

FMS/RNAV Arrival

GENERAL

FMS/RNAV Arrival is a method of navigation designed for ACFT equipped with approved FMS which permits aircraft to make their own navigation in Terminal Airspace to final approach.

FMS/RNAV Arrivals are designed with FLY-BY WPTs used by the ACFT FMS for calculating optimal track to centreline for final approach with ILS, LLZ/DME or VOR/DME.

WAYPOINT TYPES

FLY-BY WPTs are designed to guide an ACFT towards a waypoint. If a turn at the waypoint is required, the FMS initiates a turn at a distance before the waypoint. The turn anticipation varies with speed and magnitude of turn.

APPROVED USERS, EQUIPMENT AND OPERATIONS

According to chapter 6 and 8 of the Swedish Civil Aviation Regulations (BCL-D) 1.21, a Swedish operator with an Air Operator Certificate (AOC) must have an FMS/RNAV approval by the Aviation Safety Department at the Swedish Civil Aviation Authority in order to use FMS/RNAV Arrivals.

Foreign operators with ACFT with FMS/RNAV equipment, which has a lateral position accuracy equal to or better than +/- 1 NM for 95% of the flight time may use the FMS/RNAV Arrivals without a specific approval.

Other types of RNAV equipment (e.g. Stand-alone GPS) must not be used for FMS/RNAV Arrivals.

- Note 1. A Basic RNAV (B-RNAV) approval does not constitute an approval for FMS/RNAV use.*
- Note 2. Continuous update of FMS with VOR/DME is required when flying FMS/RNAV Arrivals at ESPA.*
- Note 3. Flight progress must be crosschecked with conventional navigation aids.*
- Note 4. MD80 with Honeywell FMS without IRS is not suitable for FMS/RNAV Arrivals at ESPA.*

EQUIPMENT FAILURE

If the ACFT FMS/RNAV equipment or a Radio Navigation station, necessary for position update, is malfunctioning, ATS shall be informed in order to give appropriate instructions.