

General Info

Stockholm, SWE

N 59° 39.1' E 17° 55.1' Mag Var: 3.1°E

Elevation: 137'

Public, IFR, Control Tower, Customs

Fuel: 100LL, Jet A-1

Repairs: Major Airframe, Major Engine

Time Zone Info: GMT+1:00 uses DST

Runway Info

Runway 01L-19R 10830' x 148' concrete

Runway 01R-19L 8202' x 148' asphalt

Runway 08-26 8202' x 148' concrete

Runway 01L (6.0°M) TDZE 100'

Lights: Edge, ALS, Centerline, TDZ

Runway 01R (6.0°M) TDZE 137'

Lights: Edge, ALS, Centerline, TDZ

Runway 08 (72.0°M) TDZE 108'

Lights: Edge, ALS, Centerline

Runway 19L (186.0°M) TDZE 98'

Lights: Edge, ALS, Centerline, TDZ

Runway 19R (186.0°M) TDZE 118'

Lights: Edge, ALS, Centerline

Runway 26 (252.0°M) TDZE 124'

Lights: Edge, ALS, Centerline

Communications Info

ATIS **121.625** Departure Service

ATIS **119.0** Arrival Service

Arlanda Tower **128.725**

Arlanda Tower **125.125**

Arlanda Tower **118.5**

Ground West Ground Control **121.7** MF

Ground North Ground Control **121.925** MF

Ground East Ground Control **121.975** MF

Arlanda Clearance Delivery **121.825**

Notebook Info

ESSA/ARN
ARLANDA

JEPPESEN
30 MAR 07 10-1P Eff 12 Apr

STOCKHOLM, SWEDEN
AIRPORT BRIEFING

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 or arrive 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 via 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.

1.4.2. PREFERENTIAL RWY SYSTEM

The RWYs in use will be selected by ATC according to a preferential RWY system.
This system is based on the following principles:

- safety
- a combination of noise abatement procedures and traffic intensity
- wind and visibility.

Deviations from an assigned RWY in order to obtain a shorter taxi route, departure or approach pattern will not be permitted.

The use of non-preferential RWY is not permitted unless requested for safety reasons by the pilot.

Deviations from the preferential RWYs in use can be made by ATC.

ESSA/ARN
ARLANDA

JEPPESEN
30 MAR 07 10-1P1 Eff 12 Apr

STOCKHOLM, SWEDEN
AIRPORT BRIEFING

1. GENERAL

1.5. TAXI PROCEDURES

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

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 TWY D, jet-blast occurs from ACFT being pushed or from an ACFT in pushed back position.

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

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

ACFT will receive first Ground frequency to contact from ARLANDA Clearance after landing/before take-off.

TWY D, TWY Z, TWY W between W8 and X and TWY M between Northeast part of Apron M and TWY W8 MAX wingspan 213'/65m.

To avoid jet blast on parked ACFT on Apron F following procedure applies:
ACFT at any part of in- or out-taxiing having ACFT parked behind, shall not use more than idle thrust. ACFT for any reason been forced into stop during these circumstances, shall avoid any use of brake-away thrust, request assistance for pull into position of final stop or position where use of brake-away power no longer constitute danger.

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 53 thru 57, 69L, 69R, F40, F42, F44, G141 thru G148, R3 thru R10 and S71 thru S74.
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 and LEFT beacon stop position when both beacons show a straight line.

ESSA/ARN 25 JUL 08 10-1P2 Eff: 31 Jul AIRPORT BRIEFING
 ARLANDA STOCKHOLM, SWEDEN

1. GENERAL

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

1.7.1. OPERATION OF MODE S TRANSPONDER

Mode S transponders shall be operated on movement areas in accordance with the following provisions:

Departing traffic:

- Set ACFT identification and, when received, set assigned Mode A code,
- Immediately prior to request for push-back or taxi, whichever is earlier, select "automatic mode" (e.g.: AUTO) or, if automatic mode is not available, select "on" (e.g. ON or XPDR),
- Only when approaching the holding position of the departure RWY, select "TCAS" (e.g.: TA/RA).

Arriving traffic:

- As soon as practicable after landing de-select "TCAS" (e.g.: de-select TA/RA),
- Select "automatic mode" (e.g.: AUTO) or, if automatic mode is not available, select "on" (e.g. ON or XPDR),
- Continue to squawk last assigned Mode A until fully parked,
- When fully parked, select "standby" (e.g: STBY).

2. ARRIVAL

2.1. SPEED RESTRICTIONS

MAX 250 KT below FL 100 unless otherwise instructed.
 On base-leg ATC will normally request speed reduction to 180 KT.
 When established on final approach track maintain 160 KT or more until passing OM (RWY 08: D3 ARL) 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' (4000' for RWY 01R) 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.

2.2.3. CONTINUOUS DESCENT APPROACH (CDA)

When approaching the aerodrome, the use of CDA procedure and low power, low drag operating procedures are recommended to minimise noise disturbance on ground. The CDA procedure should begin from as high altitude as possible. The ACFT should maintain as clean as possible during approach, provided that this is consistent with ATC speed control requirements and the safe operation of the ACFT.

When inbound traffic is sequenced by vectoring, clearance below transition altitude will include an estimate of track distance to touchdown.

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

For noise monitoring purposes, an arrival is classified as a CDA if it contains maximum one phase of level flight, not longer than 2 NM, below an altitude of 5000'.

ESSA/ARN 25 JUL 08 10-1P3 Eff: 31 Jul AIRPORT BRIEFING
 ARLANDA STOCKHOLM, SWEDEN

2. ARRIVAL

2.3. CAT II/III OPERATIONS

RWYs 01L, 01R and 19L approved for CAT II/III, special aircrew and 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 APT 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.

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

RWY	Exit	Type	ACFT	Dist from THR
01L	Y2	90°	light	2664'(812m)
	Y4	33°	light/medium	3852'(1174m)
	Y6	Rapid exit	all	5407'(1648m)
	Y8	Rapid exit	medium/heavy	7310'(2228m)
	Y9	90°	medium/heavy	8241'(2512m)
	Y10	90°	heavy	10,830'(3301m)
01R	W5	Rapid exit	all	5482'(1671m)
	W6	Rapid exit	medium/heavy	7044'(2147m)
	W7 or W8	90°	medium/heavy	8202'(2500m)
08	X4	90°	light/medium	4413'(1345m)
	X5	90°	medium/heavy	8202'(2500m)
19L	W4	Rapid exit	all	5482'(1671m)
	W3	Rapid exit	medium/heavy	7044'(2147m)
	W2 or W1	90°	medium/heavy	8202'(2500m)
19R	Y9	90°	light	2667'(813m)
	Y7	33°	light/medium	3858'(1176m)
	Y5	Rapid exit	all	5410'(1649m)
	Y3	Rapid exit	medium/heavy	7451'(2271m)
	Y2	90°	medium/heavy	8241'(2512m)
	Y1	90°	heavy	10,830'(3301m)
26	X4	90°	light	3888'(1185m)
	X3	Rapid exit	all	6148'(1874m)
	X2	30°	medium/heavy	8202'(2500m)

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.

ESSA/ARN JEPPESEN STOCKHOLM, SWEDEN
ARLANDA 30 MAR 07 10-1P4 Eff 12 Apr AIRPORT BRIEFING

2. ARRIVAL

2.6. OTHER INFORMATION

2.6.1. INDEPENDENT PARALLEL APPROACHES

Independent parallel approaches will be conducted on the parallel RWYs 01L/01R and 19L/19R when the criteria for use of RWYs meets the standards for these RWY configurations. Information will be given on ATIS Arrival when independent parallel approaches are conducted.

Approach altitude for establishing on final RWY 01L and RWY 19L will be 5000'.
Approach altitude for establishing on final RWY 01R and RWY 19R will be 4000'.

3. DEPARTURE

3.1. DE-ICING

3.1.1. GENERAL

De-iced ACFT may not taxi on TWY U between UE and UG and on TWY W between W8 and Z. 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 stand G149, R9C or 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 RWYs 01L, 08, 19R and Apron M will be used.

Taxiing from Terminal 2:

From stands 61 and 62 via exit UA. From stands 63 thru 65 via exit UB.

From stands 66 thru 69 via exit UC.

Taxiing from Terminal 5:

From stands 1 thru 7 via exit ZL and from stands 12 thru 18 via exit ZK.

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.

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

Shown TAXIROUTES shall be followed.

ESSA/ARN JEPPESEN STOCKHOLM, SWEDEN
ARLANDA 30 MAR 07 10-1P5 Eff 12 Apr AIRPORT BRIEFING

3. DEPARTURE

DEPARTING ACFT

ATC clearance shall be requested from ARLANDA Clearance not earlier than 20 minutes before engine start. At first call state type of ACFT, stand position and latest received ATIS transmission including id-letter and QNH.

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. 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 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.

DEPARTING ACFT NOT EQUIPPED FOR FMS/RNAV SID

These ACFT shall inform ARLANDA Clearance. 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.

ESSA/ARN **JEPPESEN** **STOCKHOLM, SWEDEN**
 ARLANDA 30 MAR 07 **10-1P6** Eff 12 Apr **AIRPORT BRIEFING**

3. DEPARTURE

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	Y2	8241'(2512m)	all
	Y3	7451'(2271m)	all
01R	W3	7044'(2147m)	all
	W4	5482'(1671m)	light/medium
08	X3	6148'(1874m)	light/medium
19L	W6	7044'(2147m)	all
	W5	5482'(1671m)	light/medium
19R	Y9	8241'(2512m)	all
	Y8	7310'(2228m)	all
26	X4	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 Tower frequency.

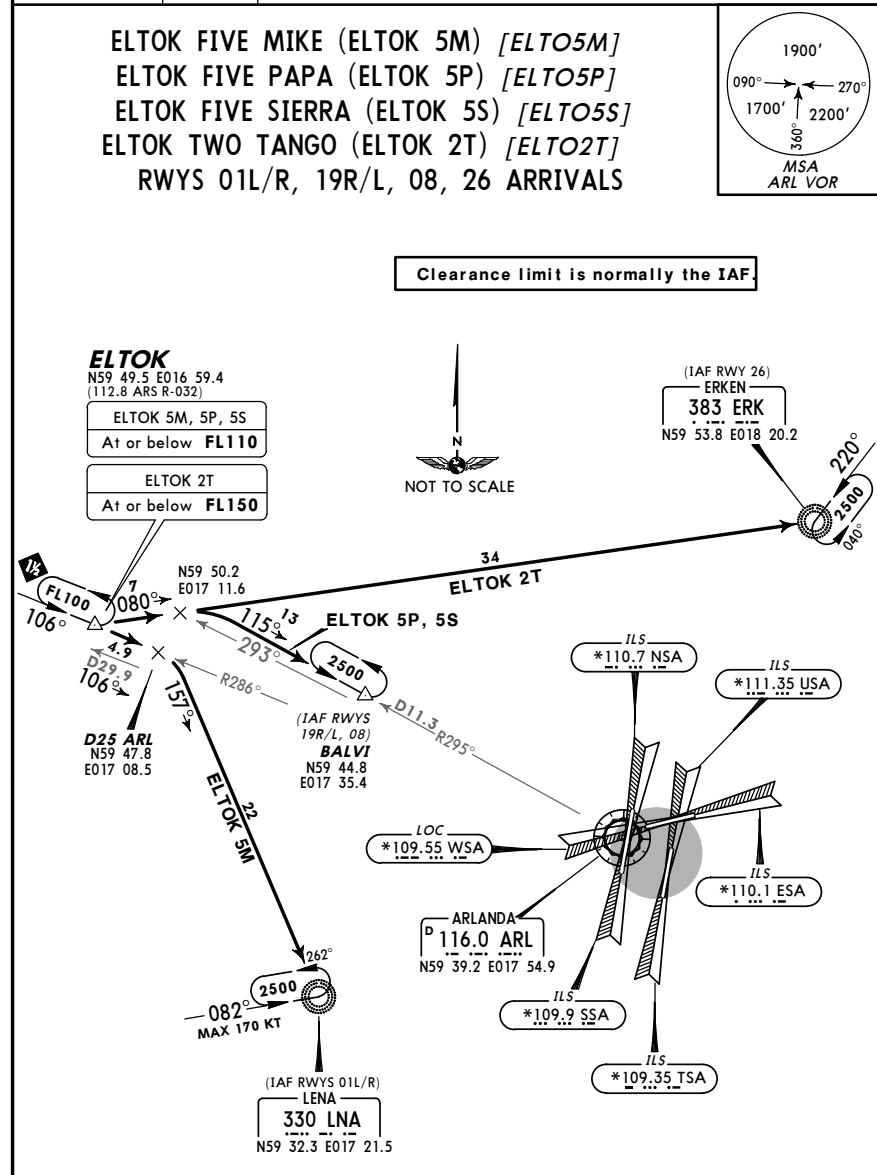
3.6. OTHER INFORMATION

3.6.1. OMNIDIRECTIONAL DEPARTURE PROCEDURE

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

ESSA/ARN **JEPPESEN** **STOCKHOLM, SWEDEN**
 ARLANDA 30 MAY 08 **10-2** Eff 5 Jun **STAR**

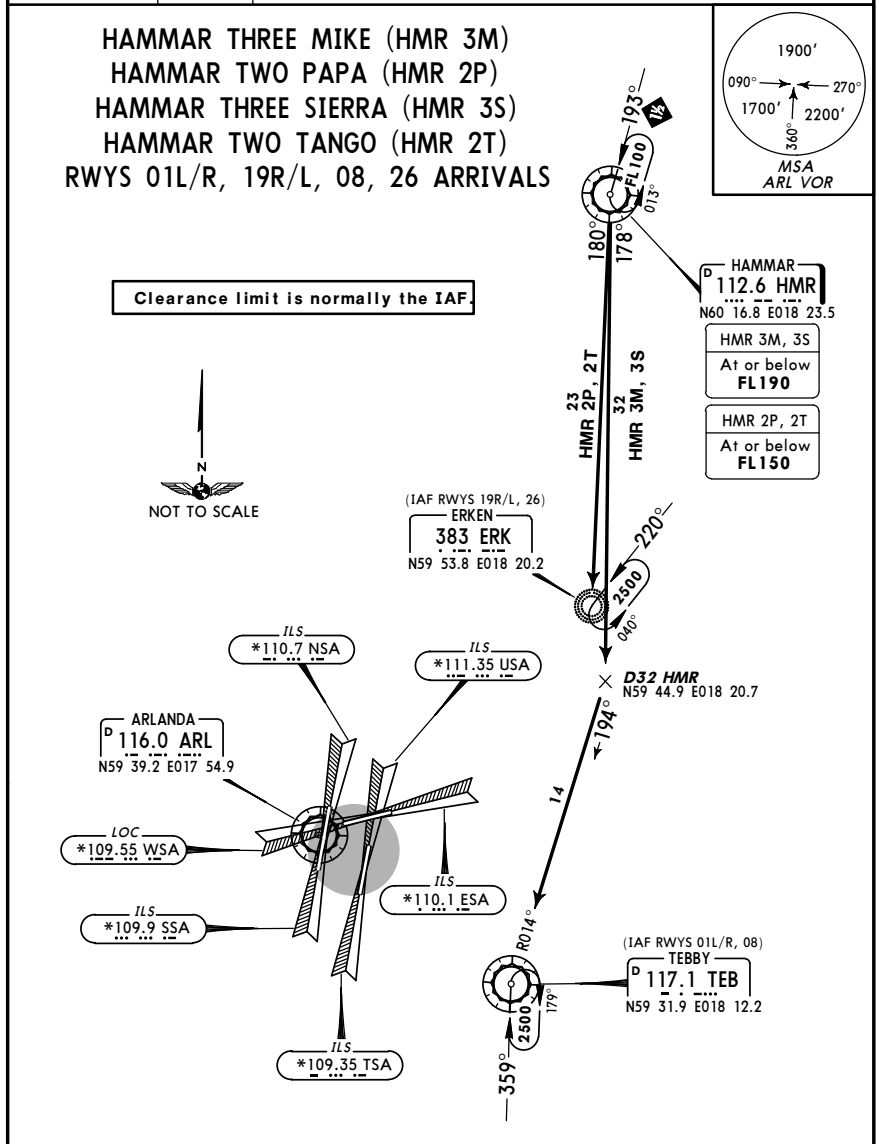
D-ATIS 119.0	Apt Elev 137'	Alt Set: hPa Trans level: By ATC Trans alt: 5000' 1. STARS are also noise abatement routings. Strict adherence to assigned route is mandatory to avoid unnecessary noise disturbance. 2. STARS to RWYS 01L & 01R/19R & 19L are identical. RWY to be used will be assigned by ATC.
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STAR	RWY	ROUTING
ELTOK 5M	01L/R	Intercept ARL R-286 inbound to D25 ARL, turn RIGHT, intercept 157° bearing to LNA for radar vectoring to final approach.
ELTOK 5P	19R/L	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 5S	08	
ELTOK 2T	26	Intercept 080° bearing to ERK for radar vectoring to final approach.

ESSA/ARN ARLANDA
 JEPPESEN STOCKHOLM, SWEDEN
 30 MAY 08 (10-2A) Eff 5 Jun STAR

D-ATIS 119.0 Apt Elev 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.

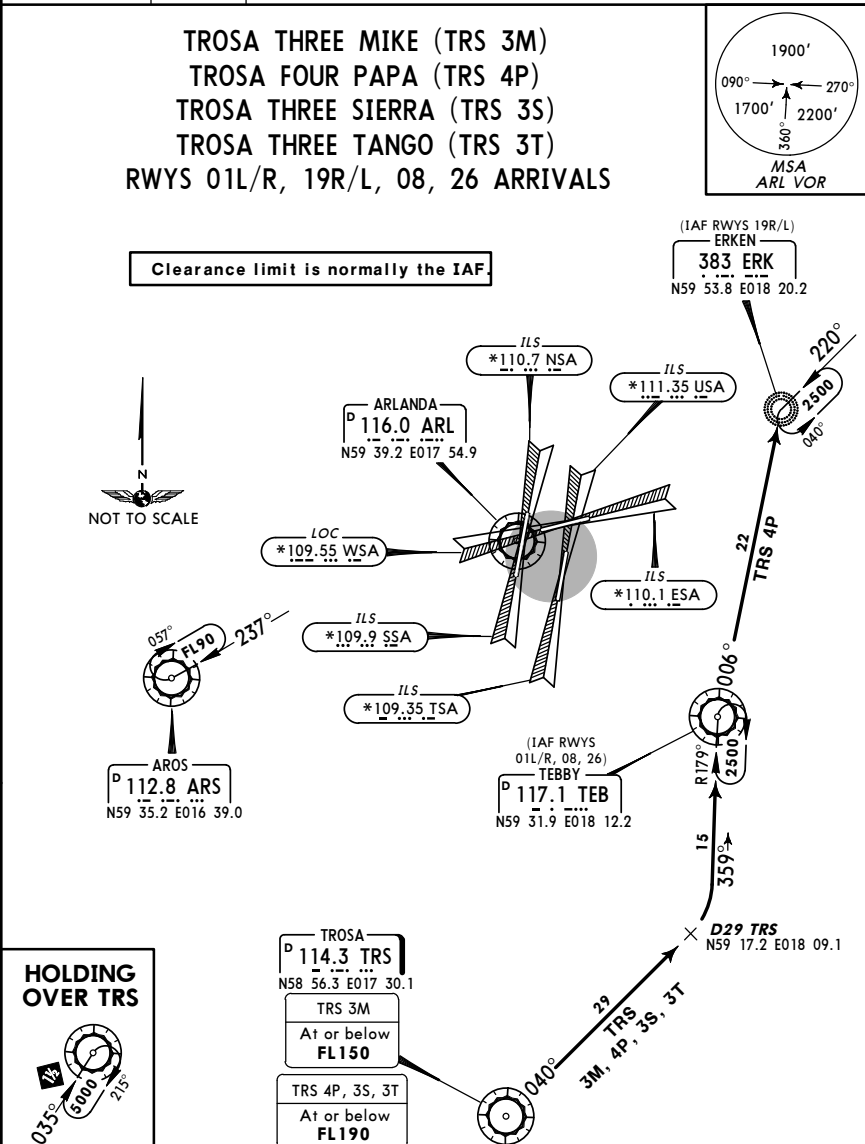


STAR	RWY	ROUTING
HMR 3M	01L/R	Intercept HMR R-178 to D32 HMR, turn RIGHT, intercept TEB R-014 inbound to TEB for radar vectoring to final approach.
HMR 2P	19R/L	Intercept HMR R-180 to ERK for radar vectoring to final approach.
HMR 3S	08	Intercept HMR R-178 to D32 HMR, turn RIGHT, intercept TEB R-014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

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ESSA/ARN ARLANDA
 JEPPESEN STOCKHOLM, SWEDEN
 23 SEP 05 (10-2B) Eff 29 Sep STAR

D-ATIS 119.0 Apt Elev 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.



STAR	RWY	ROUTING
TRS 3M	01L/R	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	TRS R-040 to D29 TRS, turn LEFT, intercept TEB R-179 inbound to TEB for radar vectoring to final approach.

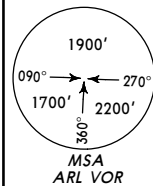
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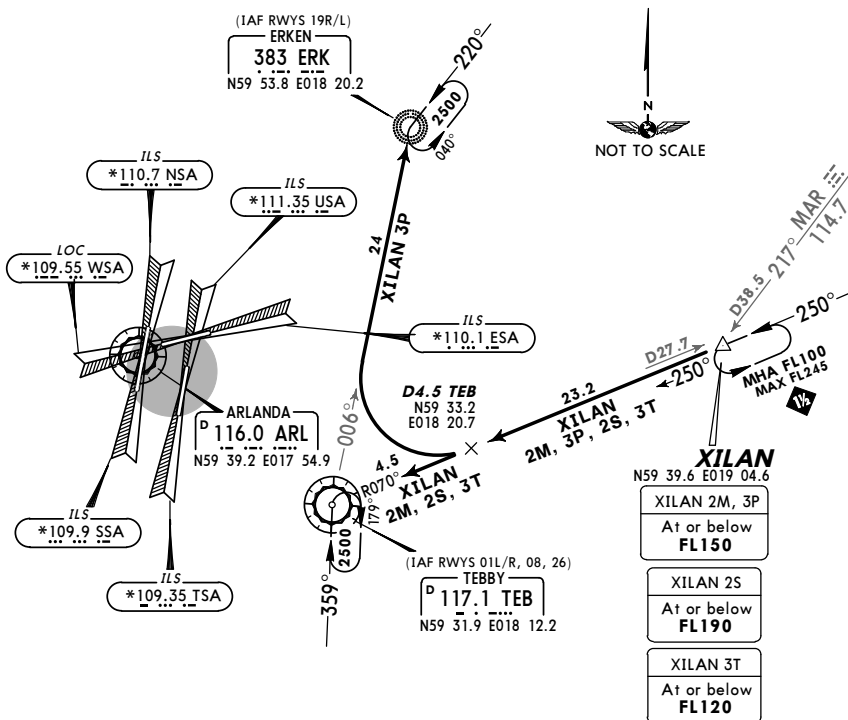
JEPPesen **STOCKHOLM, SWEDEN**
 23 SEP 05 (10-2C) Eff 29 Sep **STAR**

D-ATIS 119.0	Apt Elev 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.
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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



Clearance limit is normally the IAF



XILAN N59 39.6 E019 04.6
XILAN 2M, 3P At or below FL150
XILAN 2S At or below FL190
XILAN 3T At or below FL120

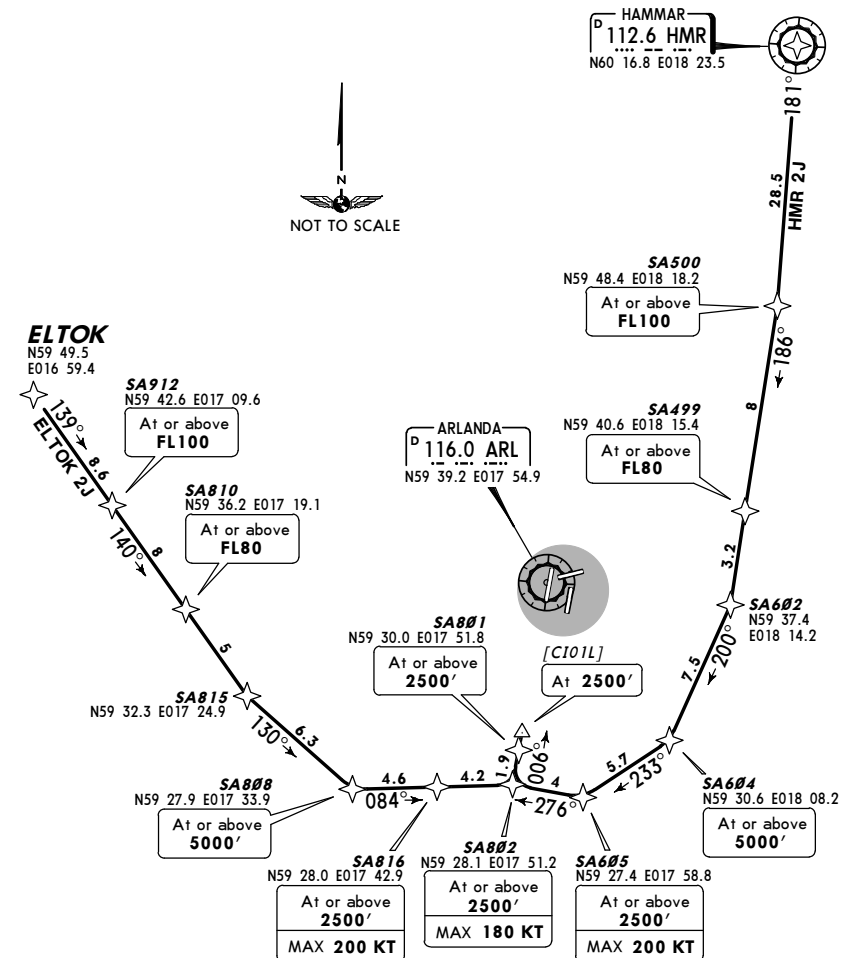
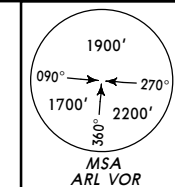
STAR	RWY	ROUTING
XILAN 2M	01L/R	Intercept TEB R-070 inbound to TEB for radar vectoring to final approach.
XILAN 3P	19R/L	Intercept TEB R-070 inbound to D4.5 TEB, turn RIGHT, intercept TEB R-006 to ERK for radar vectoring to final approach.
XILAN 2S	08	Intercept TEB R-070 inbound to TEB for radar vectoring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

ESSA/ARN
ARLANDA

JEPPesen **STOCKHOLM, SWEDEN**
 2 MAY 08 (10-2D) Eff 8 May **RNAV STAR**

D-ATIS 119.0	Apt Elev 137'	Alt Set: hPa Trans level: By ATC Trans alt: 5000' 1. STARS are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 2. Perform continuous descent approach from at least FL100. 3. Specified minimum level at waypoints must be adhered to unless specifically cancelled by ATC. 4. If the airborne P-RNAV equipment fails, inform ATC as soon as possible. Radar vectoring will be provided.
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ELTOK 2J [ELTO2J], HAMMAR 2J (HMR 2J)
RWY 01L P-RNAV ARRIVALS
 RNAV (DME/DME, GNSS)
 P-RNAV APPROVAL REQUIRED
 P-RNAV STARS ARE PRIMARILY USED AT NIGHT AND DURING PERIODS OF LOW TRAFFIC BY ATC



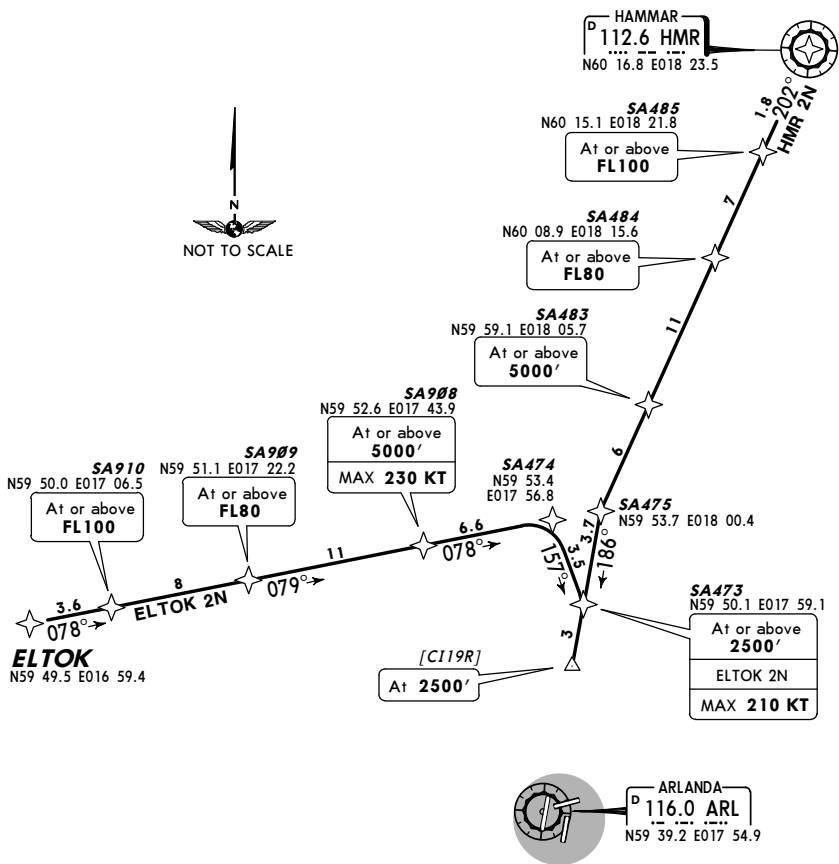
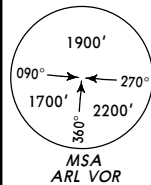
STAR	ROUTING
ELTOK 2J	ELTOK - SA912 (FL100+) - SA810 (FL80+) - SA815 - SA808 (5000'+) - SA816 (2500'+; K200-) - SA802 (2500'+; K180-) - SA801 (2500'+) - [C101L](2500').
HMR 2J	HMR - SA500 (FL100+) - SA499 (FL80+) - SA602 - SA604 (5000'+) - SA605 (2500'+; K200-) - SA802 (2500'+; K180-) - SA801 (2500'+) - [C101L](2500').

ESSA/ARN
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JEPPESEN STOCKHOLM, SWEDEN
 2 MAY 08 (10-2E) Eff 8 May RNAV STAR

D-ATIS 119.0	Apt Elev 137'	Alt Set: hPa Trans level: By ATC Trans alt: 5000' 1. STARS are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 2. Perform continuous descent approach from at least FL100. 3. Specified minimum level at waypoints must be adhered to unless specifically cancelled by ATC. 4. If the airborne P-RNAV equipment fails, inform ATC as soon as possible. Radar vectoring will be provided.
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ELTOK 2N [ELTO2N], HAMMAR 2N (HMR 2N)
 RWY 19R P-RNAV ARRIVALS
 RNAV (DME/DME, GNSS)
 P-RNAV APPROVAL REQUIRED
 P-RNAV STARS ARE PRIMARILY USED AT NIGHT AND
 DURING PERIODS OF LOW TRAFFIC BY ATC



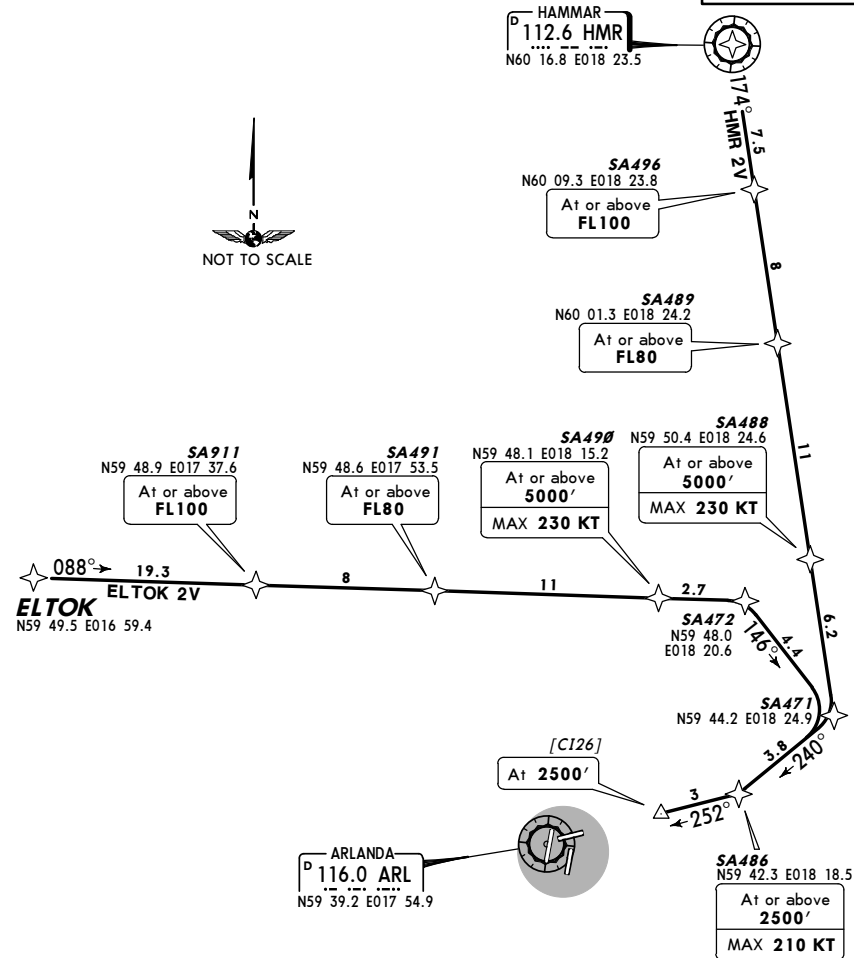
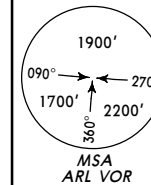
STAR	ROUTING
ELTOK 2N	ELTOK - SA910 (FL100+) - SA909 (FL80+) - SA908 (5000'+; K230-) - SA474 - SA473 (2500'+; K210-) - [CI19R] (2500').
HMR 2N	HMR - SA485 (FL100+) - SA484 (FL80+) - SA483 (5000'+) - SA475 - SA473 (2500'+) - [CI19R] (2500').

ESSA/ARN
 ARLANDA

JEPPESEN STOCKHOLM, SWEDEN
 2 MAY 08 (10-2E) Eff 8 May RNAV STAR

D-ATIS 119.0	Apt Elev 137'	Alt Set: hPa Trans level: By ATC Trans alt: 5000' 1. STARS are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 2. Perform continuous descent approach from at least FL100. 3. Specified minimum level at waypoints must be adhered to unless specifically cancelled by ATC. 4. If the airborne P-RNAV equipment fails, inform ATC as soon as possible. Radar vectoring will be provided.
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ELTOK 2V [ELTO2V], HAMMAR 2V (HMR 2V)
 RWY 26 RNAV ARRIVALS
 RNAV (DME/DME, GNSS)
 P-RNAV APPROVAL REQUIRED
 P-RNAV STARS ARE PRIMARILY USED AT NIGHT AND
 DURING PERIODS OF LOW TRAFFIC BY ATC

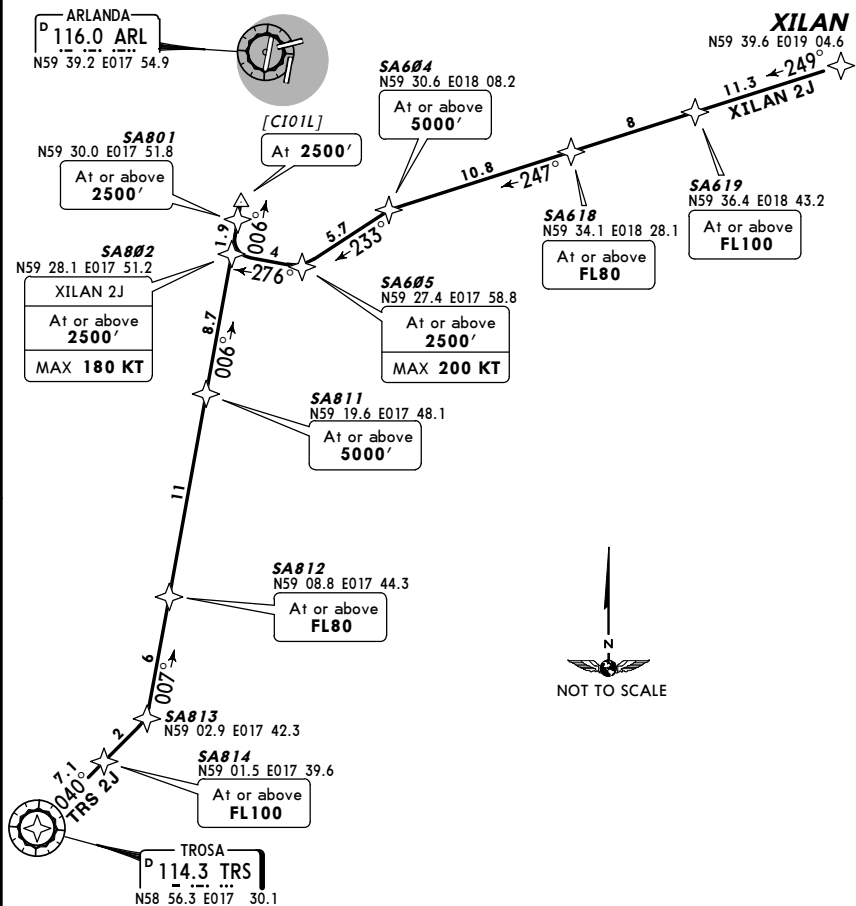
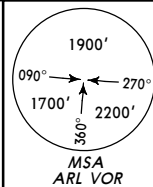


STAR	ROUTING
ELTOK 2V	ELTOK - SA911 (FL100+) - SA491 (FL80+) - SA490 (5000'+; K230-) - SA472 - SA471 - SA486 (2500'+; K210-) - [CI26] (2500').
HMR 2V	HMR - SA496 (FL100+) - SA489 (FL80+) - SA488 (5000'+; K230-) - SA471 - SA486 (2500'+; K210-) - [CI26] (2500').

ESSA/ARN STOCKHOLM, SWEDEN
 ARLANDA 2 MAY 08 (10-2G) Eff 8 May RNAV STAR

D-ATIS 119.0	Apt Elev 137'	Alt Set: hPa Trans level: By ATC Trans alt: 5000' 1. STARs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 2. Perform continuous descent approach from at least FL100. 3. Specified minimum level at waypoints must be adhered to unless specifically cancelled by ATC. 4. If the airborne P-RNAV equipment fails, inform ATC as soon as possible. Radar vectoring will be provided.
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TROSA 2J (TRS 2J), XILAN 2J [XILA2J]
 RWY 01L RNAV ARRIVALS
 RNAV (DME/DME, GNSS)
 P-RNAV APPROVAL REQUIRED
 P-RNAV STARs ARE PRIMARILY USED AT NIGHT AND DURING PERIODS OF LOW TRAFFIC BY ATC

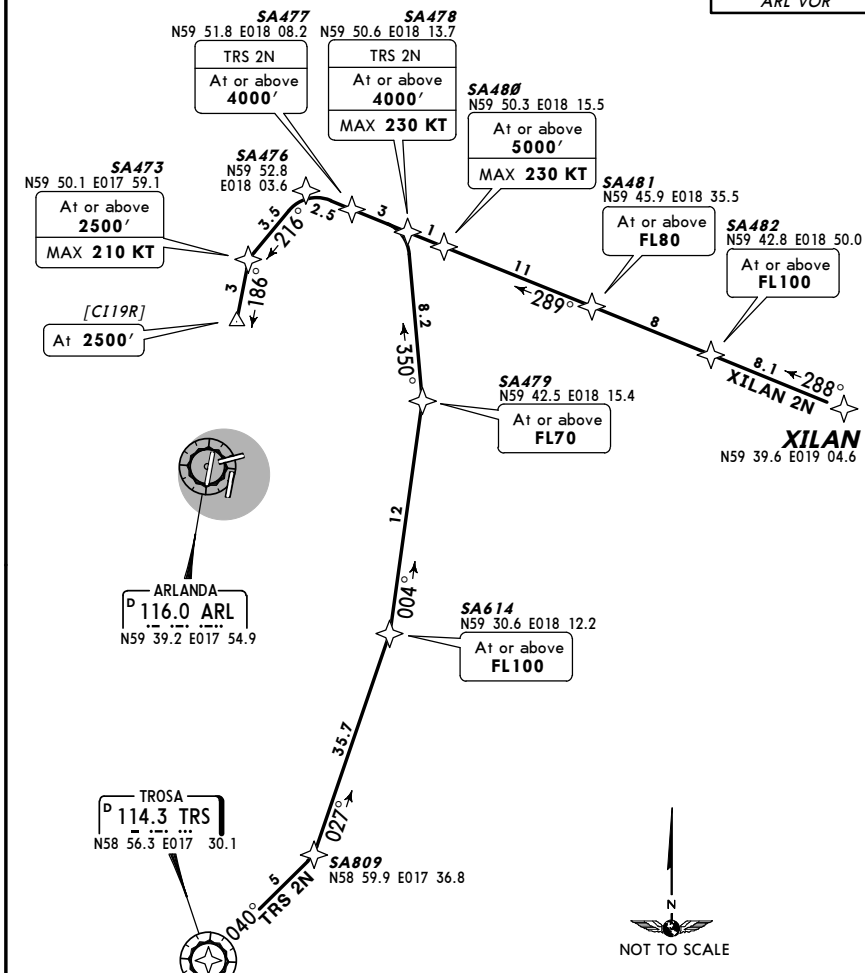
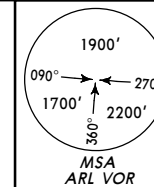


STAR	ROUTING
TRS 2J	TRS - SA814 (FL100+) - SA813 (FL100+) - SA812 (FL80+) - SA811 (5000'+) - SA802 - SA801 (2500'+) - [C101L](2500').
XILAN 2J	XILAN - SA619 (FL100+) - SA618 (FL80+) - SA604 (5000'+) - SA605 (2500+; K200-) - SA802 (2500'+; K180-) - SA801 (2500'+) - [C101L](2500').

ESSA/ARN STOCKHOLM, SWEDEN
 ARLANDA 2 MAY 08 (10-2H) Eff 8 May RNAV STAR

D-ATIS 119.0	Apt Elev 137'	Alt Set: hPa Trans level: By ATC Trans alt: 5000' 1. STARs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 2. Perform continuous descent approach from at least FL100. 3. Specified minimum level at waypoints must be adhered to unless specifically cancelled by ATC. 4. If the airborne P-RNAV equipment fails, inform ATC as soon as possible. Radar vectoring will be provided.
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TROSA 2N (TRS 2N), XILAN 2N [XILA2N]
 RWY 19R RNAV ARRIVALS
 RNAV (DME/DME, GNSS)
 P-RNAV APPROVAL REQUIRED
 P-RNAV STARs ARE PRIMARILY USED AT NIGHT AND DURING PERIODS OF LOW TRAFFIC BY ATC



STAR	ROUTING
TRS 2N	TRS - SA809 - SA614 (FL100+) - SA479 (FL70+) - SA478 (4000'+; K230-) - SA477 (4000'+) - SA476 - SA473 (2500'+; K210-) - [C119R](2500').
XILAN 2N	XILAN - SA482 (FL100+) - SA481 (FL80+) - SA480 (5000'+; K230-) - SA476 - SA473 (2500'+; K210-) - [C119R](2500').

ESSA/ARN
 ARLANDA

JEPPESEN STOCKHOLM, SWEDEN
 2 MAY 08 (10-2J) Eff 8 May RNAV STAR

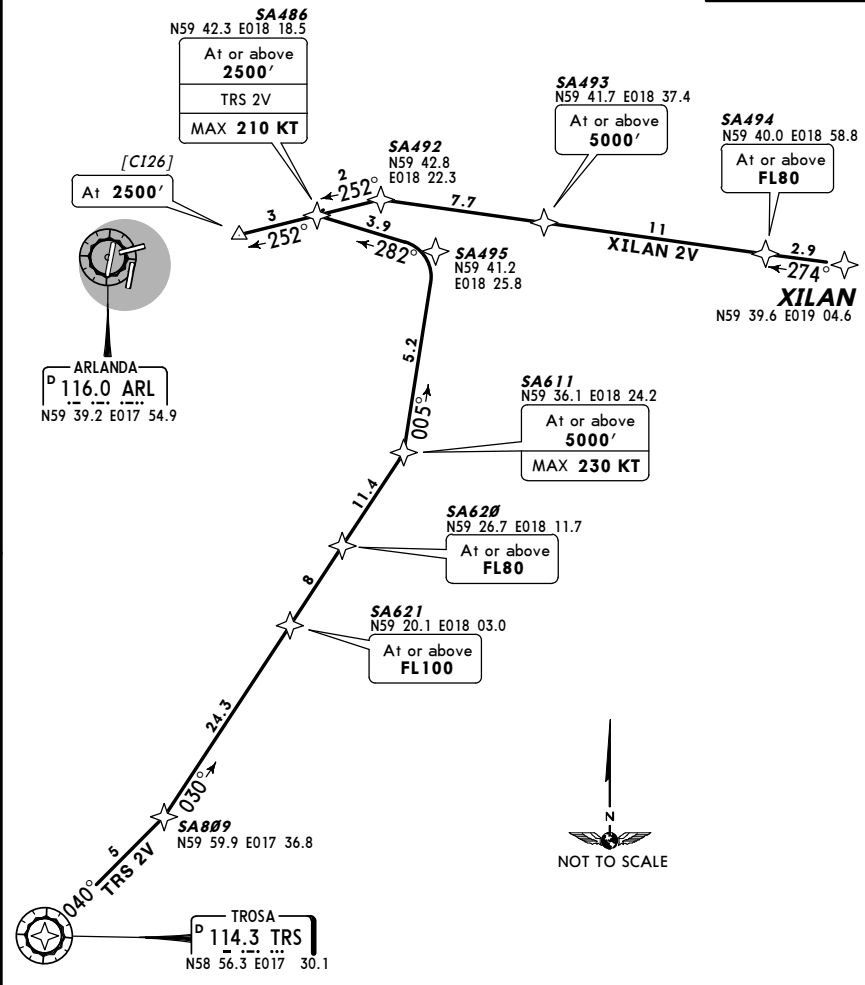
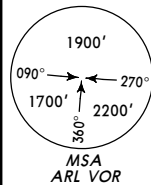
ESSA/ARN
 ARLANDA

JEPPESEN STOCKHOLM, SWEDEN
 RNAV (DME/DME) 26 MAY 06 (10-3) Eff 8 Jun RNAV SID

D-ATIS 119.0
 Apt Elev 137'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'
 1. STARs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
 2. Perform continuous descent approach from at least FL100.
 3. Specified minimum level at waypoints must be adhered to unless specifically cancelled by ATC.
 4. If the airborne P-RNAV equipment fails, inform ATC as soon as possible. Radar vectoring will be provided.

TROSA 2V (TRS 2V), XILAN 2V [XILA2V]
 RWY 26 RNAV ARRIVALS
 RNAV (DME/DME, GNSS)
 P-RNAV APPROVAL REQUIRED
 P-RNAV STARS ARE PRIMARILY USED AT NIGHT AND DURING PERIODS OF LOW TRAFFIC BY ATC



STAR	ROUTING
TRS 2V	TRS - SA809 - SA621 (FL100+) - SA620 (FL80+) - SA611 (5000'+; K230-) - SA495 - SA486 (2500'+; K210-) - [C126] (2500').
XILAN 2V	XILAN - SA494 (FL80+) - SA493 (5000'+) - SA492 - SA486 (2500'+) - [C126] (2500').

RNAV SID DESIGNATION REFER TO CHART

ABENI 4Q, 2R	10-3B
ARS 2B, 4C	10-3C
ARS 4E, 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 4Q, 2R	10-3J
DKR 2B, 4C	10-3K
DKR 4E, 3G	10-3L
DKR 2K, 2L	10-3M
GALNU 4Q, 2R	10-3N
KOGAV 2B, 3C, 3G	10-3P
KOGAV 2K, 2L	10-3Q
LUMAX 4Q, 2R	10-3S
MENGA 1C, NTL 2B, 3C	10-3T
NTL 2E, 2G	10-3U
NTL 2K, 2L, 2R	10-3V
NOSLI 3B, 4C	10-3W
NOSLI 4E, 3G	10-3X
NOSLI 2K, 4L	10-3X1
RESNA 2B, 3C, 3G	10-3X2
RESNA 2K, 2L	10-3X3
ROKNI 4Q, 2R	10-3X4
TALEK 4Q, 2R	10-3X5
TRS 3B, 4C	10-3X6
TRS 4E, 3G	10-3X7
TRS 2K, 4L	10-3X8

RNAV INSTRUCTIONS

APPROVED USERS, EQUIPMENT AND OPERATIONS

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

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

NON-FMS/RNAV EQUIPPED AIRCRAFT

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

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

RESTRICTED USE FOR CERTAIN AIRCRAFT TYPES

B757, B767 and MD-11 have FMS equipment which do not get the aircraft inside designated tracks after first turn (not valid for B757 & B767 with Honeywell Pegasus FMS).
 "B757, B767, MD-11" in SID routing description requires aircraft to use following procedure:
 1. After take-off disregard FMS.
 2. At a specified DME distance turn to a specified track.
 3. When established on specified track use FMS and fly direct to a specified waypoint.

FMS/RNAV EQUIPMENT FAILURE

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

APPLIED PRACTICE FOR LOW-SPEED AIRCRAFT

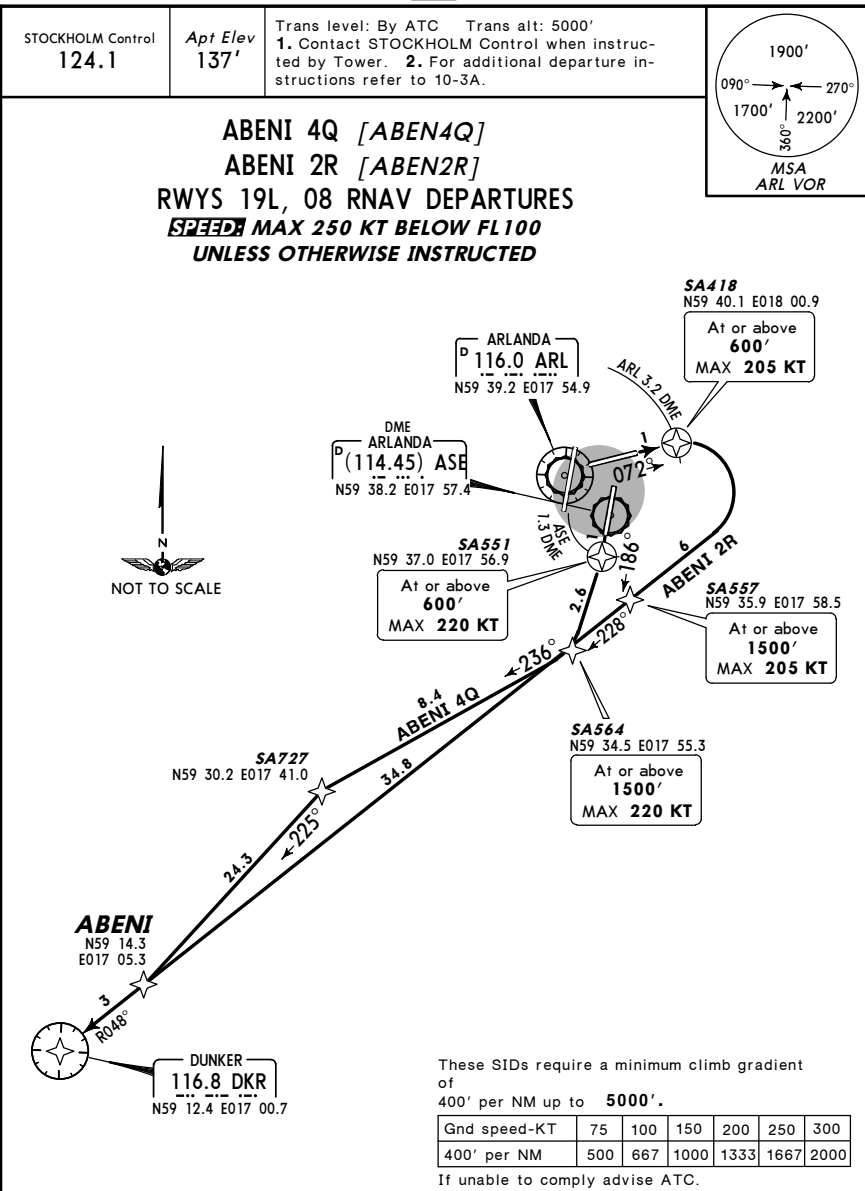
Prop aircraft with a MTOW more than 9t which fulfil ICAO Annex 16, chapter 3 or 5 and prop aircraft with a MTOW less than 9t will during daytime 0600-2100 (0500-2000) be cleared to follow low speed departure routes (climb-out on a heading to an altitude) instead of SIDs. Low speed departure routes will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

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

REPORTING

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

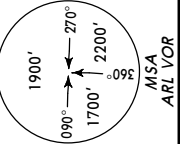
Airspace team
 LFV-ASD/PRO
 Fax: +46-(0)11-19 22 46
 E-mail: maria.ullvetter@ifv.se



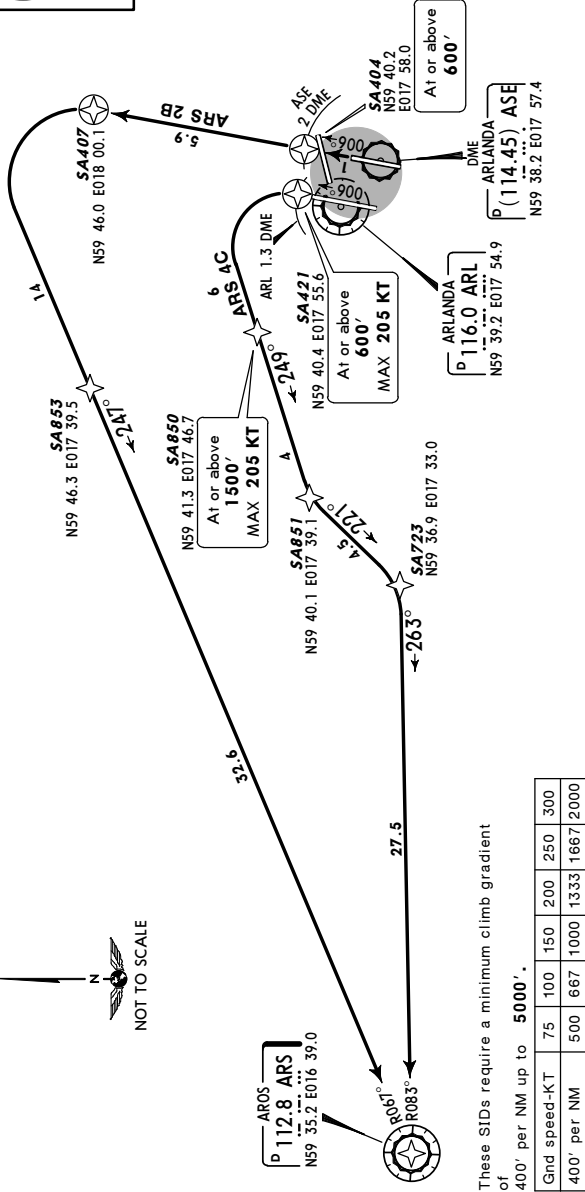
SID	RWY	ROUTING
ABENI 4Q	19L	Climb on 186° track to SA551 (600'+; K220-) - SA564 (1500'+; K220-) - SA727 - ABENI - DKR. NON-FMS/RNAV: Climb on 186° track to ASE 3.5 DME (MAX 220 KT until ASE 3.5 DME), turn RIGHT, 230° track, expect radar vectors to DKR.
ABENI 2R	08	Climb on 072° track to SA418 (600'+;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

ESSA/ARN ARLANDA (DME/DME) 26 MAY 06 (10-3C) Eff 8 Jun STOCKHOLM, SWEDEN
 RNAV SID

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



AROS 2B (ARS 2B), AROS 4C (ARS 4C)
 RWYS 01R/L RNAV DEPARTURES
KEEPS MAX 250 KT BELOW FL100
 UNLESS OTHERWISE INSTRUCTED



SID	RWY	ROUTING
ARS 2B	01R	Climb on 006° track to SA404 (600'+) - SA407 - SA853 - ARS (K205-) - SA726 - ARS.
ARS 4C	01L	Climb on 006° track to SA421 (600'+; K205-) - SA850 (1500'+; K205-) - SA851 - SA723 - ARS. (MAX 205 KT until SA850) - SA851 - SA723 - ARS.

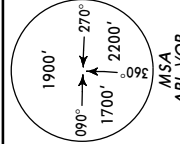
Initial climb clearance 5000' unless otherwise specified

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

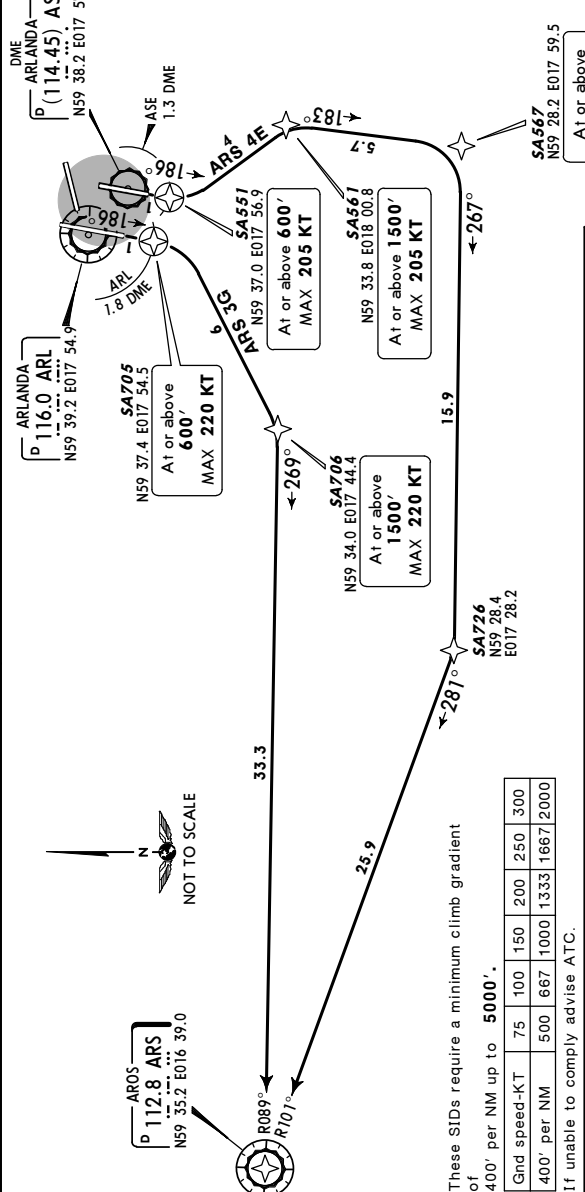
Gnd speed-KT	75	100	150	200	250	300
400' per NM	500	667	1000	1333	1667	2000

ESSA/ARN ARLANDA (DME/DME) 26 MAY 06 (10-3D) Eff 8 Jun STOCKHOLM, SWEDEN
 RNAV SID

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



AROS 4E (ARS 4E), AROS 3G (ARS 3G)
 RWYS 19L/R RNAV DEPARTURES
KEEPS MAX 250 KT BELOW FL100
 UNLESS OTHERWISE INSTRUCTED



SID	RWY	ROUTING
ARS 4E	19L	Climb on 186° track to SA551 (600'+; K205-) - SA561 (1500'+; K205-) - SA567 (1500'+; K205-) - SA726 - ARS.
ARS 3G	19R	Climb on 186° track to SA705 (600'+; K220-) - SA706 (1500'+; K220-) - ARS. (MAX 220 KT until SA706) - ARS.

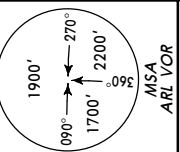
Initial climb clearance 5000' unless otherwise specified

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

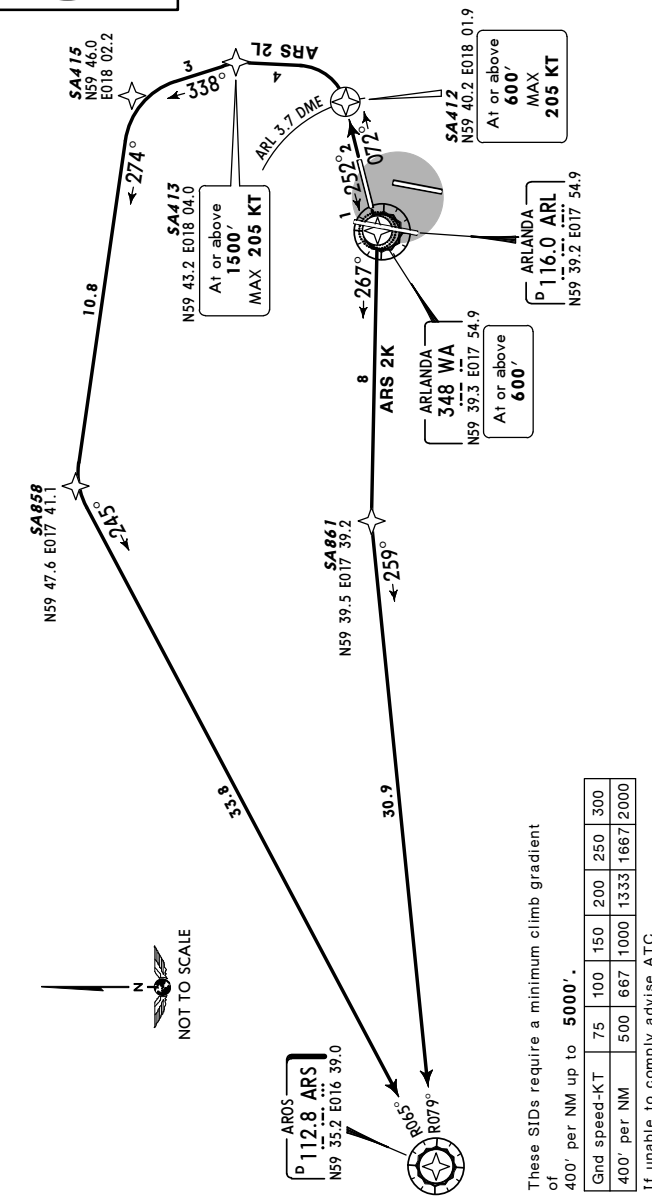
Gnd speed-KT	75	100	150	200	250	300
400' per NM	500	667	1000	1333	1667	2000

ESSA/ARN ARLANDA (DME/DME) 26 MAY 06 (10-3E) Eff 8 Jun STOCKHOLM, SWEDEN
 RNAV SID

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



AROS 2K (ARS 2K), AROS 2L (ARS 2L)
 RWYS 26, 08 RNAV DEPARTURES
SPEED MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

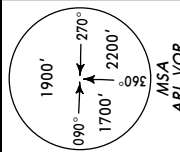


SID	RWY	ROUTING
ARS 2K	26	Climb on 252° track to WA (600' +) - SA861 - ARS. NON-FMS/RNAV: Climb on 252° track to WA, turn RIGHT, 267° bearing, expect radar vectors to ARS.
ARS 2L	08	Climb on 072° track to SA412 (600' +; K205-) - SA413 (1500' +; K205-) - SA415 - SA858 - ARS. B757, B767, MD-11: Climb on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

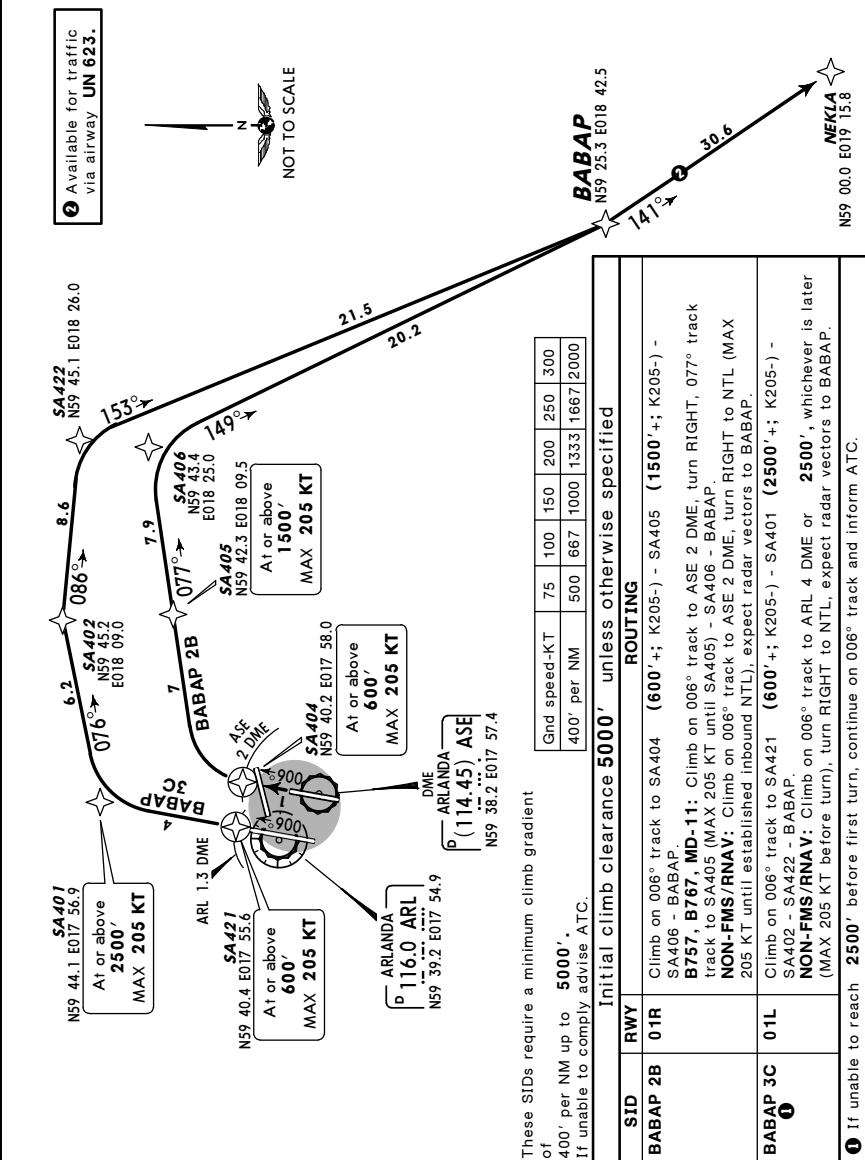
These SIDs require a minimum climb gradient of 400' per NM up to 5000'.
 If unable to comply advise ATC.

ESSA/ARN ARLANDA (DME/DME) 26 MAY 06 (10-3F) Eff 8 Jun STOCKHOLM, SWEDEN
 RNAV SID

STOCKHOLM Control 126.65 Apt Elev 137' Trans level: By ATC Trans alt: 5000'
 1. Contact STOCKHOLM Control when instructed by Tower.
 2. For additional departure instructions refer to 10-3A.



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



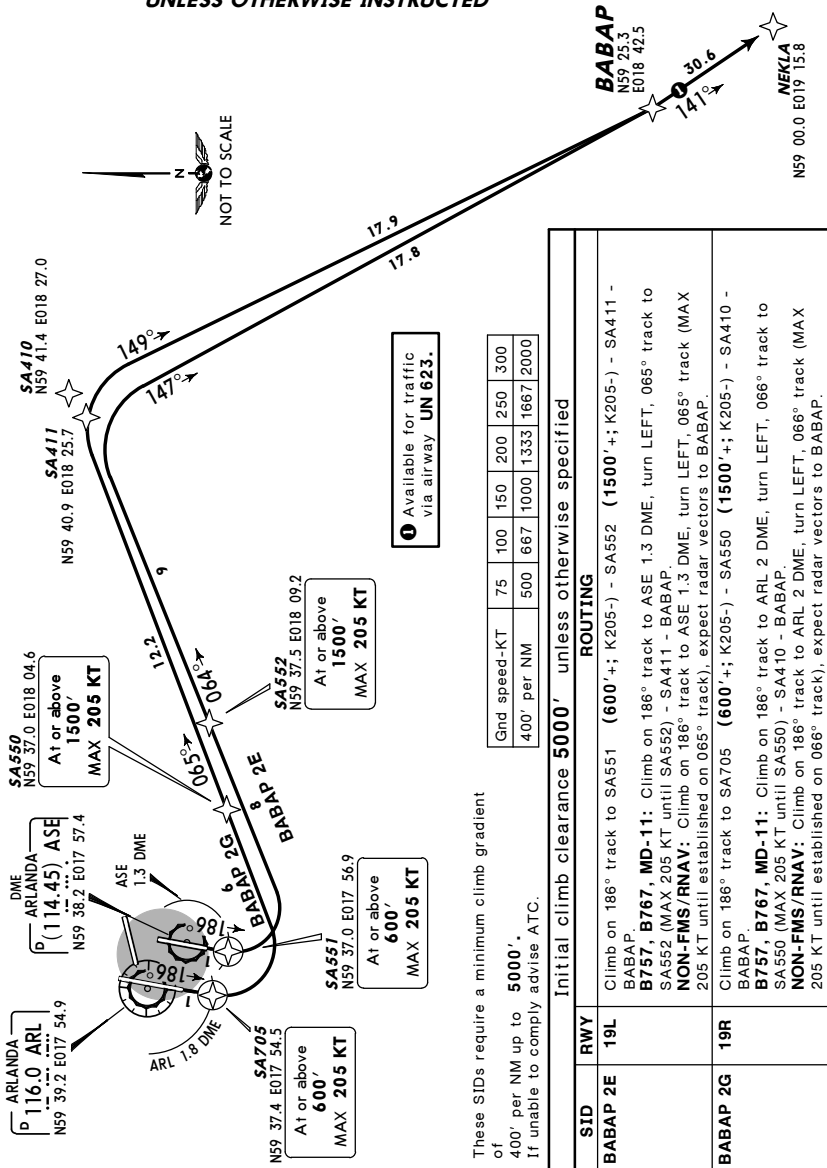
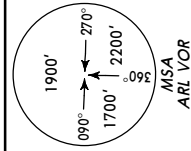
SID	RWY	ROUTING
BABAP 2B	01R	Climb on 006° track to SA404 (600' +; K205-) - SA405 (1500' +; K205-) - SA406 - BABAP. B757, B767, MD-11: Climb on 006° track to ASE 2 DME, turn RIGHT, 077° track to SA405 (MAX 205 KT until SA405) - SA406 - BABAP. NON-FMS/RNAV: Climb on 006° track to ASE 2 DME, turn RIGHT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

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

ESSA/ARN ARLANDA (DME/DME) 26 MAY 06 (10-3G) Eff 8 Jun STOCKHOLM, SWEDEN RNAV SID

STOCKHOLM Control 126.65 Apt Elev 137' Trans level: By ATC Trans alt: 5000'
 1. Contact STOCKHOLM Control when instructed by Tower.
 2. For additional departure instructions refer to 10-3A.

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



Available for traffic via airway UN 623.

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

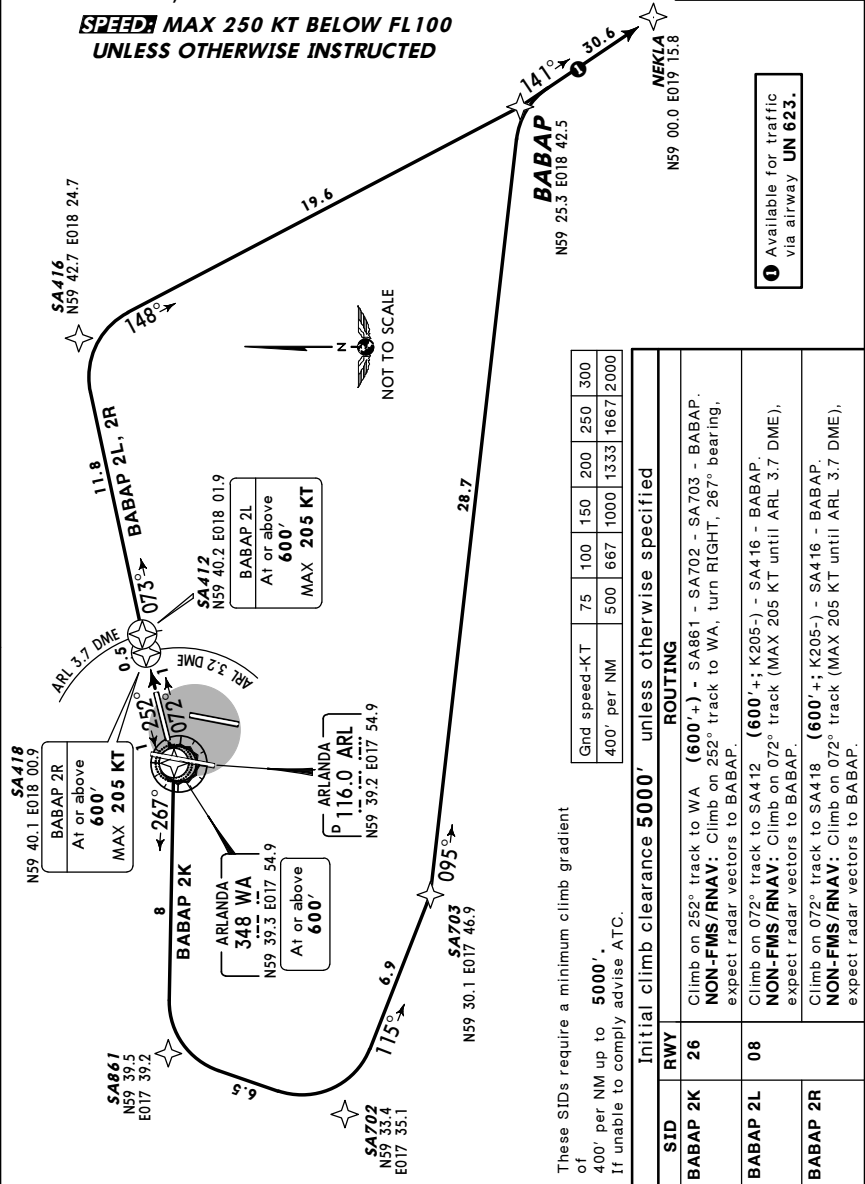
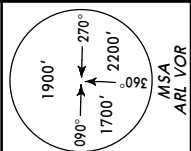
SID	RWY	ROUTING
BABAP 2E	19L	Climb on 186° track to SA551 (600' +; K205-) - SA552 (1500' +; K205-) - SA411 - BABAP. B757, B767, MD-11: Climb on 186° track to ASE 1.3 DME, turn LEFT, 065° track to SA552 (MAX 205 KT until SA552) - SA411 - BABAP. NON-FMS/RNAV: Climb on 186° track to ASE 1.3 DME, turn LEFT,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

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

ESSA/ARN ARLANDA (DME/DME) 26 MAY 06 (10-3H) Eff 8 Jun STOCKHOLM, SWEDEN RNAV SID

STOCKHOLM Control 124.1 BABAP 2K, 2R 126.65 Apt Elev 137' Trans level: By ATC Trans alt: 5000'
 1. Contact STOCKHOLM Control when instructed by Tower.
 2. For additional departure instructions refer to 10-3A.

BABAP 2K [BABA2K]
 BABAP 2L [BABA2L]
 BABAP 2R [BABA2R]
 RWYS 26, 08 RNAV DEPARTURES
~~REFFS~~ MAX 250 KT BELOW FL100
 UNLESS OTHERWISE INSTRUCTED



Available for traffic via airway UN 623.

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

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

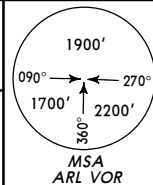
These SIDs require a minimum climb gradient of 400' per NM up to 5000'. If unable to comply advise ATC.

ESSA/ARN STOCKHOLM, SWEDEN
 ARLANDA (DME/DME) 26 MAY 06 (10-3J) Eff 8 Jun RNAV SID

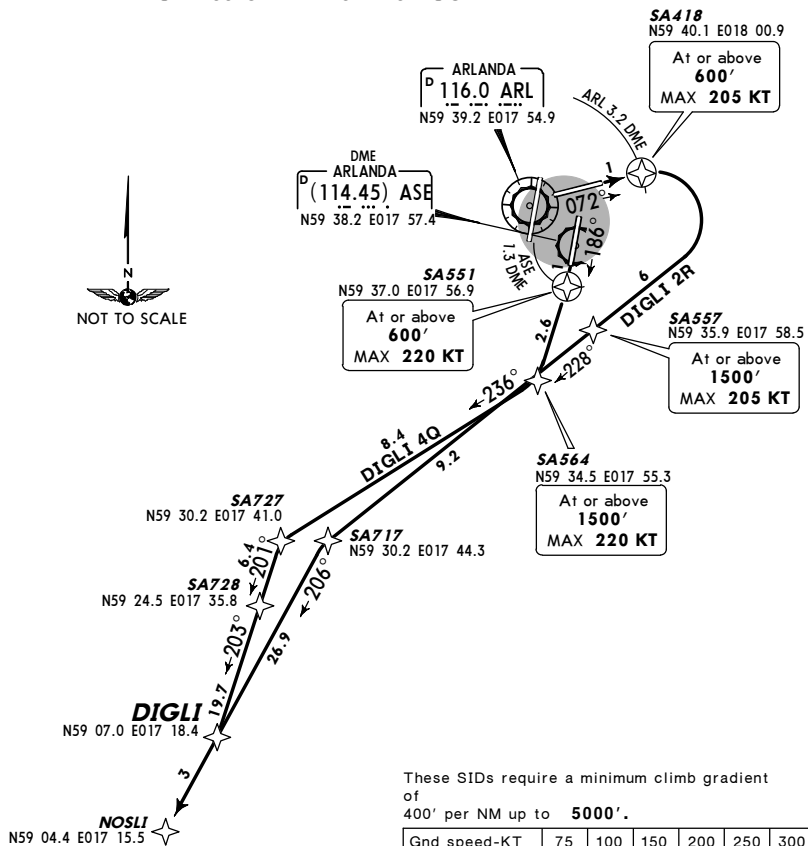
STOCKHOLM Control
 124.1

RNAV
 (DME/DME)

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



DIGLI 4Q [DIGL4Q]
 DIGLI 2R [DIGL2R]
 RWYS 19L, 08 RNAV DEPARTURES
**SPEEDS 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.

Initial climb clearance 5000' unless otherwise specified

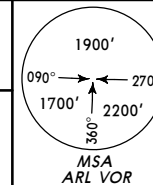
SID	RWY	ROUTING
DIGLI 4Q	19L	Climb on 186° track to SA551 (600'+; K220-) - SA564 (1500'+; K220-) - SA727 - SA728 - DIGLI - NOSLI. NON-FMS/RNAV: Climb on 186° track to ASE 3.5 DME (MAX 220 KT until ASE 3.5 DME), turn RIGHT, 230° track, expect radar vectors to NOSLI.
DIGLI 2R	08	Climb on 072° track to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

ESSA/ARN STOCKHOLM, SWEDEN
 ARLANDA (DME/DME) 26 MAY 06 (10-3K) Eff 8 Jun RNAV SID

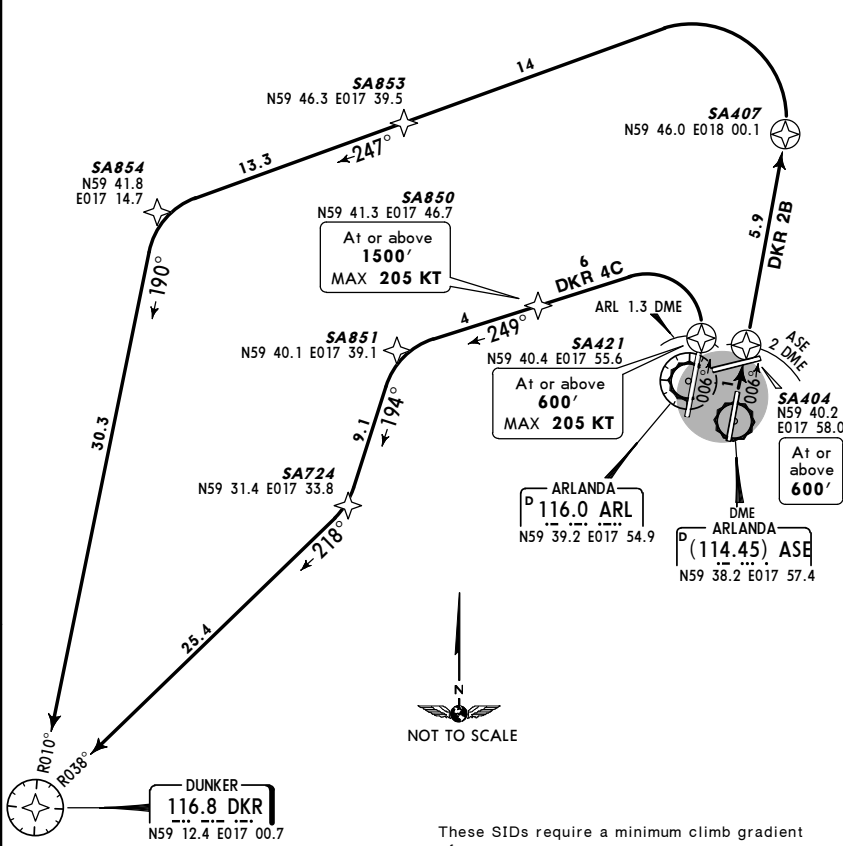
STOCKHOLM Control
 124.1

RNAV
 (DME/DME)

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



DUNKER 2B (DKR 2B), DUNKER 4C (DKR 4C)
 RWYS 01R/L RNAV DEPARTURES
**SPEEDS MAX 250 KT BELOW FL100
 UNLESS OTHERWISE INSTRUCTED**



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

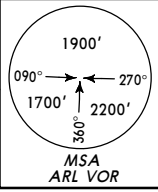
If unable to comply advise ATC.

Initial climb clearance 5000' unless otherwise specified

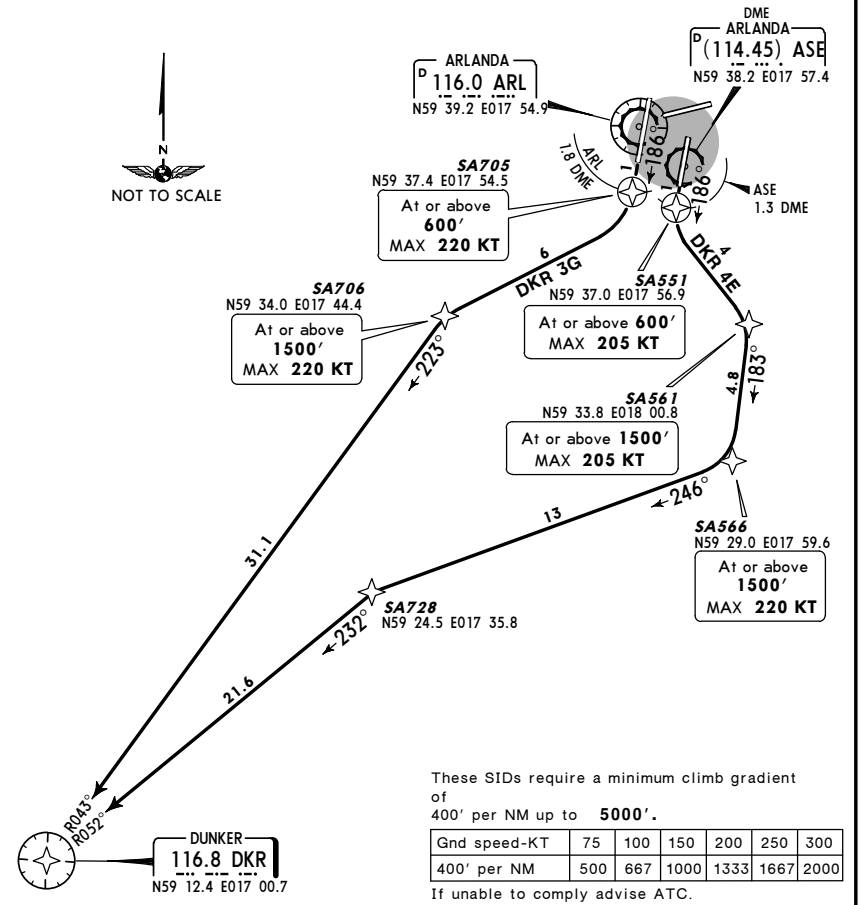
SID	RWY	ROUTING
DKR 2B	01R	Climb on 006° track to SA404 (600'+) - SA407 - SA853 - SA854 - DKR. NON-FMS/RNAV: Climb on 006° track, expect radar vectors to DKR.
DKR 4C	01L	Climb on 006° track to SA421 (600'+; K205-) - SA850 (1500'+; K205-) - SA851 - SA724 - DKR. B757, B767, MD-11: Climb on 006° track to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

ESSA/ARN ARLANDA (DME/DME) 26 MAY 06 (10-3L) Eff 8 Jun **JEPPESEN STOCKHOLM, SWEDEN** RNAV SID

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



DUNKER 4E (DKR 4E), DUNKER 3G (DKR 3G)
 RWYS 19L/R RNAV DEPARTURES
SPEEDS MAX 250 KT BELOW FL100
 UNLESS OTHERWISE INSTRUCTED

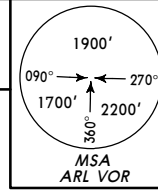


Initial climb clearance 5000' unless otherwise specified

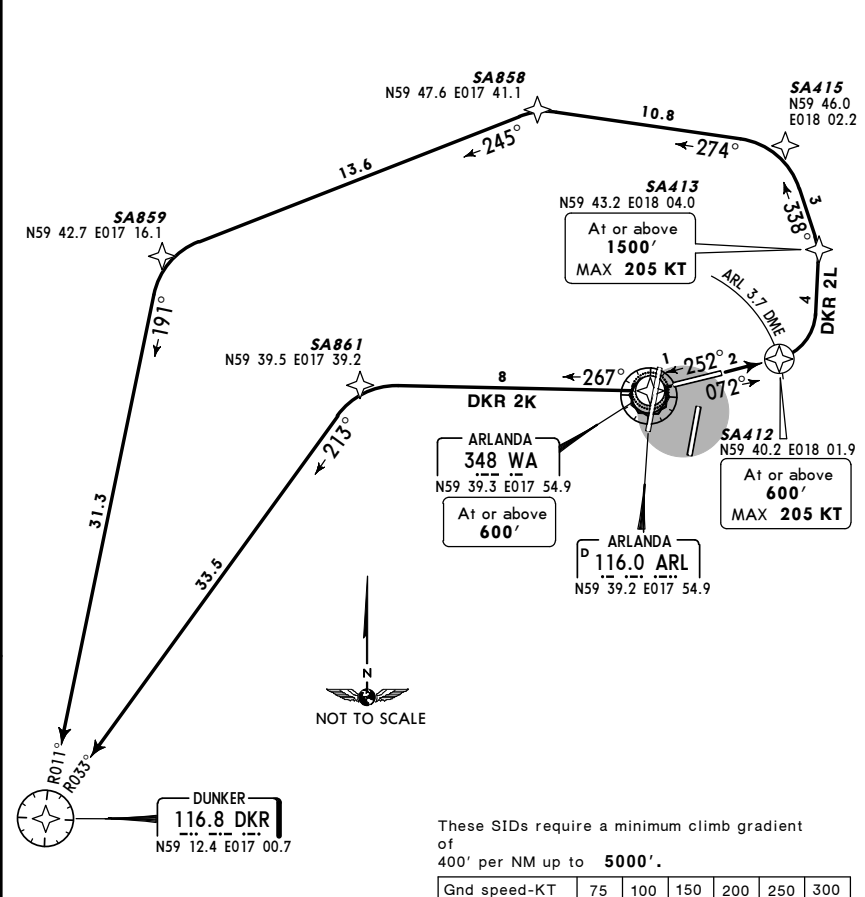
SID	RWY	ROUTING
DKR 4E	19L	Climb on 186° track to SA551 (600'+; K205-) - SA561 (1500'+; K205-) - SA566 (1500'+; K220-) - SA728 - DKR. B757, B767, MD-11: Climb on 186° track to ASE 1.3 DME, turn LEFT, 140° track to SA561 (MAX 205 KT until SA561) - SA566 (MAX 220 KT until SA566) - SA728 - DKR. NON-FMS/RNAV: Climb on 186° track to ASE 1.3 DME, turn LEFT, 140° track, at ASE 4.5 DME (MAX 205 KT until ASE 4.5 DME) turn RIGHT, 190° track, expect radar vectors to DKR.
DKR 3G	19R	Climb on 186° track to SA705 (600'+; K220-) - SA706 (1500'+; K220-) - DKR. B757, B767, MD-11: Climb on 186° track to ARL 2 DME, turn RIGHT, 240° track to SA706 (MAX 220 KT until SA706) - DKR. NON-FMS/RNAV: Climb on 186° track to ARL 2 DME, turn RIGHT, 240° track (MAX 220 KT until established on 240° track), expect radar vectors to DKR.

ESSA/ARN ARLANDA (DME/DME) 26 MAY 06 (10-3M) Eff 8 Jun **JEPPESEN STOCKHOLM, SWEDEN** RNAV SID

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



DUNKER 2K (DKR 2K), DUNKER 2L (DKR 2L)
 RWYS 26, 08 RNAV DEPARTURES
SPEEDS MAX 250 KT BELOW FL100
 UNLESS OTHERWISE INSTRUCTED



Initial climb clearance 5000' unless otherwise specified

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

ESSA/ARN STOCKHOLM, SWEDEN
 ARLANDA (DME/DME) 26 MAY 06 (10-3N) Eff 8 Jun RNAV SID

STOCKHOLM Control 124.1 Apt Elev 137'

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

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

GALNU 4Q [GALN4Q]
GALNU 2R [GALN2R]
 RWYS 19L, 08 RNAV DEPARTURES
SPEEDS 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
GALNU 4Q	19L	Climb on 186° track to SA551 (600'+; K220-) - SA564 (1500'+; K220-) - SA727 - SA728 - SA729 - GALNU - TRS. NON-FMS/RNAV: Climb on 186° track to ASE 3.5 DME (MAX 220 KT until ASE 3.5 DME), turn RIGHT, 230° track, expect radar vectors to TRS.
GALNU 2R	08	Climb on 072° track to SA418 (600'+; K205-) - SA557 (1500'+; K205-) - SA717 - SA718 - GALNU - TRS. B757, B767, MD-11: Climb on 072° track to ARL 3.2 DME, turn RIGHT, 228° track to SA557 (MAX 205 KT until SA557) - SA717 - SA718 - GALNU - TRS. NON-FMS/RNAV: Climb on 072° track to ARL 3.2 DME, turn RIGHT, 228° track (MAX 205 KT until established on 228° track), expect radar vectors to TRS.

ESSA/ARN STOCKHOLM, SWEDEN
 ARLANDA (DME/DME) 26 MAY 06 (10-3P) Eff 8 Jun RNAV SID

STOCKHOLM Control 124.1 Apt Elev 137'

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

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

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

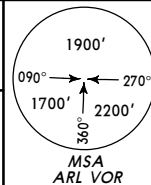
SID	RWY	ROUTING
KOGAV 2B	01R	Climb on 006° track to SA404 (600'+) - SA408 - KOGAV. NON-FMS/RNAV: Climb on 006° track, expect radar vectors to KOGAV.
KOGAV 3C	01L	Climb on 006° track to SA421 (600'+) - SA401 - SA403 - KOGAV. NON-FMS/RNAV: Climb on 006° track, expect radar vectors to KOGAV.
KOGAV 3G	19R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

ESSA/ARN ARLANDA **JEPPESEN** STOCKHOLM, SWEDEN
 RNAV (DME/DME) 26 MAY 06 **10-3Q** Eff 8 Jun **RNAV SID**

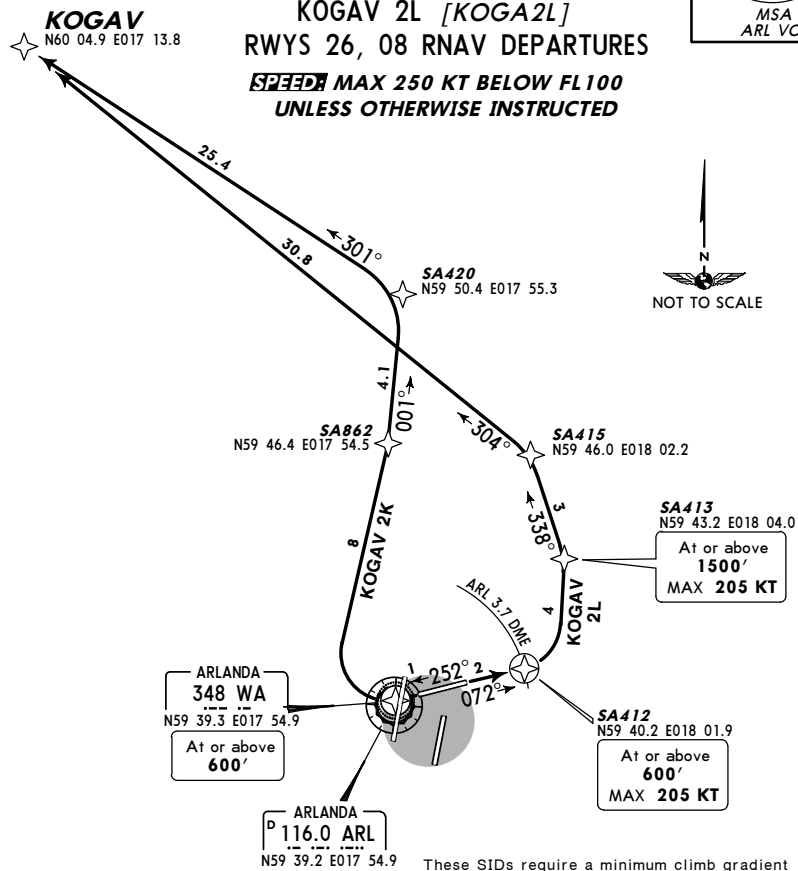
STOCKHOLM Control
 124.1

RNAV (DME/DME)
 Apt Elev 137'

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



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

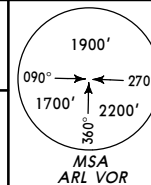
SID	RWY	ROUTING
KOGAV 2K	26	Climb on 252° track to WA (600'+) - SA862 - SA420 - KOGAV. B757, B767, MD-11: Climb on 252° track to WA, turn RIGHT, 009° track to SA862 - SA420 - KOGAV. NON-FMS/RNAV: Climb on 252° track to WA, turn RIGHT, 009° track, expect radar vectors to KOGAV.
KOGAV 2L	08	Climb on 072°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

ESSA/ARN ARLANDA **JEPPESEN** STOCKHOLM, SWEDEN
 RNAV (DME/DME) 26 MAY 06 **10-3S** Eff 8 Jun **RNAV SID**

STOCKHOLM Control
 124.1

RNAV (DME/DME)
 Apt Elev 137'

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

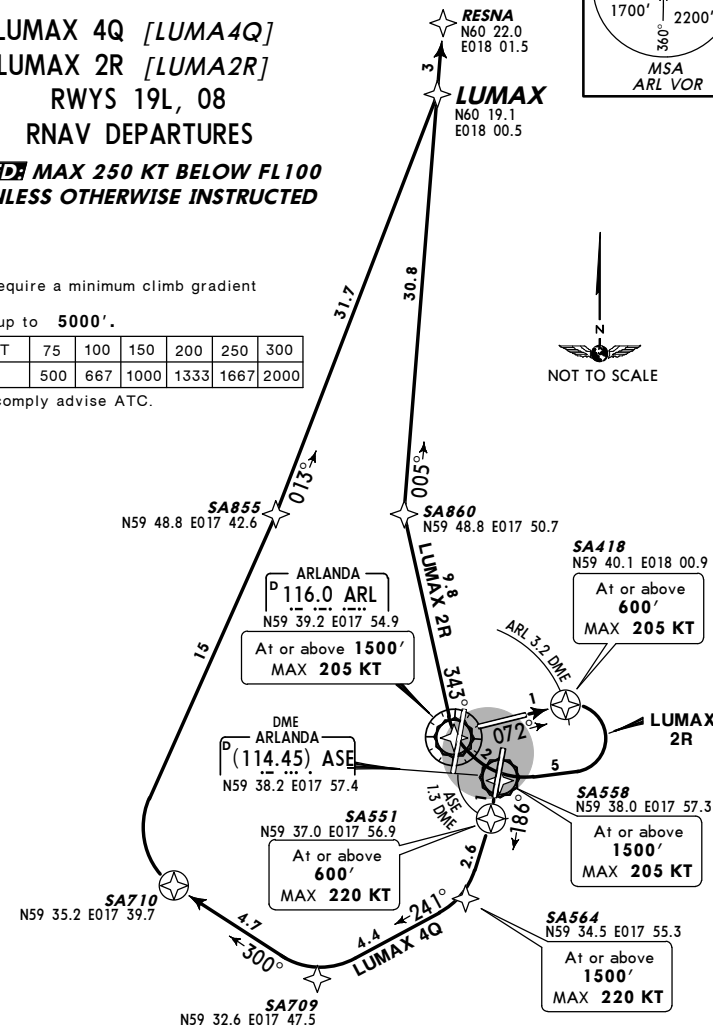


LUMAX 4Q [LUMA4Q]
LUMAX 2R [LUMA2R]
 RWYS 19L, 08
 RNAV DEPARTURES
SPEEDS MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED

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.



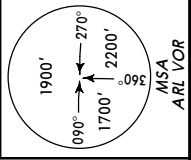
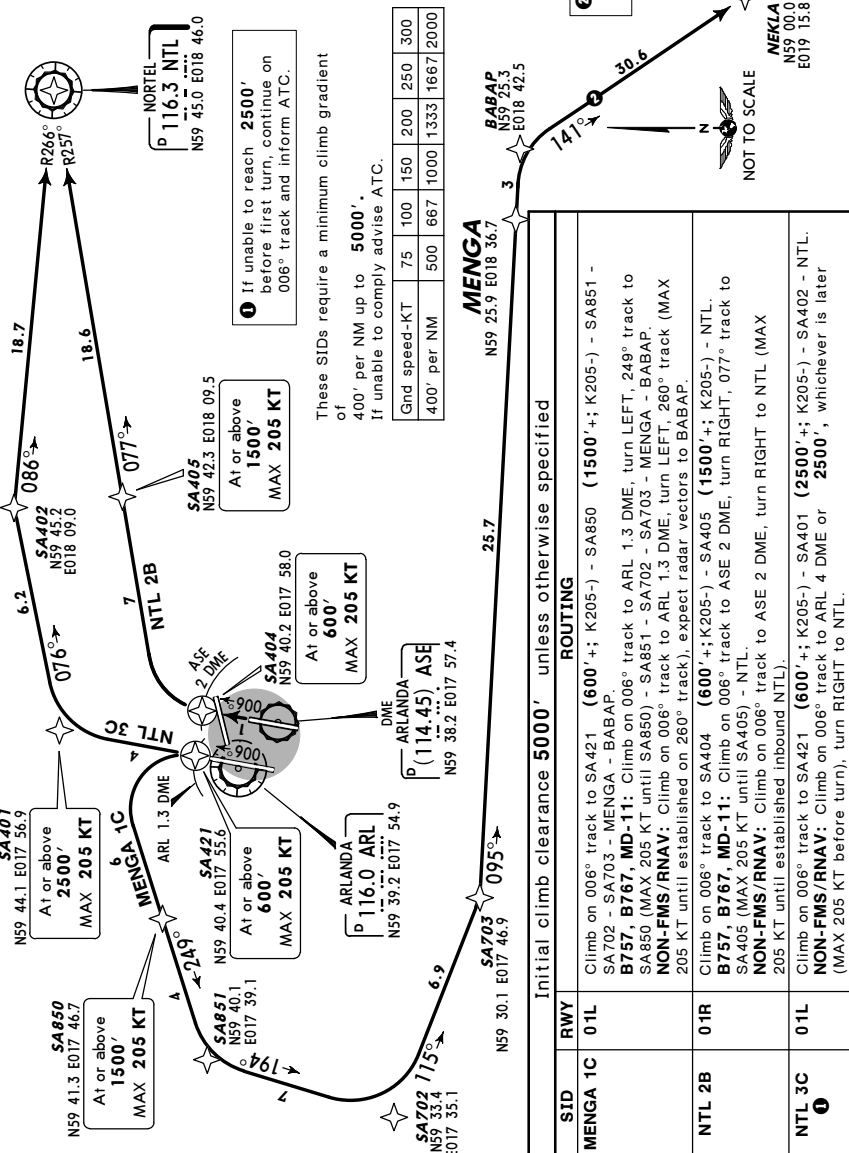
Initial climb clearance **5000'** unless otherwise specified

SID	RWY	ROUTING
LUMAX 4Q	19L	Climb on 186° track to SA551 (600'+; K220-) - SA564 (1500'+; K220-) - SA709 - SA710 - SA855 - LUMAX - RESNA. NON-FMS/RNAV: Climb on 186° track to ASE 3.5 DME (MAX 220 KT until ASE 3.5 DME), turn RIGHT, 240° track, expect radar vectors to RESNA.
LUMAX 2R	08	Climb on 072° track to SA418 (600'+; K205-) - SA558 (1500'+; K205-) - ARL (1500'+; K205-) - SA860 - LUMAX - RESNA. B757, B767, MD-11: Climb on 072° track to ARL 3.2 DME, turn RIGHT, 260° track, intercept ARL R-129 inbound to ARL (MAX 205 KT until ARL) - SA860 - LUMAX - RESNA. NON-FMS/RNAV: Climb on 072° track to ARL 3.2 DME, turn RIGHT, 260° track, intercept ARL R-129 inbound to ARL (MAX 205 KT until ARL), turn RIGHT, 340° track, expect radar vectors to RESNA.

ESSA/ARN ARLANDA (DME/DME) 26 MAY 06 (10-3T) Eff 8 Jun STOCKHOLM, SWEDEN RNAV SID

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

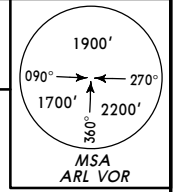
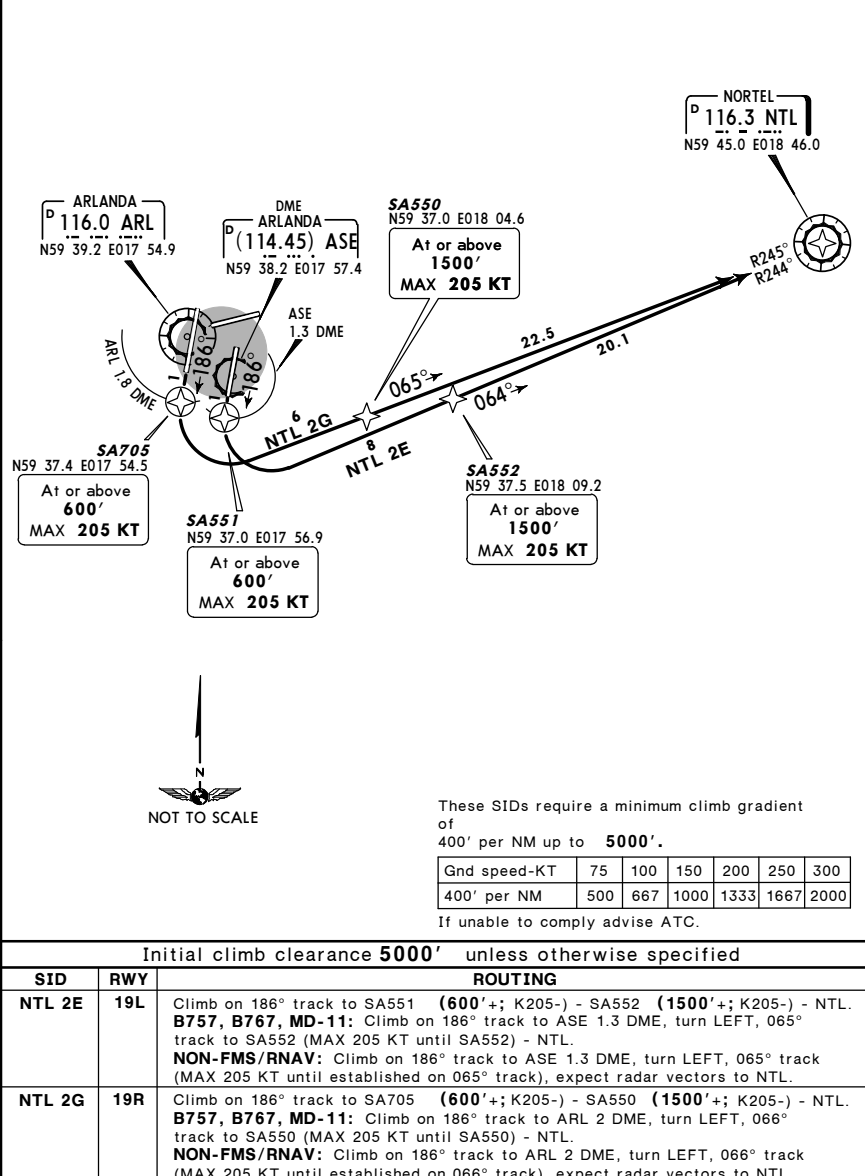
MENGA 1C [MENG1C]
 NORTEL 2B (NTL 2B), NORTEL 3C (NTL 3C)
 RWYS 01L/R RNAV DEPARTURES
UNLESS OTHERWISE INSTRUCTED



ESSA/ARN ARLANDA (DME/DME) 26 MAY 06 (10-3U) Eff 8 Jun STOCKHOLM, SWEDEN RNAV SID

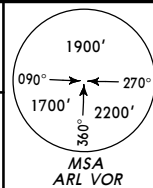
STOCKHOLM Control NORTEL 2E (NTL 2E), NORTEL 2G (NTL 2G) RWYS 19L/R RNAV DEPARTURES Apt Elev 137' Trans level: By ATC Trans alt: 5000'
 1. Contact STOCKHOLM Control when instructed by Tower.
 2. For additional departure instructions refer to 10-3A.

NORTEL 2E (NTL 2E), NORTEL 2G (NTL 2G)
 RWYS 19L/R RNAV DEPARTURES
UNLESS OTHERWISE INSTRUCTED

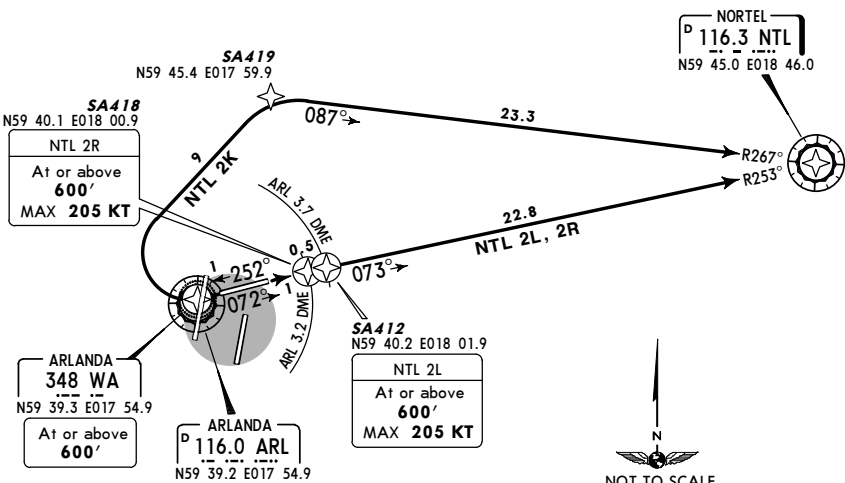


ESSA/ARN **STOCKHOLM, SWEDEN**
 ARLANDA (DME/DME) 26 MAY 06 (10-3V) Eff 8 Jun **RNAV SID**

STOCKHOLM Control 126.65
 Apt Elev 137'
 Trans level: By ATC Trans alt: 5000'
 1. Contact STOCKHOLM Control when instructed by Tower. 2. For additional departure instructions refer to 10-3A.



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



NOT TO SCALE

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

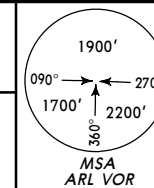
If unable to comply advise ATC.

Initial climb clearance 5000' unless otherwise specified

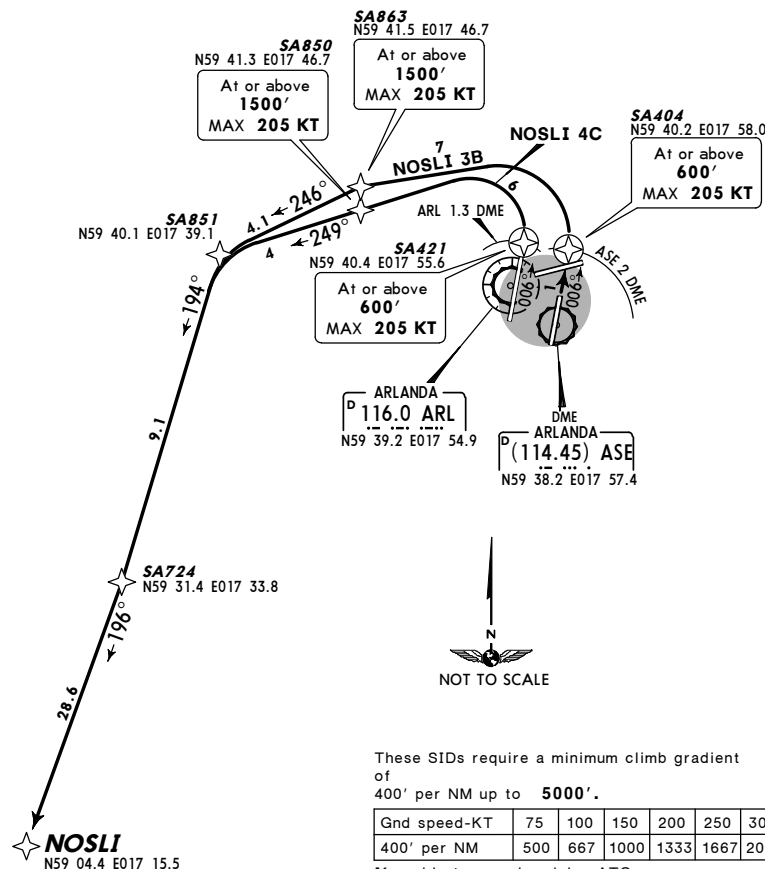
SID	RWY	ROUTING
NTEL 2K	26	Climb on 252° track to WA (600'+) - SA419 - NTL. B757, B767, MD-11: Climb on 252° track to WA, turn RIGHT, 039° track to SA419 - NTL. NON-FMS/RNAV: Climb on 252° track to WA, turn RIGHT, 039° track, expect radar vectors to NTL.
NTEL 2L	08	Climb on 072° track to SA412 (600'+;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

ESSA/ARN **STOCKHOLM, SWEDEN**
 ARLANDA (DME/DME) 26 MAY 06 (10-3V) Eff 8 Jun **RNAV SID**

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



**NOSLI 3B [NOSL3B]
 NOSLI 4C [NOSL4C]
 RWYS 01R/L RNAV DEPARTURES
 SPEEDS MAX 250 KT BELOW FL100
 UNLESS OTHERWISE INSTRUCTED**



NOT TO SCALE

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

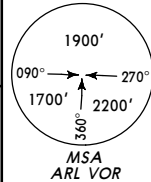
SID	RWY	ROUTING
NOSLI 3B	01R	Climb on 006° track to SA404 (600'+; K205-) - SA863 (1500'+; K205-) - SA851 - SA724 - NOSLI. B757, B767, MD-11: Climb on 006° track to ASE 2 DME, turn LEFT, 260° track to SA863 (MAX 205 KT until SA863) - SA851 - SA724 - NOSLI. NON-FMS/RNAV: Climb on 006° track to ASE 2 DME, turn LEFT, 260° track (MAX 205 KT until established on 260° track), expect radar vectors to NOSLI.
NOSLI 4C	01L	Climb on 006° track to SA421 (600'+; K205-) - SA850 (1500'+; K205-) - SA851 - SA724 - NOSLI. B757, B767, MD-11: Climb on 006° track to ARL 1.3 DME, turn LEFT, 249° track to SA850 (MAX 205 KT until SA850) - SA851 - SA724 - NOSLI. NON-FMS/RNAV: Climb on 006° track to ARL 1.3 DME, turn LEFT, 260° track (MAX 205 KT until established on 260° track), expect radar vectors to NOSLI.

ESSA/ARN **JEPPESEN** **STOCKHOLM, SWEDEN**
 ARLANDA (DME/DME) 26 MAY 06 (10-3X) Eff 8 Jun **RNAV SID**

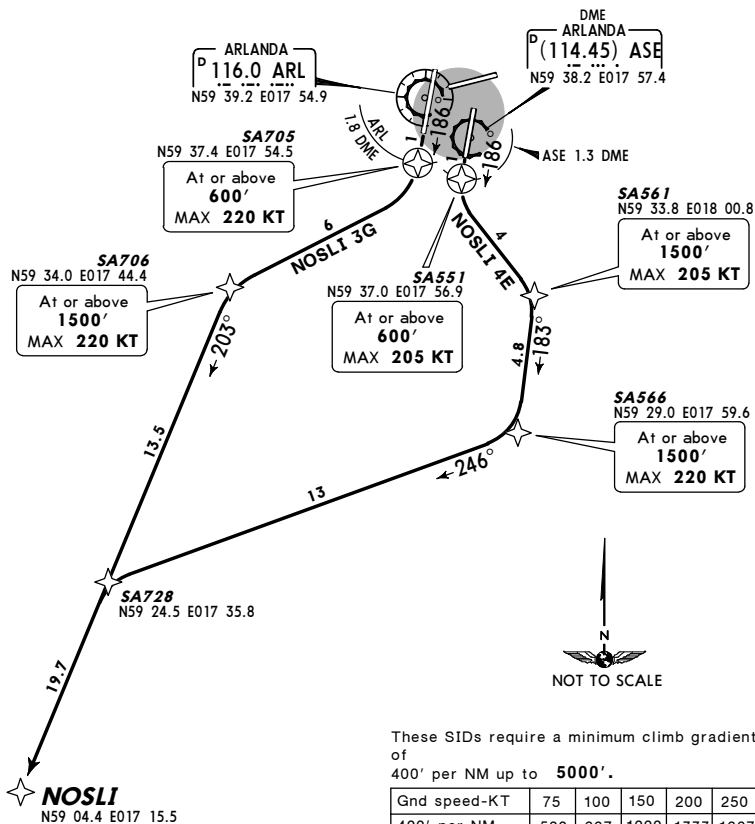
STOCKHOLM Control
 124.1

RNAV
 (DME/DME)

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



NOSLI 4E [NOSL4E]
NOSLI 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

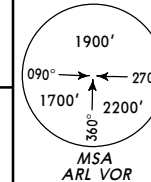
SID	RWY	ROUTING
NOSLI 4E	19L	Climb on 186° track to SA551 (600'+; K205-) - SA561 (1500'+; K205-) - SA566 (1500'+; K220-) - SA728 - NOSLI. B757, B767, MD-11: Climb on 186° track to ASE 1.3 DME, turn LEFT, 140° track to SA561 (MAX 205 KT until SA561) - SA566 (MAX 220 KT until SA566) - SA728 - NOSLI. NON-FMS/RNAV: Climb on 186° track to ASE 1.3 DME, turn LEFT, 140° track, at ASE 4.5 DME (MAX 205 KT until ASE 4.5 DME) turn RIGHT, 190° track, expect radar vectors to NOSLI.
NOSLI 3G	19R	Climb on 186° track to SA705 (600'+; K220-) - SA706 (1500'+; K220-) - NOSLI. B757, B767, MD-11: Climb on 186° track to ARL 2 DME, turn RIGHT, 240° track to SA706 (MAX 220 KT until SA706) - NOSLI. NON-FMS/RNAV: Climb on 186° track to ARL 2 DME, turn RIGHT, 240° track (MAX 220 KT until established on 240° track), expect radar vectors to NOSLI.

ESSA/ARN **JEPPESEN** **STOCKHOLM, SWEDEN**
 ARLANDA (DME/DME) 26 MAY 06 (10-3X) Eff 8 Jun **RNAV SID**

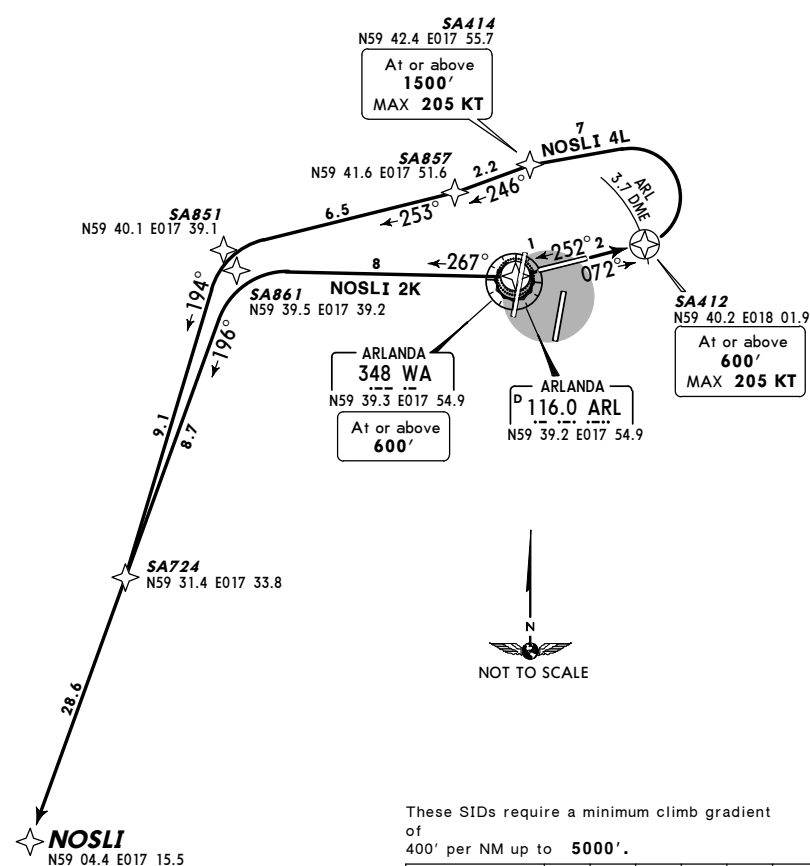
STOCKHOLM Control
 124.1

RNAV
 (DME/DME)

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



NOSLI 2K [NOSL2K]
NOSLI 4L [NOSL4L]
RWYS 26, 08 RNAV DEPARTURES
~~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

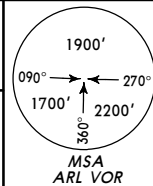
SID	RWY	ROUTING
NOSLI 2K	26	Climb on 252° track to WA (600'+) - SA861 - NOSLI. NON-FMS/RNAV: Climb on 252° track to WA, turn RIGHT, 267° bearing, expect radar vectors to NOSLI.
NOSLI 4L	08	Climb on 072° track to SA412 (600'+; K205-) - SA414 (1500'+; K205-) - SA857 - SA851 - SA724 - NOSLI. B757, B767, MD-11: Climb on 072° track to ARL 3.7 DME, turn LEFT, 257° track to SA414 (MAX 205 KT until SA414) - SA851 - SA857 - SA851 - SA724 - NOSLI. NON-FMS/RNAV: Climb on 072° track to ARL 3.7 DME, turn LEFT, 360° track (MAX 205 KT until established on 360° track), expect radar vectors to NOSLI.

ESSA/ARN **STOCKHOLM, SWEDEN**
 ARLANDA **RNAV (DME/DME)** 26 MAY 06 **(10-3X2)** Eff 8 Jun **RNAV SID**

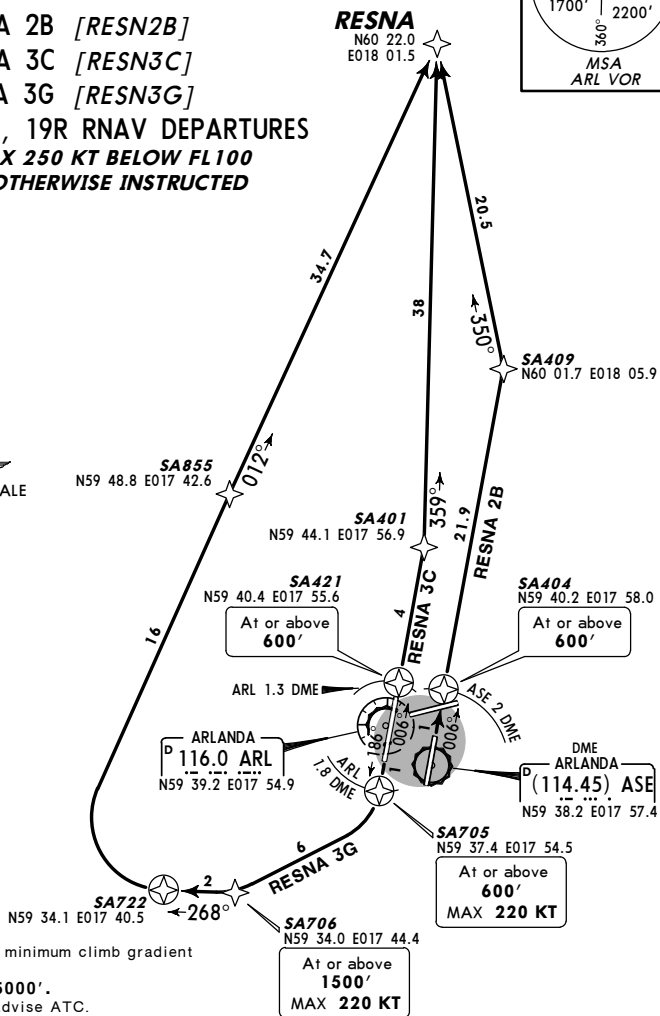
STOCKHOLM Control
 124.1

Apt Elev
 137'

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



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

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

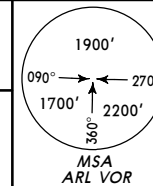
SID	RWY	ROUTING
RESNA 2B	01R	Climb on 006° track to SA404 (600'+) - SA409 - RESNA. NON-FMS/RNAV: Climb on 006° track, expect radar vectors to RESNA.
RESNA 3C	01L	Climb on 006° track to SA421 (600'+) - SA401 - RESNA. NON-FMS/RNAV: Climb on 006° track, expect radar vectors to RESNA.
RESNA 3G	19R	Climb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

ESSA/ARN **STOCKHOLM, SWEDEN**
 ARLANDA **RNAV (DME/DME)** 26 MAY 06 **(10-3X3)** Eff 8 Jun **RNAV SID**

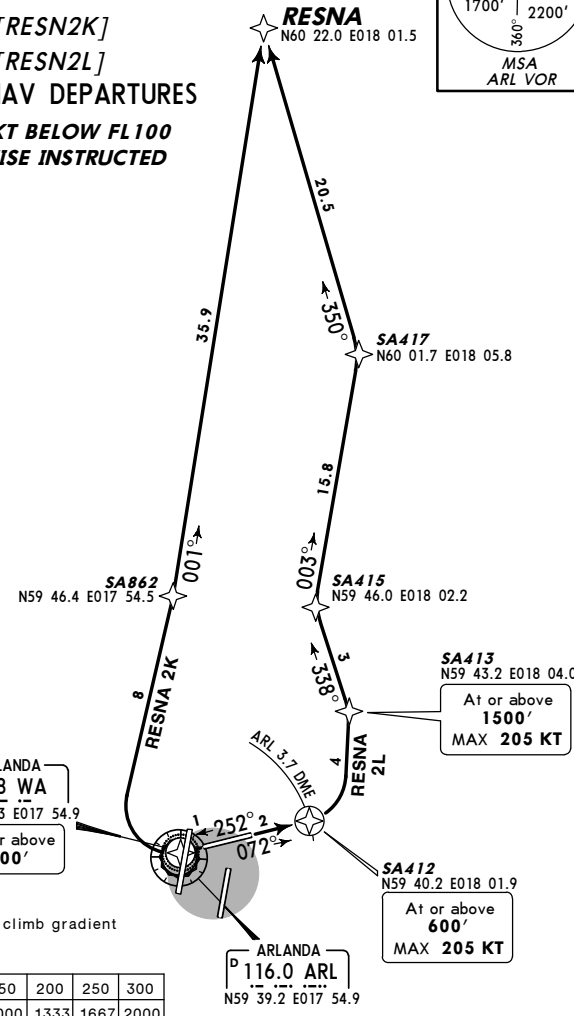
STOCKHOLM Control
 124.1

Apt Elev
 137'

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



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

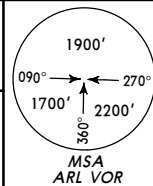
SID	RWY	ROUTING
RESNA 2K	26	Climb on 252° track to WA (600'+) - SA862 - RESNA. B757, B767, MD-11: Climb on 252° track to WA, turn RIGHT, 009° track to SA862 - RESNA. NON-FMS/RNAV: Climb on 252° track to WA, turn RIGHT, 009° track, expect radar vectors to RESNA.
RESNA 2L	08	Climb on 072° track to SA412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

ESSA/ARN ARLANDA (DME/DME) 26 MAY 06 (10-3X4) Eff 8 Jun
 JEPPESEN STOCKHOLM, SWEDEN
 RNAV SID

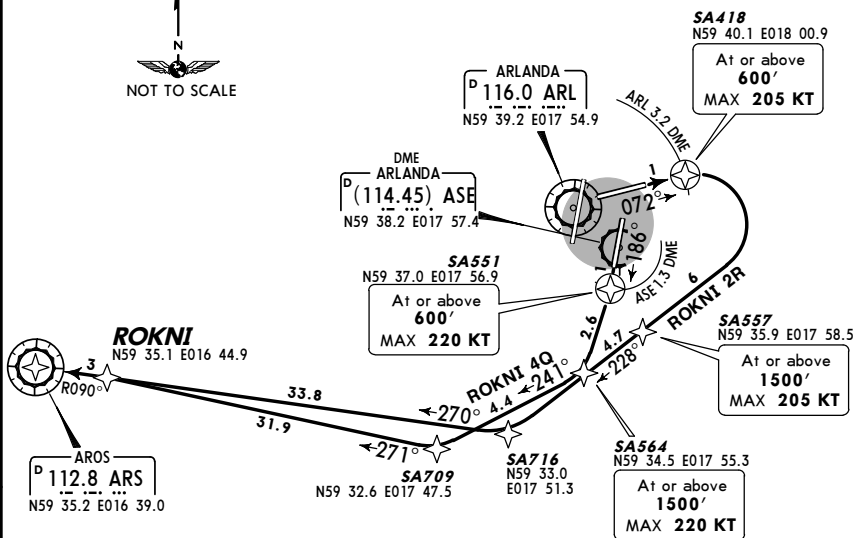
STOCKHOLM Control
 124.1

RNAV
 (DME/DME)

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



ROKNI 4Q [ROKN4Q]
 ROKNI 2R [ROKN2R]
 RWYS 19L, 08 RNAV DEPARTURES
SPEEDS 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

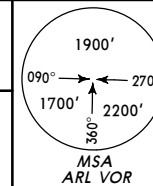
SID	RWY	ROUTING
ROKNI 4Q	19L	Climb on 186° track to SA551 (600'+; K220-) - SA564 (1500'+; K220-) - SA709 - ROKNI - ARS. NON-FMS/RNAV: Climb on 186° track to ASE 3.5 DME (MAX 220 KT until ASE 3.5 DME), turn RIGHT, 240° track, expect radar vectors to ARS.
ROKNI 2R	08	Climb on 072° track to SA418 (600'+; K205-) - SA557 (1500'+; K205-) - SA716 - ROKNI - ARS. B757, B767, MD-11: Climb on 072° track to ARL 3.2 DME, turn RIGHT, 228° track to SA557 (MAX 205 KT until SA557) - SA716 - ROKNI - ARS. NON-FMS/RNAV: Climb on 072° track to ARL 3.2 DME, turn RIGHT, 228° track (MAX 205 KT until established on 228° track), expect radar vectors to ARS.

ESSA/ARN ARLANDA (DME/DME) 26 MAY 06 (10-3X5) Eff 8 Jun
 JEPPESEN STOCKHOLM, SWEDEN
 RNAV SID

STOCKHOLM Control
 124.1

RNAV
 (DME/DME)

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

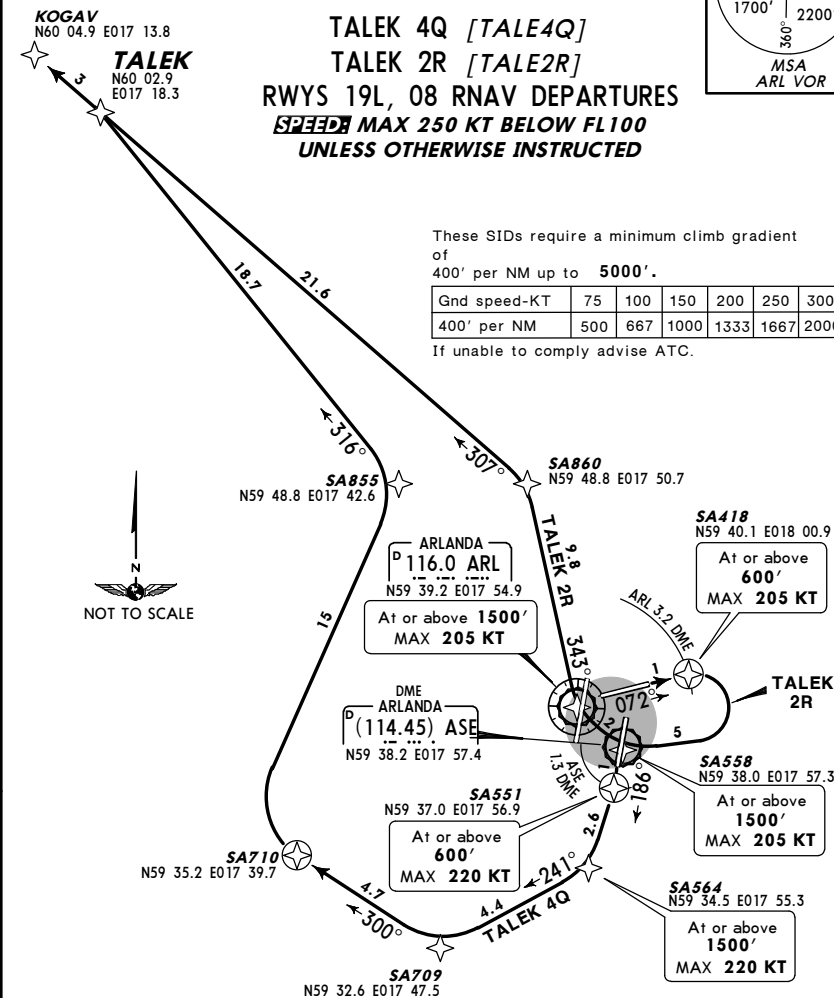


TALEK 4Q [TALE4Q]
 TALEK 2R [TALE2R]
 RWYS 19L, 08 RNAV DEPARTURES
SPEEDS MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

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

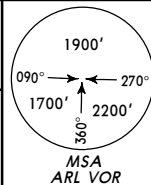
SID	RWY	ROUTING
TALEK 4Q	19L	Climb on 186° track to SA551 (600'+; K220-) - SA564 (1500'+; K220-) - SA709 - SA710 - SA855 - TALEK - KOGAV. NON-FMS/RNAV: Climb on 186° track to ASE 3.5 DME (MAX 220 KT until ASE 3.5 DME), turn RIGHT, 240° track, expect radar vectors to KOGAV.
TALEK 2R	08	Climb on 072° track to SA418 (600'+; K205-) - SA558 (1500'+; K205-) - ARL (1500'+; K205-) - SA860 - TALEK - KOGAV. B757, B767, MD-11: Climb on 072° track to ARL 3.2 DME, turn RIGHT, 260° track, intercept ARL R-129 inbound to ARL (MAX 205 KT until ARL) - SA860 - TALEK - KOGAV. NON-FMS/RNAV: Climb on 072° track to ARL 3.2 DME, turn RIGHT, 260° track, intercept ARL R-129 inbound to ARL (MAX 205 KT until ARL), turn RIGHT, 340° track, expect radar vectors to KOGAV.

ESSA/ARN ARLANDA **RNAV (DME/DME)** 26 MAY 06 **(10-3X6)** Eff 8 Jun **RNAV SID** **JEPPESEN STOCKHOLM, SWEDEN**

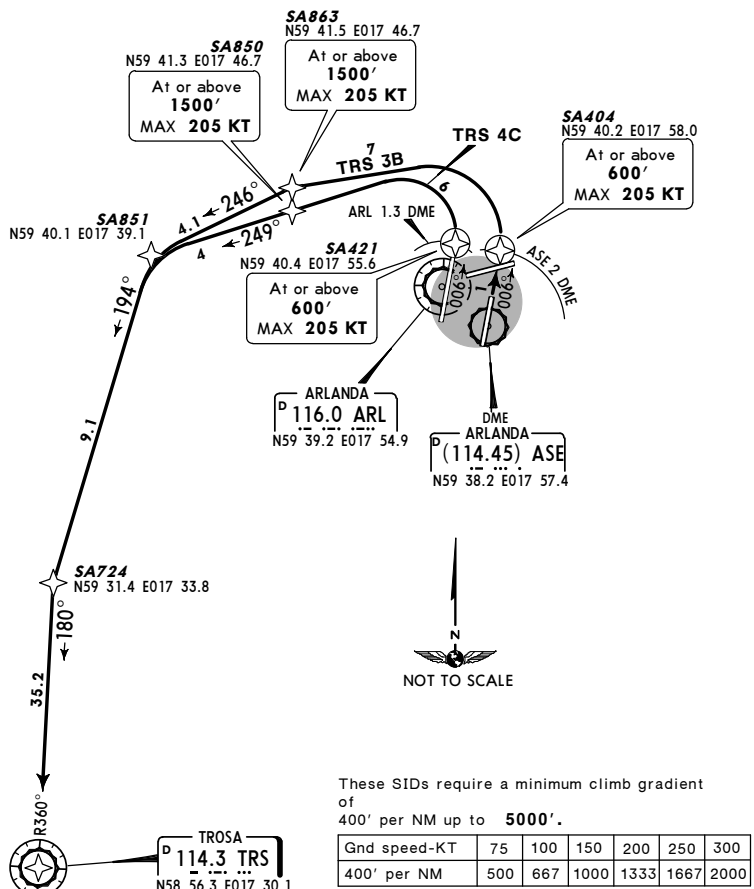
STOCKHOLM Control
 124.1

Apt Elev
 137'

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



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

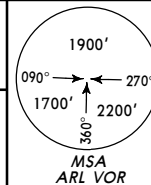
If unable to comply advise ATC.

ESSA/ARN ARLANDA **RNAV (DME/DME)** 26 MAY 06 **(10-3X7)** Eff 8 Jun **RNAV SID** **JEPPESEN STOCKHOLM, SWEDEN**

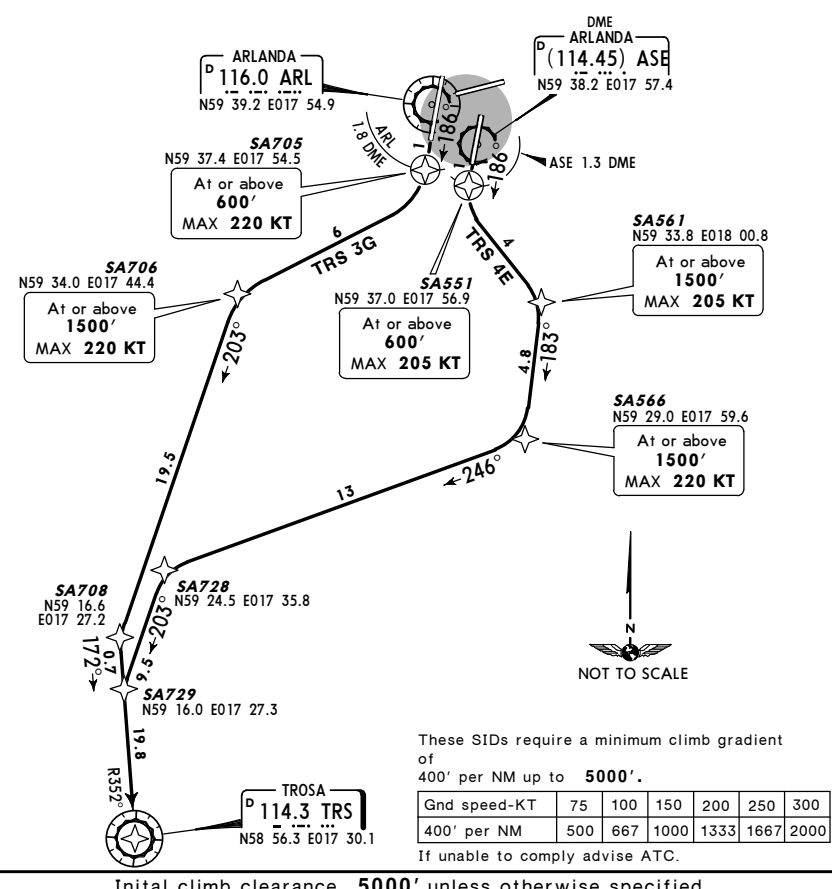
STOCKHOLM Control
 124.1

Apt Elev
 137'

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



TROSA 4E (TRS 4E), TROSA 3G (TRS 3G)
RWYS 19L/R RNAV DEPARTURES
~~SPEEDS~~ 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

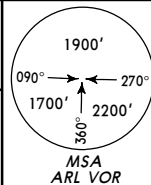
SID	RWY	ROUTING
TRS 4E	19L	Climb on 186° track to SA551 (600'+; K205-) - SA561 (1500'+; K205-) - SA566 (1500'+; K220-) - SA728 - SA729 - TRS. B757, B767, MD-11: Climb on 186° track to ASE 1.3 DME, turn LEFT, 140° track to SA561 (MAX 220 KT until SA561) - SA566 (MAX 220 KT until SA566) - SA728 - SA729 - TRS. NON-FMS/RNAV: Climb on 186° track to ASE 1.3 DME, turn LEFT, 140° track, at ASE 4.5 DME (MAX 220 KT until ASE 4.5 DME) turn RIGHT, 190° track, expect radar vectors to TRS.
TRS 3G	19R	Climb on 186° track to SA705 (600'+; K220-) - SA706 (1500'+; K220-) - SA708 - TRS. B757, B767, MD-11: Climb on 186° track to ARL 2 DME, turn RIGHT, 240° track to SA706 (MAX 220 KT until SA706) - SA708 - TRS. NON-FMS/RNAV: Climb on 186° track to ARL 2 DME, turn RIGHT, 240° track (MAX 220 KT until established on 240° track), expect radar vectors to TRS.

ESSA/ARN **STOCKHOLM, SWEDEN**
 ARLANDA (DME/DME) 26 MAY 06 (10-3X8) Eff 8 Jun **RNAV SID**

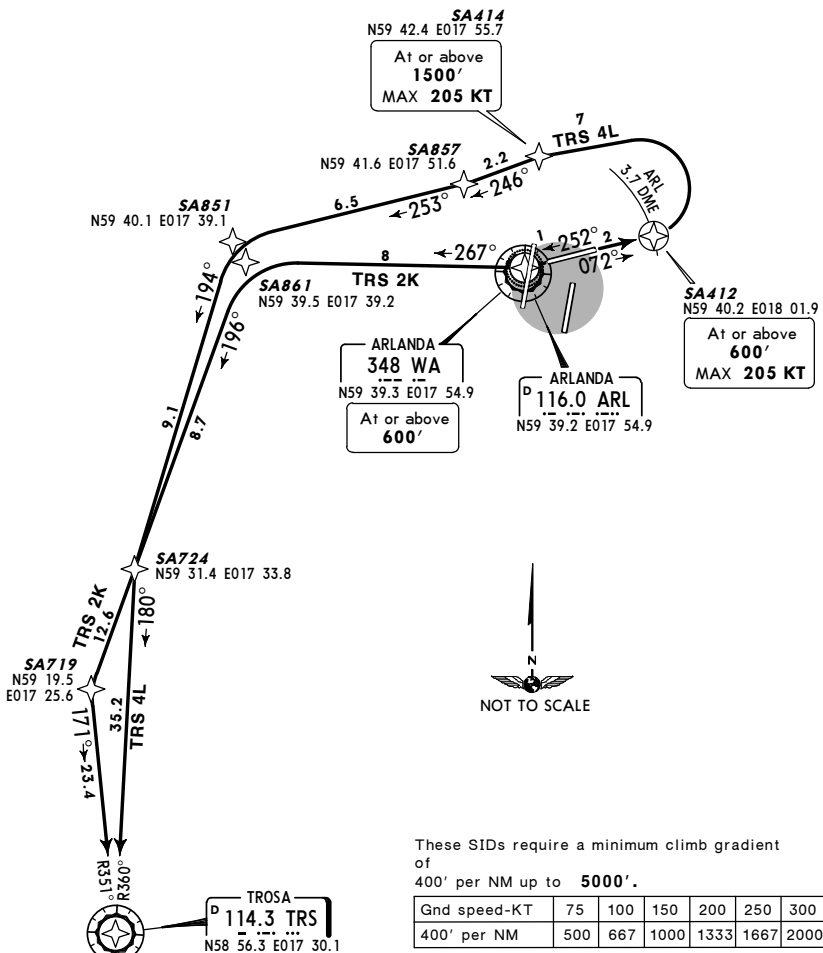
STOCKHOLM Control
 124.1

RNAV
 (DME/DME)

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



TROSA 2K (TRS 2K), TROSA 4L (TRS 4L)
RWYS 26, 08 RNAV DEPARTURES
KEEFES 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

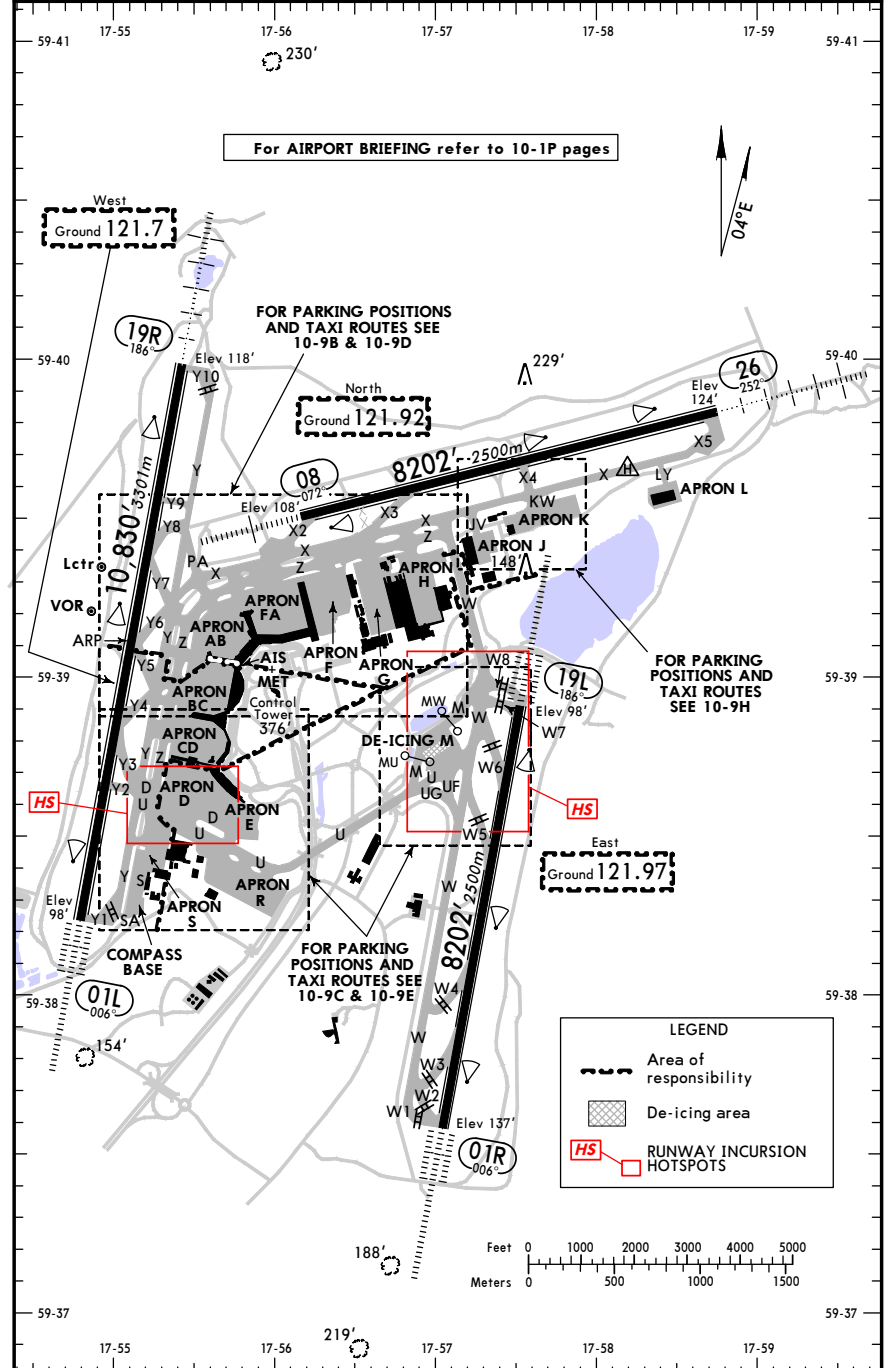
If unable to comply advise ATC.

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

SID	RWY	ROUTING
TRS 2K	26	Climb on 252° track to WA (600'+) - SA861 - SA719 - TRS. NON-FMS/RNAV: Climb on 252° track to WA, turn RIGHT, 267° bearing, expect radar vectors to TRS.
TRS 4L	08	Climb on 072° track to SA412 (600'+; K205-) - SA414 (1500'+; K205-) - SA857 - SA851 - SA724 - TRS. B757, B767, MD-11: Climb on 072° track to ARL 3.7 DME, turn LEFT, 257° track to SA414 (MAX 205 KT until SA414) - SA857 - SA851 - SA724 - TRS. NON-FMS/RNAV: Climb on 072° track to ARL 3.7 DME, turn LEFT, 360° track (MAX 205 KT until established on 360° track), expect radar vectors to TRS.

ESSA/ARN **STOCKHOLM, SWEDEN**
 Apt Elev 137' 30 MAR 07 (10-9) Eff 12 Apr **RNAV SID**
 N59 39.1 E017 55.1

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



ESSA/ARN

JEPPESEN

STOCKHOLM, SWEDEN

30 MAR 07 (10-9A) Eff 12 Apr

ARLANDA

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	
01L	HIRL (60m) CL (30m) HIALS-II TDZ PAPI-L(3.0°) ① RVR		9712' 2960m	③	148' 45m
	19R HIRL (60m) CL (30m) HIALS PAPI-L(3.0°) ② RVR				
① HST-Y6 & Y8 ② HST-Y5 & Y3 ③ TAKE-OFF RUN AVAILABLE RWY 01L: From rwy head 10,830' (3301m) RWY 19R: From rwy head 10,830' (3301m) twy Y2 int 8241' (2512m) twy Y9 int 8241' (2512m) twy Y3 int 7451' (2271m) twy Y8 int 7310' (2228m)					
01R	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-R(3.0°) ④ RVR	7131' 2174m		⑥	148' 45m
	19L HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L(3.0°) ⑤ RVR	7248' 2209m			
④ HST-W5 & W6 ⑤ HST-W4 & W3 ⑥ TAKE-OFF RUN AVAILABLE RWY 01R: From rwy head 8202' (2500m) RWY 19L: From rwy head 8202' (2500m) twy W3 int 7044' (2147m) twy W6 int 7044' (2147m) twy W4 int 5482' (1671m) twy W5 int 5482' (1671m)					
08	HIRL (60m) CL (30m) HIALS SFL PAPI-L(3.0°) RVR			⑧	148' 45m
	26 HIRL (60m) CL (30m) HIALS PAPI-L(3.0°) ⑦ RVR	7037' 2145m			

⑦ HST-X3
 ⑧ TAKE-OFF RUN AVAILABLE
 RWY 08:
 From rwy head 8202' (2500m) RWY 26:
 From rwy head 8202' (2500m)
 twy X3 int 6148' (1874m) twy X4 int 4413' (1345m)

JAR-OPS		TAKE-OFF ①				
Rwy 01R/19L LVP must be in Force Approved Operators HIRL, CL & mult. RVR req	All Rwys					
	LVP must be in Force					
	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	
B					500m	
C						
D	150m	200m	250m	300m		

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

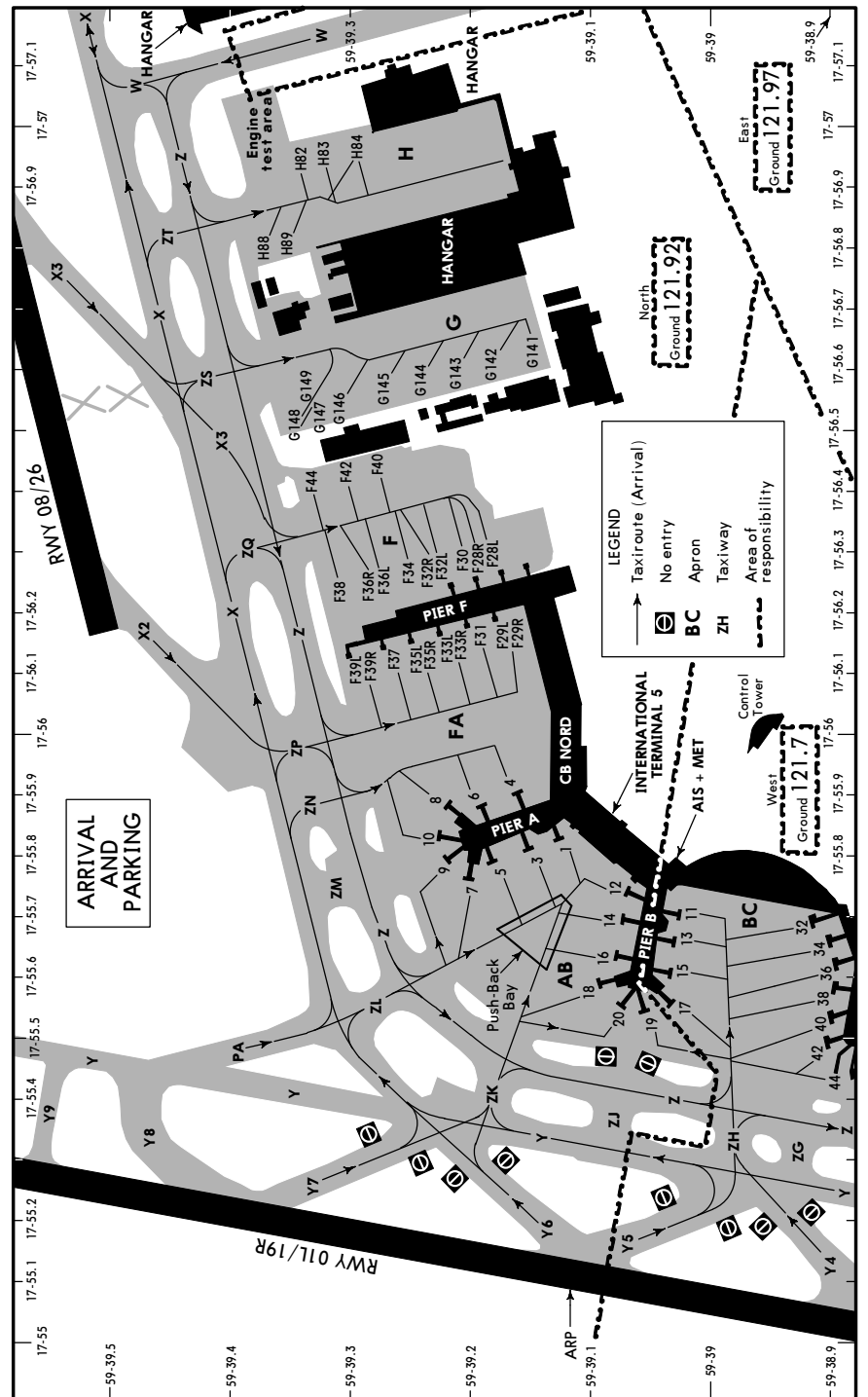
ESSA/ARN

JEPPESEN

STOCKHOLM, SWEDEN

30 MAR 07 (10-9B) Eff 12 Apr

ARLANDA



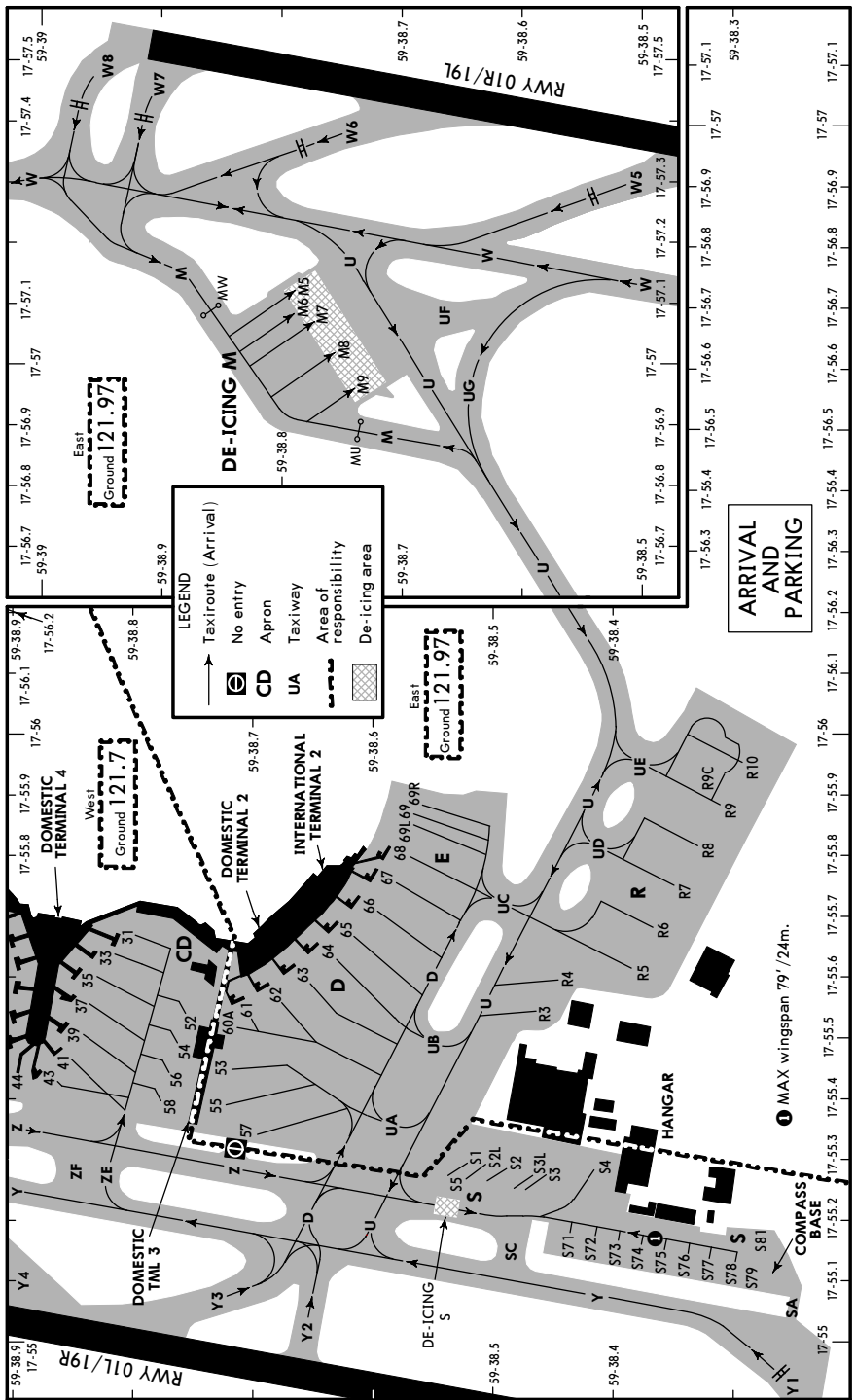
ESSA/ARN

JEPPESEN

STOCKHOLM, SWEDEN

30 MAR 07 (10-9C) Eff 12 Apr

ARLANDA



CHANGES: Twy designations. Holding positions.

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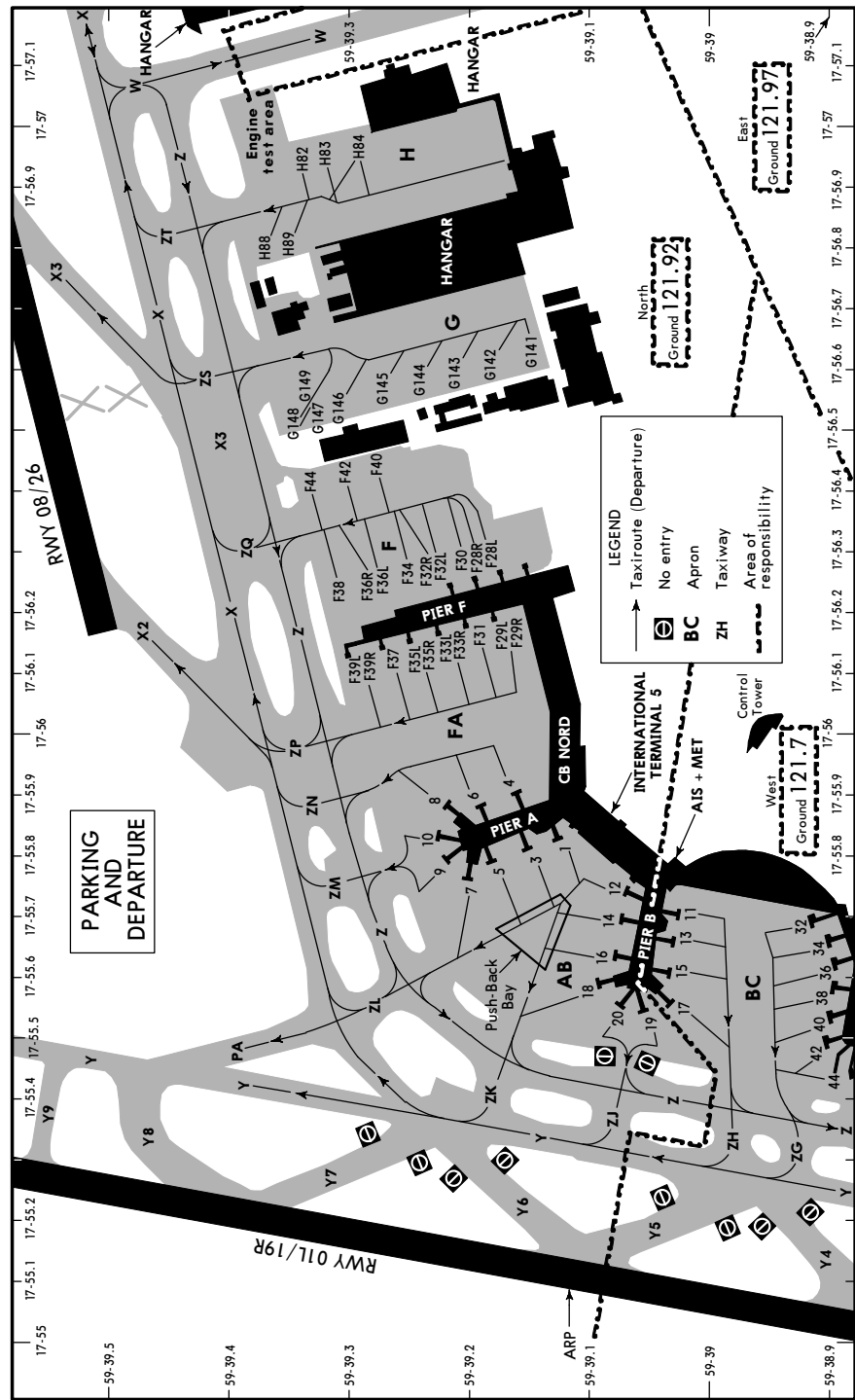
ESSA/ARN

JEPPESEN

STOCKHOLM, SWEDEN

30 MAR 07 (10-9D) Eff 12 Apr

ARLANDA



CHANGES: Twy designations. F-stands.

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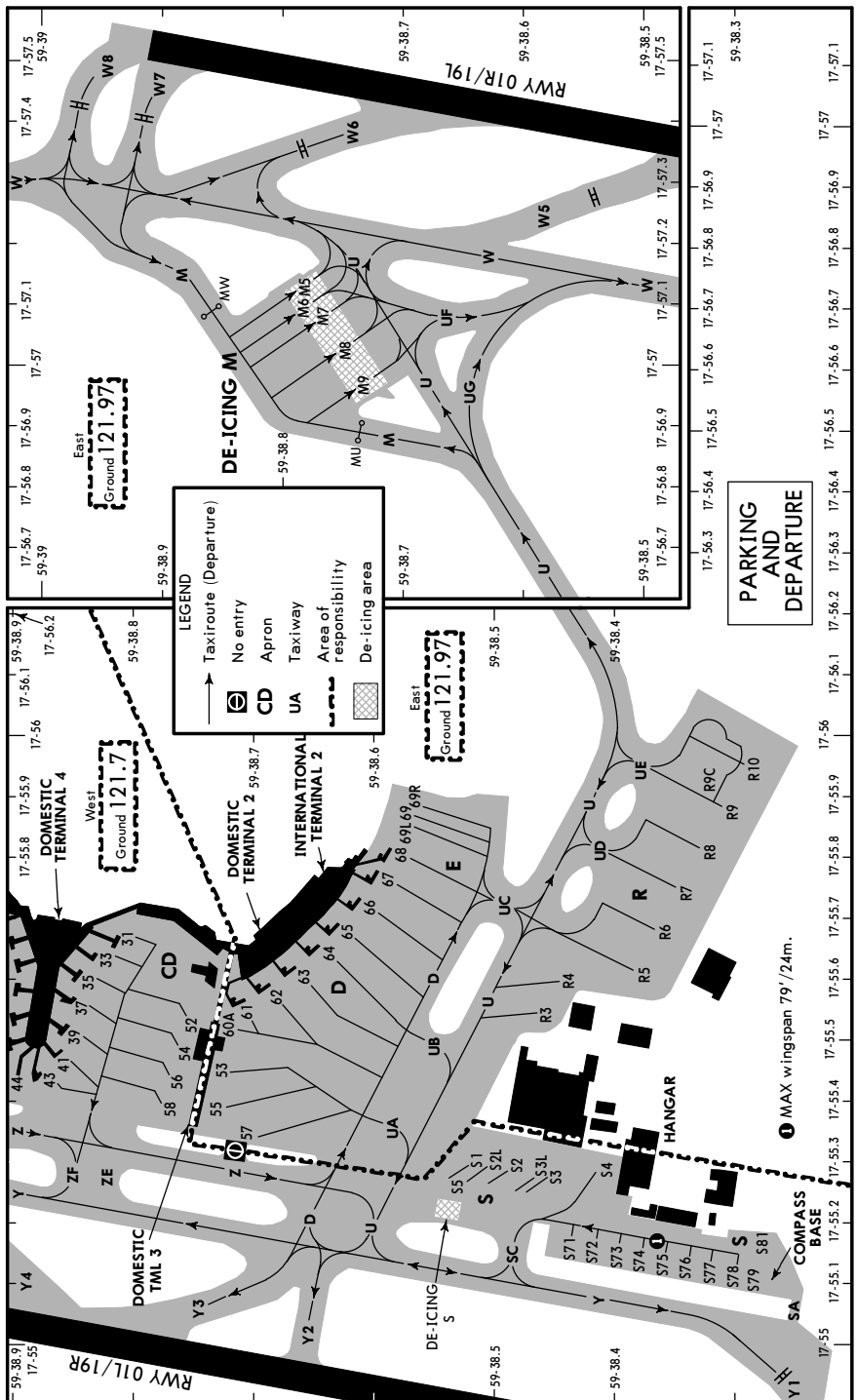
ESSA/ARN

JEPPESEN

STOCKHOLM, SWEDEN

30 MAR 07 10-9E Eff 12 Apr

ARLANDA



CHANGES: Twy designations. Holding positions.

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ESSA/ARN

JEPPESEN

STOCKHOLM, SWEDEN

30 MAR 07 10-9F Eff 12 Apr

ARLANDA

INS COORDINATES									
STAND No.	COORDINATES			ELEV	STAND No.	COORDINATES			ELEV
1, 3	N59 39.2	E017 55.8		101	F38	N59 39.3	E017 56.3		-
4	N59 39.2	E017 55.9		101	F39L/R	N59 39.3	E017 56.1		-
5	N59 39.2	E017 55.8		101	F40, F42, F44	N59 39.3	E017 56.4		108
6	N59 39.2	E017 55.9		101	G141	N59 39.1	E017 56.6		117
7	N59 39.2	E017 55.8		101	G142 thru G144	N59 39.2	E017 56.6		117
8	N59 39.3	E017 55.9		101	G145, G146	N59 39.3	E017 56.5		117
9, 10	N59 39.3	E017 55.8		101	G147	N59 39.3	E017 56.5		-
11 thru 14	N59 39.1	E017 55.7		101	G148	N59 39.3	E017 56.5		117
15 thru 20	N59 39.1	E017 55.6		101	G149	N59 39.3	E017 56.6		-
31	N59 38.8	E017 55.7		102	H82 thru H84	N59 39.3	E017 57.0		-
32	N59 38.9	E017 55.7		101	H88, H89	N59 39.4	E017 56.8		-
33	N59 38.8	E017 55.6		102	J51	N59 39.5	E017 57.3		-
34 thru 36	N59 38.9	E017 55.6		102	J52	N59 39.4	E017 57.3		-
37	N59 38.9	E017 55.6		101	J53	N59 39.4	E017 57.4		-
38	N59 38.9	E017 55.6		102	J54	N59 39.4	E017 57.3		-
39	N59 38.9	E017 55.6		101	K1, K2	N59 39.5	E017 57.5		-
40	N59 38.9	E017 55.6		102	K3A thru K3E	N59 39.5	E017 57.6		-
41 thru 43	N59 38.9	E017 55.6		101	K4	N59 39.5	E017 57.8		-
44	N59 38.9	E017 55.4		-	K5, K5L	N59 39.5	E017 57.9		-
52	N59 38.8	E017 55.5		103	K5R	N59 39.5	E017 57.8		-
53	N59 38.7	E017 55.4		-	R3	N59 38.5	E017 55.5		-
54	N59 38.8	E017 55.5		103	R4, R5	N59 38.4	E017 55.6		-
55	N59 38.7	E017 55.4		-	R6	N59 38.4	E017 55.7		-
56	N59 38.8	E017 55.4		103	R7	N59 38.3	E017 55.7		-
57	N59 38.7	E017 55.4		-	R8	N59 38.3	E017 55.8		-
58	N59 38.8	E017 55.4		102	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	S5	N59 38.5	E017 55.3		-
66	N59 38.6	E017 55.6		103	S71, S72	N59 38.4	E017 55.2		-
67, 68	N59 38.6	E017 55.8		103	S73 thru S75	N59 38.4	E017 55.1		-
69 thru 69R	N59 38.6	E017 55.9		-	S76 thru S79	N59 38.3	E017 55.1		-
F28L/R	N59 39.2	E017 56.3		-	S81	N59 38.3	E017 55.2		-
F29L thru F32L	N59 39.2	E017 56.2		-					
F32R	N59 39.3	E017 56.2		-					
F33L/R	N59 39.2	E017 56.2		-					
F34	N59 39.3	E017 56.3		-					
F35L/R	N59 39.3	E017 56.2		-					
F36L/R	N59 39.3	E017 56.3		-					
F37	N59 39.3	E017 56.2		-					

CHANGES: F-stands.

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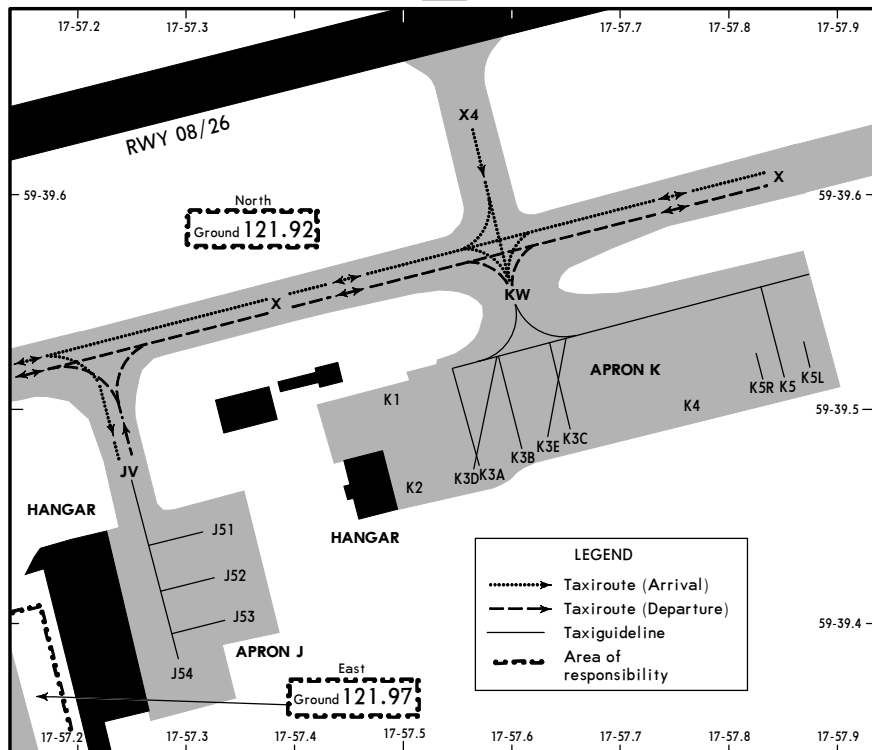
ESSA/ARN

JEPPESEN

STOCKHOLM, SWEDEN

30 MAR 07 (10-9H) Eff 12 Apr

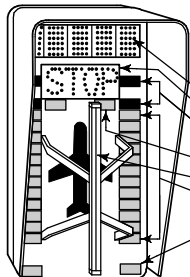
ARLANDA



VISUAL DOCKING GUIDANCE SYSTEM (SAFEGATE)

A. DESCRIPTION

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



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

B. DOCKING

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

ESSA/ARN

JEPPESEN

STOCKHOLM, SWEDEN

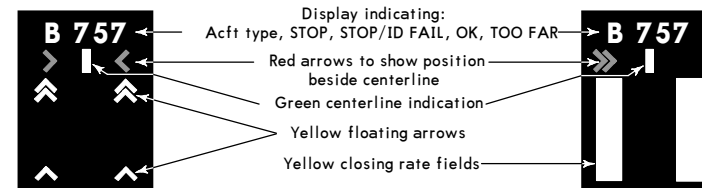
30 MAR 07 (10-9J) Eff 12 Apr

ARLANDA

VISUAL DOCKING GUIDANCE SYSTEM (SAFEDOCK)

A. DESCRIPTION

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



Ready to enter



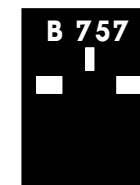
Start of acft identification
Turn RIGHT,
52'/16m or more to stop



Turn RIGHT,
46'/14m to stop



Turn LEFT,
10'/3m to stop



On centerline,
7'/2m to stop



At stop-position

B. DOCKING

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

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

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

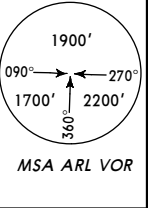
During approach into the gate, the aircraft will be identified. If, for any reason, identification is not made 39'/12m before the stop-position, the system will show "STOP" and "ID FAIL" and the azimuth guidance field will turn red. The aircraft will now be identified, and the docking can proceed.

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

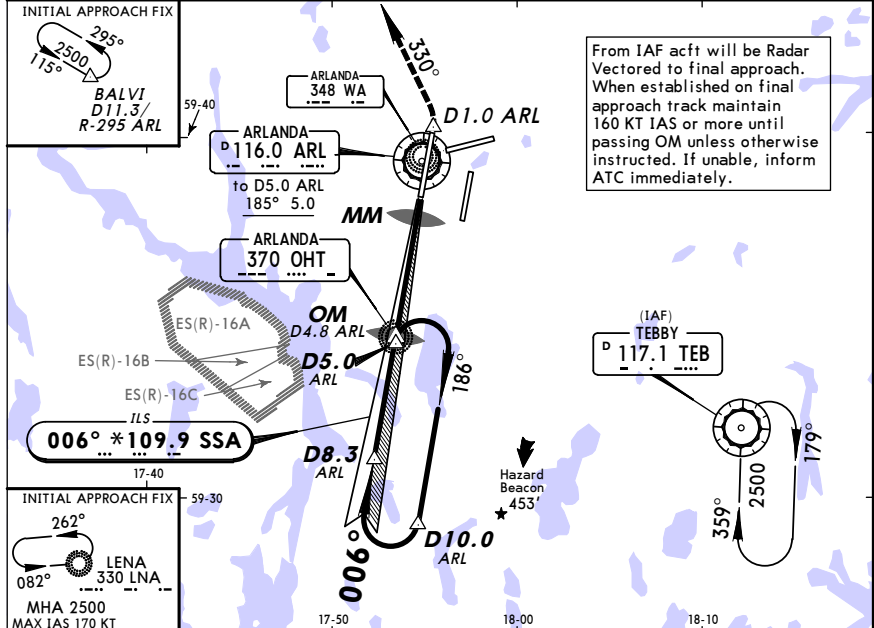
When the aircraft is correctly parked "OK" will be displayed after a few seconds. If the aircraft has overshoot the stop position, "TOO FAR" will be displayed.

ESSA/ARN ARLANDA **STOCKHOLM, SWEDEN**
1 JUL 05 Eff 7 Jul (11-1)
VOR DME ILS Rwy 01L

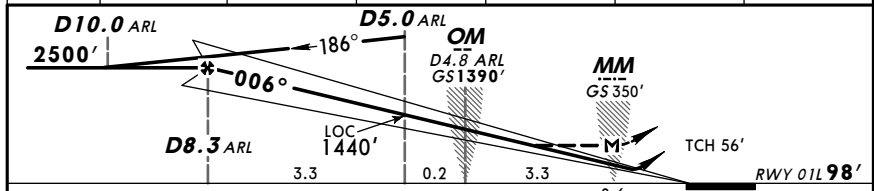
D-ATIS Arrival 119.0	ARLANDA Tower 118.5	Ground North 121.92 East 121.97 West 121.7
LOC SSA *109.9	Final ApcH Crs 006°	GS OM 1390' (1292')
	ILS DA(H) 298' (200')	Apt Elev 137'
MISSED APCH: Climb STRAIGHT AHEAD to 600' or D1.0 ARL past ARL VOR, whichever is later. Turn LEFT on track 330° climbing to 1500', 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'

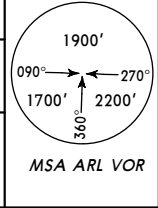


Gnd speed-Kts	70	90	100	120	140	160		HIALS-II	600'	which ever later	D1.0 ARL past ARL VOR	330°
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862		PAPI				

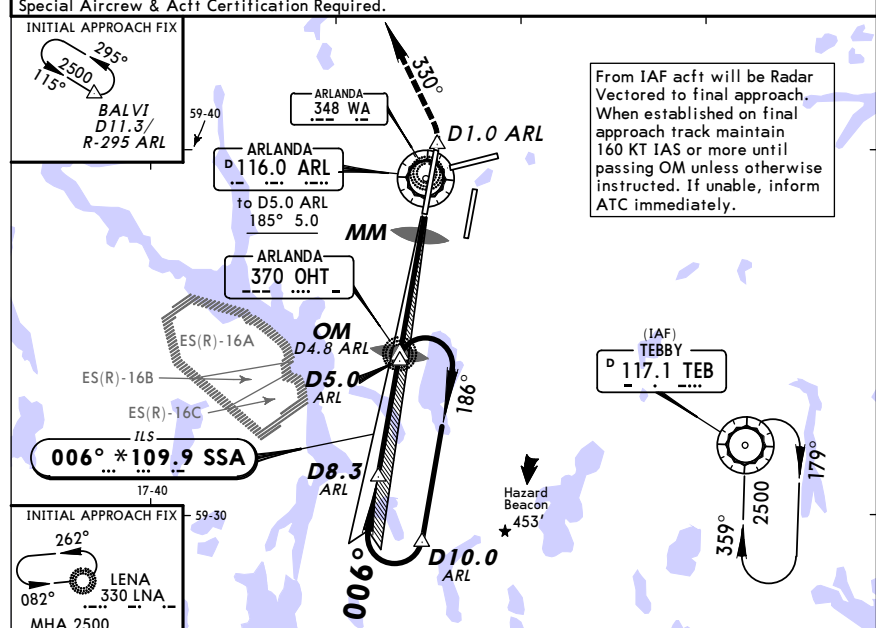
JAR-OPS STRAIGHT-IN LANDING RWY 01L			
ILS		LOC (GS out)	
DA(H) 298' (200')		MDA(H) 500' (402')	
FULL	ALS out	MM out	ALS out
A		RVR 900m	RVR 1500m
B		RVR 1000m	NOT AUTH
C	RVR 550m	RVR 1000m	RVR 1800m
D		RVR 1400m	RVR 2000m

ESSA/ARN ARLANDA **STOCKHOLM, SWEDEN**
1 JUL 05 Eff 7 Jul (11-1A)
CAT II VOR DME ILS Rwy 01L

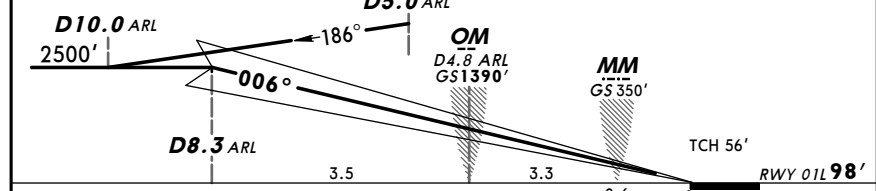
D-ATIS Arrival 119.0	ARLANDA Tower 118.5	Ground North 121.92 East 121.97 West 121.7
LOC SSA *109.9	Final ApcH Crs 006°	GS OM 1390' (1292')
	CAT II ILS RA 107' DA(H) 198' (100')	Apt Elev 137'
MISSED APCH: Climb STRAIGHT AHEAD to 600' or D1.0 ARL past ARL VOR, whichever is later. Turn LEFT on track 330° 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		HIALS-II	600'	which ever later	D1.0 ARL past ARL VOR	330°
GS 3.00°	377	485	539	647	755	862		PAPI				

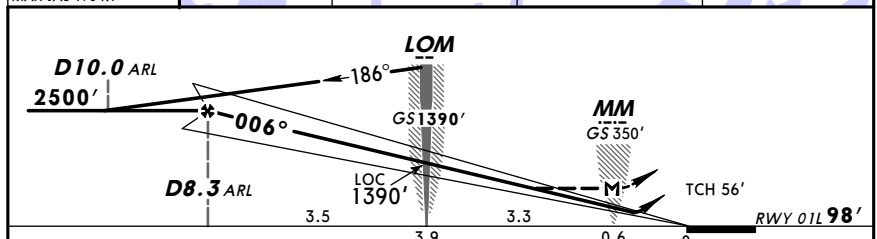
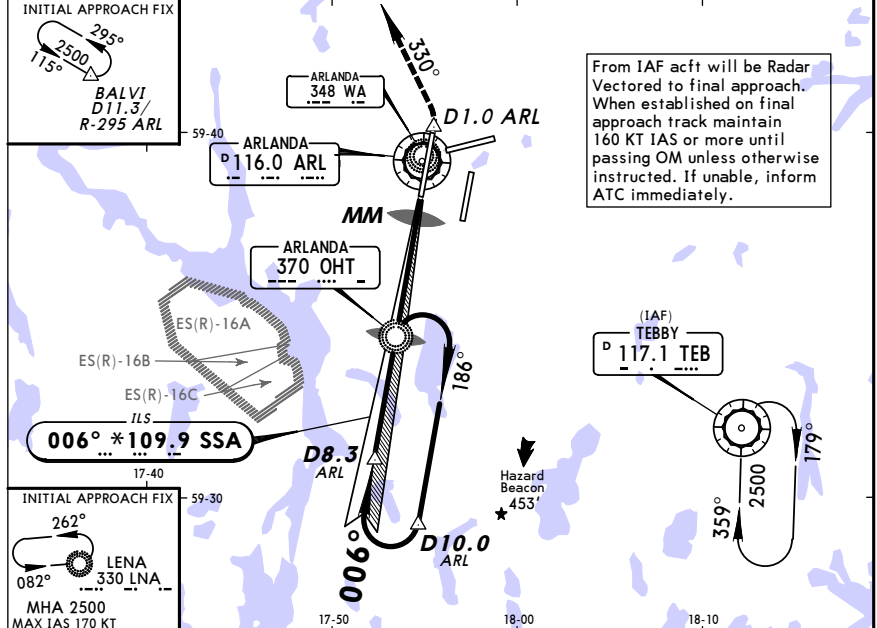
JAR-OPS STRAIGHT-IN LANDING RWY 01L			
CAT II ILS ABCD			
RA 107'			
DA(H) 198' (100')			
RVR 300m			

ESSA/ARN ARLANDA
 STOCKHOLM, SWEDEN
 NDB DME ILS Rwy 01L

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

D-ATIS Arrival 119.0	ARLANDA Tower 118.5	Ground North 121.92 East 121.97 West 121.7	<p>1900' 090° ← 270° 1700' ↑ 2200' 360°</p> <p>MSA OHT Lctr</p>		
LOC SSA *109.9	Final ApcH Crs 006°	GS LOM 1390' (1292')		ILS DA(H) 298' (200')	Apt Elev 137' RWY 98'
<p>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.</p> <p>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.</p>					

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



Gnd speed-Kts	70	90	100	120	140	160	HIALS II	600'	which ever later	D1.0 ARL past ARL VOR	330°
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862	PAPI				

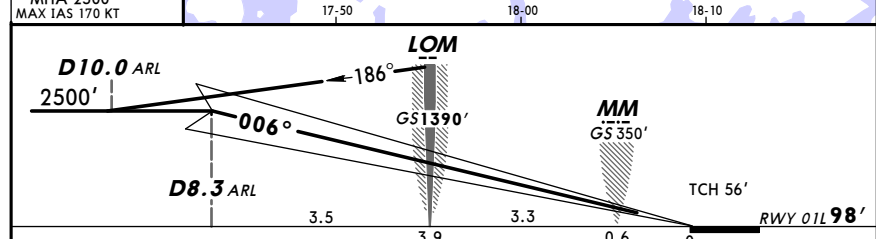
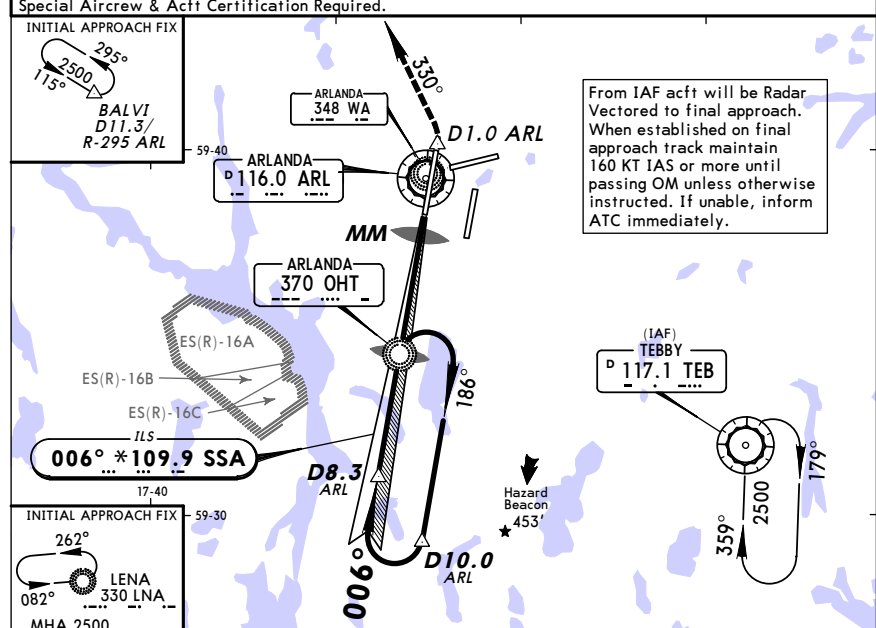
JAR-OPS STRAIGHT-IN LANDING RWY 01L					
ILS			LOC (GS out)		
DA(H) 298' (200')			MDA(H) 500' (402')		
FULL	ALS out		MM out	ALS out	
A			RVR 900m		RVR 1500m
B			RVR 1000m	NOT AUTH	RVR 1800m
C	RVR 550m	RVR 1000m			RVR 2000m
D			RVR 1400m		

ESSA/ARN ARLANDA
 STOCKHOLM, SWEDEN
 CAT II NDB DME ILS Rwy 01L

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

D-ATIS Arrival 119.0	ARLANDA Tower 118.5	Ground North 121.92 East 121.97 West 121.7	<p>1900' 090° ← 270° 1700' ↑ 2200' 360°</p> <p>MSA OHT Lctr</p>		
LOC SSA *109.9	Final ApcH Crs 006°	GS LOM 1390' (1292')		CAT II ILS RA 107' DA(H) 198' (100')	Apt Elev 137' RWY 98'
<p>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.</p> <p>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.</p>					

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



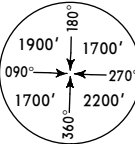
Gnd speed-Kts	70	90	100	120	140	160	HIALS II	600'	which ever later	D1.0 ARL past ARL VOR	330°
GS 3.00°	377	485	539	647	755	862	PAPI				

JAR-OPS STRAIGHT-IN LANDING RWY 01L					
CAT II ILS					
ABCD					
RA 107'					
DA(H) 198' (100')					
RVR 300m					

ESSA/ARN ARLANDA **STOCKHOLM, SWEDEN**
ARLANDA **NDB DME ILS Rwy 01R**

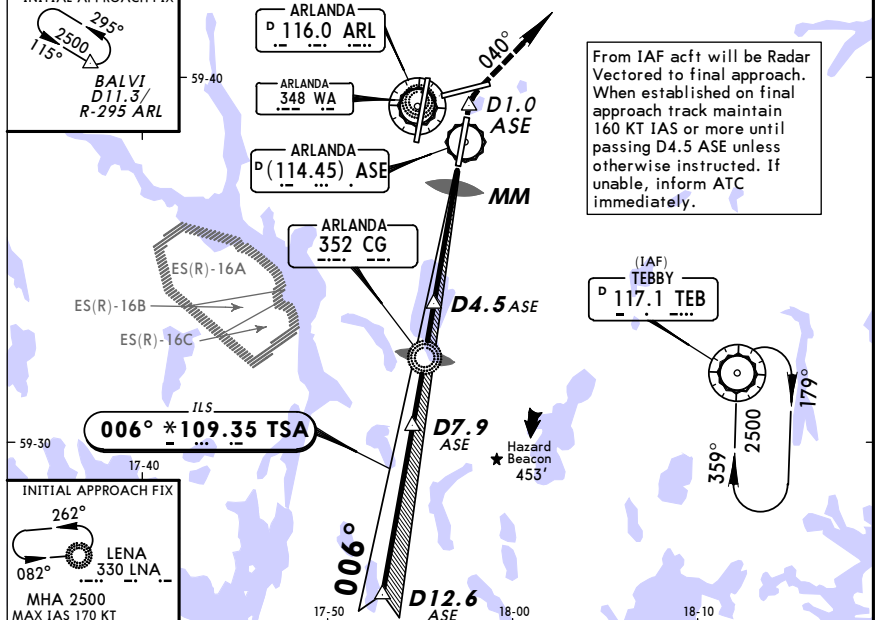
1 JUL 05
 Eff 7 Jul (11-3)

D-ATIS Arrival 119.0	ARLANDA Tower 125.12	Ground North 121.92 East 121.97 West 121.7
LOC TSA *109.35	Final ApcH Crs 006°	GS LOM 1890' (1753')
	ILS DA(H) 337' (200')	Apt Elev 137' RWY 137'

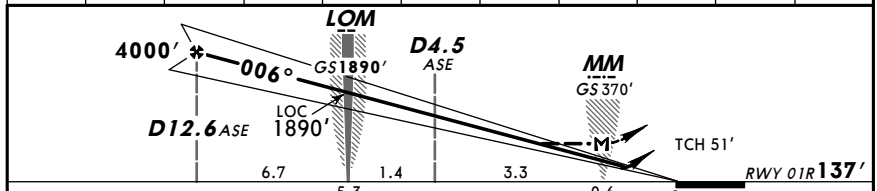


MISSED APCH: Climb STRAIGHT AHEAD to 600' or D1.0 ASE past ASE DME, whichever is later. Turn RIGHT on track 040° climbing to 1500', Radar Vectoring for a new approach.

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



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'



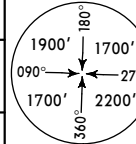
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	600'	D1.0 ASE	040°
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862	PAPI	which-ever later	past ASE DME	RT

JAR-OPS STRAIGHT-IN LANDING RWY 01R		LOC (GS out)	
ILS DA(H) 337' (200')		MDA(H) 500' (363')	
FULL	ALS out	MM out	ALS out
A		RVR 900m	RVR 1500m
B	RVR 550m	RVR 1000m	NOT AUTH
C	RVR 1000m	RVR 1800m	
D		RVR 1400m	RVR 2000m

ESSA/ARN ARLANDA **STOCKHOLM, SWEDEN**
ARLANDA **CAT II NDB DME ILS Rwy 01R**

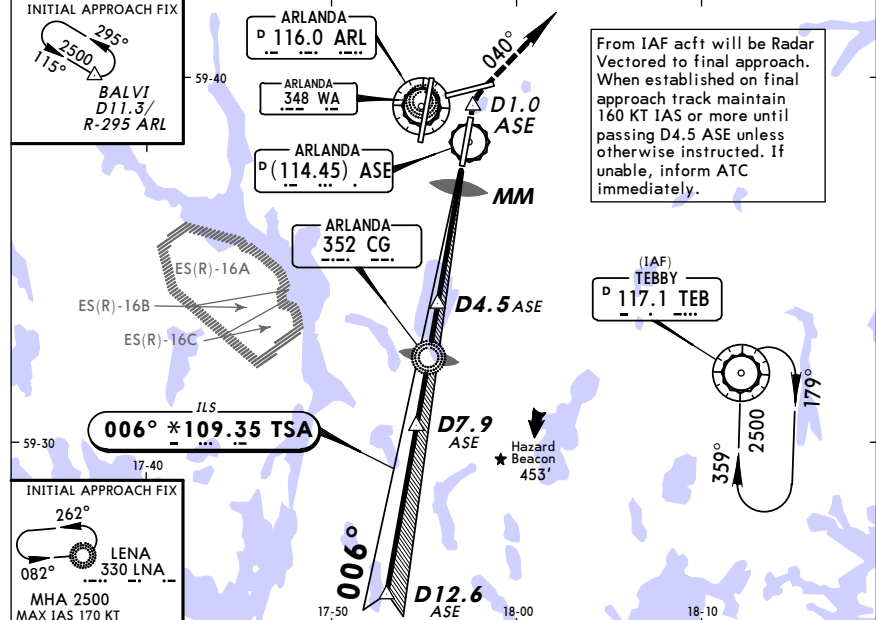
1 JUL 05
 Eff 7 Jul (11-3A)

D-ATIS Arrival 119.0	ARLANDA Tower 125.12	Ground North 121.92 East 121.97 West 121.7
LOC TSA *109.35	Final ApcH Crs 006°	GS LOM 1890' (1753')
	CAT II ILS RA 99' DA(H) 237' (100')	Apt Elev 137' RWY 137'

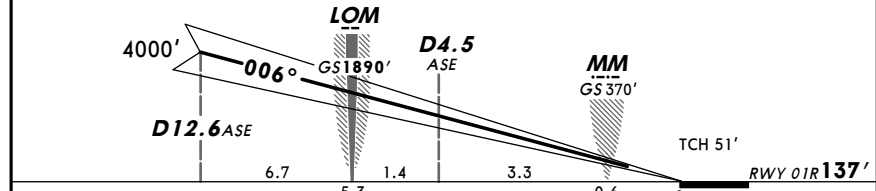


MISSED APCH: Climb STRAIGHT AHEAD to 600' or D1.0 ASE past ASE DME, whichever is later. Turn RIGHT on track 040° climbing to 1500', Radar Vectoring for a new approach.

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



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	HIALS-II	600'	D1.0 ASE	040°
GS	3.00°	377	485	539	647	755	862	PAPI	which-ever later	past ASE DME

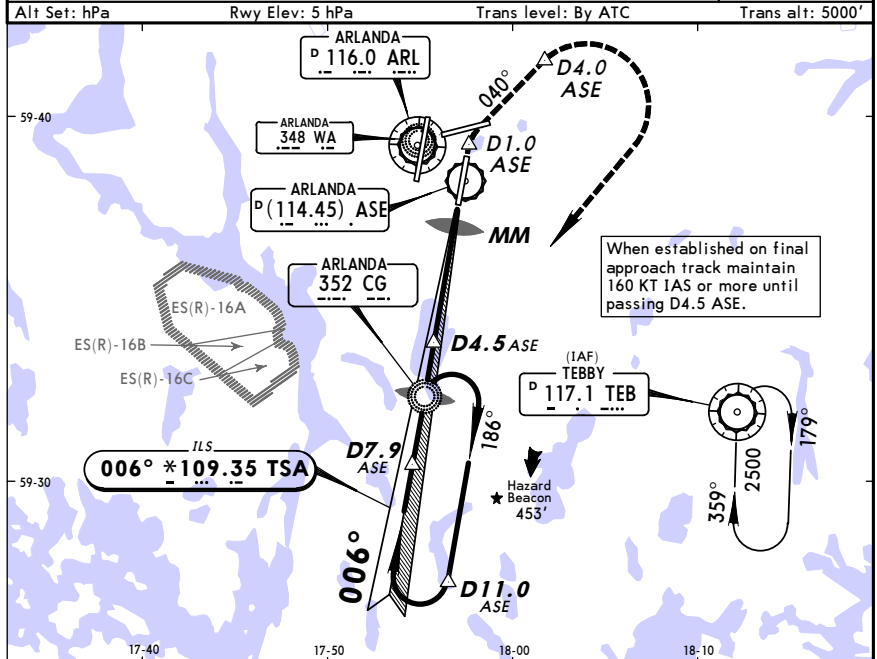
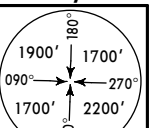
JAR-OPS STRAIGHT-IN LANDING RWY 01R	
CAT II ILS ABCD RA 99'	
DA(H) 237' (100')	

RVR 300m

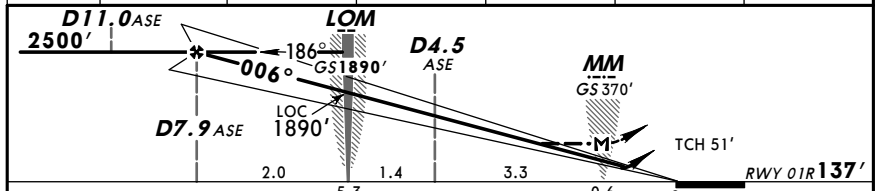
ESSA/ARN ARLANDA
 STOCKHOLM, SWEDEN
 NDB DME ILS Rwy 01R

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

D-ATIS Arrival 119.0	ARLANDA Tower 125.12	Ground North 121.92 East 121.97 West 121.7
LOC TSA *109.35	Final ApcH Crs 006°	GS LOM 1890' (1753')
	DA(H) 337' (200')	Apt Elev 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
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'



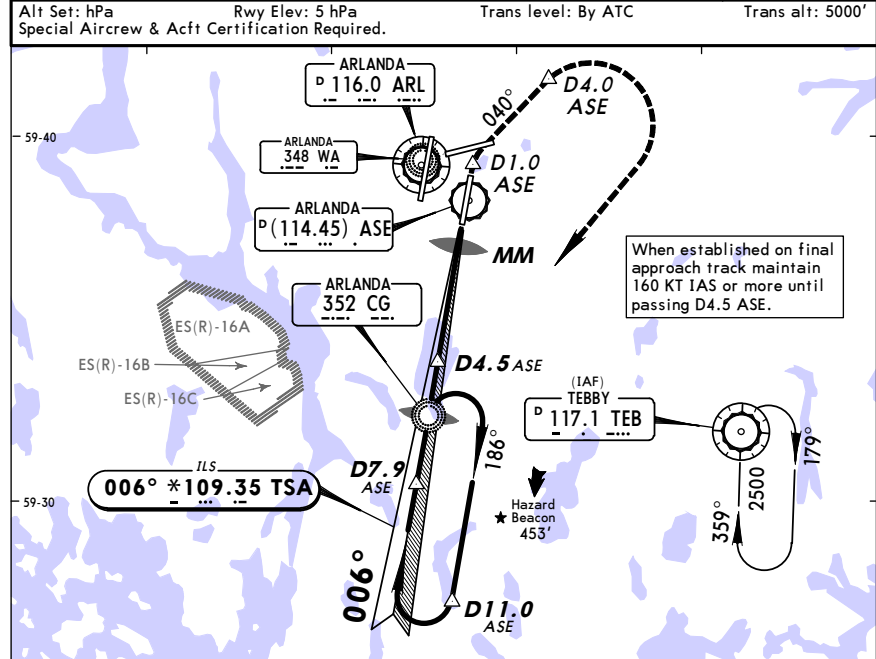
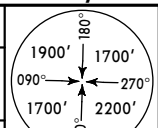
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	600'	D1.0 ASE	040°
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862	PAPI	↑ which-ever later	↑ past ASE DME	↑ RT

JAR-OPS STRAIGHT-IN LANDING RWY 01R					
ILS			LOC (GS out)		
DA(H) 337' (200')			MDA(H) 500' (363')		
FULL		ALS out		MM out	
A			RVR 900m		RVR 1500m
B	RVR 550m	RVR 1000m	RVR 1000m	NOT AUTH	RVR 1800m
C			RVR 1400m		RVR 2000m
D					

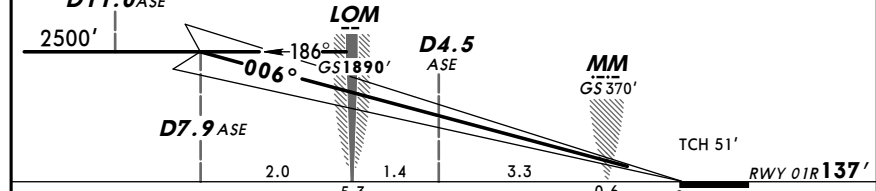
ESSA/ARN ARLANDA
 STOCKHOLM, SWEDEN
 CAT II NDB DME ILS Rwy 01R

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

D-ATIS Arrival 119.0	ARLANDA Tower 125.12	Ground North 121.92 East 121.97 West 121.7
LOC TSA *109.35	Final ApcH Crs 006°	GS LOM 1890' (1753')
	DA(H) 337' (200')	Apt Elev 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
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	HIALS-II	600'	D1.0 ASE	040°
GS 3.00°	377	485	539	647	755	862	PAPI	↑ which-ever later	↑ past ASE DME	↑ RT

JAR-OPS STRAIGHT-IN LANDING RWY 01R					
CAT II ILS			LOC (GS out)		
ABCD			RA 99'		
DA(H) 237' (100')					
FULL		ALS out		MM out	
A			RVR 900m		RVR 1500m
B	RVR 550m	RVR 1000m	RVR 1000m	NOT AUTH	RVR 1800m
C			RVR 1400m		RVR 2000m
D					

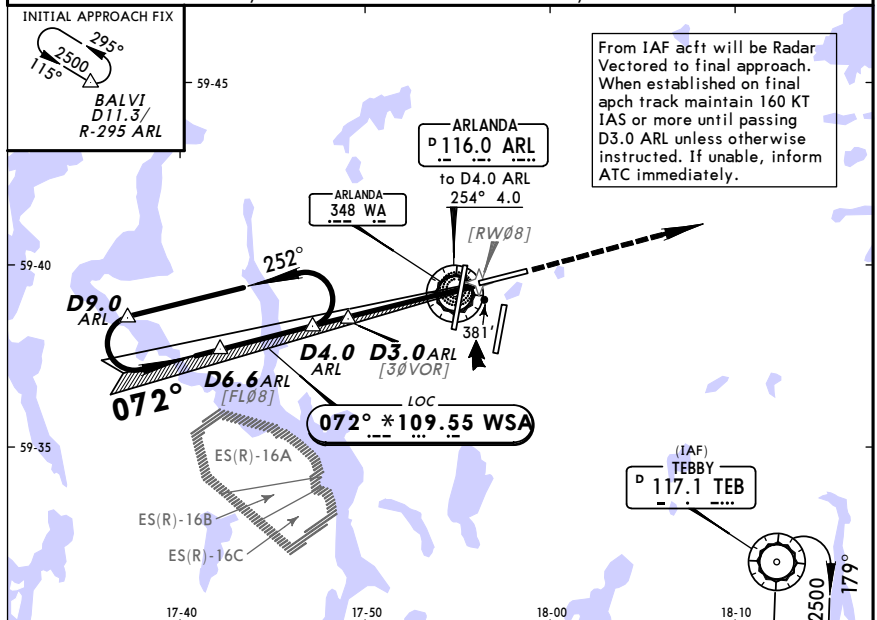
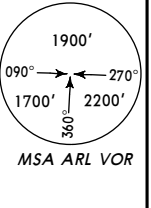
ESSA/ARN ARLANDA
 STOCKHOLM, SWEDEN
 VOR DME LOC Rwy 08

JEPPESEN
 1 JUL 05
 Eff 7 Jul (11-5)

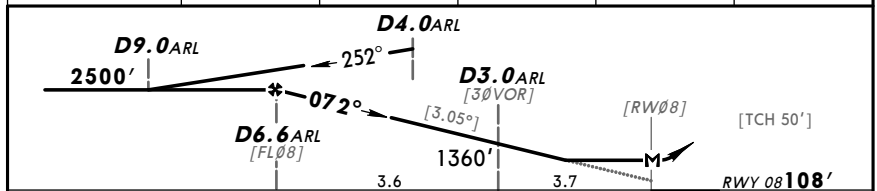
D-ATIS Arrival	ARLANDA Tower	Ground		
119.0	118.5	North 121.92	East 121.97	West 121.7
LOC WSA *109.55	Final Apch Crs 072°	Minimum Alt D6.6 ARL 2500' (2392')	MDA(H) 500' (392')	Apt Elev 137' RWY 108'

MISSED APCH: Climb STRAIGHT AHEAD to 1500', Radar Vectoring for a new approach.
 MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to 2000', turn LEFT to ARL VOR, climbing to 2500' for a normal instrument approach.

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



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



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1500'
Descent Gradient 5.33% or Descent angle [3.05°]	378	486	540	648	755	863	PAPI	↑
D6.6 ARL to MAP	7.3	6:15	4:52	4:23	3:39	3:08		

JAR-OPS STRAIGHT-IN LANDING RWY 08		ALS out	
MDA(H) 500' (392')			
A	RVR 1200m	RVR 1500m	
B	RVR 1300m		
C	RVR 1400m	RVR 1800m	
D	RVR 1600m	RVR 2000m	

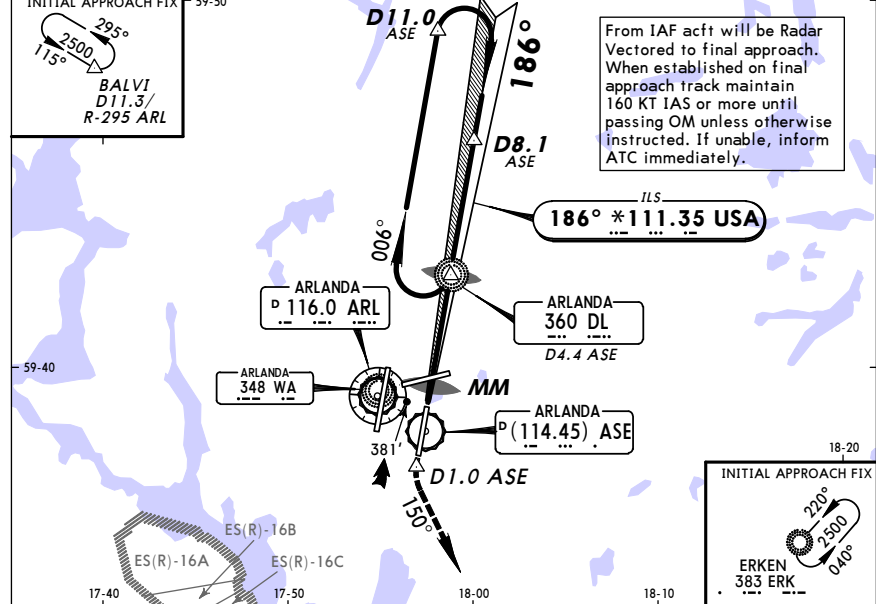
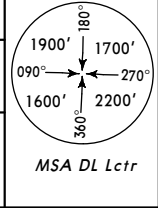
ESSA/ARN ARLANDA
 STOCKHOLM, SWEDEN
 NDB DME ILS Rwy 19L

JEPPESEN
 1 JUL 05
 Eff 7 Jul (11-6)

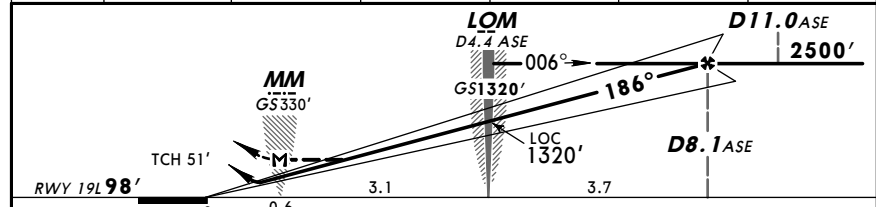
D-ATIS Arrival	ARLANDA Tower	Ground		
119.0	125.12	North 121.92	East 121.97	West 121.7
LOC USA *111.35	Final Apch Crs 186°	GS LOM 1320' (1222')	ILS DA(H) 298' (200')	Apt Elev 137' RWY 98'

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.

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



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

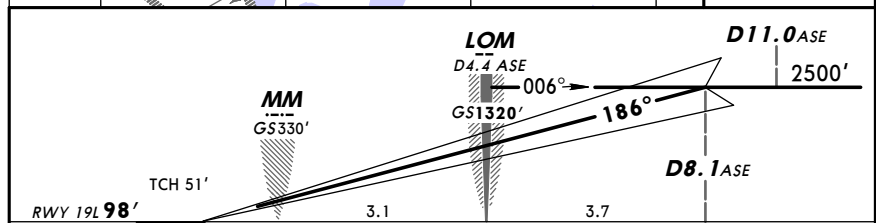
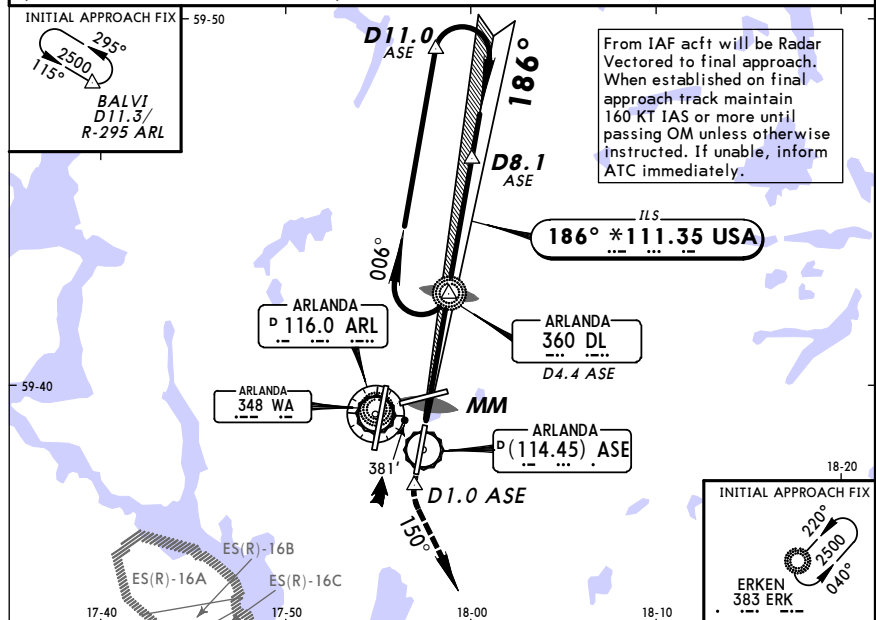
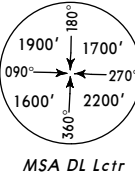


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	600'	D1.0 ASE	150°
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862	PAPI	↑	which ever later	↑
MAP at MM										LT

JAR-OPS STRAIGHT-IN LANDING RWY 19L		LOC (GS out)	
ILS DA(H) 298' (200')		MDA(H) 510' (412')	
FULL ALS out		MM out ALS out	
A	RVR 550m	RVR 900m	RVR 1500m
B		RVR 1000m	RVR 1800m
C	RVR 1000m	NOT AUTH	RVR 2000m
D	RVR 1400m		

ESSA/ARN ARLANDA **STOCKHOLM, SWEDEN**
 1 JUL 05 Eff 7 Jul (11-6A) CAT II NDB DME ILS Rwy 19L

D-ATIS Arrival 119.0	ARLANDA Tower 125.12	Ground			
LOC USA *111.35	Final Apch Crs 186°	GS LOM 1320' (1222')	CAT II ILS RA 105' DA(H) 198'(100')	East 121.97	West 121.7
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.			
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	HIALS-II PAPI	600' which ever later	D1.0 ASE past ASE DME	150° LT
GS	3.00°	377	485	539	647	755				

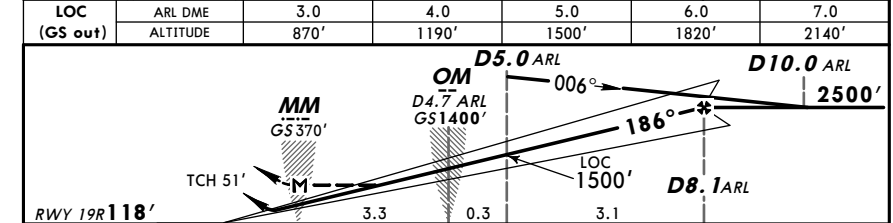
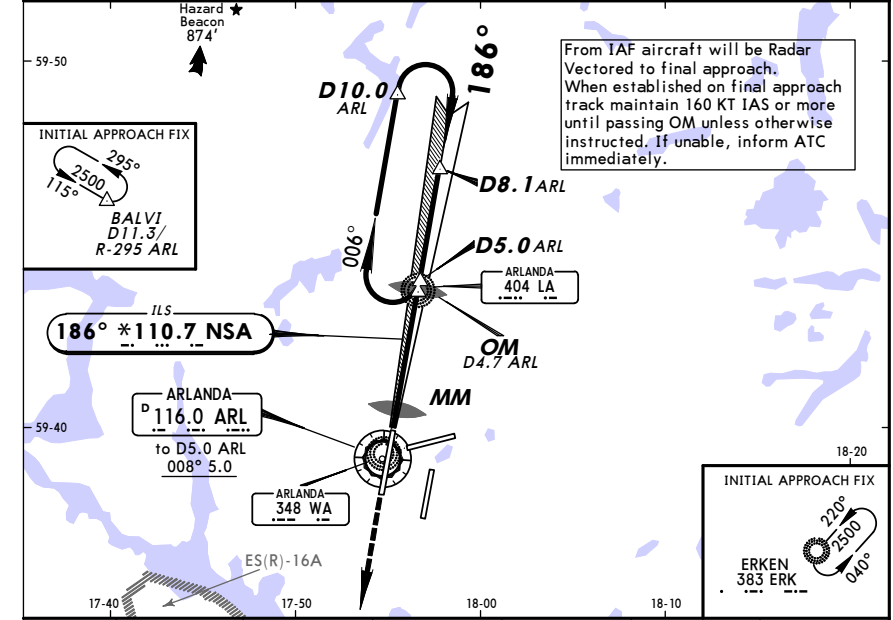
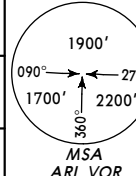
JAR-OPS STRAIGHT-IN LANDING RWY 19L
 CAT II ILS
 ABCD
 RA 105'
 DA(H) 198'(100')

RVR 300m

Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.
 CHANGES: Chart reindexed. Missed apch. © JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED.

ESSA/ARN ARLANDA **STOCKHOLM, SWEDEN**
 1 JUL 05 Eff 7 Jul (11-7) VOR DME ILS Rwy 19R

D-ATIS Arrival 119.0	ARLANDA Tower 118.5	Ground			
LOC NSA *110.7	Final Apch Crs 186°	GS OM 1400' (1282')	ILS DA(H) 318' (200')	East 121.97	West 121.7
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.			
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°.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	1500'
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862		

JAR-OPS STRAIGHT-IN LANDING RWY 19R
 ILS
 LOC (GS out)
 DA(H) 318'(200') MDA(H) 500'(382')

A	RVR 550m	RVR 1000m	RVR 900m	MM out	ALS out
			RVR 1000m	NOT AUTH	RVR 1500m
B	RVR 550m	RVR 1000m	RVR 1000m		RVR 1800m
C			RVR 1400m		RVR 2000m
D					

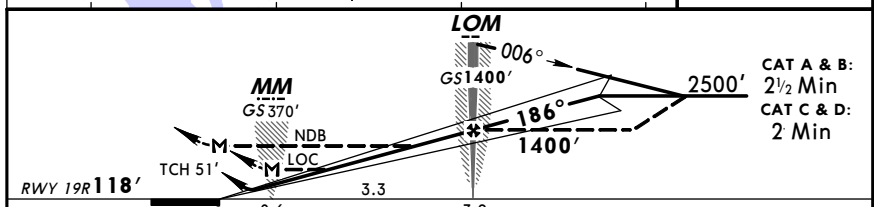
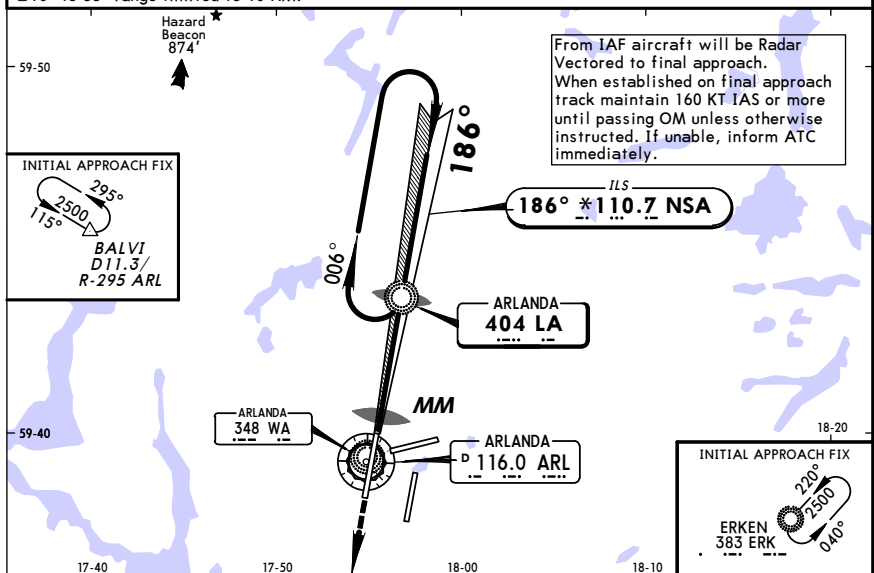
CHANGES: Chart reindexed. Missed apch. © JEPPESEN SANDERSON, INC., 2000, 2005. ALL RIGHTS RESERVED.

ESSA/ARN ARLANDA **JEPPESEN** **STOCKHOLM, SWEDEN**
ARLANDA **1 JUL 05** **(11-8)** **NDB ILS or NDB Rwy 19R**

D-ATIS Arrival 119.0		ARLANDA Tower 118.5		Ground 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')	Apt Elev 137' RWY 118'		
Lctr LA 404			NDB MDA(H) 630' (512')	MSA ARL VOR		

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	HIALS 1500'
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	

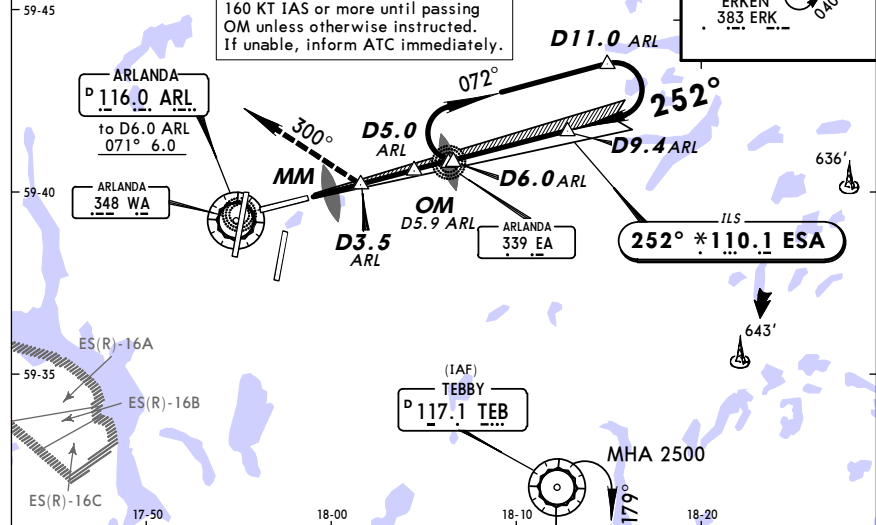
JAR-OPS STRAIGHT-IN LANDING RWY 19R							
ILS		LOC (GS out)			NDB		
DA(H) 318' (200')		MDA(H) 500' (382')			MDA(H) 630' (512')		
FULL	ALS out	MM out	ALS out	ALS out	ALS out	ALS out	
A		RVR 900m			RVR 1000m		
B			RVR 1500m		RVR 1200m	RVR 1500m	
C	RVR 550m	RVR 1000m	RVR 1000m	NOT AUTH	RVR 1800m		
D		RVR 1400m	RVR 2000m		RVR 2000m		

ESSA/ARN ARLANDA **JEPPESEN** **STOCKHOLM, SWEDEN**
ARLANDA **1 JUL 05** **(11-9)** **VOR DME ILS Rwy 26**

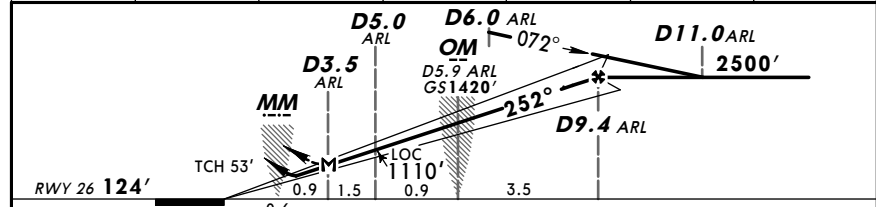
D-ATIS Arrival 119.0		ARLANDA Tower 125.12		Ground North 121.92 East 121.97 West 121.7		
LOC ESA *110.1	Final Apch Crs 252°	GS OM 1420' (1296')	ILS DA(H) Refer to Minimums	Apt Elev 137' RWY 124'		
				MSA ARL VOR		

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 instrument 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	HIALS Refer to Missed Apch above
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862	
MAP at D3.5 ARL							

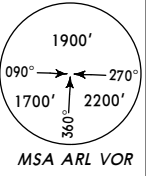
JAR-OPS STRAIGHT-IN LANDING RWY 26							
ILS		LOC (GS out)					
DA(H) C: 490' (366') D: 500' (376')		MDA(H) 500' (376')					
FULL	ALS out	ALS out	ALS out	ALS out	ALS out	ALS out	
A		RVR 900m			RVR 1500m		
B			RVR 1000m		RVR 1800m		
C	RVR 800m	RVR 1200m	RVR 1000m		RVR 2000m		
D			RVR 1400m	RVR 2000m			

ESSA/ARN ARLANDA **JEPPESEN** **STOCKHOLM, SWEDEN**
 1 JUL 05 (13-1) **Eff 7 Jul** **VOR DME Rwy 19R**

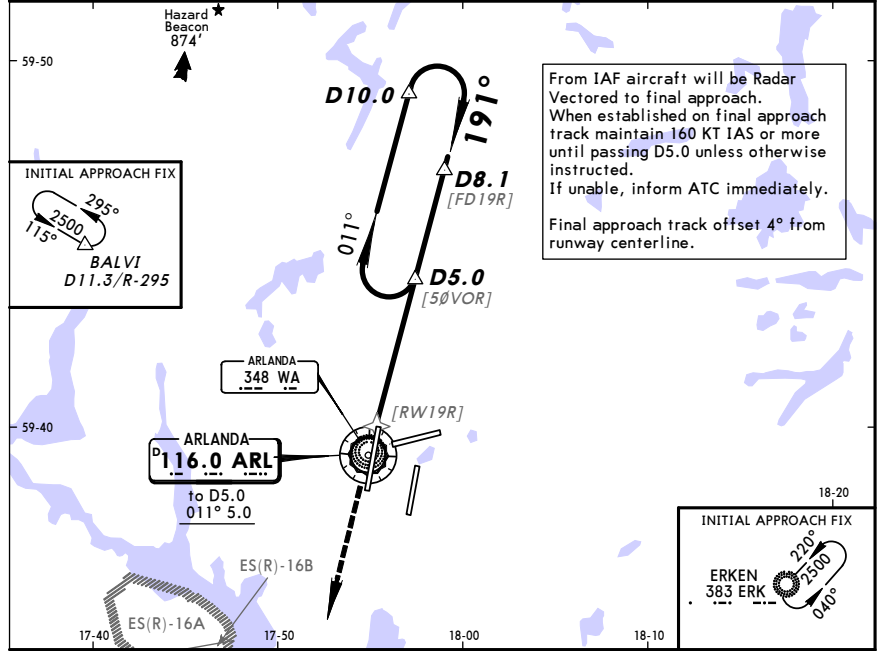
D-ATIS Arrival 119.0	ARLANDA Tower 118.5	Ground		
		North 121.92	East 121.97	West 121.7
VOR ARL 116.0	Final Apch Crs 191°	Minimum Alt D8.1 2500' (2382')	MDA(H) 580' (462')	Apt Elev 137' RWY 118'

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

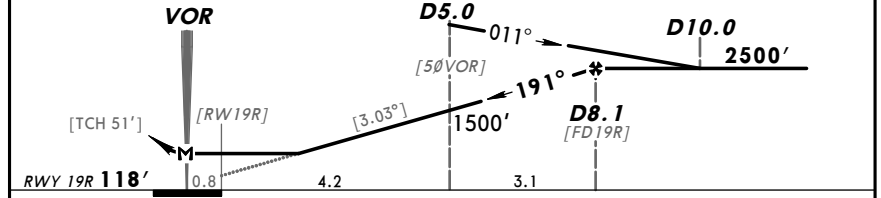
Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000'



BRIEFING STRIP



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	HIALS PAPI 1500'
Descent Gradient 5.29% or Descent angle [3.03°]	375	482	536	643	750	858	
MAP at VOR							

JAR-OPS		STRAIGHT-IN LANDING RWY 19R	
		MDA(H) 580' (462')	
		ALS out	
A	RVR 1000m	RVR 1500m	
B			
C	RVR 1200m	RVR 2000m	
D	RVR 1600m		

PANS OPS 4