

Goteborg-LandvetterAirport

IATA/ICAO CODE: GOT/ESGG
 CITY: Goteborg
 COUNTRY: Sweden

AIRPORT CONTACT

No changes reported by the airport in 2011
 Verify information below with the airport

Name:	Thomas Helin	Peder Grundlitz
Title:	Environmental Manager	Airport Manager
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ELEVATION: 506 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
03/21	3299	-	3	45

NOISE ABATEMENT PROCEDURES

See AIP Sweden for details.

Noise Abatement Procedures Over Built-up Areas

1.1 Over the central parts of Goteborg aircraft should not be operated below 2000 ft MSL except when necessary for taking-off or landing.

1.2 Other noise sensitive areas to be avoided are show in AIP Sweden ESGG-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.

1.4 Noise Abatement Departure Procedure alleviating noise close to the airport (NAPD 2) shall be used for SID RWY 03 and 21 (Ref ICAO Procedures for Air Navigation Services - Aircraft Operations (PANS-OPS Doc 8168) Vol 1 - Flight Procedures)

1.5 See Continuous Descent Arrival information below.

For noise monitoring purposes, the number of CDAs below an altitude of 5000 ft will be registered.

When conditions permit do not use more than idle reverser or equivalent especially between 2100-0600 (2000-0500).

CONTINUOUS DESCENT ARRIVAL (CDA)

1.5 Radar based Continuous Descent Approach, CDA

When approaching the airport, the use of CDA procedure and low power, low drag operating procedures are recommended to minimize noise disturbance on the ground. The CDA procedure should begin from as high altitude as possible. The aircraft should be operated as clean as possible during the approach, with as short phase of level flight as possible when intercepting the ILS, provided that this is consistent with ATC speed control requirements and the safe operation of the aircraft.

When inbound traffic is being sequenced by vectoring, clearance below transition altitude will include an estimate of the track distance to touchdown.

When the traffic situation requires, ATC may give clearance which does not comply with CDA procedures.

For noise monitoring purposes, the number of CDAs below an altitude of 5000 ft will be registered.

AIRPORT CURFEWS

Visual approach with aircraft of wake turbulence category M and H and with all jet aircraft must not be carried out between 1900-0700.

PREFERENTIAL RUNWAYS

Runway 21 - at least 75% of the total number of departures and arrivals.

OPERATING QUOTA - **NONE**

ENGINE RUN-UP RESTRICTIONS

For noise and safety reasons permission for test running of engines for maintenance purposes shall be requested from the airport apron on frequency 121.600 MHz or phone 031/94 10 92.

APU OPERATING RESTRICTIONS

APU shall not be used on parking unless required for engine start or adjustment of cabin heat. On these occasions APU must not be started earlier than 5 minutes before estimated time for push back or taxiing.

When the temperature outside exceeds 25 degrees C and where air cannot otherwise be circulated in the cabin, APU may be started at a maximum of 20 minutes before estimated time for push back or taxiing.

NOISE BUDGET RESTRICTIONS - **NONE**

EMISSIONS SURCHARGE

[Current Tariff Regulations AIC Sweden March 11, 2010](#)

NOISE SURCHARGE

[Current Tariff Regulations AIC Sweden March 11, 2010](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM

To be implemented.

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS - [NONE](#)