

## 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.