

1. GENERAL

1.1. ATIS

ATIS 114.6 118.37

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. RUN-UP TESTS

For noise and safety reasons permission for test running of engines for maintenance purposes shall be requested from Landvetter APRON or phone 94 10 92.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

When RVR falls below 600m and/or ceiling/vertical visibility falls below 200', application of low visibility procedures will be announced by ATIS. When RVR is less than 800m CAT II procedures will be applied. This does not affect actt minimums. CAT I approaches may be carried out, actt minimums permitting.

Note:

Clearance bars (3 yellow lights) are illuminated before every twy intersection.

1.3.2. ARRIVAL

1.3.2.1. RWY 03

Vacate RWY 03 via TWY E, F or Y North.  
Report "ILS sensitive area vacated" when the whole actt is clear of the yellow/green coded part of the TWY lighting. Stand by for taxi clearance.

1.3.2.2. RWY 21

Vacate RWY 21 via TWY D, C, B or Y South.  
Report "ILS sensitive area vacated" when the whole actt is clear of the yellow/green coded part of the TWY lighting. Stand by for taxi clearance.

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

When conditions permit do not use more than idle reverse especially from 2100 until 0600 LT.

2.2. CAT II/III OPERATIONS

RWYs 03/21 are approved for CAT II operations, special aircrew and actt certification required.

2.3. RUNWAY OPERATIONS

Visual approach is permitted only 0600 until 2000 LT. Exception is made to propeller driven actt with 7000 KG MTOW or below which is permitted to carry out visual approach also 2000 until 0600 LT.

2.4. TAXI PROCEDURES

Arriving actt shall taxi via TWY Y.  
TWY Z restricted to actt with max wingspan of 171'/52m.  
TWY D not to be utilized when RWY 03 is the RWY in use.  
Three-engined actt shall shut down middle engine before entering apron.  
If docking guidance system is not activated, actt shall stop immediately, inform Landvetter APRON and wait for follow-me or marshaller.

2.5. PARKING INFORMATION

2.5.1. DOCKING SYSTEMS

Strands 12 thru 20 are equipped with APIS.  
Stand 21 is equipped with INOCON.

3. DEPARTURE

3.1. PUSH-BACK AND TAXI PROCEDURES

APU shall not be operated on parking stand unless required. In no case APU may be started earlier than 5 min before estimated time for push-back or taxiing. Information on departure slot requirement will be given on ATIS. When required, request departure slot by phone 94 11 40.

Start-up and ATC clearance shall be requested from Landvetter GROUND not earlier than 20 min before estimated time for start-up. Actt position and identification of ATIS broadcast latest received shall be given at initial call.

Request push-back from ground crew (push-back). (If no intercom connection, request push-back from Landvetter APRON). Permission for push-back will be given directly to ground crew from Landvetter APRON. Request taxi instructions from Landvetter GROUND.

Three-engined actt shall keep the middle engine on idle until clear of the apron. Engines shall be operated at minimum power required when taxiing on apron. Departing actt shall taxi via TWY Z unless otherwise instructed.

TWY Z is limited to actt having a max span of 171'/52m.

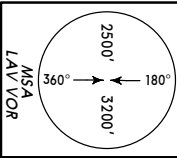
**ESGG/GOT**  
**LANDVETTER**

**JEPPesen** **GOTEBORG, SWEDEN** **STAR**

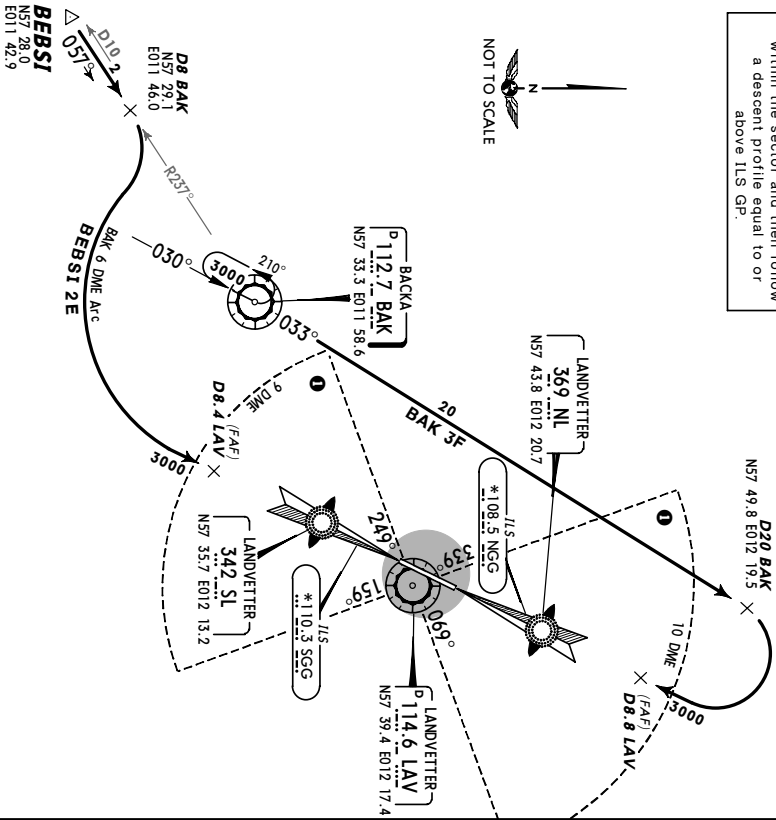
26 SEP 03 (10-2) EFF 2 Oct

D-ATIS <b>118.37</b> <b>114.6</b>	Apt Elev <b>506'</b>	Alt Set: hPa Trans level: By ATC Trans alt: 5000' <b>1.</b> MAX 250 KT below FL100 unless otherwise instructed. On ILS track maintain 160 KT or more until passing OM unless otherwise instructed. If unable inform ATC immediately. <b>2.</b> STAR shall be strictly adhered to. Deviation is permitted only when flight safety so requires or when an ATC clearance to carry out visual approach has been obtained. Descent to minimum altitude must not be initiated until ATC or APP clearance has been received. STARs are also noise abatement routings. Strict adherence to assigned route is mandatory to avoid unnecessary noise disturbance.
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**BACKA THREE FOXTROT (BAK 3F)**  
**BEBSI TWO ECHO (BEBSI 2E) [BEBSEZ]**  
**RWYS 21, 03 ARRIVALS**



**1 VISUAL APCH RESTRICTION**  
Authorized 0600-2000LT  
Aircraft shall maintain assigned altitude, normally 3000', until within the sector and then follow a descent profile equal to or above ILS GP.



STAR	RWY	ROUTING
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BAK 3F	21	Intercept BAK R-033 to D20 BAK, turn RIGHT, intercept NGG not below 3000' until D8.8 LAV.
BEBSI 2E	03	Intercept BAK R-237 inbound to D8 BAK, turn RIGHT, along BAK 6 DME arc, intercept SGG not below 3000' until D8.4 LAV.

CHANGES: STAR BAK 3F renumbered 3F & revised. © JEPPesen SANDERSON, INC., 2003. ALL RIGHTS RESERVED.

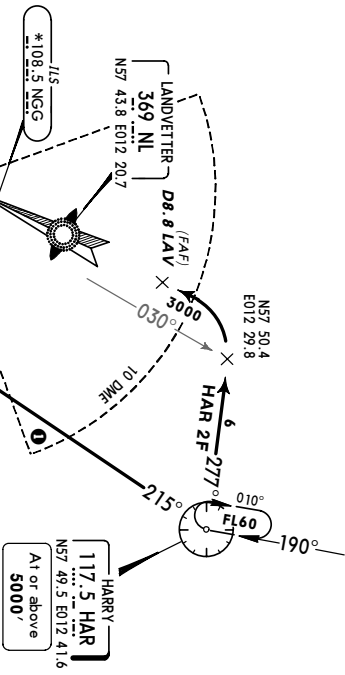
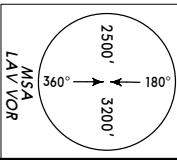
**ESGG/GOT**  
**LANDVETTER**

**JEPPesen** **GOTEBORG, SWEDEN** **STAR**

26 SEP 03 (10-2A) EFF 2 Oct

D-ATIS <b>118.37</b> <b>114.6</b>	Apt Elev <b>506'</b>	Alt Set: hPa Trans level: By ATC Trans alt: 5000' <b>1.</b> MAX 250 KT below FL100 unless otherwise instructed. On ILS track maintain 160 KT or more until passing OM unless otherwise instructed. If unable inform ATC immediately. <b>2.</b> STAR shall be strictly adhered to. Deviation is permitted only when flight safety so requires or when an ATC clearance to carry out visual approach has been obtained. Descent to minimum altitude must not be initiated until ATC or APP clearance has been received. STARs are also noise abatement routings. Strict adherence to assigned route is mandatory to avoid unnecessary noise disturbance.
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**HARRY TWO ECHO (HAR 2E)**  
**HARRY TWO FOXTROT (HAR 2F)**  
**RWYS 03, 21 ARRIVALS**



**1 VISUAL APCH RESTRICTION**  
Authorized 0600-2000LT  
Aircraft shall maintain assigned altitude, normally 3000', until within the sector and then follow a descent profile equal to or above ILS GP.

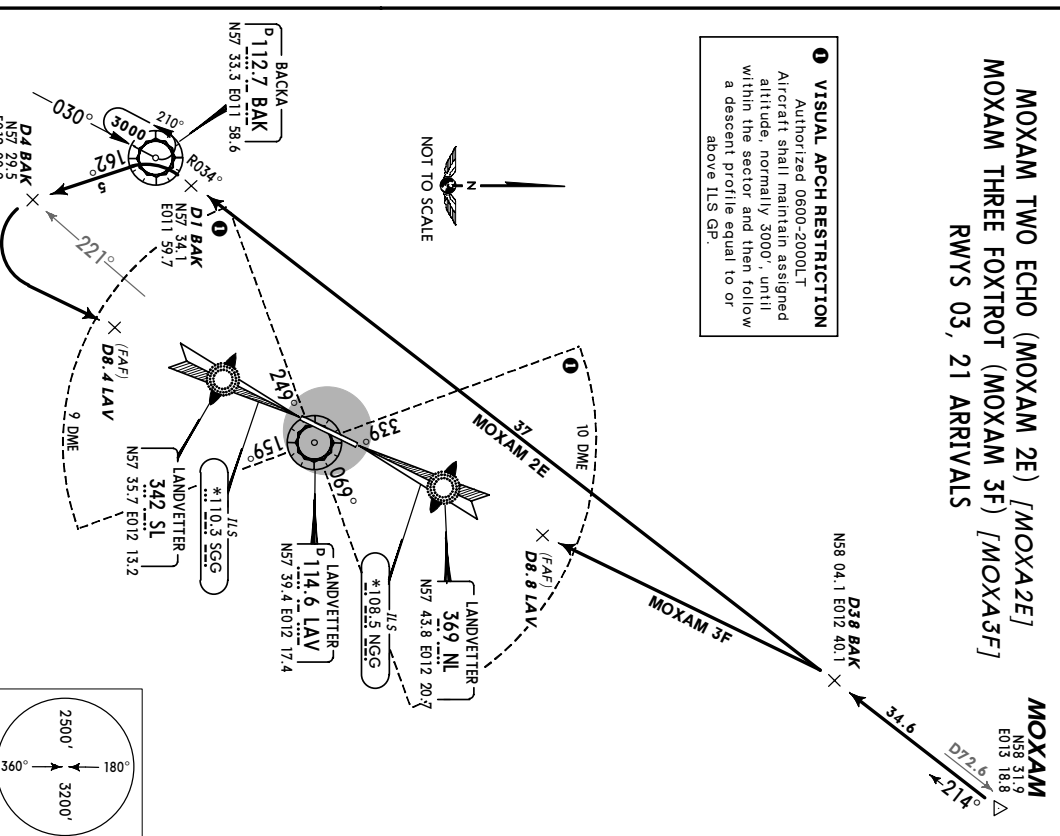
STAR	RWY	ROUTING
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HAR 2E	03	Intercept HAR R-215, at LAV R-180/D11 turn RIGHT, intercept SGG not below 3000' until D8.4 LAV.
HAR 2F	21	Intercept HAR R-277, when passing LAV R-030 turn LEFT, intercept NGG not below 3000' until D8.8 LAV.

CHANGES: See other side. © JEPPesen SANDERSON, INC., 2003. ALL RIGHTS RESERVED.

**STAR**

D-ATIS <b>118.37</b> <b>114.6</b>	<b>Ap/Elev</b> <b>506'</b>	Alt. Set: MPA Trans level: By ATC Trans att.: 5000'. 1. MAX 250 KT Below FL100 unless otherwise instructed. On ILS track maintain 160 KT or more until passing OM unless otherwise instructed. If unstable inform ATC immediately. 2. STAR shall be strictly adhered to. Deviation is permitted only when flight safety so requires or when an ATC clearance carry out visual approach. 3. ATC Appr cleared descent to minimum altitude. 4. When ATC Appr cleared, all STARs have been received. STARs are also noise abatement routings. Strict adherence to assigned route is mandatory to avoid unnecessary noise disturbance.
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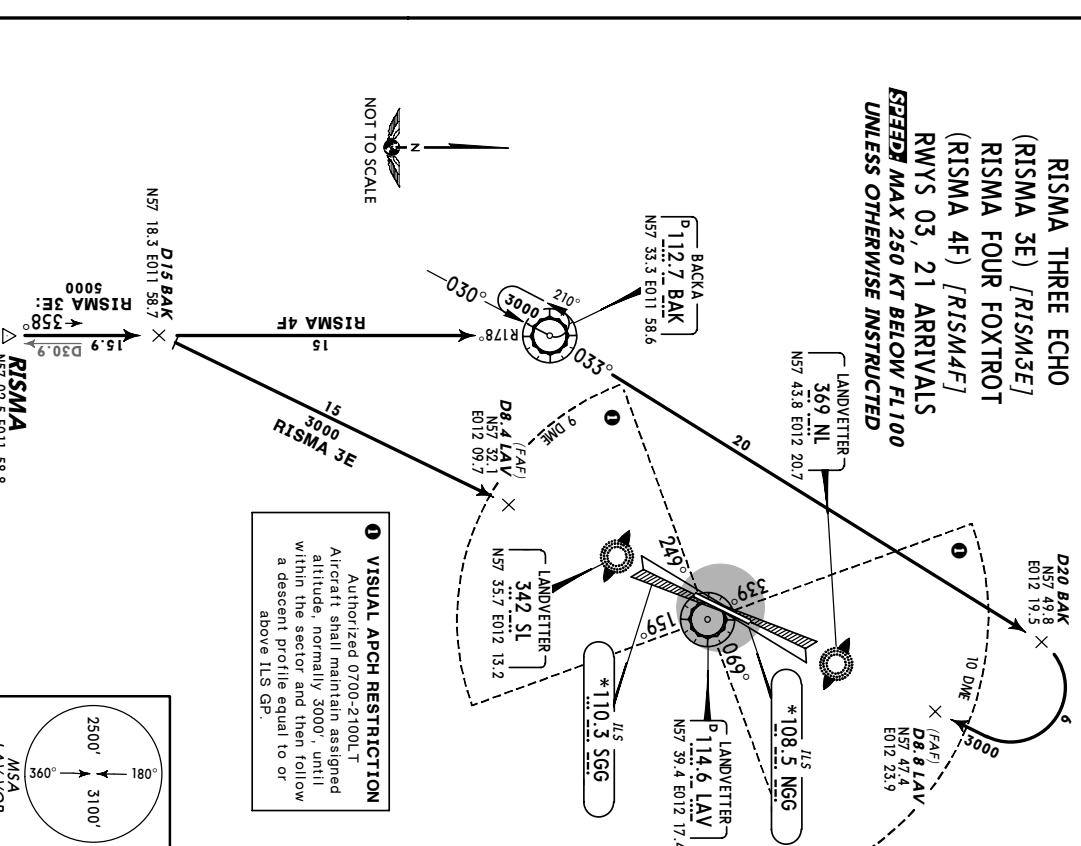
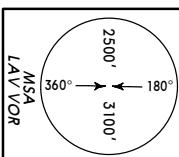


**JEPPSEN**  
1 JUL 05 **10-2D** **Ett 7 Jul**

**GÖTEBORG, SWEDEN**  
**STAR**

**JEPPESSEN**  
1 JUL 05 **10-2E** **EFF 7 JUL**  
**GÖTEBORG, SWEDEN**  
**STAR**

<p>Alt Set: nPa    Trans level: By ATC    Trans alt: 5000'</p> <p>1. On L5 track maintain 160 KT or more until passing OM unless otherwise instructed. If unable inform ATC immediately.</p> <p>2. STAR shall be strictly adhered to. Deviation is permitted only when flight safety so requires or when an ATC clearance to carry out visual approach has been obtained. Descent to minimum altitude must not be initiated until ATC or APP clearance has been received.</p> <p>3. STARs may be also noise abatement routings. Strict adherence to assigned route is mandatory to avoid unnecessary noise disturbance.</p>	<p>D-ATIS 114.6 506' 118.37</p>
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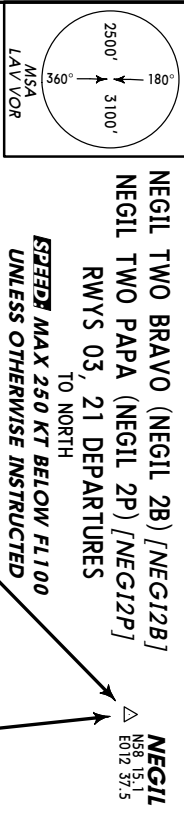
STAR		ROUTING
STAR	RWY	
RISMA 3E	03	Intercept BAK R-178 inbound to D15 BAK not below 5000', turn RIGHT. Intercept SGG not below 3000' until D8.4 LAY.
RISMA 4F	21	Intercept BAK R-178 inbound to BAK, turn RIGHT. BAK R-033 to D20 BAK, turn RIGHT. Intercept NNG not below 3000' until D8.8 LAY.

CHANGES: STAR's renumbered; MSA: restriction

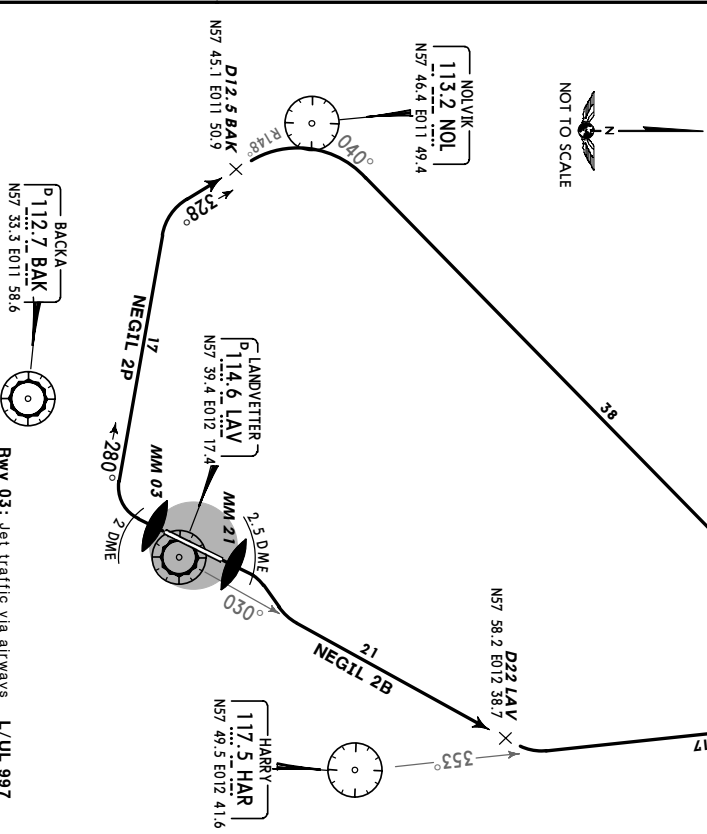
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**ESGG/GOT**  
**LANDVETTER**  
**JEPPesen**  
1 JUL 05 **(10-3)** **EFF 7 JUL**  
**GOTEBORG, SWEDEN**  
**SID**

GOTEBORG Control NEGIL 2B 124.67 124.2	Trans level: By ATC Trans alt: 5000' 1. Contact GOTEBORG Control at 2000'. 2. SID shall be strictly adhered to 5000' Minimum. Deviation is accepted only when flight safety so requires. 3. SIDs are also noise abatement routings. Strict adherence to assigned route is mandatory to avoid unnecessary noise disturbance.
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**NEGIL TWO BRAVO (NEGIL 2B) [NEGIL2B]**  
**NEGIL TWO PAPA (NEGIL 2P) [NEGIL2P]**  
**RWYS 03, 21 DEPARTURES**  
**TO NORTH**  
**~~SPEED~~ MAX 250 KT BELOW FL100**  
**UNLESS OTHERWISE INSTRUCTED**



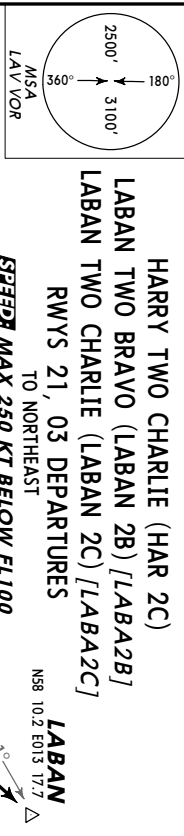
These SIDs require a minimum climb gradient of 400' per NM up to **5000'**.  
**Rwy 03:** Jet traffic via airways **L/UL 997** and **N/UN 866** between 2200-0700LT will normally be routed via SID OTGIL 2G.  
**Rwy 21:** Jet traffic via airways **L/UL 997** between 2200-0700LT will normally be routed via SID HAR 2C.  
Jet traffic via airways **N/UN 866** between 2200-0700LT will normally be routed via SID VADIN 1C.  
If unable to comply advise ATC.

SID	Rwy	Initial climb clearance	5000'	unless otherwise specified
NEGIL 2B	03	To LAV 2.5 DME (ILS MM 21 if no DME), turn RIGHT, intercept LAV R-030 to D22 LAV, turn LEFT, intercept HAR R-353 to NEGIL.		
NEGIL 2P	21	To LAV 2 DME (ILS MM 03 if no DME), turn RIGHT, 280° track, intercept NOL R-148 inbound to D12.5 BAK, turn RIGHT, intercept NOL R-040 to NEGIL.		

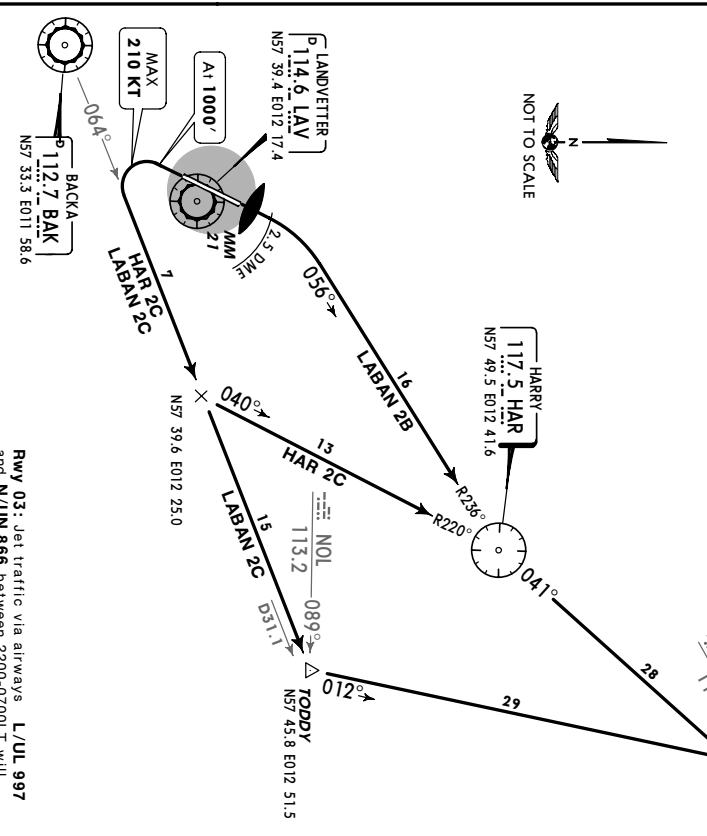
CHANGES: MSA, SIDs renumbered.  
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**ESGG/GOT**  
**LANDVETTER**  
**JEPPesen**  
1 JUL 05 **(10-3A)** **EFF 7 JUL**  
**GOTEBORG, SWEDEN**  
**SID**

GOTEBORG Control 124.67	Trans level: By ATC Trans alt: 5000' 1. Contact GOTEBORG Control at 2000'. 2. SID shall be strictly adhered to 5000' Minimum. Deviation is accepted only when flight safety so requires. 3. SIDs are also noise abatement routings. Strict adherence to assigned route is mandatory to avoid unnecessary noise disturbance.
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**HARRY TWO CHARLIE (HAR 2C)**  
**LABAN TWO BRAVO (LABAN 2B) [LABA2B]**  
**LABAN TWO CHARLIE (LABAN 2C) [LABA2C]**  
**RWYS 21, 03 DEPARTURES**  
**TO NORTHEAST**  
**~~SPEED~~ MAX 250 KT BELOW FL100**  
**UNLESS OTHERWISE INSTRUCTED**



These SIDs require a minimum climb gradient of 400' per NM up to **5000'**.  
**Rwy 03:** Jet traffic via airways **L/UL 997** and **N/UN 866** between 2200-0700LT will normally be routed via SID OTGIL 2G.  
**Rwy 21:** Jet traffic via airways **L/UL 997** between 2200-0700LT will normally be routed via SID HAR 2C.  
Jet traffic via airways **N/UN 866** between 2200-0700LT will normally be routed via SID VADIN 1C.  
If unable to comply advise ATC.

SID	Rwy	Initial climb clearance	5000'	unless otherwise specified
HAR 2C	21	Climb to <b>1000'</b> , turn LEFT, intercept BAK R-064, turn LEFT, intercept HAR R-220 inbound to HAR.		
LABAN 2B	03	To LAV 2.5 DME (ILS MM 21 if no DME), turn RIGHT, intercept HAR R-236 inbound to HAR, turn LEFT, HAR R-041 to LABAN.		
LABAN 2C	21	Climb to <b>1000'</b> , turn LEFT, intercept BAK R-064 to TODDY, turn LEFT, 012° track, intercept HAR R-041 to LABAN.		

CHANGES: MSA, SIDs renumbered, INS coords.  
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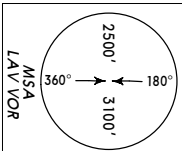
ESGG/GOT  
LANDVETTER

1 JUL 05 (10-3B) EFF 7 JUL

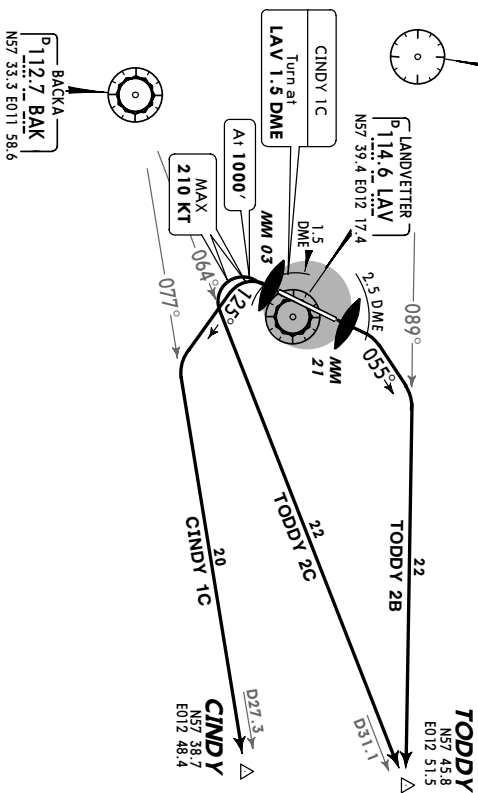
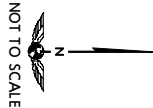
JEPPENSEN  
GOTEBORG, SWEDEN  
SID

GOTEBORG Control 124.67	Trans level: By ATC Trans alt: 5000'. 1. Contact GOTEBORG Control at 2000'. 2. SID shall be strictly adhered to 5000' Minimum. Deviation is accepted only when flight safety so requires. 3. SIDs are also noise abatement routings. Strict adherence to assigned route is mandatory to avoid unnecessary noise disturbance.
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CINDY ONE CHARLIE (CINDY 1C) [CIND1C]  
TODDY TWO BRAVO (TODDY 2B) [TODY2B]  
TODDY TWO CHARLIE (TODDY 2C) [TODY2C]  
RWYS 21, 03 DEPARTURES  
TO EAST  
**SPEED MAX 250 KT BELOW FL100  
UNLESS OTHERWISE INSTRUCTED**



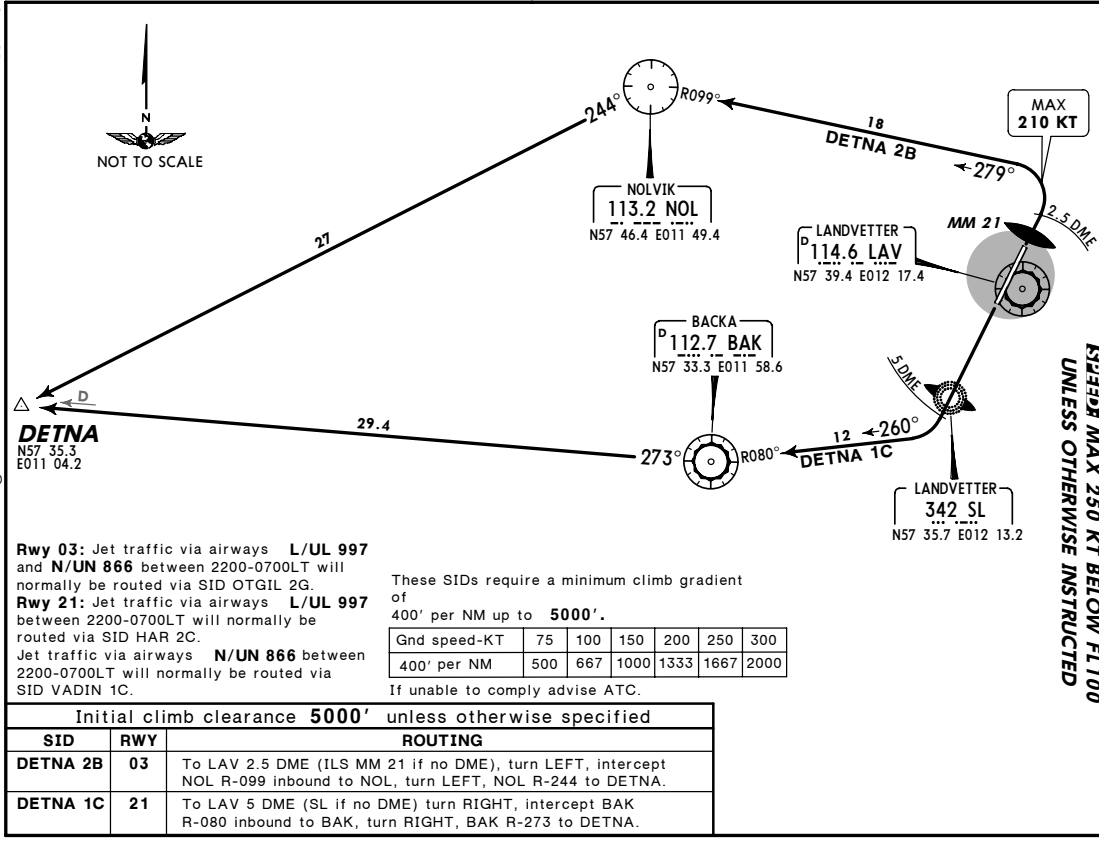
113.2 NOI  
NOT 46.4 E011 49.4



ES/GG/GOT  
 LANDVETTER

GOTEBORG Control DETNA 2B : DETNA 1C 124.67 124.2	Apt Elev 506'	Trans level: By ATC. Trans alt: 5000'. 1. Contact GOTEBORG Control at 2000'. 2. SID shall be strictly adhered to 5000' Minimum. Deviation is accepted only when flight safety so requires. 3. SIDs are also noise abatement routings. Strict adherence to assigned route is mandatory to avoid unnecessary noise disturbance.
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DETNA TWO BRAVO (DETNA 2B) [DETNA2B]  
 DETNA ONE CHARLIE (DETNA 1C) [DETNA1C]  
 RWYS 03, 21 DEPARTURES  
 TO WEST  
 ONLY AVAILABLE BETWEEN 0700-2200LT  
 SPEED MAX 250 KT BELOW FL100  
 UNLESS OTHERWISE INSTRUCTED

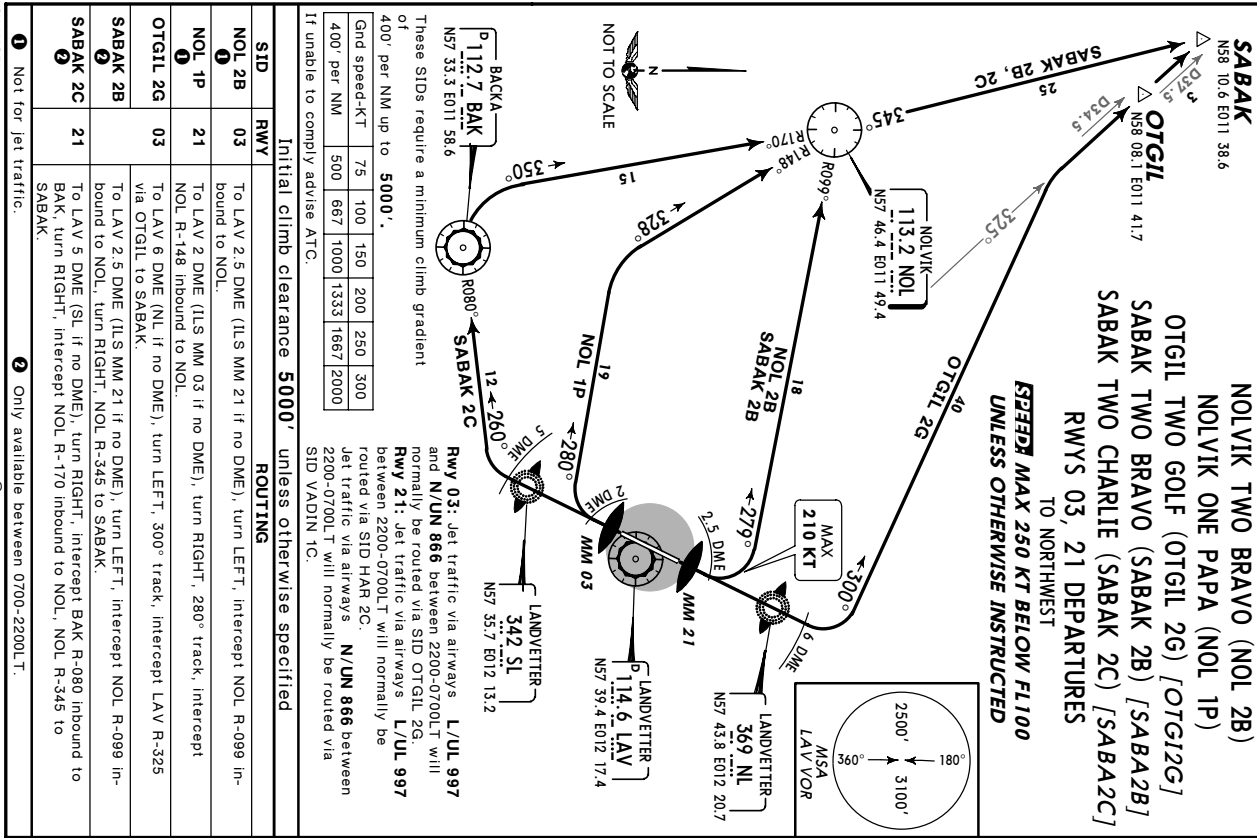


CHANGES: MSA, SID DETNA 1B renumbered 2B.

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ES/GG/GOT  
 LANDVETTER

GOTEBORG Control NOL 2B : NOL 1P OTGIL 2G : SABAK 2C SABAK 2B : SABAK 2C 124.67 124.2	Apt Elev 506'	Trans level: By ATC. Trans alt: 5000'. 1. Contact GOTEBORG Control at 2000'. 2. SID shall be strictly adhered to 5000' Minimum. Deviation is accepted only when flight safety so requires. 3. SIDs are also noise abatement routings. Strict adherence to assigned route is mandatory to avoid unnecessary noise disturbance.
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CHANGES: MSA, SIDs renumbered.

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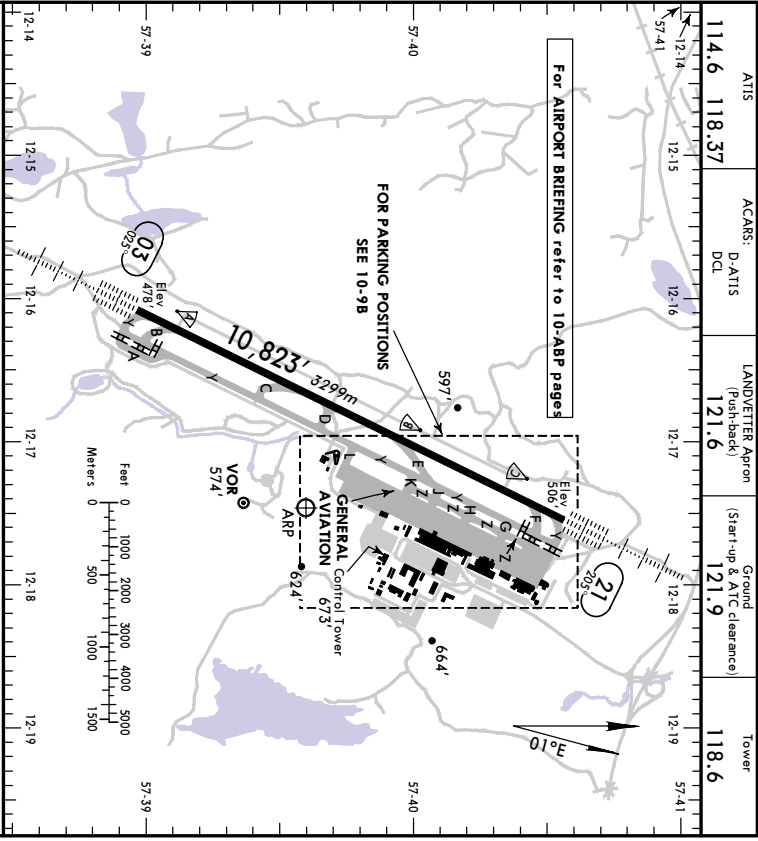
ESGG/GOT  
Apt Elev 506'  
N57 39.6 E012 17.5

24 SEP 04 (10-9)

JEPPESSEN

GOTEBORG, SWEDEN

LANDVETTER



ADDITIONAL RUNWAY INFORMATION			
RWY		USABLE LENGTHS	
		Threshold	Glide Slope
03	HIRL 1 CL 2 HIALS-II TDZ PAPI-L 3 ST-E RVR	9839' 2999m	148' 45m
21	HIRL 1 CL 2 HIALS-II TDZ PAPI-L 3 ST-C RVR	9708' 2959m	148' 45m
1 (60m)	2 (30m) 3 angle 3.0°		
1 TAKE-OFF RUN AVAILABLE			
RWY 03:		RWY 21:	
From rwy head 10,823' (3299m)		From rwy head 10,823' (3299m)	
twy B int 9839' (2999m)		twy F int 9839' (2999m)	
twy C int 6558' (1999m)		twy E int 6558' (1999m)	

JAR-OPS TAKE-OFF 1 & OMNIDIRECTIONAL DEPARTURE PROCEDURE

All Rwys			
LVP must be in Force			
RL, CL & mult. RVR req	RL & CL	RCIM (DAY only) or RL	RCIM (DAY only) or RL
A 150m	200m	250m	400m
B 150m	200m	250m	500m
C 200m	250m	300m	
D 200m	250m	300m	

1 Operators applying U.S. Ops Specs: CL required below 300m.

OMNIDIRECTIONAL DEPARTURE PROCEDURE

RWY 03: Climb STRAIGHT AHEAD to minimum turning alt 1000'. Continue climb to appropriate MSA.

RWY 21: Climb STRAIGHT AHEAD to minimum turning alt 900'. Continue climb to appropriate MSA.

SQUAWK: When instructed for line-up, squawk assigned SSR-code.

CHANGES: ATIS. Notes transferred to 10-ABP-1.

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ESGG/GOT

24 SEP 04 (10-9A)

JEPPESSEN

GOTEBORG, SWEDEN

LANDVETTER

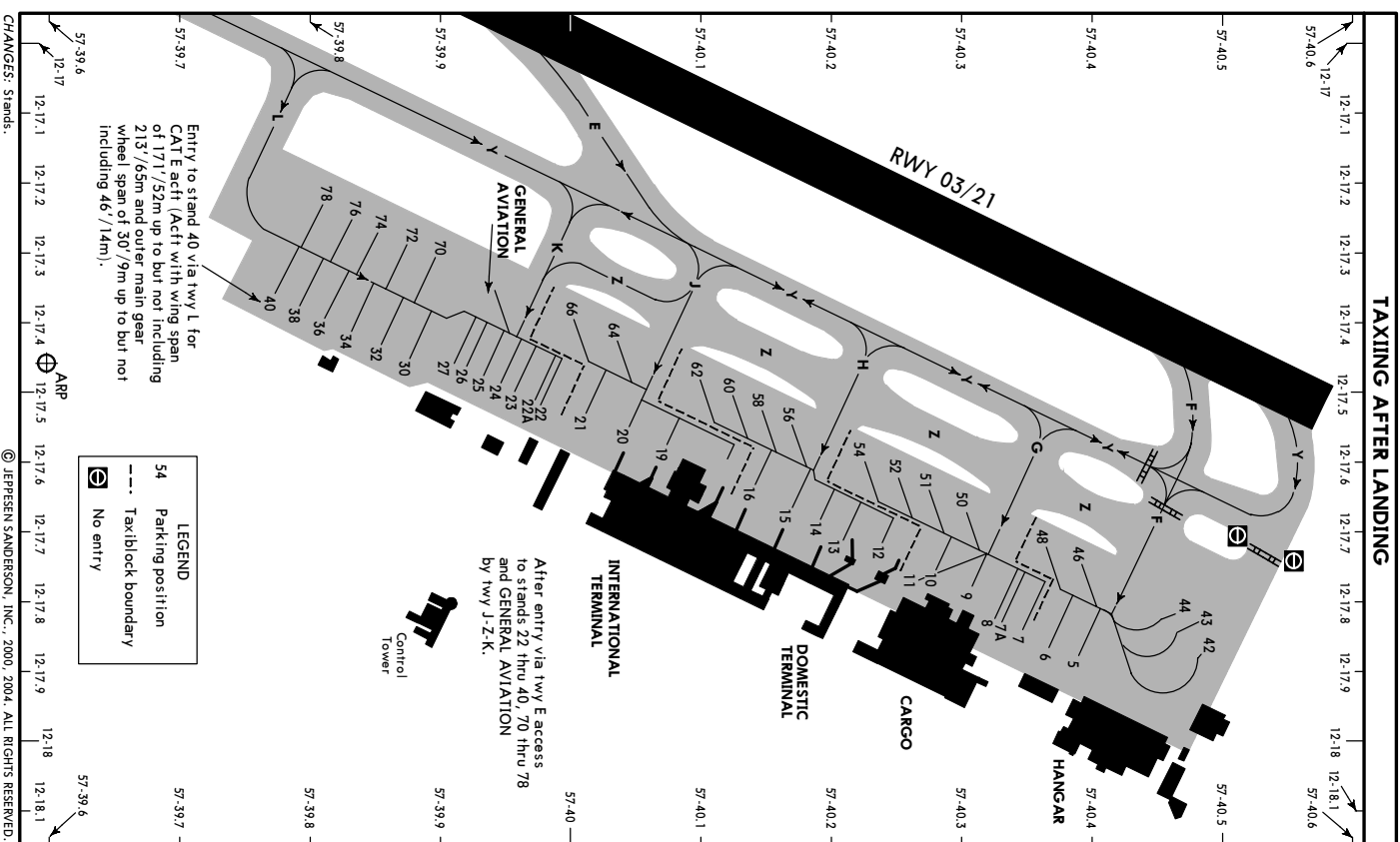
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STAND No.	COORDINATES	STAND No.	COORDINATES
5, 6	N57 40.4 E012 17.9	54	N57 40.2 E012 17.6
7	N57 40.3 E012 17.9	56	N57 40.2 E012 17.5
7A thru 11	N57 40.3 E012 17.8	58 thru 62	N57 40.1 E012 17.5
12 thru 15	N57 40.2 E012 17.7	64, 66	N57 40.0 E012 17.4
16 thru 19	N57 40.1 E012 17.6	70 thru 74	N57 39.9 E012 17.3
20	N57 40.0 E012 17.6	76, 78	N57 39.8 E012 17.2
21 thru 23	N57 40.0 E012 17.5		
24 thru 30	N57 39.9 E012 17.5		
32	N57 39.9 E012 17.4		
34 thru 40	N57 39.8 E012 17.4		
42	N57 40.5 E012 17.9		
43, 44	N57 40.5 E012 17.8		
46, 48	N57 40.4 E012 17.7		
50	N57 40.3 E012 17.7		
51, 52	N57 40.3 E012 17.6		

CHANGES: Stands & coordinates. Notes transferred to 10-ABP-1.

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GÖTEBORG, SWEDEN  
LANDVETTER



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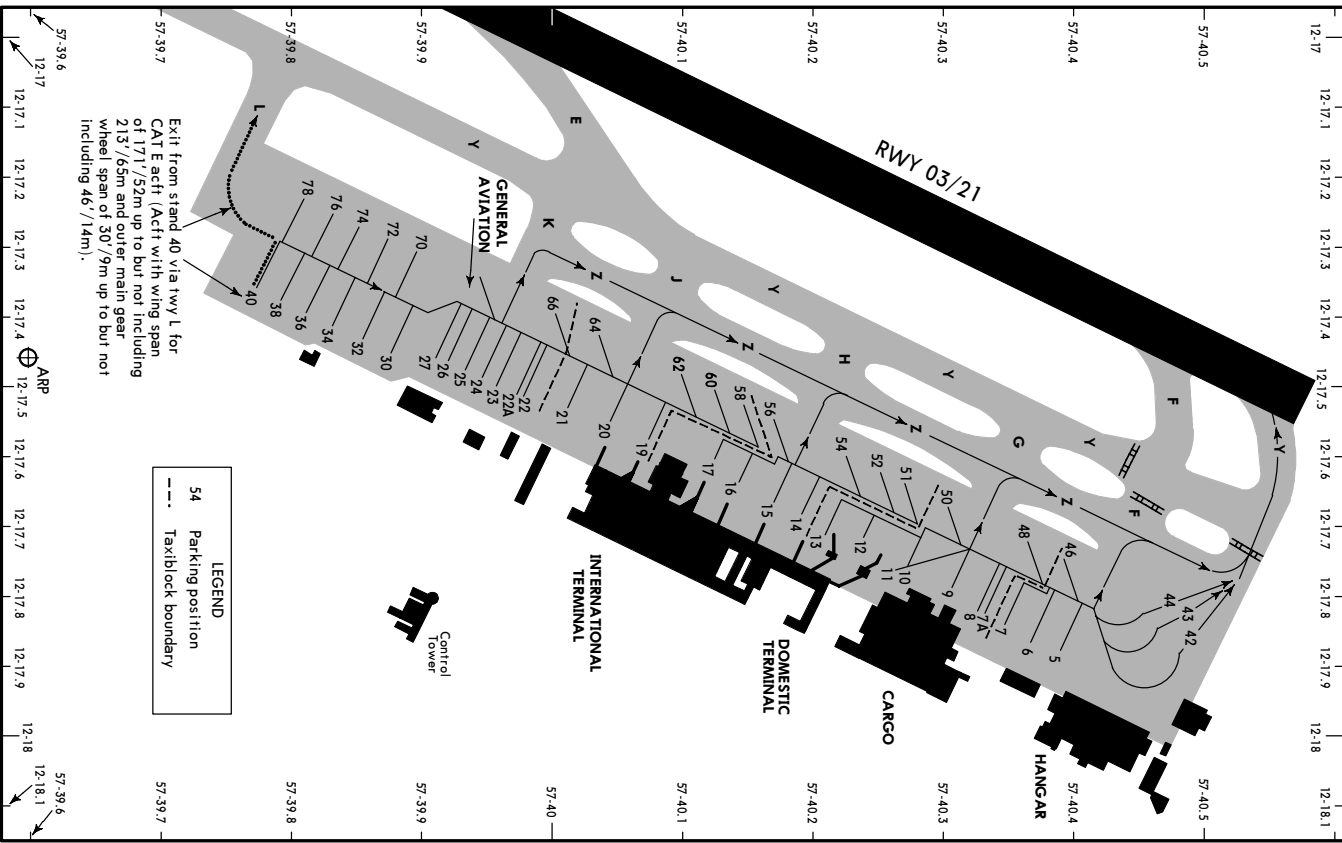
GOTEBORG, SWEDEN  
LANDVETTER



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ESGG/GOT  
24 SEP 04 (10-9D)  
JEPPESSEN  
GOTEBORG, SWEDEN  
LANDVETTER

TAXIING BEFORE TAKE-OFF RWY 21

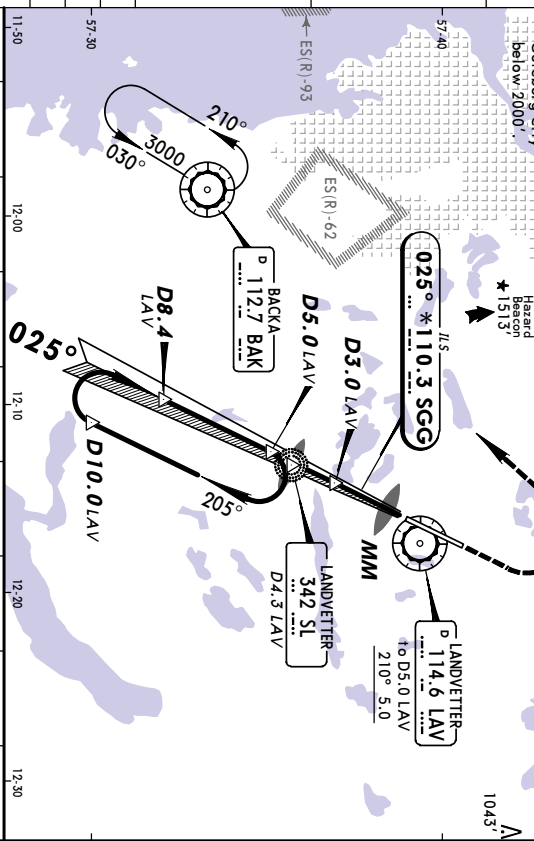


ESGG/GOT  
LANDVETTER  
31 OCT 03 (11-1)  
JEPPESSEN  
GOTEBORG, SWEDEN  
VOR DME ILS RWY 03

D-ATIS		GOTEBORG Control (APP/R)		LANDVETTER Tower		Ground
114.6	118.37	124.67	118.6	121.9		
LOC	Final	GS	ILS	Appt Elev		
SGG	Aptch Crs	LOM	DA(H)	RWY		
* 110.3	025°	1680' (1202')	678' (200')	478'		

Alt Set: hPa  
Act on final shall maintain MM 160 KT IAS until passing OM or equivalent position unless otherwise instructed. If unable inform ATC.  
Rwy Elev: 17 hPa  
Trans level: By ATC  
Trans alt: 5000'

MISSD APCH: Climb STRAIGHT AHEAD to 1500', then turn LEFT to BAK VOR climbing to 3000'.  
Avoid overflying Göteborg City below 2000'.  
Hazard Beacon below 1513'

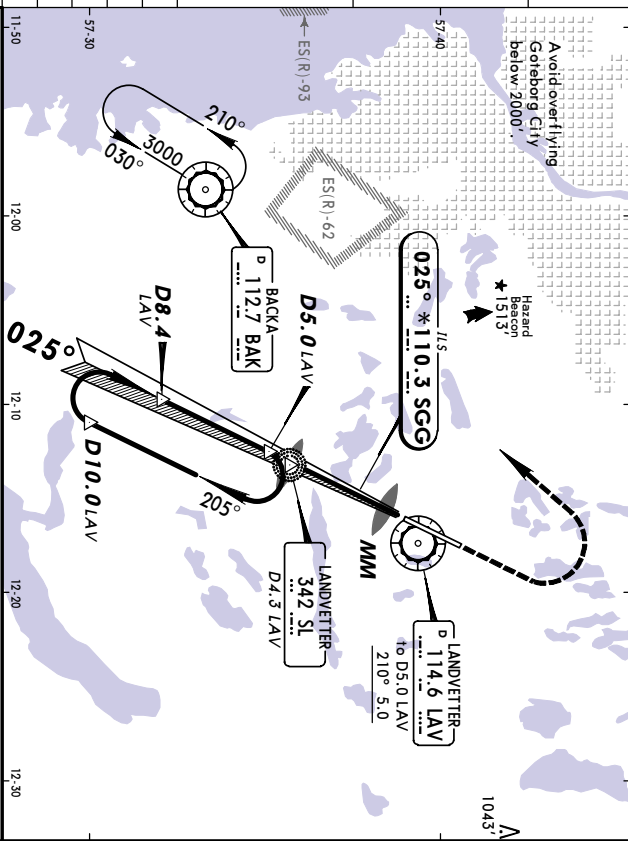


LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC		LOC	
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**ESGG/GOT**  
**LANDVETTER**

**JEPPesen** **GOTEBORG, SWEDEN**  
31 OCT 03 **(1-1A)** **CAT II VOR DME ILS Rwy 03**

D-ATIS		GOTEBORG Control (APP/R)		LANDVETTER Tower		Ground
114.6	118.37	124.67	118.6	121.9		
LOC	SGG	Final	GS	CAT II ILS	Apt Elev	506'
*110.3	025°	1680' (1202')	1680'	RA 106' DA(H) 578' (100')	Rwy	478'
MISSED APCH: Climb STRAIGHT AHEAD to 1500', then turn LEFT to BAK VOR climbing to 3000'.						
Alt Set: hPa Rwy Elev: 17 hPa Trans level: By ATC Trans alt: 5000'						
1. Special aircrew & act certification required. 2. Act on final shall maintain MM 160 KT IAS until passing OM or equivalent position unless otherwise instructed, if unable inform ATC.						



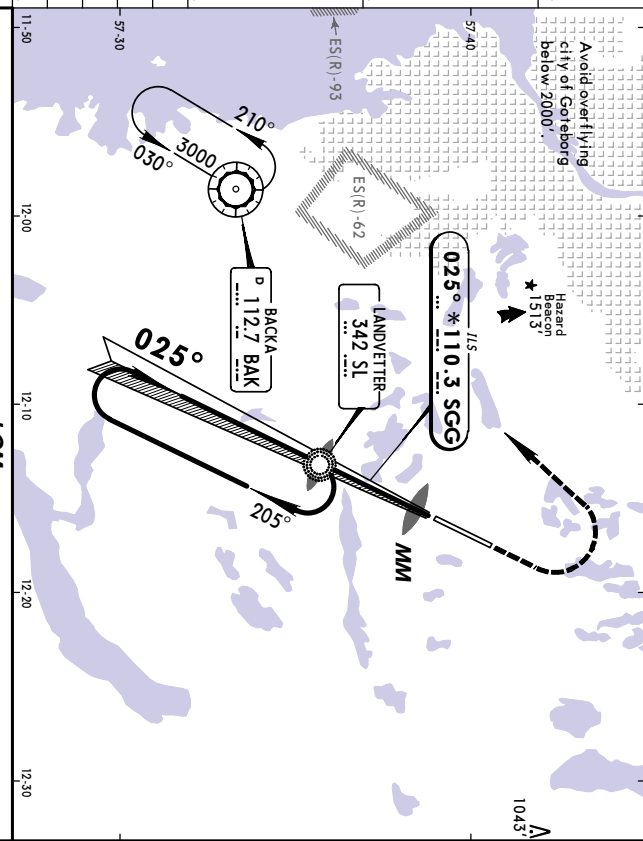
Grnd speed-Kts	70	90	100	120	140	160	HAIS-II
GS	3.00°	377	484	538	646	753	861
JAR OPS							
STRAIGHT-IN LANDING Rwy 03							
CAT II ILS							
ABCD							
RA 106'							
DA(H) 578' (100')							
RVR 300m							
1500'							

PANS OPS 4  
CHANGES: See other side.

**ESGG/GOT**  
**LANDVETTER**

**JEPPesen** **GOTEBORG, SWEDEN**  
1 JUL 05 **(1-2)** **ETZ 7.20** **NDB ILS Rwy 03**

D-ATIS		GOTEBORG Control (APP/R)		LANDVETTER Tower		Ground
114.6	118.37	124.67	118.6	121.9		
LOC	SGG	Final	GS	ILS	Apt Elev	506'
*110.3	025°	1680' (1202')	1680'	DA(H) 578' (100')	Rwy	478'
MISSED APCH: Climb STRAIGHT AHEAD to 1500', then turn LEFT to VOR climbing to 3000'.						
Alt Set: hPa Rwy Elev: 17 hPa Trans level: By ATC Trans alt: 5000'						
1. Special aircrew & act certification required. 2. Act on final shall maintain MM 160 KT IAS until passing OM or equivalent position unless otherwise instructed, if unable inform ATC.						



Grnd speed-Kts	70	90	100	120	140	160	HAIS-II
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861	1500'
MAP at MM							
JAR OPS							
STRAIGHT-IN LANDING Rwy 03							
LOC (GS out)							
DA(H) 678' (200')							
MDA(H) 790' (312')							
FULL							
ALS out							
RVR 900m							
NOT							
RVR 1500m							
135							
RVR 1800m							
180							
RVR 2000m							
205							
1240' (734')							
3600m							

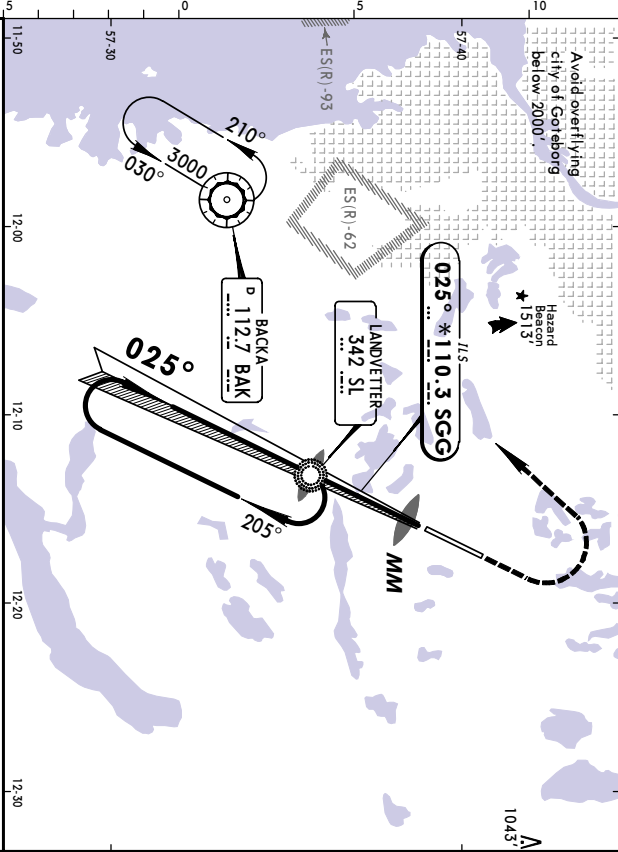
PANS OPS 4  
CHANGES: MSA.

ESGG/GOT  
LANDVETTER

JEPPRESEN  
1 JUL 05  
(11-2A)

GOTEBORG, SWEDEN  
CAT II NDB ILS Rwy 03

D-ATIS		GOTEBORG Control (APP/R)		LANDVETTER Tower		Ground
114.6	118.37	124.67	118.6			121.9
LOC	Final	GS	CAT II ILS	Apt Elev		
SGG	Apch Crs	LOM	RA 106' DA(H)	506'		
* 110.3	025°	1680' (1202')	578' (100')	RWY 478'		
MISSED APCH: Climb STRAIGHT AHEAD to 1500', then turn LEFT to VOR climbing to 3000'.						
Alt Set: hPa		Rwy Elev: 17 hPa		Trans level: BY ATC		Trans alt: 5000'
1. Special Aircrew & Acft certification Required. 2. Acft on final shall maintain MM 160 KT IAS until passing OM or equivalent position unless otherwise instructed, if unable inform ATC.						
MSA						
SL Ctr						



<div><div><div>CAT A &amp; B: MIN IAS 110 KT</div><div>3 Min</div><div>CAT C &amp; D: 2 1/2 Min</div></div><div><div><div>3000'</div><div>205°</div><div>GS 1680'</div><div>GS 720'</div><div>TCH 54'</div></div><div><div>3.6</div><div>3.0</div><div>0.6</div><div>0</div></div><div><div>LOM</div><div>MM</div><div>RWY 03 478'</div></div></div></div>							
Grnd speed-Kts	70	90	100	120	140	160	HI ALTS-II
GS	3.00°	377	484	538	646	753	861
JAR OPS							1500'
STRAIGHT-IN LANDING RWY 03							
CAT II ILS							
RA 106'							1500'
ABCD							
DA(H) 578' (100')							

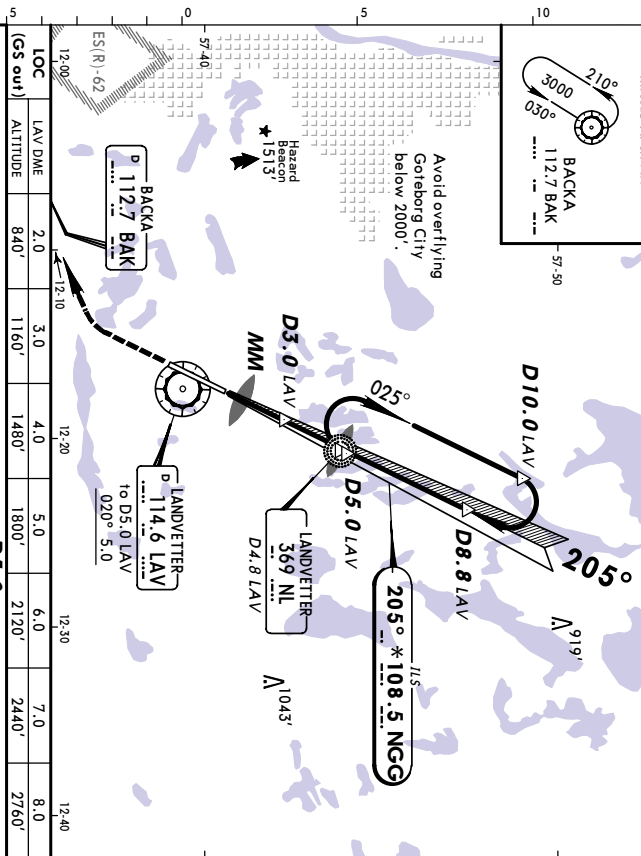
PANS OPS 4  
Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.  
CHANGES: MSA.  
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ESGG/GOT  
LANDVETTER

JEPPRESEN  
31 OCT 03  
(11-3)

GOTEBORG, SWEDEN  
VOR DME ILS Rwy 21

D-ATIS		GOTEBORG Control (APP/R)		LANDVETTER Tower		Ground
114.6	118.37	124.67		118.6		121.9
LOC	Final	GS	ILS	Apt Elev		
NGG	Apch Crs	LOM	DA(H)	506'		
* 108.5	205°	1730' (1224')	706' (200')	RWY 506'	<div><div></div><div>180°</div><div>2500' ← 3200'</div><div>360°</div></div> <div>MSA LAV VOR</div>	
MISSED APCH: Climb STRAIGHT AHEAD to 1500', then turn RIGHT to BAK VOR climbing to 3000'.						
Alt Set: hPa      Rwy Elev: 18 hPa      Trans alt: 5000'						
Acft on final shall maintain MM 160 KT IAS until passing OM or equivalent position unless otherwise instructed, if unable inform ATC.						
MISSED ARCH FIX						

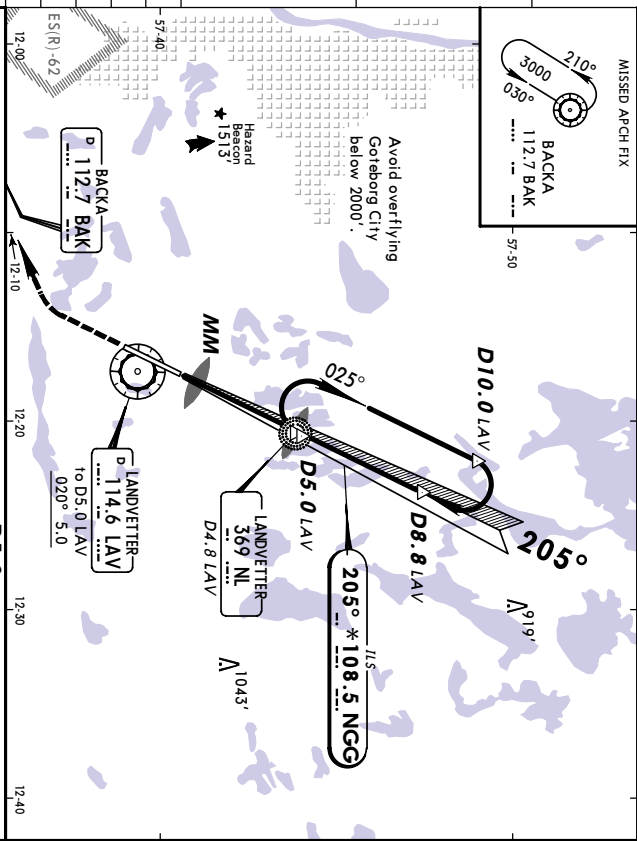


Grnd speed-Kts	70	90	100	120	140	160	HI ALTS-II
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861	1500'
CAT A & B: MIN IAS 110 KT							
CAT C & D: 2 1/2 Min							
JAR OPS							1500'
STRAIGHT-IN LANDING RWY 21							
LOC (GS out)							
DA(H) 706' (200')							
ABCD							

PANS OPS 4  
Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.  
CHANGES: Circling minimums.  
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**ESGG/GOT**  
**LANDVETTER**  
**31 OCT 03 (1-3A) CAT II VOR DME ILS Rwy 21**

D-ATIS		GOTEBORG Control (APP/R)		LANDVETTER Tower		Ground
114.6	118.37	124.67	118.6	121.9		
LOC	Final	GS	CAT II ILS	Apt Elev	506'	
NGG	Apch Crs	LOM	RA 98'	DA(H)	606' (100')	
*108.5	205°	1730' (1224')	DA(H)	Rwy	506'	
MISSED APCH: Climb STRAIGHT AHEAD to 1500', then turn RIGHT to BAK VOR climbing to 3000'.						
Alt Set: hPa Rwy Elev: 18 hPa Trans level: By ATC Trans alt: 5000'						
1. Special altcrw & acct certification required. 2. Acft on final shall maintain MIM 160 KT IAS until passing OM or equivalent position unless otherwise instructed, if unable inform ATC.						
						MSA LAV VOR



Grnd speed-Kts	70	90	100	120	140	160	HI/LS-II
GS	3.00°	377	484	538	646	753	861
							PAPI
							1500'

JAR OPS STRAIGHT-IN LANDING Rwy 21 CAT II ILS

RA 98'  
DA(H) 606' (100')

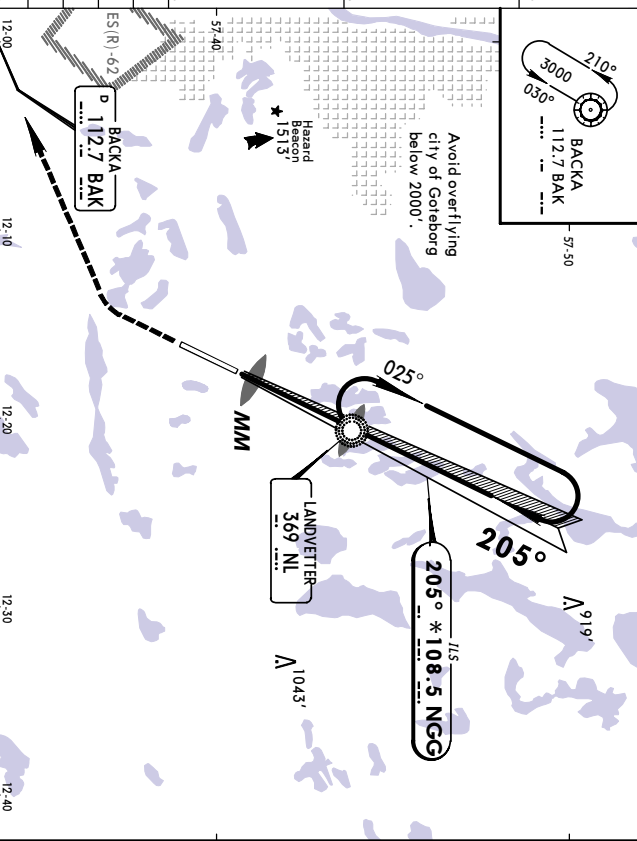
RVR 300m

Operator's applying U.S. Ops Specs. CAT III authorization required below RVR 350m.

CHANGES: See other side.

**ESGG/GOT**  
**LANDVETTER**  
**1 JUL 05 (1-4) CAT II VOR DME ILS Rwy 21**

D-ATIS		GOTEBORG Control (APP/R)		LANDVETTER Tower		Ground
114.6	118.37	124.67	118.6	121.9		
LOC	Final	GS	CAT II ILS	Apt Elev	506'	
NGG	Apch Crs	LOM	DA(H)	DA(H)	706' (200')	
*108.5	205°	1730' (1224')	DA(H)	Rwy	506'	
MISSED APCH: Climb STRAIGHT AHEAD to 1500', then turn RIGHT to VOR climbing to 3000'.						
Alt Set: hPa Rwy Elev: 18 hPa Trans level: By ATC Trans alt: 5000'						
Act on final shall maintain MIM 160 KT IAS until passing OM or equivalent position unless otherwise instructed, if unable inform ATC.						
						MSA NL Lctr



Grnd speed-Kts	70	90	100	120	140	160	HI/LS-II
GS	3.00°	377	484	538	646	753	861
							PAPI
							1500'

JAR OPS STRAIGHT-IN LANDING Rwy 21 LOC (GS out) CAT A & B: MIM IAS 100 KT CAT C & D: 2 Min

RA 98'  
DA(H) 706' (200')

RVR 550m

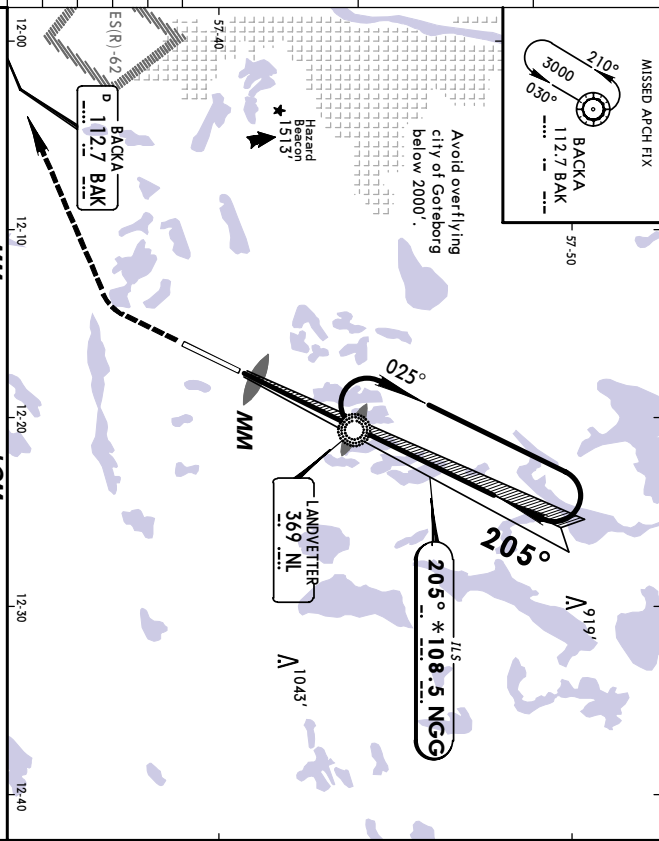
Operator's applying U.S. Ops Specs. CAT III authorization required below RVR 350m.

CHANGES: See other side.



**ESGG/GOT**  
**LANDVETTER**  
**1 JUL 05**  
**11-4A**  
**GOTEBORG, SWEDEN**  
**CAT II NDB ILS Rwy 21**

D-ATIS	GOTEBORG Control (APP/R)	LANDVETTER Tower	Ground
114.6 118.37	124.67	118.6	121.9
<b>LOC</b> NGG * <b>108.5</b> <b>205°</b>	<b>Final</b> Apch Crs <b>1730° (1224°)</b>	<b>CAT II ILS</b> <b>RA 98°</b> DA(H) 606' (100')	<b>Appt Elev</b> 506' <b>Rwy</b> 506'
<b>MISSED APCH: Climb STRAIGHT AHEAD to 1500', then turn RIGHT to VOR climbing to 3000'.</b>			
<b>Alt Set:</b> hPa Rwy Elev: 18 hPa Trans level: By ATC Trans alt: 5000' 1. Special Aircrew & Acft Certification Required. 2. Acft on final shall maintain MIM 160 KT IAS until passing OM or equivalent position unless otherwise instructed, if unable inform ATC.			
<b>MISSED APCH FIX</b> 			



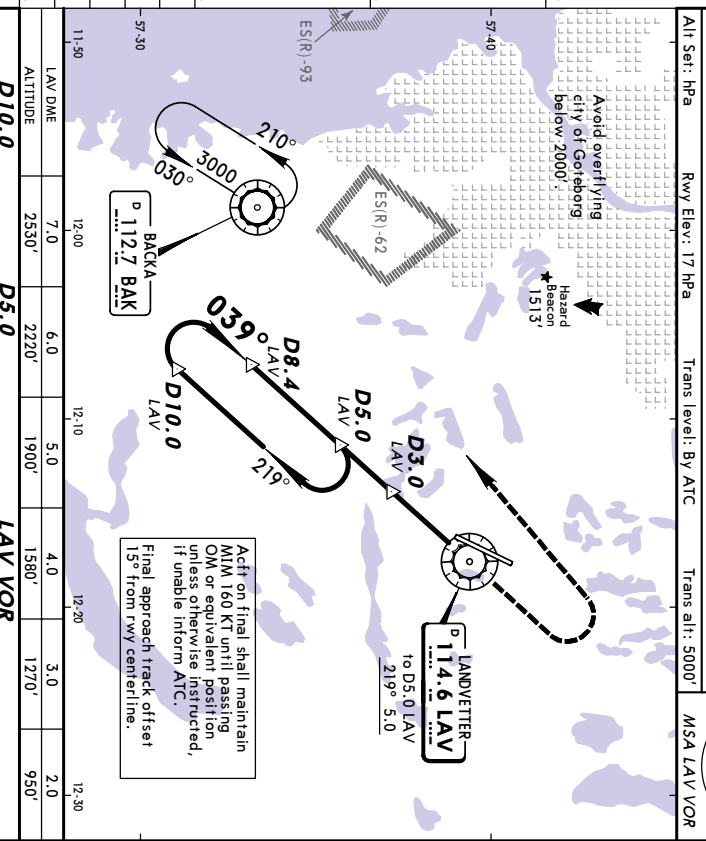
RWY 21 506'									
TCH 50'									
MM									
GS 730'									
GS 1730'									
025°									
205°									
3000'									
CAT A & B: 100 KT 3 Min									
CAT C & D: 2 Min									
3.7									
3.2									
0.5									
0									
RWY 21 506'									
Grnd speed-Kts									
70 90 100 120 140 160									
GS 3.00° 377 484 538 646 753 861									
HIALS-II									
PAPI									
1500'									

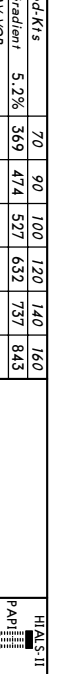
**JAR OPS**  
STRAIGHT-IN LANDING Rwy 21  
CAT II ILS  
ABCD  
**RA 98°**  
DA(H) **606' (100')**  
**RVR 300m**

**PANS OPS 4**  
**Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.**  
**CHANGES:** MSA.

**ESGG/GOT**  
**LANDVETTER**  
**21 APR 06**  
**13-1**  
**GOTEBORG, SWEDEN**  
**VOR DME Rwy 03**

D-ATIS	GOTEBORG Control (APP/R)	LANDVETTER Tower	Ground
114.6 118.37	124.67	118.6	121.9
<b>VOR</b> LAV * <b>114.6</b> <b>039°</b>	<b>Final</b> Apch Crs <b>3000° (2522°)</b>	<b>Minimum Alt</b> <b>D8.4 LAV</b> MDA(H) 900' (422')	<b>Appt Elev</b> 506' <b>Rwy</b> 478'
<b>MISSED APCH: Climb STRAIGHT AHEAD to 1500', then turn LEFT to BAK VOR climbing to 3000'.</b>			
<b>Alt Set:</b> hPa Rwy Elev: 17 hPa Trans level: By ATC Trans alt: 5000' MSA LAV VOR			



 <p>3000' LAV 219' LAV 0.39% D8.4 LAV 3.4 2.0 1270' LAV D3.0 RWY 03 478' 1500'</p>							
Grnd speed-Kts	70	90	100	120	140	160	
Descent Gradient	5.2%	369	474	527	632	737	843
MAP at LAV VOR							
<b>RA 98°</b> DA(H) <b>606' (100')</b>							
<b>RVR 300m</b>							

**JAR OPS**  
STRAIGHT-IN LANDING Rwy 03  
CAT II ILS  
ABCD  
**RA 98°**  
DA(H) **606' (100')**  
**RVR 300m**

**PANS OPS 4**  
**Procedure altitude.**  
**CHANGES:** MSA.

ESGG/GOT  
LANDVETTER

JEPPRESEN  
1 JUL 05 (16-1) EFF 7 JUL

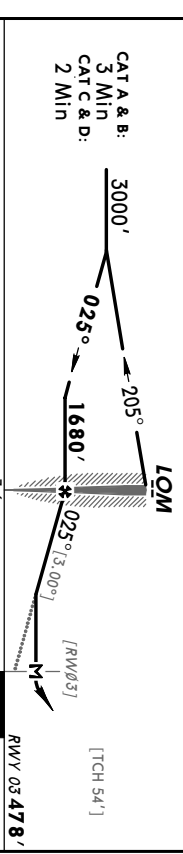
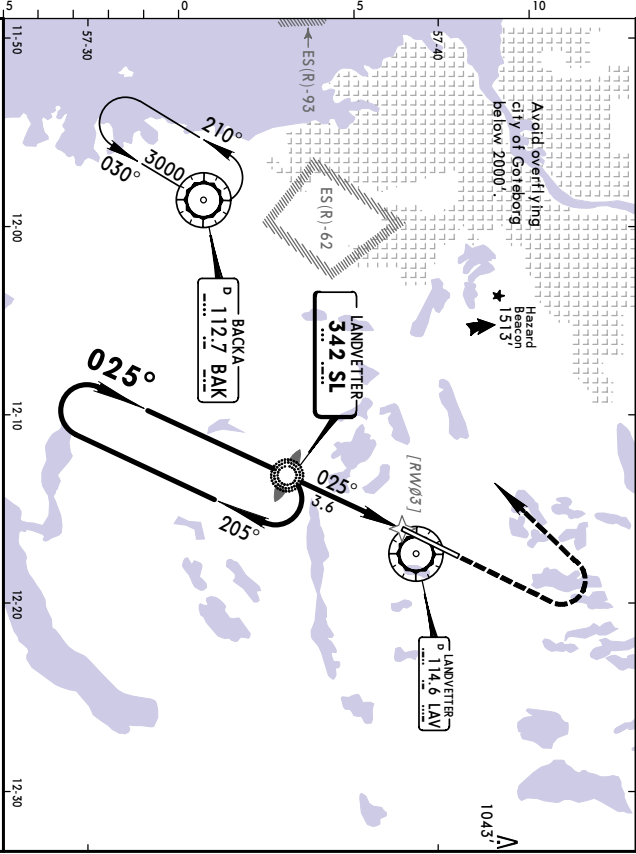
GOTEBORG, SWEDEN  
NDB Rwy 03

D-ATIS		GOTEBORG Control (APP/R)	LANDVETTER Tower	Ground
114.6	118.37	124.67	118.6	121.9
Lctr	Final	Minimum Alt	MDA(H)	Apt Elev
SL	Apch Crs	LOM		
342	025°	1680' (1202')	870' (392')	Rwy 478'

**MISSED APCH:** Climb STRAIGHT AHEAD to 1500', then turn LEFT to BAK VOR climbing to 3000'.

Alt Set: HPA Rwy Elev: 17 hPa Trans level: By ATC Trans alt: 5000'  
Act on final shall maintain MIM 160 KT IAS until passing OM or equivalent position unless otherwise instructed, if unable inform ATC.

MSA SL Lctr



Grnd speed-Kts	70	90	100	120	140	160
Desc Grad 5.24% or	372	478	531	637	743	849
Descent angle [3.00°]	3.6	3.05	2.24	2.10	1.48	1.33
LOM to MAP	1:21	1:33	1:21			

**JAR OPS** STRAIGHT-IN LANDING Rwy 03

MDA(H) 870' (392')		ALS out	Max Kts	MDA(H)	VIS
A	RVR 900m		100	970' (464')	1500m
B	RVR 1000m		135	1010' (504')	1600m
C	RVR 1800m		180	1160' (654')	2400m
D	RVR 1400m		205	1240' (734')	3600m

CHANGES: MSA, Descent angle, Minimums.

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ESGG/GOT  
LANDVETTER

JEPPRESEN  
1 JUL 05 (16-2) EFF 7 JUL

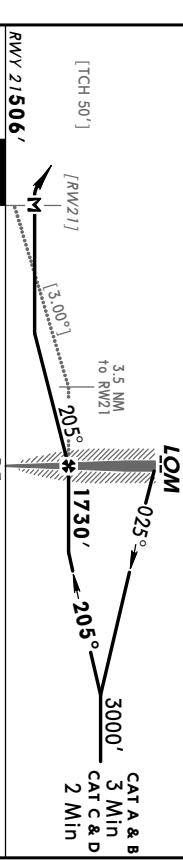
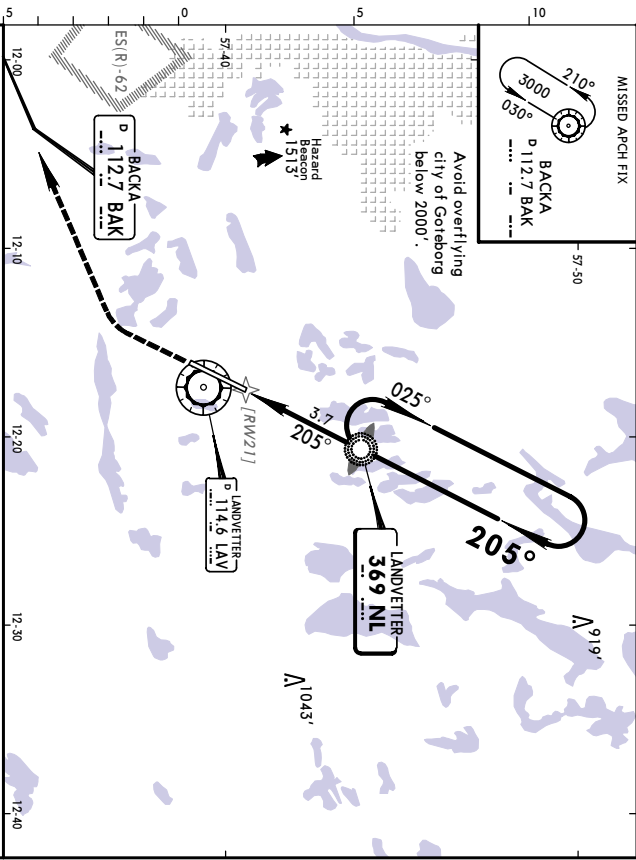
GOTEBORG, SWEDEN  
NDB Rwy 21

D-ATIS		GOTEBORG Control (APP/R)	LANDVETTER Tower	Ground
114.6	118.37	124.67	118.6	121.9
Lctr	Final	Minimum Alt	MDA(H)	Apt Elev
NL	Apch Crs	LOM		
369	205°	1730' (1224')	920' (414')	Rwy 506'

**MISSED APCH:** Climb STRAIGHT AHEAD to 1500', then turn RIGHT to BAK VOR climbing to 3000'.

Alt Set: HPA Rwy Elev: 18 hPa Trans level: By ATC Trans alt: 5000'  
Act on final shall maintain MIM 160 KT IAS until passing OM or equivalent position unless otherwise instructed, if unable inform ATC.

MSA NL Lctr



Grnd speed-Kts	70	90	100	120	140	160
Desc Grad 5.24% or	372	478	531	637	743	849
Descent angle [3.00°]	3.7	3.10	2.28	2.13	1.51	1.23
LOM to MAP	1:23	1:35	1:23			

**JAR OPS** STRAIGHT-IN LANDING Rwy 21

MDA(H) 920' (414')		ALS out	Max Kts	MDA(H)	VIS
A	RVR 900m		100	970' (464')	1500m
B	RVR 1000m		135	1010' (504')	1600m
C	RVR 1800m		180	1160' (654')	2400m
D	RVR 1400m		205	1240' (734')	3600m

CHANGES: MSA, Descent angle

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