

List of pages in this Trip Kit

Trip Kit Index

Airport Information For ESGG

Terminal Charts For ESGG

Revision Letter For Cycle 01-2014

Change Notices

Notebook

General Information

Location: Goteborg Swe
IATA Code: GOT
Lat/Long: N57° 39.6' E012° 17.5'
Elevation: 507 ft

Airport Use: Public
Magnetic Variation: 3.0°E

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0752 Z
Sunset: 1442 Z,

Runway Information

Runway: 03
Length x Width: 10823 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 478 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 21
Length x Width: 10823 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 506 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS 118.375
ATIS 114.6
Landvetter Ground Tower 121.9
Landvetter Apron Tower 121.6
Landvetter Tower 118.6
Clearance Delivery Tower 121.675
Goteborg Control 124.675 TCA
Goteborg Control 120.125 TCA

1. GENERAL

1.1. ATIS

D-ATIS 118.37 114.6

1.2. LOW VISIBILITY PROCEDURES**1.2.1. GENERAL**

When RVR falls below 550m, the application of Low Visibility Procedures will be announced via ATIS.

1.2.2. ARRIVAL**1.2.2.1. RWY 03**

Vacate RWY 03 via TWY E, F or Y North.

ACFT has left ILS critical and sensitive area when the whole ACFT is clear of the yellow/green coded part of the TWY lighting. Stand by for taxi clearance.

1.2.2.2. RWY 21

Vacate RWY 21 via TWY D, C, B or Y South.

ACFT has left ILS critical and sensitive area when the whole ACFT is clear of the yellow/green coded part of the TWY lighting. Stand by for taxi clearance.

1.3. TAXI PROCEDURES

TWY Z MAX wingspan 171'/52m.

1.4. PARKING INFORMATION

Stands 12 thru 20 equipped with docking system APIS.

Stand 21 equipped with docking system INOGON.

Stands 21 thru 23, 25 and 27 thru 32 equipped with docking system FMT.

1.5. OTHER INFORMATION

In case, stopbar out of service during CAT II operations, affected part of manoeuvring area will be marked with red cones.

1.5.1. USE OF TRANSPONDER

ACFT equipped with Mode S Transponder may have the Transponder activated on ground.

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

When conditions permit do not use more than IDLE reverse or equivalent.

2.2. CAT II OPERATIONS

RWY 03/21 approved for CAT II operations, special aircrew and ACFT certification required.

2.3. RUNWAY OPERATIONS

Propeller driven ACFT with 7000KG MTOW or below permitted to carry out visual approach H24.

2.4. TAXI PROCEDURES

Arriving ACFT shall taxi via TWY Y.

TWY D not to be used for exit RWY 03.

Three-engined ACFT shall shut down middle engine before entering apron.

When parking on stands not equipped with docking guidance system, ACFT shall wait for Follow-me car and marshalling.

If docking guidance system is not activated, ACFT shall stop immediately, inform LANDVETTER Apron and wait for Follow-me car or marshaller.

2.5. OTHER INFORMATION

When wind velocity exceeds 25KT in sector 230°-300°, windshear may occur on final RWY 21. Severe turbulence may also occur on short final and during flare out.

2.5.1. POSITION UPDATE BASED ON DME/DME

All RNAV STARs are based on DME/DME or GNSS for position update. Failure of one DME in Goteborg TMA will affect following RNAV STARs navigation based on DME/DME. ACFT depending on DME/DME for position update inform ATC for radar vector.

DME U/S	RWY	DME/DME for position update not available for following RNAV STAR
SDH	03	KOVUX 1L, RISMA 2L
BAK	03	LOBBI 3L, MAKUR 3L, RISMA 2L, RISMA 1K
PGG	03	LOBBI 2K, MAKUR 2K
SDH	21	KELIN 1S, KELIN 1T, MOXAM 2S, MOXAM 1T, NEGIL 1S, NEGIL 1T

3. DEPARTURE

3.1. PUSH-BACK & TAXI PROCEDURES

Start-up and ATC clearance shall be requested from CLEARANCE DELIVERY not earlier than 20 min before estimated time for start-up. ACFT position and identification of latest ATIS broadcast received shall be given at initial call.

In case of flow restriction, push-back is approved 15 min prior to CTOT. When delayed by CTOT at stands 12 thru 21, ACFT may be ordered by LANDVETTER Apron to push and hold due to stand capacity. Push-back shall be requested from ground crew. If no intercom connection, request push-back from LANDVETTER Apron. Power-back as an alternative to push-back is not allowed.

Request taxi instructions from LANDVETTER Ground.

Three-engined ACFT shall keep the middle engine on IDLE until clear of the apron.

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

Departing ACFT shall taxi via TWY Z unless otherwise instructed.

3.2. OTHER INFORMATION

3.2.1. USE OF APU

APU shall not be used on parking unless required for engine start or adjustment of cabin heat. On these occasions APU must not be started earlier than 5 min before estimated time for push-back or taxiing.

When temperature outside exceeds 25°C and where air cannot otherwise be circulated in the cabin, APU may be started at max 20 min before estimated time for push-back or taxiing.

3.2.2. LOW SPEED ACFT

Propeller driven ACFT with MTOW of more than 7000 KG can be cleared during period 0600-2200LT to follow low speed departures (climb out on a heading to an altitude) instead of SIDs. These low speed departures will be assigned by ATC in order to increase capacity.

3.2.3. POSITION UPDATE BASED ON DME/DME

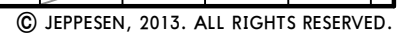
All RNAV SIDs are based on DME/DME or GNSS for position update. Failure of one DME in Goteborg TMA will affect following RNAV SIDs navigation based on DME/DME. ACFT depending on DME/DME for position update inform ATC for radar vector.

DME U/S	RWY	DME/DME for position update not available for following RNAV SID
SDH	03	LABAN 1M, LUKAX 1M, NEGIL 1M, SABAK 1M, TAKOV 1R, TISAB 1R
BAK	03	DETNA 1M
BAK	21	DETNA 1J, VADIN 1J
PGG	21	DETNA 1J
SDH	21	LUKAX 2J

3.2.4. USE OF TRANSPONDER

The transponder shall be switched on when instructed to line-up.

Alt Set: hPa Trans level: By ATC Trans alt: 5000'
Levels assigned by ATC may include a correction for low temperatures.



D-ATIS
118.37
114.6

Apt Elev
507'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. If unable flying P-RNAV inform ATC by using phraseology 'UNABLE RNAV STAR'. ATC will then provide RADAR vectors.
2. If the airborne RNAV equipment fails, inform ATC as soon as possible. RADAR vectoring will be provided.
3. Operators will be RADAR vectored to final.

KELIN 1K [KELI1K], MOXAM 1K [MOXA1K]

NEGIL 1K [NEGI1K]

RWY 03 P-RNAV ARRIVALS

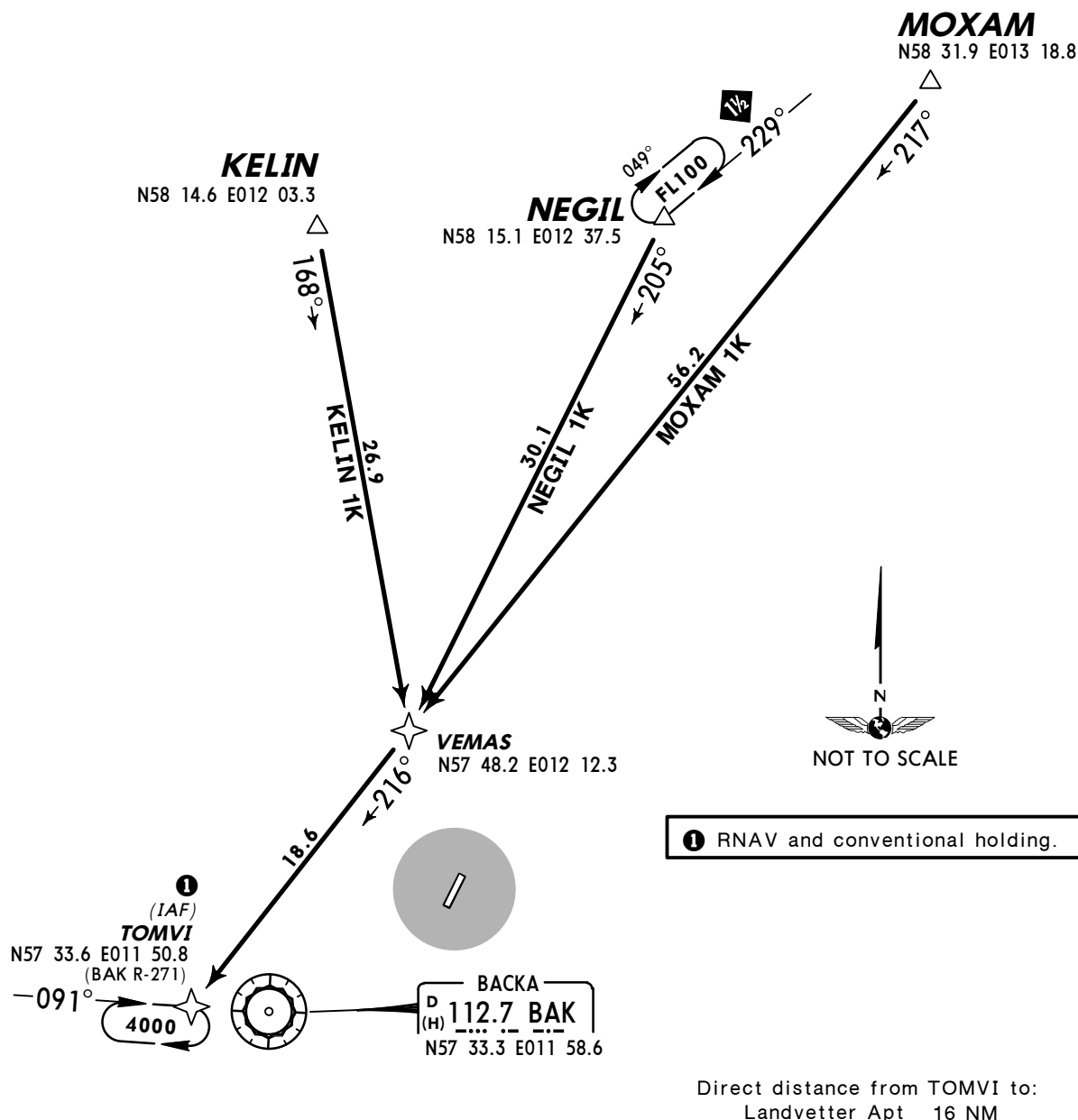
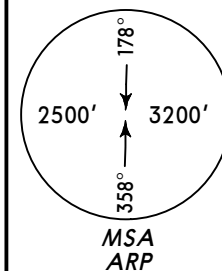
RNAV (DME/DME OR GNSS)

P-RNAV APPROVAL REQUIRED

TO IAF TOMVI

PRIMARILY USED DURING PERIODS
OF HIGH OR MEDIUM TRAFFIC DENSITY

**~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED**



STAR	ROUTING
KELIN 1K	KELIN - VEMAS - TOMVI, then RADAR vectors to final.
MOXAM 1K	MOXAM - VEMAS - TOMVI, then RADAR vectors to final.
NEGIL 1K	NEGIL - VEMAS - TOMVI, then RADAR vectors to final.

D-ATIS
118.37
114.6

Apt Elev
507'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. If unable flying P-RNAV inform ATC by using phraseology 'UNABLE RNAV STAR'. ATC will then provide RADAR vectors.
2. If the airborne RNAV equipment fails, inform ATC as soon as possible. RADAR vectoring will be provided.
3. Operators will be RADAR vectored to final.

LOBBI 2K [LOBI2K], MAKUR 2K [MAKU2K]

RISMA 1K [RISM1K]

RWY 03 P-RNAV ARRIVALS

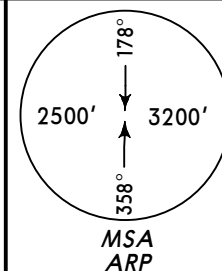
RNAV (DME/DME OR GNSS)

P-RNAV APPROVAL REQUIRED
TO IAF TOMVI

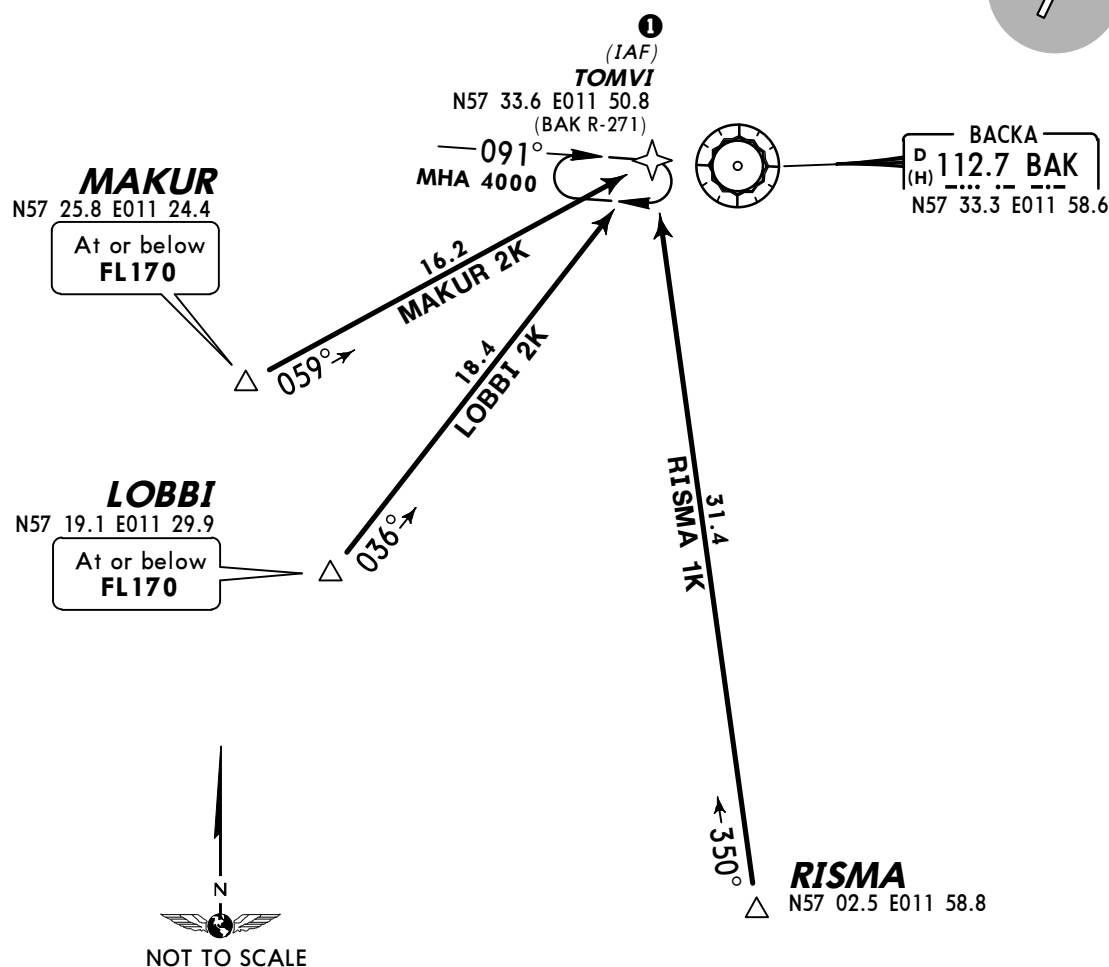
PRIMARILY USED DURING PERIODS
OF HIGH OR MEDIUM TRAFFIC DENSITY

~~SPEED~~ MAX 250 KT BELOW FL100

UNLESS OTHERWISE INSTRUCTED



① RNAV and conventional holding.



Direct distance from TOMVI to:
Landvetter Apt 16 NM

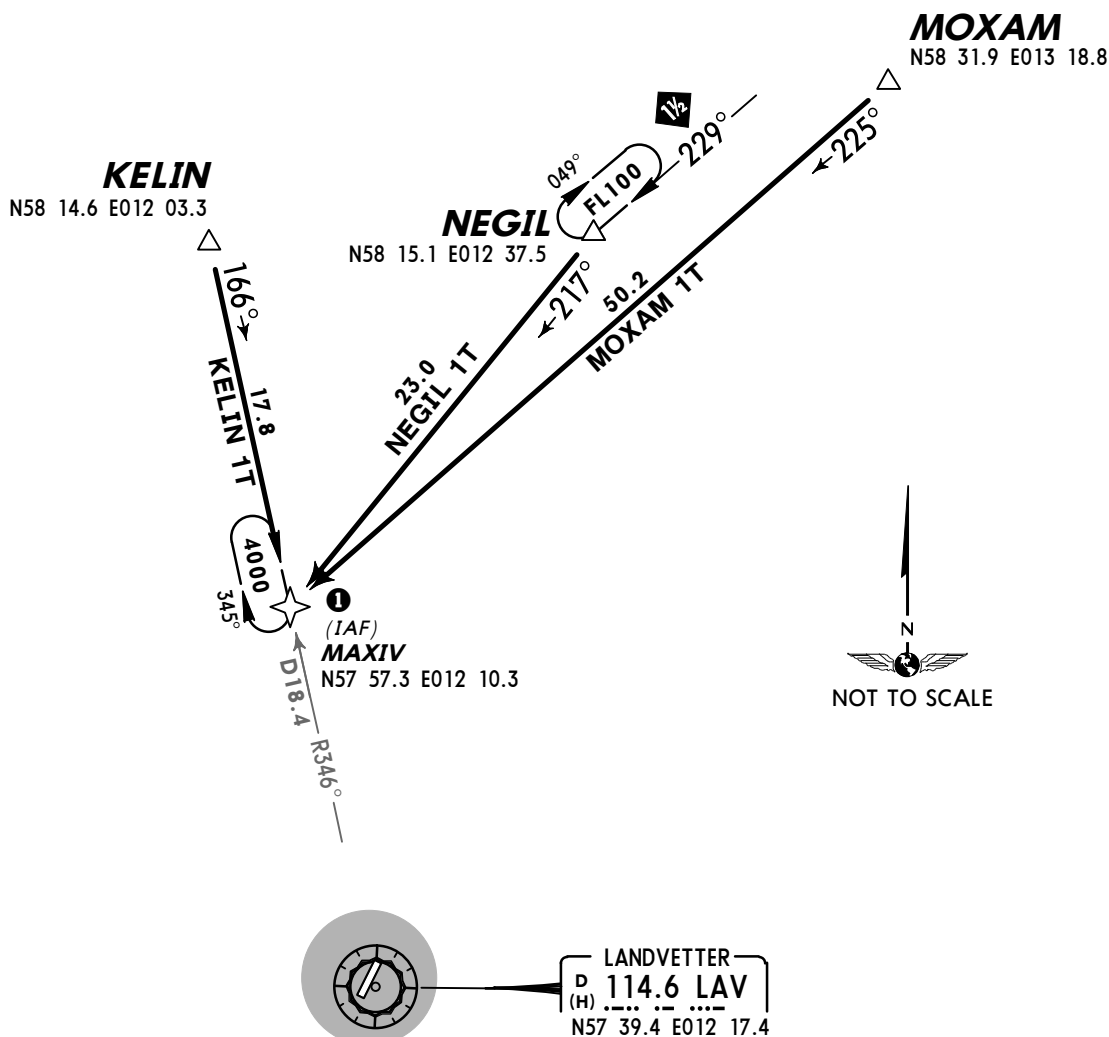
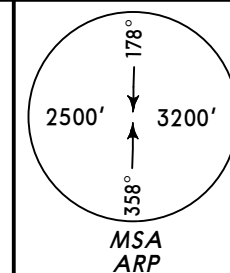
STAR	ROUTING
LOBBI 2K	LOBBI (FL170-) - TOMVI, then RADAR vectors to final.
MAKUR 2K	MAKUR (FL170-) - TOMVI, then RADAR vectors to final.
RISMA 1K	RISMA - TOMVI, then RADAR vectors to final.

D-ATIS
118.37
114.6

Apt Elev
507'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. If unable flying P-RNAV inform ATC by using phraseology 'UNABLE RNAV STAR'. ATC will then provide RADAR vectors.
2. If the airborne RNAV equipment fails, inform ATC as soon as possible. RADAR vectoring will be provided.
3. Operators will be RADAR vectored to final.

**KELIN 1T [KELI1T], MOXAM 1T [MOXA1T]
NEGIL 1T [NEGI1T]
RWY 21 P-RNAV ARRIVALS**
RNAV (DME/DME OR GNSS)
P-RNAV APPROVAL REQUIRED
TO IAF MAXIV
PRIMARILY USED DURING PERIODS
OF HIGH OR MEDIUM TRAFFIC DENSITY
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



① RNAV and conventional holding.

STAR	ROUTING
KELIN 1T	KELIN - MAXIV, then RADAR vectors to final.
MOXAM 1T	MOXAM - MAXIV, then RADAR vectors to final.
NEGIL 1T	NEGIL - MAXIV, then RADAR vectors to final.

D-ATIS
118.37
114.6

Apt Elev
507'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. If unable flying P-RNAV inform ATC by using phraseology 'UNABLE RNAV STAR'. ATC will then provide RADAR vectors.
2. If the airborne RNAV equipment fails, inform ATC as soon as possible. RADAR vectoring will be provided.
3. Operators will be RADAR vectored to final.

LOBBI 2T [LOBI2T], MAKUR 2T [MAKU2T]

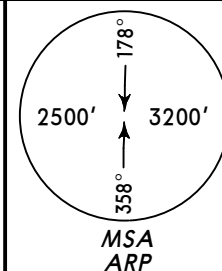
RISMA 1T [RISM1T]

RWY 21 P-RNAV ARRIVALS

RNAV (DME/DME OR GNSS)

P-RNAV APPROVAL REQUIRED
TO IAF MAXIV

PRIMARILY USED DURING PERIODS
OF HIGH OR MEDIUM TRAFFIC DENSITY
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



① RNAV and conventional holding.

BACKA
D 112.7 BAK
(H)
N57 33.3 E011 58.6

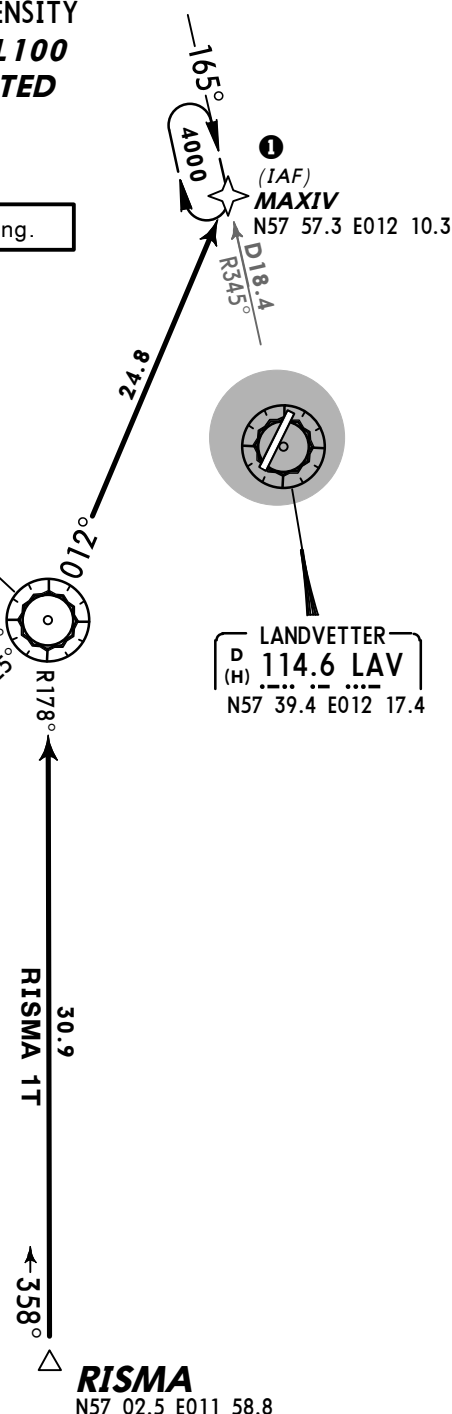
MAKUR
N57 25.8 E011 24.4

At or below
FL230

LOBBI
N57 19.1 E011 29.9

At or below
FL230

LANDVETTER
D 114.6 LAV
(H)
N57 39.4 E012 17.4



STAR	ROUTING
LOBBI 2T	LOBBI (FL230-) - BAK - MAXIV, then RADAR vectors to final.
MAKUR 2T	MAKUR(FL230-) - BAK - MAXIV, then RADAR vectors to final.
RISMA 1T	RISMA - BAK - MAXIV, then RADAR vectors to final.

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D-ATIS
118.37
114.6

Apt Elev
507'

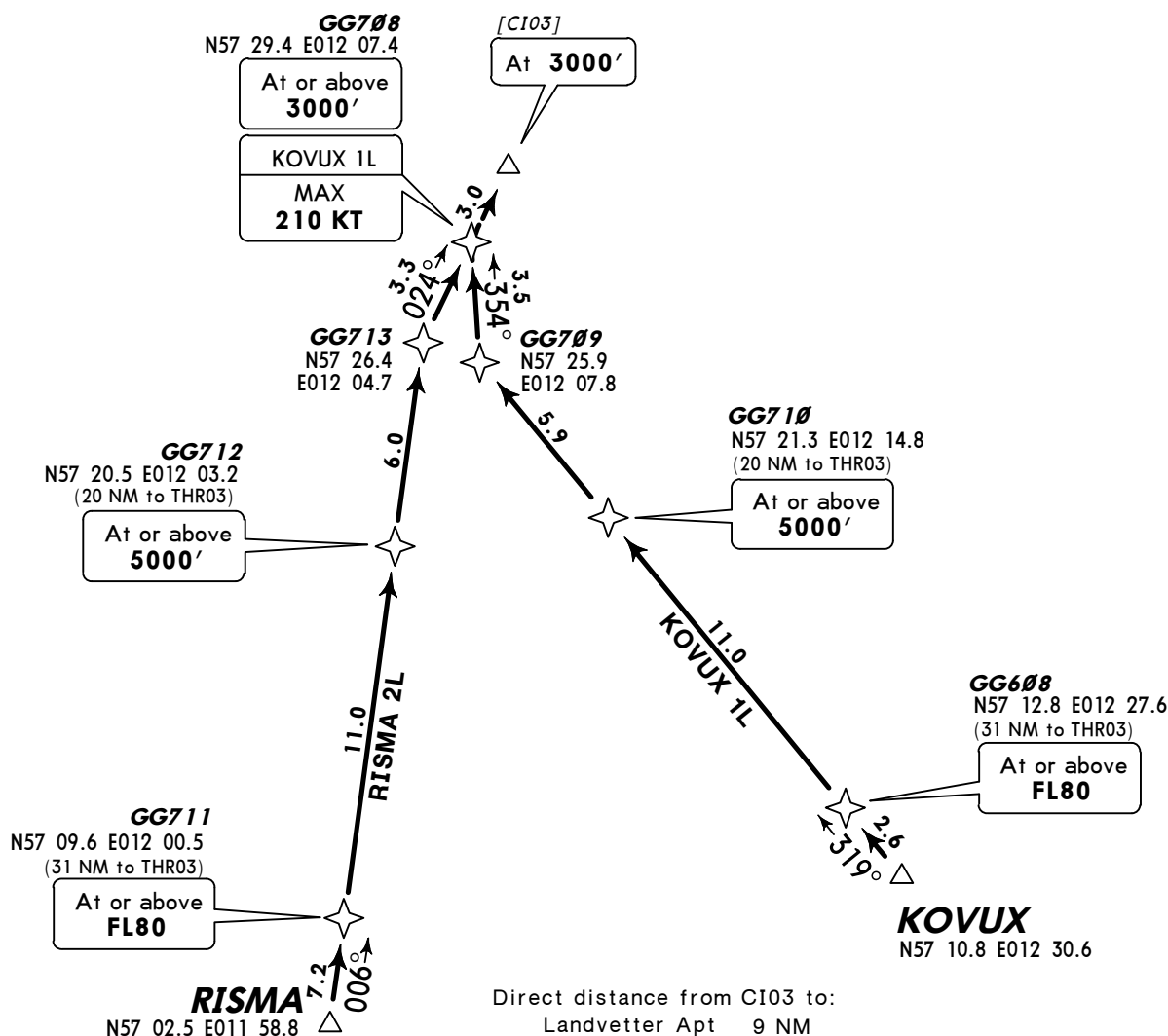
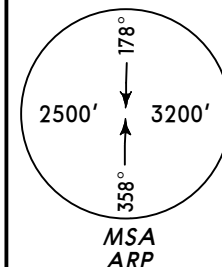
- Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. If unable flying P-RNAV inform ATC by using phraseology 'UNABLE RNAV STAR'. ATC will then provide RADAR vectors.
 2. RNAV STARS are noise preferential routes and should be adhered to.
 3. Pilots are requested to plan their descent so as to perform a continuous descent approach (CDA) from at least FL80.
 4. Specified minimum level at waypoints must be adhered to unless specifically cancelled by ATC.
 5. If the airborne RNAV equipment fails, inform ATC as soon as possible. RADAR vectoring will be provided.

**KOVUX 1L [KOVU1L]
RISMA 2L [RISM2L]
RWY 03 P-RNAV ARRIVALS**

RNAV (DME/DME OR GNSS)
P-RNAV APPROVAL REQUIRED
TO FINAL APPROACH

PRIMARYLY USED AT NIGHT & DURING PERIODS
OF LOW TRAFFIC DENSITY

~~SPEED~~ MAX 250 KT BELOW FL100



STAR	ROUTING
KOVUX 1L	KOVUX - GG608 (FL80+) - GG710 (5000'+) - GG709 - GG708 (3000'+ ; K210-) - [CI03] (3000').
RISMA 2L	RISMA - GG711 (FL80+) - GG712 (5000'+) - GG713 - GG708 (3000'+) - [CI03] (3000').

D-ATIS
118.37
114.6Apt Elev
507'

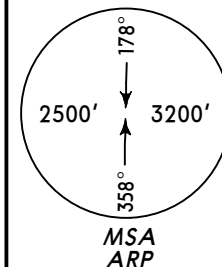
- Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. If unable flying P-RNAV inform ATC by using phraseology 'UNABLE RNAV STAR'. ATC will then provide RADAR vectors.
 2. RNAV STARS are noise preferential routes and should be adhered to.
 3. Pilots are requested to plan their descent so as to perform a continuous descent approach (CDA) from at least FL80.
 4. Specified minimum level at waypoints must be adhered to unless specifically cancelled by ATC.
 5. If the airborne RNAV equipment fails, inform ATC as soon as possible. RADAR vectoring will be provided.

**LOBBI 3L [LOBI3L]
MAKUR 3L [MAKU3L]
RWY 03 P-RNAV ARRIVALS**

RNAV (DME/DME OR GNSS)
P-RNAV APPROVAL REQUIRED
TO FINAL APPROACH

PRIMARYLY USED AT NIGHT & DURING PERIODS
OF LOW TRAFFIC DENSITY

~~SPEED~~ MAX 250 KT BELOW FL100



MAKUR
N57 25.8 E011 24.4

At or below
FL170

GG715
N57 22.1 E011 41.0
(31 NM to THR03)

At or above
FL80

[CI03]

At **3000'**

GG708
N57 29.4 E012 07.4

At or above
3000'

GG713
N57 26.4 E012 04.7

GG717
N57 20.4 E011 59.4
(20 NM to THR03)

At or above
5000'

LOBBI
N57 19.1 E011 29.9

At or below
FL170

GG714
N57 19.3 E011 40.2
(31 NM to THR03)

At or above
FL80

GG716
N57 19.5
E011 52.6

Direct distance from CI03 to:
Landvetter Apt 9 NM

STAR	ROUTING
LOBBI 3L	LOBBI (FL170-) - GG714 (FL80+) - GG716 - GG717 (5000'+) - GG713 - GG708 (3000'+) - [CI03] (3000').
MAKUR 3L	MAKUR (FL170-) - GG715 (FL80+) - GG716 - GG717 (5000'+) - GG713 - GG708 (3000'+) - [CI03] (3000').

D-ATIS
118.37
114.6Apt Elev
507'

- Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. If unable flying P-RNAV inform ATC by using phraseology 'UNABLE RNAV STAR'. ATC will then provide RADAR vectors.
 2. RNAV STARS are noise preferential routes and should be adhered to.
 3. Pilots are requested to plan their descent so as to perform a continuous descent approach (CDA) from at least FL80.
 4. Specified minimum level at waypoints must be adhered to unless specifically cancelled by ATC.
 5. If the airborne RNAV equipment fails, inform ATC as soon as possible. RADAR vectoring will be provided.

KELIN 1S [KELI1S], MOXAM 2S [MOXA2S]

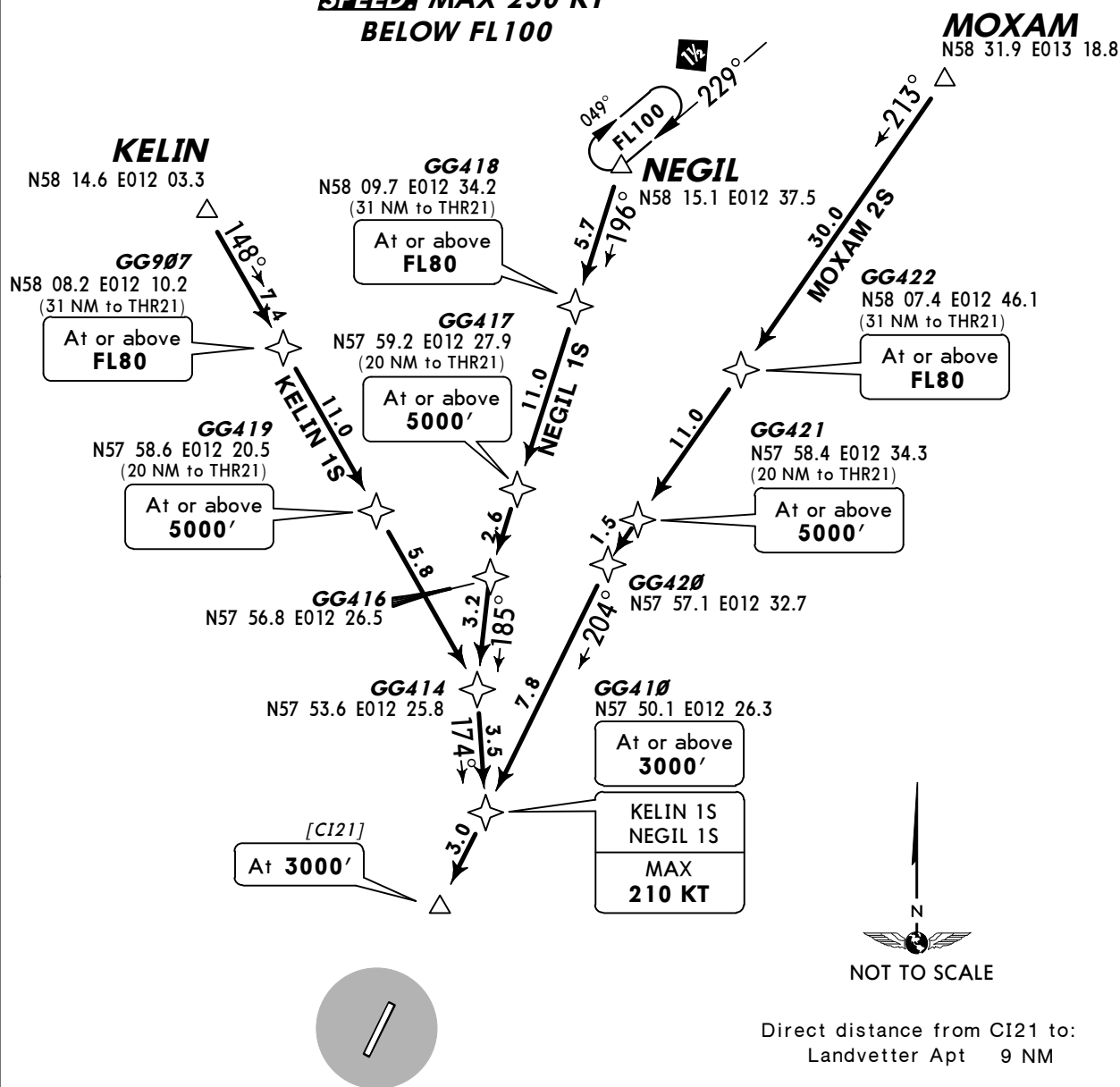
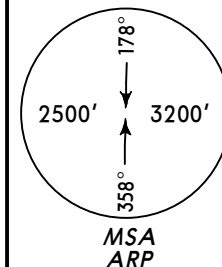
NEGIL 1S [NEGI1S]

RWY 21 P-RNAV ARRIVALS

RNAV (DME/DME OR GNSS)

P-RNAV APPROVAL REQUIRED

TO FINAL APPROACH

PRIMARYLY USED AT NIGHT & DURING PERIODS
OF LOW TRAFFIC DENSITY**~~SPEED~~ MAX 250 KT****BELOW FL100**

STAR	ROUTING
KELIN 1S	KELIN - GG907 (FL80+) - GG419 (5000'+) - GG414 - GG410 (3000'+ ; K210-) - [CI21] (3000').
MOXAM 2S	MOXAM - GG422 (FL80+) - GG421 (5000'+) - GG420 - GG410 (3000'+) - [CI21] (3000').
NEGIL 1S	NEGIL - GG418 (FL80+) - GG417 (5000'+) - GG416 - GG414 - GG410 (3000'+; K210-) - [CI21] (3000').

D-ATIS
118.37
114.6

Apt Elev
507'

- Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. If unable flying P-RNAV inform ATC by using phraseology 'UNABLE RNAV STAR'. ATC will then provide RADAR vectors.
 2. RNAV STARS are noise preferential routes and should be adhered to.
 3. Pilots are requested to plan their descent so as to perform a continuous descent approach (CDA) from at least FL80.
 4. Specified minimum level at waypoints must be adhered to unless specifically cancelled by ATC.
 5. If the airborne RNAV equipment fails, inform ATC as soon as possible. RADAR vectoring will be provided.

OSNAK 1S [OSNA1S] RWY 21 P-RNAV ARRIVAL

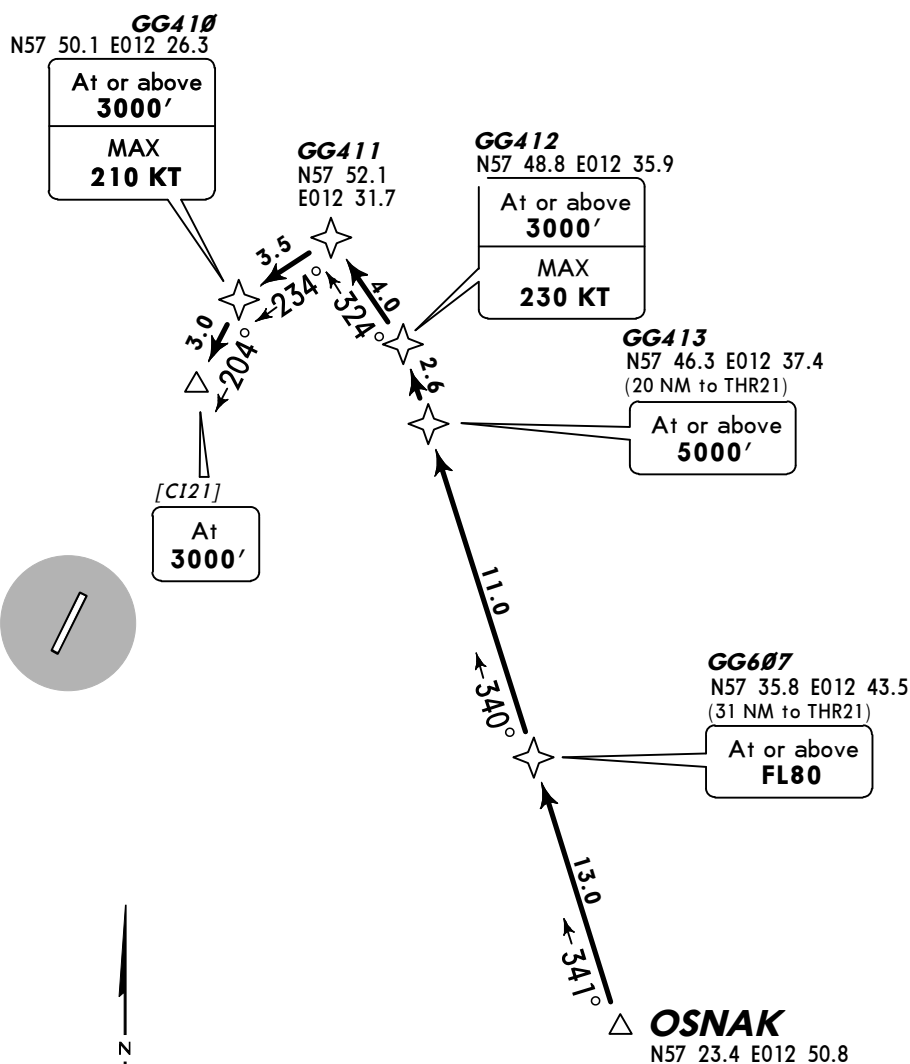
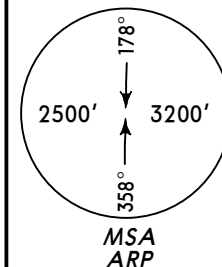
RNAV (DME/DME OR GNSS)

P-RNAV APPROVAL REQUIRED

TO FINAL APPROACH

PRIMARILY USED AT NIGHT & DURING PERIODS
OF LOW TRAFFIC DENSITY

**~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED**



Direct distance from CI21 to:
Landvetter Apt 9 NM

ROUTING

OSNAK - GG607 (FL80+) - GG413 (5000'+) - GG412 (3000'+; K230-) - GG411 - GG410 (3000'+; K210-) - [CI21] (3000').

D-ATIS
118.37
114.6Apt Elev
507'

- Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. If unable flying P-RNAV inform ATC by using phraseology 'UNABLE RNAV STAR'. ATC will then provide RADAR vectors.
 2. RNAV STARS are noise preferential routes and should be adhered to.
 3. Pilots are requested to plan their descent so as to perform a continuous descent approach (CDA) from at least FL80.
 4. Specified minimum level at waypoints must be adhered to unless specifically cancelled by ATC.
 5. If the airborne RNAV equipment fails, inform ATC as soon as possible. RADAR vectoring will be provided.

LOBBI 2S [LOBI2S], MAKUR 2S [MAKU2S]
NOLVIK 1S (NOL 1S), RISMA 1S [RISM1S]

RWY 21 P-RNAV ARRIVALS

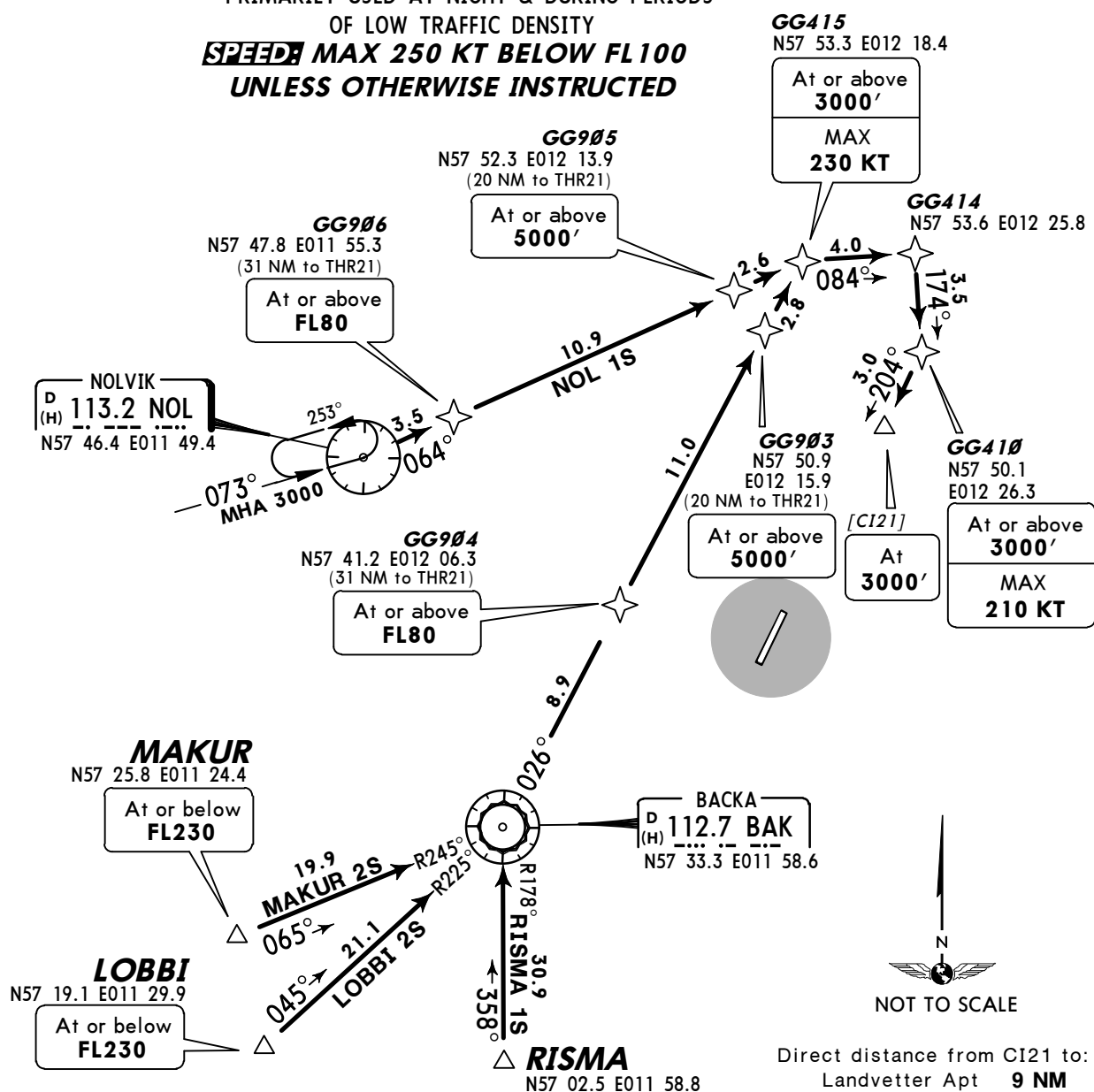
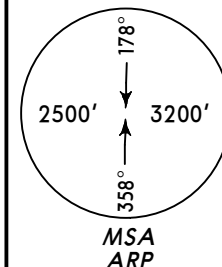
RNAV (DME/DME OR GNSS)

P-RNAV APPROVAL REQUIRED

TO FINAL APPROACH

PRIMARILY USED AT NIGHT & DURING PERIODS

OF LOW TRAFFIC DENSITY

~~SPEED~~ MAX 250 KT BELOW FL100**UNLESS OTHERWISE INSTRUCTED**

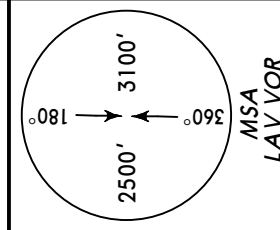
STAR	ROUTING
LOBBI 2S	LOBBI (FL230-) - BAK - GG904 (FL80+) - GG903 (5000'+) - GG415 (3000'+; K230-) - GG414 - GG410 (3000'+; K210-) - [CI21] (3000').
MAKUR 2S	MAKUR (FL230-) - BAK - GG904 (FL80+) - GG903 (5000'+) - GG415 (3000'+; K230-) - GG414 - GG410 (3000'+; K210-) - [CI21] (3000').
NOL 1S	NOL - GG906 (FL80+) - GG905 (5000'+) - GG415 (3000'+; K230-) - GG414 - GG410 - (3000'+; K210-) - [CI21] (3000').
RISMA 1S	RISMA - BAK - GG904 (FL80+) - GG903 (5000'+) - GG415 (3000'+; K230-) - GG414 - GG410 (3000'+; K210-) - [CI21] (3000').

GOTEBORG Control
DETNA 1J 124.2
DETNA 1M 124.67

Apt Elev
506'

Trans level: By ATC Trans alt: 5000'
1. At 2000' contact GOTEBORG Control.
2. RNAV SIDs are also minimum noise routings.
3. If unable to follow P-RNAV SID report 'unable RNAV-SID due RNAV-type' to Clearance Delivery and 'unable RNAV SID' to GOTEBORG Control at first contact.

DETNA 1J [DETNA1J]
DETNA 1M [DETNA1M]
RWYS 21, 03 RNAV DEPARTURES
RNAV (DME/DME OR GNSS)
P-RNAV APPROVAL REQUIRED
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



If the airborne P-RNAV equipment fails, inform ATC as soon as possible. Radar vectoring will be provided.

Initial climb clearance 5000' unless otherwise specified

SID	RWY	ROUTING
DETNA 1J	21	Climb on 205° track to GG702 - GG703 - GG704 - DETNA. NON-FMS/RNAV: Climb on 205° track to LAV 5.2 DME, turn RIGHT, 258° track, expect radar vectors to DETNA.
DETNA 1M	03	Climb on 025° track to GG401 (1000'+; K210-) - GG901 (1000'+; K210-) - GG902 - DETNA. NON-FMS/RNAV: Climb on 025° track to LAV 2.1 DME, turn LEFT, 298° track (MAX 210 KT until established on 298° track), expect radar vectors to DETNA.

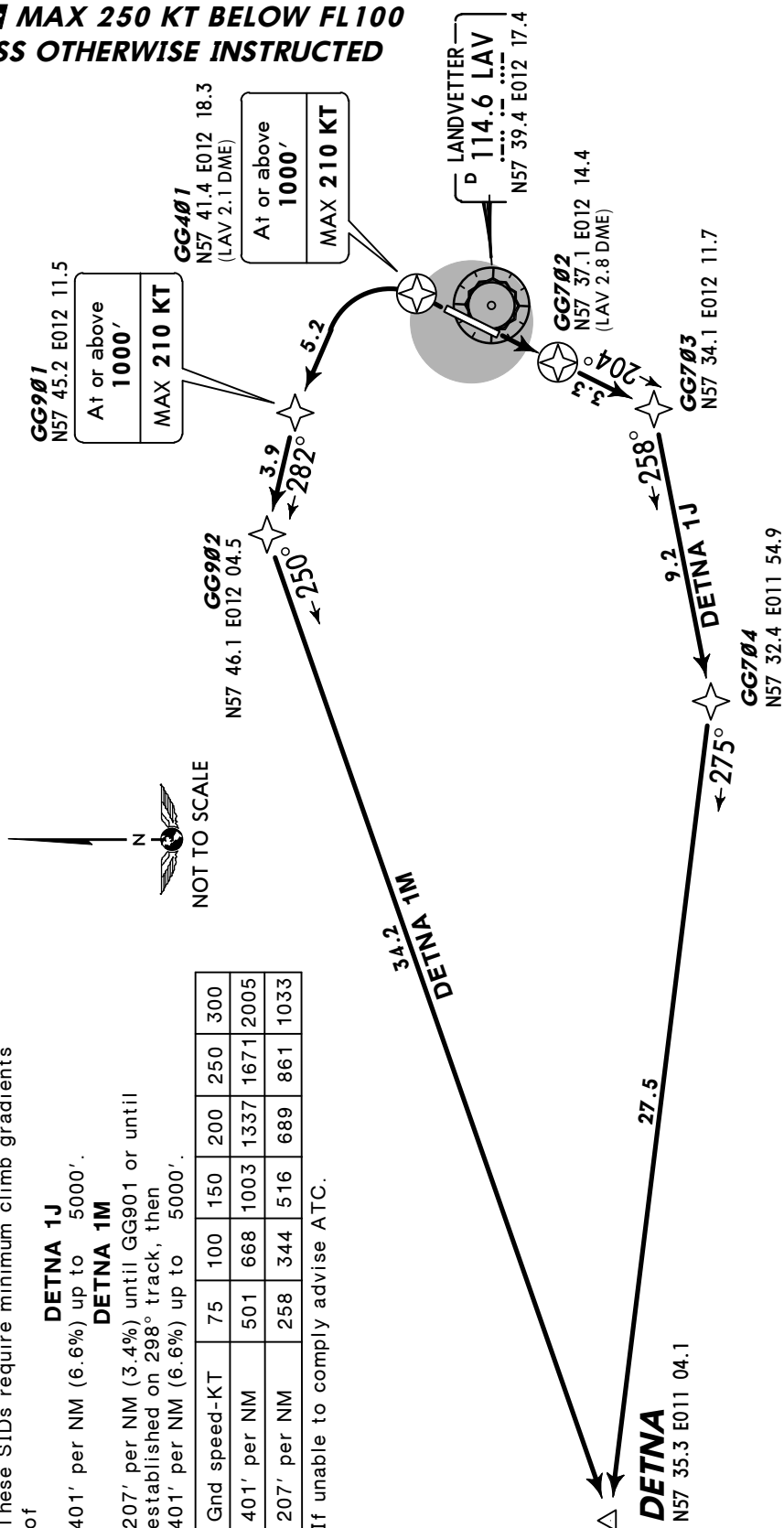
These SIDs require minimum climb gradients

DETNA 1J
401' per NM (6.6%) up to 5000'.

DETNA 1M
207' per NM (3.4%) until GG901 or until established on 298° track, then 401' per NM (6.6%) up to 5000'.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005
207' per NM	258	344	516	689	861	1033

If unable to comply advise ATC.



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GOTEBORG Control

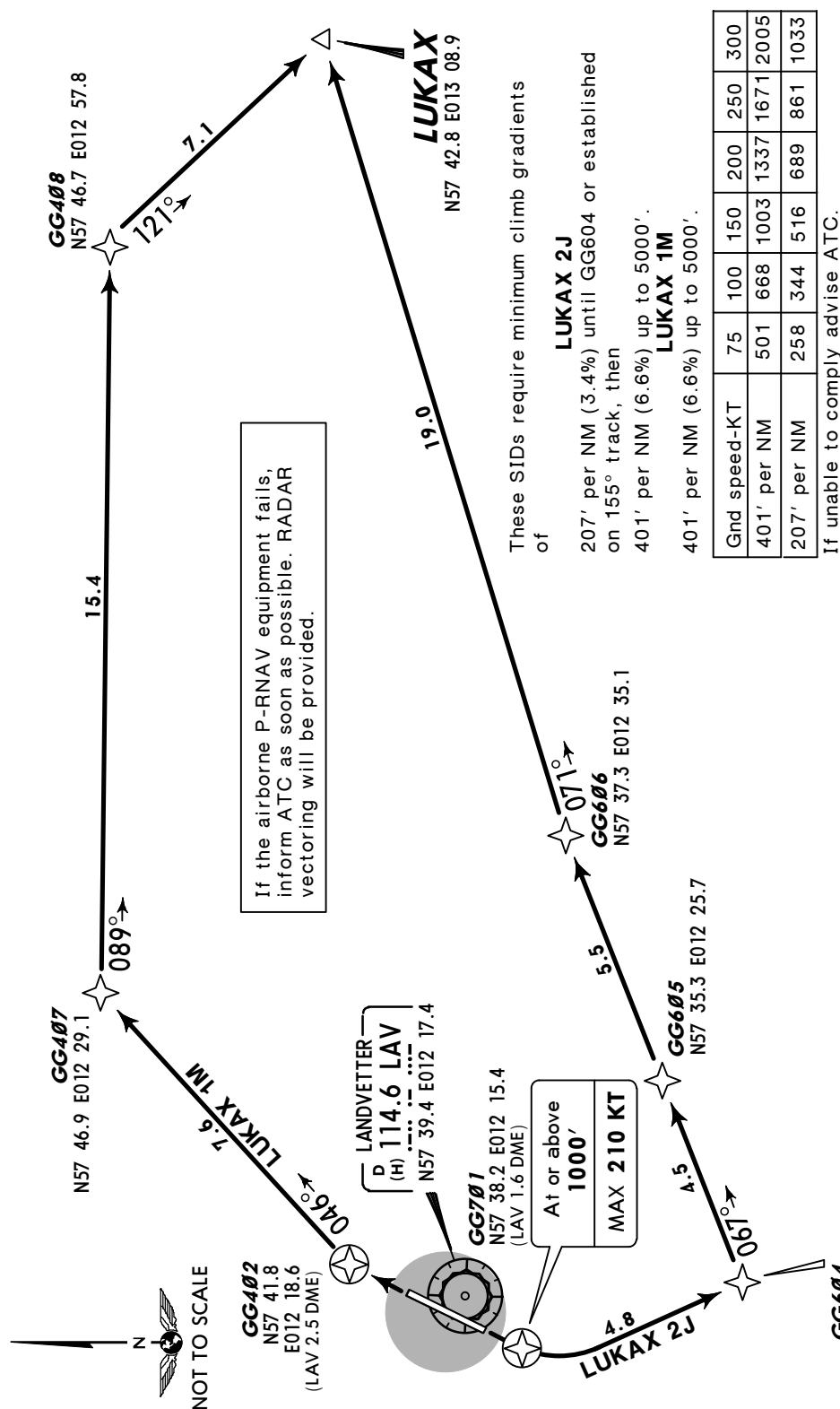
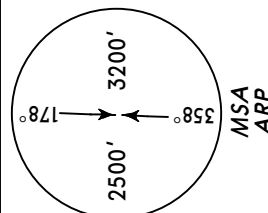
124.67

Apt Elev
507'

Trans level: By ATC Trans alt: 5000'

1. At 2000' contact GOTEORG Control.
2. RNAV SIDs are also minimum noise routings.
3. If unable to follow P-RNAV SID report 'unable RNAV-SID due RNAV-type' to Clearance Delivery and 'unable RNAV SID' to GOTEORG Control at first contact.

LUKAX 2J [LUKA2J]
 LUKAX 1M [LUKA1M]
 RWYS 21, 03 RNAV DEPARTURES
 RNAV (DME/DME OR GNSS)
 P-RNAV APPROVAL REQUIRED
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



Initial climb clearance 5000' unless otherwise specified		
SID	RWY	ROUTING
LUKAX 2J	21	Climb on 205° track to GG701 (1000'+; K210-) - GG604 (1000'+; K210-) - GG605 - GG606 - LUKAX. NON-FMS/RNAV: Climb on 205° track to LAV 1.6 DME, turn LEFT, 155° track (MAX 210 KT until established on 155° track), at LAV 3.8 DME turn LEFT, 067° track, EXPECT RADAR vectors to LUKAX.
LUKAX 1M	03	Climb on 025° track to GG402 - GG407 - GG408 - LUKAX. NON-FMS/RNAV: Climb on 025° track to LAV 2.5 DME, turn RIGHT, 046° track, EXPECT RADAR vectors to LUKAX.

GOTEBORG Control

124.67

Apt Elev
507'

Trans level: By ATC Trans alt: 5000'

1. At 2000' contact GOTEBORG Control.

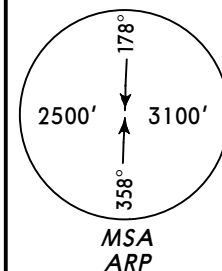
2. RNAV SIDs are also minimum noise routings.

3. If unable to follow P-RNAV SID report 'unable RNAV-SID due RNAV-type' to Clearance Delivery and 'unable RNAV SID' to GOTEBORG Control at first contact.

**MISVI 1P [MISV1P] ●, NEGIL 1M [NEG11M]
RWY 21, 03 RNAV DEPARTURE**

RNAV (DME/DME OR GNSS)

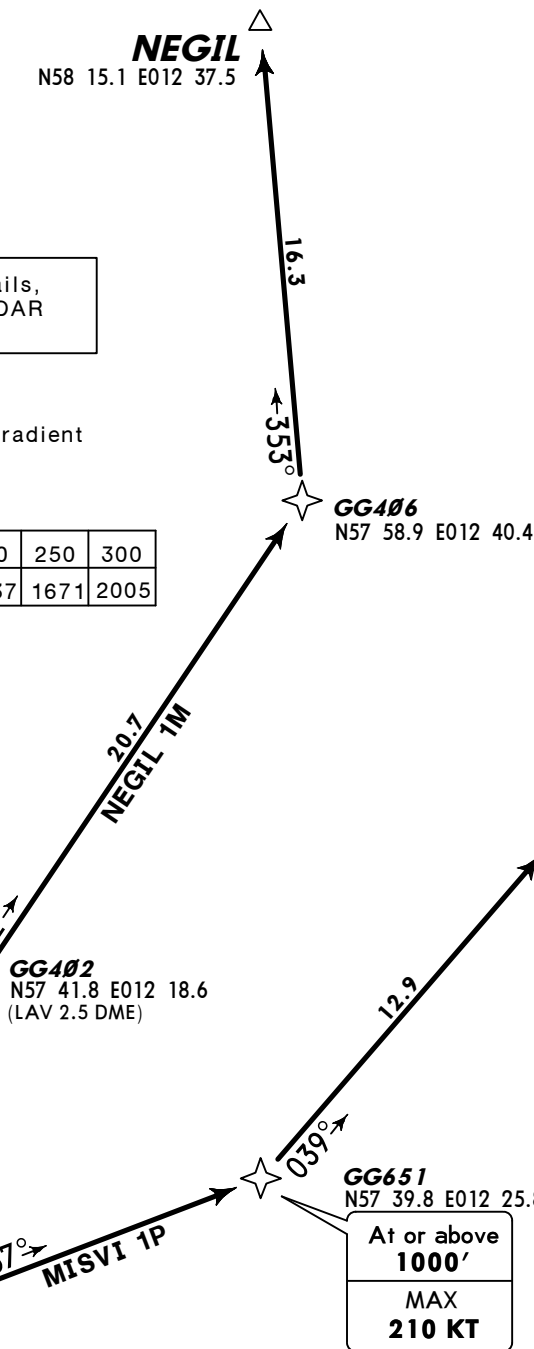
P-RNAV APPROVAL REQUIRED

**~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED****1** Not for jet traffic.If the airborne P-RNAV equipment fails,
inform ATC as soon as possible. RADAR
vectoring will be provided.These SIDs require a minimum climb gradient
of**MISVI 1P, NEGIL 1M**

401' per NM (6.6%) up to 5000'.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise ATC.

LANDVETTER
D (H) 114.6 LAV
N57 39.4 E012 17.4At or above
1000'
MAX
210 KTInitial climb clearance **5000'** unless otherwise specified

SID	RWY	ROUTING
MISVI 1P	21	Climb on 205° track to 1000' - GG651 (1000'+; K210-) - MISVI. NON-FMS/RNAV: Climb on 205° track to 1000', turn LEFT, 067° track (MAX 210 KT until established on 067° track), EXPECT RADAR vectors to MISVI.
NEGIL 1M	03	Climb on 025° track to GG402 - GG406 - NEGIL. NON-FMS/RNAV: Climb on 025° track to LAV 2.5 DME, turn RIGHT, 032° track, EXPECT RADAR vectors to NEGIL.

GOTEBORG Control
SABAK 1J SABAK 1M
124.2 124.67

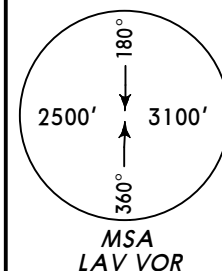
Apt Elev
506'

Trans level: By ATC Trans alt: 5000'

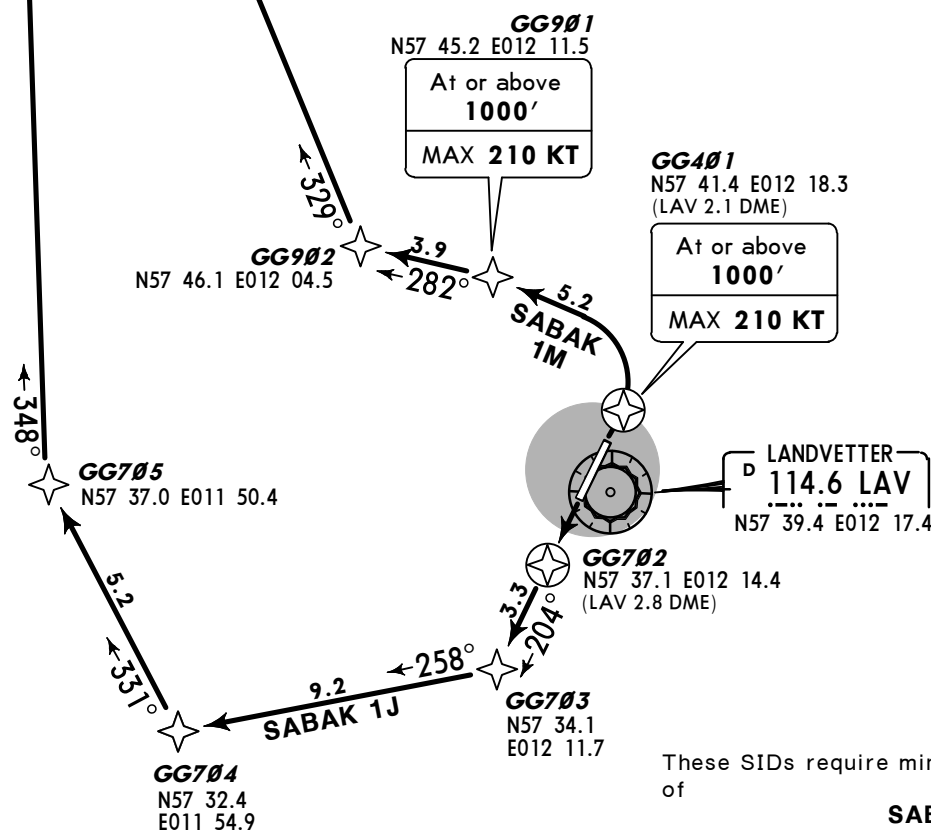
1. At 2000' contact GOTEBORG Control.
2. RNAV SIDs are also minimum noise routings.
3. If unable to follow P-RNAV SID report 'unable RNAV-SID due RNAV-type' to Clearance Delivery and 'unable RNAV SID' to GOTEBORG Control at first contact.

SABAK
N58 10.6 E011 38.6

**SABAK 1J [SABA1J]
SABAK 1M [SABA1M]
RWYS 21, 03 RNAV DEPARTURES
RNAV (DME/DME OR GNSS)
P-RNAV APPROVAL REQUIRED
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED**



If the airborne P-RNAV equipment fails,
inform ATC as soon as possible. Radar
vectoring will be provided.



These SIDs require minimum climb gradients
of

SABAK 1J

401' per NM (6.6%) up to 5000'.

SABAK 1M

207' per NM (3.4%) until GG901 or until
established on 298° track, then
401' per NM (6.6%) up to 5000'.
If unable to comply advise ATC.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005
207' per NM	258	344	516	689	861	1033

Initial climb clearance **5000'** unless otherwise specified

SID	RWY	ROUTING
SABAK 1J	21	Climb on 205° track to GG702 - GG703 - GG704 - GG705 - SABAK. NON-FMS/RNAV: Climb on 205° track to LAV 5.2 DME, turn RIGHT, 258° track, expect radar vectors to SABAK.
SABAK 1M	03	Climb on 025° track to GG401 (1000'+; K210-) - GG901 (1000'+; K210-) - GG902 - SABAK NON-FMS/RNAV: Climb on 025° track to LAV 2.1 DME, turn LEFT, 298° track (MAX 210 KT until established on 298° track), expect radar vectors to SABAK.

GOTEBORG Control

124.67

Apt Elev
506'

Trans level: By ATC Trans alt: 5000'

1. At 2000' contact GOTEBORG Control.

2. RNAV SIDs are also minimum noise routings.

3. If unable to follow P-RNAV SID report 'unable RNAV-SID due RNAV-type' to Clearance Delivery and 'unable RNAV SID' to GOTEBORG Control at first contact.

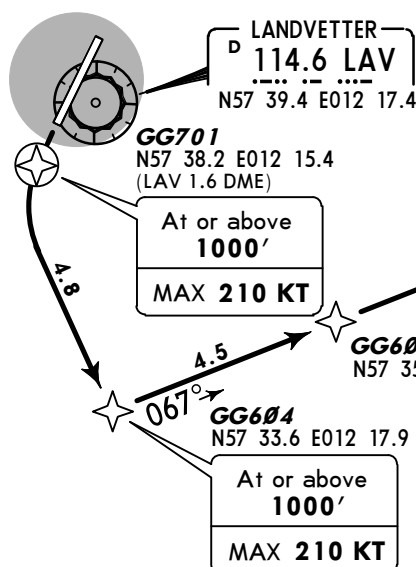
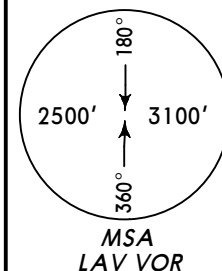
**SULIX 1J [SUL11J]
RWY 21 RNAV DEPARTURE**

RNAV (DME/DME OR GNSS)

P-RNAV APPROVAL REQUIRED

**~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED**

If the airborne P-RNAV equipment fails,
inform ATC as soon as possible. Radar
vectoring will be provided.



This SID requires minimum climb gradients
of
207' per NM (3.4%) until GG604 or established
on 155° track, then
401' per NM (6.6%) up to 5000'.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005
207' per NM	258	344	516	689	861	1033

If unable to comply advise ATC.

Initial climb clearance **5000'** unless otherwise specified

ROUTING

Climb on 205° track to GG701 (1000'+; K210-) - GG604 (1000'+; K210-) - GG605 - GG606 - GG409 - SULIX - NEGIL.

NON-FMS/RNAV: Climb on 205° track to LAV 1.6 DME, turn LEFT, 155° track (MAX 210 KT until established on 155° track), at LAV 3.8 DME turn LEFT, 067° track, expect radar vectors to NEGIL.

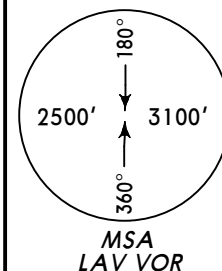
GOTEBORG Control

124.67

Apt Elev
506'

Trans level: By ATC Trans alt: 5000'
1. At 2000' contact GOTEBORG Control.
2. RNAV SIDs are also minimum noise routings.
3. If unable to follow P-RNAV SID report 'unable RNAV-SID due RNAV-type' to Clearance Delivery and 'unable RNAV SID' to GOTEBORG Control at first contact.

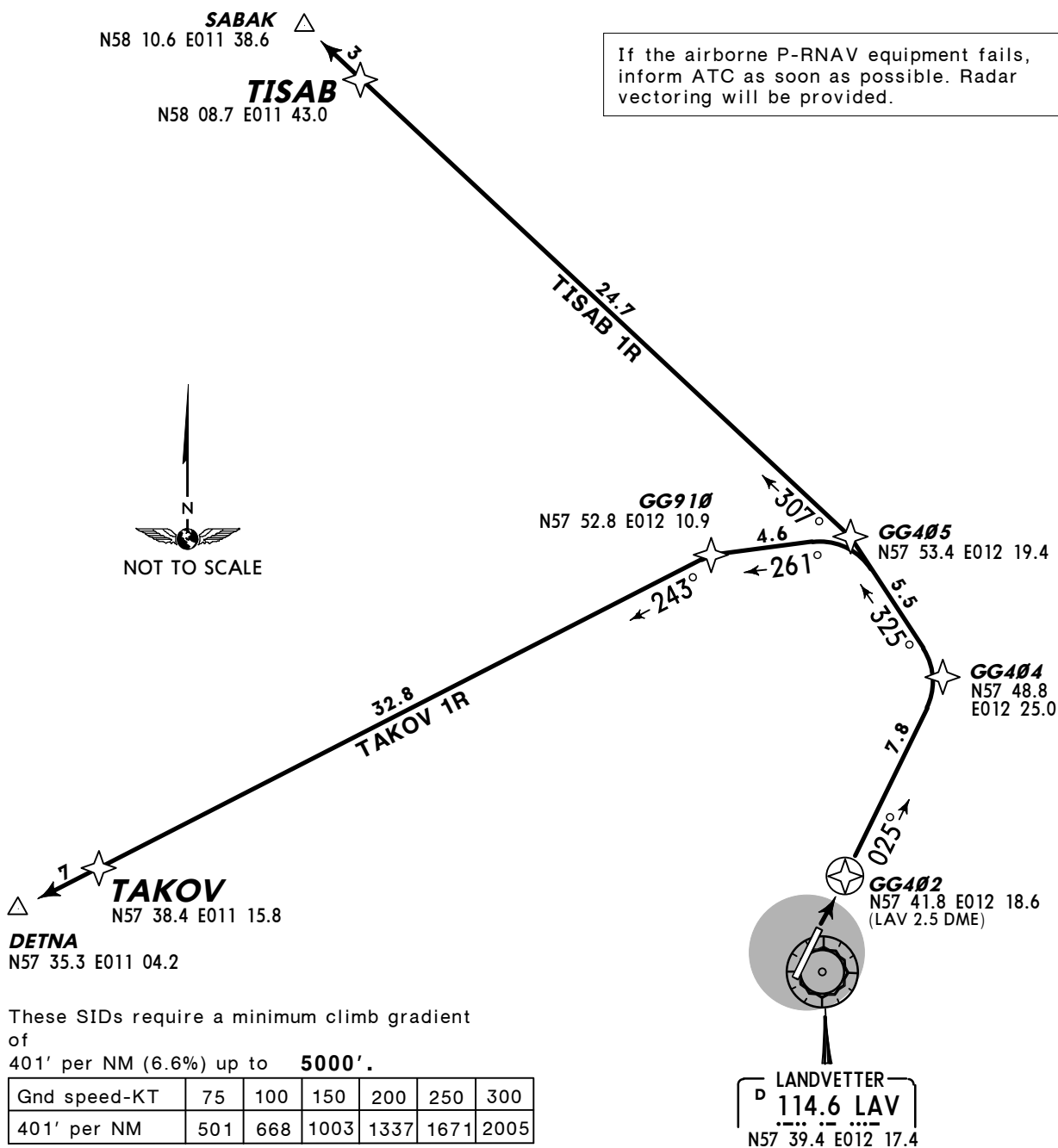
**TAKOV 1R [TAKO1R]
TISAB 1R [TISA1R]
RWY 03 RNAV DEPARTURES**
RNAV (DME/DME OR GNSS)
P-RNAV APPROVAL REQUIRED
TO BE USED DURING NIGHT-TIME
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



SABAK △
N58 10.6 E011 38.6

TISAB ☆
N58 08.7 E011 43.0

If the airborne P-RNAV equipment fails,
inform ATC as soon as possible. Radar
vectoring will be provided.



These SIDs require a minimum climb gradient
of
401' per NM (6.6%) up to **5000'**.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise ATC.

Initial climb clearance **5000'** unless otherwise specified

SID	ROUTING
TAKOV 1R	Climb on 025° track to GG402 - GG404 - GG405 - GG910 - TAKOV - DETNA. NON-FMS/RNAV: Climb on 025° track, expect radar vectors to DETNA.
TISAB 1R	Climb on 025° track to GG402 - GG404 - GG405 - TISAB - SABAK. NON-FMS/RNAV: Climb on 025° track, expect radar vectors to SABAK.

GOTEBORG Control

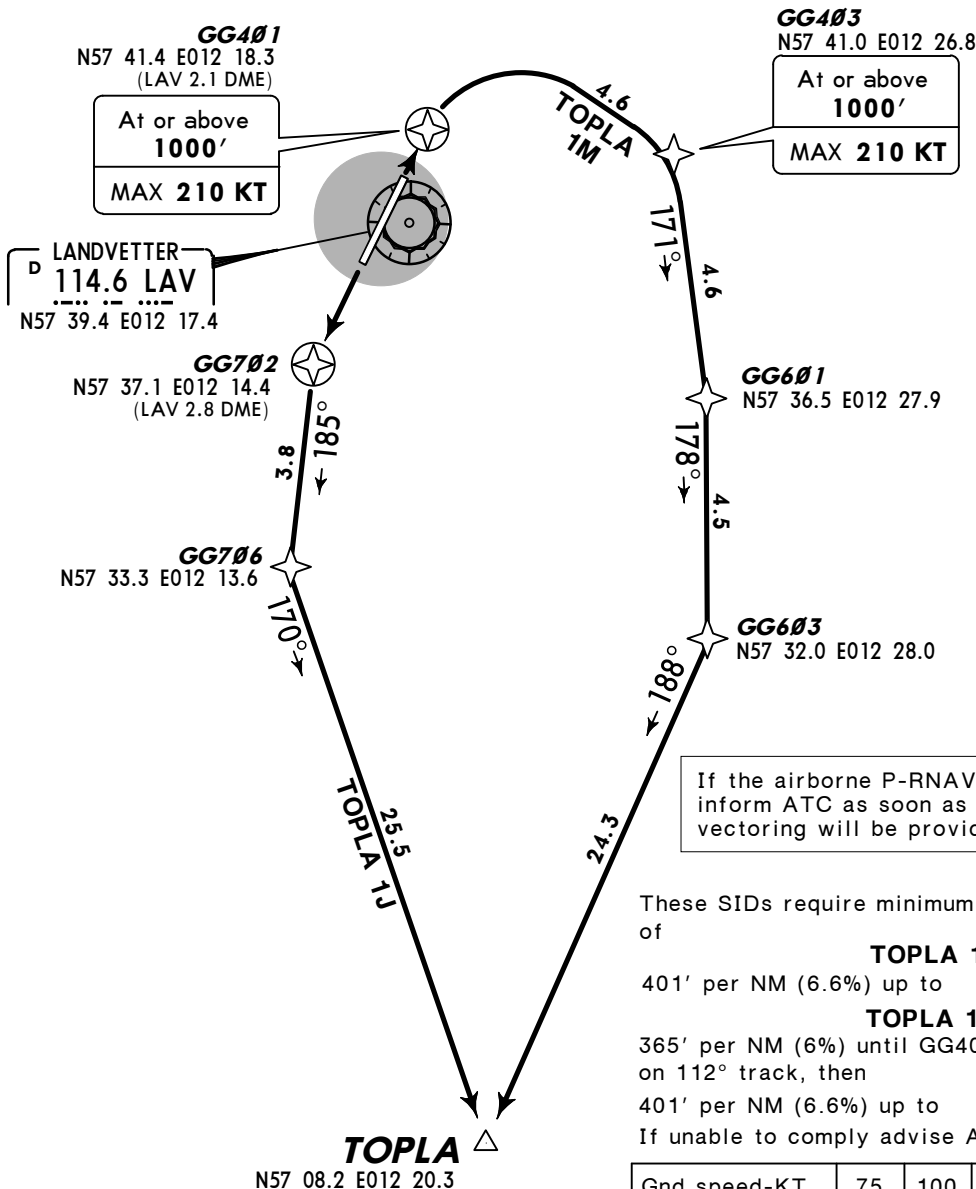
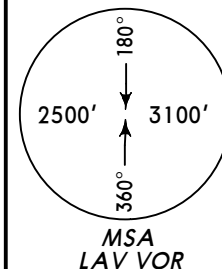
124.20

Apt Elev
506'

Trans level: By ATC Trans alt: 5000'

1. At 2000' contact GOTEBORG Control.
2. RNAV SIDs are also minimum noise routings.
3. If unable to follow P-RNAV SID report 'unable RNAV-SID due RNAV-type' to Clearance Delivery and 'unable RNAV SID' to GOTEBORG Control at first contact.

**TOPLA 1J [TOPL1J]
TOPLA 1M [TOPL1M]
RWYS 21, 03 RNAV DEPARTURES
RNAV (DME/DME OR GNSS)
P-RNAV APPROVAL REQUIRED
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED**



If the airborne P-RNAV equipment fails, inform ATC as soon as possible. Radar vectoring will be provided.

These SIDs require minimum climb gradients of

TOPLA 1J

401' per NM (6.6%) up to 5000'.

TOPLA 1M

365' per NM (6%) until GG403 or established on 112° track, then

401' per NM (6.6%) up to 5000'.

If unable to comply advise ATC.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005
365' per NM	456	608	911	1215	1519	1823

Initial climb clearance **5000'** unless otherwise specified

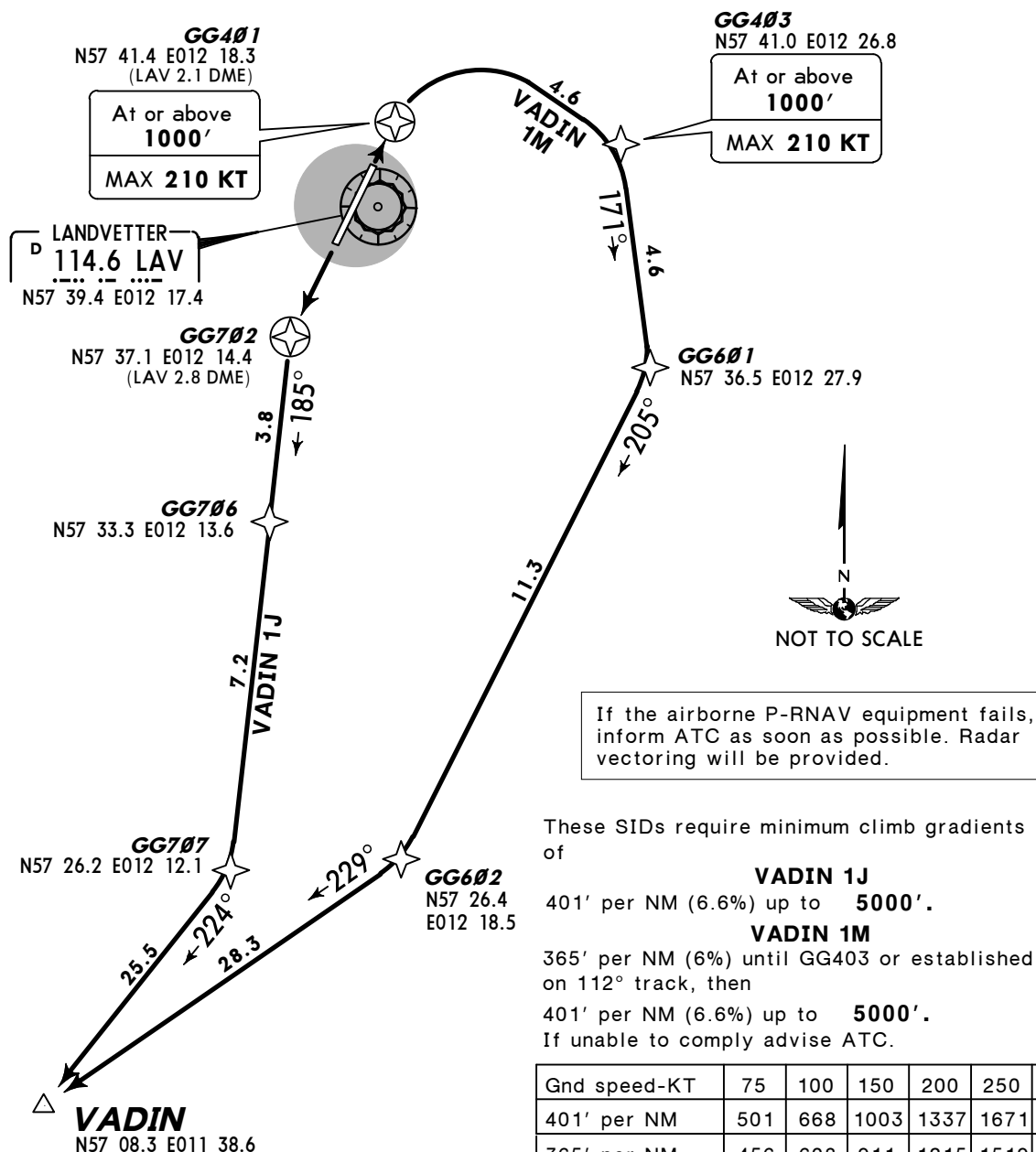
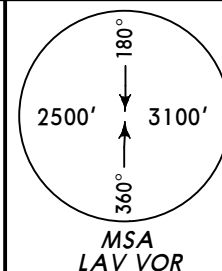
SID	RWY	ROUTING
TOPLA 1J	21	Climb on 205° track to GG702 - GG706 - TOPLA. NON-FMS/RNAV: Climb on 205° track to LAV 2.8 DME, turn LEFT, 185° track, expect radar vectors to TOPLA.
TOPLA 1M	03	Climb on 025° track to GG401 (1000'+; K210-) - GG403 (1000'+; K210-) - GG601 - GG603 - TOPLA. NON-FMS/RNAV: Climb on 025° track to LAV 2.1 DME, turn RIGHT, 112° track (MAX IAS 210 KT until established on 112° track), expect radar vectors to TOPLA.

GOTEBORG Control
124.2Apt Elev
506'

Trans level: By ATC Trans alt: 5000'

1. At 2000' contact GOTEBORG Control.
2. RNAV SIDs are also minimum noise routings.
3. If unable to follow P-RNAV SID report 'unable RNAV-SID due RNAV-type' to Clearance Delivery and 'unable RNAV SID' to GOTEBORG Control at first contact.

**VADIN 1J [VADI1J]
VADIN 1M [VADI1M]
RWYS 21, 03 RNAV DEPARTURES
RNAV (DME/DME OR GNSS)
P-RNAV APPROVAL REQUIRED
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED**

Initial climb clearance **5000'** unless otherwise specified

SID	RWY	ROUTING
VADIN 1J	21	Climb on 205° track to GG702 - GG706 - GG707 - VADIN. NON-FMS/RNAV: Climb on 205° track to LAV 2.8 DME, turn LEFT, 185° track, expect radar vectors to VADIN.
VADIN 1M	03	Climb on 025° track to GG401 (1000'+; K210-) - GG403 (1000'+; K210-) - GG601 - GG602 - VADIN. NON-FMS/RNAV: Climb on 025° track to LAV 2.1 DME, turn RIGHT, 112° track (MAX IAS 210 KT until established on 112° track), expect radar vectors to VADIN.

GOTEBORG Control
124.2

Apt Elev
507'

Trans level: By ATC Trans alt: 5000'
1. Contact GOTEBORG Control at 2000'.
2. SID shall be strictly adhered to 5000' Minimum. Deviation is accepted only when flight safety so requires.
3. SIDs are also noise abatement routings. Strict adherence to assigned route is mandatory to avoid unnecessary noise disturbance.

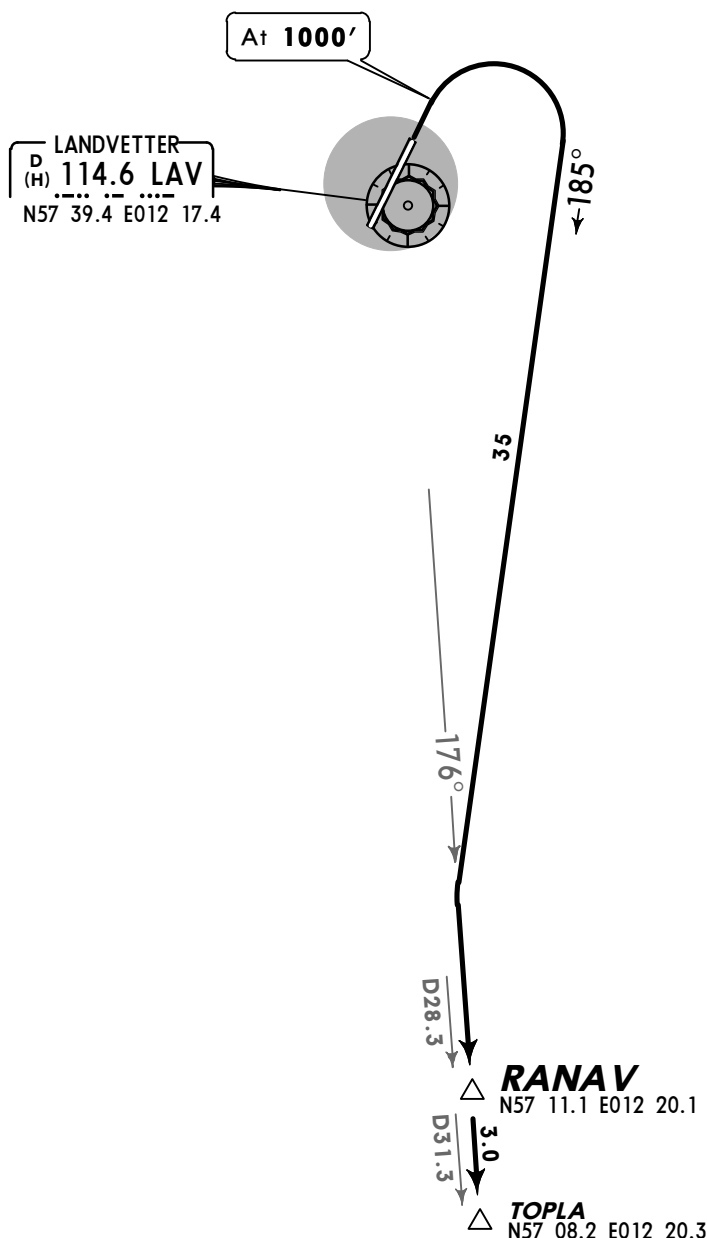
RANAV ONE PAPA (RANAV 1P) [RANA1P]

RWY 03 DEPARTURE

NOT FOR JET TRAFFIC

RADAR SURVEILLED

~~SPEED~~ MAX 250 KT BELOW FL 100
UNLESS OTHERWISE INSTRUCTED



This SID requires a minimum climb gradient of 401' per NM up to 5000'.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise ATC.



Initial climb clearance **5000'** unless otherwise specified

ROUTING

Climb to 1000', turn RIGHT, 185° track, intercept LAV R-176 via RANAV to TOPLA.

GOTEBORG Control
124.2Apt Elev
507'

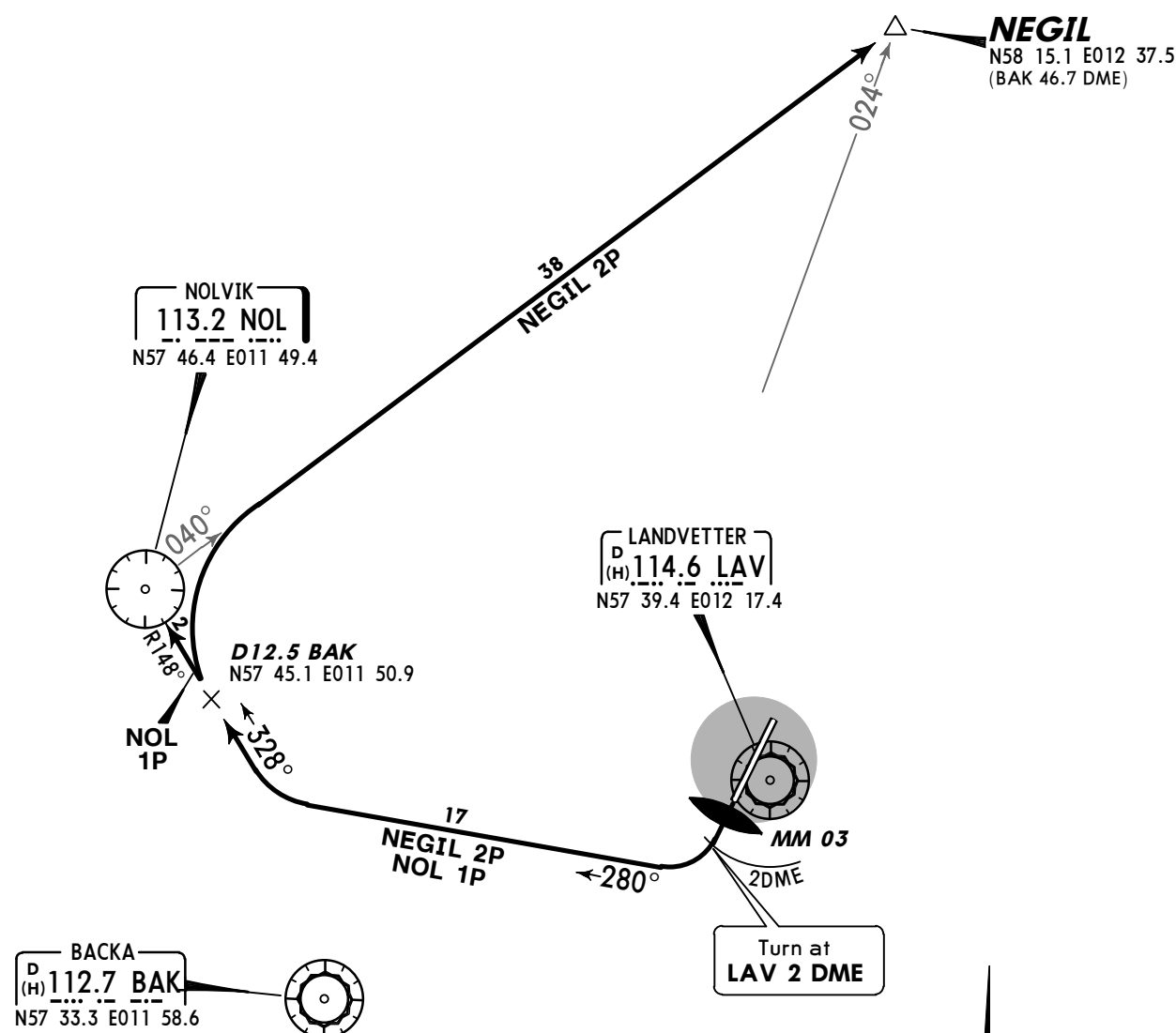
Trans level: By ATC Trans alt: 5000'
1. Contact GOTEBORG Control at 2000'.
2. SID shall be strictly adhered to 5000' Minimum. Deviation is accepted only when flight safety so requires.
3. SIDs are also noise abatement routings. Strict adherence to assigned route is mandatory to avoid unnecessary noise disturbance.

NEGIL TWO PAPA (NEGIL 2P) [NEGIL2P]

NOLVIK ONE PAPA (NOL 1P)

RWY 21 DEPARTURES

NOT FOR JET TRAFFIC

**~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED**

These SIDs require minimum climb gradient
of
401' per NM up to 5000'.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

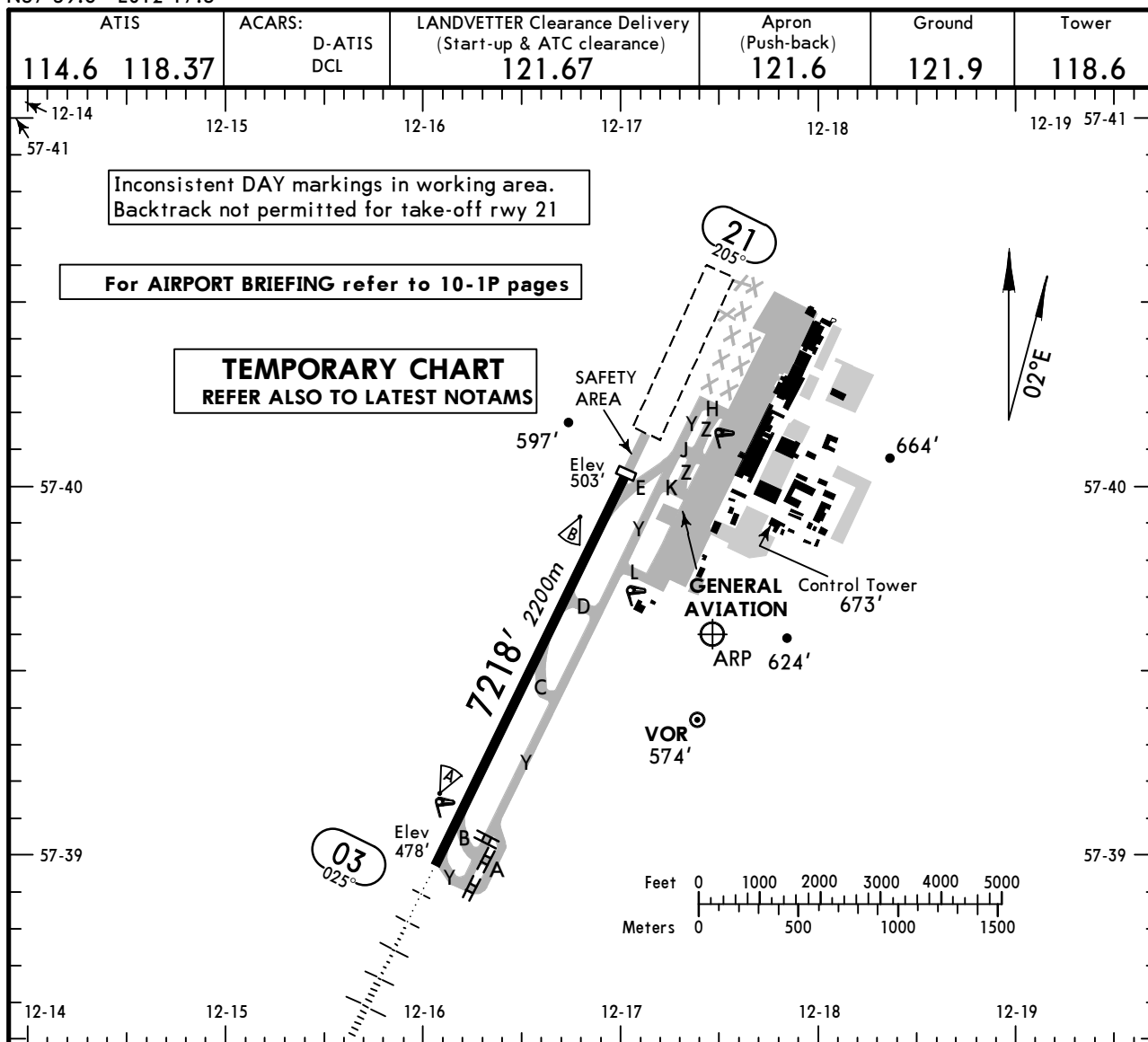
If unable to comply advise ATC.

Initial climb clearance **5000'** unless otherwise specified

SID	ROUTING
NEGIL 2P	Climb straight ahead to LAV 2 DME (ILS MM 03 if no DME), turn RIGHT, 280° track, intercept NOL R-148 inbound to D12.5 BAK, turn RIGHT, intercept NOL R-040 to NEGIL.
NOL 1P	Climb straight ahead to LAV 2 DME (ILS MM 03 if no DME), turn RIGHT, 280° track, intercept NOL R-148 inbound to NOL.

CHANGES: SID HAR 1P withdrawn.

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ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		LANDING BEYOND	TAKE-OFF		
		Threshold	Glide Slope		
03	HIRL ① HIALS-II PAPI-L ② HST-E RVR				148'
21	HIRL ① PAPI-L ② HST-C RVR		6562' 2000m		45m

① (60m) ② angle 3.0°

Standard

TAKE-OFF ① & OMNIDIRECTIONAL DEPARTURE PROCEDURE

	LVP must be in Force		
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A			
B	250m	400m	500m
C			
D	300m		

① Operators applying U.S. Ops Specs: CL required below 300m.

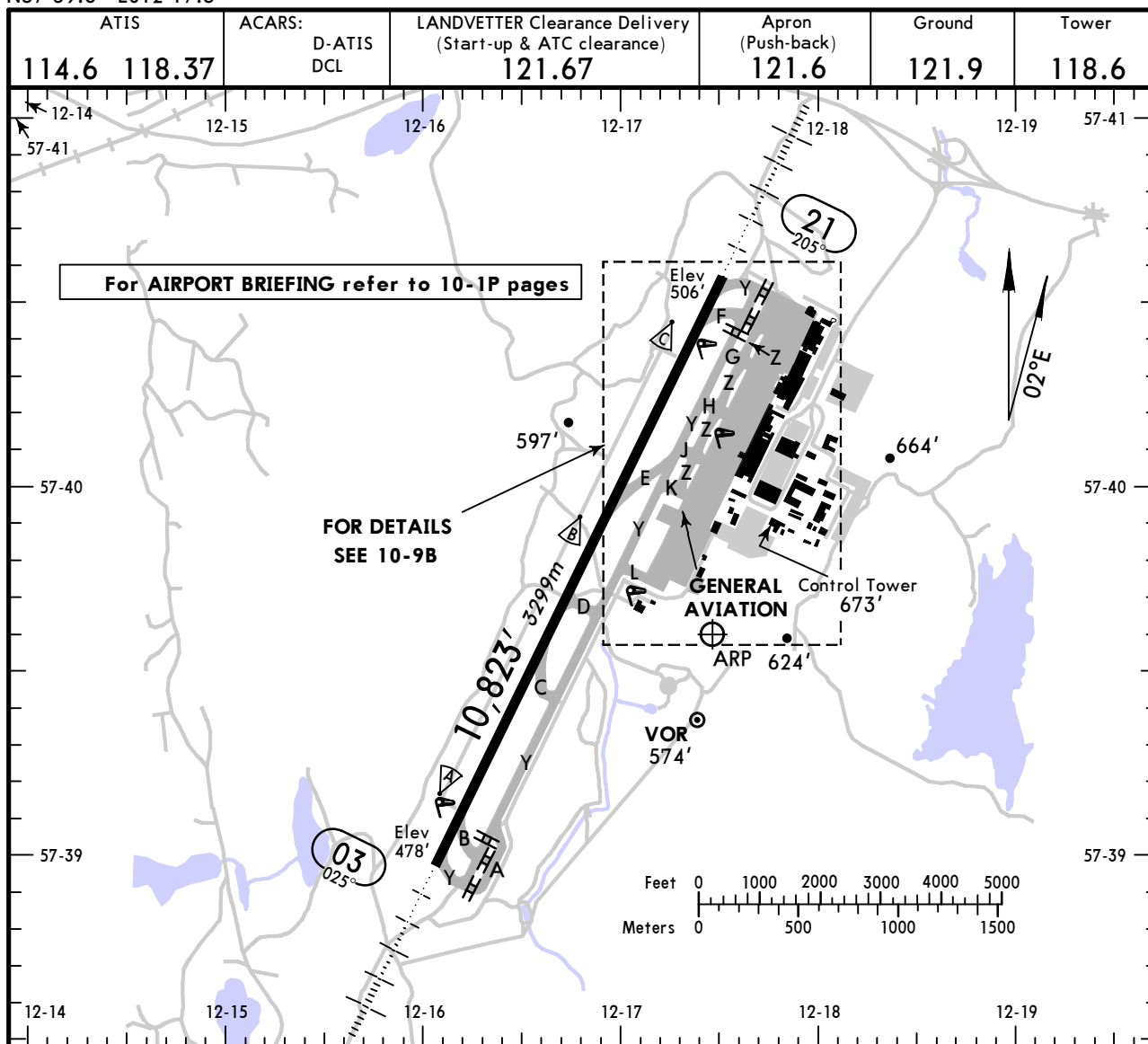
OMNIDIRECTIONAL DEPARTURE PROCEDURE

RWY 03: Climb STRAIGHT AHEAD to minimum turning alt 1000'. Continue climb to appropriate MSA.
RWY 21: Climb STRAIGHT AHEAD to minimum turning alt 900'. Continue climb to appropriate MSA.

ESGG/GOT
Apt Elev 506'
N57 39.6 E012 17.5

JEPPESEN
21 DEC 12 (10-9)

GOTEBORG, SWEDEN
LANDVETTER



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond Glide Slope		
03	HIRL ① CL ② HIALS-II TDZ PAPI-L ③ HST-E RVR		9839' 2999m	④	148' 45m
21	HIRL ① CL ② HIALS-II TDZ PAPI-L ③ HST-C RVR		9790' 2984m		

① (60m) ② (30m) ③ angle 3.0°

④ TAKE-OFF RUN AVAILABLE

RWY 03:

From rwy head 10,823' (3299m)
twy B int 9843' (3000m)
twy C int 6562' (2000m)

RWY 21:

From rwy head 10,823' (3299m)
twy F int 9843' (3000m)
twy E int 6562' (2000m)

Standard

TAKE-OFF ① & OMNIDIRECTIONAL DEPARTURE PROCEDURE

	LVP must be in Force			RCLM (DAY only) or RL	NIL (DAY only)
	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
A				400m	500m
B	150m	200m	250m		
C					
D	200m	250m	300m		

① Operators applying U.S. Ops Specs: CL required below 300m.

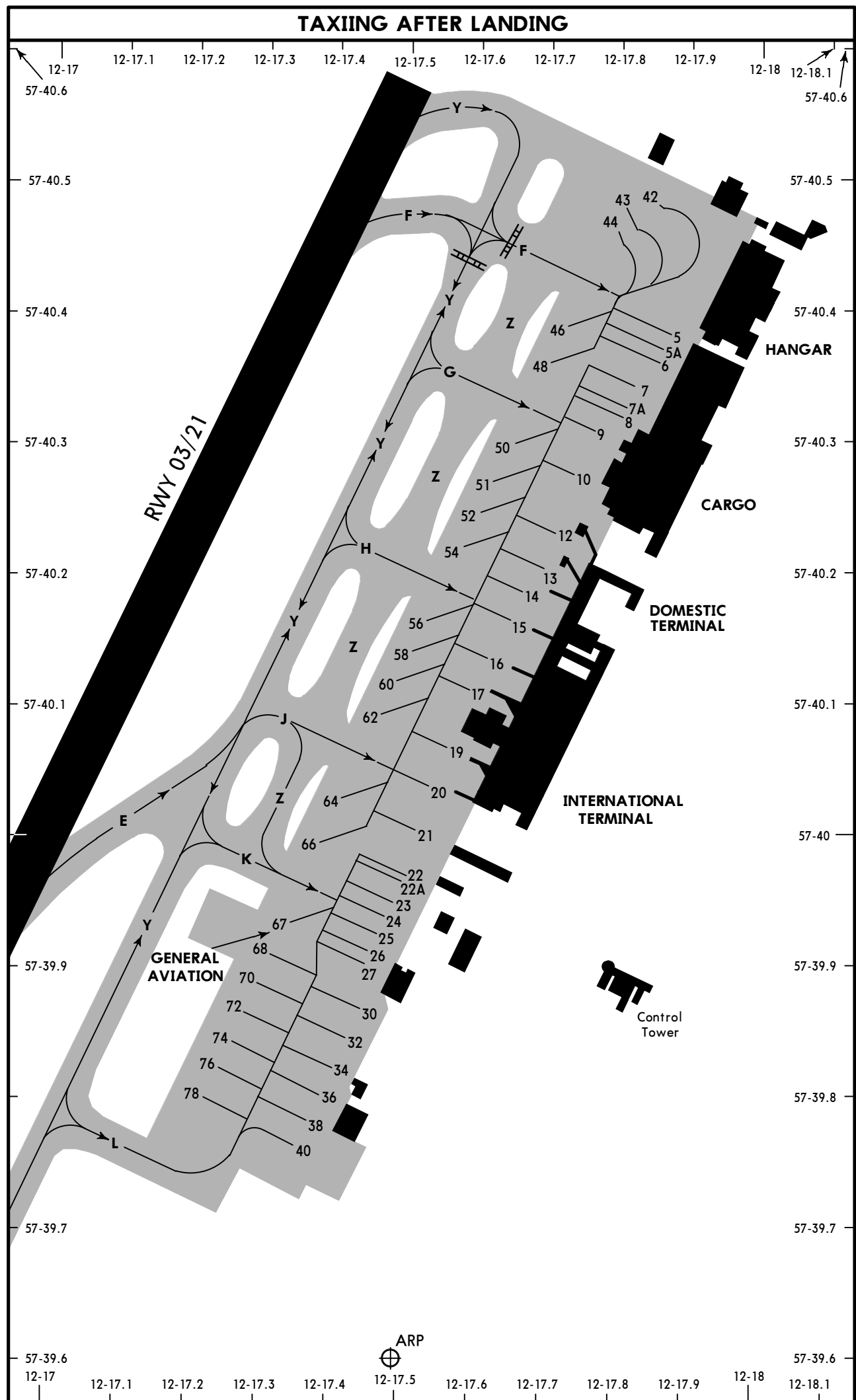
OMNIDIRECTIONAL DEPARTURE PROCEDURE

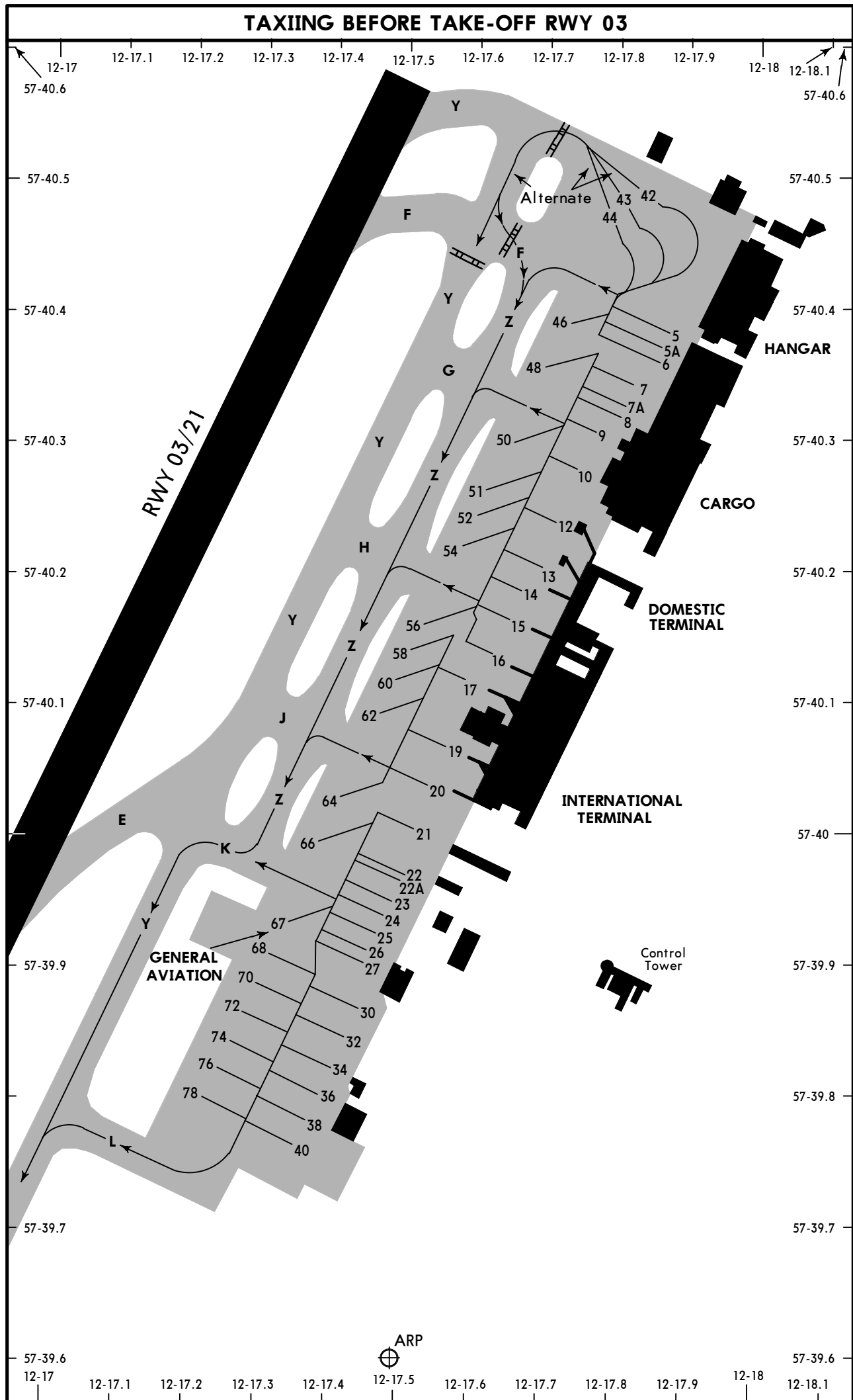
RWY 03: Climb STRAIGHT AHEAD to minimum turning alt 1000'. Continue climb to appropriate MSA.

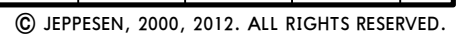
RWY 21: Climb STRAIGHT AHEAD to minimum turning alt 900'. Continue climb to appropriate MSA.

INS COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
5, 5A, 6	N57 40.4 E012 17.9	506	42	N57 40.5 E012 17.9	506
7	N57 40.3 E012 17.9	506	43, 44	N57 40.5 E012 17.8	506
7A	N57 40.3 E012 17.8	505	46, 48	N57 40.4 E012 17.7	506
8, 9	N57 40.3 E012 17.8	-	50	N57 40.3 E012 17.6	506
10	N57 40.3 E012 17.8	505	51	N57 40.3 E012 17.6	505
12	N57 40.2 E012 17.8	504	52, 54	N57 40.2 E012 17.6	504
12A	N57 40.2 E012 17.7	504	56	N57 40.2 E012 17.5	503
13 thru 15	N57 40.2 E012 17.7	503	58 thru 62	N57 40.1 E012 17.5	502
16	N57 40.1 E012 17.7	503	64, 66	N57 40.0 E012 17.4	502
17, 19	N57 40.1 E012 17.6	503	70	N57 39.9 E012 17.3	502
20, 21	N57 40.0 E012 17.6	503	72	N57 39.9 E012 17.3	502
22, 22A, 23	N57 40.0 E012 17.5	502	74	N57 39.9 E012 17.2	504
24 thru 27	N57 39.9 E012 17.5	501	76, 78	N57 39.8 E012 17.2	505
30	N57 39.9 E012 17.5	502			
32	N57 39.8 E012 17.4	502			
34	N57 39.8 E012 17.4	503			
36	N57 39.8 E012 17.4	504			
38	N57 39.8 E012 17.4	505			
40	N57 39.8 E012 17.4	-			







STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
03	CAT 2 ILS	578' (100')	RA 106' - 300m
	ILS	678' (200')	500m / 1000m
	VOR DME LOC ❶	760' (282')	600m / 1000m
	NDB LOC ❶	790' (312')	800m / 1000m
	VOR DME	900' (422')	800m / 1000m
	NDB	870' (392')	800m / 1000m
21	CAT 2 ILS	606' (100')	RA 98' - 300m
	ILS	706' (200')	500m / 1000m
	VOR DME LOC ❶	760' (254')	600m / 1000m
	NDB LOC ❶	830' (324')	800m / 1000m
	NDB	920' (414')	800m / 1000m

❶ MM out: NOT AUTHORIZED.

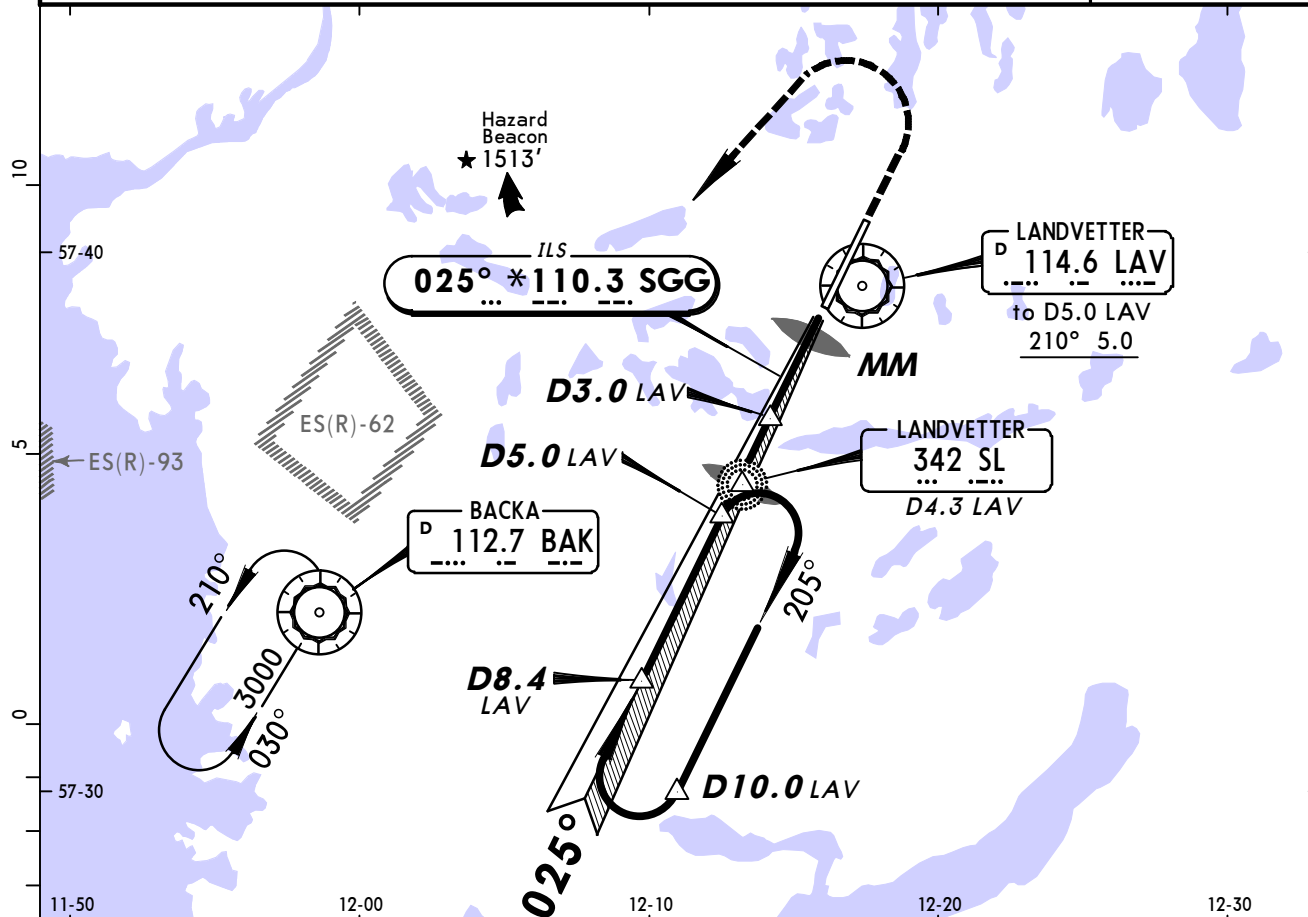
CIRCLE-TO-LAND	MDA(H)	VIS
	970' (464')	1000m

TAKE-OFF RWY 03, 21				
LVP must be in Force ❷				
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ❸	800m

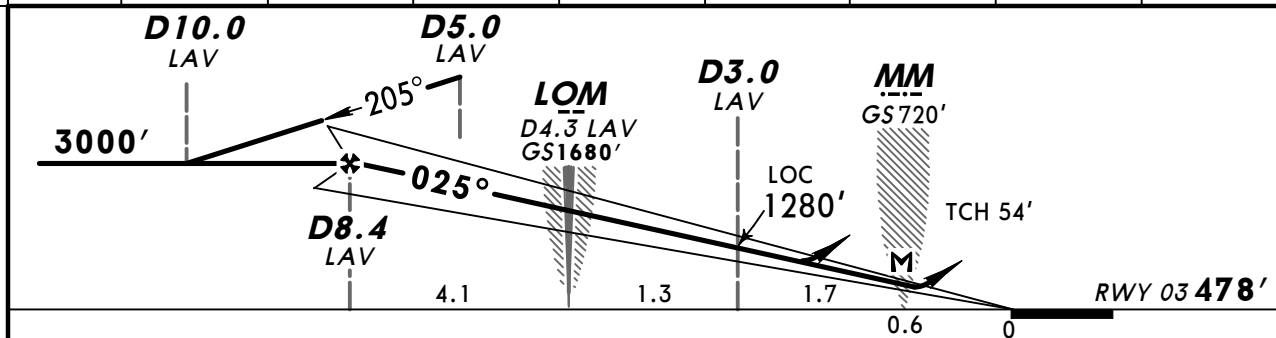
❷ Without LVP 400m are stipulated.

❸ Or rejected take-off distance whichever is the greater.

D-ATIS 114.6 118.37	GOTEBORG Control (APP/R) 124.67	LANDVETTER Tower 118.6	Ground 121.9
LOC SGG *110.3	Final Apch Crs 025°	GS LOM 1680' (1202')	ILS DA(H) 678' (200')
Apt Elev 506'			
RWY 478'			
MISSED APCH: Climb STRAIGHT AHEAD to 1500', then turn LEFT to BAK VOR climbing to 3000'.			
Alt Set: hPa Rwy Elev: 17 hPa Trans level: By ATC Trans alt: 5000' Acft on final shall maintain MIM 160 KT IAS until passing OM or equivalent position unless otherwise instructed, if unable inform ATC.			



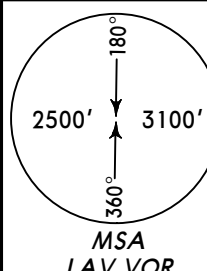
LOC (GS out)	LAV DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2870'	2550'	2230'	1910'	1590'	1280'	960'

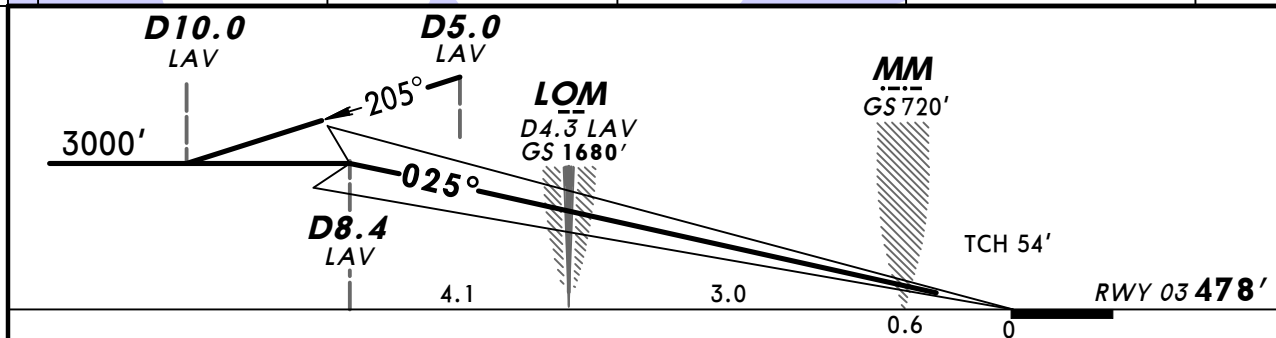
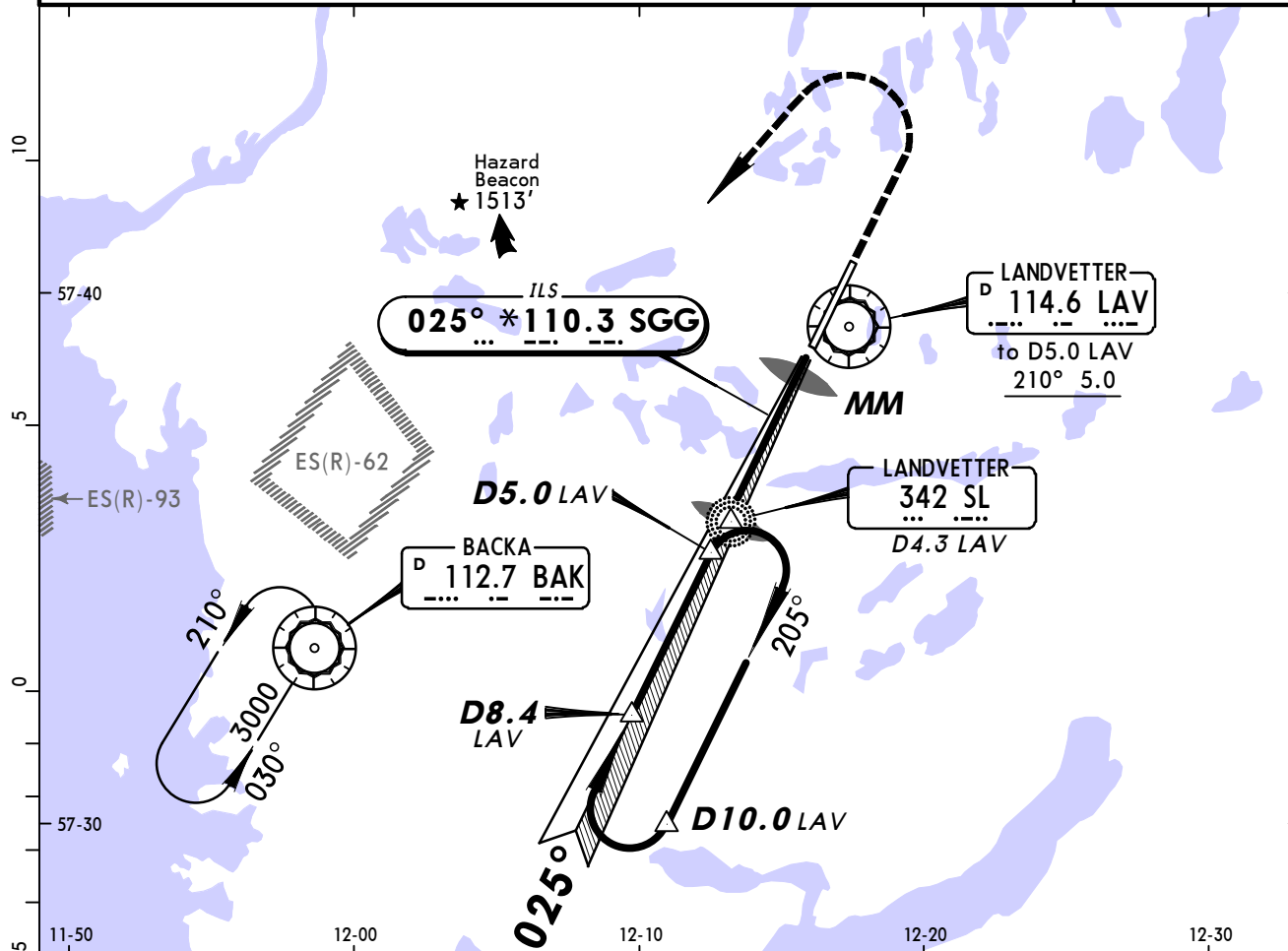


Gnd speed-Kts	70	90	100	120	140	160	
ILS GS or LOC Descent Angle	3.00°	377	484	538	646	753	861
MAP at MM							

STRAIGHT-IN LANDING RWY 03					CIRCLE-TO-LAND		
ILS			LOC (GS out)				
DA(H) 678' (200')			DA(H) 760' (282')				
FULL	Limited	ALS out		ALS out	Max Kts	MDA(H)	VIS
A					100	970' (464')	1500m
B					135	1010' (504')	1600m
C	RVR 550m	RVR 750m	RVR 1200m	RVR 750m	180	1160' (654')	2400m
D					205	1240' (734')	3600m

BRIEFING STRIP™

D-ATIS 114.6 118.37		GOTEBORG Control (APP/R) 124.67		LANDVETTER Tower 118.6		Ground 121.9	
LOC SGG *110.3	Final Apch Crs 025°	GS LOM 1680' (1202')	CAT II ILS RA 106' DA(H) 578' (100')		Apt Elev 506' RWY 478'		
MISSED APCH: Climb STRAIGHT AHEAD to 1500', then turn LEFT to BAK VOR climbing to 3000'.							
Alt Set: hPa Rwy Elev: 17 hPa Trans level: By ATC Trans alt: 5000' 1. Special aircrew & acft certification required. 2. Acft on final shall maintain MIM 160 KT IAS until passing OM or equivalent position unless otherwise instructed, if unable inform ATC.							



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 1500'
GS	3.00°	377	484	538	646	753	

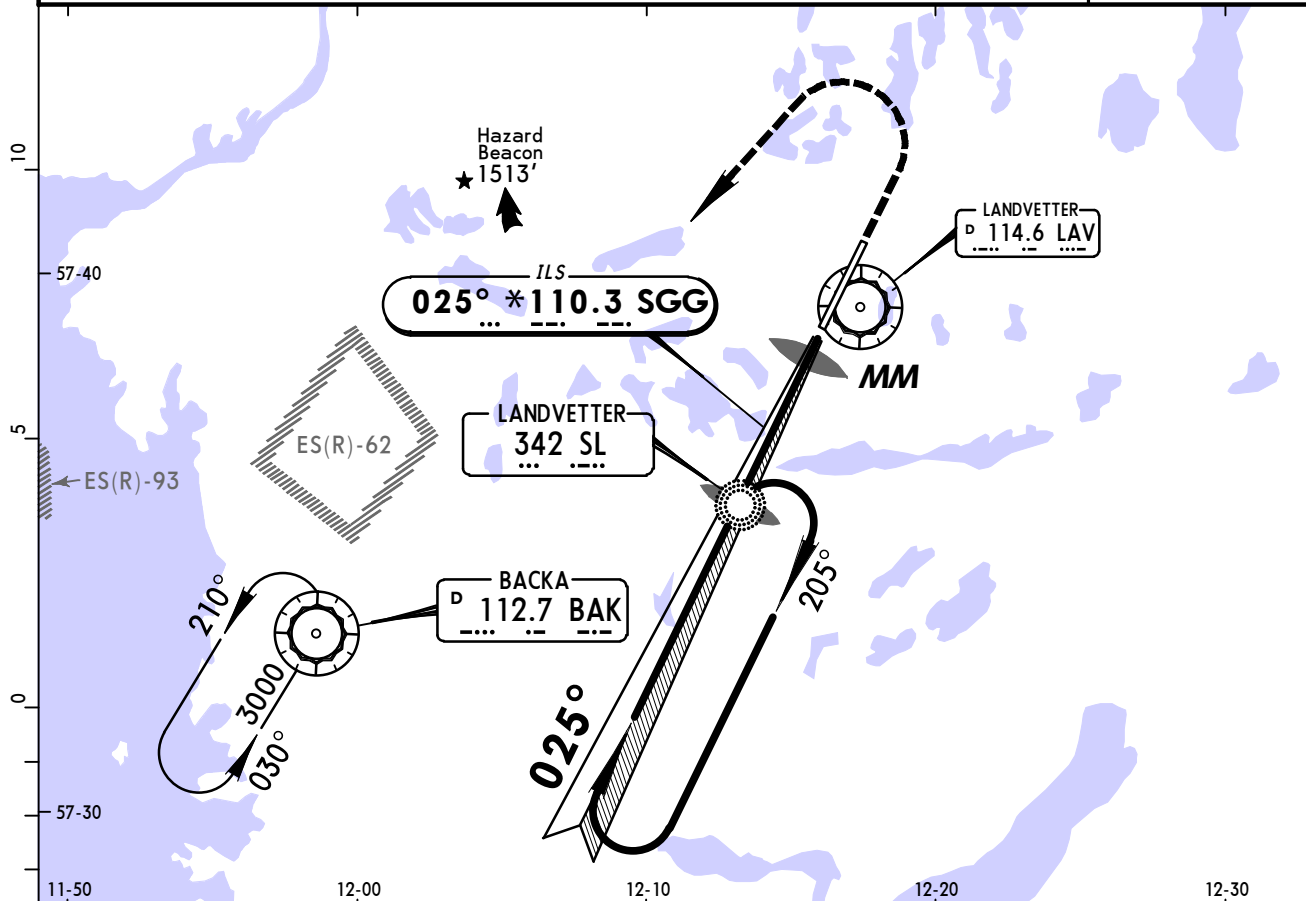
Standard STRAIGHT-IN LANDING RWY 03
CAT II ILS
ABCD
RA 106'
DA(H) 578' (100')

RVR 300m **I**

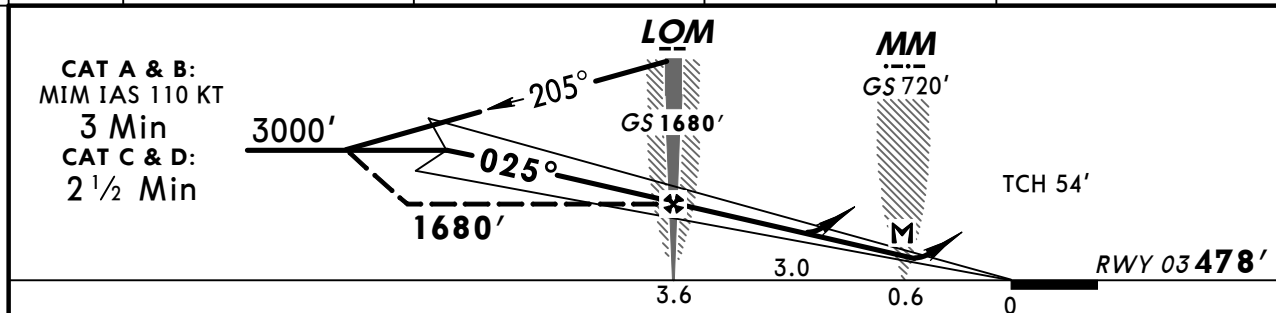
I Operators applying U.S. Ops Specs: CAT III authorization required below RVR 350m.

PANS OPS 4

D-ATIS 114.6 118.37		GOTEBORG Control (APP/R) 124.67		LANDVETTER Tower 118.6		Ground 121.9
LOC SGG *110.3	Final Apch Crs 025°	GS LOM 1680' (1202')	ILS DA(H) 678' (200')	Apt Elev 506'	RWY 478'	
MISSED APCH: Climb STRAIGHT AHEAD to 1500', then turn LEFT to BAK VOR climbing to 3000'.						
Alt Set: hPa Rwy Elev: 17 hPa Trans level: By ATC Trans alt: 5000' Acft on final shall maintain MIM 160 KT IAS until passing OM or equivalent position unless otherwise instructed, if unable inform ATC.						

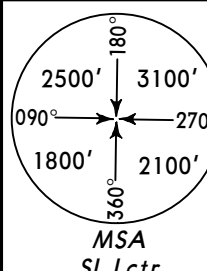


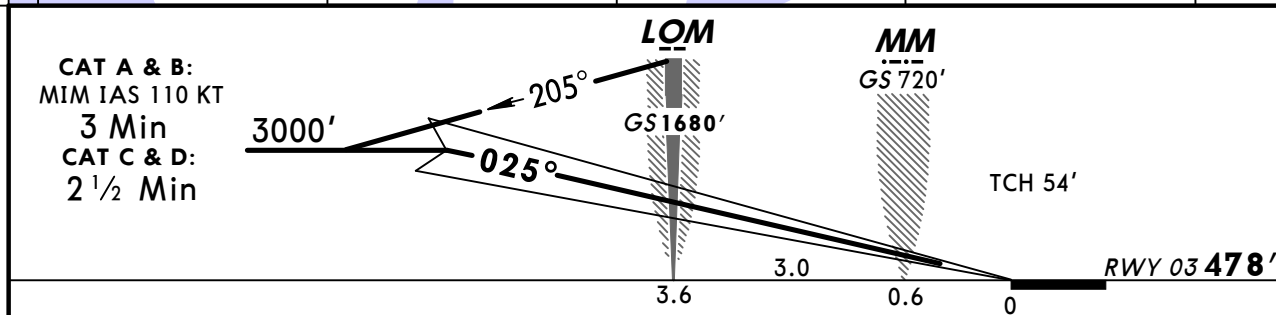
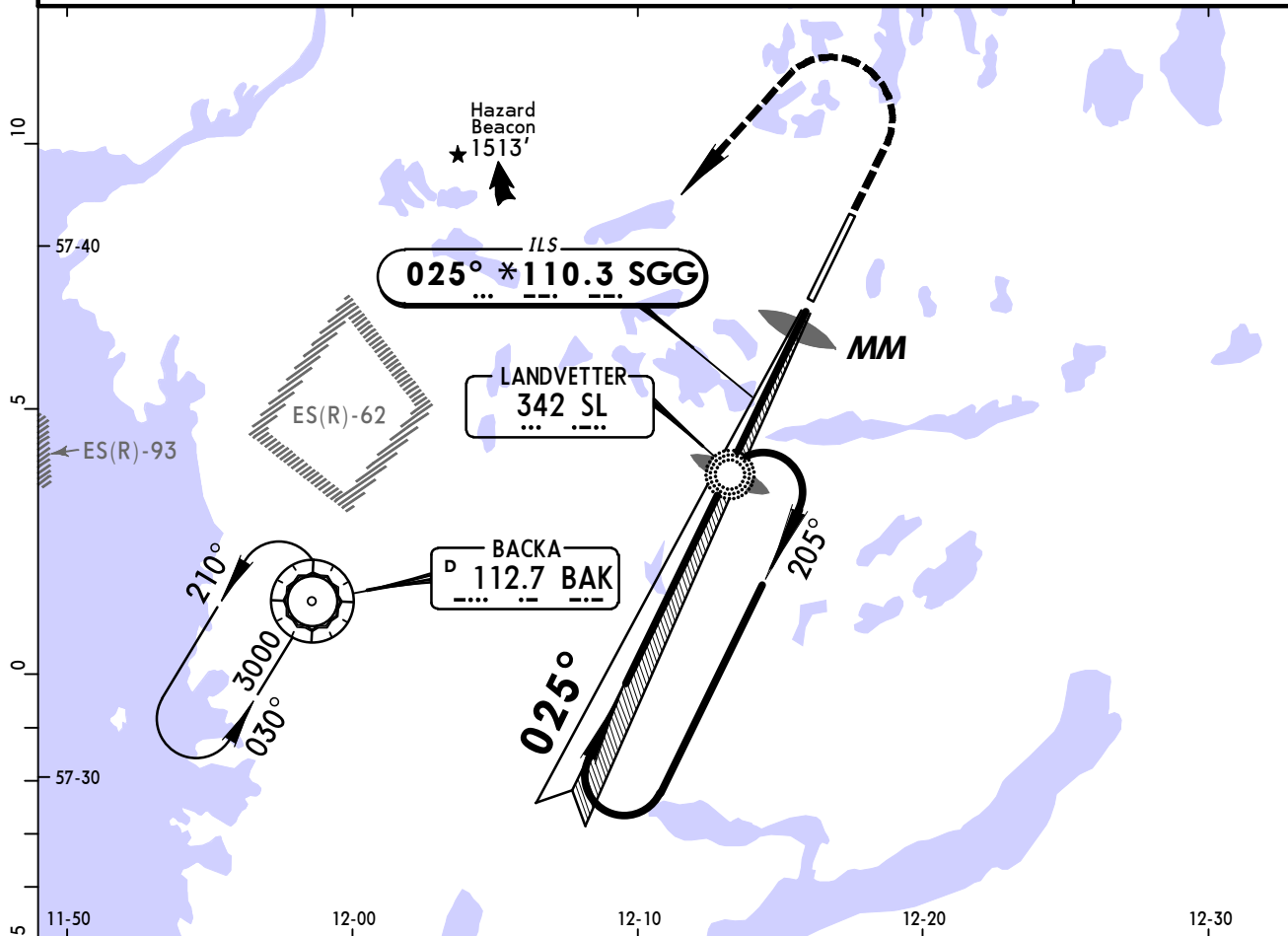
LOC (GS out)	LAV DME	4.0	3.0	2.0
	ALTITUDE	1590'	1280'	960'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 1500'
ILS GS or	377	484	538	646	753	861	
LOC Descent Angle 3.00°							
MAP at MM							

Standard		STRAIGHT-IN LANDING RWY 03				CIRCLE-TO-LAND		
ILS			LOC (GS out)					
DA(H) 678' (200')			DA(H) 790' (312')					
FULL		Limited	ALS out			ALS out	Max Kts	
A	RVR 550m	RVR 750m	RVR 1200m	RVR 750m	RVR 1400m	100	MDA(H) 970' (464')	VIS 1500m
B						135	1010' (504')	1600m
C						180	1160' (654')	2400m
D						205	1240' (734')	3600m

D-ATIS 114.6 118.37		GOTEBORG Control (APP/R) 124.67		LANDVETTER Tower 118.6		Ground 121.9	
LOC SGG *110.3	Final Apch Crs 025°	GS LOM 1680' (1202')	CAT II ILS RA 106' DA(H) 578' (100')		Apt Elev 506'	RWY 478'	
MISSED APCH: Climb STRAIGHT AHEAD to 1500', then turn LEFT to VOR climbing to 3000'.							
Alt Set: hPa Rwy Elev: 17 hPa Trans level: By ATC Trans alt: 5000' 1. Special Aircrew & Acft Certification Required. 2. Acft on final shall maintain MIM 160 KT IAS until passing OM or equivalent position unless otherwise instructed, if unable inform ATC.							



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 1500'
GS	3.00°	377	484	538	646	753	

Standard STRAIGHT-IN LANDING RWY 03
CAT II ILS
ABCD
RA 106'
DA(H) 578' (100')

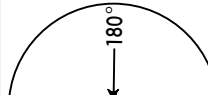
RVR 300m **I**

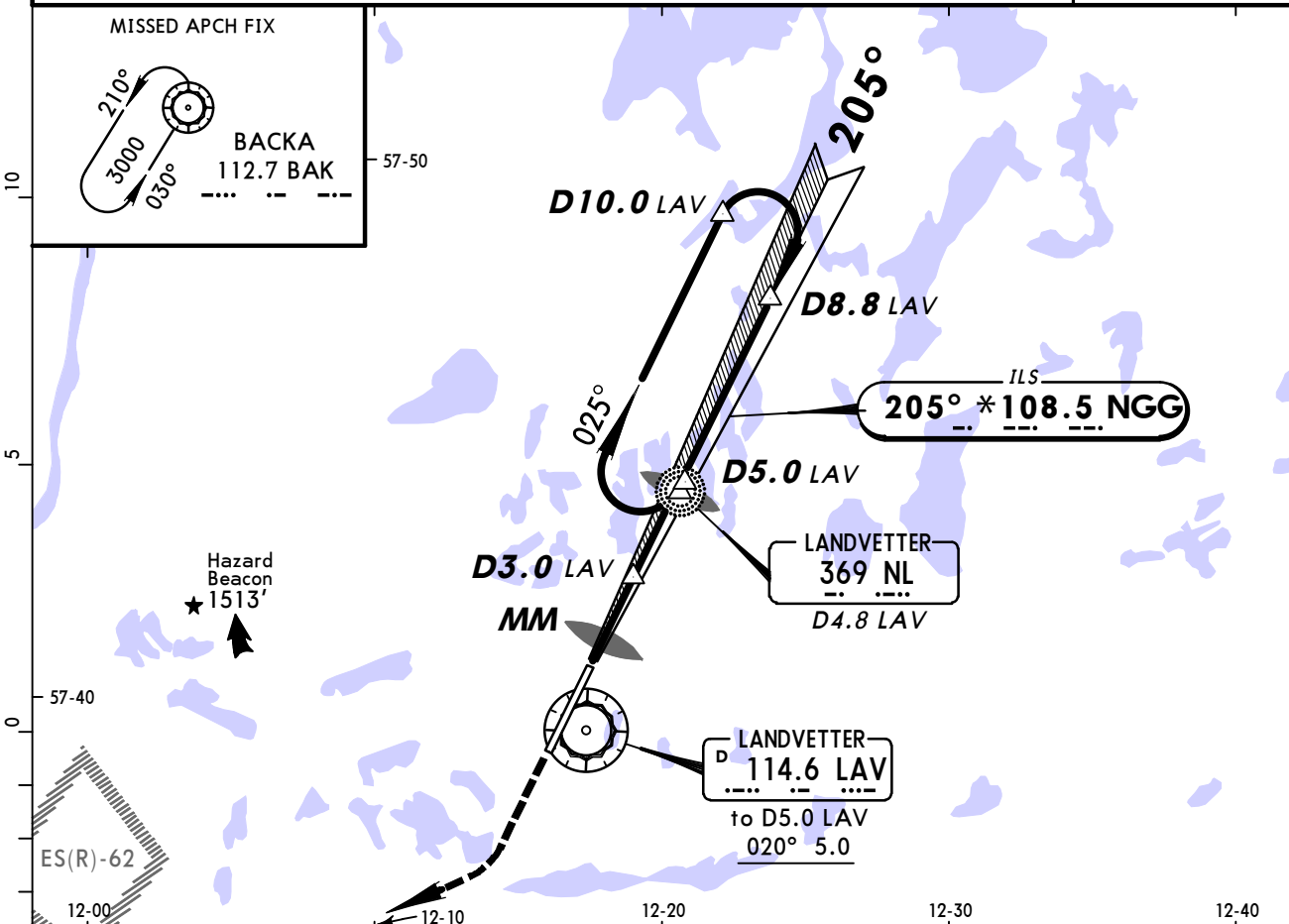
I Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

CHANGES: Minimums.

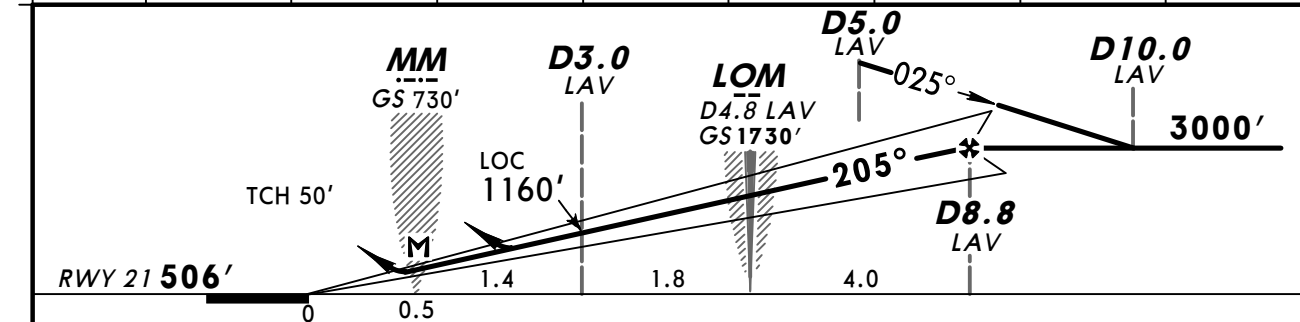
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BRIEFING STRIP™

D-ATIS 114.6 118.37		GOTEBORG Control (APP/R) 124.67		LANDVETTER Tower 118.6		Ground 121.9				
LOC NGG *108.5		Final Apch Crs 205°		GS LOM 1730' (1224')		ILS DA(H) 706' (200')		Apt Elev 506' RWY 506'		 2500' 3100' 360° 180° MSA LAV VOR
MISSED APCH: Climb STRAIGHT AHEAD to 1500', then turn RIGHT to BAK VOR climbing to 3000'.										
Alt Set: hPa Rwy Elev: 18 hPa Trans level: By ATC Trans alt: 5000' Acft on final shall maintain MIM 160 KT IAS until passing OM or equivalent position unless otherwise instructed, if unable inform ATC.										

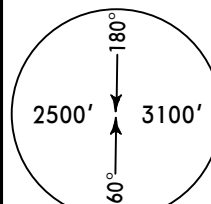


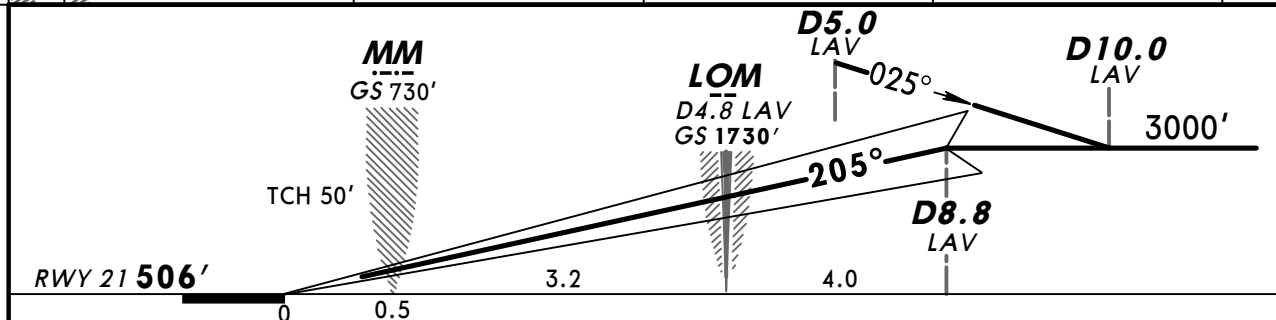
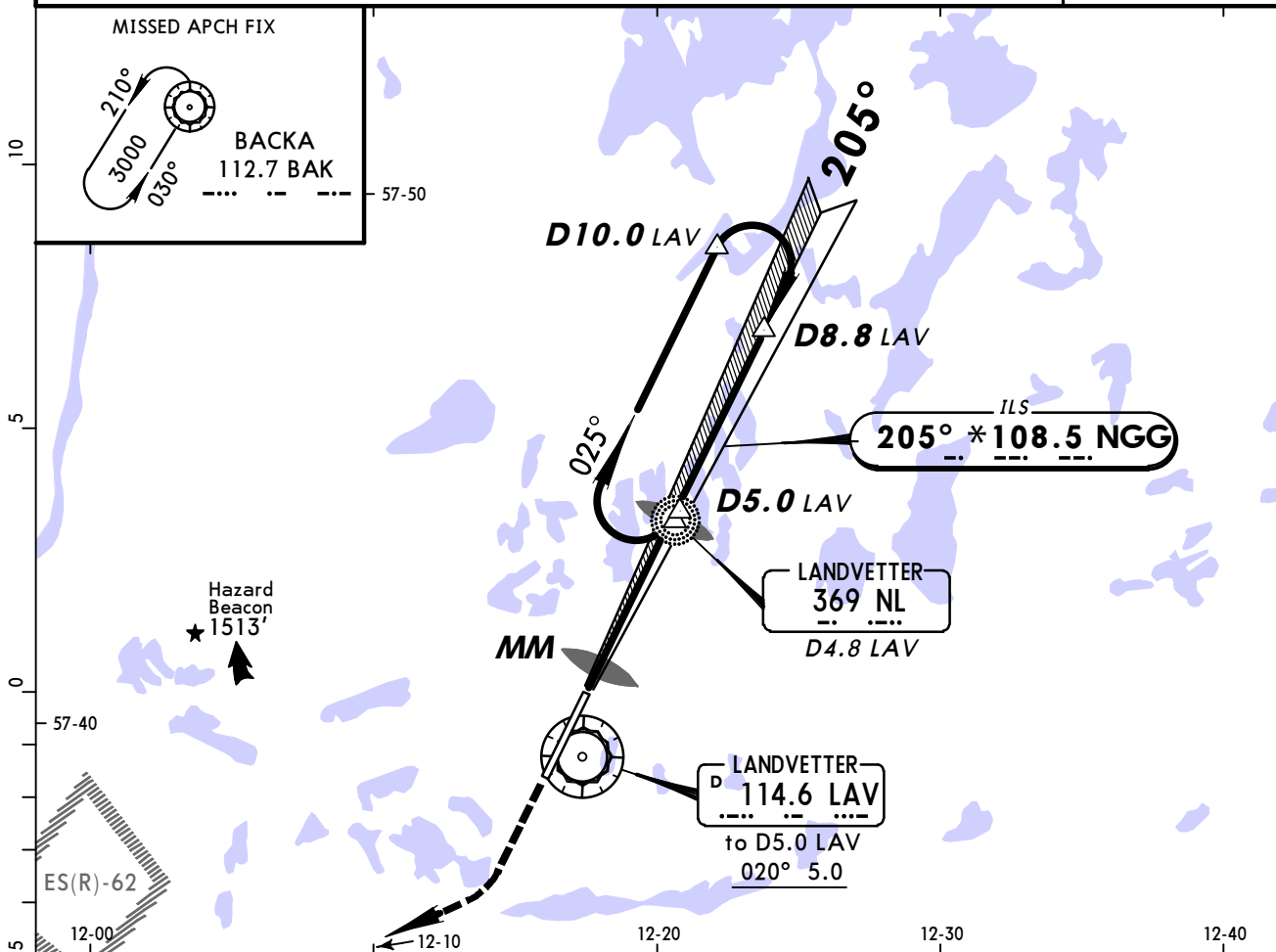
LOC (GS out)	LAV DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE		840'	1160'	1480'	1800'	2120'	2440'	2760'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 1500'
ILS GS or LOC Descent Angle	3.00°	377	484	538	646	753	
MAP at MM							

PANS OPS 4		STRAIGHT-IN LANDING RWY 21				CIRCLE-TO-LAND			
		ILS			LOC (GS out)		Max Kts.	MDA(H)	VIS
		DA(H) 706' (200')			DA(H) 760' (254')				
		FULL	Limited	ALS out		ALS out			
A	RVR 550m	RVR 750m	RVR 1200m	RVR 750m	RVR 1300m	100	970' (464')	1500m	
B						135	1010' (504')	1600m	
C						180	1160' (654')	2400m	
D						205	1240' (734')	3600m	

D-ATIS 114.6 118.37		GOTEBORG Control (APP/R) 124.67		LANDVETTER Tower 118.6		Ground 121.9	
LOC NGG *108.5	Final Apch Crs 205°	GS LOM 1730' (1224')	CAT II ILS RA 98' DA(H) 606' (100')		Apt Elev 506'		
MISSED APCH: Climb STRAIGHT AHEAD to 1500', then turn RIGHT to BAK VOR climbing to 3000'.							
Alt Set: hPa Rwy Elev: 18 hPa Trans level: By ATC Trans alt: 5000' 1. Special aircrew & acft certification required. 2. Acft on final shall maintain MIM 160 KT IAS until passing OM or equivalent position unless otherwise instructed, if unable inform ATC.							



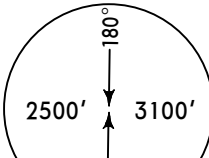
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 1500'
GS	3.00°	377	484	538	646	753	

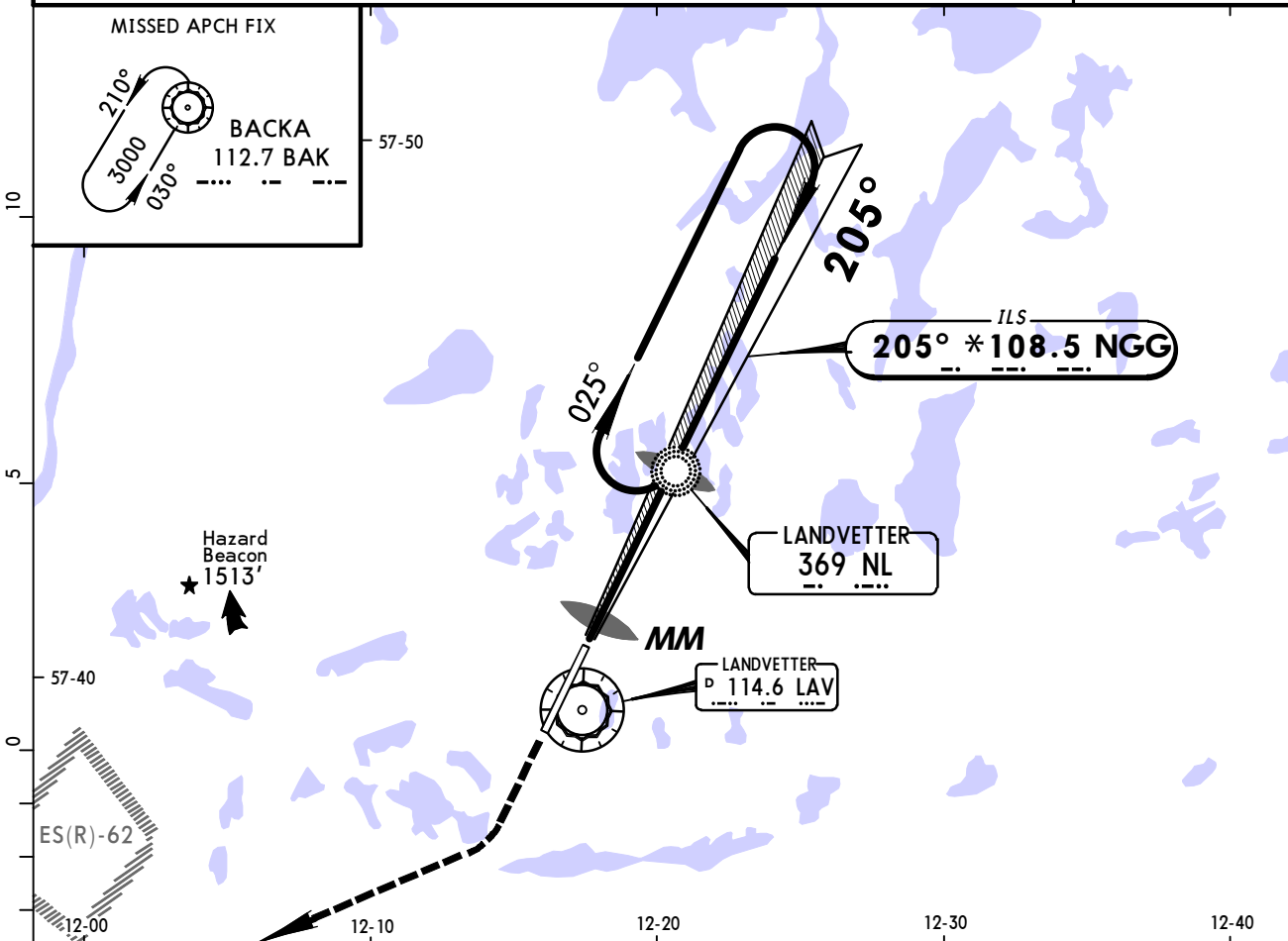
Standard STRAIGHT-IN LANDING RWY 21
CAT II ILS
ABCD
RA 98'
DA(H) 606' (100')

RVR 300m **I**

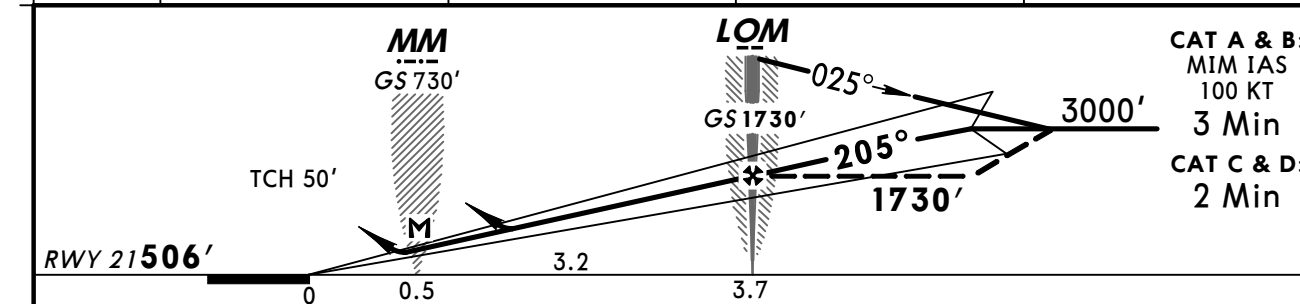
I Operators applying U.S. Ops Specs: CAT III authorization required below RVR 350m.

BRIEFING STRIP

D-ATIS 114.6 118.37		GOTEBORG Control (APP/R) 124.67		LANDVETTER Tower 118.6		Ground 121.9			
LOC NGG *108.5		Final Apch Crs 205°		GS LOM 1730' (1224')		ILS DA(H) 706' (200')		Apt Elev 506' RWY 506'	
MISSED APCH: Climb STRAIGHT AHEAD to 1500', then turn RIGHT to BAK VOR climbing to 3000'.								 MSA NL Lctr	
Alt Set: hPa Rwy Elev: 18 hPa Trans level: By ATC Trans alt: 5000' Acft on final shall maintain MIM 160 KT IAS until passing OM or equivalent position unless otherwise instructed, if unable inform ATC.									

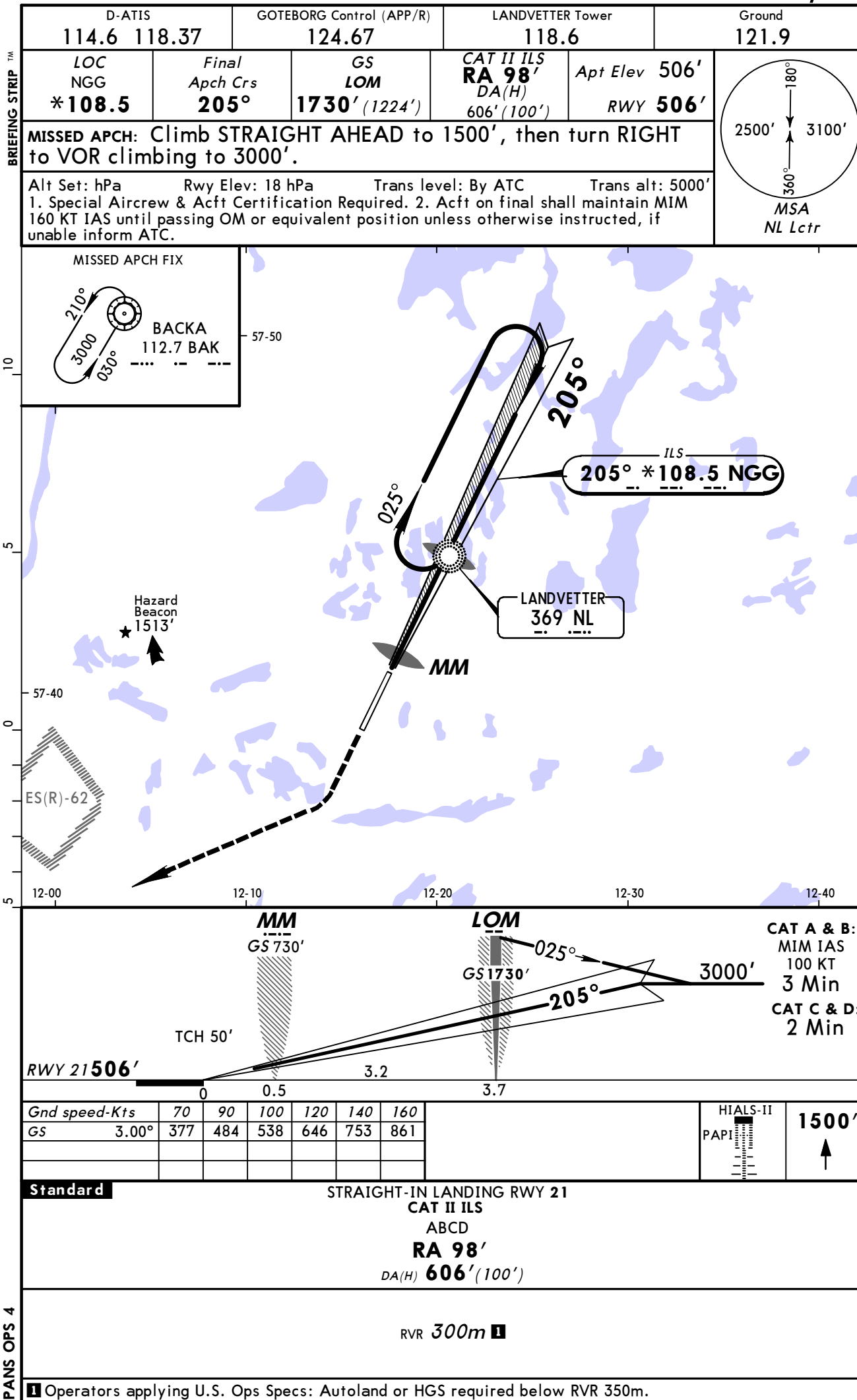


LOC (GS out)	LAV DME	2.0	3.0	4.0
	ALTITUDE	840'	1160'	1480'

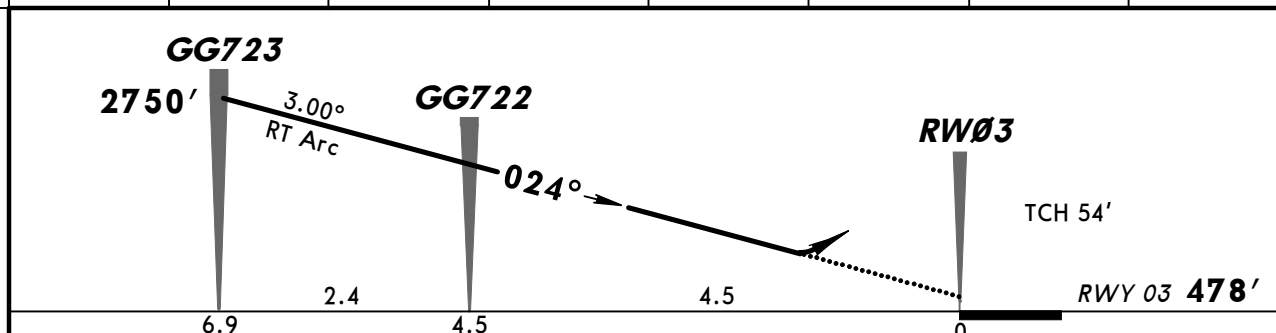
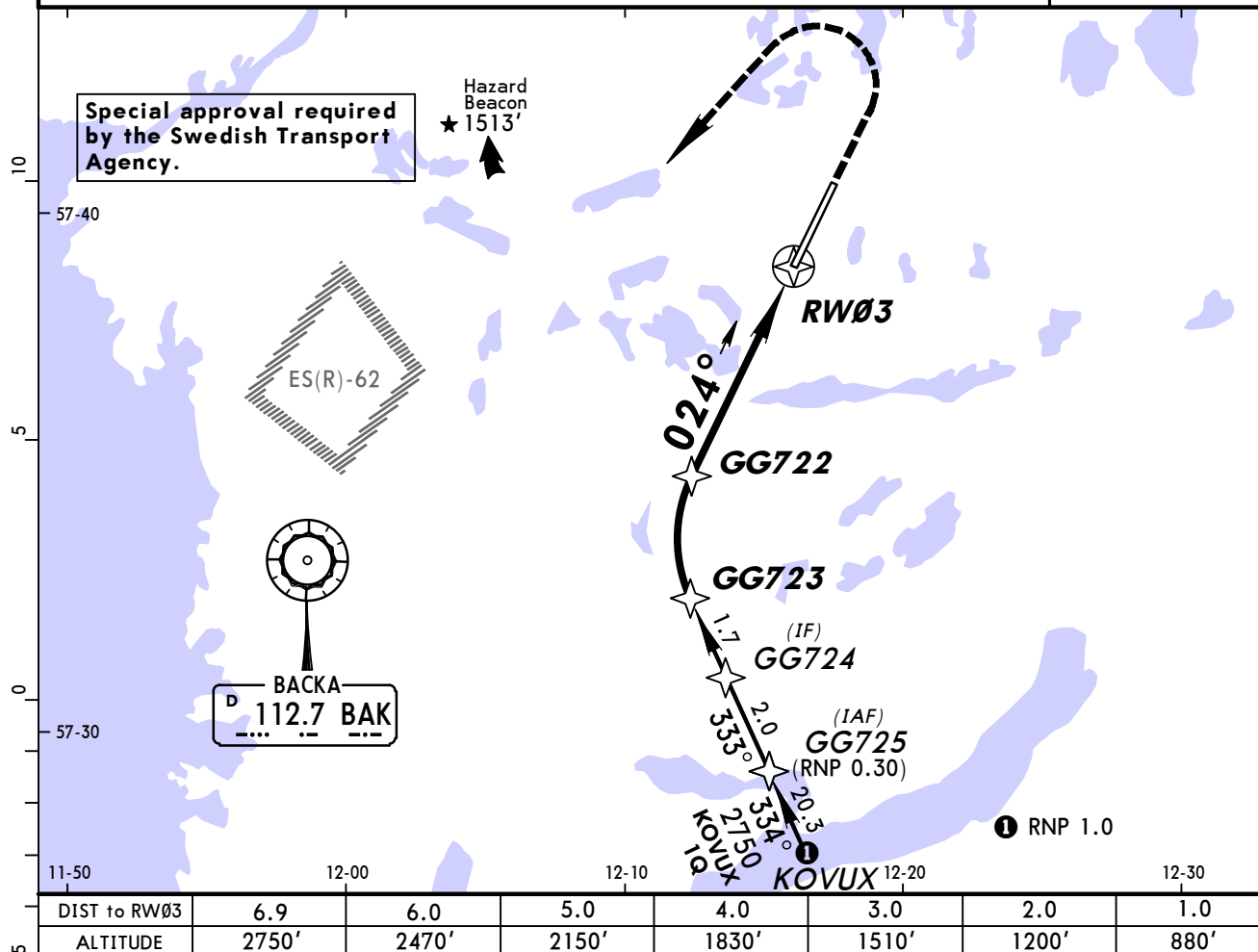


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 1500'
ILS GS or	377	484	538	646	753	861	
LOC Descent Angle 3.00°							
MAP at MM							

PANS OPS 4		STRAIGHT-IN LANDING RWY 21				CIRCLE-TO-LAND			
		ILS			LOC (GS out)		Max Kts	MDA(H)	VIS
		DA(H) 706' (200')			DA(H) 830' (324')				
		FULL	Limited	ALS out		ALS out			
A	RVR 550m	RVR 750m	RVR 1200m	RVR 800m	RVR 1500m	100	970' (464')	1500m	
B						135	1010' (504')	1600m	
C						180	1160' (654')	2400m	
D						205	1240' (734')	3600m	



D-ATIS 114.6 118.37		GOTEBORG Control (APP/R) 124.67		LANDVETTER Tower 118.6		Ground 121.9	
RNAV	Final Aptch Crs 024°	Minimum Alt GG723 2750' (2272')	RNP 0.30 DA(H) 840' (362')	Apt Elev 506' RWY 478'			
MISSED APCH: Climb STRAIGHT AHEAD to 1500', then turn LEFT to VOR climbing to 3000'. Radar vectoring for new approach.							
Alt Set: hPa Rwy Elev: 17 hPa Trans level: By ATC Trans alt: 5000' 1. Approval for Baro-VNAV required. 2. RNP 0.30 and RF-leg required. 3. Procedure not authorized below -25°C.							
					MSA ARP		



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	
<i>Descent Angle 3.00°</i>	372	478	531	637	743	849	
<i>MAP at DA</i>							

Standard

STRAIGHT-IN LANDING RWY 03

RNP 0.30

 $DA(H) \mathbf{840'} (362')$

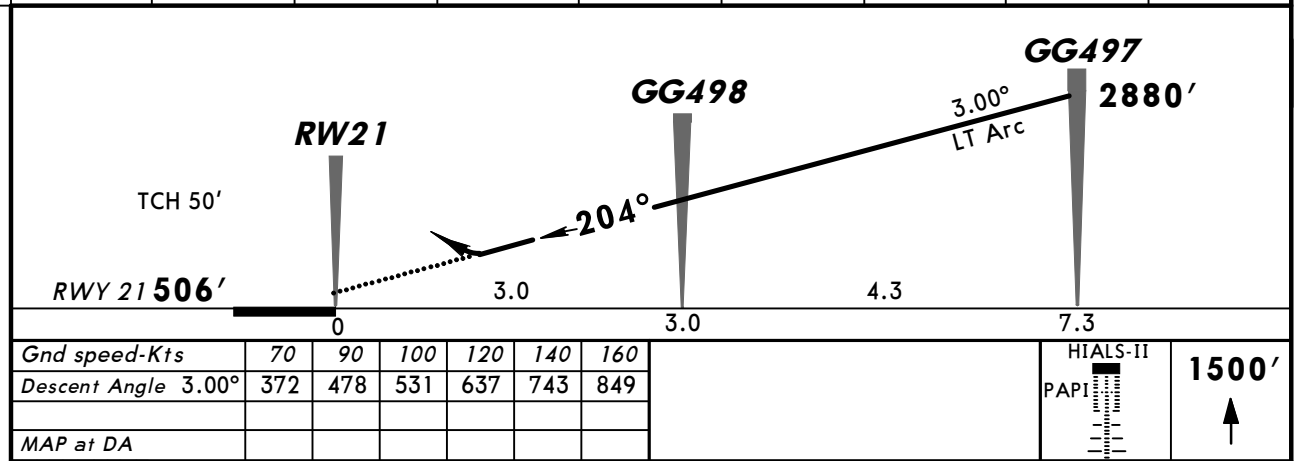
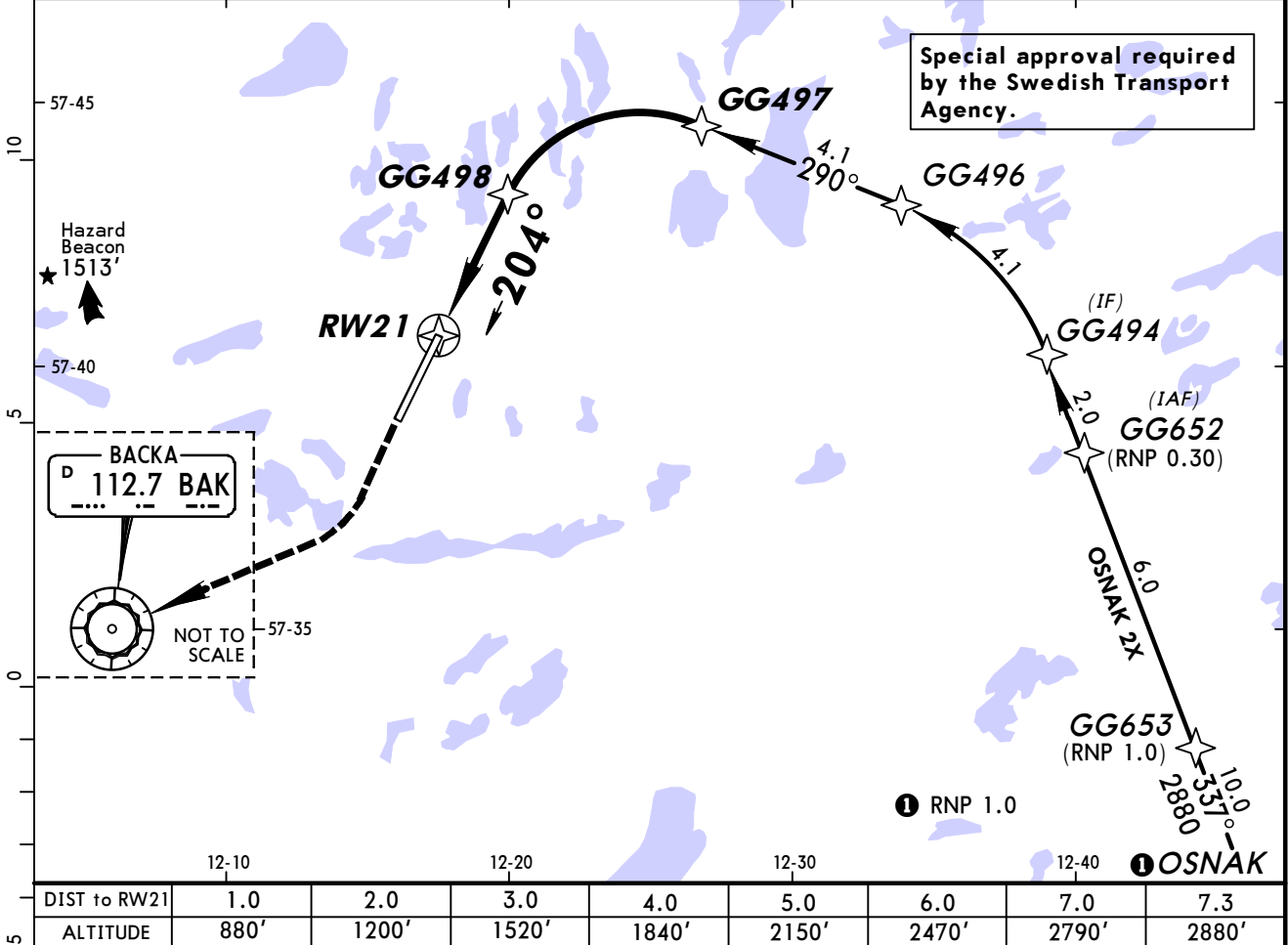
ALS out

A		
B	NOT APPLICABLE	
C		
D	RVR 1000m	RVR 1700m

CHANGES: GG722 alt withdrawn.

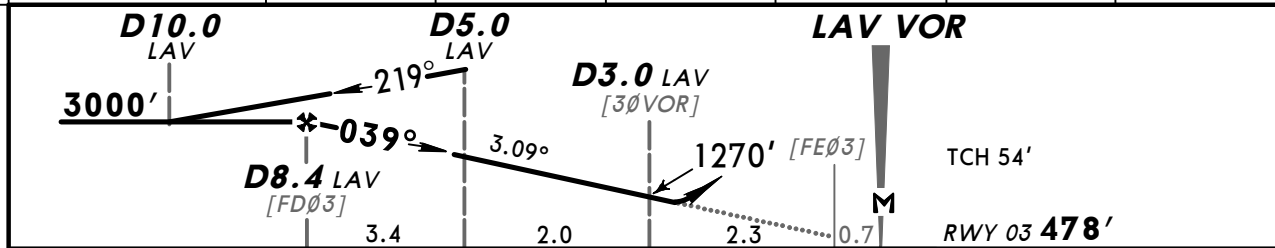
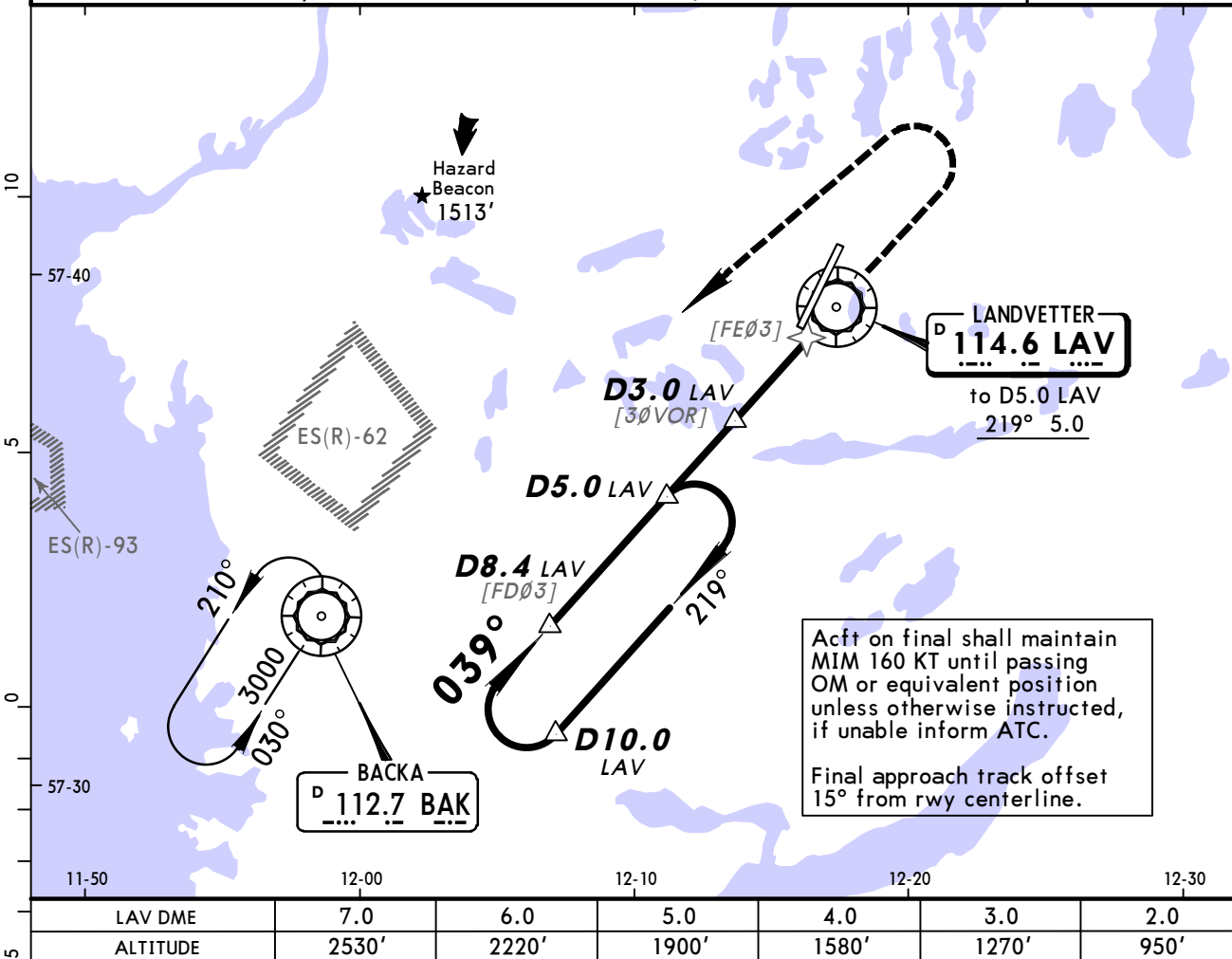
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D-ATIS 114.6 118.37	GOTEBORG Control (APP/R) 124.67	LANDVETTER Tower 118.6	Ground 121.9
RNAV	Final Apch Crs 204°	Minimum Alt GG497 2880' (2374')	RNP 0.30 DA(H) 840' (334')
Apt Elev 506' RWY 506'			
MISSED APCH: Climb STRAIGHT AHEAD to 1500', then turn RIGHT to VOR climbing to 3000'. Radar vectoring for new approach.			
Alt Set: hPa Rwy Elev: 18 hPa Trans level: By ATC Trans alt: 5000'			
1. Approval for Baro-VNAV required. 2. RNP 0.30 and RF-leg required. 3. Procedure not authorized below -25°C.			
MSA ARP			



A	NOT APPLICABLE	
B	NOT APPLICABLE	
C	RVR 800m	RVR 1500m
D		

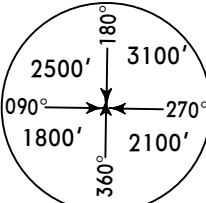
D-ATIS	GOTEBORG Control (APP/R)	LANDVETTER Tower	Ground
114.6 118.37	124.67	118.6	121.9
VOR LAV 114.6	Final Apch Crs 039°	Minimum Alt D8.4 LAV 3000' (2522')	DA(H) 900' (422')
		Apt Elev 506'	RWY 478'
MISSED APCH: Climb STRAIGHT AHEAD to 1500', then turn LEFT to BAK VOR climbing to 3000'.			
Alt Set: hPa	Rwy Elev: 17 hPa	Trans level: By ATC	Trans alt: 5000'
			MSA LAV VOR

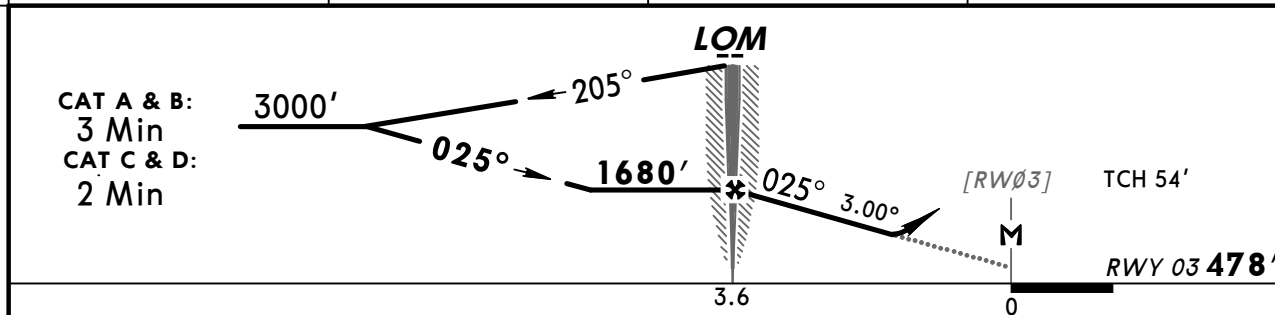
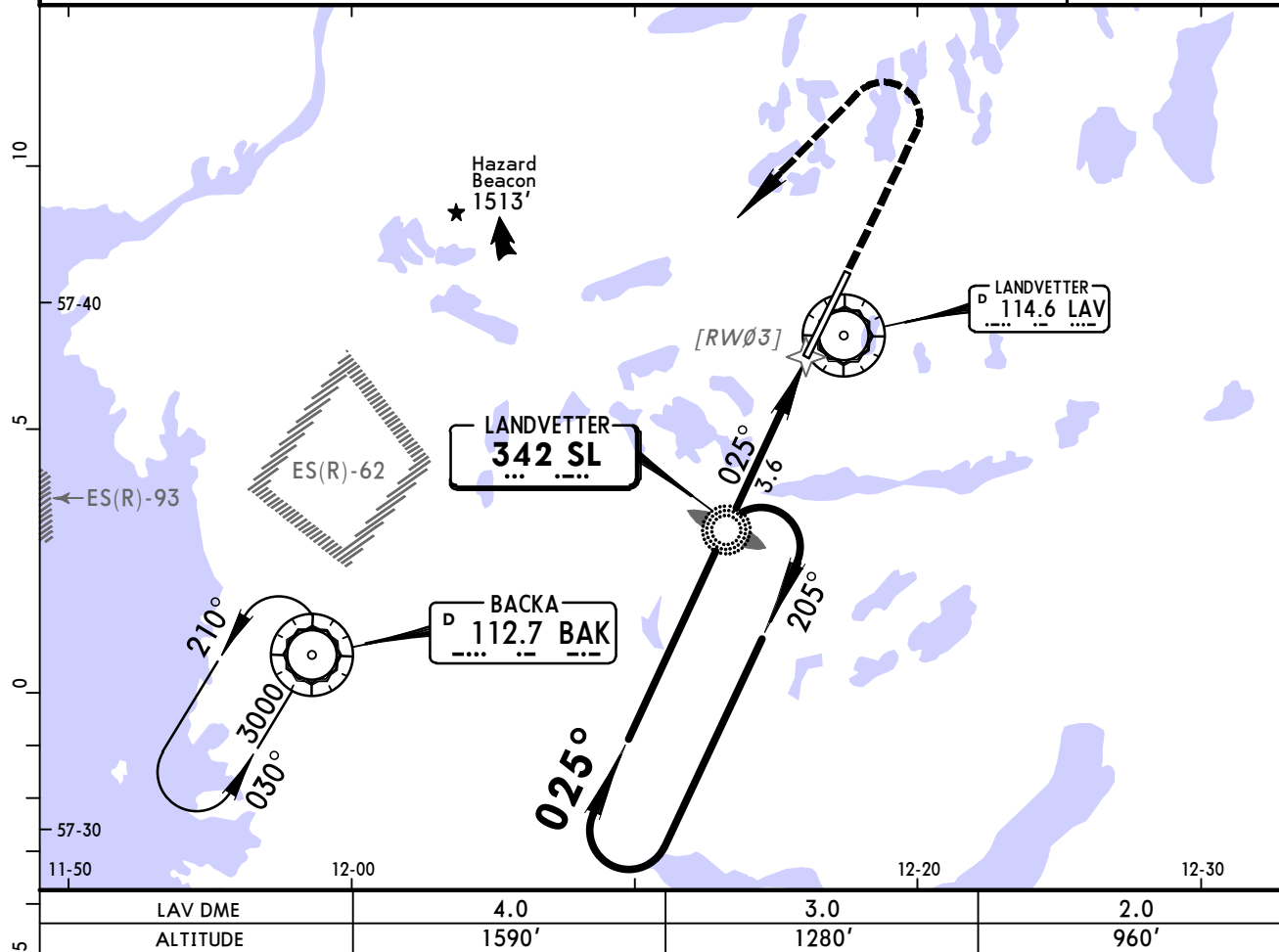


Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle	3.09°	383	492	547	656	765	875
MAP at LAV VOR							

Standard STRAIGHT-IN LANDING RWY 03				CIRCLE-TO-LAND			
DA(H) 900' (422')							
ALS out				Max Kts.	MDA(H)	VIS	
A	RVR 1300m			100	970' (464')	1500m	
B				135	1010' (504')	1600m	
C				180	1160' (654')	2400m	
D				205	1240' (734')	3600m	

BRIEFING STRIP™

D-ATIS 114.6 118.37		GOTEBORG Control (APP/R) 124.67		LANDVETTER Tower 118.6		Ground 121.9	
Lctr SL 342	Final Apch Crs 025°	Minimum Alt LOM 1680' (1202')	DA(H) 870' (392')	Apt Elev 506' RWY 478'	 MSA SL Lctr		
MISSED APCH: Climb STRAIGHT AHEAD to 1500', then turn LEFT to BAK VOR climbing to 3000'.							
Alt Set: hPa Rwy Elev: 17 hPa Trans level: By ATC Trans alt: 5000' Acft on final shall maintain MIM 160 KT IAS until passing OM or equivalent position unless otherwise instructed, if unable inform ATC.							



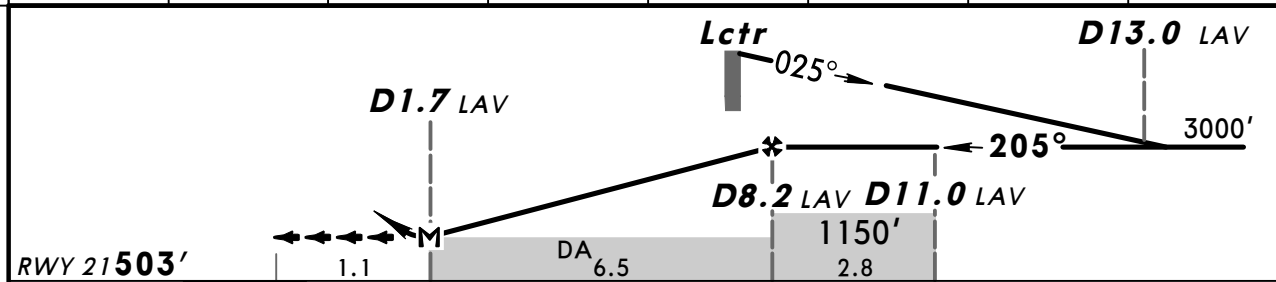
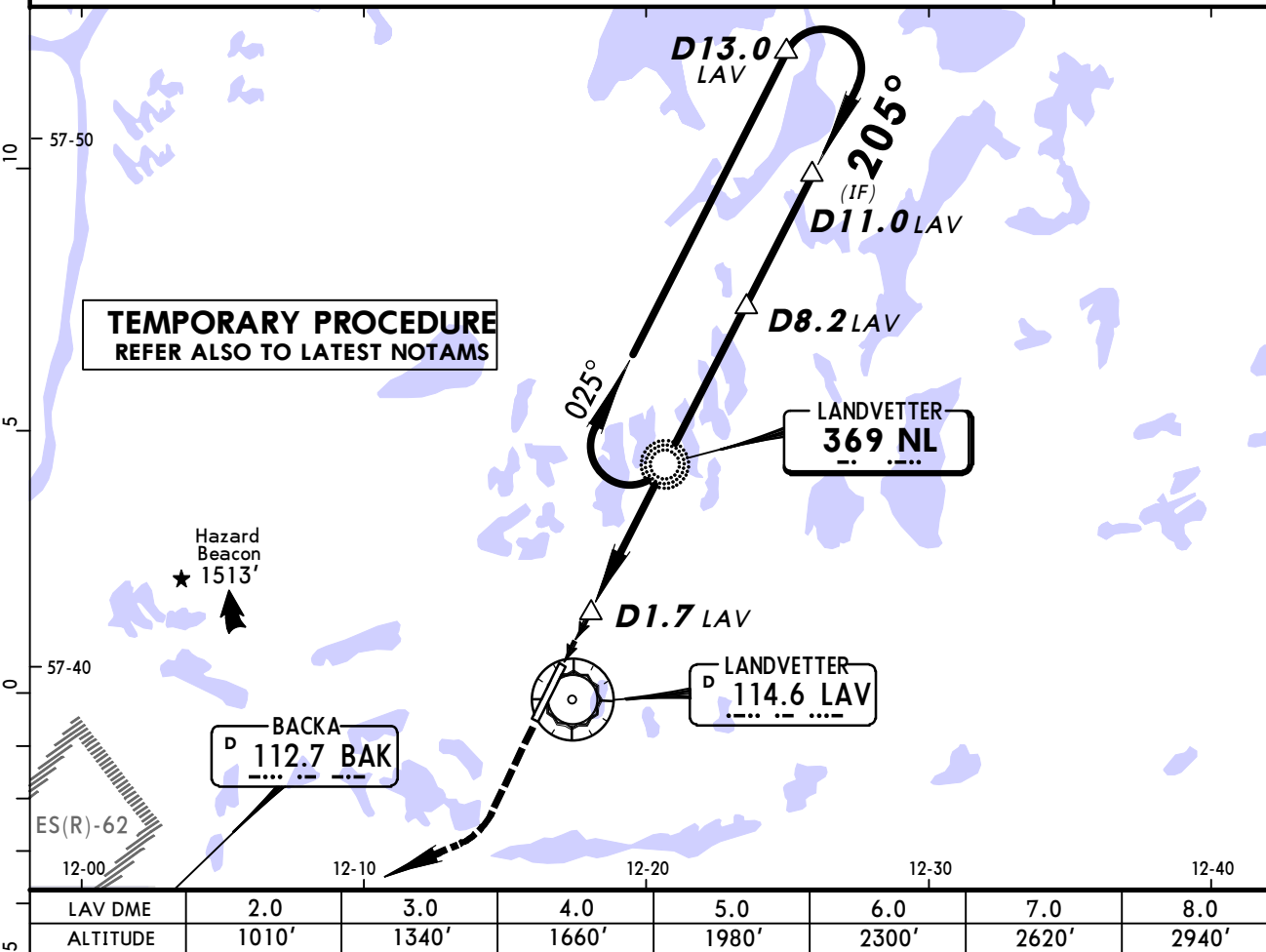
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 1500'
Descent Angle 3.00°	372	478	531	637	743	849	
LOM to MAP 3.6	3:05	2:24	2:10	1:48	1:33	1:21	

Standard STRAIGHT-IN LANDING RWY 03				CIRCLE-TO-LAND			
DA(H) 870' (392')				Max Kts	MDA(H)	VIS	
A B C D	ALS out		RVR 1500m	100	970' (464')	1500m	
			RVR 1100m	135	1010' (504')	1600m	
	RVR 1800m		RVR 1100m	180	1160' (654')	2400m	
			RVR 1800m	205	1240' (734')	3600m	

PANS OPS 4

BRIEFING STRIP™

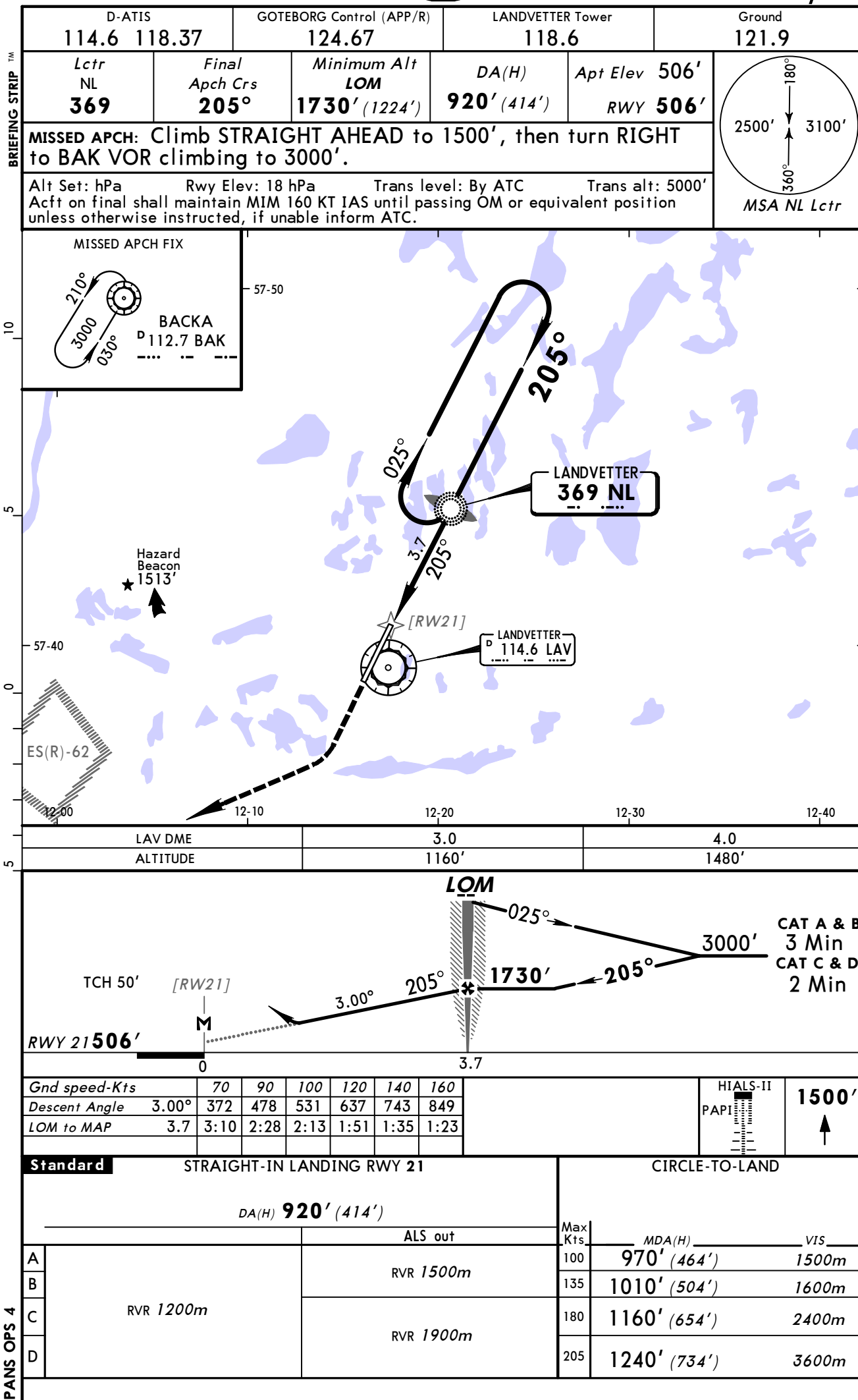
D-ATIS 114.6 118.37		GOTEBORG Control (APP/R) 124.67		LANDVETTER Tower 118.6		Ground 121.9	
Lctr NL 369	Final Apch Crs 205°	Procedure Alt D8.2 LAV 3000' (2497')	DA(H) 910' (407')		Apt Elev 506' RWY 503'	178° 2500' 3200' 358° MSA NL Lctr	
MISSED APCH: Climb STRAIGHT AHEAD to 1500', then turn RIGHT to BAK VOR climbing to 3000'. Radar vectoring for new apch.							
Alt Set: hPa		Rwy Elev: 18 hPa		Trans level: By ATC			
DME required.						Trans alt: 5000'	



Gnd speed-Kts	70	90	100	120	140	160		
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D1.7 LAV								
							PAPI-L	1500' ↑

Standard				STRAIGHT-IN LANDING RWY 21				CIRCLE-TO-LAND			
				DA(H) 910' (407')							
A					RVR 1500m				Max Kts	MDA(H)	VIS
B									100	980' (474')	1500m
C									135	1010' (504')	1600m
D									180	1160' (654')	2400m
									205	1240' (734')	3600m

PANS OPS



GOTEBORG, (LANDVETTER - ESGG)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport ESGG

Type: Terminal

Effectivity: Permanent

Begin Date: 20130627

End Date: No end date

EFF 27 JUN 13 Constructions works on northern part of Rwy 03/21. Temporary NDB procedure Rwy 21 established. Refer to temp charts 10-8 and 16-01 and latest NOTAMs.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(11-1/1A thru 11-4/4A, 13-1 thru 16-2) EFF 28 JUN 12 BACKA hldg withdrawn.