

GENERAL**Operational Hours****ATS Hours / AD OPS Hours:** H24**Airport Information**

RFF: CAT 7, higher CAT AVBL O/R. 2300-0500± 1HR PN or by arrangement
Fuel: H24, AVBL 1HR PN 0100-0430±
PCN: RWY 08/26: 60F/B/X/T, RWY 16/34: 40F/B/X/T

Operation**Low Visibility Procedures**

LVP will be in force at latest when RVR below 550m or CEIL / vertical VIS below 200ft.

Application of LVP will be notify by ATIS and/or ATC.

When LVP in force only 1 ACFT is allowed on maneuvering area.

When LVP applied report RWY vacated at stand or in front of hangar.

TWY Restrictions

TWY 2, 4 width 18m / 59ft.

TWY 5, E width 15m / 49ft.

TWY F width 10m / 33ft.

TWY G width 8m / 26ft.

APN 4 MAX wingspan 36m / 118ft.

Movement between APN 2/3 and opposite direction on TWY only.

Taxi/Parking

Use idle thrust due to jet blast risk when taxiing to stands 8, 9 and 10A. Enter stands only with marshaller in position.

When taxiing to stand in APN1 and APN2 follow-me and manual marshalling signals mandatory.

Noise Abatement Procedures

MNM ALT over Nyköping and Stigtomta 3000ft, except when required for TKOF/LDG.

RWY 26: MTOW above 7t / 15432lbs no turn until passing L NW.

RWY 08: MTOW above 7t / 15432lbs no turn until passing L PEO.

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

Inbound CLR received and acknowledged: Maintain last LVL received and acknowledged. Follow specified route to CLR limit in inbound CLR. Proceed to L PEO (RWY 26) or L NW (RWY 08).

During RAD vectoring: Maintain last LVL received and acknowledged or applicable MSA whichever is higher; proceed direct to L PEO (RWY 26) or L NW (RWY 08).

After ARR over HLDG descent as required. Then carry out normal instrument APCH to RWY in use.

No Inbound CLR received and/or acknowledged: Maintain last LVL received and acknowledged. Proceed via relevant TMA entry point direct to L PEO. After ARR over L PEO descent in the HLDG to 2500ft. Then carry out normal instrument APCH to RWY 08 or 26.

In case of MISAP

RWY 08: Climb straight ahead to 2500ft AMSI, turn left and proceed to NW for a new IAP.

RWY 26: Climb straight ahead to 2500ft AMSI, turn right and proceed to PEO for a new IAP.

ARRIVAL

Arrival Procedure

Visual APCH

Daily 0600-1700± ACFT with MTOW exceeding 7t / 15432lbs performing VIS APCH must not descend below 2000ft MSL before established on RWY CL.

Daily 1700-0600± VIS APCH prohibited for ACFT with MTOW exceeding 7t / 15432lbs.

Non-standard GP intercept position on RWY 26

GP intercepts RWY 26 at 314m / 1030ft after landing threshold.

Remaining DIST beyond GP is 2564m / 8412ft.

DEPARTURE

Take-off Minima

RWY		08/26	
All ACFT	ft - m/km	0 - 300R/300V	-
RWY		16/34	
All ACFT	ft - m/km	0 - 300V	-

Departure Procedure

Locaters included in DEP CLR must be overflown until turn is initiated.

Noise Abatement Procedure

Use ICAO Standard NADP 2.

De-Icing

AVBL

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14-JUN-2018

NYO-ESKN

Sweden Stockholm Skavsta

AGC

AFC

AFC

AFC

Skavsta Stockholm Sweden

AGC

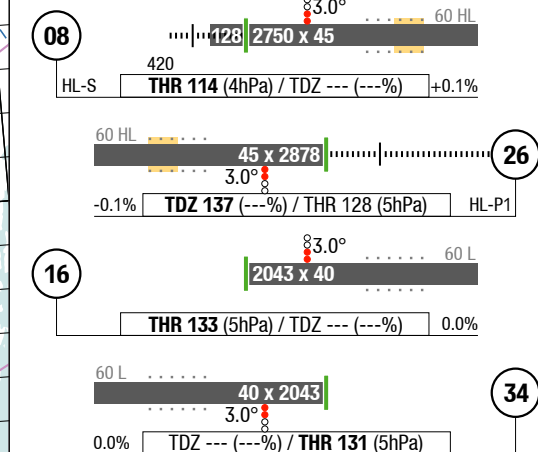
AFC

2-10



ATIS 126.275
Ostgota CTL 132.950 HO
Skavsta TWR 127.705

Landing RWY system:



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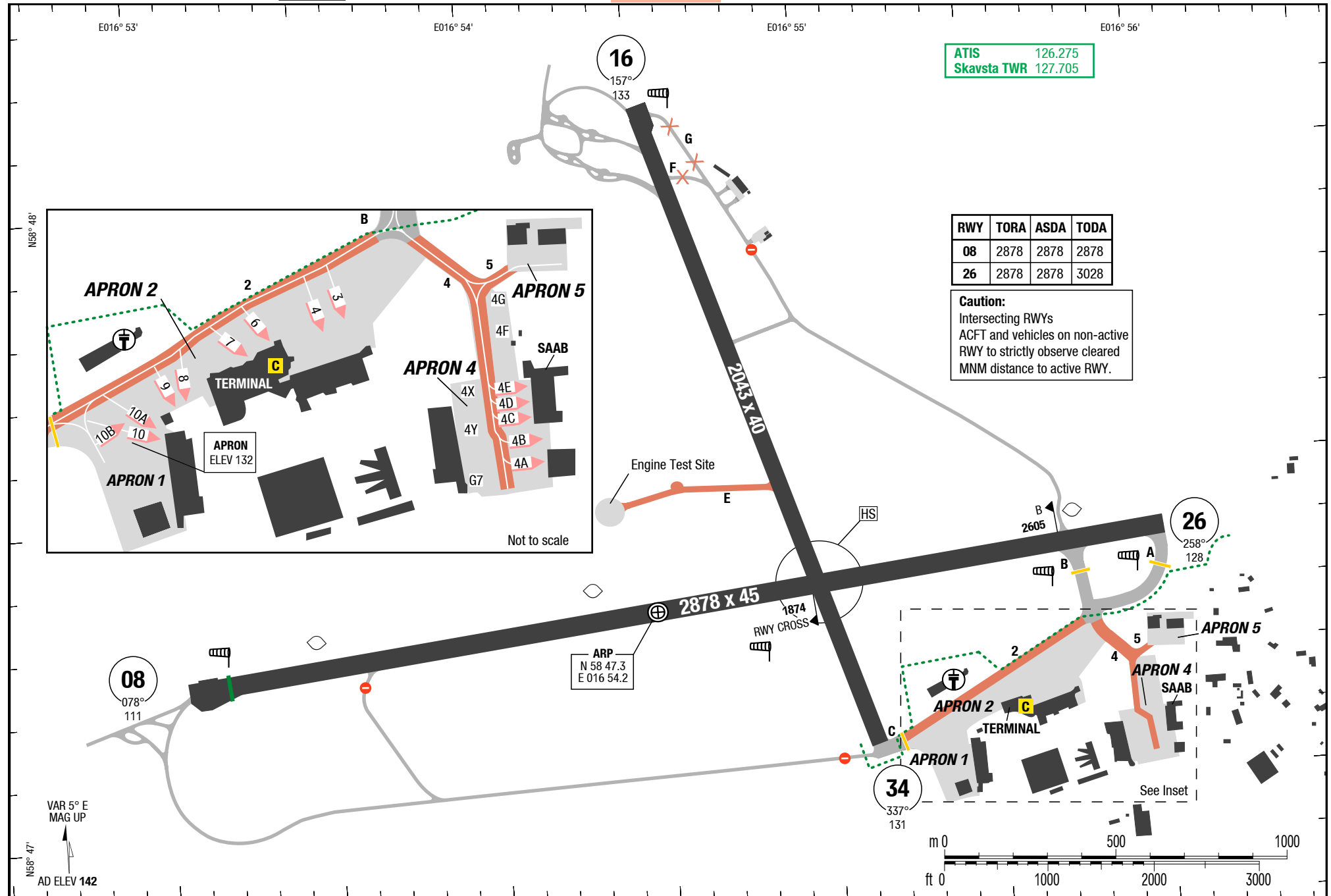
3-20

AGC

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Changes: Nil

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14-JUN-2018

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Sweden Stockholm Skavsta

RNAV SIDs RWY 26

4-10

RNAV SIDs RWY 08

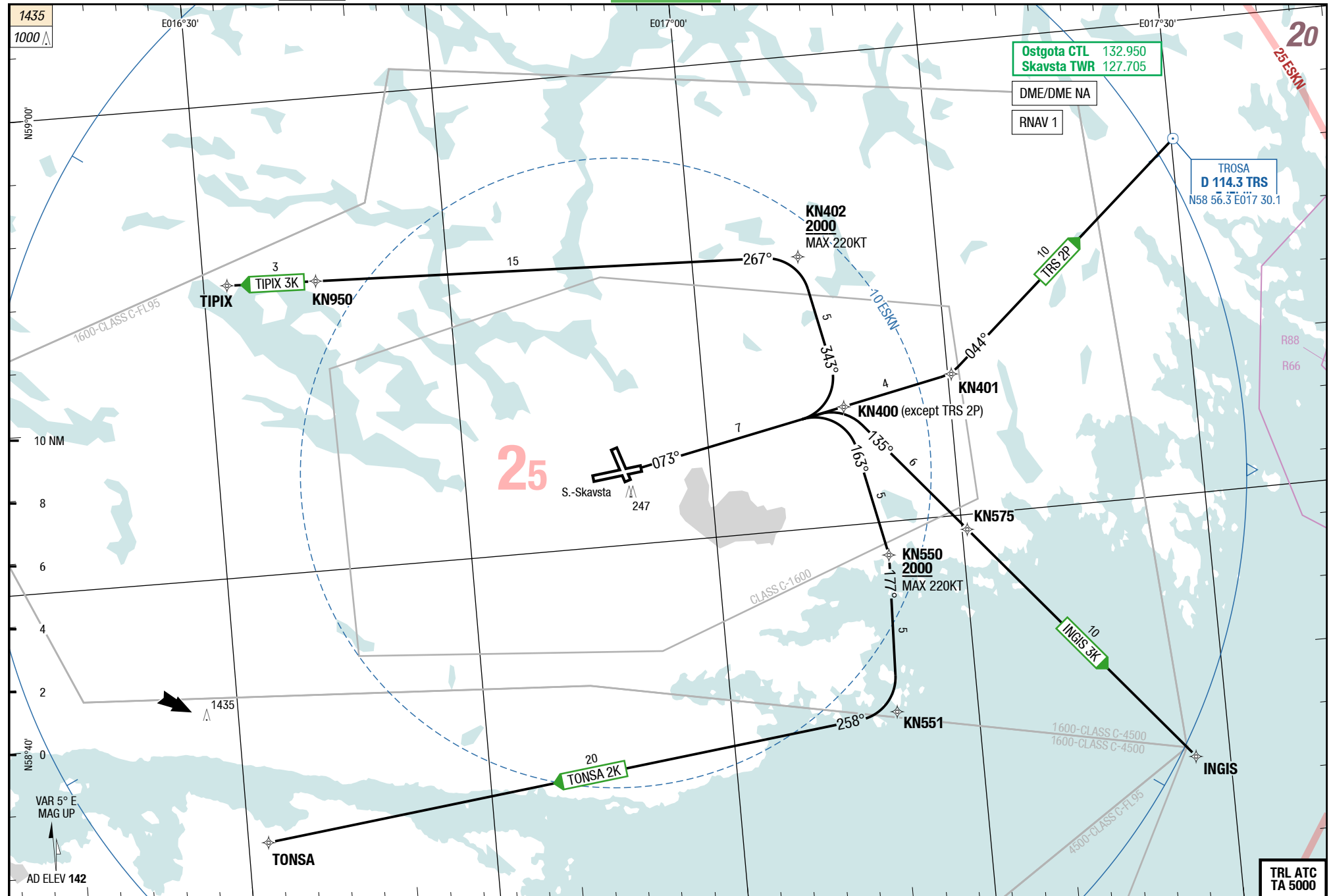
SID

SID

Skavsta Stockholm Sweden

RNAV SIDs RWY 26

RNAV SIDs RWY 08



Changes: Track, MSA, PROC renumbered, Note

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4-20

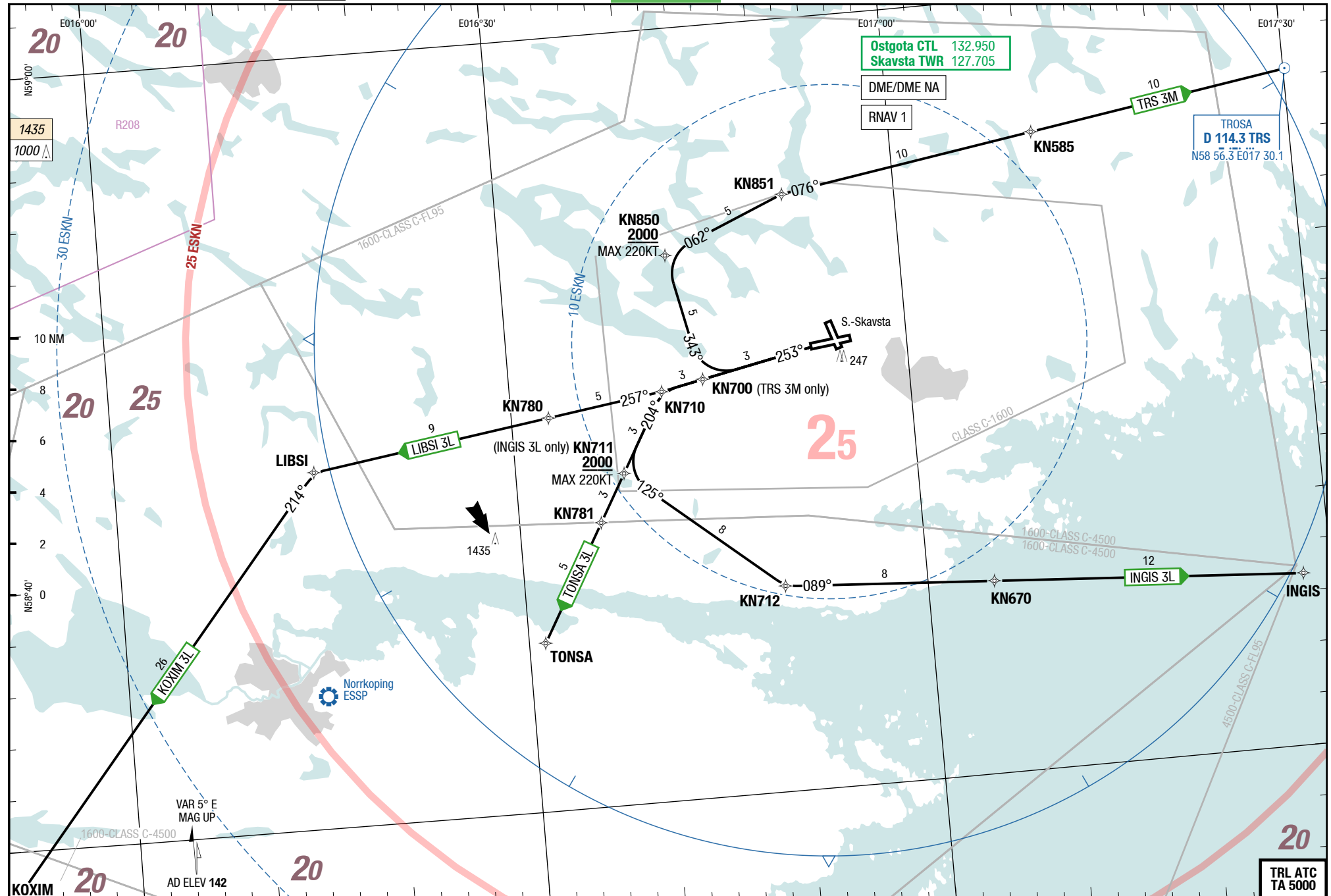
RNAV SIDs RWY 26

SID

SID

Skavsta Stockholm Sweden

RNAV SIDs RWY 26



Changes: MSA, ALT, PROC renumbered, Note

14-JUN-2018

NYO-ESKN**5-10****RNAV SIDs RWY 08****SIDPT****INGIS 3K / TIPIX 3K / TONSA 2K / TROSA 2P**

RWY 08 (078°)

	GS	120	150	180	210	240	270
7.4%	ft/MIN	900	1200	1400	1600	1800	2100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08	
INGIS 3K 7.4% ①	073° KN400 - KN575 - INGIS	
TIPIX 3K	073° KN400 - KN402 [K220-] - KN950 - TIPIX	KN402 MNM 2000
TONSA 2K	073° KN400 [R] - KN550 [K220-] - KN551 - TONSA	KN550 MNM 2000
TROSA 2P TRS 2P	073° KN401 - TRS	

① Climb gradient 7.4% to stay inside controlled airspace.

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5-20

RNAV SIDs RWY 26**SIDPT****INGIS 3L / KOXIM 3L / LIBSI 3L / TONSA 3L / TROSA 3M**

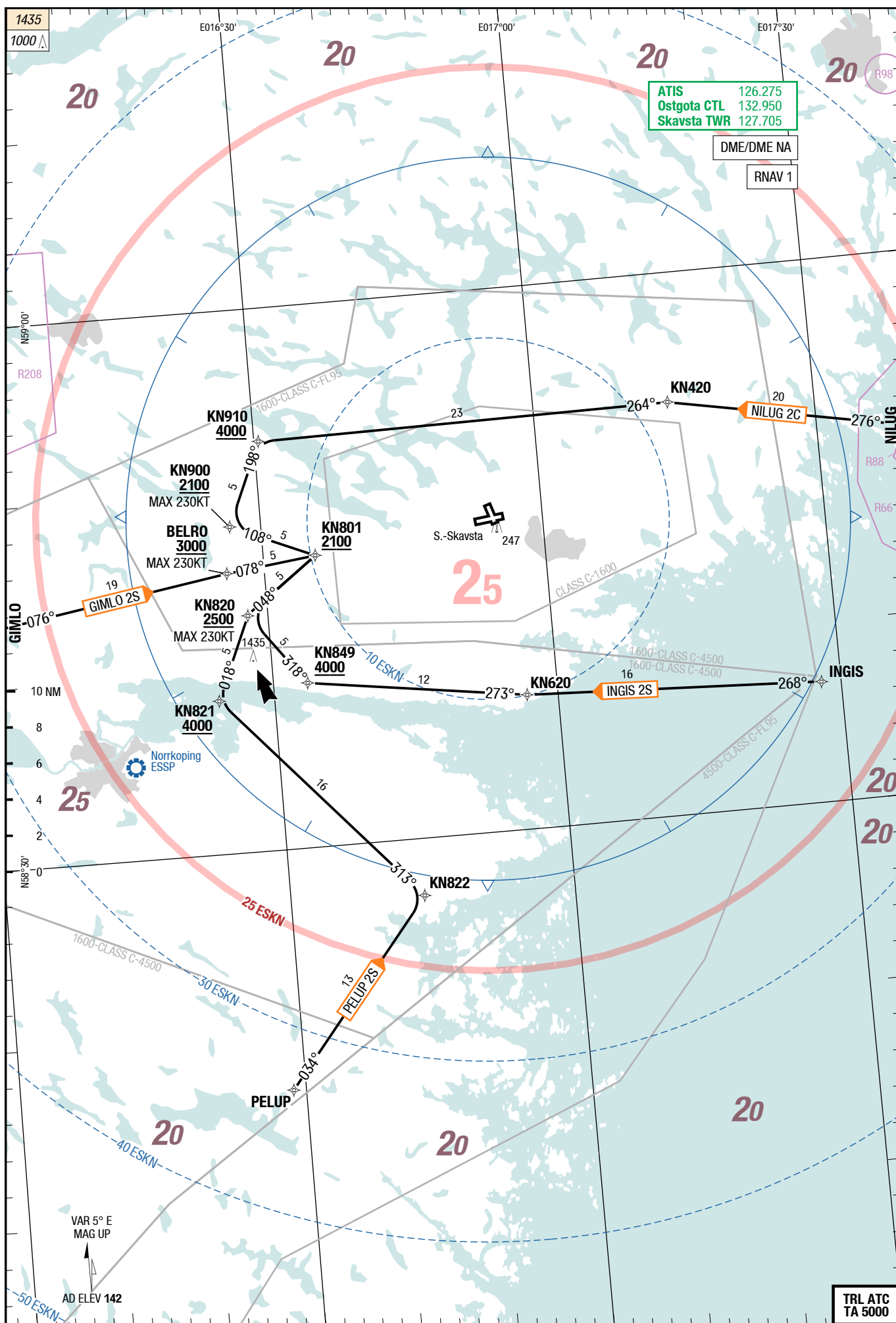
RWY 26 (258°)

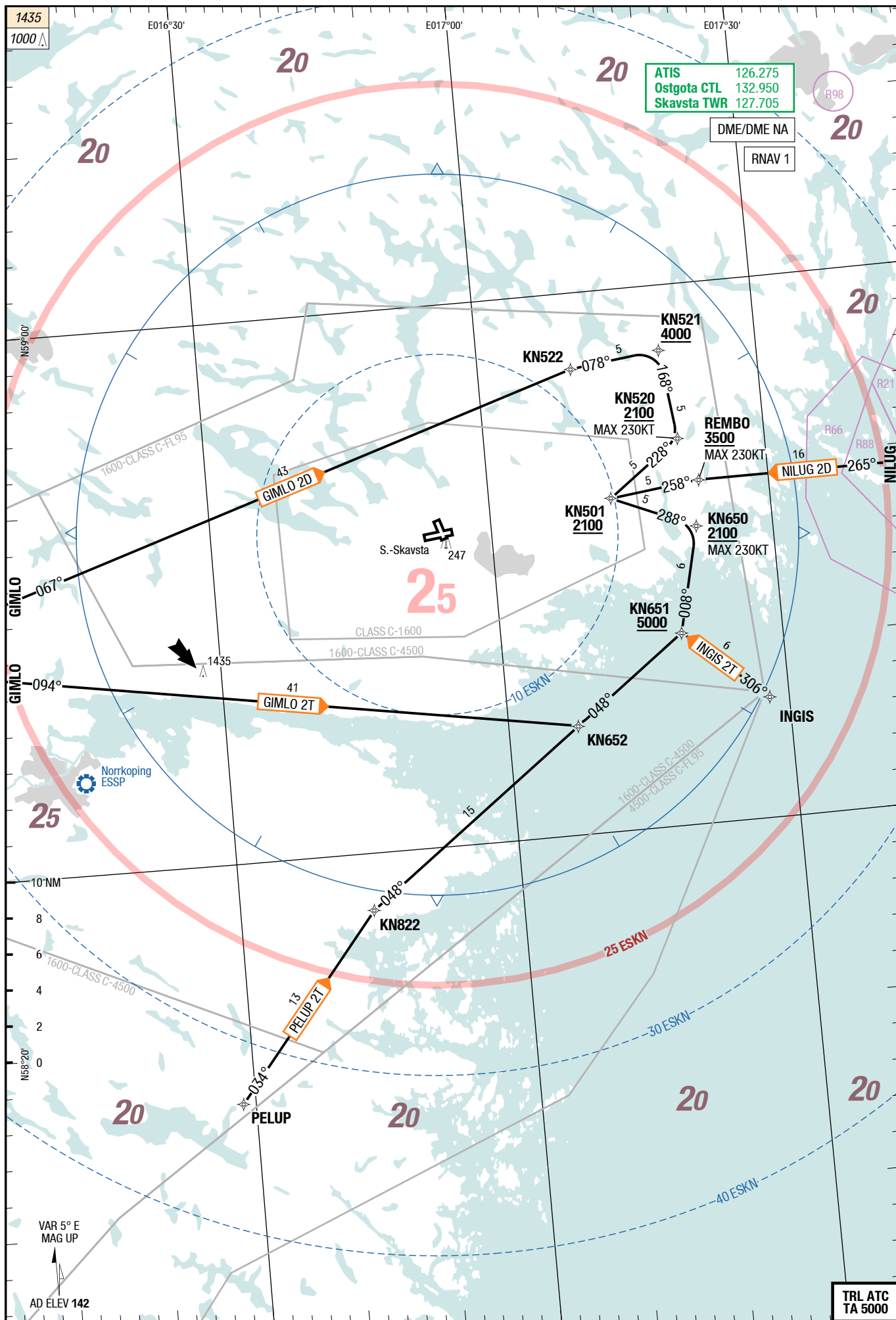
	GS	120	150	180	210	240	270
3.8%	ft/MIN	500	600	700	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26	
INGIS 3L	253° KN710 - KN711 [K220-] - KN712 - KN670 - INGIS	KN711 MNM 2000
KOXIM 3L	253° KN710 - KN780 - LIBSI - KOXIM	
LIBSI 3L	253° KN710 - KN780 - LIBSI	
TONSA 3L	253° KN710 - KN781 - TONSA	
TROSA 3M TRS 3M 3.8% ①	253° KN700 - KN850 [K220-] - KN851 - KN585 - TRS	KN850 MNM 2000

① Climb gradient required for obstacle clearance.

DEPARTURES	
RWY	Routing
OMNIDIRECTIONAL DEP	RWY 08 Climb straight ahead to MNM turning ALT 600 . Continue climb to appropriate MSA.
	RWY 16 Climb straight ahead to MNM turning ALT 600 . Continue climb to appropriate MSA.
	RWY 26 Climb straight ahead to MNM turning ALT 600 . Continue climb to appropriate MSA.
	RWY 34 Climb straight ahead to MNM turning ALT 600 . Continue climb to appropriate MSA.





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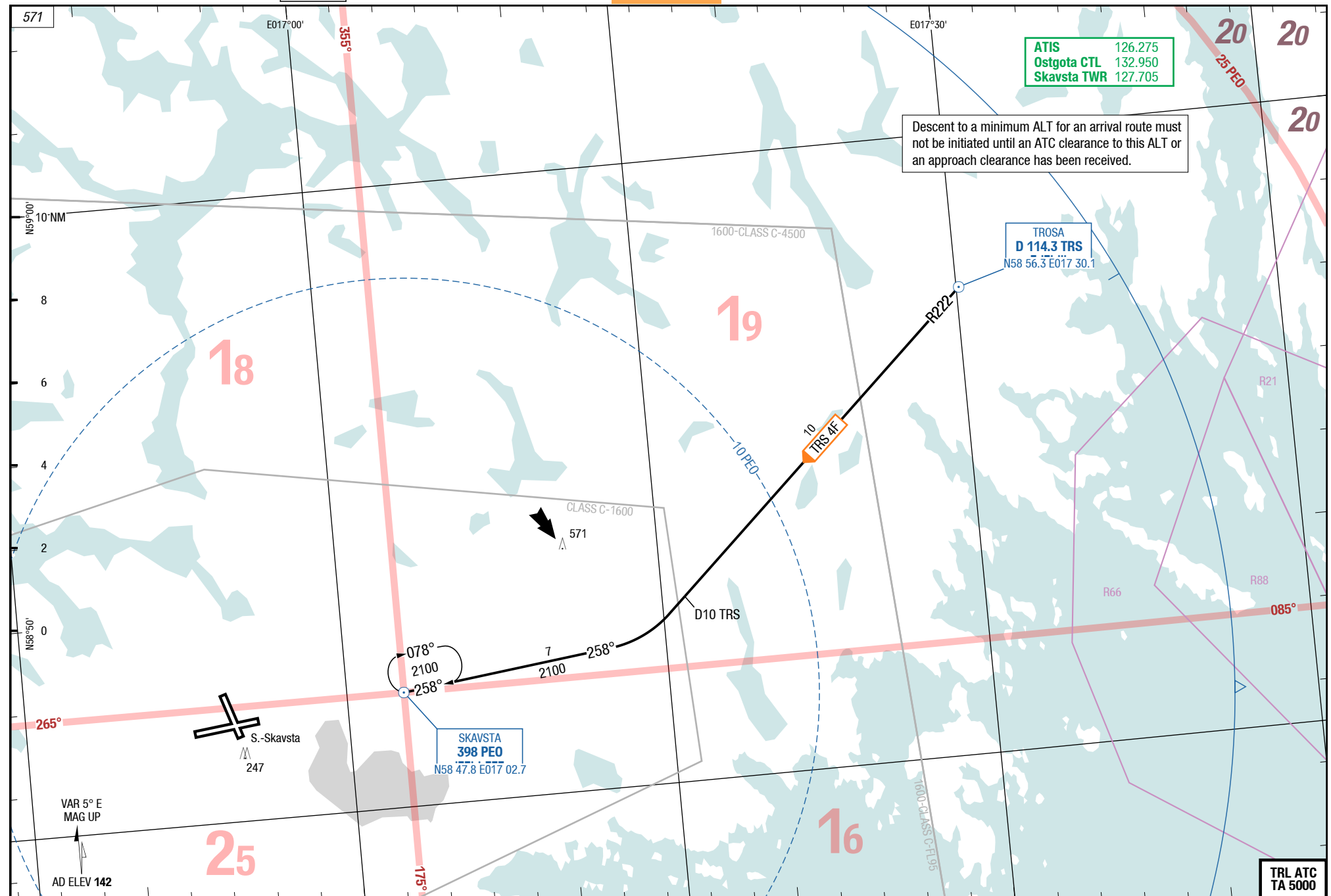
STAR RWY 26

STAR

STAR



STAR RWY 26



Changes: Track, MSA, PROC renumbered, HLDG

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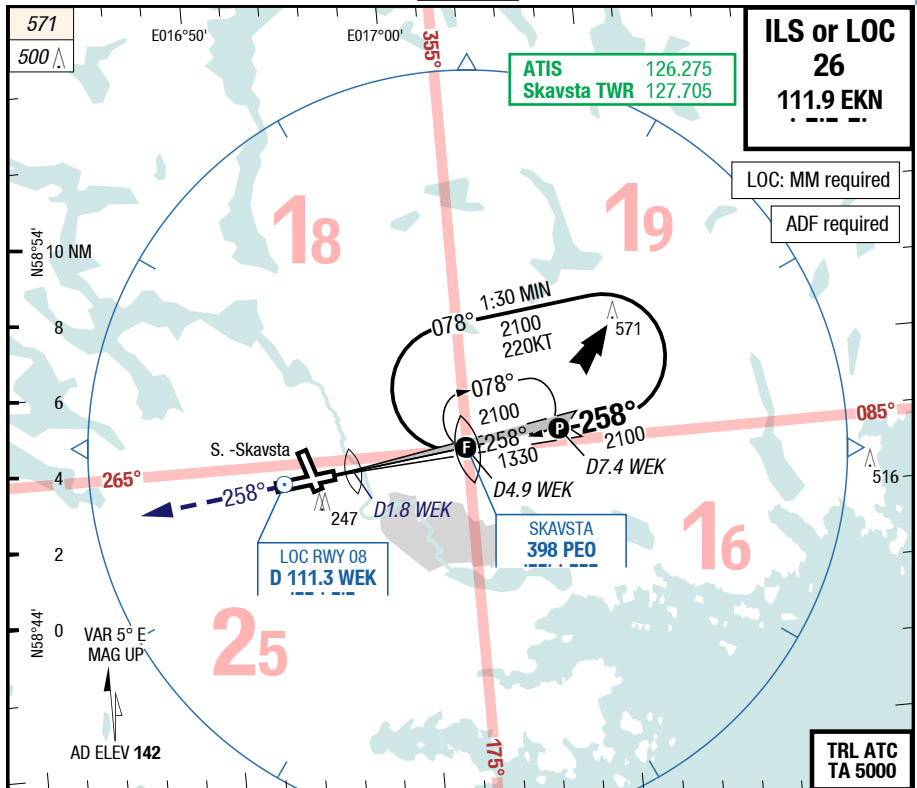
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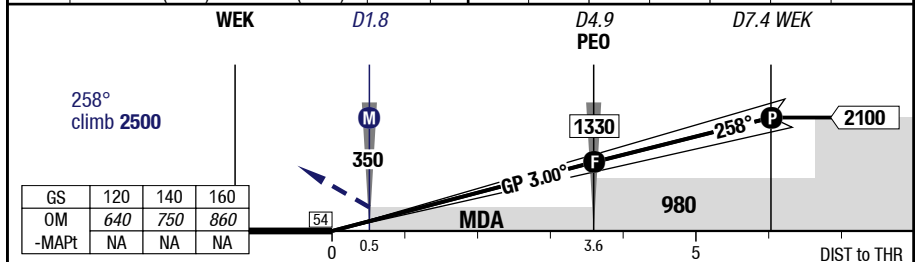
IAC

7-10

ILS or LOC 26



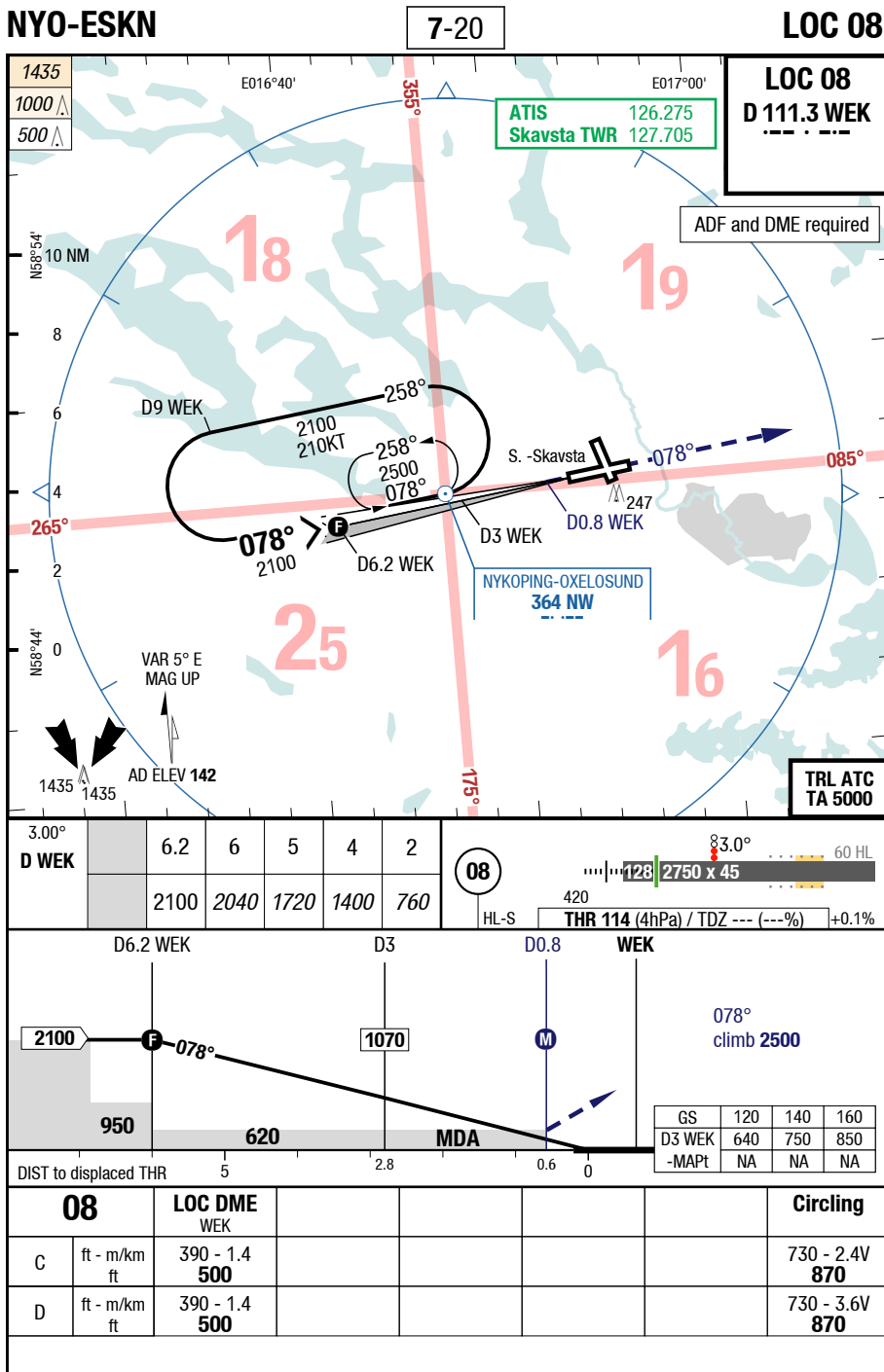
60 HL	45 x 2878	26	3	4	5	6	7	7.4	LOC 3.02° D WEK
-0.1%	TDZ 137 (---%) / THR 128 (5hPa)	HL-P1	720	1050	1370	1690	2020	2100	



26	Cat 1 ₁₎	LOC				Circling
C	ft - m/km ft	200 - 550 340	420 - 1.2 550			730 - 2.4V 870
D	ft - m/km ft	200 - 550 340	420 - 1.2 550			730 - 3.6V 870

1) FD or AP or HGS to DA required, else use RVR 750m

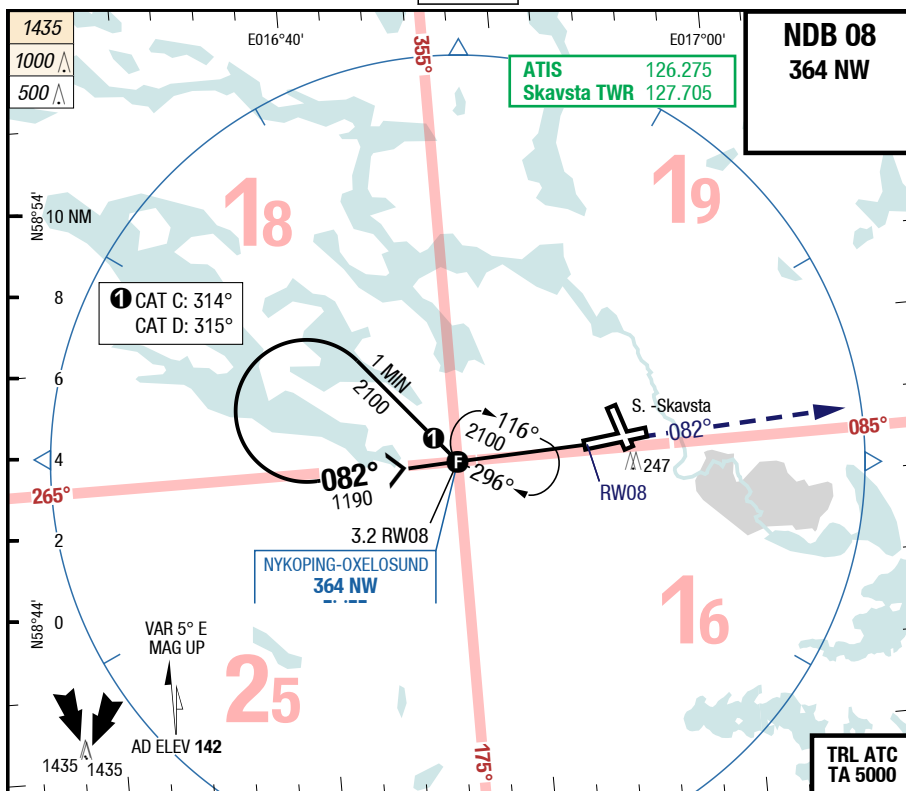
Changes: Completely revised



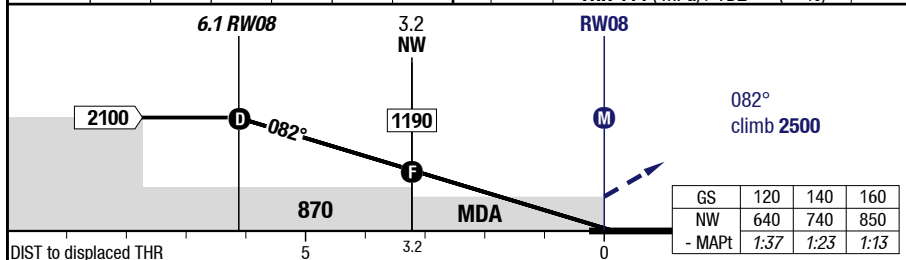
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7-30

NDB 08



3.00° RW08 082° RWY 078°	6.1	6	5	4	3	2	<div> <div>08</div> <div>HL-S</div> </div>	<div> <div> <div>3.0°</div> <div>8</div> </div> <div> <div>60 HL</div> </div> </div>
	2100	2080	1760	1440	1120	800		<div> <div>420</div> <div>128</div> <div>2750 x 45</div> </div>



08		NDB				Circling
C	ft - m/km ft	410 - 1.5 520				730 - 2.4V 870
D	ft - m/km ft	410 - 1.5 520				730 - 3.6V 870

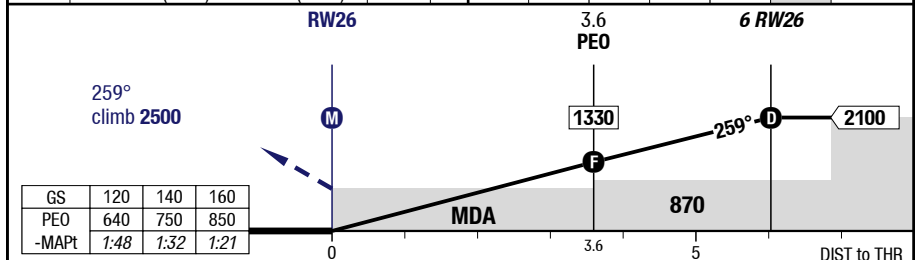
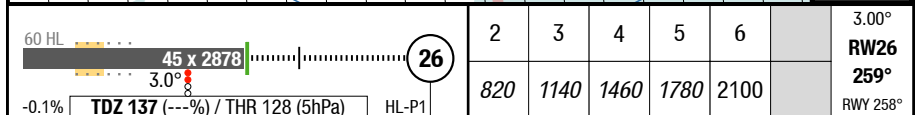
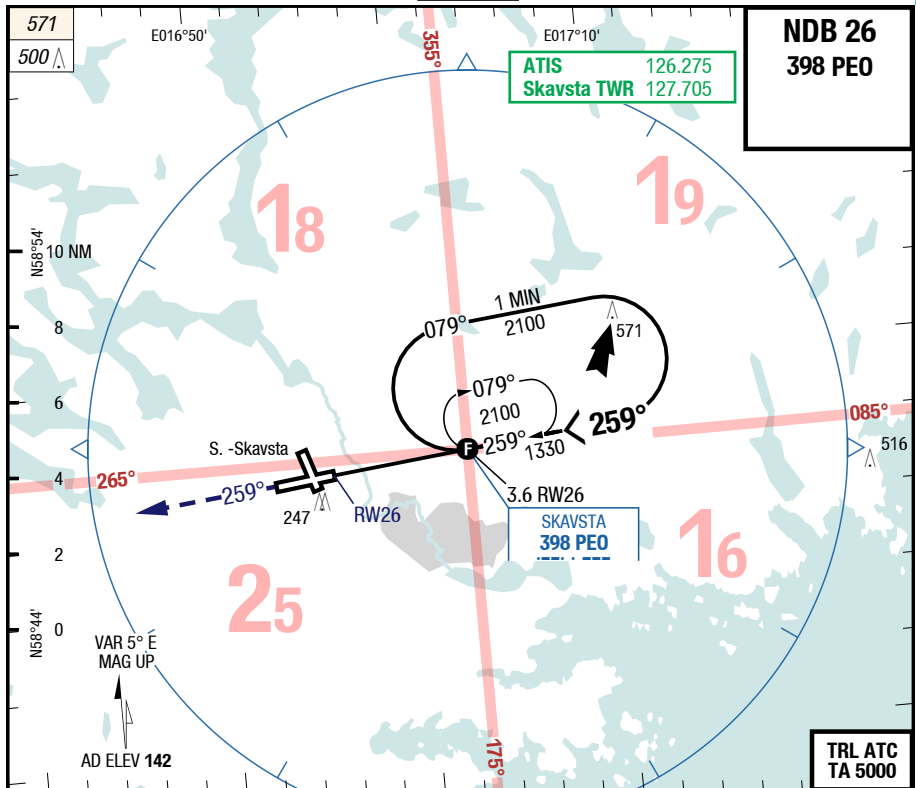
14-JUN-2018

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7-40

NDB 26

IAC



26	NDB						Circling
C	ft - m/km ft	420 - 1.2 550					730 - 2.4V 870
D	ft - m/km ft	420 - 1.2 550					730 - 3.6V 870

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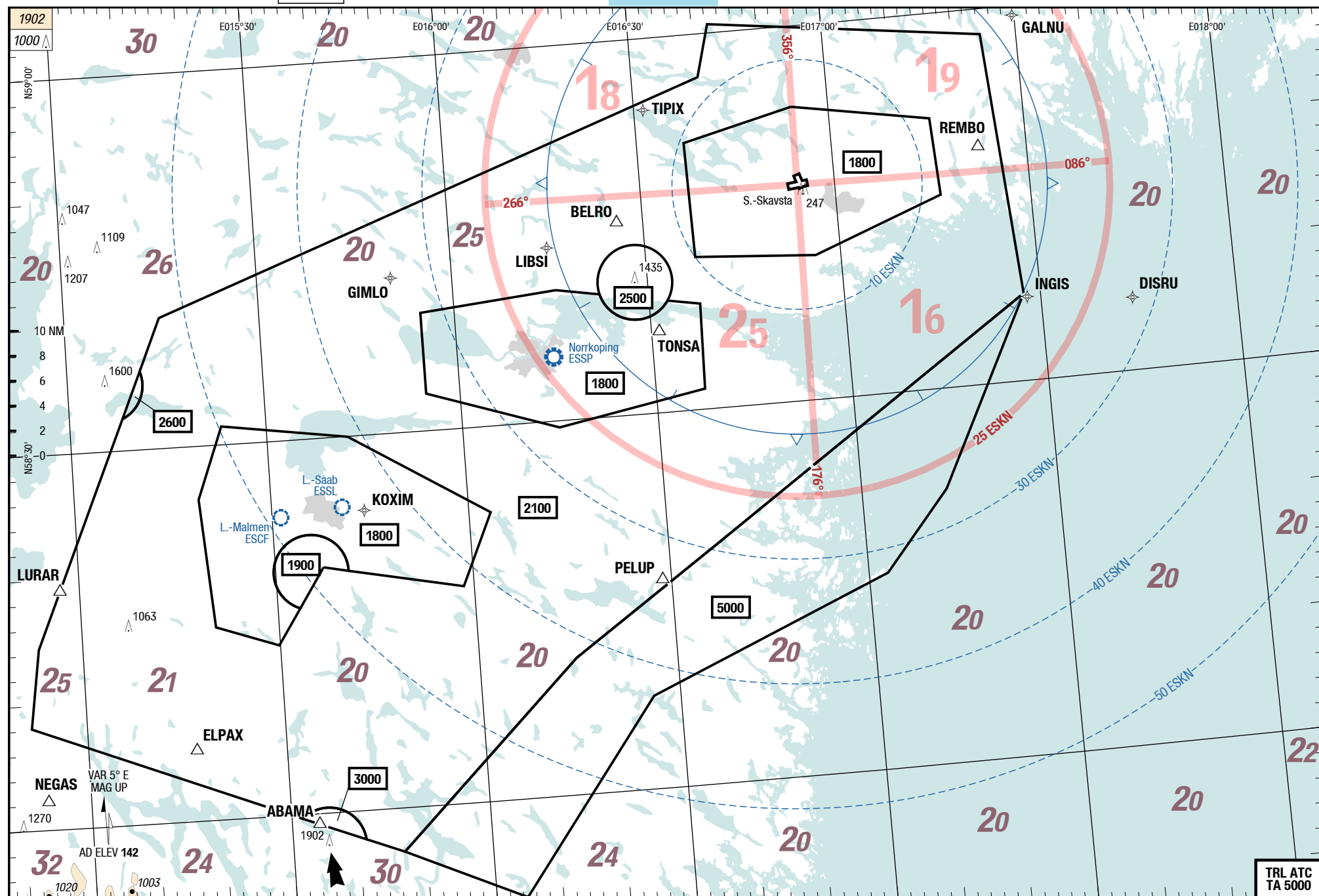
MRC

MRC

MRC

NIL
MRC

8-10



Changes: WPT , OBST, AD ELEV

TRL ATC
TA 5000

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