

ESGG - Göteborg/Landvetter

Overview

Göteborg/Landvetter is Gothenburg's main airport and the second busiest airport in Sweden. It is located around 25 km east of the city of Gothenburg. The airport opened in 1977. Landvetter has over 4 million passengers annually, and has a capacity for up to 6 million passengers.

Around 25 airlines operate at Landvetter, serving around 50 destinations with scheduled passenger flights, as well as many charter destinations. There are domestic services to Stockholm (both Arlanda and Bromma) and several other destinations, mostly in northern Sweden. Landvetter is also an important cargo terminal.

Airport Charts

Parking stands

Available stands

<https://stands.vatsim-scandinavia.org/?icao=ESGGframeless=true>

Stand allocation - Who parks where

The airport website shows the real gate for each **DEPARTING** and **ARRIVING** flight.

- **FBO Landvetter Jet Center**
 - (Stand 1) For small GA and aircraft going to Cessna maintenance hangar
- **Cargo**
 - (Stand 5-10, 42-44) - All cargo airlines

- **Passenger Terminal**

- (Stand 12-19) - Schengen and domestic flights
- (Stand 20-21) - Schengen and Non-Schengen flights
- (Stand 22-23) - Non-Schengen flights

- **Remote Parking**

- Stand 30-41A, 46-78 - Regional Jets, Turboprops and GA.

Operations with large aircraft

Aircraft with wingspan more than 65 m (e.g. A124, A388 and B748) are parked at stand 43.

- Entry to apron via TWY Y, F.
- Departure: Power out onto TWY Y, no pushback required.

IFR Clearance

At first contact with Clearance Delivery state stand position and latest received ATIS transmission including identification letter and QNH.

- **If unable to follow FMS/RNAV SID**, inform ATC when requesting clearance. Expect to be assigned a SID and to follow special instructions given in the SID charts.

SID Assignment

Unless otherwise instructed, **aircraft cleared via SID shall climb to 5000 ft.**

Propeller departures

Between 07 and 22 local time, propeller aircraft may be cleared via propeller SIDs followed by radar vectoring with initial **climb clearance varying between 4000 and 5000 ft.**

Pushback

Pushback is normal procedure for aircraft Code B and larger.

Generally, a push-back direction is included in the clearance, **facing north or south.**

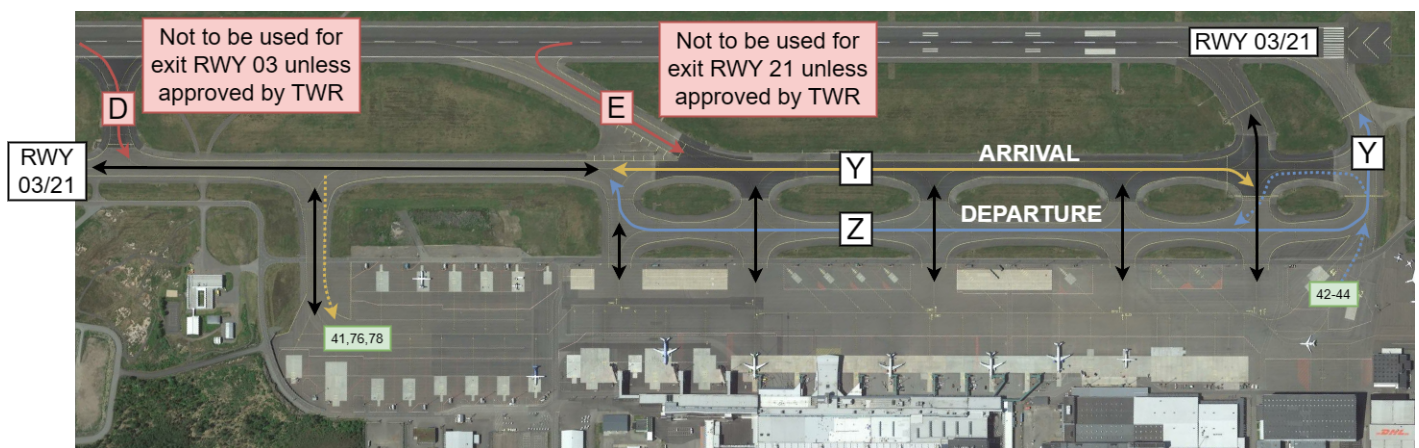
Use of transponder

The assigned transponder code shall be selected and the transponder activated at the request for push-back. After landing, the transponder shall remain activated until reaching the parking stand and be switched to standby immediately after parking.

Taxi

Landing aircraft shall, after landing, **completely vacate the runway** and hold position on TWY Y until taxi clearance is obtained.

Overview of standard taxi procedures



Refer to **airport charts** (Aerodrome ground movement chart/DEPARTURE or ARRIVAL) for actual procedures.

Taxi instructions according to the chart above are to be expected, deviations from this is at the controllers discretion.

- TWY C not to be used for exit RWY 03 unless approved by ATC
- TWY D not to be used for exit RWY 03 unless approved by ATC.
- TWY E not to be used for exit RWY 21 unless approved by ATC.

Take-off and climb

Unless otherwise instructed, **aircraft cleared via SID shall climb to 5000 ft.**

Contact Göteborg Control when instructed by TWR.

On initial contact with Göteborg Control report altitude to verify transponder Mode C readout.

If unable to follow FMS/RNAV SID, inform Göteborg Control on initial contact stating “unable RNAV SID.”

RNAV STAR

Advise if unable to follow RNAV STAR. Radar vectoring will be provided.

Observe the maximum flight levels when arriving via LOBBI/MAKUR.

When cleared to a lower level or cleared for approach while on a STAR, minimum levels as published in the STAR must still be followed.

RNP approaches

Curved (RNP-AR) and straight RNP approaches are available on request.

Speed restrictions

Maximum speed in Göteborg TMA below FL100 is 250 knots, unless otherwise instructed by ATC.

Traffic cleared via STAR is requested to perform a continuous descent operation (CDO) and to use descent speed 260 knots or less. (Complying with speed restriction below FL100).

Aircraft shall maintain minimum 160 knots until OM or 4 NM final, advise ATC if unable.

Visual approach

Visual approach is normally not permitted, except for propeller aircraft WTC L.

Missed approach

Missed approach procedure: climb straight ahead to 3000 ft.

Use of runways

Note: Runway in use is at the discretion of the air traffic controllers, they do not have to follow what is used in reality.

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