

GENERAL

Operational Hours

ATS Hours

MON-FRI 0545-2100±, SAT 0745-1600±, SUN 1045-2100±, HOL occurring MON-FRI 0545-2100±.

AD OPS Hours

MON-FRI 0600-2100±, SAT 0800-1600±, SUN 1100-2100±, HOL occurring MON-FRI 0600-2100±.

AD ADMIN Hours: MON-FRI 0700-1500±.

Airport Information

RFF: CAT 6

Fuel: AD OPS HR

PCN: RWY 12/30: 96/F/B/X/T

Customs: O/R

Operation

Traffic Note

PPR for non-SKED FLT's earliest 7 days and latest 24HRs prior ETA.

AD not AVBL to ACFT MTOW exceeding 50t / 110231lbs.

Low Visibility Procedures

LVP in force when RVR falls below 550m or CEIL below 200ft.

When LVP in force, only one ACFT is allowed in the maneuvering area at the time.

TWY Restrictions

TWY G1, Y2 width 20m / 67ft.

TWY R, T, Y, Y1, Y3, Y4, Y5 width 19m / 62ft.

TWY S width 15m / 49ft.

TWY D, E and F CLSD.

TWYs to APN 6 and 7 MAX wingspan 26.5m / 87ft.

Taxi/Parking

MAX taxi speed 15KT on all APNs.

Entry/Exit to/from APN east via YU and YW.

Taxiing to/from remote parking R5-R9 by towing only.

Final taxiing to stand 3-19 with marshalling assistance only.

Parking allowed MAX 48HRs for non SKED FLT's at APN East.

Taxiing to/from APN 6 and 7 is limited to MAX wingspan 29m / 95ft and MAX gear wheelspan 5m / 16ft.

RWY 12

Vacate RWY via TWY G1 or Y5. When performance conditions permit avoid vacating via TWY Y5, in order to prevent deviations on LOC 12 for following ACFT.

When departing from stands 3-7, taxi via TWY Y.

When departing from stands 8-19, taxi via TWY T or as cleared by ATC.

RWY 30

Vacate RWY via TWY Y3 or Y1.

Arriving ACFT to stands 3-6 must use TWY Y, to stands 7-19 must use TWY T or as cleared by ATC.

GENERAL

APU: APU must not be started earlier than 5min before estimated time for push-back or taxiing.

Noise Abatement Procedure

Do not operate ACFT below 1500ft MSL over central parts of Stockholm, except when necessary for TKOF or LDG.

Engine Run-up Areas

ENG test is only allowed in connection with unplanned technical maintenance and after approval from Bromma OPC. Approved ENG test is only allowed during daylight but not later than 2000 \pm and shall be carried out at ENG test area in connection with TWY G.

Other ENG run-ups allowed in connection with departure only.

ARRIVAL**Communication****COM Failure**

Inbound CLR received and acknowledged:

Normally NB L/OU L will be the CLR limit for inbound CLR by ACC. Maintain LVL received and acknowledged. Follow specified route to NB L (RWY 12) or OU L (RWY 30). After ARR over NB L or OU L descend as required in published holding pattern. Carry out normal instrument APCH to RWY-in-use.

If CLR limit by ACC is other than NB L/OU L: Maintain LVL received and acknowledged. Follow specified route to CLR limit. After ARR over significant point, descend to 2500ft MSL in the published HLDG pattern. Proceed direct to NB L (RWY 12) or OU L (RWY 30) carry out normal instrument APCH.

If an EAT has been received and acknowledged, commence the above descent to 2500ft MSL at EAT.

No inbound CLR received and/or acknowledged:

Maintain LVL received and acknowledged. Proceed via relevant TMA entry point direct to COR NDB (exceptions: HMR VOR via R155 HMR until D34 HMR - NAK NDB - COR NDB; XILAN via NAK NDB to COR NDB). After ARR over COR NDB descend to 2500ft MSL in published HLDG pattern. Proceed direct to NB L (RWY 12) or OU L (RWY 30) carry out normal instrument APCH.

Speed

MAX IAS 250KT below FL100.

Arrival Procedure

APCH only permitted to ACFT that are within a circle of 15NM radius from the AD 5min before closing time.

Plan FLT via TMA entry point: TROSA, XILAN, HAMMAR, AROS, TINKA or ALOLA.

Visual APCH: prohibited

Reverse: Do not use more than idle reverse if possible.

Warnings

Deviations may occur on LOC 12 if proceeding ACFT is vacating via TWY B.

DEPARTURE**Take-off Minima**

RWY		12/30	
A, B, C	ft - m/km	0 - 150R	-
D		Not applicable	-

Speed

MAX IAS 250KT below FL100.

Departure Procedure**Departure Notes**

Plan FLT via the applicable significant point: NORTEL or NOSLI.

Outbound flights are prohibited to initiate turn before fly-over locator NB or OU.

Noise abatement Procedure**Jet ACFT**

From TKOF until 900ft MSL:

- TKOF thrust
- TKOF flaps
- Climb with V2+10KT or as limited by MAX climb angle.

At 900ft MSL:

- Reduce thrust to not less than climb SPD.
- Continue climb with V2+10KT.

At 2500ft MSL:

- Accelerate smoothly to ENR climb SPD. Retract flaps/slats on schedule.

Prop ACFT

From TKOF until 900ft MSL:

- TKOF power.
- Climb at MAX climb gradient.

At 900ft MSL:

- Reduce PWR to MAX continuous.
- Continue climb at MAX climb gradient.

At 2500ft MSL:

- Accelerate smoothly to ENR climb SPD. Retract flaps/slats on schedule.

27-APR-2017

BMA-ESSB

1-40

A0I**A0I****DEPARTURE****ATC Slot, Clearance****Start-up**

REQ start-up not earlier than 30min before estimated start-up time.

REQ ATC CLR and start-up earliest 15min before AD HR.

REQ taxi CLR for TKOF earliest 5min before AD HR.

When requesting taxi instructions from the LINTA area, REQ shall always indicate that ACFT is parked there.

DEP CLR will only be given if taxiing for TKOF has been initiated by 5min before closing time.

De-Icing

AVBL, AD OPS HR.

Warnings

When the adjacent AD Arlanda has one of RWY 01 in use, crew can expect TCAS WRNG after DEP. Pilots are to exercise caution when selecting ALT as they interact with TMA traffic, 1000ft above.

BMA-ESSB

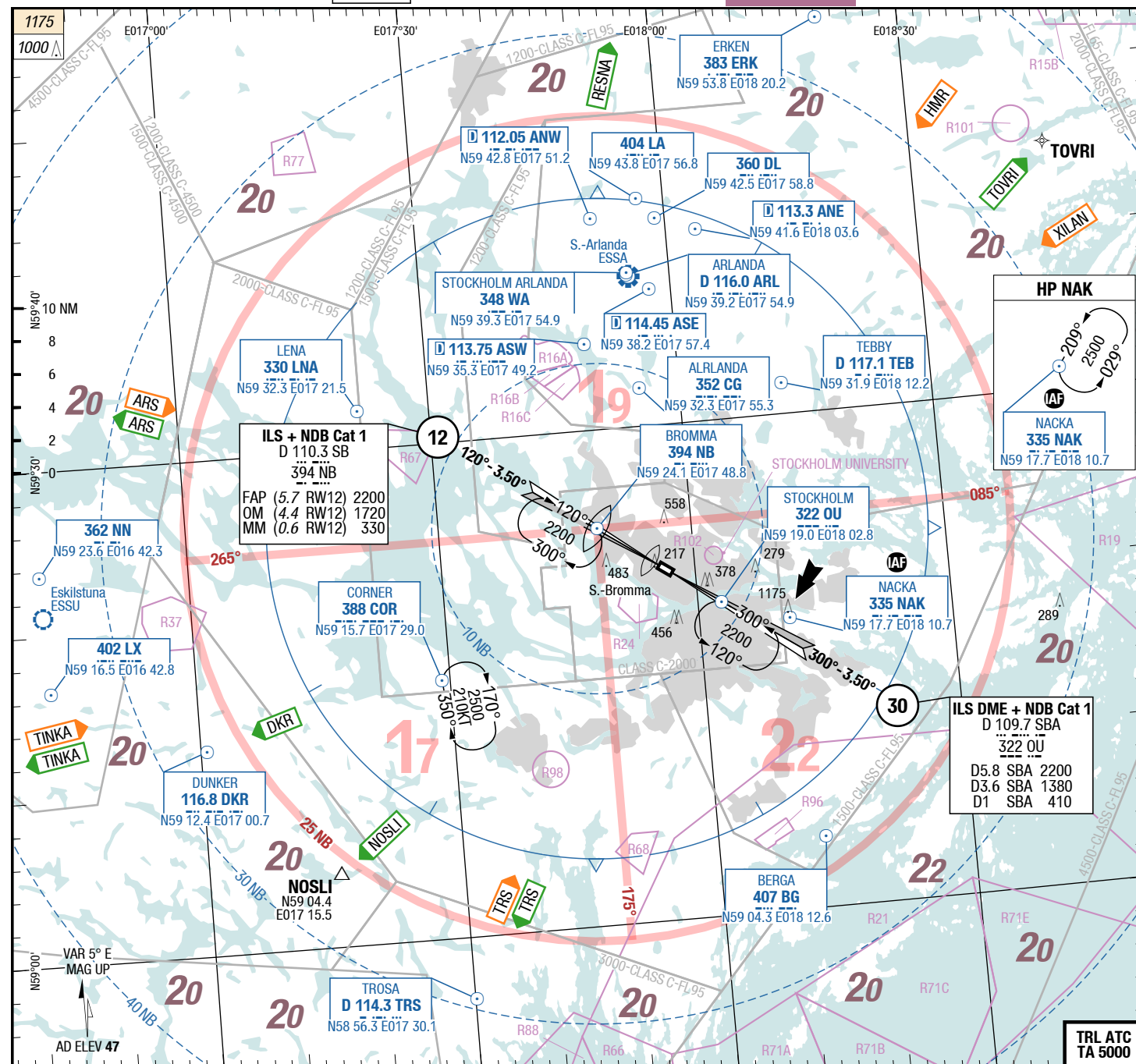
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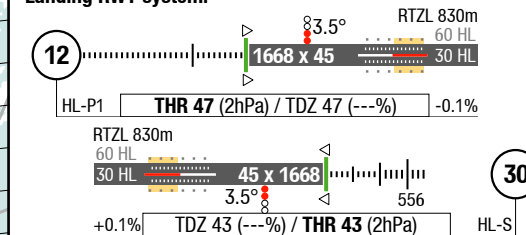
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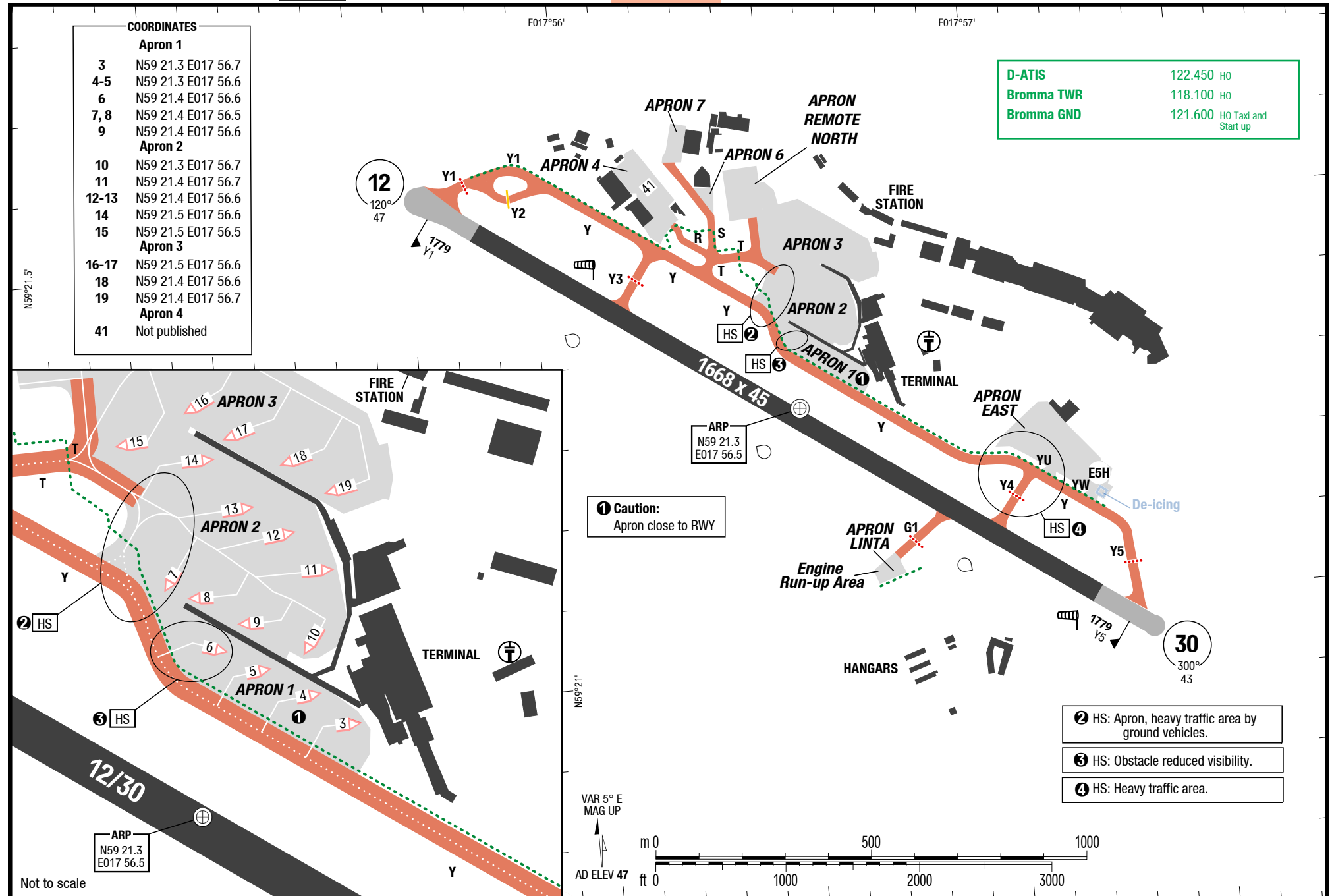


**TRL ATC
TA 5000**

D-ATIS	122.450	HO
CTL	120.150	
	123.750	
	130.325	
Bromma TWR	118.100	HO
Bromma GND	121.600	HO Taxi and Start up

Landing RWY system:





22-MAR-2018

BMA-ESSB

Sweden **Stockholm** Bromma

SIDs RWY 12

4-10

RESNA 4W RNAV / TOVRI 4W RNAV

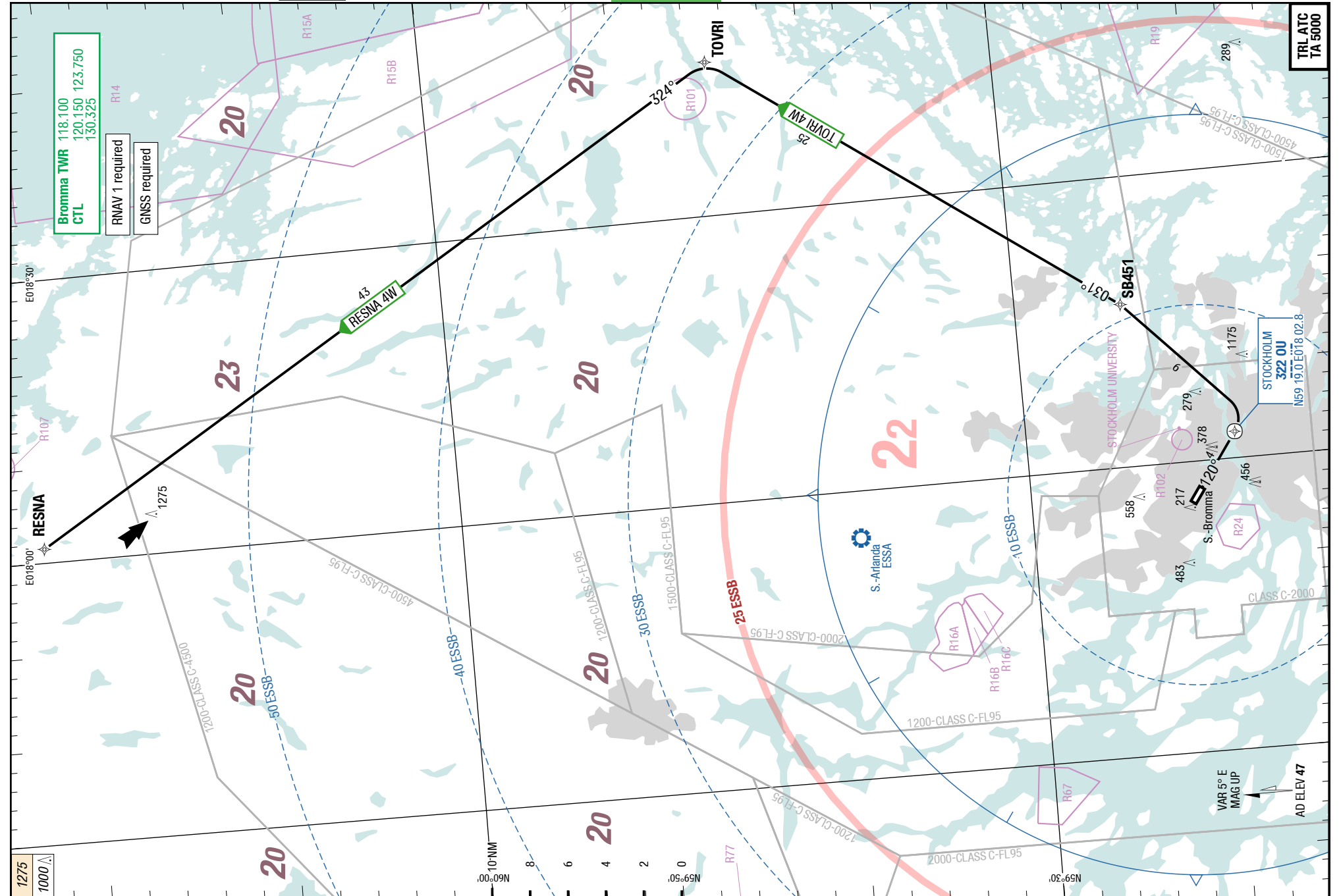
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SID

Bromma **Stockholm** Sweden

SIDs RWY 12

RESNA 4W RNAV / TOVRI 4W RNAV



Changes: OBST

22-MAR-2018

BMA-ESSB

Sweden **Stockholm** Bromma

Bromma **Stockholm** Sweden

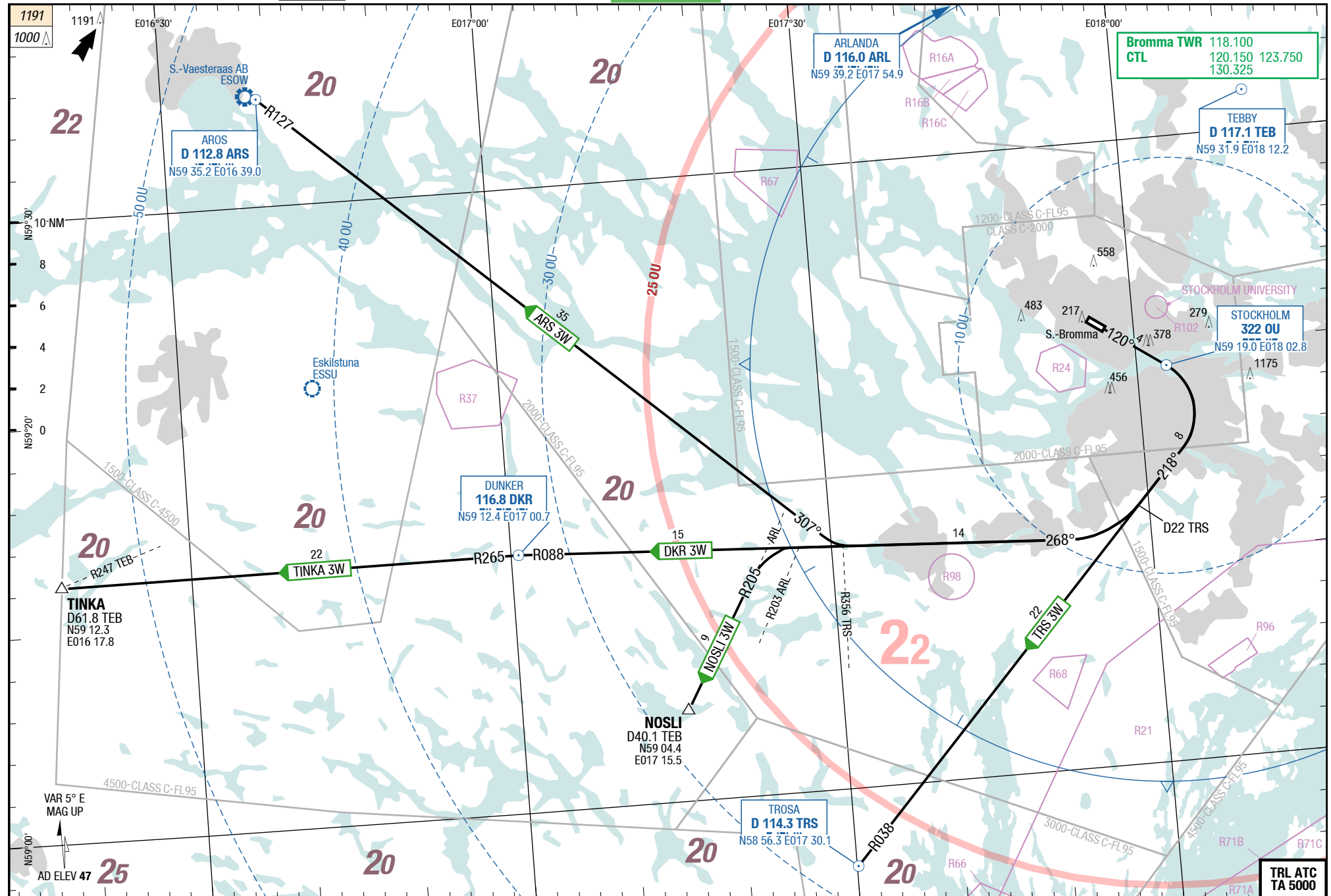
4-20

SIDs RWY 12

SID

SID

SIDs RWY 12



Changes: OBST

BMA-ESSB

Sweden **Stockholm** Bromma

NIL

SIDs RWY 30

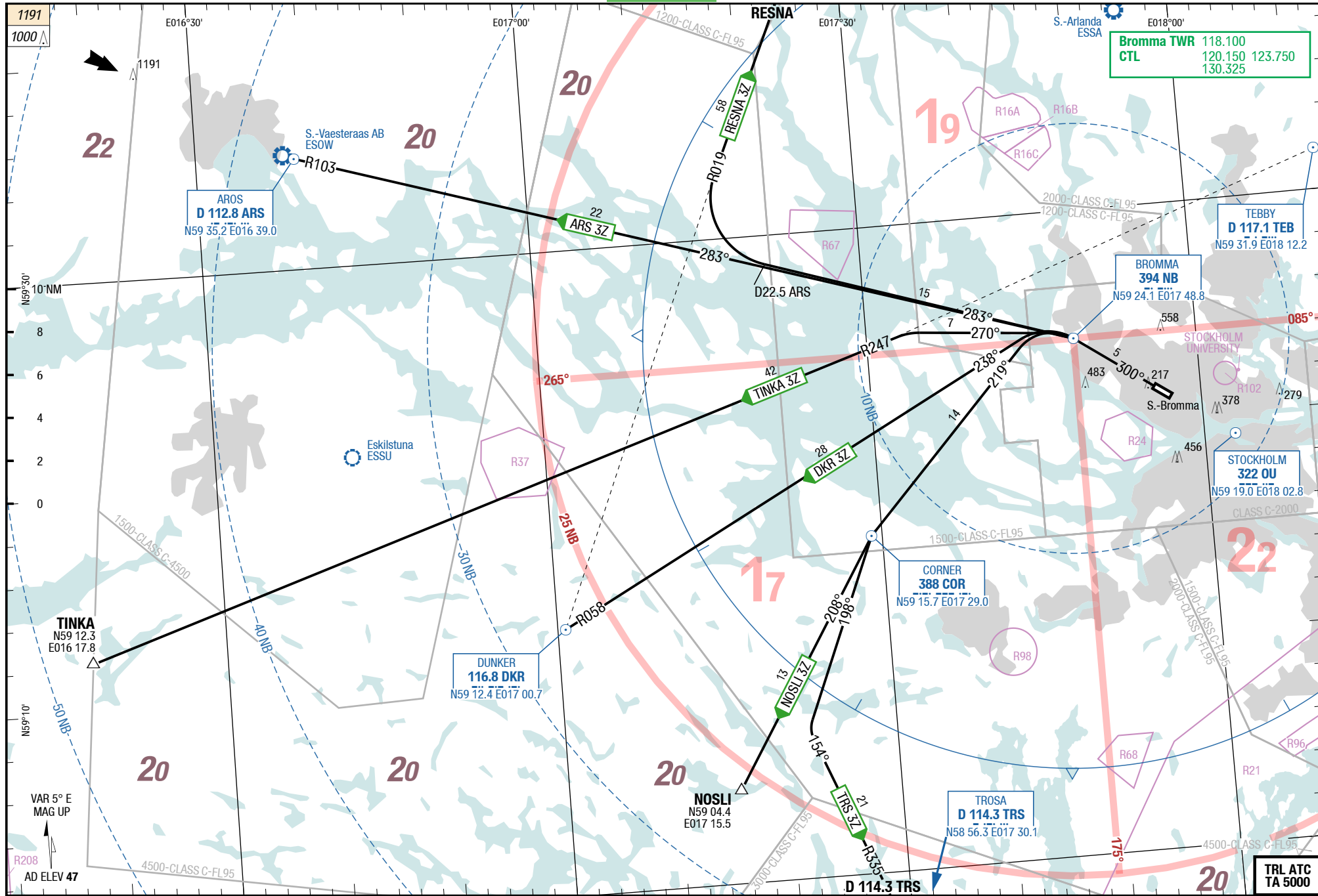
SID

SID

Bromma **Stockholm** Sweden

NIL

SIDs RWY 30



Changes: OBST

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RESNA 4W / TOVRI 4W

RWY 12 (120°)

When passing 1500, contact Stockholm CTL.

	GS	120	150	180	210	240	270
4.9%	ft/MIN	600	800	900	1100	1200	1400
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12	
RESNA 4W 6.6% to 3000 130.325 ①②	120° OU [L] - DCT SB451 - TOVRI - RESNA (MNM climb gradient 4.9% to OU) Non FMS at OU LT 031° - expect vectors to RESNA (MNM climb gradient 4.9% to OU)	initial climb 3000
TOVRI 4W 6.6% to 3000 130.325 ①②	120° OU [L] - DCT SB451 - TOVRI (MNM climb gradient 4.9% to OU) Non FMS at OU LT 031° - expect vectors to TOVRI (MNM climb gradient 4.9% to OU)	initial climb 3000

① ACFT unable to follow FMS/RNAV SID: Report "unable RNAV SID due to RNAV type" to DLV and "unable RNAV SID" to Stockholm CTL at first contact.

② If unable to comply with climb gradient, contact ATC.

AROS 3W / DUNKER 3W / NOSLI 3W / TINKA 3W / TROSA 3W

RWY 12 (120°)

When passing 1500ft contact Stockholm CTL

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12	
AROS 3W ARS 3W 6.6% to 3000 120.150	at OU RT intercept R038 TRS inbound - at D22 TRS RT intercept R088 DKR inbound - crossing R356 TRS RT intercept R127 ARS to ARS	initial climb 3000
DUNKER 3W DKR 3W 6.6% to 3000 120.150	at OU RT intercept R038 TRS inbound - at D22 TRS RT intercept R088 DKR to DKR	initial climb 3000
NOSLI 3W 6.6% to 3000 120.150	at OU RT intercept R038 TRS inbound - at D22 TRS RT intercept R088 DKR inbound - crossing R203 ARL LT intercept R205 ARL to NOSLI	initial climb 3000
TINKA 3W 6.6% to 3000 120.150	at OU RT intercept R038 TRS inbound - at D22 TRS RT intercept R088 DKR to DKR - R265 DKR to TINKA	initial climb 3000
TROSA 3W TRS 3W 6.6% to 3000 120.150	at OU RT intercept R038 TRS to TRS	initial climb 3000

AROS 3Z / DUNKER 3Z / NOSLI 3Z / RESNA 3Z / TINKA 3Z / TROSA 3Z

RWY 30 (300°)

When passing 1500ft contact Stockholm CTL

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 30	
AROS 3Z ARS 3Z 6.6% to 3000 123.750	at NB LT intercept R103 ARS to ARS	initial climb 3000
DUNKER 3Z DKR 3Z 6.6% to 3000 120.150	at NB LT intercept R058 DKR to DKR	initial climb 3000
NOSLI 3Z 6.6% to 3000 120.150	at NB LT intercept QDM 219 COR to COR QDR 208 COR to NOSLI	initial climb 3000
RESNA 3Z 6.6% to 3000 123.750	at NB LT intercept R103 ARS inbound - at D22.5 ARS RT intercept R019 DKR to RESNA	initial climb 3000
TINKA 3Z 6.6% to 3000 120.150	at NB LT 270°- intercept R247 TEB to TINKA	initial climb 3000
TROSA 3Z TRS 3Z 6.6% to 3000 120.150	at NB LT intercept QDM 219 COR to COR - QDR 198 COR intercept R335 TRS to TRS	initial climb 3000

DEPARTURES

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

RWY

Routing

OMNIDIRECTIONAL DEP

RWY 12

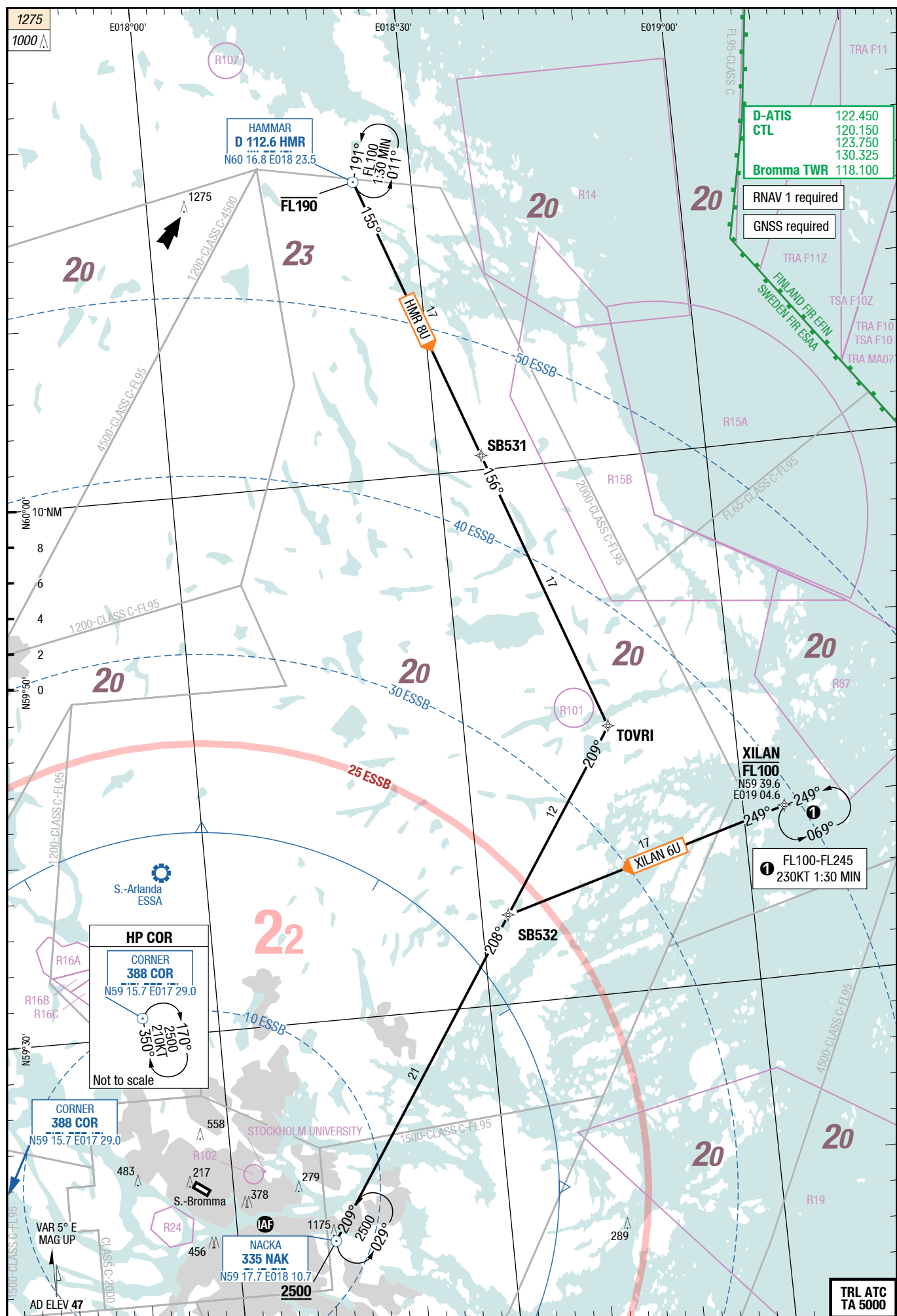
5.0%

RWY HDG - climb to MNM turning altitude **500** - continue climb to appropriate MSA.

RW30

RWY HDG - climb to MNM turning altitude **700** - continue climb to appropriate MSA.

Bromma Stockholm Sweden
RNAV STARS Rwy 30
RNAV STARS Rwy 12



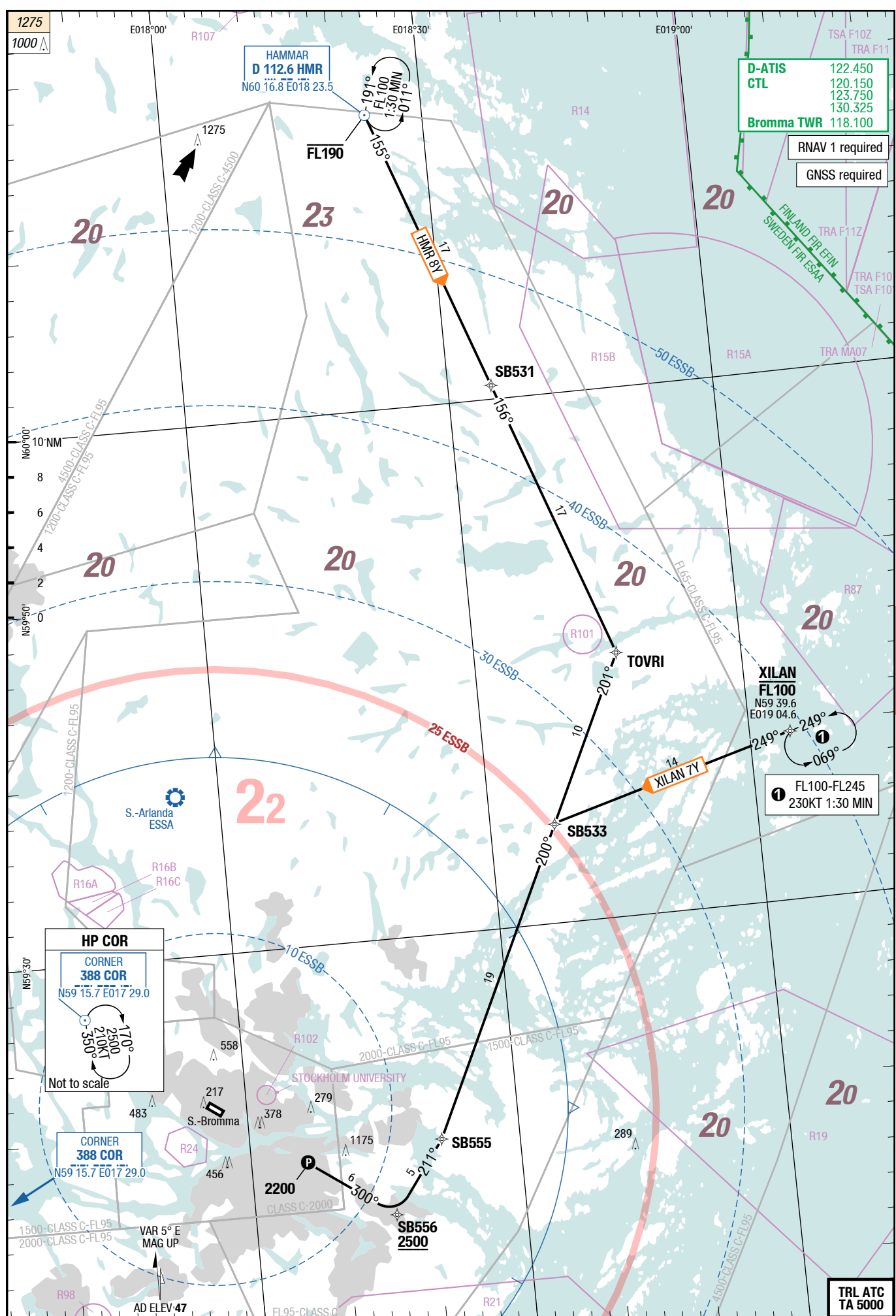
BMA-ESSB

RNAV STARS Rwy 30

STAR

STAR

Bromma **Stockholm** Sweden
RNAV STARS RWY 30



BMA-ESSB

Sweden **Stockholm** Bromma

STARs RWY 30

STARs RWY 12

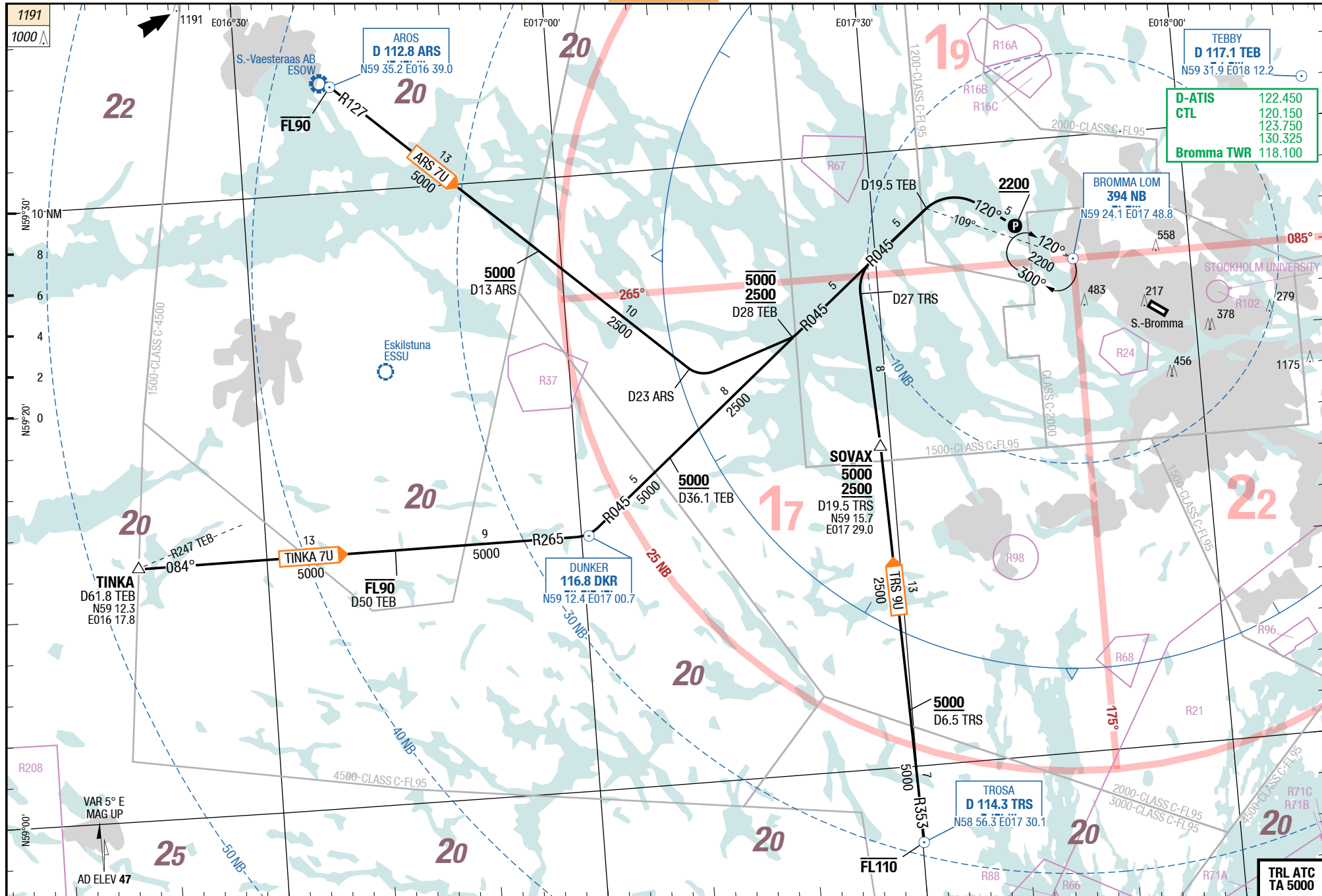
STAR

STAR

Bromma **Stockholm** Sweden

STARs RWY 30

STARs RWY 12



Changes: OBST

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22-MAR-2018
BMA-ESSB

Sweden Stockholm Bromma

STARs RWY 30

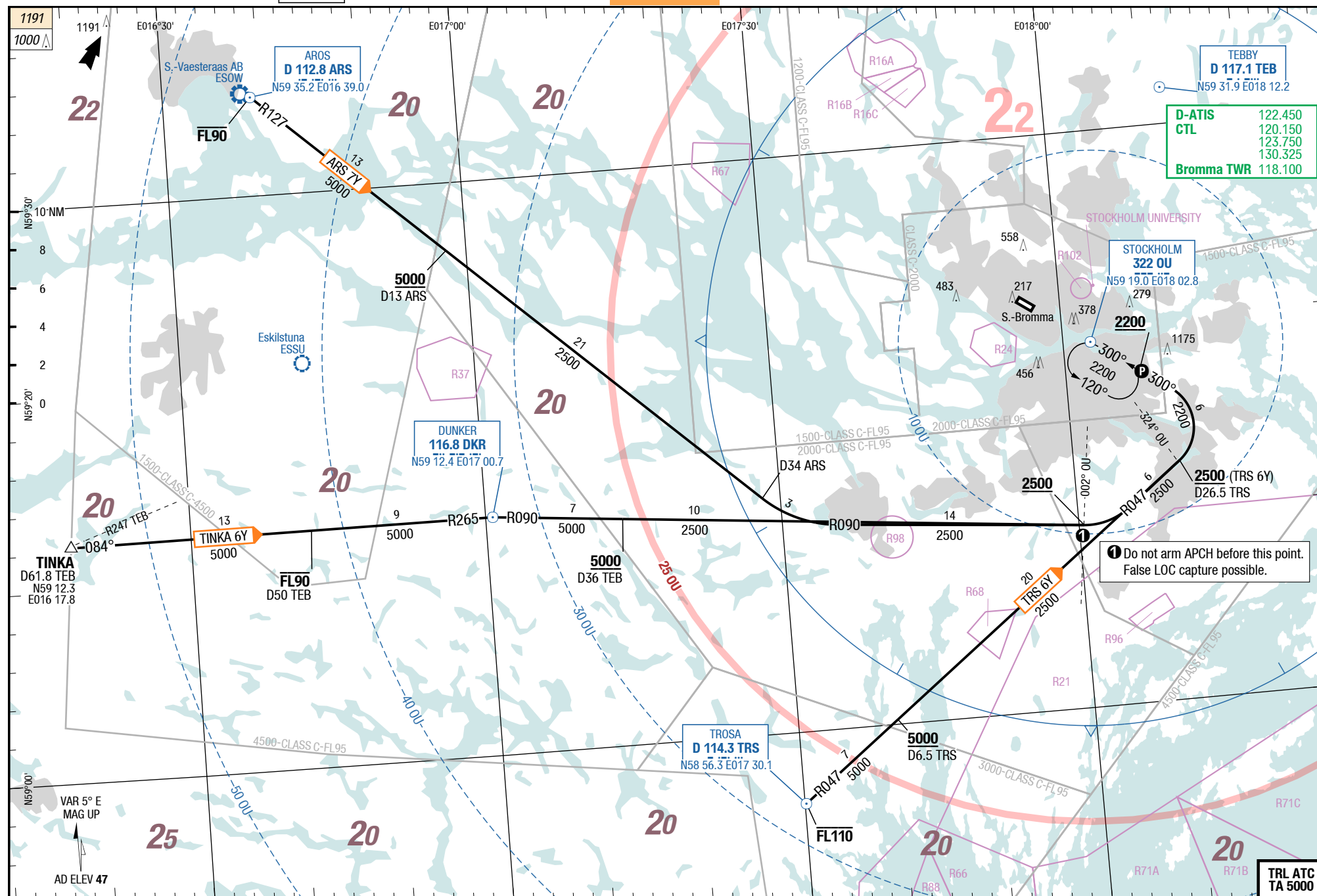
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STAR

Bromma Stockholm Sweden

STARs RWY 30

6-40

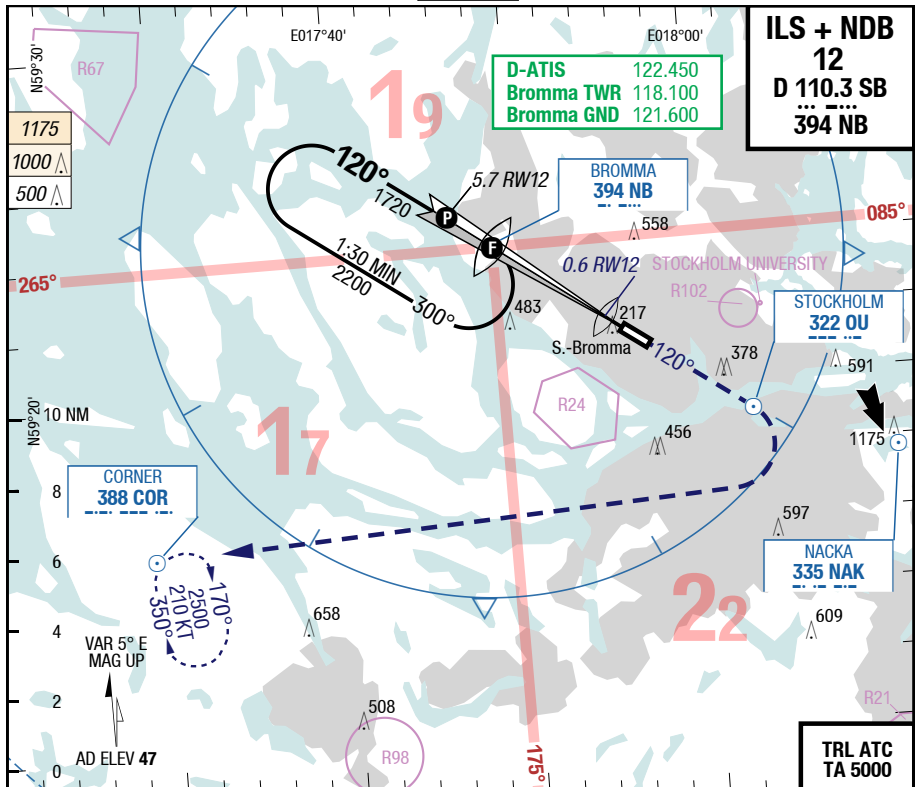


Changes: OBST

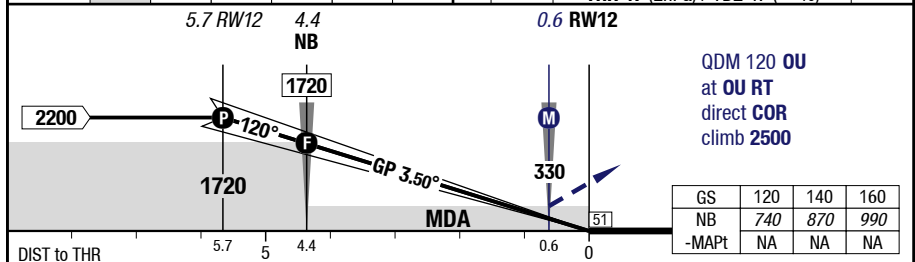
BMA-ESSB

7-10

ILS + NDB 12



LOC 3.50°	5.7	5	4	3	2	12	83.5°	RTZL 830m
RW12	2200	1960	1590	1210	840		1668 x 45	60 HL 30 HL
						HL-P1	THR 47 (2hPa) / TDZ 47 (---%)	-0.1%

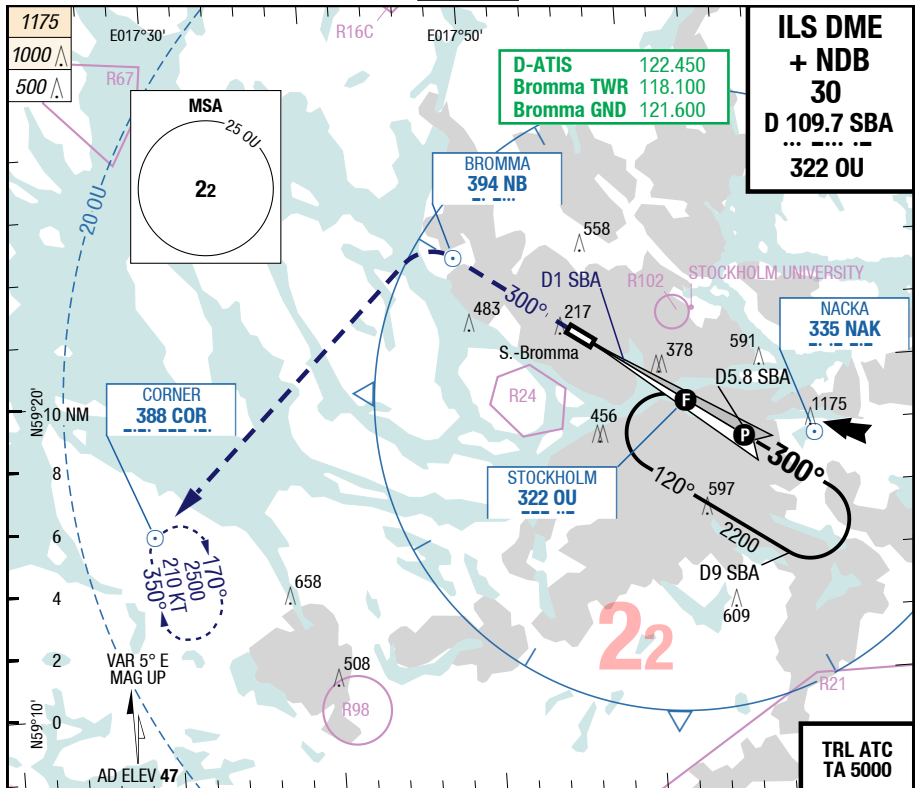


12	Cat 1	LOC			Circling SW of RWY only
C	ft - m/km ft	200 - 550 250	480 - 1.5 520		840 - 2.4V 880
D	ft - m/km ft	Not published	Not published		Not published

BMA-ESSB

7-20

ILS DME + NDB 30

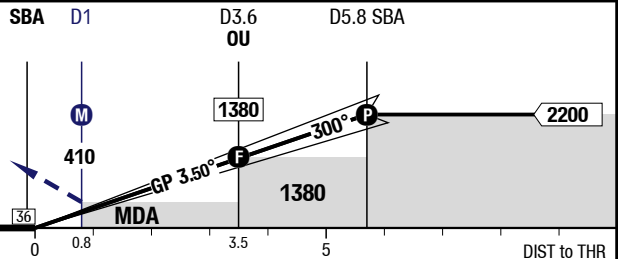


RTZL 830m 60 HL 30 HL	45 x 1668 3.5°	556	2	3	4	5	5.8	LOC 3.50° D SBA
+0.1% TDZ 43 (---%) / THR 43 (2hPa)	HL-S		790	1170	1540	1910	2200	

Caution
ILS TCH 36ft

QDM 300 NB
at NB LT
direct COR
climb 2500

GS	120	140	160
D3.6 SBA	740	870	990
-MAPt	NA	NA	NA



30	Cat 1 DME	LOC DME				Circling ¹⁾
C	ft - m/km ft	200 - 750 250 ²⁾	500 - 1.8 540			840 - 2.4V 880
D	ft - m/km ft	Not published	Not published			Not published

¹⁾ SW of RWY only

²⁾ With EVS 550m

Changes: TDZE, THR ELEV, OBST

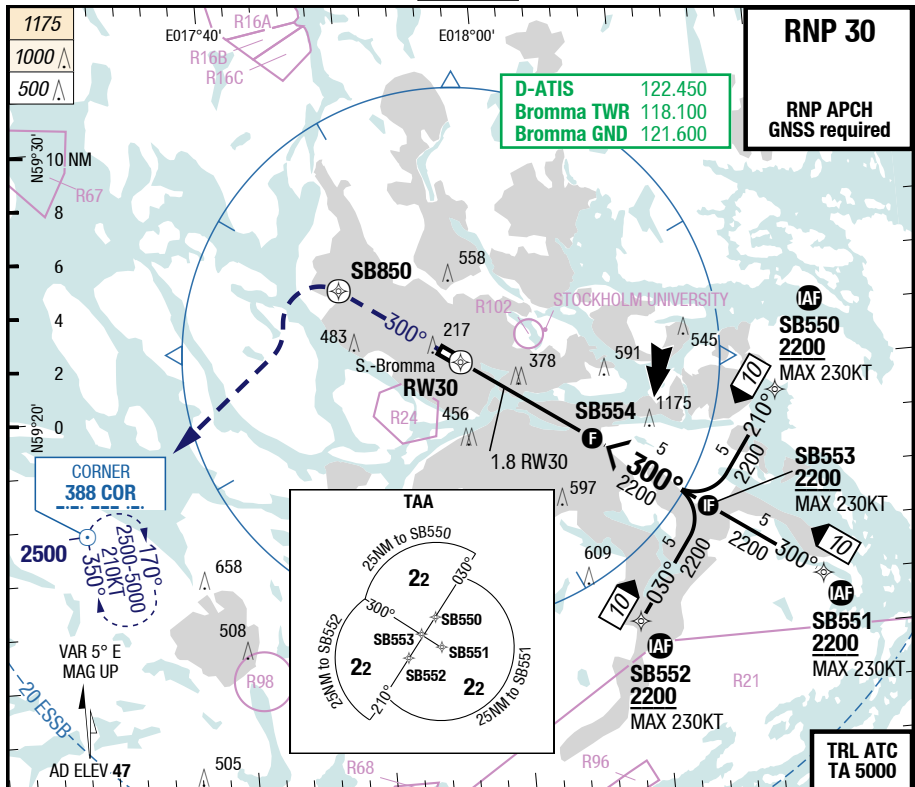
14-JUN-2018

IAC

BMA-ESSB

7-30

RNP 30



RTZL 830m
60 HL
30 HL
45 x 1668
3.5°
+0.1% TDZ 43 (---%) / THR 43 (2hPa)

30

2	3	4	5	5.7	3.50°
840	1210	1580	1950	2200	RW30

300°
at SB850 LT
direct COR
climb 2500
Do not turn before MAPt

RW30

1.8

SB554

10.7 RW30

SB553

GS	120	140	160
SB554	740	870	990
-MAPt	NA	NA	NA

MDA

50

730

1700

RW30
N59 21.0
E017 57.2

0

1.8

5

5.7

10

DIST to THR

30

RNP
VNAV 1)RNP
LNAV

Circling

C	ft - m/km ft	530 - 2.0 570 2)	530 - 2.0 570			Not published
D	ft - m/km ft	Not published	Not published			Not published

1) Uncompensated BARO VNAV NA below -20°C (-4°F)

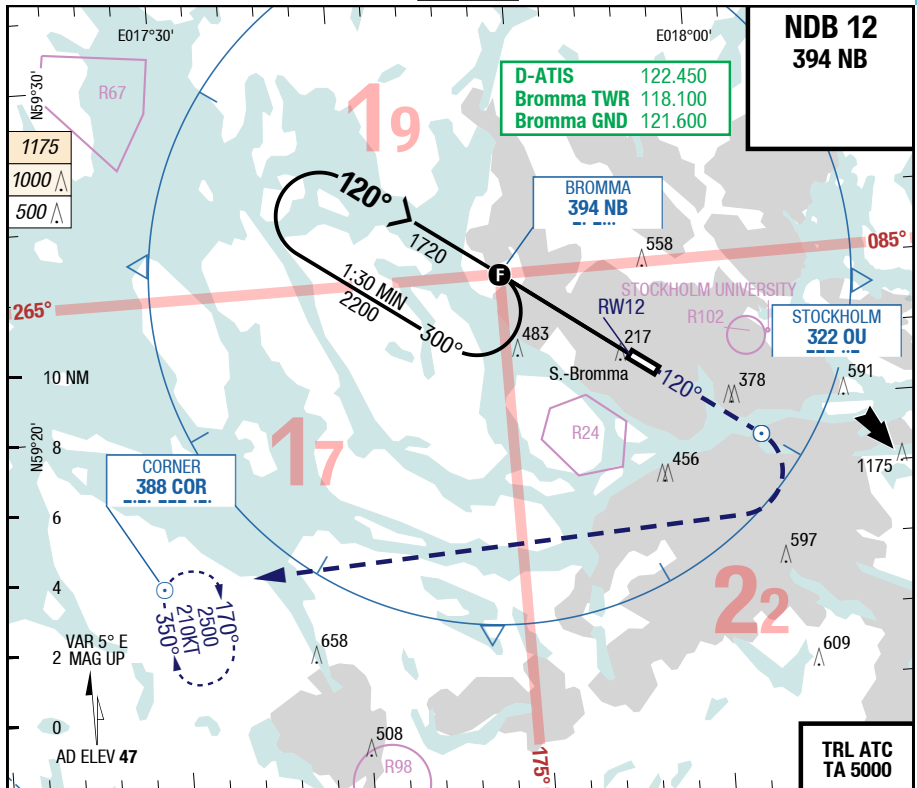
2) With EVS 1.3km

Changes: new

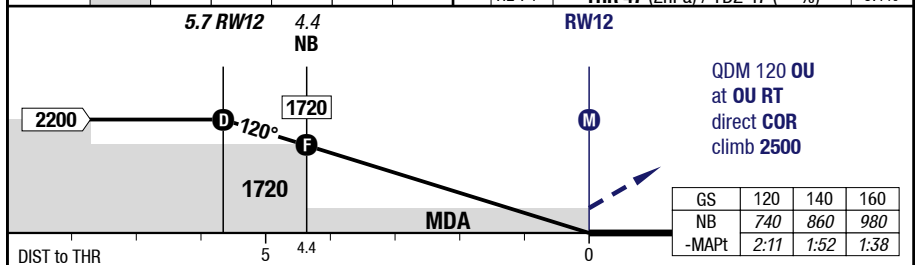
BMA-ESSB

7-50

NDB 12



3.47° RW12	5.7	5	4	3	2	<div> <div>12</div> <div> <div>HL-P1</div> <div> <div>THR 47 (2hPa) / TDZ 47 (---%)</div> <div>-0.1%</div> </div> </div> </div>
	2200	1960	1590	1220	840	



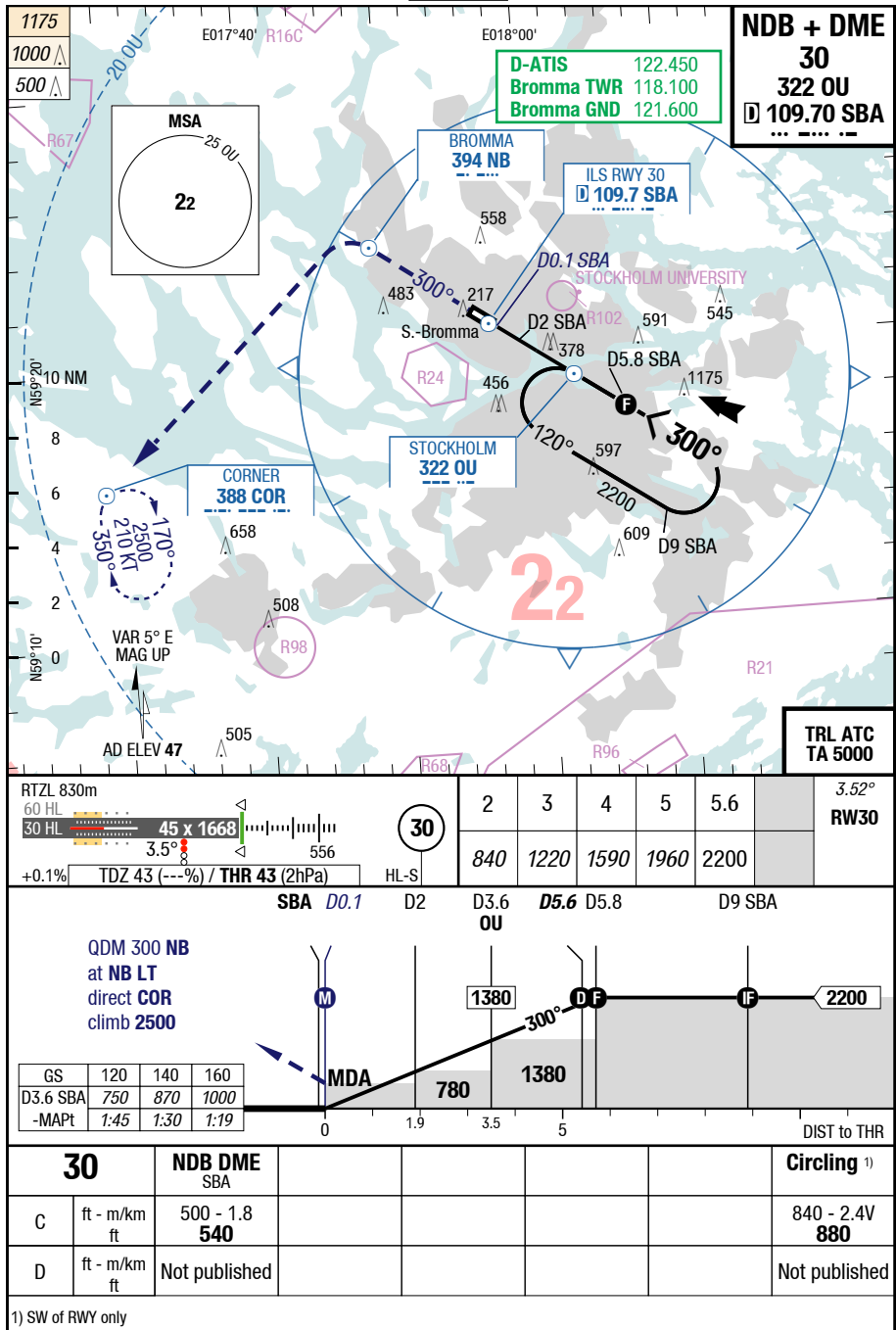
12		NDB				Circling ¹⁾
C	ft - m/km ft	480 - 1.5 520				840 - 2.4V 880
D	ft - m/km ft	Not published				Not published

1) SW of RWY only

BMA-ESSB

7-60

NDB + DME 30



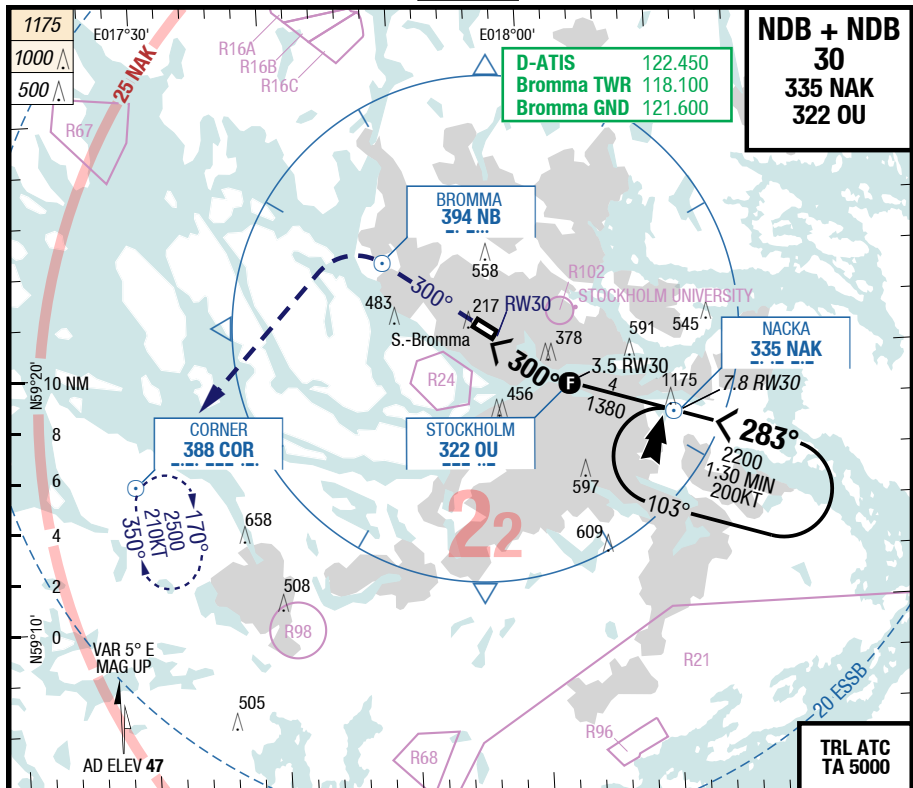
14-JUN-2018

IAC

BMA-ESSB

7-70

NDB + NDB 30



RTZL 830m

60 HL

30 HL

+0.1%

TDZ 43

THR 43

(2hPa)

HL-S

3.5°

556

30

2

3

3.5

3.47°

RW30

830

1200

1380

3.5

OU

1380

1380

283°

MDA

DIST TO THR

0

3.5

30

NDB NDB

Circling ¹⁾

C

ft - m/km

ft

560 - 2.1

600

840 - 2.4V

880

D

ft - m/km

ft

Not published

Not published

1) SW of RWY only

Changes: Page Number