

GENERAL**Operational Hours****ATS Hours / AD OPS Hours:** H24**AD ADMIN Hours:** MON-FRI 0700-1530‡**Airport Information****RFF:** CAT 7**Fuel:** MON-FRI 0300-2300‡, SAT-SUN 0500-2300‡**PCN:** RWY 17/35: 80/F/B/X/T

RWY 11/29: 15/F/B/X/T

Operation**Low Visibility Procedures**

LVP in force at latest when RVR falls below 550m and/or vertical VIS falls below 200ft.

The application of LVP will be announced by ATIS or RTF.

CAT II HLDG PSN to be used for RWY 17/35.

INT TKOF from TWY A or B during LVP prohibited.

Vacate RWY via end or TWY A or B. Report "ILS sensitive area vacated" when clear of colour coded CLL.

Surface movement RAD not AVBL.

TWY E not permitted when RVR below 300m.

TWY Restriction

TWY J width 11m / 36ft.

TWY E width 9.5m / 31ft.

TWY F width 9m / 30ft.

Taxi/Parking

3-ENG ACFT shall shut down middle ENG before entering APN.

Ensure that towbar for push-back is AVBL before accept parking PROC.

Visual docking guidance system AVBL:

Stand 20 equipped with SAFEGATE.

Stands 1-8 equipped with APIS.

APU

APU shall only be used for ENG start or adjustment of cabin temperature.

Use of APU restricted to MAX 5min before estimated time for push-back or taxiing.

When OAT exceeds 25°C, APU may be started MAX 20min before push-back or taxiing.

Noise Abatement Procedure

Do not overfly central parts of Malmö and Lund as well as built-up areas around Malmö AD below 2000ft MSL, except when necessary for TKOF or LDG.

ARRIVAL**Speed**

When established maintain at least 160KT until passing D4 NMS/SMS. Inform ATC if unable.

Communication**COM Failure****IMC**

If no Inbound CLR received and acknowledged: Proceed via the relevant TMA entry point direct to ALMA VOR. After passing ALMA VOR proceed to SUP VOR for an instrument approach. If last received and acknowledged ALT is higher than FL70 descent shall be made in ALMA HLDG. After passing ALMA VOR towards SUP VOR descent from FL70 or last received and acknowledged LVL if lower to an ALT for initial APCH.

During MISAP

Climb straight ahead to 2500ft MSL. Then turn left to SUP VOR for a new instrument APCH.

Arrival Procedure

ARR shall be planned via WPTs BAKLI, DETUS, PERRY, RONNE, RASMU or SVEDA.

VFR Traffic Pattern: RWY 17 right-hand circuit. The AD traffic circuits shall be flown W of the extended center line of RWY 17/35.

Visual APCH: Not authorized 2100-0500± for ACFT with wake TURB medium, heavy and JET ACFT.

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

Non-standard GP intercept position on RWY 17

GP intercepts RWY 17 at 332m / 1088ft after landing threshold.

Remaining DIST beyond GP is 2468m / 8098ft.

DEPARTURE**Take-off Minima**

RWY		17/35	
All ACFT	ft - m/km	0 - 150R	-

Departure Procedure

DEP shall be planned via WPTs DISGO, NEXIL, PERRY, SALLO, SVEDA or TELMO.

Start-up, push-back and taxiing is subject to prior permission from ATC. ACFT PSN shall be stated on initial call.

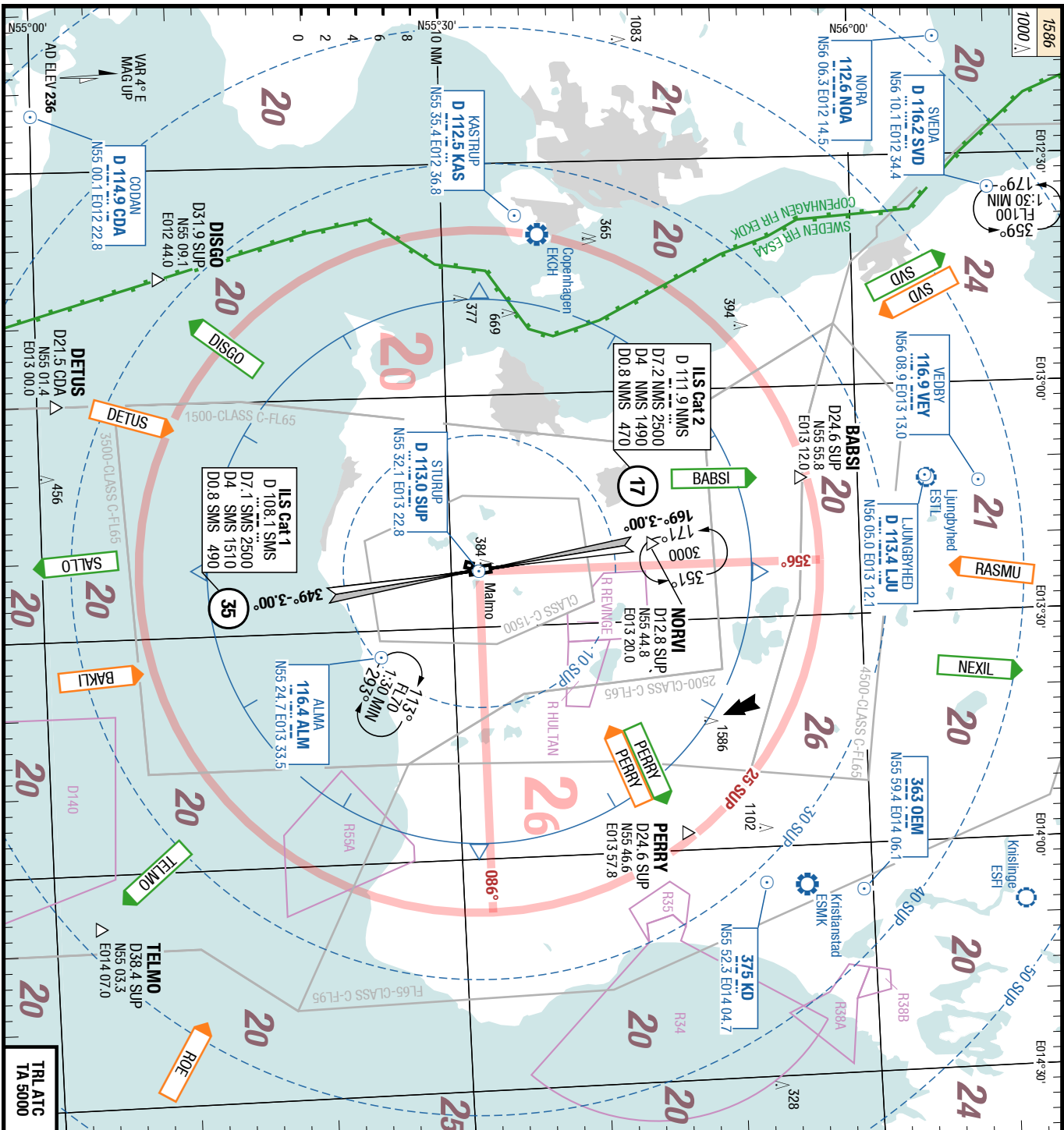
Contact MALMO CTL as soon as possible after TKOF.

DEP Note

ACFT requesting cruising levels at or above FL 260 after ALS (UR1) or after MIC (UA9, UA905) are advised to arrange the climb so that the ACFT will be able to pass ALS or MIC at MNM FL 260.

De-Icing

AVBL.

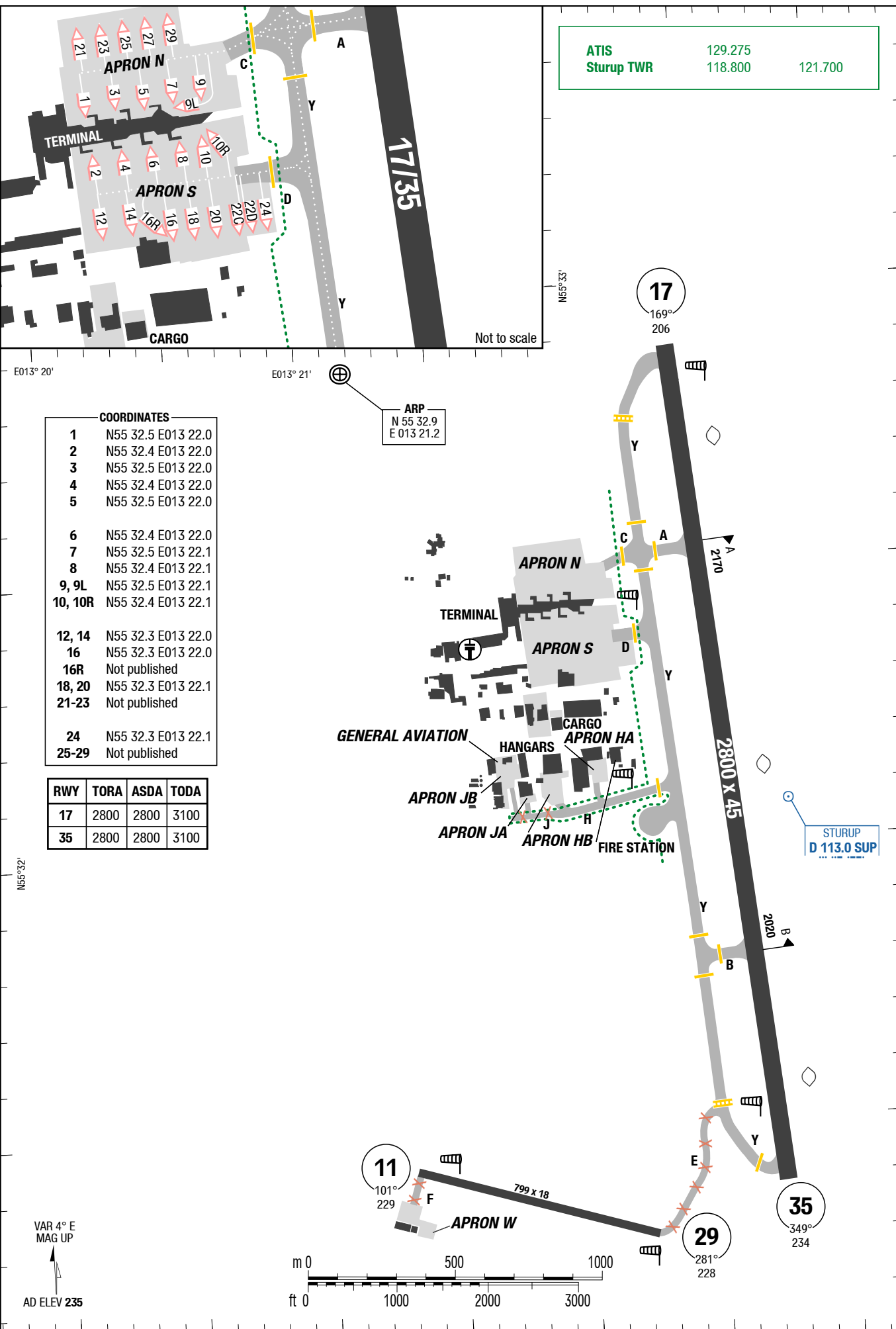


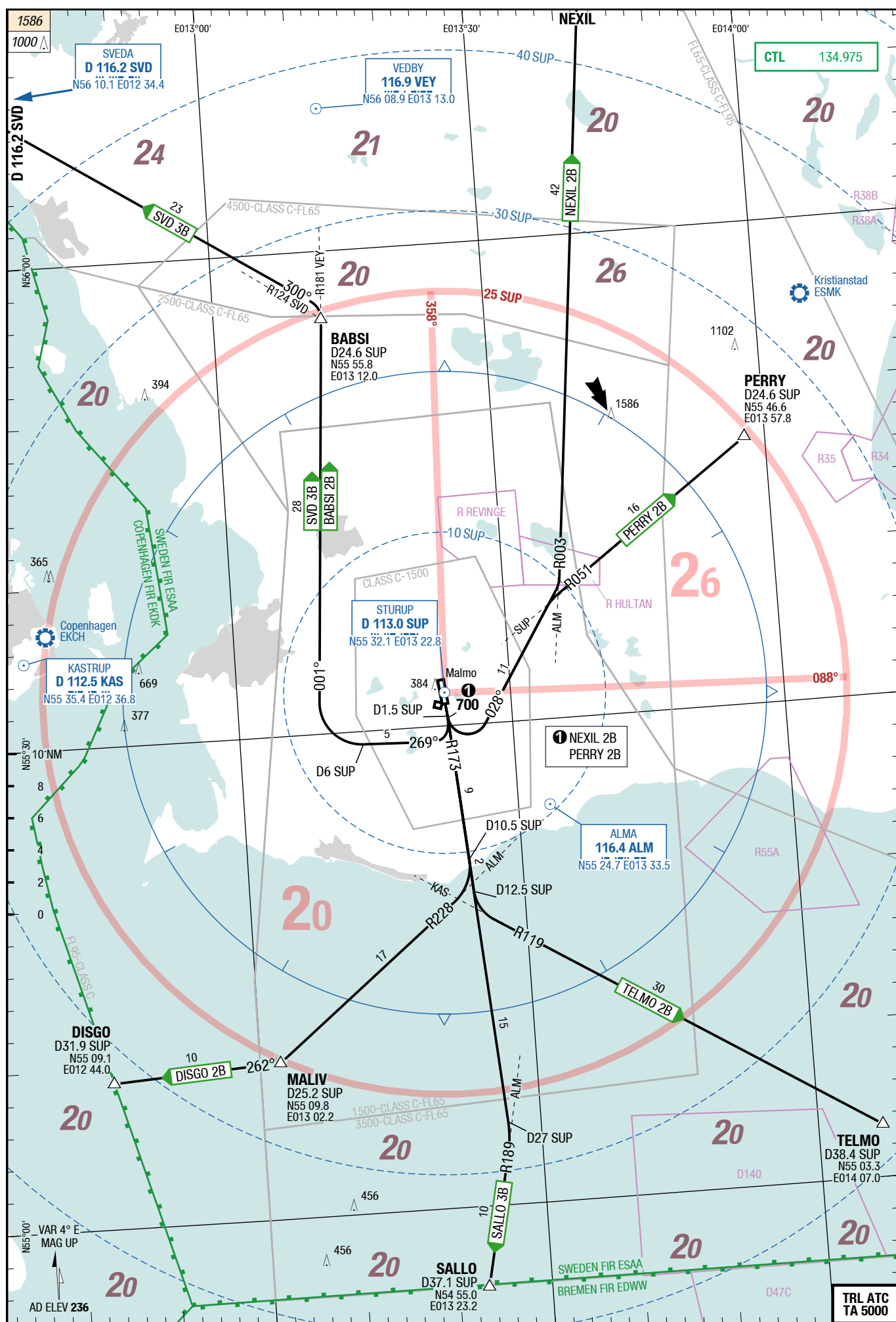
ATIS 129.275
CTL 134.975
Sturup TWR 118.800
 121.700 HO

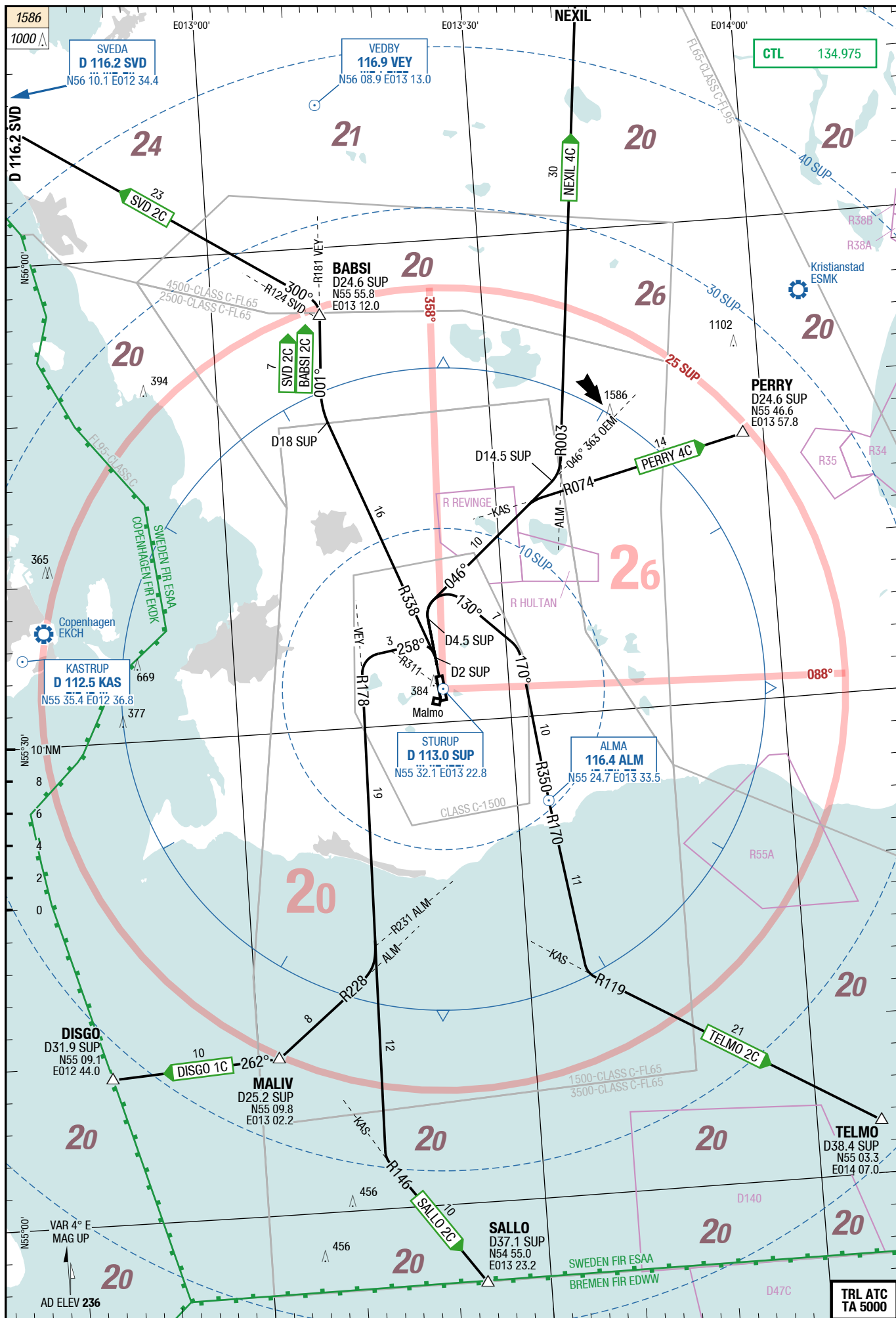
Landing RWY system:

17 HL-P2 THR 206 (8hPa) / TDZ 216 (---%) +0.3%
 83.0°
 2800 x 45
 60 HL

60 HL
 30 HL
 45 x 2800
 3.0°
 TDZ 235 (---%) / THR 234 (9hPa)
 -0.3%
 HL-P1







MMX-ESMS

5-10

SIDs RWY 17

BABSI 2B / DISGO 2B / NEXIL 2B / OMNIDIRECTIONAL DEP / PERRY 2B / SALLO 3B / SVEDA 3B / TELMO 2B

RWY 17 (169°)

After take-off, contact Malmö CTL.

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 17	
BABSI 2B 6.6% to 4000 134.975	at D1.5 SUP RT 269° - at D6 SUP RT intercept R181 VEY inbound to BABSI	initial climb 4000
DISGO 2B 6.6% to 4000 134.975 ①	intercept R173 SUP - at D10.5 SUP RT intercept R228 ALM to MALIV - DISGO	initial climb 4000
NEXIL 2B 6.6% to 4000 134.975	at 700 LT 028° intercept R003 ALM to NEXIL	initial climb 4000
OMNIDIRECTIONAL DEP 4.0% to 700 134.975	MNM 700 continue climb to appropriate MSA	
PERRY 2B 6.6% to 4000 134.975	at 700 LT 028° intercept R051 SUP to PERRY	initial climb 4000
SALLO 3B 6.6% to 4000 134.975	intercept R173 SUP - at D27 SUP intercept R189 ALM to SALLO	initial climb 4000
SVEDA 3B SVD 3B 6.6% to 4000 134.975	at D1.5 SUP RT 269° - at D6 SUP RT intercept R181 VEY inbound - crossing R124 SVD (BABSI) LT intercept R120 SVD to SVD	initial climb 4000
TELMO 2B 6.6% to 4000 134.975	intercept R173 SUP - at D12.5 SUP LT intercept R119 KAS to TELMO	initial climb 4000

① After DISGO proceed on T 508 to ROBUS.

BABSI 2C / DISGO 1C / NEXIL 4C / OMNIDIRECTIONAL DEP / PERRY 4C / SALLO 2C / SVEDA 2C / TELMO 2C

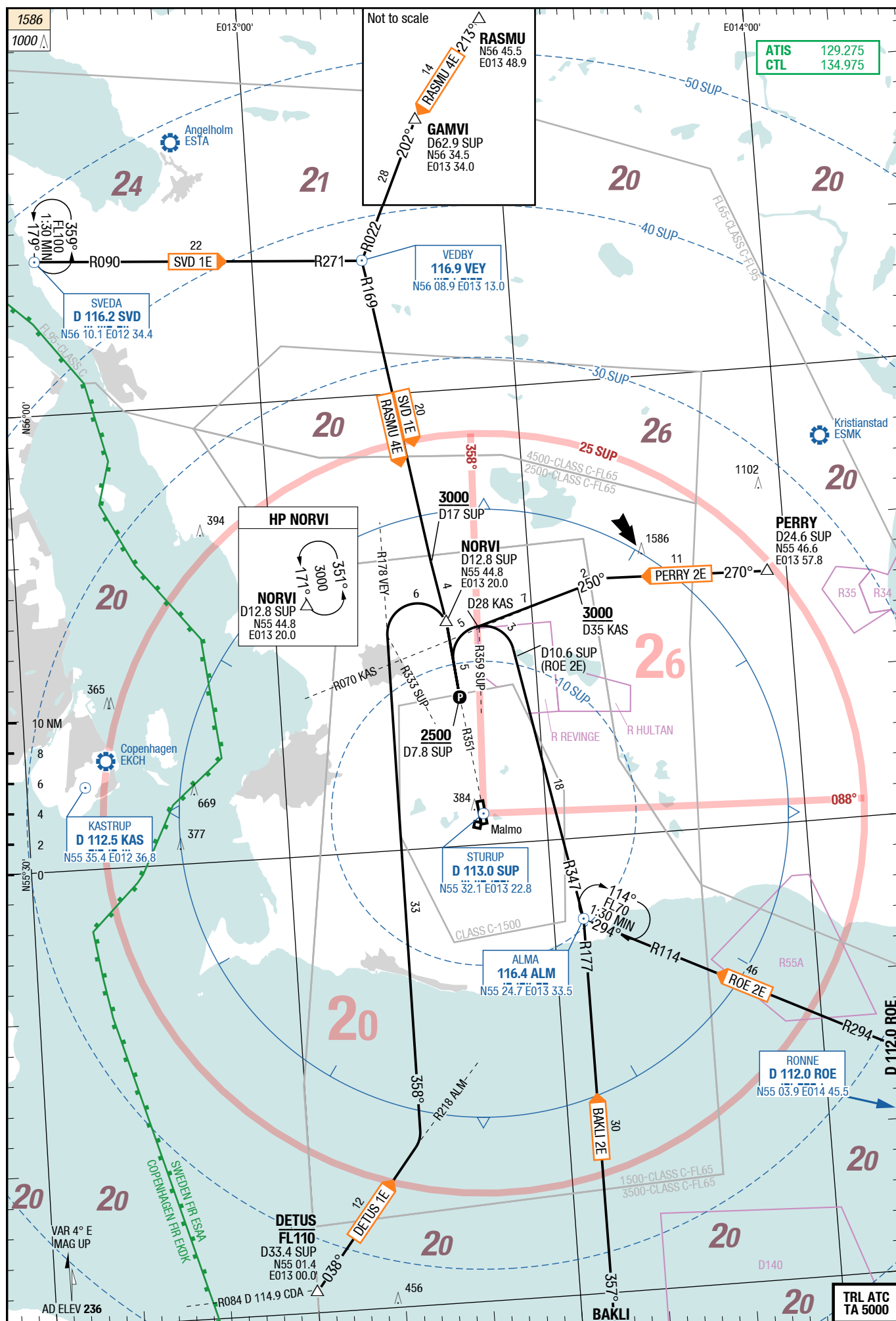
RWY 35 (349°)

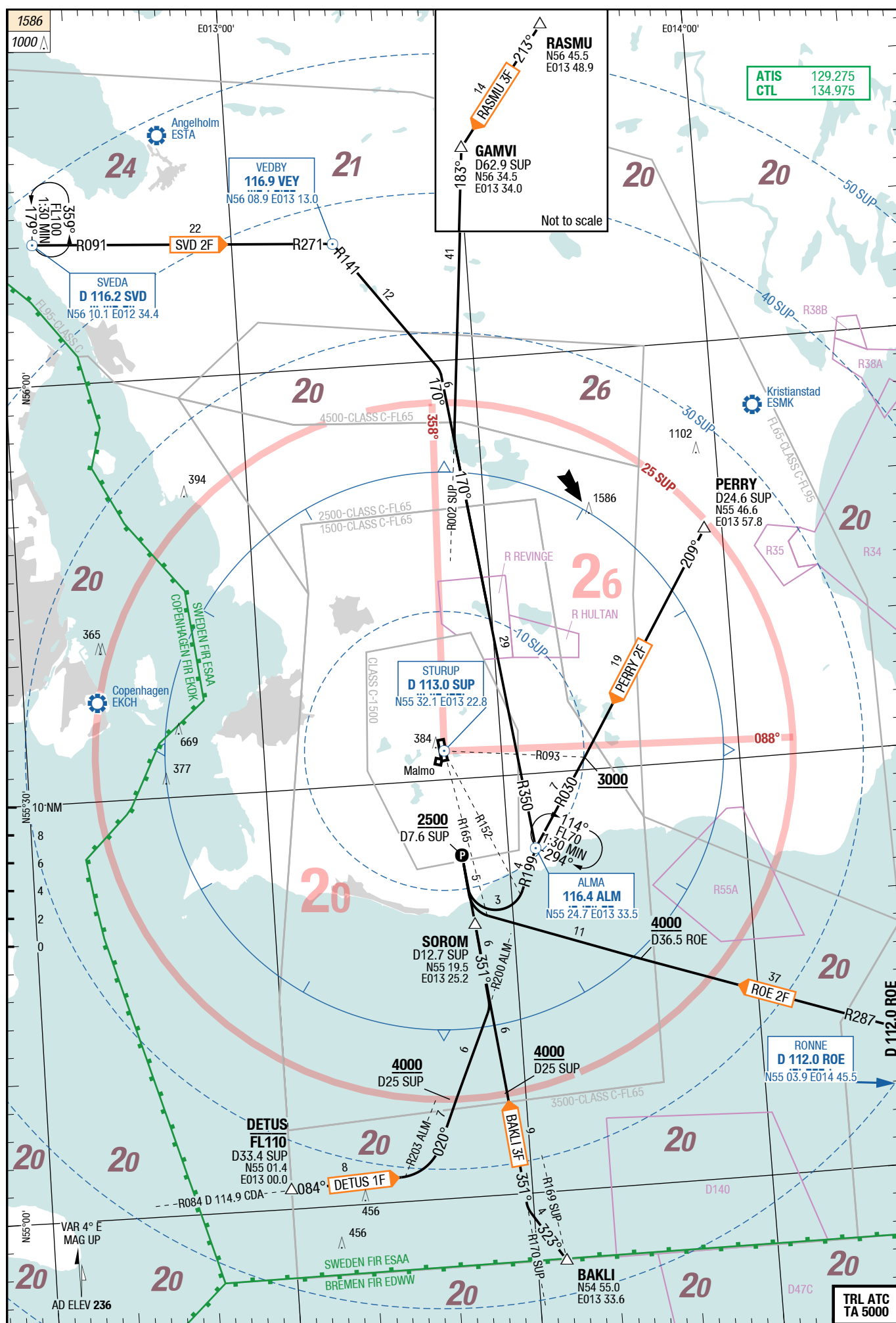
After take-off, contact Malmö CTL.

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 35	
BABSI 2C 6.6% to 4000 134.975	at D2 SUP LT intercept R338 SUP - D18 SUP RT intercept R181 VEY inbound to BABSI	initial climb 4000
DISGO 1C 6.6% to 4000 134.975 ①	at D2 SUP LT 258° - crossing R311 SUP LT intercept R178 VEY - crossing R231 ALM RT intercept R228 ALM to MALIV - DISGO	initial climb 4000
NEXIL 4C 6.6% to 4000 134.975	at D4.5 SUP RT intercept QDM 046 OEM - at D14.5 SUP LT - intercept R003 ALM to NEXIL	initial climb 4000
OMNIDIRECTIONAL DEP	MMN 700 continue climb to appropriate MSA	
PERRY 4C 6.6% to 4000 134.975	at D4.5 SUP RT 046° intercept R074 KAS to PERRY	initial climb 4000
SALLO 2C 6.6% to 4000 134.975	at D2 SUP LT 258° - crossing R311 SUP LT intercept R178 VEY - intercept R146 KAS to SALLO	initial climb 4000
SVEDA 2C SVD 2C 6.6% to 4000 134.975	at D2 SUP LT intercept R338 SUP - at D18 SUP RT intercept R181 VEY inbound - crossing R124 SVD (BABSI) LT intercept R120 SVD to SVD	initial climb 4000
TELMO 2C 6.6% to 4000 134.975	at D4.5 SUP RT 130° intercept R350 ALM to ALM - R170 ALM intercept R119 KAS to TELMO	initial climb 4000

① After DISGO proceed on T 508 to ROBUS.

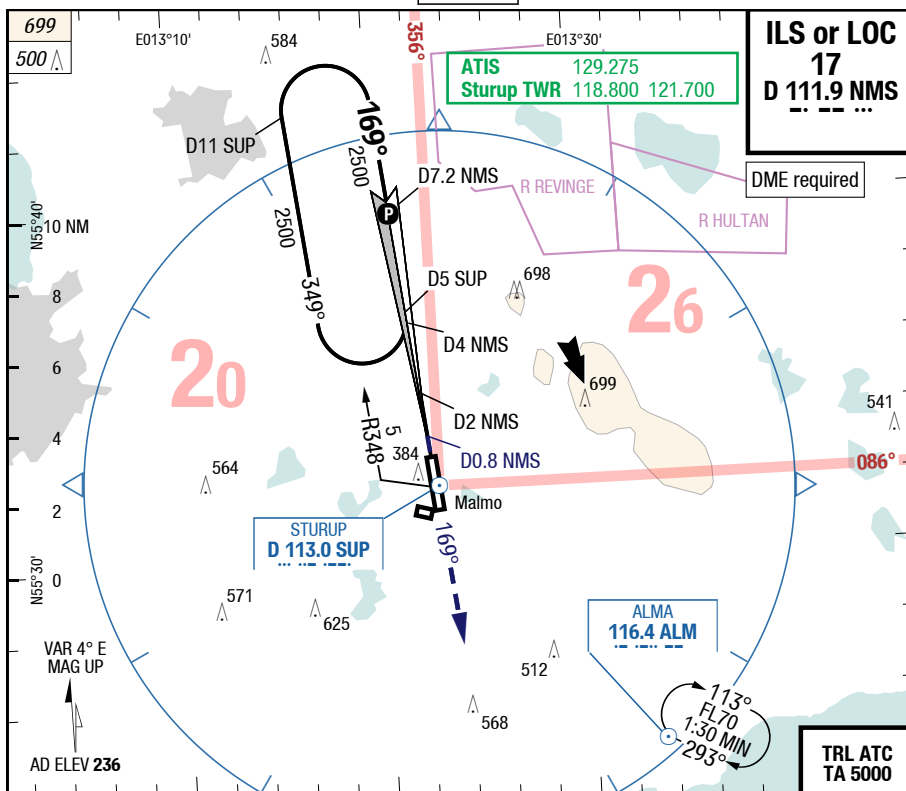
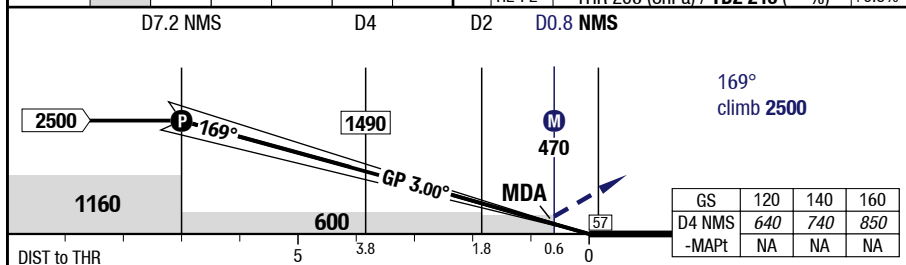




MMX-ESMS

7-10

ILS or LOC 17

[illegible]

17		Cat 2 DME	Cat 1 DME $L_{Ts}^{1)}$	Cat 1 DME $^{1)}$	LOC DME	Circling
C	ft - m/km ft	100 - 300R 105 RA	200 - 400 420	200 - 550 420	360 - 900 570	740 - 2.4V 970
D	ft - m/km ft	100 - 300R 105 RA 2)	200 - 400 420	200 - 550 420	360 - 900 570	870 - 3.6V 1100

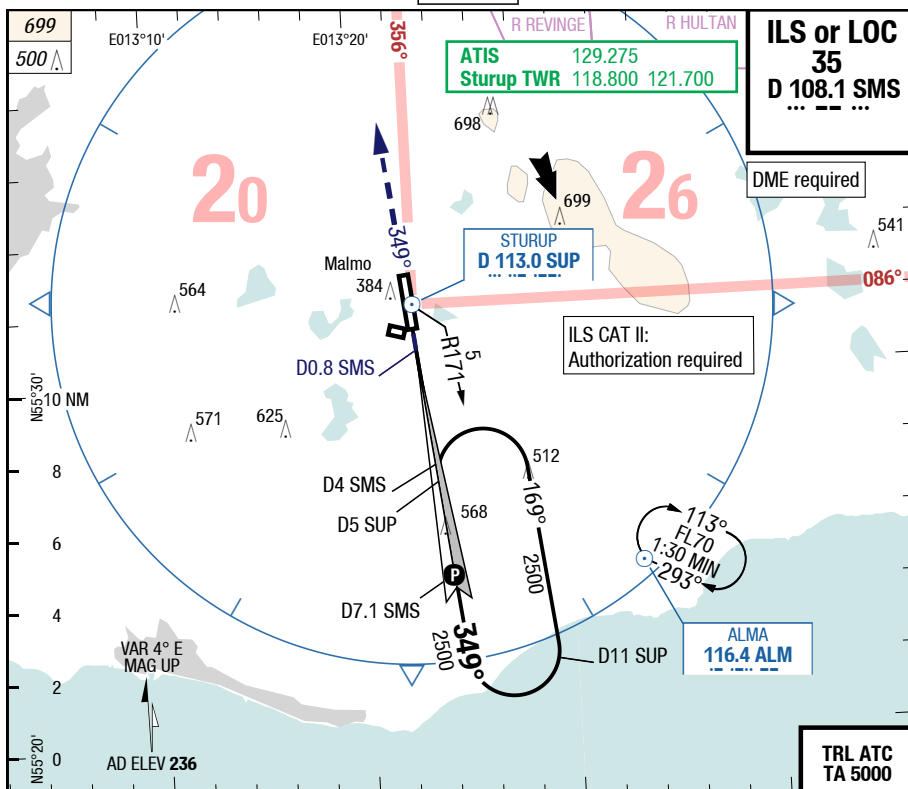
1) With EVS 350m	
------------------	--

2) If not conducting autoland RVR 350m required

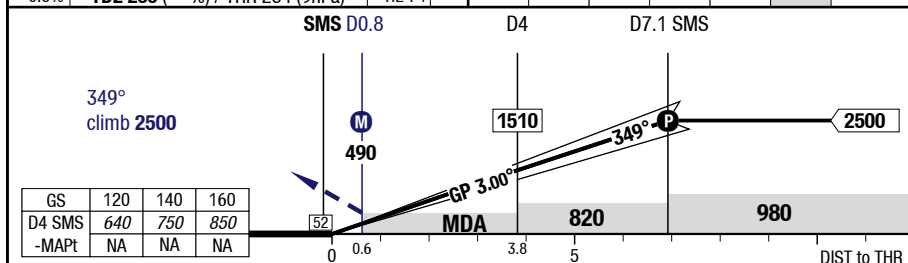
Changes: APL

7-20

ILS or LOC 35



60 HL	45 x 2800	35	2	3	5	6	7.1	LOC 3.02°
30 HL			870	1190	1830	2150	2500	D SMS
-0.3%	TDZ 235 (---%) / THR 234 (9hPa)	HL-P1						



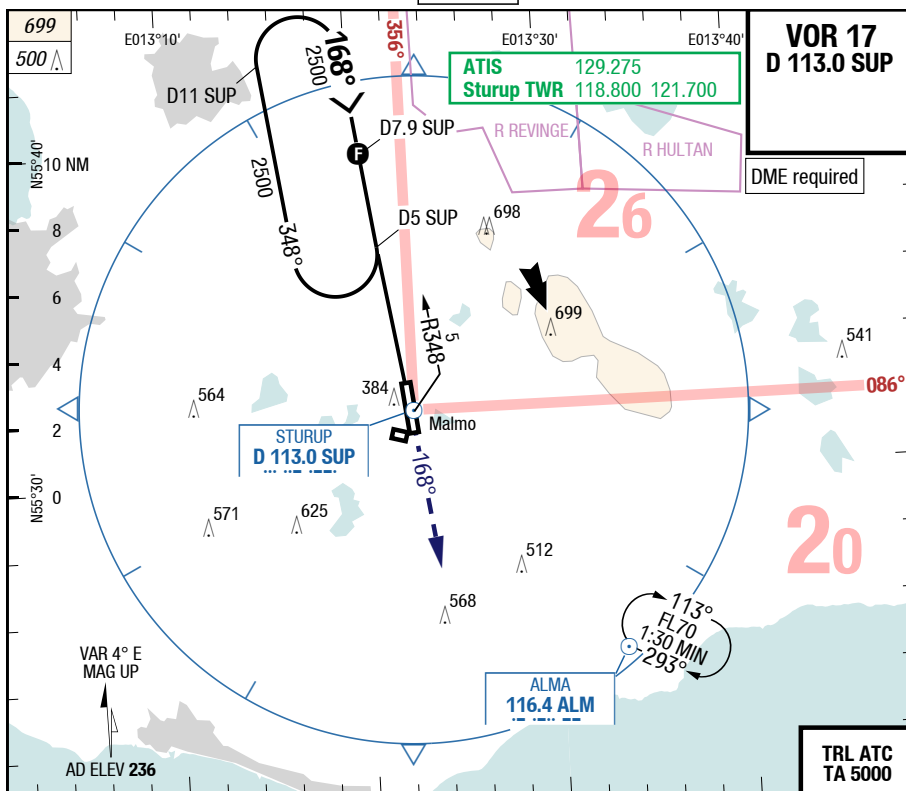
35		Cat 2 DME <i>0₁₅</i>	Cat 1 DME ¹⁾	LOC DME		Circling
C	ft - m/km ft	100 - 350R 103 RA	200 - 550 440	460 - 1.4 690		740 - 2.4V 970
D	ft - m/km ft	100 - 400R 103 RA	200 - 550 440	460 - 1.4 690		870 - 3.6V 1100

1) With EVS 350m

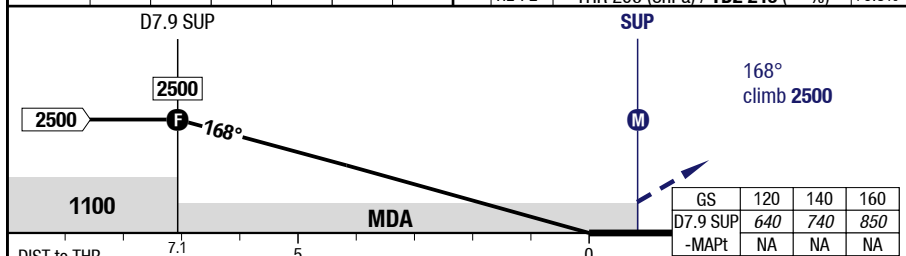
MMX-ESMS

7-30

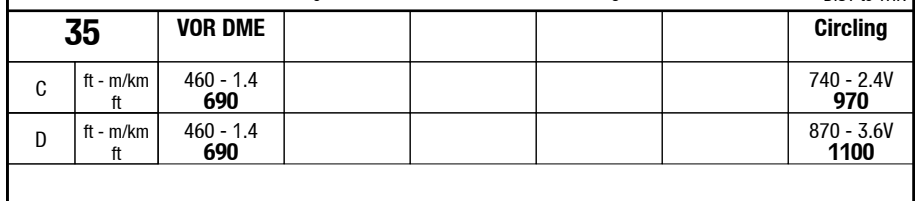
VOR 17



3.00° D SUP	7.9	7	6	4	3	2	
	2500	2230	1910	1270	950	630	



17		VOR DME				Circling
C	ft - m/km ft	420 - 1.2 630				740 - 2.4V 970
D	ft - m/km ft	420 - 1.2 630				870 - 3.6V 1100



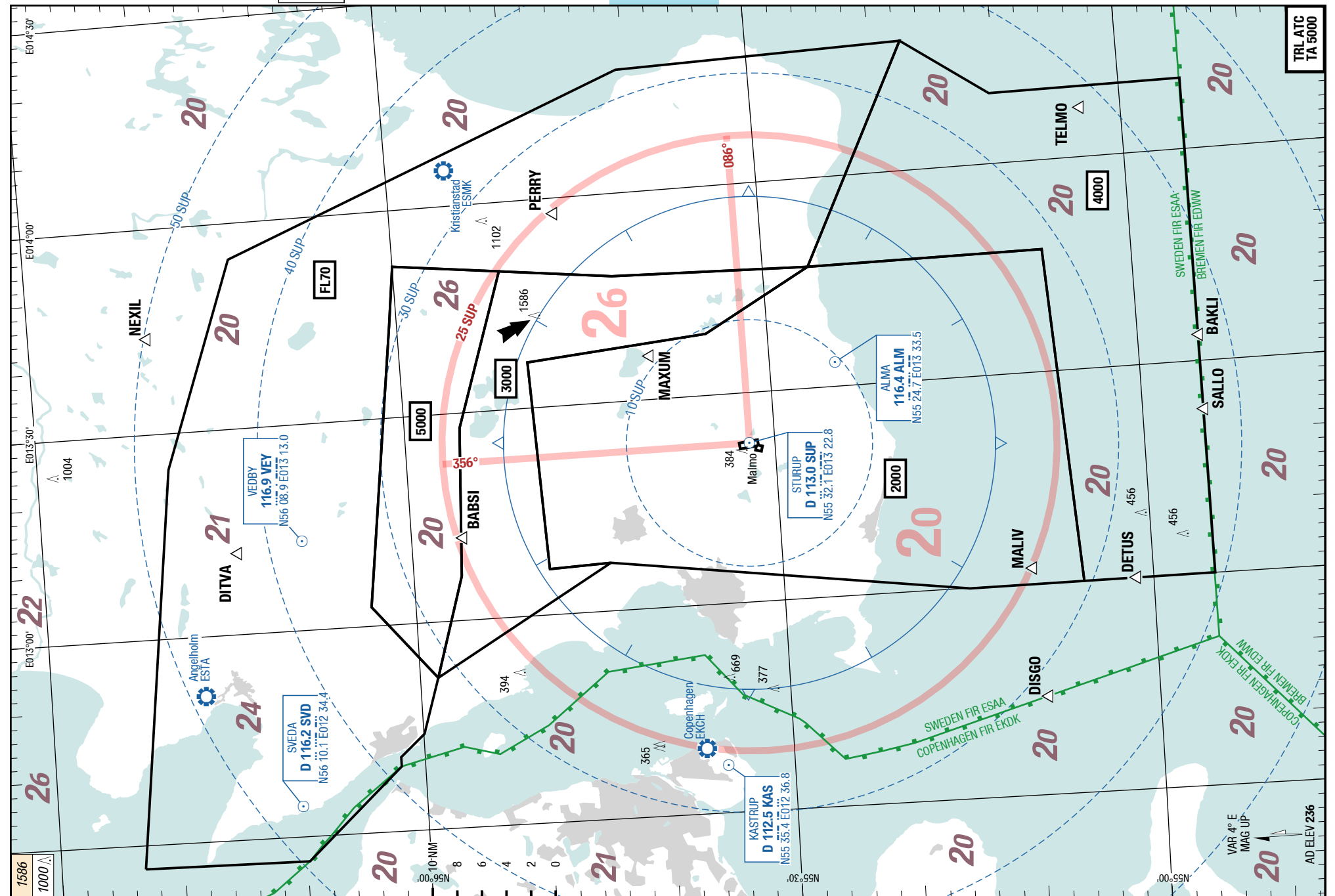
MMX-ESMS

MRC

MRC

MRC

8-10



© Lido 2016