

## **Night time operation at Stockholm Arlanda Airport**

### **Background**

**Traffic levels are significantly lower at night-time than during day-time. This document presents relevant operational information to flight crew members operating at Stockholm Arlanda Airport aimed at minimising the environmental footprint of operation in accordance with the airport environmental permit during night-time.**

### **General**

*Usage of Runways (RWYs) at Stockholm Arlanda Airport:*

To minimize noise disturbance the following applies:

- RWY 01R is not available for landing with straight in approaches (ILS or LOC) 2200-0600 Local Time (LT). However, RNP AR APCH operation to RWY 01R is available H24.
- RWY 19R is not available for take-off unless required for performance reasons 2200-0600 LT.
- RWY 08 is not available for landing unless required for RWY closures or potential flight safety reasons like meteorological conditions, performance, accidents or comparable circumstances.
- RWY 26 is not available for take-off unless required for RWY closures or potential flight safety reasons like meteorological conditions, performance, accidents or comparable circumstances.

### **Take off**

Noise Abatement Departure Procedure 2 (NADP2) applies in accordance with ICAO Doc 8168.

### **Departure**

Departing traffic are obliged to comply with SID.

Due to stricter noise constraints during night-time, expect that potential direct routes will be given by ATC at a higher altitude and/or after a longer flown distance compared to day-time operations.

## **Arrival**

### *Flight Planning:*

Inbound traffic shall be planned via following Terminal Manoeuvring Area (TMA) entry points: NILUG, XILAN, HMR and ELTOK.

Between 00:30-05:30 Local Time (LT) the shortest distance from the TMA entry point to the Final Approach Point (FAP) may be seen as the expected track to the start of the Instrument Approach Procedure in accordance with Swedish Aeronautical Information Publication (AIP). Deviation from this route may be regarded as a delaying action by ATC.

During night-time, traffic admitting, ATC normally clears arriving traffic direct to the Initial Approach Fix (IAF) or to a waypoint along the extended RWY centreline and not via the TMA entry point. At most occasions ATC will cancel strategic altitude restrictions and an uninterrupted CDO can be expected.

When RWY 26 or RWY 01R are the active RWY, traffic able to comply with the published RNP AR APCH are encouraged to make their request to ATC as early as possible, preferable before Top of Descent (ToD), due to environmental reasons.

### *Continuous Descent Operations (CDO):*

The use of CDO is preferential.

When approaching Stockholm Arlanda Airport, the use of CDO procedures, including low power and low drag operating procedures are recommended primarily to optimize fuel consumption but also to minimize noise disturbance on ground. The CDO procedures should be initiated from as high altitude as possible. The aircraft should be operated as aerodynamically clean as possible during the initial part of the approach as possible, with as short phase of level flight as possible, provided that this is consistent with Air Traffic Control (ATC) requirements and the safe operation of the aircraft.

## **Landing**

### *Reverse thrust:*

Except for safety reasons do not use more than idle-reverse thrust between 2200-0600 Local Time (LT).