

AD 2 AERODROMES**ESKN 2.1 AERODROME LOCATION INDICATOR AND NAME****ESKN – STOCKHOLM/SKAVSTA****ESKN 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

- | | | |
|----|----------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. | ARP coordinates and site at AD | 584719N 0165413E RWY 08/26 centre point |
| 2. | Direction and distance from (city) | NW 3 NM from Nyköping, SW 48 NM from Stockholm |
| 3. | Elevation/Reference temperature | 142 ft/+22.8°C |
| 4. | Geoid undulation at AD ELEV PSN | 86 ft |
| 5. | MAG VAR/Annual change | 6° E 2020/+0.2 increasing |
| 6. | Administration, address, telephone, fax, AFS | Stockholm Skavsta Flygplats AB
Box 44
SE-611 22 Nyköping
TEL: +46 (0)155 28 04 21
FAX: +46 (0)155 28 04 83
E-mail: dispatch@skavsta.se
AFS: ESKNZTX
Website: www.skavsta.se |
| 7. | Types of traffic permitted (IFR/VFR) | IFR/VFR. |
| 8. | Remarks | AD reference code; RWY 08/26 code 4E, code F capability available, RWY 16/34 code 3C |

ESKN 2.3 OPERATIONAL HOURS

- | | | |
|-----|-----------------------------------------|-----------------------------------------------------------------|
| 1. | AD Administration
AD Operating hours | H24 (reduced outside office hours)
H24 |
| 2. | Customs and immigration | Custom H24
Immigration 0500-2100 (0400-2000) Other hours O/R |
| 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) | H24 |
| 6. | MET Briefing Office | FPC H24, +46 (0)8 797 63 40, www.lfv.se/fpc |
| 7. | ATS | H24 |
| 8. | Fuelling | H24, AVBL 1 HR PN 2100-0600 (2000-0500) |
| 9. | Handling | O/R |
| 10. | Security | H24 |
| 11. | De-Icing | H24 |
| 12. | Remarks | Charges and Conditions, see www.skavsta.se |

ESKN 2.4 HANDLING SERVICES AND FACILITIES

- | | | |
|----|----------------------------------------|----------------------------------------------------|
| 1. | Cargo-handling facilities | Limited O/R |
| 2. | Fuel/oil types | Fuel Jet A1, 100LL
Oil - |
| 3. | Fuelling facilities/discharge capacity | Jet A1: 650,000 l
100LL: 20,000 l |
| 4. | De-icing facilities | Available, Type I and II |
| 5. | Hangar space for visiting ACFT | Limited |
| 6. | Repair facilities for visiting ACFT | Available, light aircraft/helicopters |
| 7. | Remarks | Fuel supplier YMFAS/Air BP TEL +46 (0)733 54 04 41 |

ESKN 2.5 PASSENGER FACILITIES

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

ESKN 2.6 RESCUE AND FIRE FIGHTING SERVICES

- | | | |
|----|---------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. | AD category for fire fighting | CAT 7, higher O/R |
| 2. | Rescue equipment | Rescue and fire fighting services vehicles,
medical supplies, decontamination material + municipal
rescue service |
| 3. | Capability for removal of disabled aircraft | Suitable for ACFT up to B747-8
Contact Field service
TEL: +46 (0)70 328 18 16
E-mail: field@skavsta.se |
| 4. | Remarks | Rescue and fire fighting services AVBL 0500-2300 (0400-2200), other
HR by arrangement TEL +46 (0)155 28 04 14
Charges and Conditions, see www.skavsta.se |

ESKN 2.7 SEASONAL AVAILABILITY – CLEARING

- | | | |
|----|-----------------------------|---------------------------------------------------------------|
| 1. | Types of clearing equipment | 3 sweepers, 4 snow ploughs, 3 blowers, 2 spreaders, 1 sprayer |
| 2. | Clearance priorities | RWY 08/26, TWY A, Aprons |
| 3. | Remarks | RWY 08/26 de-iced/anti-iced with KFOR |

ESKN 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

- | | | |
|----|-------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. | Apron surface and strength | Apron 1 ASPH PCN 40 F/B/X/T 50% higher ACN accepted occasionally.
Apron 2 ASPH PCN 60 F/B/X/T 50% higher ACN accepted occasionally.
Apron 4 ASPH PCN 20 F/C/Y/T 50% higher ACN accepted occasionally.
Apron 5 ASPH PCN 20 F/C/X/T 50% higher ACN accepted occasionally. |
| 2. | Taxiway width, surface and strength | TWY 2 18 m ASPH PCN 60 F/C/X/T
TWY 4 18 m ASPH PCN 20 F/C/Y/T 23 m PCN 60 F/C/X/T between TWY 2 and intersection TWY 5
TWY 5 15 m ASPH PCN 20 F/C/X/T
TWY A 24 m ASPH PCN 60 F/B/X/T
TWY B 23 m ASPH PCN 40 F/B/X/T
TWY C 44 m ASPH PCN 40 F/B/X/T
TWY E 15 m ASPH PCN 40 F/B/Y/U
TWY F 10 m ASPH PCN 20 F/B/Y/U
TWY G 8 m ASPH PCN 20 F/B/Y/U |
| 3. | ACL, location and elevation | Apron 132 ft |
| 4. | VOR checkpoints | - |
| 5. | INS checkpoints | - |
| 6. | Remarks | TWY 2 MAX aircraft ICAO CODE C
TWY 4 MAX aircraft ICAO CODE C
TWY E MAX aircraft ICAO CODE B |

ESKN 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 08/26: Designator, THR, TDZ, CL and edges day marked.
RTHL, REDL, RENL</p> <p>16/34: Designator, THR, CL and edges day marked.
RTHL, REDL, RENL, RGL</p> <p>TWY 2: CL day marked, Edge LGT
4: CL day marked, Edge LGT between TWY 2 and intersection TWY 5
5: CL day marked. Edge LGT.
A: CL, HLDG, Edge day marked, Edge LGT, RGL
B: CL, HLDG, Edge day marked, Edge LGT, RGL
C: CL, HLDG, Edge day marked, Edge LGT, RGL
E: CL, HLDG day marked.
F: CL, HLDG day marked, Edge LGT
G: CL, HLDG day marked, Edge LGT</p> |
| 3. | Stop bars | - |
| 4. | Remarks | RWY 16/34: RGL crossbar before RWY 08/26 intersection |

ESKN 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/Designation	OBST type	OBST position	ELEV/HGT in metres	Markings/ Type, colour	Remarks
a	b	c	d	e	f
ESKN1	Forest	584736.2N 0165720.1E	59.9 / -	-	-
ESKN2	Forest	584734.3N 0165723.2E	64.8 / -	-	-
ESKN3	Forest	584734.4N 0165723.3E	66.5 / -	-	-
ESKN4	Forest	584726.6N 0165730.5E	67.6 / -	-	-
ESKN5	Forest	584726.6N 0165731.1E	68.7 / -	-	-
ESKN6	Forest	584729.1N 0165731.8E	69.4 / -	-	-
ESKN7	LOC	584711.3N 0165239.3E	35.8 / -	-	-
ESKN8	Shrub	584710.3N 0165236.7E	36.2 / -	-	-
ESKN9	Shrub	584712.0N 0165232.8E	37.4 / -	-	-
ESKN10	Shrub	584709.7N 0165233.2E	37.6 / -	-	-
ESKN11	Forest	584710.9N 0165153.5E	45.4 / -	-	-
ESKN12	Forest	584703.0N 0165148.6E	51.4 / -	-	-
ESKN13	Forest	584710.7N 0164947.4E	74.2 / -	-	-
ESKN14	Forest	584711.2N 0164947.1E	74.4 / -	-	-
ESKN15	Pole	584700.1N 0165449.8E	42.3 / -	-	-
ESKN16	Forest	584649.5N 0165501.1E	45.1 / -	-	-
ESKN17	Forest	584648.3N 0165458.6E	46.6 / -	-	-
ESKN18	Forest	584644.3N 0165507.7E	48.9 / -	-	-
ESKN19	Forest	584642.6N 0165517.2E	69.3 / -	-	-
ESKN20	Forest	584642.0N 0165518.7E	70.7 / -	-	-
ESKN21	Forest	584806.9N 0165408.2E	43.3 / -	-	-
ESKN22	Forest	584813.2N 0165401.1E	57.1 / -	-	-
ESKN23	Forest	584820.5N 0165414.1E	61.9 / -	-	-
In Area 3					
OBST ID/Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
Not available					

ESKN 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
24 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 | ÖSTGÖTA APP
STOCKHOLM/Skavsta TWR |
| 10. Additional information (limitation of service,
etc.) | Flight planning room available |

ESKN 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
08	083.07° GEO 077° MAG	2878 x 45	PCN 60 F/B/X/T ASPH	584712.48N 0165257.22E GUND 87 ft	THR 114 ft
26	263.11° GEO 257° MAG	2878 x 45	PCN 60 F/B/X/T ASPH	584723.17N 0165547.18E End RWY: 584711.98N 0165249.31E GUND 86.2 ft	THR 127.7 ft TDZ 139.6 ft
16	161.80° GEO 156° MAG	2043 x 40	PCN 40 F/B/X/T ASPH	584804.95N 0165414.67E GUND 86 ft	THR 133 ft
34	341.81° GEO 336° MAG	2043 x 40	PCN 40 F/B/X/T ASPH	584702.21N 0165454.40E GUND 86 ft	THR 131 ft

Slope of RWY-SWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
7	8	9	10	11	12
08	-	-	3000 x 300	-	THR 08 displaced 128 m
26	-	150 x 150	3000 x 300	-	-
16	-	-	2163 x 150	-	-
34	-	-	2163 x 150	-	-

ESKN 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
08	2878	2878	2878	2750	-
26	2878	3028	2878	2878	-
16	2043	2043	2043	2043	-
34	2043	2043	2043	2043	-

DECLARED DISTANCES TAKE-OFF INTERSECTIONS						
RWY	INTERSECTION	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1		2	3	4	5	6
26	RWY CROSSING	1875	2025	1875	-	-
26	TWY B	2604	2754	2604	-	-
16	TWY F	1819	1819	1819	-	-
34	TWY E	1207	1207	1207	-	-

ESKN 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
08	SALS 420 m LIL/LIH	Green	PAPI Left/3.00° (51.5 ft)	-	-	2878/60 m White Caution zone 600 m yellow LIL/LIH	Red	-
26	Barrette CL CAT I 900 m LIL/LIH	Green	PAPI Left/3.00° (57.7 ft)	-	-	2878/60 m White Caution zone 600 m yellow LIL/LIH	Red	-
16	-	Green	PAPI Left/3.00° (51.8 ft)	-	-	2043/60 m White LIL	Red	-
34	-	Green	PAPI Left/3.00° (53.1 ft)	-	-	2043/60 m White LIL	Red	-
10 Remarks: -								

ESKN 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
At THR RWY 16/34, THR RWY 08/26 and at PAPI TWY B. Lighted windsock 265 m SW RWY intersection
At DME RWY 08, GP RWY 26 and at PAPI RWY 34
3. TWY edge and centre line lighting
Edge: TWY 2, 4, 5, A, B, C, F, G
CL: -
4. Secondary power supply/switch-over time Available/15 sec. LVP less than 1 sec.
5. Remarks -

ESKN 2.16 HELICOPTER LANDING AREA

RWY 16/34 or RWY 08/26 to be used. Air-taxi via taxiways to stand.

ESKN 2.17 ATS AIRSPACE

1.	Designation and lateral limits	SKAVSTA CTR	585333N 0165418E - 585138N 0171528E - 584528N 0171608E - 584133N 0165608E - 584213N 0163738E - 585123N 0163718E - 585333N 0165418E
2.	Vertical limits	SKAVSTA CTR	1600 ft AMSL GND
3.	Airspace classification	C	
4.	ATS unit call sign Language(s)	SKAVSTA TOWER	Swedish/English
5.	Transition altitude	5000 ft AMSL	
6.	Remarks	CTR established during hours of TWR.	

ESKN 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel/Frequency	Hours of operation	Remarks
1	2	3	4	5
TWR	SKAVSTA TOWER	127.705	H24	Primary channel VDF
		121.500	H24	VDF
APP	ÖSTGÖTA APPROACH	132.955	HO	-
ATIS	SKAVSTA ATIS	126.280	H24	-

ESKN 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 08 (5° E 2015)	WEK	111.30 MHz	H24	584723.9N 0165558.1E		176 m beyond THR 26 Range 50 km/25 NM
L 08	NW	364 kHz	H24	584703.8N 0164646.4E		Range 15 NM
LOC 26 ILS CAT I (5° E 2015)	EKN	111.90 MHz	H24	584711.3N 0165239.1E		165 m beyond END 26 ILS Class III/E/4
GP		331.10 MHz	H24	584726.0N 0165528.3E		Angle 3.0° RDH 53.8 ft 290 m past THR 26
OM				584745.9N 0170239.3E		-
MM				584726.9N 0165645.9E		-
L 26	PEO	398 kHz	H24	584745.9N 0170239.1E		Range 25 NM
DME	EKN	111.90 MHz	H24	584726.2N 0165528.3E	151 ft	DME channel 56X
DME	WEK	111.30 MHz	H24	584716.4N 0165314.1E	125 ft	DME channel 50X

ESKN 2.20 LOKALA TRAFIKFÖRESKRIFTER

1. Restriktioner för skol- och övningsflygning

PPR gäller för all skol- och övningsflygning. PPR gäller även all annan flygning som innebär TGL och/eller "airwork" i ESKN CTR.

Flygning med studs och gå får endast ske mellan klockan:
MON-FRI 0500-2000 (0400-1900)
SAT 0600-2000 (0500-1900)
SUN and HOL 0800-1500 (0700-1400)

När ÖSTGÖTA APP är stängd får skolflygning inom ÖSTGÖTA TMA utföras endast efter förhandstillstånd från skiftledaren vid STOCKHOLM ACC, TEL 08 585 547 02.

2. Platta 1 och Platta 2: Intaxning till uppställningsplats

Intaxning till uppställningsplats får endast ske med hjälp av manuella rangeringssignaler. Utöver manuella rangeringssignaler kan "Follow-Me bil" användas.

3. Undvikande av jetstrålar

För att undvika jetstrålar tillåts endast tomgångsvarv vid intaxning till uppställningsplats 8, 9 och 10A.

ESKN 2.21 MINSKNING AV BULLERSTÖRNING

1. Luftfartyg certifierade enligt ICAO Annex 16, Vol I, Kapitel 1 och 2 får inte trafikera flygplatsen.

2. Standardproceduren för att reducera buller vid flygplatsen (NADP 2) ska tillämpas. Ref ICAO Procedures for AIR Navigation Services – Aircraft Operations (PANS-OPS Doc 8168) Vol I – Flight Procedures.

3. För flygplan med MTOM överstigande 7000 kg gäller:

- Dagligen 0600-1700 (0500-1600): Flygplan som utför visuell inflygning får inte understiga 2000 ft AMSL innan etablering på banans centrumlinje.
- Dagligen 1700-0600 (1600-0500): Visuell inflygning ej tillåtet.

4. Över tätbebyggt område

Över Nyköping och Stigtomta bör luftfartyg inte framföras på lägre höjd än 3000 ft AMSL, utom då så är nödvändigt i samband med start och landning.

Angivna flygvägar, IFR och VFR, har upprättats även för att minska bullerstörningar. Luftfartyg skall noggrant följa i färdtillstånd angiven flygväg samt i övrigt framföras så att onödiga bullerstörningar inte förorsakas.

LOCAL TRAFFIC REGULATIONS

1. Restrictions for school and training flights

PPR required for all school and training flights. PPR also required for all other flights involving TGL and/or airwork within ESKN CTR.

Flights with touch-and-go landings are only permitted:
MON-FRI 0500-2000 (0400-1900)
SAT 0600-2000 (0500-1900)
SUN and HOL 0800-1500 (0700-1400)

When ÖSTGÖTA APP is not in operation, training flights within ÖSTGÖTA TMA may be carried out only after prior permission from the Supervisor at STOCKHOLM ACC, phone +46 (0)8 585 547 02.

2. Apron 1 and Apron 2: Taxiing to stand position

When taxiing to stand position, guidance by manual marshalling signals is mandatory. In addition to manual marshalling signals, a "Follow-Me car" may be used.

3. Avoidance of jet blast

Use idle thrust due to jet blast risk when taxiing to stands 8, 9 and 10A.

NOISE ABATEMENT PROCEDURES

1. Aircraft certificated in accordance with ICAO Annex 16, Vol I, Chapter 1 and 2 must not use the aerodrome.

2. Noise Abatement Departure Procedure alleviating noise at the aerodrome (NADP 2) shall be used. Ref ICAO Procedures for AIR Navigation Services – Aircraft Operations (PANS-OPS Doc 8168) Vol I – Flight Procedures.

3. For aircraft with MTOM exceeding 7000 kg the following applies:

- Daily 0600-1700 (0500-1600). Aircraft performing visual APCH must not descend below 2000 ft AMSL before established on RWY CL.
- Daily 1700-0600 (1600-0500): Visual approach not permitted.

4. Over built up areas

Over Nyköping and Stigtomta aircraft should not be operated below 3000 ft AMSL, except when necessary for take-off and landig.

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

ESKN 2.22 FLYGPROCEDURER

1. Ankommande IFR-trafik inom Östgöta TMA och Skavsta CTR

Flygvägar
Se sid ESKN 4–13 till ESKN 4–22.

Väntlägen (Ref ENR 1.3 mom 9)
Väntlägen är upprättade enligt sid ESSP 4–1.

2. Avgående IFR-trafik inom Östgöta TMA och Skavsta CTR

Flygvägar
Se sid ESKN 4–5 till ESKN 4–11.

Om en inflygningsfyr (L) ingår i avgående klarering, skall fyren överflygas innan sväng påbörjas.

3. Startprocedurer, omnidirectional

FLIGHT PROCEDURES

1. Inbound IFR traffic within Östgöta TMA and Skavsta CTR

Routes
See pages ESKN 4–13 through ESKN 4–22.

Holdings (Ref ENR 1.3 para 9)
Holding patterns are established in accordance with page ESSP 4–1.

2. Outbound IFR traffic within Östgöta TMA and Skavsta CTR

Routes
See pages ESKN 4–5 through ESKN 4–11.

If a Locator is included in departure clearance the beacon is a fly-over point before a turn is initiated.

3. Omnidirectional departure procedures

RWY	Procedure	Significant obstacle		
		Obstacle	Elevation (ft)	Direction (GEO)/Dist (m) from THR
08	Climb straight ahead to MNM turning ALT 600 ft. Continue climb to appropriate MSA.	Tree (CIO)	155	079°/3090
16	Climb straight ahead to MNM turning ALT 600 ft. Continue climb to appropriate MSA.	Tree (CIO) Antenna	199 276	167°/2250 169°/5820
26	Climb straight ahead to MNM turning ALT 600 ft. Continue climb to appropriate MSA.	Tree (CIO) Tree	202 247	258°/3620 267°/5750
34	Climb straight ahead to MNM turning ALT 600 ft. Continue climb to appropriate MSA.	Tree (CIO)	161	338°/2050

4. Avbrott i radioförbindelse

Luftfartyg skall följa de föreskrifter som anges i ENR 1.3 mom 10. Under IMC gäller dessutom för ankommande luftfartyg följande.

4.1 Ankommande klarering mottagen och kvitterad

Bibehåll senast tilldelade och kvitterade flyghöjd. Följ angiven flygväg till den gräns för klarering som anges i den ankommande klareringen. Fortsätt därifrån direkt till det följande hjälpmedel:

L PEO (bana 26) eller L NW (bana 08).

Om avbrott i radioförbindelse inträffar under *radarvektoring*: bibehåll senast tilldelad och kvitterad flyghöjd, dock ej lägre höjd än tillämplig lägsta sektorhöjd; flyg direkt till tillämpligt hjälpmedel, L PEO (bana 26) eller L NW (bana 08).

Efter ankomst över hjälpmedel (L PEO (bana 26) eller L NW (bana 08)) utför erforderlig nedgång i väntläge enligt sid ESSP 4–1. Utför därefter normal instrumentinflygning till gällande bana.

4. Communication failure

The communication failure procedures of ENR 1.3 para 10 shall be observed. In addition, in IMC an inbound aircraft shall apply the relevant procedures specified below.

4.1 Inbound clearance received and acknowledged

Maintain the level last received and acknowledged. Follow the specified route to the clearance limit specified in the inbound clearance. Then proceed direct to the facility mentioned below:

L PEO (runway 26) or L NW (runway 08).

In the event of communication failure during *radar vectoring*: maintain the level last received and acknowledged or the applicable minimum sector altitude whichever is higher; proceed direct to the relevant facility of L PEO (runway 26) or L NW (runway 08).

After arrival over the facility (L PEO (runway 26) or L NW (runway 08)) descent as required in the holding pattern specified on page ESSP 4–1. Then carry out a normal instrument approach to the runway-in-use.

4.2 Ankommande klarering ej mottagen och/eller kvitterad

Bibehåll senast tilldelad och kvitterad flyghöjd. Fortsätt via aktuell inpasseringspunkt i TMA direkt till L PEO. Efter ankomst över L PEO utför erforderlig nedgång i väntläge enligt sid ESSP 4-1 till 2500 ft AMSL. Utför därefter normal instrumentinflygning till bana 08 eller 26.

4.3 Avbruten inflygning vid radiobortfall

Följ procedur enligt tabell nedan:

RWY	
08	Climb straight ahead to 2500 ft AMSL, turn left and proceed to NW for a new instrument approach.
26	Climb straight ahead to 2500 ft AMSL, turn right and proceed to PEO for a new instrument approach.

5. Lågsiktsprocedurer (LVP) etablerade

LVP träder i kraft när bansynvidden (RVR) understiger 550 m eller molntäckeshöjden eller vertikalsikten understiger 200 ft.

LVP föregås av baninspektion.

Meddelande om att LVP är i kraft lämnas via ATIS och/eller av ATC.

När LVP tillämpas tillåts endast ett luftfartyg eller fordon på manöverområdet.

När LVP tillämpas skall luftfartyg meddela då det ankommit till uppställningsplats eller framför hangar.

6. VFR-flygning inom Skavsta CTR

Normala in- och utpasseringspunkter
Se ESKN 6-1.

Väntläge
Se ESKN 6-1

Avbrott i radioförbindelse
Se ESKN 6-1

ESKN 2.23 ÖVRIG INFORMATION

1. Förhandstillstånd (PPR)

Förhandstillstånd (PPR) krävs för följande flygningar inom ÖSTGÖTA TMA;

- Fotoflyg
- Prospekteringsflyg
- Lyft av fallskärmshoppare
- Mät och kontrollflygning av navigeringshjälpmedel

Innan färdplan lämnas in skall operatör begära förhandstillstånd från ÖSTGÖTA APP TEL 011 19 28 14.

2. Reducerad banseparation

Reducerad banseparation tillämpas på flygplatsen enligt AD 1.1 mom 10.

4.2 No inbound clearance received and/or acknowledged

Maintain the level last received and acknowledged. Proceed via the relevant TMA entry point direct to L PEO. After arrival over L PEO descent as required in the holding pattern specified on page ESSP 4-1 to 2500 ft AMSL. Then carry out a normal instrument approach to runway 08 or 26.

4.3 Missed approach in case of communication failure

Follow procedure according to table below:

5. Low visibility procedures (LVP) established

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

LVP will be preceded by a runway inspection.

The application of LVP will be announced by ATIS and/ or ATC.

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

When LVP is applied aircraft shall report arriving at position stand or in front of hangar.

6. VFR flight within Skavsta CTR

Normal entry and exit points
See ESKN 6-1.

Holding point
See ESKN 6-1.

Communication failure
See ESKN 6-1.

ADDITIONAL INFORMATION

1. Prior Permission Required (PPR)

Prior Permission Required (PPR) for the following types of flights within ÖSTGÖTA TMA;

- Aerial photographing
- Geological survey flights
- Parachute dropping
- Calibration flight for nav-aids and approach aids

Before submitting a flight plan the operator shall request prior permission from ÖSTGÖTA APP phone +46 (0)11 19 28 14.

2. Reduced RWY separation

Reduced RWY separation applies at the aerodrome according to AD 1.1 para 10.

3. Beviljade undantag från krav i CS-ADR-DSN

- Hinder genomtränger hinderbegränsande ytor.
- Totallängden för sättningszonljus på banan är 882 m istället för 900 m.

3. Granted exemptions from requirements in CS-ADR-CSN

- Obstacles penetrate the obstacle limitation surfaces.
- Total length of touchdown zone lights is 882 m instead of 900 m.

ESKN 2.24 TILLHÖRANDE KARTOR

AD chart	
Parking/Docking chart	
AOC	RWY 08/26
AOC	RWY 16/34
Area chart	(TMA)
List of waypoints and significant points	
RNAV SID General	
RNAV (GNSS) SID	RWY 08
RNAV (GNSS) SID	RWY 26
RNAV STAR General	
RNAV (GNSS) STAR	RWY 08
RNAV (GNSS) STAR	RWY 26
STAR	RWY 26
ATC Surveillance Minimum ALT chart	
IAC	ILS or LOC RWY 26
IAC	NDB RWY 26
IAC	LOC RWY 08
IAC	NDB RWY 08
VAC	

RELATED CHARTS

ESKN 2-1
ESKN 2-3
ESKN-3-1
ESKN-3-3
See ESSP 4-1
ESKN 4-3
ESKN 4-5
ESKN 4-7
ESKN 4-9
ESKN 4-13
ESKN 4-15
ESKN 4-17
ESKN 4-21
See ESSP 4-91
ESKN 5-1
ESKN 5-2
ESKN 5-3
ESKN 5-4
ESKN 6-1