

## **RNAV SID at Umeå**

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

RNAV 1 required.

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 vectors or issue clearance to a navigation aid in Umeå TMA.

### **NON RNAV 1 EQUIPPED AIRCRAFT**

Departing aircraft that is not equipped for RNAV 1 SID 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, where FLY-OVER WPTs are underlined. If there is a speed limit and/or altitude restriction, this will be notified on chart and 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.

### **WAYPOINT LIST**

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