

GENERAL**Operational Hours**

ATS Hours / AD OPS Hours: See NOTAM

AD ADMIN Hours: MON-FRI 0700-1515±

Airport Information

RFF: CAT 7

PCN: RWY 12/30: 55/F/B/X/T

Customs: O/R

Operation**RWY Restriction**

TKOF RWY 12 or LDG RWY 30 is not permitted unless wind or TFC CONDS so require.

TWY Restrictions

TWY F width 18m / 59ft.

TWY B width 15m / 49ft.

TWY A width 10.5m / 34ft.

TWY A AVBL HJ only.

Taxi/Parking

Taxi from APN North

When taxiing from APN North, ACFT should reduce thrust from "Break away" to "Idle" as soon as the ACFT has started rolling. When taxiing from stand 1-4, MAX speed of 1.6KT and nose wheel angle of 80% applies. When ACFT has reached the TWY more thrust may be used.

Low Visibility Procedure

LDG: LVP in force when RVR below 750m.

TKOF: LVP in force when RVR below 550m or CEIL below 200ft.

When LVP in force only 1 ACFT is allowed on maneuvering area at the time.

- Special APCH PROC Other than Standard (OTS) CAT II RWY 12 AVBL on request:
 - LVP shall be in force.
 - authorization by the operators National Aviation Authority is required.

Engine Run Up

Permission from TWR required during ATS HRS. Outside ATS HRS monitor TWR FREQ.

Warnings

Arresting net to RWY 30.

Downdraft on short final RWY 12 at wind direction 180°.

During APCH risk for mix-up and LDG on the road NE RWY 12/30.

Roadlights 2500m SE THR 30, parallel to RWY.

DEPARTURE**Take-off Minima**

RWY		12/30	
All ACFT	ft - m/km	0 - 400R/400V	-

DEPARTURE**Departure Procedure****Start-up/Push-back**

Contact TWR or Marshal on APN before moving from stand.

Omnidirectional DEP PROC

RWY 12:

Climb straight ahead with MNM 260ft/NM (4.4%) to MNM turning ALT 2800ft.

Continue climb to appropriate MSA.

RWY 30:

Climb straight ahead to MNM turning ALT 2000ft.

Continue climb to appropriate MSA.

De-Icing

AVBL

12-APR-2018
OSD-ESNZ

Sweden Are Ostersund

AGC
AFC

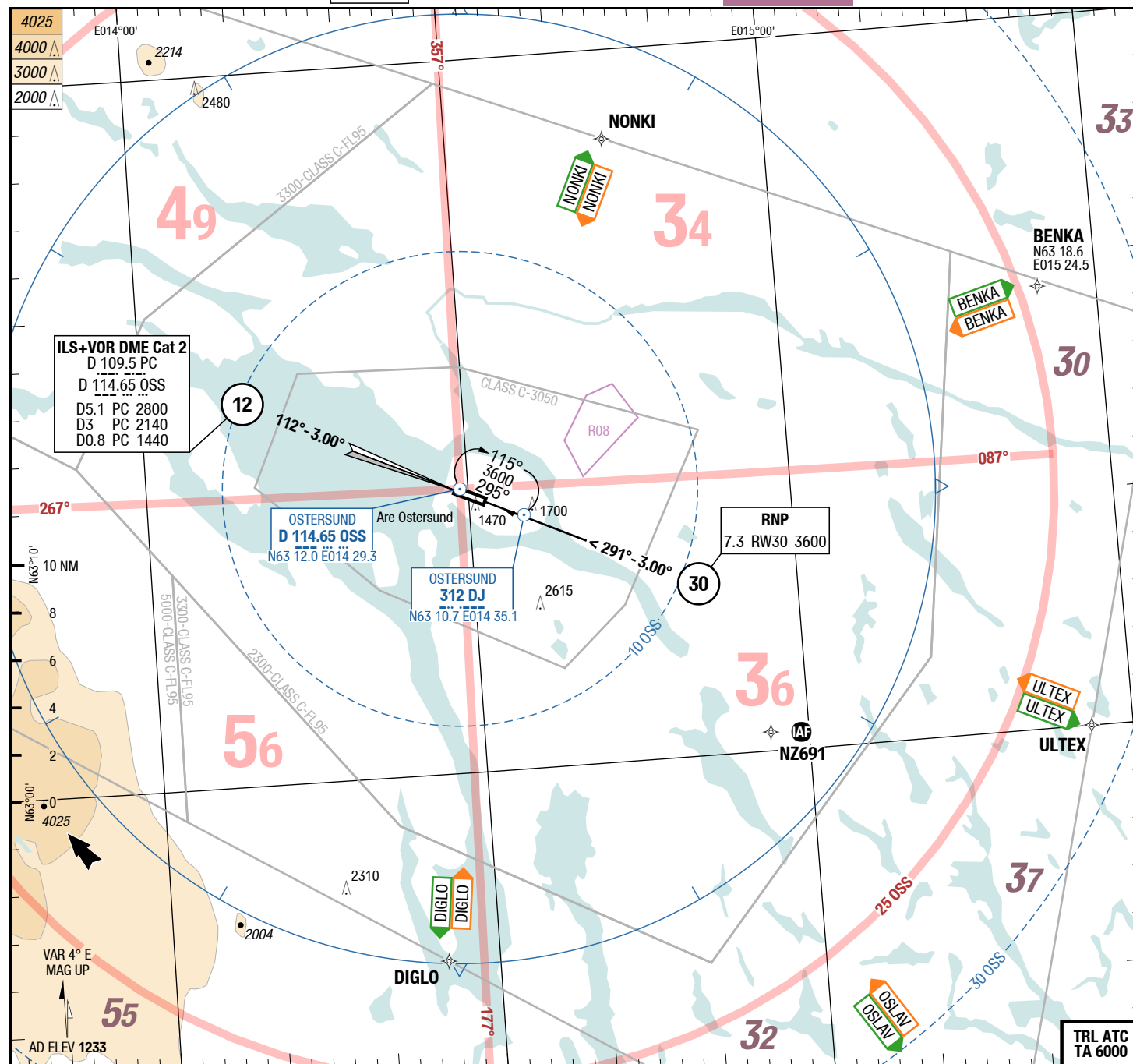
AFC

AFC

Are Ostersund Sweden

AGC
AFC

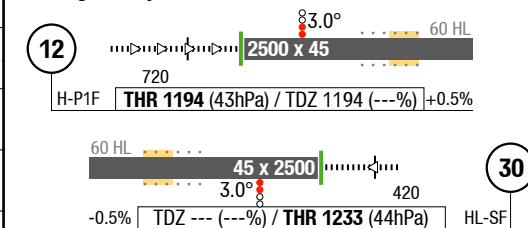
2-10



Ostersund TWR

135.650 HO
130.900 HO

Landing RWY system:



Changes: MSA, IAF

12-APR-2018
OSD-ESNZ

3-20

Sweden Are Ostersund

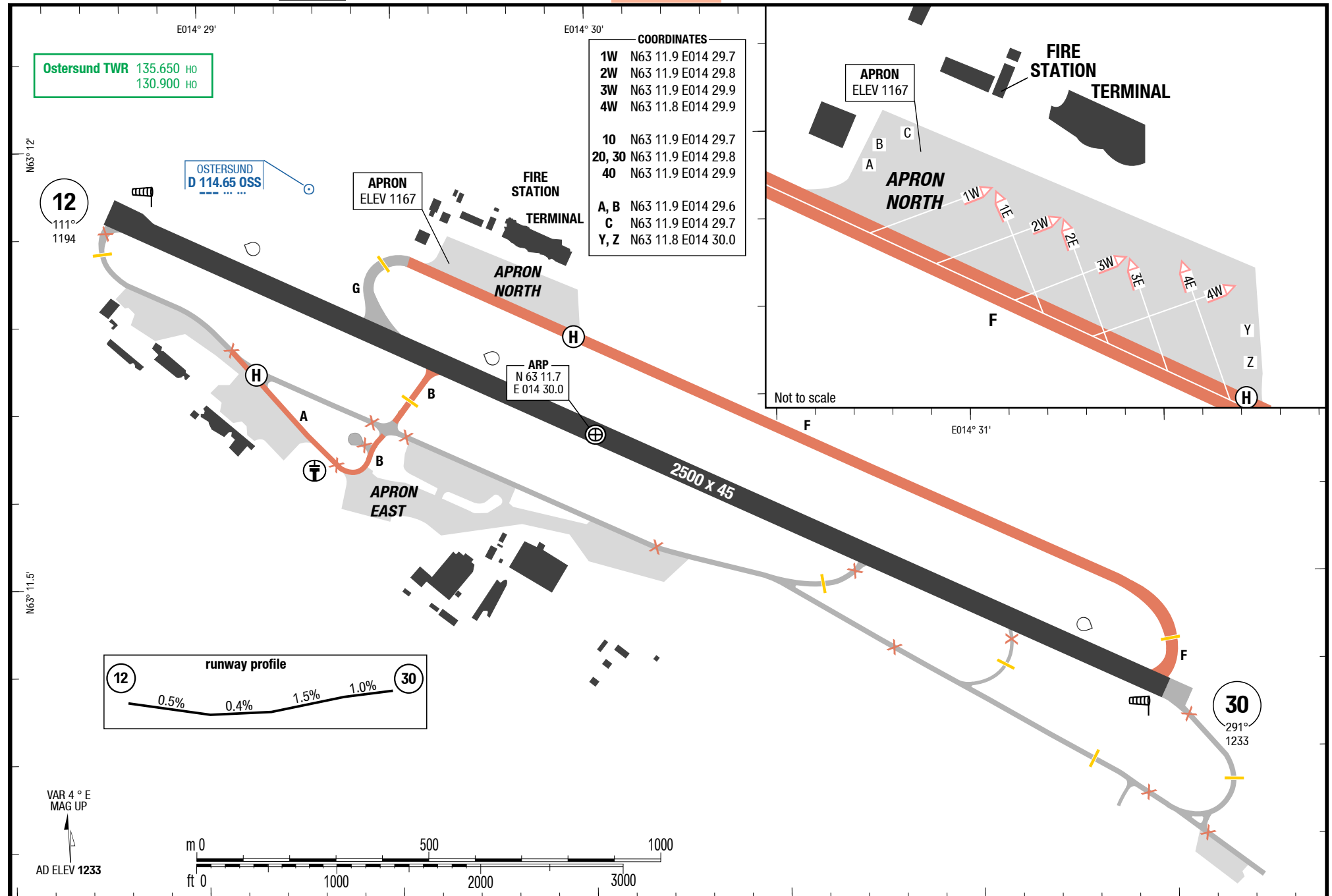
AGC

AGC

AGC

Are Ostersund Sweden

AGC



Changes: RWY Profile Slope, Editorial

27-JUL-2017
OSD-ESNZ

4-10

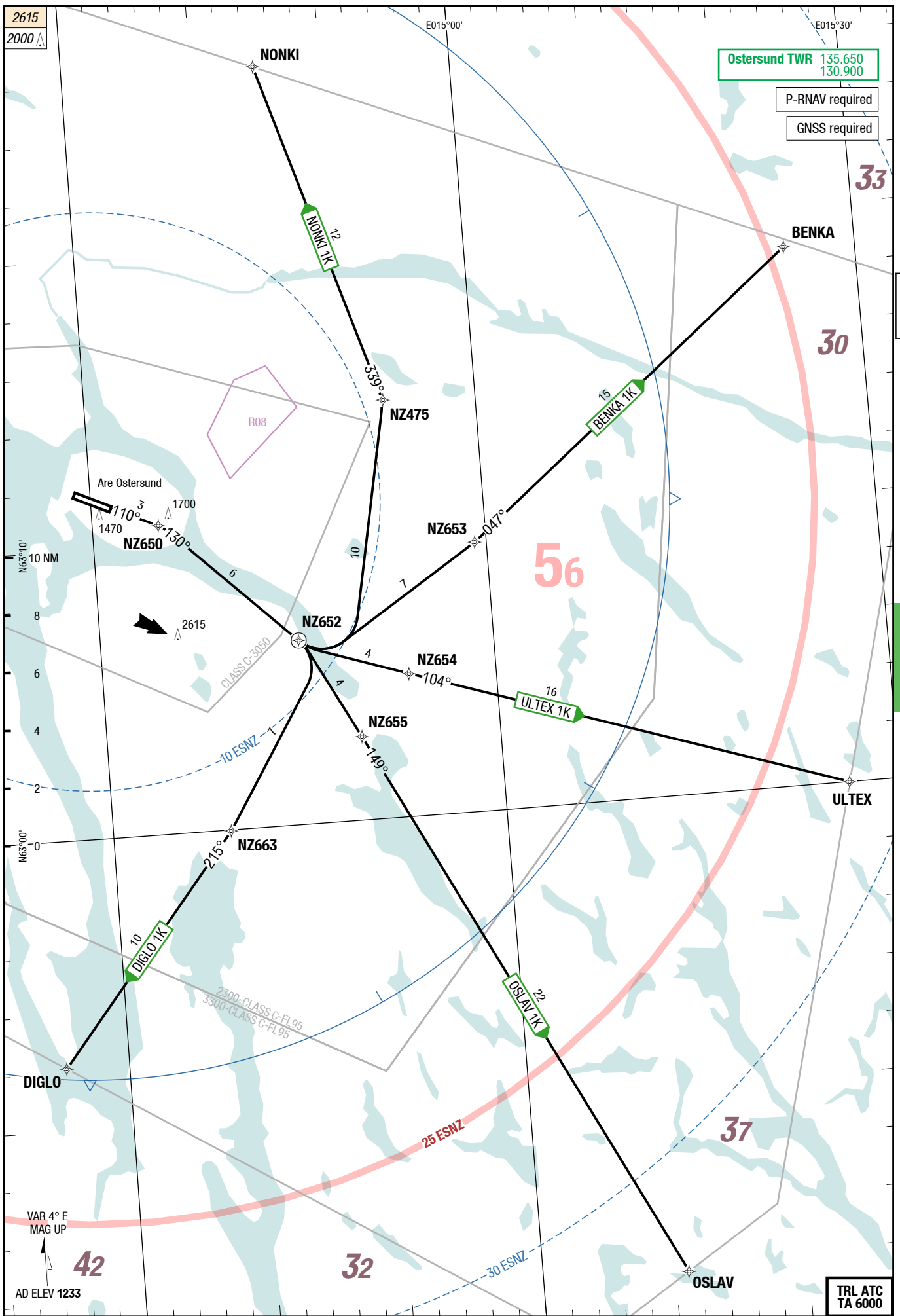
Sweden Are Ostersund
RNAV SIDs Rwy 30

SID
SID

Are Ostersund Sweden
RNAV SIDs Rwy 12

TRL ATC
TA 6000

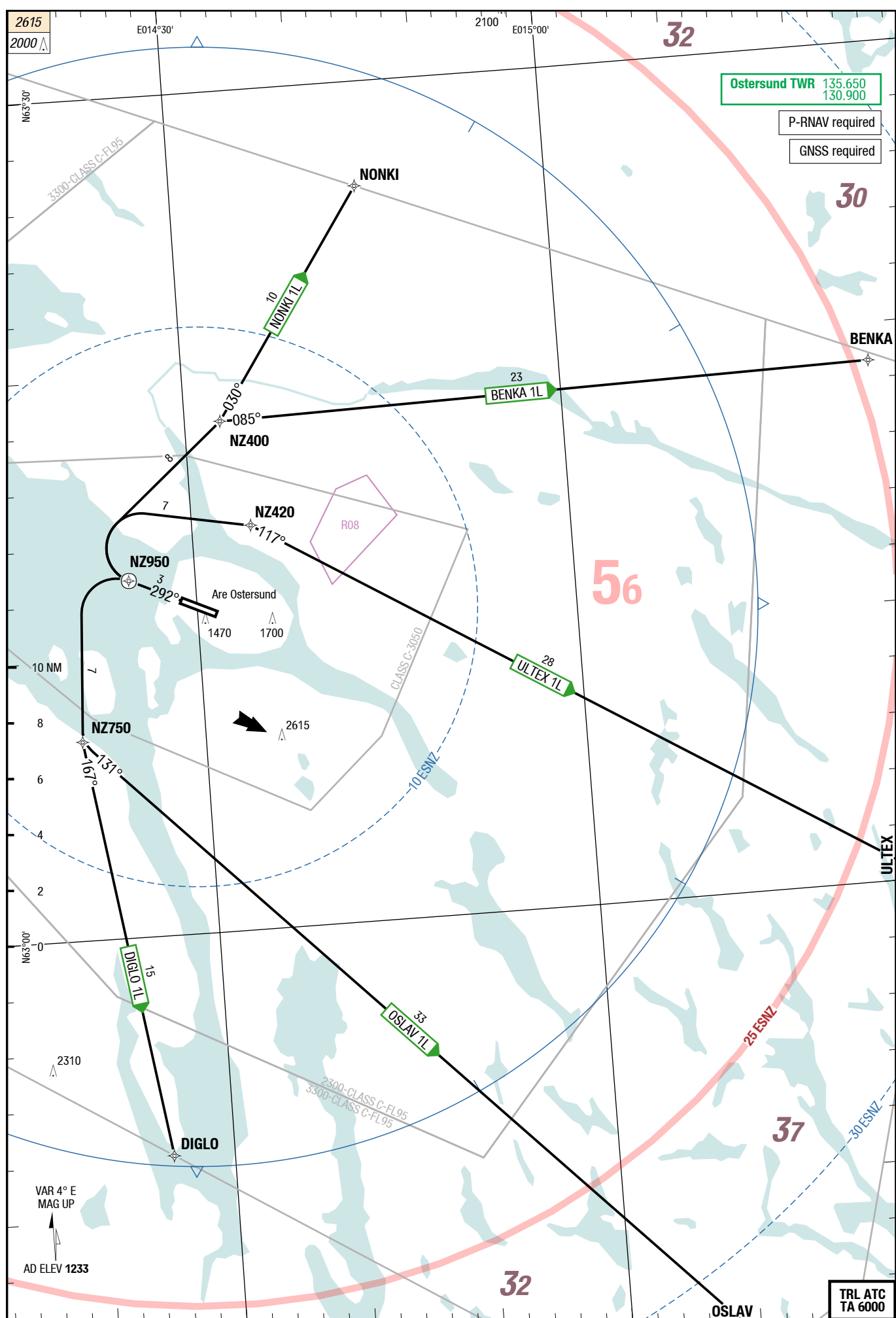
Ostersund TWR 135.650
130.900
P-RNAV required
GNSS required



Changes: MGA, Track, Navaid OSS, FREQ, VAR, OBST

Are Ostersund Sweden RNAV SIDs RWY 30

Are Östersund Sweden



12-APR-2018
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Sweden Are Ostersund

NIL

SIDs RWY 12

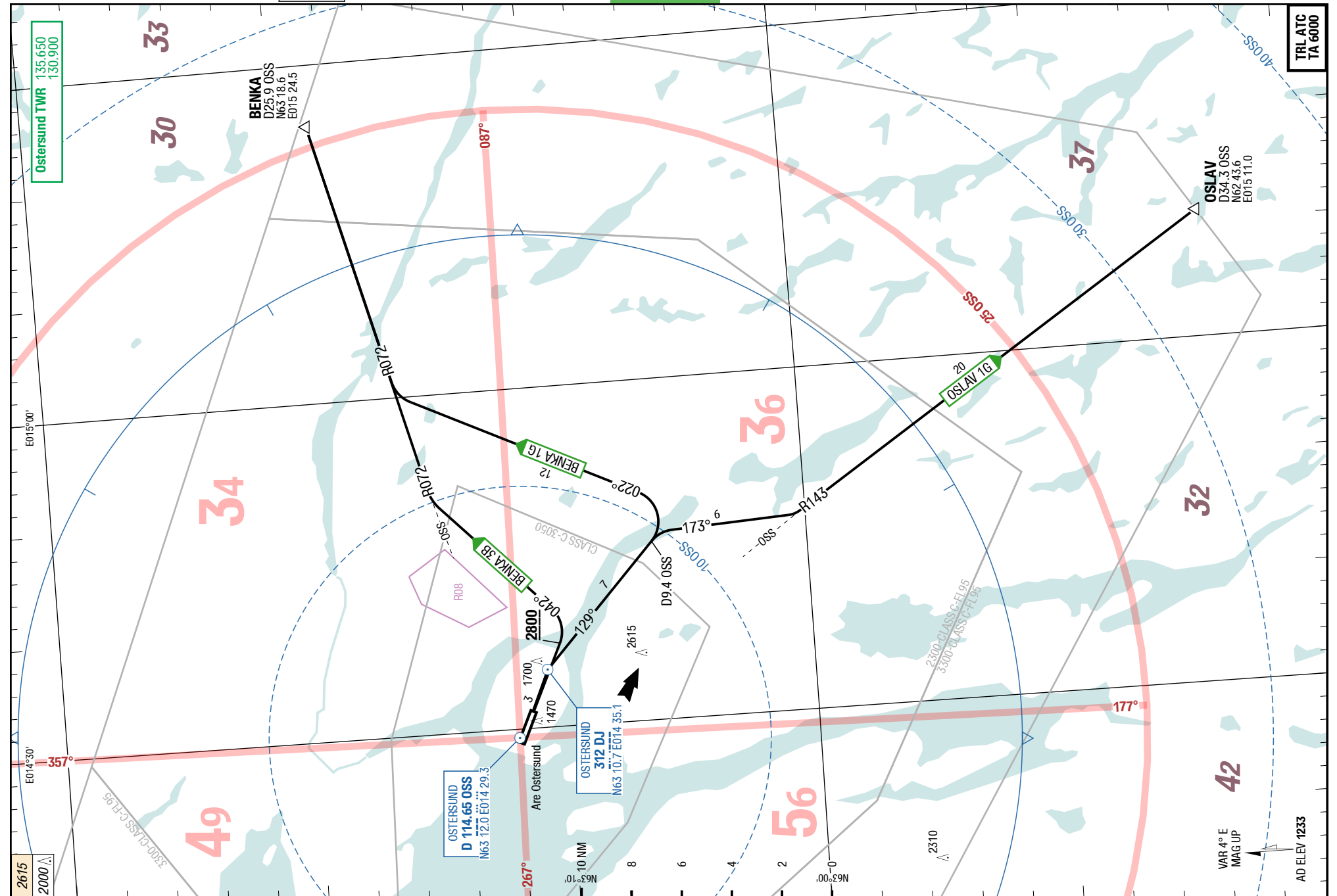
SID

SID

Are Ostersund Sweden

NIL

SIDs RWY 12



Changes: MSA

27-JUL-2017

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5-10

RNAV SIDs RWY 12

BENKA 1K / DIGLO 1K / NONKI 1K / OSLAV 1K / ULTEX 1K

RWY 12 (111°)

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12	
BENKA 1K 6.6% to 6000 (ATC) 135.650 ①	NZ650 - <u>NZ652</u> - NZ653 - BENKA	initial climb 6000
DIGLO 1K 6.6% to 6000 (ATC) 135.650 ①	NZ650 - <u>NZ652</u> - NZ663 - DIGLO	initial climb 6000
NONKI 1K 6.6% to 6000 (ATC) 135.650 ①	NZ650 - <u>NZ652</u> - NZ475 - NONKI	initial climb 6000
OSLAV 1K 6.6% to 6000 (ATC) 135.650 ①	NZ650 - <u>NZ652</u> - NZ655 - OSLAV	initial climb 6000
ULTEX 1K 6.6% to 6000 (ATC) 135.650 ①	NZ650 - <u>NZ652</u> - NZ654 - ULTEX	initial climb 6000

① If unable to comply with climb gradient advise ATC.

27-JUL-2017

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5-20

RNAV SIDs RWY 30

BENKA 1L / DIGLO 1L / NONKI 1L / OSLAV 1L / ULTEX 1L

RWY 30 (291°)

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 30	
BENKA 1L 6.6% to 6000 (ATC) 135.650 ①	NZ950 - NZ400 - BENKA	initial climb 6000
DIGLO 1L 6.6% to 6000 (ATC) 135.650 ①	NZ950 - NZ750 - DIGLO	initial climb 6000
NONKI 1L 6.6% to 6000 (ATC) 135.650 ①	NZ950 - NZ400 - NONKI	initial climb 6000
OSLAV 1L 6.6% to 6000 (ATC) 135.650 ①	NZ950 - NZ750 - OSLAV	initial climb 6000
ULTEX 1L 6.6% to 6000 (ATC) 135.650 ①	NZ950 - NZ420 - ULTEX	initial climb 6000

① If unable to comply with climb gradient advise ATC.

27-JUL-2017

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5-30

SIDs RWY 12**BENKA 1G / BENKA 3B / OSLAV 1G**

RWY 12 (111°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12	
BENKA 1G 135.650	at DJ intercept QDR 129 DJ - at D9.4 OSS LT 022° - intercept R072 OSS to BENKA	
BENKA 3B 135.650	at MNM 2800 LT 042° - intercept R072 OSS to BENKA	
OSLAV 1G 135.650	at DJ intercept QDR 129 DJ - at D9.4 OSS RT 173° - intercept R143 OSS to OSLAV	

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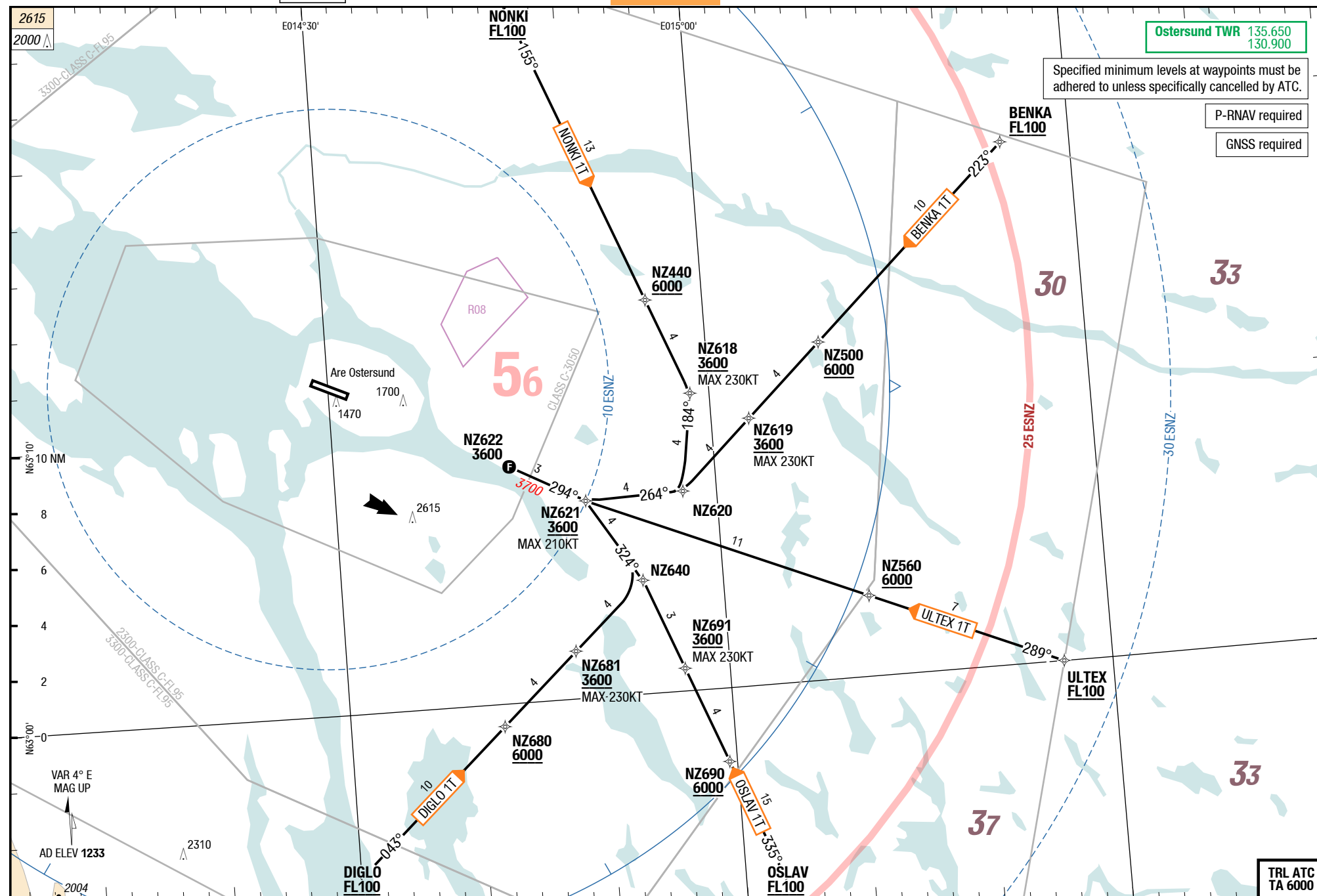
RNAV STARs RWY 30

STAR

STAR

RNAV STARs RWY 30

6-20



Changes: Nil

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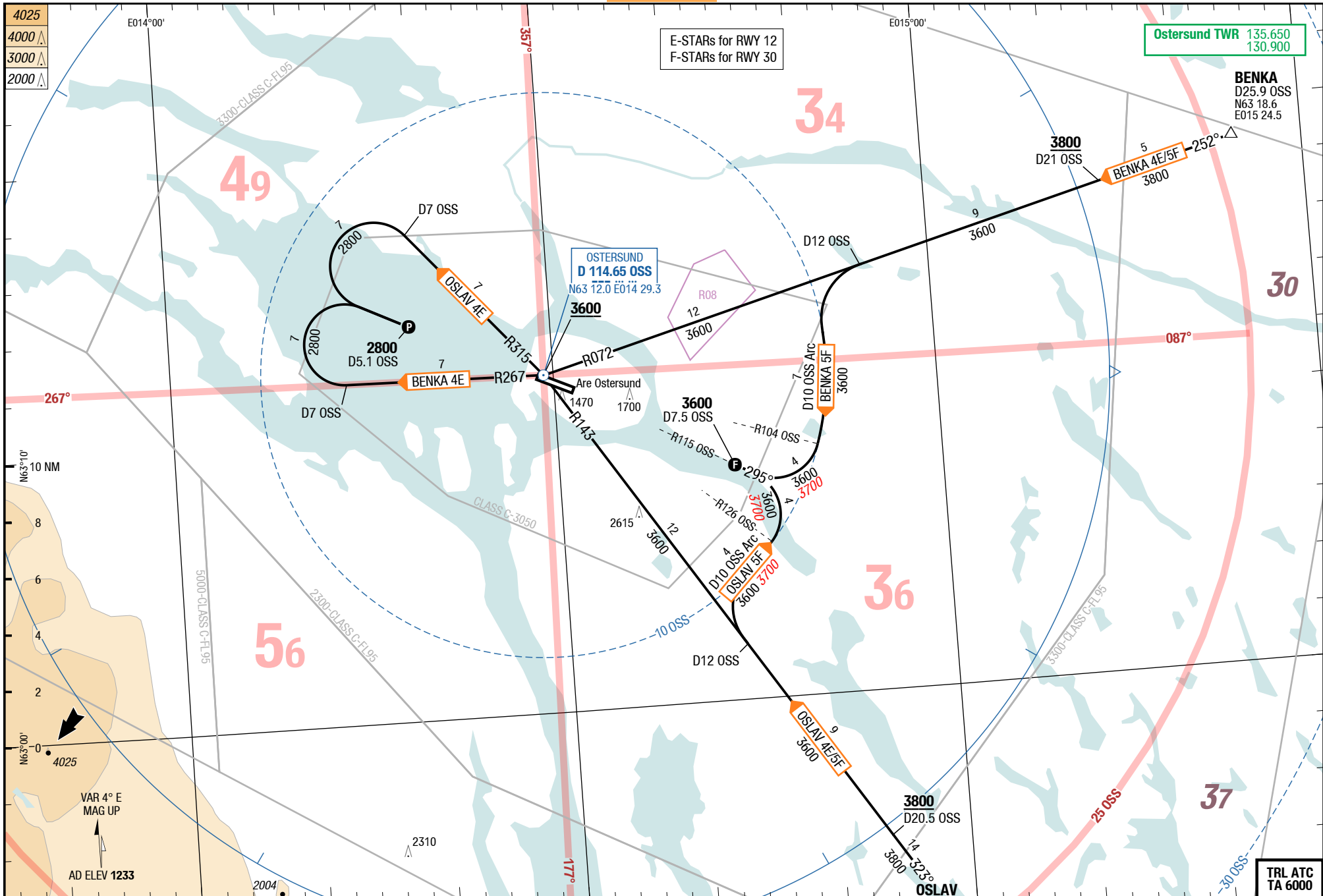
STARs

STAR

STAR

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NIL
STARS



Changes: MSA

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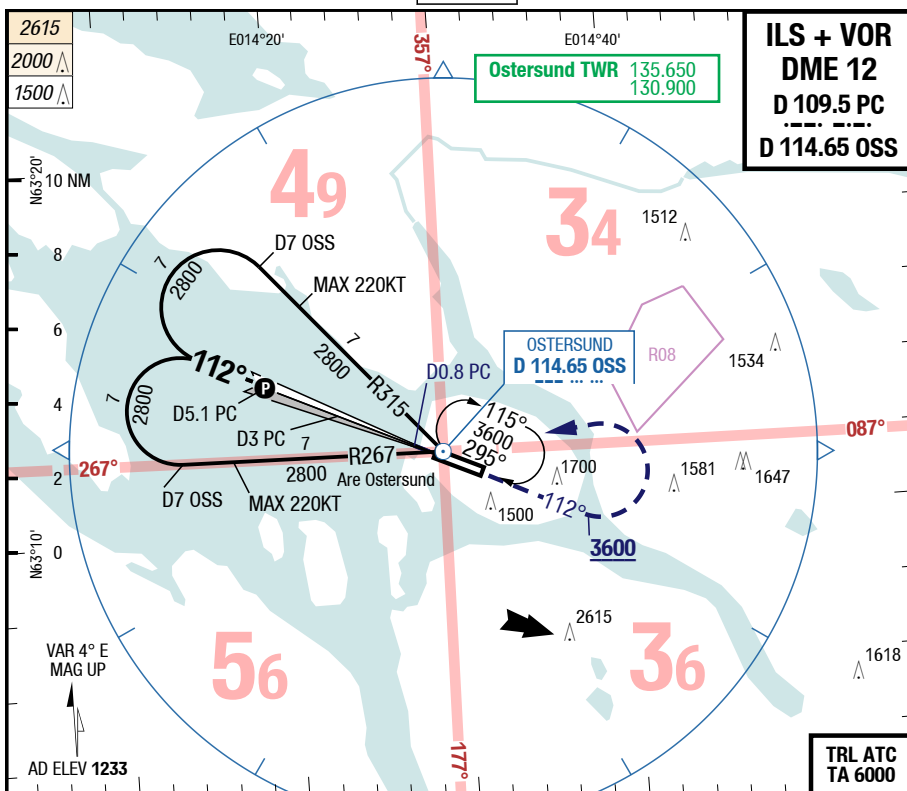
OSD-ESNZ

Sweden Are Ostersund

IAC

7-10

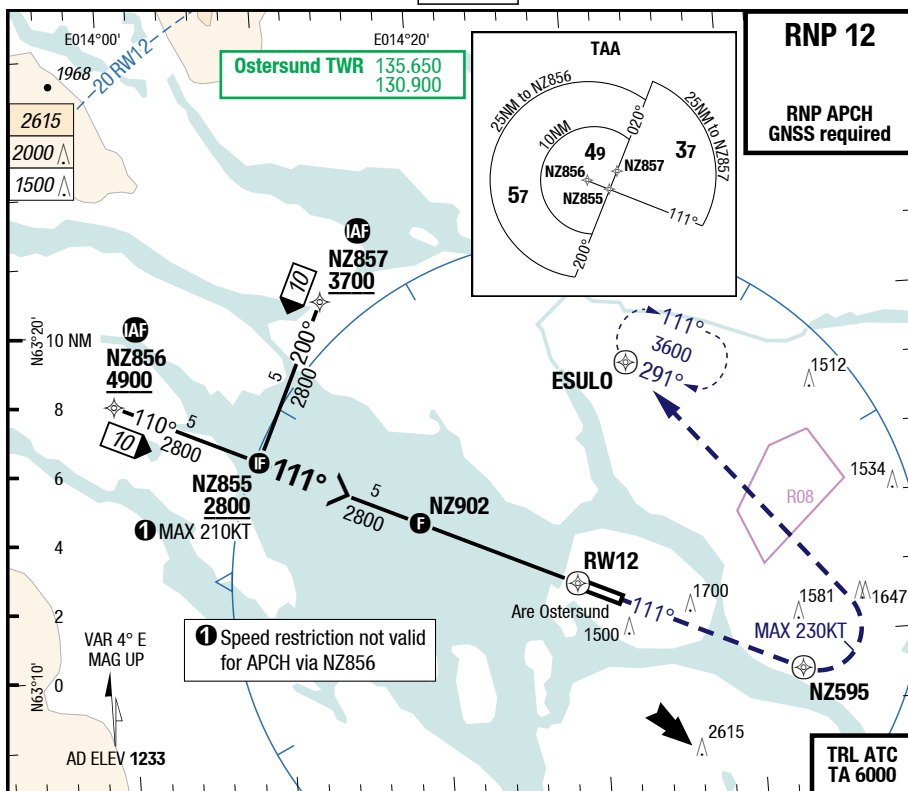
ILS + VOR DME 12



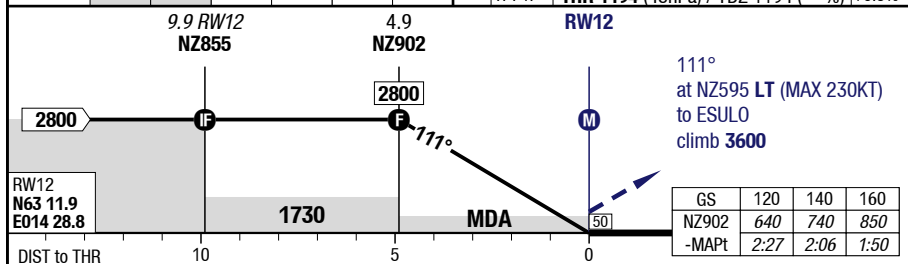
12		Cat 2 DME	Cat 1 DME	LOC DME	Circling	
C	ft - m/km	100 - 450R	200 - 550	270 - 750		810 - 2.4V 2040
	ft	112 RA	1400	1460		
D	ft - m/km	100 - 450R	200 - 550	270 - 750		1780 - 3.6V 3010
	ft	112 RA	1400	1460		

1) FD, AP or HGS required, else RVR 750m

Changes: MSA



3.00° RW12			4.9	4	3	2	 720 THR 1194 (43hPa) / TDZ 1194 (---%) +0.5%
			2800	2520	2200	1880	



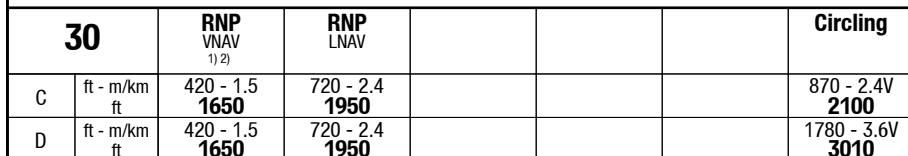
12		RNP VNAV 1) 2)	RNP LNAV				Circling
C	ft - m/km ft	270 - 750 1460	380 - 1.0 1570				Not published
D	ft - m/km ft	300 - 750 1490	380 - 1.0 1570				Not published

1) Uncompensated BARO VNAV NA below -20°C (-4°F)

2) With EVS 550m

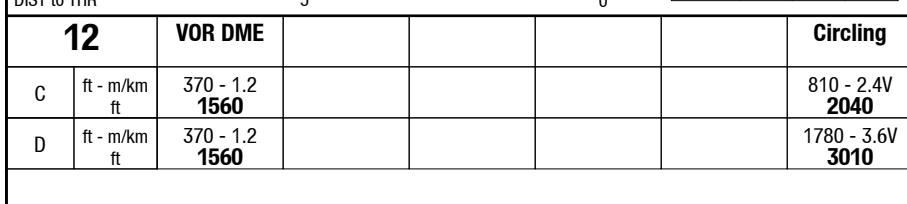
Changes: new

7-40



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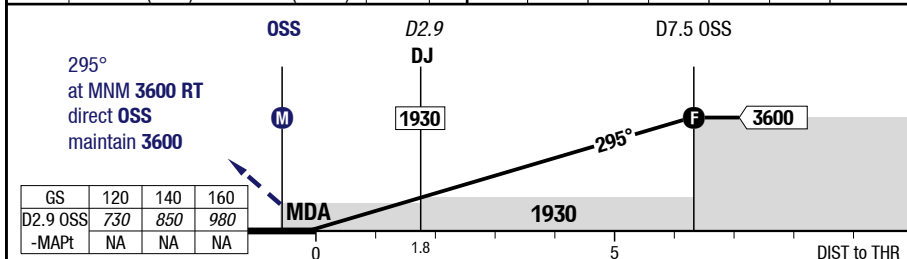
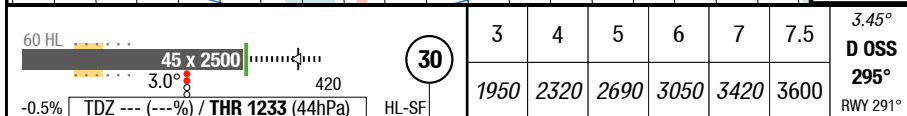
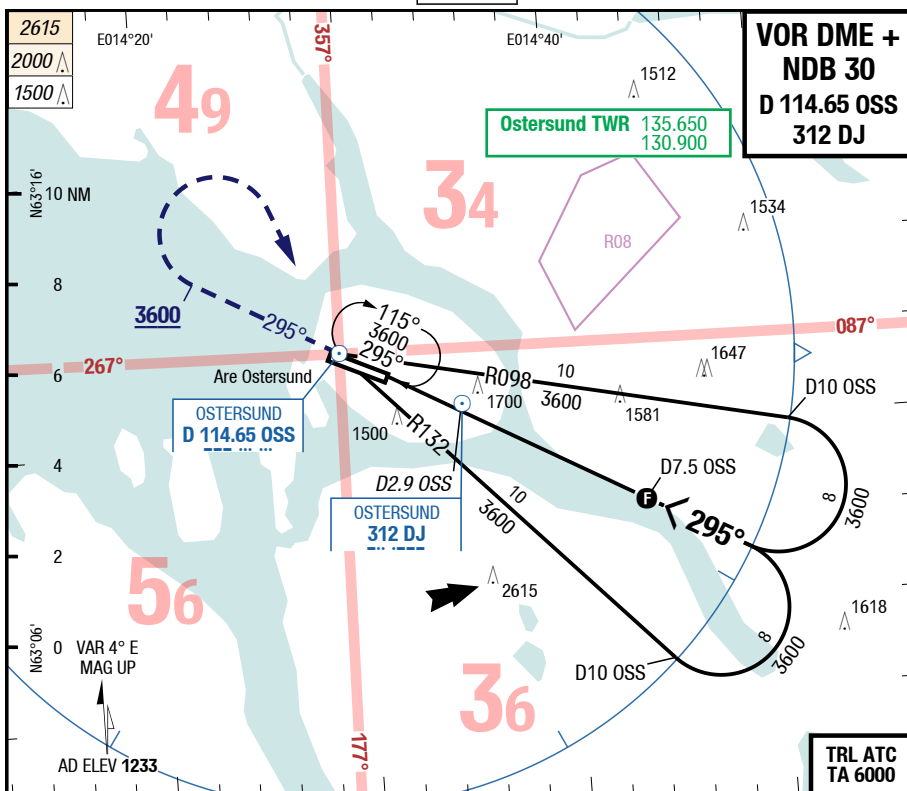
VOR DME 12



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VOR DME + NDB 30

IAC



30		VOR DME NDB	VOR DME				Circling
C	ft - m/km ft	460 - 1.7 1690	680 - 2.4 1910				810 - 2.4V 2040
D	ft - m/km ft	460 - 1.7 1690	680 - 2.4 1910				1780 - 3.6V 3010

Changes: MSA

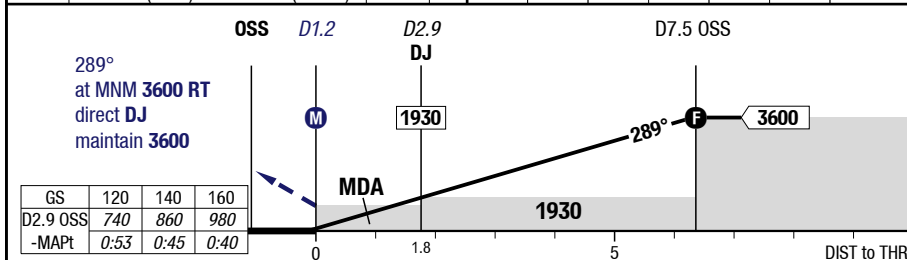
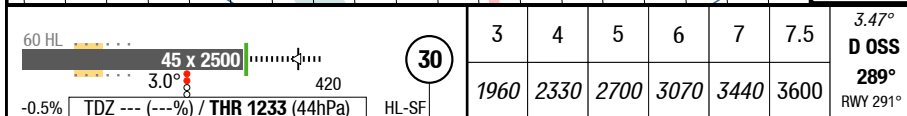
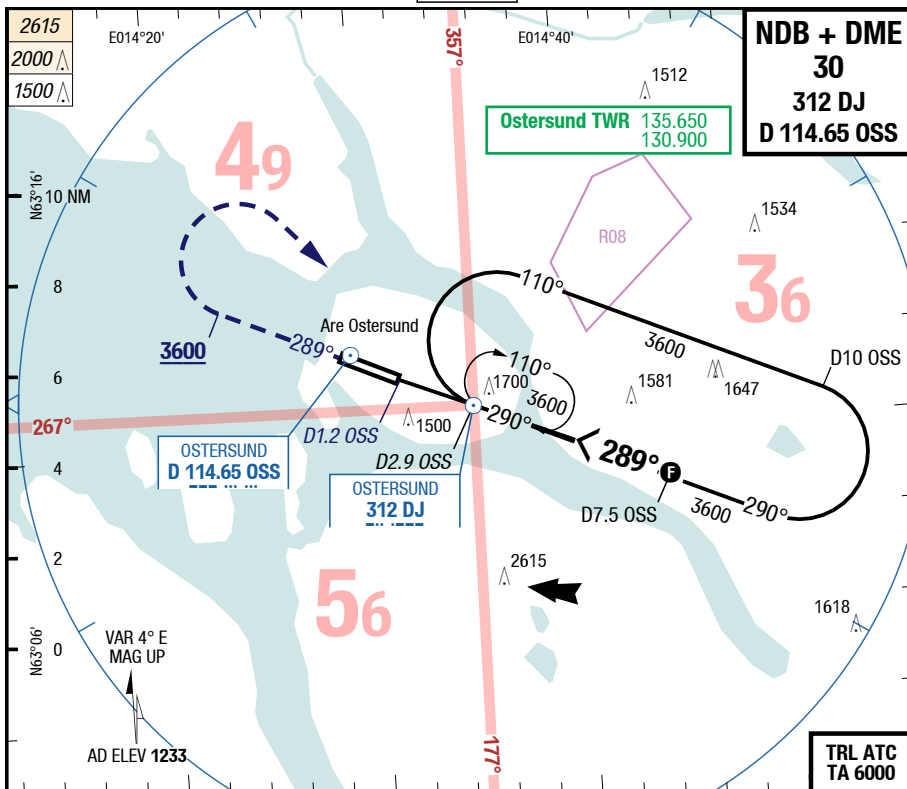
OSD-ESNZ

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IAC

7-70

NDB + DME 30



30		NDB DME					Circling
C	ft - m/km ft	460 - 1.7 1690					810 - 2.4V 2040
D	ft - m/km ft	460 - 1.7 1690					1780 - 3.6V 3010

Changes: MSA

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OSD-ESNZ

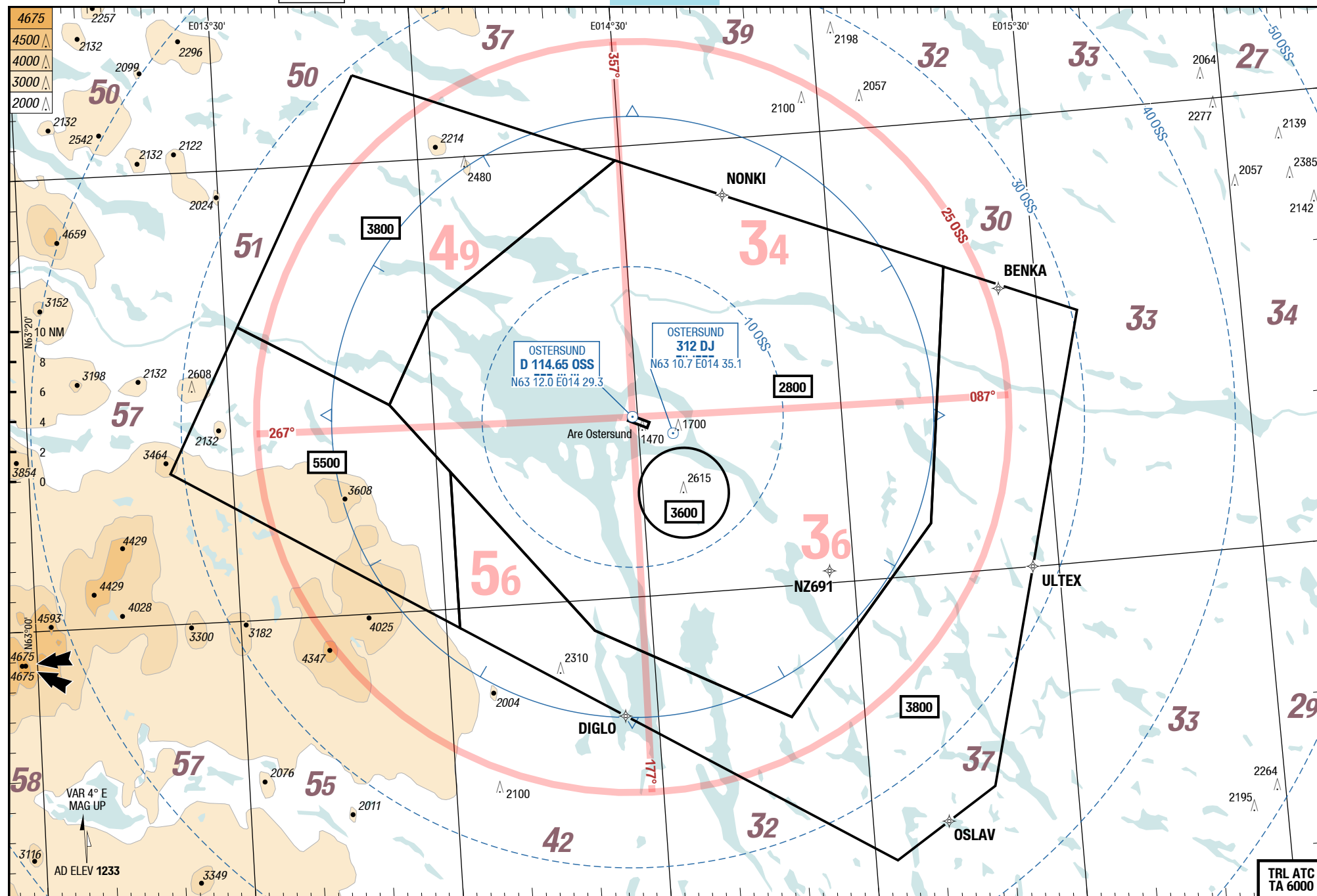
8-10

NIL
MRC

MRC

MRC

NIL
MRC



Changes: MSA, MGA, WPT

TRL ATC
TA 6000

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