

List of pages in this Trip Kit

Trip Kit Index

Airport Information For ESSA

Terminal Charts For ESSA

Revision Letter For Cycle 08-2013

Change Notices

Notebook

General Information

Location: Stockholm Swe
IATA Code: ARN
Lat/Long: N59° 39.1' E017° 55.1'
Elevation: 137 ft

Airport Use: Public
Magnetic Variation: 5.2°E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0334 Z
Sunset: 1803 Z,

Runway Information

Runway: 01L
Length x Width: 10830 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 100 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 01R
Length x Width: 8202 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 137 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 08
Length x Width: 8202 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 108 ft
Lighting: Edge, Centerline

Runway: 19L
Length x Width: 8202 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 98 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 19R
Length x Width: 10830 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 118 ft
Lighting: Edge, ALS, Centerline

Runway: 26
Length x Width: 8202 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 124 ft
Lighting: Edge, ALS, Centerline

Communication Information

ATIS 121.625 Departure Service
ATIS 119.0 Arrival Service
Arlanda Tower 128.725
Arlanda Tower 125.125
Arlanda Tower 118.5
Ground West Ground Control 121.7 MF
Ground North Ground Control 121.925 MF
Ground East Ground Control 121.975 MF
Arlanda Clearance Delivery 121.825

1. GENERAL

1.1. ATIS

D-ATIS Arrival 119.0
D-ATIS Departure 121.62

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

ACFT certified to ICAO Annex 16, Volume I, Chapter 2 with MTOW less than 34t are not allowed to depart or arrive between 2200-0700LT.

1.2.2. REVERSE THRUST

Do not use more than idle reverse between 2200-0700LT except for safety reasons.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

LVP will be in operation when RVR falls below 550m or ceiling falls below 200'.

The application of LVP will be announced via ATIS.

Green/yellow color coded centerline lights are available on all exits until RWY strip area is vacated.

Pilots will be informed via NOTAM when LVP is in force.

LVP is applicable on apron FA pier A, apron BC pier B and terminal 4 and apron CD terminal 3 and 4.

Marshall will be provided by APT 24 hours.

1.3.2. ARRIVAL

RVR less than 550m during darkness or less than 300m during daylight, marshalling will be mandatory for arriving ACFT at a point entering the apron into a position turning into parking stand.

1.3.3. DEPARTURE

RVR less than 550m during darkness or less than 300m during daylight, marshalling will be mandatory for departing ACFT after finished push-back to a point exit the apron.

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.4.1. MODE S TRANSPONDER

APT is equipped with a surface movement radar utilizing Mode S.

ACFT operators shall ensure that Mode S transponders are able to operate and activated when the ACFT is on ground from the request for push-back or taxi whichever is earlier and after landing, until ACFT is fully parked.

1.5. RWY OPERATIONS

1.5.1. HIGH INTENSITY RWY OPERATIONS (HIRO)

In order to reduce delays and expedite traffic, HIRO should as far as possible be applied to all ACFT.

1.6. TAXI PROCEDURES

For Taxi Routings refer to 10-9 charts.

Movement on apron is subject to prior contact with Tower to provide any necessary information to maintain an orderly flow of traffic.

Taxiing between terminal building and an ACFT after completed pushed-back is not allowed unless instructed by Tower.

Taxiing or towing on apron is not allowed between entry ZF-ZG, ZH-ZK and ZL-ZN.

Apron S between TWYs SA and SC MAX wingspan 79'/24m.

1. GENERAL

The normal taxi route procedure is clockwise taxiing where parallel TWYs are established.

Pilots will receive instructions to change frequency when crossing the area boundaries of ARLANDA Ground. Pilots shall not change frequency without instructions from ATC. Depending on RWYs in use the areas of responsibility of ARLANDA Ground vary.

ACFT will receive first Ground frequency to contact from ARLANDA Clearance.

To avoid jet blast on parked ACFT on Apron F following procedure applies: ACFT at any part of in- or out-taxiing having ACFT parked behind, shall not use more than IDLE thrust. ACFT for any reason been forced to stop during these circumstances, shall avoid any use of break-away thrust and request assistance for pull into position of final stop or position where use of break-away thrust no longer constitute danger.

1.7. PARKING INFORMATION

1.7.1. PARKING/DOCKING GUIDANCE

SAFEDOCK available at stands 1 thru 20 and 31 thru 44.

INOGON parking aid available at stands 52 thru 60A, 69, 69L, 69R, F40 thru F44, G141 thru G149, R3 thru R9, R10 and S71 thru S79.

APIS available at stands 61 thru 68 and F28L thru F39R.

For stand graphic of visual docking guidance systems SAFEDOCK and SAFEGATE refer to 10-9 charts.

Whenever parking guidance system is not activated or not installed, ACFT shall wait on apron taxiline or outside stand whichever applicable until signal for entering stand has been received.

1.7.2. USE OF APU

APU shall not be used when parking ACFT, other than required to start engine or control cabin temperature. APU may thus not be started earlier than 5 min before estimated time of push-back or taxiing.

If APU is to be used earlier than such time, there shall be an agreement between airline and handling company in question.

1.8. OTHER INFORMATION

1.8.1. A380 ACFT OPERATIONS

- RWY 01L/19R will be used for take-off and landing.
- RWY exit/entry Y1, Y2, Y3, Y9 and Y10 are approved for A380.
- RWY 26 can be used for landing.
- RWY exit X2 approved for A380.
- TWY Y, PA and X between Y-ZQ will be used for taxiing. All taxiing will be marshalled.
- Judgemental oversteer shall be used at Y1, Y10, Y-PA-X and X2.
- Idle thrust shall be used on outer engines when taxiing.
- Parking will take place at F36 pier F.
- A380 push-back pole is not available. Operator shall secure for arrangements with own equipment.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

Unless otherwise instructed following speeds applies. ACFT unable to conform shall inform ATC. ACFT below FL100 shall fly at maximum IAS 250 kt. During approach ATC will request speed reductions to maintain a steady flow. On base leg ATC will normally request IAS 180 kt. When established on final approach track aircraft shall maintain IAS 160 kt or more until passing OM or corresponding DME distance stated on IAC. After confirmed approach clearance any speed limit will be cancelled if not expressly included in approach clearance.

2.2. NOISE ABATEMENT PROCEDURES

2.2.1. GENERAL

To reduce noise disturbances visual approaches are not allowed, and when cleared for ILS apch 2500' (4000' for RWY 01R) shall be maintained until established.

2.2.2. RWY USAGE

RWY 01R is not available for landing during NIGHT between 2300-0600LT.

RWY 08 is not available for landing unless required for wind conditions.

2.2.3. CONTINUOUS DESCENT APPROACH (CDA)

The use of CDA is recommended provided this is consistent with ATC speed control requirements.

ATC may give descend clearance which do not comply with CDA procedures when the traffic situation requires.

2.3. CAT II/III OPERATIONS

RWYs 01L, 01R and 19L approved for CAT II/III operations, special aircrew and ACFT certification required.

2.4. RWY OPERATIONS

2.4.1. GENERAL

Arriving ACFT shall not leave RWY via exit TWY with turn exceeding 90 degrees.

2.4.2. HIGH INTENSITY RWY OPERATIONS

Pilots should prepare and plan their landing to be able to leave RWY via high speed turn-offs when RWY conditions permit.

3. DEPARTURE

3.1. DE-ICING

3.1.1. RWY 01L/19R OR RWY 08/26

De-icing will take place at stand or other advised de-icing spot.

At Terminal 2 push-back will be performed before de-icing starts.

De-iced ACFT is not allowed to taxi on TWY U between TWYs UC and UG and on TWY W between TWYs Z and W8.

For preventive de-iced ACFT no restrictions will apply.

3.1.2. RWY 01R/19L

De-icing will take place at remote de-icing apron M.

3.1.3. DE-ICING APRON M

After instructions from ARLANDA Ground, ACFT shall contact ARLANDA Apron on 131.42 before entering Apron M for information about stand. ACFT stop position will be indicated by yellow illuminated line, where contact with requested de-icing company shall be established.

Monitoring on Ground frequency is mandatory during whole procedure. After finished de-icing and clear signal, contact ARLANDA Ground for taxi clearance.

3. DEPARTURE

3.2. START-UP, PUSH-BACK & TAXI PROCEDURES

3.2.1. GENERAL

Approval for start-up/push-back/taxi must be obtained from ARLANDA Ground. Request of such permission shall include stand or position and only be made when ACFT is fully ready to comply. Push-back approval includes permission to start engines during push-back.

3.2.2. DEPARTURE CLEARANCE

Departure clearance may be requested via datalink (DCL) ?SITA/AIRINC- or RTF from EOBT -25 min until EOBT +10 min.

At request state type of ACFT, stand position and latest received ATIS ID letter and QNH.

RWY other than RWY-in-use only permitted due performance. When requesting DEP clearance using DCL, add ?REQ[RWY]? in remark field in RCD.

ACFT unable to follow FMS/RNAV SID shall (when using DCL) add ?REQ NFMS? in remark field in RCD.

Following procedures applies for DCL:

- Send a request for clearance (RCD);
- A flight system message (FSM) will be transmitted automatically if RCD is accepted and a pre-departure clearance (CLD) will be issued. If RCD is rejected, revert to RTF procedures;
- Acknowledge pre-departure clearance with a read back (CDA) within 5 min;
- When CDA is processed successfully, a positive FSM will be issued.

When using DCL service, monitor Clearance Delivery frequency.

Pilots shall verify that DEP clearance received via DCL refers to RWY used. In event of any doubts or system related difficulties, RTF procedures shall be resumed.

A DEP clearance issued via RTF always supersedes a clearance transmitted via DCL.

3.2.3. PUSH-BACK

Push-back is compulsory for all nose-in stands. For self-service stands push-back is normally mandatory for all JET ACFT, however deviations are allowed.

Power-back as an alternative to push-back where mandatory is not allowed.

When delayed by calculated take-off time (CTOT), ACFT may be ordered to push and hold due to stand capacity according to instructions from Tower.

3.2.4. TAXIING

Taxiing out from Terminal 2 stands 61 and 62 via TWY UA, from stands 63 thru 65 via TWY UB and from stands 66 thru 69 via TWY UC.

Taxiing out from Terminal 5 Pier A stands 1 thru 7 via TWY ZL, from Pier B stands 12 thru 18 via TWY ZK.

Pilots not ready for immediate take-off during taxi out shall advise TWR before entering RWY holding position.

3.3. NOISE ABATEMENT PROCEDURES

3.3.1. RWY USAGE

RWY 19R is not available to departing ACFT between 2200-0700 LT, except for performance reasons.

RWY 26 is not available for take-off unless required for wind conditions.

3.4. RWY OPERATIONS

3.4.1. HIGH INTENSITY RWY OPERATIONS

Pilots should commence take-off roll without delay on receipt of take-off clearance. If unable to comply Tower should be notified in advance.

ACFT shall request intersection take-off position from ARLANDA Ground earliest when on TWY or on initial contact with Tower.

3. DEPARTURE

3.5. OTHER INFORMATION

3.5.1. OUTBOUND IFR TRAFFIC

3.5.1.1. CLIMB SPEED

ACFT shall inform TWR before take-off if unable to operate with 190 KT or higher from 2NM after take-off.

3.5.1.2. INITIAL CONTACT ON FMS/RNAV SID

Departing ACFT shall change frequency to STOCKHOLM Control only when instructed by Tower. At first contact report altitude to verify SSR Mode C.

3.5.1.3. ACFT NOT ABLE TO FOLLOW FMS/RNAV SID

ACFT shall inform ARLANDA Clearance. ACFT will be vectored to exit point stated in flight plan. Departing ACFT shall change frequency to STOCKHOLM Control only when instructed by Tower. At first contact report altitude and state "UNABLE RNAV SID".

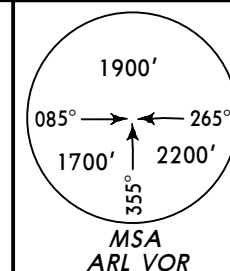
3.5.1.4. OMNIDIRECTIONAL DEPARTURE PROCEDURE

Climb STRAIGHT AHEAD to MIM turning alt 600'.
Continue climb to appropriate MSA.

D-ATIS
119.0Apt Elev
137'Alt Set: hPa Trans level: By ATC Trans alt: 5000'
STARs to RWYS 01L & 01R/19R & 19L are identical. RWY to be
used will be assigned by ATC.

ELTOK SIX MIKE (ELTOK 6M) [ELTO6M]
ELTOK SIX PAPA (ELTOK 6P) [ELTO6P]
ELTOK SIX SIERRA (ELTOK 6S) [ELTO6S]
ELTOK THREE TANGO (ELTOK 3T) [ELTO3T]
RWYS 01L/R, 19R/L, 08, 26 ARRIVALS

~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



Clearance limit is normally the IAF.

ELTOK

N59 49.5 E016 59.4

ELTOK 6M, 6P, 6S

At or below **FL110**

ELTOK 3T

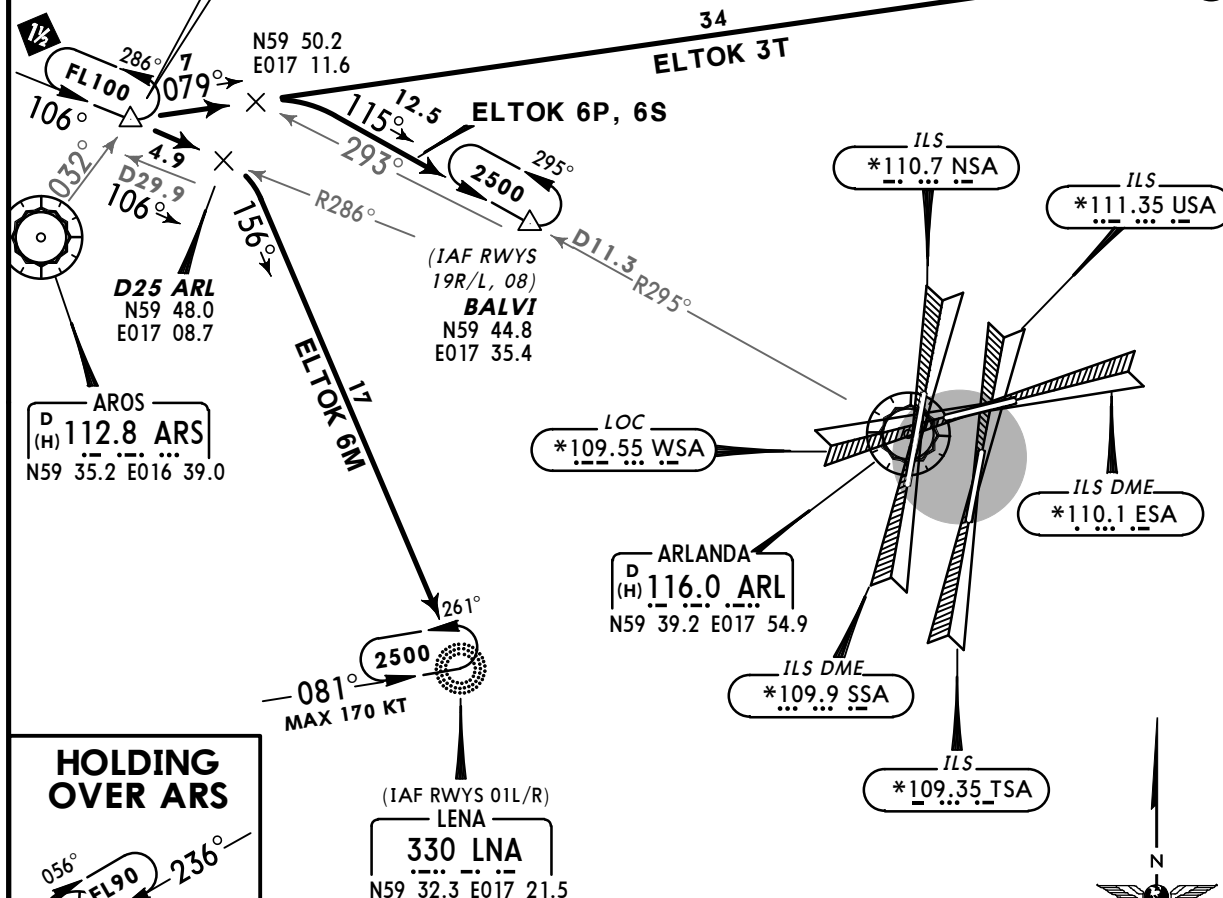
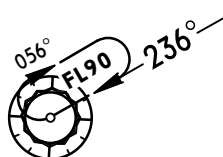
At or below **FL150**

Direct distance to Arlanda Apt from:

ERK 19 NM

LNA 18 NM

(IAF RWY 26)
ERKEN
383 ERK
N59 53.8 E018 20.2

**HOLDING
OVER ARS**

STAR	RWY	ROUTING
ELTOK 6M	01L/R	Intercept ARL R-286 inbound to D25 ARL, turn RIGHT, intercept 156° bearing to LNA for RADAR vectors to final approach.
ELTOK 6P	19R/L	Intercept 079° bearing towards ERK, at ARL R-293 turn RIGHT, intercept ARL R-295 inbound to BALVI for RADAR vectors to final approach.
ELTOK 6S	08	
ELTOK 3T	26	Intercept 079° bearing to ERK for RADAR vectors to final approach.

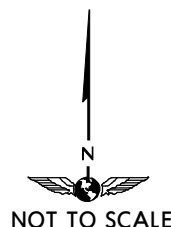
D-ATIS
119.0

Apt Elev
137'

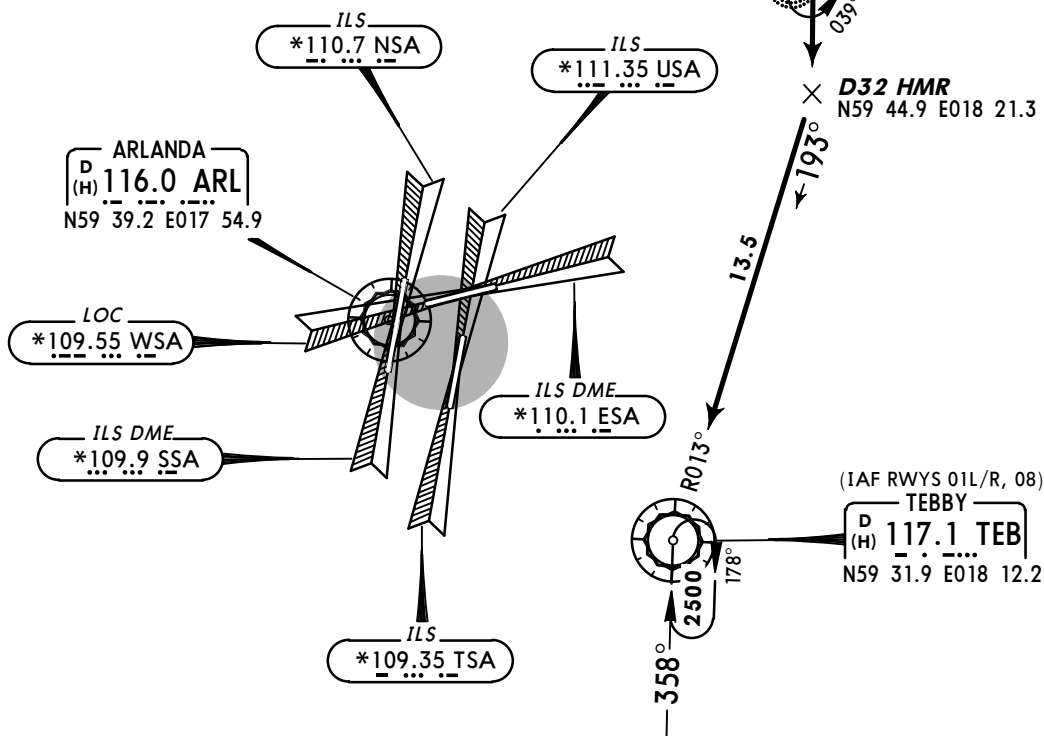
Alt Set: hPa Trans level: By ATC Trans alt: 5000'
STARs to RWYS 01L & 01R/19R & 19L are identical. RWY to be used will be assigned by ATC.

HAMMAR FOUR MIKE (HMR 4M)
HAMMAR THREE PAPA (HMR 3P)
HAMMAR FOUR SIERRA (HMR 4S)
HAMMAR THREE TANGO (HMR 3T)
RWYS 01L/R, 19R/L, 08, 26 ARRIVALS
**~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED**

Clearance limit is normally the IAF.



Direct distance to Arlanda Apt from:
ERK 19 NM
TEB 11 NM

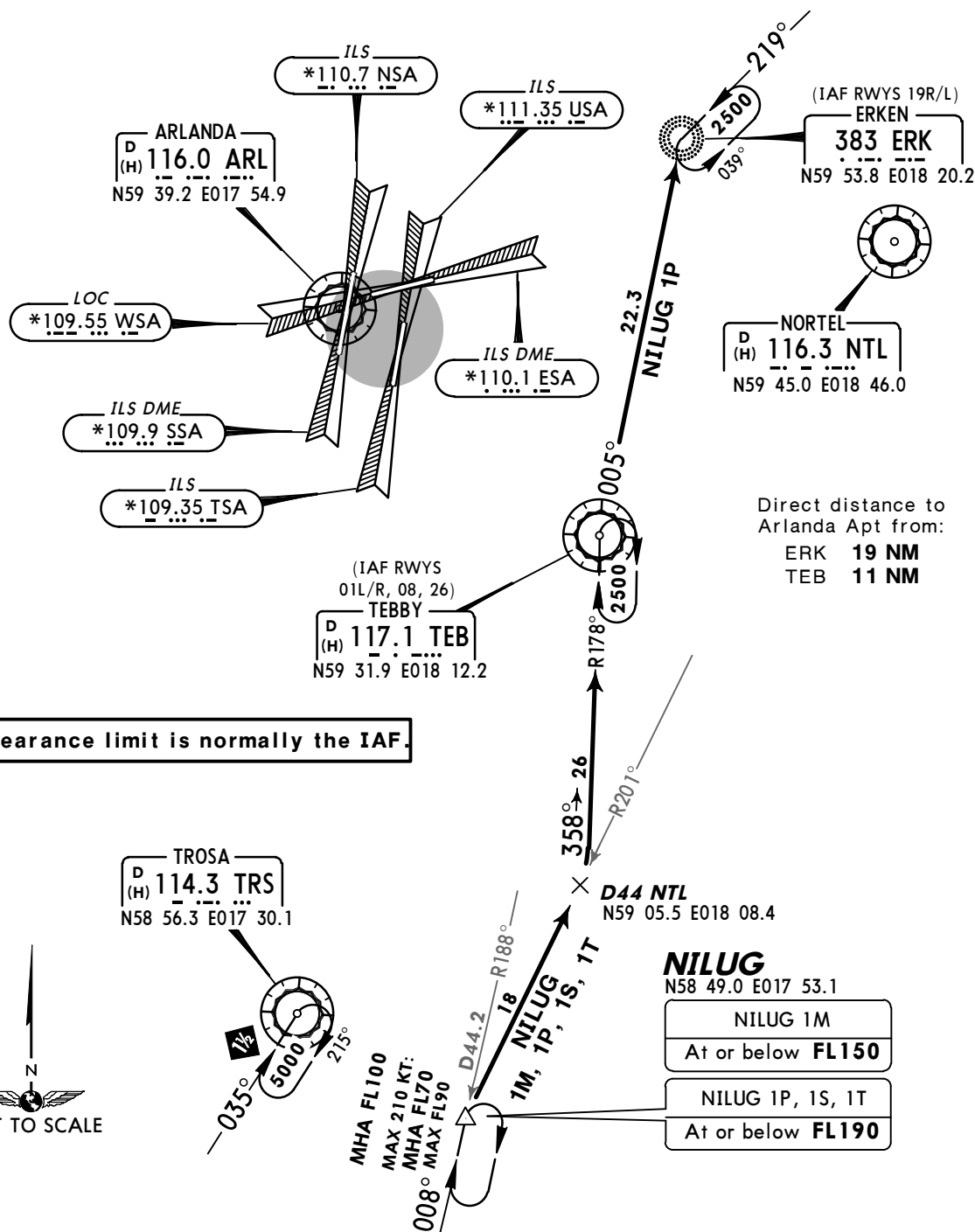
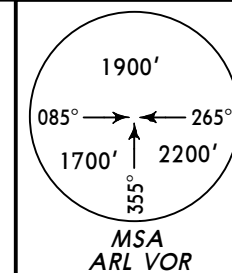


STAR	RWY	ROUTING
HMR 4M	01L/R	Intercept HMR R-177 to D32 HMR, turn RIGHT, intercept TEB R-013 inbound to TEB for RADAR vectors to final approach.
HMR 4S	08	
HMR 3P	19R/L	Intercept HMR R-179 to ERK for RADAR vectors to final approach.
HMR 3T ①	26	

① During peak times EXPECT to be vectored across final in a LEFT hand circuit.

Alt Set: hPa Trans level: By ATC Trans alt: 5000'
STARs to RWYS 01L & 01R/19R & 19L are identical. RWY to be
used will be assigned by ATC.

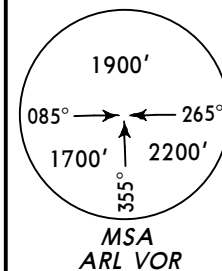
NILUG ONE MIKE (NILUG 1M)[NILU1M]
 NILUG ONE PAPA (NILUG 1P)[NILU1P]
 NILUG ONE SIERRA (NILUG 1S)[NILU1S]
 NILUG ONE TANGO (NILUG 1T)[NILU1T]
 RWYS 01L/R, 19R/L, 08, 26 ARRIVALS
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



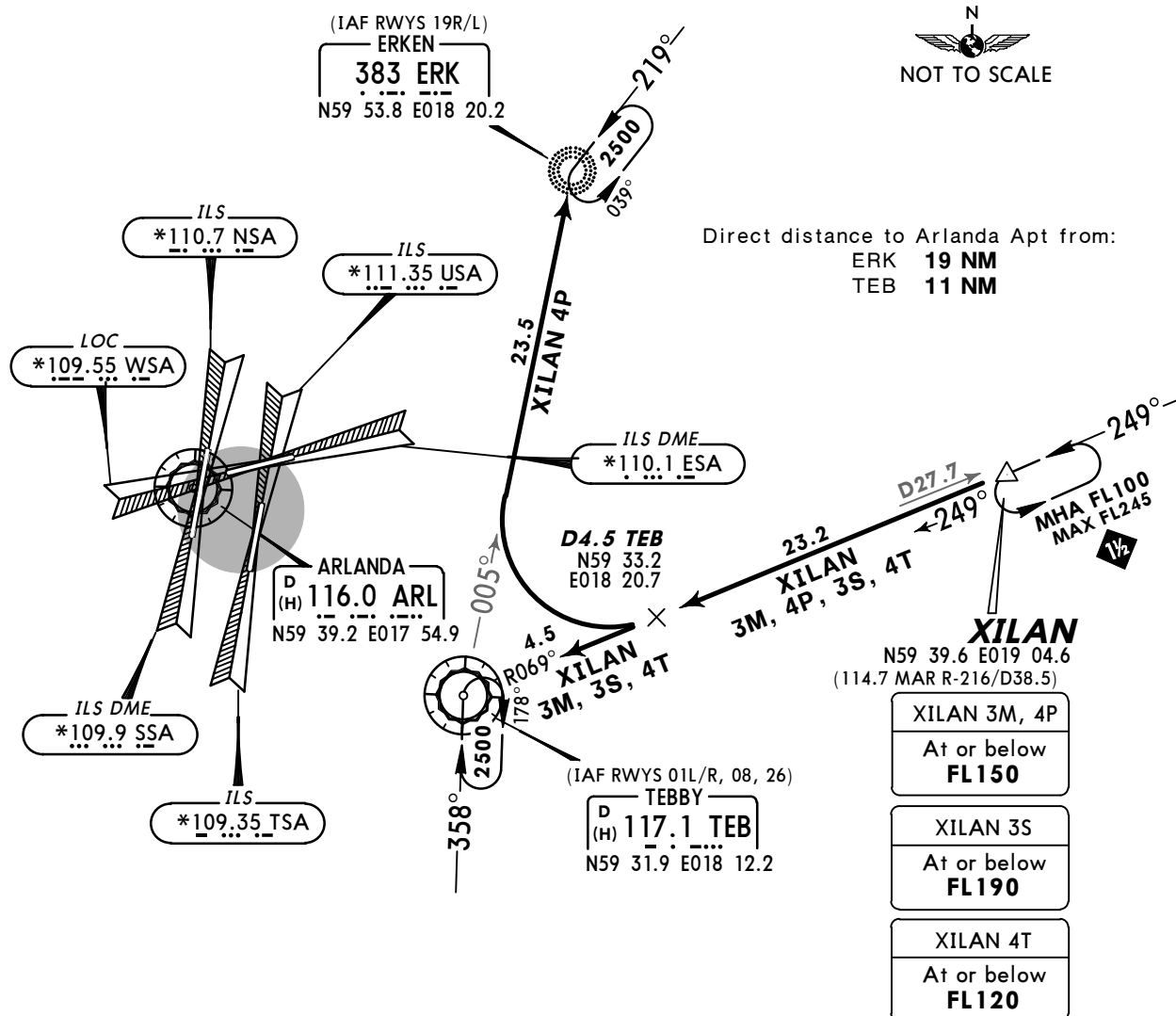
STAR	RWY	ROUTING
NILUG 1M	01L/R	Intercept NTL R-201 inbound to D44 NTL, turn LEFT, intercept TEB R-178 inbound to TEB for RADAR vectors to final approach.
NILUG 1S	08	
NILUG 1T	26	
NILUG 1P	19R/L	Intercept NTL R-201 inbound to D44 NTL, turn LEFT, intercept TEB R-178 inbound to TEB, TEB R-005 to ERK for RADAR vectors to final approach.

D-ATIS
119.0Apt Elev
137'Alt Set: hPa Trans level: By ATC Trans alt: 5000'
STARs to RWYS 01L & 01R/19R & 19L are identical. RWY to be
used will be assigned by ATC.

XILAN THREE MIKE (XILAN 3M) [XILA3M]
XILAN FOUR PAPA (XILAN 4P) [XILA4P]
XILAN THREE SIERRA (XILAN 3S) [XILA3S]
XILAN FOUR TANGO (XILAN 4T) [XILA4T]
RWYS 01L/R, 19R/L, 08, 26 ARRIVALS
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



Clearance limit is normally the IAF.



STAR	RWY	ROUTING
XILAN 3M	01L/R	Intercept TEB R-069 inbound to TEB for RADAR vectors to final approach.
XILAN 3S	08	
XILAN 4T	26	
XILAN 4P	19R/L	Intercept TEB R-069 inbound to D4.5 TEB, turn RIGHT, intercept TEB R-005 to ERK for RADAR vectors to final approach.

D-ATIS
119.0Apt Elev
137'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'

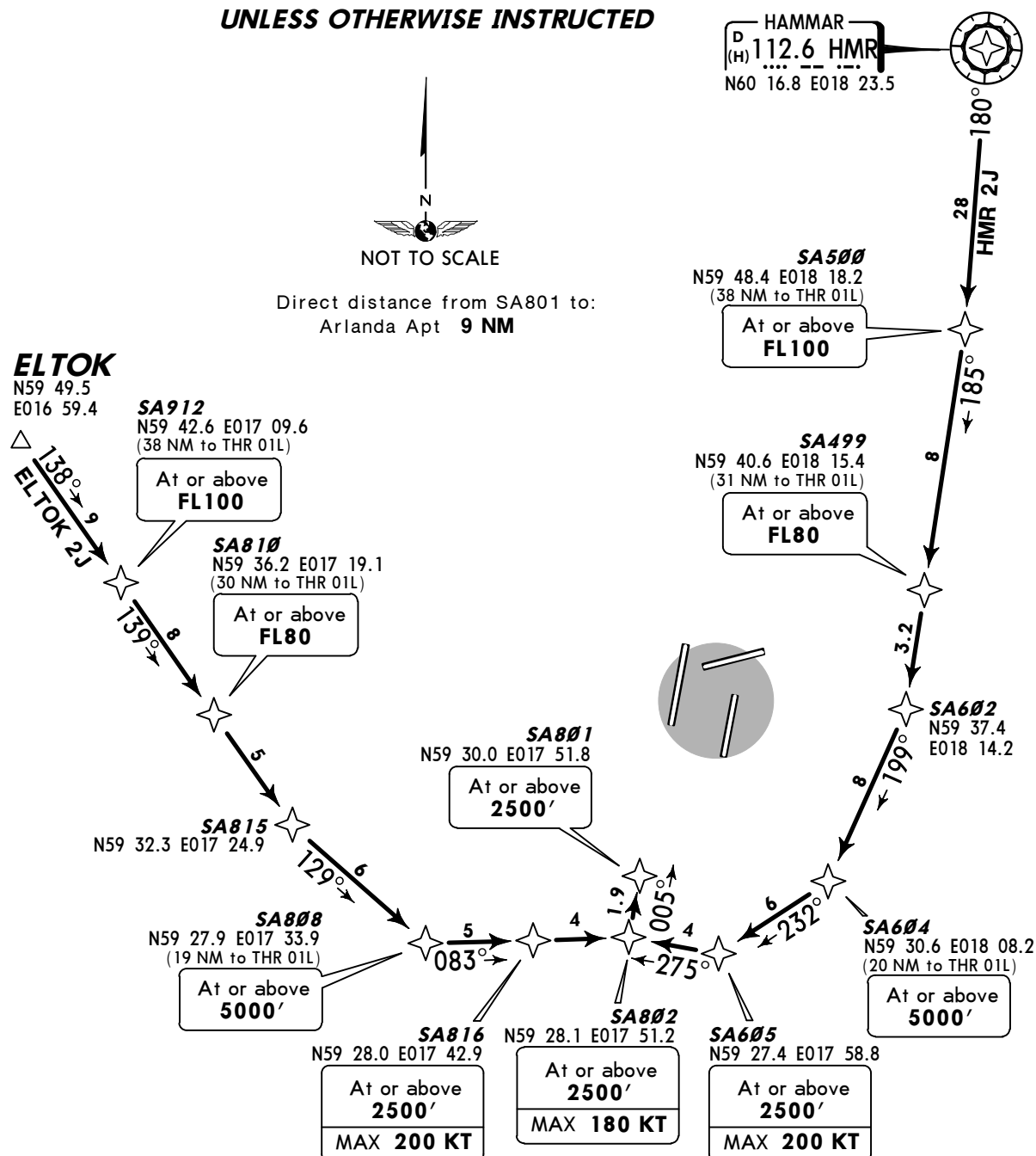
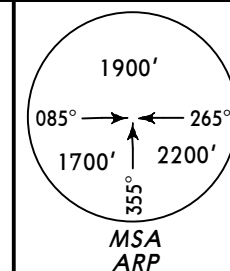
1. If unable flying P-RNAV inform ATC by using phraseology 'UNABLE RNAV STAR'.
2. STARs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
3. Pilots are requested to plan their descent so as to perform a continuous descent approach (CDA) from at least FL100.
4. Specified minimum level at waypoints must be adhered to unless specifically cancelled by ATC.
5. If the airborne P-RNAV equipment fails, inform ATC as soon as possible. RADAR vectors will be provided.

ELTOK 2J [ELTO2J], HAMMAR 2J (HMR 2J)

RWY 01L P-RNAV ARRIVALS

RNAV (DME/DME, GNSS)

P-RNAV APPROVAL REQUIRED

P-RNAV STARS ARE PRIMARILY USED AT NIGHT AND
DURING PERIODS OF LOW TRAFFIC BY ATC**~~SPEED~~ MAX 250 KT BELOW FL100****UNLESS OTHERWISE INSTRUCTED**

STAR

ROUTING

ELTOK
2JELTOK - SA912 (FL100+) - SA810 (FL80+) - SA815 - SA808 (5000'+) -
SA816 (2500'+; K200-) - SA802 (2500'+; K180-) - SA801 (2500'+).

HMR 2J

HMR - SA500 (FL100+) - SA499 (FL80+) - SA602 - SA604 (5000'+) -
SA605 (2500'+; K200-) - SA802 (2500'+; K180-) - SA801 (2500'+).

D-ATIS
119.0Apt Elev
137'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'

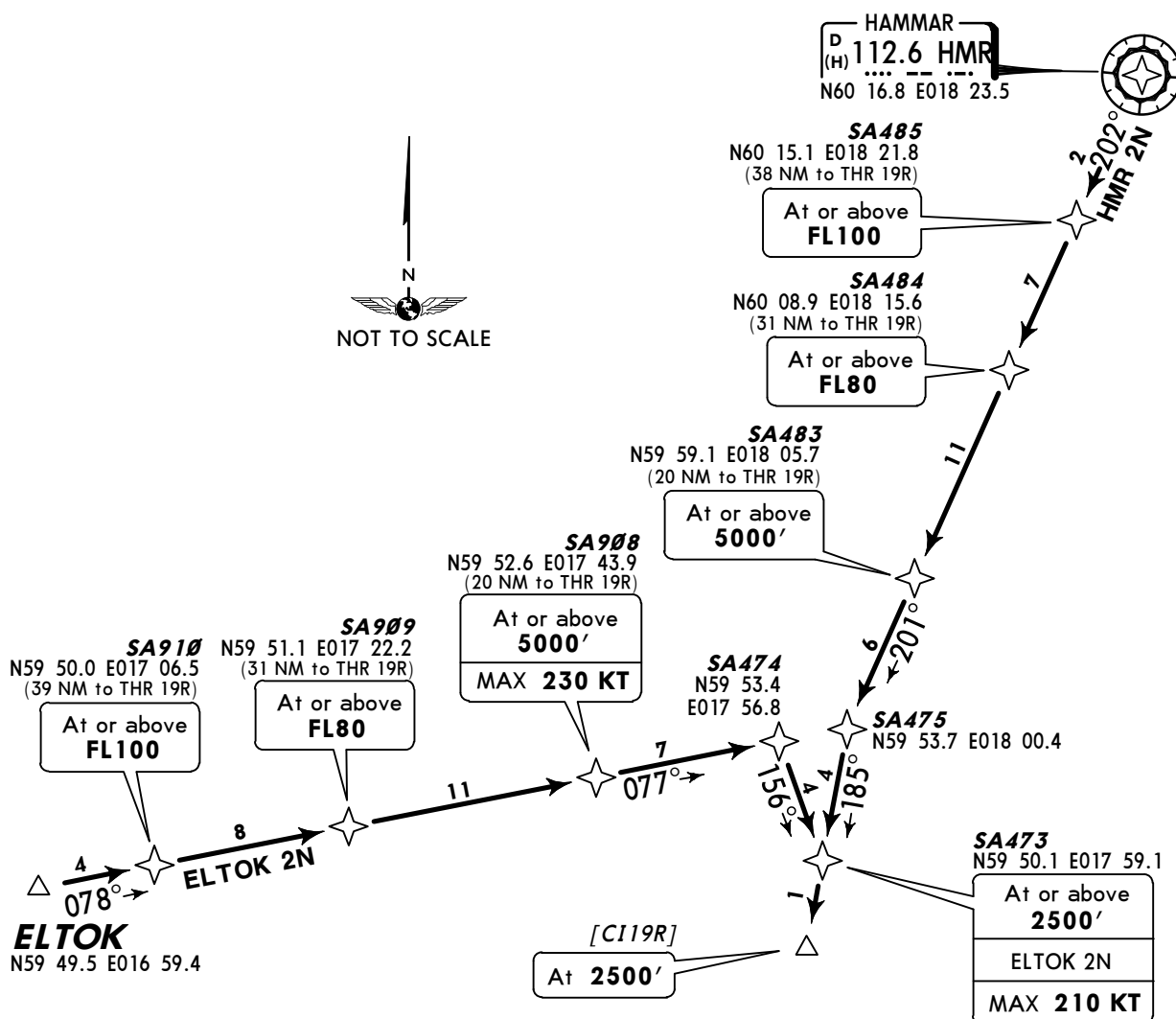
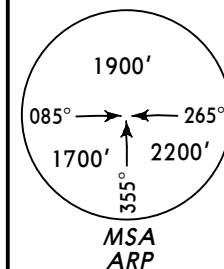
1. If unable flying P-RNAV inform ATC by using phraseology 'UNABLE RNAV STAR'.
2. STARs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
3. Pilots are requested to plan their descent so as to perform a continuous descent approach (CDA) from at least FL100.
4. Specified minimum level at waypoints must be adhered to unless specifically cancelled by ATC.
5. If the airborne P-RNAV equipment fails, inform ATC as soon as possible. RADAR vectors will be provided.

ELTOK 2N [ELTO2N], HAMMAR 2N (HMR 2N)

RWY 19R P-RNAV ARRIVALS

RNAV (DME/DME, GNSS)

P-RNAV APPROVAL REQUIRED

P-RNAV STARS ARE PRIMARILY USED AT NIGHT AND
DURING PERIODS OF LOW TRAFFIC BY ATC**~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED**Direct distance from [CI19R] to:
Arlanda Apt 10 NM

STAR	ROUTING
ELTOK 2N	ELTOK - SA910 (FL100+) - SA909 (FL80+) - SA908 (5000'+; K230-) - SA474 - SA473 (2500'+; K210-) - [CI19R] (2500').
HMR 2N	HMR - SA485 (FL100+) - SA484 (FL80+) - SA483 (5000'+) - SA475 - SA473 (2500'+) - [CI19R] (2500').

D-ATIS
119.0Apt Elev
137'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'

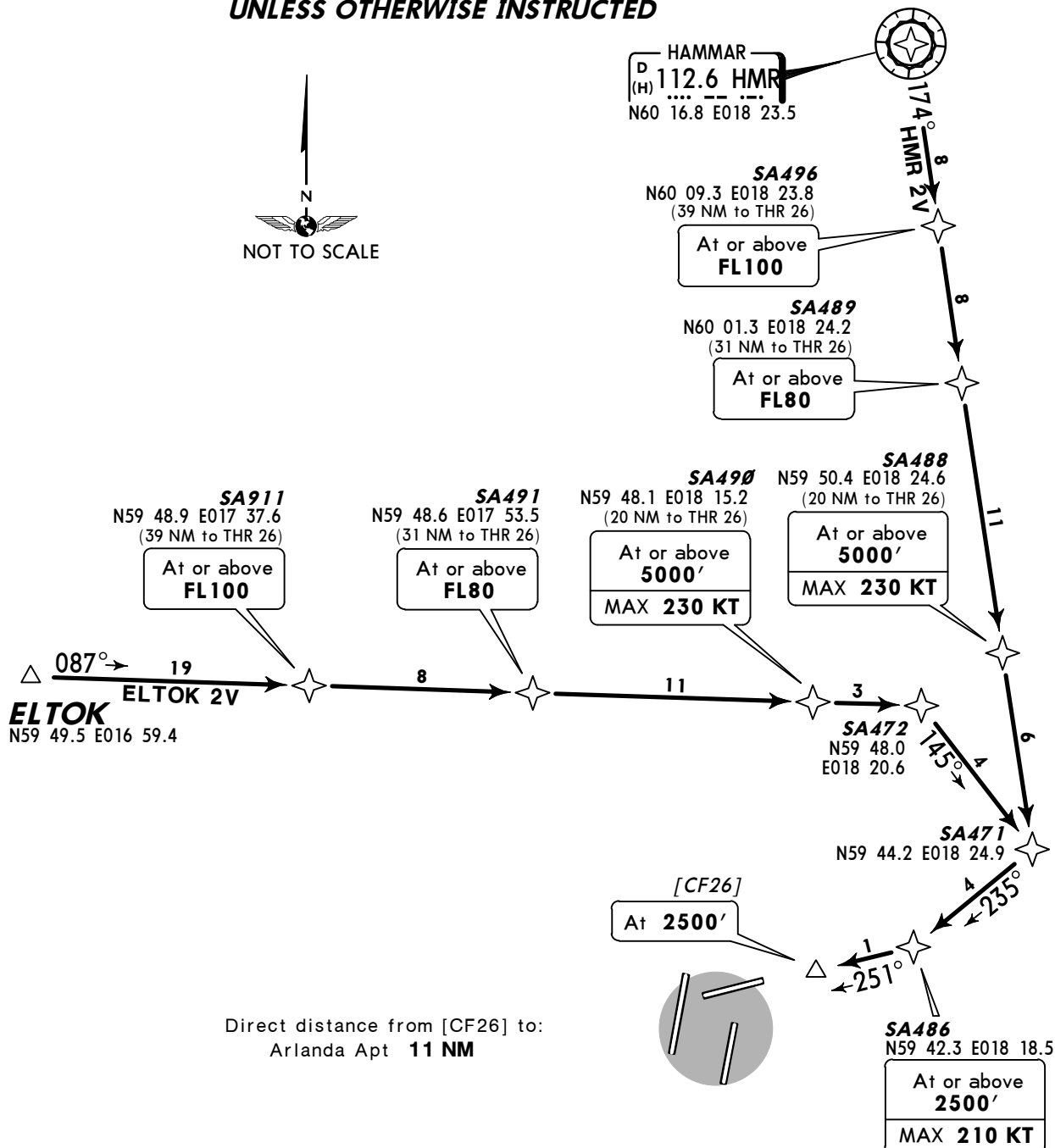
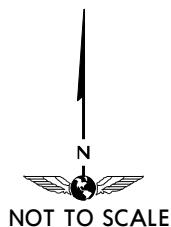
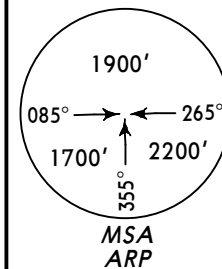
1. If unable flying P-RNAV inform ATC by using phraseology 'UNABLE RNAV STAR'.
2. STARs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
3. Pilots are requested to plan their descent so as to perform a continuous descent approach (CDA) from at least FL100.
4. Specified minimum level at waypoints must be adhered to unless specifically cancelled by ATC.
5. If the airborne P-RNAV equipment fails, inform ATC as soon as possible. RADAR vectors will be provided.

ELTOK 2V [ELTO2V], HAMMAR 2V (HMR 2V)

RWY 26 P-RNAV ARRIVALS

RNAV (DME/DME, GNSS)

P-RNAV APPROVAL REQUIRED

P-RNAV STARS ARE PRIMARILY USED AT NIGHT AND
DURING PERIODS OF LOW TRAFFIC BY ATC**~~SPEED~~ MAX 250 KT BELOW FL100****UNLESS OTHERWISE INSTRUCTED**

STAR

ROUTING

ELTOK 2V

ELTOK - SA911 (FL100+) - SA491 (FL80+) - SA490 (5000'+; K230-) - SA472 -
SA471 - SA486 (2500'+; K210-) - [CF26] (2500').

HMR 2V

HMR - SA496 (FL100+) - SA489 (FL80+) - SA488 (5000'+; K230-) - SA471 -
SA486 (2500'+; K210-) - [CF26] (2500').

D-ATIS
119.0Apt Elev
137'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'

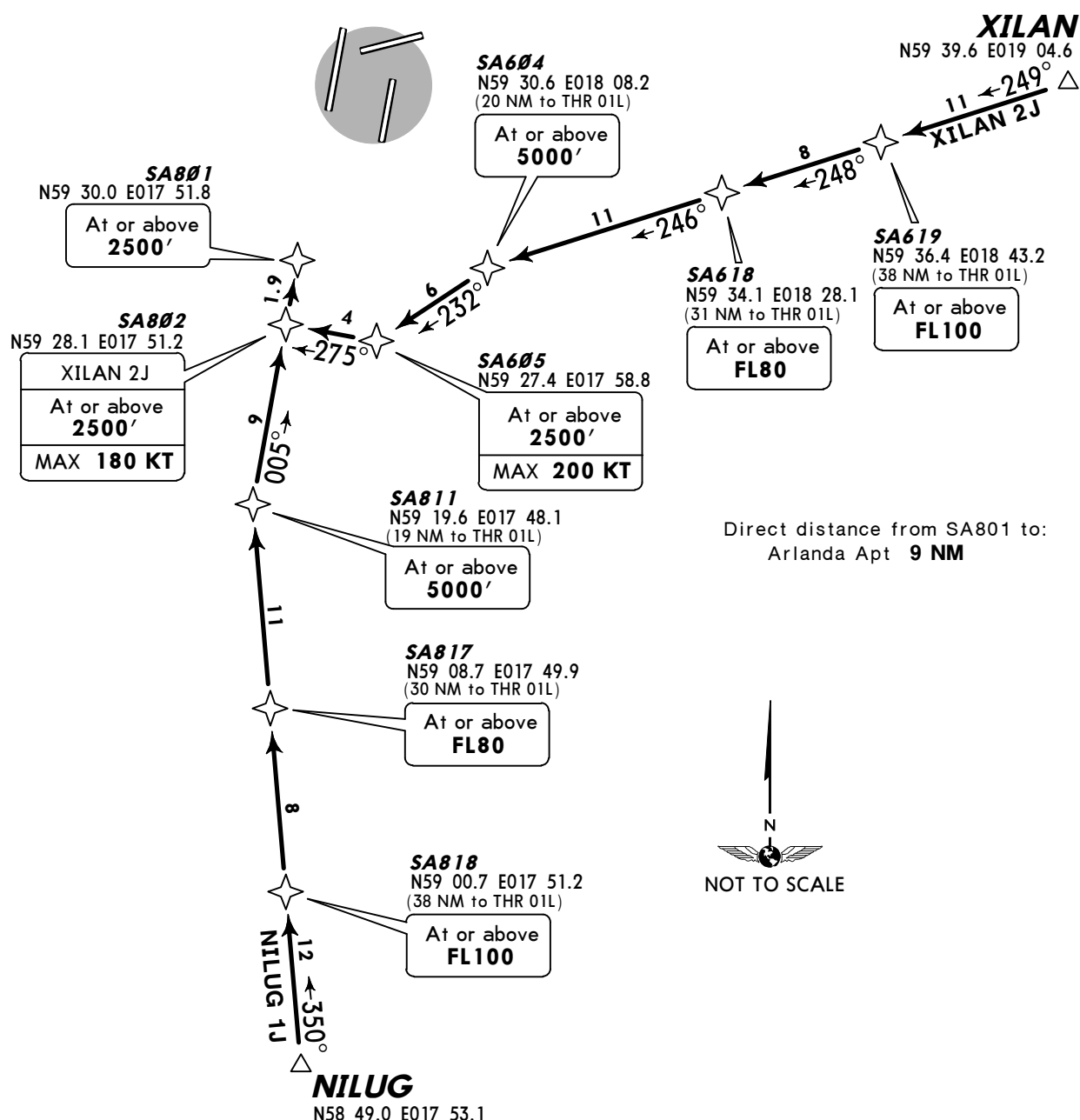
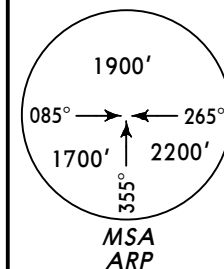
1. If unable flying P-RNAV inform ATC by using phraseology 'UNABLE RNAV STAR'. 2. STARs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Pilots are requested to plan their descent so as to perform a continuous descent approach (CDA) from at least FL100. 4. Specified minimum level at waypoints must be adhered to unless specifically cancelled by ATC. 5. If the airborne P-RNAV equipment fails, inform ATC as soon as possible. RADAR vectors will be provided.

NILUG 1J [NILU1J], XILAN 2J [XILA2J]

RWY 01L P-RNAV ARRIVALS

RNAV (DME/DME, GNSS)

P-RNAV APPROVAL REQUIRED

P-RNAV STARS ARE PRIMARILY USED AT NIGHT AND
DURING PERIODS OF LOW TRAFFIC BY ATC**~~SPEED~~ MAX 250 KT BELOW FL100****UNLESS OTHERWISE INSTRUCTED**

STAR	ROUTING
NILUG 1J	NILUG - SA818 (FL100+) - SA817 (FL80+) - SA811 (5000'+) - SA802 - SA801 (2500'+).
XILAN 2J	XILAN - SA619 (FL100+) - SA618 (FL80+) - SA604 (5000'+) - SA605 (2500'+; K200-) - SA802 (2500'+; K180-) - SA801 (2500'+).

D-ATIS
119.0Apt Elev
137'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'

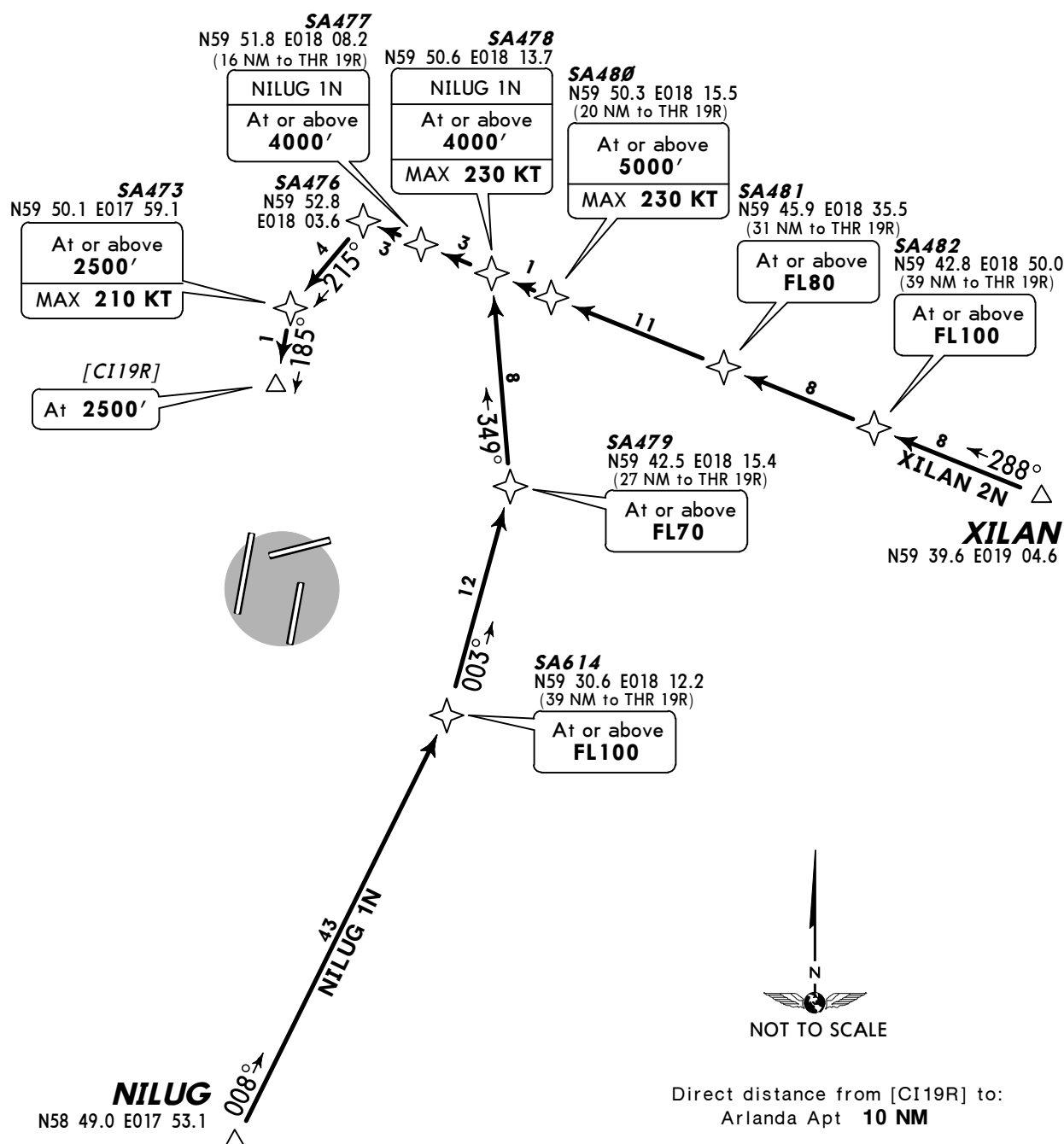
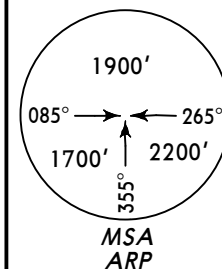
1. If unable flying P-RNAV inform ATC by using phraseology 'UNABLE RNAV STAR'.
2. STARs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
3. Pilots are requested to plan their descent so as to perform a continuous descent approach (CDA) from at least FL100.
4. Specified minimum level at waypoints must be adhered to unless specifically cancelled by ATC.
5. If the airborne P-RNAV equipment fails, inform ATC as soon as possible. RADAR vectors will be provided.

NILUG 1N [NILU1N], XILAN 2N [XILA2N]

RWY 19R P-RNAV ARRIVALS

RNAV (DME/DME, GNSS)

P-RNAV APPROVAL REQUIRED

P-RNAV STARS ARE PRIMARILY USED AT NIGHT AND
DURING PERIODS OF LOW TRAFFIC BY ATC**~~SPEED~~ MAX 250 KT BELOW FL100****UNLESS OTHERWISE INSTRUCTED**

STAR	ROUTING
NILUG 1N	NILUG - SA614 (FL100+) - SA479 (FL70+) - SA478 (4000'+; K230-) - SA477 (4000'+) - SA476 - SA473 (2500'+; K210-) - [CI19R] (2500').
XILAN 2N	XILAN - SA482 (FL100+) - SA481 (FL80+) - SA480 (5000'+; K230-) - SA476 - SA473 (2500'+; K210-) - [CI19R] (2500').

D-ATIS
119.0Apt Elev
137'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'

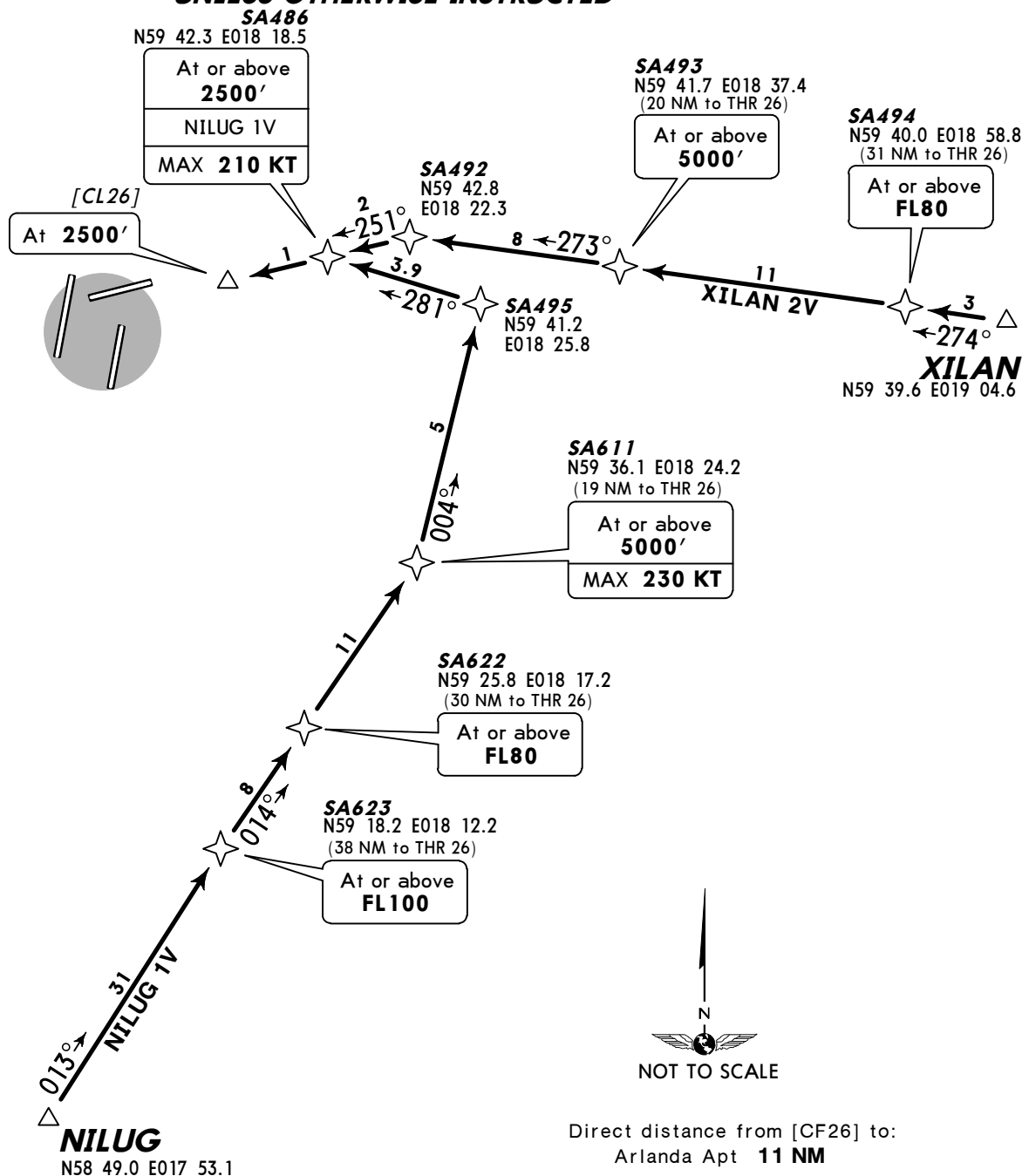
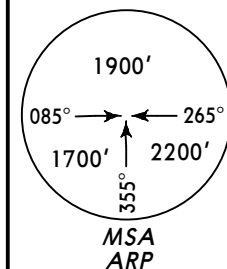
1. If unable flying P-RNAV inform ATC by using phraseology 'UNABLE RNAV STAR'.
2. STARS are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
3. Pilots are requested to plan their descent so as to perform a continuous descent approach (CDA) from at least FL100.
4. Specified minimum level at waypoints must be adhered to unless specifically cancelled by ATC.
5. If the airborne P-RNAV equipment fails, inform ATC as soon as possible. RADAR vectors will be provided.

NILUG 1V [NILU1V], XILAN 2V [XILA2V]

RWY 26 P-RNAV ARRIVALS

RNAV (DME/DME, GNSS)

P-RNAV APPROVAL REQUIRED

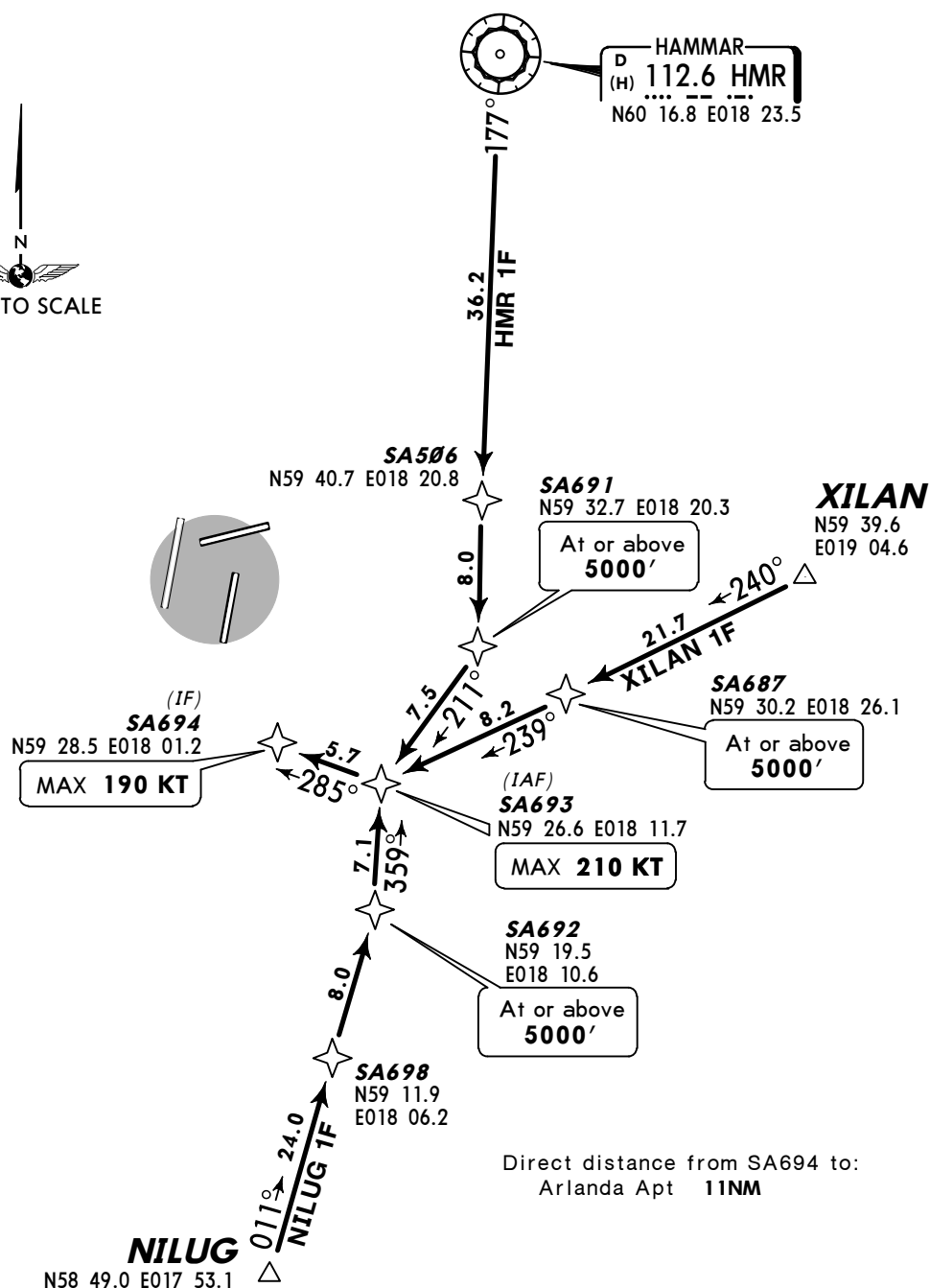
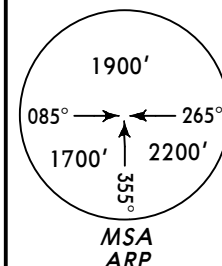
P-RNAV STARS ARE PRIMARILY USED AT NIGHT AND
DURING PERIODS OF LOW TRAFFIC BY ATC**~~SPEED~~ MAX 250 KT BELOW FL100****UNLESS OTHERWISE INSTRUCTED**

STAR	ROUTING
NILUG 1V	NILUG - SA623 (FL100+) - SA622 (FL80+) - SA611 (5000'+; K230-) - SA495 - SA486 (2500'+; K210-) - [CL26] (2500').
XILAN 2V	XILAN - SA494 (FL80+) - SA493 (5000'+) - SA492 - SA486 (2500'+) - [CL26] (2500').

D-ATIS
119.0Apt Elev
137'

- Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. Use only in conjunction with RNAV (RNP) Rwy 01R approach procedure. Special authorization from the Swedish Civil Aviation Authority must be granted to use the RNAV (RNP) Rwy 01R approach procedure.
 2. STARs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
 3. If the airborne FMS/RNAV equipment fails, inform ATC as soon as possible for RADAR vectors.
 4. Procedure not authorized below -25°C.

HAMMAR 1F (HMR 1F), NILUG 1F[NILU1F]
XILAN 1F [XILA1F]
RWY 01R RNP-1 ARRIVALS
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



STAR	ROUTING
HMR 1F	HMR - SA506 - SA691 (5000'+) - SA693 (K210-) - SA694 (K190-).
NILUG 1F	NILUG - SA698 - SA692 (5000'+) - SA693 (K210-) - SA694 (K190-).
XILAN 1F	XILAN - SA687 (5000'+) - SA693 (K210-) - SA694 (K190-).

RNAV SID DESIGNATION	REFER TO CHART
ABENI 4Q, 2R	10-3B
AROS 2B, 4C	10-3C
AROS 4E, 4G	10-3D
AROS 2K, 2L	10-3E
BABAP 2B, 3C	10-3F
BABAP 2E, 2G	10-3G
BABAP 2K, 2L, 2R	10-3H
DIGLI 4Q, 2R	10-3J
DUNKER 2B, 4C	10-3K
DUNKER 4E, 4G	10-3L
DUNKER 2K, 2L	10-3M
GALNU 4Q, 2R	10-3N
KOGAV 2B, 3C, 4G	10-3P
KOGAV 2K, 2L	10-3Q
LUMAX 4Q, 3R	10-3S
MENGA 1C, NORTEL 2B, 3C	10-3T
NORTEL 2E, 2G	10-3U
NORTEL 2K, 2L, 2R	10-3V
NOSLI 3B, 4C	10-3W
NOSLI 4E, 4G	10-3X
NOSLI 2K, 4L	10-3X1
RESNA 2B, 3C, 4G	10-3X2
RESNA 2K, 2L	10-3X3
ROKNI 4Q, 2R	10-3X4
TALEK 4Q, 3R	10-3X5
TROSA 3B, 4C	10-3X6
TROSA 4E, 4G	10-3X7
TROSA 2K, 4L	10-3X8

RNAV INSTRUCTIONS

APPROVED USERS, EQUIPMENT AND OPERATIONS

Foreign operators with aircraft with FMS/RNAV equipment which has a lateral position accuracy equal to or better than ± 1 NM for 95% of the flight time (RNP 1) may use the FMS/RNAV SIDs without a specific approval. Other types of RNAV equipment (e.g. Stand-alone GPS) must not be used for FMS/RNAV SIDs.

Note: A Basic RNAV (B-RNAV) approval does not constitute an approval for FMS/RNAV use.

NON-FMS/RNAV EQUIPPED AIRCRAFT

Inform Clearance Delivery by using phraseology "UNABLE RNAV SID DUE TO RNAV TYPE". After receiving a SID follow instructions for "NON-FMS/RNAV" in SID routing description and expect radar vectoring.

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

RESTRICTED USE FOR CERTAIN AIRCRAFT TYPES

B757, B767 and MD-11 have FMS equipment which do not get the aircraft inside designated tracks after first turn (not valid for B757 & B767 with Honeywell Pegasus FMS).

"B757, B767, MD-11" in SID routing description requires aircraft to use following procedure:

1. After take-off disregard FMS.
2. At a specified DME distance turn to a specified track.
3. When established on specified track use FMS and fly direct to a specified waypoint.

FMS/RNAV EQUIPMENT FAILURE

If the airborne FMS/RNAV equipment fails, inform ATC as soon as possible. RADAR vectoring will be provided.

APPLIED PRACTICE FOR LOW-SPEED AIRCRAFT

Prop aircraft with a MTOW more than 9t which fulfil ICAO Annex 16, chapter 3 or 5 and prop aircraft with a MTOW less than 9t will during daytime 0600-2100 (0500-2000) be cleared to follow low speed departure routes (climb-out on a heading to an altitude) instead of SIDs. Low speed departure routes will be assigned by ATC.

Note: Some high speed prop aircraft will be cleared to follow SIDs (e.g. SAAB 2000, Dash 8 Q400). Some noisy prop aircraft will be cleared to follow SIDs due to environmental restrictions (e.g. Lockheed C-130 Hercules, Hawker Siddley HS 748).

REPORTING

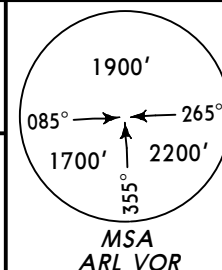
Pilots and operators are requested to report any error or difficulty (e.g. discontinuity) with SIDs to:

Airspace team
LFV-ASD/PRO
Fax: +46-(0)11-19 22 46
E-mail: maria.ullvetter@lfv.se

RNAV AND NON-RNAV INSTRUCTIONS

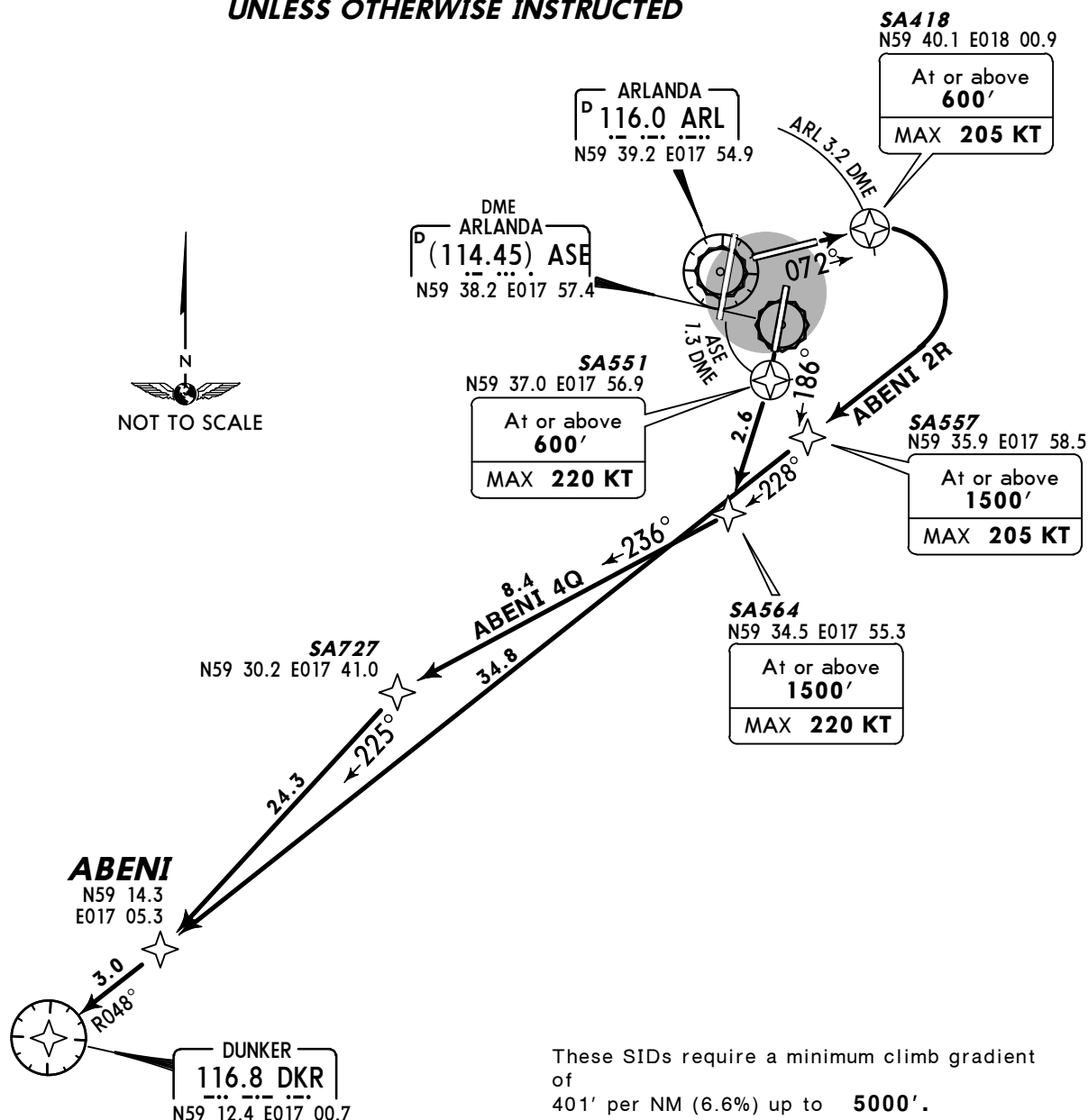
CLIMB SPEED

Aircraft shall inform TWR before take-off if unable to operate with IAS 190 KT or higher from 2 NM after take-off.

STOCKHOLM Control
124.1Apt Elev
137'Trans level: By ATC Trans alt: 5000'
1. Contact STOCKHOLM Control when instructed by Tower. 2. For additional departure instructions refer to 10-3A.

ABENI 4Q [ABEN4Q]
ABENI 2R [ABEN2R]
RWYS 19L, 08 RNAV DEPARTURES
RNAV (DME/DME)

~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to 5000'.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise ATC.

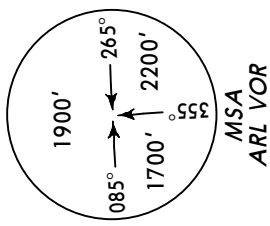
Initial climb clearance 5000' unless otherwise specified

SID	RWY	ROUTING
ABENI 4Q	19L	Climb on 186° track to SA551 (600'+; K220-) - SA564 (1500'+; K220-) - SA727 - ABENI - DKR. NON-FMS/RNAV: Climb on 186° track to ASE 3.5 DME (MAX 220 KT until ASE 3.5 DME), turn RIGHT, 230° track, EXPECT RADAR vectors to DKR.
ABENI 2R	08	Climb on 072° track to SA418 (600'+; K205-) - SA557 (1500'+; K205-) - ABENI - DKR. B757, B767, MD-11: Climb on 072° track to ARL 3.2 DME, turn RIGHT, 228° track to SA557 (MAX 205 KT until SA557) - ABENI - DKR. NON-FMS/RNAV: Climb on 072° track to ARL 3.2 DME, turn RIGHT, 228° track (MAX 205 KT until established on 228° track), EXPECT RADAR vectors to DKR.

STOCKHOLM Control
124.1Apt Elev
137'

Trans level: By ATC Trans alt: 5000'

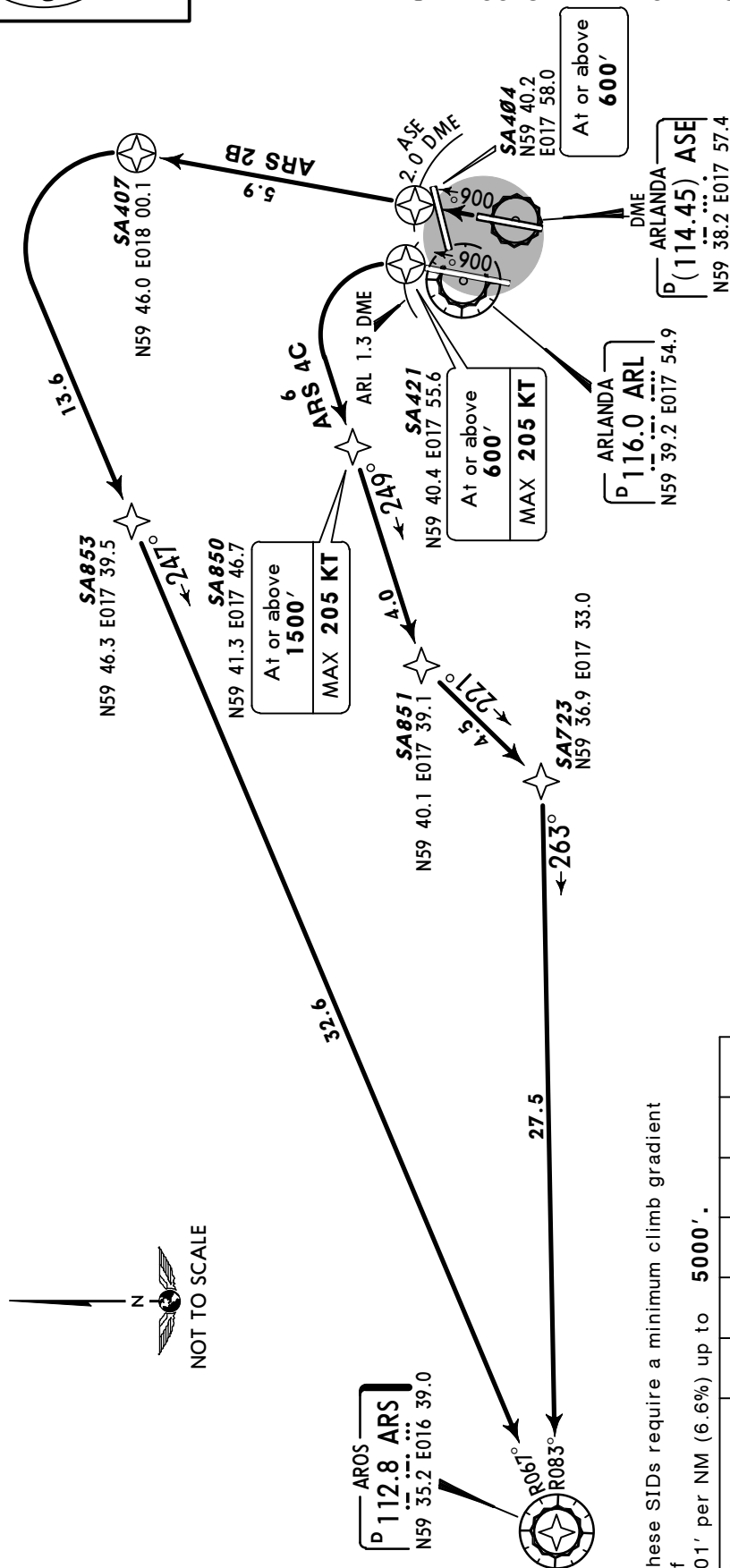
1. Contact STOCKHOLM Control when instructed by Tower.
2. For additional departure instructions refer to 10-3A.



AROS 2B (ARS 2B), AROS 4C (ARS 4C) RWYS 01R/L RNAV DEPARTURES

RNAV (DME/DME)

~~SPEEDS~~ MAX 250 KT BELOW FL 100
UNLESS OTHERWISE INSTRUCTED



These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to 5000'.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

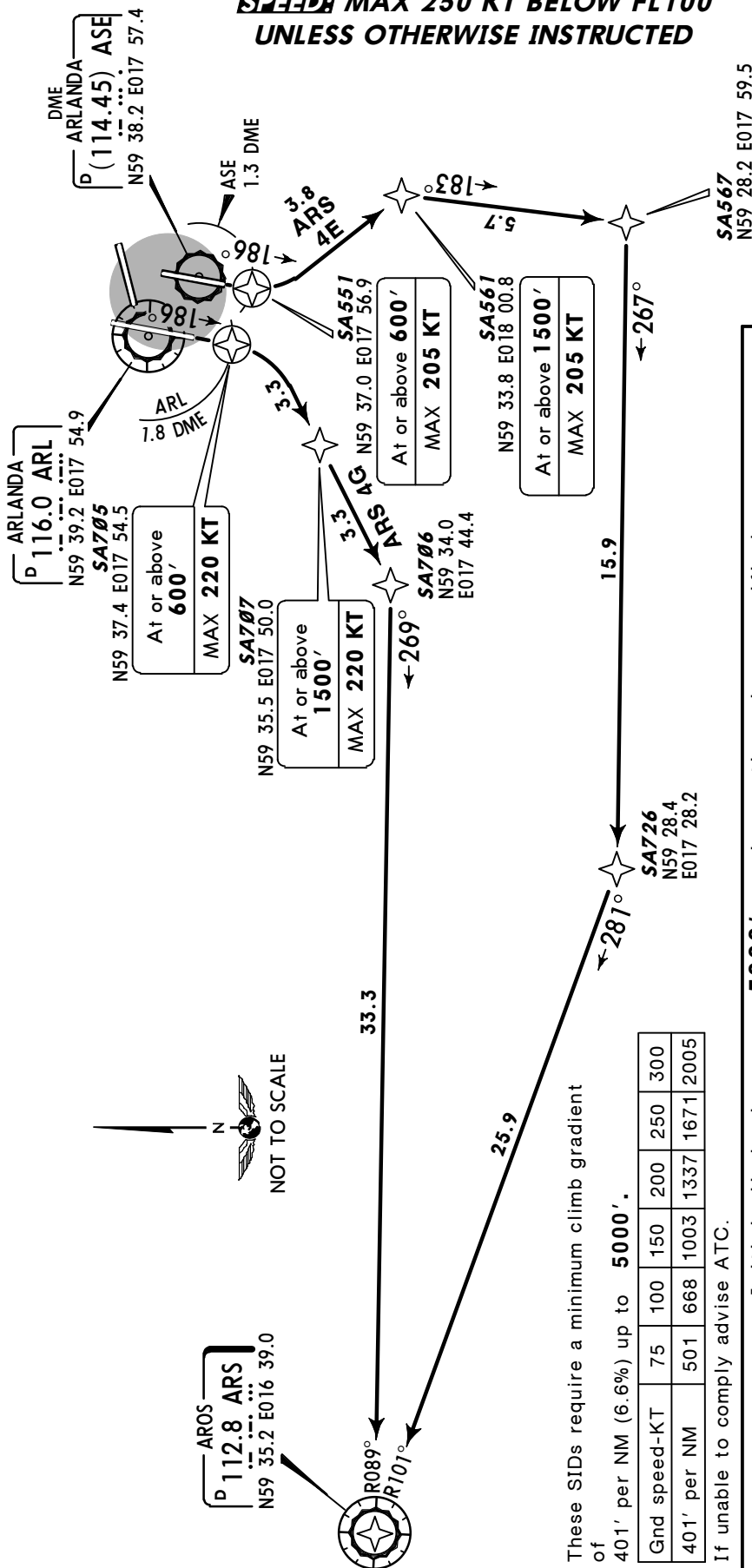
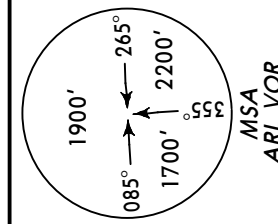
If unable to comply advise ATC.

Initial climb clearance 5000' unless otherwise specified	
SID	ROUTING
ARS 2B	Climb on 006° track to SA404 (600'+) - SA407 - SA853 - ARS. NON-FMS/RNAV: Climb on 006° track, EXPECT RADAR vectors to ARS.
ARS 4C	Climb on 006° track to SA421 (600'+; K205-) - SA850 (1500'+; K205-) - SA851 - SA723 - ARS. B757, B767, MD-11: Climb on 006° track to ARL 1.3 DME, turn LEFT, 249° track to SA850 (MAX 205 KT until SA850) - SA851 - SA723 - ARS. NON-FMS/RNAV: Climb on 006° track to ARL 1.3 DME, turn LEFT, 260° track (MAX 205 KT until established on 260° track), EXPECT RADAR vectors to ARS.

STOCKHOLM Control
124.1Apt Elev
137'

Trans level: By ATC Trans alt: 5000'

1. Contact STOCKHOLM Control when instructed by Tower.
2. For additional departure instructions refer to 10-3A.

AROS 4E (ARS 4E), AROS 4G (ARS 4G)
RWYS 19L/R RNAV DEPARTURES
RNAV (DME/DME)**~~SPEEDS~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED**These SIDs require a minimum climb gradient
of 401' per NM (6.6%) up to 5000'.

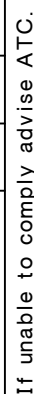
Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise ATC.

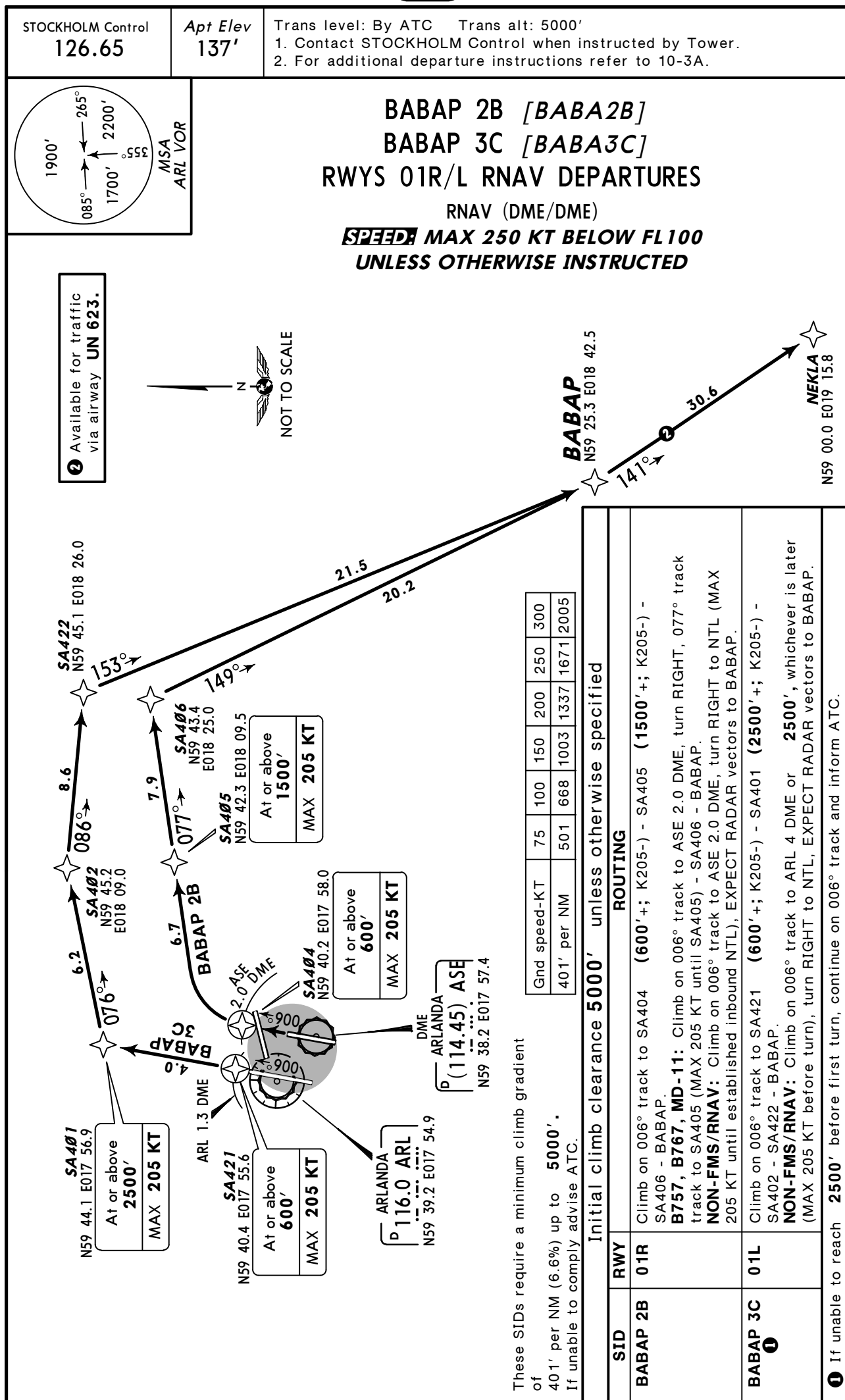
Initial climb clearance 5000' unless otherwise specified

SID	RWY	ROUTING
ARS 4E	19L	Climb on 186° track to SA551 (600' +; K205-) - SA561 (1500' +; K205-) - SA567 (1500' +; K220-) - SA726 - ARS. B757, B767, MD-11: Climb on 186° track to ASE 1.3 DME, turn LEFT, 140° track to SA561 (MAX 205 KT until SA561) - SA567 (MAX 220 KT until SA567) - SA726 - ARS. NON-FMS/RNAV: Climb on 186° track to ASE 1.3 DME, turn LEFT, 140° track, at ASE 4.5 DME turn RIGHT (MAX 220 KT until ASE 8 DME), 190° track, EXPECT RADAR vectors to ARS.
ARS 4G	19R	Climb on 186° track to SA705 (600' +; K220-) - SA707 (1500' +; K220-) - SA706 - ARS. B757, B767, MD-11: Climb on 186° track to ARL 2 DME, turn RIGHT, 240° track to SA707 (MAX 220 KT until SA707) - SA706 - ARS. NON-FMS/RNAV: Climb on 186° track to ARL 2 DME, turn RIGHT, 240° track (MAX 220 KT until established on 240° track), EXPECT RADAR vectors to ARS.

1. Contact STOCKHOLM Control when instructed by Tower.
2. For additional departure instructions refer to 10-3A.



Initial climb clearance 5000' unless otherwise specified		
SID	RWY	ROUTING
ARS 2K	26	Climb on 252° track to WA (600' +) - SA861 - ARS. NON-FMS/RNAV: Climb on 252° track to WA, turn RIGHT, 267° bearing, EXPECT RADAR vectors to ARS.
ARS 2L	08	Climb on 072° track to SA412 (600' +) - SA413 (1500' +) - SA415 - SA858 - ARS. B757, B767, MD-11: Climb on 072° track to ARL 3.7 DME, turn LEFT, 360° track to SA413 (MAX 205 KT until SA413) - SA415 - SA858 - ARS. NON-FMS/RNAV: Climb on 072° track to ARL 3.7 DME, turn LEFT, 360° track (MAX 205 KT until established on 360° track). EXPECT RADAR vectors to ARS.



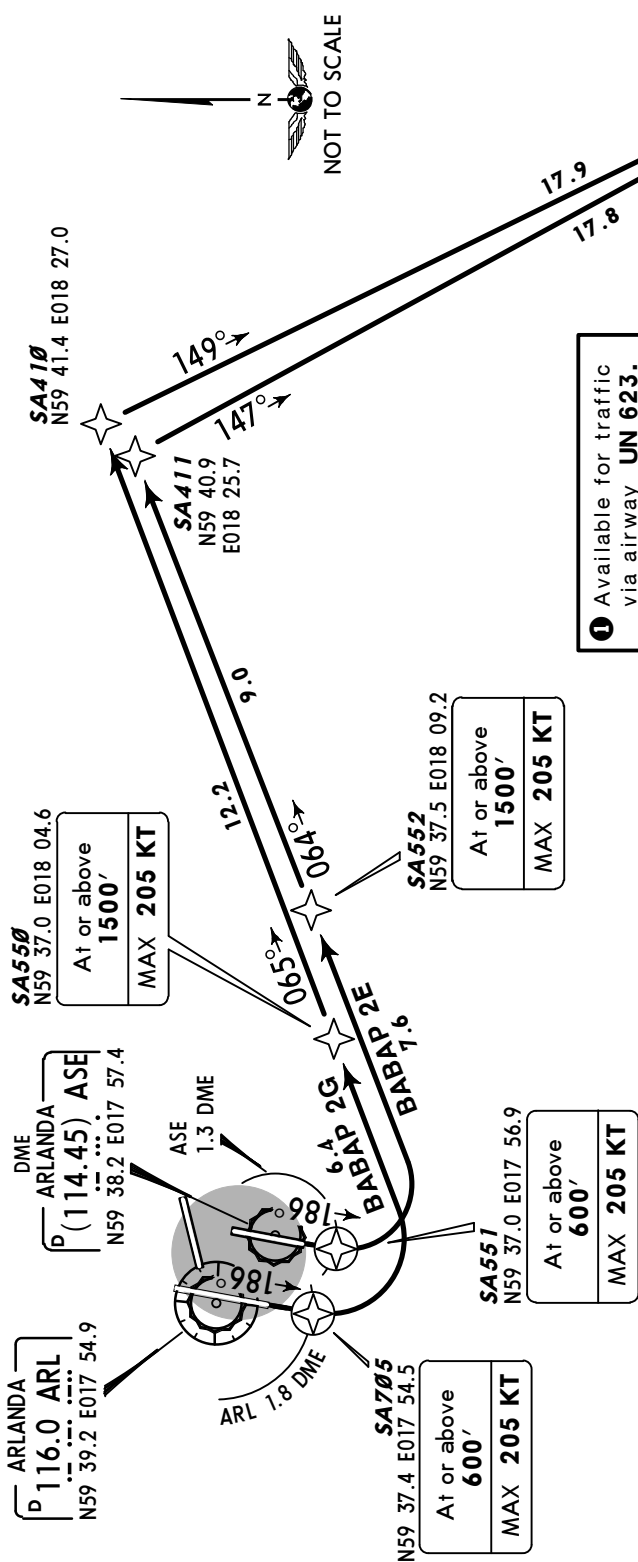
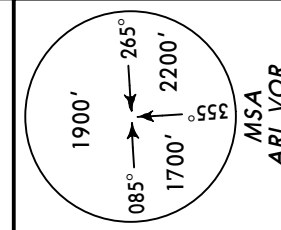
STOCKHOLM Control
126.65Apt Elev
137'

Trans level: By ATC Trans alt: 5000'

1. Contact STOCKHOLM Control when instructed by Tower.
2. For additional departure instructions refer to 10-3A.

**BABAP 2E [BABA2E]
BABAP 2G [BABA2G]
RWYS 19L/R RNAV DEPARTURES**
RNAV (DME/DME)

**~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED**



① Available for traffic
via airway **UN 623**.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

These SIDs require a minimum climb gradient
of
401' per NM (6.6%) up to **5000'**.
If unable to comply advise ATC.

Initial climb clearance **5000'** unless otherwise specified

SID	RWY	ROUTING
BABAP 2E	19L	Climb on 186° track to SA551 (600'+; K205-) - SA552 (1500'+; K205-) - SA411 - BABAP. B757, B767, MD-11: Climb on 186° track to ASE 1.3 DME, turn LEFT, 065° track to SA552 (MAX 205 KT until SA552) - SA411 - BABAP. NON-FMS/RNAV: Climb on 186° track to ASE 1.3 DME, turn LEFT, 065° track (MAX 205 KT until established on 065° track), EXPECT RADAR vectors to BABAP.
BABAP 2G	19R	Climb on 186° track to SA705 (600'+; K205-) - SA550 (1500'+; K205-) - SA410 - BABAP. B757, B767, MD-11: Climb on 186° track to ARL 2 DME, turn LEFT, 066° track to SA550 (MAX 205 KT until SA550) - SA410 - BABAP. NON-FMS/RNAV: Climb on 186° track to ARL 2 DME, turn LEFT, 066° track (MAX 205 KT until established on 066° track), EXPECT RADAR vectors to BABAP.

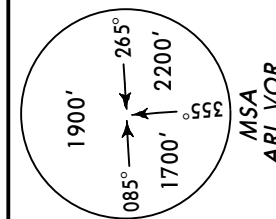
STOCKHOLM Control
BABAP 2K 124.1
BABAP 2L, 2R 126.65

Apt Elev
137'

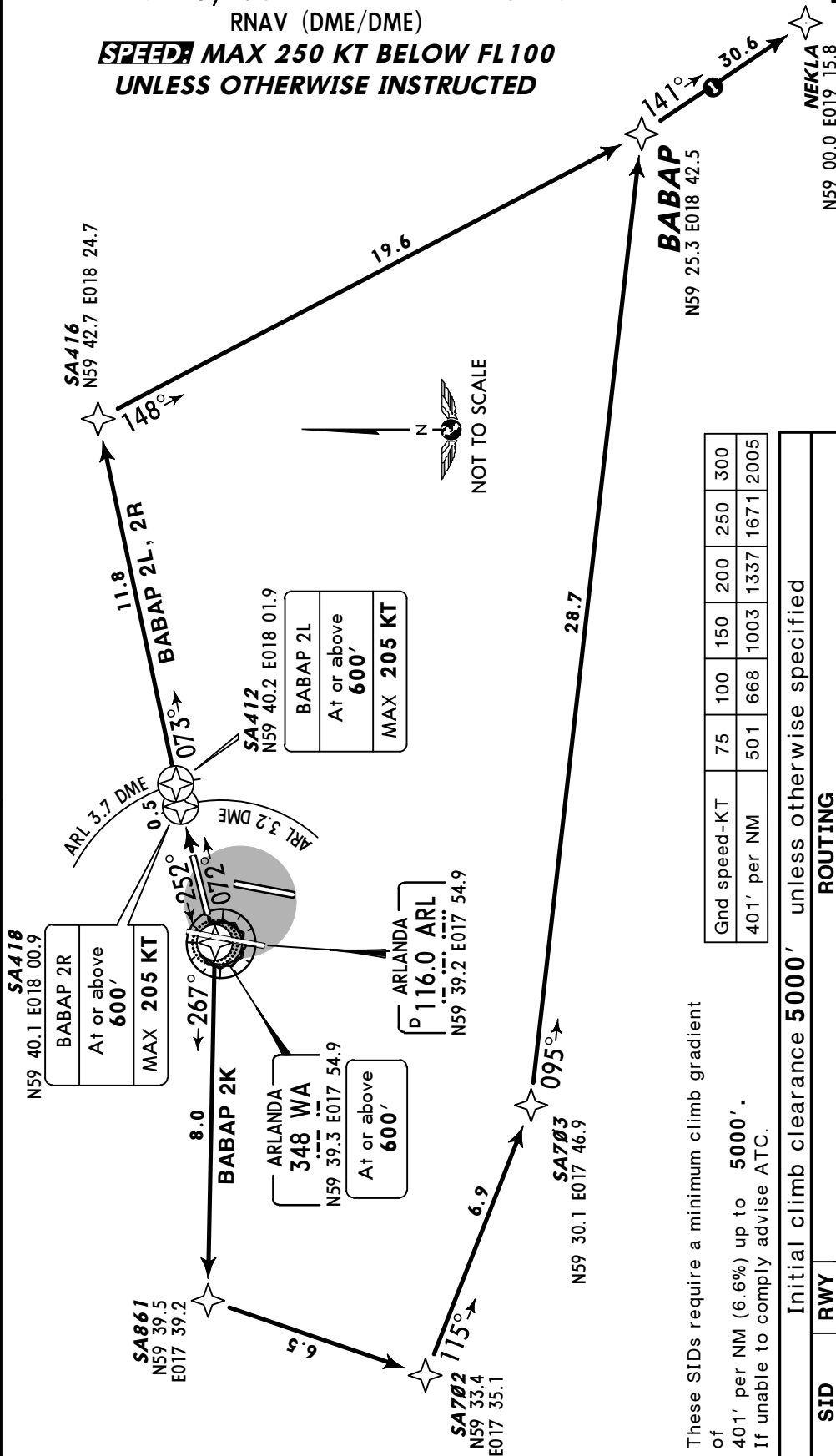
Trans level: By ATC Trans alt: 5000'
1. Contact STOCKHOLM Control when instructed by Tower.
2. For additional departure instructions refer to 10-3A.

BABAP 2K [BABA2K]
BABAP 2L [BABA2L]
BABAP 2R [BABA2R]
RWYS 26, 08 RNAV DEPARTURES
RNAV (DME/DME)

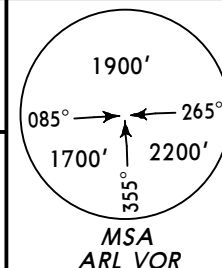
SPEED MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



Available for traffic
via airway UN 623.

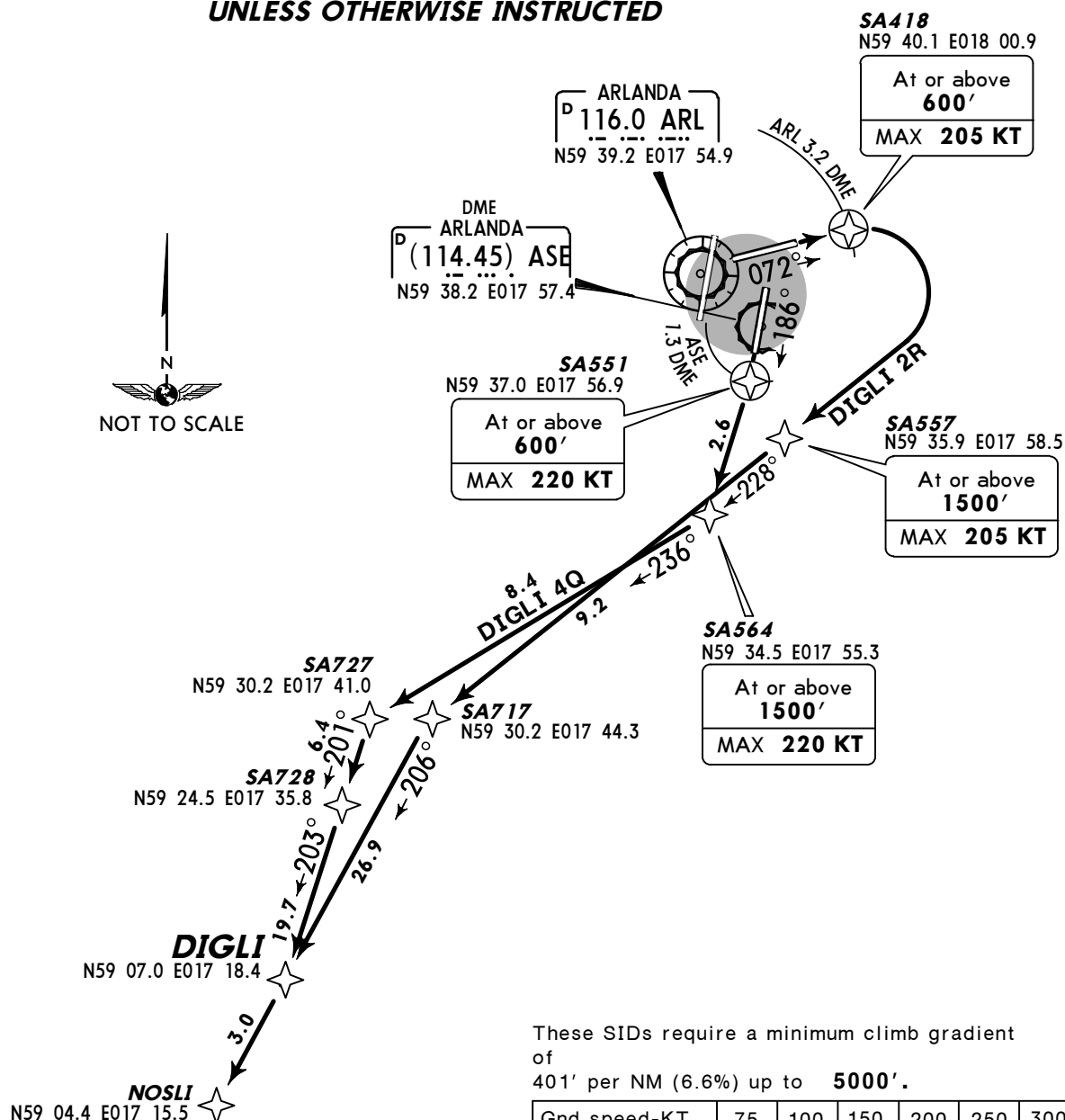
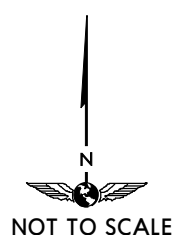


These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to 5000'. If unable to comply advise ATC.

STOCKHOLM Control
124.1Apt Elev
137'Trans level: By ATC Trans alt: 5000'
1. Contact STOCKHOLM Control when instructed by Tower. 2. For additional departure instructions refer to 10-3A.

DIGLI 4Q [DIGL4Q]
DIGLI 2R [DIGL2R]
RWYS 19L, 08 RNAV DEPARTURES
RNAV (DME/DME)

**~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED**



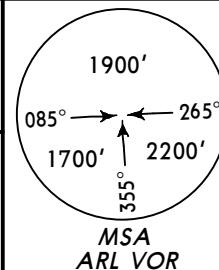
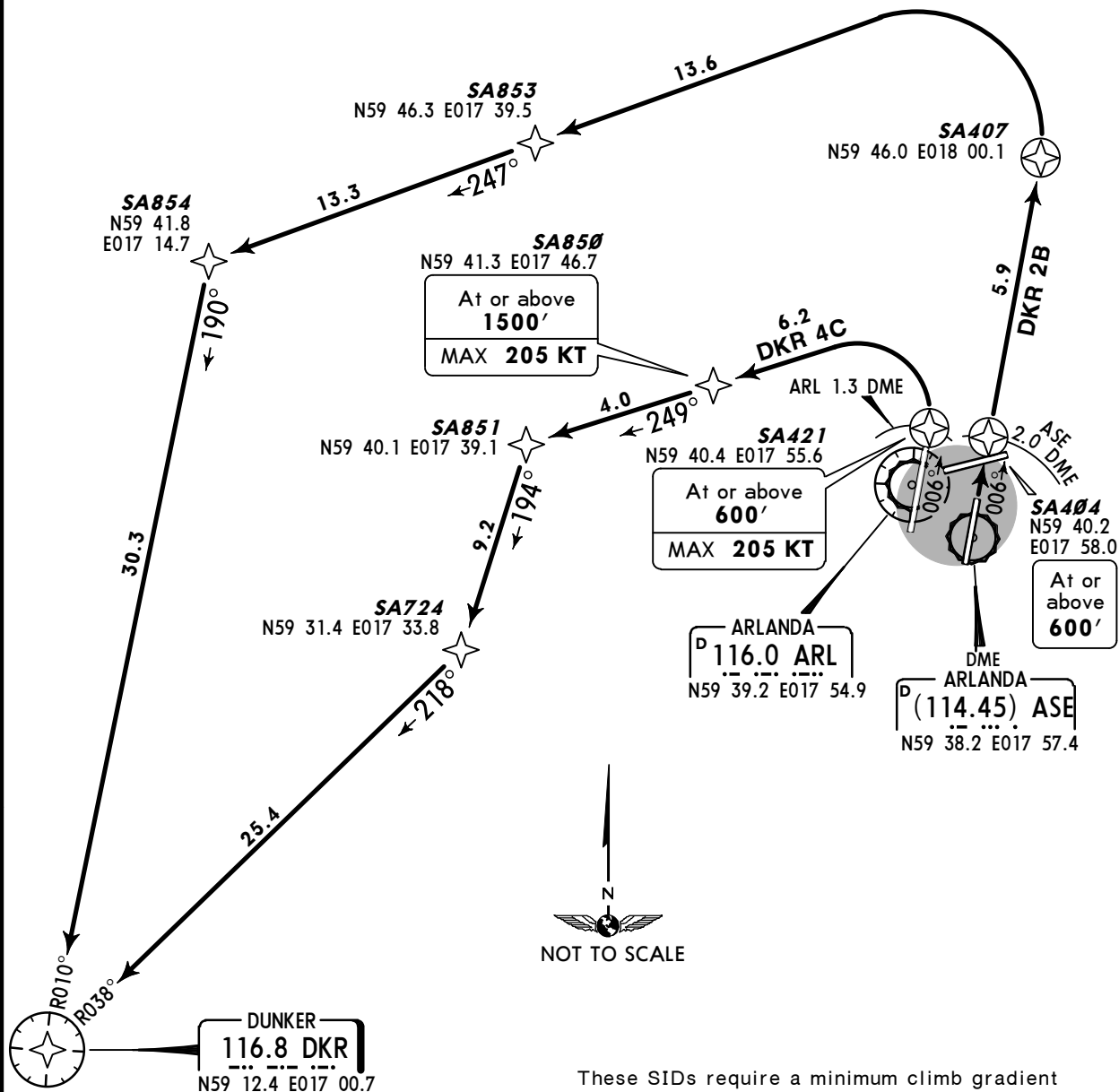
These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to 5000'.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise ATC.

Initial climb clearance **5000'** unless otherwise specified

SID	RWY	ROUTING
DIGLI 4Q	19L	Climb on 186° track to SA551 (600'+; K220-) - SA564 (1500'+; K220-) - SA727 - SA728 - DIGLI - NOSLI. NON-FMS/RNAV: Climb on 186° track to ASE 3.5 DME (MAX 220 KT until ASE 3.5 DME), turn RIGHT, 230° track, EXPECT RADAR vectors to NOSLI.
DIGLI 2R	08	Climb on 072° track to SA418 (600'+; K205-) - SA557 (1500'+; K205-) - SA717 - DIGLI - NOSLI. B757, B767, MD-11: Climb on 072° track to ARL 3.2 DME, turn RIGHT, 228° track to SA557 (MAX 205 KT until SA557) - SA717 - DIGLI - NOSLI. NON-FMS/RNAV: Climb on 072° track to ARL 3.2 DME, turn RIGHT, 228° track (MAX 205 KT until established on 228° track), EXPECT RADAR vectors to NOSLI.

STOCKHOLM Control
124.1Apt Elev
137'Trans level: By ATC Trans alt: 5000'
1. Contact STOCKHOLM Control when instructed by Tower. 2. For additional departure instructions refer to 10-3A.**DUNKER 2B (DKR 2B), DUNKER 4C (DKR 4C)**
RWYS 01R/L RNAV DEPARTURES
RNAV (DME/DME)**~~SPEED~~ MAX 250 KT BELOW FL100**
UNLESS OTHERWISE INSTRUCTED

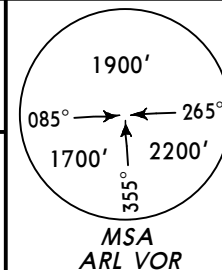
These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to 5000'.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise ATC.

Initial climb clearance **5000'** unless otherwise specified

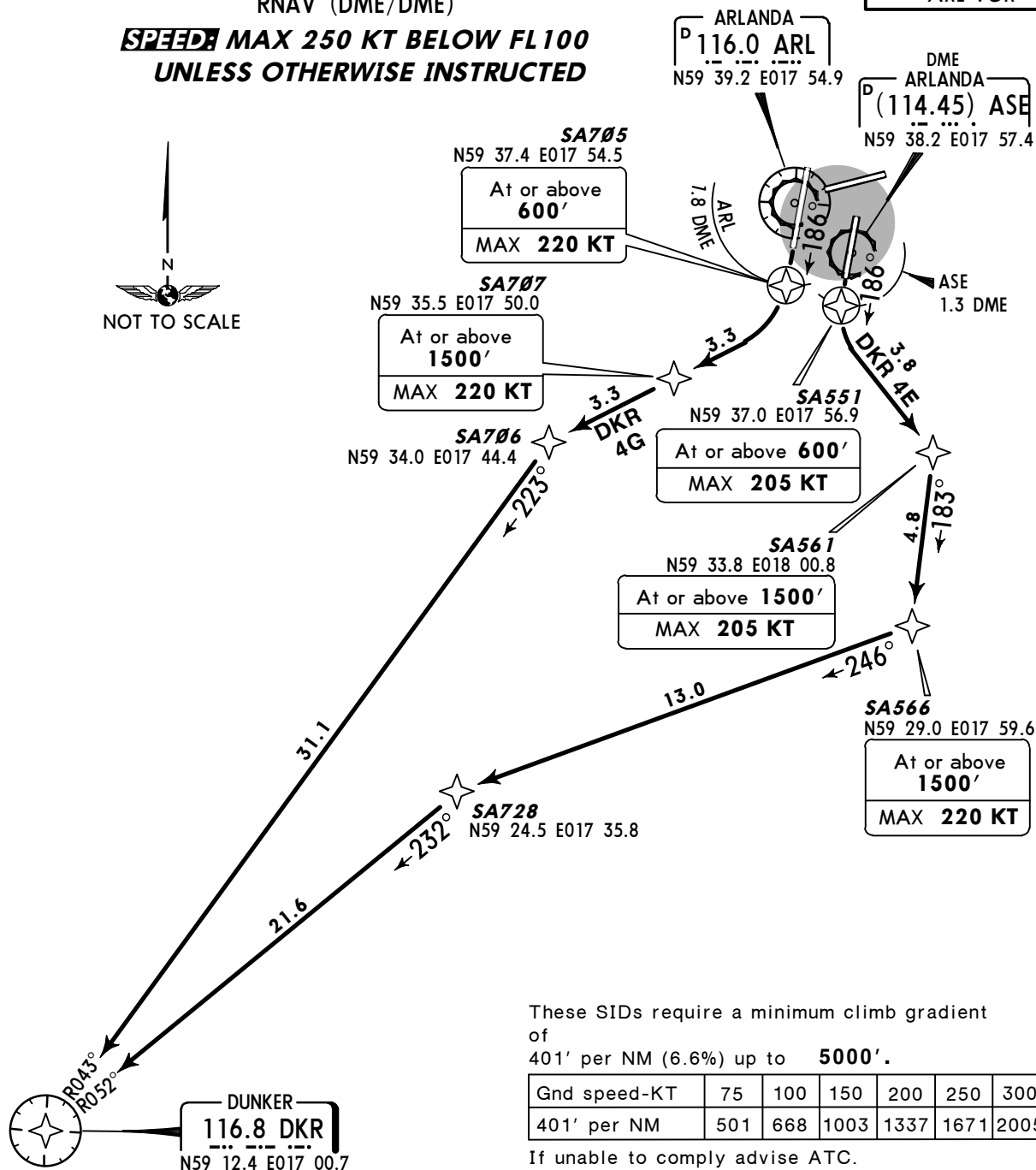
SID	RWY	ROUTING
DKR 2B	01R	Climb on 006° track to SA404 (600'+) - SA407 - SA853 - SA854 - DKR. NON-FMS/RNAV: Climb on 006° track, EXPECT RADAR vectors to DKR.
DKR 4C	01L	Climb on 006° track to SA421 (600'+; K205-) - SA850 (1500'+; K205-) - SA851 - SA724 - DKR. B757, B767, MD-11: Climb on 006° track to ARL 1.3 DME, turn LEFT, 249° track to SA850 (MAX 205 KT until SA850) - SA851 - SA724 - DKR. NON-FMS/RNAV: Climb on 006° track to ARL 1.3 DME, turn LEFT, 260° track (MAX 205 KT until established on 260° track), EXPECT RADAR vectors to DKR.

STOCKHOLM Control
124.1Apt Elev
137'Trans level: By ATC Trans alt: 5000'
1. Contact STOCKHOLM Control when instructed by Tower. 2. For additional departure instructions refer to 10-3A.

DUNKER 4E (DKR 4E), DUNKER 4G (DKR 4G)

RWYS 19L/R RNAV DEPARTURES

RNAV (DME/DME)

**~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED**

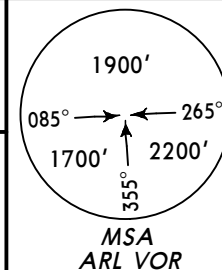
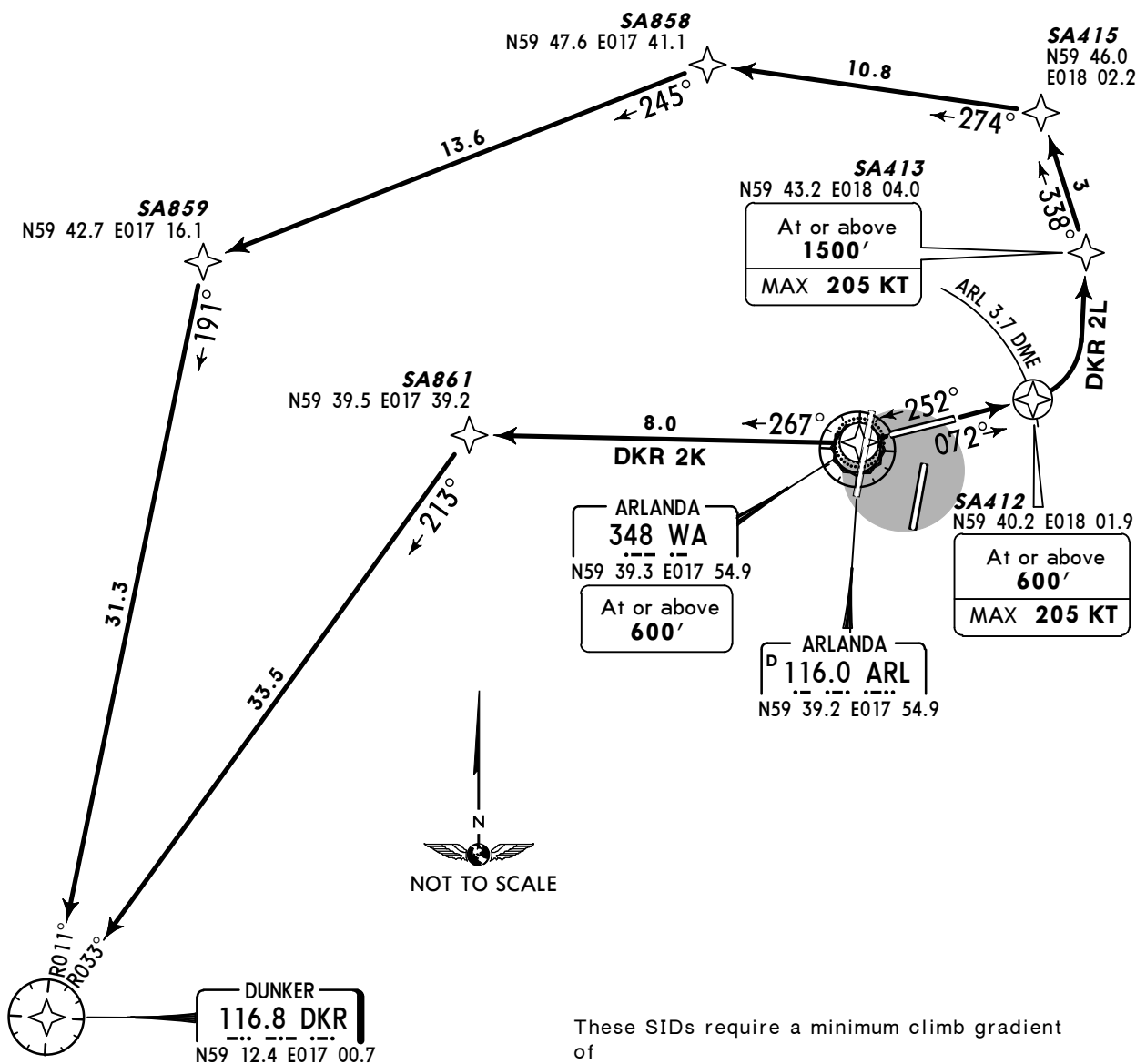
These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to 5000'.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise ATC.

Initial climb clearance **5000'** unless otherwise specified

SID	RWY	ROUTING
DKR 4E	19L	Climb on 186° track to SA551 (600'+; K205-) - SA561 (1500'+; K205-) - SA566 (1500'+; K220-) - SA728 - DKR. B757, B767, MD-11: Climb on 186° track to ASE 1.3 DME, turn LEFT, 140° track to SA561 (MAX 205 KT until SA561) - SA566 (MAX 220 KT until SA566) - SA728 - DKR. NON-FMS/RNAV: Climb on 186° track to ASE 1.3 DME, turn LEFT, 140° track, at ASE 4.5 DME (MAX 205 KT until ASE 4.5 DME) turn RIGHT, 190° track, EXPECT RADAR vectors to DKR.
DKR 4G	19R	Climb on 186° track to SA705 (600'+; K220-) - SA707 (1500'+; K220-) - SA706 - DKR. B757, B767, MD-11: Climb on 186° track to ARL 2 DME, turn RIGHT, 240° track to SA707 (MAX 220 KT until SA707) - SA706 - DKR. NON-FMS/RNAV: Climb on 186° track to ARL 2 DME, turn RIGHT, 240° track (MAX 220 KT until established on 240° track), EXPECT RADAR vectors to DKR.

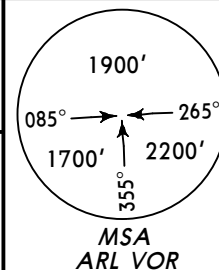
STOCKHOLM Control
124.1Apt Elev
137'Trans level: By ATC Trans alt: 5000'
1. Contact STOCKHOLM Control when instructed by Tower. 2. For additional departure instructions refer to 10-3A.**DUNKER 2K (DKR 2K), DUNKER 2L (DKR 2L)**
RWYS 26, 08 RNAV DEPARTURES
RNAV (DME/DME)**~~SPEED~~ MAX 250 KT BELOW FL100**
UNLESS OTHERWISE INSTRUCTEDThese SIDs require a minimum climb gradient of
401' per NM (6.6%) up to **5000'**.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise ATC.

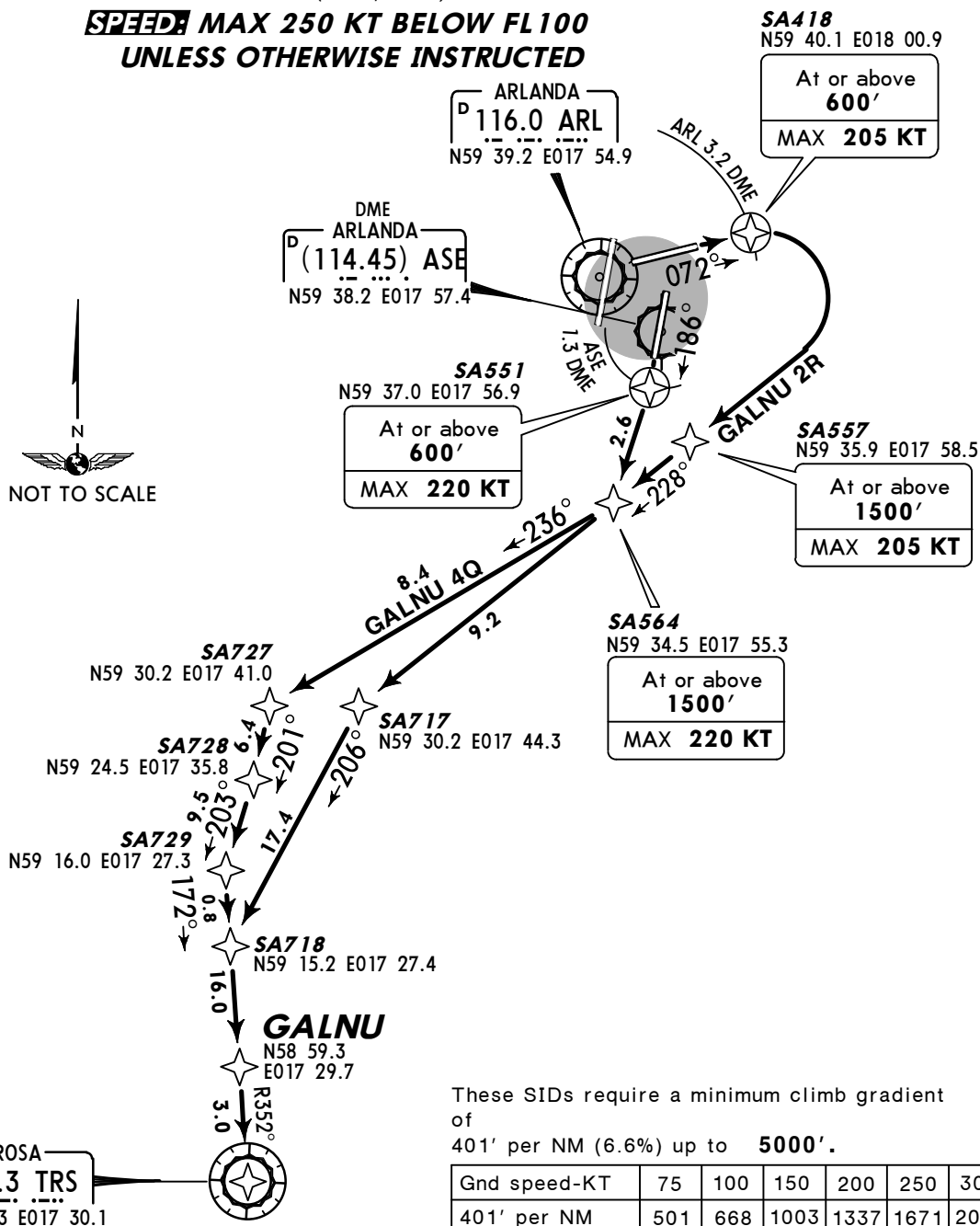
Initial climb clearance **5000'** unless otherwise specified

SID	RWY	ROUTING
DKR 2K	26	Climb on 252° track to WA (600' +) - SA861 - DKR. NON-FMS/RNAV: Climb on 252° track to WA, turn RIGHT, 267° bearing, EXPECT RADAR vectors to DKR.
DKR 2L	08	Climb on 072° track to SA412 (600' +; K205-) - SA413 (1500' +; K205-) - SA415 - SA858 - SA859 - DKR. B757, B767, MD-11: Climb on 072° track to ARL 3.7 DME, turn LEFT, 360° track to SA413 (MAX 205 KT until SA413) - SA415 - SA858 - SA859 - DKR. NON-FMS/RNAV: Climb on 072° track to ARL 3.7 DME, turn LEFT, 360° track (MAX 205 KT until established on 360° track), EXPECT RADAR vectors to DKR.

STOCKHOLM Control
124.1Apt Elev
137'Trans level: By ATC Trans alt: 5000'
1. Contact STOCKHOLM Control when instructed by Tower. 2. For additional departure instructions refer to 10-3A.

GALNU 4Q [GALN4Q]
GALNU 2R [GALN2R]
RWYS 19L, 08 RNAV DEPARTURES
RNAV (DME/DME)

~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



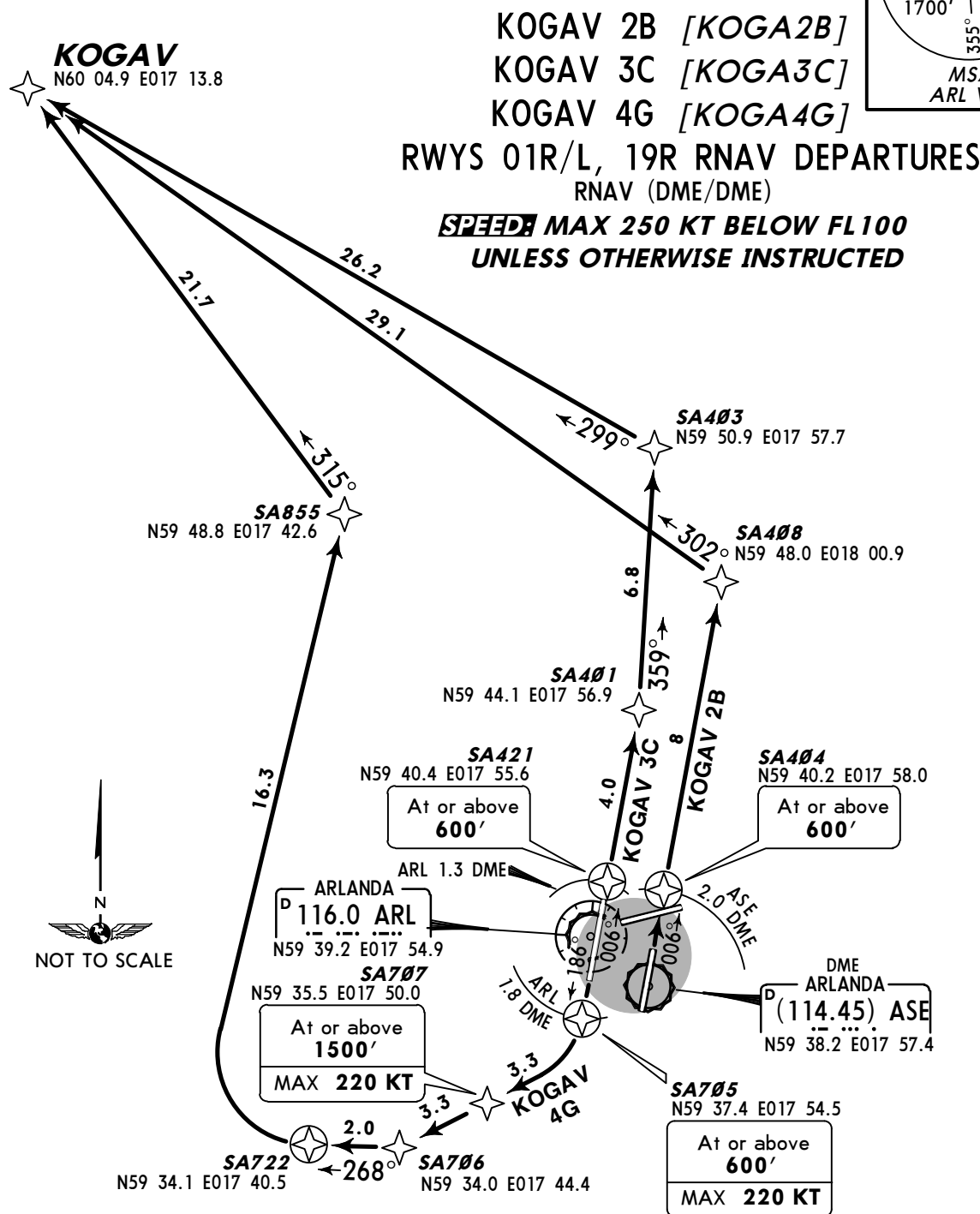
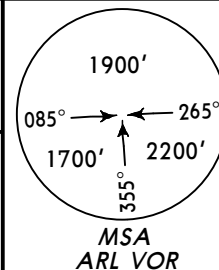
These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to **5000'**.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise ATC.

Initial climb clearance **5000'** unless otherwise specified

SID	RWY	ROUTING
GALNU 4Q	19L	Climb on 186° track to SA551 (600' +; K220-) - SA564 (1500' +; K220-) - SA727 - SA728 - SA729 - GALNU - TRS. NON-FMS/RNAV: Climb on 186° track to ASE 3.5 DME (MAX 220 KT until ASE 3.5 DME), turn RIGHT, 230° track, EXPECT RADAR vectors to TRS.
GALNU 2R	08	Climb on 072° track to SA418 (600' +; K205-) - SA557 (1500' +; K205-) - SA717 - SA718 - GALNU - TRS. B757, B767, MD-11: Climb on 072° track to ARL 3.2 DME, turn RIGHT, 228° track to SA557 (MAX 205 KT until SA557) - SA717 - SA718 - GALNU - TRS. NON-FMS/RNAV: Climb on 072° track to ARL 3.2 DME, turn RIGHT, 228° track (MAX 205 KT until established on 228° track), EXPECT RADAR vectors to TRS.

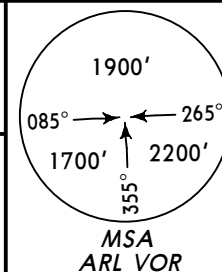
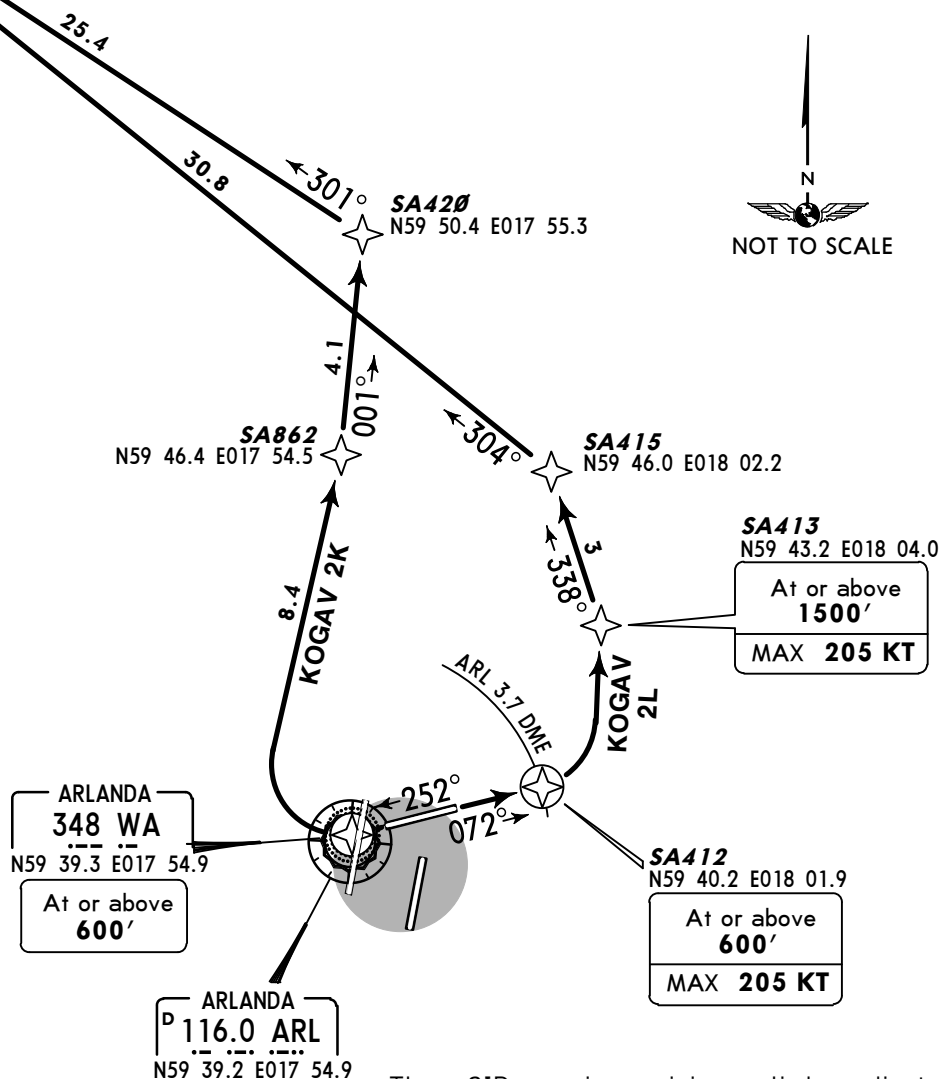
STOCKHOLM Control
124.1Apt Elev
137'Trans level: By ATC Trans alt: 5000'
1. Contact STOCKHOLM Control when instructed by Tower. 2. For additional departure instructions refer to 10-3A.

These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to 5000'.
If unable to comply advise ATC.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

Initial climb clearance **5000'** unless otherwise specified

SID	RWY	ROUTING
KOGAV 2B	01R	Climb on 006° track to SA404 (600'+) - SA408 - KOGAV. NON-FMS/RNAV: Climb on 006° track, EXPECT RADAR vectors to KOGAV.
KOGAV 3C	01L	Climb on 006° track to SA421 (600'+) - SA401 - SA403 - KOGAV. NON-FMS/RNAV: Climb on 006° track, EXPECT RADAR vectors to KOGAV.
KOGAV 4G	19R	Climb on 186° track to SA705 (600'+; K220-) - SA707 (1500'+; K220-) - SA706 - SA722 - SA855 - KOGAV. B757, B767, MD-11: Climb on 186° track to ARL 2 DME, turn RIGHT, 240° track to SA707 (MAX 220 KT until SA707) - SA706 - SA722 - SA855 - KOGAV. NON-FMS/RNAV: Climb on 186° track to ARL 2 DME, turn RIGHT, 240° track (MAX 220 KT until established on 240° track), EXPECT RADAR vectors to KOGAV.

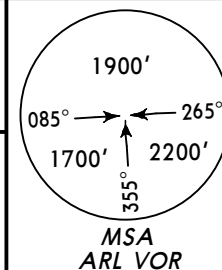
STOCKHOLM Control
124.1Apt Elev
137'Trans level: By ATC Trans alt: 5000'
1. Contact STOCKHOLM Control when instructed by Tower. 2. For additional departure instructions refer to 10-3A.★ **KOGAV**
N60 04.9 E017 13.8**KOGAV 2K [KOGA2K]
KOGAV 2L [KOGA2L]
RWYS 26, 08 RNAV DEPARTURES**
RNAV (DME/DME)**~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED**These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to **5000'**.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise ATC.

Initial climb clearance **5000'** unless otherwise specified

SID	RWY	ROUTING
KOGAV 2K	26	Climb on 252° track to WA (600'+) - SA862 - SA420 - KOGAV. B757, B767, MD-11: Climb on 252° track to WA, turn RIGHT, 009° track to SA862 - SA420 - KOGAV. NON-FMS/RNAV: Climb on 252° track to WA, turn RIGHT, 009° track, EXPECT RADAR vectors to KOGAV.
KOGAV 2L	08	Climb on 072° track to SA412 (600'+ ; K205-) - SA413 (1500'+ ; K205-) - SA415 - KOGAV. B757, B767, MD-11: Climb on 072° track to ARL 3.7 DME, turn LEFT, 360° track to SA413 (MAX 205 KT until SA413) - SA415 - KOGAV. NON-FMS/RNAV: Climb on 072° track to ARL 3.7 DME, turn LEFT, 360° track (MAX 205 KT until established on 360° track), EXPECT RADAR vectors to KOGAV.

STOCKHOLM Control
124.1Apt Elev
137'Trans level: By ATC Trans alt: 5000'
1. Contact STOCKHOLM Control when instructed by Tower. 2. For additional departure instructions refer to 10-3A.

LUMAX 4Q [LUMA4Q]

LUMAX 3R [LUMA3R]

RWYS 19L, 08

RNAV DEPARTURES

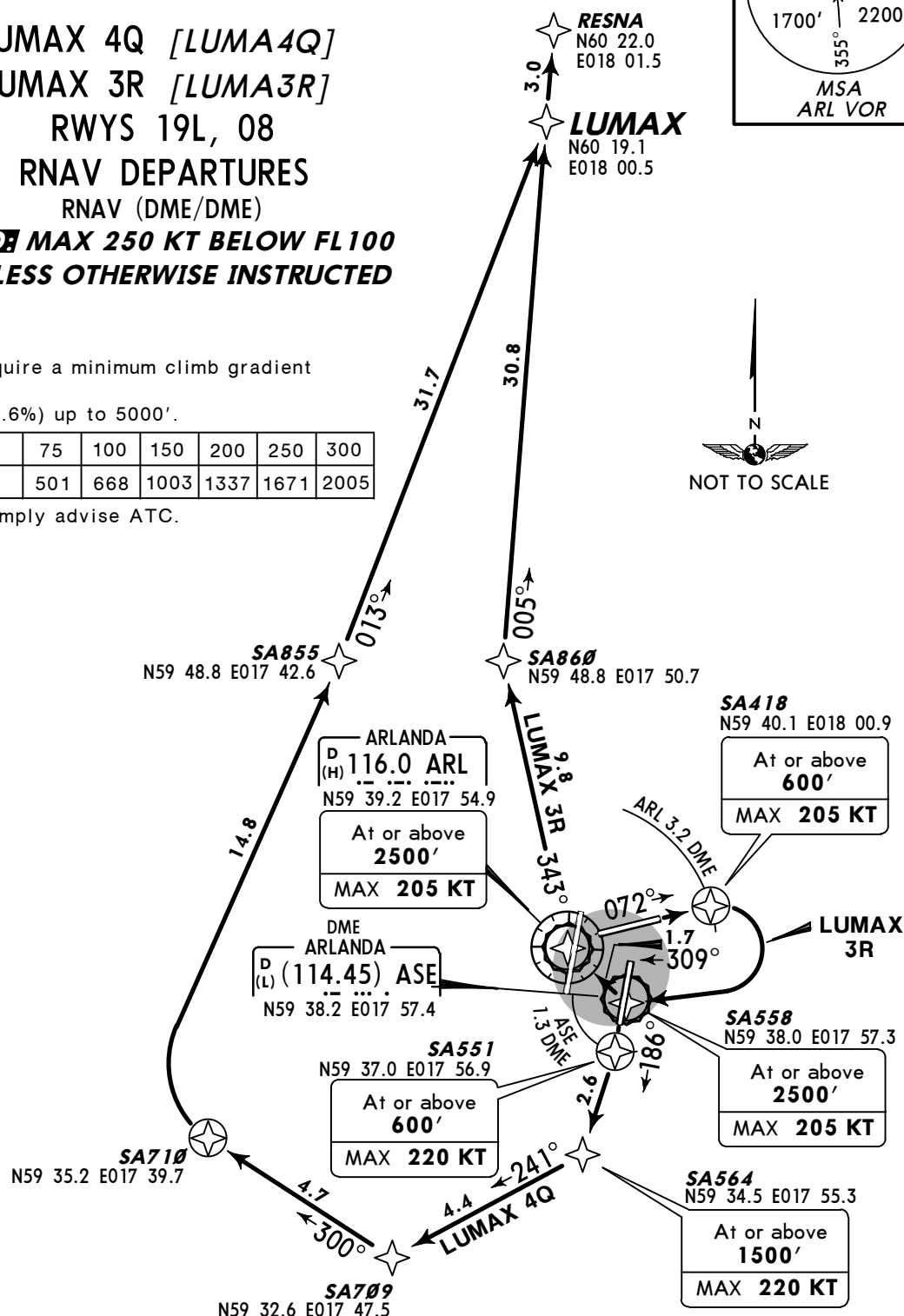
RNAV (DME/DME)

**~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED**

These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to 5000'.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise ATC.

Initial climb clearance **5000'** unless otherwise specified

SID	RWY	ROUTING
LUMAX 4Q	19L	Climb on 186° track to SA551 (600'+; K220-) - SA564 (1500'+; K220-) - SA709 - SA710 - SA855 - LUMAX - RESNA. NON-FMS/RNAV: Climb on 186° track to ASE 3.5 DME (MAX 220 KT until ASE 3.5 DME), turn RIGHT, 240° track, EXPECT RADAR vectors to RESNA.
LUMAX 3R	08	Climb on 072° track to SA418 (600'+; K205-) - SA558 (2500'+; K205-) - ARL (2500'+; K205-) - SA860 - LUMAX - RESNA. B757, B767, MD-11: Climb on 072° track to ARL 3.2 DME, turn RIGHT, 260° track, intercept ARL R-129 inbound to ARL (MAX 205 KT until ARL) - SA860 - LUMAX - RESNA. NON-FMS/RNAV: Climb on 072° track to ARL 3.2 DME, turn RIGHT, 260° track, intercept ARL R-129 inbound to ARL (MAX 205 KT until ARL), turn RIGHT, 340° track, EXPECT RADAR vectors to RESNA.

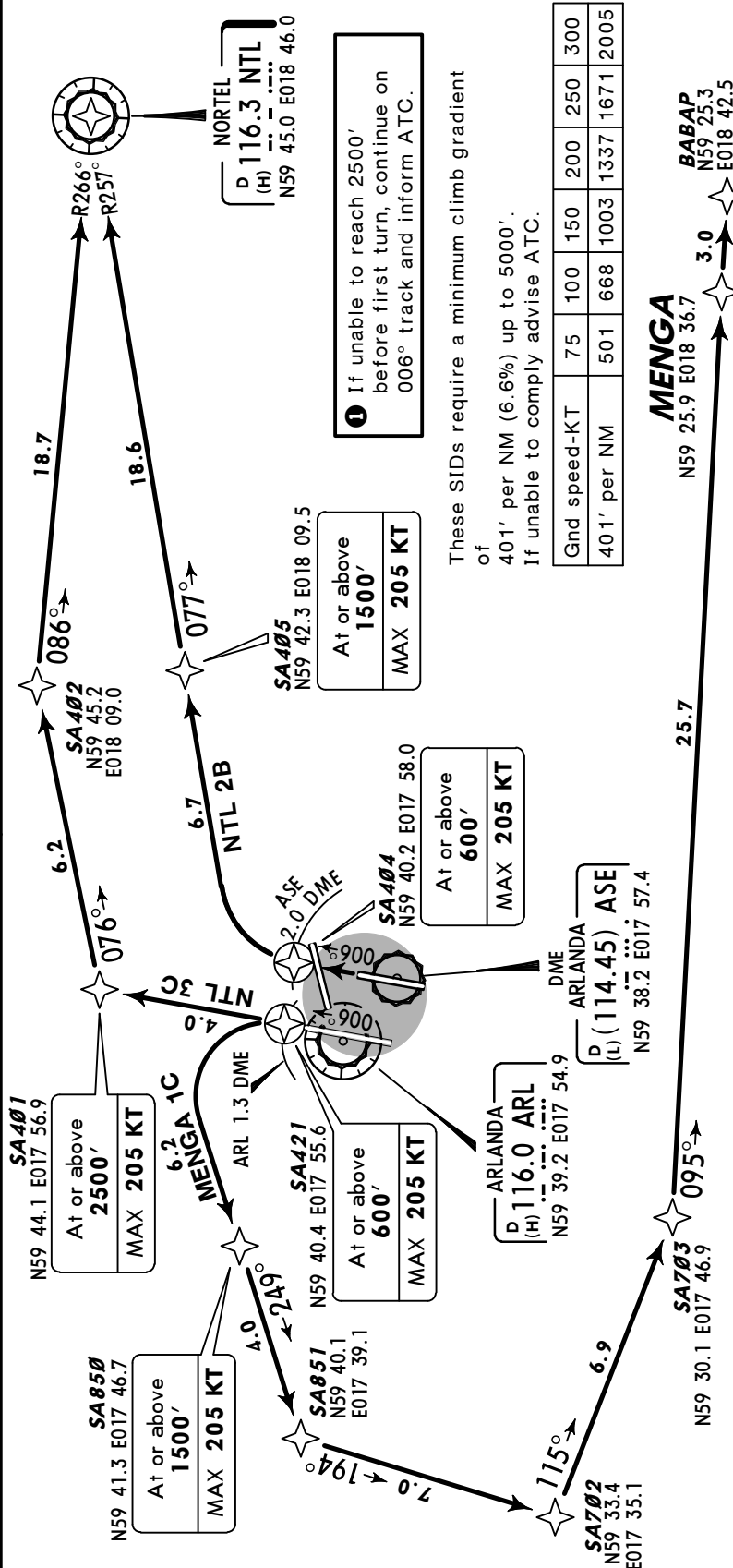
STOCKHOLM Control
MENA 1C NTL 2B, 3C
124.1 126.65Apt Elev
137'

Trans level: By ATC Trans alt: 5000'

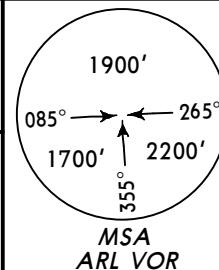
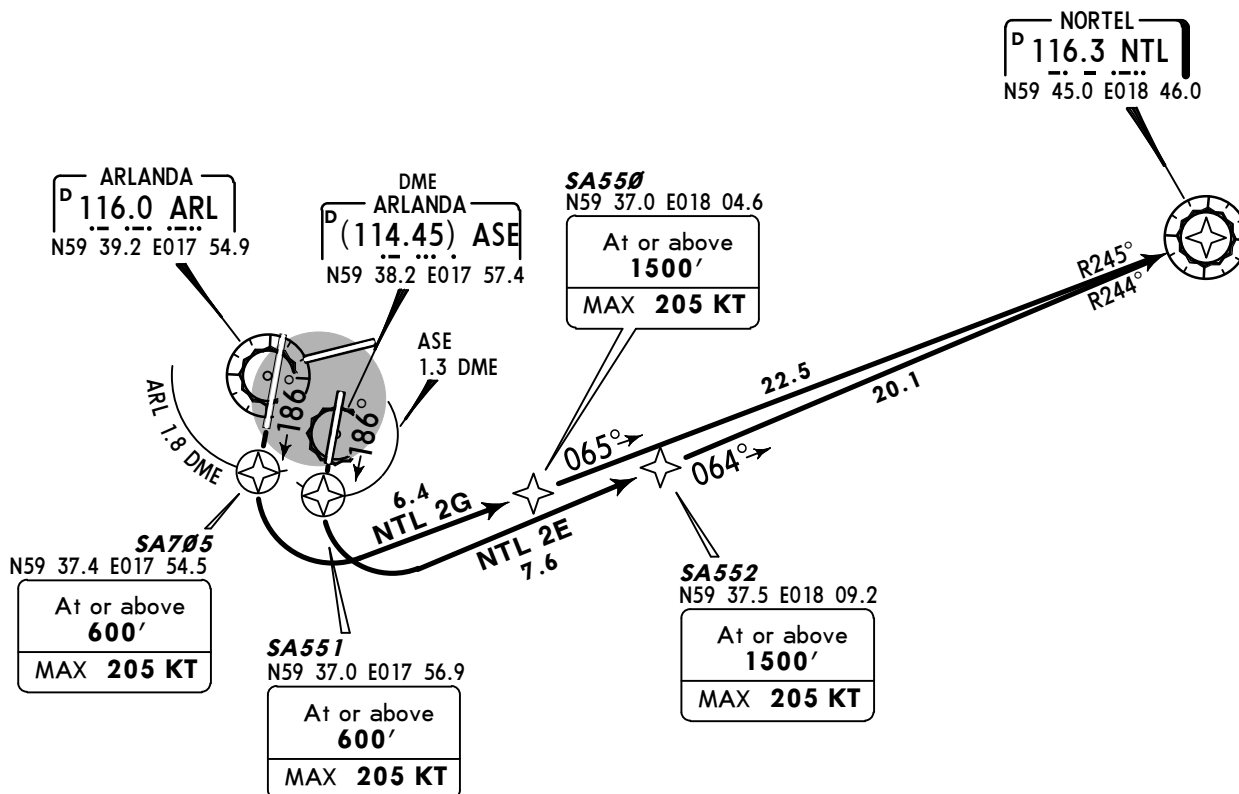
1. Contact STOCKHOLM Control when instructed by Tower.
2. For additional departure instructions refer to 10-3A.

MENA 1C [MENA 1C]
NORTEL 2B (NTL 2B), NORTEL 3C (NTL 3C)
RWYS 01L/R RNAV DEPARTURES
RNAV (DME/DME)

~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



SID	RWY	ROUTING
MENA 1C	01L	Initial climb clearance 5000' unless otherwise specified Climb on 006° track to SA421 (600'+; K205-) - SA850 (1500'+; K205-) - SA851 - SA702 - SA703 - MENA - BABAP. B757, B767, MD-11: Climb on 006° track to ARL 1.3 DME, turn LEFT, 249° track to SA850 (MAX 205 KT until SA850) - SA851 - SA702 - SA703 - MENA - BABAP. NON-FMS/RNAV: Climb on 006° track to ARL 1.3 DME, turn LEFT, 260° track (MAX 205 KT until established on 260° track), EXPECT RADAR vectors to BABAP. Climb on 006° track to SA404 (600'+; K205-) - SA405 (1500'+; K205-) - NTL. B757, B767, MD-11: Climb on 006° track to ASE 2.0 DME, turn RIGHT, 077° track to SA405 (MAX 205 KT until SA405) - NTL. NON-FMS/RNAV: Climb on 006° track to ASE 2.0 DME, turn RIGHT to NTL (MAX 205 KT until established inbound NTL).
NTL 2B	01R	Climb on 006° track to SA421 (600'+; K205-) - SA401 (2500'+; K205-) - SA402 - NTL. NON-FMS/RNAV: Climb on 006° track to ARL 4 DME or 2500', whichever is later (MAX 205 KT before turn), turn RIGHT to NTL.
NTL 3C	01L	Climb on 006° track to SA421 (600'+; K205-) - SA401 (2500'+; K205-) - SA402 - NTL. NON-FMS/RNAV: Climb on 006° track to ARL 4 DME or 2500', whichever is later (MAX 205 KT before turn), turn RIGHT to NTL.

STOCKHOLM Control
126.65Apt Elev
137'Trans level: By ATC Trans alt: 5000'
1. Contact STOCKHOLM Control when instructed by Tower. 2. For additional departure instructions refer to 10-3A.NORTEL 2E (NTL 2E), NORTEL 2G (NTL 2G)
RWYS 19L/R RNAV DEPARTURES
RNAV (DME/DME)**~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED**

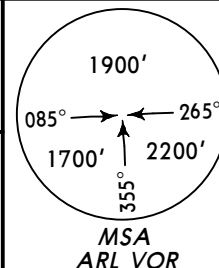
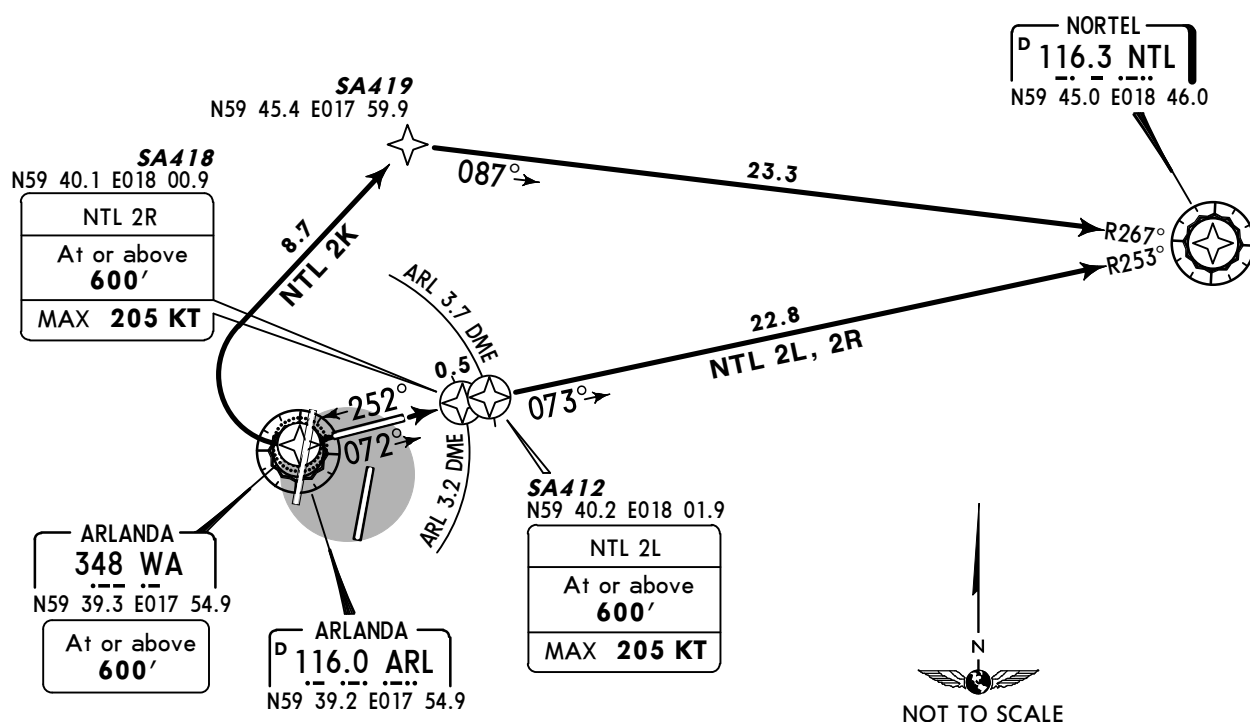
These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to 5000'.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise ATC.

Initial climb clearance 5000' unless otherwise specified

SID	RWY	ROUTING
NTL 2E	19L	Climb on 186° track to SA551 (600'+; K205-) - SA552 (1500'+; K205-) - NTL. B757, B767, MD-11: Climb on 186° track to ASE 1.3 DME, turn LEFT, 065° track to SA552 (MAX 205 KT until SA552) - NTL. NON-FMS/RNAV: Climb on 186° track to ASE 1.3 DME, turn LEFT, 065° track (MAX 205 KT until established on 065° track), EXPECT RADAR vectors to NTL.
NTL 2G	19R	Climb on 186° track to SA705 (600'+; K205-) - SA550 (1500'+; K205-) - NTL. B757, B767, MD-11: Climb on 186° track to ARL 2 DME, turn LEFT, 066° track to SA550 (MAX 205 KT until SA550) - NTL. NON-FMS/RNAV: Climb on 186° track to ARL 2 DME, turn LEFT, 066° track (MAX 205 KT until established on 066° track), EXPECT RADAR vectors to NTL.

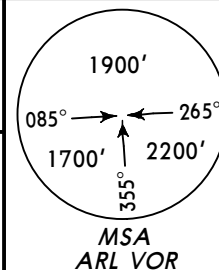
STOCKHOLM Control
126.65Apt Elev
137'Trans level: By ATC Trans alt: 5000'
1. Contact STOCKHOLM Control when instructed by Tower. 2. For additional departure instructions refer to 10-3A.NORTEL 2K (NTL 2K), NORTEL 2L (NTL 2L)
NORTEL 2R (NTL 2R)RWYS 26, 08 RNAV DEPARTURES
RNAV (DME/DME)**~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED**These SIDs require a minimum climb gradient
of
401' per NM (6.6%) up to **5000'**.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

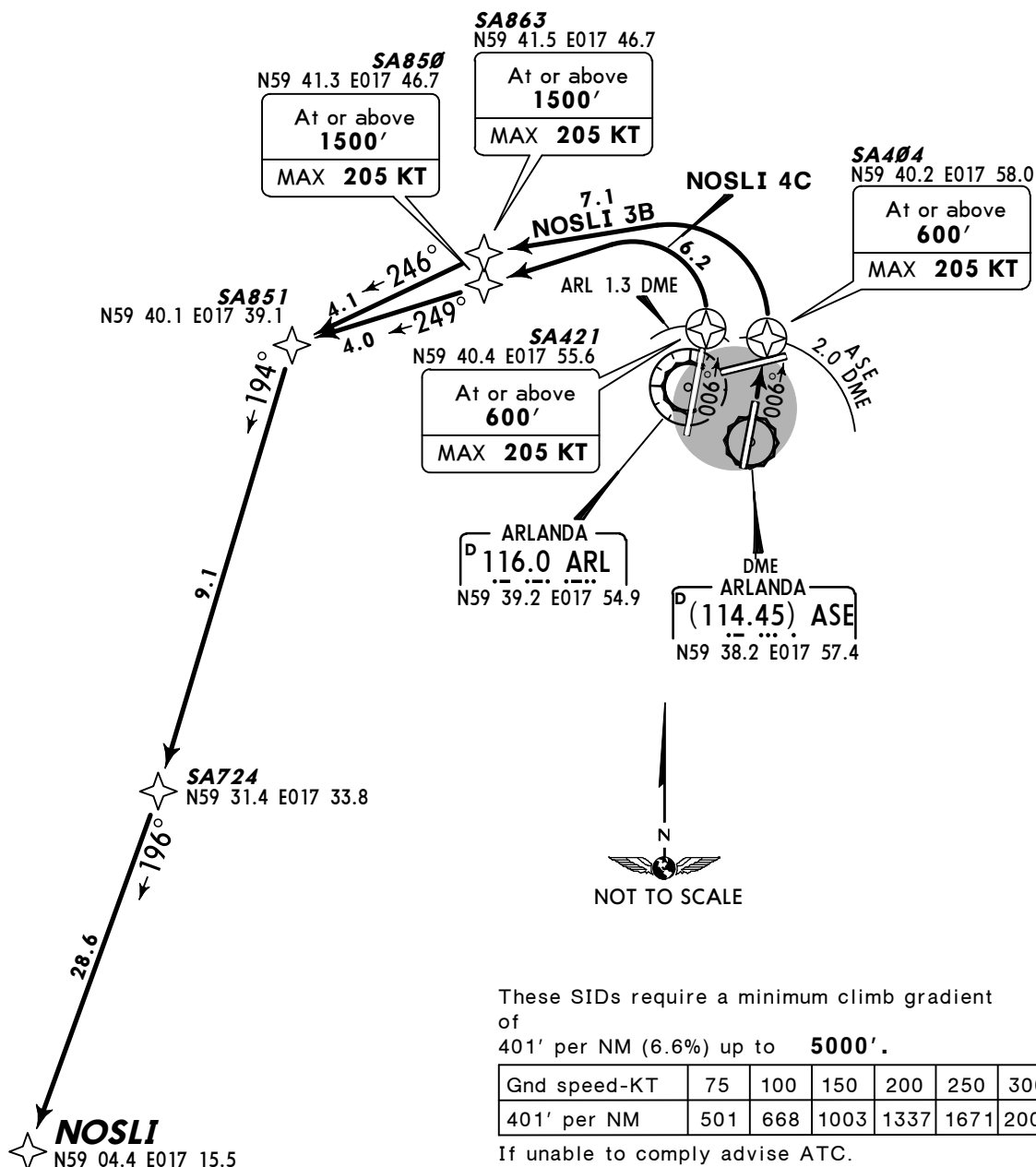
If unable to comply advise ATC.

Initial climb clearance **5000'** unless otherwise specified

SID	RWY	ROUTING
NTL 2K	26	Climb on 252° track to WA (600'+) - SA419 - NTL. B757, B767, MD-11: Climb on 252° track to WA, turn RIGHT, 039° track to SA419 - NTL. NON-FMS/RNAV: Climb on 252° track to WA, turn RIGHT, 039° track, EXPECT RADAR vectors to NTL.
NTL 2L	08	Climb on 072° track to SA412 (600'+; K205-) - NTL. NON-FMS/RNAV: Climb on 072° track to ARL 3.7 DME (MAX 205 KT until ARL 3.7 DME), then to NTL.
NTL 2R		Climb on 072° track to SA418 (600'+; K205-) - NTL. NON-FMS/RNAV: Climb on 072° track to ARL 3.7 DME (MAX 205 KT until ARL 3.7 DME), then to NTL.

STOCKHOLM Control
124.1Apt Elev
137'Trans level: By ATC Trans alt: 5000'
1. Contact STOCKHOLM Control when instructed by Tower. 2. For additional departure instructions refer to 10-3A.

NOSLI 3B [NOSL3B]
NOSLI 4C [NOSL4C]
RWYS 01R/L RNAV DEPARTURES
RNAV (DME/DME)
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



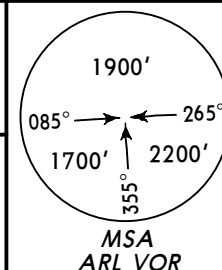
These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to **5000'**.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise ATC.

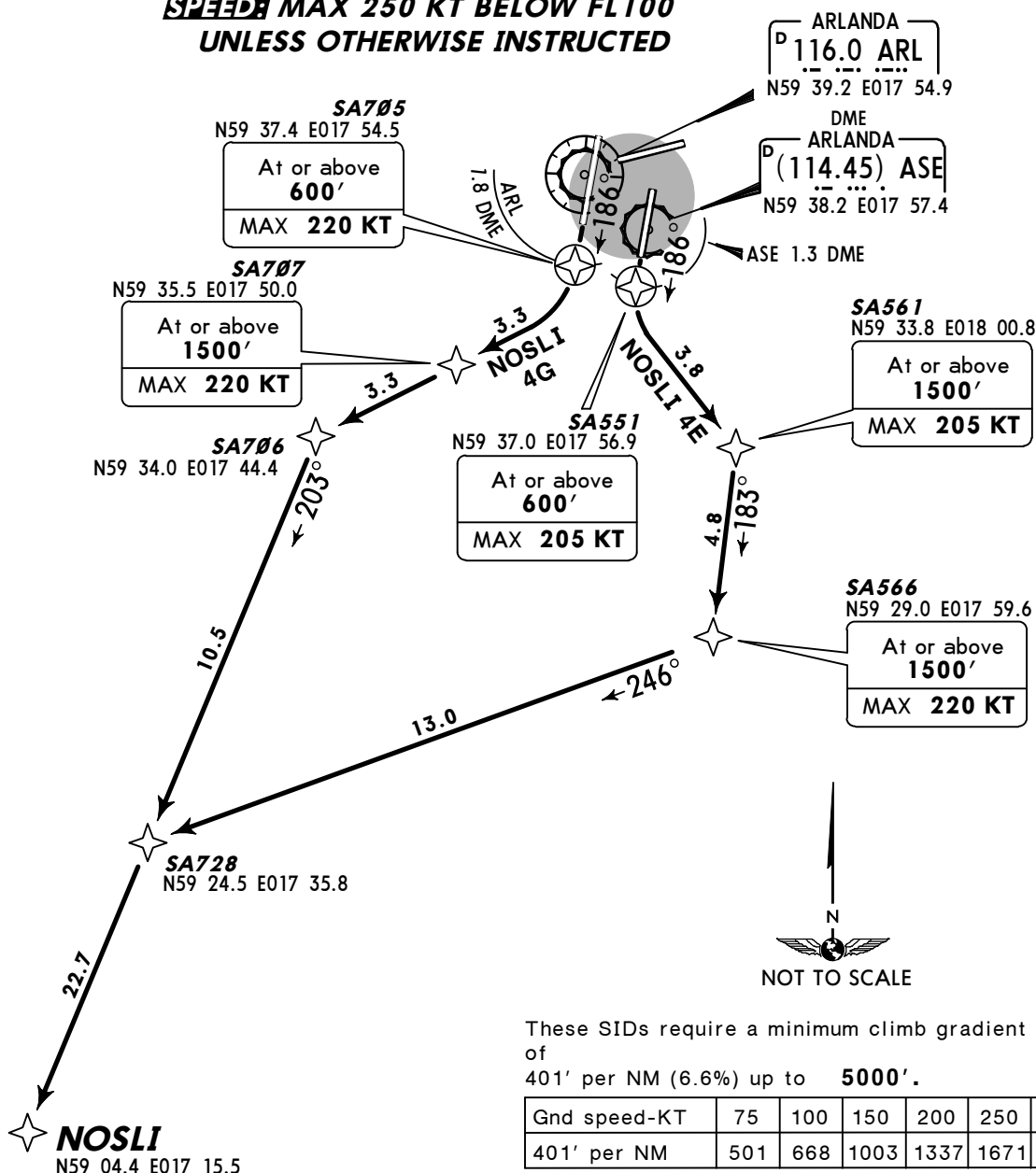
Initial climb clearance **5000'** unless otherwise specified

SID	RWY	ROUTING
NOSLI 3B	01R	Climb on 006° track to SA404 (600' +; K205-) - SA863 (1500' +; K205-) - SA851 - SA724 - NOSLI. B757, B767, MD-11: Climb on 006° track to ASE 2 DME, turn LEFT, 260° track to SA863 (MAX 205 KT until SA863) - SA851 - SA724 - NOSLI. NON-FMS/RNAV: Climb on 006° track to ASE 2 DME, turn LEFT, 260° track (MAX 205 KT until established on 260° track), EXPECT RADAR vectors to NOSLI.
NOSLI 4C	01L	Climb on 006° track to SA421 (600' +; K205-) - SA850 (1500' +; K205-) - SA851 - SA724 - NOSLI. B757, B767, MD-11: Climb on 006° track to ARL 1.3 DME, turn LEFT, 249° track to SA850 (MAX 205 KT until SA850) - SA851 - SA724 - NOSLI. NON-FMS/RNAV: Climb on 006° track to ARL 1.3 DME, turn LEFT, 260° track (MAX 205 KT until established on 260° track), EXPECT RADAR vectors to NOSLI.

STOCKHOLM Control
124.1Apt Elev
137'Trans level: By ATC Trans alt: 5000'
1. Contact STOCKHOLM Control when instructed by Tower. 2. For additional departure instructions refer to 10-3A.

NOSLI 4E [NOSL4E]
NOSLI 4G [NOSL4G]
RWYS 19L/R RNAV DEPARTURES
RNAV (DME/DME)

**~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED**



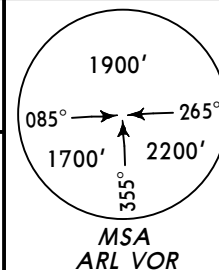
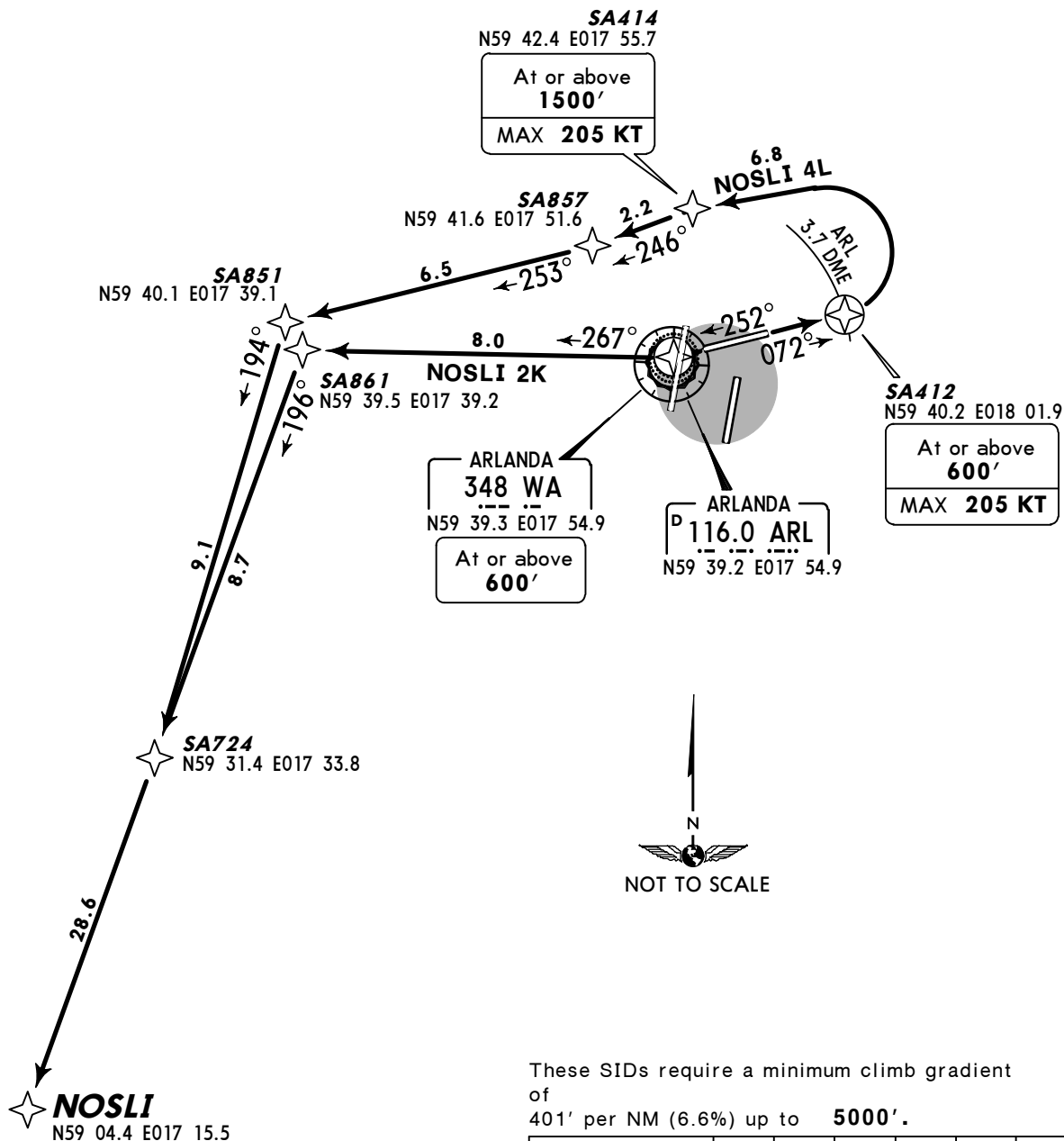
These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to 5000'.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise ATC.

Initial climb clearance **5000'** unless otherwise specified

SID	RWY	ROUTING
NOSLI 4E	19L	Climb on 186° track to SA551 (600'+; K205-) - SA561 (1500'+; K205-) - SA566 (1500'+; K220-) - SA728 - NOSLI. B757, B767, MD-11: Climb on 186° track to ASE 1.3 DME, turn LEFT, 140° track to SA561 (MAX 205 KT until SA561) - SA566 (MAX 220 KT until SA566) - SA728 - NOSLI. NON-FMS/RNAV: Climb on 186° track to ASE 1.3 DME, turn LEFT, 140° track, at ASE 4.5 DME (MAX 205 KT until ASE 4.5 DME) turn RIGHT, 190° track, EXPECT RADAR vectors to NOSLI.
NOSLI 4G	19R	Climb on 186° track to SA705 (600'+; K220-) - SA707 (1500'+; K220-) - SA706 - NOSLI. B757, B767, MD-11: Climb on 186° track to ARL 2 DME, turn RIGHT, 240° track to SA707 (MAX 220 KT until SA707) - SA706 - NOSLI. NON-FMS/RNAV: Climb on 186° track to ARL 2 DME, turn RIGHT, 240° track (MAX 220 KT until established on 240° track), EXPECT RADAR vectors to NOSLI.

STOCKHOLM Control
124.1Apt Elev
137'Trans level: By ATC Trans alt: 5000'
1. Contact STOCKHOLM Control when instructed by Tower. 2. For additional departure instructions refer to 10-3A.NOSLI 2K [NOSL2K]
NOSLI 4L [NOSL4L]
RWYS 26, 08 RNAV DEPARTURES
RNAV (DME/DME)**~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED**

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise ATC.

Initial climb clearance 5000' unless otherwise specified

SID	RWY	ROUTING
NOSLI 2K	26	Climb on 252° track to WA (600'+) - SA861 - NOSLI. NON-FMS/RNAV: Climb on 252° track to WA, turn RIGHT, 267° bearing, EXPECT RADAR vectors to NOSLI.
NOSLI 4L	08	Climb on 072° track to SA412 (600'+; K205-) - SA414 (1500'+; K205-) - SA857 - SA851 - SA724 - NOSLI. B757, B767, MD-11: Climb on 072° track to ARL 3.7 DME, turn LEFT, 257° track to SA414 (MAX 205 KT until SA414) - SA857 - SA851 - SA724 - NOSLI. NON-FMS/RNAV: Climb on 072° track to ARL 3.7 DME, turn LEFT, 360° track (MAX 205 KT until established on 360° track), EXPECT RADAR vectors to NOSLI.

[RESN2B]
[RESN3C]
[RESN4G]
RNAV DEPARTURES
ME/DME)
KT BELOW FL100
WISE INSTRUCTED

RESNA
 N60 22.0
 E018 01.5

SA855
 N59 48.8 E017 42.6

SA409
 N60 01.7 E018 05.9

SA401
 N59 44.1 E017 56.9

SA421
 N59 40.4 E017 55.6

SA404
 N59 40.2 E017 58.0

SA706
 N59 34.0 E017 44.4

SA722
 E017 40.5

SA707
 N59 35.5 E017 50.0

ARLANDA
 116.0 ARL
 N59 39.2 E017 54.9

ARLANDA
 (114.45) ASE
 N59 38.2 E017 57.4

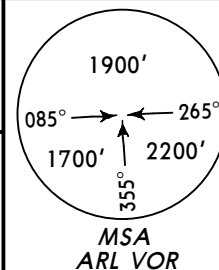
At or above 600'

At or above 1500'

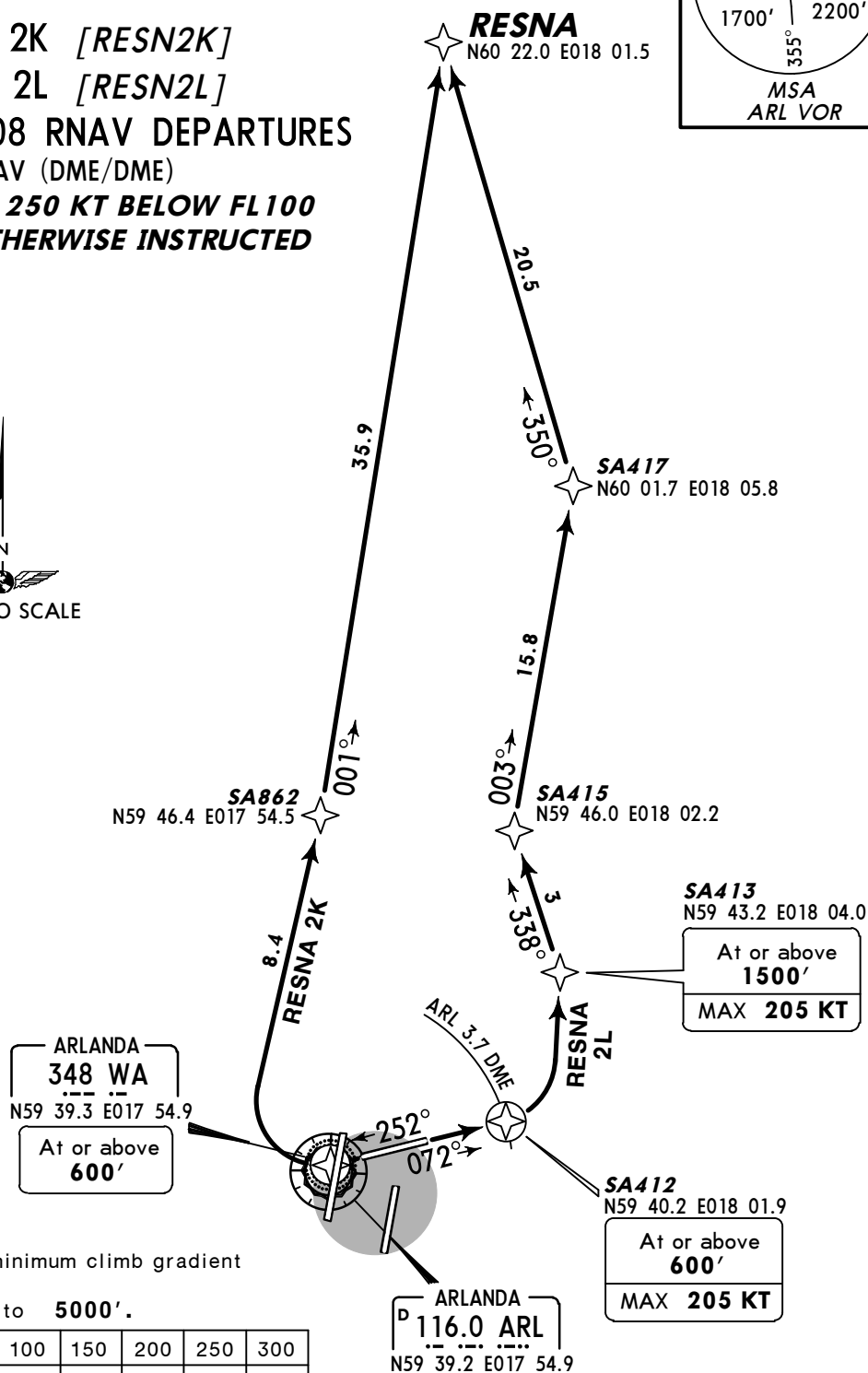
MAX 220 KT

150	200	250	300
1007	1337	1671	2005

SID	RWY	ROUTING
RESNA 2B	01R	Climb on 006° track to SA404 (600'+) - SA409 - RESNA. NON-FMS/RNAV: Climb on 006° track, EXPECT RADAR vectors to RESNA.
RESNA 3C	01L	Climb on 006° track to SA421 (600'+) - SA401 - RESNA. NON-FMS/RNAV: Climb on 006° track, EXPECT RADAR vectors to RESNA.
RESNA 4G	19R	Climb on 186° track to SA705 (600'+; K220-) - SA707 (1500'+; K220-) - SA706 - SA722 - SA855 - RESNA. B757, B767, MD-11: Climb on 186° track to ARL 2 DME, turn RIGHT, 240° track to SA707 (MAX 220 KT until SA707) - SA706 - SA722 - SA855 - RESNA. NON-FMS/RNAV: Climb on 186° track to ARL 2 DME, turn RIGHT, 240° track (MAX 220 KT until established on 240° track), EXPECT RADAR vectors to RESNA.

STOCKHOLM Control
124.1Apt Elev
137'Trans level: By ATC Trans alt: 5000'
1. Contact STOCKHOLM Control when instructed by Tower. 2. For additional departure instructions refer to 10-3A.

RESNA 2K [RESN2K]
RESNA 2L [RESN2L]
RWYS 26, 08 RNAV DEPARTURES
RNAV (DME/DME)
**~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED**



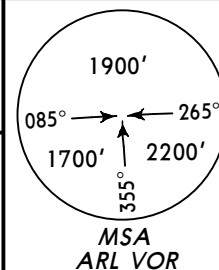
These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to 5000'.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise ATC.

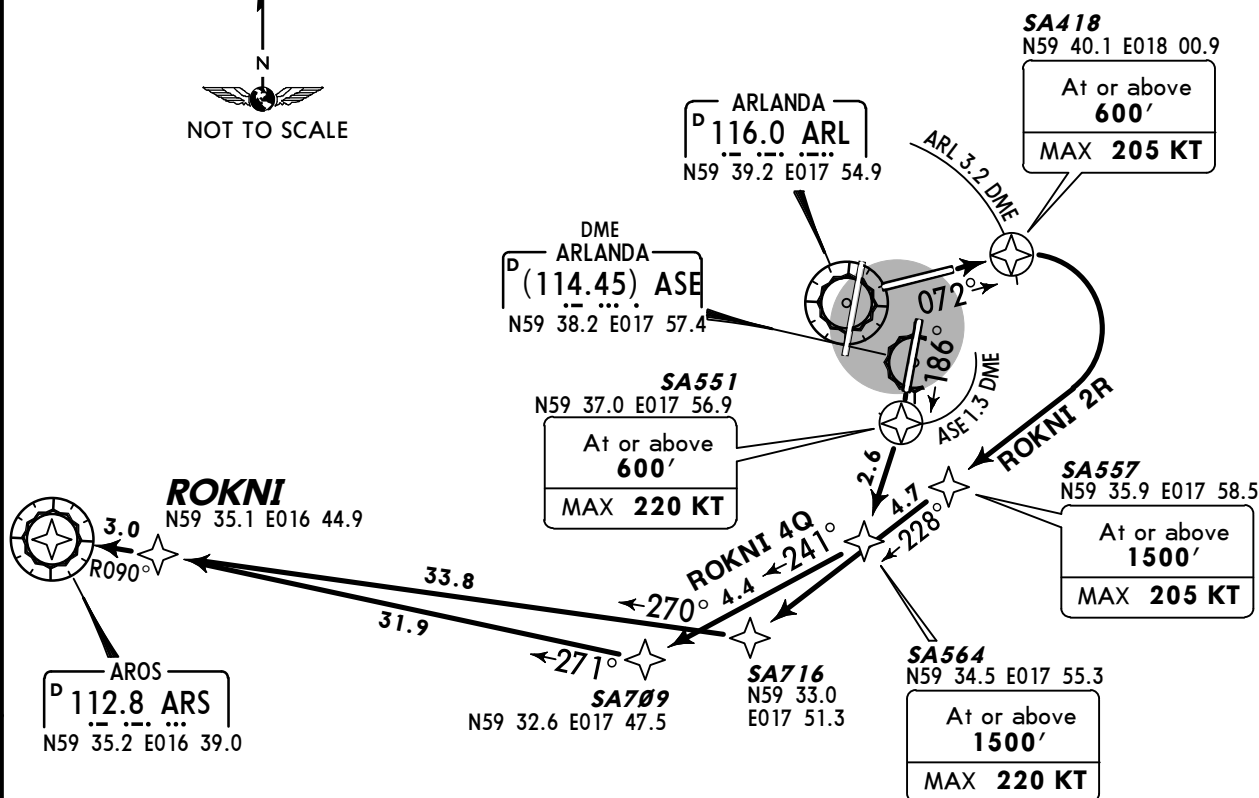
Initial climb clearance 5000' unless otherwise specified

SID	RWY	ROUTING
RESNA 2K	26	Climb on 252° track to WA (600'+) - SA862 - RESNA. B757, B767, MD-11: Climb on 252° track to WA, turn RIGHT, 009° track to SA862 - RESNA. NON-FMS/RNAV: Climb on 252° track to WA, turn RIGHT, 009° track, EXPECT RADAR vectors to RESNA.
RESNA 2L	08	Climb on 072° track to SA412 (600'+; K205-) - SA413 (1500'+; K205-) - SA415 - SA417 - RESNA. B757, B767, MD-11: Climb on 072° track to ARL 3.7 DME, turn LEFT, 360° track to SA413 (MAX 205 KT until SA413) - SA415 - SA417 - RESNA. NON-FMS/RNAV: Climb on 072° track to ARL 3.7 DME, turn LEFT, 360° track (MAX 205 KT until established on 360° track), EXPECT RADAR vectors to RESNA.

STOCKHOLM Control
124.1Apt Elev
137'Trans level: By ATC Trans alt: 5000'
1. Contact STOCKHOLM Control when instructed by Tower. 2. For additional departure instructions refer to 10-3A.

ROKNI 4Q [ROKN4Q]
ROKNI 2R [ROKN2R]
RWYS 19L, 08 RNAV DEPARTURES
RNAV (DME/DME)

**~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED**



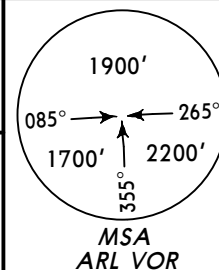
These SIDs require a minimum climb gradient
of
401' per NM (6.6%) up to **5000'**.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise ATC.

Initial climb clearance **5000'** unless otherwise specified

SID	RWY	ROUTING
ROKNI 4Q	19L	Climb on 186° track to SA551 (600' +; K220-) - SA564 (1500' +; K220-) - SA709 - ROKNI - ARS. NON-FMS/RNAV: Climb on 186° track to ASE 3.5 DME (MAX 220 KT until ASE 3.5 DME), turn RIGHT, 240° track, EXPECT RADAR vectors to ARS.
ROKNI 2R	08	Climb on 072° track to SA418 (600' +; K205-) - SA557 (1500' +; K205-) - SA716 - ROKNI - ARS. B757, B767, MD-11: Climb on 072° track to ARL 3.2 DME, turn RIGHT, 228° track to SA557 (MAX 205 KT until SA557) - SA716 - ROKNI - ARS. NON-FMS/RNAV: Climb on 072° track to ARL 3.2 DME, turn RIGHT, 228° track (MAX 205 KT until established on 228° track), EXPECT RADAR vectors to ARS.

STOCKHOLM Control
124.1Apt Elev
137'Trans level: By ATC Trans alt: 5000'
1. Contact STOCKHOLM Control when instructed by Tower. 2. For additional departure instructions refer to 10-3A.

KOGAV
N60 04.9 E017 13.8
TALEK
N60 02.9
E017 18.3

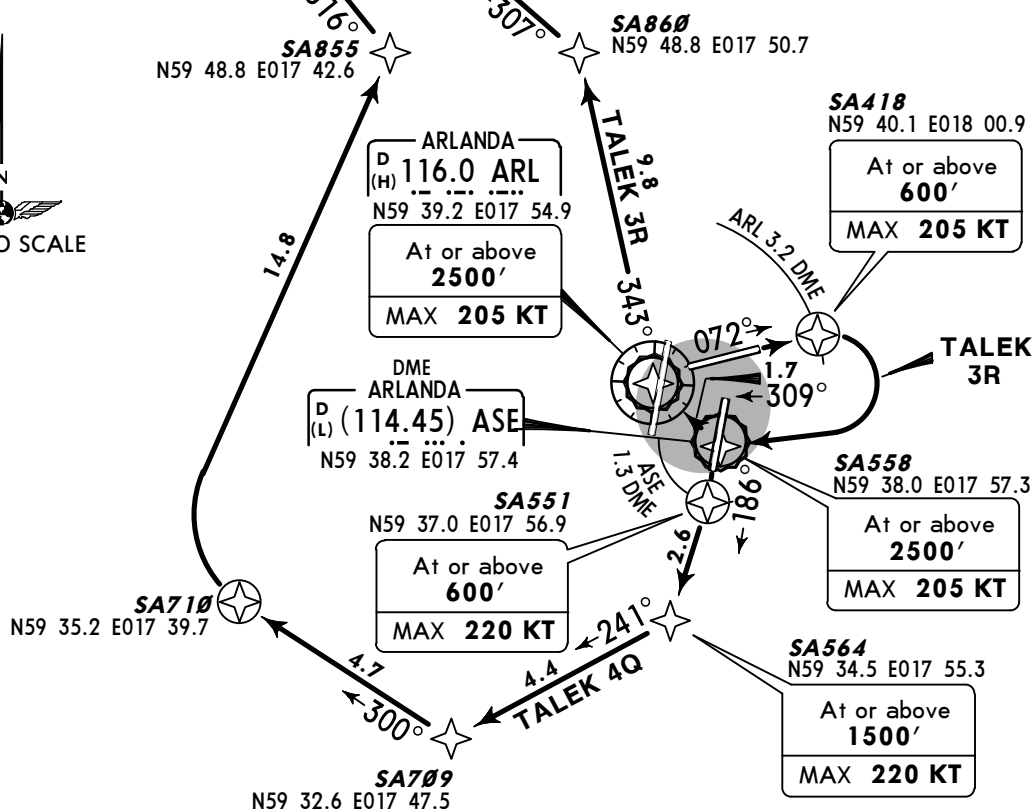
TALEK 4Q [TALE4Q]
TALEK 3R [TALE3R]
RWYS 19L, 08 RNAV DEPARTURES
RNAV (DME/DME)

~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED

These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to 5000'.

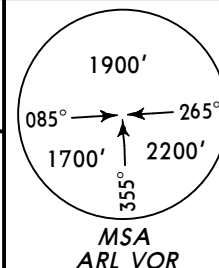
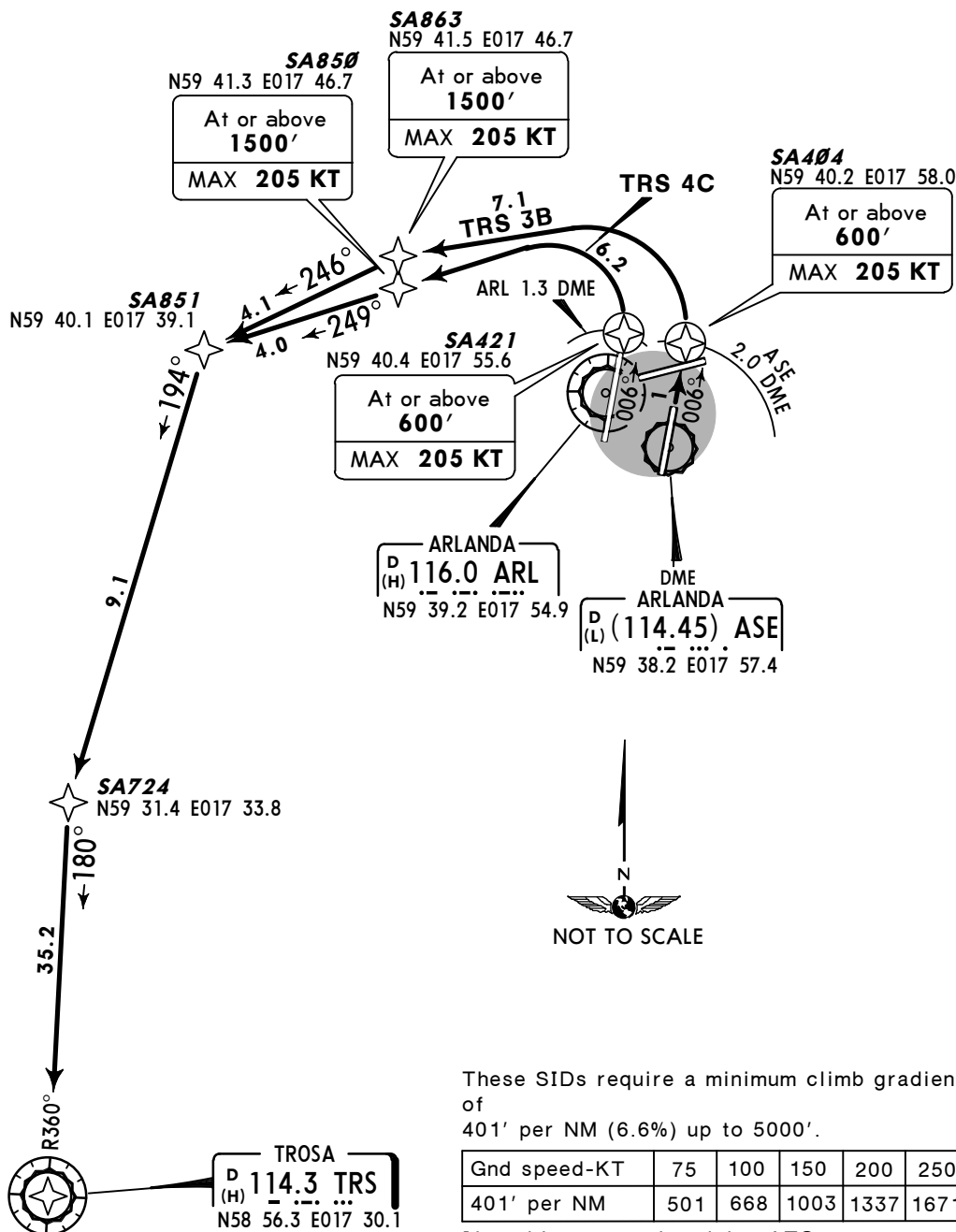
Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise ATC.



Initial climb clearance **5000'** unless otherwise specified

SID	RWY	ROUTING
TALEK 4Q	19L	Climb on 186° track to SA551 (600'+; K220-) - SA564 (1500'+; K220-) - SA709 - SA710 - SA855 - TALEK - KOGAV. NON-FMS/RNAV: Climb on 186° track to ASE 3.5 DME (MAX 220 KT until ASE 3.5 DME), turn RIGHT, 240° track, EXPECT RADAR vectors to KOGAV.
TALEK 3R	08	Climb on 072° track to SA418 (600'+; K205-) - SA558 (2500'+; K205-) - ARL (2500'+; K205-) - SA860 - TALEK - KOGAV. B757, B767, MD-11: Climb on 072° track to ARL 3.2 DME, turn RIGHT, 260° track, intercept ARL R-129 inbound to ARL (MAX 205 KT until ARL) - SA860 - TALEK - KOGAV. NON-FMS/RNAV: Climb on 072° track to ARL 3.2 DME, turn RIGHT, 260° track, intercept ARL R-129 inbound to ARL (MAX 205 KT until ARL), turn RIGHT, 340° track, EXPECT RADAR vectors to KOGAV.

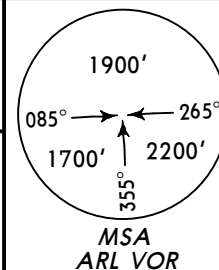
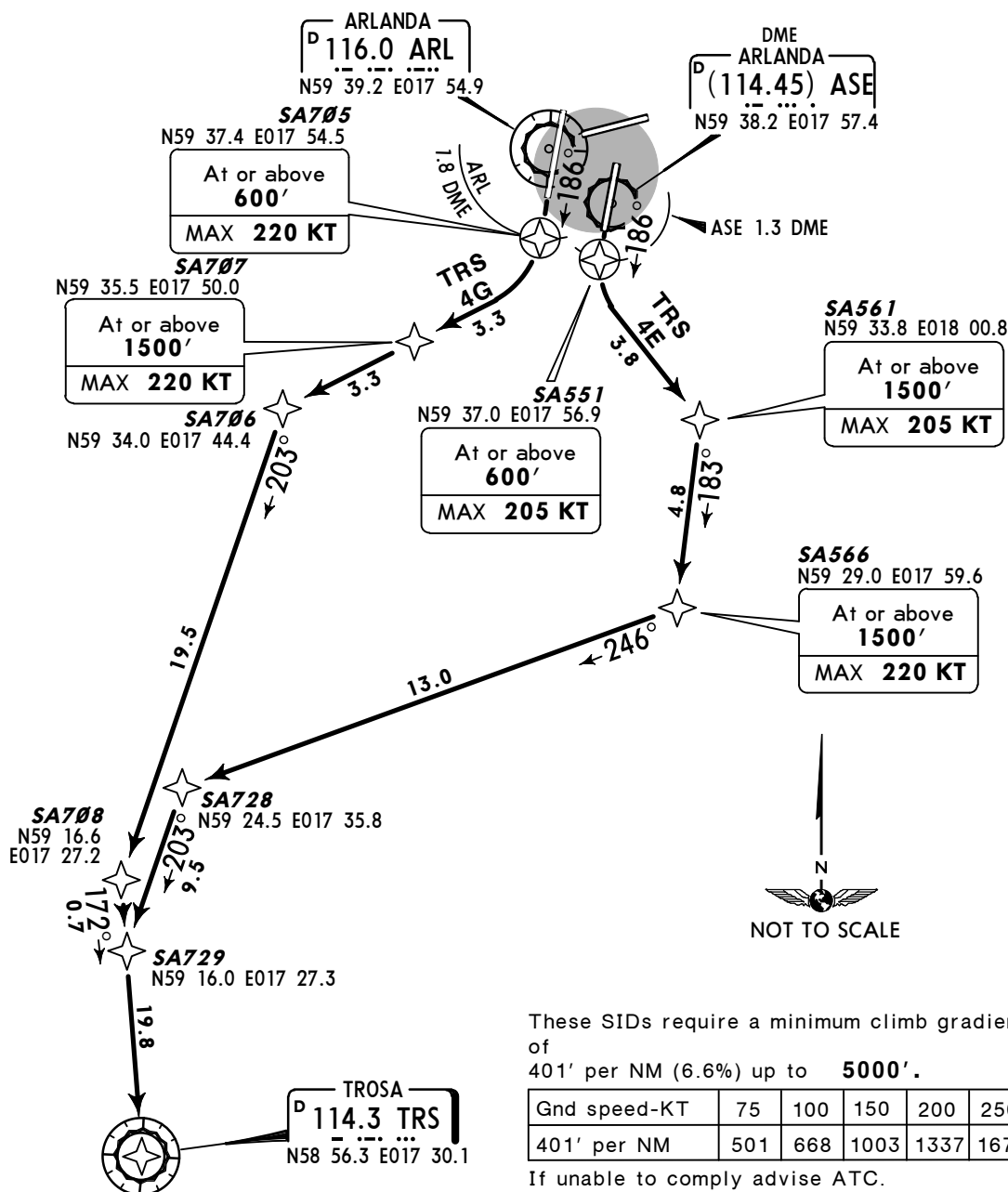
STOCKHOLM Control
124.1Apt Elev
137'Trans level: By ATC Trans alt: 5000'
1. Contact STOCKHOLM Control when instructed by Tower. 2. For additional departure instructions refer to 10-3A.**TROSA 3B (TRS 3B), TROSA 4C (TRS 4C)**
RWYS 01R/L RNAV DEPARTURES
RNAV (DME/DME)**~~SPEED~~ MAX 250 KT BELOW FL 100**
UNLESS OTHERWISE INSTRUCTEDThese SIDs require a minimum climb gradient of
401' per NM (6.6%) up to 5000'.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise ATC.

Initial climb clearance **5000'** unless otherwise specified.

SID	RWY	ROUTING
TRS 3B	01R	Climb on 006° track to SA404 (600'+; K205-) - SA863 (1500'+; K205-) - SA851 - SA724 - TRS. B757, B767, MD-11: Climb on 006° track to ASE 2 DME, turn LEFT, 260° track to SA863 (MAX 205 KT until SA863) - SA851 - SA724 - TRS. NON-FMS/RNAV: Climb on 006° track to ASE 2 DME, turn LEFT, 260° track (MAX 205 KT until established on 260° track), EXPECT RADAR vectors to TRS.
TRS 4C	01L	Climb on 006° track to SA421 (600'+; K205-) - SA850 (1500'+; K205-) - SA851 - SA724 - TRS. B757, B767, MD-11: Climb on 006° track to ARL 1.3 DME, turn LEFT, 249° track to SA850 (MAX 205 KT until SA850) - SA851 - SA724 - TRS. NON-FMS/RNAV: Climb on 006° track to ARL 1.3 DME, turn LEFT, 260° track (MAX 205 KT until established on 260° track), EXPECT RADAR vectors to TRS.

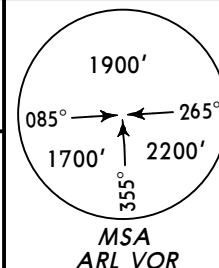
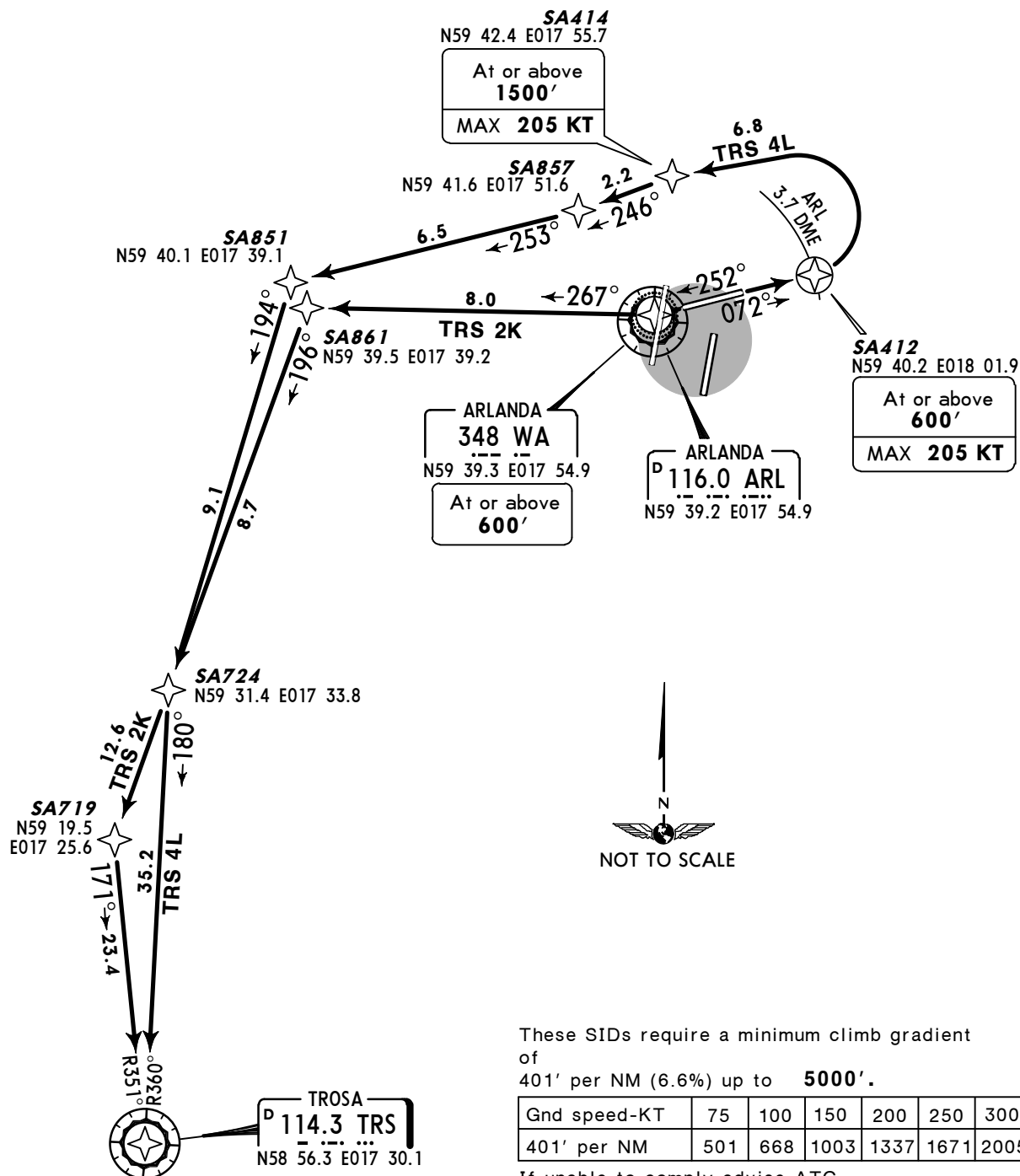
STOCKHOLM Control
124.1Apt Elev
137'Trans level: By ATC Trans alt: 5000'
1. Contact STOCKHOLM Control when instructed by Tower. 2. For additional departure instructions refer to 10-3A.**TROSA 4E (TRS 4E), TROSA 4G (TRS 4G)**
RWYS 19L/R RNAV DEPARTURES
RNAV (DME/DME)**~~SPEED~~ MAX 250 KT BELOW FL100**
UNLESS OTHERWISE INSTRUCTEDThese SIDs require a minimum climb gradient of 401' per NM (6.6%) up to **5000'**.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

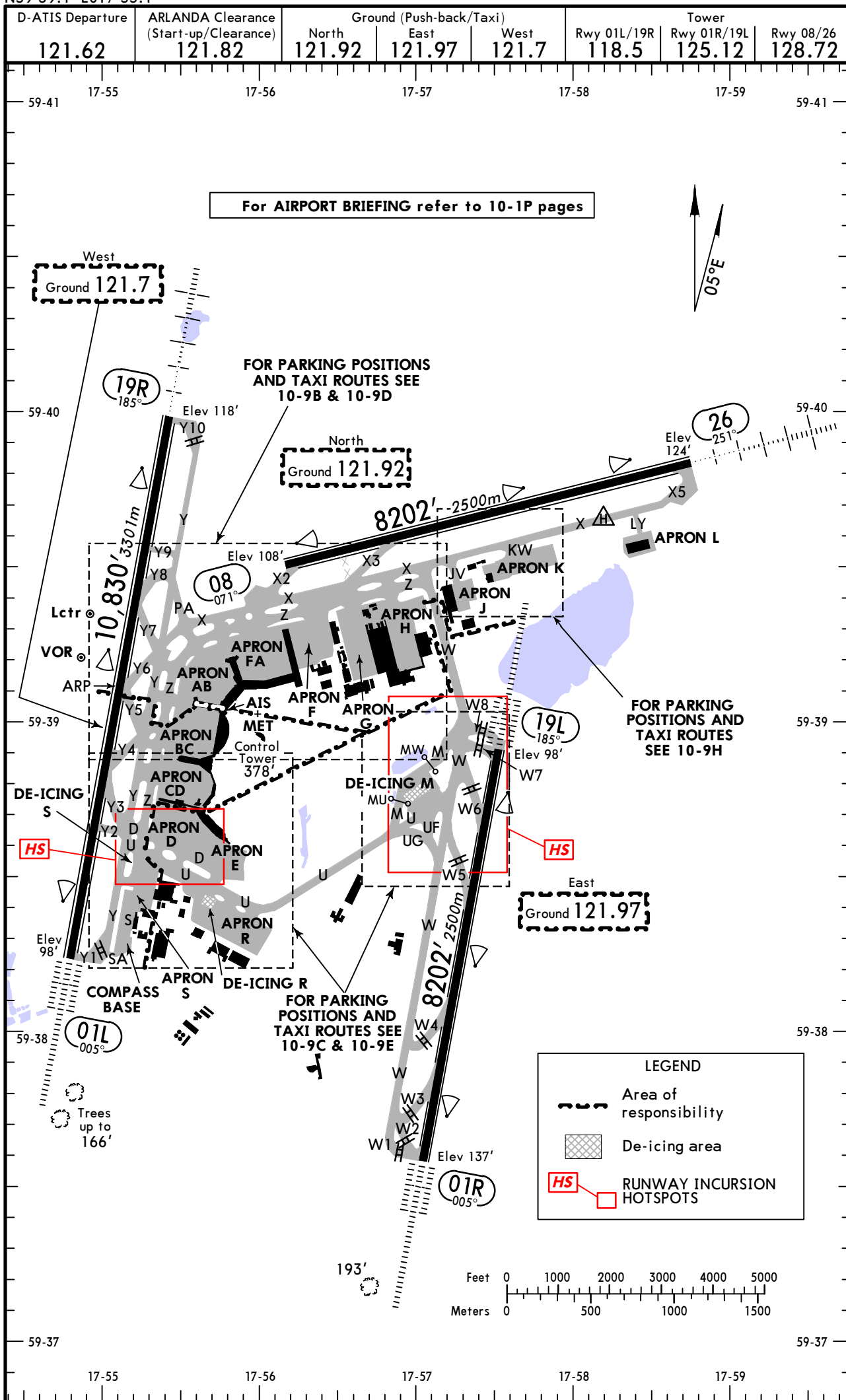
If unable to comply advise ATC.

Initial climb clearance **5000'** unless otherwise specified

SID	RWY	ROUTING
TRS 4E	19L	Climb on 186° track to SA551 (600' +; K205-) - SA561 (1500' +; K205-) - SA566 (1500' +; K220-) - SA728 - SA729 - TRS. B757, B767, MD-11: Climb on 186° track to ASE 1.3 DME, turn LEFT, 140° track to SA561 (MAX 220 KT until SA561) - SA566 (MAX 220 KT until SA566) - SA728 - SA729 - TRS. NON-FMS/RNAV: Climb on 186° track to ASE 1.3 DME, turn LEFT, 140° track, at ASE 4.5 DME (MAX 220 KT until ASE 4.5 DME) turn RIGHT, 190° track, EXPECT RADAR vectors to TRS.
TRS 4G	19R	Climb on 186° track to SA705 (600' +; K220-) - SA707 (1500' +; K220-) - SA706 - SA708 - TRS. B757, B767, MD-11: Climb on 186° track to ARL 2 DME, turn RIGHT, 240° track to SA707 (MAX 220 KT until SA707) - SA706 - SA708 - TRS. NON-FMS/RNAV: Climb on 186° track to ARL 2 DME, turn RIGHT, 240° track (MAX 220 KT until established on 240° track), EXPECT RADAR vectors to TRS.

STOCKHOLM Control
124.1Apt Elev
137'Trans level: By ATC Trans alt: 5000'
1. Contact STOCKHOLM Control when instructed by Tower. 2. For additional departure instructions refer to 10-3A.TROSA 2K (TRS 2K), TROSA 4L (TRS 4L)
RWYS 26, 08 RNAV DEPARTURES
RNAV (DME/DME)**~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED**Initial climb clearance **5000'** unless otherwise specified

SID	RWY	ROUTING
TRS 2K	26	Climb on 252° track to WA (600'+) - SA861 - SA719 - TRS. NON-FMS/RNAV: Climb on 252° track to WA, turn RIGHT, 267° bearing, expect radar vectors to TRS.
TRS 4L	08	Climb on 072° track to SA412 (600'+; K205-) - SA414 (1500'+; K205-) - SA857 - SA851 - SA724 - TRS. B757, B767, MD-11: Climb on 072° track to ARL 3.7 DME, turn LEFT, 257° track to SA414 (MAX 205 KT until established on 360° track), expect radar vectors to TRS. NON-FMS/RNAV: Climb on 072° track to ARL 3.7 DME, turn LEFT, 360° track (MAX 205 KT until established on 360° track), expect radar vectors to TRS.



ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
01L	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L(3.0°) ❶ RVR		9712' 2960m	❸	148'
19R	HIRL (60m) CL (15m) HIALS PAPI-L(3.0°) ❷ RVR				45m
❶ HST-Y6 & Y8 ❷ HST-Y5 & Y3					
❸ TAKE-OFF RUN AVAILABLE					
RWY 01L:					
From rwy head 10,830' (3301m)					
twy Y2 int 8241' (2512m)					
twy Y3 int 7451' (2271m)					
RWY 19R:					
From rwy head 10,830' (3301m)					
twy Y9 int 8241' (2512m)					
twy Y8 int 7310' (2228m)					
01R	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-R(3.0°) ❹ RVR		7131' 2174m	❹	148'
19L	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L(3.0°) ❺ RVR		7248' 2209m		
❹ HST-W5 & W6 ❺ HST-W4 & W3					
❹ TAKE-OFF RUN AVAILABLE					
RWY 01R:					
From rwy head 8202' (2500m)					
twy W3 int 7044' (2147m)					
twy W4 int 5482' (1671m)					
RWY 19L:					
From rwy head 8202' (2500m)					
twy W6 int 7044' (2147m)					
twy W5 int 5482' (1671m)					
08	HIRL (60m) CL (30m) PAPI-L(3.0°) RVR			❽	148'
26	HIRL (60m) CL (30m) HIALS PAPI-L(3.0°) ❻ RVR		7037' 2145m		
45m					

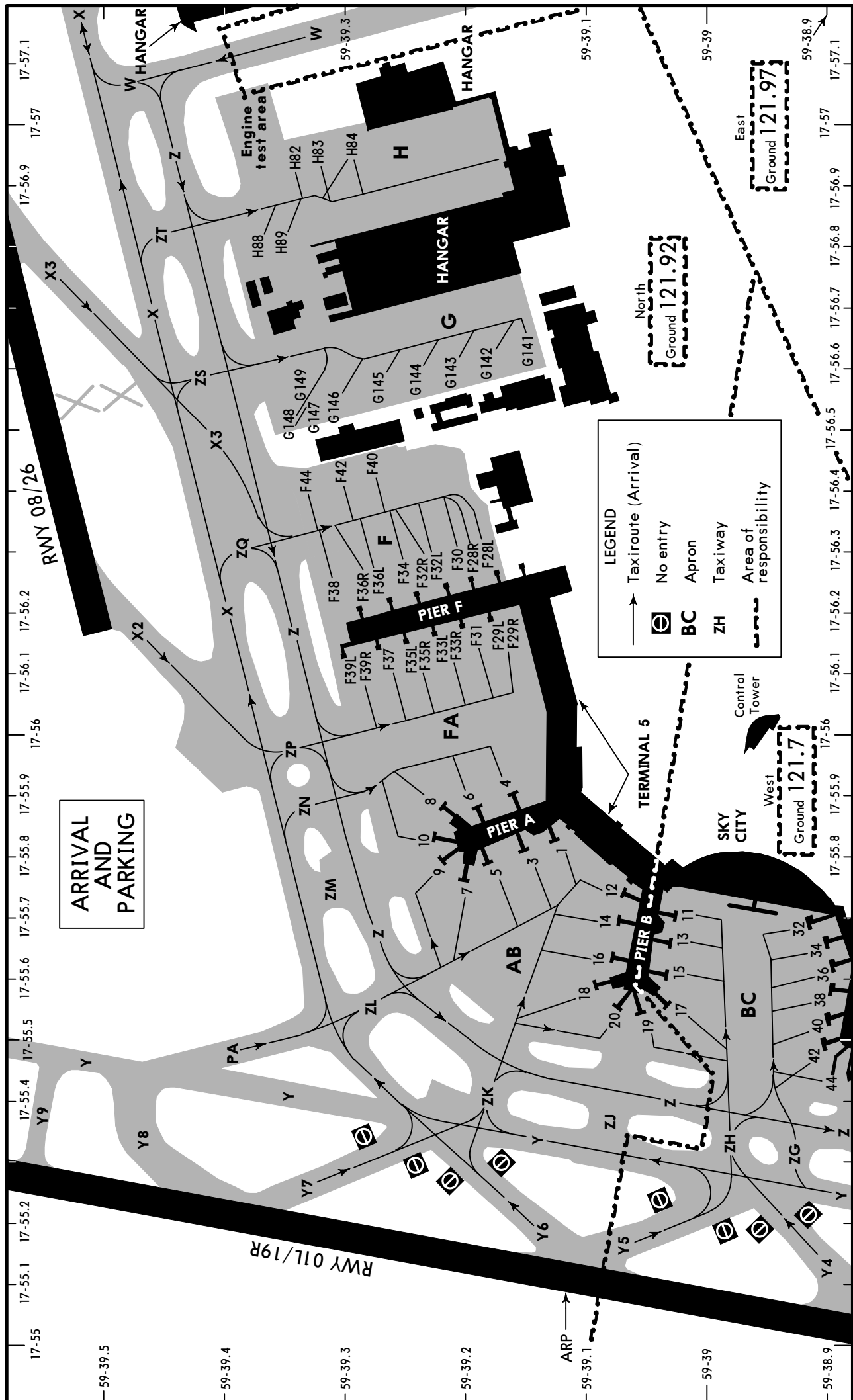
- ⑦ HST-X3
 ⑧ TAKE-OFF RUN AVAILABLE
 RWY 08:
 From rwy head 8202' (2500m)
 twy X3 int 6148' (1874m)

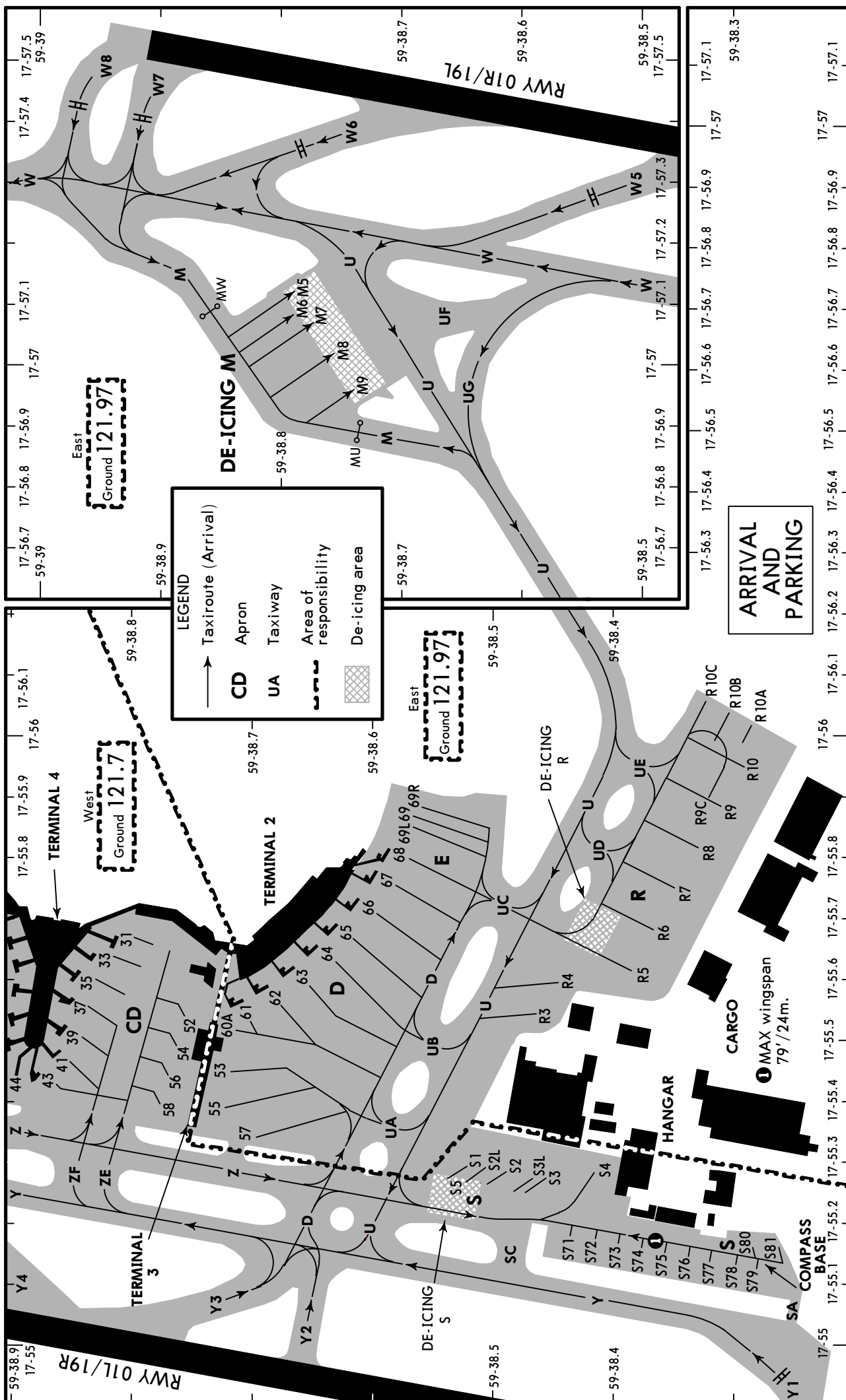
Standard

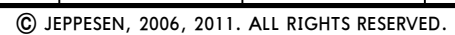
TAKE-OFF ①

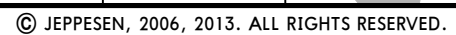
	LVP must be in Force				RCLM (DAY only) or RL	NIL (DAY only)
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
A					400m	500m
B	125m	150m	200m	250m		
C						
D	150m	200m	250m	300m		

- ① Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

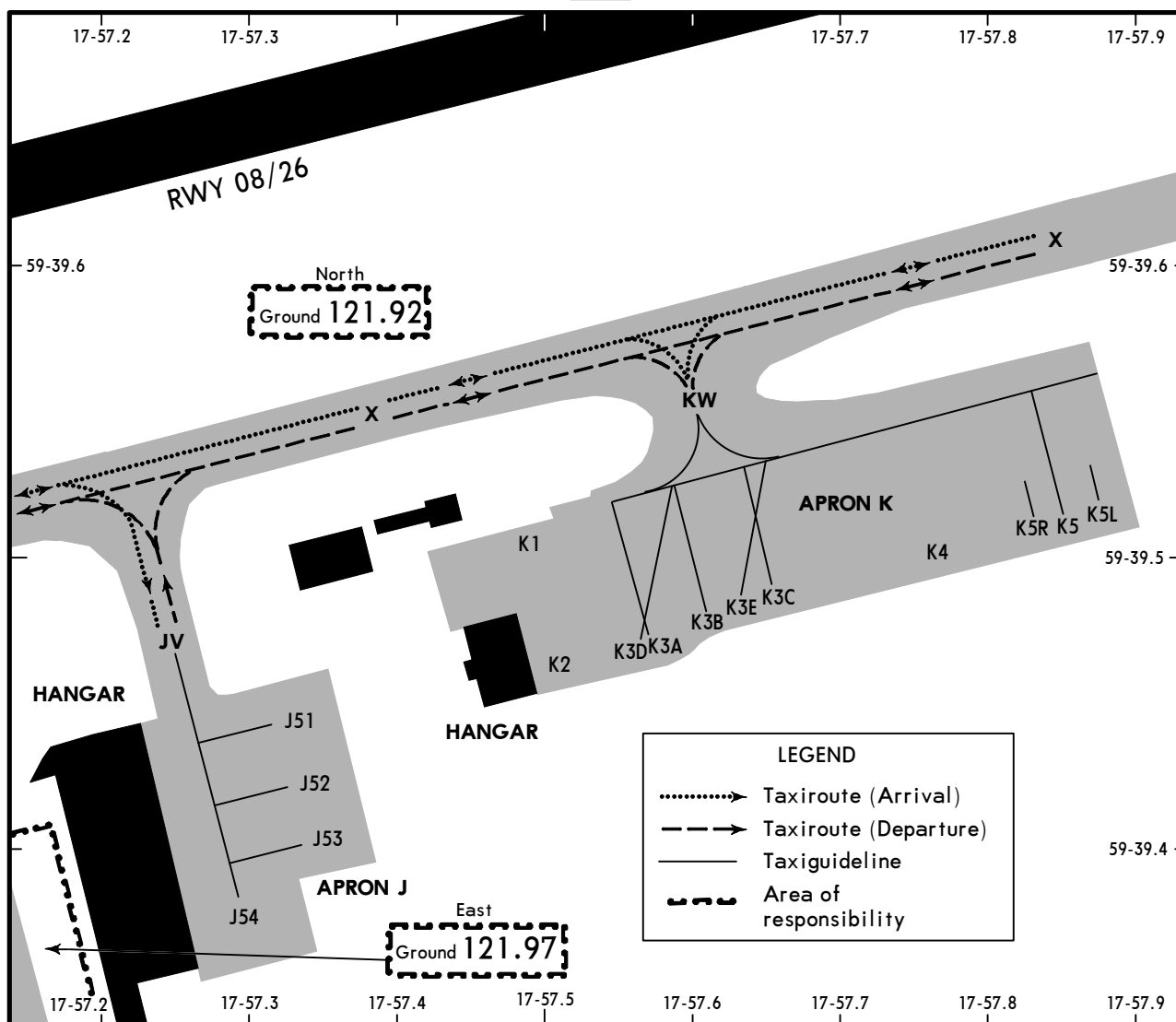








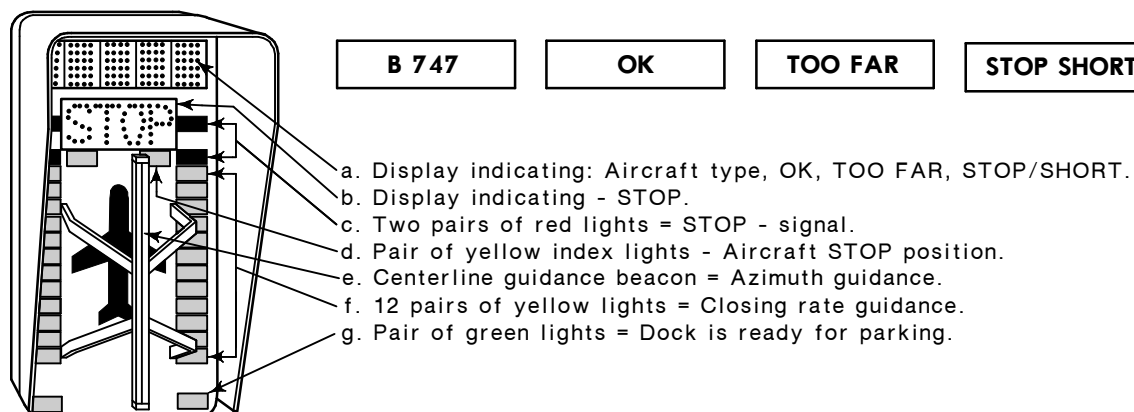
INS COORDINATES							
STAND No.	COORDINATES		ELEV	STAND No.	COORDINATES		ELEV
1	N59 39.1	E017 55.8	101	F36R	N59 39.3	E017 56.2	103
3	N59 39.1	E017 55.8	102	F37	N59 39.3	E017 56.1	101
4	N59 39.2	E017 55.9	101	F38	N59 39.3	E017 56.2	102
5	N59 39.2	E017 55.8	100	F39L/R	N59 39.3	E017 56.1	101
6	N59 39.2	E017 55.9	101	F40 thru F44	N59 39.3	E017 56.4	108
7	N59 39.2	E017 55.8	99	G141 thru G144	N59 39.2	E017 56.6	118
8	N59 39.2	E017 55.9	101	G145	N59 39.3	E017 56.6	117
9	N59 39.2	E017 55.8	101	G146	N59 39.3	E017 56.5	115
10	N59 39.2	E017 55.8	99	G147, G148	N59 39.3	E017 56.5	114
11	N59 39.0	E017 55.7	100	G149	N59 39.3	E017 56.5	115
12	N59 39.1	E017 55.7	101	H82 thru H84	N59 39.3	E017 57.0	-
13	N59 39.0	E017 55.7	102	H88, H89	N59 39.4	E017 56.8	-
14	N59 39.1	E017 55.7	101	J51	N59 39.5	E017 57.3	-
15	N59 39.0	E017 55.6	101	J52	N59 39.4	E017 57.3	-
16	N59 39.1	E017 55.6	101	J53	N59 39.4	E017 57.4	-
17	N59 39.0	E017 55.6	101	J54	N59 39.4	E017 57.3	-
18	N59 39.1	E017 55.6	101	K1	N59 39.5	E017 57.5	109
19	N59 39.1	E017 55.5	100	K2	N59 39.5	E017 57.5	111
20	N59 39.1	E017 55.5	101	K3A	N59 39.5	E017 57.6	110
31	N59 38.8	E017 55.7	102	K3B	N59 39.5	E017 57.6	108
32	N59 38.9	E017 55.7	101	K3C	N59 39.5	E017 57.7	106
33	N59 38.8	E017 55.6	101	K3D	N59 39.5	E017 57.6	111
34	N59 38.9	E017 55.6	102	K3E	N59 39.5	E017 57.6	108
35	N59 38.8	E017 55.6	102	K4	N59 39.5	E017 57.8	-
36	N59 38.9	E017 55.6	102	K5, K5L	N59 39.5	E017 57.9	100
37	N59 38.8	E017 55.6	102	K5R	N59 39.5	E017 57.8	100
38	N59 38.9	E017 55.6	102	M5	N59 38.8	E017 57.1	94
39	N59 38.9	E017 55.5	101	M6 thru M8	N59 38.8	E017 57.0	94
40	N59 38.9	E017 55.5	102	M9	N59 38.7	E017 56.9	94
41, 42	N59 38.9	E017 55.5	101	R3	N59 38.5	E017 55.5	103
43, 44	N59 38.9	E017 55.4	100	R4	N59 38.4	E017 55.6	102
52	N59 38.7	E017 55.6	102	R5	N59 38.4	E017 55.6	100
53	N59 38.7	E017 55.4	103	R6	N59 38.4	E017 55.7	99
54	N59 38.8	E017 55.5	102	R7	N59 38.3	E017 55.7	98
55	N59 38.7	E017 55.4	103	R8	N59 38.3	E017 55.8	98
56	N59 38.8	E017 55.4	103	R9	N59 38.3	E017 55.9	99
57	N59 38.7	E017 55.4	103	R9C	N59 38.3	E017 55.9	100
58	N59 38.8	E017 55.4	102	R10	N59 38.3	E017 55.9	98
60A	N59 38.7	E017 55.5	102	R10A, R10B	N59 38.3	E017 56.0	-
61 thru 63	N59 38.7	E017 55.6	103	R10C	N59 38.3	E017 56.1	-
64 thru 66	N59 38.6	E017 55.7	103	S1 thru S2L	N59 38.5	E017 55.3	106
67, 68	N59 38.6	E017 55.8	103	S3	N59 38.4	E017 55.3	106
69 thru 69R	N59 38.6	E017 55.9	103	S3L	N59 38.5	E017 55.3	106
F28L/R	N59 39.2	E017 56.3	102	S4	N59 38.4	E017 55.3	-
F29L/R	N59 39.2	E017 56.2	103	S5	N59 38.5	E017 55.2	104
F30	N59 39.2	E017 56.3	102	S71, S72	N59 38.4	E017 55.2	103
F31	N59 39.2	E017 56.2	103	S73	N59 38.4	E017 55.1	103
F32L	N59 39.2	E017 56.3	102	S74, S75	N59 38.4	E017 55.1	102
F32R	N59 39.2	E017 56.2	103	S76, S77	N59 38.3	E017 55.1	100
F33L	N59 39.2	E017 56.1	103	S78	N59 38.3	E017 55.1	98
F33R	N59 39.2	E017 56.2	103	S79	N59 38.3	E017 55.1	96
F34	N59 39.3	E017 56.3	102	S80	N59 38.3	E017 55.2	92
F35L/R	N59 39.2	E017 56.1	102	S81	N59 38.3	E017 55.2	95
F36L	N59 39.3	E017 56.2	102				



VISUAL DOCKING GUIDANCE SYSTEM (SAFEGATE)

A. DESCRIPTION

The system is based upon a centerline beacon (azimuth guidance unit) and a stopping position indicator consisting of a display unit on the wall of the terminal building, in front of the cockpit.



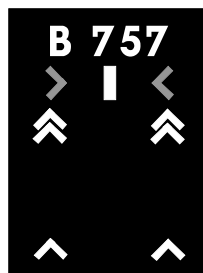
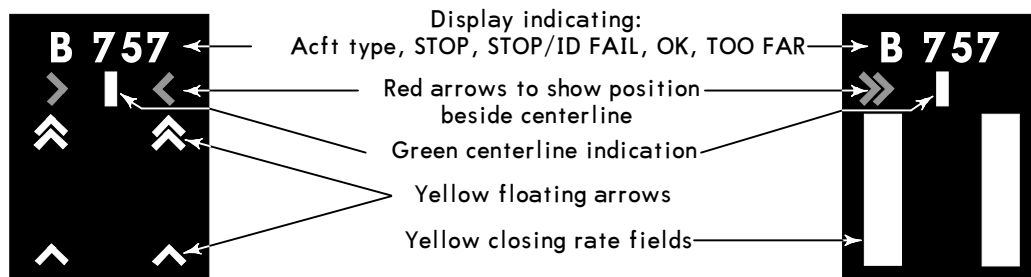
B. DOCKING

1. Follow the taxi-in line and watch for centerline guidance.
2. Check correct aircraft type is flashing.
3. Check pair of green lights are lit = ready for docking.
4. The nose wheel will activate a sensor every 3'/1m the last 40'/12m to STOP and light a corresponding pair of yellow lights showing the aircraft position in dock. When passing the first sensor the aircraft sign and the green lights change to steady green.
5. At STOP position the red lights are lit and the display indicates STOP, and the centerline beacon is switched off.
6. If correctly parked OK shows on the display.
7. If coming too far the display indicates TOO FAR. The safety area is passed and push-back may be necessary.

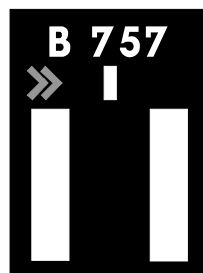
VISUAL DOCKING GUIDANCE SYSTEM (SAFEDOCK)

A. DESCRIPTION

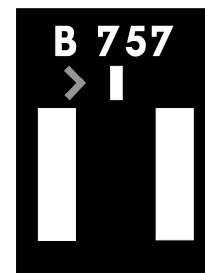
The docking system consists of a display unit and a laser unit to identify type and position of aircraft.



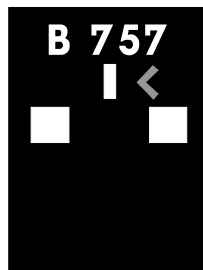
Ready to enter



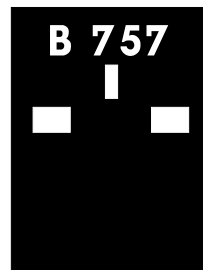
Start of acft identification
 Turn RIGHT,
 52'/16m or more to stop



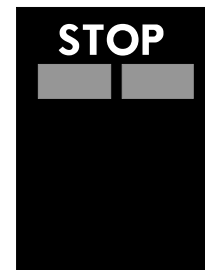
Turn RIGHT,
 46'/14m to stop



Turn LEFT,
 10'/3m to stop



On centerline,
 7'/2m to stop



At stop-position

B. DOCKING

Check that the correct aircraft type is displayed.
 The floating arrows indicate that the system is activated.
 Follow the Lead-in line.

When the two vertical closing rate fields turn yellow the aircraft is caught by the laser and being identified.
 Watch the red arrows in relation to the green centerline indicator for correct azimuth guidance.

When the aircraft is 52'/16m from the stop-position, the closing rate starts indication of "Distance to go" by turning off one pair of LED's for each 2'/0.5m the aircraft advances into the gate.

During approach into the gate, the aircraft will be identified. If, for any reason, identification is not made 39'/12m before the stop-position, the system will show "STOP" and "ID FAIL" and the azimuth guidance field will turn red. The aircraft will now be identified, and the docking can proceed.

When the correct stop-position is reached, the display will show "STOP" and the azimuth field will turn red. All yellow closing rate LED's will be switched off.

When the aircraft is correctly parked "OK" will be displayed after a few seconds.

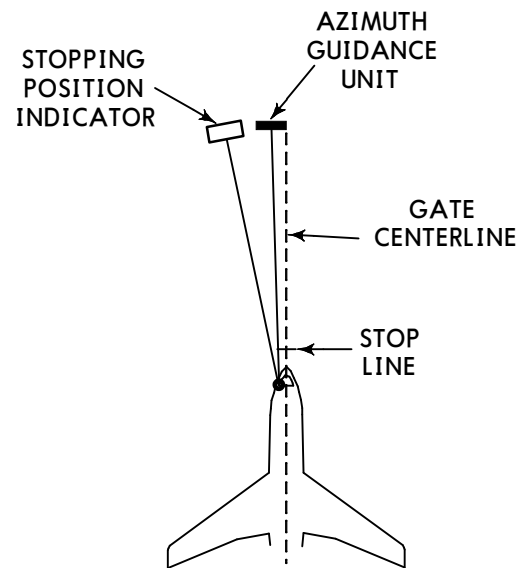
If the aircraft has overshoot the stop position, "TOO FAR" will be displayed.

FMT AIRPARK SYSTEM

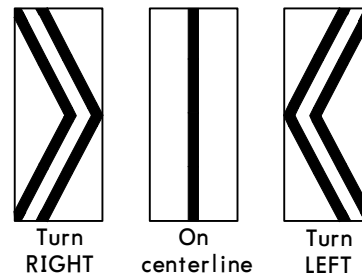
GENERAL

The system is based on an azimuth guidance unit, located in the extension of the gate centerline, in front of cockpit. Stop signal is provided from a stopping position indicator located, preferably, left of azimuth guidance unit.

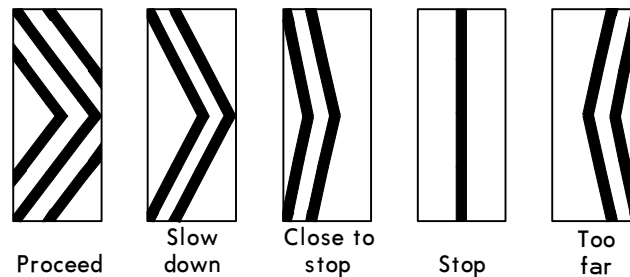
1. Azimuth guidance unit shows a single vertical line when aircraft is on centerline.
If aircraft strays off centerline, the unit shows an arrow pattern indicating the direction to turn.
2. Proceed forward until stopping position indicator shows a single vertical line.



AZIMUTH GUIDANCE UNIT



STOPPING POSITION INDICATOR



ESSA/ARN
ARLANDA

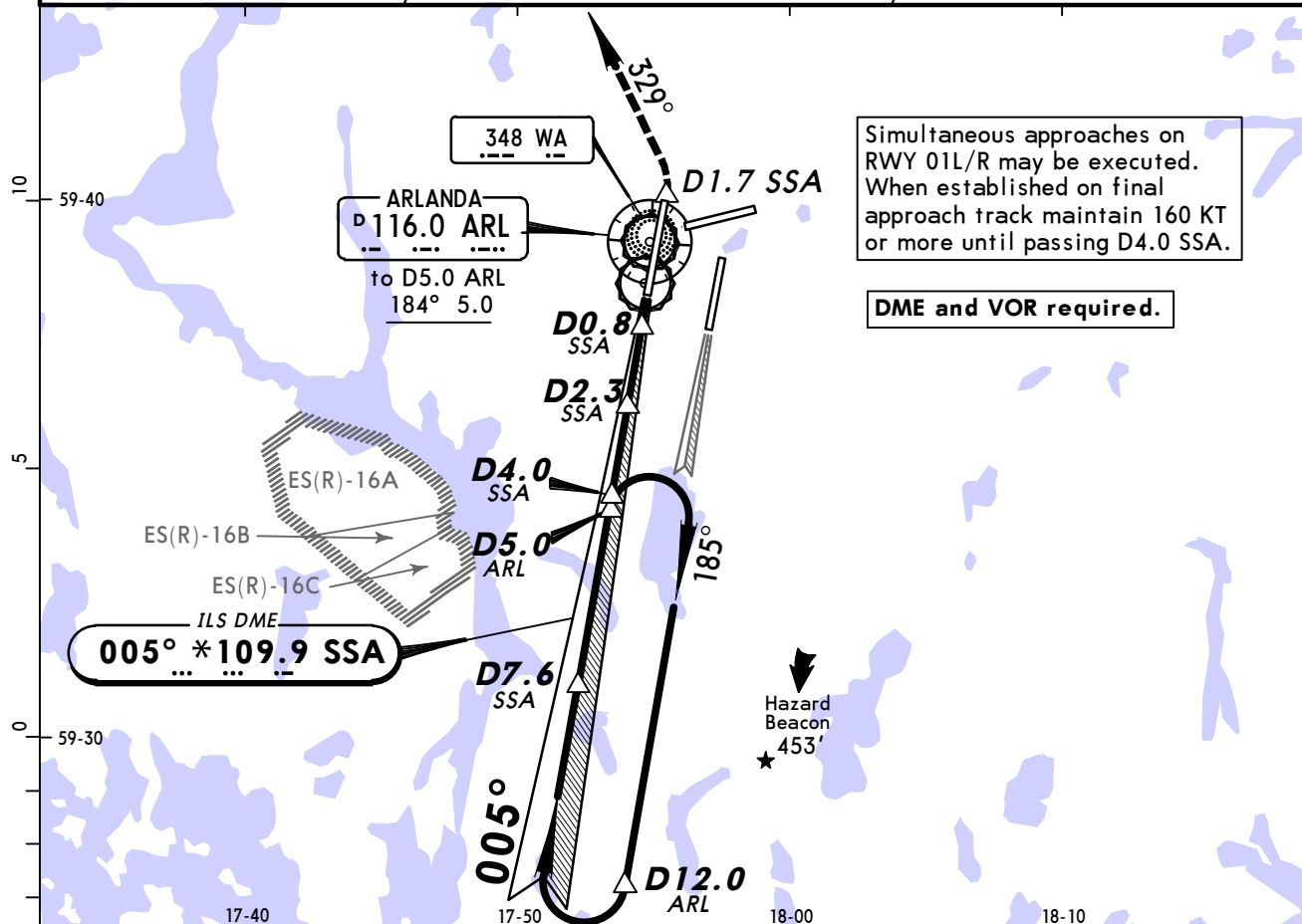
JEPPESEN
30 NOV 12 (11-1) Eff 13 Dec

STOCKHOLM, SWEDEN
ILS or LOC Rwy 01L

BRIEFING STRIP™

D-ATIS Arrival 119.0	ARLANDA Tower 118.5	Ground North 121.92 East 121.97 West 121.7			1900' 085°↗↖265° 1700'↕2200' 355° MSA ARL VOR
LOC SSA *109.9	Final Apch Crs 005°	GS D4.0 SSA 1370' (1272')	ILS DA(H) 298' (200')	Apt Elev 137' RWY 98'	
MISSED APCH: Climb STRAIGHT AHEAD to 600' or D1.7 SSA past SSA DME, whichever is later. Turn LEFT on track 329° climbing to 1500', Radar Vectoring for a new approach. MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to 600' or D1.7 SSA past SSA DME, whichever is later. Turn LEFT on track 329° climbing to 2500' or D4.0 SSA, whichever is later, turn LEFT to ARL VOR for a new instrument approach.					

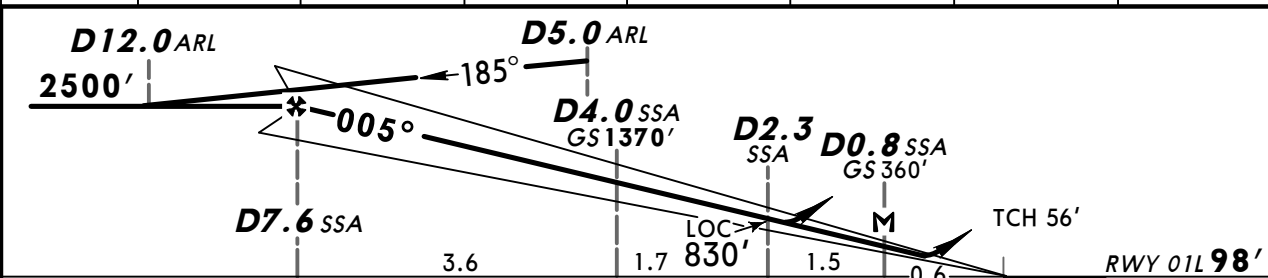
Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 5000'



Simultaneous approaches on RWY 01L/R may be executed. When established on final approach track maintain 160 KT or more until passing D4.0 SSA.

DME and VOR required.

LOC (GS out)	SSA DME	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2330'	2010'	1690'	1370'	1060'	740'



Gnd speed-Kts	70	90	100	120	140	160		600' which ever later ↑ D1.7 SSA past SSA DME ↑ 329° LT
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D0.8 SSA								

STRAIGHT-IN LANDING RWY 01L					
ILS			LOC (GS out)		
DA(H) 298' (200')			with D2.3 SSA DA(H) 500' (402')		
FULL			w/o D2.3 SSA DA(H) 620' (522')		
	Limited	ALS out		ALS out	ALS out

PANS OPS	RVR 550m			RVR 1200m			RVR 1500m		
	A								
	B								
	C	RVR 550m	RVR 750m	RVR 1200m	RVR 1200m	RVR 1200m	RVR 1500m	RVR 1500m	RVR 1500m
D							RVR 1900m	RVR 1700m	CMV 2400m

CHANGES: Missed apch with lost comm. Minimums.

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ESSA/ARN
ARLANDA

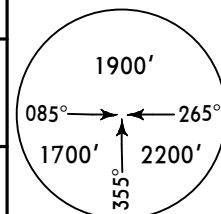
30 NOV 12
Eff 13 Dec

11-1A

STOCKHOLM, SWEDEN
CAT II/III ILS Rwy 01L

BRIEFING STRIP™

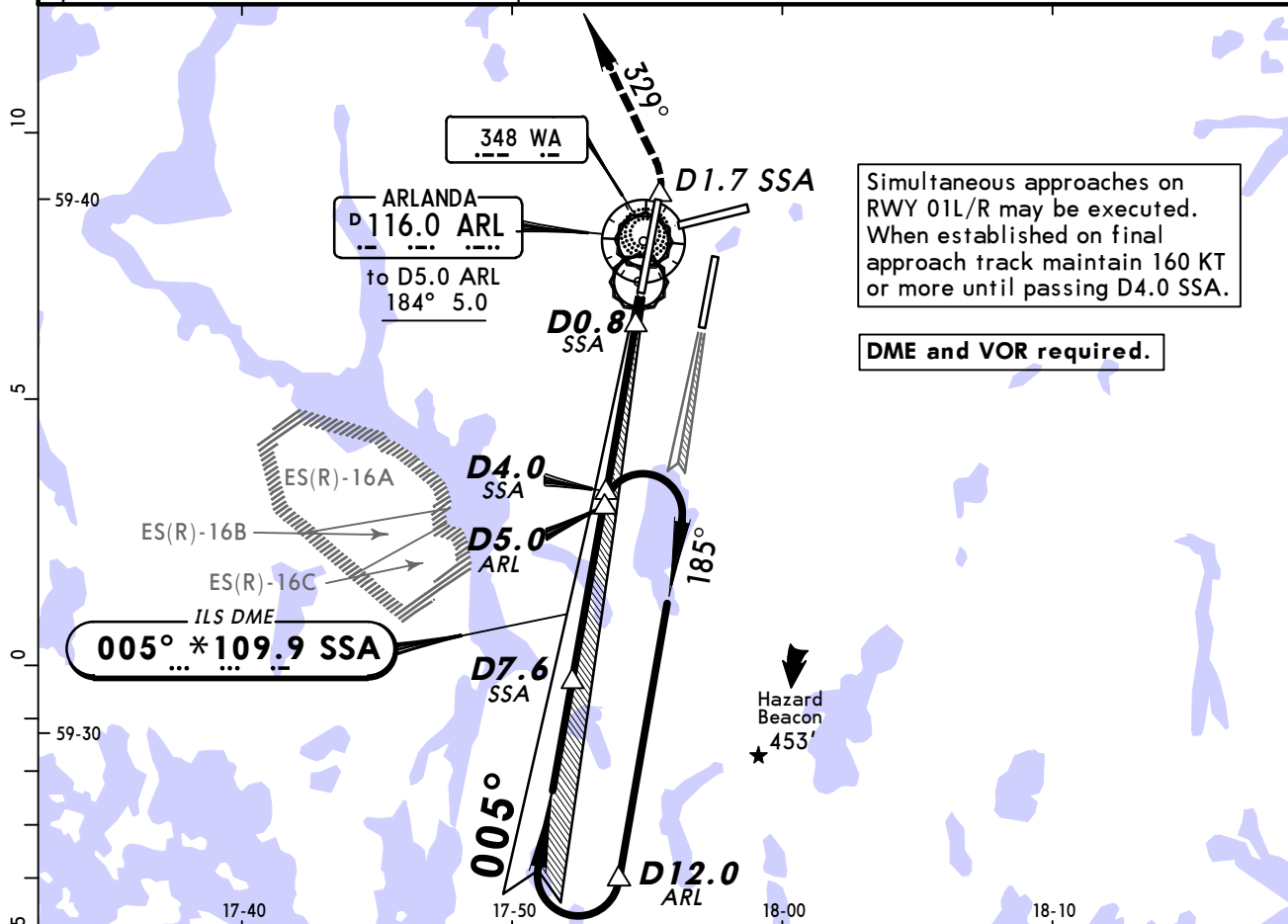
D-ATIS Arrival 119.0	ARLANDA Tower 118.5	Ground North 121.92 East 121.97 West 121.7		
LOC SSA *109.9	Final Apch Crs 005°	GS D4.0 SSA 1370' (1272')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 137' RWY 98'



MSA ARL VOR

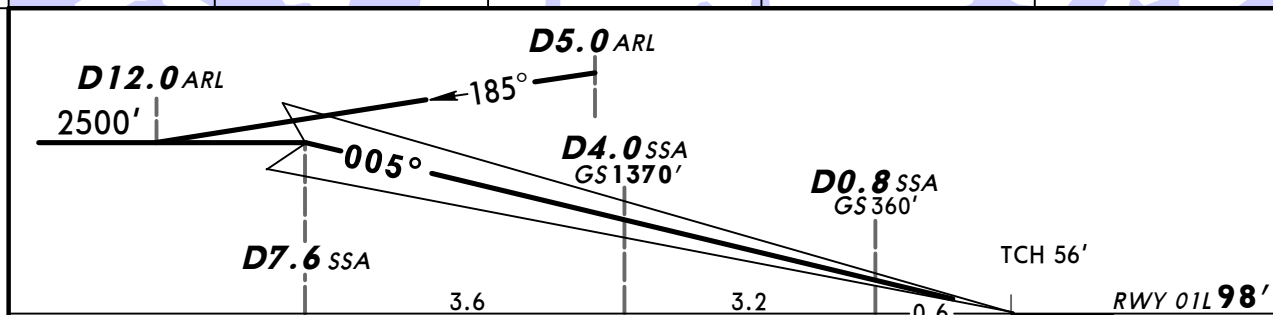
MISSED APCH: Climb STRAIGHT AHEAD to 600' or D1.7 SSA past SSA DME, whichever is later. Turn LEFT on track 329° climbing to 1500', Radar Vectoring for a new approach.
MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to 600' or D1.7 SSA past SSA DME, whichever is later. Turn LEFT on track 329° climbing to 2500' or D4.0 SSA, whichever is later, turn LEFT to ARL VOR for a new instrument approach.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 5000'
 Special Aircrew & Acft Certification Required.



Simultaneous approaches on RWY 01L/R may be executed. When established on final approach track maintain 160 KT or more until passing D4.0 SSA.

DME and VOR required.



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	600' which- ever later	D1.7SSA past SSA DME	329° LT
GS	3.00°	372	478	531	637	743				

Standard

STRAIGHT-IN LANDING RWY 01L

CAT IIIA ILS DH 50'	CAT II ILS RA 107' DA(H) 198' (100')
RVR 200m	RVR 300m

PANS OPS

Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Missed apch with lost comm.

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ESSA/ARN ARLANDA

30 NOV 12

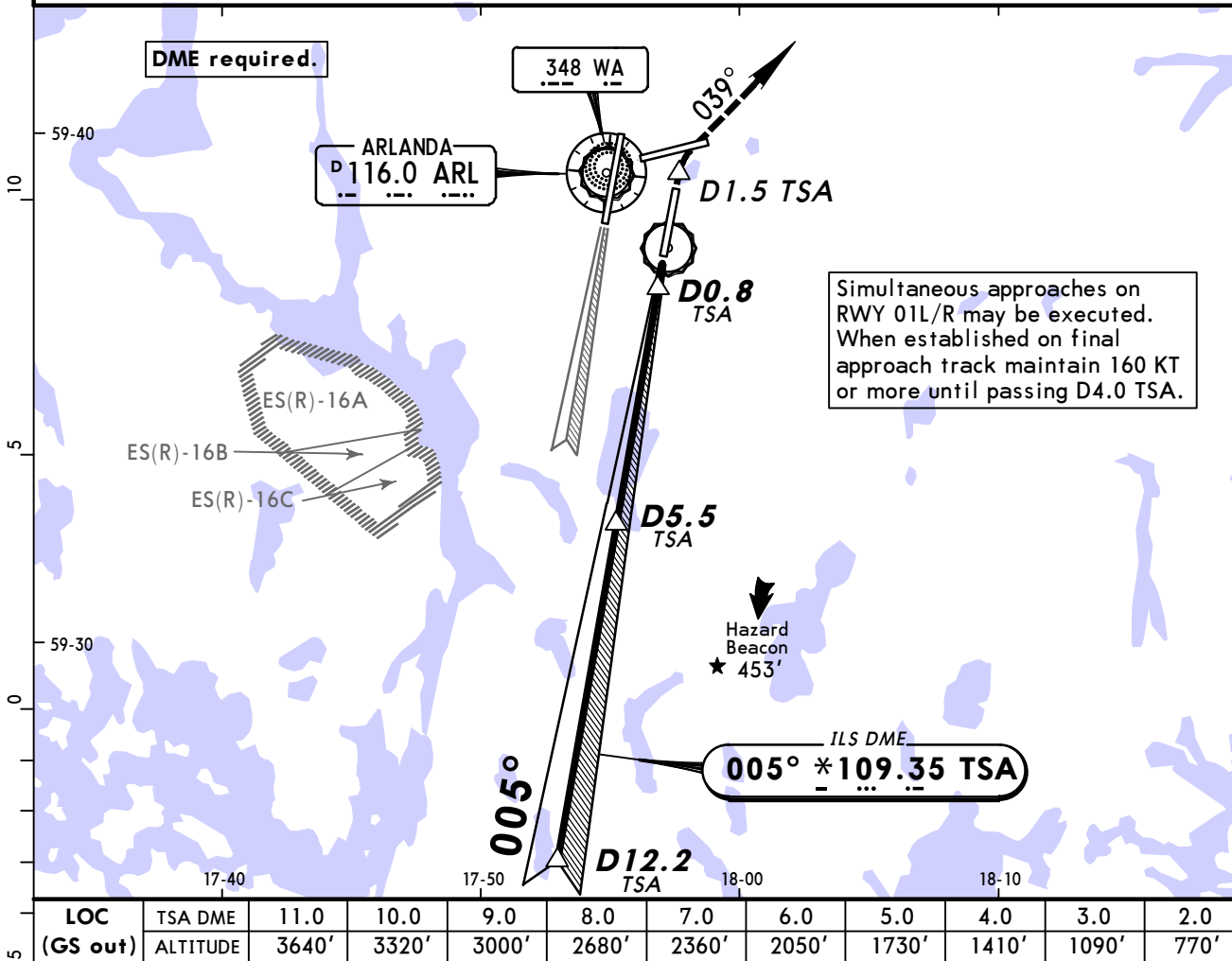
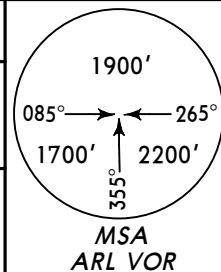
11-2

Eff 13 Dec

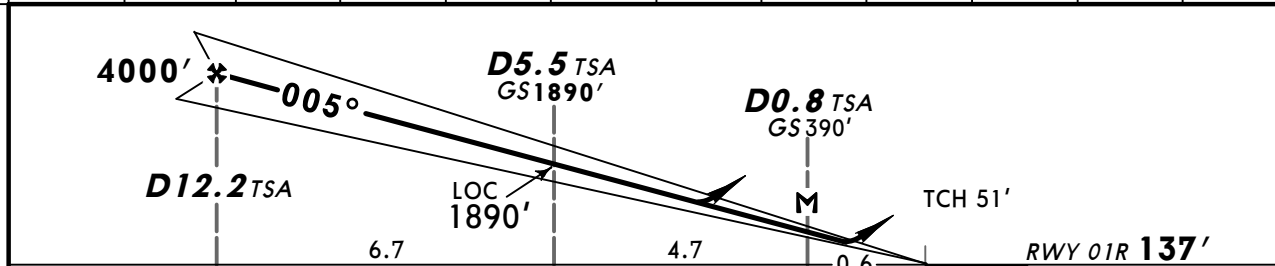
STOCKHOLM, SWEDEN
ILS or LOC Rwy 01R

BRIEFING STRIP™

D-ATIS Arrival 119.0	ARLANDA Tower 125.12	Ground North 121.92 East 121.97 West 121.7		
LOC TSA *109.35	Final Apch Crs 005°	GS D5.5 TSA 1890' (1753')	ILS DA(H) 337' (200')	Apt Elev 137' RWY 137'
MISSED APCH: Climb STRAIGHT AHEAD to 600' or D1.5 TSA past TSA DME, whichever is later. Turn RIGHT on track 039° climbing to 1500', Radar Vectoring for a new approach.				
Alt Set: hPa		Rwy Elev: 5 hPa		Trans level: By ATC
In event of radio failure see 11-3.				Trans alt: 5000'



LOC (GS out)	TSA DME	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	3640'	3320'	3000'	2680'	2360'	2050'	1730'	1410'	1090'	770'



Gnd speed-Kts	70	90	100	120	140	160		600' which-ever later	D1.5 TSA past TSA DME	039° RT
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849				
MAP at D0.8 TSA										

STRAIGHT-IN LANDING RWY 01R					
ILS			LOC (GS out)		
DA(H) 337' (200')			with D5.5 TSA DA(H) 470' (333')		w/o D5.5 TSA DA(H) 640' (503')
FULL	Limited	ALS out	ALS out		ALS out
A			RVR 1500m		
B					
C	RVR 550m	RVR 750m	RVR 1200m	RVR 800m	RVR 1500m
D					RVR 1600m CMV 2400m

PANS OPS

CHANGES: MSA. Procedure. Minimums.

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ESSA/ARN
ARLANDA

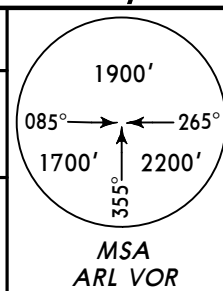
30 NOV 12
Eff 13 Dec

11-2A

STOCKHOLM, SWEDEN
CAT II/III ILS Rwy 01R

BRIEFING STRIP™

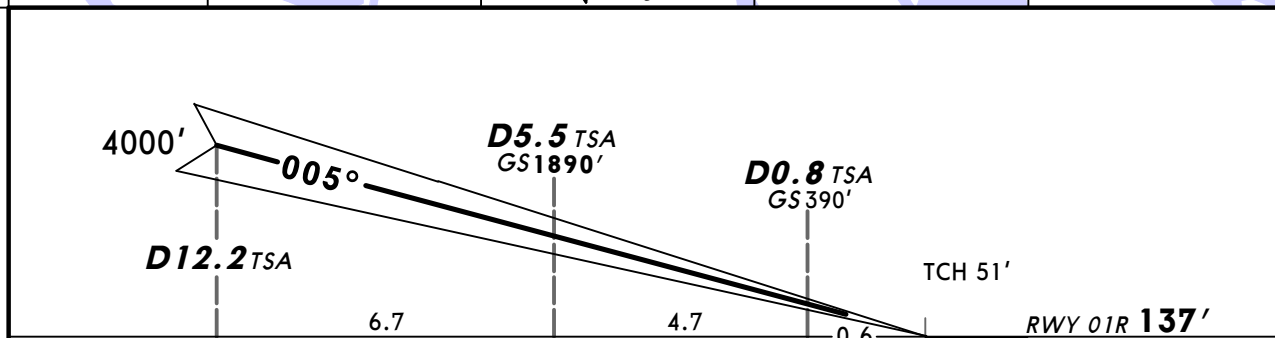
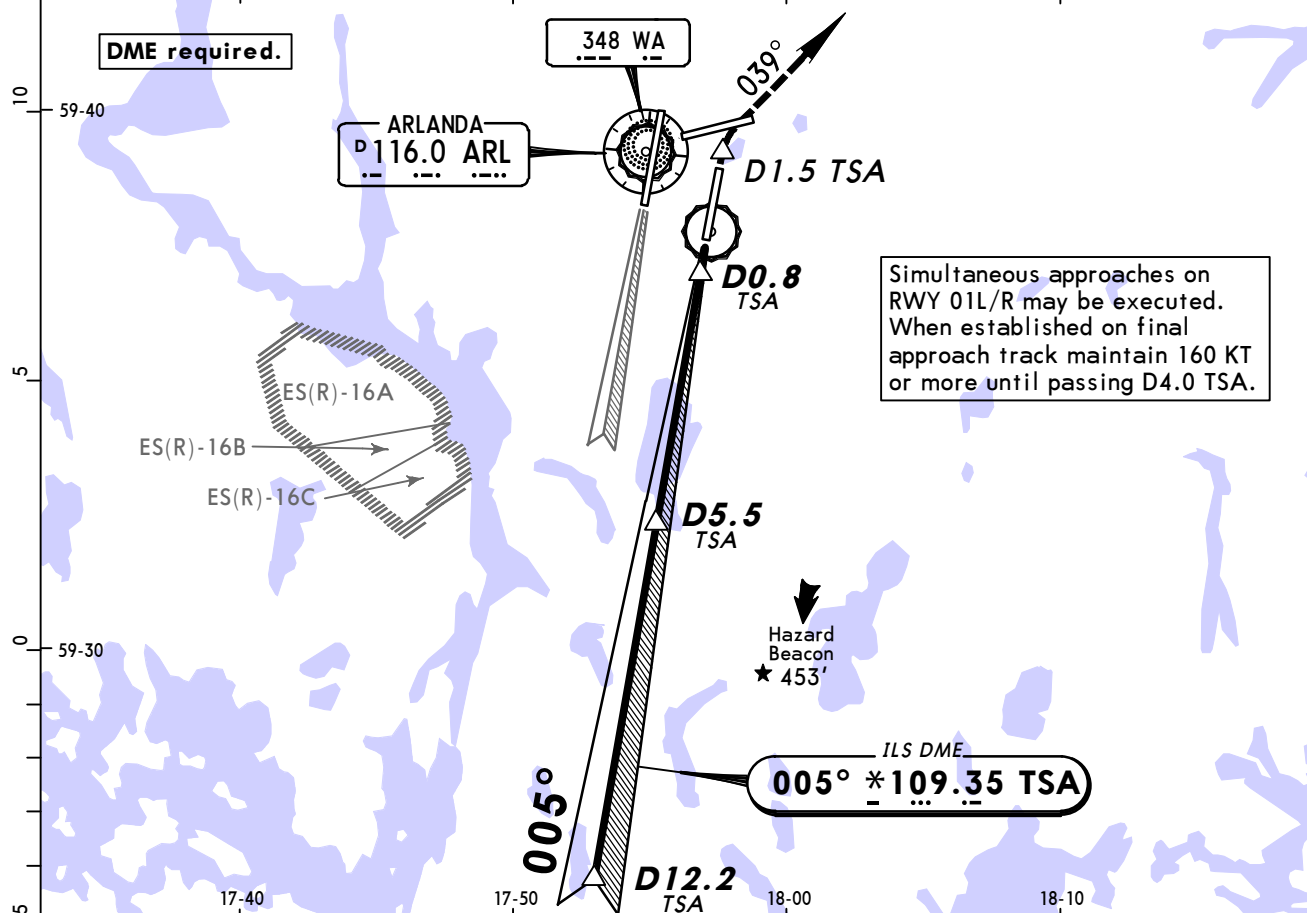
D-ATIS Arrival 119.0	ARLANDA Tower 125.12	Ground North 121.92 East 121.97 West 121.7		
LOC TSA *109.35	Final Apch Crs 005°	GS D5.5 TSA 1890' (1753')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 137' RWY 137'



MISSED APCH: Climb **STRAIGHT AHEAD** to **600'** or **D1.5 TSA** past **TSA DME**, whichever is later. Turn **RIGHT** on track **039°** climbing to **1500'**, Radar Vectoring for a new approach.

Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC
1. In case of radio failure see 11-3A. 2. Special Aircrew & Acft Certification Required.

Trans alt: 5000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	600' which- ever later	D1.5 TSA past TSA DME	039° RT
GS	3.00°	372	478	531	637	743				

Standard		STRAIGHT-IN LANDING RWY 01R		
CAT IIIA ILS		ABC	CAT II ILS	D
DH 50'		RA 99'		RA 100'
		DA(H) 237' (100')		DA(H) 238' (101')
RVR 200m			RVR 300m	

Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: MSA. Procedure. Minimums.

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ESSA/ARN ARLANDA

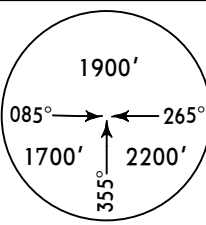
30 NOV 12
Eff 13 Dec

11-3

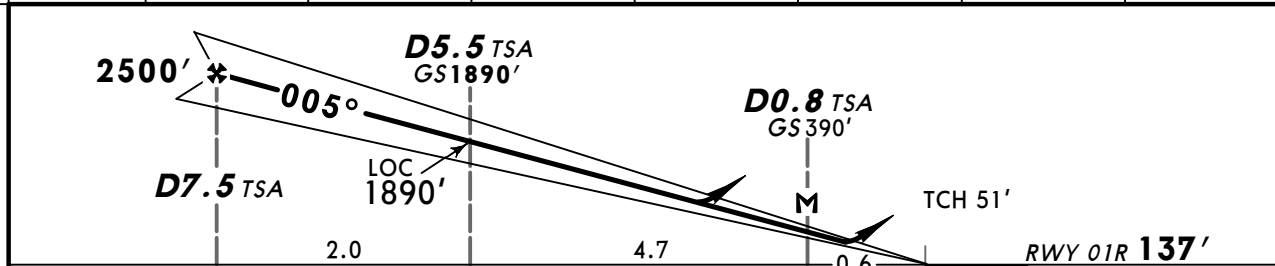
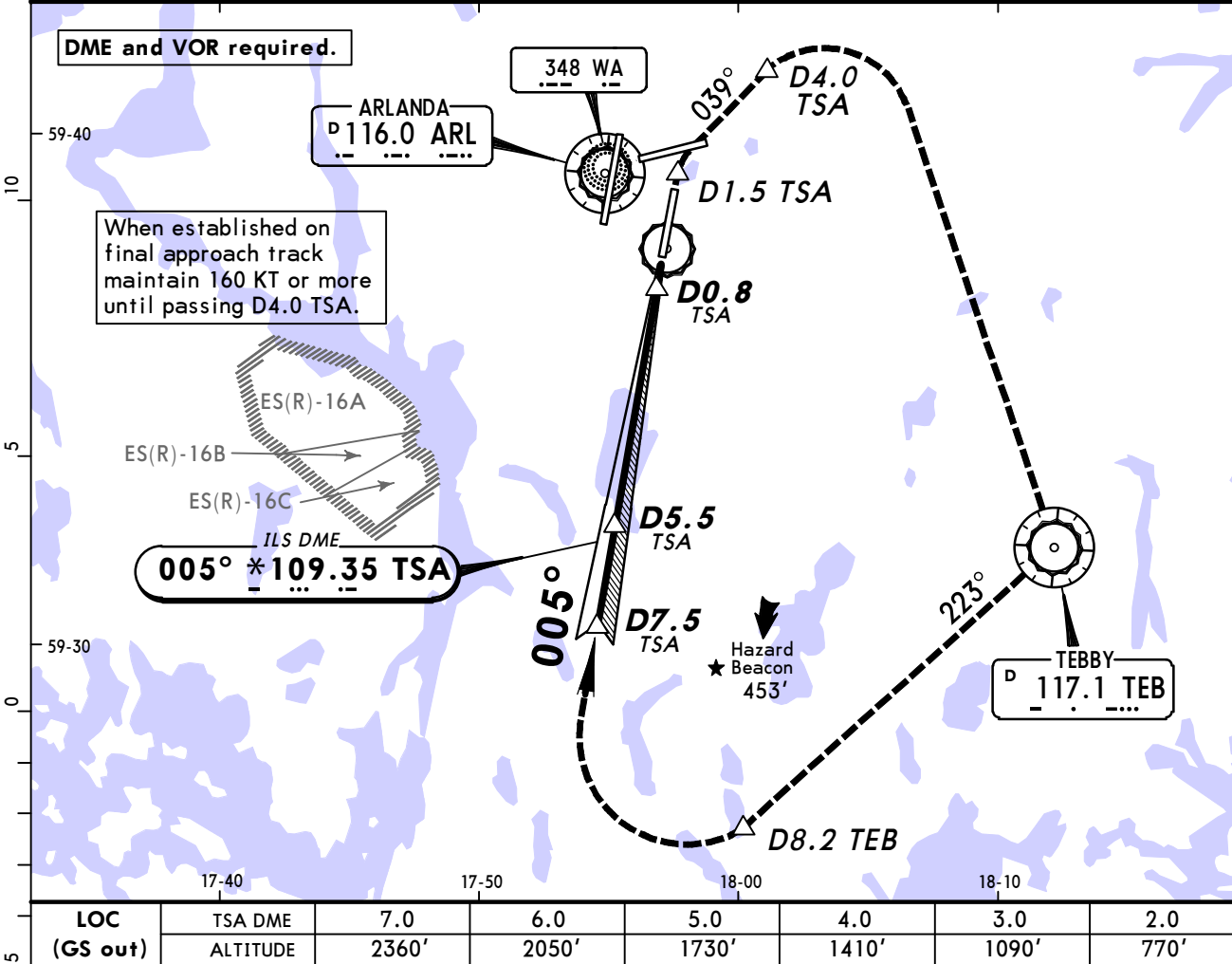
LOST
COMM

STOCKHOLM, SWEDEN ILS or LOC Rwy 01R

BRIEFING STRIP™

D-ATIS Arrival 119.0	ARLANDA Tower 125.12	Ground North 121.92 East 121.97 West 121.7			
LOC TSA *109.35	Final Apch Crs 005°	GS D5.5 TSA 1890' (1753')	ILS DA(H) 337' (200')	Apt Elev 137' RWY 137'	
MISSED APCH: Climb STRAIGHT AHEAD to 600' or D1.5 TSA past TSA DME, whichever is later. Turn RIGHT on track 039° climbing to 2500' or D4.0 TSA, whichever is later, turn RIGHT to TEB VOR. At TEB VOR intercept R-223 TEB to D8.2 TEB, then turn RIGHT to intercept LOC, not below 2500' until FAP/FAF (D7.5 TSA).					

Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000'



Gnd speed-Kts	70	90	100	120	140	160		600' which- ever later	D1.5 TSA past TSA DME	039° RT
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849				
MAP at D0.8 TSA										

STRAIGHT-IN LANDING RWY 01R						
ILS			LOC (GS out)			
DA(H) 337' (200')			with D5.5 TSA DA(H) 470' (333')		w/o D5.5 TSA DA(H) 540' (403')	
FULL	Limited	ALS out	ALS out		ALS out	
A						RVR 1500m
B						
C	RVR 550m	RVR 750m	RVR 1200m	RVR 800m	RVR 1500m	RVR 1200m
D						RVR 1900m

PANS OPS

CHANGES: MSA. Procedure. Minimums.

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ESSA/ARN
ARLANDA

30 NOV 12
Eff 13 Dec

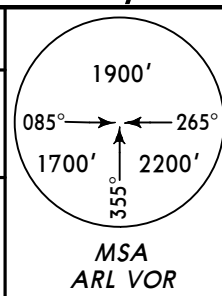
11-3A

LOST
COMM

STOCKHOLM, SWEDEN
CAT II/III ILS Rwy 01R

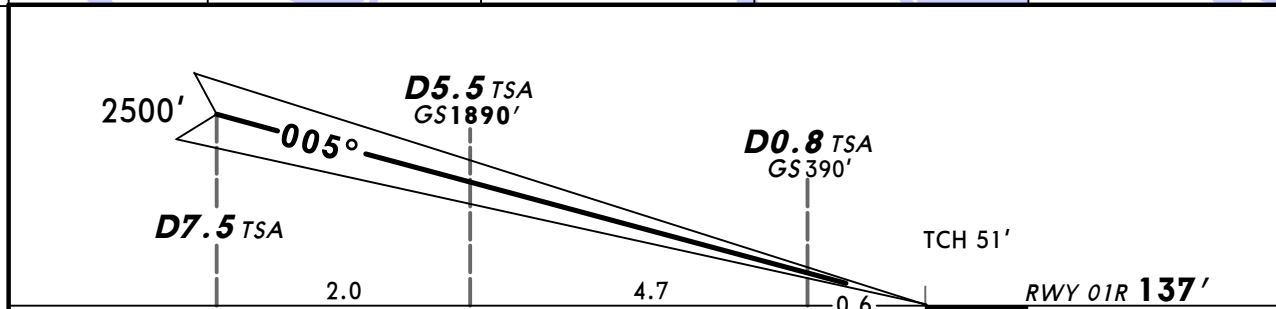
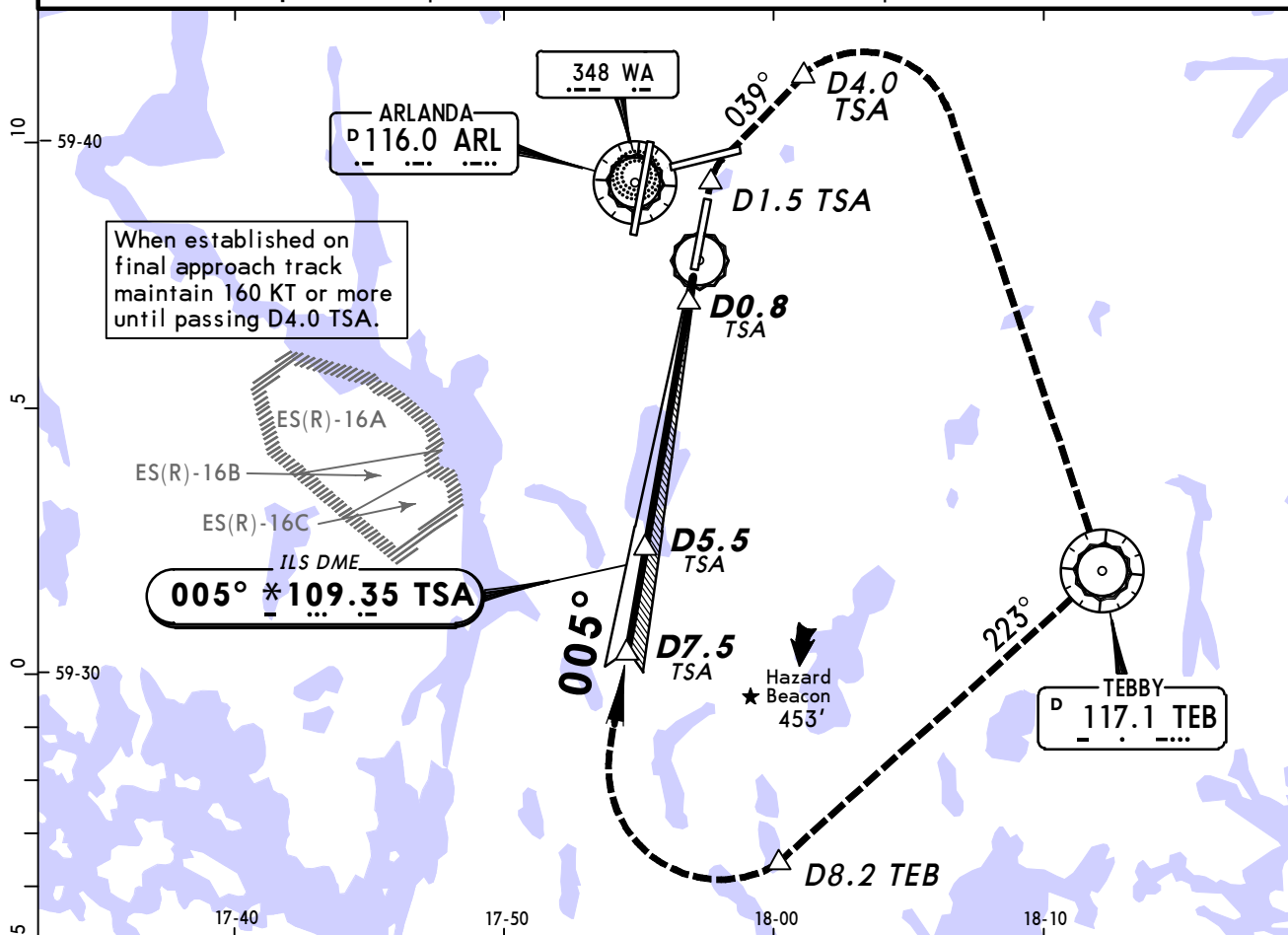
BRIEFING STRIP™

D-ATIS Arrival 119.0	ARLANDA Tower 125.12	Ground North 121.92 East 121.97 West 121.7		
LOC TSA *109.35	Final Aptch Crs 005°	GS D5.5 TSA 1890' (1753')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 137' RWY 137'



MISSED APCH: Climb STRAIGHT AHEAD to 600' or D1.5 TSA past TSA DME, whichever is later. Turn RIGHT on track 039° climbing to 2500' or D4.0 TSA, whichever is later, turn RIGHT to TEB VOR. At TEB VOR intercept R-223 TEB to D8.2 TEB, then turn RIGHT to intercept LOC, not below 2500' until FAP/FAF (D7.5 TSA).

Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000'
1. DME and VOR required. 2. Special Aircrew & Acft Certification Required.



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	600' i which- ever later	D1.5 TSA past TSA DME	039° RT
GS	3.00°	372	478	531	637	743				

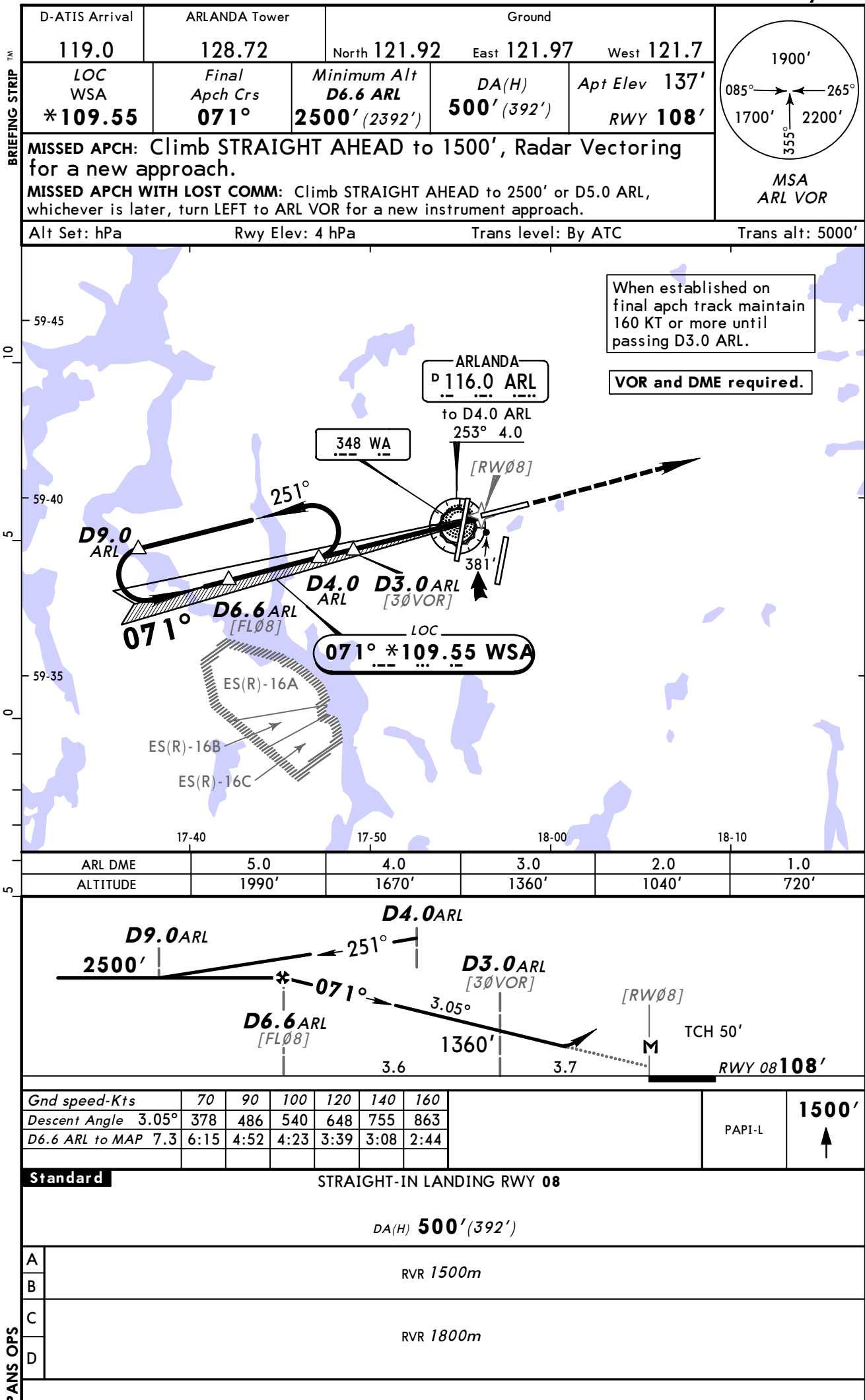
Standard			STRAIGHT-IN LANDING RWY 01R		
CAT IIIA ILS	CAT II ILS			D	
DH 50'	ABC RA 99' DA(H) 237' (100')			RA 100' DA(H) 238' (101')	
RVR 200m	RVR 300m				

PANS OPS

Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: MSA. Procedure.

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D-ATIS Arrival
119.0

ARLANDA Tower
125.12

North 121.92

Ground
East 121.97

West 121.7

LOC
USA
*111.35

Final
Apch Crs
185°

GS
D4.0 USA
1380' (1282')

ILS
DA(H)
298' (200')

Apt Elev 137'
RWY 98'

1900'

085° 265°

1700' 2200'

355'

MSA
ARL VOR

MISSED APCH: Climb STRAIGHT AHEAD to 600' or D1.5 USA past USA DME, whichever is later. Turn LEFT on track 149° climbing to 1500', Radar Vectoring for a new approach.

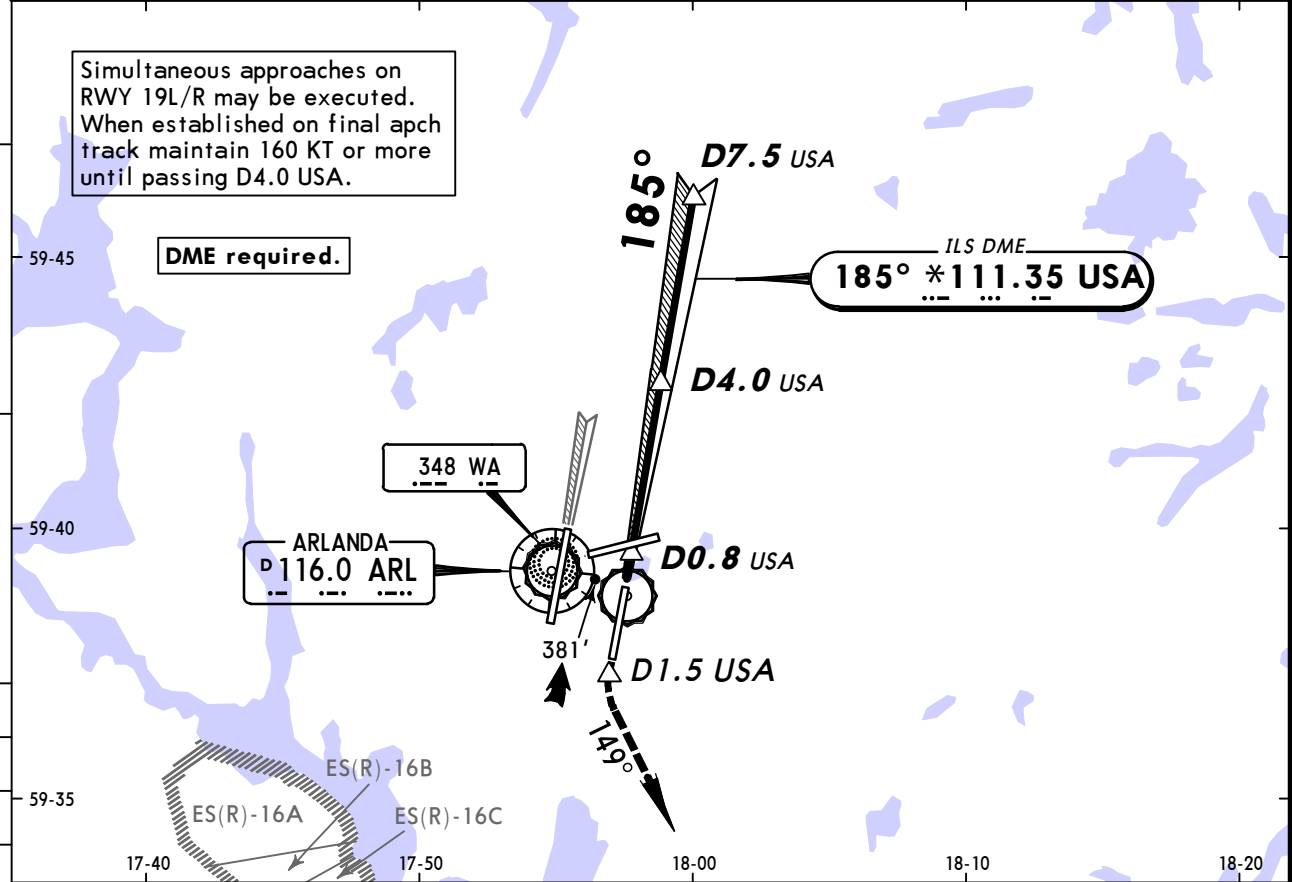
MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to 600' or D1.5 USA past USA DME, whichever is later. Turn LEFT on track 149° climbing to 2500' or D4.0 USA, whichever is later, turn LEFT to TEB VOR. At TEB VOR intercept R-349 TEB to D16.3 TEB, then turn LEFT to intercept LOC, not below 2500' until FAP/FAF (D7.5 USA).

Alt Set: hPa

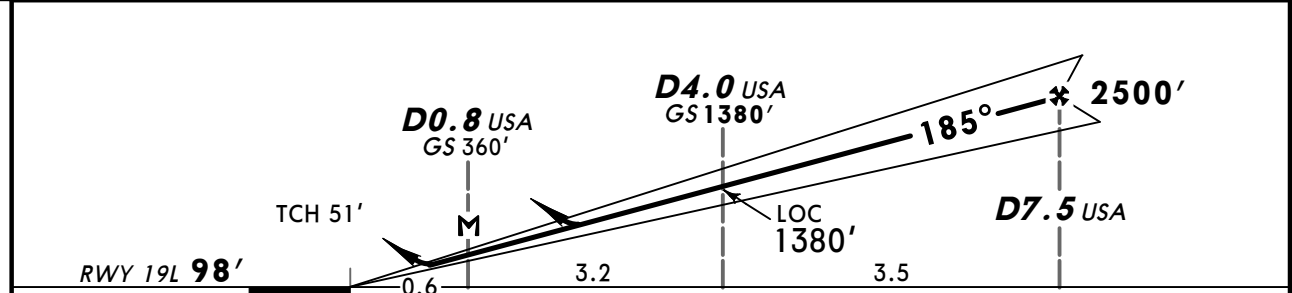
Rwy Elev: 4 hPa

Trans level: By ATC

Trans alt: 5000'



LOC (GS out)	USA DME	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	740'	1060'	1380'	1700'	2010'	2330'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	600' which ever later	D1.5 USA past USA DME	149° LT
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849				
MAP at D0.8 USA										

Standard			STRAIGHT-IN LANDING RWY 19L							
			ILS				LOC (GS out)			
			with D4.0 USA				w/o D4.0 USA			
			DA(H) 298' (200')		DA(H) 500' (402')		DA(H) 620' (522')			
FULL		Limited	ALS out		ALS out		ALS out		ALS out	
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1200m	RVR 1500m		RVR 1500m			
B										
C					RVR 1900m		RVR 1700m		CMV 2400m	
D										

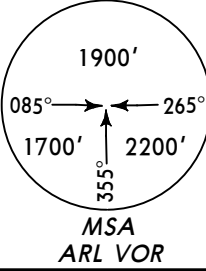
ESSA/ARN
ARLANDA

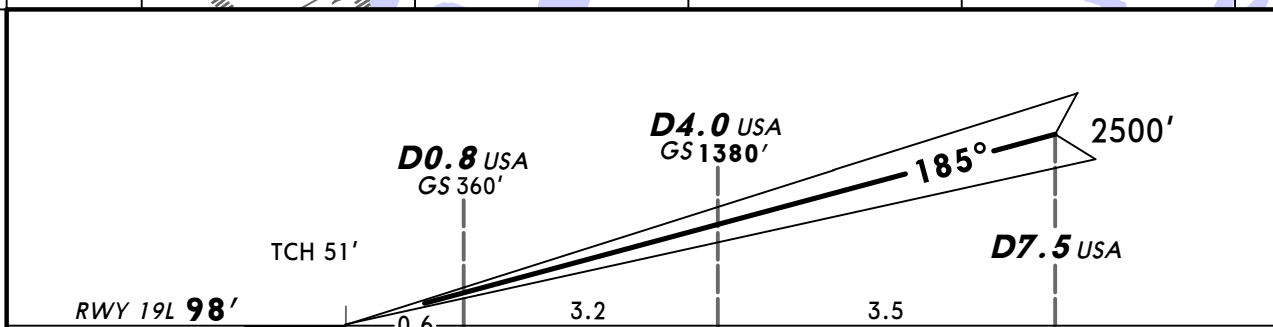
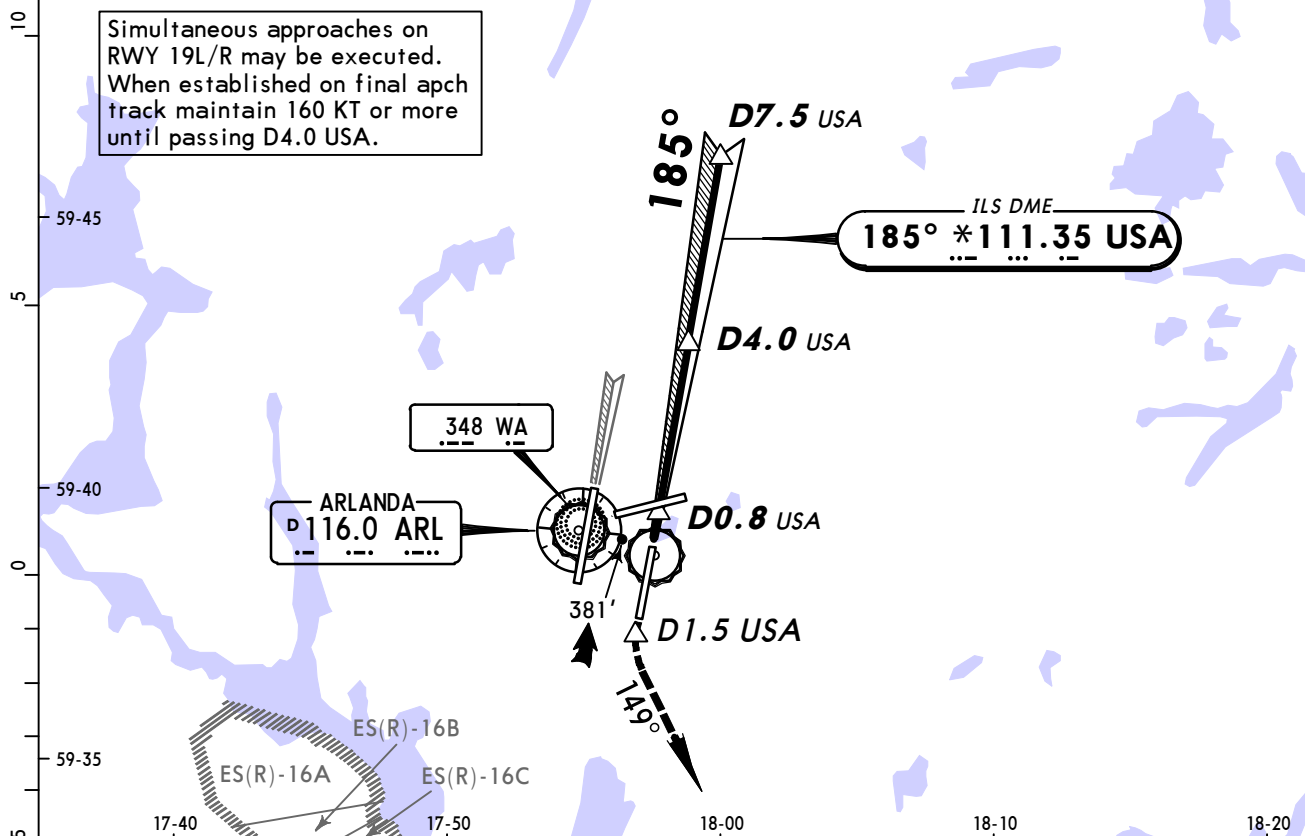
30 NOV 12
Eff 13 Dec

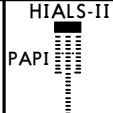
11-5A

STOCKHOLM, SWEDEN
CAT II/III ILS Rwy 19L

BRIEFING STRIP™

D-ATIS Arrival 119.0		ARLANDA Tower 125.12		Ground North 121.92 East 121.97 West 121.7	
LOC USA *111.35	Final Apch Crs 185°	GS D4.0 USA 1380' (1282')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 137' RWY 98'	
MISSED APCH: Climb STRAIGHT AHEAD to 600' or D1.5 USA past USA DME, whichever is later. Turn LEFT on track 149° climbing to 1500', Radar Vectoring for a new approach.					
MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to 600' or D1.5 USA past USA DME, whichever is later. Turn LEFT on track 149° climbing to 2500' or D4.0 USA, whichever is later, turn LEFT to TEB VOR. At TEB VOR intercept R-349 TEB to D16.3 TEB, then turn LEFT to intercept LOC, not below 2500' until FAP/FAF (D7.5 USA).					
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: By ATC	
1. DME required. 2. Special Aircrew & Acft Certification Required.					



Gnd speed-Kts	70	90	100	120	140	160		600' which-ever later	D1.5 USA past USA DME	149° LT
GS	3.00°	372	478	531	637	743				

Standard		STRAIGHT-IN LANDING RWY 19L	
CAT IIIA ILS		CAT II ILS	
DH 50'		RA 105' DA(H) 198' (100')	
RVR 200m		RVR 300m	

PANS OPS

Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: MSA. Procedure.

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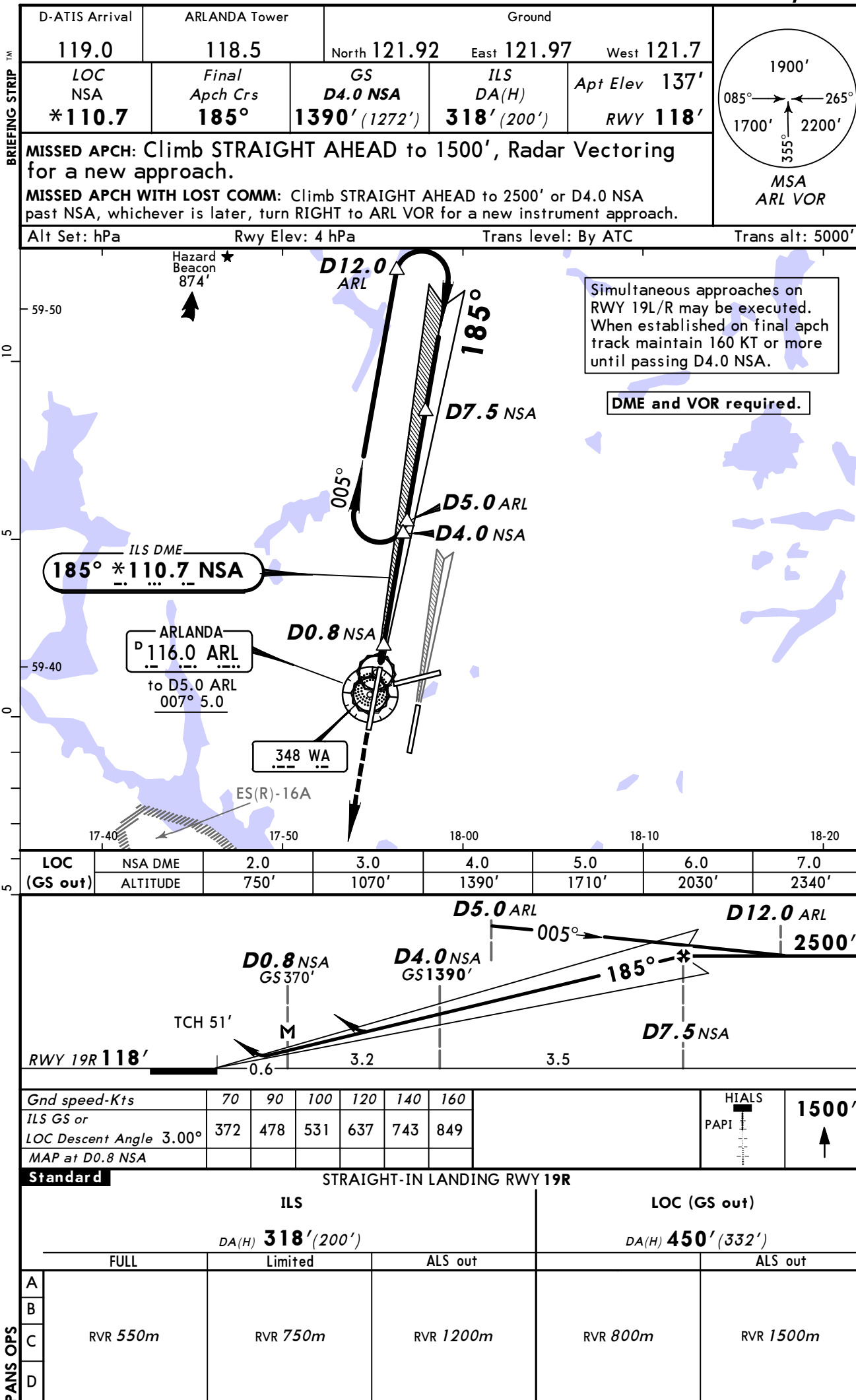
ESSA/ARN ARLANDA

30 NOV 12

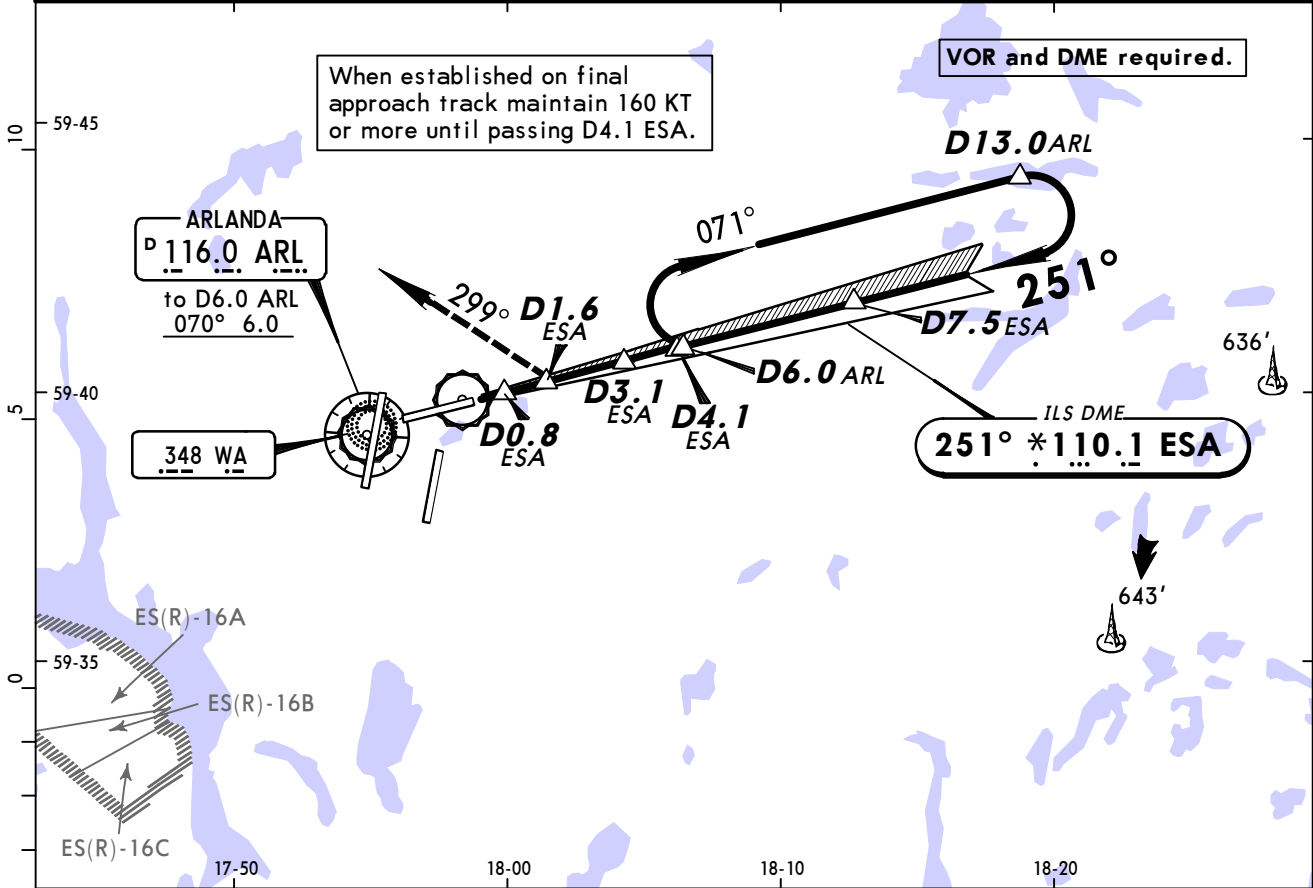
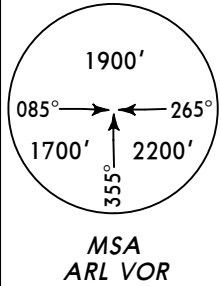
11-6

Eff 13 Dec

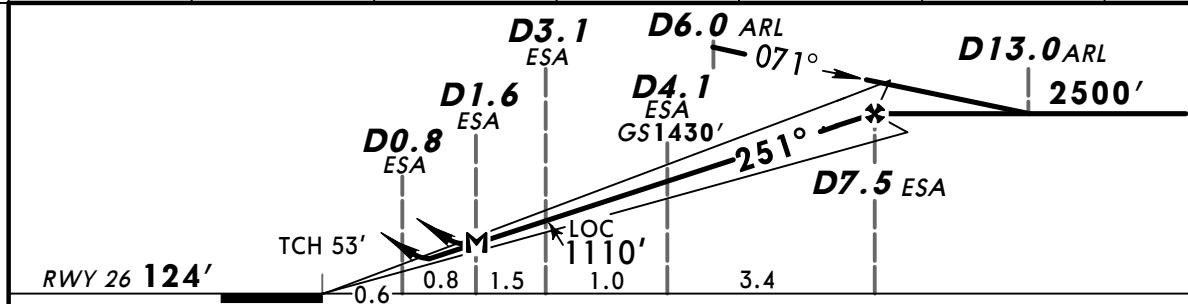
STOCKHOLM, SWEDEN
ILS or LOC Rwy 19R



BRIEFING STRIP™	D-ATIS Arrival	ARLANDA Tower	Ground		
	119.0	128.72	North 121.92	East 121.97	West 121.7
	LOC ESA *110.1	Final Apch Crs 251°	GS D4.1 ESA 1430' (1306')	ILS DA(H) Refer to Minimums	Apt Elev 137' RWY 124'
MISSED APCH: At DA(H)/MAP turn RIGHT(MAX 185KT) onto 299° as soon as practicable and climb to 1500', Radar Vectoring for a new approach. MISSED APCH WITH LOST COMM: Turn RIGHT(MAX 185KT) onto 299° as soon as practicable and climb to 2500'. At D6.0 ESA turn LEFT to ARL VOR for a new instrument approach.					
Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000'					



LOC (GS out)	ESA DME	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	1080'	1390'	1710'	2030'	2350'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI Refer to Missed Apch above
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D1.6 ESA							

PANS OPS	STRAIGHT-IN LANDING RWY 26					
	ILS			LOC (GS out)		
	DA(H) A: 430' (306') C: 490' (366') B: 460' (336') D: 500' (376')			DA(H) 500' (376')		
	FULL	Limited	ALS out		ALS out	
	A RVR 700m	RVR 750m	RVR 1400m	RVR 1000m	RVR 1500m	
	B RVR 800m		RVR 1500m			
	C RVR 1000m		RVR 1700m		RVR 1700m	
	D					

ESSA/ARN
ARLANDA

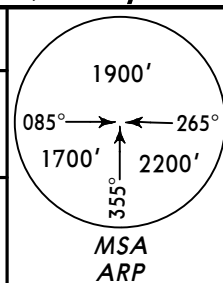
30 NOV 12
Eff 13 Dec

JEPPESEN
12-20 CAT C & D

STOCKHOLM, SWEDEN
RNAV (RNP) Rwy 01R

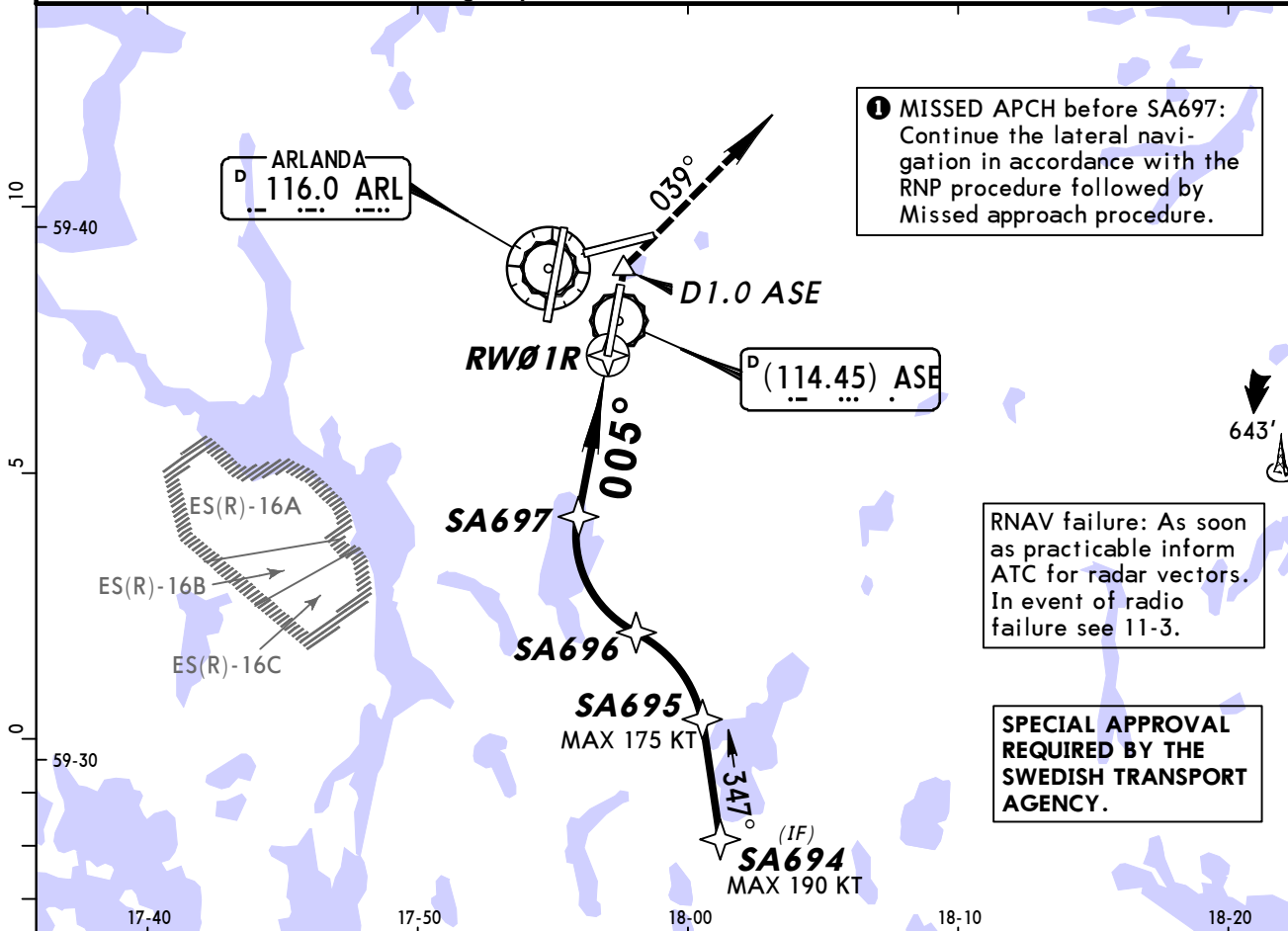
BRIEFING STRIP

D-ATIS Arrival 119.0	ARLANDA Tower 125.12	Ground North 121.92 East 121.97 West 121.7		
RNAV	Final Apch Crs 005°	Minimum Alt SA695 2680' (2543')	RNP 0.30 DA(H) 600' (463')	Apt Elev 137' RWY 137'



MISSED APCH: Climb STRAIGHT AHEAD (①) to 600' or D1.0 ASE past ASE DME, whichever is later. Turn RIGHT onto 039° climbing to 1500', radar vectoring for a new approach.

Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000'
1. Baro-VNAV, RNP-0.30 and RF-leg required. 2. Procedure not authorized below -25°C.

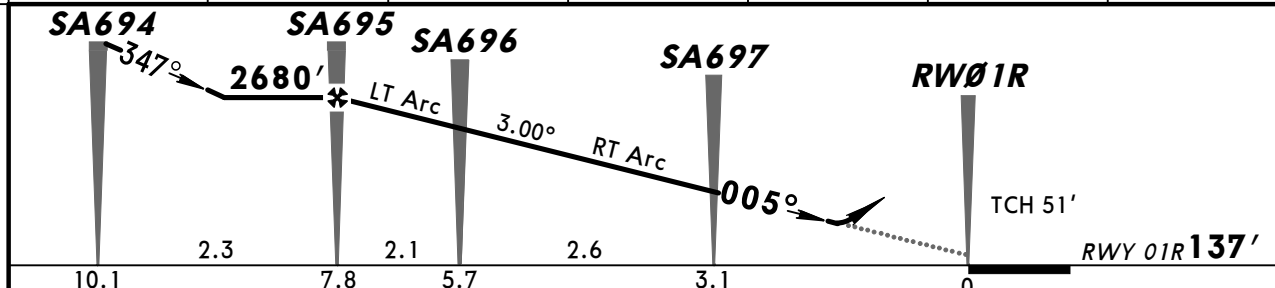


① MISSED APCH before SA697:
Continue the lateral navigation in accordance with the RNP procedure followed by Missed approach procedure.

RNAV failure: As soon as practicable inform ATC for radar vectors. In event of radio failure see 11-3.

SPECIAL APPROVAL REQUIRED BY THE SWEDISH TRANSPORT AGENCY.

DIST to RW01R	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2420'	2100'	1780'	1470'	1150'	830'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at DA						

Standard

STRAIGHT-IN LANDING RWY 01R

**RNP 0.30
LNAV/VNAV**

DA(H) **600'** (463')

ALS out

PANS OPS

A	NOT APPLICABLE	
B		
C	RVR 1500m	CMV 2200m
D		

CHANGES: Note.

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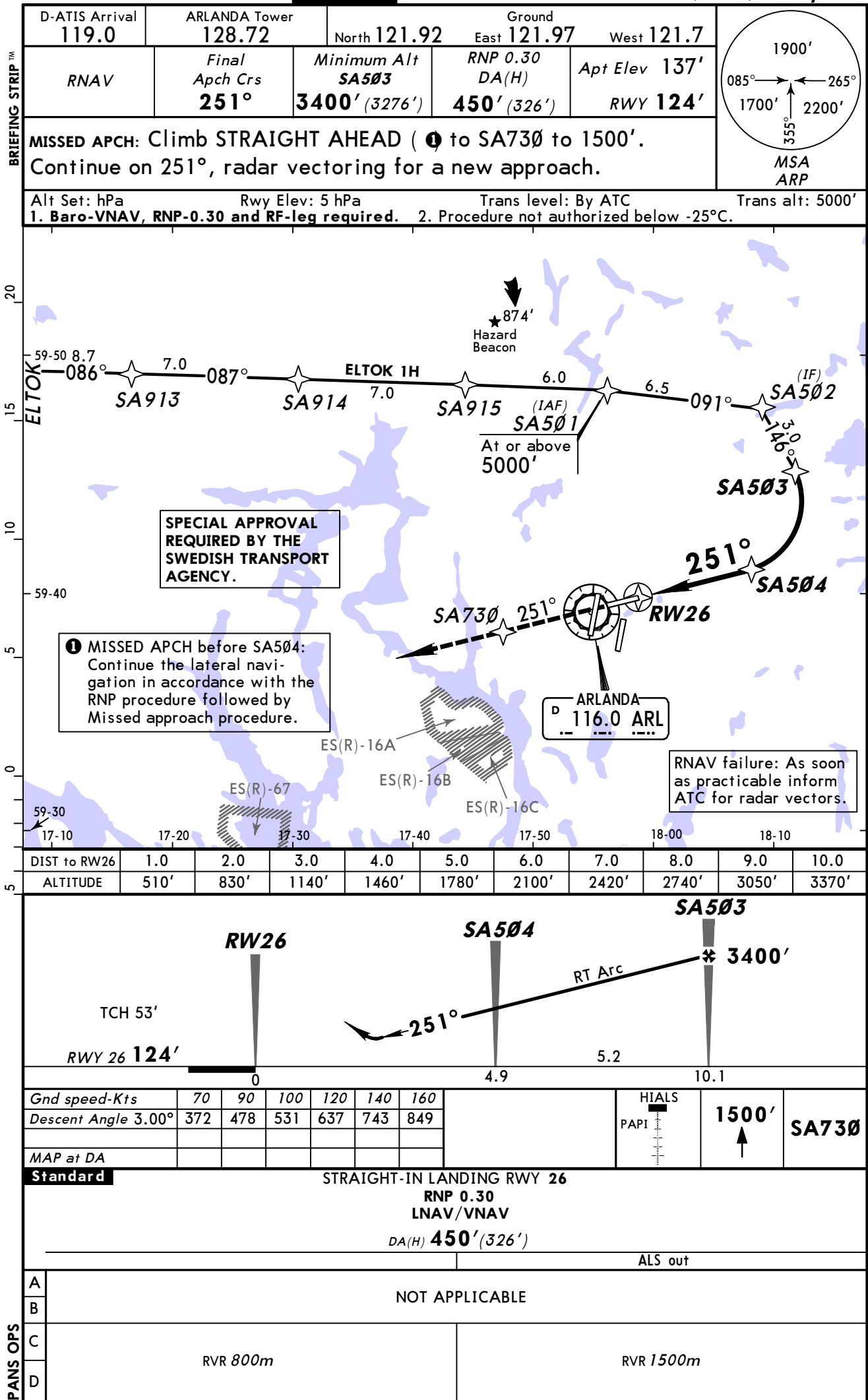


Chart changes since cycle 07-2013

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
STOCKHOLM, (ARLANDA - ESSA)				
REV	ELTOK & HAMMAR 2J P-RNAV ...	10-2D	29 Mar 2013	
REV	ELTOK & HAMMAR 2N P-RNAV ...	10-2E	29 Mar 2013	
REV	ELTOK & HAMMAR 2V P-RNAV ...	10-2F	29 Mar 2013	
REV	NILUG 1J & XILAN 2J P-RNA...	10-2G	29 Mar 2013	
REV	PARKING STANDS & ARR ROUT...	10-9B	22 Mar 2013	04 Apr 2013
REV	PARKING STANDS & ARR ROUT...	10-9C	22 Mar 2013	04 Apr 2013
REV	PARKING STANDS & DEP ROUT...	10-9D	22 Mar 2013	04 Apr 2013
REV	PARKING STANDS & DEP ROUT...	10-9E	22 Mar 2013	04 Apr 2013

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport ESSA

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(10-2D, 10-2G) For STARs ELTOK, HAMMAR and XILAN 2J and NILUG 1J do not use waypoint CI01L, will be removed from charts with Rev 29 Mar, from coding eff 4 Apr.