

OSD-ESNZ

1-10

AOI

AOI

**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



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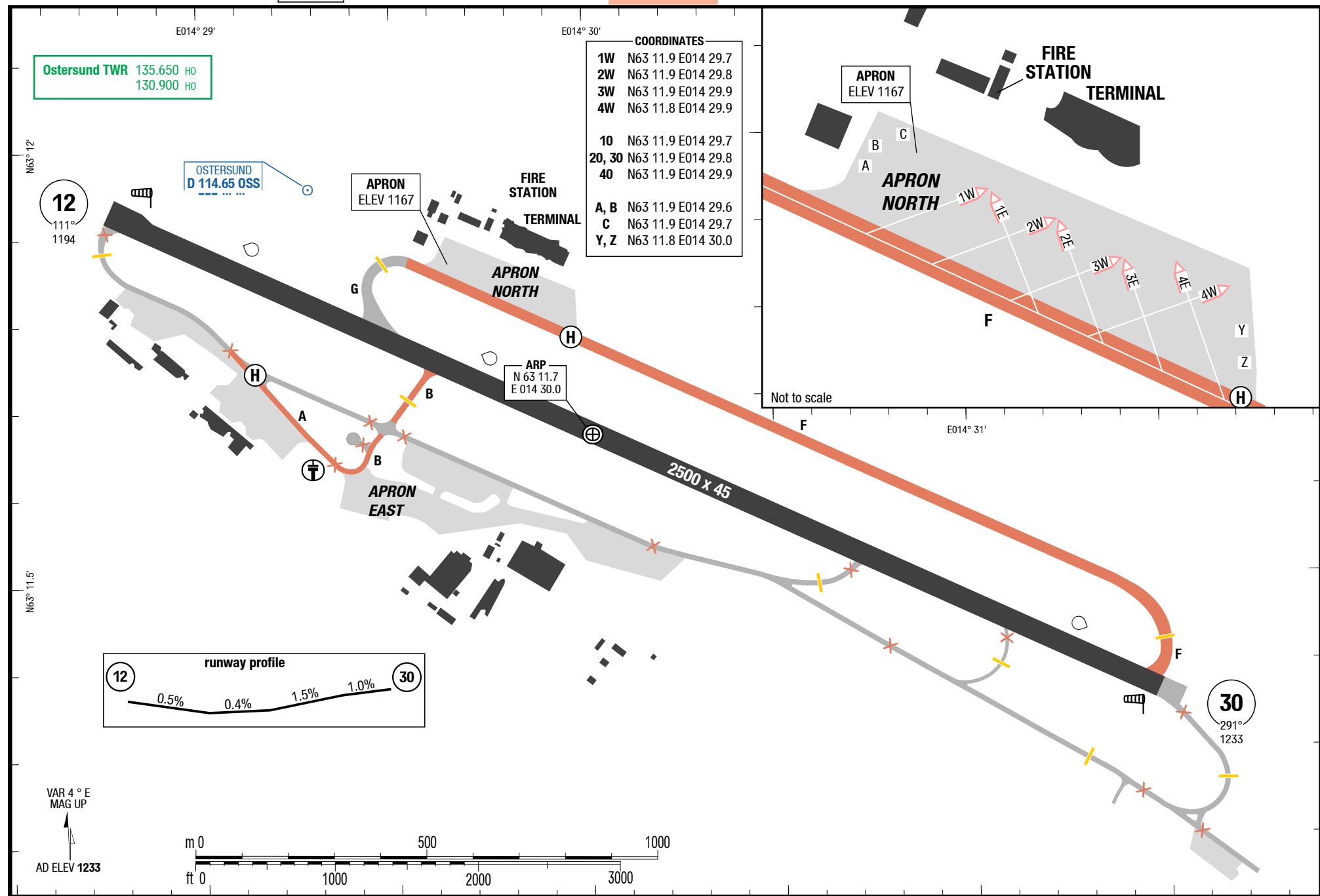
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AGC

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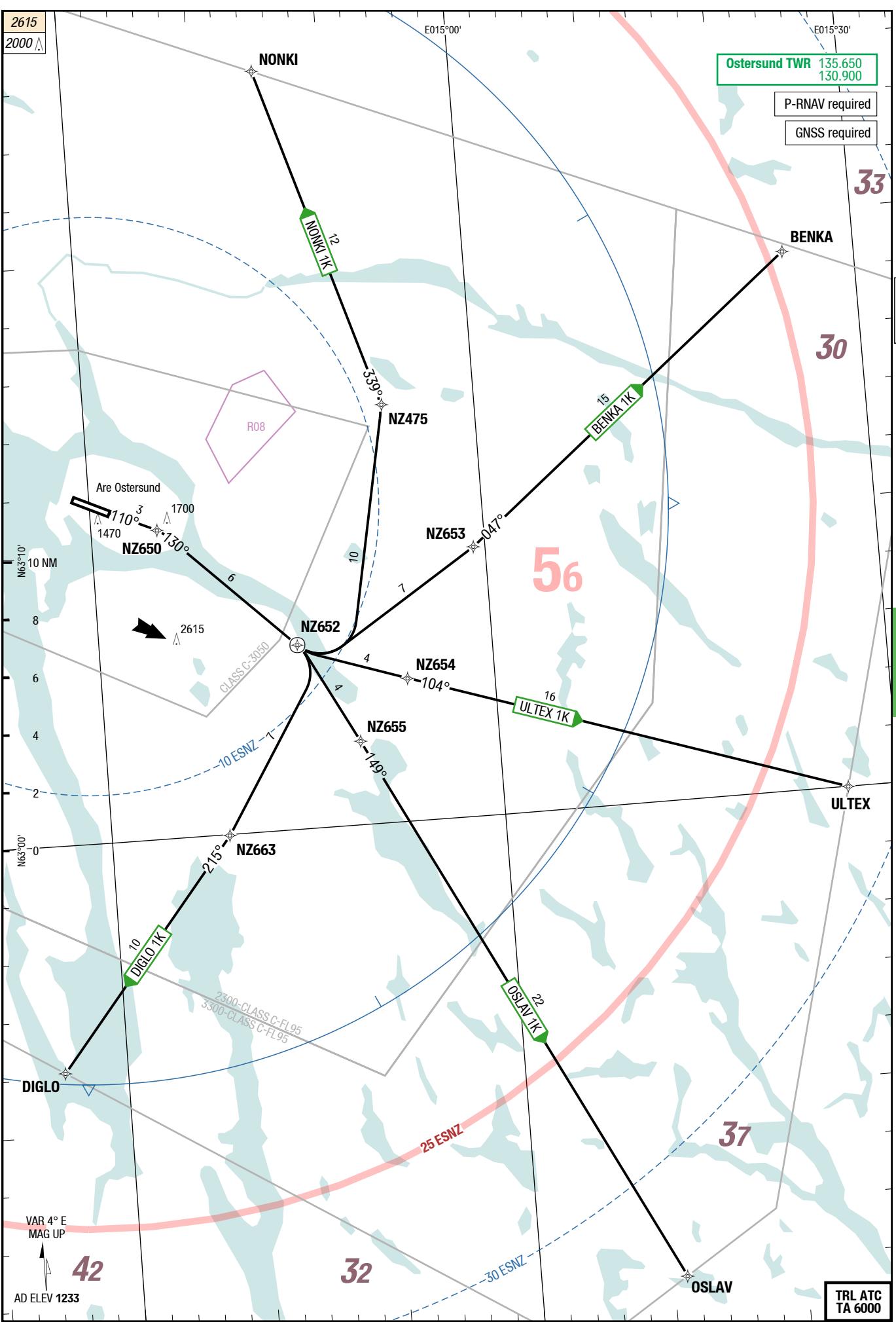
Are Ostersund Sweden

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27-JUL-2017

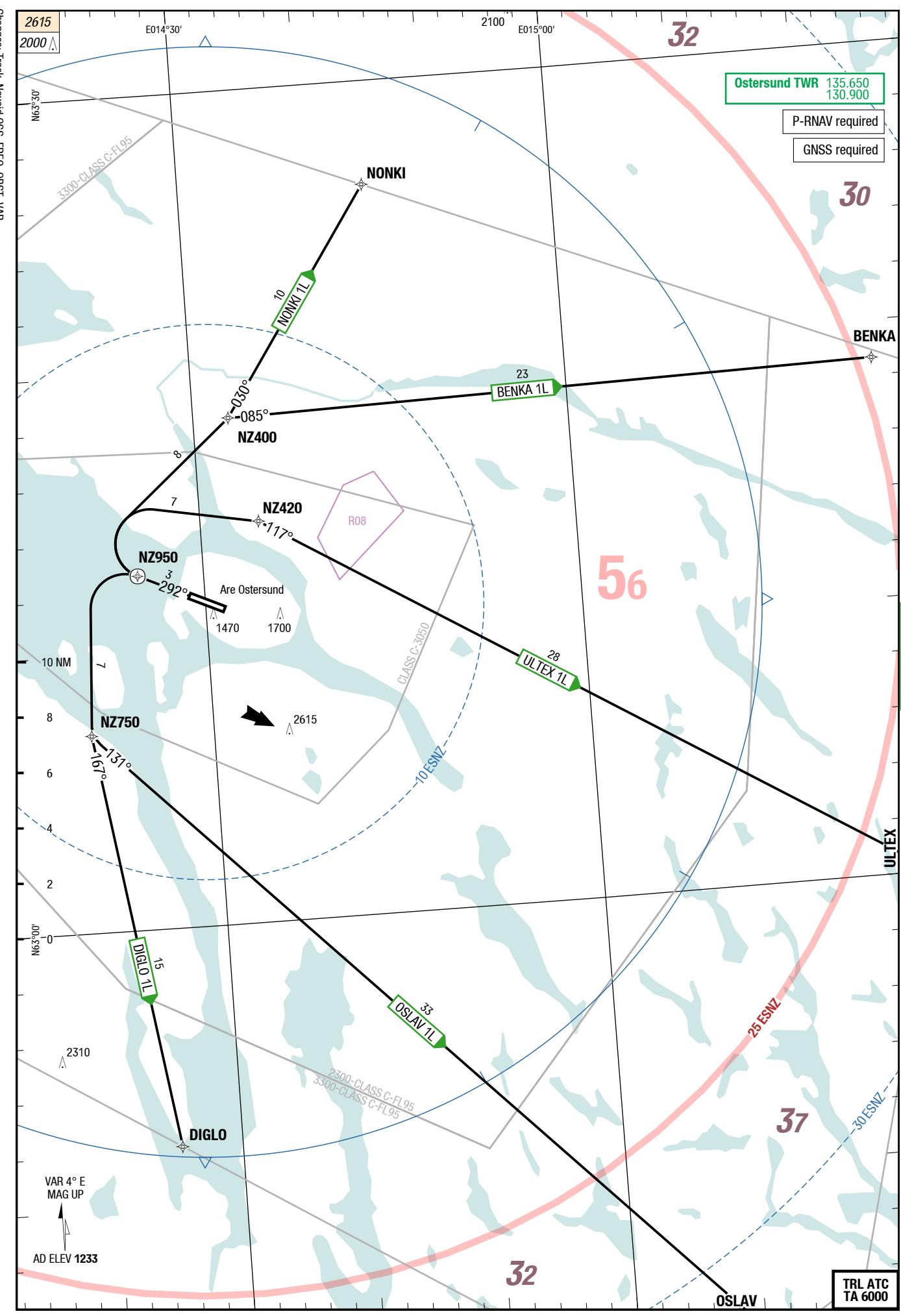
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Sweden Are Ostersund  
RNAV SIDs RWY 12Are Ostersund Sweden  
RNAV SIDs RWY 30

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Sweden Are Ostersund  
RNAV SIDs RWY 30SID  
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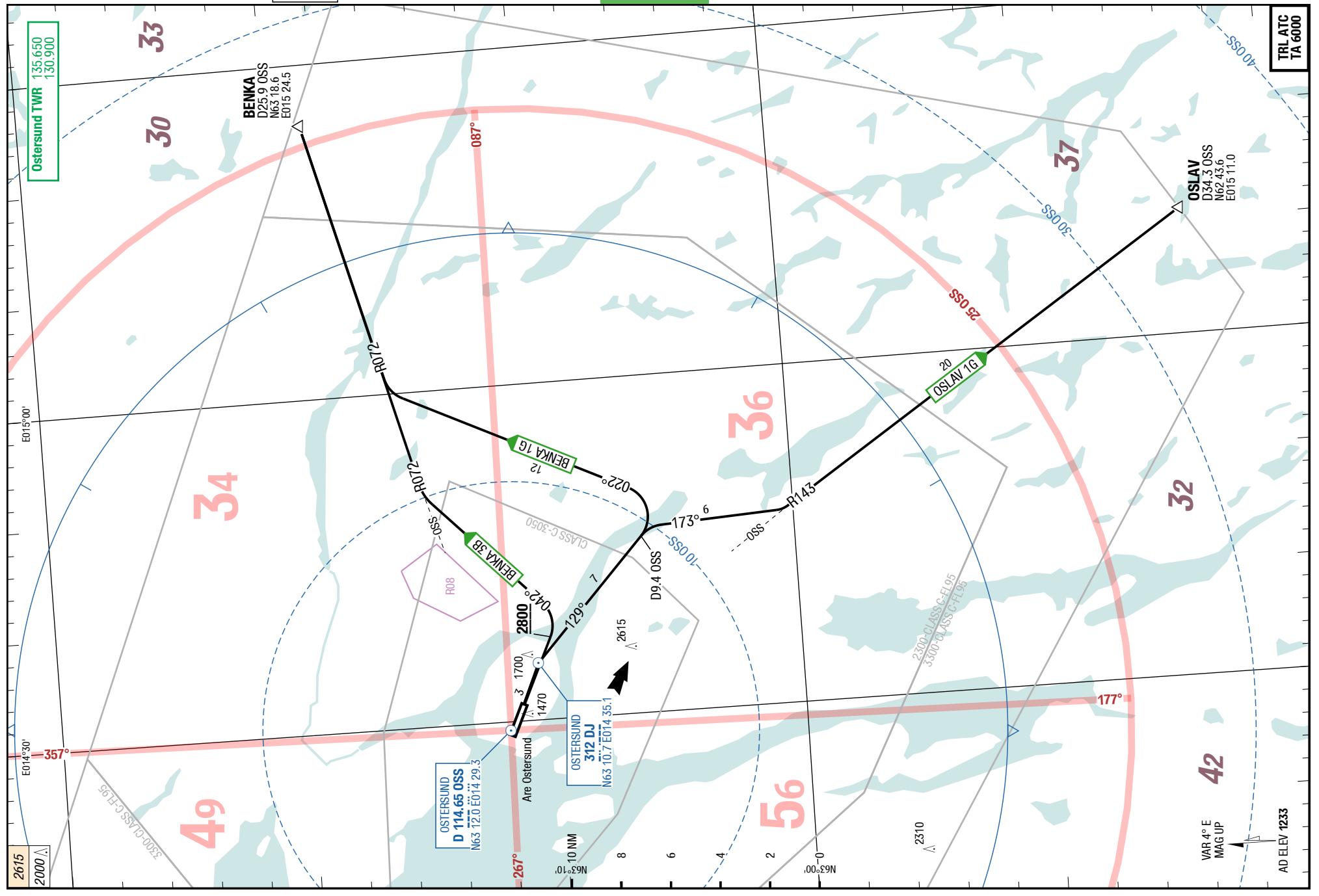
# Sweden Are Ostersund

**SIDs RWY 12**

# Are Ostersund Sweden

SIDs RWY 12

-30



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RNAV SIDs RWY 12

SIDPT

**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	
<b>BENKA 1K</b> 6.6% to 6000 (ATC) <b>135.650</b> ①	NZ650 - <u>NZ652</u> - NZ653 - BENKA	<b>Initial climb 6000</b>
<b>DIGLO 1K</b> 6.6% to 6000 (ATC) <b>135.650</b> ①	NZ650 - <u>NZ652</u> - NZ663 - DIGLO	<b>Initial climb 6000</b>
<b>NONKI 1K</b> 6.6% to 6000 (ATC) <b>135.650</b> ①	NZ650 - <u>NZ652</u> - NZ475 - NONKI	<b>Initial climb 6000</b>
<b>OSLAV 1K</b> 6.6% to 6000 (ATC) <b>135.650</b> ①	NZ650 - <u>NZ652</u> - NZ655 - OSLAV	<b>Initial climb 6000</b>
<b>ULTEX 1K</b> 6.6% to 6000 (ATC) <b>135.650</b> ①	NZ650 - <u>NZ652</u> - NZ654 - ULTEX	<b>Initial climb 6000</b>

① If unable to comply with climb gradient advise ATC.

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## OSD-ESNZ

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## 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
	<b>Runway 30</b>	
<b>BENKA 1L</b> 6.6% to 6000 (ATC) <b>135.650</b> ①	NZ950 - NZ400 - BENKA	<b>Initial climb 6000</b>
<b>DIGLO 1L</b> 6.6% to 6000 (ATC) <b>135.650</b> ①	NZ950 - NZ750 - DIGLO	<b>Initial climb 6000</b>
<b>NONKI 1L</b> 6.6% to 6000 (ATC) <b>135.650</b> ①	NZ950 - NZ400 - NONKI	<b>Initial climb 6000</b>
<b>OSLAV 1L</b> 6.6% to 6000 (ATC) <b>135.650</b> ①	NZ950 - NZ750 - OSLAV	<b>Initial climb 6000</b>
<b>ULTEX 1L</b> 6.6% to 6000 (ATC) <b>135.650</b> ①	NZ950 - NZ420 - ULTEX	<b>Initial climb 6000</b>

① If unable to comply with climb gradient advise ATC.

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**OSD-ESNZ****5-30****SIDs RWY 12****BENKA 1G / BENKA 3B / OSLAV 1G**

RWY 12 (111°)

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



Effective 09-NOV-2017

02-NOV-2017

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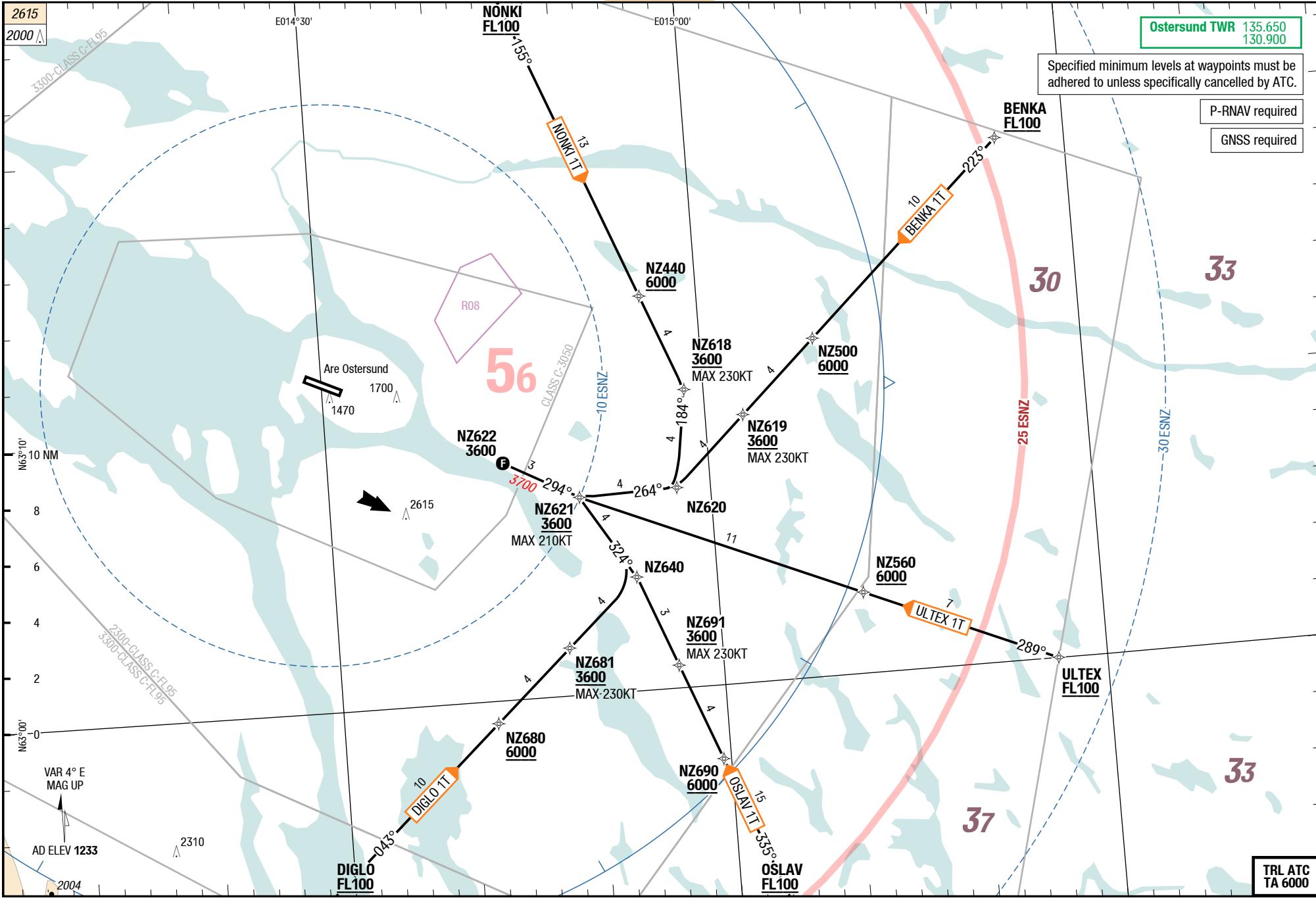
RNAV STARs RWY 30

STAR

STAR

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RNAV STARs RWY 30



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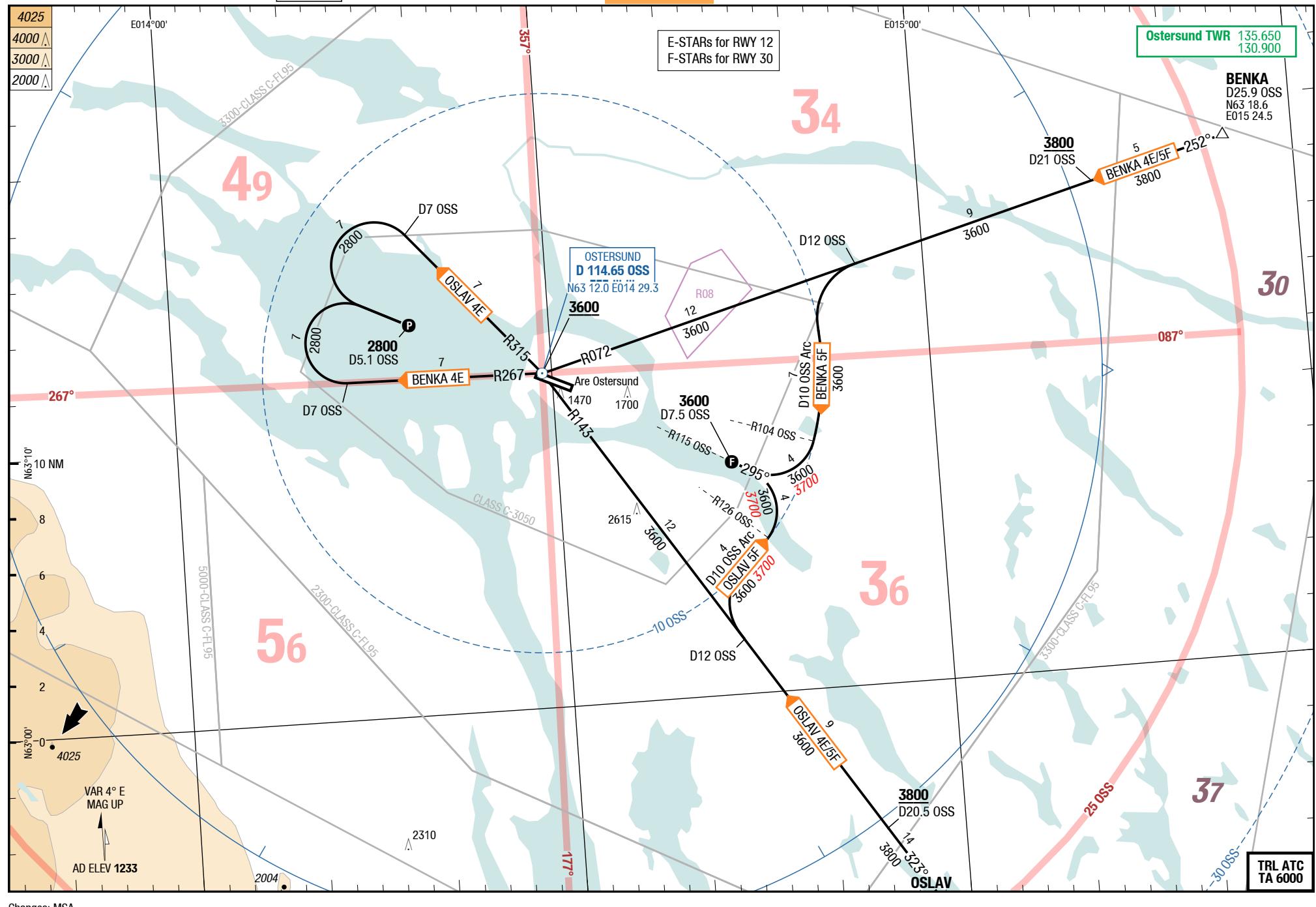
# **Sweden Are Ostersund**

STARs

## Are Ostersund Sweden

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5-30



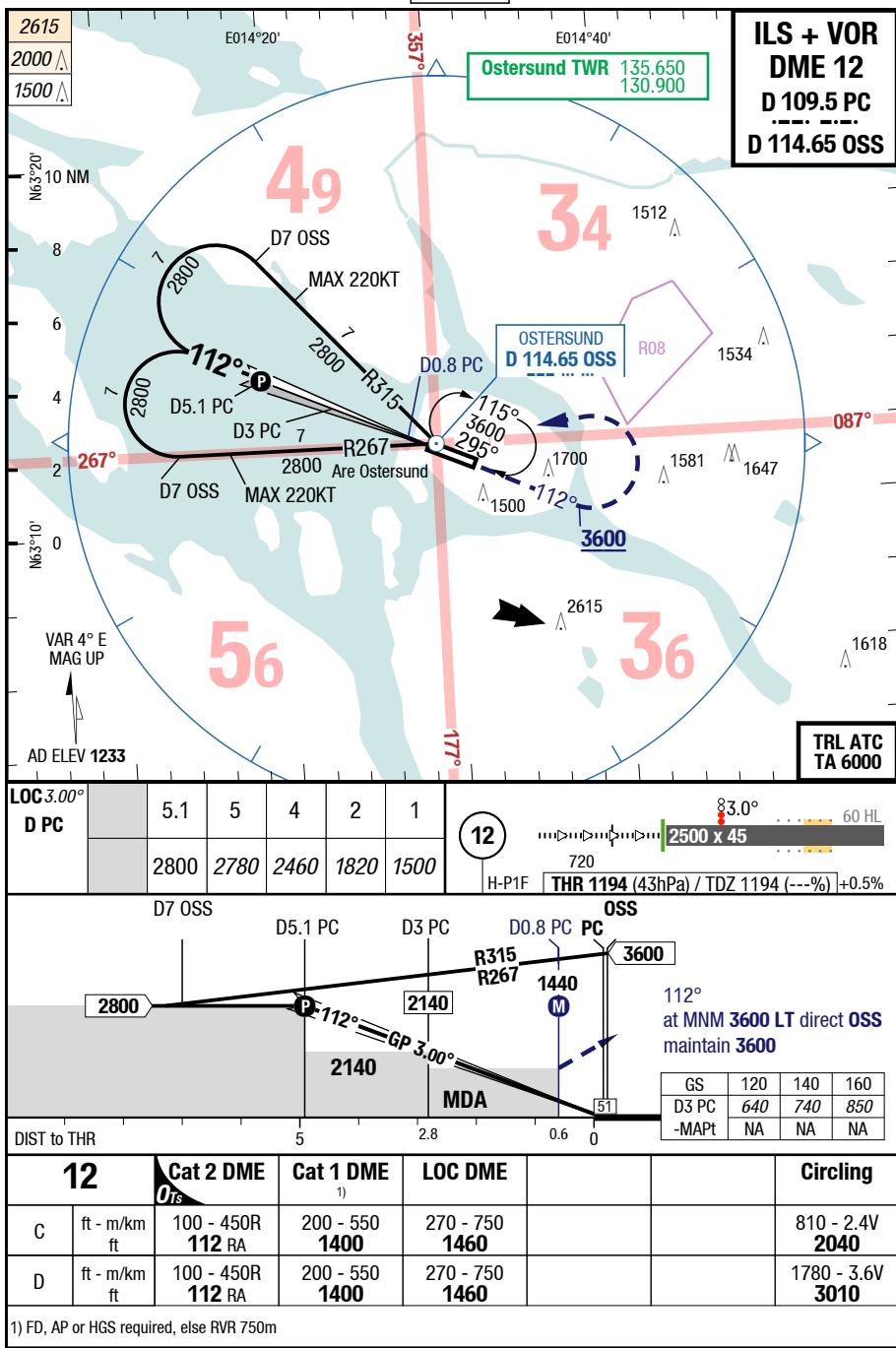
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ILS + VOR DME 12

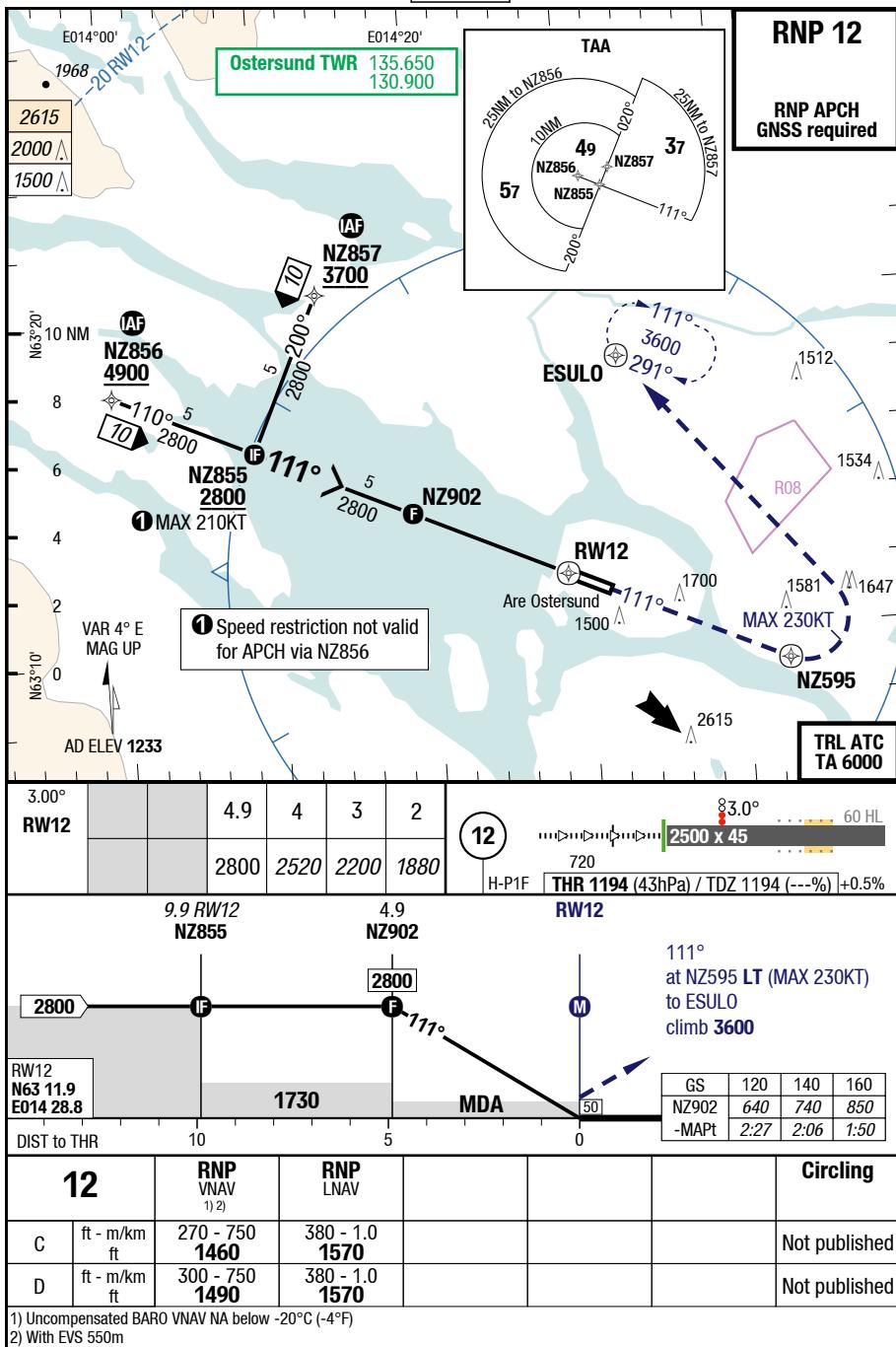
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Changes: MSA

7-30

RNP 12



Changes: new

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02-NOV-2017

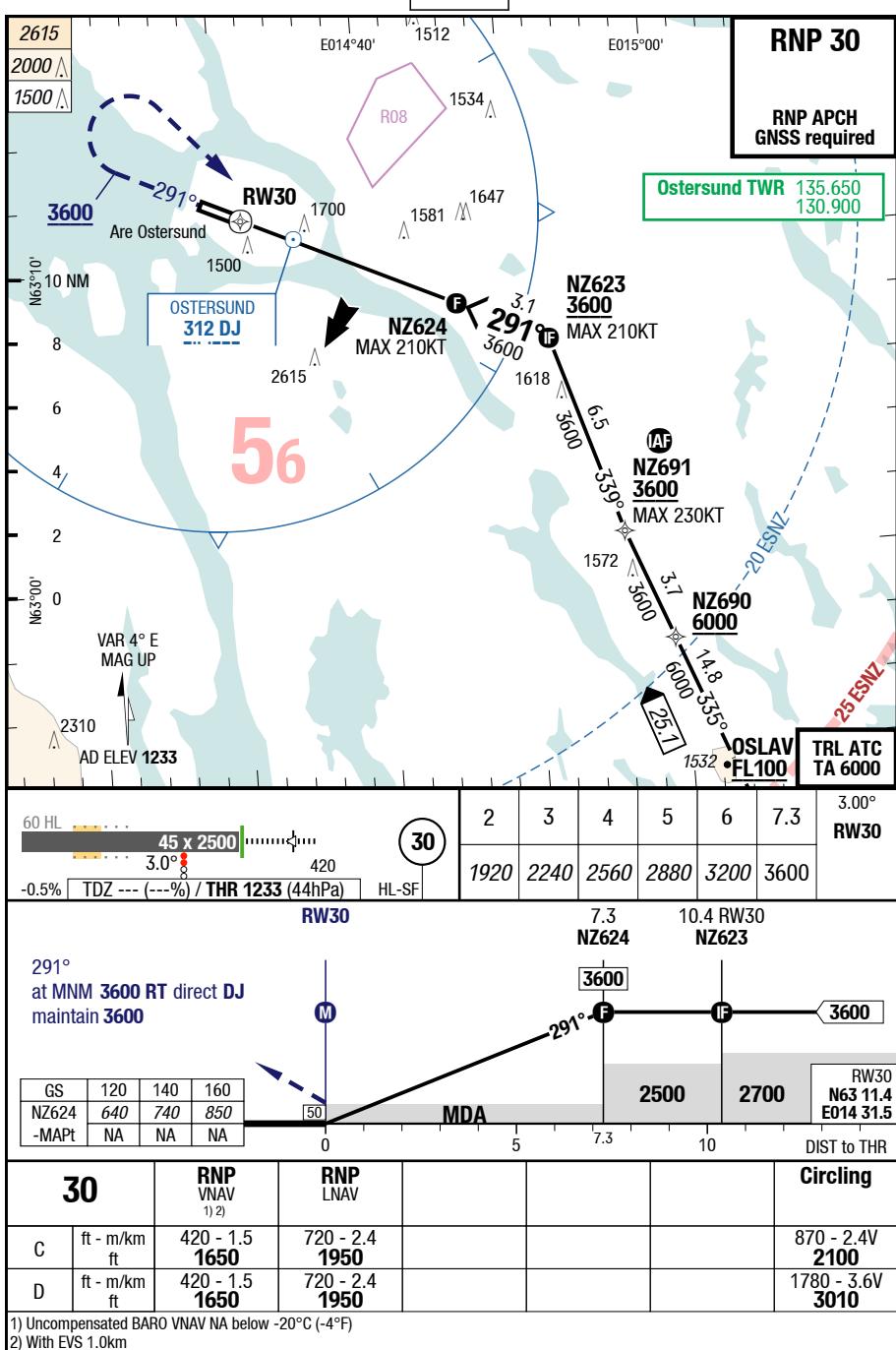
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IAC

7-40

RNP 30



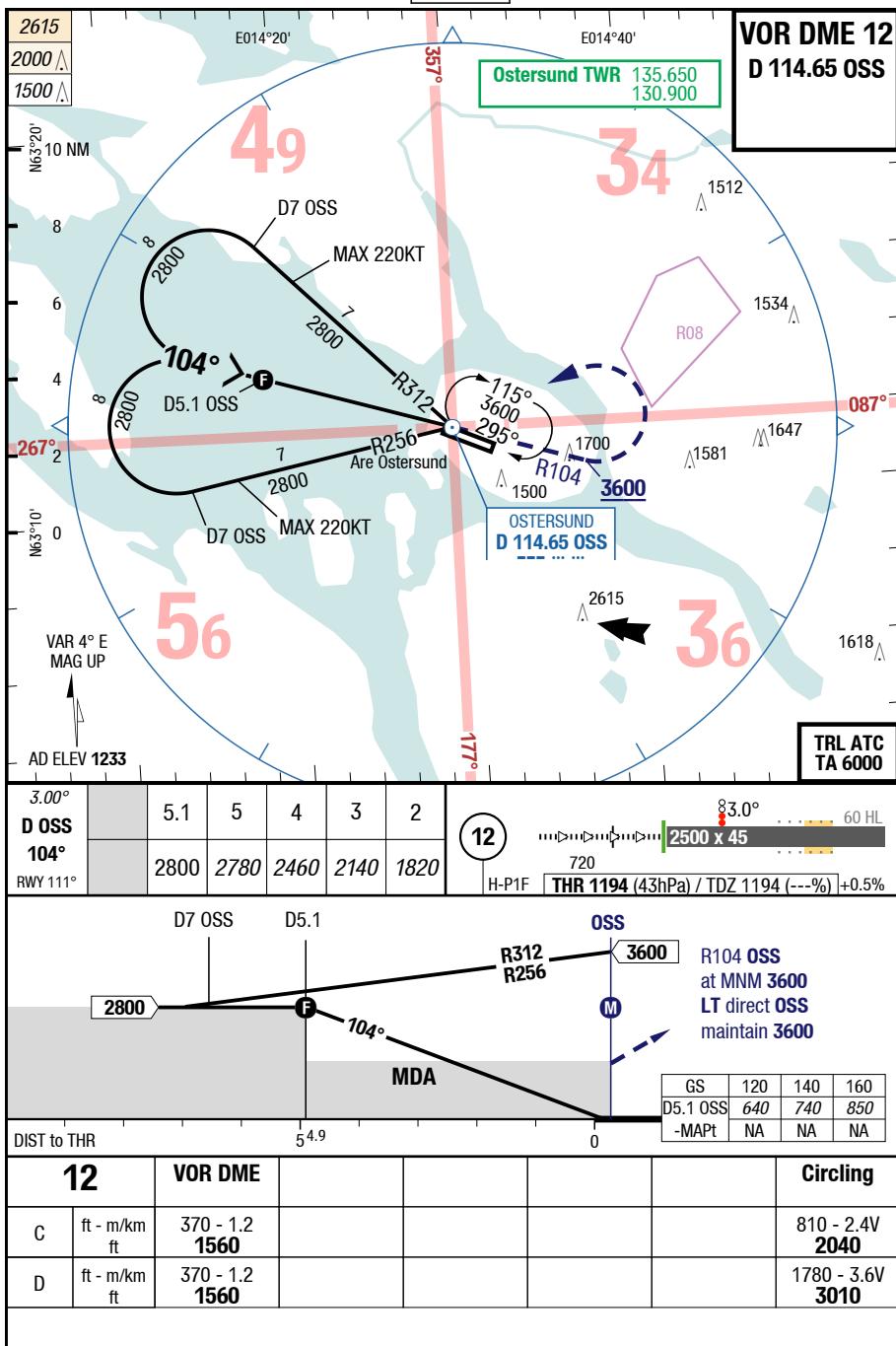
Changes: Nil

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7-50

VOR DME 12



Changes: MSA

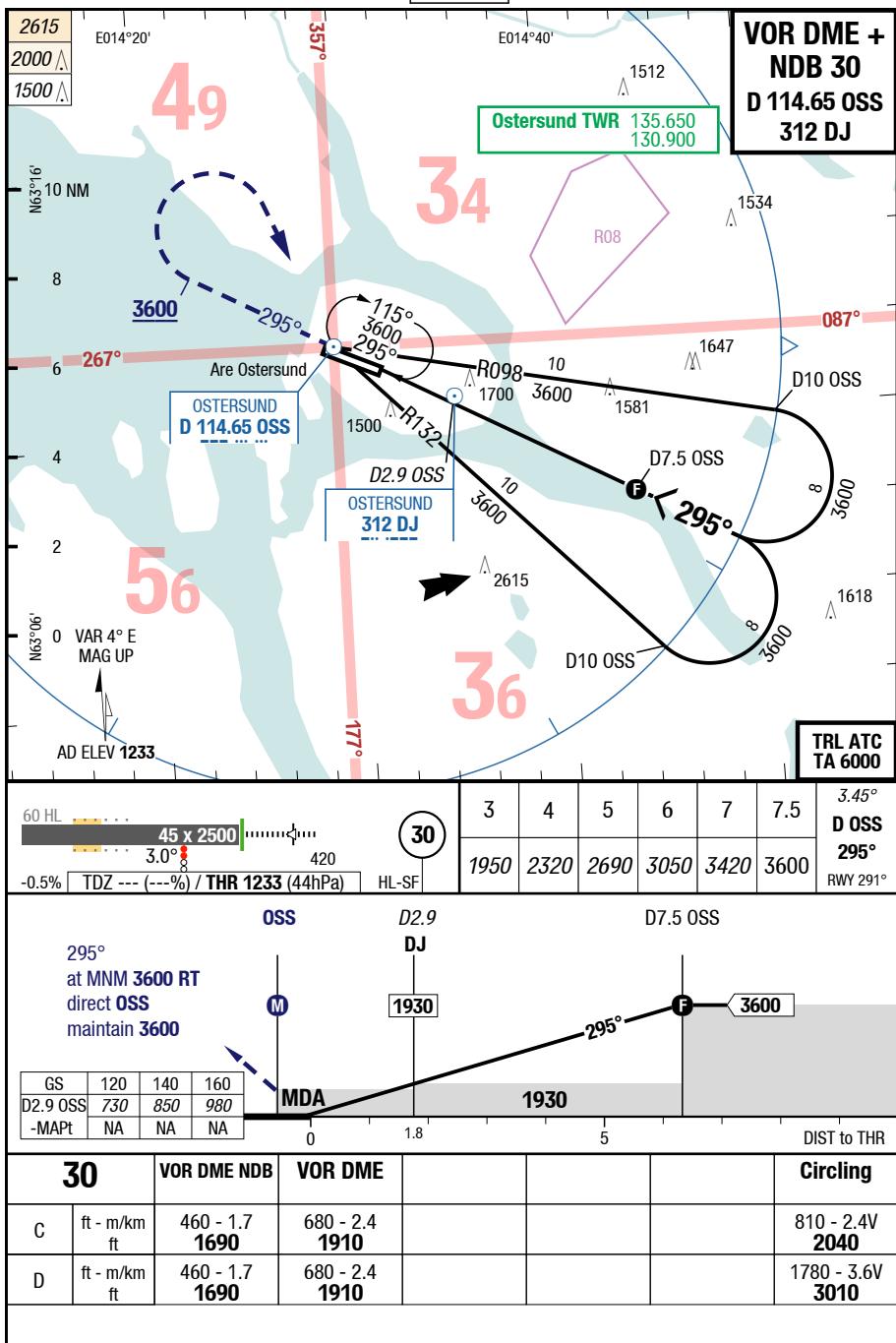
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OSD-ESNZ

7-60

VOR DME + NDB 30

IAC



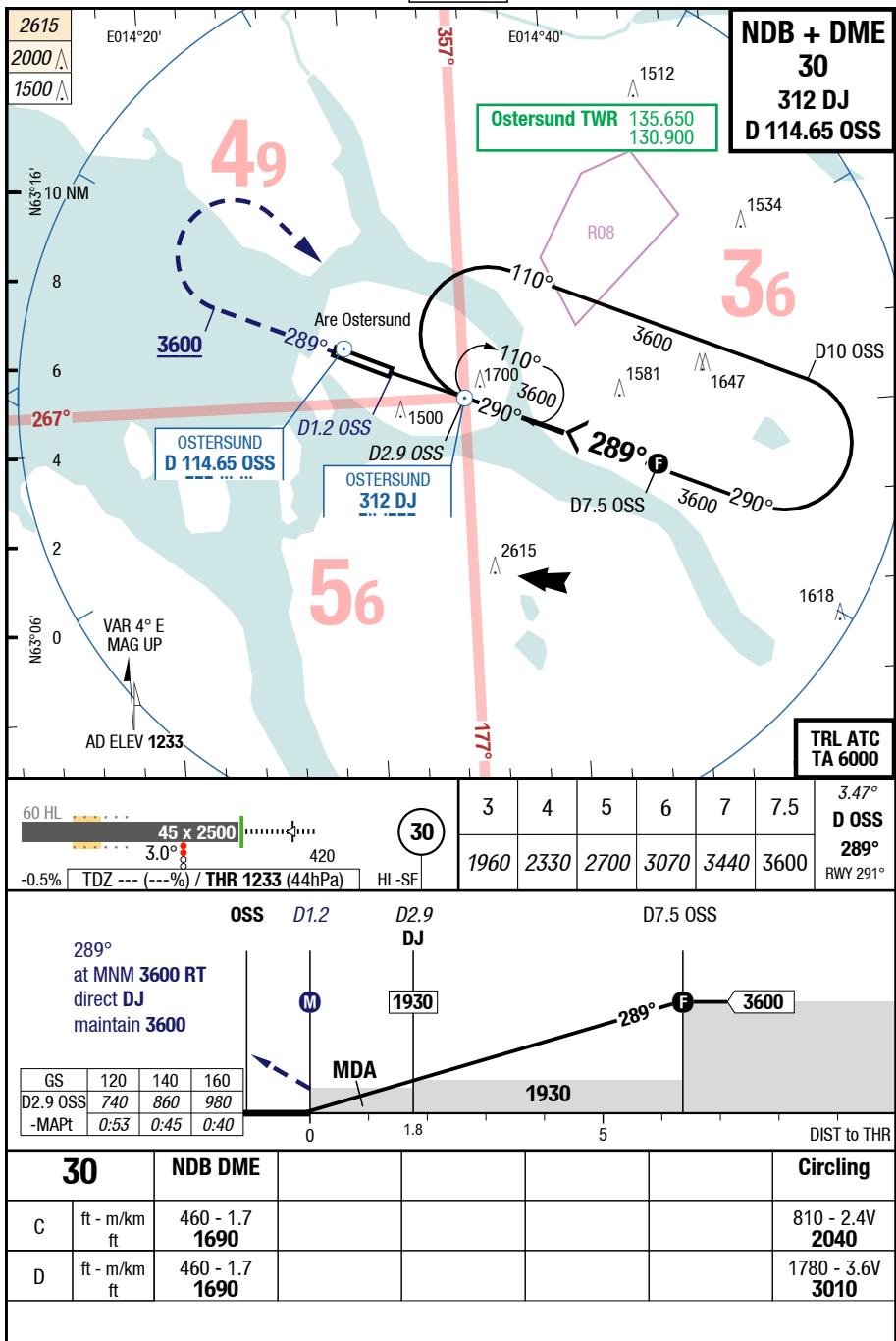
Changes: MSA

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**NDB + DME 30**



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# Are Östersund Sweden

**MRC**

MR

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