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Airport Information For ESSA

Terminal Charts For ESSA

Revision Letter For Cycle 03-2019

Change Notices

Notebook

General Information

Location: STOCKHOLM SWE
ICAO/IATA: ESSA / ARN
Lat/Long: N59° 39.1', E017° 55.1'
Elevation: 135 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: 0616 Z
Sunset: 1549 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: 19R
Length x Width: 10830 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 118 ft
Lighting: Edge, ALS, Centerline

Runway: 26
Length x Width: 8202 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 125 ft
Lighting: Edge, ALS, Centerline

Runway: 01R
Length x Width: 8202 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 135 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, ALS, Centerline

Runway: 19L
Length x Width: 8202 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 101 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 119.005 Arrival Service
ATIS: 121.630 Departure Service
Arlanda Tower: 128.730
Arlanda Tower: 125.130
Arlanda Tower: 118.505
Arlanda Ground: 121.705
Arlanda Ground: 121.980
Arlanda Ground: 121.930
Arlanda Clearance Delivery: 121.830
Stockholm Control: 126.655
Arlanda Emergency: 123.100
Stockholm Control: 120.155
Stockholm Control: 123.755

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JEPPESEN

18 JAN 19

10-1P

Eff 31 Jan

STOCKHOLM, SWEDEN
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

D-ATIS Arrival 119.005

D-ATIS Departure 121.630

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. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.3.1. MODE S TRANSPONDER

APT is equipped with an advanced surface movement radar communicating with ACFT and vehicles Mode S transponders.

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

- Select AUTO mode and the assigned Mode A code.

If AUTO mode is not available, the pilots shall select XPDR or the equivalent depending on installed equipment, and the assigned Mode A code.

- Set the ACFT identification if the ACFT is equipped with Mode S transponder. The ACFT identification to be used is specified in Item 7 of the ICAO ATC Flight Plan.

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

1.4. RWY OPERATIONS

1.4.1. HIGH INTENSITY RWY OPERATIONS (HIRO)

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

1.5. TAXI PROCEDURES

ATC is not provided on aprons.

In order to maintain orderly flow on aprons, a limited traffic information service is provided and all ACFT movements are subject to prior contact with Tower.

Engines shall be operated at minimum required thrust on all aprons when taxiing to avoid jetblast.

For Taxi Routings refer to 10-9 charts, unless otherwise instructed by Tower.

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

Taxiing or towing on apron is not allowed between ZF-ZG, ZH-ZK and ZL-ZN. Apron S South of SC MAX wingspan 79'/24m.

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

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

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

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18 JAN 19

10-1P1

Eff 31 Jan

AIRPORT BRIEFING

1. GENERAL

1.6. PARKING INFORMATION

1.6.1. PARKING/DOCKING GUIDANCE

SAFEDOCK available at stands 1 thru 20, 31 thru 44, 101 thru 119, F36L and F36R.
INOGON parking aid available at stands 52 thru 60A, F40 thru F44, G141 thru G146, G148, R3 thru R9, R10 and S71 thru S75, S77 thru S79.

APIS available at stands 62 thru 68, F28L thru F35 and F37 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.

1.6.2. 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.

1.7. OTHER INFORMATION

1.7.1. RESTRICTIONS TO LARGE ACFT

- RWY 01L/19R will be used for take-off and landing.
- RWY 26 can be used for landing.
- RWY exit Y1, Y2, Y9 and Y10 are approved for A380.
- RWY exit/entry Y1, Y2, Y9 and Y10 are approved for B747-8.
- RWY entry Y1 and Y10 are approved for A380.
- RWY exit X2 approved.
- TWY PA, Y and X between Y-ZQ, U between Y-UE and UE will be used for taxiing. All taxiing will be marshalled.
- Judgemental oversteer shall be used.
- Idle thrust shall be used on outer engines of A380 when taxiing.
- Parking will take place at F36R pier F or at stands R9, R9C, R10 on apron R.
- A380 towbar is not available. Operator shall secure for arrangements with own equipment.

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25 MAY 18

10-1P2

STOCKHOLM, SWEDEN

AIRPORT BRIEFING

2. ARRIVAL

2.1. SPEED RESTRICTIONS

Unless otherwise instructed, the following speeds apply. ACFT unable to conform shall inform ATC. ACFT below FL 100 shall fly at maximum IAS 250 KT. 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 with straight approaches (ILS or LOC) between 2200-0600LT.

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

Exceptions may be allowed during special conditions, e.g. weather, RWY closure etc.

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 without delay via high speed turn-offs when RWY conditions permit.

If no taxi instructions have been received, ACFT shall hold before the first parallel TWY and wait for taxi instructions.

2.5. TAXI PROCEDURE

Taxiing to Terminal 4 stand 31 via TWY ZE.

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

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25 MAY 18

10-1P3

STOCKHOLM, SWEDEN
AIRPORT BRIEFING

3. DEPARTURE

3.1. DE-ICING

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.

3.2. START-UP, PUSH-BACK AND 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.

If push-back has not been commenced within one minute from approval, the push-back permission will automatically expire and a push-back permission must be requested again.

3.2.2. APT COLLABORATIVE DECISION MAKING (A-CDM)

3.2.2.1. START-UP AND PUSH-BACK

Pilot should ensure that flight is ready for start-up/push-back at TOBT (Target Off-Block Time) +/-5 minutes.

Pilot shall take notice of TOBT and TSAT (Target Start-up Approval Time) and comply with them.

Start-up/push-back shall be requested within TSAT window +/-5 minutes.

If pilot has called ready but is then delayed by ATS there is no requirement for TOBT to be updated.

If at TSAT +5 minutes ARLANDA Ground has not received a start-up request, the ACFT will lose its TSAT. Pilot shall request new TOBT from ground handling company or airline operator.

Once new TOBT is entered the flight will be resequenced with new TSAT. ACFT will not be allowed to depart until a valid TOBT is entered and revised TSAT is given and complied to.

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STOCKHOLM, SWEDEN

16 MAR 18

10-1P4

Eff 29 Mar

AIRPORT BRIEFING

3. DEPARTURE

3.2.3. DEPARTURE CLEARANCE

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

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 minutes.
- When CDA is processed successfully, a positive FSM will be issued.

When using DCL service, monitor Clearance Delivery frequency.

Pilots shall verify that SID and RWY added into FMS is in accordance with received clearance. In event of any doubts or system related difficulties, RTF procedures shall be conducted.

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

3.2.4. PUSH-BACK

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

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

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

3.2.5. TAXIING

Taxiing out from Terminal 2 stand 62 via TWY UA, from stands 63 thru 65 via TWY UB and from stands 66 thru 68 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.

Exceptions may be allowed during special conditions, e.g. weather, RWY closure etc.

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.

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16 MAR 18

10-1P5

Eff 29 Mar

STOCKHOLM, SWEDEN

AIRPORT BRIEFING

3. DEPARTURE

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 altitude 600'.
Continue climb to appropriate MSA.

3.5.1.5. NON-SID DEPARTURES

IFR traffic not cleared via SID will be vectored.

Use following conditions:

- 0600-2200LT.
- For prop/turbo-prop ACFT with MTOM less than 9000kg.
- For prop/turbo-prop ACFT with MTOM more than 9000kg but less than 136,000kg certified in accordance with Chapter 3, 4 or 5.
- Initial climb clearance will be 3000'.
- Unless otherwise instructed by TWR, turn to assigned heading when passing 600'.
- Minimum climb gradient of 700' per NM. If unable to comply, inform ATC.

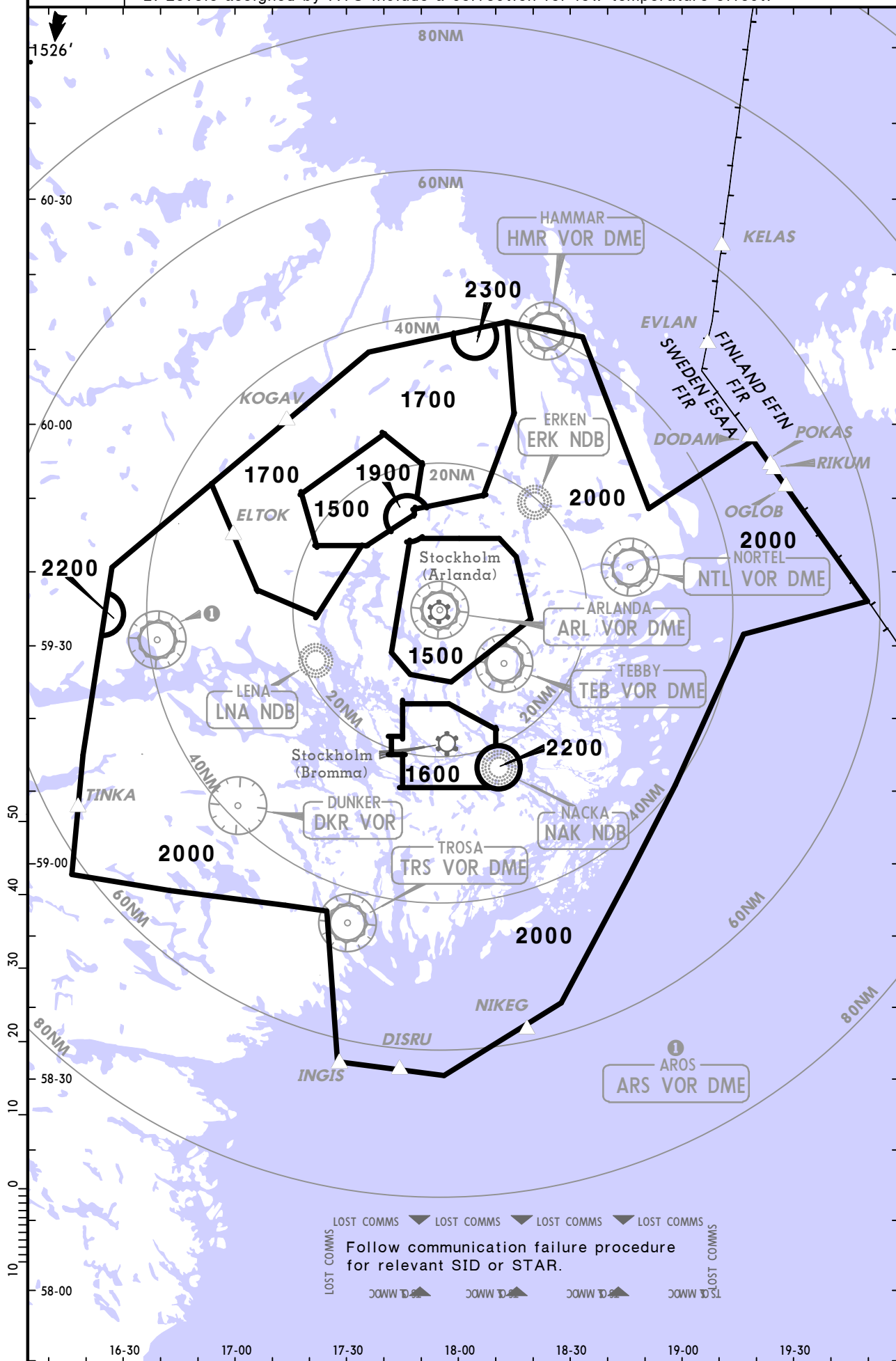
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11 APR 14 (10-1R)

STOCKHOLM, SWEDEN
RADAR MINIMUM ALTITUDES

Apt Elev
137'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. This chart may only be used for cross-checking of assigned altitudes whilst in receipt of radar service.
2. Levels assigned by ATC include a correction for low temperature effect.

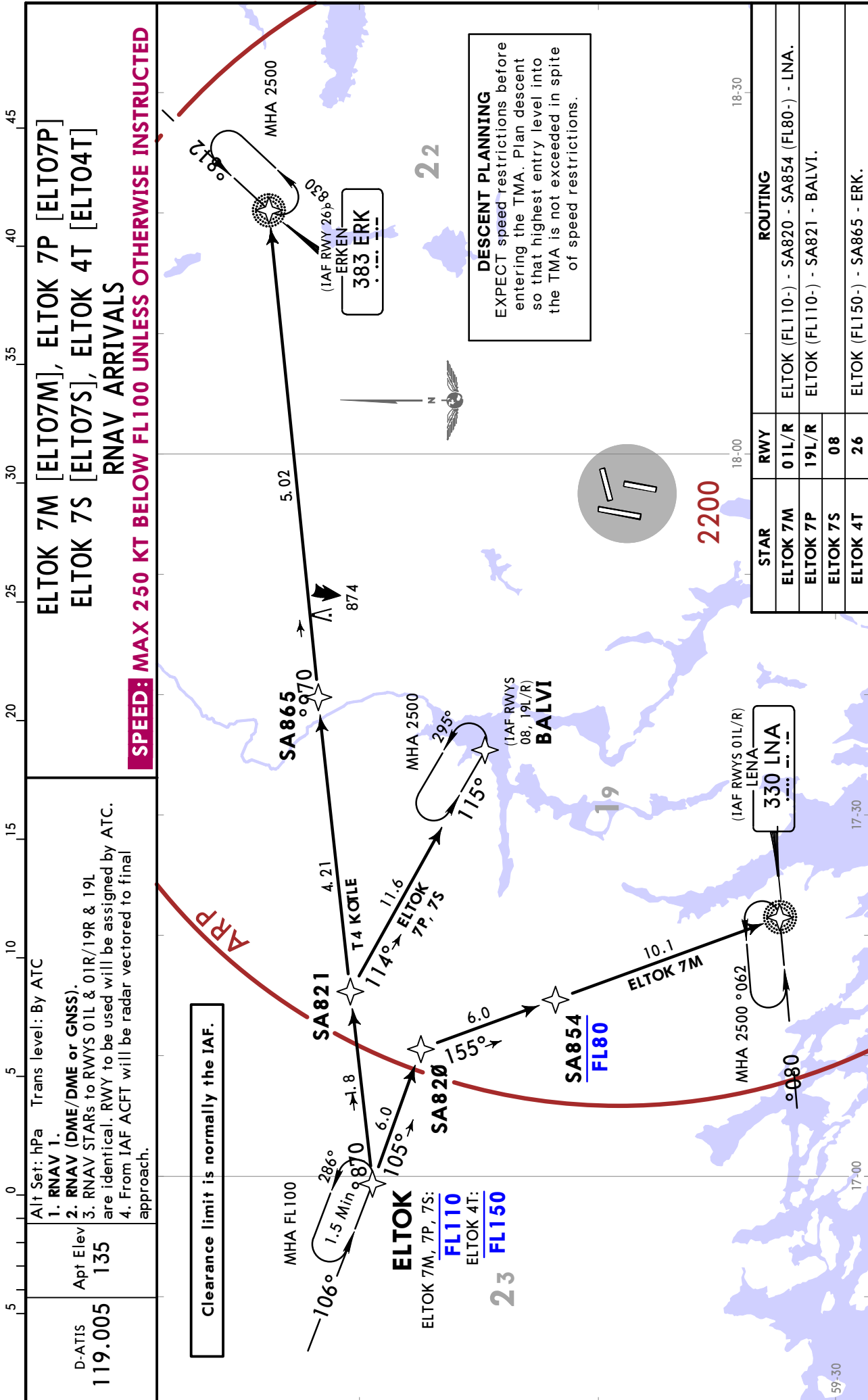


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26 OCT 18 10-2 Eff 8 Nov

STOCKHOLM, SWEDEN

RNAV STAR



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26 OCT 18 **10-2A** Eff 8 Nov

STOCKHOLM, SWEDEN
RNAV STAR

D-ATIS
119.005

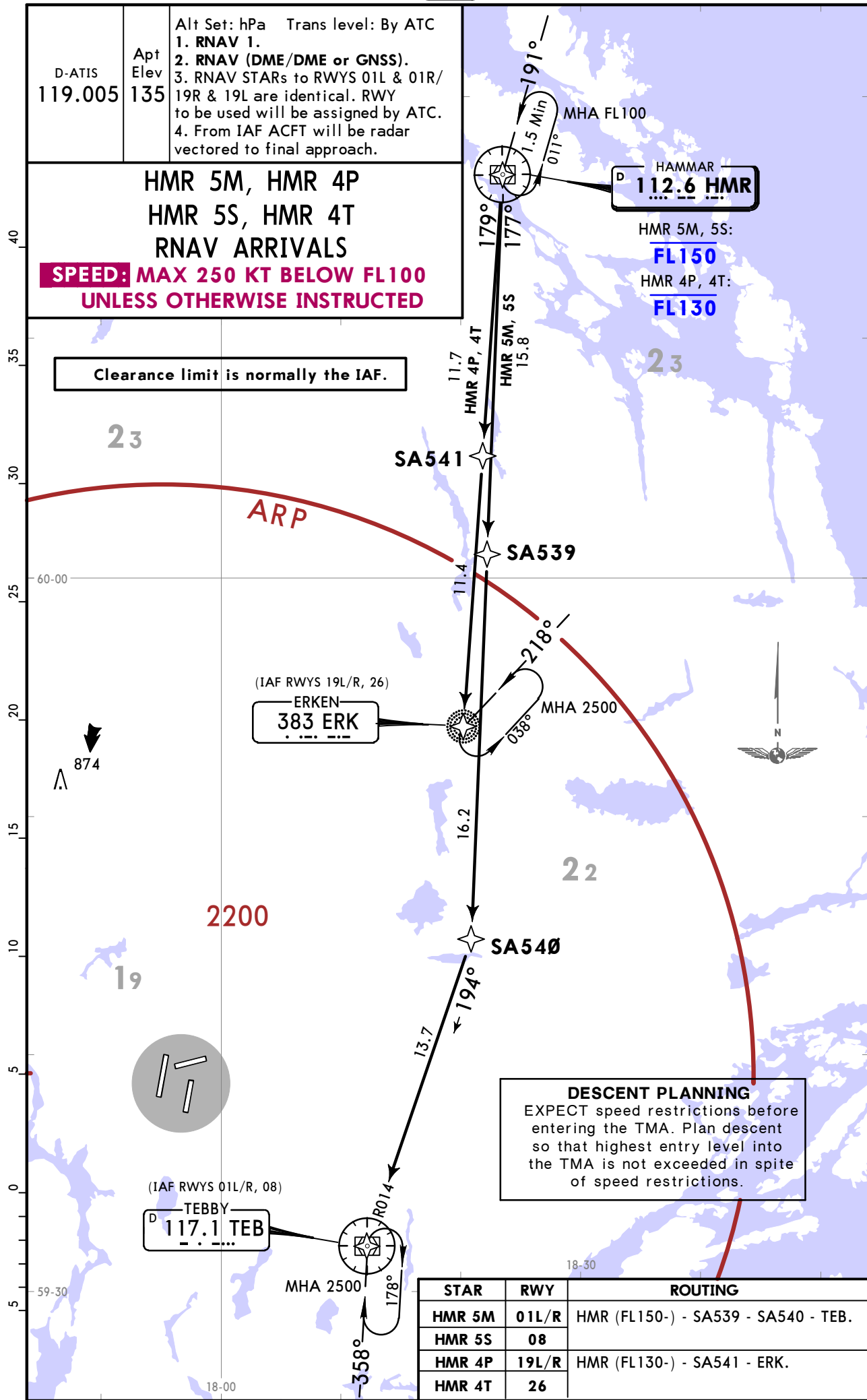
Apt Elev
135

Alt Set: hPa Trans level: By ATC
 1. RNAV 1.
 2. RNAV (DME/DME or GNSS).
 3. RNAV STARs to RWYS 01L & 01R/
 19R & 19L are identical. RWY
 to be used will be assigned by ATC.
 4. From IAF ACFT will be radar
 vectored to final approach.

HMR 5M, HMR 4P
HMR 5S, HMR 4T
RNAV ARRIVALS

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
HMR 5M	01L/R	HMR (FL150-) - SA539 - SA540 - TEB.
HMR 5S	08	
HMR 4P	19L/R	HMR (FL130-) - SA541 - ERK.
HMR 4T	26	

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26 OCT 18 **10-2B** Eff 8 Nov

STOCKHOLM, SWEDEN
RNAV STAR

D-ATIS 119.005
Apt Elev 135
Alt Set: hPa Trans level: By ATC
1. RNAV 1.
2. RNAV (DME/DME or GNSS).
3. RNAV STARs to RWYS 01L & 01R/19R & 19L are identical. RWY to be used will be assigned by ATC.
4. From IAF ACFT will be radar vectored to final approach.

**NILUG 2M [NILU2M], NILUG 2P [NILU2P]
NILUG 2S [NILU2S], NILUG 2T [NILU2T]**
RNAV ARRIVALS
**SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED**

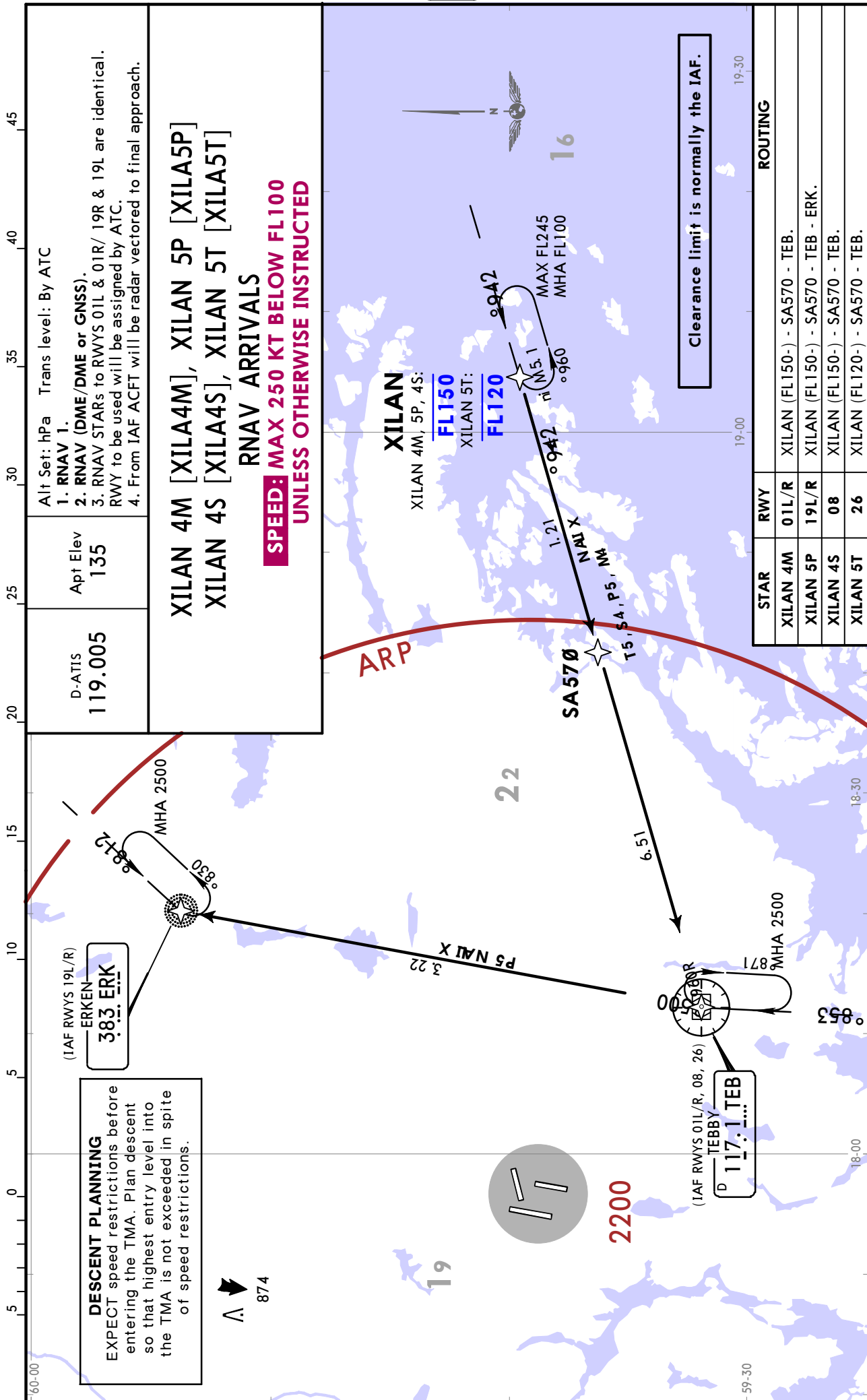


STAR	RWY	ROUTING
NILUG 2M	01L/R	NILUG (FL150-) - SA630 - TEB.
NILUG 2P	19L/R	NILUG (FL170-) - SA630 - TEB- ERK.
NILUG 2S	08	NILUG (FL190-) - SA630 - TEB.
NILUG 2T	26	NILUG (FL150-) - SA630 - TEB.

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26 OCT 18 10-2C Eff 8 Nov

STOCKHOLM, SWEDEN
RNAV STAR



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STOCKHOLM, SWEDEN
RNAV STAR

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26 OCT 18 (10-2D) Eff 8 Nov

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Alt. Set: hPa Trans level: By ATC

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.

D-ATIS
119.005

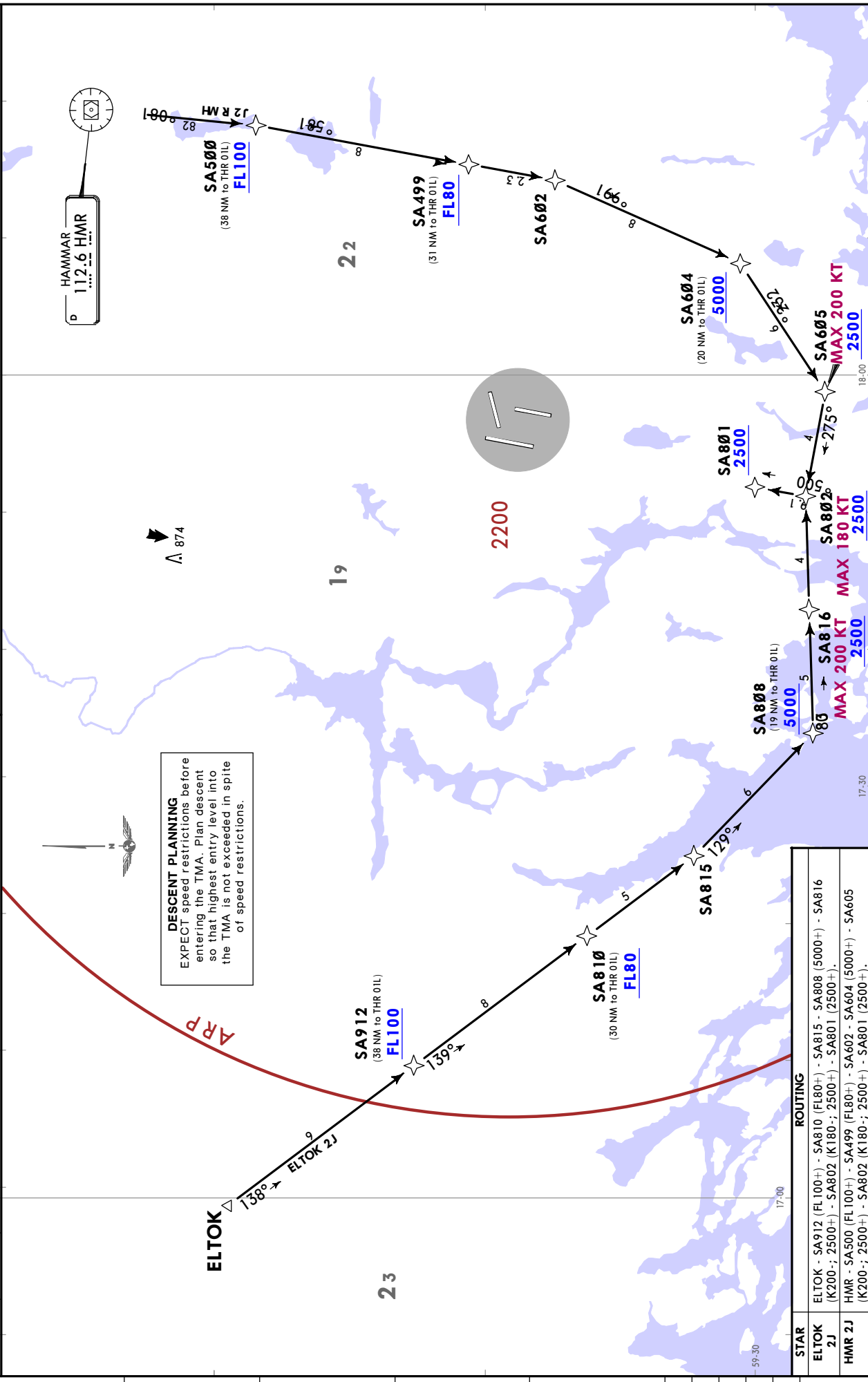
Apt Elev
135

ELTOK 2J [ELTO2J], HAMMAR 2J (HMR 2J) [HMR2J]

RWY 01L P-RNAV ARRIVALS

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

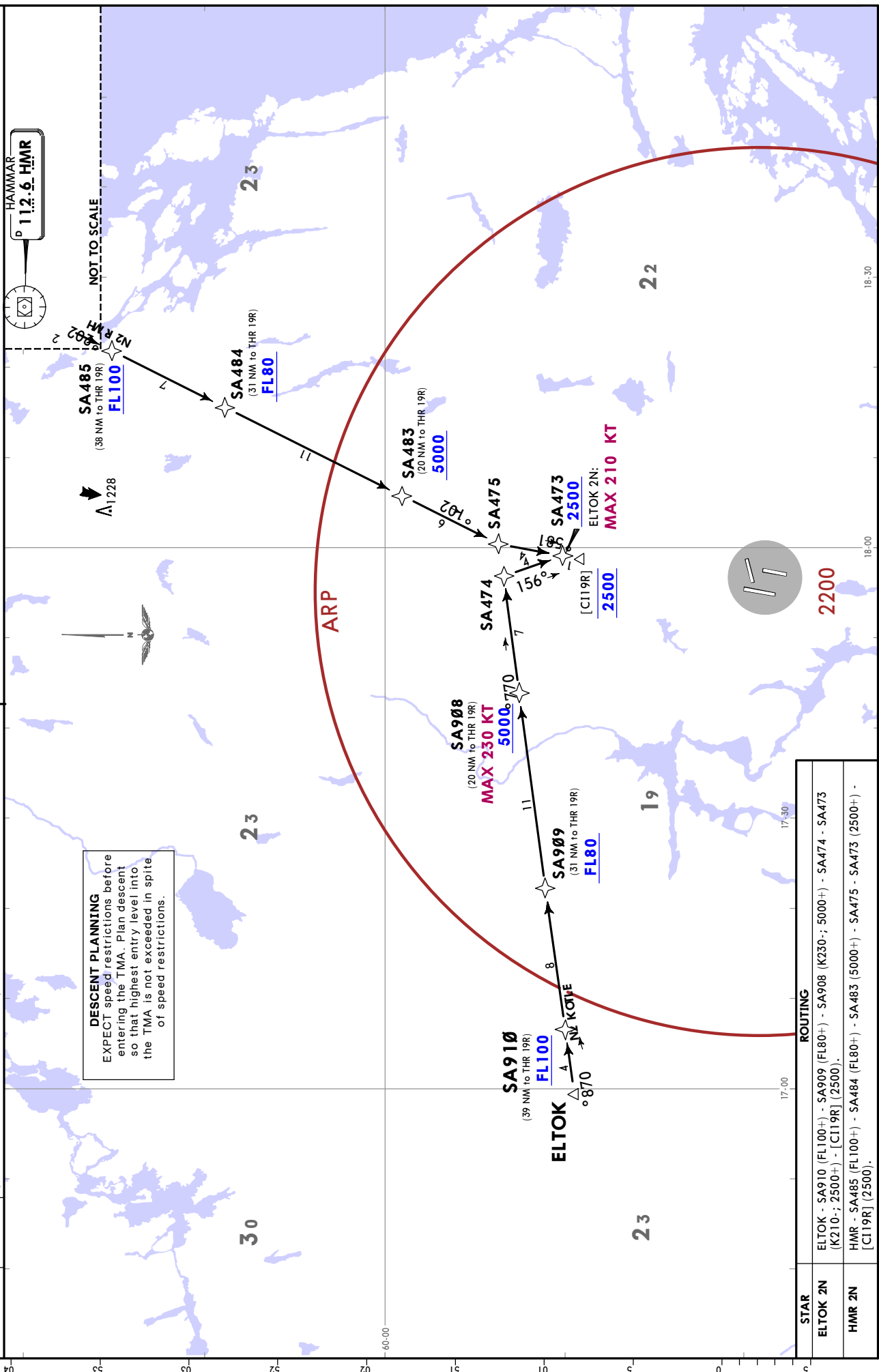


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 JEPPESEN STOCKHOLM, SWEDEN
 26 OCT 18 (10-2E) Eff 8 Nov RNAV STAR

Alt Set: hPa Trans level: By ATC
 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.

D-ATIS
 119.005
 Apt Elev
 135

ELTOK 2N [ELTO2N], HAMMAR 2N (HMR 2N) [HMR2N]
 RWY 19R P-RNAV ARRIVALS
 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	ROUTING
ELTOK 2N	ELTOK - SA910 (FL100+) - SA909 (FL80+) - SA908 (K230+; 5000+) - SA474 - SA475 (K210+; 2500+) - [C119R] (2500).
HMR 2N	HMR - SA485 (FL100+) - SA484 (FL80+) - SA483 (5000+) - SA475 - SA473 (2500+) - [C119R] (2500).

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26 OCT 18 10-2F Eff 8 Nov

STOCKHOLM, SWEDEN
RNAV STAR

D-ATIS 119.005 Apt Elev 135

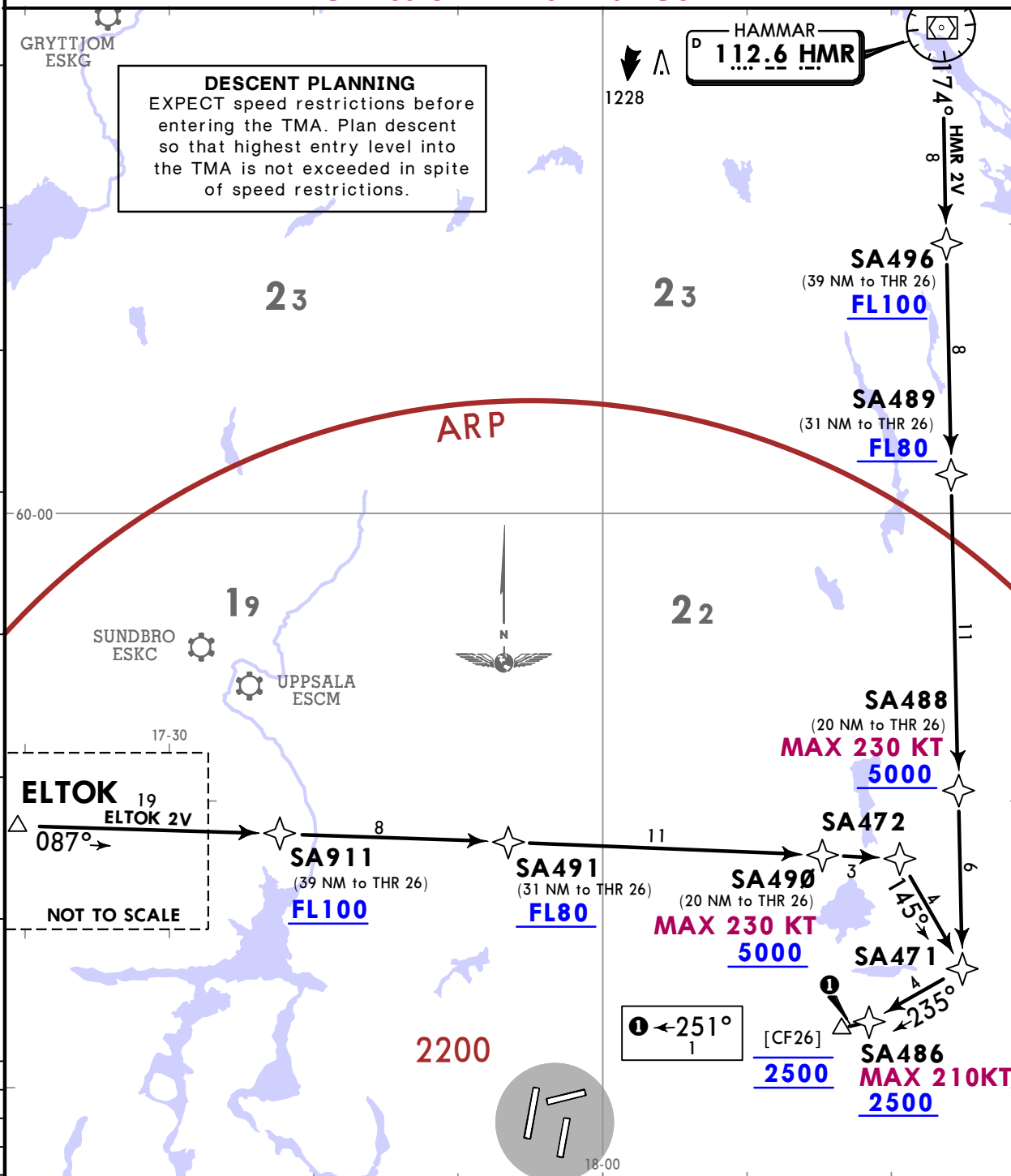
Alt Set: hPa Trans level: By ATC

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) [HMR2V]
RWY 26 P-RNAV ARRIVALS

P-RNAV STARS ARE PRIMARILY USED AT NIGHT AND DURING PERIODS OF LOW TRAFFIC BY ATC

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



STAR	ROUTING
ELTOK 2V	ELTOK - SA911 (FL100+) - SA491 (FL80+) - SA490 (K230-; 5000+) - SA472 - SA471 - SA486 (K210-; 2500+) - [CF26] (2500).
HMR 2V	HMR - SA496 (FL100+) - SA489 (FL80+) - SA488 (K230-; 5000+) - SA471 - SA486 (K210-; 2500+) - [CF26] (2500).

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26 OCT 18 **10-2G** Eff 8 Nov

STOCKHOLM, SWEDEN
RNAV STAR

D-ATIS 119.005 Apt Elev 135

Alt Set: hPa Trans level: By ATC

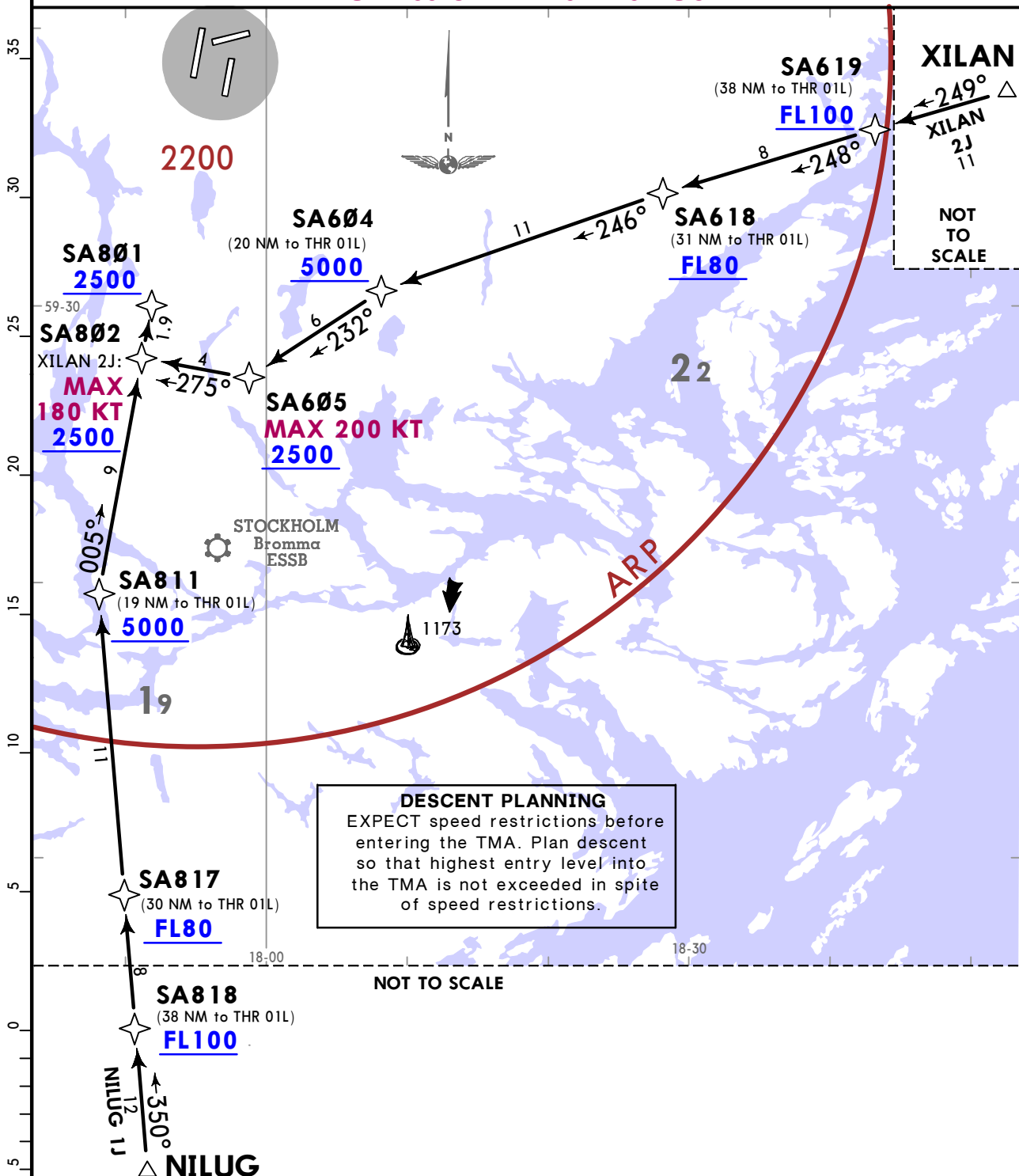
1. RNAV (DME/DME or GNSS).
2. P-RNAV approval required.
3. If unable flying P-RNAV inform ATC by using phraseology 'UNABLE RNAV STAR'.
4. STARs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
5. Pilots are requested to plan their descent so 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]

RWY 01L P-RNAV ARRIVALS

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



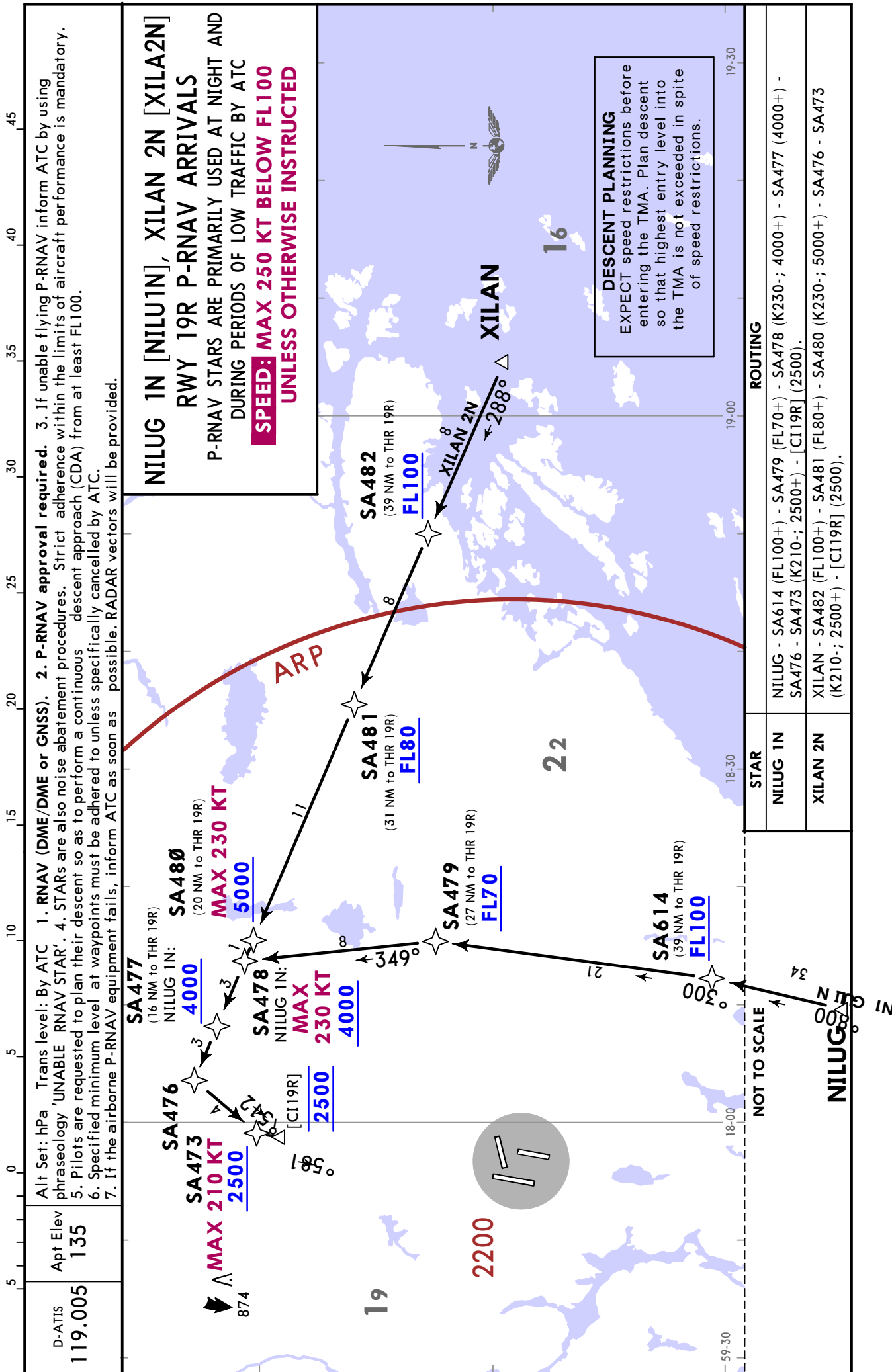
DESCENT PLANNING
EXPECT speed restrictions before entering the TMA. Plan descent so that highest entry level into the TMA is not exceeded in spite of speed restrictions.

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

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JEPPESSEN
26 OCT 18 10-2H Eff 8 Nov

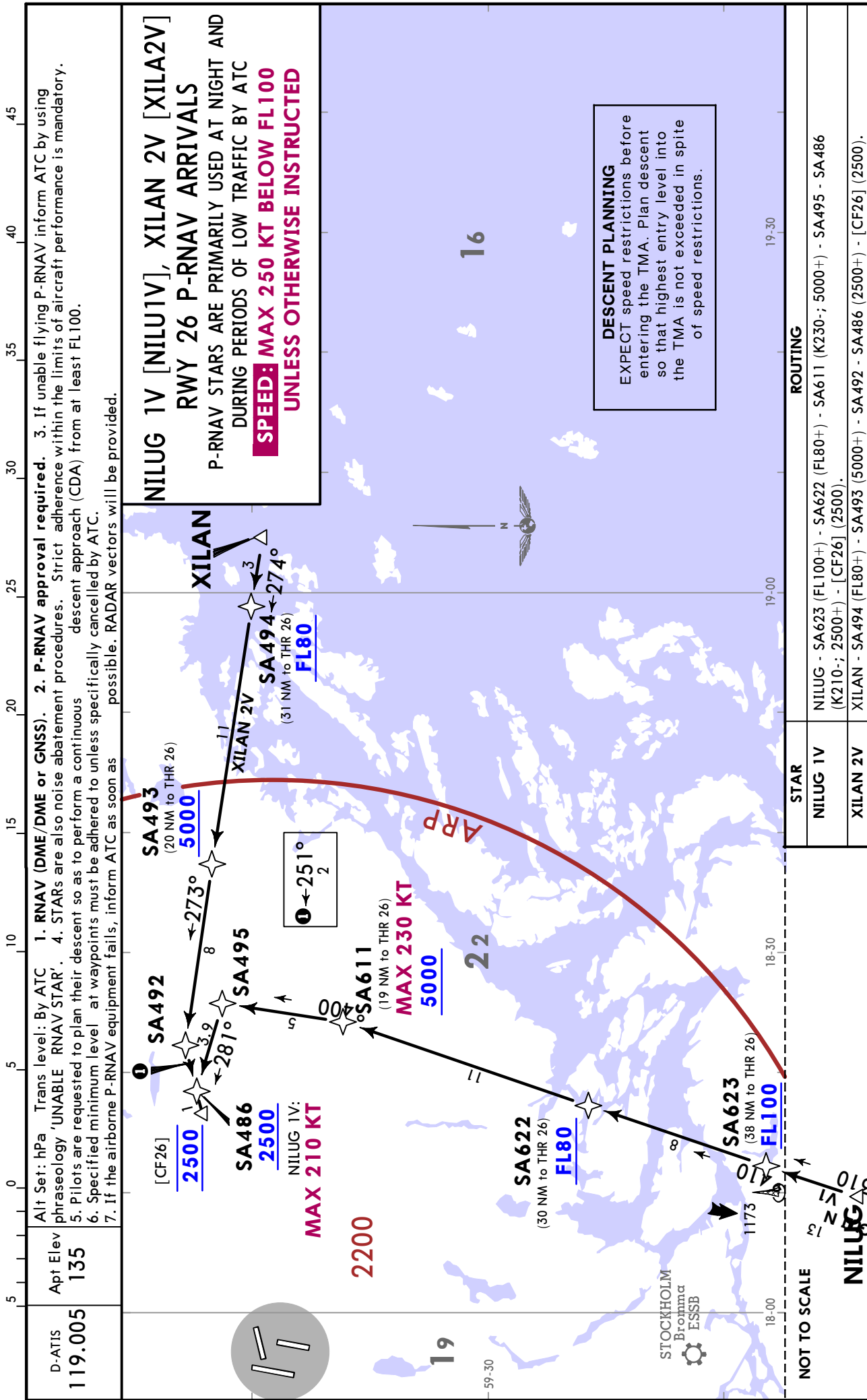
STOCKHOLM, SWEDEN
RNAV STAR



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JEPPESEN
26 OCT 18 (10-2J) Eff 8 Nov

STOCKHOLM, SWEDEN
RNAV STAR



CHANGES: Communication.

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26 OCT 18 (10-2K) Eff 8 Nov

STOCKHOLM, SWEDEN

RNAV STAR

D-ATIS 119.005	Apt Elev 135	Alt Set: hPa Trans level: By ATC 1. Use only in conjunction with RNAV (RNP) Rwy 01R approach procedure. Special authorization from the competent 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.
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**HAMMAR 1F (HMR 1F) [HMR1F], NILUG 1F [NILU1F]
XILAN 1F [XILA1F]**

RWY 01R RNP-1 ARRIVALS

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



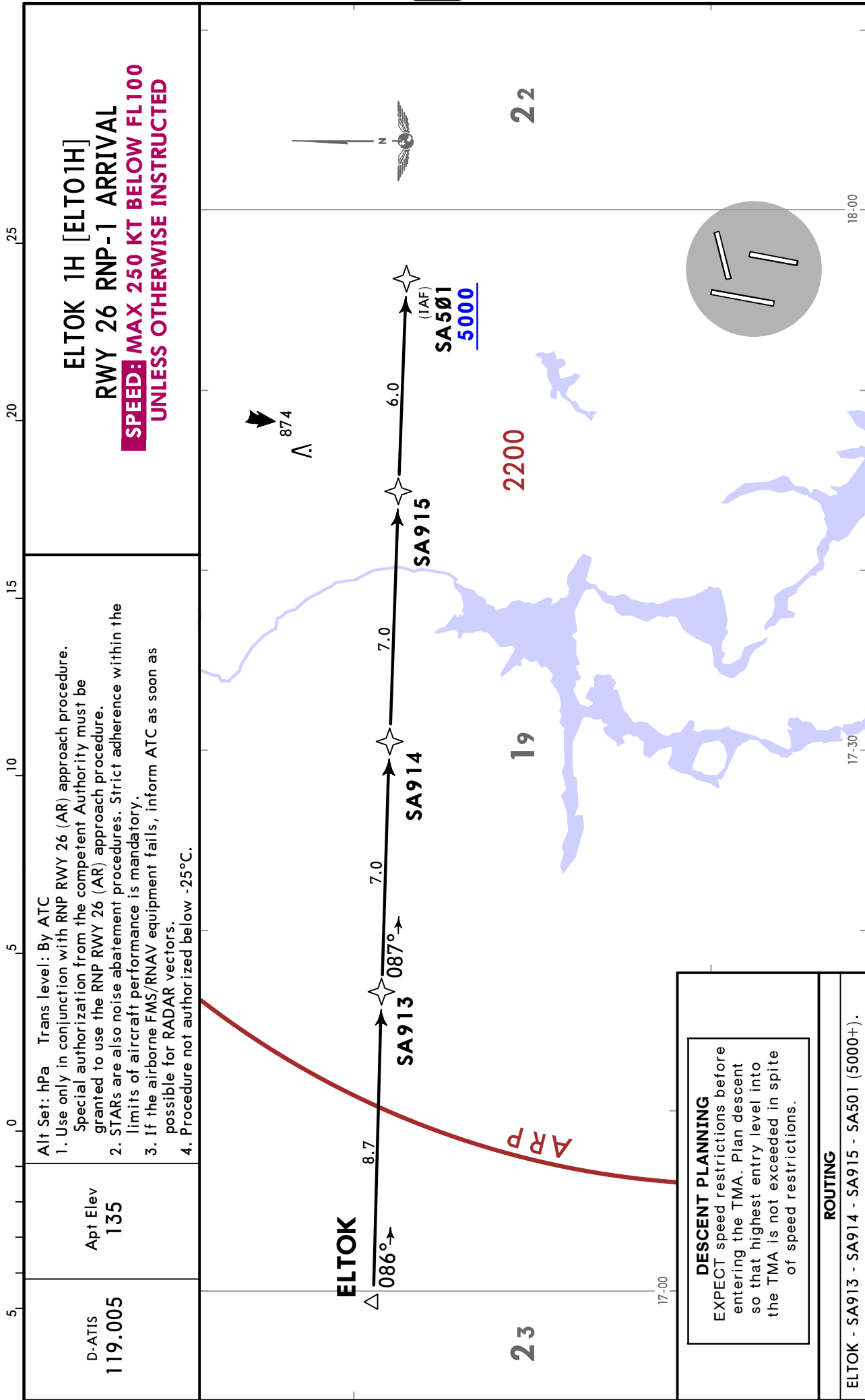
STAR	ROUTING
HMR 1F	HMR - SA506 - SA691 (5000+) - SA693 (K210-) - SA694 (K190-).
NILUG 1F	NILUG - SA698 - SA692 (5000+) - SA693 (K210-) - SA694 (K190-).
XILAN 1F	XILAN - SA687 (5000+) - SA693 (K210-) - SA694 (K190-).

ESSA/ARN
ARLANDA

JEPPESSEN
26 OCT 18 10-2L Eff 8 Nov

STOCKHOLM, SWEDEN

RNAV STAR



ESSA/ARN
ARLANDA

JEPPESEN
8 JUN 18 (10-3) Eff 21 Jun

STOCKHOLM, SWEDEN

RNAV SID

RNAV SID DESIGNATION	REFER TO CHART
ABENI 4Q, 2R	10-3B
AROS 2B, 4C	10-3C
AROS 4E, 4G	10-3D
AROS 2K, 2L	10-3E
BABAP 2B, 3C	10-3F
BABAP 2E	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, TOVRI 3B, 4C	10-3T
TOVRI 3E	10-3U
TOVRI 3K, 3L, 3R	10-3V
NOSLI 3B, 4C	10-3W
NOSLI 4E, 4G	10-3X
NOSLI 2K, 4L	10-3X1
RESNA 2B, 3C, 4G	10-3X2
RESNA 2K, 2L	10-3X3
ROKNI 4Q, 2R	10-3X4
TALEK 4Q, 3R	10-3X5
TROSA 3B, 4C	10-3X6
TROSA 4E, 4G	10-3X7
TROSA 2K, 4L	10-3X8

RNAV INSTRUCTIONS

APPROVED USERS, EQUIPMENT AND OPERATIONS

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

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

NON-FMS/RNAV EQUIPPED AIRCRAFT

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

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

RESTRICTED USE FOR CERTAIN AIRCRAFT TYPES

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

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

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

FMS/RNAV EQUIPMENT FAILURE

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

APPLIED PRACTICE FOR LOW-SPEED AIRCRAFT

Prop aircraft with a MTOW more than 9t which fulfil ICAO Annex 16, chapter 3 or 5 and prop aircraft with a MTOW less than 9t will during daytime 0600-2200 LT 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 Siddeley HS 748).

REPORTING

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

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

RNAV AND NON-RNAV INSTRUCTIONS

CLIMB SPEED

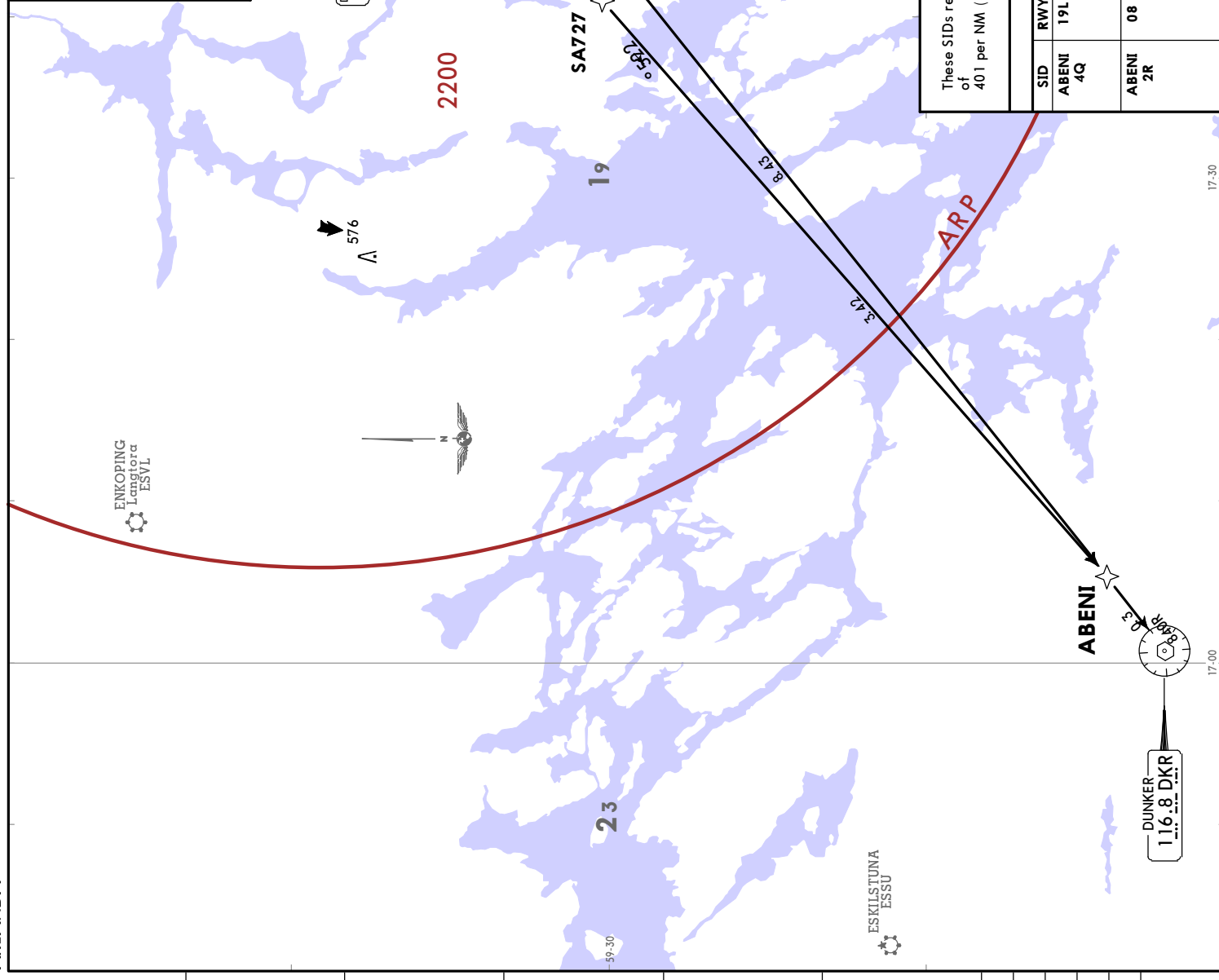
Aircraft shall inform TWR before take-off if unable to operate with IAS 190 KT or higher from 2 NM after take-off.

STOCKHOLM Control
 124.105

Trans alt: 5000
 1. RNAV (DME/DME).
 2. Contact STOCKHOLM Control when instructed by Tower.
 3. For additional departure instructions refer to 10-3A.

ABENI 4Q [ABEN4Q]
ABENI 2R [ABEN2R]
RNAV DEPARTURES

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.

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

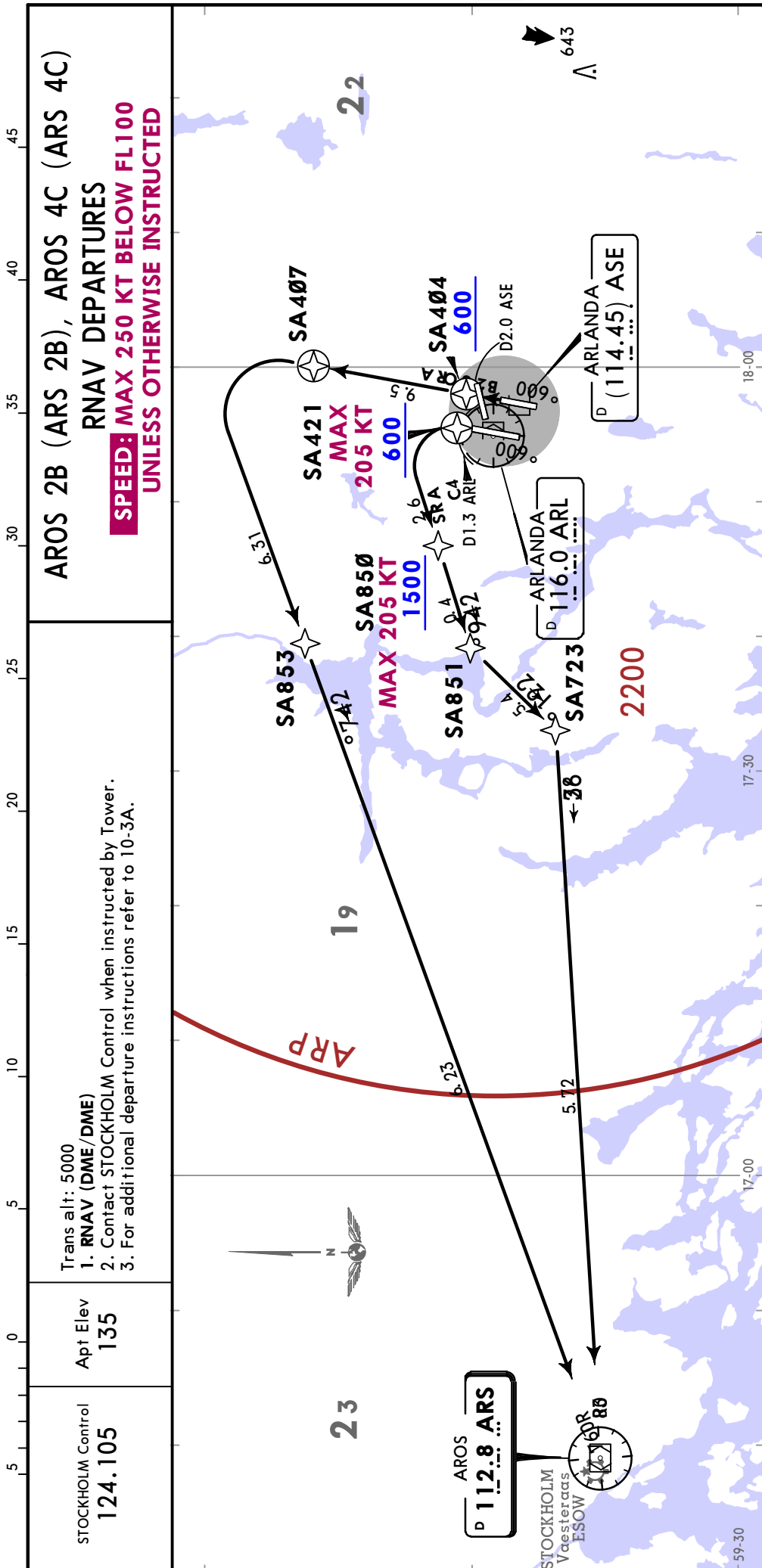
SID	RWY	ROUTING	
		Initial climb clearance	5000 unless otherwise specified
ABENI 4Q	19L	Climb on 186° track to SA551 (K220+; 600+) - SA564 (K220+; 1500+) - SA727 - ABENI - DKR. NON-FMS/RNAV: Climb on 186° track to D3.5 ASE (MAX 220 KT until D3.5 ASE), turn RIGHT, 230° track, EXPECT RADAR vectors to DKR.	
ABENI 2R	08	Climb on 072° track to SA418 (K205+; 600+) - SA557 (K205+; 1500+) - ABENI - DKR. B757, B767, MD-11: Climb on 072° track to D3.2 ARL, turn RIGHT, 228° track to SA557 (MAX 205 KT until SA557) - ABENI - DKR. NON-FMS/RNAV: Climb on 072° track to D3.2 ARL, turn RIGHT, 228° track (MAX 205 KT until established on 228° track), EXPECT RADAR vectors to DKR.	

ESSA/ARN
ARLANDA

JEPPESSEN
26 OCT 18 10-3C Eff 8 Nov

STOCKHOLM, SWEDEN

RNAV SID



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.

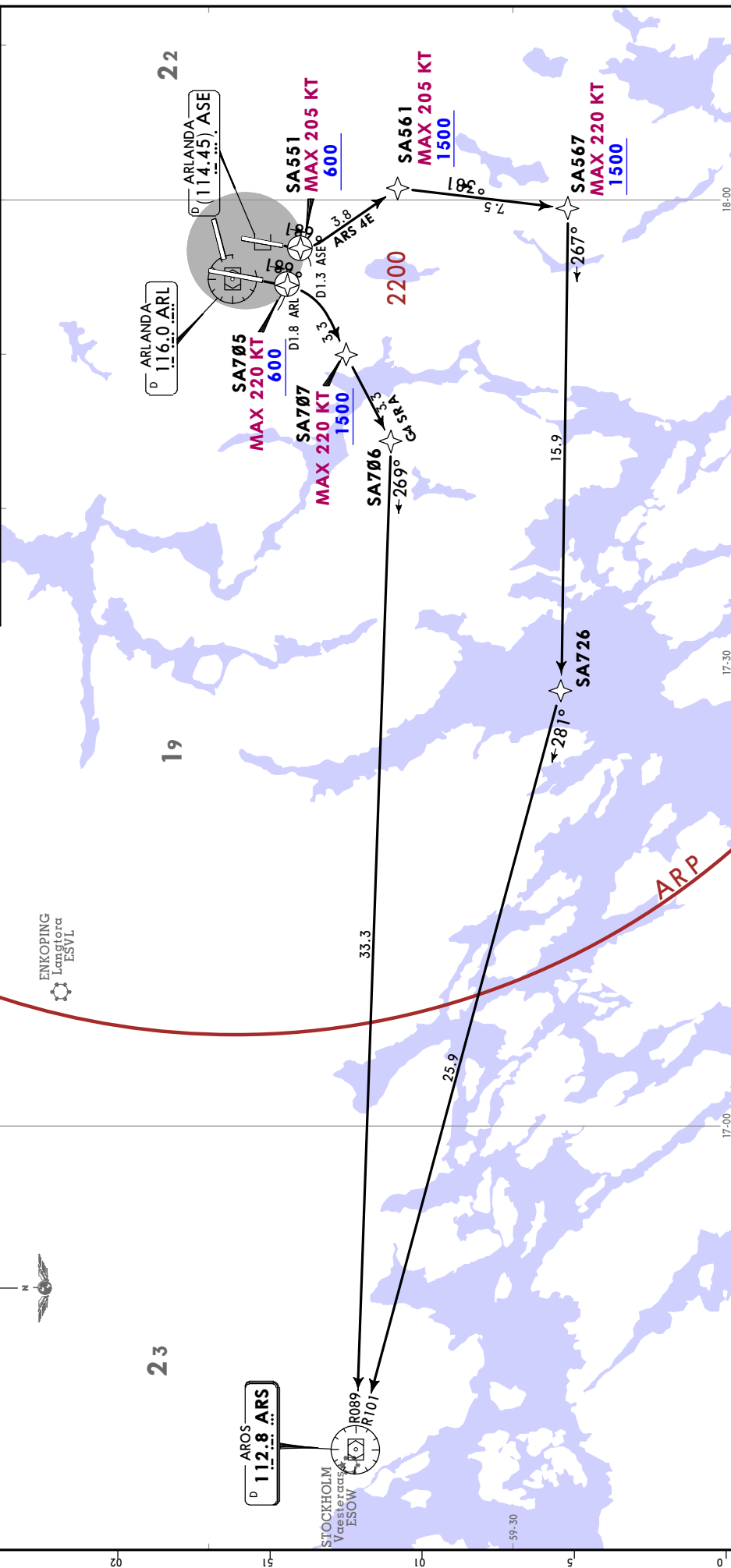
JEPPESEN STOCKHOLM, SWEDEN
 26 OCT 18 (10-3D) Eff 8 Nov RNAV SID

STOCKHOLM Control
 124.105

Apt Elev
 135

Trans alt: 5000
 1. RNAV (DMIE/DME).
 2. Contact STOCKHOLM Control when instructed by Tower.
 3. For additional departure instructions refer to 10-3A.

AROS 4E (ARS 4E), AROS 4G (ARS 4G)
RNAV DEPARTURES
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.

SID	RWY	Initial climb clearance	5000	unless otherwise specified	ROUTING
ARS 4E	19L	Climb on 186° track to SA551 (K205+; 600+)	- SA561 (K205+; 1500+)	- SA567 (K220+; 1500+)	- SA726 - ARS. Climb on 186° track to D1.3 ASE, 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 D1.3 ASE, turn LEFT, 140° track, at D4.5 ASE turn RIGHT (MAX 220 KT until D8.0 ASE), 190° track, EXPECT RADAR vectors to ARS.
ARS 4G	19R	Climb on 186° track to SA705 (K220+; 600+)	- SA707 (K220+; 1500+)	- SA706 - ARS. NON-FMS/RNAV: Climb on 186° track to D2.0 ARL, turn RIGHT, 240° track to SA707 (MAX 220 KT until SA707) - SA706 - ARS. NON-FMS/RNAV: Climb on 186° track to D2.0 ARL, turn RIGHT, 240° track (MAX 220 KT until established on 240° track), EXPECT RADAR vectors to ARS.	

ESSA/ARN
 ARLANDA

ENKOPING
 Langtora
 ESVL

STOCKHOLM
 Västerås
 ESOW

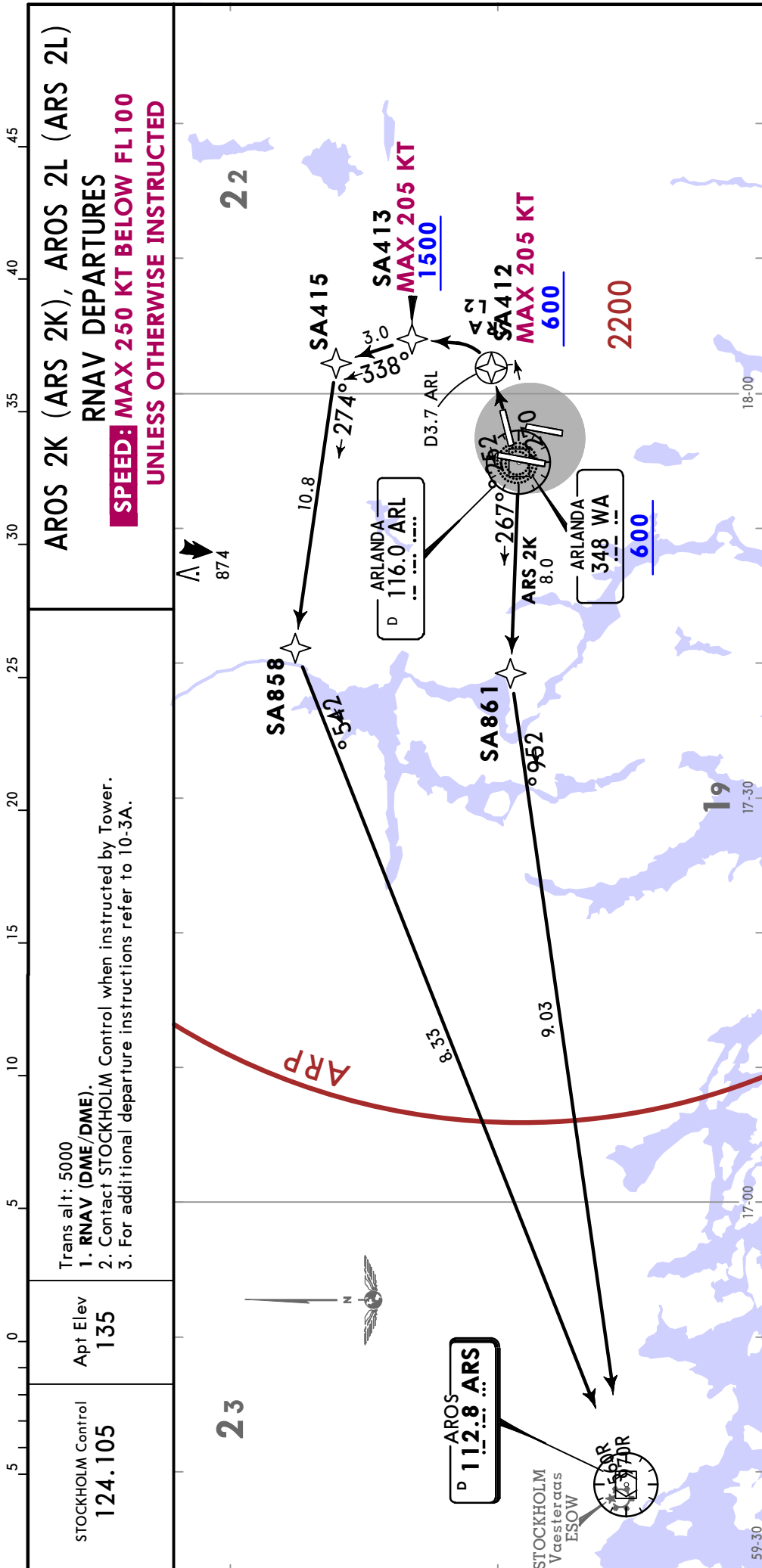
ESKILSTUNA
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636

ESSA/ARN
ARLANDA

JEPPesen
26 OCT 18 10-3E Eff 8 Nov

STOCKHOLM, SWEDEN
RNAV SID



Initial climb clearance 5000 unless otherwise specified		ROUTING				
SID	RWY					
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 (K205+; 600+) - SA413 (K205+; 1500+) - SA415 - SA858 - ARS. B757, B767, MD-11: Climb on 072° track to D3.7 ARL, turn LEFT, 360° track to SA413 (MAX 205 KT until SA413) - SA415 - SA858 - ARS. NON-FMS/RNAV: Climb on 072° track to D3.7 ARL, turn LEFT, 360° track (MAX 205 KT until established on 360° track), EXPECT RADAR vectors to ARS.				

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

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

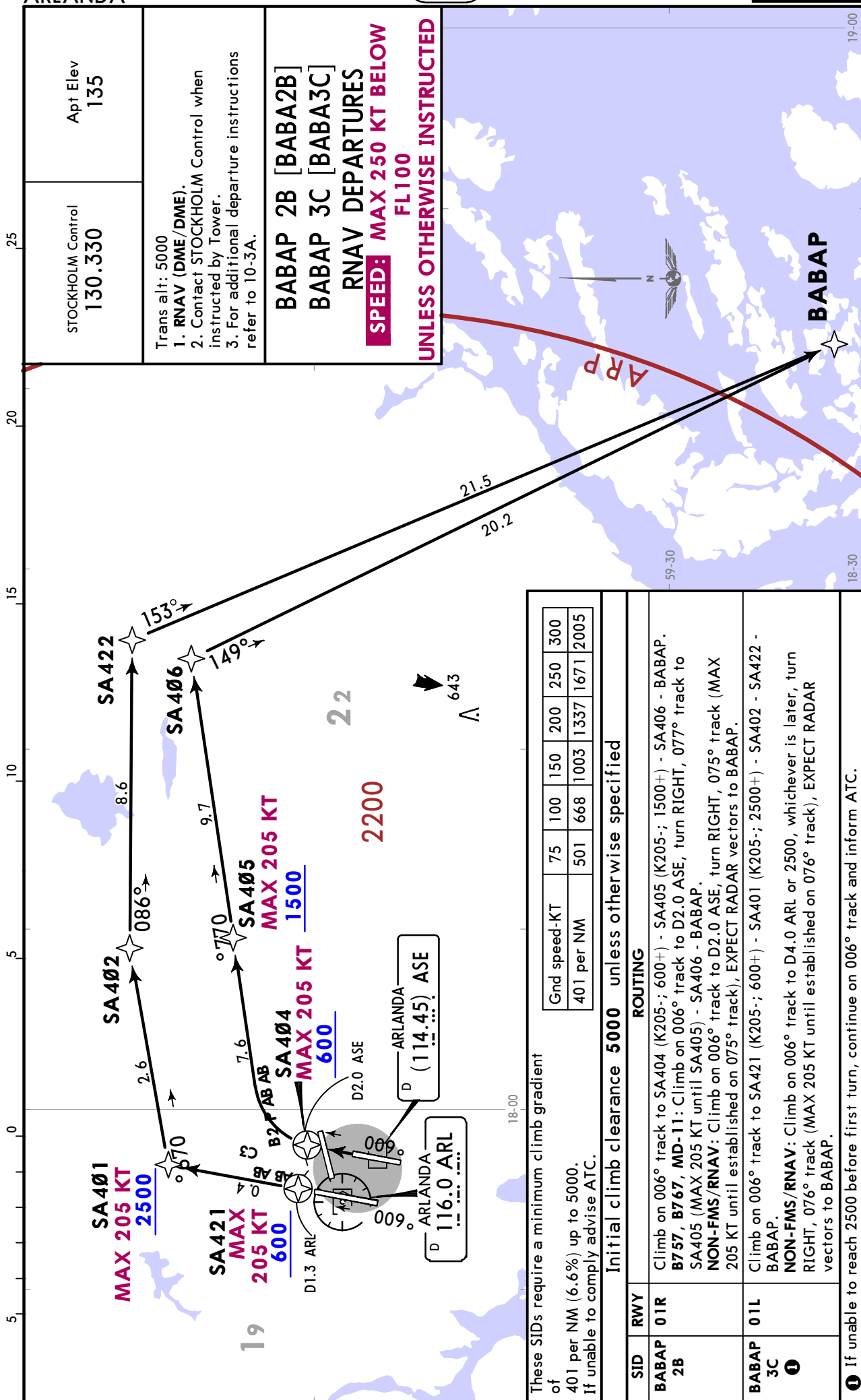
If unable to comply advise ATC.

ESSA/ARN
ARLANDA

JEPPESEN
26 OCT 18 10-3F Eff 8 Nov

STOCKHOLM, SWEDEN

RNAV SID



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

SID	RWY	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

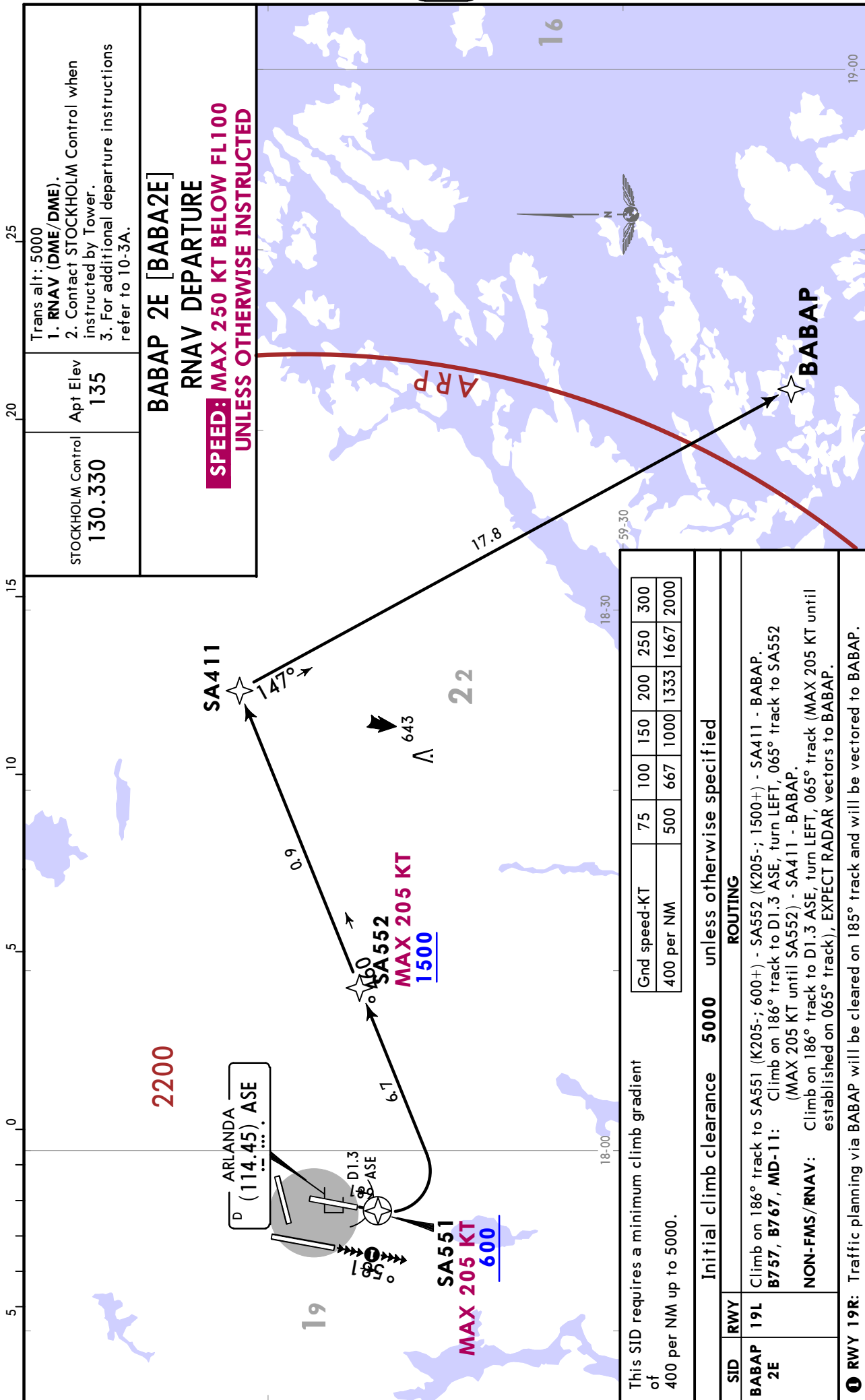
SID	RWY	ROUTING
BABAP 2B	01R	Climb on 006° track to SA404 (K205; 600+) - SA405 (K205; 1500+) - SA406 - BABAP. B757, B767, MD-11: Climb on 006° track to D2.0 ASE, turn RIGHT, 077° track to SA405 (MAX 205 KT until SA405) - SA406 - BABAP. NON-FMS/RNAV: Climb on 006° track to D2.0 ASE, turn RIGHT, 075° track (MAX 205 KT until established on 075° track), EXPECT RADAR vectors to BABAP.
BABAP 3C	01L	Climb on 006° track to SA421 (K205; 600+) - SA401 (K205; 2500+) - SA402 - SA422 - BABAP. NON-FMS/RNAV: Climb on 006° track to D4.0 ARL or 2500, whichever is later, turn RIGHT, 076° track (MAX 205 KT until established on 076° track), EXPECT RADAR vectors to BABAP.

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

ESSA/ARN
ARLANDA

JEPPESEN
26 OCT 18 (10-3G) Eff 8 Nov

STOCKHOLM, SWEDEN
RNAV SID

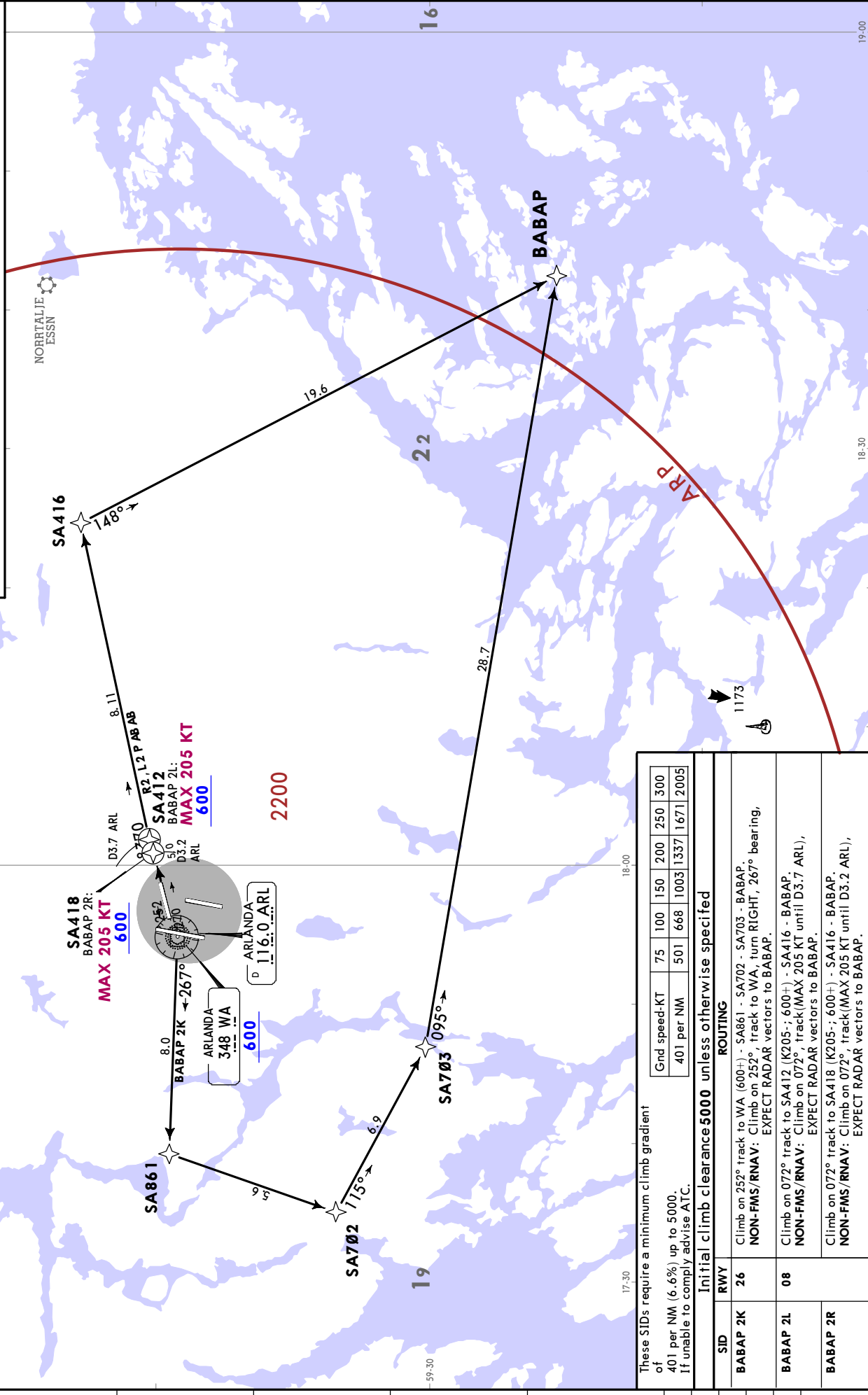


STOCKHOLM Control
 BABAP 2K 124.105
 BABAP 2L, 2R 130.330

Trans alt: 5000
 1. RNAV (DME/DME).
 2. Contact STOCKHOLM Control when instructed by Tower.
 3. For additional departure instructions refer to 10-3A.

**BABAP 2K [BABA2K], BABAP 2L [BABA2L]
 BABAP 2R [BABA2R]
 RNAV DEPARTURES**

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



Initial climb clearance 5000 unless otherwise specified	
SID	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 (K205; 600+) - SA416 - BABAP. NON-FMS/RNAV: Climb on 072° track (MAX 205 KT until D3.7 ARL), EXPECT RADAR vectors to BABAP.
BABAP 2R	 Climb on 072° track to SA418 (K205; 600+) - SA416 - BABAP. NON-FMS/RNAV: Climb on 072° track (MAX 205 KT until D3.2 ARL), EXPECT RADAR vectors to BABAP.

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

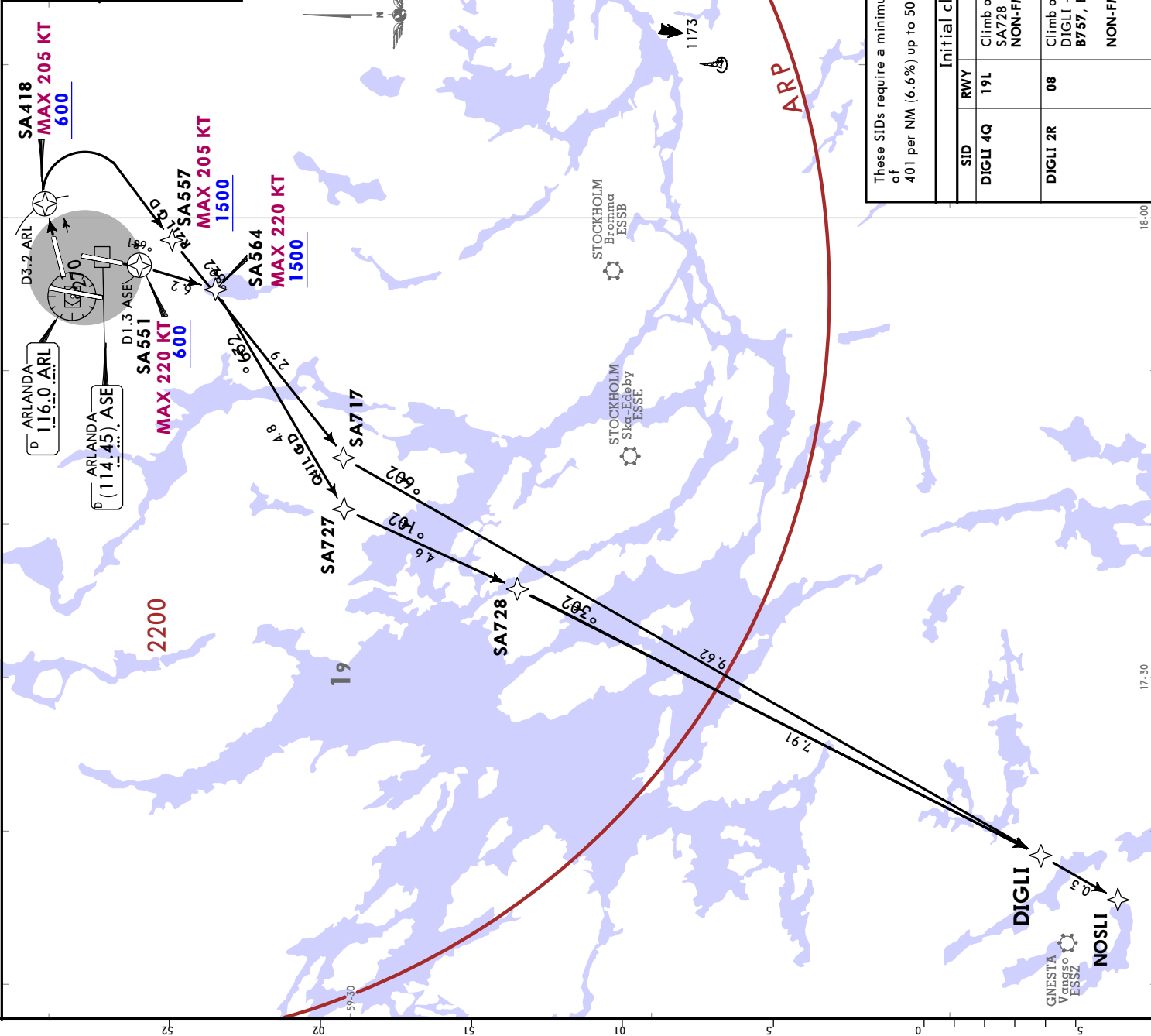
Trans alt: 5000
 1. RNAV (DME/DME)
 2. Contact STOCKHOLM Control when instructed by Tower.
 3. For additional departure instructions refer to 10-3A.

STOCKHOLM Control
124.105

Apt Elev
135

DIGLI 4Q [DIGL4Q]
DIGLI 2R [DIGL2R]
RNAV DEPARTURES

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.

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

If unable to comply advise ATC.

Initial climb clearance 5000 unless otherwise specified	
SID	ROUTING
DIGLI 4Q	Climb on 186° track to SA551 (K220+; 600+) - SA564 (K220+; 1500+) - SA727 - SA728 - DIGLI - NOSLI. NON-FMS/RNAV: Climb on 186° track to D3.5 ASE (MAX 220 KT until D3.5 ASE), turn RIGHT, 230° track, EXPECT RADAR vectors to NOSLI.
DIGLI 2R	Climb on 072° track to SA418 (K205+; 600+) - SA557 (K205+; 1500+) - SA717 - DIGLI - NOSLI. NON-FMS/RNAV: Climb on 072° track to D3.2 ARL, turn RIGHT, 228° track to SA557 (MAX 205 KT until SA557) - SA717 - DIGLI - NOSLI. NON-FMS/RNAV: Climb on 072° track to D3.2 ARL, turn RIGHT, 228° track (MAX 205 KT until established on 228° track), EXPECT RADAR vectors to NOSLI.

ESSA/ARN
ARLANDA

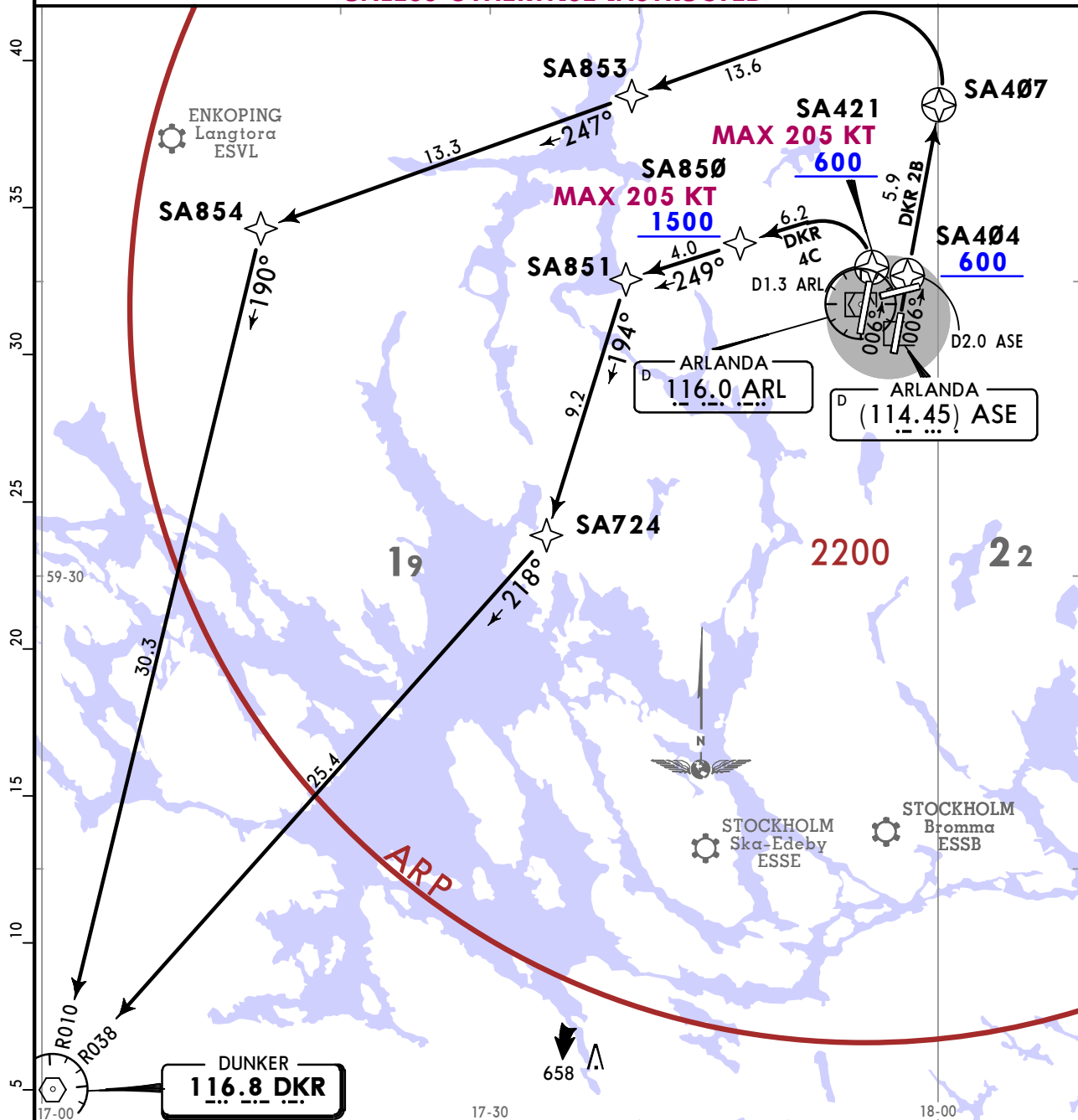
JEPPESEN
26 OCT 18 10-3K Eff 8 Nov

STOCKHOLM, SWEDEN
RNAV SID

STOCKHOLM Control 124.105 Apt Elev 135 Trans alt: 5000
 1. RNAV (DME/DME).
 2. Contact STOCKHOLM Control when instructed by Tower.
 3. For additional departure instructions refer to 10-3A.

DUNKER 2B (DKR 2B), DUNKER 4C (DKR 4C)
RNAV DEPARTURES

**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 (K205-; 600+) - SA850 (K205-; 1500+) - SA851 - SA724 - DKR. B757, B767, MD-11: Climb on 006° track to D1.3 ARL, turn LEFT, 249° track to SA850 (MAX 205 KT until SA850) - SA851 - SA724 - DKR. NON-FMS/RNAV: Climb on 006° track to D1.3 ARL, turn LEFT, 260° track (MAX 205 KT until established on 260° track), EXPECT RADAR vectors to DKR.

ESSA/ARN
ARLANDA

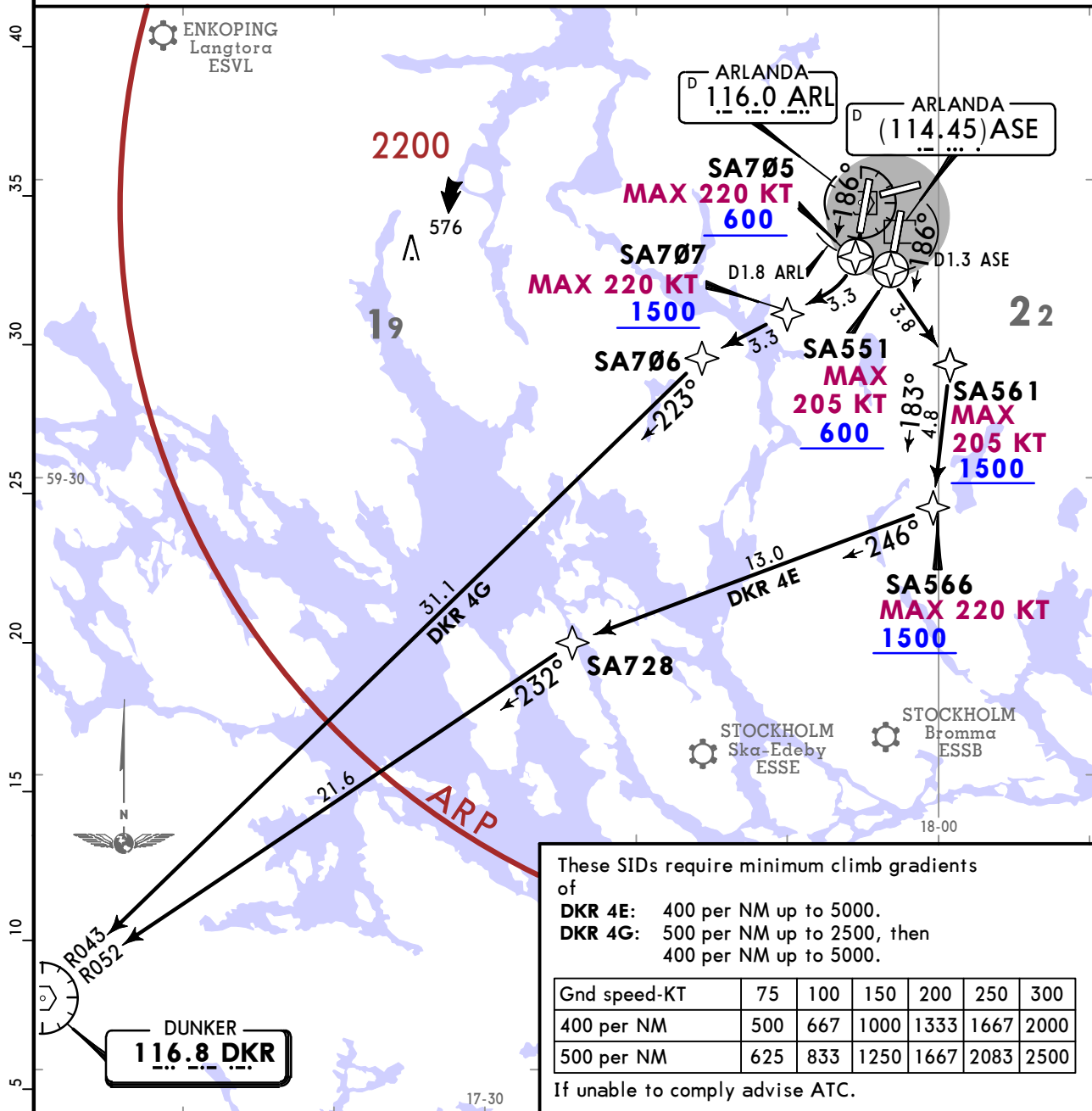
JEPPESSEN
26 OCT 18 10-3L Eff 8 Nov

STOCKHOLM, SWEDEN
RNAV SID

STOCKHOLM Control 124.105	Apt Elev 135	Trans alt: 5000 1. RNAV (DME/DME). 2. Contact STOCKHOLM Control when instructed by Tower. 3. For additional departure instructions refer to 10-3A.
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DUNKER 4E (DKR 4E), DUNKER 4G (DKR 4G)
RNAV DEPARTURES

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



Initial climb clearance **5000** unless otherwise specified

SID	RWY	ROUTING
DKR 4E	19L	Climb on 186° track to SA551 (K205-; 600+) - SA561 (K205-; 1500+) - SA566 (K220-; 1500+) - SA728 - DKR. B757, B767, MD-11: Climb on 186° track to D1.3 ASE, 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 D1.3 ASE, turn LEFT, 140° track, at D4.5 ASE (MAX 205 KT until D4.5 ASE) turn RIGHT, 190° track, EXPECT RADAR vectors to DKR.
DKR 4G	19R	Climb on 186° track to SA705 (K220-; 600+) - SA707 (K220-; 1500+) - SA706 - DKR. B757, B767, MD-11: Climb on 186° track to D2.0 ARL, turn RIGHT, 240° track to SA707 (MAX 220 KT until SA707) - SA706 - DKR. NON-FMS/RNAV: Climb on 186° track to D2.0 ARL, turn RIGHT, 240° track (MAX 220 KT until established on 240° track), EXPECT RADAR vectors to DKR.

ESSA/ARN
ARLANDA

JEPPESEN
26 OCT 18 (10-3M) Eff 8 Nov

STOCKHOLM, SWEDEN
RNAV SID

STOCKHOLM Control
124.105

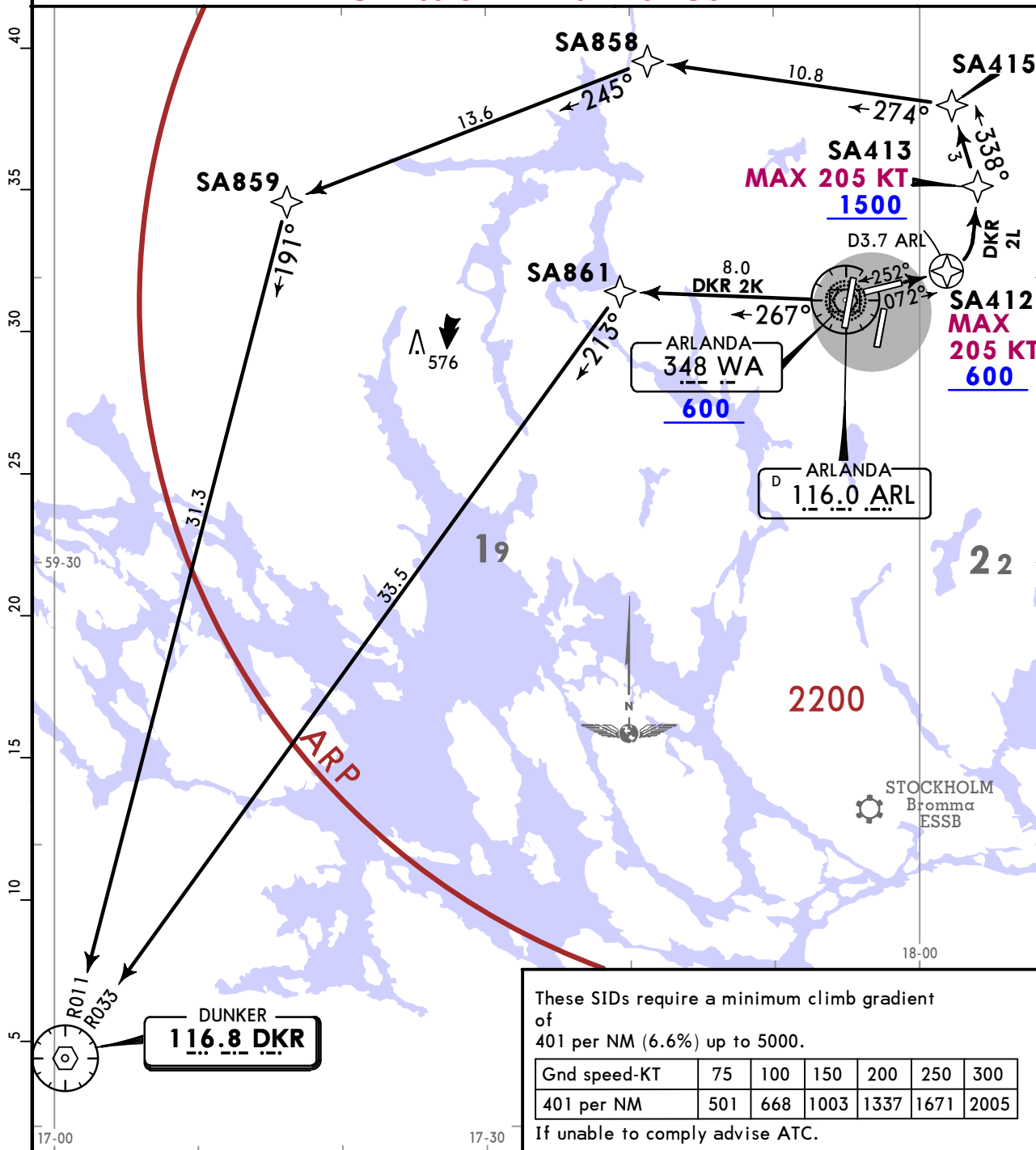
Apt Elev
135

- Trans alt: 5000
1. RNAV (DME/DME).
 2. Contact STOCKHOLM Control when instructed by Tower.
 3. For additional departure instructions refer to 10-3A.

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

RNAV DEPARTURES

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



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 (K205-; 600+) - SA413 (K205-; 1500+) - SA415 - SA858 - SA859 - DKR. B757, B767, MD-11: Climb on 072° track to D3.7 ARL, turn LEFT, 360° track to SA413 (MAX 205 KT until SA413) - SA415 - SA858 - SA859 - DKR. NON-FMS/RNAV: Climb on 072° track to D3.7 ARL, turn LEFT, 360° track (MAX 205 KT until established on 360° track), EXPECT RADAR vectors to DKR.

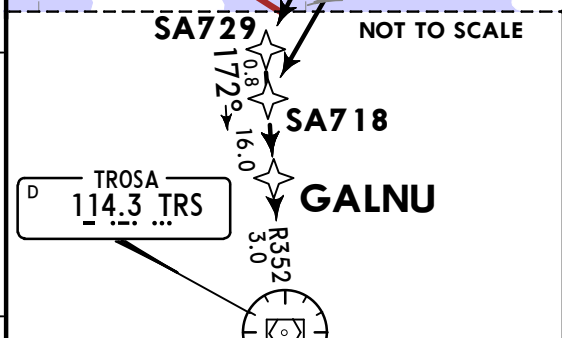
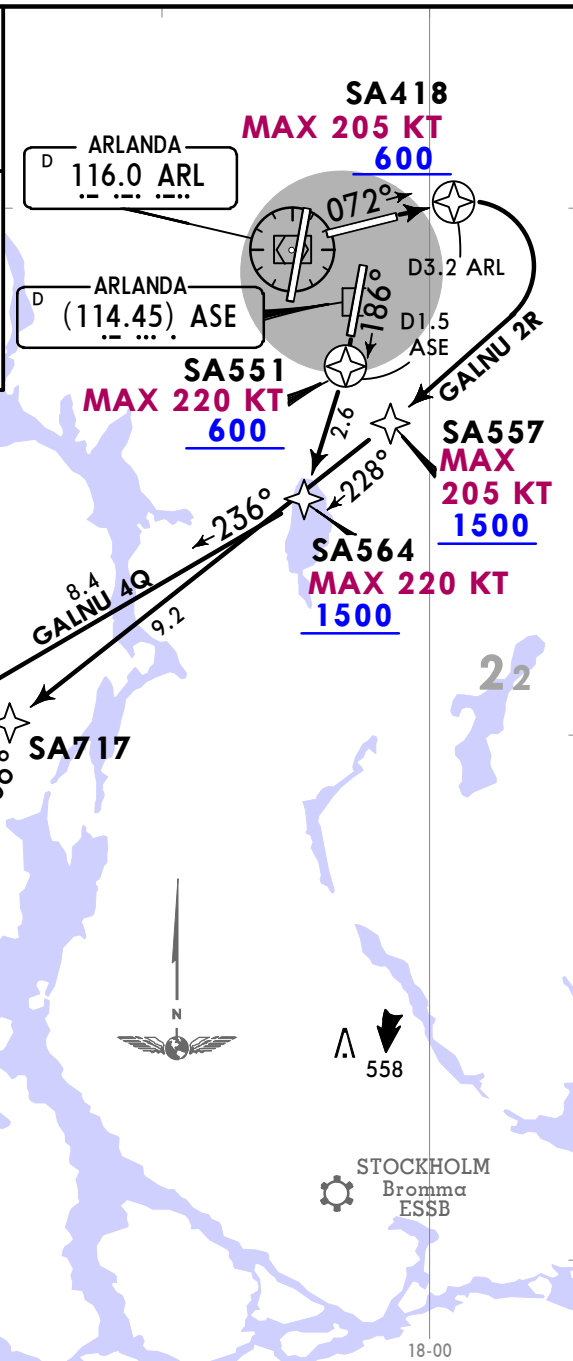
ESSA/ARN
ARLANDA

JEPPESSEN
26 OCT 18 **10-3N** Eff 8 Nov

STOCKHOLM, SWEDEN
RNAV SID

STOCKHOLM Control
124.105
Apt Elev 135
Trans alt: 5000
1. RNAV (DME/DME).
2. Contact STOCKHOLM Control when instructed by Tower.
3. For additional departure instructions refer to 10-3A.

GALNU 4Q [GALN4Q]
GALNU 2R [GALN2R]
RNAV DEPARTURES
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 (K220-; 600+) - SA564 (K220-; 1500+) - SA727 - SA728 - SA729 - GALNU - TRS. NON-FMS/RNAV: Climb on 186° track to D3.5 ASE (MAX 220 KT until D3.5 ASE), turn RIGHT, 230° track, EXPECT RADAR vectors to TRS.
GALNU 2R	08	Climb on 072° track to SA418 (K205-; 600+) - SA557 (K205-; 1500+) - SA717 - SA718 - GALNU - TRS. B757, B767, MD-11: Climb on 072° track to D3.2 ARL, turn RIGHT, 228° track to SA557 (MAX 205 KT until SA557) - SA717 - SA718 - GALNU - TRS. NON-FMS/RNAV: Climb on 072° track to D3.2 ARL, turn RIGHT, 228° track (MAX 205 KT until established on 228° track), EXPECT RADAR vectors to TRS.

JEPPESEN STOCKHOLM, SWEDEN
 26 OCT 18 (10-3P) Eff 8 Nov **RNAV SID**

STOCKHOLM Control
 124.105
 Apt Elev 135

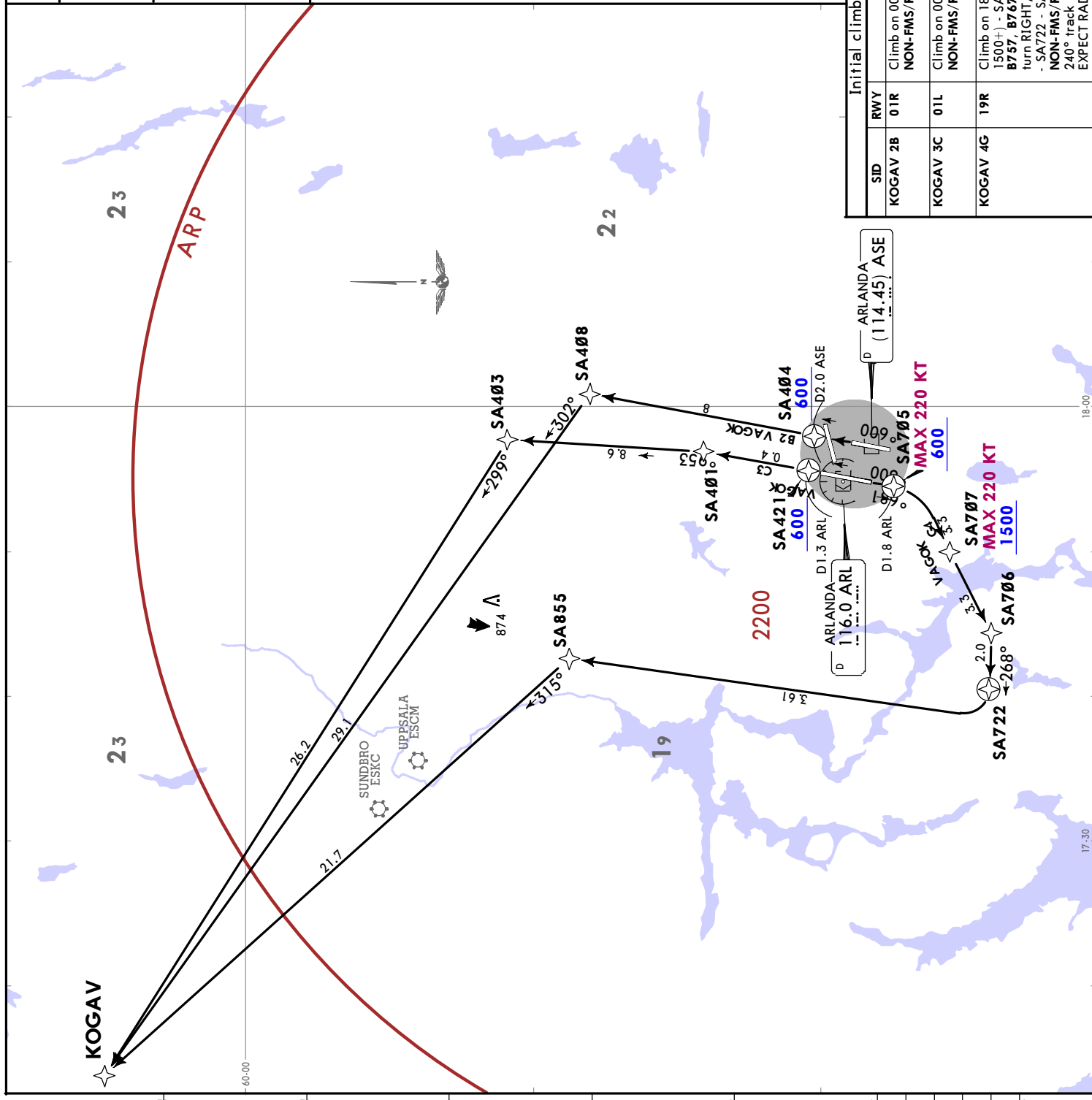
Trans alt: 5000
 1. RNAV (DME/DME).
 2. Contact STOCKHOLM Control when instructed by Tower.
 3. For additional departure instructions refer to 10-3A.

KOGAV 2B [KOGA2B]
KOGAV 3C [KOGA3C]
KOGAV 4G [KOGA4G]
RNAV DEPARTURES
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED

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 ATIS.

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	ROUTING
KOGAV 2B	Climb on 006° track to SA404 (600+) - SA408 - KOGAV. NON-FMS/RNAV: Climb on 006° track; EXPECT RADAR vectors to KOGAV.
KOGAV 3C	Climb on 006° track to SA421 (600+) - SA401 - SA403 - KOGAV. NON-FMS/RNAV: Climb on 006° track; EXPECT RADAR vectors to KOGAV.
KOGAV 4G	Climb on 186° track to SA705 (K220+; 600+) - SA707 (K220+; 1500+) - SA706 - SA722 - SA855 - KOGAV. B757, B767, MD-11: Climb on 186° track to D2.0 ARL, turn RIGHT, 240° track to SA707 (MAX 220 KT until SA707) - SA706 - SA722 - SA855 - KOGAV. NON-FMS/RNAV: Climb on 186° track to D2.0 ARL, turn RIGHT, 240° track (MAX 220 KT until established on 240° track), EXPECT RADAR vectors to KOGAV.



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JEPPESEN
STOCKHOLM, SWEDEN

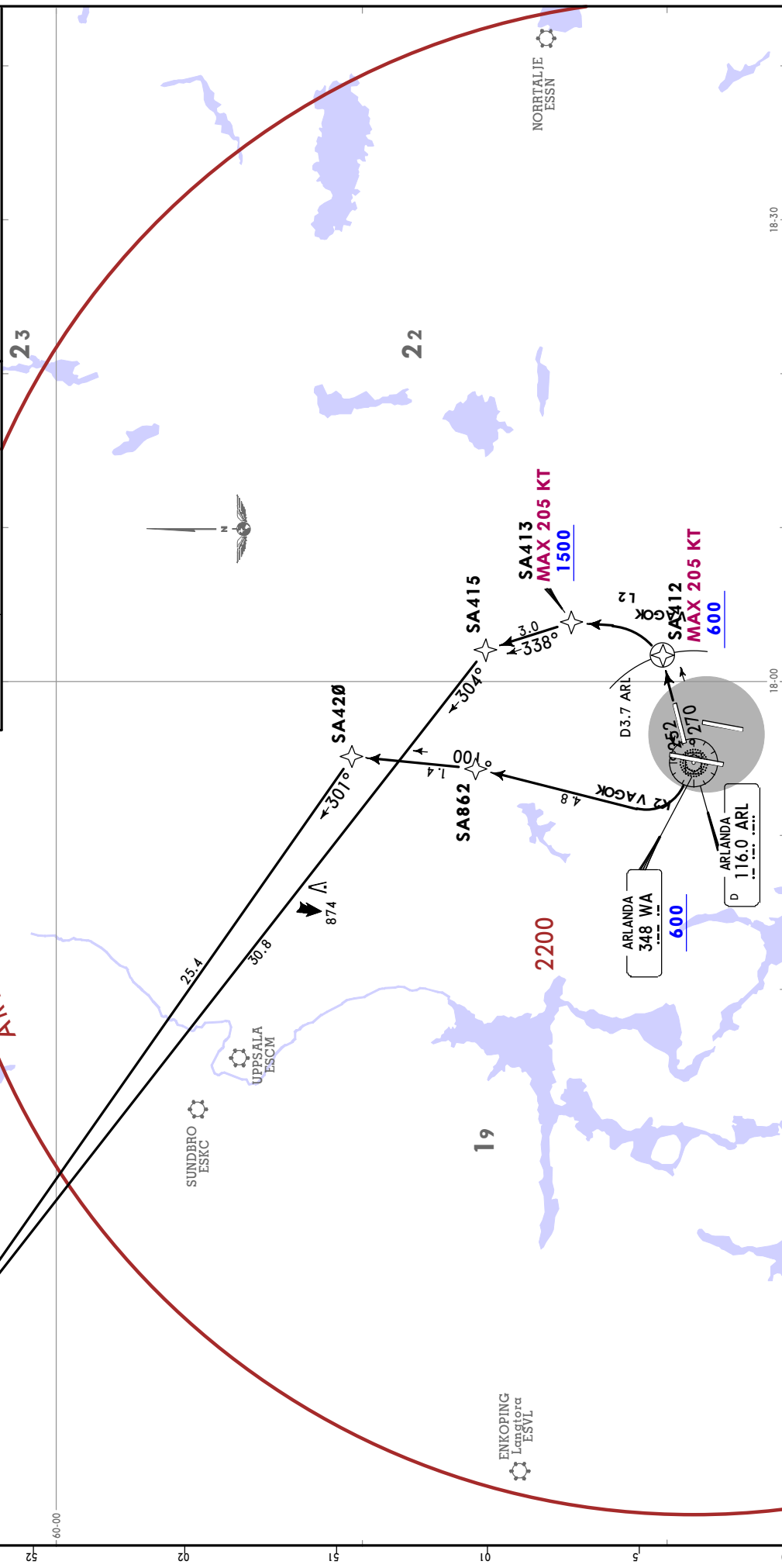
26 OCT 18 (10-30) **EIF 8 Nov** **RNAV SID**

STOCKHOLM Control
124.105

Trans alt: 5000
1. **RNAV (DME/DME)**.
2. Contact STOCKHOLM Control when instructed by Tower.
3. For additional departure instructions refer to 10-5A.

Apt Elev
135

KOGAV 2K [KOGA2K]
KOGAV 2L [KOGA2L]
RNAV DEPARTURES
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



Initial climb clearance **5000** unless otherwise specified

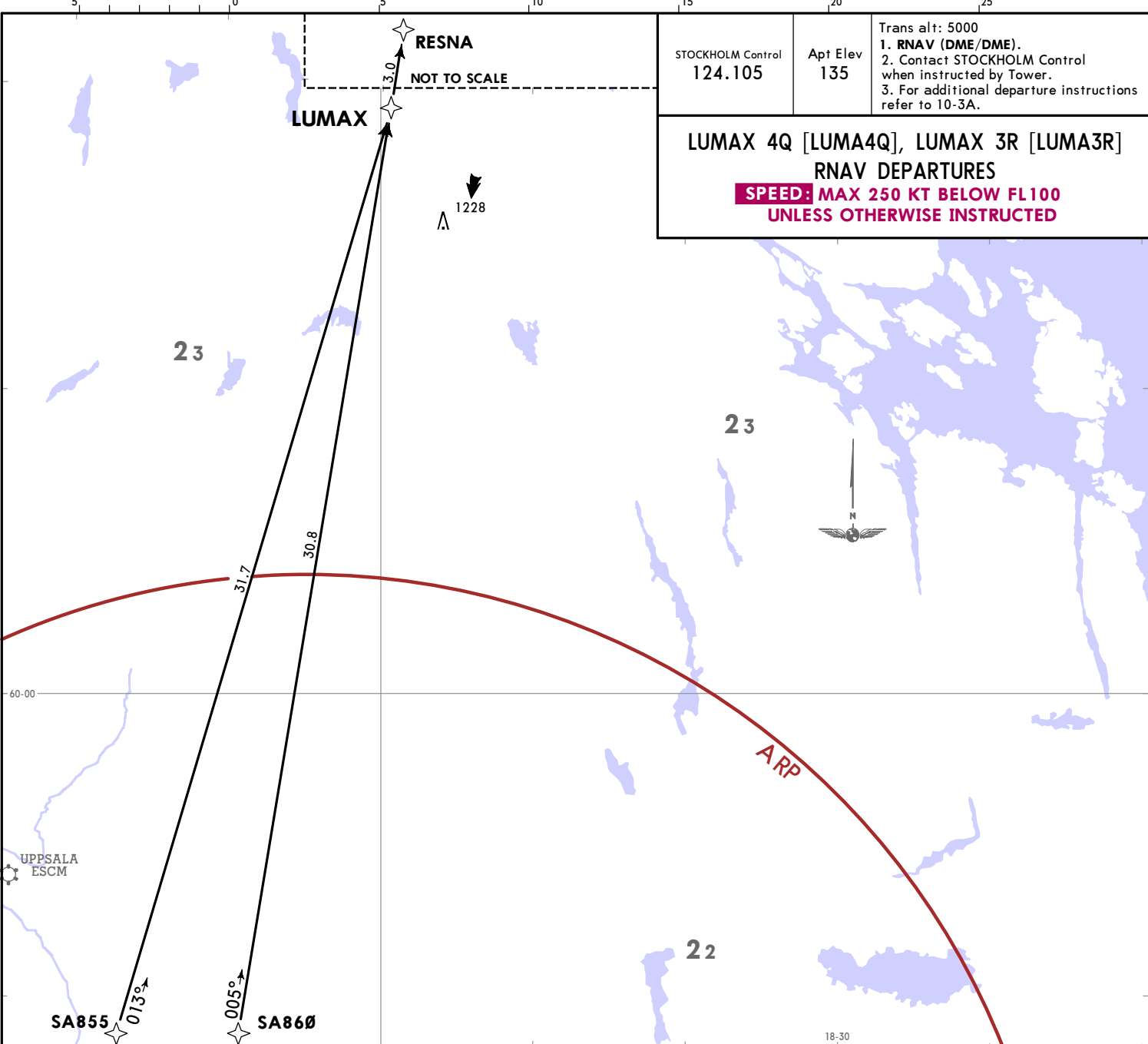
SID	RWY	ROUTING
KOGAV 2K	26	Climb on 252° track to WA (600+) - SA862 - SA420 - KOGAV. B757, B767, MD-11: Climb on 252° track to WA, turn RIGHT, 009° track to NON-FMS/RNAV: Climb on 252° track to WA, turn RIGHT, 009° track, EXPECT RADAR vectors to KOGAV.
KOGAV 2L	08	Climb on 072° track to SA412 (K205+; 600+) - SA413 (K205+; 1500+) - SA415 - KOGAV. B757, B767, MD-11: Climb on 072° track to D3.7 ARL, turn LEFT, 360° track to SA413 (MAX 205 KT until SA413) - SA415 - KOGAV. NON-FMS/RNAV: Climb on 072° track to D3.7 ARL, turn LEFT, 360° track (MAX 205 KT until established on 360° track), EXPECT RADAR vectors to KOGAV.

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

If unable to comply advise ATC.

CHANGES: Communication.

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ARLANDA



STOCKHOLM Control 124.105	Apt Elev 135	Trans alt: 5000 1. RNAV (DME/DME). 2. Contact STOCKHOLM Control when instructed by Tower. 3. For additional departure instructions refer to 10-3A.
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**LUMAX 4Q [LUMA4Q], LUMAX 3R [LUMA3R]
RNAV DEPARTURES**
**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 (K220-; 600+) - SA564 (K220-; 1500+) - SA709 - SA710 - SA855 - LUMAX - RESNA. NON-FMS/RNAV: Climb on 186° track to D3.5 ASE (MAX 220 KT until D3.5 ASE), turn RIGHT, 240° track, EXPECT RADAR vectors to RESNA.
LUMAX 3R	08	Climb on 072° track to SA418 (K205-; 600+) - SA558 (K205-; 2500+) - ARL (K205-; 2500+) - SA860 - LUMAX - RESNA. B757, B767, MD-11: Climb on 072° track to D3.2 ARL, turn RIGHT, 260° track, intercept ARL R129 inbound to ARL (MAX 205 KT until ARL) - SA860 - LUMAX - RESNA. NON-FMS/RNAV: Climb on 072° track to D3.2 ARL, turn RIGHT, 260° track, intercept ARL R129 inbound to ARL (MAX 205 KT until ARL), turn RIGHT, 340° track, EXPECT RADAR vectors to RESNA.

**LUMAX 4Q [LUMA4Q], LUMAX 3R [LUMA3R]
RNAV DEPARTURES**

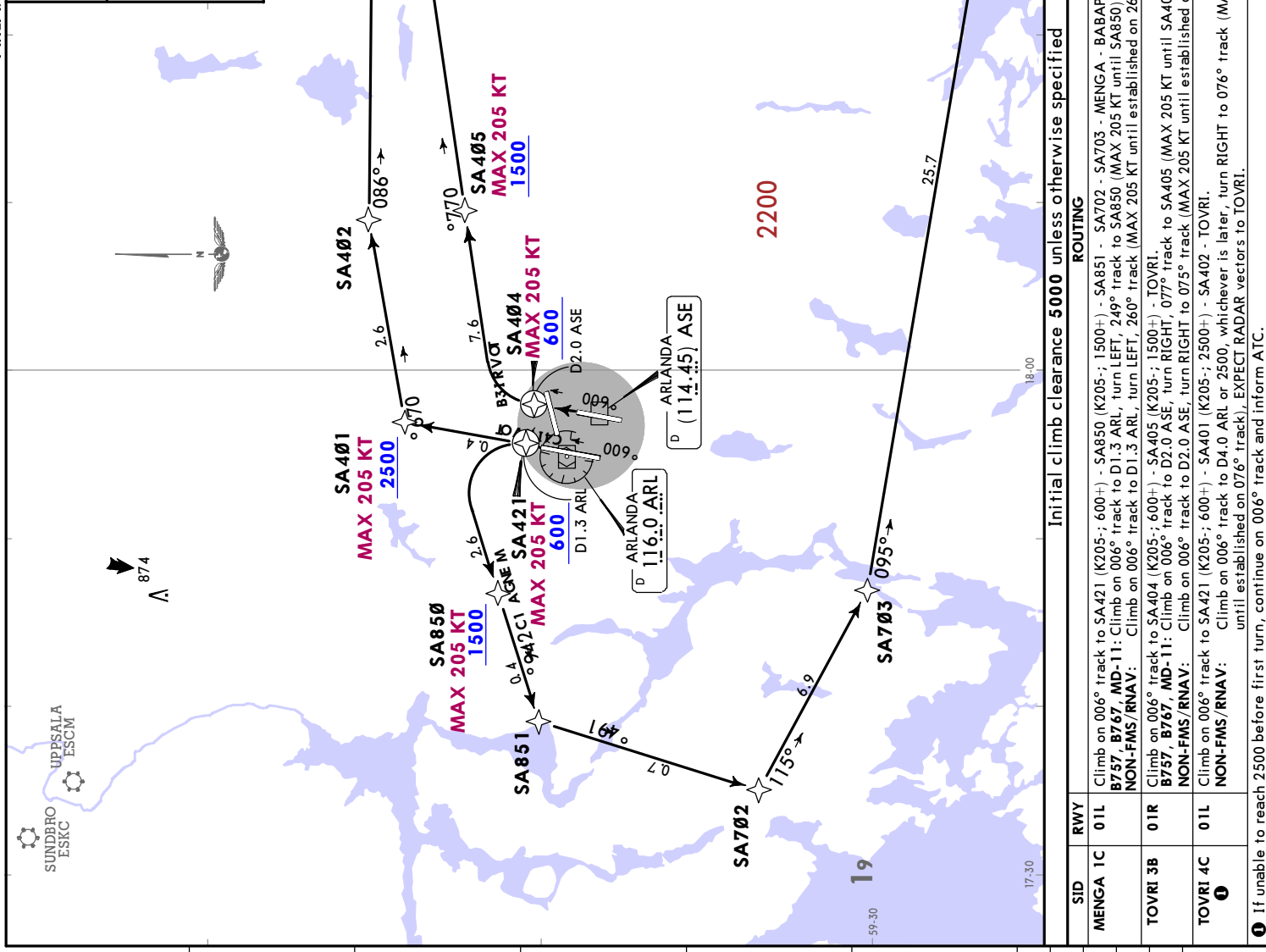
JEPPESSEN STOCKHOLM, SWEDEN
26 OCT 18 10-35 EFT 8 NOV RNAV SID

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JEPPESEN
 26 OCT 18 (10-31) Eff 8 Nov
STOCKHOLM, SWEDEN
RNAV SID

STOCKHOLM Control
 MENGA 1C 124.105 130.330
 TOVRI 3B, 4C
 Trans alt: 5000
 1. RNAV (DME/DME).
 2. Contact STOCKHOLM Control when instructed by Tower.
 3. For additional departure instructions refer to 10-3A.

**MENGA 1C [MENA1C], TOVRI 3B [TOVR3B]
 TOVRI 4C [TOVR4C]
 RNAV DEPARTURES
 SPEED: MAX 250 KT BELOW FL100
 UNLESS OTHERWISE INSTRUCTED**



SID	RWY	ROUTING
MENGA 1C	01L	Climb on 006° track to SA421 (K205; 600+) - SA850 (K205; 1500+) - SA851 - SA702 - SA703 - MENGA - BABAP. B757, B767, MD-11: Climb on 006° track to D1.3 ARL, turn LEFT, 249° track to SA850 (MAX 205 KT until SA850) - SA851 - SA702 - SA703 - MENGA - BABAP. NON-FMS/RNAV: Climb on 006° track to D1.3 ARL, turn LEFT, 260° track (MAX 205 KT until established on 260° track), EXPECT RADAR vectors to BABAP.
TOVRI 3B	01R	Climb on 006° track to SA404 (K205; 600+) - SA405 (K205; 1500+) - TOVRI. B757, B767, MD-11: Climb on 006° track to D2.0 ASE, turn RIGHT, 077° track to SA405 (MAX 205 KT until SA405) - TOVRI. NON-FMS/RNAV: Climb on 006° track to D2.0 ASE, turn RIGHT to 075° track (MAX 205 KT until established on 075° track), EXPECT RADAR vectors to TOVRI.
TOVRI 4C	01L	Climb on 006° track to SA421 (K205; 600+) - SA401 (K205; 2500+) - SA402 - TOVRI. NON-FMS/RNAV: Climb on 006° track to D4.0 ARL or 2500, whichever is later, turn RIGHT to 076° track (MAX 205 KT until established on 076° track), EXPECT RADAR vectors to TOVRI.

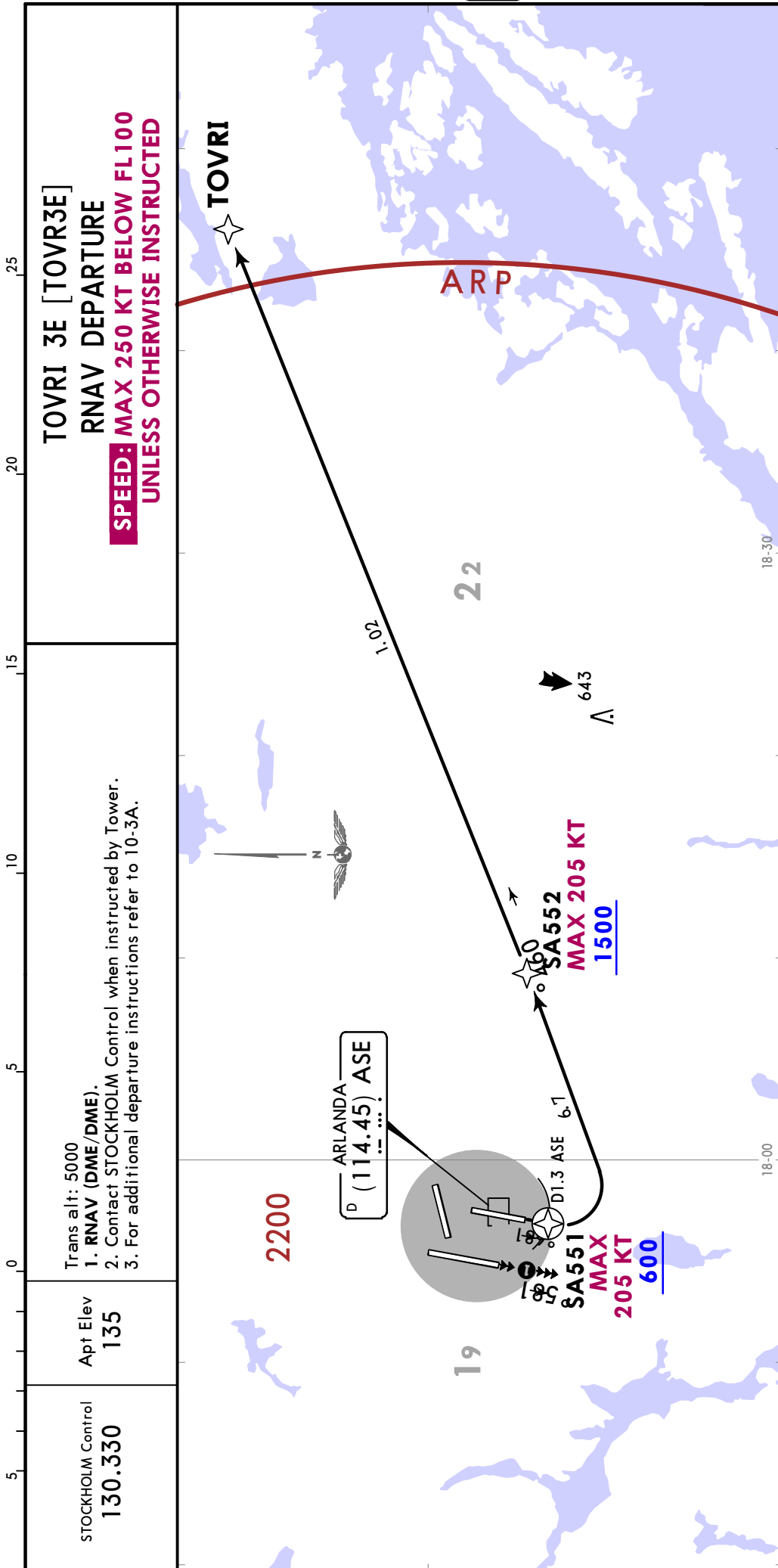
Initial climb clearance 5000 unless otherwise specified

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JEPPESSEN
26 OCT 18 (10-3U) Eff 8 Nov

STOCKHOLM, SWEDEN

RNAV SID

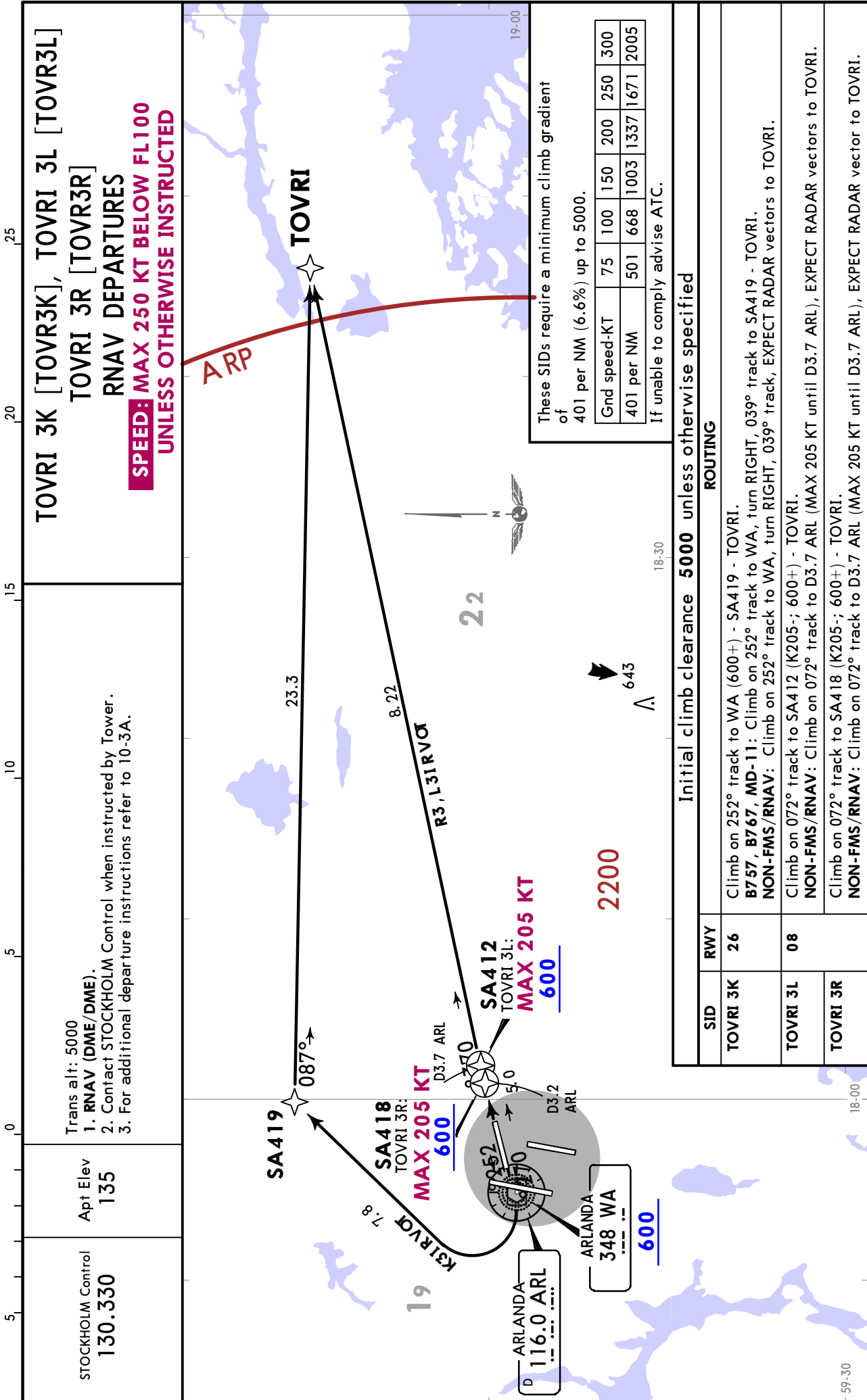


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JEPPesen
26 OCT 18 10-3V Eff 8 Nov

STOCKHOLM, SWEDEN

RNAV SID



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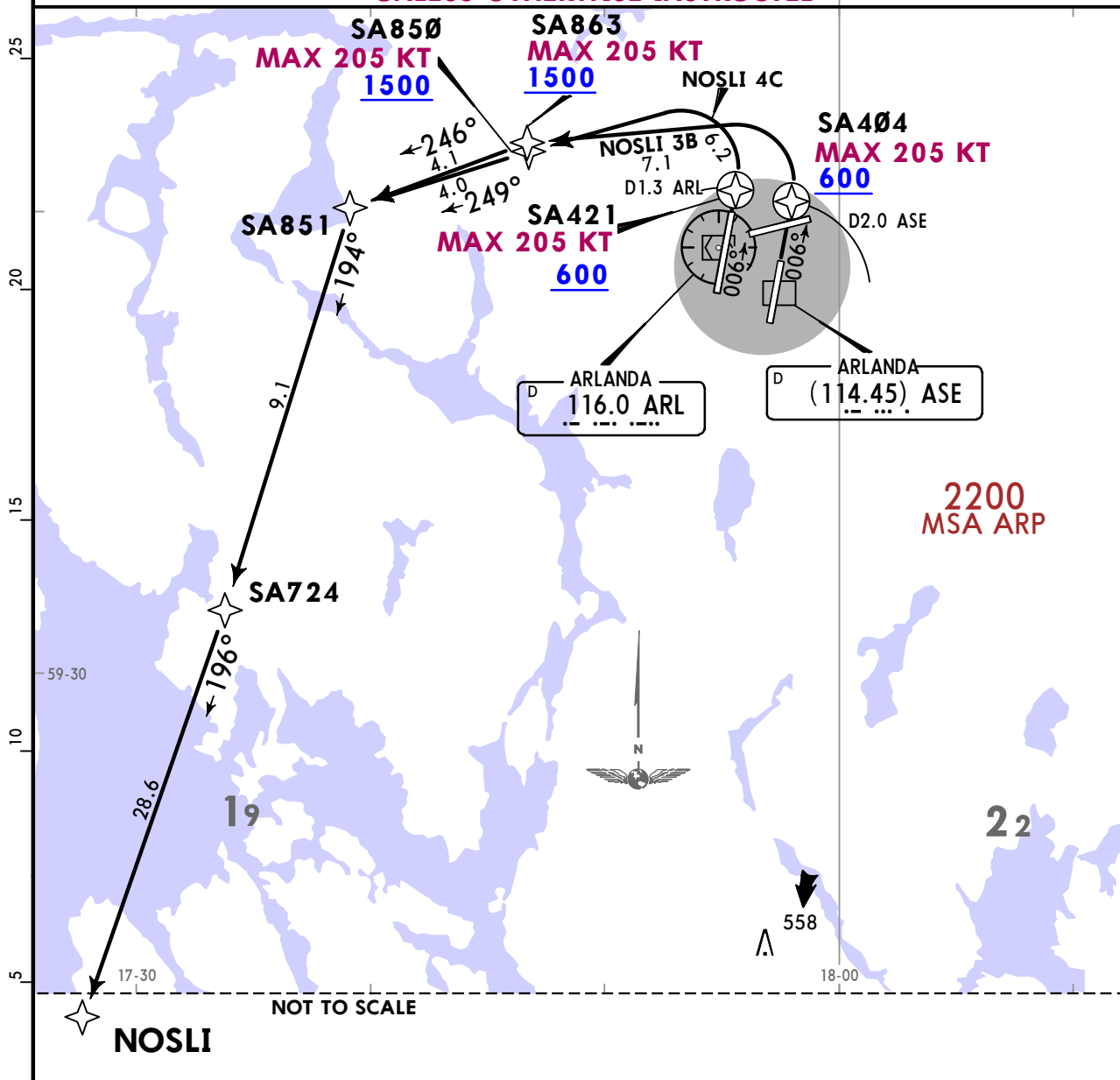
JEPPESEN
26 OCT 18 **(10-3W)** Eff 8 Nov

STOCKHOLM, SWEDEN
RNAV SID

STOCKHOLM Control 124.105	Apt Elev 135	Trans alt: 5000 1. RNAV (DME/DME). 2. Contact STOCKHOLM Control when instructed by Tower. 3. For additional departure instructions refer to 10-3A.
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NOSLI 3B [NOSL3B], NOSLI 4C [NOSL4C]
RNAV DEPARTURES

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 (K205-; 600+) - SA863 (K205-; 1500+) - SA851 - SA724 - NOSLI. B757, B767, MD-11: Climb on 006° track to D2.0 ASE, turn LEFT, 260° track to SA863 (MAX 205 KT until SA863) - SA851 - SA724 - NOSLI. NON-FMS/RNAV: Climb on 006° track to D2.0 ASE, 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 (K205-; 600+) - SA850 (K205-; 1500+) - SA851 - SA724 - NOSLI. B757, B767, MD-11: Climb on 006° track to D1.3 ARL, turn LEFT, 249° track to SA850 (MAX 205 KT until SA850) - SA851 - SA724 - NOSLI. NON-FMS/RNAV: Climb on 006° track to D1.3 ARL, turn LEFT, 260° track (MAX 205 KT until established on 260° track), EXPECT RADAR vectors to NOSLI.

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JEPPESEN
26 OCT 18 (10-3X) Eff 8 Nov

STOCKHOLM, SWEDEN
RNAV SID

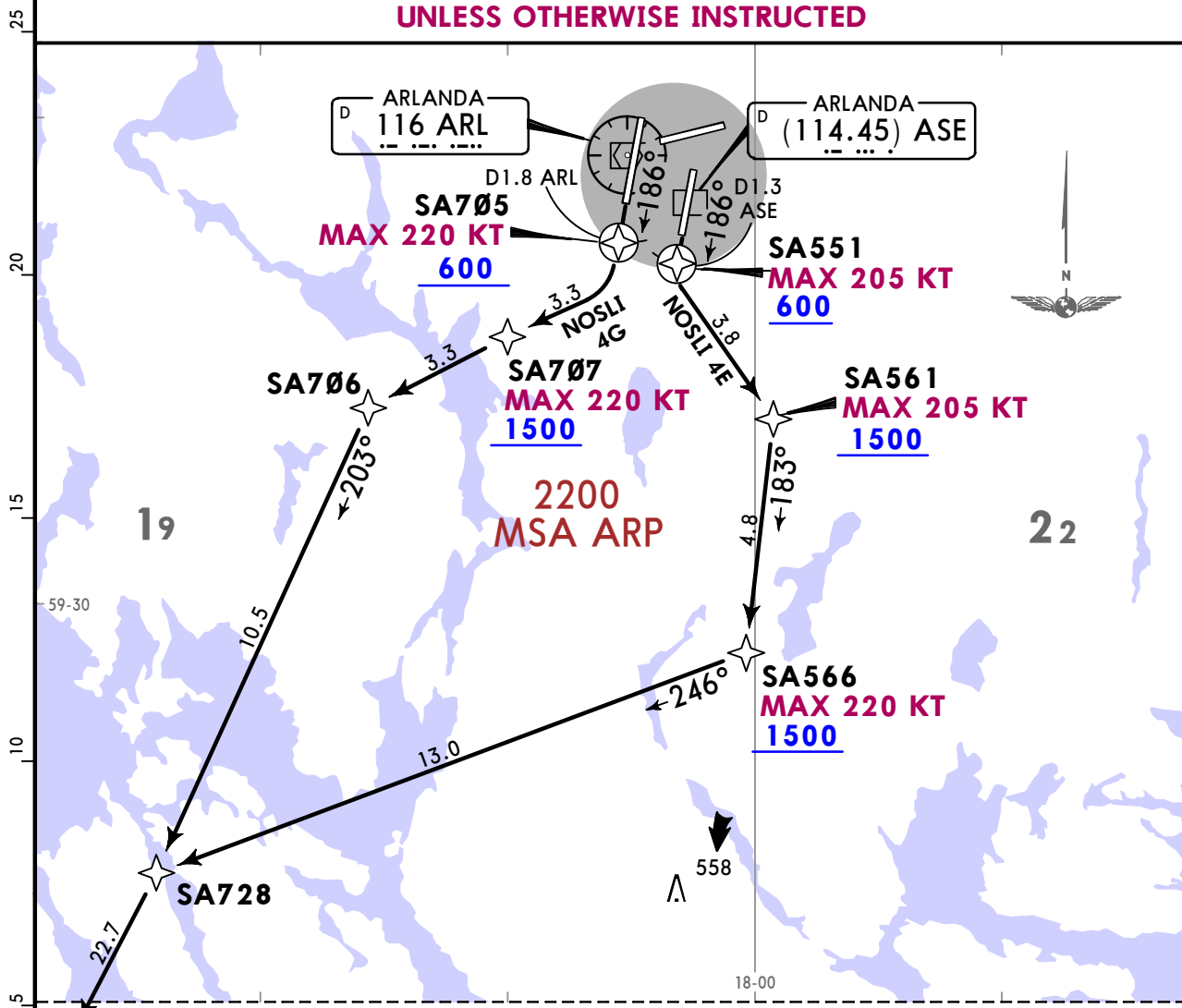
STOCKHOLM Control
124.105

Apt Elev
135

- Trans alt: 5000
1. RNAV (DME/DME).
 2. Contact STOCKHOLM Control when instructed by Tower.
 3. For additional departure instructions refer to 10-3A.

NOSLI 4E [NOSL4E]
NOSLI 4G [NOSL4G]
RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



NOT TO SCALE

NOSLI

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.

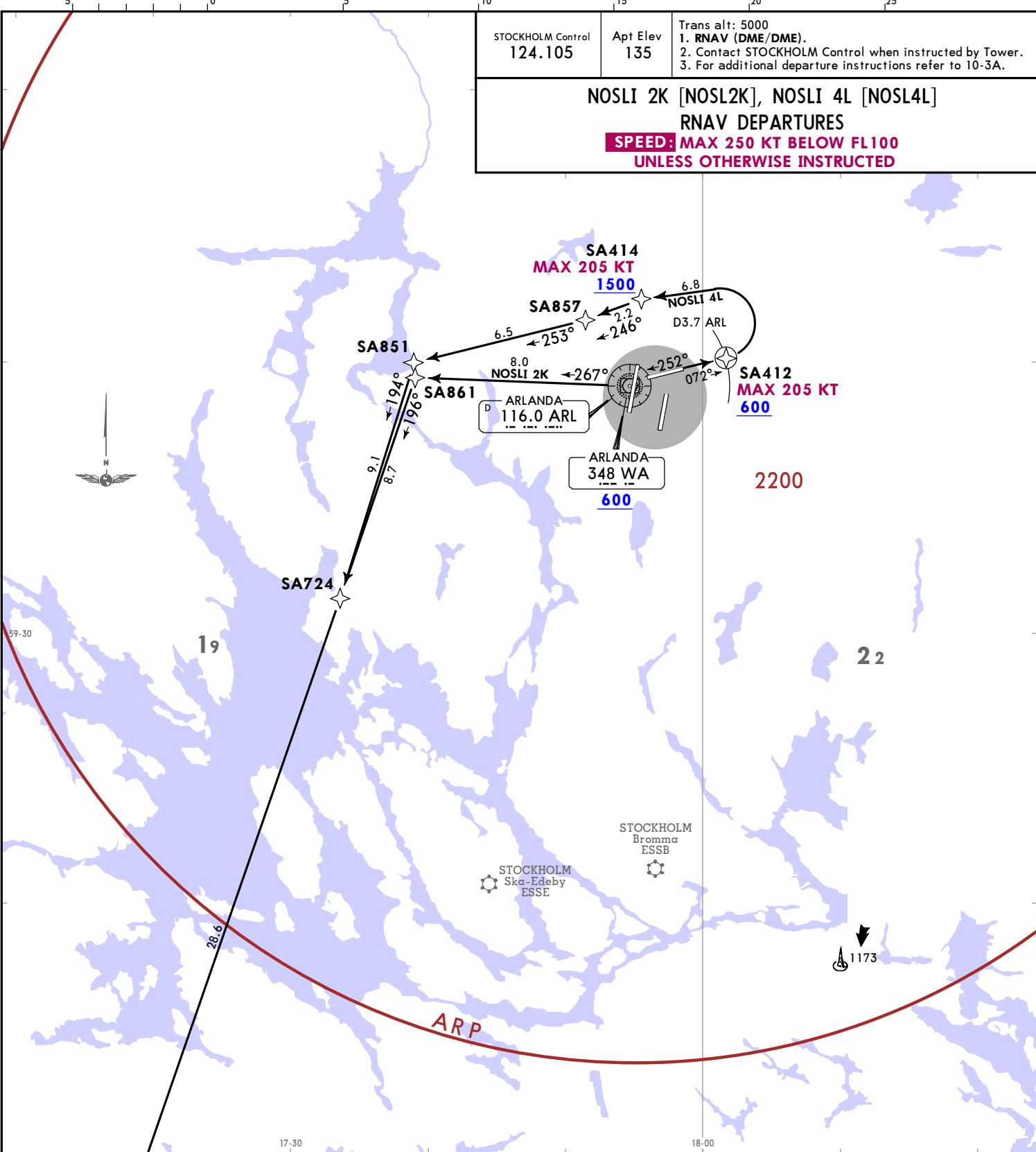
Gnd speed-KT	75	100	150	200	250	300
400 per NM	500	667	1000	1333	1667	2000
500 per NM	625	833	1250	1667	2083	2500

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 (K205-; 600+) - SA561 (K205-; 1500+) - SA566 (K220-; 1500+) - SA728 - NOSLI. B757, B767, MD-11: Climb on 186° track to D1.3 ASE, 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 D1.3 ASE, turn LEFT, 140° track, at D4.5 ASE (MAX 205 KT until D4.5 ASE) turn RIGHT, 190° track, EXPECT RADAR vectors to NOSLI.
NOSLI 4G	19R	Climb on 186° track to SA705 (K220-; 600+) - SA707 (K220-; 1500+) - SA706 - NOSLI. B757, B767, MD-11: Climb on 186° track to D2.0 ARL, turn RIGHT, 240° track to SA707 (MAX 220 KT until SA707) - SA706 - NOSLI. NON-FMS/RNAV: Climb on 186° track to D2.0 ARL, turn RIGHT, 240° track (MAX 220 KT until established on 240° track), EXPECT RADAR vectors to NOSLI.

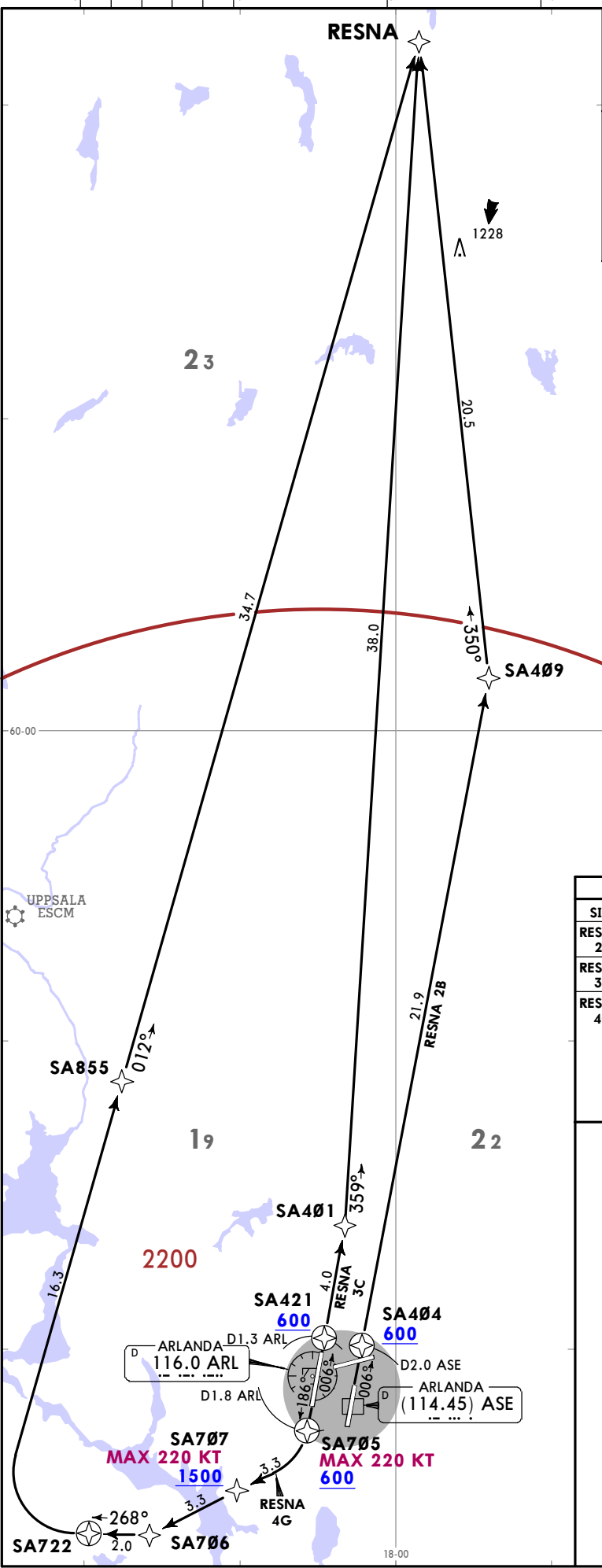
STOCKHOLM Control 124.105	Apt Elev 135	Trans alt: 5000 1. RNAV (DME/DME). 2. Contact STOCKHOLM Control when instructed by Tower. 3. For additional departure instructions refer to 10-3A.
NOSLI 2K [NOSL2K], NOSLI 4L [NOSL4L] RNAV DEPARTURES SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED		



These SIDs require a minimum climb gradient of 401 per NM (6.6%) up to 5000.		<table border="1"> <tr> <th>Gnd speed-KT</th> <td>75</td> <td>100</td> <td>150</td> <td>200</td> <td>250</td> <td>300</td> </tr> <tr> <td>401 per NM</td> <td>501</td> <td>668</td> <td>1003</td> <td>1337</td> <td>1671</td> <td>2005</td> </tr> </table>					Gnd speed-KT	75	100	150	200	250	300	401 per NM	501	668	1003	1337	1671	2005
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																				
		ROUTING																		
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 D3.7 ARL, turn LEFT, 257° track to SA414 (MAX 205 KT until SA414) - SA857 - SA851 - SA724 - NOSLI. NON-FMS/RNAV: Climb on 072° track to D3.7 ARL, turn LEFT, 360° track (MAX 205 KT until established on 360° track), EXPECT RADAR vectors to NOSLI.																		

NOSLI 2K [NOSL2K]
NOSLI 4L [NOSL4L]
RNAV DEPARTURES

CHANGES: Communication.



STOCKHOLM Control 124.105	Apt Elev 135	Trans alt: 5000 1. RNAV (DME/DME). 2. Contact STOCKHOLM Control when instructed by Tower. 3. For additional departure instructions refer to 10-3A.
RESNA 2B [RESN2B], RESNA 3C [RESN3C] RESNA 4G [RESN4G] RNAV DEPARTURES SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED		

Initial climb clearance 5000 unless otherwise specified		
SID	RWY	ROUTING
RESNA 2B	01R	Climb on 006° track to SA404 (600+) - SA409 - RESNA. NON-FMS/RNAV: Climb on 006° track, EXPECT RADAR vectors to RESNA.
RESNA 3C	01L	Climb on 006° track to SA421 (600+) - SA401 - RESNA. NON-FMS/RNAV: Climb on 006° track, EXPECT RADAR vectors to RESNA.
RESNA 4G	19R	Climb on 186° track to SA705 (K220-; 600+) - SA707 (K220-; 1500+) - SA706 - SA722 - SA855 - RESNA. B757, B767, MD-11: Climb on 186° track to D2.0 ARL, turn RIGHT, 240° track to SA707 (MAX 220 KT until SA707) - SA706 - SA722 - SA855 - RESNA. NON-FMS/RNAV: Climb on 186° track to D2.0 ARL, turn RIGHT, 240° track (MAX 220 KT until established on 240° track), EXPECT RADAR vectors to RESNA.

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.

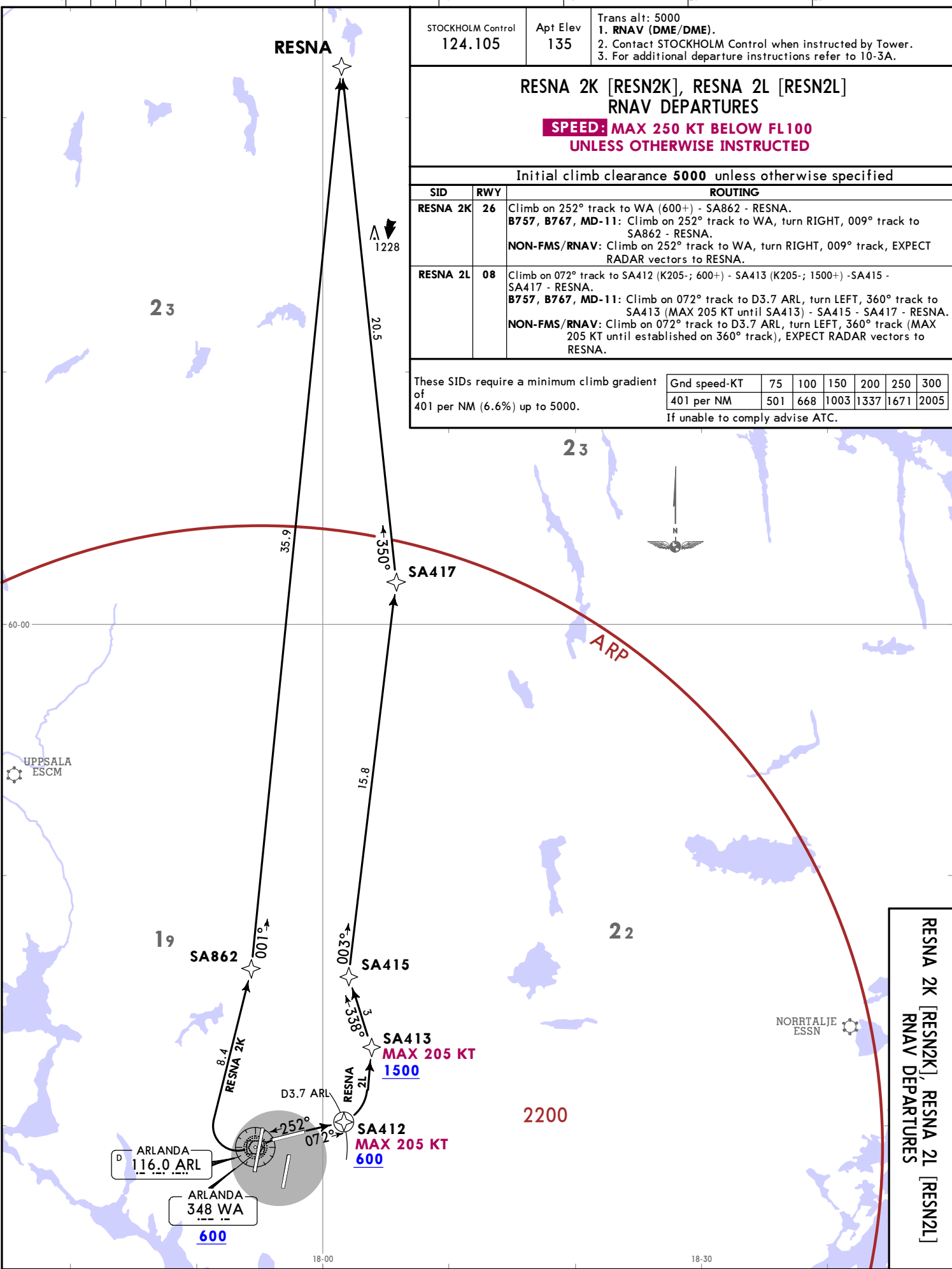
Gnd speed-KT	75	100	150	200	250	300
400 per NM	500	667	1000	1333	1667	2000
401 per NM	501	668	1003	1337	1671	2005
500 per NM	625	833	1250	1667	2083	2500

RESNA 2B [RESN2B], RESNA 3C [RESN3C]
RESNA 4G [RESN4G]
RNAV DEPARTURES

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 26 OCT 18 (10-3X2)
EFF 8 Nov
STOCKHOLM, SWEDEN
RNAV SID

CHANGES: Communication.

ESSA/ARN
ARLANDA



STOCKHOLM Control 124.105		Apt Elev 135	Trans alt: 5000					
			1. RNAV (DME/DME).					
			2. Contact STOCKHOLM Control when instructed by Tower.					
			3. For additional departure instructions refer to 10-3A.					
RESNA 2K [RESN2K], RESNA 2L [RESN2L] RNAV DEPARTURES								
SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED								
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 (K205-; 600+) - SA413 (K205-; 1500+) - SA415 - SA417 - RESNA. B757, B767, MD-11: Climb on 072° track to D3.7 ARL, turn LEFT, 360° track to SA413 (MAX 205 KT until SA413) - SA415 - SA417 - RESNA. NON-FMS/RNAV: Climb on 072° track to D3.7 ARL, turn LEFT, 360° track (MAX 205 KT until established on 360° track), EXPECT RADAR vectors to RESNA.						
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.								

JEPPESSEN STOCKHOLM, SWEDEN
26 OCT 18 (10-3X3) E17 8 Nov RNAV SID

RESNA 2K [RESN2K], RESNA 2L [RESN2L]
RNAV DEPARTURES

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26 OCT 18 (10-3X4) Eff 8 Nov

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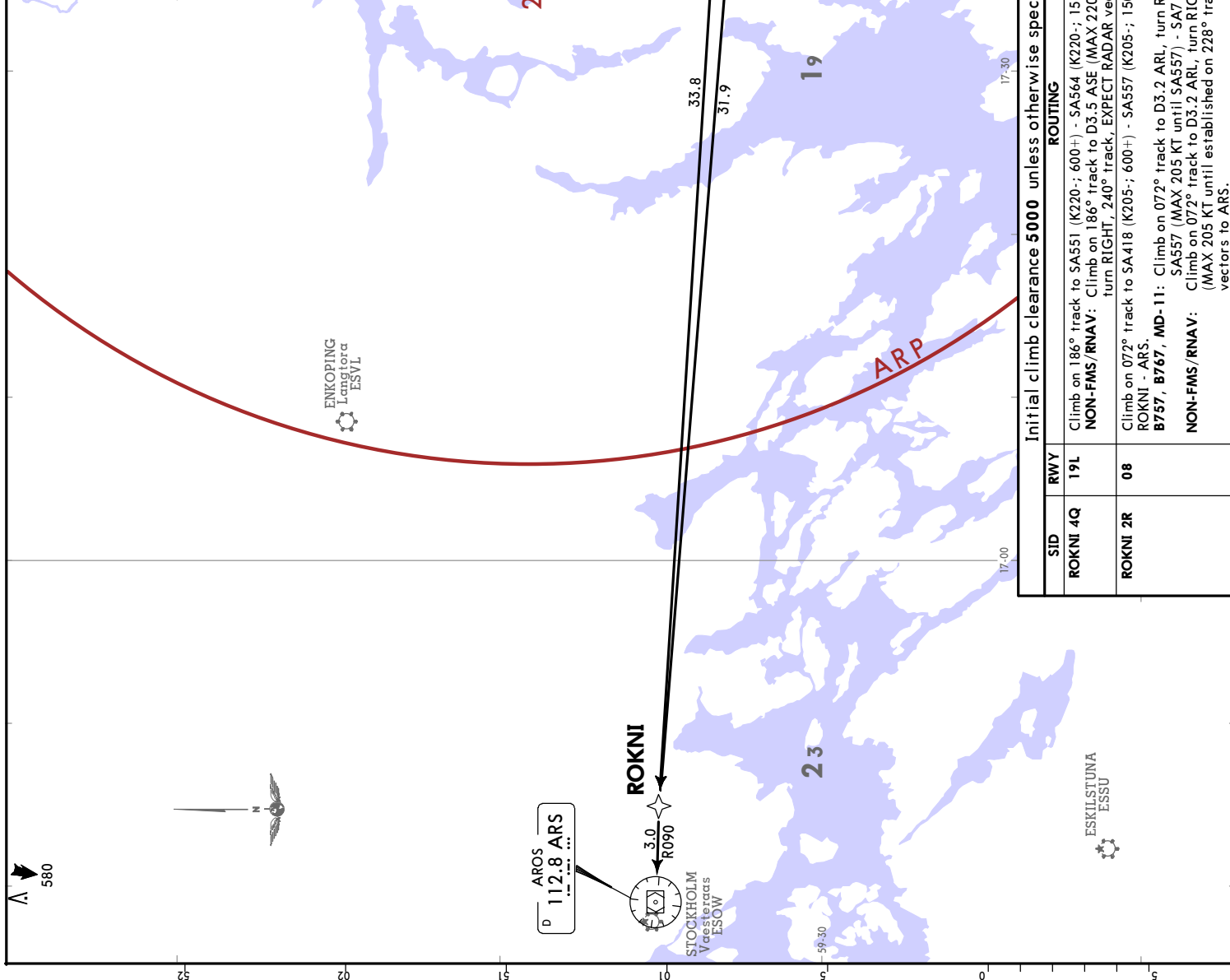
STOCKHOLM, SWEDEN
RNAV SID

STOCKHOLM Control
124.105

Apt Elev
135

Trans alt: 5000
1. RNAV (DME/DME).
2. Contact STOCKHOLM Control when instructed by Tower.
3. For additional departure instructions refer to 10-3A.

ROKNI 4Q [ROKN4Q], ROKNI 2R [ROKN2R]
RNAV DEPARTURES
**SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED**



SID	RWY	ROUTING
ROKNI 4Q	19L	Climb on 186° track to SA551 (K220+; 600+) - SA564 (K220+; 1500+) - SA709 - ROKNI - ARS. NON-FMS/RNAV: Climb on 186° track to D3.5 ASE (MAX 220 KT until D3.5 ASE), turn RIGHT, 240° track, EXPECT RADAR vectors to ARS.
ROKNI 2R	08	Climb on 072° track to SA418 (K205+; 600+) - SA557 (K205+; 1500+) - SA716 - ROKNI - ARS. B757, B767, MD-11: Climb on 072° track to D3.2 ARL, turn RIGHT, 228° track to ROKNI - ARS. NON-FMS/RNAV: Climb on 072° track to D3.2 ARL, turn RIGHT, 228° track (MAX 205 KT until established on 228° track), EXPECT RADAR vectors to ARS.

Initial climb clearance **5000** unless otherwise specified

Initial climb clearance	Minimum climb gradient
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.

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

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ARLANDA

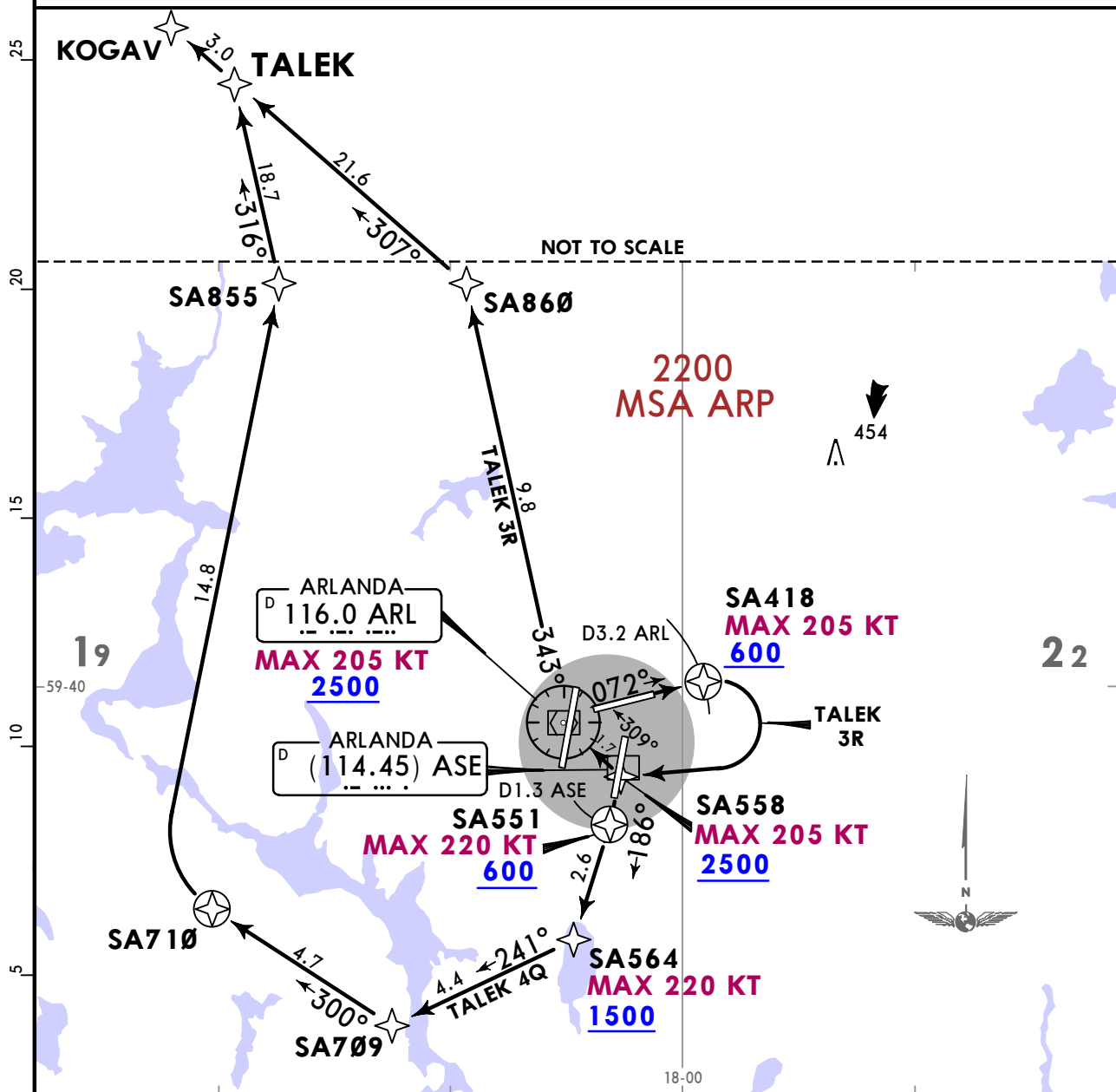
JEPPESEN
26 OCT 18 10-3X5 Eff 8 Nov

STOCKHOLM, SWEDEN
RNAV SID

STOCKHOLM Control 124.105	Apt Elev 135	Trans alt: 5000 1. RNAV (DME/DME). 2. Contact STOCKHOLM Control when instructed by Tower. 3. For additional departure instructions refer to 10-3A.
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**TALEK 4Q [TALE4Q], TALEK 3R [TALE3R]
RNAV DEPARTURES**

**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 (K220-; 600+) - SA564 (K220-; 1500+) - SA709 - SA710 - SA855 - TALEK - KOGAV. NON-FMS/RNAV: Climb on 186° track to D3.5 ASE (MAX 220 KT until D3.5 ASE), turn RIGHT, 240° track, EXPECT RADAR vectors to KOGAV.
TALEK 3R	08	Climb on 072° track to SA418 (K205-; 600+) - SA558 (K205-; 2500+) - ARL (K205-; 2500+) - SA860 - TALEK - KOGAV. B757, B767, MD-11: Climb on 072° track to D3.2 ARL, turn RIGHT, 260° track, intercept ARL R129 inbound to ARL (MAX 205 KT until ARL) - SA860 - TALEK - KOGAV. NON-FMS/RNAV: Climb on 072° track to D3.2 ARL, turn RIGHT, 260° track, intercept ARL R129 inbound to ARL (MAX 205 KT until ARL), turn RIGHT, 340° track, EXPECT RADAR vectors to KOGAV.

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ARLANDA

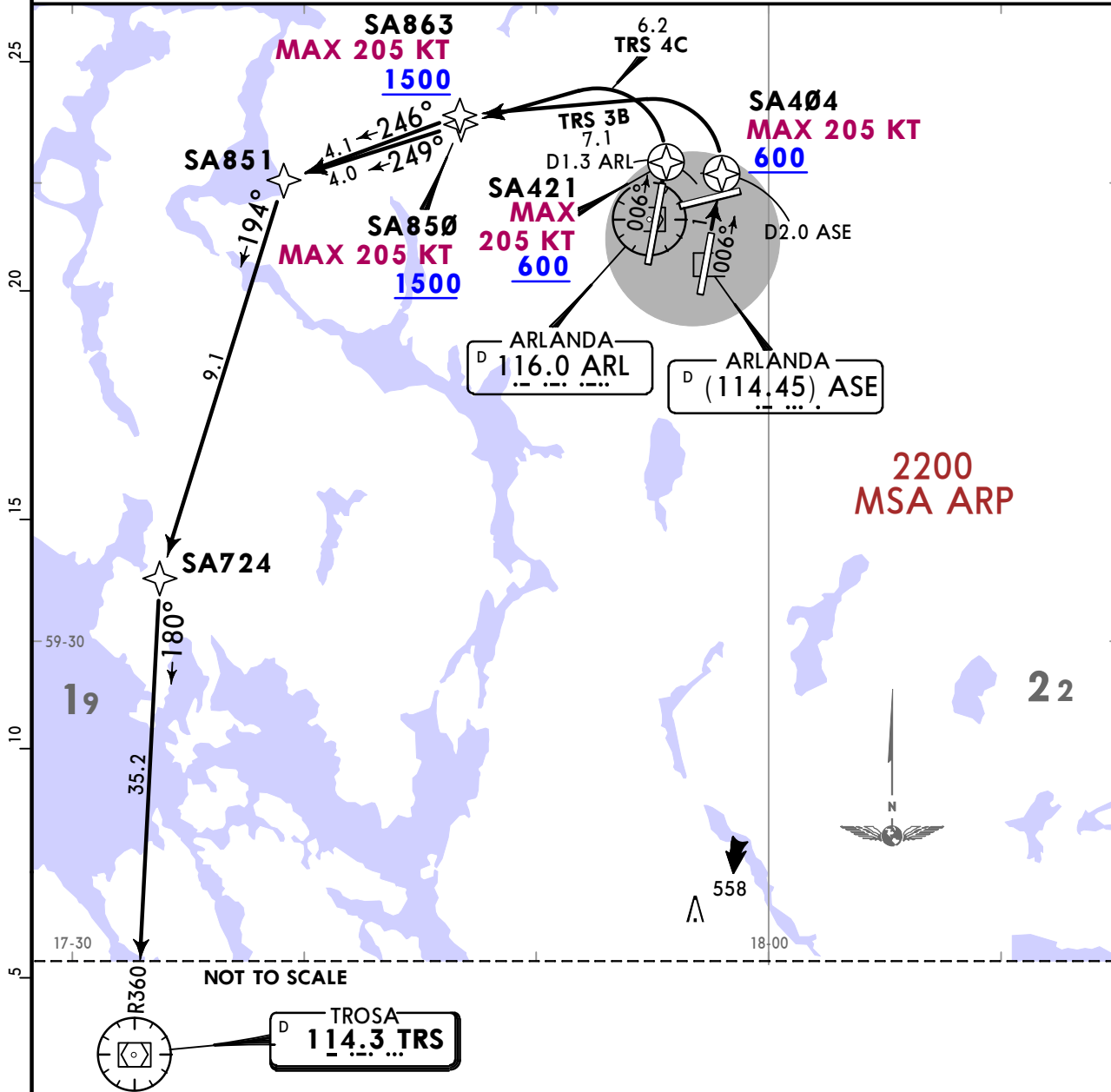
JEPPESEN
26 OCT 18 **(10-3X6)** **Eff 8 Nov**

STOCKHOLM, SWEDEN
RNAV SID

STOCKHOLM Control 124.105	Apt Elev 135	Trans alt: 5000 1. RNAV (DME/DME). 2. Contact STOCKHOLM Control when instructed by Tower. 3. For additional departure instructions refer to 10-3A.
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TROSA 3B (TRS 3B), TROSA 4C (TRS 4C)
RNAV DEPARTURES

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 (K205-; 600+) - SA863 (K205-; 1500+) - SA851 - SA724 - TRS. B757, B767, MD-11: Climb on 006° track to D2.0 ASE, turn LEFT, 260° track to SA863 (MAX 205 KT until SA863) - SA851 - SA724 - TRS. NON-FMS/RNAV: Climb on 006° track to D2.0 ASE, 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 (K205-; 600+) - SA850 (K205-; 1500+) - SA851 - SA724 - TRS. B757, B767, MD-11: Climb on 006° track to D1.3 ARL, turn LEFT, 249° track to SA850 (MAX 205 KT until SA850) - SA851 - SA724 - TRS. NON-FMS/RNAV: Climb on 006° track to D1.3 ARL, turn LEFT, 260° track (MAX 205 KT until established on 260° track), EXPECT RADAR vectors to TRS.

ESSA/ARN
ARLANDA

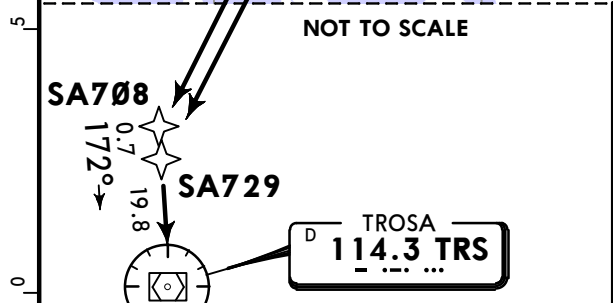
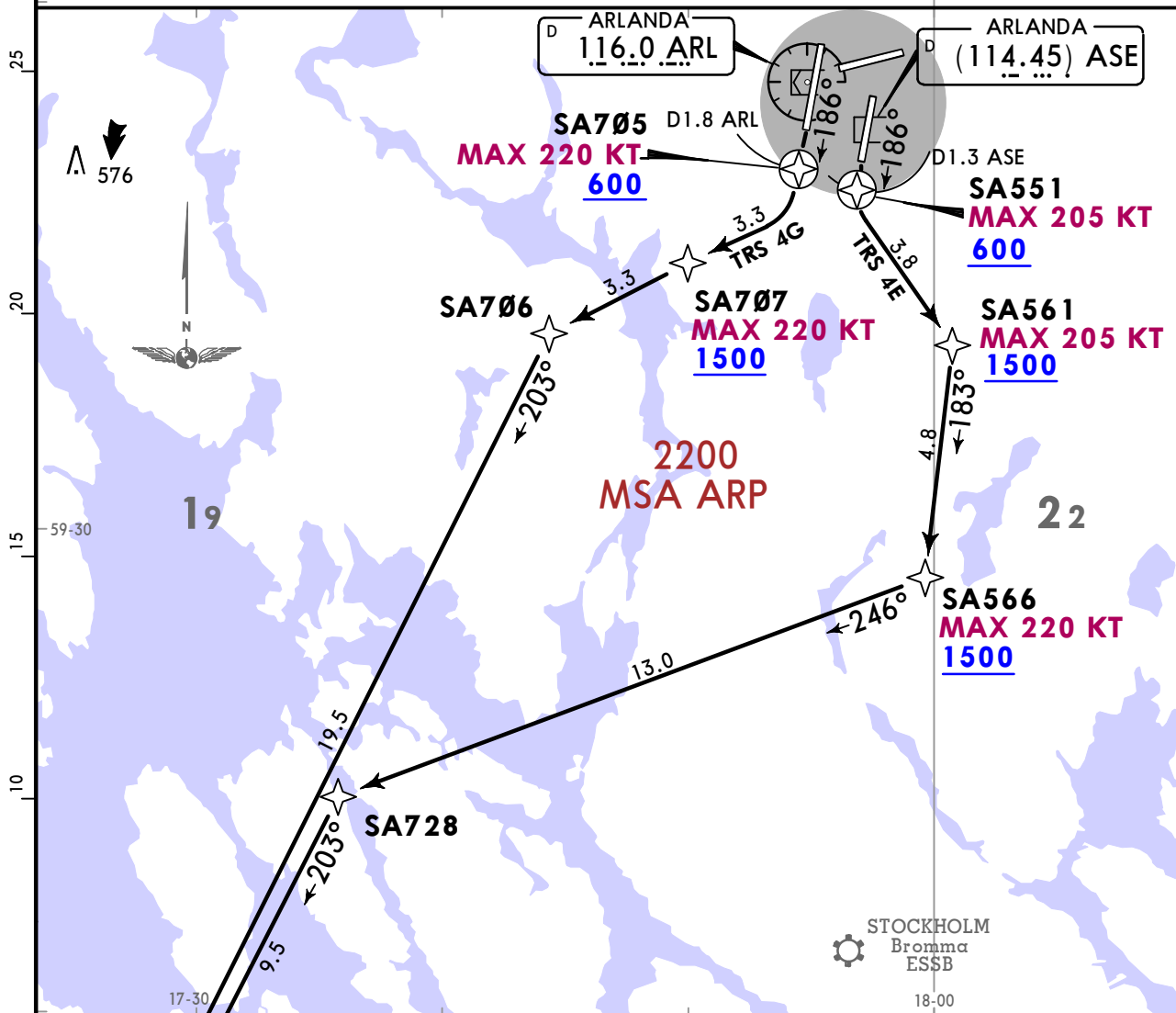
JEPPESEN
26 OCT 18 10-3X7 Eff 8 Nov

STOCKHOLM, SWEDEN
RNAV SID

STOCKHOLM Control 124.105	Apt Elev 135	Trans alt: 5000 1. RNAV (DME/DME). 2. Contact STOCKHOLM Control when instructed by Tower. 3. For additional departure instructions refer to 10-3A.
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TROSA 4E (TRS 4E), TROSA 4G (TRS 4G)
RNAV DEPARTURES

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



These SIDs require minimum climb gradients of

TRSA 4E: 400 per NM up to 5000.
TRSA 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
TRSA 4E	19L	Climb on 186° track to SA551 (600+; K220-) - SA561 (1500+; K205-) - SA566 (1500+; K220-) - SA728 - SA729 - TRS. B757, B767, MD-11: Climb on 186° track to D1.3 ASE, 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 D1.3 ASE, turn LEFT, 140° track, at D4.5 ASE (MAX 220 KT until D4.5 ASE) turn RIGHT, 190° track, EXPECT RADAR vectors to TRS.
TRSA 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 D2.0 ARL, turn RIGHT, 240° track to SA707 (MAX 220 KT until SA707) - SA706 - SA708 - TRS. NON-FMS/RNAV: Climb on 186° track to D2.0 ARL, turn RIGHT, 240° track (MAX 220 KT until established on 240° track), EXPECT RADAR vectors to TRS.

ESSA/ARN
ARLANDA

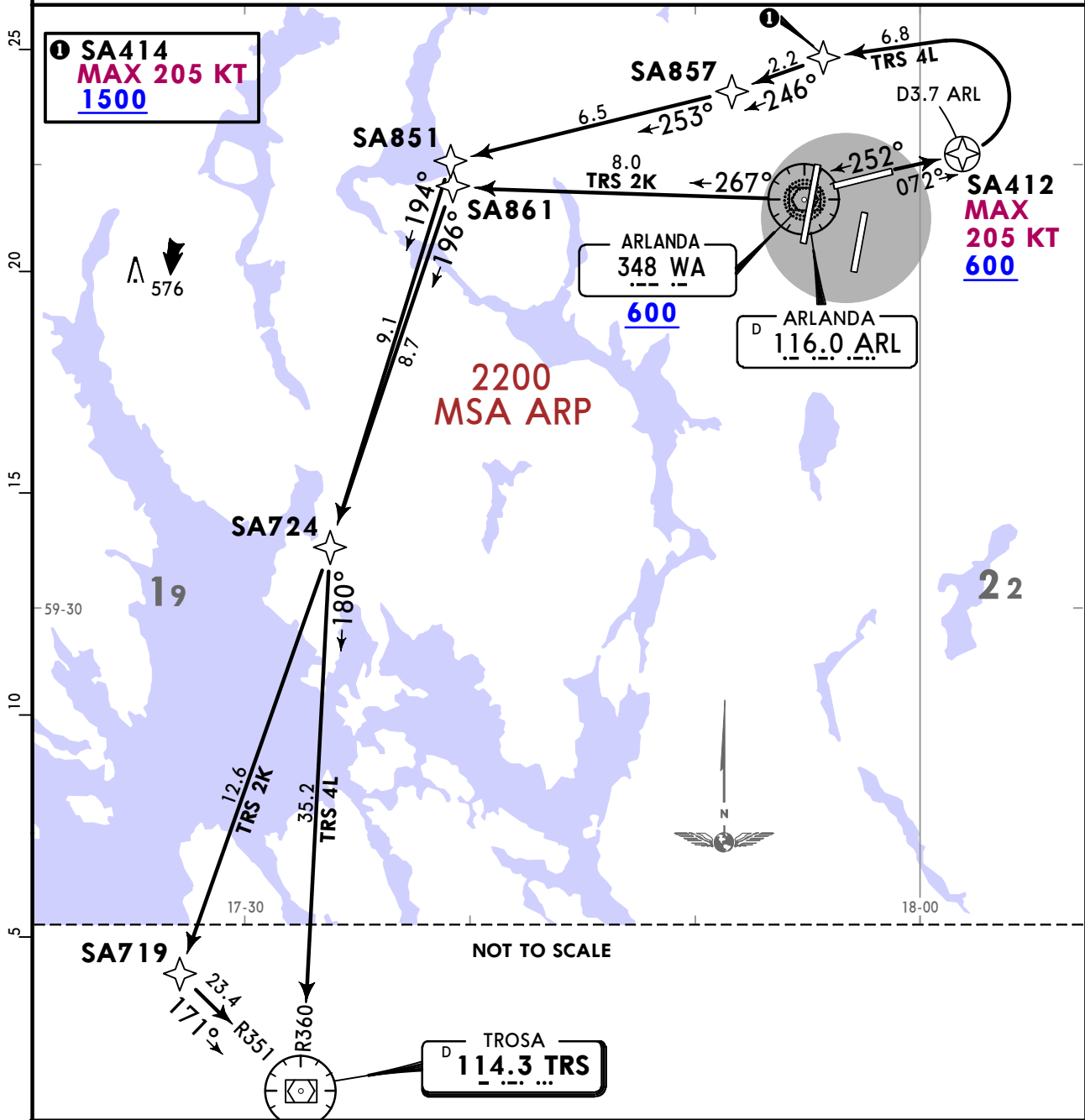
JEPPESEN
26 OCT 18 (10-3X8) Eff 8 Nov

STOCKHOLM, SWEDEN
RNAV SID

STOCKHOLM Control 124.105	Apt Elev 135	Trans alt: 5000 1. RNAV (DME/DME). 2. Contact STOCKHOLM Control when instructed by Tower. 3. For additional departure instructions refer to 10-3A.
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TROSA 2K (TRS 2K), TROSA 4L (TRS 4L)
RNAV DEPARTURES

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



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

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

If unable to comply advise ATC.

Initial climb clearance **5000** unless otherwise specified

SID	RWY	ROUTING
TRS 2K	26	Climb on 252° track to WA (600+) - SA861 - SA719 - TRS. NON-FMS/RNAV: Climb on 252° track to WA, turn RIGHT, 267° bearing, EXPECT RADAR vectors to TRS.
TRS 4L	08	Climb on 072° track to SA412 (K205-; 600+) - SA414 (K205-; 1500+) - SA857 - SA851 - SA724 - TRS. B757, B767, MD-11: Climb on 072° track to D3.7 ARL, turn LEFT, 257° track to SA414 (MAX 205 KT until SA414) - SA857 - SA851 - SA724 - TRS. NON-FMS/RNAV: Climb on 072° track to D3.7 ARL, turn LEFT, 360° track (MAX 205 KT until established on 360° track), EXPECT RADAR vectors to TRS.

ESSA/ARN

Apt Elev 135'
N59 39.1 E017 55.1

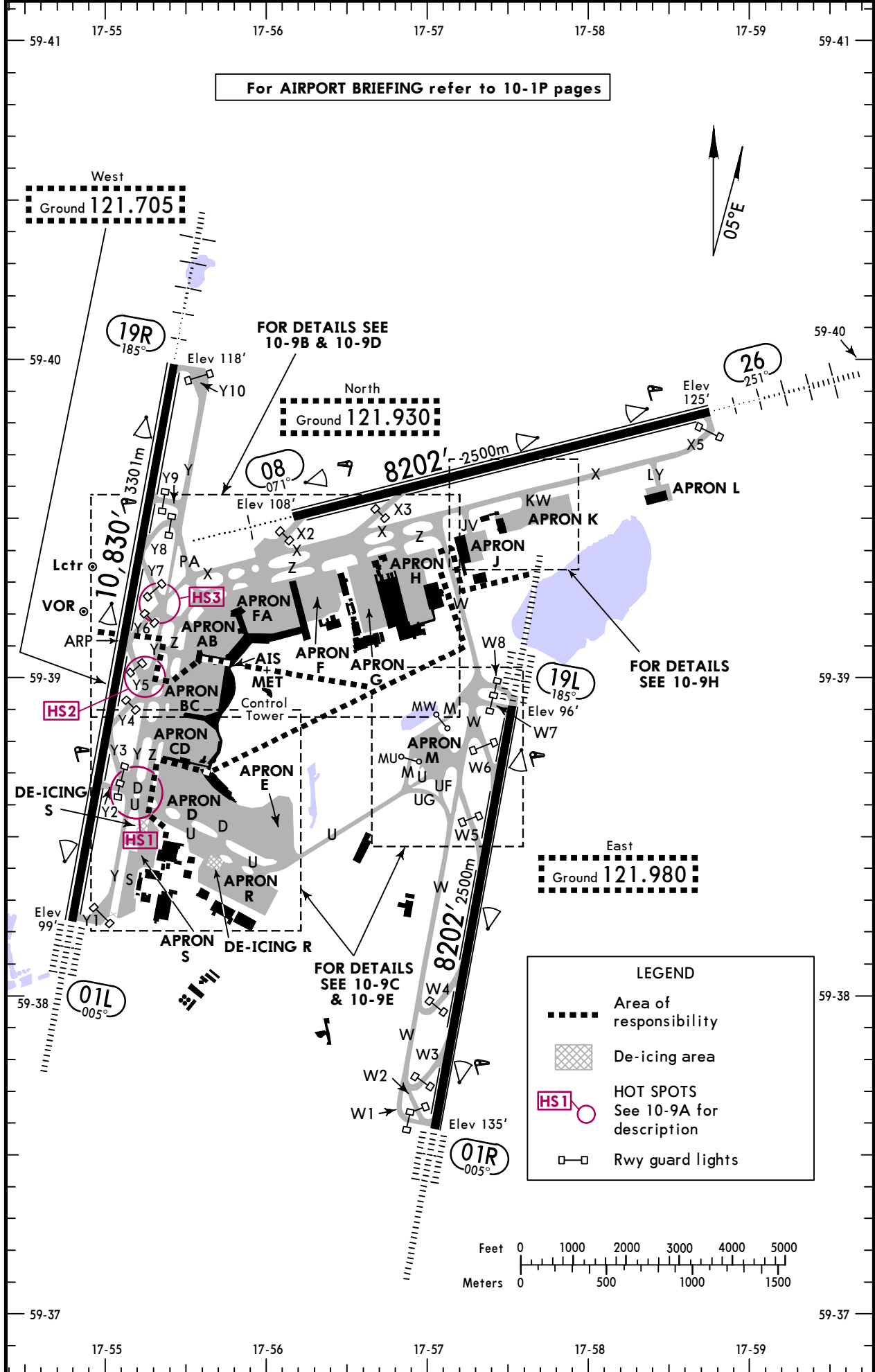


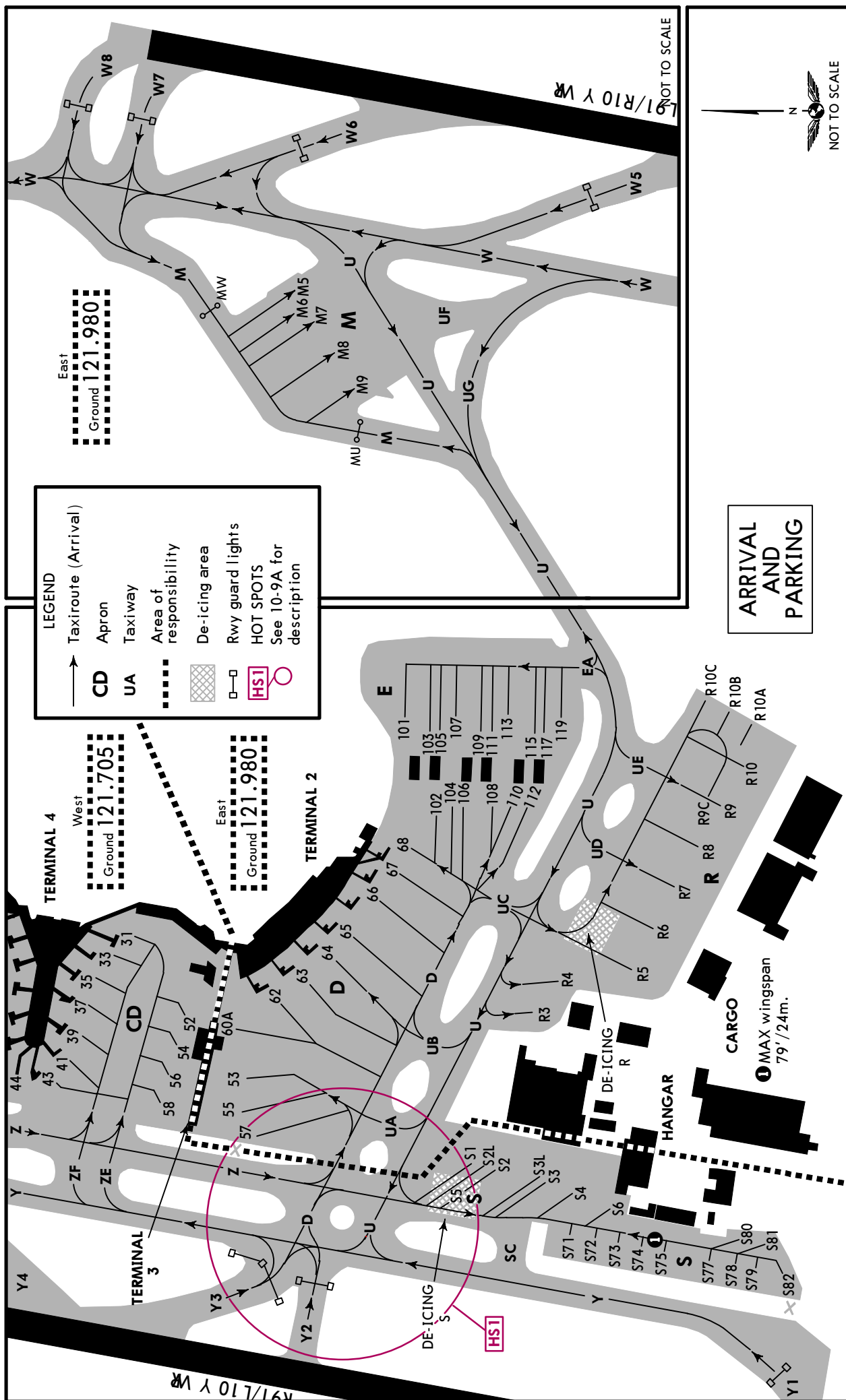
9 NOV 18 (10-9)

STOCKHOLM, SWEDEN

ARLANDA

D-ATIS Departure	ARLANDA Clearance (Start-up/Clearance)	Ground (Push-back/Taxi)			Tower		
121.630	121.830	North 121.930	East 121.980	West 121.705	Rwy 01L/19R 118.505	Rwy 01R/19L 125.130	Rwy 08/26 128.730

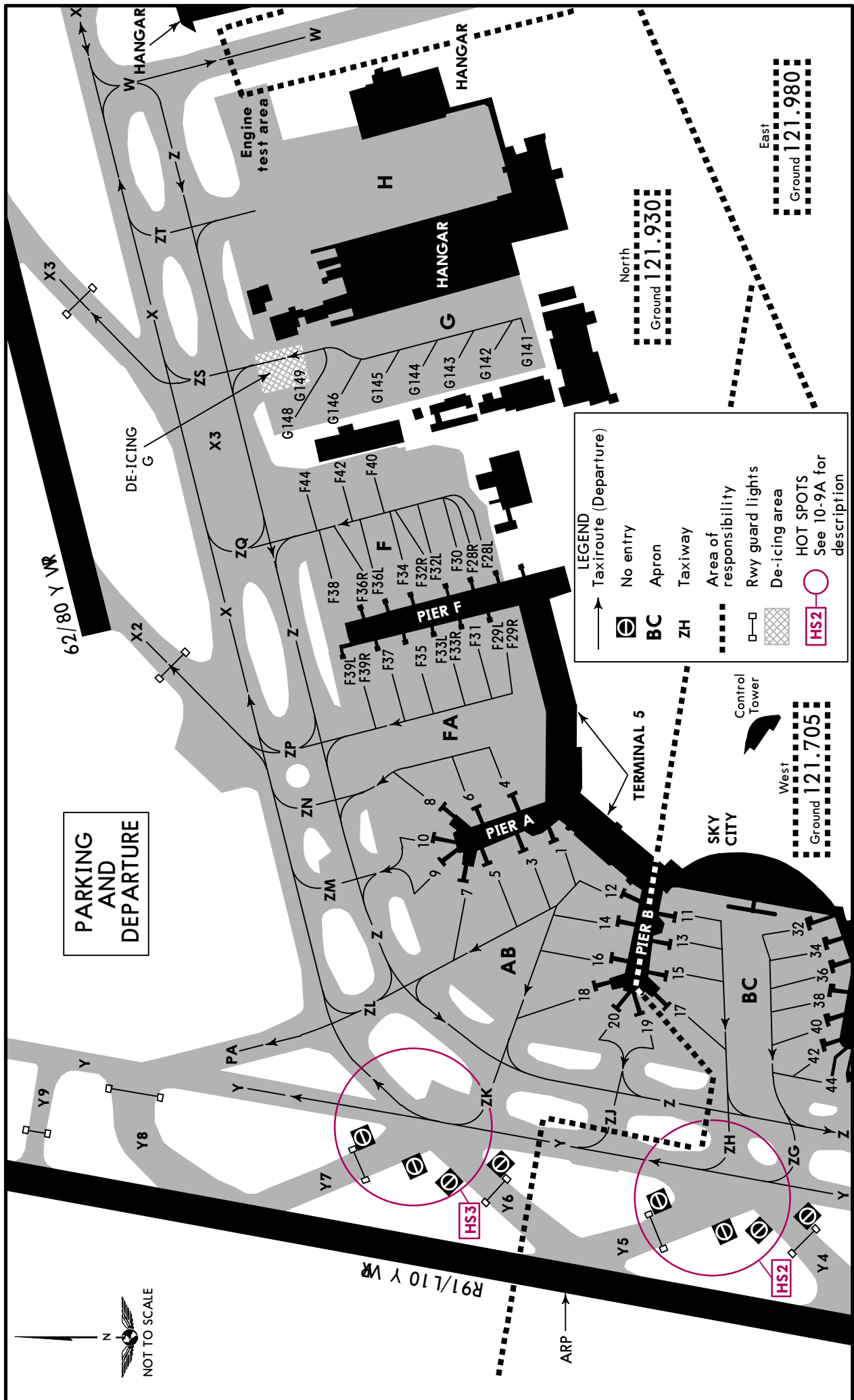




ESSA/ARN

9 NOV 18 **10-9D**

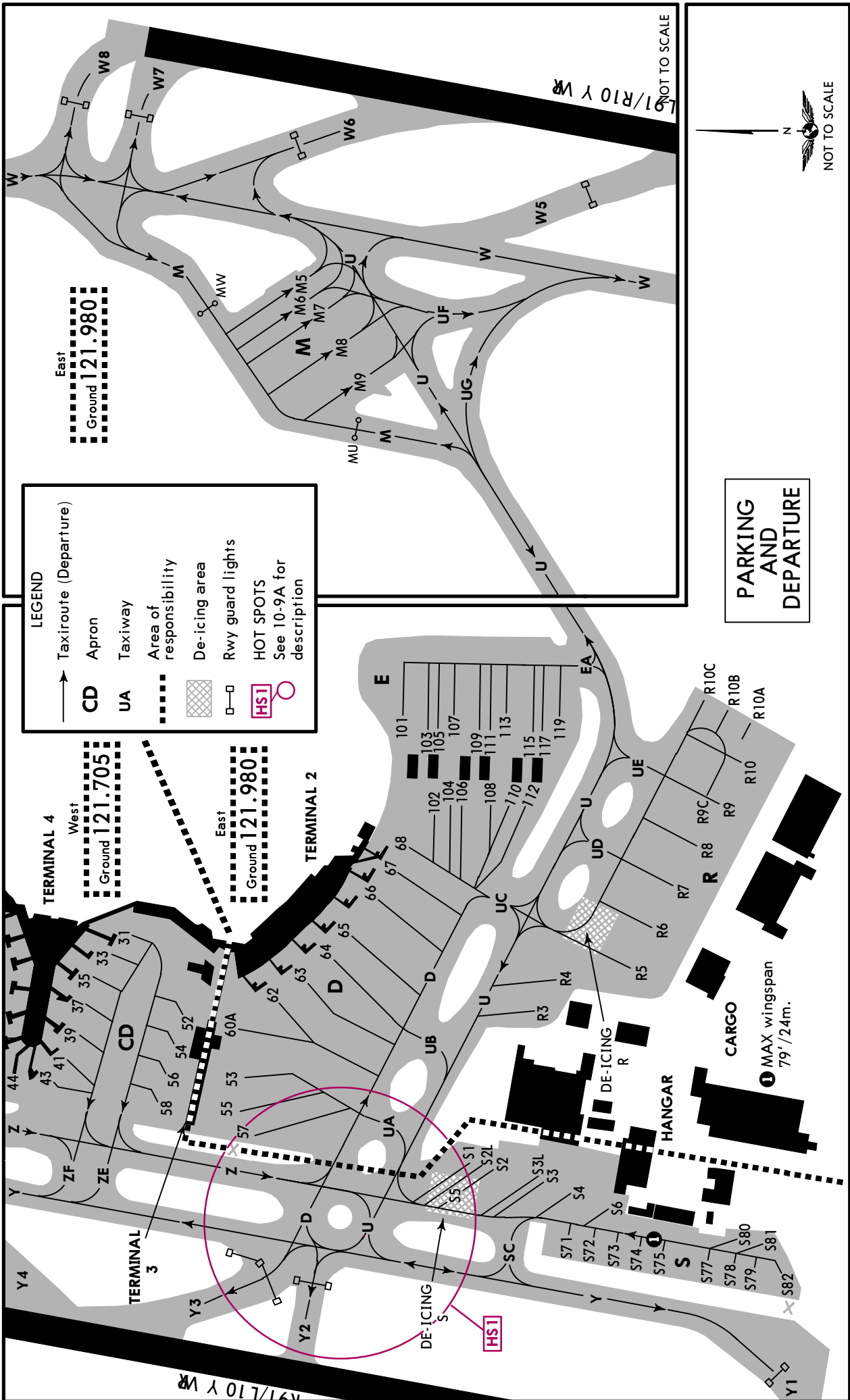
STOCKHOLM, SWEDEN
ARLANDA



ESSA/ARN

JEPPesen
9 NOV 18 10-9E

STOCKHOLM, SWEDEN
ARLANDA



CHANGES: Communications.

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ESSA/ARN

 **JEPPESSEN**
3 AUG 18 **10-9F** **Eff 16 Aug**

STOCKHOLM, SWEDEN

ARLANDA

INS COORDINATES							
STAND No.	COORDINATES		ELEV	STAND No.	COORDINATES		ELEV
1	N59 39.1	E017 55.8	101	109	N59 38.5	E017 56.0	104
3	N59 39.1	E017 55.8	102	110	N59 38.5	E017 55.9	103
4	N59 39.2	E017 55.9	101	111	N59 38.5	E017 56.0	103
5	N59 39.2	E017 55.8	100	112	N59 38.5	E017 55.9	103
6	N59 39.2	E017 55.9	101	113	N59 38.5	E017 56.0	103
7	N59 38.5	E017 55.9	99	115, 117	N59 38.5	E017 56.0	102
8	N59 39.2	E017 55.8	101	119	N59 38.4	E017 56.0	102
9	N59 39.2	E017 55.9	101	F28L/R	N59 39.2	E017 56.3	102
10	N59 39.2	E017 55.8	99	F29L/R	N59 39.2	E017 56.2	103
11	N59 39.2	E017 55.8	100	F30	N59 39.2	E017 56.3	102
12	N59 39.0	E017 55.7	101	F31	N59 39.2	E017 56.2	103
13	N59 39.1	E017 55.7	102	F32L	N59 39.2	E017 56.3	102
14	N59 39.0	E017 55.7	101	F32R	N59 39.2	E017 56.2	103
15	N59 39.1	E017 55.7	101	F33L	N59 39.2	E017 56.1	103
16	N59 39.0	E017 55.6	101	F33R	N59 39.2	E017 56.2	103
17	N59 39.1	E017 55.6	101	F34	N59 39.3	E017 56.3	102
18	N59 39.0	E017 55.6	101	F35	N59 39.2	E017 56.1	102
19	N59 39.1	E017 55.6	100	F36L	N59 39.3	E017 56.2	102
20	N59 39.1	E017 55.5	101	F36R	N59 39.3	E017 56.2	103
31	N59 39.1	E017 55.5	102	F37	N59 39.3	E017 56.1	101
32	N59 38.9	E017 55.7	101	F38	N59 39.3	E017 56.2	102
33	N59 38.8	E017 55.6	101	F39L/R	N59 39.3	E017 56.1	101
34	N59 38.9	E017 55.6	102	F40 thru F44	N59 39.3	E017 56.4	108
35	N59 38.8	E017 55.6	102	G141 thru G144	N59 39.2	E017 56.6	118
36	N59 38.9	E017 55.6	102	G145	N59 39.3	E017 56.6	117
37	N59 38.8	E017 55.6	102	G146	N59 39.3	E017 56.5	115
38	N59 38.9	E017 55.6	102	G148	N59 39.3	E017 56.5	114
39	N59 38.9	E017 55.5	101	G149	N59 39.3	E017 56.5	115
40	N59 38.9	E017 55.5	102	K1	N59 39.5	E017 57.5	109
41, 42	N59 38.9	E017 55.5	101	K2	N59 39.5	E017 57.5	111
43, 44	N59 38.9	E017 55.4	100	K3A	N59 39.5	E017 57.6	110
52	N59 38.7	E017 55.6	102	K3B	N59 39.5	E017 57.6	108
53	N59 38.7	E017 55.4	103	K3C	N59 39.5	E017 57.7	106
54	N59 38.8	E017 55.5	102	K3D	N59 39.5	E017 57.6	111
55	N59 38.7	E017 55.4	103	K3E	N59 39.5	E017 57.6	108
56	N59 38.8	E017 55.4	103	K4	N59 39.5	E017 57.8	-
57	N59 38.7	E017 55.4	103	K5, K5L	N59 39.5	E017 57.9	100
58	N59 38.8	E017 55.4	102	K5R	N59 39.5	E017 57.8	100
60A	N59 38.7	E017 55.5	102	M5	N59 38.8	E017 57.1	94
62, 63	N59 38.7	E017 55.6	103	M6 thru M8	N59 38.8	E017 57.0	94
64 thru 66	N59 38.6	E017 55.7	103	M9	N59 38.7	E017 56.9	94
67, 68	N59 38.6	E017 55.8	103	R3	N59 38.5	E017 55.5	103
101	N59 38.6	E017 56.0	105	R4	N59 38.4	E017 55.6	102
102	N59 38.6	E017 55.9	104	R5	N59 38.4	E017 55.6	100
103	N59 38.6	E017 56.0	105	R6	N59 38.4	E017 55.7	99
104	N59 38.5	E017 55.9	104	R7	N59 38.3	E017 55.7	98
105	N59 38.5	E017 56.0	105	R8	N59 38.3	E017 55.8	98
106	N59 38.5	E017 55.9	104	R9	N59 38.3	E017 55.9	99
107	N59 38.5	E017 56.0	104	R9C	N59 38.3	E017 55.9	100
108	N59 38.5	E017 55.9	103	R10	N59 38.3	E017 55.9	98

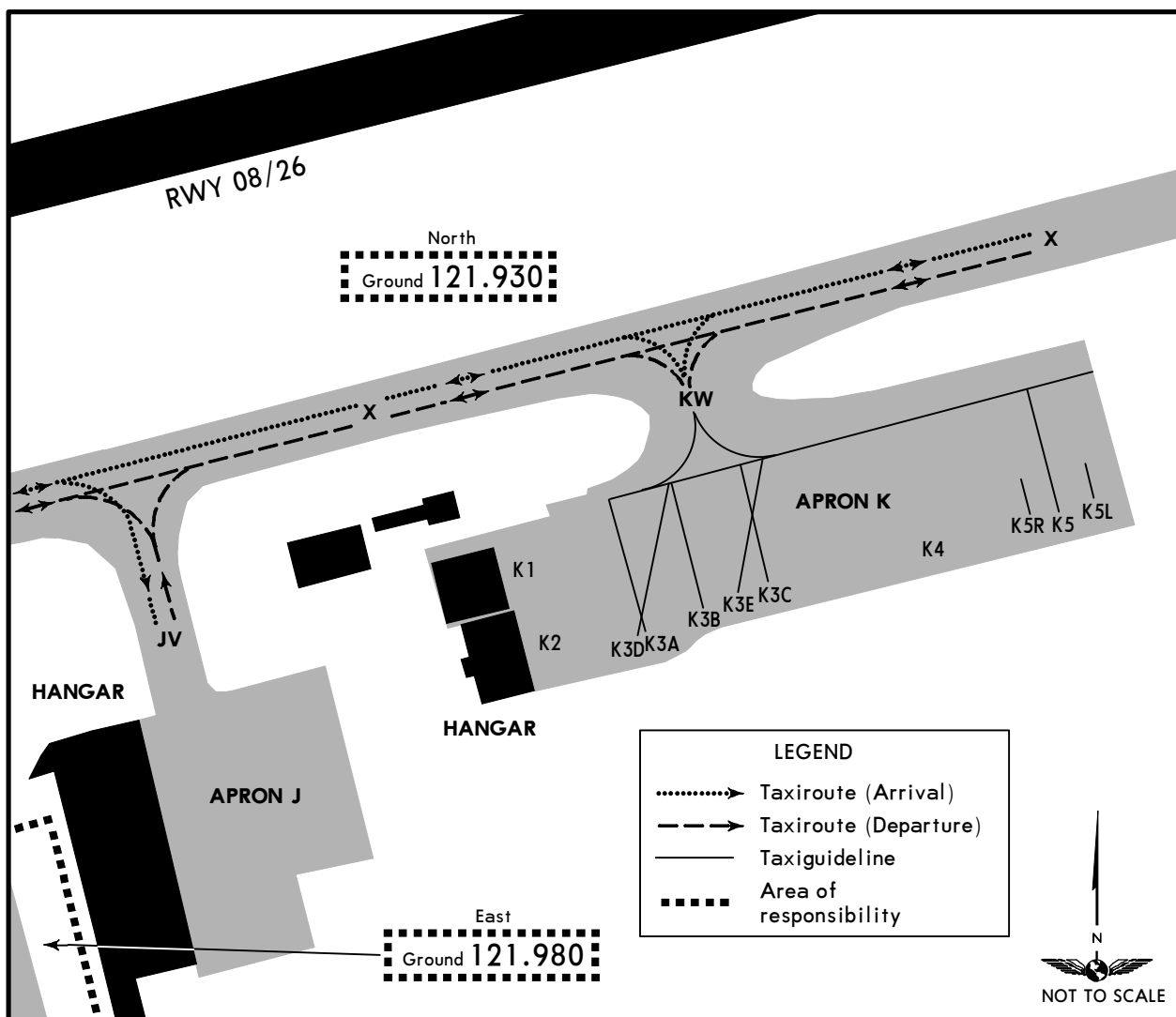
ESSA/ARN

 **JEPPESSEN**
3 AUG 18 (10-9G) Eff 16 Aug

STOCKHOLM, SWEDEN

ARLANDA

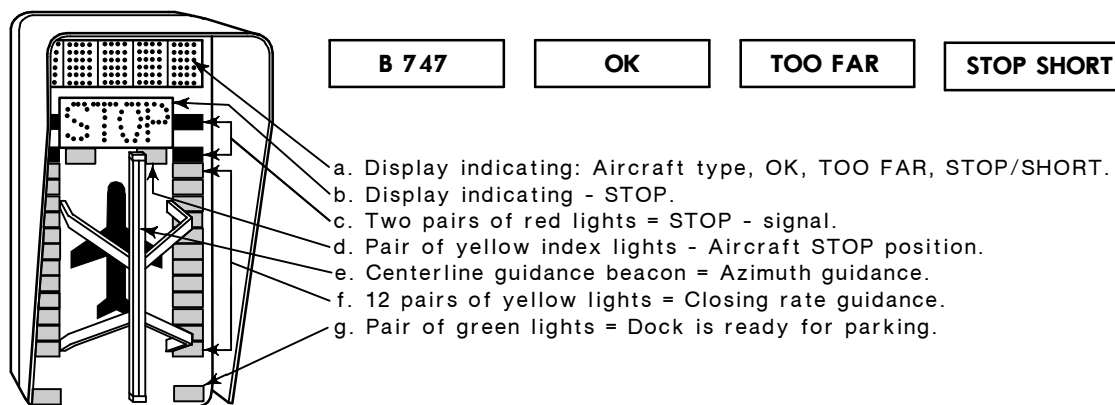
INS COORDINATES			
STAND No.	COORDINATES		ELEV
R10A thru R10C	N59 38.3	E017 56.1	-
S1 thru S2L	N59 38.5	E017 55.3	106
S3	N59 38.4	E017 55.3	106
S3L	N59 38.5	E017 55.3	106
S4	N59 38.4	E017 55.3	103
S5	N59 38.5	E017 55.2	104
S6, S71, S72	N59 38.4	E017 55.2	103
S73	N59 38.4	E017 55.1	103
S74, S75	N59 38.4	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
S82	N59 38.3	E017 55.1	-



VISUAL DOCKING GUIDANCE SYSTEM (SAFEGATE)

A. DESCRIPTION

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



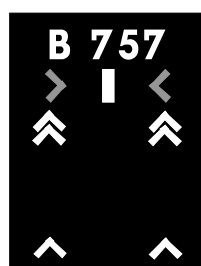
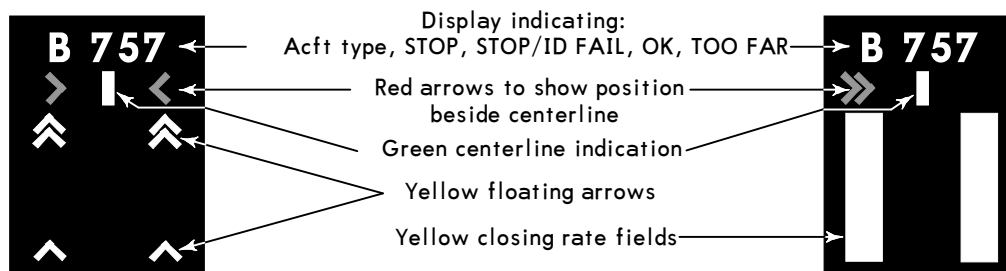
B. DOCKING

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

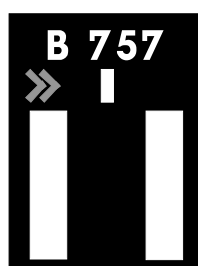
VISUAL DOCKING GUIDANCE SYSTEM (SAFEDOCK)

A. DESCRIPTION

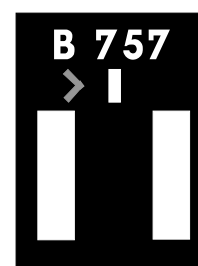
The docking system consists of a display unit and a laser unit to identify type and position of aircraft.



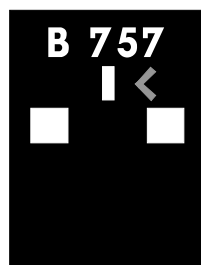
Ready to enter



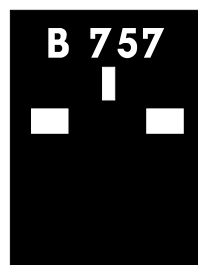
Start of acft identification
Turn RIGHT,
52'/16m or more to stop



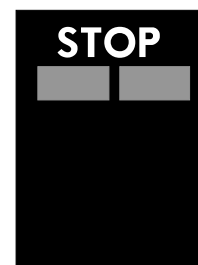
Turn RIGHT,
46'/14m to stop



Turn LEFT,
10'/3m to stop



On centerline,
7'/2m to stop



At stop-position

B. DOCKING

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

When the two vertical closing rate fields turn yellow the aircraft is caught by the laser and being identified.

Watch the red arrows in relation to the green centerline indicator for correct azimuth guidance.

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

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

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

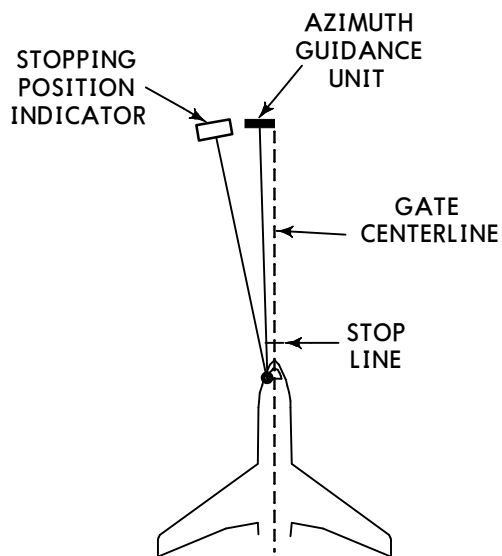
When the aircraft is correctly parked "OK" will be displayed after a few seconds.
If the aircraft has overshoot the stop position, "TOO FAR" will be displayed.

FMT AIRPARK SYSTEM

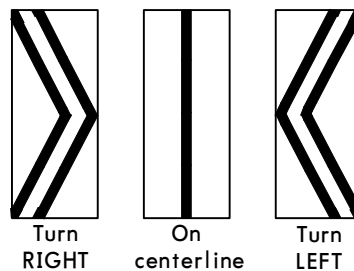
GENERAL

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

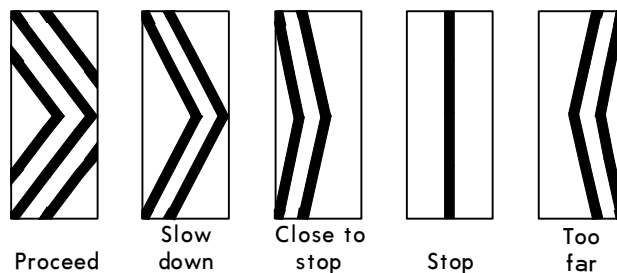
1. Azimuth guidance unit shows a single vertical line when aircraft is on centerline. If aircraft strays off centerline, the unit shows an arrow pattern indicating the direction to turn.
2. Proceed forward until stopping position indicator shows a single vertical line.



AZIMUTH GUIDANCE UNIT



STOPPING POSITION INDICATOR



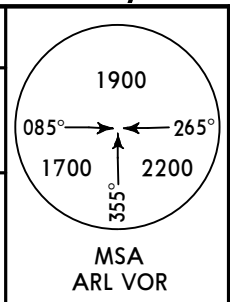
ESSA/ARN
ARLANDA

JEPPESSEN
9 NOV 18 (11-1)

STOCKHOLM, SWEDEN
ILS or LOC Rwy 01L

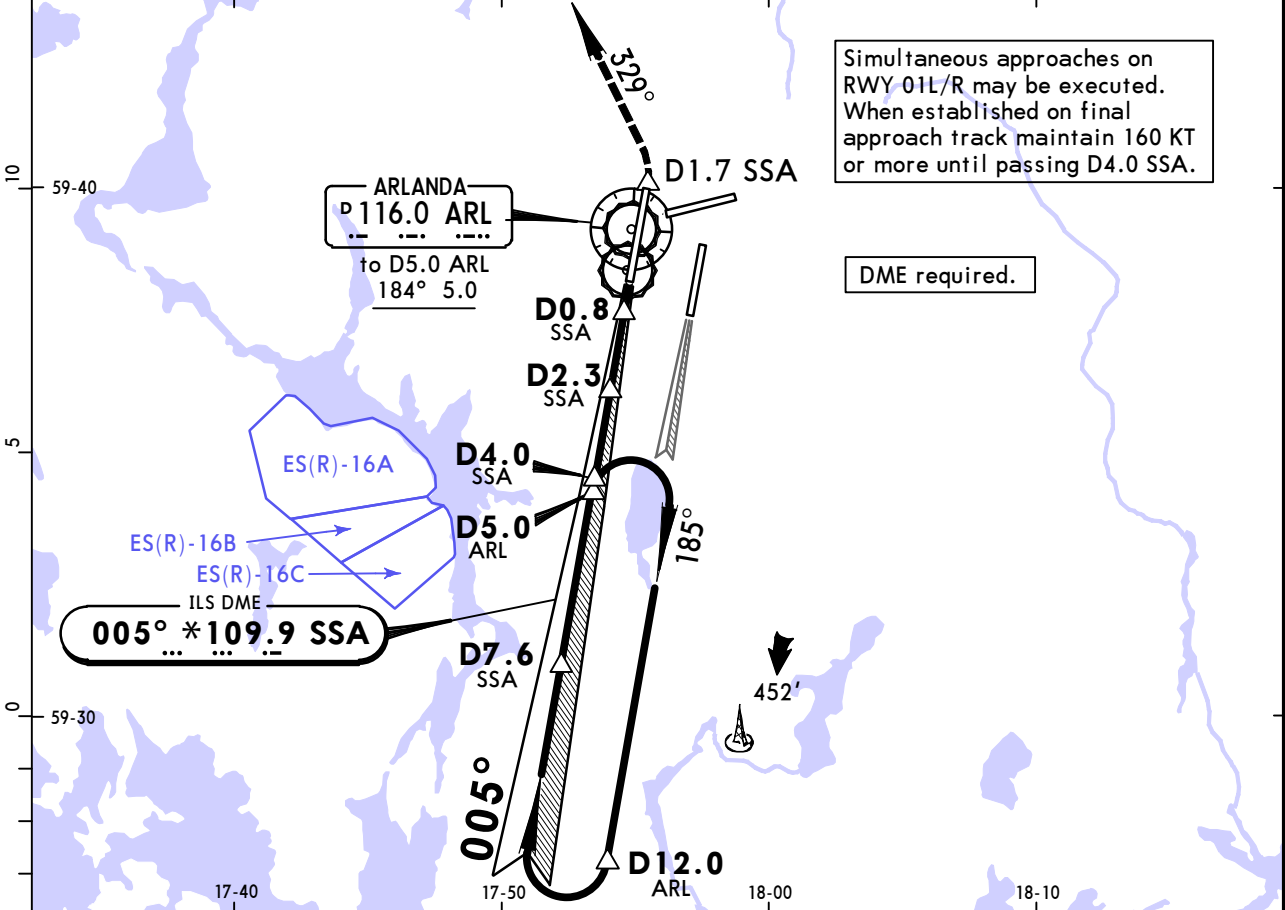
D-ATIS Arrival 119.005	ARLANDA Tower 118.505	Ground North 121.930 East 121.980 West 121.705		
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LOC SSA *109.9	Final Apch Crs 005°	GS D4.0 SSA 1370' (1271')	ILS DA(H) 299' (200')	Apt Elev 135' Rwy 99'
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MISSED 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.

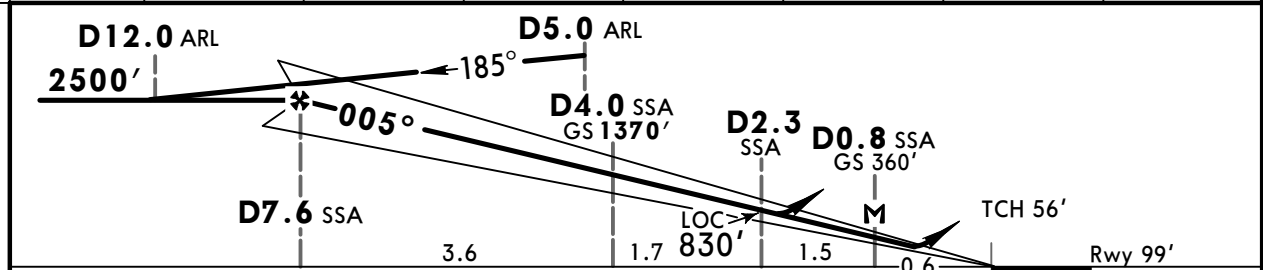
Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 5000'



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 required.

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



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

Standard STRAIGHT-IN LANDING RWY 01L						
ILS			with D2.3 SSA CDFA		w/o D2.3 SSA CDFA	
DA(H) 299' (200')			DA/MDA(H) 500' (401')		DA/MDA(H) 620' (521')	
FULL	TDZ or CL out	ALS out	ALS out	ALS out	ALS out	ALS out
A				RVR 1500m	RVR 1500m	
B	RVR 550m	RVR 550m I	RVR 1200m	RVR 1200m		
C				RVR 1900m	RVR 1700m	RVR 2400m
D						

I W/o HUD/AP/FD: RVR 750m

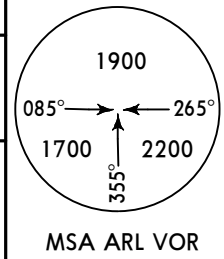
ESSA/ARN ARLANDA

JEPPESSEN
9 NOV 18 **(11-1A)**

STOCKHOLM, SWEDEN CAT II/III ILS Rwy 01L

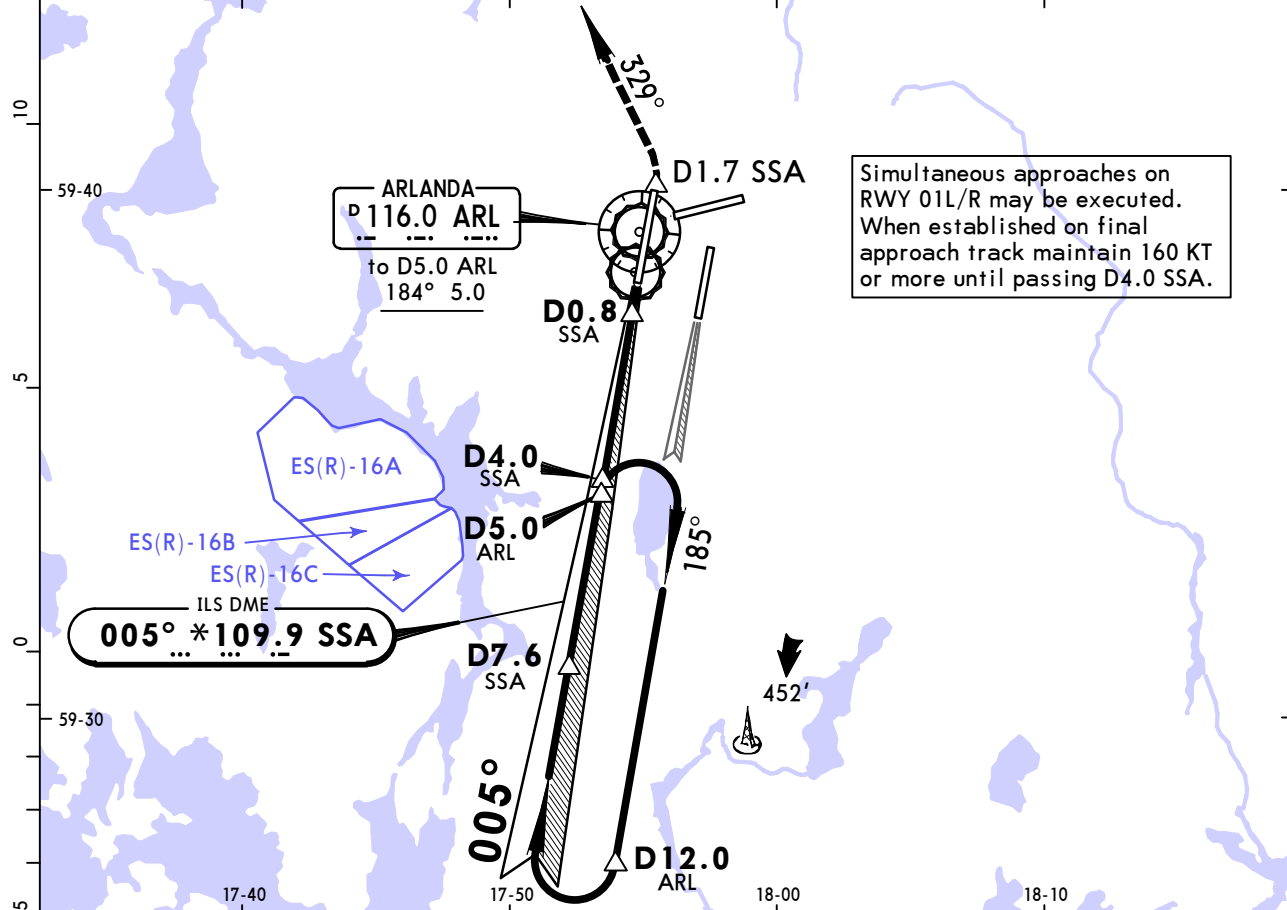
D-ATIS Arrival 119.005	ARLANDA Tower 118.505	Ground North 121.930 East 121.980 West 121.705		
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LOC SSA *109.9	Final Apch Crs 005°	GS D4.0 SSA 1370' (1271')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 135' Rwy 99'
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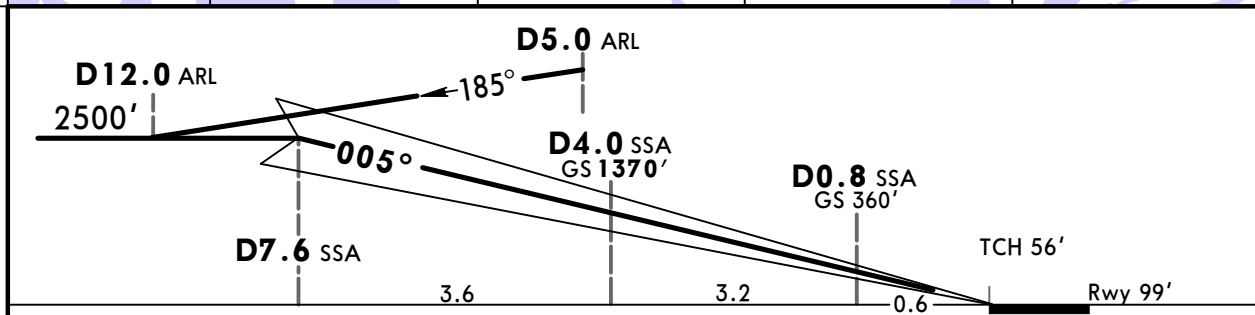


MISSED APCH: Climb STRAIGHT AHEAD to 600' or D1.7 SSA past SSA DME, whichever is later. Turn LEFT on track 329° climbing to 1500', Radar Vectoring for a new approach.
MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to 600' or D1.7 SSA past SSA DME, whichever is later. Turn LEFT on track 329° climbing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

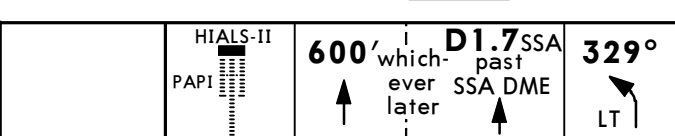
Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 5000'
 1. DME required. 2. Special Aircrew & Acft Certification Required.



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



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



Standard		STRAIGHT-IN LANDING RWY 01L	
CAT IIIA ILS I DH 50'		CAT II ILS RA 107' DA(H) 199' (100')	
RVR 200m		RVR 300m	

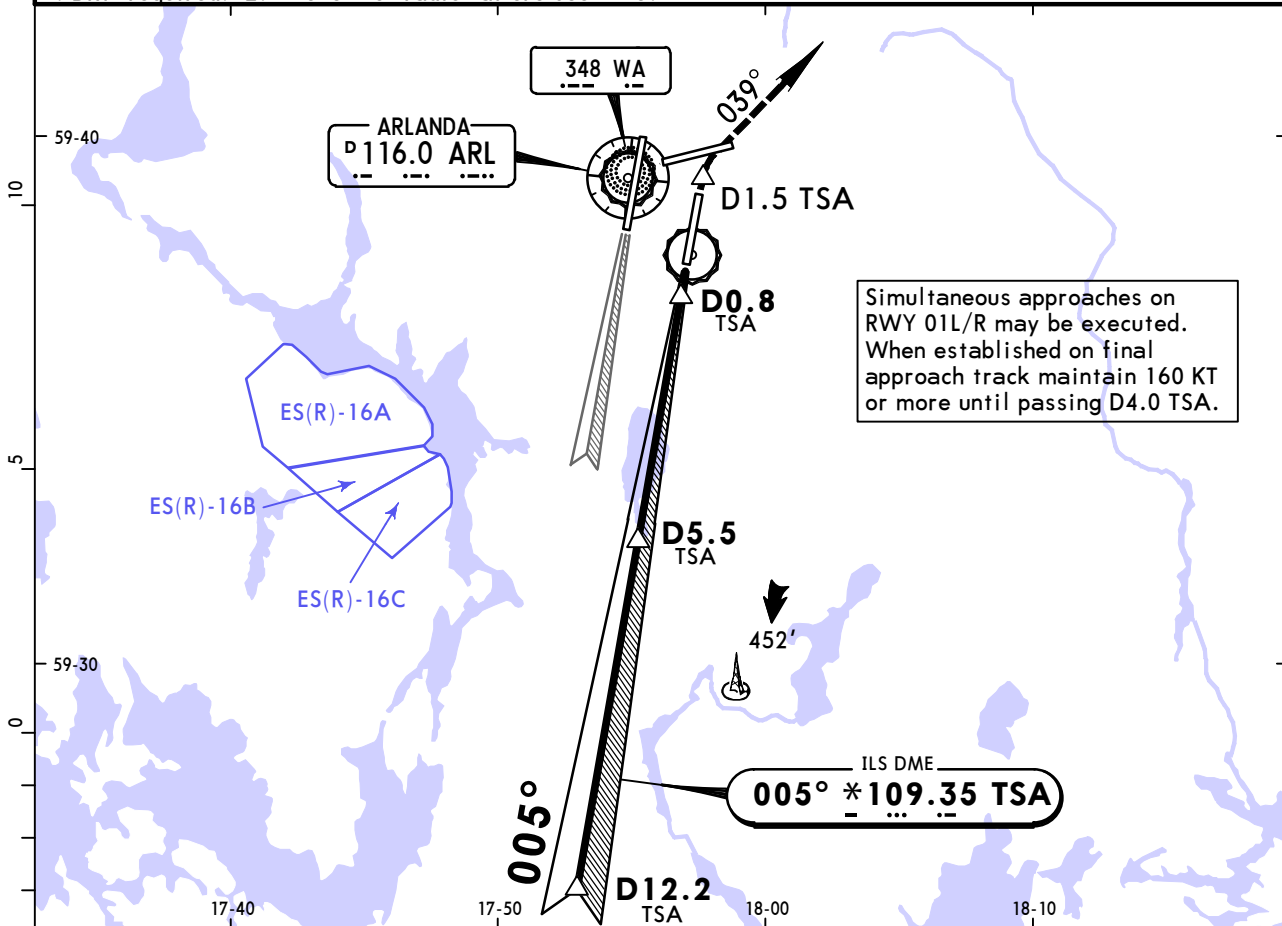
I CAT IIIB: Mim RVR 75m.

ESSA/ARN
ARLANDA

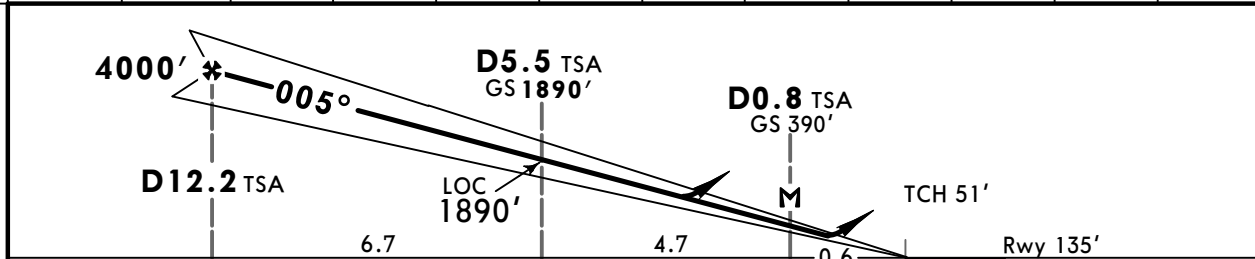
JEPPESSEN
9 NOV 18 (11-2)

STOCKHOLM, SWEDEN
ILS or LOC Rwy 01R

BRIEFING STRIP™	D-ATIS Arrival 119.005	ARLANDA Tower 125.130	Ground North 121.930 East 121.980 West 121.705			
	LOC TSA *109.35	Final Apch Crs 005°	GS D5.5 TSA 1890' (1755')	ILS DA(H) 335' (200')	Apt Elev 135' Rwy 135'	
	MISSED APCH: Climb STRAIGHT AHEAD to 600' or D1.5 TSA past TSA DME, whichever is later. Turn RIGHT on track 039° climbing to 1500', Radar Vectoring for a new approach.					
Alt Set: hPa		Rwy Elev: 5 hPa	Trans level: By ATC		Trans alt: 5000'	
1. DME required. 2. In event of radio failure see 11-3.						



LOC (GS out)	TSA DME ALTITUDE	11.0 3640'	10.0 3320'	9.0 3000'	8.0 2680'	7.0 2360'	6.0 2050'	5.0 1730'	4.0 1410'	3.0 1090'	2.0 770'
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Gnd speed-Kts	70	90	100	120	140	160		600' i ↑ which- ever later	D1.5 TSA past ↑ TSA DME	039° RT	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743					849
MAP at D0.8 TSA											

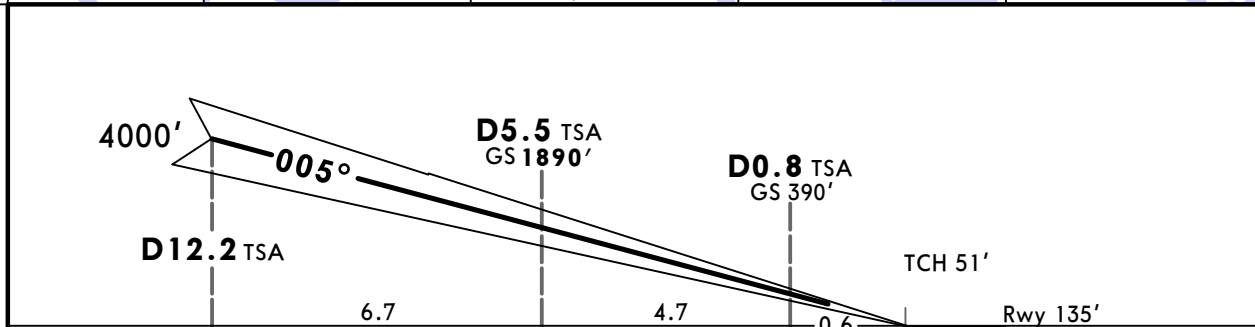
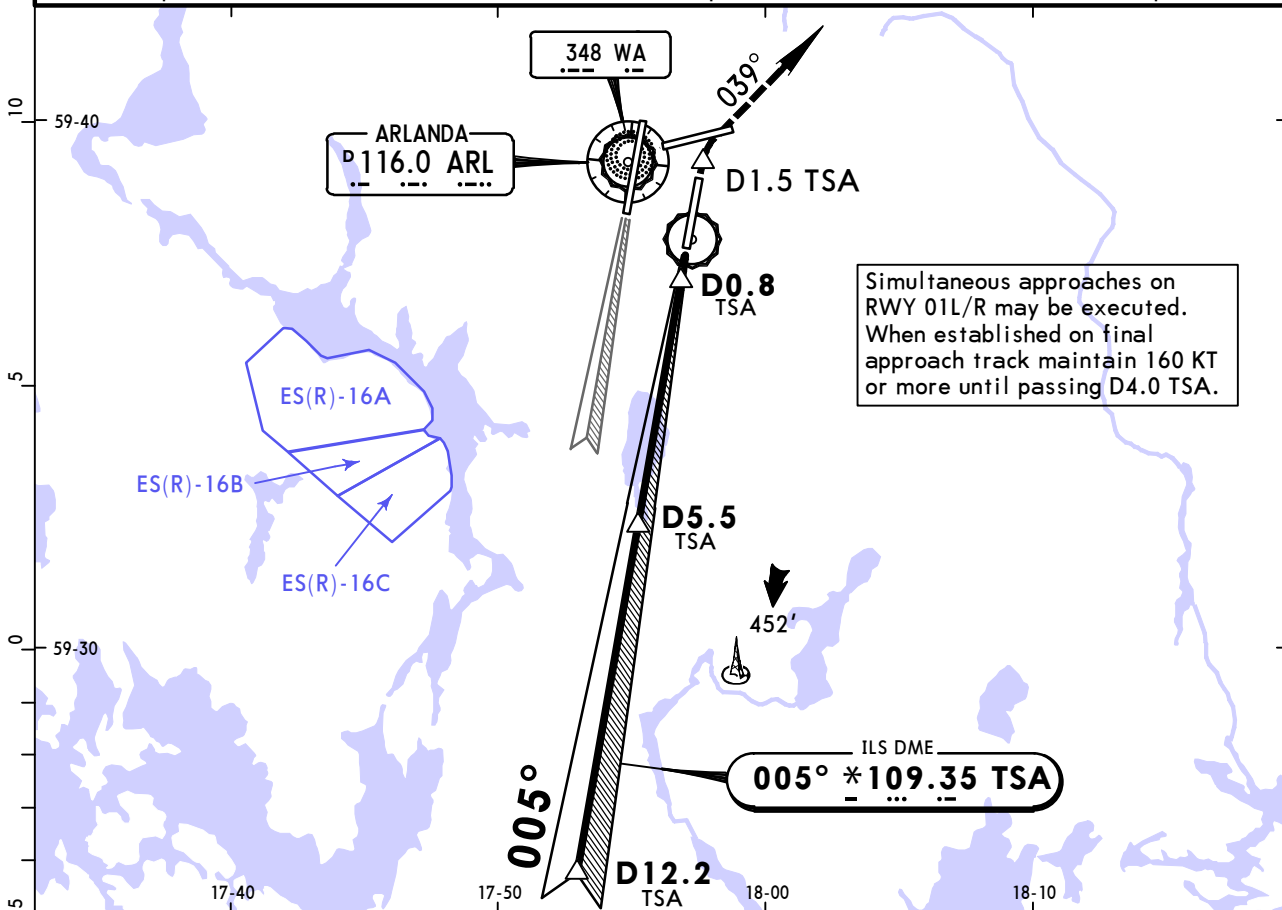
Standard STRAIGHT-IN LANDING RWY 01R					
ILS			LOC (GS out)		
DA(H) 335' (200')			with D5.5 TSA CDFA DA/MDA(H) 470' (335')		w/o D5.5 TSA CDFA DA/MDA(H) 640' (505')
FULL	TDZ or CL out	ALS out	ALS out	ALS out	ALS out
A					RVR 1500m
B	RVR 550m	RVR 550m I	RVR 1200m	RVR 800m	RVR 1500m
C					RVR 1600m
D					RVR 2400m
I W/o HUD/AP/FD: RVR 750m.					

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JEPPESSEN
9 NOV 18 (11-2A)

STOCKHOLM, SWEDEN
CAT II/III ILS Rwy 01R

BRIEFING STRIP™	D-ATIS Arrival 119.005	ARLANDA Tower 125.130	Ground North 121.930 East 121.980 West 121.705			
	LOC TSA *109.35	Final Apch Crs 005°	GS D5.5 TSA 1890' (1755')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 135' Rwy 135'	
	MISSED APCH: Climb STRAIGHT AHEAD to 600' or D1.5 TSA past TSA DME, whichever is later. Turn RIGHT on track 039° climbing to 1500', Radar Vectoring for a new approach.					
Alt Set: hPa		Rwy Elev: 5 hPa	Trans level: By ATC		Trans alt: 5000'	
1. DME required. 2. In case of radio failure see 11-3A. 3. Special Aircrew & Acft Certification Required.						



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

Standard			STRAIGHT-IN LANDING RWY 01R		
CAT IIIA ILS DH 50'	ABC RA 99' DA(H) 235' (100')	CAT II ILS D RA 102' DA(H) 238' (103')			

RVR 200m	RVR 300m
☐ CAT IIIB: Mim RVR 75m.	

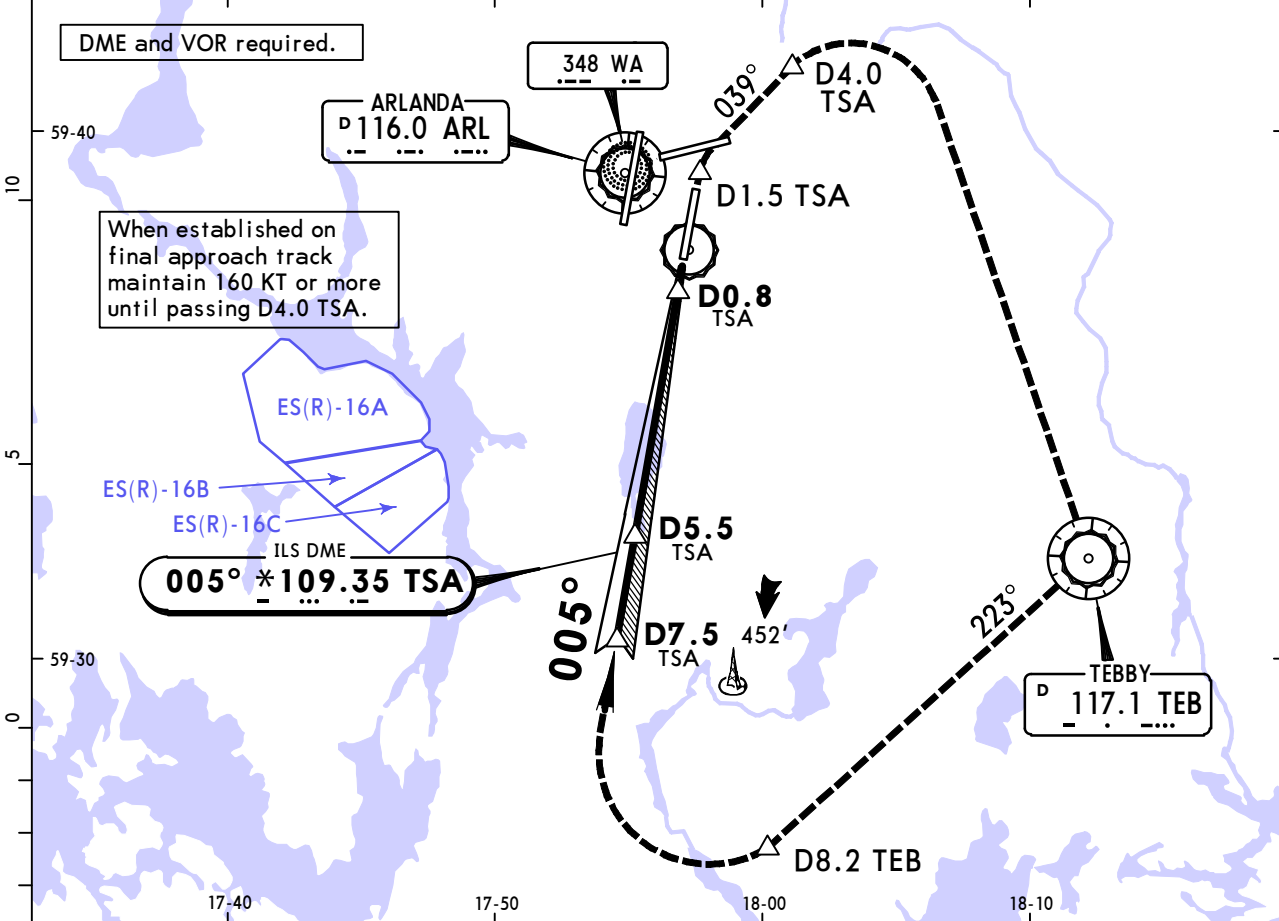
ESSA/ARN ARLANDA

JEPPESEN
9 NOV 18 **(11-3)** LOST COMM

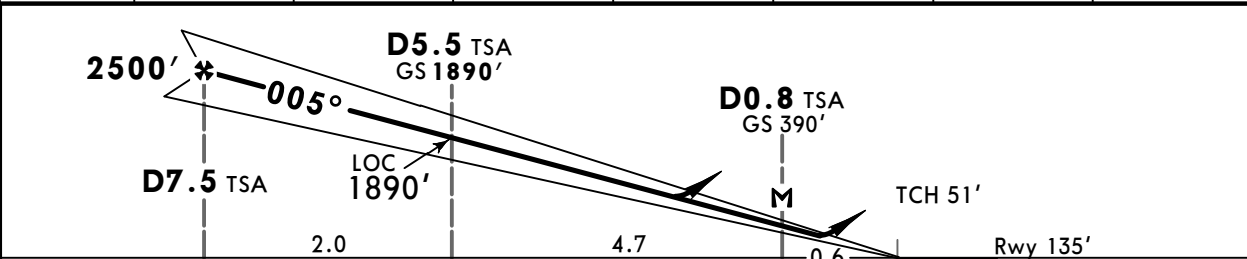
STOCKHOLM, SWEDEN ILS or LOC Rwy 01R

D-ATIS Arrival 119.005	ARLANDA Tower 125.130	Ground North 121.930 East 121.980 West 121.705			
LOC TSA *109.35	Final Apch Crs 005°	GS D5.5 TSA 1890' (1755')	ILS DA(H) 335' (200')	Apt Elev 135' Rwy 135'	
MISSED APCH: Climb STRAIGHT AHEAD to 600' or D1.5 TSA past TSA DME, whichever is later. Turn RIGHT on track 039° climbing to 2500' or D4.0 TSA, whichever is later, turn RIGHT to TEB VOR. At TEB VOR intercept R-223 TEB to D8.2 TEB, then turn RIGHT to intercept LOC, not below 2500' until FAP/FAF (D7.5 TSA).					

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



LOC (GS out)	TSA DME ALTITUDE	7.0 2360'	6.0 2050'	5.0 1730'	4.0 1410'	3.0 1090'	2.0 770'
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Gnd speed-Kts	70	90	100	120	140	160		600' i ↑ which- ever later	D1.5 TSA past TSA DME ↑	039° RT	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743					849
MAP at D0.8 TSA											

Standard							STRAIGHT-IN LANDING RWY 01R			
ILS			LOC (GS out)							
DA(H) 335' (200')			with D5.5 TSA CDFA DA/MDA(H) 470' (335')		w/o D5.5 TSA CDFA DA/MDA(H) 540' (405')					
FULL		TDZ or CL out	ALS out		ALS out		ALS out		ALS out	
A										RVR 1500m
B	RVR 550m	RVR 550m I	RVR 1200m	RVR 800m	RVR 1500m	RVR 1200m				RVR 1900m
C										
D										

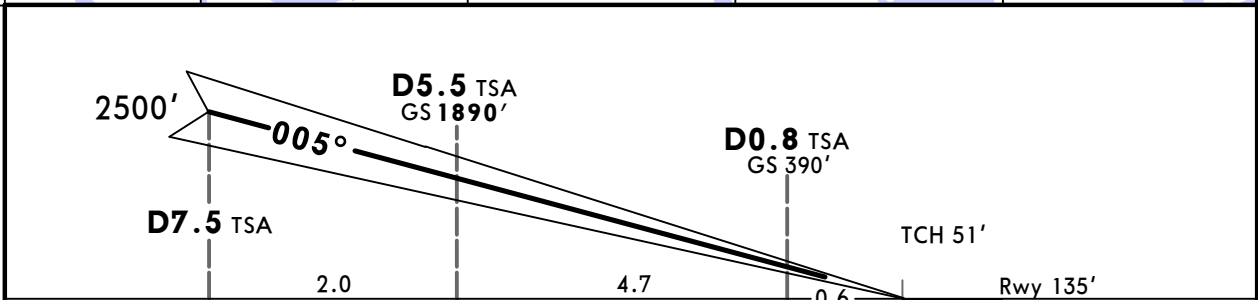
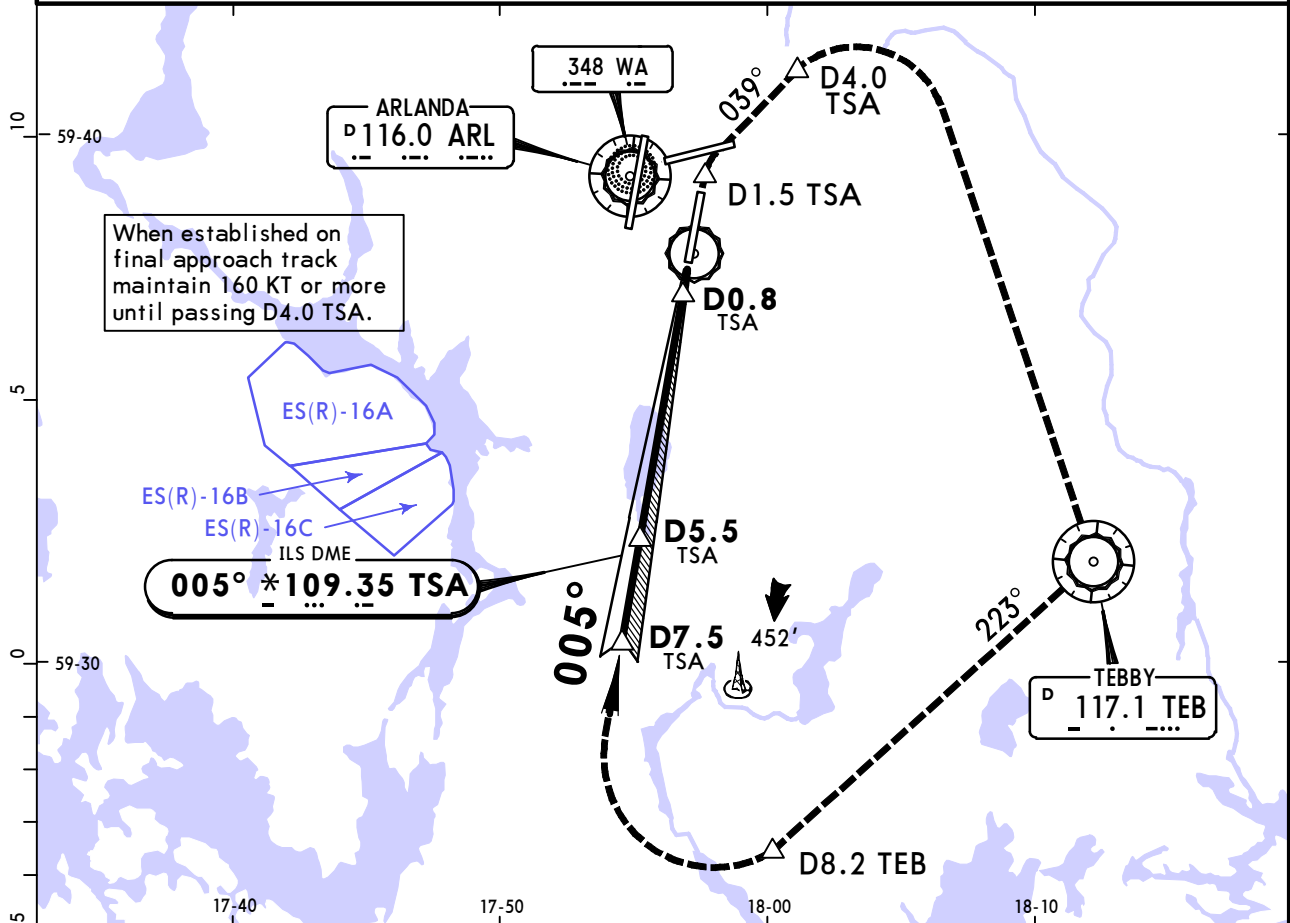
I W/o HUD/AP/FD: RVR 750m

ESSA/ARN
ARLANDA

JEPPESSEN
9 NOV 18 **(11-3A)**

STOCKHOLM, SWEDEN
LOST COMM
CAT II/III ILS Rwy 01R

BRIEFING STRIP™	D-ATIS Arrival 119.005	ARLANDA Tower 125.130	Ground North 121.930 East 121.980 West 121.705			
	LOC TSA *109.35	Final Apch Crs 005°	GS D5.5 TSA 1890' (1755')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 135' Rwy 135'	
	MISSED APCH: Climb STRAIGHT AHEAD to 600' or D1.5 TSA past TSA DME, whichever is later. Turn RIGHT on track 039° climbing to 2500' or D4.0 TSA, whichever is later, turn RIGHT to TEB VOR. At TEB VOR intercept R-223 TEB to D8.2 TEB, then turn RIGHT to intercept LOC, not below 2500' until FAP/FAF (D7.5 TSA).					
Alt Set: hPa		Rwy Elev: 5 hPa	Trans level: By ATC		Trans alt: 5000'	
1. DME and VOR required. 2. Special Aircrew & Acft Certification Required.						



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

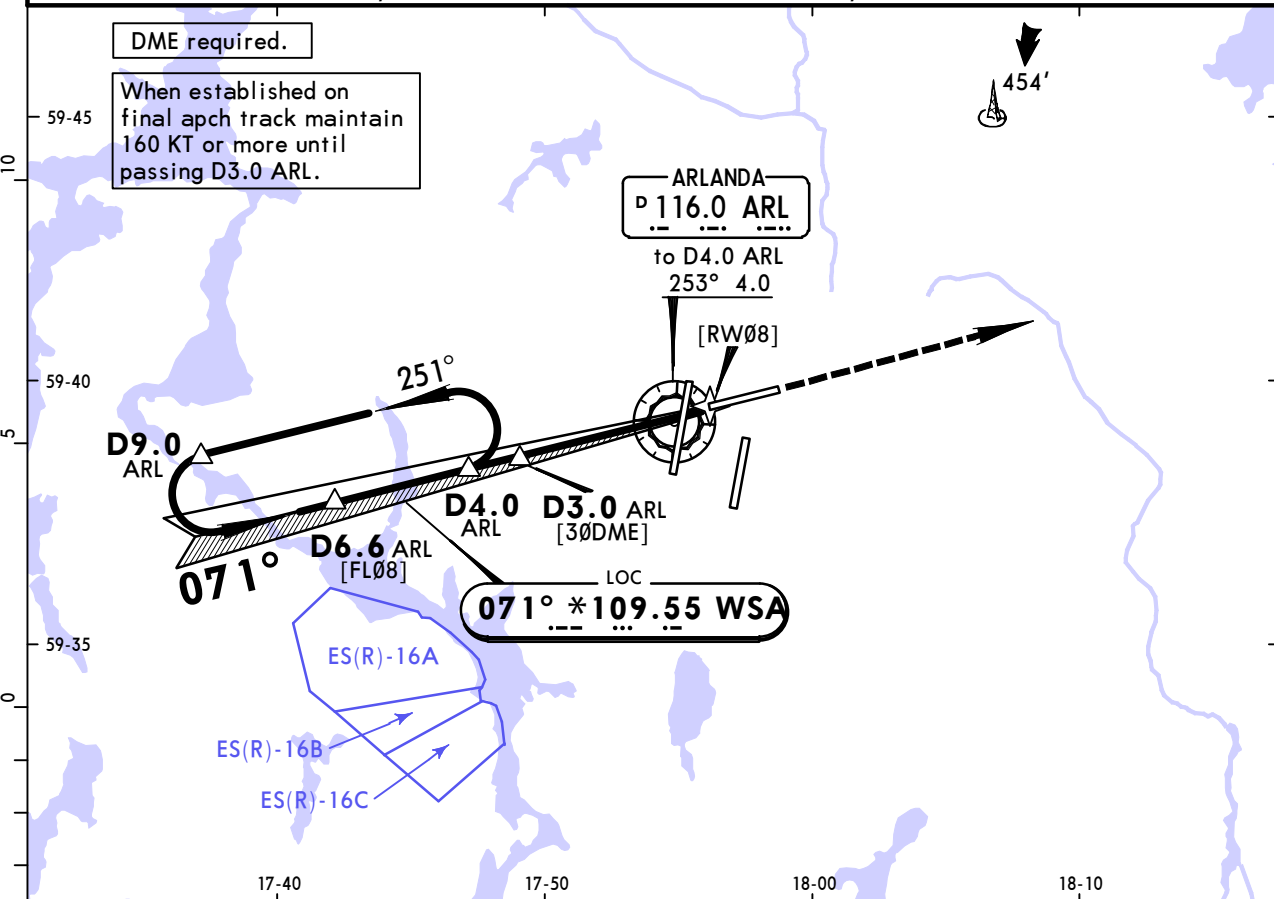
Standard			STRAIGHT-IN LANDING RWY 01R		
CAT IIIA ILS I DH 50'		CAT II ILS ABC RA 99' DA(H) 235' (100')		CAT II ILS D RA 100' DA(H) 236' (101')	
RVR 200m		RVR 300m			
I CAT IIIB: Mim RVR 75m.					

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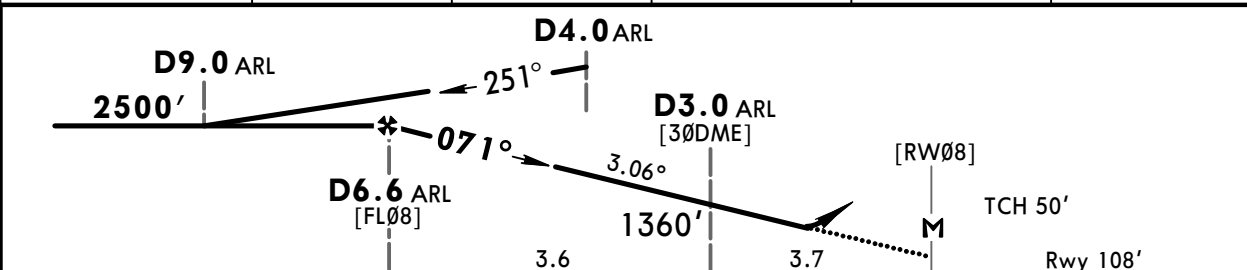
JEPPESEN
9 NOV 18 **(11-4)**

STOCKHOLM, SWEDEN
LOC Rwy 08

BRIEFING STRIP™	D-ATIS Arrival	ARLANDA Tower	Ground			
	119.005	128.730	North 121.930	East 121.980	West 121.705	
	LOC WSA *109.55	Final Apch Crs 071°	Minimum Alt D6.6 ARL 2500' (2392')	DA/MDA(H) 500' (392')	Apt Elev 135' 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.						
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		1500'
Descent Angle 3.06°	379	487	541	650	758	866		
D6.6 ARL to MAP	7.3	6:15	4:52	4:23	3:39	3:08	2:44	

Standard STRAIGHT-IN LANDING RWY 08
CDFA
DA/MDA(H) **500' (392')**

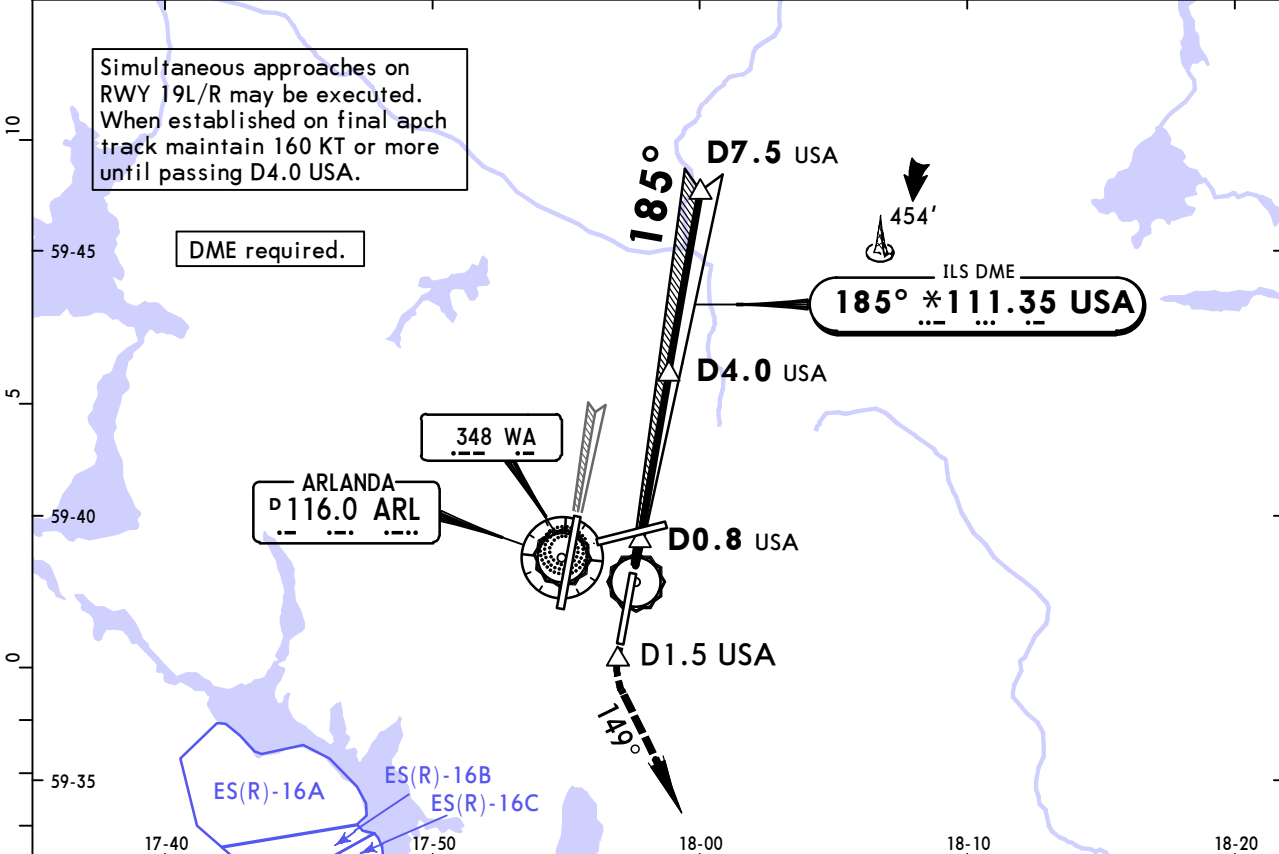
PANS OPS	A	RVR 1400m	ALS out
	B		RVR 1500m
	C	RVR 1800m	
	D		

ESSA/ARN ARLANDA

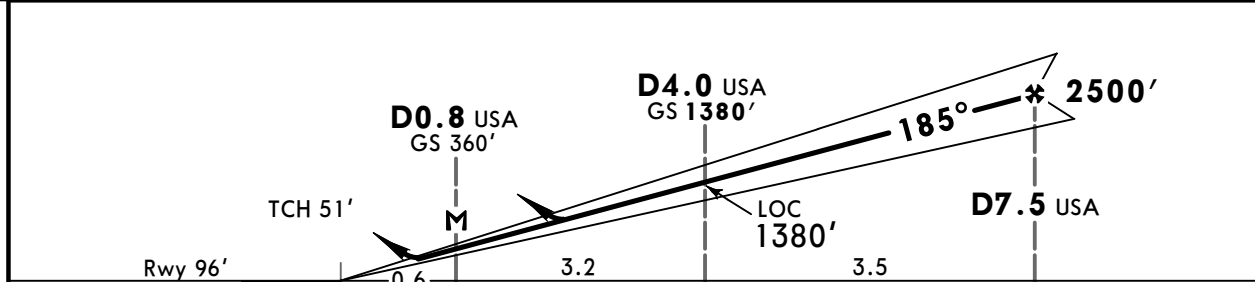
JEPPESSEN
9 NOV 18 **(11-5)**

STOCKHOLM, SWEDEN ILS or LOC Rwy 19L

D-ATIS Arrival 119.005		ARLANDA Tower 125.130		Ground North 121.930 East 121.980 West 121.705		
LOC USA *111.35	Final Apch Crs 185°	GS D4.0 USA 1380' (1284')	ILS DA(H) 296' (200')	Apt Elev 135' Rwy 96'		
<p>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.</p> <p>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).</p>						
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		600' ↑ which- ever later	D1.5 USA past USA DME ↑	149° LT
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743				
MAP at D0.8 USA										

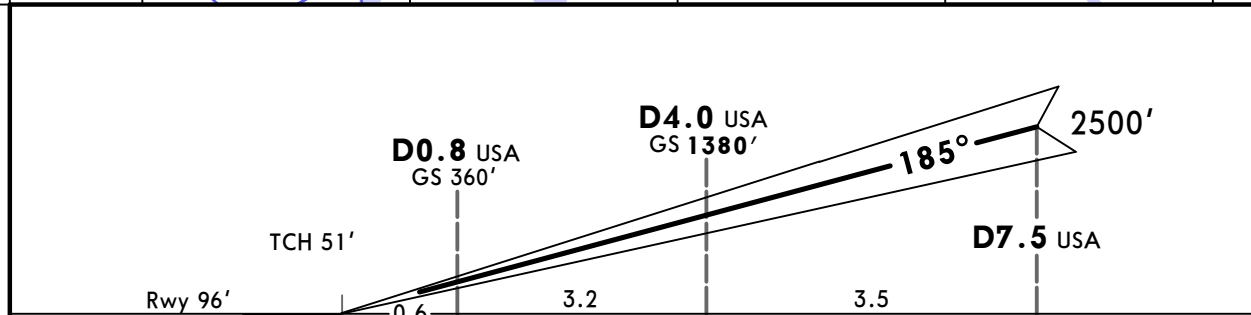
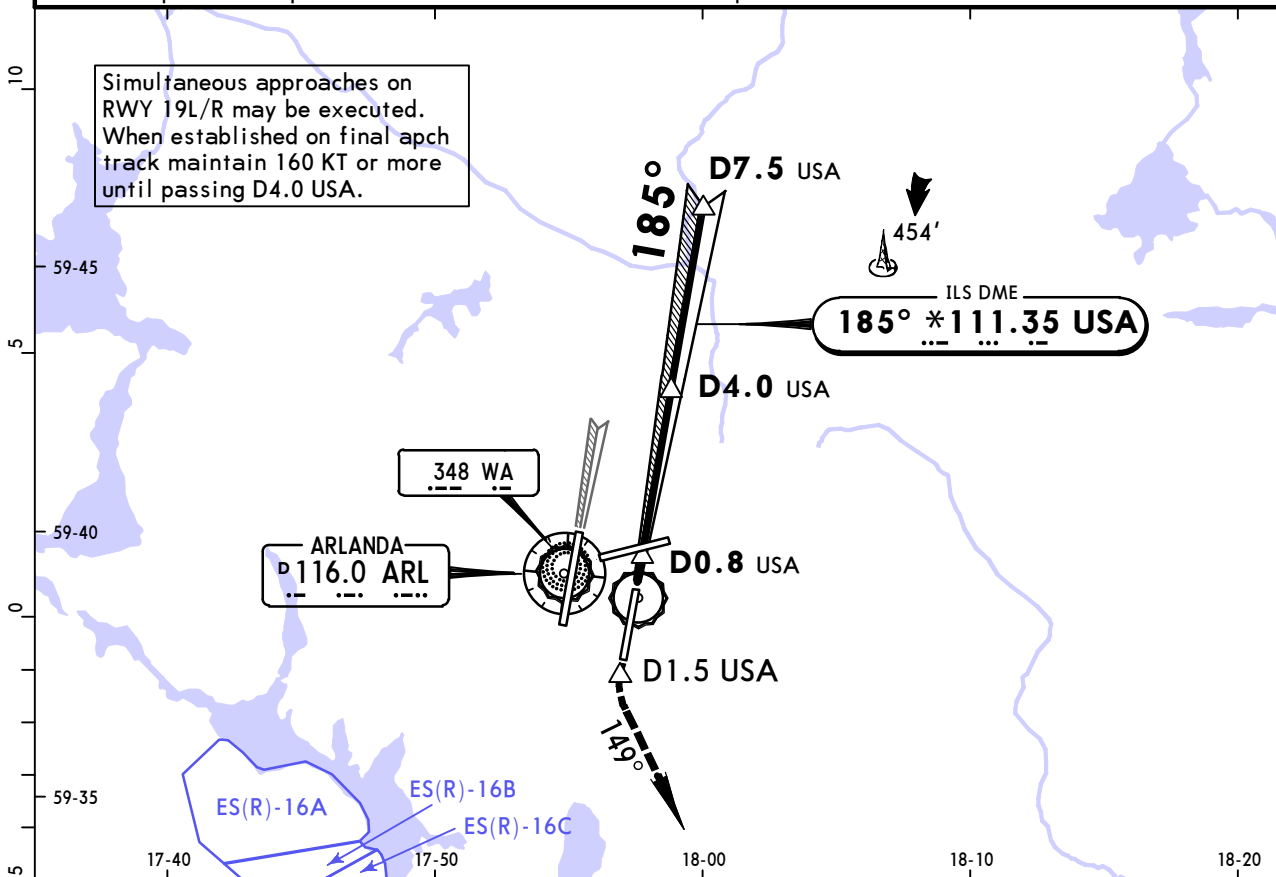
Standard STRAIGHT-IN LANDING RWY 19L											
ILS						LOC (GS out)					
DA(H) 296' (200')						with D4.0 USA CDFA DA/MDA(H) 500' (404')			w/o D4.0 USA CDFA DA/MDA(H) 620' (524')		
FULL		TDZ or CL out		ALS out		ALS out			ALS out		
A							RVR 1500m			RVR 1500m	
B	RVR 550m	RVR 550m	I	RVR 1200m		RVR 1200m		RVR 1900m			RVR 2400m
C							RVR 1700m			RVR 2400m	
D							RVR 1700m			RVR 2400m	

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JEPPESSEN
9 NOV 18 **(11-5A)**

STOCKHOLM, SWEDEN
CAT II/III ILS Rwy 19L

D-ATIS Arrival 119.005	ARLANDA Tower 125.130	Ground North 121.930 East 121.980 West 121.705		
LOC USA *111.35	Final Apch Crs 185°	GS D4.0 USA 1380' (1284')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 135' Rwy 96'
MISSED APCH: Climb STRAIGHT AHEAD to 600' or D1.5 USA past USA DME, whichever is later. Turn LEFT on track 149° climbing to 1500', Radar Vectoring for a new approach. MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to 600' or D1.5 USA past USA DME, whichever is later. Turn LEFT on track 149° climbing to 2500' or D4.0 USA, whichever is later, turn LEFT to TEB VOR. At TEB VOR intercept R-349 TEB to D16.3 TEB, then turn LEFT to intercept LOC, not below 2500' until FAP/FAF (D7.5 USA).				
Alt Set: hPa	Rwy Elev: 4 hPa	Trans level: By ATC	Trans alt: 5000'	
1. DME required. 2. Special Aircrew & Acft Certification Required.				



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

Standard	STRAIGHT-IN LANDING RWY 19L	
CAT IIIA ILS I DH 50'	CAT II ILS RA 105' DA(H) 196' (100')	
RVR 200m	RVR 300m	
I CAT IIIB: Min RVR 75m.		

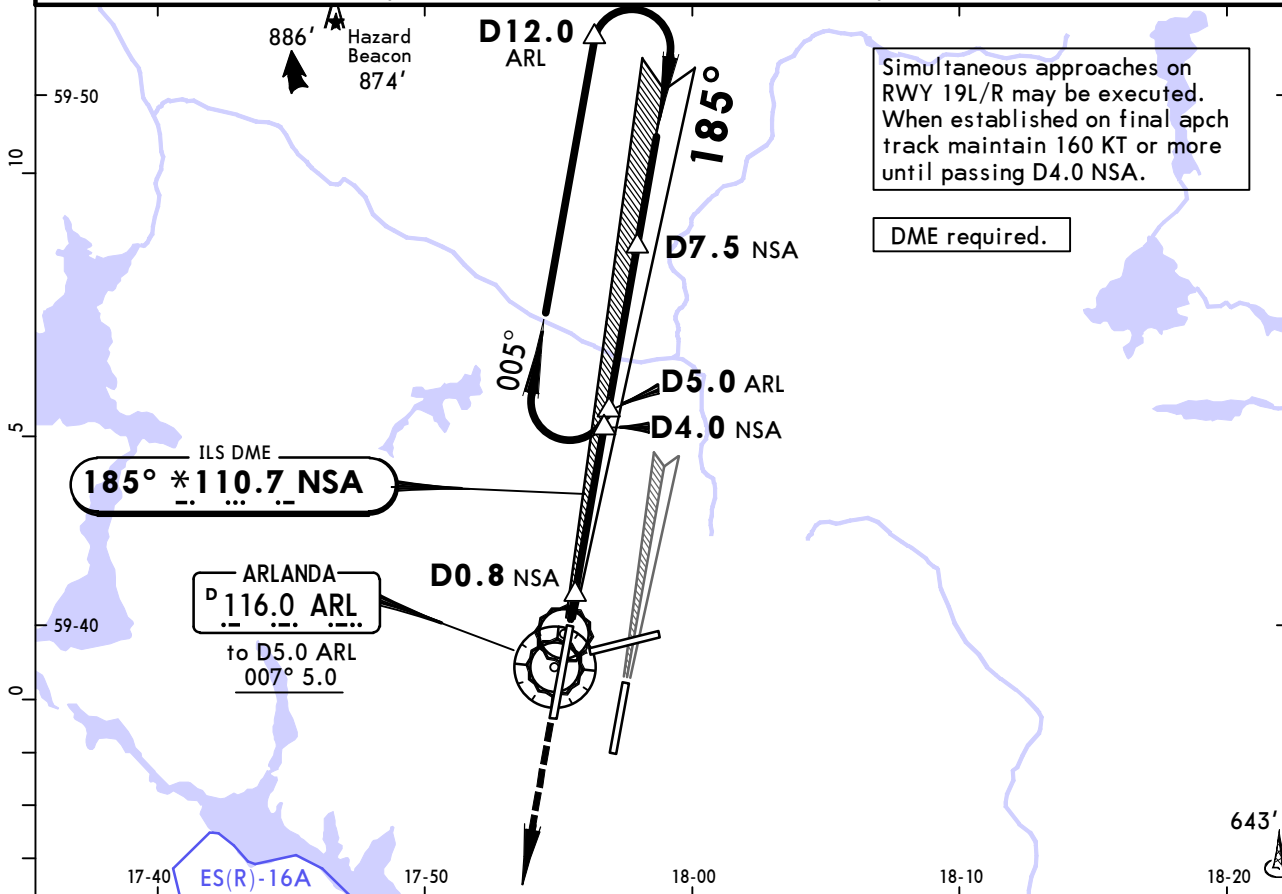
PANS OPS

ESSA/ARN
ARLANDA

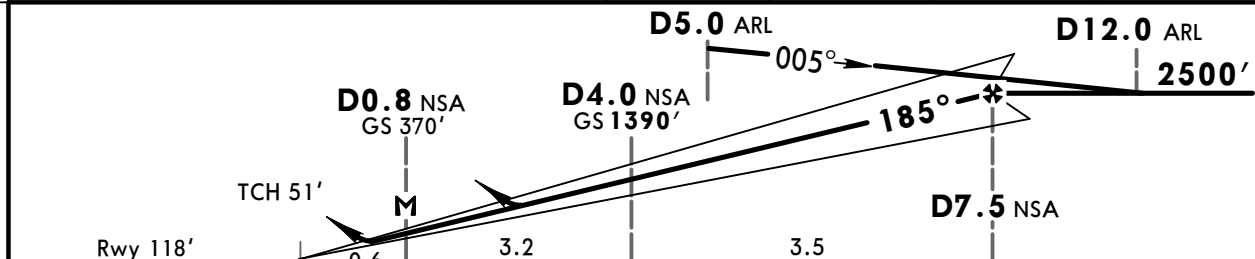
JEPPESEN
9 NOV 18 (11-6)

STOCKHOLM, SWEDEN
ILS or LOC Rwy 19R

BRIEFING STRIP™	D-ATIS Arrival	ARLANDA Tower	Ground			
	119.005	118.505	North 121.930	East 121.980	West 121.705	
LOC NSA	Final Apch Crs	GS	ILS DA(H)	Apt Elev 135'		<p>MISSED APCH: Climb STRAIGHT AHEAD to 1500', Radar Vectoring for a new approach.</p> <p>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.</p>
*110.7	185°	D4.0 NSA 1390' (1272')	318' (200')	Rwy 118'		
Alt Set: hPa		Rwy Elev: 4 hPa	Trans level: By ATC		Trans alt: 5000'	



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



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

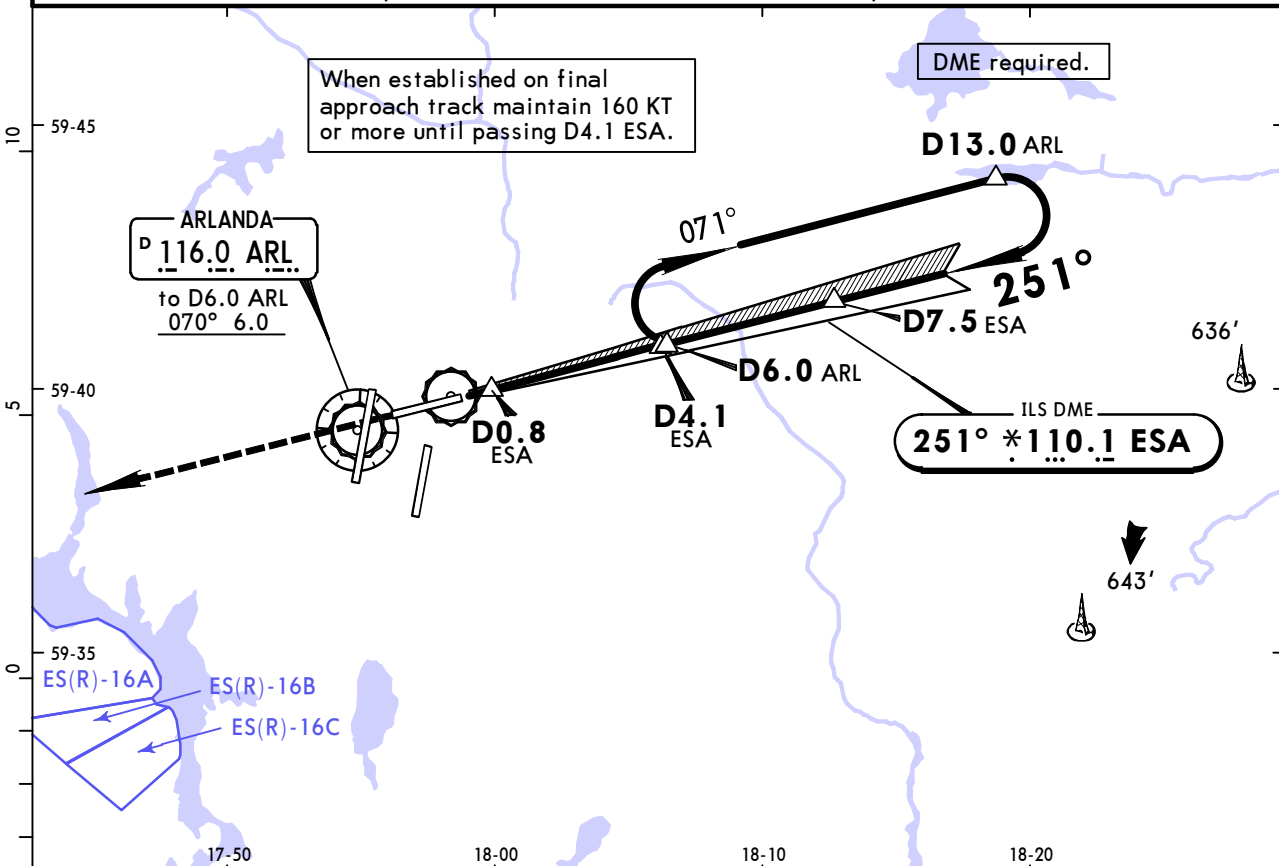
Standard				STRAIGHT-IN LANDING RWY 19R			
ILS		LOC (GS out)		CDFA			
DA(H) 318' (200')		DA/MDA(H) 450' (332')					
FULL		ALS out		ALS out		ALS out	
A							
B							
C	RVR 550m I		RVR 1200m		RVR 800m		RVR 1500m
D							
I W/o HUD/AP/FD: RVR 750m							

ESSA/ARN ARLANDA

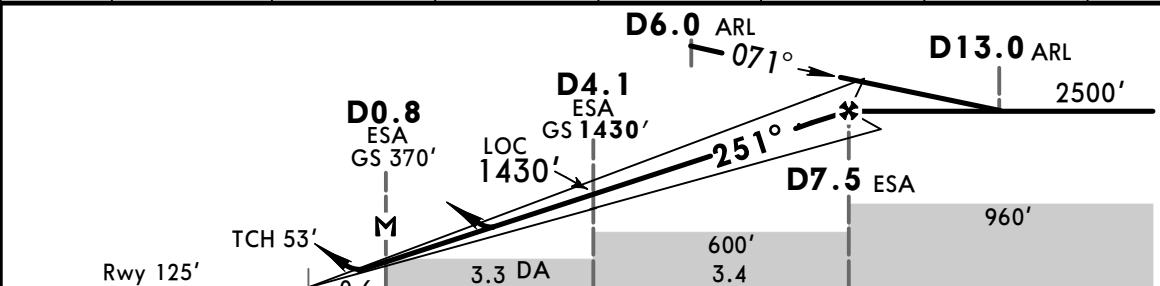
JEPPESEN
9 NOV 18 (11-7)

STOCKHOLM, SWEDEN ILS or LOC Rwy 26

BRIEFING STRIP™	D-ATIS Arrival	ARLANDA Tower	Ground			
	119.005	128.730	North 121.930	East 121.980	West 121.705	
	LOC ESA *110.1	Final Apch Crs 251°	GS D4.1 ESA 1430' (1305')	ILS DA(H) 325' (200')	Apt Elev 135' Rwy 125'	
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.						
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							

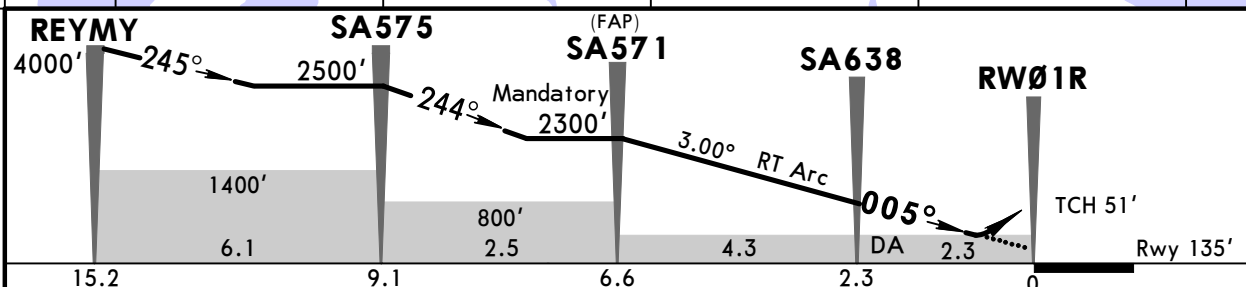
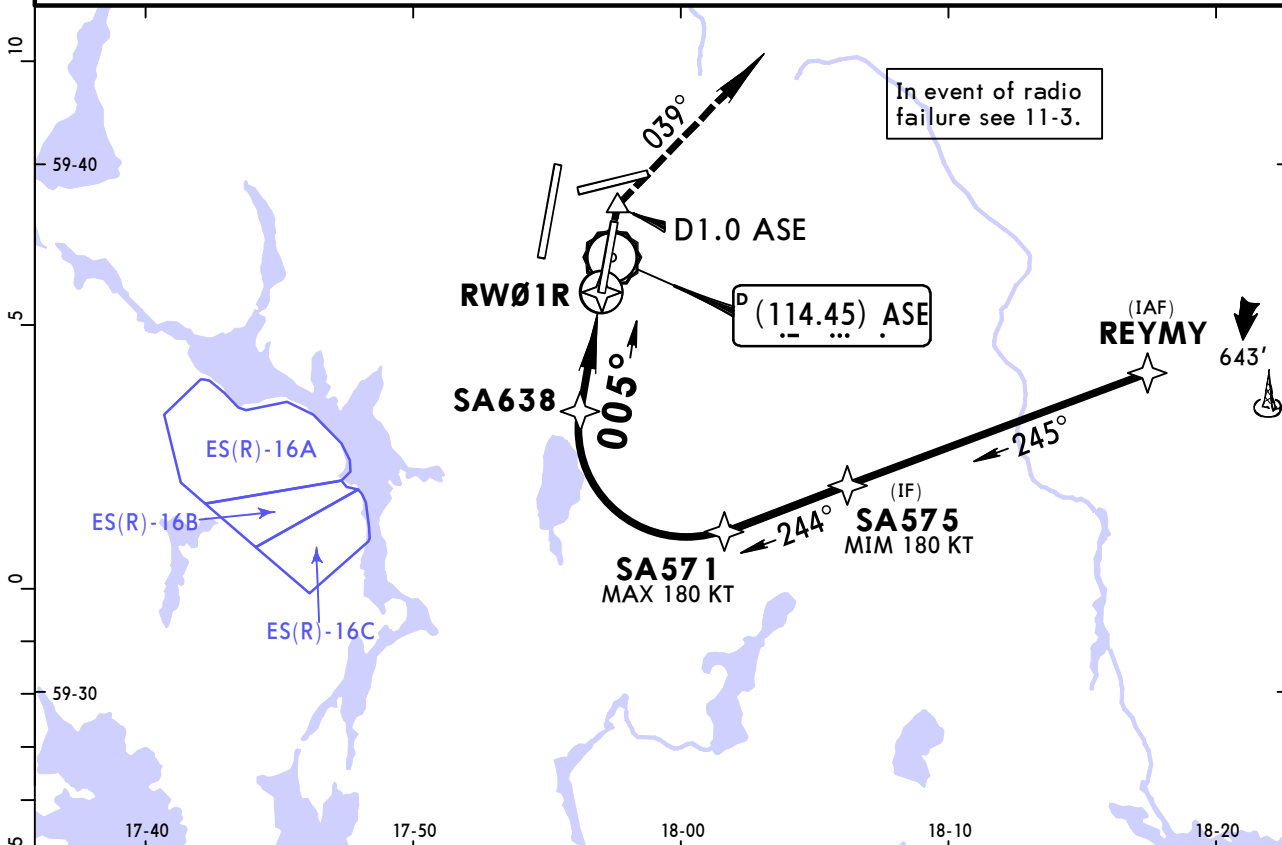
PANS OPS	Standard				STRAIGHT-IN LANDING RWY 26			
	ILS				LOC (GS out)			
	DA(H) 325' (200')				CDFA DA/MDA(H) 450' (325')			
	FULL		ALS out		ALS out		ALS out	
A								
B								
C	RVR 550m I		RVR 1200m		RVR 800m		RVR 1500m	
D								
I W/o HUD/AP/FD: RVR 750m								

ESSA/ARN
ARLANDA

JEPPESEN
9 NOV 18 (12-20)

STOCKHOLM, SWEDEN
RNP Z Rwy 01R (AR)

D-ATIS Arrival 119.005		ARLANDA Tower 125.130		Ground North 121.930 East 121.980 West 121.705	
RNAV	Final Apch Crs 005°	Mandatory Alt SA571 2300' (2165')	RNP 0.30 DA(H) Refer to Minimums	Apt Elev 135' Rwy 135'	2200 MSA ARP
MISSED APCH: Climb STRAIGHT AHEAD to 600' or D1.0 ASE past ASE DME, whichever is later. Turn RIGHT onto 039° climbing to 1500', radar vectoring for a new approach.					
Alt Set: hPa		Rwy Elev: 5 hPa		Trans level: By ATC	
1. Special approval required by Competent Authority (State of Operator/State of Registry).		2. Baro-VNAV, RNP-0.30 and RF required.		3. Procedure not authorized below -30°C.	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	600' which- ever later	D1.0 ASE past ASE DME	039° RT
Glide Path Angle	3.00°	372	478	531	637	743				
MAP at DA										

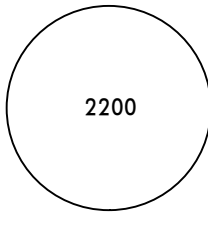
Standard STRAIGHT-IN LANDING RWY 01R
RNP 0.30
A: 489' (354') C: 509' (374')
DA(H) B: 497' (362') D: 520' (385')

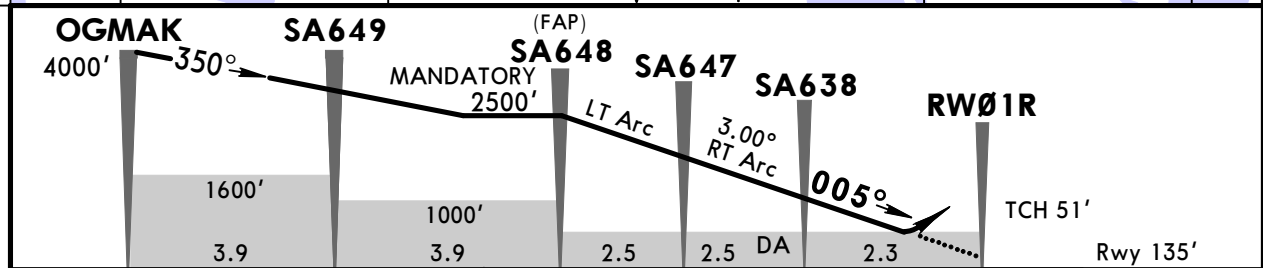
		ALS out	
A	RVR 900m	RVR 1500m	
B			
C	RVR 1000m	RVR 1700m	
D	RVR 1100m	RVR 1800m	

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JEPPESEN
9 NOV 18 **(12-21)**

STOCKHOLM, SWEDEN
RNP Y Rwy 01R (AR)

D-ATIS Arrival 119.005		ARLANDA Tower 125.130		Ground North 121.930 East 121.980 West 121.705	
RNAV	Final Apch Crs 005°	Mandatory Alt SA648 2500' (2365')	RNP 0.30 DA(H) Refer to Minimums	Apt Elev 135'	 2200 MSA ARP
MISSED APCH: Climb STRAIGHT AHEAD to 600' or D1.0 ASE past ASE DME, whichever is later. Turn RIGHT onto 039° climbing to 1500', radar vectoring for a new approach.					
Alt Set: hPa		Rwy Elev: 5 hPa		Trans level: By ATC	
Trans alt: 5000'					
1. Special approval required by Competent Authority (State of Operator/State of Registry).					
2. Baro-VNAV, RNP-0.30 and RF required. 3. Procedure not authorized below -30°C.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	600' which ever later D1.0 ASE past ASE DME 039° RT
Glide Path Angle 3.00°	372	478	531	637	743	849		
MAP at DA								

STRAIGHT-IN LANDING RWY 01R
RNP 0.30
A: 489' (354') C: 509' (374')
DA(H) B: 497' (362') D: 520' (385')

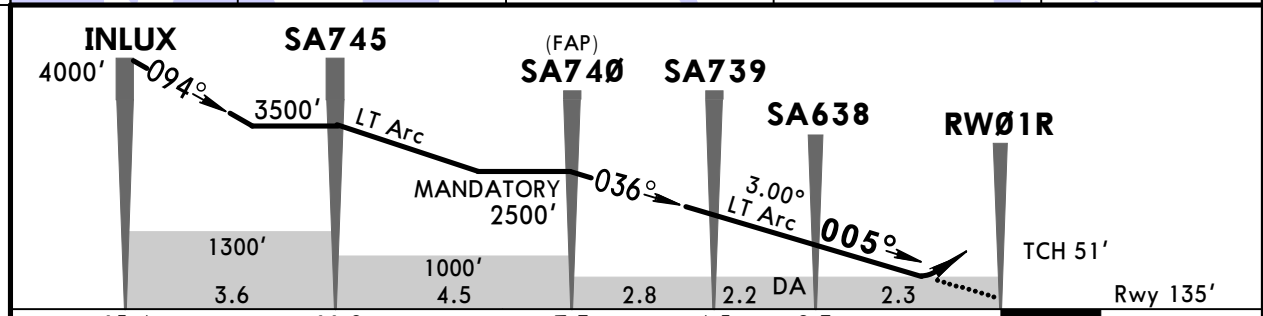
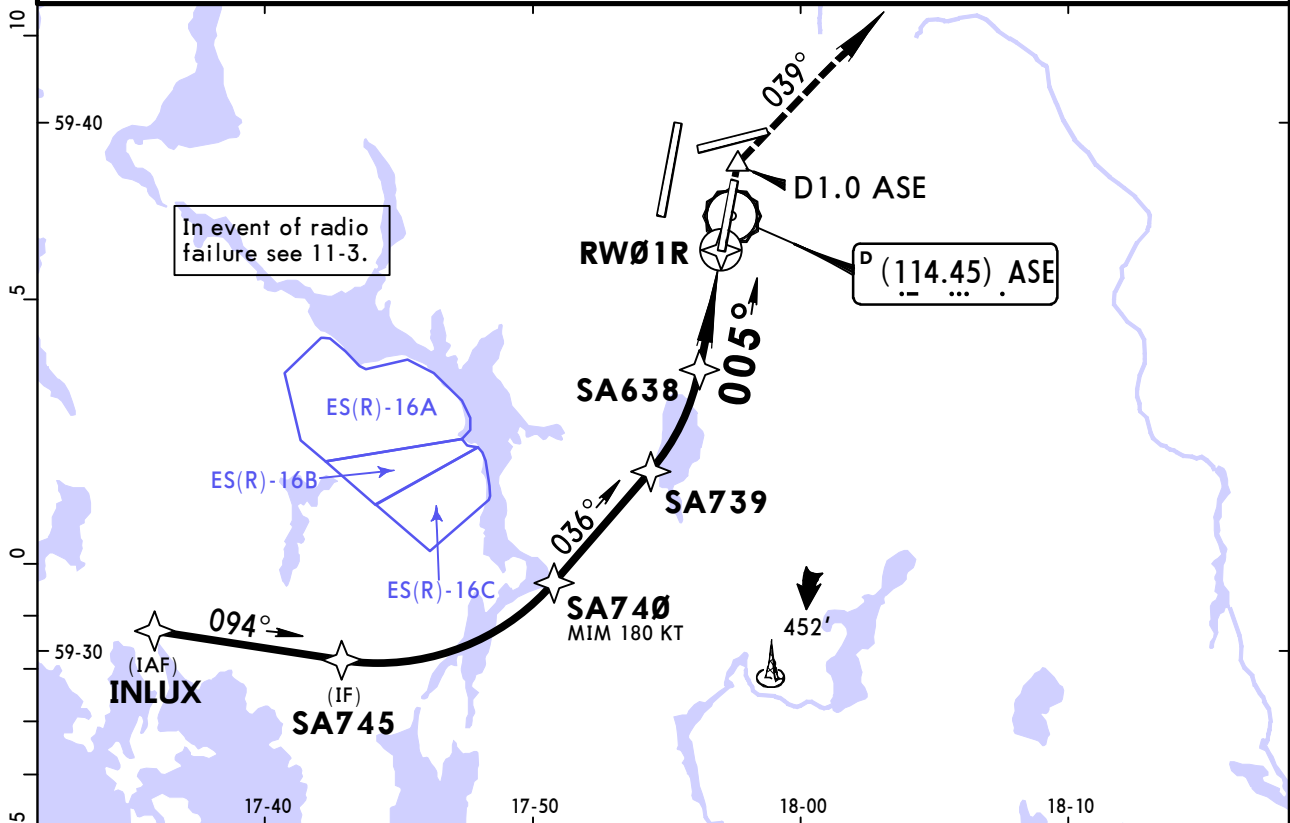
		ALS out	
A	RVR 900m	RVR 1500m	
B	RVR 1000m	RVR 1700m	
C	RVR 1100m	RVR 1800m	
D	RVR 900m	RVR 1500m	

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JEPPESEN
9 NOV 18 (12-22)

STOCKHOLM, SWEDEN
RNP X Rwy 01R (AR)

D-ATIS Arrival 119.005		ARLANDA Tower 125.130		Ground North 121.930 East 121.980 West 121.705	
RNAV	Final Apch Crs 005°	Mandatory Alt SA740 2500' (2365')	RNP 0.30 DA(H) Refer to Minimums	Apt Elev 135'	2200 MSA ARP
MISSED APCH: Climb STRAIGHT AHEAD to 600' or D1.0 ASE past ASE DME, whichever is later. Turn RIGHT onto 039° climbing to 1500', radar vectoring for a new approach.					
Alt Set: hPa		Rwy Elev: 5 hPa		Trans level: By ATC	
				Trans alt: 5000'	
1. Special approval required by Competent Authority (State of Operator/State of Registry). 2. Baro-VNAV, RNP-0.30 and RF required. 3. Procedure not authorized below -30°C.					



Gnd speed-Kts	70	90	100	120	140	160	HTALS-II PAPI	600' which- ever later	D1.0 ASE past ASE DME	039° RT
Glide Path Angle	3.00°	372	478	531	637	743				
MAP at DA										

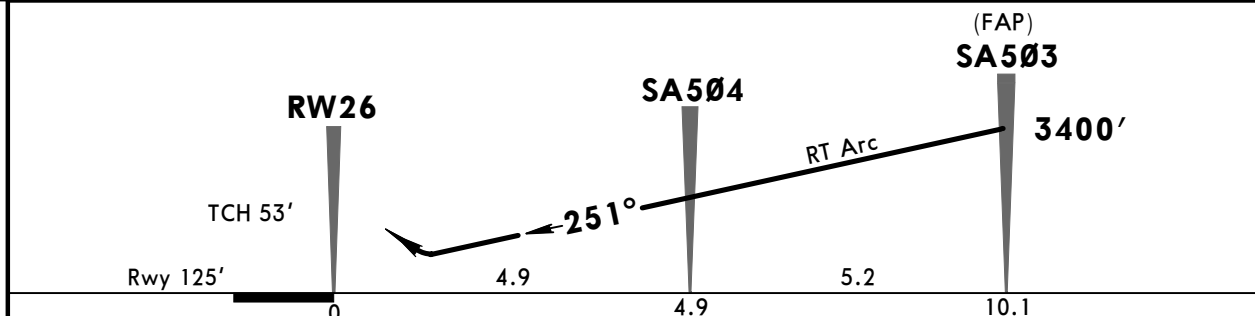
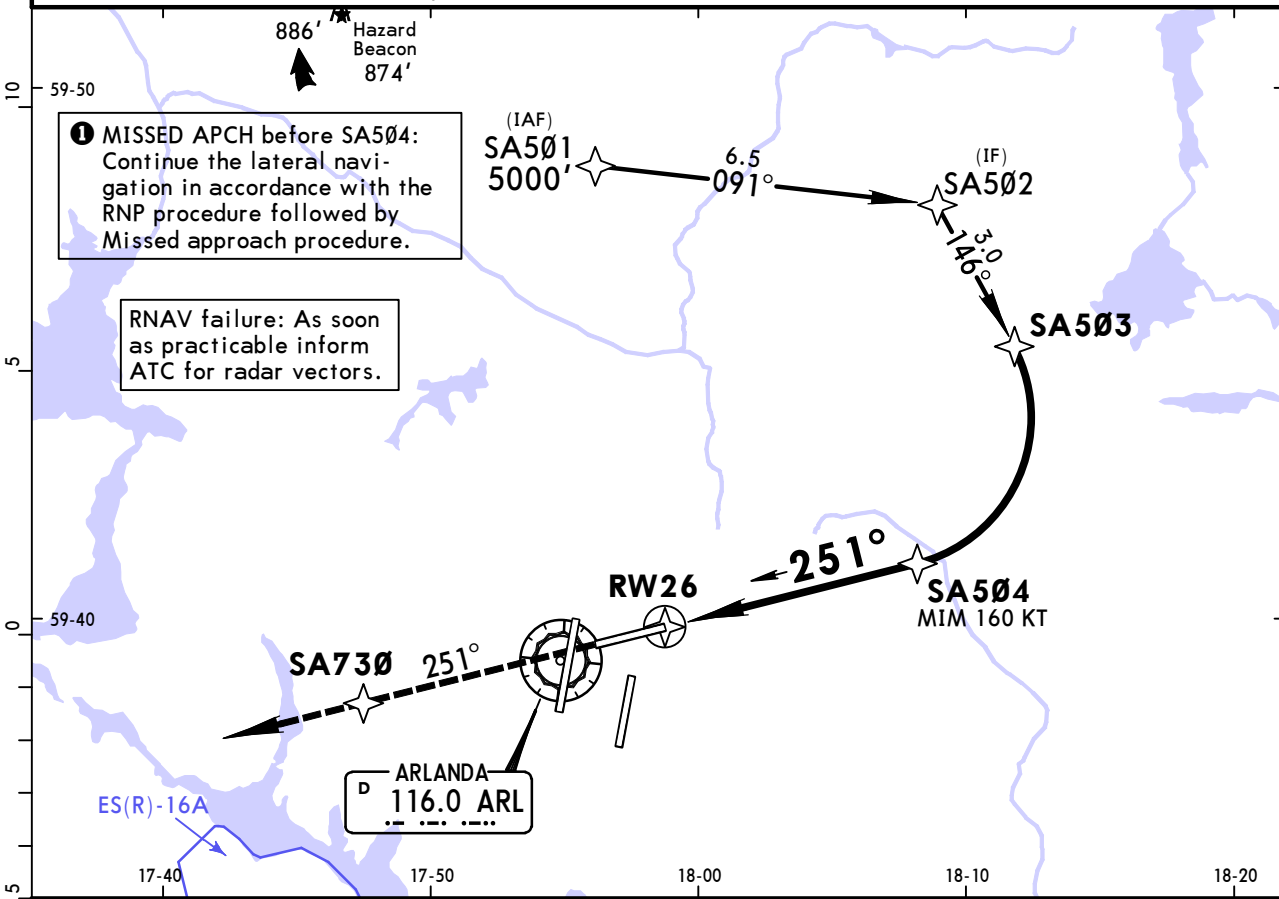
Standard		STRAIGHT-IN LANDING RWY 01R	
		RNP 0.30	
		A: 489' (354') C: 509' (374')	
		DA(H) B: 497' (362') D: 520' (385')	
		ALS out	
A	RVR 900m	RVR 1500m	
B	RVR 1000m	RVR 1700m	
C	RVR 1100m	RVR 1800m	
D	RVR 1100m	RVR 1800m	

ESSA/ARN ARLANDA

9 NOV 18 (12-23) CAT C & D

STOCKHOLM, SWEDEN RNP Rwy 26 (AR)

BRIEFING STRIP™	D-ATIS Arrival 119.005	ARLANDA Tower 128.730	Ground North 121.930 East 121.980 West 121.705			2200 MSA ARP
	RNAV	Final Apch Crs 251°	Minimum Alt SA503 3400' (3275')	RNP 0.30 DA(H) 455' (330')	Apt Elev 135' Rwy 125'	
MISSED APCH: Climb STRAIGHT AHEAD (①) to SA730 to 1500'. Continue on 251°, radar vectoring for a new approach.						
MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to 2500' or SA730, whichever is later. Turn LEFT to ARL VOR for a new instrument approach.						
Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000'						
1. Special Authorisation from the Swedish Transport Agency required. 2. Baro-VNAV, RNP-0.30 and RF required. 3. Procedure not authorized below -25°C.						



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

Standard STRAIGHT-IN LANDING RWY 26
 RNP 0.30
 LNAV/VNAV
 DA(H) **455'** (330')
 ALS out

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

Chart changes since cycle 02-2019

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

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

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ESSA