

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 | 7° E 2020/+0.2 increasing |
| 6. | Administration, address, telephone, fax, AFS | Midlanda Flygplats AB SE-851 85 Sundsvall TEL: +46 (0)60 658 39 00 AFS: ESNNZTZX 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 and changes 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 | As AD Operating hours |
| 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. ACFT height: max 13.5 m |
| 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 7 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 | Suitable for aircraft up to B757. Contact: Aerodrome coordinator +46 (0)70 522 03 12. |
| 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 | RWY de-iced with KFOR/NAFO/UREA TWY de-iced with KFOR/NAFO/UREA Apron de-iced with SAND |

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 10 F/B/X/T |
| 2. | Taxiway width, surface and strength | TWY A 23 m ASPH PCN 50 F/B/X/T TWY B 18 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 | RWY 16/34: Designator, THR, TDZ, CL and edges are day marked. RTHL, REDL, RENL 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. |
| 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 in metres | Markings/ Type, colour | Remarks |
| a | b | c | d | e | f |
| ESNN1 | Shrub | 623106.0N 0172712.5E | 6.4 / - | - | - |
| ESNN2 | Shrub | 623105.8N 0172713.6E | 6.9 / - | - | - |
| ESNN3 | Lamp post | 623100.1N 0172702.7E | 9.1 / - | - | - |
| ESNN4 | Lamp post | 623059.6N 0172701.9E | 9.6 / - | - | - |
| ESNN5 | Forest | 623056.5N 0172721.3E | 13.8 / - | - | - |
| ESNN6 | Forest | 623056.0N 0172722.2E | 16.4 / - | - | - |
| ESNN7 | Forest | 623048.1N 0172730.8E | 20.9 / - | - | - |
| ESNN8 | Forest | 623047.8N 0172732.4E | 23.4 / - | - | - |
| ESNN9 | Forest | 623039.6N 0172712.4E | 25.4 / - | - | - |
| ESNN10 | Forest | 623036.5N 0172714.8E | 27.1 / - | - | - |
| ESNN11 | Shrub | 623217.4N 0172615.9E | 8.5 / - | - | - |
| ESNN12 | Shrub | 623217.9N 0172616.9E | 10.9 / - | - | - |
| ESNN13 | Forest | 623227.4N 0172550.9E | 22.7 / - | - | - |
| ESNN14 | Forest | 623228.4N 0172549.8E | 23.5 / - | - | - |
| ESNN15 | Forest | 623229.6N 0172553.7E | 24.0 / - | - | - |
| ESNN16 | Forest | 623233.5N 0172546.9E | 26.7 / - | - | - |
| ESNN17 | Forest | 623234.5N 0172548.5E | 27.2 / - | - | - |
| ESNN18 | Forest | 623235.2N 0172548.6E | 27.4 / - | - | - |
| ESNN19 | Forest | 623249.5N 0172535.5E | 35.2 / - | - | - |
| ESNN20 | Forest | 623307.7N 0172551.8E | 52.3 / - | - | - |
| ESNN21 | Forest | 623339.5N 0172534.6E | 97.3 / - | - | - |
| ESNN22 | Antenna | 623615.1N 0172248.3E | 166.1 / - | - | - |
| ESNN23 | Forest | 623710.4N 0172239.8E | 220.6 / - | - | - |
| 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, interval of issuance | STOCKHOLM/Arlanda 9 HR, https://tafplanner.smhi.se/app.php/production-program |
| 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 153° MAG | 1954 x 45 | PCN 50 F/B/X/T ASPH | 623207.12N 0172617.86E BGN RWY: 623211.68N 0172614.36E GUND 84.9 ft | THR 17.1 ft TDZ 17.1 ft |
| 34 | 340.15° GEO 333° MAG | 1954 x 45 | PCN 50 F/B/X/T ASPH | 623112.31N 0172700.73E BGN RWY: 623107.92N 0172704.14E GUND 84.7 ft | THR 13.3 ft TDZ 13.3 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 | - | - |
| 34 See ESNN AOC | - | - | 2099 x 300 | - | - |

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 | Channel/Frequency | Hours of operation | Remarks |
|---------------------|-----------------|-------------------|--------------------|-----------------------|
| 1 | 2 | 3 | 4 | 5 |
| TWR | SUNDSVALL TOWER | 129.555 | HO | Primary channel |
| | | 121.500 | HO | - |
| | | 118.105 | HX | By directive from TWR |
| ATIS | SUNDSVALL ATIS | 127.405 | 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 (7° E 2020) | 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 0172632.1E | | Angle 3.25° RDH 50.0 ft 266 m past THR 16 left side. Horizontal coverage E RWY CL limited to 4° |
| LOC 34 ILS CAT I (7° E 2020) | 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 50.9 ft 328 m past THR 34 right side |
| DVOR/DME (7° E 2020) | SUN | 113.10 MHz | H24 | 623142.4N 0172655.4E | 46 ft | DME channel 78X DVOR and DME on R-022 is approved to use from 22 NM and restricted due to low signal level between 30 NM and 22 NM. |
| DME | NNN | 108.70 MHz | HO | 623200.4N 0172632.5E | 45 ft | Low signal in sector 10°-35° east of the extended CL below 5000 ft, 17 NM and beyond. 265 m past THR 16 left side. DME channel 24X |
| DME | SNN | 110.30 MHz | HO | 623123.6N 0172701.2E | 39 ft | DME channel 40X |

ESNN 2.20 LOKALA TRAFIKFÖRESKRIFTER

LOCAL TRAFFIC REGULATIONS

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.
5. Flygplan på uppställningsplats 2-6 eller 11-13 får inte utföra backning med egna motorer som ett standardförfarande. Detta är endast tillåtet om flygplatsen inte kan utföra push-back med bogserstång eller TBL-traktor.

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.
5. Aircraft parked on stands 2-6 or 11-13 shall not perform power push-back as a standard procedure. This is only permitted if the aerodrome is unable to perform push-back by towing or TBL tractor.

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 4-5/6 och ESNN 4-7/8.

Väntlägen (Ref ENR 1.3)

Väntlägen är upprättade enligt ESNN 4-1.

2. Avgående IFR-trafik inom Sundsvall TMA/CTR

Flygvägar

Flygvägar för avgående trafik är upprättade enligt ESNN 4-5/6 and ESNN 4-7/8.

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 4-5/6 and ESNN 4-7/8.

Holdings (Ref ENR 1.3)

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 4-5/6 and ESNN 4-7/8.

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. | Tree (CIO) | 79 | 155°/2590 |
| | | Tree (CIO) | 92 | 164°/2980 |
| | | Pylon | 1480 | 198°/19710 |
| 34 | Climb straight ahead with MNM 360 ft/NM (5.9%) to MNM turning ALT 1400 ft. Continue climb to appropriate MSA. | Antenna | 625 | 355°/5540 |

4. Avbrott i radioförbindelse

Luftfartyg skall följa de föreskrifter som anges i ENR 1.3. 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. Communication failure

Aircraft shall follow the procedures laid down in ENR 1.3. 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 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.

4.1.3 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.

Lägsta RVR för avgående trafik är 400 m.

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.

ESNN 2.23 ÖVRIG INFORMATION

1. Obemannade ballonger för rutinmässiga aerologiska mätningar skickas från SMHI autosondstation, V om bana 16, dagligen 2330 och 1130 (2230 och 1030) UTC.
2. ATS-tjänst bedrivs från RTC Sundsvall.
3. Signalstrålkastare placerad på R-TWR.
4. Undantag från krav i CS-ADR-DSN:
 - Hinder genomtränger de hinderbegränsande ytorna. Se hinderförteckning.

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 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.

Minimum RVR for departing traffic is 400 m.

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.

ADDITIONAL INFORMATION

1. 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.
2. ATS provided from RTC Sundsvall.
3. Signalling lamp positioned at R-TWR.
4. Exemptions from requirements in CS-ADR-DSN:
 - Obstacles penetrating the aerodrome's obstacle limitation surfaces. See list of obstacles.

ESNN 2.24 TILLHÖRANDE KARTOR**RELATED CHARTS**

| | | |
|--|-------------------|-----------|
| AD chart | | ESNN 2-1 |
| AOC | RWY 16 | ESNN-3-1 |
| AOC | RWY 34 | ESNN-3-3 |
| Area chart | (TMA) | ESNN 4-1 |
| List of waypoints and significant points | | ESNN 4-3 |
| SID/STAR | RWY 16 | ESNN 4-5 |
| SID/STAR | RWY 34 | ESNN 4-7 |
| RNAV (GNSS) SID | RWY 16 | ESNN 4-9 |
| RNAV (GNSS) SID | RWY 34 | ESNN 4-11 |
| RNAV (GNSS) STAR | RWY 16 | ESNN 4-13 |
| RNAV (GNSS) STAR | RWY 34 | ESNN 4-15 |
| ATC Surveillance Minimum ALT chart | | ESNN 4-91 |
| IAC | ILS or LOC RWY 34 | ESNN 5-1 |
| IAC | VOR RWY 34 | ESNN 5-2 |
| IAC | ILS or LOC RWY 16 | ESNN 5-3 |
| IAC | VOR RWY 16 | ESNN 5-4 |
| IAC | RNP RWY 16 | ESNN 5-5 |
| IAC | RNP RWY 34 | ESNN 5-7 |
| VAC | | ESNN 6-1 |