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).
- 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 practible for radar vectors.

COM FAILURE

In case of COM FAILURE see ESGG AD 2.22.