

RNP AR (Authorization Required) approach procedures at GÖTEBORG/Landvetter

Note: This information must be included in Company Route Manuals.

GENERAL

The RNP AR procedures to GÖTEBORG/Landvetter are designed to shorten the flight distance and thereby minimizing air pollution and noise dispersion.

APPROVED USERS, EQUIPMENT AND OPERATIONS

1. The operator must have a Baro VNAV approval issued by its Civil Aviation Authority.
2. The operator must have a special approval by the Competent Authority (State of Operator/State of Registry).
3. The RNP AR approach procedure requires a navigation accuracy of RNP 0.3 and RF-leg capability. The vertical guidance is based on Baro VNAV with GNSS and IRS and requires RNAV equipment which uses barometric altimeter input.
4. The RNP STAR, ARQUS 1Q and ARQUS 1X, are based on RNP 1 and are designed to be used only in conjunction with corresponding RNP AR procedure.

RAIM CHECK

During flight planning the pilot shall perform a RAIM-check with mask angle 5°.

LIMITATIONS OF THE PROCEDURES

The procedures are designed for temperatures down to -25°C. Temperature correction of the barometric altimeter is not required.

FMS/RNAV EQUIPMENT FAILURE

If the airborne FMS/RNAV equipment fails, ATS shall be informed as soon as practicable for radar vectors.

COM FAILURE

In case of COM FAILURE see ESGG AD 2.22.