

RNAV SIDs at STOCKHOLM/ARLANDA

Note: This information must be included in Company Route Manuals.

GENERAL

Aircraft shall not be operated at an airspeed of more than 250 kt IAS below FL100 unless otherwise instructed.

RNAV SIDs at Stockholm/Arlanda are designed in order to minimize noise dispersion resulting from ACFT flying outside designated tracks. CPDLC available at all levels, including TMA. Crew should log on with ESOS before take-off.

APPROVED USERS, EQUIPMENT AND OPERATIONS

All RNAV SIDs are based on RNAV 1.

Operators receiving clearance via RNAV SID and are unable flying RNAV 1, shall inform ATC by using phraseology "UNABLE RNAV SID"

POSITION UPDATE

All RNAV SIDs are based on DME/DME or GNSS for position update. Failure of one DME in Stockholm TMA will not affect RNAV navigation based on DME/DME.

RNAV EQUIPMENT FAILURE

If the airborne /RNAV equipment fails, ATS shall be informed as soon as practicable. ATC will then provide radar vectors.

NON RNAV EQUIPPED AIRCRAFT

Departing aircraft that is not equipped for RNAV SID shall inform Clearance Deliver by using phraseology "UNABLE RNAV SID DUE RNAV TYPE". After receiving a SID, Non RNAV aircraft shall follow instructions in "ACFT unable to follow RNAV SID", that contains tracks/altitude/speed for the first part and can thereafter expect radar vectors to the exit point stated in the flight plan.

Additionally at first contact with STOCKHOLM DEPARTURE, aircraft shall report altitude to verify SSR Mode C, and once again report that aircraft is unable to follow RNAV SID by using phraseology "UNABLE RNAV SID".

APPLIED PRACTICE FOR LOW SPEED AIRCRAFT

ACFT, described below, will during daytime 0500-2100 (0400-2000) be cleared to follow low speed departure routes (climb-out on a heading or track to an altitude) instead of SIDs. These low speed departure routes will be assigned by ATC.

- Propeller driven ACFT with a MTOW less than 9 tons.
- Propeller driven ACFT with a MTOW more than 9 tons which fulfill the requirements in ICAO Annex 16 chapter 3 or 5.

Note:

Some high speed propeller driven ACFT will be cleared to follow SIDs (e.g. SAAB 2000, Dash 8 Q400).

Some noisy propeller driven ACFT will be cleared to follow SIDs due to environmental restrictions. (e.g. Lockheed C-130 Hercules, Hawker Siddley HS 748).

RNAV SID INSTRUCTION

For each RNAV SID, there is a description as a list of waypoints in sequence, where FLY-OVER WPTs are printed underlined. If there is a speed limit, it will be notified in the list. 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 1500 ft altitude restriction is added at some waypoints in those first turns where a speed restriction is prescribed.