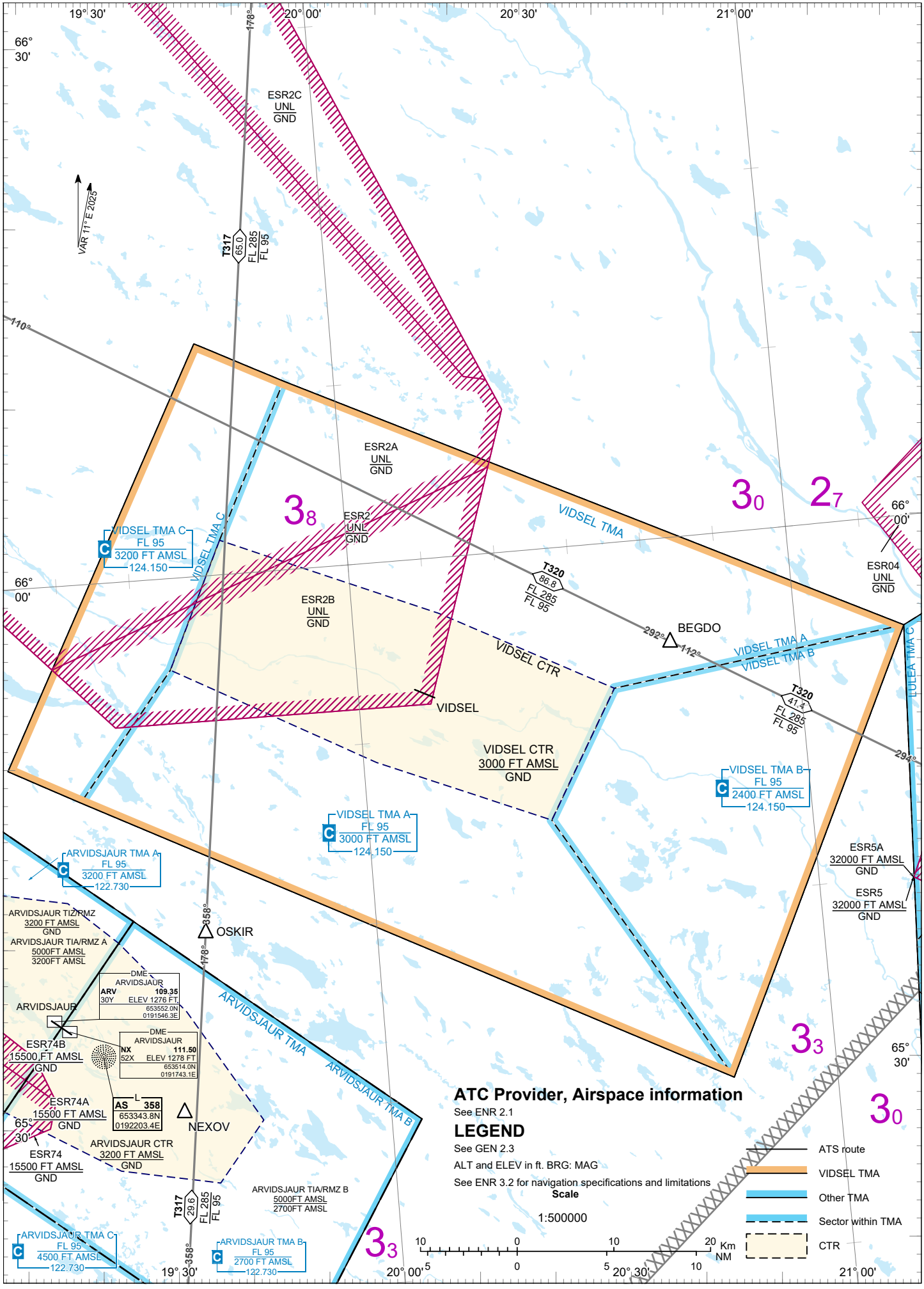
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ESPE 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

-

AREA CHART - ICAO **VIDSEL**

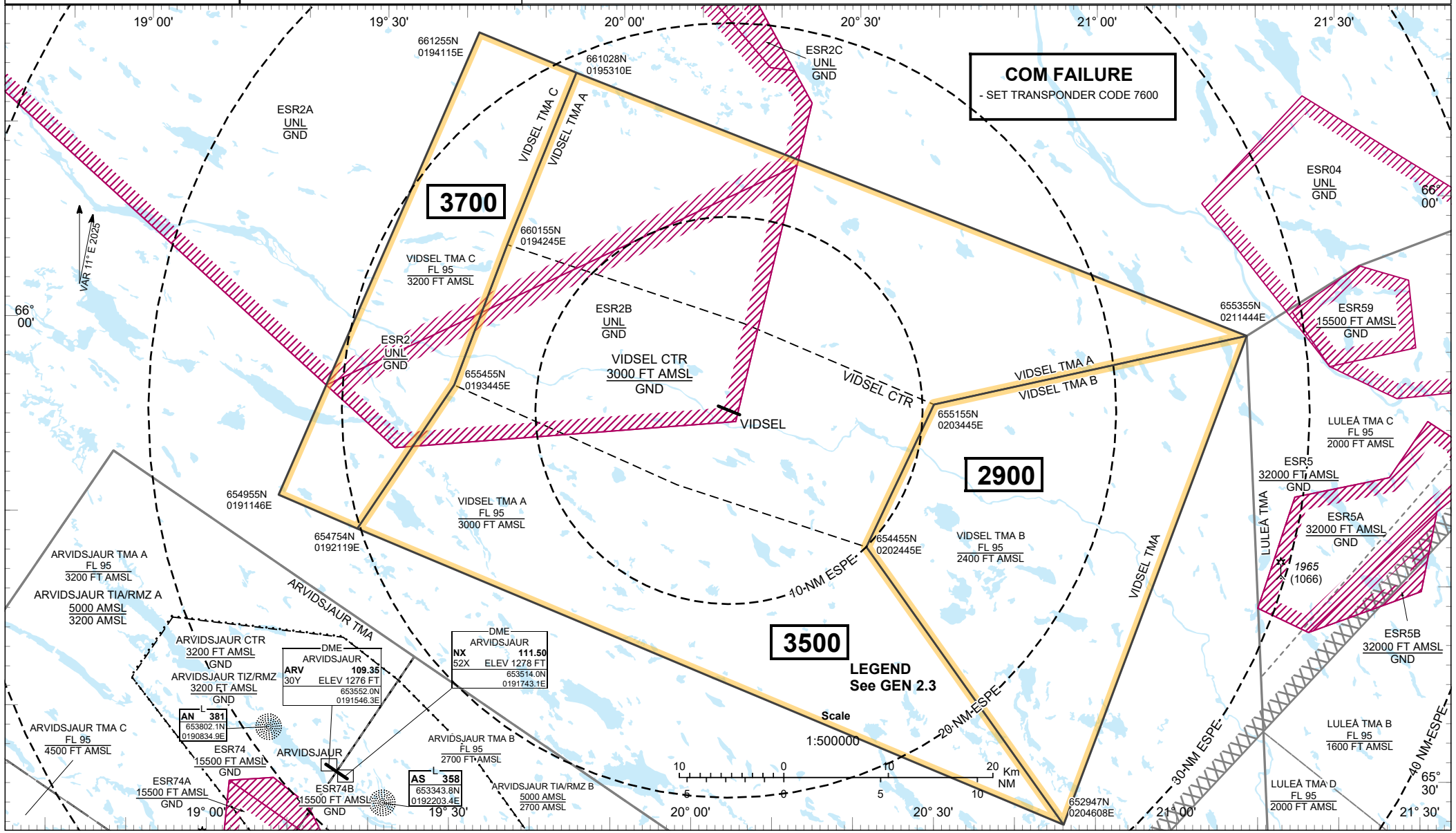


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ATC Surveillance Minimum Altitude Chart

VIDSEL

ESPE AD ELEV 597 FT ELEV and ALT in ft **TA 5000 AMSL**	**VIDSEL TOWER** 130.400 **VIDSEL APPROACH** 124.150	THIS CHART MAY ONLY BE USED FOR CROSS-CHECKING OF ASSIGNED ALTITUDES WHILST IN RECEIPT OF RADAR SERVICE LEVELS ASSIGNED BY ATC INCLUDE A CORRECTION FOR LOW TEMPERATURE EFFECT



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VISUAL APPROACH CHART - ICAO

1:250000

1 0 1 2 3 4 5 Km
1 0 1 2 3 NM

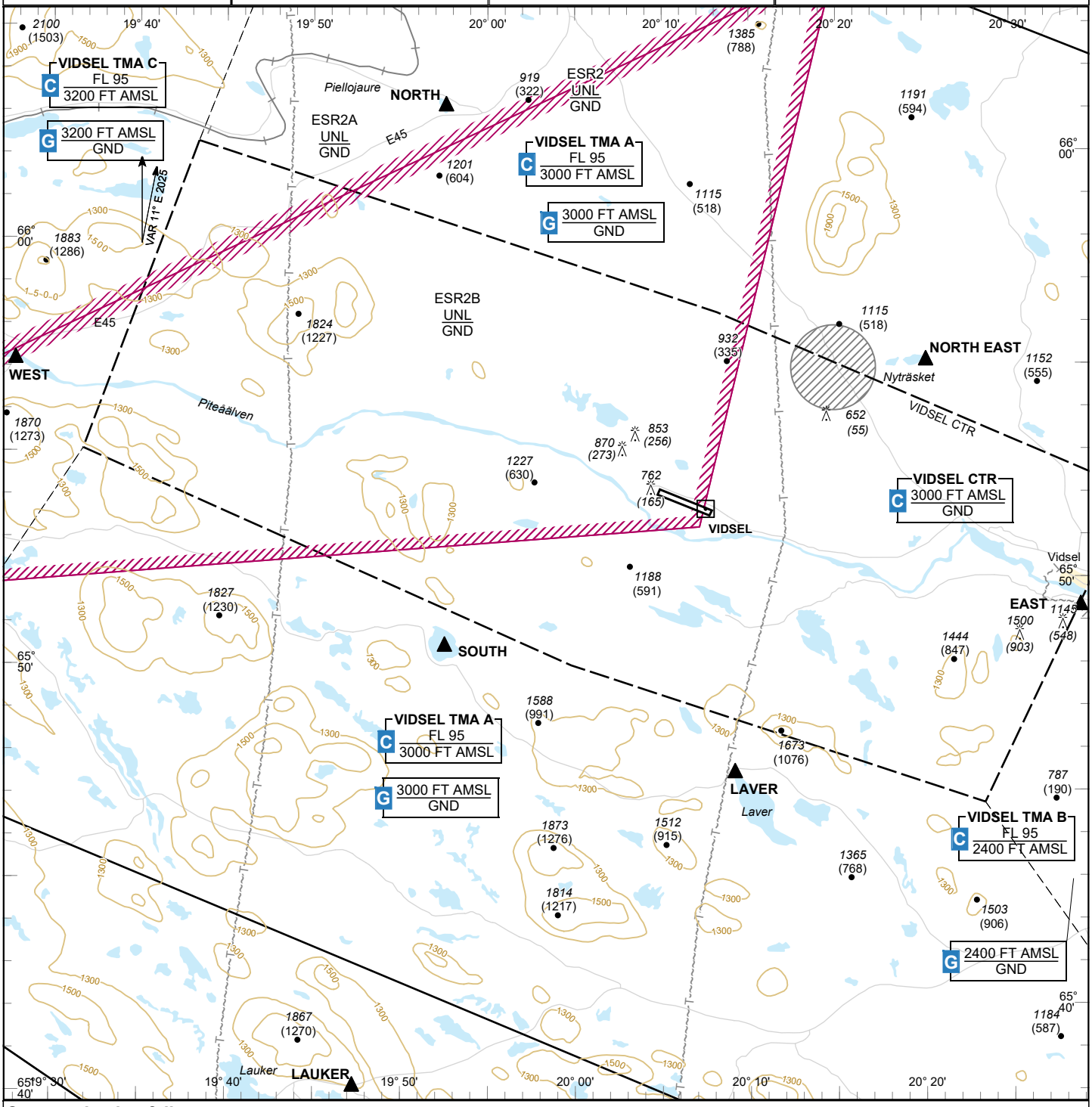
AD ELEV 597 FEET

ELEV and ALT in ft
HGT in ft above AD ELEV

TA 5000 AMSL

VIDSEL TOWER	130.400
VIDSEL APPROACH	124.150

VIDSEL SWEDEN



Communication failure
NIL

RWY NR	THR ELEV	PAPI (MEHT)
11	1959 ft	NIL
29	1949 ft	NIL

Entry / exit point

NORTH: Lake Piellojaure	660217N 0195709E
NORTH EAST: Lake Nyträsket	655524N 0202330E
EAST: Southeast of Vidsel village, south of Piteälven	654921N 0203110E
LAVER: Lake Laver	654606N 0201037E
SOUTH: Lake Ljusträsket	654937N 0195435E
LAUKER: Lake Lauker	653928N 0194720E
WEST: Bridge E45 over Piteälven	655709N 0193115E

Entry / exit point outside chart border

SLENG: Lake Sleng	654907N 0192621E

Remark
Avoid Noise Sensitive Area below 3000 FT GND

Legend
See GEN 2.3

Holding
NIL

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AD 2 AERODROMES

ESNV 2.1 AERODROME LOCATION INDICATOR AND NAME

ESNV - VILHELMINA

ESNV 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1.	**ARP coordinates and site at AD**	643443N 0165023E RWY 450 m from THR 28
2.	**Direction and distance from (city)**	SE 5 NM from Vilhelmina
3.	**Elevation/Reference temperature**	1141 ft/info not avbl
4.	**Geoid undulation at AD ELEV PSN**	96 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**	Vilhelmina flygplats Sagadal 4 SE-912 90 Vilhelmina TEL: +46 940 398 88 FAX: +46 940 398 99 E-mail: bokning@southlaplandairport.com AFS: ESNVZTZX Website: www.southlaplandairport.com
7.	**Types of traffic permitted (IFR/VFR)**	IFR/VFR. Max RWY ref code 3C
8.	**Remarks**	-

ESNV 2.3 OPERATIONAL HOURS

1.	**AD operator**	HX
	AD Operating hours	H24
2.	**Customs and immigration**	-
3.	**Health and sanitation**	-
4.	**AIS Briefing Office**	FPC, H24, +46 8 797 63 40, www.lfv.se/fpc
5.	**ATS Reporting Office (ARO)**	Ref AIP SUP/NOTAM
6.	**MET Briefing Office**	FPC, H24, +46 8 797 63 40, www.lfv.se/fpc
7.	**ATS**	Ref AIP SUP/NOTAM
8.	**Fuelling**	As ATS
9.	**Handling**	O/R
10.	**Security**	O/R
11.	**De-Icing**	O/R
12.	**Remarks**	-

ESNV 2.4 HANDLING SERVICES AND FACILITIES

1.	**Cargo-handling facilities**	-
2.	**Fuel and oil types**	Fuel: Jet A1 Oil: -
3.	**Fuelling facilities and capacity**	Jet A1: 60,000 l
4.	**De-icing facilities**	Available, Type I and II, mobile unit
5.	**Hangar space for visiting ACFT**	-
6.	**Repair facilities for visiting ACFT**	-

7.	**Remarks**	Dual operators required to perform fuelling Jet A1. For payment of fuel major credit cards accepted.

ESNV 2.5 PASSENGER FACILITIES

1.	**Hotels**	In Vilhelmina
2.	**Restaurants**	In Vilhelmina
3.	**Transportation**	Taxis, rental cars
4.	**Medical facilities**	In Vilhelmina
5.	**Bank and Post Office**	Bank: In Vilhelmina Post: In Vilhelmina
6.	**Tourist Office**	In Vilhelmina
7.	**Remarks**	-

ESNV 2.6 RESCUE AND FIRE FIGHTING SERVICES

1.	**AD category for fire fighting**	CAT 4 only 5 min before departure and arriving for SKED TFC, other hours O/R.
2.	**Rescue equipment**	By arrangement, municipal rescue service
3.	**Capability for removal of disabled aircraft**	Suitable for aircraft up to ATR 72. Contact Aerodrome manager +46 70 227 02 60.
4.	**Remarks**	Higher fire fighting CAT O/R

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

1.	**Types of clearing equipment**	Blowers, sweepers, slinger, spreader
2.	**Clearance priorities**	RWY, TWY, Apron, Emergency access roads
3.	**Use of material for movement area surface treatment**	Sand, Frozen sand
4.	**Specially prepared winter runways**	-
5.	**Remarks**	-

ESNV 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1.	**Apron surface and strength**	Apron ASPH PCN 12/F/B/X/U
2.	**Taxiway width, surface and strength**	TWY A 15 m ASPH PCN 12/F/B/X/U TWY TO HANGAR 10 m ASPH PCN -
3.	**ACL, location and elevation**	Apron, see ESNV Aerodrome Chart
4.	**VOR checkpoints**	-
5.	**INS checkpoints**	-
6.	**Remarks**	-

ESNV 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.
2.	**RWY and TWY markings and LGT**	RWY 10/28: Designator, THR, TDZ, CL and edges are day marked. RTHL, REDL, RENL. TWY A: CL, HLDG day marked. Edge lights, RGL TWY TO HANGAR: CL
3.	**Stop bars**	-
4.	**Remarks**	-

ESNV 2.10 AERODROME OBSTACLES

In Area 2				
OBST ID/Designation	**OBST type**	**OBST position**	**ELEV/HGT**	**Markings/ Type, colour**
a	**b**	**c**	**d**	**e**
ESNV1	SIGN	643438.6N 0165104.7E	1150 ft / -	-
ESNV2	SIGN	643440.0N 0165112.5E	1156 ft / -	-
ESNV3	SIGN	643440.4N 0165113.3E	1157 ft / -	-
ESNV4	VEGETATION	643436.6N 0165117.1E	1160 ft / -	-
ESNV5	VEGETATION	643438.7N 0165122.0E	1170 ft / -	-
ESNV6	VEGETATION	643433.5N 0165119.5E	1176 ft / -	-
ESNV7	VEGETATION	643432.9N 0165119.5E	1177 ft / -	-
ESNV8	VEGETATION	643438.9N 0165123.4E	1181 ft / -	-
ESNV9	VEGETATION	643439.6N 0165123.9E	1184 ft / -	-
ESNV10	BUILDING	643439.8N 0165125.6E	1187 ft / -	-
ESNV11	VEGETATION	643440.2N 0165126.4E	1192 ft / -	-
ESNV12	BUILDING	643440.3N 0165127.1E	1193 ft / -	-
ESNV13	ANTENNA	643438.2N 0165130.2E	1200 ft / -	-
ESNV14	TREE	643431.6N 0165132.0E	1204 ft / -	-
ESNV15	TREE	643430.5N 0165131.7E	1210 ft / -	-
ESNV16	TREE	643430.4N 0165134.4E	1212 ft / -	-
ESNV17	TREE	643430.2N 0165140.1E	1215 ft / -	-
ESNV18	TREE	643431.7N 0165141.9E	1218 ft / -	-
ESNV19	TREE	643430.0N 0165142.7E	1219 ft / -	-
ESNV20	TREE	643430.2N 0165143.5E	1221 ft / -	-
ESNV21	TREE	643438.1N 0165150.8E	1224 ft / -	-
ESNV22	TREE	643437.3N 0165150.5E	1224 ft / -	-
ESNV23	TREE	643437.7N 0165152.8E	1226 ft / -	-
ESNV24	TREE	643421.9N 0165719.4E	1469 ft / -	-
ESNV25	TREE	643423.1N 0165735.0E	1594 ft / -	-
ESNV26	TREE	643423.6N 0165738.2E	1624 ft / -	-
ESNV27	OTHER	643452.7N 0164904.2E	1154 ft / -	-
ESNV28	TREE	643506.2N 0164737.1E	1211 ft / -	-
ESNV29	TREE	643505.6N 0164731.6E	1220 ft / -	-
ESNV30	TREE	643504.2N 0164730.5E	1220 ft / -	-
ESNV31	TREE	643504.9N 0164729.3E	1225 ft / -	-
ESNV32	TREE	643507.7N 0164725.4E	1234 ft / -	-
ESNV33	TREE	643508.5N 0164714.1E	1242 ft / -	-
ESNV34	TREE	643505.1N 0164711.0E	1244 ft / -	-
ESNV35	TREE	643506.2N 0164709.8E	1251 ft / -	-
ESNV36	TREE	643507.0N 0164708.7E	1254 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			

ESNV 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**	TAF not produced
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**	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**	VILHELMINA AFIS
10.	**Additional information (limitation of service, etc.)**	Flight planning room available

ESNV 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
10	103.14°	1500 x 30	PCN 12/F/B/X/U ASPH	643450.20N 0164905.97E End RWY: 643439.18N 0165055.73E GUND 96 ft	THR 1139 ft
28	283.17°	1500 x 30	PCN 12/F/B/X/U ASPH	643440.96N 0165038.13E GUND 96.4 ft	THR 1139.2 ft TDZ: 1140.4 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
10	See ESNV AOC	-	-	1620 x 280	90 x 60
28	See ESNV AOC	-	-	1620 x 280	90 x 60

Designations RWY NR	Location/ description of arresting system	OFZ (Yes/No)	Remarks
1	12	13	14
10	-	-	VFR traffic shall touch-down 150 m inwards from THR.
28	-	-	THR 28 displaced 241 m

ESNV 2.13 DECLARED DISTANCES

AERODROME CHART - ICAO

AFIS: 122.555

VILHELMINA

RWY NR	BRG	THR POS, GUND	Surface, Bearing Strength	THR ELEV TDZ ELEV	VASIS (MEHT)
10	096°	643450.20N 0164905.97E GUND 96 ft	ASPH PCN 12 F/B/X/U	THR 1139 ft	PAPI LEFT /3.00° (22 ft)
28	276°	643440.96N 0165038.13E GUND 96.4 ft	ASPH PCN 12 F/B/X/U	THR 1139.2 ft TDZ 1140.4 ft	PAPI LEFT /3.00° (49 ft)

ARP: 643443N 0165023E
AD ELEV: 1141 ft

LEGEND See GEN 2.3

Dimensions in m.
ELEV in feet.
Bearings are magnetic.

RWY/TWY markings/lightings, see ESNV AD 2.9.
Declared Distances, see ESNV AD 2.13
Approach and Runway lighting, see ESNV AD 2.14.

64°35′

REMARK:
THR 28 permanetly displaced 241 m. Supplementary approach lighting is inset into the runway.

VAR 7° E 2020
Annual change +0.2°

ILS LOC
INV

DME
INV

Strip 1620 x 280 m

ACL 1142

Fire station

Hangar

Terminal

Hangar

Weather station

Fuel

TWR

Anemometer

ILS GP

Ceilometer

Monitor

RESA 90 x 60 m

1139

10

PAPI

TWY TO HANGAR

1500 x 30 m ASPH

Apron

TWY A

END RWY 10
643439.18N
0165055.73E
ELEV 1141 ft

ARP

1139.2

28

PAPI

RESA 90 x 60 m

RENL

TWY	Surace, Bearing Strength	Width
A	ASPH PCN 12 F/B/X/U	15 m
TO HANGAR	ASPH	10 m

Apron	Surface, Bearing Strength
APRON	ASPH PCN 12 F/B/X/U

1:5 000

0 100 200 300 400 m

16°49′ 16°50′ 16°51′

CHANGE: RESA, Editorial

INTENTIONALLY

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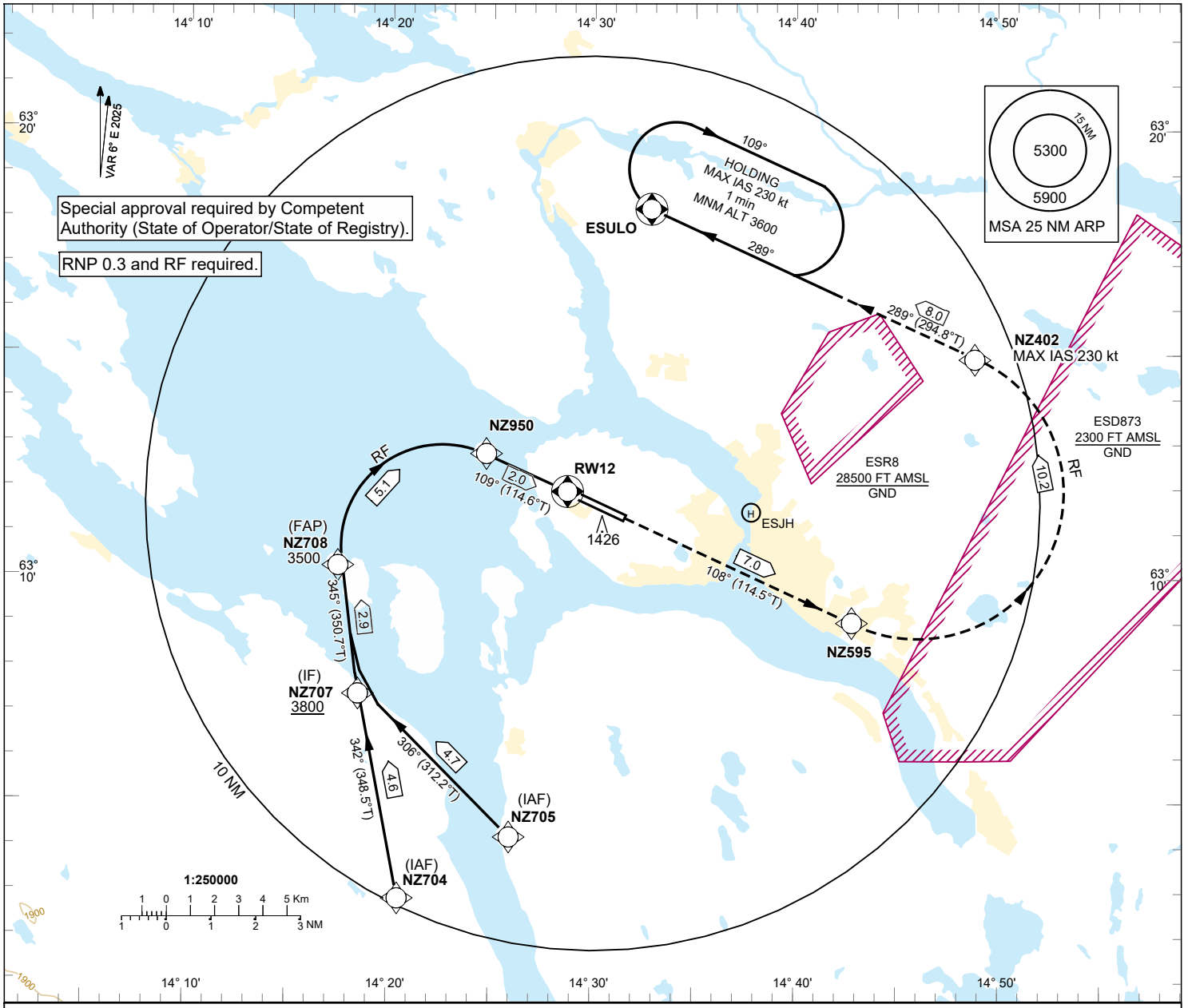
ÅRE ÖSTERSUND
RNP y RWY 12 (AR)

INSTRUMENT APPROACH CHART - ICAO

THR ELEV 1194.0 ft AD ELEV 1234 ft
OCH are related to THR
Circling OCH are related to AD ELEV
BRG are MAG (TRUE)
ALT, HGT and ELEV in ft

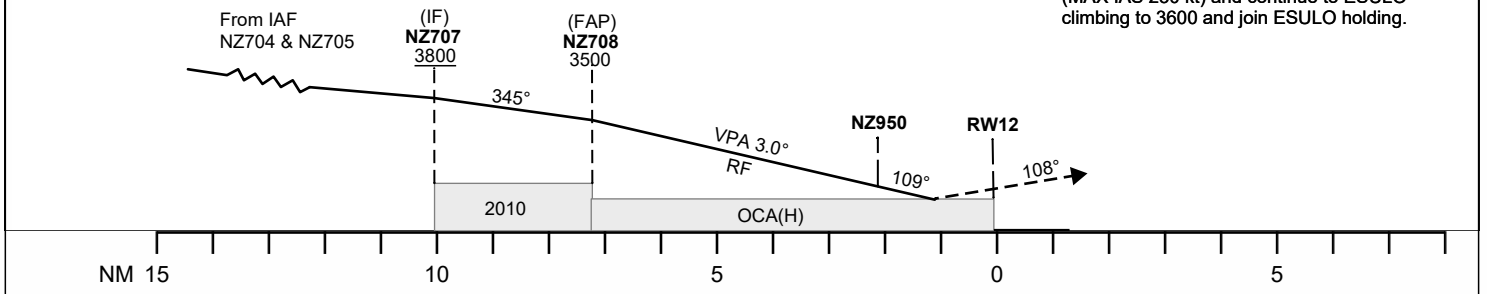
ÖSTERSUND TOWER 135.655

NA BELOW -25°C VPA EXCEEDS 3.5° ABOVE 59° C



TA 6000 ft AMSL RDH 50.0 ft

MISSED APPROACH:
Climb to NZ595. Turn left via RF leg to NZ402 (MAX IAS 230 kt) and continue to ESULO climbing to 3600 and join ESULO holding.



OCA (OCH)				
Cat of ACFT	A	B	C	D
RNP (0.3)	1464(270)	1486(292)	1505(311)	1523(329)

Final approach							
Dist to RWY12	NM	7	6	5	4	3	2
ALT	ft	3473	3155	2836	2518	2200	1881

CHANGE: Coding

ÅRE ÖSTERSUND
RNP Y RWY 12 (AR)

RNP Y RWY 12 (AR) via NZ704

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft/AMSL)	Speed Limits (kt)	VPA/RDH (°/ft)	ARC Radius (NM)	Arc Centre	Navigation Specification
IF	NZ704	-	-	-	-	-	-	-	-	-	RNP 1.0
TF	NZ707	-	342°(348.5°T)	4.6	-	+3800	-	-	-	-	RNP 1.0
TF	NZ708	-	345°(350.7°T)	2.9	-	@3500	-185	-	-	-	RNP 0.3
RF	NZ950	-	-	5.1	R	-		-3	2.349	NZ709	RNP 0.3
TF	RW12	Y	109°(114.6°T)	2.0	-	@1244	-	-3/50	-	-	RNP 0.3
TF	NZ595	-	108°(114.5°T)	7.0	-	-	-	-	-	-	RNP 1.0
RF	NZ402	-	-	10.2	L	-	-230	-	3.261	NZ401	RNP 1.0
TF	ESULO	Y	289°(294.8°T)	8.0	-	+3600	-	-	-	-	RNP 1.0
HM	ESULO	-	289°(295.0°T)	-	R	+3600	-230	-	-	-	RNAV 1

RNP Y RWY 12 (AR) via NZ705

Path Term	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Rest Alts (ft AMSL)	Speed Limits (kt)	VPA/RDH (°/ft)	Arc Radius NM	Arc Centre	Navigation Specification
IF	NZ705	-	-	-	-	-	-	-	-	-	RNP 1.0
TF	NZ707	-	306°(312.2°T)	4.7	-	+3800	-	-	-	-	RNP 1.0
TF	NZ708	-	345°(350.7°T)	2.9	-	@3500	-185	-	-	-	RNP 0.3
RF	NZ950	-	-	5.1	R	-	-	-3	2.349	NZ709	RNP 0.3
TF	RW12	Y	109°(114.6°T)	2,0	-	@1244	-	-3/50	-	-	RNP 0.3
TF	NZ595	-	108°(114.5°T)	7.0	-	-	-	-	-	-	RNP 1.0
RF	NZ402	-	-	10.2	L	-	-230	-	3.261	NZ401	RNP 1.0
TF	ESULO	Y	289°(294.8°T)	8.0	-	+3600	-	-	-	-	RNP 1.0
HM	ESULO	-	289°(295.0°T)	-	R	+3600	-230	-	-	-	RNAV1

2.	**RWY and TWY markings and LGT**	RWY 14/32: Designator, THR, TDZ, CL and edges are day marked RTHL, REDL, RENL TWY A: CL, HLDG day marked. Edge lights, RGL TWY C: CL, HLDG day marked. Edge lights, RGL TWY F: CL, HLDG day marked. Edge lights, RGL TWY G: CL, HLDG day marked. Edge lights, RGL TWY M: CL, HLDG day marked. RGL
3.	**Stop bars**	-
4.	**Remarks**	-

ESTA 2.10 AERODROME OBSTACLES

In Area 2				
OBST ID/Designation	**OBST type**	**OBST position**	**ELEV/HGT**	**Markings/ Type, colour**
a	**b**	**c**	**d**	**e**
ESTA1	TREE	561703.0N 0125156.6E	61 ft / -	-
ESTA2	TREE	561629.8N 0125246.0E	120 ft / -	-
ESTA3	ANTENNA	561757.8N 0125024.6E	72 ft / -	-
ESTA4	TREE	561824.6N 0124923.3E	127 ft / -	-
ESTA5	TREE	561844.2N 0124842.5E	165 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			

ESTA 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**	ÄNGELHOLM TWR ÄNGELHOLM APP
10.	**Additional information (limitation of service, etc.)**	Flight planning room available at apron W

ESTA 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
14	136.38°	1945 x 45	PCN 51/F/C/X/U ASPH	561752.12N 0125039.16E GUND 120.6 ft	THR 60.2 ft TDZ: 60.8 ft
32	316.39°	1945 x 45	PCN 51/F/C/X/U ASPH	561706.60N 0125157.16E GUND 121 ft	THR 52 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
14	See ESTA AOC	-	-	2065 x 300	90 x 90
32	See ESTA AOC	-	205 x 180	2065 x 300	240 x 90

Designations RWY NR	Location/ description of arresting system	OFZ (Yes/No)	Remarks
1	12	13	14
14	-	-	-
32	-	-	-

ESTA 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
14	1945	1945	1945	1945	-
32	1945	2150	1945	1945	-

RWY Designator	INTERSECTION	TORA (m)	TODA (m)	ASDA (m)	-	Remarks
1		2	3	4	5	6
32	TWY F	1848	2053	1848	-	-

ESTA 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
14	CAT I 900 M LIH	Green	PAPI Left side/3.00° 37 ft	-	-	1945/60 m White Caution zone 600 m yellow LIH	Red	-

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
32	SALS 420 M LIH	Green	PAPI Left side/3.00° 54 ft	-	-	1945/60 m White Caution zone 600 m yellow LIH	Red	-
10 Remarks:	RWY 14: Barrette CL LED lights on APCH LGT RWY 32: LED lights on APCH LGT							

ESTA 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1.	**ABN/IBN location, characteristics and hours of operation**	-
2.	**LDI location and LGT**	Windsocks at THRs left side, No light. Windsock N of TWY M, lighted
	Anemometer location and LGT	400 m S THR 14 and 280 m N THR 32
3.	**TWY edge and centre line lighting**	Edge: A, C, F, G CL: - LED lights on all RGL
4.	**Secondary power supply/switch-over time**	Available/1 sec
5.	**Remarks**	-

ESTA 2.16 HELICOPTER LANDING AREA

RWY 14/32 to be used

ESTA 2.17 ATS AIRSPACE

1.	**Designation and lateral limits**	ÄNGELHOLM CTR	562721N 0124021E - 562259N 0130320E - 561300N 0130602E - 560930N 0130004E - 561244N 0124651E - 561459N 0124251E - 562258N 0123255E to point of origin.
2.	**Vertical limits**	ÄNGELHOLM CTR	1500 ft AMSL / GND
3.	**Airspace classification**	C	
4.	**ATS unit call sign** **Language(s)**	ANGELHOLM TOWER Swedish/English	
5.	**Transition altitude**	5000 ft AMSL	
6.	**Hours of applicability**	CTR established during hours of TWR.	
7.	**Remarks**	-	

ESTA 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channels	Hours of operation	Remarks
1	2	3	4	5
TWR	ANGELHOLM TOWER	127.105	HO	PRIMARY
		121.500	HO	-
APP	ÄNGELHOLM APPROACH	132.455	HO	-

ESTA 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 14 ILS CAT II (4° E 2020)	DB	111.30 MHz	H24 Monitoring of signal in space limited to ATS HR of OPS	561657.7N 0125212.4E	-	-	380 m beyond THR 32 LOC Class II/D/3
GP 14	-	332.30 MHz	H24 Monitoring of signal in space limited to ATS HR of OPS	561747.5N 0125057.1E	-	-	Angle 3.00° RDH 50.9 ft 317 m past THR 14 left side GP Class II/T/2
L 14	LB	370.5 kHz	H24 Monitoring of signal in space limited to ATS HR of OPS	562047.6N 0124558.9E	-	-	Range 25 NM
L 32	AH	417 kHz	H24 Monitoring of signal in space limited to ATS HR of OPS	561558.2N 0125402.7E	-	-	Range 15 NM
DME	DB	111.30 MHz	H24 Monitoring of signal in space limited to ATS HR of OPS	561747.6N 0125057.3E	82 ft	-	DME Channel 50X

ESTA 2.20 LOKALA FLYGPLATSFÖRESKRIFTER

1. Dagligen mellan 2100 och 0500 (2000–0400) får flygplatsen inte trafikeras med flygplan certifierade enligt ICAO Annex 16, Volume I, Part II, Chapter 2.

2. Upprepade instrumentinflygningar samt TGL tillåts under följande tider:
MON–THU 0730–1900 (0630–1800)
FRI 0730–1600 (0630–1500)
SAT, SUN, HOL 0900–1600 (0800–1500)

3. På parkeringsplats får APU användas endast när så krävs för motorstart eller för reglering av kabinvärme. APU får därvid inte startas tidigare än 15 min före beräknad tid för taxning.

ESTA 2.20 LOCAL AERODROME REGULATIONS

1. Daily between 2100–0500 (2000–0400) the aerodrome must not be used by aircraft certificated in accordance with ICAO Annex 16, Volume I, Part II, Chapter 2.

2. Repeated instrument approaches and TGL accepted during the following hours:
MON–THU 0730–1900 (0630–1800)
FRI 0730–1600 (0630–1500)
SAT, SUN, HOL 0900–1600 (0800–1500)

3. On parking stand APU shall not be operated unless required for engine start or adjustment of cabin heat. In no case APU may be started earlier than 15 min before estimated time for taxiing.

4. IFR-trafik ska vara redo för motorstart när start-up begärs från ATC.

5. Minsta möjliga motoreffekt ska användas på plattorna, p.g.a. jetblast.

6. Uppgift om transponderkod lämnas under uttaxning.

7. Flygtrafik utanför ATS öppethållning:

- Flygplatsens medgivande krävs för flygtrafik.
- Start och landning får endast ske när sikten överstiger 800 m.
- Ingen flygtrafik får förekomma i skymning och mörker.
- All flygtrafik inom CTR ska blindsända sin avsikt på kanal 127.105.
- Markfordon kan förekomma utan dubbelriktad flygradioförbindelse.
- Högervarv tillämpas vid start och landning bana 32.

4. IFR traffic shall be ready to start engines when requesting start-up from ATC.

5. Engines shall be operated at minimum thrust on aprons, due to jet blast.

6. Transponder code will be communicated during outtaxiing.

7. Air traffic outside ATS hours of operation:

- Aerodrome consent is required for all air traffic.
- Take-off or landing may only take place when visibility exceeds 800 m.
- No traffic may take place during twilight and darkness.
- All traffic within the CTR must transmit their intention on channel 127.105.
- Ground vehicles can occur without two-way VHF communication.
- Right hand traffic circuit applies for take-off and landing RWY 32.

ESTA 2.21 BULLERREDUCERANDE FÖRFARANDEN

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

2. 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.

ESTA 2.21 NOISE ABATEMENT PROCEDURES

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

2. 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.

ESTA 2.22 FLYGPROCEDURER

1 Ankommande IFR-trafik inom Ängelholm TMA/ CTR

Flygvägar
Se ESTA STARs.

2 Startprocedurer, omnidirectional

ESTA 2.22 FLIGHT PROCEDURES

1 Inbound IFR traffic within ÄngelholmTMA/CTR

Routes
See ESTA STARs.

2 Omnidirectional departure procedures

RWY	Procedure	Significant obstacle		
		Obstacle	Elevation (ft)	Direction (GEO)/Dist (m) from THR
14	Climb straight ahead to MNM turning ALT 600 ft. Continue climb to appropriate MSA.	Antenna (CIO)	112	133°/2500
32	Climb straight ahead to MNM turning ALT 700 ft. Continue climb to appropriate MSA.	-	-	-

3 Avbrott i radioförbindelse

Luftfartyg skall följa de föreskrifter som anges i AIP ENR 1.3.

4 Lågsiktsprocedurer (LVP)

Minimum RVR för avgångstrafik är 400 m.

3 Communication failure

Aircraft shall follow the procedures laid down in AIP ENR 1.3.

4 Low visibility procedures (LVP)

Minimum RVR for departures is 400 m.

LVP finns etablerade och träder ikraft senast om RVR är lägre än 550 m och/eller molnbasen är lägre än 200 ft eller på begäran. Meddelande om att LVP tillämpas lämnas av ATS.

LVP are established and will be in force at latest when RVR falls below 550 m and/or the cloudbase is less than 200 ft or on request. The application of LVP will be announced by ATS.

När LVP tillämpas tillåts endast ett luftfartyg eller fordon inom LVP-området (manöverområdet enl ESTA Aerodrome Chart).

When LVP is applied only one aircraft or vehicles are allowed in the LVP area (same as manoeuvring area on ESTA Aerodrome Chart).

5 VFR flygning inom Ängelholm TMA/CTR

Normala in- och utpasseringspunkter
Se ESTA VAC.

Väntlägen
Se ESTA VAC.

5 VFR flight within Ängelholm TMA/CTR

Normal entry and exit points
See ESTA VAC.

Holding points
See ESTA VAC.

6 Inflygningsprocedur Annan än standard

Speciell inflygningsprocedur Annan än standard CAT II RWY 14 tillgänglig på begäran.

Lågsiktsprocedurer skall vara i kraft.

Godkännande för användning av Annan än standard CAT II krävs av Transportstyrelsen och för utländska operatörer deras nationella flygsäkerhetsmyndighet.

6 Approach procedure Other Than Standard (OTS)

Special approach procedure Other Than Standard (OTS) CAT II RWY 14 available on request.

Low visibility procedures (LVP) shall be in force.

Authorization for Other Than Standard (OTS) Category II operations by the operator's National Aviation Authority is required.

ESTA 2.23 TILLÄGGSINFORMATION

1 Undantag från krav i CS-ADR-DSN:

- Lutningar på plattan – 1.4 % lutning på Platta E.
- Längsgående lutningar på bana – 1.48 % sista 30 m på banan från tröskel bana 14, det vill säga utanför sättpunktszonen bana 32.
- Avstånd mellan lutningsändringar på bana – Krökningsradien finns på en övergång och har radien 10 000 m sista 30 m på banan från tröskeln bana 14, det vill säga utanför sättpunktszonen bana 32.
- Bana för precisionsinflygning - Fasta hinder genomtränger i följande hinderbegränsade ytor enligt förteckning:
  Inflygningsyta bana 32
  Horisontella ytan
  Koniska ytan
  Övergångsytan bana 14 och 32
  Stråkytan bana 14 och 32

ESTA 2.23 ADDITIONAL INFORMATION

1 Exemptions from requirements in CS-ADR-DSN:

- Slopes on aprons – 1.4 % Slope on Apron E.
- Longitudinal slopes on RWY – 1.48 % the last 30 m on RWY from THR RWY 14, in other words outside RWY 32 touchdown zone.
- Distance between slope changes – The radius of curvature is at a transition and has a radius of 10 000 m last 30 m on RWY from THR RWY 14. In other words outside RWY 32 touchdown zone.
- Precision approach runways – Fixed obstacles penetrate the following obstacle limitation surfaces according to list:
  Approach surface RWY 32
  Horizontal surface
  Conical surface
  Transition surface RWY 14/32
  Strip RWY 14/32

2 Reducerad banseperation

Reducerad banseparation tillämpas enligt AD 1.1 punkt 10 mellan luftfartyg kategori 1 inbördes.

2 Reduced runway separation

Reduced runway separation applies in accordance with AIP AD 1.1 para 10 between aircraft of category 1 themselves.

ESTA 2.24 FLYGKARTOR AVSEENDE EN FLYGPLATS

ESTA 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

Charts	*Pages*
Aerodrome Chart - ICAO	AD 2 ESTA 2 - 1
AOC - ICAO Type A RWY 14/32	AD 2 ESTA 3 - 1
PATC - ICAO RWY 14	AD 2 ESTA 3 - 3
Area Chart - ICAO ÄNGELHOLM TMA	AD 2 ESTA 5 - 1
STAR - ICAO RNAV (GNSS) STAR RWY 14	AD 2 ESTA 6 - 1

Charts	*Pages*
STAR - ICAO RNAV (GNSS) STAR RWY 32	AD 2 ESTA 6 - 3
ATC Surveillance Minimum Altitude Chart - ICAO	AD 2 ESTA 7 - 1
IAC - ICAO ILS z Cat I or LOC z RWY 14	AD 2 ESTA 8 - 1
IAC - ICAO ILS y Cat I or LOC y RWY 14	AD 2 ESTA 8 - 2
IAC - ICAO ILS OTS Cat II RWY 14	AD 2 ESTA 8 - 3
IAC - ICAO NDB RWY 14	AD 2 ESTA 8 - 4
IAC - ICAO NDB RWY 32	AD 2 ESTA 8 - 5
IAC - ICAO RNP RWY 14	AD 2 ESTA 8 - 7
IAC - ICAO RNP RWY 32	AD 2 ESTA 8 - 11
VAC - ICAO	AD 2 ESTA 9 - 1

LIST OF WAYPOINTS AND SIGNIFICANT POINTS

See ESTA ÄNGELHOLM 4

ESTA 2.25 GENOMTRÄNGANDE AV YTAN FÖR VISUELLA SEGMENTET (VSS)

-

ESTA 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

-

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AD 2 AERODROMES

ESOE 2.1 AERODROME LOCATION INDICATOR AND NAME

ESOE - ÖREBRO

ESOE 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1.	**ARP coordinates and site at AD**	591341N 0150224E RWY 935 m from THR 19
2.	**Direction and distance from (city)**	WSW 5.6 NM from Örebro
3.	**Elevation/Reference temperature**	192 ft/+25.4°C
4.	**Geoid undulation at AD ELEV PSN**	94 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**	Örebro Läns Flygplats AB Örebro Airport SE-705 94 Örebro TEL: +46 19 30 70 00 FAX: +46 19 24 11 13 E-mail: handling@orebroairport.se AFS: ESOEZTZX Website: www.orebroairport.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 2000 kg. Requests shall be made during hours of AD operator to: handling@orebroairport.se or TEL +46 19 30 70 34.

ESOE 2.3 OPERATIONAL HOURS

1.	**AD operator**	MON-FRI 0700-1500 (0600-1400)
	AD Operating hours	As ATS
2.	**Customs and immigration**	O/R TEL +46 40 661 32 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 ATS and O/R
9.	**Handling**	O/R
10.	**Security**	O/R
11.	**De-Icing**	O/R
12.	**Remarks**	Marshalling available during hours of TWR. No marshall service on GA apron. Increased charges outside TWR HR of OPS.

ESOE 2.4 HANDLING SERVICES AND FACILITIES

1.	**Cargo-handling facilities**	Available, all types
2.	**Fuel and oil types**	Fuel: Jet A1 Oil: -
3.	**Fuelling facilities and capacity**	Jet A1: 180,000 l stationary, 70,000 l fuel truck
4.	**De-icing facilities**	Available, type I and II, mobile units

5.	**Hangar space for visiting ACFT**	Limited
6.	**Repair facilities for visiting ACFT**	O/R TEL +46 19 24 10 88 (TAM - Täby Air Maintenance AB)
7.	**Remarks**	Fuel Supplier Shell. For payment of fuel Shell Carnet accepted, for Visa and Mastercard assistance is required.

ESOE 2.5 PASSENGER FACILITIES

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

ESOE 2.6 RESCUE AND FIRE FIGHTING SERVICES

1.	**AD category for fire fighting**	CAT 7 for SKED TFC, other O/R. MAX CAT 10.
2.	**Rescue equipment**	3 RFFS trucks.
3.	**Capability for removal of disabled aircraft**	By arrangement, suitable for aircraft up to ref code 4F. Contact : Aerodrome Team leader +46 19 30 70 28
4.	**Remarks**	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. Non-commercial operations and specialised operation below 5700 kg exempted or O/R.

ESOE 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, Emergency access road
3.	**Use of material for movement area surface treatment**	RWY, TWY and Apron de-iced with KFOR/SAND.
4.	**Specially prepared winter runways**	-
5.	**Remarks**	Snowclearance/Moving outside TWR HR of OPS can be conducted.

ESOE 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1.	**Apron surface and strength**	Apron ASPH PCN 41/F/B/X/T CARGO Apron ASPH PCN 54/F/B/X/T
2.	**Taxiway width, surface and strength**	TWY A 24 m ASPH PCN 35/F/B/X/T TWY C 25 m ASPH PCN 58/F/B/X/T
3.	**ACL, location and elevation**	Apron 175 ft
4.	**VOR checkpoints**	-
5.	**INS checkpoints**	-
6.	**Remarks**	-

ESOE 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 compulsory.

2.	**RWY and TWY markings and LGT**	RWY 01/19: Designator, THR, TDZ, CL and edges are day marked. RWY CL LGT, RTHL, REDL, RENL TWY A: HLDG day marked. Edge lights, RGL. TWY C: HLDG day marked. Edge lights, RGL
3.	**Stop bars**	TWY A and C
4.	**Remarks**	-

ESOE 2.10 AERODROME OBSTACLES

In Area 2				
OBST ID/Designation	**OBST type**	**OBST position**	**ELEV/HGT**	**Markings/ Type, colour**
a	**b**	**c**	**d**	**e**
ESOE1	POLE	591426.3N 0150243.9E	204 ft / -	-
ESOE2	TREE	591426.4N 0150243.8E	229 ft / -	-
ESOE3	TREE	591426.9N 0150244.7E	230 ft / -	-
ESOE4	TREE	591434.9N 0150237.0E	240 ft / -	-
ESOE5	TREE	591436.6N 0150236.8E	243 ft / -	-
ESOE6	TREE	591203.6N 0150146.9E	184 ft / -	-
ESOE7	TREE	591203.3N 0150144.9E	194 ft / -	-
ESOE8	TREE	591102.6N 0150117.4E	281 ft / -	-
ESOE9	TREE	591103.0N 0150110.7E	286 ft / -	-
ESOE10	TREE	591102.6N 0150110.4E	295 ft / -	-
ESOE11	TREE	591102.0N 0150115.2E	297 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			

ESOE 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**	ÖREBRO TWR
10.	**Additional information (limitation of service, etc.)**	Flight planning room available

ESOE 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	011.68°	3270 x 45	PCN 60/F/B/X/T ASPH	591227.17N 0150153.15E GUND 94.2 ft	THR 161.3 ft TDZ: 161.5 ft
19	191.69°	3270 x 45	PCN 60/F/B/X/T ASPH	591410.70N 0150234.90E GUND 94.0 ft	THR 191.1 ft TDZ: 192.5 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 ESOE AOC	-	300 x 150	3390 x 300	90 x 90
19	See ESOE AOC	-	300 x 150	3390 x 300	90 x 90

Designations RWY NR	Location/ description of arresting system	OFZ (Yes/No)	Remarks
1	12	13	14
01	-	NO	PCN 70 accepted occasionally. Shoulders available, width 7.5m
19	-	NO	PCN 70 accepted occasionally. Shoulders available, width 7.5m

ESOE 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
01	3270	3570	3270	3270	-
19	3270	3570	3270	3270	-

RWY Designator	INTERSECTION	TORA (m)	TODA (m)	ASDA (m)	-	Remarks
1		2	3	4	5	6
01	TWY A	958	1258	958	-	-
01	TWY C	1293	1593	1293	-	-
19	TWY A	2335	2635	2335	-	-
19	TWY C	2002	2302	2002	-	-

ESOE 2.14 APPROACH AND RUNWAY LIGHTING

AERODROME CHART - ICAO

TWR 120.280

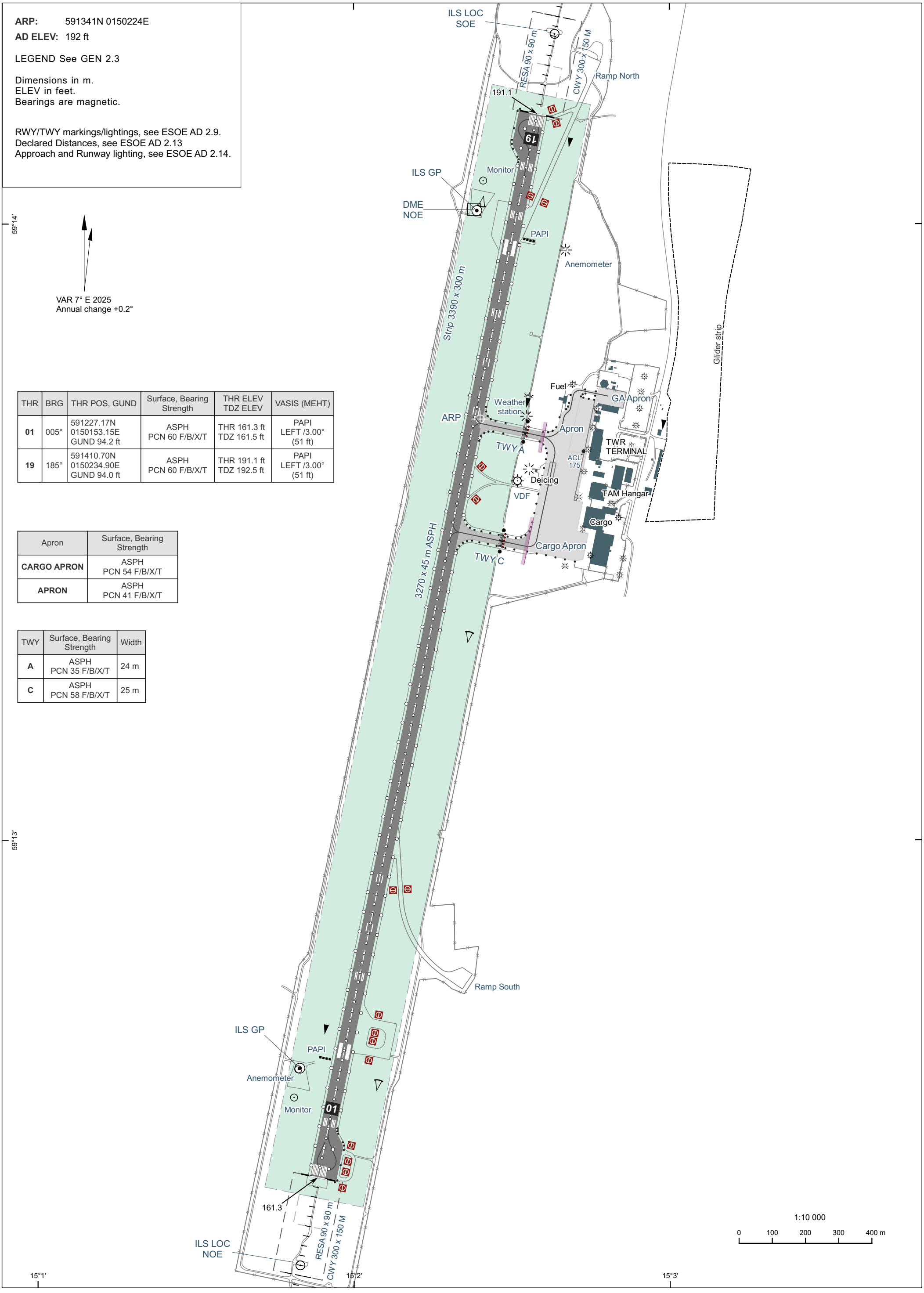
ÖREBRO

ARP: 591341N 0150224E
AD ELEV: 192 ft

LEGEND See GEN 2.3

Dimensions in m.
ELEV in feet.
Bearings are magnetic.

RWY/TWY markings/lightings, see ESOE AD 2.9.
Declared Distances, see ESOE AD 2.13
Approach and Runway lighting, see ESOE AD 2.14.



THR	BRG	THR POS, GUND	Surface, Bearing Strength	THR ELEV TDZ ELEV	VASIS (MEHT)
01	005°	591227.17N 0150153.15E GUND 94.2 ft	ASPH PCN 60 F/B/X/T	THR 161.3 ft TDZ 161.5 ft	PAPI LEFT /3.00° (51 ft)
19	185°	591410.70N 0150234.90E GUND 94.0 ft	ASPH PCN 60 F/B/X/T	THR 191.1 ft TDZ 192.5 ft	PAPI LEFT /3.00° (51 ft)

Apron	Surface, Bearing Strength
CARGO APRON	ASPH PCN 54 F/B/X/T
APRON	ASPH PCN 41 F/B/X/T

TWY	Surface, Bearing Strength	Width
A	ASPH PCN 35 F/B/X/T	24 m
C	ASPH PCN 58 F/B/X/T	25 m

CHANGE: RESA. Editorial

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