

GENERAL**Operational Hours**

ATS Hours / AD OPS Hours: See NOTAM.

AD ADMIN Hours: MON FRI 0600-1500±

Airport Information

RFF: CAT 6, higher O/R; times see NOTAM.

PCN: RWY 01/19: 45 F/C/X/T

Customs: See NOTAM.

Operation**Low Visibility Procedure**

LVP in force when RVR is below 550m or ceiling/vertical VIS is below 200ft.

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

RWY Restriction

TKOF RWY 19 and LDG RWY 01 permitted only when wind or safety conditions so require.

TWY Restriction

TWY A, F width 10m / 33ft.

TWY D, M, N width 15m / 49ft.

APU: Use of APU restricted to MAX 15min before estimated time for taxiing.

ARRIVAL**Arrival Procedure**

VFR Traffic Pattern: RWY 19 right-hand circuit.

Visual APCH: Maintain 2000ft until final.

DEPARTURE**Take-off Minima**

| RWY | | 01/19 | |
|----------|-----------|---------------|---|
| All ACFT | ft - m/km | 0 - 300R/300V | - |

Departure Procedure**Noise Abatement Procedure**

After TKOF from RWY 19 do not commence initial turn before passing MF NDB.

De-icing

O/R

30-NOV-2017

Sweden Halmstad

AGC

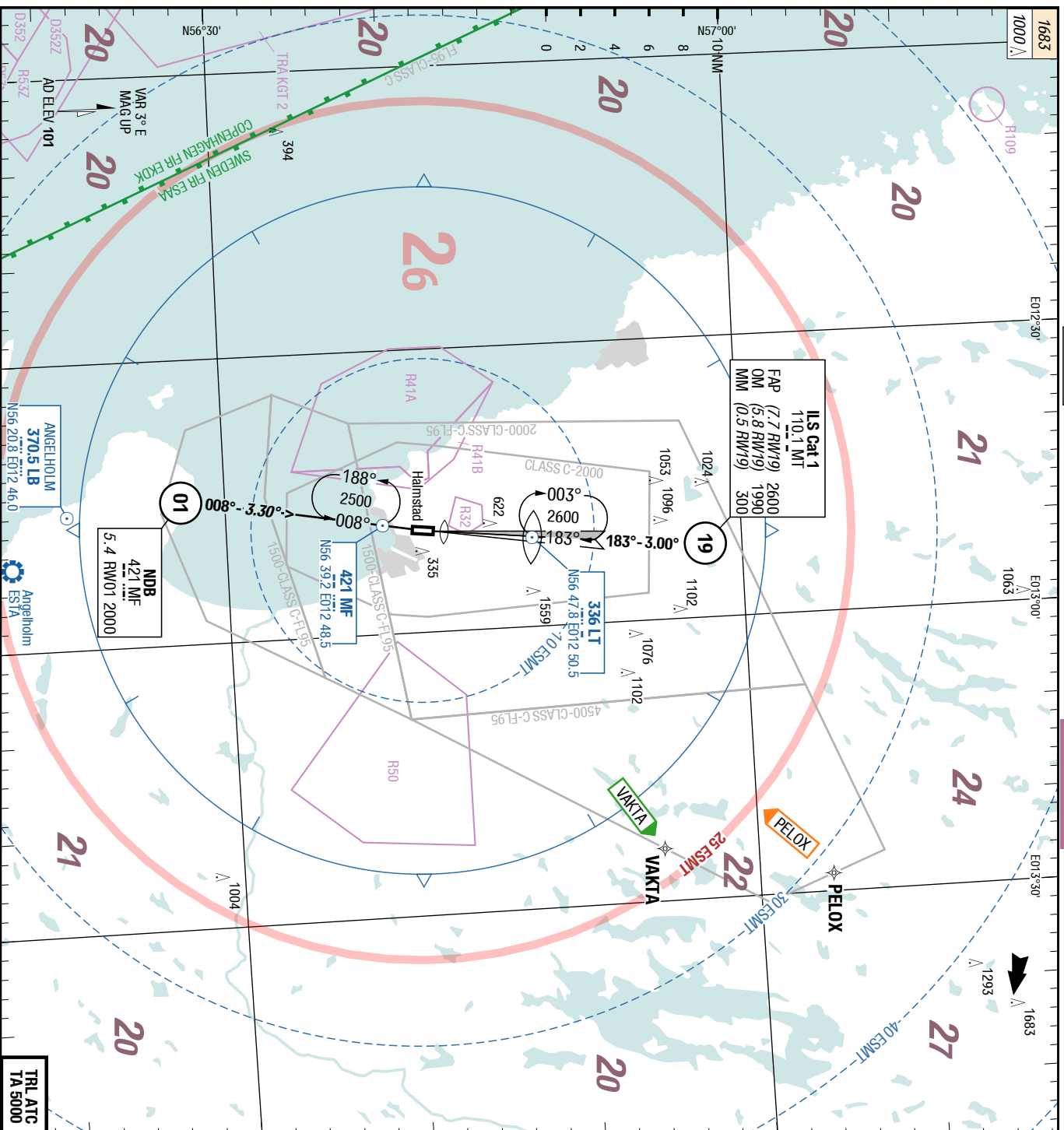
AFC

AFC

Halmstad Sweden

HAD-ESMT

2-10



Angelholm CTL
TWR

TWR

132.450
130.100 H0
135.050 H0

Landing RWY system:

01

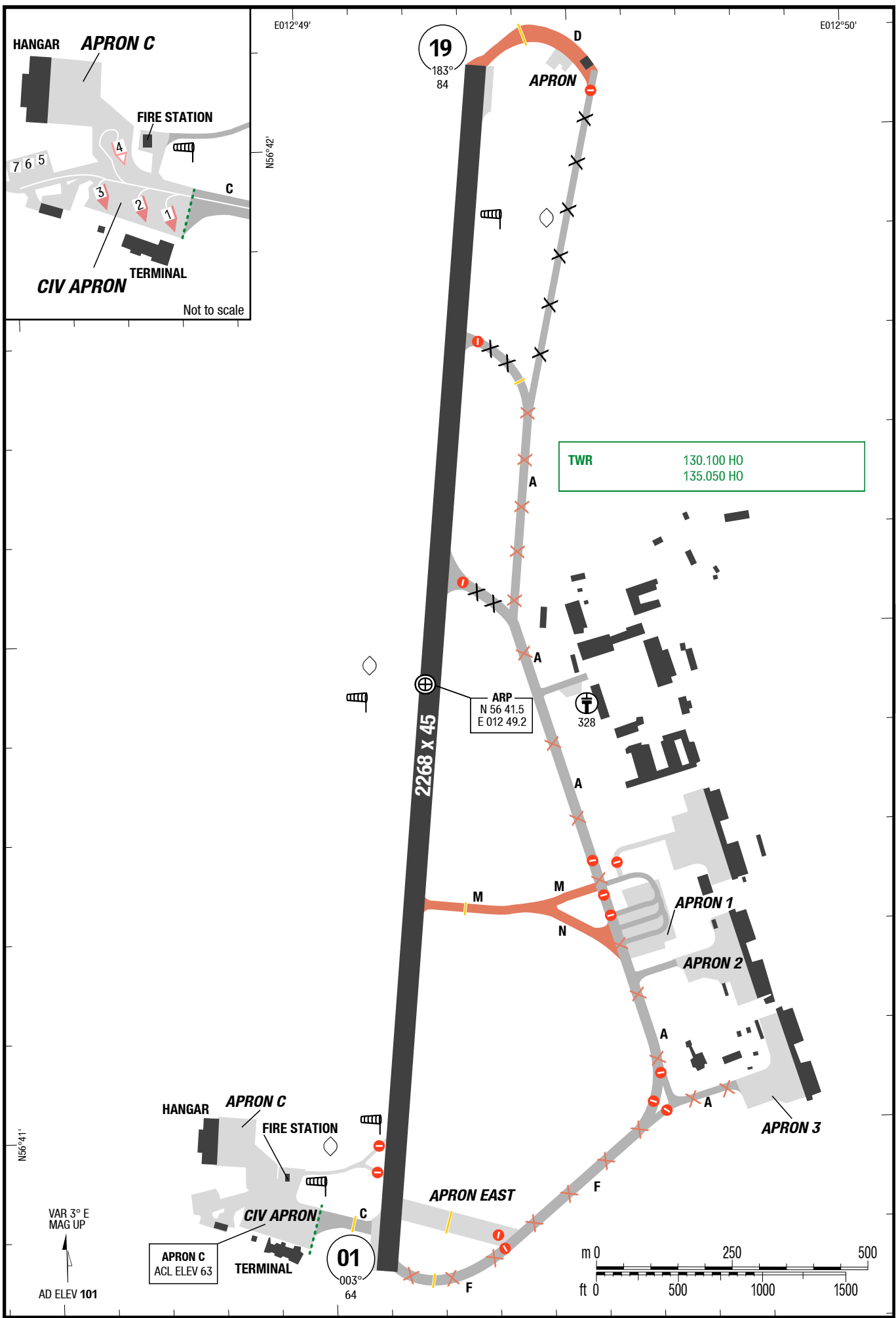
| HL-S | | | |
|------|-----|--|-------------------------------------|
| 01 | 420 | | THR 6d (2hPa) / TDZ 72 (---%) +0.3% |

| | | |
|------|--------------------------------------|-------|
| HL-S | THR 64 (2hPa) / TDZ 72 (---%) | +0.3% |
|------|--------------------------------------|-------|

60 HL
45 x 2268
3.0°
885
TDZ 102 (---%) / THR 84 (3MPa)
HL-P1
19

| | | |
|-------|---------------------------------------|-------|
| -0.3% | TDZ 102 (---%) / THR 84 (3hPa) | HL-P1 |
|-------|---------------------------------------|-------|

Changes: TDZE



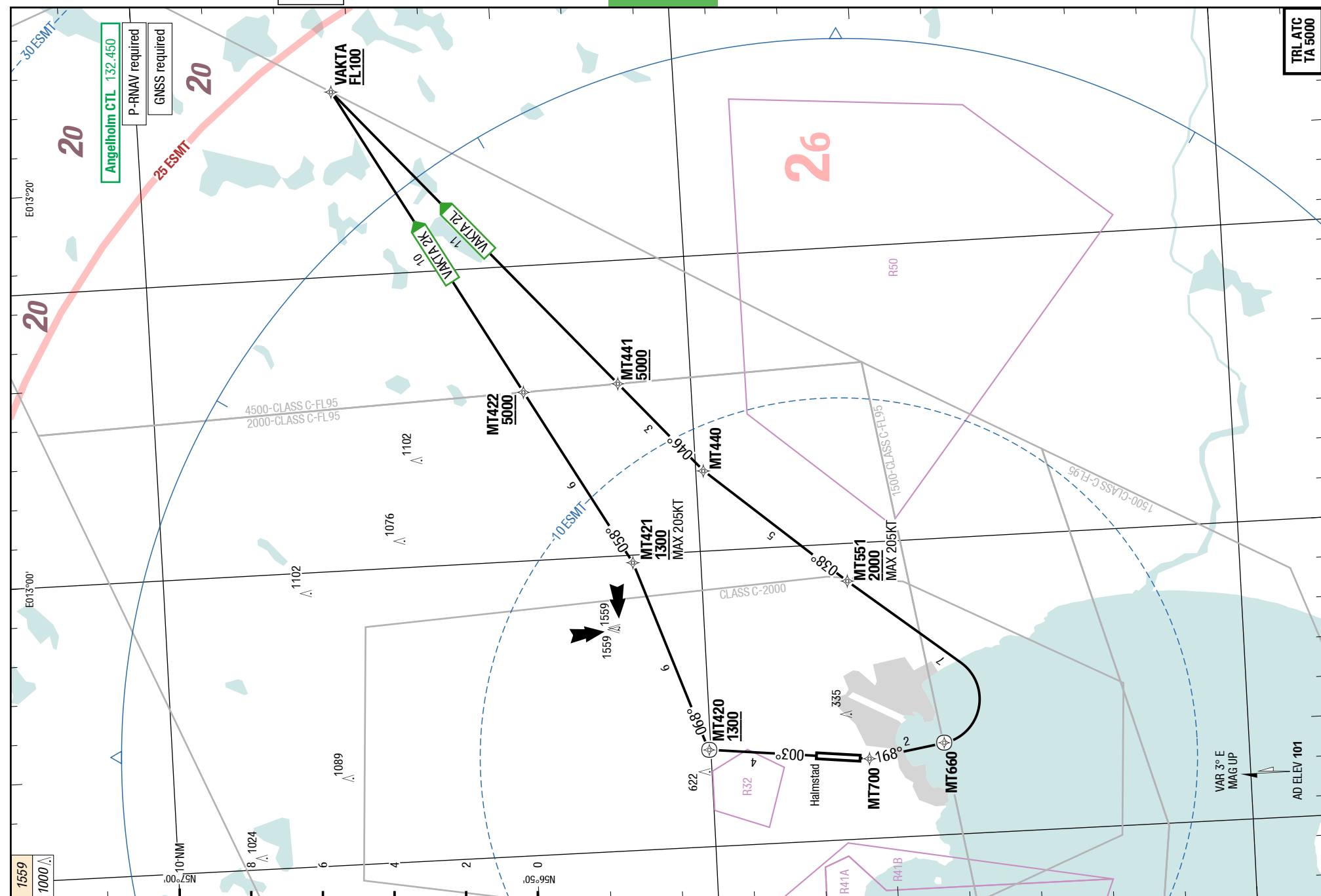
Changes: COM BDRY, WDI

HAD-ESMT

VAKTA 2K/2L RNAV

ID

VAKTA 2K/2L RNAV



Changes: Track, OBST

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OMNIDIRECTIONAL / VAKTA 2K / VAKTA 2L

RWYs 01 (003°) / 19 (183°)

| | | | | | | | |
|------|--------|-----|------|------|------|------|------|
| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
| 6.0% | ft/MIN | 800 | 1000 | 1100 | 1300 | 1500 | 1700 |
| 6.6% | ft/MIN | 900 | 1100 | 1300 | 1500 | 1700 | 1900 |

| DESIGNATOR | ROUTING | ALTITUDES |
|--------------------------------------|--|-----------|
| | Runway 01 | |
| OMNIDIRECTIONAL DEP ① | RWY HDG - climb MNM 6.0% to MNM turning ALT 1300 - climb to MSA | |
| VAKTA 2K 6.6% to 5000 ① | <u>MT420</u> [A1300+ ;R] - MT421 [K205- ;A1300+] - MT422 [A5000+] - VAKTA [F100+] | |
| | Runway 19 | |
| OMNIDIRECTIONAL DEP | RWY HDG - climb to MNM turning ALT 700 - climb to MSA | |
| VAKTA 2L 6.6% to 5000 ① | MT700 - <u>MT660</u> [L] - MT551 [K205- ;A2000+] - MT440 - MT441 [A5000+] - VAKTA [F100+] | |

① If unable to comply with climb gradient, advise ATC accordingly.

14-AUG-2014

HAD-ESMT

Sweden **Halmstad**

PELOX 2R/2T RNAV

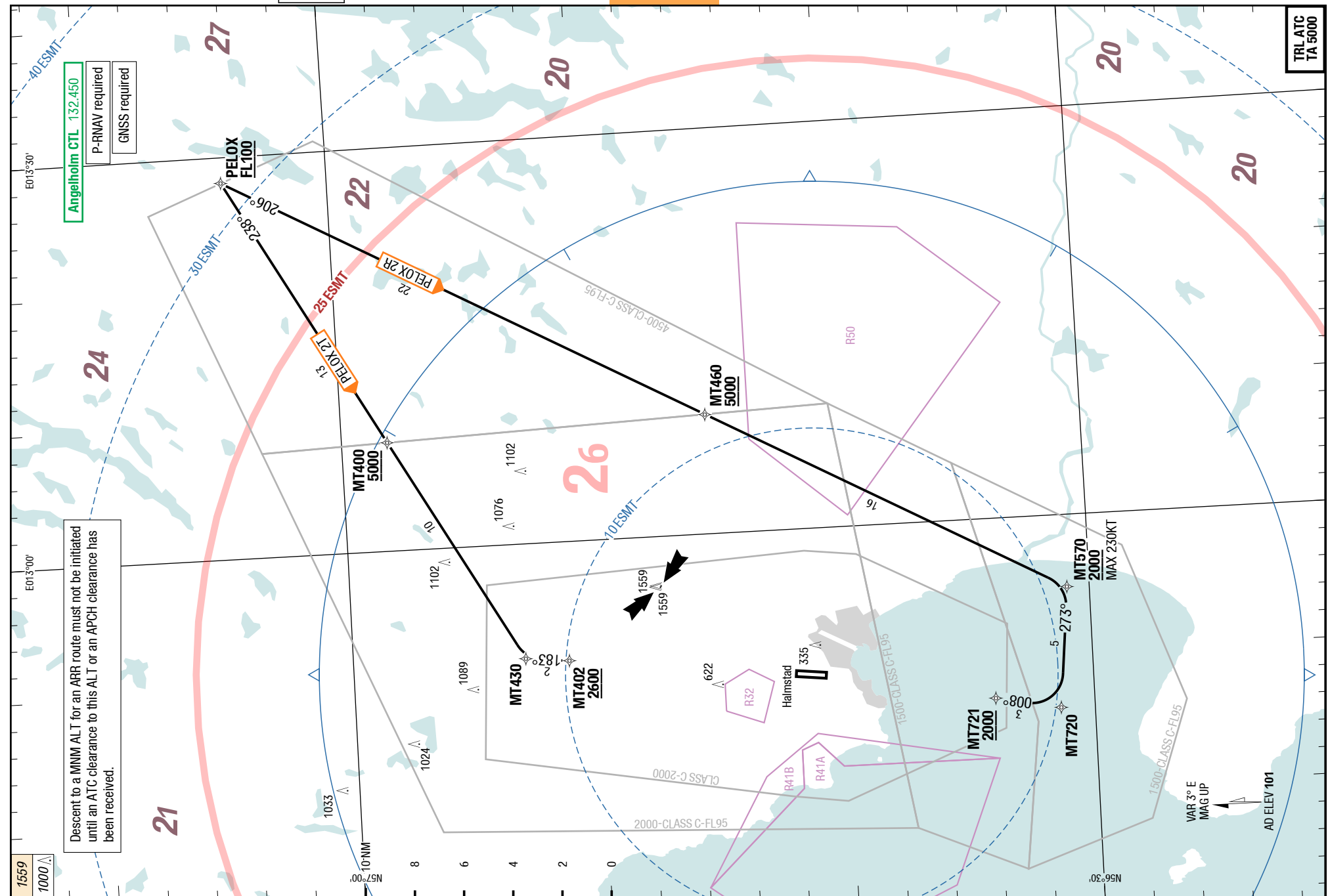
STAR

STAR

Halmstad Sweden

NIL

PELOX 2R/2T RNAV

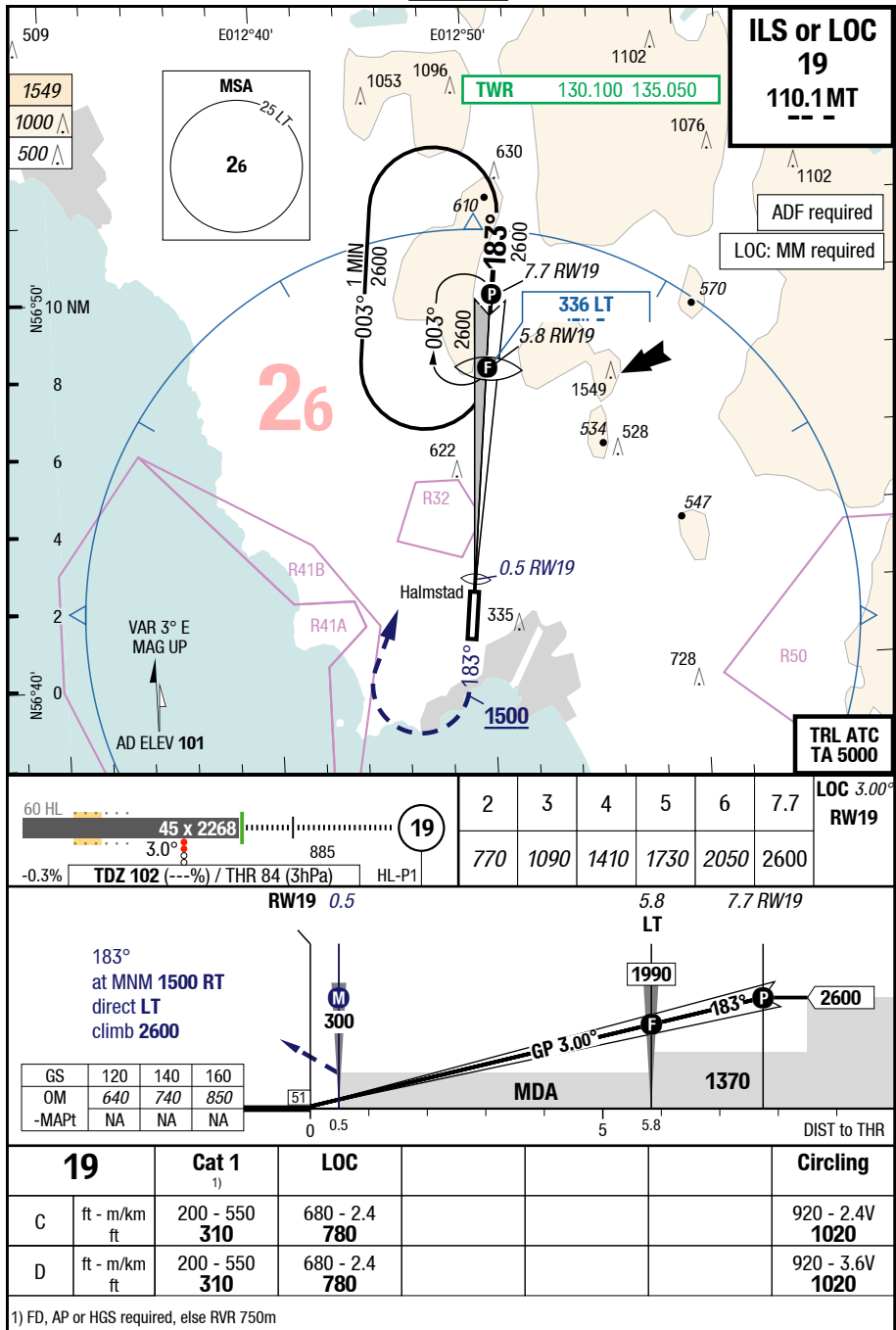


Changes: PROC renumbered

HAD-ESMT

7-10

ILS or LOC 19

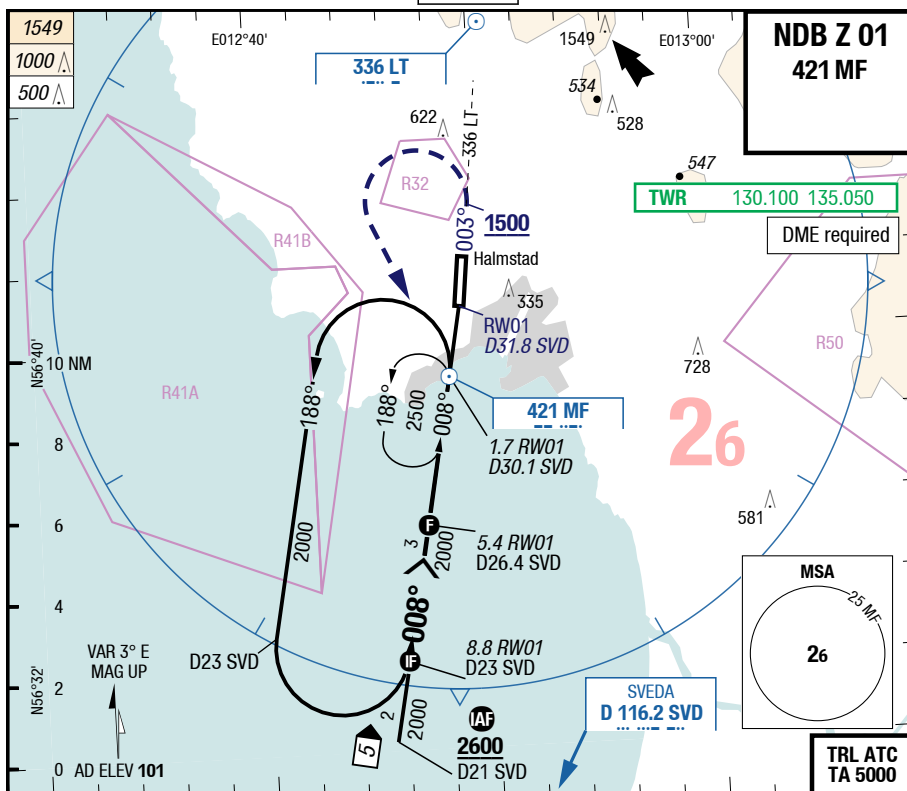


Changes: TDZE, ALT, MIN, OBST, MISAP text

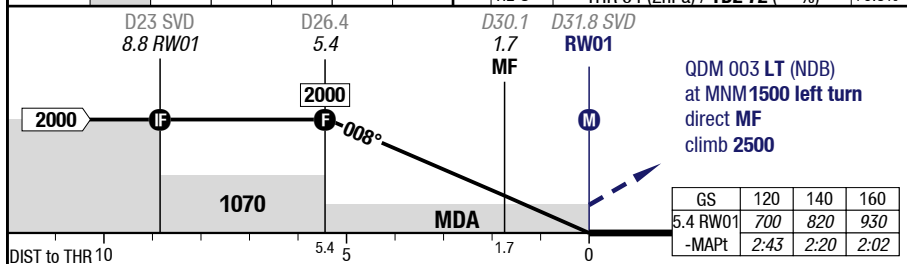
HAD-ESMT

7-20

NDB Z 01



| | | | | | | | | |
|--|--|------|------|------|------|-----|--|---|
| 3.30° RW01 008° RWY 003° | | 5.4 | 5 | 4 | 3 | 2 | <div> <div>01</div> <div>HL-S</div> </div> | <div> <div> <div>8.3°</div> <div>60 HL</div> </div> <div> <div>2268 x 45</div> <div>420</div> </div> <div> <div>THR 64 (2hPa) TDZ 72 (---%)</div> <div>+0.3%</div> </div> </div> |
| | | 2000 | 1870 | 1520 | 1170 | 820 | | |

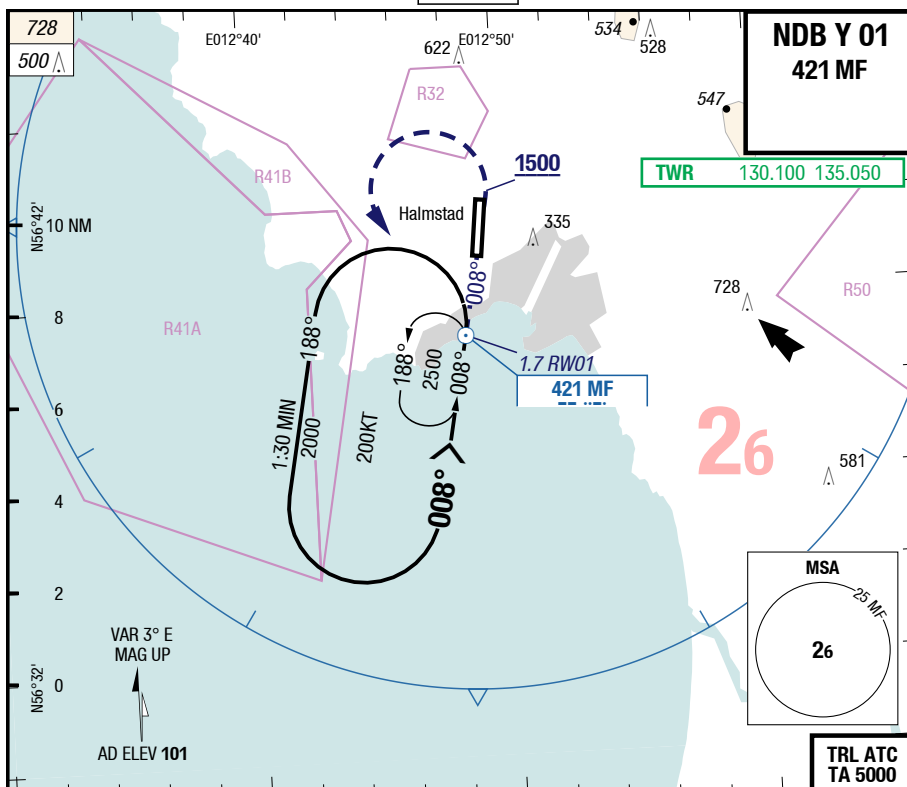


| | | | | | | | |
|-----------|-----------------|-------------------------|--|--|--|--|---------------------------|
| 01 | | NDB DME SVD | | | | | Circling |
| C | ft - m/km ft | 490 - 1.8 560 | | | | | 920 - 2.4V 1020 |
| D | ft - m/km ft | 490 - 1.8 560 | | | | | 920 - 3.6V 1020 |

HAD-ESMT

7-30

NDB Y 01



3.00°
RW01
008°
RWY 003°

5.9 5 4 3

2000 1710 1390 1070

01

HL-S

83.3°

2268 x 45

60 HL

420

THR 64 (2hPa) / TDZ 72 (---%) +0.3%

5.9 RW01

1.7 MF

RW01

008°
at MNM 1500 LT
direct MF
climb 2500

2000

2000

MDA

| GS | 120 | 140 | 160 |
|----------|------|------|------|
| 5.9 RW01 | 640 | 740 | 850 |
| -MAPt | 2:05 | 1:47 | 1:34 |

DIST to THR

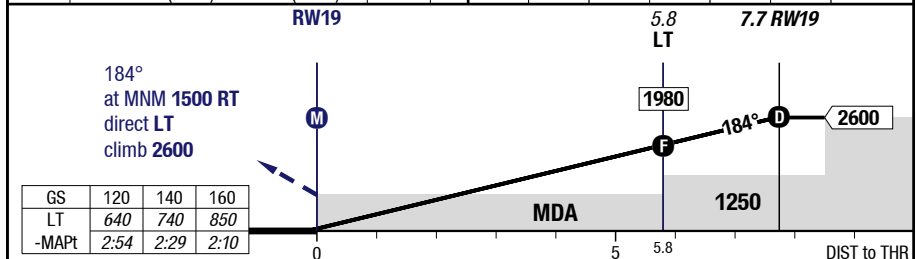
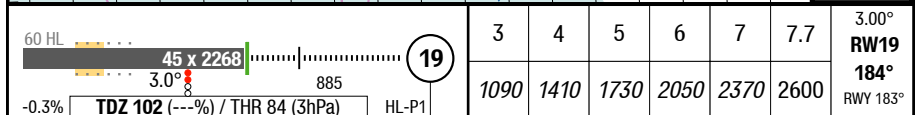
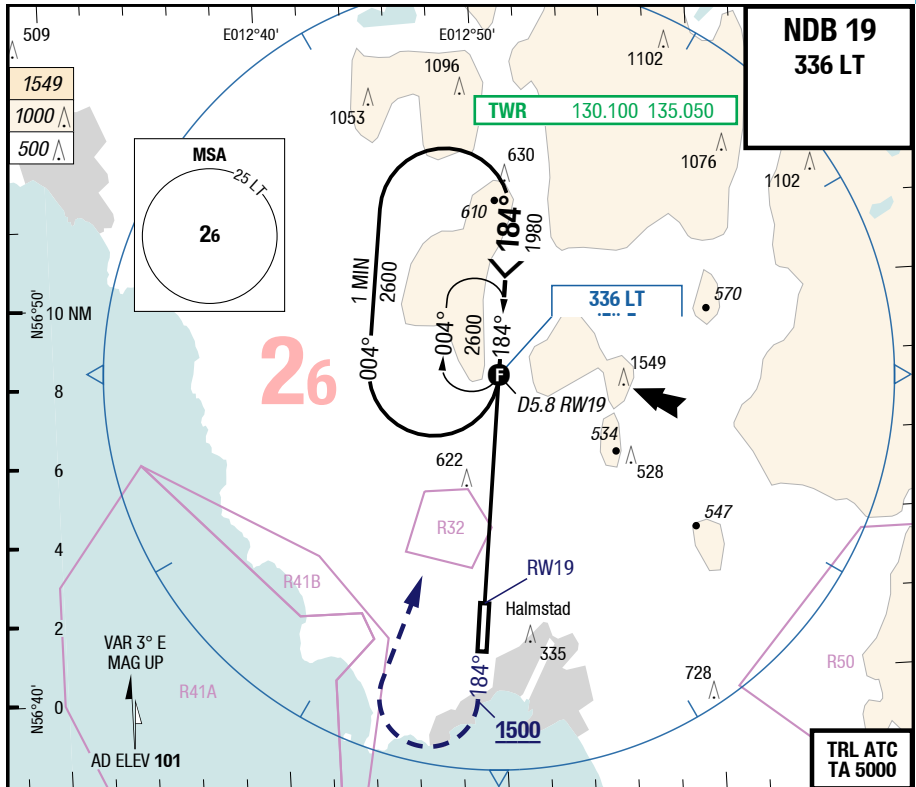
5.9 5 1.7 0

| 01 | | NDB | | | | | Circling |
|----|-----------------|------------------|--|--|--|--|--------------------|
| C | ft - m/km ft | 810 - 2.4 880 | | | | | 920 - 2.4V 1020 |
| D | ft - m/km ft | 810 - 2.4 880 | | | | | 920 - 3.6V 1020 |

HAD-ESMT

7-40

NDB 19



| 19 | NDB | | | | | Circling |
|----|-----------------|------------------|--|--|--|--------------------|
| C | ft - m/km ft | 770 - 2.4 870 | | | | 920 - 2.4V 1020 |
| D | ft - m/km ft | 770 - 2.4 870 | | | | 920 - 3.6V 1020 |

Effective 22-AUG-2013

15-AUG-2013

HAD-ESMT

Sweden Halmstad

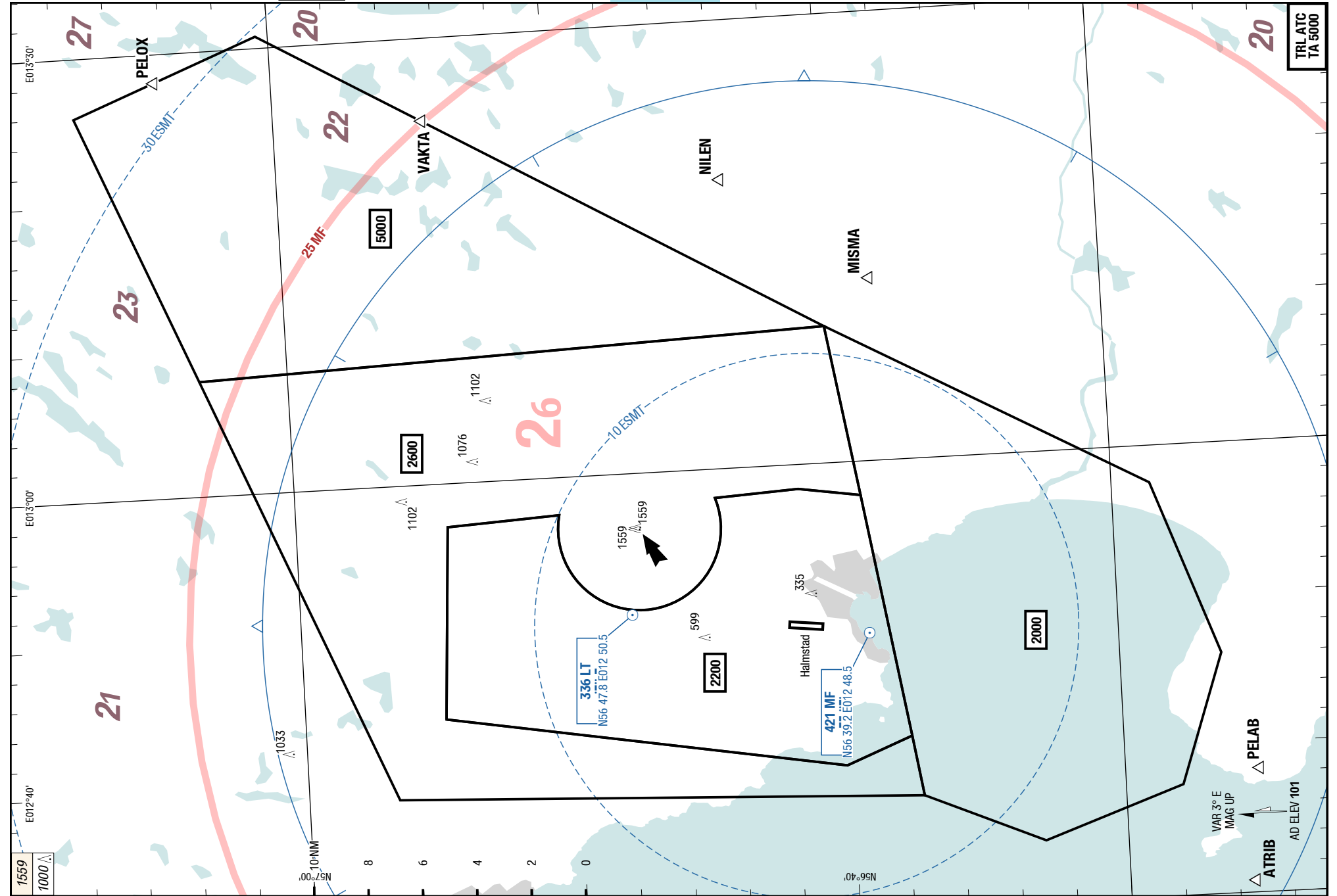
NIL
MRC

MRC

MRC

Halmstad Sweden

NIL
MRC



Changes: New