RNAV SID/STAR at Visby

GENERAL RNAV STAR

When descending on initial approach, noise reductions should be achieved using Low Power, Low Drag operating procedures (LP/LD) by maintaining a "clean" aircraft configuration until the final stage of the approach, provided this is consistent with safe operation of the aircraft.

APPROVED USERS, EQUIPMENT AND OPERATIONS

Operators are required to have an approval for P-RNAV (RNAV1) by their authority.

Operators receiving clearance via RNAV SID/STAR and are unable flying P-RNAV (RNAV 1), shall inform ATC by using phraseology "UNABLE RNAV SID/STAR". ATC will then provide vectors or issue clearance to a navigation aid in Visby TMA.

POSITION UPDATE

RNAV SID/STAR 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 alternate routing i.e. vectors or direct navigation.

RNAV SID/STAR DESCRIPTION

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.

For each RNAV STAR, 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 on chart and in the RNAV STAR 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 RNAV STAR coding to certain FMS equipment, a minimum altitude restriction is added at some waypoints where speed restriction is prescribed. These altitudes are marked with an asterisk (*).