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Airport Information For ESSA

Terminal Charts For ESSA

Revision Letter For Cycle 13-2014

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: 5.4°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: 0128 Z
Sunset: 2012 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

1.1.1. 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.

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.

Applicable on apron FA pier A and apron CD terminal 3.

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.

Applicable on apron FA pier A and apron CD terminal 3.

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.

ACFT taxiing between stands shall activate mode S and code 2000.

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 Tower.

To avoid jet blast on parked ACFT on Apron F, the 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 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 constitutes 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. AUXILIARY POWER UNITS (APUs)

APU shall not be started earlier than 5 minutes before estimated time for push-back or taxiing. If APU must be used earlier than such time, it has to be agreed between commander and ground service 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, the following speeds apply. ACFT unable to conform shall inform ATC. ACFT below FL 100 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, ACFT shall maintain IAS 160 KT or more until passing DME distance corresponding to OM stated on IAC. After confirmed approach clearance any speed limit will be cancelled if not expressively 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 descent clearance which does 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 preventively 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. AIRPORT COLLABORATIVE DECISION MAKING

3.2.2.1. START-UP AND PUSH-BACK

The pilot must request for start-up and push-back TOBT +/-5 min.

Pilot should ensure that flight is ready for start-up/push-back at TOBT +/-5 min. If flight is not ready within specified time window, pilots shall report to ground handling company who is responsible for TOBT.

3.2.3. DEPARTURE CLEARANCE

Departure clearance may be requested via datalink (DCL) -SITA/ARINC- 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 to performance. When requesting DEP clearance using DCL, add "REQ[RWY]" in RMK field in RCD.

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

Following procedure applies for DCL:

- Send a request for clearance (RCD);
- A flight system message (FSM) will be transmitted automatically;
 - If RCD is accepted; 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 SID and RWY added into FMS is in accordance with received clearance. In event of any doubts or system related difficulties, RTF procedures shall be conducted.

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

3.2.4. 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.

3.2.5. 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. DEPARTURE

3.3. NOISE ABATEMENT PROCEDURES

NADP 2 is recommended for all SIDs.

3.3.1. RWY USAGE

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

3.5. OTHER INFORMATION

3.5.1. OUTBOUND IFR TRAFFIC

3.5.1.1. CLIMB SPEED

Jet 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'.

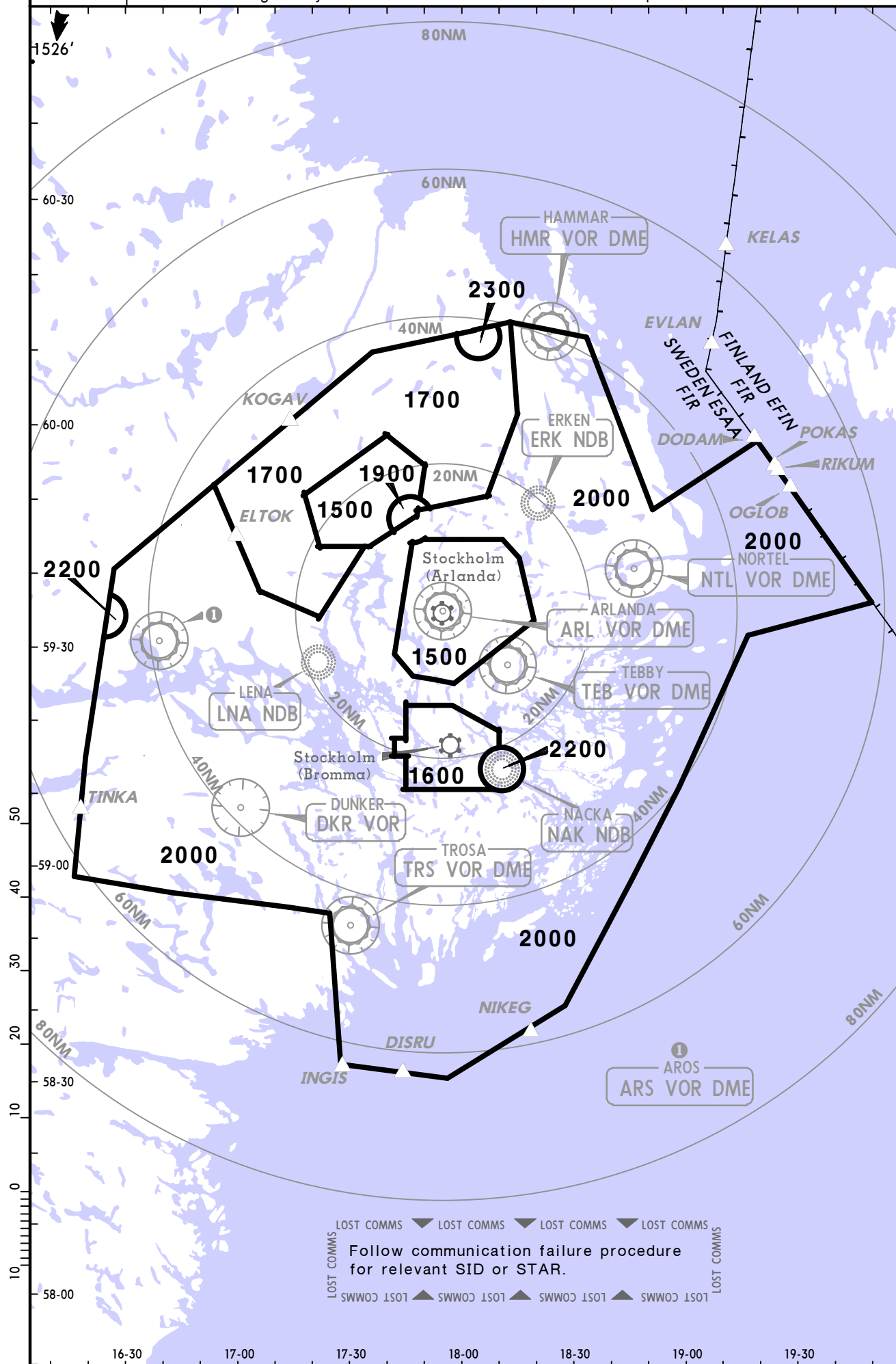
Continue climb to appropriate MSA.

Apt Elev
137'

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

1. This chart may only be used for cross-checking of assigned altitudes whilst in receipt of radar service.

2. Levels assigned by ATC include a correction for low temperature effect.



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.

Diagram illustrating the angles for the circular saw blade: 056° and 236° (labeled FL90).

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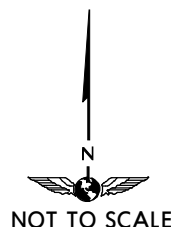
D-ATIS
119.0

Apt Elev
137'

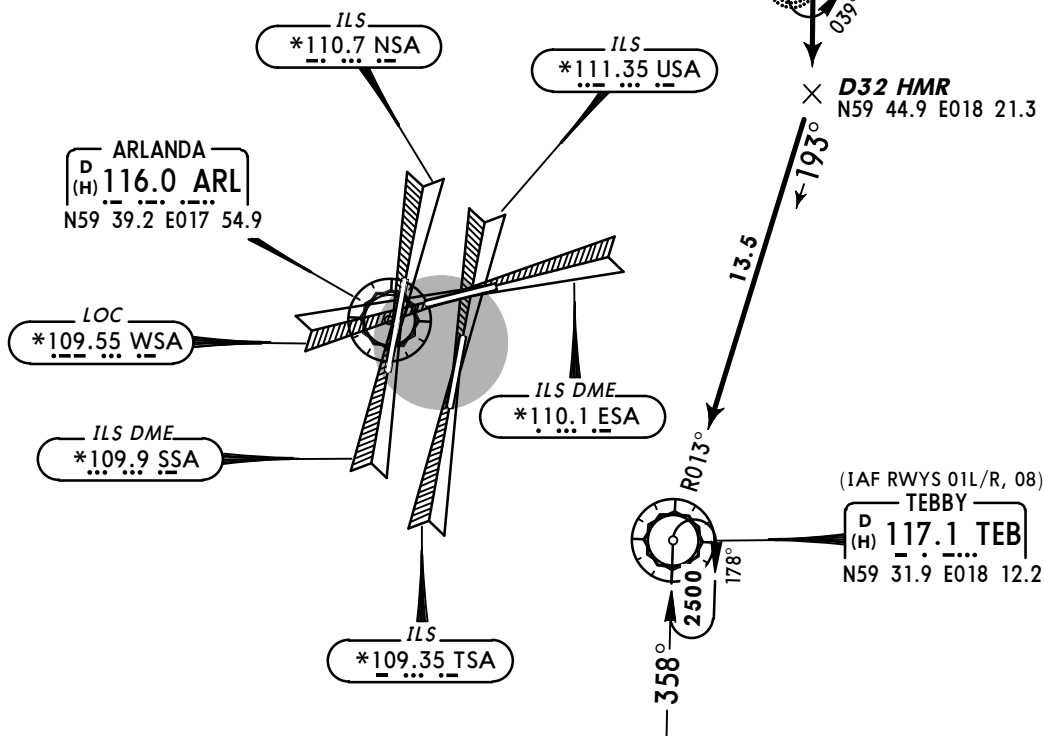
Alt Set: hPa Trans level: By ATC Trans alt: 5000'
STARs to RWYS 01L & 01R/19R & 19L are identical. RWY to be used will be assigned by ATC.

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	

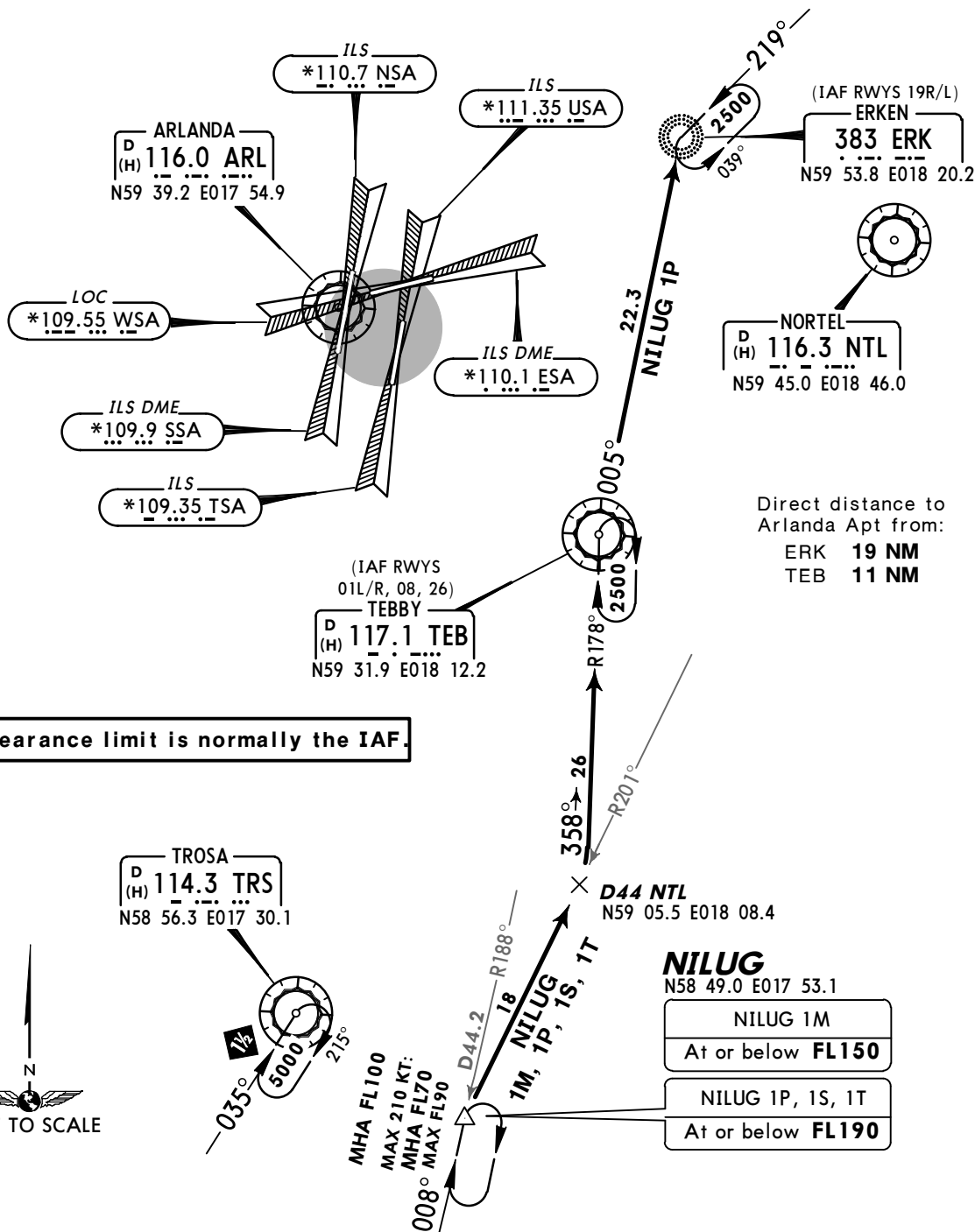
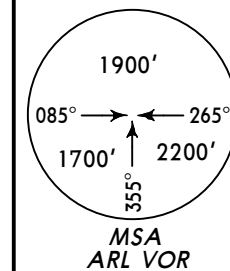
① During peak times EXPECT to be vectored across final in a LEFT hand circuit.

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.

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



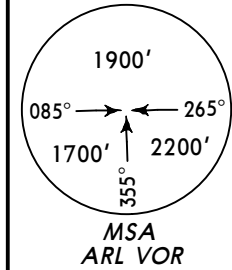
STAR	RWY	ROUTING
NILUG 1M	01L/R	Intercept NTL R-201 inbound to D44 NTL, turn LEFT, intercept TEB R-178 inbound to TEB for RADAR vectors to final approach.
NILUG 1S	08	
NILUG 1T	26	
NILUG 1P	19R/L	Intercept NTL R-201 inbound to D44 NTL, turn LEFT, intercept TEB R-178 inbound to TEB, TEB R-005 to ERK for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

D-ATIS
119.0

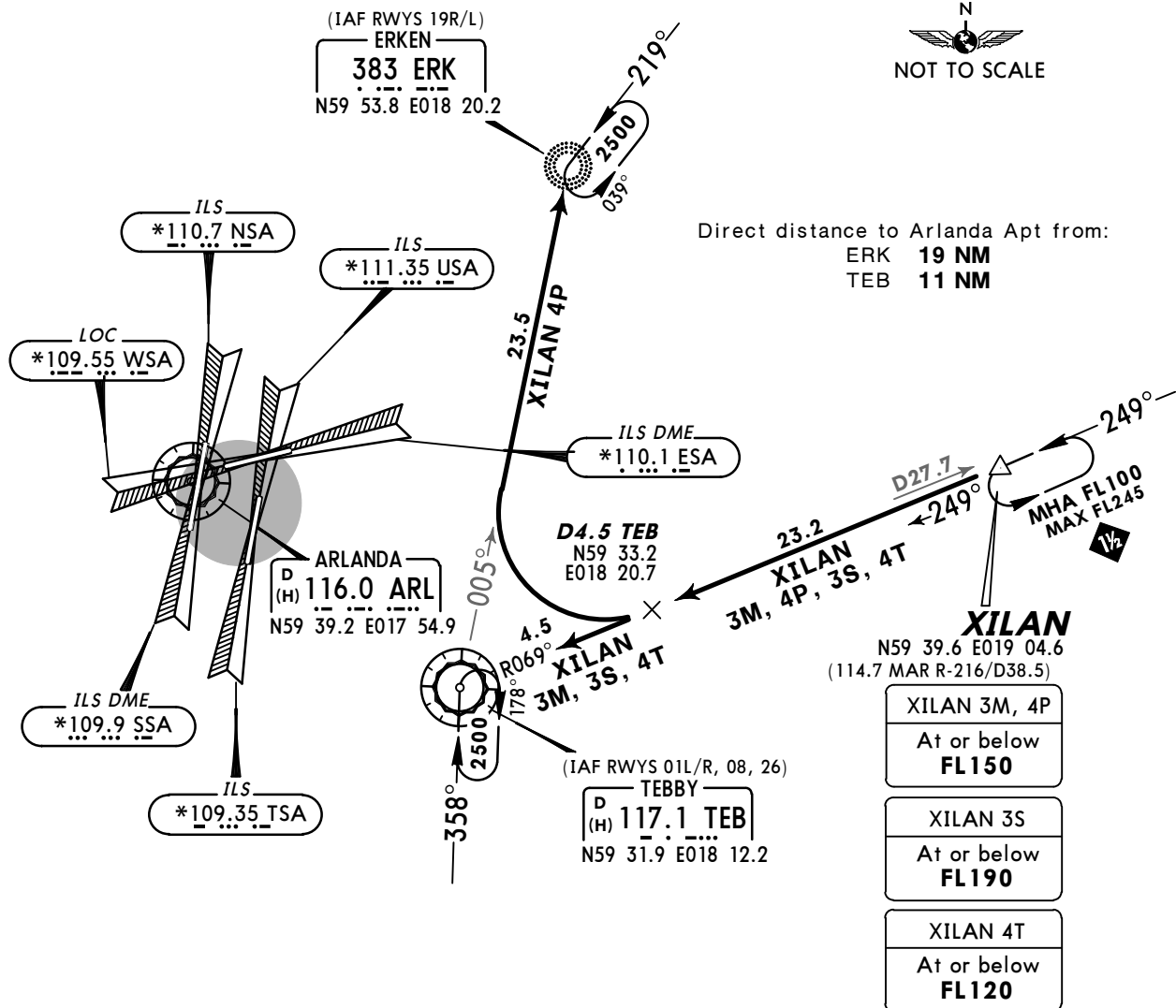
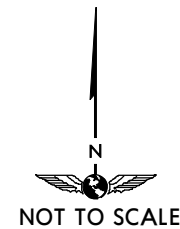
Apt Elev
137'

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.

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'

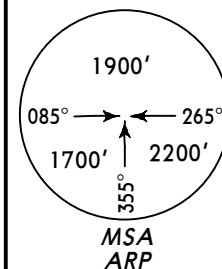
1. If unable flying P-RNAV inform ATC by using phraseology 'UNABLE RNAV STAR'.
2. STARs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
3. Pilots are requested to plan their descent so as to perform a continuous descent approach (CDA) from 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**HAMMAR
D 112.6 HMR
(H)
N60 16.8 E018 23.5

NOT TO SCALE

Direct distance from SA801 to:
Arlanda Apt 9 NM

ELTOK

N59 49.5
E016 59.4

138° 9

ELTOK 2J

SA912

N59 42.6 E017 09.6
(38 NM to THR 01L)At or above
FL100

SA810

N59 36.2 E017 19.1
(30 NM to THR 01L)At or above
FL80

SA815

N59 32.3 E017 24.9

SA808

N59 27.9 E017 33.9
(19 NM to THR 01L)At or above
5000'

SA801

N59 30.0 E017 51.8

At or above
2500'

SA816

N59 28.0 E017 42.9

At or above
2500'

MAX 200 KT

SA802

N59 28.1 E017 51.2

At or above
2500'

MAX 180 KT

SA605

N59 27.4 E017 58.8

At or above
2500'

MAX 200 KT

SA604

N59 30.6 E018 08.2
(20 NM to THR 01L)At or above
5000'

SA602

N59 37.4
E018 14.2

SA500

N59 48.4 E018 18.2
(38 NM to THR 01L)At or above
FL100

SA499

N59 40.6 E018 15.4
(31 NM to THR 01L)At or above
FL80

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'

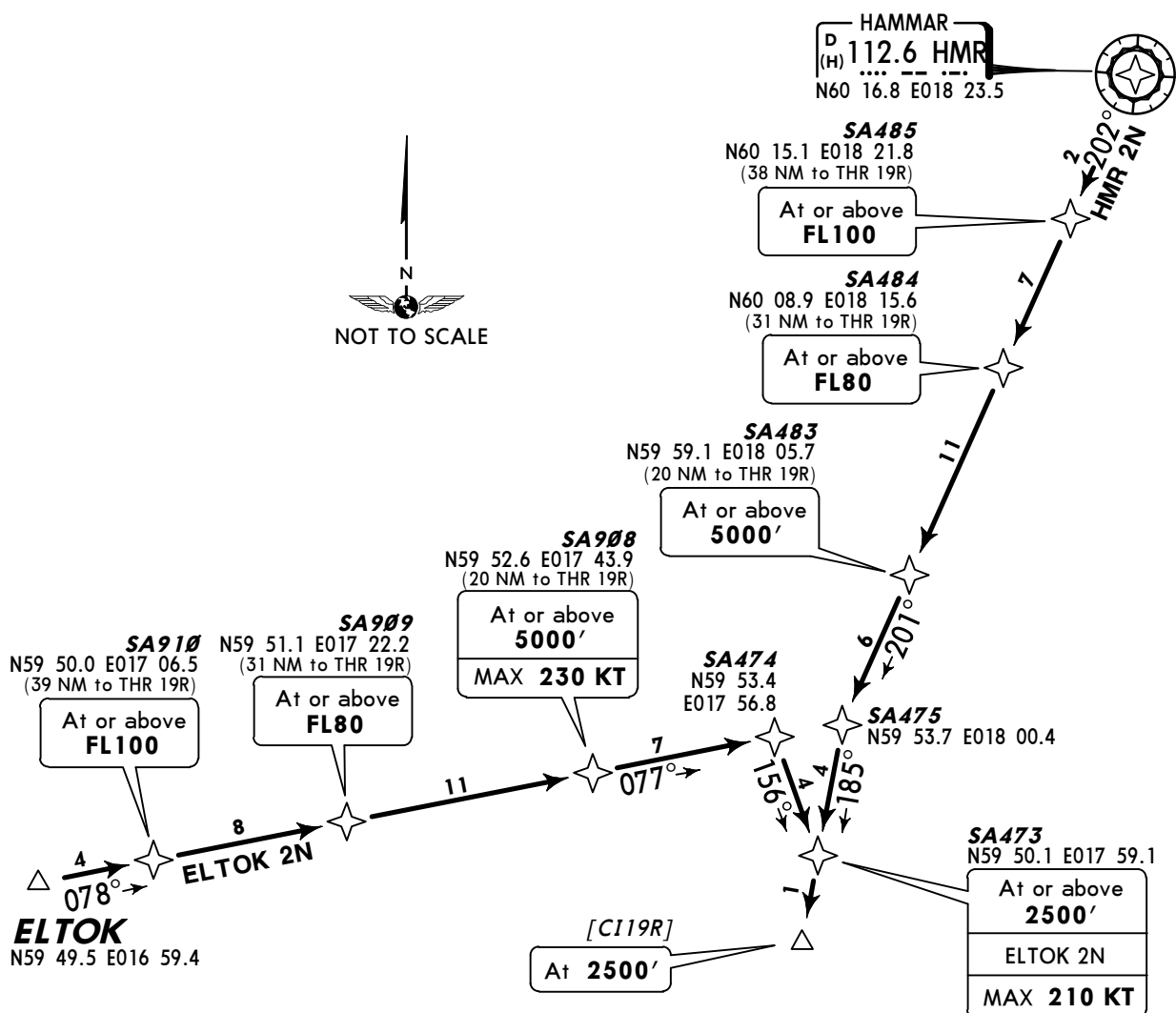
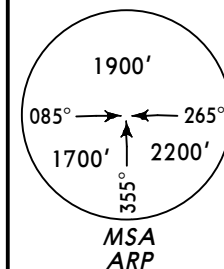
Alt Set: hPa Trans level: By ATC Trans alt: 5000'

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'

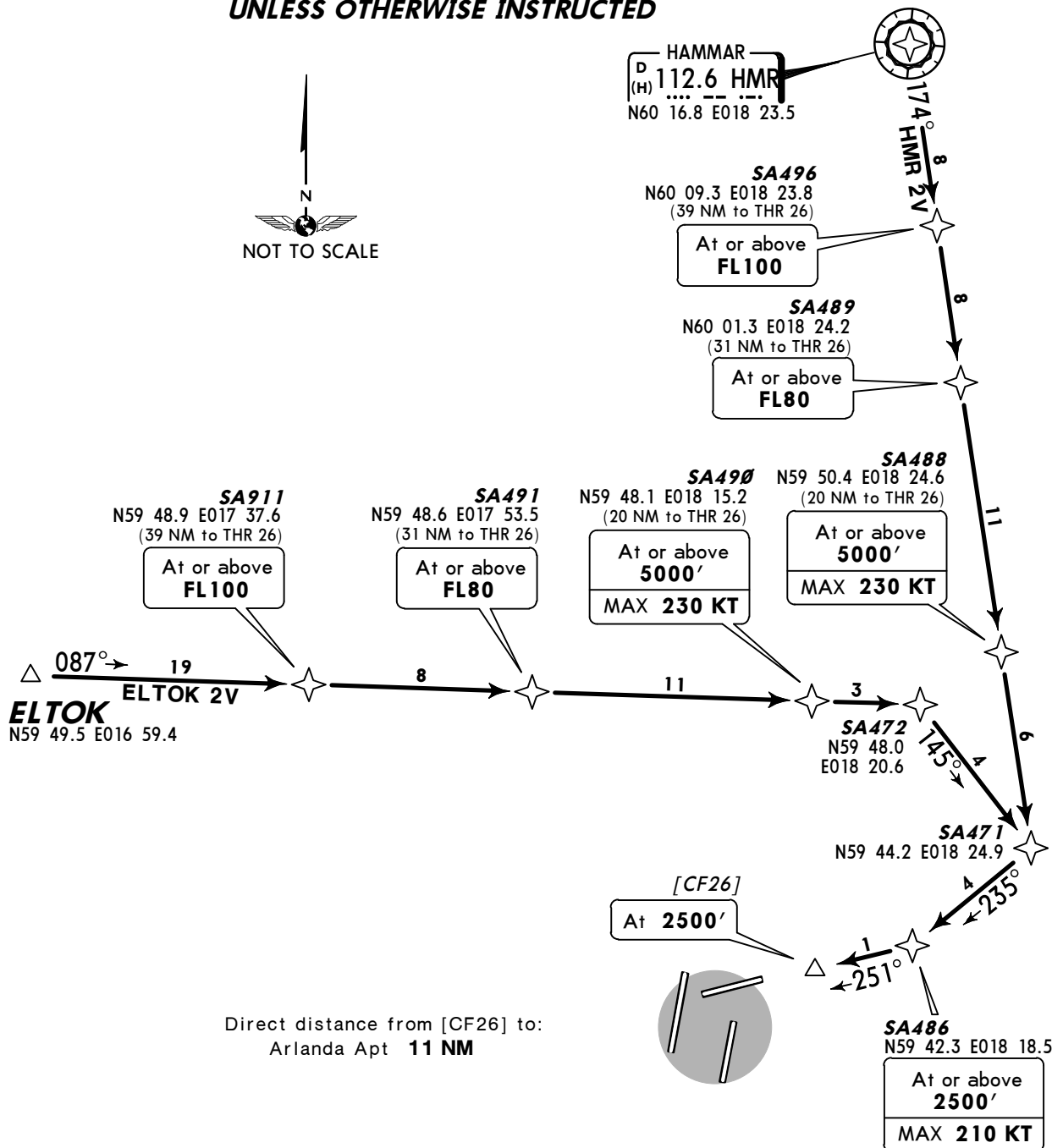
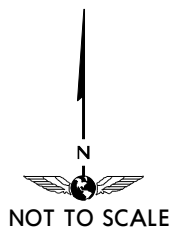
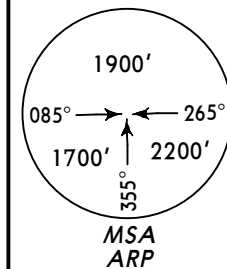
1. If unable flying P-RNAV inform ATC by using phraseology 'UNABLE RNAV STAR'.
2. STARs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
3. Pilots are requested to plan their descent so as to perform a continuous descent approach (CDA) from 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'

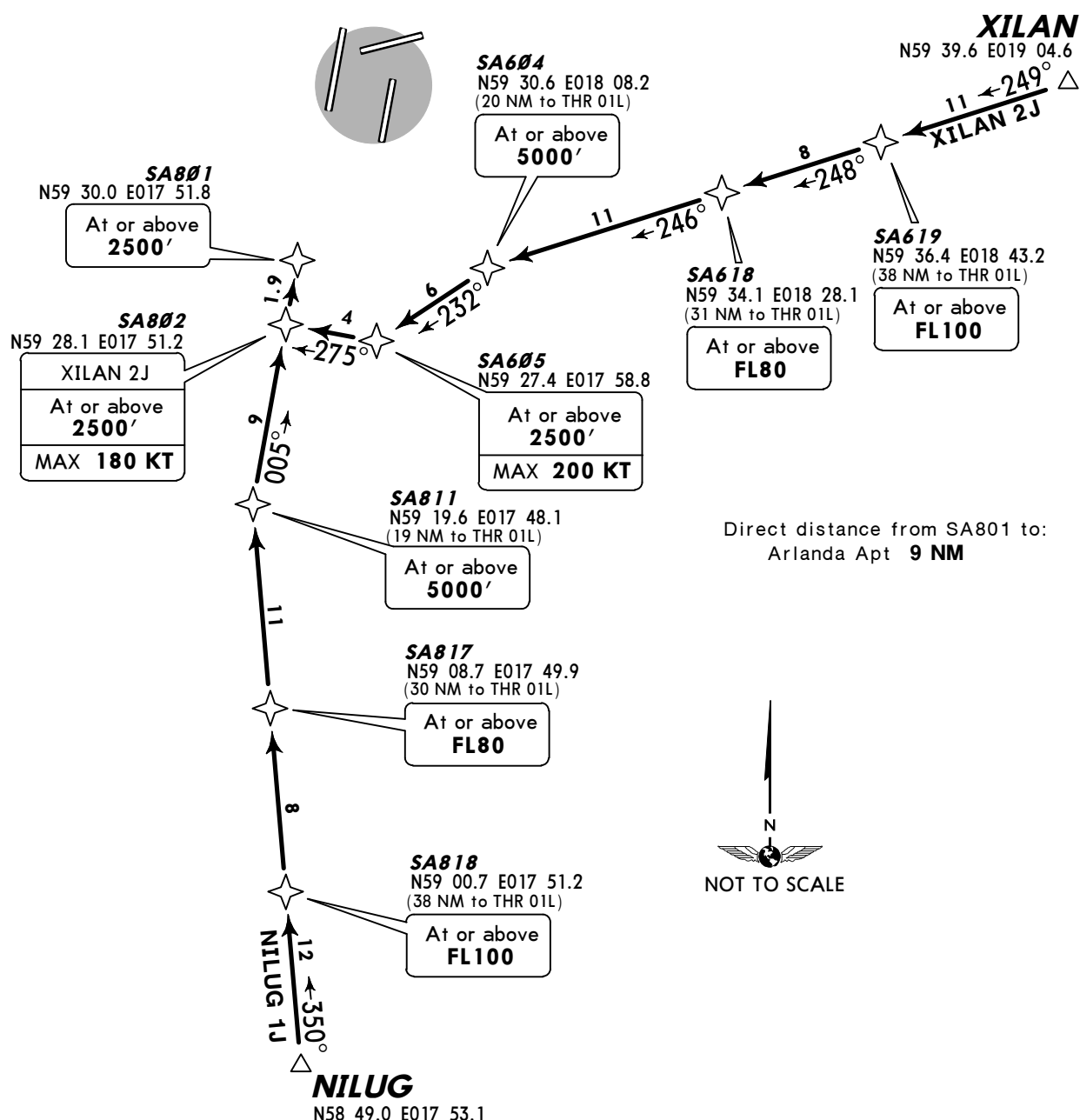
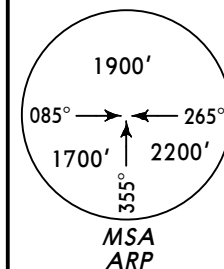
1. If unable flying P-RNAV inform ATC by using phraseology 'UNABLE RNAV STAR'. 2. STARs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Pilots are requested to plan their descent so as to perform a continuous descent approach (CDA) from 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'

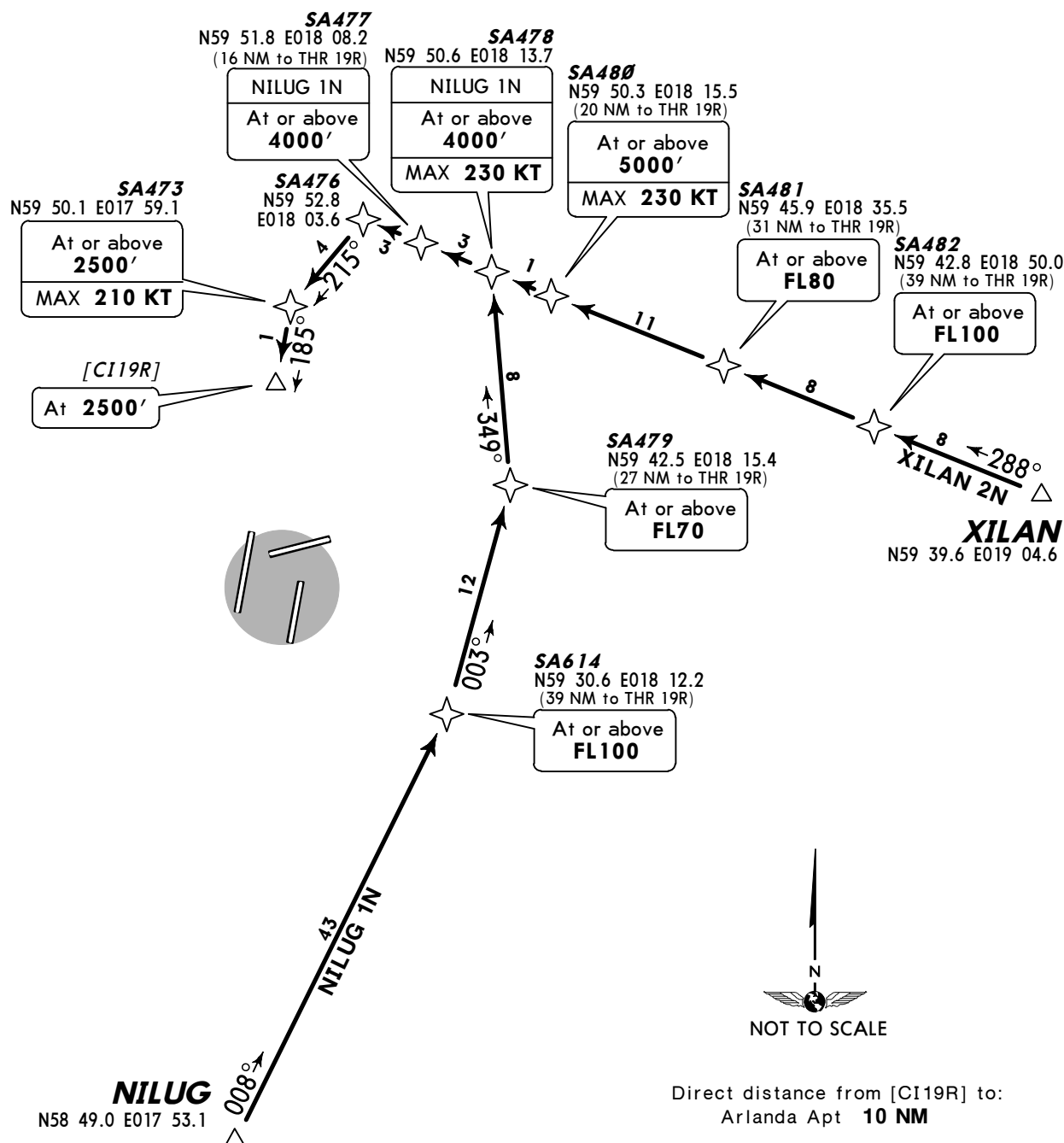
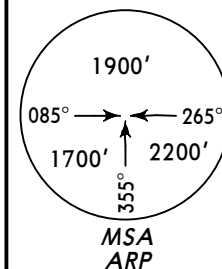
1. If unable flying P-RNAV inform ATC by using phraseology 'UNABLE RNAV STAR'.
2. STARs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
3. Pilots are requested to plan their descent so as to perform a continuous descent approach (CDA) from 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'

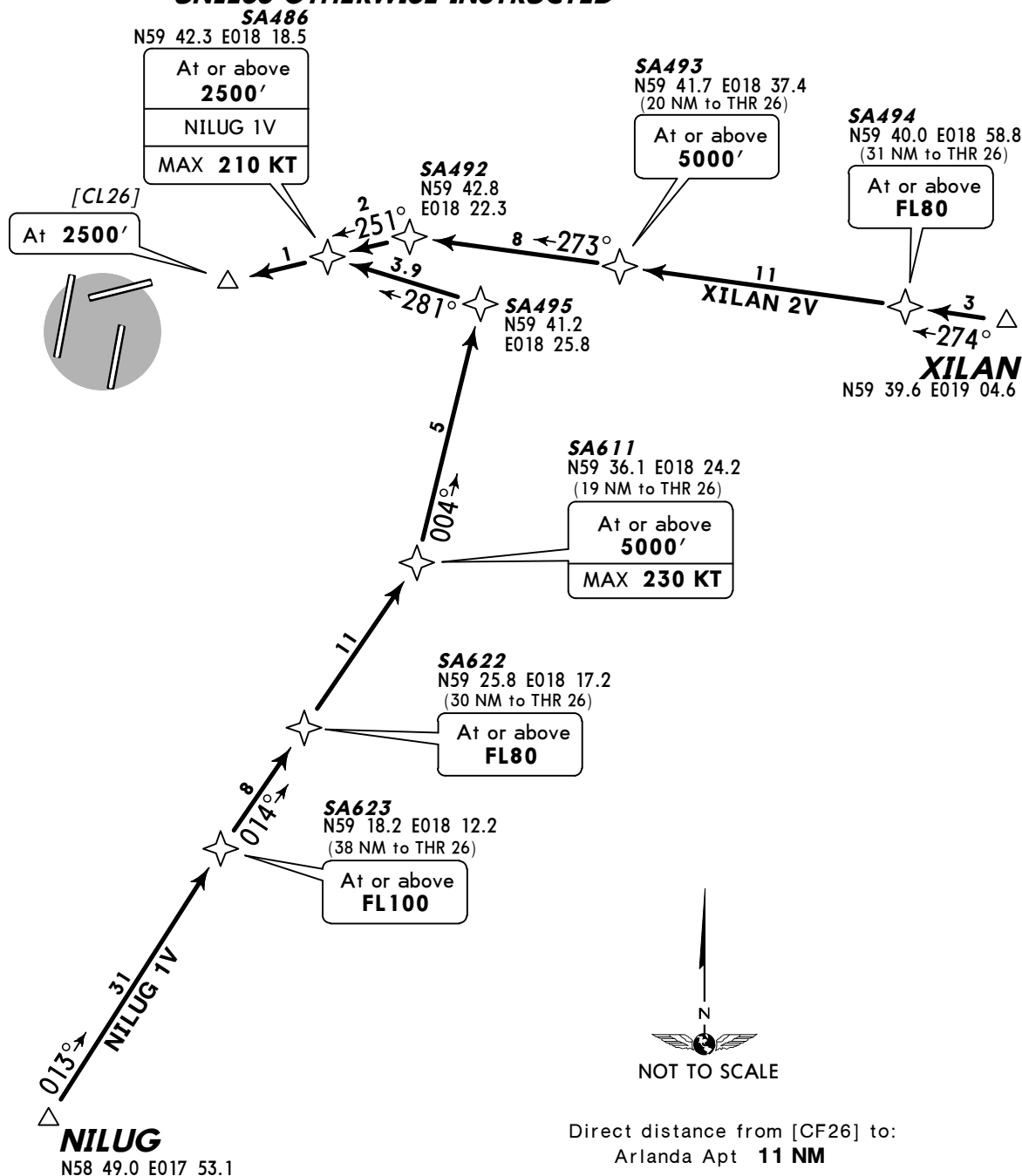
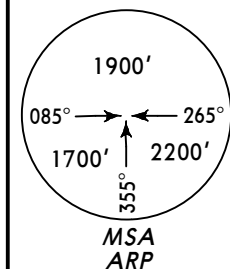
1. If unable flying P-RNAV inform ATC by using phraseology 'UNABLE RNAV STAR'.
2. STARS are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
3. Pilots are requested to plan their descent so as to perform a continuous descent approach (CDA) from 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').

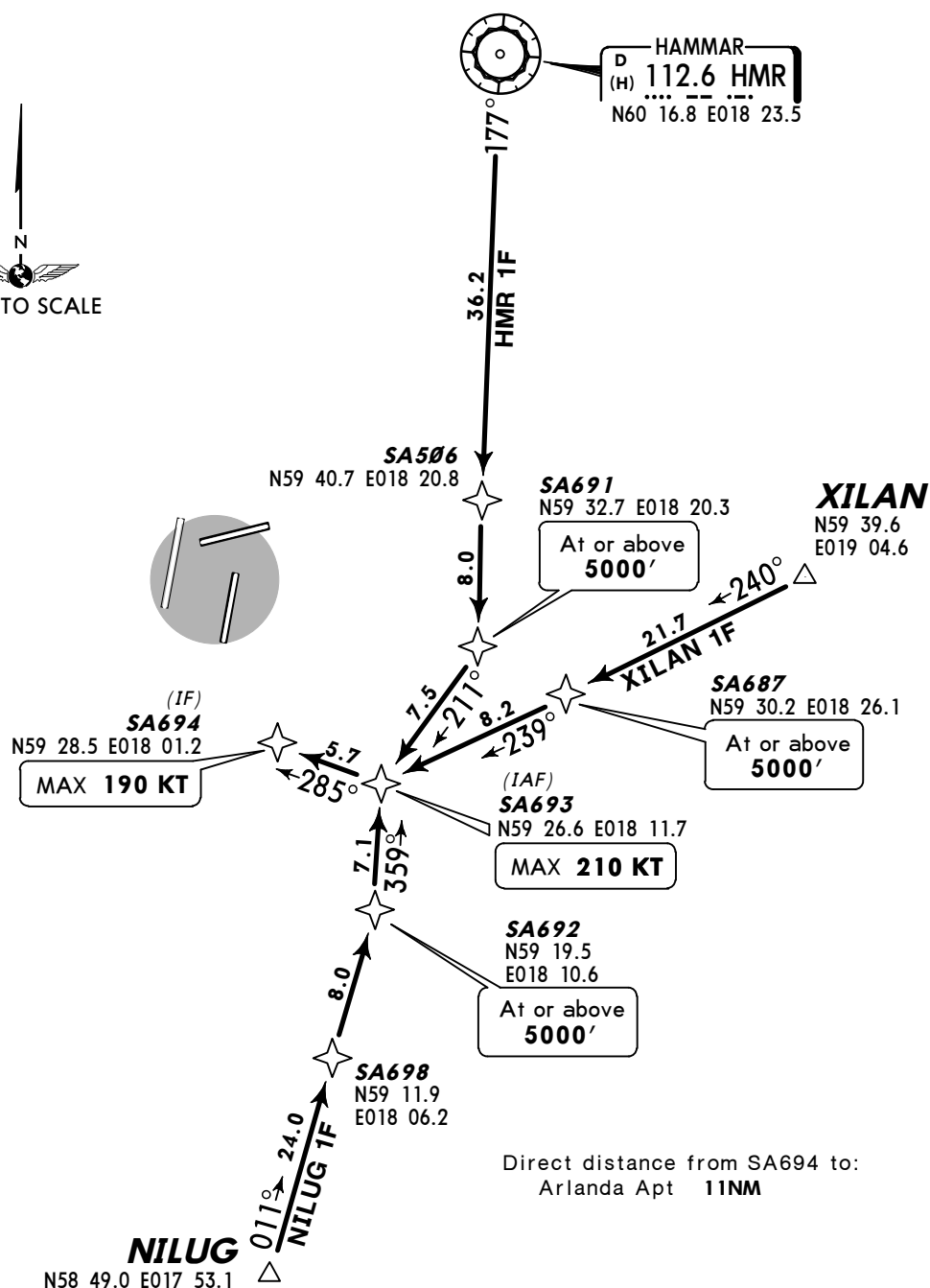
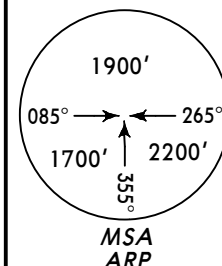
XILAN 2V

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

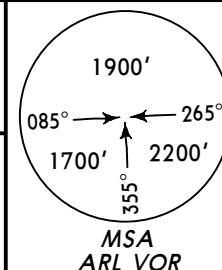
Pilots and operators are requested to report any error or difficulty (e.g. discontinuity) with SIDs to:

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

RNAV AND NON-RNAV INSTRUCTIONS

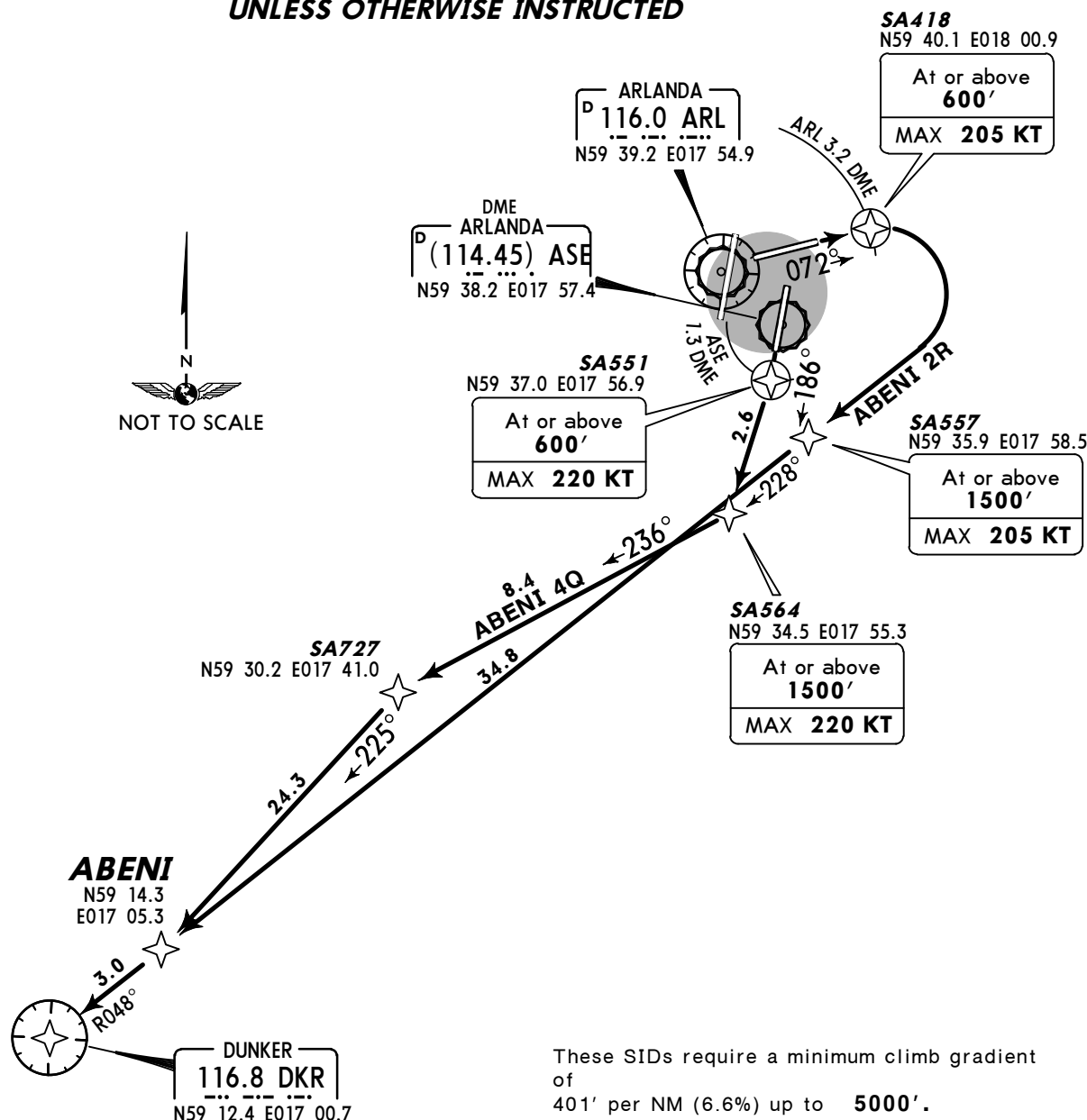
CLIMB SPEED

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'**.

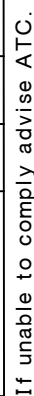
Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

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.

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

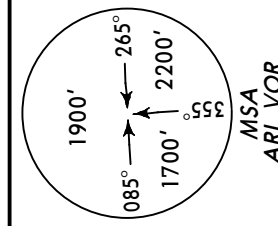


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Trans level: By ATC Trans alt: 5000'

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

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



SA567
N59 28.2 E017 59.5

At or above
1500'

MAX 220 KTT

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

ROUTING

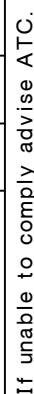
ARS 4E	19L	Climb on 186° track to SA551 (600' +; K205-) - SA561 (1500' +; K205-) - SA567 (1500' +; K220-) - SA726 - ARS. B757, B767, MD-11: Climb on 186° track to ASE 1.3 DME, turn LEFT, 140° track to SA561 (MAX 205 KT until SA561) - SA567 (MAX 220 KT until SA567) - SA726 - ARS. NON-FMS/RNAV: Climb on 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.

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.

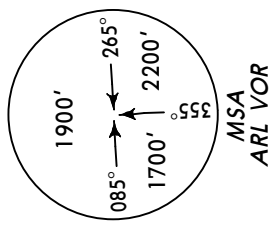
1. Contact STOCKHOLM Control when instructed by Tower.
2. For additional departure instructions refer to 10-3A.



STOCKHOLM Control
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.

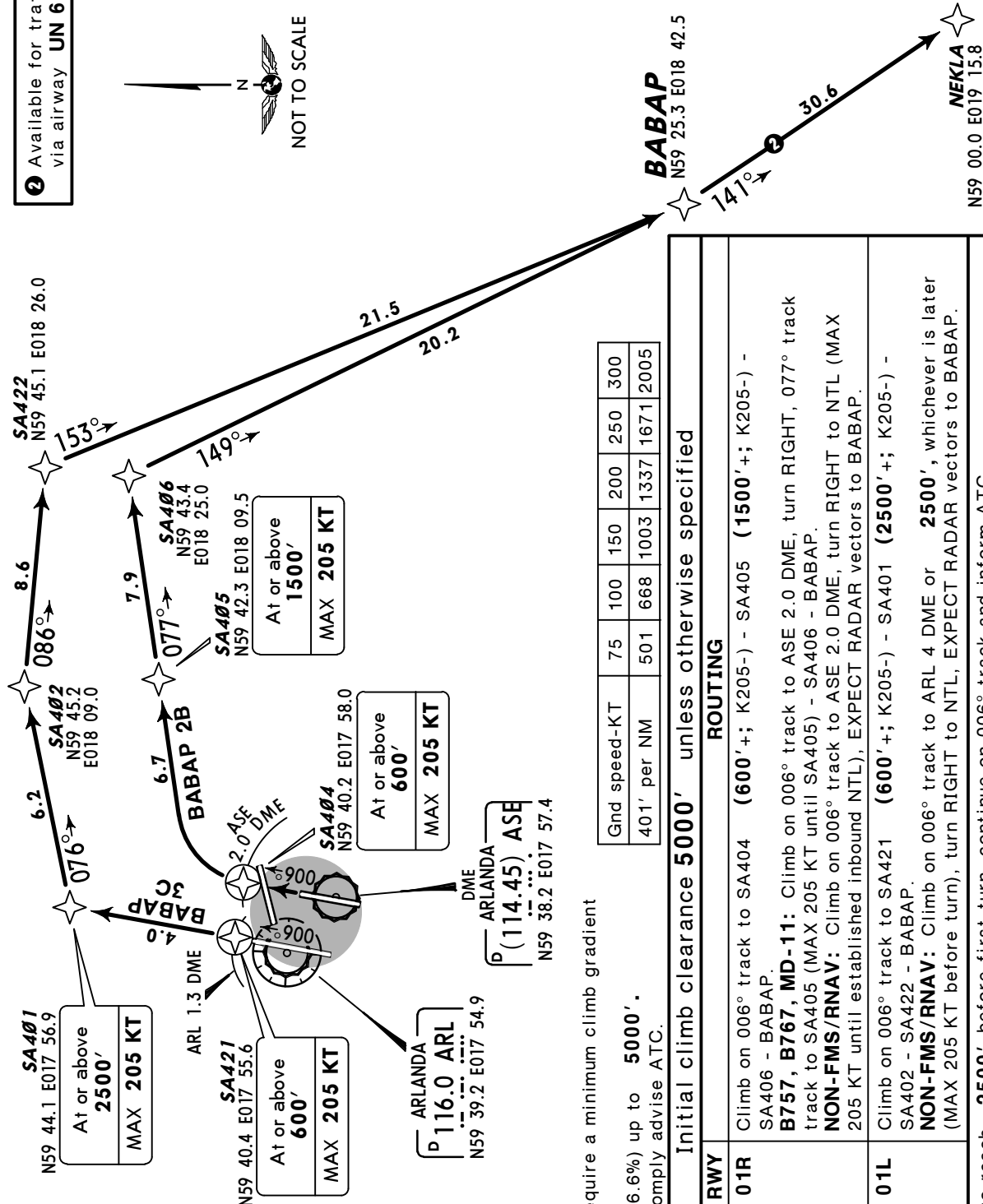
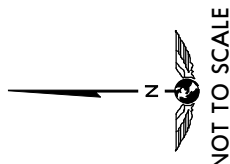


BABAP 2B [BABA2B] BABAP 3C [BABA3C] RWYS 01R/L RNAV DEPARTURES

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.

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

SID	RWY	ROUTING
BABAP 2B	01R	Climb on 006° track to SA404 (600' +; K205-) - SA405 (1500' +; K205-) - SA406 - BABAP. B757, B767, MD-11: Climb on 006° track to ASE 2.0 DME, turn RIGHT, 077° track to SA405 (MAX 205 KT until SA405) - SA406 - BABAP. NON-FMS/RNAV: Climb on 006° track to ASE 2.0 DME, turn RIGHT to NTL (MAX 205 KT until established inbound NTL), EXPECT RADAR vectors to BABAP.
BABAP 3C	01L	Climb on 006° track to SA421 (600' +; K205-) - SA401 (2500' +; K205-) - SA402 - SA422 - BABAP. 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, EXPECT RADAR vectors to BABAP.
If unable to reach 2500' before first turn, continue on 006° track and inform ATC.		

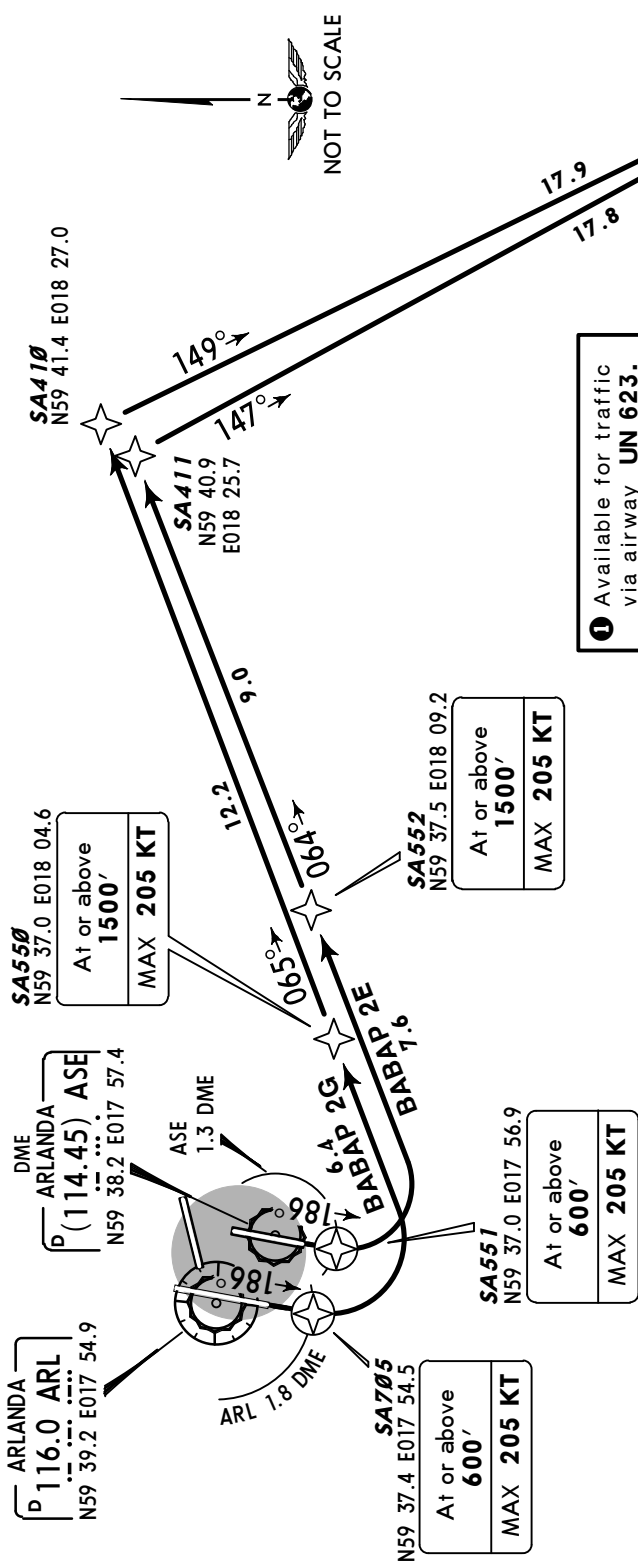
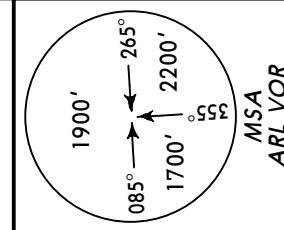
STOCKHOLM Control
126.65Apt Elev
137'

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.

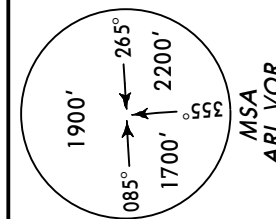
STOCKHOLM Control
BABAP 2K 124.1
BABAP 2L, 2R 126.65

Apt Elev
137'

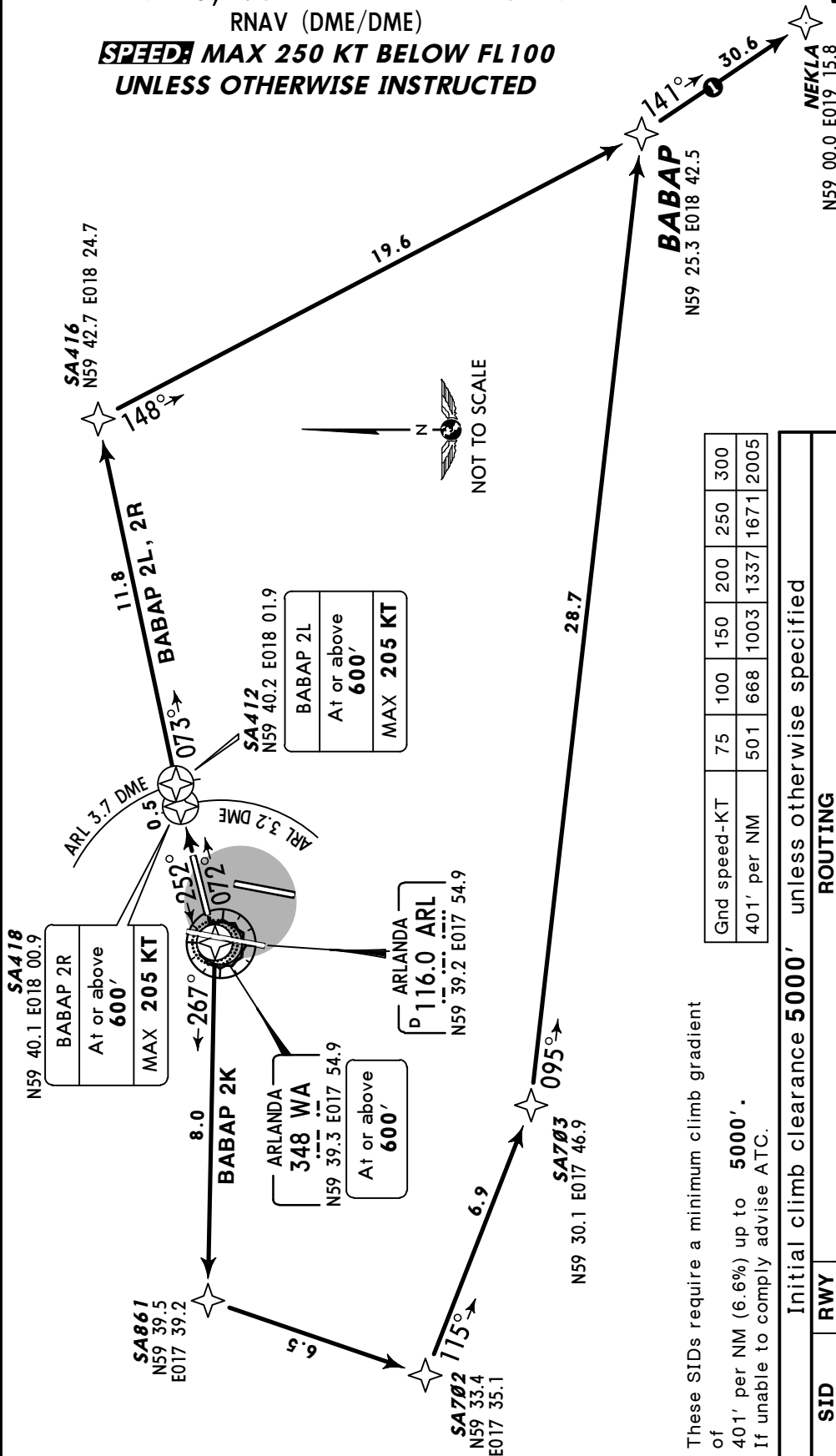
Trans level: By ATC Trans alt: 5000'
1. Contact STOCKHOLM Control when instructed by Tower.
2. For additional departure instructions refer to 10-3A.

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



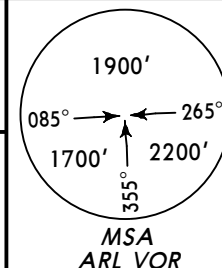
Available for traffic
via airway UN 623.



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

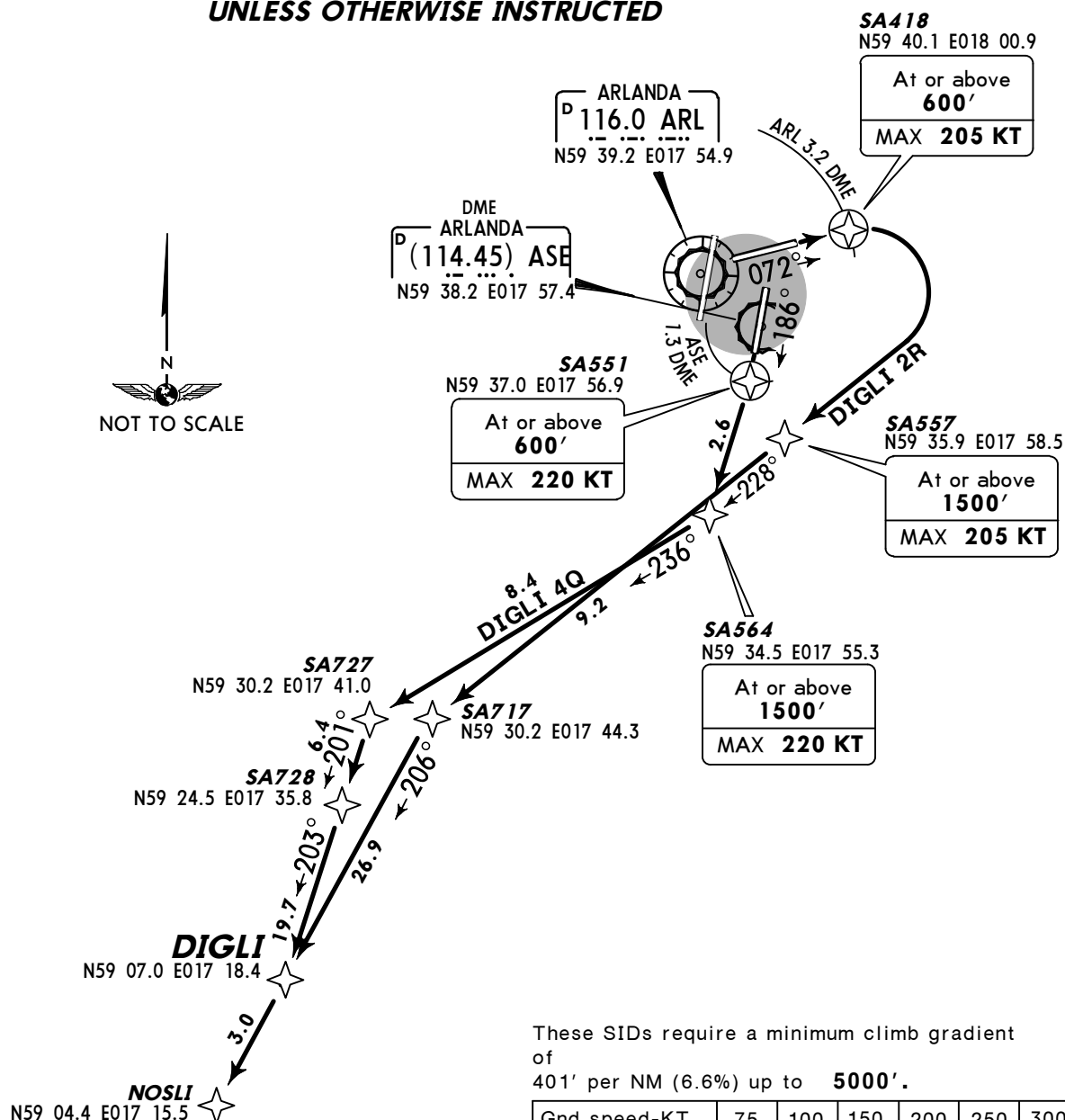
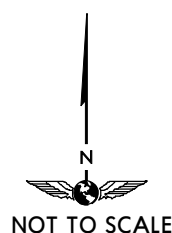
These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to 5000'. If unable to comply advise ATC.

Initial climb clearance 5000' unless otherwise specified		
SID	RWY	ROUTING
BABAP 2K	26	Climb on 252° track to WA (600'+) - SA861 - SA702 - SA703 - BABAP. NON-FMS/RNAV: Climb on 252° track to WA, turn RIGHT, 267° bearing, expect radar vectors to BABAP.
BABAP 2L	08	Climb on 072° track to SA412 (600'+; K205-) - SA416 - BABAP. NON-FMS/RNAV: Climb on 072° track (MAX 205 KT until ARL 3.7 DME), expect radar vectors to BABAP.
BABAP 2R		Climb on 072° track to SA418 (600'+; K205-) - SA416 - BABAP. NON-FMS/RNAV: Climb on 072° track (MAX 205 KT until ARL 3.7 DME), expect radar vectors to BABAP.

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)

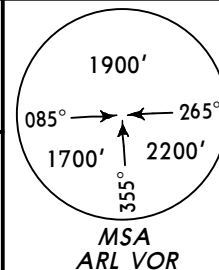
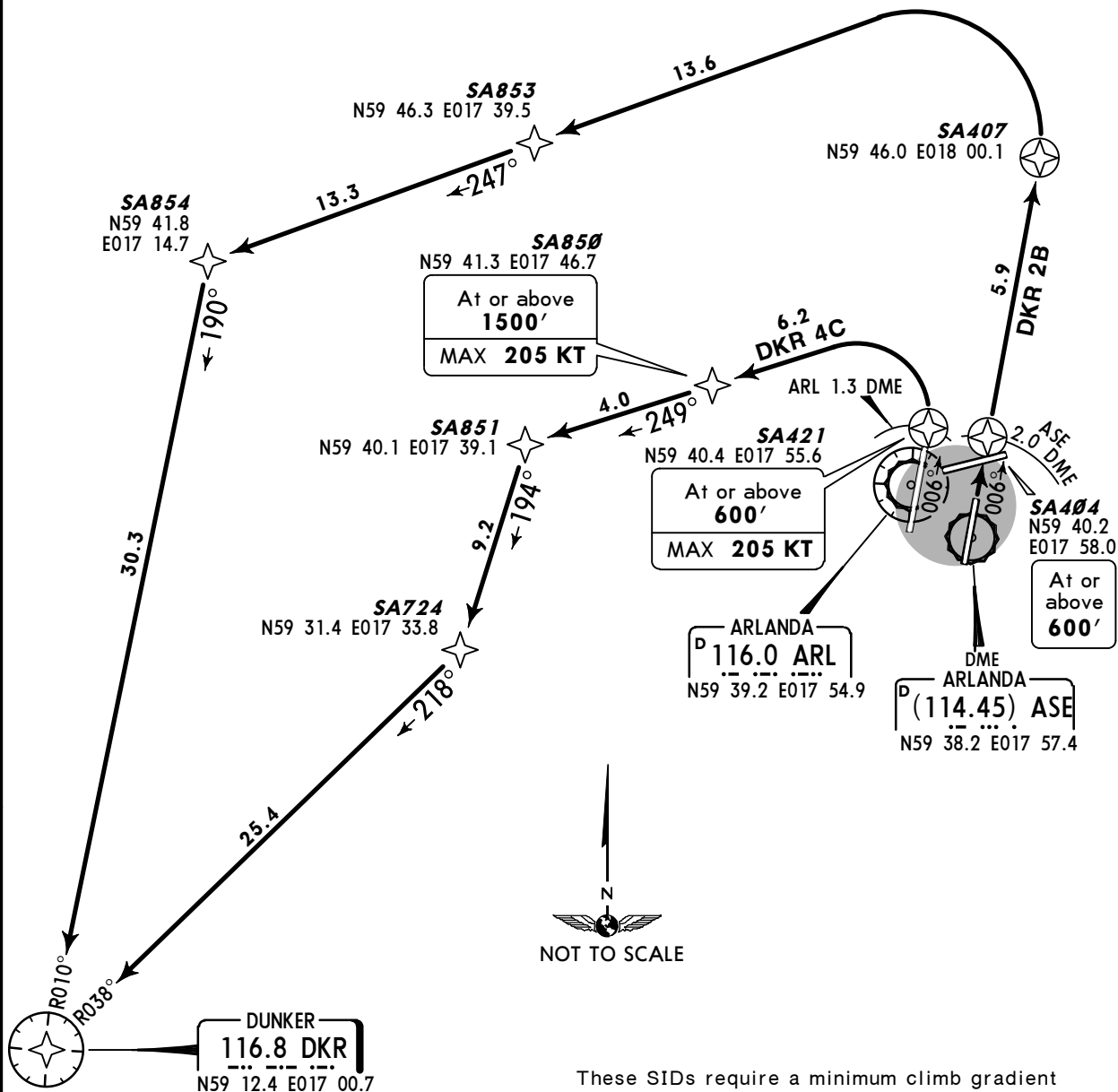
**~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED**



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.

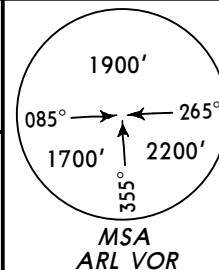
STOCKHOLM Control
124.1Apt Elev
137'Trans level: By ATC Trans alt: 5000'
1. Contact STOCKHOLM Control when instructed by Tower. 2. For additional departure instructions refer to 10-3A.**DUNKER 2B (DKR 2B), DUNKER 4C (DKR 4C)**
RWYS 01R/L RNAV DEPARTURES
RNAV (DME/DME)**~~SPEED~~ MAX 250 KT BELOW FL100**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

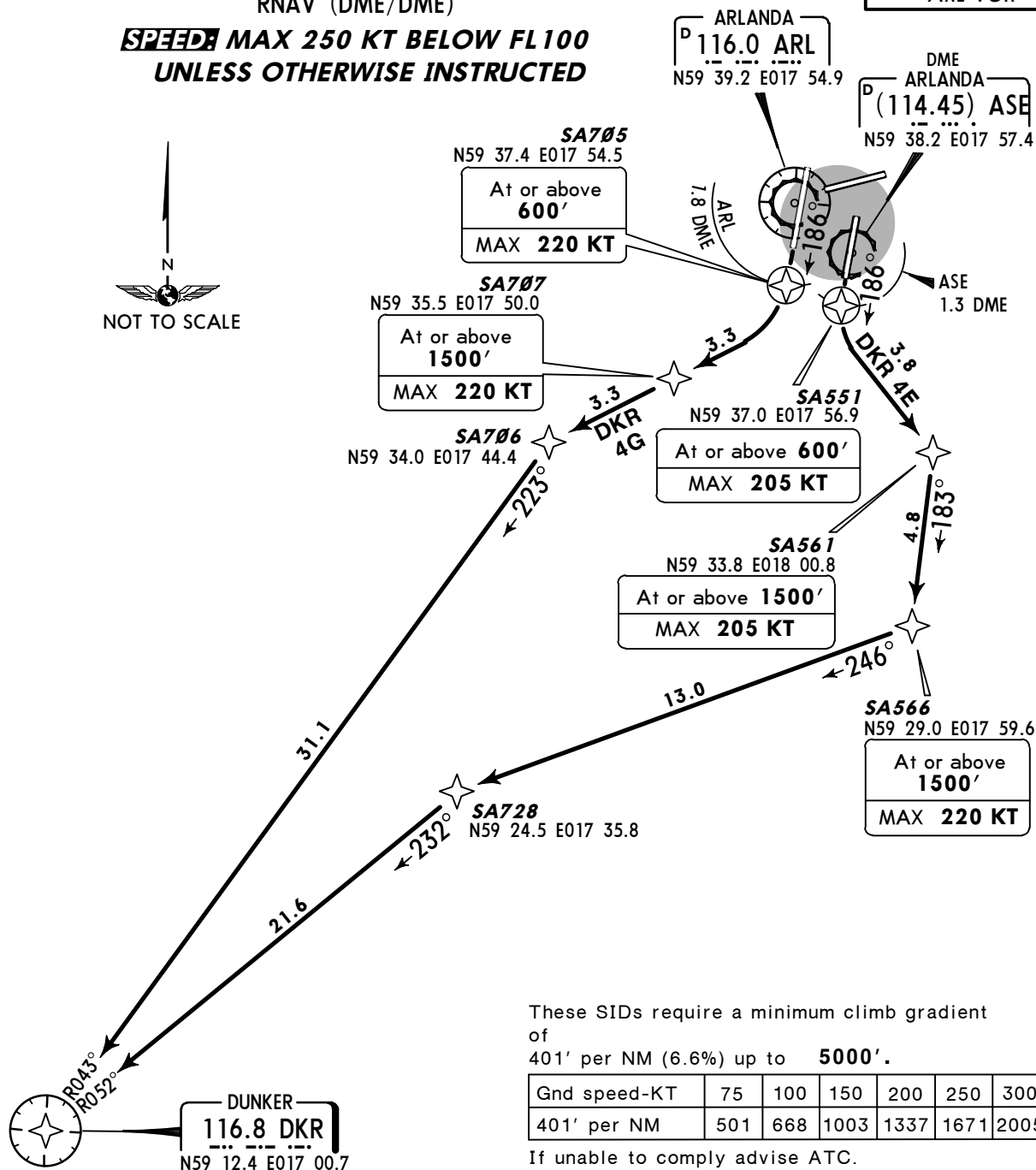
SID	RWY	ROUTING
DKR 2B	01R	Climb on 006° track to SA404 (600'+) - SA407 - SA853 - SA854 - DKR. NON-FMS/RNAV: Climb on 006° track, EXPECT RADAR vectors to DKR.
DKR 4C	01L	Climb on 006° track to SA421 (600'+ ; K205-) - SA850 (1500'+ ; K205-) - SA851 - SA724 - DKR. B757, B767, MD-11: Climb on 006° track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

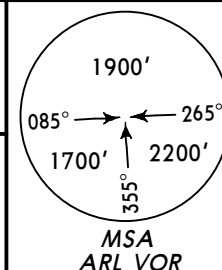
If unable to comply advise ATC.

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

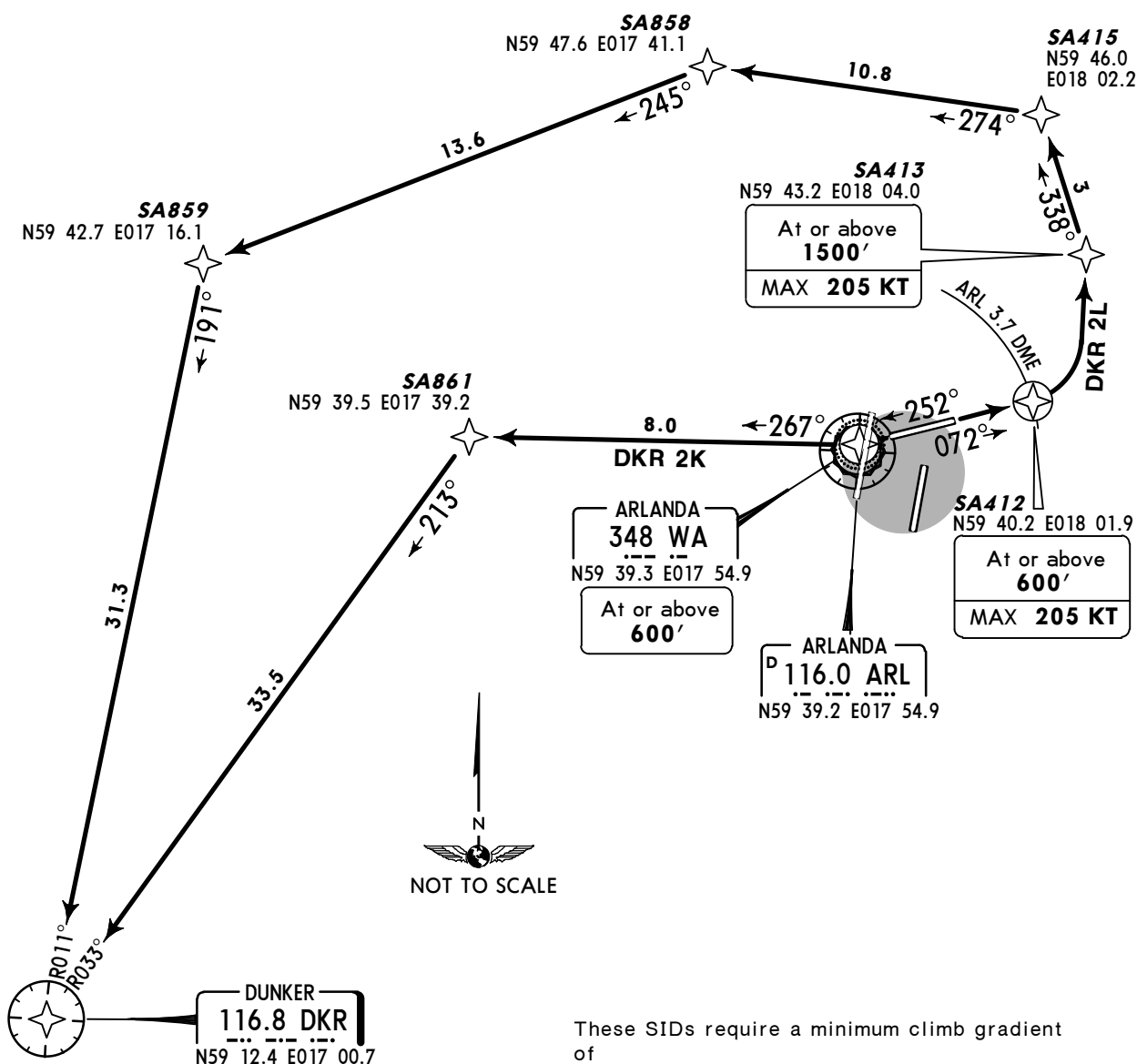
SID	RWY	ROUTING
DKR 4E	19L	Climb on 186° track to SA551 (600'+; K205-) - SA561 (1500'+; K205-) - SA566 (1500'+; K220-) - SA728 - DKR. B757, B767, MD-11: Climb on 186° track to ASE 1.3 DME, turn LEFT, 140° track to SA561 (MAX 205 KT until SA561) - SA566 (MAX 220 KT until SA566) - SA728 - DKR. NON-FMS/RNAV: 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.

Trans level: By ATC Trans alt: 5000'

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



***SPEED: MAX 250 KT BELOW FL 100
UNLESS OTHERWISE INSTRUCTED***



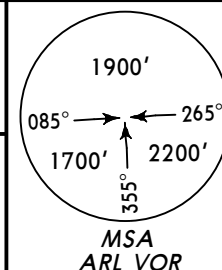
These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to **5000'**.

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

If unable to comply advise ATC.

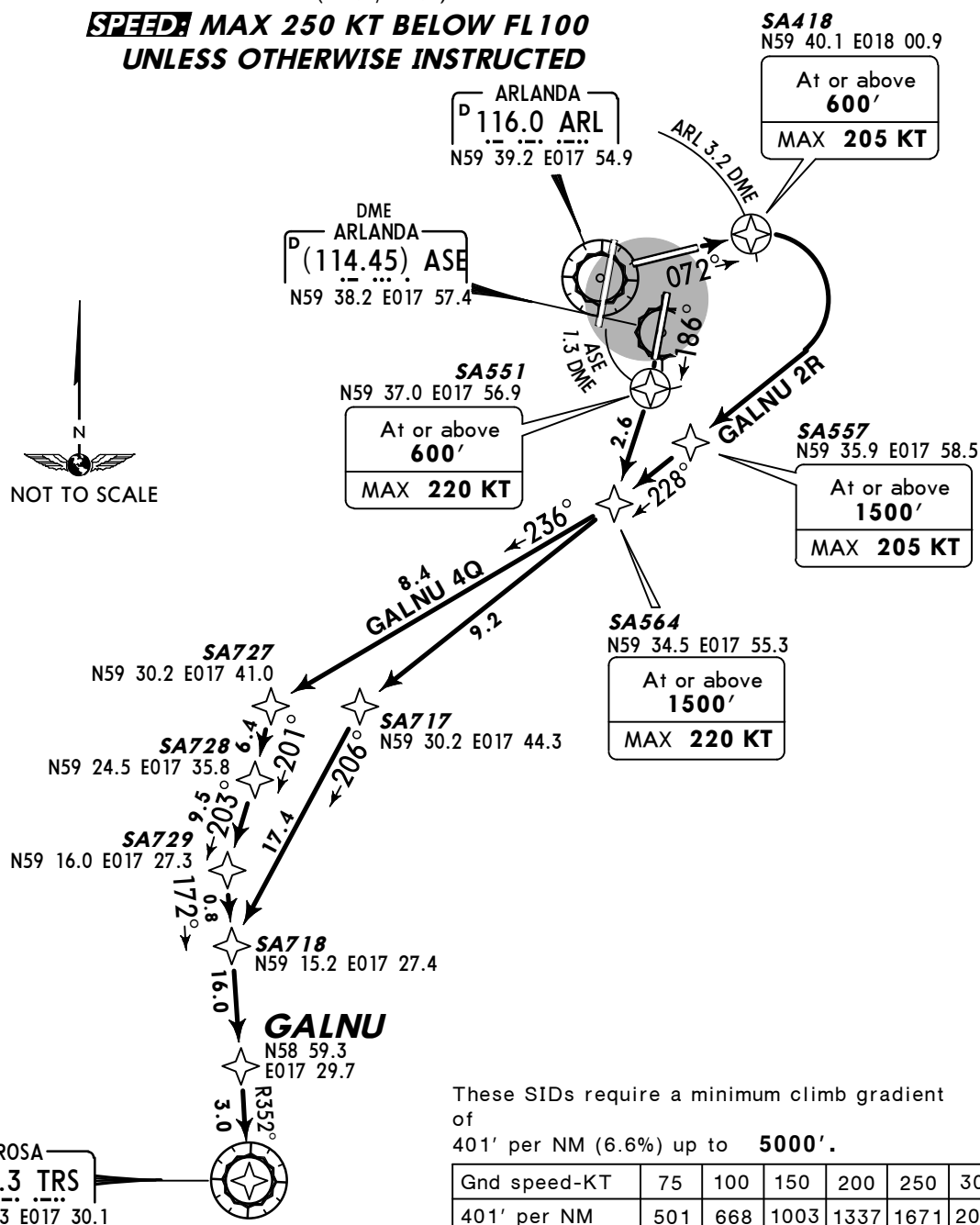
Initial climb clearance **5000'** unless otherwise specified

SID	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



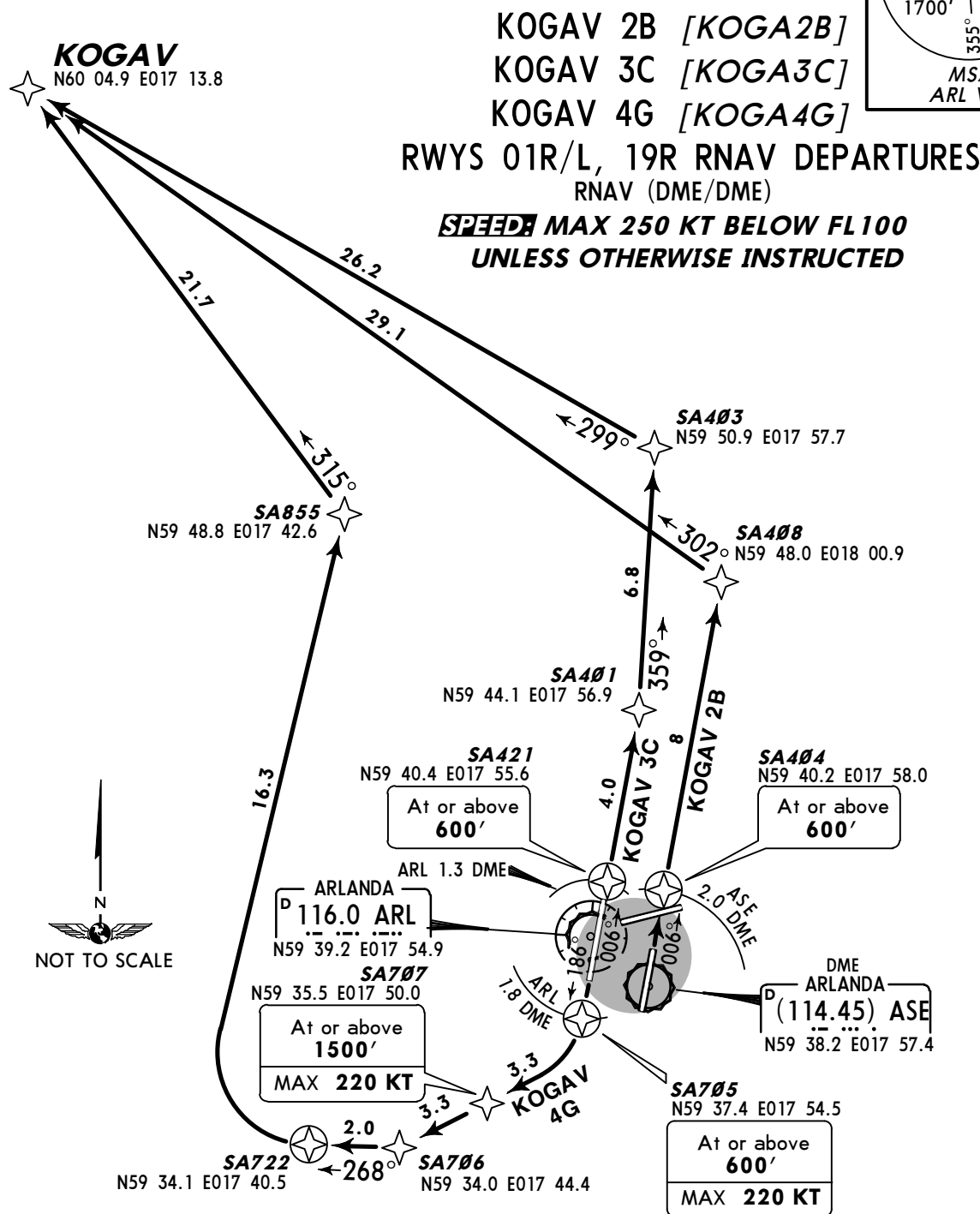
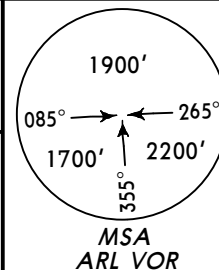
These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to **5000'**.

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

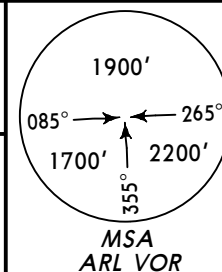
Initial climb clearance **5000'** unless otherwise specified

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
124.1

Apt Elev
137'

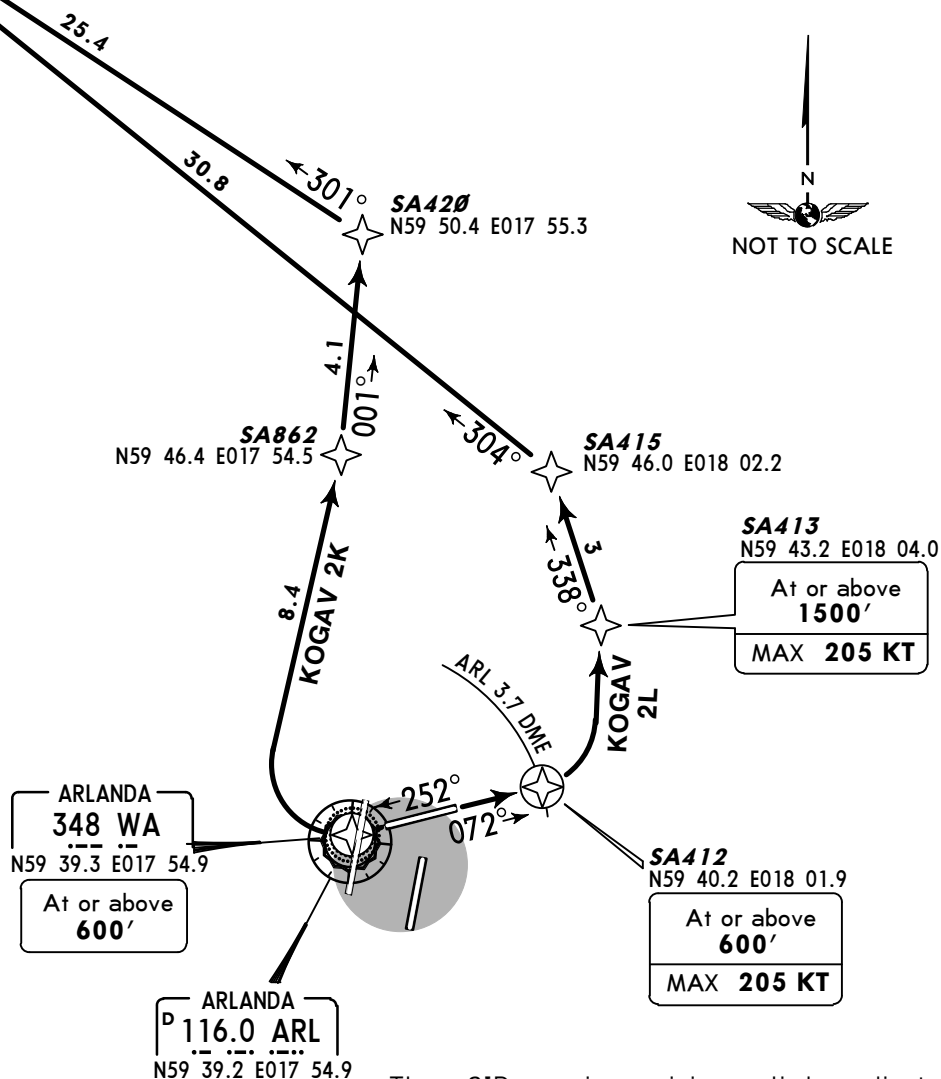
Trans level: By ATC Trans alt: 5000'
1. Contact STOCKHOLM Control when instructed by Tower. 2. For additional departure instructions refer to 10-3A.



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



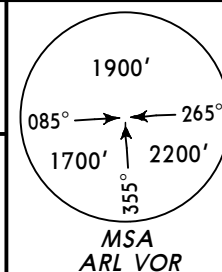
These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to **5000'**.

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

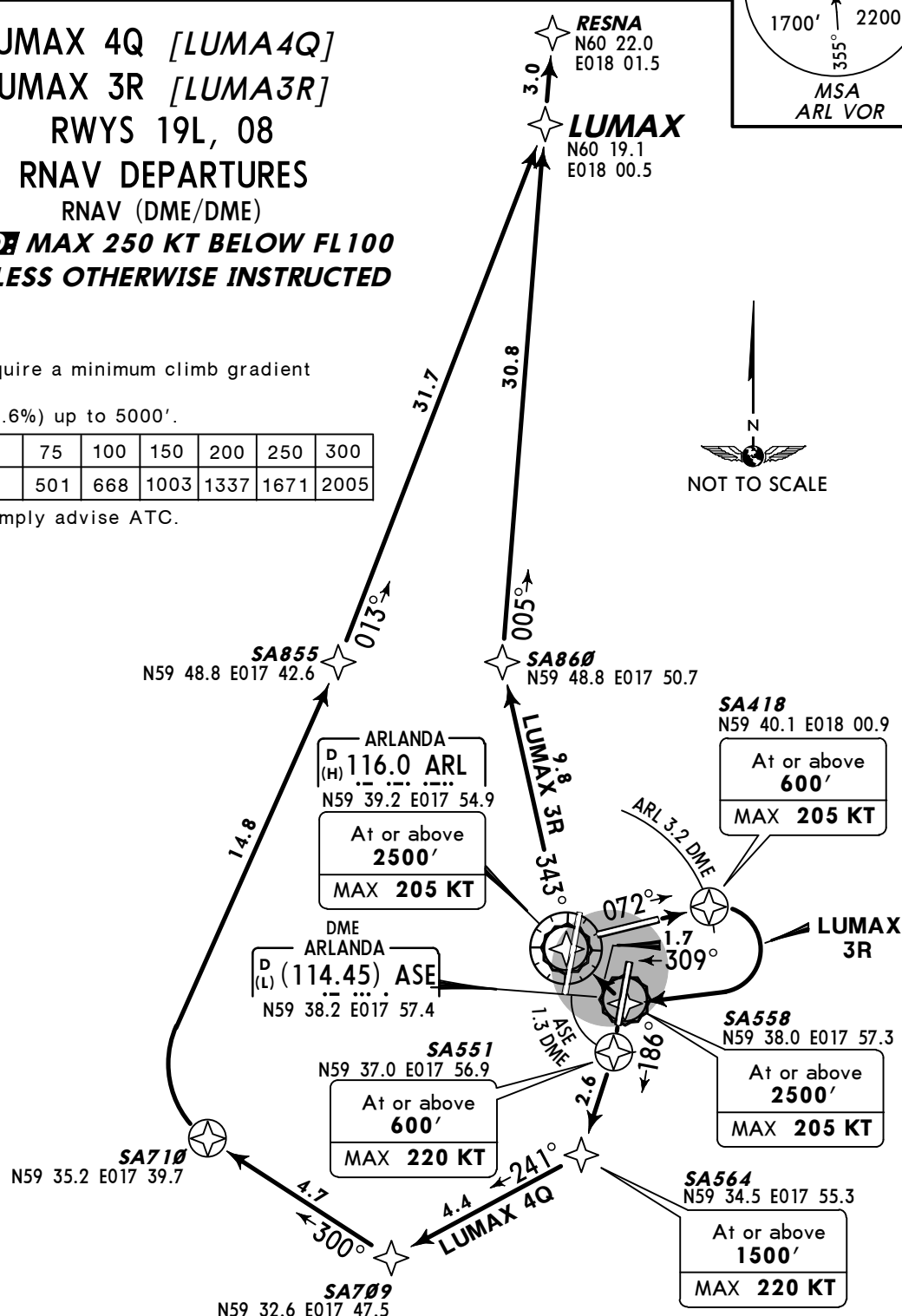
RNAV (DME/DME)

**~~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.

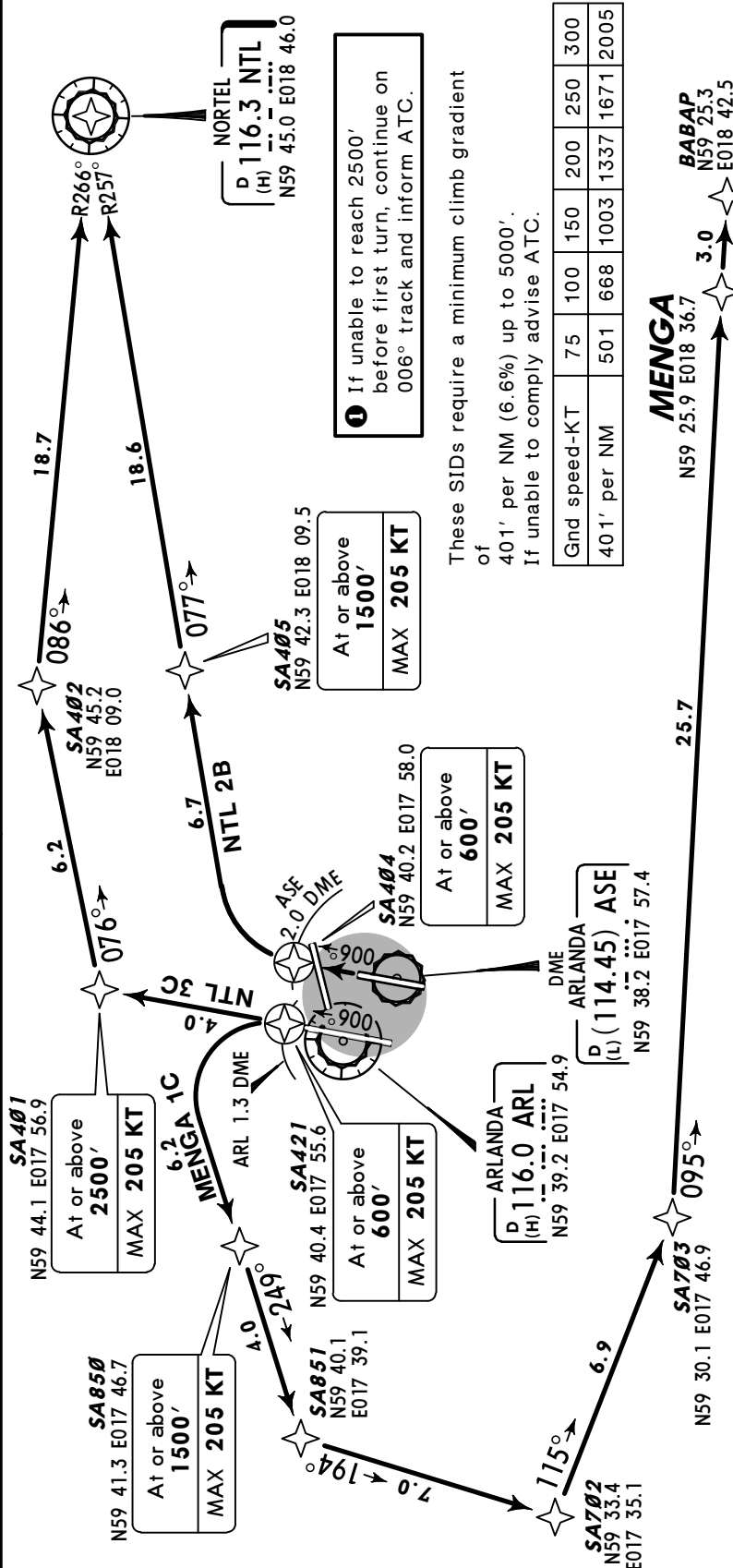
STOCKHOLM Control
MENA 1C NTL 2B, 3C
124.1 126.65Apt Elev
137'

Trans level: By ATC Trans alt: 5000'

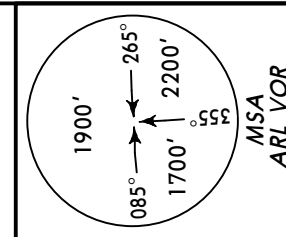
1. Contact STOCKHOLM Control when instructed by Tower.
2. For additional departure instructions refer to 10-3A.

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



Available for traffic via airway UN-623.

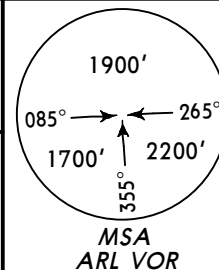
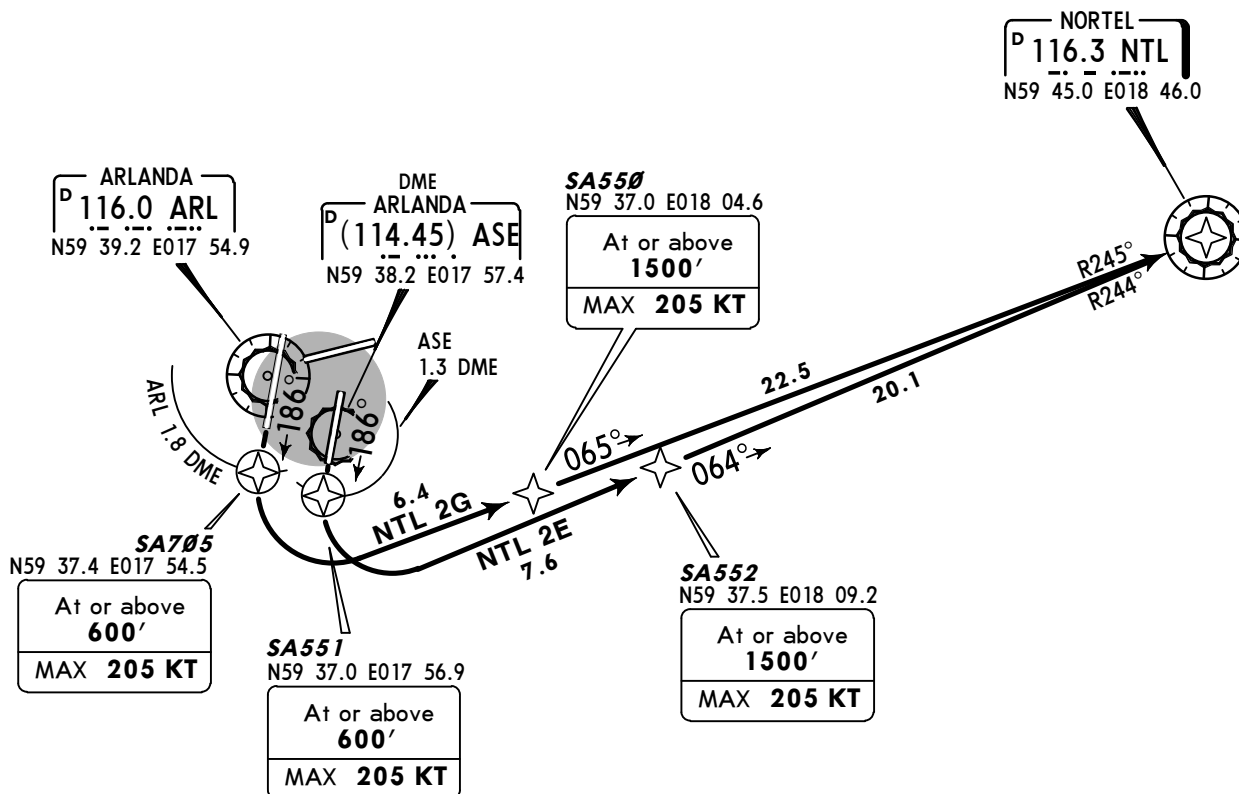


NEKLA
N59 00.0
E019 15.8

NOT TO SCALE

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

SID	RWY	ROUTING
MENA 1C	01L	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.
NTL 2B	01R	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 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**

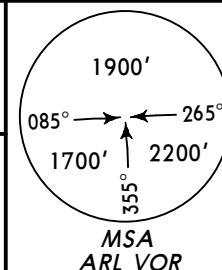
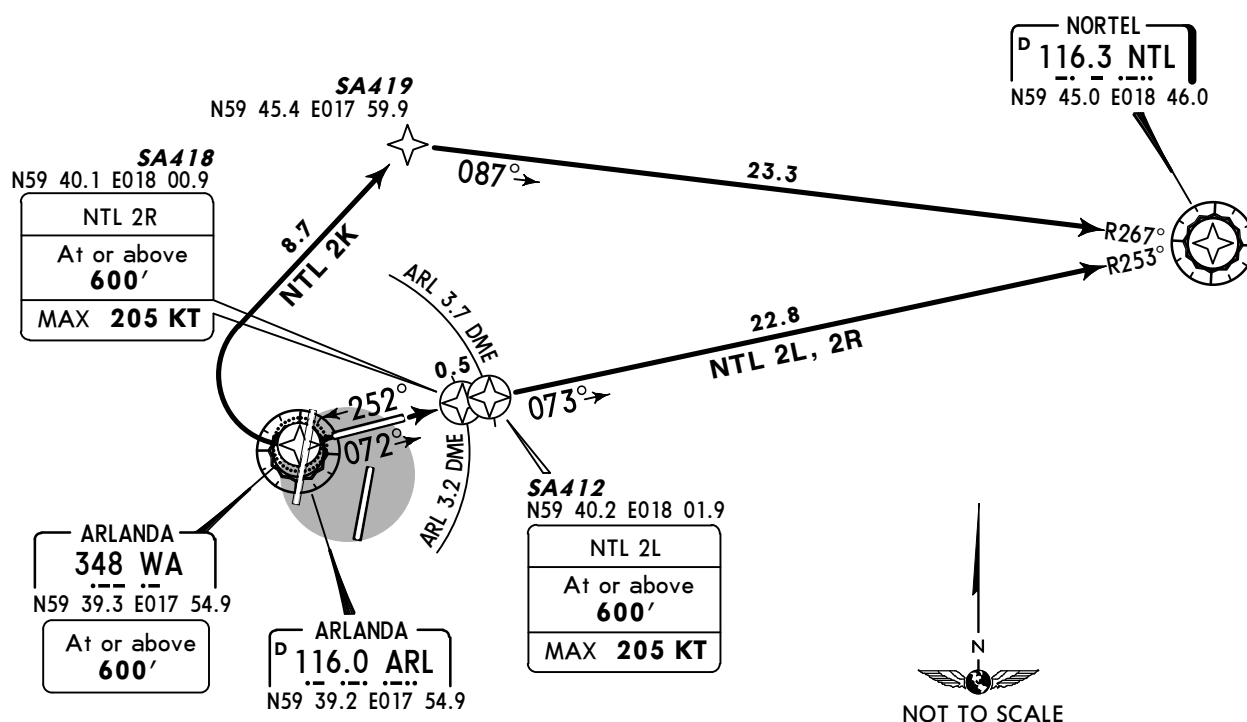
These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to 5000'.

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.

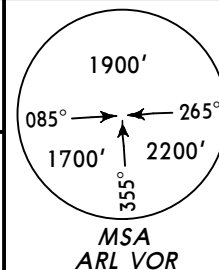
STOCKHOLM Control
126.65Apt Elev
137'Trans level: By ATC Trans alt: 5000'
1. Contact STOCKHOLM Control when instructed by Tower. 2. For additional departure instructions refer to 10-3A.NORTEL 2K (NTL 2K), NORTEL 2L (NTL 2L)
NORTEL 2R (NTL 2R)
RWYS 26, 08 RNAV DEPARTURES
RNAV (DME/DME)**~~SPEED~~ MAX 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

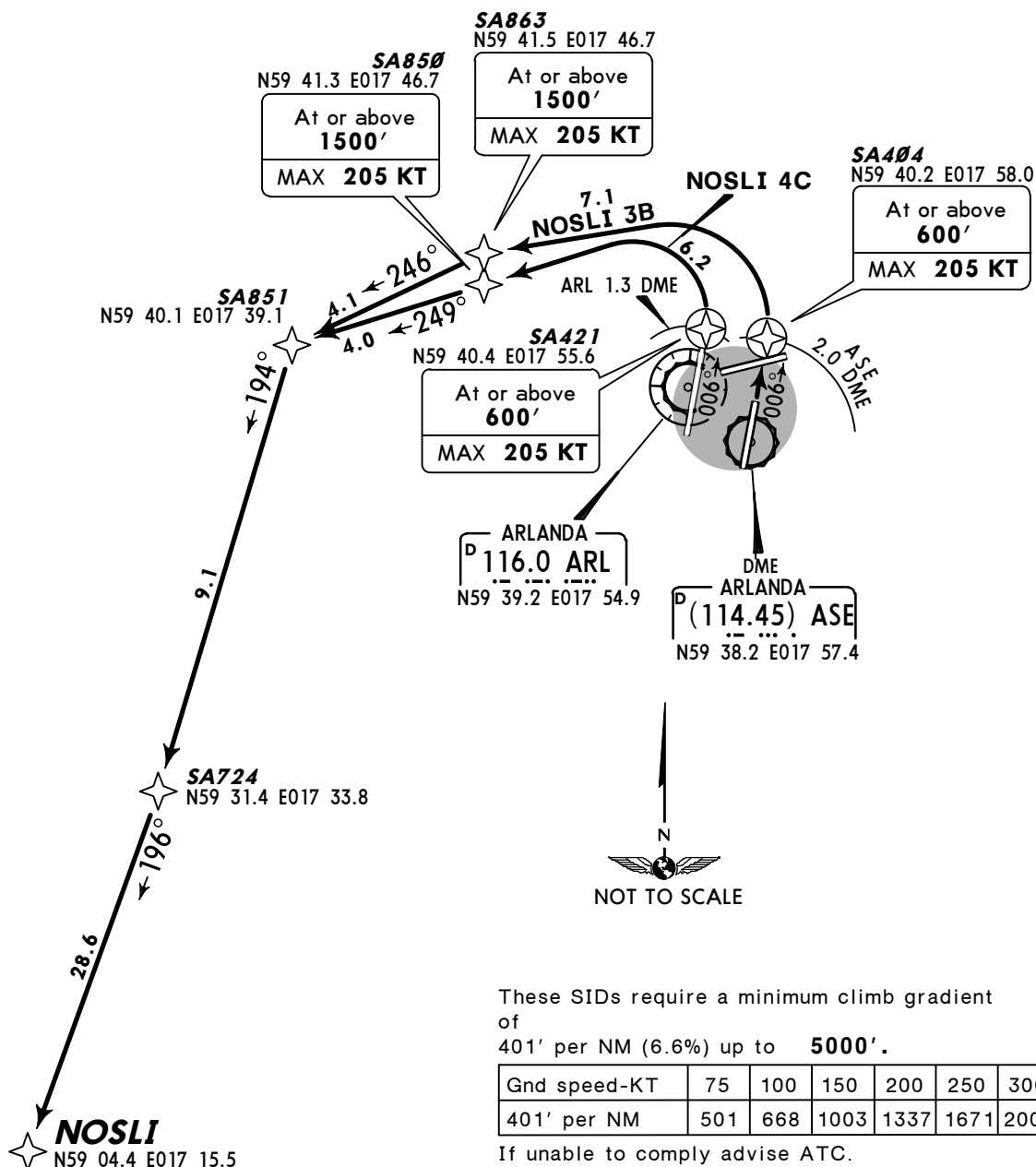
If unable to comply advise ATC.

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



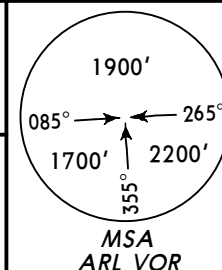
These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to **5000'**.

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

If unable to comply advise ATC.

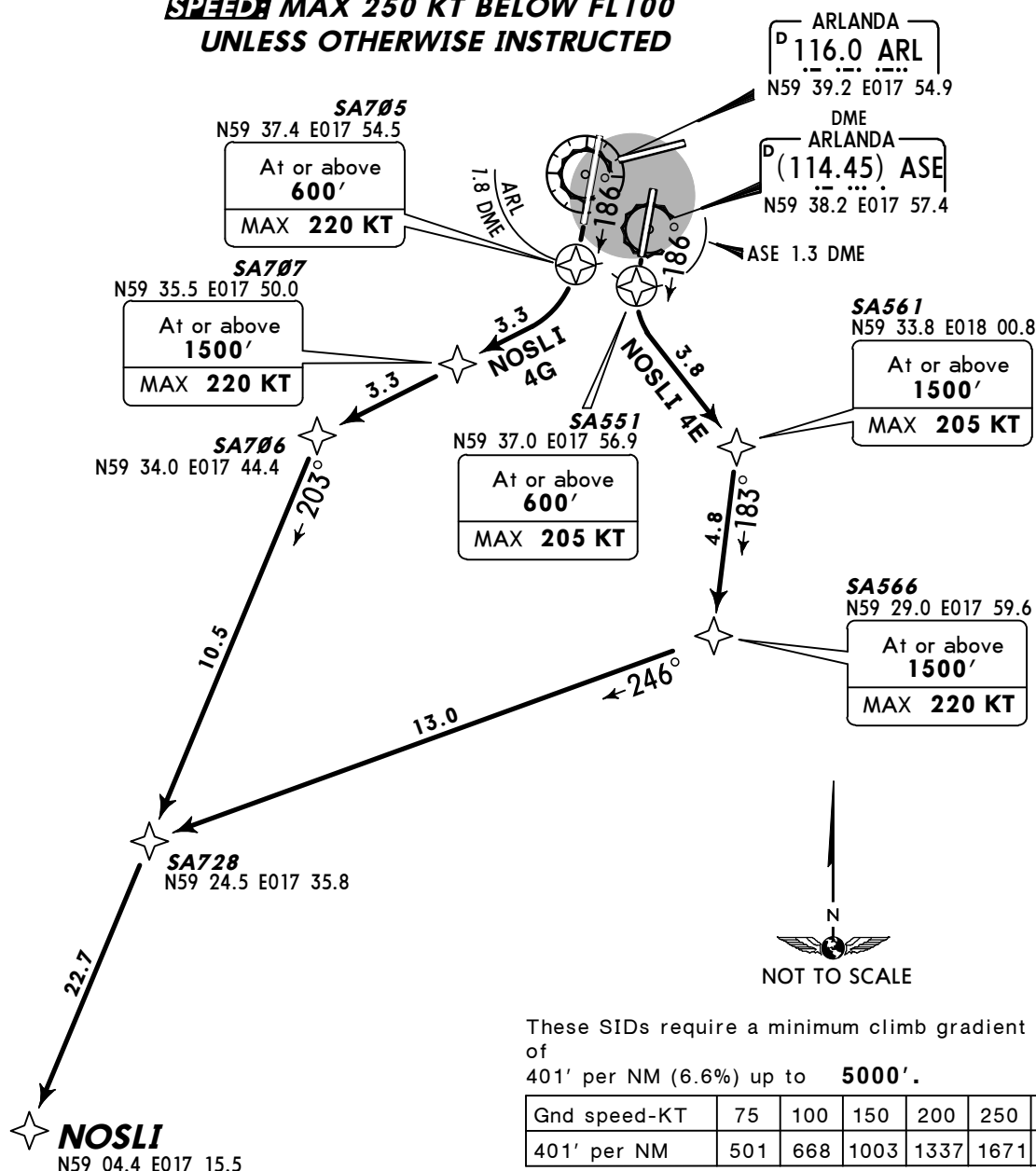
Initial climb clearance **5000'** unless otherwise specified

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



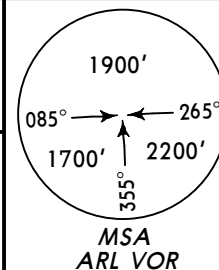
These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to 5000'.

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

If unable to comply advise ATC.

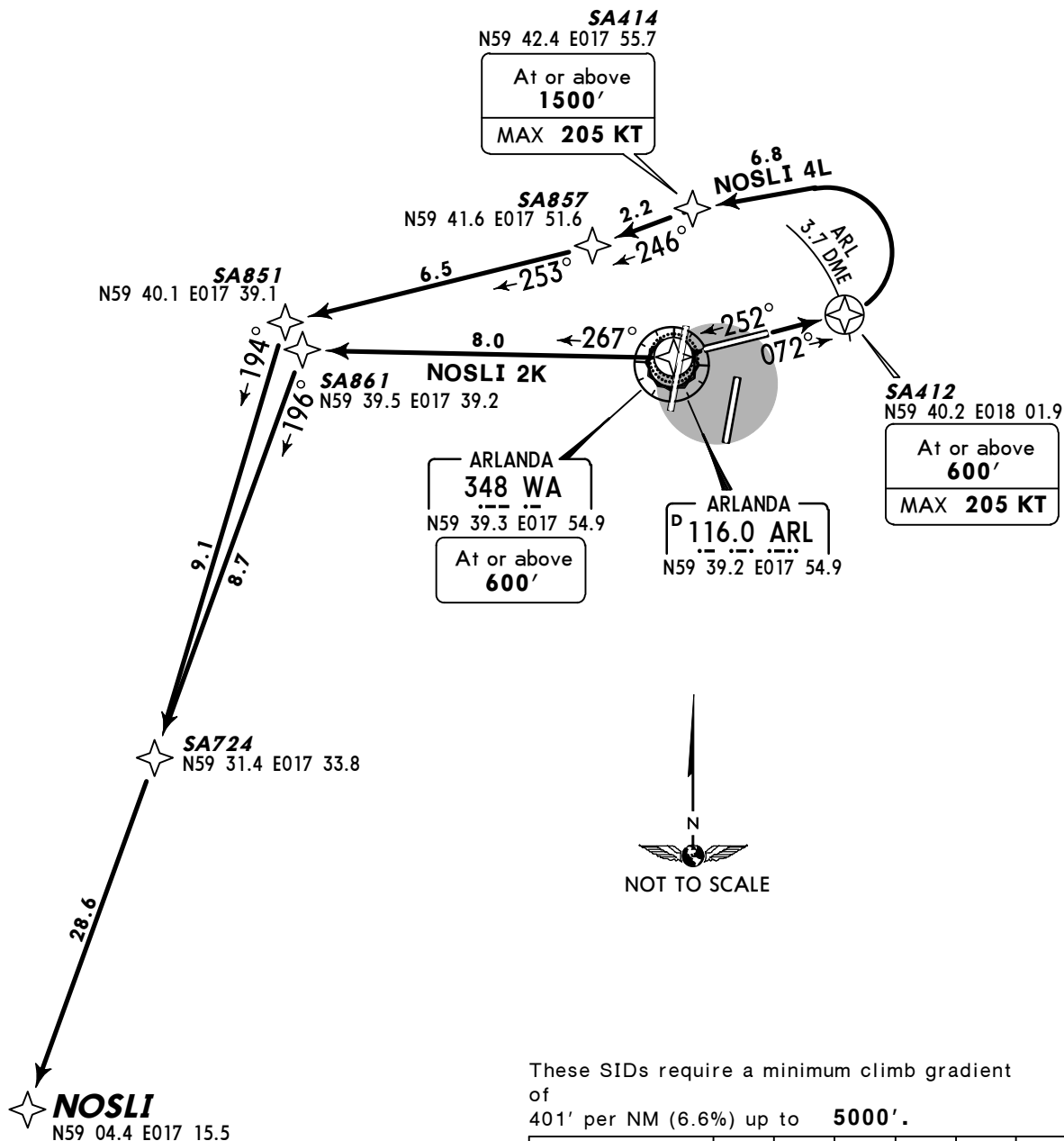
Initial climb clearance **5000'** unless otherwise specified

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**



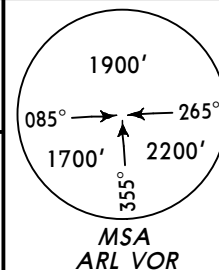
These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to 5000'.

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

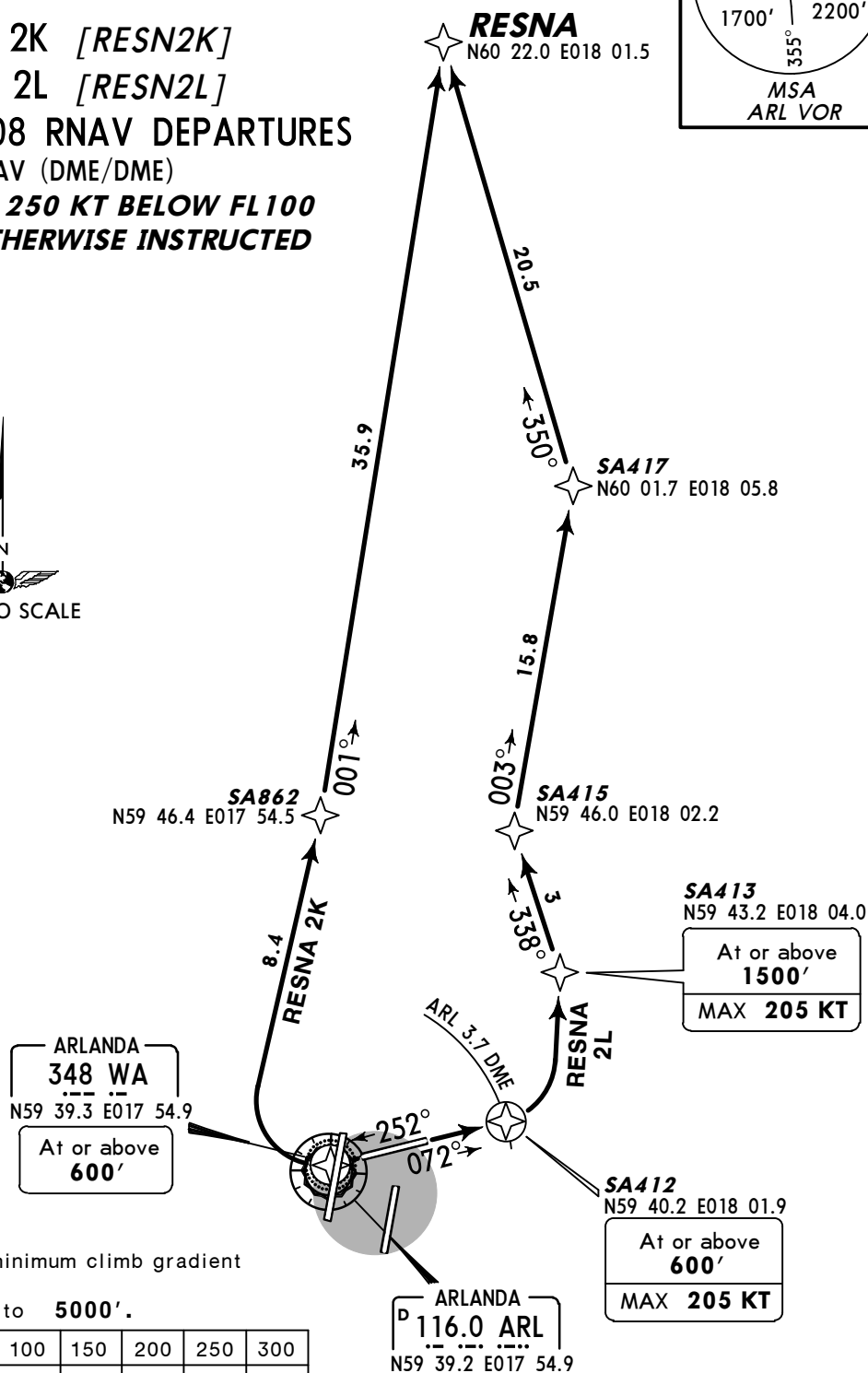
If unable to comply advise ATC.

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

SID	RWY	ROUTING
NOSLI 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.

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**



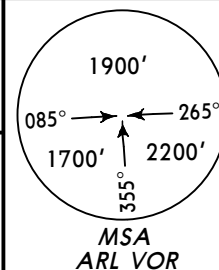
These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to 5000'.

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

If unable to comply advise ATC.

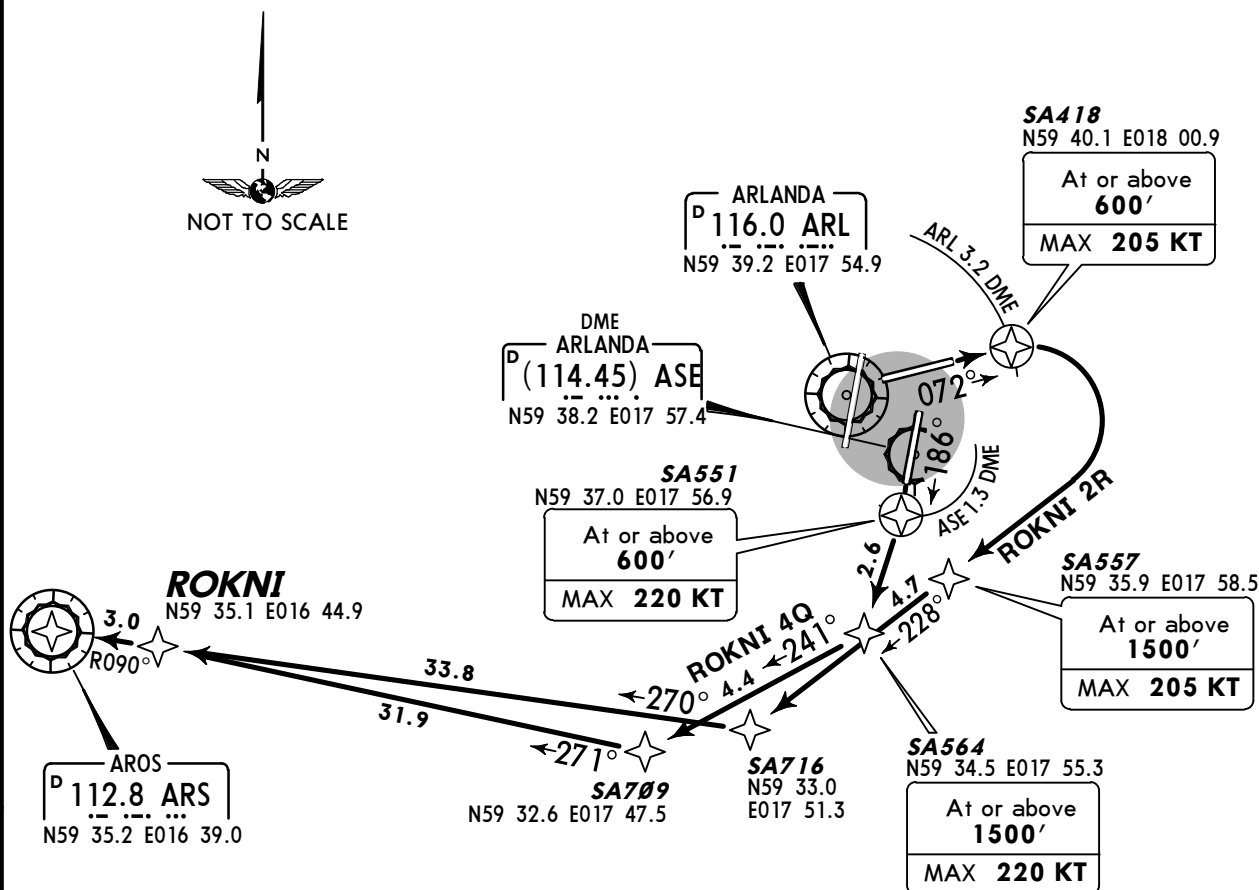
Initial climb clearance 5000' unless otherwise specified

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**



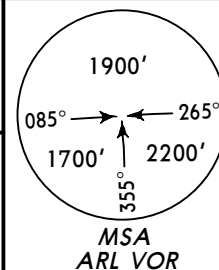
These SIDs require a minimum climb gradient
of
401' per NM (6.6%) up to **5000'**.

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

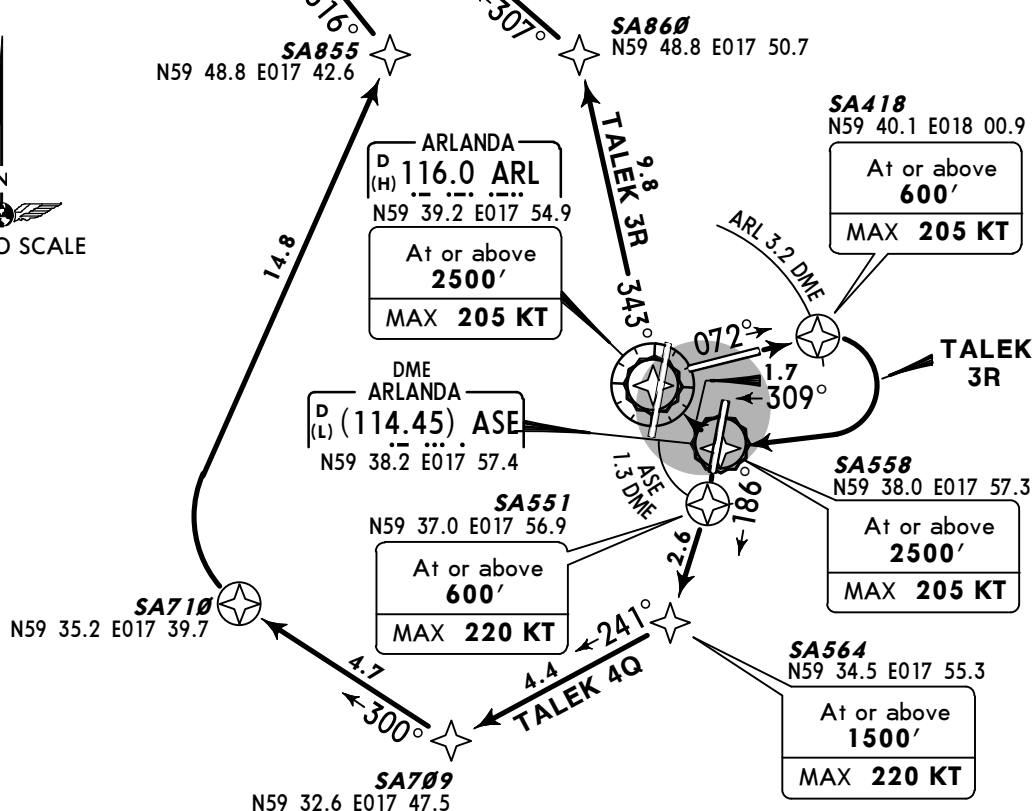
TALEK 4Q [TALE4Q]
TALEK 3R [TALE3R]
RWYS 19L, 08 RNAV DEPARTURES
RNAV (DME/DME)

~~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'.

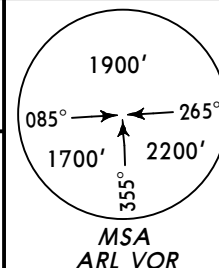
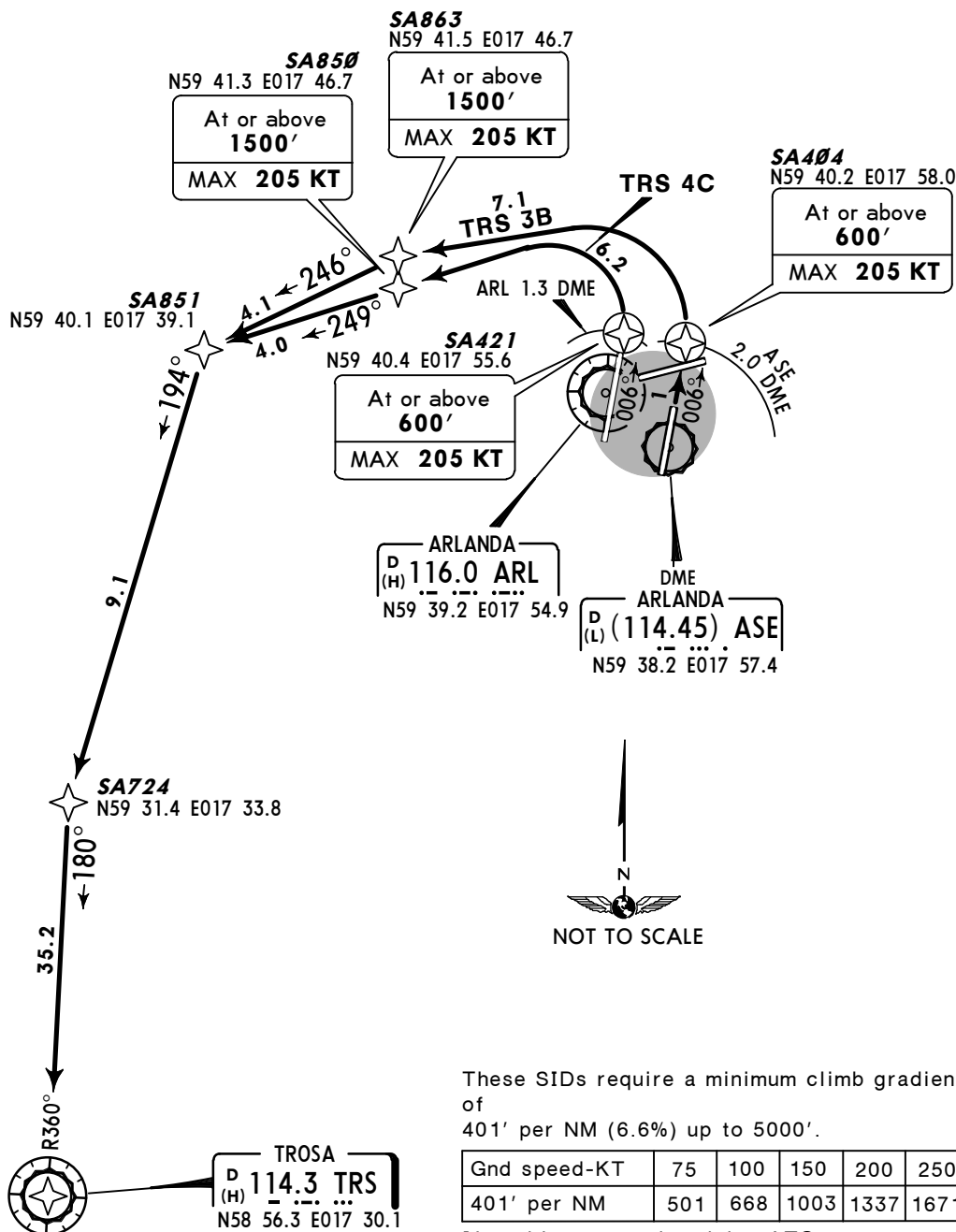
Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

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.

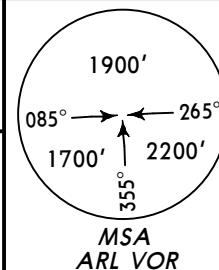
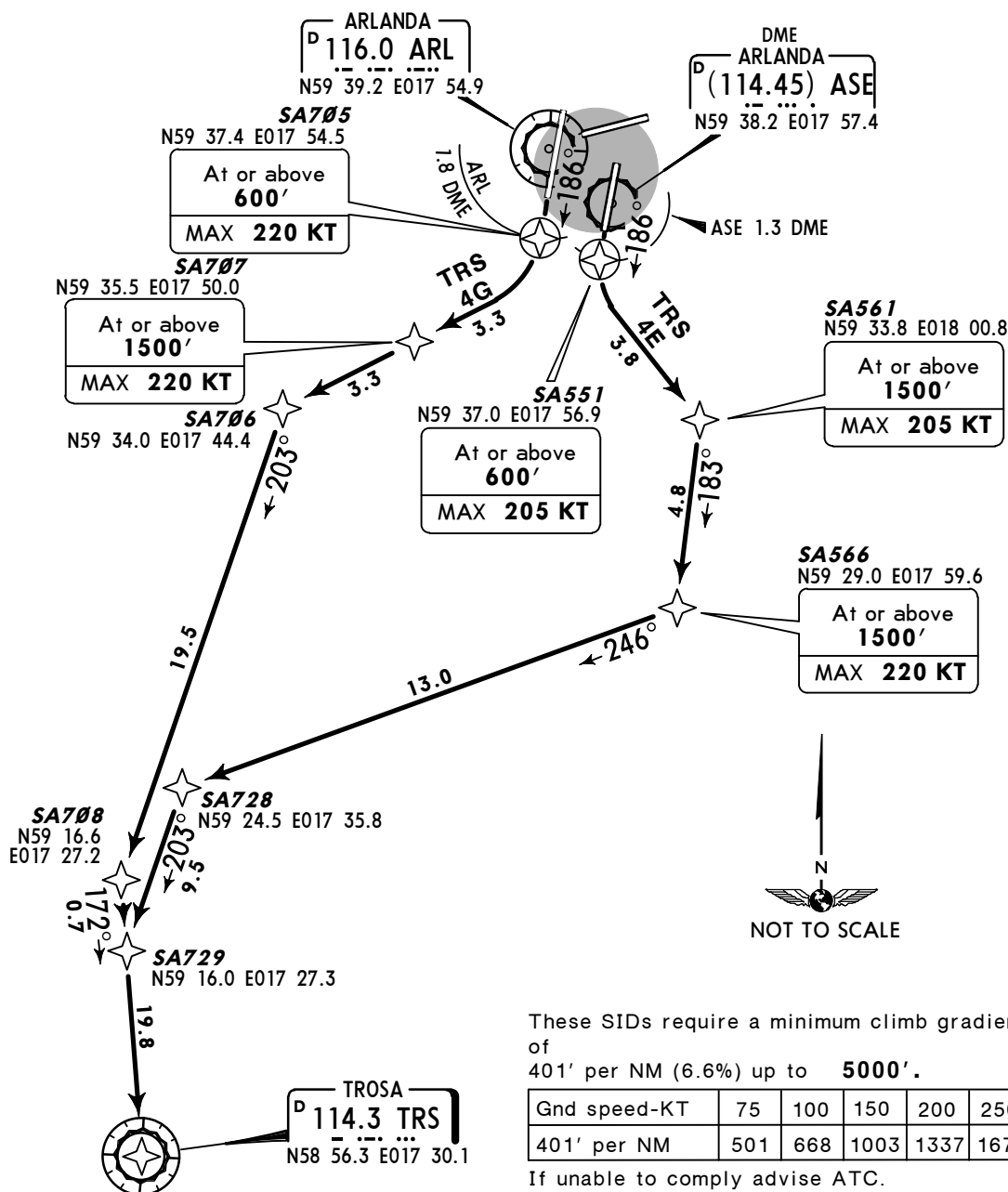
STOCKHOLM Control
124.1Apt Elev
137'Trans level: By ATC Trans alt: 5000'
1. Contact STOCKHOLM Control when instructed by Tower. 2. For additional departure instructions refer to 10-3A.TROSA 3B (TRS 3B), TROSA 4C (TRS 4C)
RWYS 01R/L RNAV DEPARTURES
RNAV (DME/DME)**~~SPEED~~ MAX 250 KT BELOW FL 100
UNLESS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

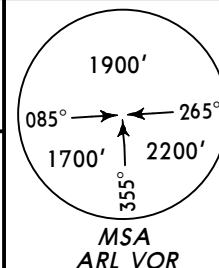
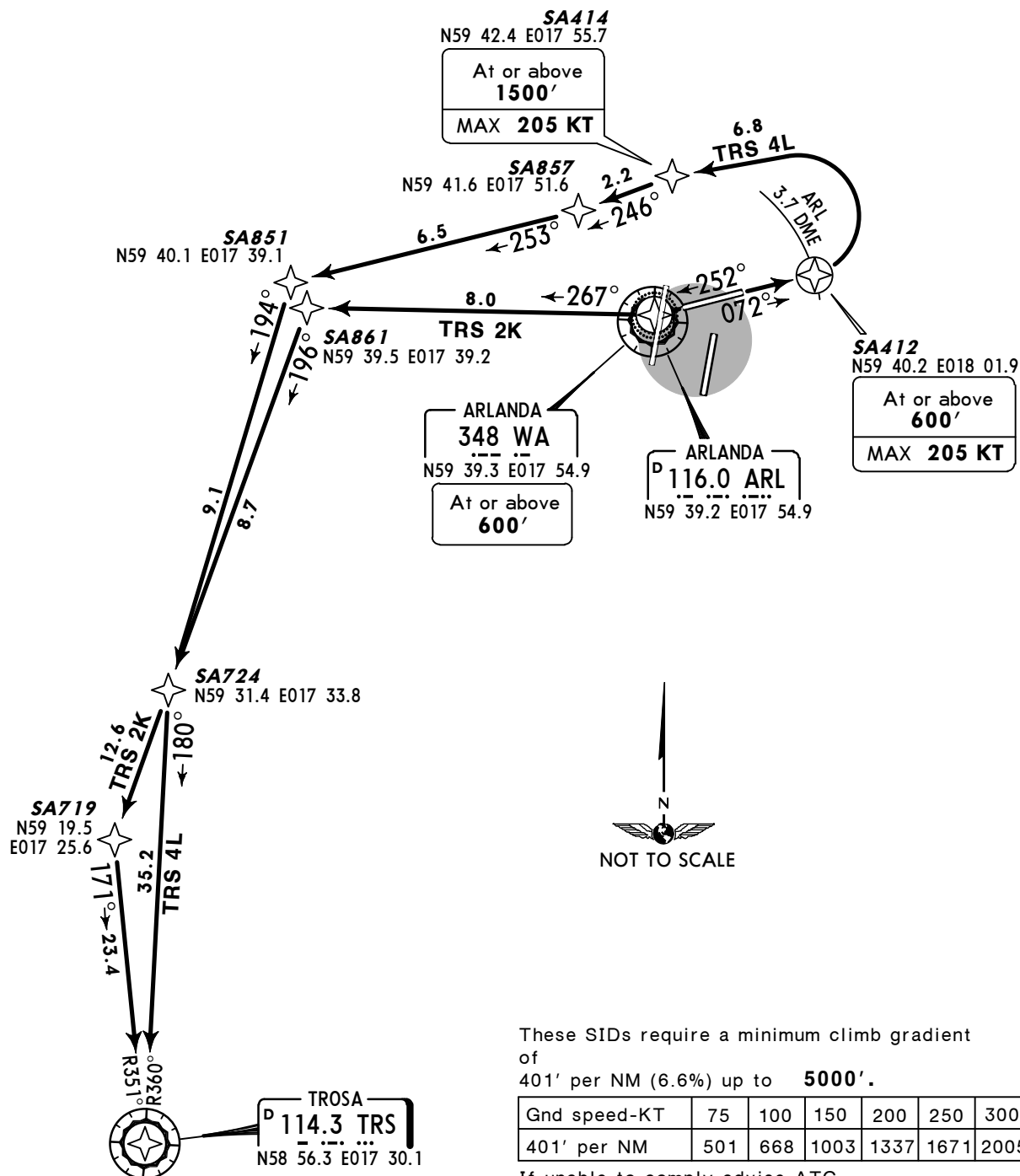
STOCKHOLM Control
124.1Apt Elev
137'Trans level: By ATC Trans alt: 5000'
1. Contact STOCKHOLM Control when instructed by Tower. 2. For additional departure instructions refer to 10-3A.**TROSA 4E (TRS 4E), TROSA 4G (TRS 4G)**
RWYS 19L/R RNAV DEPARTURES
RNAV (DME/DME)**~~SPEED~~ MAX 250 KT BELOW FL100**
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

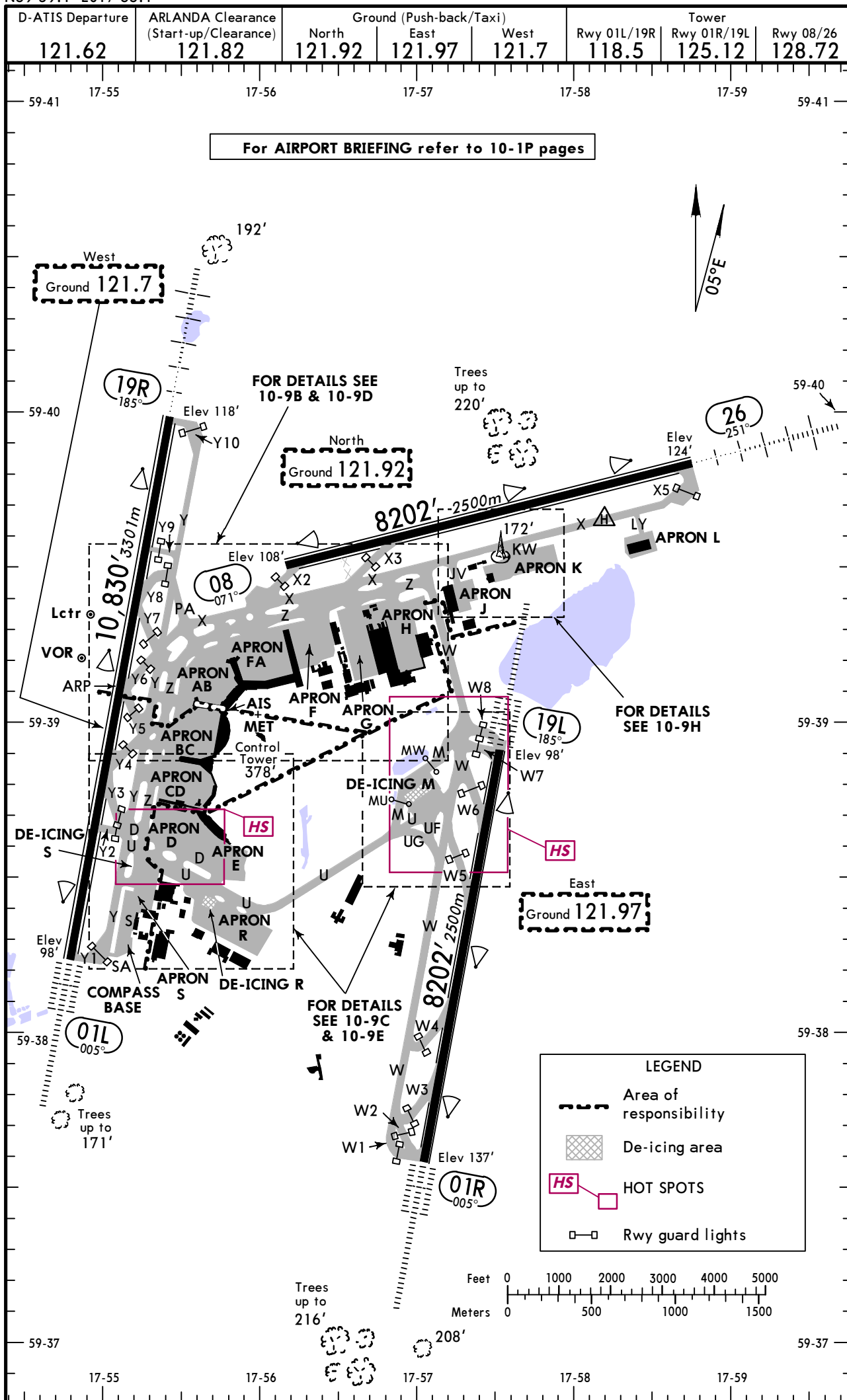
If unable to comply advise ATC.

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			
		USABLE LENGTHS			
RWY		— LANDING BEYOND —		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
01L	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L(3.0°) ❶ RVR		9713' 2961m	❸	148' 45m
19R	HIRL (60m) CL (15m) HIALS PAPI-L(3.0°) ❷ RVR		9712' 2960m		
❶ HST-Y6 & Y8 ❷ HST-Y5 & Y3					
❸ TAKE-OFF RUN AVAILABLE					
RWY 01L:					
From rwy head		10,830' (3301m)	RWY 19R:		
twy Y2 int		8241' (2512m)	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' 45m
19L	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L(3.0°) ❺ RVR		7248' 2209m		
❹ HST-W5 & W6 ❺ HST-W4 & W3					
❻ TAKE-OFF RUN AVAILABLE					
RWY 01R:					
From rwy head		8202' (2500m)	RWY 19L:		
twy W3 int		7044' (2147m)	From rwy head		8202' (2500m)
			twy W6 int		7044' (2147m)
08	HIRL (60m) CL (30m) PAPI-L(3.0°) RVR			❽	148' 45m
26	HIRL (60m) CL (30m) HIALS PAPI-L(3.0°) ❻ RVR		7037' 2145m		

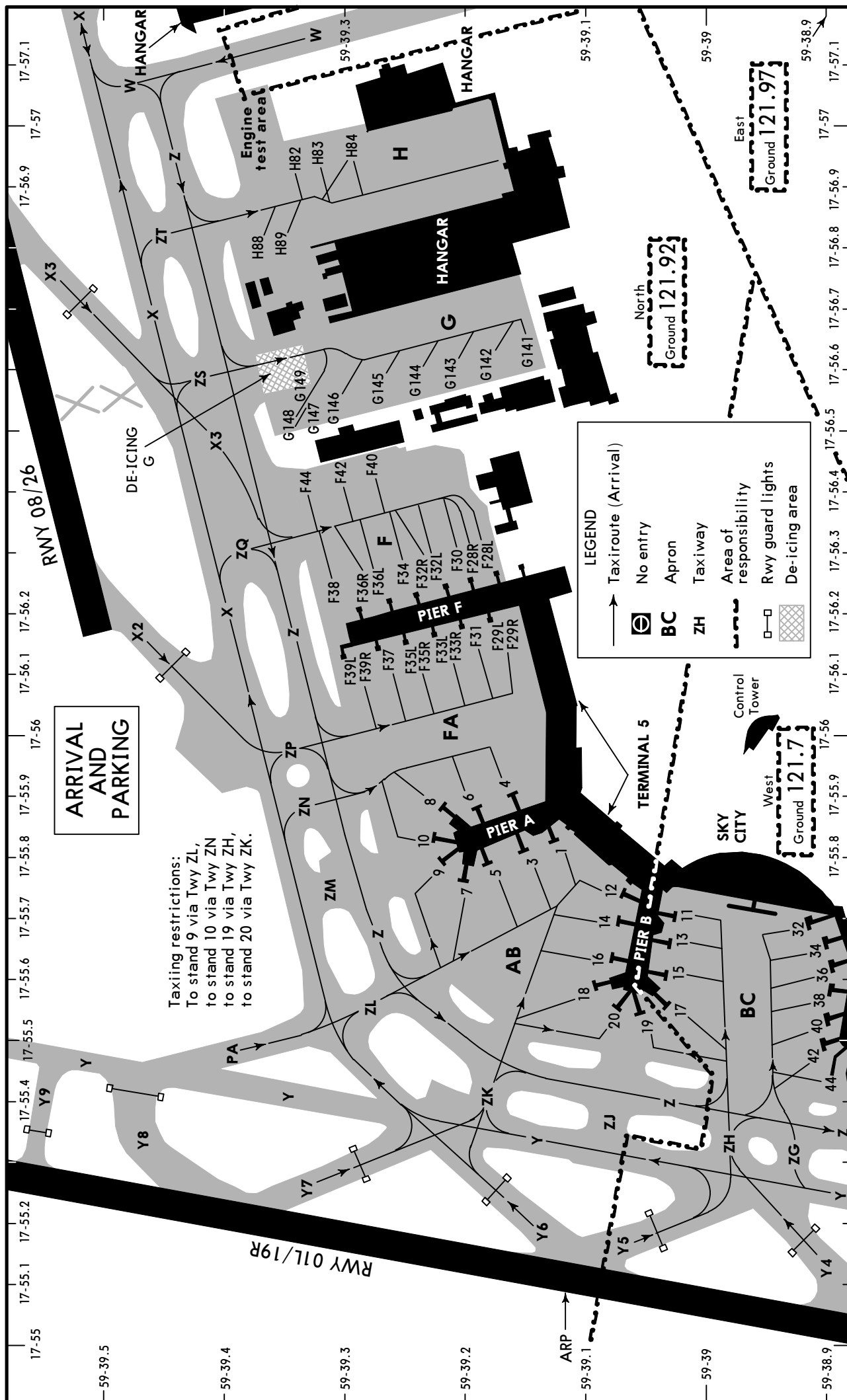
- ⑦ HST-X3
 ⑧ TAKE-OFF RUN AVAILABLE
 RWY 08:
 From rwy head 8202' (2500m)
 twy X3 int 6148' (1874m)

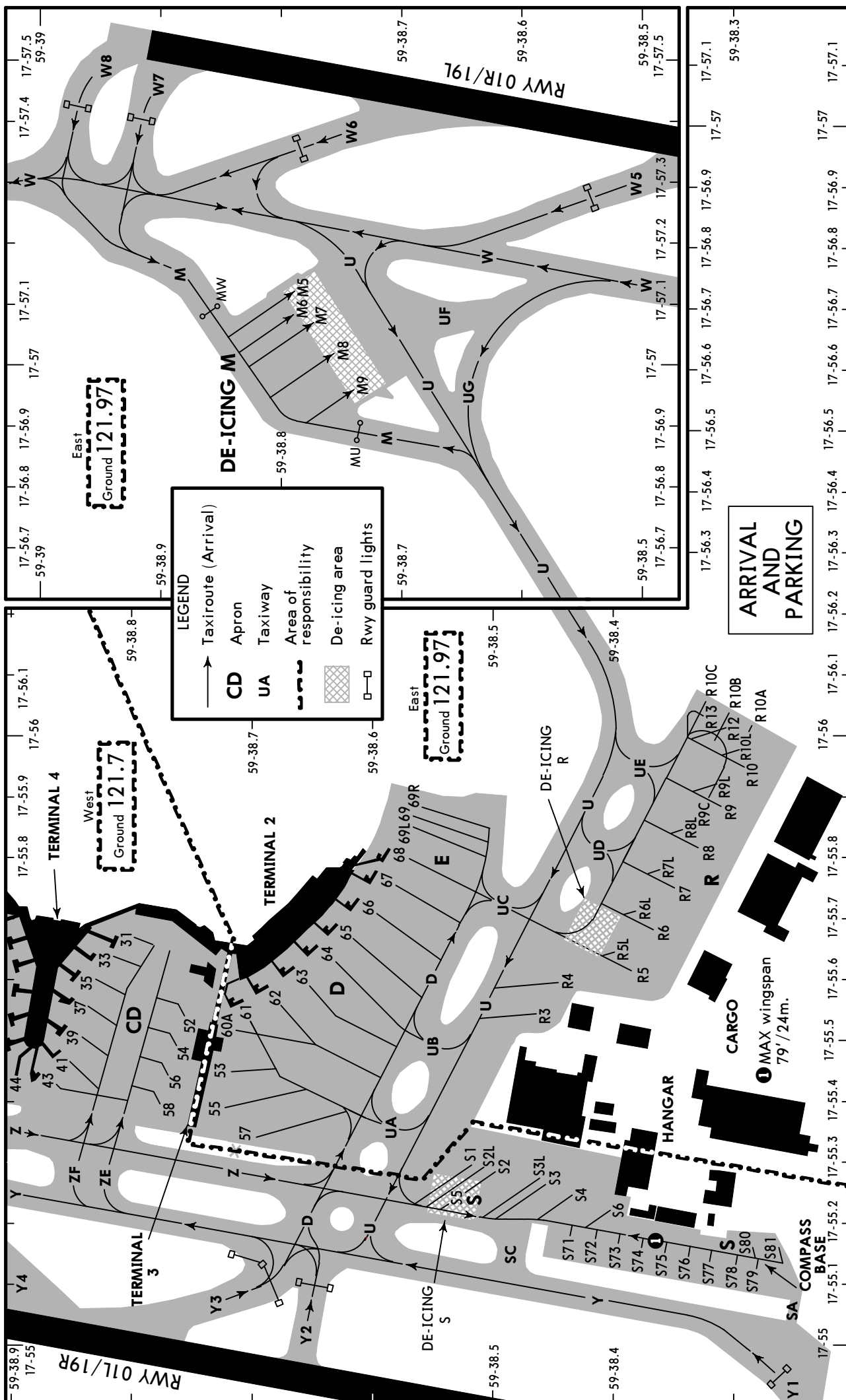
Standard

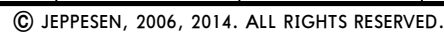
TAKE-OFF ①

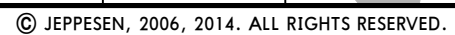
	LVP must be in Force				RCLM (DAY only) or RL	NIL (DAY only)
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
A					400m	500m
B	125m	150m	200m	250m		
C						
D	150m	200m	250m	300m		

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





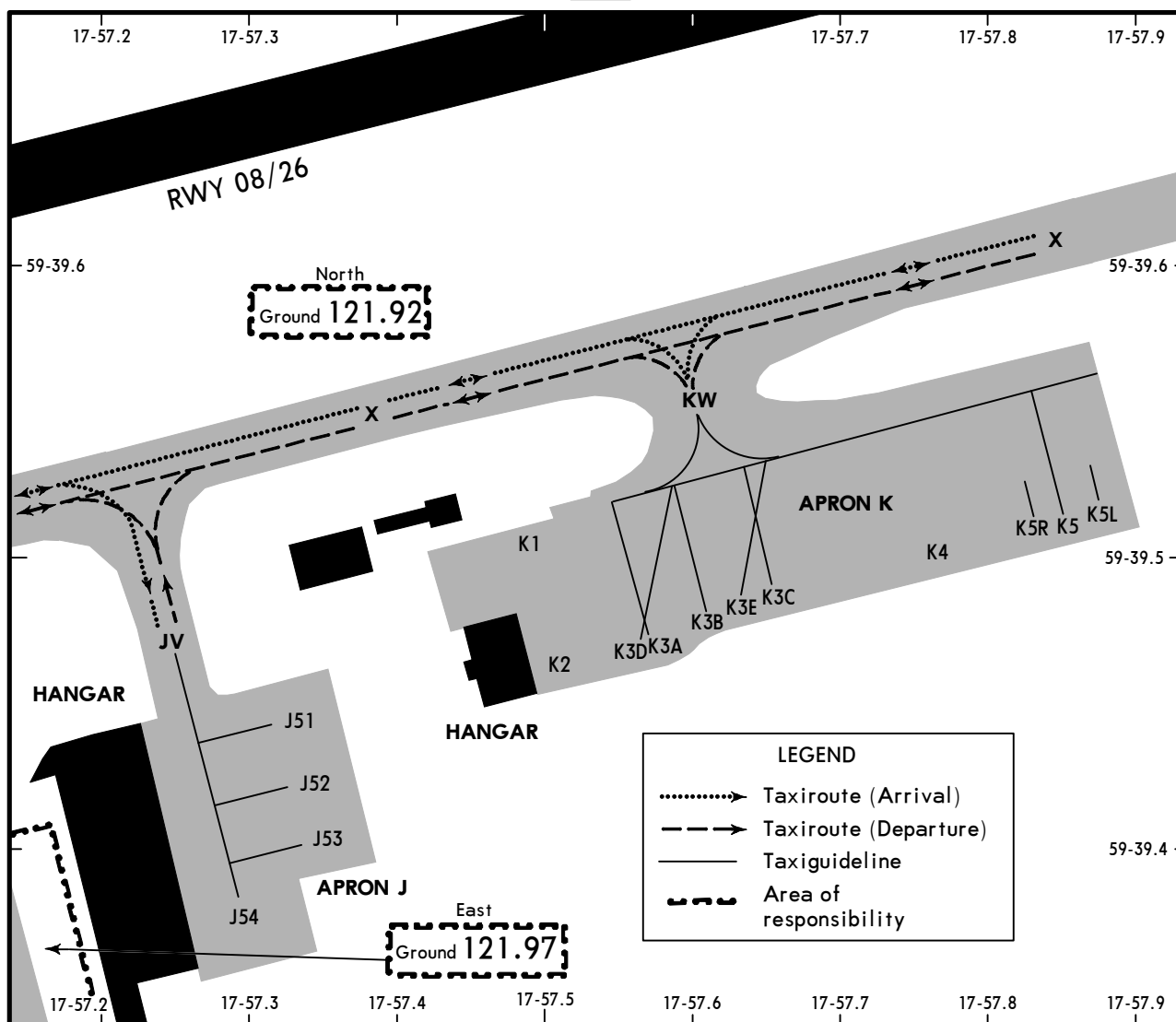




INS COORDINATES								
STAND No.	COORDINATES			ELEV	STAND No.	COORDINATES		ELEV
1	N59 39.1	E017 55.8	101		F36R	N59 39.3	E017 56.2	103
3	N59 39.1	E017 55.8	102		F37	N59 39.3	E017 56.1	101
4	N59 39.2	E017 55.9	101		F38	N59 39.3	E017 56.2	102
5	N59 39.2	E017 55.8	100		F39L/R	N59 39.3	E017 56.1	101
6	N59 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 H88, H89		N59 39.3	E017 57.0	-
13	N59 39.0	E017 55.7	102			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	R5L	N59 38.4	E017 55.6	103	
54	N59 38.8	E017 55.5	102	R6	N59 38.4	E017 55.7	99	
55	N59 38.7	E017 55.4	103	R6L	N59 38.4	E017 55.7	103	
56	N59 38.8	E017 55.4	103	R7	N59 38.3	E017 55.7	98	
57	N59 38.7	E017 55.4	103	R7L	N59 38.3	E017 55.7	103	
58	N59 38.8	E017 55.4	102	R8	N59 38.3	E017 55.8	98	
60A	N59 38.7	E017 55.5	102	R8L	N59 38.3	E017 55.8	102	
61 thru 63	N59 38.7	E017 55.6	103	R9	N59 38.3	E017 55.9	99	
64 thru 66	N59 38.6	E017 55.7	103	R9L	N59 38.3	E017 55.9	102	
67, 68	N59 38.6	E017 55.8	103	R9C	N59 38.3	E017 55.9	100	
69 thru 69R	N59 38.6	E017 55.9	103	R10	N59 38.3	E017 55.9	98	
F28L/R	N59 39.2	E017 56.3	102	R10L	N59 38.3	E017 56.0	102	
F29L/R	N59 39.2	E017 56.2	103	R10A thru R10C	N59 38.3	E017 56.1	-	
F30	N59 39.2	E017 56.3	102					
F31	N59 39.2	E017 56.2	103	R12	N59 38.3	E017 56.0	103	
F32L	N59 39.2	E017 56.3	102	R13	N59 38.3	E017 56.0	104	
F32R	N59 39.2	E017 56.2	103					
F33L	N59 39.2	E017 56.1	103					
F33R	N59 39.2	E017 56.2	103					
F34	N59 39.3	E017 56.3	102					
F35L/R	N59 39.2	E017 56.1	102					
F36L	N59 39.3	E017 56.2	102					

INS COORDINATES

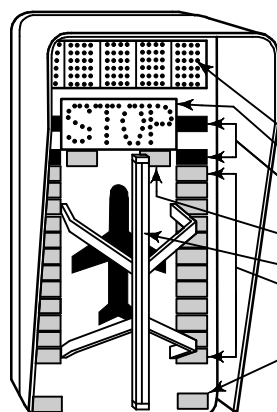
STAND No.	COORDINATES	ELEV	
S1 thru S2L	N59 38.5 E017 55.3	106	
S3	N59 38.4 E017 55.3	106	
S3L	N59 38.5 E017 55.3	106	
S4	N59 38.4 E017 55.2	-	
S5	N59 38.5 E017 55.2	104	
S6	N59 38.4 E017 55.2	-	
S71, S72	N59 38.4 E017 55.2	103	
S73	N59 38.4 E017 55.1	103	
S74, S75	N59 38.4 E017 55.1	102	
S76, S77	N59 38.3 E017 55.1	100	
S78	N59 38.3 E017 55.1	98	
S79	N59 38.3 E017 55.1	96	
S80	N59 38.3 E017 55.2	95	
S81	N59 38.3 E017 55.2	92	



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 747

OK

TOO FAR

STOP SHORT

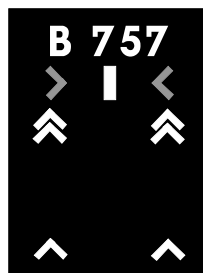
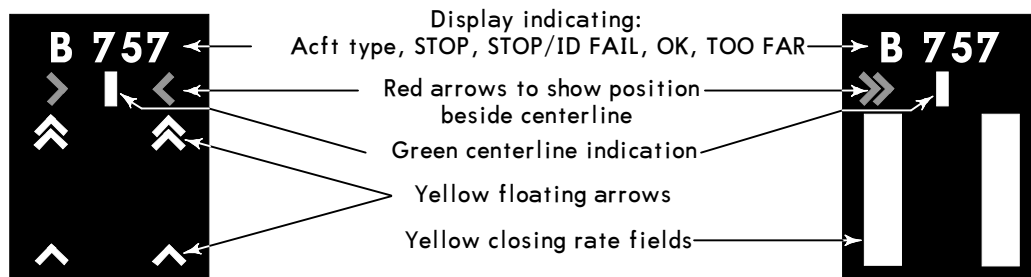
- Display indicating: Aircraft type, OK, TOO FAR, STOP/SHORT.
- Display indicating - STOP.
- Two pairs of red lights = STOP - signal.
- Pair of yellow index lights - Aircraft STOP position.
- Centerline guidance beacon = Azimuth guidance.
- 12 pairs of yellow lights = Closing rate guidance.
- Pair of green lights = Dock is ready for parking.

B. DOCKING

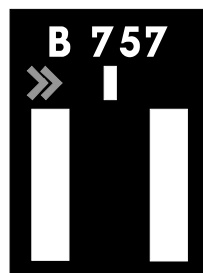
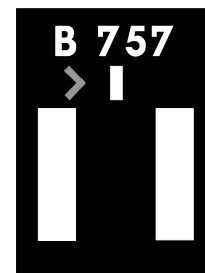
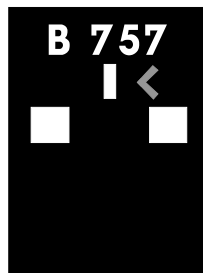
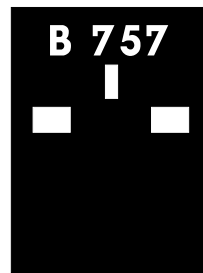
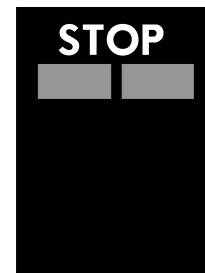
- Follow the taxi-in line and watch for centerline guidance.
- Check correct aircraft type is flashing.
- Check pair of green lights are lit = ready for docking.
- The nose wheel will activate a sensor every 3'/1m the last 40'/12m to STOP and light a corresponding pair of yellow lights showing the aircraft position in dock. When passing the first sensor the aircraft sign and the green lights change to steady green.
- At STOP position the red lights are lit and the display indicates STOP, and the centerline beacon is switched off.
- If correctly parked OK shows on the display.
- 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 stopTurn RIGHT,
46'/14m to stopTurn LEFT,
10'/3m to stopOn 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.

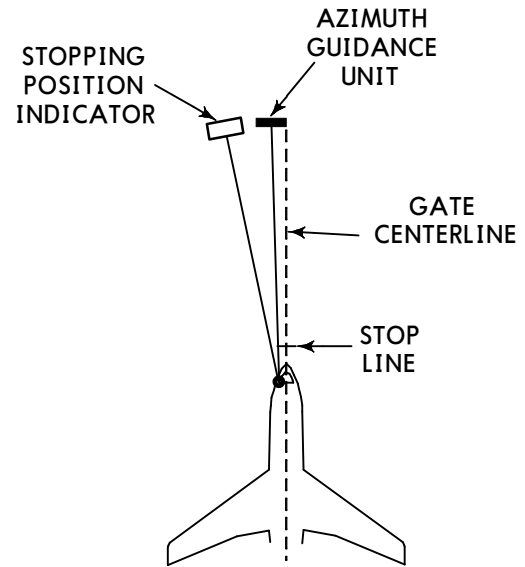
When the aircraft is correctly parked "OK" will be displayed after a few seconds.
If the aircraft has overshoot the stop position, "TOO FAR" will be displayed.

FMT AIRPARK SYSTEM

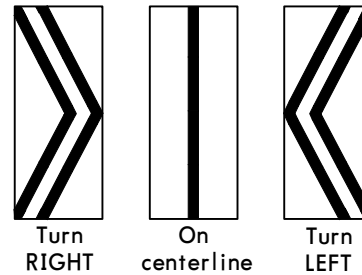
GENERAL

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.

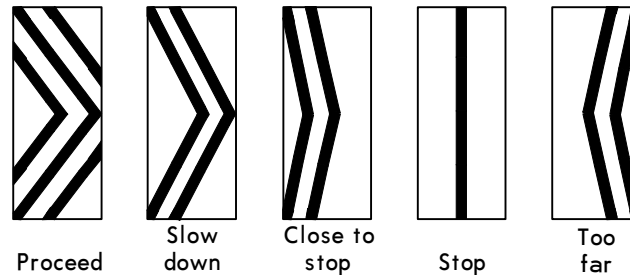
1. Azimuth guidance unit shows a single vertical line when aircraft is on centerline.
If aircraft strays off centerline, the unit shows an arrow pattern indicating the direction to turn.
2. Proceed forward until stopping position indicator shows a single vertical line.



AZIMUTH GUIDANCE UNIT



STOPPING POSITION INDICATOR



STOCKHOLM, SWEDEN
ILS or LOC Rwy 01L

1900'

085° 265°

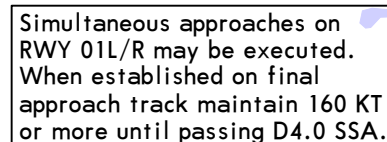
1700' 2200'

355°

MSA
ARL VOR

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'
--------------	-----------------	---------------------	------------------



DME and VOR required.

<i>Gnd speed-Kts</i>	70	90	100	120	140	160	
<i>ILS GS or</i>							
<i>LOC Descent Angle 3.00°</i>	372	478	531	637	743	849	
<i>MAP at D0.8 SSA</i>							

STRAIGHT-IN LANDING RWY 01L

ILS				LOC (GS out)			
with D2.3 SSA				w/o D2.3 SSA			
DA(H) 298' (200')				DA(H) 500' (402')		DA(H) 620' (522')	
FULL		Limited	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							

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ESSA/ARN
ARLANDA

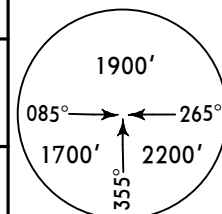
30 NOV 12
Eff 13 Dec

11-1A

STOCKHOLM, SWEDEN
CAT II/III ILS Rwy 01L

BRIEFING STRIP™

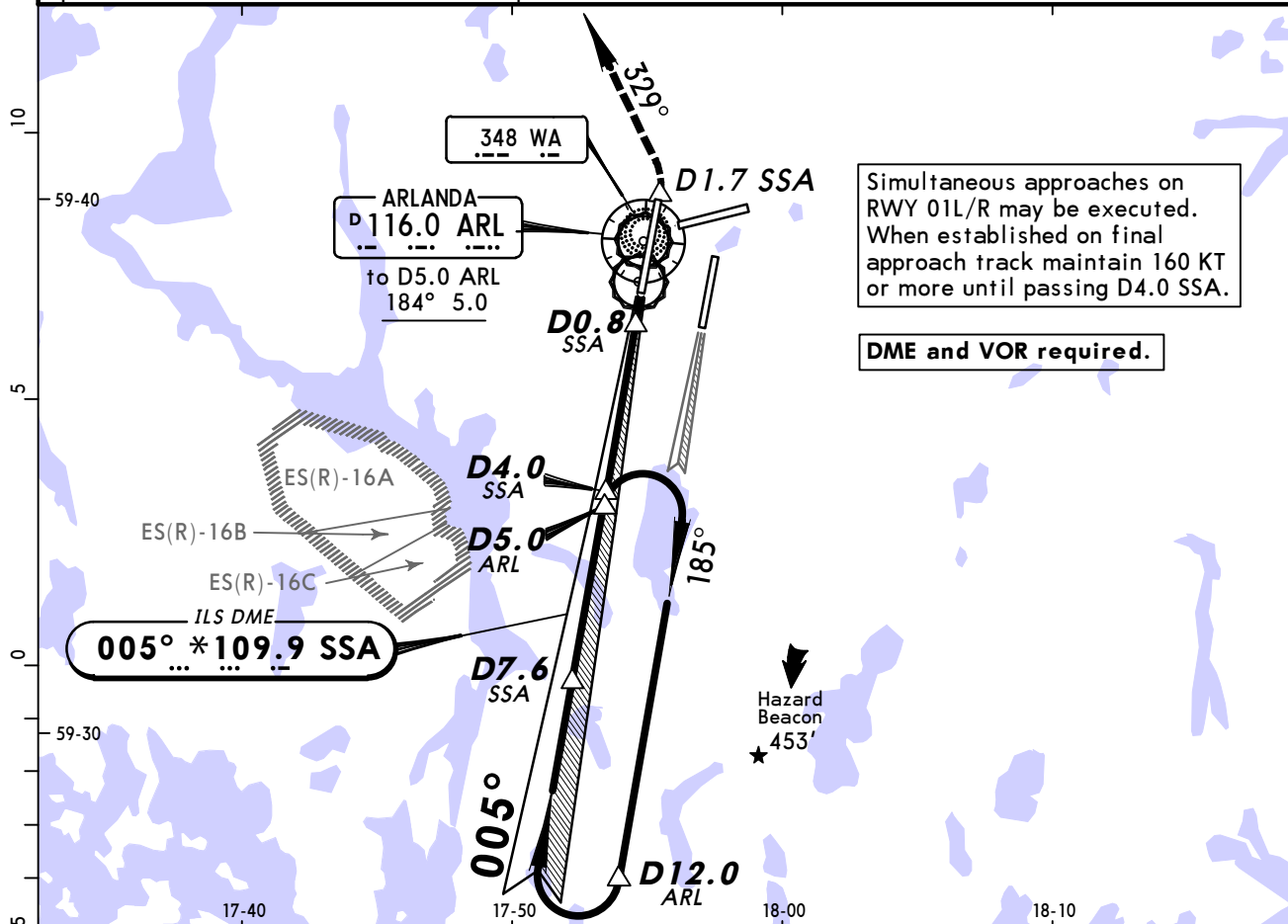
D-ATIS Arrival 119.0	ARLANDA Tower 118.5	Ground North 121.92 East 121.97 West 121.7		
LOC SSA *109.9	Final Apch Crs 005°	GS D4.0 SSA 1370' (1272')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 137' RWY 98'



MSA ARL VOR

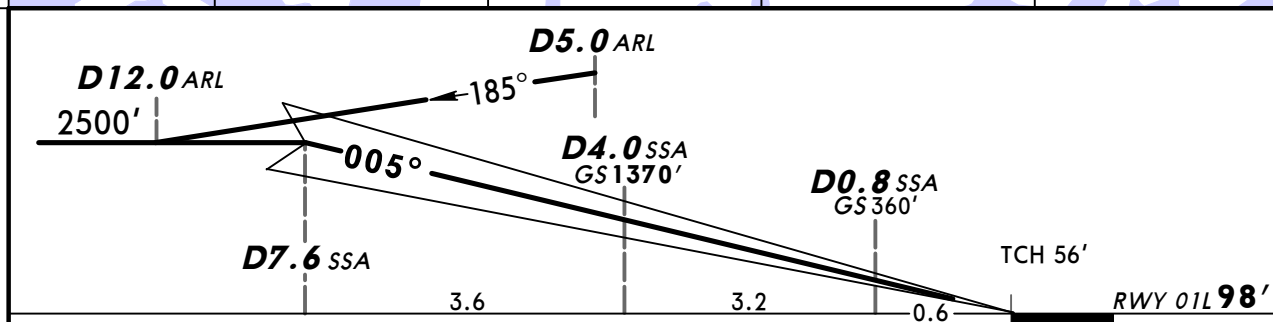
MISSED APCH: Climb STRAIGHT AHEAD to 600' or D1.7 SSA past SSA DME, whichever is later. Turn LEFT on track 329° climbing to 1500', Radar Vectoring for a new approach.
MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to 600' or D1.7 SSA past SSA DME, whichever is later. Turn LEFT on track 329° climbing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

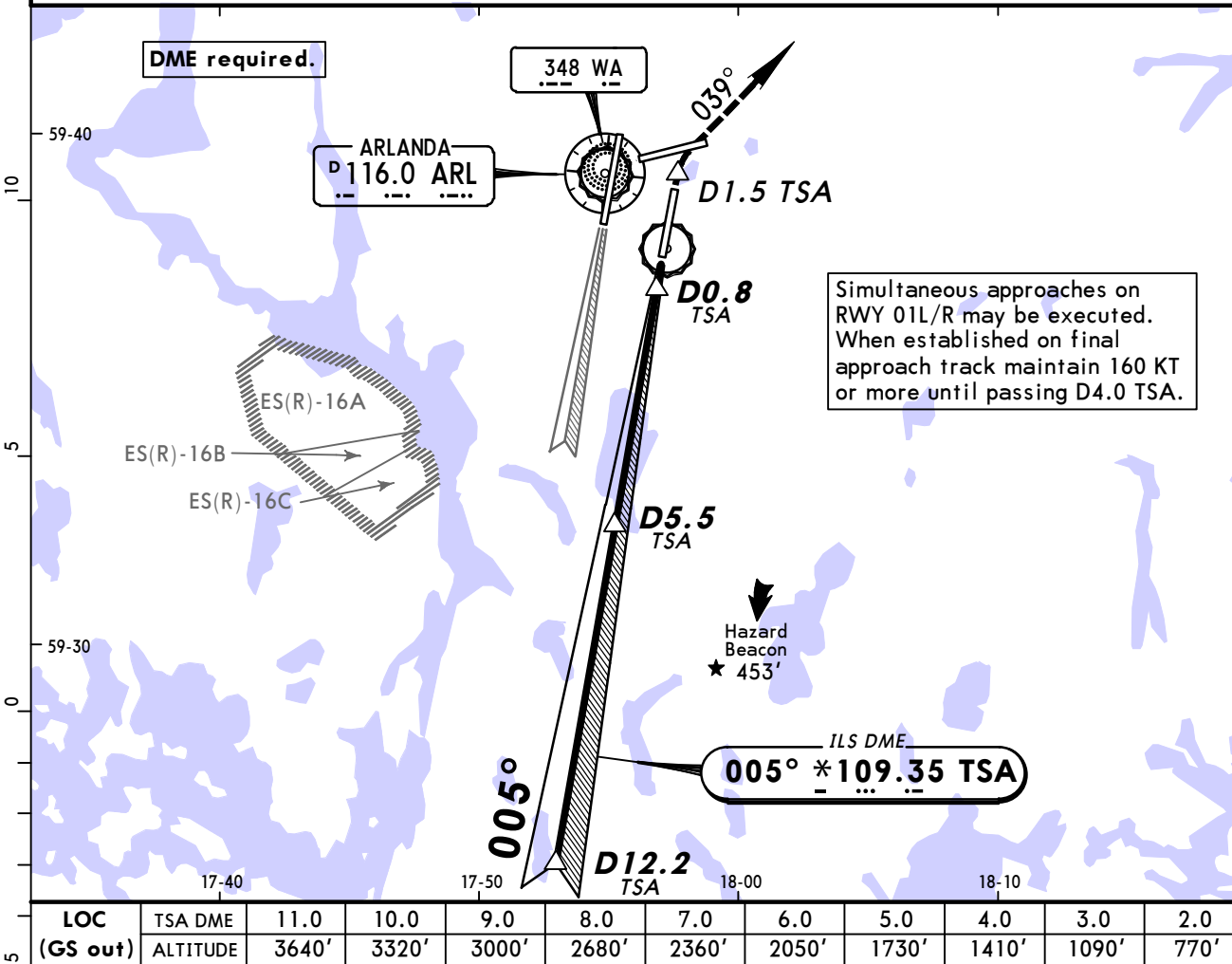
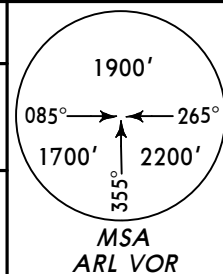
11-2

Eff 13 Dec

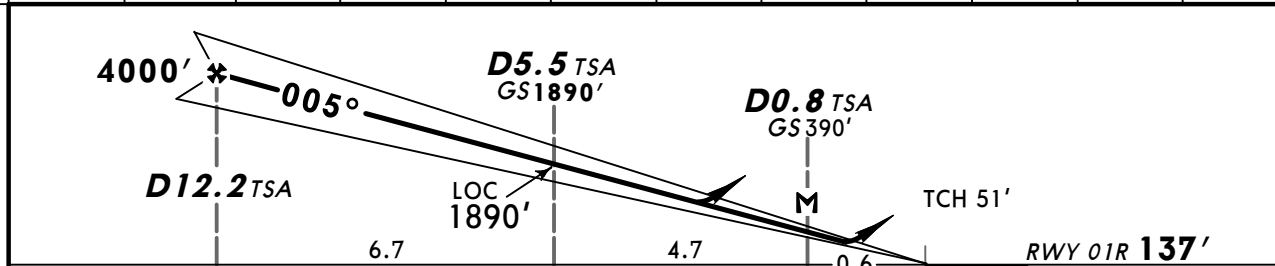
STOCKHOLM, SWEDEN
ILS or LOC Rwy 01R

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 alt: 5000'
In event of radio failure see 11-3.		Trans level: By ATC		



LOC (GS out)	TSA DME ALTITUDE	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
		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										

Standard			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 550m	RVR 750m	RVR 1200m	RVR 800m	RVR 1500m	RVR 1500m	
B							
C						RVR 1600m	CMV 2400m
D							

PANS OPS

CHANGES: MSA. Procedure. Minimums.

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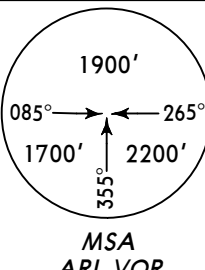
ESSA/ARN
ARLANDA

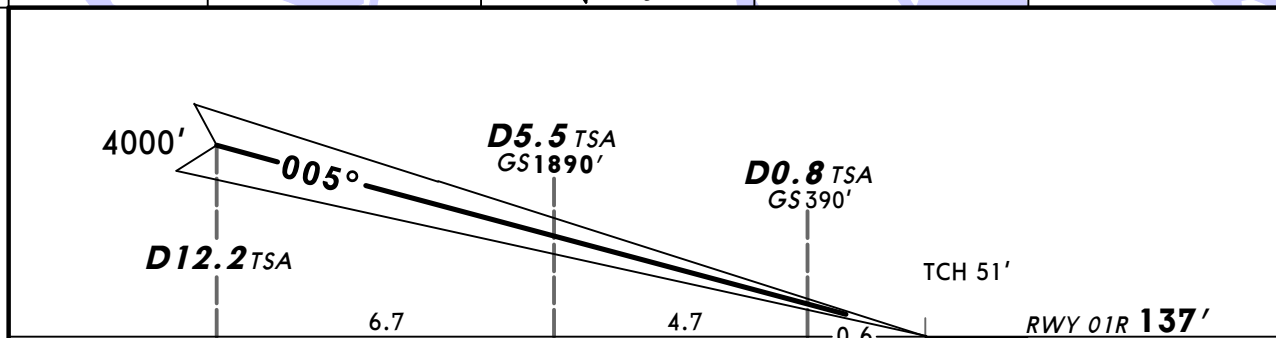
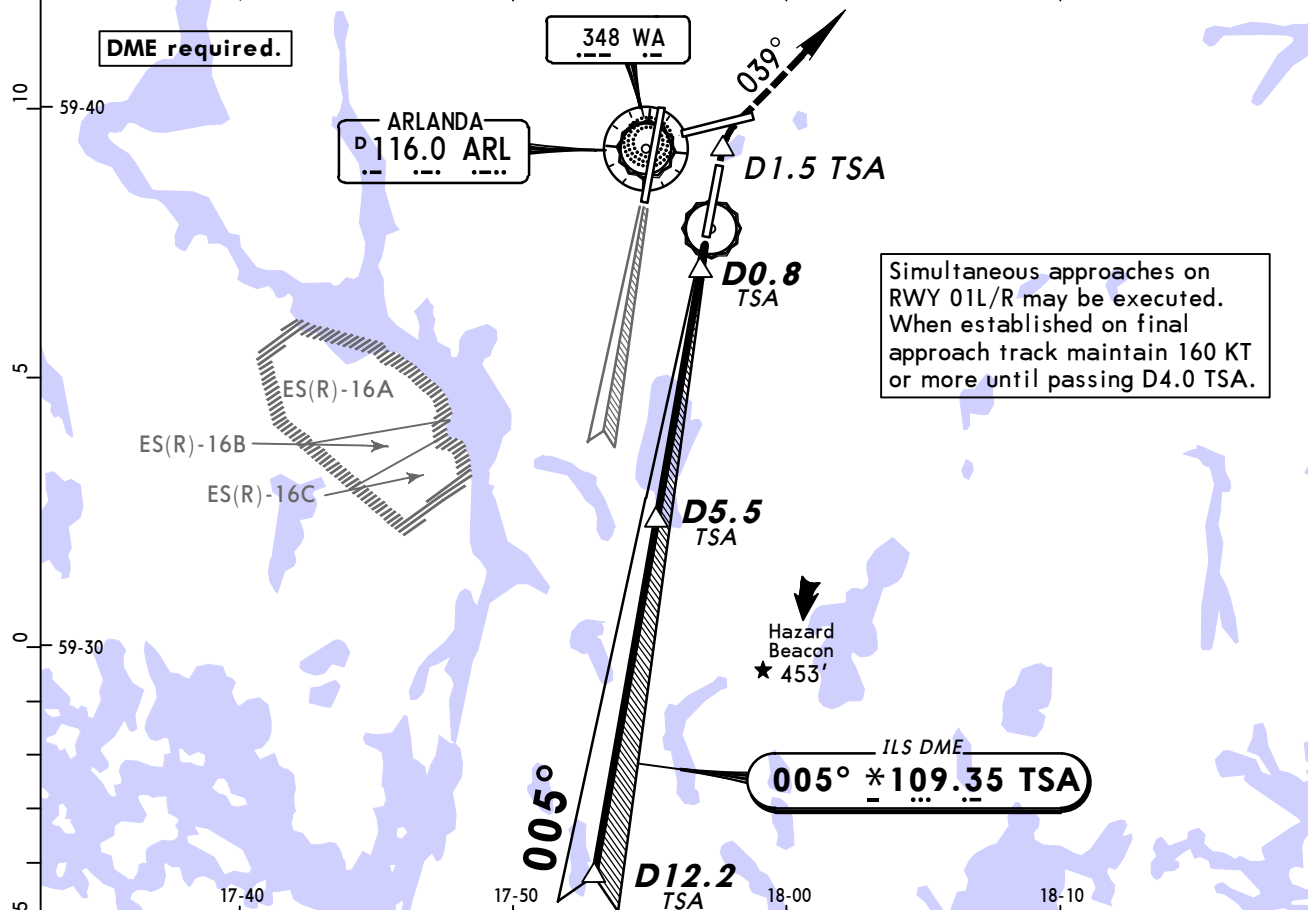
30 NOV 12
Eff 13 Dec

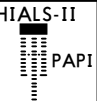
11-2A

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			Trans alt: 5000'		
1. In case of radio failure see 11-3A. 2. Special Aircrew & Acft Certification Required.					



Gnd speed-Kts	70	90	100	120	140	160		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

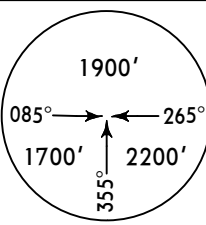
30 NOV 12
Eff 13 Dec

11-3

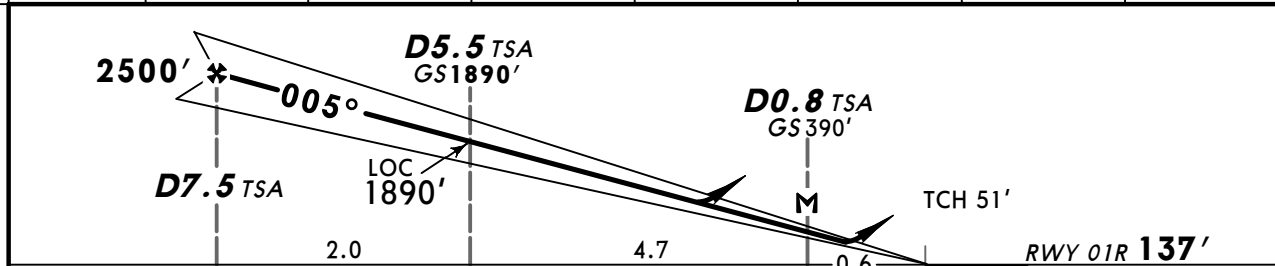
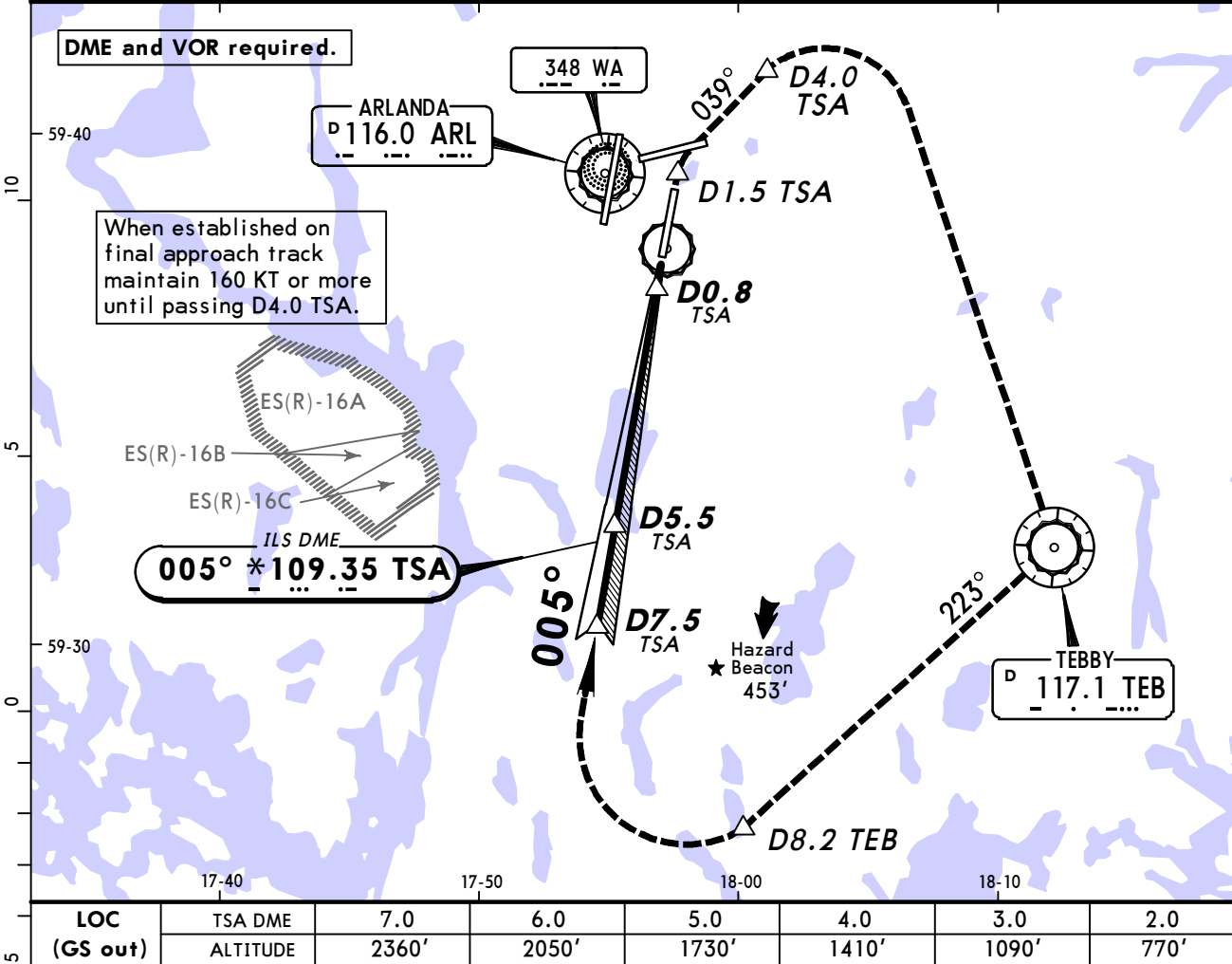
LOST
COMM

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	HIALS-II PAPI		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

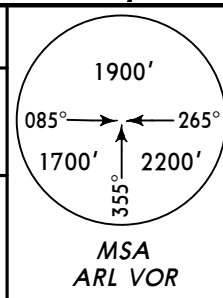
11-3A

LOST
COMM

STOCKHOLM, SWEDEN
CAT II/III ILS Rwy 01R

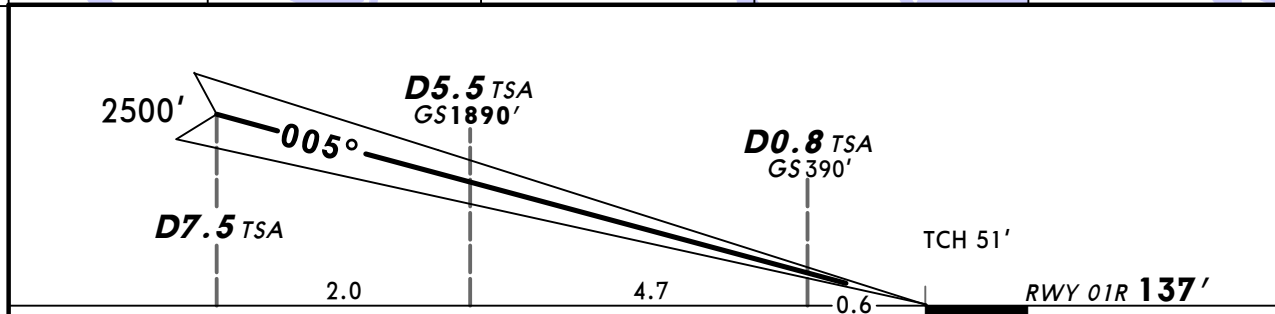
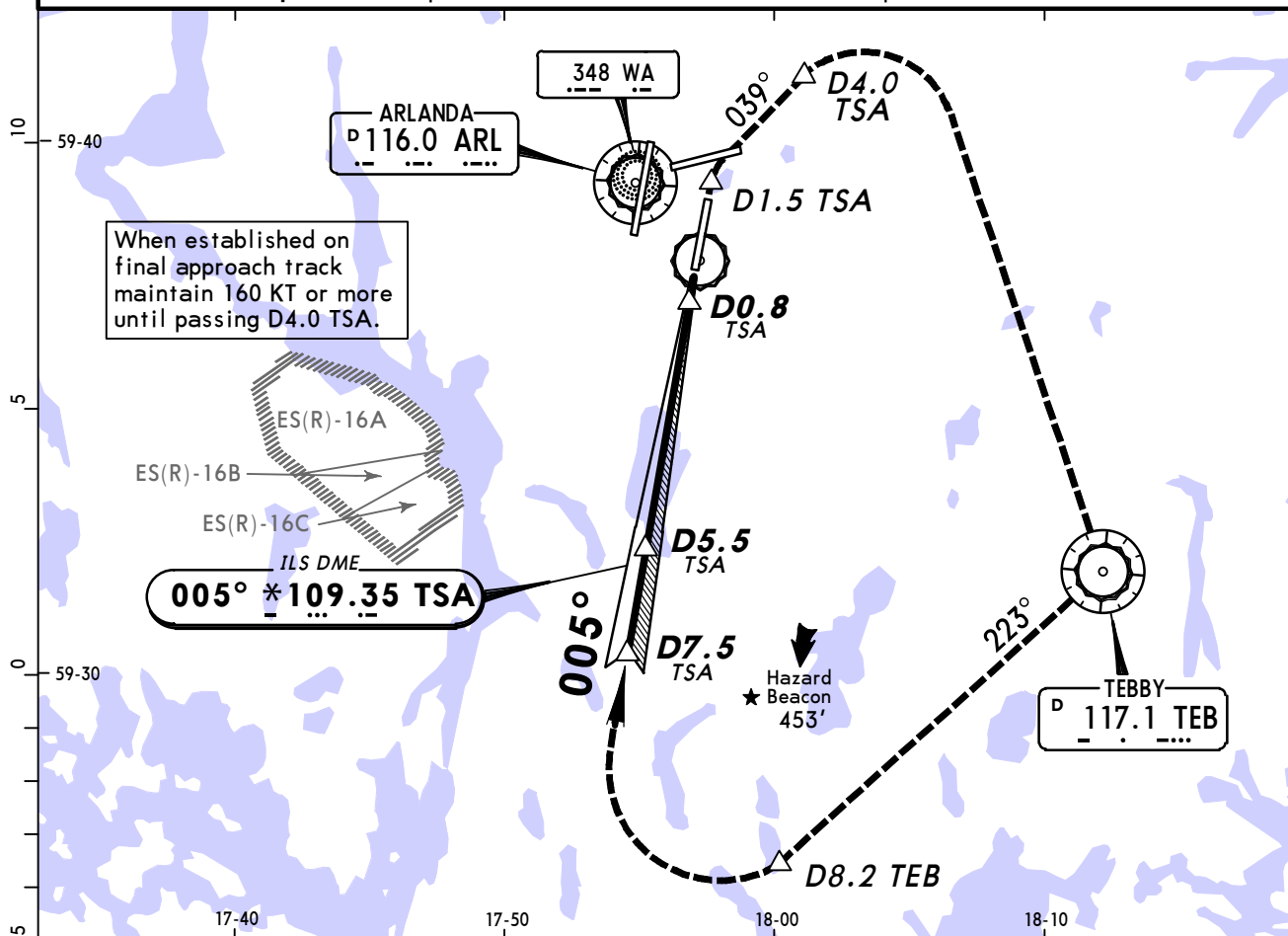
BRIEFING STRIP

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	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.

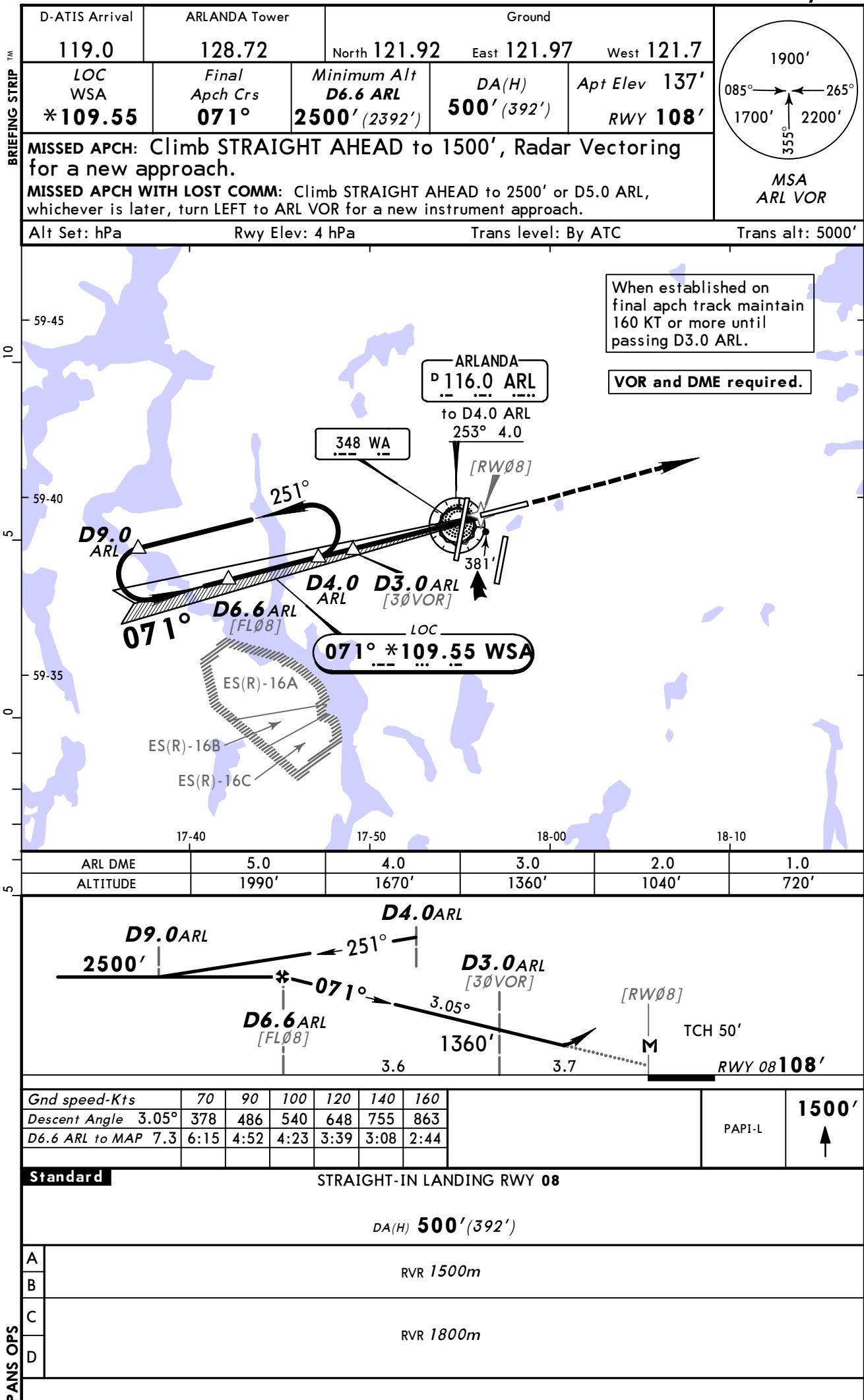
CHANGES: MSA. Procedure.

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ESSA/ARN
ARLANDA

JEPPESEN
30 NOV 12 (11-4) Eff 13 Dec

STOCKHOLM, SWEDEN
LOC Rwy 08



CHANGES: Missed apch with lost comm.

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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.

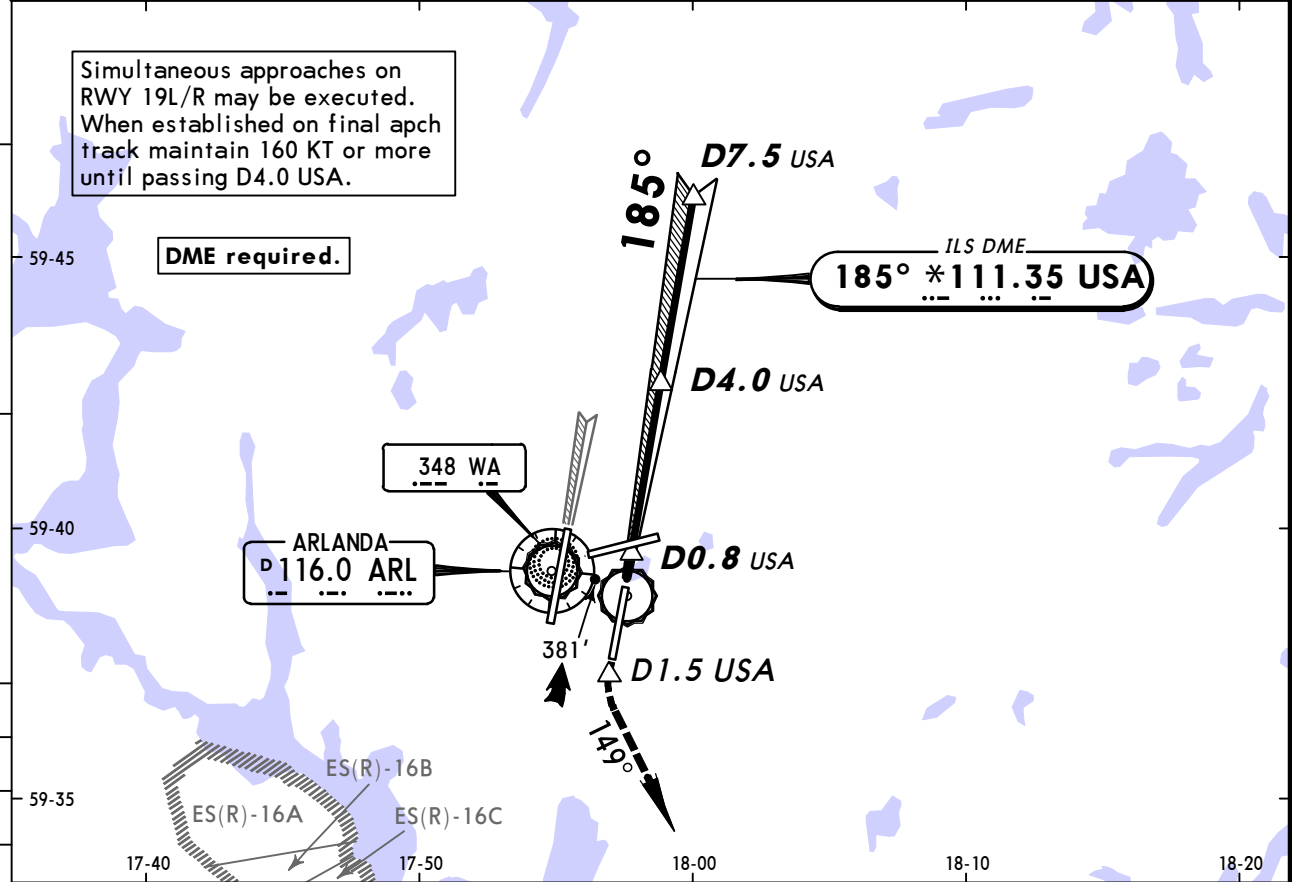
MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to 600' or D1.5 USA past USA DME, whichever is later. Turn LEFT on track 149° climbing to 2500' or D4.0 USA, whichever is later, turn LEFT to TEB VOR. At TEB VOR intercept R-349 TEB to D16.3 TEB, then turn LEFT to intercept LOC, not below 2500' until FAP/FAF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

Alt Set: hPa

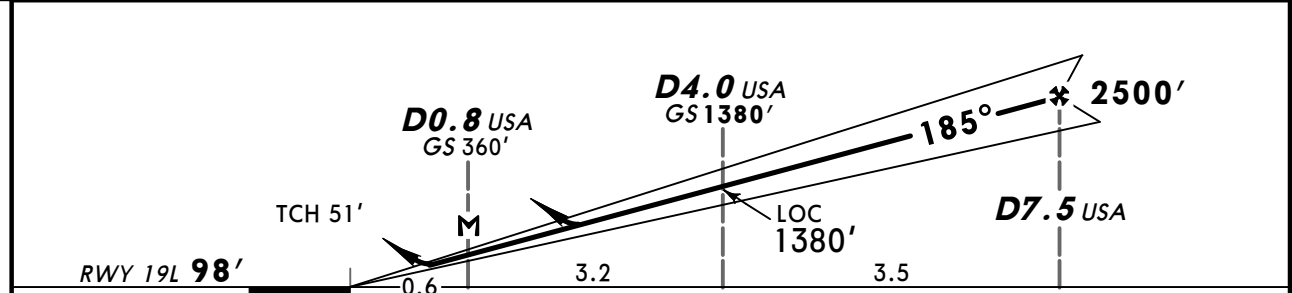
Rwy Elev: 4 hPa

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

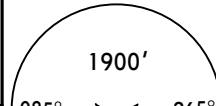
ESSA/ARN
ARLANDA

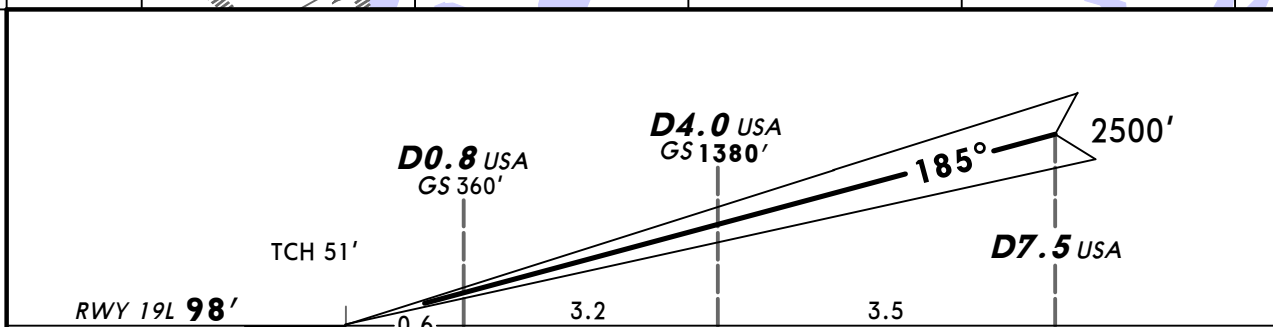
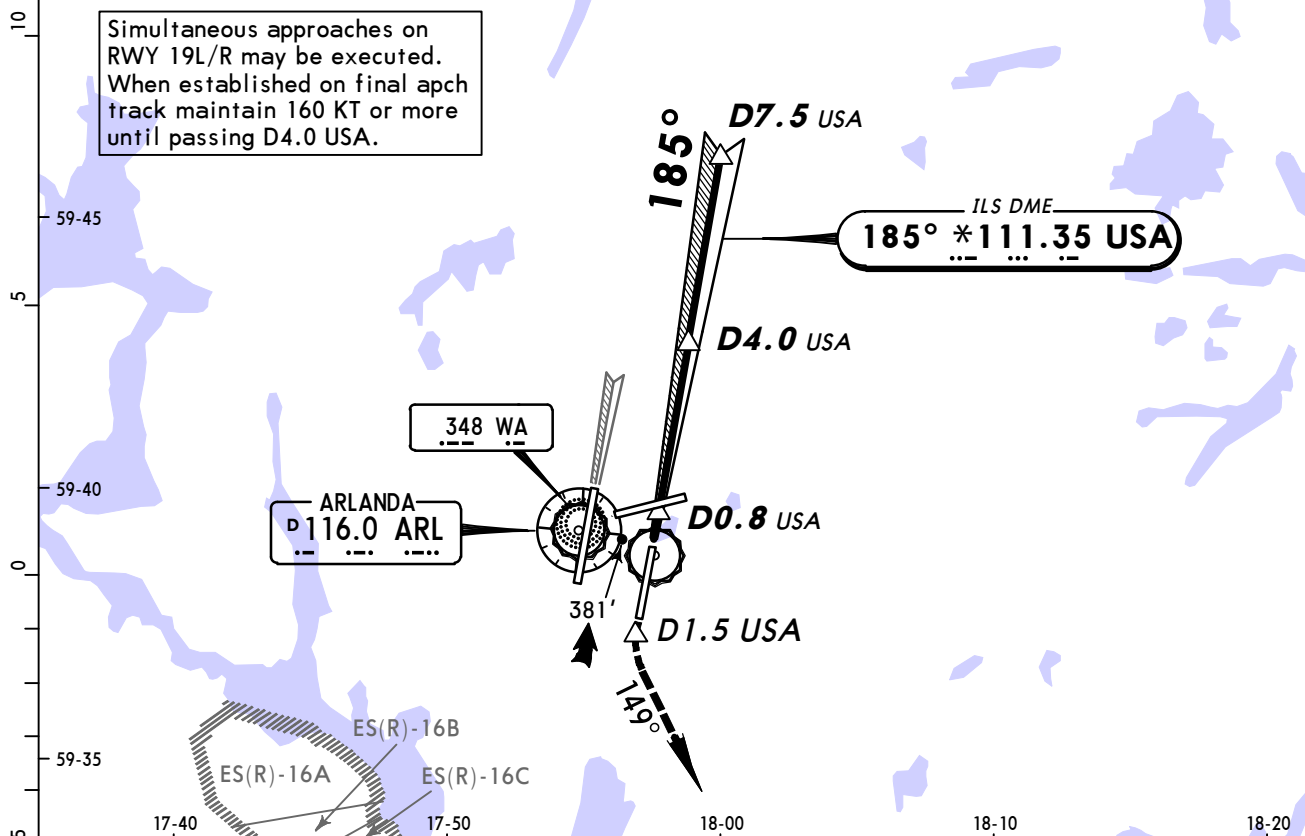
30 NOV 12
Eff 13 Dec

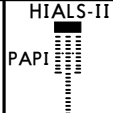
11-5A

STOCKHOLM, SWEDEN
CAT II/III ILS Rwy 19L

BRIEFING STRIP™

D-ATIS Arrival 119.0		ARLANDA Tower 125.12		North 121.92		Ground 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'	 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'			
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

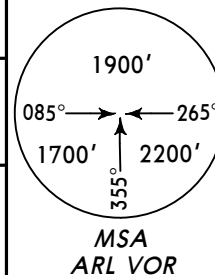
11-6

Eff 13 Dec

STOCKHOLM, SWEDEN
ILS or LOC Rwy 19R

BRIEFING STRIP

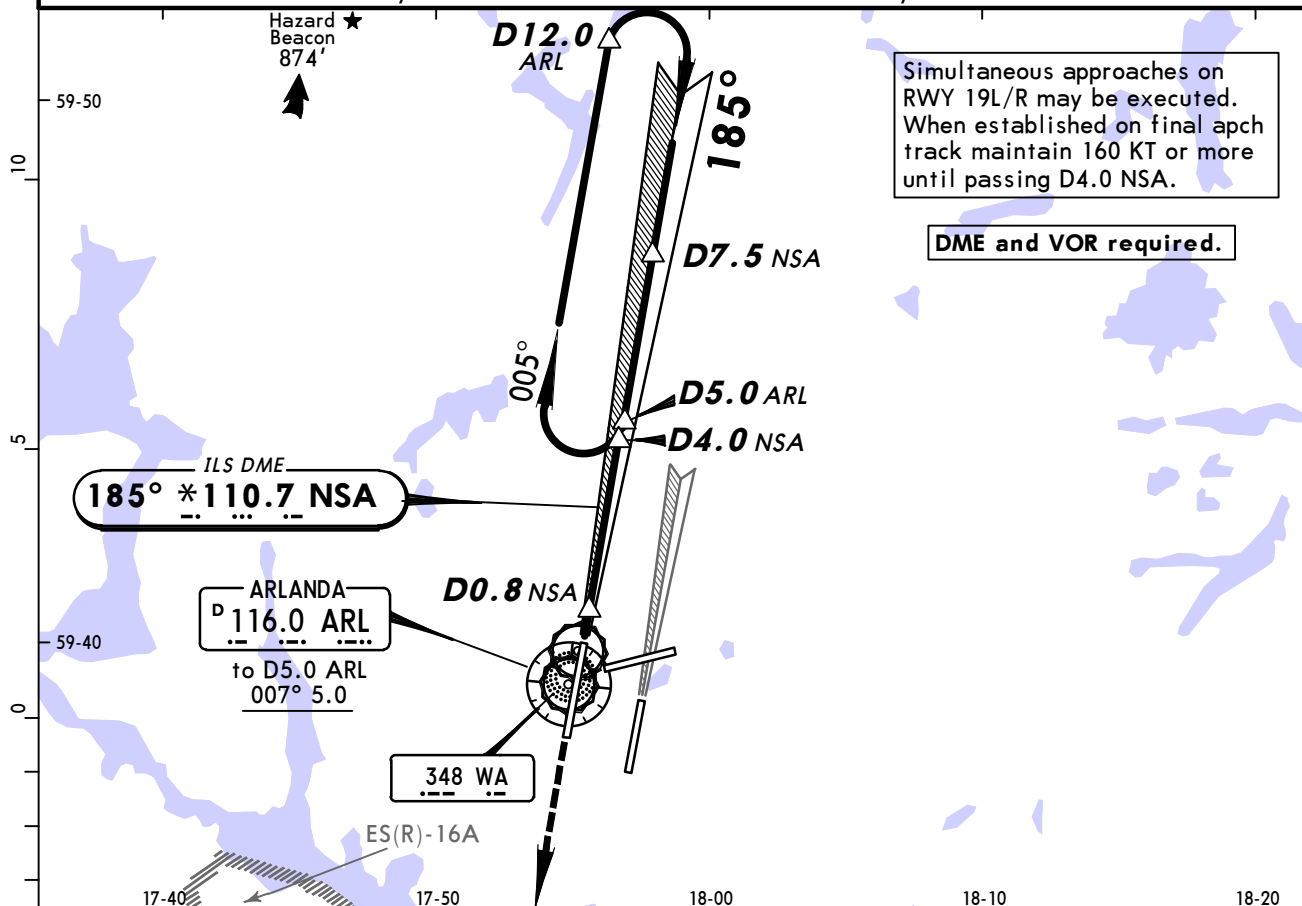
D-ATIS Arrival	ARLANDA Tower	Ground		
119.0	118.5	North 121.92	East 121.97	West 121.7
LOC NSA *110.7	Final Apch Crs 185°	GS D4.0 NSA 1390' (1272')	ILS DA(H) 318' (200')	Apt Elev 137' RWY 118'



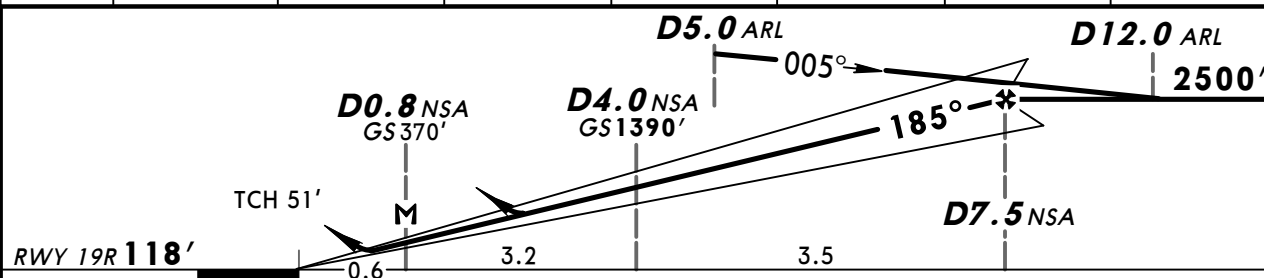
MISSED APCH: Climb STRAIGHT AHEAD to 1500', Radar Vectoring for a new approach.

MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to 2500' or D4.0 NSA past NSA, whichever is later, turn RIGHT to ARL VOR for a new instrument approach.

Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000'



LOC (GS out)	NSA DME	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	750'	1070'	1390'	1710'	2030'	2340'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 1500'
ILS GS or	372	478	531	637	743	849	
LOC Descent Angle 3.00°							
MAP at D0.8 NSA							

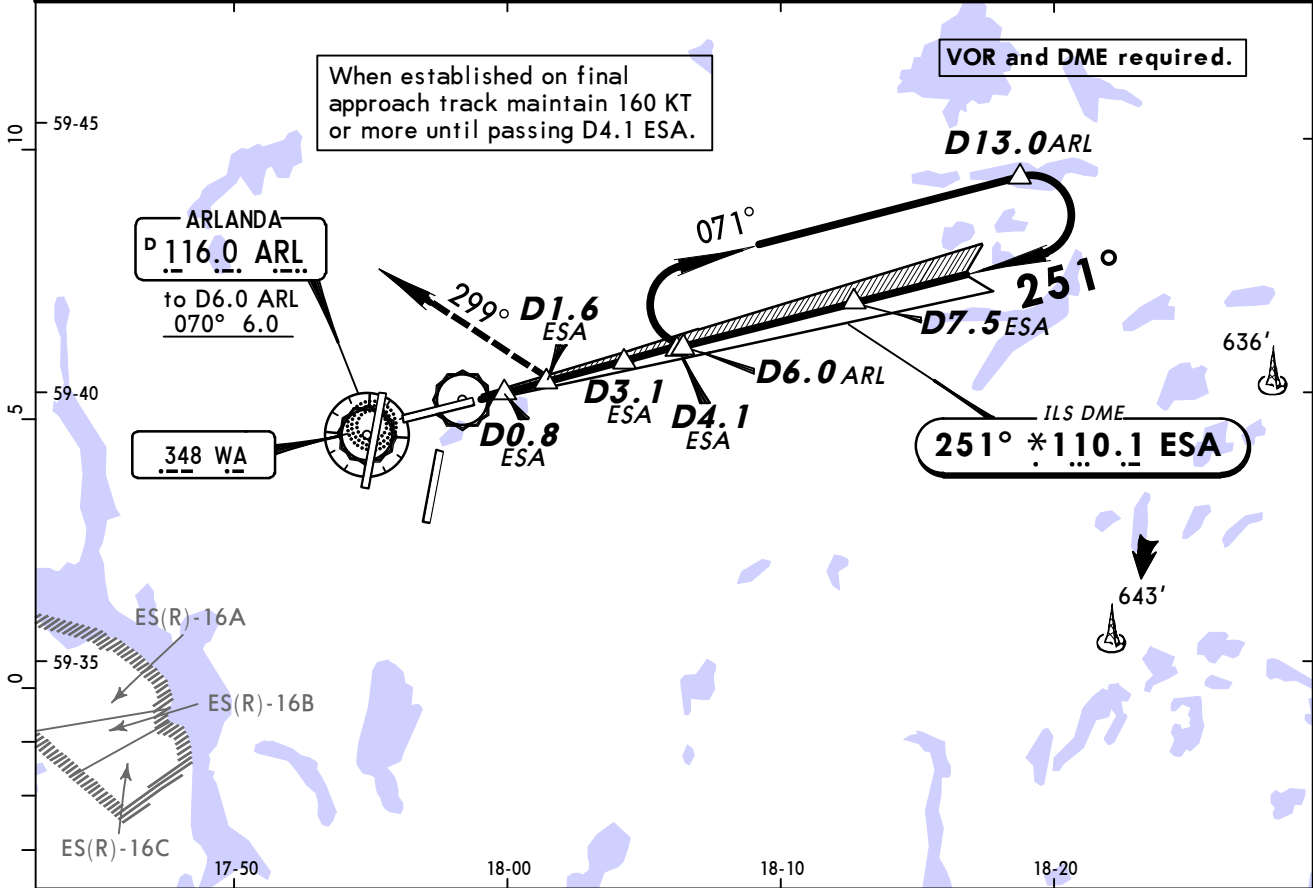
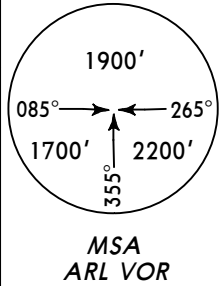
Standard STRAIGHT-IN LANDING RWY 19R

PANS OPS	ILS			LOC (GS out)	
	DA(H) 318' (200')			DA(H) 450' (332')	
	FULL	Limited	ALS out	ALS out	
	A				
B					
C	RVR 550m	RVR 750m	RVR 1200m	RVR 800m	RVR 1500m
D					

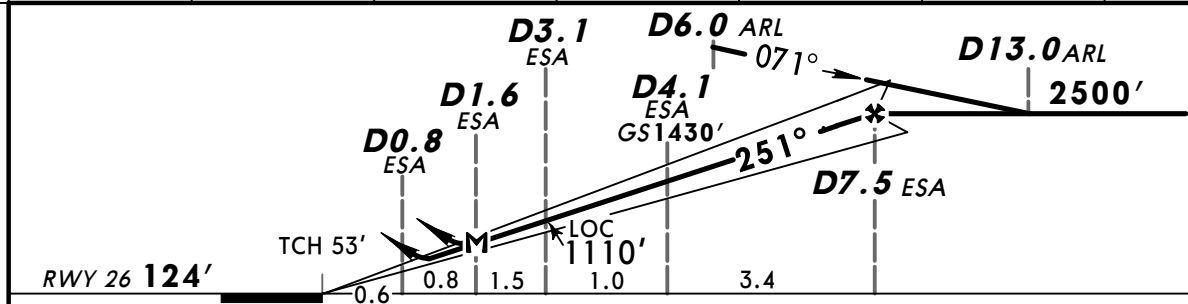
CHANGES: Procedure. Minimums.

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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			
	D				RVR 1700m	

ESSA/ARN
ARLANDA

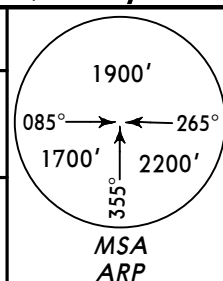
30 NOV 12
Eff 13 Dec

12-20 CAT C & D

STOCKHOLM, SWEDEN
RNAV (RNP) Rwy 01R

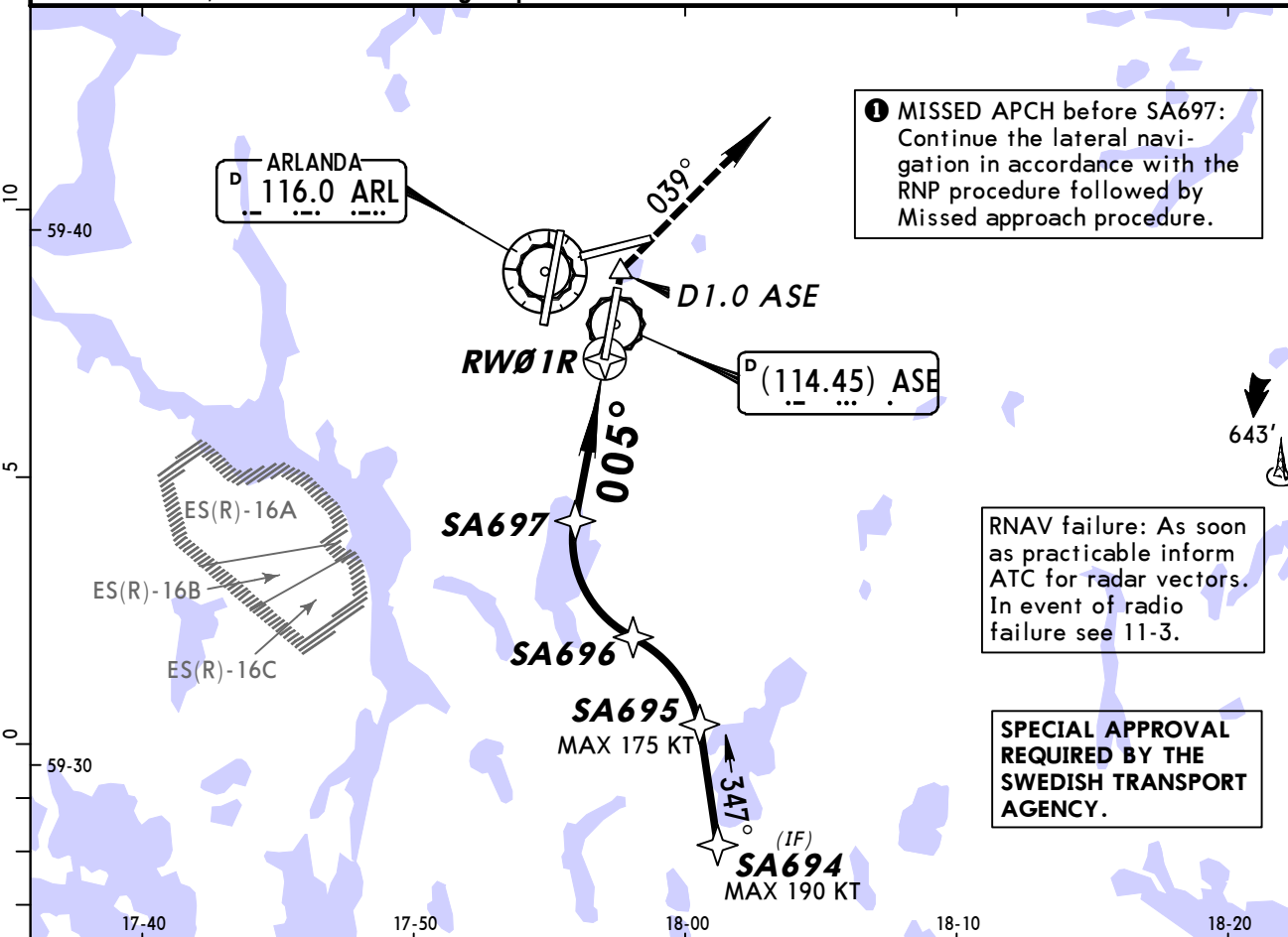
BRIEFING STRIP

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.

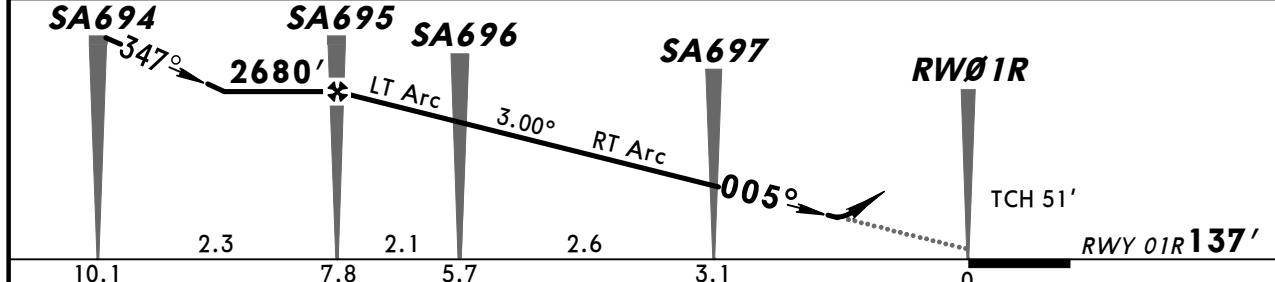


① MISSED APCH before SA697:
Continue the lateral navigation in accordance with the RNP procedure followed by Missed approach procedure.

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						

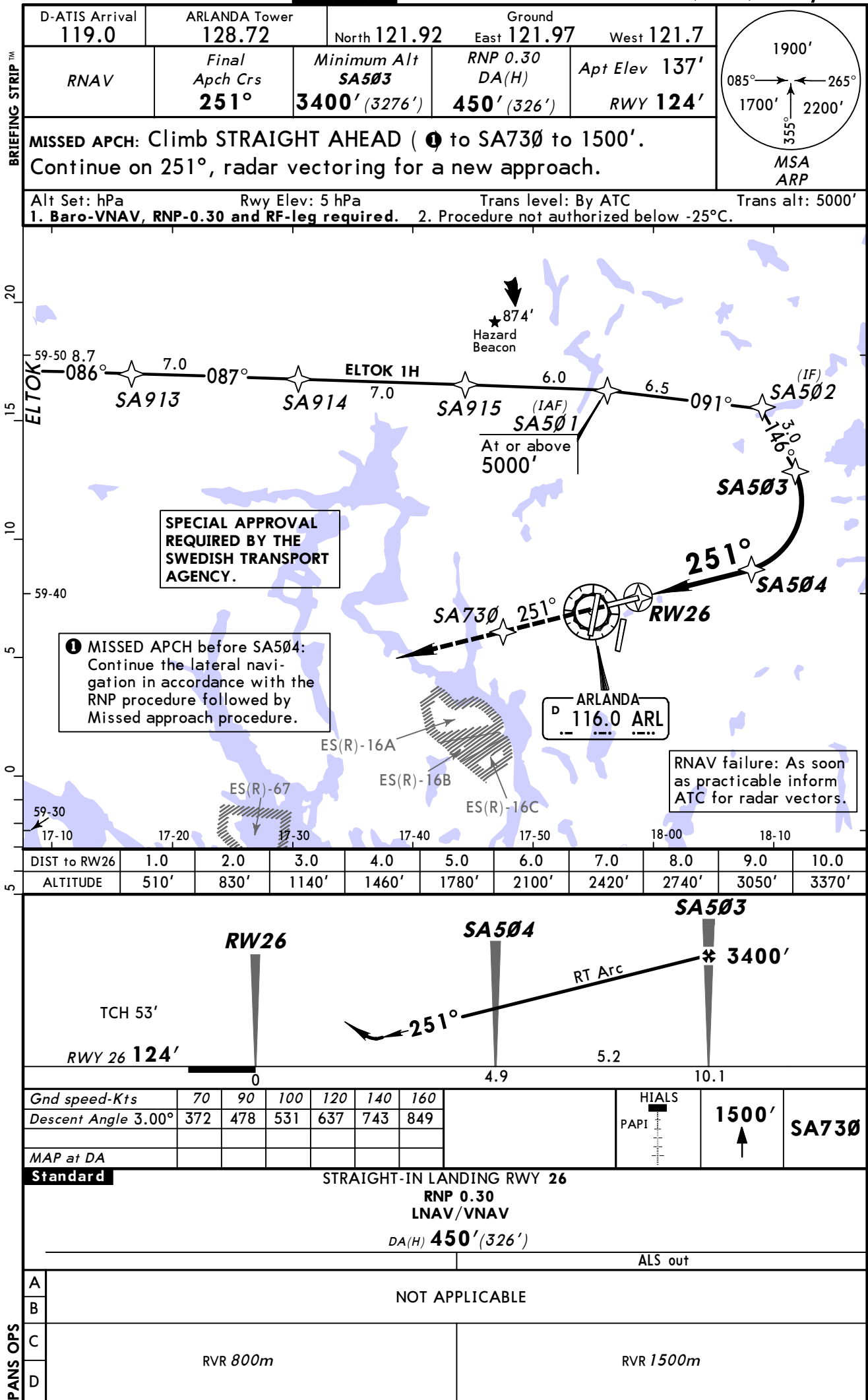
Standard STRAIGHT-IN LANDING RWY 01R
RNP 0.30
LNAV/VNAV
DA(H) **600'** (463')
ALS out

PANS OPS

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

CHANGES: Note.

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STOCKHOLM, (ARLANDA - ESSA)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport ESSA

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Landing rwy 08 n/a during darkness.