GENERAL

Operational Hours

ATS Hours / AD OPS Hours: H24

AD ADMIN Hours: MON-FRI 0700-1530‡

Airport Information

RFF: CAT 9. During periods of reduced AD activity, can be lowered to a level corresponding to the largest ACFT using AD during that period.

PCN: RWY 03/21: 81/F/B/X/T

Operation

Traffic Notes
Avoid overflying of central parts of Goteborg and do not operate below 2000ft.

Transponder Mode S
Select assigned transponder Mode A and activate Mode S, set to AUTO if technically AVBL;
- from push-back or taxi, whichever comes earlier.
- after LDG, continuously until fully parked on stand.

Select ACFT identification feature if AVBL, before activating transponder.

Low Visibility Procedures (LVP)
LVP in force when RVR below 550m or CEIL or vertical VIS below 200ft.

Vacate RWY 03 via TWY E, F or Y north and RWY 21 via 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.
- Standby for taxi CLR.

TWY Restrictions
TWY F, G, J, L MAX wingspan 65m / 213ft.
TWY Z MAX wingspan 52m / 171ft.
TWY H MAX wingspam 48.2m /158ft.
TWY K MAX wingspan 36m / 118ft.

Taxi/Parking
Use MNM power on APN.

For taxiing and towing on APN only, REQ CLR from APN.

ARR:
- After vacating RWY, hold postion on TWY Y until taxi CLR is obtained.
- Three engined ACFT shall shut down middle ENG before entering APN.

DEP:
- Taxi via TWY Z ("inner").
- Three engined ACFT put on idle until clear of APN.

Straight through PROC: When taxiing on APN caution advised. Straight through PROC still remains. The ACFT shall then proceed straight into intersection until the pilot is aligned with CL before turning to desired direction or lead-in line to parking PSN.

For stands without docking guidance system, wait for follow-me or marshaller assistance.

Exception for stand 1-3 where self-manoeuvring procedure will be performed. Stop ACFT when pilots eye view are at an angle of 90° to stopline at the stand.

GENERAL

If docking guidance system not activated, ACFT stop immediately, inform APN and wait for follow-me or marshaller assistance.

All ACFT to stand 41, 76, 78 entry via TWY L.

Entry via TWY E access to stands 27, 30, 32, 34, 36, 38, 40, 41A, 67-68, 70, 72, 74 by TWY J.

Departure RWY 21: Code letter E ACFT must exit stand 40 via TWY L.

Entry/Exit to stand 41 for code letter E ACFT via TWY L only. Smaller ACFT can also enter via TWY J.

Code B ACFT turn according to Daymark sign. When full turn completed follow lead in line to centerline APN.

APIS AVBL at gates 8-17, 19-21, 27, 30, 32, 34, 36, 38, 40, 41, 41A.

APU
Use of APU is restricted to 5min after on-block and MAX 5min before off-block.
Extension possible, contact handling company.

ARRIVAL

Warnings

RWY maintenance will take place in beginning of July every year. RWY closed during night. Check with NOTAM.

Speed

MAX IAS 250KT below FL100.
Maintain MNM IAS 160KT when established on ILS, VOR or NDB final until passing OM (corresponding LAV D4.3 for RWY 03 and LAV D4.8 for RWY 21)

Communication

COM Failure
Inbound CLR received and acknowledged

- Normally the RWY in use is the CLR limit: Maintain last received and acknowledged LVL. Follow route to SL (RWY 03) or NL (RWY 21). On ARR overhead SL or NL descent, if required, shall be made in HLDG. Thereafter a normal INSTR APCH shall be made.
- If CLR limit is an other than RWY in use: Maintain last received and acknowledged LVL. Follow the specified route to this limit and then proceed direct to SL (RWY 03) or NL (RWY 21). On ARR overhead SL or NL descent, if required, shall be made in HLDG. Thereafter a normal INSTR APCH shall be made.

If an EAT received and acknowledged: Join HLDG on arrival to CLR limit. On EAT leave HLDG. Thereafter a normal INSTR APCH shall be carried out.

During radar APCH: Maintain last received and acknowledged LVL. Proceed direct to SL (RWY 03) or NL (RWY 21). On arriving over SL or NL descend in HLDG, if required. Thereafter a normal INSTR APCH shall be carried out.

No inbound CLR received and/or acknowledged: Maintain last received and acknowledged LVL and proceed via relevant TMA entry point to TOMVI and thereafter direct to SL or NL. ON ARR overhead SL or NL descent, if required, shall be made in HLDG. Thereafter a normal INSTR APCH shall be made.

In case of MISAP
RWY 03: Climb straight ahead to 3000ft MSL, turn left and proceed to TOMVI. At TOMVI turn left for SL for a new INSTR APCH.
RWY 21: Climb straight ahead to 3000ft MSL, turn right and proceed to TOMVI. At TOMVI turn right for NL for a new INSTR APCH.

ARRIVAL

Arrival Procedure

Visual APCH
Only PROP ACFT with MTOW 7t / 15432lbs or below are perrmitted to perform visual approach H24.

Noise Abatement Procedure
Radar based Continous Descent Approach recommended.

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

Arrival Note
OSNAK 3X/KOVUX 2Q: May not to be used 2100-0500‡.

Non-standard GP intercept position on RWY 03
GP intercepts RWY 03 at *314m / 1030ft* after landing threshold.
Remaining LDG DIST beyond GP is *2985m / 9793ft.*

Warnings

When wind velocity exceeds 25KT in sector 230°-300°, windshear may occur on final RWY 21, severe tubulence may also occour on short final and during flare-out.

DEPARTURE

Take-off Minima

RWY		03/21	
All ACFT	ft - m/km	0 - 75R	-

Speed

MAX IAS 250KT below FL100.

Communication

Report PSN and ATIS broadcast on initial call with GROUND.

Departure Procedure

If not cleared via SID, after DEP initial turn at no less than 2NM and MAX IAS 210KT.

Noise Abatement Procedure
SID shall be strictly adhered to until MNM ALT of 5000ft. Deviation is accepted only when the flight safety requires so.
Use TKOF PROC NADP2 for RWY 03 and 21.

Departure Notes
TKOF RWY 03
- JET TFC via L/UL 997 and N/UN 866 between 2100-0600‡ normally routed via OTGIL 1G DEP.

TKOF RWY 21
- JET TFC via L/UL 997 between 2100-0600‡ normally routed via HAR 1C DEP and on N/UN 866 via VADIN 1C DEP.

DETNA 2M: May not to be used 2100-0500‡. Replacing SID is TAKOV 2R.

SABAK 2M: May not to be used 2100-0500‡. Replacing SID is TISAB 2R

TISAB/TAKOV: Only to be used 2100-0500‡.

DEPARTURE

Omnidirectional Departure Procedure

RWY 03:
Climb straight ahead to MNM turning ALT 1000ft.
Continue climb to appropriate MSA.

RWY 21:
Climb straight ahead to MNM turning ALT 900t.
Continue climb to appropriate MSA.

ATC Slot, Clearance

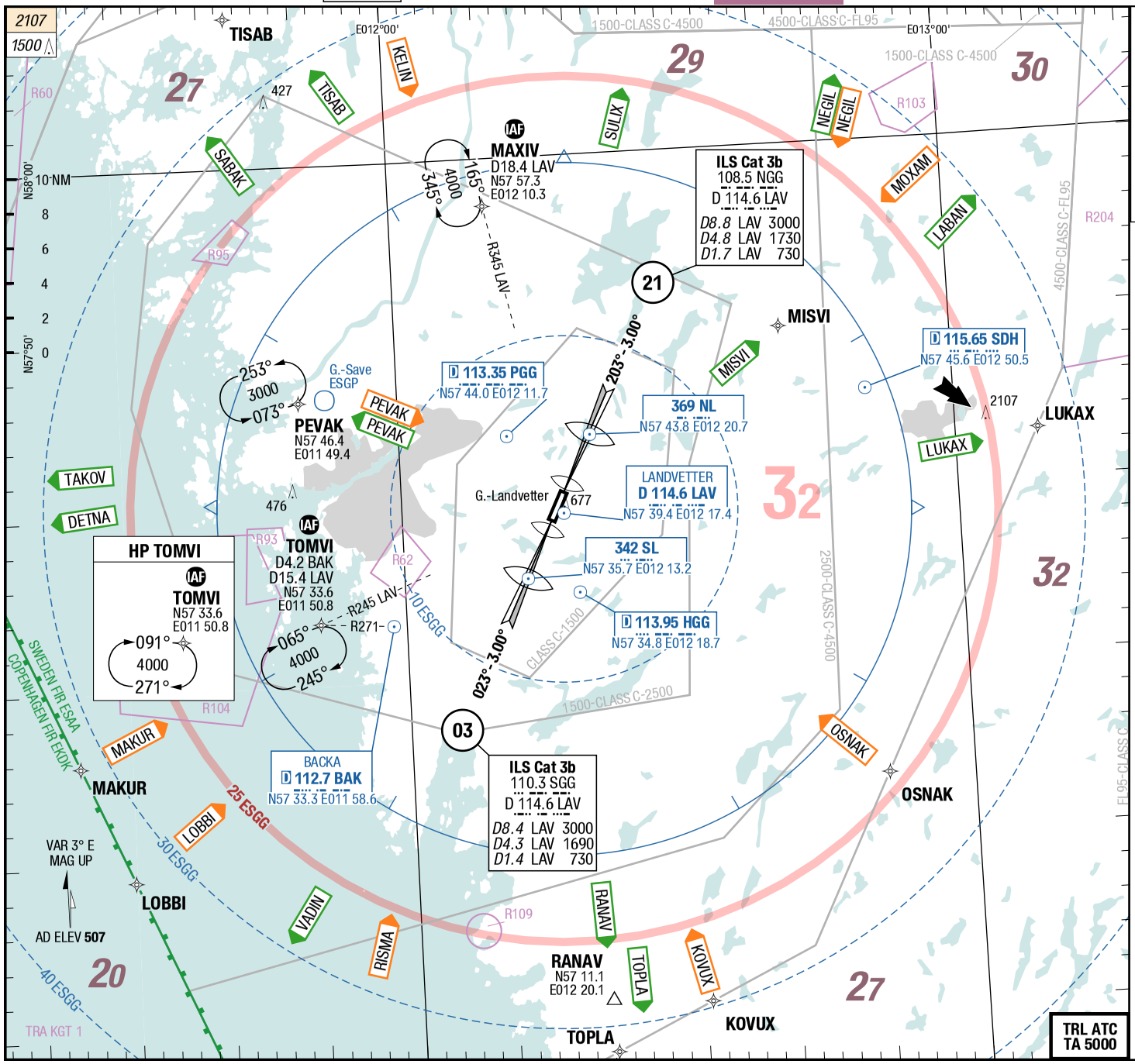
REQ start-up MAX 20min before estimated time for start-up from DLV.

REQ push-back from GND crew, approved 15min prior to CTOT (from APN if no connection) and taxi from GND.

PWR-back as an ALTN to push-back is prohibited.

De-Icing

AVBL



D-ATIS	118.375	114.600 LAV
ARR	120.125	
CTL	124.675	124.200
Landvetter TWR		118.600 123.100 HO
Landvetter GND		121.900
Landvetter APN		121.600 Push-back
DLV		121.675
DCL		

Landing RWY system:

03 — 3.0° — 3299 x 45 — 60 HL / 15 HL
HL-P2 — 478 / 17hPa — TDZ +0.5% — +0.3%

60 HL / 15 HL — 45 x 3299 — 21
3.0°
-0.3% — TDZ -0.1% — 506 / 18hPa — HL-P2

Changes: Nil

D-ATIS	118.375	114.600 LAV
Landvetter TWR	118.600	123.100 HO
Landvetter GND	121.900	
Landvetter APN	121.600 Push-back	
DLV	121.675	
DCL		

E012° 17'
E012° 18'
N57° 40'
N57°39.5'

21
203°
506

See APC
De-Icing pad
HANGAR
CARGO
APRON
CARGO
DOMESTIC TERMINAL
INTERNATIONAL TERMINAL
WORK IN PROGRESS

3000 F
2000 E
3299 X 45
2000 C
3000 B

HS
FIRE STATION

ARP
N 57 39.6
E 012 17.5

LANDVETTER
D 114.6 LAV

Hotspot
TWY D not to be used for exit from RWY 03

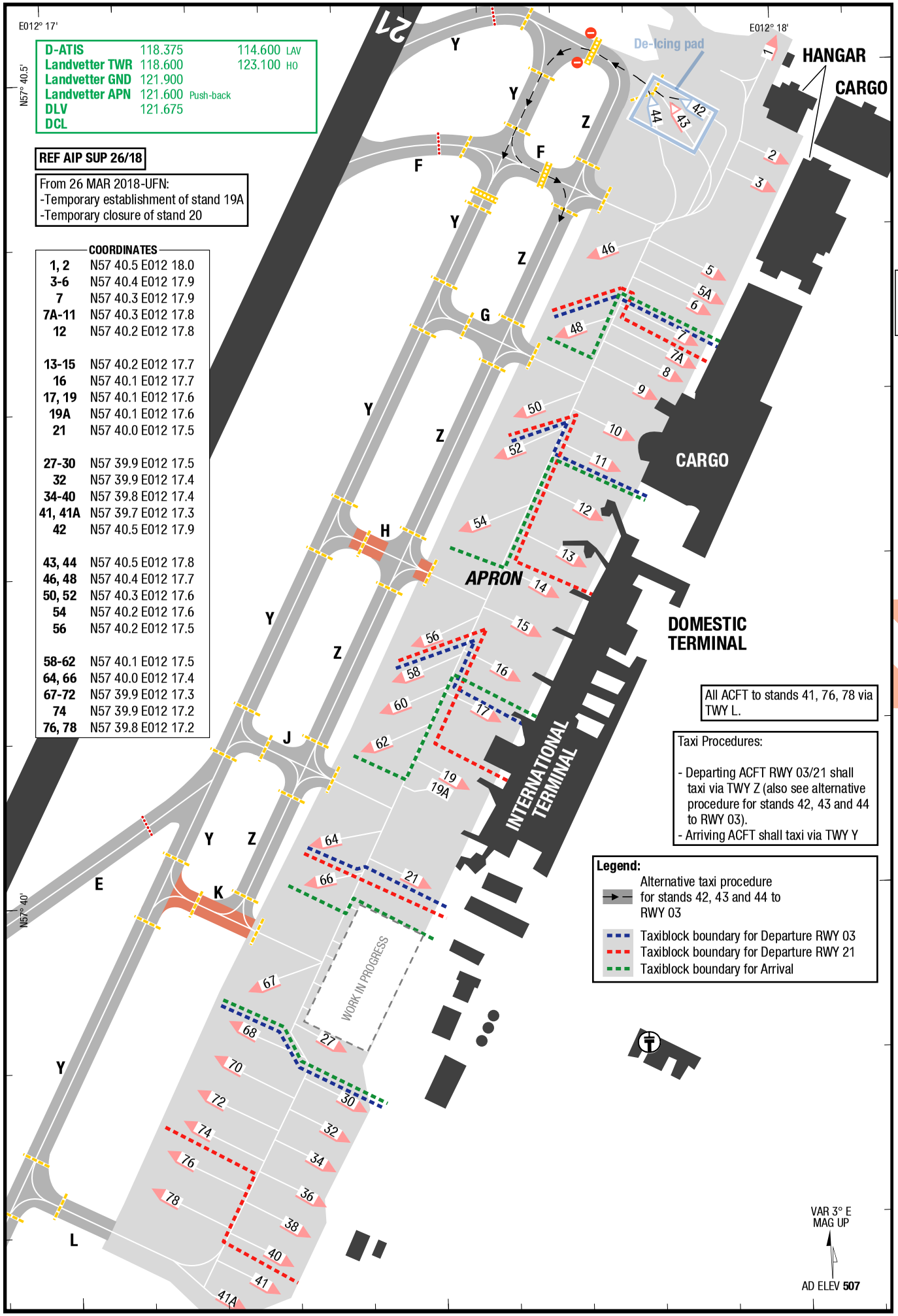
VAR 3° E
MAG UP

03
023°
478

AD ELEV **507**

m 0 500 1000
ft 0 1000 2000 3000

Changes: Completely revised



Sweden **Goteborg** Landvetter

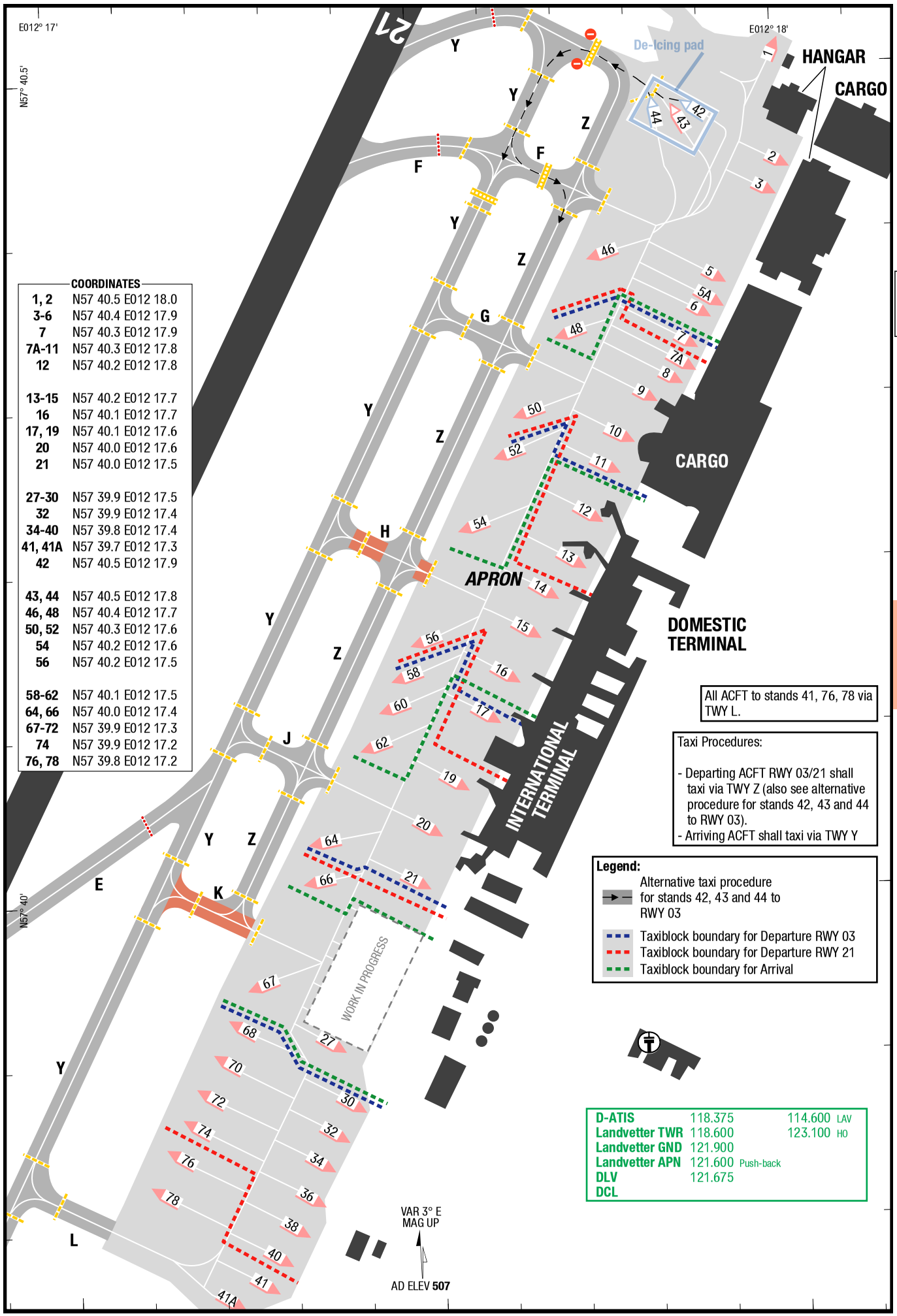
Tempo APC NIL

APC

APC

Tempo APC NIL

Landvetter **Goteborg** Sweden



COORDINATES	
1, 2	N57 40.5 E012 18.0
3-6	N57 40.4 E012 17.9
7	N57 40.3 E012 17.9
7A-11	N57 40.3 E012 17.8
12	N57 40.2 E012 17.8
13-15	N57 40.2 E012 17.7
16	N57 40.1 E012 17.7
17, 19	N57 40.1 E012 17.6
20	N57 40.0 E012 17.6
21	N57 40.0 E012 17.5
27-30	N57 39.9 E012 17.5
32	N57 39.9 E012 17.4
34-40	N57 39.8 E012 17.4
41, 41A	N57 39.7 E012 17.3
42	N57 40.5 E012 17.9
43, 44	N57 40.5 E012 17.8
46, 48	N57 40.4 E012 17.7
50, 52	N57 40.3 E012 17.6
54	N57 40.2 E012 17.6
56	N57 40.2 E012 17.5
58-62	N57 40.1 E012 17.5
64, 66	N57 40.0 E012 17.4
67-72	N57 39.9 E012 17.3
74	N57 39.9 E012 17.2
76, 78	N57 39.8 E012 17.2

All ACFT to stands 41, 76, 78 via TWY L.

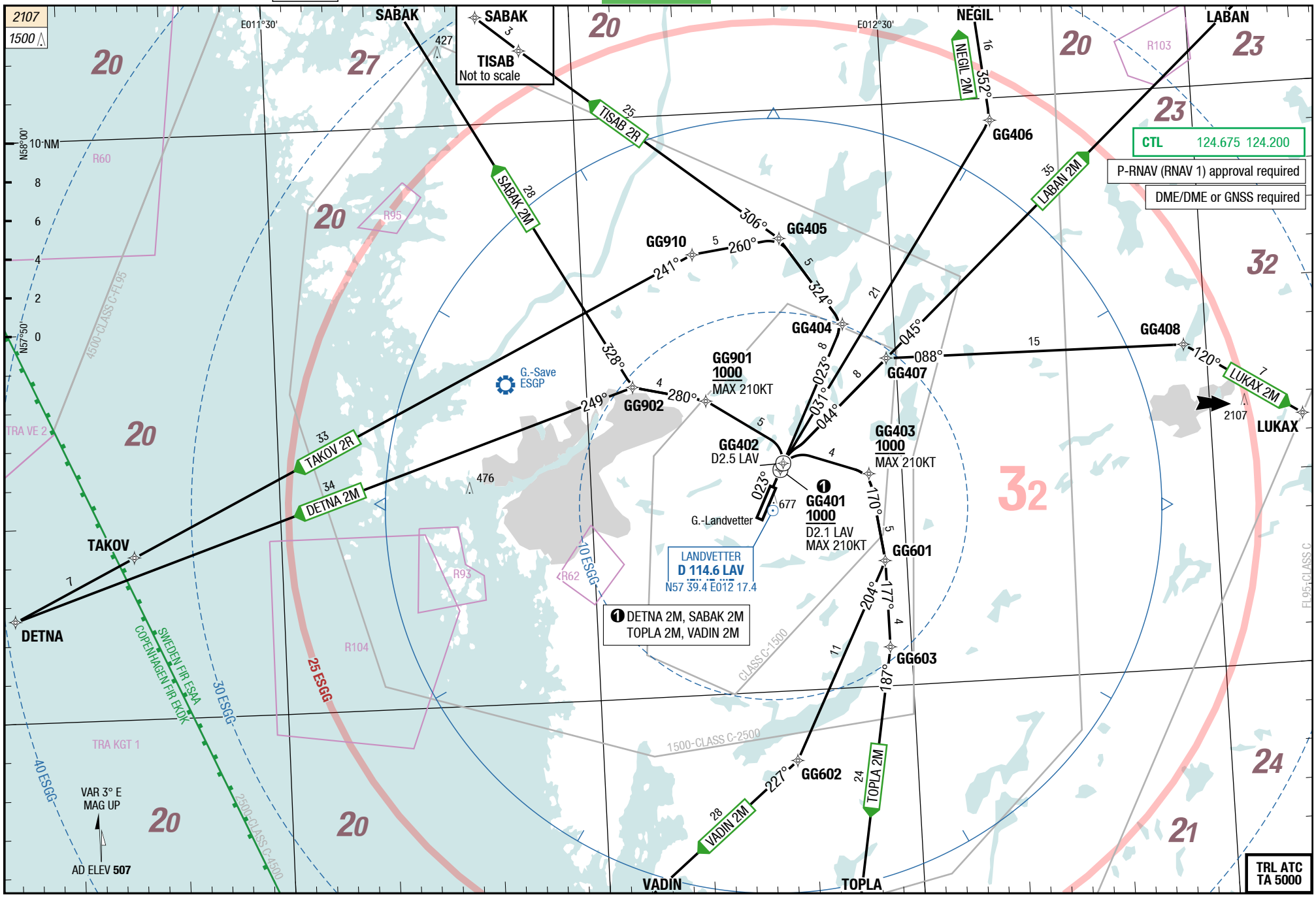
Taxi Procedures:

- Departing ACFT RWY 03/21 shall taxi via TWY Z (also see alternative procedure for stands 42, 43 and 44 to RWY 03).
- Arriving ACFT shall taxi via TWY Y

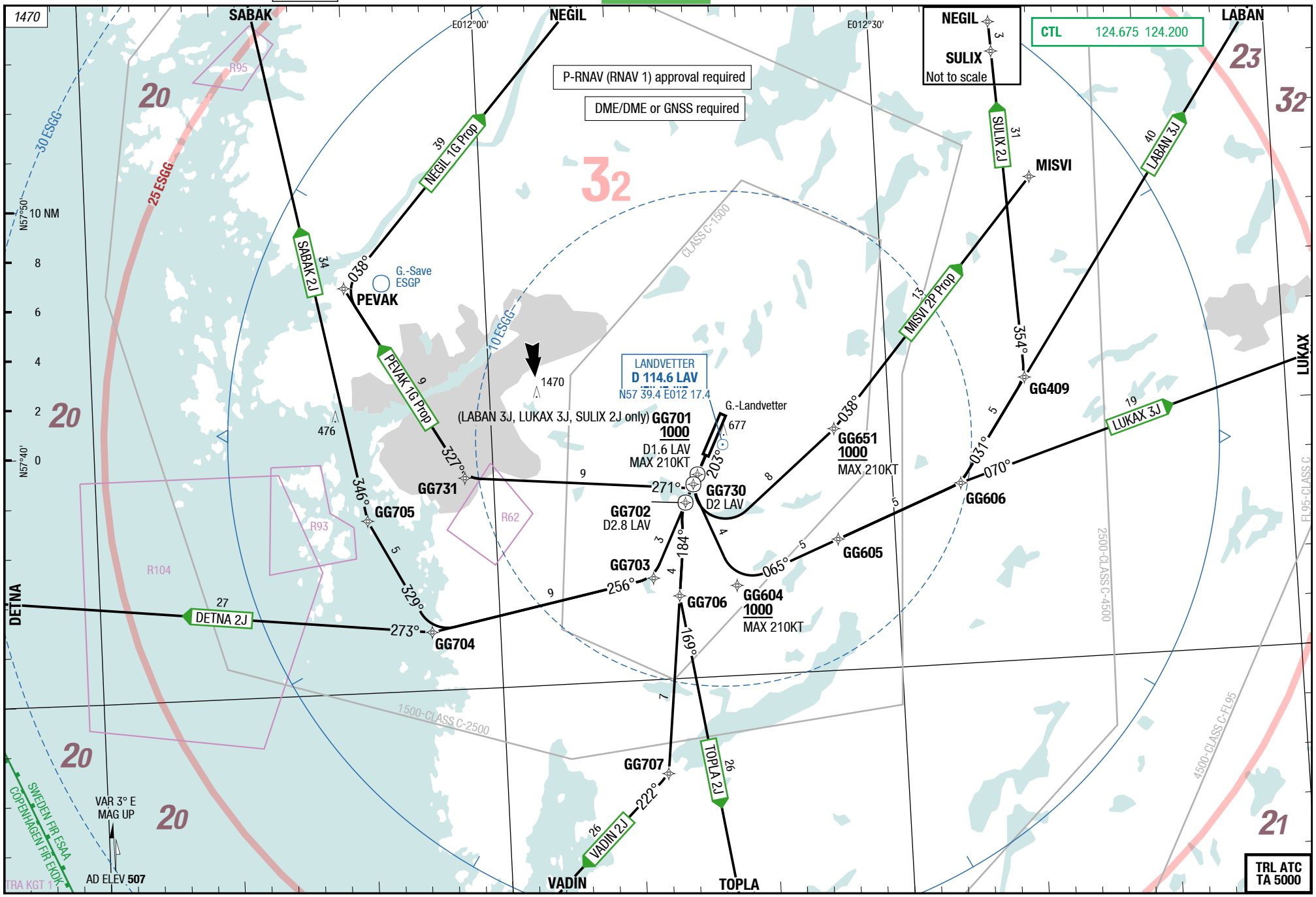
Legend:

- Alternative taxi procedure for stands 42, 43 and 44 to RWY 03
- Taxiblock boundary for Departure RWY 03
- Taxiblock boundary for Departure RWY 21
- Taxiblock boundary for Arrival

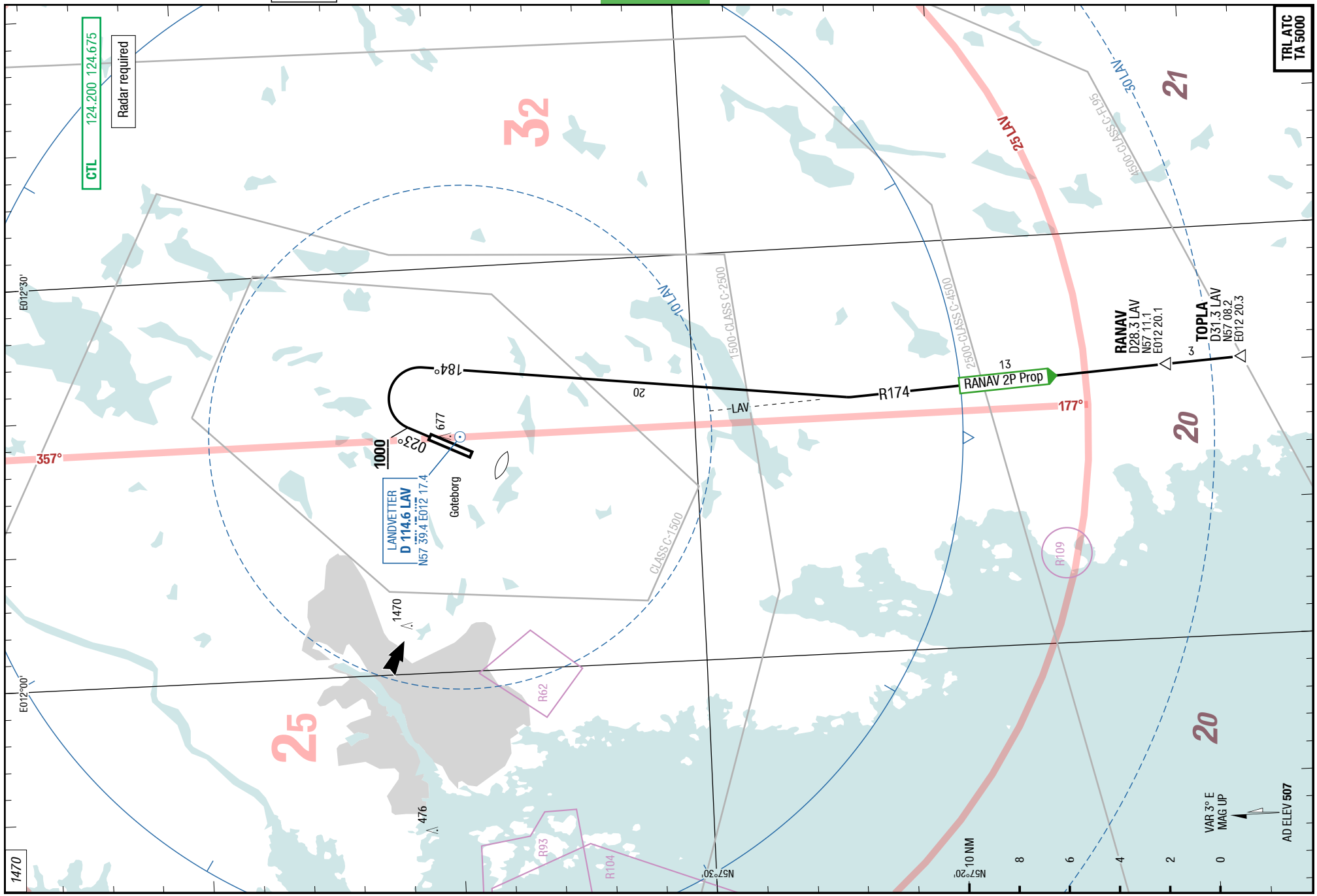
D-ATIS	118.375	114.600 LAV
Landvetter TWR	118.600	123.100 HO
Landvetter GND	121.900	
Landvetter APN	121.600	Push-back
DLV	121.675	
DCL		


2107
1500
SABAK
TISAB
Not to scale
TISAB 2R
SABAK 2M
NEGIL
NEGIL 2M
LABAN
LABAN 2M
GG406
GG405
GG910
GG404
GG408
GG407
GG901
1000
MAX 210KT
GG902
GG402
D2.5 LAV
GG403
1000
MAX 210KT
GG401
1000
D2.1 LAV
MAX 210KT
GG601
GG603
GG602
LUKAX 2M
LUKAX
TAKOV
TAKOV 2R
DETNA
DETNA 2M
TOPLA
TOPLA 2M
VADIN
VADIN 2M
G.-Save
ESGP
G.-Landvetter
LANDVETTER
D 114.6 LAV
N57 39.4 E012 17.4
DETNA 2M, SABAK 2M
TOPLA 2M, VADIN 2M
CTL 124.675 124.200
P-RNAV (RNAV 1) approval required
DME/DME or GNSS required
TRL ATC
TA 5000
R60
R95
R93
R104
R62
R103
10 ESGG
25 ESGG
30 ESGG
40 ESGG
TRA VE 2
TRA KGT 1
4500-CLASS C-FL95
1500-CLASS C-2500
2500-CLASS C-4500
CLASS C-1500
SWEDEN FIR ESAA
COPENHAGEN FIR EKDK
FL95-CLASS C
VAR 3° E
MAG UP
AD ELEV 507
E011°30'
E012°30'
N58°00'
N57°50'
10 NM
427
476
677
© Lido 2017

Changes: Nil



Changes: PROC



Changes: PROC, chart layout

DETNA 2M / LABAN 2M / LUKAX 2M / NEGIL 2M / SABAK 2M / TAKOV 2R / TISAB 2R
RWY 03 (023°)

At 2000 contact Goteborg CTL.

	GS	120	150	180	210	240	270
5.4%	ft/MIN	700	900	1000	1200	1400	1500
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 03	
DETNA 2M 5.4% to GG901 6.6% to 5000 **124.675** ①②③	GG401 [K210-] - GG901 [K210-] - GG902 - DETNA **ACFT unable to follow RNAV SID** at D2.1 **LAV LT** (MAX 210KT) 297° - expect radar vectors to DETNA	GG401 MNM **1000** GG901 MNM **1000** Initial climb **5000**
LABAN 2M 6.6% to 5000 **124.675** ①②	GG402 - GG407 - LABAN **ACFT unable to follow RNAV SID** at D2.5 **LAV RT** 045° - expect radar vectors to LABAN	Initial climb **5000**
LUKAX 2M 6.6% to 5000 **124.675** ①②	GG402 - GG407 - GG408 - LUKAX **ACFT unable to follow RNAV SID** at D2.5 **LAV RT** 045° - expect radar vectors to LUKAX	Initial climb **5000**
NEGIL 2M 6.6% to 5000 **124.675** ①②	GG402 - GG406 - NEGIL **ACFT unable to follow RNAV SID** at D2.5 **LAV RT** 031° - expect radar vectors to NEGIL	Initial climb **5000**
SABAK 2M 5.4% to GG901 6.6% to 5000 **124.675** ①②③	GG401 [K210-] - GG901 [K210-] - GG902 - SABAK **ACFT unable to follow RNAV SID** at D2.1 **LAV LT** (MAX 210KT) 297° - expect radar vectors to SABAK	GG401 MNM **1000** GG901 MNM **1000** Initial climb **5000**
TAKOV 2R 6.6% to 5000 **124.675** ①②	GG402 - GG404 - GG405 - GG910 - TAKOV - DETNA **ACFT unable to follow RNAV SID** expect radar vectors to DETNA	Initial climb **5000**
TISAB 2R 6.6% to 5000 **124.675** ①②	GG402 - GG404 - GG405 - TISAB - SABAK **ACFT unable to follow RNAV SID** expect radar vectors to SABAK	Initial climb **5000**

① Climb gradient 6.6% by ATC. If unable to comply, inform ATC.
② ACFT unable to follow RNAV SID: report "unable RNAV SID due RNAV type" to Clearance Delivery and "unable RNAV SID" to Goteborg CTL at first contact.
③ ACFT unable to follow RNAV SID: climb gradient 5.4% until established on 297°.

Changes: Completely revised

TOPLA 2M / VADIN 2M

RWY 03 (023°)

At 2000 contact Goteborg CTL.

	GS	120	150	180	210	240	270
6.3%	ft/MIN	800	1000	1200	1400	1600	1800
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 03	
TOPLA 2M 6.3% to GG403 6.6% to 5000 **124.200** ①②③	GG401 [K210-] - GG403 [K210-] - GG601 - GG603 - TOPLA **ACFT unable to follow RNAV SID** at D2.1 **LAV RT** (MAX 210KT) 111° - expect radar vectors to TOPLA	GG401 MNM **1000** GG403 MNM **1000** Initial climb **5000**
VADIN 2M 6.3% to GG403 6.6% to 5000 **124.200** ①②③	GG401 [K210-] - GG403 [K210-] - GG601 - GG602 - VADIN **ACFT unable to follow RNAV SID** at D2.1 **LAV RT** (MAX 210KT) 111° - expect radar vectors to VADIN	GG401 MNM **1000** GG403 MNM **1000** Initial climb **5000**

① Climb gradient 6.6% by ATC. If unable to comply, inform ATC.
② ACFT unable to follow RNAV SID: report "unable RNAV SID due RNAV type" to Clearance Delivery and "unable RNAV SID" to Goteborg CTL at first contact.
③ ACFT unable to follow RNAV SID: climb gradient 6.3% until established on 111°.

Changes: Completely revised

DETNA 2J / LABAN 3J / LUKAX 3J / MISVI 2P / NEGIL 1G

RWY 21 (203°)

At 2000 contact Goteborg CTL.

	GS	120	150	180	210	240	270
3.4%	ft/MIN	500	600	700	800	900	1000
6.6%	ft/MIN	900	1100	1300	1500	1700	1900
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 21	
DETNA 2J 6.6% to 5000 **124.200** ①②③	GG702 - GG703 - GG704 - DETNA **ACFT unable to follow RNAV SID** at D5.2 **LAV RT** 256° - expect radar vectors to DETNA	initial climb **5000**
LABAN 3J 3.4% to GG604 6.6% to 5000 **124.675** ①②③	GG701 [K210- ;L] - GG604 [K210-] - GG605 - GG606 - LABAN **ACFT unable to follow RNAV SID** at D1.6 **LAV LT** (MAX 210KT) 154° - at D3.8 **LAV LT** 066° - expect radar vectors to LABAN	GG701 MNM **1000** GG604 MNM **1000** initial climb **5000**
LUKAX 3J 3.4% to GG604 6.6% to 5000 **124.675** ①②③	GG701 [K210- ;L] - GG604 [K210-] - GG605 - GG606 - LUKAX **ACFT unable to follow RNAV SID** at D1.6 **LAV LT** (MAX 210KT) 154° - at D3.8 **LAV LT** 066° - expect radar vectors to LUKAX	GG701 MNM **1000** GG604 MNM **1000** initial climb **5000**
MISVI 2P 6.6% to 5000 (Prop) **124.675** ①②	[A1000+ ;K210-] - GG651 [K210- ;L] - MISVI **ACFT unable to follow RNAV SID** at MNM **1000 LT**(MAX 210KT) 066° - expect radar vectors to MISVI	GG651 MNM **1000** initial climb **5000**
NEGIL 1G 6.6% to 5000 7.0% to GG731 (Prop) **124.200** ①②	GG730 - GG731 - PEVAK - NEGIL **ACFT unable to follow RNAV SID** at D2 **LAV RT** 277° - expect radar vectors to NEGIL	initial climb **5000**

① Climb gradient 6.6% by ATC. If unable to comply, inform ATC.

② ACFT unable to follow RNAV SID: report "unable RNAV SID due RNAV type" to Clearance Delivery and "unable RNAV SID" to Goteborg CTL at first contact.

③ ACFT unable to follow RNAV SID: climb gradient 3.4% until established on 154°.

Changes: PROC, Climb gradient, Note

PEVAK 1G / SABAK 2J / SULIX 2J / TOPLA 2J / VADIN 2J

RWY 21 (203°)

At 2000 contact Goteborg CTL.

	GS	120	150	180	210	240	270
3.4%	ft/MIN	500	600	700	800	900	1000
6.6%	ft/MIN	900	1100	1300	1500	1700	1900
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 21	
PEVAK 1G 6.6% to 5000 7.0% to GG731 (Prop) **124.200** ①②	GG730 - GG731 - PEVAK **ACFT unable to follow RNAV SID** at D2 **LAV RT** 277° - expect radar vectors to PEVAK	Initial climb **5000**
SABAK 2J 6.6% to 5000 **124.200** ①②	GG702 - GG703 - GG704 - GG705 - SABAK **ACFT unable to follow RNAV SID** at D5.2 **LAV RT** 257° - expect radar vectors to SABAK	Initial climb **5000**
SULIX 2J 3.4% to GG604 6.6% to 5000 **124.675** ①②③	GG701 [K210- ;L] - GG604 [K210-] - GG605 - GG606 - GG409 - SULIX - NEGIL **ACFT unable to follow RNAV SID** at D1.6 **LAV LT** (MAX 210KT) 154° - at D3.8 **LAV LT** 066° - expect radar vectors to NEGIL	GG701 MNM **1000** GG604 MNM **1000** Initial climb **5000**
TOPLA 2J 6.6% to 5000 **124.200** ①②	GG702 - GG706 - TOPLA **ACFT unable to follow RNAV SID** at D2.8 **LAV LT** 184° - expect radar vectors to TOPLA	Initial climb **5000**
VADIN 2J 6.6% to 5000 **124.200** ①②	GG702 - GG706 - GG707 - VADIN **ACFT unable to follow RNAV SID** at D2.8 **LAV LT** 184° - expect radar vectors to VADIN	Initial climb **5000**

① Climb gradient 6.6% by ATC. If unable to comply, inform ATC.

② ACFT unable to follow RNAV SID: report "unable RNAV SID due RNAV type" to Clearance Delivery and "unable RNAV SID" to Goteborg CTL at first contact.

③ ACFT unable to follow RNAV SID: climb gradient 3.4% until established on 154°.

Changes: PROC, Climb gradient, Note

RANAV 2P

RWY 03 (023°)

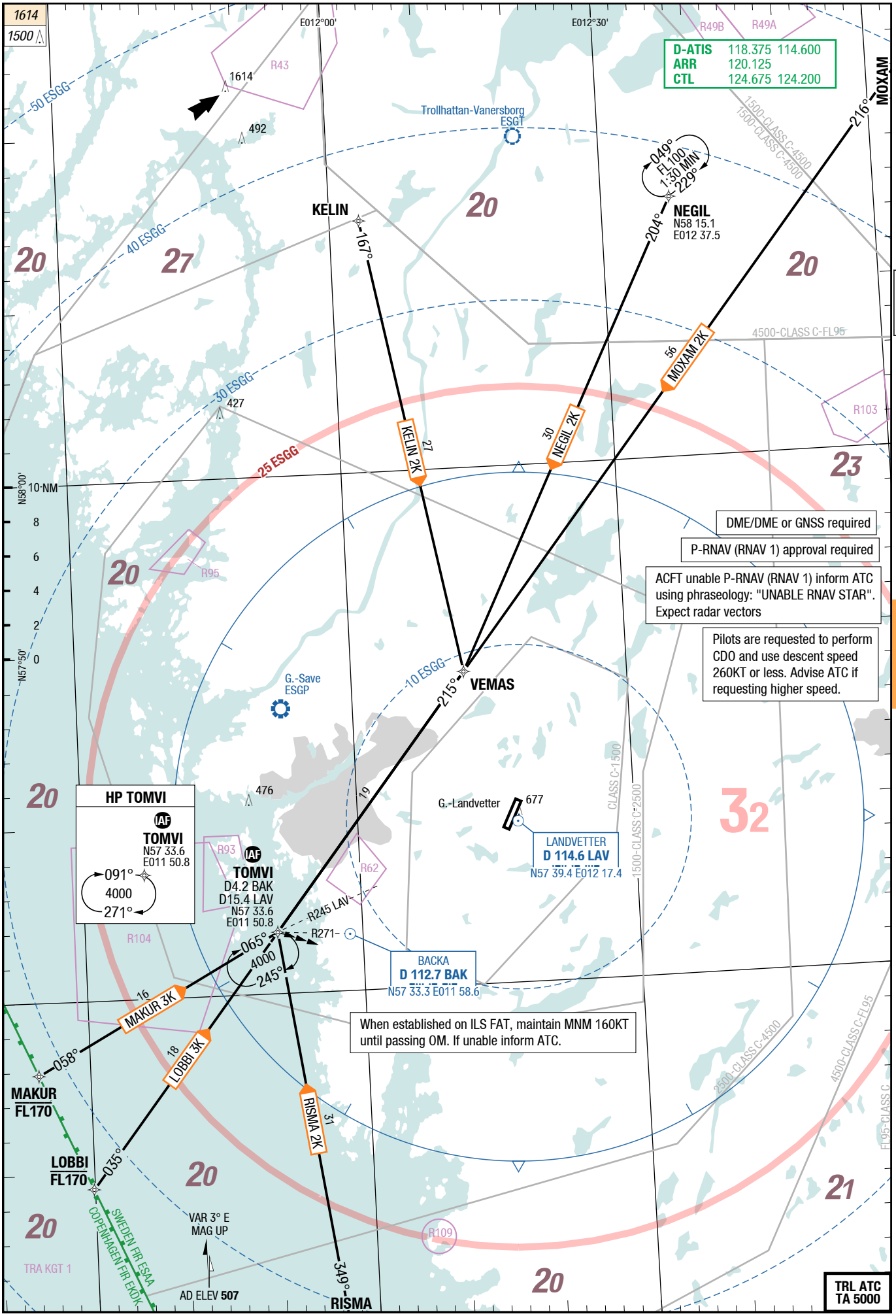
At 2000 contact Goteborg CTL.

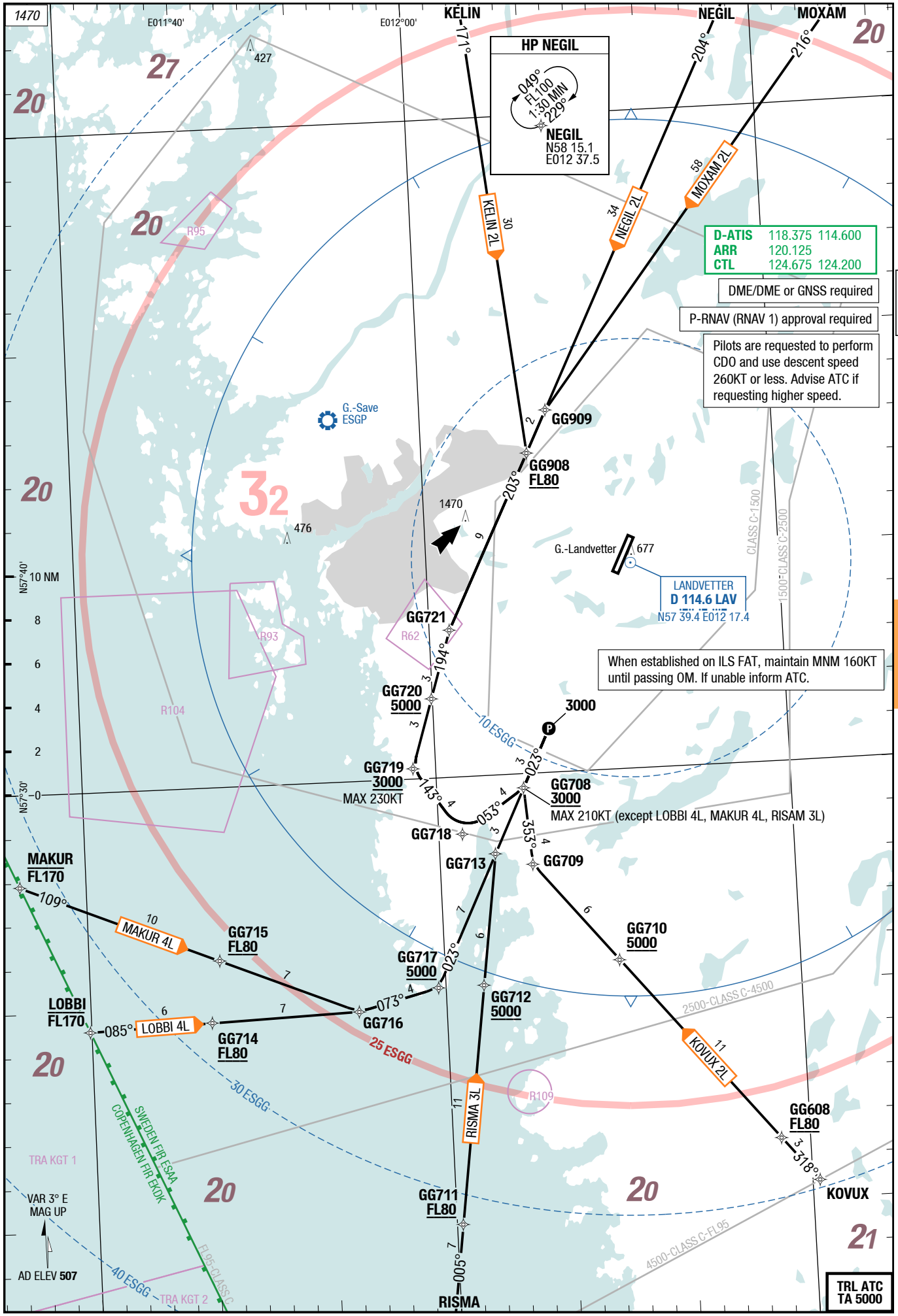
	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 03	
RANAV 2P 6.6% to 5000 (Prop) **124.200** ①	at MNM **1000 RT** 184° - intercept R174 **LAV** to RANAV - TOPLA	Initial climb **5000**

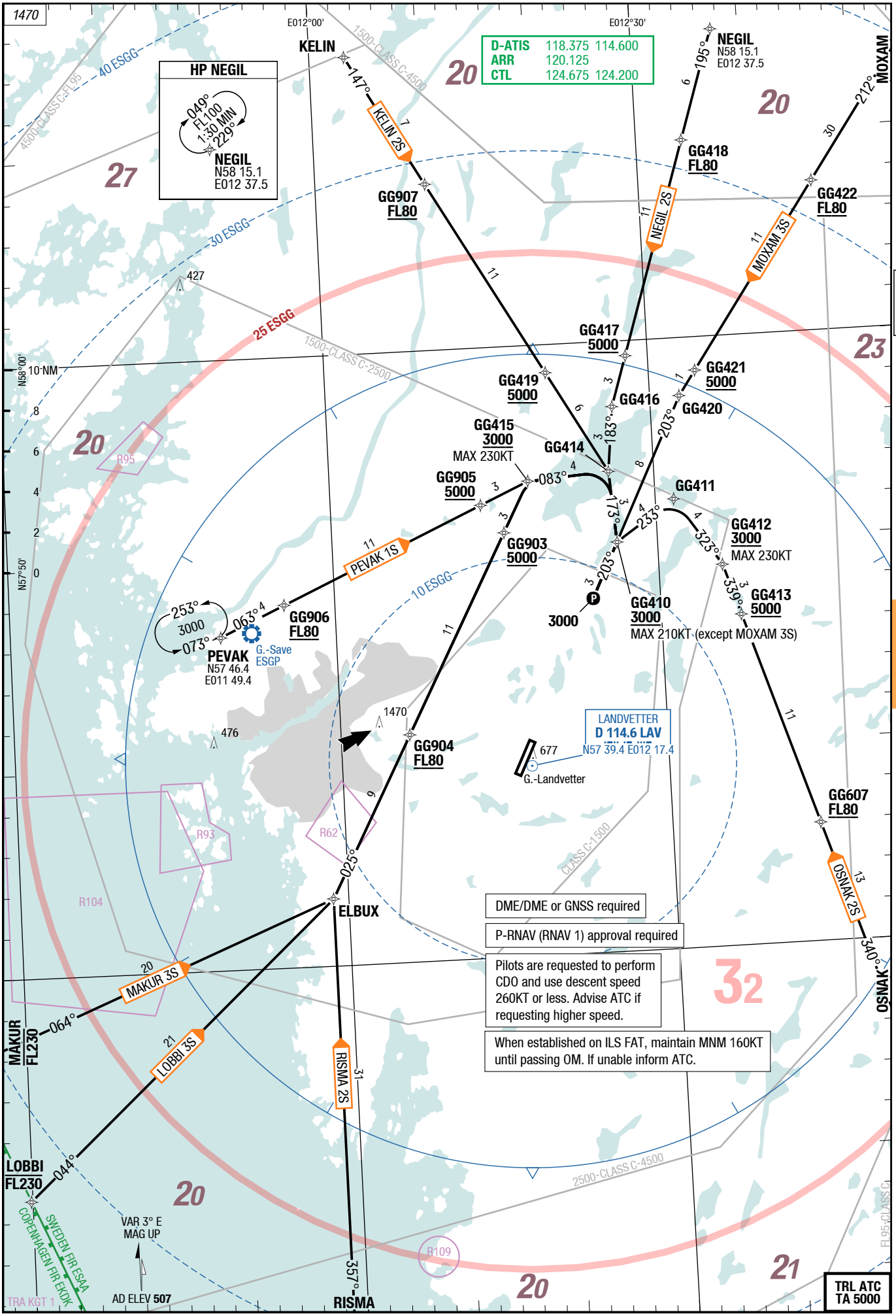
① If unable to comply, inform ATC.

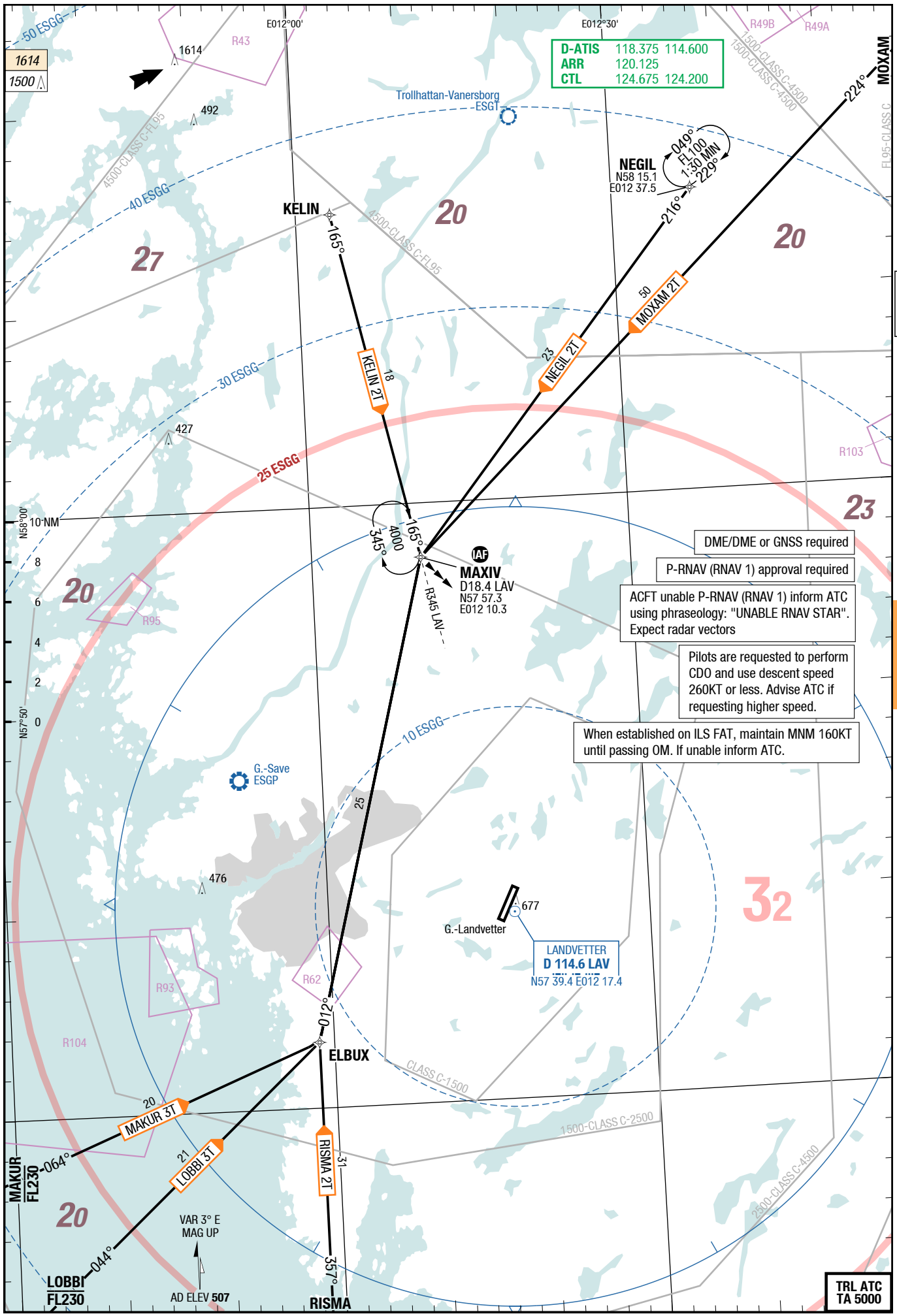
Changes: Completely revised




1470
E011°40'
E012°00'
KELIN
NEGIL
MOXAM
HP NEGIL
049°
FL100
1:30 MIN
229°
NEGIL
N58 15.1
E012 37.5
171°
204°
216°
KELIN 2L
NEGIL 2L
MOXAM 2L
30
34
58
D-ATIS 118.375 114.600
ARR 120.125
CTL 124.675 124.200
DME/DME or GNSS required
P-RNAV (RNAV 1) approval required
Pilots are requested to perform CDO and use descent speed 260KT or less. Advise ATC if requesting higher speed.
G.-Save
ESGP
GG909
GG908
FL80
203°
1470
476
G.-Landvetter
677
CLASS C-1500
1500-CLASS C-2500
LANDVETTER
D 114.6 LAV
N57 39.4 E012 17.4
R95
R93
R62
R104
R109
GG721
194°
When established on ILS FAT, maintain MNM 160KT until passing OM. If unable inform ATC.
GG720
5000
3000
10 ESGG
GG719
3000
MAX 230KT
145°
023°
GG708
3000
MAX 210KT (except LOBBI 4L, MAKUR 4L, RISAM 3L)
053°
353°
GG718
GG713
GG709
MAKUR
FL170
109°
MAKUR 4L
GG715
FL80
GG717
5000
GG710
5000
LOBBI
FL170
085°
LOBBI 4L
GG714
FL80
073°
GG716
GG712
5000
2500-CLASS C-4500
KOVUX 2L
25 ESGG
30 ESGG
RISMA 3L
GG608
FL80
318°
KOVUX
SWEDEN FIR ESAA
COPENHAGEN FIR EKDK
TRA KGT 1
VAR 3° E
MAG UP
AD ELEV 507
GG711
FL80
005°
RISMA
40 ESGG
TRA KGT 2
FL95-CLASS C
4500-CLASS C-FL95
TRL ATC
TA 5000
10 NM
N57°40'
N57°30'

Changes: Completely revised



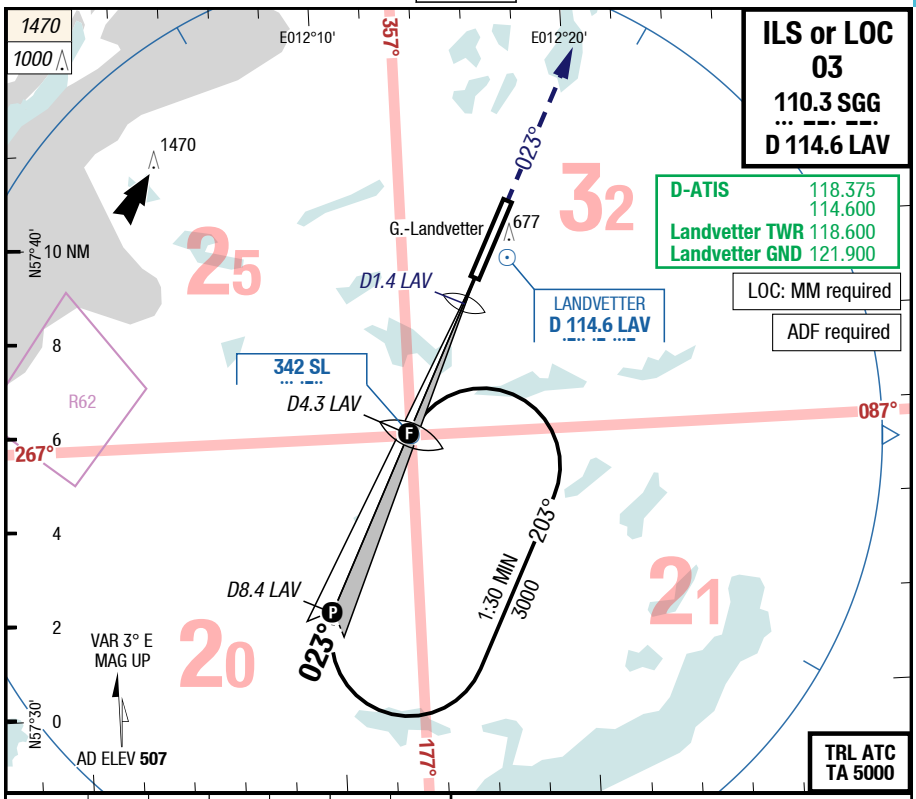


Changes: Completely revised

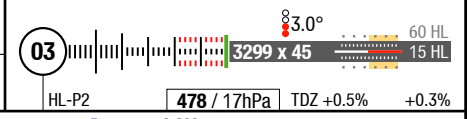
GOT-ESGG

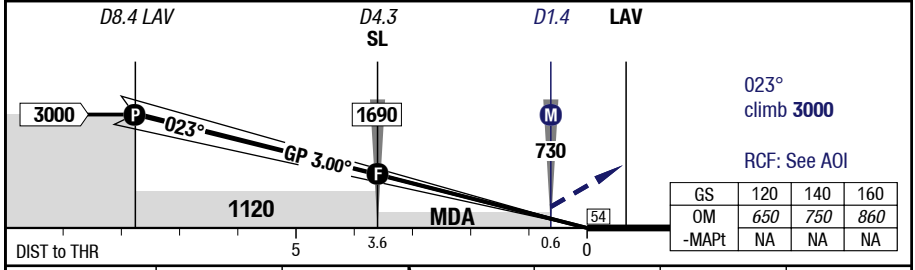
7-10

ILS or LOC 03



LOC 3.00° D LAV	8.4	6	5	4	3	2
	3000	2250	1920	1600	1270	940





GS	120	140	160
OM	*650*	*750*	*860*
-MAPt	NA	NA	NA

03		Cat 3b	Cat 2	Cat 1 LTS 1)	Cat 1 1)	LOC	Circling
C	ft - m/km ft	0 - 75R **Company**	100 - 300R **106** RA	200 - 400 **680**	200 - 550 **680**	370 - 1.0 **840**	660 - 2.4V **1160**
D	ft - m/km ft	0 - 75R **Company**	100 - 300R **106** RA 2)	200 - 400 **680**	200 - 550 **680**	370 - 1.0 **840**	740 - 3.6V **1240**

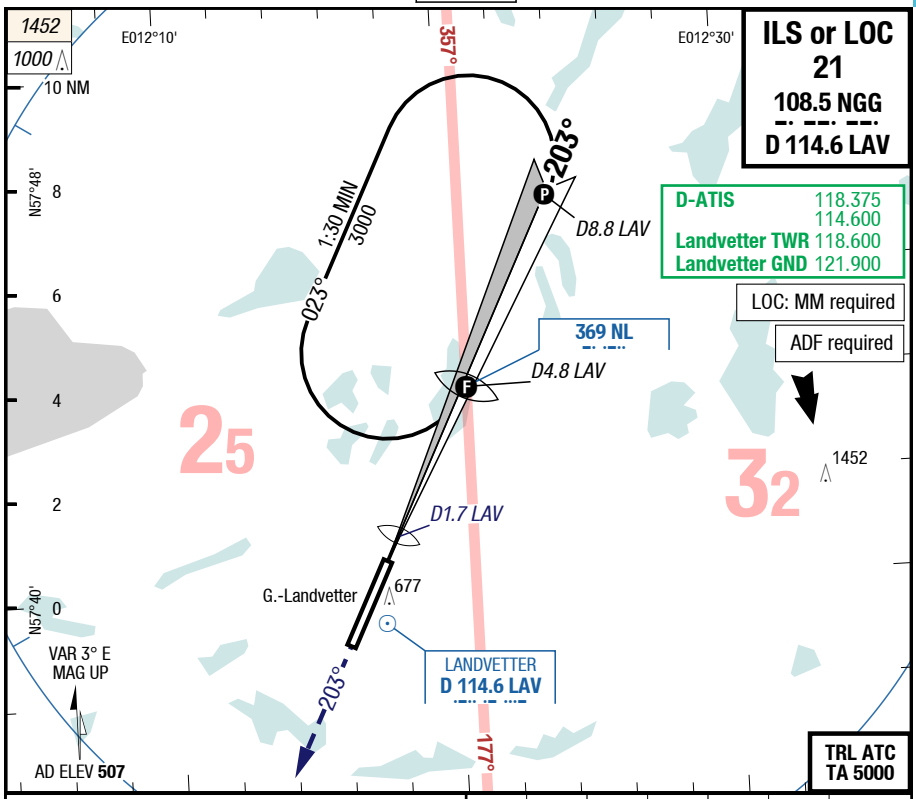
1) With EVS 350m
2) If not conducting autoland RVR 350m required

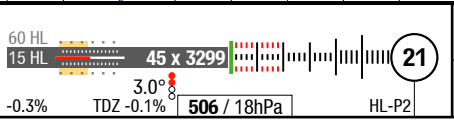
Changes: Nil

GOT-ESGG

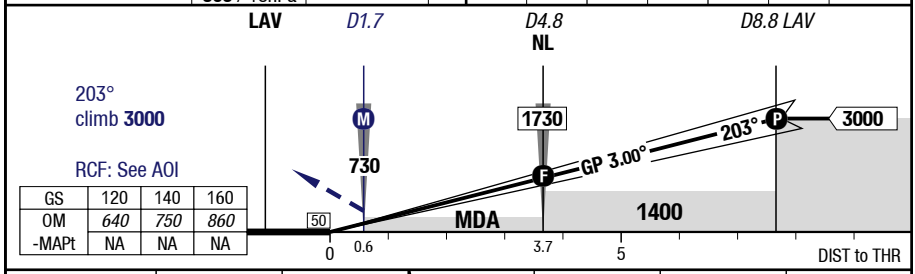
7-20

ILS or LOC 21





2	3	4	5	6	8.8	LOC 3.00° D LAV
830	1160	1480	1800	2120	3000	



GS	120	140	160
OM	*640*	*750*	*860*
-MAPt	NA	NA	NA

21		Cat 3b	Cat 2	Cat 1 LTS 1)	Cat 1 1)	LOC	Circling
C	ft - m/km ft	0 - 75R **Company**	100 - 300R **98** RA	200 - 400 **710**	200 - 550 **710**	320 - 750 **820**	660 - 2.4V **1160**
D	ft - m/km ft	0 - 75R **Company**	100 - 300R **98** RA 2)	200 - 400 **710**	200 - 550 **710**	320 - 750 **820**	740 - 3.6V **1240**

1) With EVS 350m
2) If not conducting autoland RVR 350m required

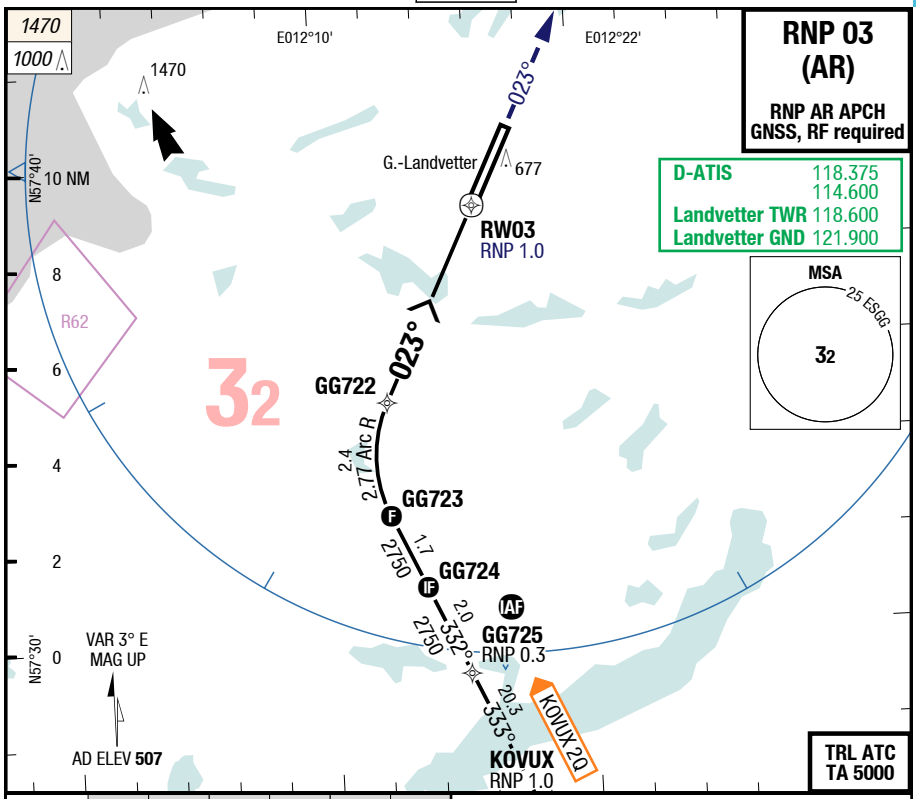
Changes: OBST

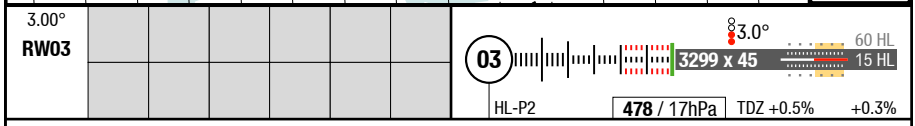
01-FEB-2018

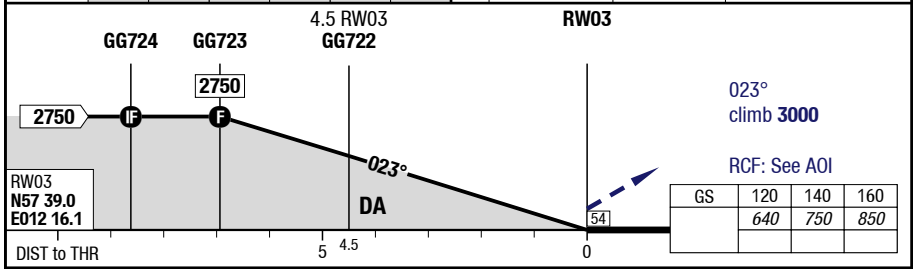
GOT-ESGG

7-30

RNP 03 (AR)







03		RNP 0.30 VNAV 1) 2)					Circling
C	ft - m/km ft	370 - 1.0 **840**					Not published
D	ft - m/km ft	370 - 1.0 **840**					Not published

1) Uncompensated BARO VNAV NA below -25°C (-13°F)
2) With EVS 650m

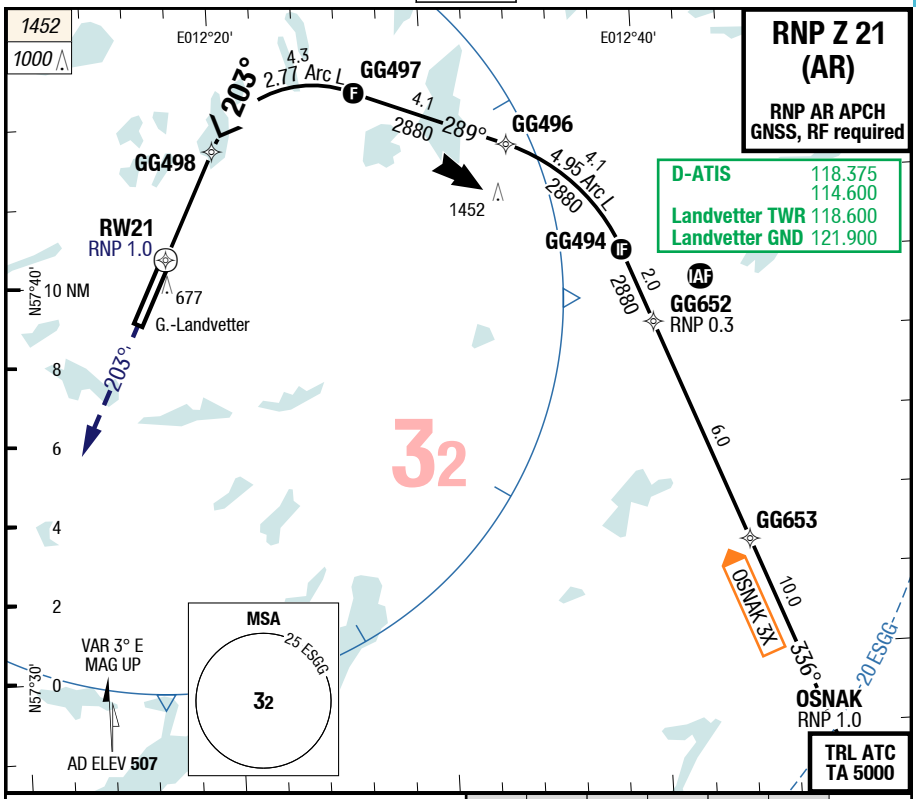
Changes: chart title

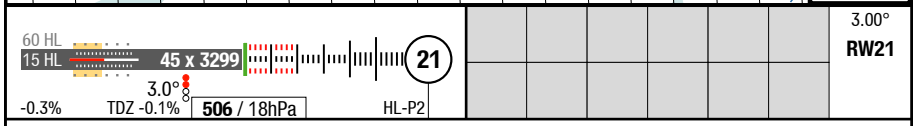
01-FEB-2018

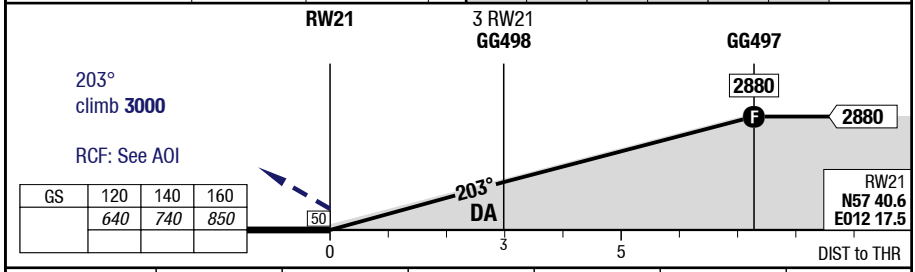
GOT-ESGG

7-40

RNP Z 21 (AR)







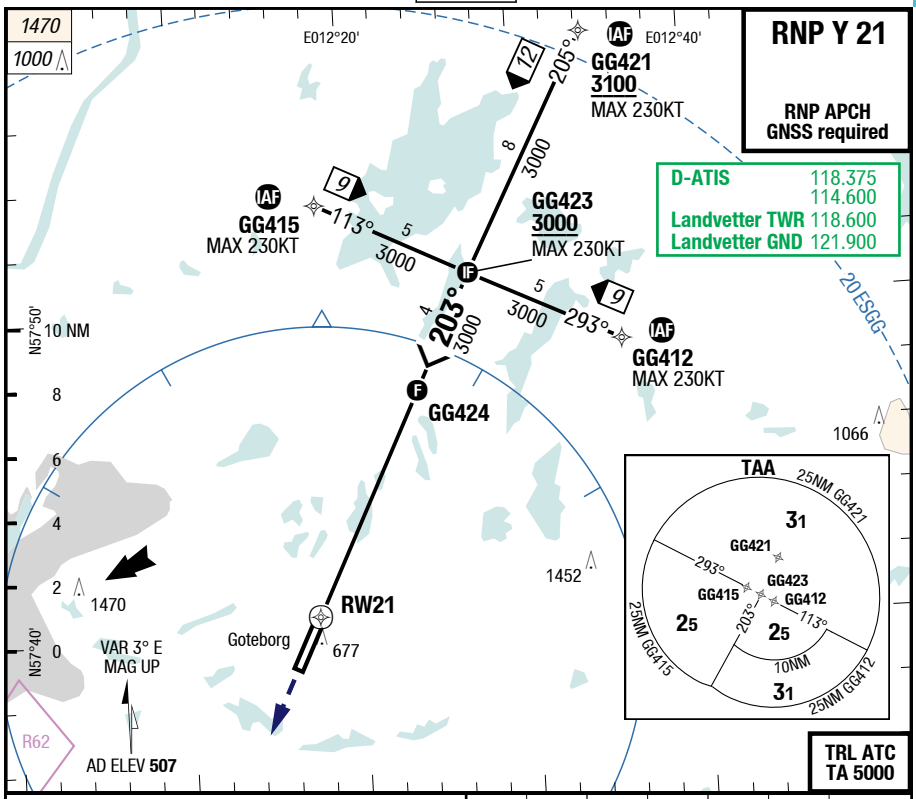
21		RNP 0.30 VNAV 1) 2)					Circling
C	ft - m/km ft	340 - 800 **840**					Not published
D	ft - m/km ft	340 - 800 **840**					Not published

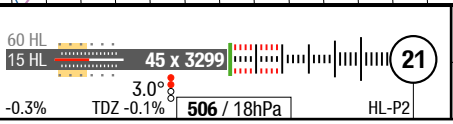
1) Uncompensated BARO VNAV NA below -25°C (-13°F)
2) With EVS 550m

Changes: chart title

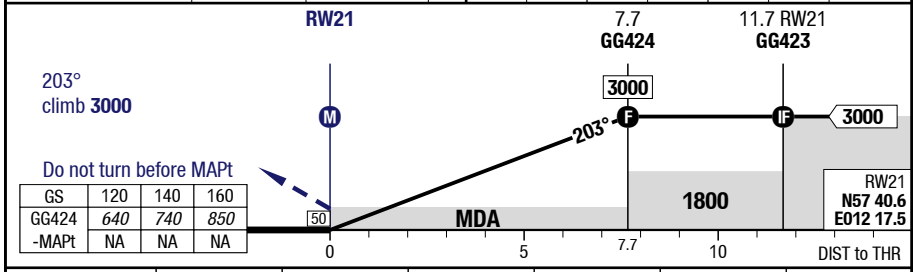
GOT-ESGG

RNP Y 21





2	3	4	5	6	7.7	3.00° RW21
1200	1520	1830	2150	2470	3000	



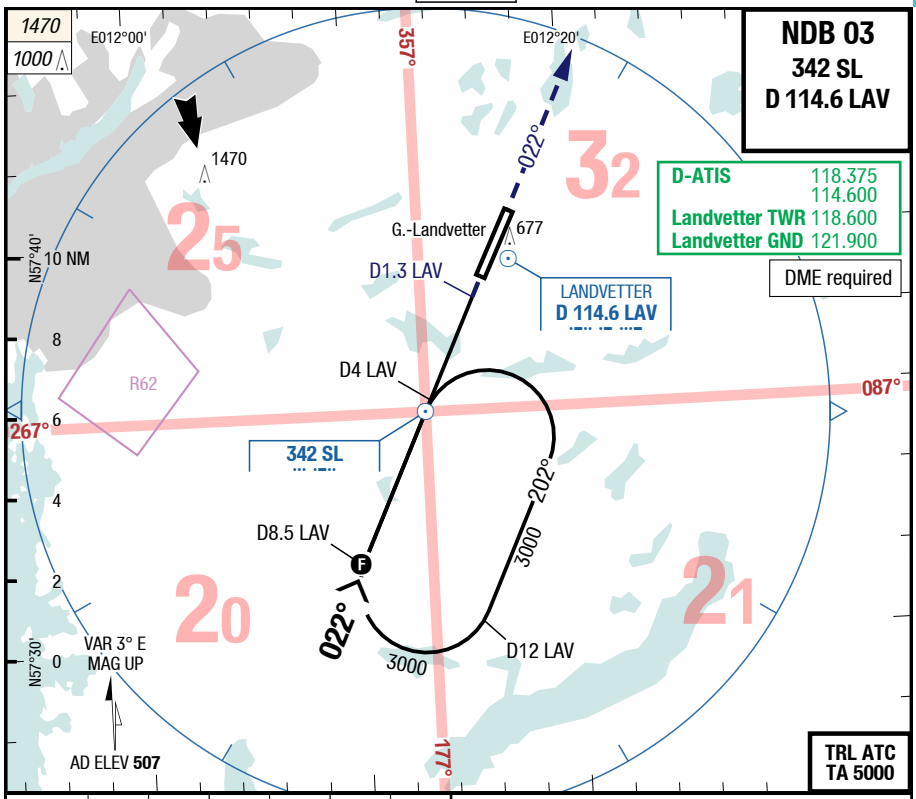
21		RNP VNAV 1) 2)	RNP LNAV				Circling
C	ft - m/km ft	380 - 1.0 **880**	400 - 1.1 **900**				690 - 2.4V **1190**
D	ft - m/km ft	380 - 1.0 **880**	400 - 1.1 **900**				770 - 3.6V **1270**

1) Uncompensated BARO VNAV NA below -20°C (-4°F)
2) With EVS 650m

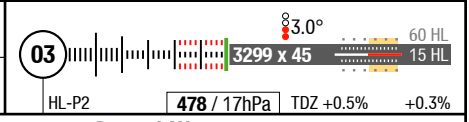
Changes: new

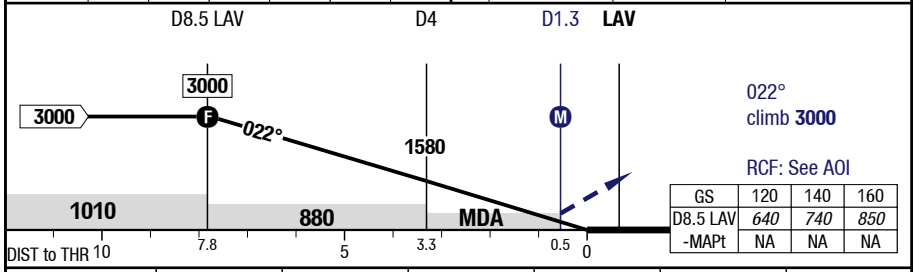
GOT-ESGG

NDB 03



3.00°	8.5	7	6	5	3	2
D LAV						
022°	3000	*2550*	*2230*	*1910*	*1260*	*940*
RWY 023°						





GS	120	140	160
D8.5 LAV	*640*	*740*	*850*
-MAPt	NA	NA	NA

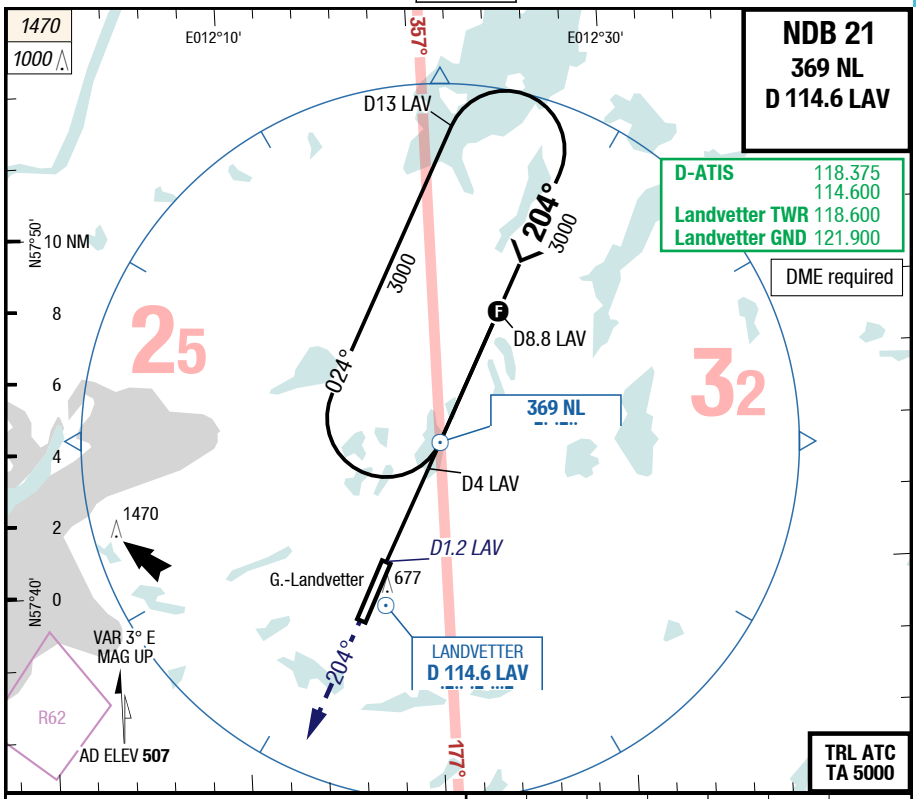
03		NDB DME LAV					Circling
C	ft - m/km ft	400 - 1.1 **870**					660 - 2.4V **1160**
D	ft - m/km ft	400 - 1.1 **870**					740 - 3.6V **1240**

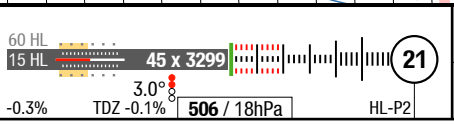
Changes: Page Number

GOT-ESGG

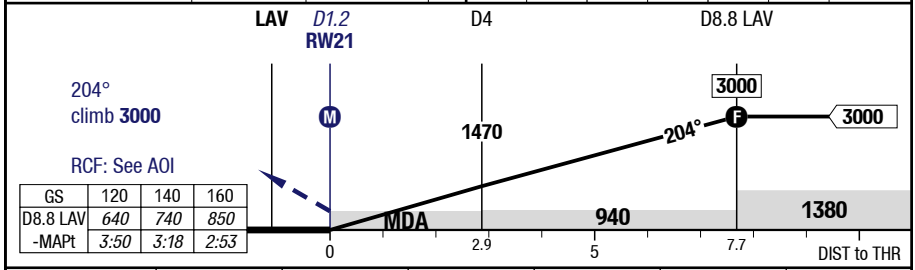
7-80

NDB 21





3	5	6	7	8	8.8	3.00° D LAV 204° RWY 203°
1150	1790	2110	2430	2750	3000	



21		NDB DME LAV					Circling
C	ft - m/km ft	420 - 1.2 **920**					660 - 2.4V **1160**
D	ft - m/km ft	420 - 1.2 **920**					740 - 3.6V **1240**

Changes: Page Number

Changes: WPT , Navaid , MGA, OBST