

AD 2. AERODROMES**ESOE AD 2.1 AERODROME LOCATION INDICATOR AND NAME****ESOE – ÖREBRO****ESOE AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

2.2.1	ARP coordinates and site at AD	591341N 0150224E RWY, 575 m from THR 19
2.2.2	Direction and distance from (city)	WSW 5.6 NM from Örebro
2.2.3	Elevation/Reference temperature	57.4 m 188 ft/+23°C
2.2.4	Geoid undulation	28.9 m/95 ft
2.2.5	MAG VAR/Annual change	3.0° E 2005/+0.1 increasing
2.2.6	AD Administration, address, telephone, telefax, telex, AFS	Örebro Läns flygplats AB Örebro Airport SE–705 94 Örebro TEL: +46 (0)19 30 70 00 Fax: +46 (0)19 24 11 13 Telex: – AFS: ESOE E-mail: handling@orb.airport.se Web: www.esoe.se
2.2.7	Types of traffic permitted (IFR/VFR)	IFR/VFR. Max RWY ref code 4D
2.2.8	Remarks	PPR to IFR traffic outside TWR hours

ESOE AD 2.3 OPERATIONAL HOURS

2.3.1	AD Administration	MON–FRI 0700–1500 (0600–1400)
2.3.2	Customs and immigration	Ref AIP SUP/NOTAM. CUST AD
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 2.3.4 above
2.3.6	MET Briefing Office	As 2.3.4 above
2.3.7	ATS	Ref AIP SUP/NOTAM
2.3.8	Fuelling	Ref AIP SUP/NOTAM
2.3.9	Handling	O/R
2.3.10	Security	HO
2.3.11	De-icing	Ref AIP SUP/NOTAM
2.3.12	Remarks	–

ESOE AD 2.4 HANDLING SERVICES AND FACILITIES

2.4.1	Cargo-handling facilities	Available, all types
2.4.2	Fuel/oil types	Jet A1, 100LL/2380, EE80
2.4.3	Fuelling facilities/capacity	Jet A1 200 000 l fuel truck, 100LL 20 000 l stationary
2.4.4	De-icing facilities	Type I and II, mobile units
2.4.5	Hangar space for visiting acft	Available, light aircraft O/R
2.4.6	Repair facilities for visiting acft	Available, light aircraft O/R
2.4.7	Remarks	–

ESOE AD 2.5 PASSENGER FACILITIES

2.5.1	Hotels	In Örebro
2.5.2	Restaurants	In Örebro
2.5.3	Transportation	Taxis, rental cars
2.5.4	Medical facilities	In Örebro
2.5.5	Bank and Post Office	In Örebro
2.5.6	Tourist Office	In Örebro
2.5.7	Remarks	–

ESOE AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

2.6.1	AD category for fire fighting	Cat 6, upgrade O/R
2.6.2	Rescue equipment	By arrangement, municipal rescue service
2.6.3	Capability for removal of disabled aircraft	By arrangement
2.6.4	Remarks	–

ESOE AD 2.7 SEASONAL AVAILABILITY – CLEARING

2.7.1	Types of clearing equipment	Sweepers, 4 units, slinger, spreaders
2.7.2	Clearance priorities	RWY, TWY, Apron
2.7.3	Remarks	–

ESOE AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

2.8.1	Apron surface and strength	ASPH PCN 45 F/B/X/T
2.8.2	Taxiway width, surface and strength	23 m ASPH PCN 38 F/B/X/U
2.8.3	ACL, location and elevation	Apron 174 ft/53.0 m
2.8.4	VOR/INS checkpoints	Not established
2.8.5	Remarks	NIL

ESOE 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 compulsory
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	TWY A and B
2.9.4	Remarks	NIL

ESOE 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	

See ESOE-3-1 (AOC)

See ESOE-5-1 (IAC)

ESOE 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 Chart, Low level forecasts (plain language)
2.11.8	Supplementary equipment available for providing information	–
2.11.9	ATS units provided with information	Örebro TWR
2.11.10	Additional information (limitation of service, etc.)	Flight planning room available

ESOE 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	011.68° GEO 009° MAG	2602x45	PCN 45 F/B/X/T ^{*)} ASPH	591239.54N 0150158.13E	THR 161 ft/49.0 m TDZ 161 ft/49.0 m Geoid undulation 95 ft/28.9 m
19	191.68° GEO 189° MAG	2602x45		591401.87N 0150231.33E	THR 188 ft/57.4 m TDZ 188 ft/57.4 m Geoid undulation 95 ft/28.9 m
Slope of RWY-SWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
7	8	9	10	11	12
01 See AOC	NIL	300x150	2722x300	NIL	^{*)} PCN 70 accepted occasionally. Shoulders available, width 7.5 m
19	NIL	300x150		NIL	

ESOE AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
01	2602	2902	2602	2602	
19	2602	2902	2602	2602	

ESOE 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	Barette CL Cat I 900 m LIH	Green	Left/3.0° 50.5 ft/15.4 m	NIL	NIL	2602/60 m White Caution zone 600 m yellow LIH	Red	NIL
19	Cat I 900 m LIH	Green	Left/3.0° 50.5 ft/15.4 m	NIL	NIL	2602/60 m White Caution zone 600 m yellow LIH	Red	NIL
10. Remarks:								

ESOE 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 N TWY At RWY ends
2.15.3	TWY edge and centre line lighting	Edge lights
2.15.4	Secondary power supply/switch-over time	Available/8 sec
2.15.5	Remarks	—

ESOE AD 2.16 HELICOPTER LANDING AREA

RWY 01/19 to be used

ESOE AD 2.17 ATS AIRSPACE

2.17.1	Designation and lateral limits	ÖREBRO CTR 592534N 0150149E–592434N 0151325E–591224N 0151228E– 590200N 0150331E–590257N 0145213E–591443N 0145216E– 592534N 0150149E
2.17.2	Vertical limits	<u>2000 ft/600 m MSL</u> GND
2.17.3	Airspace classification	C
2.17.4	ATS unit call sign Language(s)	ÖREBRO TOWER Swedish/English
2.17.5	Transition altitude	5000 ft/1500 m
2.17.6	Remarks	—

ESOE AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
TWR	ÖREBRO TOWER	120.275 MHz 121.500 MHz 133.600 MHz	HO HX	Primary freq

ESOE 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 (3.0° E 2005)	NOE	108.50 MHz	H24	591231.0N 0150154.4E		271 m beyond THR 01
GP		329.90 MHz		591349.6N 0150234.1E		Angle 3.0° RDH 50 ft/15.1 m 362 m past THR 19 left side
OM				591727.7N 0150354.4E		009° MAG 6504 m from THR 19
MM				591438.3N 0150246.0E		009° MAG 1151 m from THR 19
LLZ 01 ILS CAT 1 (3.0° E 2005)	SOE	109.10 MHz		591418.8N 0150238.2E		535 m beyond THR 19
GP		331.40 MHz		591249.7N 0150154. 5E		Angle 3.0° RDH 49 ft/15 m 296 m past THR 01 left side
OM				590802.2N 0150010.8E		189° MAG 8747 m from THR 01
MM				591210.6N 0150146.5E		189° MAG 915 m from THR 01
DME	SOE	109.10 MHz	H24	591349.4N 0150234.5E	197 ft/60 m	DME channel 28X
NDB 19	EN	400 kHz	H24	591727.7N 0150354.4E		009° MAG 6504 m from THR 19 Range 60 km/30 NM
NDB 01	RB	375 kHz	H24	590802.3N 0150010.8E		189° MAG 8747 m from THR 01 Range 60 km/30 NM

ESOE AD 2.20 LOKALA TRAFIKFÖRESKRIFTER

Under icke öppethållning skall trafikvarv flygas W RWY.

PPR för skolflygning enligt IFR inom CTR/TMA.

Start- och landningsövningar och upprepade instrumentin-flygningar tillåts endast under tiden 0600–2100 (0500–2000).

ESOE AD 2.20 LOCAL TRAFFIC REGULATIONS

Traffic circuit W of RWY when TWR is not in operation.

PPR for IFR training flights within CTR/TMA.

Take-off and landing exercises and repeated instrument approaches accepted only between 0600–2100 (0500–2000).

ESOE AD 2.21 MINSKNING AV BULLERSTÖRNING

Ankommande: Fram till slutlig inflygning bibehålla en flyghöjd som inte förorsakar en markbullernivå som överstiger 70 dB(A). Restriktionen ingår i klarering.
Reversering bör ej utföras 2100–0600 (2000–0500).

Avgående: **RWY 01** Vid start skall rak utflygning tillämpas till sådan höjd uppnåts/passerats att markbullernivån underskrider maximala 70 dB(A). Restriktionen ingår i klarering.

RWY 19 Vid start skall utflygning ske via RB, därefter högersväng på kurs 240° tills sådan höjd uppnåts/passerats att markbullernivån underskrider maximala 70 dB(A). Restriktionen ingår i klarering.

Luftfartyg med MTOW mindre än 2000 kg skall tillämpa rak utflygning RWY 01/19 till 1500 ft har uppnåts innan sväng får påbörjas. Restriktionen ingår ej i klarering.

ESOE AD 2.21 NOISE ABATEMENT PROCEDURES

Arrivals: Maintain a height during approach where the noise emission reaching ground is below 70 dB(A) until on final. Restriction included in ATC clearance.
Engine reverse should not be applied 2100–0600 (2000–0500).

Departures: **RWY 01** Climb on RWY track until reaching/passing a height where the noise emission reaching ground is below 70 dB(A). Restriction included in ATC clearance.

RWY 19 Climb on RWY track until passing RB, then turn right heading 240° until reaching/passing a height where the the noise emission reaching ground i below 70 dB(A). Restriction included in ATC clearance.

Aircraft with MTOW not exceeding 2000 kg departing RWY 01/19 shall climb straight ahead to 1500 ft until turn is initiated. Restriction not included in ATC clearance.

ESOE AD 2.22 FLYGPROCEDURER**1. Startprocedurer, omnidirectional**

RWY	Procedure	Significant obstacle		
		Obstacle	Elevation (ft)	Direction (GEO)/Dist (m) from THR
01	Climb straight ahead to MNM turning ALT 600 ft. Continue climb to appropriate MSA.	Pylon	1907	002°/24360
19	Climb straight ahead to MNM turning ALT 600 ft. Continue climb to appropriate MSA.	Pylon	1907	001°/21800

ESOE AD 2.22 FLIGHT PROCEDURES**1. Omnidirectional departure procedures**

2. VFR-flygning inom Örebro TMA/CTR

2.1 Luftfartyg skall följa föreskrifterna i ENR mom 1.2.4 och 1.2.5. Därutöver gäller nedanstående föreskrifter.

2.1.1 Normala in- och utpasseringspunkter
Se ESOE-6-1

2.1.2 Väntlägen
Se ESOE-6-1

2.1.3 Avbrott i radioförbindelse
Se ESOE-6-1

ESOE AD 2.23 ÖVRIG INFORMATION

Segelflygstråk E fältet. PPR TEL +46 (0)19 24 10 60.

Lågsiktsprocedurer etablerade.

Nedsvep kan förekomma på final RWY 19.

ESOE AD 2.24 TILLHÖRANDE KARTOR

AD Chart	
AOC	RWY 01/19
IAC	NDB+DME+ILS 19
IAC	NDB 19
IAC	NDB+DME+ILS 01
IAC	NDB+DME 01
VAC	

2. VFR flight within Örebro TMA/CTR

2.1 Aircraft shall adhere to the procedures stipulated in ENR para 1.2.4 and 1.2.5. In addition, the procedures specified below shall be applied.

2.1.1 Normal entry and exit points
See ESOE-6-1

2.1.2 Holdings
See ESOE-6-1

2.1.3 Communication failure
See ESOE-6-1

ESOE AD 2.23 MISCELLANEOUS

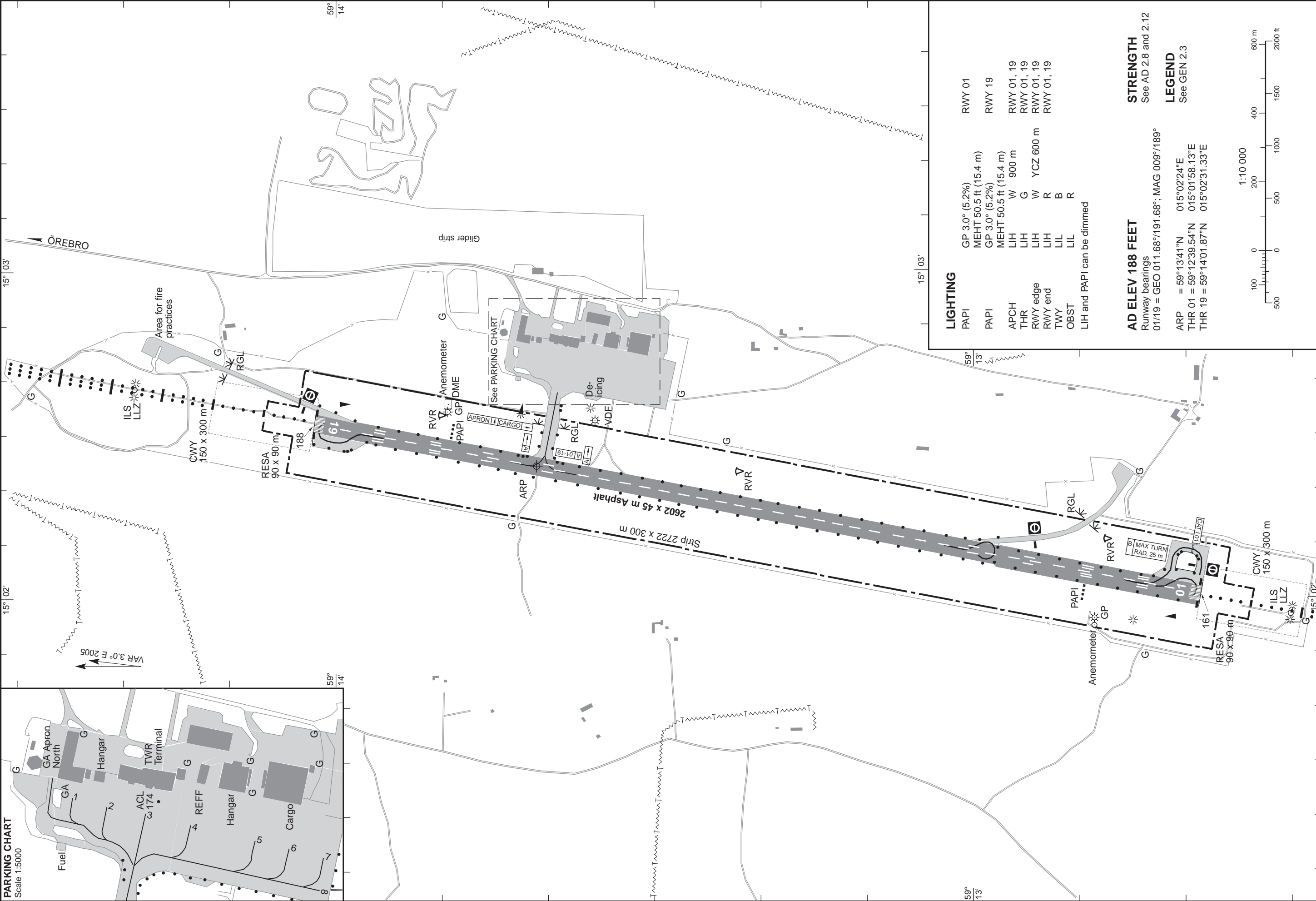
Glider strip E of field. PPR TEL +46 (0)19 24 10 60.

Low visibility procedures established.

Downdraught may occur on final RWY 19.

ESOE AD 2.24 RELATED CHARTS

ESOE-2-1
ESOE-3-1
ESOE-5-1
ESOE-5-2
ESOE-5-3
ESOE-5-4
ESOE-6-1



LIGHTING

PAPI	GP 3.0° (5.2%)	RWY 01
PAPI	MEHT 50.5 ft (15.4 m)	RWY 19
APCH	GP 3.0° (5.2%)	RWY 01, 19
THR	MEHT 50.5 ft (15.4 m)	RWY 01, 19
RWY edge	LIH W 900 m	RWY 01, 19
RWY end	LIH W YCZ 600 m	RWY 01, 19
TWY	LIH B	RWY 01, 19
OBST	LIL R	

AD ELEV 188 FEET

Runway bearings

01/19 = GEO 011.68°/191.68°; MAG 009°/189°

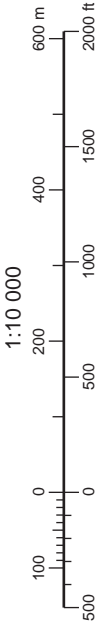
STRENGTH

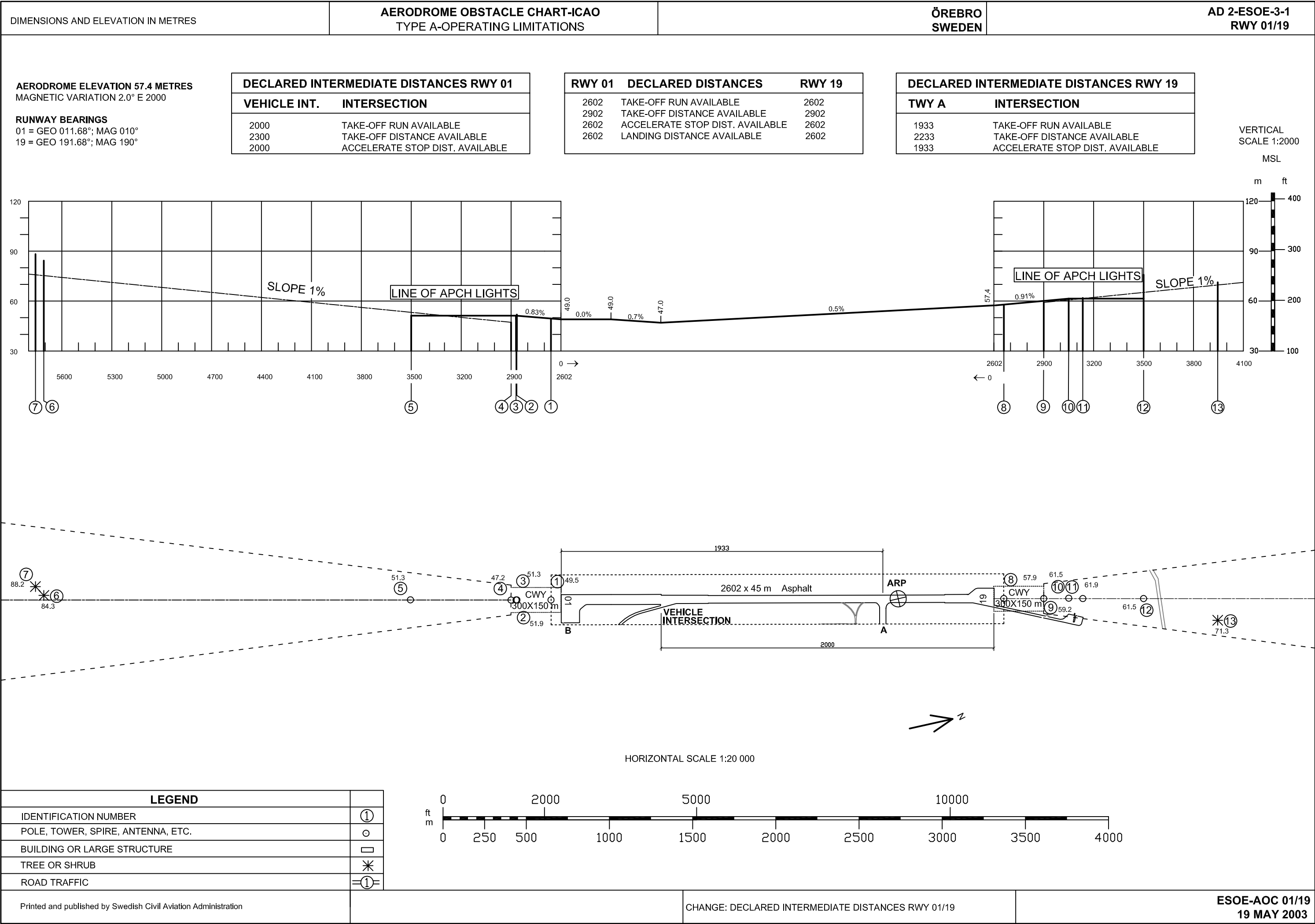
See AD 2.8 and 2.12

LEGEND

See GEN 2.3

ARP = 59°13'41"N 015°02'24"E
THR 01 = 59°12'39.54"N 015°01'58.13"E
THR 19 = 59°14'01.87"N 015°02'31.33"E





AD 2-ESOE-5-2

ÖREBRO TOWER 120.275

THR ELEV 188 ft, AD ELEV 188 ft

HGT are related to THR.

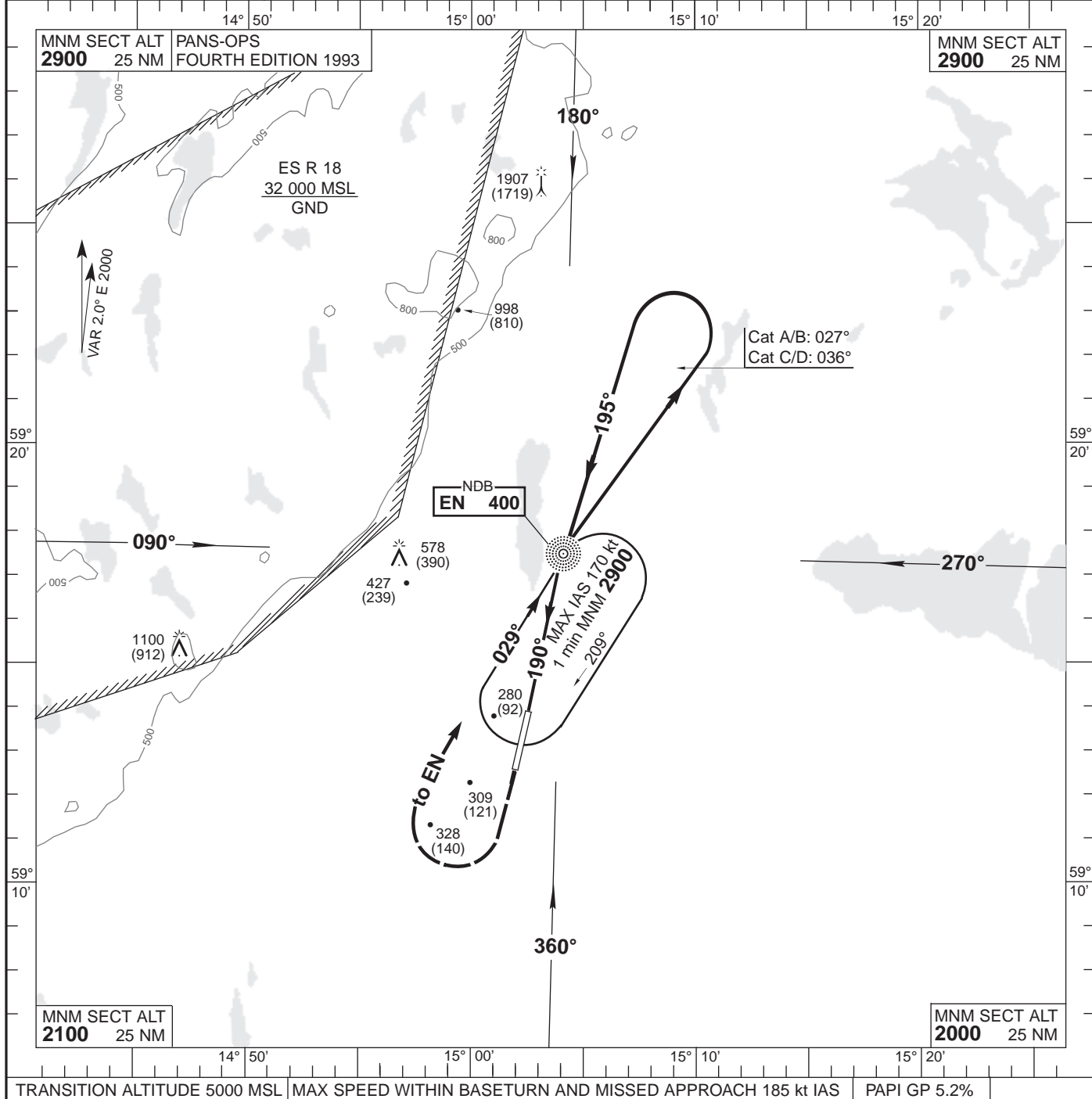
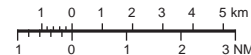
Circling HGT are related to AD ELEV.

BRG are MAG.

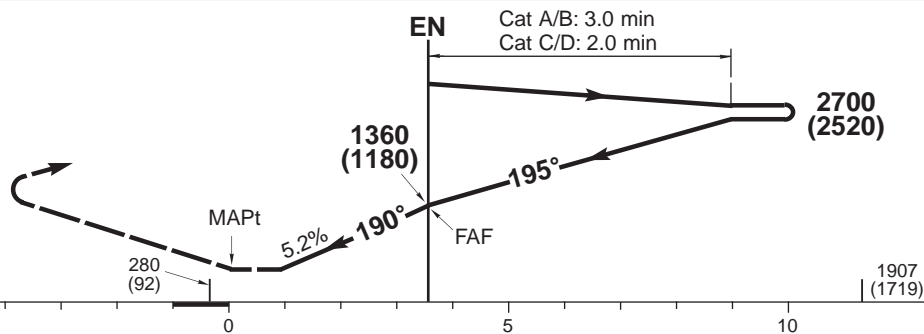
ALT, HGT and ELEV in ft.

INSTRUMENT
APPROACH CHART-ICAONDB 19
ÖREBRO
SWEDEN

1:250 000



CLIMB STRAIGHT AHEAD
TO 1500 (1320),
TURN RIGHT TO EN
CLIMBING TO 2900 (2720).



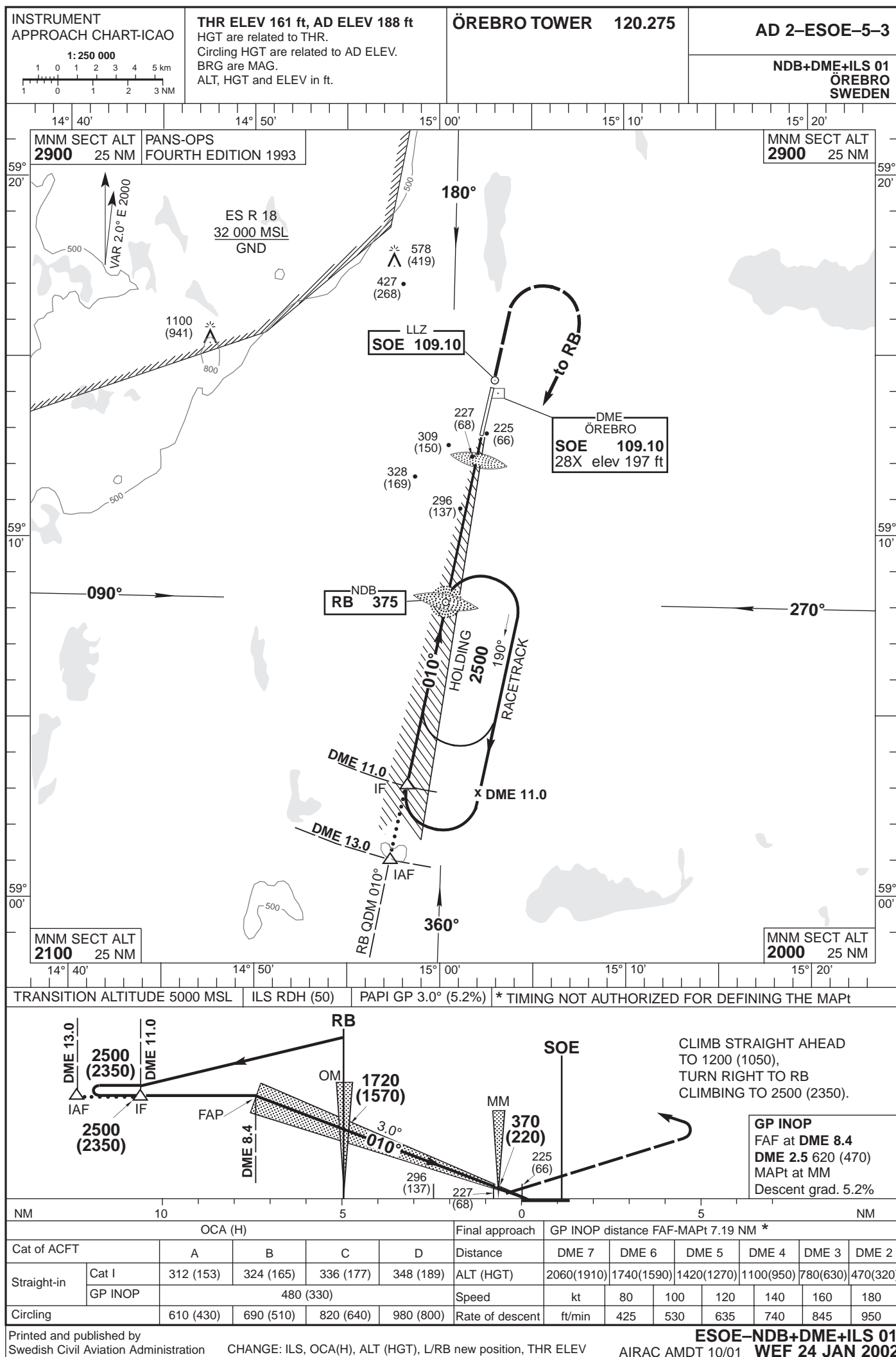
NM 5 0 5 10 NM

					Final approach							
OCA (H)					Distance FAF-MAPt 3.50 NM							
Cat of ACFT	A	B	C	D	Speed	kt	80	100	120	140	160	180
Straight-in	530 (350)				Time	min:s	2:38	2:06	1:45	1:30	1:19	1:10
Circling	610 (430)	690 (510)	820 (640)	980 (800)	Rate of descent	ft/min	425	530	635	740	845	950

ESOE-NDB 19
17 MAY 2001

CHANGE: Circling

Printed and published by
Swedish Civil Aviation Administration



AD 2-ESOE-5-4

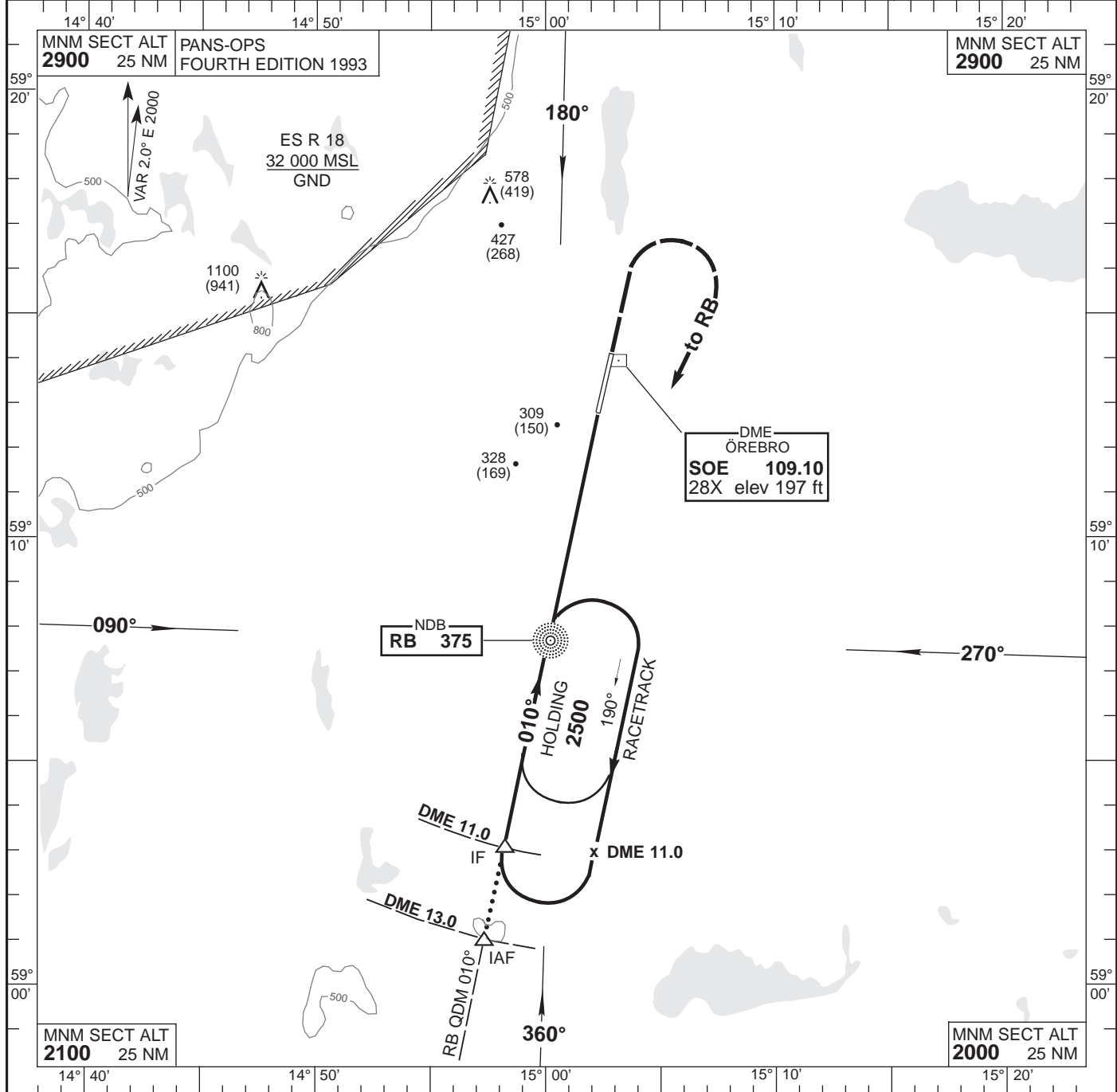
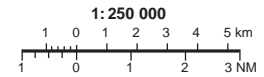
ÖREBRO TOWER 120.275

THR ELEV 161 ft, AD ELEV 188 ft

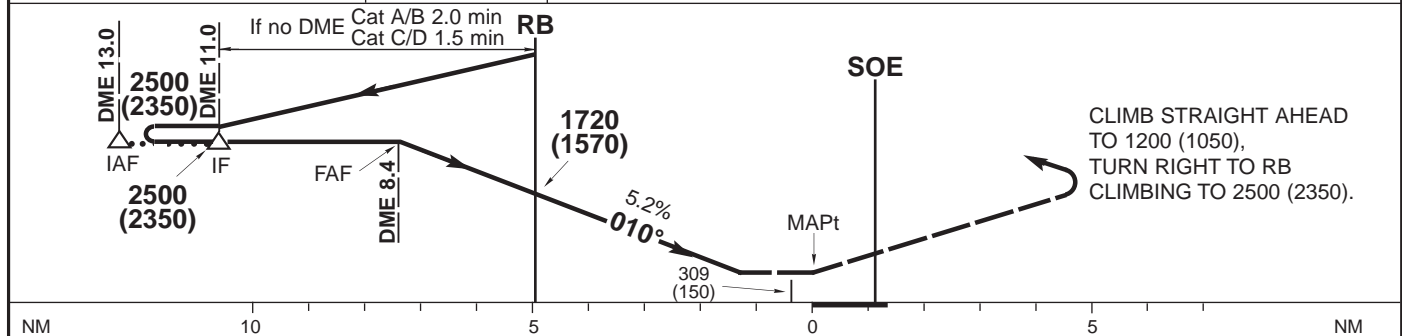
HGT are related to THR.
Circling HGT are related to AD ELEV.
BRG are MAG.
ALT, HGT and ELEV in ft.

INSTRUMENT
APPROACH CHART-ICAO

NDB+DME 01
ÖREBRO
SWEDEN



TRANSITION ALTITUDE 5000 MSL PAPI GP 5.2%



OCA (H)					If no DME FAF at RB 1720 (1570) MAPt at THR Descent grad. 5.2%	Final approach	Distance FAF-MAPt 7.19 NM							
Cat of ACFT	A	B	C	D		Distance	DME 5		DME 4		DME 3		DME 2	
Straight-in	560 (410)					ALT (HGT)	1420 (1270)		1100 (950)		780 (630)		470 (320)	
Circling	610 (430)	690 (510)	820 (640)	980 (800)		Speed	kt	80	100	120	140	160	180	
						Rate of descent	ft/min	425	530	635	740	845	950	

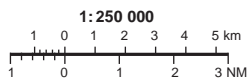
ESOE-NDB+DME 01

WEF 24 JAN 2002 AIRAC AMDT 10/01

CHANGE: L/RB new position, THR ELEV

Printed and published by
Swedish Civil Aviation Administration

VISUAL
APPROACH CHART-ICAO



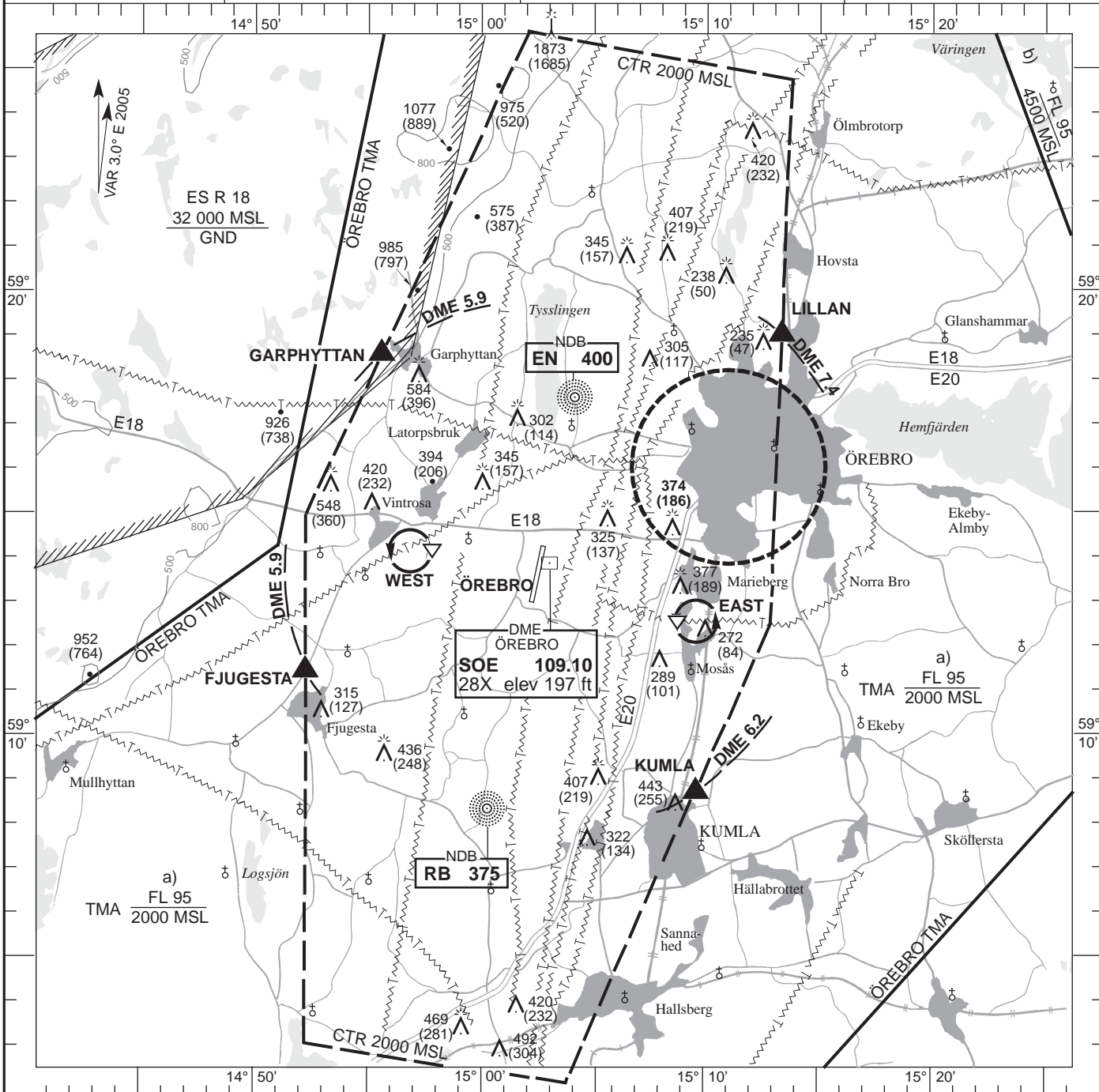
AD ELEV 188 FEET

ELEV and ALT in ft MSL 276
HGT in ft above AD ELEV (88)

**ÖREBRO TOWER
120.275**

AD 2-ESOE-6-1

**ÖREBRO
SWEDEN**



TRANSITION ALTITUDE 5000 MSL

PAPI see AD2-ESOE-2-1

THR -ELEV RWY 01 : 161 ft
RWY 19 : 188 ft

ATS Airspace Classification
TMA/CTR: Class **C**
Ref ENR 1.4

Communication failure

1. SQUAWK 7600
2. Enter CTR via KUMLA – Holding EAST or via FJUGESTA – Holding WEST at or below 1000 ft MSL to traffic circuit. Transmit blind your intentions.
3. Flash LDG-lights and watch TWR for optical signals.

LEGEND

See GEN 2.3

HOLDINGS

WEST: Hold south of Vintrosa, west of point 591406N 0145728E
EAST: Hold above racecourse, east of point 591235N 0150820E

REMARK

TFC CIRCUIT W OF FIELD ONLY

Entry or exit point

LILLAN 591853N 0151258E
KUMLA 590842N 0150917E
FJUGESTA 591119N 0145215E
GARPHYTTAN 591835N 0145540E

INTENTIONALLY BLANK