

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 | 108 ft |
| 5. | MAG VAR/Annual change | 4° E 2015/+0.1 increasing |
| 6. | Administration, address, telephone, fax, AFS | Jönköping Airport AB
Jönköping flygplats
SE-555 93 Jönköping
TEL: +46 (0)36 31 12 00
FAX: +46 (0)36 31 12 12
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 compulsory for commercial traffic and aircraft exceeding MTOM 4000 kg. Requests shall be made during hours of AD administration to: groundhandling@jonkopingairport.se |

ESGJ 2.3 OPERATIONAL HOURS

- | | | |
|-----|---|--|
| 1. | AD Administration
AD Operating hours | MON-FRI 0730-1530 (0630-1430)
Ref AIP SUP/NOTAM |
| 2. | Customs and immigration | O/R TEL +46 (0)31 63 38 00 |
| 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 | Ref AIP SUP/NOTAM |
| 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 TEL +46 (0)36 31 12 11. |

ESGJ 2.4 HANDLING SERVICES AND FACILITIES

1.	Cargo-handling facilities	All types available
2.	Fuel/oil types	Fuel Jet A1, 100LL 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 AIR BP, VISA, Mastercard and American Express accepted.

ESGJ 2.5 PASSENGER FACILITIES

1.	Hotels	In Jönköping
2.	Restaurants	At AD
3.	Transportation	Buses, taxi, rental cars
4.	Medical facilities	In Jönköping
5.	Bank and Post Office	In Jönköping
6.	Tourist Office	In Jönköping
7.	Remarks	Conference facilities at AD

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 12 33.
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, spreaders
2.	Clearance priorities	RWY, TWY, Apron
3.	Remarks	RWY 11/29 not cleared during winter season.

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
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: CL, HLDG day marked. Edge lights, RGL
B: CL, HLDG day marked. Edge lights, RGL |
| 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 014° MAG	2203 x 45	PCN 55 F/B/X/T ASPH	574453.48N 0140346.76E GUND 108 ft	THR 733.5 ft
19	198.08° GEO 194° MAG	2203 x 45	PCN 55 F/B/X/T ASPH	574601.19N 0140428.10E GUND 108 ft	THR 738.4 ft TDZ 740 ft
11	113.91° GEO 110° MAG	525 x 25	PCN - GRASS	574513.16N 0140405.11E GUND 108 ft	THR 737 ft
29	293.91° GEO 290° MAG	525 x 25	PCN - GRASS	574506.29N 0140434.11E GUND 108 ft	THR 738 ft

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	-	-	585 x 80	-	-
29	-	-	585 x 80	-	-

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

RWY 01/19 and 11/29 to be used

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 AMSL
GND
3. Airspace classification C
4. ATS unit call sign
Language(s)
JÖNKÖPING TOWER
Swedish/English
5. Transition altitude 5000 ft AMSL
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
LOC 01 ILS CAT I (4° E 2015)	SGJ	111.50 MHz	H24	574607.3N 0140431.8E		199 m beyond THR 19 ILS Class I/E/2
GP		332.90 MHz	H24	574504.4N 0140346.7E		Angle 3.0° RDH 56 ft 321 m past THR 01 left side
L 01	OJ	403 kHz	H24	574147.0N 0140152.1E		Range 25 NM
LOC 19 ILS CAT I (4° E 2015)	SJ	109.90 MHz	H24	574442.7N 0140340.2E		350 m beyond THR 01 ILS Class I/E/2
GP		333.80 MHz	H24	574552.6N 0140414.8E		Angle 3.0° RDH 51 ft 344 m past THR 19 right side
OM				574937.6N 0140644.4E		-
MM				574633.3N 0140447.7E		-
L 19	OA	338 kHz	H24	574937.4N 0140644.2E		Range 25 NM
DVOR/DME (4° E 2015)	JON	115.80 MHz	H24	574537.4N 0140355.5E	774 ft	DME channel 105X
DME	SGJ	111.50 MHz	H24	574504.4N 0140346.4E	765 ft	319 m past THR 01 DME channel 52X

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.

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.

3. Helikopterverksamhet

Flygverksamhet med helikopter förutom start, landning och taxning är inte tillåten på flygplatsen och i trafikvarvet.

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. 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.

3. Helicopter operations

Helicopter operations other than take-off, landing and taxiing are not permitted at the airport and the traffic circuit.

ESGJ 2.21 MINSKNING AV BULLERSTÖRNING

1. Flygplatsföreskrifter

Flygning som inte följer SID

För propellerdrivet flygplan med MTOM 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 kabintemperatur. Därvid får APU startas tidigast 15 min före beräknad tid för taxning.

2. Skol och övningsflygning

Skolflyg med helikopter är inte tillåtet.

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 AMSL 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 4-9 till ESGJ 4-16.

Väntlägen (Ref ENR 1.3 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 4-5 till ESGJ 4-16.

3. Startprocedurer, omnidirectional

NOISE ABATEMENT PROCEDURES

1. Aerodrome regulations

Aircraft not following SID

For propeller driven aircraft with MTOM 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

Helicopter school flights are not permitted

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 AMSL 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

FLIGHT PROCEDURES

1. Inbound IFR traffic within Jönköping TMA/CTR.

Routes established in accordance with pages ESGJ 4-9 through ESGJ 4-16.

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 4-5 through ESGJ 4-16.

3. Omnidirectional departure procedures

RWY	Procedure	Significant obstacle		
		Obstacle	Elevation (ft)	Direction (GEO)/Dist (m) from THR
01	Climb straight ahead, MNM turning ALT 1200 ft. Continue climb to appropriate MSA.	Tree (CIO)	814	022°/3160
19	Climb straight ahead, MNM turning ALT 1300 ft. Continue climb to appropriate MSA.	Tree (CIO)	847	205°/3430
		Terrain	906	195°/6680
		Tree	1198	178°/9480

4. Avbrott i radioförbindelse

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

4.1 Ankommande klarering mottagen och kvitterad

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

Om gränsen för den av ACC meddelade ankommande klareringen är annan än gällande bana skall luffartyget 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.

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

4.2 Ankommande klarering ej mottagen och/eller kvitterad

Luffartyget 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 till ESGJ-5-4) skall nedgång utföras till 2800 ft AMSL varefter normal instrumentinflygning till RWY 01 eller RWY 19 skall utföras.

5. Lågsiktsprocedurer (LVP) etablerade.

När LVP träder i kraft när bansynvidden (RVR) är lägre än 550 m eller när molntäckeshöjden eller vertikalsikten är lägre än 200 ft.

Meddelande om att LVP är i kraft lämnas via ATS.

När LVP tillämpas tillåts endast ett luffartyg alternativt endast fordon på manöverområdet.

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

Väntlägen
Se ESGJ 6-1

Avbrott i radioförbindelse
Se ESGJ 6-1

4. Communication failure

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 Inbound clearance received and acknowledged

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 (RWY 19) or OJ L (RWY 01).

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.

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 No inbound clearance received and/or acknowledged

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 through ESGJ-5-4) descent to 2800 ft AMSL shall be made. Thereafter a normal instrument approach to RWY 01 or RWY 19 shall be carried out.

5. Low visibility procedures (LVP) are established.

LVP will be in force when RVR is below 550 m or ceiling or vertical visibility is below 200 ft.

The application of LVP will be announced by ATS.

When LVP is applied only one aircraft or vehicles are allowed in the manoeuvring area.

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

Holdings
See ESGJ 6-1

Communication failure
See ESGJ 6-1

ESGJ 2.23 ÖVRIG INFORMATION

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

ADDITIONAL INFORMATION

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

ESGJ 2.24 TILLHÖRANDE KARTOR

AD chart	
AOC	RWY 01/19
Area chart	(TMA)
List of waypoints and significant points	
RNAV (GNSS) SID	RWY 01
RNAV (GNSS) SID	RWY 19
RNAV (GNSS) STAR	RWY 01
RNAV (GNSS) STAR	RWY 19
SID/STAR	RWY 01
SID STAR	RWY 19
ATC Surveillance Minimum ALT chart	
IAC	ILS or LOC RWY 01
IAC	NDB RWY 01
IAC	ILS or LOC RWY 19
IAC	NDB RWY 19
VAC	

RELATED CHARTS

ESGJ 2-1
ESGJ-3-1
ESGJ 4-1
ESGJ 4-3
ESGJ 4-5
ESGJ 4-7
ESGJ 4-9
ESGJ 4-11
ESGJ 4-13
ESGJ 4-15
ESGJ 4-91
ESGJ 5-1
ESGJ 5-2
ESGJ 5-3
ESGJ 5-4
ESGJ 6-1