1. GENERAL

1.6. PARKING INFORMATION

1.6.1. PARKING/DOCKING GUIDANCE

SAFEDOCK available at stands 1 thru 20.
SAFEGATE available at stands 31 thru 43.
INOGON parking aid available at stands 50 thru 56 and G141 thru G148.
APIS available at stands 61 thru 68 and F28 thru F39.
For stand graphic of visual docking guidance systems SAFEDOCK and SAFEGATE refer to 10-9 charts.

If the docking guidance system is not activated the ACFT shall stop and contact the handling company. If docking guidance system is missing, the ACFT shall stop and a marshall shall be waited for.

No follow-me car assistance to stands R5 thru R10. Follow guiding lights instead.
New FMT airpark system in use.

Stationary parking aid guidance available at stands G141 thru G146, G148 and S75 thru S79:
RIGHT beacon indicates centerline guidance & LEFT beacon stop position when both beacons show a straight line.

1.6.2. USE OF APU

APU shall not be used on parking unless required for engine start or adjustment of cabin heat. On these occasions APU must not be started earlier than 5 minutes before estimated time for push-back or taxiing. When the temperature outside exceeds 25°C and where air cannot otherwise be circulated in the cabin, APU may be started at a maximum of 20 minutes before estimated time for push-back or taxiing.

1.7. OTHER INFORMATION

RWY 01L right-hand circuit.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

MAX 250 KT below FL 100 unless otherwise instructed.

2.2. NOISE ABATEMENT PROCEDURES

2.2.1. GENERAL

To reduce noise disturbances visual approaches are not allowed, and when cleared for ILS approach 2500' shall be maintained until established on GS.

2.2.2. RWY USAGE

The use of RWY 08 is restricted to those occasions when meteorological conditions or other circumstances eliminate the use of other RWYs.

2.3. CAT II/III OPERATIONS

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

2.4. RWY OPERATIONS

2.4.1. MINIMUM RWY OCCUPANCY TIME

Pilots should ensure that they have completed an early review and thorough briefing of airport and RWY layout before starting the approach.
To achieve minimum RWY occupancy time, the expected RWY exit point should be nominated during the approach briefing.
Consider that it would be more efficient to use an exit situated farther away, than to try to exit too quickly, miss the exit, and then taxi slowly to the next exit.
The aim should be to achieve a normal touchdown, with progressive smooth deceleration to exit, at a safe speed, at the nominated exit point.
To avoid go-arounds, vacate the RWY quickly and entirely.

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2. ARRIVAL

When respective RWY is in use the following distances and exits will be used:

RWY	Exit	Type	ACFT	Dist from THR
01L	YB	90°	light	2664'(812m)
	YD	33°	light/medium	3852'(1174m)
	YF	Rapid exit	all	5407'(1648m)
	YH	Rapid exit	medium/heavy	7310'(2228m)
	YJ	90°	medium/heavy	8241'(2512m)
	YK	90°	heavy	10,830'(3301m)
01R	WE	Rapid exit	all	5482'(1671m)
	WF	Rapid exit	medium/heavy	7044'(2147m)
	WG or WH	90°	medium/heavy	8202'(2500m)
08	XE	90°	light/medium	4413'(1345m)
	XF	90°	medium/heavy	8202'(2500m)
19L	WD	Rapid exit	all	5482'(1671m)
	WC	Rapid exit	medium/heavy	7044'(2147m)
	WB or WA	90°	medium/heavy	8202'(2500m)
19R	YJ	90°	light	2667'(813m)
	YG	33°	light/medium	3858'(1176m)
	YE	Rapid exit	all	5410'(1649m)
	YC	Rapid exit	medium/heavy	7451'(2271m)
	YB	90°	medium/heavy	8241'(2512m)
	YA	90°	heavy	10,830'(3301m)
26	XE	90°	light	3888'(1185m)
	XC	Rapid exit	all	6148'(1874m)
	XA	30°	medium/heavy	8202'(2500m)

2.4.2. LANDING CLEARANCE BASED ON REDUCED RWY SEPARATION

This procedure requires a minimum separation of 2000m between successive ACFT arrivals on the same RWY. It is valid for arriving ACFT with turbulence category MEDIUM and preceding landing with turbulence category MEDIUM or LIGHT.

The following conditions apply:
- at DAY
- visibility at or above 5000m
- cloudbase at or above 1000'
- RWY should not be contaminated (snow, slush, ice, water)

In order to minimize go-around it is essential that landing ACFT vacate the RWY as soon as possible, in accordance with MINIMUM RWY OCCUPANCY TIME procedures.

2.5. TAXI PROCEDURES

Landing ACFT RWY 01R/19L will be instructed to taxi via TWY U or TWY W.

They will be instructed from Tower to contact ARLANDA Ground to receive taxi clearance to stand.

3. DEPARTURE

3.1. DE-ICING

3.1.1. GENERAL

De-iced ACFT may not taxi on TWY U and TWY W. Not valid for ACFT using only preventive de-icing. Preventive de-icing method is approved at all de-icing areas and at Terminal 2 gates.
Due to environment RWY 19L will be used for departures at NIGHT (2200-0700LT) when wind speed and direction so requires.
RWY 19R will be allowed as departure RWY at NIGHT (2200-0700LT) only for performance reasons.

Before entering de-icing apron M "Iceman" shall be contacted on 121.77 when so instructed by ARLANDA Ground. The ACFT stop position is indicated by an illuminated yellow leading line. When stopped, the ACFT will have the yellow leading line across the cockpit. During de-icing ARLANDA Ground frequency shall be monitored. After de-icing and "all clear" signal, taxi clearance shall be requested from ARLANDA Ground.

3.1.2. RWY 01L/19R or RWY 08/26

De-icing is conducted at stand or other defined apron areas. At Terminal 2 de-icing shall take place in pushed back position.

3.1.3. RWY 01R/19L

De-icing must be conducted on apron M and ATC must be informed when requesting push-back/taxi clearance.

3.2. START-UP, PUSH-BACK & TAXI PROCEDURES

Push-back is generally required for all JET-ACFT, unless parked on apron R stand R9C or apron S stand S71 thru S79. Power-back as an alternative to push-back is not allowed.

When delayed by calculated take-off time (CTOT), ACFT must be ordered to push and hold due to stand capacity. Instructions will be given by ATC. Normally holding positions on RWY's 01L, 19R, 08 and apron M will be used.

Start-up, push-back and taxiing is subject to prior permission from ATC. The ACFT position shall be stated in the initial call. Frequency will be given by ARLANDA Clearance Delivery.

Departing ACFT RWY 01R/19L will be instructed to taxi via TWY U or TWY W. Shown TAXIROUTES shall be followed.

DEPARTING ACFT
ATC clearance shall be requested from ARLANDA Clearance Delivery not earlier than 10 minutes before estimated start-up. ACFT type, position and designator including QNH for ATIS broadcast latest received shall be stated in the initial call.

If an other RWY than the RWY-in-use is required for performance reasons this request shall be made in connection with request for ATC clearance from ARLANDA Clearance Delivery. ACFT will be cleared via SID from the requested RWY, possibly to another exit point than that stated in the flight plan. If such clearance has been received, vectoring can be expected to the exit point stated in the flight plan.

When receiving ATC clearance from ARLANDA Clearance Delivery ACFT will be instructed which frequency to call for push-back and/or taxi clearance. When requesting push-back or taxi clearance the position shall be stated. Permission for push-back and/or taxi may only be requested if the ACFT is ready for immediate action when approved. Take-off from intermediate position shall always be requested from ATC.
Average taxi time shall be estimated to 15 min. Longer time should be considered when departing RWY 01R/19L, especially when de-icing on apron M is required.

Departing ACFT shall change frequency to STOCKHOLM Control only when instructed by Tower. At first contact with STOCKHOLM Control, ACFT shall report altitude to verify SSR Mode C.

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3. DEPARTURE

DEPARTING ACFT NOT EQUIPPED FOR FMS/RNAV SID
These ACFT shall inform ARLANDA Clearance Delivery. ACFT will receive SID and shall follow special instructions for ACFT unable to follow FMS/RNAV SID. ACFT will be radar vectored to exit point stated in the flight plan.
At first contact with STOCKHOLM Control, ACFT shall report altitude to verify SSR Mode C, and once again report if unable to follow FMS/RNAV SID by using phraseology "UNABLE RNAV SID".

3.3. SPEED RESTRICTIONS

MAX IAS 250 KT below FL 100 unless otherwise instructed.

3.4. NOISE ABATEMENT PROCEDURES

3.4.1. RWY USAGE

The use of RWY 26 is restricted to those occasions when meteorological conditions or other circumstances eliminates the use of other RWYs.
RWY 19L is used for take-off during NIGHT between 2200-0700 LT only when wind speed and direction so required.
RWY 19R is not available to departing ACFT between 2200-0700 LT, except for performance reasons.

3.5. RWY OPERATIONS

3.5.1. INTERSECTION TAKE-OFF

On initial contact with ARLANDA Ground, pilots and ATC will agree intersection take-off, except when operational unfeasible.
When respective RWY is in use the following distances and intersections will be used:

RWY	Intersection	TORA	ACFT
01L	YB	8241'(2512m)	all
01R	WC	7044'(2147m)	all
08	XC	6148'(1874m)	light/medium
19L	WF	7044'(2147m)	all
19R	YJ	8241'(2512m)	all
	YH	7310'(2228m)	all
26	XE	4413'(1345m)	light/medium

3.5.2. IMMEDIATE TAKE-OFF

If not ready for take-off, advise ATC before blocking entrance to the RWY.
ATC uses conditional line-up clearances - "In sequence, line up (and wait)...."
- which provide pilots with information to plan an expeditious line-up.

Due to the complexity of go-around procedures with converging RWYs the time frame from take-off clearance to start of roll is often very limited. Therefore it is expected that the reaction time from take-off clearance to start of roll is kept to a minimum.

The key elements for minimizing reaction time and hence RWY occupancy on departures are:
- On receipt of line-up clearance, pilots should ensure that they are able to taxi into the correct position at the hold and then line-up on the RWY as soon as the preceding ACFT has commenced its take-off roll.
- Pilots should ensure that they are able to commence the take-off roll as soon as possible after take-off clearance is issued (keep reaction time to a minimum).
  Pilots not able to comply should notify ATC as soon as possible once transferred to ARLANDA Tower frequency.

3. DEPARTURE

3.6. OTHER INFORMATION

3.6.1. OMNIDIRECTIONAL DEPARTURE PROCEDURE

All RWYs: Climb STRAIGHT AHEAD to minimum turning alt 600'.
Continue climb to appropriate MSA.

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1. GENERAL

1.1. ATIS

D-ATIS Arrival 119.0
D-ATIS Departure 121.62

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

STARs and RNAV SIDs are also noise abatement routings. ACFT shall strictly adhere to assigned routes and be operated in such a manner that unnecessary noise disturbances are not caused.
ACFT certified to ICAO Annex 16, Volume I, Chapter 2 with MTOW less than 34t are not allowed to depart from or arrive to Stockholm Arlanda between 2200-0700LT.

1.2.2. REVERSE THRUST

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

1.3. LOW VISIBILITY PROCEDURES (LVP)

LVP will be in force when RVR falls below 600m and/or ceiling falls below 200'.
The application of LVP will be announced by ATIS.

CAT II/IIIA operation will mean 5 NM spacing between arrivals in order to keep the ILS critical and sensitive area free for every landing.
Colour coded centerline lights are available on all exits to determine when RWY is vacated.

1.4. RWY OPERATIONS

1.4.1. HIGH INTENSITY RWY OPERATIONS

It is important that all crew and controllers, as far as practicable, adhere to these procedures, in order to expedite traffic and initially reduce delays.

1.5. TAXI PROCEDURES

Unless otherwise instructed by ARLANDA Tower follow the TAXIROUTE PROCEDURES on charts 10-9B and 10-9C.

The view from Tower to parts of the apron is restricted. Movement of ACFT on the apron is subject to prior contact with Tower. However, Tower will only provide any necessary information to maintain an orderly flow of traffic.

Taxiing must not be carried out between the terminal building and an ACFT being pushed or an ACFT in pushed back position, unless so instructed from ATC. To maintain ground staff safety, always inform the push-back leader when non-standard push-back is performed.

Transit taxiing or towing on aprons must not be carried out between entry/exit ZF-ZG, ZH-ZK and ZL-ZN respectively.

When taxiing on aprons, including apron "TWY A" at terminal 2, jet-blast occurs from ACFT being pushed or from an ACFT in pushed back position.

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

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

ACFT will receive first Ground frequency to contact from ARLANDA Clearance Delivery after landing/before take-off.
For taxi routings refer to 10-9 charts.

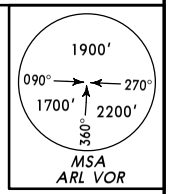
Max wing span 213'/65m for ACFT taxiing on apron "TWY A", TWY Z, TWY W between WH and X and on apron M, passing Northeastern entry/exit holding point M4.

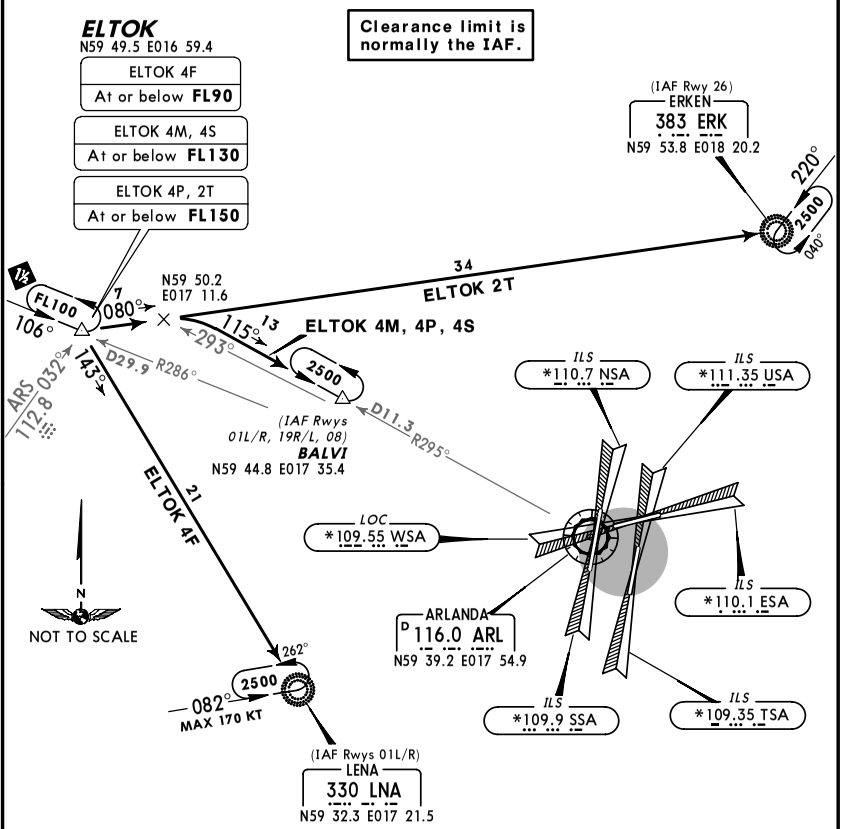
ESSA/ARN ARLANDA — STOCKHOLM, SWEDEN

JEPPESEN 27 MAY 05 (10-2) Eff 9 Jun — STAR

D-ATIS	Apt Elev	
119.0	137′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ **1.** STARs are also noise abatement routings. Strict adherence to assigned route is mandatory to avoid unnecessary noise disturbance. **2.** STARs to rwys 01L & 01R/19R & 19L are identical. Rwy to be used will be assigned by ATC.

ELTOK FOUR FOXTROT (ELTOK 4F) *[ELTO4F]*
ELTOK FOUR MIKE (ELTOK 4M) *[ELTO4M]*
ELTOK FOUR PAPA (ELTOK 4P) *[ELTO4P]*
ELTOK FOUR SIERRA (ELTOK 4S) *[ELTO4S]*
ELTOK TWO TANGO (ELTOK 2T) *[ELTO2T]*
RWYS 01L/R, 19R/L, 08, 26 ARRIVALS





STAR	RWY	ROUTING
ELTOK 4F ❶	01L/R	Intercept 143° bearing to LNA for radar vectoring to final approach.
ELTOK 4M		Intercept 080° bearing towards ERK, at ARL R-293 turn RIGHT, intercept ARL R-295 inbound to BALVI for radar vectoring to final approach.
ELTOK 4P	19R/L	
ELTOK 4S	08	
ELTOK 2T	26	Intercept 080° bearing to ERK for radar vectoring to final approach.

❶ Not for jet traffic.

CHANGES: STARs renumbered & revised.

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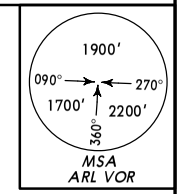
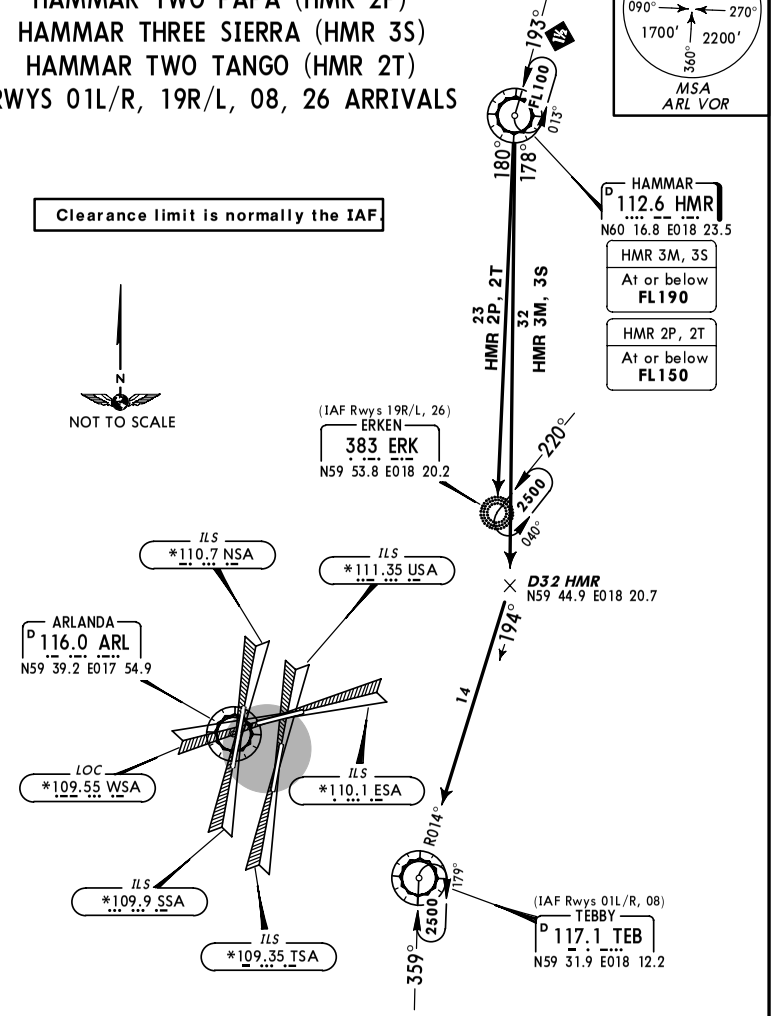
ESSA/ARN ARLANDA — STOCKHOLM, SWEDEN

JEPPESEN 27 MAY 05 (10-2A) Eff 9 Jun — STAR

D-ATIS	Apt Elev	
119.0	137′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ **1.** STARs are also noise abatement routings. Strict adherence to assigned route is mandatory to avoid unnecessary noise disturbance. **2.** STARs to rwys 01L & 01R/19R & 19L are identical. Rwy to be used will be assigned by ATC.

HAMMAR THREE MIKE (HMR 3M)
HAMMAR TWO PAPA (HMR 2P)
HAMMAR THREE SIERRA (HMR 3S)
HAMMAR TWO TANGO (HMR 2T)
RWYS 01L/R, 19R/L, 08, 26 ARRIVALS





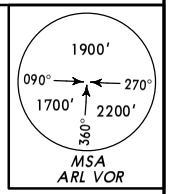
STAR	RWY	ROUTING
HMR 3M	01L/R	HMR R-178 to D32 HMR, turn RIGHT, intercept TEB R-014 inbound to TEB for radar vectoring to final approach.
HMR 2P	19R/L	HMR R-180 to ERK for radar vectoring to final approach.
HMR 3S	08	HMR R-178 to D32 HMR, turn RIGHT, intercept TEB R-014 inbound to TEB for radar vectoring to final approach.
HMR 2T ❶	26	HMR R-180 to ERK for radar vectoring to final approach.

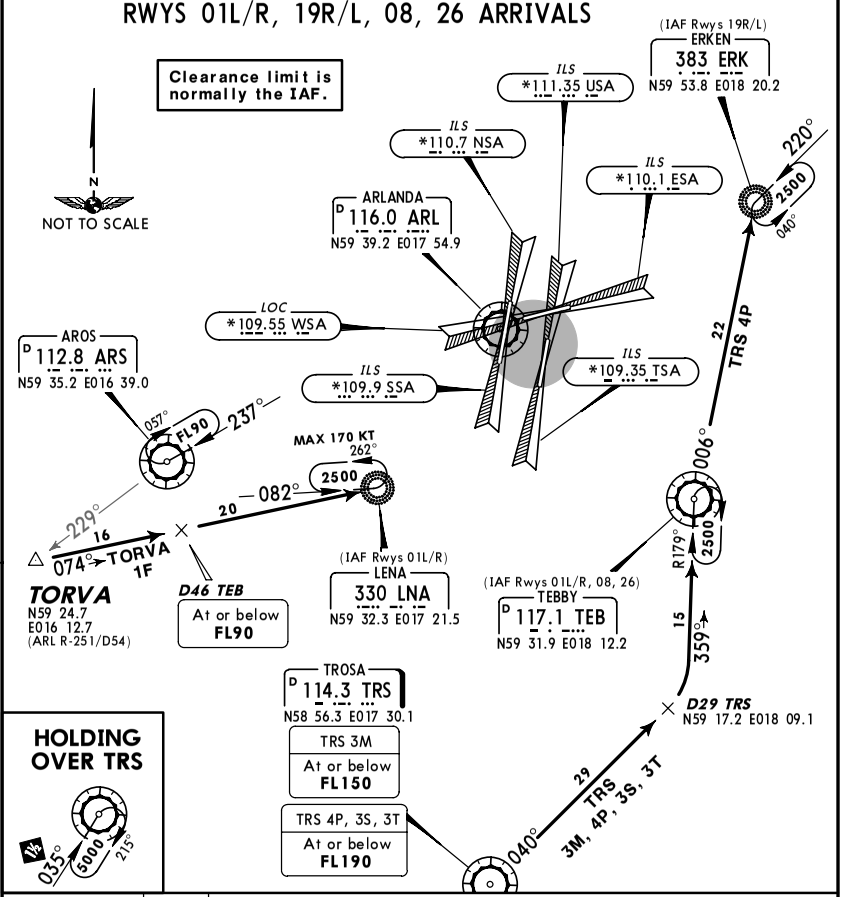
❶ During peak times expect to be vectored across final in a LEFT hand circuit.

CHANGES: STARs renumbered.

D-ATIS	Apt Elev	
119.0	137′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ **1.** STARs are also noise abatement routings. Strict adherence to assigned route is mandatory to avoid unnecessary noise disturbance. **2.** STARs to rwys 01L & 01R/19R & 19L are identical. Rwy to be used will be assigned by ATC.

TORVA ONE FOXTROT (TORVA 1F) *[TORV1F]*
TROSA THREE MIKE (TRS 3M)
TROSA FOUR PAPA (TRS 4P)
TROSA THREE SIERRA (TRS 3S)
TROSA THREE TANGO (TRS 3T)
RWYS 01L/R, 19R/L, 08, 26 ARRIVALS





STAR	RWY	ROUTING
TORVA 1F ❶	01L/R	Intercept 074° bearing to LNA for radar vectoring to final approach.
TRS 3M		TRS R-040 to D29 TRS, turn LEFT, intercept TEB R-179 inbound to TEB for radar vectoring to final approach.
TRS 4P	19R/L	TRS R-040 to D29 TRS, turn LEFT, intercept TEB R-179 inbound to TEB, TEB R-006 to ERK for radar vectoring to final approach.
TRS 3S	08	TRS R-040 to D29 TRS, turn LEFT, intercept TEB R-179 inbound to TEB for radar vectoring to final approach.
TRS 3T	26	

❶ Not for jet traffic.

CHANGES: STAR TRS 3P renumbered 4P.

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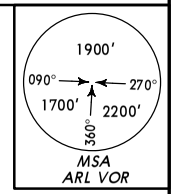
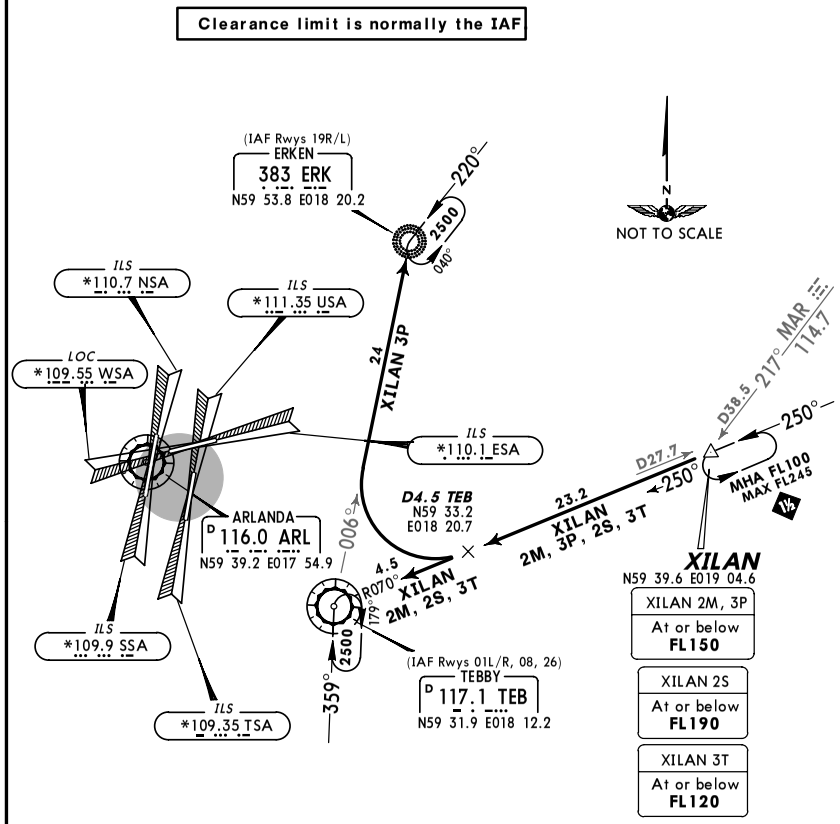
D-ATIS	Apt Elev	
119.0	137′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ **1.** STARs are also noise abatement routings. Strict adherence to assigned route is mandatory to avoid unnecessary noise disturbance. **2.** STARs to rwys 01L & 01R/19R & 19L are identical. Rwy to be used will be assigned by ATC.

XILAN TWO MIKE (XILAN 2M) *[XILA2M]*
XILAN THREE PAPA (XILAN 3P) *[XILA3P]*
XILAN TWO SIERRA (XILAN 2S) *[XILA2S]*
XILAN THREE TANGO (XILAN 3T) *[XILA3T]*
RWYS 01L/R, 19R/L, 08, 26 ARRIVALS





STAR	RWY	ROUTING
XILAN 2M	01L/R	Intercept TEB R-070 inbound to TEB for radar vectoring to final approach.
XILAN 3P	19R/L	Intercept TEB R-070 inbound to D4.5 TEB, turn RIGHT, intercept TEB R-006 to ERK for radar vectoring to final approach.
XILAN 2S	08	Intercept TEB R-070 inbound to TEB for radar vectoring to final approach.
XILAN 3T	26	

CHANGES: STAR XILAN 2P renumbered 3P.

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

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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.
"B757, B767, MD-11" in SID routing description requires aircraft to use following procedure:
1. After take-off disregard FMS.
2. At a specified DME distance turn to a specified track.
3. When established on specified track use FMS and fly direct to a specified waypoint.

FMS/RNAV EQUIPMENT FAILURE

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

APPLIED PRACTICE FOR LOW-SPEED AIRCRAFT

Prop aircraft with a MTOW more than 9t which fulfil ICAO Annex 16, chapter 3 or 5 and prop aircraft with a MTOW less than 9t will during daytime 0600-2100 (0500-2000) be cleared to follow low speed departure routes (climb-out on a heading to an altitude) instead of SIDs. Low speed departure routes will be assigned by ATC.

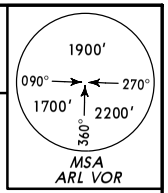
Note: Some high speed prop aircraft will be cleared to follow SIDs (e.g. SAAB 2000, Dash 8 Q400). Some noisy prop aircraft will be cleared to follow SIDs due to environmental restrictions (e.g. Lockheed C-130 Hercules, Hawker Siddley HS 748).

REPORTING

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

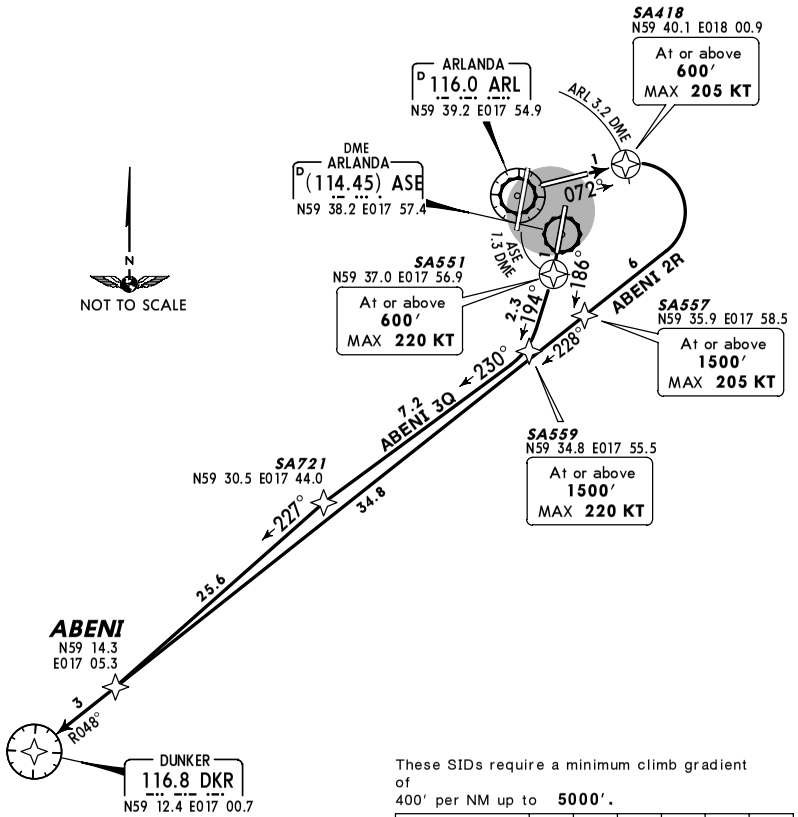
Airspace team
LFV-ASD/NAL
Fax: +46-(0)11-19 22 46
E-mail: maria.ullvetter@lfv.se

STOCKHOLM Control	Apt Elev	
124.1	137′	Trans level: By ATC Trans alt: 5000′ **1.** Contact STOCKHOLM Control when instructed by Tower. **2.** SIDs are noise abatement procedures.



ABENI 3Q *[ABEN3Q]*
ABENI 2R *[ABEN2R]*
RWYS 19L, 08 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



These SIDs require a minimum climb gradient of 400′ per NM up to **5000′.**

Gnd speed-KT	75	100	150	200	250	300
400′ per NM	500	667	1000	1333	1667	2000

If unable to comply advise ATC.

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

SID	RWY	ROUTING
ABENI 3Q	**19L**	On 186° track to SA551 **(600′+;** K220-) - SA559 **(1500′+;** K220-) - SA721 - ABENI - DKR. **NON-FMS/RNAV:** On 186° track to ASE 3.5 DME (MAX 220 KT until ASE 3.5 DME), turn RIGHT, 230° track, expect radar vectors to DKR.
ABENI 2R	**08**	On 072° track to SA418 **(600′+;** K205-) - SA557 **(1500′+;** K205-) - ABENI - DKR. **B757, B767, MD-11:** On 072° track to ARL 3.2 DME, turn RIGHT, 228° track to SA557 (MAX 205 KT until SA557) - ABENI - DKR. **NON-FMS/RNAV:** On 072° track to ARL 3.2 DME, turn RIGHT, 228° track (MAX 205 KT until established on 228° track), expect radar vectors to DKR.

CHANGES: SIDs renumbered.

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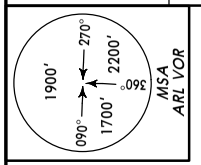
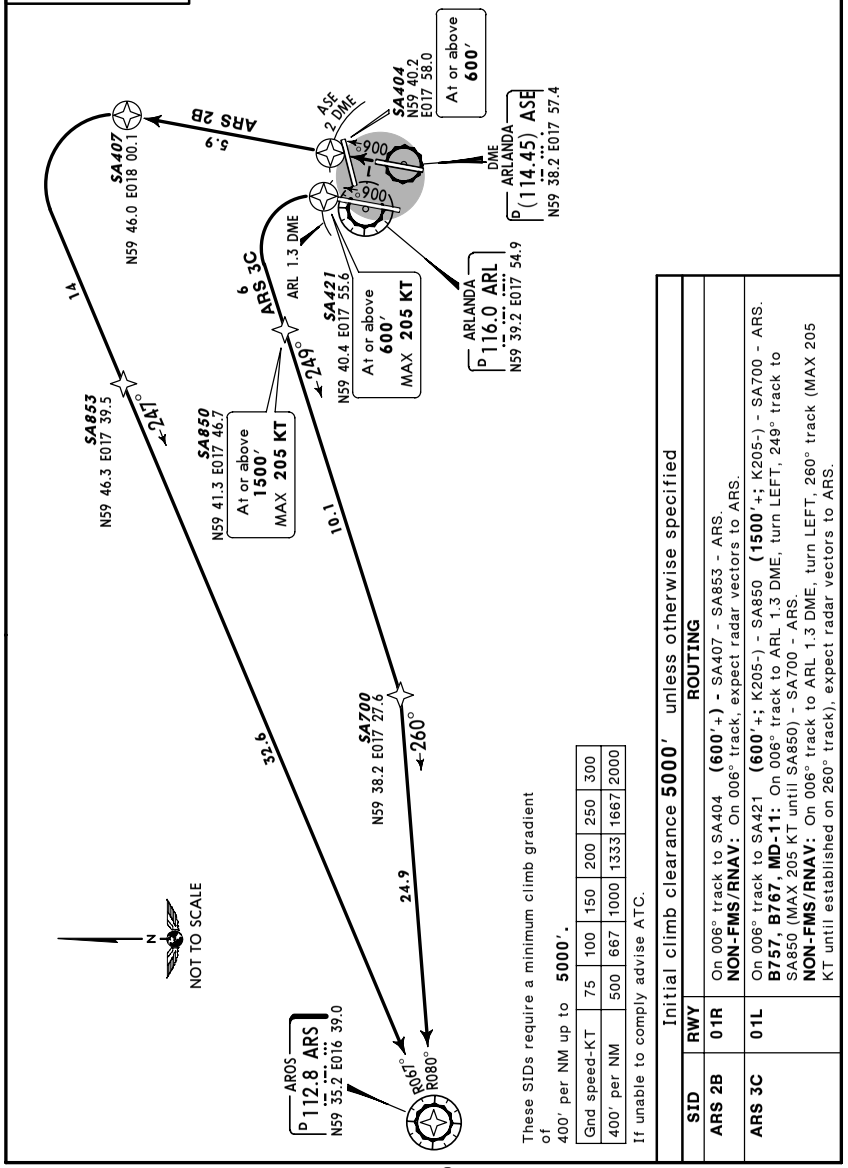
STOCKHOLM Control	Apt Elev	
124.1	137′	Trans level: By ATC Trans alt: 5000′ **1.** Contact STOCKHOLM Control when instructed by Tower. **2.** SIDs are noise abatement procedures.



AROS 2B (ARS 2B), AROS 3C (ARS 3C)
RWYS 01R/L RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



These SIDs require a minimum climb gradient of 400′ per NM up to **5000′.**

Gnd speed-KT	75	100	150	200	250	300
400′ per NM	500	667	1000	1333	1667	2000

If unable to comply advise ATC.

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

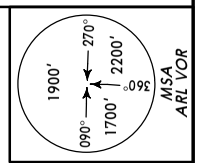
SID	RWY	ROUTING
ARS 2B	**01R**	On 006° track to SA404 **(600′+)** - SA407 - SA853 - ARS. **NON-FMS/RNAV:** On 006° track, expect radar vectors to ARS.
ARS 3C	**01L**	On 006° track to SA421 **(600′+;** K205-) - SA850 **(1500′+;** K205-) - SA700 - ARS. **B757, B767, MD-11:** On 006° track to ARL 1.3 DME, turn LEFT, 249° track to SA850 (MAX 205 KT until SA850) - SA700 - ARS. **NON-FMS/RNAV:** On 006° track to ARL 1.3 DME, turn LEFT, 260° track (MAX 205 KT until established on 260° track), expect radar vectors to ARS.

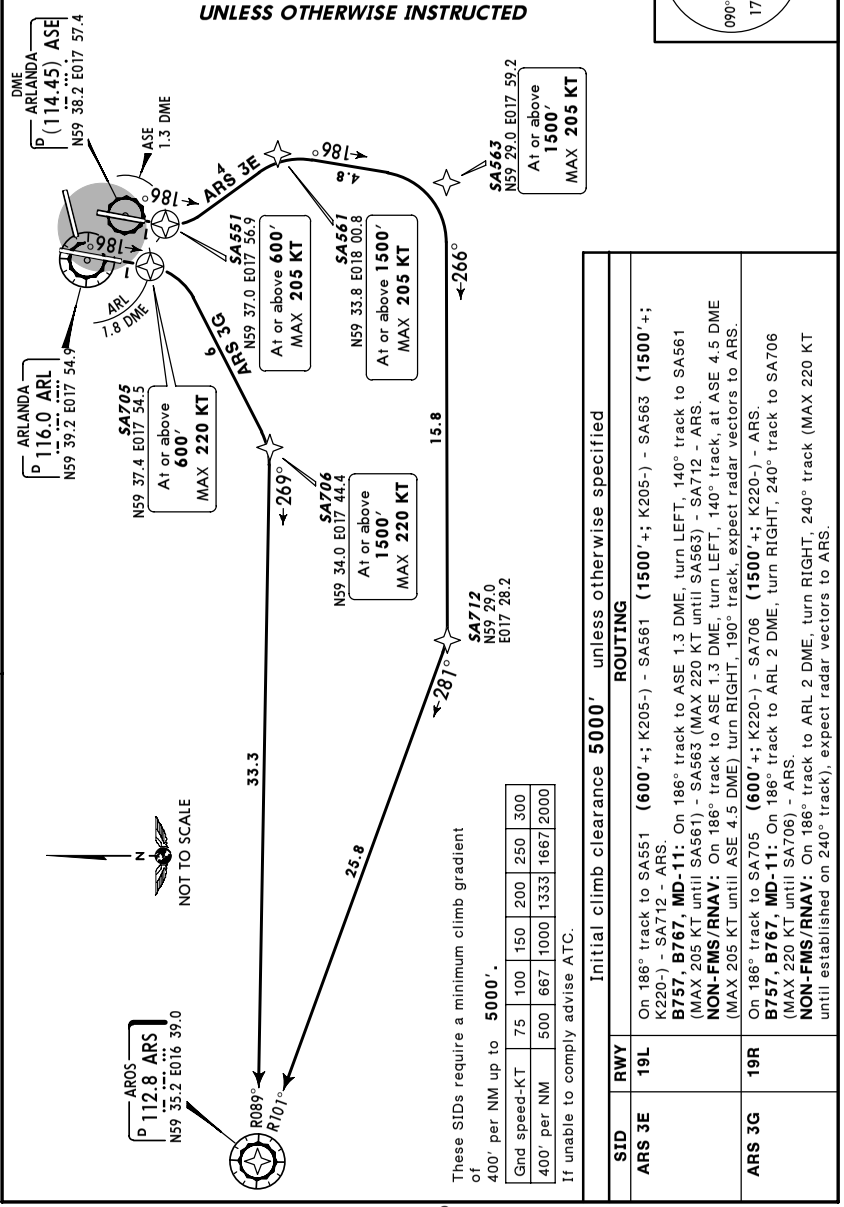
CHANGES: SIDs renumbered.

STOCKHOLM Control 124.1	Apt Elev 137′	Trans level: By ATC Trans alt: 5000′ **1.** Contact STOCKHOLM Control when instructed by Tower. **2.** SIDs are noise abatement procedures.

AROS 3E (ARS 3E), AROS 3G (ARS 3G)
RWYS 19L/R RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED





These SIDs require a minimum climb gradient of 400′ per NM up to **5000′**.

Gnd speed-KT	75	100	150	200	250	300
400′ per NM	500	667	1000	1333	1667	2000

If unable to comply advise ATC.

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

SID	RWY	ROUTING
ARS 3E	19L	On 186° track to SA551 **(600′+;** K205-) - SA561 **(1500′+;** K205-) - SA563 **(1500′+;** K220-) - SA712 - ARS. **B757, B767, MD-11:** On 186° track to ASE 1.3 DME, turn LEFT, 140° track to SA561 (MAX 205 KT until SA561) - SA563 (MAX 220 KT until SA563) - SA712 - ARS. **NON-FMS/RNAV:** On 186° track to ASE 1.3 DME, turn LEFT, 140° track, at ASE 4.5 DME (MAX 205 KT until ASE 4.5 DME) turn RIGHT, 190° track, expect radar vectors to ARS.
ARS 3G	19R	On 186° track to SA705 **(600′+;** K220-) - SA706 **(1500′+;** K220-) - ARS. **B757, B767, MD-11:** On 186° track to ARL 2 DME, turn RIGHT, 240° track to SA706 (MAX 220 KT until SA706) - ARS. **NON-FMS/RNAV:** On 186° track to ARL 2 DME, turn RIGHT, 240° track (MAX 220 KT until established on 240° track), expect radar vectors to ARS.

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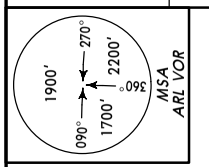
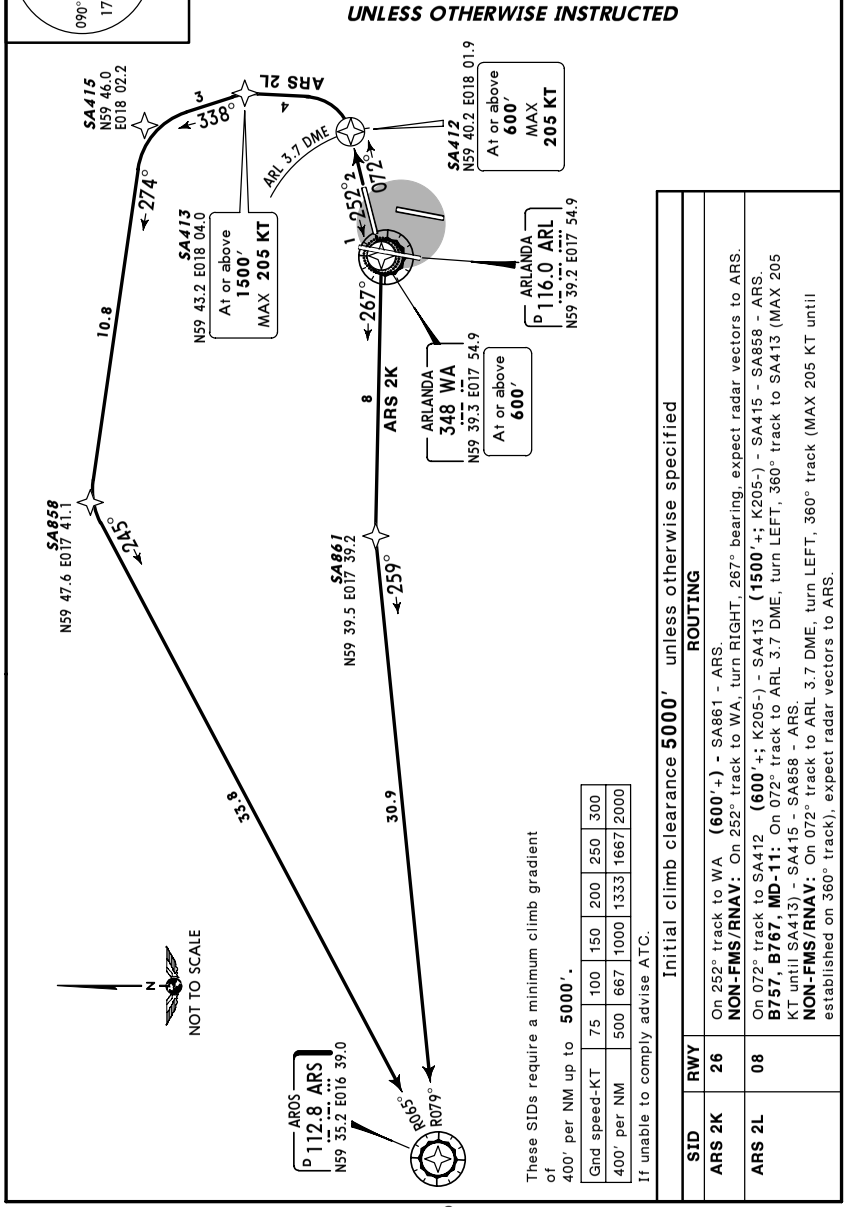
STOCKHOLM Control 124.1	Apt Elev 137′	Trans level: By ATC Trans alt: 5000′ **1.** Contact STOCKHOLM Control when instructed by Tower. **2.** SIDs are noise abatement procedures.

AROS 2K (ARS 2K), AROS 2L (ARS 2L)
RWYS 26, 08 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED





These SIDs require a minimum climb gradient of 400′ per NM up to **5000′**.

Gnd speed-KT	75	100	150	200	250	300
400′ per NM	500	667	1000	1333	1667	2000

If unable to comply advise ATC.

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

SID	RWY	ROUTING
ARS 2K	26	On 252° track to WA **(600′+)** - SA861 - ARS. **NON-FMS/RNAV:** On 252° track to WA, turn RIGHT 267° bearing, expect radar vectors to ARS.
ARS 2L	08	On 072° track to SA412 **(600′+;** K205-) - SA413 **(1500′+;** K205-) - SA415 - SA858 - ARS. **B757, B767, MD-11:** On 072° track to ARL 3.7 DME, turn LEFT, 360° track to SA413 (MAX 205 KT until SA413) - SA415 - SA858 - ARS. **NON-FMS/RNAV:** On 072° track to ARL 3.7 DME, turn LEFT, 360° track (MAX 205 KT until established on 360° track), expect radar vectors to ARS.

STOCKHOLM Control 126.65

Apt Elev 137'

Trans level: By ATC Trans alt: 5000'
1. Contact STOCKHOLM Control when instructed by Tower.
2. SIDs are noise abatement procedures.

BABAP 2B [BABA2B]
BABAP 3C [BABA3C]
RWYS 01R/L RNAV DEPARTURES
SPEED MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

These SIDs require a minimum climb gradient of 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

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

SID	RWY	ROUTING
BABAP 2B	**01R**	On 006° track to SA404 **(600'+;** K205-) - SA405 **(1500'+;** K205-) - SA406 - BABAP. **B757, B767, MD-11:** On 006° track to ASE 2 DME, turn RIGHT, 077° track to SA405 (MAX 205 KT until SA405) - SA406 - BABAP. **NON-FMS/RNAV:** On 006° track to ASE 2 DME, turn RIGHT to NTL (MAX 205 KT until established inbound NTL), expect radar vectors to BABAP.
BABAP 3C ❶	**01L**	On 006° track to SA421 **(600'+;** K205-) - SA401 **(2500'+;** K205-) - SA402 - SA422 - BABAP. **NON-FMS/RNAV:** On 006° track to ARL 4 DME or **2500',** whichever is later (MAX 205 KT before turn), turn RIGHT to NTL, expect radar vectors to BABAP.

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

STOCKHOLM Control 126.65

Apt Elev 137'

Trans level: By ATC Trans alt: 5000'
1. Contact STOCKHOLM Control when instructed by Tower.
2. SIDs are noise abatement procedures.

BABAP 2E [BABA2E]
BABAP 2G [BABA2G]
RWYS 19L/R RNAV DEPARTURES
SPEED MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

These SIDs require a minimum climb gradient of 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

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

SID	RWY	ROUTING
BABAP 2E	**19L**	On 186° track to SA551 **(600'+;** K205-) - SA552 **(1500'+;** K205-) - SA411 - BABAP. **B757, B767, MD-11:** On 186° track to ASE 1.3 DME, turn LEFT, 065° track to SA552 (MAX 205 KT until SA552) - SA411 - BABAP. **NON-FMS/RNAV:** On 186° track to ASE 1.3 DME, turn LEFT, 065° track (MAX 205 KT until established on 065° track), expect radar vectors to BABAP.
BABAP 2G	**19R**	On 186° track to SA705 **(600'+;** K205-) - SA550 **(1500'+;** K205-) - SA410 - BABAP. **B757, B767, MD-11:** On 186° track to ARL 2 DME, turn LEFT, 066° track to SA550 (MAX 205 KT until SA550) - SA410 - BABAP. **NON-FMS/RNAV:** On 186° track to ARL 2 DME, turn LEFT, 066° track (MAX 205 KT until established on 066° track), expect radar vectors to BABAP.

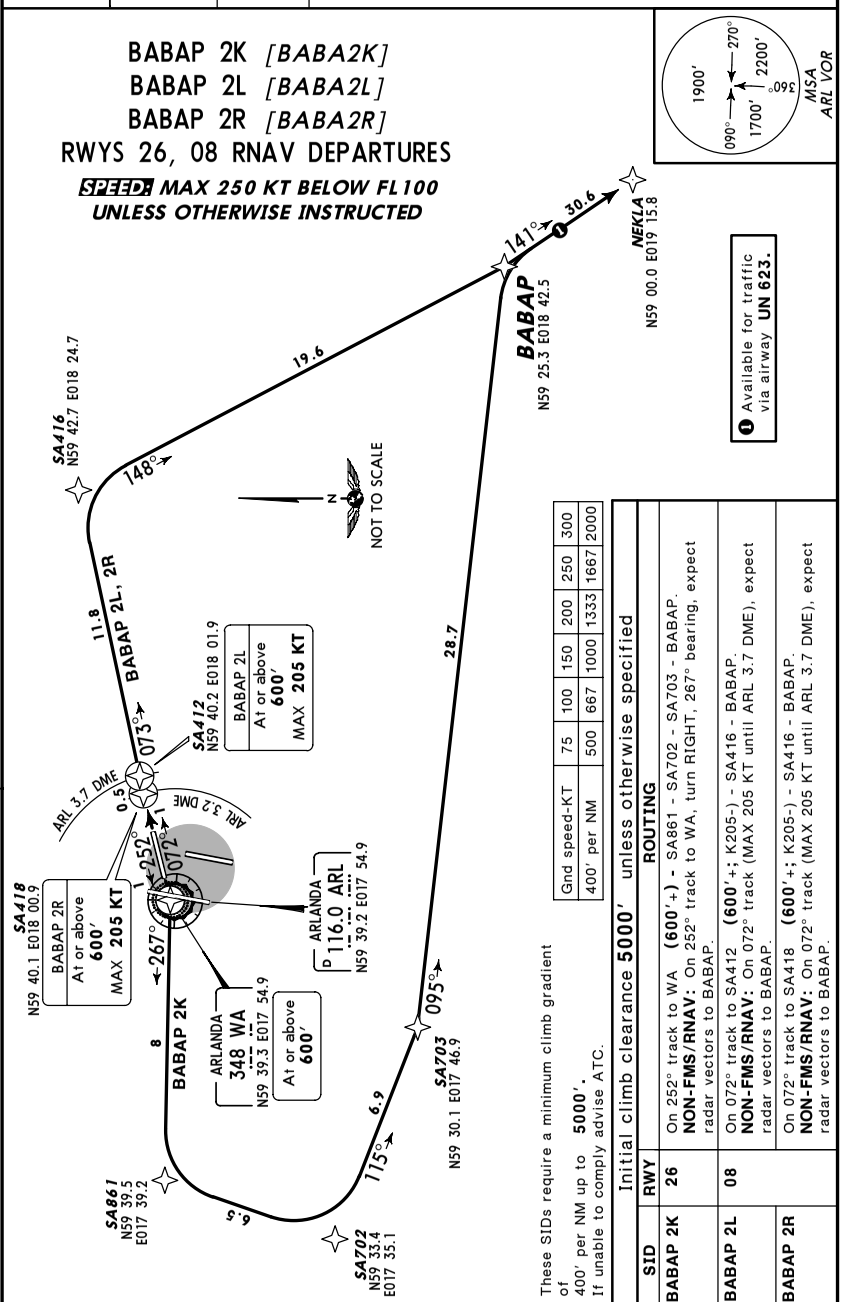
ESSA/ARN ARLANDA — RNAV (DME/DME) — STOCKHOLM, SWEDEN

JEPPESEN — 27 MAY 05 — 10-3H — Eff 9 Jun — RNAV SID

STOCKHOLM Control		Apt Elev	Trans level: By ATC Trans alt: 5000′
BABAP 2K	BABAP 2L, 2R	137′	**1.** Contact STOCKHOLM Control when instructed by Tower.
124.1	126.65		**2.** SIDs are noise abatement procedures.

BABAP 2K *[BABA2K]*
BABAP 2L *[BABA2L]*
BABAP 2R *[BABA2R]*
RWYS 26, 08 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



Gnd speed-KT	75	100	150	200	250	300
400′ per NM	500	667	1000	1333	1667	2000

These SIDs require a minimum climb gradient of 400′ per NM up to **5000′**.
If unable to comply advise ATC.

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

SID	RWY	ROUTING
BABAP 2K	26	On 252° track to WA **(600′+)** - SA861 - SA702 - SA703 - BABAP. **NON-FMS/RNAV:** On 252° track to WA, turn RIGHT, 267° bearing, expect radar vectors to BABAP.
BABAP 2L	08	On 072° track to SA412 **(600′+**; K205-) - SA416 - BABAP. **NON-FMS/RNAV:** On 072° track (MAX 205 KT until ARL 3.7 DME), expect radar vectors to BABAP.
BABAP 2R		On 072° track to SA418 **(600′+**; K205-) - SA416 - BABAP. **NON-FMS/RNAV:** On 072° track (MAX 205 KT until ARL 3.7 DME), expect radar vectors to BABAP.

CHANGES: SIDs renumbered.

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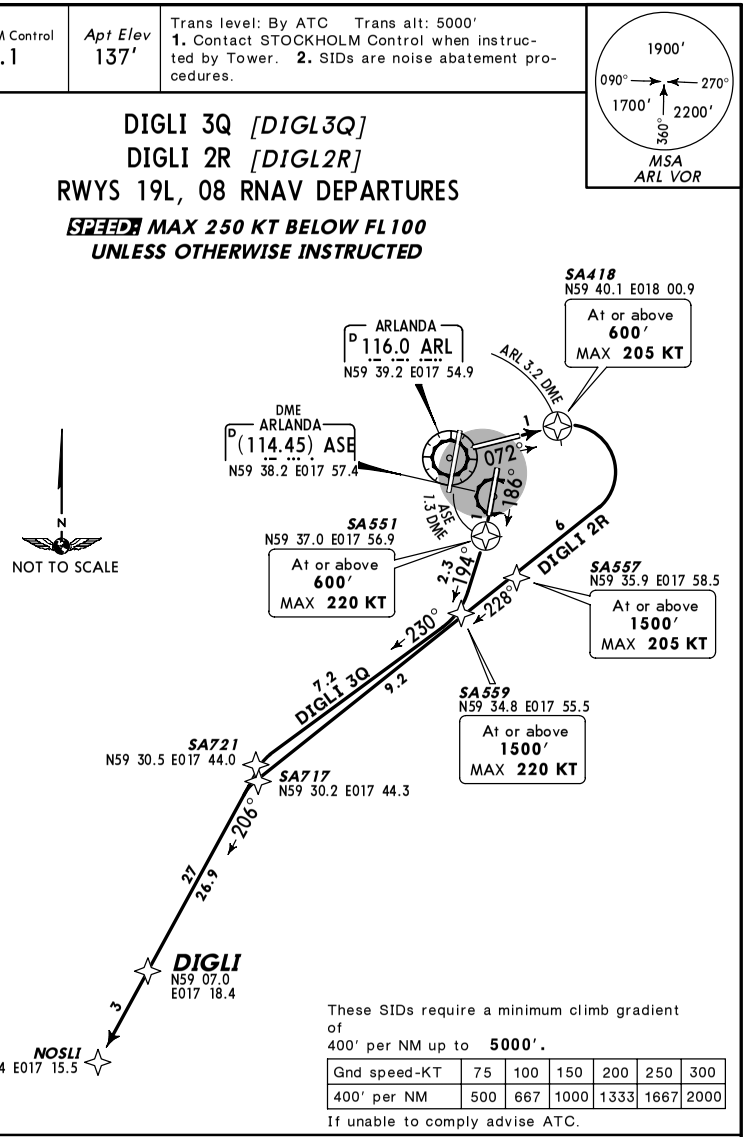
ESSA/ARN ARLANDA — RNAV (DME/DME) — STOCKHOLM, SWEDEN

JEPPESEN — 27 MAY 05 — 10-3J — Eff 9 Jun — RNAV SID

STOCKHOLM Control	Apt Elev	Trans level: By ATC Trans alt: 5000′
124.1	137′	**1.** Contact STOCKHOLM Control when instructed by Tower. **2.** SIDs are noise abatement procedures.

DIGLI 3Q *[DIGL3Q]*
DIGLI 2R *[DIGL2R]*
RWYS 19L, 08 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



These SIDs require a minimum climb gradient of 400′ per NM up to **5000′**.

Gnd speed-KT	75	100	150	200	250	300
400′ per NM	500	667	1000	1333	1667	2000

If unable to comply advise ATC.

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

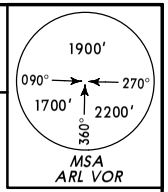
SID	RWY	ROUTING
DIGLI 3Q	19L	On 186° track to SA551 **(600′+**; K220-) - SA559 **(1500′+**; K220-) - SA721 - DIGLI - NOSLI. **NON-FMS/RNAV:** On 186° track to ASE 3.5 DME (MAX 220 KT until ASE 3.5 DME), turn RIGHT, 230° track, expect radar vectors to NOSLI.
DIGLI 2R	08	On 072° track to SA418 **(600′+**; K205-) - SA557 **(1500′+**; K205-) - SA717 - DIGLI - NOSLI. **B757, B767, MD-11:** On 072° track to ARL 3.2 DME, turn RIGHT, 228° track to SA557 (MAX 205 KT until SA557) - SA717 - DIGLI - NOSLI. **NON-FMS/RNAV:** On 072° track to ARL 3.2 DME, turn RIGHT, 228° track (MAX 205 KT until established on 228° track), expect radar vectors to NOSLI.

CHANGES: SIDs renumbered.

ESSA/ARN ARLANDA — RNAV (DME/DME) — JEPPESEN — STOCKHOLM, SWEDEN

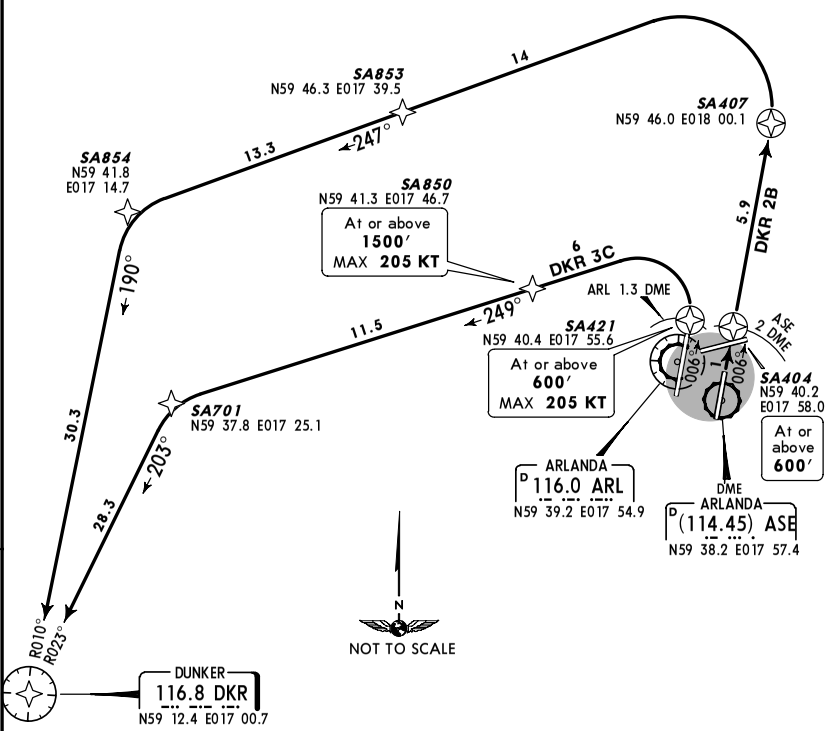
27 MAY 05 (10-3K) Eff 9 Jun — RNAV SID

STOCKHOLM Control	Apt Elev	
124.1	137′	Trans level: By ATC Trans alt: 5000′ **1.** Contact STOCKHOLM Control when instructed by Tower. **2.** SIDs are noise abatement procedures.



DUNKER 2B (DKR 2B), DUNKER 3C (DKR 3C)
RWYS 01R/L RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



These SIDs require a minimum climb gradient of 400′ per NM up to **5000′.**

Gnd speed-KT	75	100	150	200	250	300
400′ per NM	500	667	1000	1333	1667	2000

If unable to comply advise ATC.

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

SID	RWY	ROUTING
DKR 2B	01R	On 006° track to SA404 **(600′+)** - SA407 - SA853 - SA854 - DKR. **NON-FMS/RNAV:** On 006° track, expect radar vectors to DKR.
DKR 3C	01L	On 006° track to SA421 **(600′+;** K205-) - SA850 **(1500′+;** K205-) - SA701 - DKR. **B757, B767, MD-11:** On 006° track to ARL 1.3 DME, turn LEFT, 249° track to SA850 (MAX 205 KT until SA850) - SA701 - DKR. **NON-FMS/RNAV:** On 006° track to ARL 1.3 DME, turn LEFT, 260° track (MAX 205 KT until established on 260° track), expect radar vectors to DKR.

CHANGES: SIDs renumbered.

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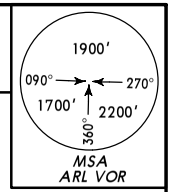
ESSA/ARN ARLANDA — RNAV (DME/DME) — JEPPESEN — STOCKHOLM, SWEDEN

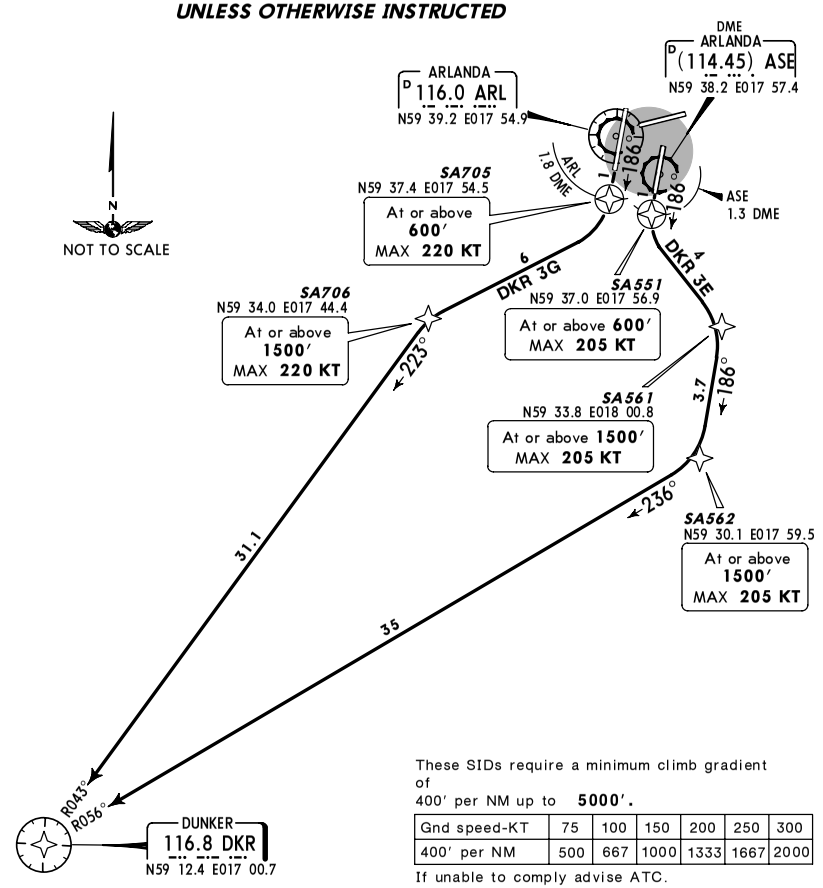
27 MAY 05 (10-3L) Eff 9 Jun — RNAV SID

STOCKHOLM Control	Apt Elev	
124.1	137′	Trans level: By ATC Trans alt: 5000′ **1.** Contact STOCKHOLM Control when instructed by Tower. **2.** SIDs are noise abatement procedures.



DUNKER 3E (DKR 3E), DUNKER 3G (DKR 3G)
RWYS 19L/R RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



These SIDs require a minimum climb gradient of 400′ per NM up to **5000′.**

Gnd speed-KT	75	100	150	200	250	300
400′ per NM	500	667	1000	1333	1667	2000

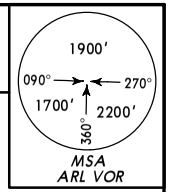
If unable to comply advise ATC.

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

SID	RWY	ROUTING
DKR 3E	19L	On 186° track to SA551 **(600′+;** K205-) - SA561 **(1500′+;** K205-) - SA562 **(1500′+;** K220-) - DKR. **B757, B767, MD-11:** On 186° track to ASE 1.3 DME, turn LEFT, 140° track to SA561 (MAX 205 KT until SA561) - SA562 (MAX 220 KT until SA562) - DKR. **NON-FMS/RNAV:** On 186° track to ASE 1.3 DME, turn LEFT, 140° track, at ASE 4.5 DME (MAX 205 KT until ASE 4.5 DME) turn RIGHT, 190° track, expect radar vectors to DKR.
DKR 3G	19R	On 186° track to SA705 **(600′+;** K220-) - SA706 **(1500′+;** K220-) - DKR. **B757, B767, MD-11:** On 186° track to ARL 2 DME, turn RIGHT, 240° track to SA706 (MAX 220 KT until SA706) - DKR. **NON-FMS/RNAV:** On 186° track to ARL 2 DME, turn RIGHT, 240° track (MAX 220 KT until established on 240° track), expect radar vectors to DKR.

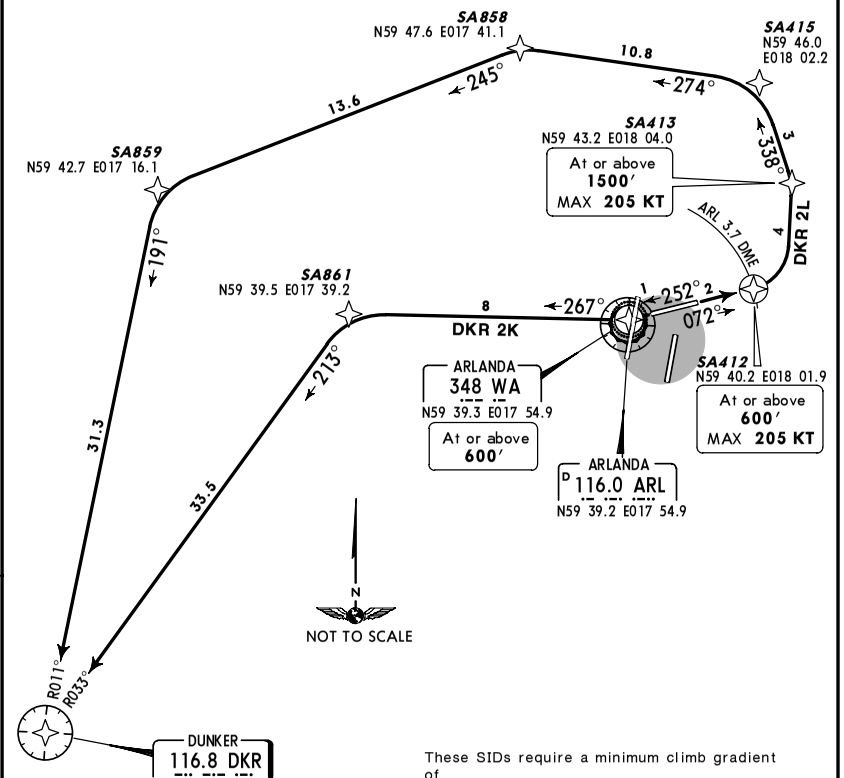
CHANGES: SIDs renumbered & revised.

STOCKHOLM Control	Apt Elev	
124.1	137′	Trans level: By ATC Trans alt: 5000′ **1.** Contact STOCKHOLM Control when instructed by Tower. **2.** SIDs are noise abatement procedures.



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

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



These SIDs require a minimum climb gradient of 400′ per NM up to **5000′.**

Gnd speed-KT	75	100	150	200	250	300
400′ per NM	500	667	1000	1333	1667	2000

If unable to comply advise ATC.

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

SID	RWY	ROUTING
DKR 2K	**26**	On 252° track to WA **(600′+) -** SA861 - DKR. **NON-FMS/RNAV:** On 252° track to WA, turn RIGHT, 267° bearing, expect radar vectors to DKR.
DKR 2L	**08**	On 072° track to SA412 **(600′+;** K205-) - SA413 **(1500′+;** K205-) - SA415 - SA858 - SA859 - DKR. **B757, B767, MD-11:** On 072° track to ARL 3.7 DME, turn LEFT, 360° track to SA413 (MAX 205 KT until SA413) - SA415 - SA858 - SA859 - DKR. **NON-FMS/RNAV:** On 072° track to ARL 3.7 DME, turn LEFT, 360° track (MAX 205 KT until established on 360° track), expect radar vectors to DKR.

CHANGES: SIDs renumbered.

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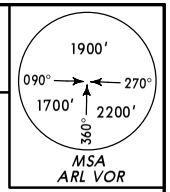
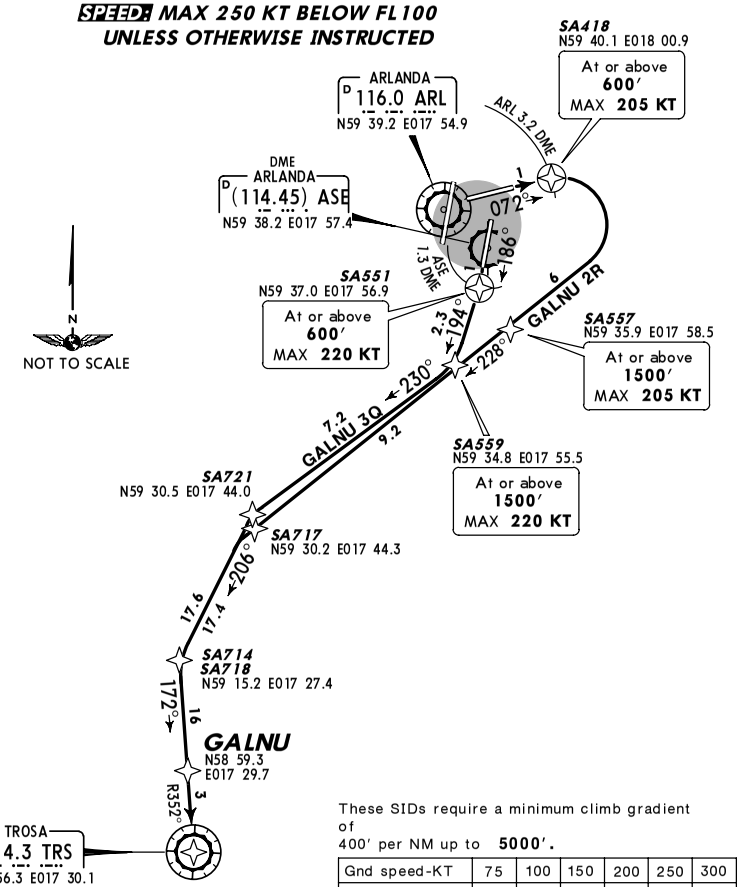
STOCKHOLM Control	Apt Elev	
124.1	137′	Trans level: By ATC Trans alt: 5000′ **1.** Contact STOCKHOLM Control when instructed by Tower. **2.** SIDs are noise abatement procedures.



GALNU 3Q *[GALN3Q]*
GALNU 2R *[GALN2R]*
RWYS 19L, 08 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



These SIDs require a minimum climb gradient of 400′ per NM up to **5000′.**

Gnd speed-KT	75	100	150	200	250	300
400′ per NM	500	667	1000	1333	1667	2000

If unable to comply advise ATC.

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

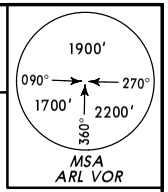
SID	RWY	ROUTING
GALNU 3Q	**19L**	On 186° track to SA551 **(600′+;** K220-) - SA559 **(1500′+;** K220-) - SA721 - SA714 - GALNU - TRS. **NON-FMS/RNAV:** On 186° track to ASE 3.5 DME (MAX 220 KT until ASE 3.5 DME), turn RIGHT, 230° track, expect radar vectors to TRS.
GALNU 2R	**08**	On 072° track to SA418 **(600′+;** K205-) - SA557 **(1500′+;** K205-) - SA717 - SA718 - GALNU - TRS. **B757, B767, MD-11:** On 072° track to ARL 3.2 DME, turn RIGHT, 228° track to SA557 (MAX 205 KT until SA557) - SA717 - SA718 - GALNU - TRS. **NON-FMS/RNAV:** On 072° track to ARL 3.2 DME, turn RIGHT, 228° track (MAX 205 KT until established on 228° track), expect radar vectors to TRS.

CHANGES: SIDs renumbered.

ESSA/ARN ARLANDA — RNAV (DME/DME) — STOCKHOLM, SWEDEN

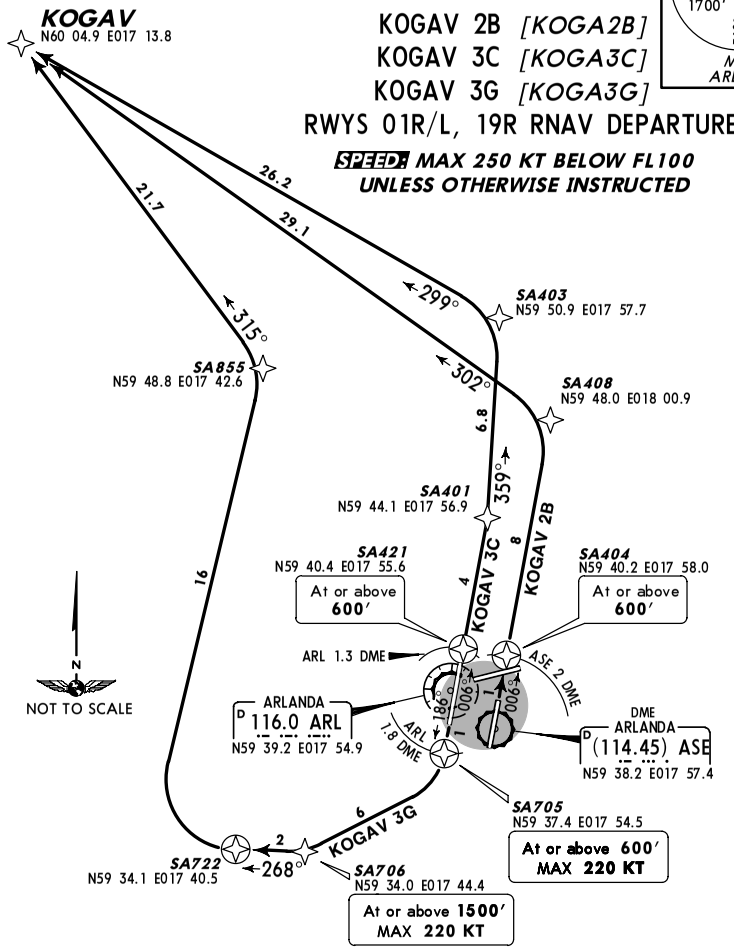
JEPPESEN — 27 MAY 05 — 10-3P — Eff 9 Jun — RNAV SID

STOCKHOLM Control	Apt Elev	
124.1	137′	Trans level: By ATC Trans alt: 5000′ **1.** Contact STOCKHOLM Control when instructed by Tower. **2.** SIDs are noise abatement procedures.



KOGAV 2B [KOGA2B]
KOGAV 3C [KOGA3C]
KOGAV 3G [KOGA3G]
RWYS 01R/L, 19R RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



These SIDs require a minimum climb gradient of 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

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

SID	RWY	ROUTING
KOGAV 2B	**01R**	On 006° track to SA404 **(600′+)** - SA408 - KOGAV. **NON-FMS/RNAV:** On 006° track, expect radar vectors to KOGAV.
KOGAV 3C	**01L**	On 006° track to SA421 **(600′+)** - SA401 - SA403 - KOGAV. **NON-FMS/RNAV:** On 006° track, expect radar vectors to KOGAV.
KOGAV 3G	**19R**	On 186° track to SA705 **(600′+;** K220-) - SA706 **(1500′+;** K220-) - SA722 - SA855 - KOGAV. **B757, B767, MD-11:** On 186° track to ARL 2 DME, turn RIGHT, 240° track to SA706 (MAX 220 KT until SA706) - SA722 - SA855 - KOGAV. **NON-FMS/RNAV:** On 186° track to ARL 2 DME, turn RIGHT, 240° track (MAX 220 KT until established on 240° track), expect radar vectors to KOGAV.

CHANGES: SIDs renumbered.

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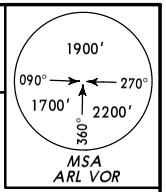
ESSA/ARN ARLANDA — RNAV (DME/DME) — STOCKHOLM, SWEDEN

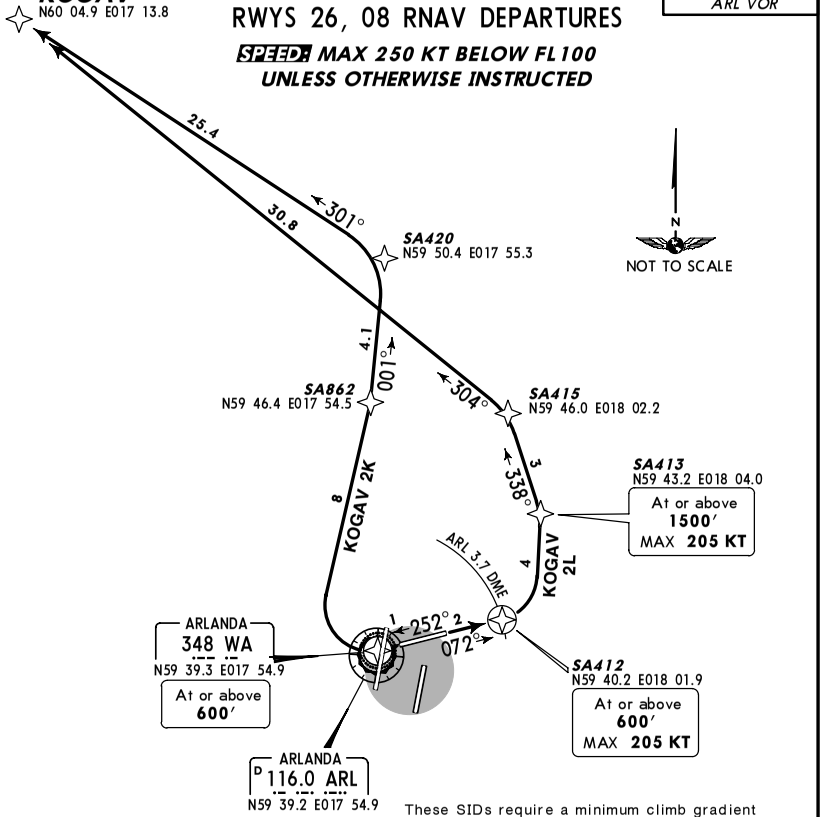
JEPPESEN — 27 MAY 05 — 10-3Q — Eff 9 Jun — RNAV SID

STOCKHOLM Control	Apt Elev	
124.1	137′	Trans level: By ATC Trans alt: 5000′ **1.** Contact STOCKHOLM Control when instructed by Tower. **2.** SIDs are noise abatement procedures.



KOGAV 2K [KOGA2K]
KOGAV 2L [KOGA2L]
RWYS 26, 08 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



These SIDs require a minimum climb gradient of 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

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

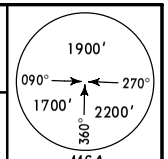
SID	RWY	ROUTING
KOGAV 2K	**26**	On 252° track to WA **(600′+)** - SA862 - SA420 - KOGAV. **B757, B767, MD-11:** On 252° track to WA, turn RIGHT, 009° track to SA862 - SA420 - KOGAV. **NON-FMS/RNAV:** On 252° track to WA, turn RIGHT, 009° track, expect radar vectors to KOGAV.
KOGAV 2L	**08**	On 072° track to SA412 **(600′+;** K205-) - SA413 **(1500′+;** K205-) - SA415 - KOGAV. **B757, B767, MD-11:** On 072° track to ARL 3.7 DME, turn LEFT, 360° track to SA413 (MAX 205 KT until SA413) - SA415 - KOGAV. **NON-FMS/RNAV:** On 072° track to ARL 3.7 DME, turn LEFT, 360° track (MAX 205 KT until established on 360° track), expect radar vectors to KOGAV.

CHANGES: SIDs renumbered.

ESSA/ARN ARLANDA — RNAV (DME/DME) — JEPPESEN — STOCKHOLM, SWEDEN

27 MAY 05 (10-3S) Eff 9 Jun — RNAV SID

STOCKHOLM Control	Apt Elev	
124.1	137′	Trans level: By ATC Trans alt: 5000′ **1.** Contact STOCKHOLM Control when instructed by Tower. **2.** SIDs are noise abatement procedures.



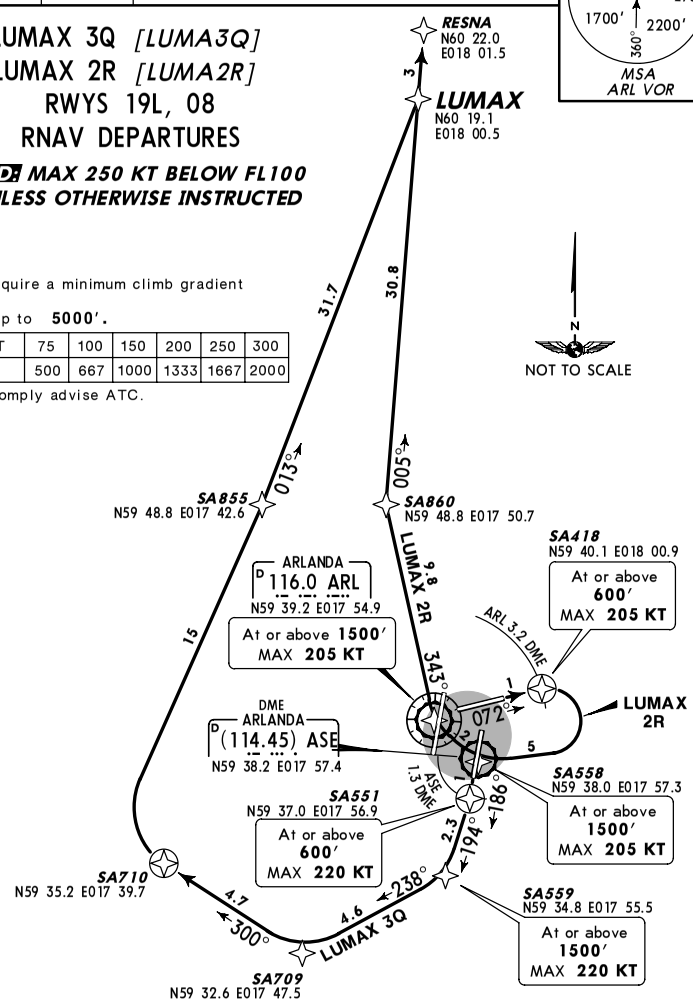
LUMAX 3Q *[LUMA3Q]*
LUMAX 2R *[LUMA2R]*
RWYS 19L, 08
RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

These SIDs require a minimum climb gradient of 400′ per NM up to **5000′.**

Gnd speed-KT	75	100	150	200	250	300
400′ per NM	500	667	1000	1333	1667	2000

If unable to comply advise ATC.



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

SID	RWY	ROUTING
LUMAX 3Q	**19L**	On 186° track to SA551 **(600′+;** K220-) - SA559 **(1500′+;** K220-) - SA709 - SA710 - SA855 - LUMAX - RESNA. **NON-FMS/RNAV:** On 186° track to ASE 3.5 DME (MAX 220 KT until ASE 3.5 DME), turn RIGHT, 240° track, expect radar vectors to RESNA.
LUMAX 2R	**08**	On 072° track to SA418 **(600′+;** K205-) - SA558 **(1500′+;** K205-) - ARL **(1500′+;** K205-) - SA860 - LUMAX - RESNA. **B757, B767, MD-11:** On 072° track to ARL 3.2 DME, turn RIGHT, 260° track, intercept ARL R-129 inbound to ARL (MAX 205 KT until ARL) - SA860 - LUMAX - RESNA. **NON-FMS/RNAV:** On 072° track to ARL 3.2 DME, turn RIGHT, 260° track, intercept ARL R-129 inbound to ARL (MAX 205 KT until ARL), turn RIGHT, 340° track, expect radar vectors to RESNA.

CHANGES: SIDs renumbered.

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ESSA/ARN ARLANDA — RNAV (DME/DME) — JEPPESEN — STOCKHOLM, SWEDEN

27 MAY 05 (10-3T) Eff 9 Jun — RNAV SID

STOCKHOLM Control		Apt Elev	
MENGA 1C	NTL 2B, 3C		Trans level: By ATC Trans alt: 5000′ **1.** Contact STOCKHOLM Control when instructed by Tower. **2.** SIDs are noise abatement procedures.
124.1	126.65	137′	

MENGA 1C *[MENG1C]*
NORTEL 2B (NTL 2B), NORTEL 3C (NTL 3C)
RWYS 01L/R RNAV DEPARTURES

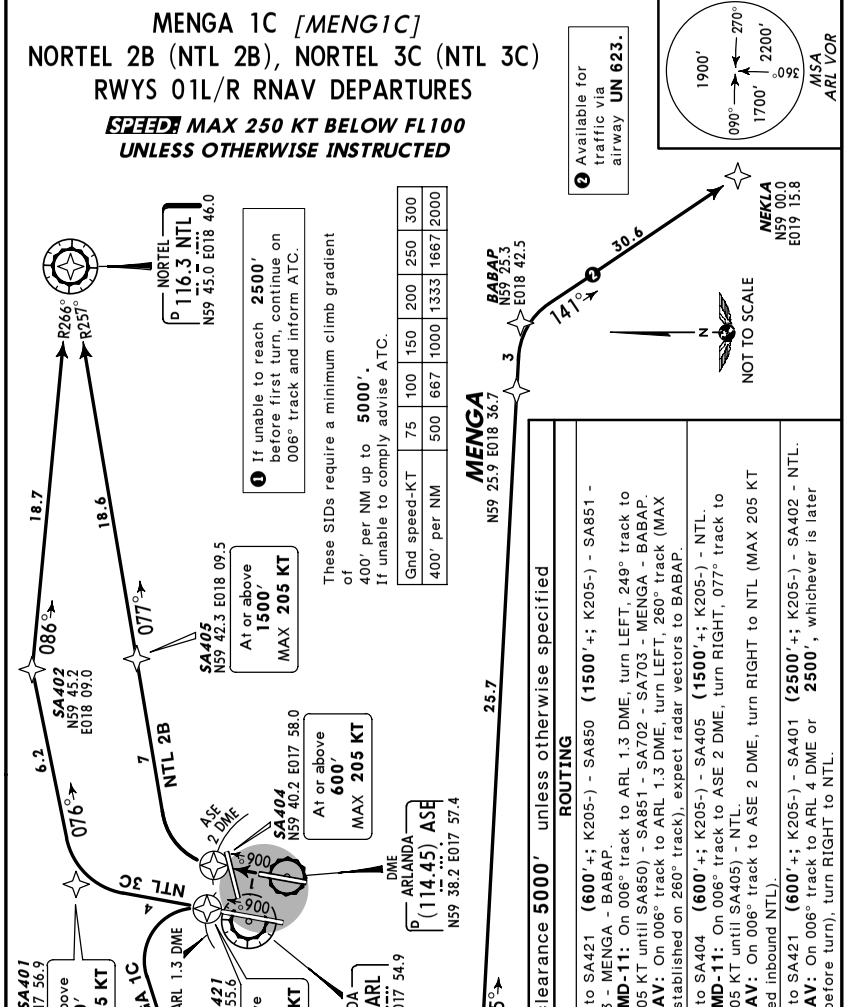
SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

❷ Available for traffic via airway **UN 623.**

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

These SIDs require a minimum climb gradient of 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

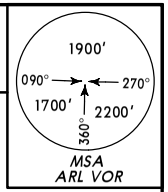


Initial climb clearance **5000′** unless otherwise specified

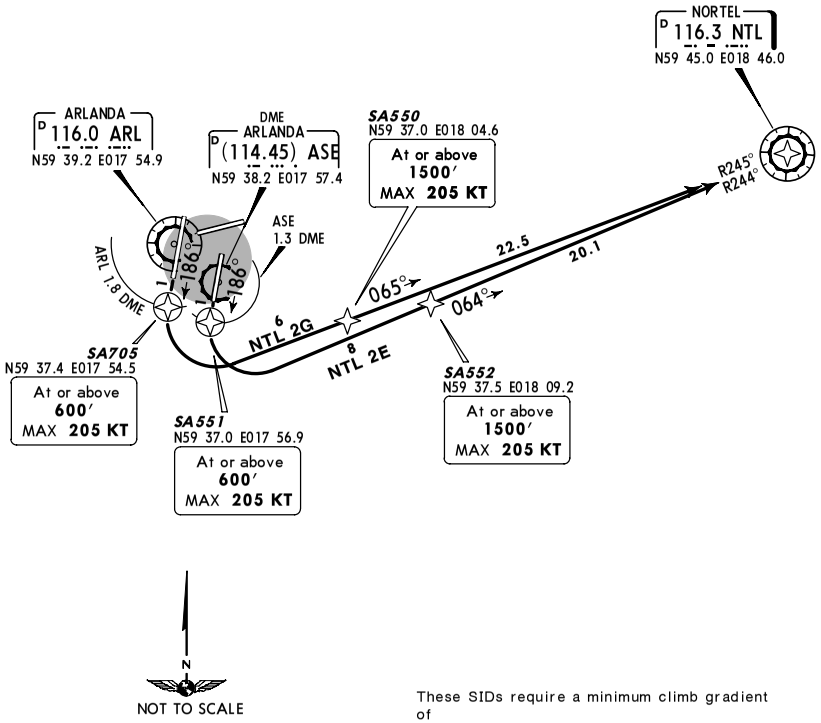
SID	RWY	ROUTING
MENGA 1C	**01L**	On 006° track to SA421 **(600′+;** K205-) - SA850 **(1500′+;** K205-) - SA851 - SA702 - SA703 - MENGA - BABAP. **B757, B767, MD-11:** On 006° track to ARL 1.3 DME, turn LEFT, 249° track to SA850 (MAX 205 KT until SA850) - SA851 - SA702 - SA703 - MENGA - BABAP. **NON-FMS/RNAV:** On 006° track to ARL 1.3 DME, turn LEFT, 260° track (MAX 205 KT until established on 260° track), expect radar vectors to BABAP.
NTL 2B	**01R**	On 006° track to SA404 **(600′+;** K205-) - SA405 **(1500′+;** K205-) - NTL. **B757, B767, MD-11:** On 006° track to ASE 2 DME, turn RIGHT, 077° track to SA405 (MAX 205 KT until SA405) - NTL. **NON-FMS/RNAV:** On 006° track to ASE 2 DME, turn RIGHT to NTL (MAX 205 KT until established inbound NTL).
NTL 3C ❶	**01L**	On 006° track to SA421 **(600′+;** K205-) - SA401 **(2500′+;** K205-) - SA402 - NTL. **NON-FMS/RNAV:** On 006° track to ARL 4 DME or **2500′,** whichever is later (MAX 205 KT before turn), turn RIGHT to NTL.

CHANGES: MENGA SID estbld; NTL SIDs renumbered; chart redr.

STOCKHOLM Control	Apt Elev	
126.65	137′	Trans level: By ATC Trans alt: 5000′ **1.** Contact STOCKHOLM Control when instructed by Tower. **2.** SIDs are noise abatement procedures.



NORTEL 2E (NTL 2E), NORTEL 2G (NTL 2G)
RWYS 19L/R RNAV DEPARTURES
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



These SIDs require a minimum climb gradient of
400′ per NM up to **5000′.**

Gnd speed-KT	75	100	150	200	250	300
400′ per NM	500	667	1000	1333	1667	2000

If unable to comply advise ATC.

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

SID	RWY	ROUTING
NTL 2E	**19L**	On 186° track to SA551 **(600′+;** K205-) - SA552 **(1500′+;** K205-) - NTL. **B757, B767, MD-11:** On 186° track to ASE 1.3 DME, turn LEFT, 065° track to SA552 (MAX 205 KT until SA552) - NTL. **NON-FMS/RNAV:** On 186° track to ASE 1.3 DME, turn LEFT, 065° track (MAX 205 KT until established on 065° track), expect radar vectors to NTL.
NTL 2G	**19R**	On 186° track to SA705 **(600′+;** K205-) - SA550 **(1500′+;** K205-) - NTL. **B757, B767, MD-11:** On 186° track to ARL 2 DME, turn LEFT, 066° track to SA550 (MAX 205 KT until SA550) - NTL. **NON-FMS/RNAV:** On 186° track to ARL 2 DME, turn LEFT, 066° track (MAX 205 KT until established on 066° track), expect radar vectors to NTL.

CHANGES: SIDs renumbered.

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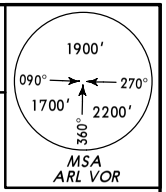
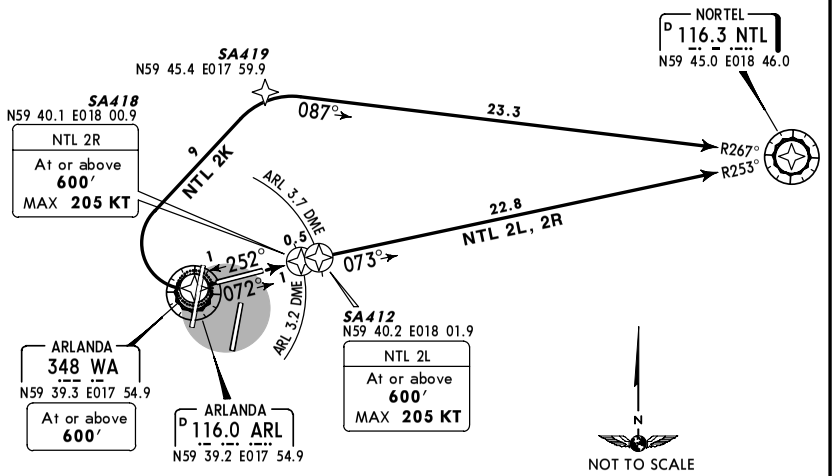
STOCKHOLM Control	Apt Elev	
126.65	137′	Trans level: By ATC Trans alt: 5000′ **1.** Contact STOCKHOLM Control when instructed by Tower. **2.** SIDs are noise abatement procedures.



NORTEL 2K (NTL 2K), NORTEL 2L (NTL 2L)
NORTEL 2R (NTL 2R)
RWYS 26, 08 RNAV DEPARTURES
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



These SIDs require a minimum climb gradient of
400′ per NM up to **5000′.**

Gnd speed-KT	75	100	150	200	250	300
400′ per NM	500	667	1000	1333	1667	2000

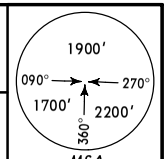
If unable to comply advise ATC.

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

SID	RWY	ROUTING
NTL 2K	**26**	On 252° track to WA **(600′+) -** SA419 - NTL. **B757, B767, MD-11:** On 252° track to WA, turn RIGHT, 039° track to SA419 - NTL. **NON-FMS/RNAV:** On 252° track to WA, turn RIGHT, 039° track, expect radar vectors to NTL.
NTL 2L	**08**	On 072° track to SA412 **(600′+;** K205-) - NTL. **NON-FMS/RNAV:** On 072° track to ARL 3.7 DME (MAX 205 KT until ARL 3.7 DME), then to NTL.
NTL 2R		On 072° track to SA418 **(600′+;** K205-) - NTL. **NON-FMS/RNAV:** On 072° track to ARL 3.7 DME (MAX 205 KT until ARL 3.7 DME), then to NTL.

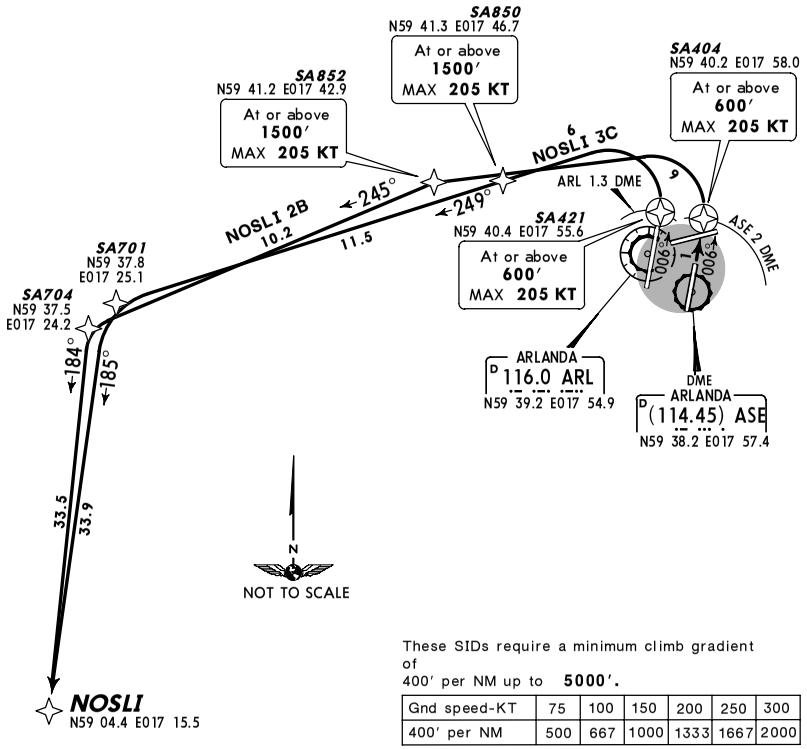
CHANGES: SIDs renumbered.

STOCKHOLM Control	Apt Elev	
124.1	137′	Trans level: By ATC Trans alt: 5000′ **1.** Contact STOCKHOLM Control when instructed by Tower. **2.** SIDs are noise abatement procedures.



NOSLI 2B [NOSL2B]
NOSLI 3C [NOSL3C]
RWYS 01R/L RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



These SIDs require a minimum climb gradient of 400′ per NM up to **5000′.**

Gnd speed-KT	75	100	150	200	250	300
400′ per NM	500	667	1000	1333	1667	2000

If unable to comply advise ATC.

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

SID	RWY	ROUTING
NOSLI 2B	**01R**	On 006° track to SA404 **(600′+;** K205-) - SA852 **(1500′+;** K205-) - SA704 - NOSLI. **B757, B767, MD-11:** On 006° track to ASE 2 DME, turn LEFT, 260° track to SA852 (MAX 205 KT until SA852) - SA704 - NOSLI. **NON-FMS/RNAV:** On 006° track to ASE 2 DME, turn LEFT, 260° track (MAX 205 KT until established on 260° track), expect radar vectors to NOSLI.
NOSLI 3C	**01L**	On 006° track to SA421 **(600′+;** K205-) - SA850 **(1500′+;** K205-) - SA701 - NOSLI. **B757, B767, MD-11:** On 006° track to ARL 1.3 DME, turn LEFT, 249° track to SA850 (MAX 205 KT until SA850) - SA701 - NOSLI. **NON-FMS/RNAV:** On 006° track to ARL 1.3 DME, turn LEFT, 260° track (MAX 205 KT until established on 260° track), expect radar vectors to NOSLI.

CHANGES: SIDs renumbered.

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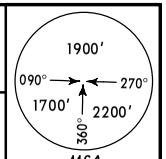
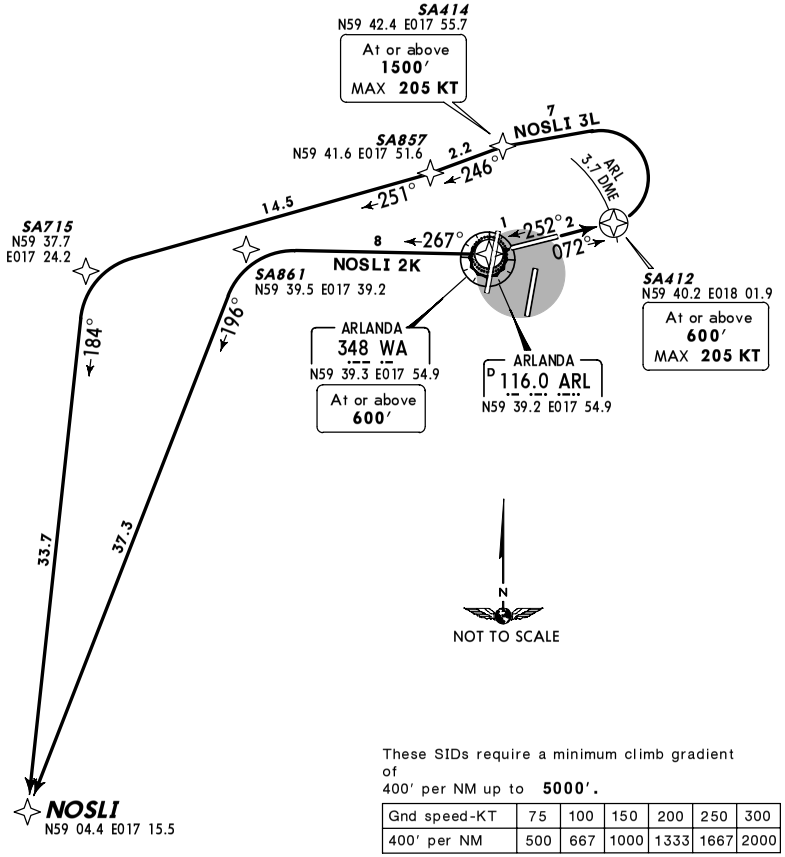
STOCKHOLM Control	Apt Elev	
124.1	137′	Trans level: By ATC Trans alt: 5000′ **1.** Contact STOCKHOLM Control when instructed by Tower. **2.** SIDs are noise abatement procedures.



NOSLI 2K [NOSL2K]
NOSLI 3L [NOSL3L]
RWYS 26, 08 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



These SIDs require a minimum climb gradient of 400′ per NM up to **5000′.**

Gnd speed-KT	75	100	150	200	250	300
400′ per NM	500	667	1000	1333	1667	2000

If unable to comply advise ATC.

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

SID	RWY	ROUTING
NOSLI 2K	**26**	On 252° track to WA **(600′+)** - SA861 - NOSLI. **NON-FMS/RNAV:** On 252° track to WA, turn RIGHT, 267° bearing, expect radar vectors to NOSLI.
NOSLI 3L	**08**	On 072° track to SA412 **(600′+;** K205-) - SA414 **(1500′+;** K205-) - SA857 - SA715 - NOSLI. **B757, B767, MD-11:** On 072° track to ARL 3.7 DME, turn LEFT, 257° track to SA414 (MAX 205 KT until SA414) - SA857 - SA715 - NOSLI. **NON-FMS/RNAV:** On 072° track to ARL 3.7 DME, turn LEFT, 360° track (MAX 205 KT until established on 360° track), expect radar vectors to NOSLI.

CHANGES: SID NOSLI 3L NON-FMS/RNAV text revised.

ESSA/ARN ARLANDA

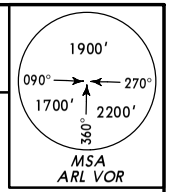
RNAV (DME/DME)

JEPPESEN 1 JUL 05 (10-3X2)

STOCKHOLM, SWEDEN

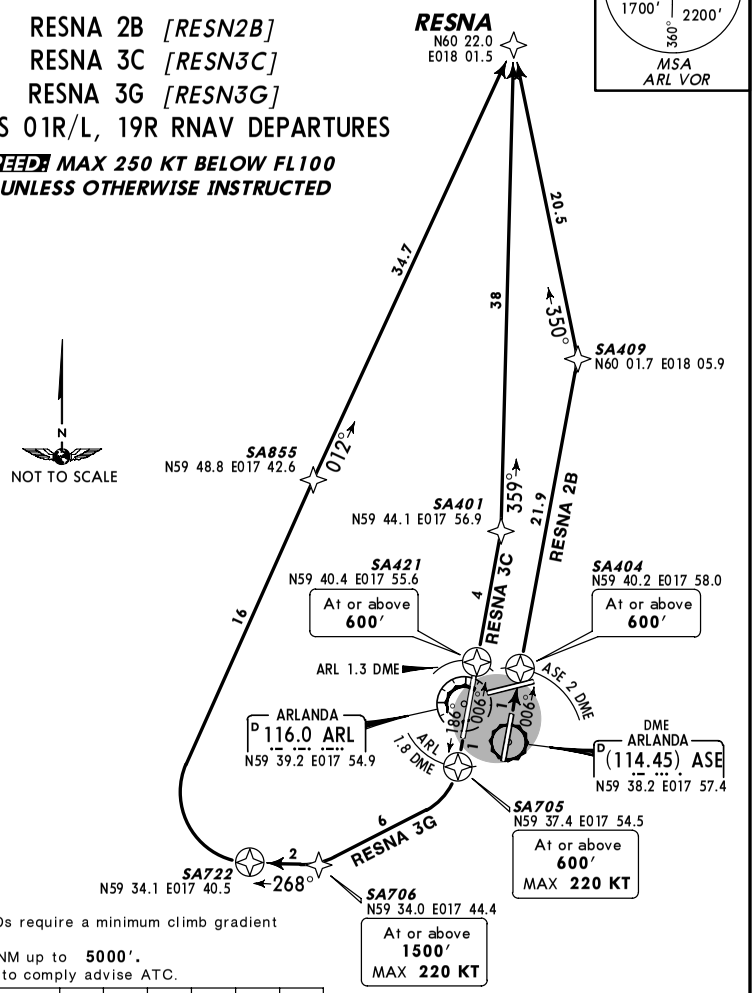
RNAV SID

STOCKHOLM Control	Apt Elev	
124.1	137′	Trans level: By ATC Trans alt: 5000′ **1.** Contact STOCKHOLM Control when instructed by Tower. **2.** SIDs are noise abatement procedures.



RESNA 2B [RESN2B]
RESNA 3C [RESN3C]
RESNA 3G [RESN3G]
RWYS 01R/L, 19R RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



These SIDs require a minimum climb gradient of 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

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

SID	RWY	ROUTING
RESNA 2B	**01R**	On 006° track to SA404 **(600′+) -** SA409 - RESNA. **NON-FMS/RNAV:** On 006° track, expect radar vectors to RESNA.
RESNA 3C	**01L**	On 006° track to SA421 **(600′+) -** SA401 - RESNA. **NON-FMS/RNAV:** On 006° track, expect radar vectors to RESNA.
RESNA 3G	**19R**	On 186° track to SA705 **(600′+**; K220-) - SA706 **(1500′+**; K220-) - SA722 - SA855 - RESNA. **B757, B767, MD-11:** On 186° track to ARL 2 DME, turn RIGHT, 240° track to SA706 (MAX 220 KT until SA706) - SA722 - SA855 - RESNA. **NON-FMS/RNAV:** On 186° track to ARL 2 DME, turn RIGHT, 240° track (MAX 220 KT until established on 240° track), expect radar vectors to RESNA.

CHANGES: None.

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ESSA/ARN ARLANDA

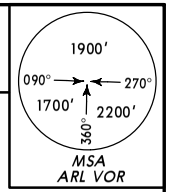
RNAV (DME/DME)

JEPPESEN 27 MAY 05 (10-3X3) Eff 9 Jun

STOCKHOLM, SWEDEN

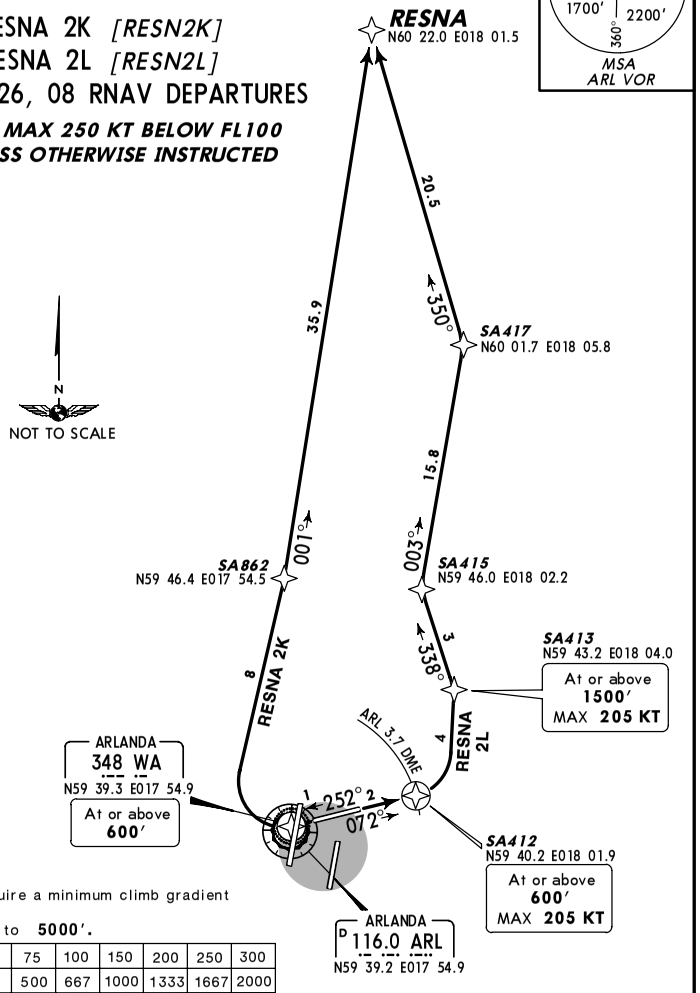
RNAV SID

STOCKHOLM Control	Apt Elev	
124.1	137′	Trans level: By ATC Trans alt: 5000′ **1.** Contact STOCKHOLM Control when instructed by Tower. **2.** SIDs are noise abatement procedures.



RESNA 2K [RESN2K]
RESNA 2L [RESN2L]
RWYS 26, 08 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



These SIDs require a minimum climb gradient of 400′ per NM up to **5000′.**

Gnd speed-KT	75	100	150	200	250	300
400′ per NM	500	667	1000	1333	1667	2000

If unable to comply advise ATC.

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

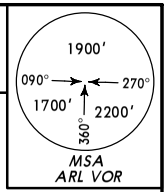
SID	RWY	ROUTING
RESNA 2K	**26**	On 252° track to WA **(600′+) -** SA862 - RESNA. **B757, B767, MD-11:** On 252° track to WA, turn RIGHT, 009° track to SA862 - RESNA. **NON-FMS/RNAV:** On 252° track to WA, turn RIGHT, 009° track, expect radar vectors to RESNA.
RESNA 2L	**08**	On 072° track to SA412 **(600′+**; K205-) - SA413 **(1500′+**; K205-) - SA415 - SA417 - RESNA. **B757, B767, MD-11:** On 072° track to ARL 3.7 DME, turn LEFT, 360° track track to SA413 (MAX 205 KT until SA413) - SA415 - SA417 - RESNA. **NON-FMS/RNAV:** On 072° track to ARL 3.7 DME, turn LEFT, 360° track (MAX 205 KT until established on 360° track), expect radar vectors to RESNA.

CHANGES: SIDs renumbered.

ESSA/ARN ARLANDA — RNAV (DME/DME) — JEPPESEN — STOCKHOLM, SWEDEN

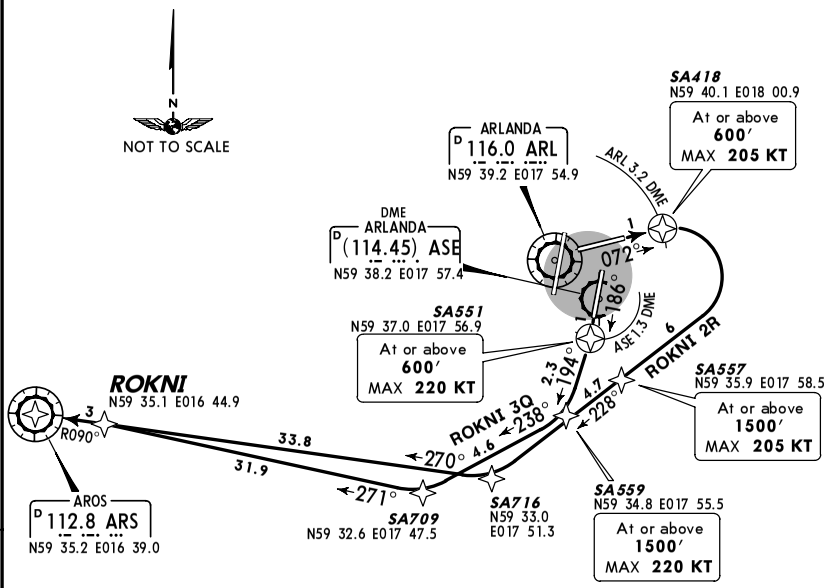
27 MAY 05 (10-3X4) Eff 9 Jun — RNAV SID

STOCKHOLM Control	Apt Elev	
124.1	137′	Trans level: By ATC Trans alt: 5000′ **1.** Contact STOCKHOLM Control when instructed by Tower. **2.** SIDs are noise abatement procedures.



ROKNI 3Q *[ROKN3Q]*
ROKNI 2R *[ROKN2R]*
RWYS 19L, 08 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



These SIDs require a minimum climb gradient of 400′ per NM up to **5000′.**

Gnd speed-KT	75	100	150	200	250	300
400′ per NM	500	667	1000	1333	1667	2000

If unable to comply advise ATC.

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

SID	RWY	ROUTING
ROKNI 3Q	**19L**	On 186° track to SA551 **(600′**+; K220-) - SA559 **(1500′**+; K220-) - SA709 - ROKNI - ARS. **NON-FMS/RNAV:** On 186° track to ASE 3.5 DME (MAX 220 KT until ASE 3.5 DME), turn RIGHT, 240° track, expect radar vectors to ARS.
ROKNI 2R	**08**	On 072° track to SA418 **(600′**+; K205-) - SA557 **(1500′**+; K205-) - SA716 - ROKNI - ARS. **B757, B767, MD-11:** On 072° track to ARL 3.2 DME, turn RIGHT, 228° track to SA557 (MAX 205 KT until SA557) - SA716 - ROKNI - ARS. **NON-FMS/RNAV:** On 072° track to ARL 3.2 DME, turn RIGHT, 228° track (MAX 205 KT until established on 228° track), expect radar vectors to ARS.

CHANGES: SIDs renumbered.

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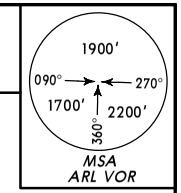
ESSA/ARN ARLANDA — RNAV (DME/DME) — JEPPESEN — STOCKHOLM, SWEDEN

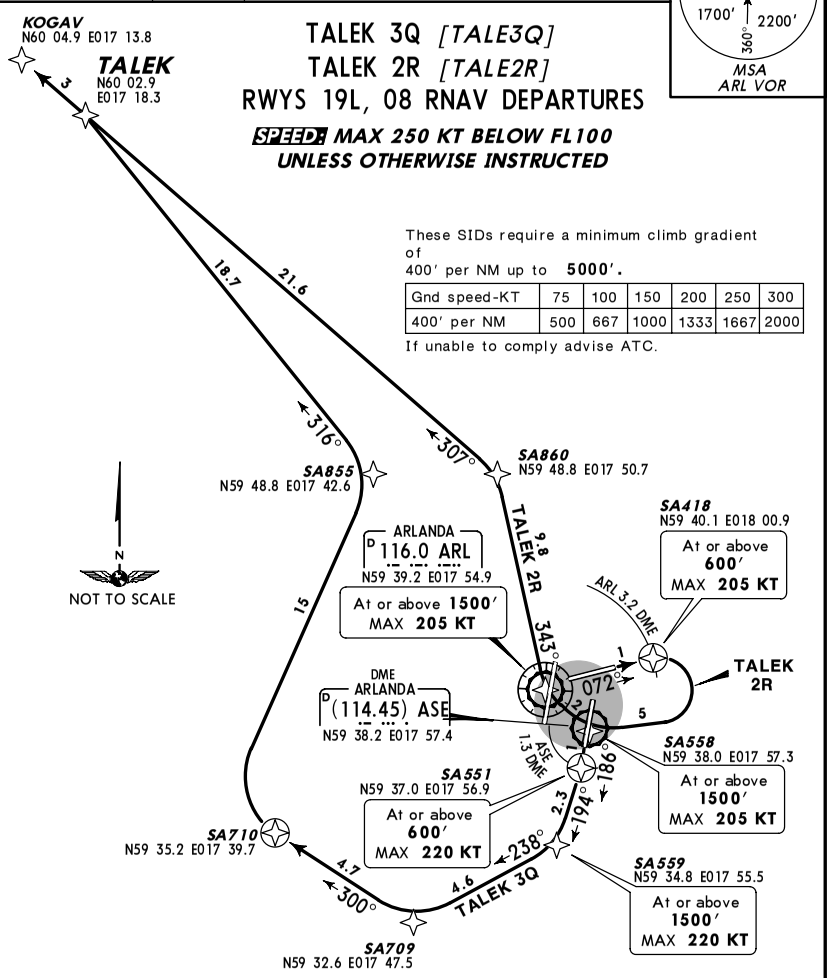
27 MAY 05 (10-3X5) Eff 9 Jun — RNAV SID

STOCKHOLM Control	Apt Elev	
124.1	137′	Trans level: By ATC Trans alt: 5000′ **1.** Contact STOCKHOLM Control when instructed by Tower. **2.** SIDs are noise abatement procedures.



TALEK 3Q *[TALE3Q]*
TALEK 2R *[TALE2R]*
RWYS 19L, 08 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



These SIDs require a minimum climb gradient of 400′ per NM up to **5000′.**

Gnd speed-KT	75	100	150	200	250	300
400′ per NM	500	667	1000	1333	1667	2000

If unable to comply advise ATC.

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

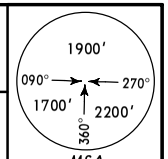
SID	RWY	ROUTING
TALEK 3Q	**19L**	On 186° track to SA551 **(600′**+; K220-) - SA559 **(1500′**+; K220-) - SA709 - SA710 - SA855 - TALEK - KOGAV. **NON-FMS/RNAV:** On 186° track to ASE 3.5 DME (MAX 220 KT until ASE 3.5 DME), turn RIGHT, 240° track, expect radar vectors to KOGAV.
TALEK 2R	**08**	On 072° track to SA418 **(600′**+; K205-) - SA558 **(1500′**+; K205-) - ARL **(1500′**+; K205-) - SA860 - TALEK - KOGAV. **B757, B767, MD-11:** On 072° track to ARL 3.2 DME, turn RIGHT, 260° track, intercept ARL R-129 inbound to ARL (MAX 205 KT until ARL) - SA860 - TALEK - KOGAV. **NON-FMS/RNAV:** On 072° track to ARL 3.2 DME, turn RIGHT, 260° track, intercept ARL R-129 inbound to ARL (MAX 205 KT until ARL), turn RIGHT, 340° track, expect radar vectors to KOGAV.

CHANGES: SIDs renumbered.

ESSA/ARN ARLANDA — RNAV (DME/DME) — STOCKHOLM, SWEDEN

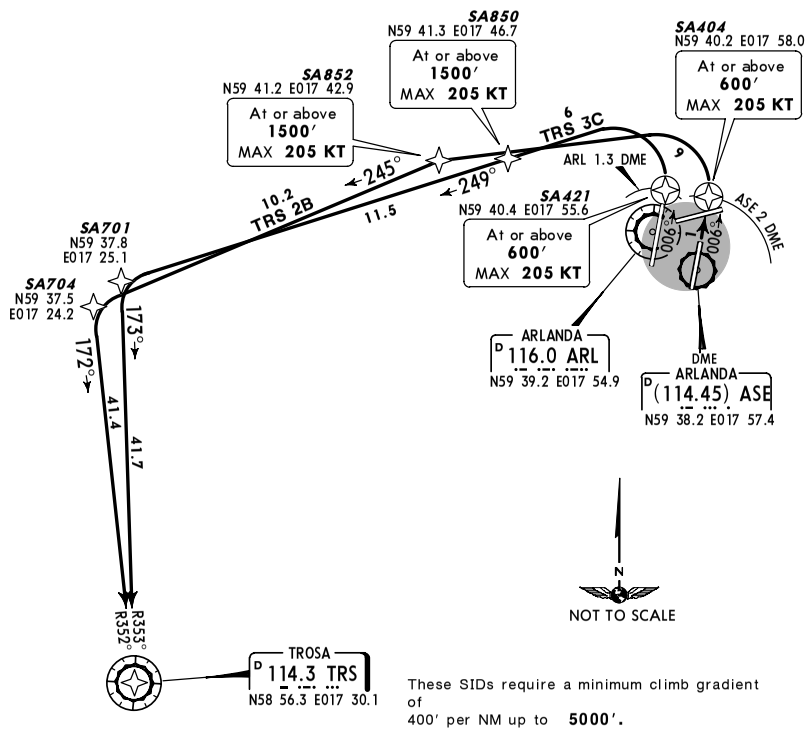
JEPPESEN — 27 MAY 05 — (10-3X6) — Eff 9 Jun — RNAV SID

STOCKHOLM Control	Apt Elev	
124.1	137′	Trans level: By ATC Trans alt: 5000′ **1.** Contact STOCKHOLM Control when instructed by Tower. **2.** SIDs are noise abatement procedures.



TROSA 2B (TRS 2B), TROSA 3C (TRS 3C)
RWYS 01R/L RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



These SIDs require a minimum climb gradient of 400′ per NM up to **5000′.**

Gnd speed-KT	75	100	150	200	250	300
400′ per NM	500	667	1000	1333	1667	2000

If unable to comply advise ATC.

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

SID	RWY	ROUTING
TRS 2B	**01R**	On 006° track to SA404 **(600′+;** K205-) - SA852 **(1500′+;** K205-) - SA704 - TRS. **B757, B767, MD-11:** On 006° track to ASE 2 DME, turn LEFT, 260° track to SA852 (MAX 205 KT until SA852) - SA704 - TRS. **NON-FMS/RNAV:** On 006° track to ASE 2 DME, turn LEFT, 260° track (MAX 205 KT until established on 260° track), expect radar vectors to TRS.
TRS 3C	**01L**	On 006° track to SA421 **(600′+;** K205-) - SA850 **(1500′+;** K205-) - SA701 - TRS. **B757, B767, MD-11:** On 006° track to ARL 1.3 DME, turn LEFT, 249° track to SA850 (MAX 205 KT until SA850) - SA701 - TRS. **NON-FMS/RNAV:** On 006° track to ARL 1.3 DME, turn LEFT, 260° track (MAX 205 KT until established on 260° track), expect radar vectors to TRS.

CHANGES: SIDs renumbered.

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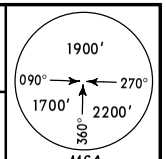
ESSA/ARN ARLANDA — RNAV (DME/DME) — STOCKHOLM, SWEDEN

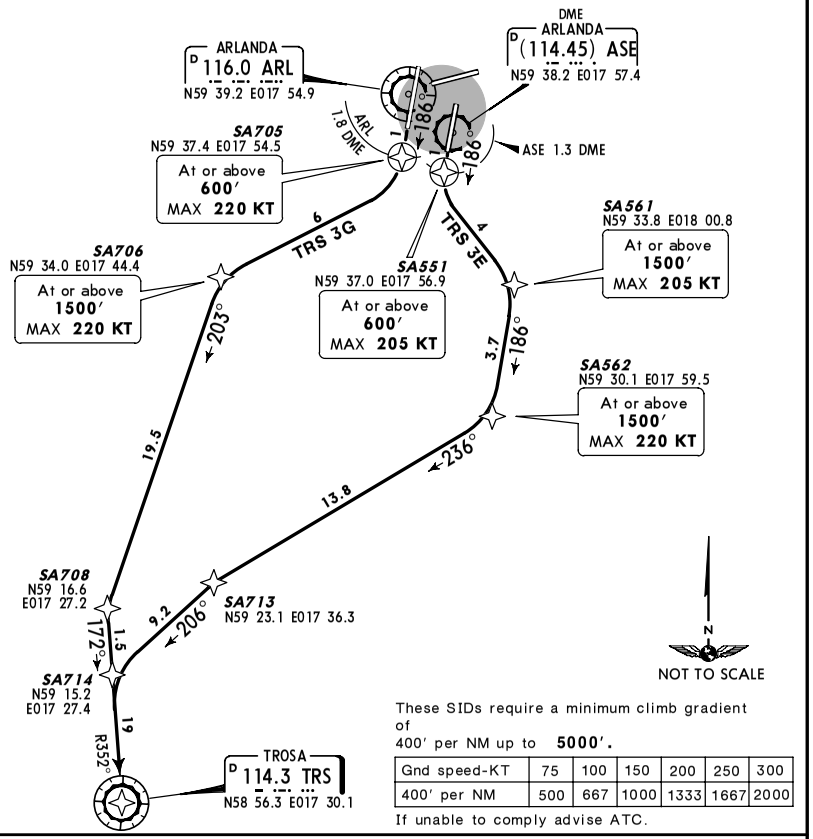
JEPPESEN — 1 JUL 05 — (10-3X7) — RNAV SID

STOCKHOLM Control	Apt Elev	
124.1	137′	Trans level: By ATC Trans alt: 5000′ **1.** Contact STOCKHOLM Control when instructed by Tower. **2.** SIDs are noise abatement procedures.



TROSA 3E (TRS 3E), TROSA 3G (TRS 3G)
RWYS 19L/R RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



These SIDs require a minimum climb gradient of 400′ per NM up to **5000′.**

Gnd speed-KT	75	100	150	200	250	300
400′ per NM	500	667	1000	1333	1667	2000

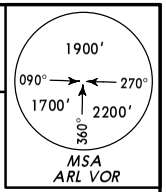
If unable to comply advise ATC.

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

SID	RWY	ROUTING
TRS 3E	**19L**	On 186° track to SA551 **(600′+;** K205-) - SA561 **(1500′+;** K205-) - SA562 **(1500′+;** K220-) - SA713 - SA714 - TRS. **B757, B767, MD-11:** On 186° track to ASE 1.3 DME, turn LEFT, 140° track to SA561 (MAX 205 KT until SA561) - SA562 (MAX 220 KT until SA562) - SA713 - SA714 - TRS. **NON-FMS/RNAV:** On 186° track to ASE 1.3 DME, turn LEFT, 140° track, at ASE 4.5 DME (MAX 205 KT until ASE 4.5 DME) turn RIGHT, 190° track, expect radar vectors to TRS.
TRS 3G	**19R**	On 186° track to SA705 **(600′+;** K220-) - SA706 **(1500′+;** K220-) - SA708 - TRS. **B757, B767, MD-11:** On 186° track to ARL 2 DME, turn RIGHT, 240° track to SA706 (MAX 220 KT until SA706) - SA708 - TRS. **NON-FMS/RNAV:** On 186° track to ARL 2 DME, turn RIGHT, 240° track (MAX 220 KT until established on 240° track), expect radar vectors to TRS.

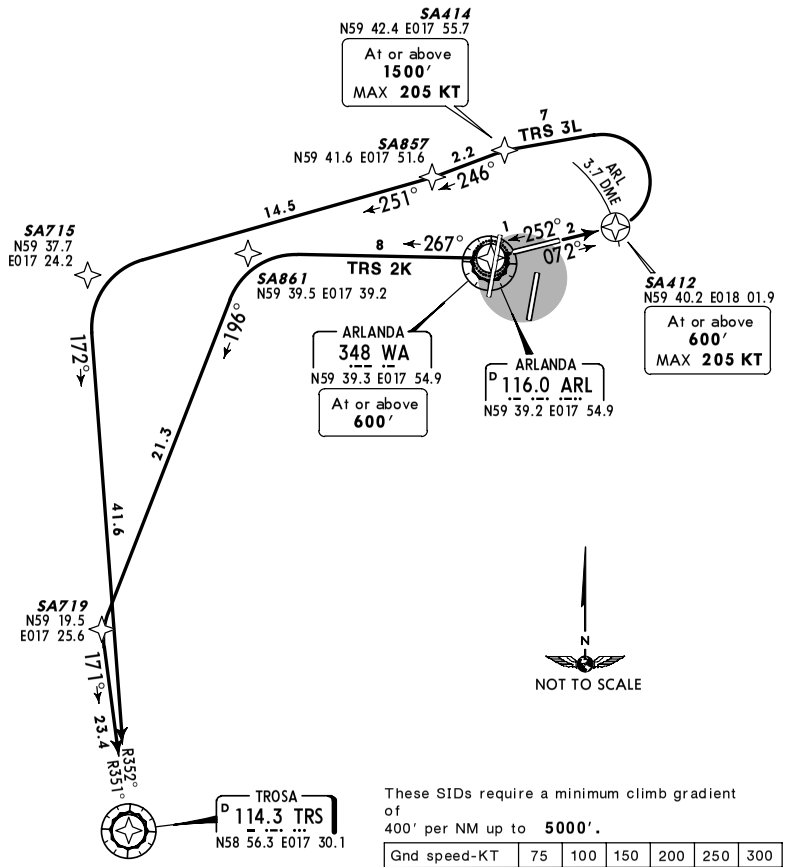
CHANGES: None.

STOCKHOLM Control	Apt Elev	
124.1	137′	Trans level: By ATC Trans alt: 5000′ **1.** Contact STOCKHOLM Control when instructed by Tower. **2.** SIDs are noise abatement procedures.



TROSA 2K (TRS 2K), TROSA 3L (TRS 3L)
RWYS 26, 08 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



These SIDs require a minimum climb gradient of
400′ per NM up to **5000′.**

Gnd speed-KT	75	100	150	200	250	300
400′ per NM	500	667	1000	1333	1667	2000

If unable to comply advise ATC.

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

SID	RWY	ROUTING
TRS 2K	**26**	On 252° track to WA **(600′+)** - SA861 - SA719 - TRS. **NON-FMS/RNAV:** On 252° track to WA, turn RIGHT, 267° bearing, expect radar vectors to TRS.
TRS 3L	**08**	On 072° track to SA412 **(600′+;** K205-) - SA414 **(1500′+;** K205-) - SA857 - SA715 - TRS. **B757, B767, MD-11:** On 072° track to ARL 3.7 DME, turn LEFT, 257° track to SA414 (MAX 205 KT until SA414) - SA857 - SA715 - TRS. **NON-FMS/RNAV:** On 072° track to ARL 3.7 DME, turn LEFT, 360° track (MAX 205 KT until established on 360° track), expect radar vectors to TRS.

CHANGES: SID TRS 3L NON-FMS/RNAV text revised.

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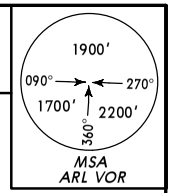
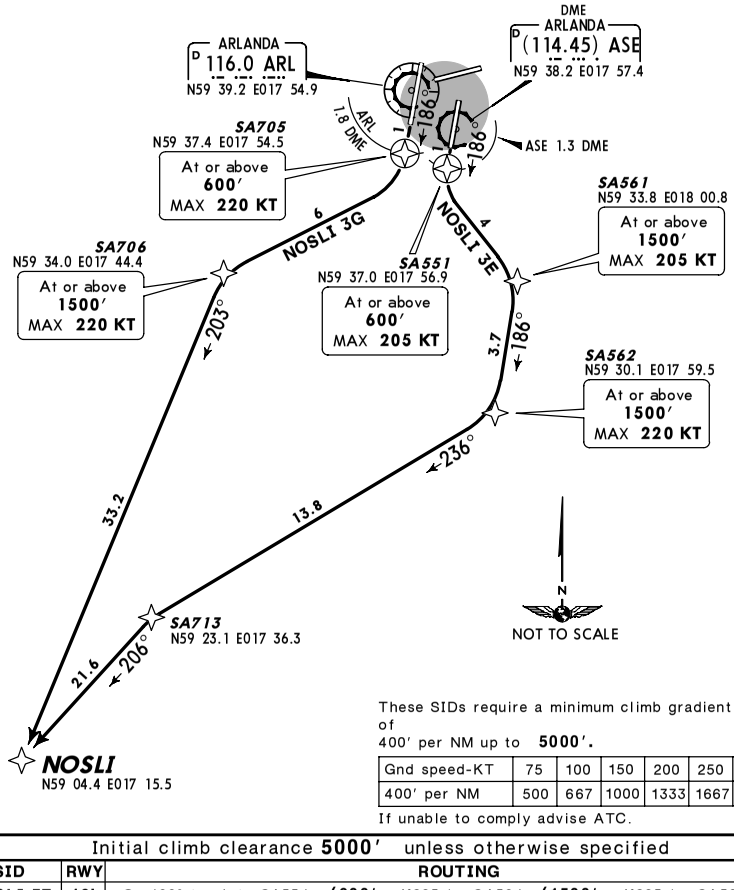
STOCKHOLM Control	Apt Elev	
124.1	137′	Trans level: By ATC Trans alt: 5000′ **1.** Contact STOCKHOLM Control when instructed by Tower. **2.** SIDs are noise abatement procedures.



NOSLI 3E *[NOSL3E]*
NOSLI 3G *[NOSL3G]*
RWYS 19L/R RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



These SIDs require a minimum climb gradient of
400′ per NM up to **5000′.**

Gnd speed-KT	75	100	150	200	250	300
400′ per NM	500	667	1000	1333	1667	2000

If unable to comply advise ATC.

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

SID	RWY	ROUTING
NOSLI 3E	**19L**	On 186° track to SA551 **(600′+;** K205-) - SA561 **(1500′+;** K205-) - SA562 **(1500′+;** K220-) - SA713 - NOSLI. **B757, B767, MD-11:** On 186° track to ASE 1.3 DME, turn LEFT, 140° track to SA561 (MAX 205 KT until SA561) - SA562 (MAX 220 KT until SA562) - SA713 - NOSLI. **NON-FMS/RNAV:** On 186° track to ASE 1.3 DME, turn LEFT, 140° track, at ASE 4.5 DME (MAX 205 KT until ASE 4.5 DME) turn RIGHT, 190° track, expect radar vectors to NOSLI.
NOSLI 3G	**19R**	On 186° track to SA705 **(600′+;** K220-) - SA706 **(1500′+;** K220-) - NOSLI. **B757, B767, MD-11:** On 186° track to ARL 2 DME, turn RIGHT, 240° track to SA706 (MAX 220 KT until SA706) - NOSLI. **NON-FMS/RNAV:** On 186° track to ARL 2 DME, turn RIGHT, 240° track (MAX 220 KT until established on 240° track), expect radar vectors to NOSLI.

CHANGES: SIDs renumbered & revised.

INS COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
1, 3	N59 39.2 E017 55.8	101	F28L/R	N59 39.2 E017 56.3	-
4	N59 39.2 E017 55.9	101	F29L thru F32L	N59 39.2 E017 56.2	-
5	N59 39.2 E017 55.8	101	F32R	N59 39.3 E017 56.2	-
6	N59 39.2 E017 55.9	101	F33L/R	N59 39.2 E017 56.2	-
7	N59 39.2 E017 55.8	101	F35L/R, F37	N59 39.3 E017 56.2	-
8	N59 39.3 E017 55.9	101	F39L/R	N59 39.3 E017 56.1	-
9, 10	N59 39.3 E017 55.8	101	G141	N59 39.1 E017 56.6	117
11 thru 14	N59 39.1 E017 55.7	101	G142 thru G144	N59 39.2 E017 56.6	117
15 thru 20	N59 39.1 E017 55.6	101	G145, G146	N59 39.3 E017 56.5	117
31	N59 38.8 E017 55.7	102	G147	N59 39.3 E017 56.5	-
32	N59 38.9 E017 55.7	101	G148	N59 39.3 E017 56.5	117
33	N59 38.8 E017 55.6	102	H82 thru H84	N59 39.3 E017 57.0	-
34 thru 36	N59 38.9 E017 55.6	102	J51	N59 39.5 E017 57.3	-
37	N59 38.9 E017 55.6	101	J52	N59 39.4 E017 57.3	-
38	N59 38.9 E017 55.6	102	J53	N59 39.4 E017 57.4	-
39	N59 38.9 E017 55.6	101	J54	N59 39.4 E017 57.3	-
40	N59 38.9 E017 55.6	102	K1, K2	N59 39.5 E017 57.5	-
41 thru 43	N59 38.9 E017 55.6	101	K3A thru K3E	N59 39.5 E017 57.6	-
44	N59 38.9 E017 55.4	-	K4	N59 39.5 E017 57.8	-
52	N59 38.8 E017 55.5	103	K5L, K5	N59 39.5 E017 57.9	-
53	N59 38.7 E017 55.4	-	K5R	N59 39.5 E017 57.8	-
54	N59 38.8 E017 55.5	103	R3	N59 38.5 E017 55.5	-
55	N59 38.7 E017 55.4	-	R4, R5	N59 38.4 E017 55.6	-
56	N59 38.8 E017 55.4	103	R6	N59 38.4 E017 55.7	-
57	N59 38.7 E017 55.4	-	R7	N59 38.3 E017 55.7	-
58	N59 38.8 E017 55.4	102	R8	N59 38.3 E017 55.8	-
59B thru 59F	N59 38.7 E017 55.4	-	R9 thru R10	N59 38.3 E017 55.9	-
60A	N59 38.7 E017 55.5	-	S1 thru S3	N59 38.5 E017 55.3	-
61 thru 63	N59 38.7 E017 55.6	103	S4	N59 38.4 E017 55.3	-
64, 65	N59 38.7 E017 55.7	103	S71, S72	N59 38.4 E017 55.2	-
66	N59 38.6 E017 55.6	103	S73 thru S75	N59 38.4 E017 55.1	-
67, 68	N59 38.6 E017 55.8	103	S76 thru S79	N59 38.3 E017 55.1	-
69	N59 38.6 E017 55.9	-	S81	N59 38.3 E017 55.2	-

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
01L	HIRL *(60m)* CL *(30m)* HIALS-II TDZ PAPI-L(3.0°) ❶RVR		9712′ *2960m*	❸	148′ *45m*
19R	HIRL *(60m)* CL *(30m)* HIALS PAPI-L(3.0°) ❷ RVR				

❶ HST-YF, YH ❷ HST-YE, YC
❸ TAKE-OFF RUN AVAILABLE

RWY 01L:		RWY 19R:	
From rwy head	10,830′(3301m)	From rwy head	10,830′(3301m)
twy YB int	8241′(2512m)	twy YJ int	8241′(2512m)
		twy YH int	7310′(2228m)

01R	HIRL *(60m)* CL *(15m)* HIALS-II TDZ PAPI-R(3.0°) ❹RVR		7131′ *2174m*	❻	148′ *45m*
19L	HIRL *(60m)* CL *(15m)* HIALS-II TDZ PAPI-L(3.0°) ❺RVR		7248′ *2209m*		

❹ HST-WE, WF ❺ HST-WD, WC
❻ TAKE-OFF RUN AVAILABLE

RWY 01R:		RWY 19L:	
From rwy head	8202′(2500m)	From rwy head	8202′(2500m)
twy WC int	7044′(2147m)	twy WF int	7044′(2147m)

08	HIRL *(60m)* CL *(30m)* HIALS SFL PAPI-L(3.0°) RVR			❽	148′ *45m*
26	HIRL *(60m)* CL *(30m)* HIALS PAPI-L(3.0°) ❼ RVR		7037′ *2145m*		

❼ HST-XC
❽ TAKE-OFF RUN AVAILABLE

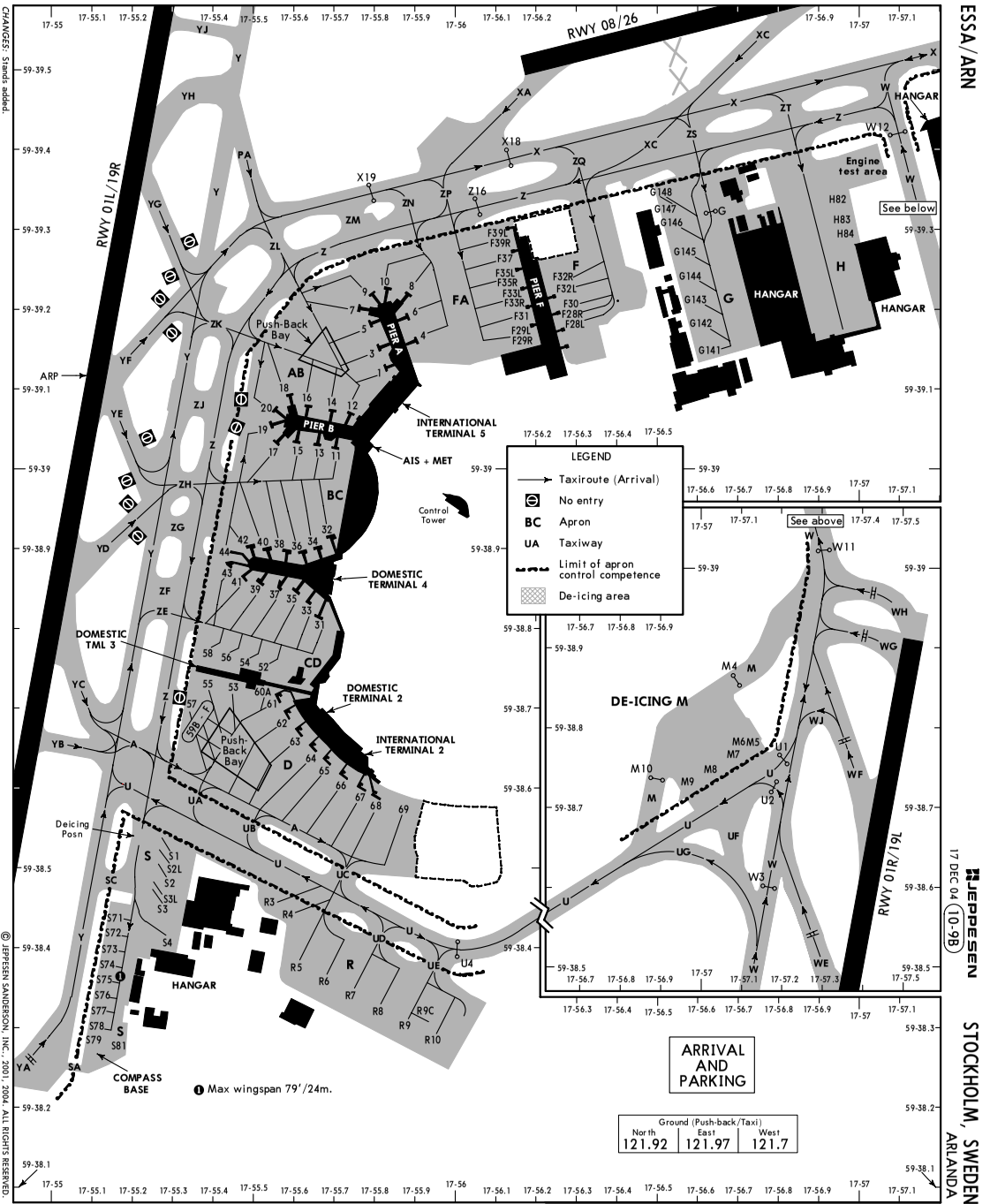
RWY 08:		RWY 26:	
From rwy head	8202′(2500m)	From rwy head	8202′(2500m)
twy XC int	6148′(1874m)	twy XE int	4413′(1345m)

JAR-OPS TAKE-OFF❶

	Rwy 01R/19L LVP must be in Force	All Rwys — LVP must be in Force				
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	*125m*	*150m*	*200m*	*250m*	*400m*	*500m*
B						
C						
D	*150m*	*200m*	*250m*	*300m*		

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

CHANGES: None.



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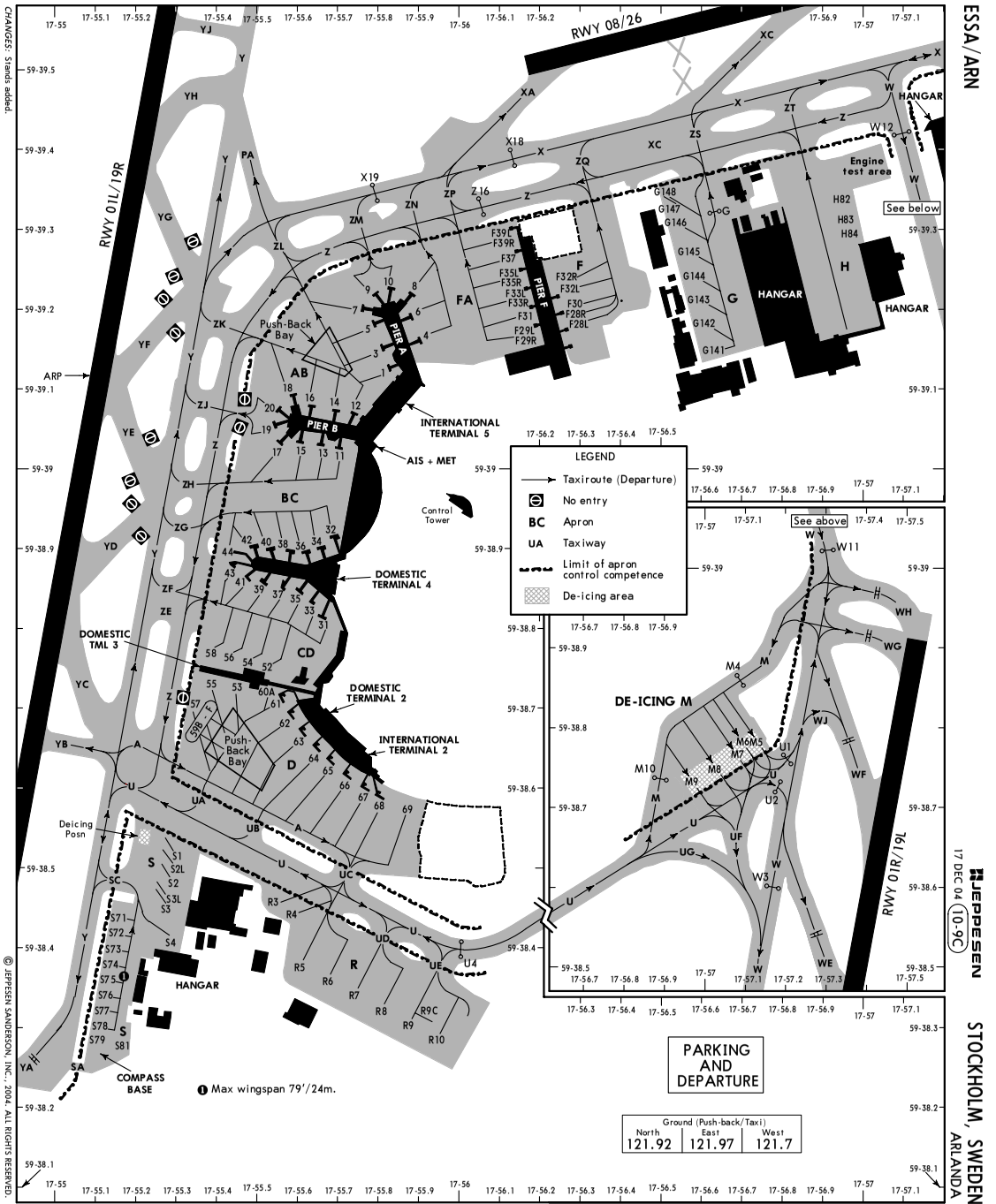
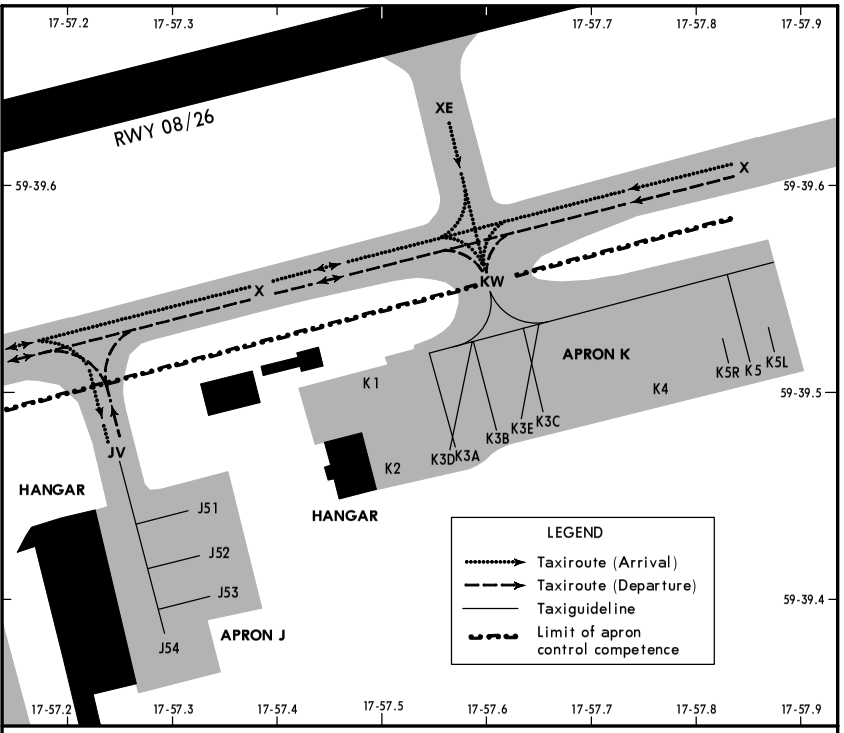
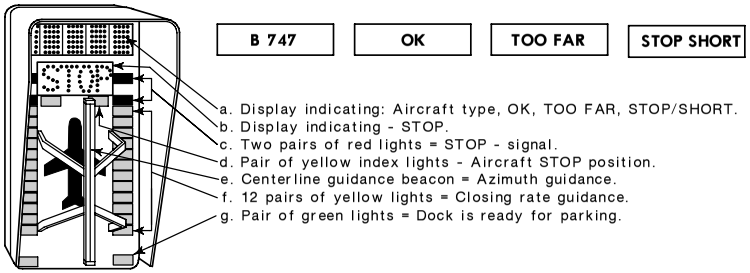




VISUAL DOCKING GUIDANCE SYSTEM (SAFEGATE)

A. DESCRIPTION

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



B. DOCKING

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

CHANGES: Chart reindexed.

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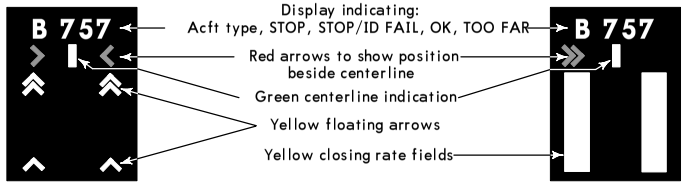
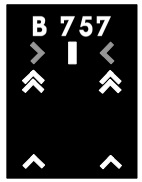
Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.

VISUAL DOCKING GUIDANCE SYSTEM (SAFEDOCK)

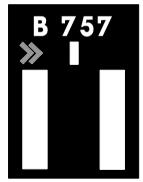
A. DESCRIPTION

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

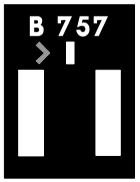




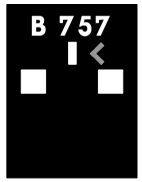
Ready to enter



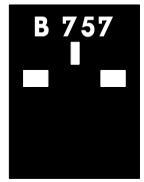
Start of acft identificaton
Turn RIGHT,
52'/16 m or more to stop



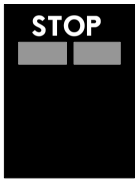
Turn RIGHT,
46'/14 m to stop



Turn LEFT,
10'/3 m to stop



On centerline,
7'/2 m 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'/16 m from the stop-position, the closing rate starts indication of "Distance to go" by turning off one pair of LED's for each 2'/0.5 m 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'/12 m before the stop-position, the system will show "STOP" and "ID FAIL" and the azimuth guidance field will turn red. The aircraft will now be identified, and the docking can proceed.

When the correct stop-position is reached, the display will show "STOP" and the azimuth field will turn red. All yellow closing rate LED's will be switched off.
When the aircraft is correctly parked "OK" will be displayed after a few seconds.
If the aircraft has overshot the stop position, "TOO FAR" will be displayed.

CHANGES: Chart reindexed.

ESSA/ARN ARLANDA

JEPPESEN

1 JUL 05 Eff 7 Jul (11-1)

STOCKHOLM, SWEDEN VOR DME ILS Rwy 01L

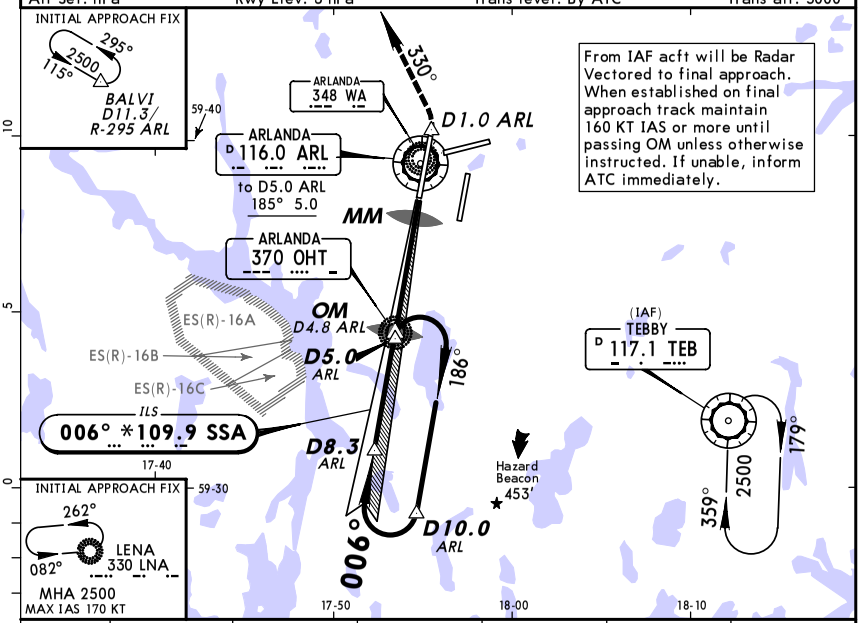
D-ATIS Arrival	ARLANDA Tower	Ground		
119.0	118.5	North 121.92	East 121.97	West 121.7

LOC SSA	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 137′
*109.9	006°	1390′ (1292′)	298′ (200′)	RWY 98′

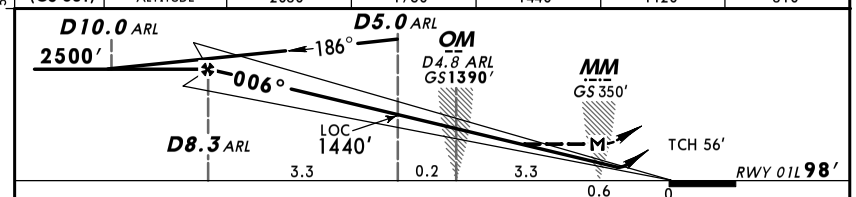
1900′ 090° 270° 1700′ 2200′ 360° MSA ARL VOR

MISSED APCH: Climb STRAIGHT AHEAD to 600′ or D1.0 ARL past ARL VOR, whichever is later. Turn LEFT on track 330° climbing to 1500′, Radar Vectoring for a new approach.
MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to 600′ or D1.0 ARL past ARL VOR, whichever is later. Turn LEFT on track 330° climbing to 2500′. At 2000′ or D4.0 ARL whichever occur latest, turn LEFT to OHT NDB for a new instrument approach.

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



LOC (GS out)	ARL DME	7.0	6.0	5.0	4.0	3.0
	ALTITUDE	2080′	1760′	1440′	1120′	810′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862
MAP at MM						

HIALS-II PAPI

600′ which-ever later | D1.0 ARL past ARL VOR | 330° LT

JAR-OPS STRAIGHT-IN LANDING RWY 01L

	ILS DA(H) 298′ (200′) FULL	ILS DA(H) 298′ (200′) ALS out	LOC (GS out) MDA(H) 500′ (402′)	MM out	ALS out
A	RVR 550m	RVR 1000m	RVR 900m	NOT AUTH	RVR 1500m
B			RVR 1000m		RVR 1800m
C			RVR 1400m		RVR 2000m
D					

PANS OPS 4

CHANGES: Missed apch.

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ESSA/ARN ARLANDA

JEPPESEN

1 JUL 05 Eff 7 Jul (11-1A)

STOCKHOLM, SWEDEN CAT II VOR DME ILS Rwy 01L

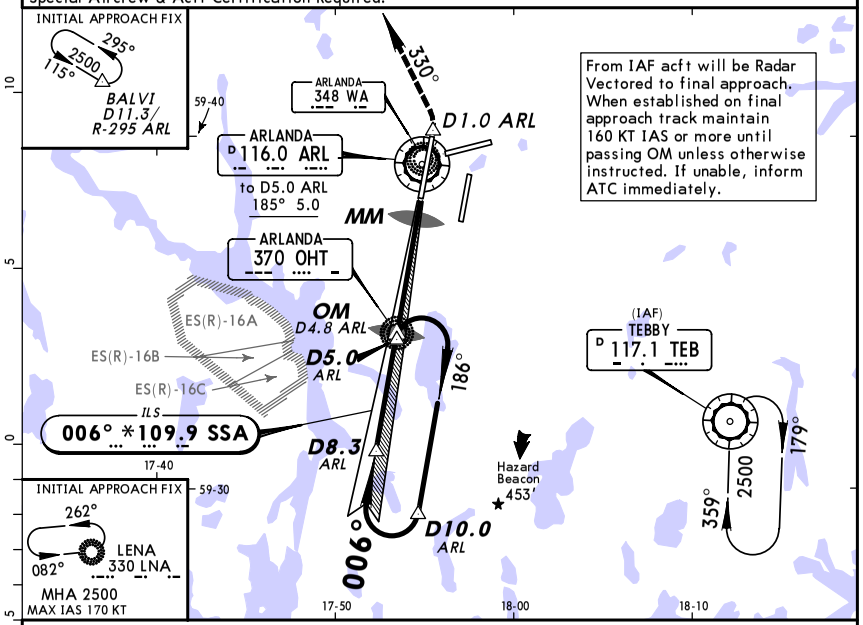
D-ATIS Arrival	ARLANDA Tower	Ground		
119.0	118.5	North 121.92	East 121.97	West 121.7

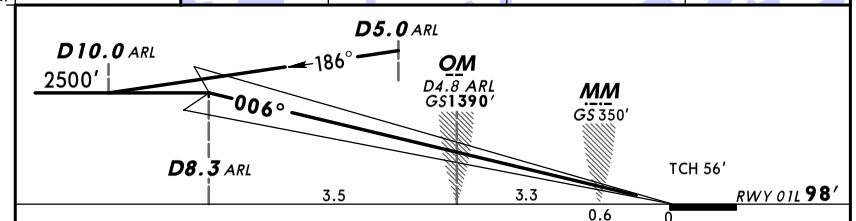
LOC SSA	Final Apch Crs	GS OM	CAT II ILS RA 107′ DA(H) 198′ (100′)	Apt Elev 137′
*109.9	006°	1390′ (1292′)		RWY 98′

1900′ 090° 270° 1700′ 2200′ 360° MSA ARL VOR

MISSED APCH: Climb STRAIGHT AHEAD to 600′ or D1.0 ARL past ARL VOR, whichever is later. Turn LEFT on track 330° climbing to 1500′, Radar Vectoring for a new approach.
MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to 600′ or D1.0 ARL past ARL VOR, whichever is later. Turn LEFT on track 330° climbing to 2500′. At 2000′ or D4.0 ARL whichever occur latest, turn LEFT to OHT NDB for a new instrument approach.

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





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	485	539	647	755	862

HIALS-II PAPI

600′ which-ever later | D1.0 ARL past ARL VOR | 330° LT

JAR-OPS STRAIGHT-IN LANDING RWY 01L
CAT II ILS
ABCD
RA 107′
DA(H) 198′ (100′)

RVR 300m [1]

PANS OPS 4

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

CHANGES: Missed apch.

ESSA/ARN ARLANDA

JEPPESEN

1 JUL 05 Eff 7 Jul (11-2)

STOCKHOLM, SWEDEN NDB DME ILS Rwy 01L

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

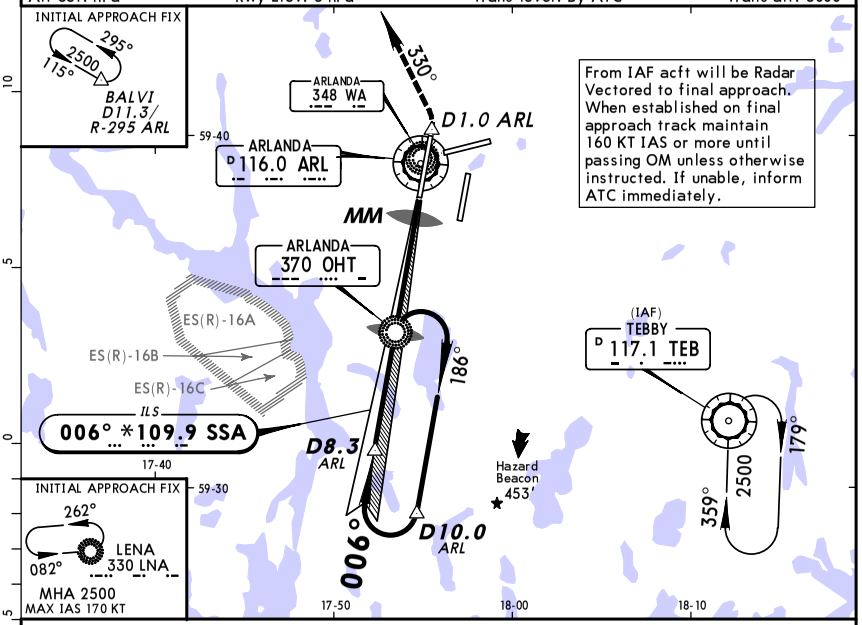
LOC SSA	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev	RWY
*109.9	006°	1390′ (1292′)	298′ (200′)	137′	98′

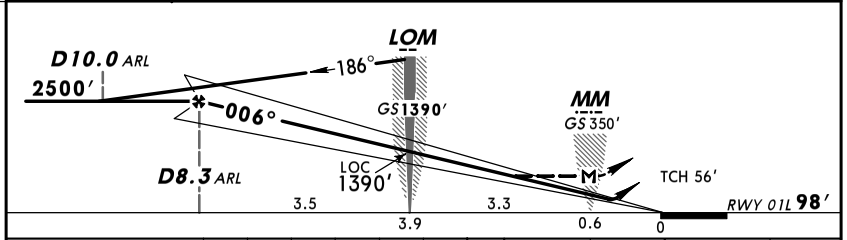
1900′ 090° 270° 1700′ 2200′ 360°

MSA OHT Lctr

MISSED APCH: Climb STRAIGHT AHEAD to 600′ or D1.0 ARL past ARL VOR, whichever is later. Turn LEFT on track 330° climbing to 1500′, Radar Vectoring for a new approach.
MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to 600′ or D1.0 ARL past ARL VOR, whichever is later. Turn LEFT on track 330° climbing to 2500′. At 2000′ or D4.0 ARL whichever occur latest, turn LEFT to OHT NDB for a new instrument approach.

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





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862
MAP at MM						

HIALS-II PAPI

600′ which-ever later — D1.0 ARL past ARL VOR — 330° LT

JAR-OPS STRAIGHT-IN LANDING RWY 01L

PANS OPS 4

	ILS DA(H) 298′ (200′) FULL	ILS DA(H) 298′ (200′) ALS out	LOC (GS out) MDA(H) 500′ (402′)	MM out	ALS out
A	RVR 550m	RVR 1000m	RVR 900m	NOT AUTH	RVR 1500m
B			RVR 1000m		RVR 1800m
C			RVR 1400m		RVR 2000m
D					

CHANGES: Missed apch.

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ESSA/ARN ARLANDA

JEPPESEN

1 JUL 05 Eff 7 Jul (11-2A)

STOCKHOLM, SWEDEN CAT II NDB DME ILS Rwy 01L

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

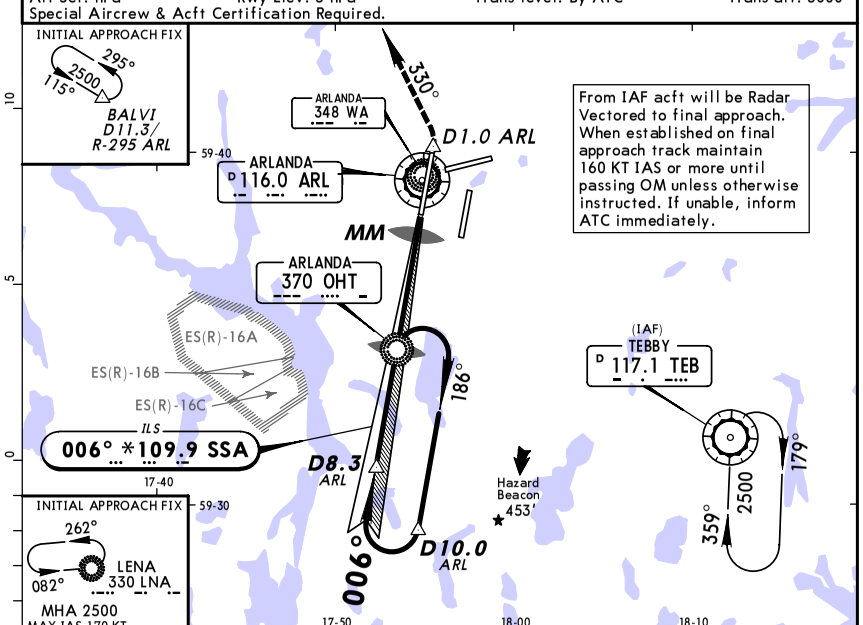
LOC SSA	Final Apch Crs	GS LOM	CAT II ILS RA DA(H)	Apt Elev	RWY
*109.9	006°	1390′ (1292′)	107′ 198′ (100′)	137′	98′

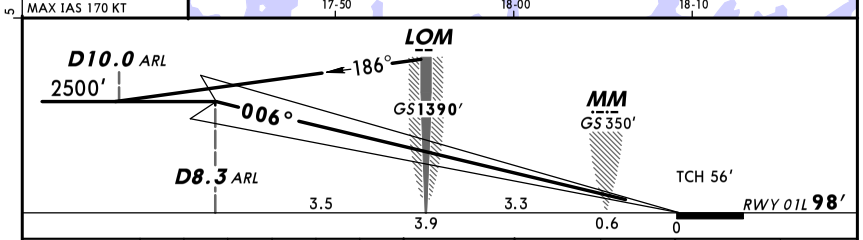
1900′ 090° 270° 1700′ 2200′ 360°

MSA OHT Lctr

MISSED APCH: Climb STRAIGHT AHEAD to 600′ or D1.0 ARL past ARL VOR, whichever is later. Turn LEFT on track 330° climbing to 1500′, Radar Vectoring for a new approach.
MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to 600′ or D1.0 ARL past ARL VOR, whichever is later. Turn LEFT on track 330° climbing to 2500′. At 2000′ or D4.0 ARL whichever occur latest, turn LEFT to OHT NDB for a new instrument approach.

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





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	485	539	647	755	862

HIALS-II PAPI

600′ which-ever later — D1.0 ARL past ARL VOR — 330° LT

JAR-OPS STRAIGHT-IN LANDING RWY 01L
CAT II ILS
ABCD
RA 107′
DA(H) 198′ (100′)

PANS OPS 4

RVR 300m [1]

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

CHANGES: Missed apch.

ESSA/ARN ARLANDA

JEPPESEN

1 JUL 05 Eff 7 Jul (11-3)

STOCKHOLM, SWEDEN NDB DME ILS Rwy 01R

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

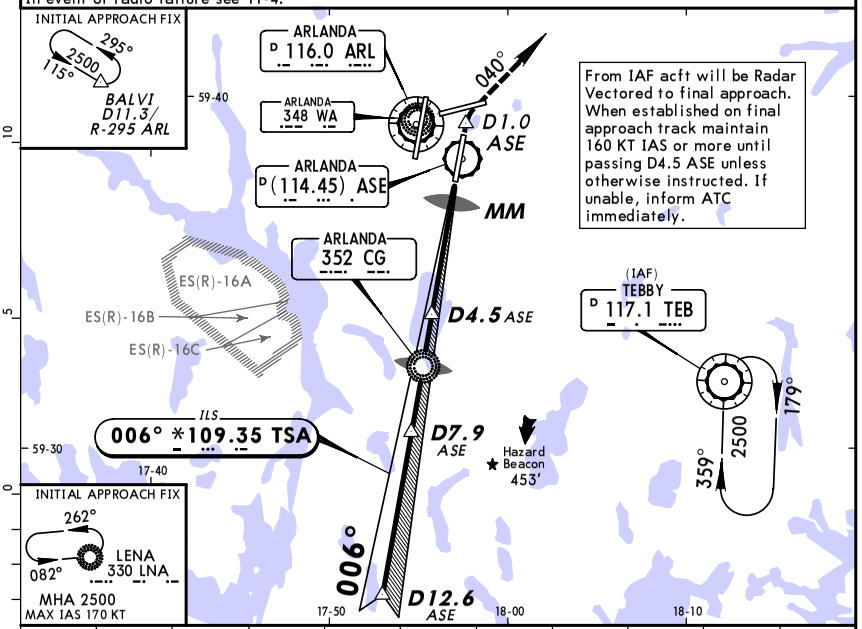
LOC TSA	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev / RWY
*109.35	006°	1890′ (1753′)	337′ (200′)	137′ / RWY 137′

MISSED APCH: Climb STRAIGHT AHEAD to 600′ or D1.0 ASE past ASE DME, whichever is later. Turn RIGHT on track 040° climbing to 1500′, Radar Vectoring for a new approach.

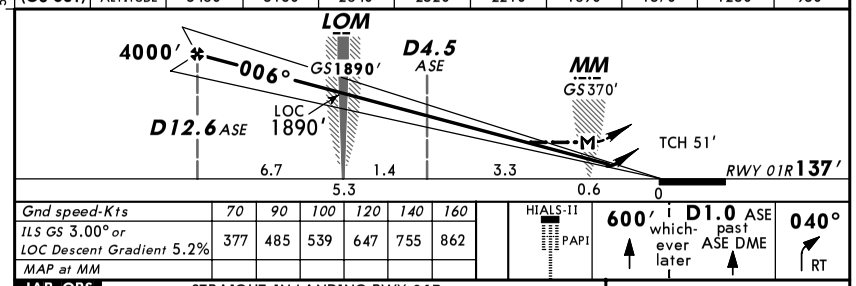
MSA CG Lctr: 1900′ (180°–090°), 1700′ (090°–180°), 1700′ (270°–360°), 2200′ (360°–270°)

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

In event of radio failure see 11-4.



LOC (GS out)	ASE DME	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0
	ALTITUDE	3480′	3160′	2840′	2520′	2210′	1890′	1570′	1250′	930′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862
MAP at MM						

HIALS-II PAPI

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

040° RT

JAR-OPS STRAIGHT-IN LANDING RWY 01R

	ILS DA(H) 337′ (200′) FULL	ILS DA(H) 337′ (200′) ALS out	LOC (GS out) MDA(H) 500′ (363′)	MM out	ALS out
A	RVR 550m	RVR 1000m	RVR 900m	NOT AUTH	RVR 1500m
B			RVR 1000m		RVR 1800m
C			RVR 1400m		RVR 2000m
D					

PANS OPS 4

CHANGES: Procedure.

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Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.

ESSA/ARN ARLANDA

JEPPESEN

1 JUL 05 Eff 7 Jul (11-3A)

STOCKHOLM, SWEDEN CAT II NDB DME ILS Rwy 01R

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

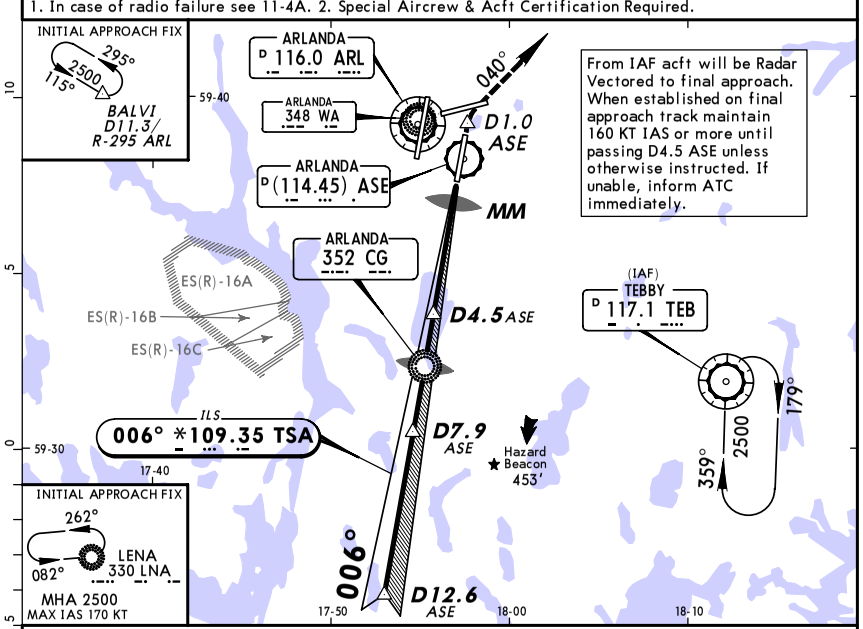
LOC TSA	Final Apch Crs	GS LOM	CAT II ILS RA / DA(H)	Apt Elev / RWY
*109.35	006°	1890′ (1753′)	RA 99′ 237′ (100′)	137′ / RWY 137′

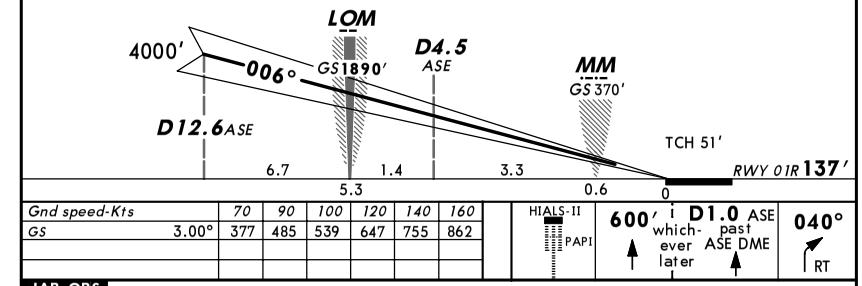
MISSED APCH: Climb STRAIGHT AHEAD to 600′ or D1.0 ASE past ASE DME, whichever is later. Turn RIGHT on track 040° climbing to 1500′, Radar Vectoring for a new approach.

MSA CG Lctr: 1900′ (180°–090°), 1700′ (090°–180°), 1700′ (270°–360°), 2200′ (360°–270°)

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

1. In case of radio failure see 11-4A. 2. Special Aircrew & Acft Certification Required.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	485	539	647	755	862

HIALS-II PAPI

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

040° RT

JAR-OPS STRAIGHT-IN LANDING RWY 01R
CAT II ILS
ABCD
RA 99′
DA(H) 237′ (100′)

RVR 300m [1]

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

PANS OPS 4

CHANGES: Procedure.

ESSA/ARN ARLANDA

JEPPESEN 1 JUL 05 Eff 7 Jul (11-4) LOST COMM

STOCKHOLM, SWEDEN NDB DME ILS Rwy 01R

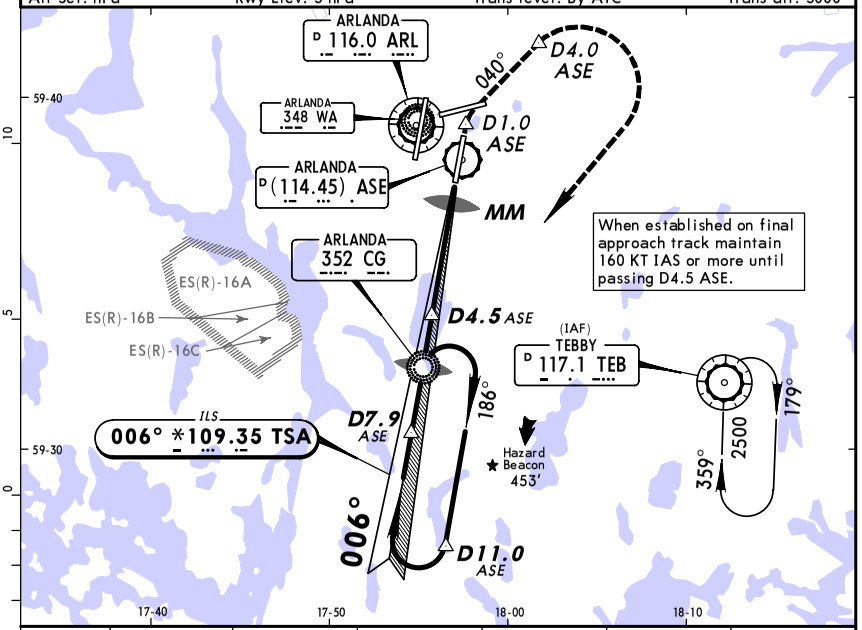
D-ATIS Arrival	ARLANDA Tower	Ground North	Ground East	Ground West
119.0	125.12	121.92	121.97	121.7

LOC TSA	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev	RWY
*109.35	006°	1890′ (1753′)	337′ (200′)	137′	137′

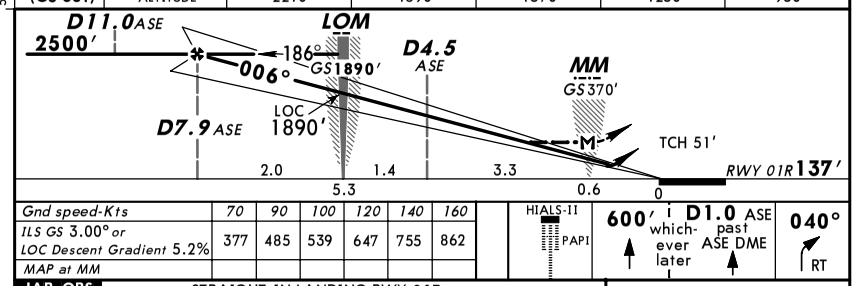
MISSED APCH: Climb STRAIGHT AHEAD to 600′ or D1.0 ASE past ASE DME, whichever is later. Turn RIGHT on track 040° climbing to 2500′. At D4.0 ASE or 2000′, whichever occur latest, turn RIGHT for CG NDB for a new instrument approach.

MSA CG Lctr: 1900′ (180°–090°), 1700′ (090°–270°), 1700′ (270°–360°), 2200′ (360°–180°)

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



LOC (GS out)	ASE DME	7.0	6.0	5.0	4.0	3.0
	ALTITUDE	2210′	1890′	1570′	1250′	930′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862
MAP at MM						

HIALS-II PAPI

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

040° RT

JAR-OPS STRAIGHT-IN LANDING RWY 01R

	ILS DA(H) 337′ (200′) FULL	ILS DA(H) 337′ (200′) ALS out	LOC (GS out) MDA(H) 500′ (363′)	MM out	ALS out
A	RVR 550m	RVR 1000m	RVR 900m	NOT AUTH	RVR 1500m
B			RVR 1000m		RVR 1800m
C			RVR 1400m		RVR 2000m
D					

PANS OPS 4

CHANGES: New procedure.

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Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.

ESSA/ARN ARLANDA

JEPPESEN 1 JUL 05 Eff 7 Jul (11-4A) LOST COMM

STOCKHOLM, SWEDEN CAT II NDB DME ILS Rwy 01R

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

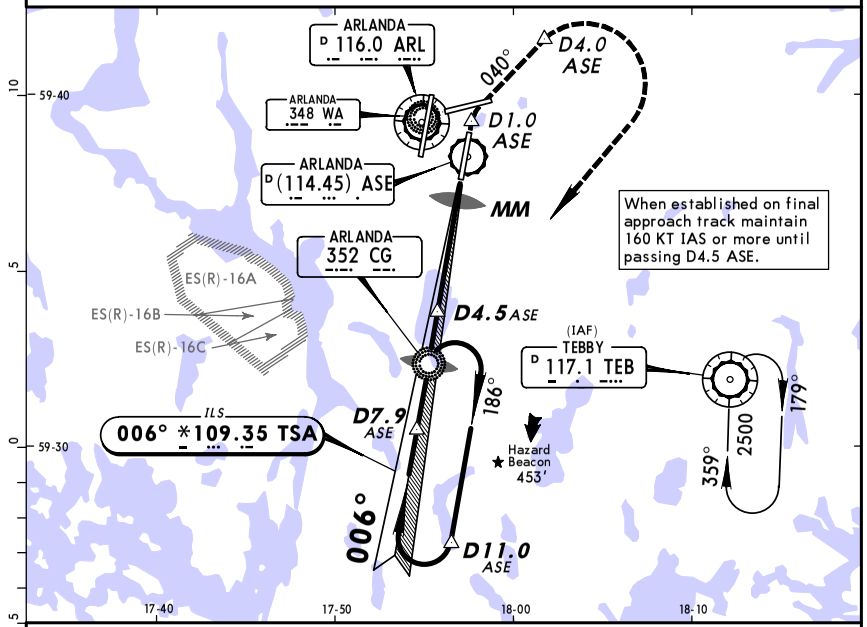
LOC TSA	Final Apch Crs	GS LOM	CAT II ILS RA DA(H)	Apt Elev	RWY
*109.35	006°	1890′ (1753′)	99′ 237′ (100′)	137′	137′

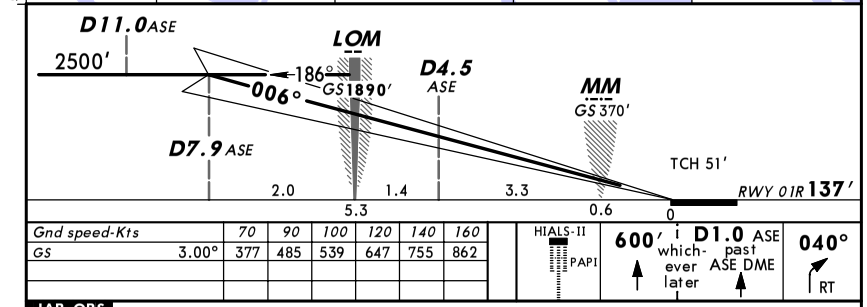
MISSED APCH: Climb STRAIGHT AHEAD to 600′ or D1.0 ASE past ASE DME, whichever is later. Turn RIGHT on track 040° climbing to 2500′. At D4.0 ASE or 2000′, whichever occur latest, turn RIGHT for CG NDB for a new instrument approach.

MSA CG Lctr: 1900′ (180°–090°), 1700′ (090°–270°), 1700′ (270°–360°), 2200′ (360°–180°)

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

Special Aircrew & Acft Certification Required.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	485	539	647	755	862

HIALS-II PAPI

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

040° RT

JAR-OPS STRAIGHT-IN LANDING RWY 01R

CAT II ILS

ABCD

RA 99′

DA(H) 237′ (100′)

RVR 300m [1]

PANS OPS 4

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

CHANGES: New procedure.

ESSA/ARN ARLANDA

JEPPESEN

1 JUL 05 Eff 7 Jul

(11-5)

STOCKHOLM, SWEDEN VOR DME LOC Rwy 08

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

LOC WSA	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
*109.55	072°	D6.6 ARL 2500′ (2392′)	500′ (392′)	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 2000′, turn LEFT to ARL VOR, climbing to 2500′ for a normal instrument approach.

1900′ 090° 270° 1700′ 2200′ 360°
MSA ARL VOR

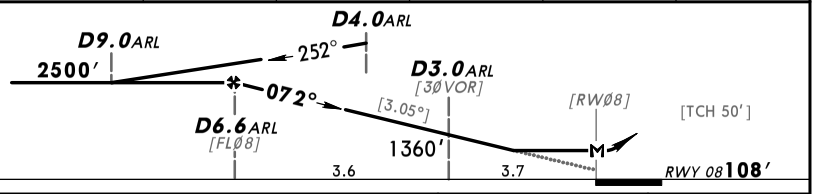
Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: By ATC | Trans alt: 5000′

INITIAL APPROACH FIX
295° 2500 115°
BALVI D11.3/ R-295 ARL

From IAF acft will be Radar Vectored to final approach. When established on final apch track maintain 160 KT IAS or more until passing D3.0 ARL unless otherwise instructed. If unable, inform ATC immediately.

ARLANDA D 116.0 ARL
to D4.0 ARL 254° 4.0
ARLANDA 348 WA
[RWØ8]
252°
D9.0 ARL
D4.0 ARL
D3.0 ARL [3ØVOR]
D6.6 ARL [FLØ8]
072°
381′
LOC 072° *109.55 WSA
ES(R)-16A
ES(R)-16B
ES(R)-16C
(IAF) TEBBY D 117.1 TEB
2500
179°
59-45
59-40
59-35
17-40
17-50
18-00
18-10

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



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.33% or 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

HIALS PAPI 1500′

JAR-OPS STRAIGHT-IN LANDING RWY 08

MDA(H) 500′ (392′)

		ALS out
A	RVR 1200m	RVR 1500m
B	RVR 1300m	
C	RVR 1400m	RVR 1800m
D	RVR 1600m	RVR 2000m

PANS OPS 4

CHANGES: Chart reindexed. Missed apch.

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Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.

ESSA/ARN ARLANDA

JEPPESEN

1 JUL 05 Eff 7 Jul

(11-6)

STOCKHOLM, SWEDEN NDB DME ILS Rwy 19L

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

LOC USA	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev / RWY
*111.35	186°	1320′ (1222′)	298′ (200′)	137′ / RWY 98′

MISSED APCH: Climb STRAIGHT AHEAD to 600′ or D1.0 ASE past ASE VOR, whichever is later. Turn LEFT on track 150° climbing to 1500′, Radar Vectoring for a new approach.
MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to 600′ or D1.0 ARL past ASE VOR, whichever is later. Turn LEFT on track 150° climbing to 2500′. At 2000′ or D4.0 ASE whichever occur latest, turn LEFT to DL NDB for a new instrument approach.

1900′ 180° 1700′ 090° 270° 1600′ 2200′ 360°
MSA DL Lctr

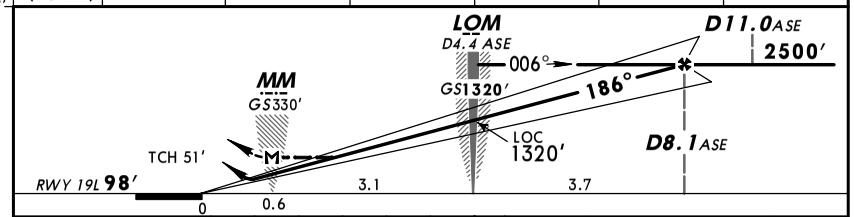
Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: By ATC | Trans alt: 5000′

INITIAL APPROACH FIX
295° 2500 115°
BALVI D11.3/ R-295 ARL

From IAF acft will be Radar Vectored to final approach. When established on final approach track maintain 160 KT IAS or more until passing OM unless otherwise instructed. If unable, inform ATC immediately.

D11.0 ASE
186°
D8.1 ASE
006°
ILS 186° *111.35 USA
ARLANDA D 116.0 ARL
ARLANDA 360 DL
D4.4 ASE
ARLANDA 348 WA
MM
ARLANDA D (114.45) ASE
381′
D1.0 ASE
150°
ES(R)-16A
ES(R)-16B
ES(R)-16C
INITIAL APPROACH FIX
220° 2500 040°
ERKEN 383 ERK
59-50
59-40
18-20
17-40
17-50
18-00
18-10

LOC (GS out)	ASE DME	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	890′	1210′	1530′	1850′	2170′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862
MAP at MM						

HIALS-II PAPI 600′ which-ever later | D1.0 ASE past ASE DME 150° LT

JAR-OPS STRAIGHT-IN LANDING RWY 19L

	ILS		LOC (GS out)		
	DA(H) 298′ (200′)		MDA(H) 510′ (412′)		
	FULL	ALS out		MM out	ALS out
A	RVR 550m	RVR 1000m	RVR 900m	NOT AUTH	RVR 1500m
B			RVR 1000m		
C					RVR 1800m
D			RVR 1400m		RVR 2000m

PANS OPS 4

CHANGES: Chart reindexed. Missed apch.

ESSA/ARN ARLANDA

JEPPESEN

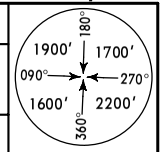
1 JUL 05 **Eff 7 Jul** (11-6A)

STOCKHOLM, SWEDEN
CAT II NDB DME ILS Rwy 19L

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

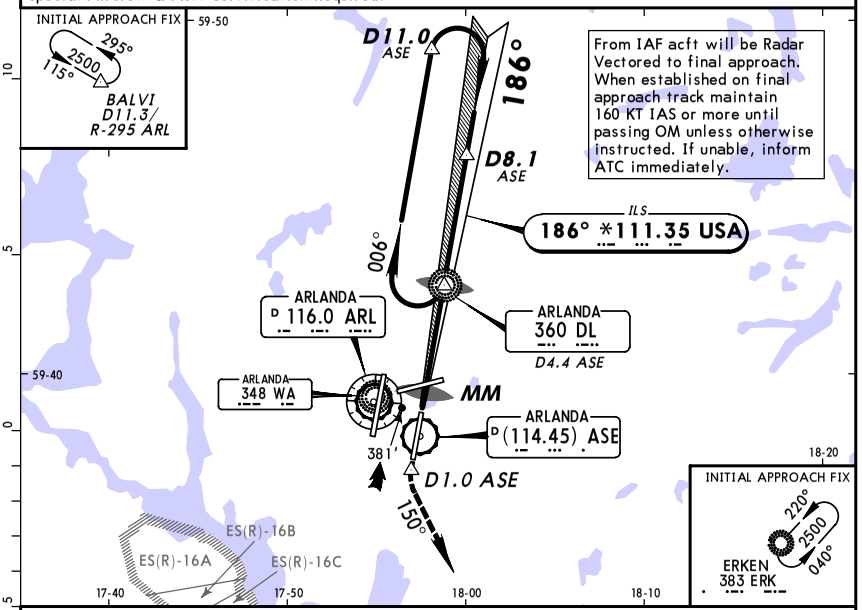
LOC	Final	GS	CAT II ILS	Apt Elev
USA	Apch Crs	LOM	RA 105′	137′
*111.35	186°	1320′ (1222′)	DA(H) 198′ (100′)	RWY 98′

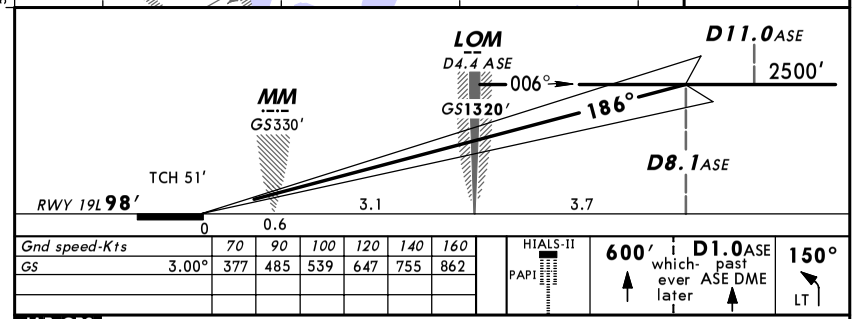
MISSED APCH: Climb STRAIGHT AHEAD to 600′ or D1.0 ASE past ASE VOR, whichever is later. Turn LEFT on track 150° climbing to 1500′, Radar Vectoring for a new approach.
MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to 600′ or D1.0 ARL past ASE VOR, whichever is later. Turn LEFT on track 150° climbing to 2500′. At 2000′ or D4.0 ASE whichever occur latest, turn LEFT to DL NDB for a new instrument approach.



MSA DL Lctr

Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: By ATC | Trans alt: 5000′
Special Aircrew & Acft Certification Required.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	485	539	647	755	862

HIALS-II PAPI

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

150° LT

JAR-OPS

STRAIGHT-IN LANDING RWY **19L**
CAT II ILS
ABCD
RA 105′
DA(H) **198′** (100′)

RVR 300m [1]

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

PANS OPS 4

CHANGES: Chart reindexed. Missed apch.

ESSA/ARN ARLANDA

JEPPESEN

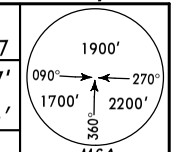
1 JUL 05 **Eff 7 Jul** (11-7)

STOCKHOLM, SWEDEN
VOR DME ILS Rwy 19R

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

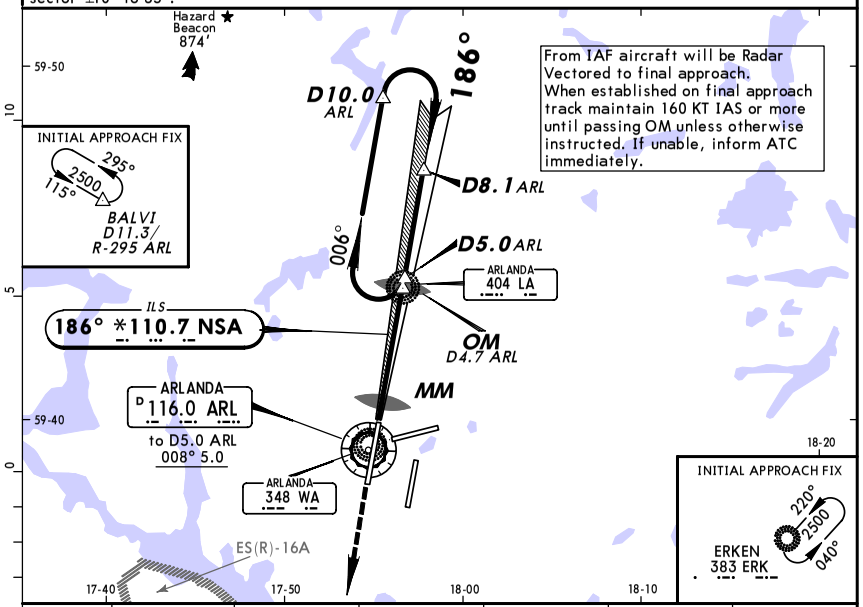
LOC	Final	GS	ILS	Apt Elev
NSA	Apch Crs	OM	DA(H)	137′
*110.7	186°	1400′ (1282′)	318′ (200′)	RWY 118′

MISSED APCH: Climb STRAIGHT AHEAD to 1500′, Radar Vectoring for a new approach.
MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD. At 2000′ climbing to 2500′, turn RIGHT to LA NDB for a new instrument approach.

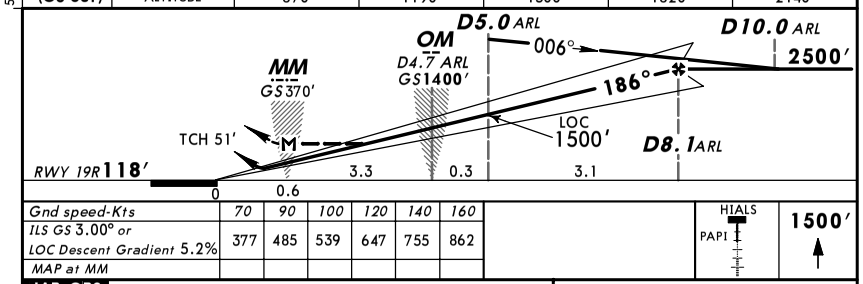


MSA
ARL VOR

Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: By ATC | Trans alt: 5000′
LOC lateral range on apch line limited to 18 NM within sector ±10° and limited to 10 NM within sector ±10° to 35°.



LOC (GS out)	ARL DME	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	870′	1190′	1500′	1820′	2140′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%		377	485	539	647	755	862
MAP at MM							

HIALS PAPI

1500′

JAR-OPS

STRAIGHT-IN LANDING RWY **19R**

	ILS DA(H) 318′ (200′)		LOC (GS out) MDA(H) 500′ (382′)		
	FULL	ALS out	MM out	ALS out	
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m	
B			RVR 1000m	RVR 1800m	
C					
D			RVR 1400m	RVR 2000m	
			NOT AUTH		

PANS OPS 4

CHANGES: Chart reindexed. Missed apch.

ESSA/ARN ARLANDA

JEPPESEN
1 JUL 05
Eff 7 Jul
(11-8)

STOCKHOLM, SWEDEN
NDB ILS or NDB Rwy 19R

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

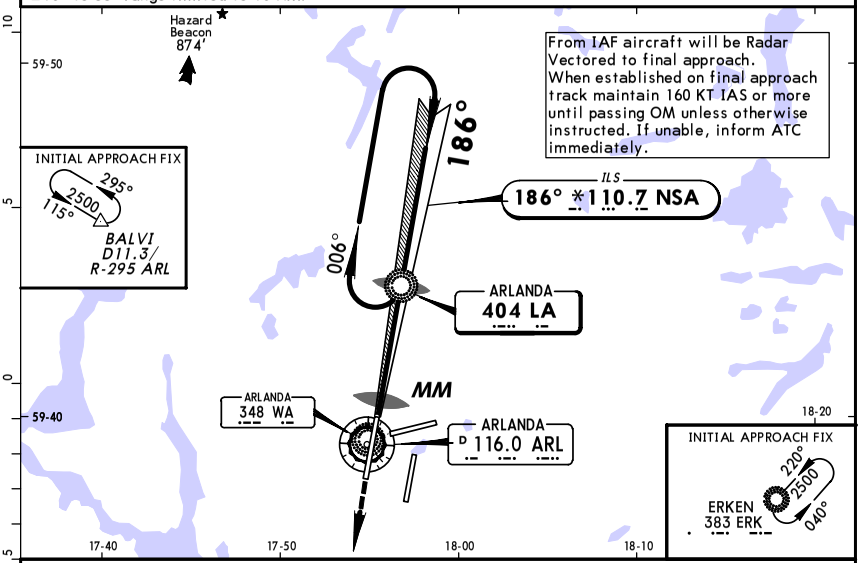
LOC NSA *110.7	Final Apch Crs 186°	GS/ Minimum Alt LOM 1400′ (1282′)	ILS DA(H) 318′ (200′)	NDB MDA(H) 630′ (512′)	Apt Elev 137′ RWY 118′
Lctr LA 404					

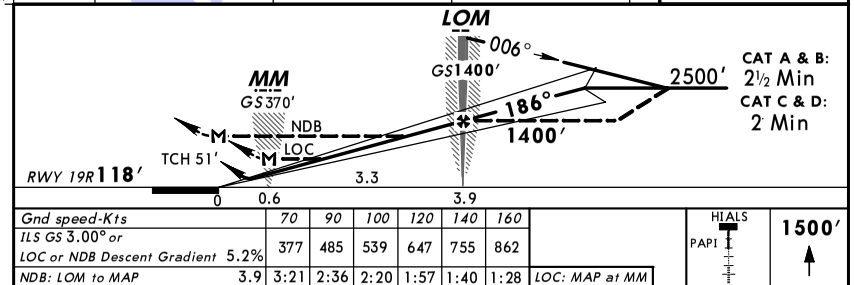
MSA LA Lctr: 1900′ (090°–180°), 1700′ (180°–270°), 1600′ (270°–360°), 2200′ (360°–090°)

MISSED APCH: Climb STRAIGHT AHEAD to 1500′, Radar Vectoring for a new approach.
MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD. When passing 2000′ climbing to 2500′, turn RIGHT to LA NDB for a new instrument approach.

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

LOC limited lateral range on apch line within sector ±10° range limited to 18 NM; within sector ±10° to 35° range limited to 10 NM.





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC or NDB Descent Gradient 5.2%	377	485	539	647	755	862
NDB: LOM to MAP 3.9	3:21	2:36	2:20	1:57	1:40	1:28

LOC: MAP at MM

HIALS PAPI 1500′

JAR-OPS STRAIGHT-IN LANDING RWY 19R

	ILS DA(H) 318′ (200′)		LOC (GS out) MDA(H) 500′ (382′)		NDB MDA(H) 630′ (512′)	
	FULL	ALS out	MM out	ALS out		ALS out
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m	RVR 1000m	RVR 1500m
B			RVR 1000m		RVR 1200m	
C			NOT AUTH	RVR 1800m		RVR 2000m
D			RVR 1400m	RVR 2000m	RVR 1600m	

PANS OPS 4

CHANGES: Chart reindexed. Missed apch.

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ESSA/ARN ARLANDA

JEPPESEN
1 JUL 05
Eff 7 Jul
(11-9)

STOCKHOLM, SWEDEN
VOR DME ILS Rwy 26

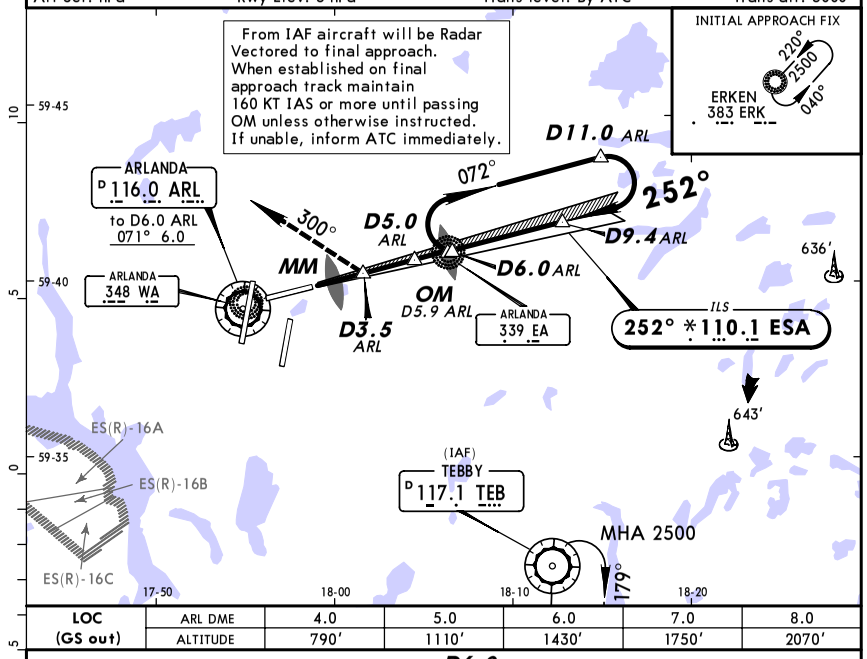
D-ATIS Arrival	ARLANDA Tower	Ground		
119.0	125.12	North 121.92	East 121.97	West 121.7

LOC ESA *110.1	Final Apch Crs 252°	GS OM 1420′ (1296′)	ILS DA(H) Refer to Minimums	Apt Elev 137′ RWY 124′

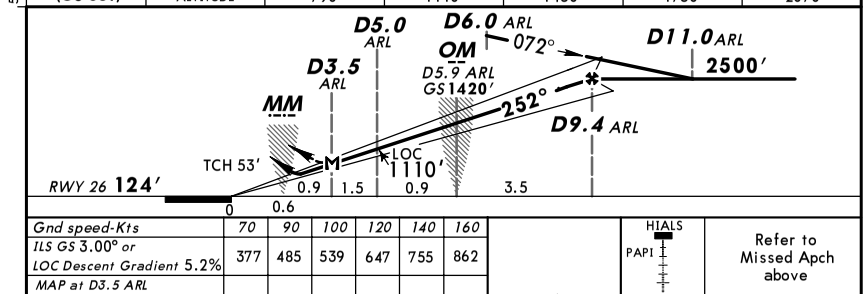
MSA ARL VOR: 1900′ (090°–180°), 2200′ (180°–270°), 1700′ (270°–360°)

MISSED APCH: Turn RIGHT (MAX IAS 185KT) onto 300° as soon as practicable and climb to 1500′, Radar Vectoring for a new approach.
MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to 2000′, turn LEFT to ARL VOR, climbing to 2500′ for a normal insturment approach.

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



LOC (GS out)	ARL DME	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	790′	1110′	1430′	1750′	2070′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862
MAP at D3.5 ARL						

HIALS PAPI

Refer to Missed Apch above

JAR-OPS STRAIGHT-IN LANDING RWY 26

	ILS [1] DA(H) C: 490′ (366′) D: 500′ (376′)		LOC (GS out) MDA(H) 500′ (376′)	
	FULL	ALS out		ALS out
A	RVR 800m	RVR 1200m	RVR 900m	RVR 1500m
B			RVR 1000m	
C				RVR 1800m
D			RVR 1400m	RVR 2000m

[1] DA(H) CAT A: 430′ (306′), CAT B: 460′ (336′).

PANS OPS 4

CHANGES: Chart reindexed. Missed apch.

ESSA/ARN ARLANDA

JEPPESEN 1 JUL 05 (13-1) Eff 7 Jul

STOCKHOLM, SWEDEN VOR DME Rwy 19R

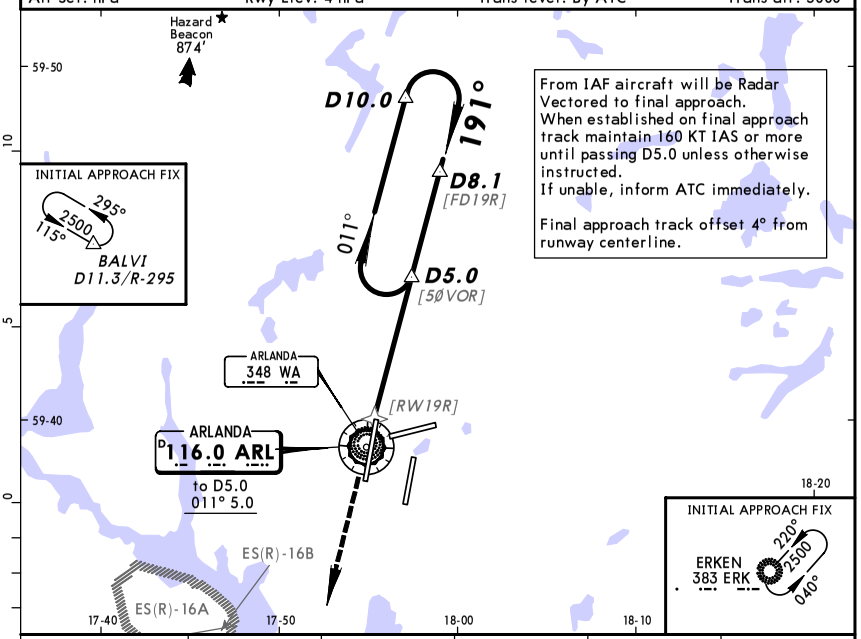
D-ATIS Arrival	ARLANDA Tower	Ground		
119.0	118.5	North 121.92	East 121.97	West 121.7

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
ARL 116.0	191°	D8.1 2500′ (2382′)	580′ (462′)	137′ / RWY 118′

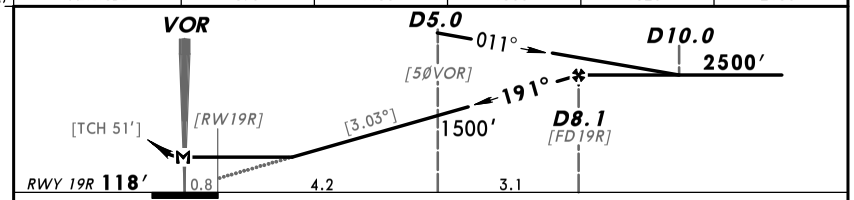
MISSED APCH: Climb STRAIGHT AHEAD to 1500′, Radar Vectoring for a new approach.
MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD. When passing 2000′ climbing to 2500′, turn RIGHT to LA NDB for a new instrument approach.

1900′ 090° 270° 1700′ 2200′ 360°
MSA ARL VOR

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



ARL DME	3.0	4.0	5.0	6.0	7.0
ALTITUDE	870′	1180′	1500′	1820′	2130′



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.29% or Descent angle [3.03°]	375	482	536	643	750	858
MAP at VOR						

HIALS PAPI 1500′

JAR-OPS

STRAIGHT-IN LANDING RWY **19R**

MDA(H) **580′ (462′)**

		ALS out
A	RVR 1000m	RVR 1500m
B	RVR 1200m	
C		RVR 2000m
D	RVR 1600m	

BRIEFING STRIP™ PANS OPS 4

CHANGES: Missed apch.