

GENERAL**Operational Hours**

ATS Hours / AD OPS Hours: See NOTAM

AD ADMIN Hours: MON-FRI 0730-1530±

Airport Information

RFF: CAT 5; CAT 6 or higher O/R

PCN: RWY 01/19: 55/F/B/X/T

Customs: O/R

Operation**Traffic Note**

PPR compulsory for commercial traffic and ACFT exceeding MTOM 4t / 8820lbs.

Low Visibility Procedures

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

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

Parking

Marshaller AVBL.

APU

Use APU not earlier than 15min before estimated start of taxi.

ARRIVAL**Communication****COM Failure**

Inbound clearance received and acknowledged: Normally RWY-in-use is clearance limit: In this case fly specified route to OJ L (RWY 01) or OA L (RWY 19), maintaining LVL last received and acknowledged.

If clearance limit is an other than RWY-in-use: Fly specified route to this limit and then proceed direct to OA L or OJ L, maintaining LVL last received and acknowledged. If an EAT has been received and acknowledged the descent shall not be commenced until that time

After ARR over OA or OJ: Descend in OA or OJ HLDG, if required. Thereafter a normal instrument APCH shall be carried out.

No inbound clearance received and/or acknowledged: Fly via relevant TMA entry point direct to L OA, maintaining LVL last received and acknowledged. Desend to 2700ft in OA HLDG pattern. Thereafter a normal instrument APCH shall be carried out.

Arrival Procedure

Visual APCH: ACFT shall maintain 2500ft until on final APCH.

Reverse: Do not use more than idle reverse if possible between 2100-0600±.

DEPARTURE**Take-off Minima**

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

Departure Procedure**Noise Abatement**

Not following SID:

RWY 01: After TKOF right-hand turn must not be initiated until passing L OA.

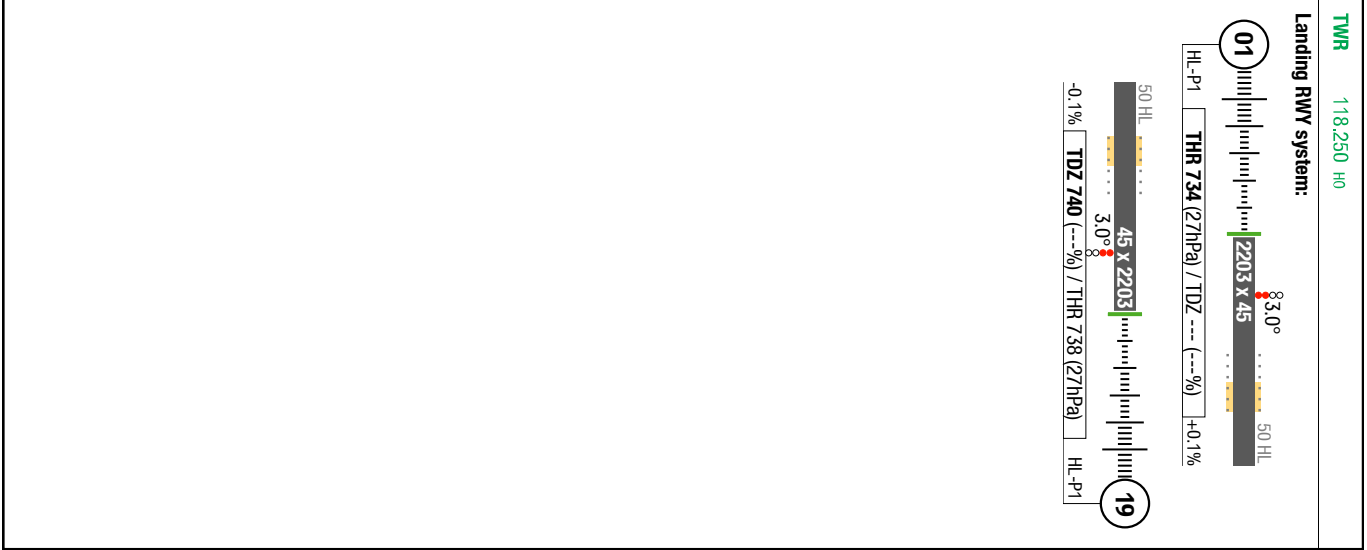
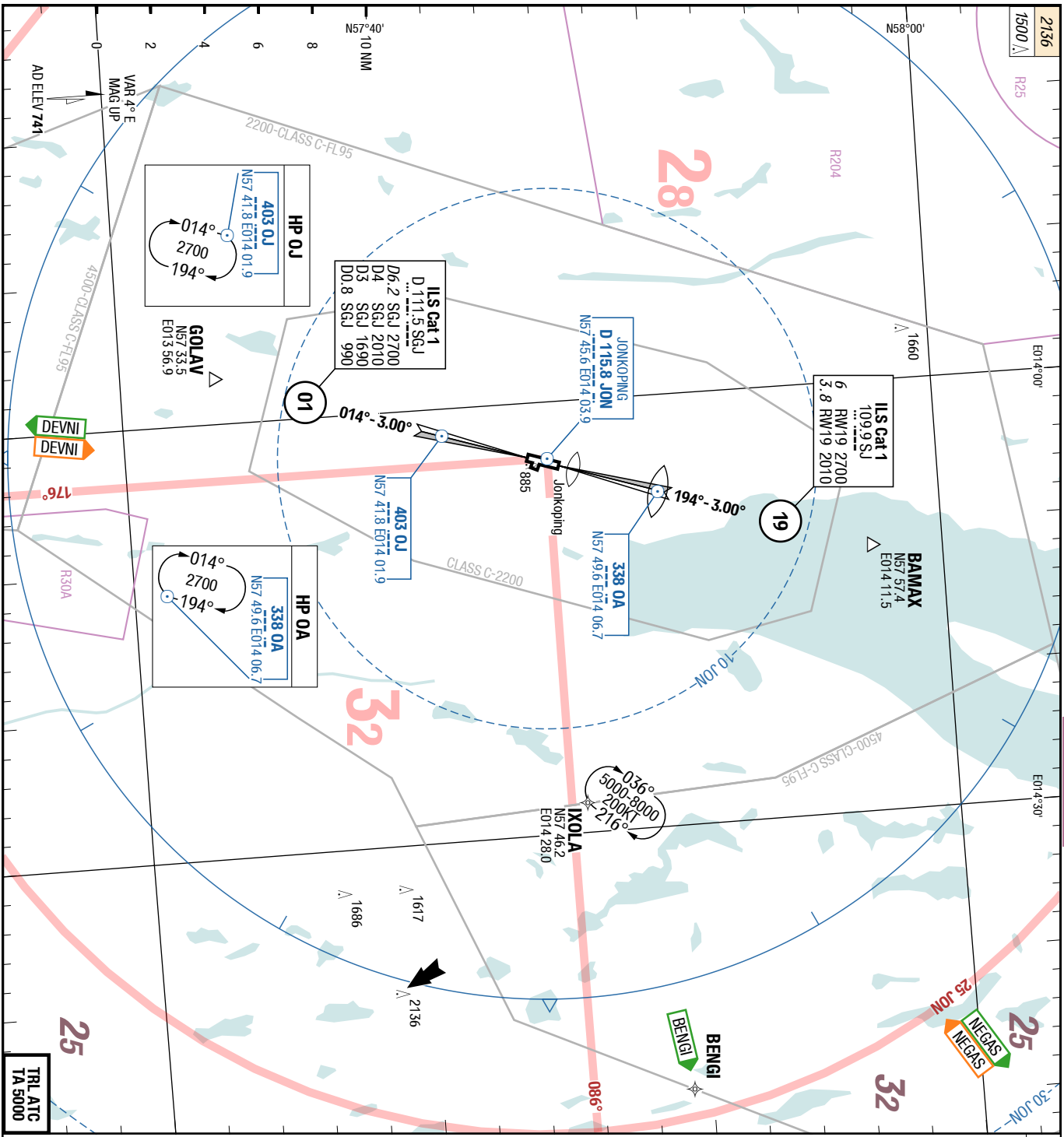
RWY 19: After TKOF left-hand turn must not be initiated until passing L OJ.

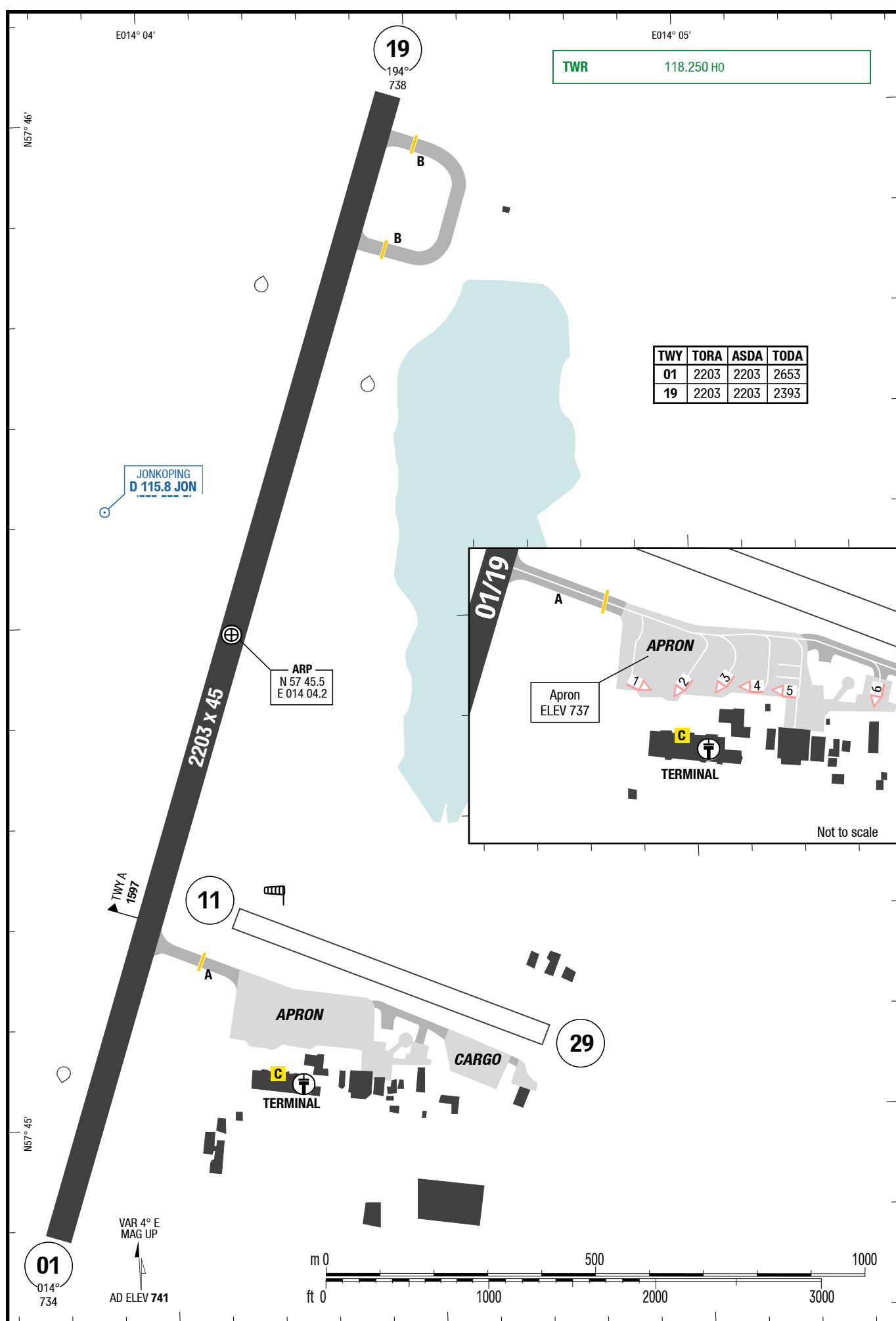
ATC, Slot Clearance

ATC CLR will be delivered prior to/at start-up. CLR will be issued for RWY in use and first point on route according to FLT plan. Transpondercode will be communicated prior to taxi.

De-Icing

See Notam.





28-JAN-2016

JKG-ESGJ

4-10

Sweden Jonkoping

SIDs

RNAV SIDs

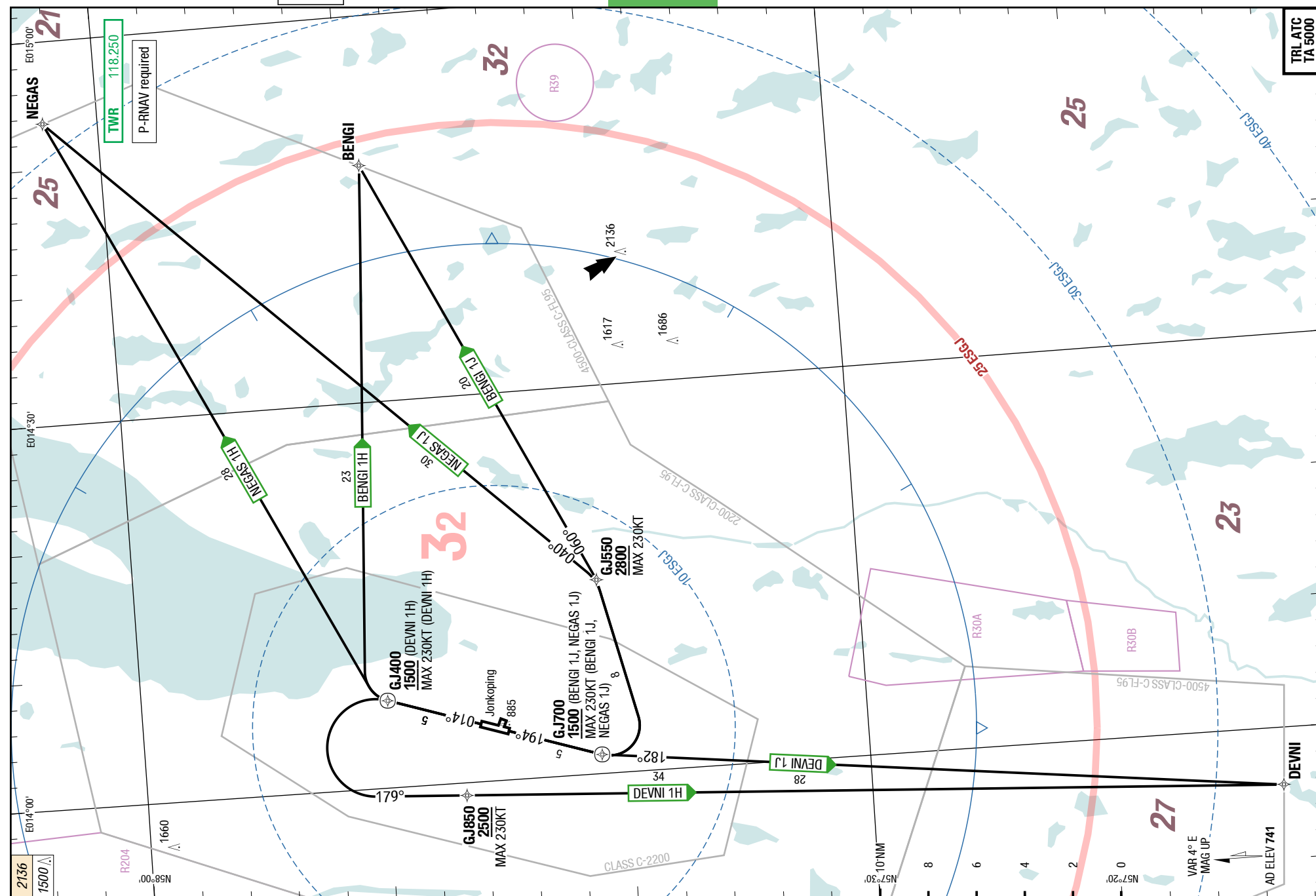
SID

SID

Jonkoping Sweden

SIDs

RNAV SIDs



Changes: OBST

28-JAN-2016

JKG-ESGJ

Sweden Jonkoping

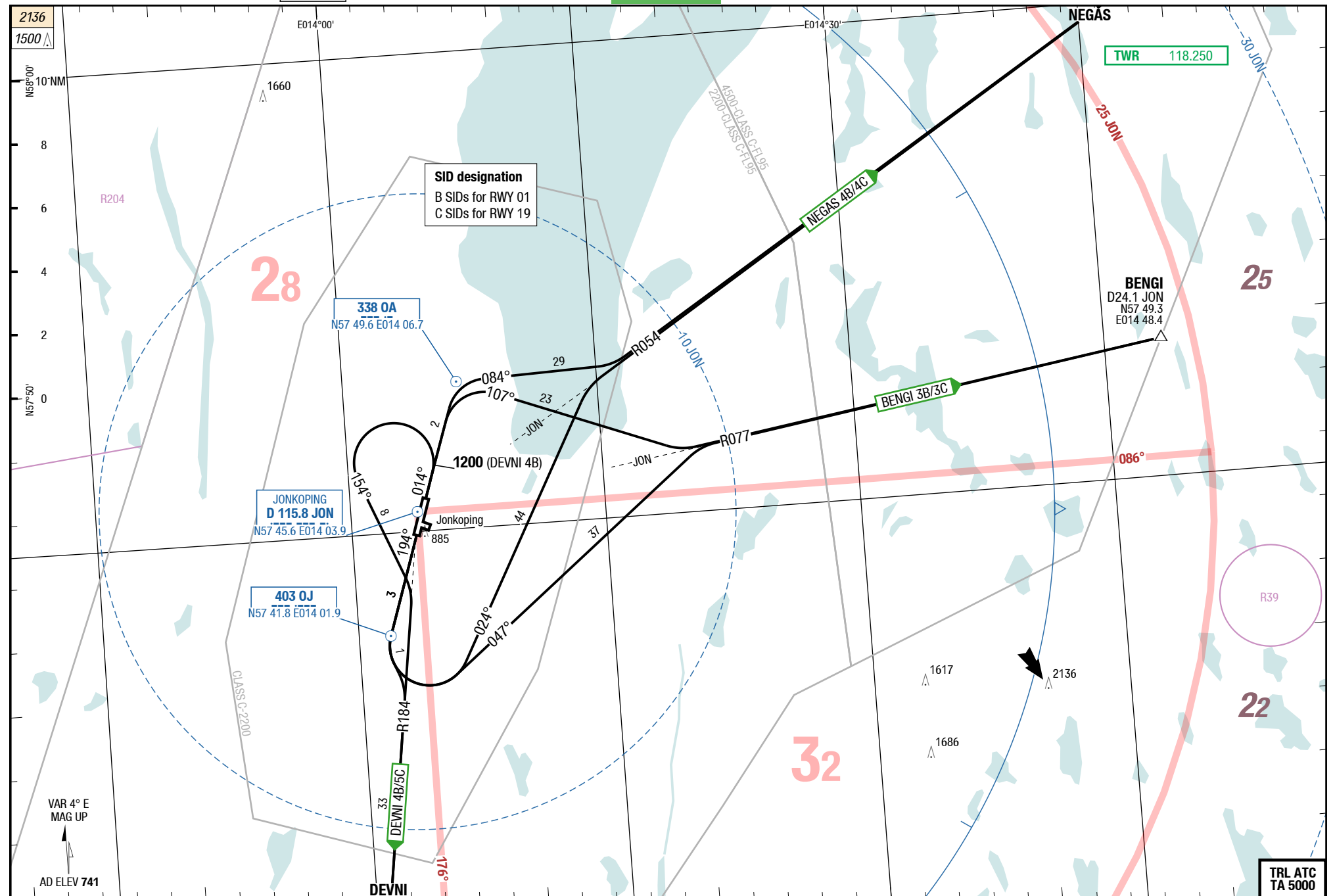
SIDs

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Jonkoping Sweden

SIDs



Changes: OBST

BENGI 1H / DEVNI 1H / NEGAS 1H / BENGI 1J / DEVNI 1J / NEGAS 1J

RWYs 01 (014°) / 19 (194°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 01	
BENGI 1H 118.250	GJ400 [R] - BENGI	
DEVNI 1H 118.250	GJ400 [K230- ;L] - GJ850 [K230-] - DEVNI	GJ400 MNM 1500 GJ850 MNM 2500
NEGAS 1H 118.250	GJ400 [R] - NEGAS	
	Runway 19	
BENGI 1J 118.250	GJ700 [K230- ;L] - GJ550 [K230-] - BENGI	GJ700 MNM 1500 GJ550 MNM 2800
DEVNI 1J 118.250	GJ700 [L] - DEVNI	
NEGAS 1J 118.250	GJ700 [K230- ;L] - GJ550 [K230-] - NEGAS	GJ700 MNM 1500 GJ550 MNM 2800

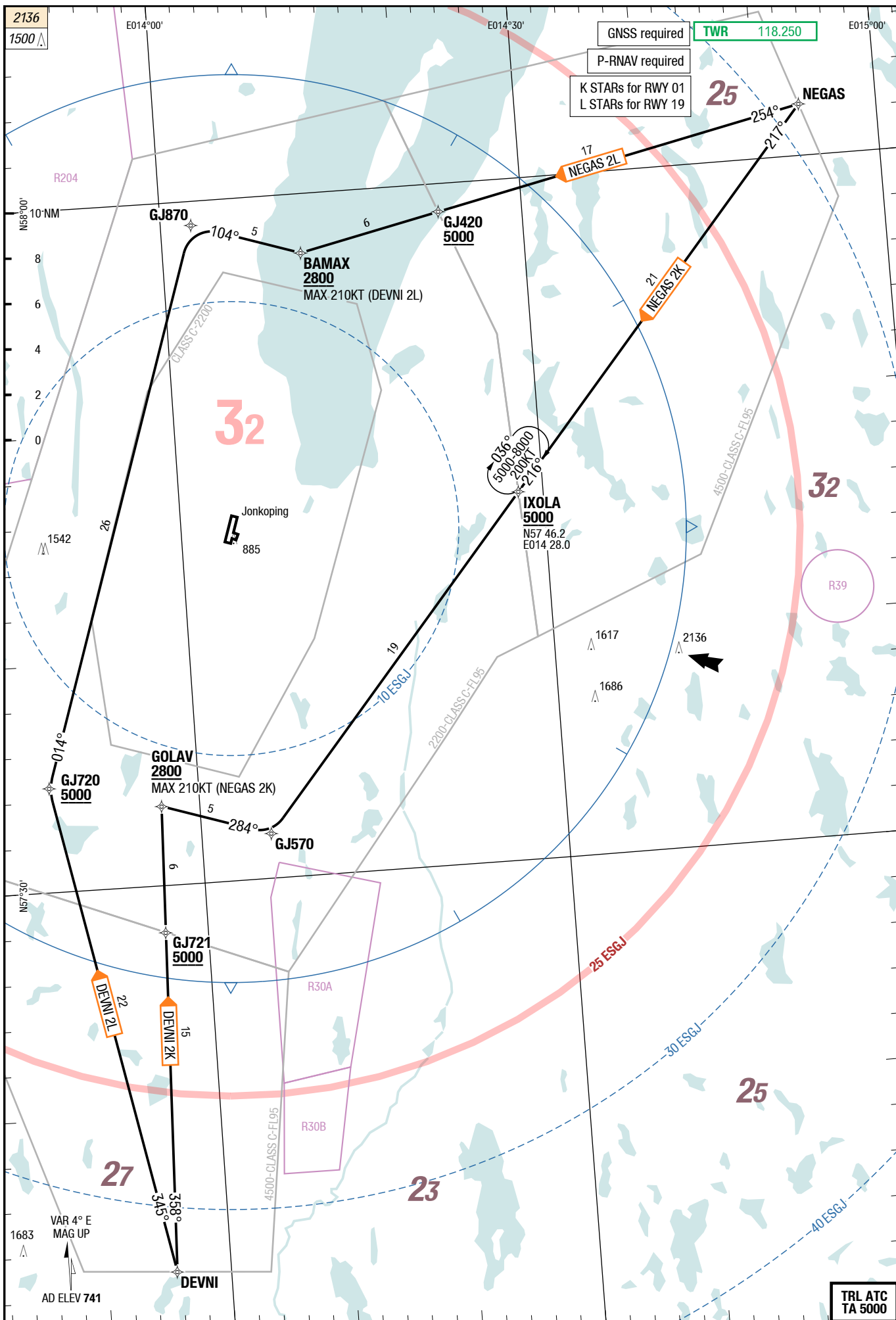
BENGI 3B / DEVNI 4B / NEGAS 4B / BENGI 3C / DEVNI 5C / NEGAS 4C

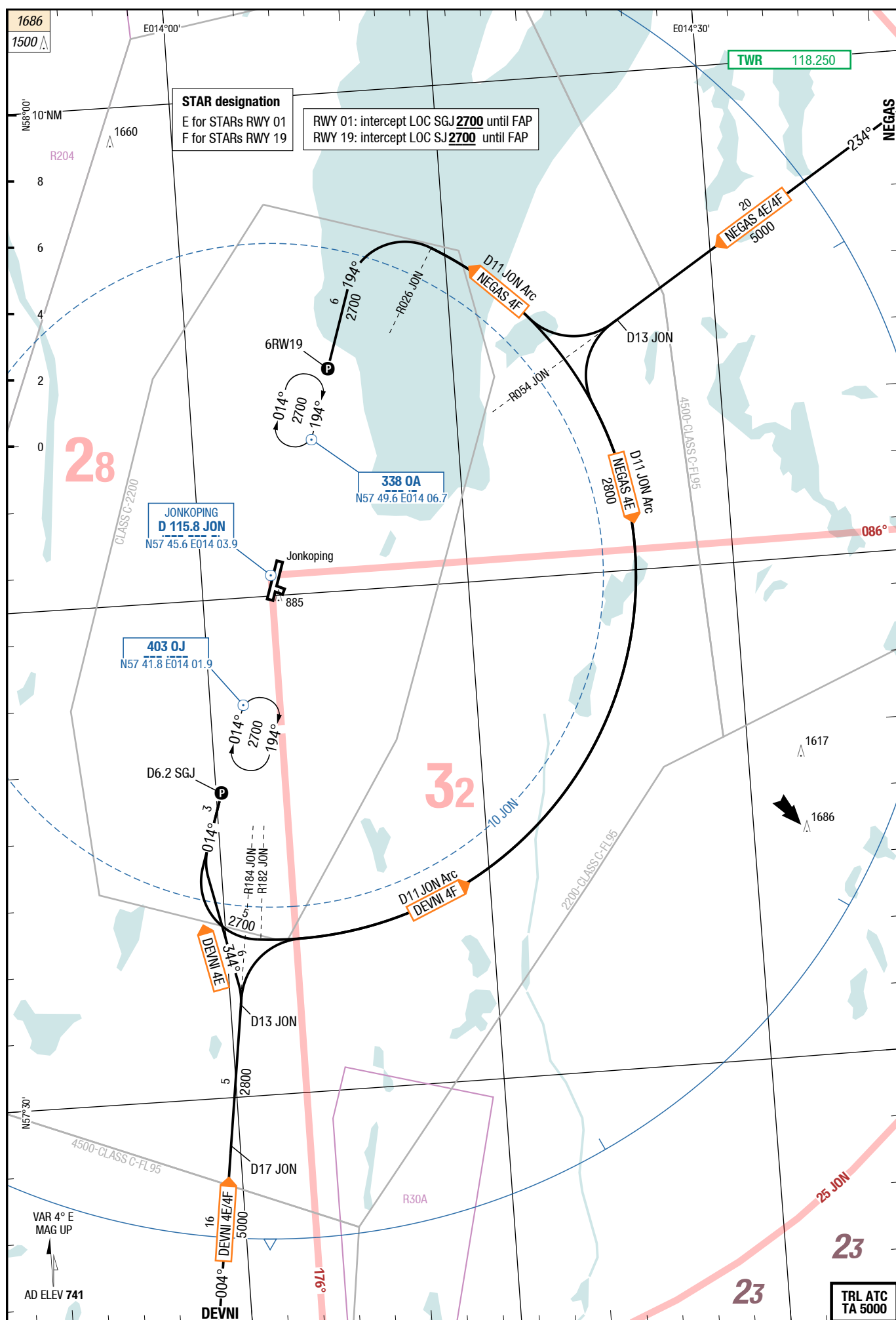
RWYs 01 (014°) / 19 (194°)

DESIGNATOR	ROUTING	ALTITUDES
Runway 01		
BENGI 3B 118.250	at 0A - RT 107° intercept R077 JON to BENGI	
DEVNI 4B 118.250	at 1200 LT 154° intercept R184 JON to DEVNI	
NEGAS 4B 118.250	at 0A - RT 084° intercept R054 JON to NEGAS	
Runway 19		
BENGI 3C 118.250	at 0J - LT 047° intercept R077 JON to BENGI	
DEVNI 5C 118.250	at 0J - intercept R184 JON to DEVNI	
NEGAS 4C 118.250	at 0J - LT 024° intercept R054 JON to NEGAS	

Obstacle Departure

RWY	Routing
OMNIDIRECTIONAL DEP	RWY 01 RWY HDG - climb until MNM turning altitude 1200 - continue climbing to appropriate MSA
	RWY 19 RWY HDG - climb until MNM turning altitude 1300 - continue climbing to appropriate MSA





ILS or LOC 01

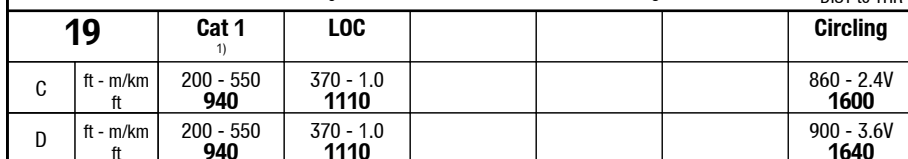


01



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

ILS or LOC 19



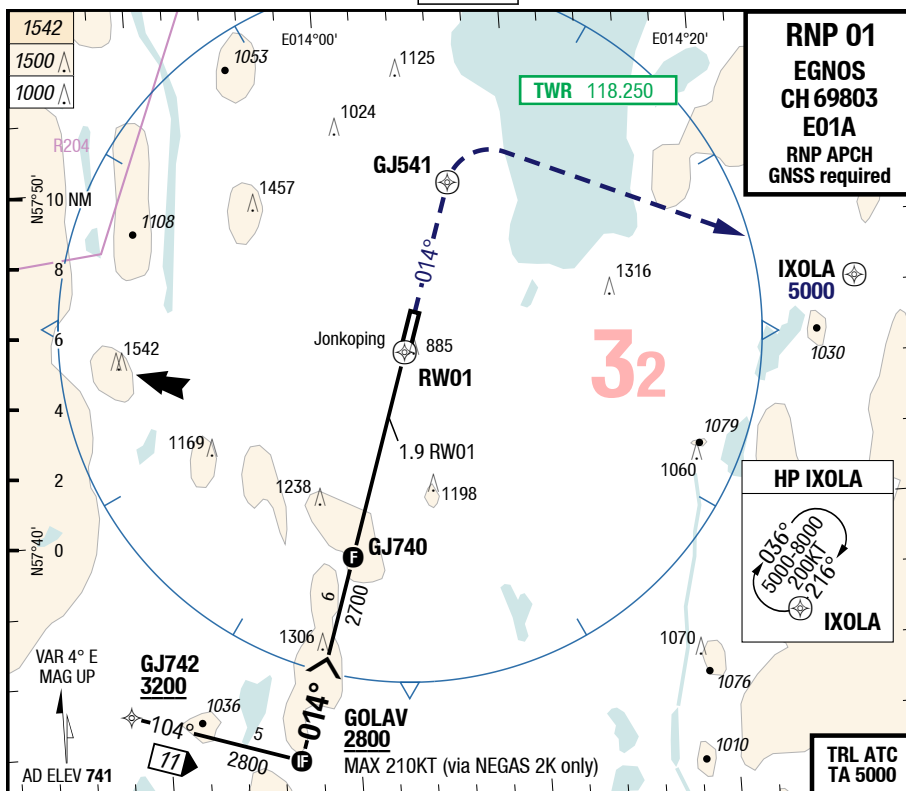
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Changes: ALT, TDZE, OBST

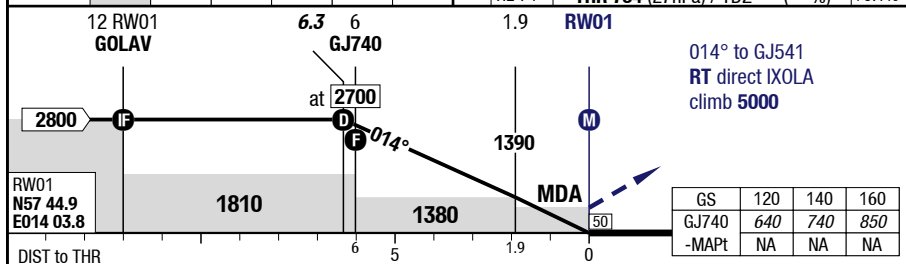
JKG-ESGJ

7-30

RNP 01



3.00° RW01	6.3	5	4	3	2	
	2800	2380	2060	1740	1420	



01		RNP LPV 1)	RNP VNAV 1) 2)	RNP LNAV			Circling
C	ft - m/km ft	310 - 750 1040	310 - 750 1040	470 - 1.5 1200			Not published
D	ft - m/km ft	320 - 750 1050	320 - 750 1050	470 - 1.5 1200			Not published

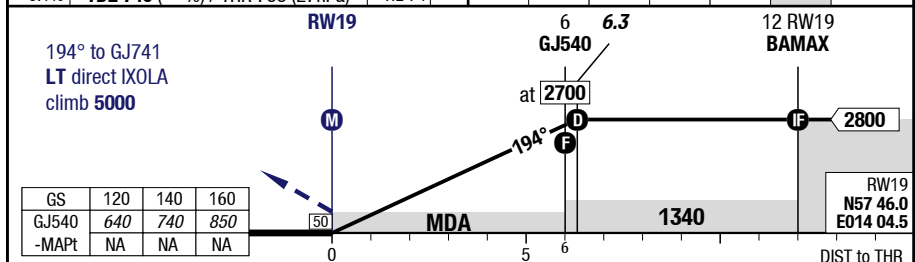
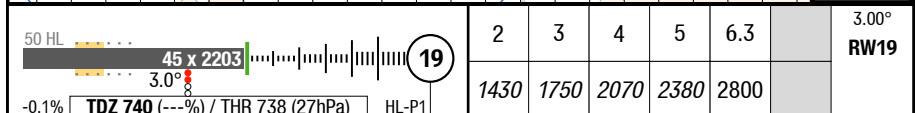
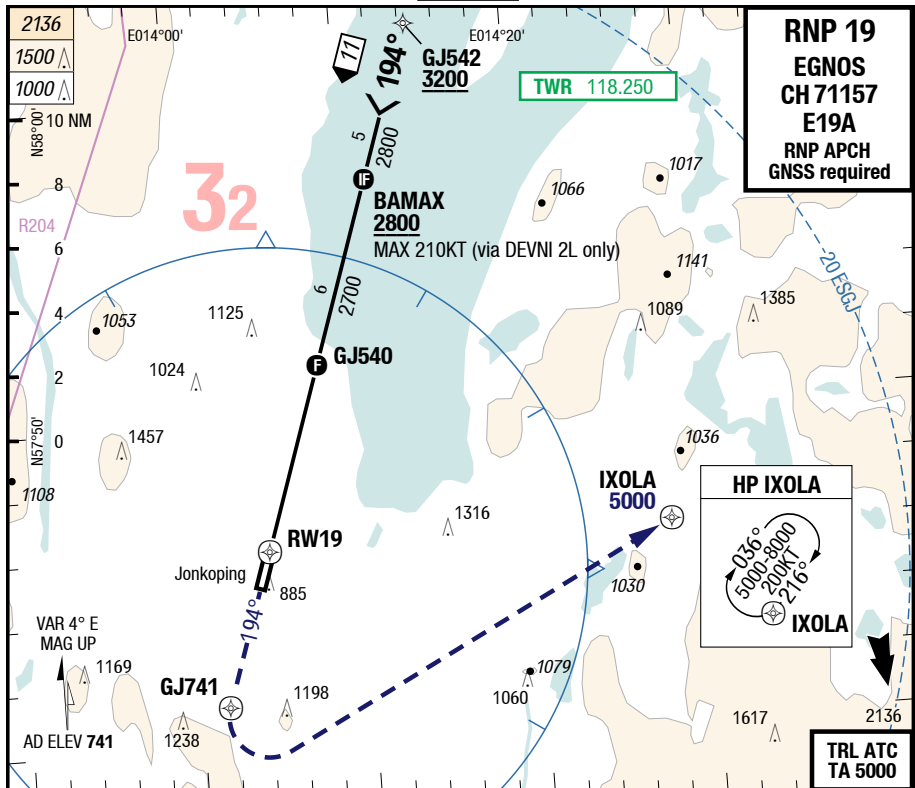
1) With EVS 550m
2) Uncompensated BARO VNAV NA below -25°C (-13°F)

Changes: new

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7-40

RNP 19



19		RNP LPV 1)	RNP VNAV 1) 2)	RNP LNAV	Circling	
C	ft - m/km ft	250 - 750 990	280 - 750 1020	370 - 1.0 1110	Not published	
D	ft - m/km ft	260 - 750 1000	290 - 750 1030	370 - 1.0 1110	Not published	

1) With EVS 550m

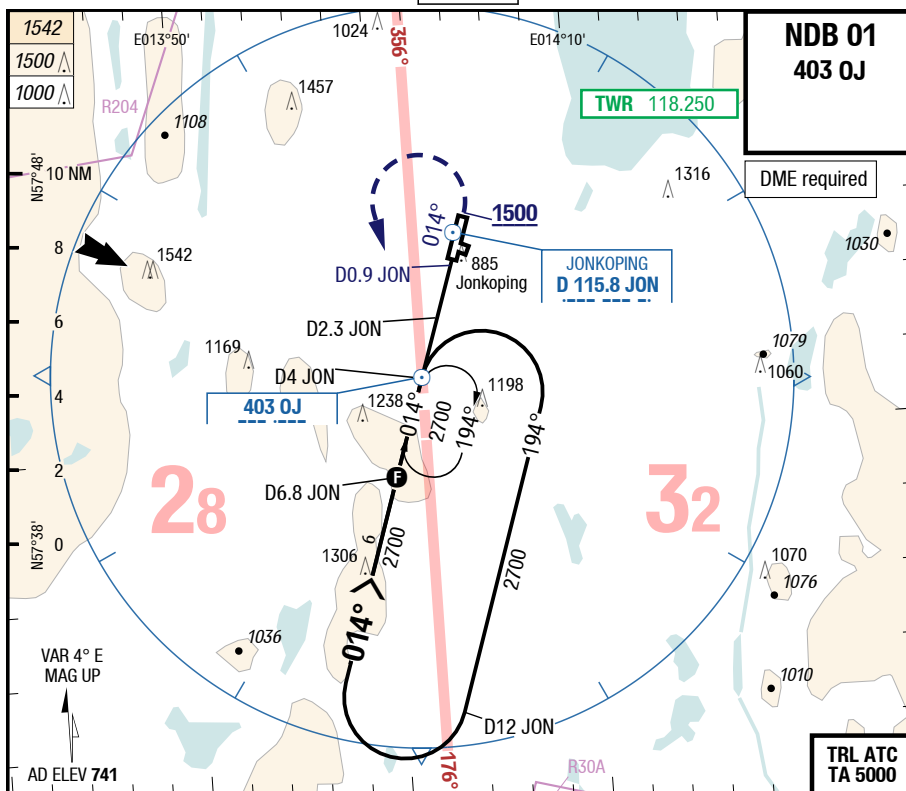
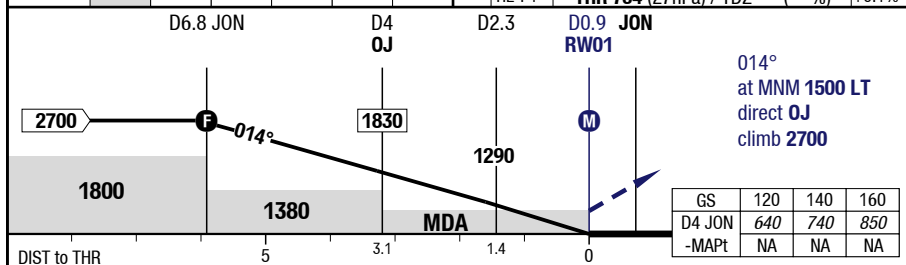
2) Uncompensated BARO VNAV NA below -25°C (-13°F)

Changes: new

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7-50

NDB 01

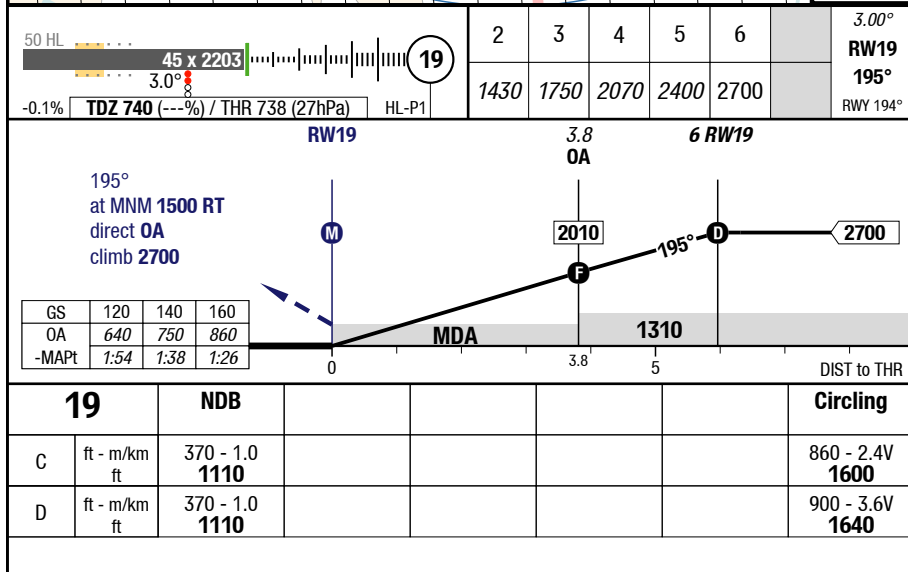
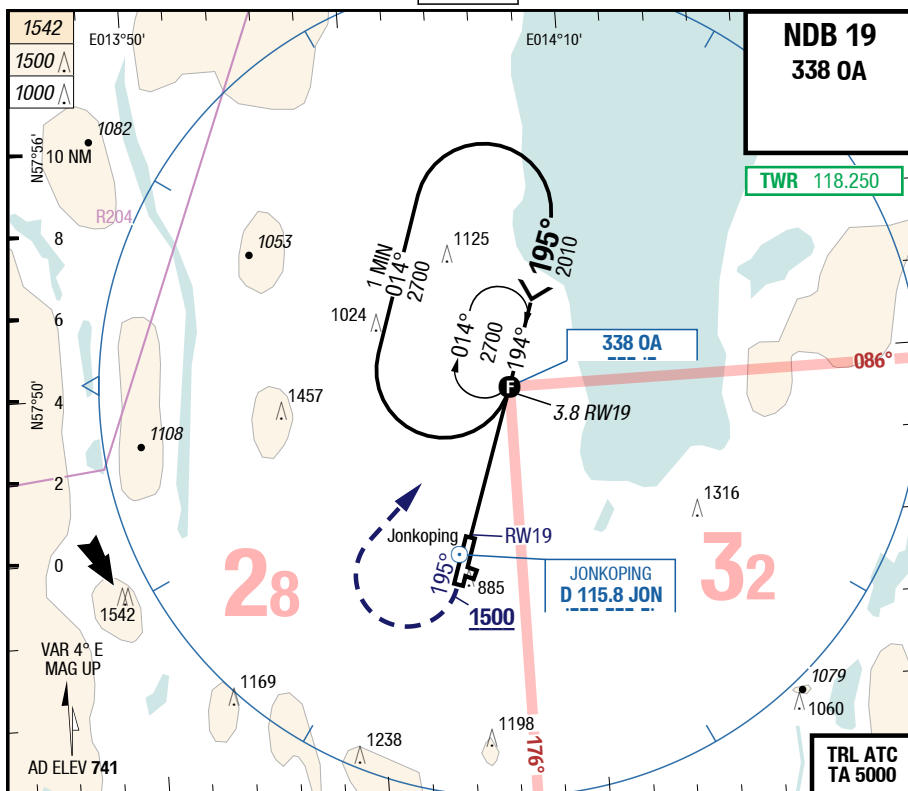
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01		NDB DME JON	NDB DME JON wo D4.0 JON			Circling
C	ft - m/km ft	410 - 1.2 1140	650 - 2.3 1380			860 - 2.4V 1600
D	ft - m/km ft	410 - 1.2 1140	650 - 2.3 1380			900 - 3.6V 1640

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7-60

NDB 19



28-JAN-2016
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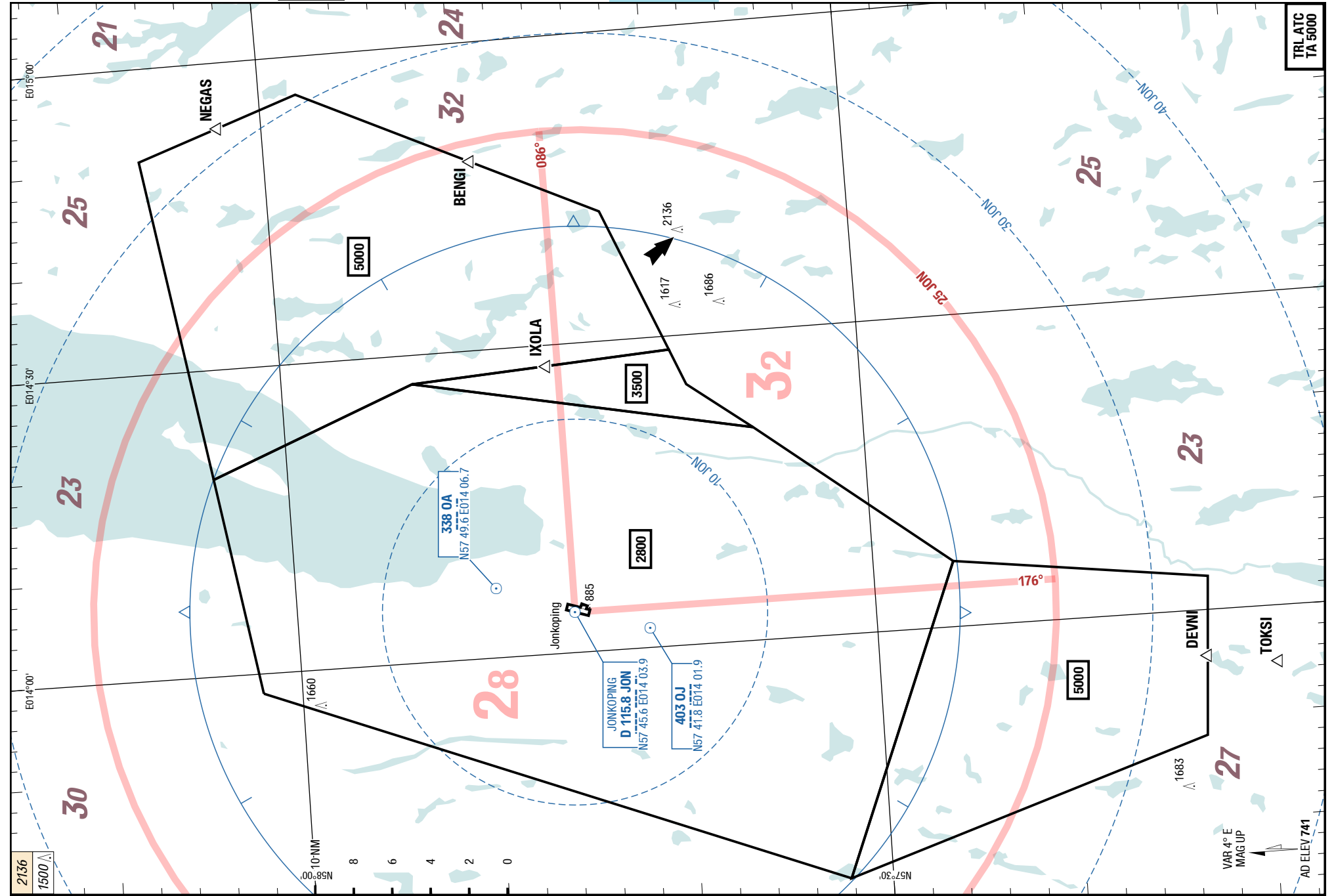
8-10

Sweden Jonkoping
MRC
NIL

MRC

MRC

Jonkoping Sweden
MRC
NIL



Changes: OBST