

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.

02-NOV-2017

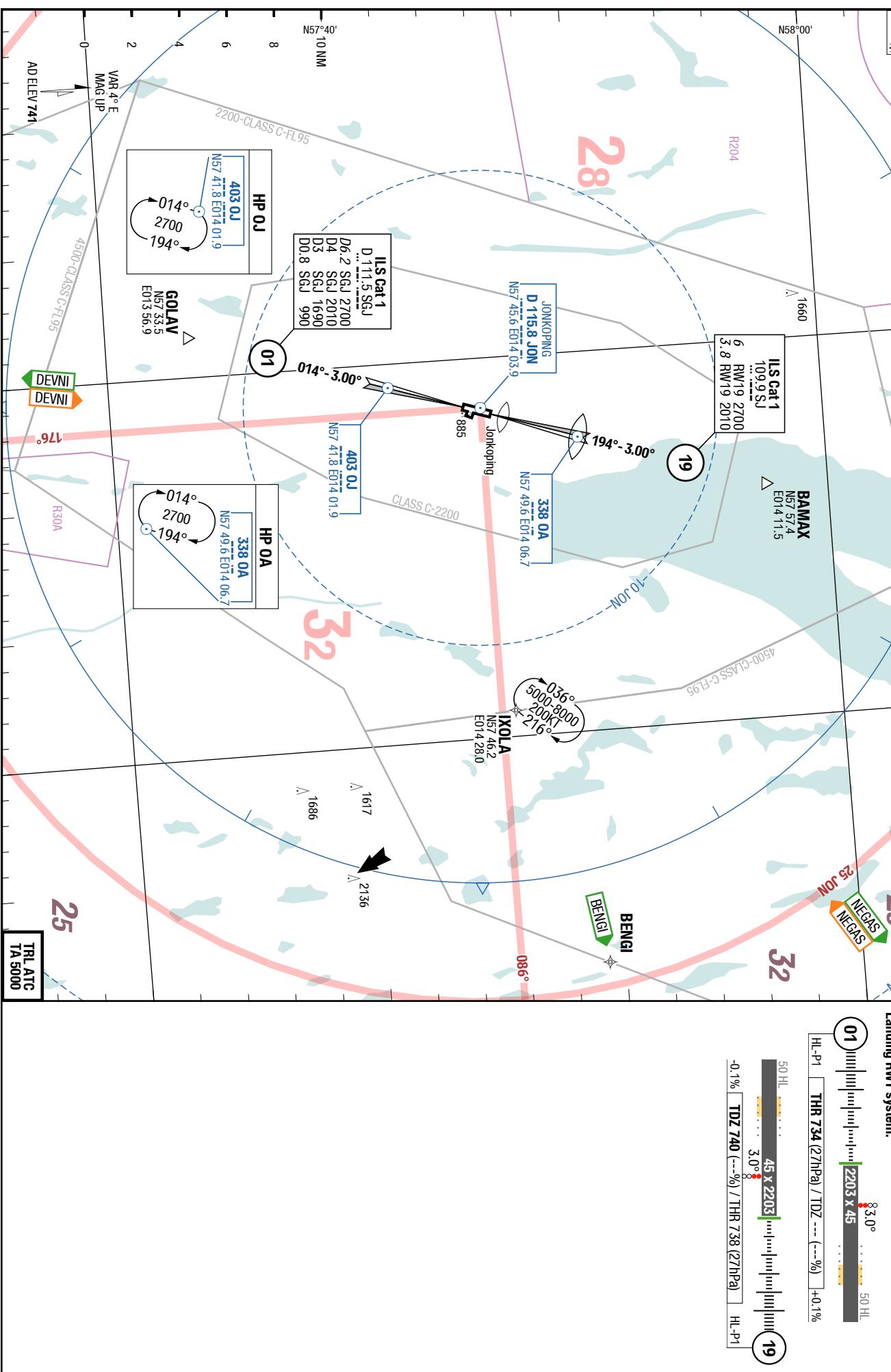
JKG-ESGJ

2-10

Sweden Jonkoping AFC

AFC AFC AFC

Jonkoping Sweden AFC



02-NOV-2017

JKG-ESGJ

3-20

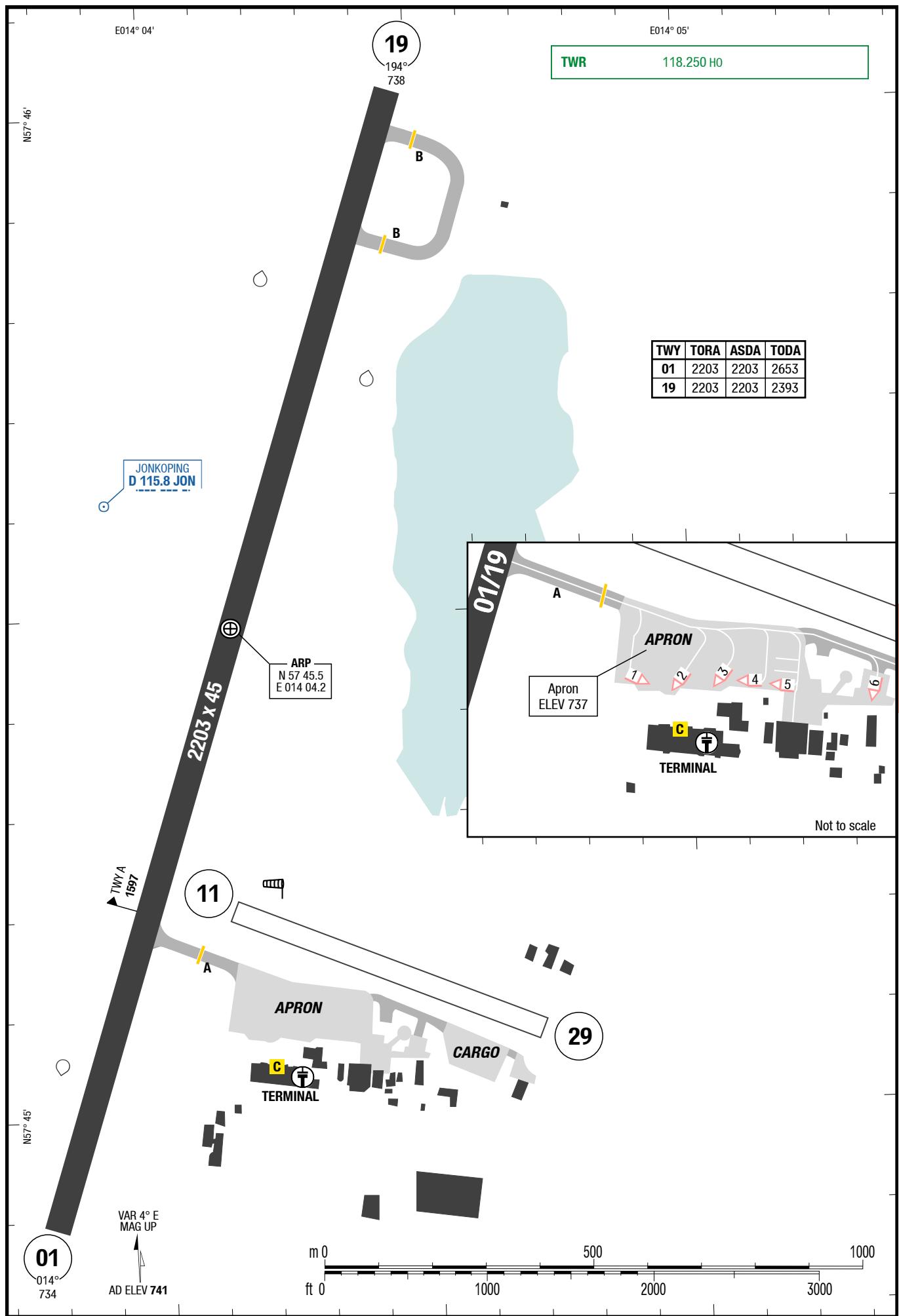
Sweden Jonkoping

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Jonkoping Sweden



28-JAN-2016

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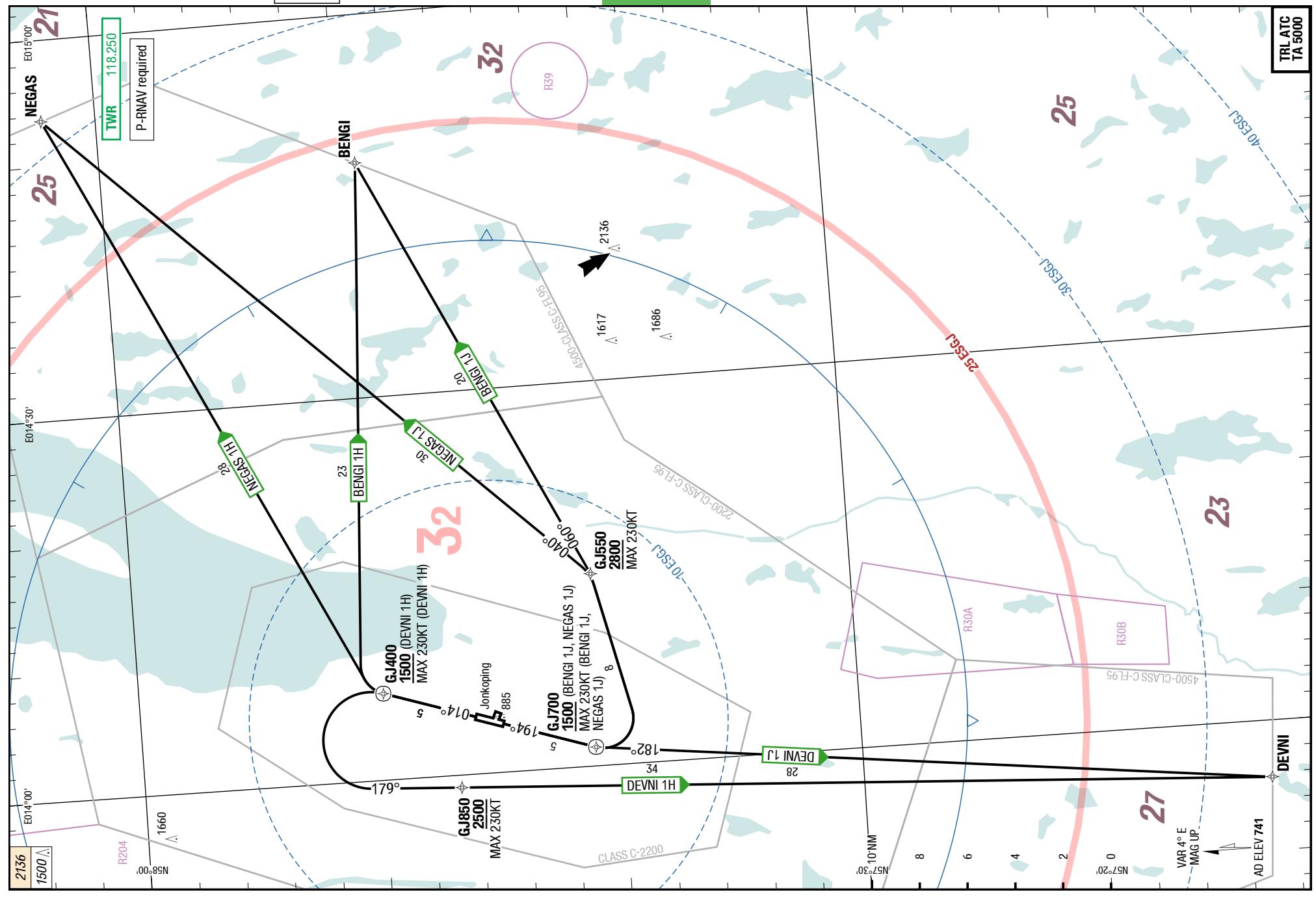
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RNAV SIDs

Jonkoping Sweden

RNAV SIDs

4-10



28-JAN-2016

JKG-ESGJ

Sweden Jonkoping

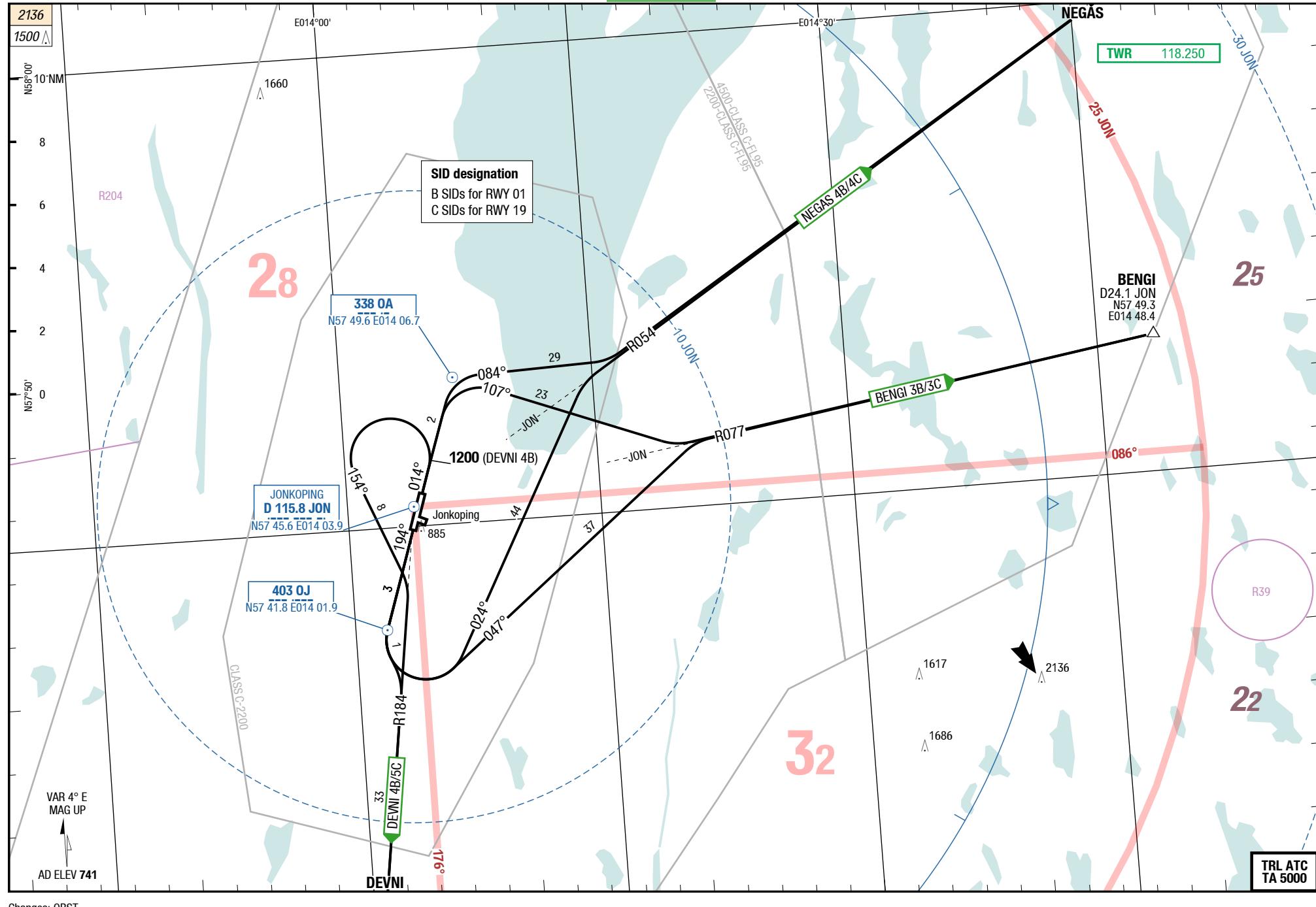
Jonkoping Sweden

4-20

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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] - DEVIN	
NEGAS 1J 118.250	GJ700 [K230- ;L] - GJ550 [K230-] - NEGAS	GJ700 MNM 1500 GJ550 MNM 2800

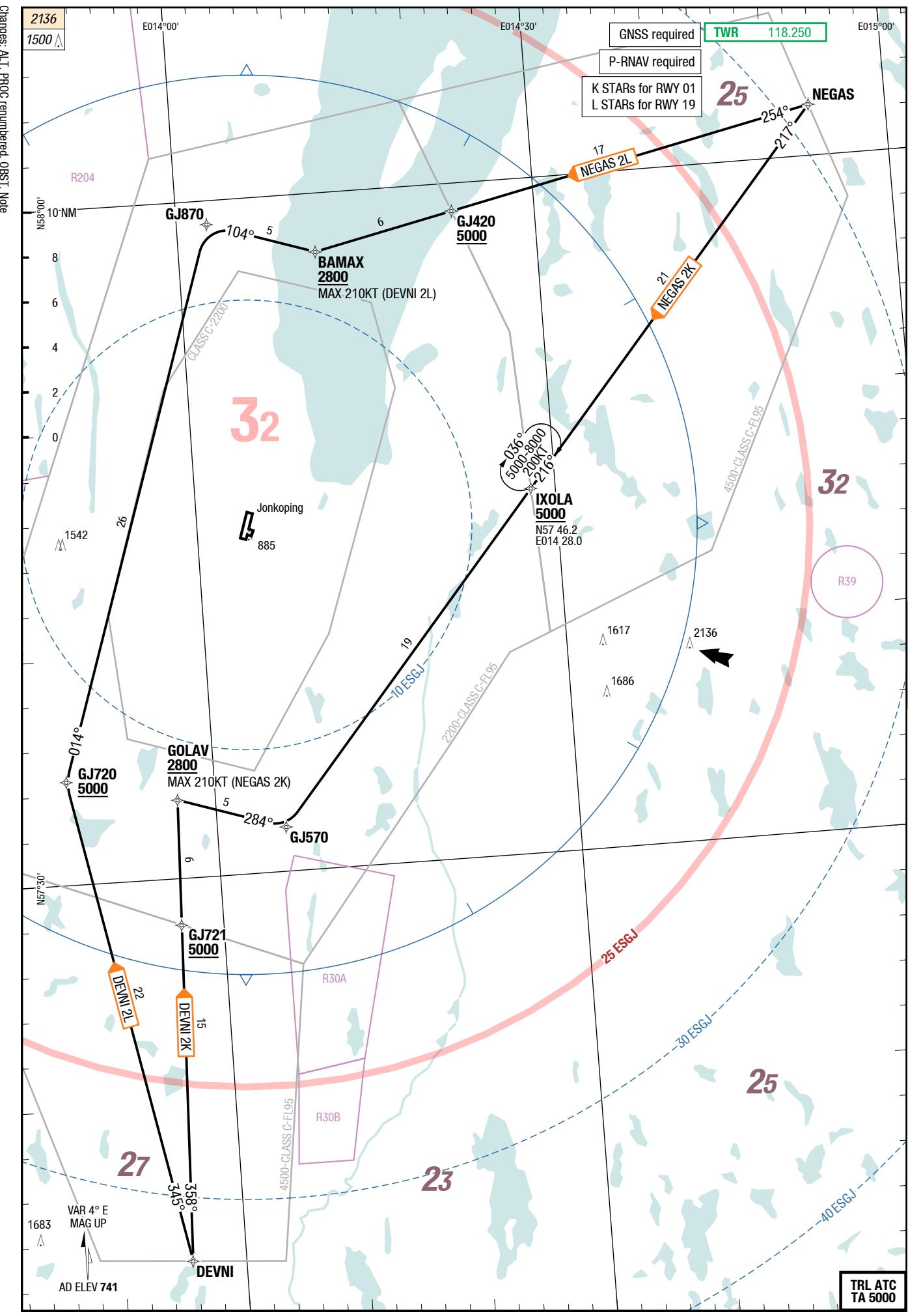
BENGI 3B / DEVNI 4B / NEGAS 4B / BENGI 3C / DEVNI 5C / NEGAS 4C

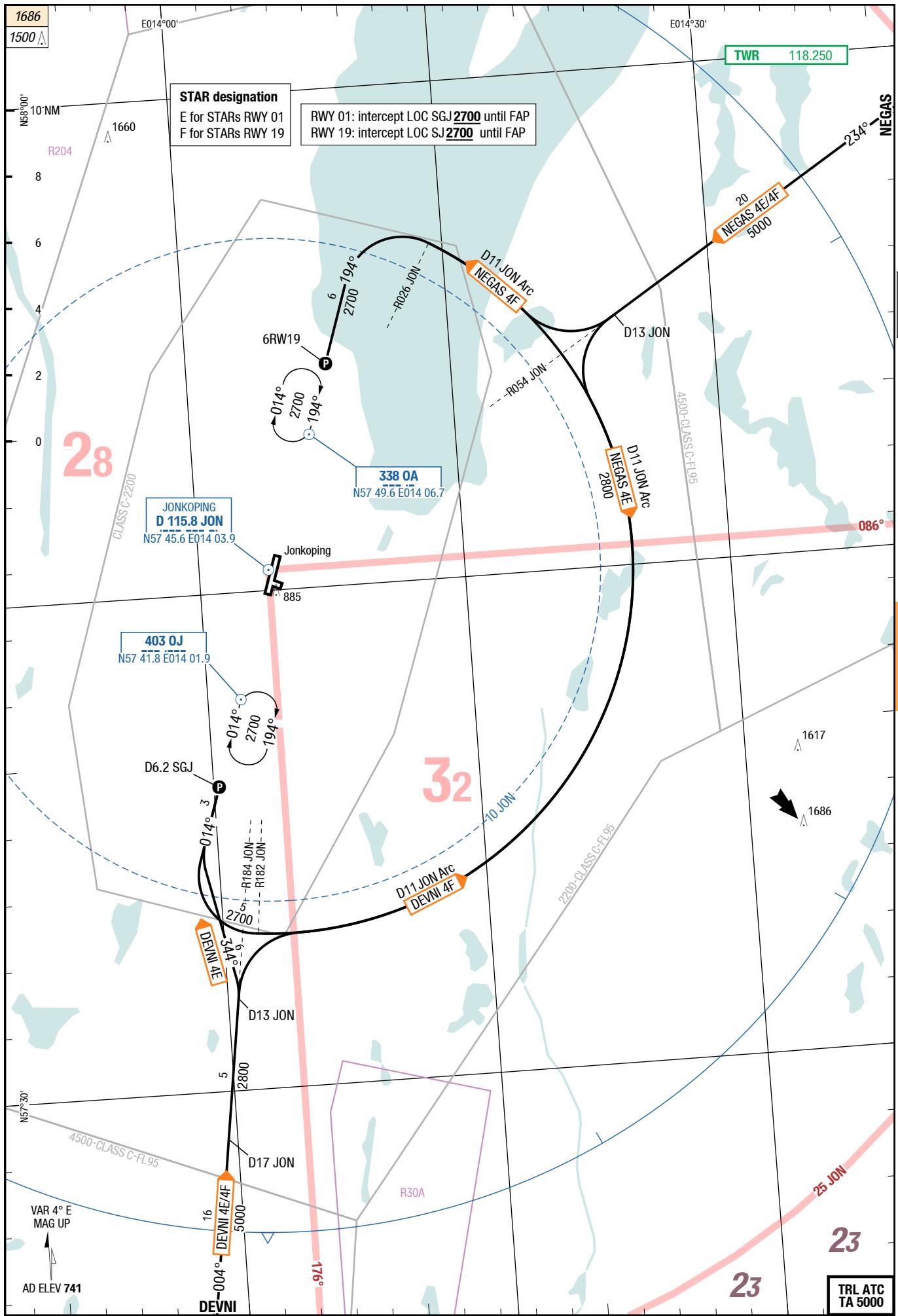
RWYs 01 (014°) / 19 (194°)

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



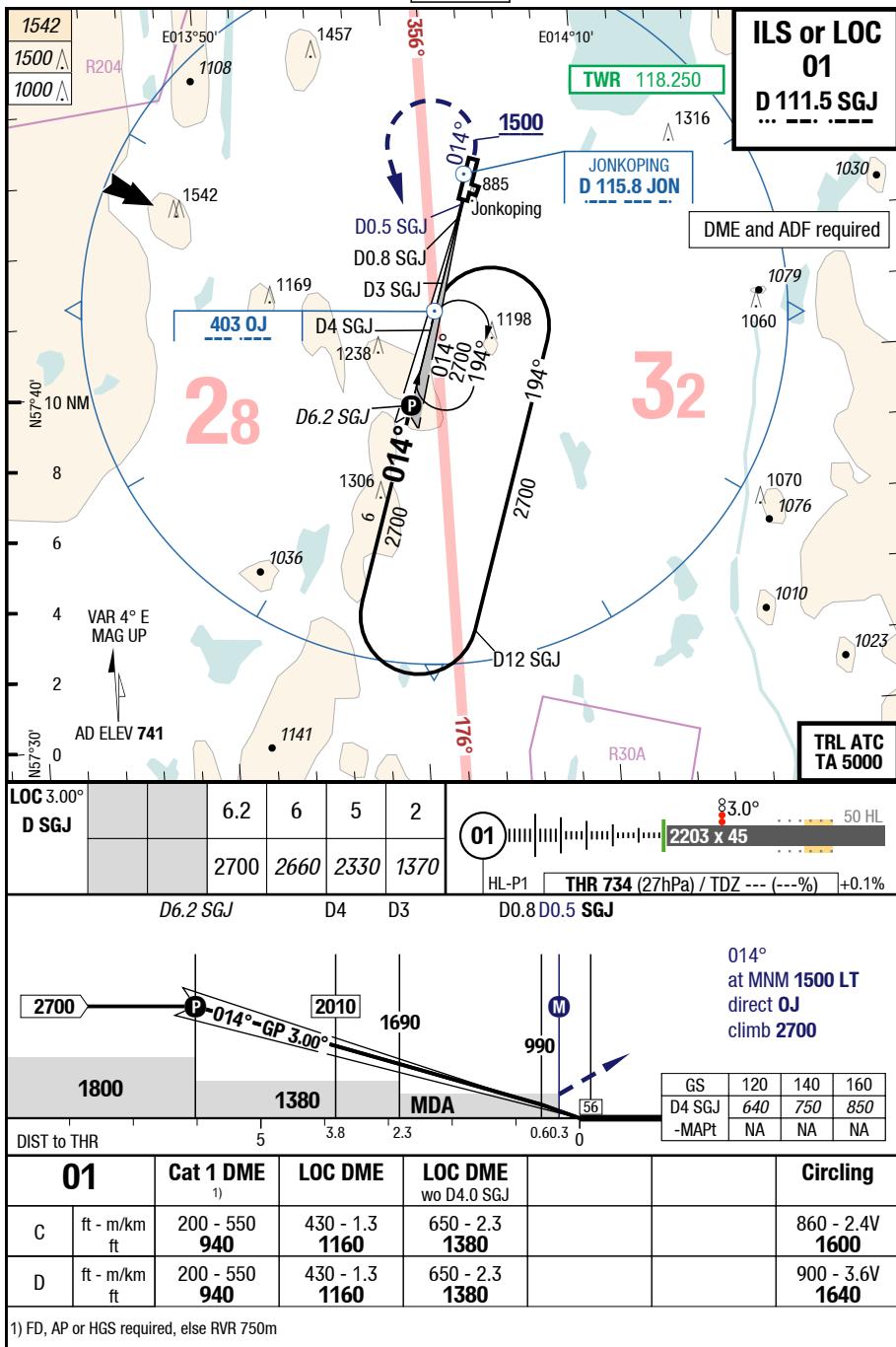


21-SEP-2017

JKG-ESGJ

7-10

ILS or LOC 01



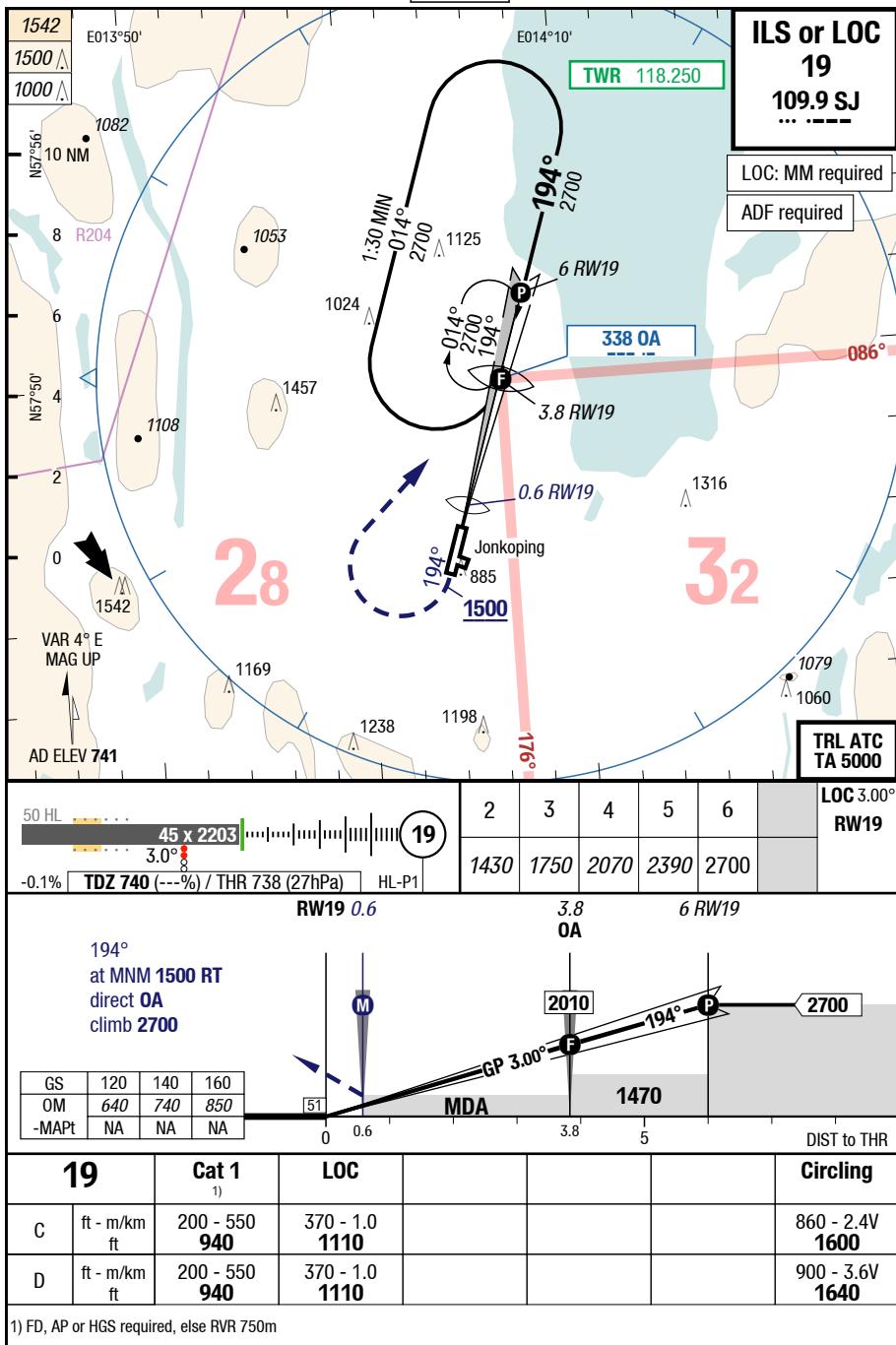
Changes: ALT, TDZE, OBST

21-SEP-2017

JKG-ESGJ

7-20

ILS or LOC 19



Changes: ALT, TDZE, OBST

Effective 09-NOV-2017

02-NOV-2017

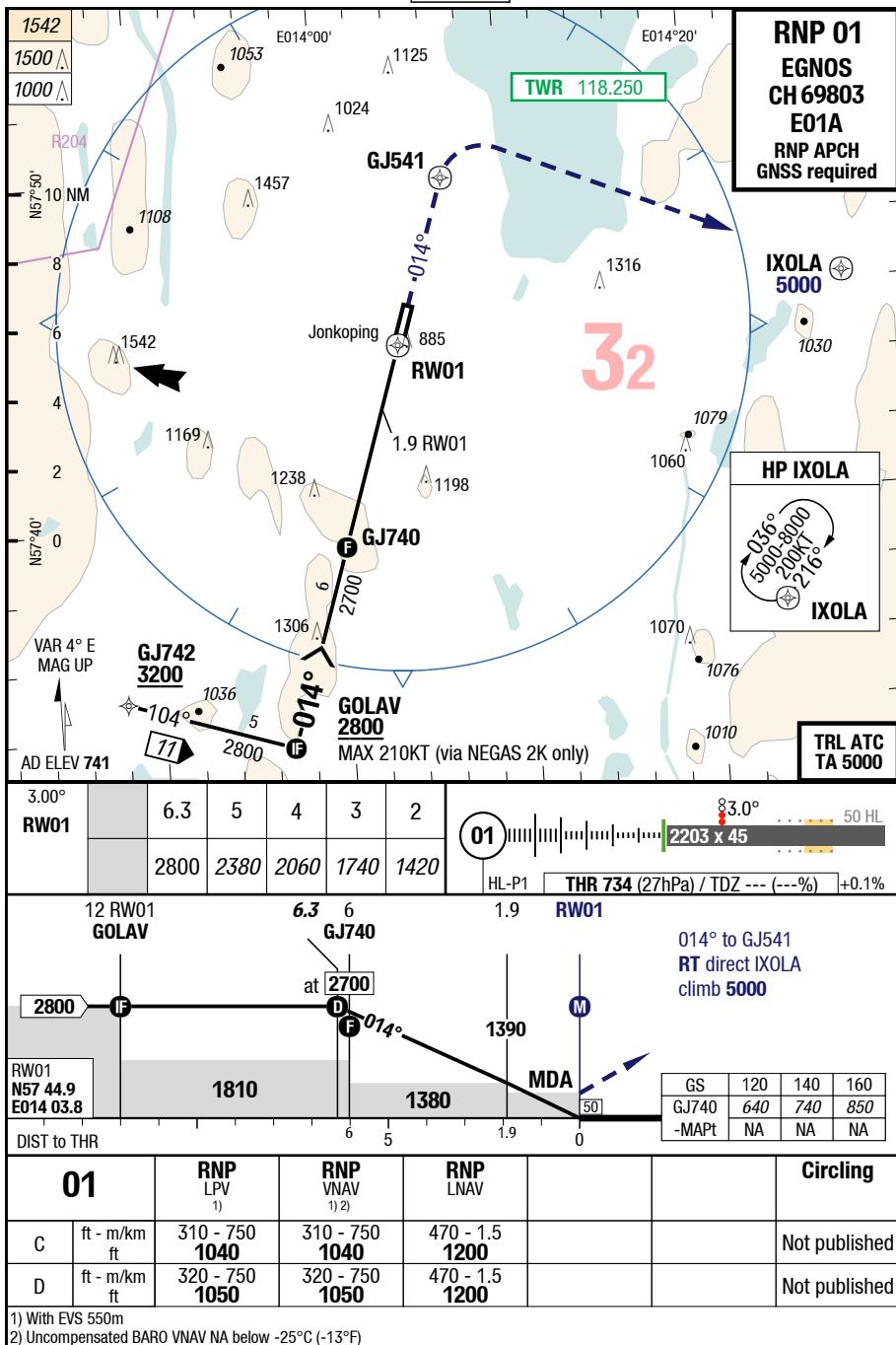
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Sweden Jonkoping

IAC

7-30

RNP 01



Changes: new

Effective 09-NOV-2017

02-NOV-2017

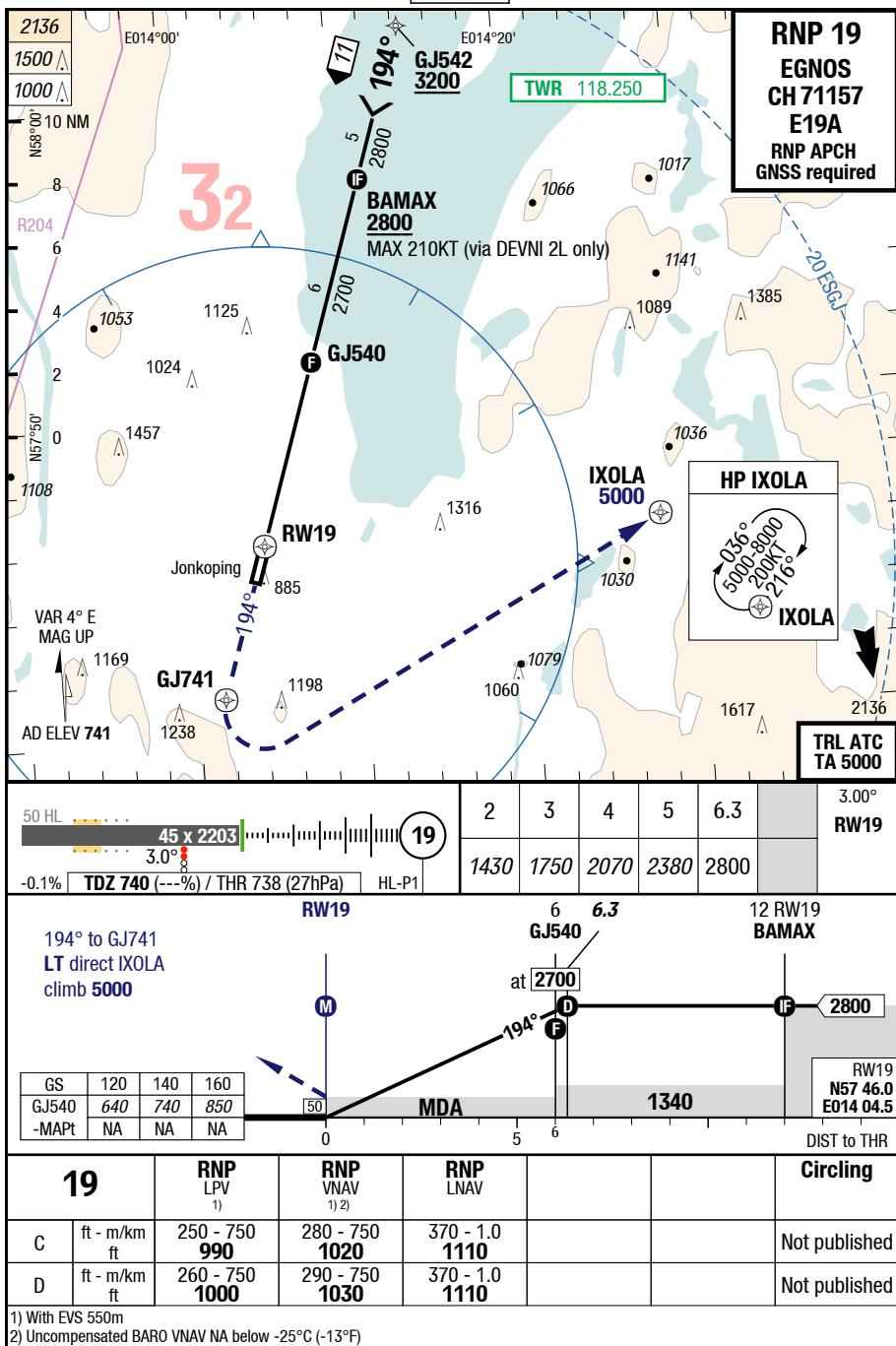
JKG-ESGJ

Sweden Jonkoping

IAC

7-40

RNP 19



Changes: new

JKG-ESGJ

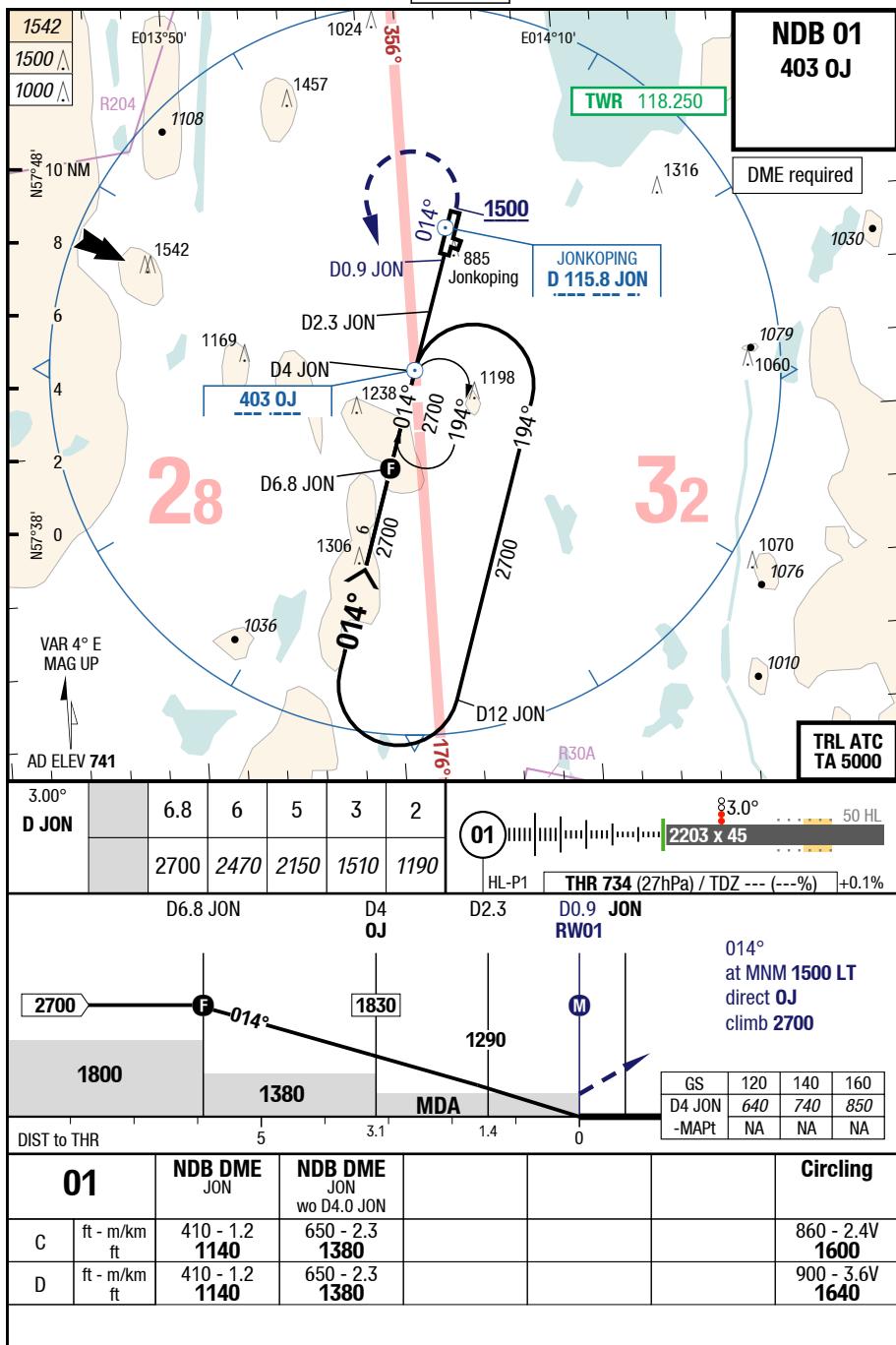
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NDB 01

NDB 01
403 Q.J

TWR 118.250

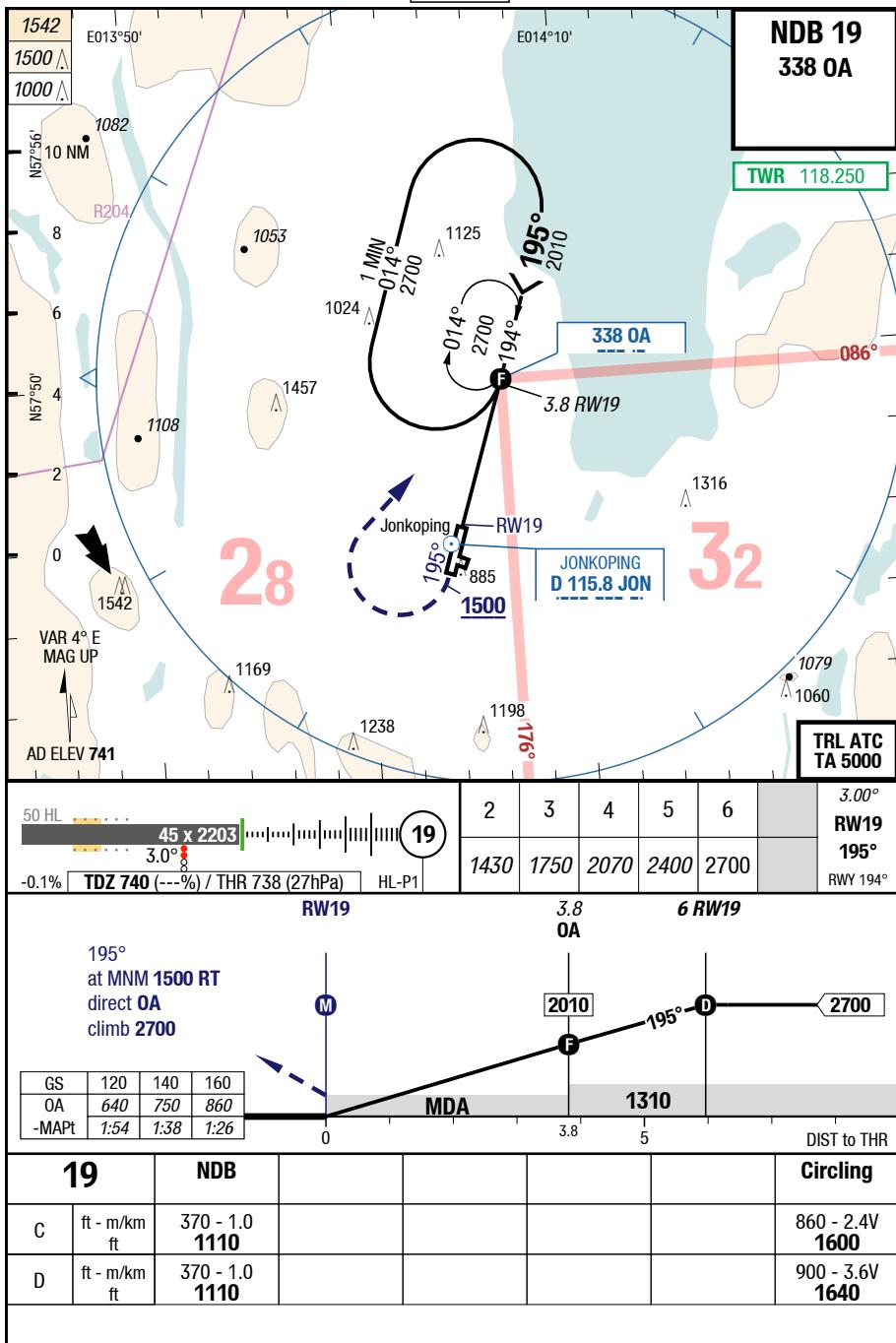
DMF required



JKG-ESGJ

7-60

NDB 19



28-JAN-2016

JKG-ESGJ

Sweden Jonkoping

MRC

Jonkoping Sweden

MRC

8-10

