GENERAL

Operational Hours

ATS Hours / AD OPS Hours: See NOTAM

AD ADMIN Hours: MON-FRI 0800-1645‡

PPR outside TWR OPS hours.

Airport Information

RFF: CAT 7 for SKED FLTs, CAT 5 for NON-SKED FLTs 8min PN. Higher CAT AVBL O/R. Other traffic O/R, 8min PN.
PCN: RWY 09/27: 55/F/B/X/T
Customs: MON-FRI 0400-1700‡

Operation

Low Visibility Procedure
LVP in force when RVR below 550m or CEIL/vertical VIS below 200ft announced by ATS.

Only one ACFT at a time is allowed on the manoeuvring area when LVP is announced.

TWY Restrictions
TWY C width 15m / 49ft.
TWY D width 6m / 20ft.

Noise Abatement Procedures
Over the central parts of Norrkoping ACFT should not be operated below 2000ft, EXC when necessary for TKOF and LDG.

For PROP ACFT with a MTOW exceeding 7t / 15400lbs and Jet ACFT followings applies:
TKOF RWY 27 and LDG RWY 09 not permitted unless wind conditions or other circumstances so require.

Noise Level Restrictions (2200-0700‡)
TKOF: The emission at fly-over measurement point must not exceed 89EPNdB and 94 EPNdB at sideline measurement point respectively.

LDG: The emission at the APCH measurement point must not exceed 98EPNdB.

ARRIVAL

Communication

COM Failure

In **IMC** apply the following PROC:
Inbound CLR received and acknowledged.

Maintain level last received and acknowledged. Follow the specified route to CLR limit specified in the inbound CLR. Then proceed direct L ON (RWY 27) or L KN (RWY 09).

Failure during RAD APCH:
Maintain level last received and acknowledged or MSA, whichever is higher. Then proceed direct L ON (RWY 27) or L KN (RWY 09).

Failure after ARR over relevant facility:
Descend in the holding pattern. Then carry out a STD instrument APCH to the RWY in use.

No inbound CLR received and/or acknowledged:
Maintain level last received and acknowledged. Proceed via the relevant TMA entry point direct to L ON. After ARR over L ON descend as required in the HLDG pattern to 2500ft MSL. Then carry out a STD INSTR APCH to RWY 09 or RWY 27.

ARRIVAL

In **VMC** apply the following PROC:
Enter CTR via DOCKAN. HLDG ENSJON or via ABY. HLDG MALMON below 1500ft MSL to TFC circuit.
Flash LDG lights and watch TWR for optical signals.

Arrival Procedure

VFR Traffic Pattern: RWY 09, 29 right-hand circuit, outside ATS HRs.

Reverse: Do not use more than idle reverse if possible.

Warnings

During APCH to RWY 09 do not confuse with Norrkoping/Bravalla AD RWY 06 W of town.

DEPARTURE

Take-off Minima

RWY		09/27	
All ACFT	ft - m/km	0 - 400R/400V	-

Departure Procedure

After TKOF RWY 09 right turn must not be initiated before passing ON LCTR .

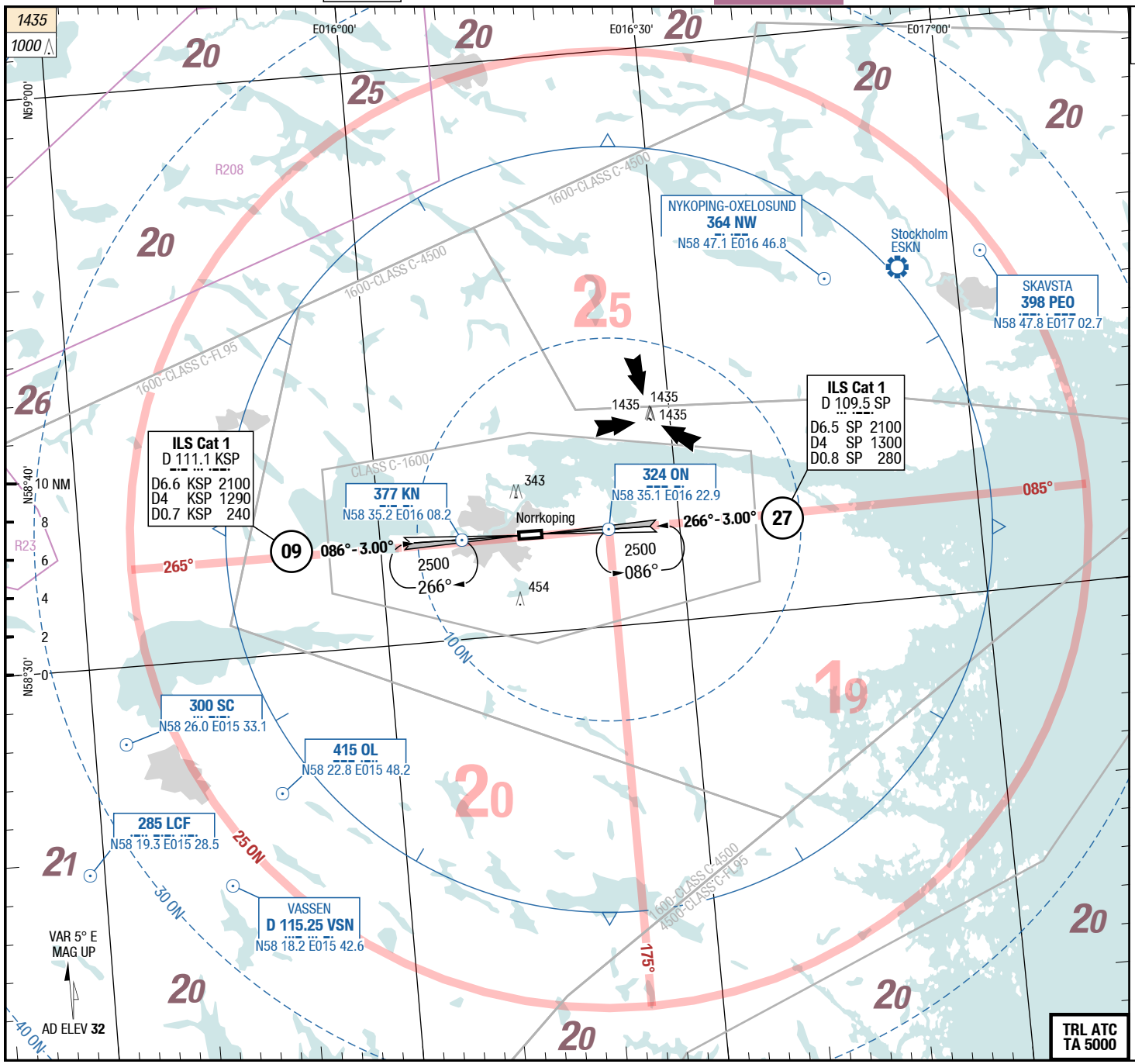
Locaters included in DEP CLR must be overflown until turn is initiated.

Omnidirectional Departure Procedure
RWY 09:
Climb straight ahead to MNM turning ALT 600ft. Continue climb to appropriate MSA.
Sector 036°-066° GEO from ARP not to be entered until ALT 1400ft is reached.

RWY 27:
Climb straight ahead with MNM 250ft/NM (4.1%) to MNM turning ALT 700ft.
Continue climb to appropriate MSA.

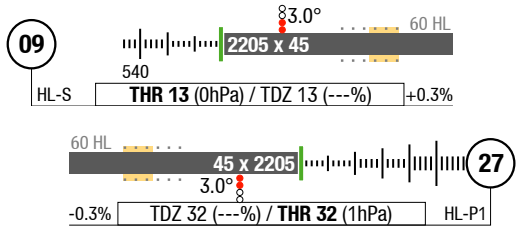
De-Icing

See NOTAM



Ostgota CTL	132.950
Kungsangen TWR	120.350 HO

Landing RWY system:



Changes: Completely revised

Sweden **Norrkoping** Kungsangen AGC

AGC AGC

Kungsangen **Norrkoping** Sweden AGC

VAR 5° E
MAG UP

AD ELEV **32**

E016° 14'

Kungsangen TWR	120.350 H0

COORDINATES

1	N58 35.0 E016 13.9
2	N58 35.0 E016 14.0
3, 4	N58 35.0 E016 14.1
5-7	N58 35.0 E016 13.9

N58° 35.5'

HANGARS

11

D1

D

SERVICE ROADS

29

D2

C

27
266°
32

09
086°
13

B

2205 x 45

ARP
N 58 35.2
E 016 14.8

Apron
ELEV 11

APRON

HANGARS

TERMINAL

HANGAR

FIRE STATION

N58° 35'

m 0 500 1000

ft 0 1000 2000 3000

60

B

Apron
ELEV 13

APRON

HANGARS

TERMINAL

FIRE STATION

Not to scale

E016° 15'

E016° 16'

Changes: RVR, RWY length, Parking Stands coordinates, WDI

DEPARTUREs

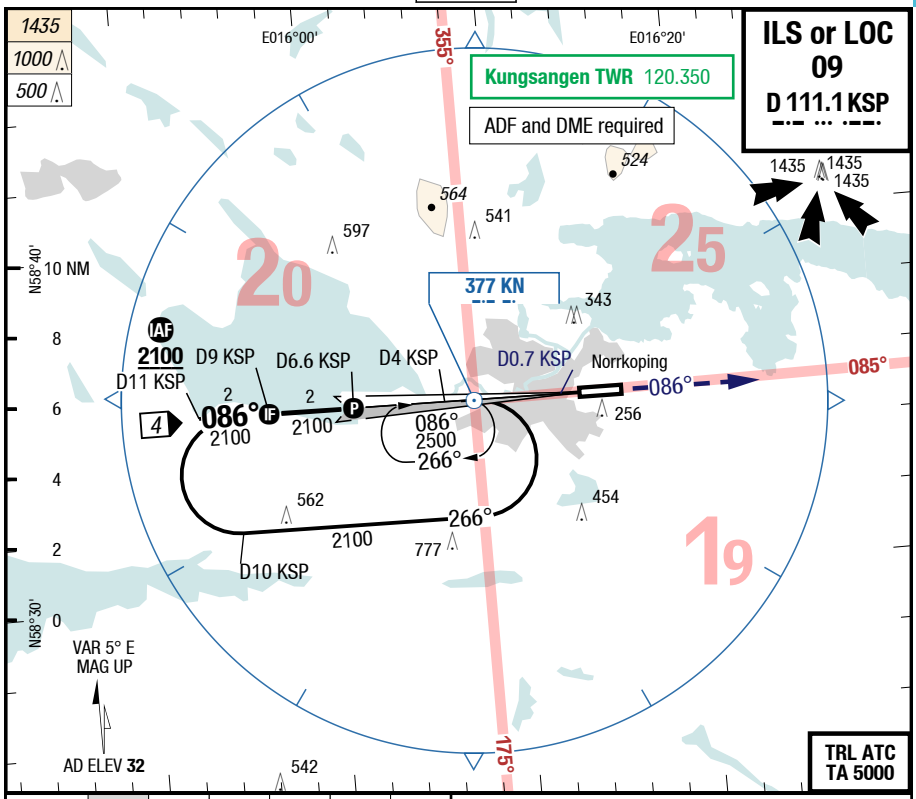
	GS	120	150	180	210	240	270
4.1%	ft/MIN	500	700	800	900	1000	1200

RWY	Routing
OMNIDIRECTIONAL DEP	**RWY 09** 086° to MNM turning ALT **600** - continue climb to appropriate MSA. Sector 036° - 066° GEO from ARP not to be entered until MNM **1400** is reached. **RWY 27** 4.1% to **700** 266° to MNM turning ALT **700** - continue climb to appropriate MSA.

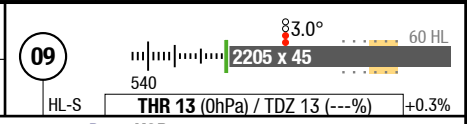
NRK-ESSP

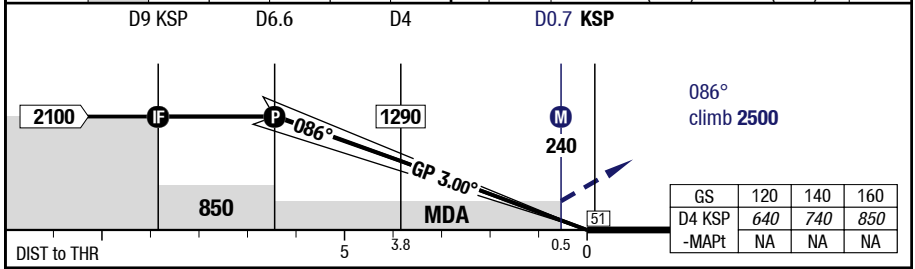
7-10

ILS or LOC 09



LOC 3.00°					
D KSP	6.6	6	5	3	2
	2100	*1930*	*1610*	*970*	*650*





GS	120	140	160
D4 KSP	*640*	*740*	*850*
-MAPt	NA	NA	NA

09		Cat 1 DME 1)	LOC DME				Circling S of AD only
C	ft - m/km ft	200 - 750 **220**	550 - 2.1 **560**				820 - 2.4V **850**
D	ft - m/km ft	200 - 750 **220**	550 - 2.1 **560**				840 - 3.6V **870**

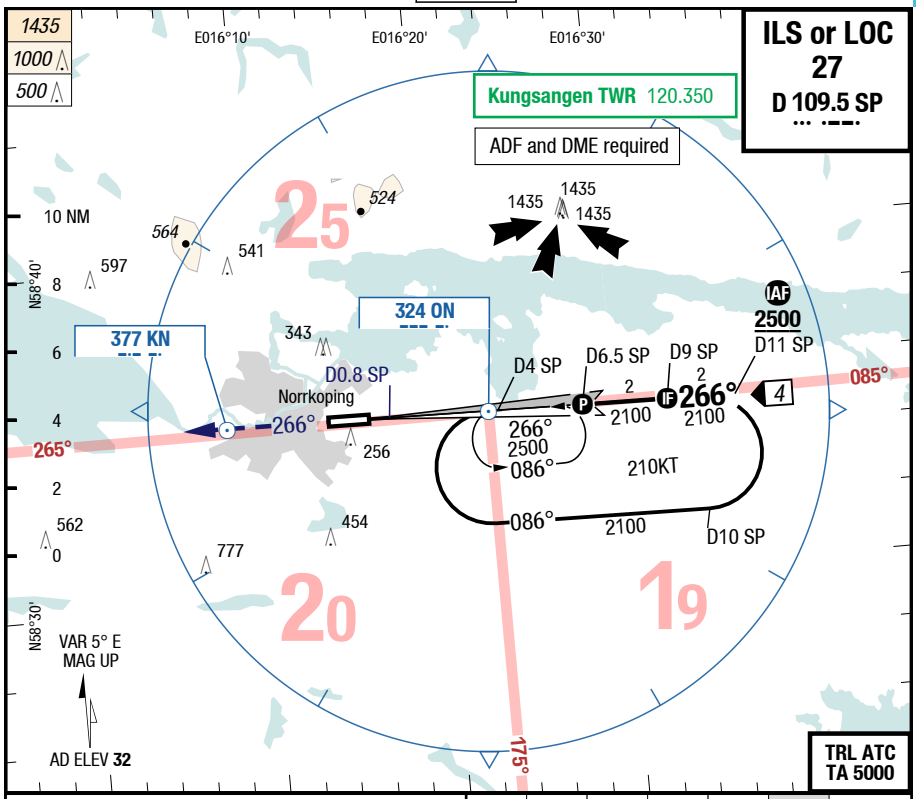
1) With EVS 550m

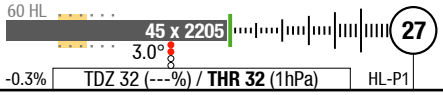
Changes: Completely revised

NRK-ESSP

7-20

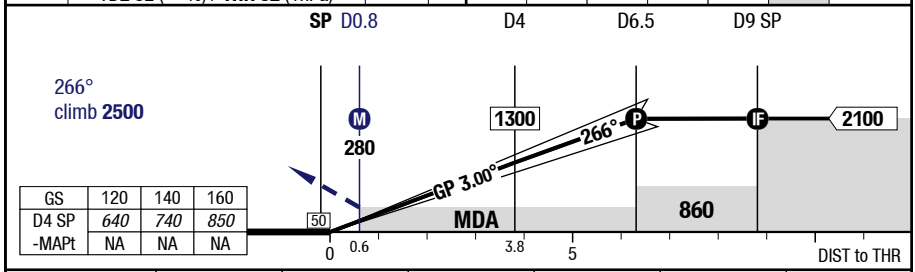
ILS or LOC 27





2	3	5	6	6.5	
660	*980*	*1620*	*1940*	2100	

LOC *3.00°*
D SP

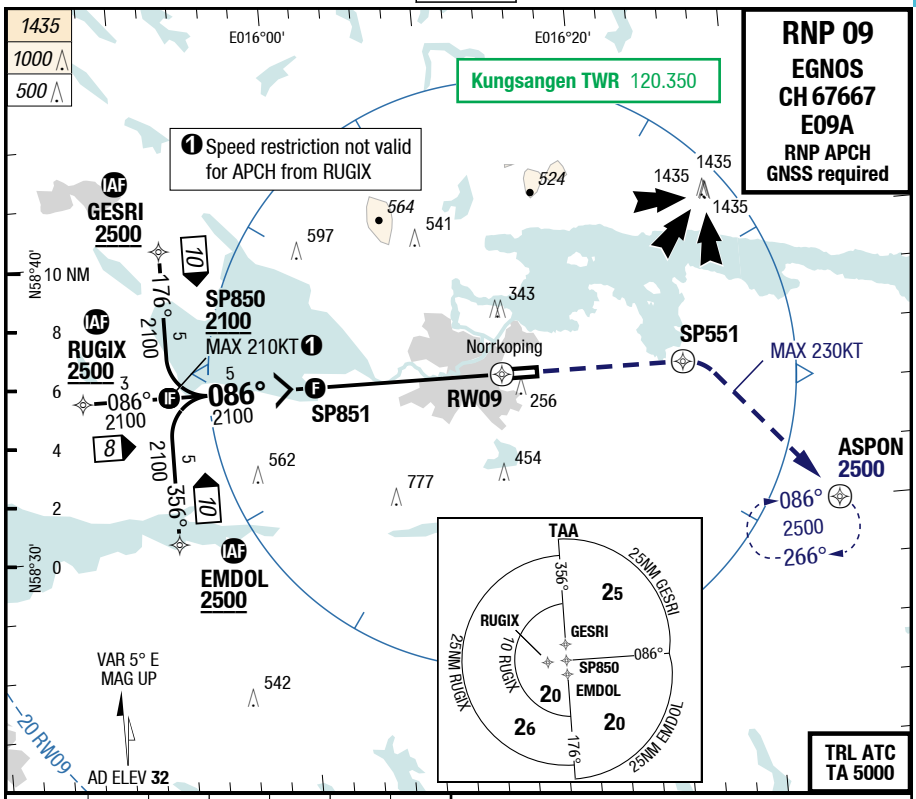


GS	120	140	160
D4 SP	*640*	*740*	*850*
-MAPt	NA	NA	NA

27		Cat 1 DME 1)	LOC DME				Circling S of AD only
C	ft - m/km ft	200 - 550 **240**	440 - 1.3 **470**				820 - 2.4V **850**
D	ft - m/km ft	200 - 550 **240**	440 - 1.3 **470**				840 - 3.6V **870**

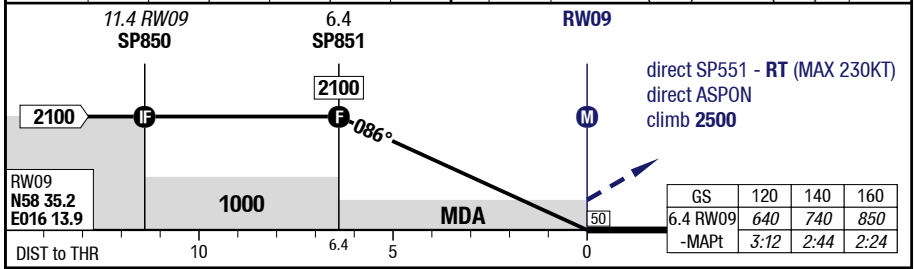
1) FD or AP or HGS to DA required, else use 750m RVR

Changes: Completely revised



3.00° RW09	6.4	6	5	4	3	2
	2100	*1980*	*1660*	*1340*	*1020*	*700*

09 — 3.0° — 60 HL — 2205 x 45 — 540 — HL-S — THR 13 (0hPa) / TDZ 13 (---%) — +0.3%



GS	120	140	160
6.4 RW09	*640*	*740*	*850*
-MAPt	*3:12*	*2:44*	*2:24*

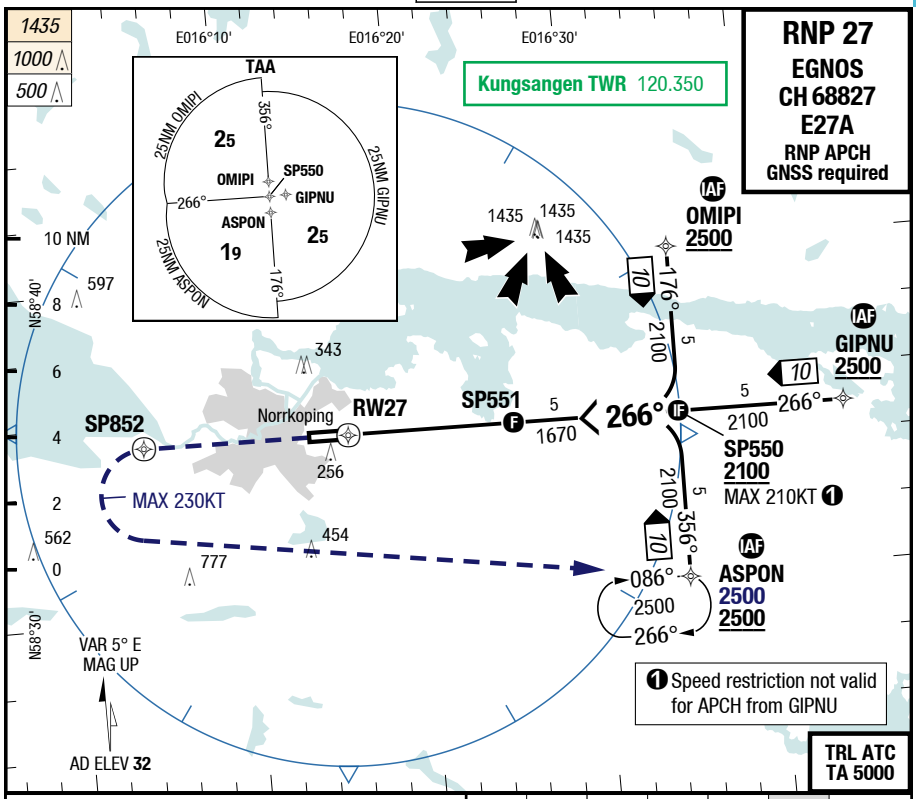
09		RNP LPV 1)	RNP VNAV 2) 3)	RNP LNAV			Circling
C	ft - m/km ft	290 - 900 **310**	480 - 1.8 **490**	570 - 2.2 **580**			Not published
D	ft - m/km ft	300 - 900 **320**	490 - 1.8 **500**	570 - 2.2 **580**			Not published

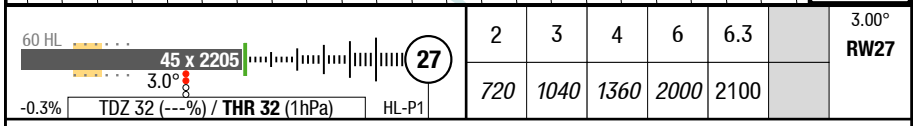
1) With EVS 600m
2) With EVS 1.2km
3) Uncompensated BARO VNAV NA below -25°C (-13°F)

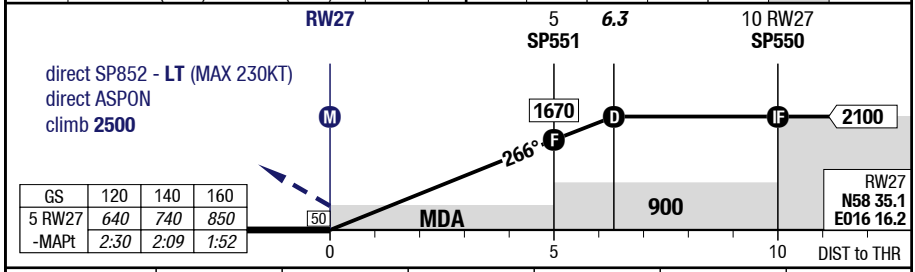
Changes: new

NRK-ESSP

RNP 27







27		RNP LPV [1]	RNP VNAV [2]	RNP LNAV			Circling
C	ft - m/km ft	310 - 750 **340**	340 - 800 **370** [1]	440 - 1.3 **470**			Not published
D	ft - m/km ft	320 - 750 **350**	350 - 900 **380** [3]	440 - 1.3 **470**			Not published

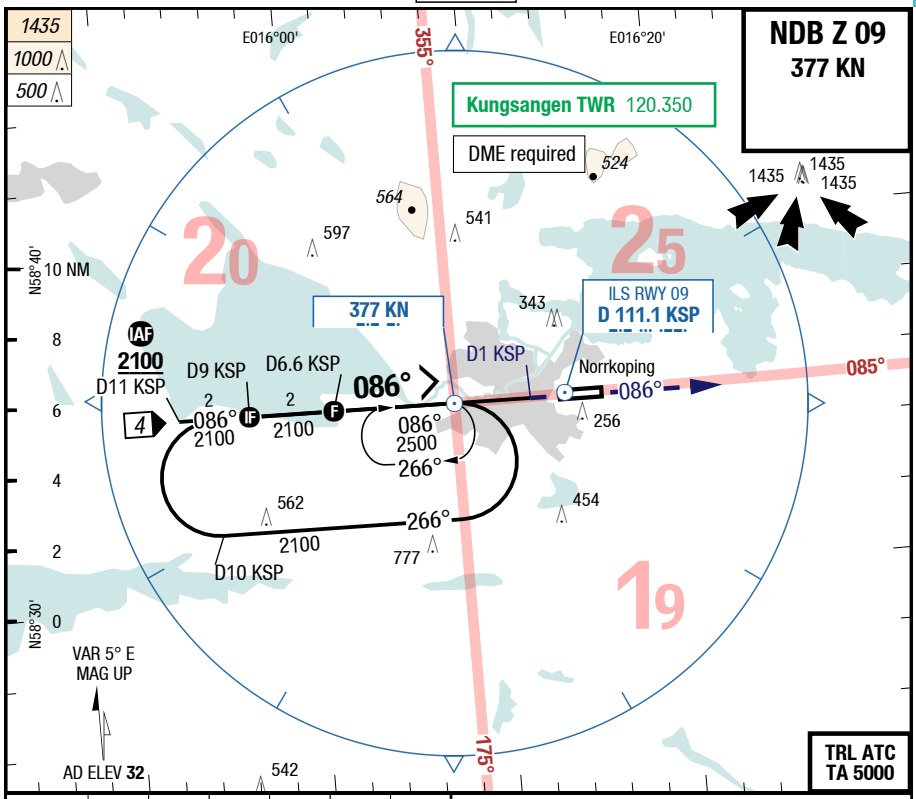
1) With EVS 550m
2) Uncompensated BARO VNAV NA below -25°C (-13°F)
3) With EVS 600m

Changes: new

NRK-ESSP

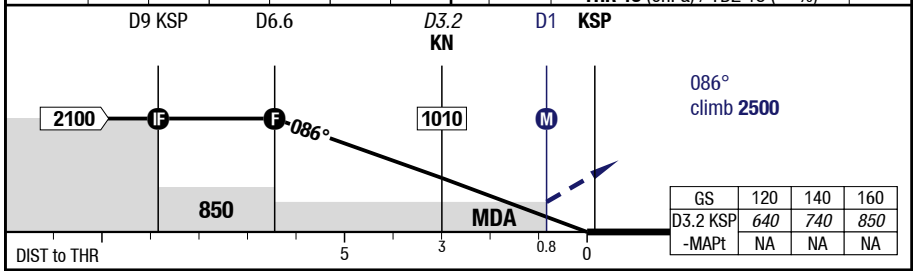
7-50

NDB Z 09



3.00° D KSP	6.6	6	5	4	3	2
	2100	1930	1610	1290	970	650

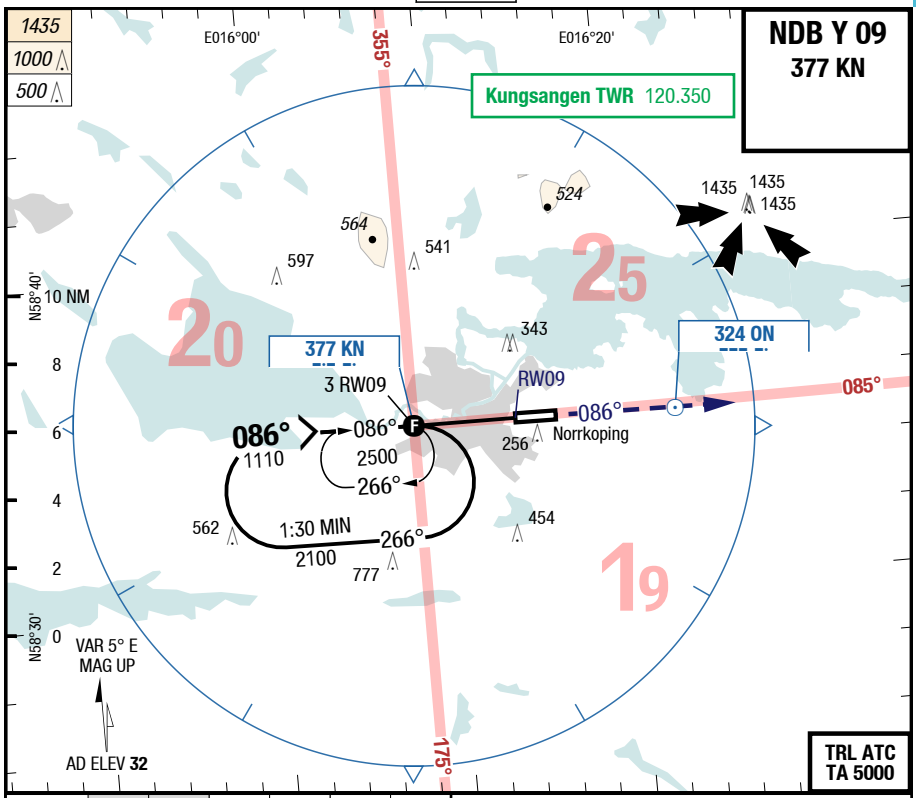
09 — 3.0° — 60 HL — 2205 x 45 — 540 — HL-S — **THR 13** (0hPa) / TDZ 13 (---%) — +0.3%



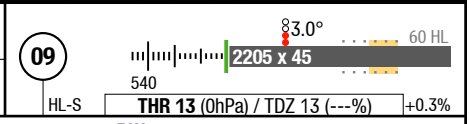
GS	120	140	160
D3.2 KSP	*640*	*740*	*850*
-MAPt	NA	NA	NA

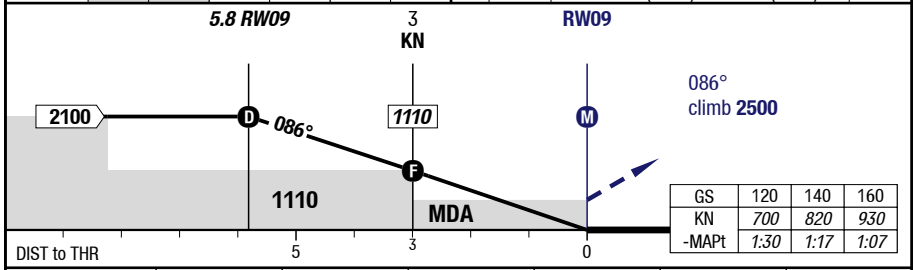
09		NDB DME KSP					Circling S of AD only
C	ft - m/km ft	570 - 2.2 **580**					820 - 2.4V **850**
D	ft - m/km ft	570 - 2.2 **580**					840 - 3.6V **870**

Changes: Completely revised



3.30° RW09			5.8	5	4	2
			2100	1820	1470	770

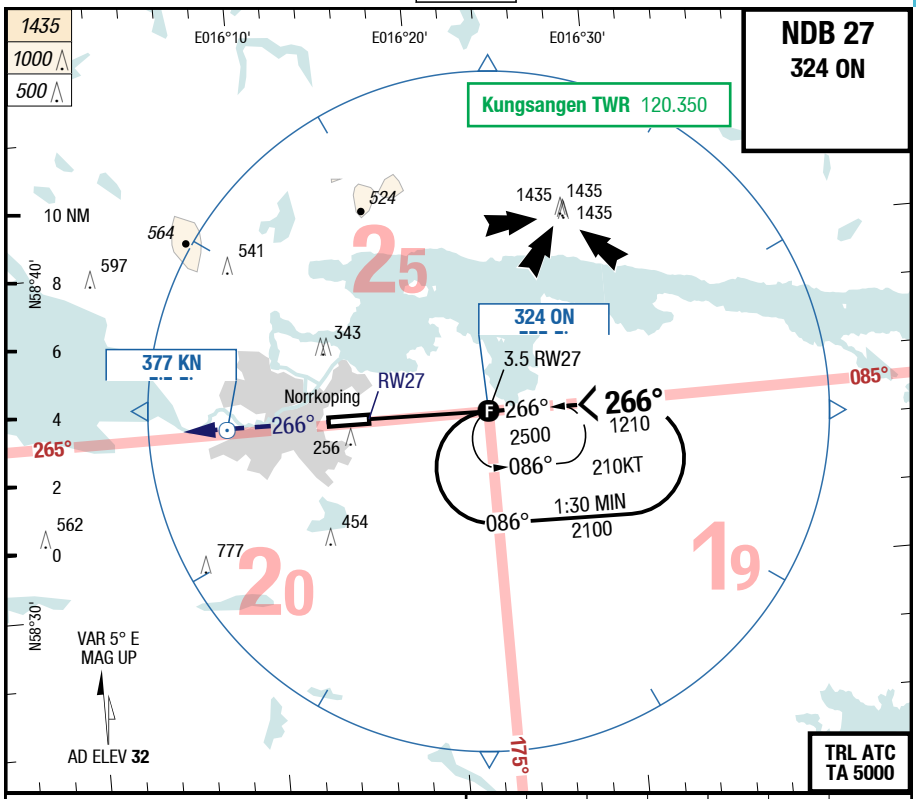


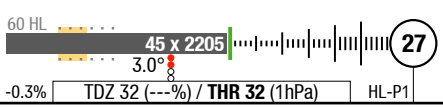


GS	120	140	160
KN	*700*	*820*	*930*
-MAPt	*1:30*	*1:17*	*1:07*

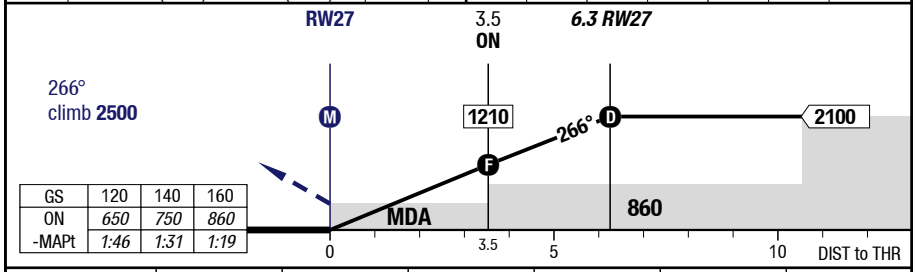
09		NDB					Circling S of AD only
C	ft - m/km ft	570 - 2.2 **580**					820 - 2.4V **850**
D	ft - m/km ft	570 - 2.2 **580**					840 - 3.6V **870**

Changes: Completely revised





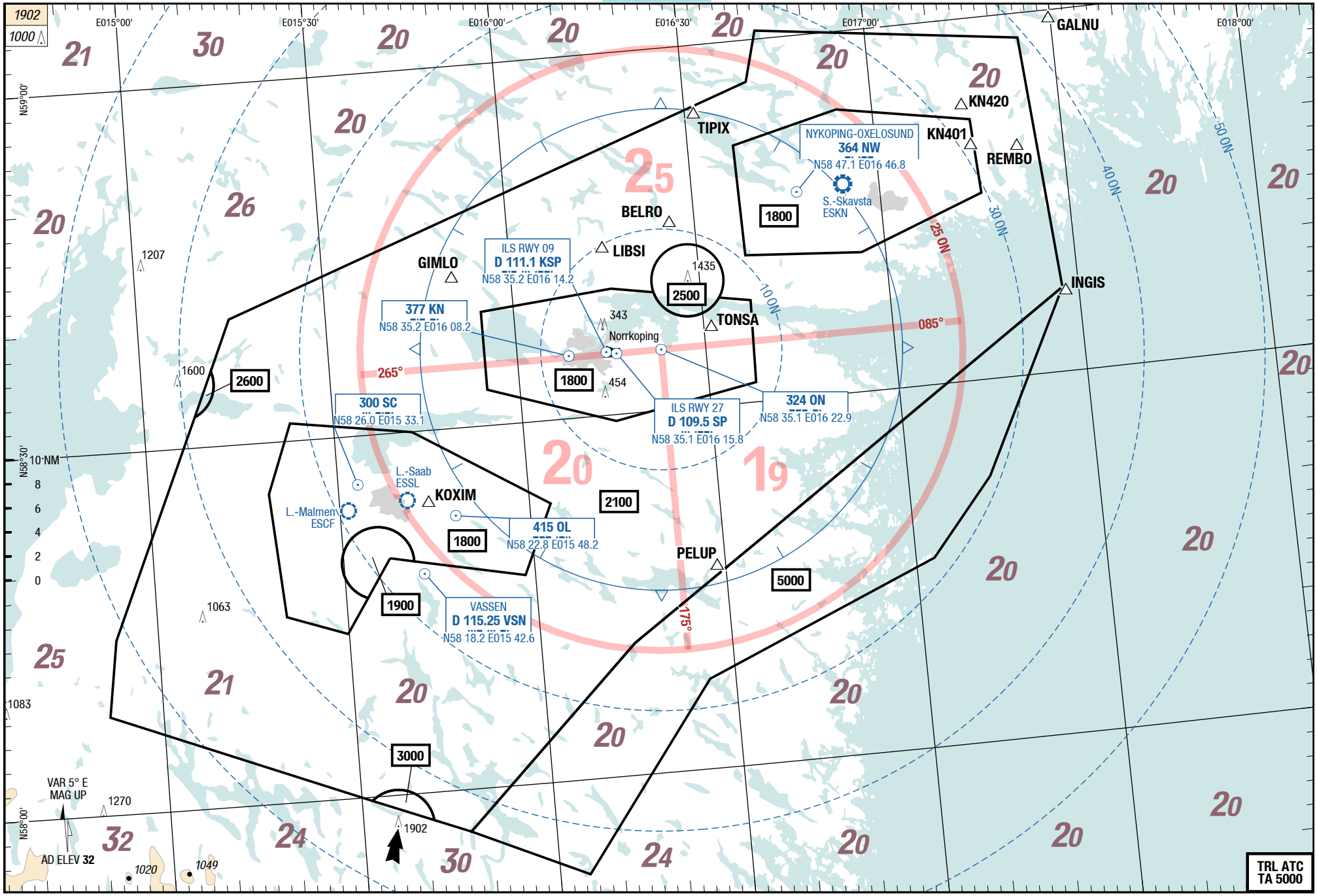
2	3	4	5	6	6.3	*3.04°*
730	*1050*	*1380*	*1700*	*2020*	2100	**RW27**



GS	120	140	160
ON	*650*	*750*	*860*
-MAPt	*1:46*	*1:31*	*1:19*

27		**NDB**					**Circling** S of AD only
C	ft - m/km ft	480 - 1.5 **510**					820 - 2.4V **850**
D	ft - m/km ft	480 - 1.5 **510**					840 - 3.6V **870**

Changes: new



Changes: MSA, Navaid , OBST