

# Jonkoping Airport

IATA/ICAO CODE: JKG/ESGJ  
 CITY: Jonkoping  
 COUNTRY: Sweden

## AIRPORT CONTACT

Information updated by the airport 2/2011

Name:	Hazze Sandström	Anders Hallin
Title:	Airport Manager	Administrative coordinator
Airport:	Jonkoping Airport AB	Jonkoping Airport AB
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Airport Web Site:	<a href="http://www.jonkopingairport.se">www.jonkopingairport.se</a>	

ELEVATION: 741 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
01/19	2203	-	-	45
11/29	-	-	-	

## NOISE ABATEMENT PROCEDURES

Aircraft not following SID:

For propeller driven aircraft with MTOW exceeding 5,700 kg and for all jet aircraft the following applies:

- a) after take-off RWY 01 right hand turn must not be initiated until passing L OA or
- b) after take-off RWY 19 left hand turn must not be initiated until passing L OJ

When conditions permit do not use more than IDLE reverse or equivalent between 2100-0600 (2000-0500)

Over Built Up Areas: Over the central parts of Jonkoping and Huskvarna aircraft should not be operated below 2000 ft MSL except when necessary for take-off or landing.

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. (SEE AIP Sweden for details).

**CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)**

**AIRPORT CURFEWS - [NONE](#)**

**PREFERENTIAL RUNWAYS**

Most landings are performed on Runway 19 (70 %) and takeoffs on Runway 01.  
ILS only available on R19. Please try to use R01 if possible to reduce noise during landing over built up areas.

**OPERATING QUOTA - [NONE](#)**

**ENGINE RUN-UP RESTRICTIONS - [NONE](#)**

**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 15 minutes before estimated time for taxiing.

**NOISE BUDGET RESTRICTIONS - [NONE](#)**

**EMISSIONS SURCHARGE**

<a href="#">Current Tariff Regulations AIC Sweden March 11, 2010</a>
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**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 - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM  
Swedavia “ANOMS”

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS  
Chapter 2 airplanes >75,000 lbs are ban 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](#)