(c) JEPPESEN SANDERSON, INC., 2016, ALL RIGHTS RESERVED

JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

Trip Kit Index
Airport Information For ESSA
Terminal Charts For ESSA
Revision Letter For Cycle 13-2016
Change Notices
Notebook

(c) JEPPESEN SANDERSON, INC., 2016, ALL RIGHTS RESERVED

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: 0128 Z
Sunset: 2011 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

(c) JEPPESEN SANDERSON, INC., 2016, ALL RIGHTS RESERVED

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: 119.000 Arrival Service
Arlanda Tower: 118.500
Arlanda Tower: 125.125
Arlanda Tower: 128.725
Ground West Ground: 121.700 MF
Ground North Ground: 121.925 MF
Ground East Ground: 121.975 MF
Arlanda Clearance Delivery: 121.825
Stockholm Control: 120.150
Stockholm Control: 123.750
Stockholm Control: 124.100
Stockholm Control: 130.325

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

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 2200-0600LT.

1.2.2. REVERSE THRUST

Do not use more than idle reverse between 2200-0600LT 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.

© JEPPESEN, 2004, 2016. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

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 taxiroute 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 parking guidance system has been activated or until signal from a marshal for entering 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.

© JEPPESEN, 2004, 2016. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

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. When established on final approach track, ACFT shall maintain IAS 160 KT or more until passing DME distance corresponding to OM stated on IAC.

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 between 2200-0600LT.

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.

© JEPPESEN, 2004, 2016. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

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.

Established push-back procedures shall be adhered to where push-back is mandatory.

Push-back approval includes permission to start engines during push-back.

3.2.2. AIRPORT COLLABORATIVE DECISION MAKING (OPERATIONAL TRAIL)

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.

© JEPPESEN, 2004, 2016. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

3. DEPARTURE

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 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 2200-0600LT, 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.

© JEPPESEN, 2013, 2016. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

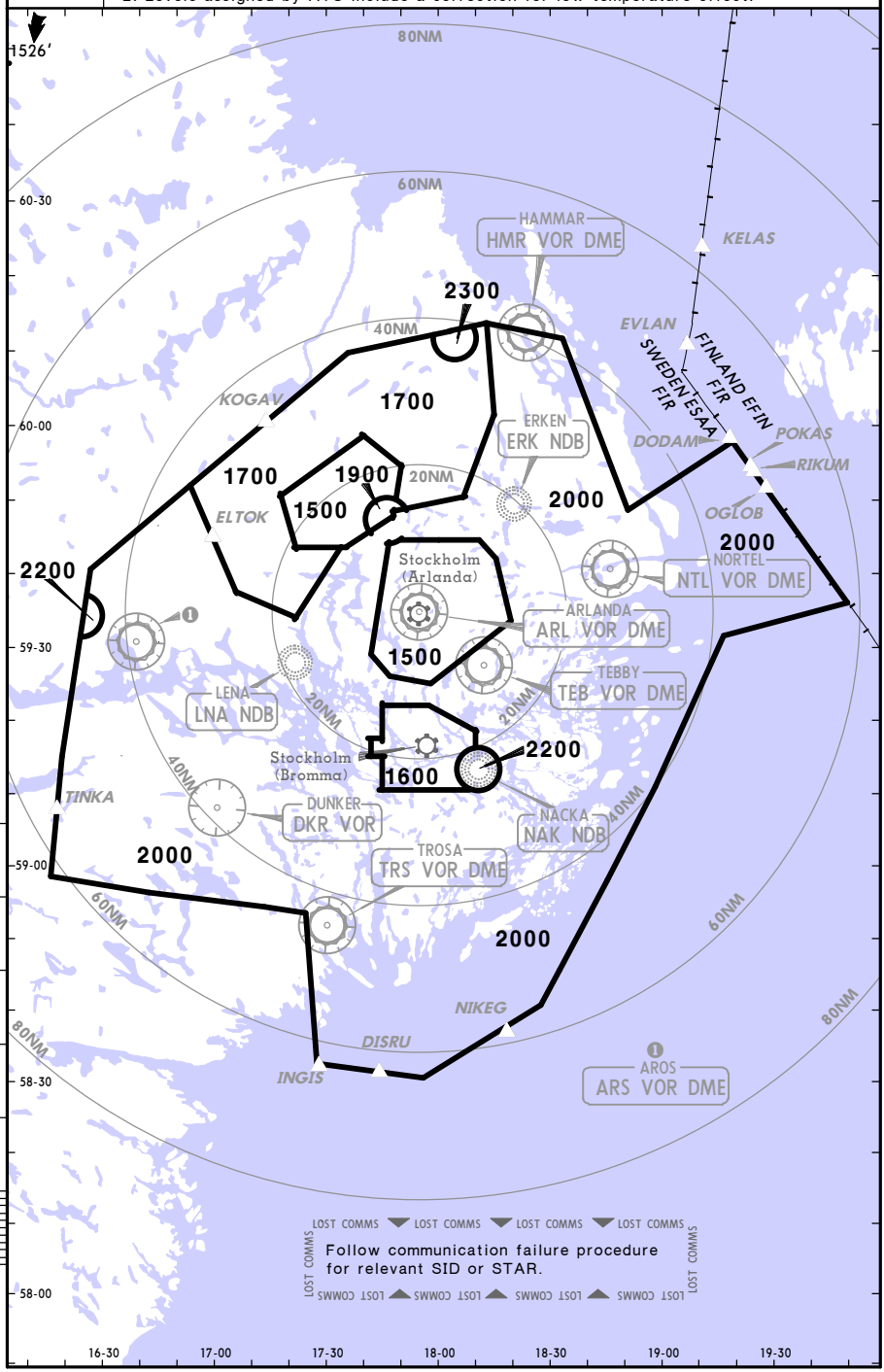
ESSA/ARN
ARLANDA

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.



CHANGES: New chart.

© JEPPESEN, 2014. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

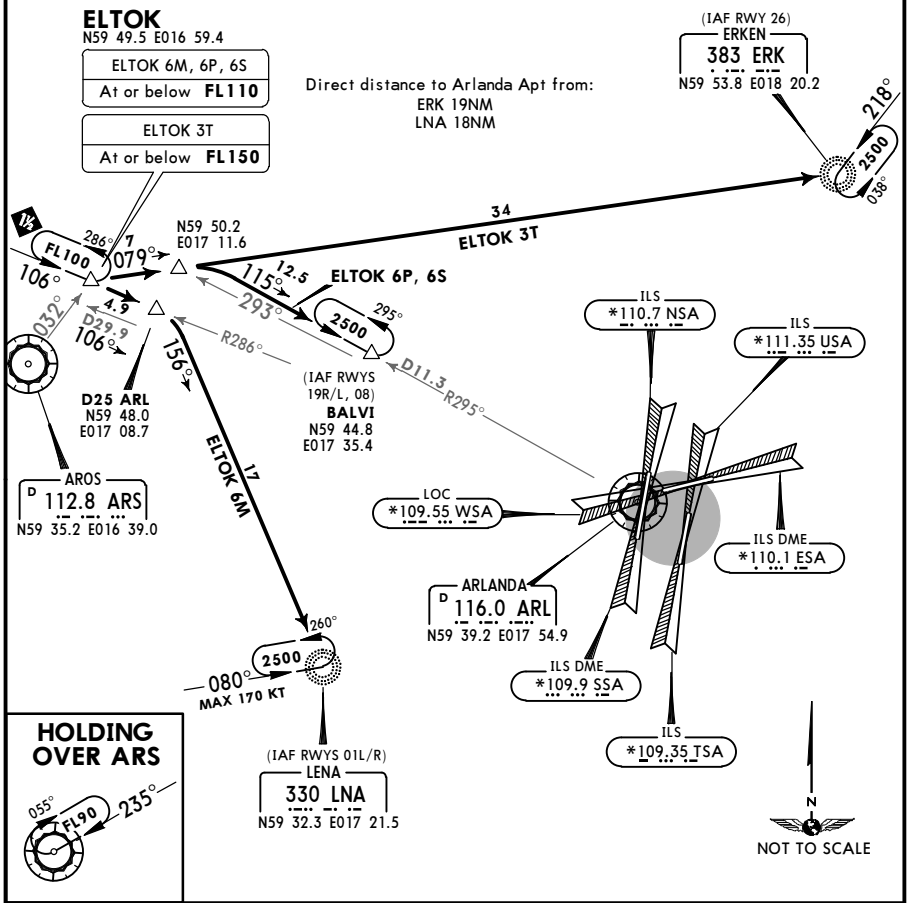
D-ATIS	Apt Elev	
119.0	137′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ STARs to RWYS 01L & 01R/19R & 19L are identical. RWY to be used will be assigned by ATC.

ELTOK 6M [ELTO6M], ELTOK 6P [ELTO6P] ELTOK 6S [ELTO6S], ELTOK 3T [ELTO3T]

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

Clearance limit is normally the IAF.

DESCENT PLANNING
EXPECT speed restrictions before entering the TMA. Plan descent so that highest entry level into the TMA is not exceeded in spite of speed restrictions.



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.

CHANGES: Descent planning established.

© JEPPESEN, 2003, 2016. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

D-ATIS	Apt Elev	
119.0	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.

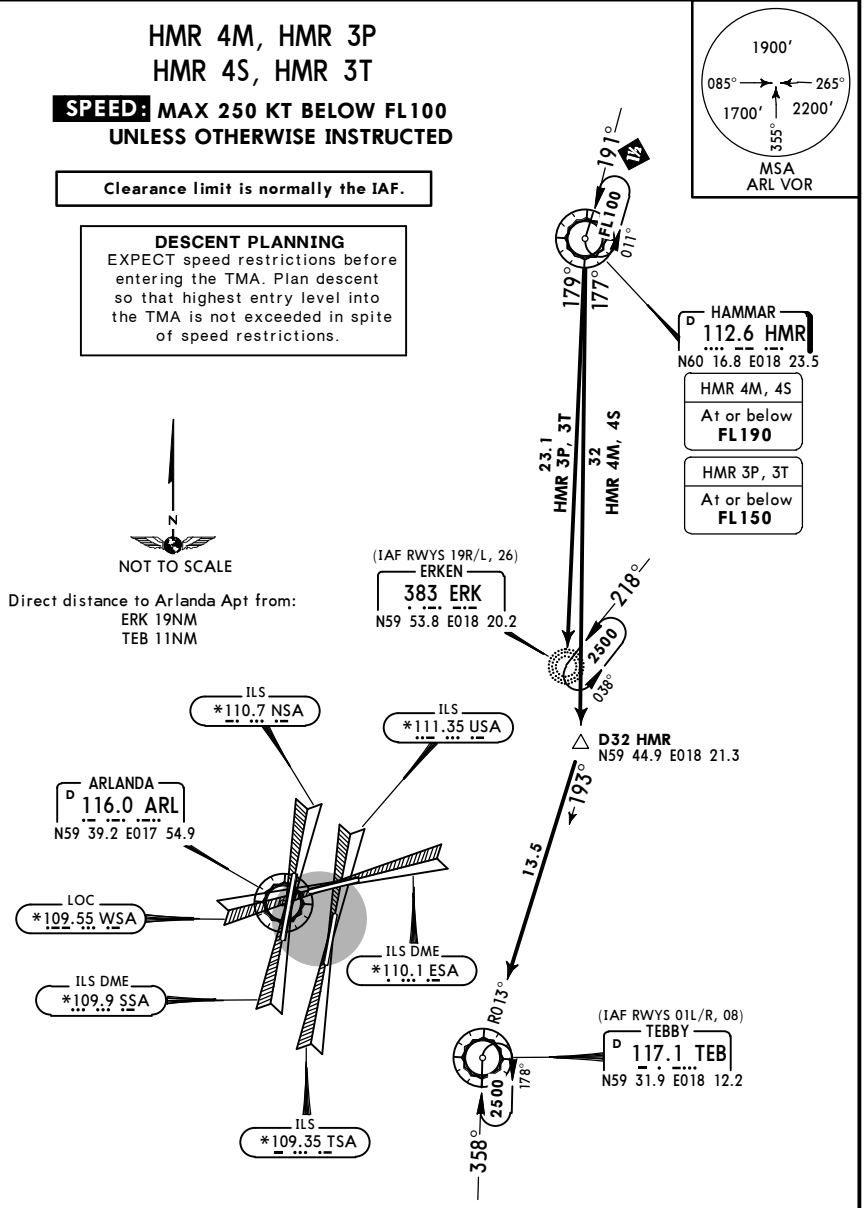
HMR 4M, HMR 3P
HMR 4S, HMR 3T

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

Clearance limit is normally the IAF.

DESCENT PLANNING
EXPECT speed restrictions before entering the TMA. Plan descent so that highest entry level into the TMA is not exceeded in spite of speed restrictions.

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



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 ❶	26	

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

CHANGES: Descent planning established.

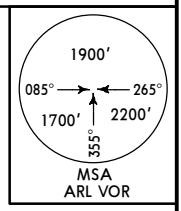
© JEPPESEN, 2003, 2016. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

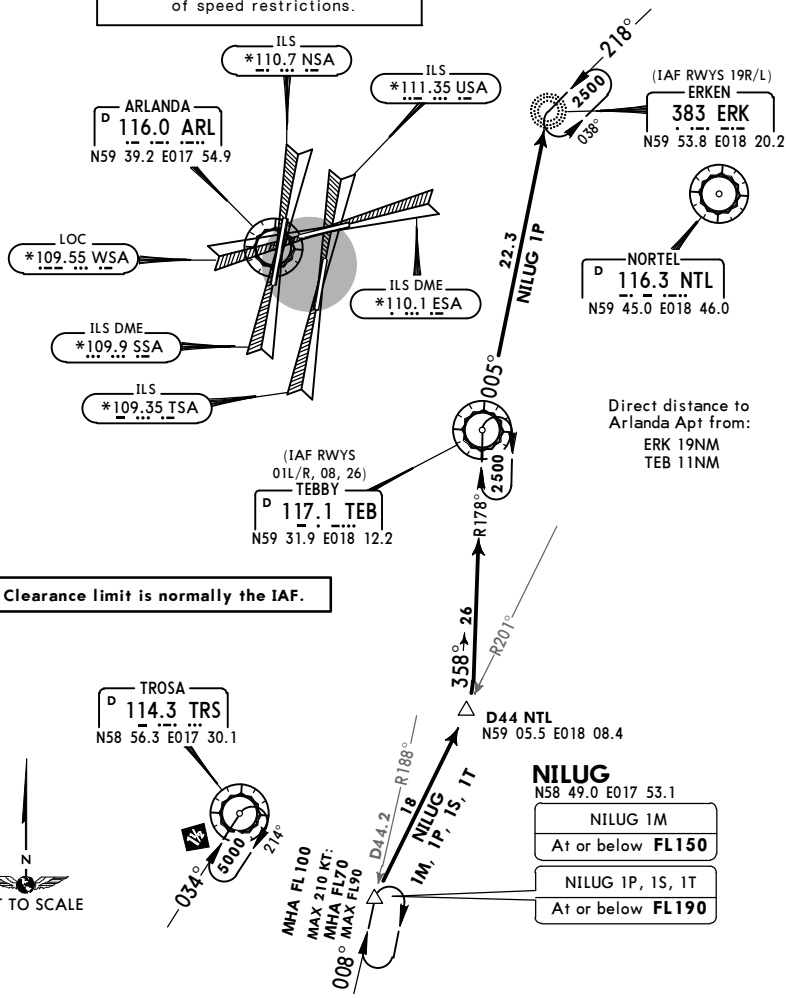
D-ATIS	Apt Elev	
119.0	137′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ STARs to RWYS 01L & 01R/19R & 19L are identical. RWY to be used will be assigned by ATC.

NILUG 1M [NILU1M], NILUG 1P [NILU1P]
NILUG 1S [NILU1S], NILUG 1T [NILU1T]

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



DESCENT PLANNING
EXPECT speed restrictions before entering the TMA. Plan descent so that highest entry level into the TMA is not exceeded in spite of speed restrictions.



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

Clearance limit is normally the IAF.

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.

CHANGES: Descent planning established.

© JEPPESEN, 2003, 2016. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

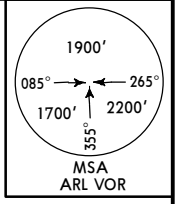
D-ATIS	Apt Elev	
119.0	137′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ STARs to RWYS 01L & 01R/19R & 19L are identical. RWY to be used will be assigned by ATC.

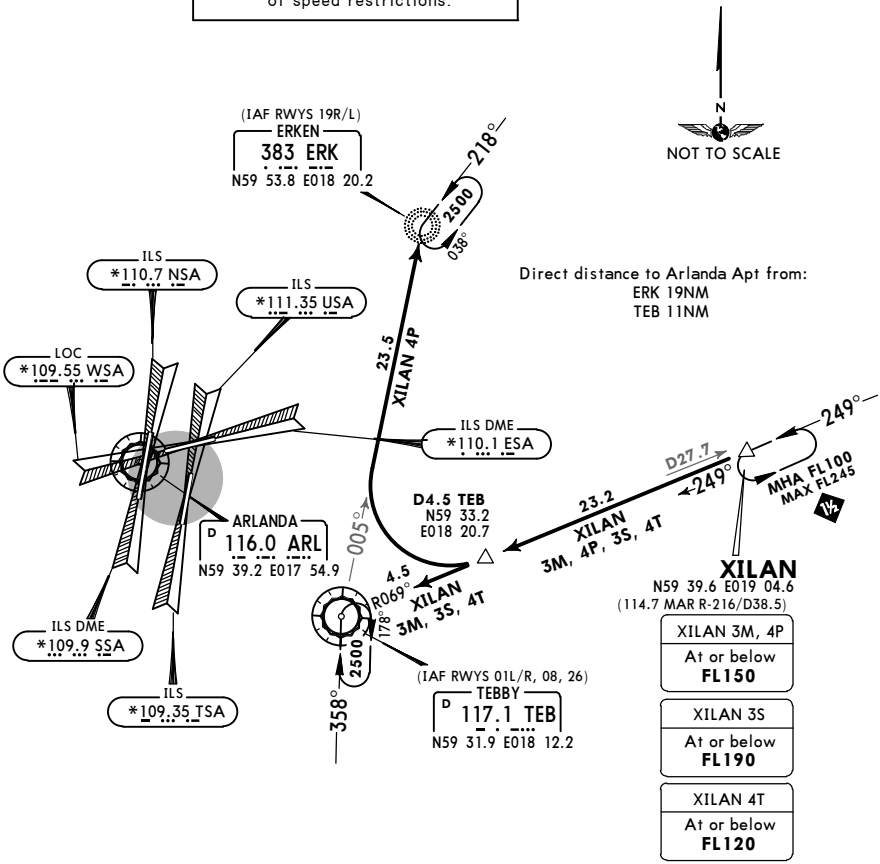
XILAN 3M [XILA3M], XILAN 4P [XILA4P]
XILAN 3S [XILA3S], XILAN 4T [XILA4T]

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

Clearance limit is normally the IAF.

DESCENT PLANNING
EXPECT speed restrictions before entering the TMA. Plan descent so that highest entry level into the TMA is not exceeded in spite of speed restrictions.





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: Descent planning established.

© JEPPESEN, 2003, 2016. ALL RIGHTS RESERVED.

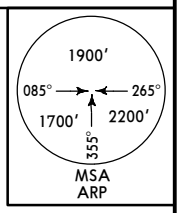
Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

D-ATIS	Apt Elev	
119.0	137′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ **1. RNAV (DME/DME or GNSS). 2. P-RNAV approval required.** 3. If unable flying P-RNAV inform ATC by using phraseology 'UNABLE RNAV STAR'. 4. STARs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 5. Pilots are requested to plan their descent so as to perform a continuous descent approach (CDA) from at least FL100. 6. Specified minimum level at waypoints must be adhered to unless specifically cancelled by ATC. 7. If the airborne P-RNAV equipment fails, inform ATC as soon as possible. RADAR vectors will be provided.

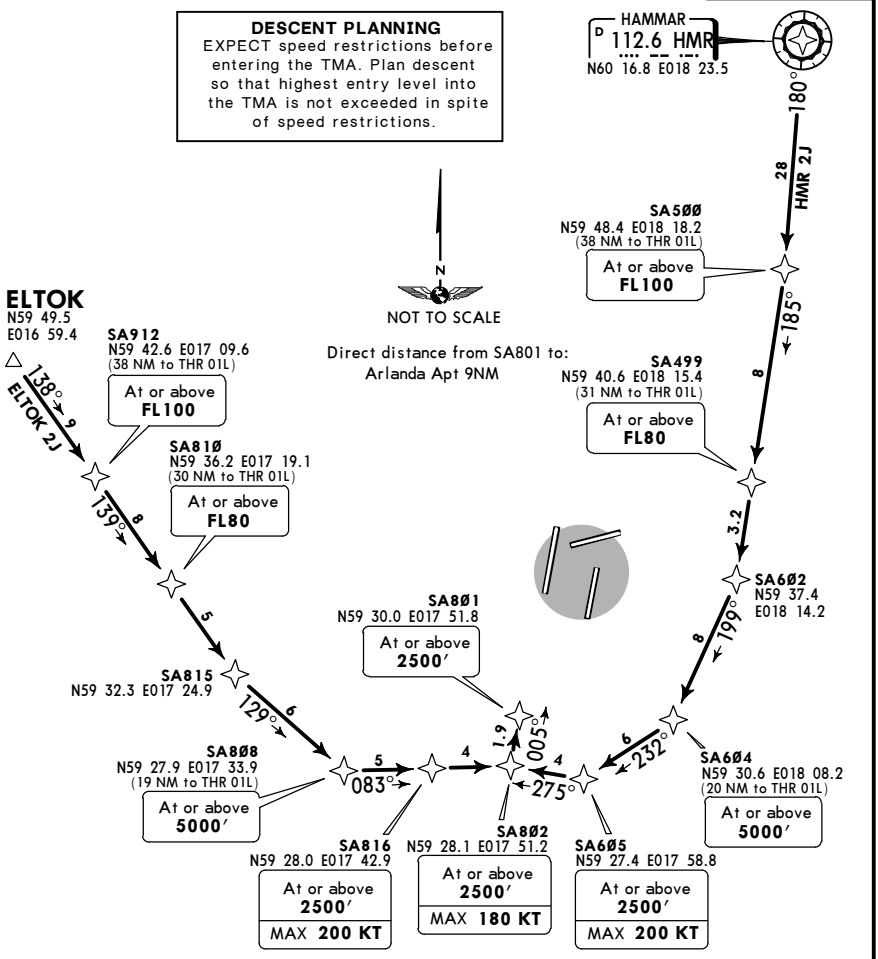
ELTOK 2J [ELTO2J], HAMMAR 2J (HMR 2J)
P-RNAV

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



DESCENT PLANNING
EXPECT speed restrictions before entering the TMA. Plan descent so that highest entry level into the TMA is not exceeded in spite of speed restrictions.



STAR	RWY	ROUTING
ELTOK 2J	01L	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′+).

CHANGES: General instruction notes No. 1&2; Descent planning established.

© JEPPESEN, 2006, 2016. ALL RIGHTS RESERVED.

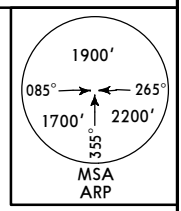
Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

D-ATIS	Apt Elev	
119.0	137′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ **1. RNAV (DME/DME or GNSS). 2. P-RNAV approval required.** 3. If unable flying P-RNAV inform ATC by using phraseology 'UNABLE RNAV STAR'. 4. STARs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 5. Pilots are requested to plan their descent so as to perform a continuous descent approach (CDA) from at least FL100. 6. Specified minimum level at waypoints must be adhered to unless specifically cancelled by ATC. 7. If the airborne P-RNAV equipment fails, inform ATC as soon as possible. RADAR vectors will be provided.

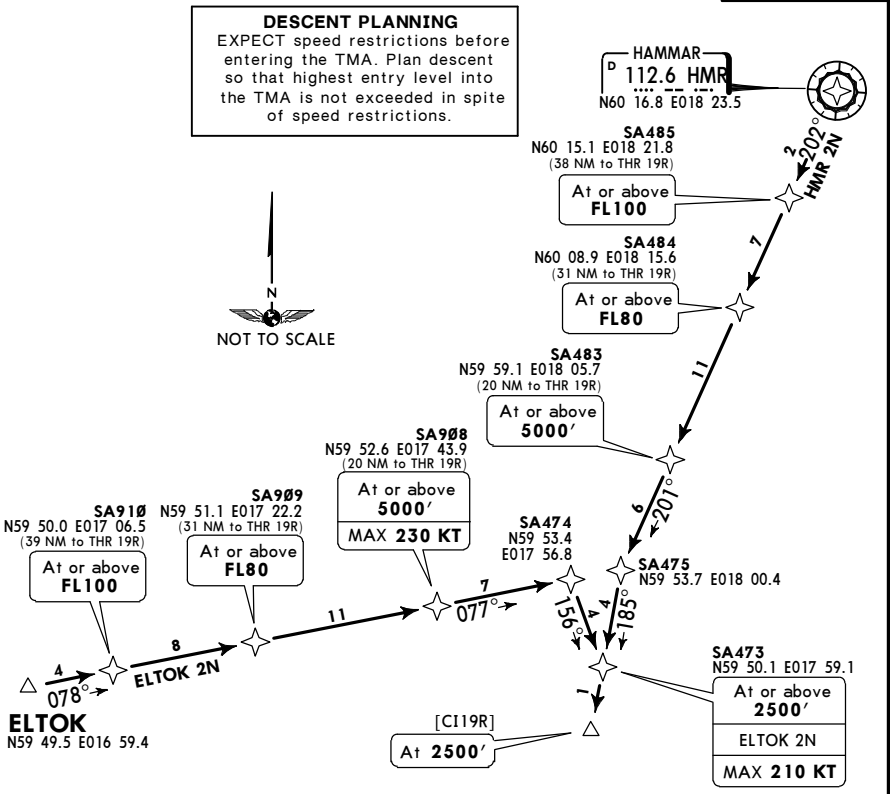
ELTOK 2N [ELTO2N], HAMMAR 2N (HMR 2N) P-RNAV

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



DESCENT PLANNING
EXPECT speed restrictions before entering the TMA. Plan descent so that highest entry level into the TMA is not exceeded in spite of speed restrictions.



Direct distance from [CI19R] to:
Arlanda Apt 10NM

STAR	RWY	ROUTING
ELTOK 2N	**19R**	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′).

CHANGES: General instruction note No 1&2; Descent Planning established.

© JEPPESEN, 2006, 2016. ALL RIGHTS RESERVED.

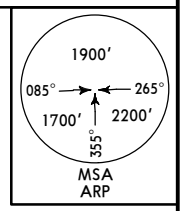
Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

D-ATIS	Apt Elev	
119.0	137′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ **1. RNAV (DME/DME or GNSS). 2. P-RNAV approval required.** 3. If unable flying P-RNAV inform ATC by using phraseology 'UNABLE RNAV STAR'. 4. STARs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 5. Pilots are requested to plan their descent so as to perform a continuous descent approach (CDA) from at least FL100. 6. Specified minimum level at waypoints must be adhered to unless specifically cancelled by ATC. 7. If the airborne P-RNAV equipment fails, inform ATC as soon as possible. RADAR vectors will be provided.

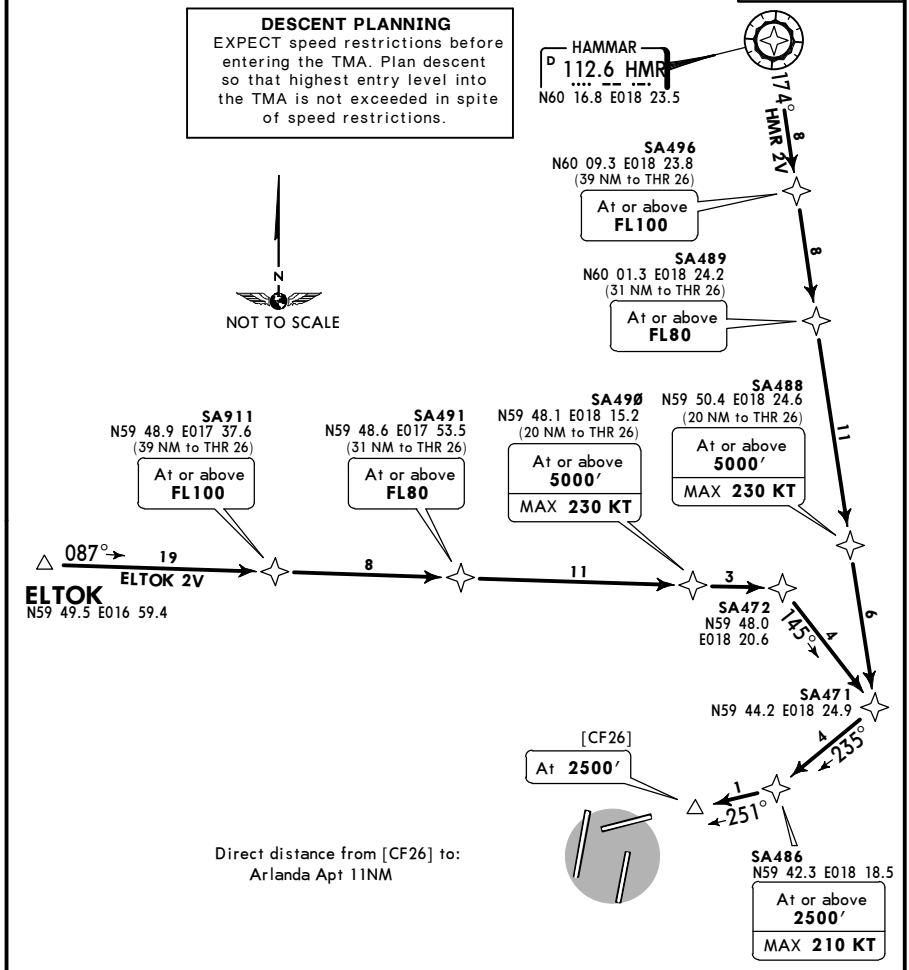
ELTOK 2V [ELTO2V], HAMMAR 2V (HMR 2V)
P-RNAV

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



DESCENT PLANNING
EXPECT speed restrictions before entering the TMA. Plan descent so that highest entry level into the TMA is not exceeded in spite of speed restrictions.



STAR	RWY	ROUTING
ELTOK 2V	**26**	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′).

CHANGES: General instruction note No 1&2; Descent planning established.

© JEPPESEN, 2006, 2016. ALL RIGHTS RESERVED.

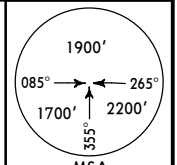
Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

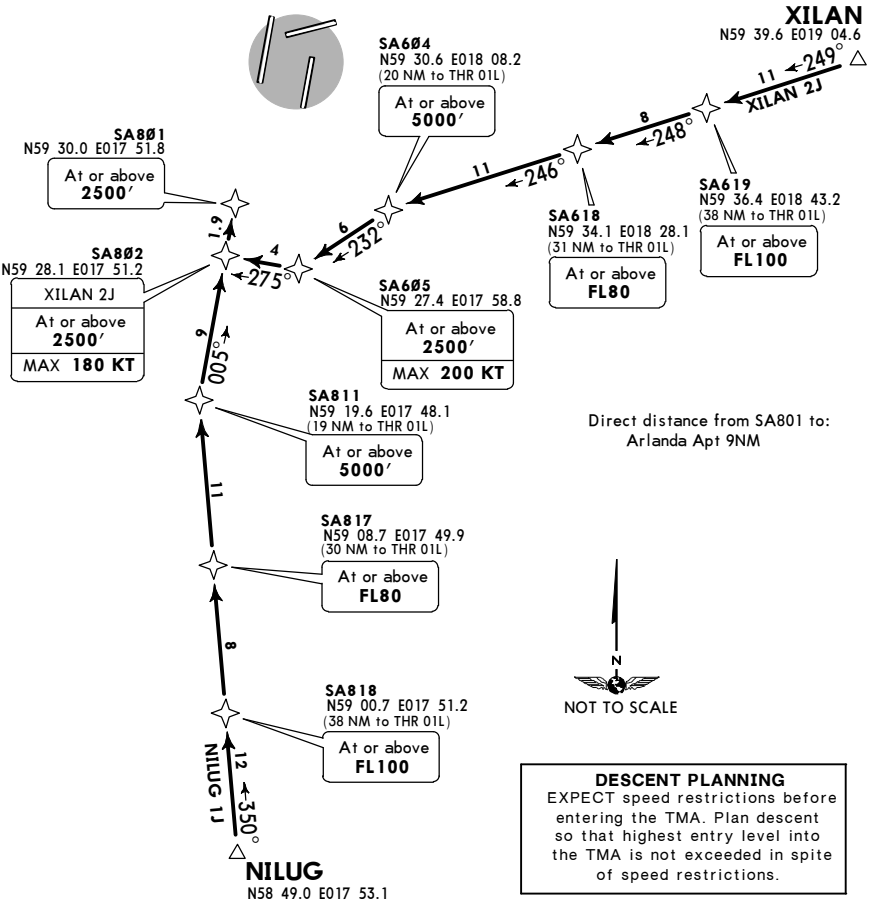
D-ATIS	Apt Elev	
119.0	137′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ **1. RNAV (DME/DME or GNSS). 2. P-RNAV approval required.** 3. If unable flying P-RNAV inform ATC by using phraseology 'UNABLE RNAV STAR'. 4. STARs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 5. Pilots are requested to plan their descent so as to perform a continuous descent approach (CDA) from at least FL100. 6. Specified minimum level at waypoints must be adhered to unless specifically cancelled by ATC. 7. If the airborne P-RNAV equipment fails, inform ATC as soon as possible. RADAR vectors will be provided.

NILUG 1J [NILU1J], XILAN 2J [XILA2J]
P-RNAV

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





DESCENT PLANNING
EXPECT speed restrictions before entering the TMA. Plan descent so that highest entry level into the TMA is not exceeded in spite of speed restrictions.

STAR	RWY	ROUTING
NILUG 1J	**01L**	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′+).

CHANGES: General instruction note No 1&2; Descent planning established.

© JEPPESEN, 2012, 2016. ALL RIGHTS RESERVED.

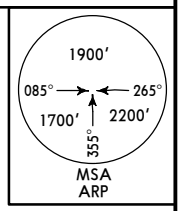
Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

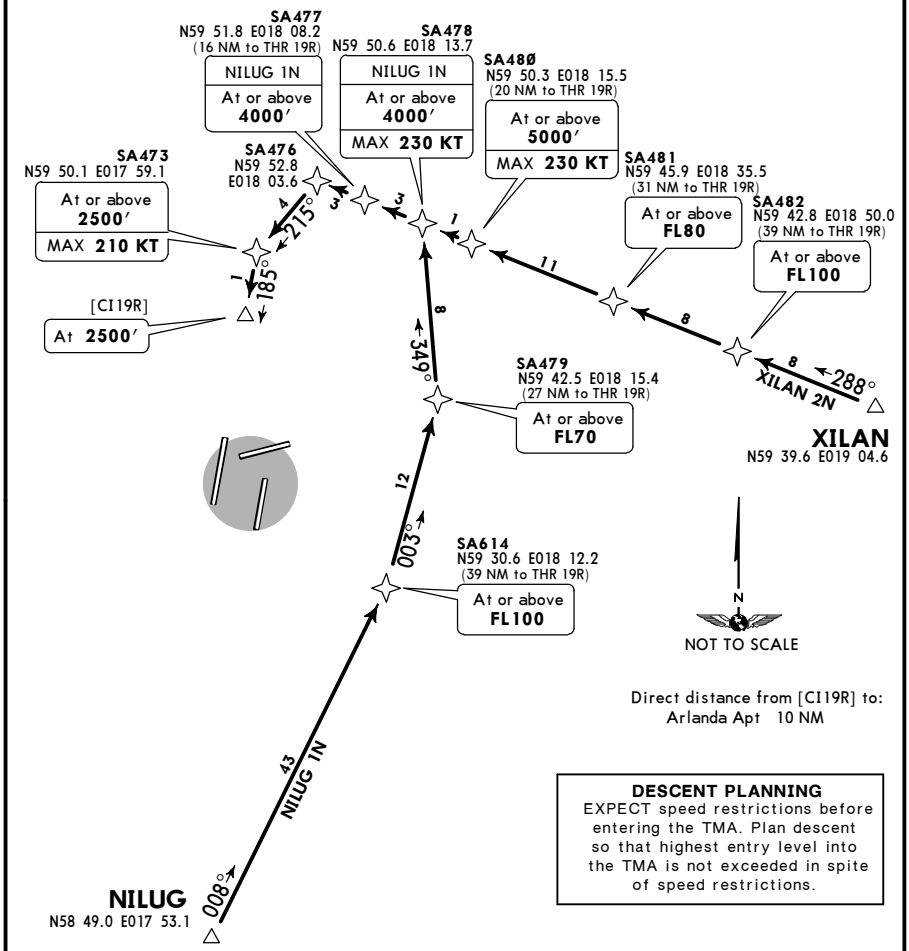
D-ATIS	Apt Elev	
119.0	137′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ **1. RNAV (DME/DME or GNSS). 2. P-RNAV approval required.** 3. If unable flying P-RNAV inform ATC by using phraseology 'UNABLE RNAV STAR'. 4. STARs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 5. Pilots are requested to plan their descent so as to perform a continuous descent approach (CDA) from at least FL100. 6. Specified minimum level at waypoints must be adhered to unless specifically cancelled by ATC. 7. If the airborne P-RNAV equipment fails, inform ATC as soon as possible. RADAR vectors will be provided.

NILUG 1N [NILU1N], XILAN 2N [XILA2N]
P-RNAV

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





DESCENT PLANNING
EXPECT speed restrictions before entering the TMA. Plan descent so that highest entry level into the TMA is not exceeded in spite of speed restrictions.

STAR	RWY	ROUTING
NILUG 1N	**19R**	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′).

CHANGES: General instruction note No 1&2; Descent planning established.

© JEPPESEN, 2012, 2016. ALL RIGHTS RESERVED.

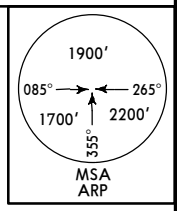
Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

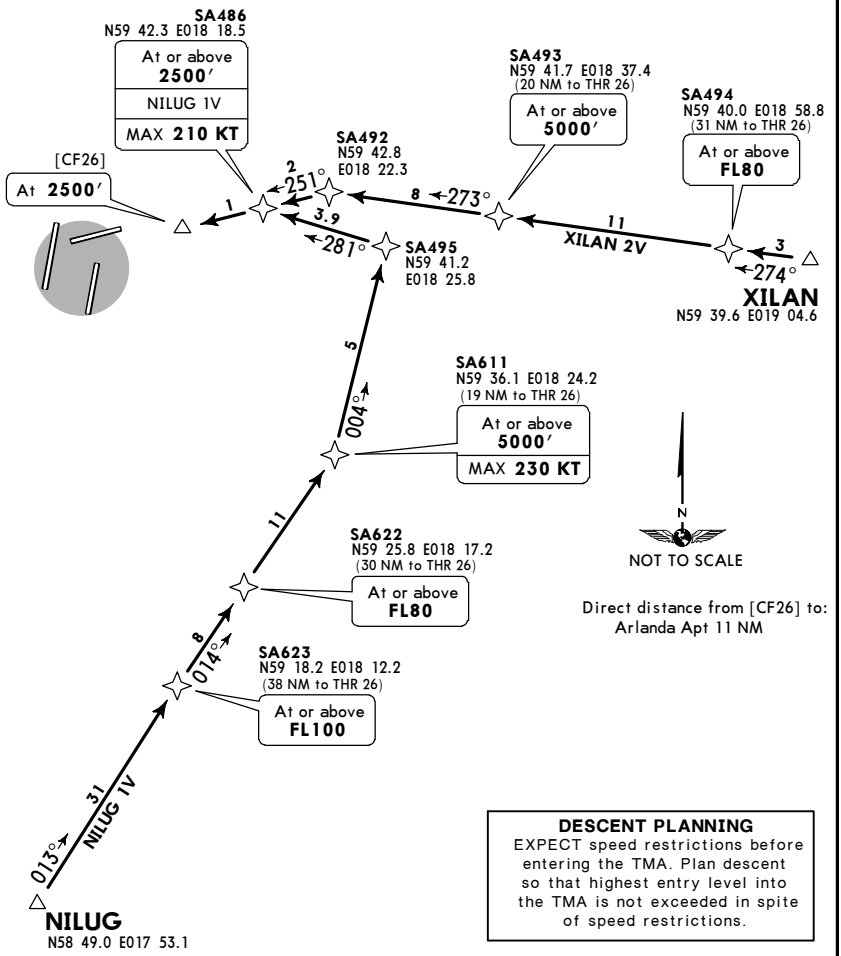
D-ATIS	Apt Elev	
119.0	137′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ **1. RNAV (DME/DME or GNSS). 2. P-RNAV approval required.** 3. If unable flying P-RNAV inform ATC by using phraseology 'UNABLE RNAV STAR'. 4. STARs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 5. Pilots are requested to plan their descent so as to perform a continuous descent approach (CDA) from at least FL100. 6. Specified minimum level at waypoints must be adhered to unless specifically cancelled by ATC. 7. If the airborne P-RNAV equipment fails, inform ATC as soon as possible. RADAR vectors will be provided.

NILUG 1V [NILU1V], XILAN 2V [XILA2V]
P-RNAV

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





DESCENT PLANNING
EXPECT speed restrictions before entering the TMA. Plan descent so that highest entry level into the TMA is not exceeded in spite of speed restrictions.

STAR	RWY	ROUTING
NILUG 1V	**26**	NILUG - SA623 (FL100+) - SA622 (FL80+) - SA611 (5000′+; K230-) - SA495 - SA486 (2500′+; K210-) - [CF26] (2500′).
XILAN 2V		XILAN - SA494 (FL80+) - SA493 (5000′+) - SA492 - SA486 (2500′+) - [CF26] (2500′).

CHANGES: General instruction note No 1&2; Descent planning established.

© JEPPESEN, 2012, 2016. ALL RIGHTS RESERVED.

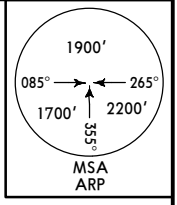
Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

D-ATIS	Apt Elev	
119.0	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.

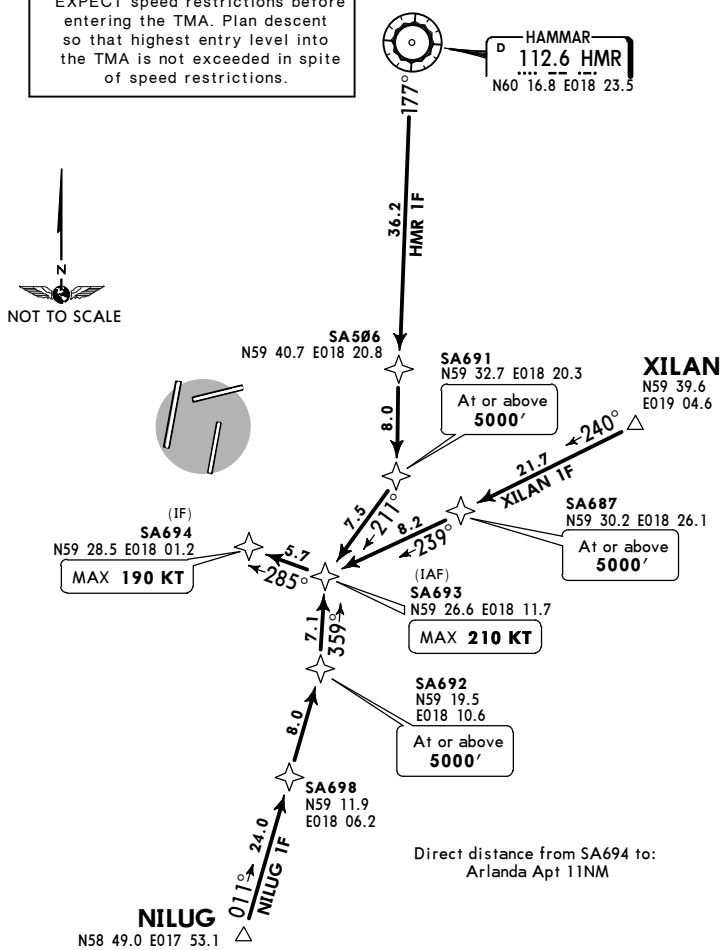
HAMMAR 1F (HMR 1F), NILUG 1F [NILU1F] XILAN 1F [XILA1F]

RNP-1

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



DESCENT PLANNING
EXPECT speed restrictions before entering the TMA. Plan descent so that highest entry level into the TMA is not exceeded in spite of speed restrictions.



STAR	RWY	ROUTING
HMR 1F	01R	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-).

CHANGES: Descent planning established.

© JEPPESEN, 2012, 2016. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

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

CHANGES: None.

© JEPPESEN, 2003, 2012. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

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

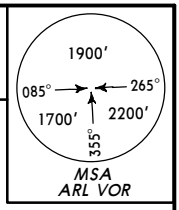
CLIMB SPEED

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

© JEPPESEN, 2002, 2012. ALL RIGHTS RESERVED.

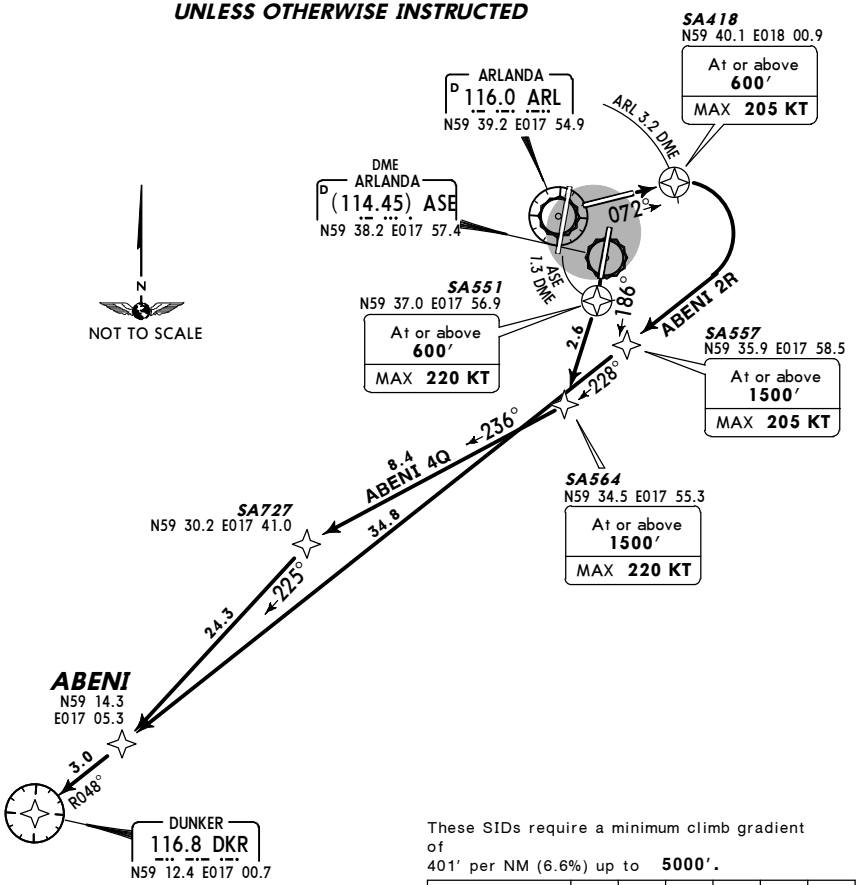
Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

STOCKHOLM Control	Apt Elev	
124.1	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.



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.

CHANGES: MSA.

© JEPPESEN, 2003, 2011. ALL RIGHTS RESERVED.

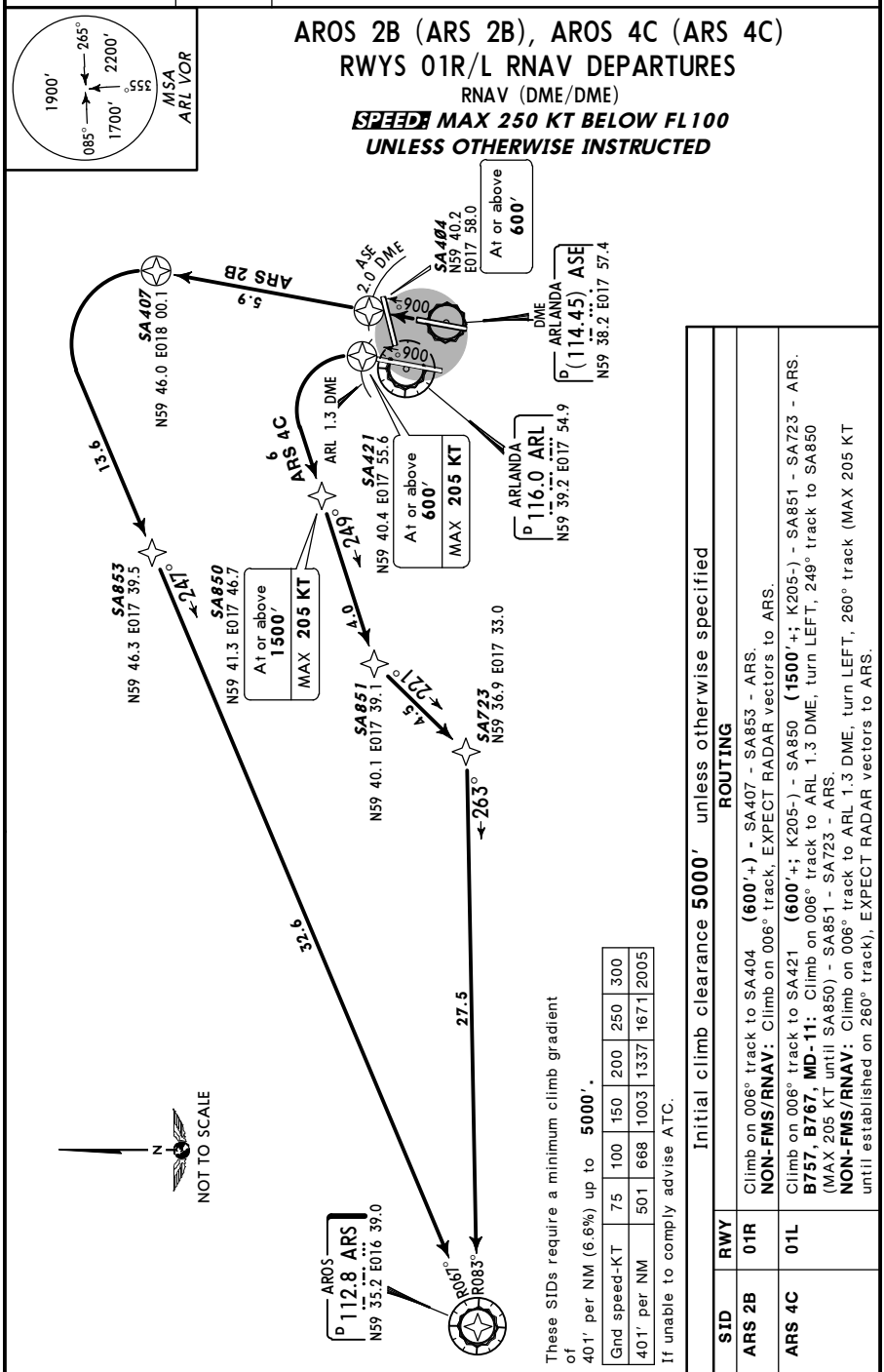
Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

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

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

RNAV (DME/DME)

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
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.

CHANGES: MSA.

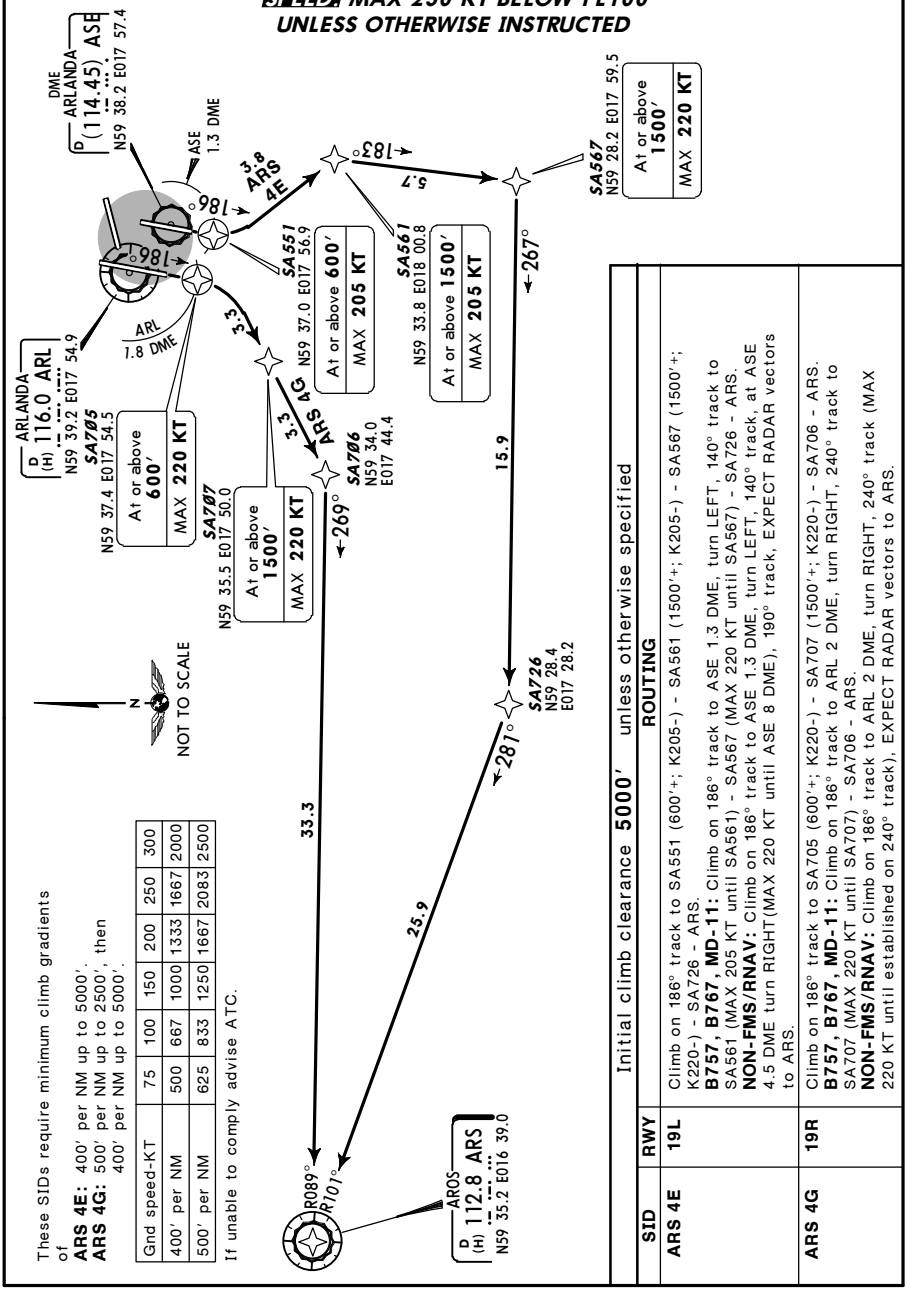
© JEPPESEN, 2003, 2011. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

STOCKHOLM Control	Apt Elev	
124.1	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



These SIDs require minimum climb gradients of
ARS 4E: 400′ per NM up to 5000′.
ARS 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
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
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.

CHANGES: Minimum climb gradients.

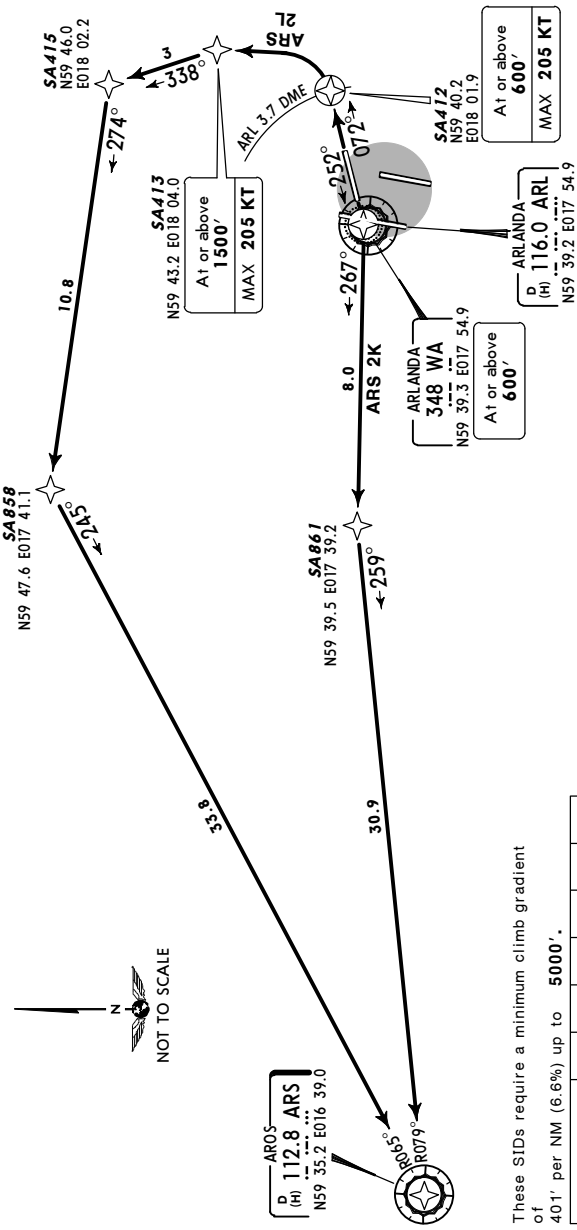
© JEPPESEN, 2003, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

STOCKHOLM Control	Apt Elev	
124.1	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 2K (ARS 2K), AROS 2L (ARS 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
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.

CHANGES: None.

© JEPPESEN, 2003, 2011. ALL RIGHTS RESERVED.

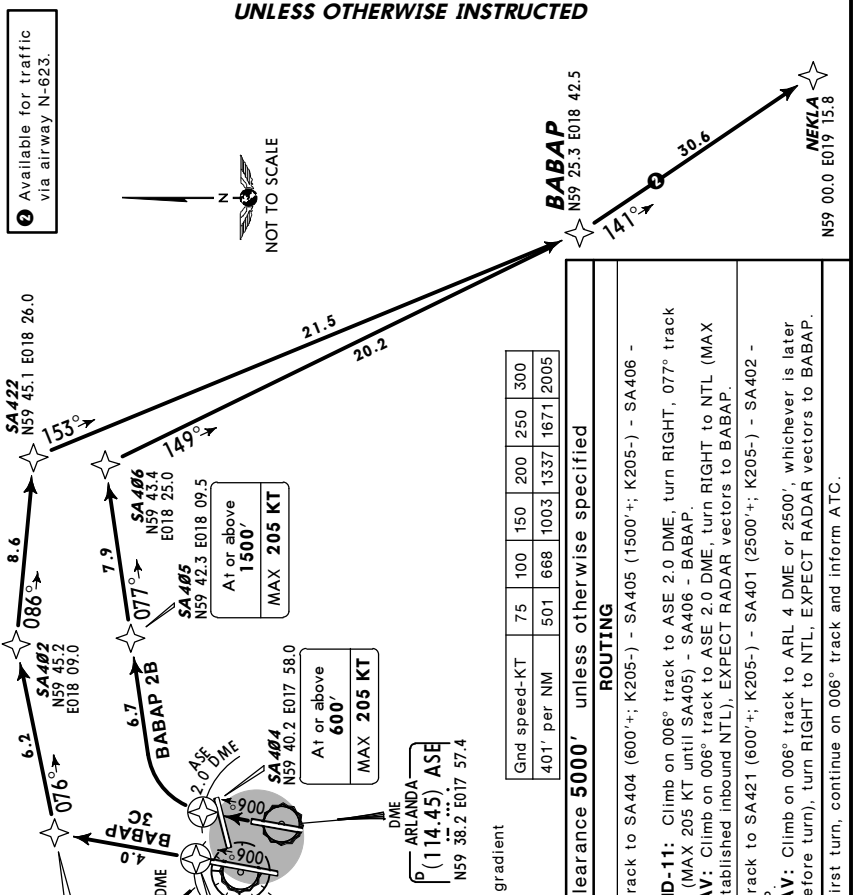
Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

STOCKHOLM Control	Apt Elev	
130.325	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



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
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 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.

CHANGES: None.

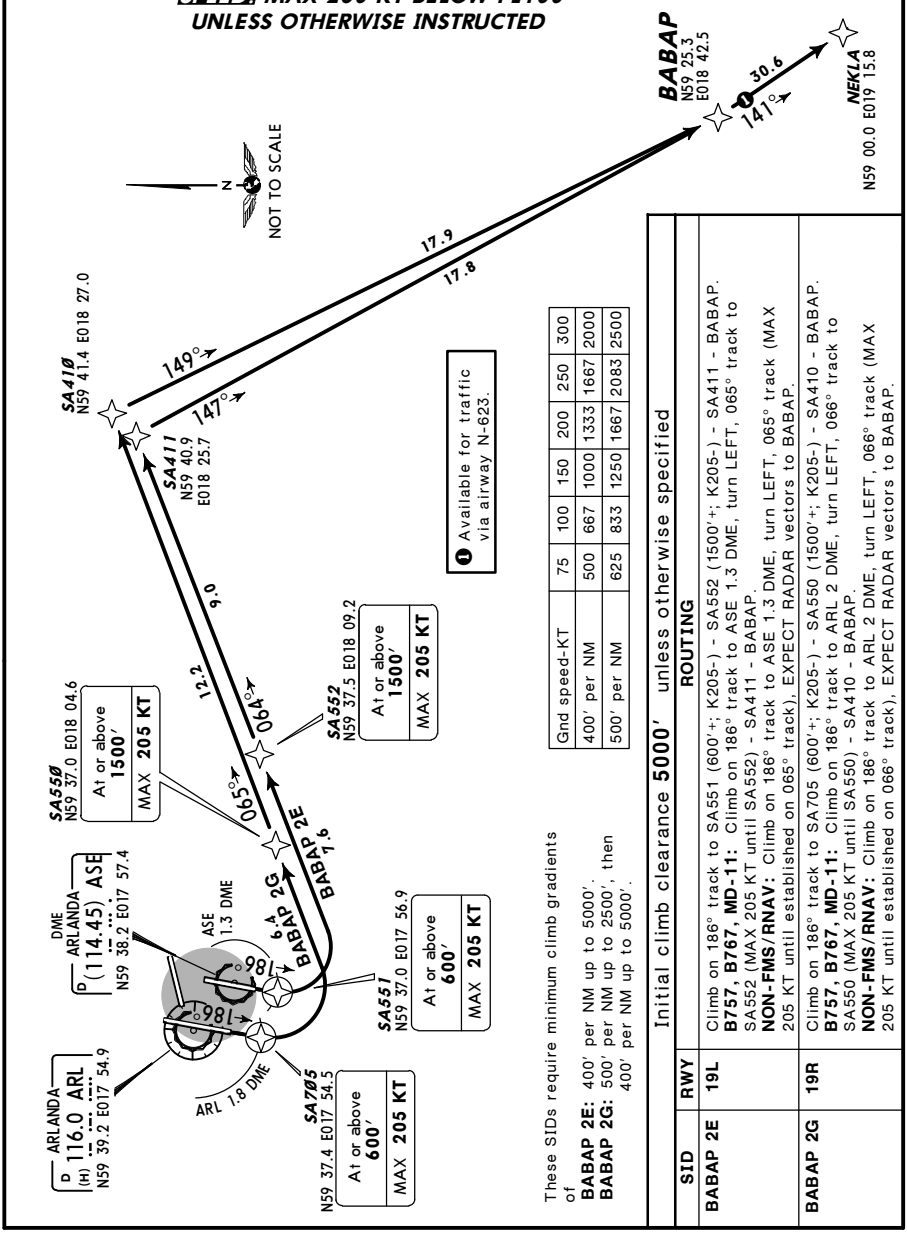
© JEPPESEN, 2003, 2014. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

STOCKHOLM Control	Apt Elev	
130.325	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



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

These SIDs require minimum climb gradients of
BABAP 2E: 400′ per NM up to 5000′.
BABAP 2G: 500′ per NM up to 2500′, then 400′ per NM up to 5000′.

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.

CHANGES: Minimum climb gradients.

© JEPPESEN, 2003, 2015. ALL RIGHTS RESERVED.

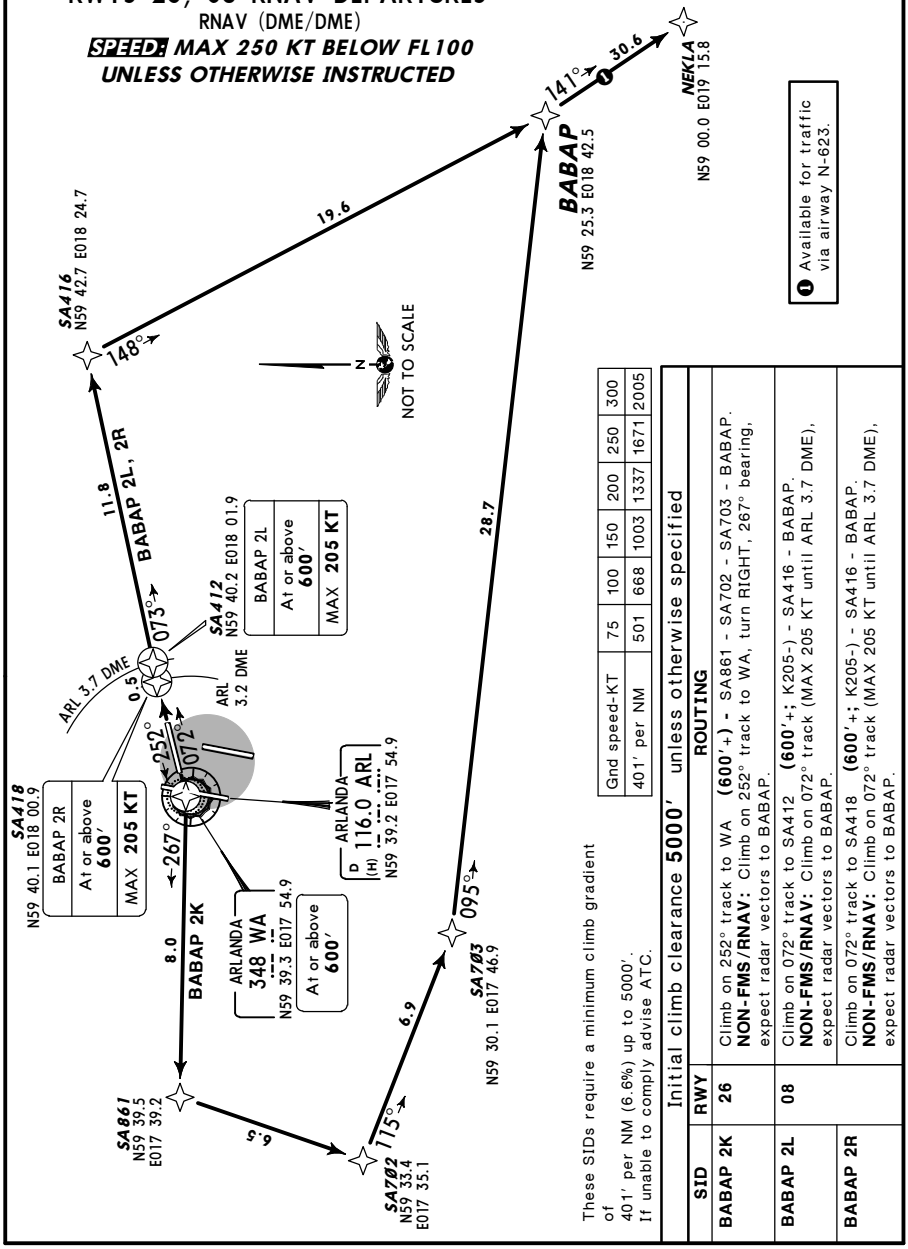
Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

STOCKHOLM Control	Apt Elev	
130.325	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



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.

CHANGES: STOCKHOLM Control frequency revised.

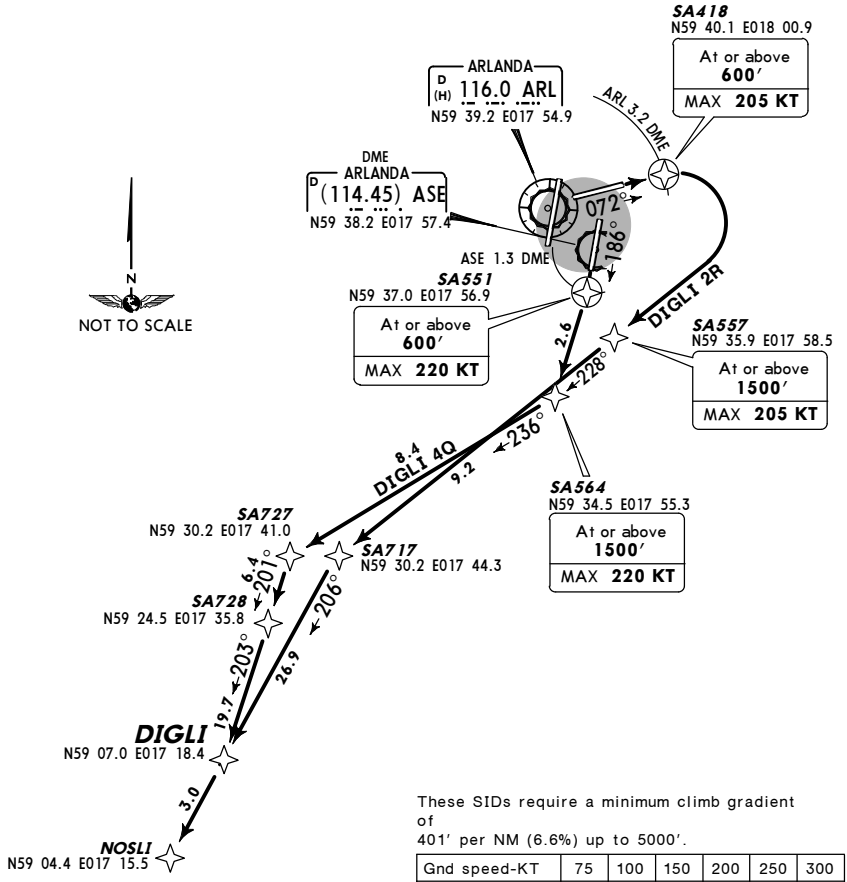
© JEPPESEN, 2003, 2014. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

STOCKHOLM Control	Apt Elev	
124.1	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.

© JEPPESEN, 2003, 2011. ALL RIGHTS RESERVED.

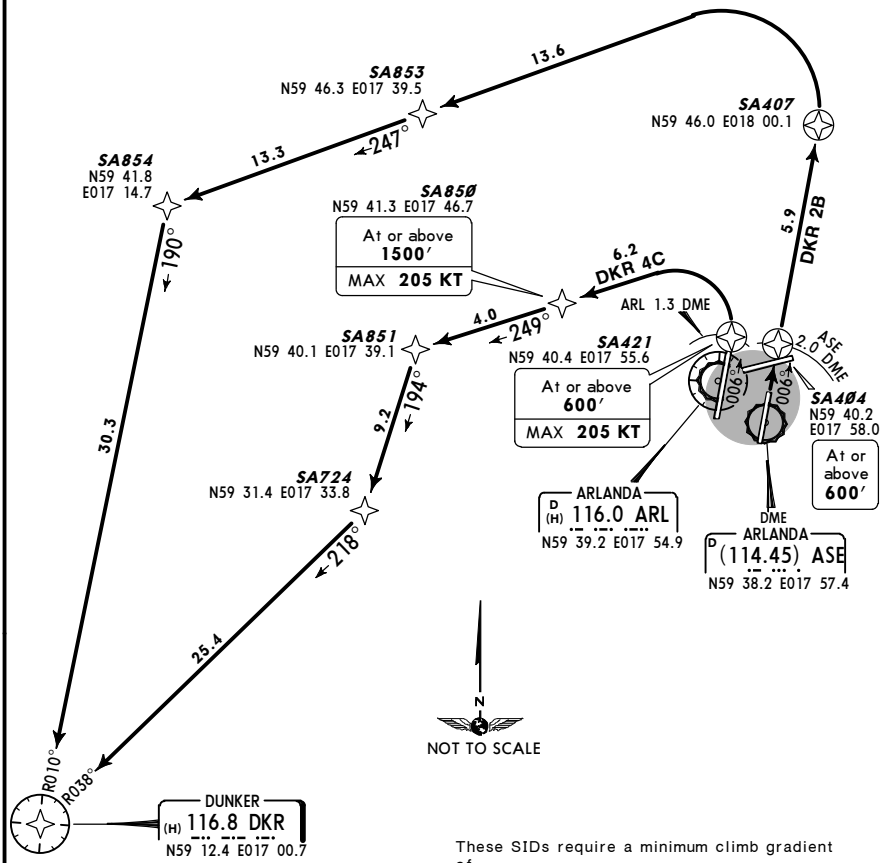
Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

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

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

RNAV (DME/DME)

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



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

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

If unable to comply advise ATC.

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

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

CHANGES: None.

© JEPPESEN, 2003, 2011. ALL RIGHTS RESERVED.

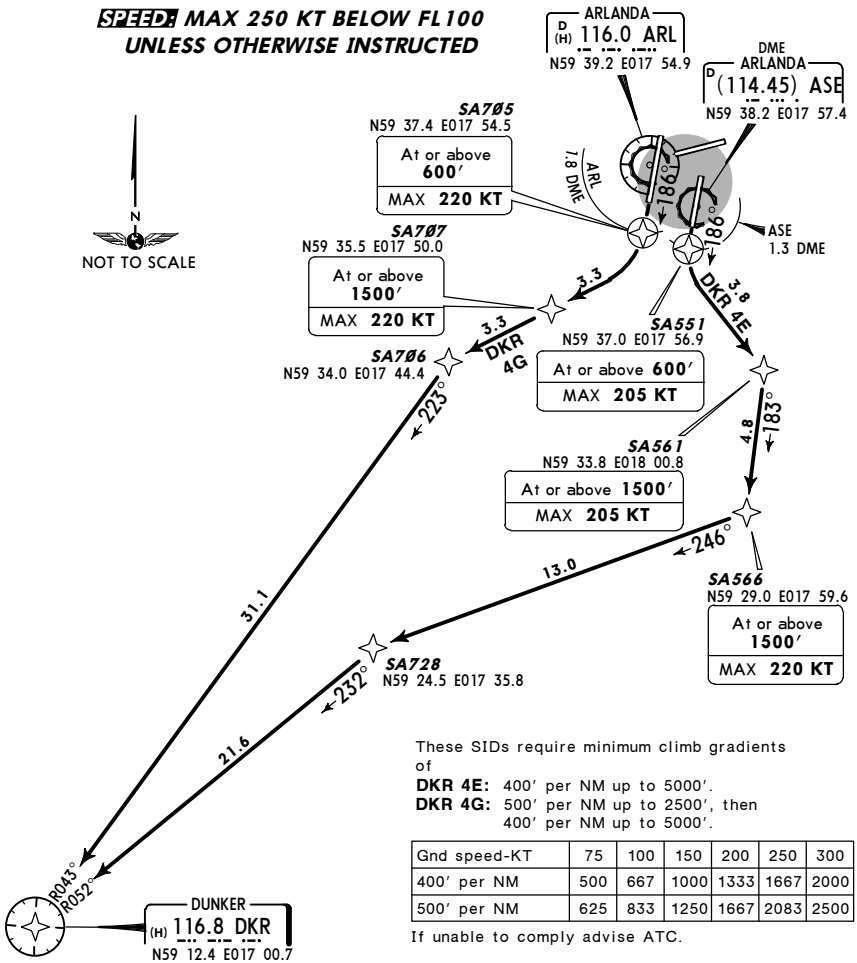
Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

STOCKHOLM Control	Apt Elev	
124.1	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 minimum climb gradients of

DKR 4E: 400′ per NM up to 5000′.

DKR 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
500′ per NM	625	833	1250	1667	2083	2500

If unable to comply advise ATC.

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

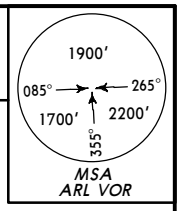
SID	RWY	ROUTING
DKR 4E	**19L**	Climb on 186° track to SA551 (600′+; K205-) - SA561 (1500′+; K205-) - SA566 (1500′+; K220-) - SA728 - DKR. **B757, B767, MD-11:** Climb on 186° track to ASE 1.3 DME, turn LEFT, 140° track to SA561 (MAX 205 KT until SA561) - SA566 (MAX 220 KT until SA566) - SA728 - DKR.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

CHANGES: Minimum climb gradients.

© JEPPESEN, 2003, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

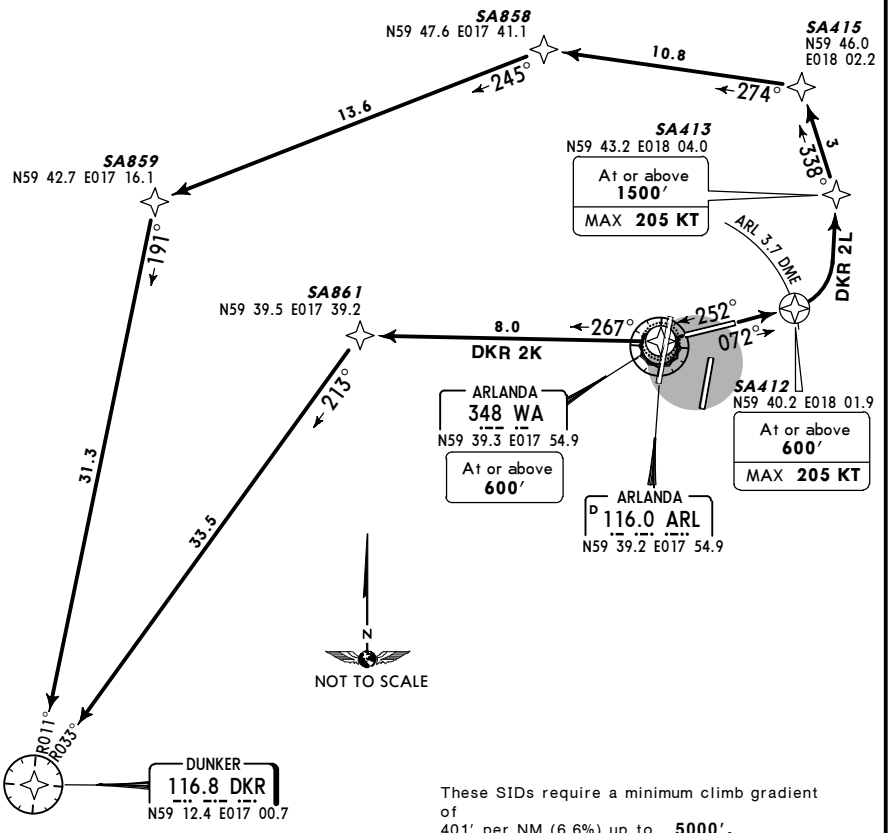
STOCKHOLM Control	Apt Elev	Trans level: By ATC Trans alt: 5000′
124.1	137′	1. Contact STOCKHOLM Control when instructed by Tower. 2. For additional departure instructions refer to 10-3A.



DUNKER 2K (DKR 2K), DUNKER 2L (DKR 2L)
RWYS 26, 08 RNAV DEPARTURES

RNAV (DME/DME)

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE 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

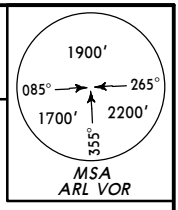
SID	RWY	ROUTING
DKR 2K	**26**	Climb on 252° track to WA **(600′+) -** SA861 - DKR. **NON-FMS/RNAV:** Climb on 252° track to WA, turn RIGHT, 267° bearing, EXPECT RADAR vectors to DKR.
DKR 2L	**08**	Climb on 072° track to SA412 **(600′+;** K205-) - SA413 **(1500′+;** K205-) - SA415 - SA858 - SA859 - DKR. **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.

CHANGES: MSA.

© JEPPESEN, 2003, 2011. ALL RIGHTS RESERVED.

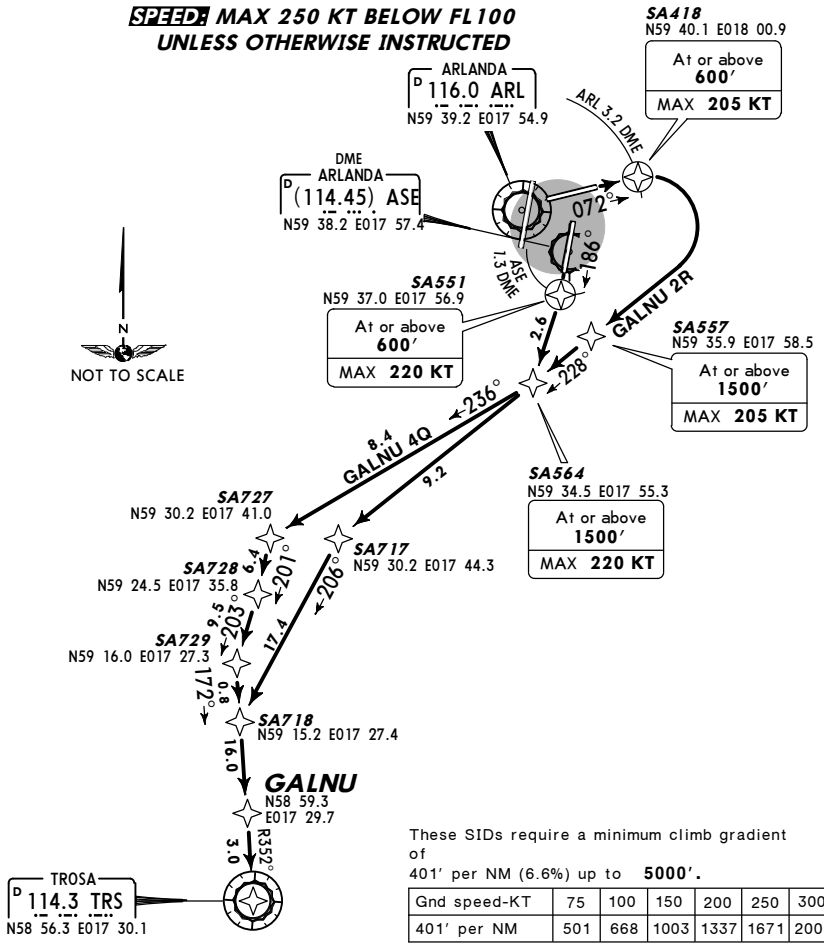
Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

STOCKHOLM Control	Apt Elev	
124.1	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

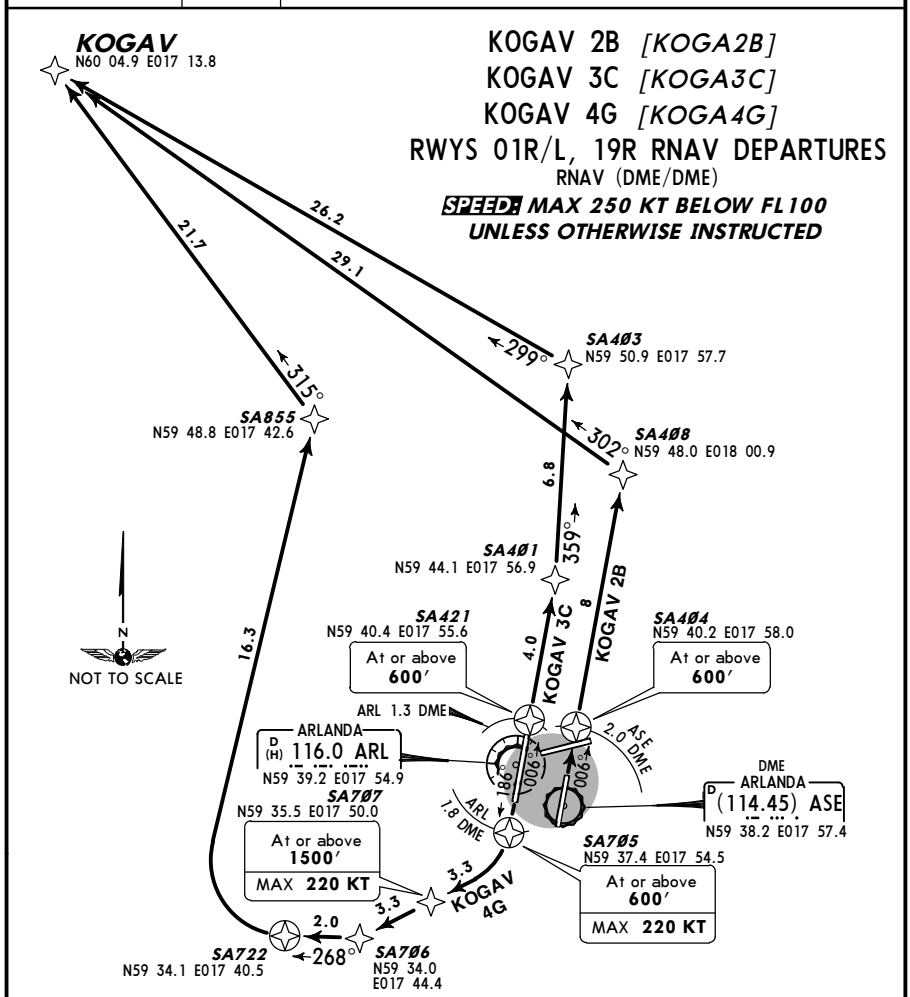
SID	RWY	ROUTING
GALNU 4Q	**19L**	Climb on 186° track to SA551 **(600′+;** K220-) - SA564 **(1500′+;** K220-) - SA727 - SA728 - SA729 - GALNU - TRS. **NON-FMS/RNAV:** Climb on 186° track to ASE 3.5 DME (MAX 220 KT until ASE 3.5 DME), turn RIGHT, 230° track, EXPECT RADAR vectors to TRS.
GALNU 2R	**08**	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.

CHANGES: MSA.

© JEPPESEN, 2003, 2011. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

STOCKHOLM Control	Apt Elev	
124.1	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 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′.
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
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.

CHANGES: Minimum climb gradients.

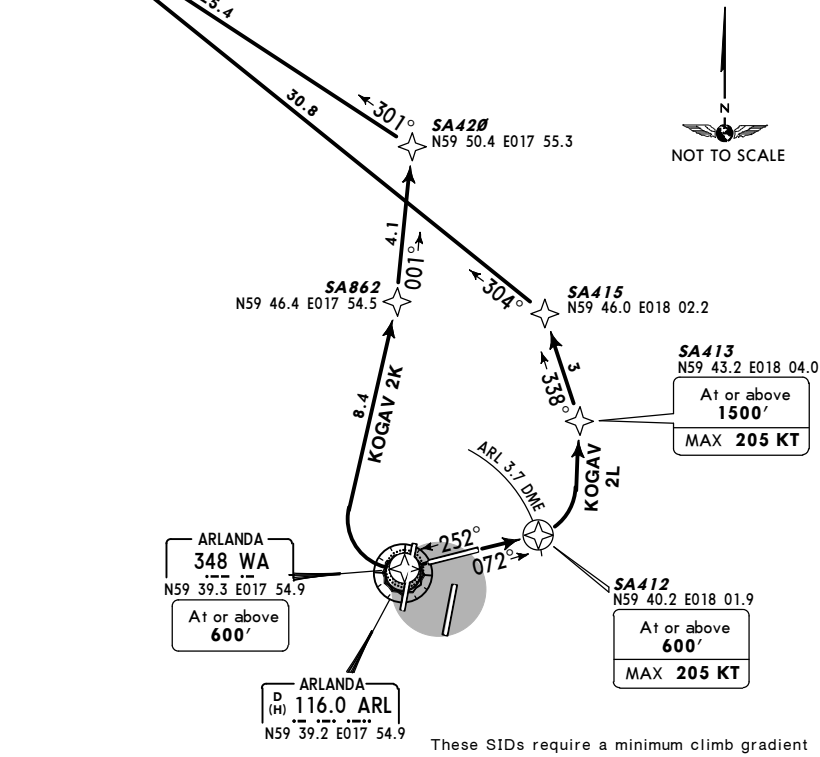
© JEPPESEN, 2003, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

STOCKHOLM Control	Apt Elev	
124.1	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 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.

CHANGES: None.

© JEPPESEN, 2003, 2011. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

STOCKHOLM Control	Apt Elev	
124.1	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.

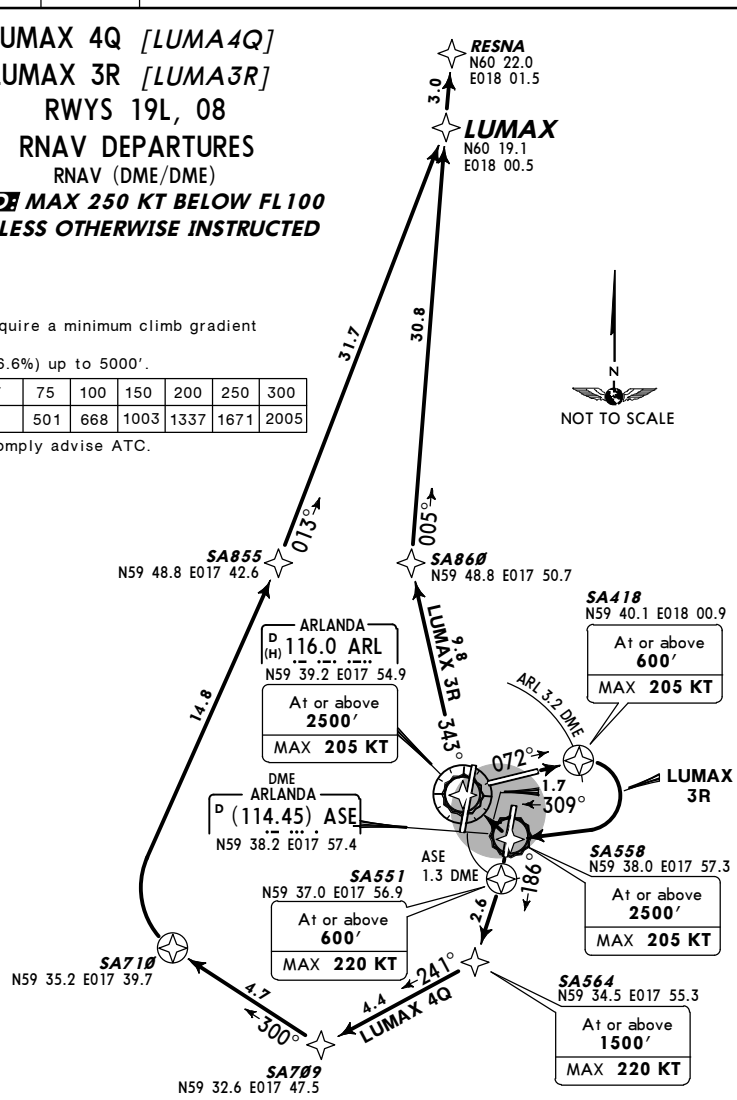
LUMAX 4Q *[LUMA4Q]*
LUMAX 3R *[LUMA3R]*
RWYS 19L, 08
RNAV DEPARTURES
RNAV (DME/DME)

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.

CHANGES: None.

© JEPPESEN, 2003, 2012. ALL RIGHTS RESERVED.

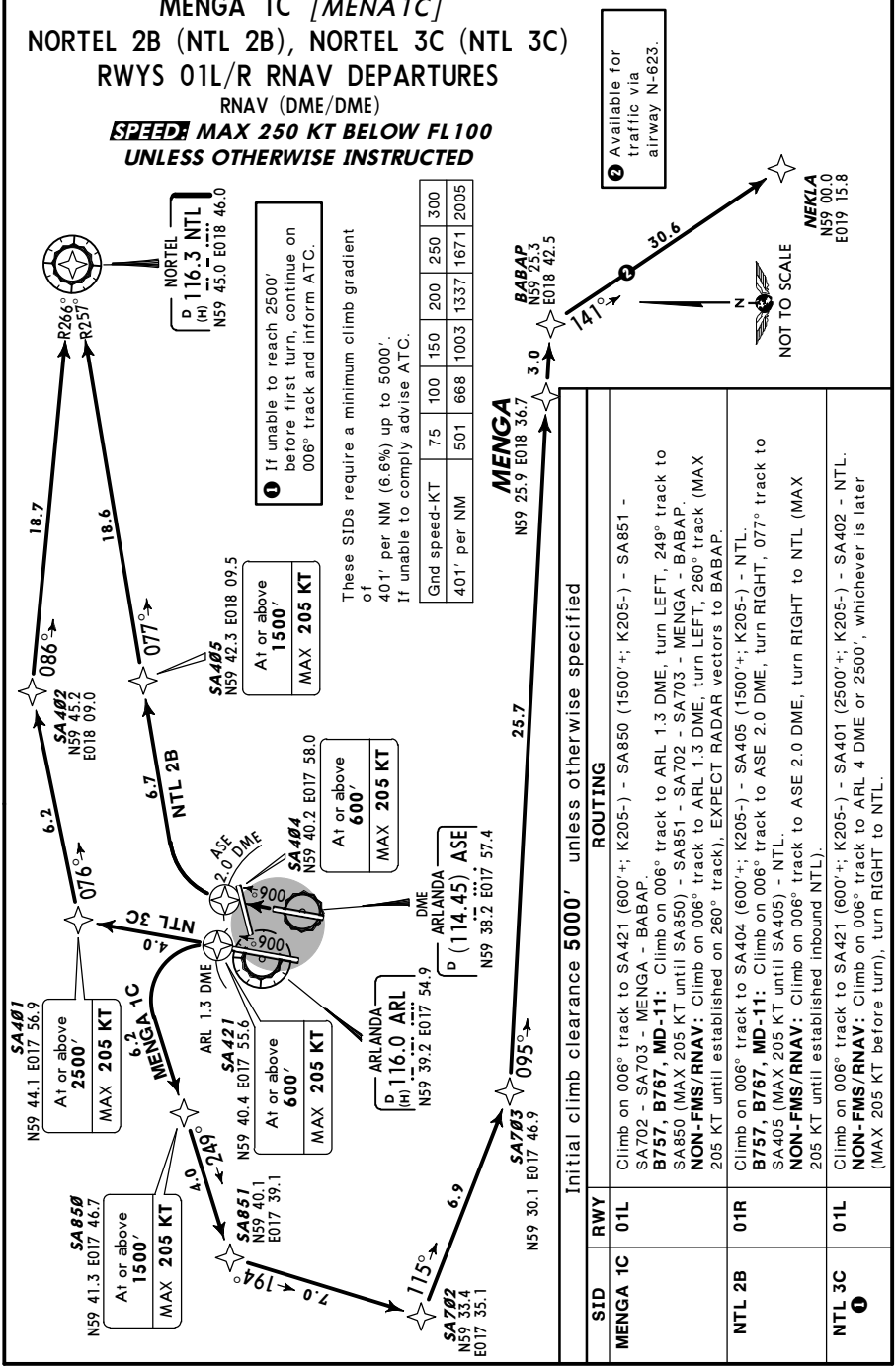
Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

STOCKHOLM Control		Apt Elev	Trans level: By ATC Trans alt: 5000′
MENGA 1C	NTL 2B, 3C	137′	1. Contact STOCKHOLM Control when instructed by Tower.
124.1	130.325		2. For additional departure instructions refer to 10-3A.

MENGA 1C *[MENA1C]*
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



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
MENGA 1C	**01L**	Climb on 006° track to SA421 (600′+; K205-) - SA850 (1500′+; K205-) - SA851 - SA702 - SA703 - MENGA - 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 - MENGA - 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 1	**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.

CHANGES: STOCKHOLM Control frequency revised.

© JEPPESEN, 2003, 2014. ALL RIGHTS RESERVED.

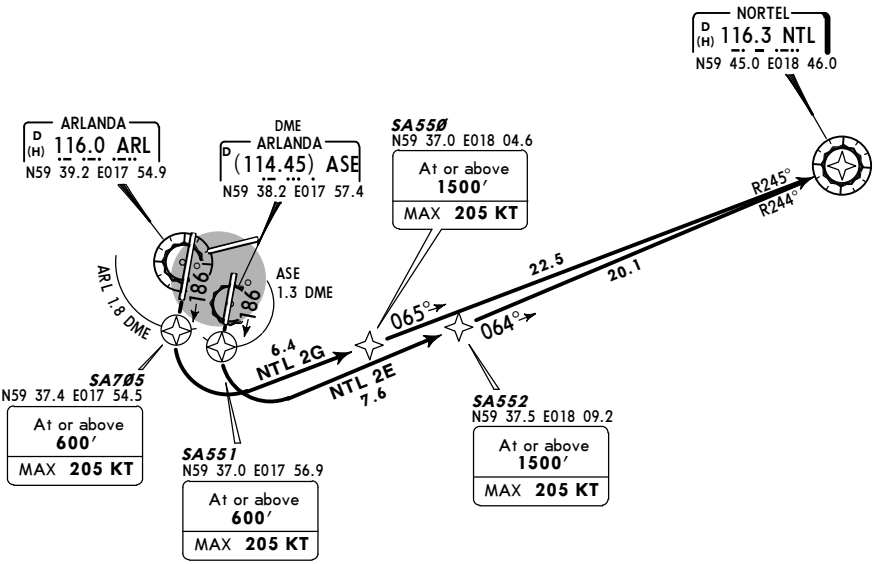
Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

STOCKHOLM Control	Apt Elev	
130.325	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



NOT TO SCALE

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.

CHANGES: Minimum climb gradients.

© JEPPESEN, 2003, 2015. ALL RIGHTS RESERVED.

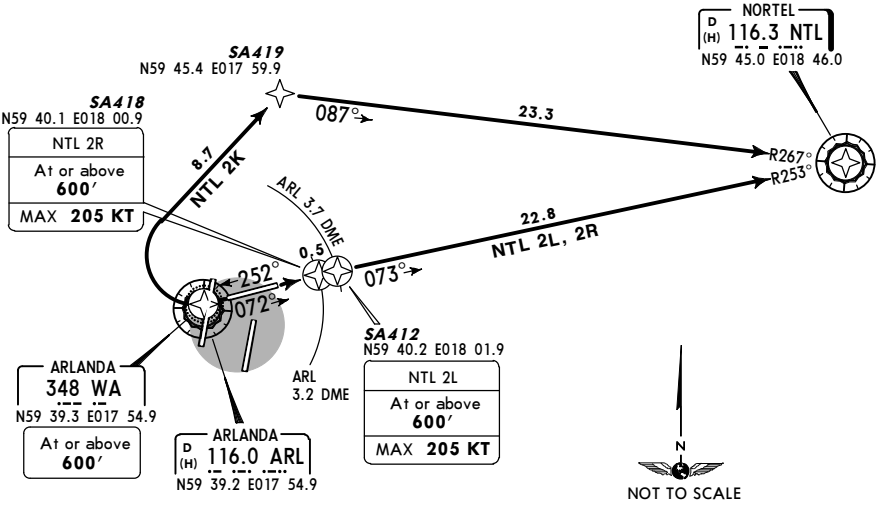
Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

STOCKHOLM Control	Apt Elev	
130.325	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.

CHANGES: None.

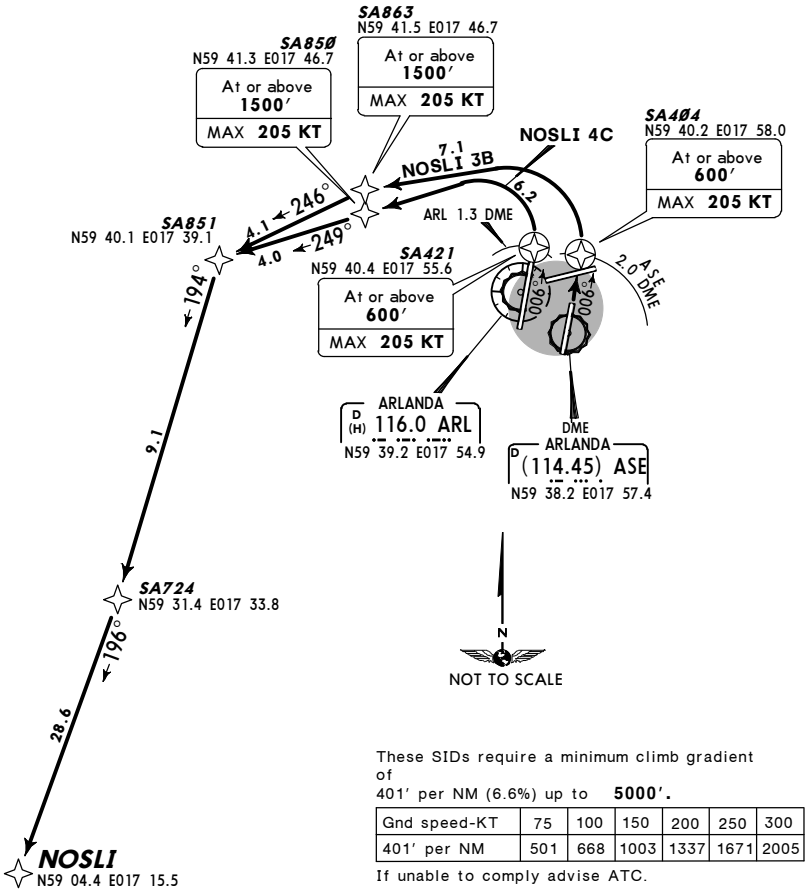
© JEPPESEN, 2003, 2014. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

STOCKHOLM Control	Apt Elev	
124.1	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.

CHANGES: None.

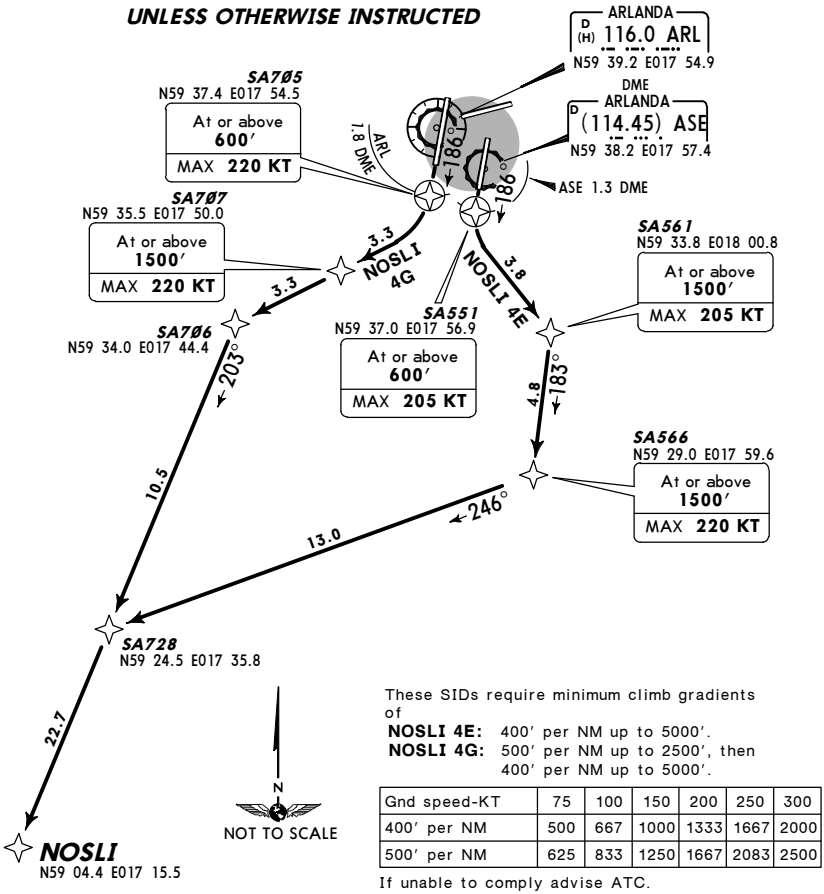
© JEPPESEN, 2003, 2011. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

STOCKHOLM Control	Apt Elev	
124.1	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 minimum climb gradients of
NOSLI 4E: 400′ per NM up to 5000′.
NOSLI 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
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
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.

CHANGES: Minimum climb gradients.

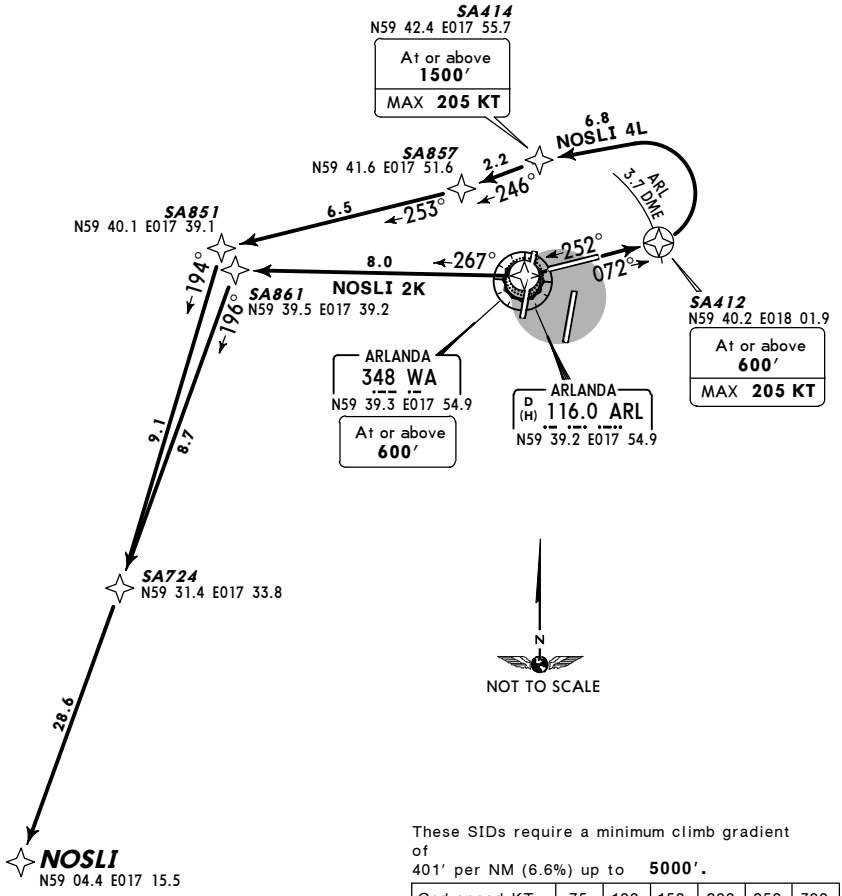
© JEPPESEN, 2003, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

STOCKHOLM Control	Apt Elev	
124.1	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.

Inital 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.

CHANGES: None.

© JEPPESEN, 2003, 2011. ALL RIGHTS RESERVED.

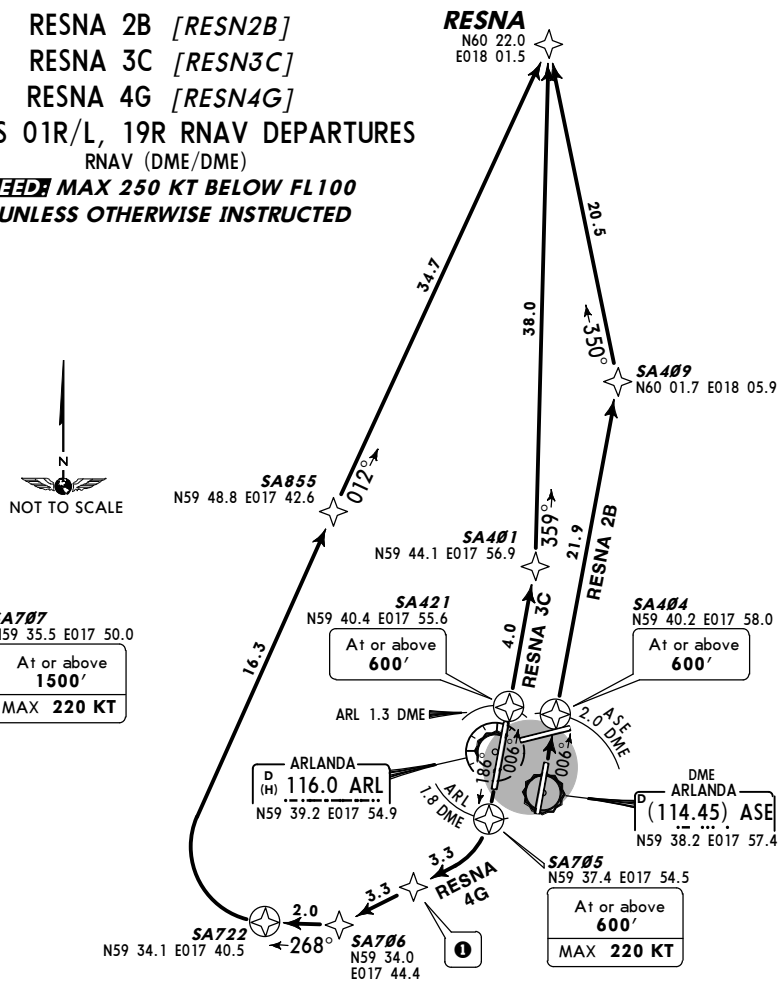
Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

STOCKHOLM Control	Apt Elev	
124.1	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 2B *[RESN2B]*
RESNA 3C *[RESN3C]*
RESNA 4G *[RESN4G]*
RWYS 01R/L, 19R RNAV DEPARTURES

RNAV (DME/DME)

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



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

Inital climb clearance **5000′** unless otherwise specified

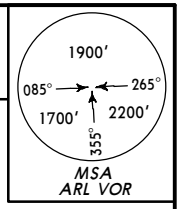
SID	RWY	ROUTING
RESNA 2B	**01R**	Climb on 006° track to SA404 (600′+) - SA409 - RESNA. **NON-FMS/RNAV:** Climb on 006° track, EXPECT RADAR vectors to RESNA.
RESNA 3C	**01L**	Climb on 006° track to SA421 (600′+) - SA401 - RESNA. **NON-FMS/RNAV:** Climb on 006° track, EXPECT RADAR vectors to RESNA.
RESNA 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.

CHANGES: Mininmum climb gradients.

© JEPPESEN, 2003, 2015. ALL RIGHTS RESERVED.

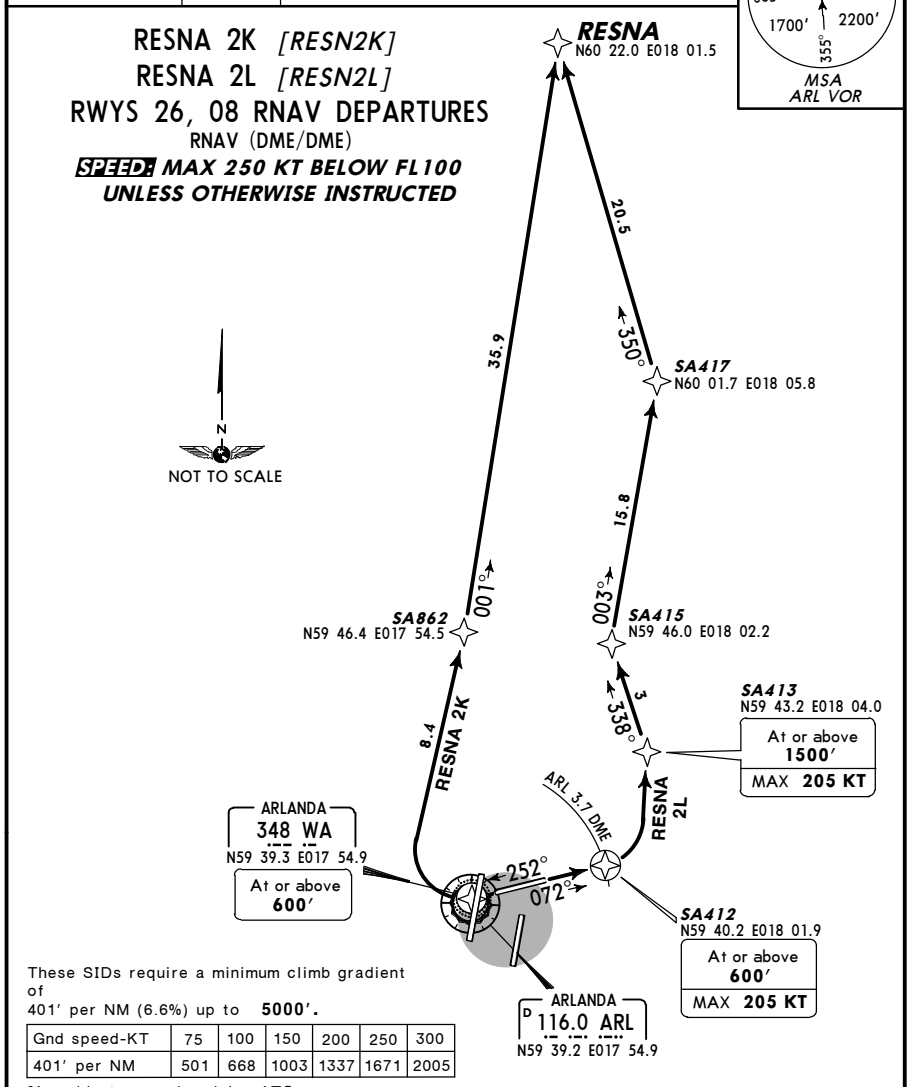
Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

STOCKHOLM Control	Apt Elev	
124.1	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

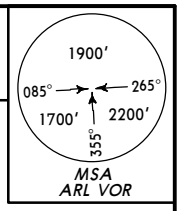
SID	RWY	ROUTING
RESNA 2K	**26**	Climb on 252° track to WA **(600′+) -** SA862 - RESNA. **B757, B767, MD-11:** Climb on 252° track to WA, turn RIGHT, 009° track to SA862 - RESNA. **NON-FMS/RNAV:** Climb on 252° track to WA, turn RIGHT, 009° track, EXPECT RADAR vectors to RESNA.
RESNA 2L	**08**	Climb on 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.

CHANGES: MSA.

© JEPPESEN, 2003, 2011. ALL RIGHTS RESERVED.

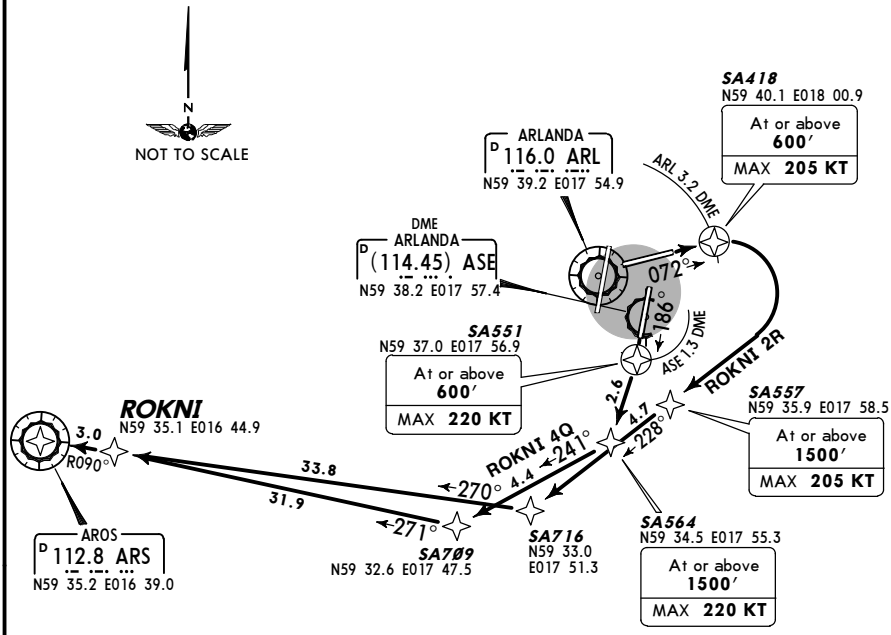
Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

STOCKHOLM Control	Apt Elev	
124.1	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.

CHANGES: MSA.

© JEPPESEN, 2003, 2011. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

STOCKHOLM Control	Apt Elev	
124.1	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.

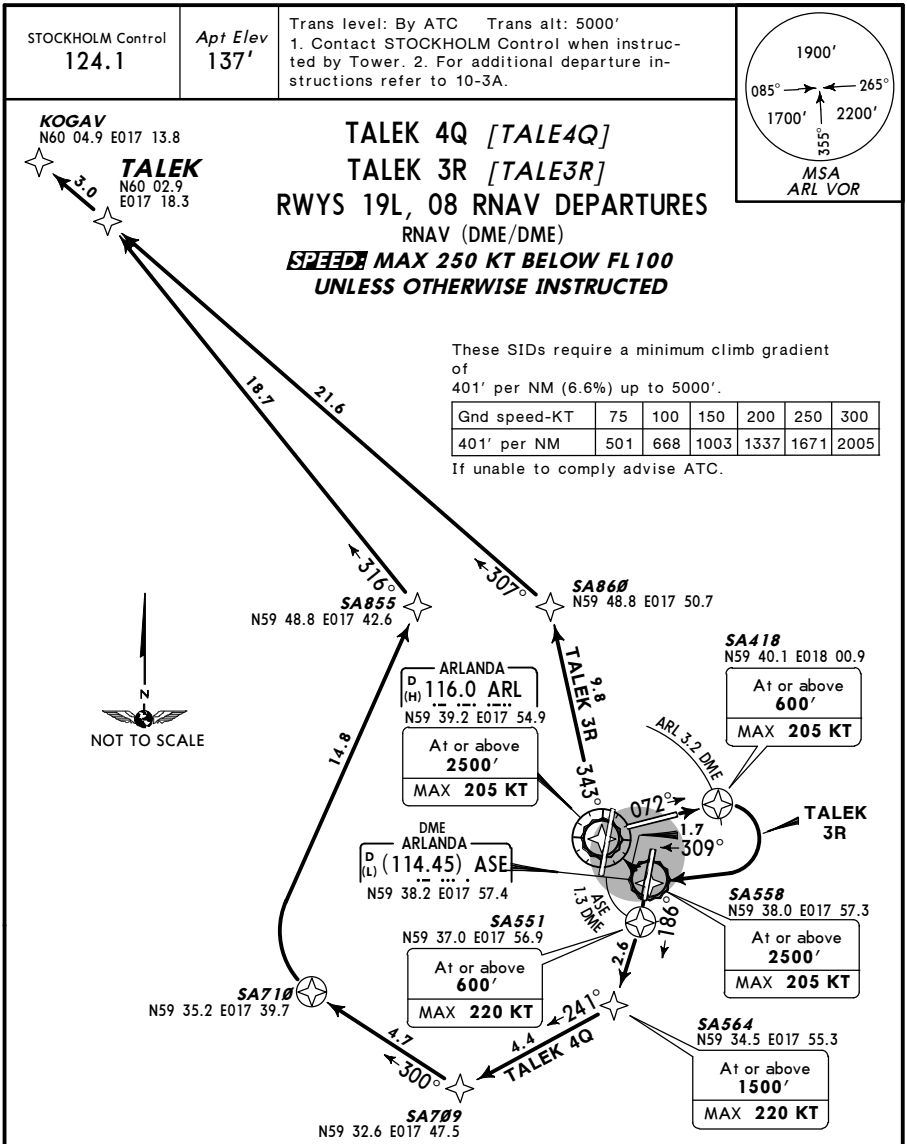
TALEK 4Q *[TALE4Q]*
TALEK 3R *[TALE3R]*
RWYS 19L, 08 RNAV DEPARTURES
RNAV (DME/DME)

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

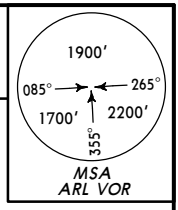
SID	RWY	ROUTING
TALEK 4Q	**19L**	Climb on 186° track to SA551 (600′+; K220-) - SA564 (1500′+; K220-) - SA709 - SA710 - SA855 - TALEK - KOGAV. **NON-FMS/RNAV:** Climb on 186° track to ASE 3.5 DME (MAX 220 KT until ASE 3.5 DME), turn RIGHT, 240° track, EXPECT RADAR vectors to KOGAV.
TALEK 3R	**08**	Climb 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.

CHANGES: RNAV SID TALEK 2R renumbered 3R & revised.

© JEPPESEN, 2003, 2012. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

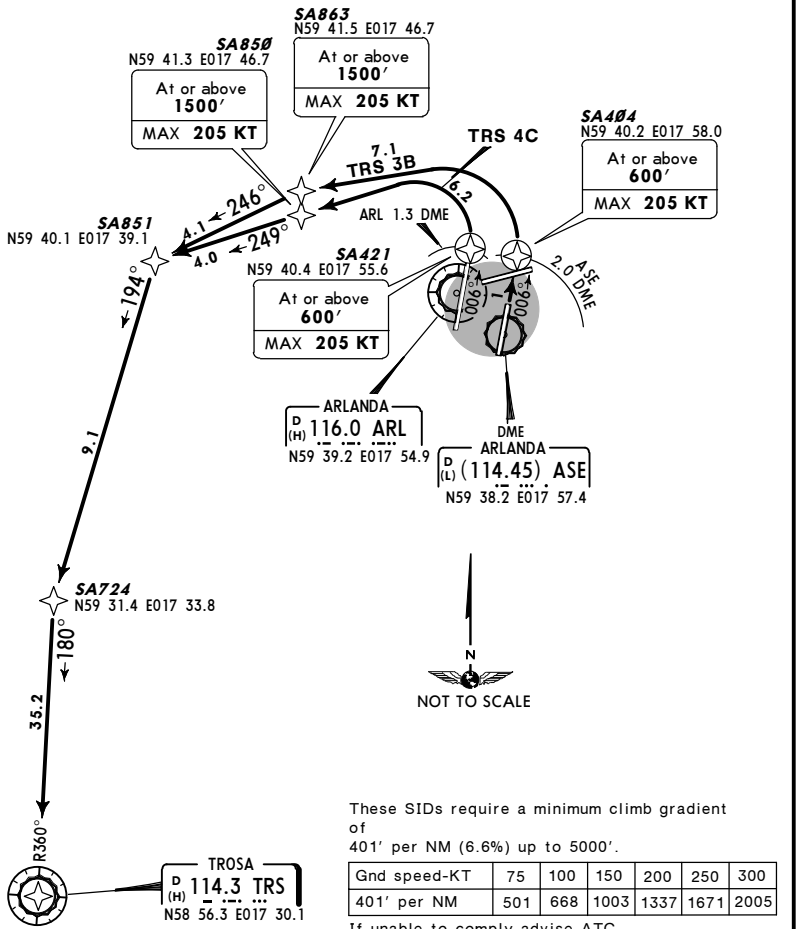
STOCKHOLM Control	Apt Elev	
124.1	137′	Trans level: By ATC Trans alt: 5000′ 1. Contact STOCKHOLM Control when instructed by Tower. 2. For additional departure instructions refer to 10-3A.



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

RNAV (DME/DME)

SPEED: MAX 250 KT BELOW 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.

CHANGES: None.

© JEPPESEN, 2003, 2011. ALL RIGHTS RESERVED.

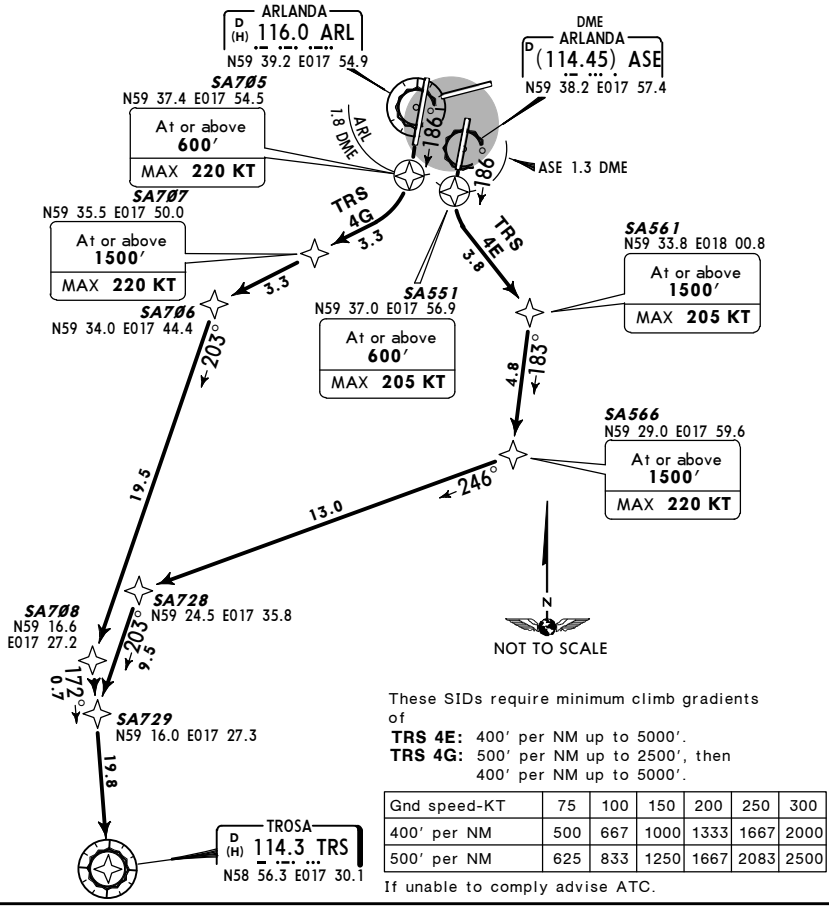
Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

STOCKHOLM Control	Apt Elev	
124.1	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 INSTRUCTED



These SIDs require minimum climb gradients of
TRS 4E: 400′ per NM up to 5000′.
TRS 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
500′ per NM	625	833	1250	1667	2083	2500

If unable to comply advise ATC.

Inital 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.

CHANGES: Minimum climb gradients.

© JEPPESEN, 2003, 2015. ALL RIGHTS RESERVED.

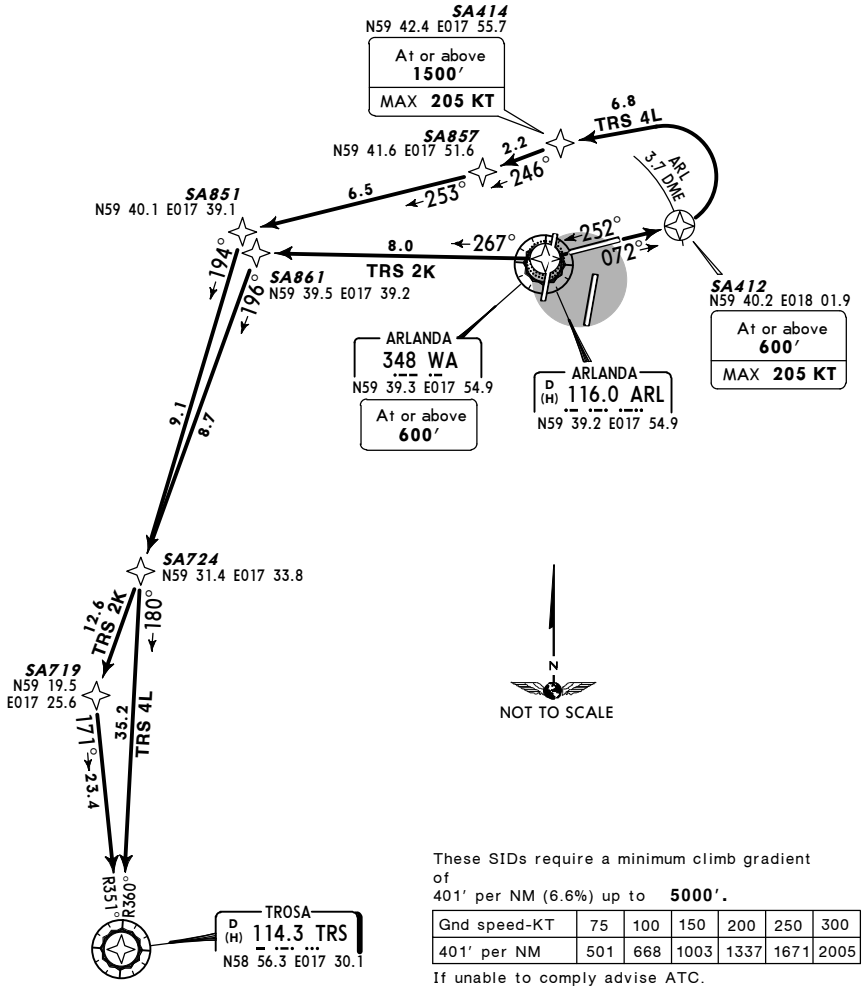
Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

STOCKHOLM Control	Apt Elev	
124.1	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



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.

Inital 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.

CHANGES: None.

© JEPPESEN, 2003, 2011. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

ESSA/ARN

Apt Elev 137′

N59 39.1 E017 55.1

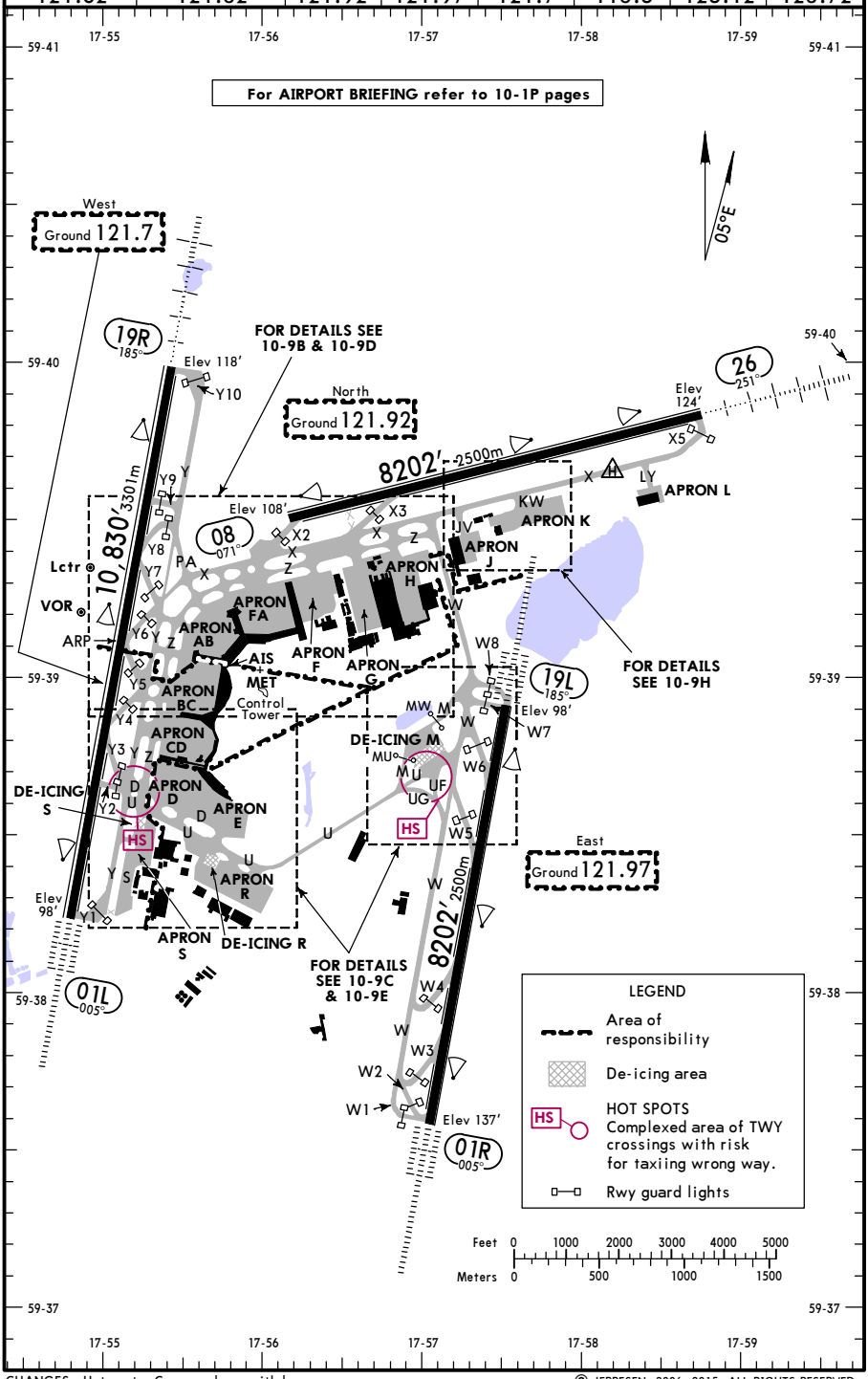
JEPPESEN

6 NOV 15 (10-9) Eff 12 Nov

STOCKHOLM, SWEDEN

ARLANDA

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



CHANGES: Hot spots. Compass base withdrawn.

© JEPPESEN, 2006, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
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)
twy Y2 int 8241′(2512m)

RWY 19R:
From rwy head 10,830′(3301m)
twy Y9 int 8241′(2512m)
twy Y8 int 7310′(2228m)

RWY		Threshold	Glide Slope	TAKE-OFF	WIDTH
01R	HIRL(60m) CL(15m) HIALS-II TDZ PAPI-R(3.0°) ❹ RVR		7131′ 2174m	❻	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)
twy W3 int 7044′(2147m)

RWY 19L:
From rwy head 8202′(2500m)
twy W6 int 7044′(2147m)

RWY		Threshold	Glide Slope	TAKE-OFF	WIDTH
08	HIRL(60m) CL(30m) PAPI-L(3.0°) RVR			❽	148′ 45m
26	HIRL(60m) CL(30m) HIALS PAPI-L(3.0°) ❼ RVR		7037′ 2145m		

❼ HST-X3
❽ TAKE-OFF RUN AVAILABLE

RWY 08:
From rwy head 8202′(2500m)
twy X3 int 6148′(1874m)

Standard TAKE-OFF ❶

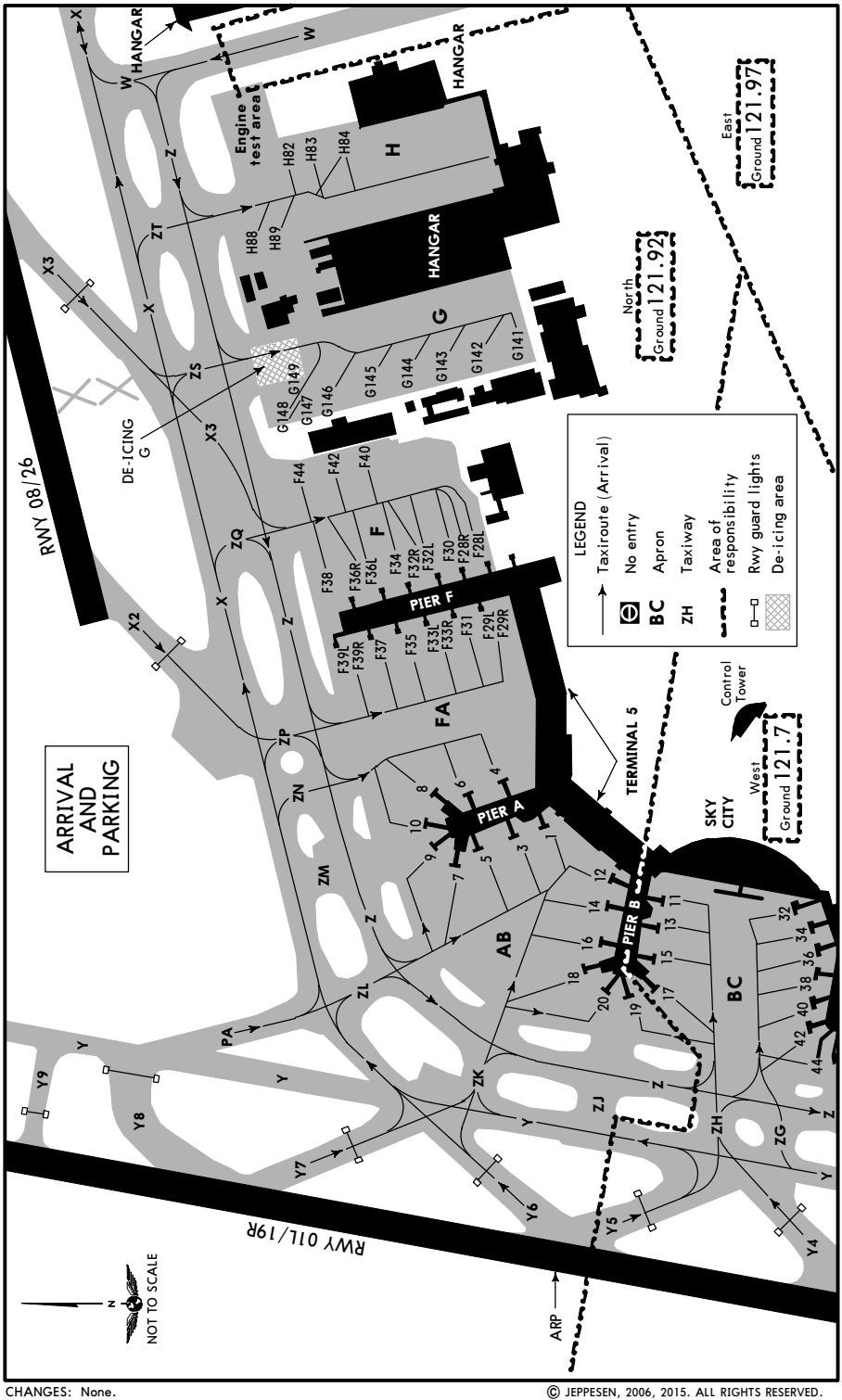
	LVP must be in Force: Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	125m	150m	200m	250m	400m	500m
B						
C						
D	150m	200m	250m	300m		

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

CHANGES: None.

© JEPPESEN, 2006, 2013. ALL RIGHTS RESERVED.

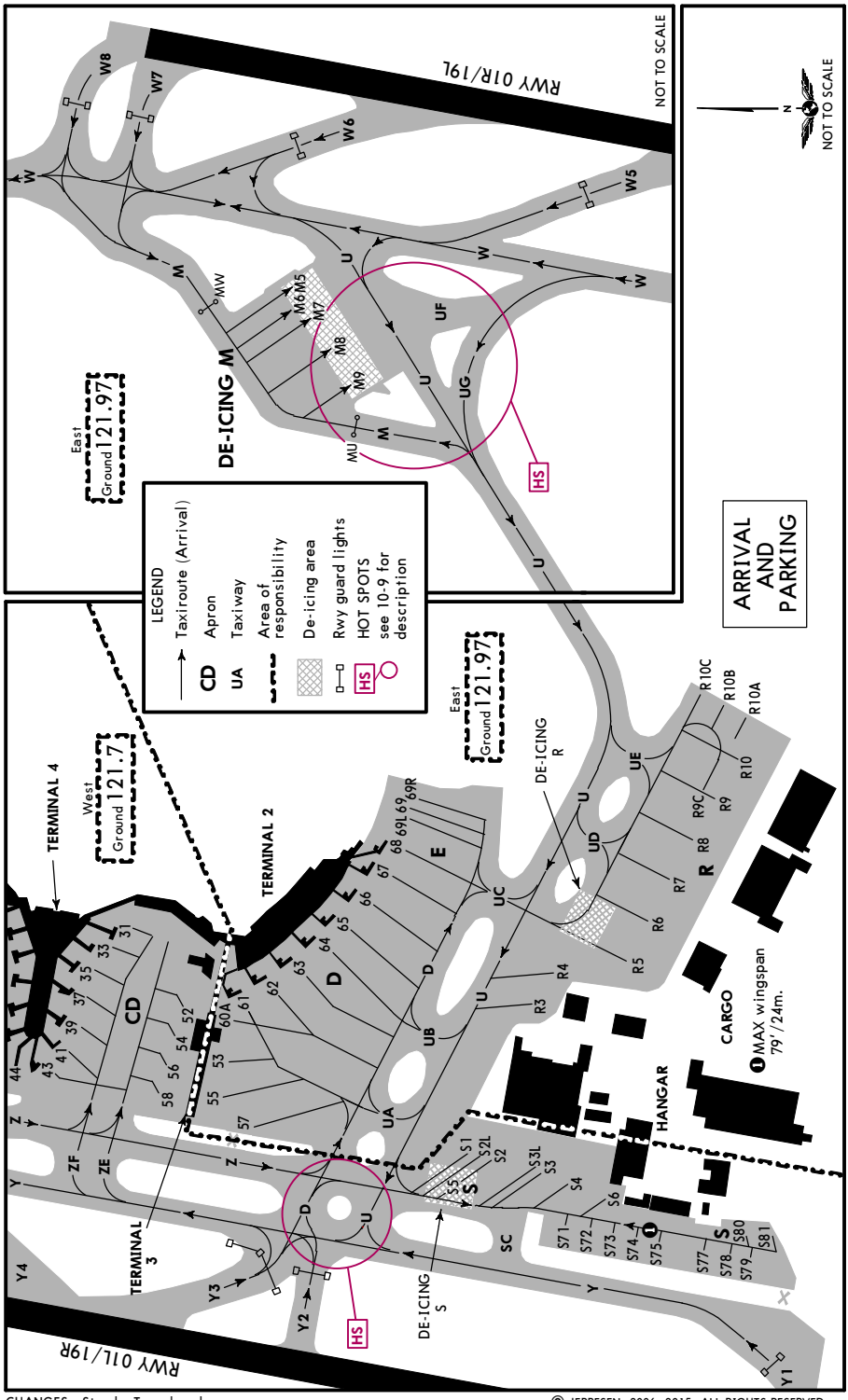
Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid



CHANGES: None.

© JEPPESEN, 2006, 2015. ALL RIGHTS RESERVED.

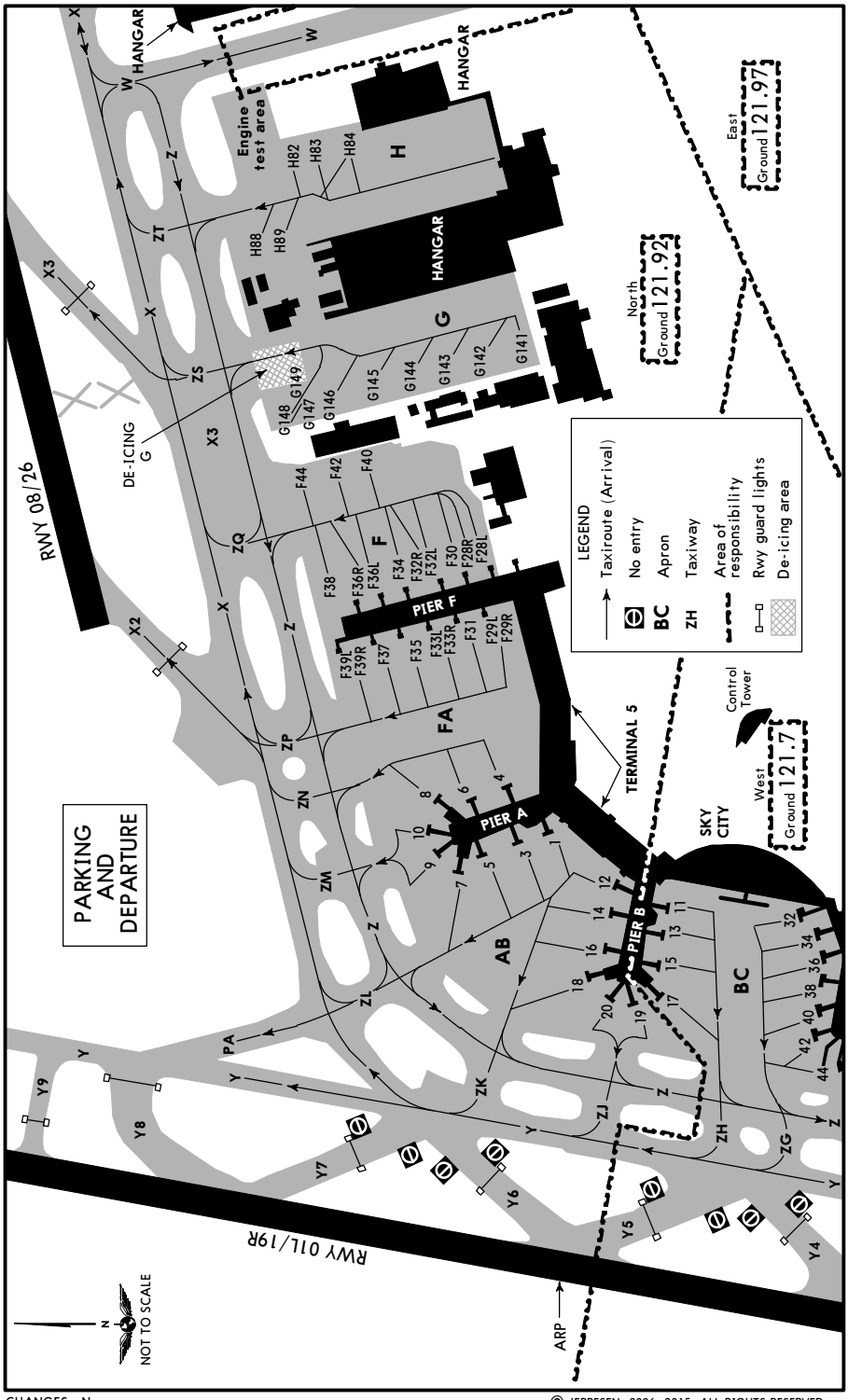
Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid



CHANGES: Stands. Twy closed.

© JEPPESEN, 2006, 2015. ALL RIGHTS RESERVED.

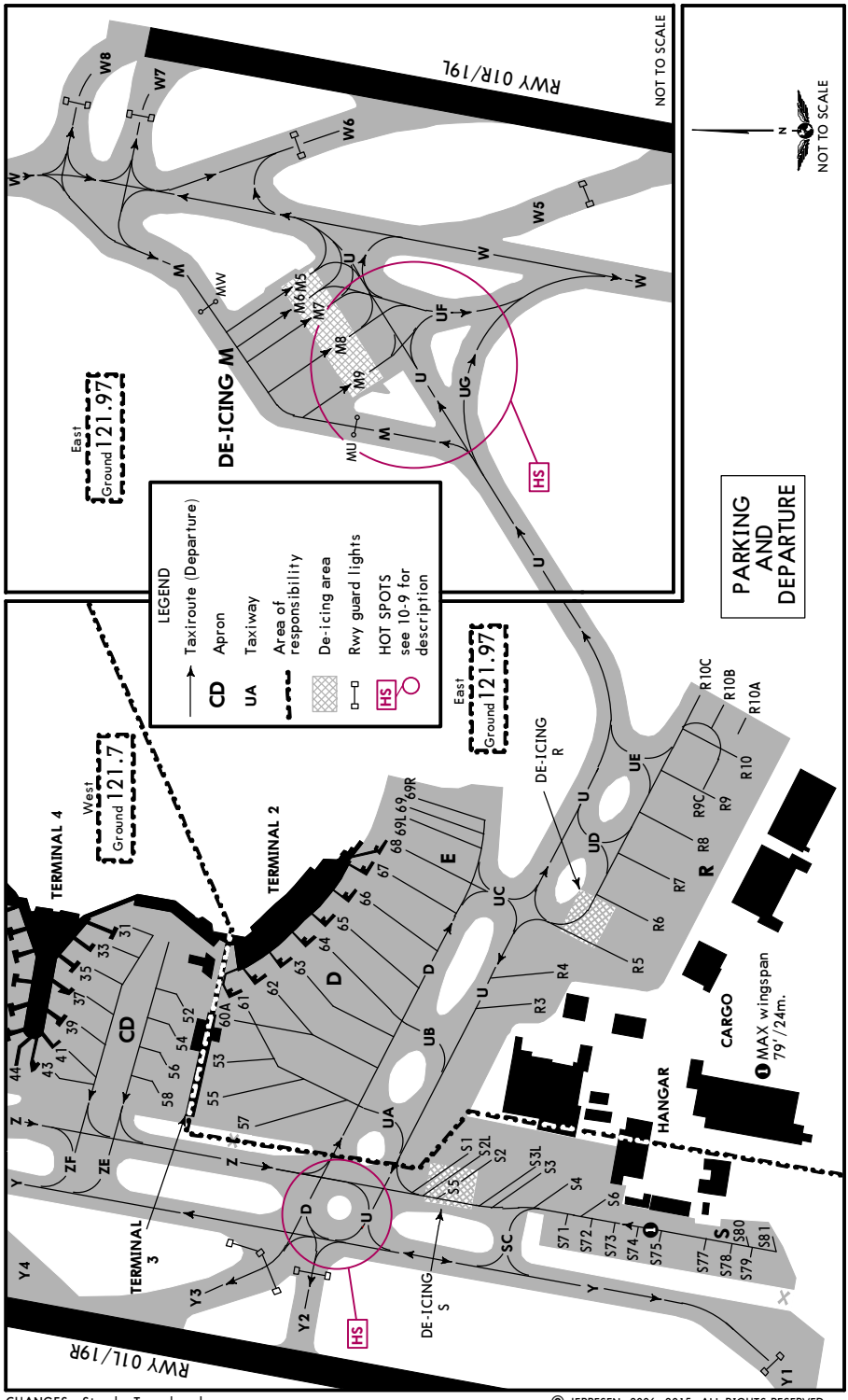
Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid



CHANGES: None.

© JEPPESEN, 2006, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid



CHANGES: Stands. Twy closed.

© JEPPESEN, 2006, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

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				

CHANGES: Stands.

© JEPPESEN, 2006, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

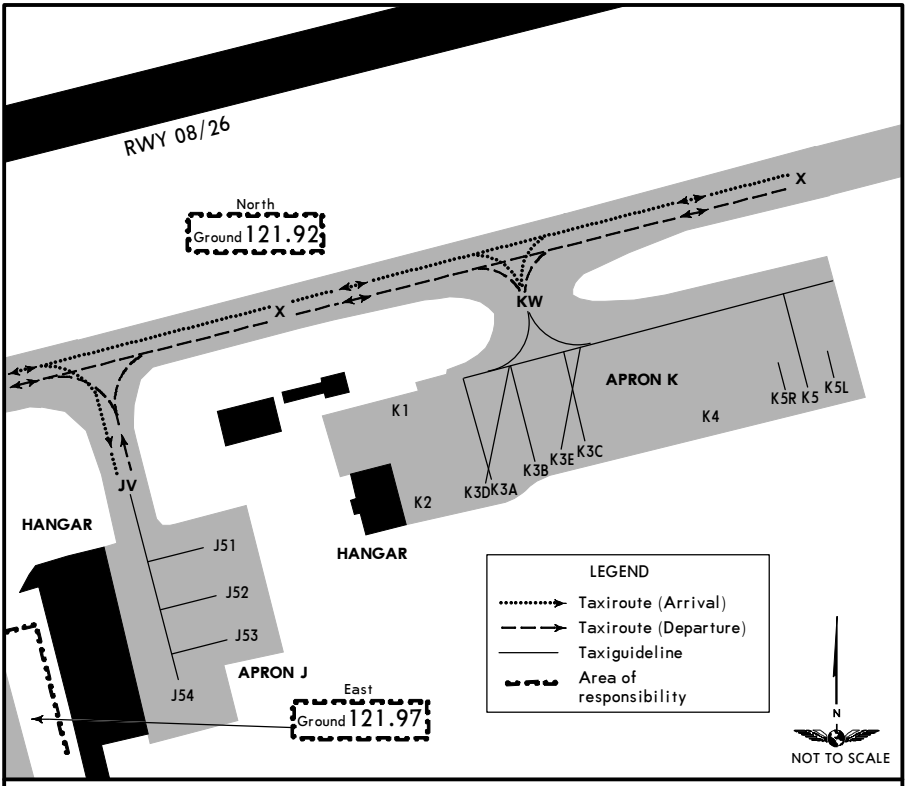
INS COORDINATES

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

CHANGES: Stands.

© JEPPESEN, 2006, 2015. ALL RIGHTS RESERVED.

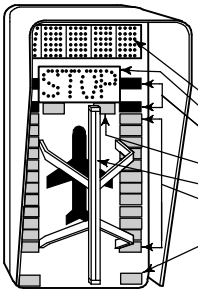
Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid



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.

CHANGES: Grid removed.

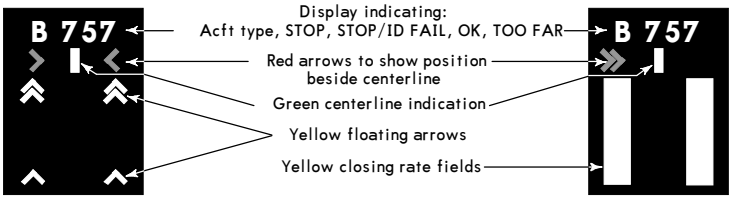
© JEPPESEN, 1998, 2015. ALL RIGHTS RESERVED.

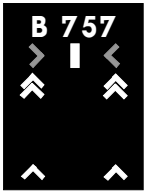
Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

VISUAL DOCKING GUIDANCE SYSTEM (SAFEDOCK)

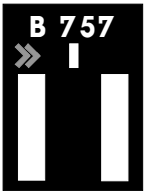
A. DESCRIPTION

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

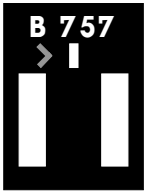




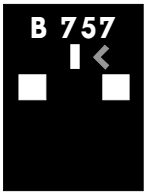
Ready to enter



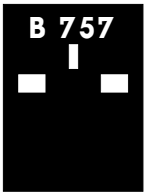
Start of acft identification
Turn RIGHT,
52'/16m or more to stop



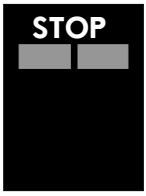
Turn RIGHT,
46'/14m to stop



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 overshot the stop position, "TOO FAR" will be displayed.

© JEPPESEN, 1998, 2014. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

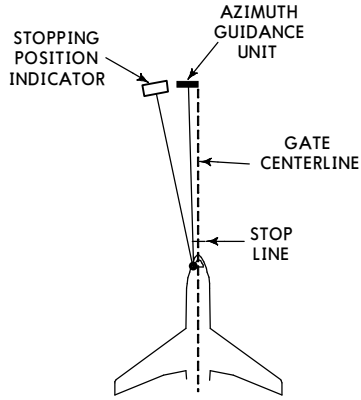
FMT AIRPARK SYSTEM

GENERAL

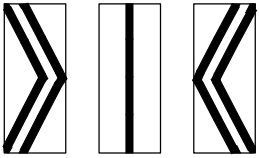
The system is based on an azimuth guidance unit, located in the extension of the gate centerline, in front of cockpit. Stop signal is provided from a stopping position indicator located, preferably, left of azimuth guidance unit.

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.

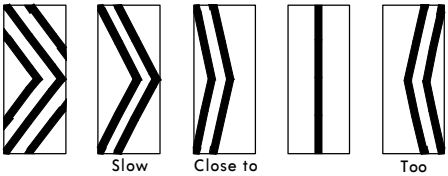


AZIMUTH GUIDANCE UNIT



Turn RIGHT | On centerline | Turn LEFT

STOPPING POSITION INDICATOR



Proceed | Slow down | Close to stop | Stop | Too far

© JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

ESSA/ARN
ARLANDA

JEPPESEN

30 NOV 12 (11-1) Eff 13 Dec

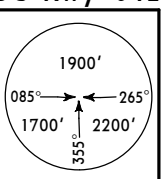
STOCKHOLM, SWEDEN
ILS or LOC Rwy 01L

BRIEFING STRIP TM

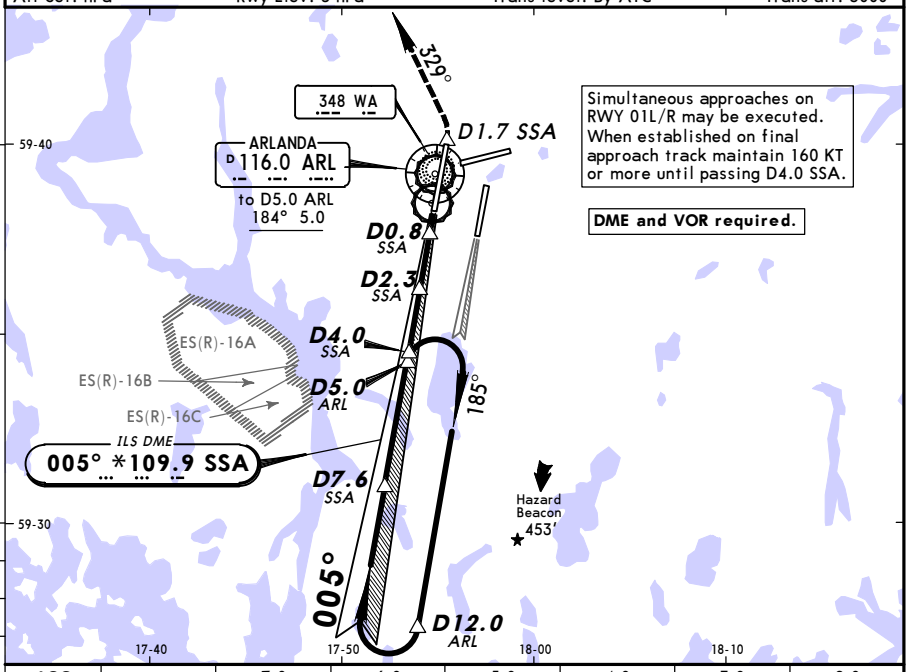
D-ATIS Arrival	ARLANDA Tower	Ground North	Ground East	Ground West
119.0	118.5	121.92	121.97	121.7

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev / RWY
SSA *109.9	005°	D4.0 SSA 1370′ (1272′)	298′ (200′)	Apt Elev 137′ / RWY 98′

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



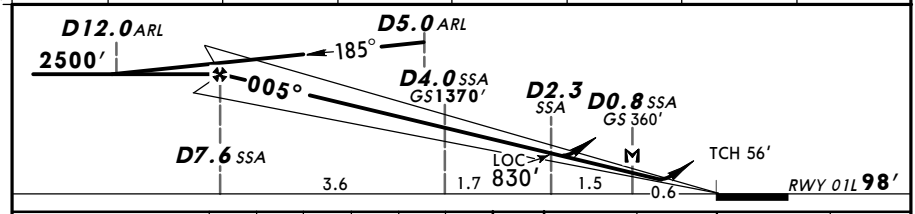
Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: By ATC | Trans alt: 5000′



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

DME and VOR required.

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



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

HIALS-II
PAPI

600′ whichever later — D1.7 SSA past SSA DME — 329° LT

Standard STRAIGHT-IN LANDING RWY 01L

PANS OPS

	ILS DA(H) 298′(200′) FULL	ILS Limited	ILS ALS out	LOC (GS out) with D2.3 SSA DA(H) 500′(402′)	LOC (GS out) with D2.3 SSA ALS out	LOC (GS out) w/o D2.3 SSA DA(H) 620′(522′)	LOC (GS out) w/o D2.3 SSA ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1200m	RVR 1500m	RVR 1500m	
B							
C					RVR 1900m	RVR 1700m	CMV 2400m
D							

CHANGES: Missed apch with lost comm. Minimums.

© JEPPESEN, 2000, 2012. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

ESSA/ARN
ARLANDA

JEPPESEN

30 NOV 12
Eff 13 Dec

(11-1A)

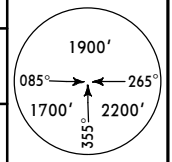
STOCKHOLM, SWEDEN
CAT II/III ILS Rwy 01L

BRIEFING STRIP TM

D-ATIS Arrival	ARLANDA Tower	Ground North	Ground East	Ground West
119.0	118.5	121.92	121.97	121.7

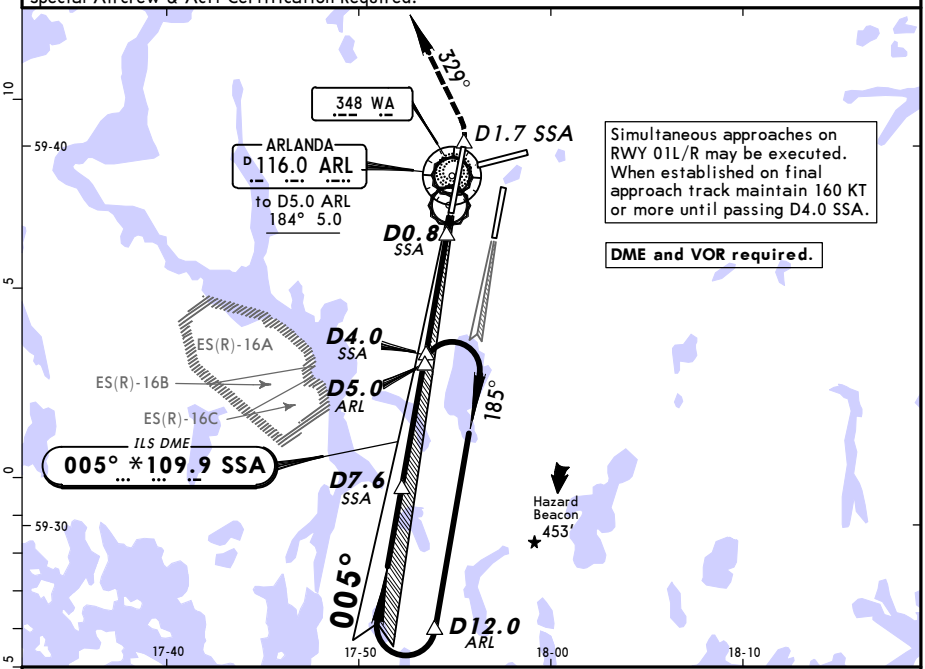
LOC	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev / RWY
SSA *109.9	005°	D4.0 SSA 1370′ (1272′)	Refer to Minimums	Apt Elev 137′ RWY 98′

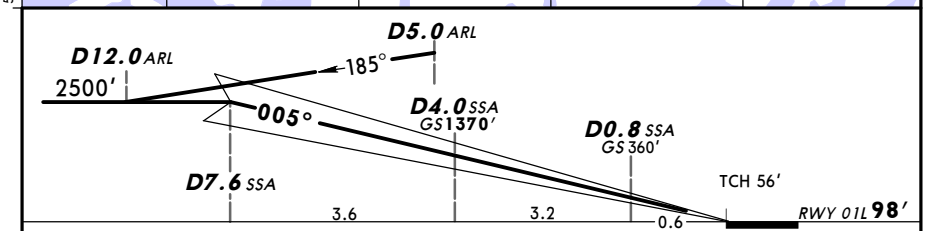
MISSED APCH: Climb STRAIGHT AHEAD to 600′ or D1.7 SSA past SSA DME, whichever is later. Turn LEFT on track 329° climbing to 1500′, Radar Vectoring for a new approach.
MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to 600′ or D1.7 SSA past SSA DME, whichever is later. Turn LEFT on track 329° climbing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



MSA ARL VOR

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





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

HIALS-II
PAPI

600′ which-ever later — D1.7 SSA past SSA DME — 329° LT

PANS OPS

Standard STRAIGHT-IN LANDING RWY **01L**

CAT IIIA ILS	CAT II ILS
DH 50′	RA 107′ DA(H) 198′ (100′)
RVR 200m	RVR 300m [1]

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

CHANGES: Missed apch with lost comm.

© JEPPESEN, 2000, 2012. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

ESSA/ARN
ARLANDA

JEPPESEN

30 NOV 12 (11-2) Eff 13 Dec

STOCKHOLM, SWEDEN
ILS or LOC Rwy 01R

BRIEFING STRIP TM

D-ATIS Arrival	ARLANDA Tower	Ground North	Ground East	Ground West
119.0	125.12	121.92	121.97	121.7

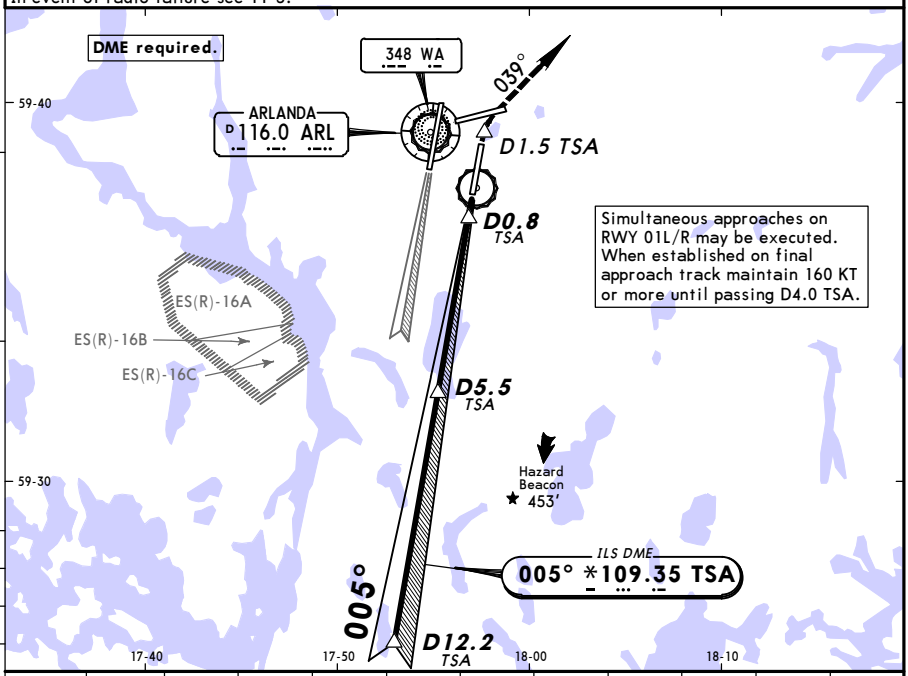
LOC TSA	Final Apch Crs	GS D5.5 TSA	ILS DA(H)	Apt Elev / RWY
*109.35	005°	1890′ (1753′)	337′ (200′)	137′ / RWY 137′

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.

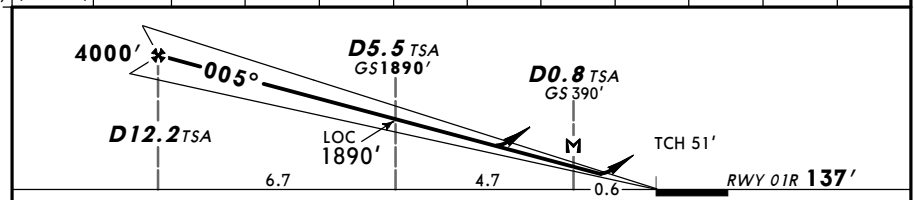
MSA ARL VOR: 1900′ (085°–265°); 1700′ (355°); 2200′

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

In event of radio failure see 11-3.



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



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

HIALS-II PAPI

600′ which-ever later — D1.5 TSA past TSA DME

039° RT

Standard STRAIGHT-IN LANDING RWY **01R**

PANS OPS

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

CHANGES: MSA. Procedure. Minimums.

© JEPPESEN, 2003, 2012. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

ESSA/ARN
ARLANDA

JEPPESEN

30 NOV 12
Eff 13 Dec

(11-2A)

STOCKHOLM, SWEDEN
CAT II/III ILS Rwy 01R

BRIEFING STRIP TM

D-ATIS Arrival	ARLANDA Tower	Ground North	Ground East	Ground West
119.0	125.12	121.92	121.97	121.7

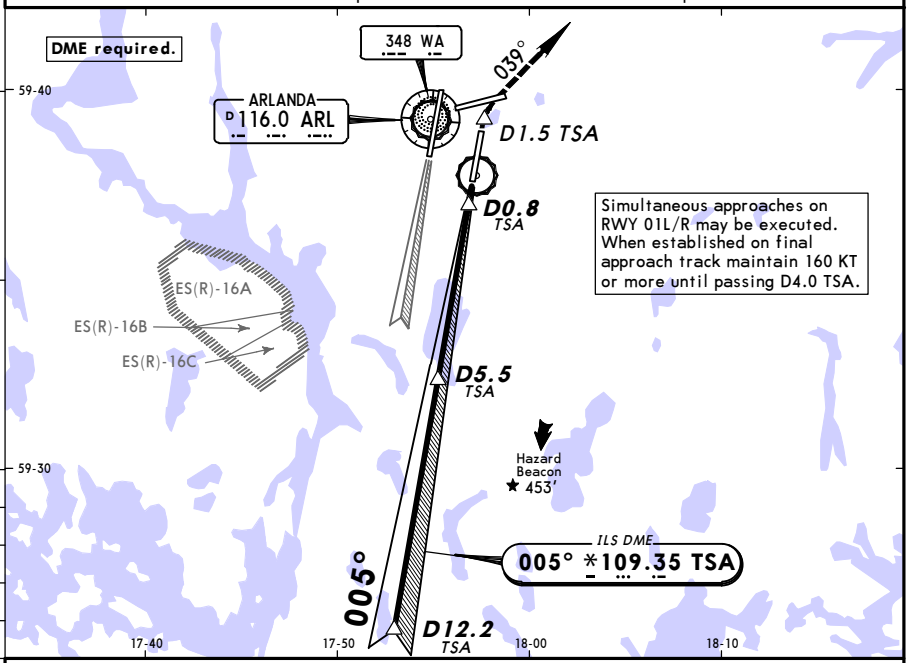
LOC TSA	Final Apch Crs	GS D5.5 TSA	CAT II & IIIA ILS Refer to Minimums	Apt Elev / RWY
*109.35	005°	1890′ (1753′)		137′ / 137′

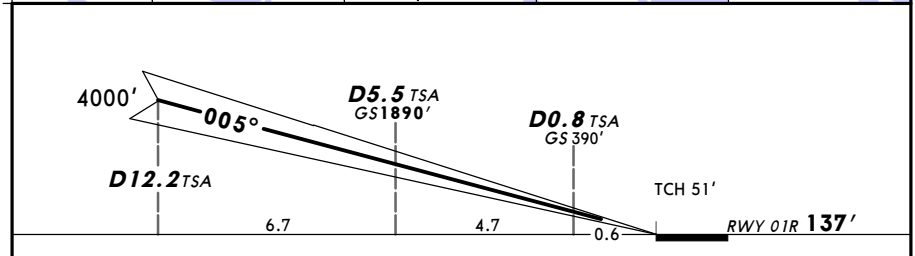
MISSED APCH: Climb STRAIGHT AHEAD to 600′ or D1.5 TSA past TSA DME, whichever is later. Turn RIGHT on track 039° climbing to 1500′, Radar Vectoring for a new approach.

1900′
085° 265°
1700′ 2200′
355°
MSA
ARL VOR

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
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI

600′ D1.5 TSA whichever later past TSA DME

039° RT

Standard STRAIGHT-IN LANDING RWY 01R

CAT IIIA ILS	CAT II ILS ABC	CAT II ILS D
DH 50′	RA 99′ DA(H) 237′ (100′)	RA 100′ DA(H) 238′ (101′)
RVR 200m	RVR 300m [1]	

PANS OPS

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

CHANGES: MSA. Procedure. Minimums.

© JEPPESEN, 2003, 2012. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

ESSA/ARN ARLANDA

JEPPESEN

30 NOV 12 (11-3) LOST COMM

Eff 13 Dec

STOCKHOLM, SWEDEN ILS or LOC Rwy 01R

BRIEFING STRIP TM

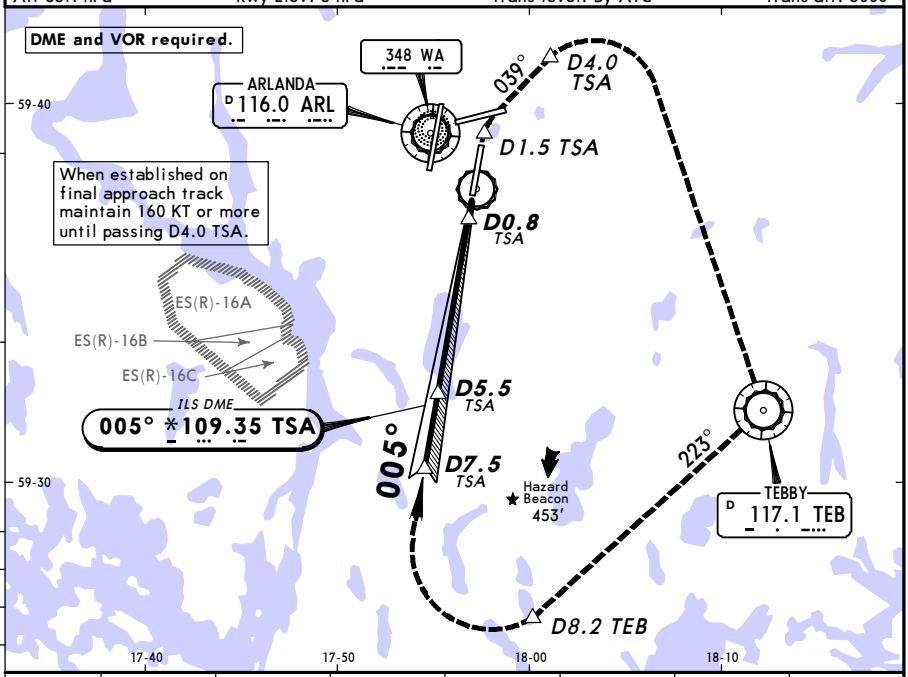
D-ATIS Arrival	ARLANDA Tower	Ground North	Ground East	Ground West
119.0	125.12	121.92	121.97	121.7

LOC TSA	Final Apch Crs	GS D5.5 TSA	ILS DA(H)	Apt Elev / RWY
*109.35	005°	1890′ (1753′)	337′ (200′)	137′ / RWY 137′

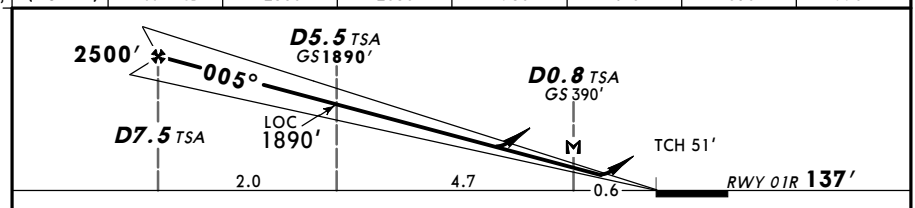
MISSED APCH: Climb STRAIGHT AHEAD to 600′ or D1.5 TSA past TSA DME, whichever is later. Turn RIGHT on track 039° climbing to 2500′ or D4.0 TSA, whichever is later, turn RIGHT to TEB VOR. At TEB VOR intercept R-223 TEB to D8.2 TEB, then turn RIGHT to intercept LOC, not below 2500′ until FAP/FAF (D7.5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

MSA ARL VOR: 1900′; 085°–265°: 1700′; 355°: 2200′

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



LOC (GS out)							
	TSA DME	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2360′	2050′	1730′	1410′	1090′	770′



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

HI ALS-II PAPI

600′ ↑ D1.5 TSA ↑ which-ever later past TSA DME

039° RT

Standard STRAIGHT-IN LANDING RWY 01R

PANS OPS

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

CHANGES: MSA. Procedure. Minimums.

© JEPPESEN, 2005, 2012. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

ESSA/ARN ARLANDA

JEPPESEN

30 NOV 12 **Eff 13 Dec** (11-3A)

LOST COMM

STOCKHOLM, SWEDEN CAT II/III ILS Rwy 01R

BRIEFING STRIP ™

D-ATIS Arrival	ARLANDA Tower	Ground North	Ground East	Ground West
119.0	125.12	121.92	121.97	121.7

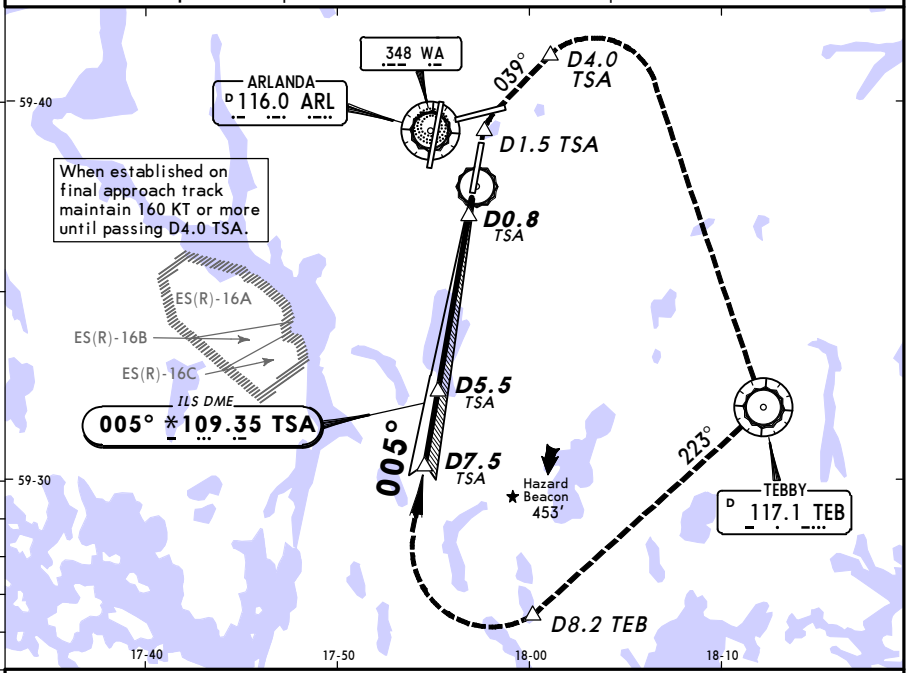
LOC TSA	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev / RWY
*109.35	005°	D5.5 TSA 1890′ (1753′)		Apt Elev 137′ RWY 137′

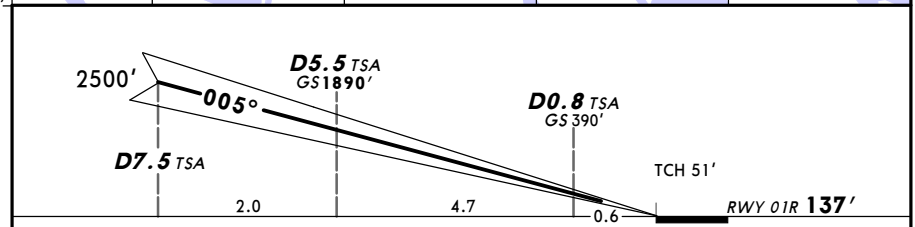
MISSED APCH: Climb STRAIGHT AHEAD to 600′ or D1.5 TSA past TSA DME, whichever is later. Turn RIGHT on track 039° climbing to 2500′ or D4.0 TSA, whichever is later, turn RIGHT to TEB VOR. At TEB VOR intercept R-223 TEB to D8.2 TEB, then turn RIGHT to intercept LOC, not below 2500′ until FAP/FAF (D7.5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

1900′ 085° 265° 1700′ 2200′ 355°
MSA ARL VOR

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
GS	3.00°	372	478	531	637	743	849

HIALS-II PAPI

600′ D1.5 TSA which-ever later past TSA DME

039° RT

Standard STRAIGHT-IN LANDING RWY **01R**

CAT IIIA ILS	CAT II ILS ABC	CAT II ILS D
DH 50′	RA 99′ DA(H) 237′ (100′)	RA 100′ DA(H) 238′ (101′)
RVR 200m	RVR 300m [1]	

PANS OPS

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

CHANGES: MSA. Procedure.

© JEPPESEN, 2005, 2012. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

ESSA/ARN
ARLANDA

JEPPESEN

30 NOV 12 (11-4) Eff 13 Dec

STOCKHOLM, SWEDEN
LOC Rwy 08

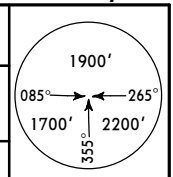
BRIEFING STRIP TM

D-ATIS Arrival	ARLANDA Tower	Ground		
119.0	128.72	North 121.92	East 121.97	West 121.7

LOC WSA	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 137′
*109.55	071°	D6.6 ARL 2500′ (2392′)	500′ (392′)	RWY 108′

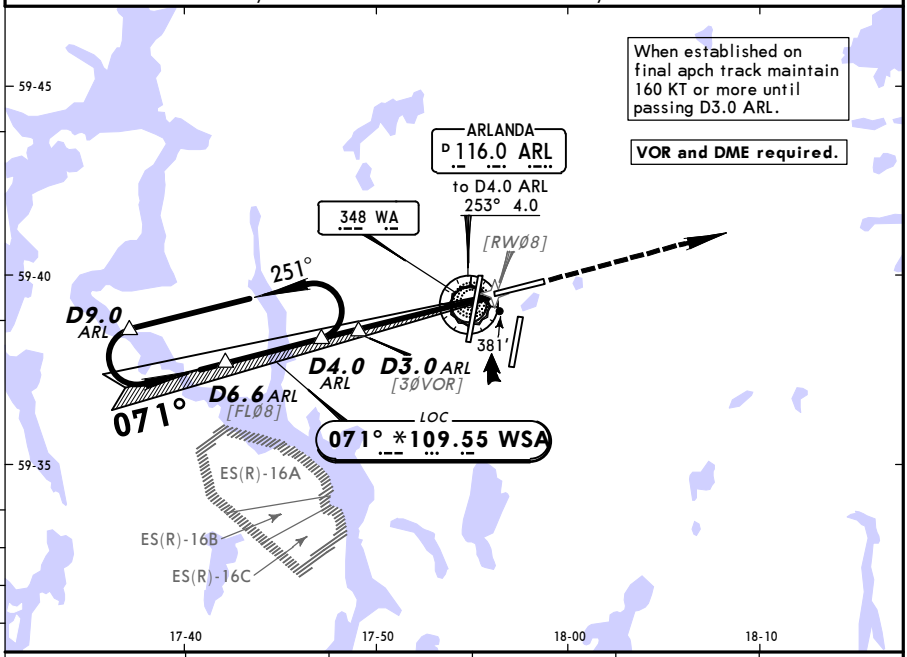
MISSED APCH: Climb STRAIGHT AHEAD to 1500′, Radar Vectoring for a new approach.

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.

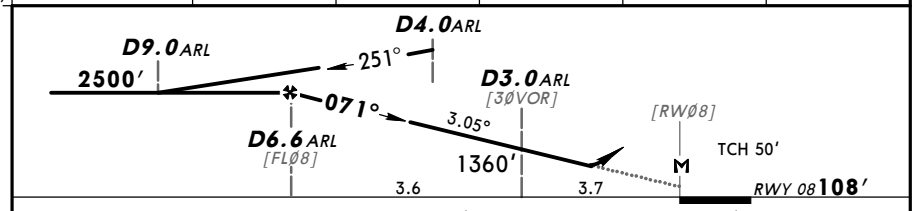


MSA ARL VOR

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



ARL DME	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1990′	1670′	1360′	1040′	720′



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

PAPI-L

1500′

Standard STRAIGHT-IN LANDING RWY **08**

DA(H) **500′** (392′)

PANS OPS

A, B	RVR 1500m
C, D	RVR 1800m

CHANGES: Missed apch with lost comm.

© JEPPESEN, 2000, 2012. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

ESSA/ARN
ARLANDA

JEPPESEN

30 NOV 12 (11-5) Eff 13 Dec

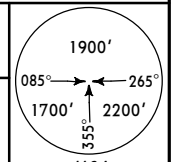
STOCKHOLM, SWEDEN
ILS or LOC Rwy 19L

BRIEFING STRIP TM

D-ATIS Arrival	ARLANDA Tower	Ground North	Ground East	Ground West
119.0	125.12	121.92	121.97	121.7

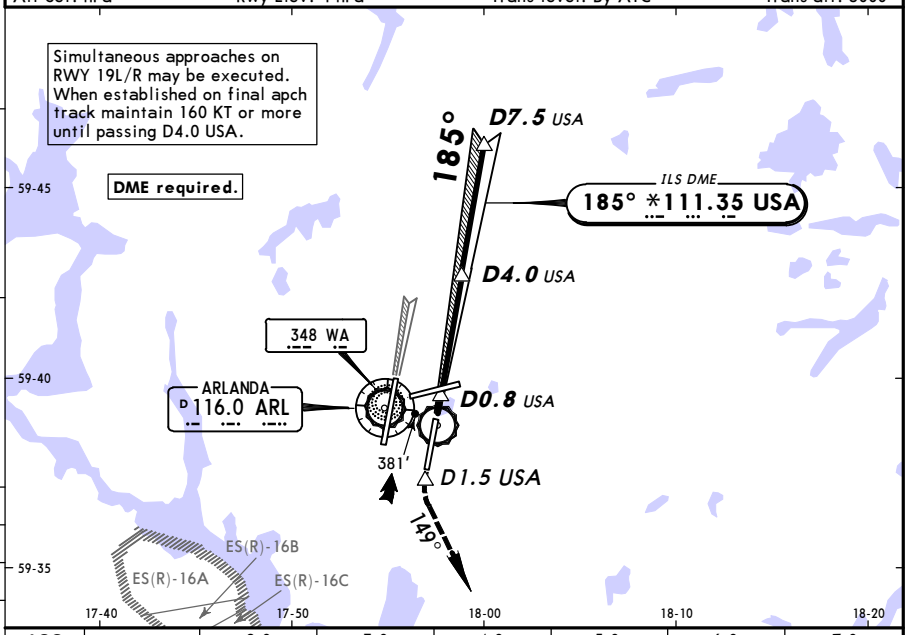
LOC USA	Final Apch Crs	GS D4.0 USA	ILS DA(H)	Apt Elev / RWY
*111.35	185°	1380′ (1282′)	298′ (200′)	137′ / 98′

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).

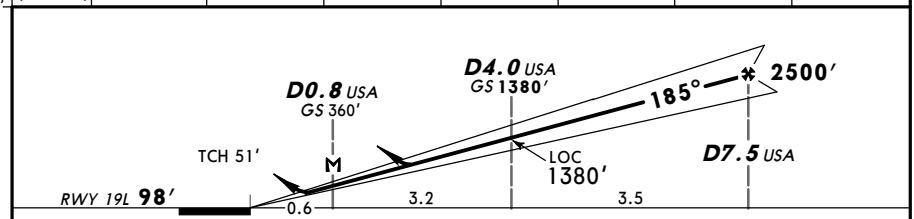


MSA
ARL VOR

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
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.8 USA						

HIALS-II
PAPI

600′ ↑ D1.5 USA past USA DME ↑ whichever later

149° ↖ LT

Standard STRAIGHT-IN LANDING RWY 19L

PANS OPS

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

CHANGES: MSA. Procedure. Minimums.

© JEPPESEN, 2003, 2012. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

ESSA/ARN
ARLANDA

JEPPESEN

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

STOCKHOLM, SWEDEN
CAT II/III ILS Rwy 19L

BRIEFING STRIP TM

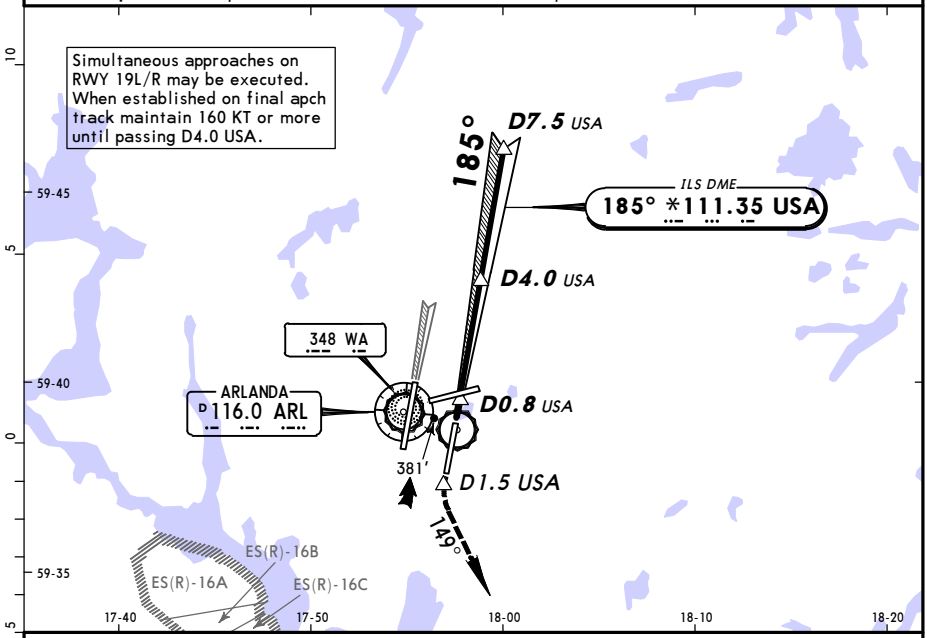
D-ATIS Arrival	ARLANDA Tower	Ground North	Ground East	Ground West
119.0	125.12	121.92	121.97	121.7

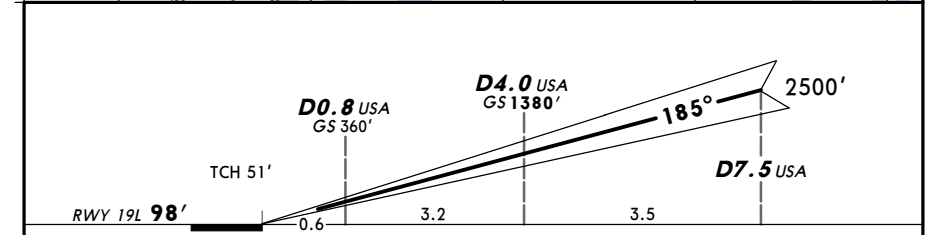
LOC USA	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev / RWY
*111.35	185°	D4.0 USA 1380′ (1282′)	Refer to Minimums	137′ / 98′

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).

MSA ARL VOR: 1900′ (085°–265°); 1700′ (355°); 2200′

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
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI

600′ ↑ D1.5 USA ↑ 149° LT
which-ever later — past USA DME

Standard STRAIGHT-IN LANDING RWY 19L

PANS OPS

CAT IIIA ILS	CAT II ILS
DH 50′	RA 105′ DA(H) 198′ (100′)
RVR 200m	RVR 300m [1]

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

CHANGES: MSA. Procedure.

© JEPPESEN, 2003, 2012. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

ESSA/ARN
ARLANDA

JEPPESEN

22 JAN 16 (11-6) Eff 4 Feb

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

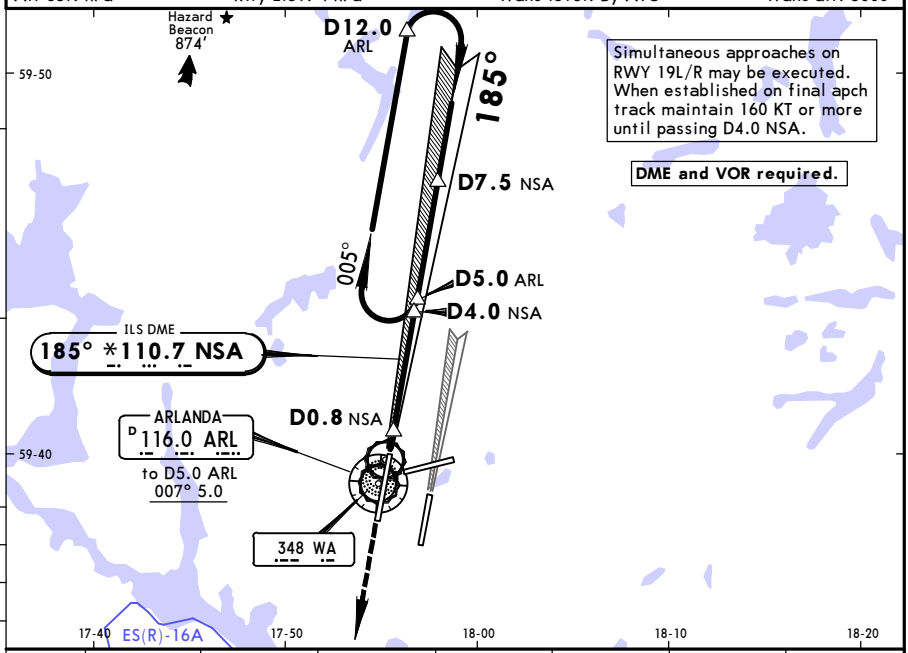
LOC NSA	Final Apch Crs	GS D4.0 NSA	ILS DA(H)	Apt Elev 137′
*110.7	185°	1390′(1272′)	318′(200′)	Rwy 118′

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.

1900′
085° 265°
1700′ 2200′
355°
MSA
ARL VOR

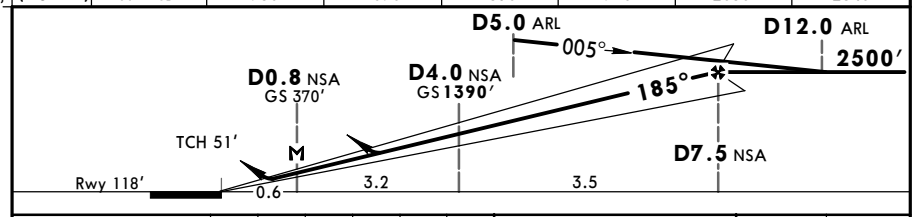
Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: By ATC | Trans alt: 5000′



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

DME and VOR required.

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
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.8 NSA							

HIALS
PAPI
1500′

Standard STRAIGHT-IN LANDING RWY 19R

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

CHANGES: None.

© JEPPESEN, 2000, 2012. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

ESSA/ARN
ARLANDA

JEPPESEN

22 JAN 16 (11-7) Eff 4 Feb

STOCKHOLM, SWEDEN
ILS or LOC Rwy 26

BRIEFING STRIP TM

D-ATIS Arrival	ARLANDA Tower	Ground		
119.0	128.725	North 121.92	East 121.97	West 121.7

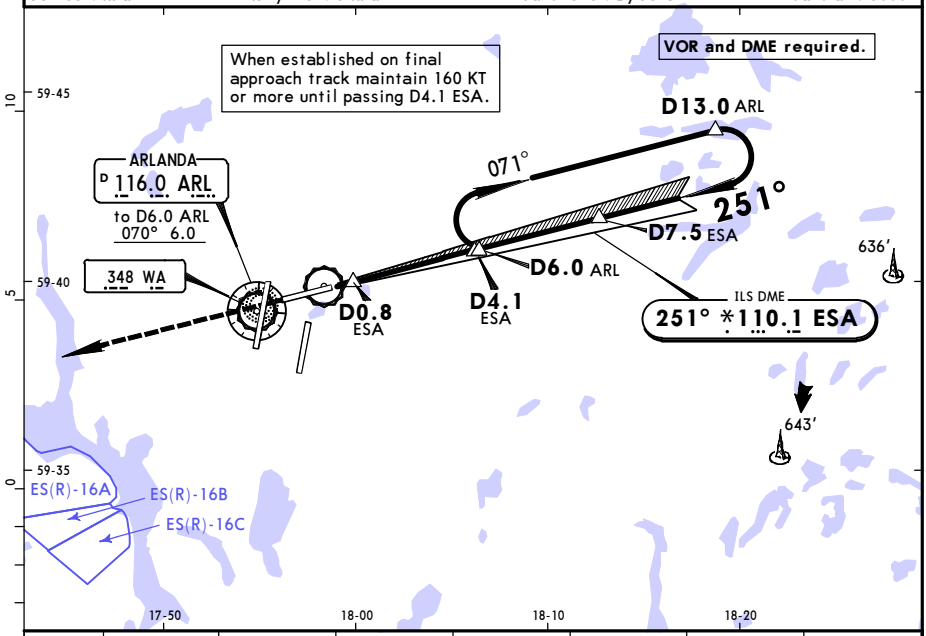
LOC ESA	Final Apch Crs	GS D4.1 ESA	ILS DA(H)	Apt Elev 137′
*110.1	251°	1430′(1306′)	324′(200′)	Rwy 124′

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

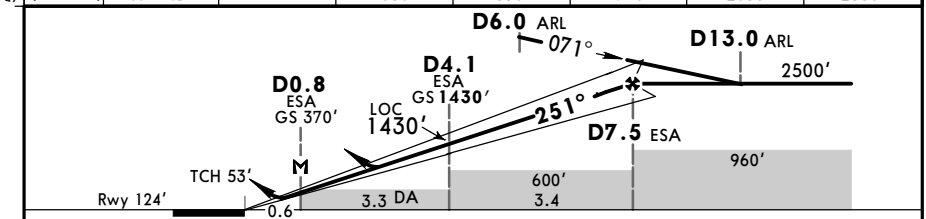
MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD. At 2500′ or D5.7 ESA, whichever is latest, turn LEFT to ARL VOR for a new instrument approach.

MSA ARL VOR: 1900′; 085°–265°: 1700′; 355°: 2200′

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



LOC (GS out)	ESA DME	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	760′	1080′	1390′	1710′	2030′	2350′



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

HIALS PAPI 1500′

Standard STRAIGHT-IN LANDING RWY 26

PANS OPS	ILS DA(H) 324′(200′) FULL	ILS Limited	ILS ALS out	LOC (GS out) DA(H) 450′(326′)	LOC ALS out
A					
B					
C	RVR 550m	RVR 750m	RVR 1200m	RVR 800m	RVR 1500m
D					

CHANGES: Missed apch. Procedure. Minimums.

© JEPPESEN, 1998, 2016. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

ESSA/ARN
ARLANDA

JEPPESEN

8 APR 16 (12-20) CAT C & D

STOCKHOLM, SWEDEN
RNAV (RNP) Rwy 01R

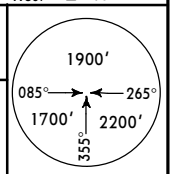
BRIEFING STRIP ™

D-ATIS Arrival	ARLANDA Tower	Ground North	Ground East	Ground West
119.0	125.12	121.92	121.97	121.7

RNAV	Final Apch Crs	Minimum Alt SA695	RNP 0.30 DA(H)	Apt Elev 137′ Rwy 137′
	005°	2680′(2543′)	600′(463′)	

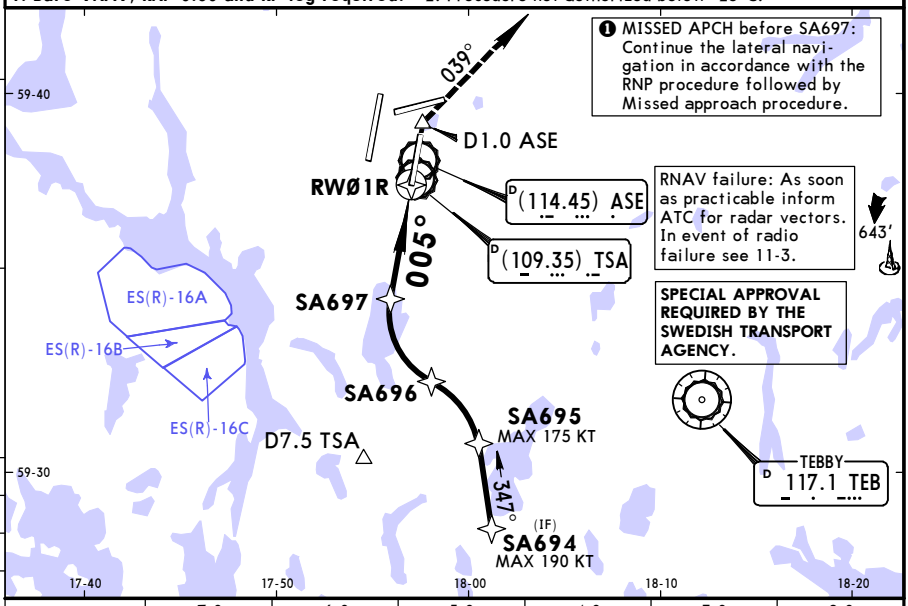
MISSED APCH: Climb STRAIGHT AHEAD(❶) to 600′ or D1.0 ASE past ASE DME, whichever is later. Turn RIGHT onto 039° climbing to 1500′, radar vectoring for a new approach.

MISSED APCH WITH LOST COMM: 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).

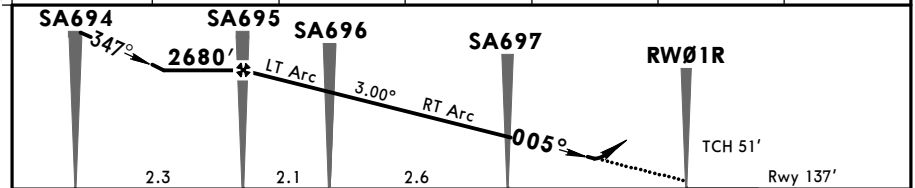


Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000′

1. Baro-VNAV, RNP-0.30 and RF-leg required. 2. Procedure not authorized below -25°C.



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							

HIALS-II PAPI

600′ which-ever later i D1.0 ASE past ASE DME

039° RT

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: Missed apch.

© JEPPESEN, 2009, 2016. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

ESSA/ARN ARLANDA

JEPPESEN

8 APR 16 (12-21) CAT C & D

STOCKHOLM, SWEDEN RNAV (RNP) Rwy 26

BRIEFING STRIP™

D-ATIS Arrival	ARLANDA Tower	Ground North	Ground East	Ground West
119.0	128.72	121.92	121.97	121.7

RNAV	Final Apch Crs	Minimum Alt SA5Ø3	RNP 0.30 DA(H)	Apt Elev 137'
	251°	3400'(3276')	450'(326')	Rwy 124'

MISSED APCH: Climb STRAIGHT AHEAD (❶) to SA73Ø to 1500'. Continue on 251°, radar vectoring for a new approach.

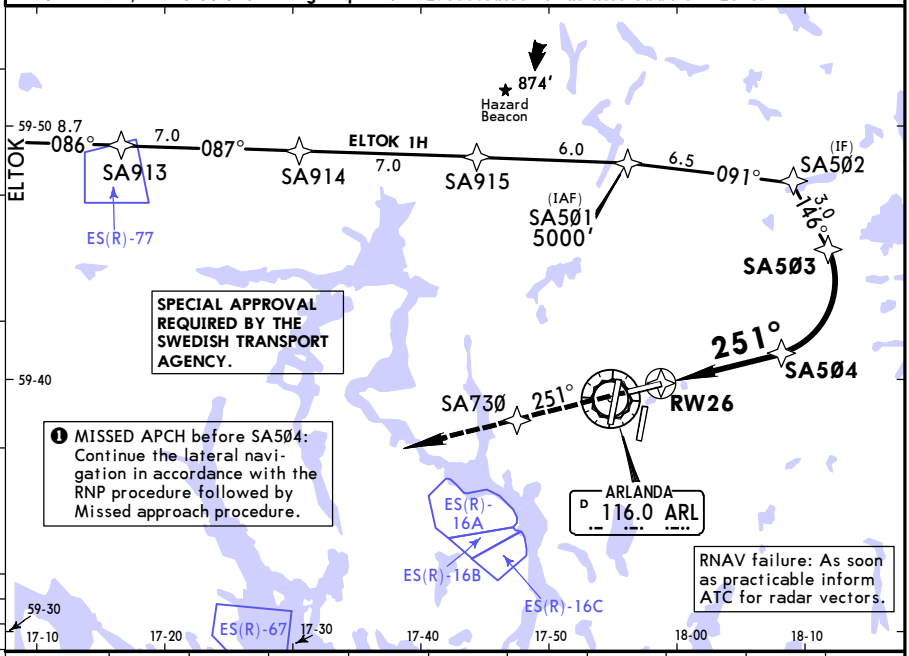
MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to 2500' or SA73Ø, whichever is later. Turn LEFT to ARL VOR for a new instrument apprach.

1900' 085° 265° 1700' 2200' 355°

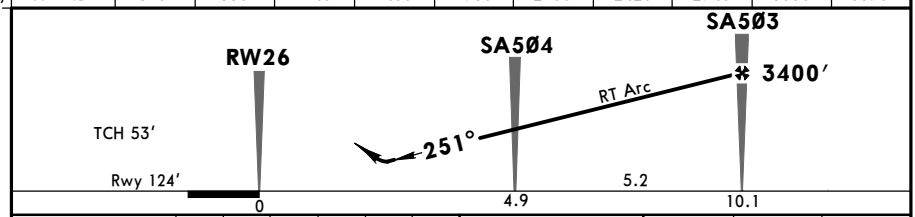
MSA ARP

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.



DIST to RW26	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0
ALTITUDE	510'	830'	1140'	1460'	1780'	2100'	2420'	2740'	3050'	3370'



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

HIALS PAPI 1500' SA73Ø

Standard

STRAIGHT-IN LANDING RWY **26**

RNP 0.30

LNAV/VNAV

DA(H) **450'**(326')

ALS out

PANS OPS

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

CHANGES: Missed apch.

© JEPPESEN, 2011, 2016. ALL RIGHTS RESERVED.

(c) JEPPESEN SANDERSON, INC., 2016, ALL RIGHTS RESERVED

JEPPESEN
JeppView for Windows

Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

STOCKHOLM, (ARLANDA - ESSA)

(c) JEPPESEN SANDERSON, INC., 2016, ALL RIGHTS RESERVED

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport ESSA

Type: Terminal
Effectivity: Temporary
Begin Date: 20160627
End Date: 20160701

Due to maintenance work Rwy 01L/19R closed. Airport closed for ACFT with wingspan of more than 213'/65m.