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Airport Information For ESSA

Terminal Charts For ESSA

Revision Letter For Cycle 01-2016

Change Notices

Notebook

General Information

Location: STOCKHOLM SWE
ICAO/IATA: ESSA / ARN
Lat/Long: N59° 39.12', E017° 55.12'
Elevation: 137 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 5.0° E

Fuel Types: 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: 0741 Z
Sunset: 1411 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: 119.000 Arrival Service
ATIS: 121.625 Departure Service
Arlanda Tower: 118.500
Arlanda Tower: 125.125
Arlanda Tower: 128.725
Ground North Ground: 121.925 MF
Ground West Ground: 121.700 MF
Ground East Ground: 121.975 MF
Arlanda Clearance Delivery: 121.825
Stockholm Control: 124.100
Stockholm Control: 123.750
Stockholm Control: 120.150
Stockholm Control: 130.325

ESSA/ARN
ARLANDA

6 NOV 15

JEPPESEN

10-1P

Eff 12 Nov

STOCKHOLM, SWEDEN

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

D-ATIS Arrival 119.0

D-ATIS Departure 121.625

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 G, K and S.

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 G, K and S.

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.

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10-1P1

Eff 12 Nov

STOCKHOLM, SWEDEN

AIRPORT BRIEFING

1. GENERAL

1.6. TAXI PROCEDURES

In order to maintain orderly flow on aprons, all ACFT movements are subject to prior contact with Tower.

For Taxi Routings refer to 10-9 charts, if not otherwise instructed by Tower.

Taxiing between terminal building and an ACFT after completed push-back is only allowed after Tower has been informed and taxiing ACFT has been instructed to do so.

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

Apron S south of SC MAX wingspan 79'/24m.

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 G146, G148, R3 thru R9, R10 and S71 thru S75, S77 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. RESTRICTIONS TO LARGE ACFT

- RWY 01L/19R will be used for take-off and landing.
- RWY 26 can be used for landing.
- RWY exit/entry Y1, Y2, Y3, Y9 and Y10 are approved for A380.
- RWY entry Y1 and Y10 are approved for B747-8.
- RWY exit X2 approved for A380.
- TWY PA, Y and X between Y-ZQ will be used for taxiing. TWY U additionally approved for B747-8. All taxiing will be marshalled.
- Judgemental oversteer shall be used at Y1, Y10. For A380 additionally at Y-PA-X and X2.
- Idle thrust shall be used on outer engines of A380 when taxiing.
- Parking will take place at F36 pier F. B747-8 additionally at stand 69 at apron D.
- B747-8 freight version parking at stands R9C at apron R and stand 69 at apron D.
- A380 push-back pole is not available. Operator shall secure for arrangements with own equipment.

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28 NOV 14 **10-1P2**

STOCKHOLM, SWEDEN
Eff 11 Dec **AIRPORT BRIEFING**

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.

2.5. TAXI PROCEDURE

Taxiing to Terminal 4 stand 31 via TWY ZE.

Taxiing to Terminal 5 stand 9 via TWY ZL, stand 10 via TWY ZN, stand 19 via TWY ZH and stand 20 via TWY ZK.

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28 NOV 14

STOCKHOLM, SWEDEN
10-1P3

Eff 11 Dec

AIRPORT BRIEFING

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.

3.2. 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.

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28 NOV 14 **10-1P4**

STOCKHOLM, SWEDEN
AIRPORT BRIEFING

3. DEPARTURE

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 and 69L/R via TWY UC.

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

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

3.3. NOISE ABATEMENT PROCEDURES

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.

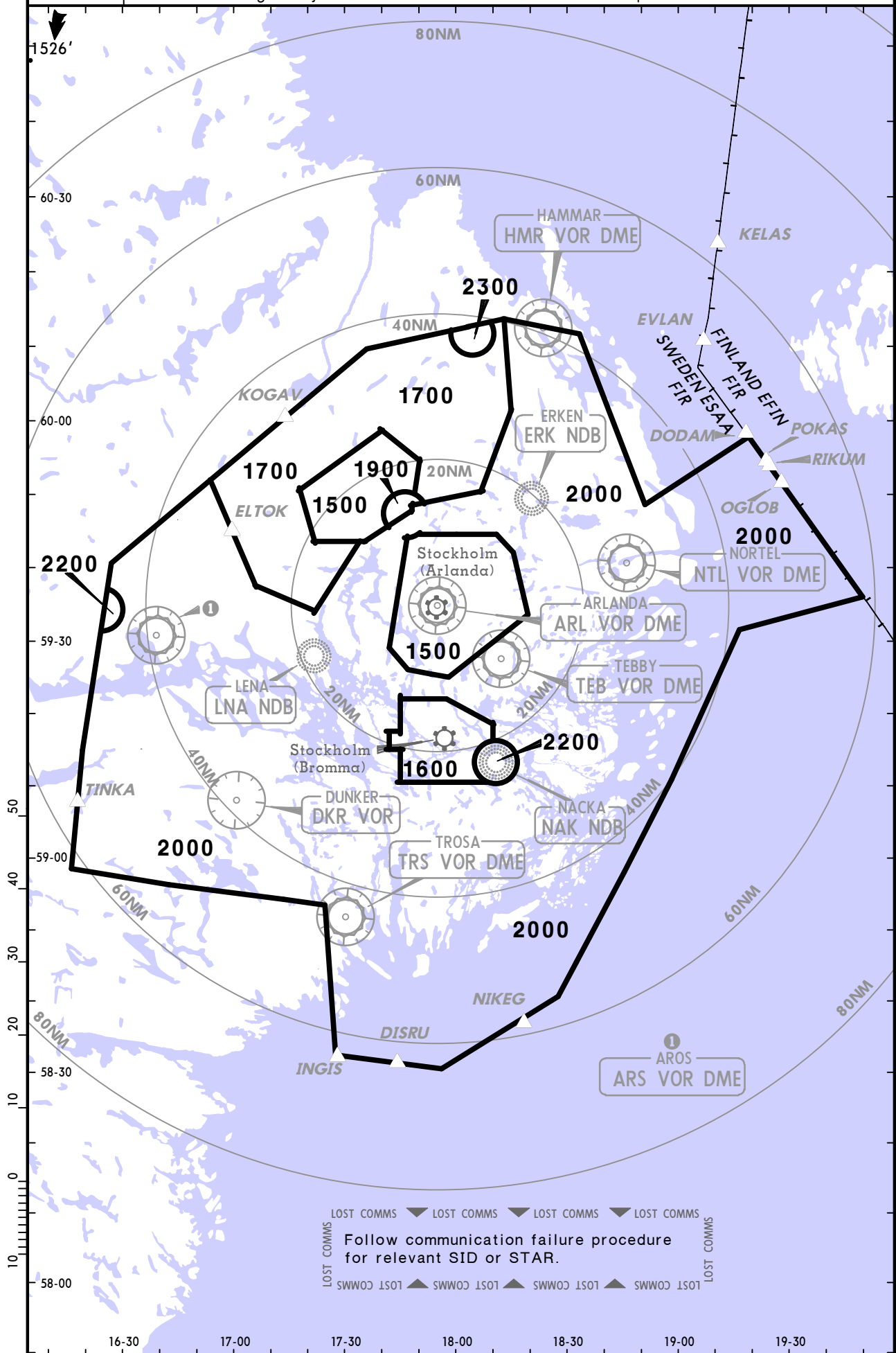
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JEPPesen
11 APR 14 (10-1R)

STOCKHOLM, SWEDEN
RADAR MINIMUM ALTITUDES

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.



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17 AUG 12 10-2

STOCKHOLM, SWEDEN

Eff 23 Aug

STAR

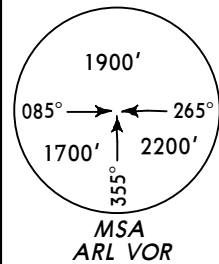
D-ATIS
119.0

Apt Elev
137'

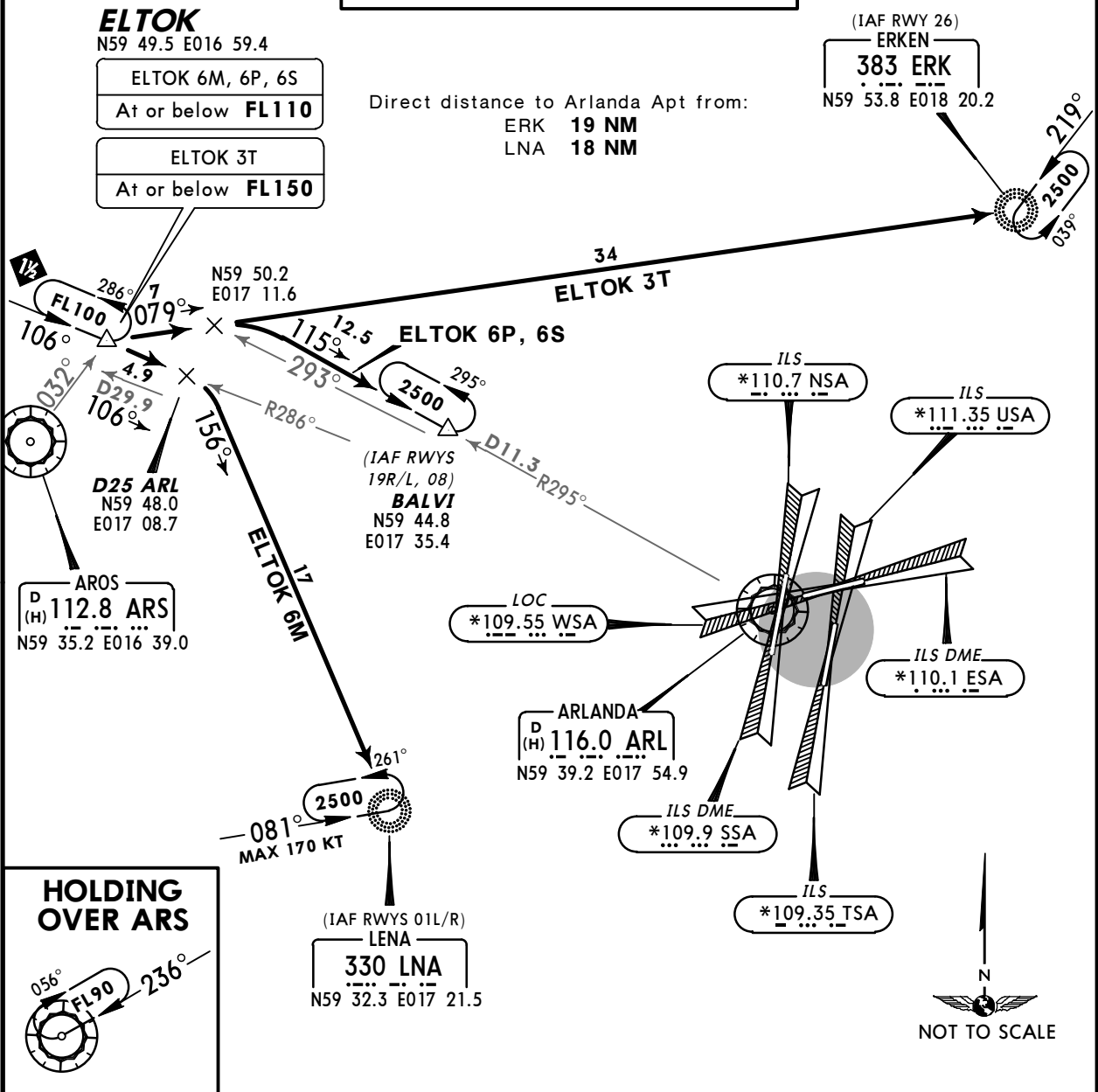
Alt Set: hPa Trans level: By ATC Trans alt: 5000'
STARs to RWYS 01L & 01R/19R & 19L are identical. RWY to be used will be assigned by ATC.

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

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



Clearance limit is normally the IAF.



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

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.

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JEPPESEN
17 AUG 12 10-2B

Eff 23 Aug

STOCKHOLM, SWEDEN

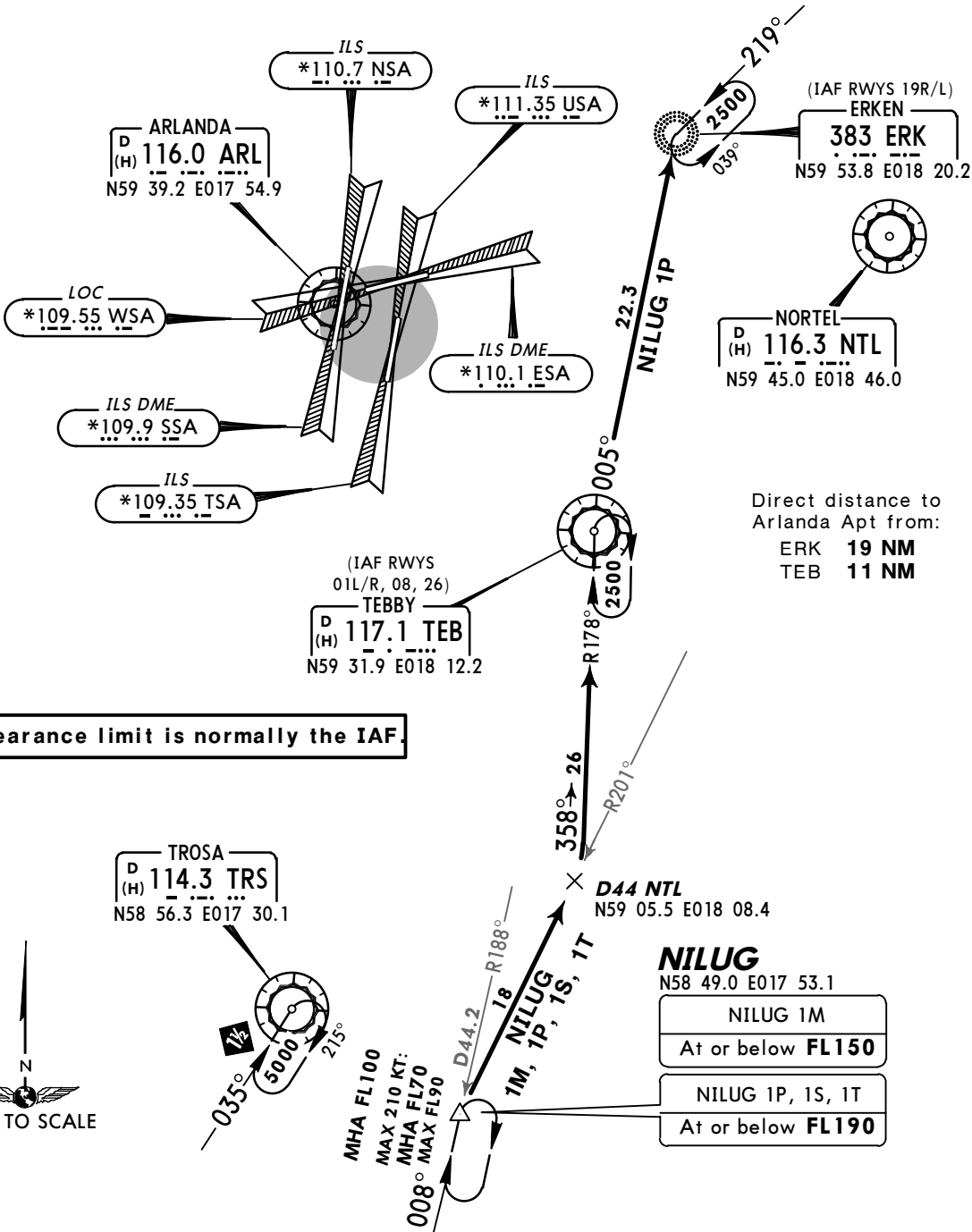
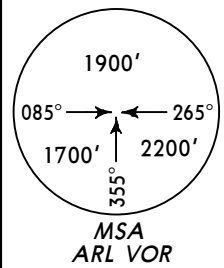
STAR

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.

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17 AUG 12 10-2C

Eff 23 Aug

STOCKHOLM, SWEDEN

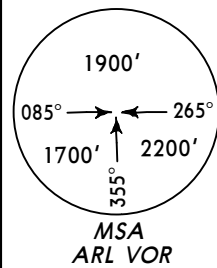
STAR

D-ATIS
119.0

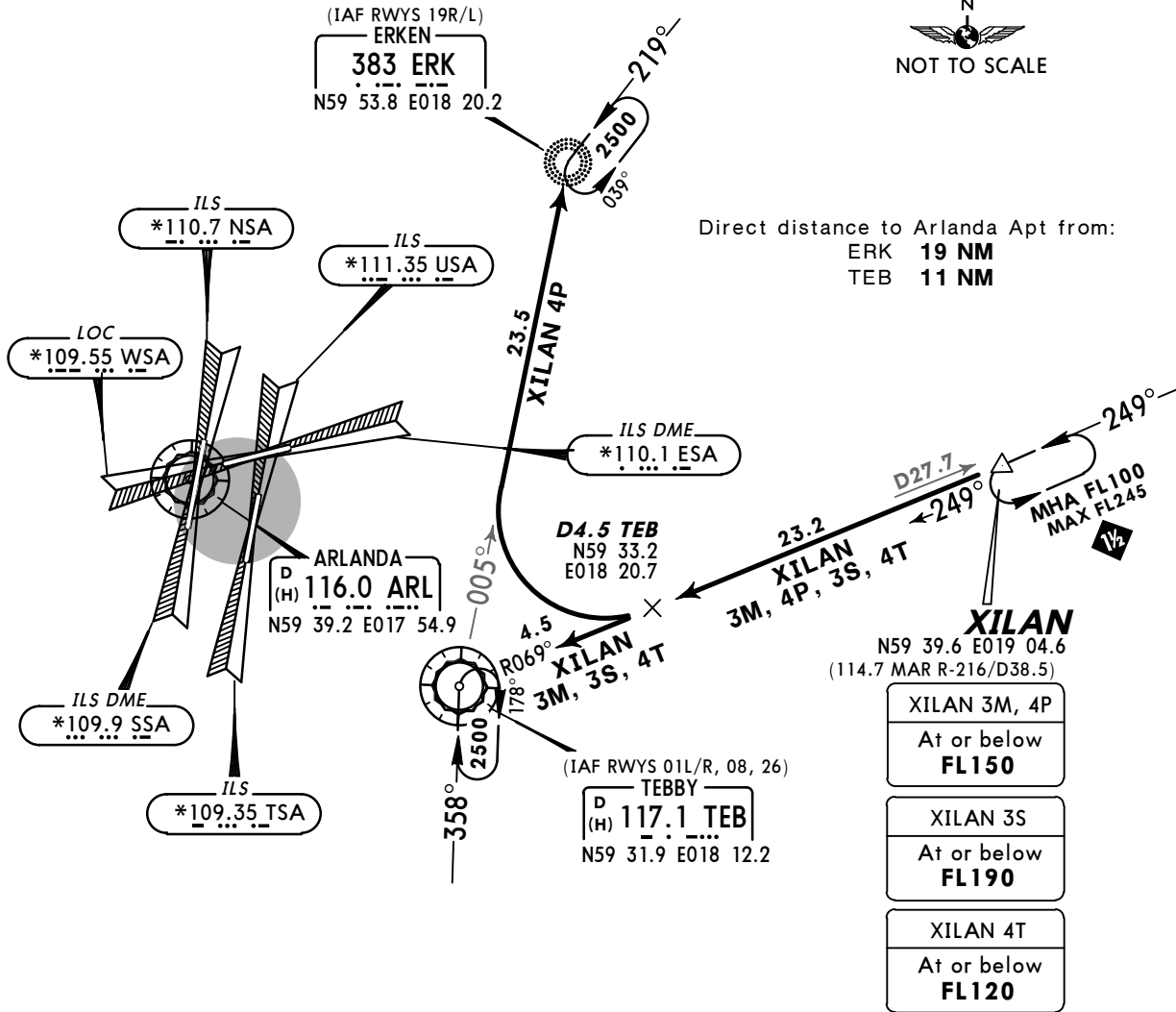
Apt Elev
137'

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.

CHANGES: XILAN STARs renumbered.

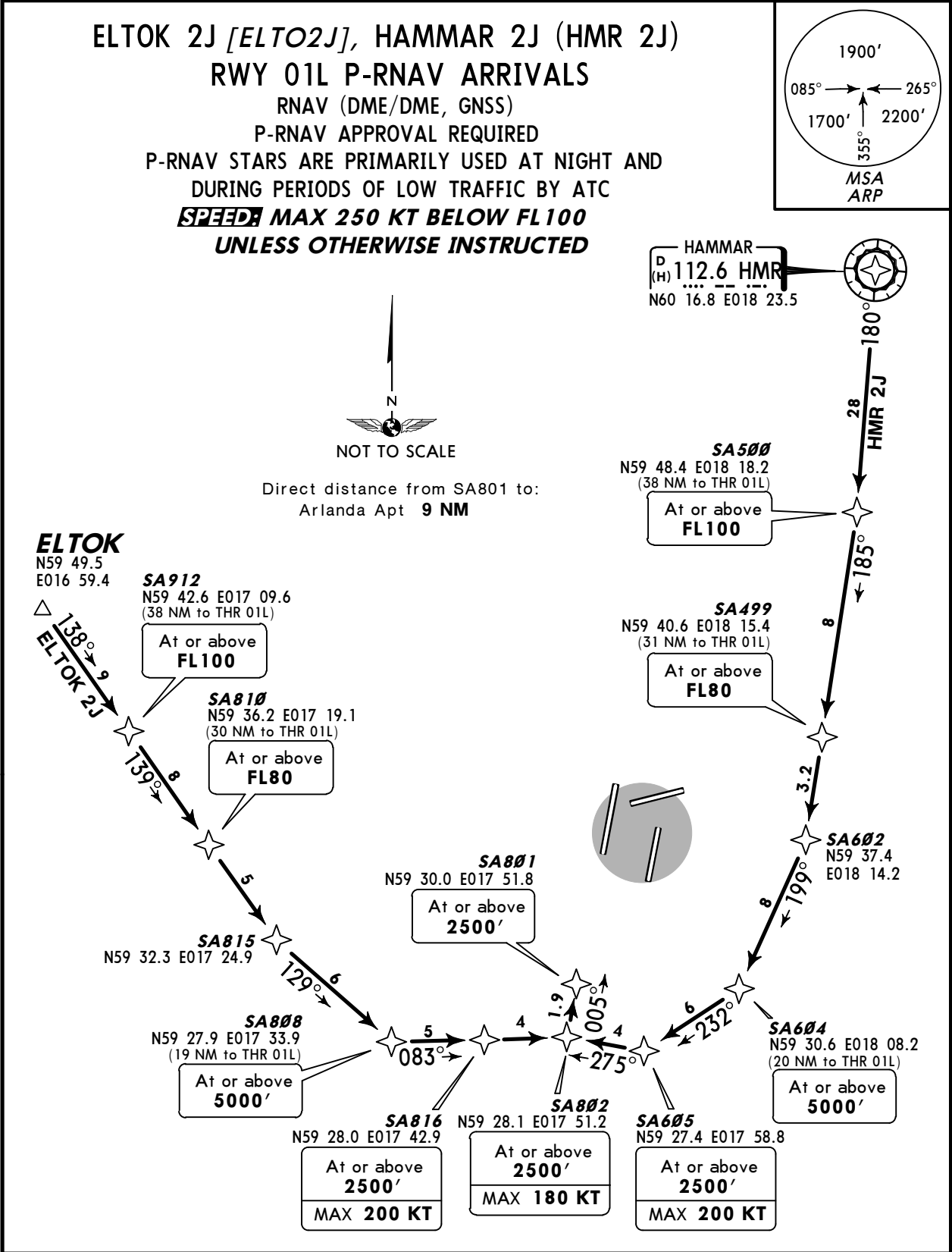
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JEPPesen
29 MAR 13 10-2D

STOCKHOLM, SWEDEN
RNAV STAR

D-ATIS 119.0	Apt 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.
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STAR	ROUTING
ELTOK 2J	ELTOK - 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'+).

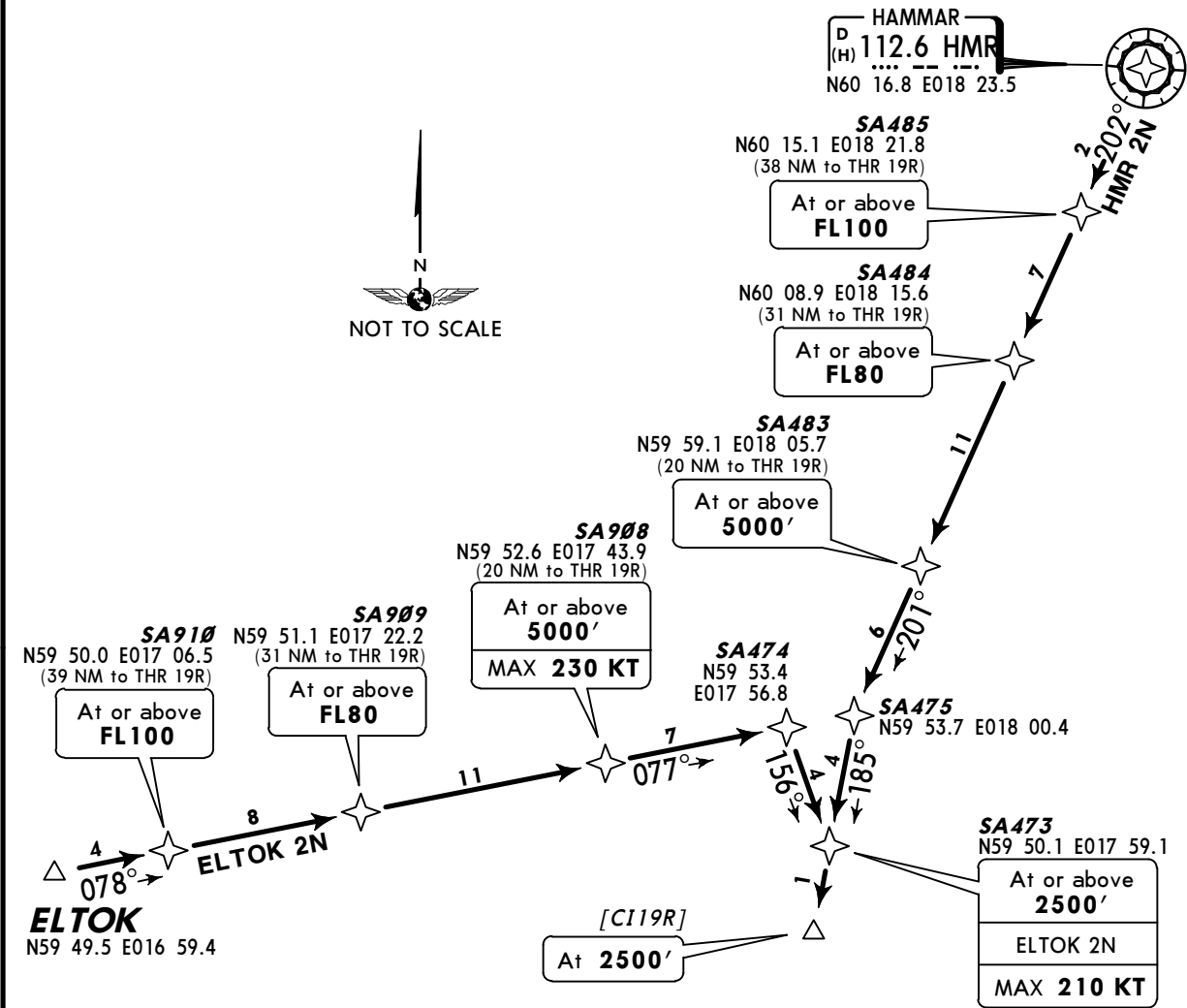
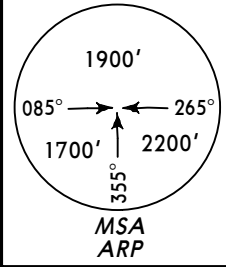
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JEPPESSEN
29 MAR 13 10-2E

STOCKHOLM, SWEDEN
RNAV STAR

D-ATIS 119.0	Apt 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.
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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').

ESSA/ARN
ARLANDA

JEPPESSEN
29 MAR 13 10-2G

STOCKHOLM, SWEDEN
RNAV STAR

D-ATIS 119.0	Apt 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.
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NILUG 1J [NILU1J], XILAN 2J [XILA2J]

RWY 01L P-RNAV ARRIVALS

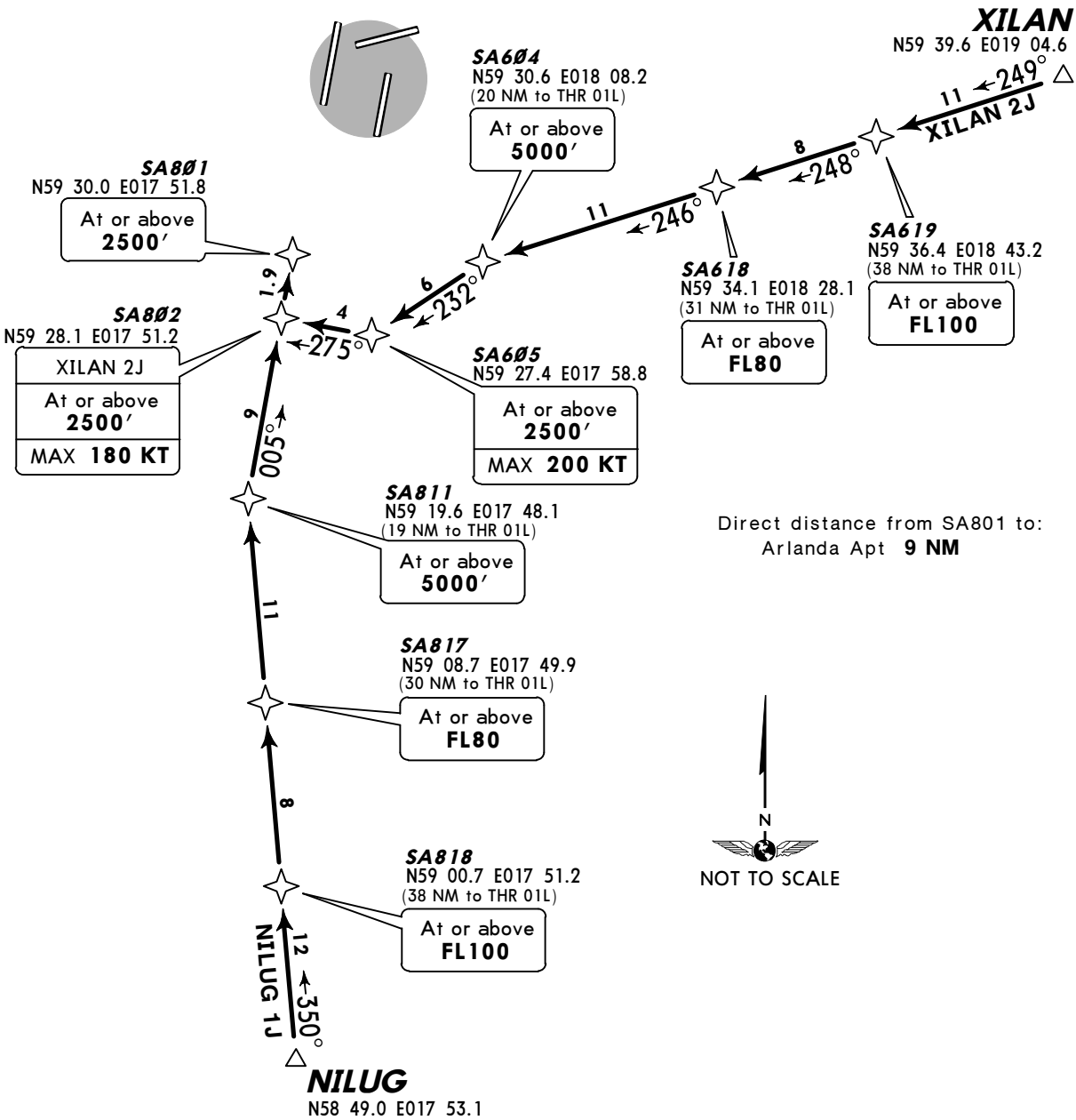
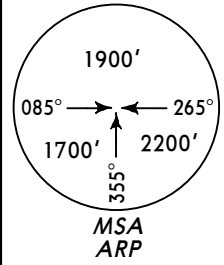
RNAV (DME/DME, GNSS)

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



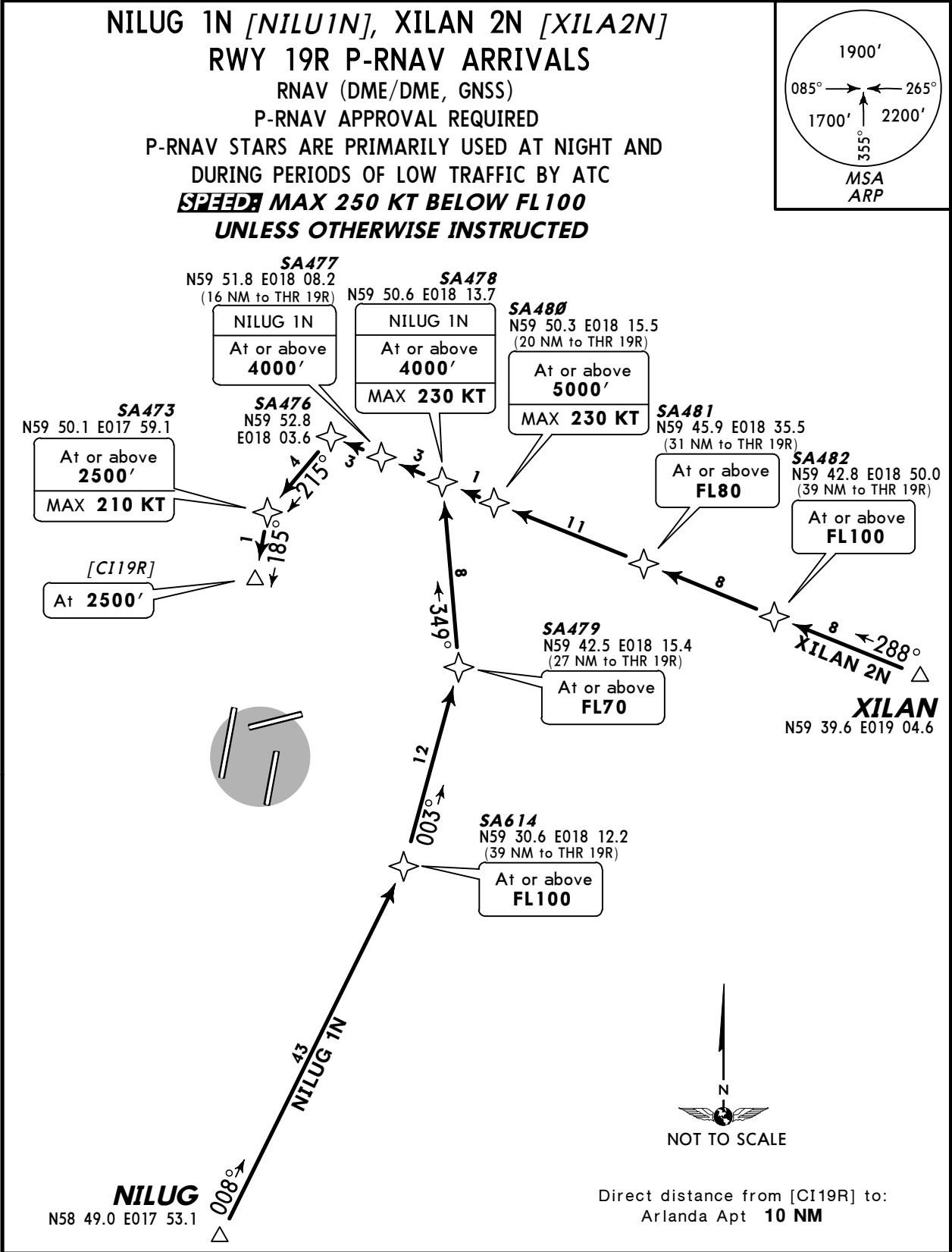
STAR	ROUTING
NILUG 1J	NILUG - SA818 (FL100+) - SA817 (FL80+) - SA811 (5000'+) - SA802 - SA801 (2500'+).
XILAN 2J	XILAN - SA619 (FL100+) - SA618 (FL80+) - SA604 (5000'+) - SA605 (2500'+; K200-) - SA802 (2500'+; K180-) - SA801 (2500'+).

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JEPPesen
5 APR 13 10-2H

STOCKHOLM, SWEDEN
RNAV STAR

D-ATIS 119.0	Apt 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.
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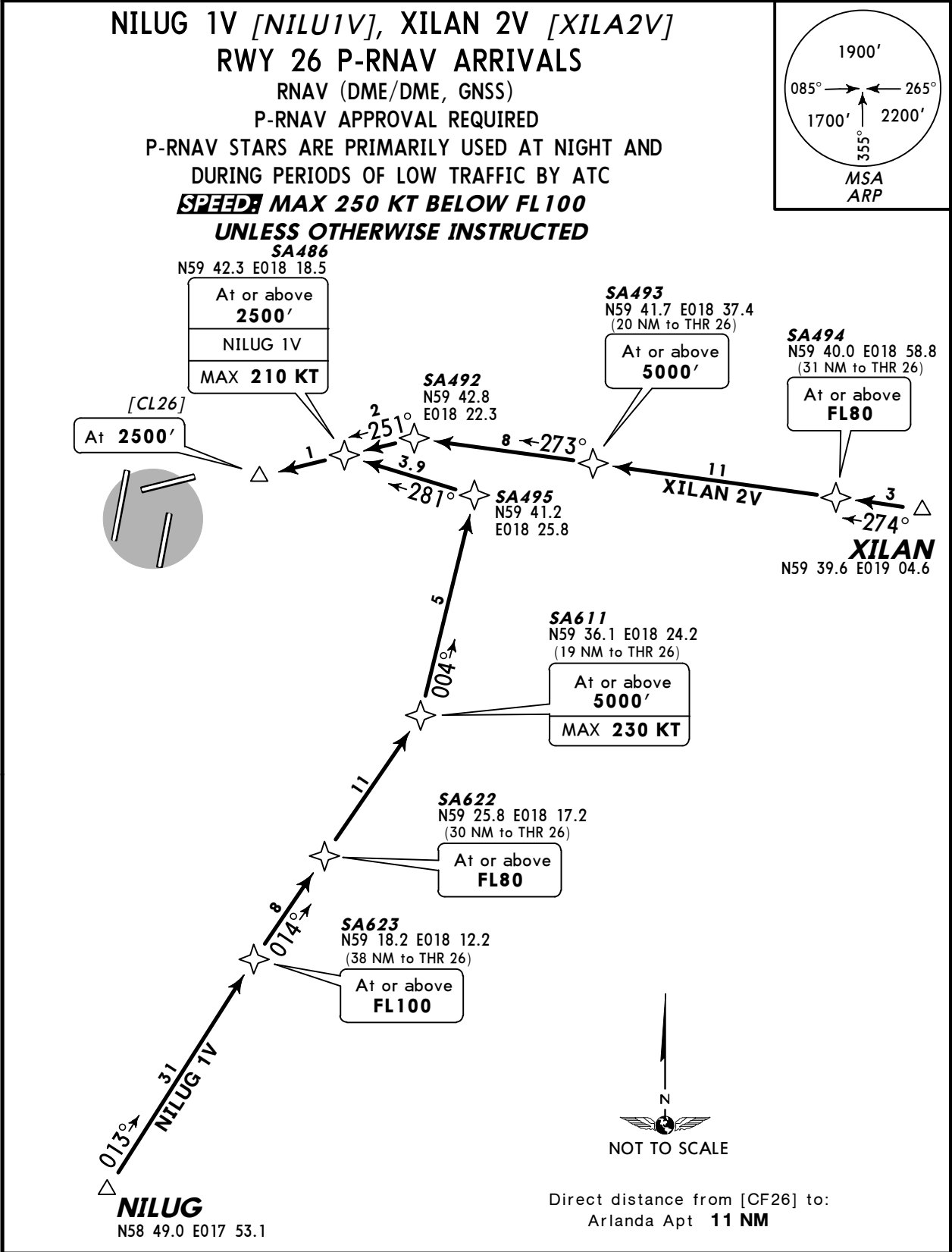
STAR	ROUTING
NILUG 1N	NILUG - SA614 (FL100+) - SA479 (FL70+) - SA478 (4000'+; K230-) - SA477 (4000'+) - SA476 - SA473 (2500'+; K210-) - [CI19R] (2500').
XILAN 2N	XILAN - SA482 (FL100+) - SA481 (FL80+) - SA480 (5000'+; K230-) - SA476 - SA473 (2500'+; K210-) - [CI19R] (2500').

ESSA/ARN
ARLANDA

JEPPesen
5 APR 13 10-2J

STOCKHOLM, SWEDEN
RNAV STAR

D-ATIS 119.0	Apt 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.
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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').

ESSA/ARN
ARLANDA

JEPPESEN
14 DEC 12 **10-3**

STOCKHOLM, SWEDEN

RNAV SID

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

ESSA/ARN
ARLANDA

 **JEPPesen**
14 DEC 12 **(10-3A)**

STOCKHOLM, SWEDEN
RNAV SID

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@ifv.se

RNAV AND NON-RNAV INSTRUCTIONS

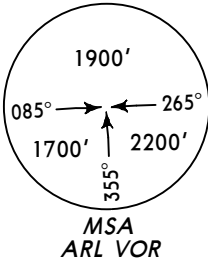
CLIMB SPEED

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

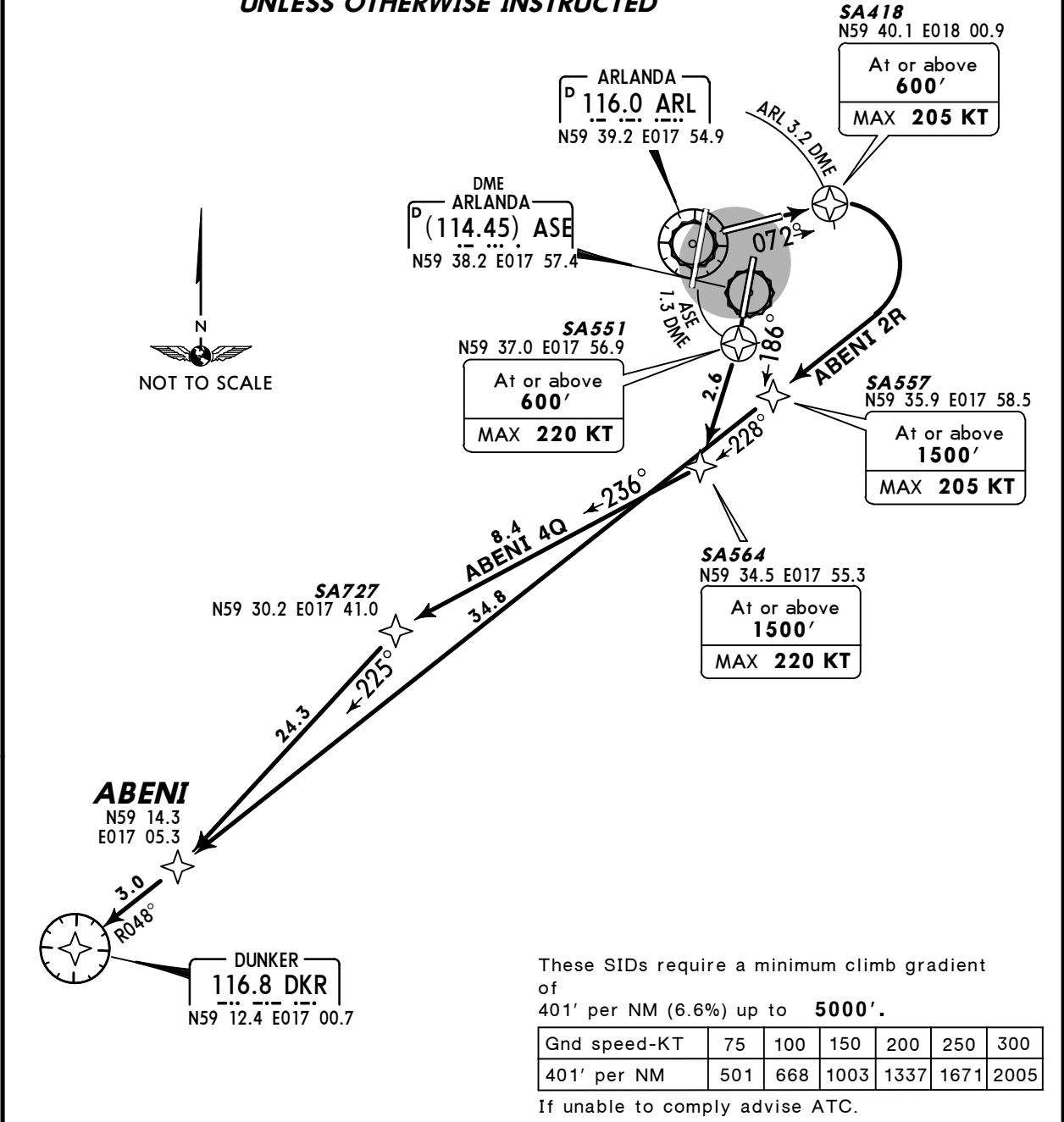
ESSA/ARN
ARLANDA

JEPPESSEN
18 MAR 11 (10-3B)

STOCKHOLM, SWEDEN
RNAV SID

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 deparute instructions refer to 10-3A.	
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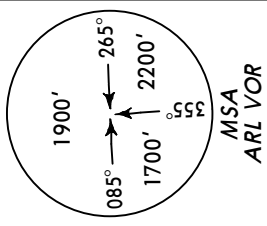
ABENI 4Q [ABEN4Q]
ABENI 2R [ABEN2R]
RWYS 19L, 08 RNAV DEPARTURES
RNAV (DME/DME)
**~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED**



Initial climb clearance 5000' unless otherwise specified		
SID	RWY	ROUTING
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.

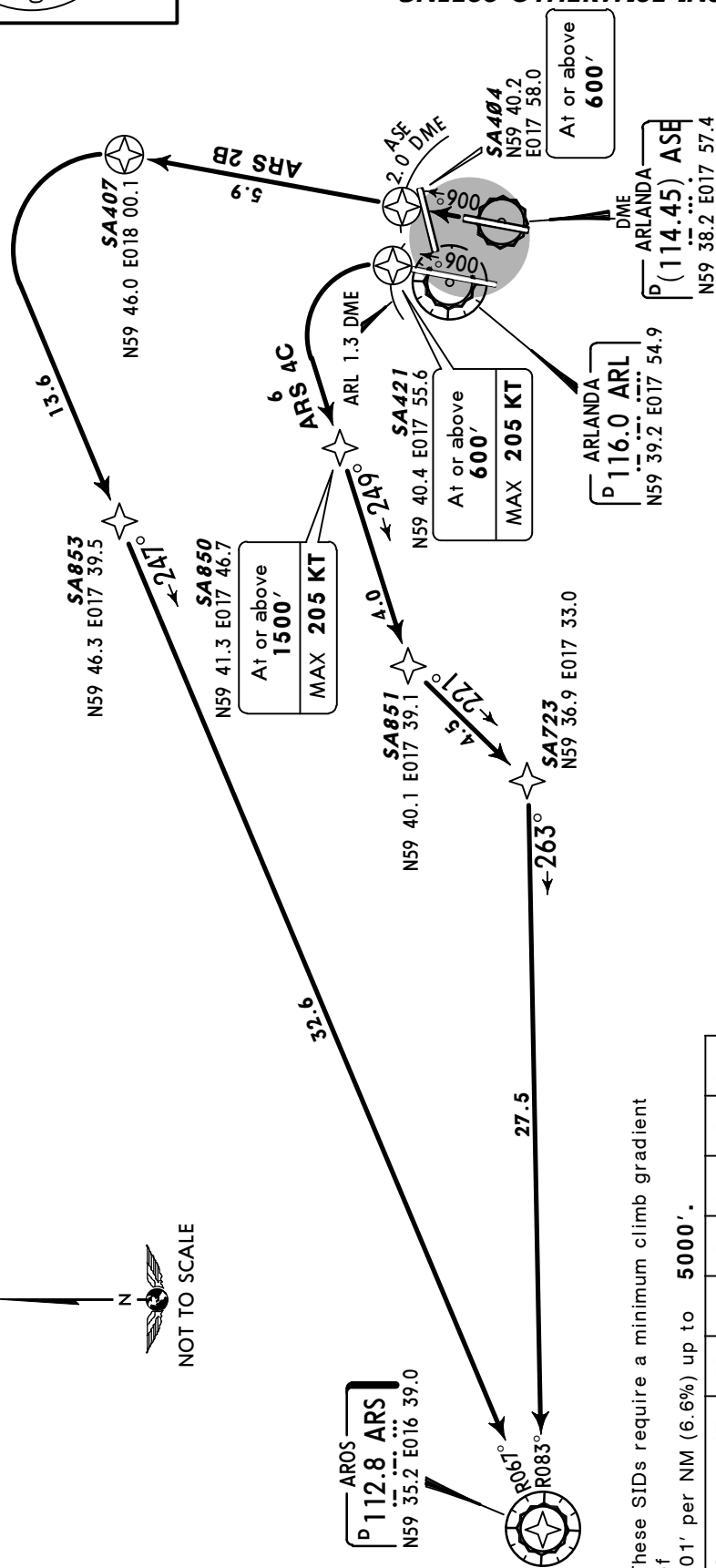
Trans level: By ATC Trans alt: 5000'

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



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

**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
ARS 2B	01R	Climb on 006° track to SA404 (600'+) - SA407 - SA853 - ARS. NON-FMS/RNAV: Climb on 006° track, EXPECT RADAR vectors to ARS.
ARS 4C	01L	Climb on 006° track to SA421 (600' +; K205-) - SA850 (1500' +; K205-) - SA851 - SA723 - ARS. B757, B767, MD-11: Climb on 006° track to ARL 1.3 DME, turn LEFT, 249° track to SA850 (MAX 205 KT until SA850) - SA851 - SA723 - ARS. NON-FMS/RNAV: Climb on 006° track to ARL 1.3 DME, turn LEFT, 260° track (MAX 205 KT until established on 260° track), EXPECT RADAR vectors to ARS.

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JEPPESSEN
30 JAN 15 10-3D

STOCKHOLM, SWEDEN
RNAV SID

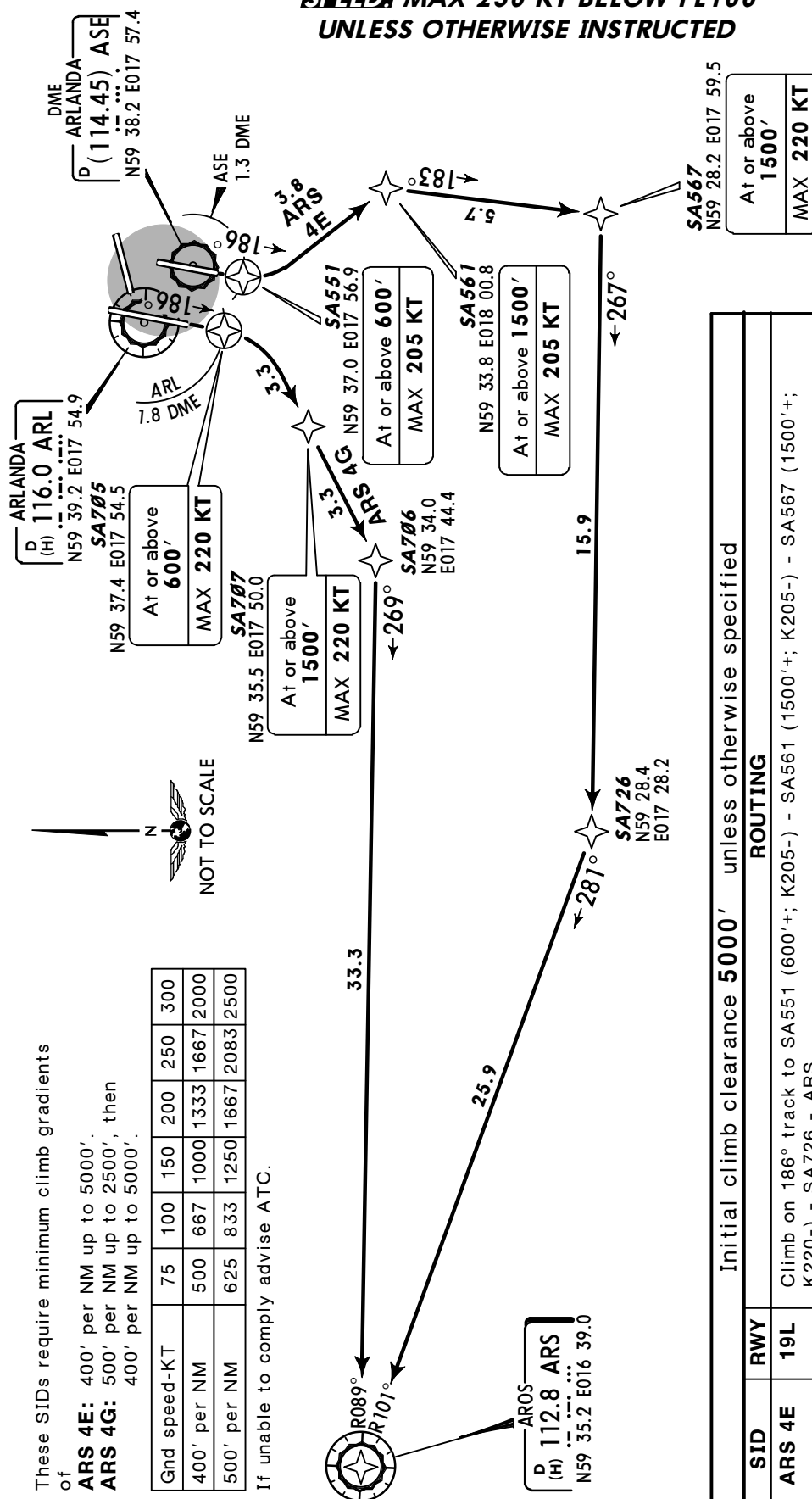
STOCKHOLM Control
124.1

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.

AROS 4E (ARS 4E), AROS 4G (ARS 4G)
RWYS 19L/R RNAV DEPARTURES
RNAV (DME/DME)

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



Initial climb clearance 5000' unless otherwise specified

ROUTING

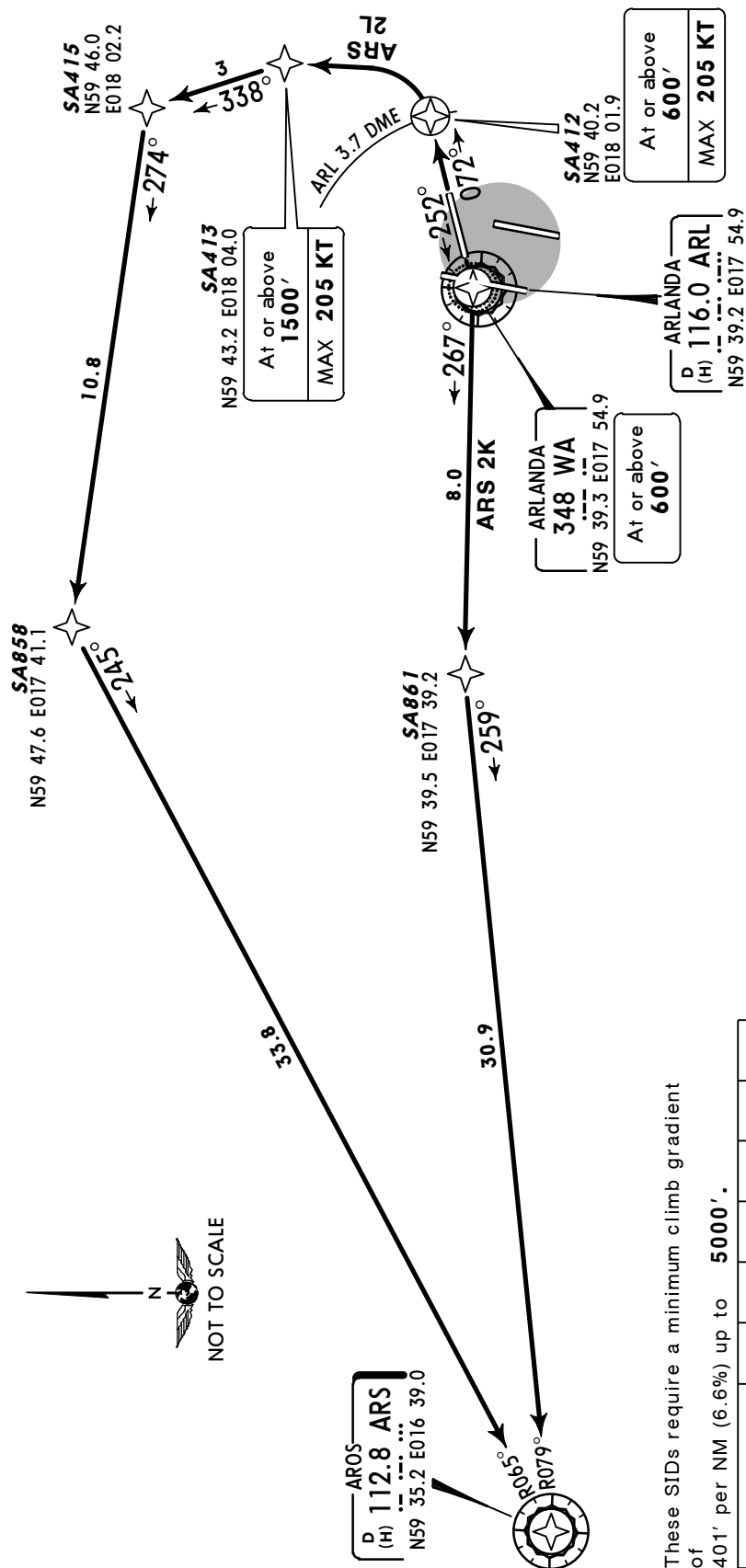
Climb on 186° track to SA551 (600'+; K205-) - SA561 (1500'+; K205-) - SA567 (1500'+; K220-) - SA726 - ARS.
B757, B767, MD-11: Climb on 186° track to ASE 1.3 DME, turn LEFT, 140° track to SA561 (MAX 205 KT until SA561) - SA567 (MAX 220 KT until SA567) - SA726 - ARS.
NON-FMS/RNAV: Climb on 186° track to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

SID	RWY
ARS 4E	19L
ARS 4G	19R

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***



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

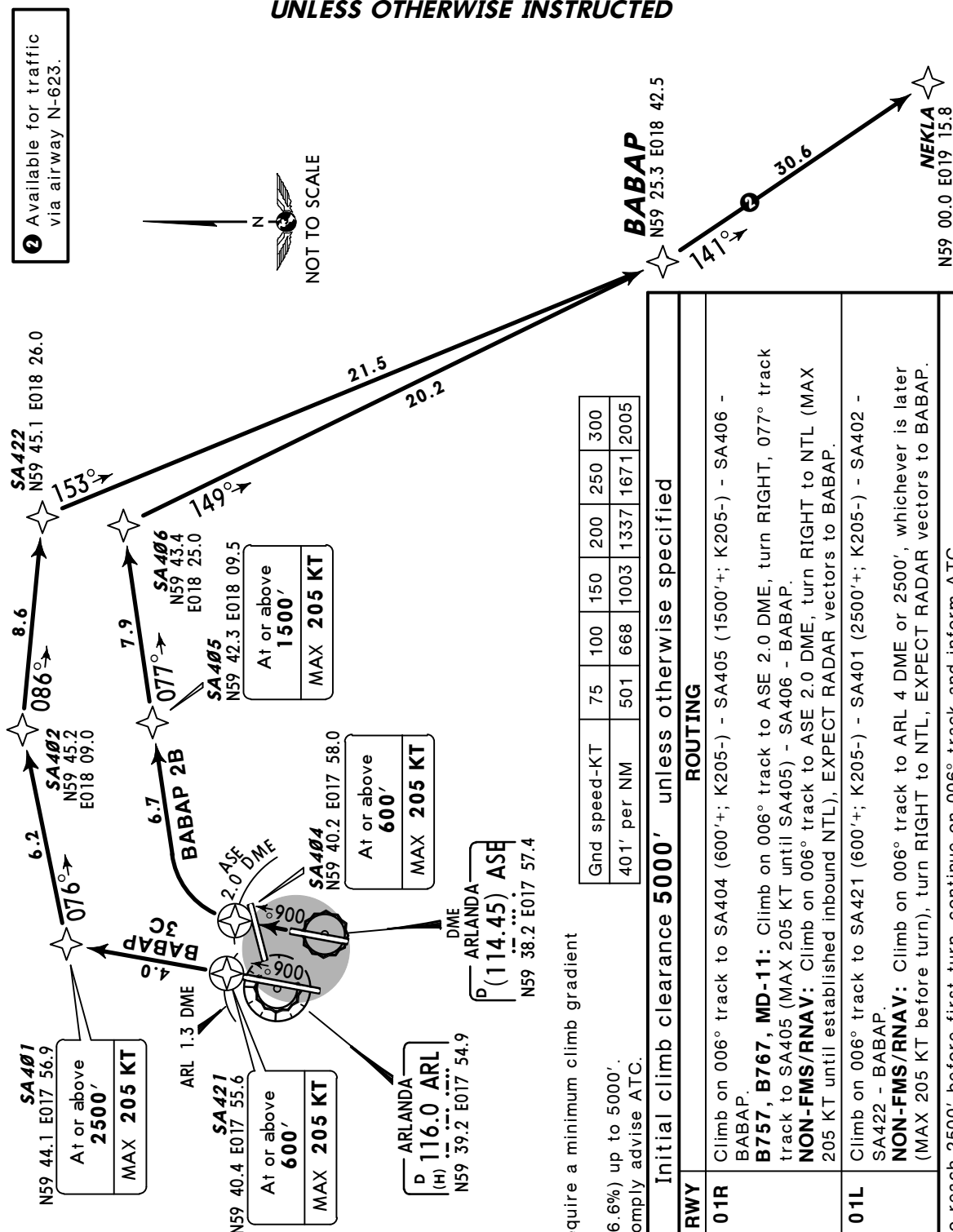
If unable to comply advise ATC.

Initial climb clearance 5000' unless otherwise specified		
SID	RWY	ROUTING
ARS 2K	26	Climb on 252° track to WA (600'+) - SA861 - ARS. NON-FMS/RNAV: Climb on 252° track to WA, turn RIGHT, 267° bearing, EXPECT RADAR vectors to ARS.
ARS 2L	08	Climb on 072° track to SA412 (600'+; K205-) - SA413 (1500'+; K205) - SA415 - SA858 - ARS. B757, B767, MD-11: Climb on 072° track to ARL 3.7 DME, turn LEFT, 360° track to SA413 (MAX 205 KT until SA413) - SA415 - SA858 - ARS. NON-FMS/RNAV: Climb on 072° track to ARL 3.7 DME, turn LEFT, 360° track (MAX 205 KT until established on 360° track), EXPECT RADAR vectors to ARS.

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**



These STDs 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 ①	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.
① If unable to reach 2500' before first turn, continue on 006° track and inform ATC.		

1 If unable to reach 2500' before first turn, continue on 006° track and inform ATC.

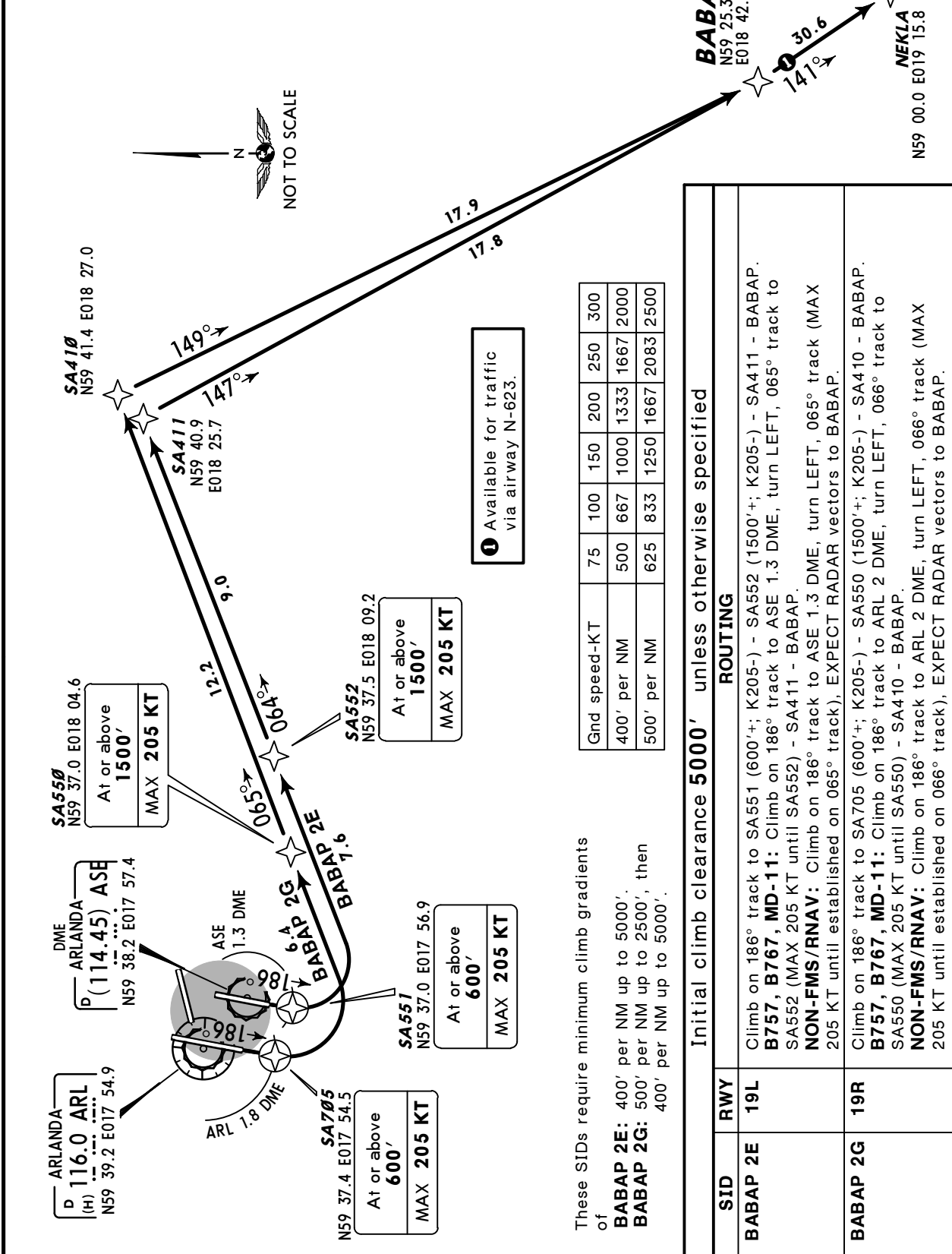
ESSA/ARN
ARLANDA

JEPPESSEN
30 JAN 15 (10-3G)

STOCKHOLM, SWEDEN
RNAV SID

STOCKHOLM Control 130.325	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.
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BABAP 2E [BABA2E]
BABAP 2G [BABA2G]
RWYS 19L/R RNAV DEPARTURES
RNAV (DME/DME)
SPEEDS MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



CHANGES: Minimum climb gradients.

ESSA/ARN
ARLANDA

JEPPESSEN

STOCKHOLM, SWEDEN

8 AUG 14

10-3H

Eff 21 Aug

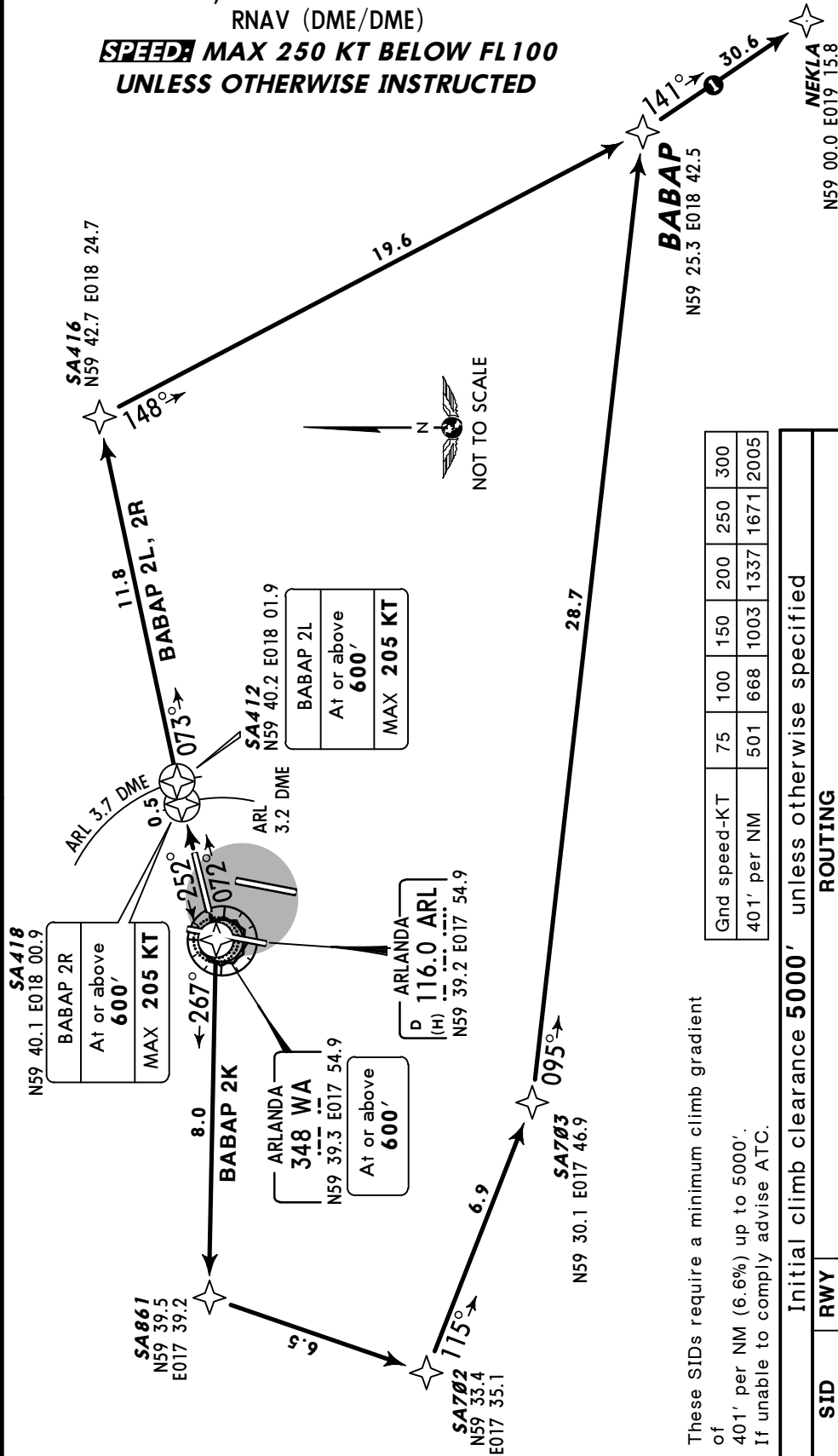
RNAV SID

STOCKHOLM Control
130.325

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**



1 Available for traffic via airway N-623.

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

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JEPPESSEN
8 AUG 14 (10-3J)

Eff 21 Aug

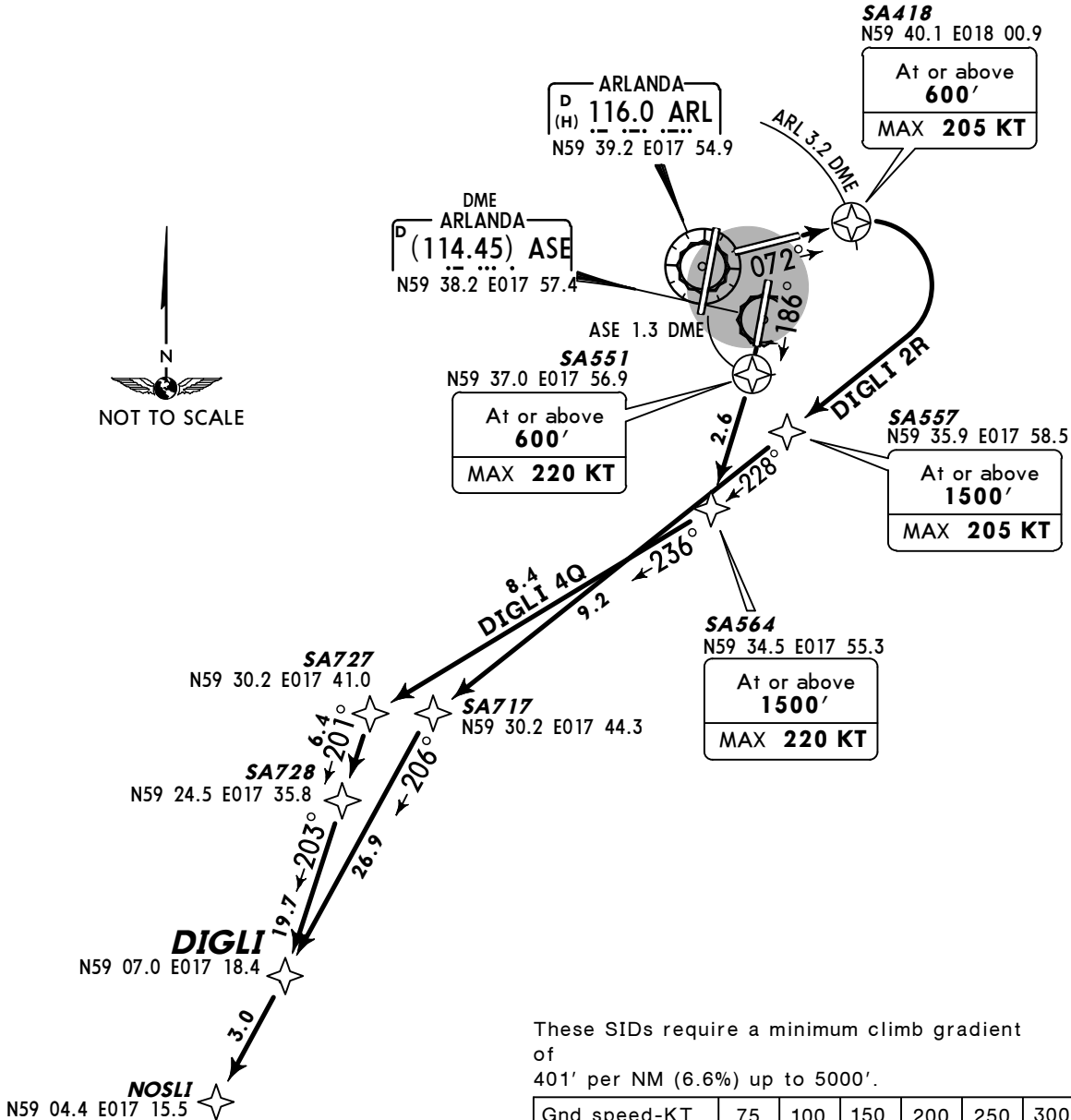
STOCKHOLM, SWEDEN
RNAV SID

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.

DIGLI 4Q [DIGL4Q]
DIGLI 2R [DIGL2R]
RWYS 19L, 08 RNAV DEPARTURES
RNAV (DME/DME)
**~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED**



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

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

If unable to comply advise ATC.

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

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

CHANGES: None.

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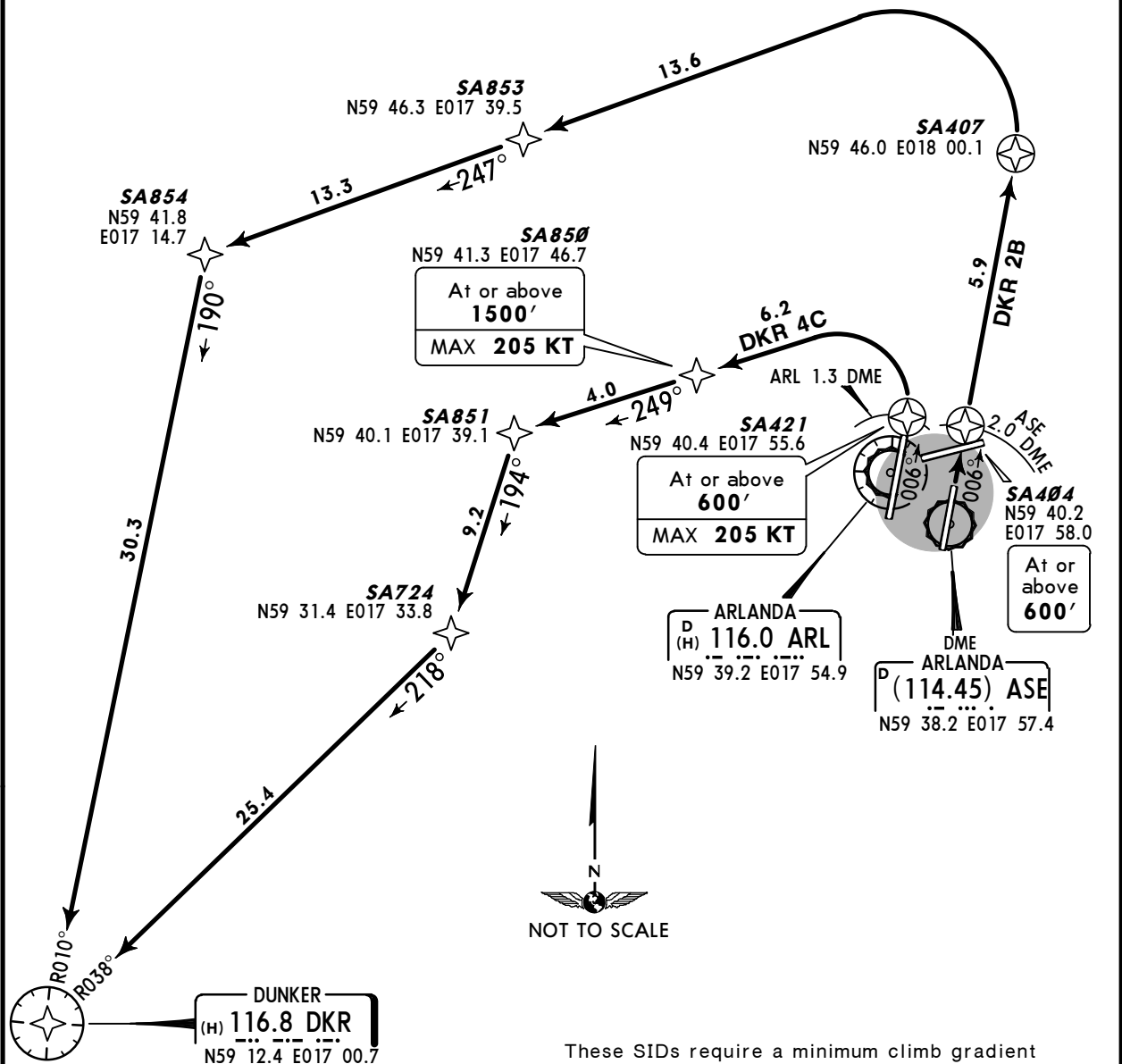
JEPPesen
30 JAN 15 10-3K

STOCKHOLM, SWEDEN
RNAV SID

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.
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DUNKER 2B (DKR 2B), DUNKER 4C (DKR 4C)
RWYS 01R/L RNAV DEPARTURES
RNAV (DME/DME)

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



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

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

If unable to comply advise ATC.

Initial climb clearance 5000' unless otherwise specified

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

CHANGES: None.

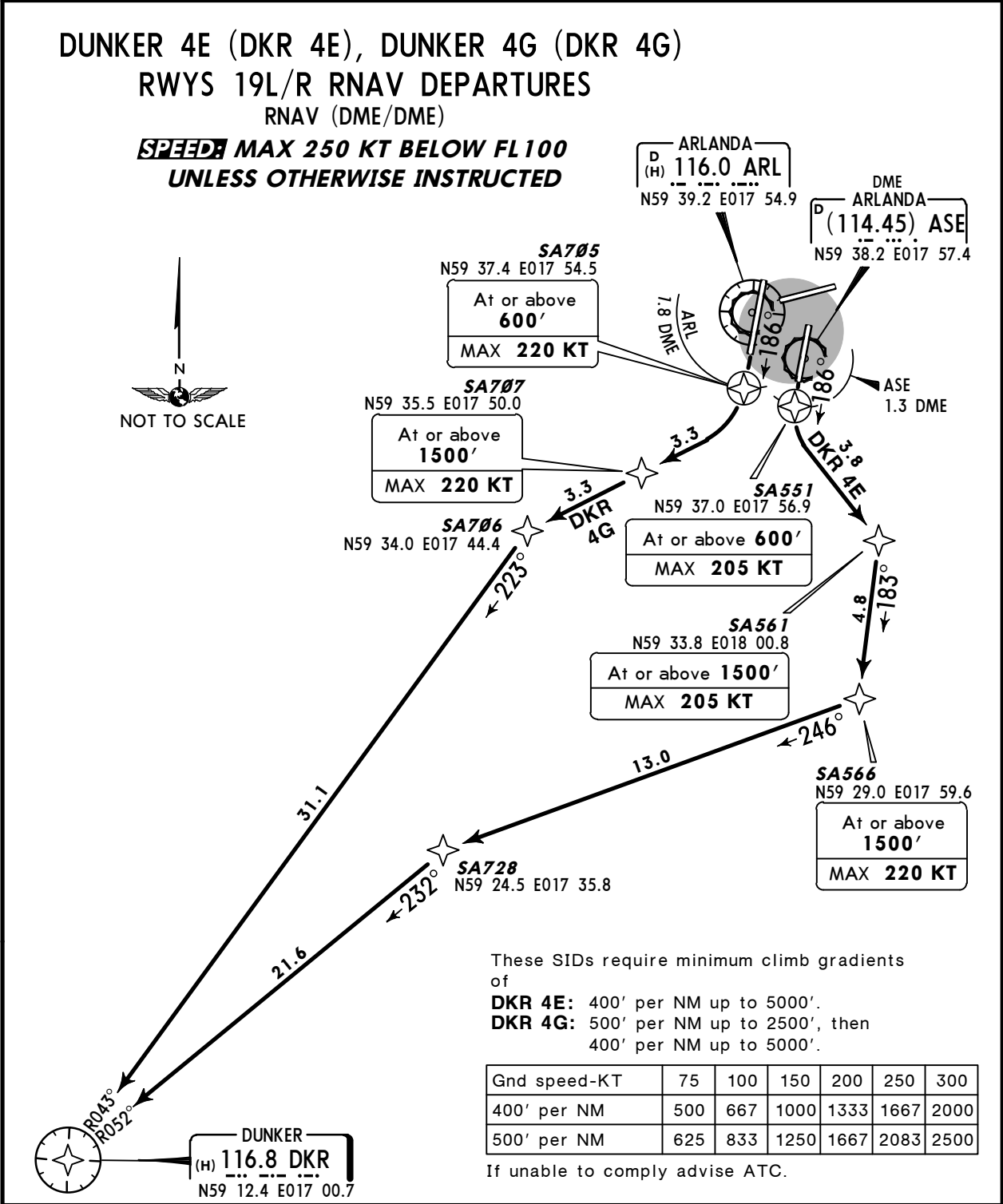
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ARLANDA

JEPPesen
30 JAN 15 10-3L

STOCKHOLM, SWEDEN
RNAV SID

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.
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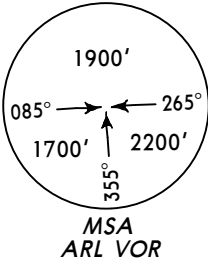


Initial climb clearance 5000' unless otherwise specified		
SID	RWY	ROUTING
DKR 4E	19L	Climb on 186° track to SA551 (600'+; K205-) - SA561 (1500'+; K205-) - SA566 (1500'+; K220-) - SA728 - DKR. B757, B767, MD-11: Climb on 186° track to ASE 1.3 DME, turn LEFT, 140° track to SA561 (MAX 205 KT until SA561) - 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.

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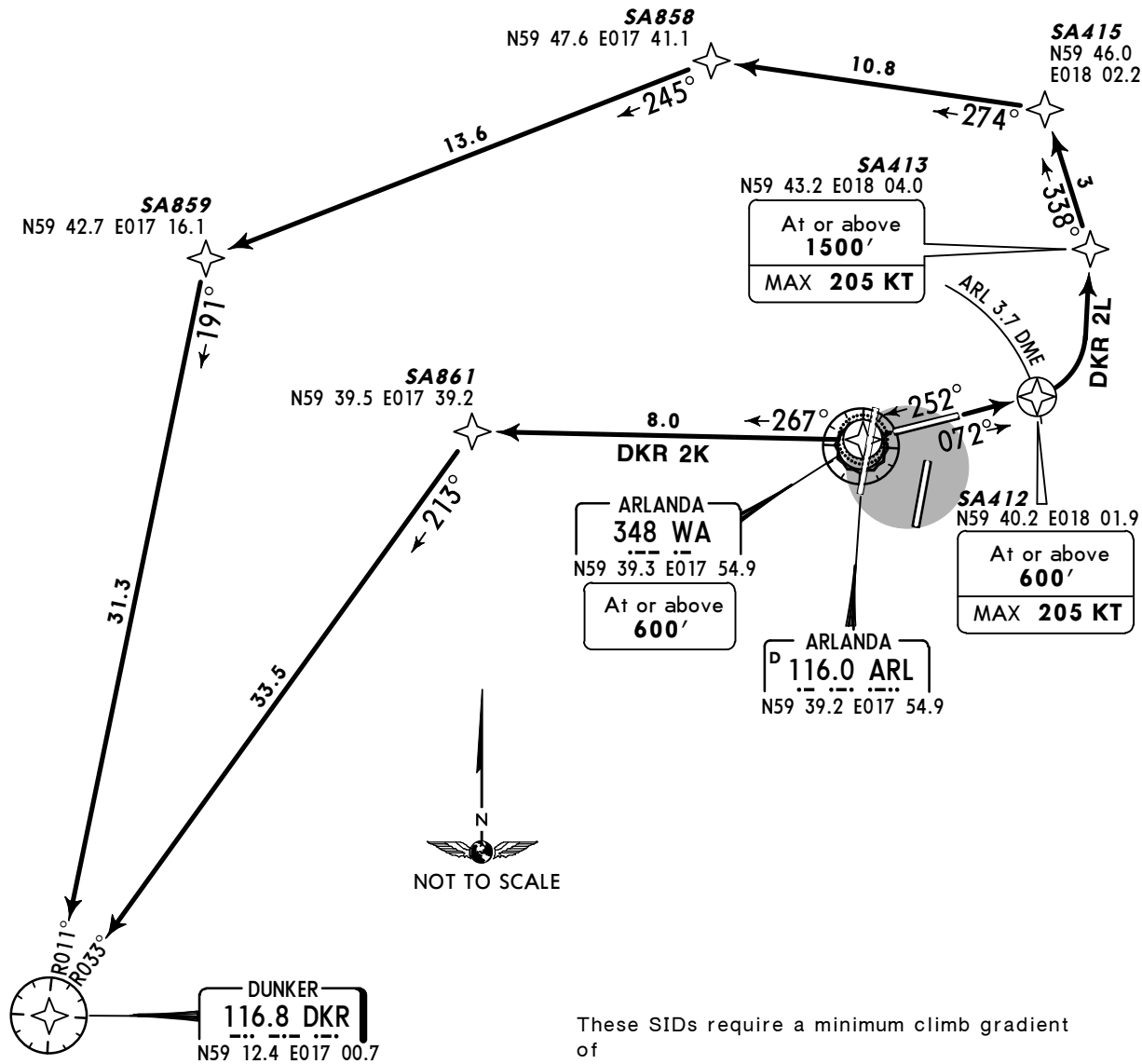
JEPPESSEN
18 MAR 11 10-3M

STOCKHOLM, SWEDEN
RNAV SID

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.	
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DUNKER 2K (DKR 2K), DUNKER 2L (DKR 2L)
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.

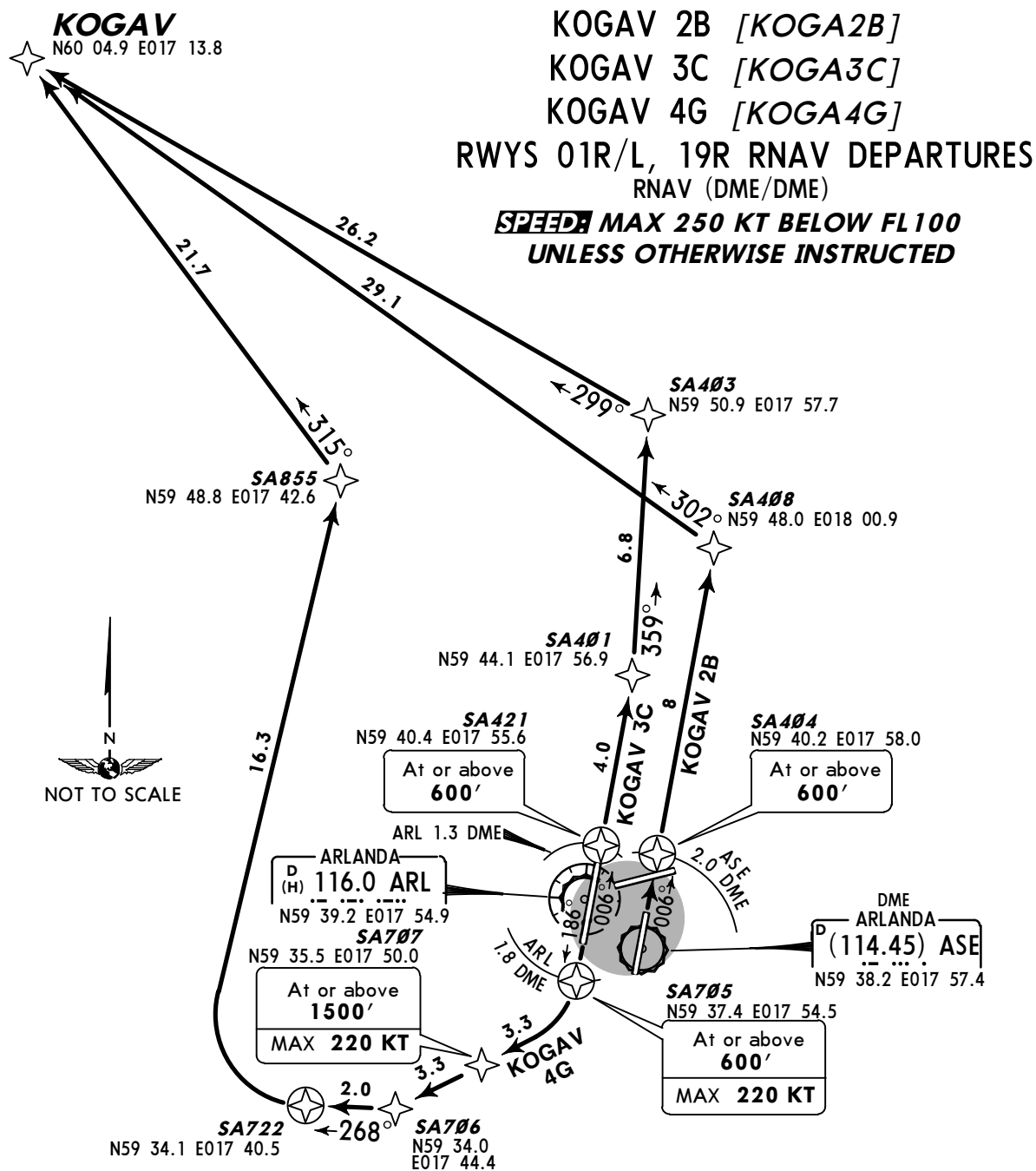
Initial climb clearance 5000' unless otherwise specified

SID	RWY	ROUTING
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, SWEDEN
RNAV SID

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 minimum climb gradients
of
KOGAV 2B, 3C: 401' per NM (6.6%) up to 5000'.
KOGAV 4G: 500' per NM up to 2500', then
400' per NM up to 5000'.

Gnd speed-KT	75	100	150	200	250	300
400' per NM	500	667	1000	1333	1667	2000
401' per NM	501	668	1003	1337	1671	2005
500' per NM	625	833	1250	1667	2083	2500

If unable to comply advise ATC.

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.

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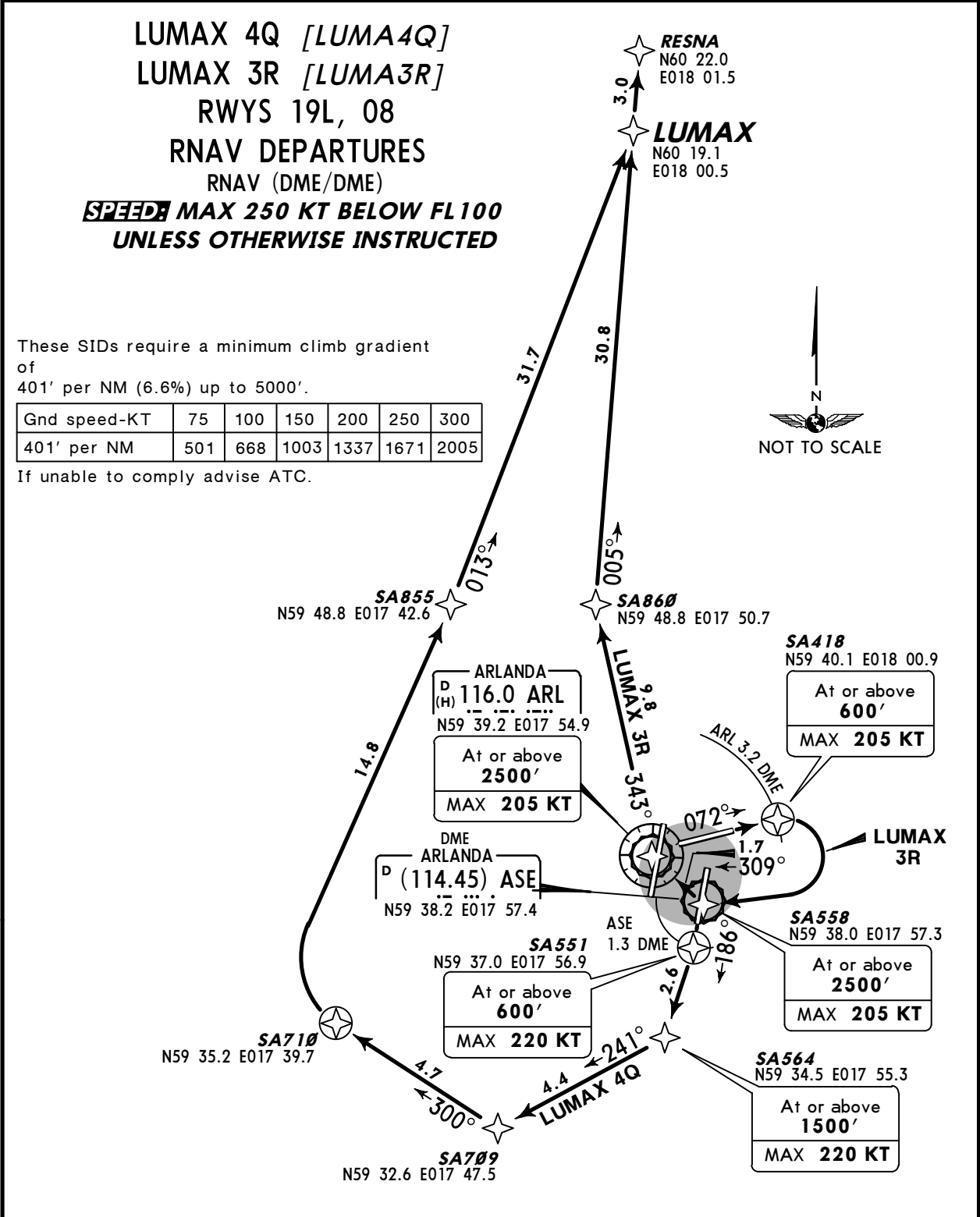
ESSA/ARN
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JEPPESEN
8 AUG 14 (10-3S)

Eff 21 Aug

STOCKHOLM, SWEDEN
RNAV SID

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.
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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.

RNAV SID

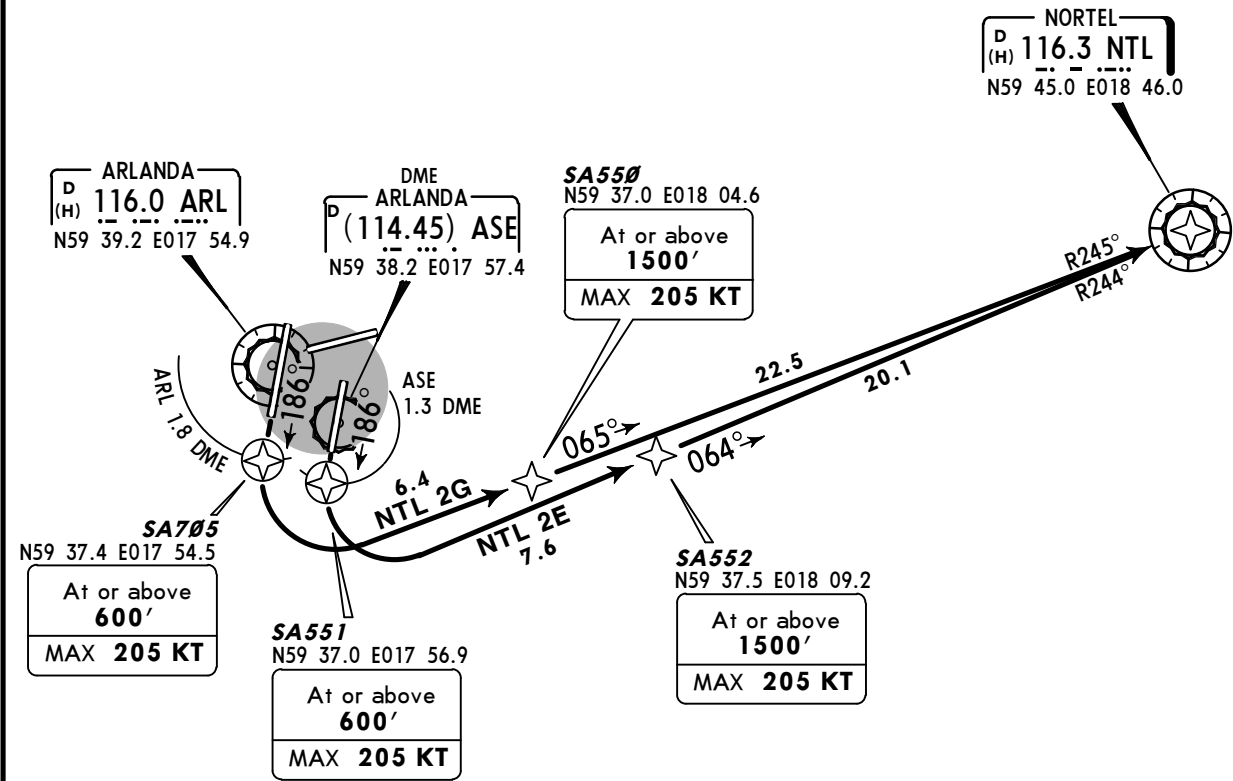
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JEPPESSEN
30 JAN 15 10-3U

STOCKHOLM, SWEDEN
RNAV SID

STOCKHOLM Control 130.325	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.
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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 minimum climb gradients
of
NTL 2E: 400' per NM up to 5000'.
NTL 2G: 500' per NM up to 2500', then
400' per NM up to 5000'.

Gnd speed-KT	75	100	150	200	250	300
400' per NM	500	667	1000	1333	1667	2000
500' per NM	625	833	1250	1667	2083	2500

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.

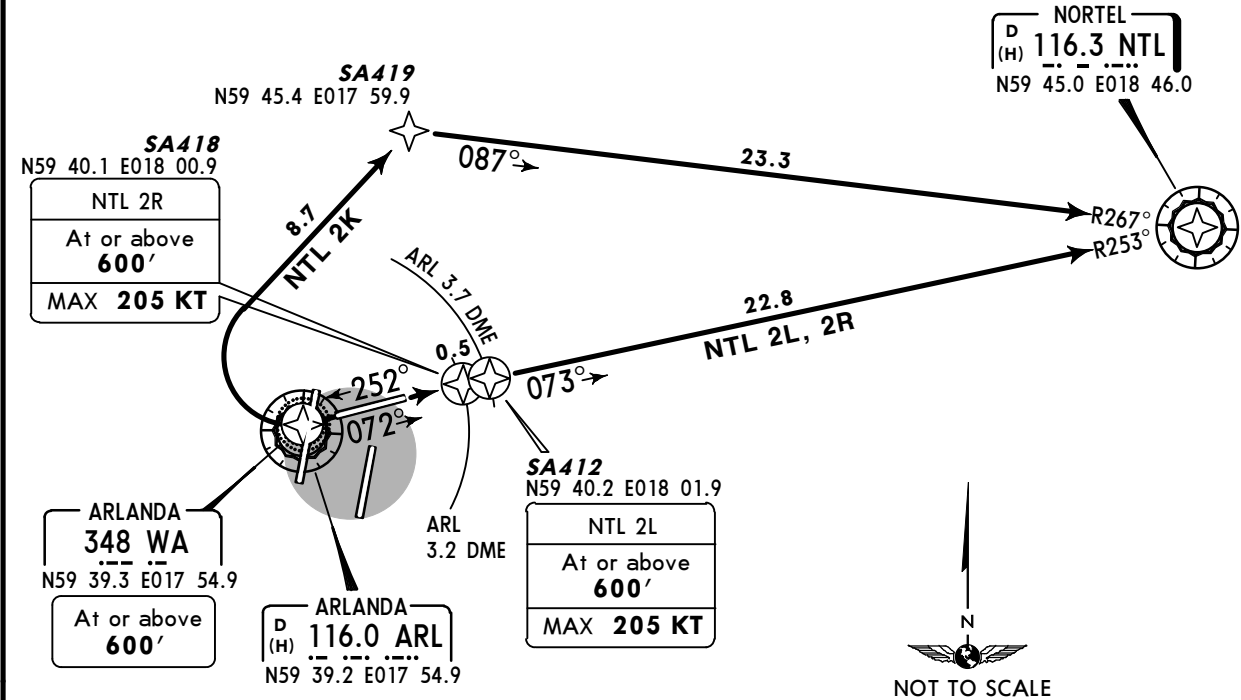
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JEPPESSEN
30 JAN 15 10-3V

STOCKHOLM, SWEDEN
RNAV SID

STOCKHOLM Control 130.325	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.
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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.

CHANGES: None.

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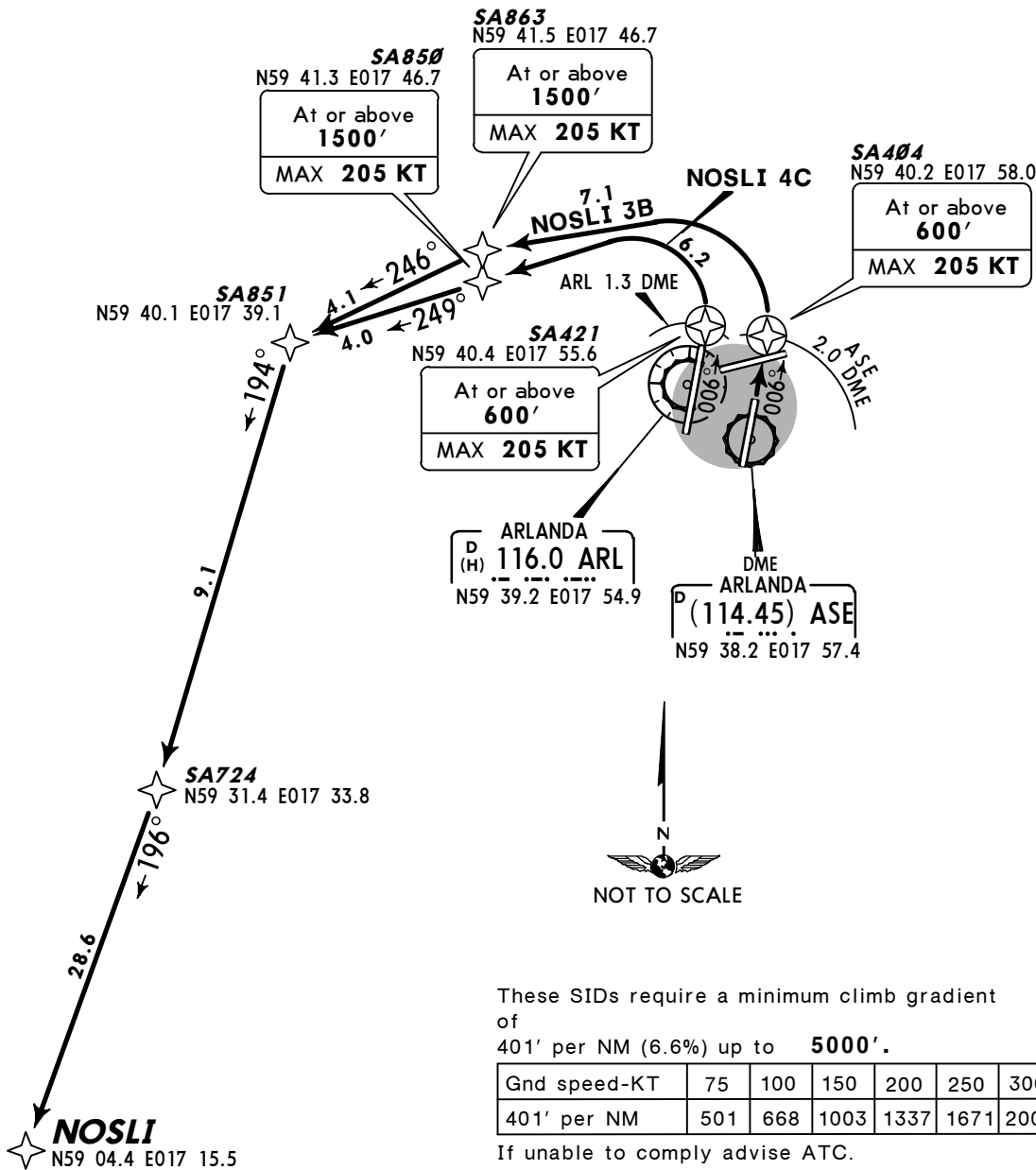
ESSA/ARN
ARLANDA

JEPPESSEN
30 JAN 15 10-3W

STOCKHOLM, SWEDEN
RNAV SID

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



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.

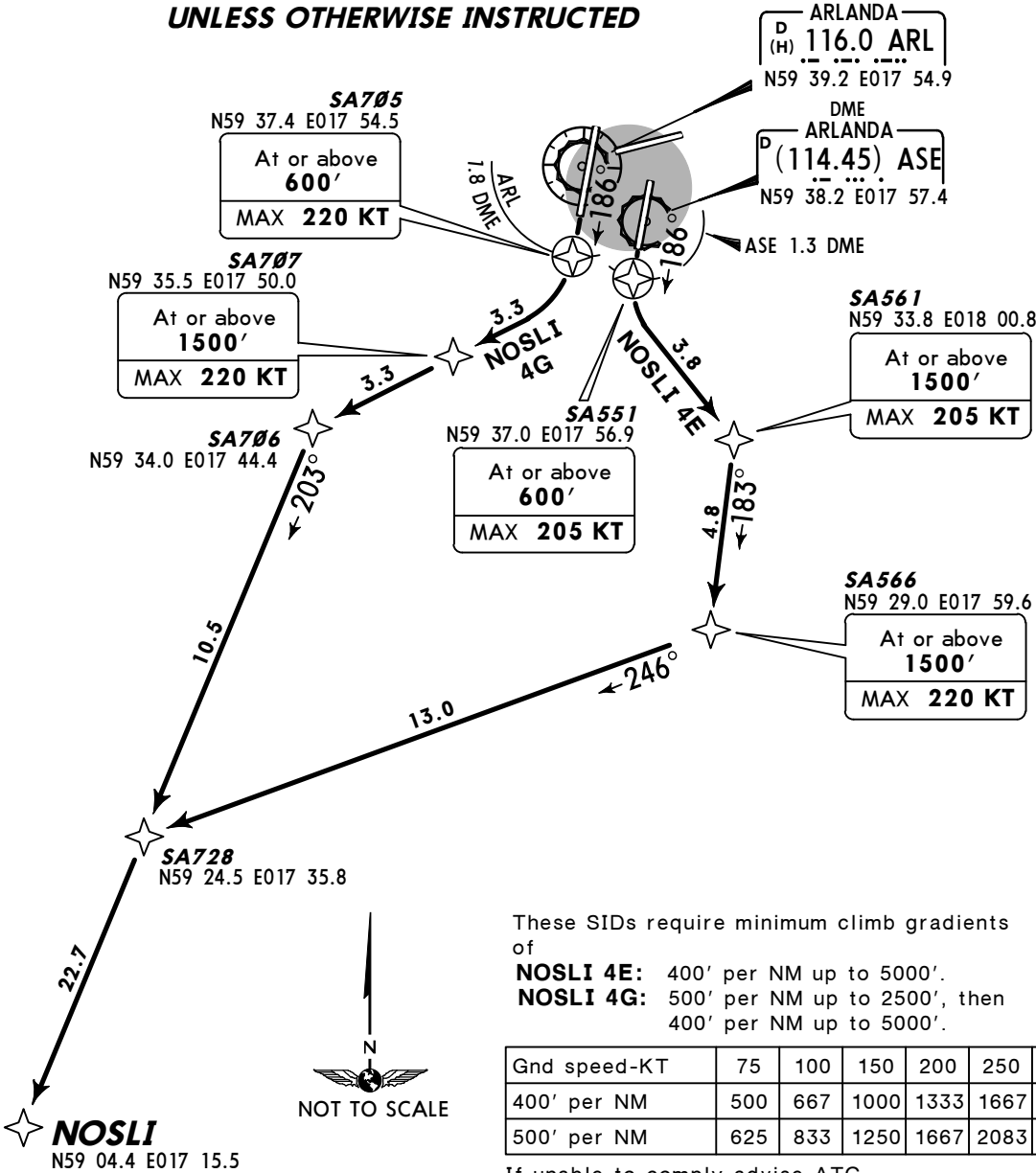
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ARLANDA

JEPPESSEN
30 JAN 15 (10-3X)

STOCKHOLM, SWEDEN
RNAV SID

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.
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NOSLI 4E [NOSL4E]
NOSLI 4G [NOSL4G]
RWYS 19L/R RNAV DEPARTURES
RNAV (DME/DME)
**~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED**



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.

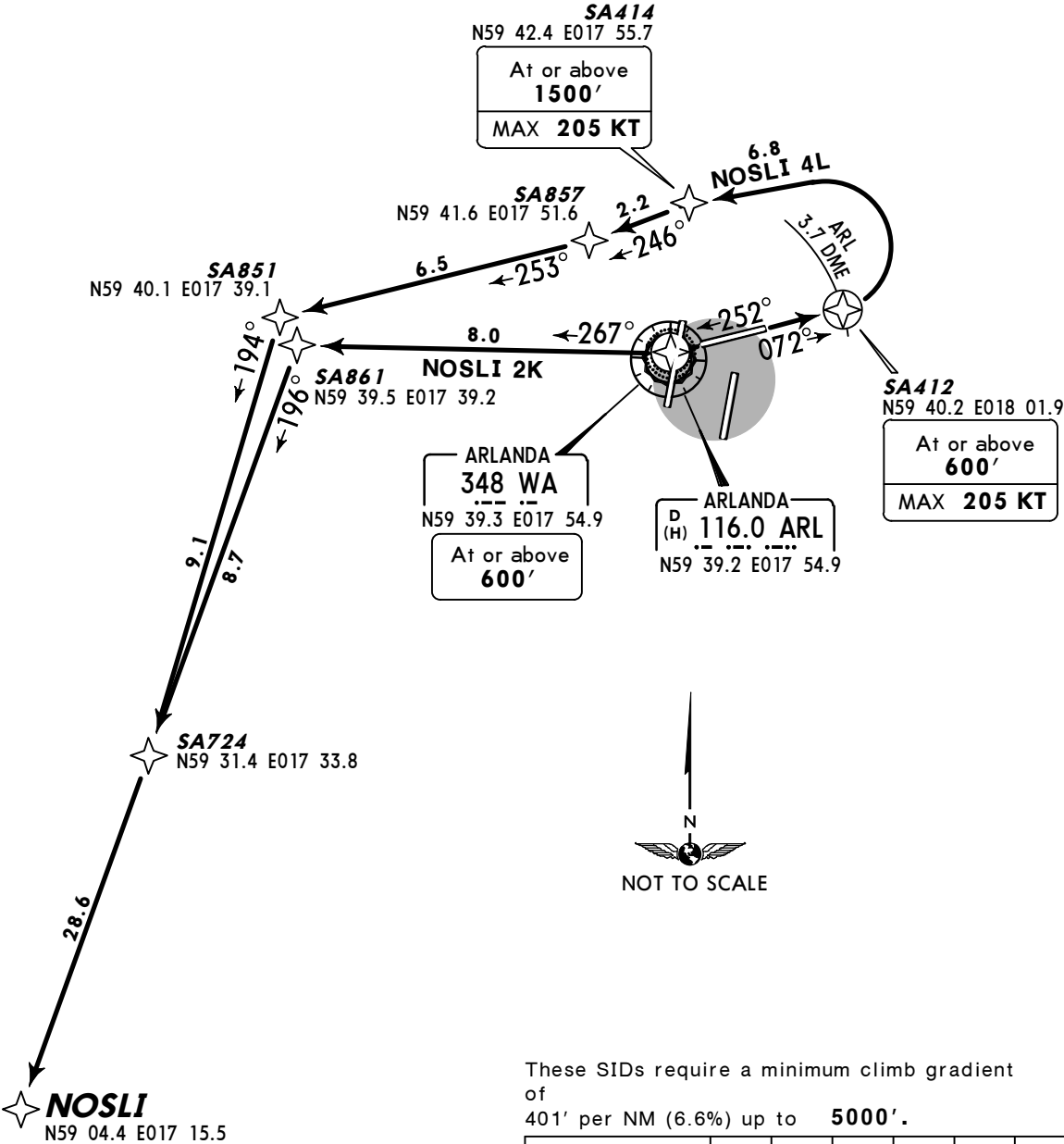
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ARLANDA

JEPPesen
30 JAN 15 10-3X1

STOCKHOLM, SWEDEN
RNAV SID

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.
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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.

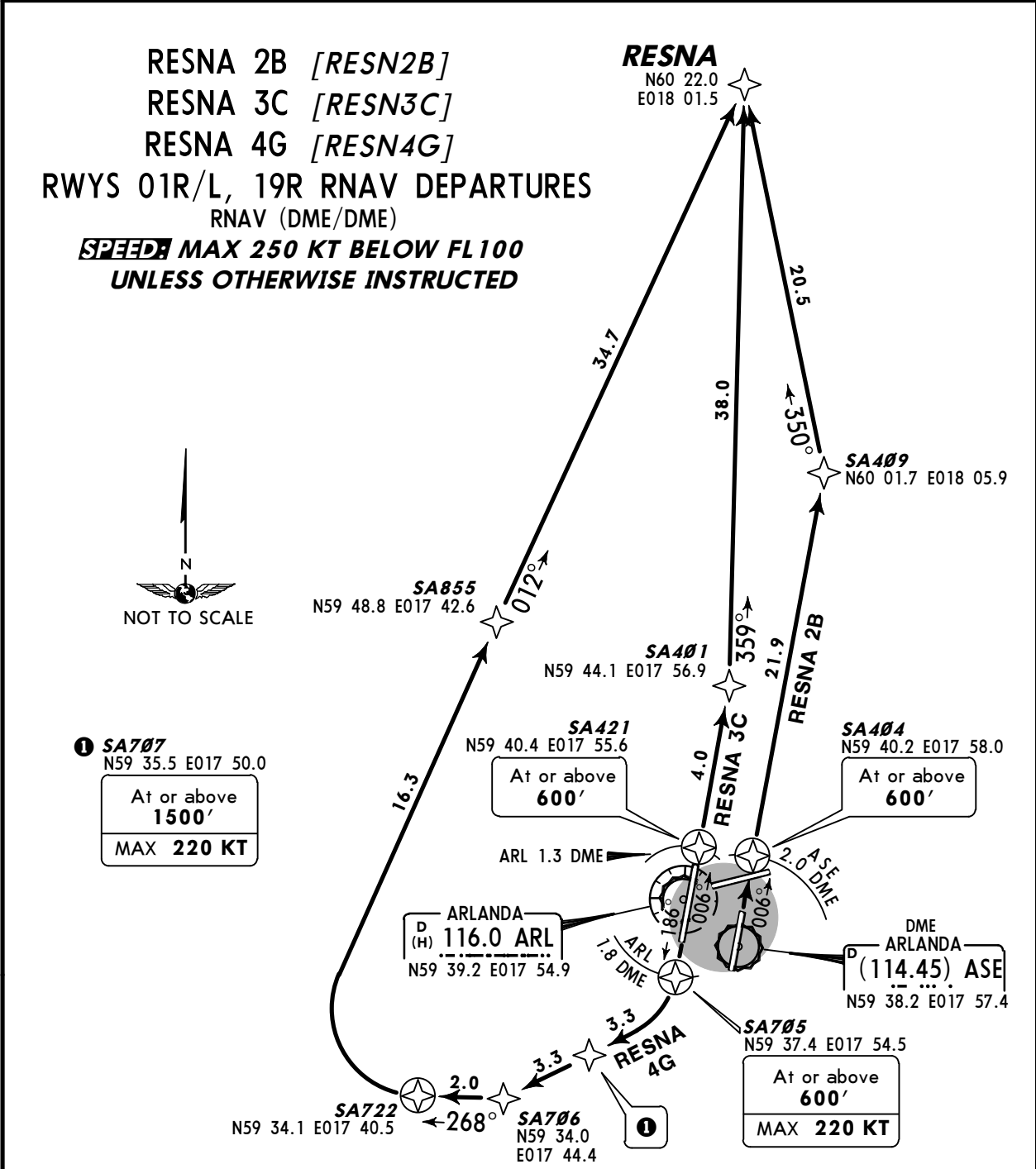
Initial climb clearance 5000' unless otherwise specified		
SID	RWY	ROUTING
NOSLI 2K	26	Climb on 252° track to WA (600'+) - SA861 - NOSLI. NON-FMS/RNAV: Climb on 252° track to WA, turn RIGHT, 267° bearing, EXPECT RADAR vectors to NOSLI.
NOSLI 4L	08	Climb on 072° track to SA412 (600'+; K205-) - SA414 (1500'+; 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.

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JEPPESSEN
30 JAN 15 10-3X2

STOCKHOLM, SWEDEN
RNAV SID

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.
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These SIDs require minimum climb gradients of
RESNA 2B, 3C: 401' per NM (6.6%) up to 5000'.
RESNA 4G: 500' per NM up to 2500', then 400' per NM up to 5000'.
If unable to comply advise ATC.

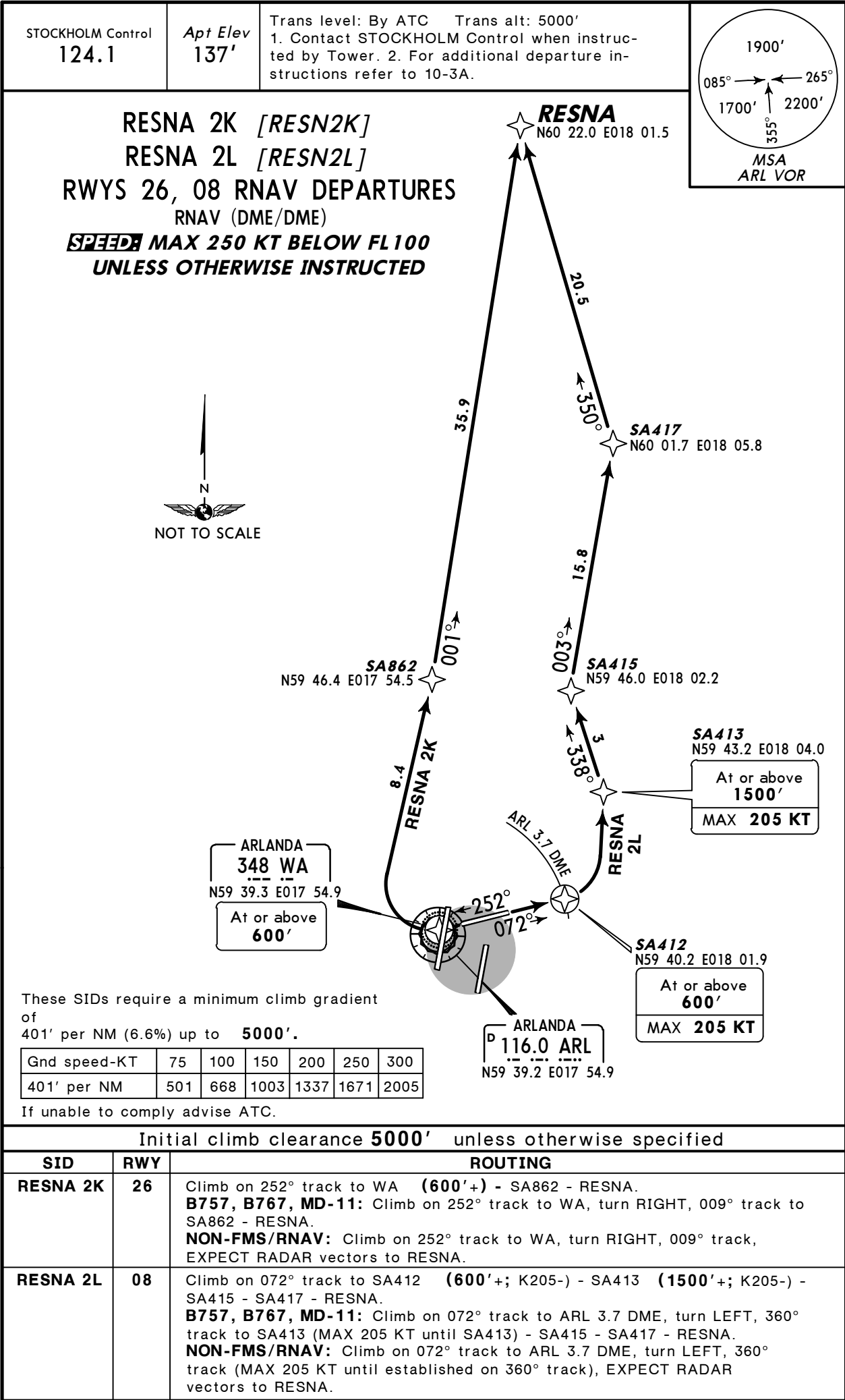
Gnd speed-KT	75	100	150	200	250	300
400' per NM	500	667	1000	1333	1667	2000
401' per NM	501	668	1003	1337	1671	2005
500' per NM	625	833	1250	1667	2083	2500

Initial climb clearance 5000' unless otherwise specified		
SID	RWY	ROUTING
RESNA 2B	01R	Climb on 006° track to SA404 (600'+) - SA409 - RESNA. NON-FMS/RNAV: Climb on 006° track, EXPECT RADAR vectors to RESNA.
RESNA 3C	01L	Climb on 006° track to SA421 (600'+) - SA401 - RESNA. NON-FMS/RNAV: Climb on 006° track, EXPECT RADAR vectors to RESNA.
RESNA 4G	19R	Climb on 186° track to SA705 (600'+; K220-) - SA707 (1500'+; K220-) - SA706 - SA722 - SA855 - RESNA. B757, B767, MD-11: Climb on 186° track to ARL 2 DME, turn RIGHT, 240° track to SA707 (MAX 220 KT until SA707) - SA706 - SA722 - SA855 - RESNA. NON-FMS/RNAV: Climb on 186° track to ARL 2 DME, turn RIGHT, 240° track (MAX 220 KT until established on 240° track), EXPECT RADAR vectors to RESNA.

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JEPPESEN
18 MAR 11 (10-3X3)

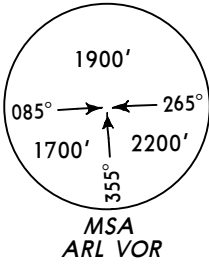
STOCKHOLM, SWEDEN
RNAV SID



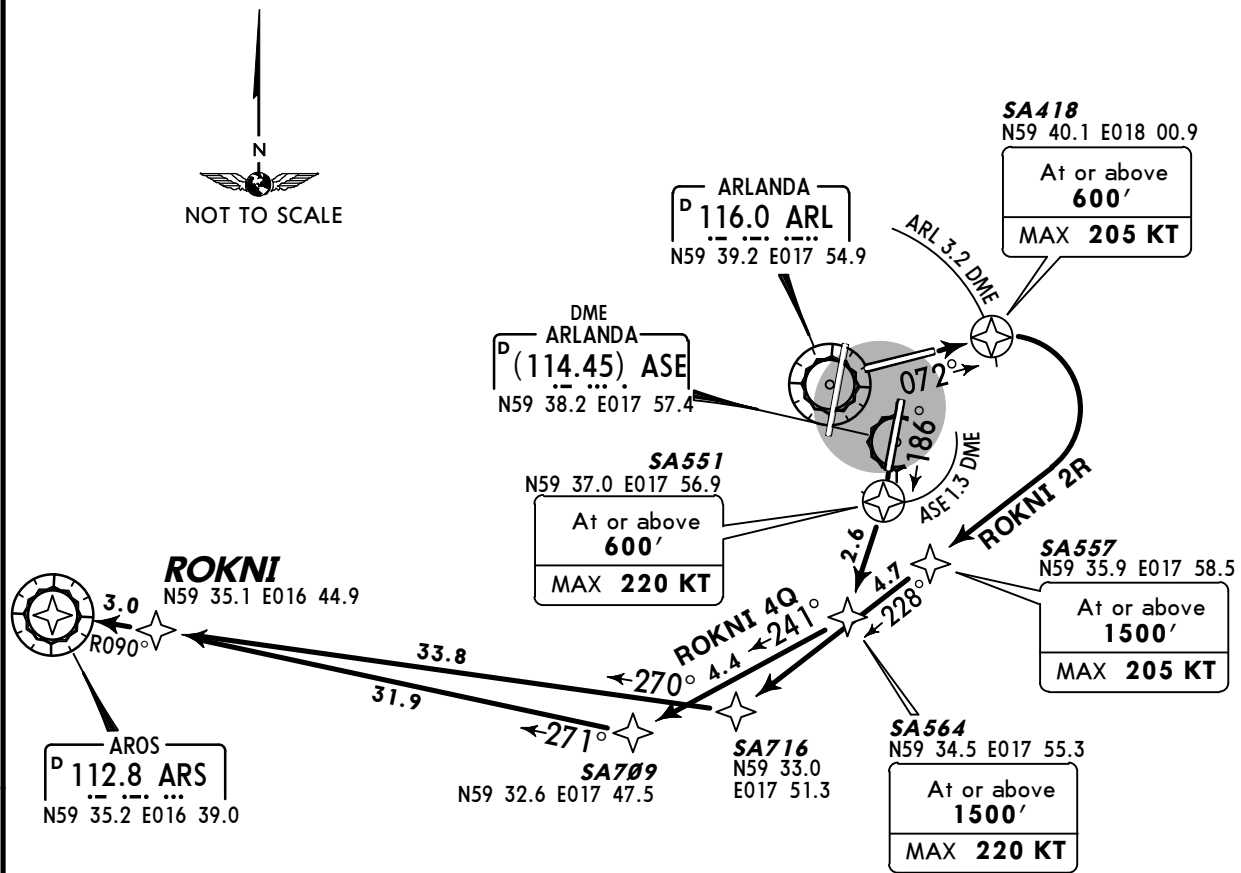
ESSA/ARN
ARLANDA

JEPPESSEN
18 MAR 11 10-3X4

STOCKHOLM, SWEDEN
RNAV SID

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.	
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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

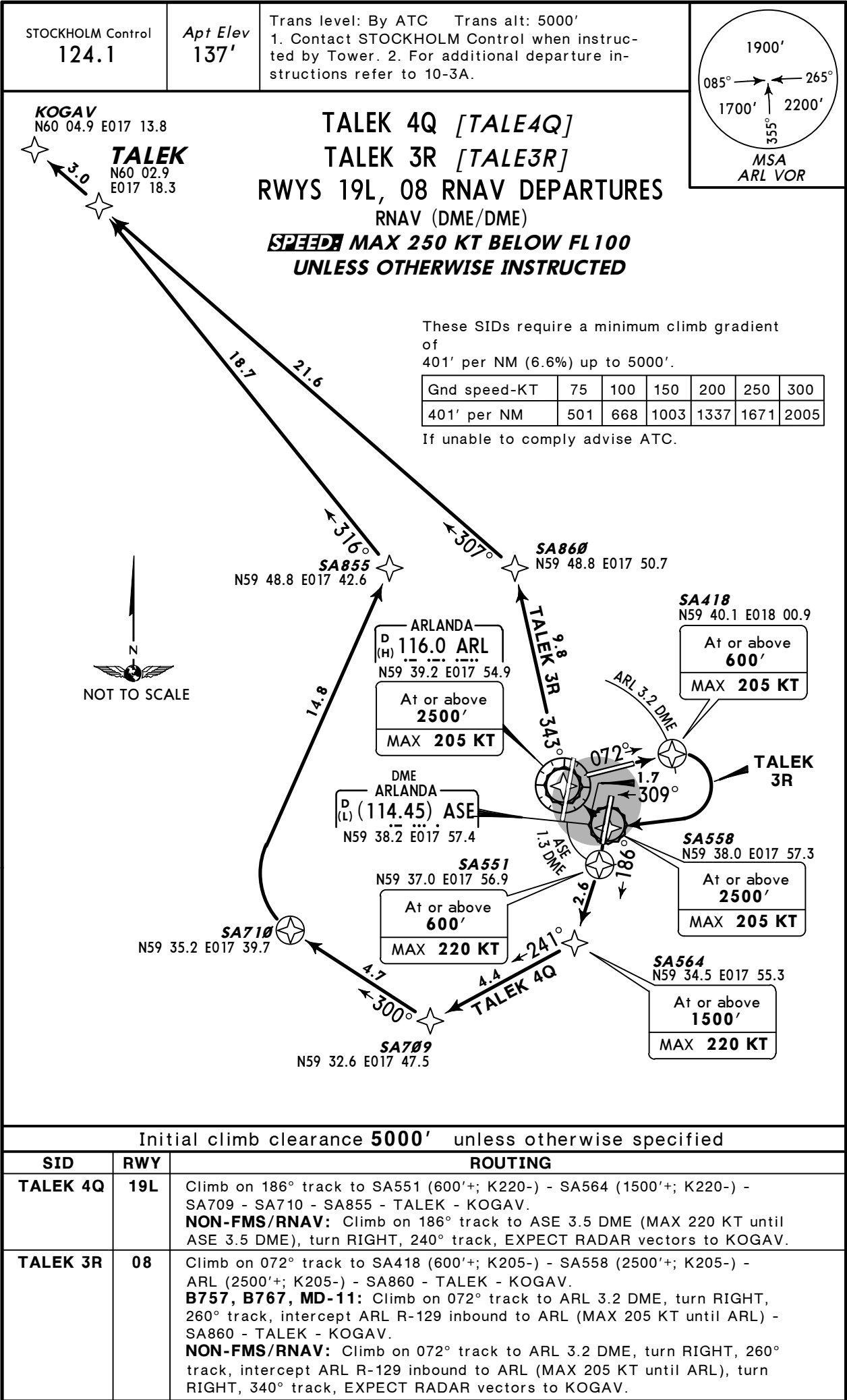
If unable to comply advise ATC.

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.

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ARLANDA

JEPPESSEN
29 JUN 12 10-3X5

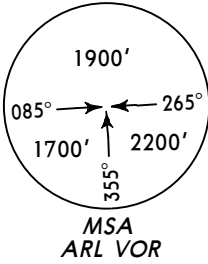
STOCKHOLM, SWEDEN
RNAV SID



ESSA/ARN
ARLANDA

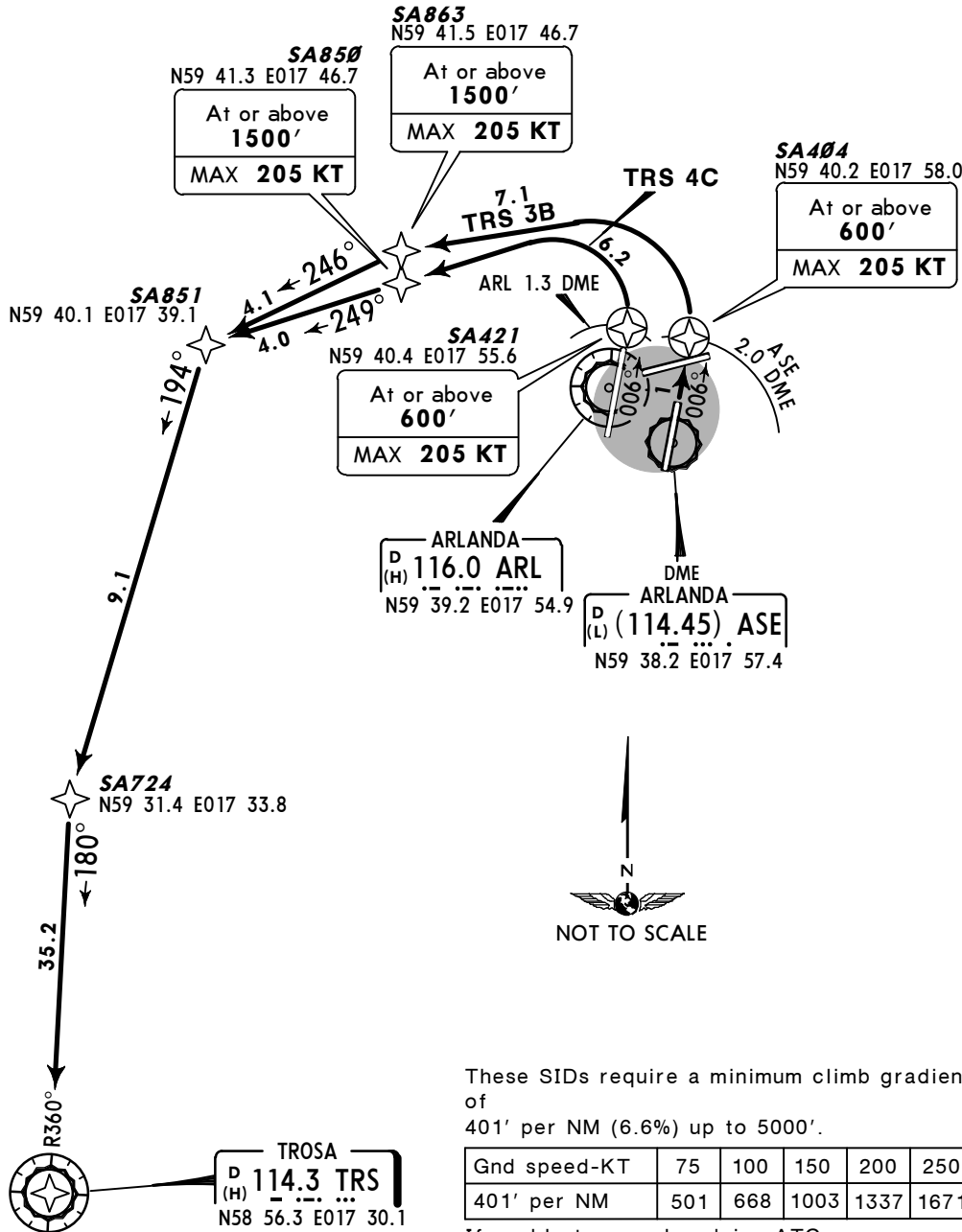
JEPPESSEN
29 JUN 12 10-3X6

STOCKHOLM, SWEDEN
RNAV SID

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.	
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TROSA 3B (TRS 3B), TROSA 4C (TRS 4C)
RWYS 01R/L RNAV DEPARTURES
RNAV (DME/DME)

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



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

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

If unable to comply advise ATC.

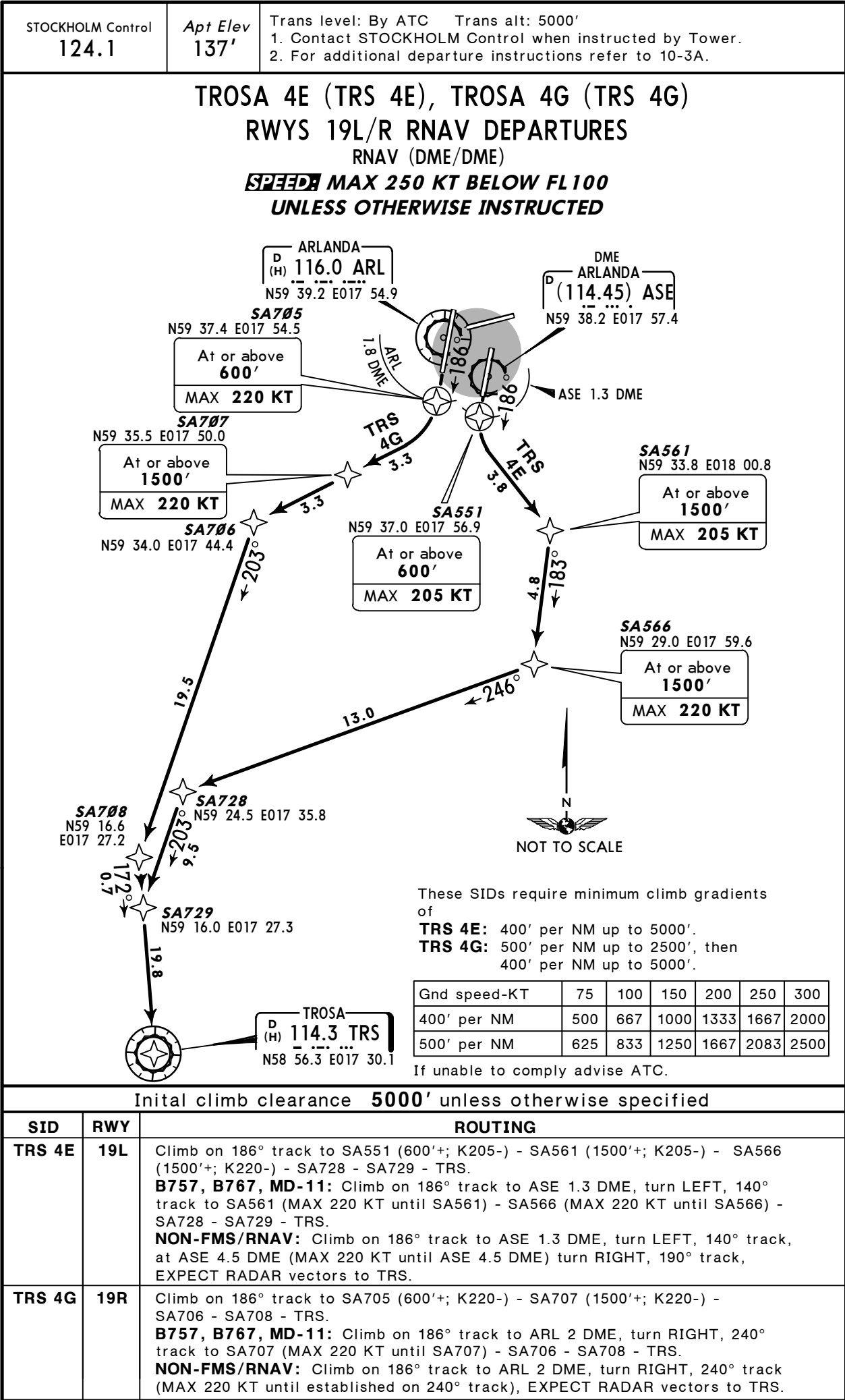
Initial climb clearance **5000'** unless otherwise specified.

SID	RWY	ROUTING
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.

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JEPPESSEN
30 JAN 15 10-3X7

STOCKHOLM, SWEDEN
RNAV SID



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ARLANDA

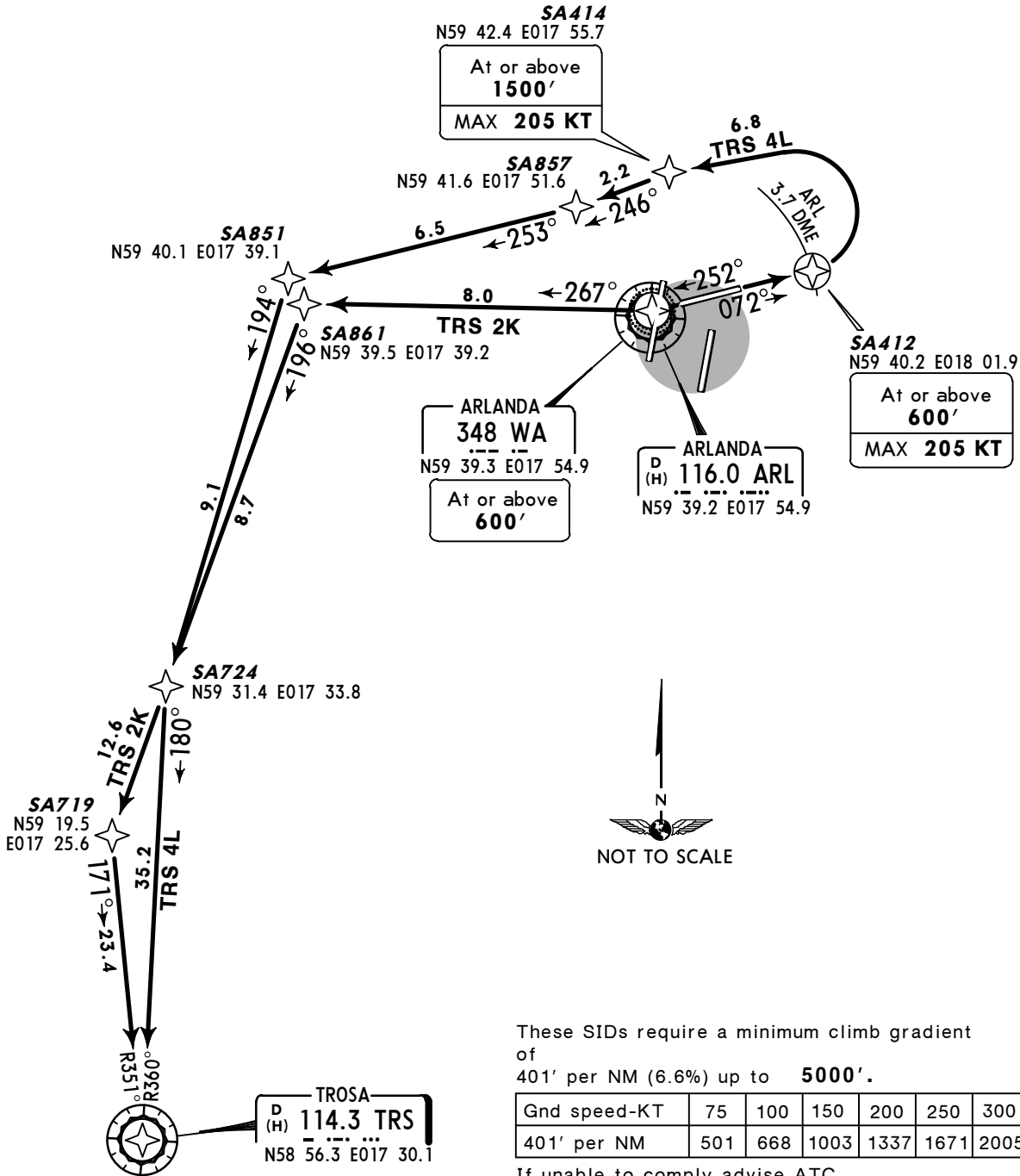
JEPPESSEN
30 JAN 15 (10-3X8)

STOCKHOLM, SWEDEN
RNAV SID

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.
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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**



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 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 SA414) - SA857 - SA851 - SA724 - 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.

ESSA/ARN

Apt Elev **137'**
N59 39.1 E017 55.1

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6 NOV 15

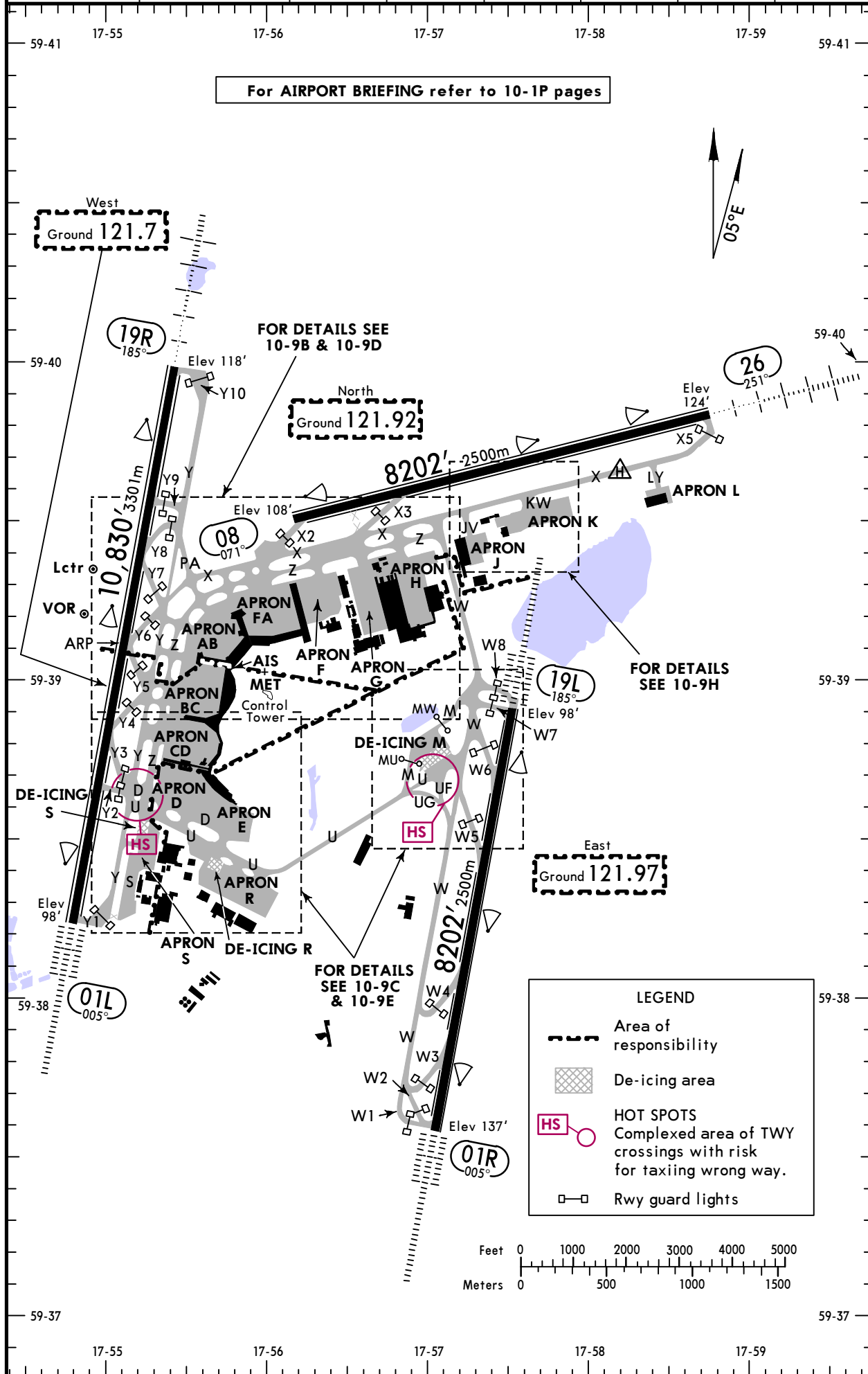
10-9

Eff 12 Nov

STOCKHOLM, SWEDEN

ARLANDA

D-ATIS Departure	ARLANDA Clearance (Start-up/Clearance)	Ground (Push-back/Taxi)			Tower		
121.62	121.82	North 121.92	East 121.97	West 121.7	Rwy 01L/19R 118.5	Rwy 01R/19L 125.12	Rwy 08/26 128.72



CHANGES: Hot spots. Compass base withdrawn.

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ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING	BEYOND		
		Threshold	Glide Slope		
01L	HIRL(60m) CL(15m) HIALS-II TDZ PAPI-L(3.0°) ① RVR		9713' 2961m	③	148' 45m
19R	HIRL(60m) CL(15m) HIALS PAPI-L(3.0°) ② RVR		9712' 2960m		
① HST-Y6 & Y8 ② HST-Y5 & Y3 ③ TAKE-OFF RUN AVAILABLE RWY 01L: From rwy head 10,830'(3301m) twy Y2 int 8241'(2512m) RWY 19R: From rwy head 10,830'(3301m) twy Y9 int 8241'(2512m) twy Y8 int 7310'(2228m)					
01R	HIRL(60m) CL(15m) HIALS-II TDZ PAPI-R(3.0°) ④ RVR		7131' 2174m	⑥	148' 45m
19L	HIRL(60m) CL(15m) HIALS-II TDZ PAPI-L(3.0°) ⑤ RVR		7248' 2209m		
④ HST-W5 & W6 ⑤ HST-W4 & W3 ⑥ TAKE-OFF RUN AVAILABLE RWY 01R: From rwy head 8202'(2500m) twy W3 int 7044'(2147m) RWY 19L: From rwy head 8202'(2500m) twy W6 int 7044'(2147m)					
08	HIRL(60m) CL(30m) PAPI-L(3.0°) RVR			⑧	148' 45m
26	HIRL(60m) CL(30m) HIALS PAPI-L(3.0°) ⑦ 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						
A	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

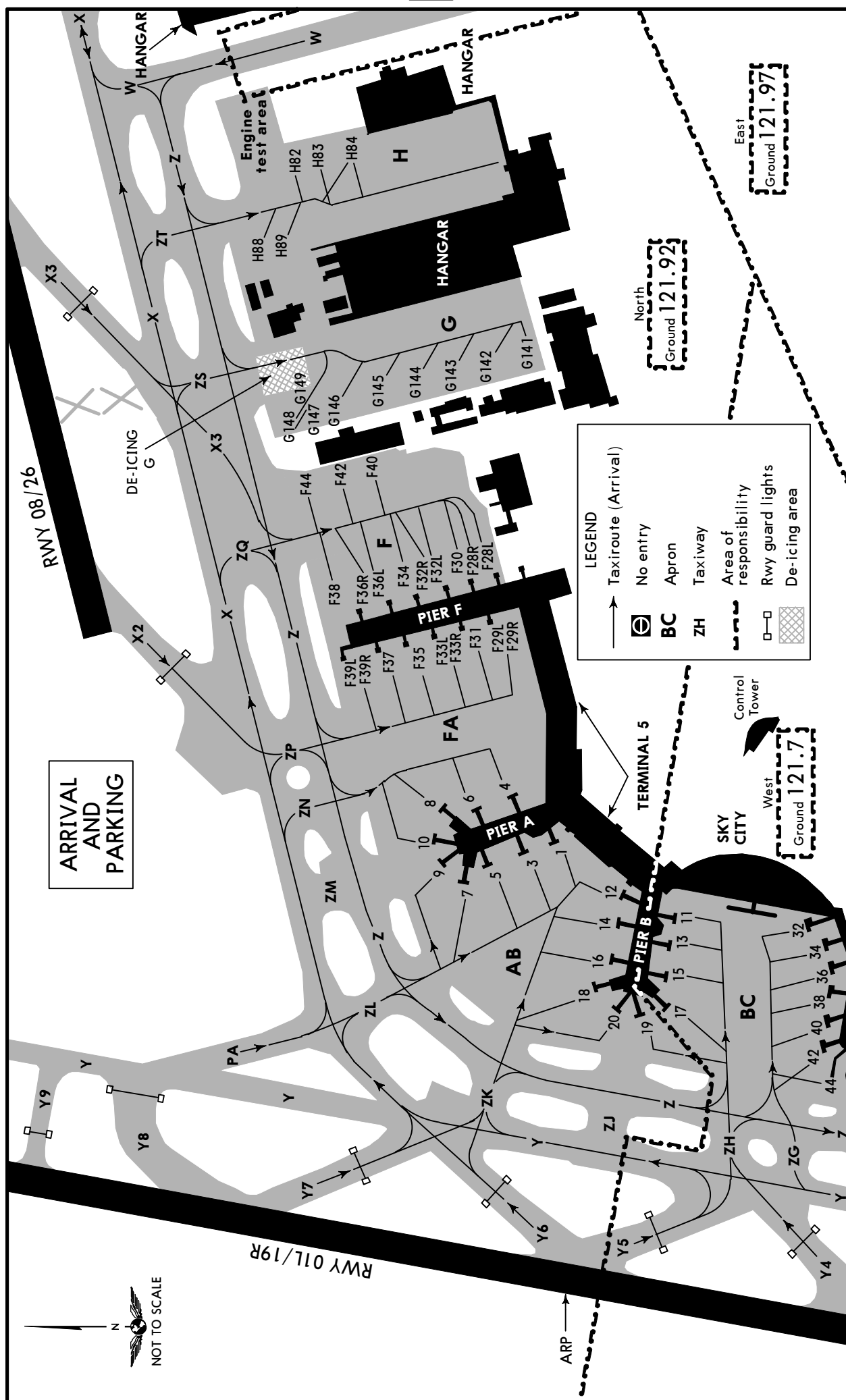
① Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

ESSA/ARN

JEPPESSEN
6 NOV 15 10-9B Eff 12 Nov

STOCKHOLM, SWEDEN

ARLANDA



CHANGES: None.

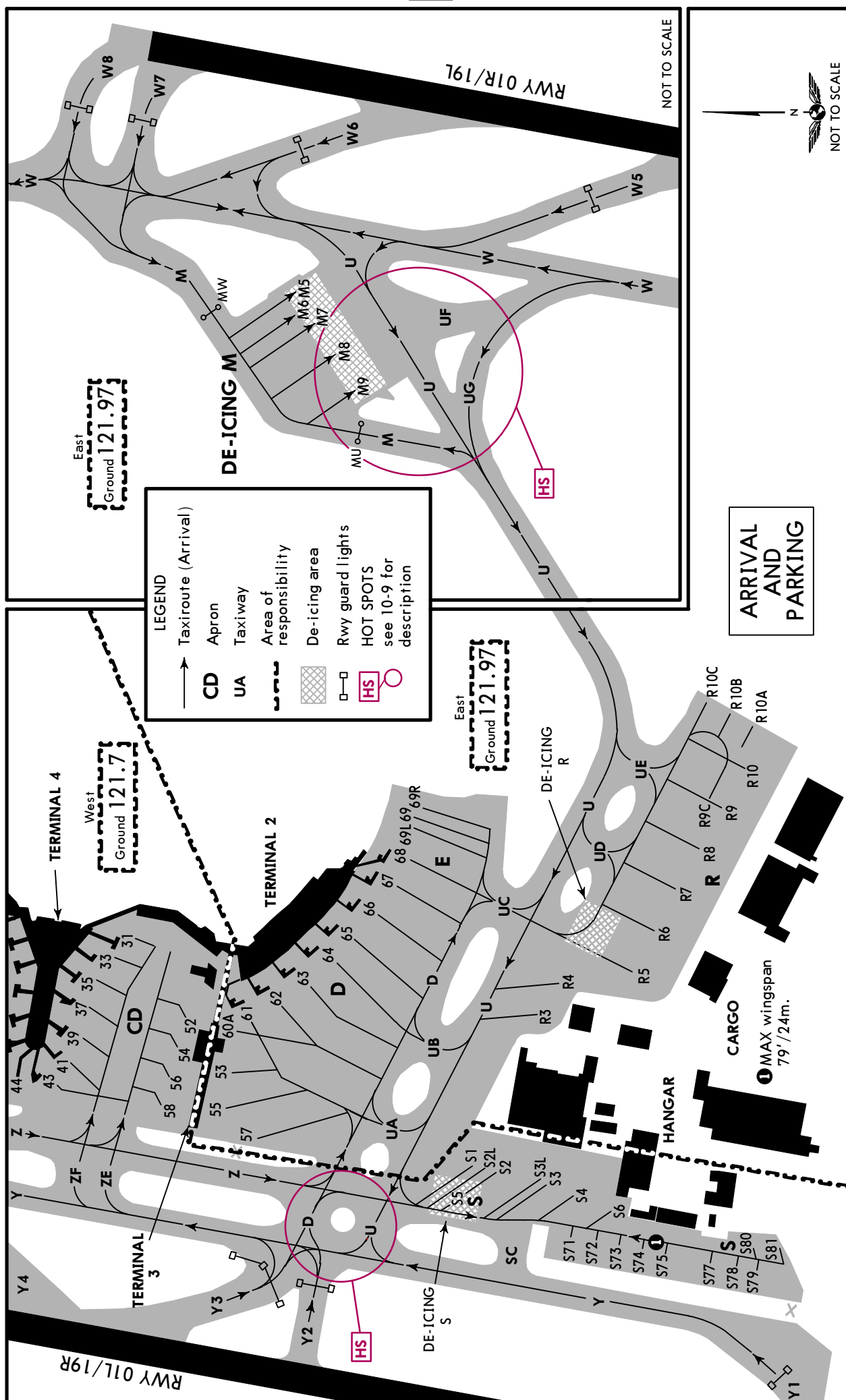
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ESSA/ARN

JEPPesen
6 NOV 15 10-9C Eff 12 Nov

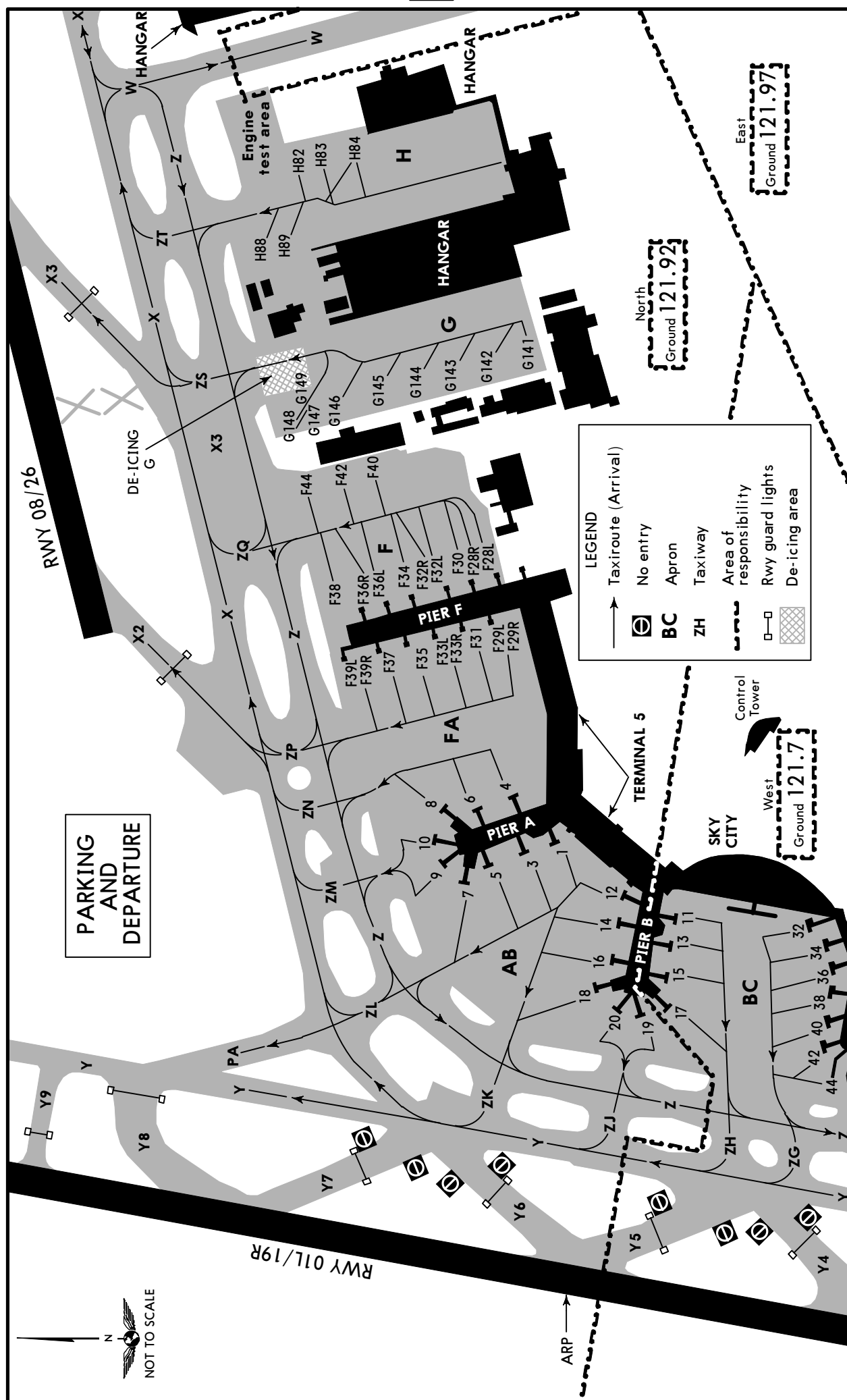
STOCKHOLM, SWEDEN

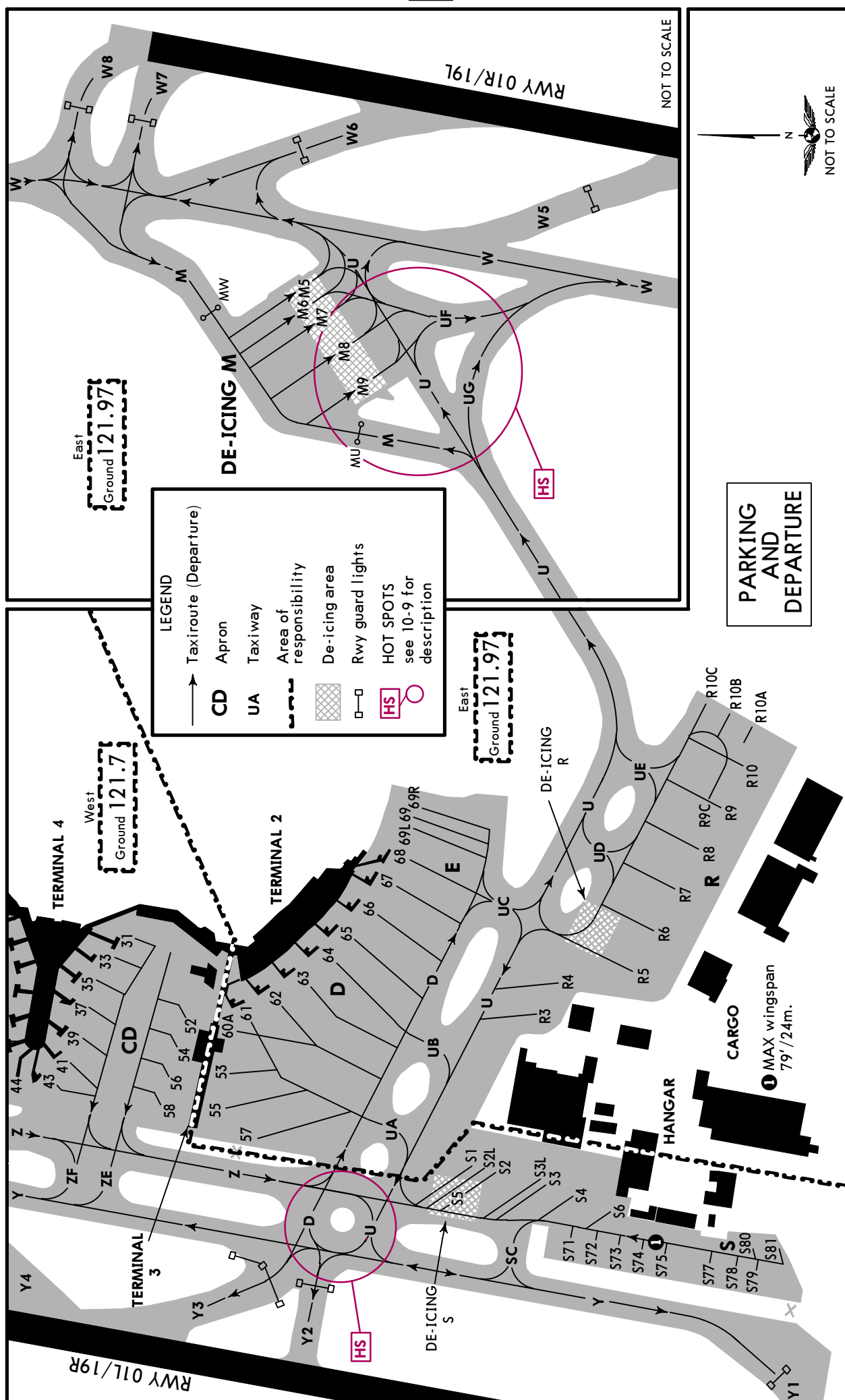
ARLANDA



CHANGES: Stands. Twy closed.

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CHANGES: Stands. Twy closed.

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ESSA/ARN
 **JEPPESSEN**
6 NOV 15 **(10-9F)** **Eff 12 Nov**
STOCKHOLM, SWEDEN
ARLANDA

INS COORDINATES									
STAND No.	COORDINATES			ELEV	STAND No.	COORDINATES			ELEV
1	N59 39.1	E017 55.8	101	F36R	N59 39.3	E017 56.2	103		
3	N59 39.1	E017 55.8	102	F37	N59 39.3	E017 56.1	101		
4	N59 39.2	E017 55.9	101	F38	N59 39.3	E017 56.2	102		
5	N59 39.2	E017 55.8	100	F39L/R	N59 39.3	E017 56.1	101		
6	N59 39.2	E017 55.9	101	F40 thru F44	N59 39.3	E017 56.4	108		
7	N59 39.2	E017 55.8	99	G141 thru G144	N59 39.2	E017 56.6	118		
8	N59 39.2	E017 55.9	101	G145	N59 39.3	E017 56.6	117		
9	N59 39.2	E017 55.8	101	G146	N59 39.3	E017 56.5	115		
10	N59 39.2	E017 55.8	99	G147, G148	N59 39.3	E017 56.5	114		
11	N59 39.0	E017 55.7	100	G149	N59 39.3	E017 56.5	115		
12	N59 39.1	E017 55.7	101	H82 thru H84	N59 39.3	E017 57.0	-		
13	N59 39.0	E017 55.7	102	H88, H89	N59 39.4	E017 56.8	-		
14	N59 39.1	E017 55.7	101	J51	N59 39.5	E017 57.3	-		
15	N59 39.0	E017 55.6	101	J52	N59 39.4	E017 57.3	-		
16	N59 39.1	E017 55.6	101	J53	N59 39.4	E017 57.4	-		
17	N59 39.0	E017 55.6	101	J54	N59 39.4	E017 57.3	-		
18	N59 39.1	E017 55.6	101	K1	N59 39.5	E017 57.5	109		
19	N59 39.1	E017 55.5	100	K2	N59 39.5	E017 57.5	111		
20	N59 39.1	E017 55.5	101	K3A	N59 39.5	E017 57.6	110		
31	N59 38.8	E017 55.7	102	K3B	N59 39.5	E017 57.6	108		
32	N59 38.9	E017 55.7	101	K3C	N59 39.5	E017 57.7	106		
33	N59 38.8	E017 55.6	101	K3D	N59 39.5	E017 57.6	111		
34	N59 38.9	E017 55.6	102	K3E	N59 39.5	E017 57.6	108		
35	N59 38.8	E017 55.6	102	K4	N59 39.5	E017 57.8	-		
36	N59 38.9	E017 55.6	102	K5, K5L	N59 39.5	E017 57.9	100		
37	N59 38.8	E017 55.6	102	K5R	N59 39.5	E017 57.8	100		
38	N59 38.9	E017 55.6	102	M5	N59 38.8	E017 57.1	94		
39	N59 38.9	E017 55.5	101	M6 thru M8	N59 38.8	E017 57.0	94		
40	N59 38.9	E017 55.5	102	M9	N59 38.7	E017 56.9	94		
41, 42	N59 38.9	E017 55.5	101	R3	N59 38.5	E017 55.5	103		
43, 44	N59 38.9	E017 55.4	100	R4	N59 38.4	E017 55.6	102		
52	N59 38.7	E017 55.6	102	R5	N59 38.4	E017 55.6	100		
53	N59 38.7	E017 55.4	103	R6	N59 38.4	E017 55.7	99		
54	N59 38.8	E017 55.5	102	R7	N59 38.3	E017 55.7	98		
55	N59 38.7	E017 55.4	103	R8	N59 38.3	E017 55.8	98		
56	N59 38.8	E017 55.4	103	R9	N59 38.3	E017 55.9	99		
57	N59 38.7	E017 55.4	103	R9C	N59 38.3	E017 55.9	100		
58	N59 38.8	E017 55.4	102	R10	N59 38.3	E017 55.9	98		
60A	N59 38.7	E017 55.5	102	R10A thru R10C	N59 38.3	E017 56.1	-		
61 thru 63	N59 38.7	E017 55.6	103						
64 thru 66	N59 38.6	E017 55.7	103						
67, 68	N59 38.6	E017 55.8	103						
69 thru 69R	N59 38.6	E017 55.9	103						
F28L/R	N59 39.2	E017 56.3	102						
F29L/R	N59 39.2	E017 56.2	103						
F30	N59 39.2	E017 56.3	102						
F31	N59 39.2	E017 56.2	103						
F32L	N59 39.2	E017 56.3	102						
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						
F35	N59 39.2	E017 56.1	102						
F36L	N59 39.3	E017 56.2	102						

ESSA/ARN

 **JEPPesen**

6 NOV 15

10-9G

Eff 12 Nov

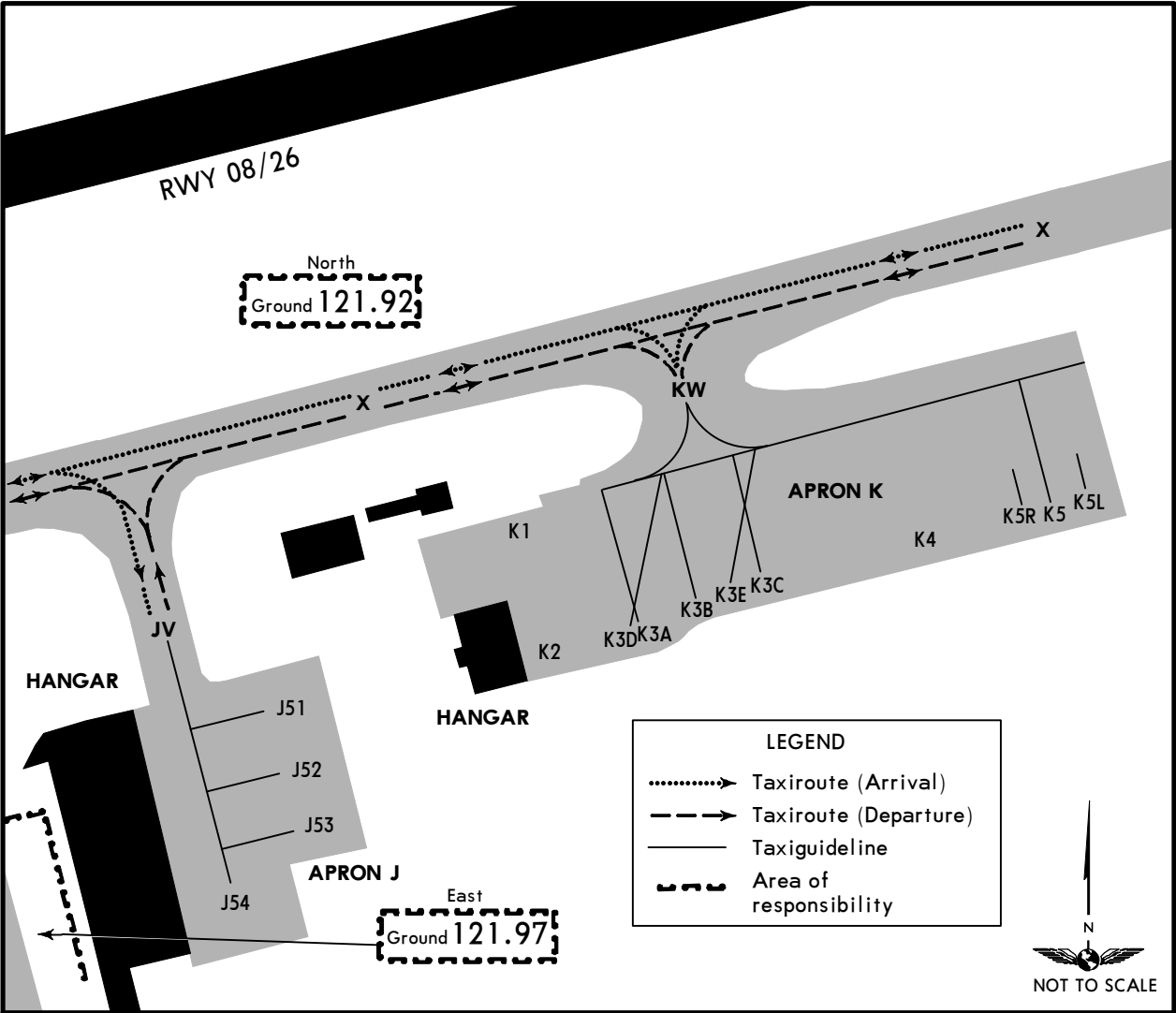
STOCKHOLM, SWEDEN
ARLANDA

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 55.3	103	
S5	N59 38.5	E017 55.2	104	
S6, 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	
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	98	
S81	N59 38.3	E017 55.2	96	

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JEPPesen
23 OCT 15 (10-9H)

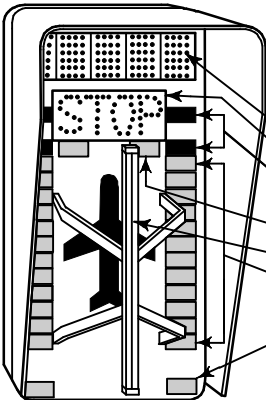
STOCKHOLM, SWEDEN
ARLANDA



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
-------	----	---------	------------

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

B. DOCKING

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

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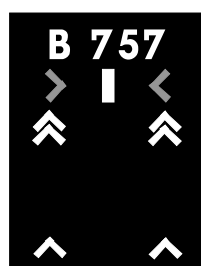
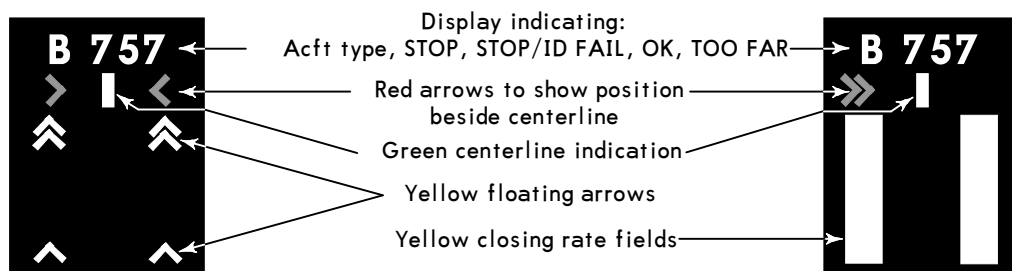
JEPPesen
23 OCT 15 (10-9J)

STOCKHOLM, SWEDEN
ARLANDA

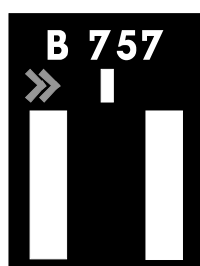
VISUAL DOCKING GUIDANCE SYSTEM (SAFEDOCK)

A. DESCRIPTION

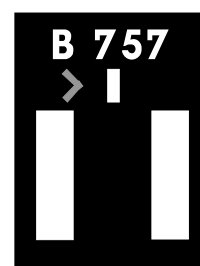
The docking system consists of a display unit and a laser unit to identify type and position of aircraft.



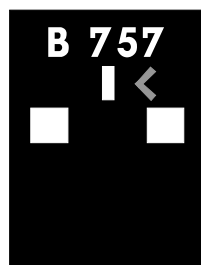
Ready to enter



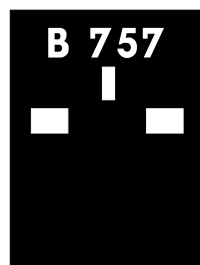
Start of acft identification
Turn RIGHT,
52'/16m or more to stop



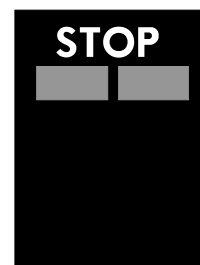
Turn RIGHT,
46'/14m to stop



Turn LEFT,
10'/3m to stop



On centerline,
7'/2m to stop



At stop-position

B. DOCKING

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

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

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

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

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

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

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STOCKHOLM, SWEDEN

31 JAN 14

10-9K

Eff 6 Feb

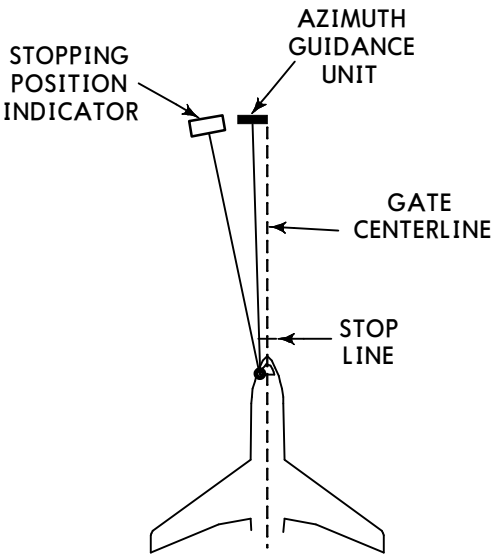
ARLANDA

FMT AIRPARK SYSTEM

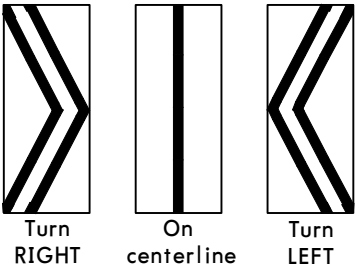
GENERAL

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.

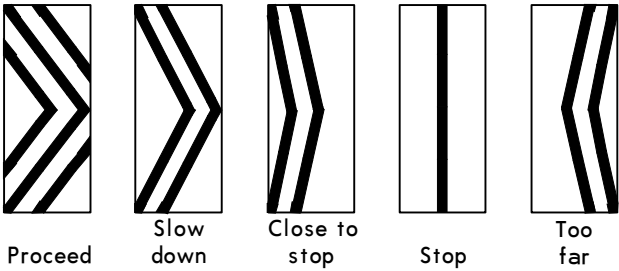
- 1. Azimuth guidance unit shows a single vertical line when aircraft is on centerline. If aircraft strays off centerline, the unit shows an arrow pattern indicating the direction to turn.
- 2. Proceed forward until stopping position indicator shows a single vertical line.



AZIMUTH GUIDANCE UNIT



STOPPING POSITION INDICATOR



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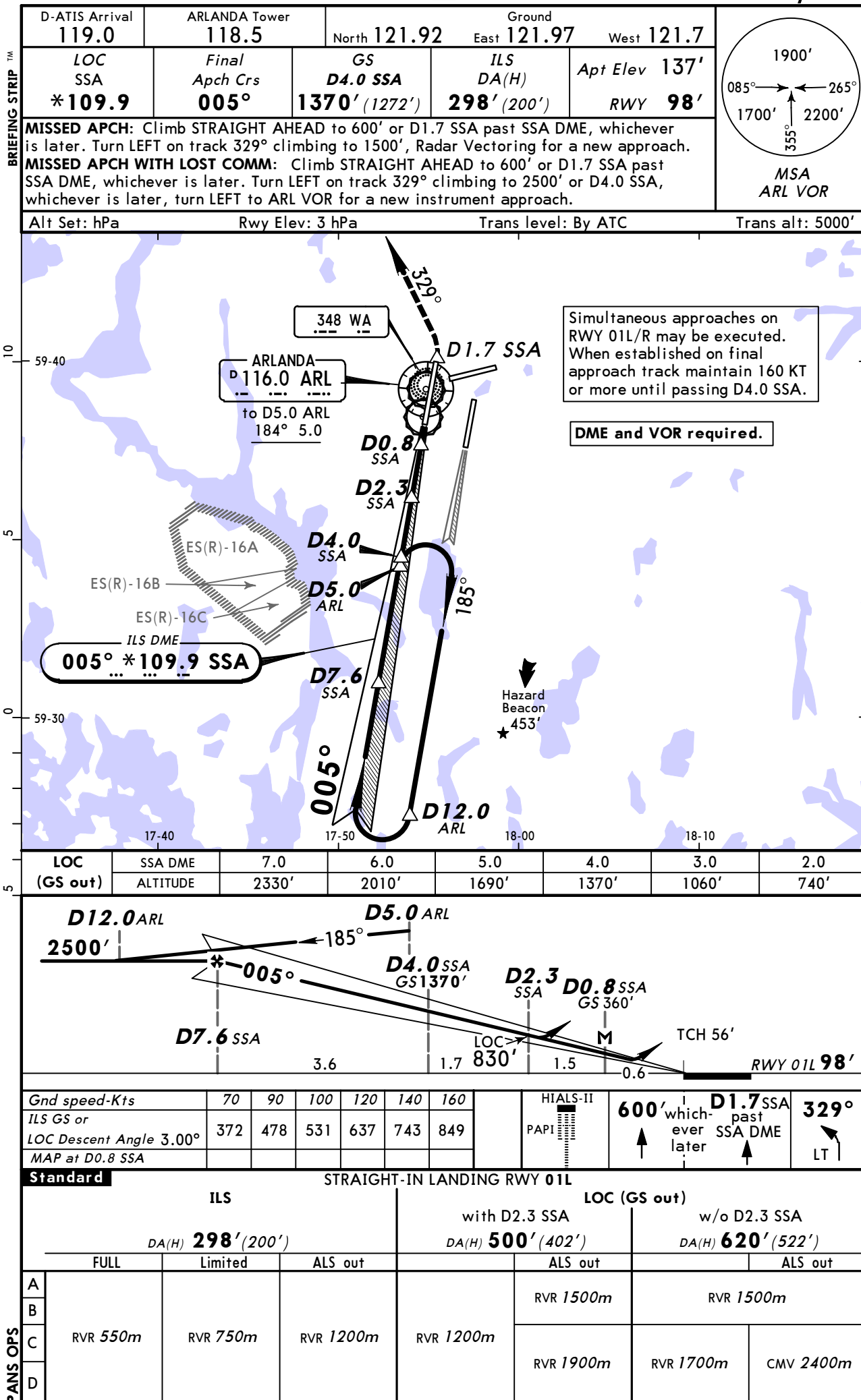
STOCKHOLM, SWEDEN

30 NOV 12

(11-1)

Eff 13 Dec

ILS or LOC Rwy 01L

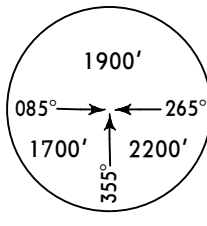


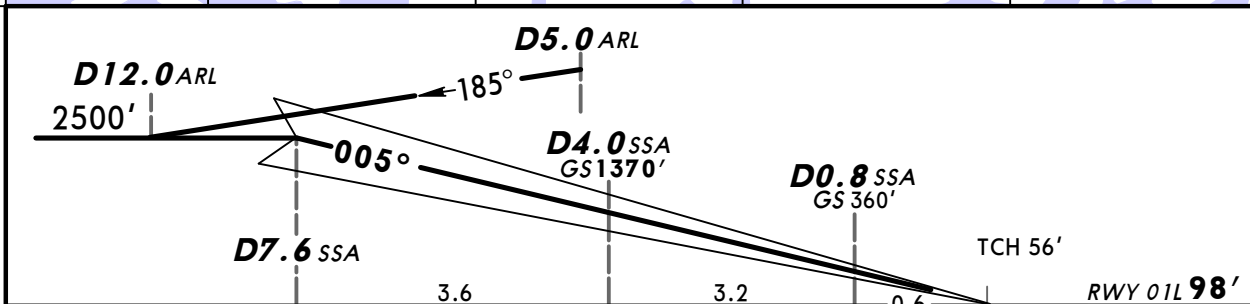
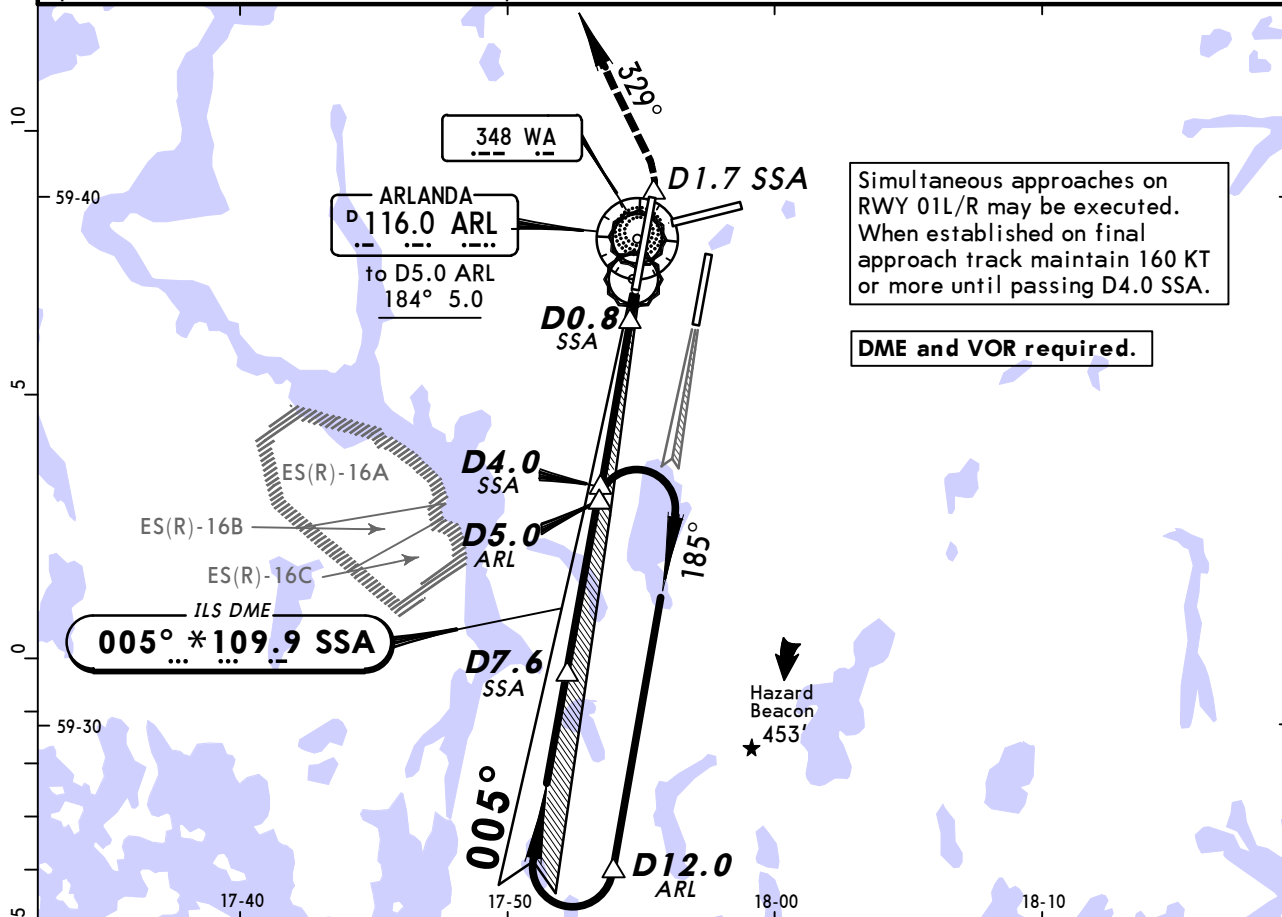
ESSA/ARN
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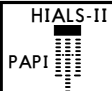
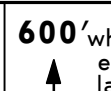
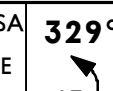
30 NOV 12
Eff 13 Dec

11-1A

STOCKHOLM, SWEDEN
CAT II/III ILS Rwy 01L

D-ATIS Arrival 119.0	ARLANDA Tower 118.5	North 121.92	East 121.97	West 121.7	 MSA ARL VOR				
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'					
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					
Special Aircrew & Acft Certification Required.									
Trans alt: 5000'									



														
Gnd speed-Kts	70	90	100	120	140	160								
GS	3.00°	372	478	531	637	743	849							

Standard		STRAIGHT-IN LANDING RWY 01L	
CAT IIIA ILS		CAT II ILS	
DH 50'		RA 107' DA(H) 198' (100')	
RVR 200m		RVR 300m 	

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

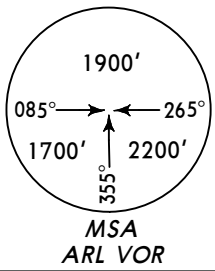
CHANGES: Missed apch with lost comm.

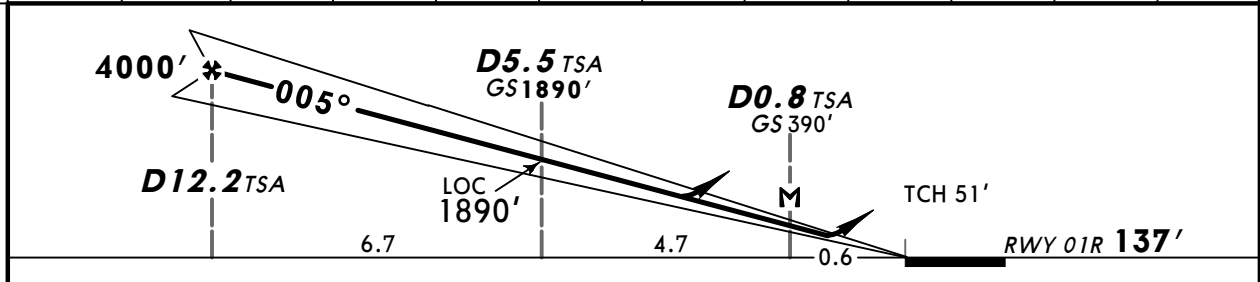
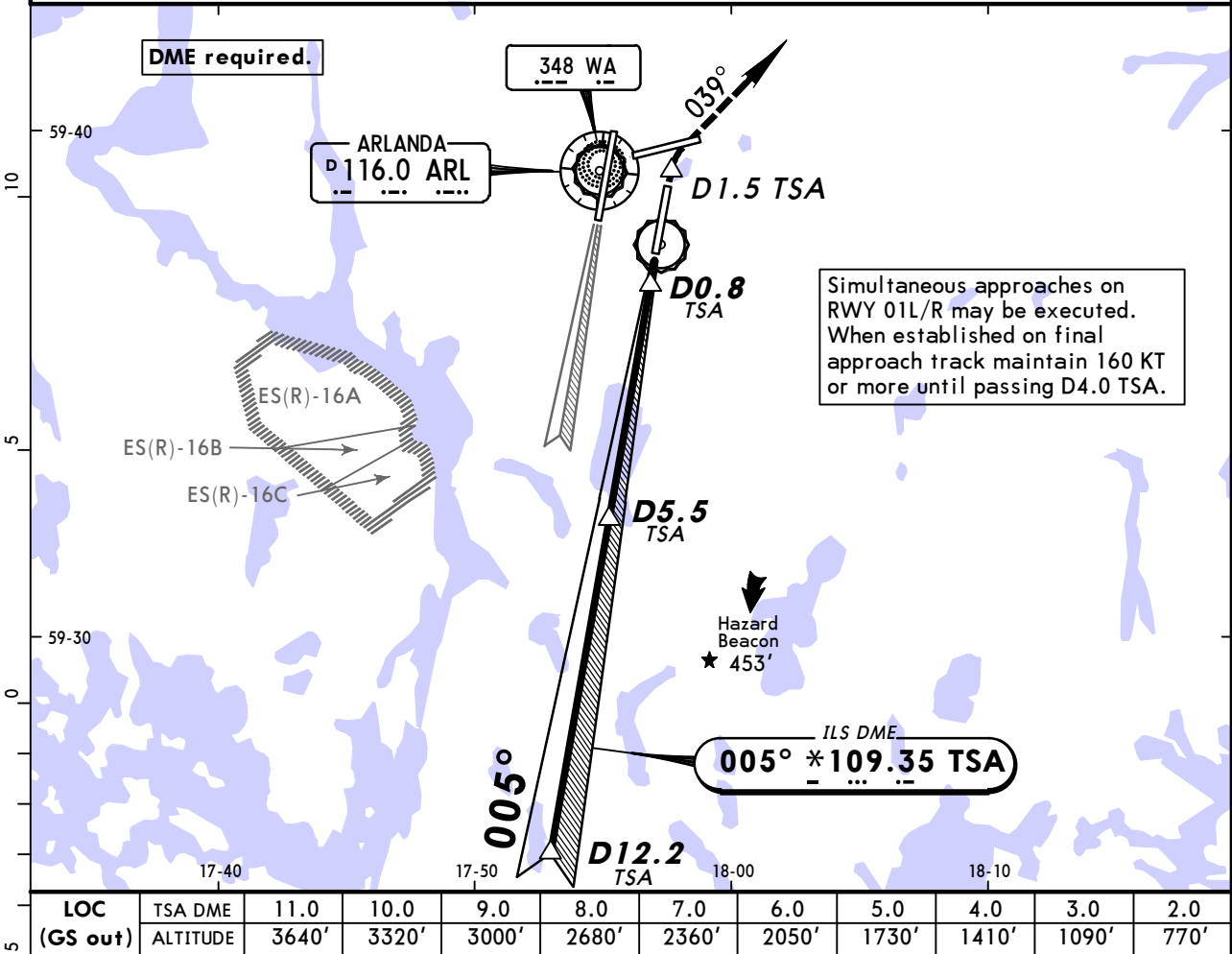
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ESSA/ARN
ARLANDA

JEPPESSEN
30 NOV 12 (11-2) Eff 13 Dec

STOCKHOLM, SWEDEN
ILS or LOC Rwy 01R

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



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

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

CHANGES: MSA. Procedure. Minimums.

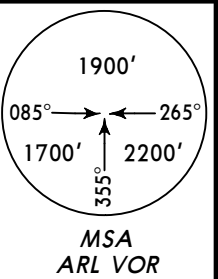
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ESSA/ARN
ARLANDA

JEPPESSEN
30 NOV 12
Eff 13 Dec (11-2A)

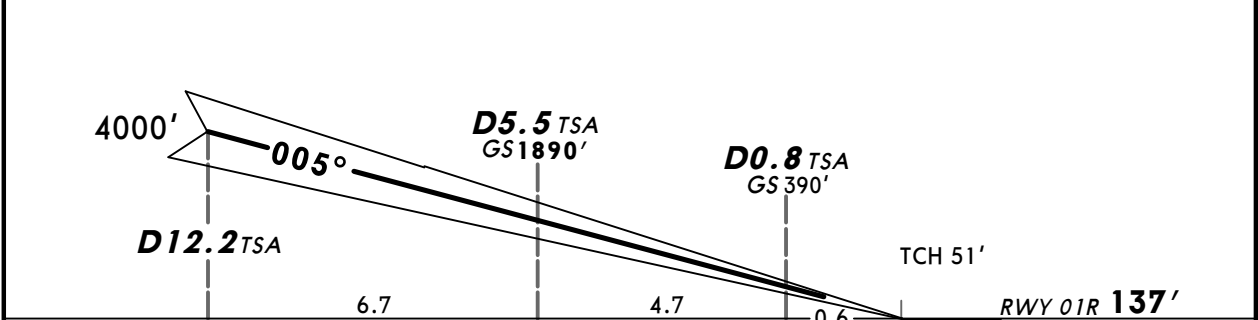
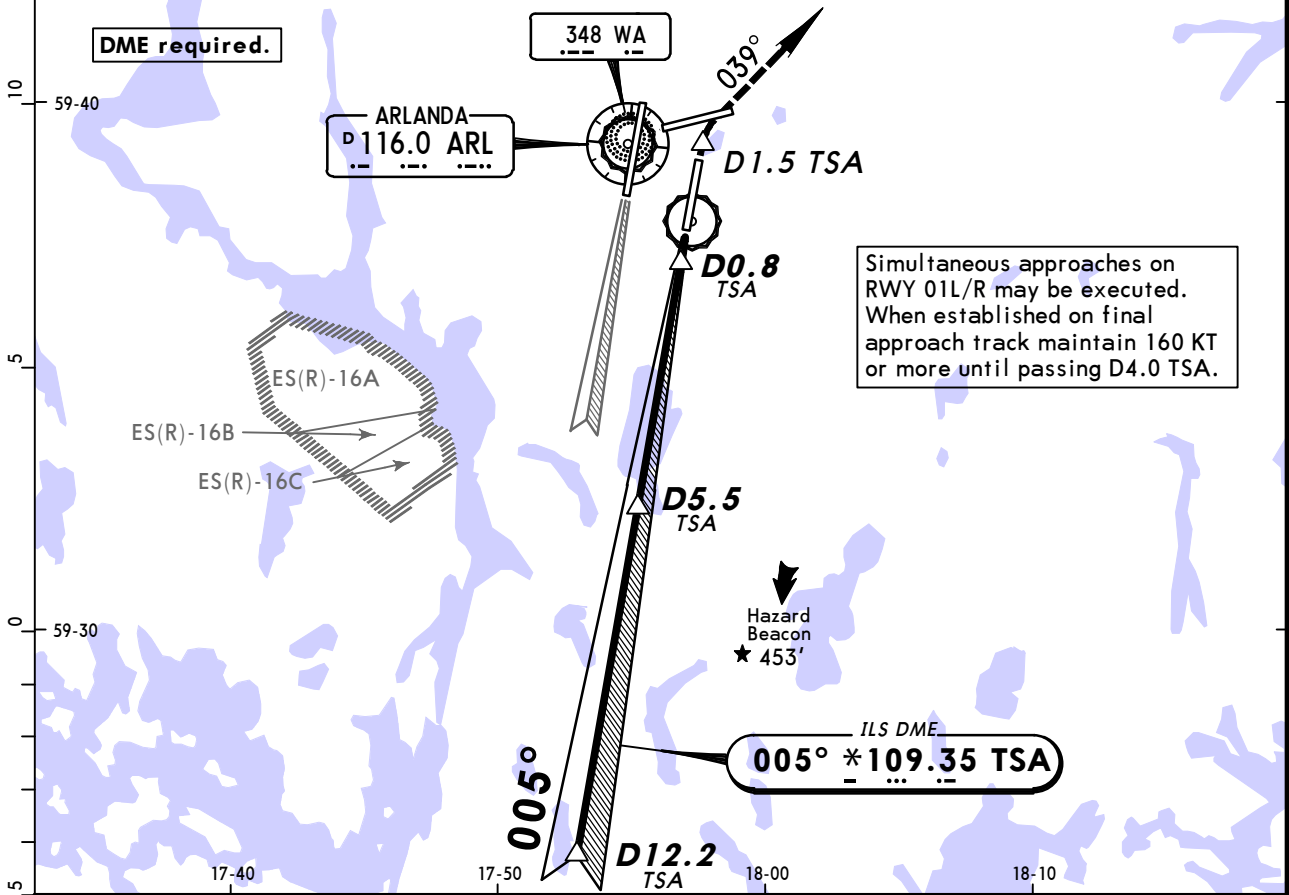
STOCKHOLM, SWEDEN
CAT II/III ILS Rwy 01R

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



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

Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC
1. In case of radio failure see 11-3A. 2. Special Aircrew & Acft Certification Required. Trans alt: 5000'



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

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

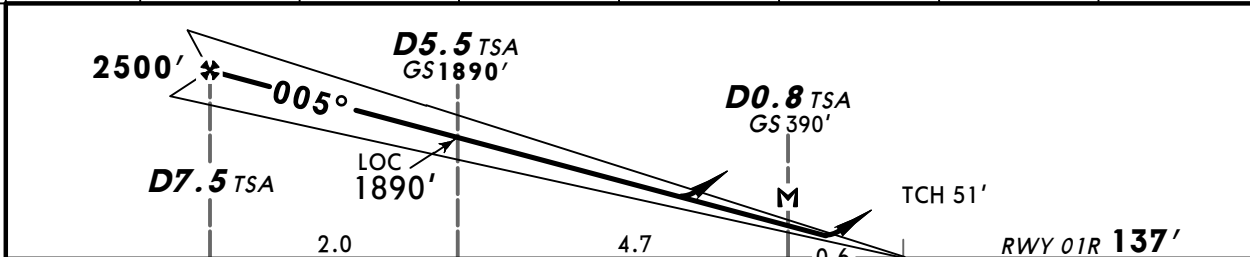
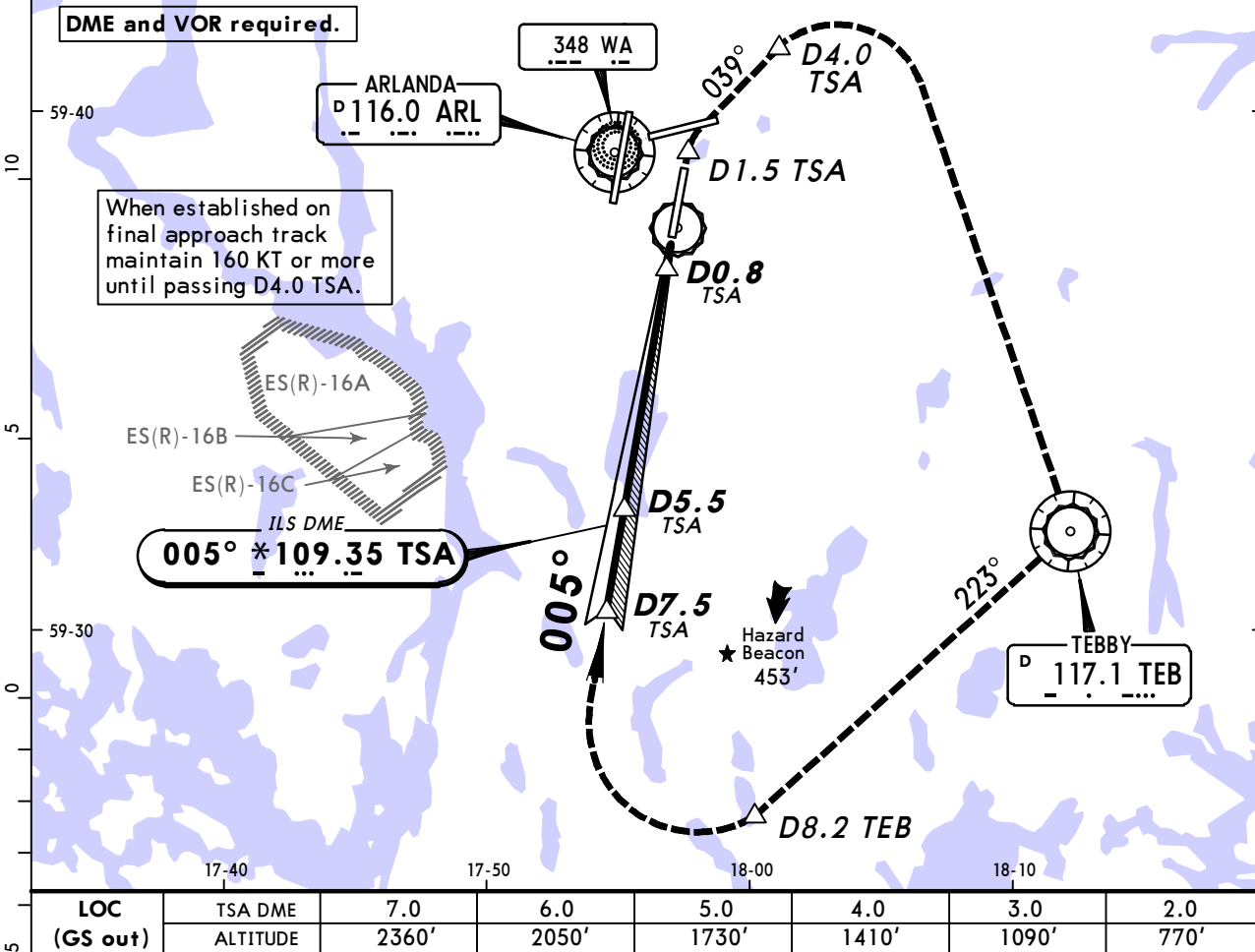
ESSA/ARN
ARLANDA

JEPPESEN
30 NOV 12
Eff 13 Dec **(11-3)** LOST COMM

STOCKHOLM, SWEDEN
ILS or LOC Rwy 01R

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

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



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

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

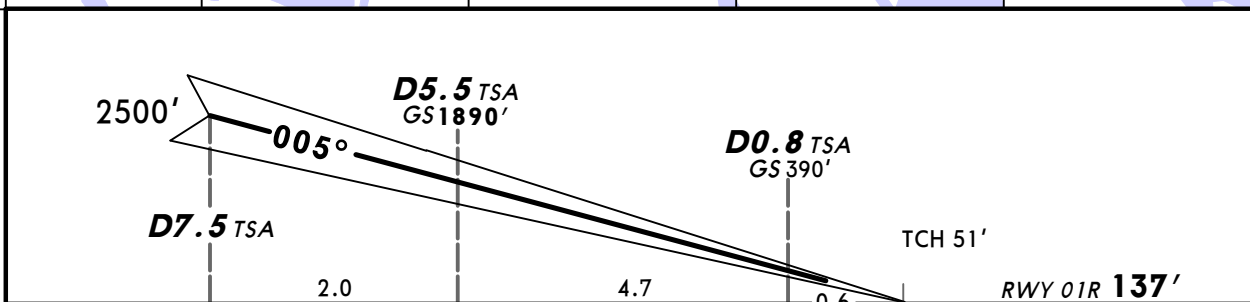
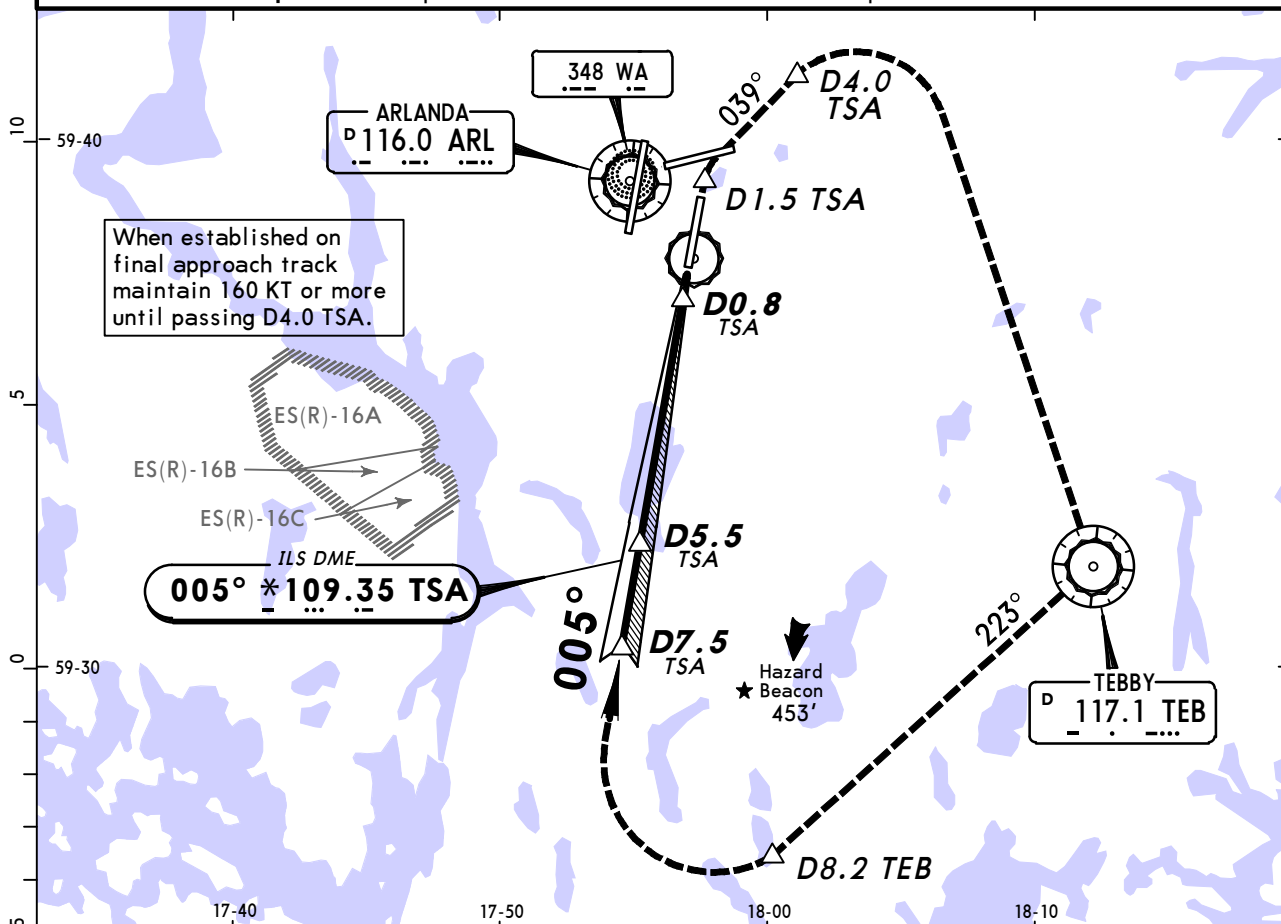
CHANGES: MSA. Procedure. Minimums.

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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

D-ATIS Arrival 119.0	ARLANDA Tower 125.12	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 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.					



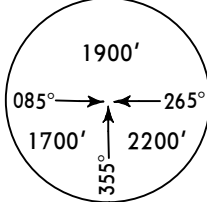
							0.8					
Gnd speed-Kts	70	90	100	120	140	160	 PAPI	 600'	which- ever later	 D1.5 TSA past TSA DME	 039° RT	
GS	3.00°	372	478	531	637	743						849

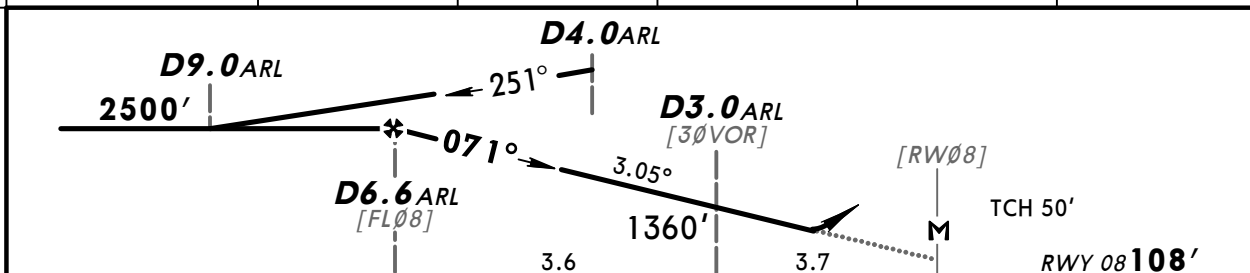
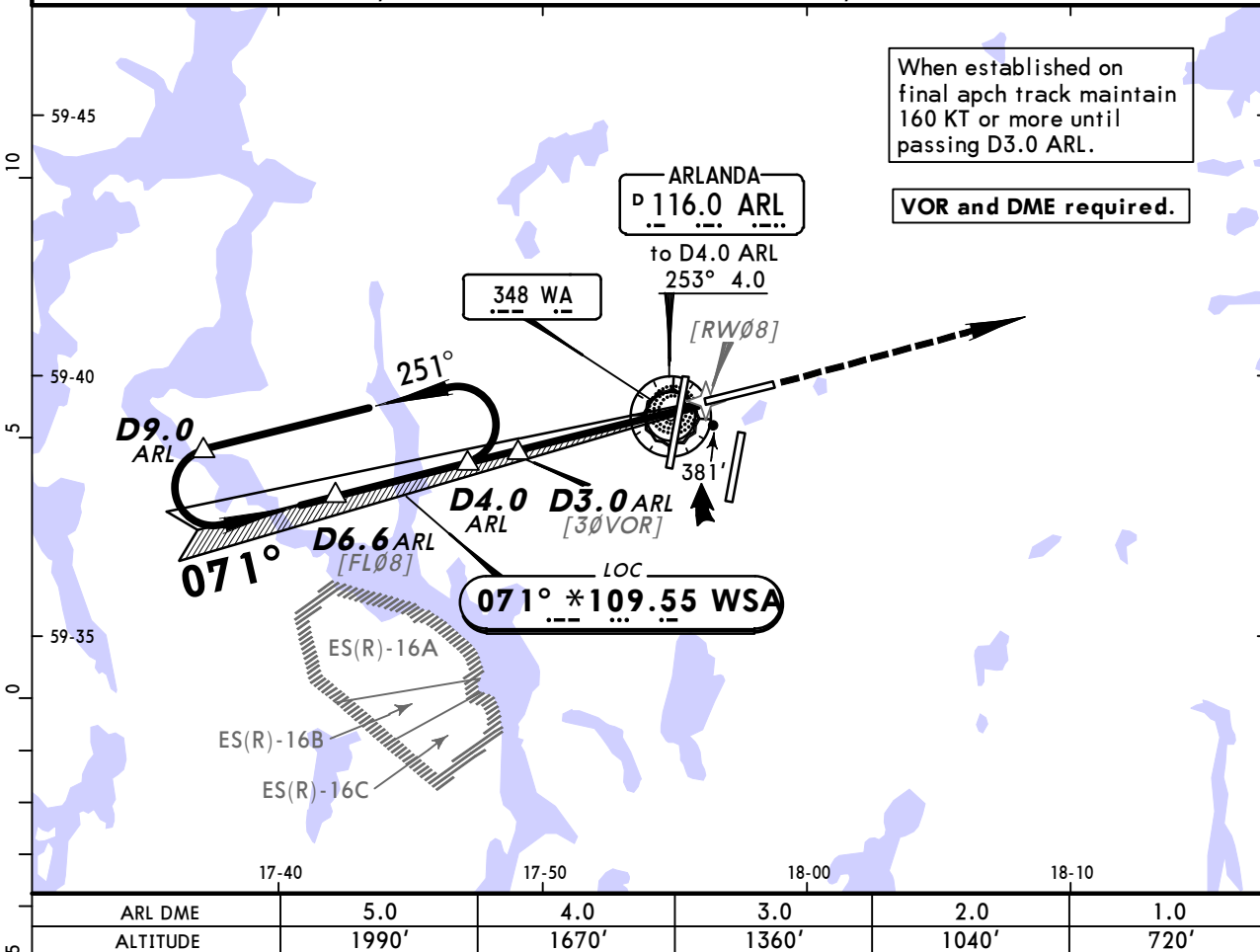
Standard		STRAIGHT-IN LANDING RWY 01R	
CAT IIIA ILS		CAT II ILS	
ABC		D	
RA 99'		RA 100'	
DA(H) 237' (100')		DA(H) 238' (101')	
RVR 200m		RVR 300m	

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

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ESSA/ARN
ARLANDA
JEPPESSEN
 30 NOV 12 **(11-4)** **Eff 13 Dec**
STOCKHOLM, SWEDEN
LOC Rwy 08

BRIEFING STRIP™	D-ATIS Arrival	ARLANDA Tower		Ground		
	119.0	128.72	North 121.92	East 121.97	West 121.7	
	LOC WSA *109.55	Final Apch Crs 071°	Minimum Alt D6.6 ARL 2500' (2392')	DA(H) 500' (392')	Apt Elev 137' RWY 108'	
MISSED APCH: Climb STRAIGHT AHEAD to 1500', Radar Vectoring for a new approach. MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to 2500' or D5.0 ARL, whichever is later, turn LEFT to ARL VOR for a new instrument approach.						 MSA ARL VOR
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: By ATC		Trans alt: 5000'



Gnd speed-Kts	70	90	100	120	140	160		
Descent Angle 3.05°	378	486	540	648	755	863		
D6.6 ARL to MAP 7.3	6:15	4:52	4:23	3:39	3:08	2:44		

Standard **STRAIGHT-IN LANDING RWY 08**

DA(H) **500' (392')**

A	RVR 1500m	
B		
C	RVR 1800m	
D		

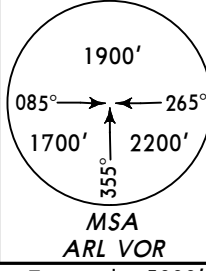
CHANGES: Missed apch with lost comm.

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ESSA/ARN
ARLANDA

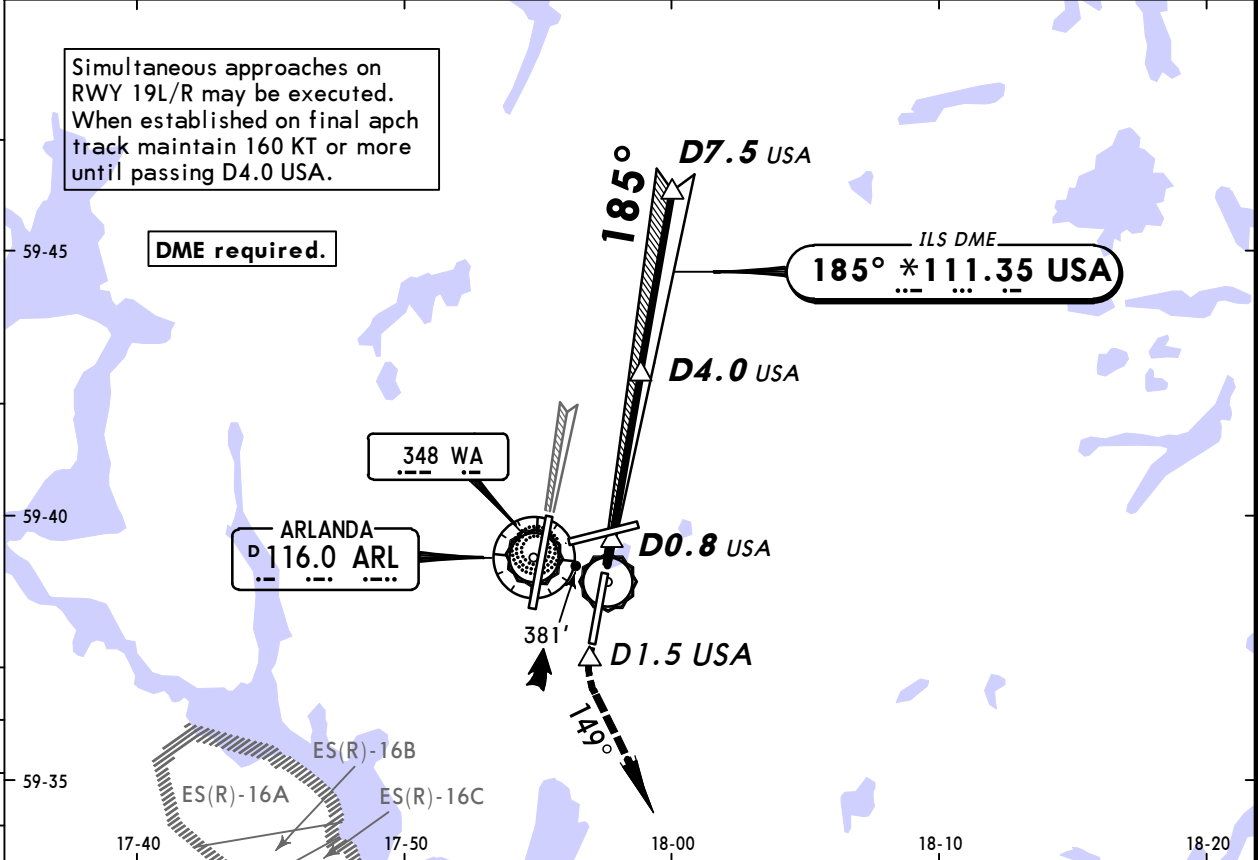
JEPPESSEN
30 NOV 12 (11-5) Eff 13 Dec

STOCKHOLM, SWEDEN
ILS or LOC Rwy 19L

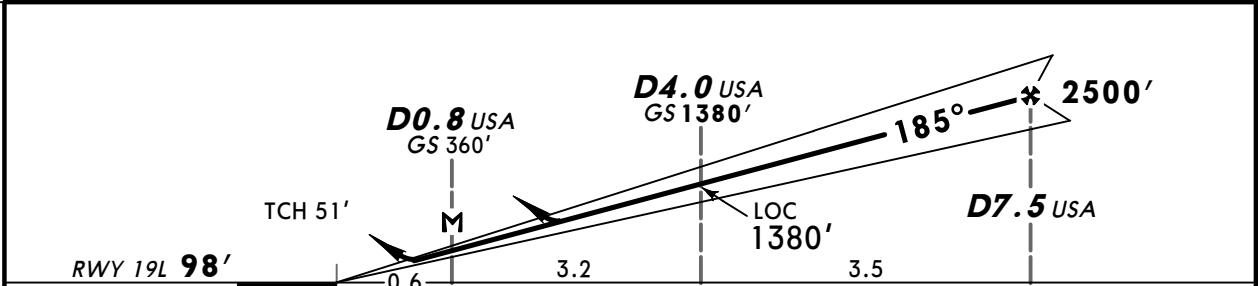
D-ATIS Arrival 119.0		ARLANDA Tower 125.12		Ground North 121.92 East 121.97 West 121.7	
LOC USA *111.35	Final Apch Crs 185°	GS D4.0 USA 1380' (1282')	ILS DA(H) 298' (200')	Apt Elev 137' RWY 98'	
MISSED APCH: Climb STRAIGHT AHEAD to 600' or D1.5 USA past USA DME, whichever is later. Turn LEFT on track 149° climbing to 1500', Radar Vectoring for a new approach. MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to 600' or D1.5 USA past USA DME, whichever is later. Turn LEFT on track 149° climbing to 2500' or D4.0 USA, whichever is later, turn LEFT to TEB VOR. At TEB VOR intercept R-349 TEB to D16.3 TEB, then turn LEFT to intercept LOC, not below 2500' until FAP/FAF (D7.5 USA).					
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: By ATC	
Trans alt: 5000'					

Simultaneous approaches on RWY 19L/R may be executed. When established on final apch track maintain 160 KT or more until passing D4.0 USA.

DME required.



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		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										

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

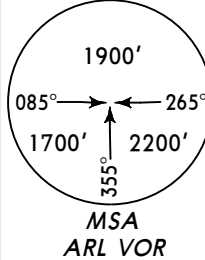
ESSA/ARN
ARLANDA

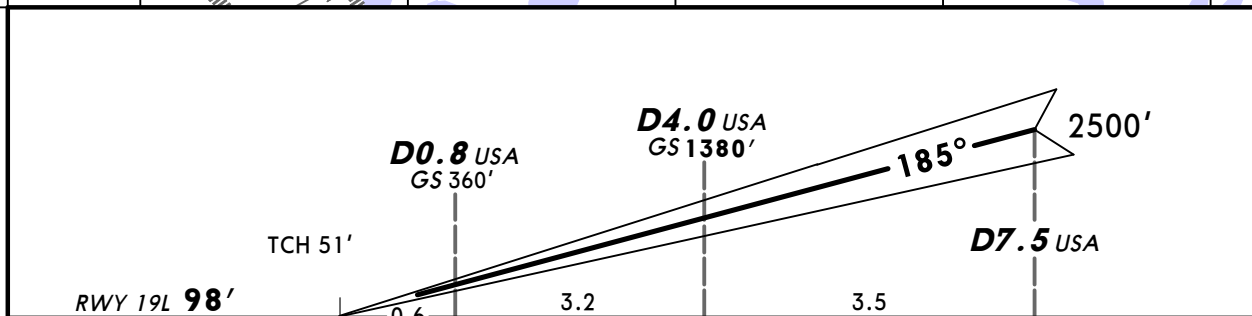
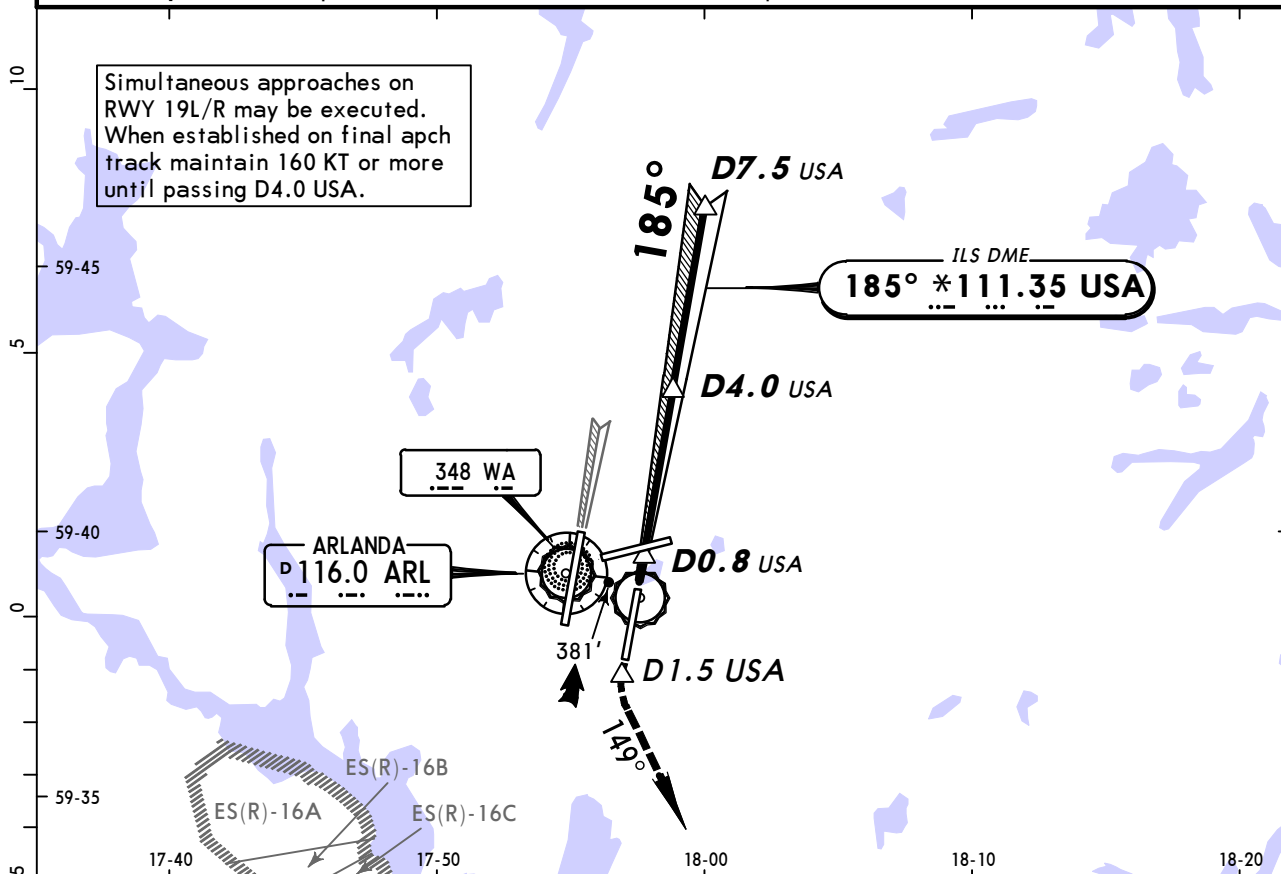
30 NOV 12
Eff 13 Dec

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'	
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	HIALS-II PAPI	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.

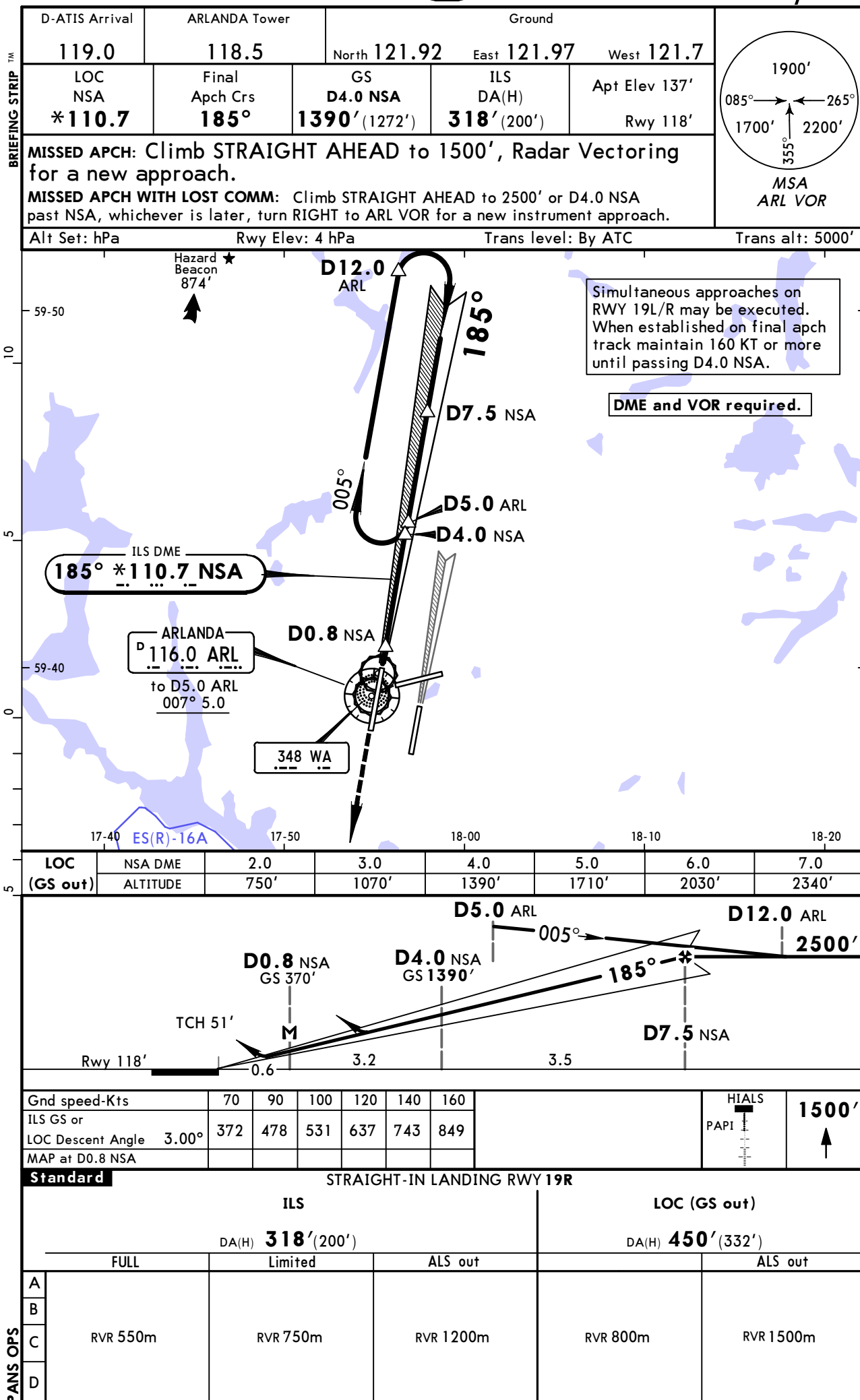
CHANGES: MSA. Procedure.

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ESSA/ARN
ARLANDA

JEPPESSEN
19 JUN 15 **11-6** **Eff 25 Jun**

STOCKHOLM, SWEDEN
ILS or LOC Rwy 19R



CHANGES: None.

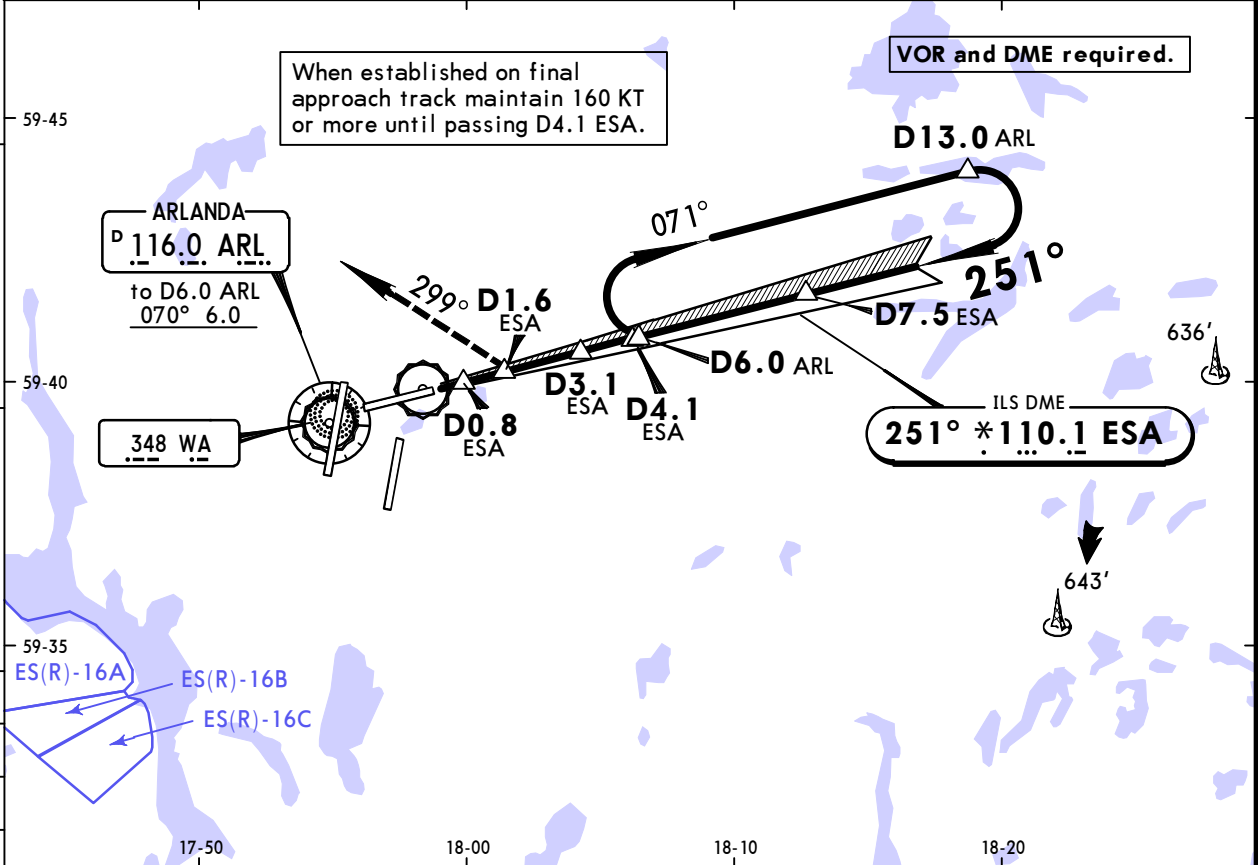
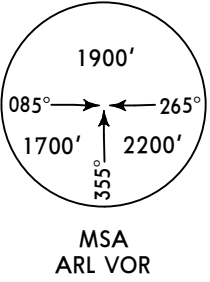
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ESSA/ARN
ARLANDA

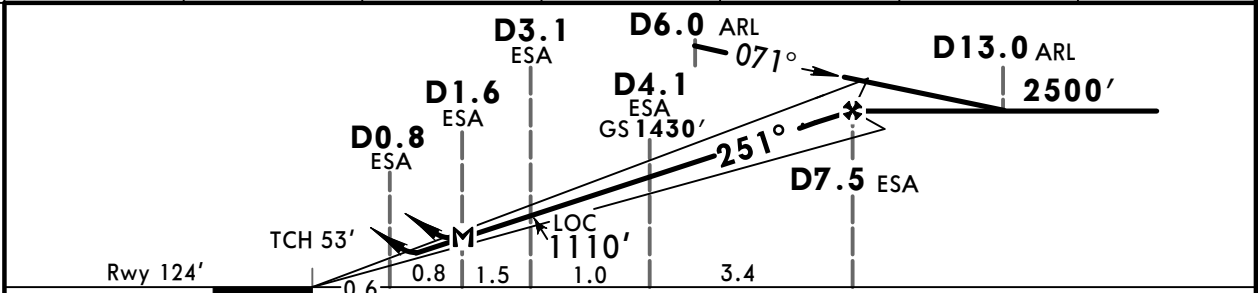
JEPPESEN
19 JUN 15 11-7 Eff 25 Jun

STOCKHOLM, SWEDEN
ILS or LOC Rwy 26

D-ATIS Arrival	ARLANDA Tower	Ground		
119.0	128.725	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: 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 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								

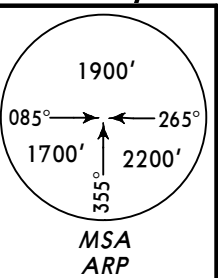
Standard			STRAIGHT-IN LANDING RWY 26		
ILS			LOC (GS out)		
DA(H) A: 430' (306') C: 490' (366') B: 460' (336') D: 500' (376')			DA(H) 500' (376')		
FULL		Limited	ALS out		ALS out
A	RVR 700m	RVR 750m	RVR 1400m		RVR 1000m
B	RVR 800m		RVR 1500m		
C	RVR 1000m		RVR 1700m		
D					

ESSA/ARN
ARLANDA

JEPPESSEN
30 NOV 12
Eff 13 Dec
(12-21) CAT C & D

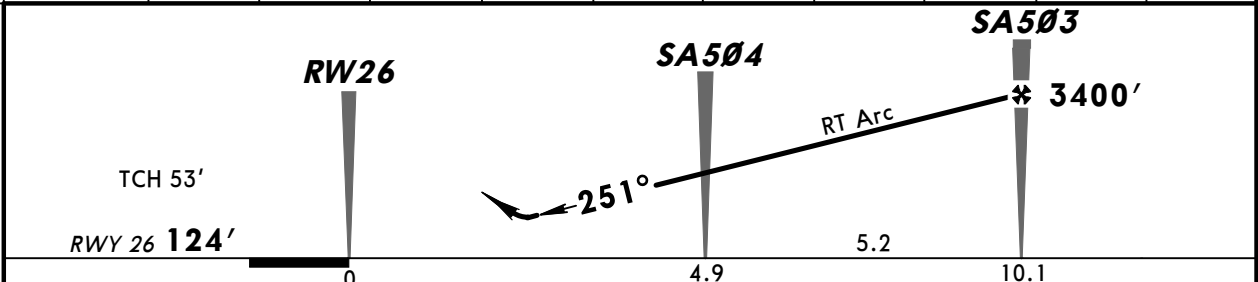
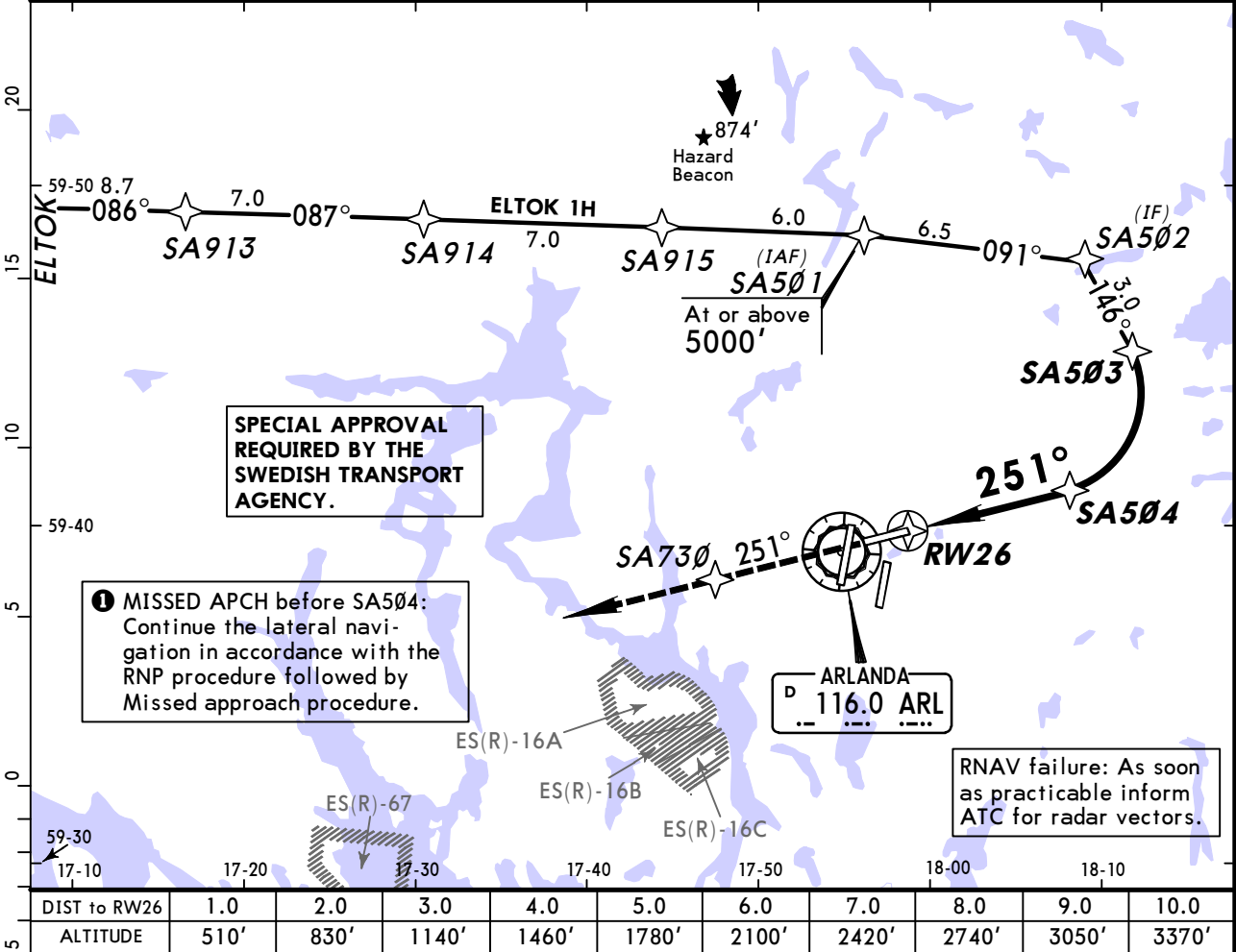
STOCKHOLM, SWEDEN
RNAV (RNP) Rwy 26

D-ATIS Arrival 119.0	ARLANDA Tower 128.72	North 121.92	East 121.97	West 121.7
RNAV	Final Apch Crs 251°	Minimum Alt SA503 3400' (3276')	RNP 0.30 DA(H) 450' (326')	Apt Elev 137' RWY 124'



MISSED APCH: Climb STRAIGHT AHEAD (① to SA730 to 1500'.
Continue on 251°, 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.



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1500'	SA730
Descent Angle 3.00°	372	478	531	637	743	849	PAPI		
MAP at DA									

Standard STRAIGHT-IN LANDING RWY 26
RNP 0.30
LNAV/VNAV
DA(H) 450' (326')
ALS out

A	NOT APPLICABLE
B	
C	
D	RVR 800m RVR 1500m

Chart changes since cycle 26-2015

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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STOCKHOLM, (ARLANDA - ESSA)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ESSA