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ESGG/GOT LANDVETTER

24 SEP 04 (10-ABP-1) NaSaddar N

GOTEBORG, SWEDEN AIRPORT BRIEFING

#### 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 acti minimums. CAT I approaches may be carried out, acft minimums permitting.

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 acft 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 acft is clear of the yellow/green coded part of the TWY lighting. Stand by for taxi clearance.

#### 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

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

## 2.3. RUNWAY OPERATIONS

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

### 2.4. TAXI PROCEDURES

Arriving acft shall taxi via TWY Y.
TWY Z restricted to acft with max wingspan of 171′/52m.
TWY D not to be utilized when RWY 03 is the RWY in use.
Three-engined acft shall shut down middle engine before entering apron.

If docking guidance system is not activated, acft shall stop immediately, inform Landvetter APRON and wait for follow-me or marshaller.

## 2.5. PARKING INFORMATION

### 2.5.1. DOCKING SYSTEMS

Stands 12 thru 20 are equipped with APIS. Stand 21 is equipped with INOGON.

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24 SEP 04 (10-ABP-2)

ESGG/GOT

ANDVETTER

NEDDE SEN

GOTEBORG, SWEDEN AIRPORT BRIEFING

#### 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. request departure slot by phone 94 11 40. Information on departure slot requirement will be given on ATIS. When required

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

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 acft 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 acft shall taxi via TWY Z unless otherwise instructed.

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

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ESGG/GOT LANDVETTER

118.37 114.6 D-ATIS Apt Elev 506'

26 SEP 03 Nacabe Sen 10-2) Eff 2 Oct

GOTEBORG, SWEDEN STAR

Alt Set: hPa Trans level: By ATC Trans alt: 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
unable inform ATC immediately. 2. STAR shall be strictly adhered to. Deviation is permitted only when flight safety so requires or when an ATC assigned route is mandatory to avoid unnecessary noise disturbance. clearance to carry out visual approach has been obtained. Descent to minireceived. STARs are also noise abatement routings. Strict adherence to mum altitude must not be initiated until ATC or APP clearance has been

BEBSI TWO ECHO (BEBSI 2E)[BEBS2E] BACKA THREE FOXTROT (BAK 3F) RWYS 21, 03 ARRIVALS

O VISUAL APCH RESTRICTION

Aircraft shall maintain assigned Authorized 0600-2000LT

**D20 BAK** N57 49.8 E012 19.5

2500′ 3200

MSA LAV VOR

altitude, normally 3000', until within the sector and then follow a descent profile equal to or above ILS GP. 112.7\_ BAK N57 43.8 E012 20.7 LANDVETTER 369 NL 108.5 NGG 0 D8.8 LAV

NOT TO SCALE

**BEBSI** N57 28.0 E011 42.9 D. 351.8 0102 BAK 3F STAR **D8 BAK** N57 29.1 E011 46.0 RWY 2 Intercept BAK R-033 to D20 BAK, turn RIGHT, intercept NGG not below 3000' until D8.8 LAV. BEBSI 2E MAK 6 DME Arc N57 33.3 3000 ROUTING N57 35.7 E012 13.2 \*! 10.3 SGG LANDVETTER 114.6 LAV N57 39.4 E012 17.4

THANGES: STAR BAK 2F renu

BEBSI 2E

03

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Intercept BAK R-237 inbound to D8 BAK, turn RIGHT, along BAK 6 DME arc, intercept SGG not below 3000' until D8.4 LAV.

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SWEDEN

STAR

ESGG/GOT LANDVETTER 114.6 118.37 D-ATIS maintain 160 KT or more until passing OM unless otherwise instructed. If unable inform ATC immediately.

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 mini-Alt Set: hPa Trans level: By ATC Trans alt: 5000'

1. MAX 250 KT below FL100 unless otherwise instructed. On ILS track 26 SEP 03 (10-2A) Eff 2 Oct Nacabel 1 GOTEBORG,

assigned route is mandatory to avoid unnecessary noise disturbance.

received. STARs are also noise abatement routings. Strict adherence to mum altitude must not be initiated until ATC or APP clearance has been

N57 35.7 E012 13.2 HAR 2E STAR - LANDVETTER -342 \*! 1<u>0.3 SG</u>G F114.6 LAV N57 39.4 E012 17.4 RWY 03 \*108.5 NGG HARRY TWO FOXTROT (HAR 2F) N57 43.8 E012 HARRY TWO ECHO (HAR 2E) LANDVETTER 369 RWYS 03, 21 ARRIVALS N57 28.6 E012 13.5 D8.8 LAV 9 DME N57 50.4 E012 29.8 ROUTING HAR 2F O VISUAL APCH RESTRICTION altitude, normally 3000', until within the sector and then follow Aircraft shall maintain assigned a descent profile equal to or above ILS GP. Authorized 0600-2000LT NOT TO SCALE 117.5 HAR N57 49.5 E012 41 At or above 5000' HARRY -2500′ MSA LAV VOR not

HAR 2F 2 Intercept HAR R-277, when passing LAV R-030 turn LEFT, intercept NGG not below  $\,3000'$  until D8.8 LAV. Intercept HAR R-215, at LAV R-190/D11 turn RIGHT, intercept SGG below 3000' until D8.4 LAV.

HANGES: See other side

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PEDDESEN GOTEBORG, SWEDEN

ESGG/GOT LANDVETTER

7 MAR 03 (10-2B) Eff 20 Mar

D-ATIS 118.37 114.6 112.7 BAK N57 33.3 EO KELIN 2F 2500′ **KELIN 2E** / **D4 BAK** N57 29.5 E012 00.9 STAR - BACKA-NOT TO SCALE N58 04.7 E012 07.3 \_\ Apt Elev 506' RWY 03 N57 56.0 E012 10.8 Intercept LAV R-347 inbound to D26 LAV, turn LEFT, intercept HAR R-308 inbound, when passing LAV R-018 turn RIGHT, intercept NGG not below  $3000^{\prime}$  until D8.8 LAV. Intercept LAV R-347 inbound to D17 LAV, turn RIGHT, intercept BAK R-016 inbound to BAK, turn LEFT, BAK R-162 to D4 BAK, turn LEFT, intercept SGG not below 3000 until D8.4 LAV. N57 Alt Set: hPa Trans level: By ATC Trans alt: 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 unable inform ATC immediately.

2. STAR shall be strictly when an ATC viation is permitted only when flight safety so requires or when an ATC in the property of the property assigned route is mandatory to avoid unnecessary noise disturbance. 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 LANDVETTER -35.7 E012 342\_SL N58 14.6 E012 03.3 KELIN D8.4 LAV KELIN TWO FOXTROT (KELIN 2F) [KELI2F] KELIN TWO ECHO (KELIN 2E) [KELI2E] N57 55.4 E012 27.8 10 DME \*110.3 SGG RWYS 03, 21 ARRIVALS ROUTING × (FAF) 114.6 LAV N57 39.4 E012 17.4 VISUAL APCH RESTRICTION LANDVETTERaltitude, normally 3000', until within the sector and then follow \*108.5 NGG N57 43.8 E012 20. Aircraft shall maintain assigned a descent profile equal to or above ILS GP. LANDVET TER-369 NL -11.S-Authorized 0600-2000LT N57 49.5 E012 41.6 117.5\_HAR -HARRY-0 STAR

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HANGES: STARs renumbered & revised; new format

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ESGG/GOT LANDVETTER N57 33.3 EO MOXAM 3F 1112.7\_ BAK 18.37 MOXAM 2E 114.6 D-ATIS STAR O VISUAL APCH RESTRICTION MOXAM THREE FOXTROT (MOXAM 3F) BACKAwithin the sector and then follow Aircraft shall maintain assigned a descent profile equal to or altitude, normally 3000', until MOXAM TWO ECHO (MOXAM 2E) [MOXA2E] Authorized 0600-2000LT **D4 BAK** N57 29.5 E012 00.9 Apt Elev RWY above ILS GP. 2 NOT TO SCALE 03 Intercept BAK R-034 inbound to D38 BAK, turn LEFT, intercept NGG not below  $3000^\prime$  until D8.8 LAV. Intercept BAK R-034 inbound to D1 BAK, turn LEFT, to D4 BAK, turn LEFT, intercept SGG not below Alt Set: hPa Trans level: By ATC Trans alt: 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 unable inform ATC immediately. received. STARs are also noise abatement routings. Strict adherence to assigned route is mandatory to avoid unnecessary noise disturbance. mum altitude must not be initiated until ATC or APP clearance has been clearance to carry out visual approach has been obtained. Descent to miniviation is permitted only when flight safety so requires or when an ATC RWYS 03, 21 ARRIVALS 7 MAR 03 (10-2C) D8.4 LAV 9 DME 10 DME N57 35.7 E012 13.2 ROUTING 342\_SL Eff 20 Mar ANDVETTER STAR shall be strictly adhered to. De-\*110.3 SGG [MOXA3F] **D38 BAK** N58 04.1 E012 40.1 P114.6 LAV | N57 39.4 E012 17.4 D8.8 LAV LANDVETTER-\*108.5 NGG N57 43.8 E012 20: FT, intercept BAK R-162 3000' until D8.4 LAV LANDVETTER -11.S.— 369 NL **MOXAM** N58 31.9 E013 18.8 2500′ MSA LAV VOR 3200′ STAR

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ESGG/GOT LANDVETTER D-ATIS 1 JUL 05 # JEPPESEN (10-2D)Eff 7 Jul GOTEBORG, SWEDEN

STAR

114.6 118.37 Apt Elev 506'

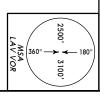
quires or when an ATC clearance to carry out visual approach has been obtained. Descent to minimum altitude must not be initiated until ATC or APP clearance has been received.

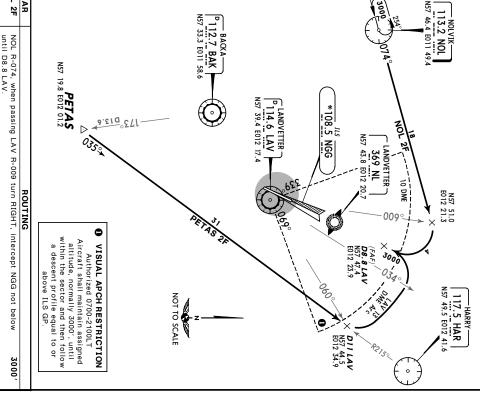
3. STARs are also noise abatement Alt Set: hPa Trans level: By ATC Trans alt: 5000'

1. On ILS track maintain 160 KT or more until passing OM unless otherwise instructed. If unable inform ATC immediately.

2. STAR shall be strictly adhered to. Deviation is permitted only when flight safety so restrictly adhered to. necessary noise disturbance. routings. Strict adherence to assigned route is mandatory to avoid un-

PETAS TWO FOXTROT (PETAS 2F) [PETA2F] NOLVIK TWO FOXTROT (NOL 2F) STATE MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED **RWY 21 ARRIVALS** 





ESGG/GOT LANDVETTER 114.6 118.37 D-ATIS quires 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.

3. STARs are also noise abatement strictly adhered to. Deviation is permitted only when flight safety so re-Alt Set: hPa Trans level: By ATC Trans alt: 5000

1. On ILS track maintain 160 KT or more until passing OM unless other2. STAR shall be JUL 05 (10-2E)Eff 7 Jul STAR

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Nasadar 1

GOTEBORG,

SWEDEN

RISMA 4F RISMA 3E STAR ਹਿਤੀਤਾਂਸ਼ MAX 250 KT BELOW FL 100 NOT TO SCALE UNLESS OTHERWISE INSTRUCTED RWΥ RWYS 03, 21 ARRIVALS (RISMA 4F) [RISM4F] 2 03 RISMA FOUR FOXTRO (RISMA 3E) [*RISM3E*] RISMA THREE ECHO **D15 BAK** N57 18.3 E011 58.7 Intercept BAK R-178 inbound to BAK, turn RIGHT, BAK R-033 to D20 BAK, turn RIGHT, intercept NGG not below 3000' until D8.8 LAV. Intercept BAK R-178 inbound to D15 BAK not below intercept SGG not below 3000' until D8.4 LAV. necessary noise disturbance routings. Strict adherence to assigned route is mandatory to avoid un-N57 33.3 E011 58.6 112.7 BAK AMSIA 328. HISMA 4F ١2 ₹6.05Q **RISMA** N57 02.5 E011 58.8 N57 43.8 E012 20. 369 NL LANDVETTER-RISMA JE **D8.4 LAV** N57 32.1 E012 09.7 ROUTING VISUAL APCH RESTRICTION within the sector and then follow a descent profile equal to or above ILS GP. Authorized 0700-2100LT Aircraft shall maintain assigned N57 35.7 E012 13.2 N57 49.8 E012 19.5 altitude, normally 3000', until 342 ANDVETTER 5000', turn RIGHT, \*110.3 SGG \*108.5 NGG × (FAF) **> D8.8 LAV**N57 47.4
E012 23.9 LANDVETTER-114.6 LAV | N57 39.4 E012 17.4 2500′ MSA LAV VOR

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turn RIGHT, intercept NGG not below

HANGES: MSA; restriction

PETAS 2F N N

Intercept HAR R-215 inbound, at LAV R-060/D11 turn LEFT, along LAV 13 DME arc, when passing LAV R-034 turn LEFT, intercept NGG not below 3000' until D8.8 LAV.

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when passing LAV R-034 turn LEFT, intercept NGG not below

STAR

2

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ESGG/GOT LANDVETTER 1 JUL 05 MIEDDESEN 10-3) **Eff 7 Jul** 

NEGIL 2B 124.67 GOTEBORG Control NEGIL 2P 124.2

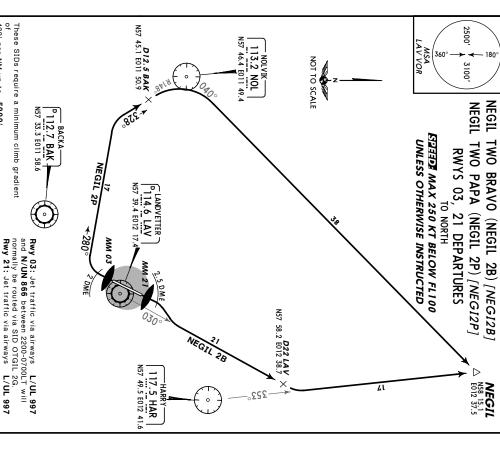
Apt Elev 506'

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.

Trans level: By ATC Trans alt: 5000'

1. Contact GOTEBORG Control at 2000'.

GOTEBORG, SWEDEN SID



NEGIL 2P "HANGES: MSA; SIDs renumbered NEGIL 2B SID Not for jet traffic. RWY 03 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. 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. climb clearance

If unable to comply advise ATC.

Gnd speed-KT 400' per NM up to **5000'.** 

400' per NM

667

1000

1333 1667 2000

routed via SID HAR 2C.

Jet traffic via airways N/UN 866 between 2200-0700LT will normally be routed via between 2200-0700LT will normally be

SID VADIN 1C.

200 250 300

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SWEDEN SID

ESGG/GOT LANDVETTER **GOTEBORG** Control 124.67 Apt Elev 506' 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. Trans level: By ATC Trans alt: 5000'

1. Contact GOTEBORG Control at 2000'. 1 JUL 05 PEDDESEN (10-3A) Eff 7 Jul GOTEBORG,

2500' MSA LAV VOR 3100′ LABAN TWO CHARLIE (LABAN 2C)*[LABA2C]* LABAN TWO BRAVO (LABAN 2B) [LABA2B] HARRY TWO CHARLIE (HAR 2C) RWYS 21, 03 DEPARTURES TO NORTHEAST **LABAN** N58 10.2 E013 17.7

These SIDs require a minimum climb gradient 6 LANDVETTER 114.6 LAV
N57 39.4 E012 17 MAX 210 KT At 1000 064 NOT TO SCALE BACKA 112.7 BAK N57 33.3 E011 58.6 LABAN 2C SIZTER MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED 117.5\_HAR L N57 39.6 E012 25.0 Rwy 03: Jet traffic via airways L/UL 997 and N/UN 866 between 2200-0700LT will LABAN 2C 113.2 NO 0 D31.1 -089°→  $\triangleright$ 012% **TODDY** N57 45.8 E012 51.5 D

Initial climb clearance 5000' 500 | 667 | 1000 | 1333 | 1667 | 2000 Climb to 1000', turn LEFT, intercept BAK R-064, turn LEFT, intercept HAR R-220 inbound to HAR. Climb to 1000', turn LEFT, intercept BAK R-064 to TODDY, turn LEFT, 012° To LAV 2.5 DME (ILS MM 21 if no DME), turn RIGHT, intercept HAR R-236 track, intercept HAR R-041 to LABAN. inbound to HAR, turn LEFT, HAR R-041 to LABAN. 200 250 300 unless otherwise routed via SID HAR 2C.

Jet traffic via airways N/UN 866 between 2200-0700LT will normally be routed via SID VADIN 1C. specified

If unable to comply advise ATC.

Gnd speed-KT 100' per NM up to 5000'

75 100

150

between 2200-0700LT will normally be normally be routed via SID OTGIL 2G. **Rwy 21:** Jet traffic via airways L/UL 997

400' per NM

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LABAN 2C

2 03 2

\_ABAN 2B

HAR 2C

Sib

R₩Y

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ESGG/GOT LANDVETTER GOTEBORG Control 124.67 Apt Elev 506' 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 Trans level: By ATC 1 JUL 05 (10-3B) Eff 7 Jul Nasaddar Trans alt: 5000' GOTEBORG, SWEDEN

SID

TODDY TWO CHARLIE (TODDY 2C) CINDY ONE CHARLIE (CINDY TODDY TWO BRAVO (TODDY 2B) RWYS 21, 03 DEPARTURES disturbance. <u>7</u> [TODY2B] [CIND1C] [TODY2C]

MAX 250 KT BELOW FL 100 UNLESS OTHERWISE INSTRUCTED

TO EAST

2500′ MSA LAV VOR 3100

5 DME 089 TODDY 2B NOT TO SCALE N57 45.8 E012 51.5 (ago)

Turn at LAV 1.5 DME

At 1000'

SING

MM 03

CINDY 1C

D LANDVETTER 114.6 LAV N57 39.4 E012 17.

N57 46.4 E011 49.4

113.2 NOL

N57 33.3 E011 58.6 1112.7\_ BAK 210 KT CINDY 1C

These SIDs require a minimum climb gradient

400' per NM up to 5000'. 75 100 150 200 250

If unable to comply advise ATC. Gnd speed-KT 400' per NM 500 | 667 | 1000 | 1333 | 1667 | 2000 300

> Rwy 03: Jet traffic via airways L/UL 997 and N/UN 866 between 2200-0700LT will normally be routed via SID OTGIL 26.
> Rwy 21: Jet traffic via airways L/UL 997 2200-0700LT will normally be routed via routed via SID HAR 2C.
>
> Jet traffic via airways N/UN 866 between between 2200-0700LT will normally be

Initial climb clearance 5000; To LAV 1.5 DME (ILS MM 03 if no DME), turn LEFT, 125° track, intercept BAK R-077 to CINDY. To LAV 2.5 DME (ILS MM 21 if no DME), turn RIGHT, 055° track, intercept NOL R-089 to TODDY. unless otherwise specified SID VADIN 1C

CINDY 1C

SID

RWY

"HANGES: MSA; SIDs TODDY 1B, 1C renumbered 2B, 2C.

Climb to 1000', turn LEFT, intercept BAK R-064 to TODDY

FODDY 2C FODDY 2B

2

03 2

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ESGG/GOT LANDVETTER RANAV 1P TOPLA ONE CHARLIE (TOPLA 1C) 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 ADIN ONE CHARLIE (VADIN 1C) VADIN ONE BRAVO (VADIN 1B) RANAV ONE PAPA (RANAV 1P) VADIN 1C VADIN 1B Jet traffic via airways N/UN 866 between 2200-0700LT will normally be routed via 2500′ GOTEBORG Control TOPLA 2B routed via SID HAR 2C. TOPLA TWO BRAVO (TOPLA FOPLA 1C SID **VADIN** N57 08.3 E011 38.6 △ MSA LAV VOR NOT TO SCALE 124.2 SIZED MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED RWY 03 2 RWYS 03, 21 DEPARTURES 03 nitial climb clearance 5000' Apt Elev 506' To LAV 2 DME (ILS MM 03 if no DME), turn LEFT, intercept LAV R-191 to D13 LAV, turn RIGHT, 250° track, intercept LAV R-213 to VADIN. To LAV 2.5 DME (ILS MM 21 if no DME), turn RIGHT, 140° track, when passing HAR R-213 turn RIGHT, intercept HAR R-206 to LAV R-171/D13, turn RIGHT, 250° track, intercept LAV R-213 to VADIN. To LAV 2 DME (ILS MM 03 if no DME), turn LEFT, 150° track, intercept LAV R-176 to TOPLA. Climb to 1000', turn RIGHT, 185° track, intercept LAV R-176 via RANAV to To LAV 2.5 DME (ILS MM 21 if no DME), turn RIGHT, 140° track, when passing HAR R-213 turn RIGHT, intercept HAR R-206, intercept LAV R-176 to HTUOS OT Trans level: By ATC Trans alt: 5000'

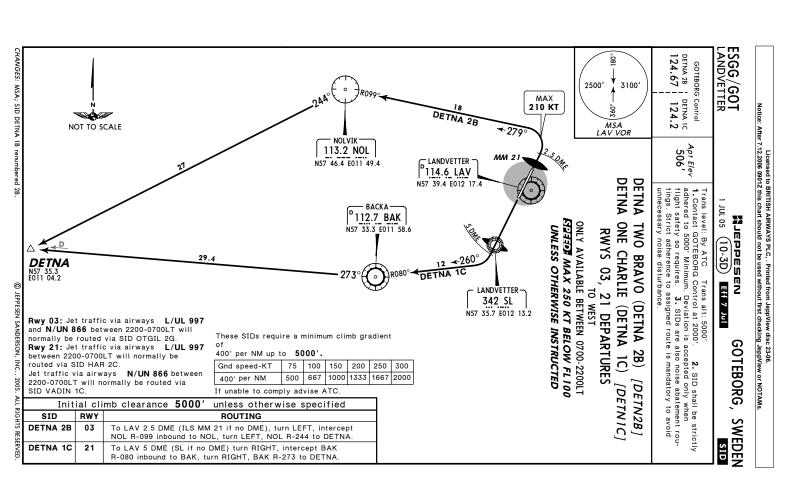
1. Contact GOTEBORG Control at 2000'

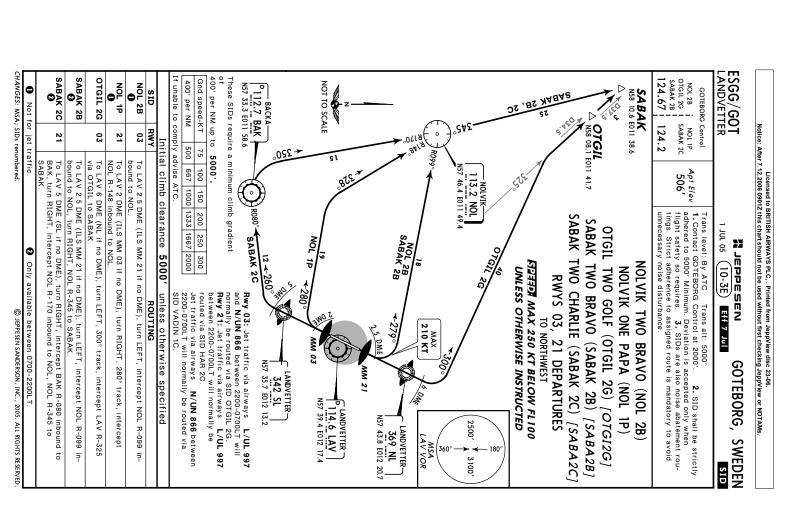
2. SID shall be strictly adhered to 5000' Minimum. Deviation is accepted only when flight safety so requires.

3. SIDs are also noise abatement routings. Strict adherence to assigned route is mandatory to avoid unnecessary noise inches. disturbance. 1 JUL 05 D LANDVETTER 114.6 LAV 157 39.4 E012 17.4 TEDDESEN. 2B) (10-3C)VADIN 18 [RANA 1P] [VADI1B] [TOPL2B] [VADIIC] N57 26.7 E012 12.4 [TOPL 1C] These SIDs require a minimum climb gradient of 400' per NM up to 5000'. Gnd speed-KT 400' per NM RANAV 1P unable to comply advise ATC Turn at 1000' unless otherwise specified ROUTING Eff 7 Jul VADIN 1C N57 25.2 E012 18.7 75 | 100 | 150 | 200 500 | 667 | 1000 | 1333 1**†** D78 GOTEBORG, **↑ TOPLA**∧ N57 08.2 E012 20.3 △ **RANA V** N57 11.1 E012 20.1 TOPLA RANAV × D13 LAV N57 27.2 E012 20.6 2B OA OA 210 KT × × 250 SWEDEN 1667 2000 N57 39.5 E012 29.0  $73_{\circ}$ HAR 300 SID

HANGES: MSA; INS coordinates © JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED

Not for jet traffic. Radar surveilled.





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ESGG/GOT Apt Elev **506'** N57 39.6 E012 17.5 ОВА TAKE-OFF RUN AVAILABLE RWY 03: 57-41 ① (60m) ■ Operators applying U.S. Ops Specs: CL required below 300m. IAR-OPS RWY 114.6 118.37 - 57-39 - 57-40 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. From rwy head 10,823' (3299m) twy B int 9839' (2999m) twy C int 6558' (1999m) SQUAWK: When instructed for line-up, squawk assigned SSR-code RL, CL & mult. RVR req For AIRPORT BRIEFING refer to 10-ABP pages HIRL O CLO HIALS-II TDZ PAPI-L SHST-E HIRLO CLO HIALS-II TDZ PAPI-L 150m **Q**(30m) **3** angle 3.0° 12-15 FOR PARKING POSITIONS LVP must be in Force TAKE-OFF 🖪 & OMNIDIRECTIONAL DEPARTURE PROCEDURE SEE 10-9B D-ATIS DCL 200m RL & CL ADDITIONAL RUNWAY INFORMATION USABLE LENGTHS LANDING BEYOND 24 SEP 04 (10-9) Nasaddar LANDVETTER Apron (Push-back)
121.6 RCLM (DAY only) or RL All Rwys 250m From rwy head 10,823' (3299m) twy F int 9839' (2999m) twy E int 6558' (1999m) RVR R 12-17 Meters Feet Ground (Start-up & ATC clearance) 121.9 RCLM (DAY only) or RL Glide Slope 9839' 2999m 9708' 2959m 400m 12-18 GOTEBORG, SWEDEN 3 3000 4000 5000 4+1+1+1+1+1+1+1+1 1000 1500 664 TAKE-OFF LANDVETTER 0 12-19 12-19 (DAY only) 118.6 500m 57-41 -WIDTH 57-39 — 57-40 -148' 45m

CHANGES: Stands & coordinates. Notes transferred to 10-ABP-1. © JEPPESEN SANDERSON, INC., 2004. ALL RIGHTS RESERVED.

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

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**ESGG/GOT** Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 09012 this chart should not be used without first checking JeppView or NOTAMs. Na Saddar #

GOTEBORG, SWEDEN

20 21 thru 23 24 thru 30 32 34 thru 40 7A thru 11 12 thru 15 16 thru 19 STAND No 42 43, 44 46, 48 50 51, 52 5, 6 N57 40.4 N57 40.3 N57 40.3 N57 40.2 N57 40.1 N57 40.0 N57 40.0 N57 39.9 N57 39.9 N57 39.8 N57 N57 N57 N57 COORDINATES 7 40.5 7 40.5 7 40.4 7 40.3 7 40.3 E012 17.9 E012 17.9 E012 17.8 E012 17.7 E012 17.6 E012 17.6 E012 17.5 E012 17.5 E012 17.4 E012 17.4 E012 17.9 E012 17.8 E012 17.7 E012 17.7 E012 17.6 24 SEP 04 (10-9A) INS COORDINATES 58 thru 62 64, 66 70 thru 74 STAND No 76, 78 56 N57 40.2 N57 40.2 N57 40.1 N57 40.0 N57 39.9 N57 39.8 COORDINATES E012 17.6 E012 17.5 E012 17.5 E012 17.4 E012 17.3 E012 17.2 LANDVETTER

**ESGG/GOT** 57-39.8 CHANGES: Stands - 57-40.3 - 57-40.5 57-39.7 - 57-39.9 - 57-40.1 - 57-40.2 - 57-40.4 12-17 12-17.1 12-17.1 Entry to stand 40 via twy L for CATE acft (Acft with wing span of 171'/52m up to but not including 213'/65m and outer main gear wheel span of 30'/9m up to but not including 46'/14m). Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2066 0901Z this chart should not be used without first checking JeppView or NOTAMs. RWY 03/21 12-17.2 12-17.2 GENERAL AVIATION 12-17.3 12-17.4 12-17.5 12-17.6 12-17.7 12-17.8 12-17.3 TAXIING AFTER LANDING 24 SEP 04 (10-9B) MIEDDESEN © JEPPESEN SANDERSON, INC., 2000, 2004. ALL RIGHTS RESERVED 54 Φ No entry Taxiblock boundary Parking position LEGEND After entry via twy E access to stands 22 thru 40, 70 thru 78 and GENERAL AVIATION by twy J-Z-K. INTERNATIONAL TERMINAL GOTEBORG, SWEDEN DOMESTIC TERMINAL 12-17.9 CARGO LANDVETTER 12-18 12-18.1 HANGAR 12-18.1 57-39.8 57-40.1 57-40.2 57-40.3 57-40.4 57-40.6 57-39.7 57-39.9 57-40 -

CHANGES: Stands.

12-17 12-17.1

12-17.2

ARP 12-17.3 12-17.4 12-17.5 12-17.6 12-17.7 12-17.8 12-17.9

12-18

57-39.6

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57-39.7

Parking position Taxiblock boundary LEGEND

57-39.7

**ESGG/GOT** 

- 57-40.2 - 57-40.3 - 57-40.4 - 57-40.5 57-39.9 57-40.1 12-17 12-17.1 Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs. RWY 03/21 12-17.2 12-17.3 12-17.4 GENERAL AVIATION TAXIING BEFORE TAKE-OFF RWY 03 24 SEP 04 (10-9C) 12-17.5 12-17.6 12-17.7 12-17.8 12-17.9 INTERNATIONAL TERMINAL GOTEBORG, SWEDEN DOMESTIC TERMINAL CARGO LANDVETTER 12-18 HANGAR 57-39.8 57-39.9 57-40.3 57-40.4 57-40.1 57-40.2 57-40 — 12-18.1

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Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMS.

ESGG/GOT

#Jeppesen

GOTEBORG, SWEDEN

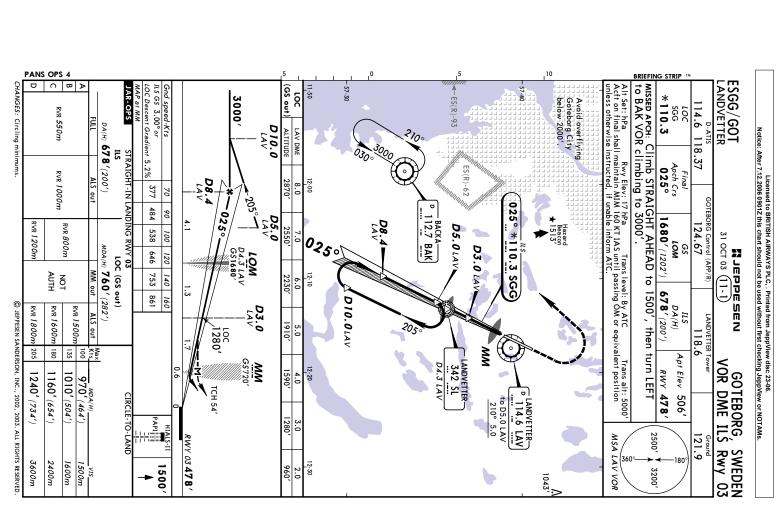
24 SEP 04 (10-9D)

LANDVETTER

- 57-40.1 - 57-40.3 57-39.7 - 57-39.9 57-40.2 57-40.4 57-40.5 12-17 12-17.1 12-17.1 Exit from stand 40 via twy L for CATE act! (Act! with wing span of 171'/52m up to but not including 213'/65m and outer main gear wheel span of 30'/9m up to but not including 46'/14m). RWY 03/21 12-17.2 12-17.2 GENERAL AVIATION 12-17.3 12-17.4 12-17.5 12-17.6 12-17.7 12-17.8 12-17.9 12-17.3 TAXIING BEFORE TAKE-OFF RWY 21 54 Taxiblock boundary Parking position INTERNATIONAL TERMINAL LEGEND DOMESTIC TERMINAL CARGO 12-18 LANDVETTER 12-18 HANGAR 57-40.1 57-40.2 57-40.3 57-40.4 57-39.8 57-39.9 57-40 -12-18.1

CHANGES: Stands

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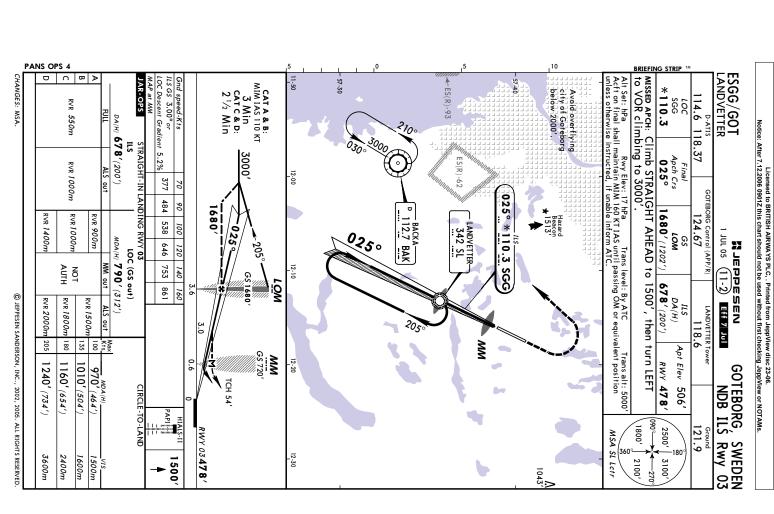
ESGG/GOT LANDVETTER 114.6 118.37 Licensed to BRITISH AIRWAYS PLC, , Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs. GOTEBORG Control (APP/R) 124.67 31 OCT 03 (11-1A) Nacabe Sen CAT 118.6 GOTEBORG, SWEDEN II VOR DME ILS Rwy 03 506

PANS OPS 4 Operators applying U.S. Ops Specs: CAT III authorization required below RVR 350m. Art set: hPa Rwy Elev: 17 hPa Trans level: By ATC Trans alt: 5000'. I. 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. 11-50 Gnd speed-Kts JAR-OPS ← ES(R)-93 Goteborg City below 2000'. Avoid overflying 3000' 1-K†s 70 3.00° 377 D10.0 3000 ES(R)-62 90 100 120 140 160 484 538 646 753 861 D8.4 025° \*110.3 SGG -025° BACKA 112.7 BAK **D5.0** D5.0LAV 0250 **LOM**D4.3 LAV
GS 1680' DA(H) 578'(100') RVR 300m RA 106' -IN LANDING RWY 03
CAT II ILS
ABCD 12-10 D10.0LAV Š **MM** GS 720' 342 SL D4.3 LAV 12-20 RWY 478 TCH 54 to D5.0 LAV 210° 5.0 114.6 LAV PAPI 2500′ RWY 03 478 Ground 121.9 MSA LAV VOR 1500 12-30 1043

CHANGES: See other side.

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PANS OPS 4 ESGG/GOT LANDVETTER All set: nPa Rwy Elev: 17 hPa Trans level: By ATC Trans alt: 5000.

1. Special Aircrew & Actt Certification Required. 2. Actt on final shall maintain MIM.

160 KT IAS until passing OM or equivalent position unless otherwise instructed, if unable inform ATC. ■ Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m. Gnd speed-Kts
3.00° 11-50 CAT A & B:
MIM IAS 110 KT
3 Min
CAT C & D:
2 ½ Min JAR-OPS ←ES(R)-93 Avoid overflying city of Goteborg below 2000'. 114.6 118.37 3000 0300 377 ES(R)-62 484 12-00 100 538 GOTEBORG Control (APP/R)
124.67 025° \*110.3 SGG 120 646 BACKA 112.7 BAK 1 JUL 05 11 7 Juli (11-2A) 0250 342 SL STRAIGHT-IN LANDING RWY 03
CAT II ILS 753 861 PLEDDESEN 5A(H) 578'(100') RA 106' RVR 300m 12-10 GS 1680 W<sub>O</sub>7 LANDVETTER Tower 205 118.6 CAT II NDB ILS 8 GS 720' 12-20 RWY 478' GOTEBORG, TCH 54 506 PAPI 2500′ 1800′ 121.9 RWY 03 478 MSA SL Lctr Rwy 03 SWEDEN 12-30 3100′ 1500 2100′ 270 1043

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CHANGES: MSA.

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CHANGES: Circling minimum:

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PANS OPS 4 D C B ES(R)-62 ESGG/GOT Alt Set: PPa Rwy Elev: 18 PPa 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. MISSED APCH: Climb STRAIGHT AHEAD to 1500', then turn RIGHT to BAK VOR climbing to 3000'. ANDVETTER ILS GS 3.00° or JAR-OPS OC Descent Gradient IAP at MM nd speed-Kts RWY 21 506' \*108.5 114.6 MISSED APCH FIX DA(H) 706'(200') ALTITUDE BACKA 112.7 BAK LAV DME 118.37 Avoid overflying Goteborg City below 2000'. STRAIGHT-IN LANDING RWY 21 Apch Crs 205° TCH 50' RVR 1000m 840′ 377 **MM** GS 730' - 57 - 50 GOTEBORG Control (APP/R)
124.67 484 GS LOM 1730' (1224') RVR 800m RVR 1200m D3.0 LA 538 646 1160 1160′ 100 120 140 160 31 OCT 03 (11-3) MM MDA(H) 760' (254') D3.0 # JEPPESEN D10.0 LAV LOC (GS out) MM out ALS out 753 HTUA NOI 1480′ 4.0 12-20 1.8 DA(H) **706'**(200') 861 D4.8 LAV GS1730' W<sub>0</sub> RVR 1800m RVR 1600m RVR 1500m to D5.0 LAV 020° 5.0 D5.0 LAV 114.6 LAV 5.0 118.6 369 NL D8.8 LA D4.8 LAV 2050 4.0 205 180 100 135 Apt Elev 506 205° \* 108.5 NGG VOR DME ILS Rwy 2 RWY 506' 2120' 1240' (734') 1160' (654') 970'(464') 6.0 GOTEBORG, 1010′ (504′) D8.8 12-30  $\Lambda^{1043'}$ 2440′ PAPI 7.0 D10.0 2500′ MSA LAV VOR 121.9 SWEDEN 3000′ 3600m 2400m 1600m \_\_VIS\_\_\_\_ 1500 2760′ 12-40

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Nachbe SEN

GOTEBORG,

SWEDEN

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Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs

PANS OPS 4 | NGC | Apt Elev 300 | NGC | Apt Elev 300 | NGC | Apt Elev 300 | NGC | N ESGG/GOT LANDVETTER Alt Set: hPa Rwy Elev: 18 hPa Trans level: By ATC Trans alt: 5000'. 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. Gnd speed-Kts 70
GS 3.00° 377 ES(R)-62 IAR-OPS RWY 21 506' \*108.5 3000 114.6 118.37 MISSED APCH FIX BACKA 112.7 BAK Avoid overflying Goteborg City below 2000'. BACKA 112.7 BAK TCH 50' 484 90 **MM** GS 730' - 57-50 538 646 100 GOTEBORG Control (APP/R) 124.67 31 OCT 03 (11-3A) 120 WM 753 861 NO CS D10.0 LAV RA 98' DA(H) 606'(100') 3.2 RVR 300m -IN LANDING RWY 21 CAT II ILS 12-20 CAT II ILS **RA 98**' DA(H) 606' (100') D4.8 LAV GS 1730' WO7 D5.0 LAV CAT II VOR DME ILS 10 D5.0 LAV 020° 5.0 114.6 LAV LANDVETTER Tower 118.6 D8.8 LAV 369 NL D4.8 LAV 2050 . 0 Apt Elev 506 205° \*1 RWY 506' D8.8  $\Lambda^{1043'}$ 108.5 NGG) PAPI D10.0 Ground 121.9 MSA LAV VOR Rwy 2 3000′ 1500 12-40

CHANGES: See other side.

Operators applying U.S. Ops Specs: CAT III authorization required below RVR 350m.

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CHANGES: MSA. Minimum

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PANS OPS 4 ESGG/GOT LANDVETTER ES(R)-62 MISSED APCH: Climb STRAIGHT AHEAD to 1500', then turn RIGHT to VOR climbing to 3000'. Alt Set: PPa Rwy Elev: 18 PPa 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. ILS GS 3.00° or RWY 21506' 3nd speed-Kts JAR-OPS OC Descent Gradient 1AP at MM \*108.5 114.6 MISSED APCH FIX BACKA 112.7 BAK DA(H) 706'(200', 118.37 112.7 BAK below 2000'. Avoid overflying city of Goteborg STRAIGHT-IN LANDING RWY 21 Apch Crs **205**° TCH 50' RVR 1000m ALS out 377 70 **MM** G\$730' GOTEBORG Control (APP/R) 124.67 484 90 GS LOM 1730' (1224') RVR 1000m RVR 1400m RVR 900m 538 646 100 120 140 160 1 JUL 05 (11-4) MDA(H) 830' (324') Nacabel Nacar LOC (GS out) MM out ALS out ATU TON 753 ⋛ DA(H) **706**′ (200′) 861 <u>Wō</u>1 RVR 2000m 205 RVR 1800m RVR 1500m \*\*-\_\_205° Eff 7 Jul LANDVETTER Tower 118.6 369 NL 2050 180 135 Max Kts 1730 Apt Elev 506' 205° \*108.5 NGG 1240'(734') 1160'(654') RWY 506' 1010'(504') 970'(464') GOTEBORG, 12-30 NDB ILS PAPI 2500′ 121.9 MSA NL Lctr CAT C & D: 2 Min CAT A & B MIM IAS 100 KT Rwy 2 **SWEDEN** 3 Min 3600m 2400m 1600m 1500m 1500 12-40 3100

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LEDDESEN

GOTEBORG,

SWEDEN

PANS OPS 4 | NGG | Apch Crs | LOM | NA Y5 | Process | 108.5 | 205° | 1730' (1224') | 606' (100') | RWY 506 | RWY 506 | RWY 506 | Process | 1730' (1224') | 606' (100') | RWY 506 ESGG/GOT LANDVETTER ■ Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m. Aut Set: hPa Rwy Elev: 18 hPa Trans level: By ATC Trans alt: 5000' 1. Special Aircrew & Actt Certification Required. 2. Actt on final shall maintain MIM 160 KT IAS until passing OM or equivalent position unless otherwise instructed, if unable inform ATC. ES(R)-62 Gnd speed-Kts 70
GS 3.00° 377 RWY 21506' JAR-OPS 3000 99N 10C 114.6 118.37 MISSED APCH FIX BACKA 112.7 BAK Avoid overflying city of Goteborg below 2000'. TCH 50' 484 90 GS 730' 100 538 646 GS LOM 1730' (1224') 120 ORG Control (APP/R)
124.67 1 JUL 05 11 7 Juli (11-4A) 140 160 753 861 RA 98' DA(H) 606'(100') RVR 300m -IN LANDING RWY 21
CAT II ILS 8 CAT II IIS RA 98' DA(H) 369 NL 118.6 2050 205 CAT II NDB ILS Apt Elev 506 205° \*108.5 NGG RWY 506' Å<sup>1043′</sup> PAPI 2500′ Ground 121.9 Rwy 2 MIM IAS 100 KT 3 Min MSA NL Lctr CAT C & D: 2 Min 1500 3100′

CHANGES: MSA.

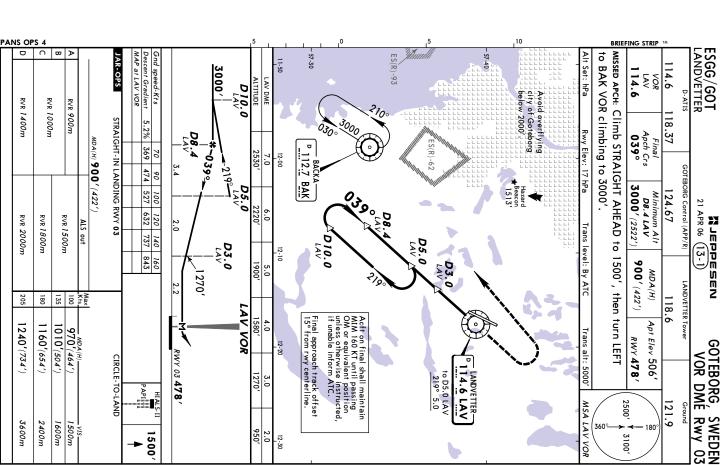
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CHANGES: Procedure altitude

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MIEDDESEN

GOTEBORG,

**SWEDEN** 

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SI. Apch Crs 1680′ (1202′) 870′ (392′) RWY 4.7

WISSED APCH: Climb STRAIGHT AHEAD to 1500′, then turn LEFT to BAK VOR climbing to 3000′.

Rwv Elev: 17 lPa Trans level: By ATC Trans alt: 17 lPa Trans level: By ATC Trans alt: 17 lPa Trans level: By ATC Trans alt: 18 level: 19 lPa Trans l PANS OPS 4 ESGG/GOT LANDVETTER Desc Grad 5.24% Alt Set: PPa Rwy Elev: 17 PPa 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. Descent angle LOM to MAP CAT A & B: 3 Min CAT C & D: 2 Min 114.6 118.37 Avoid overflying city of Goteborg below 2000'. RVR 1400m RVR 1000m RVR 900m 3000 0300 STRAIGHT-IN LANDING RWY 03 ES(R)-62 372 12-00 MDA(H) **870'** (392' 478 GOTEBORG Control (APP/R)
124.67 531 BACKA 112.7 BAK 342 SL ANDVETTER 1:48 1:33 1:21 637 0250 JUL 05 (16-1) 743 205° RVR 2000m RVR 1800m RVR 1500m 1680′ 12-10 849 160 МÖ Eff 7 Jul LANDVETTER Tower 205 118.6 180 135 Max Kts 1010' (504') 12-20 1240′ RWY 478' 970' (464') 160' (654') 506 CIRCLE-TO-LAND 114.6 LAV (734') PAPI N N N 2500' 1800′ Ground 121.9 RWY 03 478 Rwy 03 TCH 54'] 2400m 1500m 12-30 3600m 1600m 1500 2100′ 3100' 1043

CHANGES: MSA. Descent angle. Minimums

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CHANGES: MSA. Descent angle

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PANS OPS 4 ESGG/GOT LANDVETTER C B 3 Alt Set: PPa Rwy Elev: 18 hPa Trans level: By ATC Trans alt: 5000' Act ton final shall maintain MIM 106 KT 1AS unit passing OM or equivalent position unless otherwise instructed, if unable inform ATC. MISSED APCH: Climb STRAIGHT AHEAD to 1500', then turn RIGHT to BAK VOR climbing to 3000'. Gnd speed-Kts
Desc Grad 5.24% ES(R)-62 RWY 21506' scent angle [TCH 50'] 3000 114.6 369 Ľ tctr MISSED APCH FIX BACKA D 112.7 BAK 118.37 RVR 1400m RVR 1000m RVR 900m Avoid overflying city of Goteborg below 2000'. ٩ STRAIGHT-IN LANDING RWY 21 Apch Crs 205° 3:10 2:28 2:13 372 MDA(H) **920'** (414') 12-10 478 90 GOTEBORG Control (APP/R)
124.67 531 100 1730′(1224′) Minimum Alt LOM 1:51 1:35 1 JUL 05 (16-2) 637 743 3.5 NM to RW21 Nacabel Nacar RVR 1500m RVR 2000m RVR 1800m 160 849 920' (414') MDA(H)Eff 7 Jul LANDVETTER Tower
118.6 1730′ LANDVETTER 114.6 LAV 2050 369 NL 180 135 Max Kts Apt Elev 1160' (654') RWY 506' 1010' (504') 1240' (734') 970' (464') GOTEBORG, 12-30 506' CIRCLE-TO-LAND Λ<sup>1043</sup>′ PAPI B B 3000′ 2500′ MSA NL Lctr Rwy 2 CAT A & B
3 Min
CAT C & D
2 Min **SWEDEN** 3100 2400m 1500 \_\_ VIS\_\_\_\_ 1500m 12-40 3600m 1600m