

28-JUN-2018

LPI-ESSL

1-10

AOI

AOI

**GENERAL****Operational Hours****ATS Hours:** see NOTAM.**AD OPS Hours:** 0700-2200‡. 24HR PPR.**AD ADMIN Hours:** MON-FRI 0630-1530‡.**Airport Information****RFF:** CAT 6**Fuel:** See NOTAM.**PCM:** RWY 11/29: 40/F/A/X/T**Customs:** O/R**Operation****Preferential RWY**

LDG: RWY 29.

TKOF: RWY 11.

**Low Visibility Procedure**

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

When LVP in force only one ACFT is allowed in the manoeuvring area.

**TWY Restriction**

TWY C, D, L width 15m / 49ft.

**Taxi/Parking**

Marshaller AVBL.

**APU**

Use of APU restricted for ENG start-up or adjustment of cabin heat. On these occasions APU must not be started earlier than 5min before estimated time for taxiing. When temperature outside above 25°C and where air cannot otherwise be circulated in the cabin, APU may be started at MAX 20min before estimated time for taxiing.

**Noise Abatement Procedure**

Do not overfly built-up area below 2000ft.

Avoid overflying the farm at Bokestad, NE of THR 29.

**Warnings**

Intensive training with MIL jet and HEL outside Malmen and SAAB CTR.

**ARRIVAL****Communication**

When ATS CLSD, PSN reports and intentions should be transmitted on TWR FREQ before using the manoeuvring area or entering the TFC circuit.

**COM Failure**

Inbound CLR received and acknowledged:

Maintain LVL last received and acknowledged. Follow specified route to CLR limit specified in inbound CLR. Proceed direct to L OL (RWY 29) or L SC (RWY 11).

In the event of COM Failure during radar APCH, maintain LVL last received and acknowledged or the applicable MNM sector ALT whichever is higher. Proceed direct to L OL (RWY 29) or L SC (RWY 11).

After ARR over the facility L OL (RWY 29) or L SC (RWY 11): descend as required in published HLDG pattern (for L SC: standard HLDG pattern, 110° MAG), carry out normal INSTR APCH to RWY-in-use.

No inbound CLR received and/or acknowledged:

Maintain LVL last received and acknowledged. Proceed via relevant TMA entry point direct to L OL. Over L OL descend as required in published HLDG pattern to 2500ft AMSL. Carry out normal INSTR APCH to RWY-in-use.

**Arrival Procedure**

**VFR Traffic Pattern:** RWY 29 right-hand circuit.

**Warnings**

Lights in vicinity of AD may be disturbing during APCH to RWY 11.

**DEPARTURE****Take-off Minima**

RWY	11/29		
All ACFT	ft - m/km	0 - 300R/300V	-

**De-Icing**

See NOTAM.

Effective 21-JUN-2018

14-JUN-2018

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AGC

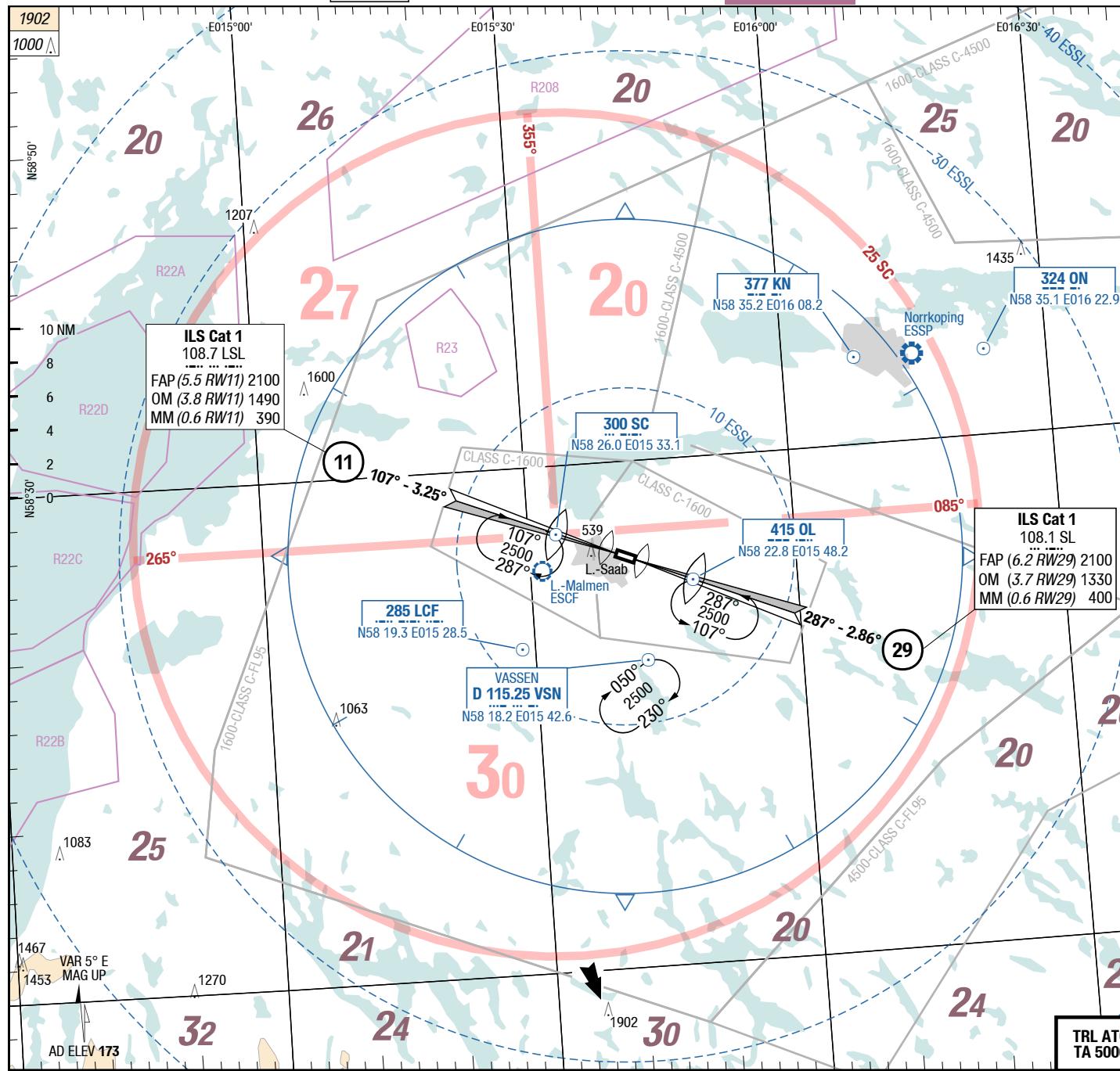
AFC

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AGC

AFC

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Ostgota CTL

132.950 H0

135.850 HX

118.805 H0

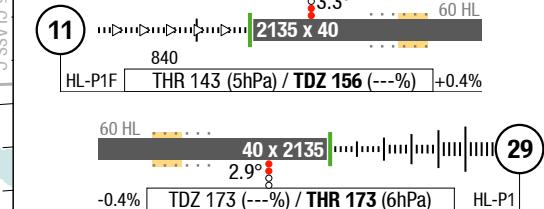
133.105 H0

123.400 H0

128.705 H0

Saab TWR

Landing RWY system:



Changes: FREQ, ASP, OBST

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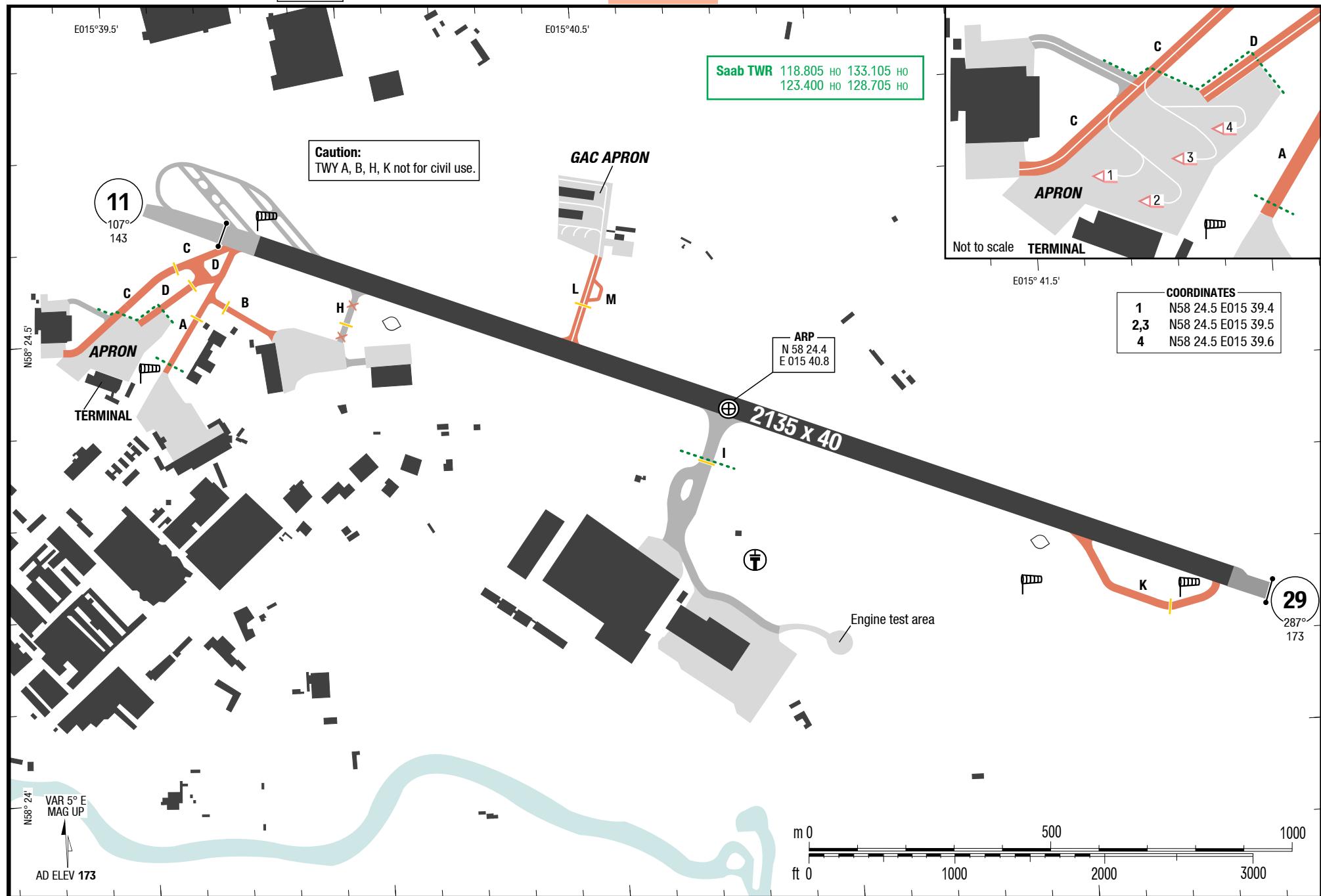
AGC

AGC

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Changes: FREQ

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DEPARTUREs

SIDPT

## DEPARTUREs

RWY	Routing
OMNIDIRECTIONAL DEP	<b>RWY 11</b> 107° - climb to MNM turning altitude <b>700</b> - continue climb to appropriate MSA  <b>RWY 29</b> 287° - climb to MNM turning altitude <b>900</b> - continue climb to appropriate MSA

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14-JUN-2018

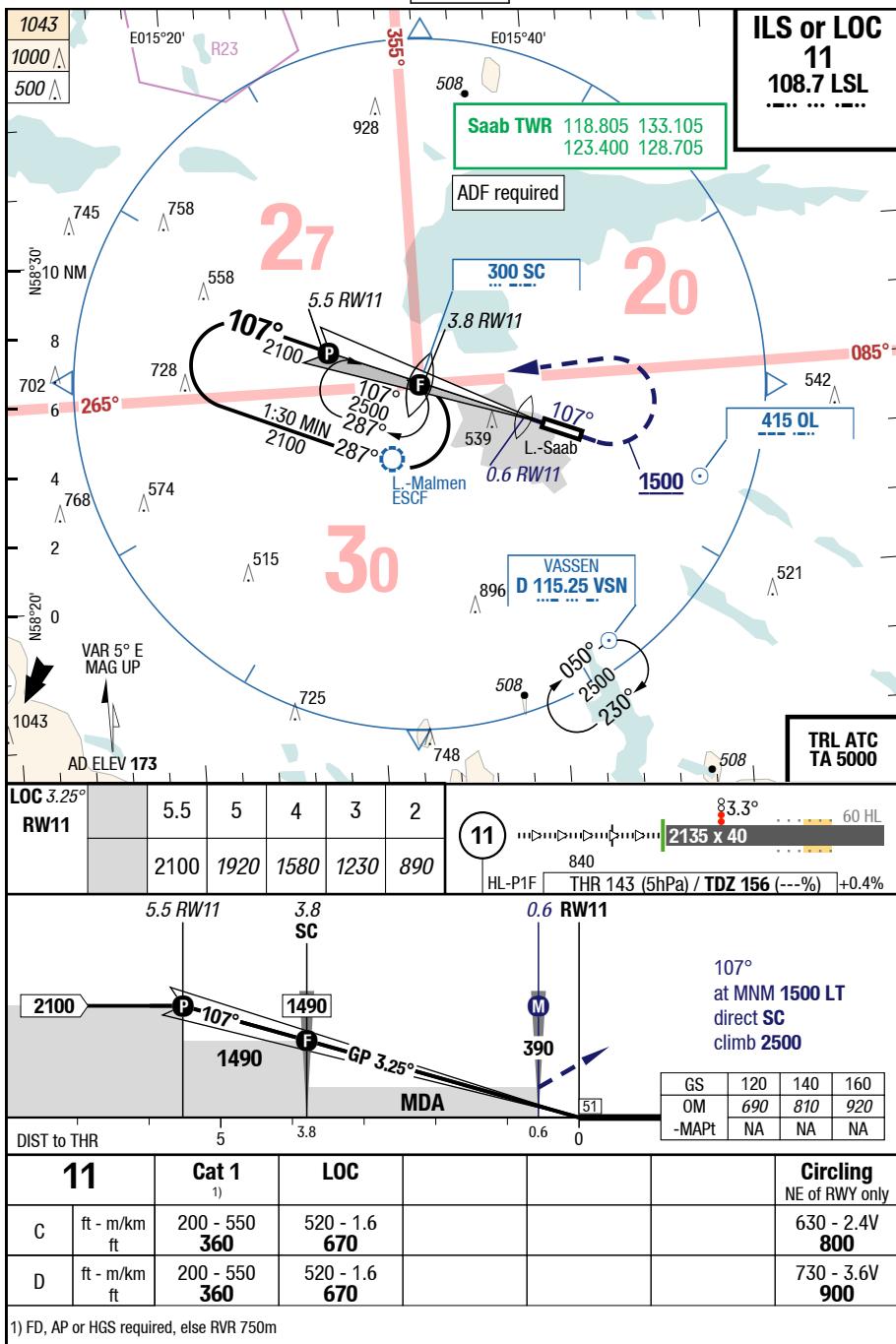
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IAC

## LPI-ESSL

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ILS or LOC 11



Changes: FREQ, OBST

Effective 21-JUN-2018

14-JUN-2018

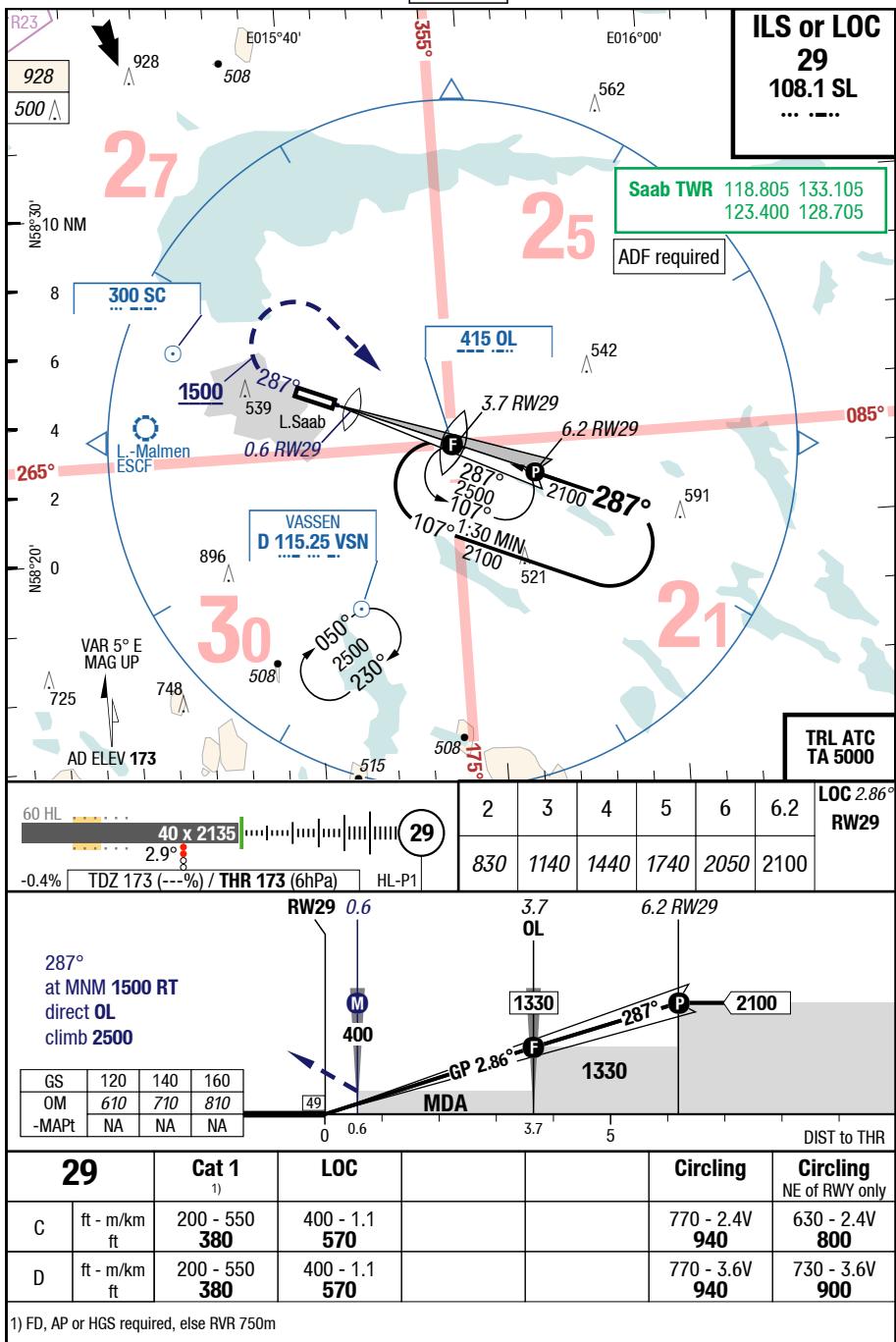
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7-20

ILS or LOC 29

IAC



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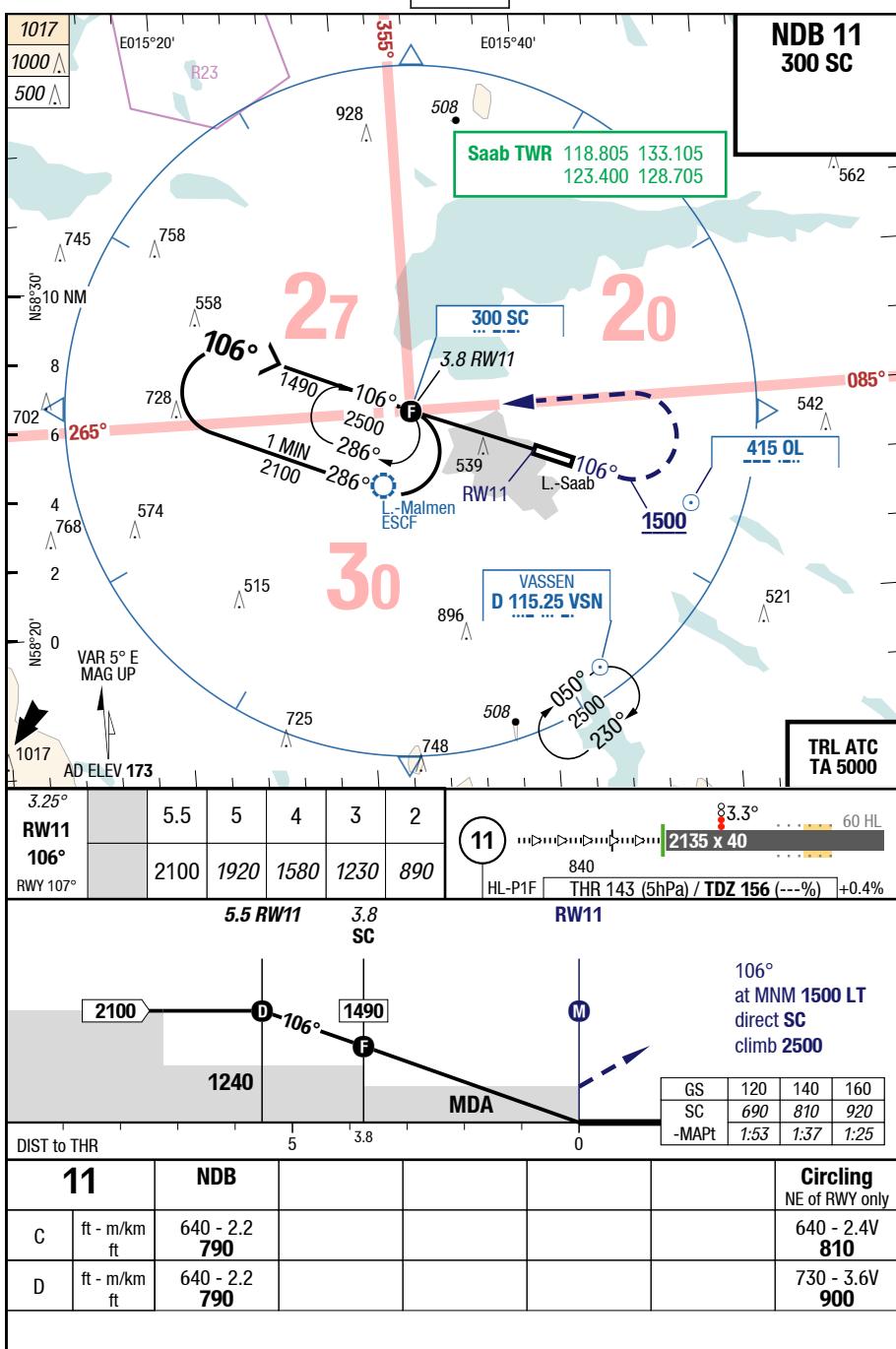
14-JUN-2018

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7-30

NDB 11



Changes: FREQ, OBST

**Effective 21-JUN-2018**

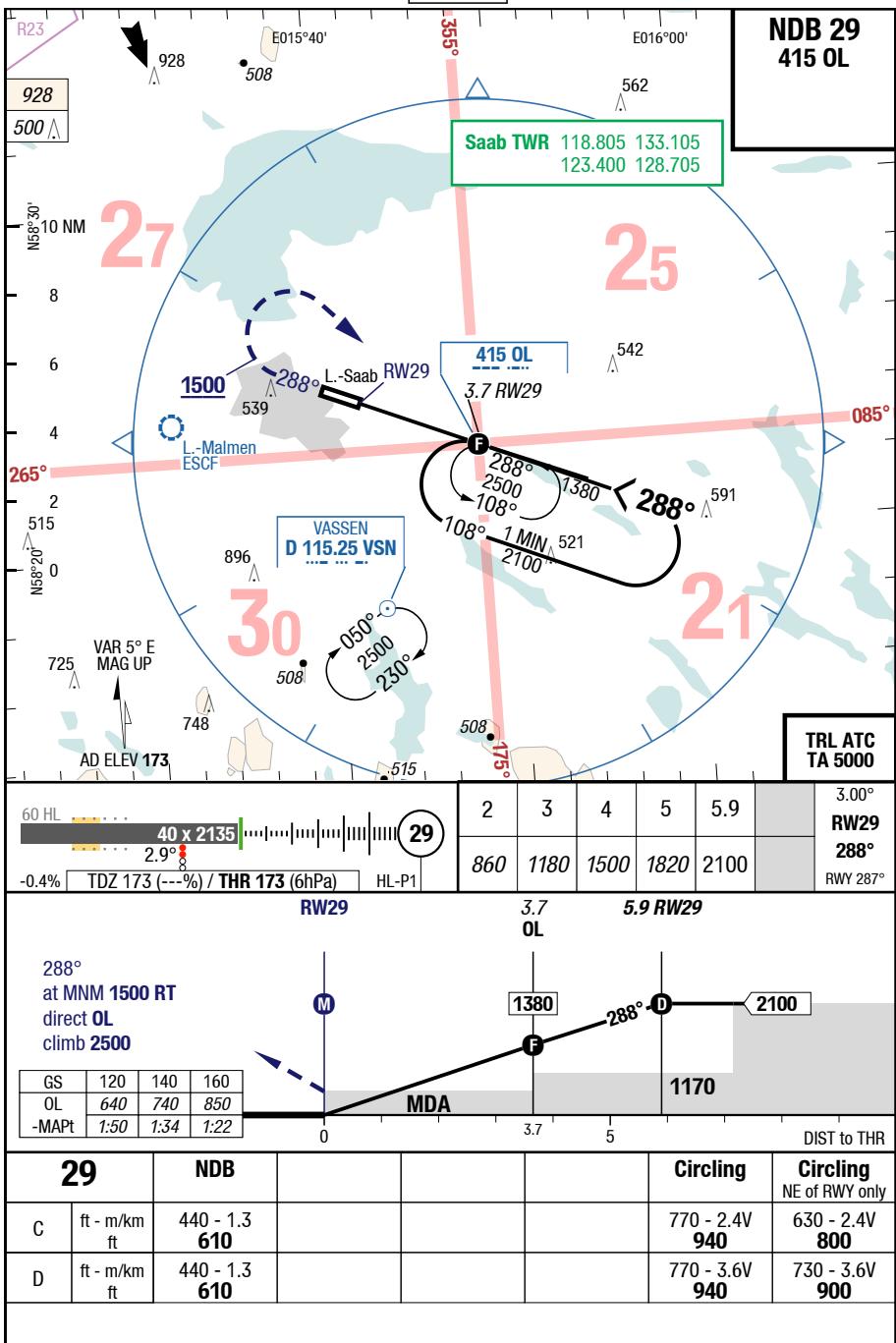
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14-JUN-2018

LPI-ESSL

7-40

NDB 29



## Changes: FREQ, OBST

Effective 22-JUN-2017

15-JUN-2017

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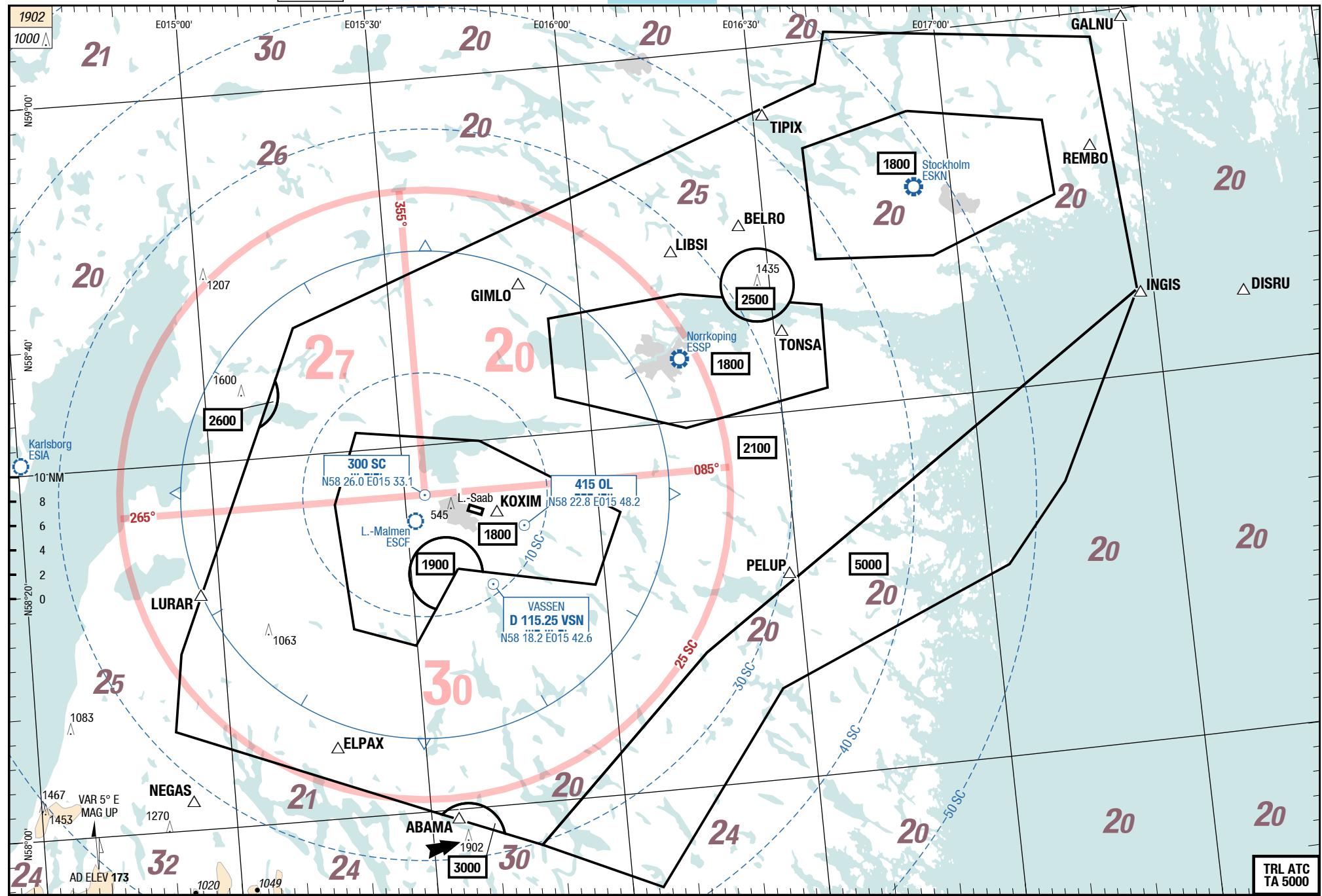
MRC

MRC

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MRC

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Changes: OBST, AD ELEV