

RNP AR (Authorization Required) approach procedures at GÖTEBORG/LANDVETTER AIRPORT (ESGG)

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

GENERAL

The RNP AR procedures to ESGG 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. (Reference to AMC 20-27)
2. The operator must have a Special Authorization from the Swedish Transport Agency in order to use the RNP AR approaches to ESGG. (Reference to AMC 20-26)
3. The RNP AR approach procedures require 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, KOVUX 1Q and OSNAK 2X, are based on the use of RNAV with RNP 1.0 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 a temperature 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.

MISSED APPROACH PROCEDURES

The Missed Approach procedures are based on conventional navigation and are the same as Missed approach procedures for ILS 03 and ILS 21 respectively.

1. Missed approach, **before** GG722 (RWY03) or GG498 (RWY21), continue the lateral navigation in accordance with the RNP AR procedure followed by Missed approach procedures.
2. Missed approach, **after** GG722 (RWY03) or GG498 (RWY21), continue straight ahead followed by Missed approach procedures.
3. Missed approach and unable to follow lateral navigation due to FMS/RNAV equipment failure, inform ATS as soon as practicable for radar vectors.

COM FAILURE

In case of COM FAILURE see ESGG AD 2.22

Addition to para 4.1.1 a

For RNP AR procedure to Landvetter:

For runway 21. Maintain the level last received and acknowledged. Follow the RNP AR approach to GG497 (FAP) then direct to NL and proceed in accordance to para 4.1.1.e.

For runway 03. Maintain the level last received and acknowledged. Follow the RNP AR approach to GG723 (FAP) then direct to SL and proceed in accordance to para 4.1.1.e.