

RNAV SIDs AT GÖTEBORG/LANDVETTER

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

GENERAL

RNAV SIDs at GÖTEBORG/Landvetter are designed in order to minimize noise dispersion.

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

All RNAV SIDs are based on DME/DME or GNSS for position update. Failure of one DME in Göteborg TMA will affect following RNAV SIDs navigation based on DME/DME. ACFT depending on DME/DME for position update inform ATC for radar vector.

DME U/S	RWY	DME/DME for position update not available for following RNAV SID
SDH	03	LABAN1M, LUKAX1M, NEGIL1M, SABAK1M, DETNA1R, SABAK1R
BAK	03	DETNA1M
BAK	21	DETNA1J, VADIN1J
PGG	21	DETNA1J
SDH	21	LUKAX1J

RNAV EQUIPMENT FAILURE

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

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 Clearance Delivery by using phraseology "UNABLE RNAV SID DUE RNAV TYPE". After receiving a SID, Non P-RNAV aircraft shall follow instructions in "ACFT unable to follow P-RNAV SID", that contains tracks and speed and can expect radar vectors to the exit point stated in the flight plan.

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

APPLIED PRACTICE FOR LOW SPEED AIRCRAFT

(Low speed aircraft = propellerdriven aircraft MTOW more than 7000 kg)

ACFT can be cleared during period 06-22 (local time) to follow low speed departure routes (climb-out on a heading to an altitude) instead of SIDs. These low speed departure routes will be assigned by ATC in order to increase capacity.

SID INSTRUCTION

For each 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 1000 ft altitude restriction is added at some waypoints in those first turns where a speed restriction is prescribed.

WAYPOINT LIST

A separate list of co-ordinates in WGS-84 for all waypoints used at Göteborg/Landvetter is provided.