

AD 2 AERODROMES**ESGJ 2.1 AERODROME LOCATION INDICATOR AND NAME****ESGJ – JÖNKÖPING****ESGJ 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

- | | | |
|----|--|---|
| 1. | ARP coordinates and site at AD | 574530N 0140409E RWY 1200 m from THR 01 |
| 2. | Direction and distance from (city) | WSW 3.5 NM from Jönköping |
| 3. | Elevation/Reference temperature | 741 ft/+21.6°C |
| 4. | Geoid undulation at AD ELEV PSN | 109 ft |
| 5. | MAG VAR/Annual change | 3° E 2010/+0.1 increasing |
| 6. | Administration, address, telephone, fax, AFS | Jönköping Airport AB
Jönköping flygplats
SE-555 93 Jönköping
TEL: +46 (0)36 31 11 00
FAX: +46 (0)36 31 11 17
E-mail: info@jonkopingairport.se
AFS: ESGJZTZX
Website: www.jonkopingairport.se |
| 7. | Types of traffic permitted (IFR/VFR) | IFR/VFR. Max RWY ref code 4C |
| 8. | Remarks | PPR outside AD operating hours |

ESGJ 2.3 OPERATIONAL HOURS

- | | | |
|-----|---|---|
| 1. | AD Administration
AD Operating hours | MON-FRI 0730-1530 (0630-1430)
MON-FRI 0500-2100 (0400-2000)
SUN 1300-1345, 1900-2100 (1200-1245, 1800-2000) |
| 2. | Customs and immigration | As AD Operating hours |
| 3. | Health and sanitation | - |
| 4. | AIS Briefing Office | FPC H24, +46 (0)8 797 63 40, www.lfv.se/fpc |
| 5. | ATS Reporting Office (ARO) | As ATS |
| 6. | MET Briefing Office | FPC H24, +46 (0)8 797 63 40, www.lfv.se/fpc |
| 7. | ATS | MON-FRI 0000-0030, 0500-2400 (0400-2330)
SAT 0000-0030
SUN 1245-1345, 1900-2400 (1145-1245, 1800-2330) |
| 8. | Fuelling | As AD operating hours |
| 9. | Handling | AS AD operation hours |
| 10. | Security | AS AD operation hours |
| 11. | De-Icing | AS AD operation hours |
| 12. | Remarks | Increased charges outside AD operating hours |

ESGJ 2.4 HANDLING SERVICES AND FACILITIES

- | | | |
|----|--|---|
| 1. | Cargo-handling facilities | All types available |
| 2. | Fuel/oil types | Jet A1
100LL
Turbo oil
Hydraul oil
Piston oil |
| 3. | Fuelling facilities/discharge capacity | Jet A1: 150,000l
100LL: 20,000l |
| 4. | De-icing facilities | Type I and II mobile unit |
| 5. | Hangar space for visiting acft | Limited |
| 6. | Repair facilities for visiting acft | Limited |
| 7. | Remarks | For payment of fuel/oil AIR BP Flightcard, Sterlingcard, Diners Club, Neste Air accepted. |

ESGJ 2.5 PASSENGER FACILITIES

- | | | |
|----|----------------------|-----------------------------------|
| 1. | Hotels | In Jönköping |
| 2. | Restaurants | At AD |
| 3. | Transportation | Airport buses, taxis, rental cars |
| 4. | Medical facilities | In Jönköping |
| 5. | Bank and Post Office | In Jönköping |
| 6. | Tourist Office | In Jönköping |
| 7. | Remarks | - |

ESGJ 2.6 RESCUE AND FIRE FIGHTING SERVICES

- | | | |
|----|---|---|
| 1. | AD category for fire fighting | CAT 5, CAT 6 or higher O/R TEL +46 (0)36 31 11 41 |
| 2. | Rescue equipment | By arrangement, municipal rescue service |
| 3. | Capability for removal of disabled aircraft | By arrangement |
| 4. | Remarks | - |

ESGJ 2.7 SEASONAL AVAILABILITY – CLEARING

- | | | |
|----|-----------------------------|--|
| 1. | Types of clearing equipment | Snowploughs, blowers, sweepers, slingers |
| 2. | Clearance priorities | RWY, TWY, Apron |
| 3. | Remarks | RWY 11/29 not cleared |

ESGJ 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

- | | | |
|----|-------------------------------------|--|
| 1. | Apron surface and strength | Apron ASPH PCN 55 F/B/X/T |
| 2. | Taxiway width, surface and strength | TWY A 23 m ASPH PCN 55 F/B/X/T
TWY B 23 m ASPH PCN 55 F/B/X/T
TWY C 7.5 m ASPH/GRASS PCN - |
| 3. | ACL, location and elevation | Apron 737 ft |
| 4. | VOR checkpoints | - |
| 5. | INS checkpoints | - |
| 6. | Remarks | - |

ESGJ 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

- | | | |
|----|---|---|
| 1. | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of acft stands | Taxi guide lines and signs. Marshalling available
See ESGJ-2-1 |
| 2. | RWY and TWY markings and LGT | RWY 01/19: Designator, THR, TDZ, CL and edges are day marked.
RTHL, REDL, RENL.
11/29: -

TWY A: RGL, HLDG day marked. Edge lights
B: RGL, HLDG day marked. Edge lights
C: CL and HLDG day marked |
| 3. | Stop bars | - |
| 4. | Remarks | RWY 11/29: marked by cones, no lights |

ESGJ 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
Not available					
In Area 3					
OBST ID/Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
Not available					

ESGJ 2.11 METEOROLOGICAL INFORMATION PROVIDED

- | | |
|---|---|
| 1. Associated MET Office | STOCKHOLM/Arlanda |
| 2. Hours of service
MET Office outside hours | H24 |
| 3. Office responsible for TAF preparation
Periods of validity | STOCKHOLM/Arlanda
9 HR |
| 4. Type of landing forecast
Interval of issuance | Not Issued |
| 5. Briefing/consultation provided | FPC H24, +46 (0)8 797 63 40, www.lfv.se/fpc |
| 6. Flight documentation
Language(s) used | TAF, METAR, SIGMET, Upper air winds
Swedish/English |
| 7. Charts and other information available for
briefing or consultation | SWC, WC, Nordic SIGWX Chart, Low level forecast |
| 8. Supplementary equipment available for
providing information | - |
| 9. ATS units provided with information | JÖNKÖPING TWR |
| 10. Additional information (limitation of service,
etc.) | Flight planning room available. |

ESGJ 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True BRG and MAG BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APCH RWY
1	2	3	4	5	6
01	018.07° GEO 015° MAG	2203 x 45	PCN 55 F/B/X/T ASPH	574453.48N 0140346.76E - GUND 109 ft	THR 734 ft
19	198.08° GEO 195° MAG	2203 x 45	PCN 55 F/B/X/T ASPH	574601.19N 0140428.10E - GUND 109 ft	THR 738 ft TDZ 740 ft
11	114.00° GEO 111° MAG	600 x 25	PCN - GRASS	574513N (*) 0140408E -	
29	294.00° GEO 291° MAG	600 x 25	PCN - GRASS	574505N (*) 0140441E -	

Slope of RWY-SWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
7	8	9	10	11	12
01 See ESGJ AOC	-	450 x 180	2380 x 300	-	-
19 See ESGJ AOC	-	190 x 150	2380 x 300	-	-
11	-	-	-	-	-
29	-	-	-	-	-

ESGJ 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
01	2203	2653	2203	2203	Intermediate distances, see ESGJ AOC
19	2203	2393	2203	2203	-
11	-	-	-	-	-
29	-	-	-	-	-

ESGJ 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT Type, LEN INTST	THR LGT Colour WBAR	VASIS (MEHT)	TDZ LGT LEN	RWY Centre Line LGT LEN, Spacing Colour INTST	RWY Edge LGT LEN, Spacing Colour INTST	RWY End LGT Colour WBAR	SWY LGT LEN, Colour
1	2	3	4	5	6	7	8	9
01	Calvert Cat I 900 m LIH	Green	PAPI Left/3.00° (55.8 ft)	-	-	2203/50 m White Caution zone 600 m yellow LIH	Red	-
19	Calvert Cat I 900 m LIH	Green	PAPI Left/3.00° (59.7 ft)	-	-	2203/50 m White Caution zone 600 m yellow LIH	Red	-
10 Remarks: -								

ESGJ 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1. ABN/IBN location, characteristics and hours of operation -
2. LDI location and LGT
Anemometer location and LGT
Windsock NE THR 11, lighted
270 m past THR 19 right side, lighted
390 m past THR 01 right side, lighted
3. TWY edge and centre line lighting
Edge: TWY A, B
CL: -
4. Secondary power supply/switch-over time Available/4 sec, during LVP less than 1 sec
5. Remarks -

ESGJ 2.16 HELICOPTER LANDING AREA

As directed by ATC

ESGJ 2.17 ATS AIRSPACE

1.	Designation and lateral limits	JÖNKÖPING CTR	575647N 0140456E - 575459N 0141548E - 575107N 0141718E - 574025N 0141020E - 573434N 0140322E - 573621N 0135304E - 574156N 0135209E - 575146N 0135801E - 575647N 0140456E
2.	Vertical limits	JÖNKÖPING CTR	2200 ft MSL GND
3.	Airspace classification	C	
4.	ATS unit call sign Language(s)	JÖNKÖPING TOWER Swedish/English	
5.	Transition altitude	5000 ft MSL	
6.	Remarks	CTR established during hours of TWR.	

ESGJ 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
TWR	JÖNKÖPING TOWER	118.250 MHz	HO	Primary FREQ VDF.
		121.500 MHz	HO	-

ESGJ 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid CAT of ILS/MLS (for VOR/ILS/MLS give VAR)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
L 01	OJ	403 kHz	H24	574147.0N 0140152.1E		Range 25 NM
LOC 19 ILS CAT I (3° E 2010)	SJ	109.90 MHz	H24	574442.7N 0140340.2E		350 m beyond THR 01 ILS Class I/E/2
GP		333.80 MHz		574552.6N 0140414.8E		Angle 3.0° RDH 51 ft 344 m past THR 19 right side
OM				574937.4N (*) 0140644.2E		-
MM				574634.1N (*) 0140448.2E		-
L 19	OA	338 kHz	H24	574937.4N 0140644.2E		Range 25 NM
DVOR/DME (3° E 2010)	JON	115.80 MHz	H24	574537.4N 0140355.5E	774 ft	DME channel 105X

ESGJ 2.20 LOKALA TRAFIKFÖRESKRIFTER

1. Utanför ATS öppethållning skall upprepade start- och landningsövningar RWY 01/19 och RWY 11/29 samt flygning i trafikvarv utföras väster och söder om respektive rullbana.

ESGJ 2.20 LOCAL TRAFFIC REGULATIONS

1. Outside the operational hours of ATS repeated take-off and landing exercises RWY 01/19 and RWY 11/29 including flight in traffic circuit shall be carried out west and south of the respective runway.

2. Klarering före uttaxning

Klarering lämnas vid begäran om start-up. Klarering lämnas för gällande bana och första punkt i färdplan. Uppgift om transponderkod lämnas före uttaxning.

ESGJ 2.21 MINSKNING AV BULLERSTÖRNING

1. Flygplatsföreskrifter

Flygning som inte följer SID

För propellerdrivet flygplan med MTOW överstigande 5700 kg samt för samtliga jetflygplan gäller;

a) högersväng efter start RWY 01 får inte påbörjas före passage av L OA eller

b) vänstersväng efter start RWY 19 får inte påbörjas före passage av L OJ.

Då förhållandena så medger bör reversering utöver «Idle Reverse» eller motsvarande ej användas under tiden 2100–0600 (2000–0500).

APU skall inte användas vid parkering vid andra tillfällen än då så krävs för motorstart eller för reglering av kabin temperatur. Därvid får APU startas tidigast 15 min före beräknad tid för taxning.

2. Skol och övningsflygning

Skolflyg med upprepade inflygningar och/eller start och landningar är ej tillåtet under tiden 2100-0600 (2000-0500).

3. Över tätbebyggt område

Över de centrala delarna av Jönköping och Huskvarna bör luftfartyg inte framföras på lägre höjd än 2000 ft MSL utom då så är nödvändigt i samband med start och landning.

Angivna flygvägar för ankommande och avgående trafik har upprättats även för att minska bullerstörningar. Luftfartyg skall noggrant följa i klareringen angiven flygväg samt i övrigt framföras så att onödiga bullerstörningar inte förorsakas.

ESGJ 2.22 FLYGPROCEDURER

1. Ankommande IFR-trafik inom Jönköping TMA/CTR

Flygvägar är upprättade enligt sid ESGJ-4-3 till ESGJ-4-6.

Väntlägen (Ref ENR1.3 mom 8)

Väntlägen är upprättade enligt sid ESGJ-4-1.

Visuellinflygning

Luftfartyg skall bibehålla 2500 ft till final.

2. Avgående IFR-trafik inom Jönköping TMA/CTR

Flygvägar

Flygvägar är upprättade enligt sid ESGJ-4-3 till ESGJ-4-6.

2. Clearance at gate

ATC clearance will be delivered prior to/at start-up. Clearance will be issued for runway in use and first point on route according to flight plan. Transponder code will be communicated prior to taxi.

ESGJ 2.21 NOISE ABATEMENT PROCEDURES

1. Aerodrome regulations

Aircraft not following SID

For propeller driven aircraft with MTOW exceeding 5700 kg and for all jet aircraft the following applies;

a) after take-off RWY 01 right hand turn must not be initiated until passing L OA or

b) after take-off RWY 19 left hand turn must not be initiated until passing L OJ.

When conditions permit more than «Idle Reverse» or equivalent shall not be used between 2100-0600 (2000–0500).

APU shall not be used on parking unless required for engine start or adjustment of cabin heat. On these occasions APU must not be started earlier than 15 min before estimated time for taxiing.

2. School and training flights

School flights with repeated approaches and/or take-off and landings are not permitted between 2100-0600 (2000-0500).

3. Over built up areas

Over the central parts of Jönköping and Huskvarna aircraft should not be operated below 2000 ft MSL except when necessary for take-off or landing.

The routes for inbound and outbound traffic have been established also for noise abatement purposes. Aircraft shall strictly adhere to assigned route and be operated in such a manner that unnecessary noise disturbances are not caused

ESGJ 2.22 FLIGHT PROCEDURES

1. Inbound IFR traffic within Jönköping TMA/CTR.

Routes established in accordance with pages ESGJ-4-3 through ESGJ-4-6.

Holdings (Ref ENR 1.3 para 8)

Holding patterns are established in accordance with page ESGJ-4-1.

Visual approach

Aircraft shall maintain 2500 ft until on final approach.

2. Outbound IFR traffic within Jönköping TMA/CTR.

Routes

Established in accordance with pages ESGJ-4-3 through ESGJ-4-6.

3. Startprocedurer, omnidirectional

3. Omnidirectional departure procedures

RWY	Procedure	Significant obstacle		
		Obstacle	Elevation (ft)	Direction (GEO)/Dist (m) from THR
01	Climb straight ahead to MNM turning ALT 1200 ft. Continue climb to appropriate MSA.	-		
19	Climb straight ahead to MNM turning ALT 1500 ft. Continue climb to appropriate MSA.	Terrain	1214	178°/9400

4. Avbrott i radioförbindelse

4. Communication failure

Lufftfartyg skall följa de föreskrifter som anges i ENR 1.3 mom 9. Under IMC gäller dessutom följande.

Aircraft shall adhere to the procedures stipulated in ENR 1.3 para 9. In addition, in IMC the relevant procedures below shall be applied.

4.1 Ankommande klarering mottagen och kvitterad

4.1 Inbound clearance received and acknowledged

Normalt är gällande bana gräns för den av ACC meddelade ankommande klareringen. Härvid skall luftfartyget med bibehållande av senast tilldelad och kvitterad flyghöjd följa angiven flygväg till OA L (bana 19) eller OJ L (bana 01).

Clearance limit for the inbound clearance issued by ACC is normally the runway-in-use. When this is the case the aircraft shall, maintaining the level last received and acknowledged, fly the specified route to OA L (runway 19) or OJ L (runway 01).

Om gränsen för den av ACC meddelade ankommande klareringen är annan än gällande bana skall luftfartyget med bibehållande av senast tilldelad och kvitterad flyghöjd följa angiven flygväg till denna gräns och därifrån flyga direct till OA L eller OJ L. Har beräknad tidpunkt för inflygning mottagits och kvitterats skall angiven nedgång påbörjas först vid denna tidpunkt.

If the clearance limit for the inbound clearance issued by ACC is another than the runway-in-use the aircraft shall, maintaining the level last received and acknowledged, fly the specified route to this limit and then proceed direct to OA L or OJ L. If an expected approach time has been received and acknowledged the descent specified shall not be commenced until that time.

Efter ankomst över OA L eller OJ L skall erforderlig nedgång utföras i väntläge OSCAR ALFA eller OSCAR JULIET varefter normal instrumentinflygning skall utföras.

After arrival over OA L or OJ L descent, if required, shall be made in OSCAR ALFA or OSCAR JULIET holding pattern. Thereafter a normal instrument approach shall be carried out.

4.2 Ankommande klarering ej mottagen och/eller kvitterad

4.2 No inbound clearance received and/or acknowledged

Lufftfartyget skall med bibehållande av senast tilldelad och kvitterad flyghöjd flyga via aktuell inpasseringspunkt i TMA direkt till L OA. I väntläge OSCAR ALFA (se ESGJ-5-1 -4) skall nedgång utföras till 2 800 ft MSL varefter normal instrumentinflygning till bana 01 eller 19 skall utföras.

The aircraft shall maintaining the level last received and acknowledged fly via the relevant TMA entry point direct to L OA. In the holding pattern OSCAR ALFA (see ESGJ-5-1 -4) descent to 2 800 ft MSL shall be made. Thereafter a normal instrument approach to runway 01 or 19 shall be carried out.

5. Lågsiktsprocedurer (LVP) etablerade. När LVP tillämpas tillåts endast fordon alternativt ett luftfartyg på manöverområdet.

5. Low visibility procedures (LVP) are established. When LVP is applied vehicles or only one aircraft is allowed in the manoeuvring area.

6. VFR-flygning inom Jönköping TMA/CTR Normala in- och utpasseringspunkter Se ESGJ-6-1

6. VFR flight within Jönköping TMA/CTR. Normal entry and exit points See ESGJ-6-1

Väntlägen Se ESGJ-6-1

Holdings See ESGJ-6-1

Avbrott i radioförbindelse Se ESGJ-6-1

Communication failure See ESGJ-6-1

ESGJ 2.23 ÖVRIG INFORMATION**ESGJ 2.23 MISCELLANEOUS**

1. Reducerad separations tillämpas för luftfartyg med MTOW 2000 kg eller lägre (Kategori 1) enligt AIP AD 1.1 mom 10.

1. Reduced separation is applied to aircraft with MTOW 2000 kg or lower (Category 1) in accordance with AIP AD 1.1 para 10.

ESGJ 2.24 TILLHÖRANDE KARTOR

ESGJ 2.24 RELATED CHARTS

AD Chart		ESGJ-2-1
AOC	RWY 01/19	ESGJ-3-1
Area Chart	(TMA)	ESGJ 4-1
SID/STAR	RWY 01	ESGJ-4-3
SID/STAR	RWY 19	ESGJ-4-5
IAC	ILS z or LOC z RWY 19	ESGJ-5-1
IAC	ILS y or LOC y RWY 19	ESGJ-5-2
IAC	VOR RWY 19	ESGJ-5-3
IAC	NDB RWY 19	ESGJ-5-4
IAC	VOR RWY 01	ESGJ-5-5
IAC	NDB RWY 01	ESGJ-5-6
VAC		ESGJ-6-1