

AD 2 AERODROMES**ESNN 2.1 AERODROME LOCATION INDICATOR AND NAME****ESNN – SUNDSVALL-TIMRÅ****ESNN 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

- | | |
|---|---|
| 1. ARP coordinates and site at AD | 623146N 0172634E BRG 160.2° GEO 800 m from THR 16 |
| 2. Direction and distance from (city) | NNE 9 NM from Sundsvall |
| 3. Elevation/Reference temperature | 17 ft/+21.3°C |
| 4. Geoid undulation at AD ELEV PSN | 86 ft |
| 5. MAG VAR/Annual change | 5° E 2015/+0.1 increasing |
| 6. Administration, address, telephone, fax, AFS | Midlanda Flygplats AB
SE-861 83 Timrå
TEL: +46 (0)60 658 39 00
AFS: ESNNZTX
Website: www.sdlairport.se |
| 7. Types of traffic permitted (IFR/VFR) | IFR/VFR. Max RWY ref code 4C |
| 8. Remarks | PPR outside TWR HR of OPS. Request shall be made during AD HR of Administration. Application form on AD website |

ESNN 2.3 OPERATIONAL HOURS

- | | |
|--|--|
| 1. AD Administration
AD Operating hours | MON-FRI 0700-1500 (0600-1400)
Ref AIP SUP/NOTAM |
| 2. Customs and immigration | O/R TEL +46(0)8 456 66 20 |
| 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 | MON-FRI 0600-1800 (0500-1700), SAT 0700-1000 (0600-0900),
SUN 1400-1700 (1300-1600) |
| 9. Handling | O/R |
| 10. Security | O/R |
| 11. De-Icing | O/R |
| 12. Remarks | Increased charges outside TWR HR of OPS |

ESNN 2.4 HANDLING SERVICES AND FACILITIES

- | | | |
|----|--|---|
| 1. | Cargo-handling facilities | Available O/R |
| 2. | Fuel/oil types | Fuel Jet A1, 100LL
Oil - |
| 3. | Fuelling facilities/discharge capacity | Jet A1: No limitations
100LL: No limitations |
| 4. | De-icing facilities | Available, Type I and II |
| 5. | Hangar space for visiting ACFT | Limited O/R |
| 6. | Repair facilities for visiting ACFT | Limited |
| 7. | Remarks | Fuel supplier Air BP. Fuel sales only against Air BP Carnet Card or with requisition via Air BP Out of Hours Service. |

ESNN 2.5 PASSENGER FACILITIES

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

ESNN 2.6 RESCUE AND FIRE FIGHTING SERVICES

- | | | |
|----|---|--|
| 1. | AD category for fire fighting | CAT 6 for SKED traffic. Other traffic O/R. Higher level O/R. |
| 2. | Rescue equipment | Tracked vehicle, rescue boat |
| 3. | Capability for removal of disabled aircraft | Limited |
| 4. | Remarks | - |

ESNN 2.7 SEASONAL AVAILABILITY – CLEARING

- | | | |
|----|-----------------------------|---|
| 1. | Types of clearing equipment | Snowploughs, sweepers, blowers, slingers, spreaders |
| 2. | Clearance priorities | RWY, Emergency access road, TWY, Apron |
| 3. | Remarks | - |

ESNN 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

- | | | |
|----|-------------------------------------|--|
| 1. | Apron surface and strength | Apron M ASPH PCN 50 F/B/X/T
Apron N ASPH PCN 50 F/B/X/T
Apron S ASPH PCN 20 F/B/X/T |
| 2. | Taxiway width, surface and strength | TWY A 23 m ASPH PCN 50 F/B/X/T
TWY B 23 m ASPH PCN 50 F/B/X/T
TWY C 15 m ASPH PCN 50 F/B/X/T
TWY D 23 m ASPH PCN 50 F/B/X/T |
| 3. | ACL, location and elevation | See ESNN 2-1 |
| 4. | VOR checkpoints | See ESNN 2-1 |
| 5. | INS checkpoints | See ESNN 2-1 |
| 6. | Remarks | - |

ESNN 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. |
| 2. | RWY and TWY markings and LGT | <p>RWY 16/34: Designator, THR, TDZ, CL and edges are day marked. RTHL, REDL, RENL</p> <p>TWY A: CL, HLDG day marked. Edge lights, RGL.
 B: CL, HLDG day marked. Edge lights, RGL.
 C: CL, HLDG day marked. Edge lights, RGL.
 D: CL, HLDG day marked. Edge lights, RGL.</p> |
| 3. | Stop bars | - |
| 4. | Remarks | RWY 16/34: RWY extension guide lines based on MD82 |

ESNN 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					

ESNN 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 HO |
| 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 | SUNDSVALL-TIMRÅ TWR |
| 10. | Additional information (limitation of service,
etc.) | Flight planning room available. |

ESNN 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
16	160.16° GEO 155° MAG	1954 x 45	PCN 50 F/B/X/T ASPH	623207.13N 0172617.92E BGN RWY: 623211.68N 0172614.36E GUND 86 ft	THR 17.0 ft TDZ 16 ft
34	340.18° GEO 335° MAG	1954 x 45	PCN 50 F/B/X/T ASPH	623112.31N 0172700.72E BGN RWY: 623107.92N 0172704.13E GUND 86 ft	THR 13.4 ft TDZ 12 ft

Slope of RWY-SWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
7	8	9	10	11	12
16 See ESNN AOC	-	-	2099 x 300	-	RESA non-standard configuration. Use of RESA by right-hand turn. Ref AD 2 ESNN 2-1.
34 See ESNN AOC	-	-	2099 x 300	-	RESA non-standard configuration. Use of RESA by right-hand turn. Ref AD 2 ESNN 2-1.

ESNN 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
16	1954	1954	1954	1804	BGN RWY 16 150 m in front of THR
34	1949	1949	1949	1804	BGN RWY 34 144 m in front of THR

ESNN 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
16	Barrette CL SALS 180 m LIL/LIH	Green	PAPI Left/3.25° (60.0 ft)	-	-	1954/60 m White Caution zone 600 m yellow LIL/LIH	Red	-
34	Calvert CAT I 900 m LIL/LIH	Green	PAPI Left/3.00° (57.4 ft)	-	-	1949/60 m White Caution zone 600 m yellow LIL/LIH	Red	-
10 Remarks: RWY 16: TRID FLG white. LIH.								

ESNN 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 | See ESNN 2-1
See ESNN 2-1 |
| 3. | TWY edge and centre line lighting | Edge: TWY A, B, C, D

CL: - |
| 4. | Secondary power supply/switch-over time | Available/1 sec |
| 5. | Remarks | - |

ESNN 2.16 HELICOPTER LANDING AREA

RWY 16/34 to be used

ESNN 2.17 ATS AIRSPACE

- | | | | |
|----|-----------------------------------|--------------------------------------|---|
| 1. | Designation and lateral limits | SUNDSVALL CTR | 624157N 0172537E - 623327N 0173747E -
622009N 0174112E - 621802N 0172655E -
623032N 0171448E - 624007N 0171347E -
624157N 0172537E |
| 2. | Vertical limits | SUNDSVALL CTR | <u>2500 ft AMSL</u>
GND |
| 3. | Airspace classification | C | |
| 4. | ATS unit call sign
Language(s) | SUNDSVALL TOWER
Swedish/English | |
| 5. | Transition altitude | 5000 ft AMSL | |
| 6. | Remarks | CTR established during hours of TWR. | |

ESNN 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
TWR	SUNDSVALL TOWER	129.550 MHz	HO	Primary FREQ
		121.500 MHz	HO	-
		118.100 MHz	HX	By directive from TWR
ATIS	SUNDSVALL ATIS	127.400 MHz	HO	-

ESNN 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 16 ILS CAT I (5° E 2015)	NNN	108.70 MHz	HO	623100.8N 0172709.7E		380 m beyond THR 34 ILS Class 1/E/2
GP		330.50 MHz	HO	623200.4N 0172632.2E		Angle 3.25° RDH 49 ft 266 m past THR 16 left side. Horizontal coverage E RWY CL limited to 4°
OM				623554.0N (*) 0172315.0E		-
MM				623245.8N 0172548.5E		-
LOC 34 ILS CAT I (5° E 2015)	SNN	110.30 MHz	HO	623237.4N 0172554.3E		995 m beyond THR 16 ILS Class 1/E/2
GP		335.00 MHz	HO	623123.6N 0172700.8E		Angle 3.0° RDH 51 ft 328 m past THR 34 right side
OM				622736.0N 0172907.4E		-
MM				623036.6N 0172721.3E		-
L 34	OS	378 kHz	H24	622736.0N 0172907.4E		Range 25 NM
NDB	BCS	416 kHz	H24	623413.4N 0170242.8E		Range 25 NM
DVOR/DME (5° E 2015)	SUN	113.10 MHz	H24	623142.4N 0172655.4E	55 ft	DME channel 78X

ESNN 2.20 LOKALA TRAFIKFÖRESKRIFTER

1. Tillstånd för motorstart skall alltid inhämtas från TWR.
2. Start med jetflygplan certifierade enligt ICAO Annex 16, Volume I, part II, Chapter 2 ej tillåten mellan 2100–0500 (2000–0400).
3. För propellerflygplan med MTOM överstigande 7000 kg och för jetflygplan gäller:
Start bana 34 tillåts endast när vindförhållanden eller andra flygsäkerhetsskäl så kräver. Generellt undantag kan efter ansökan hos flygplatsen medges mellan 0500–2100 (0400–2000) för flygplan certifierade enligt ICAO Annex 16, Volume I, Part II, Chapter 3 eller FAA FAR Part 36 och har högsta bullervärdet 92.1 EPNdB räknat som medeltal av de tre certifieringsvärdena.
4. Motorreversering får ej ske mellan 2100–0500 (2000–0400) om detta ej krävs av flygsäkerhetsskäl.

LOCAL TRAFFIC REGULATIONS

1. Start-up clearance shall be obtained from TWR at all times
2. Take-off with jet aircraft certificated in accordance with ICAO Annex 16, Volume I, Part II, Chapter 2 is not permitted between 2100–0500 (2000–0400).
3. For propeller driven aircraft with MTOM exceeding 7000 kg and for jet aircraft the following applies:
Take-off RWY 34 only permitted when wind conditions or other flight safety reasons so require. General exception may be granted between 0500–2100 (0400–2000) after application to the airport, for aircraft certificated in accordance with ICAO Annex 16, Volume I, Part II, Chapter 3 or FAA FAR Part 36 if the average, of three noise certification levels, is below 92.1 EPNdB.
4. Engine reverse must not be applied between 2100–0500 (2000–0400) unless required by flight safety reasons.

ESNN 2.21 MINSKNING AV BULLERSTÖRNING

1. Över tätbebyggt område

Över de centrala delarna av Sundsvall bör luftfartyg inte framföras på lägre höjd än 2 000 ft AMSL, utom då så är nödvändigt i samband med start eller landning.

2. I moment AD 2.22 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.

ESNN 2.22 FLYGPROCEDURER

1. Ankommande IFR-trafik inom Sundsvall TMA/CTR

Flygvägar

Flygvägar för ankommande trafik är upprättade enligt ESNN-4-3/4 and ESNN-4-5/6.

Väntlägen (Ref ENR 1.3 mom 8)

Väntlägen är upprättade enligt ESNN 4-1.

2. Avgående IFR-trafik inom Sundsvall TMA/CTR

Flygvägar

Flygvägar för avgående trafik är upprättade enligt ESNN-4-3/4 och ESNN-4-5/6.

Luftfartyg som av prestandaskäl inte kan använda anvisad flygväg skall meddela detta till ATC.

3. Startprocedurer, omnidirectional

NOISE ABATEMENT PROCEDURES

1. Over built up areas

Over the central parts of Sundsvall aircraft should not be operated below 2 000 ft AMSL except when necessary for take-off or landing.

2. The routes for inbound and outbound traffic mentioned in paragraph AD 2.22 below 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 disturbance is not caused.

FLIGHT PROCEDURES

1. Inbound IFR traffic within Sundsvall TMA/CTR

Routes

Arrival routes are established in accordance with ESNN-4-3/4 and ESNN-4-5/6.

Holdings (Ref ENR 1.3 para 8)

Holdings are established in accordance with ESNN 4-1.

2. Outbound IFR traffic within Sundsvall TMA/CTR

Routes

Departure routes are established in accordance with ESNN-4-3/4 and ESNN-4-5/6.

Aircraft which, for performance reasons, are unable to conform with the procedures stipulated for the route assigned shall inform ATC accordingly.

3. Omnidirectional departure procedures

RWY	Procedure	Significant obstacle		
		Obstacle	Elevation (ft)	Direction (GEO)/Dist (m) from THR
16	Climb straight ahead to MNM turning ALT 600 ft. Continue climb to appropriate MSA.	Pylon	1480	198°/19700
34	Climb straight ahead with MNM 360 ft/NM (5.9%) to MNM turning ALT 1400 ft. Continue climb to appropriate MSA.	Obstacle light Pine forest (CIO)	624 83	355°/5500 333°/2400

4. Avbrott i radioförbindelse

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

- 4.1 Ankommande klarering mottagen och kvitterad

4.1.1 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 SUN VOR.

4.1.2 Om gränsen för den av ACC meddelade 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 direkt till SUN VOR. Har beräknad tidpunkt för inflygning mottagits och kvitterats, skall den i mom 4.1.4 angivna nedgången påbörjas först vid denna tidpunkt.

4. Communication failure

Aircraft shall follow the procedures laid down in ENR 1.3 para 9. In addition, in IMC the relevant procedures below shall be applied.

- 4.1 Inbound clearance received and acknowledged

4.1.1 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, follow the specified route to SUN VOR.

4.1.2 If the clearance limit for the inbound clearance issued by ACC is other than the runway-in-use, the aircraft shall, maintaining the level last received and acknowledged, follow the specified route to this limit and then proceed direct to SUN VOR. If an expected approach time has been received and acknowledged, the descent specified in para 4.1.4 shall not be commenced until that time.

4.1.3 Luftfartyg som utför radarinflygning skall med bibehållande av senast tilldelad och kvitterad flyghöjd flyga direkt till SUN VOR.

4.1.4 Efter ankomst över SUN VOR skall erforderlig nedgång utföras i väntläge SUNDSVALL, varefter normal instrumentinflygning skall utföras.

4.2 Ankommande klarering inte mottagen och/eller kvitterad

Luftfartyget skall med bibehållande av senast tilldelad och kvitterad flyghöjd flyga via aktuell inträdespunkt i TMA direkt till SUNDSVALL VOR. I väntläge SUNDSVALL skall nedgång utföras till 3000 ft AMSL, varefter normal instrumentinflygning till bana 16 eller 34 skall utföras.

5. Lågsiktsprocedurer (LVP)

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

Meddelande om att LVP är i kraft lämnas via ATIS eller av ATS.

6. VFR- flygning inom Sundsvall CTR

Luftfartyg skall följa de föreskrifter som anges i ENR 1.2. Därutöver gäller följande:

Normala in- och utpasseringspunkter
Se ESNN 6-1.

Väntlägen
Se ESNN 6-1.

Avbrott i radioförbindelse
Se ESNN 6-1.

4.1.3 Aircraft executing a radar approach shall, maintaining the level last received and acknowledged, proceed direct to SUN VOR.

4.1.4 After arrival overhead SUN VOR descent, if required, shall be made in SUNDSVALL holding pattern. Thereafter a normal instrument approach shall be carried out.

4.2 Inbound clearance not received and/or acknowledged

The aircraft shall, maintaining the level last received and acknowledged, proceed via the relevant TMA entry point direct to SUNDSVALL VOR. In the holding pattern SUNDSVALL descent to 3000 ft AMSL shall be made. Thereafter a normal instrument approach to RWY 16 or 34 shall be carried out.

5. Low visibility procedures (LVP)

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

The application of LVP will be announced via ATIS or by ATS.

6. VFR flight within Sundsvall CTR

Aircraft shall adhere to the procedures stipulated in ENR 1.2. In addition, the following shall be applied:

Normal entry and exit points
See ESNN 6-1.

Holdings
See ESNN 6-1.

Communication failure
See ESNN 6-1.

ESNN 2.23 ÖVRIG INFORMATION

Obemannade ballonger för rutinmässiga aerologiska mätningar skickas från SMHI autosondstation, V om bana 16, dagligen 2330 och 1130 (2230 och 1030) UTC.

ADDITIONAL INFORMATION

Unmanned balloons for routine aerological measurements are sent from SMHI automatic probe station, W of runway 16, daily 2330 and 1130 (2230 and 1030) UTC.

ESNN 2.24 TILLHÖRANDE KARTOR

AD chart	
AOC	RWY 16/34
Area chart	[TMA]
SID/STAR	RWY 16
SID/STAR	RWY 34
ATC Surveillance	
Minimum ALT chart	
IAC	ILS or LOC RWY 34
IAC	VOR RWY 34
IAC	ILS or LOC RWY 16
IAC	VOR RWY 16
VAC	

RELATED CHARTS

ESNN 2-1
ESNN-3-1
ESNN 4-1
ESNN-4-3
ESNN-4-5
ESNN 4-91
ESNN-5-1
ESNN-5-2
ESNN-5-3
ESNN-5-4
ESNN 6-1