

# Conditions in the airport's environmental permit

■ Stockholm Arlanda Airport (ARN)

# **Conditions in the airport's environmental permit Stockholm Arlanda Airport - valid from 1 January 2016**

This document is a summary of the conditions of the environmental permit. The permit was granted by judgment of the Land and Environment Court (M2284-11) under the Environmental Code, 2013-11-27.

## **PERMIT**

Permit. According to Chapter 9 of the Environmental Code (1998:808), to conduct airport operations at Stockholm Arlanda Airport on three runways to a maximum of 350,000 aircraft movements per year, plus a maximum of 4,000 helicopter movements for non-commercial traffic and, if necessary, to carry out the new construction, reconstruction and expansion deemed necessary for these operations, and to operate the airport according to a runway utilisation pattern with the application of parallel mixed operations, i.e. simultaneous take-offs and landings on the parallel runways (Runway 1 and Runway 3), when the capacity amounts to 84 aircraft movements per hour or more.

## **General condition**

### **Condition 1:**

Unless otherwise provided in the other conditions, the facilities shall be designed and the operations conducted in substantial compliance with what Swedavia has stated in this permit application and its appendices, as well as what the applicant has otherwise stated or undertaken in the case. In applying the conditions and provisions of the judgment of the Land and Environment Court and of this judgment, the following shall apply:

- all values given for aircraft noise shall be calculated values, unless otherwise stated,
- when calculating aircraft noise, the noise calculation method established at any given time shall be applied, which is currently the method for aircraft noise calculation established in the quality assurance document of 31 October 2011 by the Swedish Transport Agency and the Swedish Armed Forces in consultation with the Swedish Environmental Protection Agency,
- 'urban areas' means urban areas as defined by Statistics Sweden at the time when this judgment became final.

## **IFR traffic/Main rule**

### **Condition 3:**

Arriving and departing air traffic operated in accordance with IFR shall, as a general rule, comply with the SID/STAR system described in the application and the associated regulations at any given time (currently the Swedish Transport Agency's Statutes with supplementary regulations).

## **IFR traffic/Specific rules for departing traffic**

### **Condition 4:**

Departing non-low speed IFR traffic shall follow SID until the respective aircraft has reached the altitude of 2,000 m MSL, subject to the second paragraph. Aircraft may leave SID when they generate a noise level on the ground below the maximum noise level of 65 dB(A) even before reaching the altitude of 2,000 m MSL. At least 90 per cent of the traffic that must follow SID according to the above must be carried out within the reported dispersal areas, see pages 17-19 of the Land and Environment Court's judgment (in this document Appendix 2), up to the point where the aircraft may leave SID according to the above.

### **Condition D1:**

The court leaves it to the supervisory authority to decide on the categorisation of aircraft in order to operationally manage the prescribed Condition 4 about leaving SID.

## **IFR traffic/Special exemptions**

### **Condition 5:**

Low-speed traffic is handled during the day and evening (06:00-22:00) without following SID. However, flying over urban areas below 1,000 m MSL is not allowed if the maximum sound level on the ground exceeds 65 dB(A).

### **Condition 6:**

At night (22:00-06:00), traffic departing from runway 19L must not leave SID between the Upplands Väsby and Vallentuna urban areas until the aircraft has reached an altitude of 3,050 m STD.

### **Condition 7:**

At night (22:00-06:00), traffic departing from runway 01L to destinations south and southwest of the airport (SID to exit points AROS, DUNKER, NOSLI and TROSA) may not leave SID until the aircraft has reached an altitude of 3,050 m STD.

### **Condition 8:**

Night take-offs (22:00-06:00) on runway 19R are not permitted except in connection with runway work or potential flight safety hazards caused, for example, by special weather conditions, performance reasons, potential accident situations or similar circumstances.

### **Condition 9:**

Runway 26 may not be used for take-offs other than in connection with runway work or potential flight safety hazards caused, for example, by special weather conditions, performance reasons, potential accident situations or similar circumstances.

### **Condition 10:**

Aircraft shall be given clearance to a minimum of 750 m MSL until final approach is commenced. Whenever possible without affecting the capacity of the airport and taking into account Air Navigation Service regulations, safety considerations and weather conditions,

approach procedures shall be implemented avoiding the urban area of Upplands Väsby. With visual approaches, flying over urban areas is not permitted if the maximum sound level on the ground exceeds 65 dB(A).

**Condition 11:**

When approaching runway 01L, the urban area of Upplands Väsby must not be overflowed east of the extension of this runway at an altitude lower than 750 m MSL. Swedavia shall also take measures to avoid overflights at altitudes higher than 750 MSL, as far as possible. Approaches to runway 01L overflying the urban area of Upplands Väsby to the east of the extension of this runway shall be reported quarterly to the supervisory authority within one month of the end of each quarter and in the environmental report.

**Condition 12:**

Runway 08 may only be used for landing in connection with runway works or potential aviation safety hazards caused, for example, by special weather conditions, performance reasons, potential accident situations or similar circumstances.

**Condition 13:**

At night (22:00-06:00), straight-in approaches to runway 01R may not be made except in the case of runway works or potential safety hazards caused, for example, by exceptional weather conditions, potential accident situations, runway works or similar circumstances

**Condition 14:**

Other runway use patterns and approach and departure procedures may be applied in the following cases:

- when, in the judgment of the pilot and/or air traffic control, air safety so requires,
- in the context of ambulance transport,
- when other airspace parties temporarily restrict available space in any part of the control zone and/or terminal area (Stockholm TMA),
- during runway work,
- during use of the airport by the Armed Forces in the event of incident response and - other comparable circumstances.

**Condition 15:**

Aircraft operating according to VFR shall, whenever possible, use entry and exit points for VFR traffic according to the AIP in force at the time. Non-commercial VFR traffic may be given the shortest route to its mission.

**Condition 17:**

Runway use patterns and approach and departure procedures other than those presented in the permit application may be applied when the airport actively participates in the development of techniques for and application of, for example, non-straight approaches to the different runways of the airport. Such approaches and departures to/from the respective

runway shall not exceed 10 per cent of the number of approaches and departures per year to/from that runway. The total number of aircraft movements may not exceed 5 per cent of the total traffic volume per year. During approaches and departures in accordance with this condition, e.g. non-straight approaches, overflights of urban areas with a maximum noise level on the ground exceeding 70 dB(A) may not occur more than three times per average day during the period of approaches and departures in accordance with this condition. Before any change is made, the supervisory authority shall be informed of the activity and the period during which it is to be carried out. The approaches and departures carried out in accordance with the first paragraph shall be reported quarterly to the supervisory authority within one month of the end of each quarter and in the environmental report. The supervisory authority shall be informed every three years of the development of technology enabling non-straight approach procedures and the conditions for using such technology at Arlanda Airport.

## **Noise protection measures**

### **Condition 18:**

In Sigtuna municipality, the area west of a boundary line from Odensala church to the main line at Tollsta and then along the main line to south of central Märsta and then along Steningedalen (Märstaån) may only be affected by aircraft noise from operations at Arlanda that is lower than FBNEU 55 dB(A).

### **Condition 19:**

In the municipality of Upplands Väsby, within the area south of a boundary line from a point immediately north of the water tower in Runby to a point immediately north of Nibble farm, aircraft noise from airport operations may not exceed FBNEU 55 dB(A).

### **Condition 20:**

Knivsta municipality, in the area northwest of a boundary line between the triangle point at Gurresta and the northern tip of Säbysjön in its extension to the E4 road, aircraft noise from airport operations may not exceed FBNEU 55 dB(A).

### **Condition 21:**

Vallentuna municipality, the area east of a boundary line from Uthamra on the eastern side of Lake Vallentuna across a point on County Road 268 about 2 km northwest of Vallentuna church to a point near Molnby north of Vallentuna church may only be affected by aircraft noise from operations at Arlanda that is lower than FBNEU 55 dB(A).

### **Condition 23:**

Swedavia shall take noise protection measures in residential buildings (this refers to both permanent and holiday homes) and care and teaching premises that are exposed to

- FBNEU 55 dB(A) or more - maximum noise levels 70 dB(A) or more, at least 150 nights per year with at least 3 aircraft movements per night. In addition, noise protection measures shall be taken in residential buildings regularly exposed to
- 80 dB(A) maximum level and above, day and evening (06:00 to 22:00).

The objective of the noise mitigation measures shall be that the indoor aircraft noise level FBNEU does not exceed 30 dB(A) and the maximum night-time indoor noise level does not exceed 45 dB(A). Measures do not need to be taken on school or healthcare buildings exposed to the specified maximum night-time noise level if they are not used for that purpose at night other than exceptionally. The noise abatement measures shall be designed for the noisiest types of aircraft at any given time, but not for those types of aircraft which occur only occasionally. Noise abatement measures shall be designed and undertaken in consultation with property owners. When assessing the measures to be taken, account should also be taken of the reasonableness of the costs in relation to the standard and value of the dwelling. This reasonableness assessment should also take into account previous actions taken and costs incurred on the property. The measures shall be taken at the latest within three years of the this judgment first becoming final for the buildings concerned and thereafter within two years after another building is affected. However, measures required solely because of high noise levels at night do not have to be completed until six years after this judgment has become final. In the event of a disagreement between Swedavia and the property owner about the design and dimensioning of the measures, Swedavia shall refer the matter to the supervisory authority for a decision on which measures are deemed reasonable to require. The supervisory authority may also grant an extension of the time limit for implementing measures. Swedavia shall, no later than one year after this judgment has first become final and annually thereafter, submit a proposal for a plan for noise protection measures to the supervisory authority.

**Condition 37:**

Noise from the operation must not exceed the noise level FBNEU 55 dB(A) by more than 3 dB(A) outside the curve for basic alternative 1a as presented at the top of p. 23 in the Land and Environment Court's judgment of 27 November 2013. However, this does not apply to the FBNEU 55 dB(A) limit lines that must not be exceeded under conditions 18-21. The actual noise propagation of the operation must be reported annually to the supervisory authority.

**Condition 38:**

The company shall promote the use of NADP 2 take-off procedure or take-off procedures with an equivalent or better noise reduction effect for the surrounding urban areas by the airlines operating at the airport. The results of this work should be reported in the environmental report.

**Condition D2:**

The court leaves it to the supervisory authority to prescribe, if necessary, conditions in connection with deferred question, U3, Noise reduction procedure for departing flights, in this judgment.

**Condition D3:**

The court leaves it to the supervisory authority to impose conditions, if necessary, to limit noise from helicopter traffic, with the exception of emergency transport for the police, ambulance and rescue services, and when air safety so requires.

**Air****Condition 26:**

Action plan to reduce emissions to air. Swedavia shall draw up an action plan to reduce emissions to air of carbon dioxide, nitrogen oxides (NO<sub>x</sub>) and particulate matter (PM<sub>10</sub>) at Stockholm Arlanda Airport, and work to implement the measures described in the action plan. The action plan shall be updated every three years and adopted by the supervisory authority. Measures implemented shall be reported in the environmental report. The measures shall cover Swedavia's own operations over which the company has direct control and operations that involve cooperation with other operators at and around the airport over which Swedavia does not have direct control, such as ground transportation or air traffic. The action plan shall be submitted to the supervisory authority no later than six months after the first use of the permit.

**Condition D4:**

The court leaves it to the supervisory authority to impose conditions, if necessary, on combustion in a boiler plant at Arlanda Airport in the event that conversion to pellets does not take place.

**Wastewater****Condition 27:**

Swedavia is responsible for ensuring that wastewater from all operations in the airport area is disposed of in such a way that the wastewater at the single point of connection to Sigtuna Municipality's sewerage system at Måby meets the requirements of the General Provisions for the Use of Public Water and Sewerage Systems (ABVA) in force at any given time.

**Condition D5:**

The supervisory authority is authorised, if necessary, to issue conditions regarding discharges to wastewater in addition to what is stated in the agreement (ABVA) between Swedavia and Käppalaförbundet/Sigtuna Municipality.

**Cadmium in wastewater****Condition 28:**

Efforts to reduce cadmium emissions from the operation will continue and the level of cadmium in the sole connection point to the municipality of Sigtuna's sewerage network at Måby must be monitored by at least six flow-proportional monthly samples per year.

**De-icing****Condition 29:**

Aircraft de-icing shall take place in a designated area with drainage to a collection system connected to the airport wastewater system. Swedavia shall ensure that as much as possible of the glycol that runs off the aircraft during de-icing is collected. Swedavia shall, as part of its self-monitoring, report the amount of glycol used for de-icing, the amount collected and how the collected amount was disposed of.

**Condition D6:**

The regulatory authority is authorized to impose conditions for glycol management where necessary.

**Stormwater .****Condition D7:**

The supervisory authority is authorised, during the trial period, if new environmental quality standards are set for additional substances, to issue conditions relating to these substances, including requirements for sampling and investigations

**P1:**

During the trial period, the effluent from the installations, measured at point F, shall have as a benchmark:

- an oxygen content of at least 5 mg/l,
- TOC content less than 30 mg/l (calculated as an annual average),
- metal concentrations that, with the exception of copper, are (calculated as an annual average) less than the values for "moderate concentrations" according to the Swedish Environmental Protection Agency's Report 4913 "Assessment criteria for lakes and watercourses",
- emission levels of copper (calculated as an annual average) that are less than the value for "high levels" according to the Swedish Environmental Protection Agency's Report 4913

**Anti-slip measures****Condition 30:**

Anti-slip measures on runways, taxiways and ramps shall preferably be mechanical. When using anti-slip chemicals, those based on formate or other substances with comparable or better environmental properties should normally be used. The supervisory authority shall be notified of any change of runway de-icing agent. However, urea may be used in exceptional cases in particularly severe weather conditions and in places requiring particularly thorough



anti-slip measures or in other situations where aviation safety requires it. When using urea, the company must inform the supervisory authority of the quantity used and the reasons for using urea.

## **Groundwater - Supply tunnels**

### **Condition 31:**

During operations, leaking groundwater shall be diverted to the area's stormwater system.

## **Groundwater - Aquifer plant**

### **Condition 32:**

Swedavia shall operate the aquifer and otherwise take the necessary protective measures to minimise the risk of groundwater levels falling or rising to levels that could damage buildings or facilities. By pre-draining the aquifer system in combination with the removal of groundwater from pump well PB2 or one of the production wells to Halmsjön, Swedavia shall control the groundwater level at the eastern outflow area so that the level is below +23.10 m.a.s.l. to the greatest extent possible, so that the outflow essentially ceases

## **Surface water - Halmsjön**

### **Condition 33:**

Swedavia shall maintain the lake and, if necessary, take precautionary measures to reduce significant impacts on the ecological conditions of the lake.

## **Chemicals and waste**

### **Condition 34:**

Chemical products and hazardous waste shall be stored and handled in such a way that spills and leaks do not pollute the environment. Tanks for storing fuel, glycol, formate and other liquid chemical products at Swedavia's storage and staging areas shall be contained within an enclosure. The enclosure shall contain at least the volume of the largest tank plus 10% of the sum of the volumes of the other tanks within the same enclosure. Double-shell tanks do not need to be bermed but must be equipped with a functioning alarm to detect any leakage between the shells. Storage tanks filled by tanker trucks must be equipped with a level gauge and overflow protection.

## **Information body**

### **Condition 35:**

An information body shall be established for the exchange of information on matters relating to the operation of the airport. The body shall include representatives of Swedavia, the Swedish Civil Aviation Administration (LFV), the county administrative boards of Stockholm and Uppsala counties, Håbo, Knivsta, Norrtälje, Sigtuna, Sollentuna, Täby, Upplands-Bro, Upplands Väsby, Uppsala and Vallentuna municipalities and the Käppala Association. On

the proposal of Swedavia or the above-mentioned county administrative boards or municipalities, the supervisory authority and Swedavia may decide in consultation that others may also be co-opted to the information body. The supervisory authority and Swedavia will decide in consultation how the work of the information body is to be conducted.

## **Control programme**

### **Condition 36:**

A control programme shall be in place for Swedavia's operations. Proposals for the content of the control programme shall be submitted to the supervisory authority no later than six months after the judgment in this case has first become final.

## **Deferred issues**

### **Stormwater, U4:**

New wording with effect from 4 June 2020. During a continued trial period of five winter seasons (operating seasons), starting in the 2020/2021 winter season, Swedavia AB will investigate the treatment effects that can be achieved in Kättstabäcken's stormwater treatment plant (KDA) and Halmsjöbäcken's stormwater treatment plant (HDA). The investigation shall include separate sampling for incoming and outgoing water in KDA, HDA, Halmsjön screen basin facility (HSDA) and the south airport area facility (SDA), adapted to the water received. An assessment shall be made of the overall water quality at point F. A program for the investigation shall be presented to the supervisory authority no later than three months after the judgment has become final in this part. Results during the trial period must be reported to the supervisory authority in connection with the annual environmental report. The report must be submitted to the Land and Environment Court with a proposal for final conditions no later than 30 December after the end of the last winter season.

### **Land, U5:**

Swedavia shall, no later than six months after this judgment has been invoked, submit to the supervisory authority an action plan for the work relating to the presence and spread of PFOS and other possible pollutants from the airport. The action plan shall include mapping and measures to reduce environmental impacts. Swedavia shall report the results of implemented measures in the environmental reports.

## The aquifer

Judgment from the Land and Environment Court (M2284-11) under the Environmental Code, 27 November 2013

## PERMIT

- Swedavia AB is given a permit to maintain 10 groundwater wells, VB1 to VB5 (heating wells) and KB1 to KB5 (cooling wells).
- Construct and maintain two additional cooling wells (KB6 and KB7) in the north-western and eastern part of the cold well area respectively,
- Construct and maintain two additional heating wells (VB7 and VB8) in the central parts of the heating well area.
- Maintain existing heating well VB6.
- Maintain the existing test pumping well, PB1, as a cooling well (hereafter referred to as KB8).
- Construct an additional pumping well, PB2.
- Replace existing and proposed wells with new ones in the same main area when they reach the end of their useful life.
- For heating purposes, divert 2,500,000 m<sup>3</sup> of groundwater per year from the heating wells, up to a maximum of 720 m<sup>3</sup> per hour, and return the corresponding quantities of water to the cooling wells after cooling.
- For cooling purposes, divert 2,500,000 m<sup>3</sup> of groundwater per year from the cooling wells, up to a maximum of 720 m<sup>3</sup> per hour, and, after heating, return the corresponding quantities of water to the heating wells.
- For flushing purposes, divert 10,000 m<sup>3</sup> per year in total from the production wells.
- In order to limit the groundwater level in the eastern part of the aquifer, the following is permitted: groundwater may be discharged from the aquifer through pumping well PB2, or from one of the production wells, to Halmsjön, either directly on the eastern shore or via the cooling centre, or in combination; the aquifer shall be depleted by discharging groundwater from the cold or hot well area to Halmsjön, either directly or via the cooling centre; a maximum of 900,000 m<sup>3</sup> per year may be discharged by pumping and depleting, but no more than 330 m<sup>3</sup> per hour.
- When groundwater is abstracted and returned to the new system of heating and cooling wells as described above, a maximum of 4,500,000 m<sup>3</sup> of surface water per year, to be freely disposed of between heating and cooling abstraction, will be diverted from the Halmsjön facilities for heating and cooling purposes and, after cooling and heating, the corresponding amount of water will be returned to Halmsjön.
- In the case of cooling, energy extraction may take the form of direct cooling and return to the lake, or through cold storage in the cooling wells of the aquifer. Cold storage is achieved by heat exchange, i.e. without the addition of lake water to the groundwater.

- In accordance with a previously granted permit, divert surface water from Lake Halm and, after heat exchange, return the water to the lake at a volume of no more than 10 million m<sup>3</sup> per year, but no more than 500 l/s or 1,800 m<sup>3</sup> per hour, in order to maintain energy supply as far as possible when the aquifer is not in use.

## **Heating plant Kolsta**

Judgment from the Land and Environment Court M 3742-18, 13 June 2019. The permit is an amendment to the judgment (M2284-11, 27 November 2013)

## **PERMIT**

The Land and Environment Court grants Swedavia AB a permit to construct and operate an incineration plant with a total installed capacity of 44 megawatts at Stockholm Arlanda Airport within the property Arlanda 3:1 in Sigtuna municipality.

### **Condition 1:**

Unless otherwise provided in the other conditions, the activity shall be conducted mainly in accordance with what the company has stated in the application documents and otherwise undertaken in the case.

### **Condition 2:**

The current control programme for Stockholm Arlanda Airport must be revised to take account of the new incinerator and submitted to the supervisory authority no later than three months after the facility has been put into operation. The revision shall be done in consultation with the supervisory authority.

### **Condition 3:**

Emissions to air of particles shall not exceed 10 mg/Nm<sup>3</sup>. However, for the combustion of liquid fuels with an operating time not exceeding 500 hours per year as a rolling average over a period of three years, emissions to air of particles shall not exceed 20 mg/Nm<sup>3</sup>. Monitoring shall be carried out by measuring at least once a year for at least four hours. During operation, particle emissions shall be continuously monitored by smoke density meters.

### **Condition 4:**

Emissions to air of carbon monoxide shall not exceed a 24-hour average of 500 mg/Nm<sup>3</sup>. Monitoring shall be done by continuous measurement

### **Condition D2:**

The Land and Environment Court leaves it to the supervisory authority to decide on conditions regarding the handling of extinguishing water.

**Pier G groundwater diversion**

Judgment from the Land and Environment Court M 3894- 17, 5 June 2018

**PERMIT**

The Land and Environment Court grants Swedavia AB a permit under the Environmental Code to use the property Arlanda 3:1, Sigtuna municipality, at Stockholm Arlanda Airport to

- During the construction phase of Pier G and associated baggage culverts 9 and 11 and media culverts, divert the required amount of groundwater and surface water intrusion to temporarily lower the groundwater level to approximately +23.0 metres in the height system RH2000 and perform and maintain the necessary facilities for this purpose
- During the operational phase of Pier G, divert the necessary amount of groundwater to permanently lower the groundwater level to approximately +25.0 metres in the height system RH2000 and carry out and maintain the necessary facilities for this purpose, and within the properties Arlanda 3:1 and Arlanda 1:1 to
- Infiltrate surface water into the groundwater as a protective measure in the event of subsidence damage. Construction of Pier G has been suspended indefinitely. In 2023, only the parts of the judgment relating to the construction of baggage culvert 11 have been applicable. Page 24 (27) maintain the necessary facilities for this purpose.

**Condition 1:**

Unless otherwise provided in the other conditions, the facilities shall be designed and the operations conducted in substantial compliance with what Swedavia AB has stated in the permit application and appendices and what the company has otherwise stated or undertaken in the case.

**Condition 2:**

Swedavia AB shall conduct water activities and otherwise take the necessary protective measures to minimise the risk of groundwater levels falling or rising to levels that could damage buildings or facilities.

**Condition 3:**

During the construction phase, the drainage water must undergo the necessary local treatment. The treatment shall mainly be carried out according to the principles in Annex B3 to the environmental impact assessment before the water, depending on the pollutant content, is led either to the airport's stormwater system or to the wastewater network

**Condition 4:**

Swedavia AB shall submit a proposal for a control programme during the construction phase to the supervisory authority no later than three months before construction work begins. The details of the control programme shall be determined in consultation with the supervisory authority.

**Condition 5:**

Swedavia AB shall submit a proposal for a control programme during the operational phase to the supervisory authority no later than three months before Pier G is put into operation. The details of the control programme shall be determined in consultation with the supervisory authority.

**WORKING TIME:**

The works must be completed within 10 years of the date of the judgment.

**Permit to change airport operations - Alternative approach procedures (curved approaches) and EoR**

Land and Environment Court M 6547-20, 15 October 2021.

**PERMIT**

The Land and Environment Court grants Swedavia AB a permit under Chapter 9 of the Environmental Code as follows.

A. Permission to apply alternative approach procedures to Runway 01R, Runway 01L and Runway 19R within the scope of the current permit (permit traffic case 1a) to the operation of 350,000 aircraft movements per year as follows

Three RNP AR procedures (curved approaches) to runway 01R designated RNP x RWY 01R (AR), RNP y RWY 01R (AR) and RNP z RWY 01R. (AR). The procedure RNP y RWY 01R (AR) only applies to alternative 2 as applied for.

One RNP AR procedure (curved approach) to runway 01L designated RNP y RWY 01L (AR)

Two RNP AR procedures (curved approaches) to runway 19R designated RNP x RWY 19R (AR) and RNP y RWY 19R (AR).

The number of RNP AR procedures may not exceed 19,500 per year for Runway 01R, 3,100 per year for Runway 01L and 2,900 per year for Runway 19R.

B. Permit to modify two runway use patterns based on Established on RNP (EoR) as follows. Approaches to runway 01R (straight or curved) and runway 01L (curved) in combination with departures from runway 01L.

Approaches to runway 19L (straight) and runway 19R (curved) in combination with departures from runway 19R. The permit is valid for a maximum of five approaches under each point during one hour

**Condition 1:**

Unless otherwise provided by other conditions, the operations now licensed shall be conducted in substantial compliance with what Swedavia has stated in the application documents and what Swedavia has otherwise stated or undertaken in the case.

**Condition 2:**

Unless otherwise provided in the conditions of this judgment, the conditions of the previous permit for the airport operations shall apply in relevant parts to the operations now licensed.

**Condition 3:**

Flight path RNP y RWY01R (AR) as applied for under alternative 1 shall cease to be used and the route shall be de-published from the Aeronautical Information Publication (AIP) no later than one year after this permit is exercised

**Condition 4:**

Approaches to Runway 01R at night (22:00 to 06:00) using RNP AR procedures RNP AR x RWY 01R (AR), RNP AR y RWY 01R (AR) and RNP AR z RWY 01R (AR) shall only be made in connection with runway works or potential safety hazards caused, for example, by special weather conditions, potential accident conditions or similar circumstances.

**Condition 5:**

A proposal for an updated control programme shall be submitted to the supervisory authority no later than three (3) months after the permit is used.