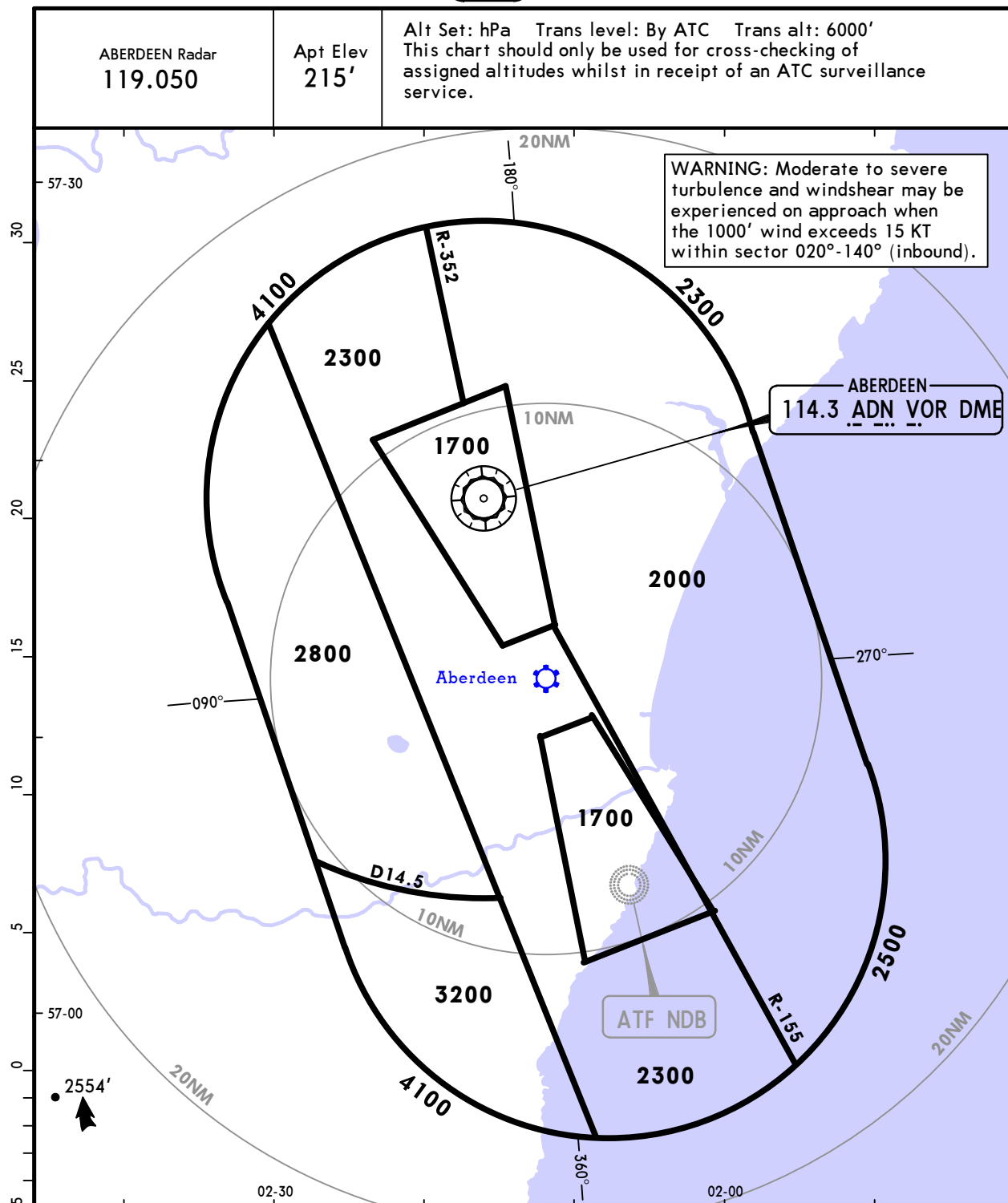


EGPD/ABZ
DYCEJEPPesen
19 FEB 16 10-1R

Eff 3 Mar

RADAR MINIMUM ALTITUDES

ABERDEEN, UK

**OUTSIDE THE DESIGNATED RADAR MINIMUM ALTITUDE AREA**

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude or 1000' above any fixed obstacles:

- within 5 NM ① of the aircraft and
- within the sector 15 NM ② ahead of and within 20° either side of the aircraft's track.

3 NM ① or 10 NM ② when the aircraft is within 15 NM of the radar antennae.

PROCEDURE	LOSS OF COMMUNICATION PROCEDURE
INITIAL APPROACH	Continue visually or by means of an appropriate approved final approach aid. If not possible, proceed at 2500' or last assigned level if higher, to ADN or ATF as appropriate to the procedure being flown.
INTERMEDIATE AND FINAL APPROACH	Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to ADN or ATF as appropriate to the procedure being flown.

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10 FEB 17 **10-2**

ABERDEEN, UK
COPTER ARRIVAL

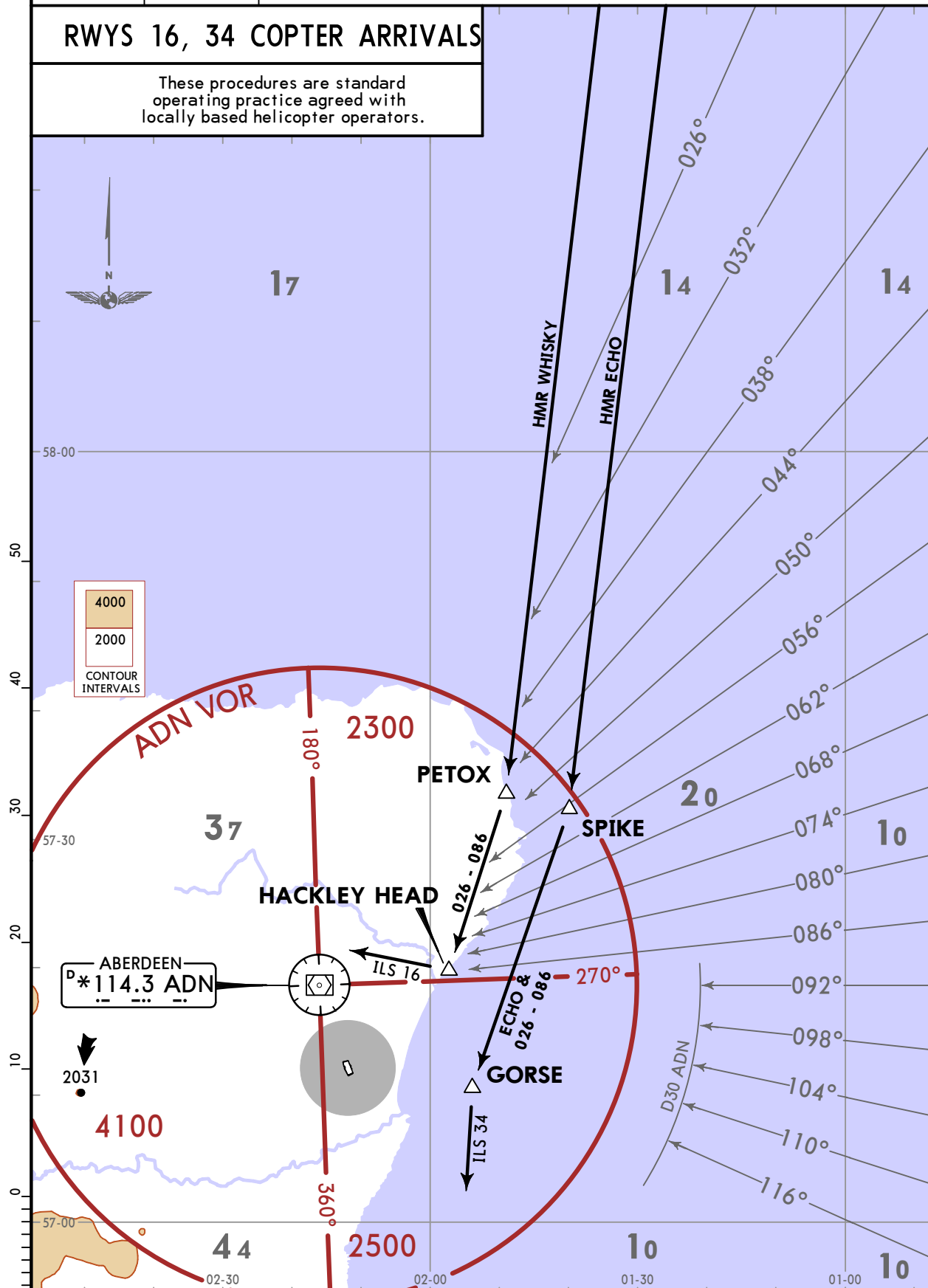
D-ATIS
114.3

Apt Elev
215

Alt Set: hPa Trans level: By ATC

RWYS 16, 34 COPTER ARRIVALS

These procedures are standard operating practice agreed with locally based helicopter operators.

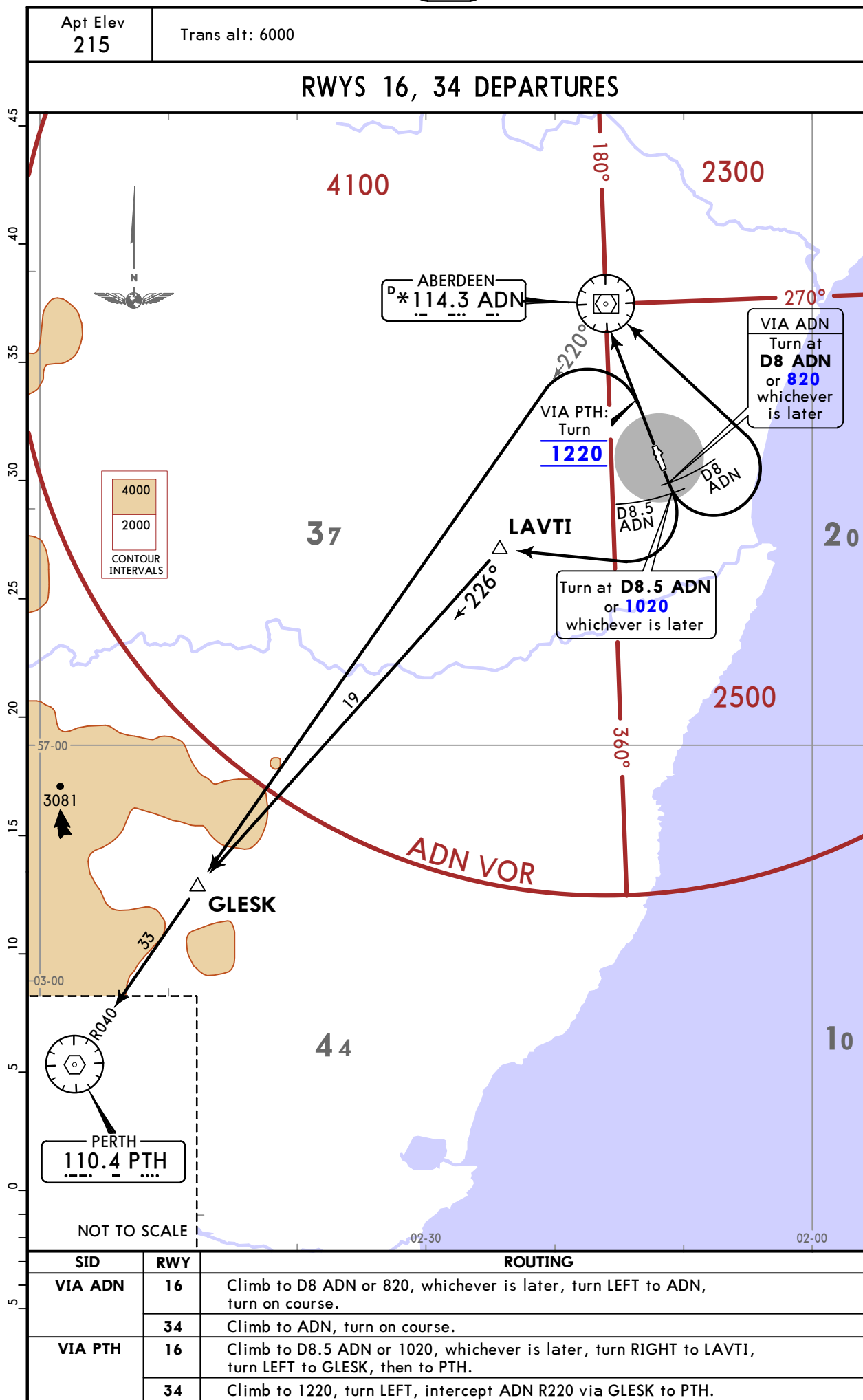


VIA	RWY	ROUTING
HMR 026 to 086	16	Track WHISKY to HACKLEY HEAD, then as directed by RADAR to ILS 16.
	34	Track ECHO to GORSE, then as directed by RADAR to ILS 34.
HMR 092 and greater	16	From D30 ADN direct to HACKLEY HEAD, then as directed by RADAR to ILS 16.
	34	From D30 ADN to GORSE, then as directed by RADAR to ILS 34.

EGPD/ABZ
DYCE

JEPPESEN
10 FEB 17 **10-3**

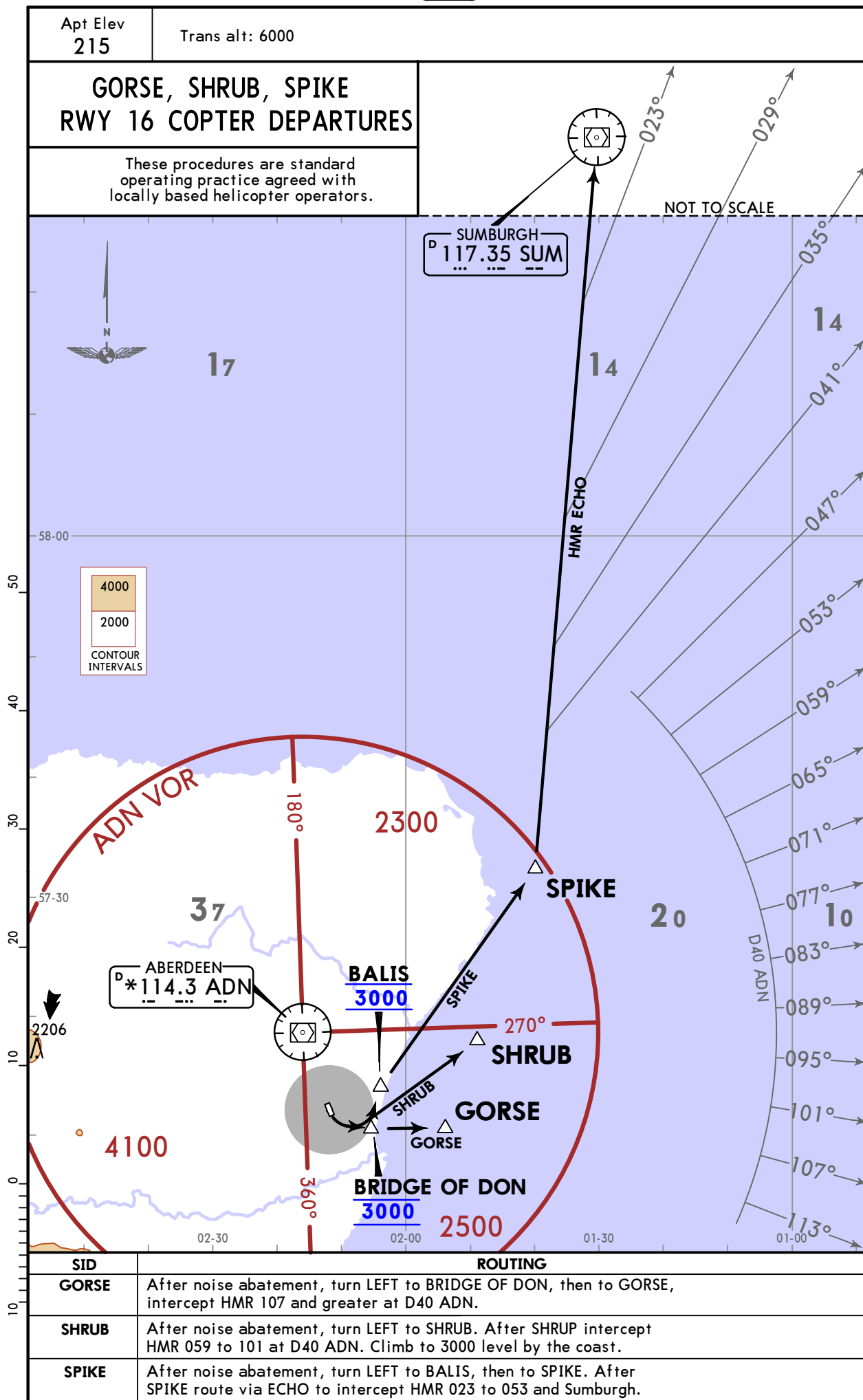
ABERDEEN, UK
DEPARTURE



EGPD/ABZ
DYCE

JEPPESEN
10 FEB 17 **(10-3B)**

ABERDEEN, UK
COPTER SID



EGPD/ABZ
DYCE

JEPPESEN
10 FEB 17 **(10-3C)**

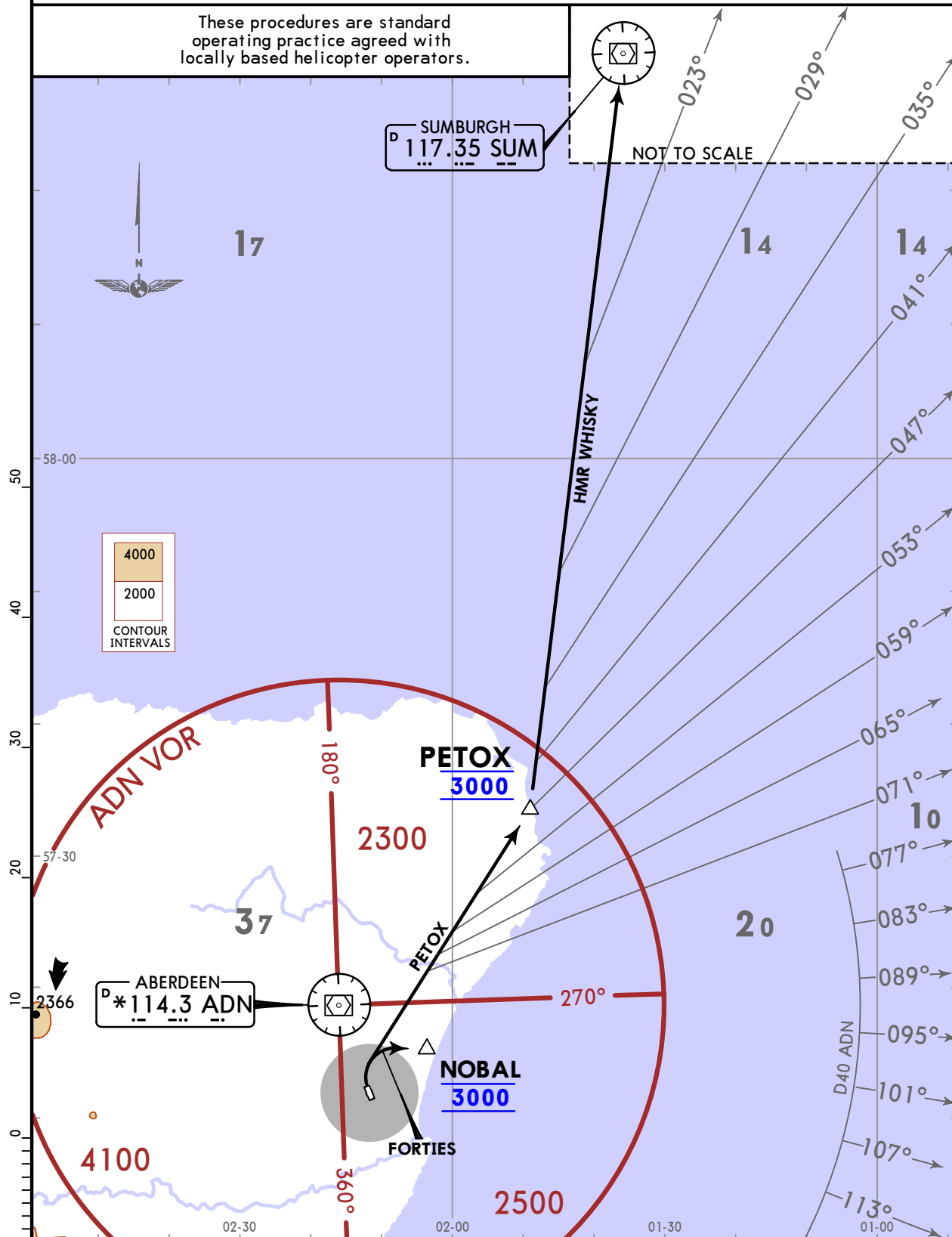
ABERDEEN, UK
COPTER SID

Apt Elev
215

Trans alt: 6000

FORTIES, PETOX **RWY 34 COPTER DEPARTURES**

These procedures are standard
operating practice agreed with
locally based helicopter operators.



SID
FORTIES

After noise abatement, turn RIGHT to NOBAL. After NOBAL intercept HMR 077 and greater at D40 ADN.

PETOX

After noise abatement, turn RIGHT to PETOX, intercept the HMR radial SOUTH of PETOX, or after PETOX track WHISKY to intercept the HMR, or continue on track to Sumburgh. Intercept HMR radial at 3000.

EGPD/ABZ
DYCE **JEPPESEN**
9 OCT 09 **10-4****ABERDEEN, UK**
NOISE

NOISE ABATEMENT

SUMMER: LT minus 1 HOUR = UTC(Z)
WINTER: LT. = UTC(Z)

GENERAL

The following procedures may at any time be departed from to the extent necessary for avoiding immediate danger. Every operator of aircraft using the airport shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.

PREFERENTIAL RUNWAY SYSTEM

Subject to ATC requirements and weather conditions departures with fixed wing aircraft should be made from runway 34. Arrivals should be on runway 16.

ARRIVALS

Do not descend below 2020' before intercepting ILS glide path nor thereafter fly below it. Aircraft landing without ILS assistance shall follow a descent path consistent with a 3° glide path. Do not join final approach at an altitude of less than 1720', except propeller driven aircraft of less than 5700 kg MTWA shall join at a minimum altitude of 1220'.

CONTINUOUS DESCENT APPROACH (CDA)

Inbound aircraft greater than 5700 kg may conduct Continuous Descent Approaches from first contact with Aberdeen ATSU to 4000'. In order to facilitate Continuous Descent Approaches, when in receipt of an Approach Radar service and when ATC workload permits controllers will attempt to provide appropriate descent instructions and distance from touchdown information on at least two occasions prior to reaching 4000'. Additional range checks may be requested by aircrew.

Actual speed control will be issued by ATC as required for separation and sequencing purposes, however pilots conducting a Continuous Descent Approach should expect speed restrictions of:

- 250KT or less below FL100,
- 210KT or less 20 NM from touchdown and
- 160KT or less 10 NM from touchdown.

DEPARTURES

Minimum noise routings depicted on Aberdeen DEPARTURE chart are compatible with ATC requirements and applicable for all jet aircraft and other aircraft of more than 5700 kg MTWA, unless otherwise instructed by ATC or unless deviations are required in the interests of safety.

REVERSE THRUST

Aircraft operating between 2330-0600 LT are requested to use minimal reverse thrust for noise abatement where this will not compromise the safe conduct of flight.

RUN-UP TESTS

Ground running of aircraft engines for test or maintenance is subject to the approval of the Managing Director, Aberdeen Airport Ltd, and shall be kept to the minimum consistent with operational needs.

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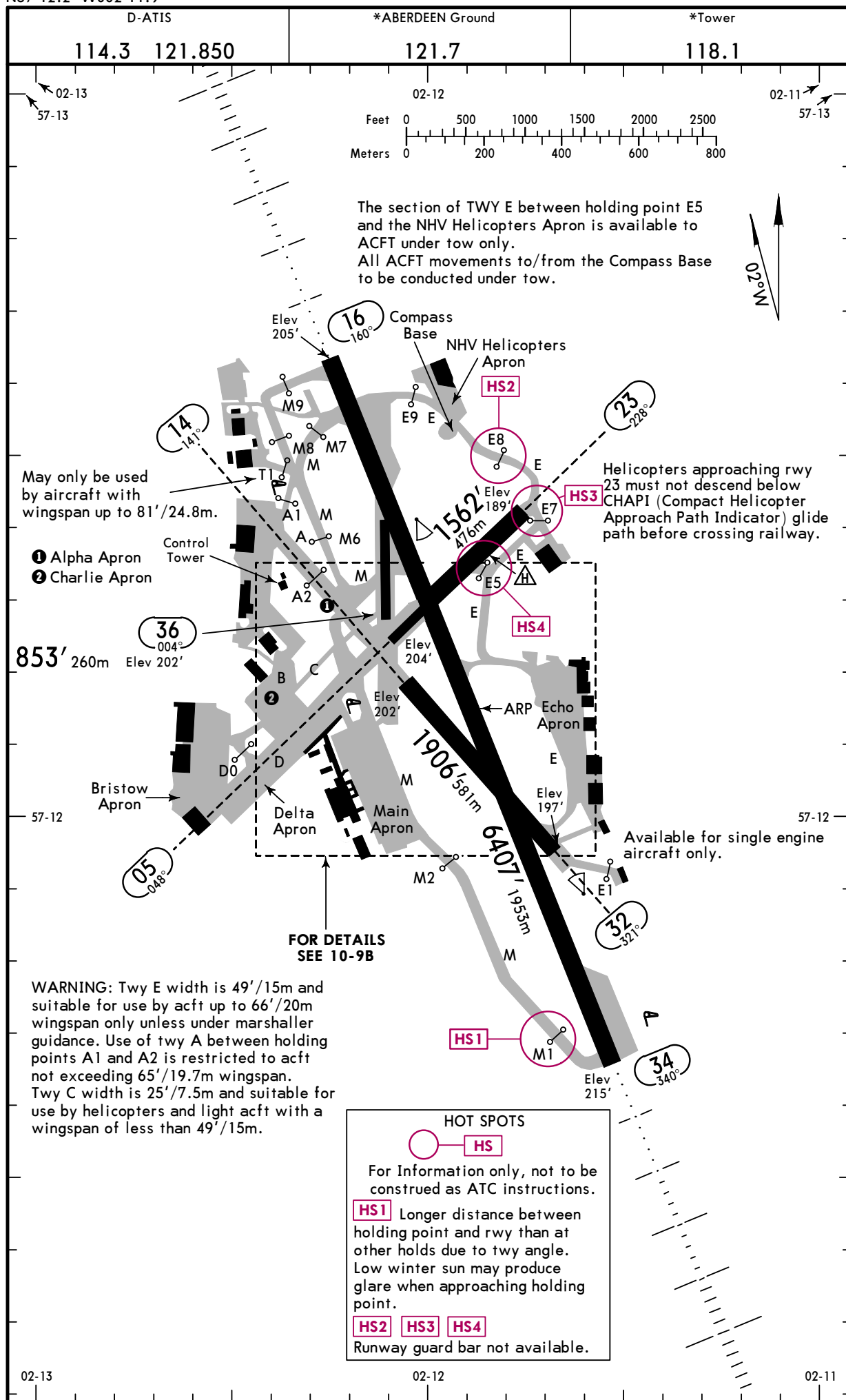
Apt Elev **215'**
N57 12.2 W002 11.9

JEPPesen

16 SEP 16 **(10-9)**

ABERDEEN, UK

DYCE



EGPD/ABZ **JEPPESEN**
16 SEP 16 **(10-9A)****ABERDEEN, UK**
DYCE**GENERAL****WARNING:** Intensive large helicopter activity.**ADDITIONAL RUNWAY INFORMATION**

ADDITIONAL RUNWAY INFORMATION						USABLE LENGTHS		TAKE-OFF	WIDTH
RWY						LANDING BEYOND			
						Threshold	Glide Slope		
16 ① 34	HIRL	CL (15m)	HIALS	② PAPI-R(3.0°)	RVR		5192' 1583m	③	151' 46m
	HIRL	CL (15m)	HIALS	PAPI-L(3.0°)	RVR				

① Runway grooved.**②** PAPI apch slope guidance rwy 16 should not be used until the acft is established on the extended RCL.**③** TAKE-OFF RUN AVAILABLE**RWY 16**

From rwy head 6407' (1953m)

holding point M7 int 6001' (1829m)

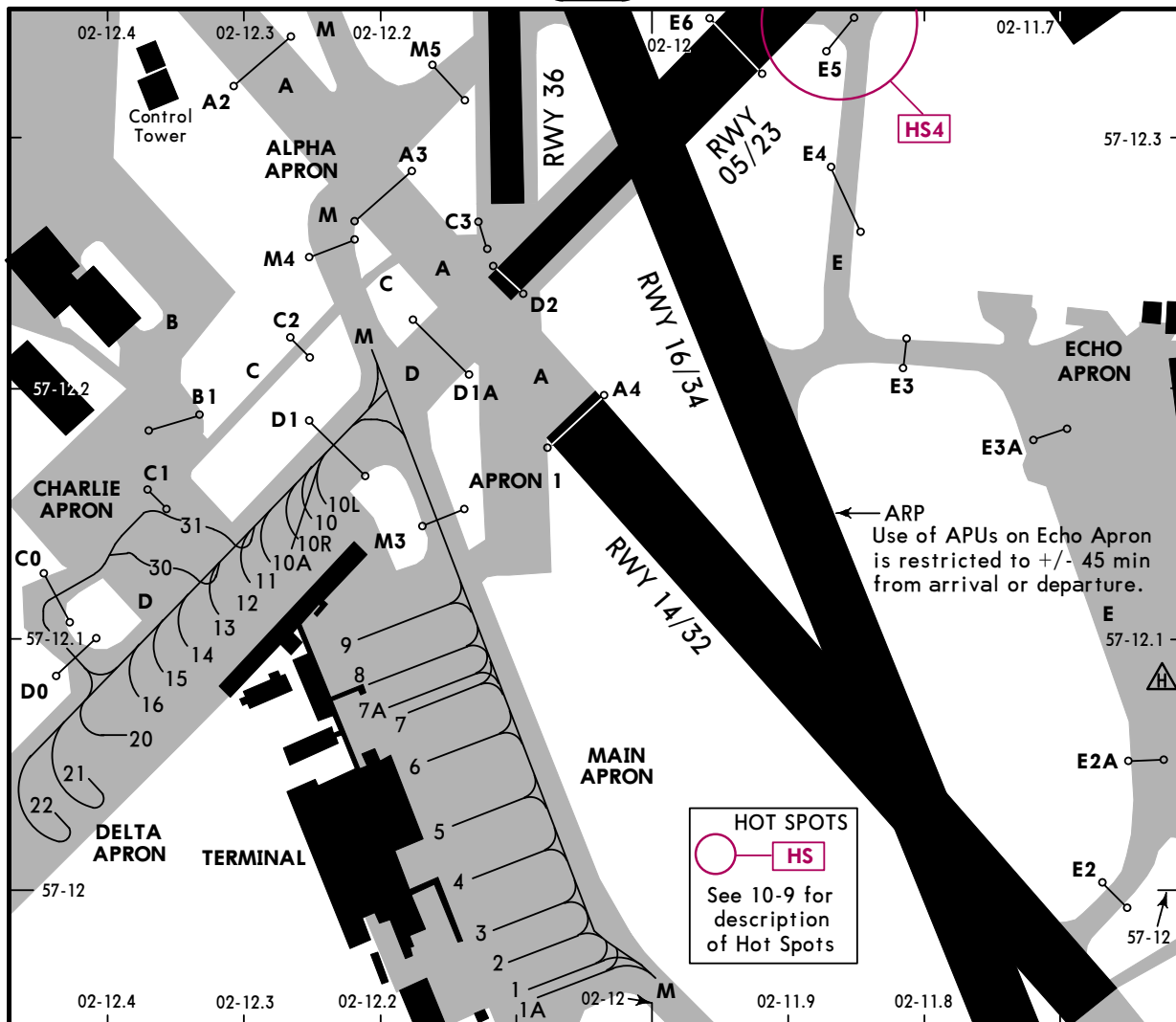
holding point E9 int 6001' (1829m)

05 ④ 23	RL	NA	⑤ 1398' 414m	⑧ 151' 46m
	RL ⑥ CHAPI-L(angle 6.0°)	⑦	NA	
14 ⑨ 32		NA	⑤ 1660' 506m	118' 36m
			NA	
⑩ 36		NA	⑤ 1903' 580m	75' 23m

④ For helicopter use only.**⑤** Take-off space available.**⑥** Compact Helicopter Approach Path Indicators.**⑦** LDA: 1562' (476m). When used independently of rwy 16 (local based operators only): 722' (220m), rwy end marked by yellow guard lights and the E6 stop bar.
NIGHT w/o CHAPI: NA.**⑧** Runway width partially reduced to 75'/23m, WEST of runway 16/34 intersection.**⑨** For helicopter use only. Not available for take-off and landing at NIGHT.**⑩** For helicopter use only. Rwy 36 and reciprocal direction to rwy 36 not available at NIGHT, except for movements between rwy 16/34 and holding point M5.**Standard****TAKE-OFF ①**

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

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

EGPD/ABZ11 NOV 16 **JEPPESSEN**
(10-9B)**ABERDEEN, UK**
DYCE**INS COORDINATES**

STAND No.	COORDINATES	STAND No.	COORDINATES
DELTA APRON		MAIN APRON	
10 thru 10R	N57 12.1 W002 12.2	1 thru 3	N57 12.0 W002 12.1
11 thru 14	N57 12.1 W002 12.3	4, 5	N57 12.0 W002 12.2
15, 16, 20	N57 12.1 W002 12.4	6 thru 9	N57 12.1 W002 12.2
21, 22	N57 12.0 W002 12.5		
CHARLIE APRON			
30	N57 12.1 W002 12.4		
31	N57 12.2 W002 12.3		

Stands:

Only acft with a wingspan of 62'/19m or less are permitted to self-manoeuvre on Stands 1 to 16. Stands 1A, 7A, 10A, 10L, 10R, 30 & 31 available under marshaller guidance only. Stand guidance system on all other stands and stop arrows (Stands 6-14). In some strong light conditions, pilots may experience glare on Safedock system (Stands 1-5, 15 and 16). If unable to correctly interpret Safedock guidance, pilots must request marshalling assistance.

Stand entry guidance:

Acft should not enter the stand unless the AGNIS is illuminated or if advised that it is u/s, under marshaller guidance only. An emergency stop sign has also been installed on all stands equipped with stand entry guidance. When activated, an electronic red flashing "STOP" warning sign is illuminated. Acft must not enter the stand under any circumstances until the sign has been switched off.

Push-back procedures:

ATC approval for following push-back procedures must be obtained prior push-back commencing. Standard push-back procedures for stands 1 to 16 are:
 All ACFT to conduct curved push-backs from stands 1, 1A, 9, 12 to 14. ACFT with length of 144'/44m or more to conduct curved push-back from stands 7 and 7A.
 All ACFT to conduct straight push-back from stands 2 to 6, 8, 10, 10L/R, 11, 15 and 16.
 Power-back from stands 1 to 11, 15 and 16 by ACFT of Jetstream 41 or smaller.
 Power-back not permitted from stands 12 to 14.

EGPD/ABZ

JEPPESEN
 11 MAY 12 **10-9Y**
JAA COPTER MINIMUMS**ABERDEEN, UK**
DYCE

STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
16	ILS	405' (200')	500m / 1000m
	LOC	690' (485')	1000m / 1000m
	VOR	940' (735')	1000m / 1000m
34	ILS	415' (200')	500m / 1000m
	LOC (with IABD DME)	700' (485')	1000m / 1000m
	LOC (with ADN DME)	760' (545')	1000m / 1000m
	VOR	1050' (835')	1000m / 1000m
	NDB	1140' (925')	1000m / 1000m

CIRCLE-TO-LAND	MDA(H)	VIS
East of Rwy 16/34	720' (505') ❶❷❸❹	1000m
	1130' (915') ❹❺	1000m

- ❶ After VOR 16: 940' (725').
 ❷ After LOC 34 (with ADN DME): 760' (545').
 ❸ After VOR 34: 1050' (835').
 ❹ After NDB 34: 1140' (925').
 ❺ After ILS/LOC/VOR 16: 1150' (935').

TAKE-OFF RWY 05, 14, 16, 34, 36

LVP must be in Force ❹				
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ❶	800m

❹ Without LVP 400m are stipulated.

❶ Or rejected take-off distance whichever is the greater.

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JEPPesen
22 JUL 16 **(11-1)** ILS DME or LOC DME Rwy 16

ABERDEEN, UK

BRIEFING STRIP

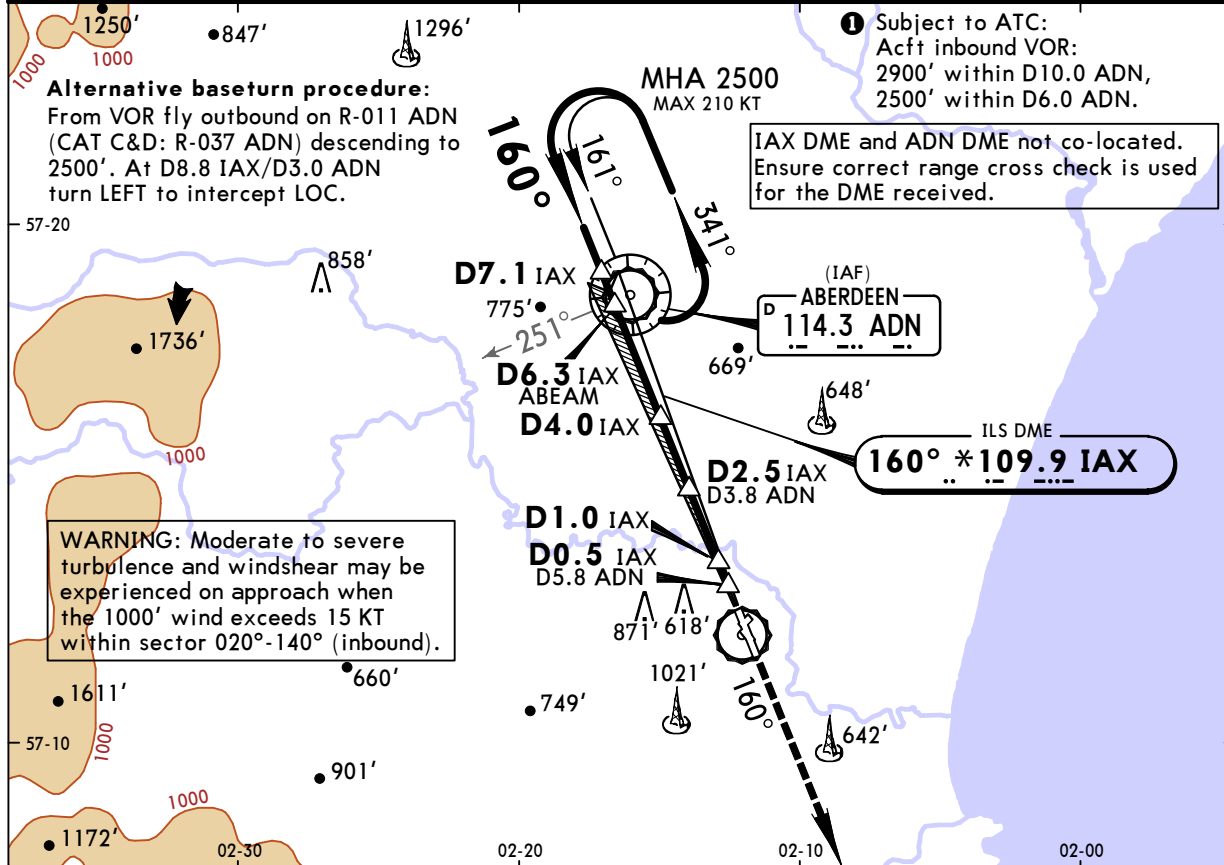
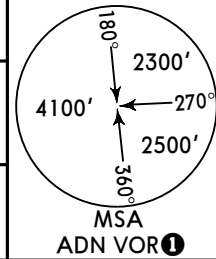
D-ATIS 114.3	121.850	*ABERDEEN Approach (R) 119.050	*ABERDEEN Tower 118.1	*Ground 121.7
LOC IAX *109.9	Final Apch Crs 160°	GS D4.0 IAX 1530' (1325')	ILS DA(H) 405' (200')	Apt Elev 215' Rwy 205'

MISSED APCH: Climb STRAIGHT AHEAD to 3000', then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 2500', then turn LEFT to VOR at 2500'.

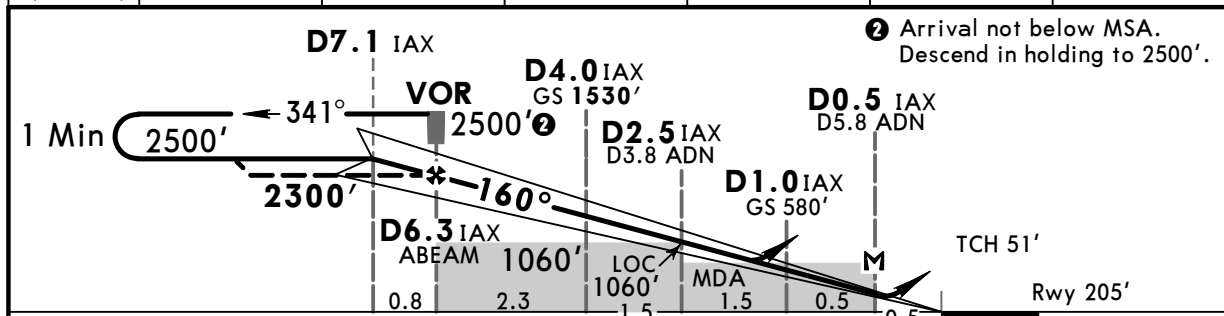
Alt Set: hPa Rwy Elev: 8 hPa
ILS DME reads zero at rwy 16 threshold.

Trans level: By ATC

Trans alt: 6000'



LOC (GS out)	IAX/ADN DME	6.0/0.5	5.0/1.4	4.0/2.4	3.0/3.4	2.0/4.3
	ALTITUDE	2170'	1850'	1530'	1210'	900'



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 D0.5 IAX/D5.8 ADN						

STRAIGHT-IN LANDING RWY 16				CIRCLE-TO-LAND			
ILS			LOC (GS out) CDFA		East of Rwy 16/34		
DA(H) 405' (200')			DA/MDA(H) 690' (485')		MDA(H) VIS		
FULL	Limited	ALS out	ALS out		Max Kts	MDA(H)	VIS
A			RVR 1500m		100	720' (505')	1500m
B			RVR 1500m		135	940' (725')	1600m
C	RVR 550m	RVR 750m	RVR 1500m		180	1050' (835')	2400m
D			CMV 2300m		205	1070' (855')	3600m

PANS OPS

EGPD/ABZ
DYCE

22 JUL 16

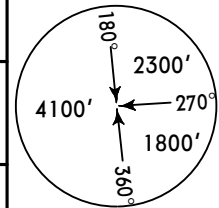
JEPPesen

ABERDEEN, UK

(11-2) ILS DME or LOC DME Rwy 34

BRIEFING STRIP

D-ATIS 114.3	121.850	*ABERDEEN Approach (R) 119.050	*ABERDEEN Tower 118.1	*Ground 121.7
LOC IABD *109.9	Final Apch Crs 340°	GS D4.0 IABD 1540' (1325')	ILS DA(H) 415' (200')	Apt Elev 215' Rwy 215'



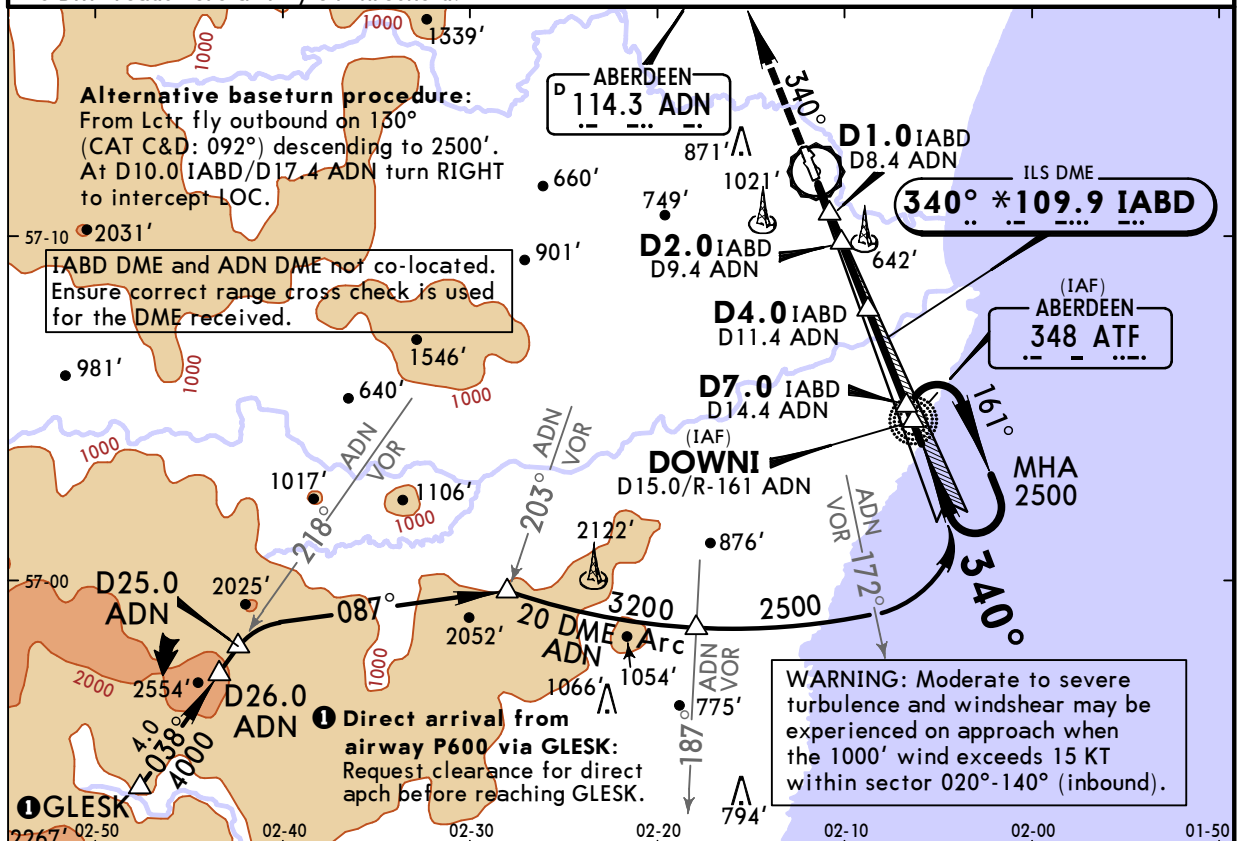
MSA
ATF Lctr

MISSED APCH: Climb STRAIGHT AHEAD to 3000', then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 2500', then turn RIGHT to Lctr/DOWNI at 2500'.

Alt Set: hPa Rwy Elev: 8 hPa
ILS DME reads zero at rwy 34 threshold.

Trans level: By ATC

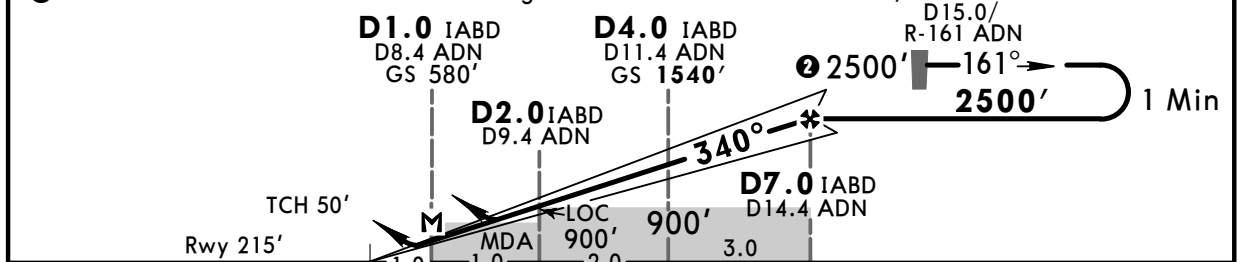
Trans alt: 6000'



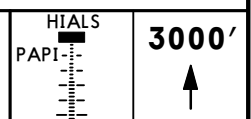
LOC (GS out)	IABD/ADN DME	2.0/9.4	3.0/10.4	4.0/11.4	5.0/12.4	6.0/13.4	7.0/14.4
	ALTITUDE	900'	1220'	1540'	1860'	2180'	2490'

② Arrival not below MSA. Descend in holding to 2500'.

Lctr/DOWNI



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 D1.0 IABD/D8.4 ADN						



Standard STRAIGHT-IN LANDING RWY 34				CIRCLE-TO-LAND			
ILS			LOC (GS out) CDFA With IABD DME		East of Rwy 16/34		
DA(H) 415' (200')			DA/MDA(H) 700' (485')		Max Kts	MDA(H) VIS	MDA(H) VIS
FULL	Limited	ALS out	ALS out				
A					100	720' (505') 1500m	1130' (915') 1500m
B	RVR 550m	RVR 750m	RVR 1500m		135	940' (725') 1600m	1320' (1105') 1600m
C					180	1040' (825') 2400m	1420' (1205') 2400m
D			CMV 2300m		205	1050' (835') 3600m	1420' (1205') 3600m

① With ADN DME: DA/MDA(H) 760' (545'), CAT C,D RVR 1800m, ALS out CAT C,D CMV 2400m.

② After LOC (GS out) with ADN DME: MDA(H) 760' (545').

PANS OPS

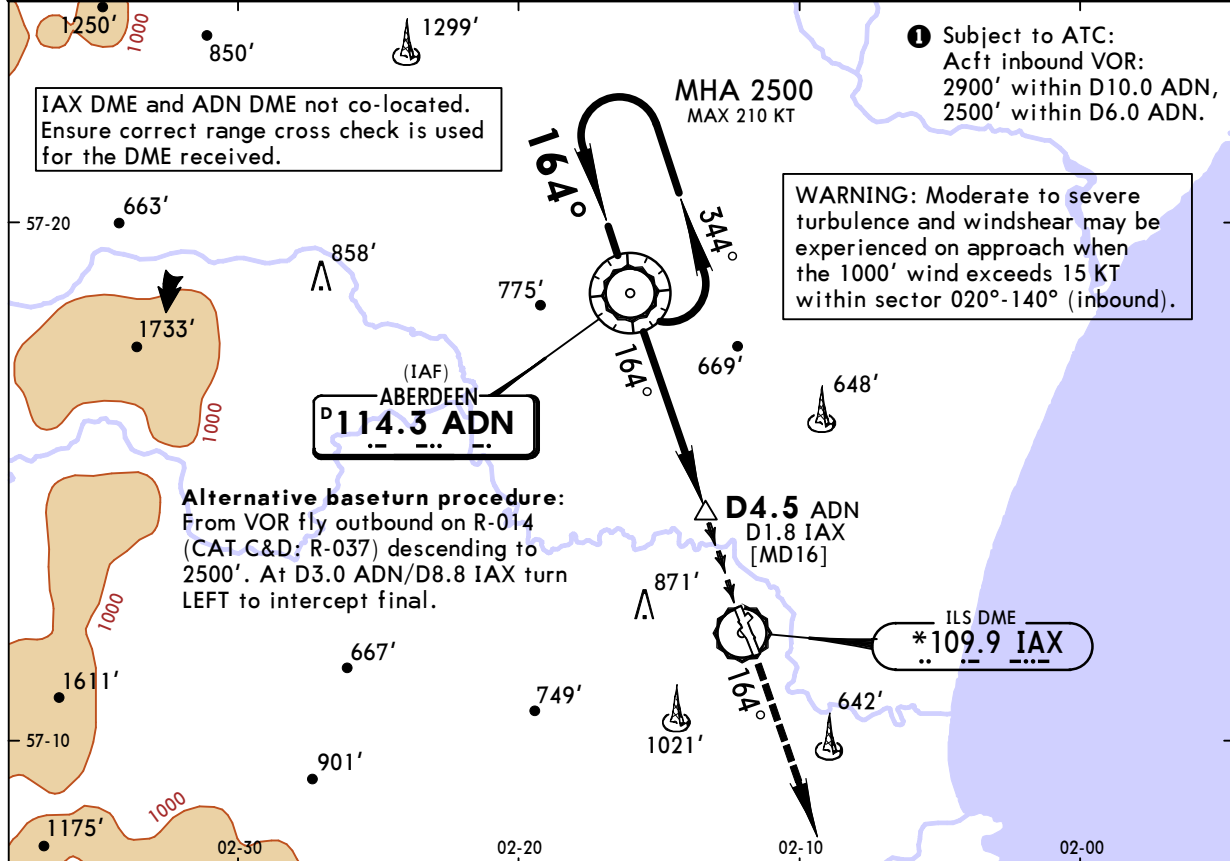
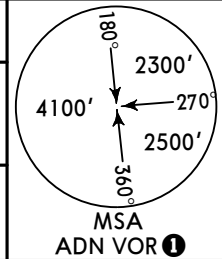
EGPD/ABZ
DYCE

JEPPesen
15 JAN 16 **(13-1)**

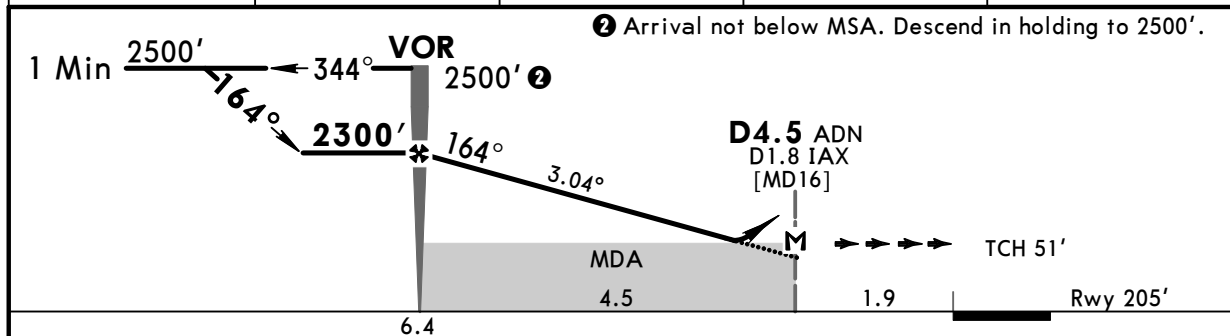
ABERDEEN, UK
VOR DME Rwy 16

BRIEFING STRIP™

D-ATIS 114.3	121.850	*ABERDEEN Approach (R) 119.050	*ABERDEEN Tower 118.1	*Ground 121.7
VOR ADN 114.3	Final Apch Crs 164°	Minimum Alt VOR 2300' (2095')	DA/MDA(H) 940' (735')	Apt Elev 215' Rwy 205'
MISSED APCH: Climb STRAIGHT AHEAD to 3000', then as directed. MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 2500', then turn LEFT to VOR at 2500'.				
Alt Set: hPa Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 6000' 1. ILS DME reads zero at rwy 16 threshold. 2. Final apch track offset 3° from Rwy centerline.				



ADN/IAX DME	1.0/5.3	2.0/4.3	3.0/3.3	4.0/2.3
ALTITUDE	1980'	1660'	1340'	1020'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.04°	376	484	538	645	753	861
MAP at D4.5 ADN/D1.8 IAX						

Standard				Circle-to-Land			
STRAIGHT-IN LANDING RWY 16				East of Rwy 16/34			
CDFA DA/MDA(H) 940' (735')				Max Kts			
ALS out				100	950' (735') 1500m	1150' (935') 1500m	
RVR 1500m				135	950' (735') 1600m	1320' (1105') 1600m	
CMV 2400m				180	1050' (835') 2400m	1420' (1205') 2400m	
				205	1070' (855') 3600m	1420' (1205') 3600m	


PANS OPS

EGPD/ABZ
DYCE

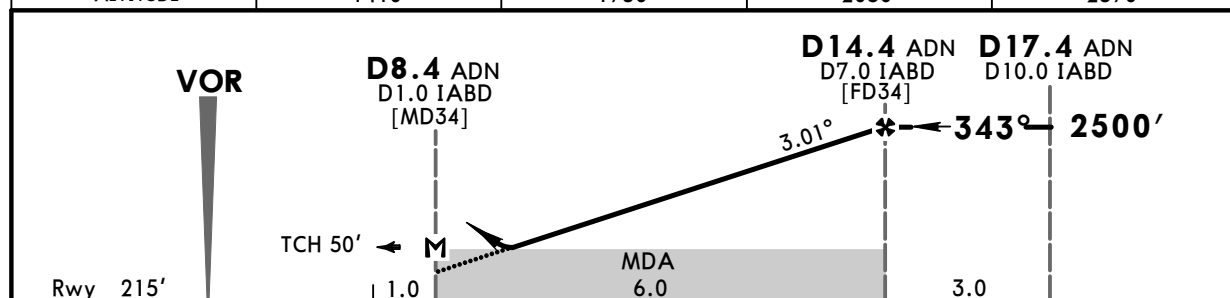
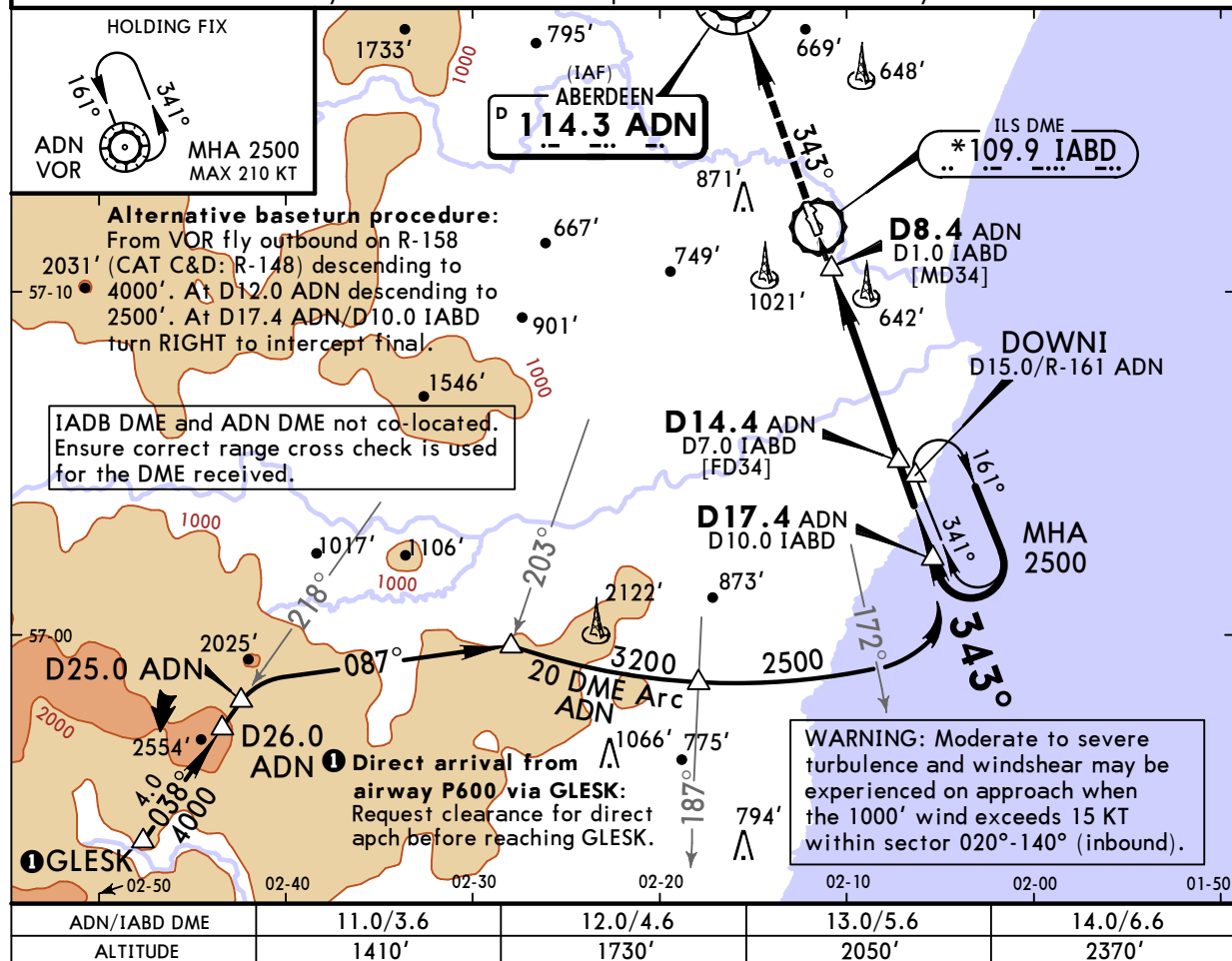
15 JAN 16

JEPPesen
13-2ABERDEEN, UK
VOR DME Rwy 34

BRIEFING STRIP™

D-ATIS 114.3 121.850		*ABERDEEN Approach (R) 119.050		*ABERDEEN Tower 118.1		*Ground 121.7			
VOR ADN 114.3		Final Apch Crs 343°		Minimum Alt D14.4 ADN 2500' (2285')		DA/MDA(H) 1050' (835')			Apt Elev 215'
						Rwy 215'			
MISSED APCH: Climb STRAIGHT AHEAD to 3000', then as directed. MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to VOR to hold at 2500'.									MSA ADN VOR

Alt Set: hPa Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 6000'
 1. ILS DME reads zero at rwy 34 threshold. 2. Final apch track offset 2° from Rwy centerline.



Gnd speed-Kts	70	90	100	120	140	160	HIALS
Descent Angle	3.01°	373	479	532	639	745	
MAP at D8.4 ADN/D1.0 IABD							

Standard		STRAIGHT-IN LANDING RWY 34		CIRCLE-TO-LAND			
		CDFA		East of Rwy 16/34			
		DA/MDA(H) 1050' (835')					
		ALS out		Max Kts	MDA(H) VIS	MDA(H) VIS	
A	RVR 1500m			100	1050'(835') 1500m	1130'(915') 1500m	
B				135	1050'(835') 1600m	1320'(1105') 1600m	
C	CMV 2400m			180	1050'(835') 2400m	1420'(1205') 2400m	
D				205	1050'(835') 3600m	1420'(1205') 3600m	

PANS OPS

EGPD/ABZ
DYCE

22 JUL 16

JEPPESEN
JUL 16 16-1

ABERDEEN, UK
NDB DME Rwy 34

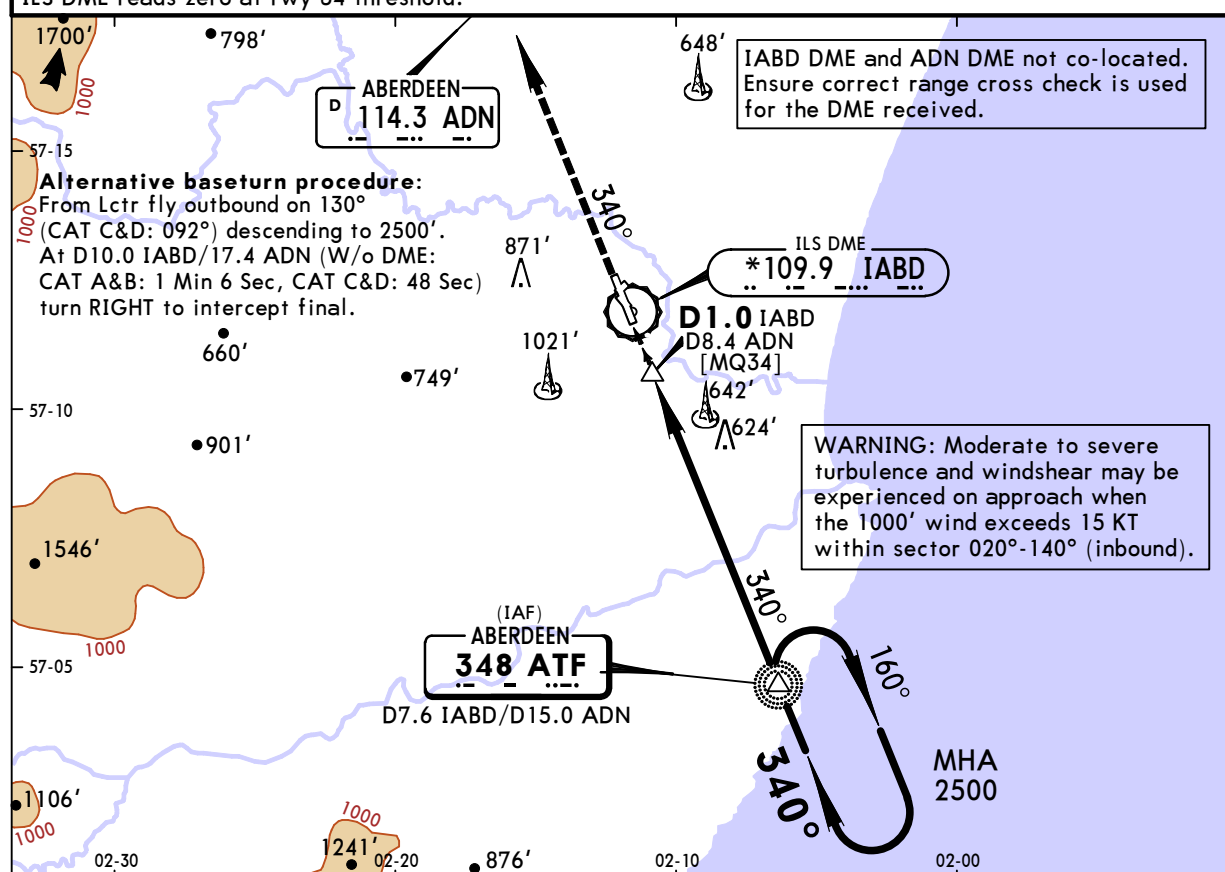
D-ATIS		*ABERDEEN Approach (R)		*ABERDEEN Tower		*Ground	
114.3 121.850		119.050		118.1		121.7	
Lctr ATF 348	Final Apch Crs 340°	Minimum Alt Lctr 2500' (2285')	DA/MDA(H) 1140' (925')		Apt Elev 215' Rwy 215'		<p>MSA ATF Lctr</p>
<p>MISSED APCH: Climb STRAIGHT AHEAD to 3000', then as directed.</p> <p>MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 2500', then turn RIGHT to Lctr at 2500'.</p>							

Alt Set: hPa

Rwy Elev: 8 hPa

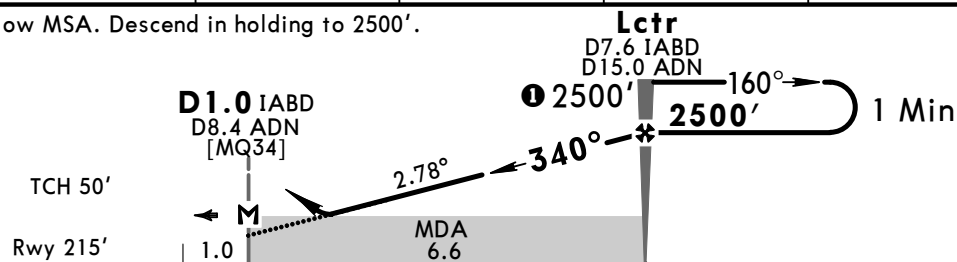
Trans level: By ATC

Trans alt: 6000'



IABD/ADN DME	3.0/10.4	4.0/11.4	5.0/12.4	6.0/13.4	7.0/14.4
ALTITUDE	1150'	1440'	1740'	2030'	2320'

➊ Arrival not below MSA. Descend in holding to 2500'.



Grnd speed-Kts	70	90	100	120	140	160	
Descent Angle 2.78°	344	443	492	590	688	787	
MAP at D1.0 IABD/D8.4 ADN							

Standard	STRAIGHT-IN LANDING RWY 34
-----------------	----------------------------

CIRCLE-TO-LAND

CDFA DA/MDA(H) 1140' (925')		East of rwy 16/34			
		Max Kts	MDA(H) VIS	MDA(H) VIS	
A	RVR 1500m	100	1140' (925') 1500m	1140' (925')	1500m
B		135	1140' (925') 1600m	1320' (1105')	1600m
C	CMV 2400m	180	1140' (925') 2400m	1420' (1205')	2400m
D		205	1140' (925') 3600m	1420' (1205')	3600m

PANS OPS

CHANGES: Bearings. Note.

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ESSA/ARN
ARLANDA

24 MAR 17

JEPPESEN
10-1P

Eff 30 Mar

STOCKHOLM, SWEDEN
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

D-ATIS Arrival 119.0

D-ATIS Departure 121.625

1.2. NOISE ABATEMENT PROCEDURES**1.2.1. GENERAL**

ACFT certified to ICAO Annex 16, Volume I, Chapter 2 with MTOW less than 34t are not allowed to depart or arrive between 2200-0600LT.

1.2.2. REVERSE THRUST

Do not use more than idle reverse between 2200-0600LT except for safety reasons.

1.3. LOW VISIBILITY PROCEDURES (LVP)**1.3.1. GENERAL**

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

The application of LVP will be announced via ATIS.

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

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

Marshall will be provided by APT 24 hours.

1.3.2. ARRIVAL

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

Applicable on apron G, K and S.

1.3.3. DEPARTURE

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

Applicable on apron G, K and S.

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM**1.4.1. MODE S TRANSPONDER**

APT is equipped with 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 XPNDR 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.

1.5. RWY OPERATIONS**1.5.1. HIGH INTENSITY RWY OPERATIONS (HIRO)**

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

ESSA/ARN
ARLANDA

24 MAR 17

JEPPESEN
(10-1P1)

Eff 30 Mar

STOCKHOLM, SWEDEN
AIRPORT BRIEFING

1. GENERAL

1.6. TAXI PROCEDURES

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

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.

1.7. PARKING INFORMATION

1.7.1. PARKING/DOCKING GUIDANCE

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

INOGON parking aid available at stands 52 thru 60A, 69, 69L, 69R, F40 thru F44, G141 thru G146, G148, R3 thru R9, R10 and S71 thru S75, S77 thru S79.

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

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

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

1.7.2. AUXILIARY POWER UNITS (APUs)

APU shall not be started earlier than 5 minutes before estimated time for push-back or taxiing. If APU must be used earlier than such time, it has to be agreed between commander and ground service company in question.

1.8. OTHER INFORMATION

1.8.1. RESTRICTIONS TO LARGE ACFT

- RWY 01L/19R will be used for take-off and landing.
- RWY 26 can be used for landing.
- RWY exit Y1, Y2, Y9 and Y10 are approved for A380.
- RWY entry Y1 and Y10 are approved.
- 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.

ESSA/ARN
ARLANDA**JEPPESEN**
3 MAR 17 **(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 between 2200-0600LT.

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

2.2.3. CONTINUOUS DESCENT APPROACH (CDA)

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

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

2.3. CAT II/III OPERATIONS

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

2.4. RWY OPERATIONS

2.4.1. GENERAL

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

2.4.2. HIGH INTENSITY RWY OPERATIONS

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

2.5. TAXI PROCEDURE

Taxiing to Terminal 4 stand 31 via TWY ZE.

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

ESSA/ARN
ARLANDA**JEPPESEN**
3 MAR 17**10-1P3****STOCKHOLM, SWEDEN**
AIRPORT BRIEFING**3. DEPARTURE****3.1. DE-ICING****3.1.1. RWY 01L/19R OR RWY 08/26**

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

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

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

For preventively de-iced ACFT no restrictions will apply.

3.1.2. RWY 01R/19L

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

3.1.3. DE-ICING APRON M

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

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

3.2. START-UP, PUSH-BACK & TAXI PROCEDURES**3.2.1. GENERAL**

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

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

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

3.2.2. 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 MIN.

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 MIN.

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

If at TSAT +5 MIN 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.

ESSA/ARN
ARLANDA**JEPPESEN**
3 MAR 17**10-1P4****STOCKHOLM, SWEDEN**
AIRPORT BRIEFING

3. DEPARTURE

3.2.3. DEPARTURE CLEARANCE

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

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

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

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

Following procedure applies for DCL:

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

When using DCL service, monitor Clearance Delivery frequency.

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

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

3.2.4. PUSH-BACK

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

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

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

3.2.5. TAXIING

Taxiing out from Terminal 2 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.

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.

ESSA/ARN
ARLANDA**JEPPESEN**

3 MAR 17

(10-1P5)

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 alt 600'.
Continue climb to appropriate MSA.

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JEPPESEN
11 APR 14 (10-1R)

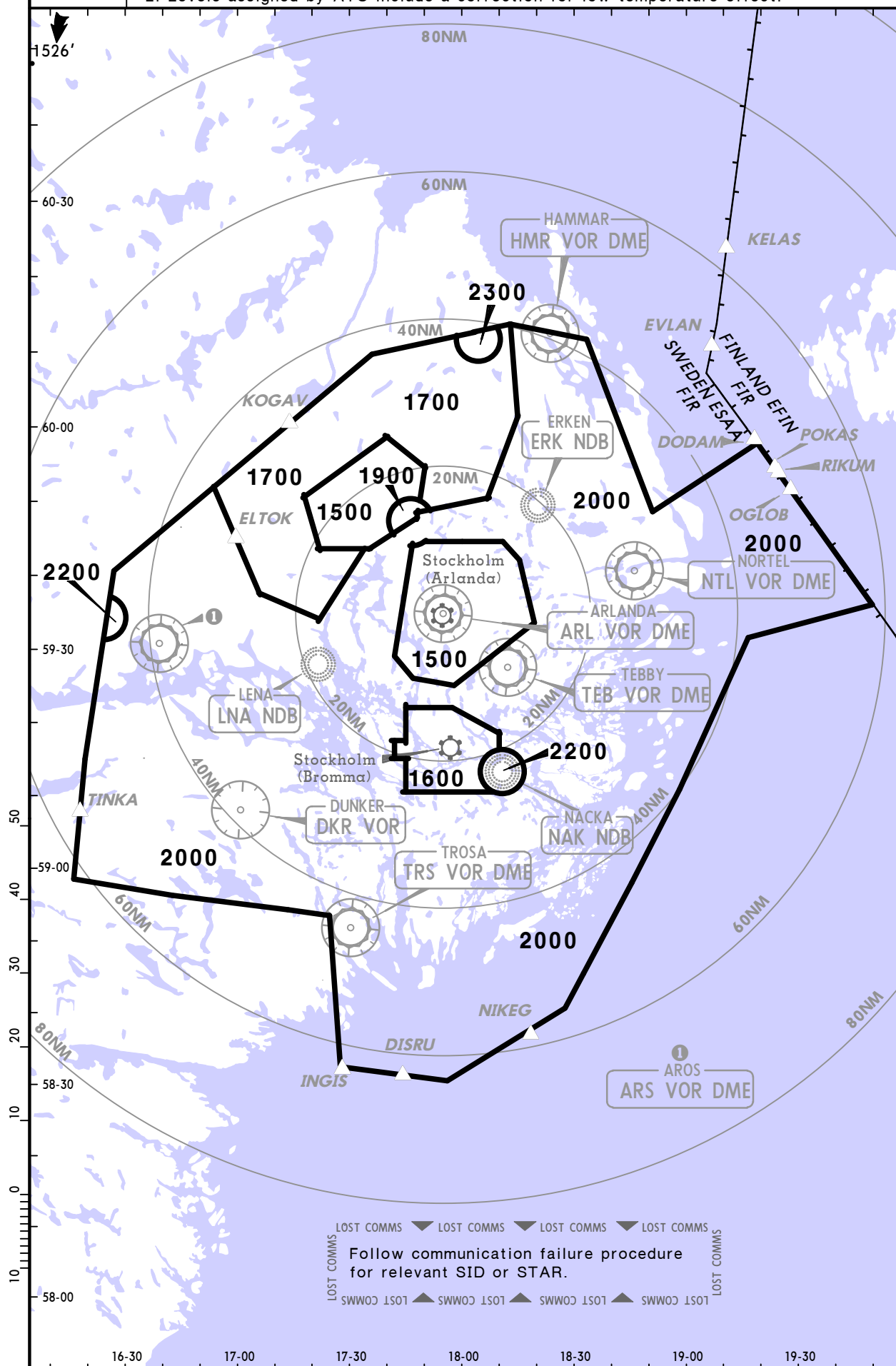
STOCKHOLM, SWEDEN
RADAR MINIMUM ALTITUDES

Apt Elev
137'

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

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

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



CHANGES: New chart.

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ESSA/ARN
ARLANDA

JEPPesen
20 MAY 16 **10-2**

STOCKHOLM, SWEDEN
STAR

D-ATIS
119.0

Apt Elev
137'

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

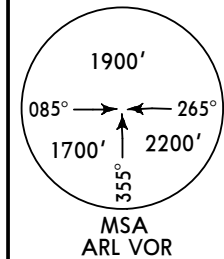
ELTOK 6M [ELTO6M], ELTOK 6P [ELTO6P]
ELTOK 6S [ELTO6S], ELTOK 3T [ELTO3T]

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED

Clearance limit is normally the IAF.

DESCENT PLANNING

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



ELTOK

N59 49.5 E016 59.4

ELTOK 6M, 6P, 6S

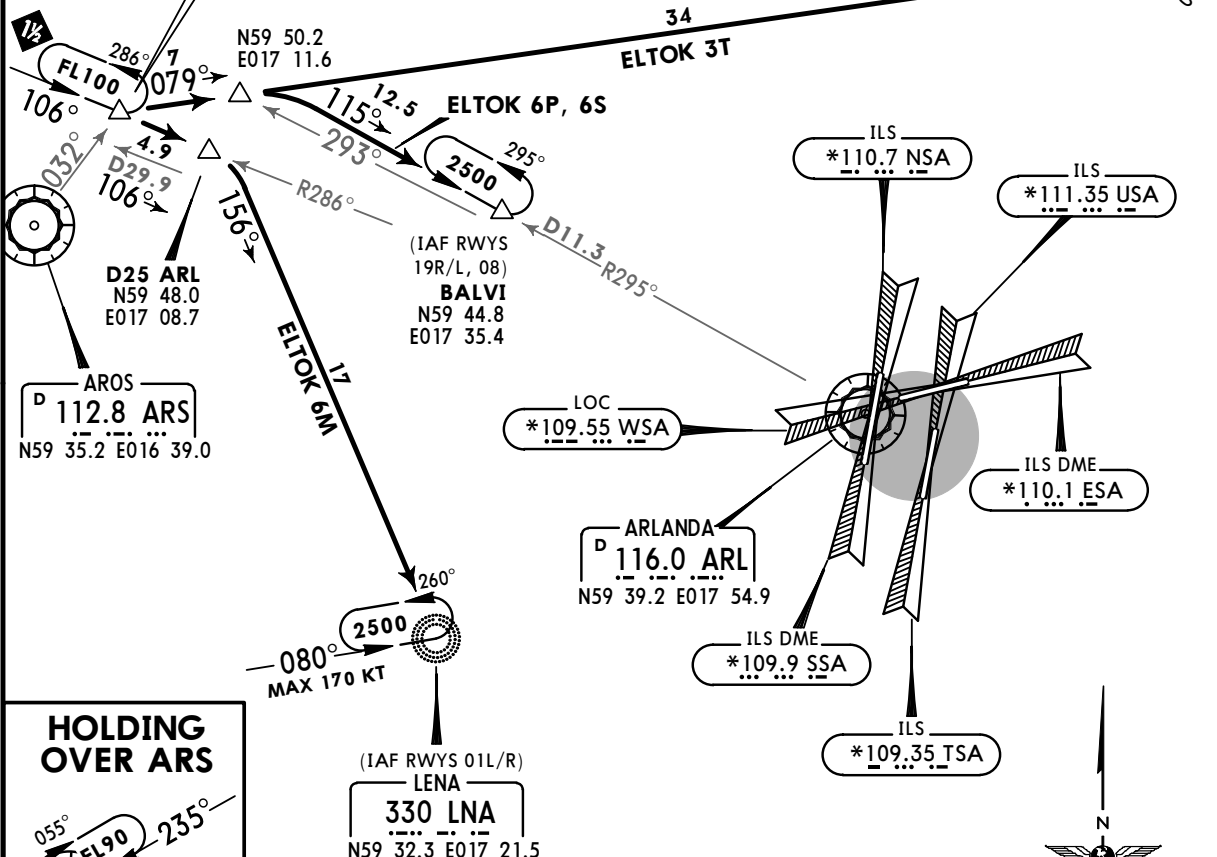
At or below **FL110**

ELTOK 3T

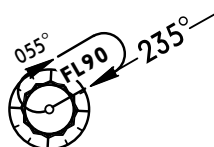
At or below **FL150**

Direct distance to Arlanda Apt from:
ERK 19NM
LNA 18NM

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



HOLDING OVER ARS



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

ESSA/ARN
ARLANDA

JEPPesen
20 MAY 16 **(10-2A)**

STOCKHOLM, SWEDEN
STAR

D-ATIS
119.0

Apt Elev
137'

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

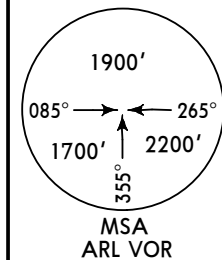
HMR 4M, HMR 3P
HMR 4S, HMR 3T

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED

Clearance limit is normally the IAF.

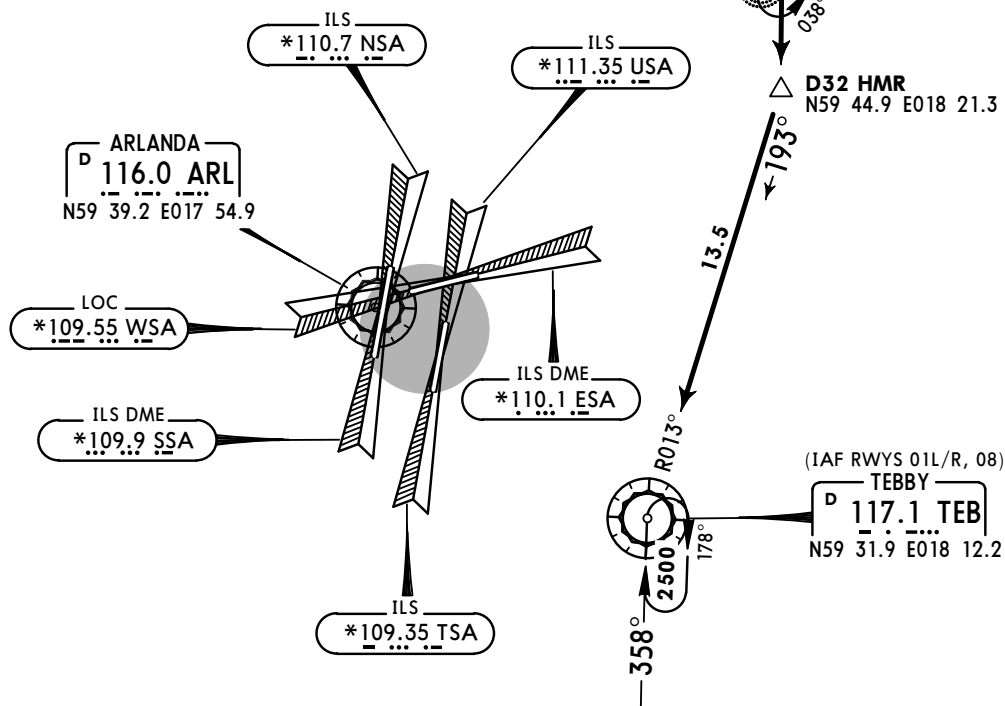
DESCENT PLANNING

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



NOT TO SCALE

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



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

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

ESSA/ARN
ARLANDA

JEPPesen
27 JAN 17 **10-2B** Eff 2 Feb

STOCKHOLM, SWEDEN

STAR

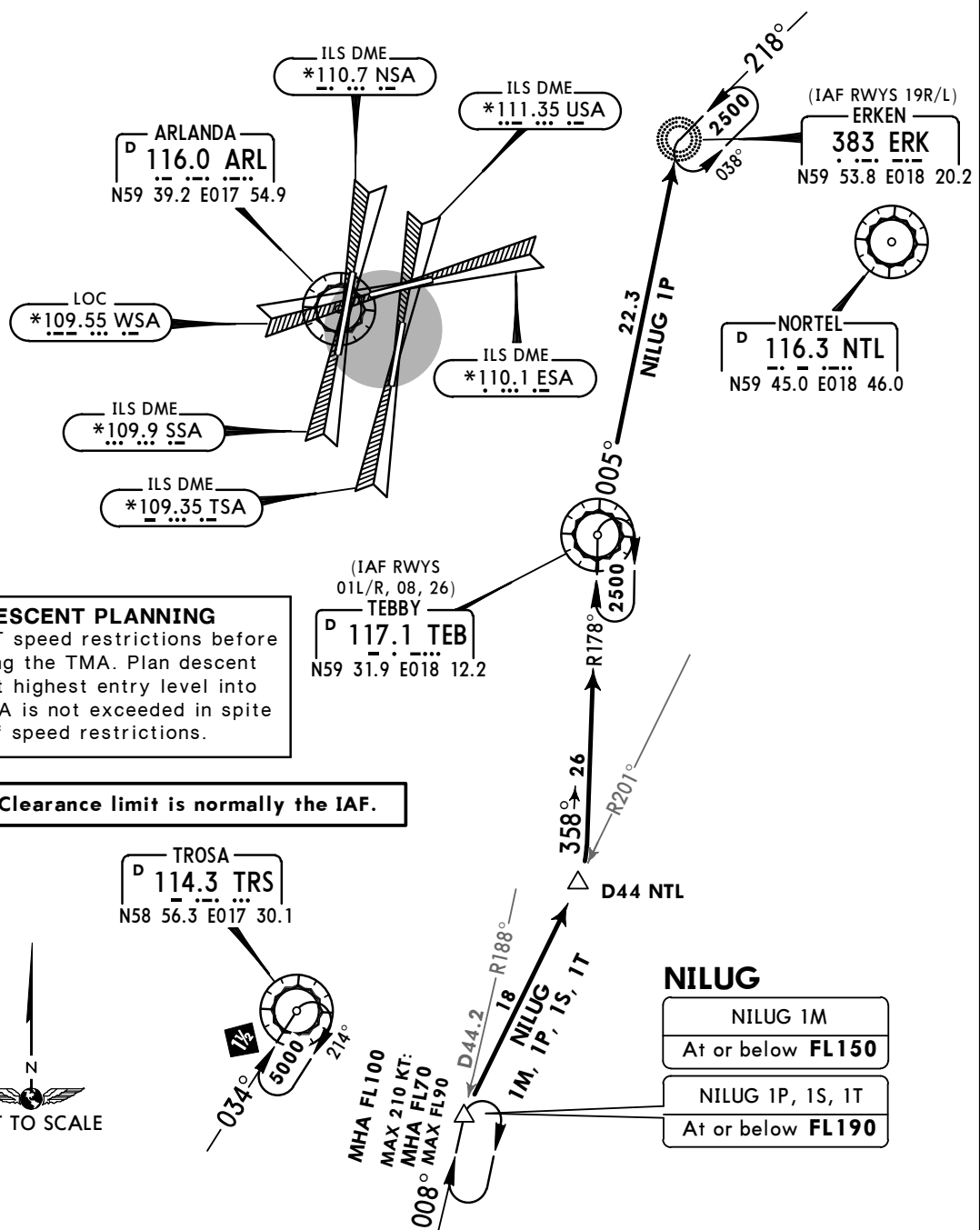
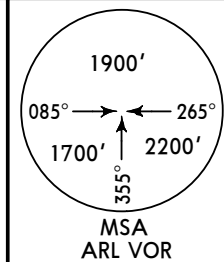
D-ATIS
119.0

Apt Elev
137'

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

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

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



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

ESSA/ARN
ARLANDA

JEPPESSEN
27 JAN 17 **10-2C** Eff 2 Feb

STOCKHOLM, SWEDEN

STAR

D-ATIS
119.0

Apt Elev
137'

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

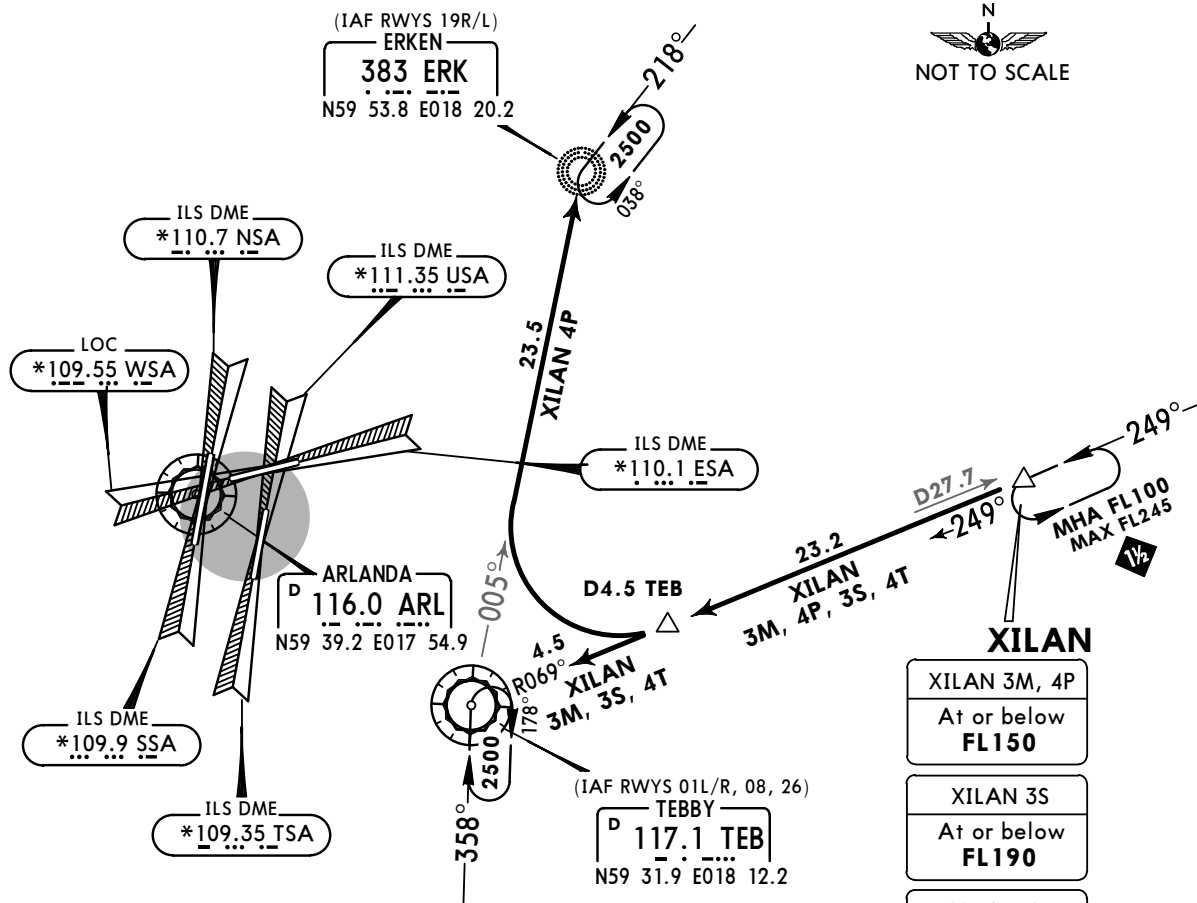
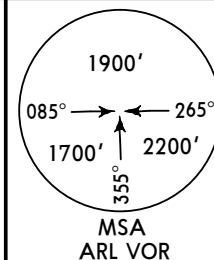
XILAN 3M [XILA3M], XILAN 4P [XILA4P]
XILAN 3S [XILA3S], XILAN 4T [XILA4T]
ARRIVALS

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.



XILAN	
XILAN 3M, 4P	At or below FL150
XILAN 3S	At or below FL190
XILAN 4T	At or below FL120

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

ESSA/ARN
ARLANDA

27 JAN 17

JEPPesen

(10-2D)

Eff 2 Feb

STOCKHOLM, SWEDEN

RNAV STAR

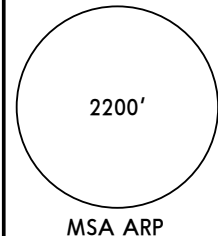
D-ATIS
119.0Apt Elev
137'

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

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

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

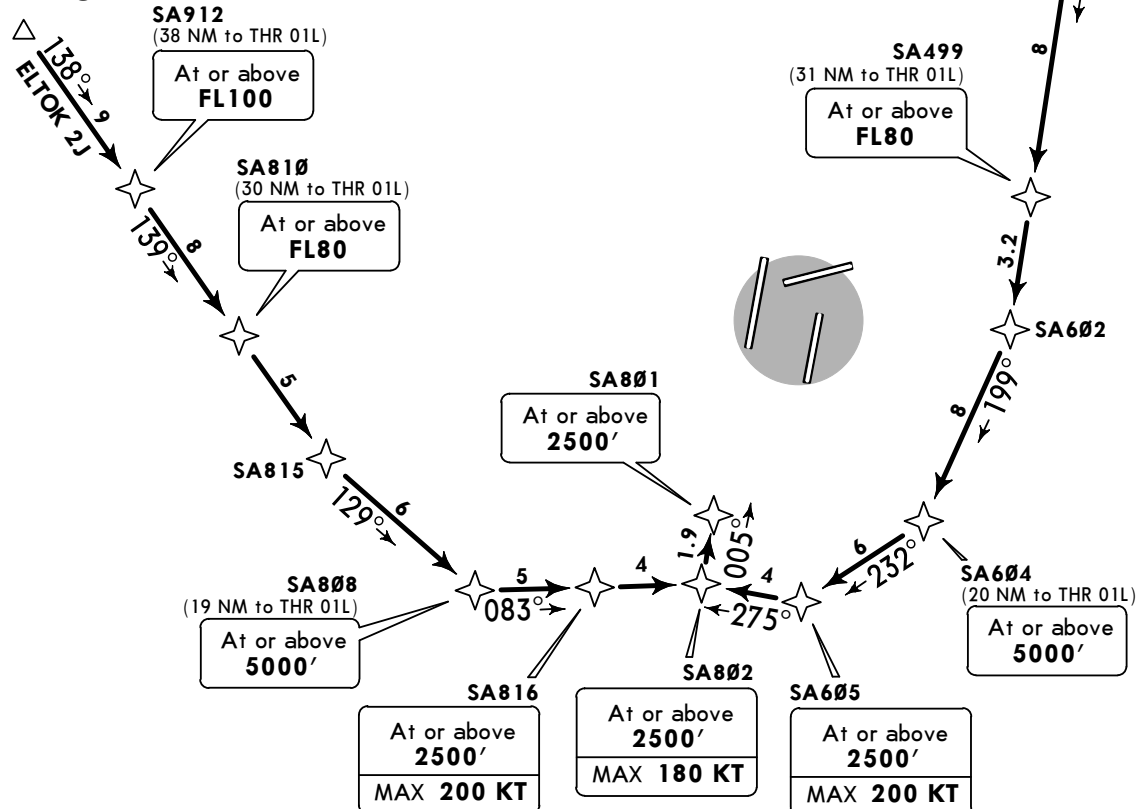
RWY 01L P-RNAV ARRIVALS

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.

HAMMAR
P 112.6 HMR
N60 16.8 E018 23.5

ELTOK

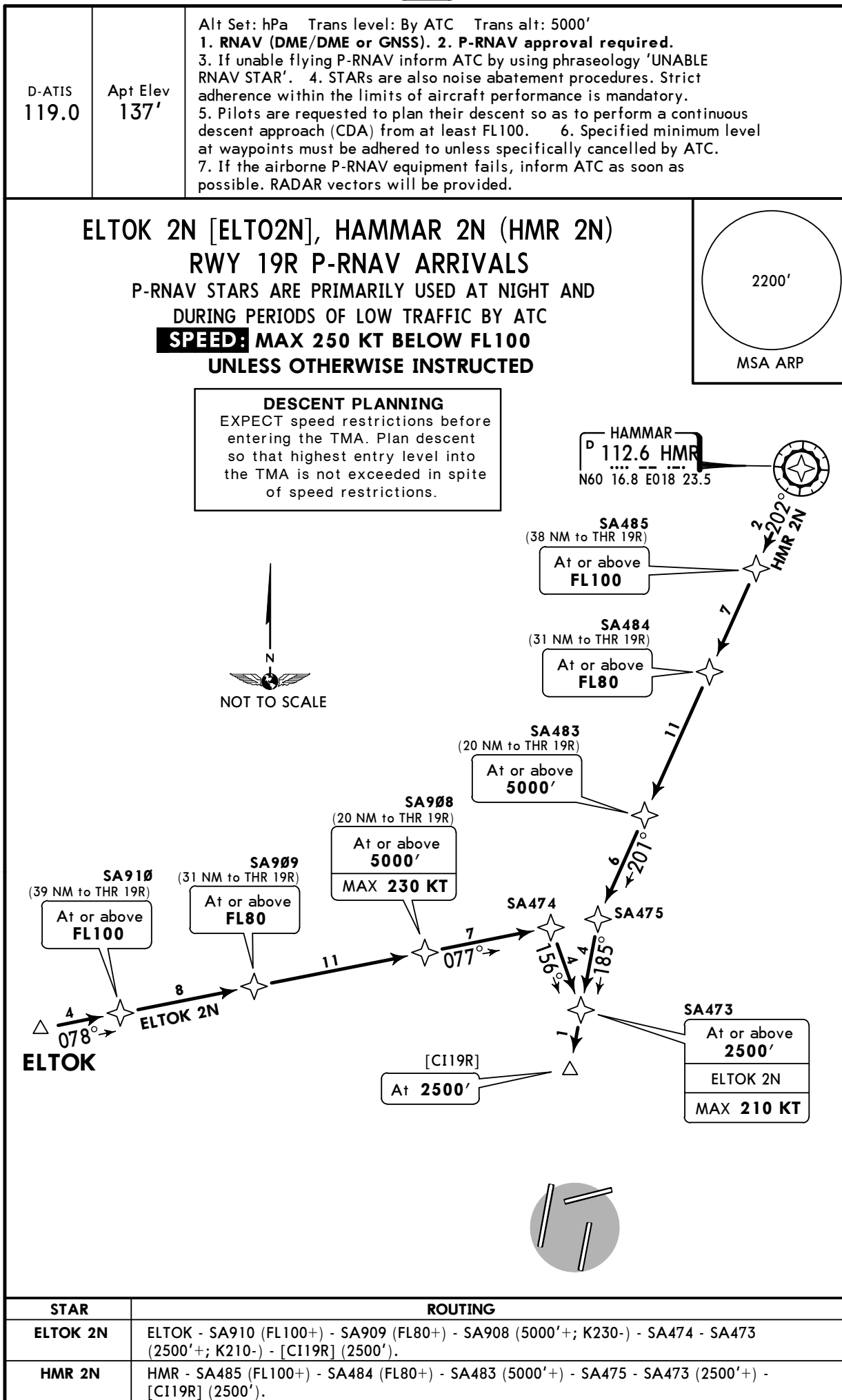


STAR	ROUTING
ELTOK 2J	ELTOK - SA912 (FL100+) - SA810 (FL80+) - SA815 - SA808 (5000'+) - SA816 (2500'+; K200-) - SA802 (2500'+; K180-) - SA801 (2500'+).
HMR 2J	HMR - SA500 (FL100+) - SA499 (FL80+) - SA602 - SA604 (5000'+) - SA605 (2500'+; K200-) - SA802 (2500'+; K180-) - SA801 (2500'+).

ESSA/ARN
ARLANDA

JEPPesen
27 JAN 17 **10-2E** Eff 2 Feb

STOCKHOLM, SWEDEN
RNAV STAR



ESSA/ARN
ARLANDA

27 JAN 17

JEPPESSEN

10-2F

Eff 2 Feb

STOCKHOLM, SWEDEN

RNAV STAR

D-ATIS
119.0

Apt Elev
137'

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

1. RNAV (DME/DME or GNSS). 2. P-RNAV approval required.

3. If unable flying P-RNAV inform ATC by using phraseology 'UNABLE RNAV STAR'. 4. STARs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

5. Pilots are requested to plan their descent so as to perform a continuous descent approach (CDA) from at least FL100. 6. Specified minimum level

at waypoints must be adhered to unless specifically cancelled by ATC.

7. If the airborne P-RNAV equipment fails, inform ATC as soon as possible. RADAR vectors will be provided.

**ELTOK 2V [ELT02V], HAMMAR 2V (HMR 2V)
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**

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.

HAMMAR
D 112.6 HMR
.... -- ...
N60 16.8 E018 23.5

SA496
(39 NM to THR 26)
At or above
FL100

SA489
(31 NM to THR 26)
At or above
FL80

SA911
(39 NM to THR 26)
At or above
FL100

SA491
(31 NM to THR 26)

At or above
FL80

SA490
(20 NM to THR 26)

At or above 5000'
MAX 230 KT

SA488
(20 NM to THR 26)

At or above
5000'

MAX 230 KT

Δ 087° → 19
ELTOK 2V
ELTOK

[CF26]
At 2500'

SA486

At or above 2500'
MAX 210 KT

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

ESSA/ARN
ARLANDA

JEPPESSEN
27 JAN 17 **(10-2G)** Eff 2 Feb

STOCKHOLM, SWEDEN
RNAV STAR

D-ATIS
119.0

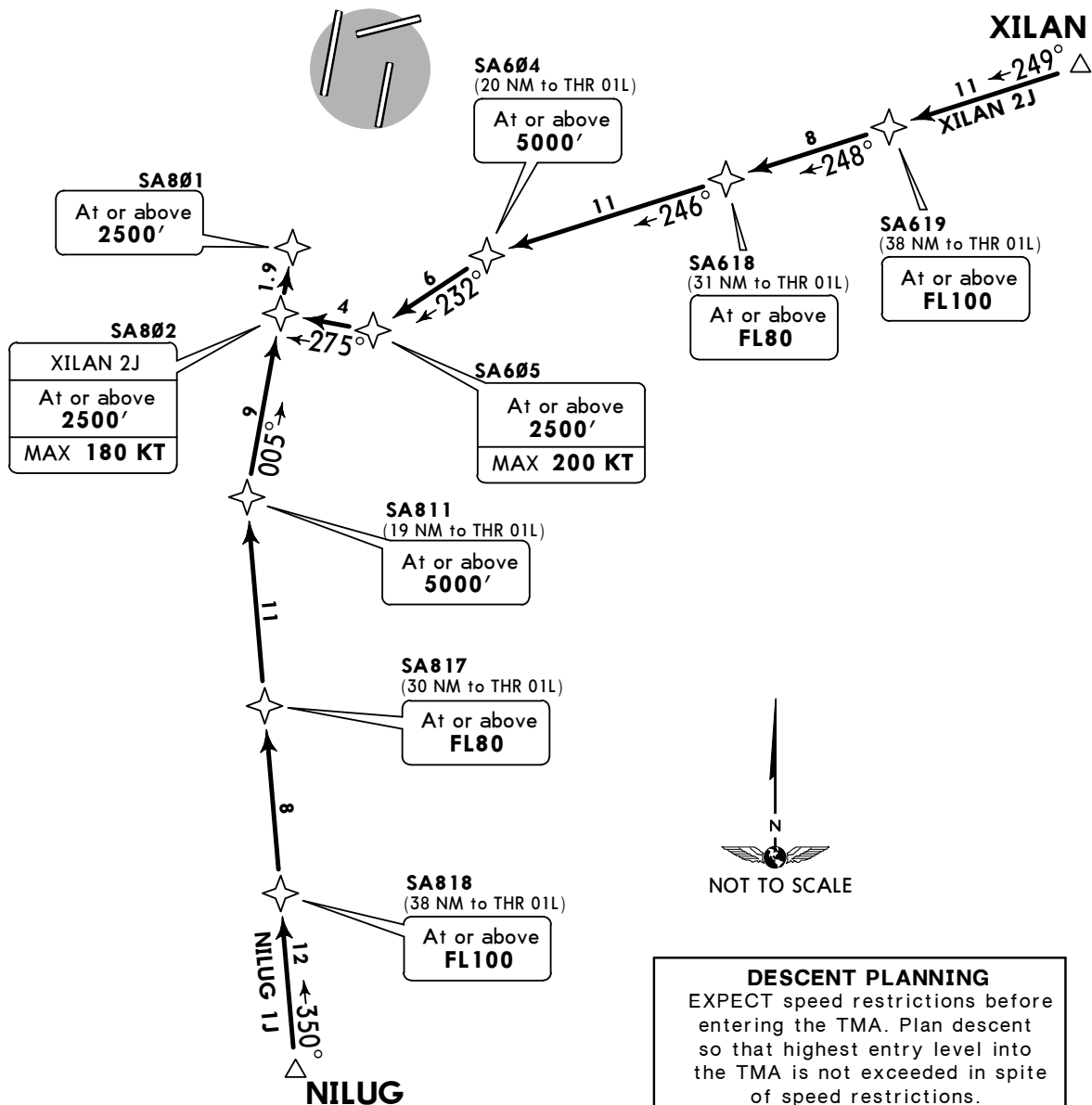
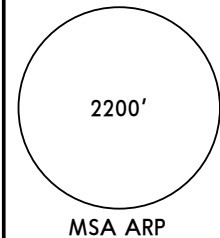
Apt Elev
137'

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

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



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

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JEPPESSEN
27 JAN 17 **(10-2H)** Eff 2 Feb

STOCKHOLM, SWEDEN
RNAV STAR

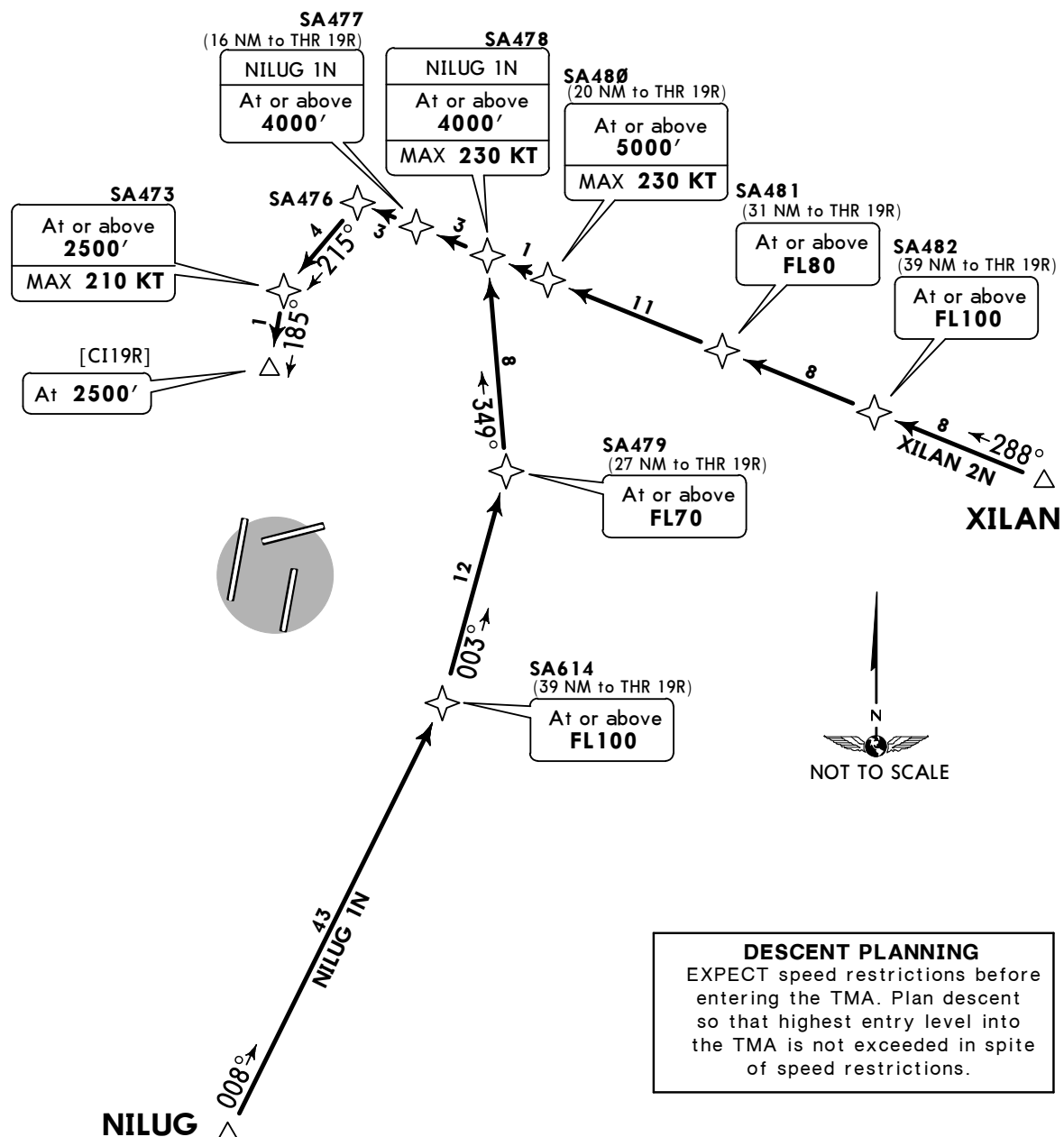
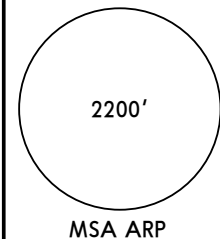
D-ATIS 119.0	Apt Elev 137'	<p>Alt Set: hPa Trans level: By ATC Trans alt: 5000'</p> <p>1. RNAV (DME/DME or GNSS). 2. P-RNAV approval required.</p> <p>3. If unable flying P-RNAV inform ATC by using phraseology 'UNABLE RNAV STAR'. 4. STARs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.</p> <p>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.</p> <p>7. If the airborne P-RNAV equipment fails, inform ATC as soon as possible. RADAR vectors will be provided.</p>
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NILUG 1N [NILU1N], XILAN 2N [XILA2N]

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

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ARLANDA

JEPPesen
27 JAN 17 **10-2J** Eff 2 Feb

STOCKHOLM, SWEDEN
RNAV STAR

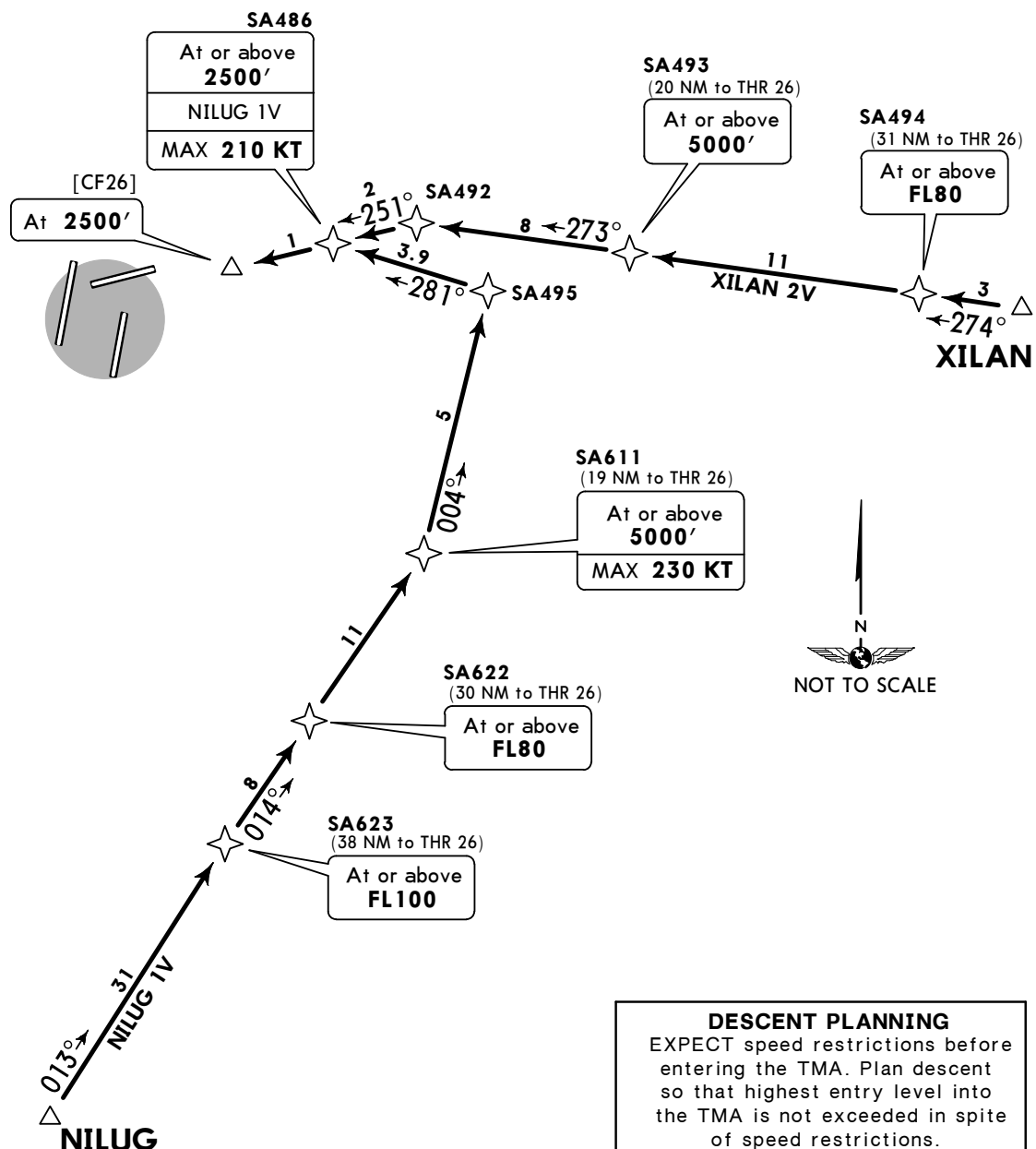
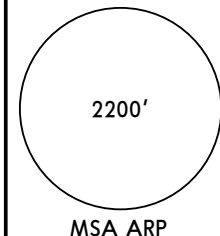
D-ATIS 119.0	Apt Elev 137'	<p>Alt Set: hPa Trans level: By ATC Trans alt: 5000'</p> <p>1. RNAV (DME/DME or GNSS). 2. P-RNAV approval required.</p> <p>3. If unable flying P-RNAV inform ATC by using phraseology 'UNABLE RNAV STAR'. 4. STARs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.</p> <p>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.</p> <p>7. If the airborne P-RNAV equipment fails, inform ATC as soon as possible. RADAR vectors will be provided.</p>
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NILUG 1V [NILU1V], XILAN 2V [XILA2V]

RWY 26 P-RNAV ARRIVAL

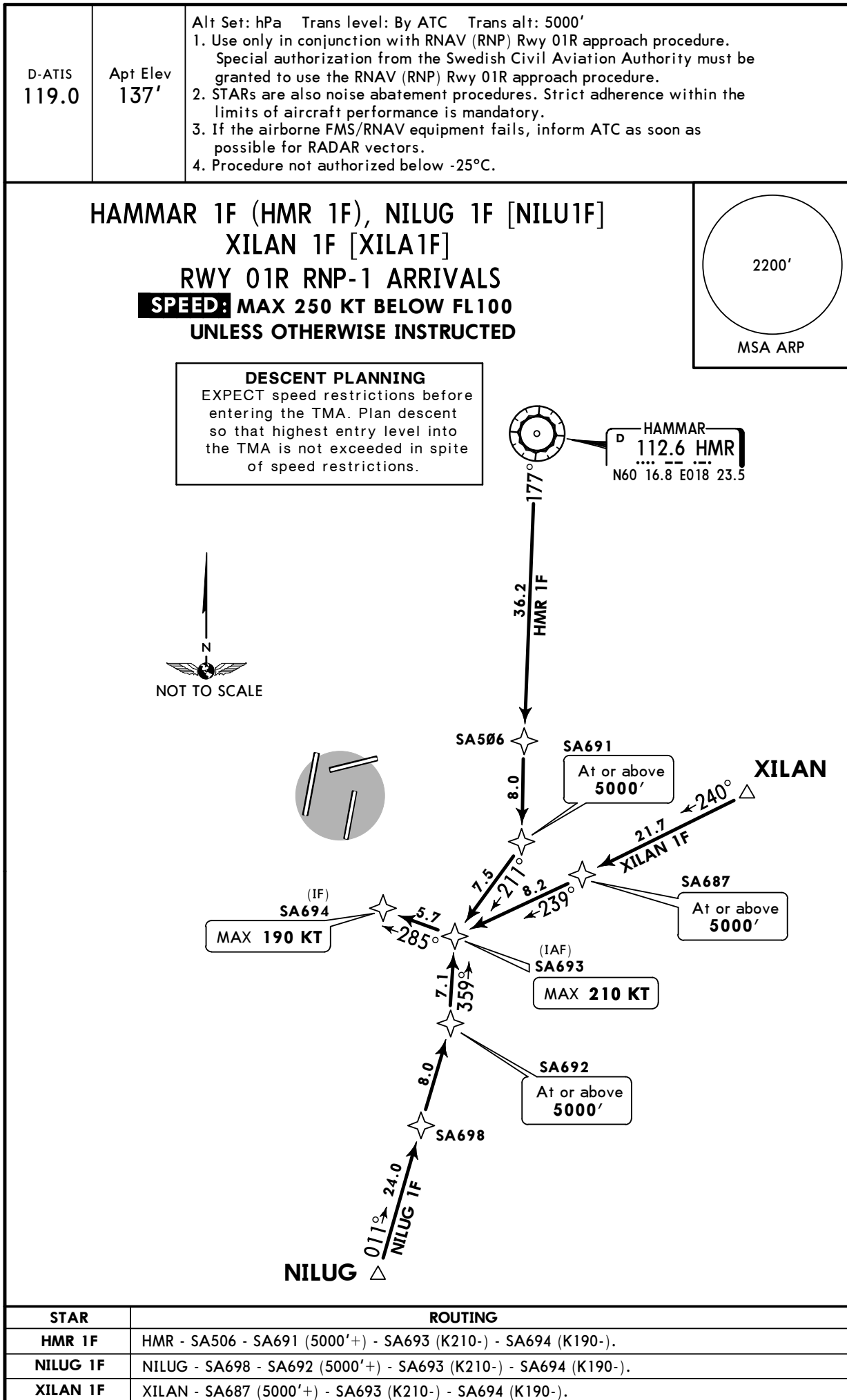
P-RNAV STARS ARE PRIMARILY USED AT NIGHT AND DURING PERIODS OF LOW TRAFFIC BY ATC

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.

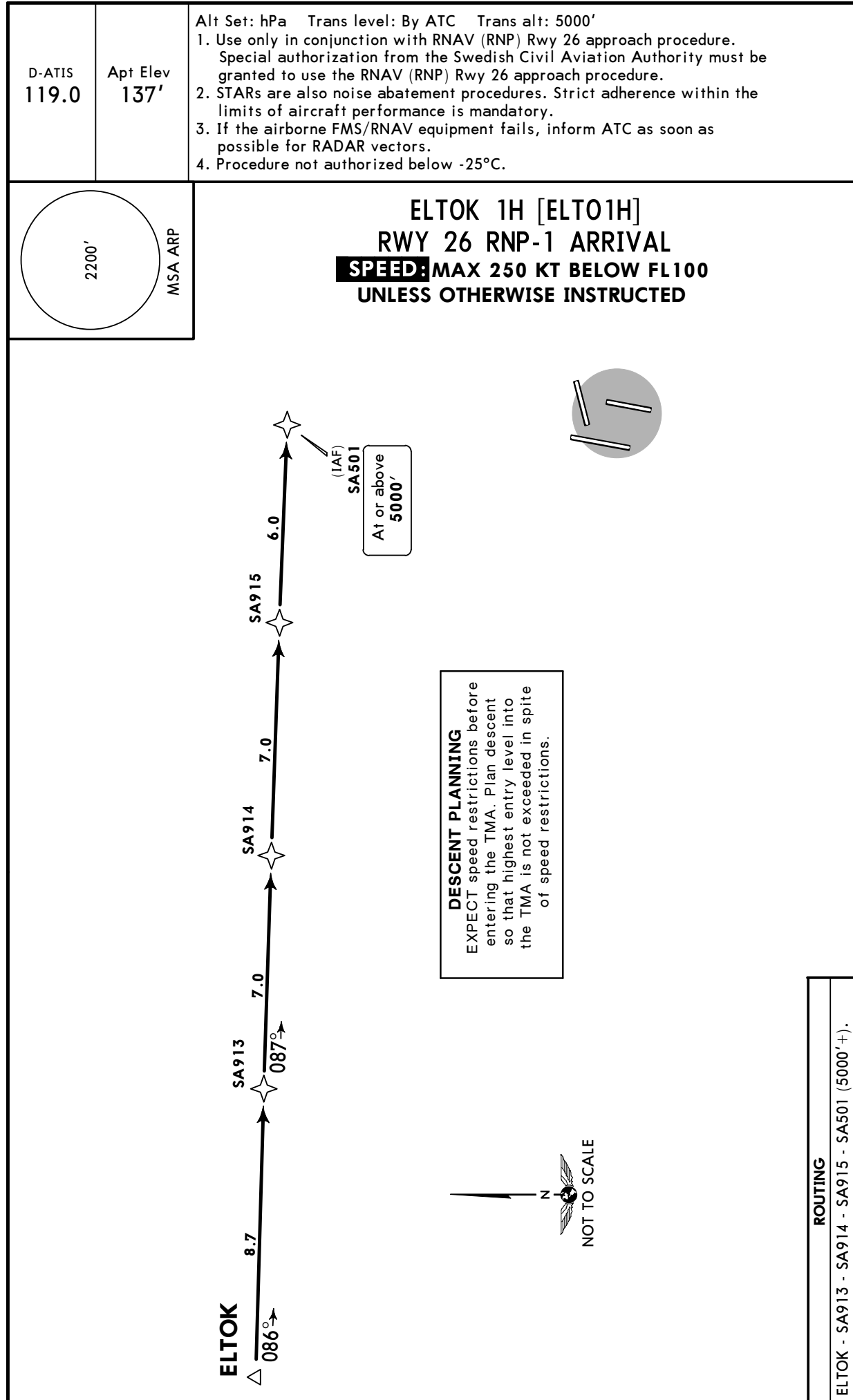
STAR	ROUTING
NILUG 1V	NILUG - SA623 (FL100+) - SA622 (FL80+) - SA611 (5000'+; K230-) - SA495 - SA486 (2500'+; K210-) - [CF26] (2500').
XILAN 2V	XILAN - SA494 (FL80+) - SA493 (5000'+) - SA492 - SA486 (2500'+) - [CF26] (2500').

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ARLANDAJEPPESEN
27 JAN 17 10-2K Eff 2 FebSTOCKHOLM, SWEDEN
RNAV STAR

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ARLANDA

JEPPESEN
27 JAN 17 **(10-2L)** **Eff 2 Feb**

STOCKHOLM, SWEDEN
RNAV STAR



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ARLANDA **JEPPESEN**
27 JAN 17 **10-3** **Eff 2 Feb****STOCKHOLM, SWEDEN****RNAV SID**

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

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ESSA/ARN
ARLANDA **JEPPESEN**
27 JAN 17 **(10-3A)** Eff 2 Feb**STOCKHOLM, SWEDEN**
RNAV SID

RNAV INSTRUCTIONS

APPROVED USERS, EQUIPMENT AND OPERATIONS

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

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

NON-FMS/RNAV EQUIPPED AIRCRAFT

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

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

RESTRICTED USE FOR CERTAIN AIRCRAFT TYPES

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

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

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

FMS/RNAV EQUIPMENT FAILURE

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

APPLIED PRACTICE FOR LOW-SPEED AIRCRAFT

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

REPORTING

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

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

RNAV AND NON-RNAV INSTRUCTIONS

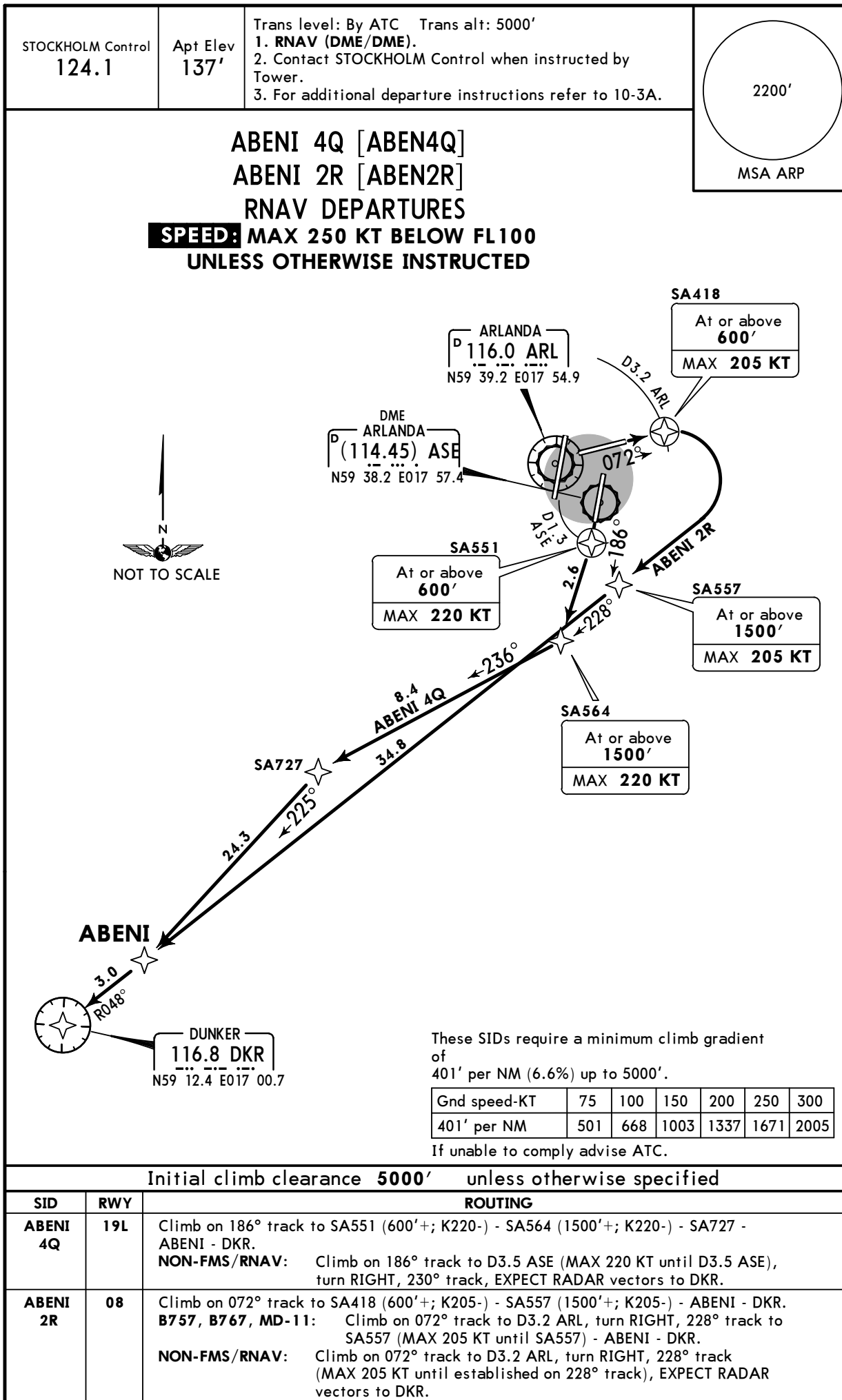
CLIMB SPEED

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

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JEPPESSEN
27 JAN 17 **(10-3B)** Eff 2 Feb

STOCKHOLM, SWEDEN
RNAV SID



ESSA/ARN
ARLANDA

27 JAN 17

JEPPESEN

10-3C

Eff 2 Feb

STOCKHOLM, SWEDEN

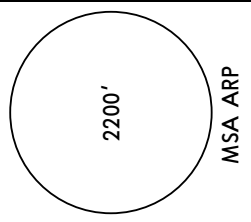
RNAV SID

STOCKHOLM Control
124.1

Apt Elev
137'

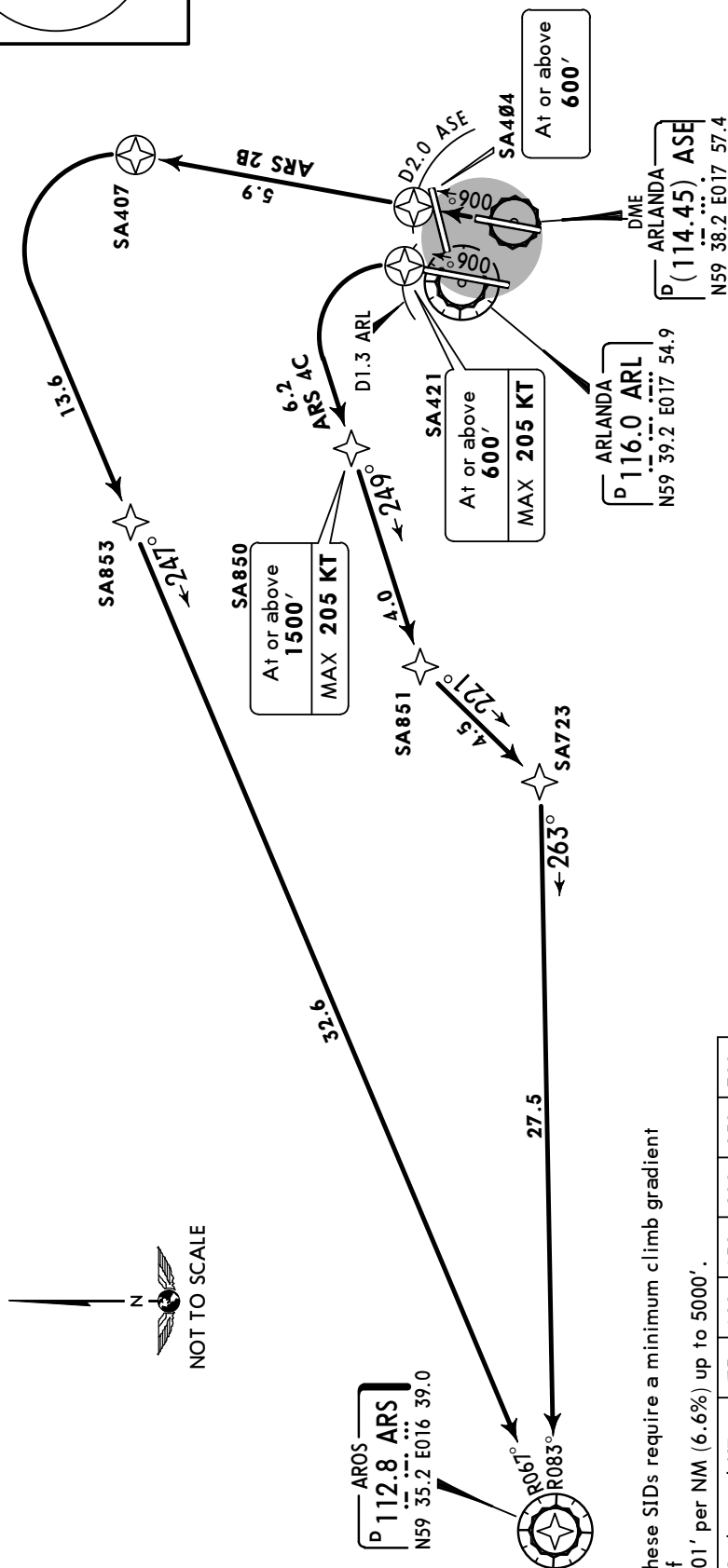
Trans level: By ATC Trans alt: 5000'

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



AROS 2B (ARS 2B), AROS 4C (ARS 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

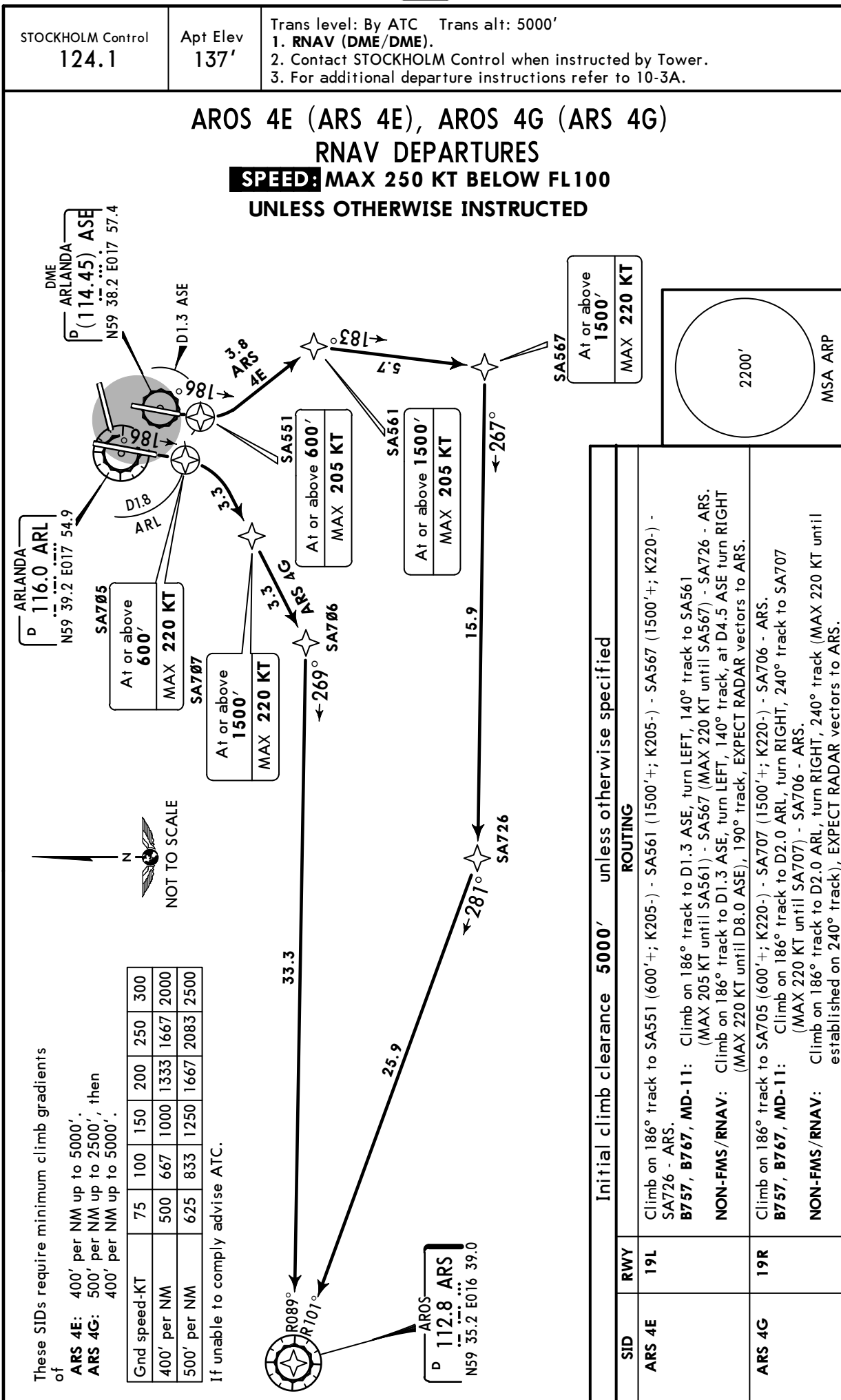
If unable to comply advise ATC.

Initial climb clearance 5000' unless otherwise specified		
SID	RWY	ROUTING
ARS 2B	01R	Climb on 006° track to SA404 (600'+) - SA407 - SA853 - ARS. NON-FMS/RNAV: Climb on 006° track, EXPECT RADAR vectors to ARS.
ARS 4C	01L	Climb on 006° track to SA421 (600' +; K205-) - SA850 (1500' +; K205-) - SA851 - SA723 - ARS. B757, B767, MD-11: Climb on 006° track to D1.3 ARL, turn LEFT, 249° track to SA850 (MAX 205 KT until SA850) - SA851 - SA723 - ARS. 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 ARS.

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JEPPESSEN
27 JAN 17 **10-3D** Eff 2 Feb

STOCKHOLM, SWEDEN
RNAV SID

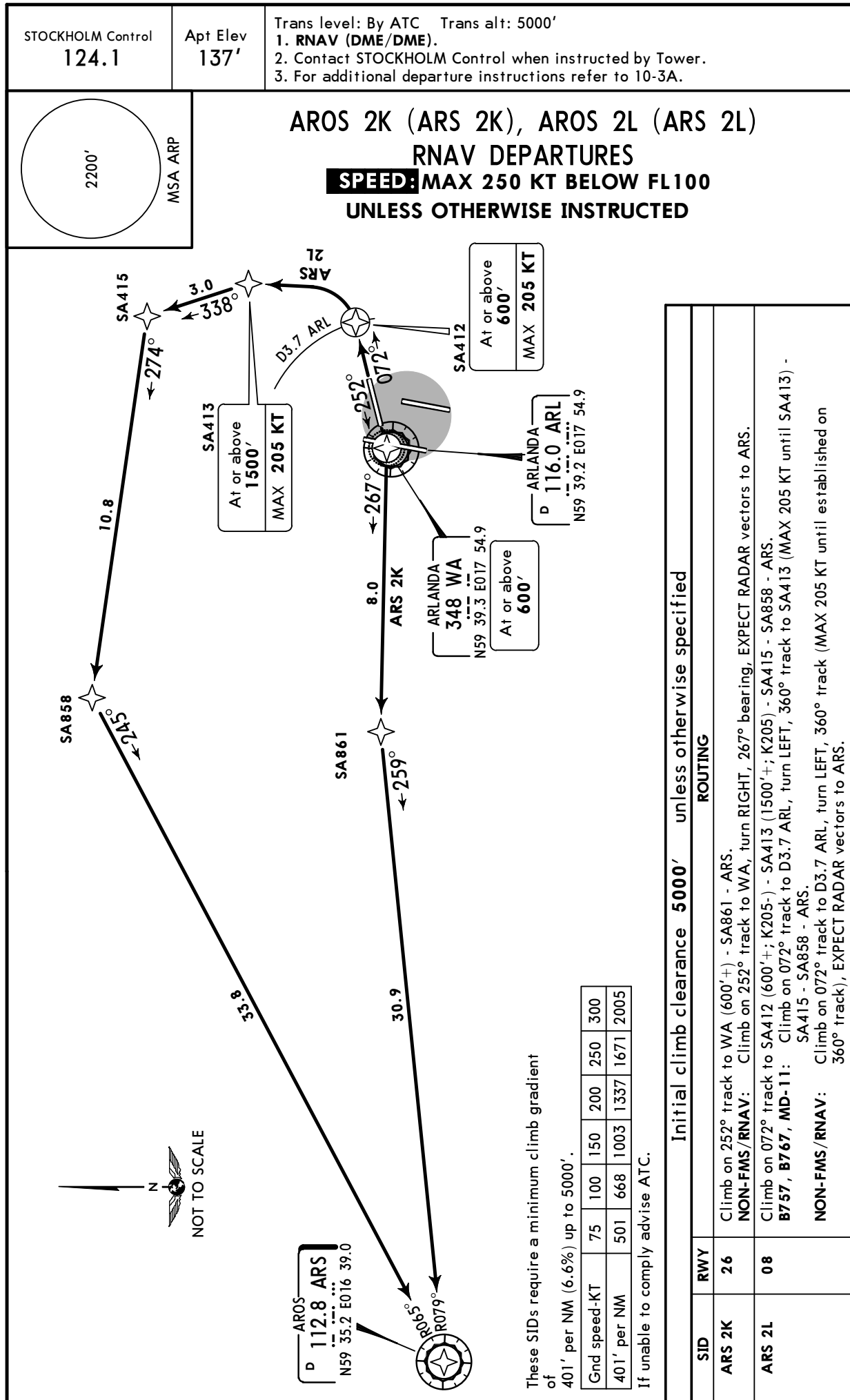


ESSA/ARN
ARLANDA

JEPPESSEN
27 JAN 17 **10-3E** Eff 2 Feb

STOCKHOLM, SWEDEN

RNAV SID



ESSA/ARN
ARLANDA

27 JAN 17

JEPPESEN

(10-3F

Eff 2 Feb

STOCKHOLM, SWEDEN

RNAV SID

STOCKHOLM Control
130.325

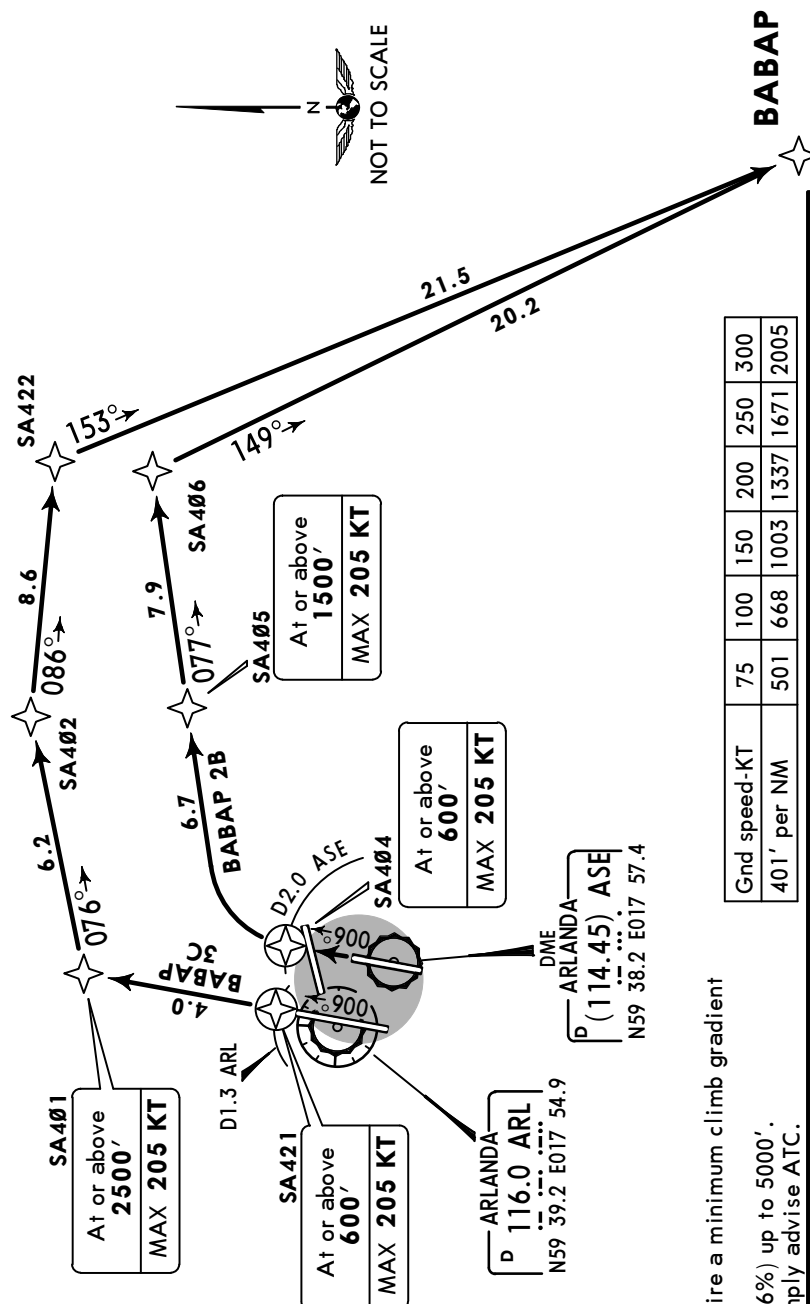
Apt Elev
137'

Trans level: By 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.

BABAP 2B [BABA2B]
BABAP 3C [BABA3C]
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.

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
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SID	RWY	ROUTING
BABAP 2B	01R	Climb on 006° track to SA404 (600' +; K205-) - SA405 (1500' +; K205-) - SA406 - BABAP. B757, B767, MD-11: Climb on 006° track to D2.0 ASE, turn RIGHT, 077° track track to SA405 (MAX 205 KT until SA405) - SA406 - BABAP. NON-FMS/RNAV: Climb on 006° track to D2.0 ASE, turn RIGHT to NTL (MAX 205 KT until established inbound NTL), EXPECT RADAR vectors to BABAP.
BABAP 3C 1	01L	Climb on 006° track to SA421 (600' +; K205-) - SA401 (2500' +; K205-) - SA402 - SA422 - BABAP. NON-FMS/RNAV: Climb on 006° track to D4.0 ARL or 2500', whichever is later (MAX 205 KT before turn), turn RIGHT to NTL, EXPECT RADAR vectors to BABAP.

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

www.

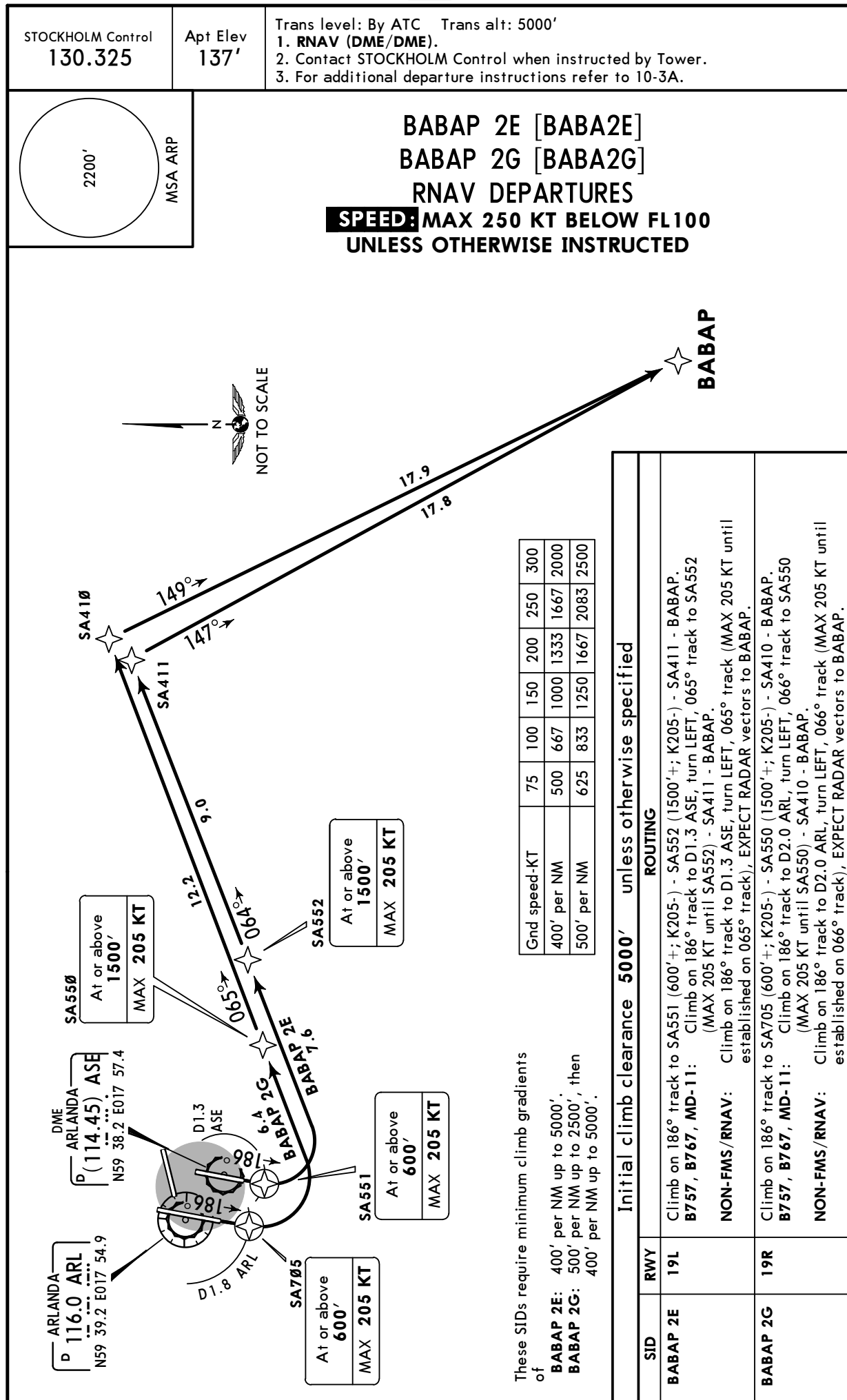
MSA ARP

ESSA/ARN
ARLANDA

27 JAN 17 **10-3G** Eff 2 Feb

STOCKHOLM, SWEDEN

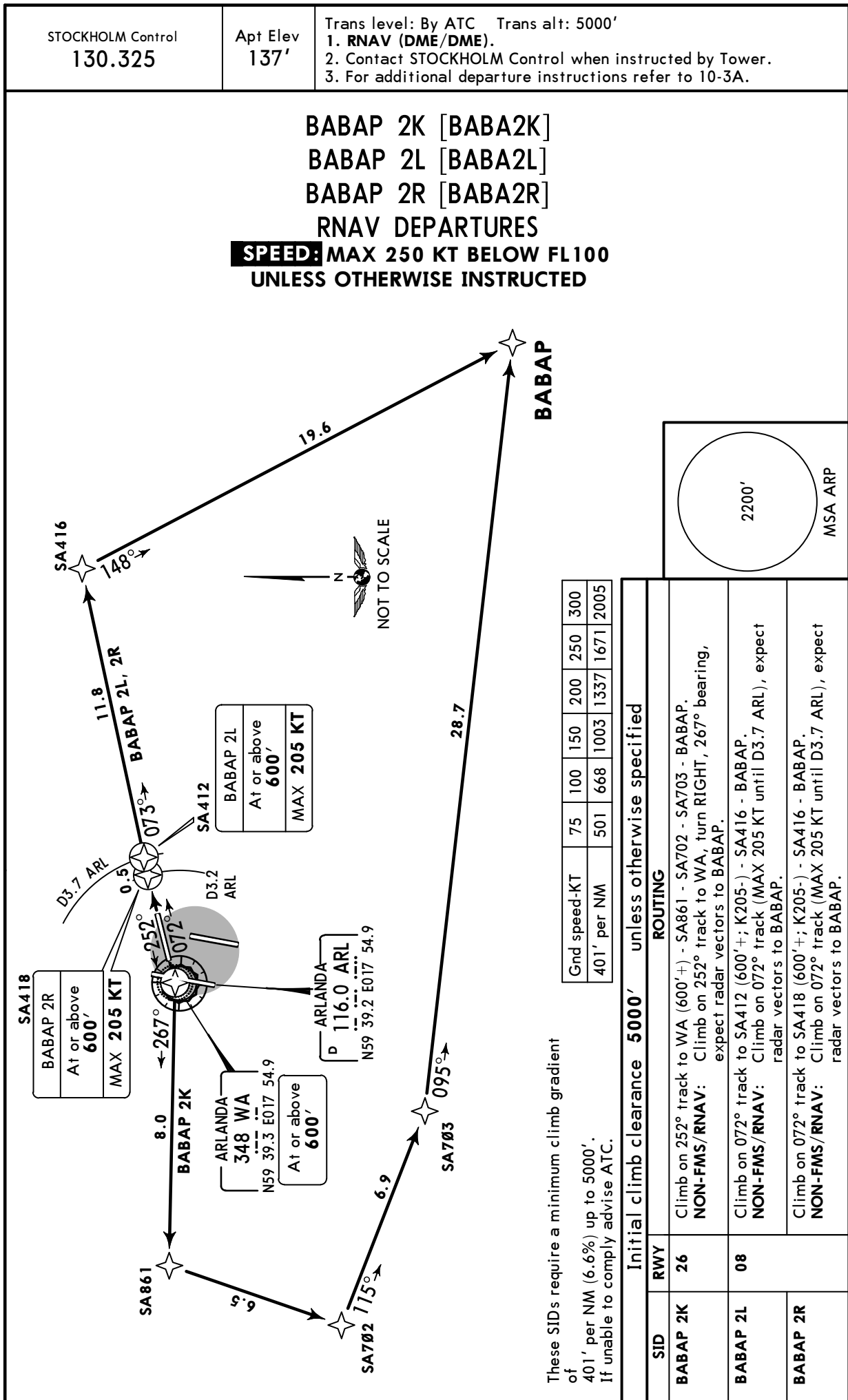
RNAV SID



ESSA/ARN
ARLANDA

JEPPESSEN
27 JAN 17 **(10-3H)** **Eff 2 Feb**

STOCKHOLM, SWEDEN
RNAV SID



ESSA/ARN
ARLANDA

JEPPESSEN

27 JAN 17

10-3J

Eff 2 Feb

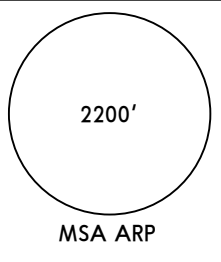
STOCKHOLM, SWEDEN

RNAV SID

STOCKHOLM Control
124.1

Apt Elev
137'

Trans level: By 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.

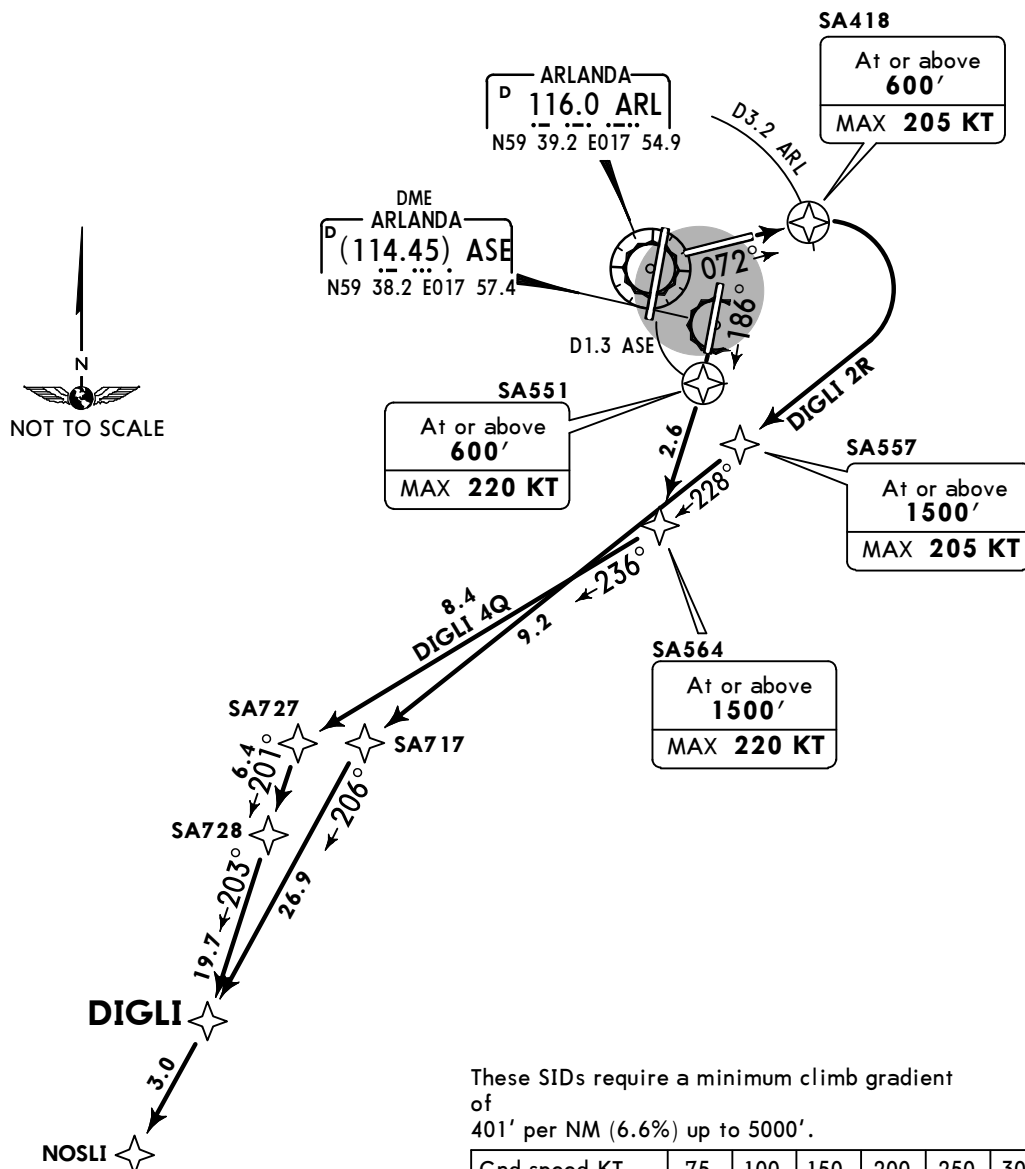


DIGLI 4Q [DIGL4Q]

DIGLI 2R [DIGL2R]

RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



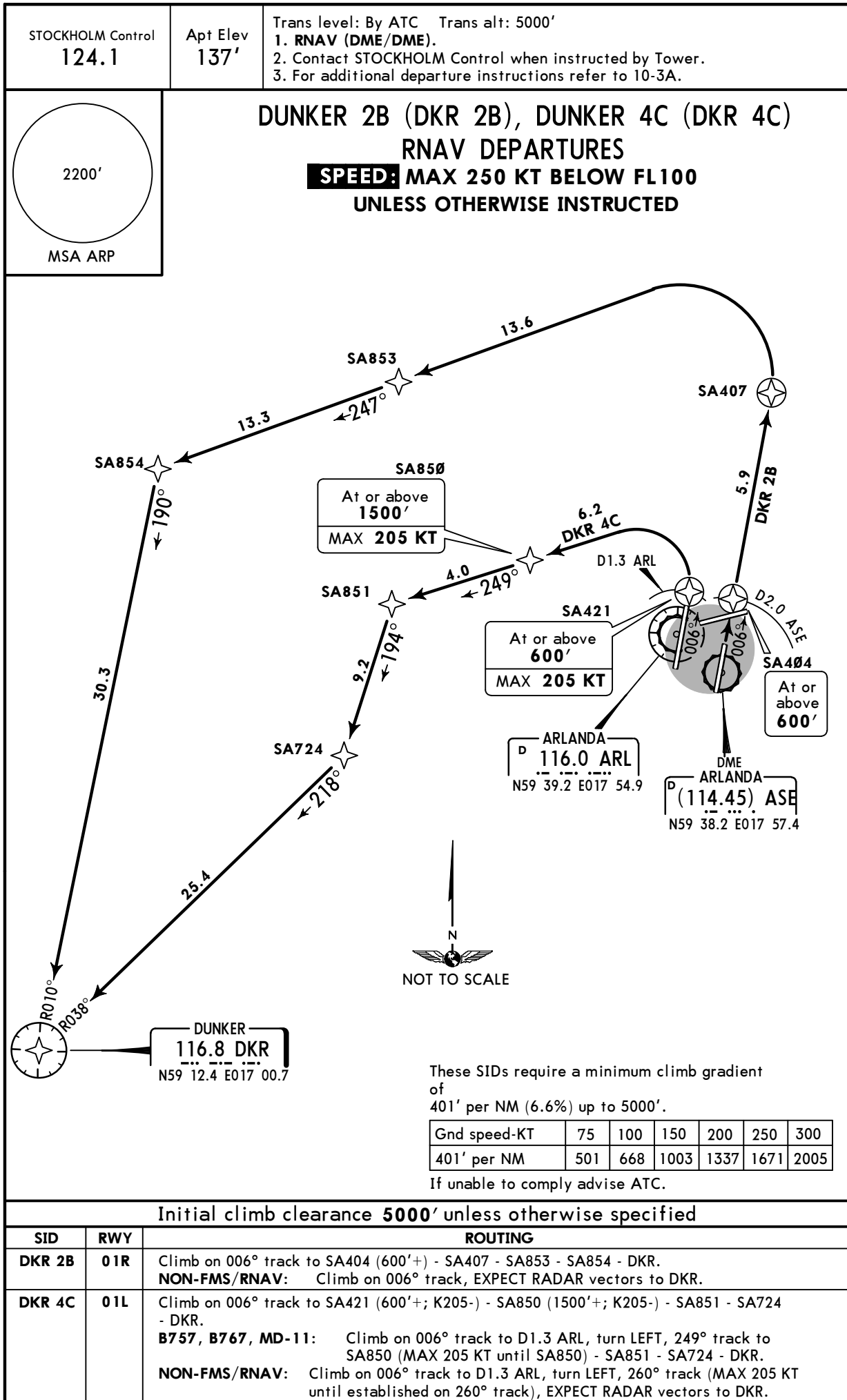
These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to 5000'.

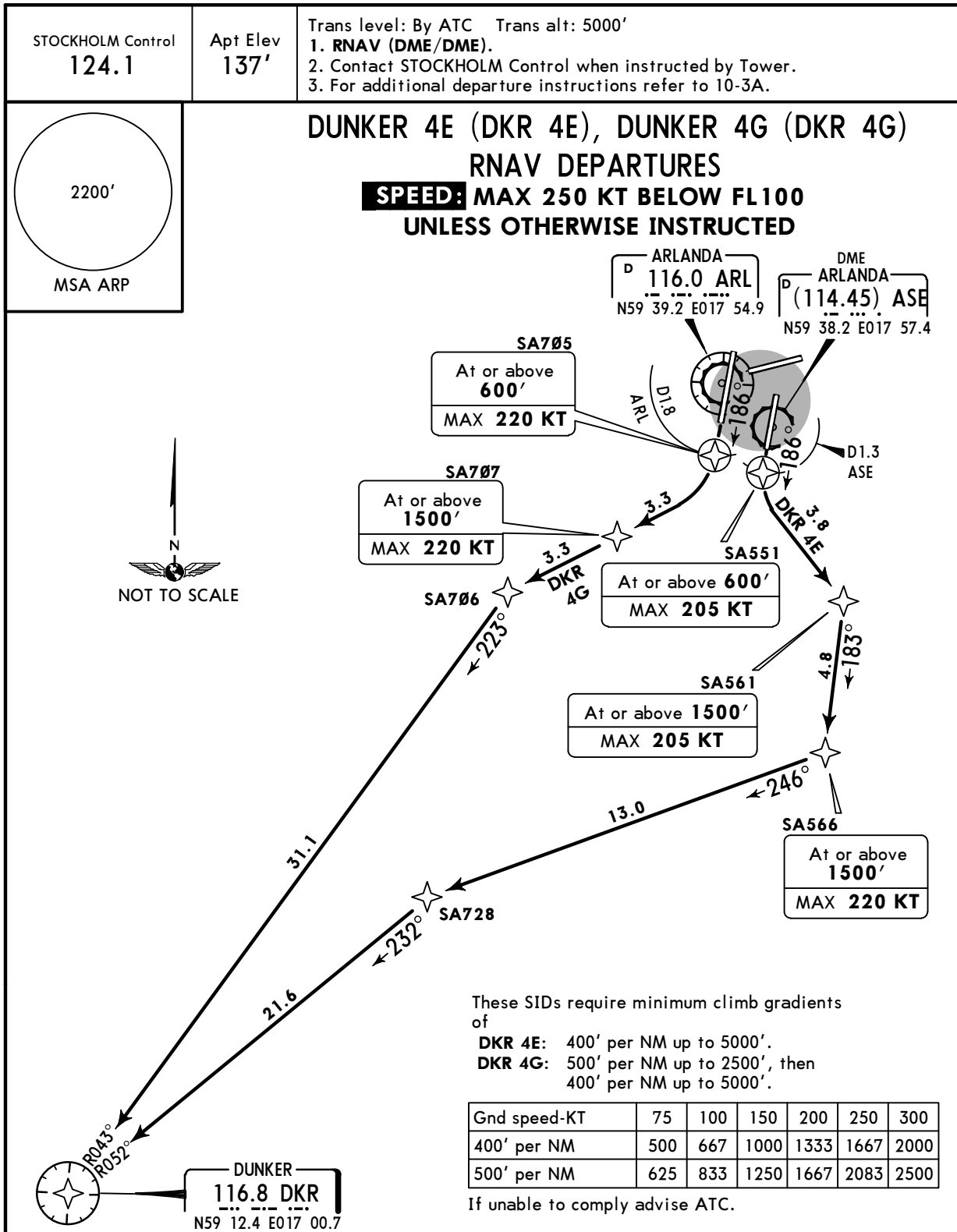
Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise ATC.

Initial climb clearance 5000' unless otherwise specified

SID	RWY	ROUTING
DIGLI 4Q	19L	Climb on 186° track to SA551 (600'+; K220-) - SA564 (1500'+; K220-) - SA727 - SA728 - DIGLI - NOSLI. NON-FMS/RNAV: Climb on 186° track to D3.5 ASE (MAX 220 KT until D3.5 ASE), turn RIGHT, 230° track, EXPECT RADAR vectors to NOSLI.
DIGLI 2R	08	Climb on 072° track to SA418 (600'+; K205-) - SA557 (1500'+; K205-) - SA717 - DIGLI - NOSLI. B757, B767, MD-11: Climb on 072° track to 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.

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ARLANDAJEPPesen
27 JAN 17 10-3K Eff 2 FebSTOCKHOLM, SWEDEN
RNAV SID

ESSA/ARN
ARLANDAJEPPesen
27 JAN 17 10-3L Eff 2 FebSTOCKHOLM, SWEDEN
RNAV SID

Initial climb clearance 5000' unless otherwise specified

SID	RWY	ROUTING
DKR 4E	19L	<p>Climb on 186° track to SA551 (600'+; K205-) - SA561 (1500'+; K205-) - SA566 (1500'+; K220-) - SA728 - DKR.</p> <p>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.</p> <p>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.</p>
DKR 4G	19R	<p>Climb on 186° track to SA705 (600'+; K220-) - SA707 (1500'+; K220-) - SA706 - DKR.</p> <p>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.</p> <p>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.</p>

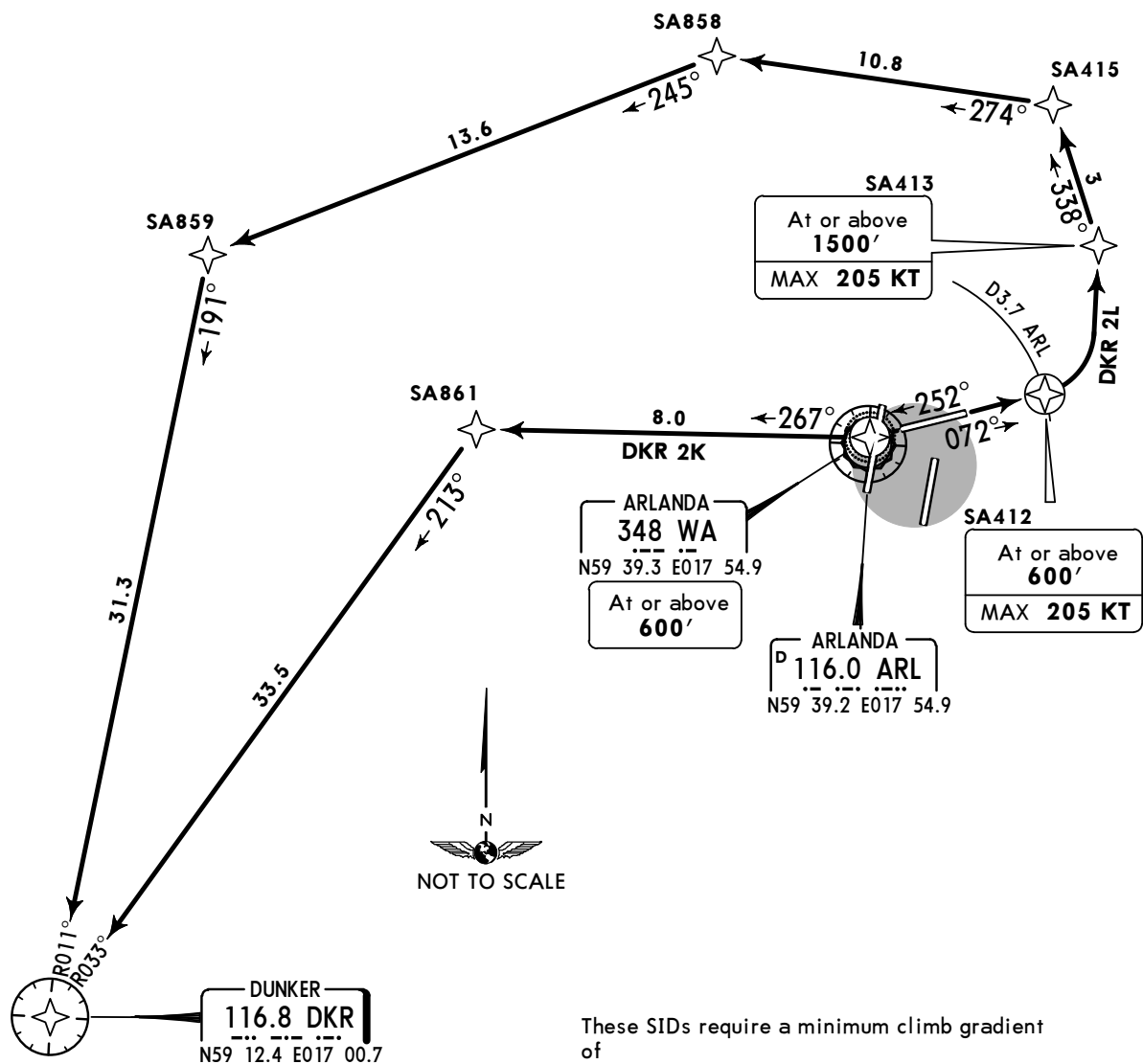
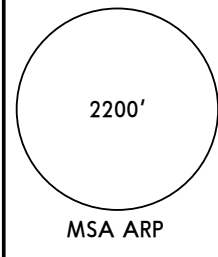
ESSA/ARN
ARLANDAJEPPESEN
27 JAN 17 (10-3M) Eff 2 FebSTOCKHOLM, SWEDEN
RNAV SIDSTOCKHOLM Control
124.1Apt Elev
137'

Trans level: By 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.

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

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 2K	26	Climb on 252° track to WA (600'+) - SA861 - DKR. NON-FMS/RNAV: Climb on 252° track to WA, turn RIGHT, 267° bearing, EXPECT RADAR vectors to DKR.
DKR 2L	08	Climb on 072° track to SA412 (600'+; K205-) - SA413 (1500'+; K205-) - SA415 - SA858 - SA859 - DKR. B757, B767, MD-11: Climb on 072° track to 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
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27 JAN 17

JEPPESEN

10-3N Eff 2 Feb

STOCKHOLM, SWEDEN

RNAV SID

STOCKHOLM Control
124.1Apt Elev
137'

Trans level: By 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.

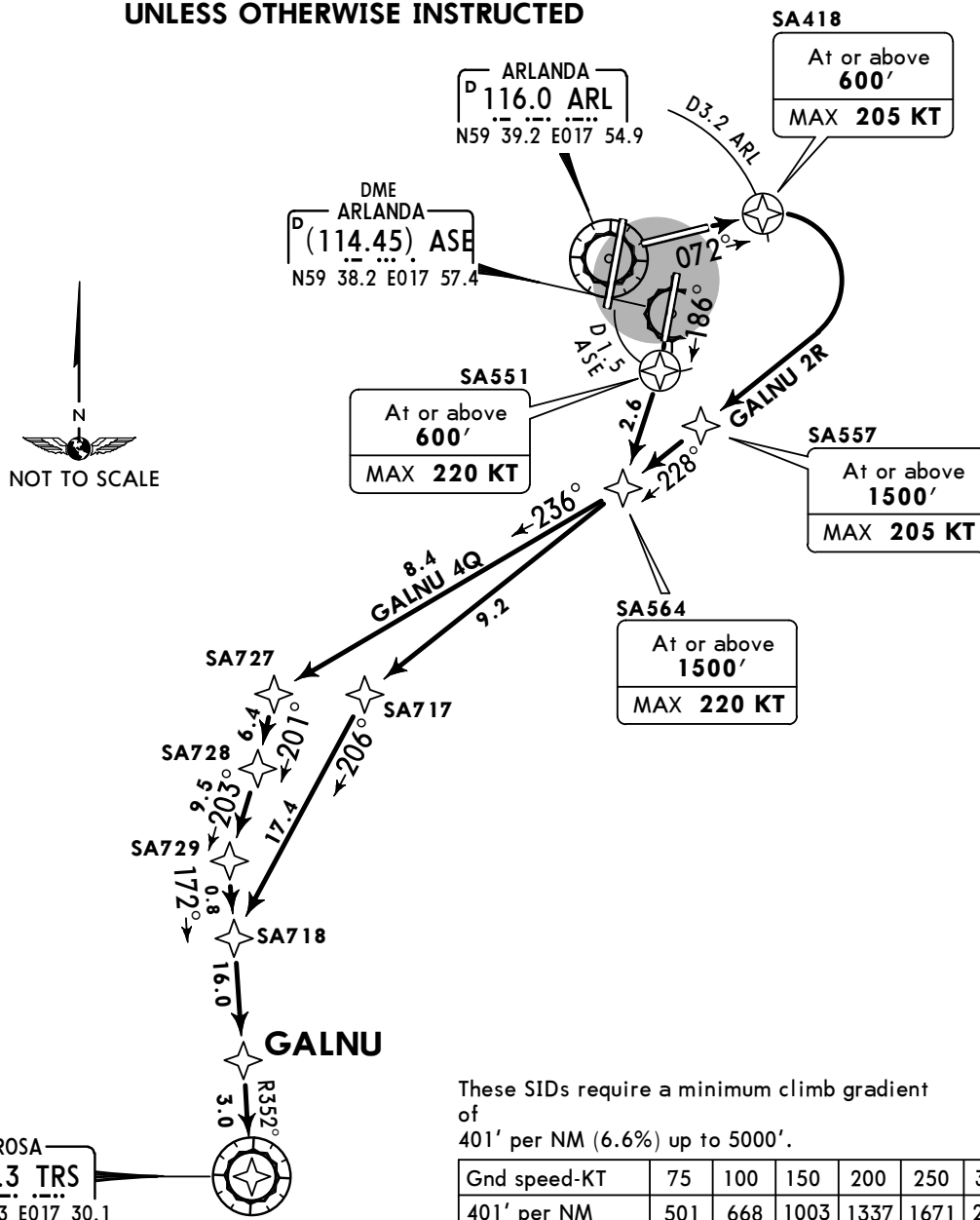
2200'

MSA ARP

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.

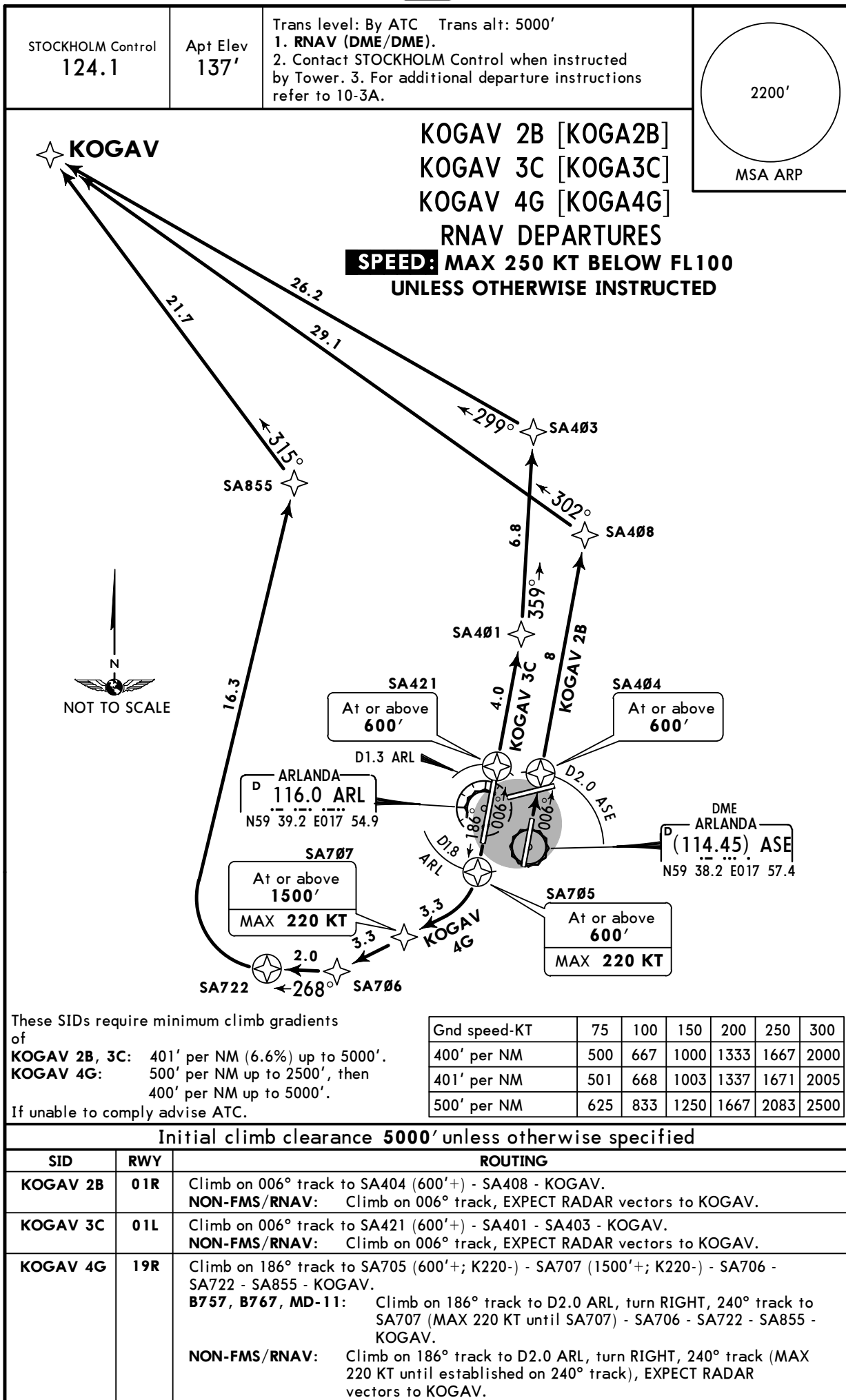
Initial climb clearance **5000'** unless otherwise specified

SID	RWY	ROUTING
GALNU 4Q	19L	Climb on 186° track to SA551 (600'+; K220-) - SA564 (1500'+; K220-) - 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 (600'+; K205-) - SA557 (1500'+; K205-) - 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.

ESSA/ARN
ARLANDAJEPPESEN
27 JAN 17 10-3P Eff 2 Feb

STOCKHOLM, SWEDEN

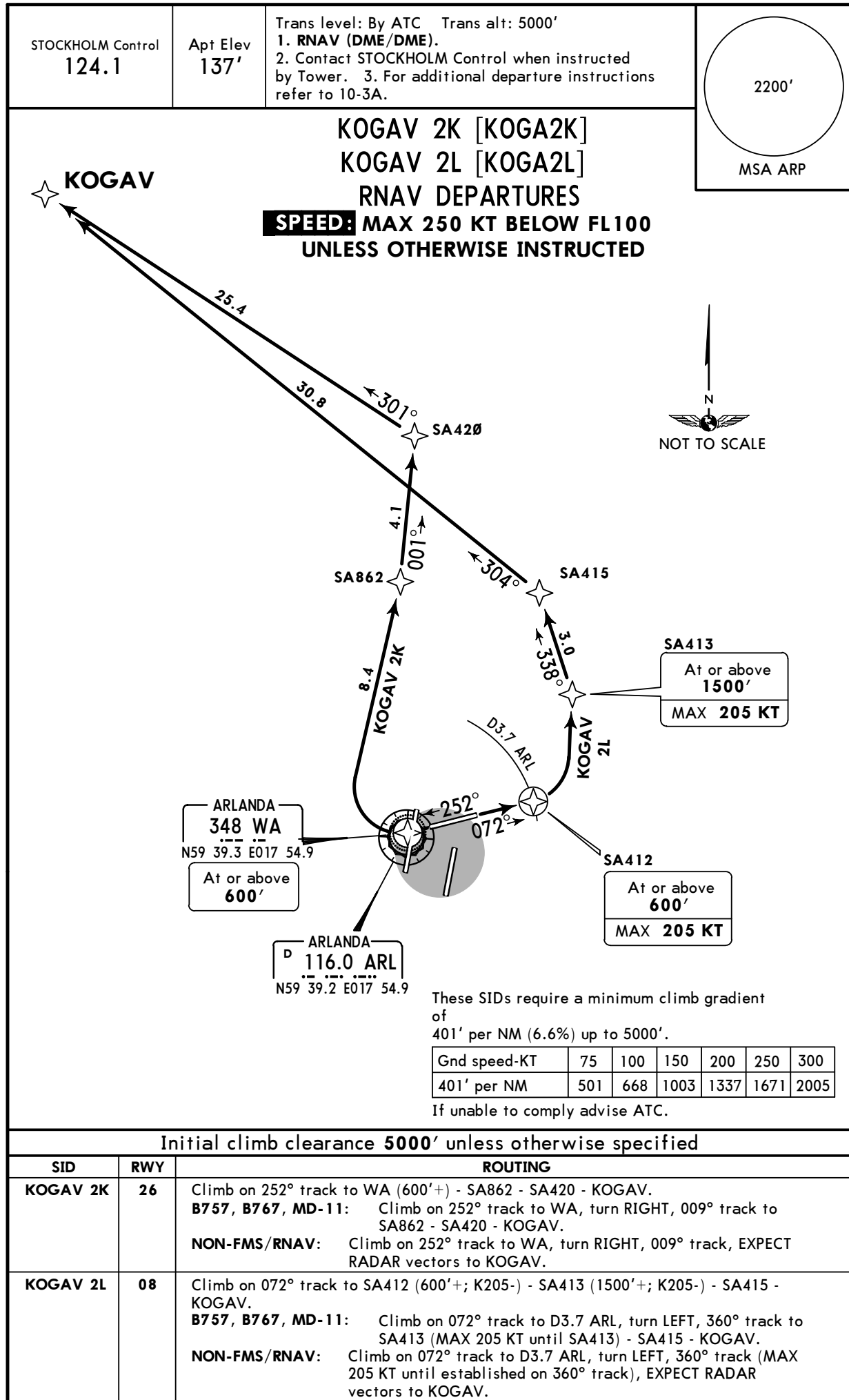
RNAV SID



ESSA/ARN
ARLANDA

JEPPesen
27 JAN 17 **(10-3Q)** Eff 2 Feb

STOCKHOLM, SWEDEN
RNAV SID



ESSA/ARN
ARLANDAJEPPesen
27 JAN 17 10-3S Eff 2 Feb

STOCKHOLM, SWEDEN

RNAV SID

STOCKHOLM Control
124.1Apt Elev
137'

Trans level: By 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.

LUMAX 4Q [LUMA4Q]

LUMAX 3R [LUMA3R]

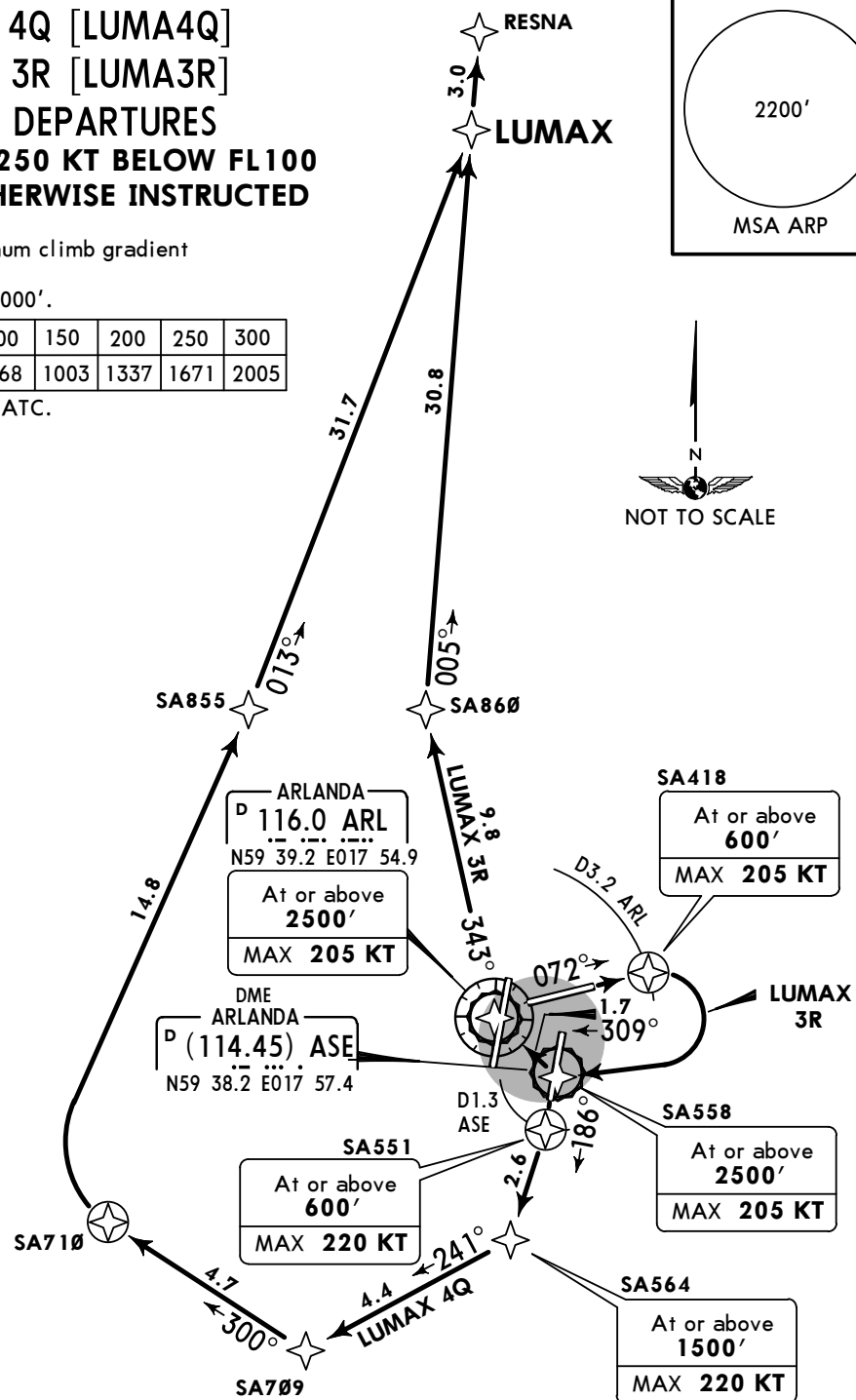
RNAV DEPARTURES

**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 (600'+; K220-) - SA564 (1500'+; K220-) - 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 (600'+; K205-) - SA558 (2500'+; K205-) - ARL (2500'+; K205-) - SA860 - LUMAX - RESNA. B757, B767, MD-11: Climb on 072° track to D3.2 ARL, turn RIGHT, 260° track, intercept ARL R-129 inbound to ARL (MAX 205 KT until ARL) - SA860 - LUMAX - RESNA. NON-FMS/RNAV: Climb on 072° track to D3.2 ARL, turn RIGHT, 260° track, intercept ARL R-129 inbound to ARL (MAX 205 KT until ARL), turn RIGHT, 340° track, EXPECT RADAR vectors to RESNA.

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27 JAN 17

10-3T

Eff 2 Feb

STOCKHOLM, SWEDEN

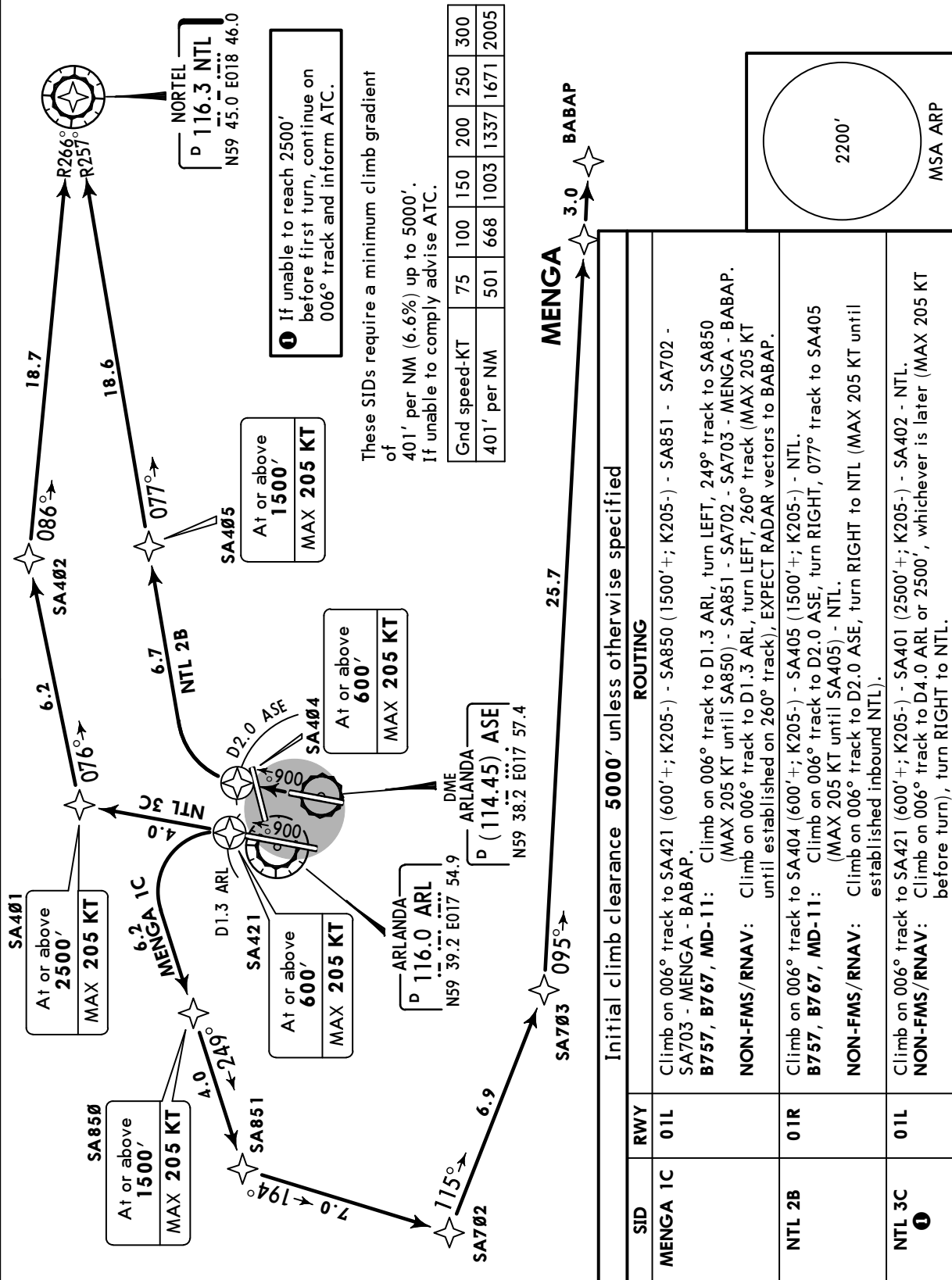
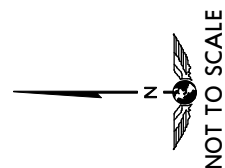
RNAV SID

STOCKHOLM Control
MENGA 1C NTL 2B, 3C
124.1 130.325

Apt Elev
137'

Trans level: By 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.

MENGA 1C [MENA1C]
NORTEL 2B (NTL 2B), NORTEL 3C (NTL 3C)
RNAV DEPARTURES
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



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27 JAN 17

JEPPESEN

(10-3U)

Eff 2 Feb

STOCKHOLM, SWEDEN

RNAV SID

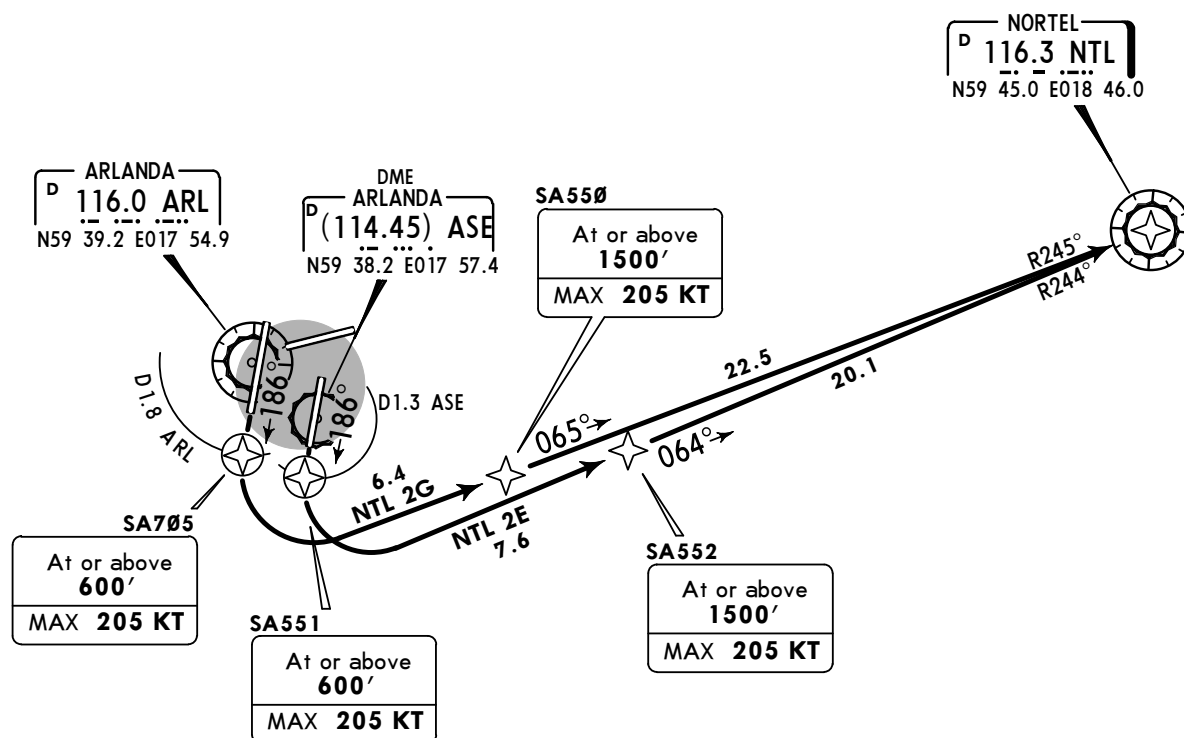
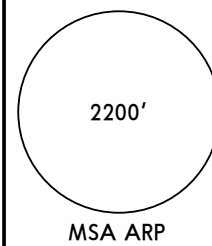
STOCKHOLM Control
130.325Apt Elev
137'

Trans level: By 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.

NORTEL 2E (NTL 2E), NORTEL 2G (NTL 2G)

RNAV DEPARTURES

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

These SIDs require minimum climb gradients of

- NTL 2E:** 400' per NM up to 5000'.
NTL 2G: 500' per NM up to 2500', then 400' per NM up to 5000'.

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

If unable to comply advise ATC.

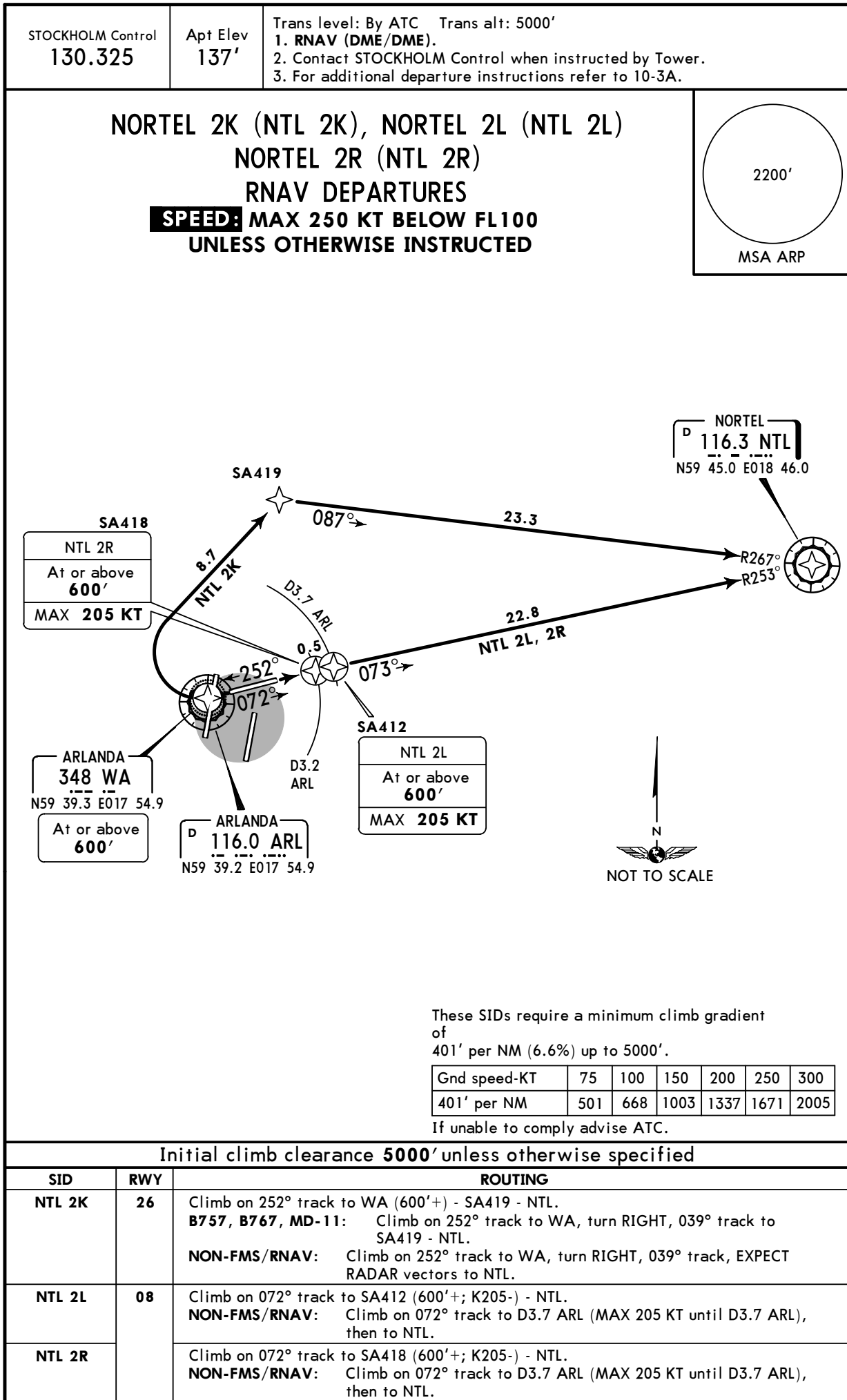
Initial climb clearance **5000'** unless otherwise specified

SID	RWY	ROUTING
NTL 2E	19L	Climb on 186° track to SA551 (600'+; K205-) - SA552 (1500'+; K205-) - NTL. B757, B767, MD-11: Climb on 186° track to D1.3 ASE, turn LEFT, 065° track to SA552 (MAX 205 KT until SA552) - NTL. NON-FMS/RNAV: Climb on 186° track to D1.3 ASE, turn LEFT, 065° track (MAX 205 KT until established on 065° track), EXPECT RADAR vectors to NTL.
NTL 2G	19R	Climb on 186° track to SA705 (600'+; K205-) - SA550 (1500'+; K205-) - NTL. B757, B767, MD-11: Climb on 186° track to D2.0 ARL, turn LEFT, 066° track to SA550 (MAX 205 KT until SA550) - NTL. NON-FMS/RNAV: Climb on 186° track to D2.0 ARL, turn LEFT, 066° track (MAX 205 KT until established on 066° track), EXPECT RADAR vectors to NTL.

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27 JAN 17 **(10-3V)** Eff 2 Feb

STOCKHOLM, SWEDEN
RNAV SID



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27 JAN 17 (10-3W) Eff 2 Feb

STOCKHOLM, SWEDEN

RNAV SID

STOCKHOLM Control
124.1Apt Elev
137'

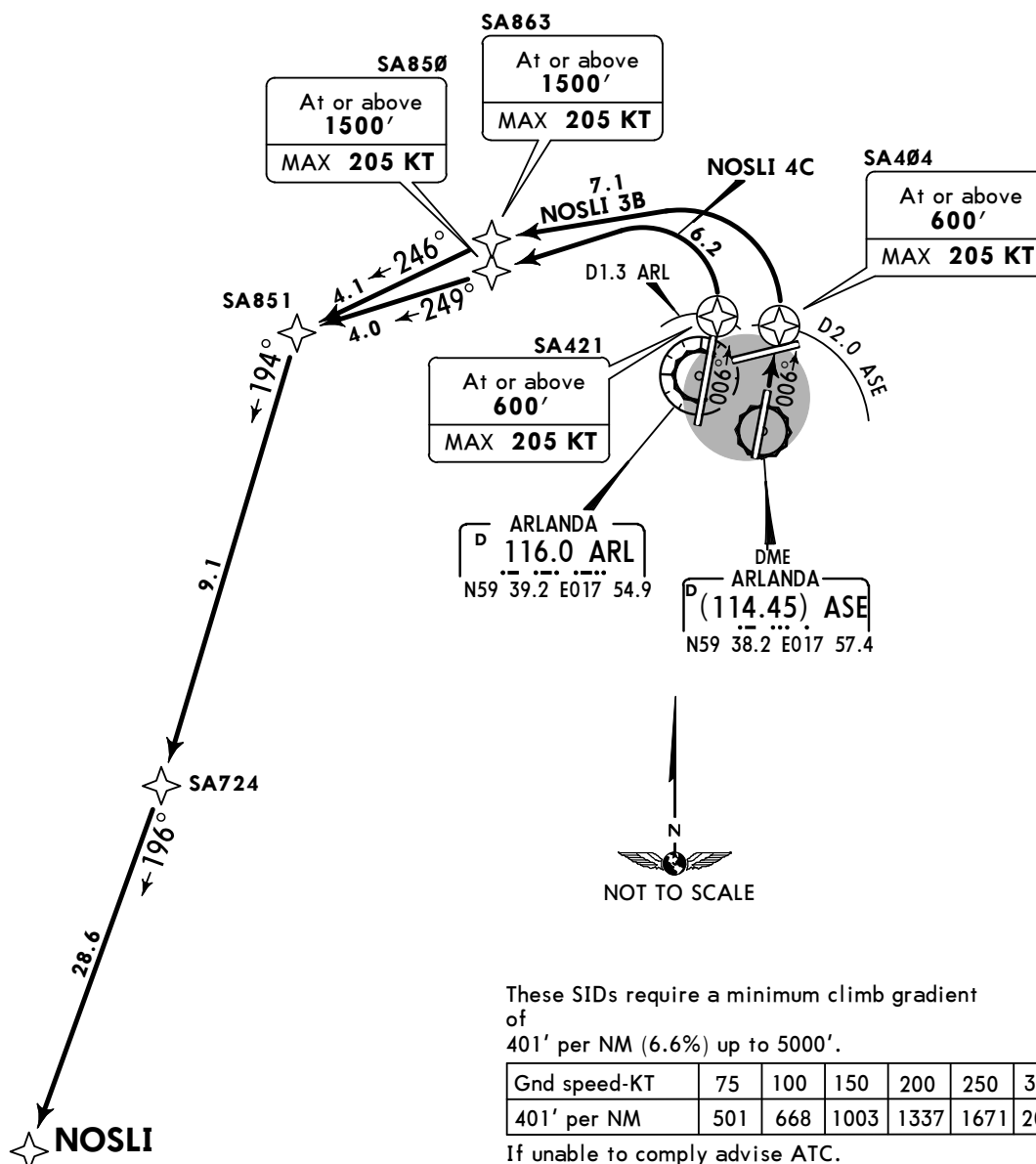
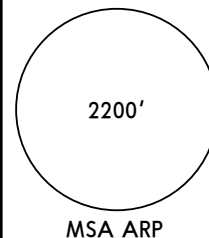
Trans level: By ATC Trans alt: 5000'

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

NOSLI 3B [NOSL3B]

NOSLI 4C [NOSL4C]

RNAV DEPARTURES

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

Initial climb clearance 5000' unless otherwise specified

SID	RWY	ROUTING
NOSLI 3B	01R	Climb on 006° track to SA404 (600'+; K205-) - SA863 (1500'+; K205-) - SA851 - SA724 - NOSLI. B757, B767, MD-11: Climb on 006° track to 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 (600'+; K205-) - SA850 (1500'+; K205-) - 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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27 JAN 17 10-3X Eff 2 Feb

STOCKHOLM, SWEDEN

RNAV SID

STOCKHOLM Control
124.1Apt Elev
137'

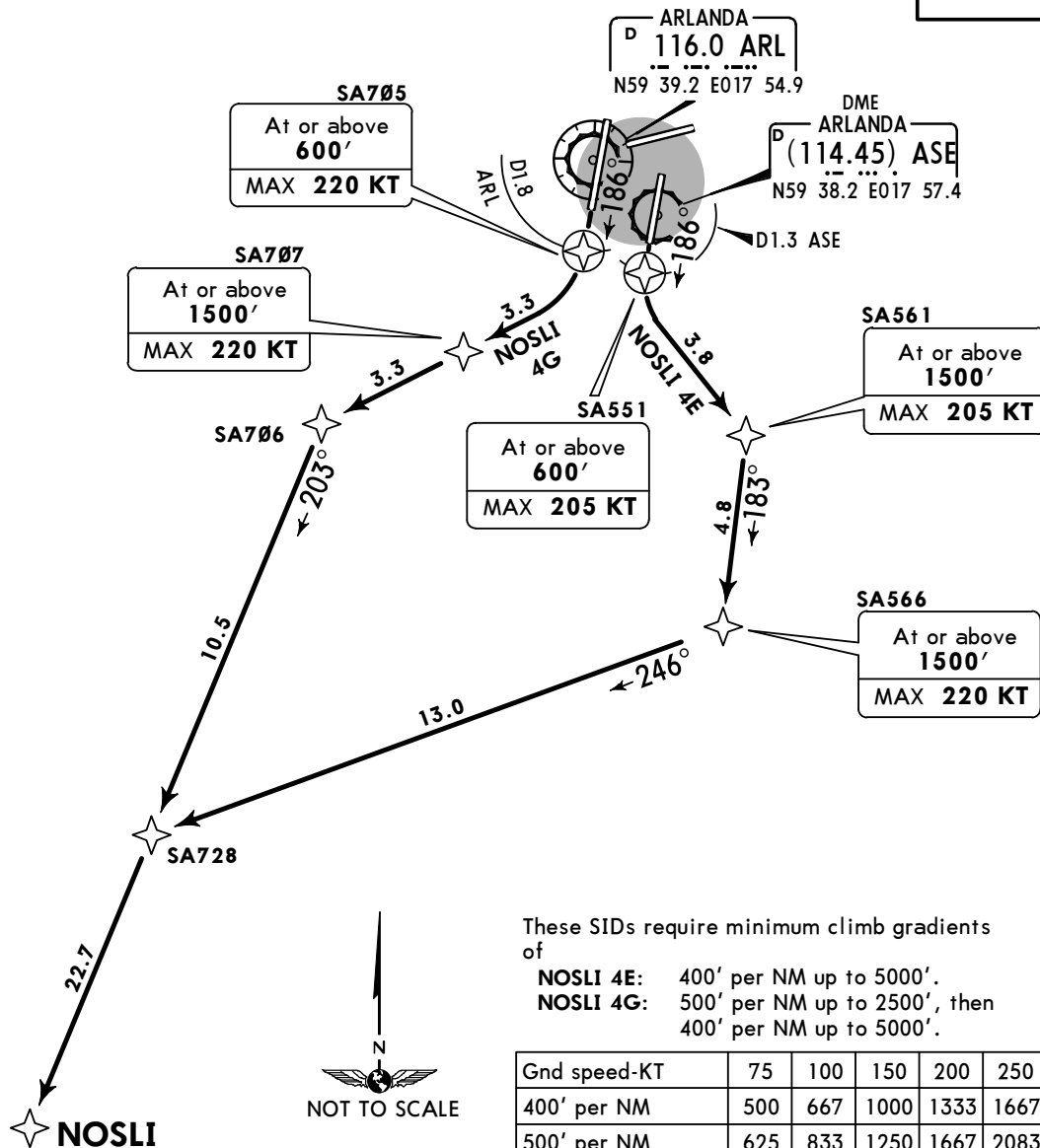
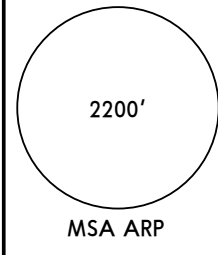
Trans level: By ATC Trans alt: 5000'

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

NOSLI 4E [NOSL4E]

NOSLI 4G [NOSL4G]

RNAV DEPARTURES

**SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED**Initial climb clearance **5000'** unless otherwise specified

SID	RWY	ROUTING
NOSLI 4E	19L	<p>Climb on 186° track to SA551 (600'+; K220-) - SA561 (1500'+; K205-) - SA566 (1500'+; K220-) - SA728 - NOSLI.</p> <p>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.</p> <p>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.</p>
NOSLI 4G	19R	<p>Climb on 186° track to SA705 (600'+; K220-) - SA707 (1500'+; K220-) - SA706 - NOSLI.</p> <p>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.</p> <p>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.</p>

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 27 JAN 17 **(10-3X1)** **Eff 2 Feb**
STOCKHOLM, SWEDEN
RNAV SID

 STOCKHOLM Control
 124.1

 Apt Elev
 137'

Trans level: By ATC Trans alt: 5000'

1. **RNAV (DME/DME).**

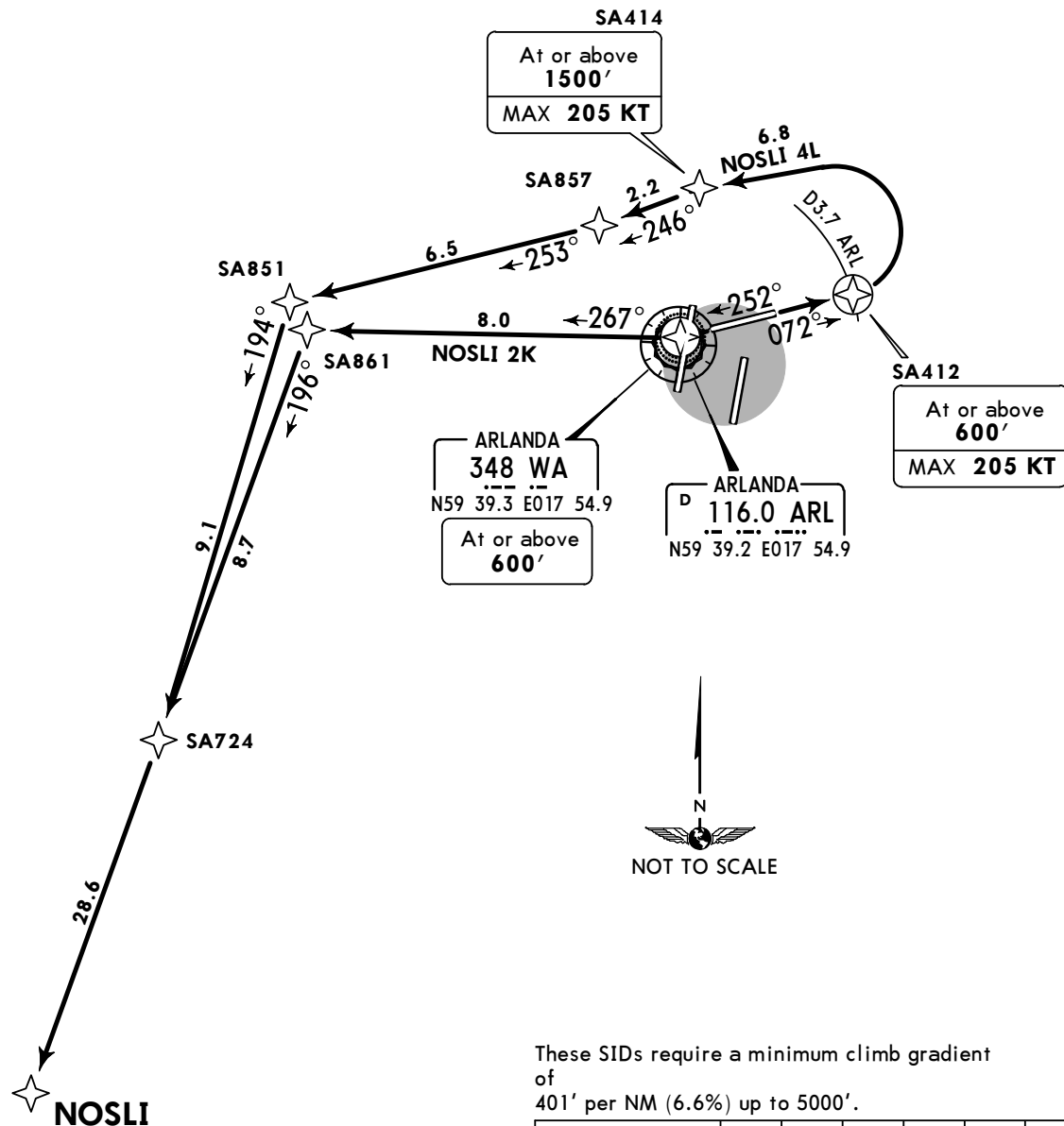
2. Contact STOCKHOLM Control when instructed by Tower.

3. For additional departure instructions refer to 10-3A.

NOSLI 2K [NOSL2K]
NOSLI 4L [NOSL4L]
RNAV DEPARTURES
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED

2200'

MSA ARP


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

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

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27 JAN 17 (10-3X2) Eff 2 Feb

STOCKHOLM, SWEDEN

RNAV SID

STOCKHOLM Control
124.1Apt Elev
137'

Trans level: By ATC Trans alt: 5000'

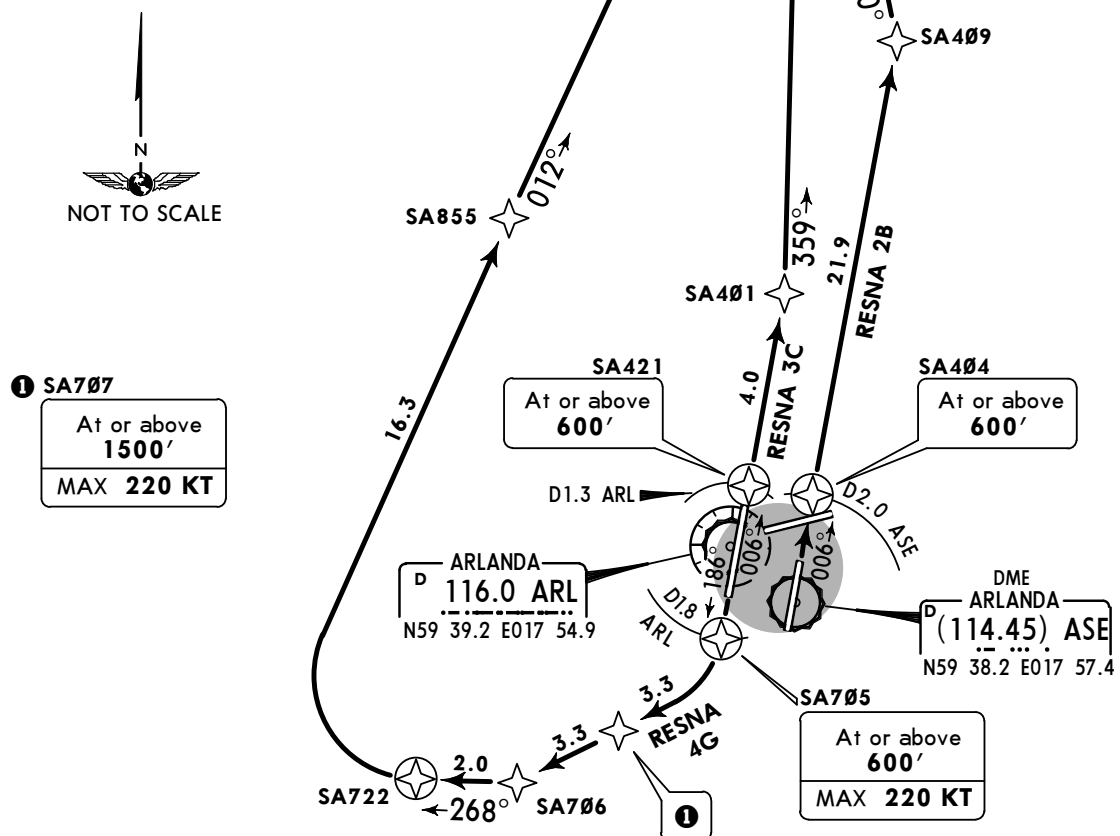
1. RNAV (DME/DME).
2. Contact STOCKHOLM Control when instructed by Tower.
3. For additional departure instructions refer to 10-3A.

RESNA 2B [RESN2B]

RESNA 3C [RESN3C]

RESNA 4G [RESN4G]

RNAV DEPARTURES

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


These SIDs require minimum climb gradients of

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

If unable to comply advise ATC.

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

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

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

CHANGES: MSA; coordinates.

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 27 JAN 17 **(10-3X3)** **Eff 2 Feb**
STOCKHOLM, SWEDEN
RNAV SID

 STOCKHOLM Control
124.1

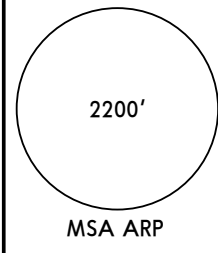
 Apt Elev
137'

Trans level: By 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.

RESNA 2K [RESN2K]
RESNA 2L [RESN2L]
RNAV DEPARTURES
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED

ARLANDA
348 WA
 N59 39.3 E017 54.9
 At or above
600'
ARLANDA
116.0 ARL
 N59 39.2 E017 54.9

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

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

If unable to comply advise ATC.

Initial climb clearance 5000' unless otherwise specified

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

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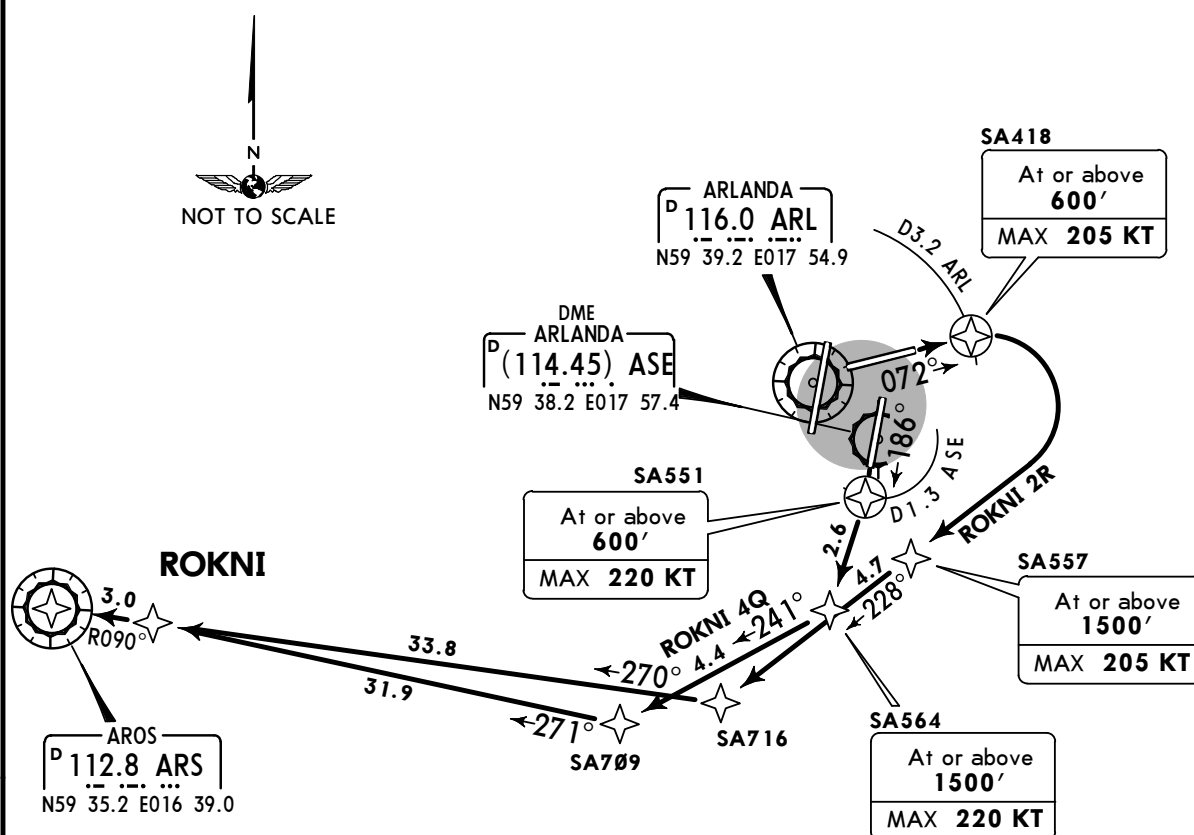
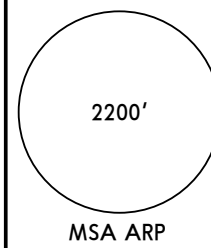
JEPPESSEN
27 JAN 17 (10-3X4) Eff 2 Feb

STOCKHOLM, SWEDEN

RNAV SID

STOCKHOLM Control 124.1	Apt Elev 137'	Trans level: By 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.
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ROKNI 4Q [ROKN4Q]
ROKNI 2R [ROKN2R]
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.

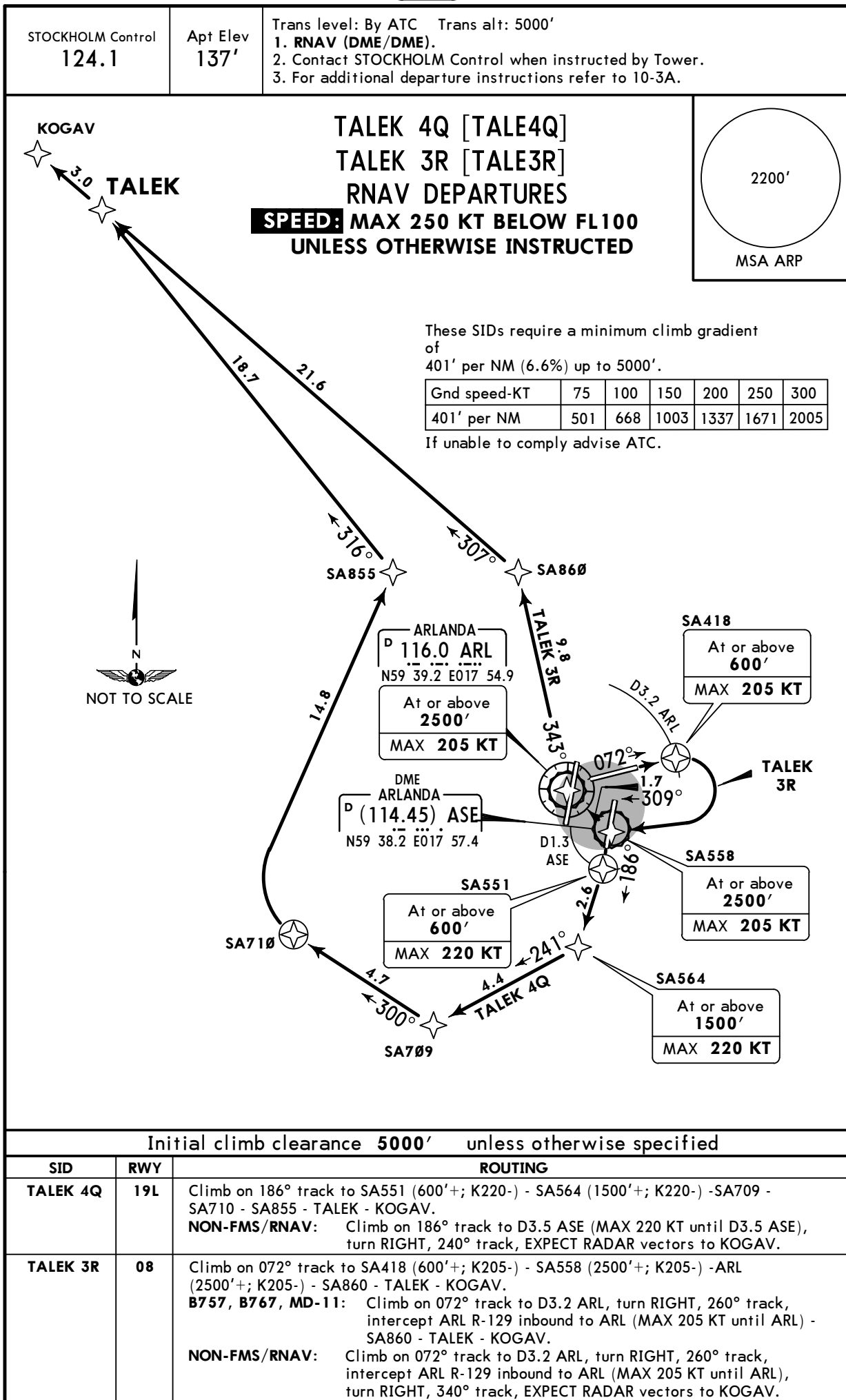
Initial climb clearance 5000' unless otherwise specified

SID	RWY	ROUTING
ROKNI 4Q	19L	Climb on 186° track to SA551 (600'±; K220-) - SA564 (1500'±; K220-) - SA709 - ROKNI - ARS. NON-FMS/RNAV: Climb on 186° track to 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 (600'±; K205-) - SA557 (1500'±; K205-) - SA716 - ROKNI - ARS. B757, B767, MD-11: Climb on 072° track to D3.2 ARL, turn RIGHT, 228° track to SA557 (MAX 205 KT until SA557) - SA716 - 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.

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27 JAN 17 (10-3X5) Eff 2 Feb

STOCKHOLM, SWEDEN

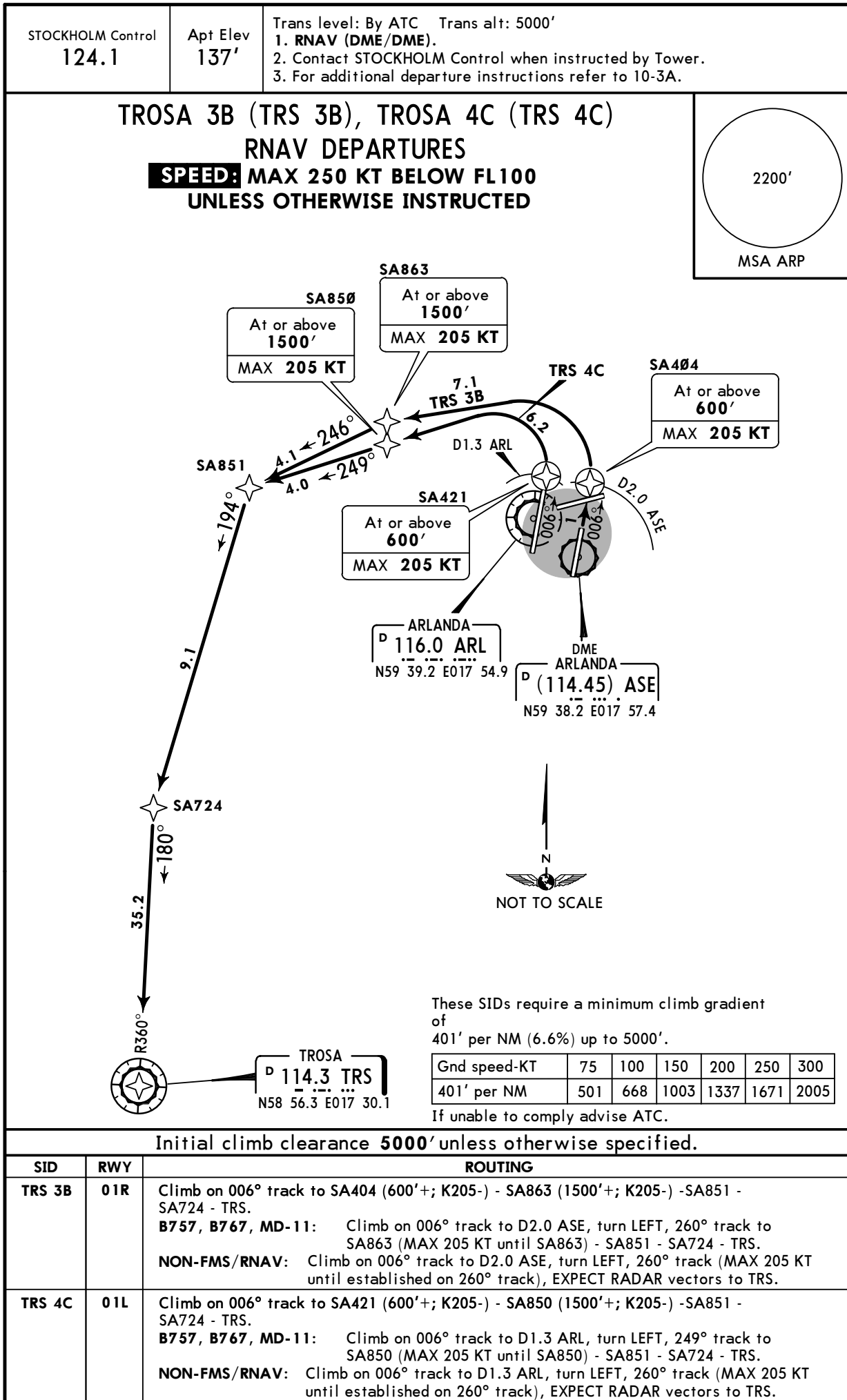
RNAV SID



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JEPPESEN
27 JAN 17 **(10-3X6)** **Eff 2 Feb**

STOCKHOLM, SWEDEN
RNAV SID

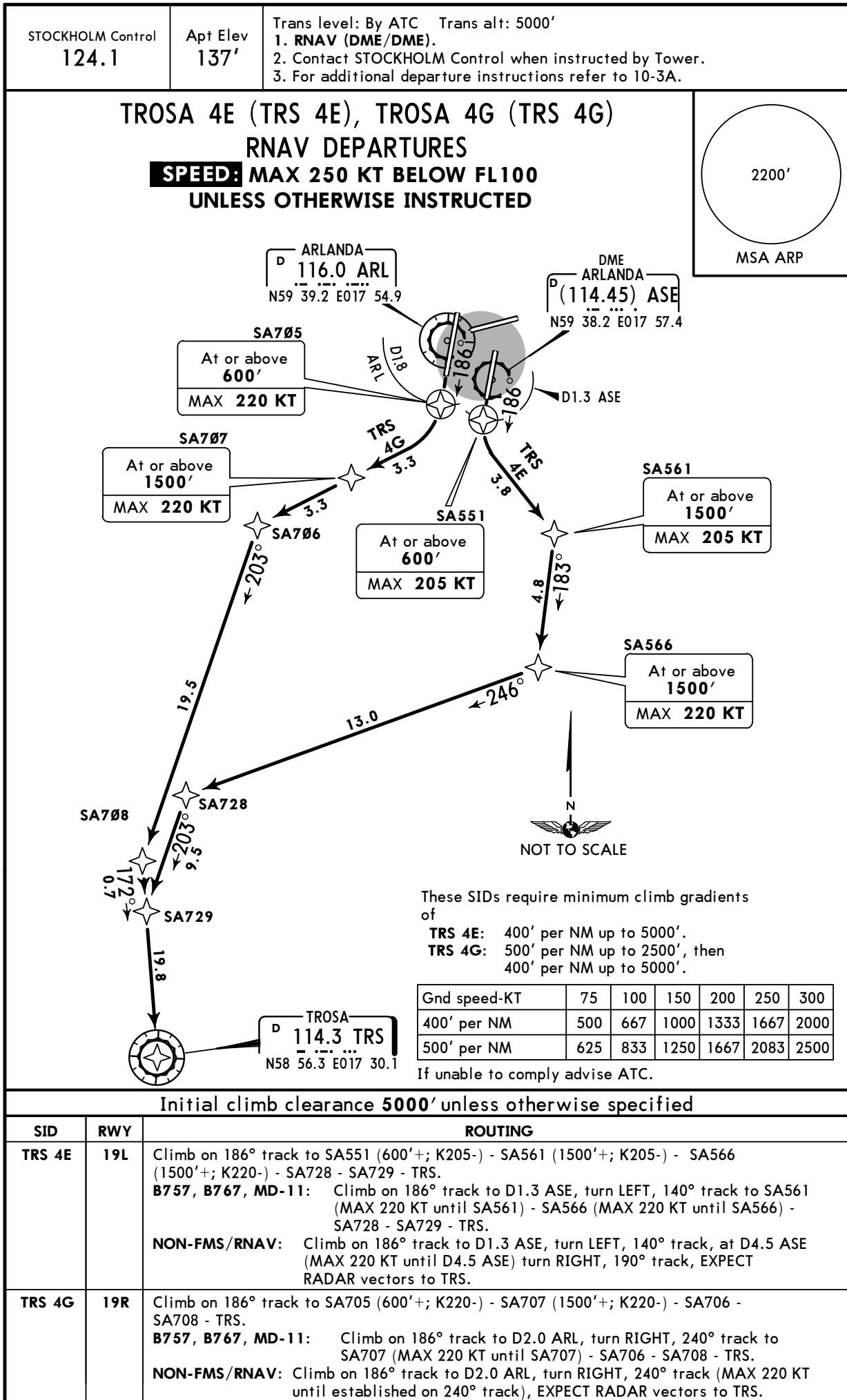


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27 JAN 17 **(10-3X7)** **Eff 2 Feb**

STOCKHOLM, SWEDEN

RNAV SID

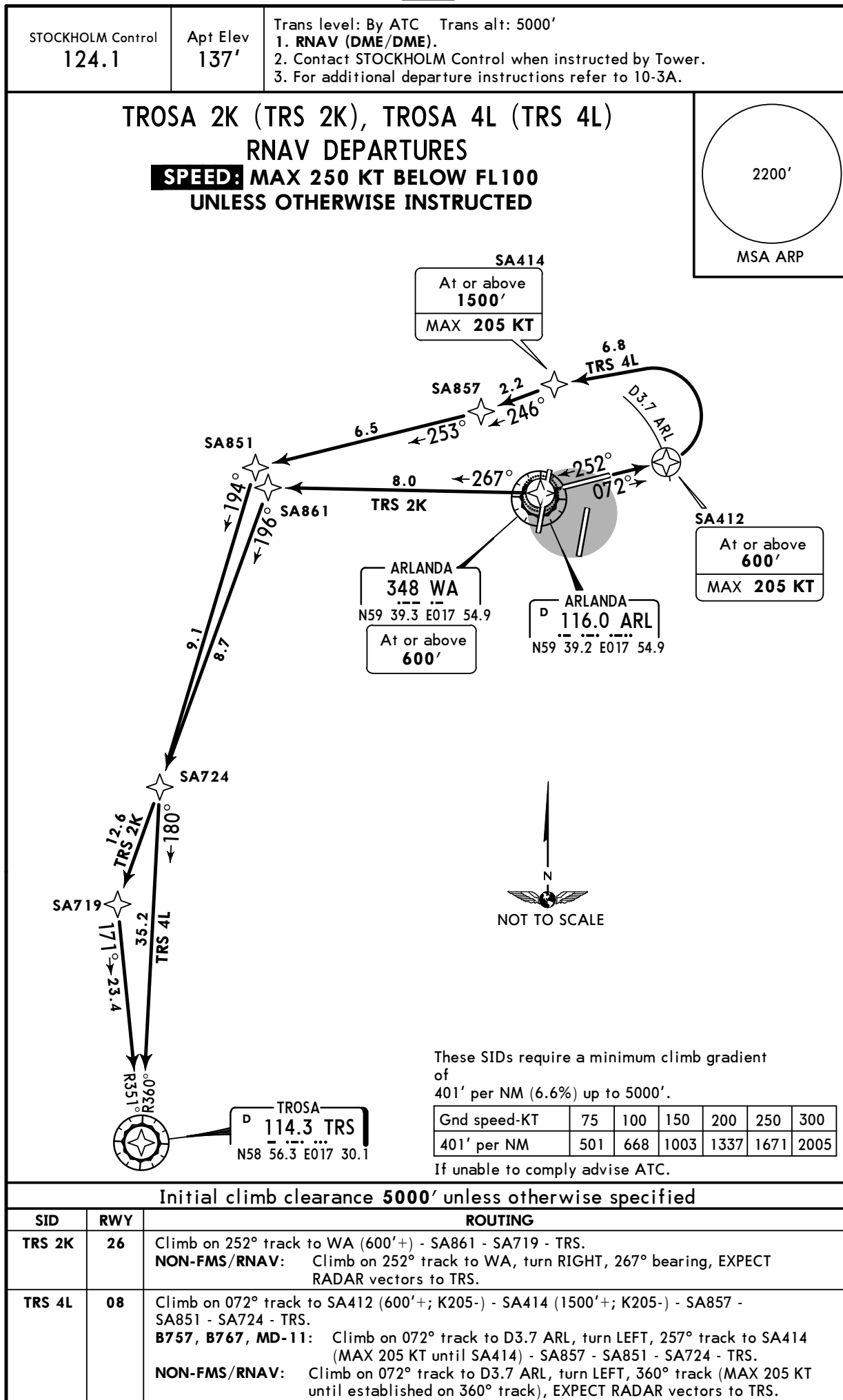


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JEPPesen
27 JAN 17 **10-3X8** **Eff 2 Feb**

STOCKHOLM, SWEDEN

RNAV SID



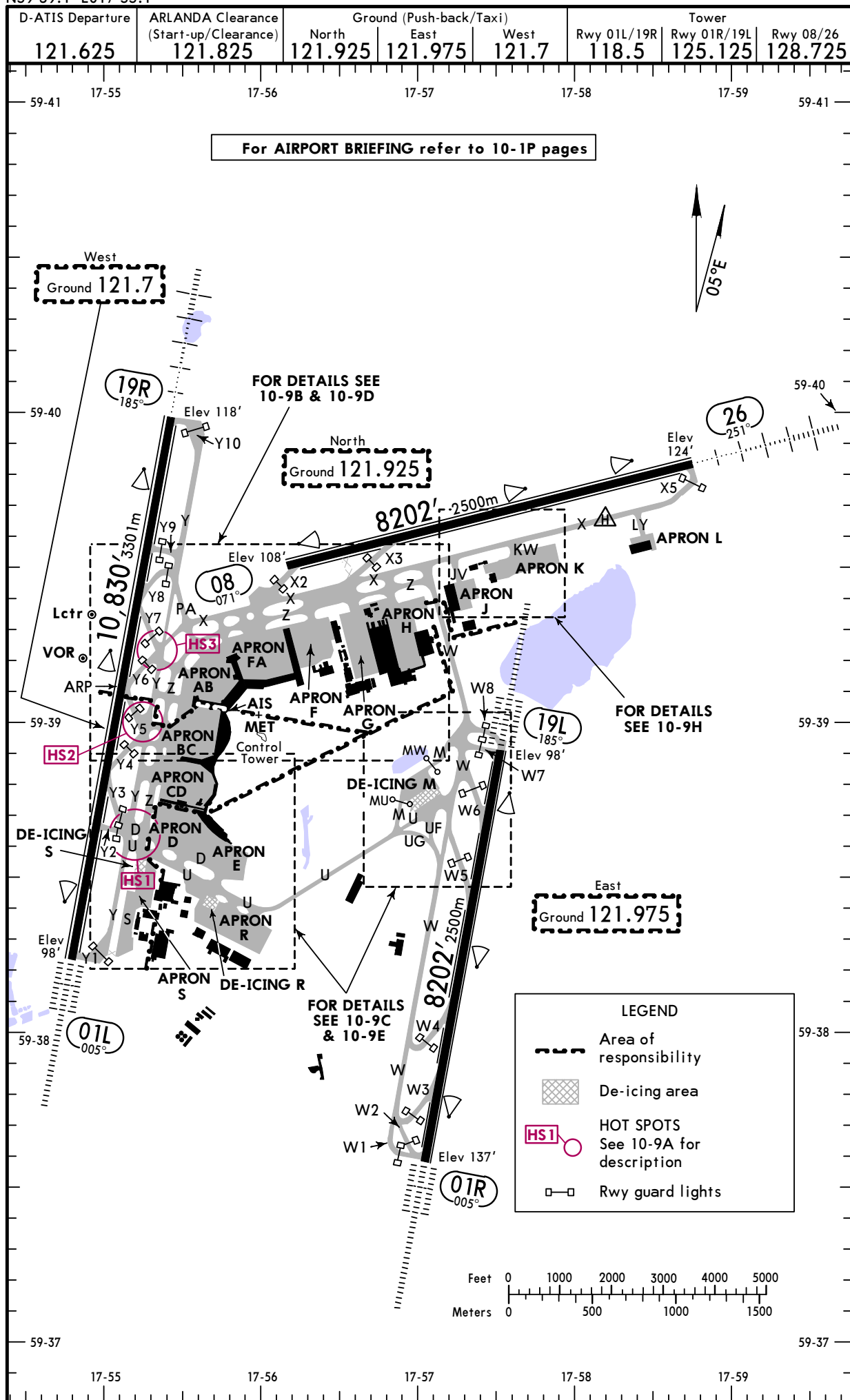
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Apt Elev **137'**
N59 39.1 E017 55.1

JEPPESEN
11 NOV 16 **(10-9)**

STOCKHOLM, SWEDEN

ARLANDA



ESSA/ARN **JEPPESEN**
11 NOV 16 **(10-9A)****STOCKHOLM, SWEDEN**
ARLANDA

ADDITIONAL RUNWAY INFORMATION						
RWY					USABLE LENGTHS	
					LANDING BEYOND	TAKE-OFF
					Threshold	Glide Slope
01L	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L(3.0°) ① RVR					9713' 2961m
19R	HIRL (60m) CL (15m) HIALS PAPI-L(3.0°) ② RVR					9712' 2960m
① HST-Y6 & Y8 ② HST-Y5 & Y3 ③ TAKE-OFF RUN AVAILABLE RWY 01L: From rwy head 10,830' (3301m) twy Y2 int 8241' (2512m) twy Y3 int 7451' (2271m) RWY 19R: From rwy head 10,830' (3301m) twy Y9 int 8241' (2512m) twy Y8 int 7310' (2228m)						
01R	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-R(3.0°) ④ RVR				7131' 2174m	⑥
19L	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L(3.0°) ⑤ RVR				7248' 2209m	
④ HST-W5 & W6 ⑤ HST-W4 & W3 ⑥ TAKE-OFF RUN AVAILABLE RWY 01R: From rwy head 8202' (2500m) twy W3 int 7044' (2147m) RWY 19L: From rwy head 8202' (2500m) twy W6 int 7044' (2147m)						
08	HIRL (60m) CL (30m) PAPI-L(3.0°) RVR					⑧
26	HIRL (60m) CL (30m) HIALS PAPI-L(3.0°) ⑦ RVR				7048' 2148m	
⑦ HST-X3 ⑧ TAKE-OFF RUN AVAILABLE RWY 08: From rwy head 8202' (2500m) twy X3 int 6148' (1874m)						
HOT SPOTS						
(For information only, not to be construed as ATC instructions.)						
HS1 Risk of entering RWY when taxiing via TWY D to Y. Risk of entering apron S when taxiing to holding point Y1 RWY 01L. From TWY Z via TWY U to Y.						
HS2 Risk of entering RWY when taxiing via TWY ZH to Y.						
HS3 Risk of entering RWY when taxiing via TWY X or ZK to Y.						
Standard TAKE-OFF ①						
LVP must be in Force						
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		
① Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.						

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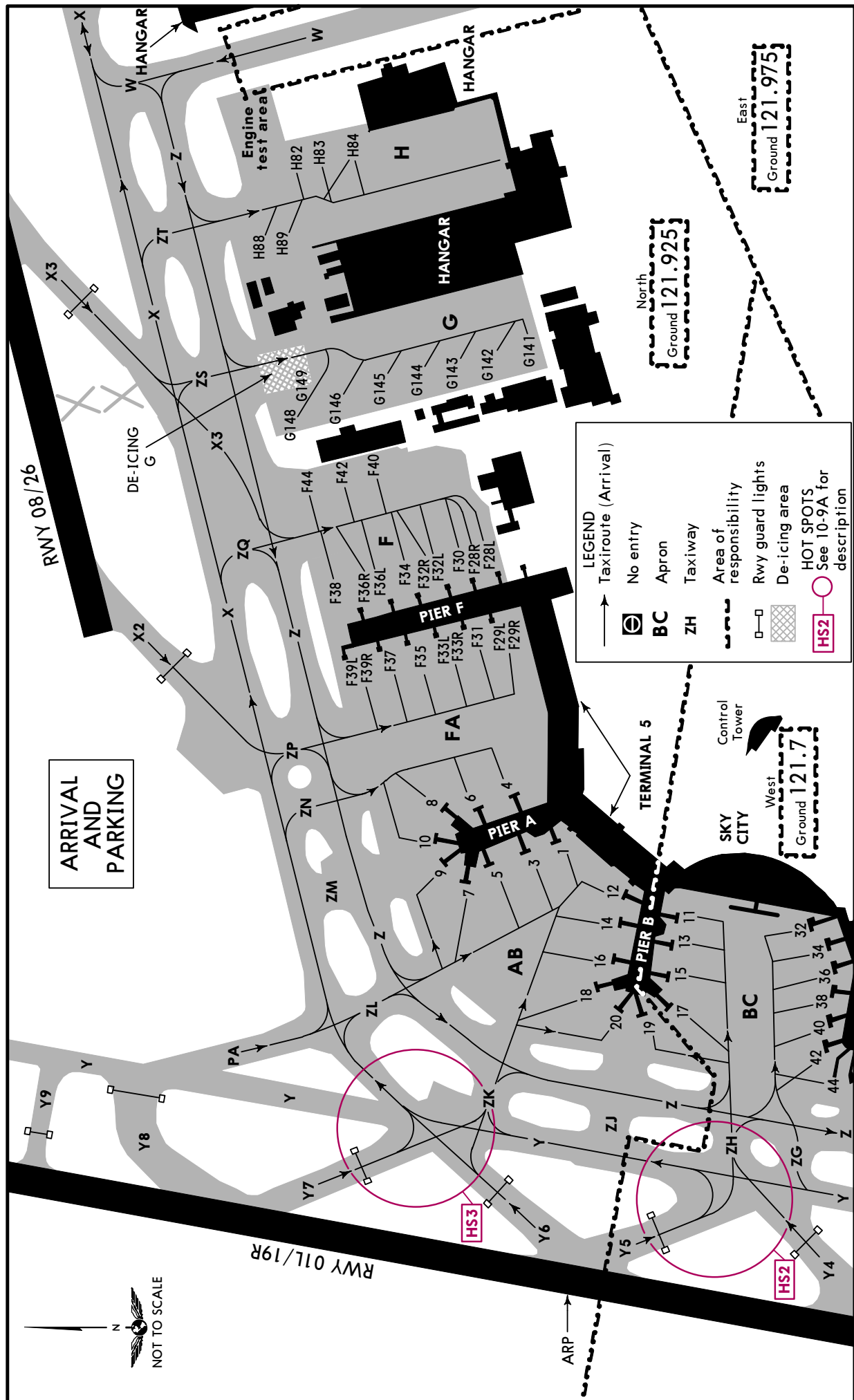
STOCKHOLM, SWEDEN

5 AUG 16

10-9B

Eff 18 Aug

ARLANDA



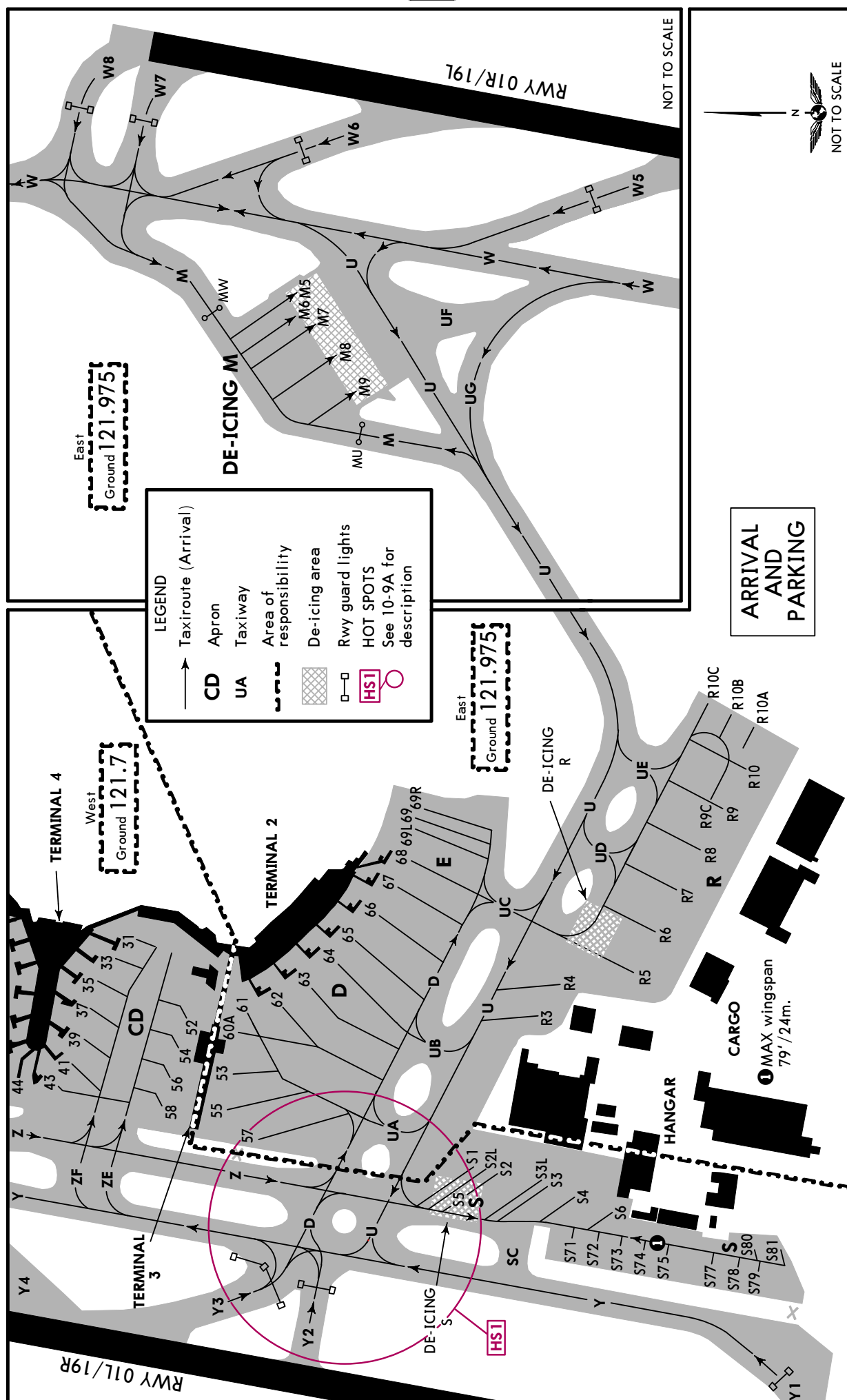
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5 AUG 16

JEPPESEN**Eff 18 Aug**

STOCKHOLM, SWEDEN

ARLANDA



CHANGES: Hot spot.

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5 AUG 16

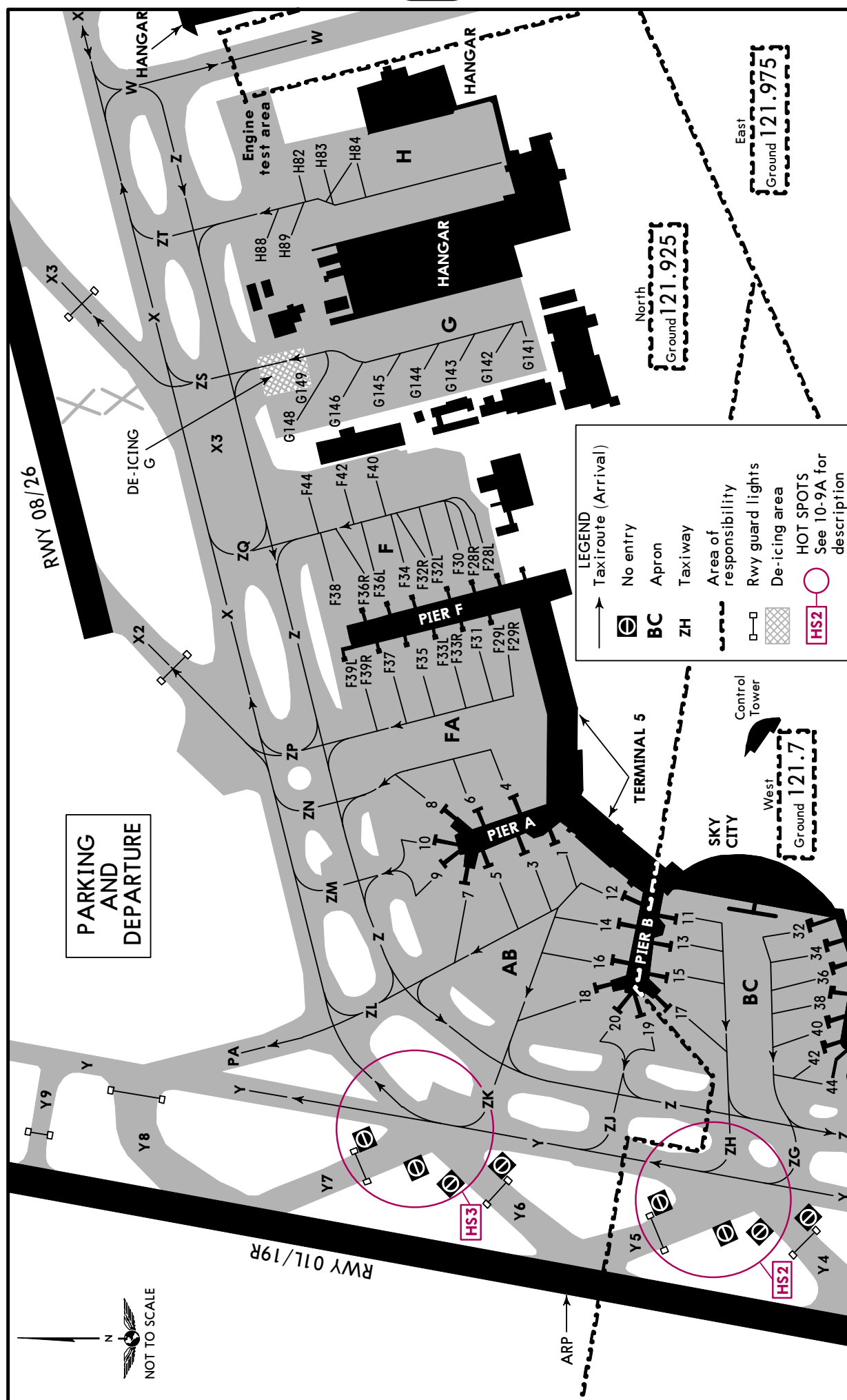
JEPPESEN

10-9D

Eff 18 Aug

STOCKHOLM, SWEDEN

ARLANDA



CHANGES: Hot spots.

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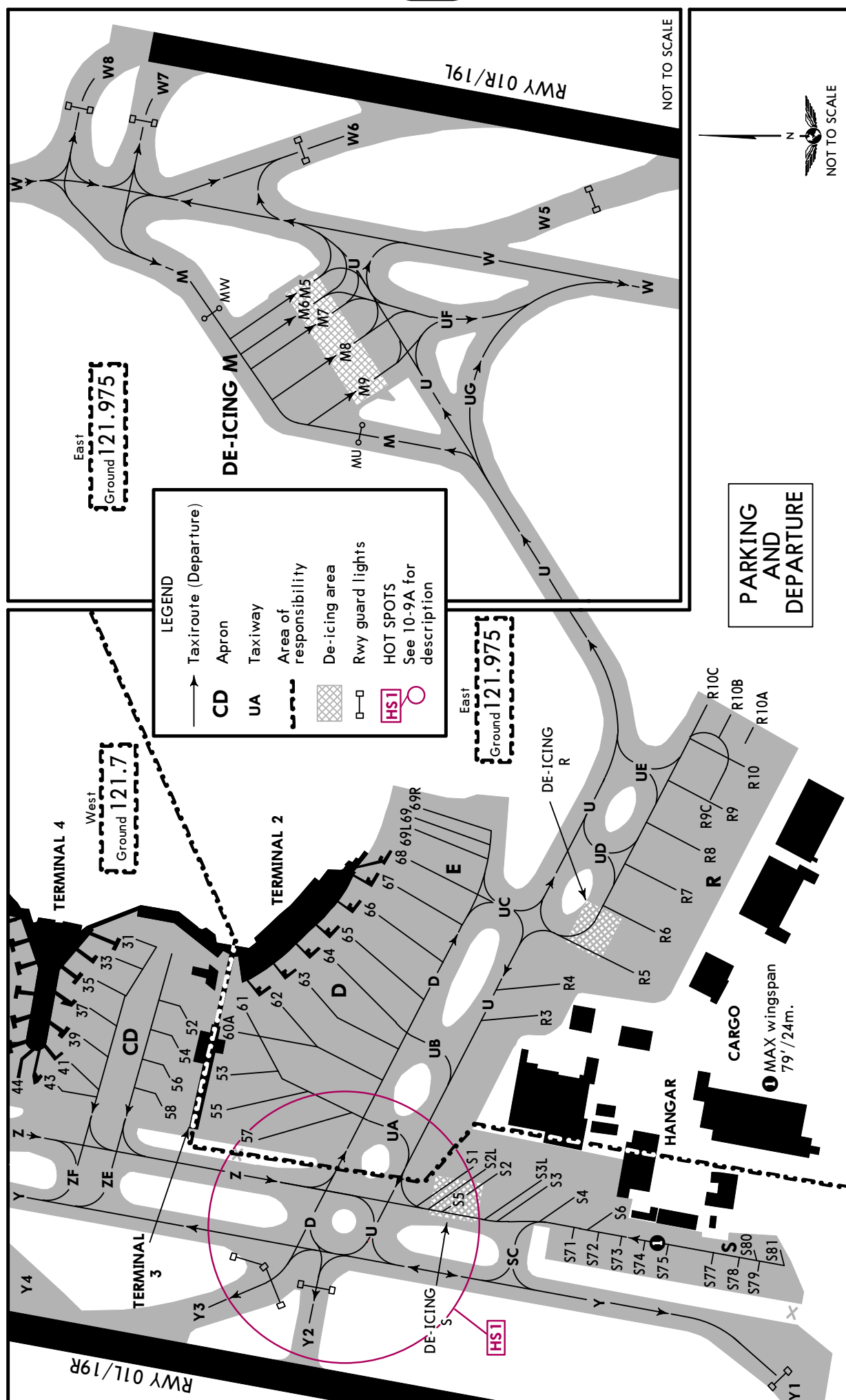
5 AUG 16

10-9E

Eff 18 Aug

STOCKHOLM, SWEDEN

ARLANDA



CHANGES: Hot spots.

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ESSA/ARN**JEPPESEN****STOCKHOLM, SWEDEN**

5 AUG 16

10-9F

Eff 18 Aug

ARLANDA**INS COORDINATES**

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
1	N59 39.1 E017 55.8	101	F36R	N59 39.3 E017 56.2	103
3	N59 39.1 E017 55.8	102	F37	N59 39.3 E017 56.1	101
4	N59 39.2 E017 55.9	101	F38	N59 39.3 E017 56.2	102
5	N59 39.2 E017 55.8	100	F39L/R	N59 39.3 E017 56.1	101
6	N59 39.2 E017 55.9	101	F40 thru F44	N59 39.3 E017 56.4	108
7	N59 39.2 E017 55.8	99	G141 thru G144	N59 39.2 E017 56.6	118
8	N59 39.2 E017 55.9	101	G145	N59 39.3 E017 56.6	117
9	N59 39.2 E017 55.8	101	G146	N59 39.3 E017 56.5	115
10	N59 39.2 E017 55.8	99	G148	N59 39.3 E017 56.5	114
11	N59 39.0 E017 55.7	100	G149	N59 39.3 E017 56.5	115
12	N59 39.1 E017 55.7	101	H82 thru H84	N59 39.3 E017 57.0	-
13	N59 39.0 E017 55.7	102	H88, H89	N59 39.4 E017 56.8	-
14	N59 39.1 E017 55.7	101	J51	N59 39.5 E017 57.3	-
15	N59 39.0 E017 55.6	101	J52	N59 39.4 E017 57.3	-
16	N59 39.1 E017 55.6	101	J53	N59 39.4 E017 57.4	-
17	N59 39.0 E017 55.6	101	J54	N59 39.4 E017 57.3	-
18	N59 39.1 E017 55.6	101	K1	N59 39.5 E017 57.5	109
19	N59 39.1 E017 55.5	100	K2	N59 39.5 E017 57.5	111
20	N59 39.1 E017 55.5	101	K3A	N59 39.5 E017 57.6	110
31	N59 38.8 E017 55.7	102	K3B	N59 39.5 E017 57.6	108
32	N59 38.9 E017 55.7	101	K3C	N59 39.5 E017 57.7	106
33	N59 38.8 E017 55.6	101	K3D	N59 39.5 E017 57.6	111
34	N59 38.9 E017 55.6	102	K3E	N59 39.5 E017 57.6	108
35	N59 38.8 E017 55.6	102	K4	N59 39.5 E017 57.8	-
36	N59 38.9 E017 55.6	102	K5, K5L	N59 39.5 E017 57.9	100
37	N59 38.8 E017 55.6	102	K5R	N59 39.5 E017 57.8	100
38	N59 38.9 E017 55.6	102	M5	N59 38.8 E017 57.1	94
39	N59 38.9 E017 55.5	101	M6 thru M8	N59 38.8 E017 57.0	94
40	N59 38.9 E017 55.5	102	M9	N59 38.7 E017 56.9	94
41, 42	N59 38.9 E017 55.5	101	R3	N59 38.5 E017 55.5	103
43, 44	N59 38.9 E017 55.4	100	R4	N59 38.4 E017 55.6	102
52	N59 38.7 E017 55.6	102	R5	N59 38.4 E017 55.6	100
53	N59 38.7 E017 55.4	103	R6	N59 38.4 E017 55.7	99
54	N59 38.8 E017 55.5	102	R7	N59 38.3 E017 55.7	98
55	N59 38.7 E017 55.4	103	R8	N59 38.3 E017 55.8	98
56	N59 38.8 E017 55.4	103	R9	N59 38.3 E017 55.9	99
57	N59 38.7 E017 55.4	103	R9C	N59 38.3 E017 55.9	100
58	N59 38.8 E017 55.4	102	R10	N59 38.3 E017 55.9	98
60A	N59 38.7 E017 55.5	102	R10A thru R10C	N59 38.3 E017 56.1	-
61 thru 63	N59 38.7 E017 55.6	103			
64 thru 66	N59 38.6 E017 55.7	103			
67, 68	N59 38.6 E017 55.8	103			
69 thru 69R	N59 38.6 E017 55.9	103			
F28L/R	N59 39.2 E017 56.3	102			
F29L/R	N59 39.2 E017 56.2	103			
F30	N59 39.2 E017 56.3	102			
F31	N59 39.2 E017 56.2	103			
F32L	N59 39.2 E017 56.3	102			
F32R	N59 39.2 E017 56.2	103			
F33L	N59 39.2 E017 56.1	103			
F33R	N59 39.2 E017 56.2	103			
F34	N59 39.3 E017 56.3	102			
F35	N59 39.2 E017 56.1	102			
F36L	N59 39.3 E017 56.2	102			

ESSA/ARN

5 AUG 16

 **JEPPESEN**

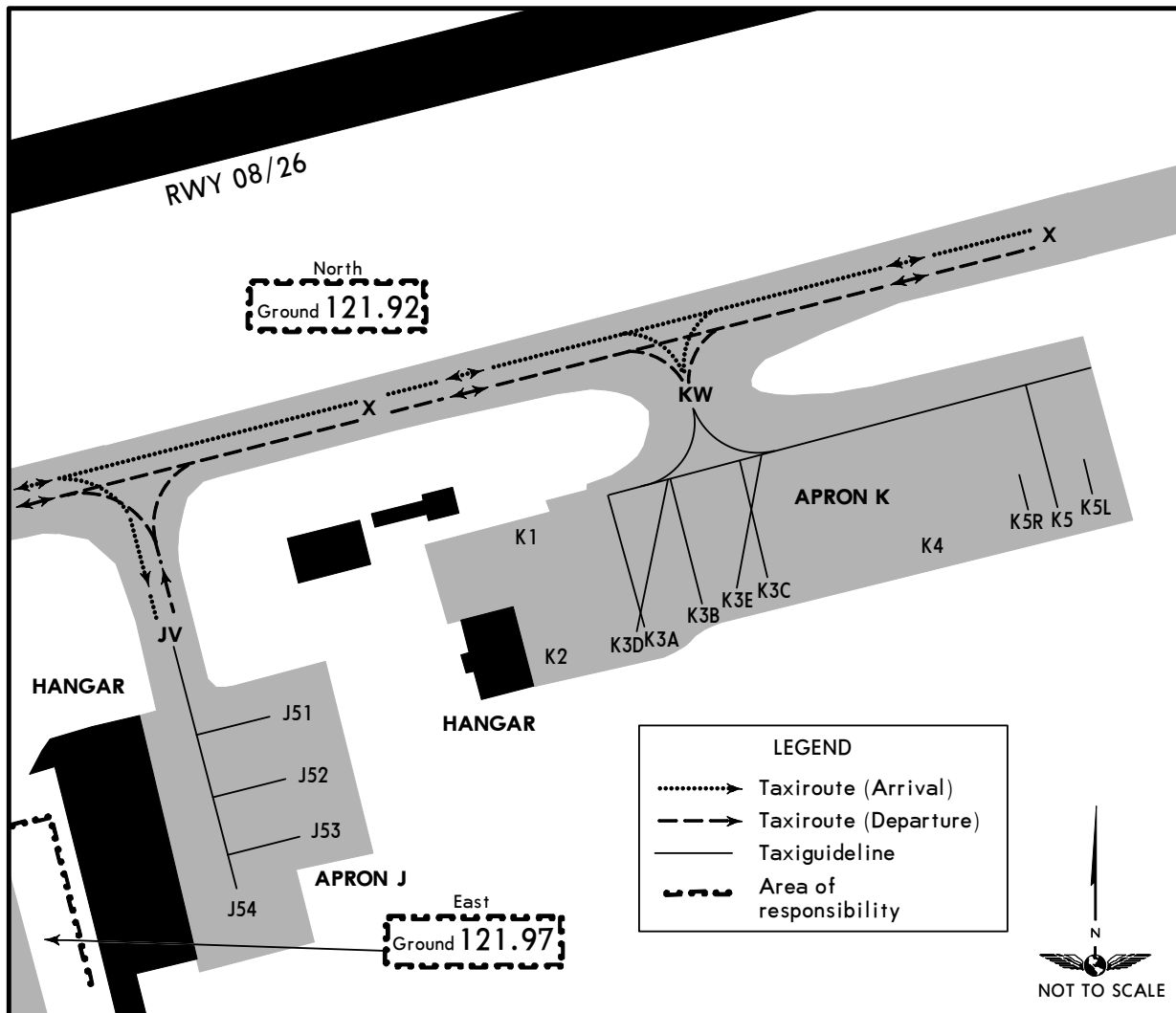
10-9G

Eff 18 Aug

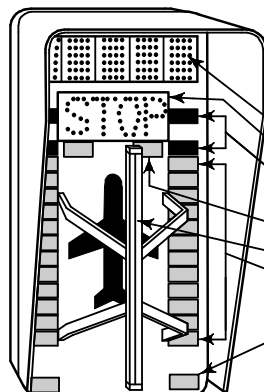
STOCKHOLM, SWEDEN**ARLANDA****INS COORDINATES**

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

ESSA/ARN

23 OCT 15 **JEPPESEN**
(10-9H)**STOCKHOLM, SWEDEN**
ARLANDA**VISUAL DOCKING GUIDANCE SYSTEM (SAFEGATE)****A. DESCRIPTION**

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



B 747

OK

TOO FAR

STOP SHORT

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

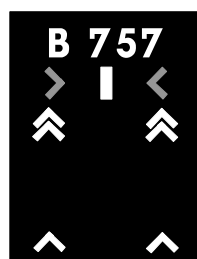
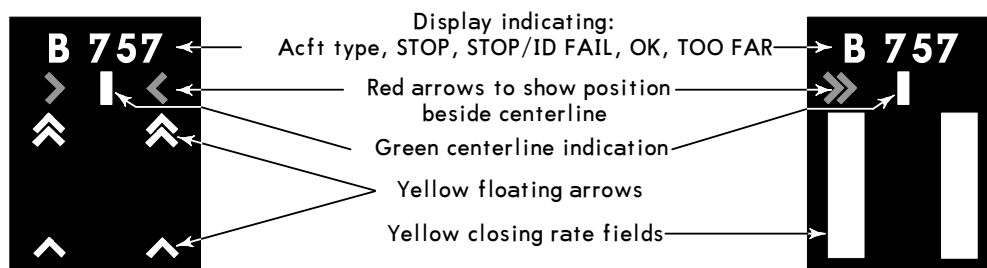
B. DOCKING

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

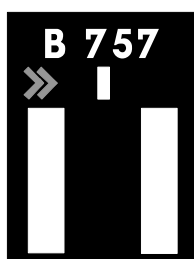
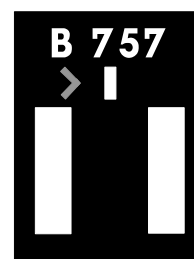
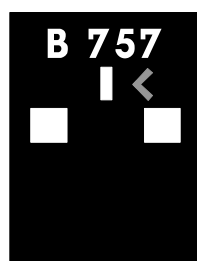
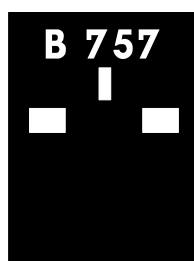
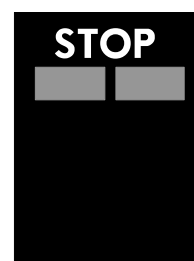
ESSA/ARN

23 OCT 15 **JEPPESEN**
10-9J**STOCKHOLM, SWEDEN**
ARLANDA**VISUAL DOCKING GUIDANCE SYSTEM (SAFEDOCK)****A. DESCRIPTION**

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



Ready to enter

Start of acft identification
Turn RIGHT,
52'/16m or more to stopTurn RIGHT,
46'/14m to stopTurn LEFT,
10'/3m to stopOn centerline,
7'/2m to stop

At stop-position

B. DOCKING

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

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

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

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

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

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

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

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

ESSA/ARN

31 JAN 14 **JEPPESEN**

10-9K

Eff 6 Feb

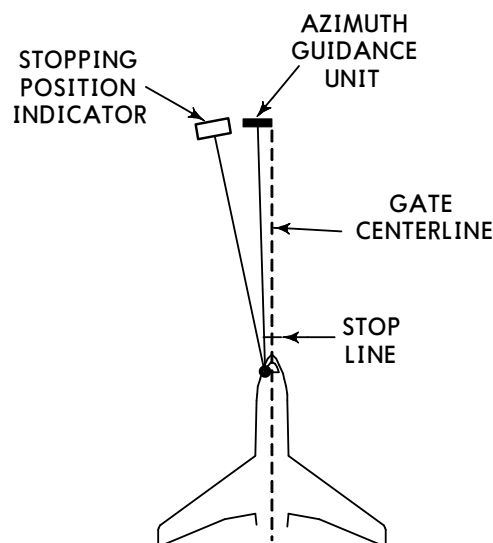
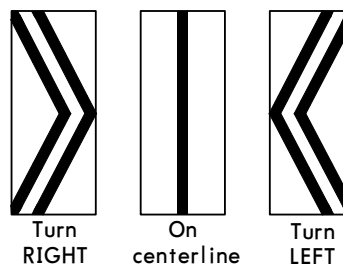
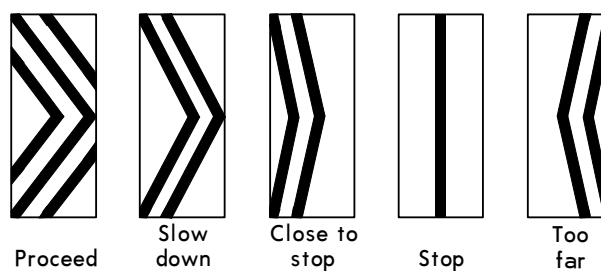
STOCKHOLM, SWEDEN

ARLANDA

FMT AIRPARK SYSTEM**GENERAL**

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

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


**AZIMUTH GUIDANCE UNIT****STOPPING POSITION INDICATOR**

ESSA/ARN ARLANDA

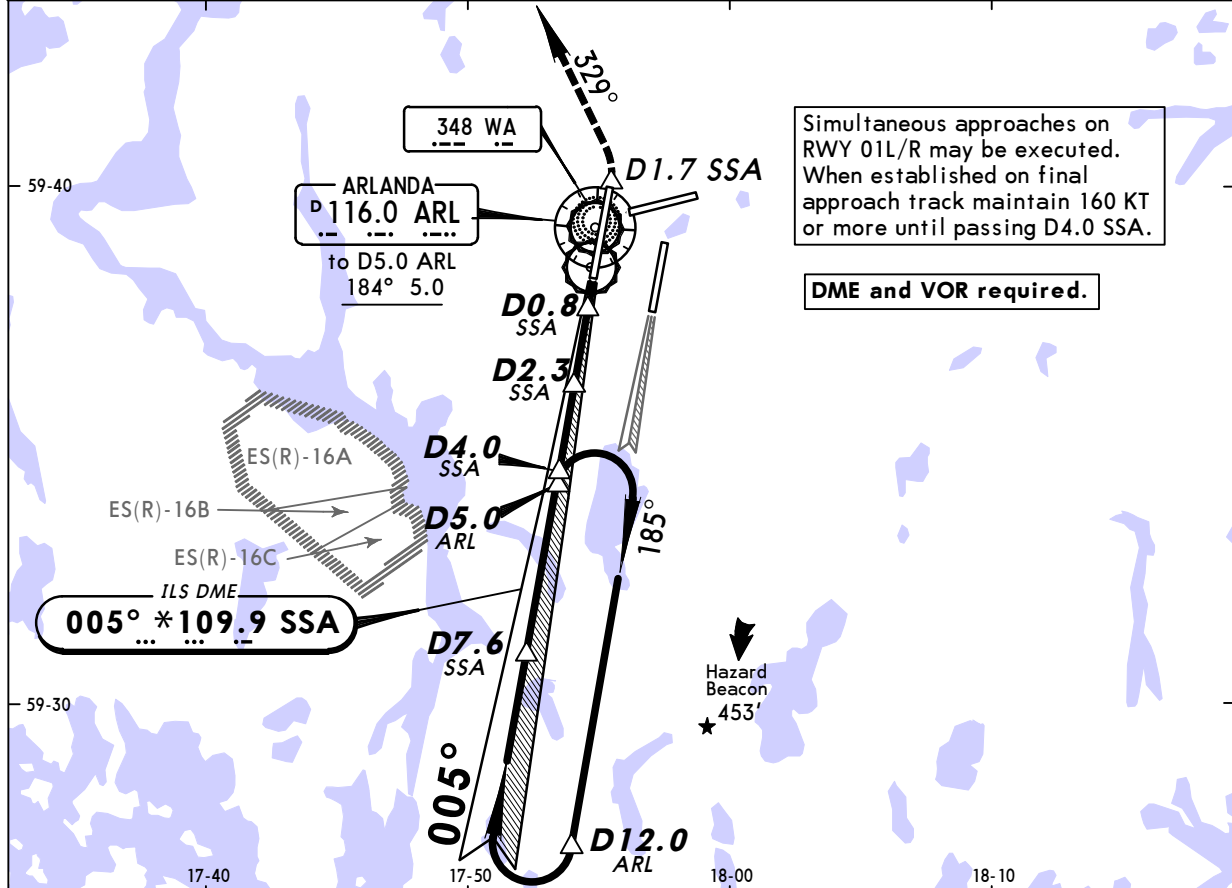
JEPPesen
30 NOV 12 **(11-1)** Eff 13 Dec

STOCKHOLM, SWEDEN ILS or LOC Rwy 01L

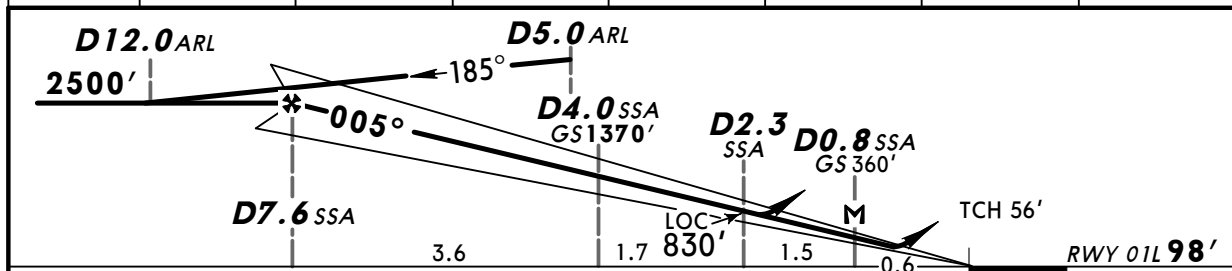
BRIEFING STRIP

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

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



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



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

Standard						
ILS			STRAIGHT-IN LANDING RWY 01L			
DA(H) 298' (200')			with D2.3 SSA DA(H) 500' (402')		w/o D2.3 SSA DA(H) 620' (522')	
FULL	Limited	ALS out	ALS out	ALS out	ALS out	ALS out
A						
B				RVR 1500m	RVR 1500m	
C	RVR 550m	RVR 750m	RVR 1200m	RVR 1200m	RVR 1900m	CMV 2400m
D						

PANS OPS

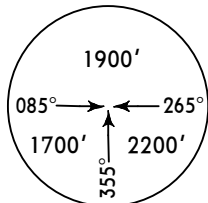
ESSA/ARN
ARLANDA

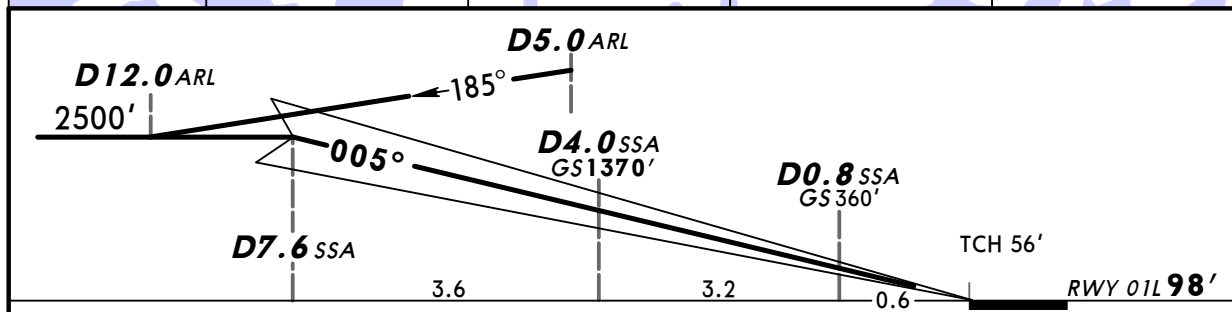
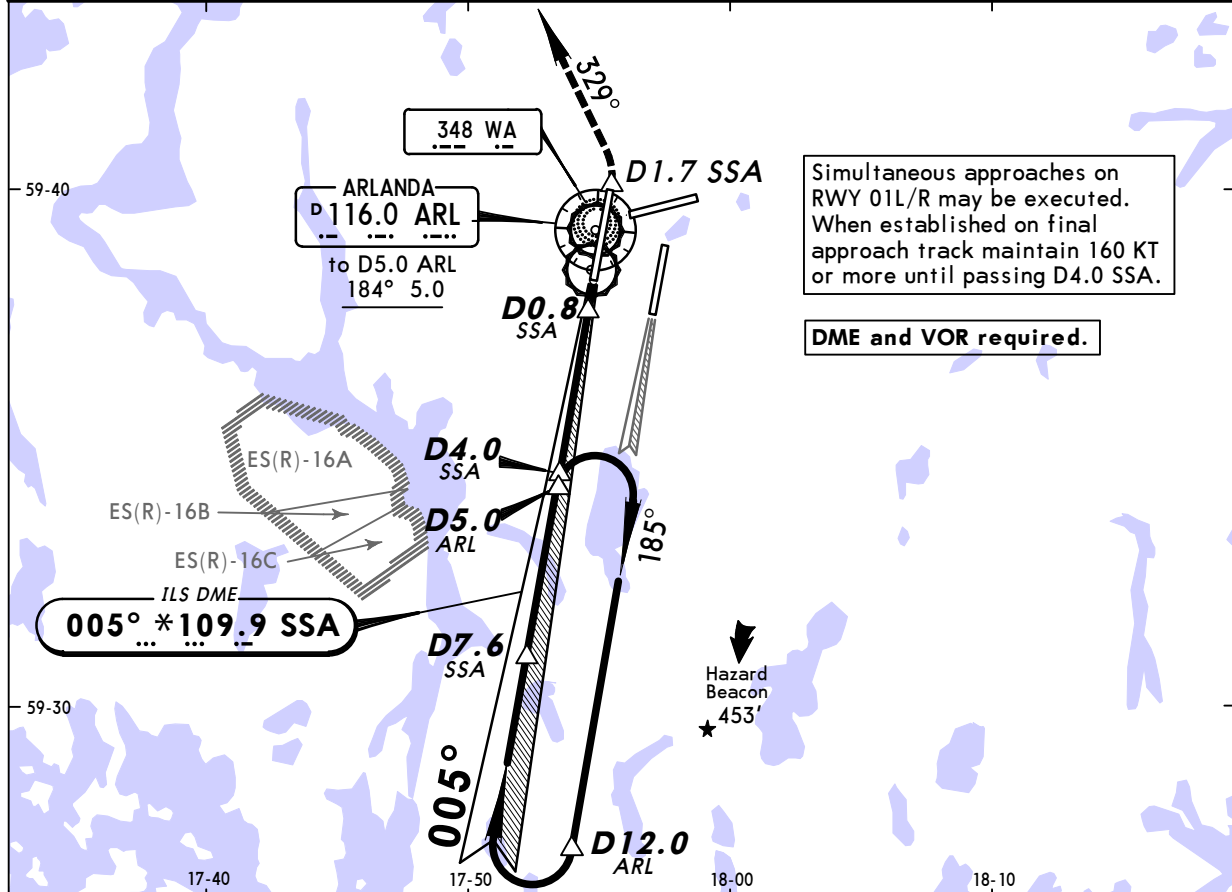
30 NOV 12
Eff 13 Dec


JEPPesen
(11-1A)

STOCKHOLM, SWEDEN
CAT II/III ILS Rwy 01L

BRIEFING STRIP

D-ATIS Arrival 119.0	ARLANDA Tower 118.5	North 121.92	East 121.97	West 121.7	 <p>MSA ARL VOR</p>
LOC SSA *109.9	Final Apch Crs 005°	GS D4.0 SSA 1370' (1272')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 137' RWY 98'	
<p>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.</p> <p>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.</p>					
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: By ATC	
Special Aircrew & Acft Certification Required.					
Trans alt: 5000'					



Gnd speed-Kts	70	90	100	120	140	160		600' which- ever later	D1.7SSA past SSA DME	329° LT	
GS	3.00°	372	478	531	637	743					849

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

PANS OPS

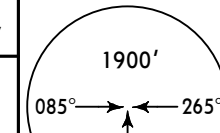
1 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

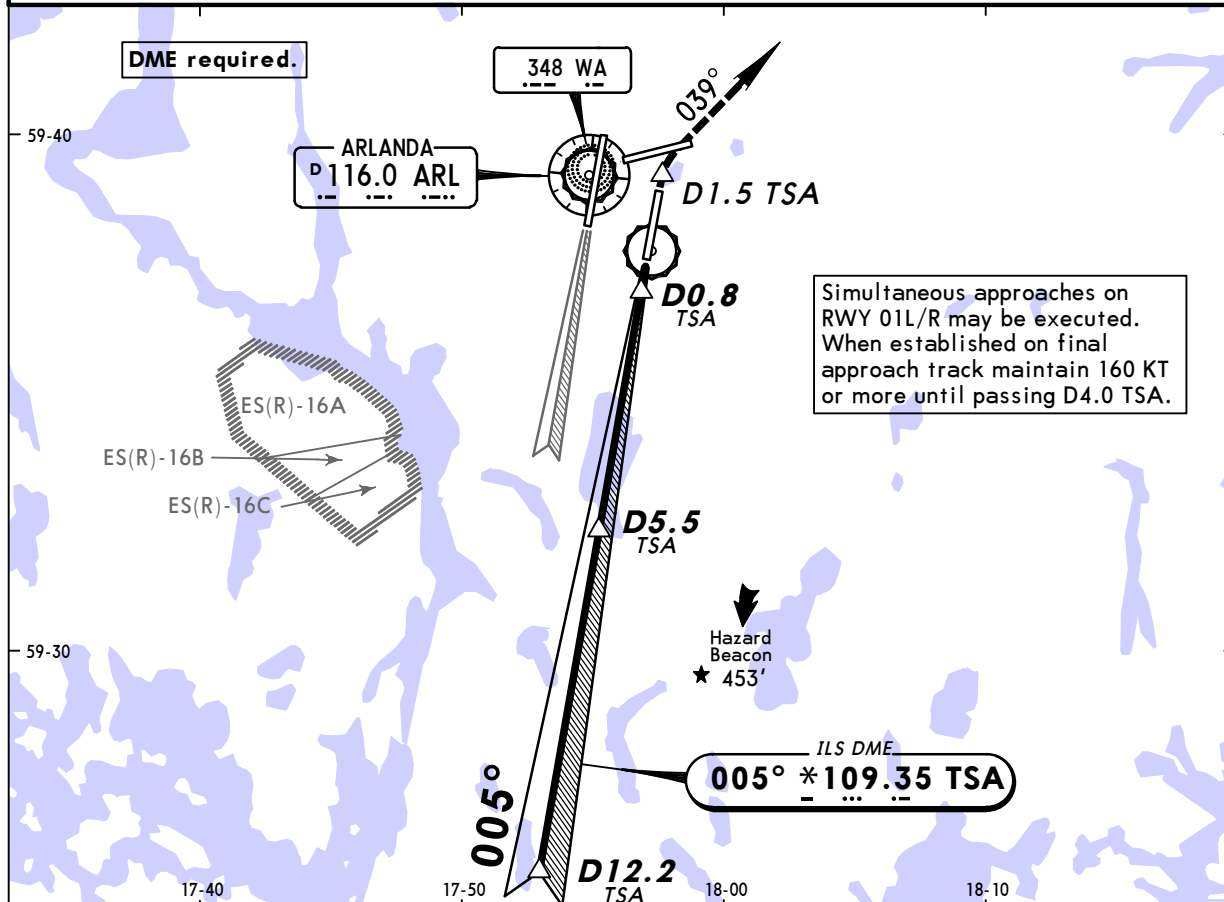
CHANGES: Missed apch with lost comm.

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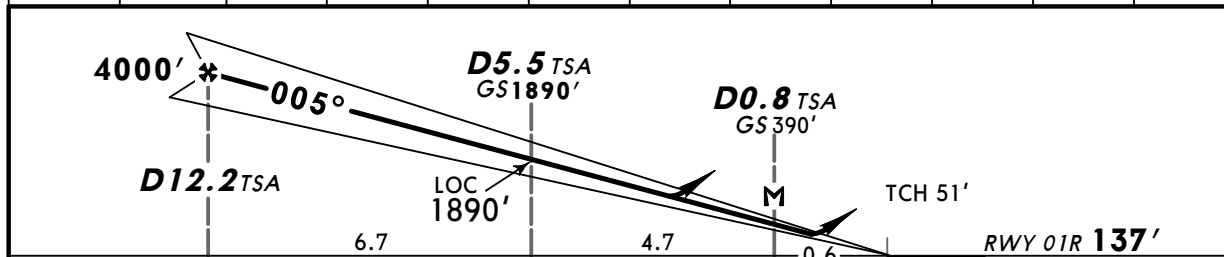
ESSA/ARN
ARLANDAJEPPesen
30 NOV 12 (11-2) Eff 13 DecSTOCKHOLM, SWEDEN
ILS or LOC Rwy 01R

BRIEFING STRIP

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



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



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

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

PANS OPS

ESSA/ARN
ARLANDA

30 NOV 12
Eff 13 Dec

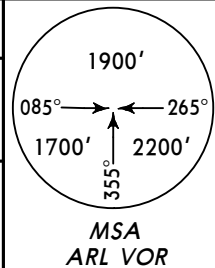
JEPPesen

(11-2A)

STOCKHOLM, SWEDEN
CAT II/III ILS Rwy 01R

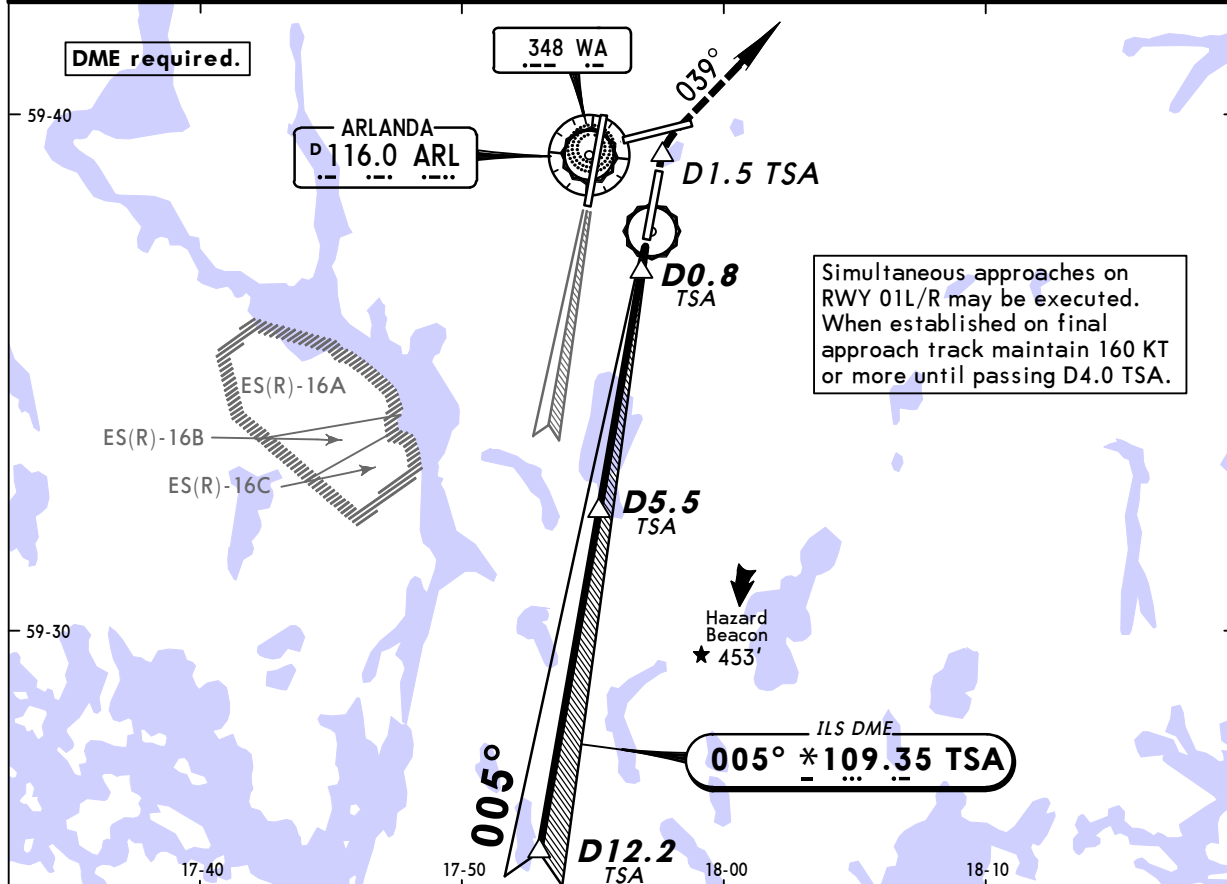
BRIEFING STRIP

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

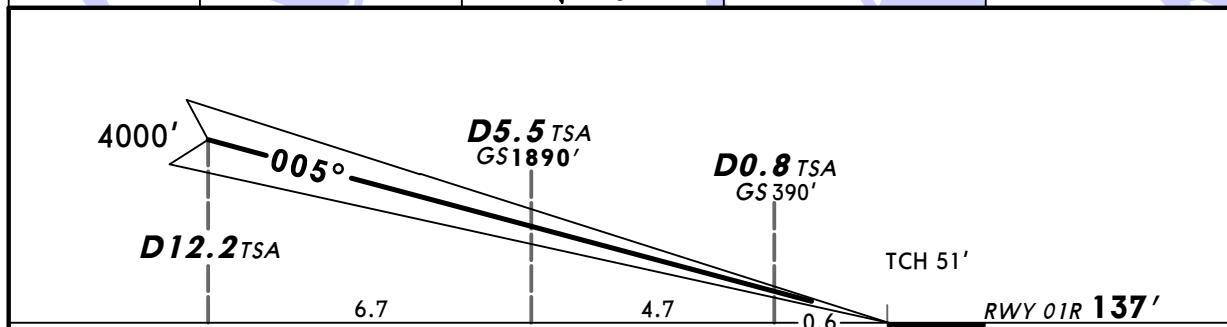


MISSED APCH: Climb STRAIGHT AHEAD to 600' or D1.5 TSA past TSA DME, whichever is later. Turn RIGHT on track 039° climbing to 1500', Radar Vectoring for a new approach.

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



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



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

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

PANS OPS

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

CHANGES: MSA. Procedure. Minimums.

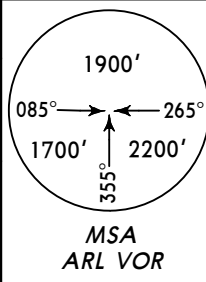
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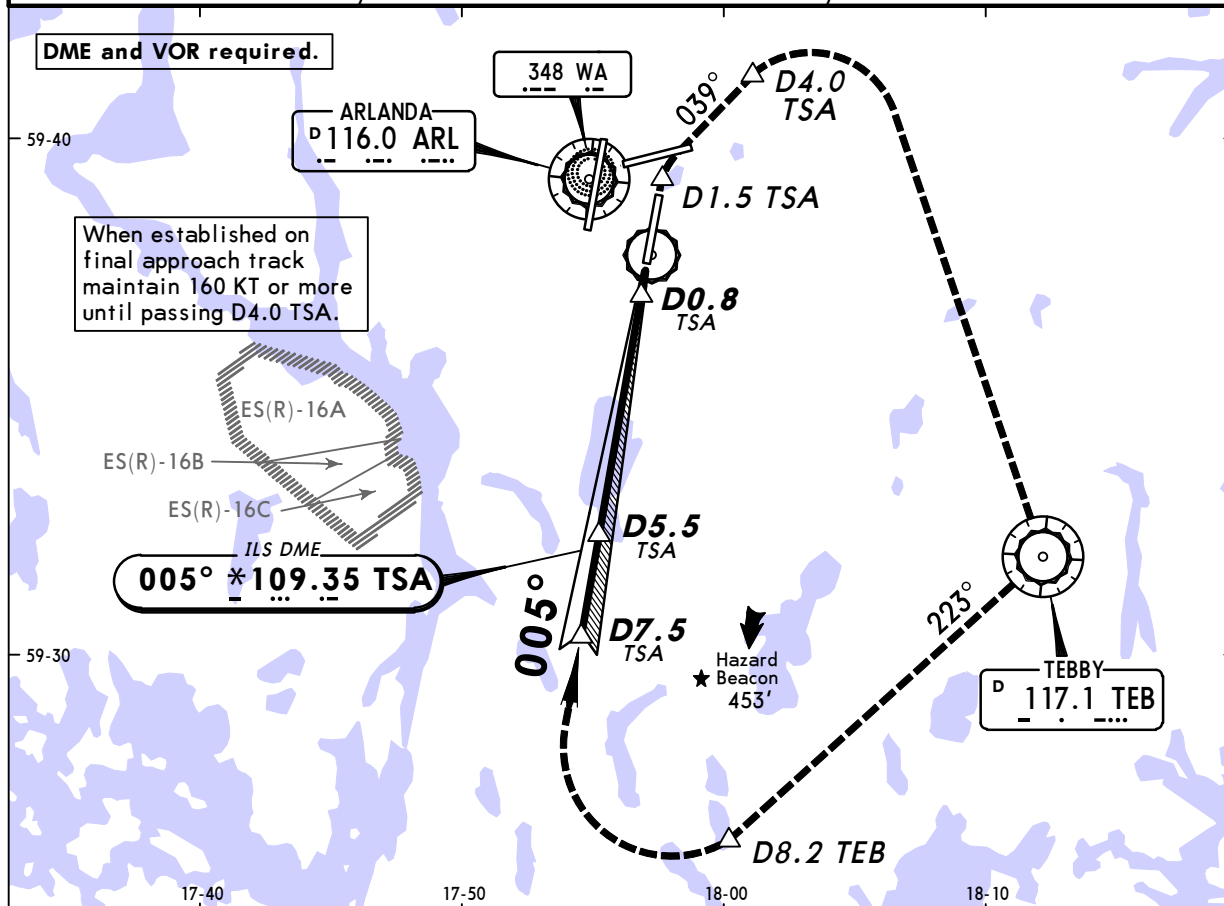
ESSA/ARN
ARLANDA

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

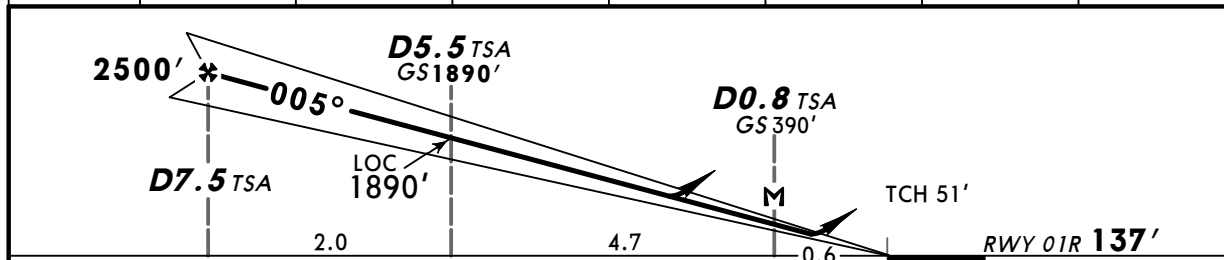
STOCKHOLM, SWEDEN
ILS or LOC Rwy 01R


BRIEFING STRIP

D-ATIS Arrival 119.0	ARLANDA Tower 125.12	Ground North 121.92 East 121.97 West 121.7			
LOC TSA *109.35	Final Apch Crs 005°	GS D5.5 TSA 1890' (1753')	ILS DA(H) 337' (200')	Apt Elev 137' RWY 137'	
MISSED APCH: Climb STRAIGHT AHEAD to 600' or D1.5 TSA past TSA DME, whichever is later. Turn RIGHT on track 039° climbing to 2500' or D4.0 TSA, whichever is later, turn RIGHT to TEB VOR. At TEB VOR intercept R-223 TEB to D8.2 TEB, then turn RIGHT to intercept LOC, not below 2500' until FAP/FAF (D7.5 TSA).					
Alt Set: hPa		Rwy Elev: 5 hPa		Trans level: By ATC	
					Trans alt: 5000'



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



Gnd speed-Kts	70	90	100	120	140	160		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										

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

PANS OPS

ESSA/ARN
ARLANDA

30 NOV 12
Eff 13 Dec

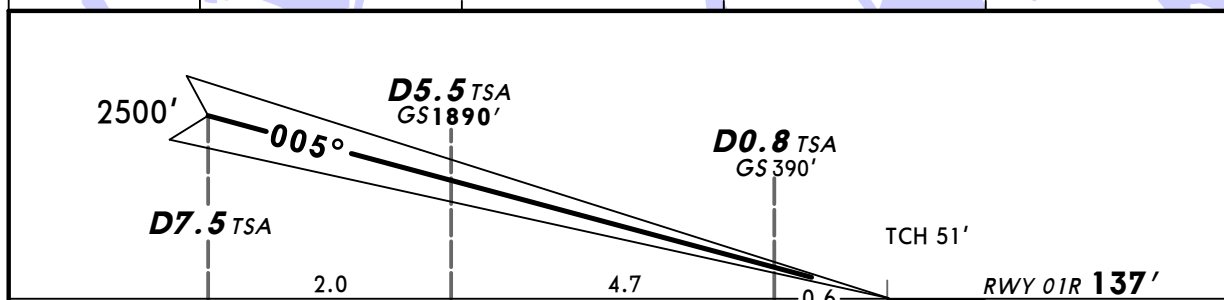
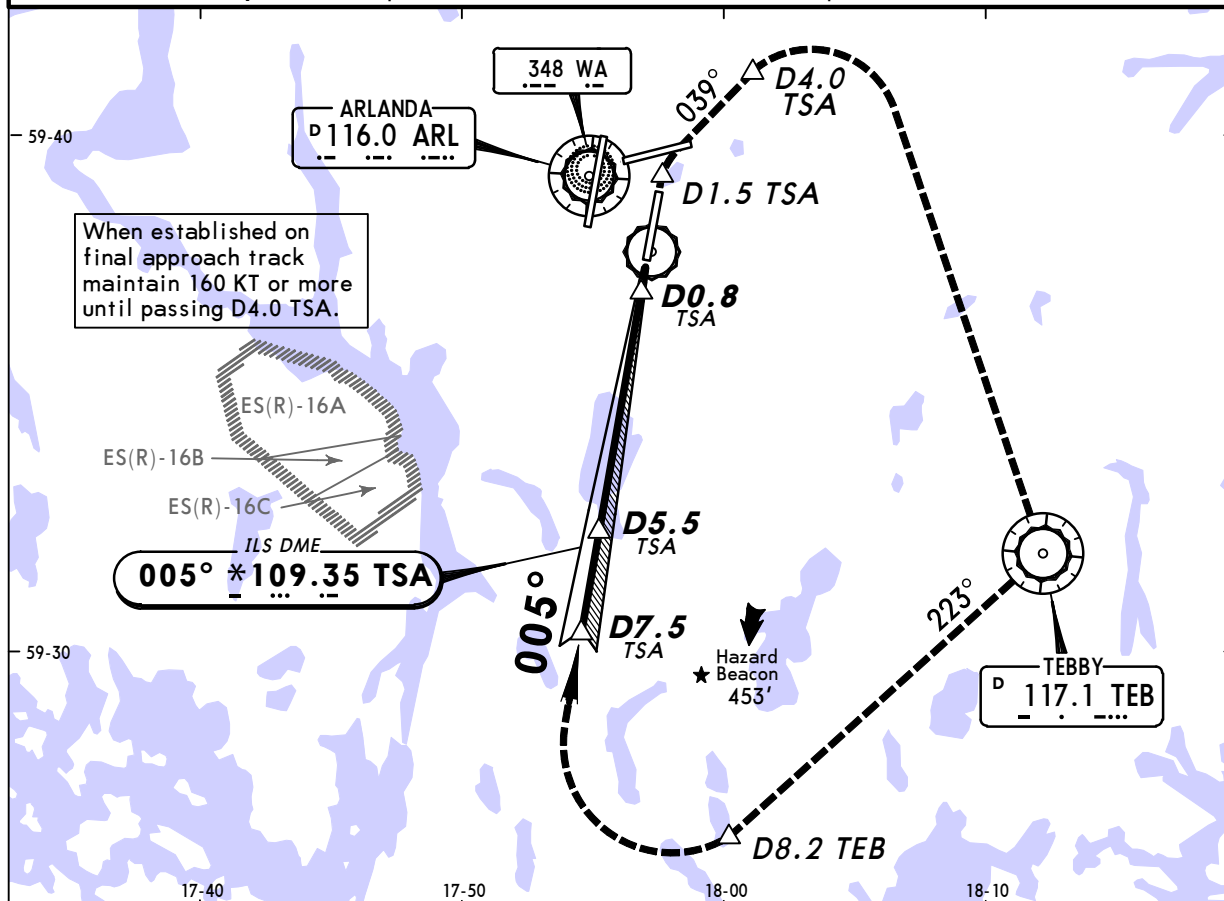
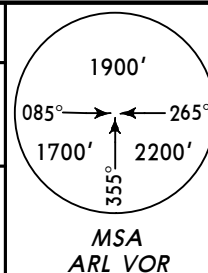
JEPPesen
(11-3A)

LOST
COMM

STOCKHOLM, SWEDEN
CAT II/III ILS Rwy 01R

BRIEFING STRIP

D-ATIS Arrival 119.0	ARLANDA Tower 125.12	North 121.92	East 121.97	West 121.7
LOC TSA *109.35	Final Apch Crs 005°	GS D5.5 TSA 1890' (1753')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 137' RWY 137'
MISSED APCH: Climb STRAIGHT AHEAD to 600' or D1.5 TSA past TSA DME, whichever is later. Turn RIGHT on track 039° climbing to 2500' or D4.0 TSA, whichever is later, turn RIGHT to TEB VOR. At TEB VOR intercept R-223 TEB to D8.2 TEB, then turn RIGHT to intercept LOC, not below 2500' until FAP/FAF (D7.5 TSA).				
Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC 1. DME and VOR required. 2. Special Aircrew & Acft Certification Required.				



Gnd speed-Kts							70	90	100	120	140	160	<div>HIALS-II</div> <div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><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Standard			STRAIGHT-IN LANDING RWY 01R		
CAT IIIA ILS		CAT II ILS		D	
RA 99'		RA 100'		RA 100'	
DA(H) 237' (100')		DA(H) 238' (101')		DA(H) 238' (101')	
RVR 200m		RVR 300m		RVR 300m	

PANS OPS

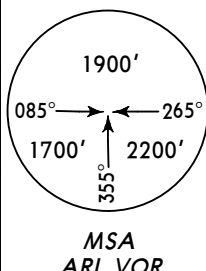
1 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

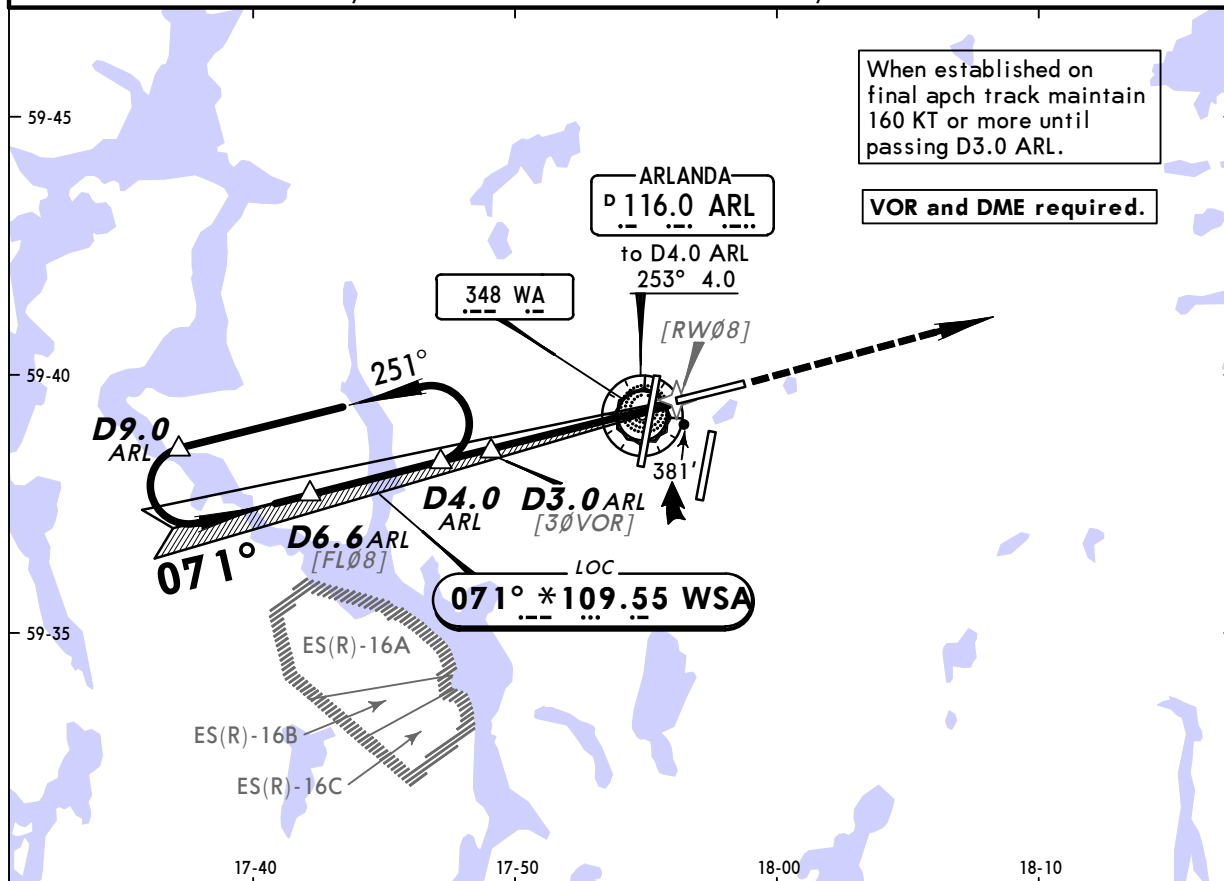
ESSA/ARN
ARLANDA

JEPPesen
30 NOV 12 **(11-4)** **Eff 13 Dec**

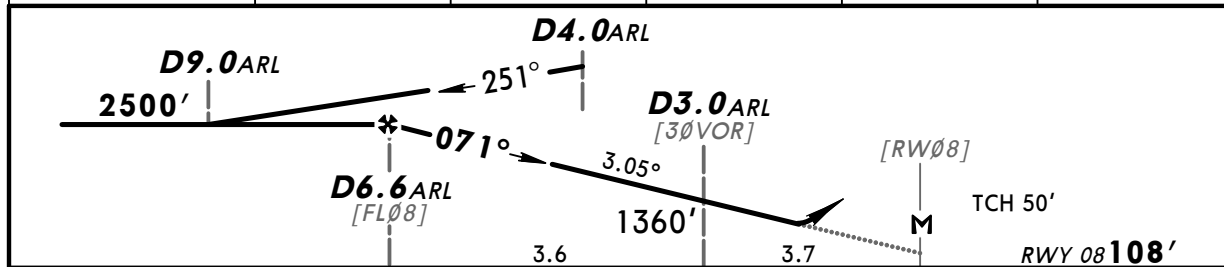
STOCKHOLM, SWEDEN
LOC Rwy 08

BRIEFING STRIP

D-ATIS Arrival	ARLANDA Tower	Ground			
119.0	128.72	North 121.92	East 121.97	West 121.7	
LOC WSA *109.55	Final Apch Crs 071°	Minimum Alt D6.6 ARL 2500' (2392')	DA(H) 500' (392')	Apt Elev 137' RWY 108'	
MISSED APCH: Climb STRAIGHT AHEAD to 1500', Radar Vectoring for a new approach.					
MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to 2500' or D5.0 ARL, whichever is later, turn LEFT to ARL VOR for a new instrument approach.					
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	PAPI-L	1500' ↑
Descent Angle 3.05°	378	486	540	648	755	863		
D6.6 ARL to MAP 7.3	6:15	4:52	4:23	3:39	3:08	2:44		

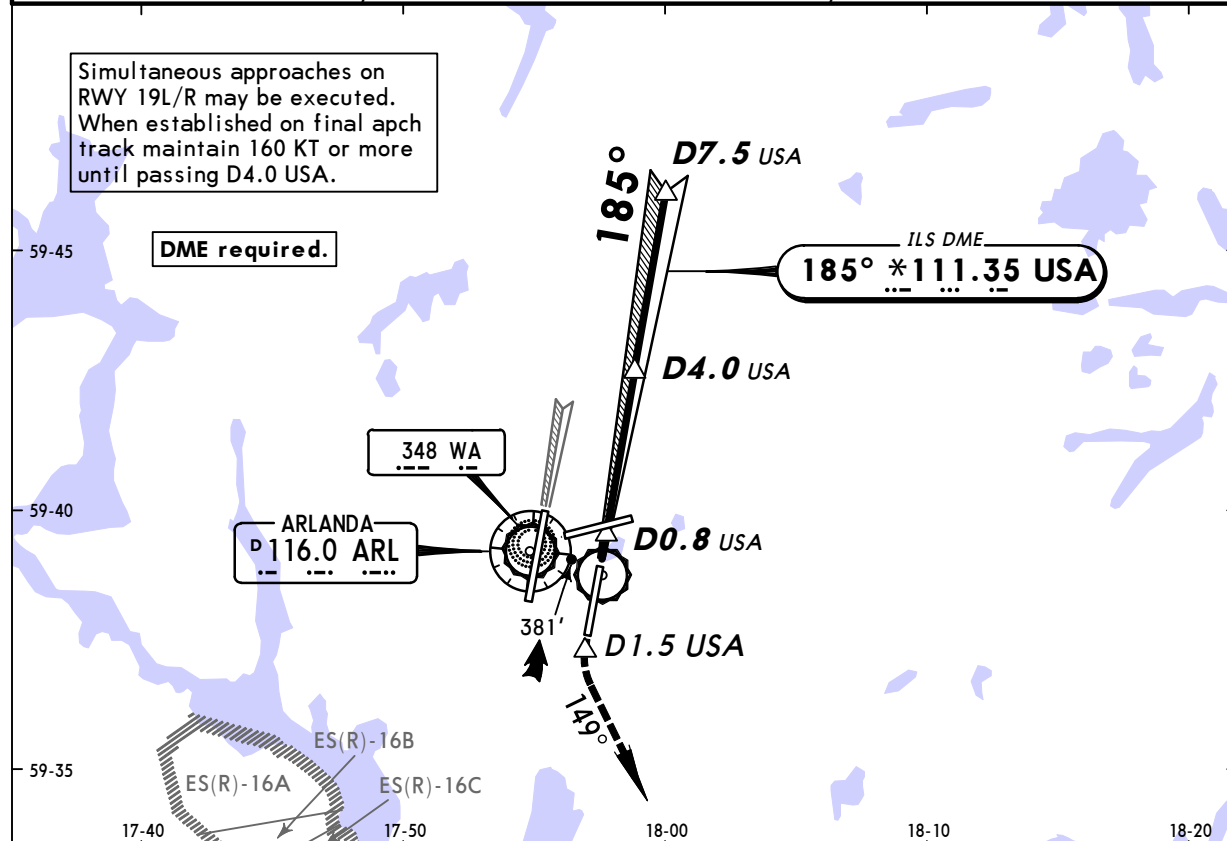
Standard		STRAIGHT-IN LANDING RWY 08	
		DA(H) 500' (392')	
A	RVR 1500m		
B			
C	RVR 1800m		
D			

PANS OPS

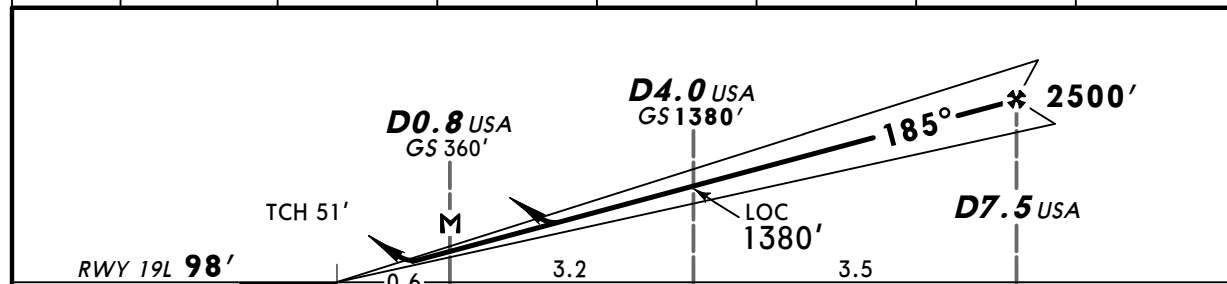
ESSA/ARN
ARLANDAJEPPesen
30 NOV 12 (11-5) Eff 13 DecSTOCKHOLM, SWEDEN
ILS or LOC Rwy 19L

BRIEFING STRIP™

D-ATIS Arrival 119.0		ARLANDA Tower 125.12		North 121.92		Ground East 121.97		West 121.7	
LOC USA *111.35	Final Apch Crs 185°	GS D4.0 USA 1380' (1282')	ILS DA(H) 298' (200')	Apt Elev 137'	RWY 98'	<p>1900' 085° ← → 265° 1700' ↑ 2200' 355° MSA ARL VOR</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.									
MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to 600' or D1.5 USA past USA DME, whichever is later. Turn LEFT on track 149° climbing to 2500' or D4.0 USA, whichever is later, turn LEFT to TEB VOR. At TEB VOR intercept R-349 TEB to D16.3 TEB, then turn LEFT to intercept LOC, not below 2500' until FAP/FAF (D7.5 USA).									
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: By ATC		Trans alt: 5000'			



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



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

Standard

STRAIGHT-IN LANDING RWY 19L

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

ESSA/ARN
ARLANDA

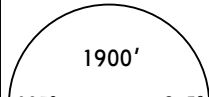
30 NOV 12
Eff 13 Dec

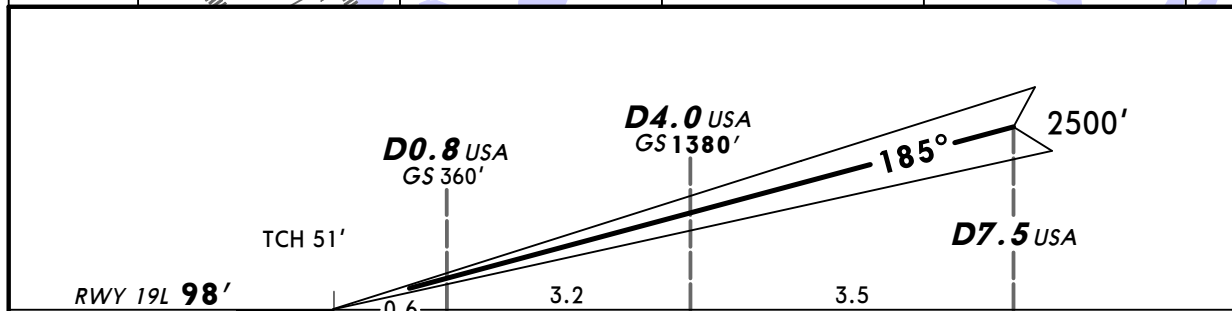
JEPPesen

(11-5A)

STOCKHOLM, SWEDEN
CAT II/III ILS Rwy 19L

BRIEFING STRIP

D-ATIS Arrival 119.0		ARLANDA Tower 125.12		North 121.92		Ground East 121.97		West 121.7	
LOC USA *111.35	Final Apch Crs 185°	GS D4.0 USA 1380' (1282')	CAT II & IIIA ILS Refer to Minimums		Apt Elev 137' RWY 98'				
MISSED APCH: Climb STRAIGHT AHEAD to 600' or D1.5 USA past USA DME, whichever is later. Turn LEFT on track 149° climbing to 1500', Radar Vectoring for a new approach.									
MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to 600' or D1.5 USA past USA DME, whichever is later. Turn LEFT on track 149° climbing to 2500' or D4.0 USA, whichever is later, turn LEFT to TEB VOR. At TEB VOR intercept R-349 TEB to D16.3 TEB, then turn LEFT to intercept LOC, not below 2500' until FAP/FAF (D7.5 USA).									
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: By ATC		Trans alt: 5000'			
1. DME required. 2. Special Aircrew & Acft Certification Required.									



HIALS-II		600' which ever later		D1.5 USA past USA DME		149° LT	
PAPI							

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

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

CHANGES: MSA. Procedure.

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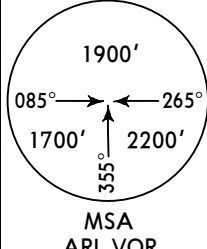
PANS OPS

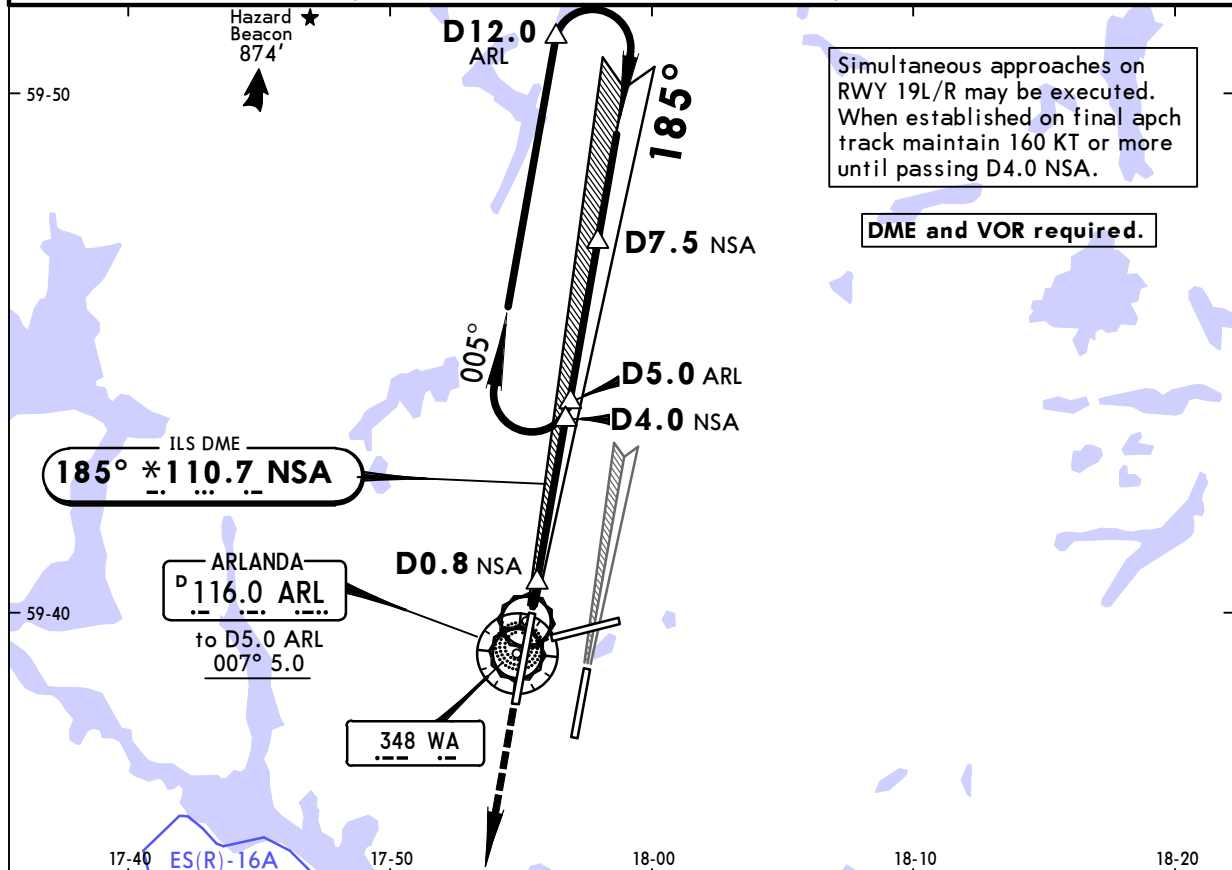
ESSA/ARN
ARLANDA

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22 JAN 16 **(11-6)** **Eff 4 Feb**

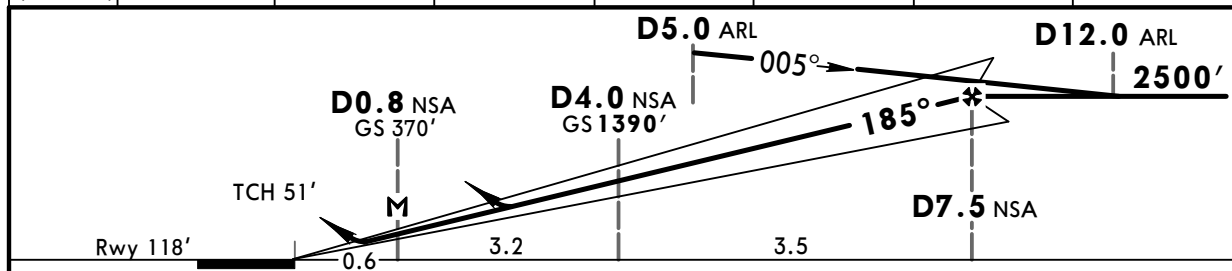
STOCKHOLM, SWEDEN
ILS or LOC Rwy 19R

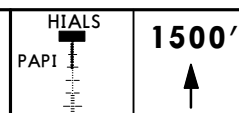
BRIEFING STRIP

D-ATIS Arrival	ARLANDA Tower	Ground			
119.0	118.5	North 121.92	East 121.97	West 121.7	
LOC NSA *110.7	Final Apch Crs 185°	GS D4.0 NSA 1390' (1272')	ILS DA(H) 318' (200')	Apt Elev 137' Rwy 118'	
MISSED APCH: Climb STRAIGHT AHEAD to 1500', Radar Vectoring for a new approach.					
MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to 2500' or D4.0 NSA past NSA, whichever is later, turn RIGHT to ARL VOR for a new instrument approach.					
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: By ATC	Trans alt: 5000'



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



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

STRAIGHT-IN LANDING RWY 19R				
ILS			LOC (GS out)	
DA(H) 318' (200')			DA(H) 450' (332')	
FULL	Limited	ALS out	ALS out	
A				
B				
C	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m
D				

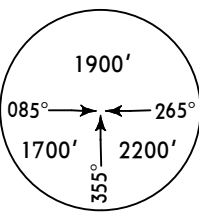
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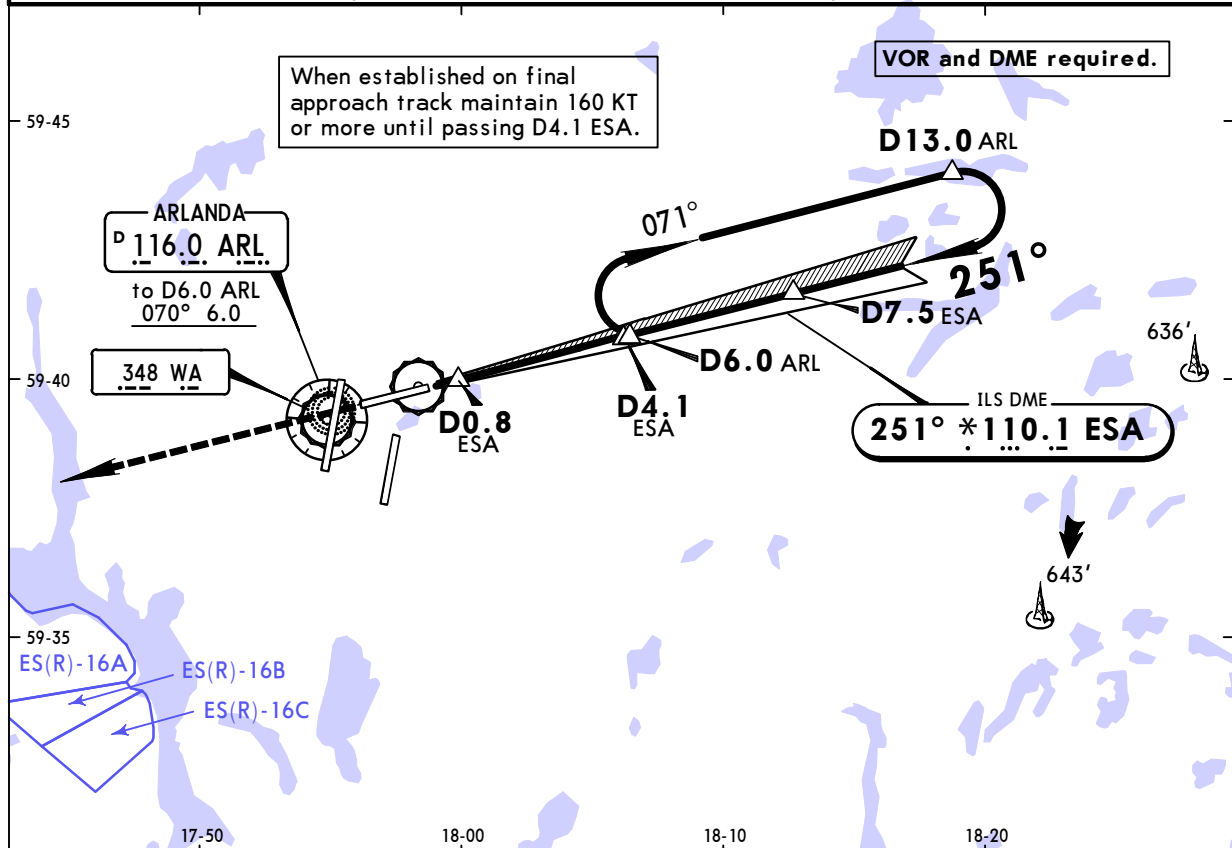
ESSA/ARN
ARLANDA

JEPPesen
22 JAN 16 **11-7** **Eff 4 Feb**

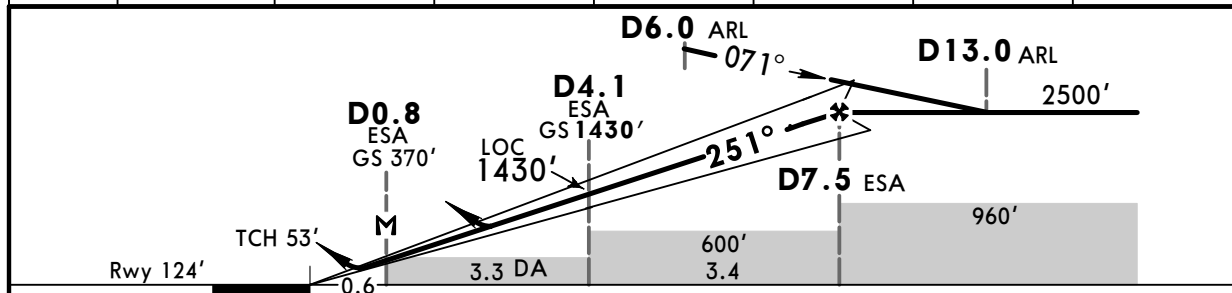
STOCKHOLM, SWEDEN
ILS or LOC Rwy 26

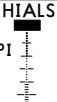
BRIEFING STRIP

D-ATIS Arrival		ARLANDA Tower		Ground				
119.0		128.725		North 121.92 East 121.97 West 121.7				
LOC ESA *110.1		Final Apch Crs 251°		GS D4.1 ESA 1430' (1306')		ILS DA(H) 324' (200')		Apt Elev 137' Rwy 124'
MISSED APCH: Climb STRAIGHT AHEAD to 1500', Radar Vectoring for a new approach.								
MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD. At 2500' or D5.7 ESA, whichever is latest, turn LEFT to ARL VOR for a new instrument approach.								
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	1500' 
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D0.8 ESA							

STRAIGHT-IN LANDING RWY 26				
ILS			LOC (GS out)	
DA(H) 324' (200')			DA(H) 450' (326')	
FULL	Limited	ALS out		ALS out
A				
B				
C	RVR 550m	RVR 750m	RVR 1200m	RVR 800m
D				RVR 1500m

PANS OPS

ESSA/ARN
ARLANDA

23 SEP 16

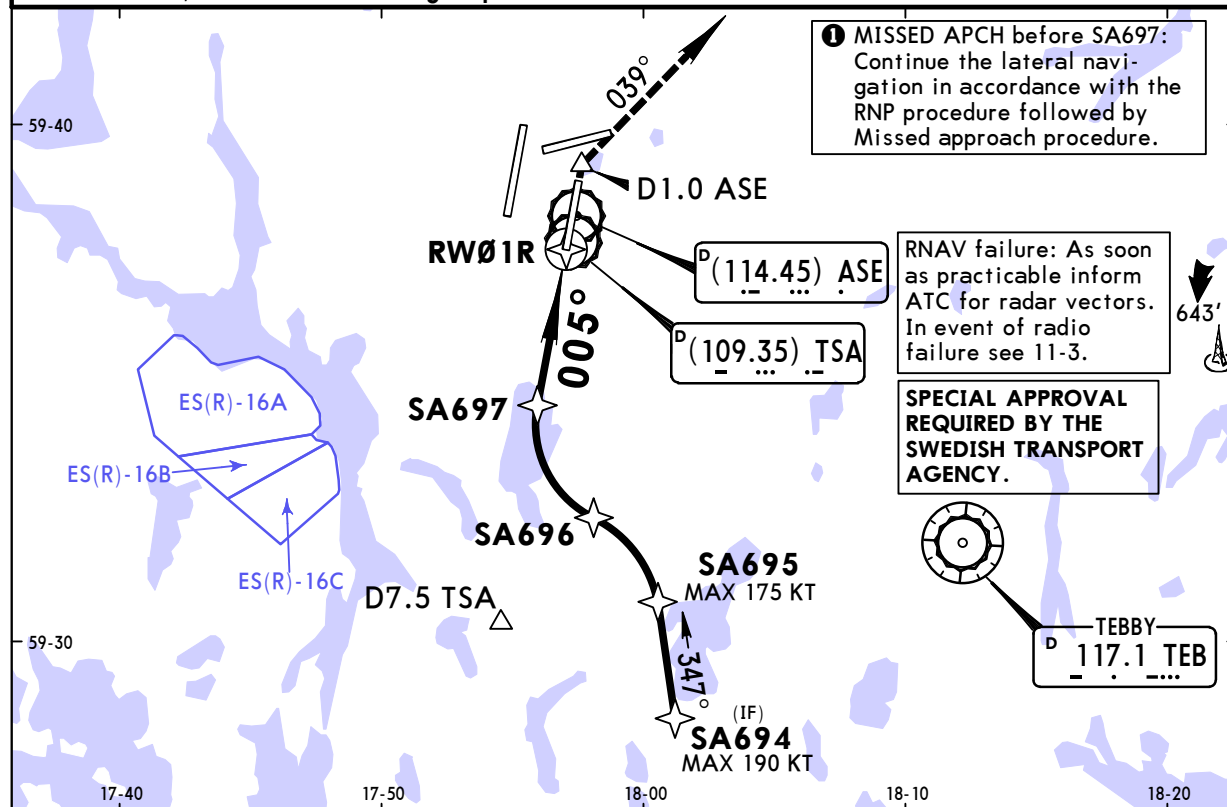

JEPPESSEN

12-20

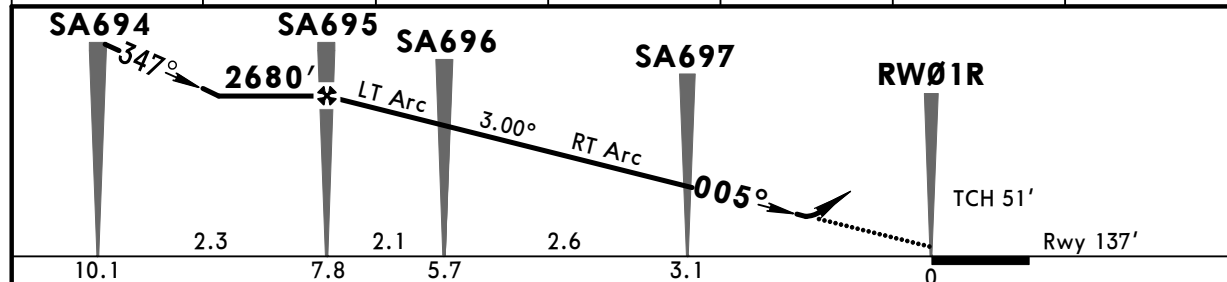
CAT C & D

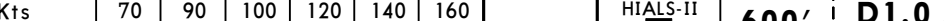
STOCKHOLM, SWEDEN
RNAV (RNP) Rwy 01R

D-ATIS Arrival 119.0		ARLANDA Tower 125.125		North 121.925 East 121.975 West 121.7	
RNAV	Final Apch Crs 005°	Minimum Alt SA695 2680' (2543')	RNP 0.30 DA(H) 600' (463')	Apt Elev 137' Rwy 137'	
<p>MISSED APCH: Climb STRAIGHT AHEAD(①) to 600' or D1.0 ASE past ASE DME, whichever is later. Turn RIGHT onto 039° climbing to 1500', radar vectoring for a new approach.</p> <p>MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to 600' or D1.5 TSA past TSA DME, whichever is later. Turn RIGHT on track 039° climbing to 2500' or D4.0 TSA, whichever is later, turn RIGHT to TEB VOR. At TEB VOR intercept R-223 TEB to D8.2 TEB, then turn RIGHT to intercept LOC, not below 2500' until FAP/FAF (D7.5 TSA).</p>					
Alt Set: hPa		Rwy Elev: 5 hPa		Trans level: By ATC	
1. Baro-VNAV, RNP-0.30 and RF-leg required.		2. Procedure not authorized below -25°C.		Trans alt: 5000'	



DIST to RWØ1R	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2420'	2100'	1780'	1470'	1150'	830'



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

Standard

STRAIGHT-IN LANDING RWY 01R

RNP 0.30

LNAV/VNAV

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

ALS out

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

CHANGES: None.

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ESSA/ARN
ARLANDA

23 SEP 16

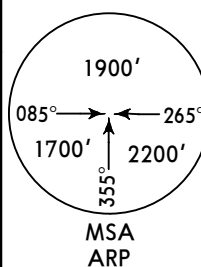
JEPPESEN

12-21

CAT C & D

STOCKHOLM, SWEDEN
RNAV (RNP) Rwy 26

D-ATIS Arrival 119.0	ARLANTA Tower 128.725	Ground North 121.925 East 121.975 West 121.7		
RNAV	Final Apch Crs 251°	Minimum Alt SA503 3400' (3276')	RNP 0.30 DA(H) 450' (326')	Apt Elev 137' Rwy 124'



MISSED APCH: Climb STRAIGHT AHEAD (①) to SA730 to 1500'. Continue on 251°, radar vectoring for a new approach.

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.

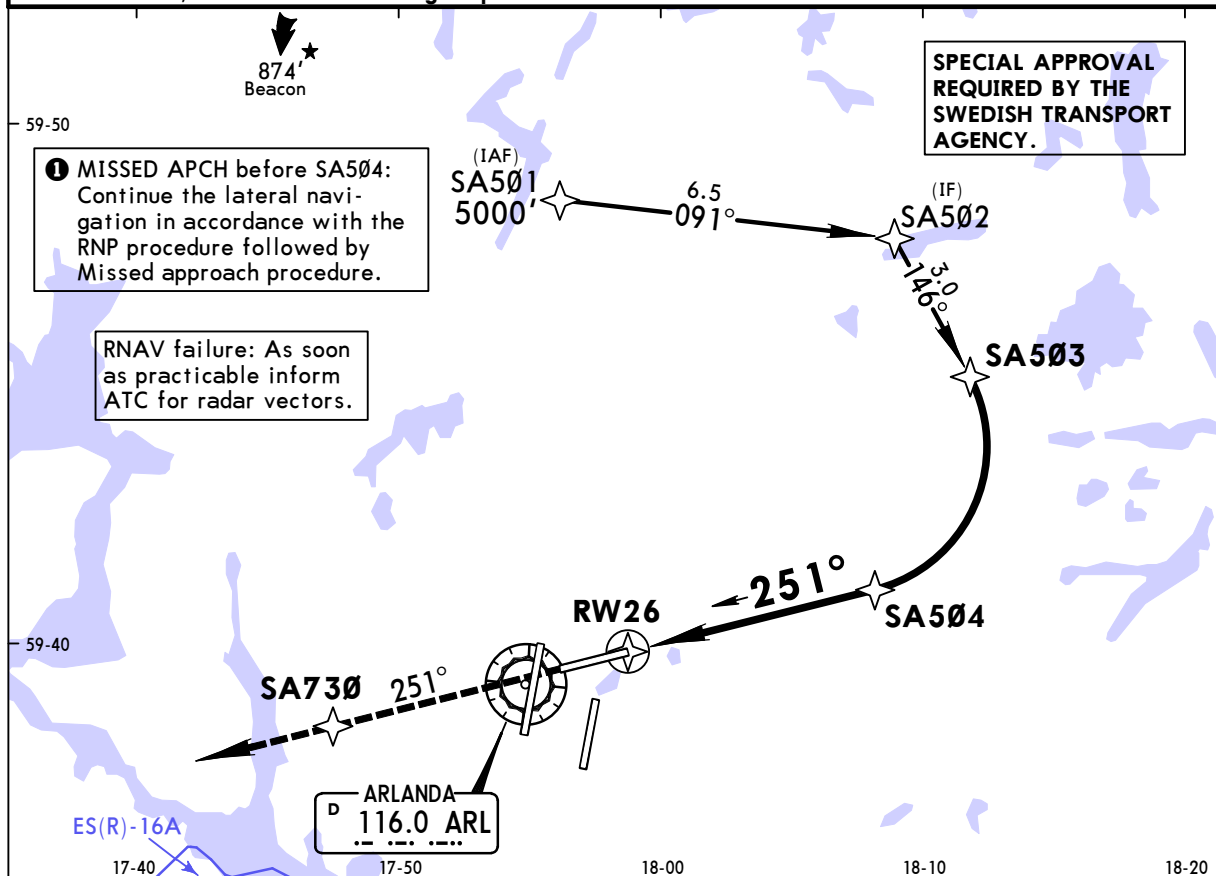
Alt Set: hPa

Rwy Elev: 5 hPa

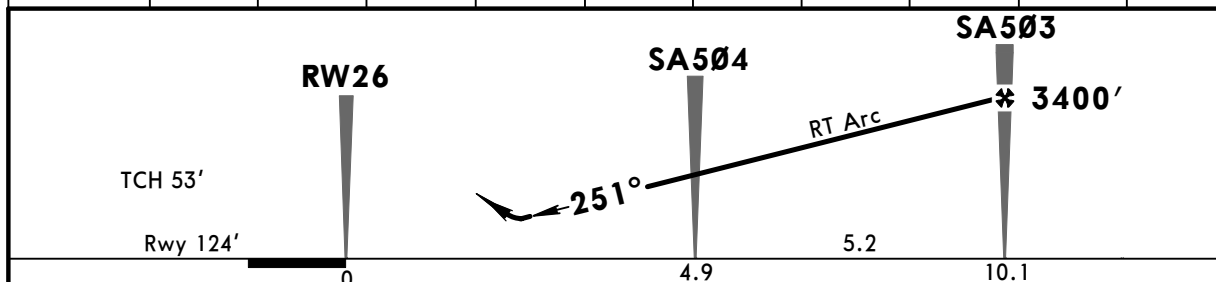
Trans level: By ATC

Trans alt: 5000'

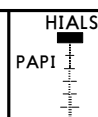
1. Baro-VNAV, RNP-0.30 and RF-leg required. 2. Procedure not authorized below -25°C.



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



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



1500
↑

SA730

Standard

STRAIGHT-IN LANDING RWY 26

RNP 0.30

LNNAV/VNNAV

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

ALS out

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

CHANGES: ELTOK 1H removed.

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