

Within TMA (C) Göteborg:

GÖTEBORG CONTROL **124.67** **124.20**

ESGGElev **506'**/154m

N57 39.6
E012 17.5

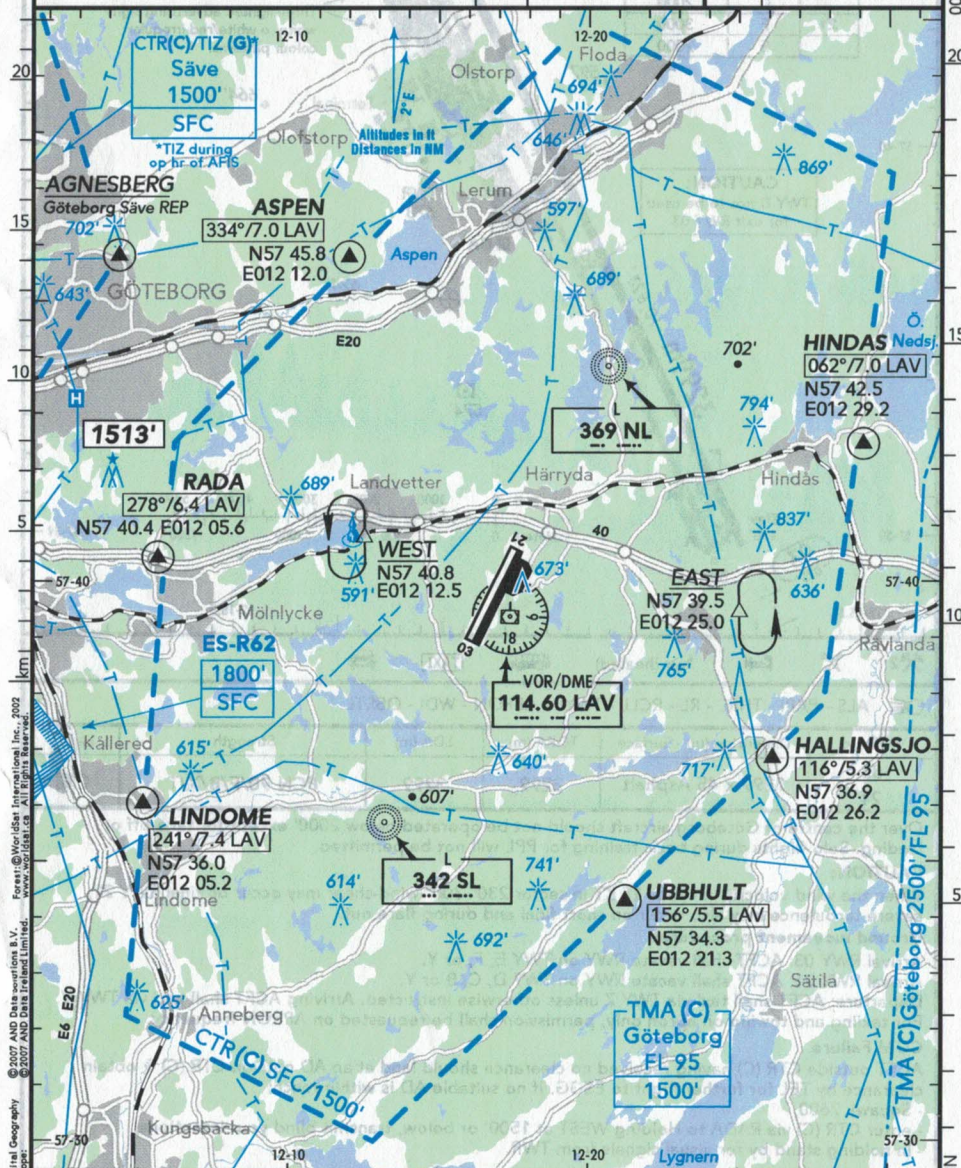
11 NM ESE Göteborg

ATIS 118.37 114.60LANDVETTER TOWER **118.60** (sw, en)

GROUND **121.90** (taxi instructions)

APRON **121.60** (push-back)

RWY	ILS	RWY	ILS
03	110.30 SGG 025°	21	108.50 NGG 205°



TMA (C) Göteborg:

GÖTEBORG CONTROL 124.675 124.200

ESGP

Elev **59'**/18m

N57 46.5
E011 52.2

5 NM NW Göteborg

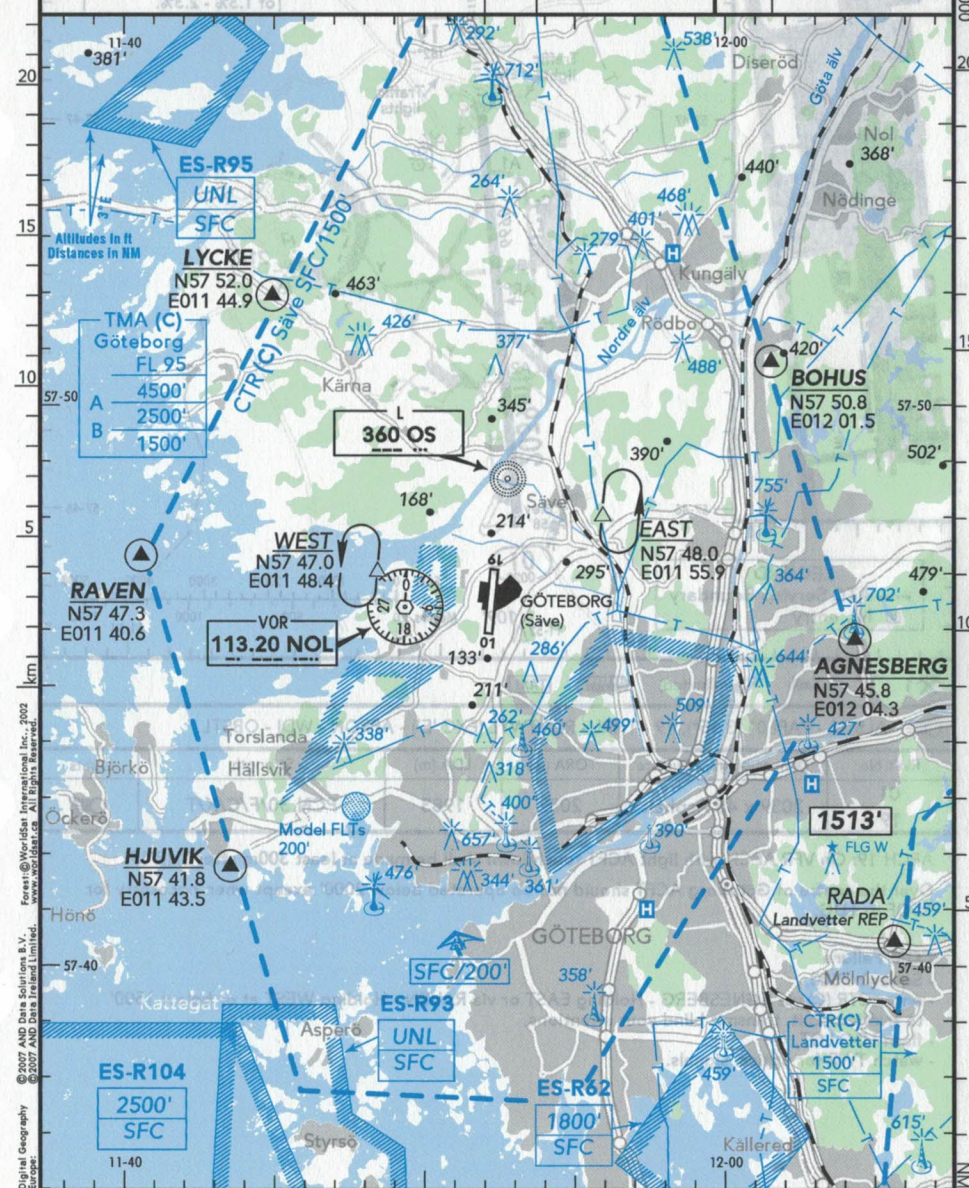
(TWR)

SAVE TOWER **119.050*** 129.100

(sw, en) **131.850** (parking/operation)

*ILS/DME freq paired.

RWY	ILS	RWY	ILS
		19*	108.10 GP 182°



GÖTEBORG SÄVE SWEDEN

29-2 15 JAN 16

JEPPESSEN

SÄVE TOWER/INFORMATION **131.850**
(parking, operation)

(FIS)

GÖTEBORG CONTROL **124.675 124.200**

CAUTION:
Apron 2 has a gradient
of 1.3% - 2.3%.

LEGEND
--- ATC Service Boundary
[Symbol] No entry

ALS 19 - PAPI 01 (3.15°), 19 - THR L - RL - TWYL (EXC 'E') - APRON - WDI - OBSTL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
01 19	2039 x 45 Asphalt	2039	1983	PCN 30/F/C/X/T	

APCH 19: On VFR APCH with light ACFT touchdown shall be made at least 300m after THR 19.
Over the centre of Göteborg ACFT should not be operated below 2000' except when necessary for TKOF or LDG.

COM Failure

- Squawk 7600,
- enter CTR (C) via AGNESBERG - Holding EAST or via RAVEN - Holding WEST at or below 1500'
- to traffic circuit, transmit blind your intentions,
- flash LDG LGT,
- watch TWR for optical signals.

GÖTEBORG LANDVETTER SWEDEN

19-2 03 SEP 10

JEPPESSEN

LANDVETTER GROUND **121.90** (taxi instructions)
CLEARANCE DELIVERY **121.67** (start-up & ATC clear.)
LANDVETTER APRON **121.60** (push-back)

ATIS **118.37** (FIS)
114.60

GÖTEBORG CONTROL **124.67**

INTERSECTION TAKE-OFF

RWY	TWY	TORA (m)
03	B	3000
	C	2000
21	F	3000
	E	2000

CAUTION:
TWY D not to be used
for exit RWY 03.

ALS - PAPI - THR L - RL - RCLL - TWYL - APRON - WDI - OBSTL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
03 21	3299 x 45 Asphalt	3299	3299	PCN 90/F/B/X/T	

Over the centre of Göteborg aircraft should not be operated below 2000' except for take-off or landing. Solo flights during basic training for PPL will not be permitted.

CAUTION:

When the wind velocity exceeds 25 KT in sector 230°-300° wind-shear may occur on final RWY 21, severe turbulence may also occur on short final and during flare out.

Ground movement procedures

Arrival RWY 03: ACFT shall vacate RWY on TWY E, F, or Y.

Arrival RWY 21: ACFT shall vacate RWY on TWY D, C, B or Y.

Departure: ACFT shall taxi via TWY Z unless otherwise instructed. Arriving ACFT shall taxi via TWY Y. For taxiing and towing on apron only, permission shall be requested on APRON frequency.

COM Failure

ACFT outside CTR (C) having received no clearance should land at an AD outside CTR (C) & obtain clearance by TEL for further flight to ESGG. If no suitable AD is within reach;

- Squawk 7600,
- enter CTR (C) via RADA to Holding WEST at 1500' or below, transmit blind your intentions,
- in holding stand by for visual signals from TWR.