

**AD 2. AERODROMES****ESGP AD 2.1 AERODROME LOCATION INDICATOR AND NAME****ESGP – GÖTEBORG/Säve****ESGP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

2.2.1	ARP coordinates and site at AD	574632N 0115214E RWY 983 m from THR 01
2.2.2	Direction and distance from (city)	NW 5.0 NM from Göteborg
2.2.3	Elevation/Reference temperature	17.9 m 59 ft/+18.5°C
2.2.4	MAG VAR/Annual change	0.5° 2000/+0.1 increasing
2.2.5	AD Administration, address, telephone, telefax, telex, AFS	Göteborg-Säve flygplats AB SE-423 73 Säve TEL: +46 (0)31 92 60 60 Fax: +46 (0)31 92 61 40 Telex: 27511 AFS: ESGP
2.2.6	Types of traffic permitted (IFR/VFR)	IFR/VFR. Max RWY ref code 4C
2.2.7	Remarks	PPR for aircraft with MTOW exceeding 18 000 kg. TEL: +46 (0)31 92 60 60

**ESGP AD 2.3 OPERATIONAL HOURS**

2.3.1	AD Administration	MON-SUN 0500-2100 (0400-2000)
2.3.2	Customs and immigration	H24 CUST AD Cat B
2.3.3	Health and sanitation	Not available
2.3.4	AIS Briefing Office	AIS Arlanda H24 TEL +46 (0)8 797 63 40
2.3.5	ATS Reporting Office (ARO)	AS 2.3.7 below
2.3.6	MET Briefing Office	As 2.3.4 above
2.3.7	ATS	TWR MON-SUN 0600-2100 (0500-2000), AFIS MON-SUN 2100-0600 (2000-0500)
2.3.8	Fuelling	MON-SUN 0500-2100 (0400-2000) + O/R
2.3.9	Handling	As 2.3.8 above
2.3.10	Security	As 2.3.8 above
2.3.11	De-icing	As 2.3.8 above
2.3.12	Remarks	Increased charges during hours of AFIS

**ESGP AD 2.4 HANDLING SERVICES AND FACILITIES**

2.4.1	Cargo-handling facilities	Available
2.4.2	Fuel/oil types	Jet A1, 100LL/types normally used
2.4.3	Fuelling facilities/capacity	Jet A1 150 000 l, 100LL 30 000 l
2.4.4	De-icing facilities	Available Type I, mobile unit
2.4.5	Hangar space for visiting acft	Limited
2.4.6	Repair facilities for visiting acft	Light aircraft including avionics and engines
2.4.7	Remarks	-

**ESGP AD 2.5 PASSENGER FACILITIES**

2.5.1	Hotels	In Göteborg
2.5.2	Restaurants	Yes
2.5.3	Transportation	Buses, taxis, rental cars
2.5.4	Medical facilities	In Göteborg
2.5.5	Bank and Post Office	In Göteborg
2.5.6	Tourist Office	In Göteborg
2.5.7	Remarks	-

**ESGP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES**

2.6.1	AD category for fire fighting	Cat 5
2.6.2	Rescue equipment	By Arrangement, municipal rescue servis
2.6.3	Capability for removal of disabled aircraft	By arrangement
2.6.4	Remarks	-

**ESGP AD 2.7 SEASONAL AVAILABILITY – CLEARING**

2.7.1	Types of clearing equipment	Ploughs, sweepers, blowers, slinger, spreader
2.7.2	Clearance priorities	RWY, TWY, Apron
2.7.3	Remarks	-

**ESGP AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA**

2.8.1	Apron surface and strength	Main part ASPH PCN 30 F/C/X/T, other parts PCN 13-18 F/C/X/T
2.8.2	Taxiway width, surface and strength	Centre 23 m ASPH PCN 30 F/C/X/T, S and N 15 m PCN 15 F/C/X/T
2.8.3	ACL, location and elevation	Apron 50 ft/15.3 m
2.8.4	VOR/INS checkpoints	Not established
2.8.5	Remarks	-

**ESGP AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS**

2.9.1	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 ESGP-2-3
2.9.2	RWY and TWY markings and LGT	RWY: Designator, THR, TDZ, CL and edges are day marked RTHL, REDL, RENL TWY: HLDG day marked. Edge LGT
2.9.3	Stop bars	Not available
2.9.4	Remarks	NIL

**ESGP AD 2.10 AERODROME OBSTACLES**

In approach/TKOF areas 1			In circling area and at AD 2		Remarks 3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
Info not available			See ESGP-5-1 (IAC)		

**ESGP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

2.11.1	Associated MET Office	STOCKHOLM/Arlanda
2.11.2	Hours of service MET Office outside hours	H24
2.11.3	Office responsible for TAF preparation Periods of validity	STOCKHOLM/Arlanda 9 HR
2.11.4	Type of landing forecast Interval of issuance	Not issued
2.11.5	Briefing/consultation provided	AIS Arlanda TEL +46 (0)8 797 63 40. Consultation O/R
2.11.6	Flight documentation Language(s) used	TAF, METAR, SIGMET, Upper air winds Swedish/English
2.11.7	Charts and other information available for briefing or consultation	SWC, WAFs Charts, Nordic SIGWX Charts, Low level forecasts (plain language)
2.11.8	Supplementary equipment available for providing information	Collect fax +46 (0)8 20 80 21
2.11.9	ATS units provided with information	Säve TWR/AFIS
2.11.10	Additional information (limitation of service, etc.)	Flight planning room available

## ESGP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True & MAG BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APCH RWY
1	2	3	4	5	6
01	005.00° GEO 005° MAG	1926x40	PCN 30 F/C/X/T ASPH	574600.56N 0115208.33E	THR 57 ft/17.3 m Geoid undulation 118 ft/36.0 m
19	185.01° GEO 185° MAG	1926x40		574701.01N 0115218.24E	THR 48 ft/14.5 m TDZ 49 ft/15.0 m Geoid undulation 118 ft/36.0 m
04	044.4° GEO 044° MAG	871x30	ASPH	574633.15N 0115220.58E	THR 56 ft/17.0 m
22	224.4° GEO 224° MAG	871x30		574653.26N 0115257.51E	THR 59 ft/17.9 m

Slope of RWY-SWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
7	8	9	10	11	12
01 See ESGP-3-1	NIL	NIL	2046x300	NIL	End RWY 01 574702.59N 0115218.50E
19	NIL	NIL		NIL	THR 19 displaced 49 m RWY 04/22 MIL non instrument

## ESGP AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
01	1926	1926	1926	1926	During darkness all avbl distances are 1877 m.
19	1926	1926	1926	1877	

## ESGP AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT Type, LEN INTST	THR LGT Colour WBAR	PAPI (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	NIL	Green	Left/3.15° 50.8 ft/15.5 m	NIL	NIL	1926/70 m White Caution zone 600 m yellow LIL/LIH	Red	NIL
19	Cat I 888 m LIL, LIH	Green	Left/3.0° 55.8 ft/17.0 m	NIL	NIL	1926/70 m White Caution zone 600 m yellow LIL/LIH	Red	NIL

**ESGP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY**

2.15.1	ABN/IBN location, characteristics and hours of operation	Not available
2.15.2	LDI location and LGT Anemometer location and LGT	Lighted windsock 350 m SE THR 19 650 m past THR 19 left side LGT
2.15.3	TWY edge and centre line lighting	Edge lights
2.15.4	Secondary power supply/switch-over time	Available/12 sec
2.15.5	Remarks	-

**ESGP AD 2.16 HELICOPTER LANDING AREA**

By directive from TWR

**ESGP AD 2.17 ATS AIRSPACE**

2.17.1	Designation and lateral limits	SÄVE CTR/TIZ 575713N 0115009E-575657N 0115750E-574544N 0120411E- 573736N 0115453E-573749N 0114550E-574719N 0114041E- 575713N 0115009E
2.17.2	Vertical limits	<u>1500 ft/450 m MSL</u> GND
2.17.3	Airspace classification	CTR C, TIZ G
2.17.4	ATS unit call sign Language(s)	SÄVE TOWER/INFORMATION Swedish/English
2.17.5	Transition altitude	5000 ft/1500 m
2.17.6	Remarks	TIZ during hours of AFIS

**ESGP AD 2.18 ATS COMMUNICATION FACILITIES**

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
TWR/ AFIS	SÄVE TOWER/ INFORMATION	119.050 MHz	H24	Primary freq. VDF
		121.500 MHz	H24	
		123.250 MHz	0500-2100 (0400-2000)	Parking/operation
		123.300 MHz	H24	
		129.100 MHz	H24	

## ESGP AD 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
LLZ 19 ILS CAT I (0.5° 2000)	GP	108.10 MHz	H24	574544.8 (*)N 0115205.7E		490 m beyond THR 01 Interference may occur DME 19.5.
GP			H24	574653.1N 0115208.4E		Angle 3.0° RDH 55 ft/16.8 m 281 m past THR 19 right side
OM				575111.0N (*) 0115259.2E		004° MAG 7740 m from THR 19
MM				574736.6N (*) 0115224.0E		004° MAG 1082 m from THR 19
L 19	OS	360 kHz	H24	574842.1N 0115244.4E		007° MAG 3130 m from THR 19 Range 30 km/15 NM
L 01	AV	405 kHz	H24	574421.5N 0115155.0E		184° MAG 3074 m from THR 01 Range 30 km/15 NM
DME	GP	108.10 MHz	H24	574631.5N 0115200.2E	70 ft/21.4 m	DME channel 18X Zero (0) range indication at THRs

**ESGP AD 2.20 LOKALA TRAFIKFÖRESKRIFTER**

1. Start- och landningsövningar vardagar endast 0600–1900 (0500–1800), sön- och helgdag endast 0700–1500 (0600–1400).
2. Upprepade instrumentinflygningar samt »air-work» NOL VOR 2 HR PPR. TEL 031 69 23 60.
3. Tillstånd för motorstart obligatorisk för IFR-avgångar.
4. APU får inte användas vid parkering vid andra tillfällen än då så kravs för motorstart eller för reglering av kabintemperatur. Därvid får APU startas tidigast 5 min före beräknad tid för push-back eller taxiing.
5. Vid VFR -inflygning med lätta flygplan skall sättning ske minst 300 m innanför THR 19.
6. MIL RWY 04/22 tillgänglig O/R.

**ESGP AD 2.21 MINSKNING AV BULLERSTÖRNING****1. Över tätbebyggt område**

- 1.1 Över de centrala delarna av Göteborg och bör luftfartyg inte framföras på lägre höjd än 2000 ft MSL utom då så är nödvändigt i samband med start och landning.
- 1.2 Andra bullerkänsliga områden som bör undvikas finns publicerade på ESGP-6-1 (VAC).
- 1.2 Angivna flygvägar för ankommande och avgående trafik har upprättats även för att minska bullerstörningar. Luftfartyg skall noggrant följa i färdtillståndet angiven flygväg samt i övrigt framföras så att onödiga bullerstörningar inte försakas.

**ESGP AD 2.22 FLYGPROCEDURER****1. Ankommande/avgående IFR-trafik inom Göteborg TMA och Säve CTR****1.1 Ankommande trafik**

- 1.1.1 Flygvägar  
STAR är inte upprättade. Radarledning tillämpas till minsta avstånd 8 NM på slutlig inflygning.
- 1.1.2 Väntning (Ref ENR mom 1.3.8)  
Väntlägen är upprättade enligt sid ESGG-4-1.
- 1.1.3 Inflygning med marksikt
  - 1.1.3.1 Allmänt  
För att minska bullerstörningar tillåts inflygning med marksikt endast 0600–2000 (0500–1900). Undantag är propellerdrivet luftfartyg med MTOW 7000 kg eller lägre, som (för att underlätta trafikavvecklingen) får göra inflygning med marksikt även 2000–0600 (1900–0500).

**ESGP AD 2.20 LOCAL TRAFFIC REGULATIONS**

1. Take-off and landing exercises weekdays only btn 0600– 1900 (0500–1800). SUN and HOL only 0700–1500 (0600–1400).
2. Repeated instrument approaches and airwork NOL VOR 2HR PPR. TEL +46 (0)31 69 23 60
3. Start-up permission compulsory for IFR departures.
4. APU must not be used on parking unless required for engine start or adjustment of cabin heat. APU must not be started earlier than 5 min before estimated time for push-back or taxiing.
5. On VFR approach with light aeroplanes touch-down shall be made at least 300 m plus THR 19.
6. MIL RWY 04/22 available O/R.

**ESGP AD 2.21 NOISE ABATEMENT PROCEDURES****1. Over built up areas**

- 1.1 Over the central parts of Göteborg and aircraft should not be operated below 2000 ft MSL except when necessary for take-off or landing.
- 1.2 Other noise sensitive areas to be avoided are shown on ESGP-6-1 (VAC).
- 1.3 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

**ESGP AD 2.22 FLIGHT PROCEDURES****1. Inbound/outbound IFR traffic within Göteborg TMA and Säve CTR****1.1 Inbound traffic**

- 1.1.1 Routes  
STARs are not established. Radar vectoring is provided to at least distance 8 NM on final approach.
- 1.1.2 Holdings (Ref ENR para 1.3.8)  
Holding patterns are established in accordance with page ESGG-4-1.
- 1.1.3 Visual Approach
  - 1.1.3.1 General  
To reduce environmental disturbances visual approach is permitted only 0600–2000 (0500–1900). Exception is made to propeller driven aeroplane with MTOW 7000 kg or below which, (to facilitate ATC), is permitted to carry out visual approach also 2000–0600 (1900–0500).

Inflygning med marksikt skall utföras enligt mom 1.1.3.2 om inte annat medges ellr föreskrivs av ATC.

1.1.3.2 Inflygning med marksikt till Göteborg/Säve Luftfartyg skall hålla tilldelad anflygningshöjd, normalt 2500 ft, till dess det kan inta en sjunkprofil som lägst motsvarar 3 grader.

1.1.4 Beräknad inflygningstid  
Ref ENR, mom 1.3.3.

Beräknad tidpunkt för inflygning meddelas inte till ankommande IFR-trafik till Landvetter och Säve när mindre än 15 minuters försening förutses.

1.1.5 Hastighetsavpassning – Ankommande

1.1.5.1 För att minska behovet av väntning och radarledning kan ATC begära att luftfartyg avpassar sin hastighet. Angiven hastighet skall då hållas även under mellanliggande inflygning. Luftfartyg som inte kan hålla tilldelad hastighet skall omedelbart meddela ATC härom.

1.1.5.2 Luftfartyg som är etablerat på grundlinjen för slutlig inflygning på ILS, NDB eller VOR skall bibehålla 160 kt IAS eller högre till OM, Säve RWY 01 L AV, om inget annat begärs av ATC. Om detta inte är möjligt, skall ATC underrättas härom.

## 1.2 Avgående trafik

1.2.1 Allmänt  
SID skall följas strikt upp till lägst 5000 ft. Avstag medges endast då flygsäkerheten så kräver.

1.2.2 Routes  
SID upprättade enligt sid ESGP-4-1 t o m ESGP-4-4.

*Anm. Följande värden har använts vid beräkning av första sväng vid samtliga SID: IAS 200 Kt, bankningsvinkel 25 grader och vindstilla, vilket ger en svängradie på 1.25 NM.*

1.2.2.1 Luftfartyg som inte klarerats på SID får av miljöskäl påbörja första sväng efter start tidigast på avstånd 2 NM och med max IAS 210 kt.

1.2.3 Radioförbindelse

Om inte annat anges, skall luftfartyg snarast efter start upprätta dubbelriktad radioförbindelse med GÖTEBORG KONTROLL på 124.200 MHz.

1.2.4 Stiggradient på SID

Luftfartyg som flyger på SID skall använda en stiggradient av minimum 400 ft per NM upp till 5000 ft MSL.

Luftfartyg som inte kan uppfylla detta villkor skall meddela ATS härom.

Visual approach shall be carried out in accordance with para 1.1.3.2 below unless otherwise authorized or directed by ATC.

1.1.3.2 Visual approach to Göteborg/Säve Aircraft shall maintain assigned altitude, normally 2500 ft, and then follow a descent path equivalent to at least 3 degrees.

1.1.4 Expected approach time  
Ref ENR, para 1.3.3.

Expected Approach Time will not be transmitted to IFR arrivals to Landvetter and Säve when a delay of less than 15 minutes is anticipated.

1.1.5 Speed adjustment Inbound

1.1.5.1 To avoid holding or excessive vectoring, ATC may request aircraft to adjust speed. The specified speed shall be maintained also during intermediate approach. Aircraft unable to maintain the specified speed adjustments shall notify ATC immediately.

1.1.5.2 When established on the ILS, VOR or NDB final approach track, aircraft shall maintain 160 kt IAS or more until passing OM, Säve RWY 01 L AV, unless otherwise instructed. If this is not practicable, ATC shall be notified accordingly.

## 1.2 Outbound traffic

1.2.1 General  
SID shall be strictly adhered to until a minimum altitude of 5000 ft. Deviation is accepted only when the flight safety so requires.

1.2.2 Routes  
SID Established in accordance with pages ESGP-4-1 through ESGP-4-4.

*Note. The following values have been used for calculation of initial turn for all SIDs: IAS 200 kt, bank angle 25 degrees wind calm, equals a radius of turn of 1.25 NM.*

1.2.2.1 If not cleared via SID, aircraft may commence initial turn after departure at no less than 2 NM and with max IAS 210 kt.

1.2.3 Radio communication

Unless otherwise instructed aircraft shall establish two-way radio communication with GÖTEBORG CONTROL on frequency 124.200 MHz.

1.2.4 Gradient of climb on SID

Aircraft proceeding on SID shall use a minimum gradient of climb of 400 ft per NM up to 5000 ft MSL.

Aircraft unable to conform with this procedure shall inform ATS accordingly.



**1.3 Startprocedurer, omnidirectional****1.3 Departure procedures, omnidirectional**

RWY	Procedure	Significant obstacle		
		Obstacle	Elevation (ft)	Direction (GEO)/Dist (m) from THR
01	Climb straight ahead with MNM 280 ft/NM (4.5%) to MNM turning ALT 700 ft. Continue climb to appropriate MSA.	Terrain	214	002°/3200
		Terrain	345	001°/7000
		Pylon	1513	125°/13850
19	Climb straight ahead with MNM 240 ft/NM (3.8%) to MNM turning ALT 1100 ft. Continue climb to appropriate MSA.	Pylon	460	171°/6050
		Pylon	1513	132°/14900

**1.4 Avbrott i radioförbindelse****1.4 Communication failure**

## 1.4.1 Ankommande färdtillstånd mottaget och kvitterat:

## 1.4.1 Inbound clearance received and acknowledged:

a) Normalt är gällande bana gräns för det av ACC meddelade ankommande färdtillståndet. Härvid gäller följande:

a) Clearance limit for the inbound clearance issued by ACC is normally the runway-in-use. The following then apply:

– Bibehåll senast tilldelad och kvitterad flyghöjd. Följ angiven flygväg till AV (bana 01) eller OS (bana 19). Därefter enligt punkt e) nedan.

– Maintain the level last received and acknowledged. Follow the specified route to AV L (RWY 01) or OS L (RWY 19) and proceed in accordance with item e) below.

b) Om gränsen för det av ACC meddelade ankommande färdtillståndet är annan än gällande bana:

b) If the clearance limit for the inbound clearance is other than the runway-in-use:

– Bibehåll senast tilldelad och kvitterad flyghöjd. Följ angiven flygväg till gränsen för färdtillståndet. Fortsätt därifrån direkt till AV eller OS. Därefter enligt punkt e) nedan.

– Maintain the level last received and acknowledged. Follow the specified route to this limit and proceed direct to AV L (RWY 01) or OS L (RWY 19) thereafter in accordance with item e) below.

c) Har EAT mottagits och kvitterats, angör väntläge vid ankomsten till gräns för färdtillståndet enligt a) eller b). Lämna väntläget vid angiven EAT. Därefter enligt punkt e) nedan.

c) If EAT received and acknowledged, join holding on arrival to the clearance limit as under a) or b) above. On EAT leave holding, thereafter in accordance with item e) below.

d) Om avbrott i radioförbindelse inträffar under radarledning:  
– Bibehåll senast tilldelad och kvitterad flyghöjd. Flyg direkt till AV (bana 01) eller OS (bana 19). Därefter enligt punkt e) nedan.

d) If communication failure is experienced on radar approach:

– Maintain the level last received and acknowledged. Proceed direct to AV L (RWY 01) or OS L (RWY 19). Thereafter in accordance with item e) below.

e) Efter ankomst över AV eller OS, utför erforderlig nedgång i väntläge (väntlägets riktning: AV 006° MAG, OS 190° MAG). Gör sedan normal instrumentinflygning.

e) On arrival overhead AV L or OS L descent, if required, shall be made in holding (holding axis: AV 006° MAG, OS 190° MAG). Thereafter a normal instrument approach shall be made.

## 1.4.2 Ankommande färdtillstånd ej mottaget och/eller kvitterat:

## 1.4.2 No inbound clearance received and/or acknowledged:

– Bibehåll senast tilldelad och kvitterad flyghöjd. Efter aktuell inträdespunkt i TMA fortsätt till BACKA VOR, där efter direkt till AV eller OS. Efter ankomst över AV eller OS, utför erforderlig nedgång i väntläge (väntlägets riktning: AV 006° MAG, OS 190° MAG). Gör sedan normal instrumentinflygning.

– Maintain the level last received and acknowledged and proceed via the relevant TMA entry point to BACKA VOR and thereafter direct to AV L or OS L. On arrival overhead AV or OS descent, if required, shall be made in holding (holding axis: AV 006° MAG, OS 190° MAG). Thereafter a normal instrument approach shall be made.

**2. VFR-flygning inom Göteborg/Säve CTR**

2.1 Luftfartyg skall följa de föreskrifter som anges i AIP ENR mom 1.2.5. Därutöver gäller följande.

2.1.1 Normala in- och utpasseringspunkter:  
Se ESGP-6-1.

2.1.2 Väntlägen:  
Se ESGP-6-1.

2.1.3 Avbrott i radioförbindelse  
Se ESGP-6-1.

**ESGP AD 2.23 ÖVRIG INFORMATION****1. Hastighetsbegränsning inom TMA/CTR**

1.1 Luftfartyg får inte framföras med högre fart än 250kt IAS om inte annat anges av ATC.

**ESGP AD 2.24 TILLHÖRANDE KARTOR**

AD Chart  
Parking/docking chart  
AOC  
Area Chart (TMA)  
SID RWY 01  
SID RWY 19  
IAC NDB+DME+ILS 19  
IAC NDB+DME 19  
IAC NDB 19  
IAC NDB+DME 01  
VAC  
Landing

**2. VFR flight within Göteborg/Säve CTR**

2.1 Aircraft shall adhere to the procedures stipulated in AIP ENR para 1.2.5. In addition, the following shall be applied.

2.1.1 Normal entry and exit points:  
See ESGP-6-1.

2.1.2 Holdings:  
See ESGP-6-1.

2.1.3 Communication failure  
See ESGP-6-1.

**ESGP AD 2.23 MISCELLANEOUS****1. Speed limitation within TMA/CTR**

1.1 Aircraft shall not be operated at an airspeed of more than 250 kt IAS below FL 100 unless otherwise instructed by ATC.

**ESGP AD 2.24 RELATED CHARTS**

ESGP-2-1  
ESGP-2-3  
ESGP-3-1  
See **ESGG-4-1**  
ESGP-4-3  
ESGP-4-4  
ESGP-4-4  
ESGP-5-1  
ESGP-5-2  
ESGP-5-3  
ESGP-5-4  
ESGP-6-1  
ESGP-6-2



**AD ELEV 59 FEET**  
Runway bearings  
01/19 = GEO 005.00°/185.01°; MAG 004°/184°  
ARP = 57°46'32"N 011°52'14"E  
THR 01 = 57°46'00.56"N 011°52'08.33"E  
THR 19 = 57°47'01.01"N 011°52'18.24"E  
04/22 = GEO 044.44°/224.45°; MAG 044°/224°  
THR 04 = 57°46'33.15"N 011°52'20.58"E  
THR 22 = 57°46'53.26"N 011°52'57.51"E

RWY 01	RWY 19	RWY 19	RWY 01, 19	RWY 01, 19	RWY 01, 19
GP 3.15° (5.5%)	GP 3.0° (5.2%)	LIL, LH W 888 m	LIL, LH G YCZ 600 m	LIL, LH R	LIL, LH B R

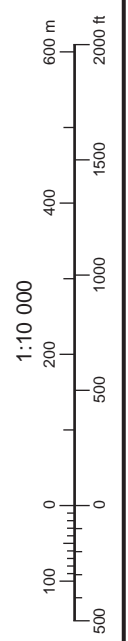
**LIGHTING**

PAPI	PAPI	APCH	THR	RWY edge	RWY end	TWY	OBST
------	------	------	-----	----------	---------	-----	------

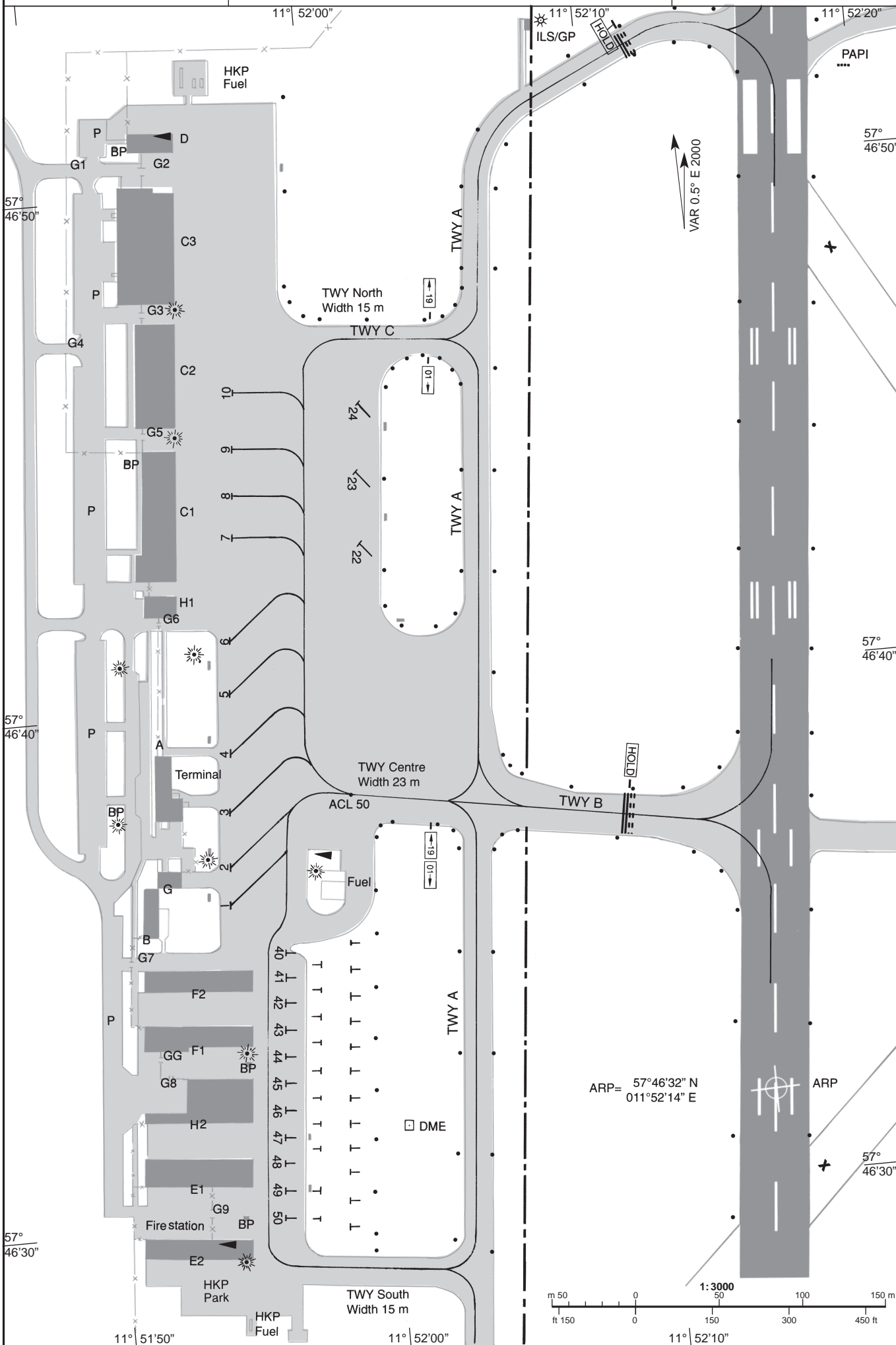
**STRENGTH**  
See AD 2.8 and 2.12

**LEGEND**  
See GEN 2.3

REMARKS PAPI and LIH can be dimmed







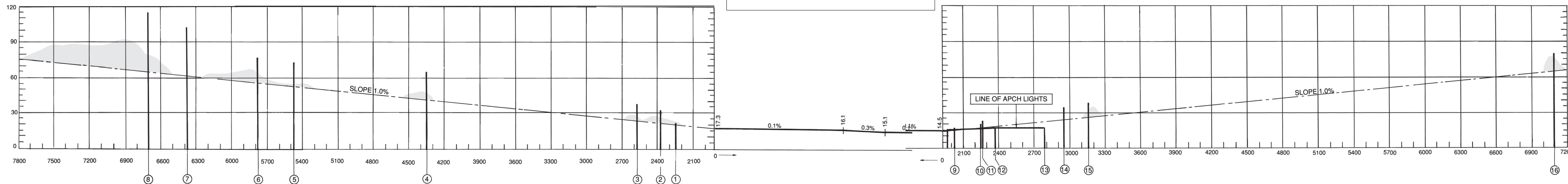
**INTENTIONALLY BLANK**



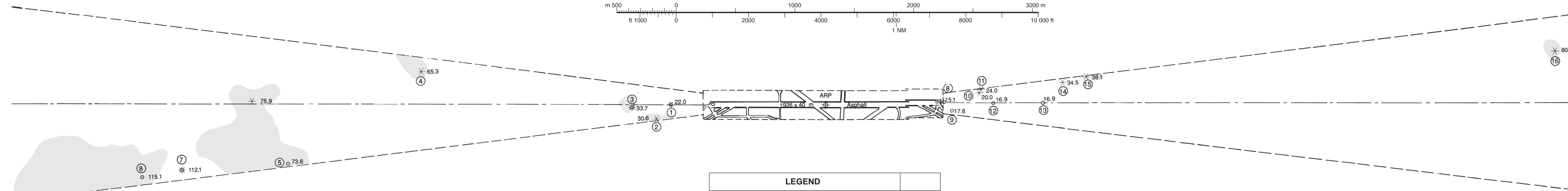
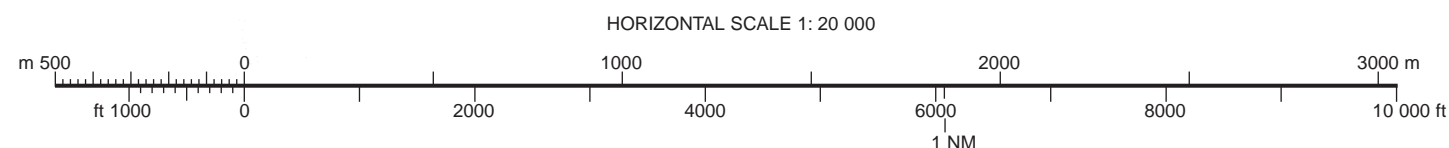
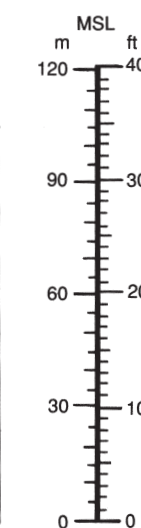
**AERODROME ELEVATION 17.9 METRES**  
MAGNETIC VARIATION 0° E 1995

**RUNWAY BEARINGS**  
01 = GEO 005.00°; MAG 005.0°  
19 = GEO 185.01°; MAG 185.0°

RWY 01	DECLARED DISTANCES	RWY 19
1926	TAKE-OFF RUN AVAILABLE	1926
1926	TAKE-OFF DISTANCE AVAILABLE	1926
1926	ACCELERATE STOP DIST. AVAILABLE	1926
1926	LANDING DISTANCE AVAILABLE	1877



VERTICAL SCALE 1:2000



LEGEND	
IDENTIFICATION NUMBER	①
POLE, TOWER, SPIRE, ANTENNA ETC	○
TREE OR SHRUB	✱
TERRAIN PENETRATING OBSTACLE PLANE	■





## STANDARD ROUTES – INSTRUMENT

GÖTEBORG/SÄVE  
RWY 01

## DEPARTURE (SID)

## INITIAL CLIMB CLEARANCE

Common to all SIDs published on charts.  
Unless otherwise specified, climb to 5000 ft.

## REMARK

Aircraft proceeding on SID shall use 400 ft per NM as a minimum gradient of climb up to 5000 ft MSL.  
Aircraft unable to conform with this procedure shall inform ATS accordingly.

*Note.* Aircraft from GÖTEBORG/Säve shall not be operated at an airspeed of more than 250 kt IAS below FL 100 unless otherwise instructed.

**HARRY ONE GOLF DEPARTURE (HAR 1G)**

Straight ahead to GP DME 2. Turn right to intercept HAR R-272 and proceed to HAR.

**LABAN ONE GOLF DEPARTURE (LABAN 1G)**

Straight ahead to GP DME 2. Turn right to intercept NOL R-062 and proceed to LABAN.

**TOPLA ONE GOLF DEPARTURE (TOPLA 1G)**

Straight ahead to GP DME 2. Turn left to NOL.  
At NOL intercept NOL R-180. Turn left to intercept BAK R-323.  
At BAK turn right to intercept BAK R-154 and proceed to TOPLA.

---

<b>LABAN =</b>	581009.8N 0131739.5E	INT BTN HAR R-042 NOL R-062
<b>TOPLA =</b>	570809.1N 0122020.2E	BAK R-154 DME 27.8

## STANDARD ROUTES – INSTRUMENT

GÖTEBORG/SÄVE  
RWY 19

## DEPARTURE (SID)

## INITIAL CLIMB CLEARANCE

Common to all SIDs published on charts.  
Unless otherwise specified, climb to 5000 ft.

## REMARK

Aircraft proceeding on SID shall use 400 ft per NM as a minimum gradient of climb up to 5000 ft MSL.

Aircraft unable to conform with this procedure shall inform ATS accordingly.

*Note. Aircraft from GÖTEBORG/Säve shall not be operated at an airspeed of more than 250 kt IAS below FL 100 unless otherwise instructed.*

**LABAN ONE HOTEL DEPARTURE (LABAN 1H)**

Straight ahead to GP DME 3.5. Turn left to track 040° to intercept BAK R-004. Turn right to intercept NOL R-062 and proceed to LABAN.

**LANDVETTER ONE HOTEL DEPARTURE (LAV 1H)**

Straight ahead to GP DME 3.5. Turn left to intercept LAV R-278 and proceed to LAV.

**TOPLA ONE HOTEL DEPARTURE (TOPLA 1H)**

Straight ahead to GP DME 2. Turn right to intercept NOL R-180. Turn left to intercept BAK R-294. At BAK turn right to intercept BAK R-154 and proceed to TOPLA.

---

<b>LABAN =</b>	581009.8N 0131739.5E	INT BTN HAR R-042 NOL R-062
<b>TOPLA =</b>	570809.1N 0122020.2E	BAK R-154 DME 27.8

11° 30'

12° 00'

12° 30'

↑  
VAR 0.5° E 2000

58°  
00'

58°  
00'

57°  
30'

57°  
30'

11° 30'

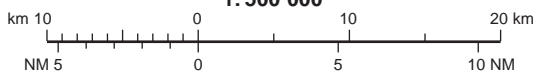
12° 00'

12° 30'

**LEGEND**

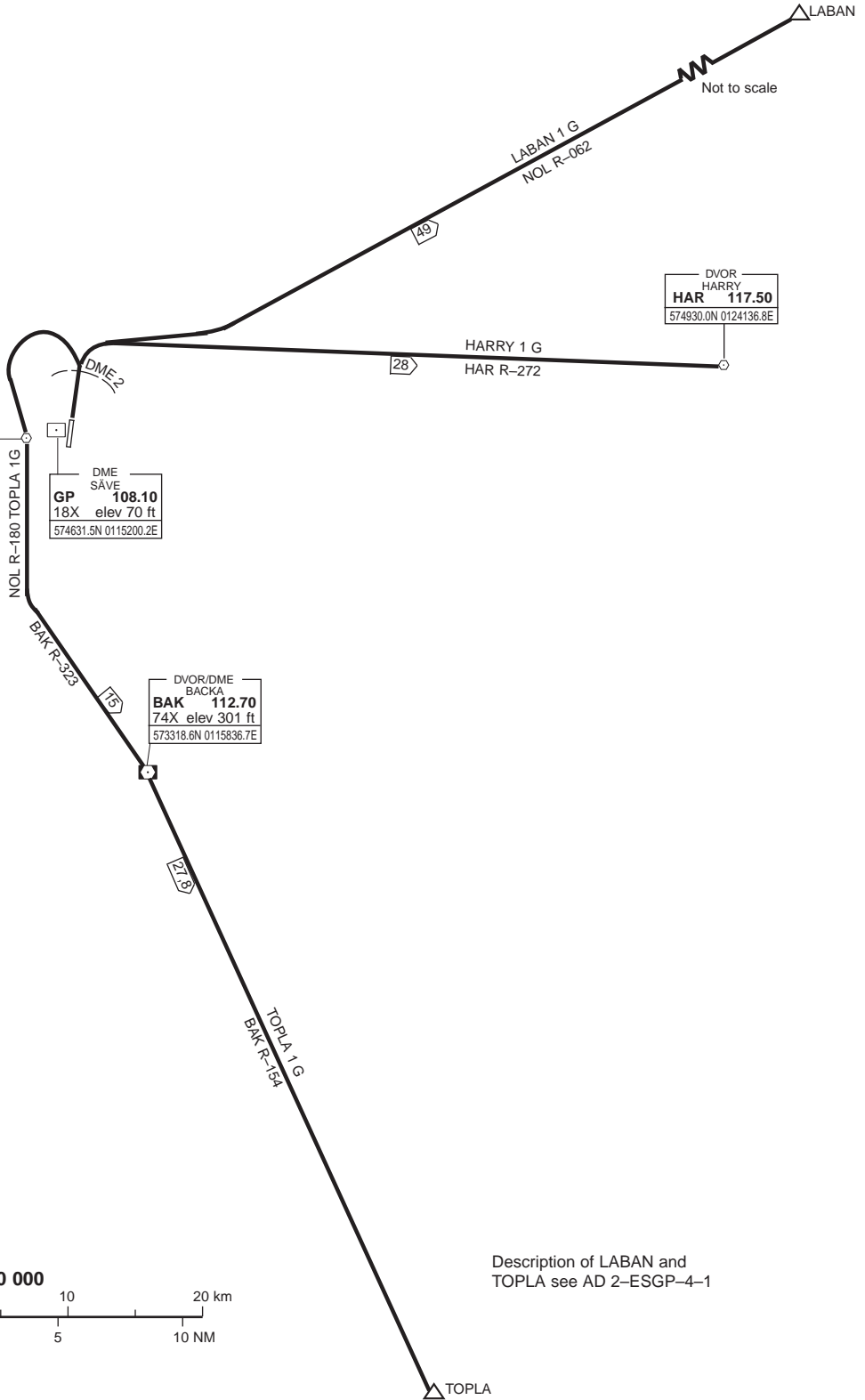
See GEN 2-3

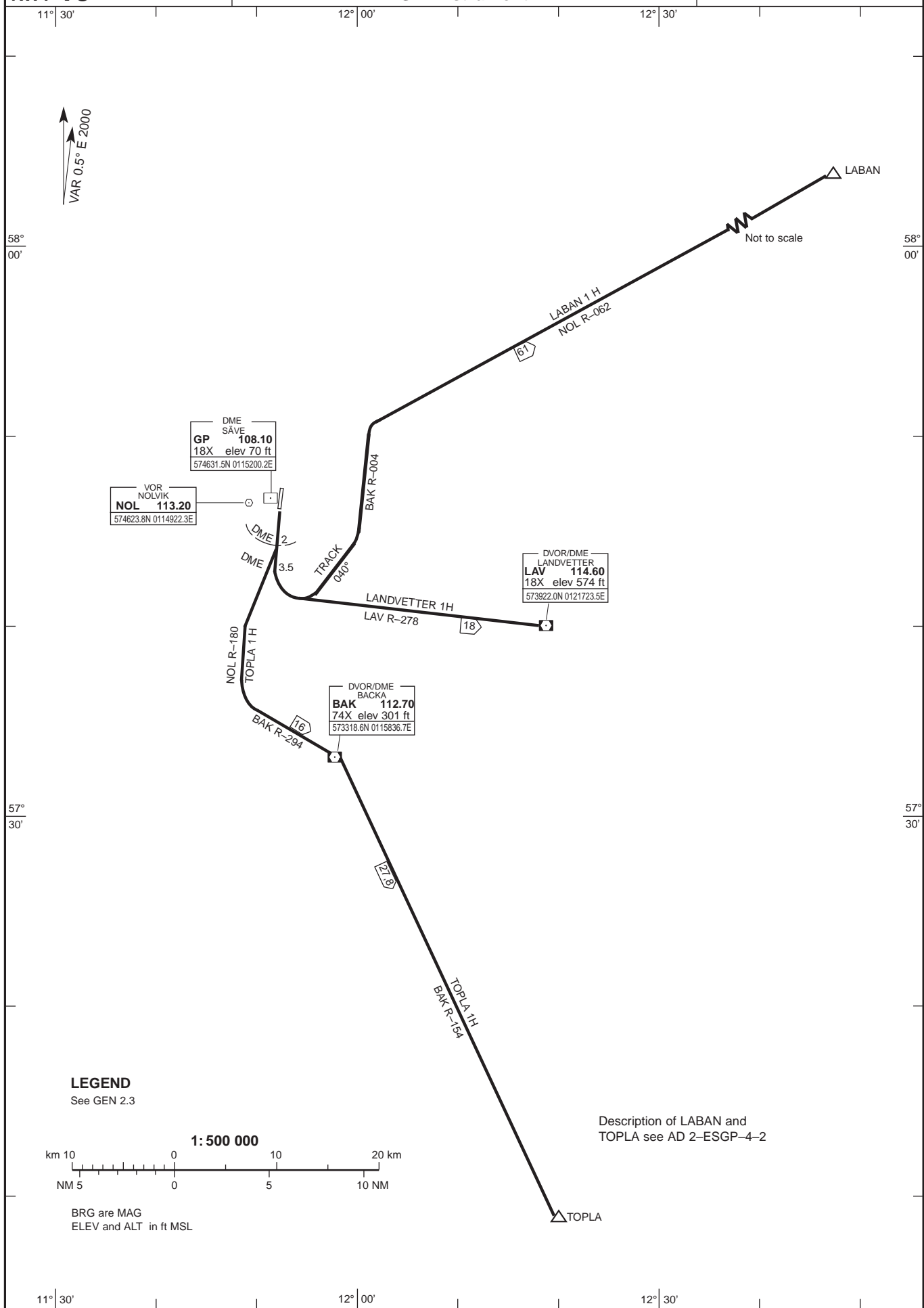
**1: 500 000**



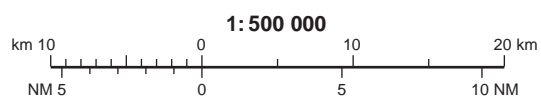
BRG are MAG  
ELEV and ALT in ft MSL

Description of LABAN and  
TOPLA see AD 2-ESGP-4-1





**LEGEND**  
See GEN 2.3



BRG are MAG  
ELEV and ALT in ft MSL

Description of LABAN and  
TOPLA see AD 2-ESGP-4-2

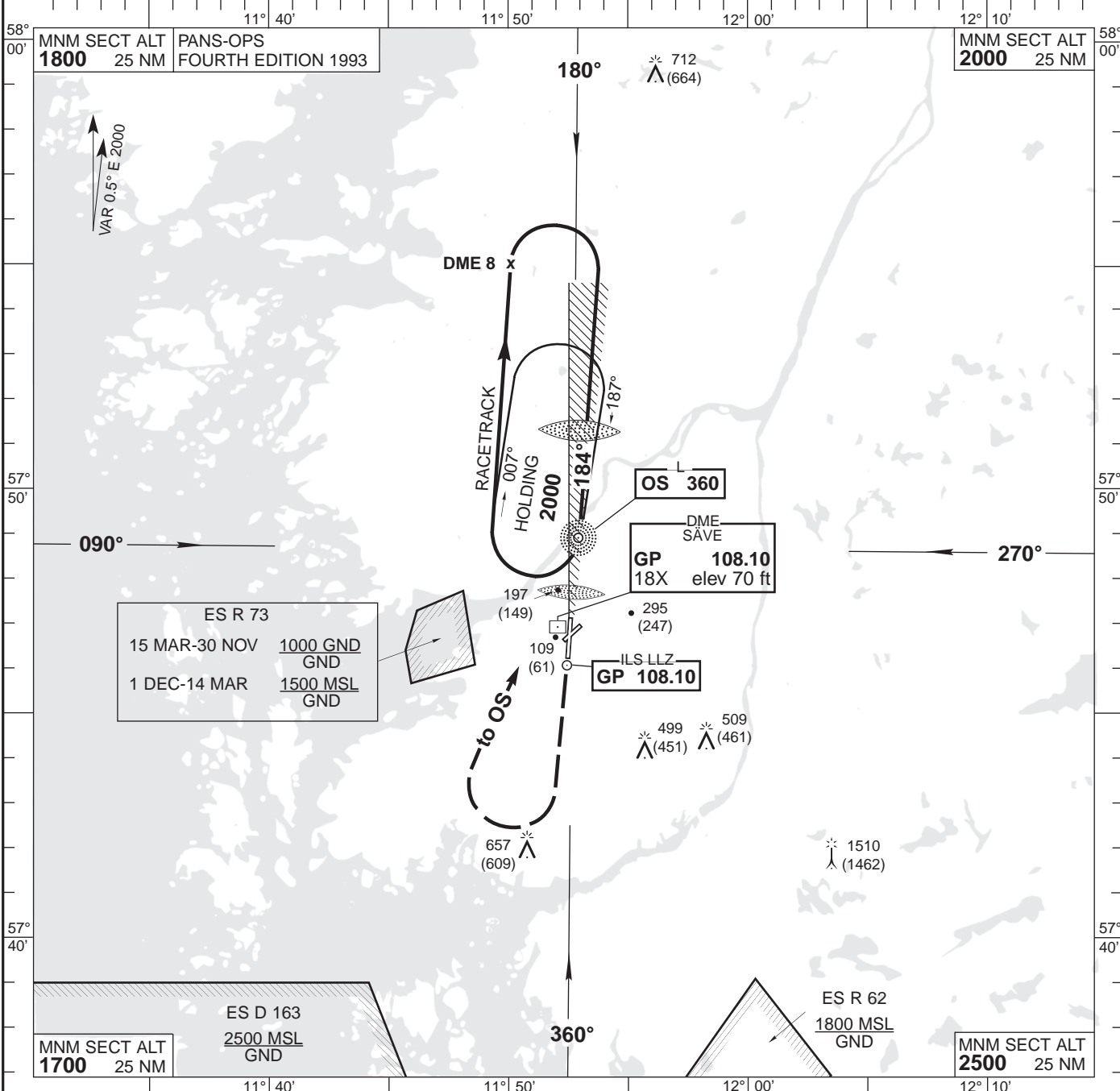
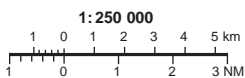
INSTRUMENT APPROACH CHART-ICAO

THR ELEV 48 ft, AD ELEV 59 ft  
 HGT are related to THR.  
 Circling HGT are related to AD ELEV.  
 BRG are MAG.  
 ALT, HGT and ELEV in ft.

SÄVE TOWER  
 119.050

AD 2-ESGP-5-1

NDB+DME+ILS 19  
 GÖTEBORG/SÄVE  
 SWEDEN

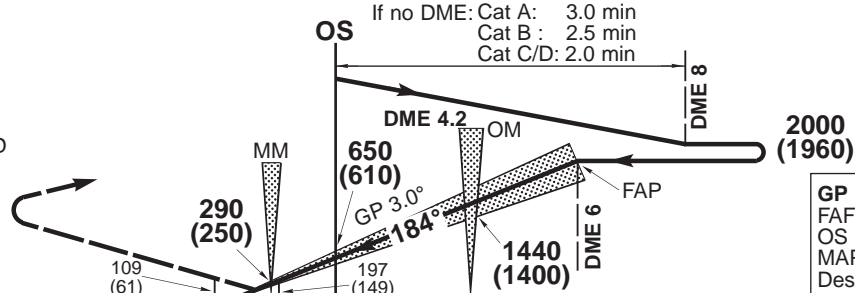


TRANSITION ALTITUDE 5000 MSL PAPI GP 3.0°(5.2%) ILS RDH (55) \*TIMING NOT AUTHORIZED FOR DEFINING THE MAPt

DME 0 at THR

If no DME: Cat A: 3.0 min  
 Cat B: 2.5 min  
 Cat C/D: 2.0 min

CLIMB STRAIGHT AHEAD TO 2000 (1960), TURN RIGHT TO OS.



GP INOP  
 FAF at OM 1440 (1400)  
 OS 650 (610)  
 MAPt at MM  
 Descent grad 5.2%

		OCA (H)				Final approach	GP INOP Distance FAF-MAPt 3.59 NM*						
Cat of ACFT		A	B	C	D	Distance	DME 4		DME 3		DME 2		
Straight-in	Cat I	239 (191)	251 (203)	259 (211)	270 (222)	ALT(HGT)	1380 (1340)		1060 (1020)		740 (700)		
	GP INOP	450 (410)				Speed	kt	80	100	120	140	160	180
Circling		600 (550)	800 (750)	910 (860)	1060 (1010)	Rate of descent	ft/min	425	530	635	745	850	955

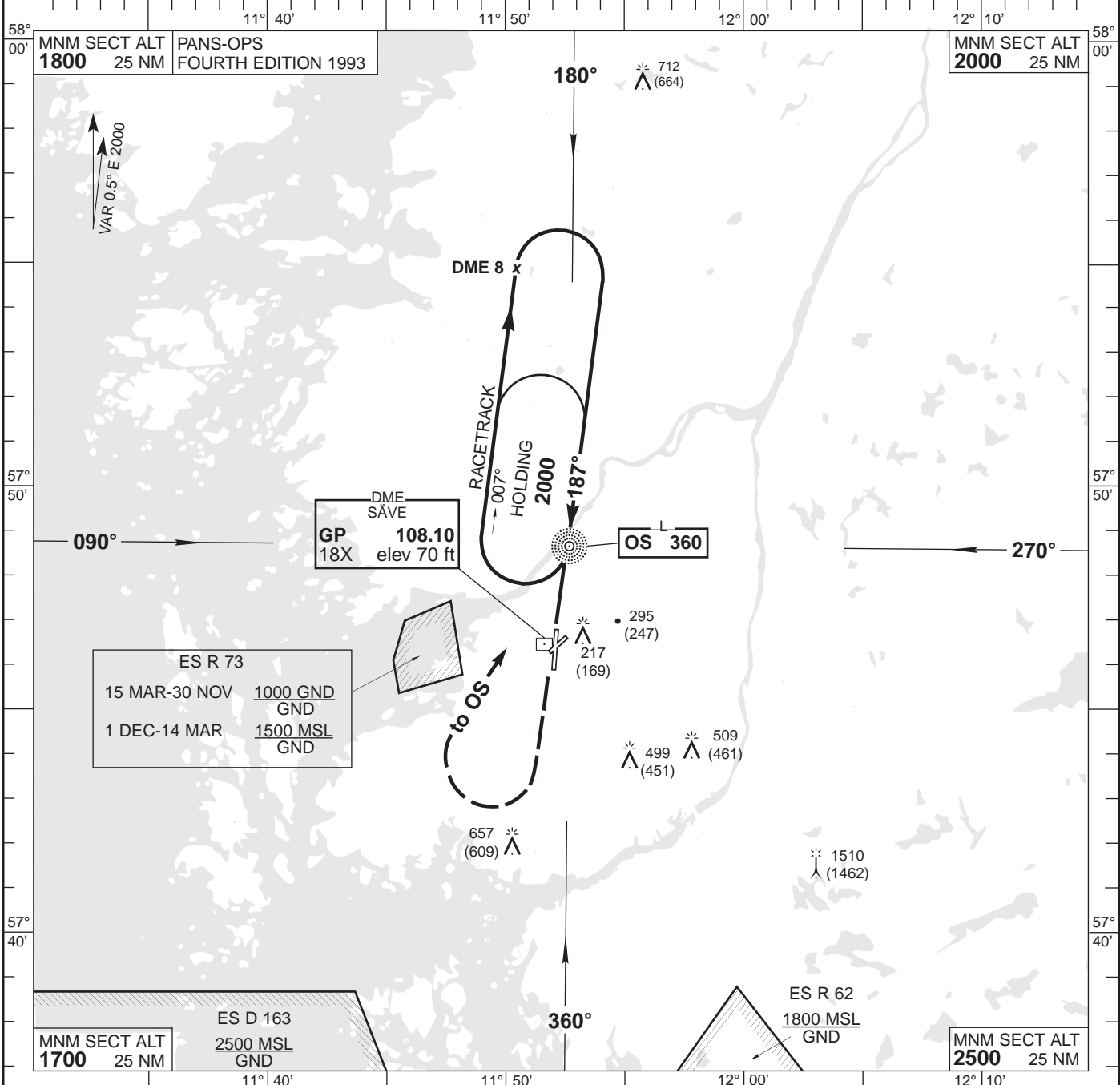
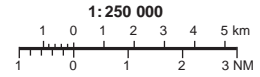
AD 2-ESGP-5-2

**SÄVE TOWER**  
119.050

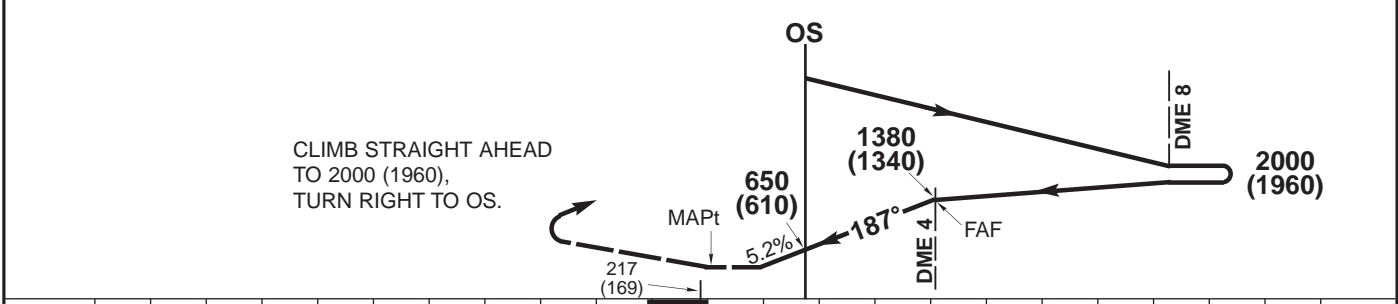
THR ELEV 48 ft, AD ELEV 59 ft  
HGT are related to THR.  
Circling HGT are related to AD ELEV.  
BRG are MAG.  
ALT, HGT and ELEV in ft.

INSTRUMENT  
APPROACH CHART-ICAO

NDB+DME 19  
GÖTEBORG/SÄVE  
SWEDEN



TRANSITION ALTITUDE 5000 MSL | PAPI GP 5.2% | FINAL APCH LINE OFFSET 3° FM QFU 184° | DME 0 at THR



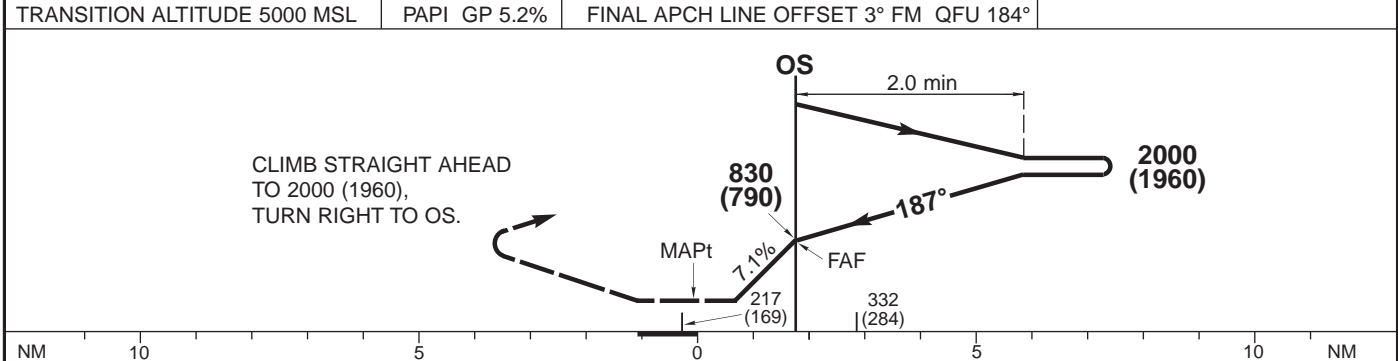
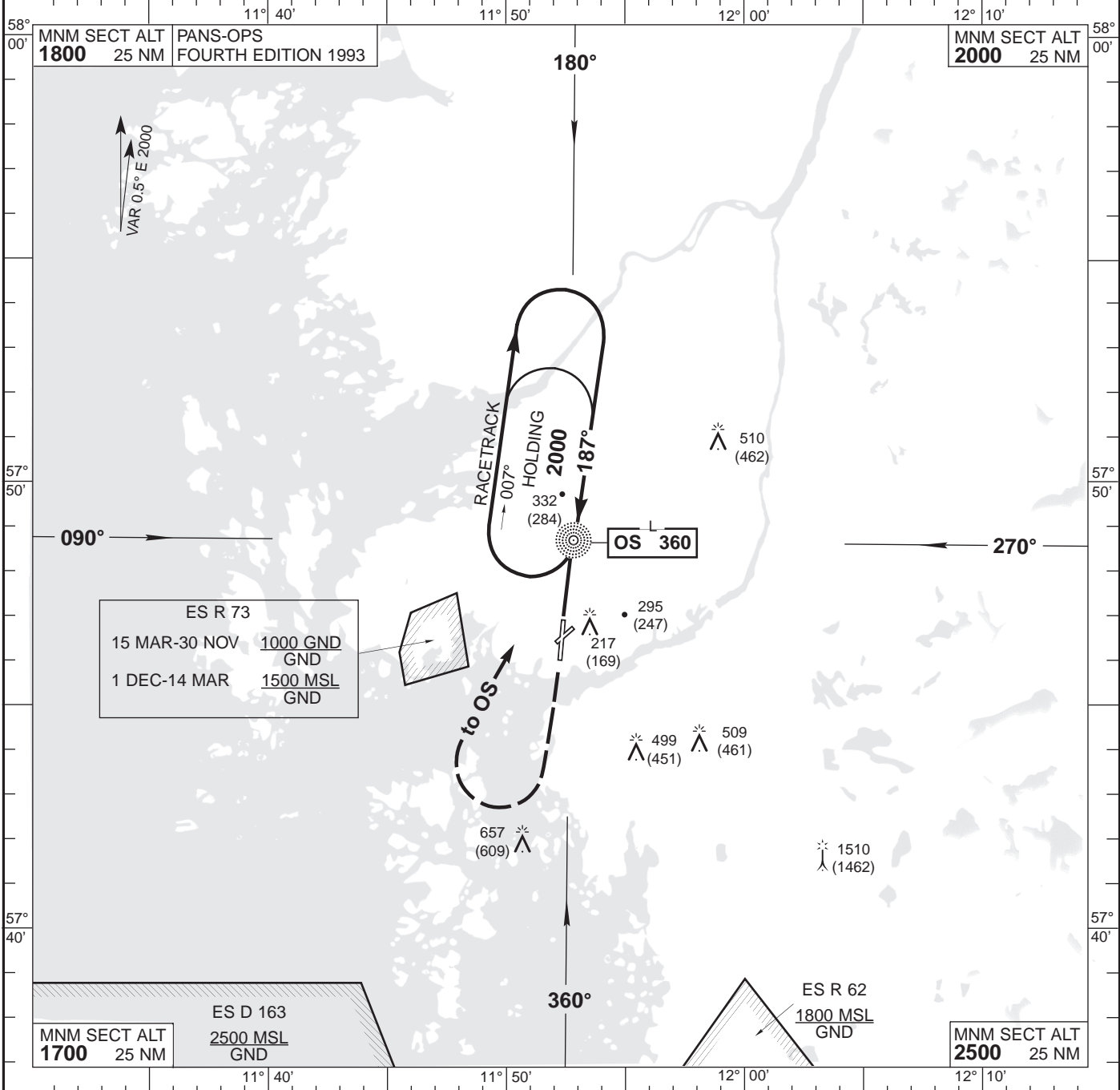
NM				10	5	0	5	10	NM									
				Final approach				Distance FAF-MAPt 4.0 NM										
				OCA (H)				DME 2										
				Distance				DME 3										
Cat of ACFT				A	B	C	D	1060 (1020)				740 (700)						
Straight-in				470 (430)				Speed				kt	80	100	120	140	160	180
Circling				600 (550)	800 (750)	910 (860)	1060 (1010)	Rate of descent				ft/min	425	530	635	745	850	955

INSTRUMENT APPROACH CHART-ICAO  
 1:250 000  
 1 0 1 2 3 4 5 km  
 1 0 1 2 3 NM

THR ELEV 48 ft, AD ELEV 59 ft  
 HGT are related to THR.  
 Circling HGT are related to AD ELEV.  
 BRG are MAG.  
 ALT, HGT and ELEV in ft.

SÄVE TOWER  
 119.050

AD 2-ESGP-5-3  
 NDB 19 (Cat A/B)  
 GÖTEBORG/SÄVE  
 SWEDEN



OCA (H)				Final approach			
				Distance FAF-MAPt 1.69 NM			
Cat of ACFT	A	B	C	D	Speed	kt	80 100 120 140
Straight-in	470 (430)			Not authorized	Time	min:s	1:16 1:01 0:51 0:43
Circling	600 (550)	800 (750)	Rate of descent		ft/min	575 720 860 1005	

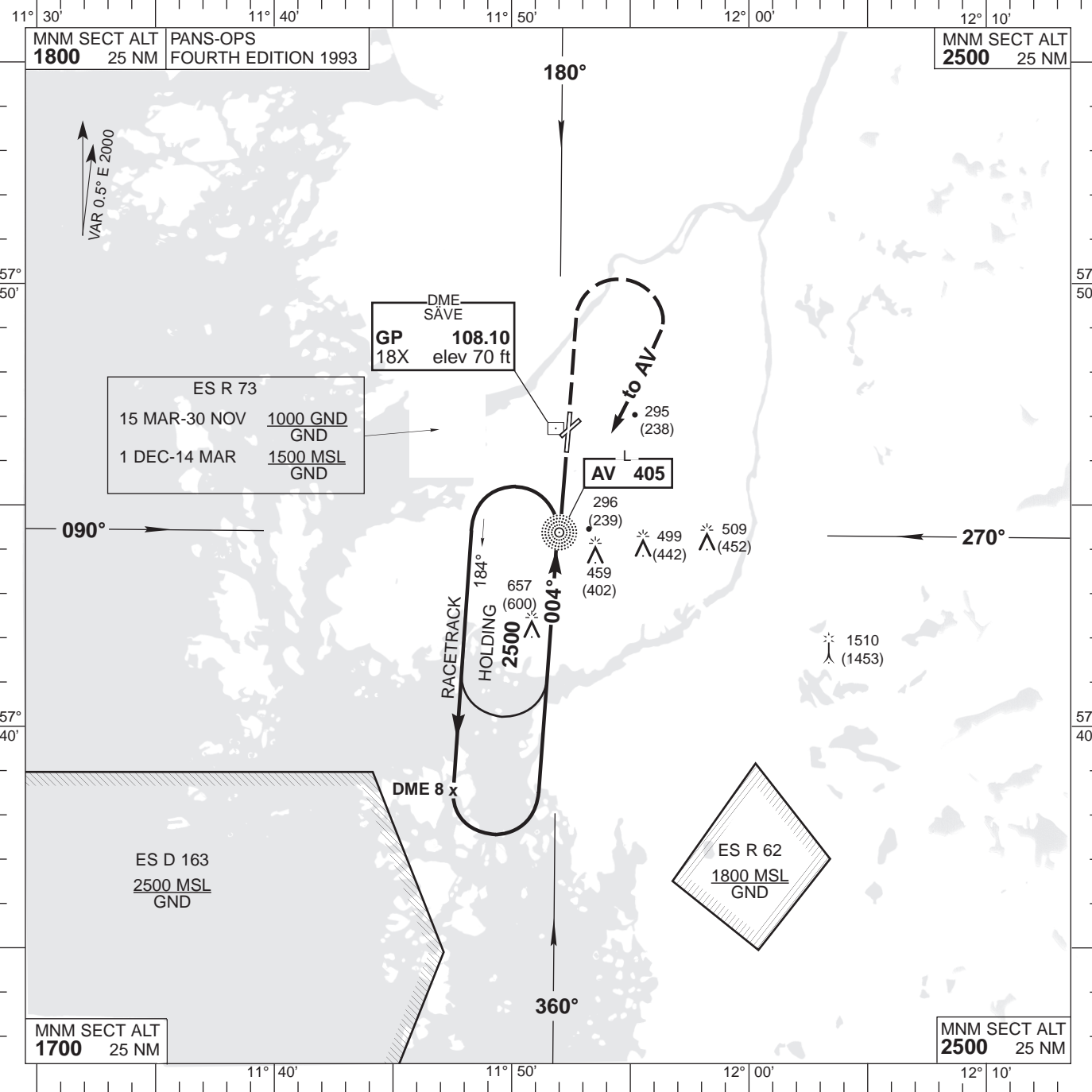
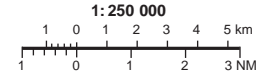
AD 2-ESGP-5-4

**SÄVE TOWER**  
119.050

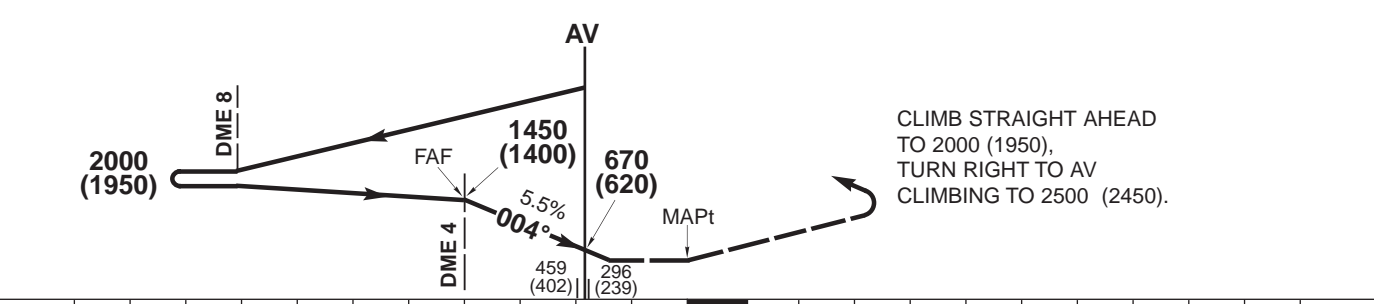
THR ELEV 57 ft, AD ELEV 59 ft  
HGT are related to THR.  
Circling HGT are related to AD ELEV.  
BRG are MAG.  
ALT, HGT and ELEV in ft.

INSTRUMENT  
APPROACH CHART-ICAO

NDB+DME 01  
GÖTEBORG/SÄVE  
SWEDEN



TRANSITION ALTITUDE 5000 MSL    PAPI GP 5.5%    MAX SPEED WITHIN RACETRACK 200 kt IAS    DME 0 at THR

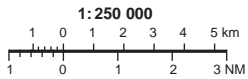


CLIMB STRAIGHT AHEAD TO 2000 (1950), TURN RIGHT TO AV CLIMBING TO 2500 (2450).

NM				10	5	0	5	10	NM					
OCA (H)				Final approach				Distance FAF-MAPt 4.0 NM						
Cat of ACFT				Distance				DME 3		DME 2				
				A	B	C	D	1110 (1060)		780 (730)				
Straight-in				Speed				kt	80	100	120	140	160	180
Circling				Rate of descent				ft/min	445	560	670	780	890	1005
				600 (550)	800 (750)	910 (860)	1060 (1010)							



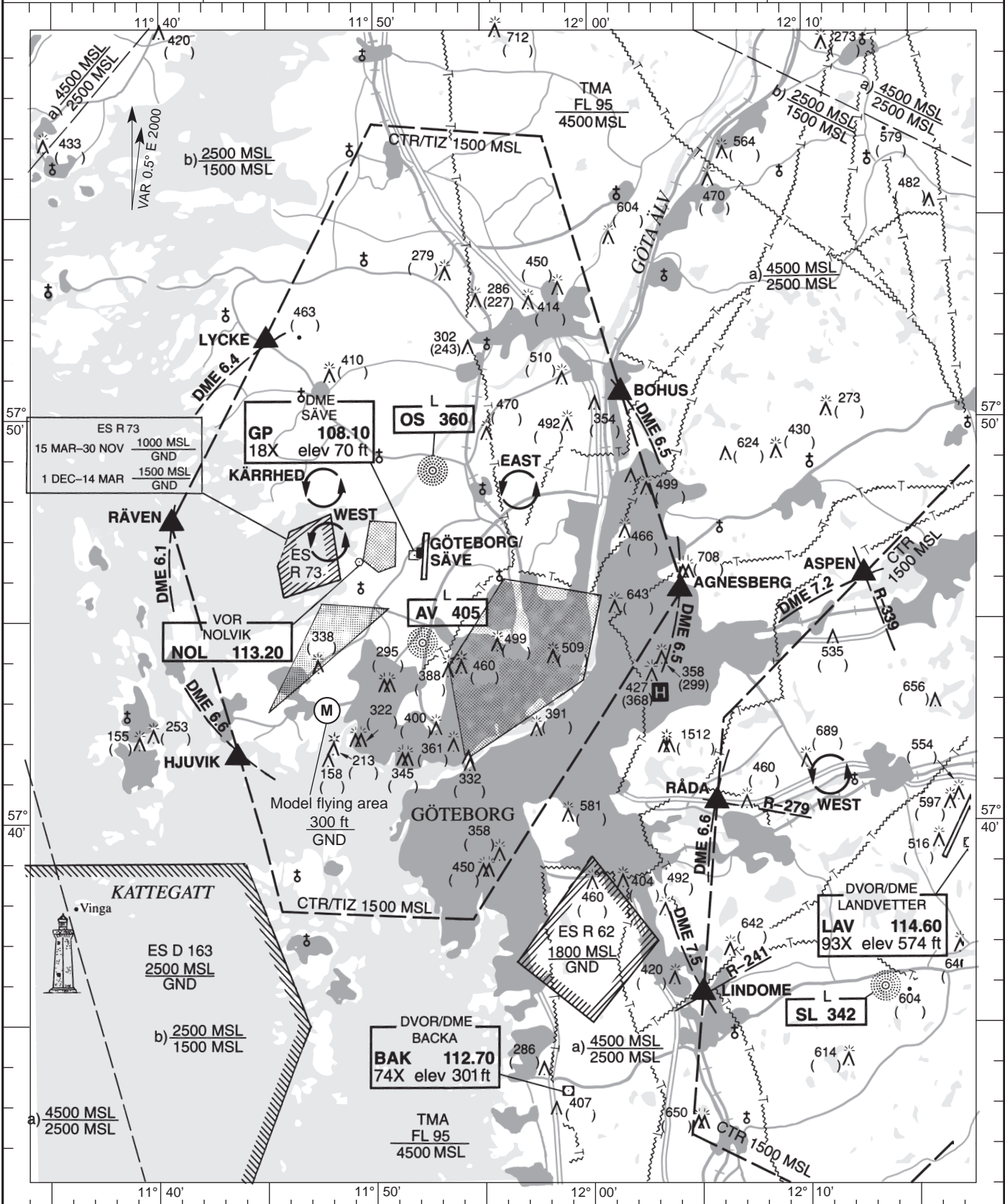
VISUAL  
APPROACH CHART-ICAO



**AD ELEV 59 FEET**  
ELEV and ALT in ft MSL 660  
HGT in ft above AD ELEV (601)

**SÄVE TOWER**  
**119.050**  
**GÖTEBORG CONTROL**  
**124.675**

**AD 2-ESGP-6-1**  
**GÖTEBORG/SÄVE**  
**SWEDEN**



TRANSITION ALTITUDE 5000 MSL		PAPI see overleaf	<p><b>LEGEND</b></p> <p>See GEN 2.3 Details for VFR-traffic see AD 2.22</p> <p>Holding</p> <p>EAST: Hold over powerline west of road E6. KÄRRHED: Hold north of shoreline, over land. WEST: Hold west of Nolvik over the sea.</p> <p>Noise-sensitive area, to be avoided</p>	<p><b>Communication failure</b> Aircraft outside CTR having received no clearance, should land at an aerodrome outside CTR and obtain clearance by telephone for further flight to Göteborg/Säve. If this is not feasible, the aircraft may proceed in VMC at or below 1500 ft MSL via ANGESBERG—holding EAST or RÄVEN—holding KÄRRHED to the aerodrome traffic circuit.</p>
THR -ELEV	RWY 01 : 57 ft RWY 19 : 48 ft			
<p><b>ATS Airspace Classification</b> TMA/CTR: Class C TIZ: Class G Ref ENR 1.4</p>				

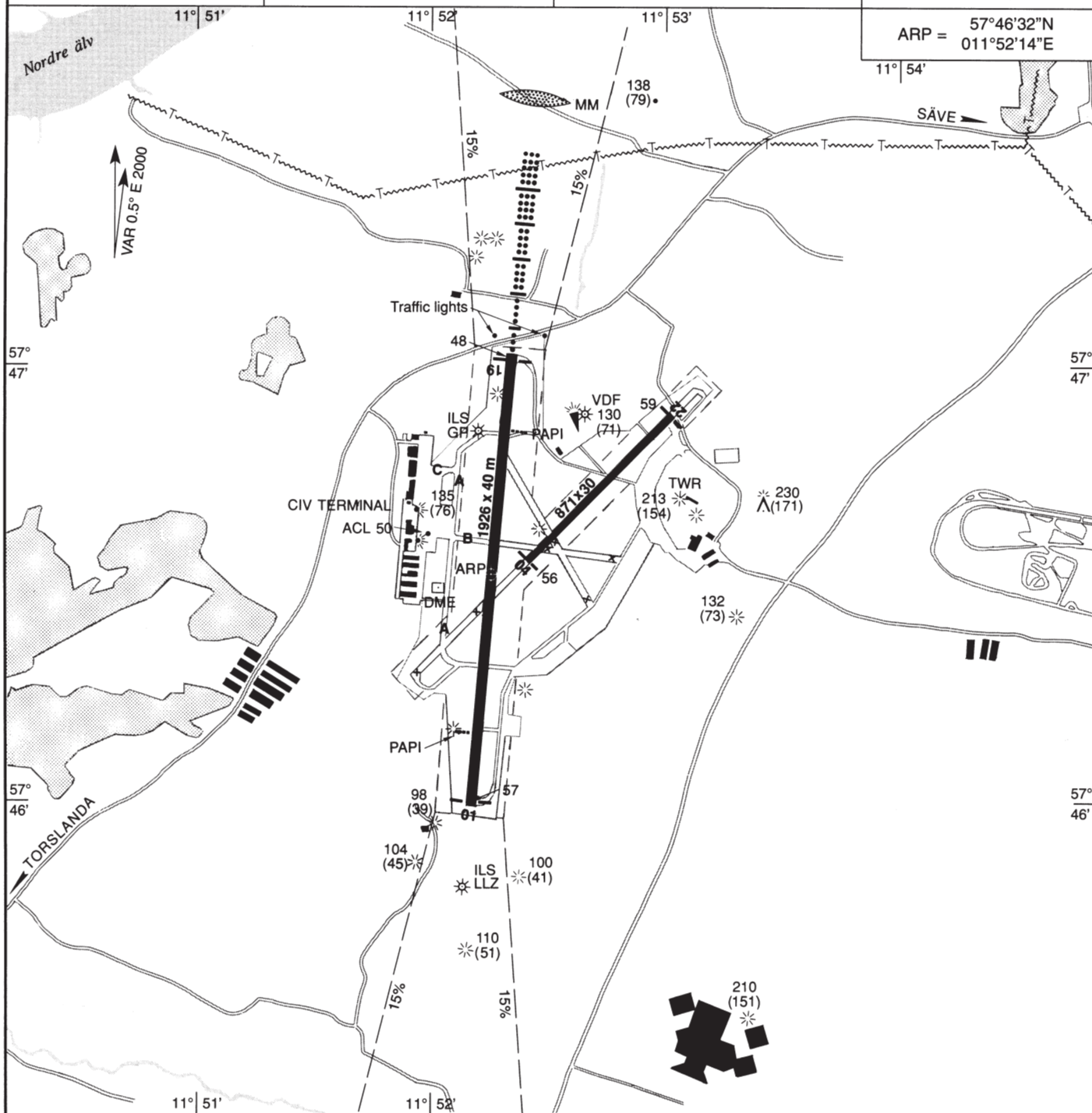
AD 2-ESGP-6-2

GÖTEBORG/SÄVE  
SWEDEN

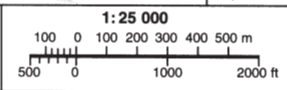
AD ELEV 59 FEET

LANDING CHART

ARP = 57°46'32"N  
011°52'14"E



ELEV and ALT in ft MSL 212  
HGT in ft above AD ELEV (153)



PAPI*	GP 3.0° (5.2 %)	RWY 19
	MEHT 55.8 ft (17.0 m)	
PAPI	GP 3.15° (5.5 %)	RWY 01
	MEHT 50.8 ft (15.5 m)	
APCH	LIL, LIH W 888 m	RWY 19
THR	LIL, LIH G	RWY 01, 19
RWY edge	LIL, LIH W YCZ 600 m	RWY 01, 19
RWY end	LIL, LIH R	RWY 01, 19
TWY	LIL B	
OBST	LIL R	
REMARK	PAPI and LIH can be dimmed Electronic Flashing Approach System Lights to RWY 19 (740 m to 330 m before THR). *PAPI RWY 19: The facility is angled 2.86° to the east of the Runway centreline.	
<b>MILITARY EQUIPMENT</b>		
	Marker boards to RWY 01, 19.	

**GROUND SERVICES**  
See AD 2.2-2.7

**RUNWAY BEARINGS**  
01/19 = GEO 005.00°/185.01°; MAG 004°/184°  
04/22 = GEO 044.44°/224.45°; MAG 044°/224°

**THR-COORDINATES**  
THR 01 = 57°46'00.56"N 011°52'08.33"E  
THR 19 = 57°47'01.01"N 011°52'18.24"E  
THR 04 = 57°46'33.15"N 011°52'20.58"E  
THR 22 = 57°46'53.26"N 011°52'57.51"E

**SURFACE AND STRENGTH**  
See AD 2.8 and 2.12

**SPECIAL REGULATIONS**  
See AD 2.20  
THR 19 permanently displaced 49 m  
Available landing distance 1877 m

ESGP  
13 JUL 2000

CHANGE: TWY-designators, arresting net deleted

From secrecy viewpoint approved for publication  
National Land Survey Office 1987-09-25

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