

GENERAL**Operational Hours**

ATS Hours / AD OPS Hours : See NOTAM, outside HRs PPR

AD ADMIN Hours: MON-FRI 0700-1500±

Airport Information

RFF: CAT 7 SKED TFC, other TFC/higher CAT O/R

Fuel: MON-FRI 0600-1800±, SAT 0700-1000±, SUN 1400-1700±
other times O/R 12HRs PN for NON-SKED TFC

PCN: RWY 16/34: 50/F/B/X/T

Customs: O/R

Operation**Low Visibility Procedure**

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

RWY Restriction

TKOF RWY 34 only permitted, when wind CONDs or other FLT safety reasons so require. General exception may be granted between 0500-2100 after application to AD.

TWY Restriction

TWY B width 18m / 59ft.

TWY C width 15m / 49ft.

Taxi

APN S for CAT A ACFT only.

Warnings

SUN VOR/DME unreliable: on R022 between 30-22NM.

Unmanned balloons west of RWY 16 daily from 2330-1130±.

ARRIVAL**Communication****COM Failure****Inbound clearance received and acknowledged**

CLR limit for the inbound CLR is normally RWY in use. When this is the case, maintain the level last received and follow the specified route to SUN VOR.

CLR limit for the inbound CLR is other than RWY in use, maintain the level last received and follow the specified route to this limit and then proceed direct to SUN VOR. If an expected APCH time has been received, the descent shall not be commenced until that time.

After ARR overhead SUN VOR descent, if required, shall be made in SUNDSVALL HLDG pattern. Thereafter a normal INSTR APCH shall be carried out.

Inbound clearance not received and/or acknowledged

Maintain level last received and proceed via the relevant TMA entry point to SUN VOR. In the HLDG pattern SUNDSVALL descend to 3000ft. Thereafter a normal INSTR APCH to RWY 16 or 34 shall be carried out.

Arrival Procedures

Noise Abatement Procedure: Do not overfly built-up area below 2000ft.

Reverse: Do not use reverse between 2100-0500± except for safety reasons.

DEPARTURE**Take-off Minima**

RWY		16/34	
All ACFT	ft - m/km	0 - 300R/300V	-

Departure Procedure**Omnidirectional DEP PROC**

RWY 16:

Climb straight ahead to MNM turning ALT 600ft.

Continue climb to appropriate MSA.

RWY 34:

Climb straight ahead with MNM 360ft/NM (5.9%) to MNM turning ALT 1400ft.

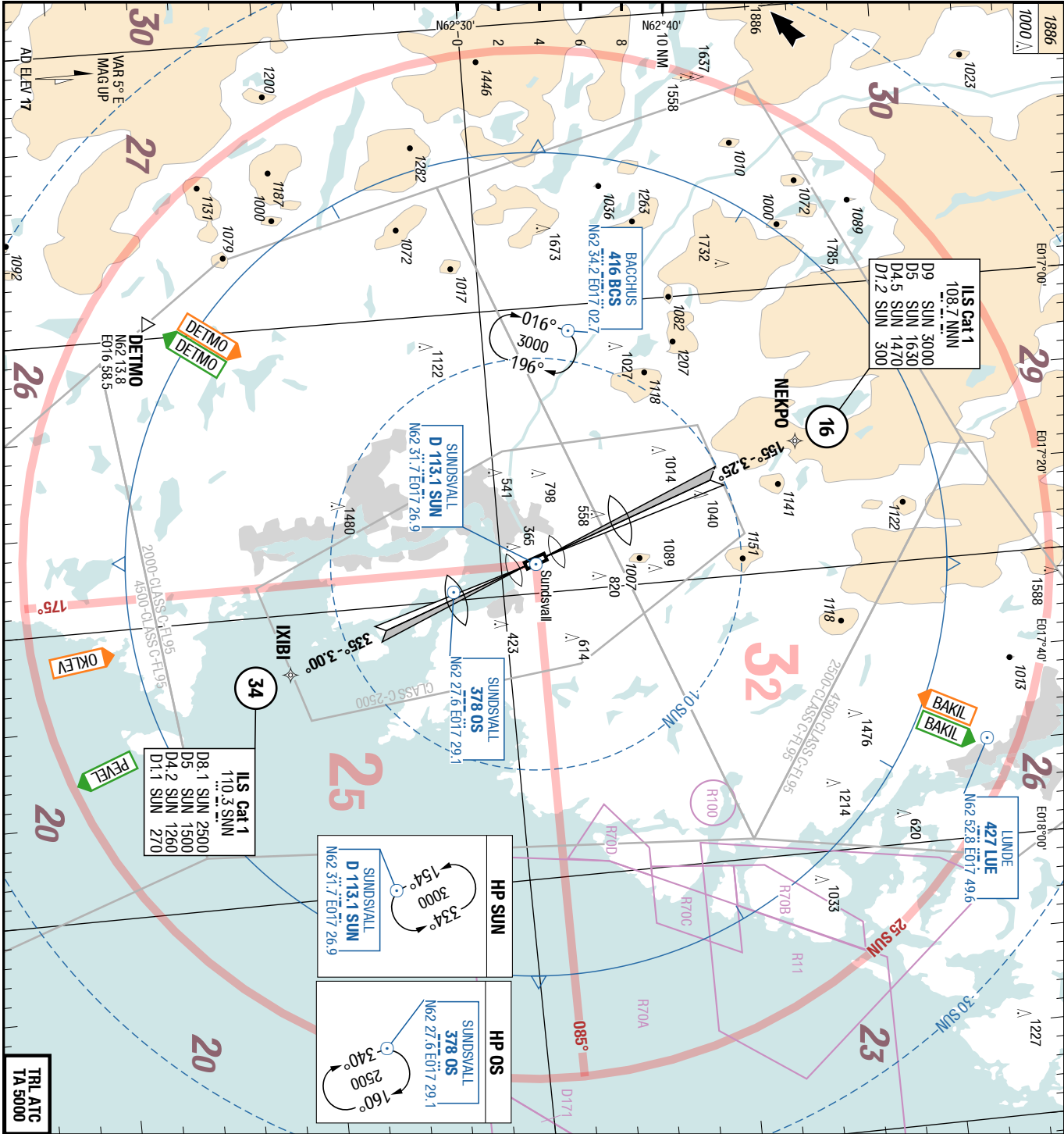
Continue climb to appropriate MSA.

ATC Slot, Clearance

Start-up CLR shall be obtained from TWR at all times.

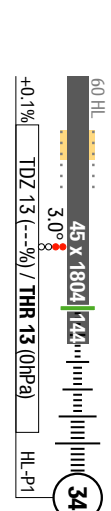
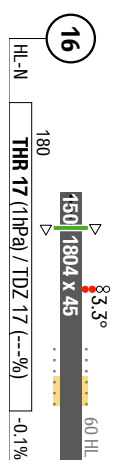
De-Icing

O/R



ATIS	127.400 HO	118.100 HX
TWR	129.550 HO	

Landing RWY system:



Effective 24-MAY-2018

17-MAY-2018

SDL-ESNN

3-20

Sweden Sundsvall Timra

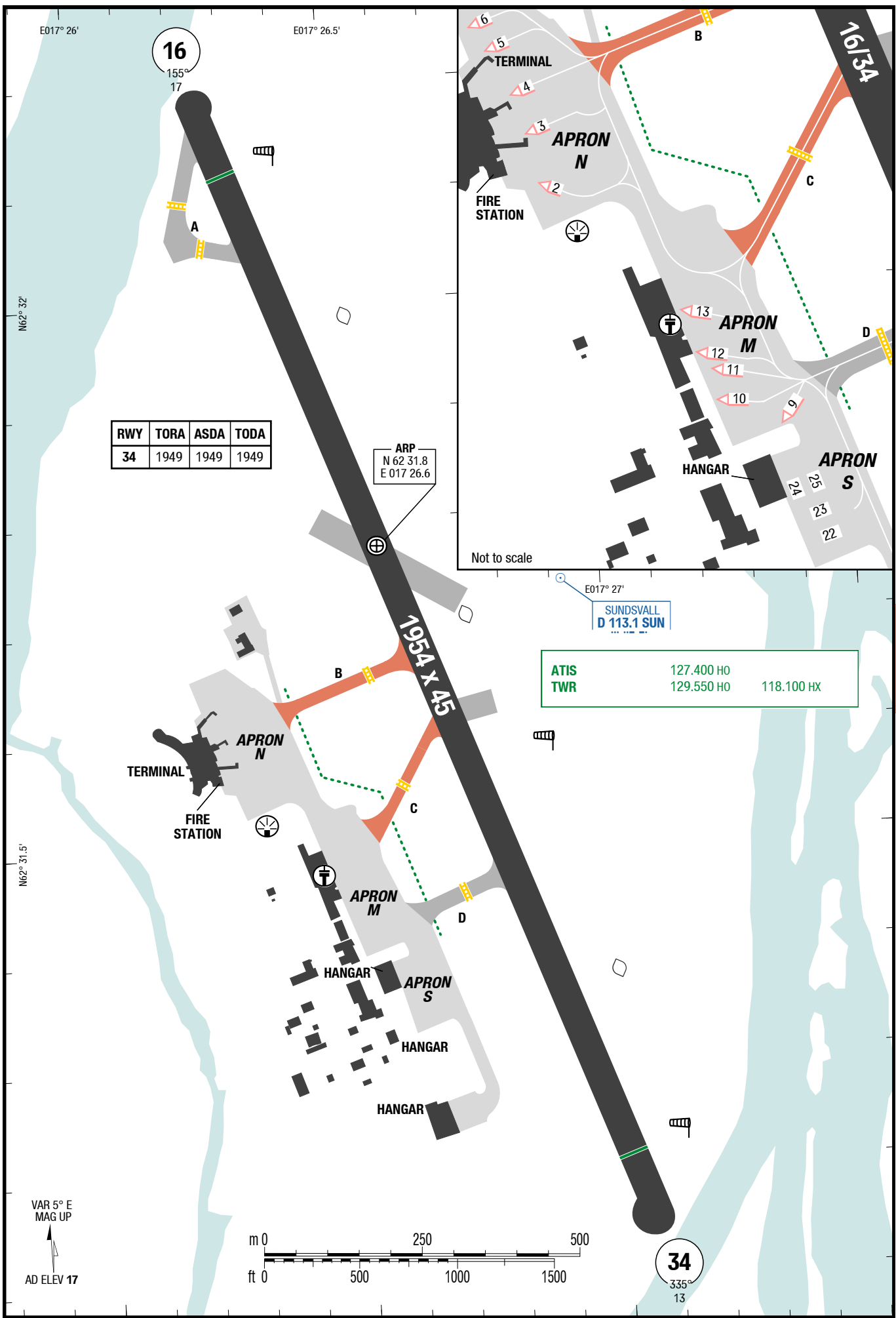
AGC

AGC

AGC

AGC

Timra Sundsvall Sweden



SDL-ESNN

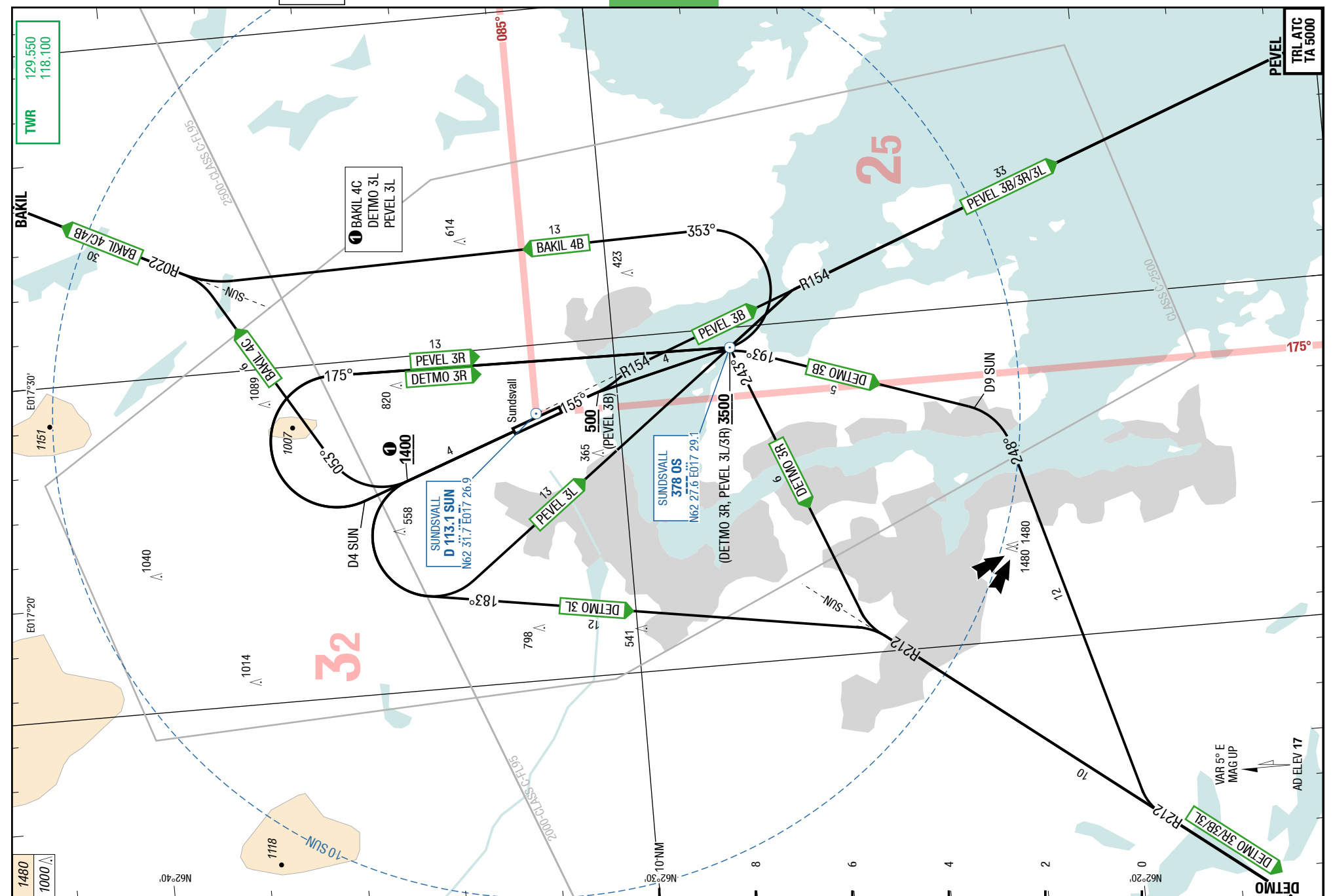
SIDs

SID

SID

SIDs

Timra **Sundsvall** Sweden



Changes: ALT, OBST

18-MAY-2017

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5-10

SIDs

SIDPT

BAKIL 4B / DETMO 3B / PEVEL 3B / BAKIL 4C / DETMO 3L / DETMO 3R / PEVEL 3L / PEVEL 3R

RWYs 16 (155°) / 34 (335°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 16	
BAKIL 4B 6.6% to 5000 129.550	at OS LT 353° - intercept R022 SUN to BAKIL	
DETMO 3B 6.6% to 5000 129.550	at OS QDR 193 OS - at D9 SUN RT 248° intercept R212 SUN to DETMO	
PEVEL 3B 6.6% to 5000 129.550	at MNM 500 LT intercept R154 SUN to PEVEL	
	Runway 34	
BAKIL 4C 6.6% to 5000 129.550	at MNM 1400 RT 053° intercept R022 SUN to BAKIL	
DETMO 3L 6.6% to 5000 129.550	at MNM 1400 LT 183° intercept R212 SUN to DETMO	
DETMO 3R 6.6% to 5000 129.550	at D4 SUN RT intercept QDM 175 OS to OS - QDR 243 OS intercept R212 SUN to DETMO	OS MNM 3500
PEVEL 3L 6.6% to 5000 129.550	at MNM 1400 LT direct OS - intercept R154 SUN to PEVEL	OS MNM 3500
PEVEL 3R 6.6% to 5000 129.550	at D4 SUN RT intercept QDM 175 OS to OS - LT intercept R154 SUN to PEVEL	OS MNM 3500

Changes: Altitudes

DEPARTURES

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

RWY

Routing

OMNIDIRECTIONAL DEP

RWY 16

155° - climb until MNM turning altitude **600** - continue climb to appropriate MSA

RWY 34

6.0% to **1400**335° - climb until MNM turning altitude **1400** - continue climb to appropriate MSA

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NIL

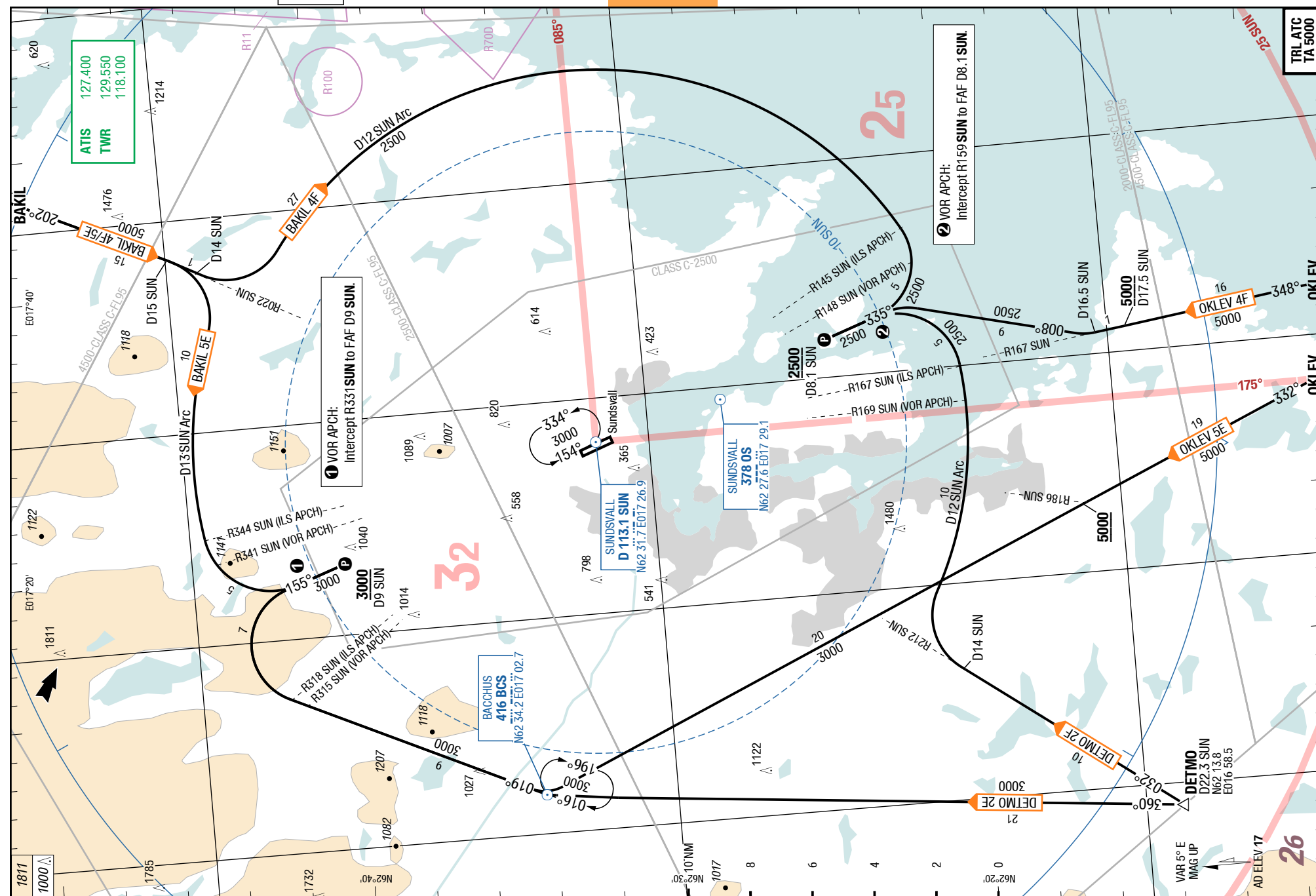
STARS

STAR

STAR

NIL

STARS



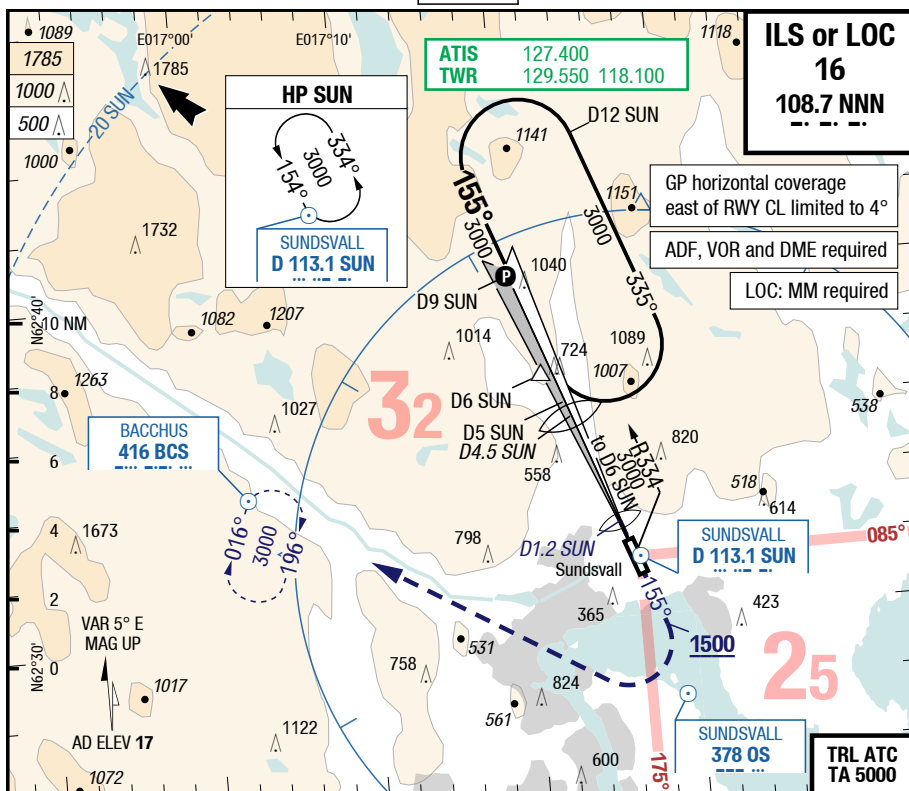
Changes: OBST, DIST

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7-10

ILS or LOC 16

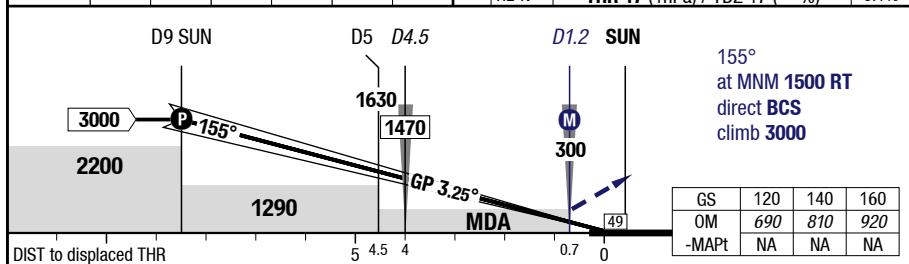


LOC 3.26° D SUN	9	8	7	6	4	3
	3000	2660	2320	1970	1280	940

16 HL-N

180 150 1804 x 45 83.3° 60 HL

THR 17 (1hPa) / TDZ 17 (---%) -0.1%



16		Cat 1 1)	LOC DME SUN	LOC DME SUN wo D5.0 SUN	Circling 2)	Circling	Circling LOC DME wo D5.0 SUN 2)
C	ft - m/km ft	200 - 1.2 220	720 - 2.4 730	1280 - 5.0 1290	1280 - 2.4V 1290	1420 - 2.4V 1430	1280 - 5.0V 1290
D	ft - m/km ft	200 - 1.2 220	720 - 2.4 730	1280 - 5.0 1290	1310 - 3.6V 1320	1480 - 3.6V 1490	1310 - 5.0V 1320

1) With EVS 800m, wo EVS use STD

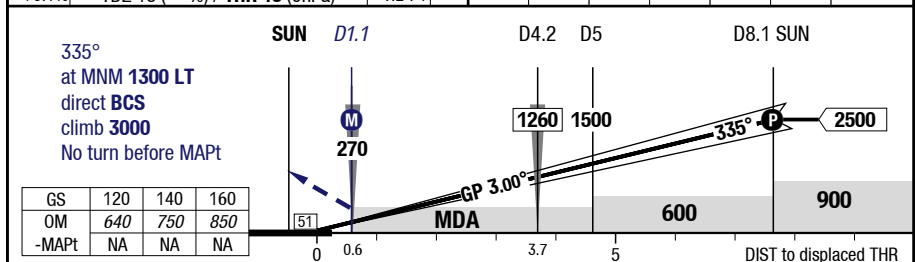
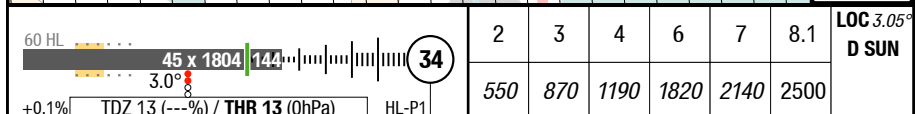
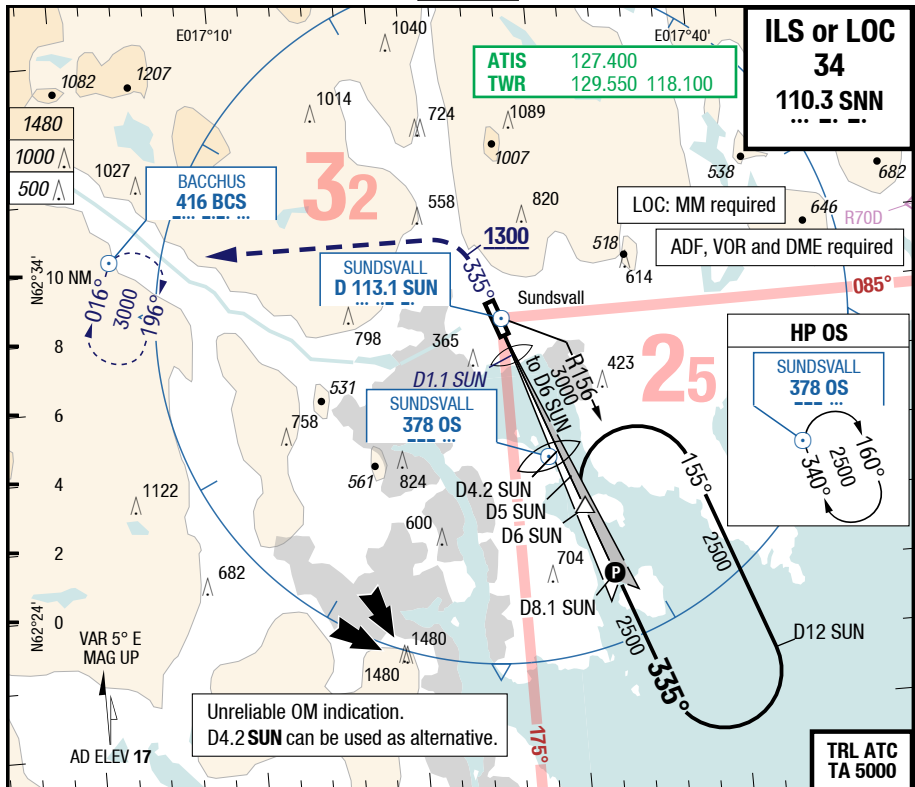
2) W of RWY only

Changes: ALT, DIST ALT table, APL, HLDG, OBST, MISAP text

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7-20

ILS or LOC 34



34		Cat 1 ¹⁾	LOC DME SUN	LOC DME SUN wo D5.0 SUN	Circling ²⁾	Circling
C	ft - m/km ft	240 - 550 250	330 - 800 340	590 - 2.0 600	1190 - 2.4V 1200	1420 - 2.4V 1430
D	ft - m/km ft	260 - 600 270 ³⁾	330 - 800 340	590 - 2.0 600	1310 - 3.6V 1320	1480 - 3.6V 1490

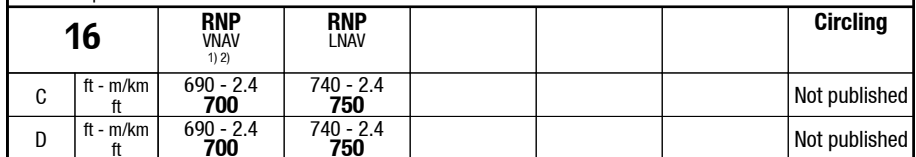
1) FD, AP or HGS required, else RVR 750m

3) With EVS 550m, wo EVS use STD

2) W of RWY only

Changes: ALT, DIST ALT table, APL, HLDG, OBST, MISAP text

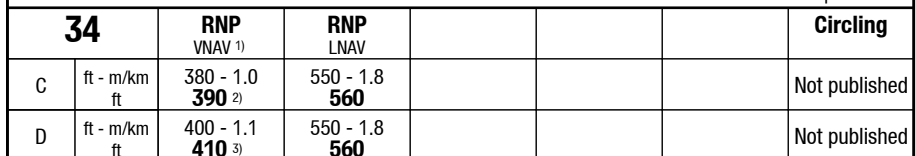
RNP 16



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Changes: new

RNP 34



2) With EVS 650m

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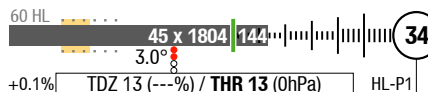
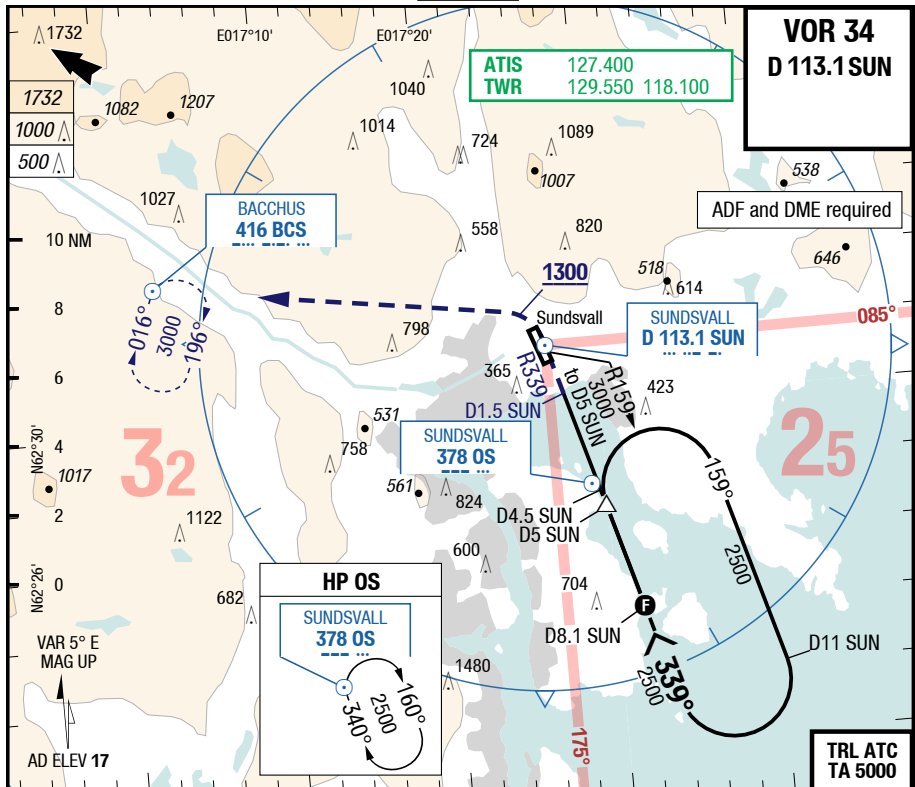
VOR 16



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7-60

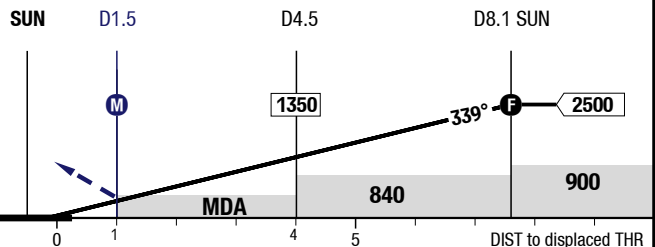
VOR 34



2	3	4	6	7	8.1	3.02°
550	870	1190	1820	2140	2500	D SUN 339°
						RWY 335°

R339 SUN
at MNM 1300 LT
direct BCS
climb 3000
No turn before MAPt

GS	120	140	160
D4.5 SUN	640	750	850
-MAPt	NA	NA	NA



34	VOR DME	VOR DME wo D4.5 SUN		Circling 1)	Circling
C	ft - m/km ft	380 - 1.0 390	830 - 2.4 840	1190 - 2.4V 1200	1420 - 2.4V 1430
D	ft - m/km ft	380 - 1.0 390	830 - 2.4 840	1310 - 3.6V 1320	1480 - 3.6V 1490

1) W of RWY only

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7-70

WxMinima Overflow

16							Circling LOC DME wo D5.0 SUN
C	ft - m/km ft						1420 - 5.0V 1430
D	ft - m/km ft						1480 - 5.0V 1490

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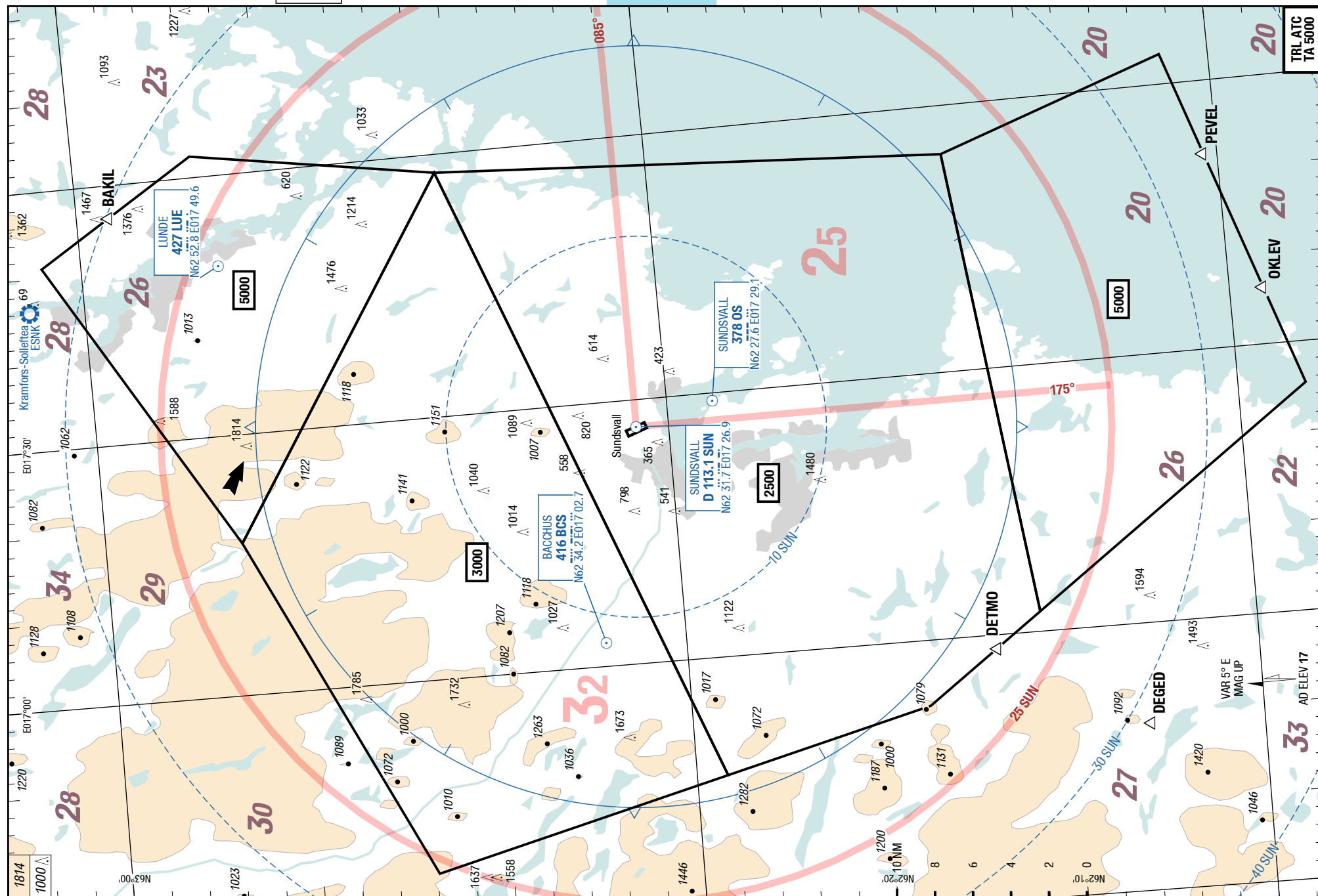
MRC

MRC

MRC

NIL

MRC



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Changes: MGA