RNAV STAR:s AT GÖTEBORG/LANDVETTER

GENERAL

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

The RNAV STARs are devided into two parts depending on traffic density situation at ATC discretion.

High to medium traffic density
Simplified RNAV STARs ending up at an IAF (RWY 03 – IAF TOMVI and RWY 21 IAF MAXIV). Operators will be radar vectored to final.

Low traffic density
RNAV STARs leading to final approach. These RNAV STARs are noise preferential routes and should be adhered to.

Pilots are requested to plan their descent so as to perform a continuous descent approach (CDA) from at least FL80. Specified minimum level at waypoints must be adhered to unless specifically cancelled by ATC.

When descending on initial approach, noise reductions should be achieved using Low Power, Low Drag operating procedures (LP/LD) by maintaining a "clean" aircraft configuration until the final stage of the approach, provided this is consistent with safe operation of the aircraft.

APPROVED USERS, EQUIPMENT AND OPERATIONS

Operators are required to have a P-RNAV Approval by their authority.

Operators receiving clearance via RNAV STAR and are unable flying P-RNAV, shall inform ATC by using phraseology “UNABLE RNAV STAR”. ATC will then provide radar vectors.

POSITION UPDATE

All RNAV STARs are based on DME/DME or GNSS for position update. Failure of one DME in Göteborg TMA will affect following RNAV STARs navigation based on DME/DME. ACFT depending on DME/DME for position update inform ATC for radar vector.

DME U/S	RWY	DME/DME for position update not available for following RNAV STAR
SDH	03	KOVUX1L, RISMA2L
BAK	03	LOBBI3L, MAKUR3L, RISMA2L, RISMA1K
PGG	03	LOBBI2K, MAKUR2K
SDH	21	KELIN1S, KELIN1T, MOXAM2S, MOXAM1T, NEGIL1S, NEGIL1T

RNAV EQUIPMENT FAILURE

If the airborne RNAV equipment fails, ATC shall be informed as soon as practicable. ATC will then provide radar vectors.

RNAV STAR DESCRIPTION

For each RNAV STAR, there is a description as a list of waypoints in sequence. If there is an altitude restriction and/or a speed restriction, this will be notified on chart and in the STAR description. There is also a description of the database coding to be used by navdatabase suppliers only. The coding is according to ARINC 424 standard.

Note: In order to adapt STAR coding to certain FMS equipment, a minimum altitude restriction is added at some waypoints where speed restriction is prescribed. These altitudes are marked with an asterisk (*).

RNAV STAR CHART FOR LOW TRAFFIC DENSITY
Each RNAV STAR includes information about distance to threshold “DTG XX NM” (DTG = Distance To Go) at certain waypoints in order to facilitate a continuous descent approach (CDA).

If there is an altitude restriction, this is depicted in the chart as follows:

FL80 = At or above FL80

5000 = At or above 5000 ft

FL170 = At or below FL170