

RNAV SIDs at Åre Östersund

APPROVED USERS, EQUIPMENT AND OPERATIONS

Operators are required to have a P-RNAV Approval by their authority.

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

POSITION UPDATE

RNAV SIDs 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 provide clearance via TMA exitpoint stated in the flightplan.

NON P-RNAV EQUIPPED AIRCRAFT

Departing aircraft that is not equipped for P-RNAV SID or does not have a P-RNAV approval shall inform ATC by using phraseology "UNABLE RNAV SID DUE RNAV TYPE".

Aircraft will be provided clearance via conventional SID or clearance 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 co-ordinates in WGS-84 for all waypoints used at Åre Östersund is provided at page AD 2-ESNZ-4-3