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Airport Information For ESGG

Terminal Charts For ESGG

Revision Letter For Cycle 13-2016

Change Notices

Notebook

General Information

Location: GOTEORG 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: 3.0° E

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

Sunrise: 0210 Z
Sunset: 2014 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: 124.675 TCA
Goteborg Control: 120.125 TCA

ESGG/GOT
LANDVETTER

20 MAY 16

JEPPesen

10-1P

Eff 26 May

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.

ESGG/GOT
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20 MAY 16

JEPPESEN

10-1P1

Eff 26 May

GOTEBORG, SWEDEN

AIRPORT BRIEFING

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 2L, RISMA 3L
BAK	03	LOBBI 4L, MAKUR 4L, RISMA 3L, RISMA 2K
PGG	03	LOBBI 3K, MAKUR 3K
SDH	21	KELIN 2S, KELIN 2T, MOXAM 3S, MOXAM 2T, NEGIL 2S, NEGIL 2T

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.

ESGG/GOT
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20 MAY 16

JEPPesen
(10-1P2)

Eff 26 May

GOTEBORG, SWEDEN
AIRPORT BRIEFING**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 2M, LUKAX 2M, NEGIL 2M, SABAK 2M, TAKOV 2R, TISAB 2R
BAK	03	DETNA 2M
BAK	21	DETNA 2J, VADIN 2J
PGG	21	DETNA 2J
SDH	21	LUKAX 3J

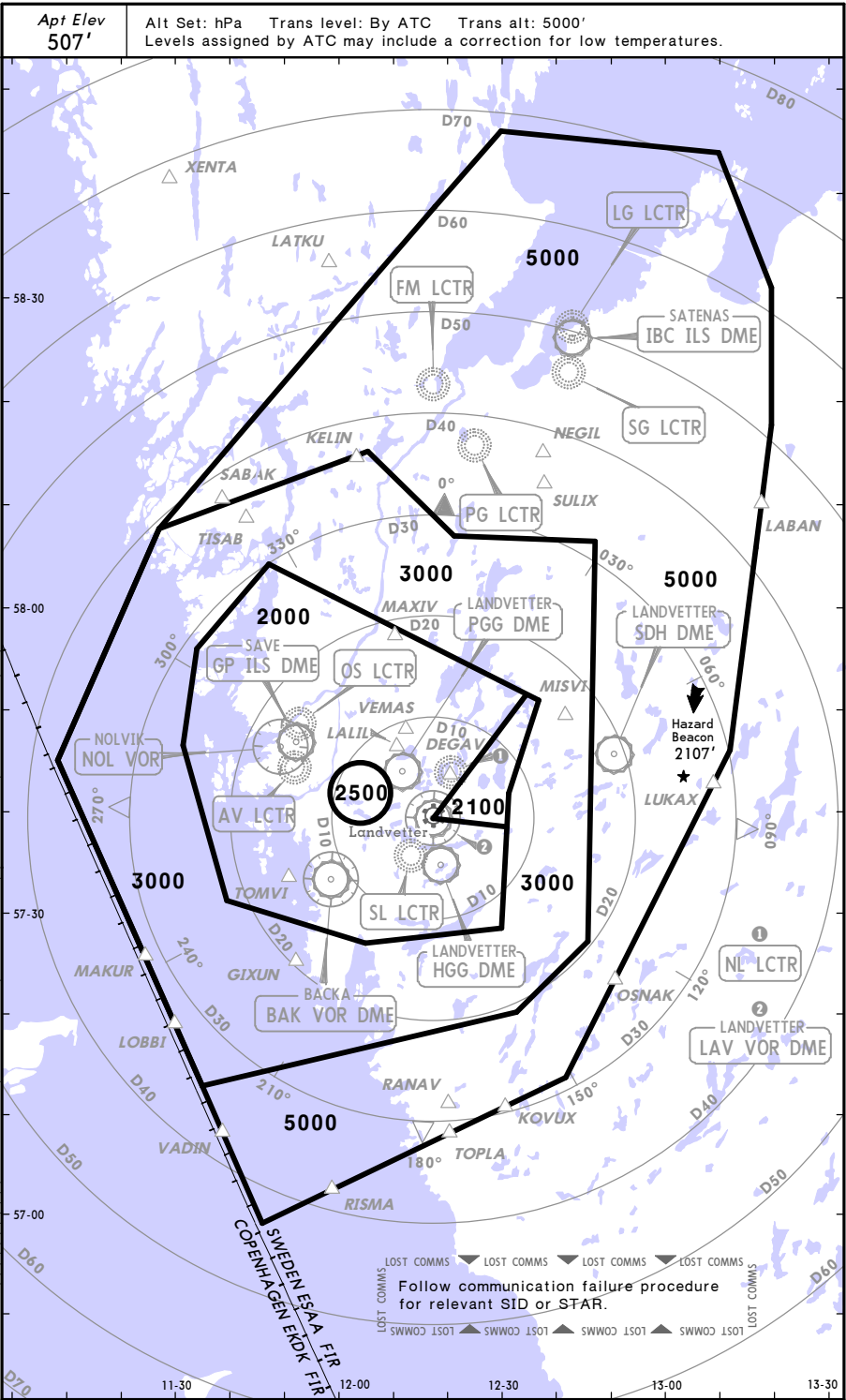
3.2.4. USE OF TRANSPONDER

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

ESGG/GOT
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30 AUG 13 (10-1R)

GOTEBORG, SWEDEN
RADAR MINIMUM ALTITUDES



ESGG/GOT
LANDVETTER

JEPPESSEN
20 MAY 16 10-2 Eff 26 May

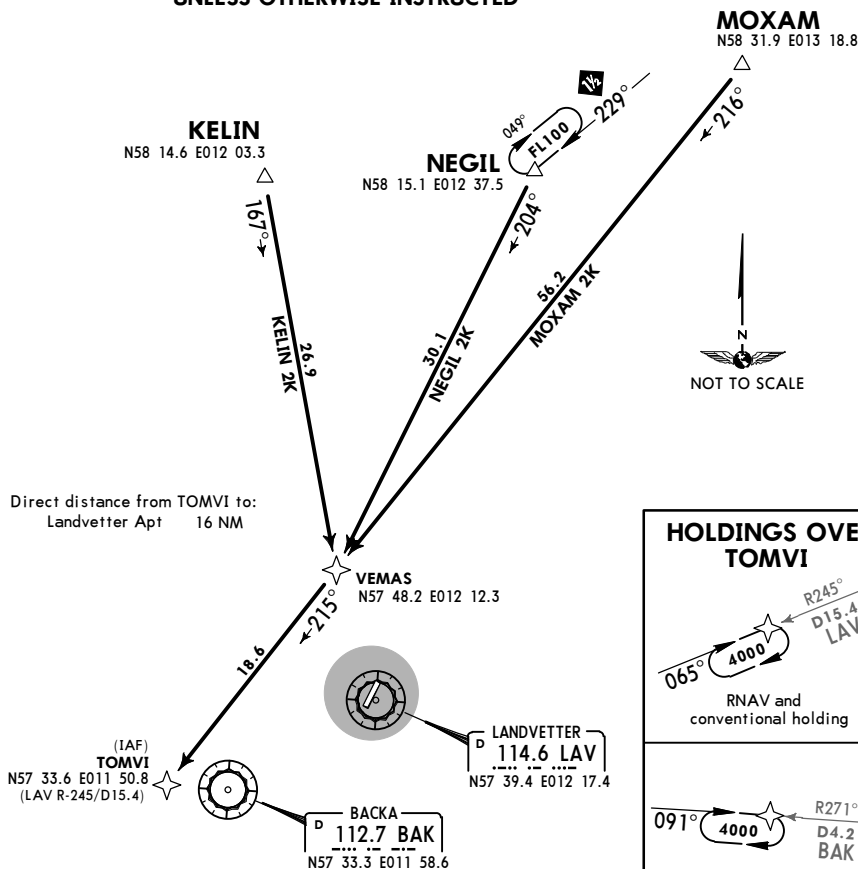
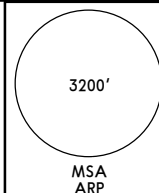
GOTEBORG, SWEDEN
RNAV STAR

D-ATIS
118.375
114.6

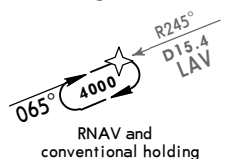
Apt Elev
507'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. RNAV (DME/DME or GNSS)
2. P-RNAV (RNAV 1) approval required.
3. If unable flying P-RNAV (RNAV 1) inform ATC by using phraseology 'UNABLE RNAV STAR'. ATC will then provide RADAR vectors.
4. If the airborne RNAV equipment fails, inform ATC as soon as possible. RADAR vectoring will be provided.
5. Operators will be RADAR vectored to final.
6. Pilots are requested to plan descent to perform a continuous descent operation (CDO) and to use descent speed 260 KIAS or less from the cross over altitude. Advise ATC if higher descent speed is requested.

KELIN 2K [KELI2K], MOXAM 2K [MOXA2K]
NEGIL 2K [NEGI2K]
RNAV
TO IAF TOMVI
PRIMARYLY USED DURING PERIODS
OF HIGH OR MEDIUM TRAFFIC DENSITY
SPEED MAX 250 KIAS BELOW FL100
UNLESS OTHERWISE INSTRUCTED



HOLDINGS OVER
TOMVI



RNAV and
conventional holding



STAR	RWY	ROUTING
KELIN 2K	03	KELIN - VEMAS - TOMVI, then RADAR vectors to final.
MOXAM 2K		MOXAM - VEMAS - TOMVI, then RADAR vectors to final.
NEGIL 2K		NEGIL - VEMAS - TOMVI, then RADAR vectors to final.

ESGG/GOT
LANDVETTER

JEPPESSEN
20 MAY 16 (10-2A) Eff 26 May

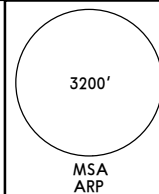
GOTEBORG, SWEDEN
RNAV STAR

D-ATIS
118.375
114.6

Apt Elev
507'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. RNAV (DME/DME or GNSS)
2. P-RNAV (RNAV 1) approval required.
3. If unable flying P-RNAV (RNAV 1) inform ATC by using phraseology 'UNABLE RNAV STAR'. ATC will then provide RADAR vectors.
4. If the airborne RNAV equipment fails, inform ATC as soon as possible. RADAR vectoring will be provided.
5. Operators will be RADAR vectored to final.
6. Pilots are requested to plan descent to perform a continuous descent operation (CDO) and to use descent speed 260 KIAS or less from the cross over altitude. Advise ATC if higher descent speed is requested.

LOBBI 3K [LOBI3K], MAKUR 3K [MAKU3K]
RISMA 2K [RISM2K]
RNAV
TO IAF TOMVI
PRIMARYLY USED DURING PERIODS
OF HIGH OR MEDIUM TRAFFIC DENSITY
SPEED MAX 250 KIAS BELOW FL100
UNLESS OTHERWISE INSTRUCTED



LANDVETTER
D 114.6 LAV
N57 39.4 E012 17.4



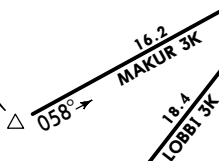
BACKA
D 112.7 BAK
N57 33.3 E011 58.6



(IAF)
TOMVI
N57 33.6 E011 50.8
(LAV R-245/D15.4)

MAKUR
N57 25.8 E011 24.4

At or below
FL170



LOBBI
N57 19.1 E011 29.9

At or below
FL170



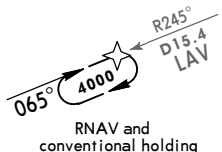
NOT TO SCALE

Direct distance from TOMVI to:
Landvetter Apt 16 NM



RISMA
N57 02.5 E011 58.8

HOLDINGS OVER
TOMVI



RNAV and
conventional holding



STAR	RWY	ROUTING
LOBBI 3K	03	LOBBI (FL170-) - TOMVI, then RADAR vectors to final.
MAKUR 3K		MAKUR (FL170-) - TOMVI, then RADAR vectors to final.
RISMA 2K		RISMA - TOMVI, then RADAR vectors to final.

ESGG/GOT
LANDVETTER

JEPPESSEN
20 MAY 16 **10-2B** Eff 26 May

GOTEBORG, SWEDEN
RNAV STAR

D-ATIS
118.375
114.6

Apt Elev
507'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'

1. RNAV (DME/DME or GNSS)

2. P-RNAV (RNAV 1) approval required.

3. If unable flying P-RNAV (RNAV 1) inform ATC by using phraseology 'UNABLE RNAV STAR'. ATC will then provide RADAR vectors.

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

5. Operators will be RADAR vectored to final.

6. Pilots are requested to plan descent to perform a continuous descent operation (CDO) and to use descent speed 260 KIAS or less from the cross over altitude. Advise ATC if higher descent speed is requested.

KELIN 2T [KELI2T], MOXAM 2T [MOXA2T]

NEGIL 2T [NEGI2T]

RNAV

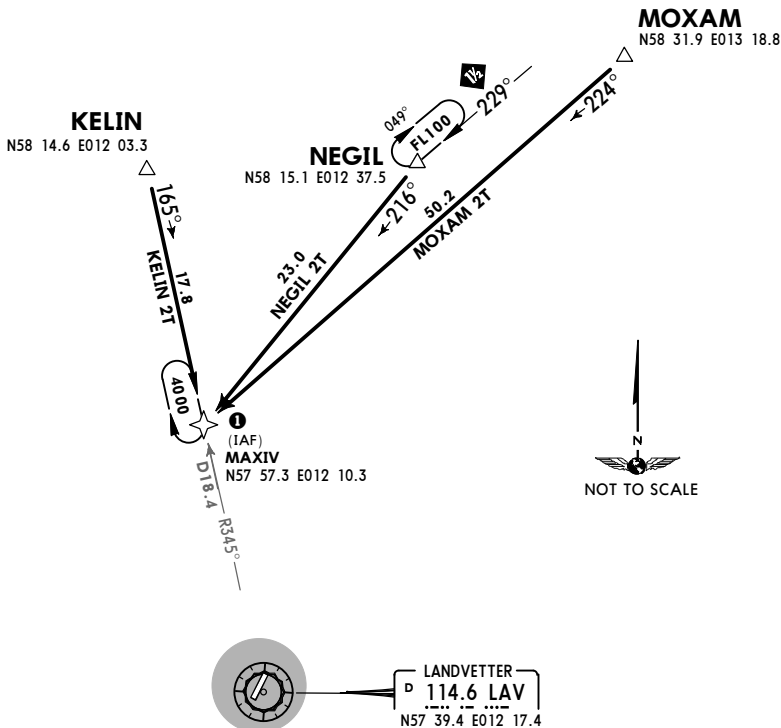
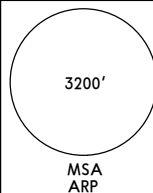
TO IAF MAXIV

PRIMARYLY USED DURING PERIODS

OF HIGH OR MEDIUM TRAFFIC DENSITY

SPEED: MAX 250 KIAS BELOW FL100

UNLESS OTHERWISE INSTRUCTED



① RNAV and conventional holding.

STAR	RWY	ROUTING
KELIN 2T	21	KELIN - MAXIV, then RADAR vectors to final.
MOXAM 2T		MOXAM - MAXIV, then RADAR vectors to final.
NEGIL 2T		NEGIL - MAXIV, then RADAR vectors to final.

ESGG/GOT
LANDVETTER

 **JEPPESSEN**
20 MAY 16 **(10-2C)** **Eff 26 May**

GOTEBORG, SWEDEN
RNAV STAR

D-ATIS
118.375
114.6

Apt Elev
507'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'

1. RNAV (DME/DME or GNSS)

2. P-RNAV (RNAV 1) approval required.

3. If unable flying P-RNAV (RNAV 1) inform ATC by using phraseology 'UNABLE RNAV STAR'. ATC will then provide RADAR vectors.

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

5. Operators will be RADAR vectored to final.

6. Pilots are requested to plan descent to perform a continuous descent operation (CDO) and to use descent speed 260 KIAS or less from the cross over altitude. Advise ATC if higher descent speed is requested.

LOBBI 3T [LOBI3T], MAKUR 3T [MAKU3T]

RISMA 2T [RISM2T]

RNAV

TO IAF MAXIV

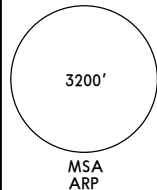
PRIMARYLY USED DURING PERIODS

OF HIGH OR MEDIUM TRAFFIC DENSITY

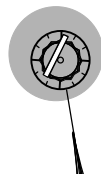
~~SPEED~~ MAX 250 KIAS BELOW FL100

UNLESS OTHERWISE INSTRUCTED

① RNAV and conventional holding.



① (IAF) **MAXIV**
N57 57.3 E012 10.3



LANDVETTER
D **114.6 LAV**
N57 39.4 E012 17.4

MAKUR
N57 25.8 E011 24.4
At or below
FL230

LOBBI
N57 19.1 E011 29.9
At or below
FL230

ELBUX
N57 33.3 E011 58.6

011°

30.9

357°

RISMA
N57 02.5 E011 58.8

STAR	RWY	ROUTING
LOBBI 3T	21	LOBBI (FL230-) - ELBUX - MAXIV, then RADAR vectors to final.
MAKUR 3T		MAKUR(FL230-) - ELBUX - MAXIV, then RADAR vectors to final.
RISMA 2T		RISMA - ELBUX - MAXIV, then RADAR vectors to final.

ESGG/GOT
LANDVETTER

JEPPESSEN
20 MAY 16 (10-2D) Eff 26 May

GOTEBORG, SWEDEN
RNAV STAR

D-ATIS
118.375
114.6

Apt Elev
507'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'

1. RNAV (DME/DME or GNSS)
2. P-RNAV (RNAV 1) approval required.
3. If unable flying P-RNAV (RNAV 1) inform ATC by using phraseology 'UNABLE RNAV STAR'. ATC will then provide RADAR vectors.
4. If the airborne RNAV equipment fails, inform ATC as soon as possible. RADAR vectoring will be provided.
5. Operators will be RADAR vectored to final.
6. Pilots are requested to plan descent to perform a continuous descent operation (CDO) and to use descent speed 260 KIAS or less from the cross over altitude. Advise ATC if higher descent speed is requested.

KELIN 2L [KELI2L], MOXAM 2L [MOXA2L]

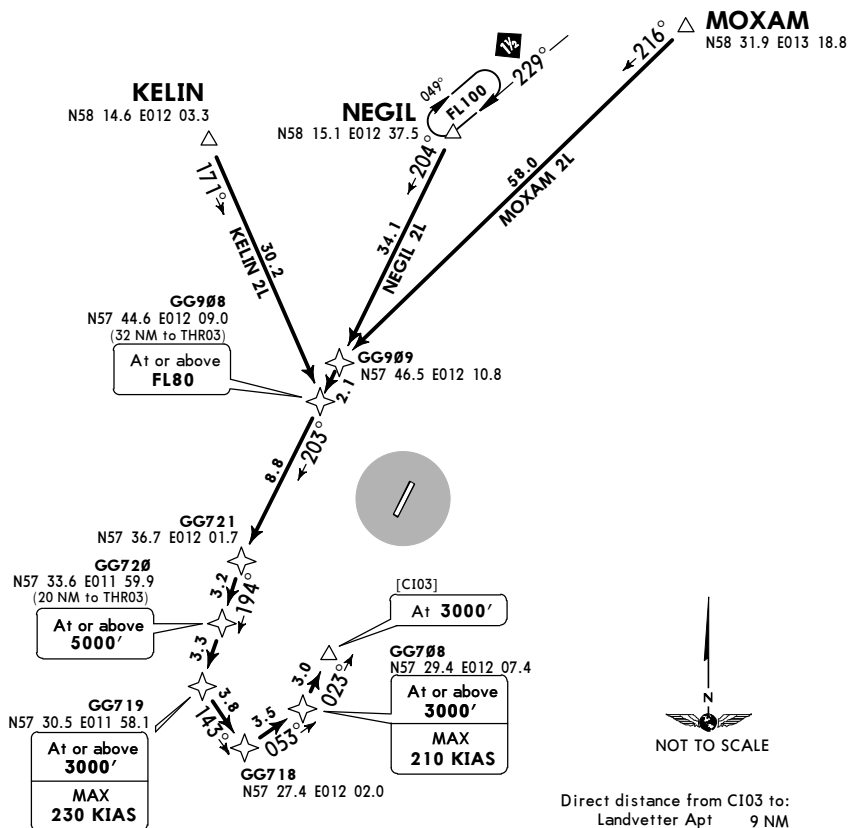
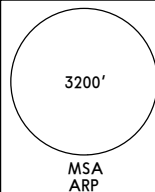
NEGIL 2L [NEGI2L]

RNAV

TO FINAL APPROACH

PRIMARYLY USED AT NIGHT & DURING PERIODS
OF LOW TRAFFIC DENSITY

SPEED: MAX 250 KIAS BELOW FL100



STAR	RWY	ROUTING
KELIN 2L	03	KELIN - GG908 (FL80+) - GG721 - GG720 (5000'+) - GG719 (3000'+; K230-) - GG718 - GG708 (3000'+; K210-) - [CI03] (3000').
MOXAM 2L		MOXAM - GG909 - GG908 (FL80+) - GG721 - GG720 (5000'+) - GG719 (3000'+; K230-) - GG718 - GG708 (3000'+; K210-) - [CI03] (3000').
NEGIL 2L		NEGIL - GG908 (FL80+) - GG721 - GG720 (5000'+) - GG719 (3000'+; K230-) - GG718 - GG708 (3000'+; K210-) - [CI03] (3000').

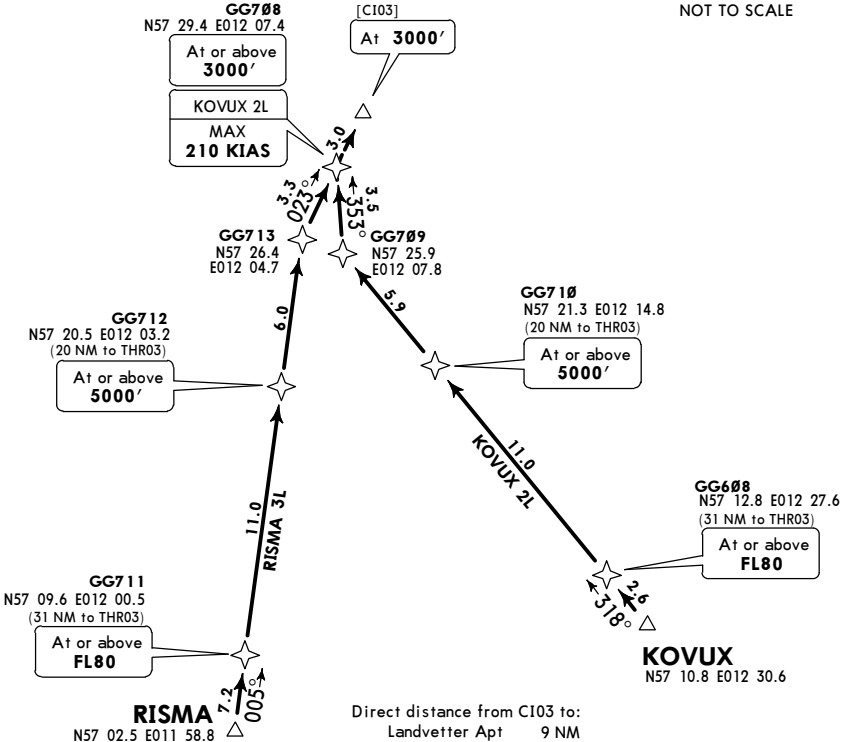
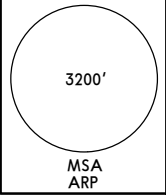
ESGG/GOT
LANDVETTER

JEPPesen
20 MAY 16 10-2E Eff 26 May

GOTEBORG, SWEDEN
RNAV STAR

D-ATIS 118.375 114.6	Apt Elev 507'	Alt Set: hPa Trans level: By ATC Trans alt: 5000' 1. RNAV (DME/DME or GNSS) 2. P-RNAV (RNAV 1) approval required. 3. If unable flying P-RNAV (RNAV 1) inform ATC by using phraseology 'UNABLE RNAV STAR'. ATC will then provide RADAR vectors. 4. If the airborne RNAV equipment fails, inform ATC as soon as possible. RADAR vectoring will be provided. 5. Operators will be RADAR vectored to final. 6. Pilots are requested to plan descent to perform a continuous descent operation (CDO) and to use descent speed 260 KIAS or less from the cross over altitude. Advise ATC if higher descent speed is requested.
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KOVUX 2L [KOVU2L]
RISMA 3L [RISM3L]
RNAV
TO FINAL APPROACH
PRIMARYLY USED AT NIGHT & DURING PERIODS
OF LOW TRAFFIC DENSITY
SPEED: MAX 250 KIAS BELOW FL100



STAR	RWY	ROUTING
KOVUX 2L	03	KOVUX - GG608 (FL80+) - GG710 (5000'+) - GG709 - GG708 (3000'+; K210-) - [CI03] (3000').
RISMA 3L		RISMA - GG711 (FL80+) - GG712 (5000'+) - GG713 - GG708 (3000'+; K210-) - [CI03] (3000').

ESGG/GOT
LANDVETTER

JEPPesen
20 MAY 16 10-2F Eff 26 May

GOTEBORG, SWEDEN
RNAV STAR

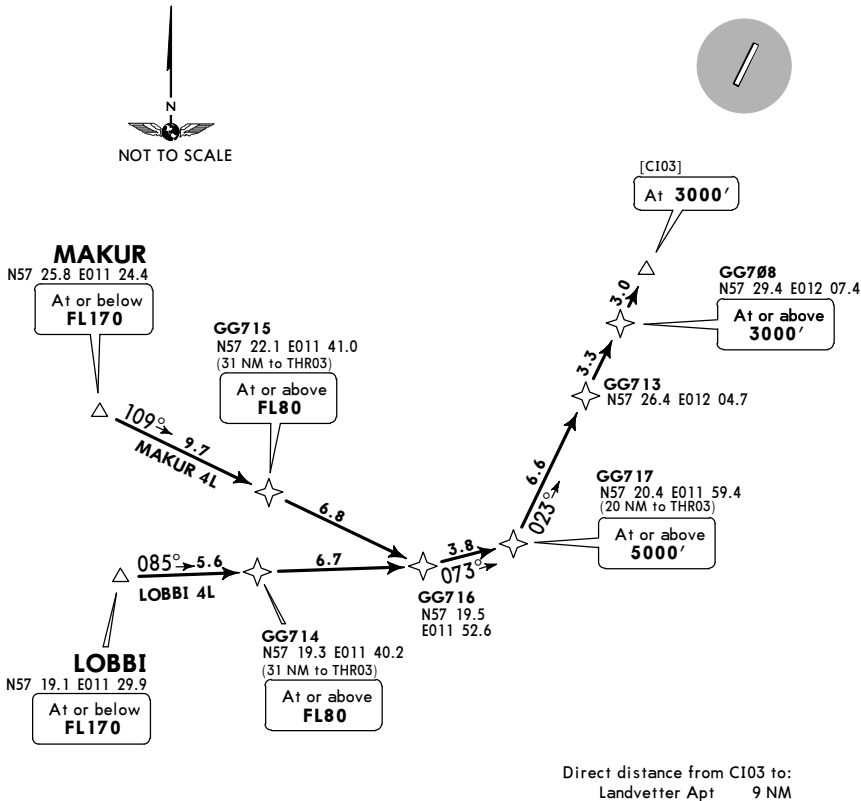
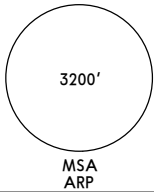
D-ATIS
118.375
114.6

Apt Elev
507'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. RNAV (DME/DME or GNSS)
2. P-RNAV (RNAV 1) approval required.
3. If unable flying P-RNAV (RNAV 1) inform ATC by using phraseology 'UNABLE RNAV STAR'. ATC will then provide RADAR vectors.
4. If the airborne RNAV equipment fails, inform ATC as soon as possible. RADAR vectoring will be provided.
5. Operators will be RADAR vectored to final.
6. Pilots are requested to plan descent to perform a continuous descent operation (CDO) and to use descent speed 260 KIAS or less from the cross over altitude. Advise ATC if higher descent speed is requested.

LOBBI 4L [LOBI4L]
MAKUR 4L [MAKU4L]
RNAV

TO FINAL APPROACH
PRIMARYLY USED AT NIGHT & DURING PERIODS
OF LOW TRAFFIC DENSITY
SPEED: MAX 250 KIAS BELOW FL100



STAR	RWY	ROUTING
LOBBI 4L	03	LOBBI (FL170-) - GGG714 (FL80+) - GGG716 - GGG717 (5000'+) - GGG713 - GGG708 (3000'+) - [CI03] (3000').
MAKUR 4L		MAKUR (FL170-) - GGG715 (FL80+) - GGG716 - GGG717 (5000'+) - GGG713 - GGG708 (3000'+) - [CI03] (3000').

ESGG/GOT
LANDVETTER

JEPPesen
20 MAY 16 **(10-2G)** Eff 26 May

GOTEBORG, SWEDEN
RNAV STAR

D-ATIS
118.375
114.6

Apt Elev
507'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'

1. RNAV (DME/DME or GNSS)

2. P-RNAV (RNAV 1) approval required.

3. If unable flying P-RNAV (RNAV 1) inform ATC by using phraseology 'UNABLE RNAV STAR'. ATC will then provide RADAR vectors.

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

5. Operators will be RADAR vectored to final.

6. Pilots are requested to plan descent to perform a continuous descent operation (CDO) and to use descent speed 260 KIAS or less from the cross over altitude. Advise ATC if higher descent speed is requested.

KELIN 2S [KELI2S], MOXAM 3S [MOXA3S]

NEGIL 2S [NEG12S]

RNAV

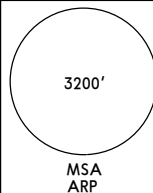
TO FINAL APPROACH

PRIMARYLY USED AT NIGHT & DURING PERIODS

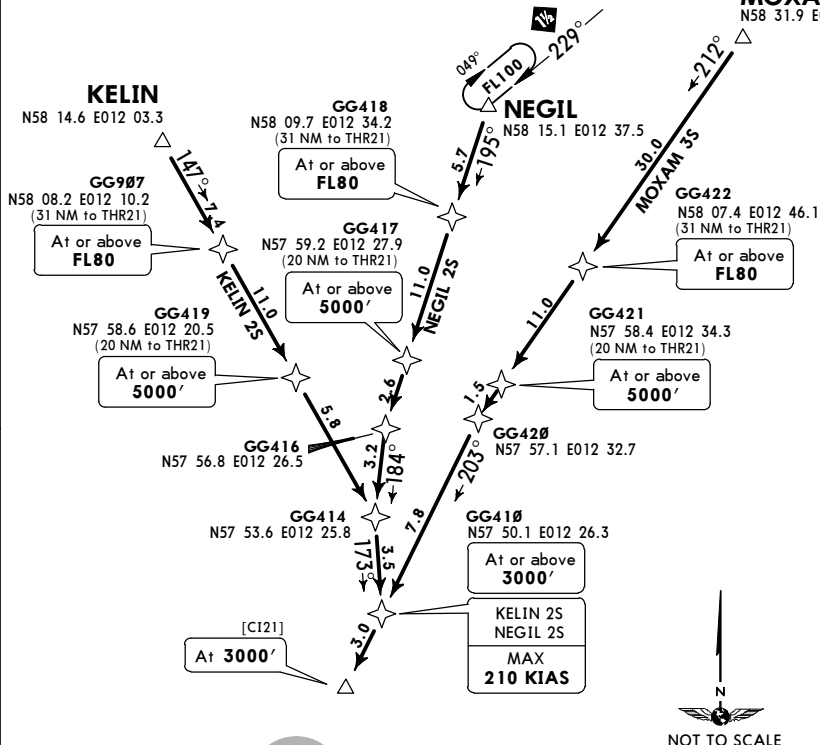
OF LOW TRAFFIC DENSITY

SPEED MAX 250 KIAS

BELOW FL100



MOXAM
N58 31.9 E013 18.8



Direct distance from CI21 to:
Landvetter Apt 9 NM

STAR	RWY	ROUTING
KELIN 2S	21	KELIN - GG907 (FL80+) - GG419 (5000'+) - GG414 - GG410 - (3000'+; K210-) - [CI21] (3000').
MOXAM 3S		MOXAM - GG422 (FL80+) - GG421 (5000'+) - GG420 - GG410 - (3000'+) - [CI21] (3000').
NEGIL 2S		NEGIL - GG418 (FL80+) - GG417 (5000'+) - GG416 - GG414 - GG410 - (3000'+; K210-) - [CI21] (3000').

ESGG/GOT
LANDVETTER

JEPPesen
20 MAY 16 (10-2H) Eff 26 May

GOTEBORG, SWEDEN
RNAV STAR

D-ATIS
118.375
114.6

Apt Elev
507'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. RNAV (DME/DME or GNSS)
2. P-RNAV (RNAV 1) approval required.
3. If unable flying P-RNAV (RNAV 1) inform ATC by using phraseology 'UNABLE RNAV STAR'. ATC will then provide RADAR vectors.
4. If the airborne RNAV equipment fails, inform ATC as soon as possible. RADAR vectoring will be provided.
5. Operators will be RADAR vectored to final.
6. Pilots are requested to plan descent to perform a continuous descent operation (CDO) and to use descent speed 260 KIAS or less from the cross over altitude. Advise ATC if higher descent speed is requested.

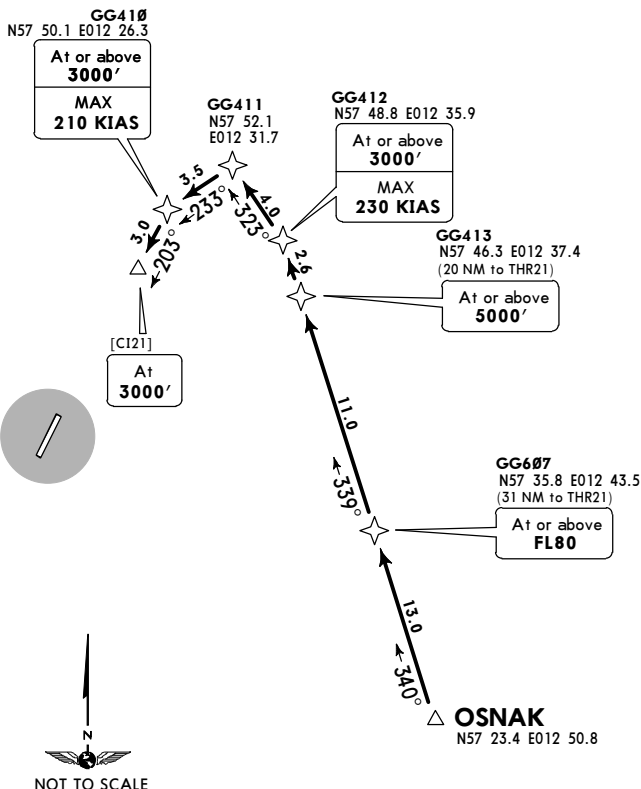
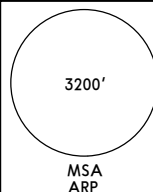
OSNAK 2S [OSNA2S]

RNAV

TO FINAL APPROACH

PRIMARYLY USED AT NIGHT & DURING PERIODS
OF LOW TRAFFIC DENSITY

SPEED MAX 250 KIAS BELOW FL100
UNLESS OTHERWISE INSTRUCTED



Direct distance from C121 to:
Landvetter Apt 9 NM

RWY	ROUTING
21	OSNAK - GG607 (FL80+) - GG413 (5000'+) - GG412 (3000'+; K230-) - GG411 - GG410 (3000'+; K210-) - [C121] (3000').

ESGG/GOT
LANDVETTER

JEPPesen
20 MAY 16 (10-2J) Eff 26 May

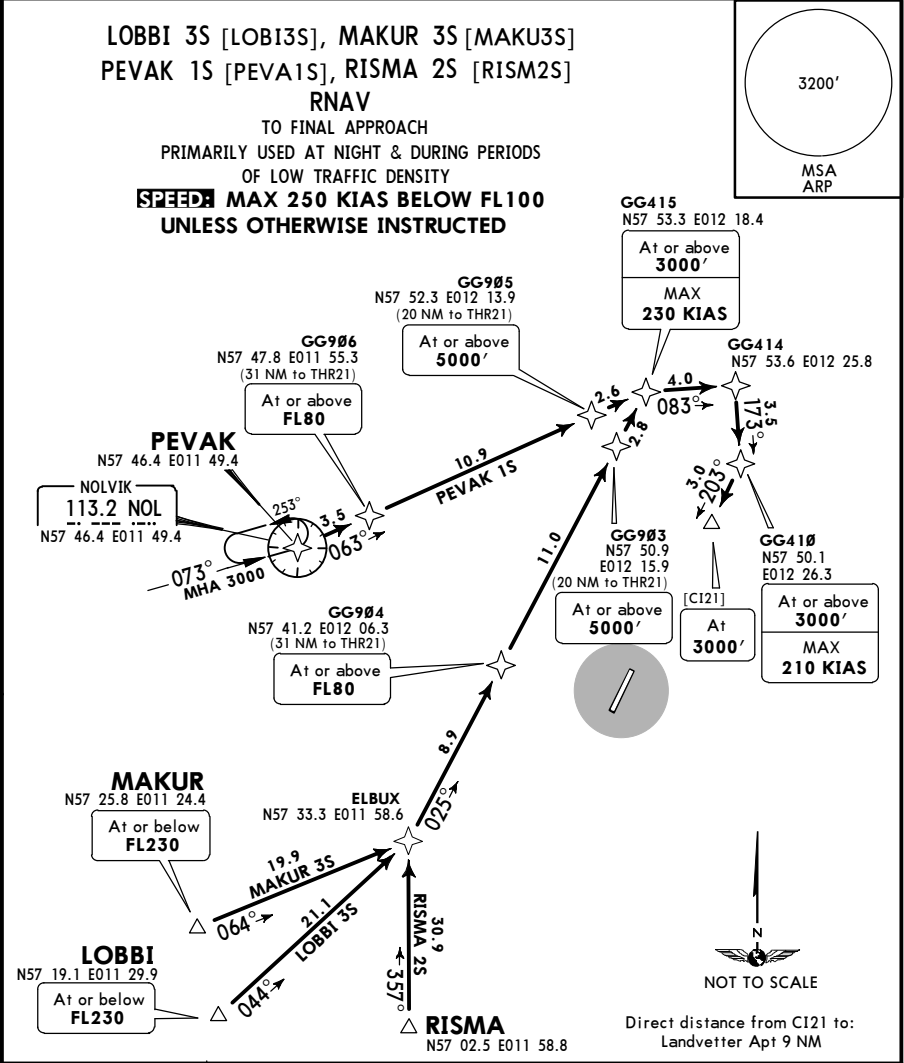
GOTEBORG, SWEDEN
RNAV STAR

D-ATIS
118.375
114.6

Apt Elev
507'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'

1. RNAV (DME/DME or GNSS)
2. P-RNAV (RNAV 1) approval required.
3. If unable flying P-RNAV (RNAV 1) inform ATC by using phraseology 'UNABLE RNAV STAR'. ATC will then provide RADAR vectors.
4. If the airborne RNAV equipment fails, inform ATC as soon as possible. RADAR vectoring will be provided.
5. Operators will be RADAR vectored to final.
6. Pilots are requested to plan descent to perform a continuous descent operation (CDO) and to use descent speed 260 KIAS or less from the cross over altitude. Advise ATC if higher descent speed is requested.



Initial climb clearance 5000' unless otherwise specified

SID	RWY	ROUTING
DETNA 2J	21	Climb on 023° track to GG702 - GG703 - GG704 - DETNA. NON-FMS/RNAV: Climb on 023° track to LAV 5.2 DME, turn RIGHT, 256° track, EXPECT RADAR vectors to DETNA.
DETNA 2M ①	03	Climb on 023° track to GG401 (1000'±; K210-) - GG901 (1000'±; K210-) - GG902 - DETNA. NON-FMS/RNAV: Climb on 023° track to LAV 2.1 DME, turn LEFT, 297° track (MAX 210 KT until established on 297° track), EXPECT RADAR vectors to DETNA.

① Not to be used during nighttime (2200-0600LT) Replacing SID is TAKOV 2R.

These SIDs require minimum climb gradients of

DETNA 2J: 400' per NM (6.6%) up to 5000'.
DETNA 2M: 330' per NM (5.4%) until GG901 or 400' per NM (6.6%) up to 5000'.

Gnd speed-KT	75	100	150	200	250	300
330' per NM	413	550	825	1100	1375	1650
400' per NM	500	667	1000	1333	1667	2000

If unable to comply advise ATC.

DETNA 2J [DET2J]
DETNA 2M [DET2M]
RNAV
SPEED: MAX 250 KIAS BELOW FL100 UNLESS OTHERWISE INSTRUCTED

NOT TO SCALE

GG901 N57 45.2 E012 11.3
 At or above 1000'
 MAX 210 KIAS

GG902 N57 46.1 E012 04.5
 At or above 1000'
 MAX 210 KIAS

GG401 N57 41.4 E012 18.3 (LAV 2.1 DME)
 At or above 1000'
 MAX 210 KIAS

GG702 N57 37.1 E012 14.4 (LAV 2.8 DME)
 GG703 N57 34.1 E012 11.7
 GG704 N57 32.4 E011 54.9

DETNA 2J
 DETNA 2M
 DETNA 2J
 DETNA 2M

3200' MSA ARP

ESGG/GOT
LANDVETTER

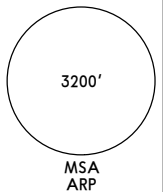
JEPPESEN
20 MAY 16 (10-3A) Eff 26 May

GOTEBORG, SWEDEN
RNAV SID

GOTEBORG Control
124.675

Apt Elev
507'

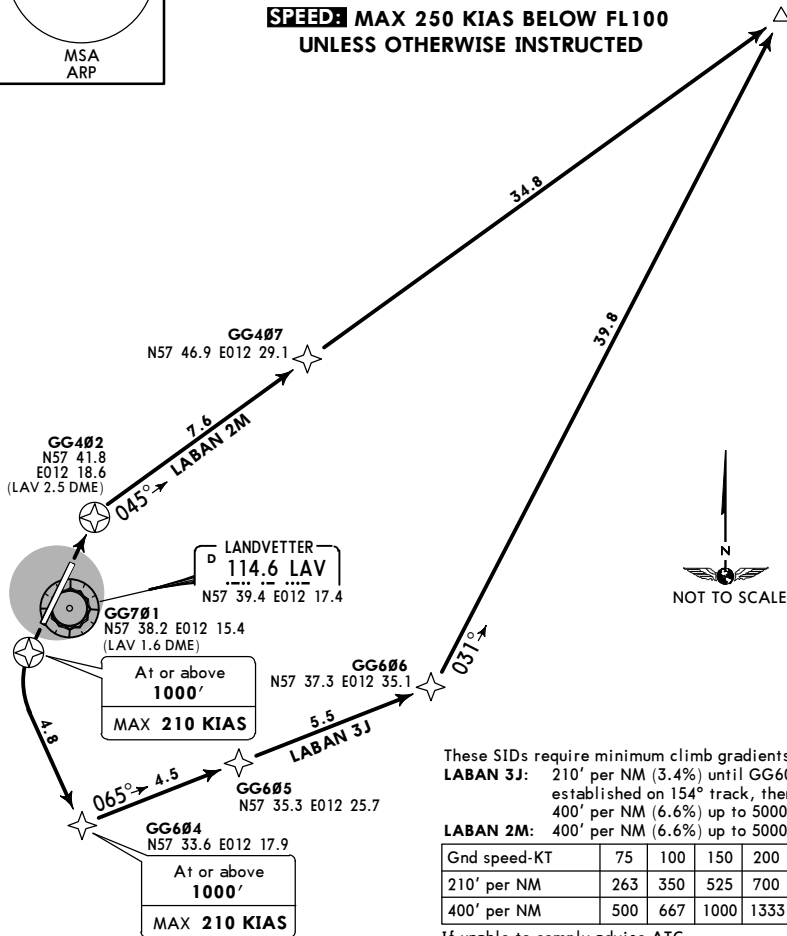
Trans level: By ATC Trans alt: 5000'
1. RNAV (DME/DME or GNSS).
2. P-RNAV (RNAV 1) approval required.
3. At 2000' contact GOTEBORG Control.
4. If the airborne RNAV equipment fails inform ATC as soon as possible. RADAR vectoring will be provided.
5. RNAV SIDs are also minimum noise routings.
6. If unable to follow P-RNAV (RNAV 1) SID report 'unable RNAV-SID due RNAV-type' to Clearance Delivery and 'unable RNAV SID' to GOTEBORG Control at first contact.



LABAN 3J [LABA3J]
LABAN 2M [LABA2M]
RNAV

**SPEED: MAX 250 KIAS BELOW FL100
UNLESS OTHERWISE INSTRUCTED**

LABAN
N58 10.2
E013 17.7



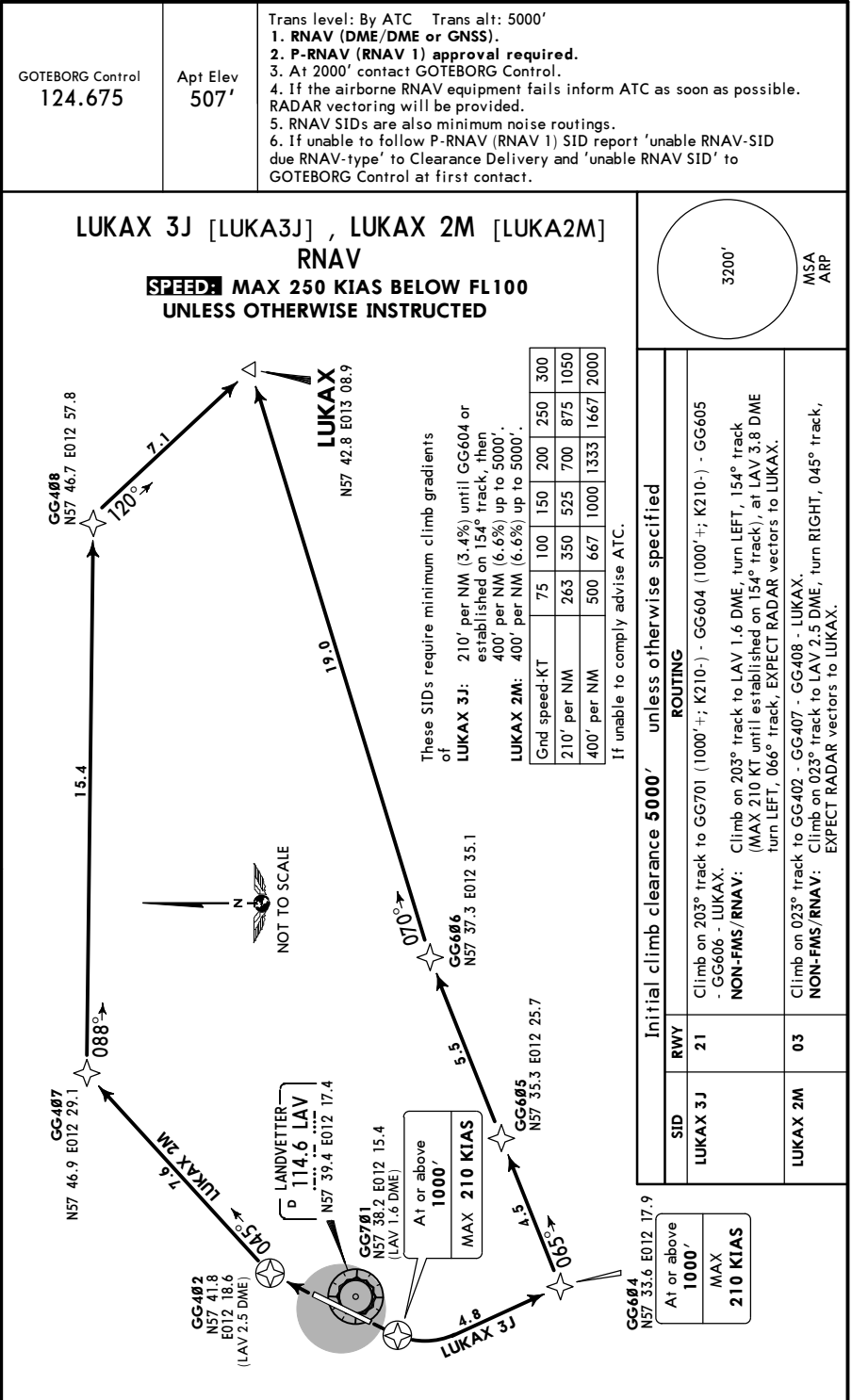
These SIDs require minimum climb gradients of
LABAN 3J: 210' per NM (3.4%) until GG604 or established on 154° track, then 400' per NM (6.6%) up to 5000'.
LABAN 2M: 400' per NM (6.6%) up to 5000'.

Gnd speed-KT	75	100	150	200	250	300
210' per NM	263	350	525	700	875	1050
400' per NM	500	667	1000	1333	1667	2000

If unable to comply advise ATC.

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

SID	RWY	ROUTING
LABAN 3J	21	Climb on 203° track to GG701 (1000+; K210-) - GG604 (1000+; K210-) - GG605 - GG606 - LABAN. NON-FMS/RNAV: Climb on 203° track to LAV 1.6 DME, turn LEFT, 154° track (MAX 210 KT until established on 154° track), at LAV 3.8 DME turn LEFT, 066° track, EXPECT RADAR vectors to LABAN.
LABAN 2M	03	Climb on 023° track to GG407 - LABAN. NON-FMS/RNAV: Climb on 023° track to LAV 2.5 DME, turn RIGHT, 045° track, EXPECT RADAR vectors to LABAN.



ESGG/GOT
LANDVETTER

JEPPesen
20 MAY 16 10-3C Eff 26 May

GOTEBORG, SWEDEN
RNAV SID

GOTEBORG Control
124.675

Apt Elev
507'

Trans level: By ATC Trans alt: 5000'
1. RNAV (DME/DME or GNSS).
2. P-RNAV (RNAV 1) approval required.
3. At 2000' contact GOTEBORG Control.
4. If the airborne RNAV equipment fails inform ATC as soon as possible. RADAR vectoring will be provided.
5. RNAV SIDs are also minimum noise routings.
6. If unable to follow P-RNAV (RNAV 1) SID report 'unable RNAV-SID due RNAV-type' to Clearance Delivery and 'unable RNAV SID' to GOTEBORG Control at first contact.

MISVI 2P [MISV2P]  , NEGIL 2M [NEGI2M]
RNAV
SPEED: MAX 250 KIAS BELOW FL100
UNLESS OTHERWISE INSTRUCTED

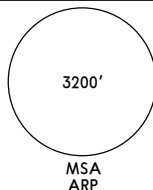
 Not for jet traffic.



These SIDs require a minimum climb gradient of 400' per NM (6.6%) up to 5000'.

Gnd speed-KT	75	100	150	200	250	300
400' per NM	500	667	1000	1333	1667	2000

If unable to comply advise ATC.



NEGIL
N58 15.1 E012 37.5



16.3

352'

GG406
N57 58.9 E012 40.4

20.7
NEGIL 2M



031°

GG402
N57 41.8 E012 18.6
(LAV 2.5 DME)

LANDVETTER
114.6 LAV
N57 39.4 E012 17.4

At or above
1000'
MAX
210 KIAS

MISVI
N57 49.5 E012 41.6

GG651
N57 39.8 E012 25.8

At or above
1000'
MAX
210 KIAS

MISVI 2P



038°

At or above
1000'
MAX
210 KIAS

Initial climb clearance 5000' unless otherwise specified

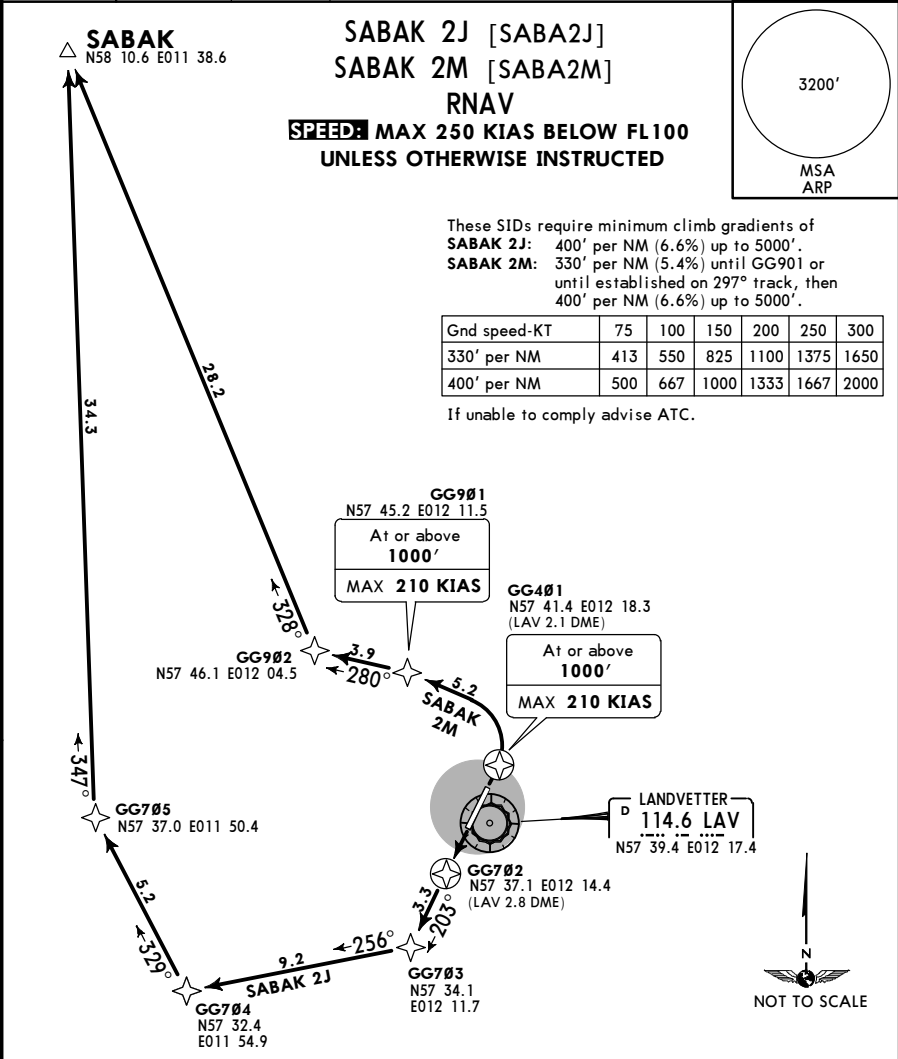
SID	RWY	ROUTING
MISVI 2P	21	Climb on 203° track to 1000' - GG651 (1000'+; K210-) - MISVI. NON-FMS/RNAV: Climb on 203° track to 1000', turn LEFT, 066° track (MAX 210 KT until established on 066° track), EXPECT RADAR vectors to MISVI.
NEGIL 2M	03	Climb on 023° track to GG402 - GG406 - NEGIL. NON-FMS/RNAV: Climb on 023° track to LAV 2.5 DME, turn RIGHT, 031° track, EXPECT RADAR vectors to NEGIL.

ESGG/GOT
LANDVETTER

JEPPESSEN
20 MAY 16 (10-3D) Eff 26 May

GOTEBORG, SWEDEN
RNAV SID

GOTEBORG Control SABAK 2J 124.20 SABAK 2M 124.675		Apt Elev 507'	Trans level: By ATC Trans alt: 5000' 1. RNAV (DME/DME or GNSS). 2. P-RNAV (RNAV 1) approval required. 3. At 2000' contact GOTEBORG Control. 4. If the airborne RNAV equipment fails inform ATC as soon as possible. RADAR vectoring will be provided. 5. RNAV SIDs are also minimum noise routings. 6. If unable to follow P-RNAV (RNAV 1) 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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Initial climb clearance 5000' unless otherwise specified		
SID	RWY	ROUTING
SABAK 2J	21	Climb on 203° track to GG702 - GG703 - GG704 - GG705 - SABAK. NON-FMS/RNAV: Climb on 203° track to LAV 5.2 DME, turn RIGHT, 257° track, EXPECT RADAR vectors to SABAK.
SABAK 2M ①	03	Climb on 023° track to GG401 (1000'+; K210-) - GG901 (1000'+; K210-) - GG902 - SABAK NON-FMS/RNAV: Climb on 023° track to LAV 2.1 DME, turn LEFT, 297° track (MAX 210 KT until established on 297° track), EXPECT RADAR vectors to SABAK.

① Not to be used during nighttime (2200-0600LT). Replacing SID is TISAB 2R.
CHANGES: RNAV SIDs renumbered & revised; MSA. © JEPPESSEN, 2005, 2016. ALL RIGHTS RESERVED.

ESGG/GOT
LANDVETTER

JEPPesen
20 MAY 16 10-3E Eff 26 May

GOTEBORG, SWEDEN
RNAV SID

GOTEBORG Control
124.675

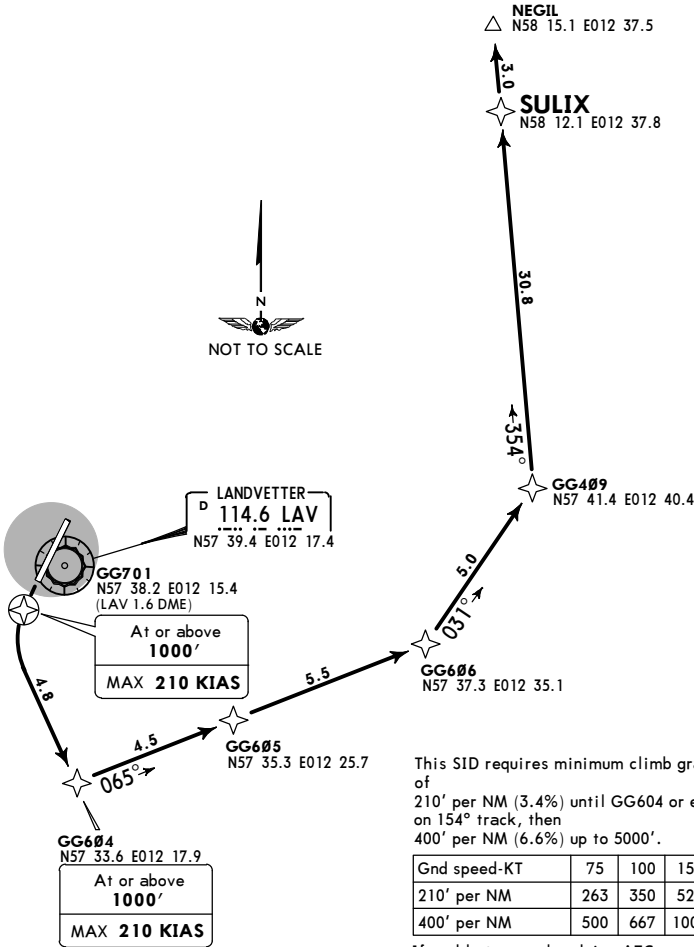
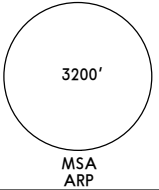
Apt Elev
507'

Trans level: By ATC Trans alt: 5000'
1. RNAV (DME/DME or GNSS).
2. P-RNAV (RNAV 1) approval required.
3. At 2000' contact GOTEBORG Control.
4. If the airborne RNAV equipment fails inform ATC as soon as possible. RADAR vectoring will be provided.
5. RNAV SIDs are also minimum noise routings.
6. If unable to follow P-RNAV (RNAV 1) SID report 'unable RNAV-SID due RNAV-type' to Clearance Delivery and 'unable RNAV SID' to GOTEBORG Control at first contact.

SULIX 2J [SUL12J]

RNAV

**SPEED: MAX 250 KIAS BELOW FL100
UNLESS OTHERWISE INSTRUCTED**



This SID requires minimum climb gradients
of
210' per NM (3.4%) until GG604 or established
on 154° track, then
400' per NM (6.6%) up to 5000'.

Gnd speed-KT	75	100	150	200	250	300
210' per NM	263	350	525	700	875	1050
400' per NM	500	667	1000	1333	1667	2000

If unable to comply advise ATC.

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

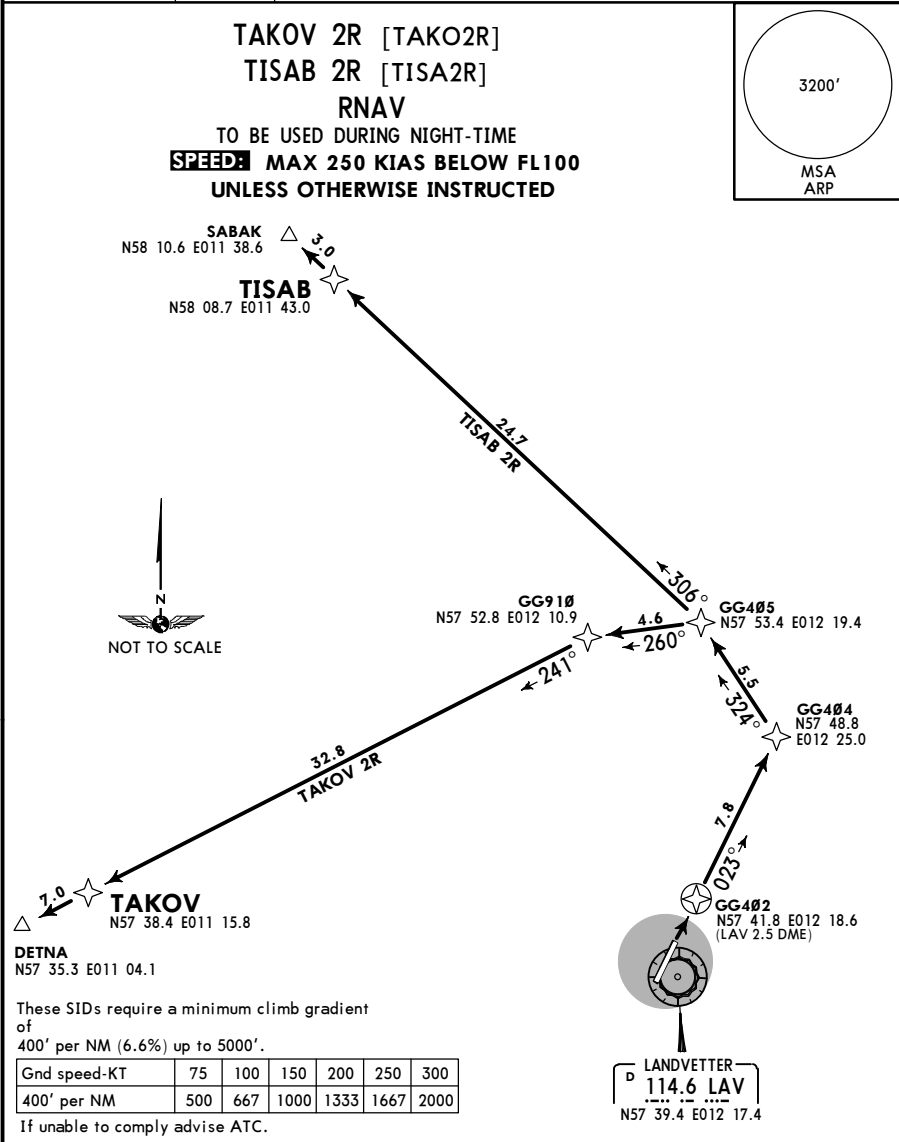
RWY	ROUTING
21	Climb on 203° track to GG701 (1000'+; K210-) - GG604 (1000'+; K210-) - GG605 - GG606 - GG409 - SULIX - NEGIL. NON-FMS/RNAV: Climb on 203° track to LAV 1.6 DME, turn LEFT, 154° track (MAX 210 KT until established on 154° track), at LAV 3.8 DME turn LEFT, 066° track, EXPECT RADAR vectors to NEGIL.

ESGG/GOT
LANDVETTER

JEPPesen
20 MAY 16 10-3F Eff 26 May

GOTEBORG, SWEDEN
RNAV SID

GOTEBORG Control 124.675	Apt Elev 507'	Trans level: By ATC Trans alt: 5000' 1. RNAV (DME/DME or GNSS). 2. P-RNAV (RNAV 1) approval required. 3. At 2000' contact GOTEBORG Control. 4. If the airborne RNAV equipment fails inform ATC as soon as possible. RADAR vectoring will be provided. 5. RNAV SIDs are also minimum noise routings. 6. If unable to follow P-RNAV (RNAV 1) 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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Initial climb clearance 5000' unless otherwise specified		
SID	RWY	ROUTING
TAKOV 2R	03	Climb on 023° track to GG402 - GG404 - GG405 - GG910 - TAKOV - DETNA. NON-FMS/RNAV: Climb on 023° track, EXPECT RADAR vectors to DETNA.
TISAB 2R		Climb on 023° track to GG402 - GG404 - GG405 - TISAB - SABAK. NON-FMS/RNAV: Climb on 023° track, EXPECT RADAR vectors to SABAK.

ESGG/GOT
LANDVETTER

JEPPESEN
20 MAY 16 10-3G Eff 26 May

GOTEBORG, SWEDEN
RNAV SID

GOTEBORG Control
124.20

Apt Elev
507'

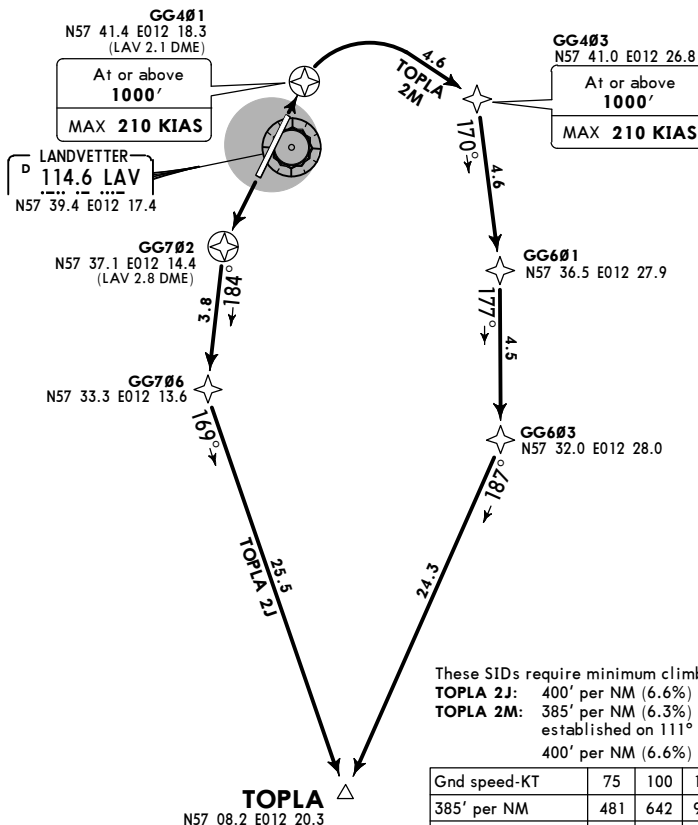
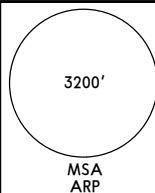
Trans level: By ATC Trans alt: 5000'
1. RNAV (DME/DME or GNSS).
2. P-RNAV (RNAV 1) approval required.
3. At 2000' contact GOTEBORG Control.
4. If the airborne RNAV equipment fails inform ATC as soon as possible. RADAR vectoring will be provided.
4. RNAV SIDs are also minimum noise routings.
5. If unable to follow P-RNAV (RNAV 1) SID report 'unable RNAV-SID due RNAV-type' to Clearance Delivery and 'unable RNAV SID' to GOTEBORG Control at first contact.

TOPLA 2J [TOPL2J]

TOPLA 2M [TOPL2M]

RNAV

SPEED: MAX 250 KIAS BELOW FL100
UNLESS OTHERWISE INSTRUCTED



These SIDs require minimum climb gradients of
TOPLA 2J: 400' per NM (6.6%) up to 5000'.
TOPLA 2M: 385' per NM (6.3%) until GG403 or established on 111° track, then 400' per NM (6.6%) up to 5000'.

Gnd speed-KT	75	100	150	200	250	300
385' per NM	481	642	963	1283	1604	1925
400' per NM	500	667	1000	1333	1667	2000

If unable to comply advise ATC.

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

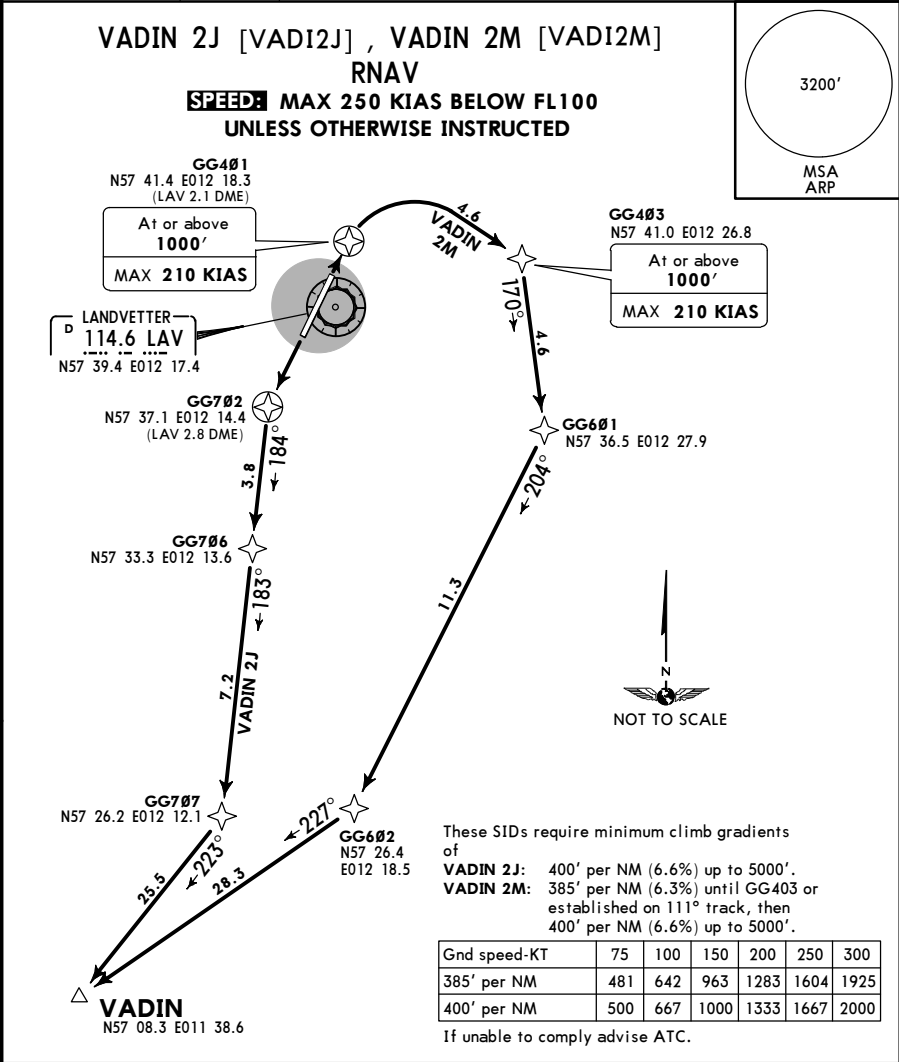
SID	RWY	ROUTING
TOPLA 2J	21	Climb on 203° track to GG702 - GG706 - TOPLA. NON-FMS/RNAV: Climb on 203° track to LAV 2.8 DME, turn LEFT, 184° track, EXPECT RADAR vectors to TOPLA.
TOPLA 2M	03	Climb on 023° track to GG401 (1000'+; K210-) - GG403 (1000'+; K210-) - GG601 - GG603 - TOPLA. NON-FMS/RNAV: Climb on 023° track to LAV 2.1 DME, turn RIGHT, 111° track (MAX 210 KT until established on 111° track), EXPECT RADAR vectors to TOPLA.

ESGG/GOT
LANDVETTER

JEPPesen
20 MAY 16 (10-3H) Eff 26 May

GOTEBORG, SWEDEN
RNAV SID

GOTEBORG Control 124.20	Apt Elev 507'	Trans level: By ATC Trans alt: 5000' 1. RNAV (DME/DME or GNSS). 2. P-RNAV (RNAV 1) approval required. 3. At 2000' contact GOTEBORG Control. 4. If the airborne RNAV equipment fails inform ATC as soon as possible. RADAR vectoring will be provided. 4. RNAV SIDs are also minimum noise routings. 5. If unable to follow P-RNAV (RNAV 1) 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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Initial climb clearance 5000' unless otherwise specified		
SID	RWY	ROUTING
VADIN 2J	21	Climb on 203° track to GG702 - GG706 - GG707 - VADIN. NON-FMS/RNAV: Climb on 203° track to LAV 2.8 DME, turn LEFT, 184° track, EXPECT RADAR vectors to VADIN.
VADIN 2M	03	Climb on 023° track to GG401 (1000'+; K210-) - GG403 (1000'+; K210-) - GG601 - GG602 - VADIN. NON-FMS/RNAV: Climb on 023° track to LAV 2.1 DME, turn RIGHT, 111° track (MAX 210 KT until established on 111° track), EXPECT RADAR vectors to VADIN.

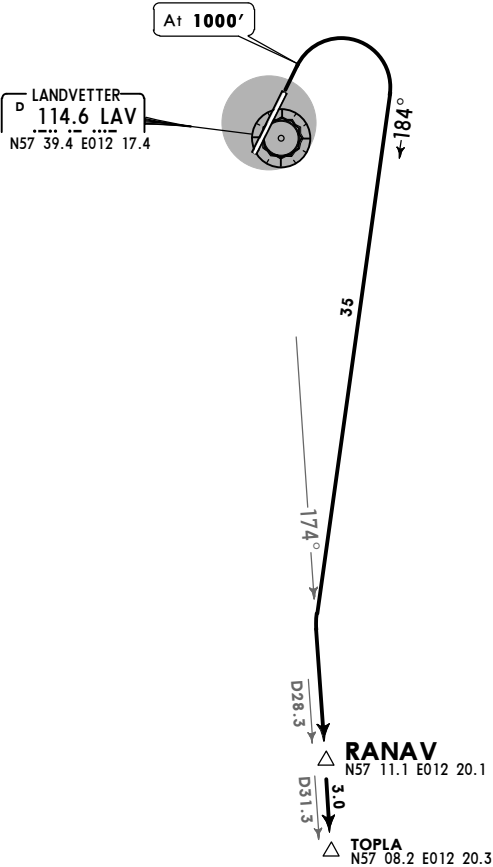
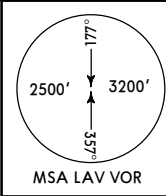
ESGG/GOT
LANDVETTER

JEPPESSEN
20 MAY 16 (10-3K) Eff 26 May

GOTEBORG, SWEDEN
SID

GOTEBORG Control 124.20	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 2P [RANA2P]
NOT FOR JET TRAFFIC
RADAR SURVEILLED
SPEED: MAX 250 KIAS BELOW FL100
UNLESS OTHERWISE INSTRUCTED



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

Gnd speed-KT	75	100	150	200	250	300
400' per NM	500	667	1000	1333	1667	2000

If unable to comply advise ATC.



Initial climb clearance 5000' unless otherwise specified	
RWY	ROUTING
03	Climb to 1000', turn RIGHT, 184° track, intercept LAV R-174 via RANAV to TOPLA.

ESGG/GOT
LANDVETTER

JEPPesen
20 MAY 16 (10-3L)

Eff 26 May

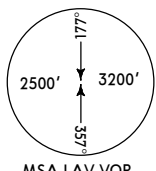
GOTEBORG, SWEDEN

SID

GOTEBORG Control
124.20

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.



NEGIL 3P [NEGI3P]
NOLVIK 2P (NOL 2P)
NOT FOR JET TRAFFIC
SPEED: MAX 250 KIAS BELOW FL100
UNLESS OTHERWISE INSTRUCTED

NEGIL
N58 15.1 E012 37.5
(BAK 46.7 DME)

NOLVIK
113.2 NOL
N57 46.4 E011 49.4



LANDVETTER
114.6 LAV
N57 39.4 E012 17.4

17
NEGIL 3P
NOL 2P
D2.0 LAV
277°

BACKA
112.7 BAK
N57 33.3 E011 58.6



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

Gnd speed-KT	75	100	150	200	250	300
400' per NM	500	667	1000	1333	1667	2000

If unable to comply advise ATC.



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

SID	RWY	ROUTING
NEGIL 3P	21	Climb straight ahead to D2.0 LAV (ILS MM 03 if no DME), turn RIGHT, 277° track, intercept NOL R-147 inbound to D12.5 BAK, turn RIGHT, intercept NOL R-038 to NEGIL.
NOL 2P		Climb straight ahead to D2.0 LAV (ILS MM 03 if no DME), turn RIGHT, 277° track, intercept NOL R-147 inbound to NOL.

ESGG/GOT

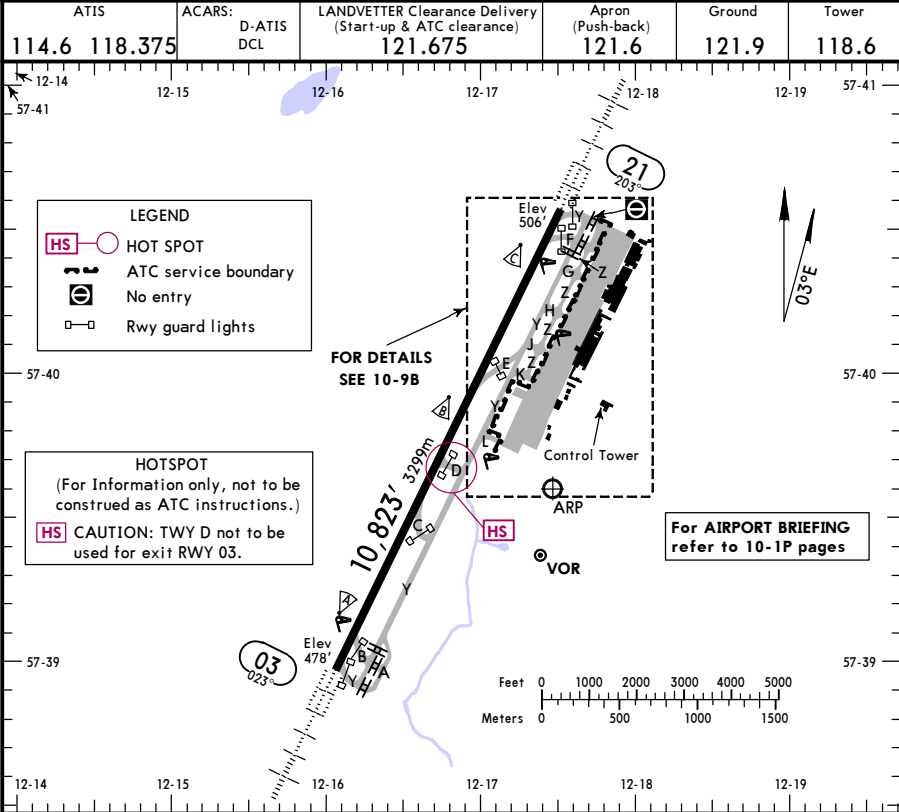
Apt Elev 507'
N57 39.6 E012 17.5

JEPPesen

20 MAY 16 10-9 Eff 26 May

GOTEBORG, SWEDEN

LANDVETTER



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

1 (60m) 2 (15m) 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				
	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
LANDVETTER

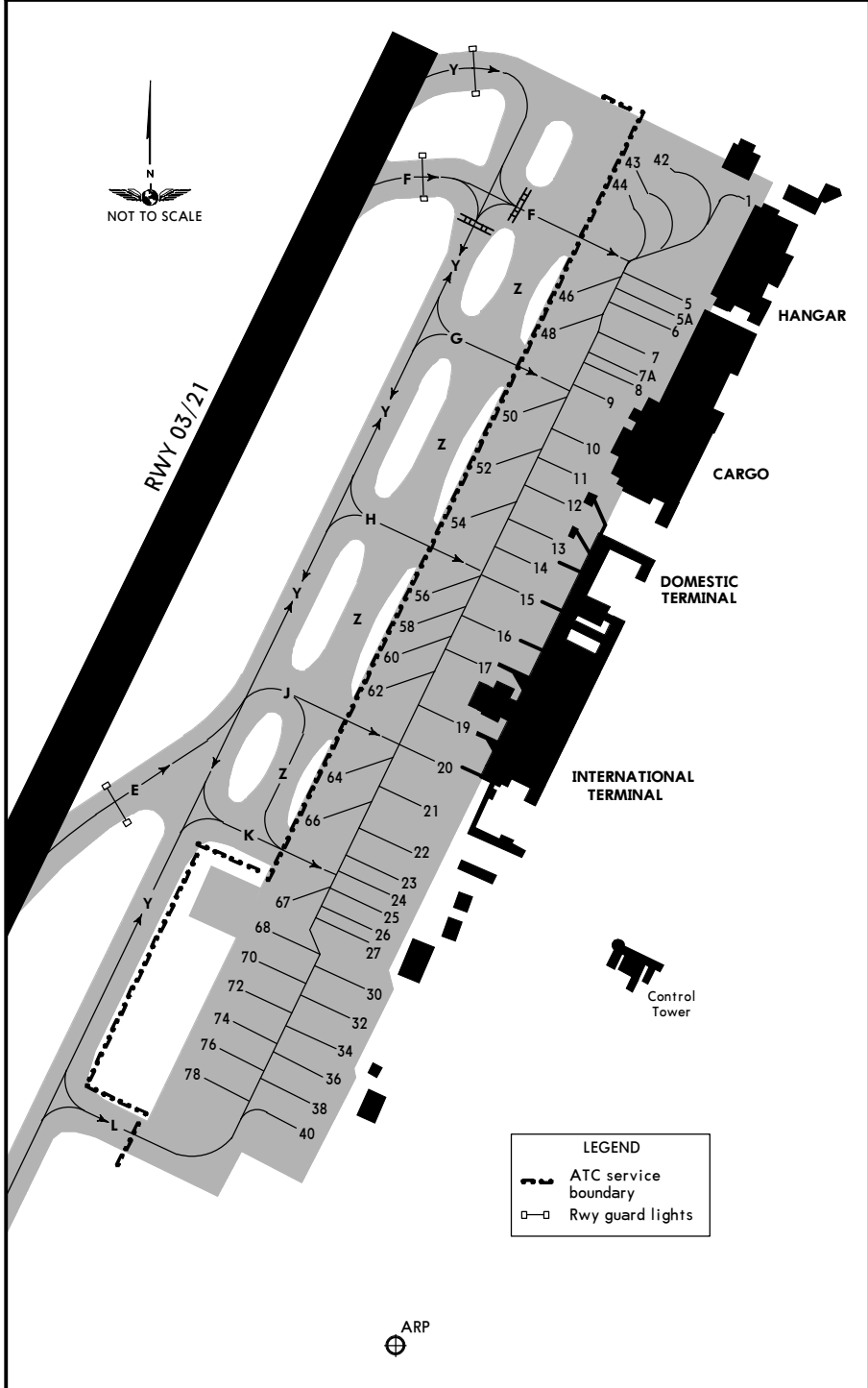
INS COORDINATES							
STAND No.	COORDINATES		ELEV	STAND No.	COORDINATES		ELEV
1	N57 40.5	E012 18.0	507	38	N57 39.8	E012 17.4	506
5, 5A, 6	N57 40.4	E012 17.9	507	40	N57 39.8	E012 17.4	507
7	N57 40.3	E012 17.9	507	42	N57 40.5	E012 17.9	506
7A	N57 40.3	E012 17.8	507	43, 44	N57 40.5	E012 17.8	506
8, 9	N57 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

JEPPESSEN
11 DEC 15 (10-9B)

GOTEBORG, SWEDEN
LANDVETTER

TAXIING AFTER LANDING

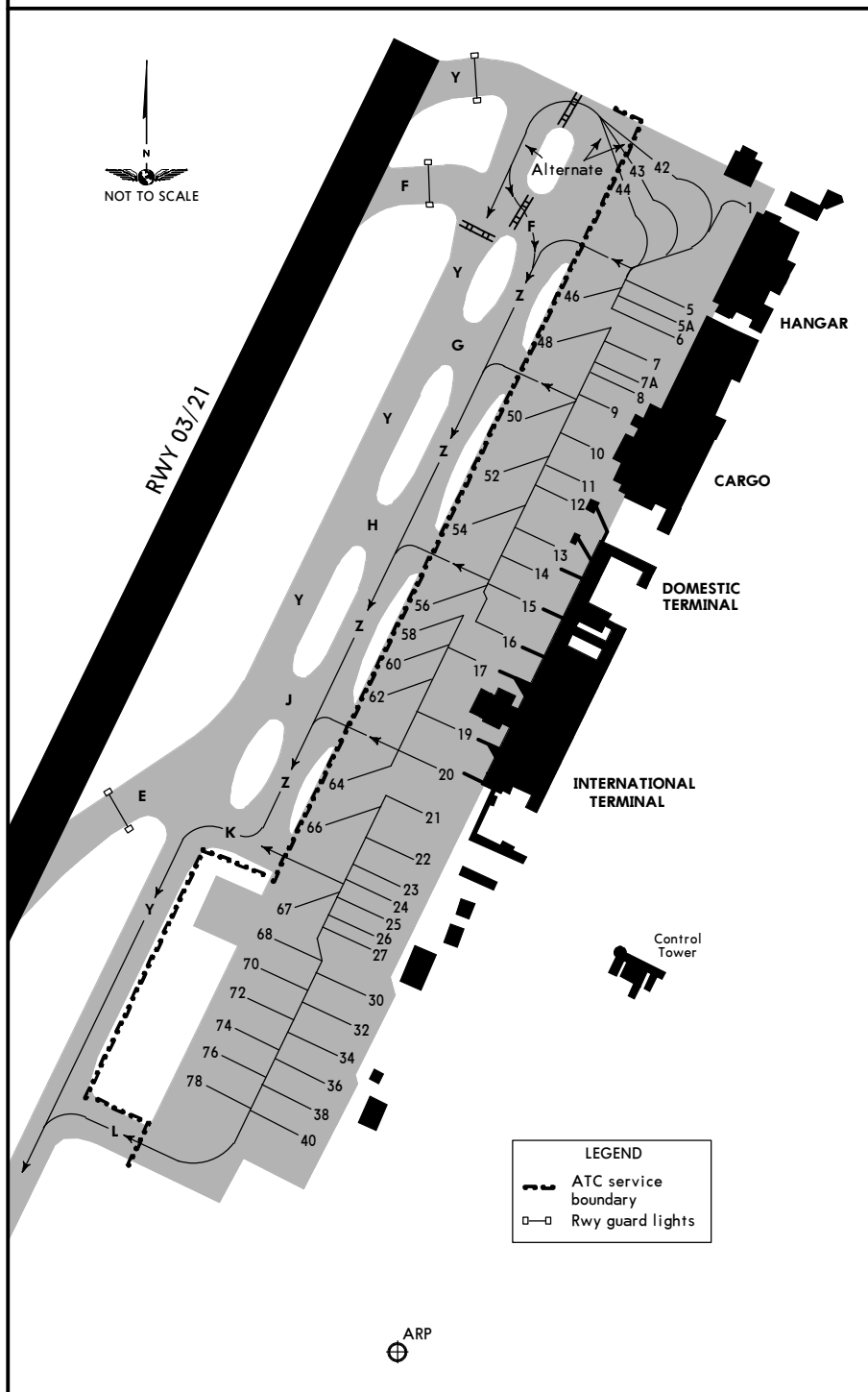


ESGG/GOT

JEPPESSEN
11 DEC 15 (10-9C)

GOTEBORG, SWEDEN
LANDVETTER

TAXIING BEFORE TAKE-OFF RWY 03

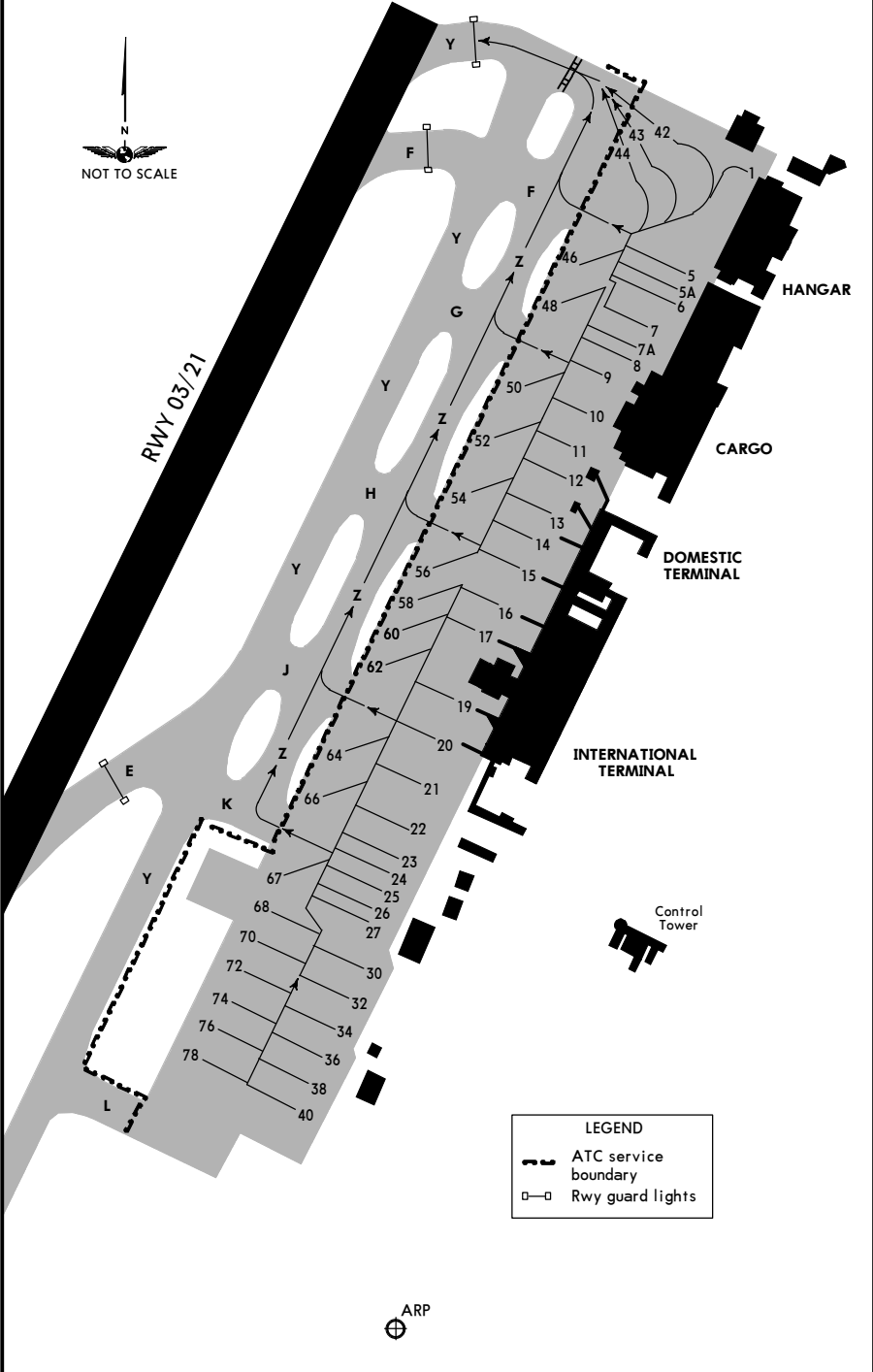


ESGG/GOT

JEPPESSEN
11 DEC 15 (10-9D)

GOTEBORG, SWEDEN
LANDVETTER

TAXIING BEFORE TAKE-OFF RWY 21



ESGG/GOT



20 MAY 16

10-9Y

Eff 26 May

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
	LOC ①	840' (362')	800m / 1000m
	RNP (LNAV/VNAV)	840' (362')	800m / 1000m
	NDB	870' (392')	800m / 1000m
21	CAT 2 ILS	606' (100')	RA 98' - 300m
	ILS	706' (200')	500m / 1000m
	LOC ①	820' (314')	800m / 1000m
	RNP Z (LNAV/VNAV)	840' (334')	800m / 1000m
	NDB	920' (414')	800m / 1000m

① MM out: NOT AUTHORIZED.

CIRCLE-TO-LAND	MDA(H)	VIS
	970' (463')	1000m

TAKE-OFF RWY 03, 21

LVP must be in Force ②				
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 ③	800m

② Without LVP 400m are stipulated.

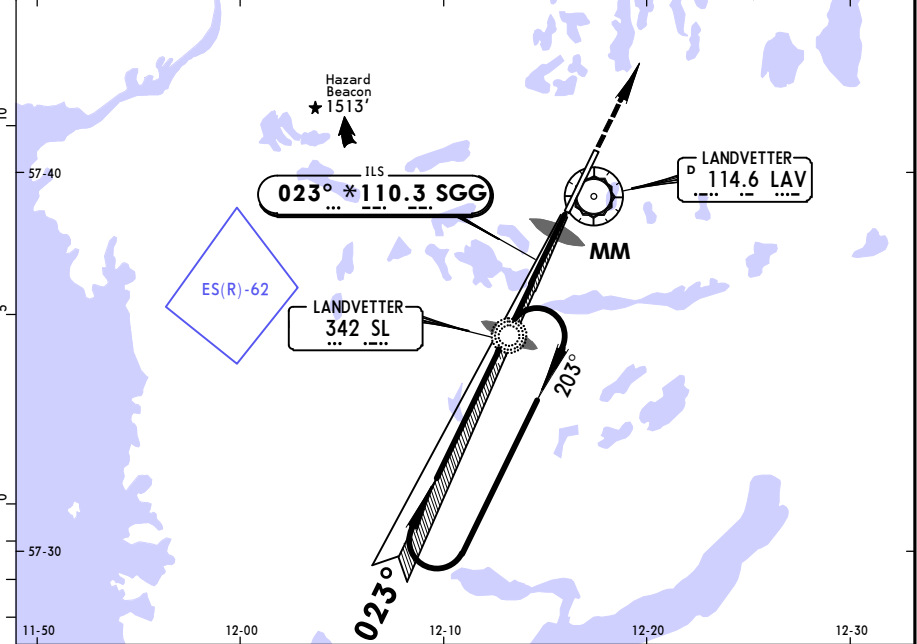
③ Or rejected take-off distance whichever is the greater.

ESGG/GOT
LANDVETTER

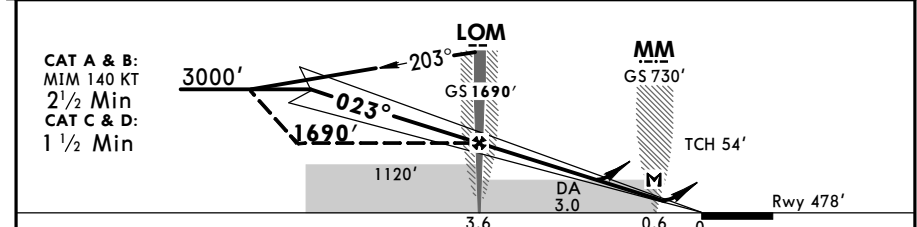
JEPPesen
20 MAY 16 **11-1** Eff 26 May

GOTEBORG, SWEDEN
ILS or LOC Rwy 03

BRIEFING STRIP™	D-ATIS 114.6 118.375		GOTEBORG Control (APP/R) 124.675		LANDVETTER Tower 118.6		Ground 121.9	
	LOC SGG *110.3	Final Apch Crs 023°	GS LOM 1690' (1212')	ILS DA(H) 678' (200')	Apt Elev 507'	Rwy 478'		
	MISSED APCH: Climb STRAIGHT AHEAD to 3000'. Radar vectoring for new approach.							
	Alt Set: hPa Rwy Elev: 17 hPa Trans level: By ATC Trans alt: 5000' 1. ADF required. 2. LOC: MM required. 3. 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	1580'	1260'	940'



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							

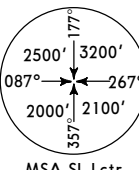
Standard				STRAIGHT-IN LANDING RWY 03		CIRCLE-TO-LAND	
ILS				LOC (GS out)			
DA(H) 678' (200')				DA(H) 840' (362')			
FULL		Limited	ALS out	ALS out		Max Kts	MDA(H) VIS
A				RVR 1500m		100	970' (463') 1500m
B				RVR 1500m		135	1010' (503') 1600m
C		RVR 550m	RVR 750m	RVR 1200m	RVR 1000m	180	1160' (653') 2400m
D						205	1240' (733') 3600m

ESGG/GOT
LANDVETTER

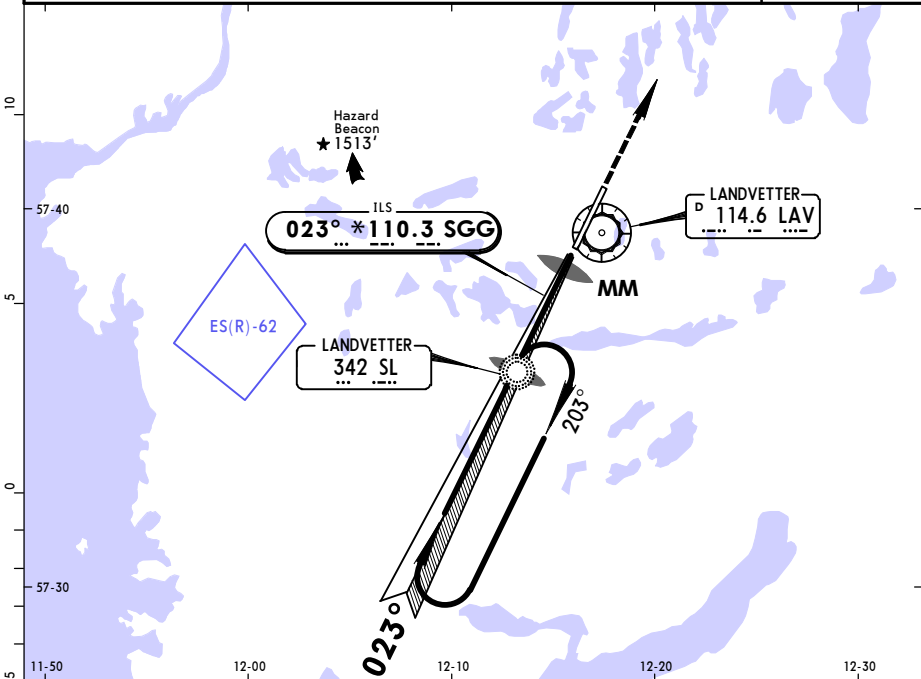
JEPPESSEN
20 MAY 16 (11-1A) Eff 26 May

GOTEBORG, SWEDEN
CAT II/III ILS Rwy 03

BRIEFING STRIP™	D-ATIS 114.6 118.375		GOTEBORG Control (APP/R) 124.675		LANDVETTER Tower 118.6		Ground 121.9	
	LOC SGG *110.3		Final Apch Crs 023°		GS LOM 1690' (1212')		CAT II & IIIA ILS Refer to Minimums Apt Elev 507' Rwy 478'	
	MISSED APCH: Climb STRAIGHT AHEAD to 3000'. Radar vectoring for new approach.							
	Alt Set: hPa Rwy Elev: 17 hPa Trans level: By ATC Trans alt: 5000'							
	1. ADF required. 2. Special aircrew & acft certification required. 3. 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



CAT A & B:
MIM 140 KT
2½ Min
CAT C & D:
1½ Min

Diagram illustrating the approach path for Runway 03. The path starts at 3000' altitude, descends to 1690' GS (GS 1690') at the LOM (Localizer Outer Marker), and then to 730' GS (GS 730') at the MM (Middle Marker). The TCH (Threshold Crossing Height) is 54'. The Rwy (Runway) is 478'. The diagram also shows the 203° and 023° headings and the 3.0 and 0.6 mile distances from the runway.

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

HIALS-II PAPI diagram showing 3000' altitude.

3000' altitude indicator with an upward arrow.

Standard

STRAIGHT-IN LANDING RWY 03

CAT IIIA ILS

DH 50'

RVR 200m

CAT II ILS
ABCD

RA 106'

DA(H) 578'(100')

RVR 300m I

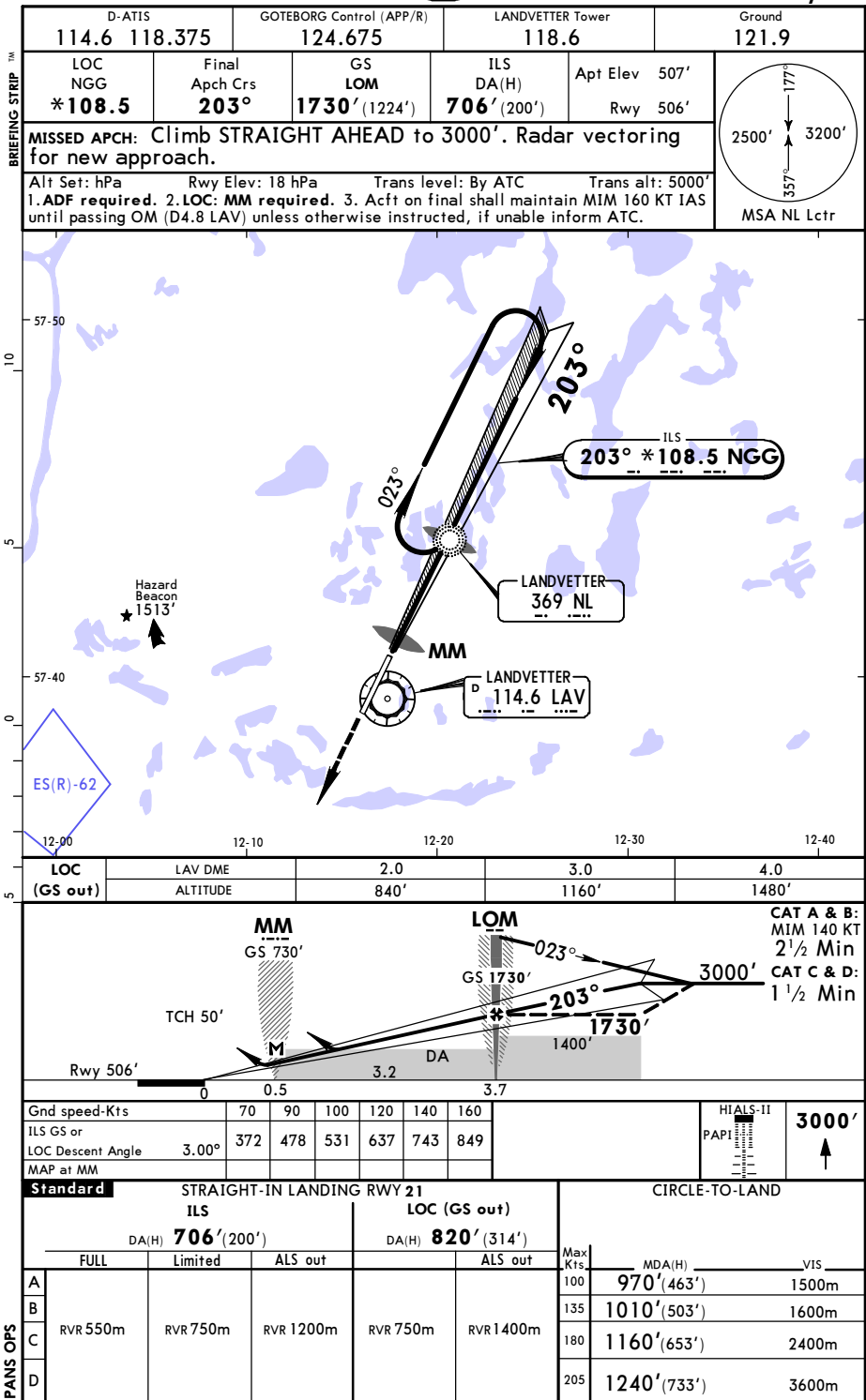
Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

PANS OPS

ESGG/GOT
LANDVETTER

JEPPesen
20 MAY 16 **11-2** Eff 26 May

GOTEBORG, SWEDEN
ILS or LOC Rwy 21



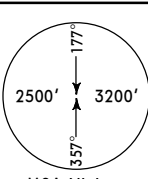
ESGG/GOT
LANDVETTER

20 MAY 16
Eff 26 May

JEPPESEN

(11-2A)

GOTEBORG, SWEDEN
CAT II/III ILS Rwy 21

BRIEFING STRIP™	D-ATIS 114.6 118.375		GOTEBORG Control (APP/R) 124.675		LANDVETTER Tower 118.6		Ground 121.9				
	LOC NGG *108.5		Final Apch Crs 203°		GS LOM 1730' (1224')		CAT II & IIIA ILS Refer to Minimums		Apt Elev 507' Rwy 506'		
	MISSED APCH: Climb STRAIGHT AHEAD to 3000'. Radar vectoring for new approach.										
	Alt Set: hPa Rwy Elev: 18 hPa Trans level: By ATC Trans alt: 5000'										
	1. ADF required. 2. Special Aircrew & Acft Certification Required. 3. Acft on final shall maintain MIM 160 KT IAS until passing OM (D4.8 LAV) unless otherwise instructed, if unable inform ATC.										

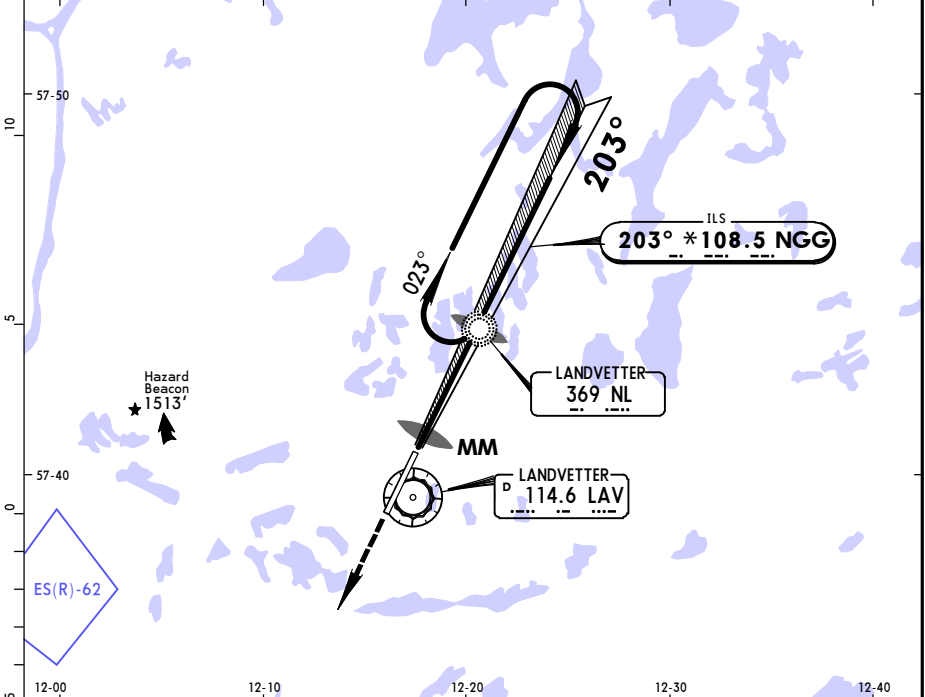


Diagram illustrating the approach path for RWY 506'.

Key points and distances:

- Rwy 506'
- TCH 50'
- MM (Mean Sea Level) GS 730' at 0.5 miles
- LOM (Localizer Outer Marker) GS 1730' at 3.7 miles
- Approach path length: 3000'
- Approach angle: 023°
- Descent angle: 203°

CAT A & B: MIM IAS 140 KT 2 1/2 Min

CAT C & D: 1 1/2 Min

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

HIALS-II
PAPI

3000'
↑

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

RVR 200m	RVR 300m
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NS OPS

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

ESGG/GOT
LANDVETTER



JEPPESSEN

GOTEBORG, SWEDEN
RNP Rwy 03 (AR)

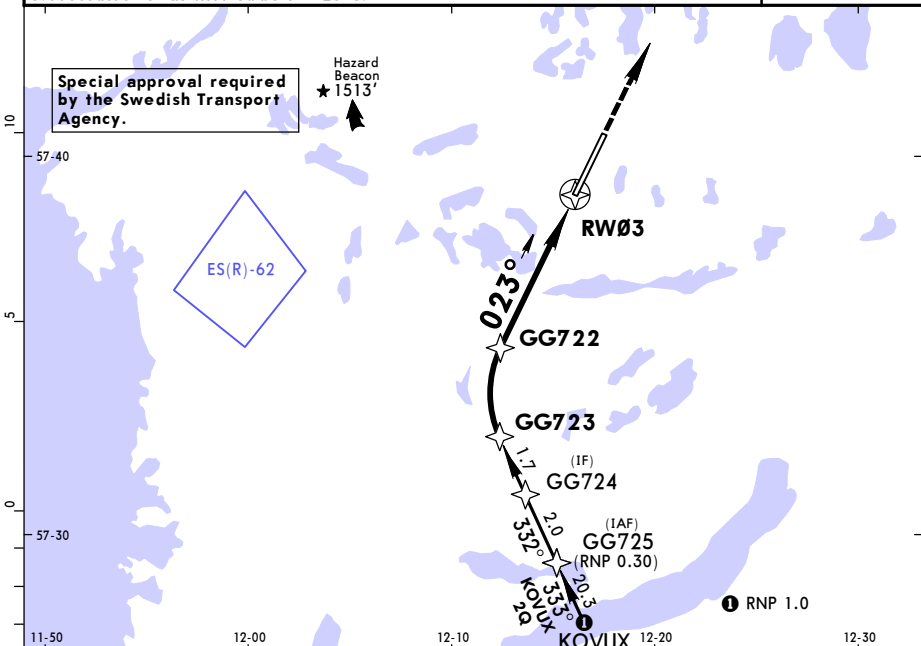
20 MAY 16
Eff 26 May

12-20

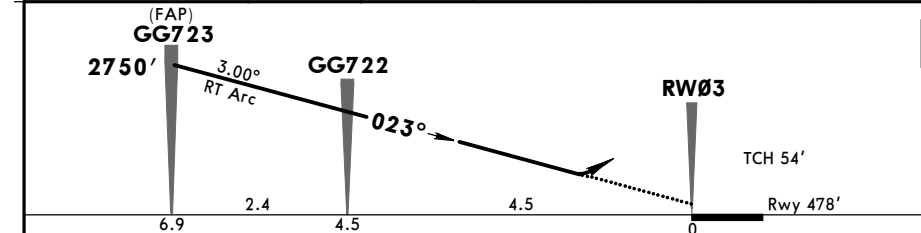
CAT C & D

BRIEFING STRIP

D-ATIS 114.6 118.375		GOTEBORG Control (APP/R) 124.675		LANDVETTER Tower 118.6		Ground 121.9			
RNAV		Final Apch Crs 023°		Minimum Alt GG723 2750' (2272')		LNAV/VNAV DA(H) 840' (362')		Apt Elev 507' Rwy 478'	
MISSED APCH: Climb STRAIGHT AHEAD to 3000'. Radar vectoring for new approach.								3200' MSA ARP	
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.									



DIST to RW03	6.9	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2750'	2470'	2150'	1830'	1510'	1200'	880'



Gnd speed-Kts	70	90	100	120	140	160	 HIALS-II PAPI 3000'
Glide Path Angle	3.00°	372	478	531	637	743	
MAP at DA							

Standard							STRAIGHT-IN LANDING RWY 03	
							LNAV/VNAV	
							DA(H) 840' (362')	
							ALS out	

A	NOT APPLICABLE	
B		
C	RVR 1000m	
D		

ESGG/GOT
LANDVETTER



JEPPESSEN

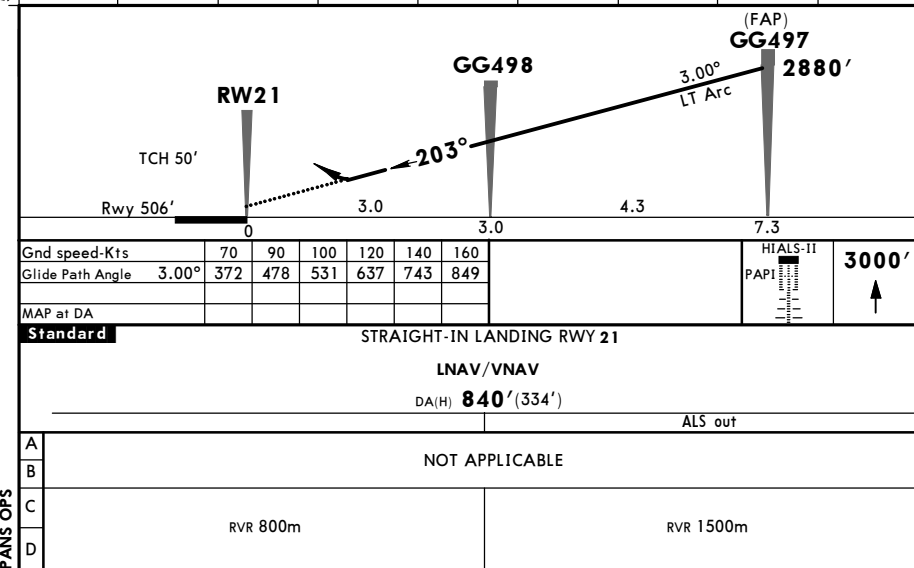
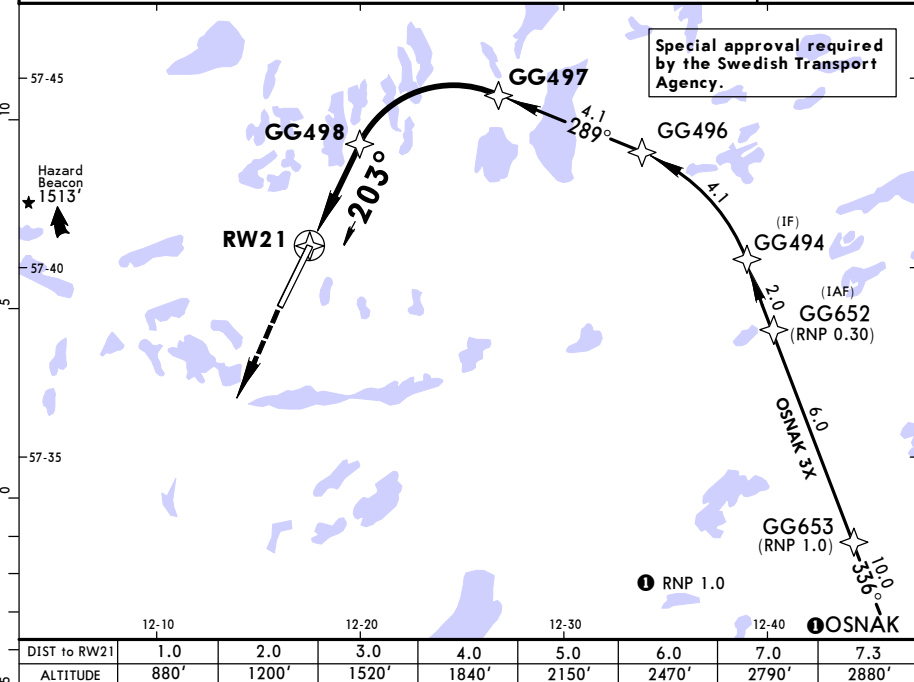
GOTEBORG, SWEDEN
RNP Z Rwy 21 (AR)

20 MAY 16
Eff 26 May

(12-21)

CAT C & D

BRIEFING STRIP™	D-ATIS 114.6 118.375		GOTEBORG Control (APP/R) 124.675		LANDVETTER Tower 118.6		Ground 121.9	
	RNAV	Final Apch Crs 203°	Minimum Alt GG497 2880' (2374')		LNAV/VNAV DA(H) 840' (334')		Apt Elev 507' Rwy 506'	
	MISSED APCH: Climb STRAIGHT AHEAD to 3000'. Radar vectoring for new approach.							3200' MSA ARP
	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.							

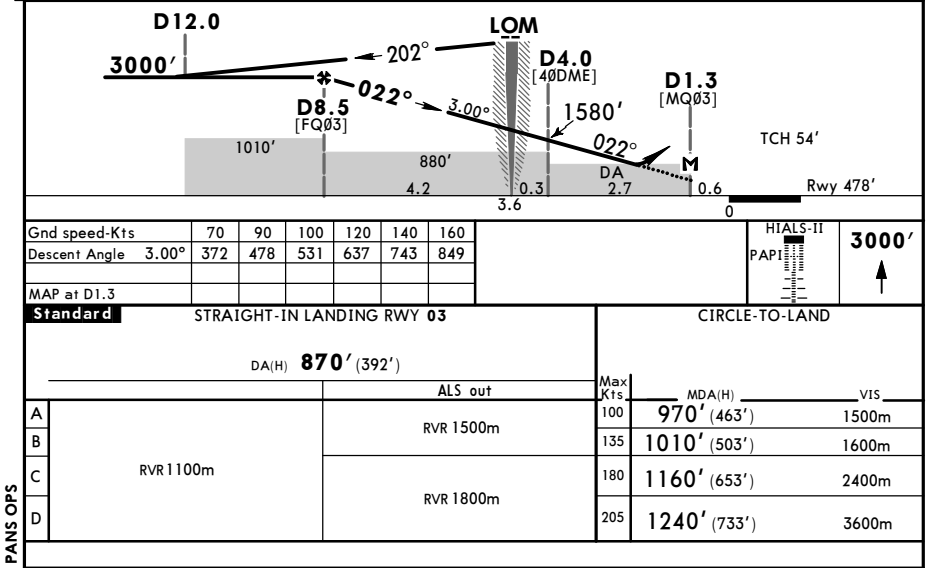
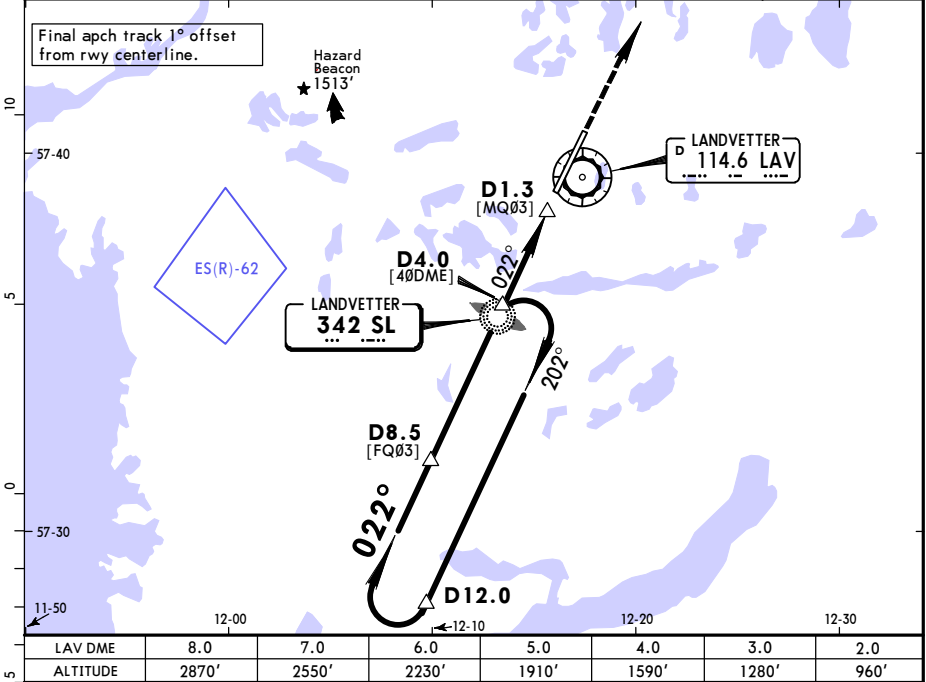


ESGG/GOT
LANDVETTER

JEPPesen
20 MAY 16 **16-1** Eff 26 May

GOTEBORG, SWEDEN
NDB Rwy 03

BRIEFING STRIP™	D-ATIS 114.6 118.375		GOTEBORG Control (APP/R) 124.675		LANDVETTER Tower 118.6		Ground 121.9	
	Lctr SL 342	Final Apch Crs 022°	Procedure Alt D8.5 3000' (2522')		DA(H) 870' (392')		Apt Elev 507' Rwy 478'	
	MISSED APCH: Climb STRAIGHT AHEAD to 3000'. Radar vectoring for new approach.							
	Alt Set: hPa Rwy Elev: 17 hPa Trans level: By ATC Trans alt: 5000'							
	1. DME required. 2. Acft on final shall maintain MIM 160 KT IAS until passing OM (D4.3 LAV) unless otherwise instructed, if unable inform ATC.							



ESGG/GOT
LANDVETTER

JEPPESSEN
20 MAY 16 (16-2) Eff 26 May

GOTEBORG, SWEDEN
NDB Rwy 21

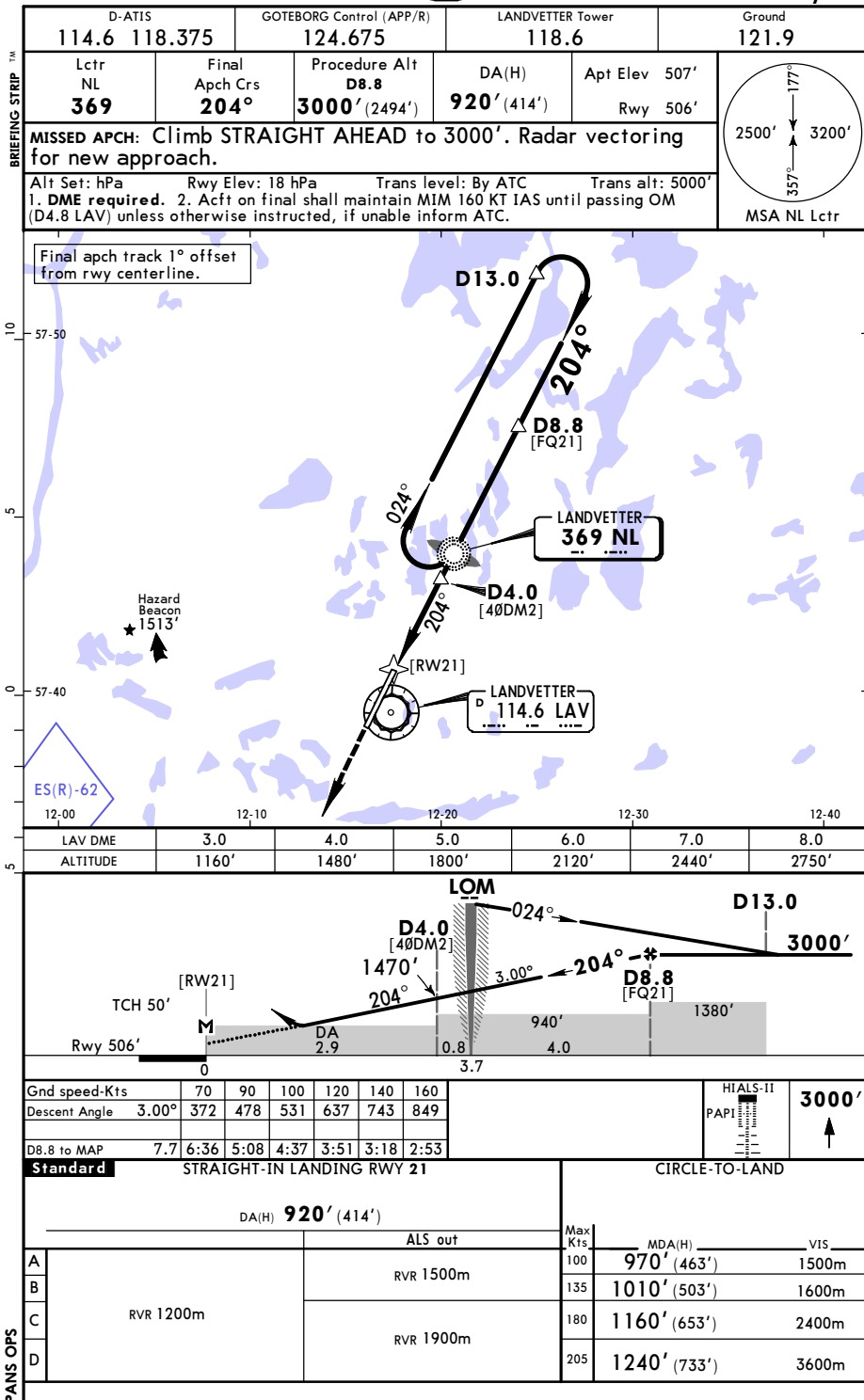




Chart changes since cycle 12-2016

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
GOTEBORG, (LANDVETTER - ESGG)				
REV	TAXIING AFTER LANDING, PA...	10-9B	17 Jun 2016	23 Jun 2016
REV	TAXIING BEFORE TAKE-OFF R...	10-9C	17 Jun 2016	23 Jun 2016

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ESGG