

## **RNAV SID at Stockholm Skavsta**

### **APPROVED USERS, EQUIPMENT AND OPERATIONS**

Operators are required to have a RNAV 1 capability.

Operators receiving clearance via RNAV SID and are unable flying RNAV 1, shall inform ATC by using phraseology "UNABLE RNAV SID".

### **POSITION UPDATE**

RNAV SID are based on GNSS for position update. Note that DME/DME back-up is not available in this area.

### **RNAV EQUIPMENT FAILURE**

If the airborne RNAV equipment fails or if the GNSS position update is malfunctioning, ATC shall be informed as soon as practicable. ATC will then provide radar vectors.

### **NON RNAV 1 CAPABLE AIRCRAFT**

Operators unable flying RNAV 1 shall inform ATC by using phraseology "UNABLE RNAV SID DUE RNAV TYPE". Aircraft will be cleared to TMA exit point stated in the flight plan or receive a clearance based on vectoring after departure.

### **RNAV SID INSTRUCTION**

For each RNAV SID, there is a description as a list of waypoints in sequence. If there is a speed limit and/or altitude restriction, this will be notified in the RNAV SID description.

There is also a description of the database coding to be used by navdatabase suppliers only. The coding is according to ARINC 424 standard.

Note: In order to adapt SID coding to certain FMS equipment, a minimum 2000 ft altitude restriction is added at some waypoints in those first turns where a speed restriction is prescribed.

### **WAYPOINT LIST**

A separate list of coordinates in WGS-84 for all waypoints used at Stockholm Skavsta is provided.