

List of pages in this Trip Kit

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Airport Information For ESGG

Terminal Charts For ESGG

Revision Letter For Cycle 01-2016

Change Notices

Notebook

General Information

Location: GOTEBORG SWE
ICAO/IATA: ESGG / GOT
Lat/Long: N57° 39.60', E012° 17.47'
Elevation: 507 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 1.5° 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: 0748 Z
Sunset: 1448 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: 114.600
ATIS: 118.375
Clearance Delivery Tower: 121.675
Landvetter Apron Tower: 121.600
Landvetter Tower: 118.600
Landvetter Ground: 121.900
Goteborg Control: 124.200
Goteborg Control: 120.125 TCA
Goteborg Control: 124.675 TCA

ESGG/GOT
LANDVETTER

3 APR 15

JEPPESEN

10-1P

GOTEBORG, SWEDEN
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

D-ATIS 118.375 114.6

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

Over the central parts of Goteborg city ACFT should not be operated below 2000' except when necessary for take-off and landing.

1.3. LOW VISIBILITY PROCEDURES

1.3.1. GENERAL

Low Visibility Procedures will be enforced when RVR falls below 550m or ceiling or vertical visibility is below 200'.

The Application of Low Visibility Procedures will be announced via ATIS.

1.3.2. ARRIVAL

1.3.2.1. 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.

1.3.2.2. 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.

1.4. TAXI PROCEDURES

TWY H MAX wingspan 158'/48.2m.

TWYs K & Z MAX wingspan 171'/52m.

TWYs F, G, J & L MAX wingspan 213'/65m.

For Taxi Routings refer to 10-9 charts.

1.5. PARKING INFORMATION

Stands 8 thru 17, 19 thru 23, 25, 27, 30 and 32 equipped with docking system APIS.

1.6. OTHER INFORMATION

1.6.1. 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/III operations, special aircrew and ACFT certification required.

2.3. RUNWAY OPERATIONS

Propeller-driven ACFT with 7000kgs 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 25 KT 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

2.5.2. USE OF APU

APU must be shut down 5 minutes after on-block.
APU can be started at the earliest 5 minutes prior to estimated time FPR push-back or taxiing.
If APU are to be used later/earlier than such time, there shall be an agreement between the airline and handling company in question.

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 can be started at the earliest 5 minutes prior to estimated time for push-back or taxiing.

If APUs are to be used earlier than such time, there shall be agreement between the airline and handling company in question.

3.2.2. LOW SPEED ACFT

Propeller-driven ACFT with MTOW of more than 7000kgs 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.

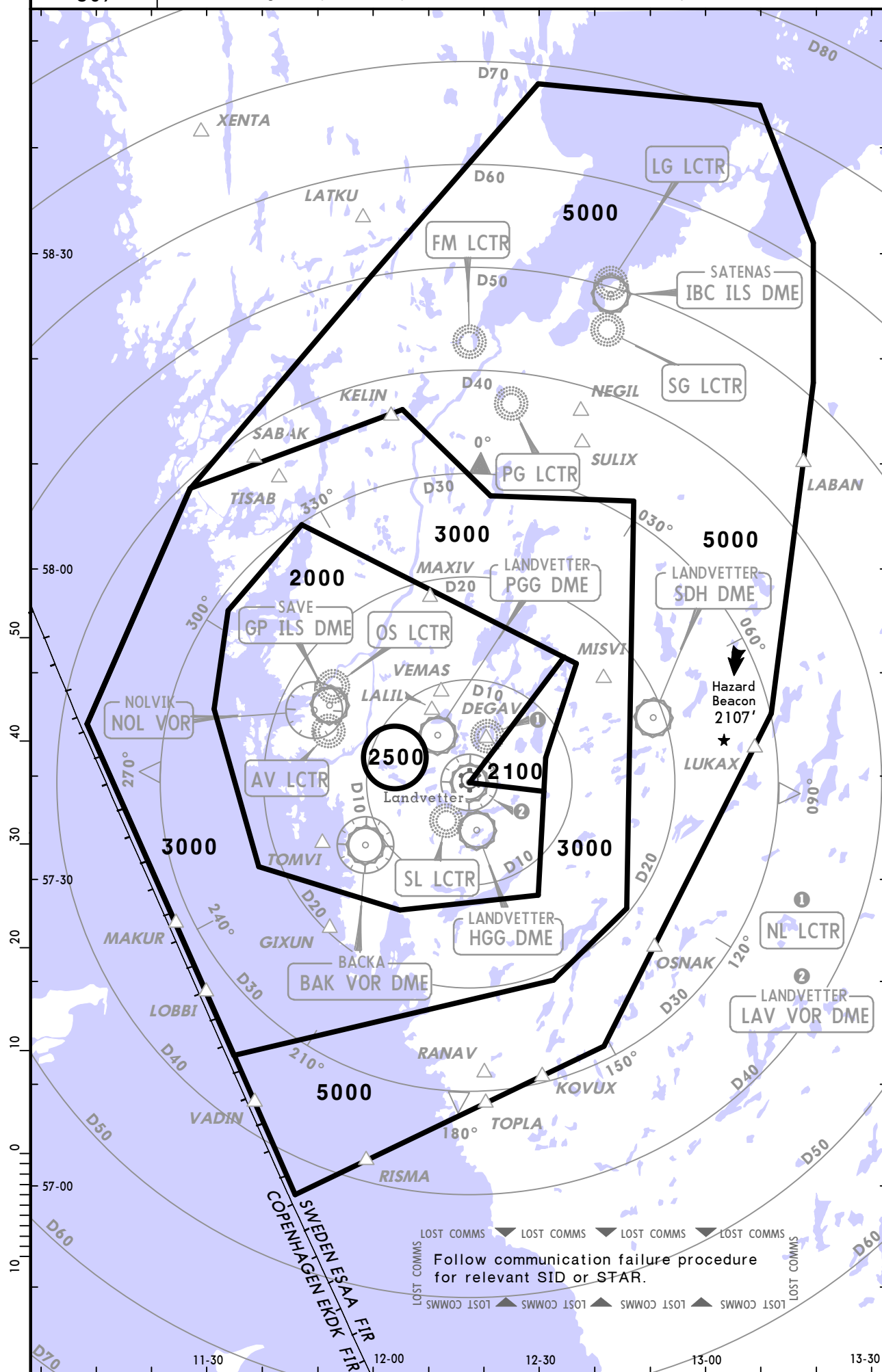
ESGG/GOT
LANDVETTER

JEPPesen
30 AUG 13 **(10-1R)**

GOTEBORG, SWEDEN
RADAR MINIMUM ALTITUDES

Apt Elev
507'

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



CHANGES: New chart.

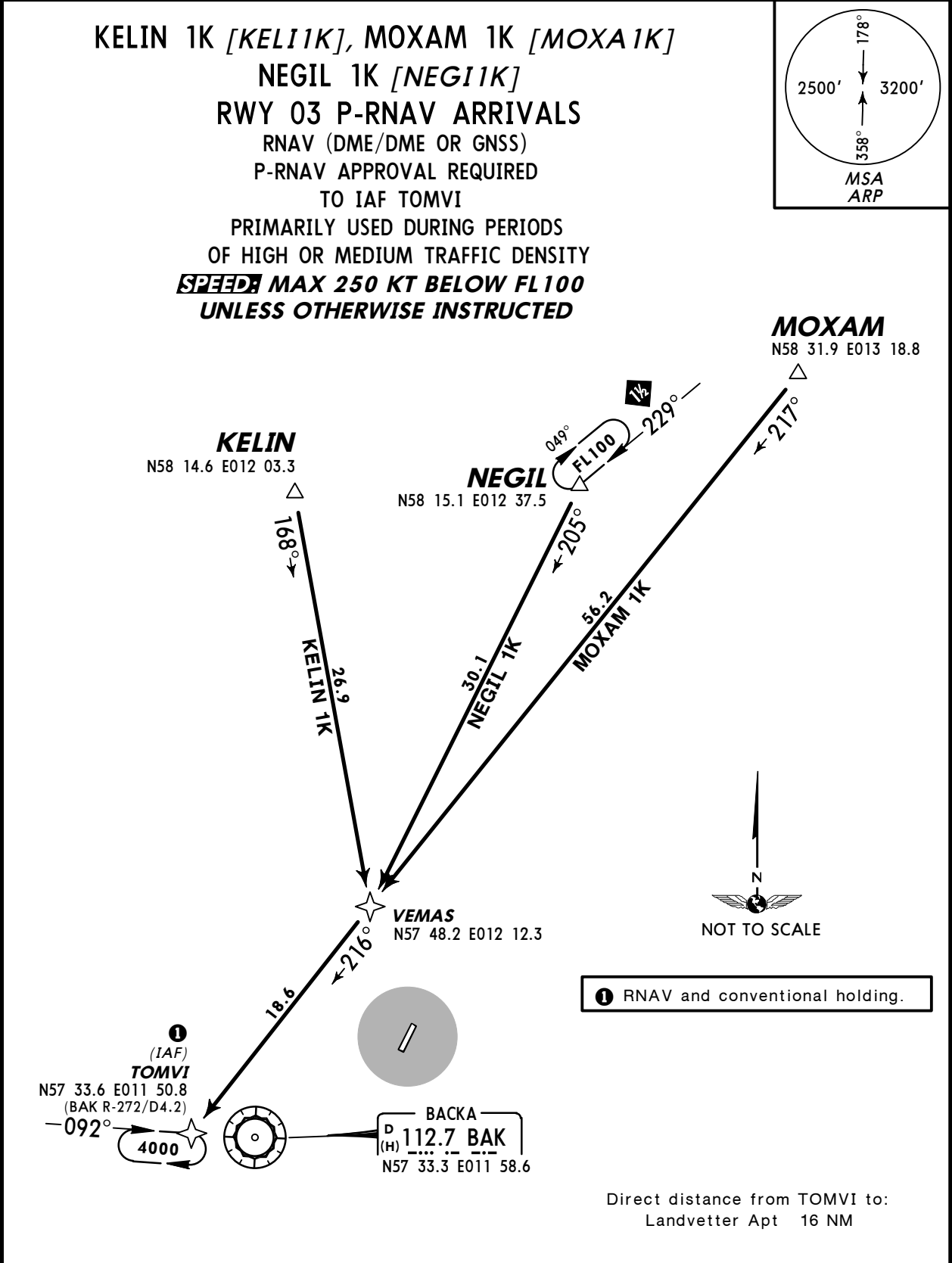
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ESGG/GOT
LANDVETTER

JEPPESSEN
8 AUG 14 10-2 Eff 21 Aug

GOTEBORG, SWEDEN
RNAV STAR

D-ATIS 118.375 114.6	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. 4. Pilots are requested to plan descent to perform a continuous descent operation (CDO) and to use descent speed 260 KT or less from the cross over altitude. Advise ATC if higher descent speed is requested.
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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.

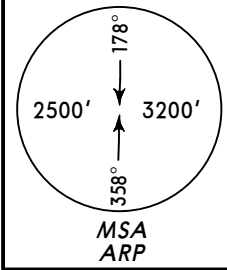
ESGG/GOT
LANDVETTER

JEPPesen
8 AUG 14 10-2A Eff 21 Aug

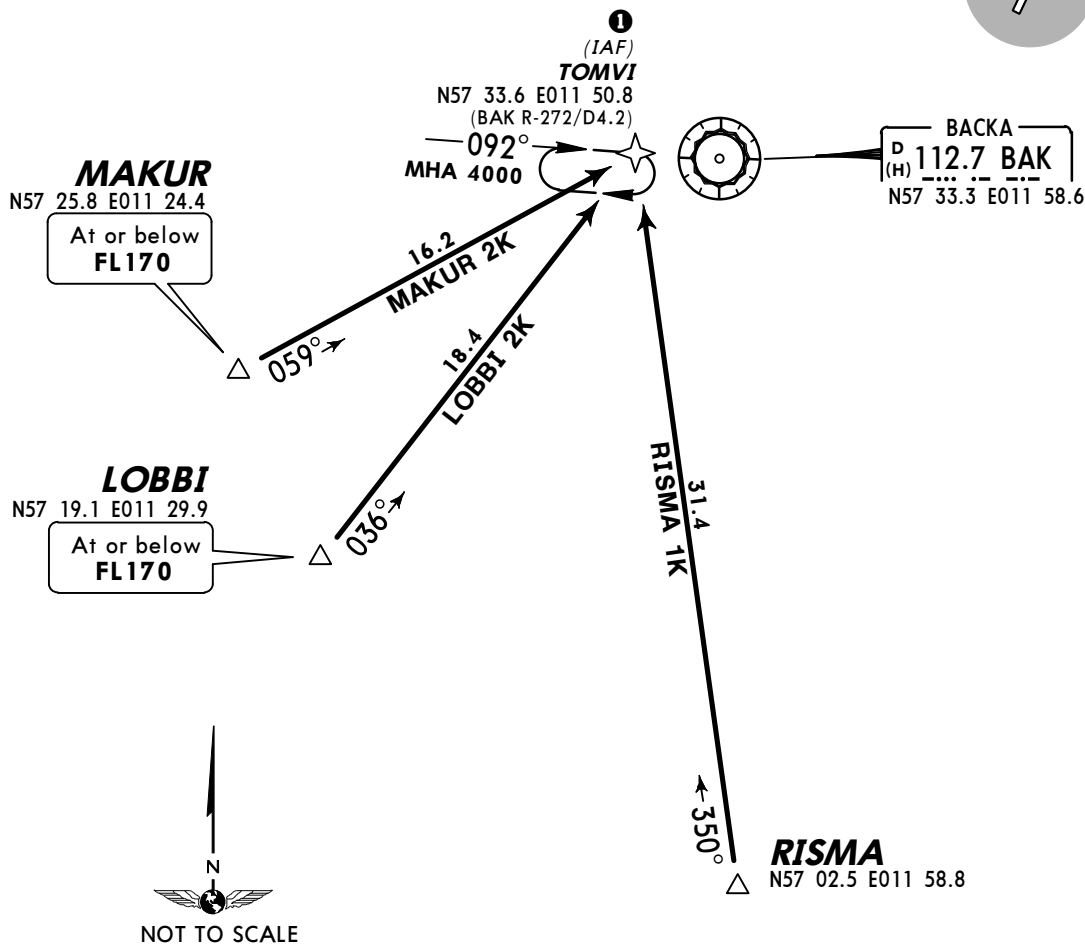
GOTEBORG, SWEDEN
RNAV STAR

D-ATIS 118.375 114.6	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. 4. Pilots are requested to plan descent to perform a continuous descent operation (CDO) and to use descent speed 260 KT or less from the cross over altitude. Advise ATC if higher descent speed is requested.
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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
PRIMARYLY 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.

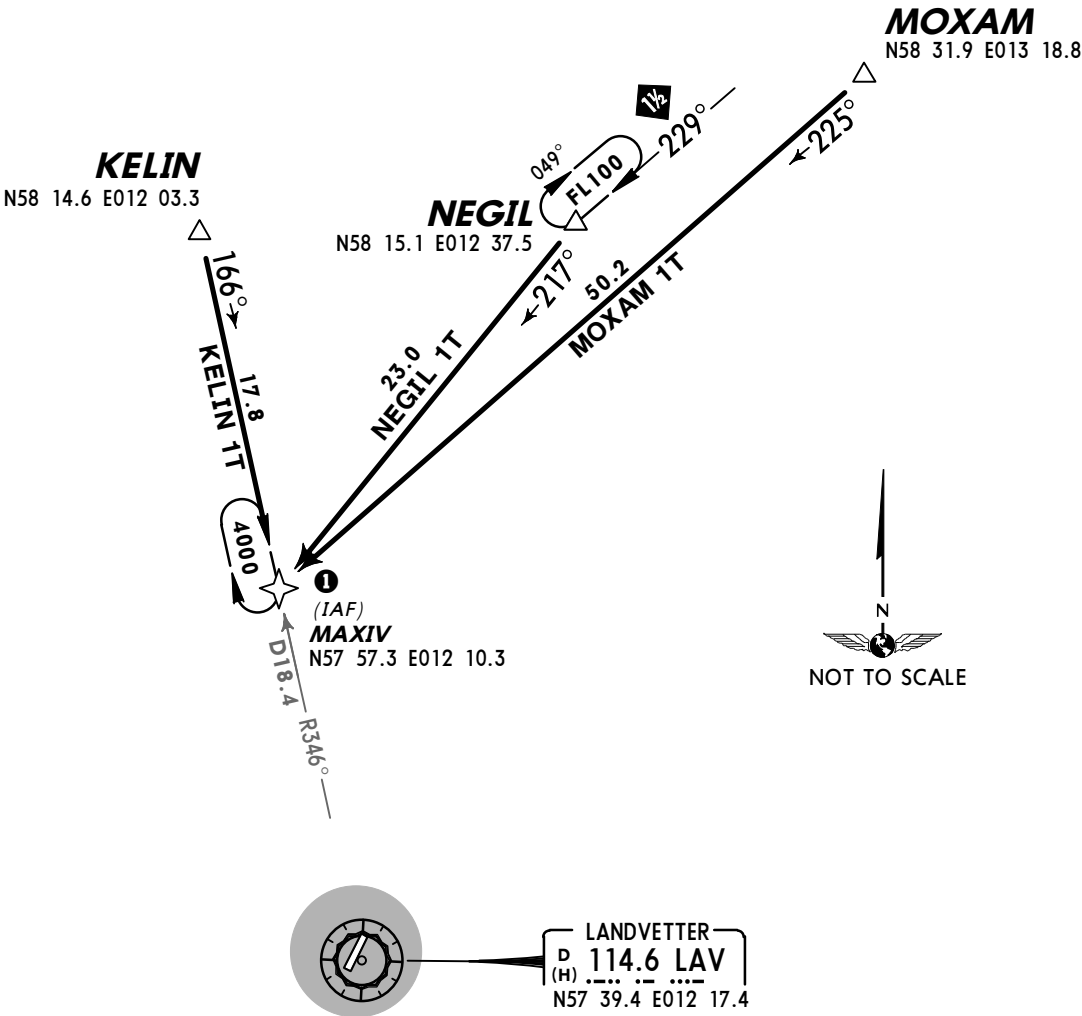
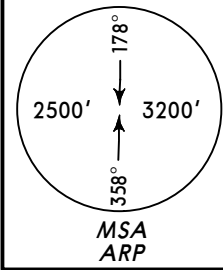
ESGG/GOT
LANDVETTER

JEPPESEN
8 AUG 14 10-2B Eff 21 Aug

GOTEBORG, SWEDEN
RNAV STAR

D-ATIS 118.375 114.6	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. 4. Pilots are requested to plan descent to perform a continuous descent operation (CDO) and to use descent speed 260 KT or less from the cross over altitude. Advise ATC if higher descent speed is requested.
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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
PRIMARYLY USED DURING PERIODS
OF HIGH OR MEDIUM TRAFFIC DENSITY
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



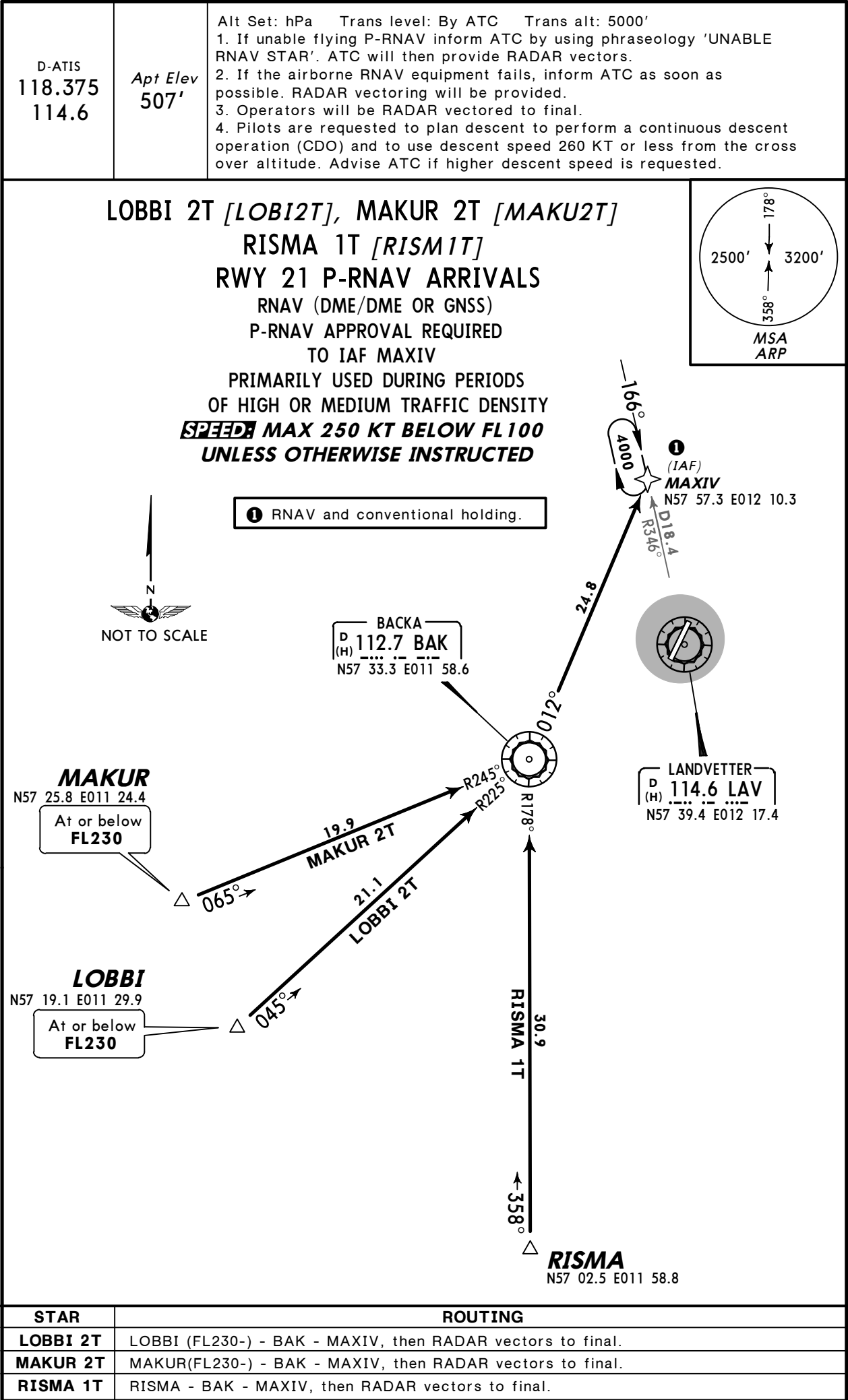
1 RNAV and conventional holding.

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.

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JEPPESSEN
8 AUG 14 10-2C Eff 21 Aug

GOTEBORG, SWEDEN
RNAV STAR



ESGG/GOT
LANDVETTER

JEPPESSEN
8 AUG 14 10-2D Eff 21 Aug

GOTEBORG, SWEDEN
RNAV STAR

D-ATIS 118.375 114.6	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 descent to perform a continuous descent operation (CDO) and to use descent speed 260 KT or less from the cross over altitude. Advise ATC if higher descent speed is requested. 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.
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KELIN 1L [KELI1L], MOXAM 1L [MOXA1L]

NEGIL 1L [NEGI1L]

RWY 03 P-RNAV ARRIVALS

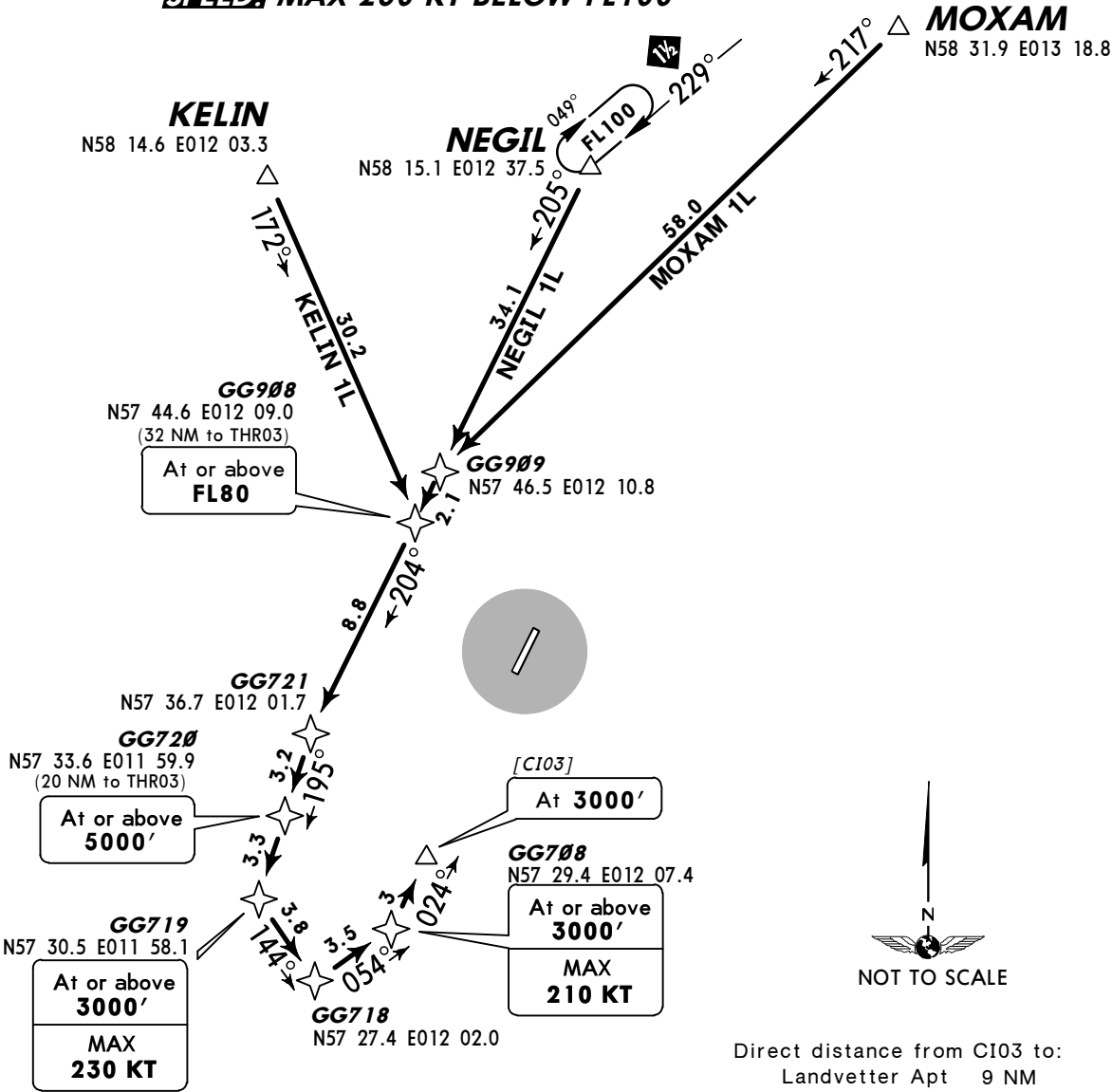
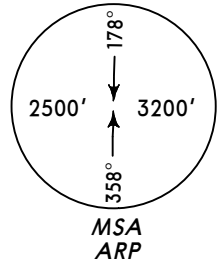
RNAV (DME/DME OR GNSS)

P-RNAV APPROVAL REQUIRED

TO FINAL APPROACH

PRIMARILY USED AT NIGHT & DURING PERIODS
OF LOW TRAFFIC DENSITY

~~SPEED~~ MAX 250 KT BELOW FL100

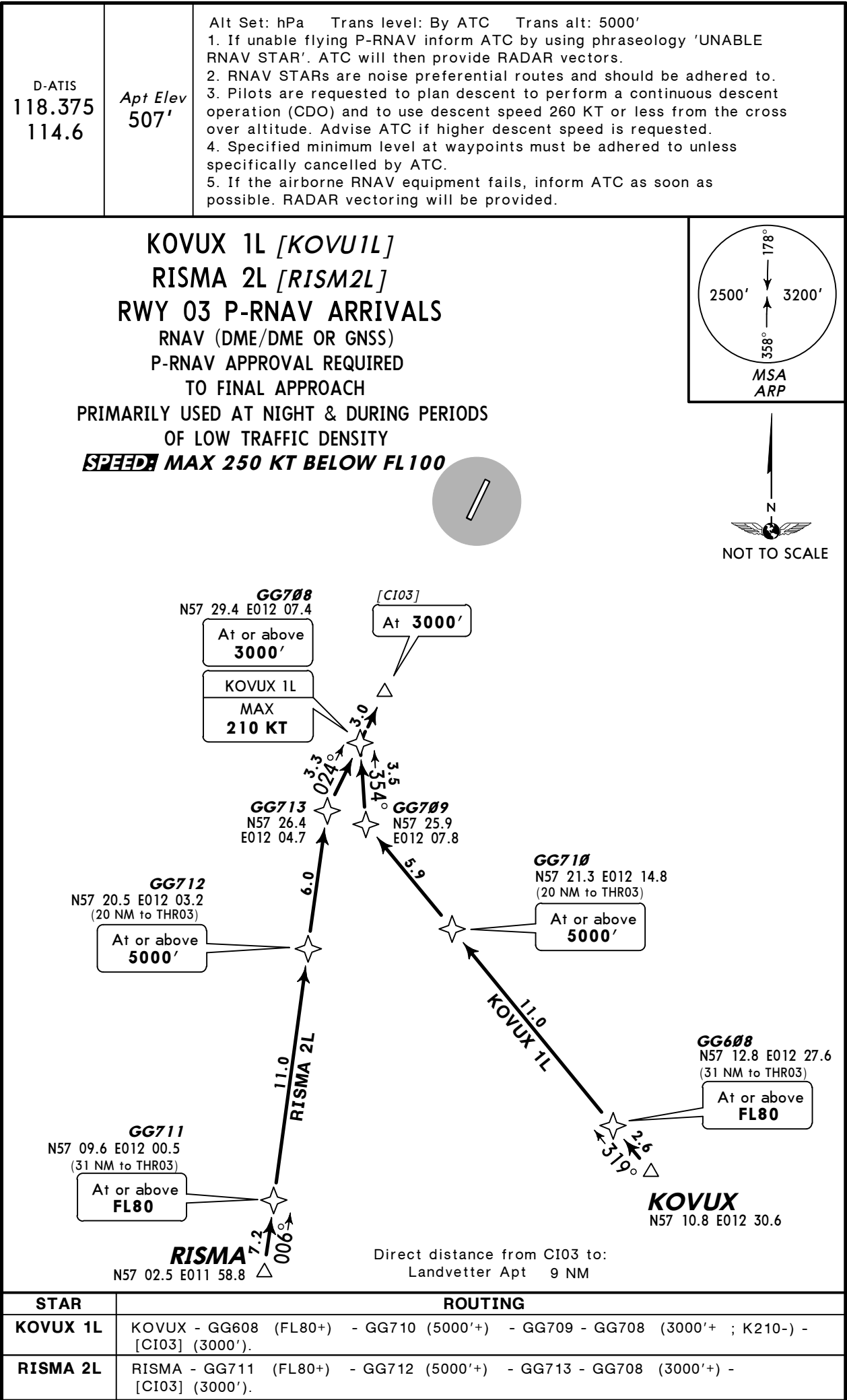


STAR	ROUTING
KELIN 1L	KELIN - GG908 (FL80+) - GG721 - GG720 (5000'+) - GG719 (3000'+ ; K230-) - GG718 - GG708 (3000'+ ; K210-) - [CI03] (3000').
MOXAM 1L	MOXAM - GG909 - GG908 (FL80+) - GG721 - GG720 (5000'+) - GG719 (3000'+ ; K230-) - GG718 - GG708 (3000'+ ; K210-) - [CI03] (3000').
NEGIL 1L	NEGIL - GG908 (FL80+) - GG721 - GG720 (5000'+) - GG719 (3000'+ ; K230-) - GG718 - GG708 (3000'+ ; K210-) - [CI03] (3000').

ESGG/GOT
LANDVETTER

JEPPESSEN
8 AUG 14 10-2E Eff 21 Aug

GOTEBORG, SWEDEN
RNAV STAR



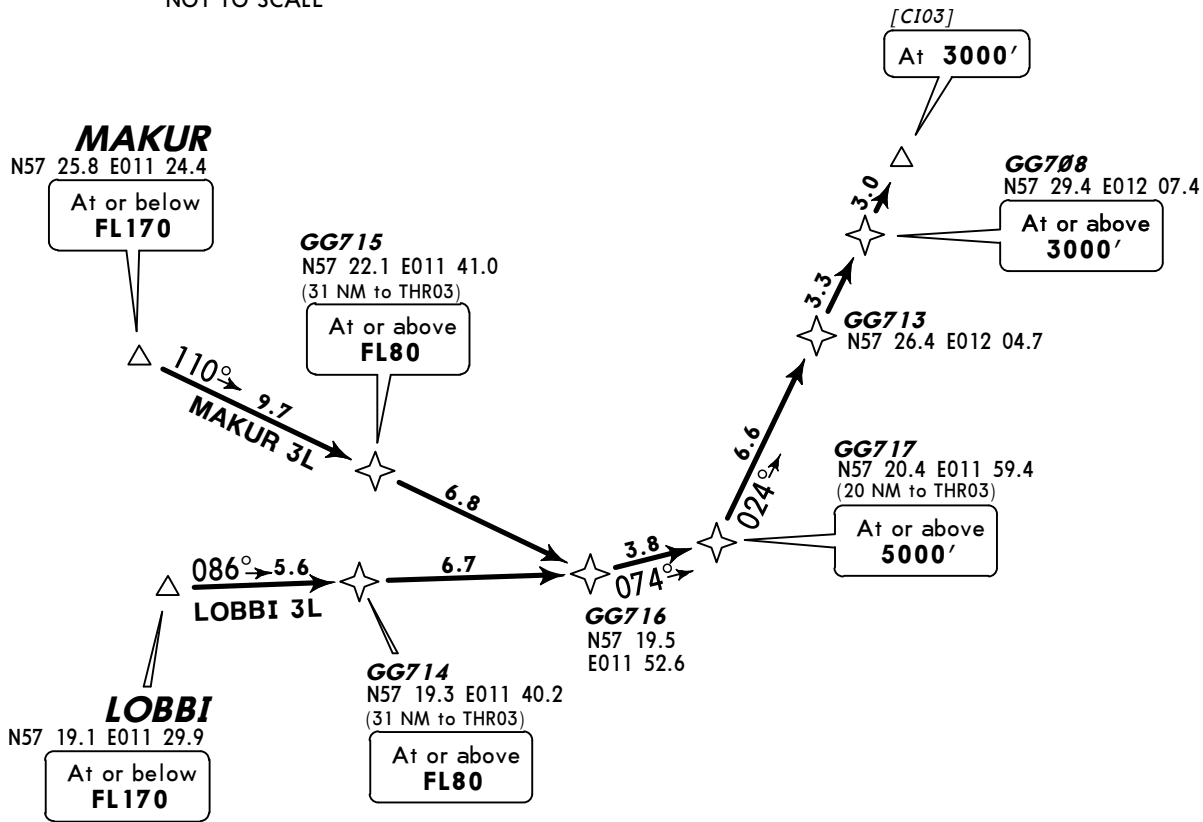
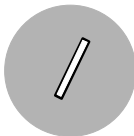
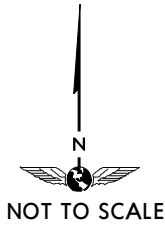
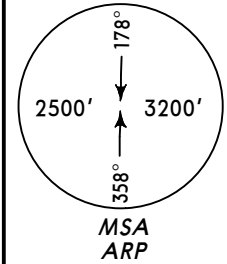
ESGG/GOT
LANDVETTER

JEPPESSEN
8 AUG 14 **10-2F** **Eff 21 Aug**

GOTEBORG, SWEDEN
RNAV STAR

D-ATIS 118.375 114.6	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 descent to perform a continuous descent operation (CDO) and to use descent speed 260 KT or less from the cross over altitude. Advise ATC if higher descent speed is requested. 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.
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LOBBI 3L [LOBI3L]
MAKUR 3L [MAKU3L]
RWY 03 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



Direct distance from CI03 to:
Landvetter Apt 9 NM

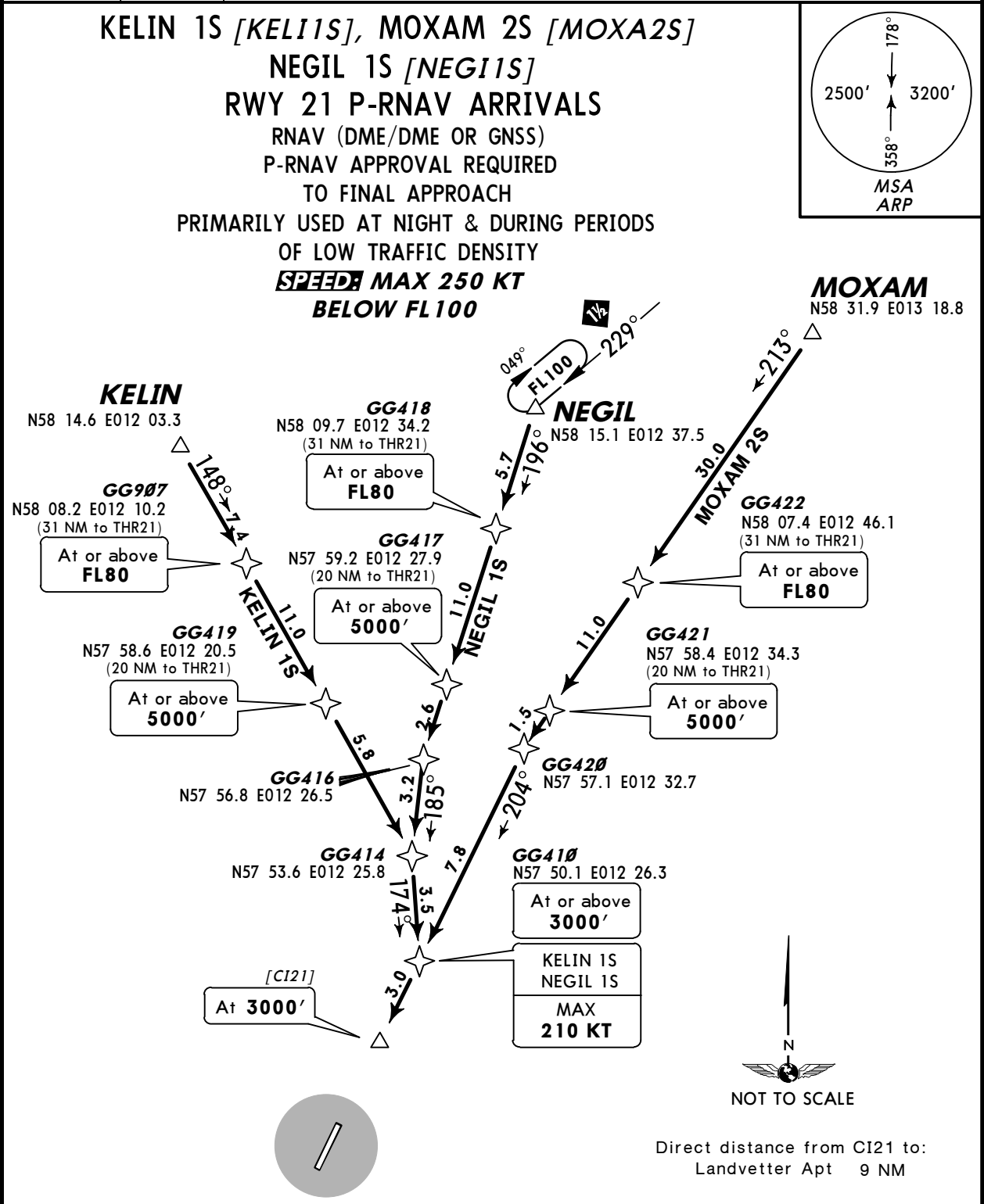
STAR	ROUTING
LOBBI 3L	LOBBI (FL170-) - GG714 (FL80+) - GG716 - GG717 (5000'+) - GG713 - GG708 (3000'+) - [CI03] (3000').
MAKUR 3L	MAKUR (FL170-) - GG715 (FL80+) - GG716 - GG717 (5000'+) - GG713 - GG708 (3000'+) - [CI03] (3000').

ESGG/GOT
LANDVETTER

JEPPESSEN
8 AUG 14 10-2G Eff 21 Aug

GOTEBORG, SWEDEN
RNAV STAR

D-ATIS 118.375 114.6	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 descent to perform a continuous descent operation (CDO) and to use descent speed 260 KT or less from the cross over altitude. Advise ATC if higher descent speed is requested. 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.
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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').

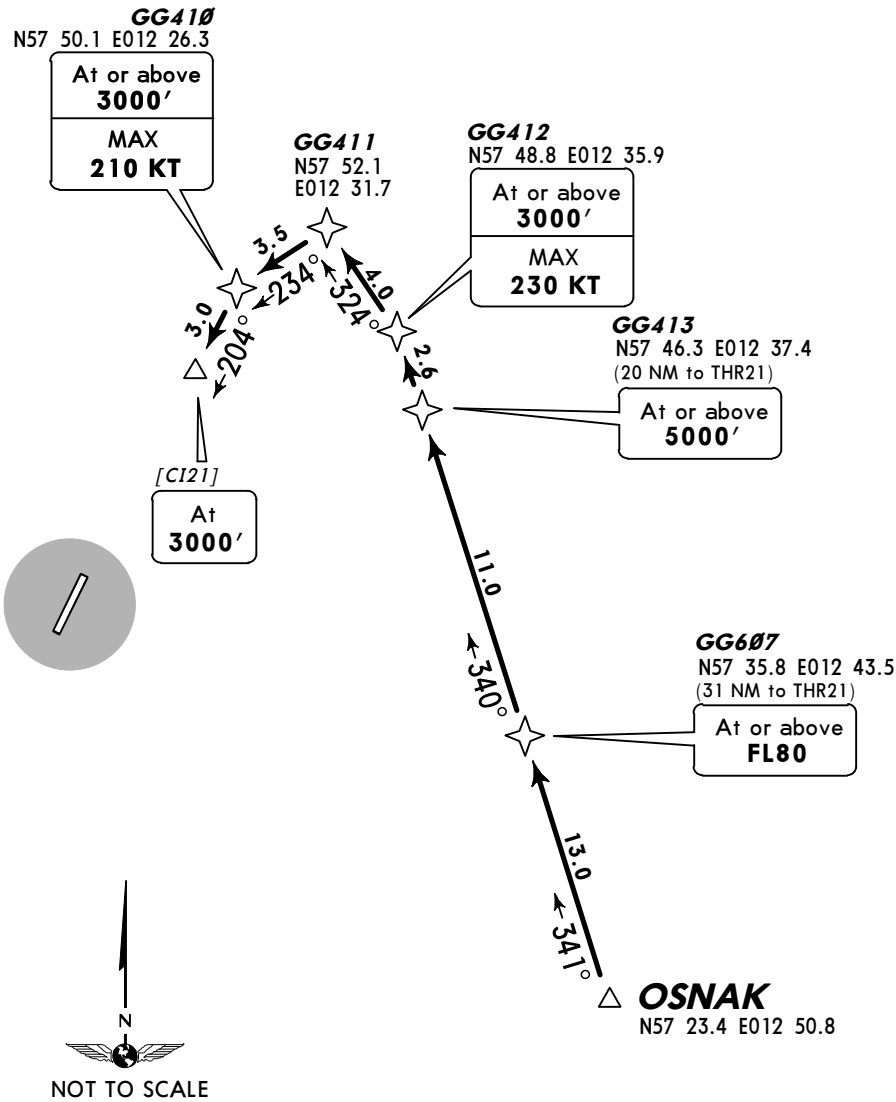
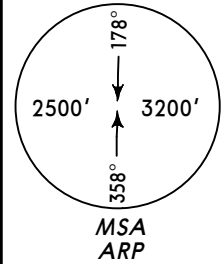
ESGG/GOT
LANDVETTER

JEPPESSEN
8 AUG 14 10-2H Eff 21 Aug

GOTEBORG, SWEDEN
RNAV STAR

D-ATIS 118.375 114.6	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 descent to perform a continuous descent operation (CDO) and to use descent speed 260 KT or less from the cross over altitude. Advise ATC if higher descent speed is requested. 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.
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OSNAK 1S [OSNA1S]
RWY 21 P-RNAV ARRIVAL
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
UNLESS OTHERWISE INSTRUCTED**



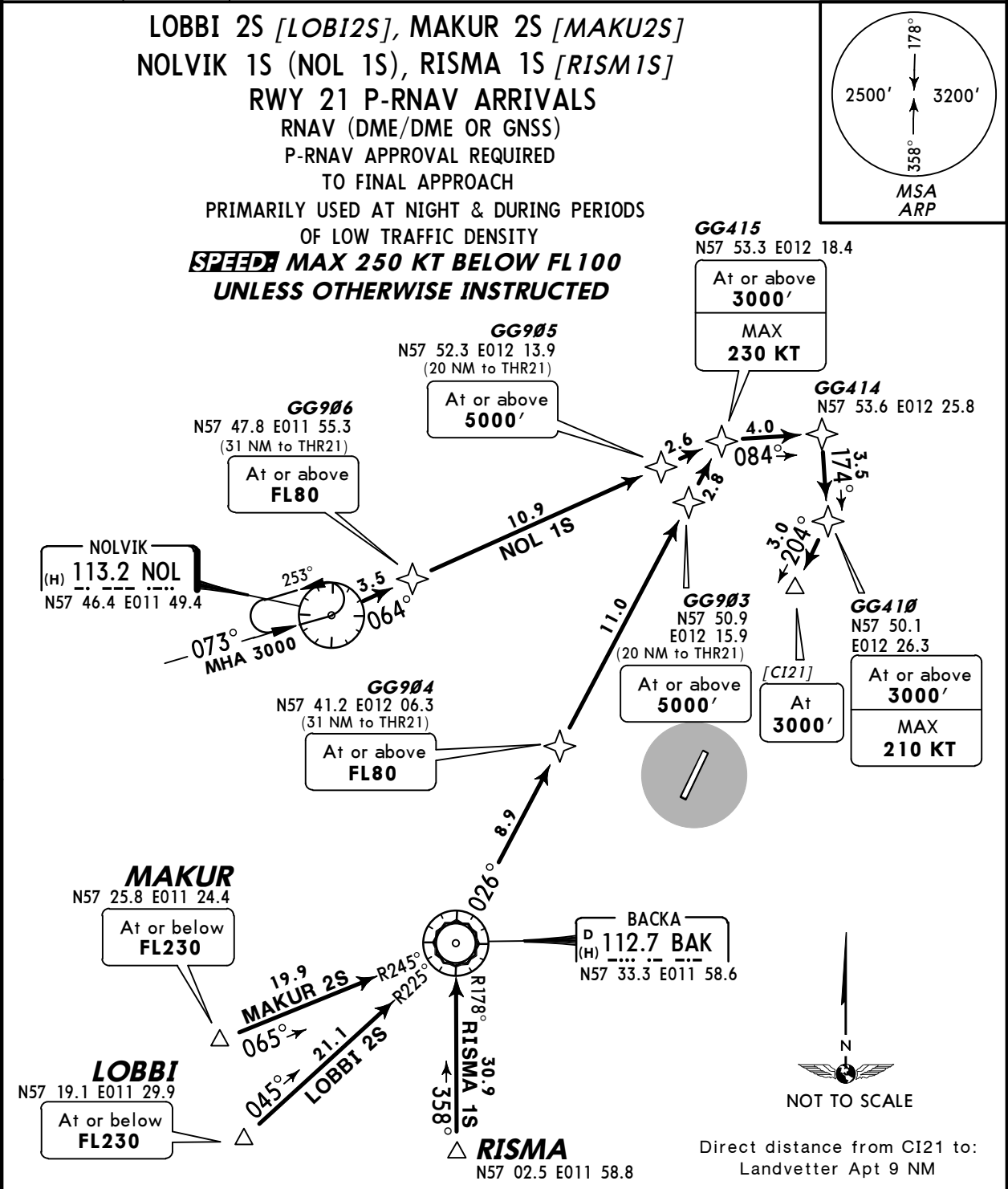
ROUTING	
OSNAK - GG607 (FL80+) - GG413 (5000'+) - GG412 (3000'+; K230-) - GG411 - GG410 (3000'+; K210-) - [CI21] (3000').	

ESGG/GOT
LANDVETTER

JEPPesen
8 AUG 14 (10-2J) Eff 21 Aug

GOTEBORG, SWEDEN
RNAV STAR

D-ATIS 118.375 114.6	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 descent to perform a continuous descent operation (CDO) and to use descent speed 260 KT or less from the cross over altitude. Advise ATC if higher descent speed is requested. 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.
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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').

ESGG/GOT
LANDVETTER

JEPPESSEN

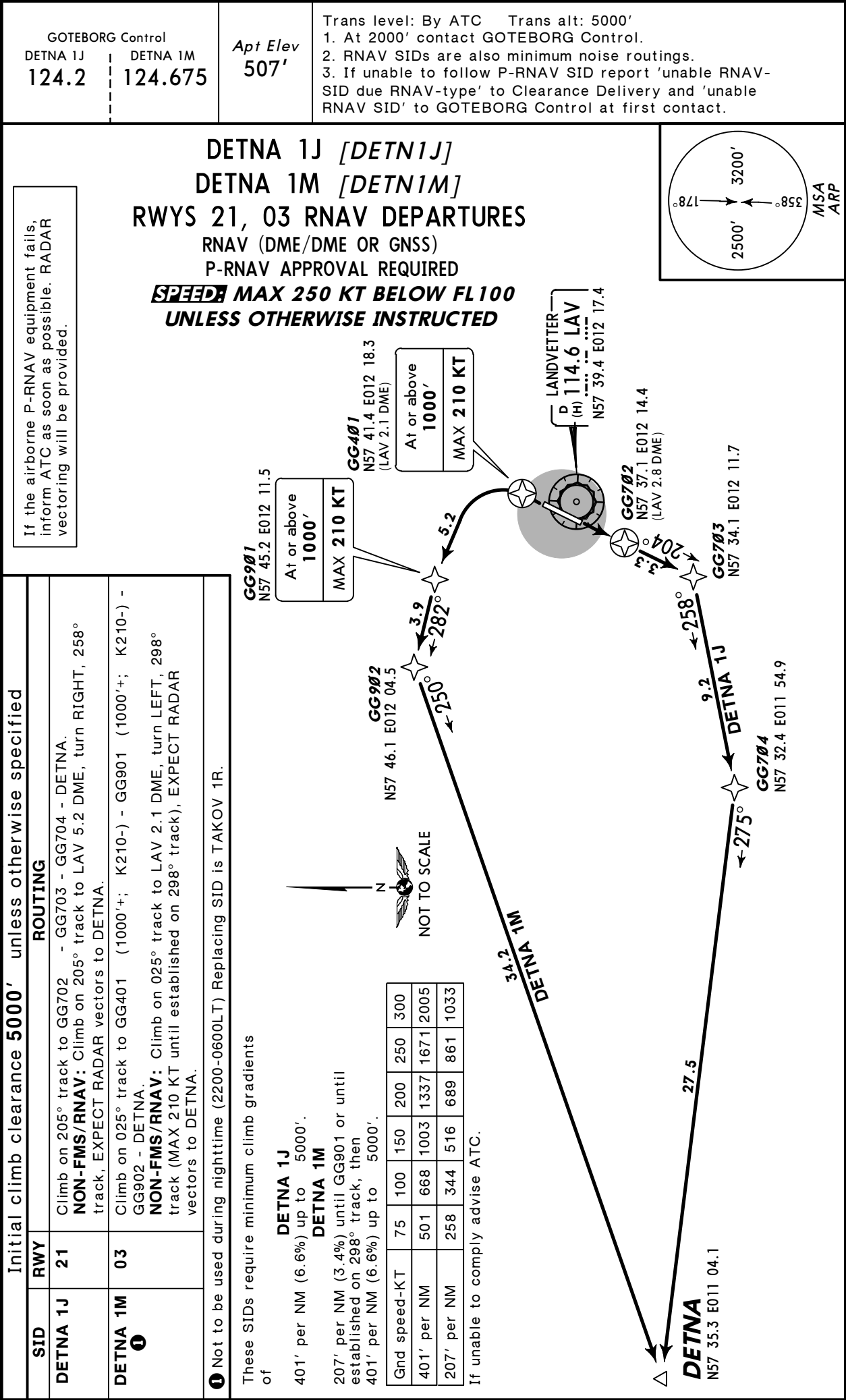
GOTEBORG, SWEDEN

23 JAN 15

10-3

Eff 5 Feb

RNAV SID

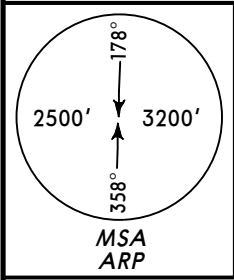


ESGG/GOT
LANDVETTER

JEPPESEN
23 JAN 15 10-3A Eff 5 Feb

GOTEBORG, SWEDEN
RNAV SID

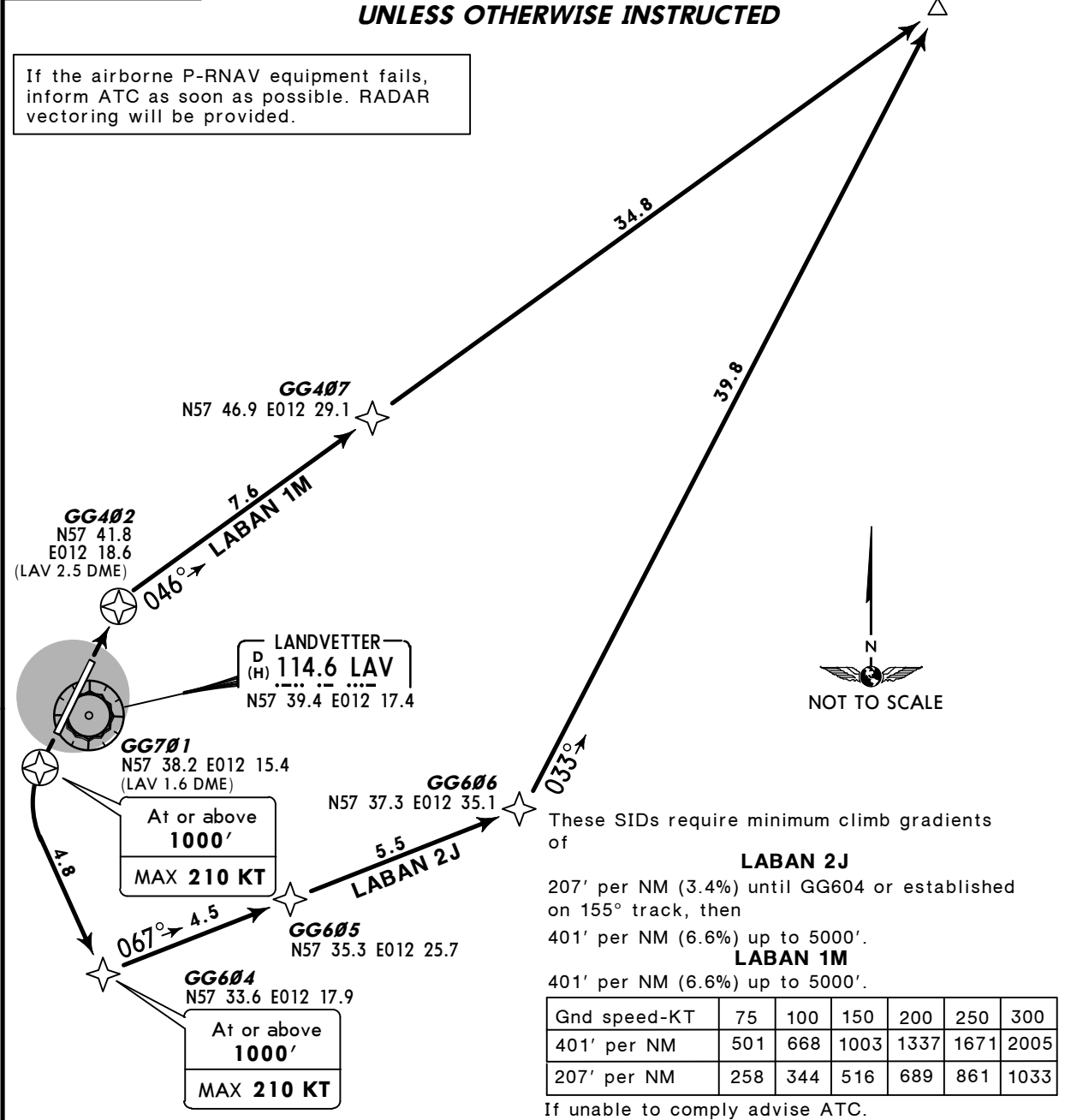
GOTEBORG Control 124.675	Apt Elev 507'	Trans level: By ATC Trans alt: 5000' 1. At 2000' contact GOTEBORG Control. 2. RNAV SIDs are also minimum noise routings. 3. If unable to follow P-RNAV SID report 'unable RNAV-SID due RNAV-type' to Clearance Delivery and 'unable RNAV SID' to GOTEBORG Control at first contact.
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LABAN 2J [LABA2J]
LABAN 1M [LABA1M]
RWYS 21, 03 RNAV DEPARTURES
RNAV (DME/DME OR GNSS)
P-RNAV APPROVAL REQUIRED
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED

LABAN
N58 10.2
E013 17.7

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
LABAN 2J	21	Climb on 205° track to GG701 (1000+; K210-) - GG604 (1000+; K210-) - GG605 - GG606 - LABAN. 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 LABAN.
LABAN 1M	03	Climb on 025° track to GG402 - GG407 - LABAN. NON-FMS/RNAV: Climb on 025° track to LAV 2.5 DME, turn RIGHT, 155° track, EXPECT RADAR vectors to LABAN.

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.

**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.

NOT TO SCALE

LAND VETTER
D 114.6 LAV
(H)
N57 39.4 E012 17.4

GG407
N57 46.9 E012 29.1
089°

GG408
N57 46.7 E012 57.8
121°

GG402
N57 41.8 E012 18.6
(LAV 2.5 DME)
046°

GG701
N57 38.2 E012 15.4
(LAV 1.6 DME)
At or above 1000'
MAX 210 KT

GG606
N57 37.3 E012 35.1
071°

GG605
N57 35.3 E012 25.7
067°

GG604
N57 33.6 E012 17.9
At or above 1000'
MAX 210 KT

These SIDs require minimum climb gradients of
LUKAX 2J
207' per NM (3.4%) until GG604 or established on 155° track, then
401' per NM (6.6%) up to 5000'.
LUKAX 1M
401' per NM (6.6%) up to 5000'.

If unable to comply advise ATC.

Grd 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

MSA ARP
358°
178°
2500'
3200'

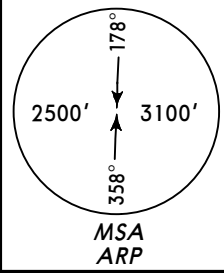
ESGG/GOT
LANDVETTER

JEPPESEN
29 MAR 13 10-3C Eff 4 Apr

GOTEBORG, SWEDEN
RNAV SID

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.
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MISVI 1P [MISVIP]  , NEGIL 1M [NEGIL1M]
RWY 21, 03 RNAV DEPARTURE
RNAV (DME/DME OR GNSS)
P-RNAV APPROVAL REQUIRED
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



 Not for jet traffic.

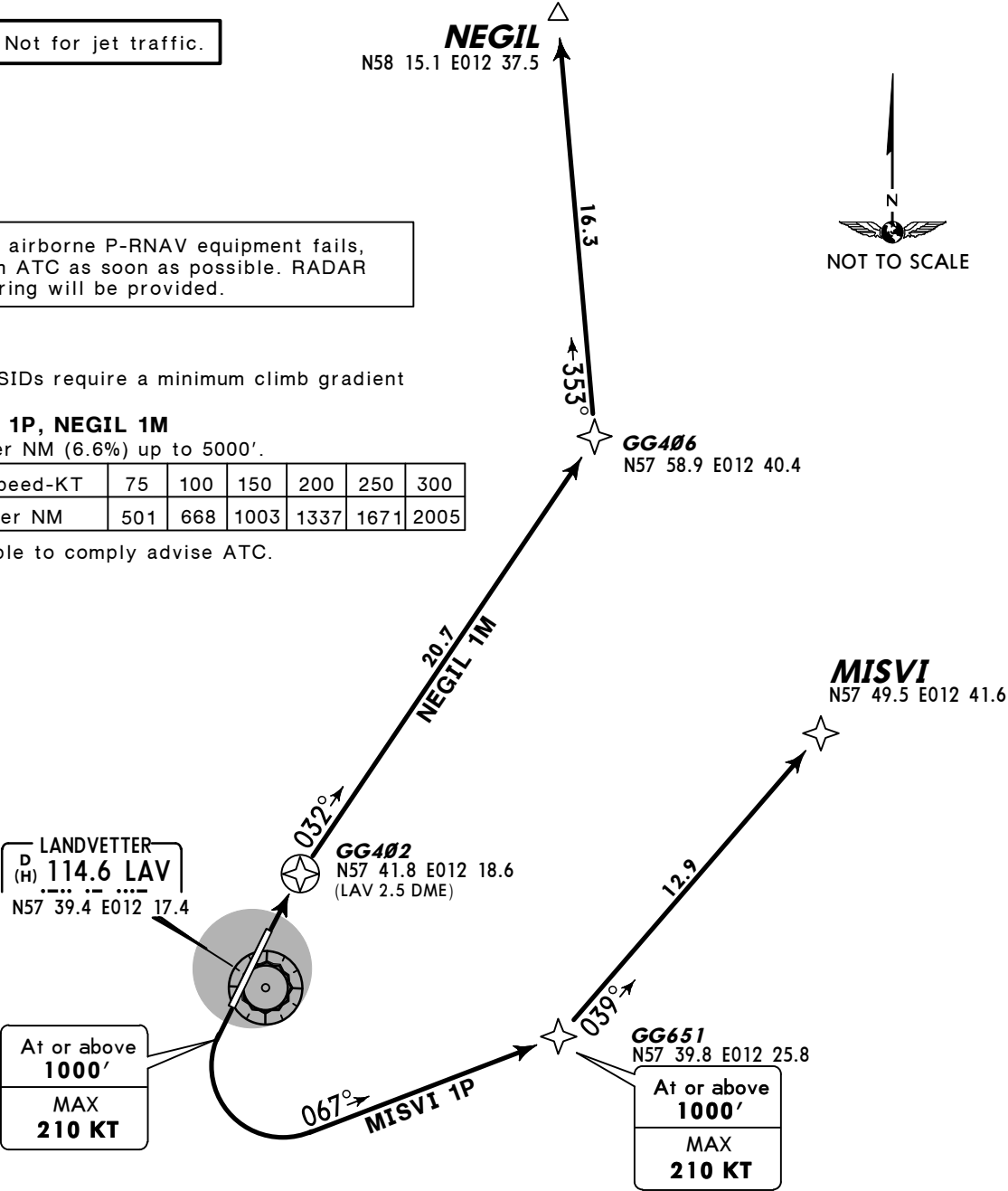
If the airborne P-RNAV equipment fails,
inform ATC as soon as possible. RADAR
vectoring will be provided.



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.



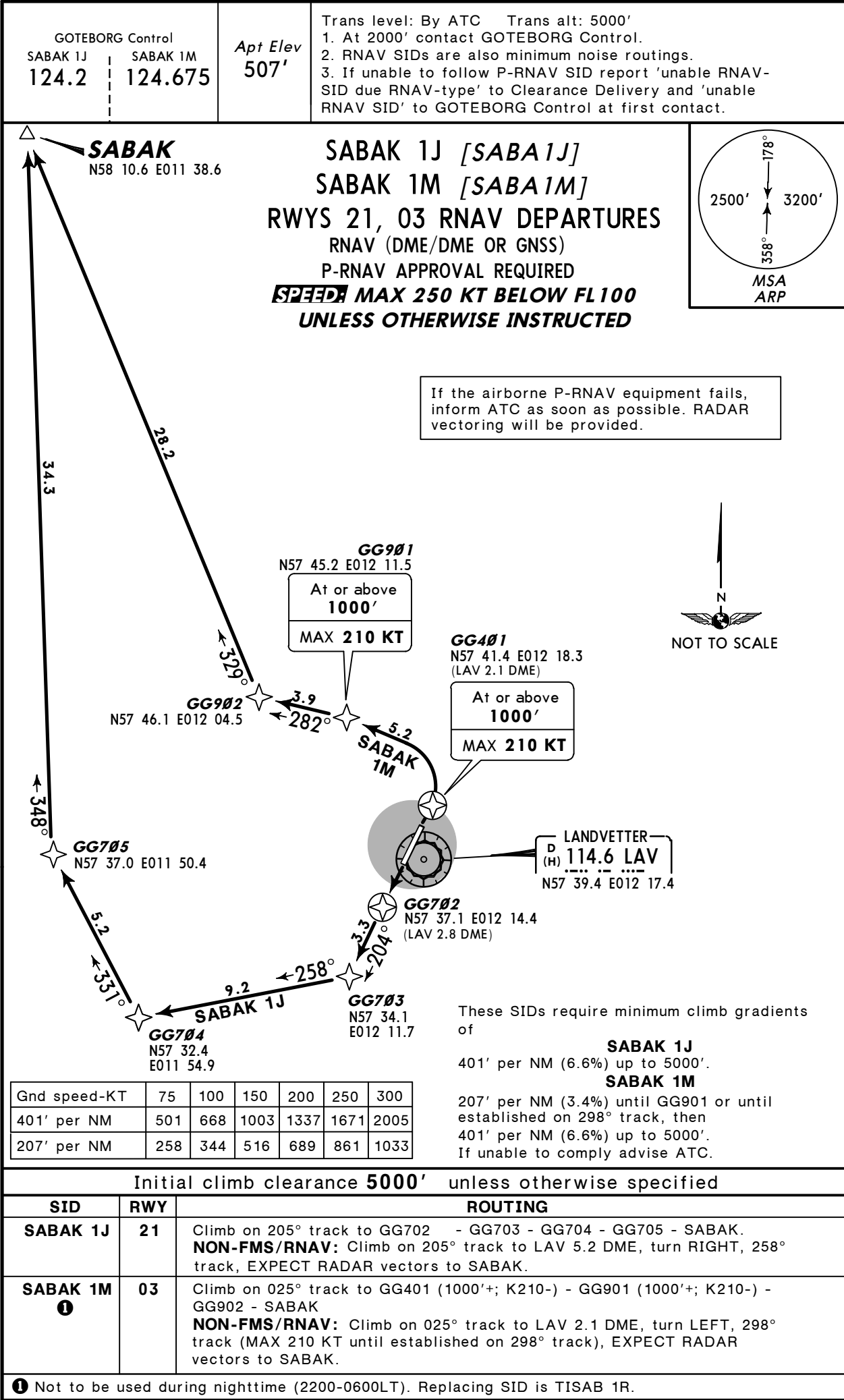
Initial climb clearance **5000'** unless otherwise specified

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.

ESGG/GOT
LANDVETTER

JEPPESEN
23 JAN 15 10-3D Eff 5 Feb

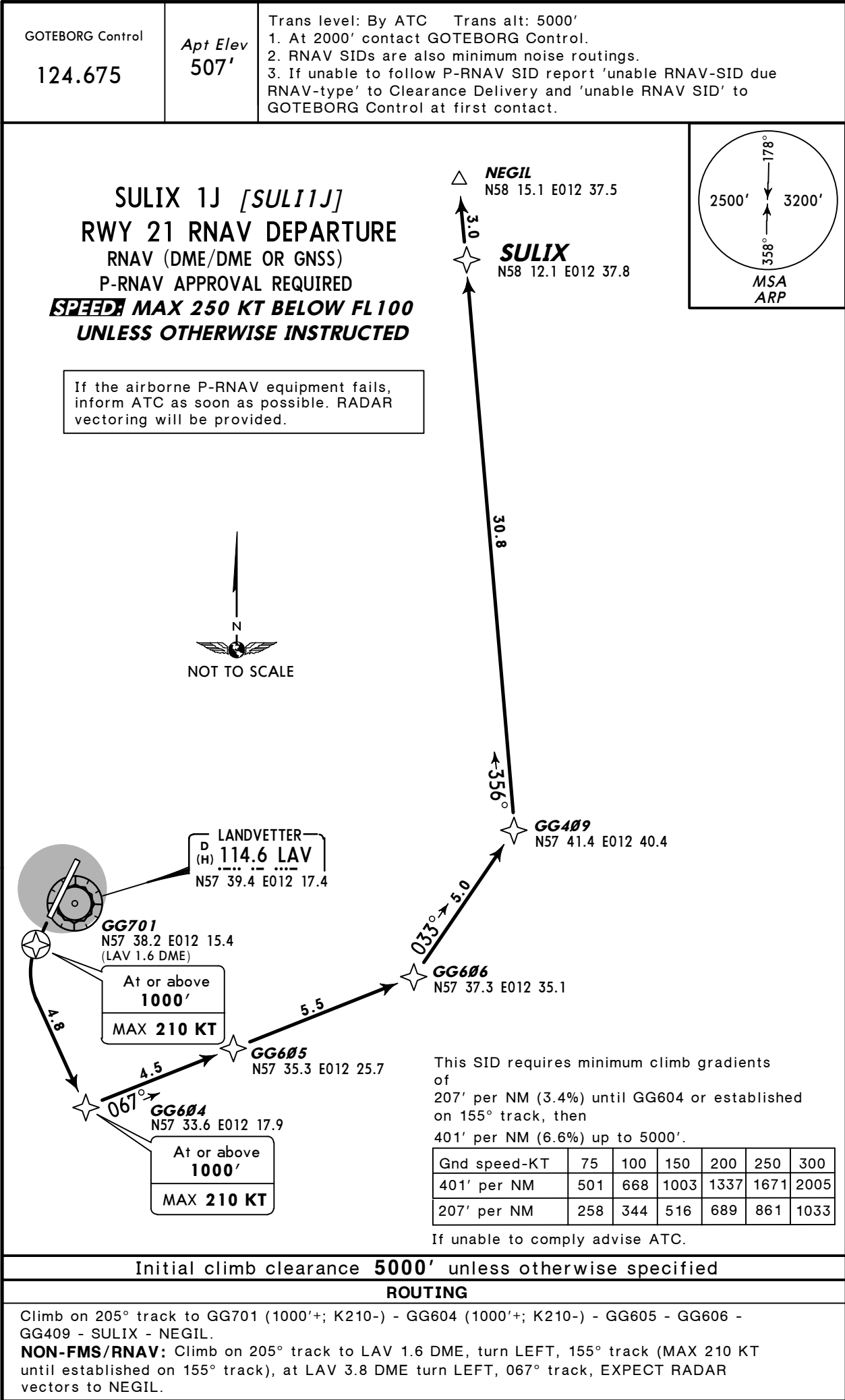
GOTEBORG, SWEDEN
RNAV SID



ESGG/GOT
LANDVETTER

JEPPESEN
23 JAN 15 10-3E Eff 5 Feb

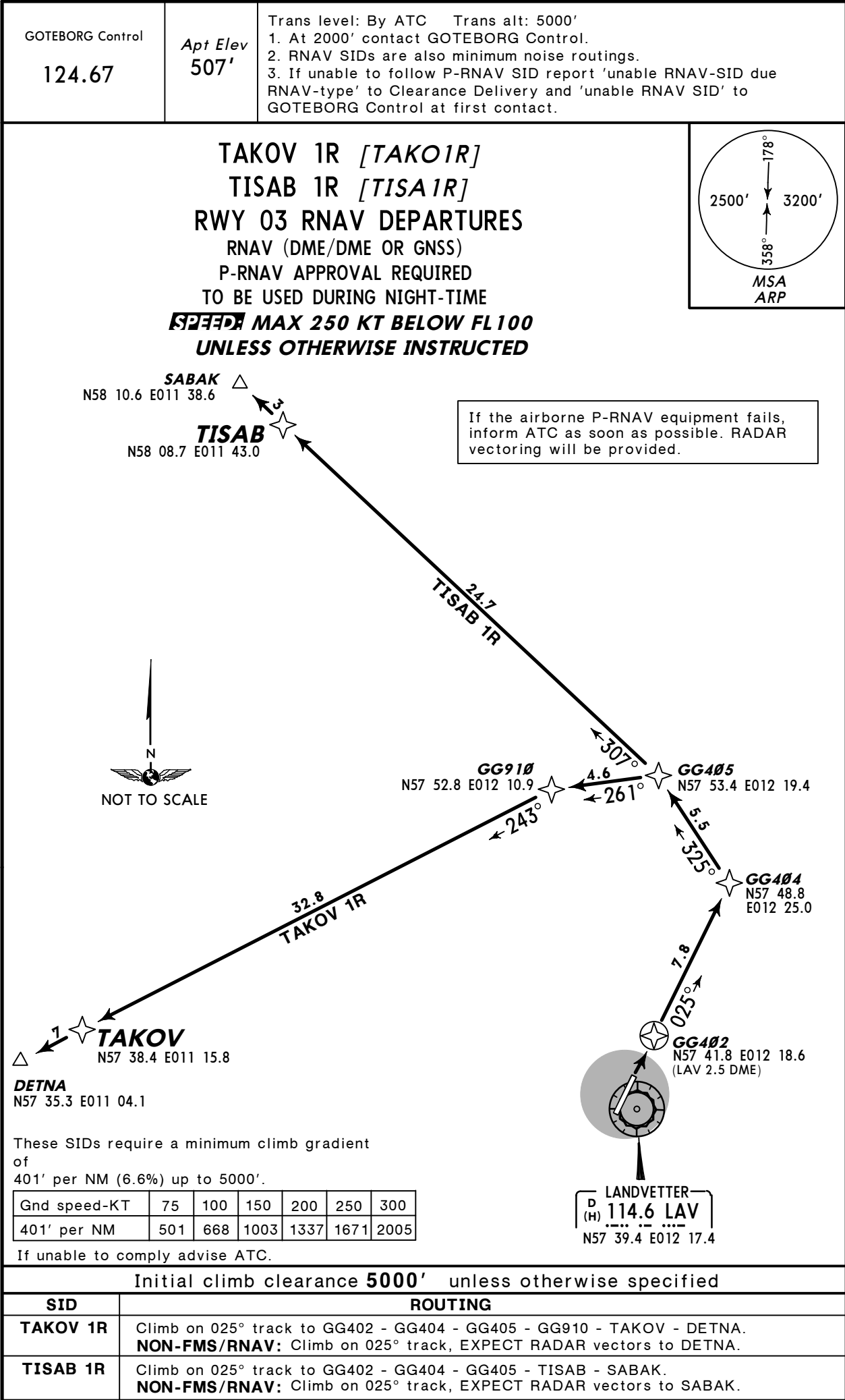
GOTEBORG, SWEDEN
RNAV SID



ESGG/GOT
LANDVETTER

JEPPesen
7 FEB 14 10-3F

GOTEBORG, SWEDEN
RNAV SID



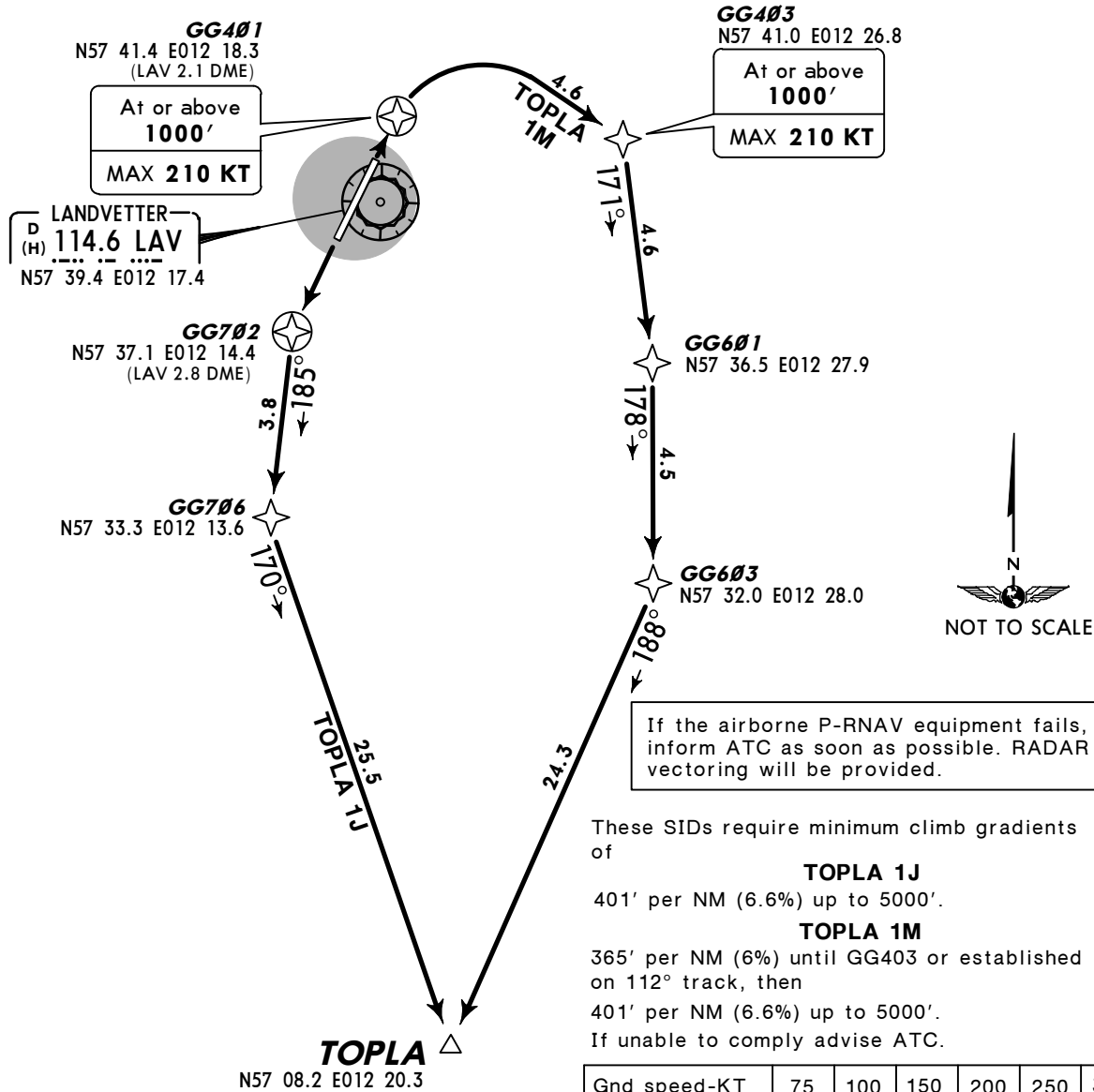
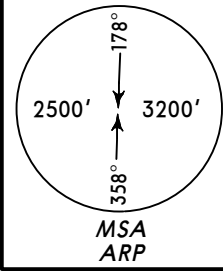
ESGG/GOT
LANDVETTER

JEPPesen
7 FEB 14 10-3G

GOTEBORG, SWEDEN
RNAV SID

GOTEBORG Control 124.20	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.
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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



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 210 KT until established on 112° track), EXPECT RADAR vectors to TOPLA.

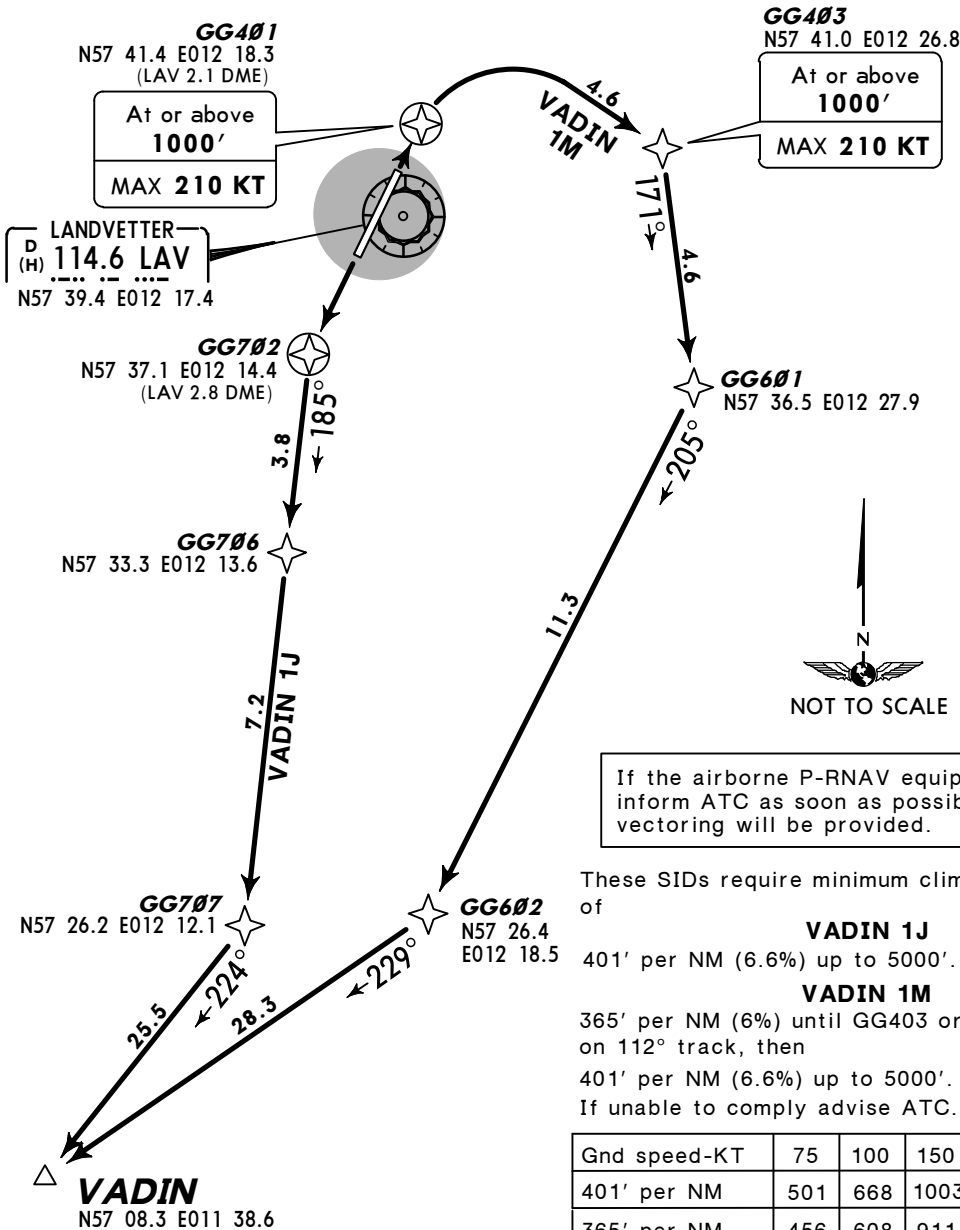
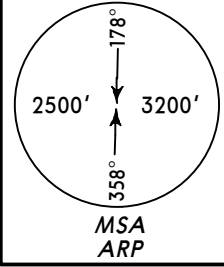
ESGG/GOT
LANDVETTER

JEPPesen
7 FEB 14 10-3H

GOTEBORG, SWEDEN
RNAV SID

GOTEBORG Control 124.2	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.
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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



These SIDs require minimum climb gradients of

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

VADIN 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
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 210 KT until established on 112° track), EXPECT RADAR vectors to VADIN.

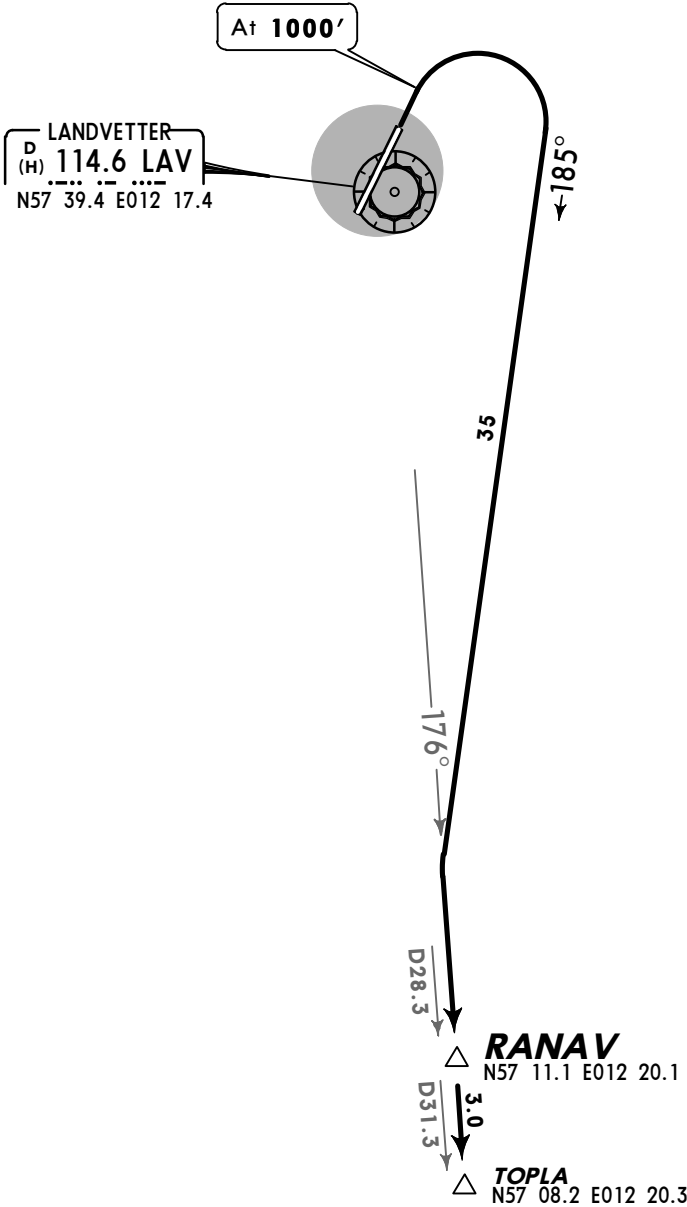
ESGG/GOT
LANDVETTER

JEPPesen
29 MAR 13 10-3K Eff 4 Apr

GOTEBORG, SWEDEN
SID

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.
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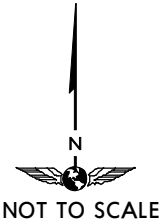
RANAV ONE PAPA (RANAV 1P) [RANA1P]
RWY 03 DEPARTURE
NOT FOR JET TRAFFIC
RADAR SURVEILLED
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



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.

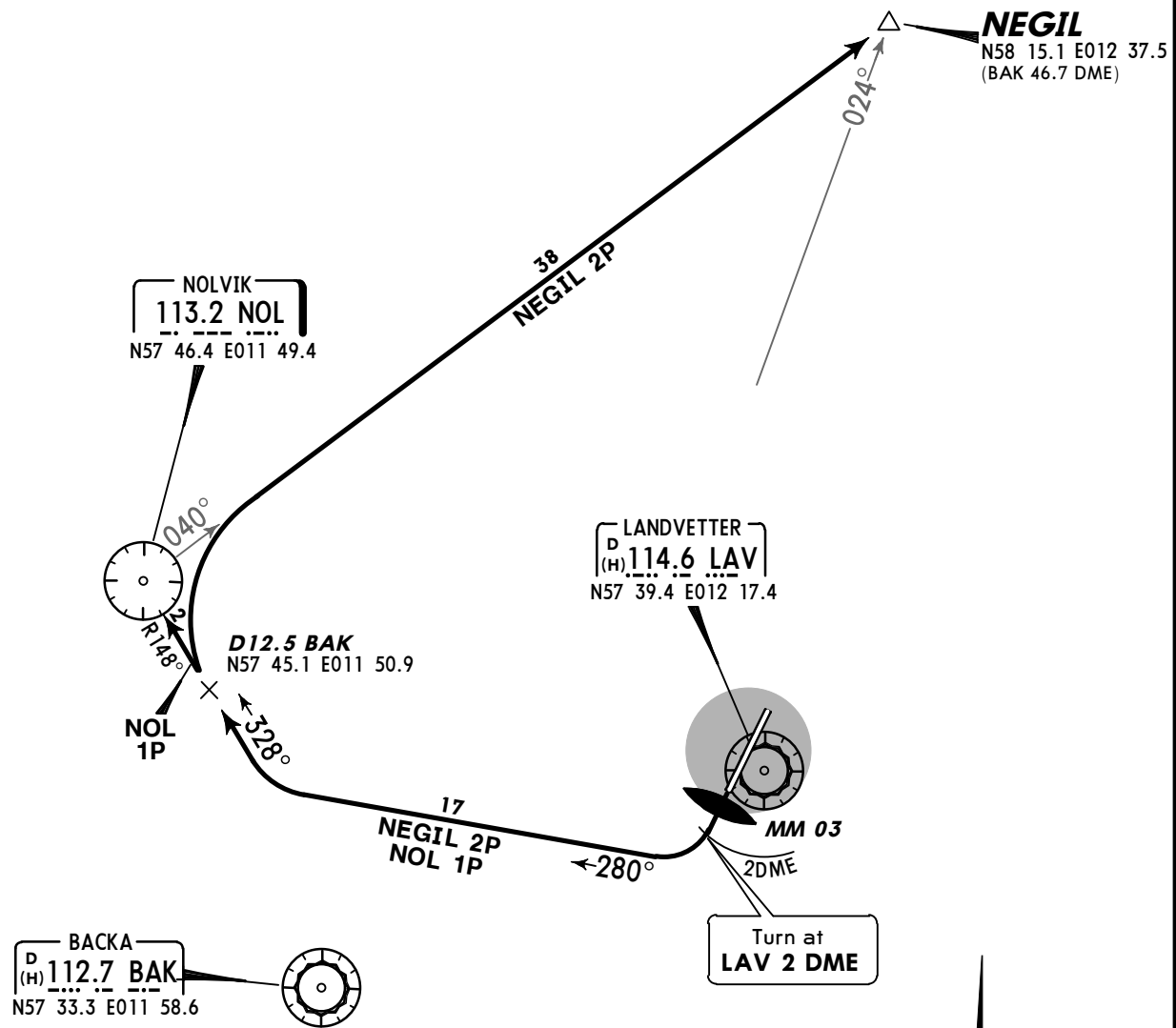
ESGG/GOT
LANDVETTER

JEPPesen
29 MAR 13 10-3L Eff 4 Apr

GOTEBORG, SWEDEN
SID

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.
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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.

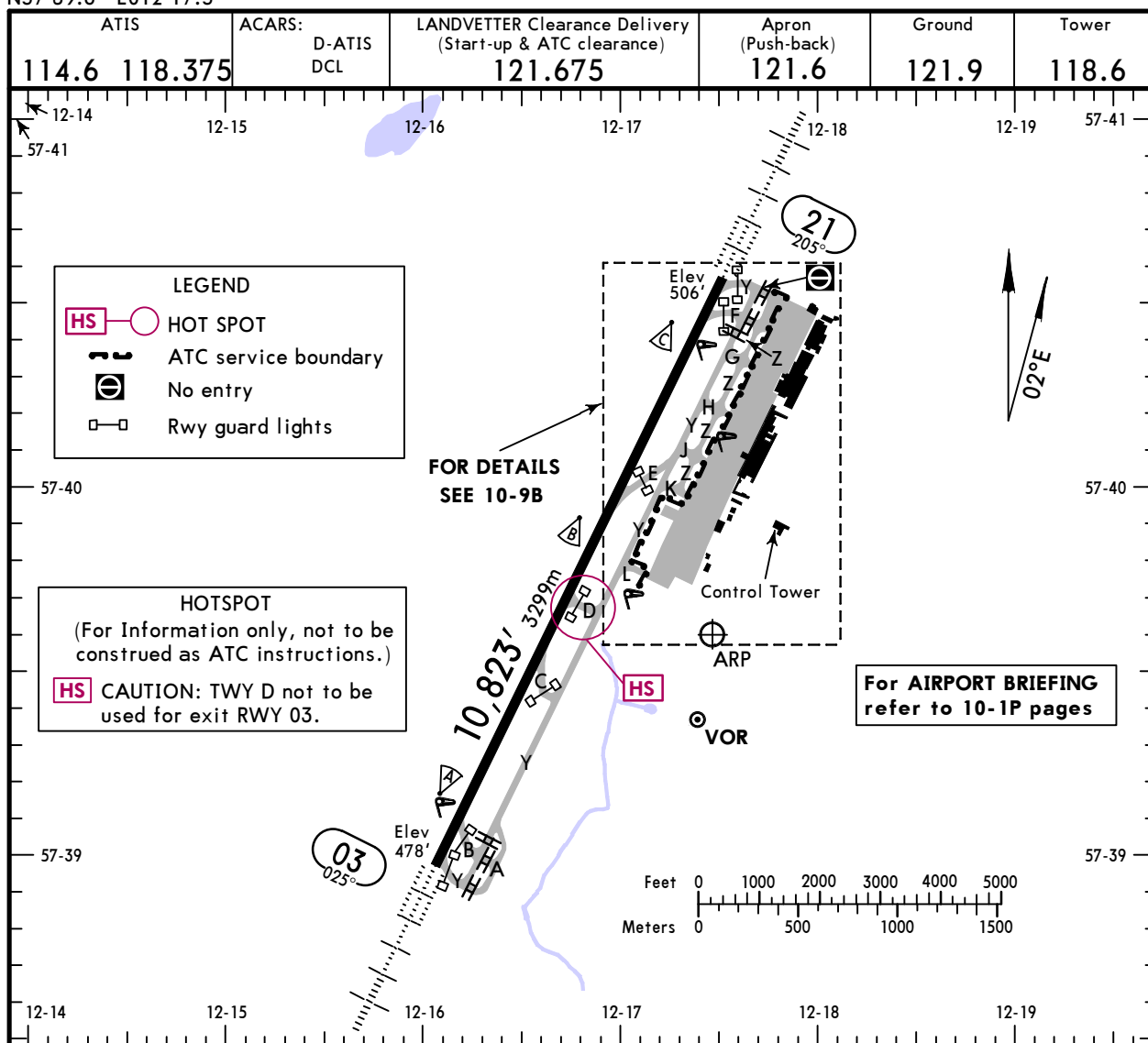
CHANGES: SID HAR 1P withdrawn.

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ESGG/GOT

Apt Elev **507'**
N57 39.6 E012 17.5

JEPPESSEN

11 DEC 15 **(10-9)**
GOTEBORG, SWEDEN
LANDVETTER

Standard
TAKE-OFF 1 & OMNIDIRECTIONAL DEPARTURE PROCEDURE

	LVP must be in force				
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A					
B	125m	150m	200m	250m	400m
C					
D	150m	200m	250m	300m	500m

1 Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

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



GOTEBORG, SWEDEN

11 DEC 15 10-9A

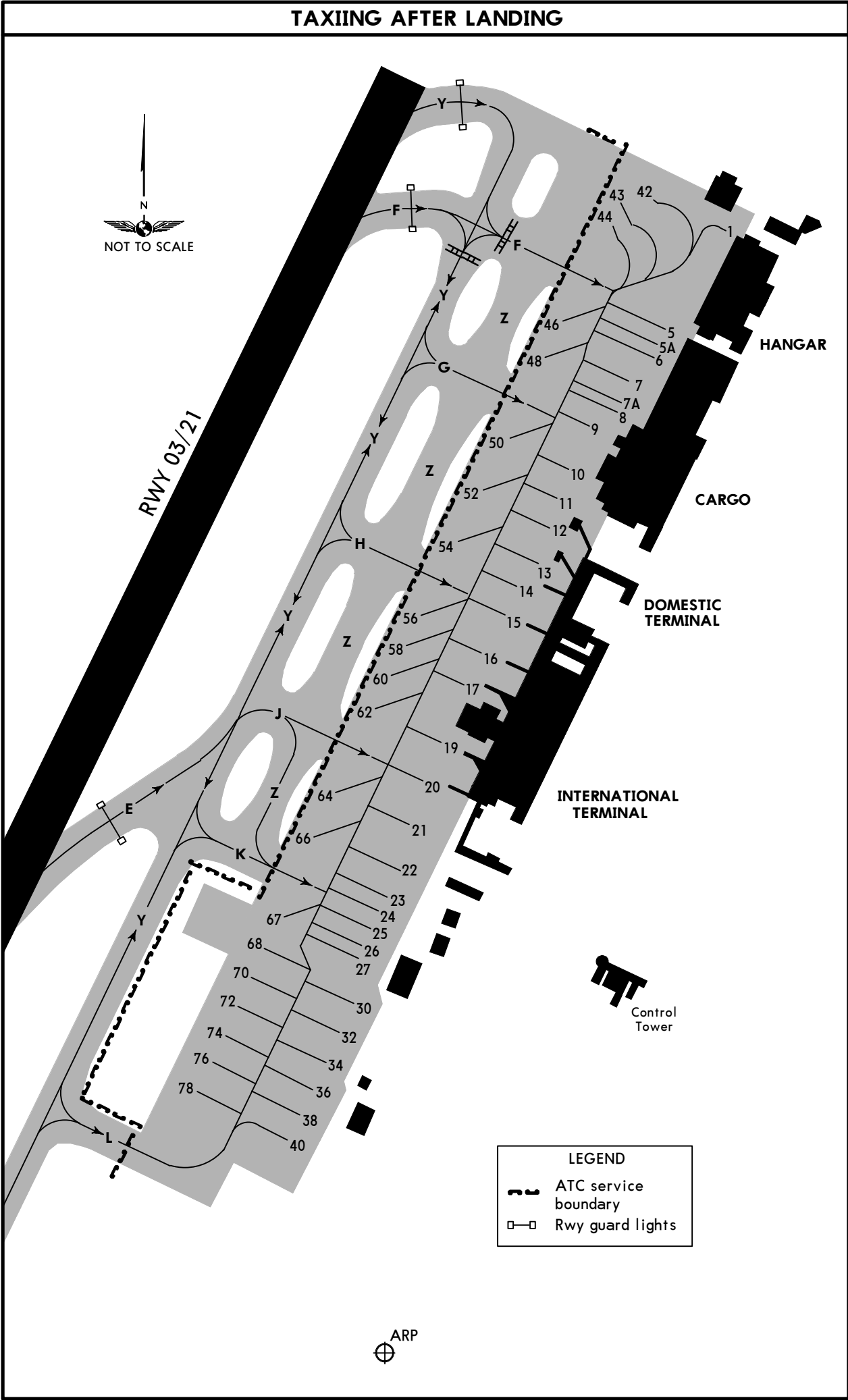
LANDVETTER

INS COORDINATES							
STAND No.	COORDINATES		ELEV	STAND No.	COORDINATES		ELEV
1	N57 40.5	E012 18.0	507	38	N57 39.8	E012 17.4	506
5, 5A, 6	N57 40.4	E012 17.9	507	40	N57 39.8	E012 17.4	507
7	N57 40.3	E012 17.9	507	42	N57 40.5	E012 17.9	506
7A	N57 40.3	E012 17.8	507	43, 44	N57 40.5	E012 17.8	506
8, 9	N57 40.3	E012 17.8	506	46, 48	N57 40.4	E012 17.7	507
10	N57 40.3	E012 17.8	505	50	N57 40.3	E012 17.6	506
11	N57 40.3	E012 17.8	504	52	N57 40.3	E012 17.6	505
12	N57 40.2	E012 17.8	504	54	N57 40.2	E012 17.6	504
13	N57 40.2	E012 17.7	503	56	N57 40.2	E012 17.5	503
14	N57 40.2	E012 17.7	502	58	N57 40.1	E012 17.5	503
15	N57 40.2	E012 17.7	503	60, 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	502	67	N57 39.9	E012 17.3	501
20	N57 40.0	E012 17.6	503	68	N57 39.9	E012 17.3	500
21	N57 40.0	E012 17.5	502	70	N57 39.9	E012 17.3	501
22, 23	N57 40.0	E012 17.5	501	72	N57 39.9	E012 17.3	503
24 thru 30	N57 39.9	E012 17.5	501	74	N57 39.9	E012 17.2	504
32	N57 39.9	E012 17.4	502	76	N57 39.8	E012 17.2	505
34	N57 39.8	E012 17.4	503	78	N57 39.8	E012 17.2	506
36	N57 39.8	E012 17.4	505				

ESGG/GOT

JEPPesen
11 DEC 15 10-9B

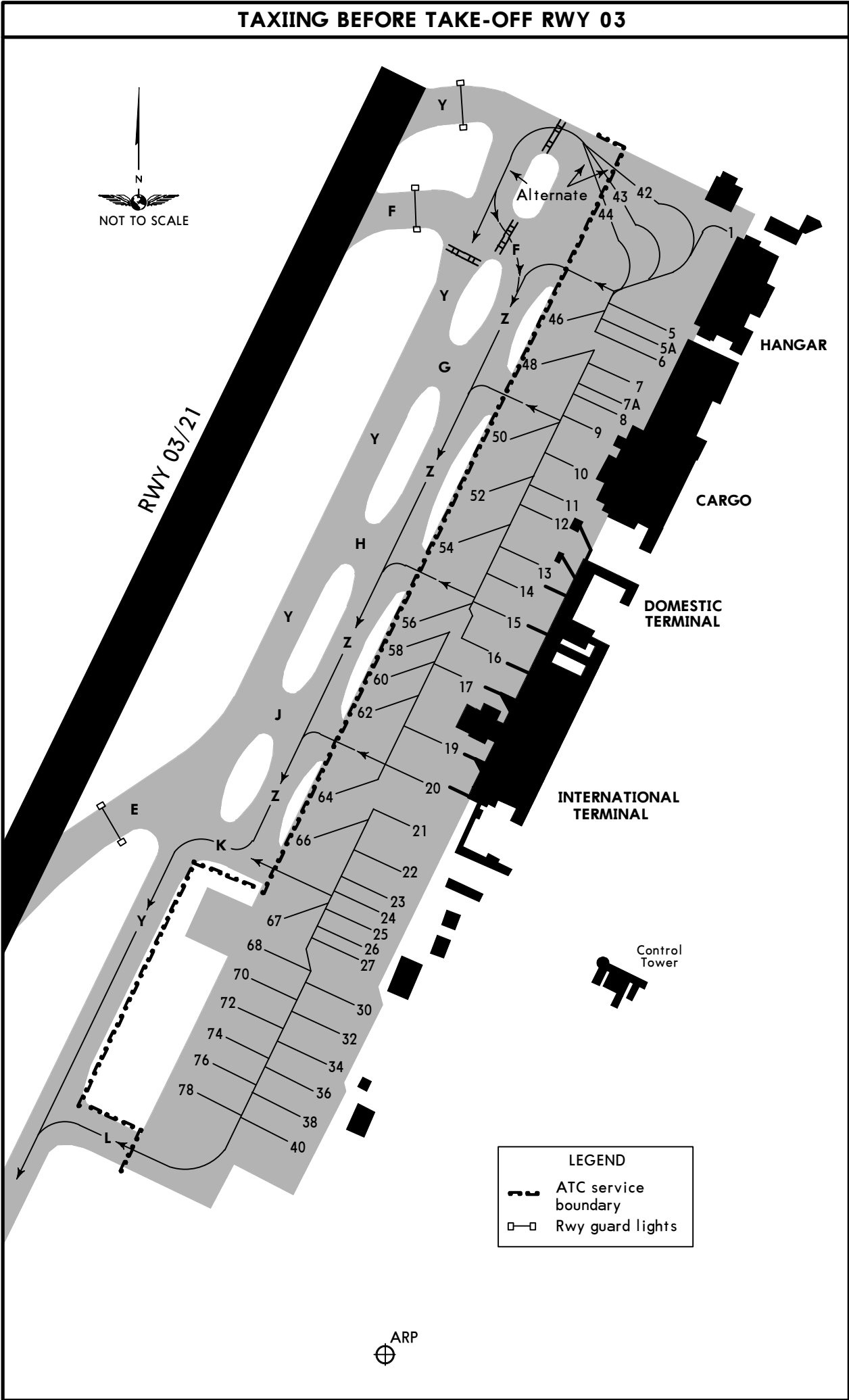
GOTEBORG, SWEDEN
LANDVETTER



ESGG/GOT

11 DEC 15 **JEPPESSEN**
10-9C

GOTEBORG, SWEDEN
LANDVETTER



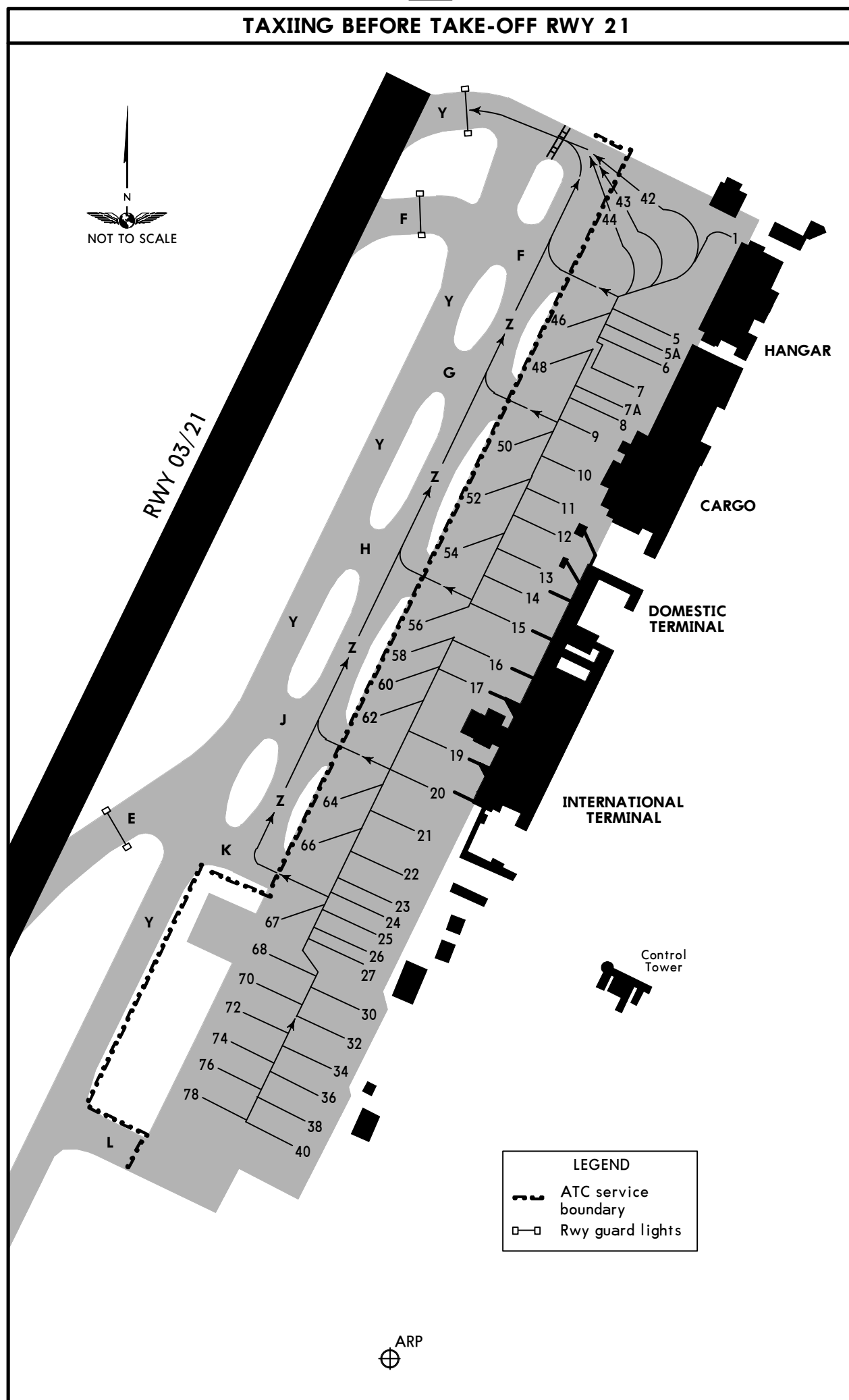
ESGG/GOT

11 DEC 15 **JEPPESSEN**
10-9D

GOTEBORG, SWEDEN

LANDVETTER

TAXIING BEFORE TAKE-OFF RWY 21



CHANGES: Stand 1 added.

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ESGG/GOT



JAA COPTER MINIMUMS
GOTEBORG, SWEDEN
LANDVETTER

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

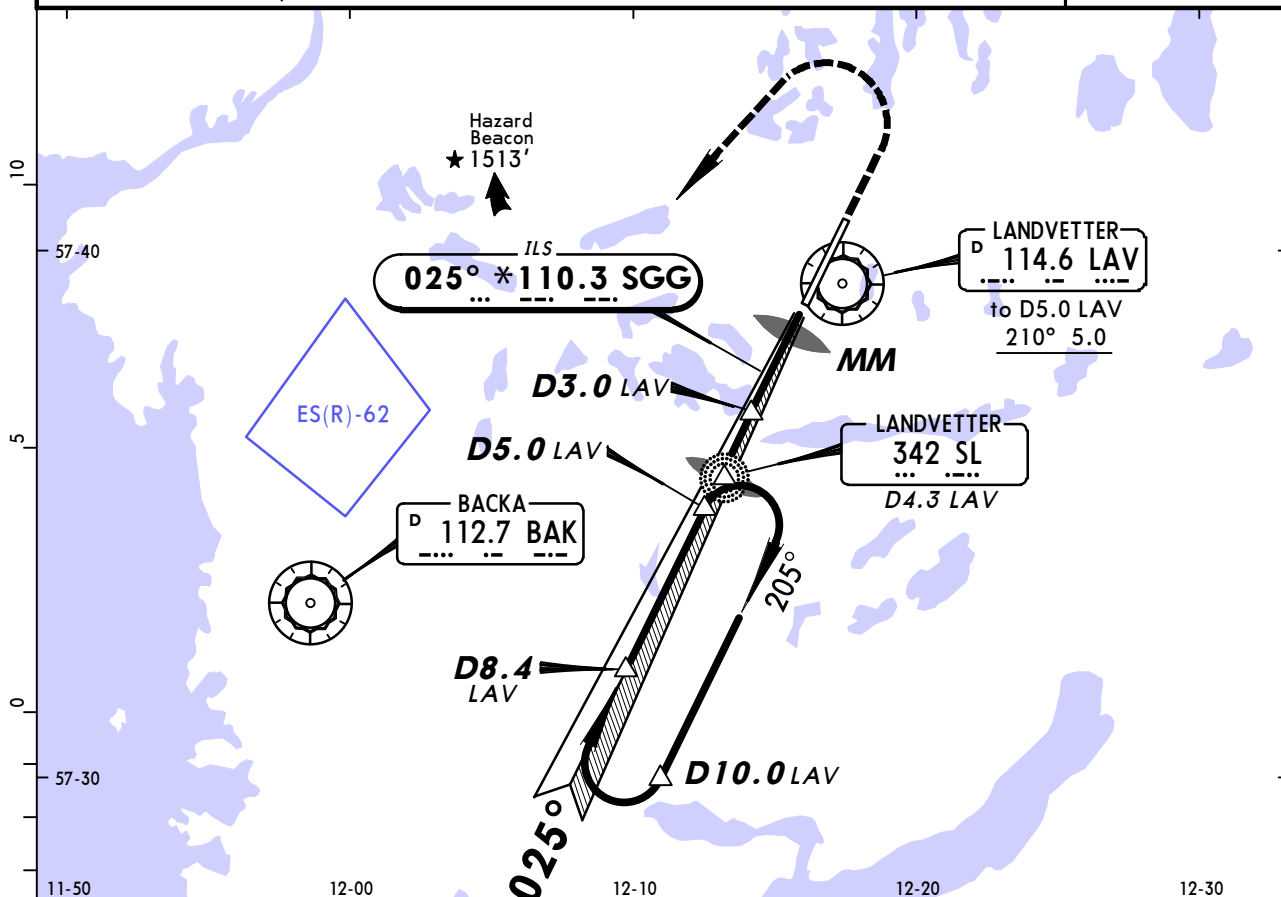
TAKE-OFF RWY 03, 21				
LVP must be in Force ❷				
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ❸	800m

❷ Without LVP 400m are stipulated.

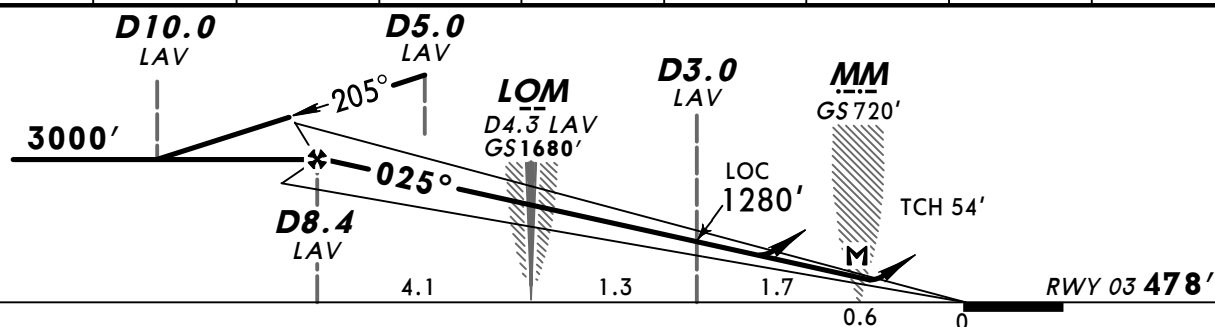
❸ Or rejected take-off distance whichever is the greater.

ESGG/GOT
LANDVETTER
JEPPesen
 27 FEB 15 **(11-1)**
GOTEBORG, SWEDEN
VOR DME ILS Rwy 03

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 507' RWY 478'		
MISSED APCH: Climb STRAIGHT AHEAD to 1500', then turn LEFT to BAK VOR climbing to 3000'. Radar vectoring for new approach.						
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 (D4.3 LAV) unless otherwise instructed, if unable inform ATC.						MSA LAV VOR



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°	372	478	531	637	743	849	
MAP at MM							

Standard		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	RVR 550m	RVR 750m	RVR 1200m	RVR 750m	RVR 1400m	100	970' (463')	1500m	
B						135	1010' (503')	1600m	
C						180	1160' (653')	2400m	
D						205	1240' (733')	3600m	

CHANGES: None.

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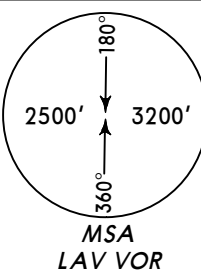
ESGG/GOT
LANDVETTER

JEPPESSEN
27 FEB 15 (11-1A)

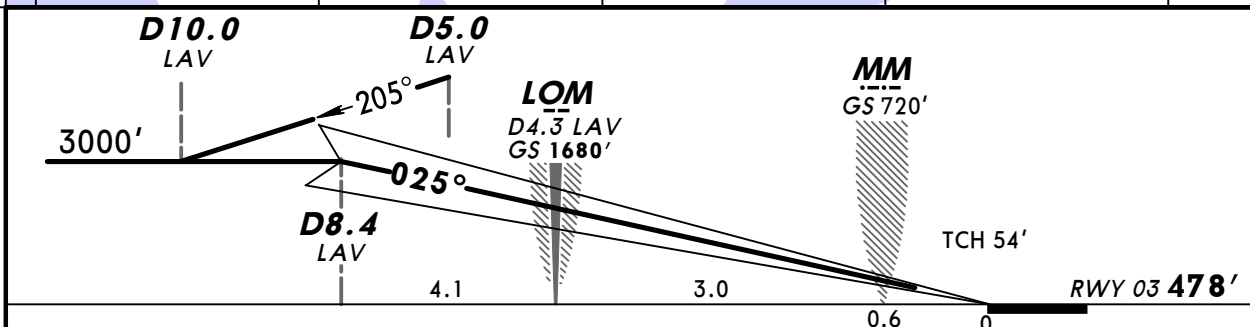
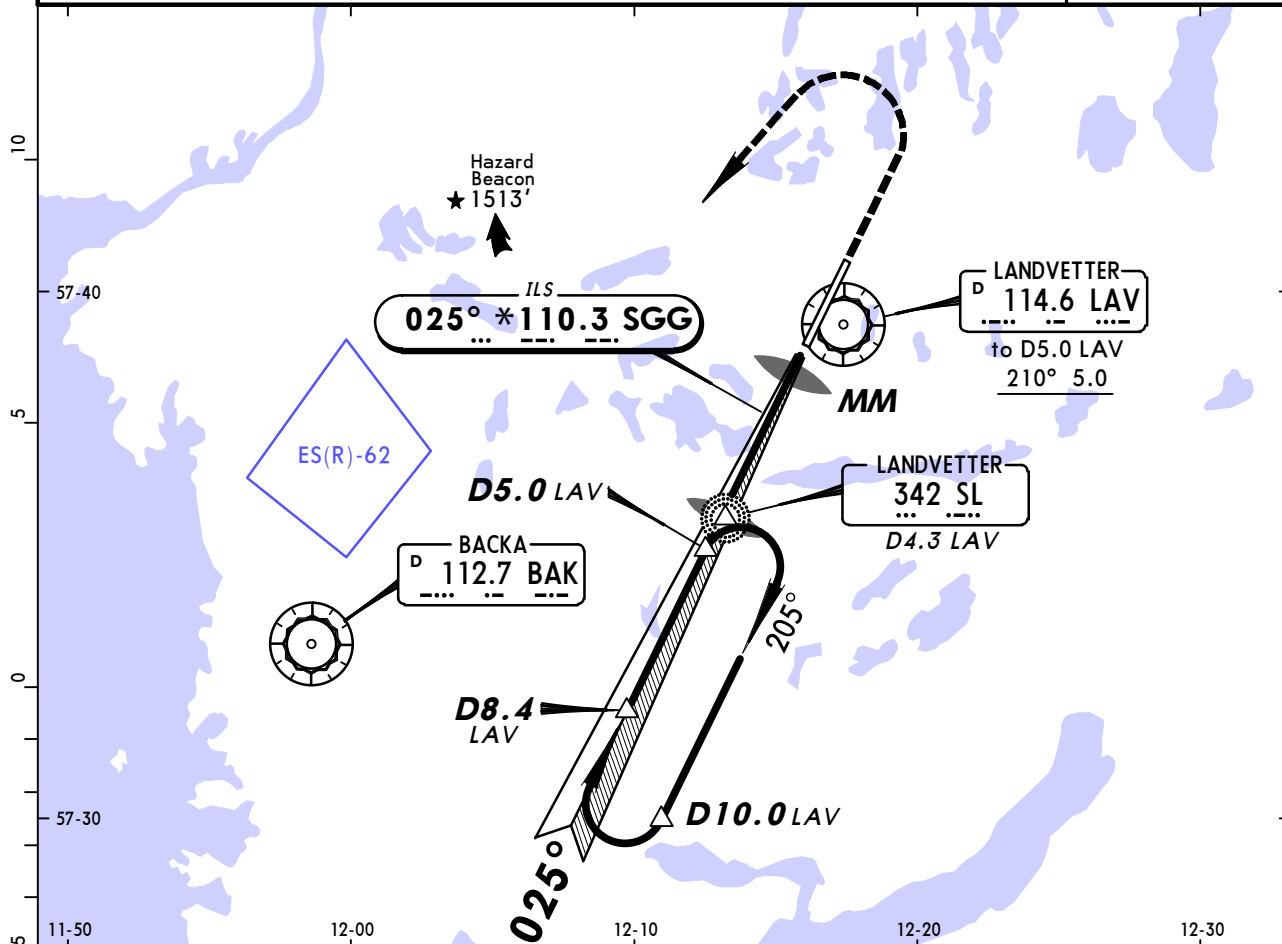
GOTEBORG, SWEDEN
CAT II/III VOR DME ILS Rwy 03

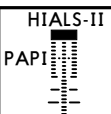
BRIEFING STRIP

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 & IIIA ILS Refer to Minimums		Apt Elev 507'	RWY 478'	
MISSED APCH: Climb STRAIGHT AHEAD to 1500', then turn LEFT to BAK VOR climbing to 3000'. Radar vectoring for new approach.							
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 (D4.3 LAV) unless otherwise instructed, if unable inform ATC.							



180°
2500'
3200'
360°
MSA
LAV VOR



Gnd speed-Kts	70	90	100	120	140	160		1500'
GS	3.00°	372	478	531	637	743		

Standard		STRAIGHT-IN LANDING RWY 03	
CAT IIIA ILS		CAT II ILS ABCD	
DH 50'		RA 106'	
RVR 200m		DA(H) 578' (100')	
RVR 300m		RVR 300m	

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

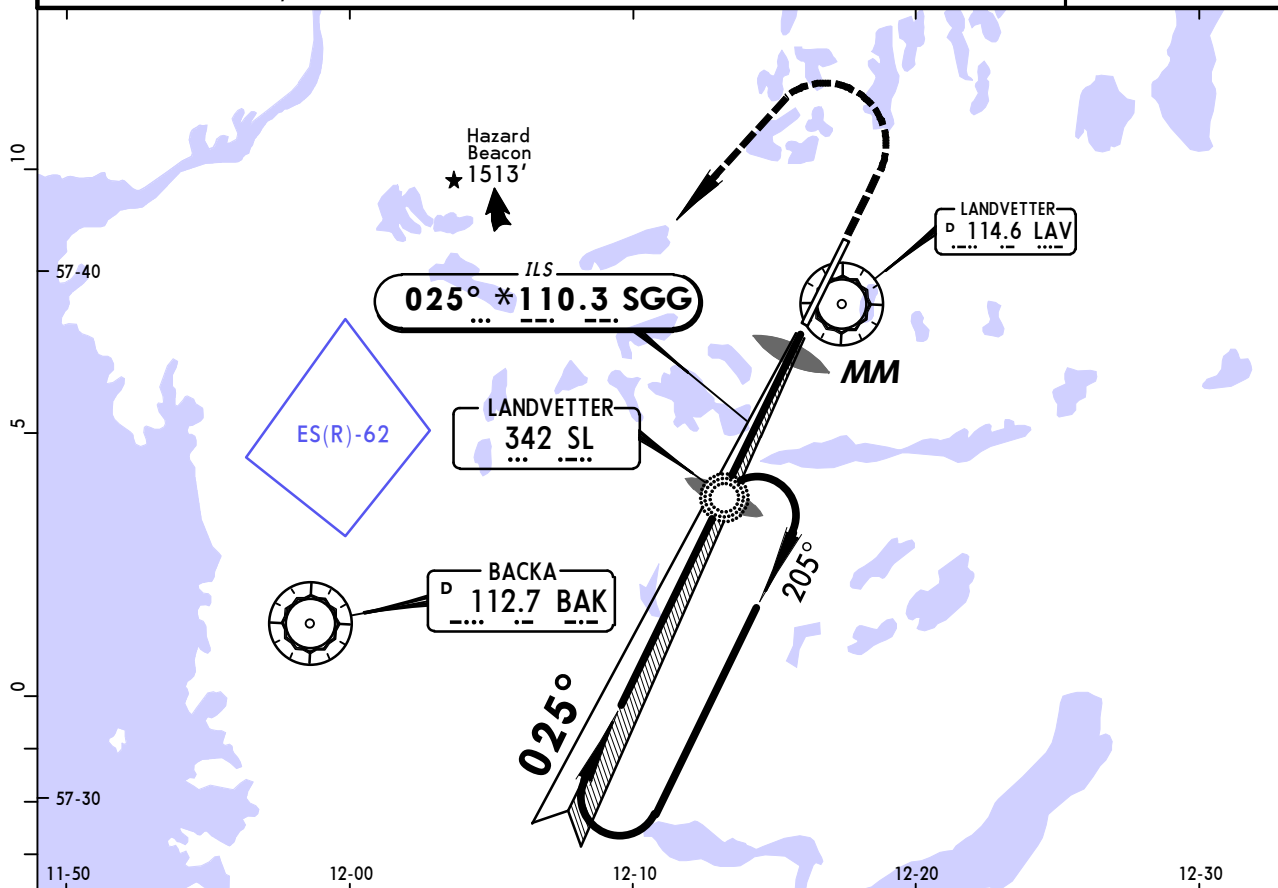
ESGG/GOT
LANDVETTER

27 FEB 15

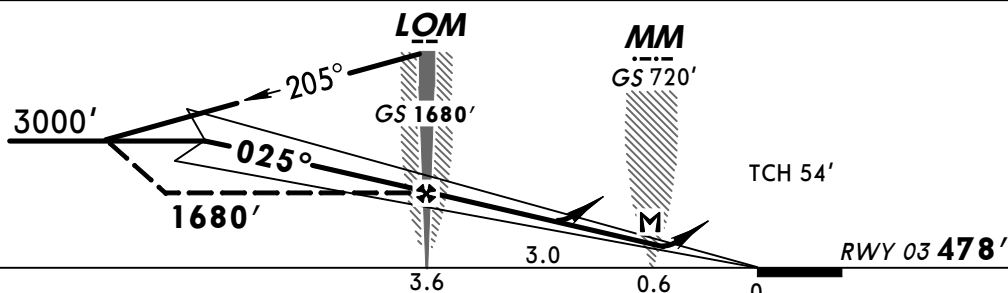
(11-2)

GOTEBORG, SWEDEN
NDB ILS Rwy 03

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 507' RWY 478'		
MISSED APCH: Climb STRAIGHT AHEAD to 1500', then turn LEFT to BAK VOR climbing to 3000'. Radar vectoring for new approach.						
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 (D4.3 LAV) unless otherwise instructed, if unable inform ATC.						MSA SL Lctr



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

CAT A & B:
MIM IAS 110 KT
3 Min
CAT C & D:
2 1/2 Min


Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at MM						

HIALS-II PAPI	1500'
------------------	--------------

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	MDA(H) VIS
A	RVR 550m	RVR 750m	RVR 1200m	RVR 750m	RVR 1400m	100	970' (463')	1500m
B						135	1010' (503')	1600m
C						180	1160' (653')	2400m
D						205	1240' (733')	3600m

CHANGES: None.

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ESGG/GOT
LANDVETTER

27 FEB 15

11-2A

GOTEBORG, SWEDEN
CAT II/III NDB ILS Rwy 03

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')

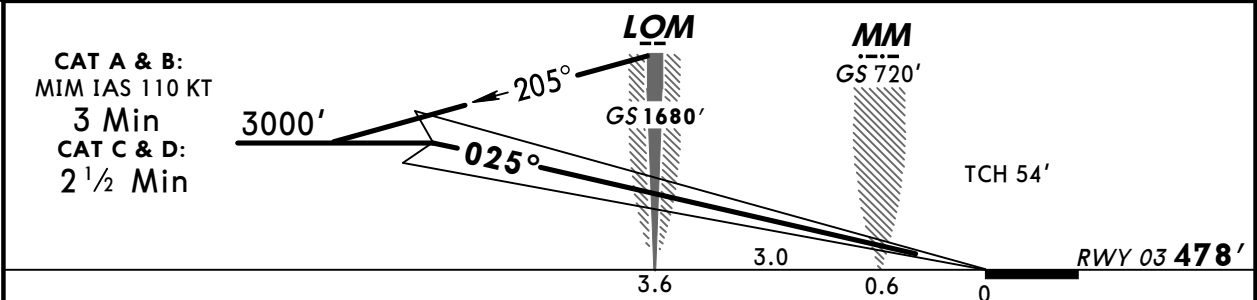
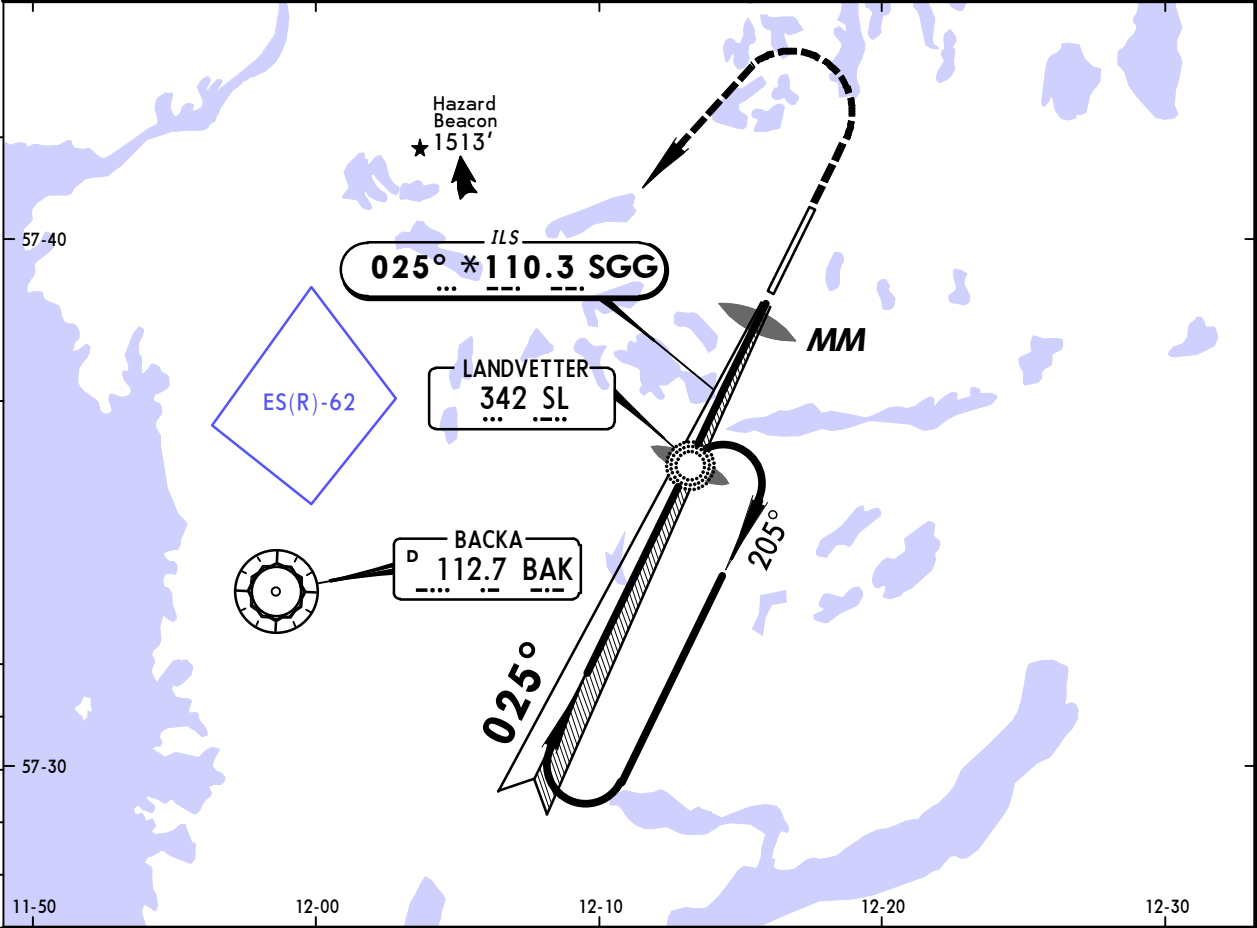
CAT II &
IIIA ILS
Refer to
Minimums

Apt Elev 507'
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. Special Aircrew & Acft Certification Required. 2. Acft on final shall maintain MIM 160 KT IAS until passing OM (D4.3 LAV) unless otherwise instructed, if unable inform ATC.

2500' 3200'
090° 270°
2000' 2100'
180° 360°
MSA
SL Lctr



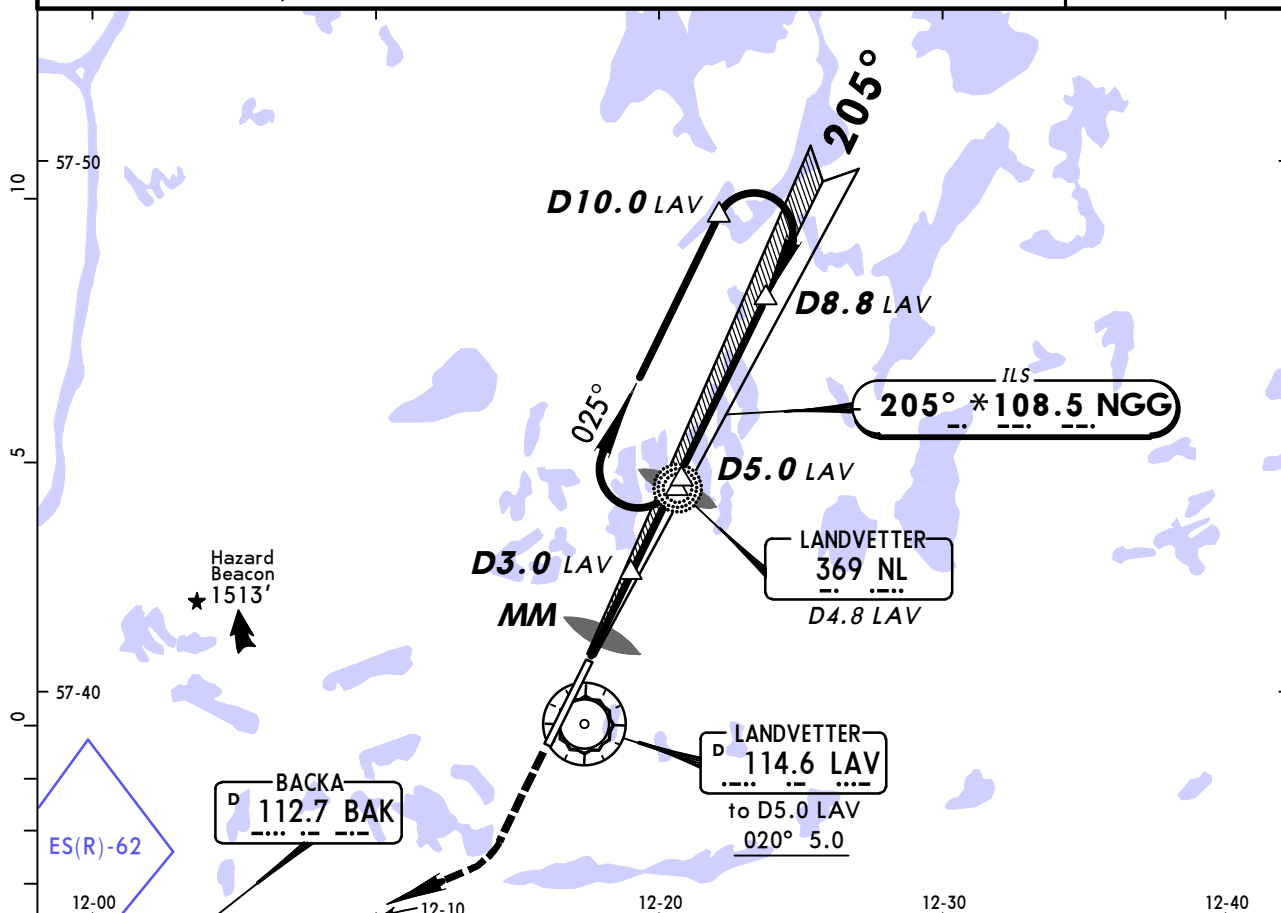
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	
GS	3.00°	372	478	531	637	743	849	1500'

Standard		STRAIGHT-IN LANDING RWY 03	
CAT IIIA ILS		CAT II ILS ABCD RA 106' DA(H) 578' (100')	
DH 50'		RVR 300m	
RVR 200m		RVR 300m	

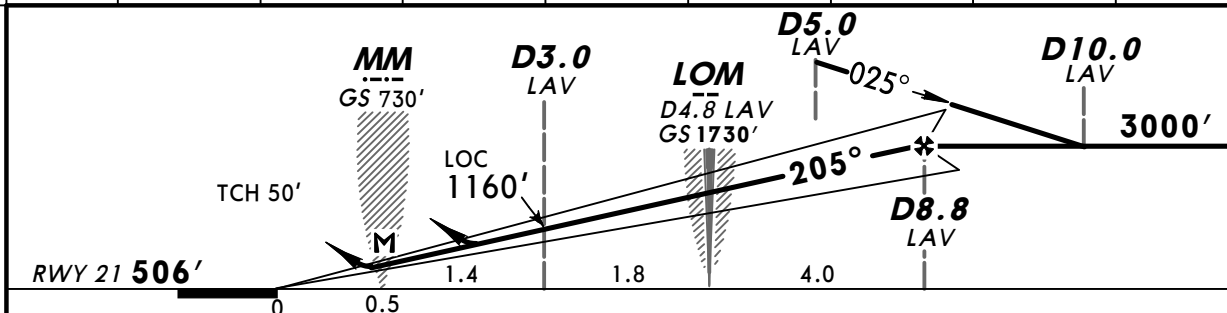
Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

ESGG/GOT
LANDVETTER
JEPPESSEN
27 FEB 15 **(11-3)**
GOTEBORG, SWEDEN
VOR DME ILS Rwy 21

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 507' RWY 506'		
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 Trans alt: 5000' Acft on final shall maintain MIM 160 KT IAS until passing OM (D4.8 LAV) unless otherwise instructed, if unable inform ATC.						MSA LAV VOR



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	
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	
MAP at MM							

PANS OPS	STRAIGHT-IN LANDING RWY 21					CIRCLE-TO-LAND	
	ILS			LOC (GS out)			
	DA(H) 706' (200')			DA(H) 760' (254')			
	FULL	Limited	ALS out		ALS out	Max Kts	MDA(H) VIS
	A					100	970' (463') 1500m
B						135	1010' (503') 1600m
C	RVR 550m	RVR 750m	RVR 1200m	RVR 750m	RVR 1300m	180	1160' (653') 2400m
D						205	1240' (733') 3600m

CHANGES: None.

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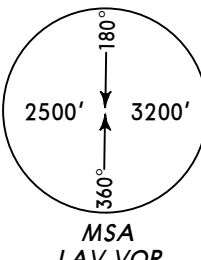
ESGG/GOT
LANDVETTER

27 FEB 15 **11-3A** CAT II/III VOR DME ILS Rwy 21

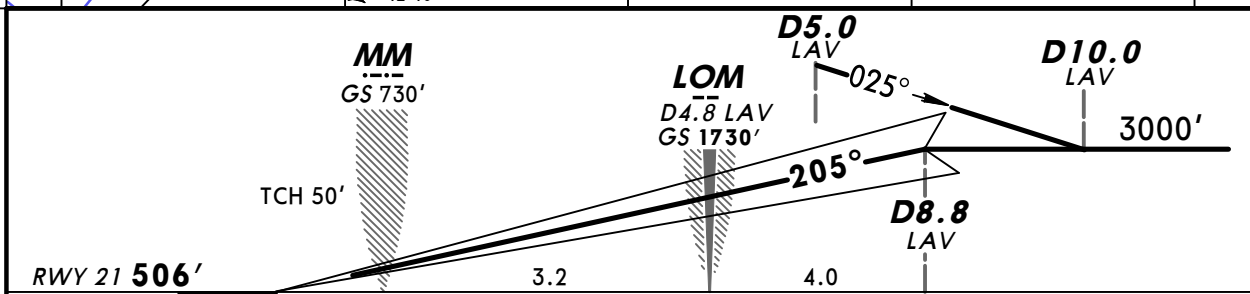
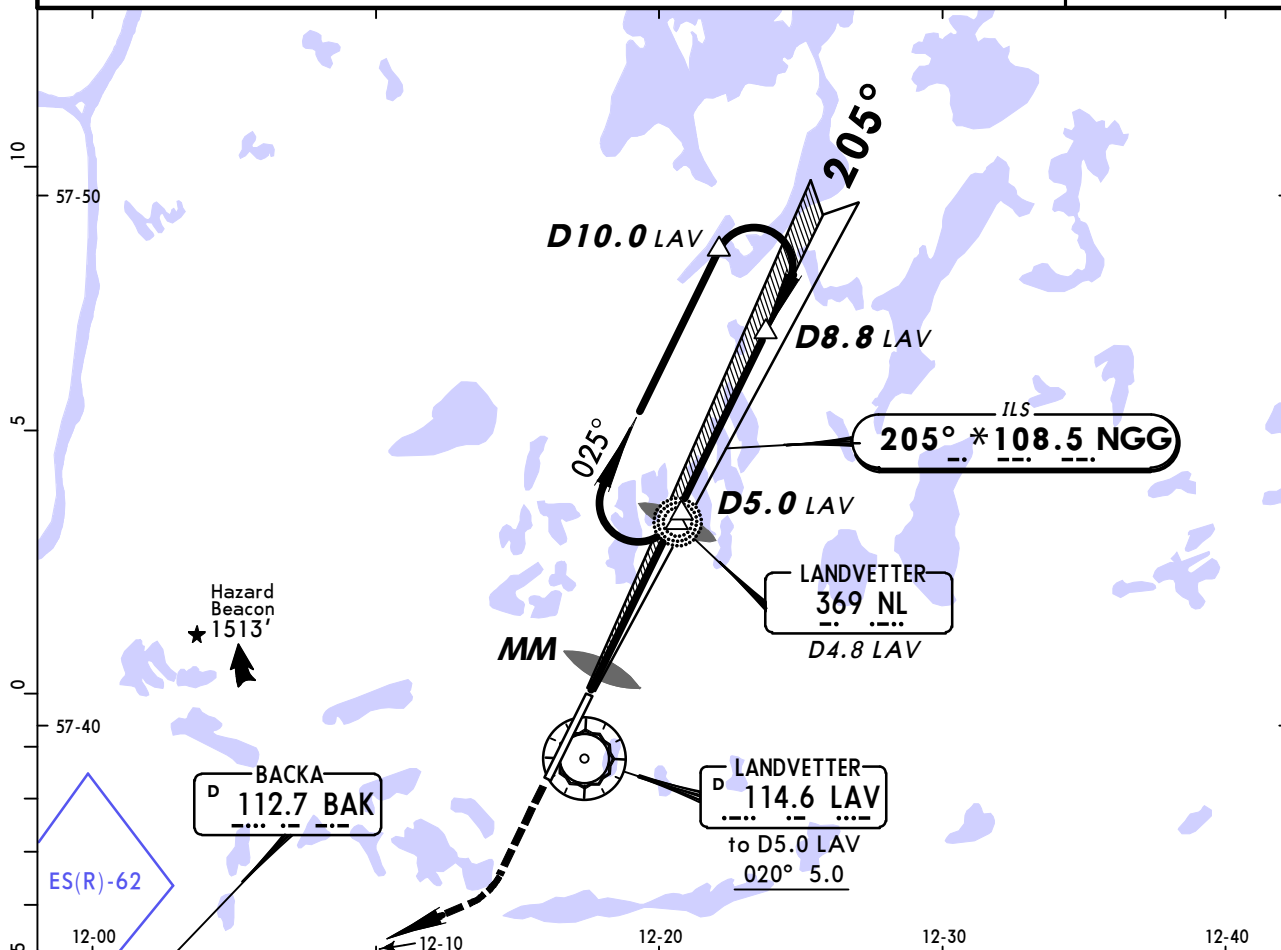
GOTEBORG, SWEDEN

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')		CAT II & IIIA ILS Refer to Minimums Apt Elev 507' RWY 506'	
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 Trans alt: 5000' 1. Special aircrew & acft certification required. 2. Acft on final shall maintain MIM 160 KT IAS until passing OM (D4.8 LAV) unless otherwise instructed, if unable inform ATC.							



MSA
LAV VOR



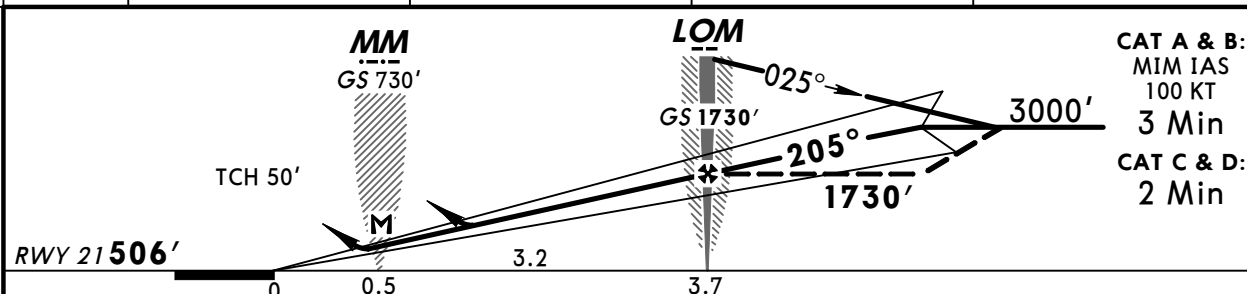
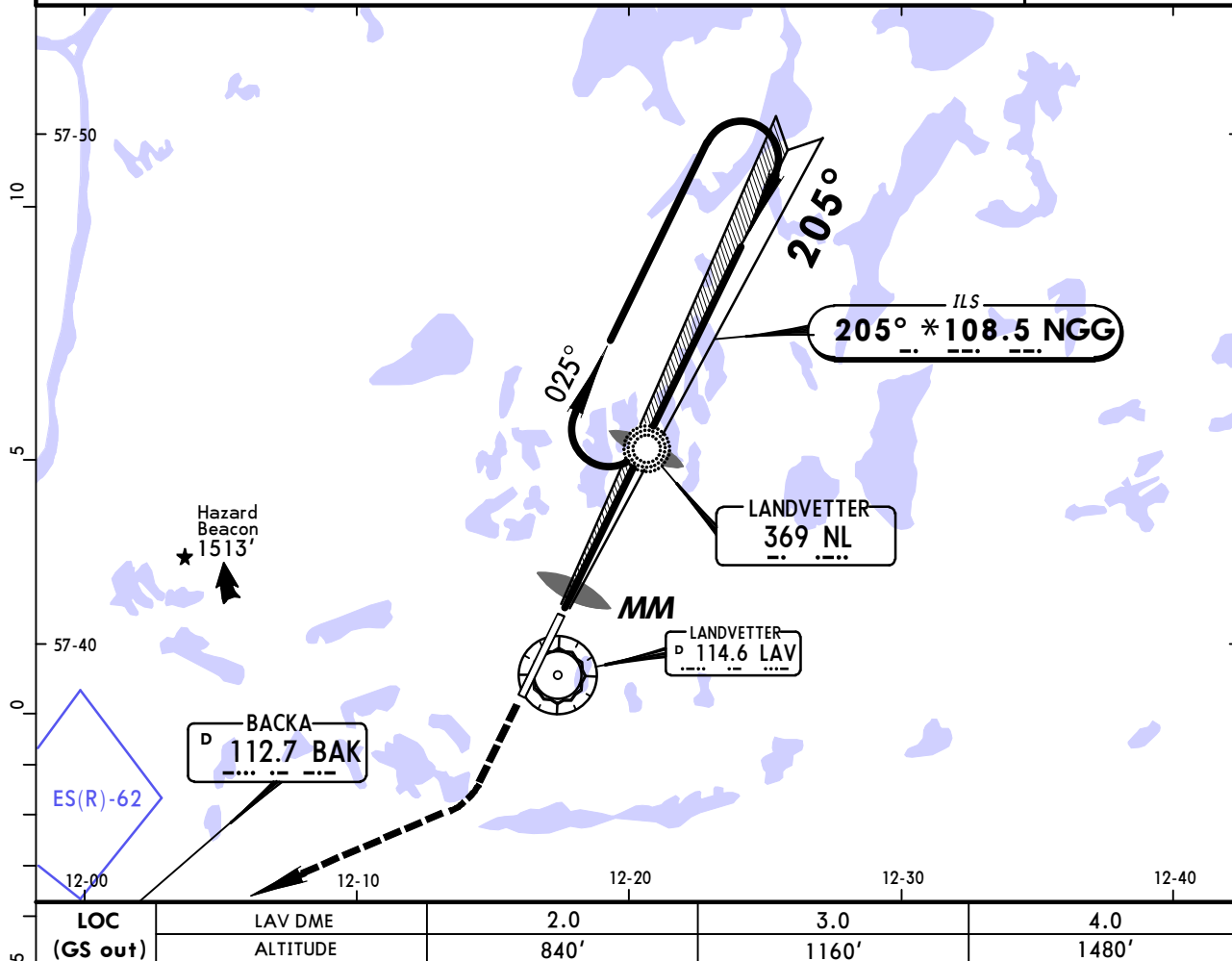
Gnd speed-Kts	70	90	100	120	140	160		1500' ↑
GS	3.00°	372	478	531	637	743		

Standard		STRAIGHT-IN LANDING RWY 21	
CAT IIIA ILS		CAT II ILS ABCD	
DH 50'		RA 98'	
RVR 200m		DA(H) 606' (100')	
RVR 200m		RVR 300m	

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

ESGG/GOT
LANDVETTER
JEPPESSEN
 27 FEB 15 **(11-4)**
GOTEBORG, SWEDEN
NDB ILS Rwy 21

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 507' RWY 506'		
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 Trans alt: 5000' Acft on final shall maintain MIM 160 KT IAS until passing OM (D4.8 LAV) unless otherwise instructed, if unable inform ATC.						MSA NL Lctr



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 	1500'
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849		
MAP at MM								

PANS OPS	STRAIGHT-IN LANDING RWY 21					CIRCLE-TO-LAND		
	ILS			LOC (GS out)				
	DA(H) 706' (200')			DA(H) 830' (324')				
	FULL	Limited	ALS out		ALS out	Max Kts	MDA(H)	VIS
A						100	970' (463')	1500m
B						135	1010' (503')	1600m
C	RVR 550m	RVR 750m	RVR 1200m	RVR 800m	RVR 1500m	180	1160' (653')	2400m
D						205	1240' (733')	3600m

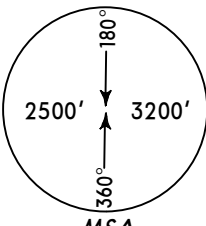
CHANGES: None.

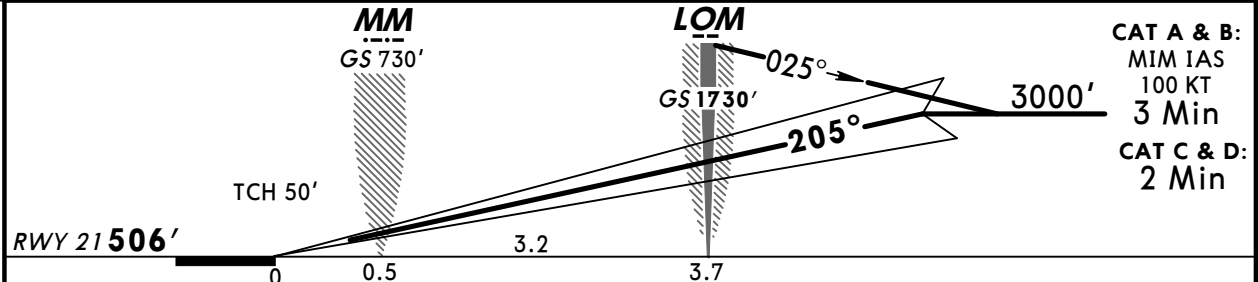
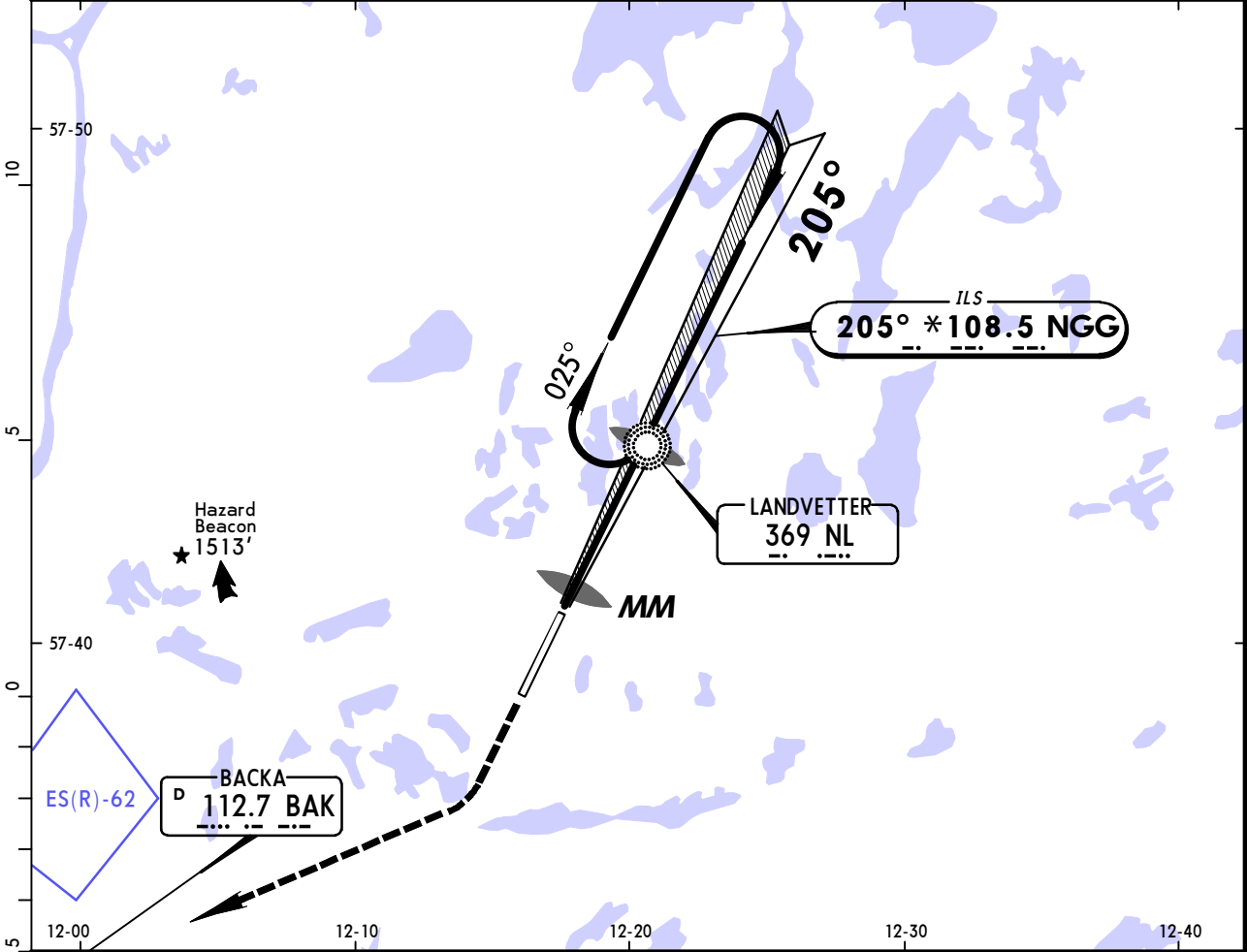
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ESGG/GOT
LANDVETTER

27 FEB 15
11-4A

GOTEBORG, SWEDEN
CAT II/III NDB ILS Rwy 21

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 & IIIA ILS Refer to Minimums		Apt Elev 507' RWY 506'	 MSA NL Lctr	
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. Special Aircrew & Acft Certification Required. 2. Acft on final shall maintain MIM 160 KT IAS until passing OM (D4.8 LAV) unless otherwise instructed, if unable inform ATC.							

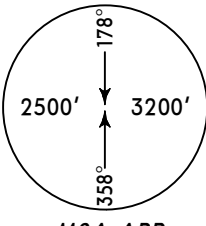


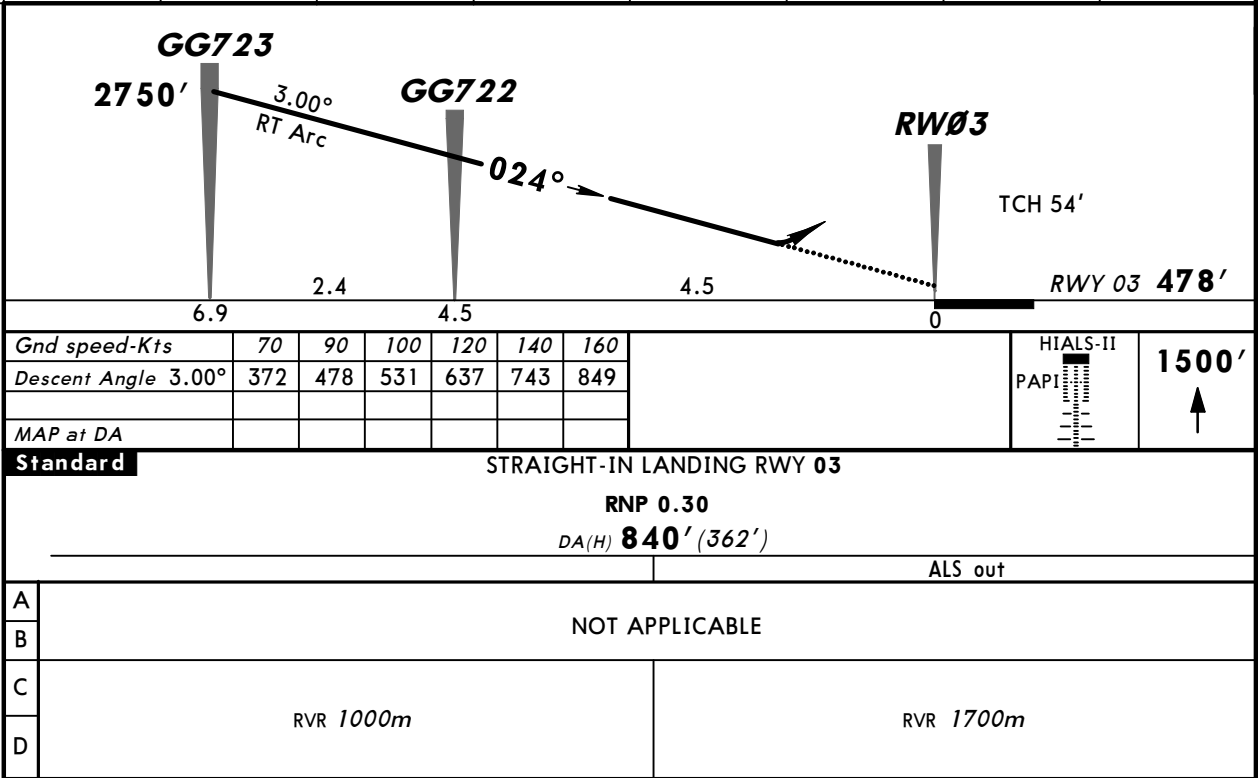
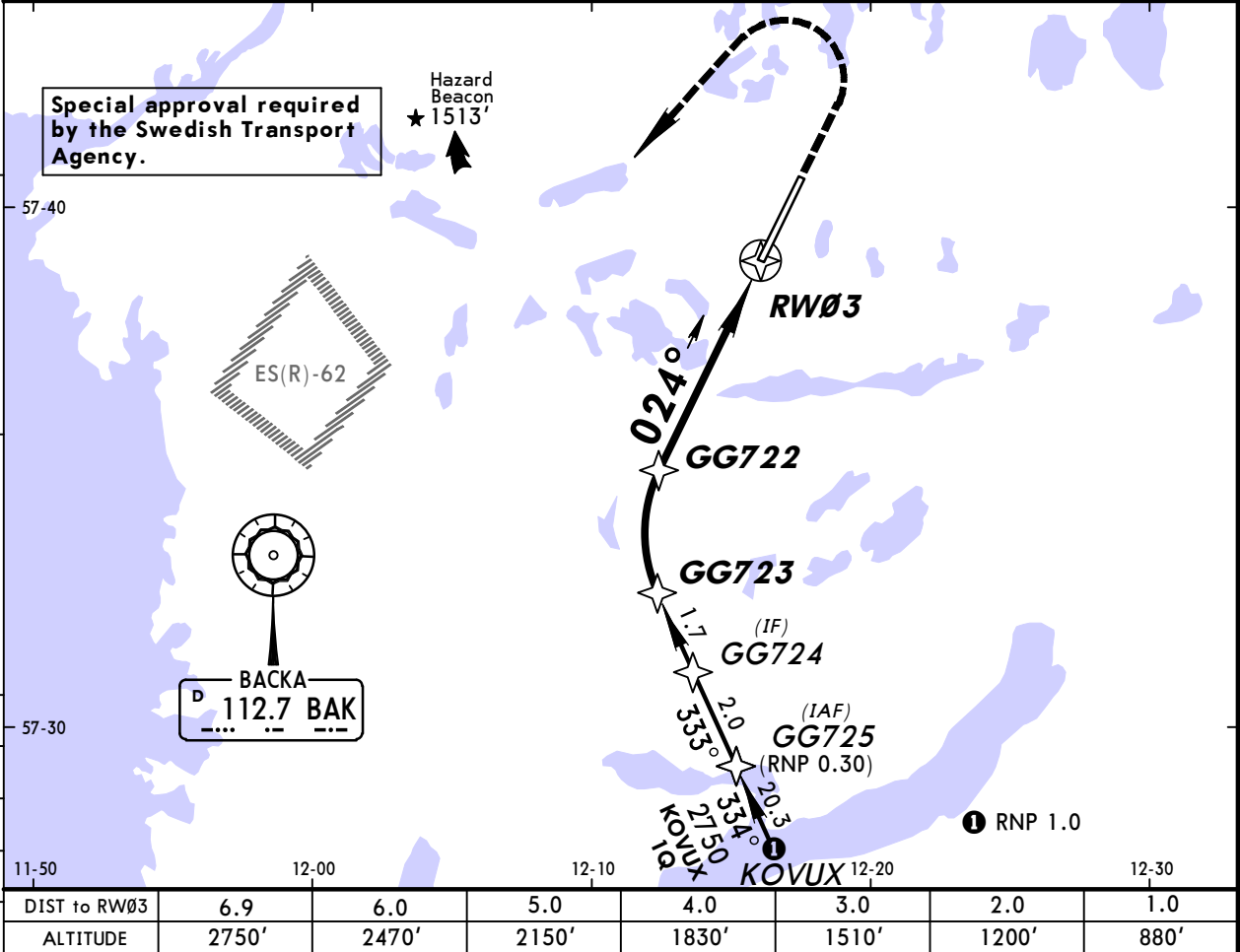
Gnd speed-Kts		70	90	100	120	140	160		HIALS-II PAPI	1500' ↑
GS	3.00°	372	478	531	637	743	849			
Standard		STRAIGHT-IN LANDING RWY 21								
CAT IIIA ILS					CAT II ILS ABCD RA 98' DA(H) 606' (100')					
DH 50'										
RVR 200m					RVR 300m 1					

ESGG/GOT
LANDVETTER

JEPPESSEN
9 AUG 13
Eff 22 Aug 12-20 CAT C & D

GOTEBORG, SWEDEN
RNAV (RNP) Rwy 03

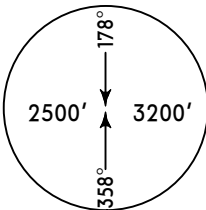
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RNAV	Final Aptch Crs 024°	Minimum Alt GG723 2750' (2272')	RNP 0.30 DA(H) 840' (362')	Apt Elev 506' RWY 478'			
MISSED APCH: Climb STRAIGHT AHEAD to 1500', then turn LEFT to VOR climbing to 3000'. Radar vectoring for new approach.							
Alt Set: hPa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

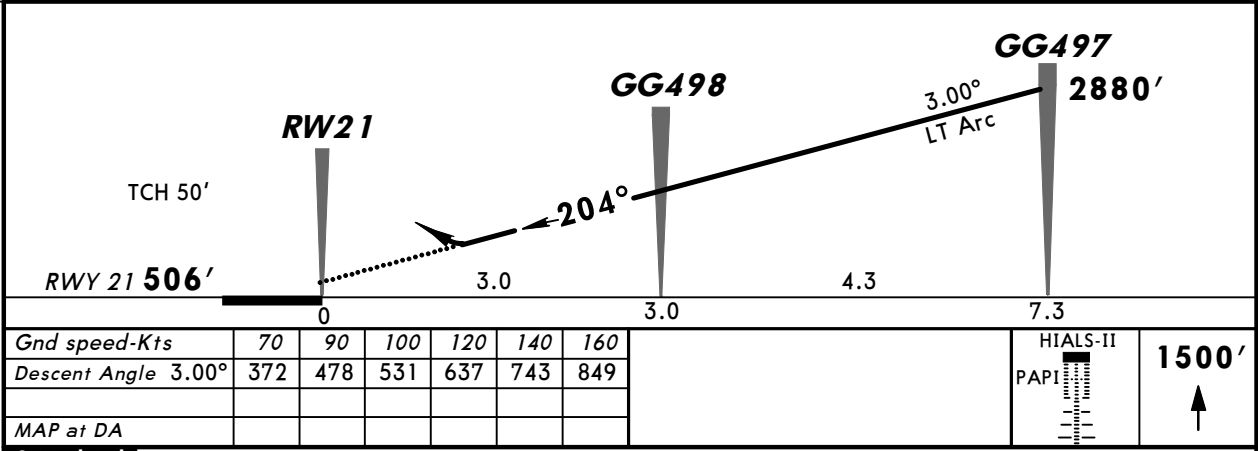
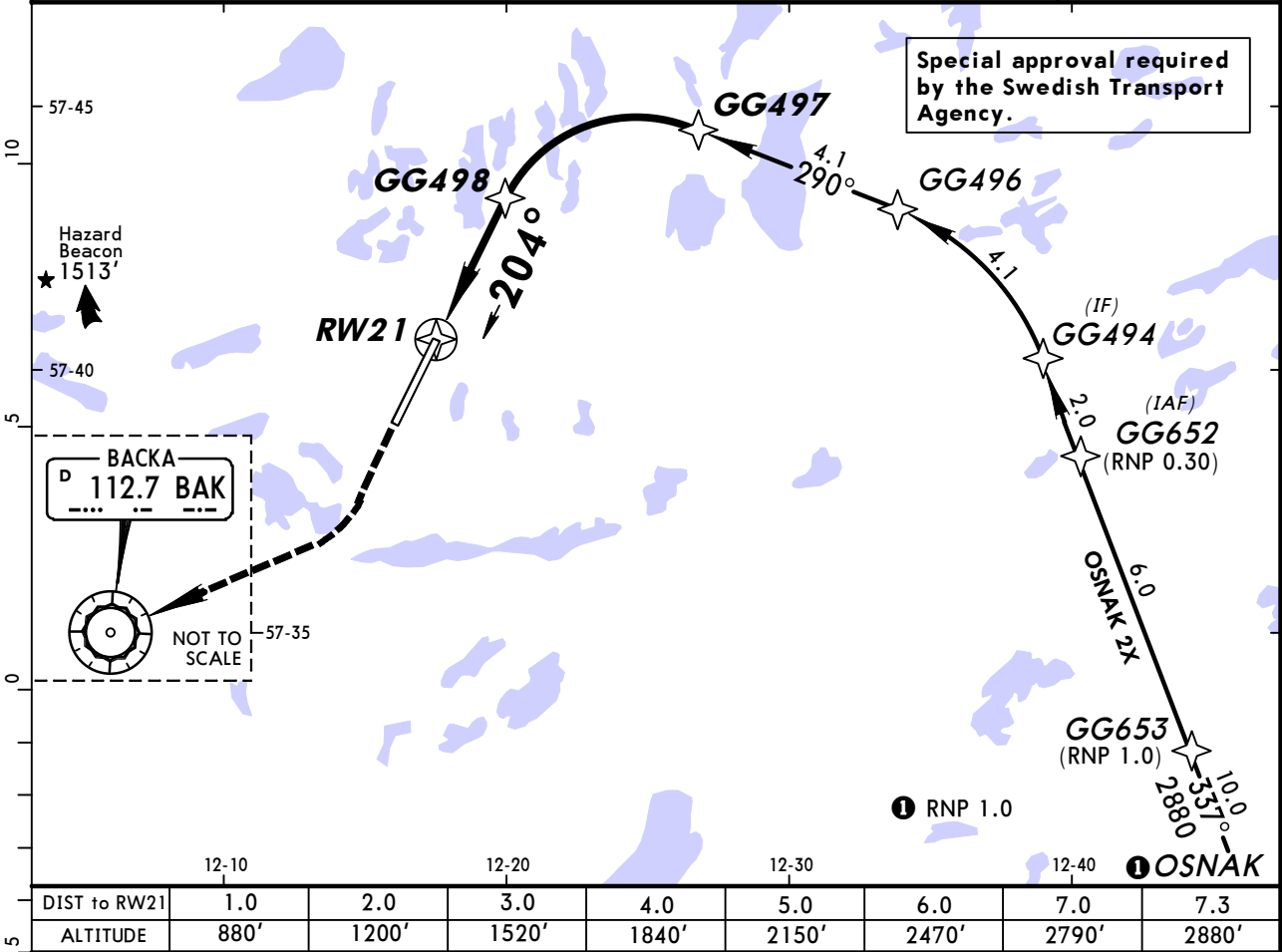


ESGG/GOT
LANDVETTER

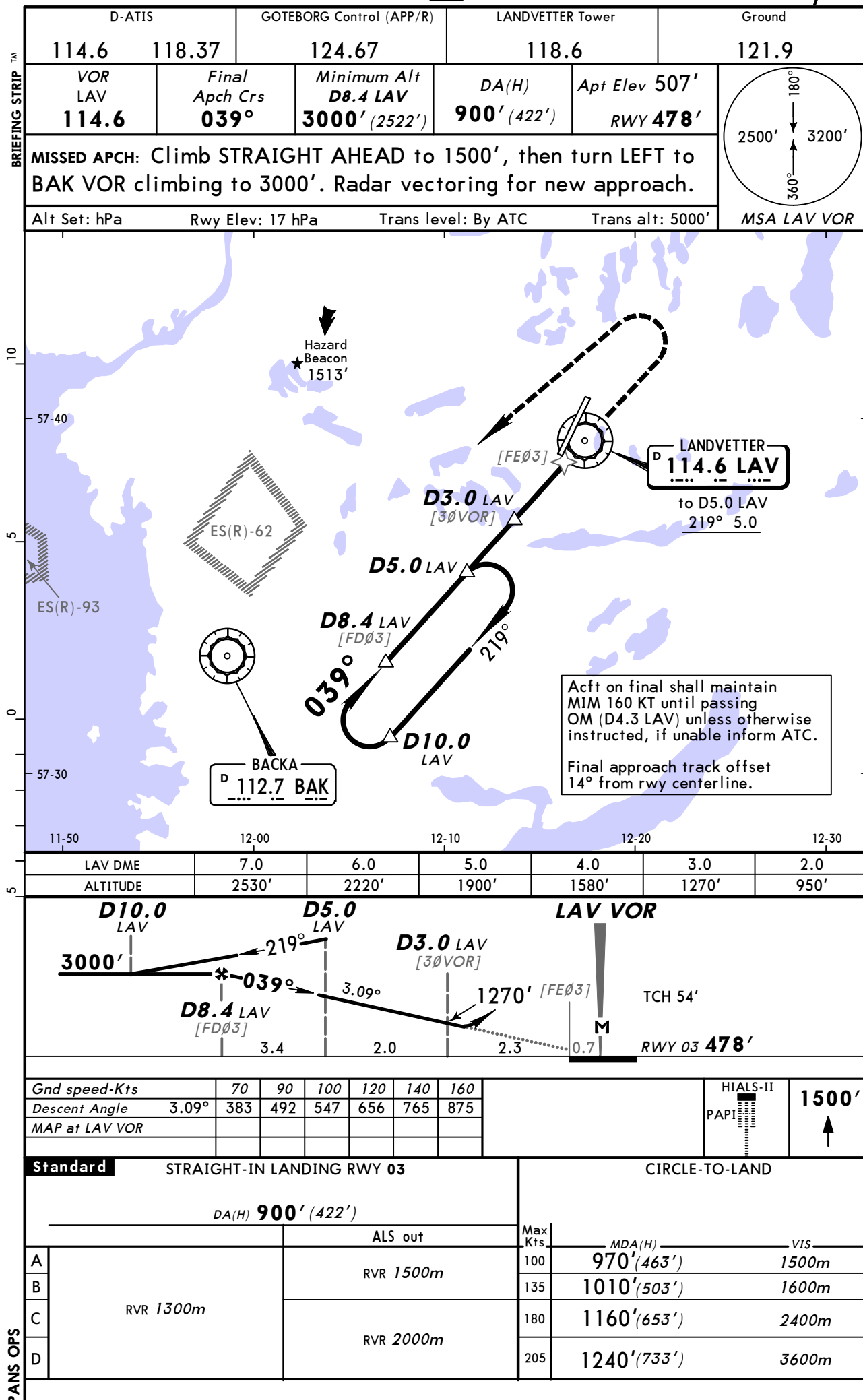
JEPPESSEN
9 AUG 13
Eff 22 Aug 12-21
CAT C & D

GOTEBORG, SWEDEN
RNAV (RNP) Rwy 21

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'		 MSA ARP
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.						



Standard		STRAIGHT-IN LANDING RWY 21	
		RNP 0.30	
		DA(H) 840' (334')	
		ALS out	
A	NOT APPLICABLE		
B			
C	RVR 800m		RVR 1500m
D			

ESGG/GOT
LANDVETTER
JEPPesen
14 FEB 14 **(13-1)**
GOTEBORG, SWEDEN
VOR DMÉ Rwy 03


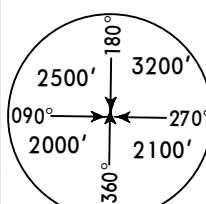
CHANGES: MSA. Missed apch.

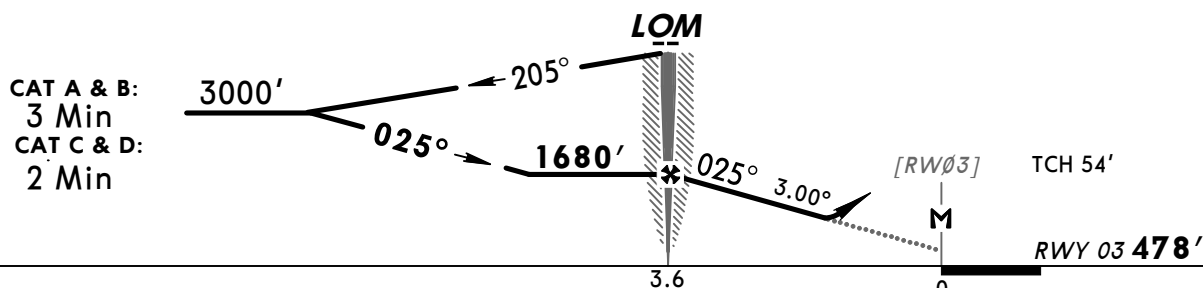
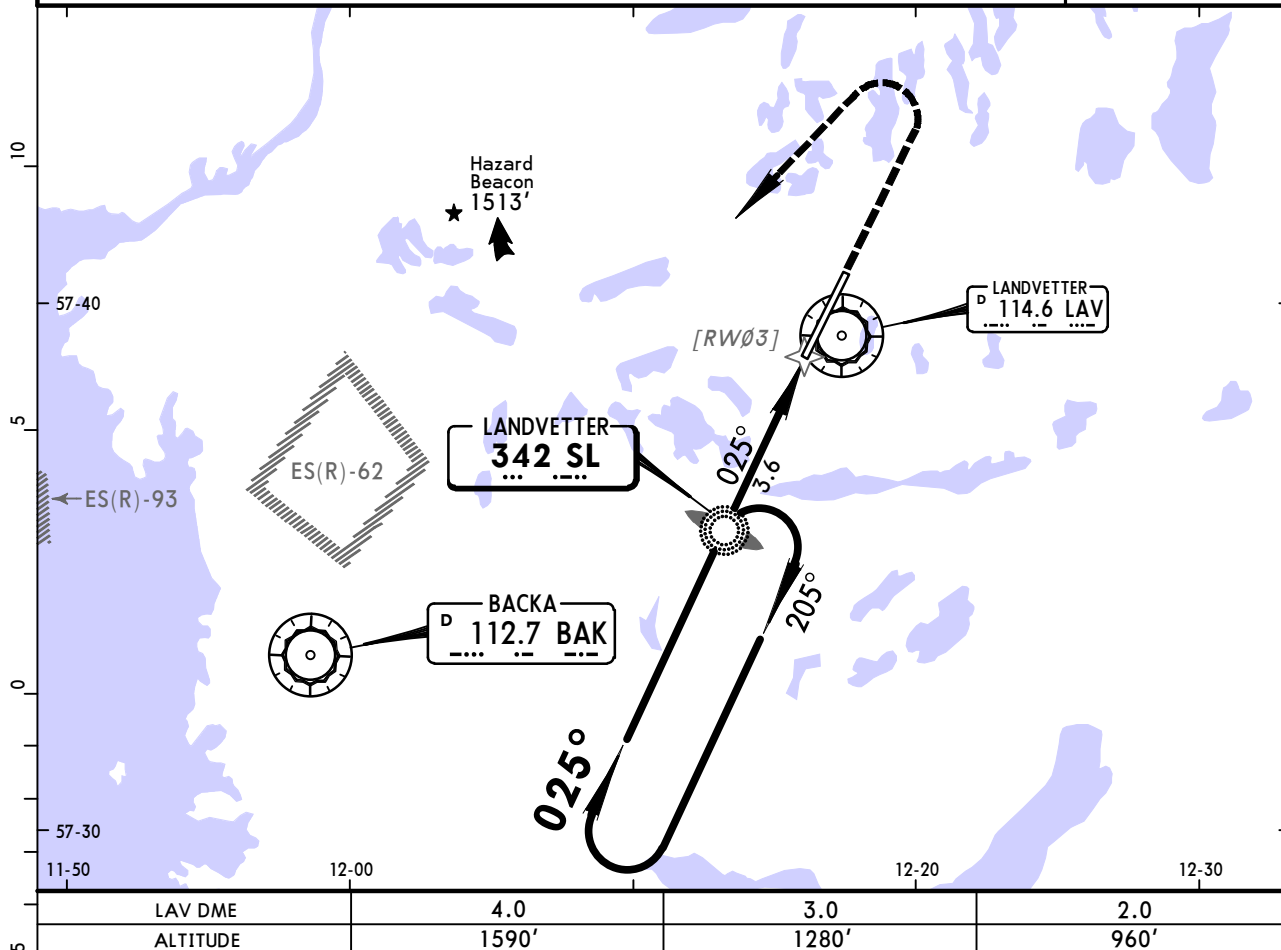
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ESGG/GOT
LANDVETTER

JEPPESEN
14 FEB 14 (16-1)

GOTEBORG, SWEDEN
NDB Rwy 03

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 507'			
	MISSED APCH: Climb STRAIGHT AHEAD to 1500', then turn LEFT to BAK VOR climbing to 3000'. Radar vectoring for new approach.							
	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 (D4.3 LAV) unless otherwise instructed, if unable inform ATC.							
	MSA SL Lctr							



Gnd speed-Kts	70	90	100	120	140	160
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

HIALS-II	1500'
PAPI	↑

Standard			STRAIGHT-IN LANDING RWY 03		CIRCLE-TO-LAND		
			DA(H) 870' (392')				
			ALS out		Max Kts	MDA(H)	VIS
A	RVR 1100m		RVR 1500m		100	970' (463')	1500m
135					1010' (503')	1600m	
C			RVR 1800m		180	1160' (653')	2400m
D					205	1240' (733')	3600m

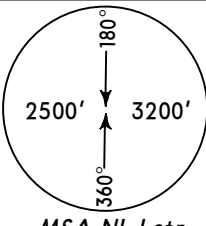
CHANGES: MSA. Missed apch.

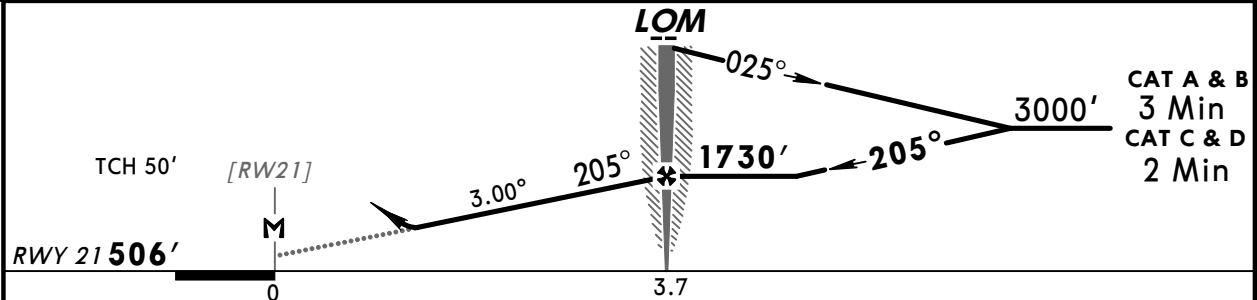
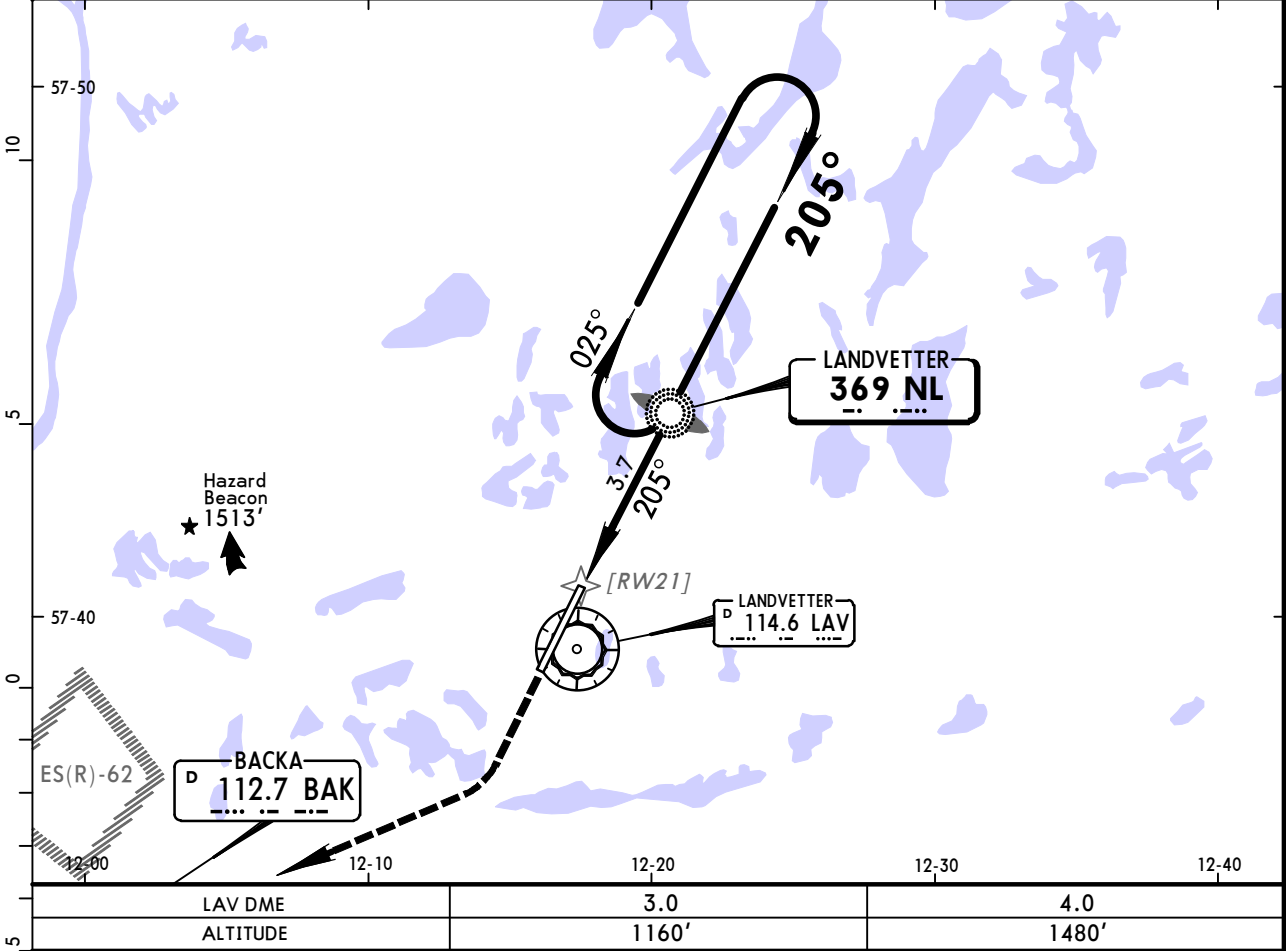
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ESGG/GOT
LANDVETTER

14 FEB 14 (16-2)

GOTEBORG, SWEDEN
NDB Rwy 21

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°	Minimum Alt LOM 1730' (1224')	DA(H) 920' (414')	Apt Elev 507' RWY 506'		
MISSED APCH: Climb STRAIGHT AHEAD to 1500', then turn RIGHT to BAK VOR climbing to 3000'. Radar vectoring for new apch.						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 (D4.8 LAV) unless otherwise instructed, if unable inform ATC.						



Gnd speed-Kts	70	90	100	120	140	160		HIALS-II 1500'
Descent Angle	3.00°	372	478	531	637	743		
LOM to MAP	3.7	3:10	2:28	2:13	1:51	1:35		

Standard STRAIGHT-IN LANDING RWY 21				CIRCLE-TO-LAND			
DA(H) 920' (414')							
ALS out				Max Kts	MDA(H)	VIS	
RVR 1500m				100	970' (463')	1500m	
				135	1010' (503')	1600m	
RVR 1200m				180	1160' (653')	2400m	
				205	1240' (733')	3600m	

GOTEBORG, (LANDVETTER - ESGG)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ESGG