ESSA/ARN ARLANDA

27 MAY 05 (10-1P1) Nasaddar 1

STOCKHOLM, AIRPORT BRIEFING SWEDEN

GENERAL

1.6.1. PARKING/DOCKING GUIDANCE I.6. PARKING INFORMATION

SAFEDOCK available at stands 1 thru 20.
SAFEGATE available at stands 31 thru 43.
INOGON parking aid available at stands 50 thru 56 and G141 thru G148.
APIS available at stands 61 thru 68 and F28 thru F39.

For stand graphic of visual docking guidance systems SAFEDOCK and SAFEGATE

refer to 10-9 charts.

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

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

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

1.6.2. USE OF APU

APU shall not be used on parking unless required for engine start or adjustment of cabin heat. On these occasions APU must not be started earlier than 5 minutes before estimated time for push-back or taxing. 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

1.7. OTHER INFORMATION

RWY 01L right-hand circuit.

ARRIVAL

2.1. SPEED RESTRICTIONS

MAX 250 KT below FL 100 unless otherwise instructed

2.2. NOISE ABATEMENT PROCEDURES

2.2.1. GENERAL

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

2.2.2. RWY USAGE

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

2.3. CAT II/III OPERATIONS

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

2.4. RWY OPERATIONS

2.4.1. MINIMUM RWY OCCUPANCY TIME

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 briefing of airport and RWY layout before starting the approach.
To achieve minimum RWY occupancy time, the expected RWY exit point Pilots should ensure that they have completed an early review and thorough

deceleration to exit, at a safe speed, at the nominated exit point.
To avoid go-arounds, vacate the RWY quickly and entirely. The aim should be to achieve a normal touchdown, with progressive smooth

CHANGES: None. © JEPPESEN SANDERSON, INC., 2004, 2005. ALL RIGHTS RESERVED

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 19-05.

Notice: After 13.10.2005 0801Z this chart should not be used without first checking JeppView or NOTAMs

6 MAY 05 (10-1P2) Eff 12 May STOCKHOLM, AIRPORT BRIEFING SWEDEN

ARRIVAL

ARLANDA ESSA/ARN

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

RWY Exit	01L YB	Ą	ΥF	¥	ĭ	ΥK	01R WE	١٨/٦	747	WG or WH	08 WG or V		` 									+ , , , , , , , , , , , , , , , , , , ,	
Туре	90°	33°	Rapid exit	Rapid exit	90°	90°	Rapid exit	Rapid exit	%0° HW				Ra										
ACFT	light	light/medium	all	medium/heavy	medium/heavy	heavy	all	medium/heavy	medium/heavy		light/medium	light/medium medium/heavy	light/medium medium/heavy all	light/medium medium/heavy all medium/heavy	light/medium medium/heavy all medium/heavy medium/heavy	light/medium medium/heavy all medium/heavy medium/heavy light	light/medium medium/heavy all medium/heavy medium/heavy light light/medium	light/medium medium/heavy all medium/heavy medium/heavy light light/medium all	light/medium medium/heavy all medium/heavy medium/heavy light light/medium all medium/heavy	light/medium medium/heavy all medium/heavy medium/heavy light light/medium all medium/heavy medium/heavy	light/medium medium/heavy all medium/heavy medium/heavy light light/medium all medium/heavy medium/heavy heavy	light/medium medium/heavy all medium/heavy medium/heavy light light/medium all medium/heavy medium/heavy heavy light	light/medium medium/heavy all medium/heavy medium/heavy light light/medium all medium/heavy medium/heavy heavy light all
Dist from THR	2664'(812m)	3852′(1174m)	5407' (1648m)	7310' (2228m)	8241 (2512m)	10,830'(3301m)	5482' (1671m)	7044' (2147m)	8202' (2500m)	1412//12/5	4413 (1345m)	8202′(2500m)	8202'(2500m) 5482'(1671m)	8202′ (2500m) 5482′ (1671m) 7044′ (2147m)	7044′(2147m) 8202′(2500m) 5482′(1671m) 7044′(2147m) 8202′(2500m)	8202′ (2500m) 8202′ (2500m) 7044′ (2147m) 8202′ (2500m) 8202′ (2500m)	8202′ (2500m) 5482′ (1671m) 5482′ (1477m) 7044′ (2147m) 8202′ (2500m) 8202′ (2500m) 3858′ (1176m)	8202' (2500m) 8202' (2500m) 5482' (1671m) 7044' (2147m) 8202' (2500m) 8202' (2500m) 2667' (813m) 3858' (1176m) 5410' (1649m)	5482' (1671m) 5482' (1671m) 5482' (1671m) 7044' (2147m) 8202' (2500m) 8202' (2500m) 2667' (813m) 2667' (813m) 3858' (1176m) 5410' (1649m) 7451' (2271m)	8413 (1343m) 5482' (2500m) 5482' (1671m) 7044' (2147m) 8202' (2500m) 8202' (2500m) 2667' (813m) 2667' (813m) 3858' (1176m) 5410' (1649m) 7451' (2271m) 8241' (2512m)	3413 (134311) 5482' (1671m) 5482' (1671m) 7044' (2147m) 8202' (2500m) 8202' (2500m) 2667' (813m) 2667' (813m) 3858' (1176m) 5410' (1649m) 7451' (2271m) 8241' (2512m) 10,830' (3301m	44 13 (1345m) 8202'(2500m) 5482'(1671m) 7044'(2147m) 8202'(2500m) 8202'(2500m) 2667'(813m) 3858'(1176m) 5410'(1649m) 7451'(2271m) 8241'(2512m) 10,830'(3301m) 3888'(1185m)	4413 (1343m) 4413 (1343m) 5482' (2500m) 5482' (2147m) 7044' (2147m) 8202' (2500m) 2667' (813m) 2667' (813m) 3858' (1176m) 5410' (1649m) 7451' (2271m) 8241' (2512m) 10,830' (3301m 3888' (1185m) 6148' (1874m)

2.4.2. LANDING CLEARANCE BASED ON REDUCED RWY SEPARATION

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

- at DAY The following conditions apply:

- visibility at or above 5000m
 cloudbase at or above 1000'
 RWY should not be contaminated (snow, slush, ice, water)

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

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 ARLANDA

6 MAY 05 (10-1P3) 2

Eff 12 May STOCKHOLM, AIRPORT BRIEFING SWEDEN

DEPARTURE

3. 1. DE-ICING

3.1.1. GENERAL

De-iced ACFT may not taxi on TWY U and TWY W. Not valid for ACFT using only preventive de-icing. Preventive de-icing method is approved at all de-icing areas and at Terminal 2 gates.

Due to environment RWY 19L will be used for departures at NIGHT (2200-0700LT)

RWY 19R will be allowed as departure RWY at NIGHT (2200-0700LT) only for pertormance reasons. when wind speed and direction so requires.

requested from ARLANDA Ground. be monitored. After de-icing and "all clear" signal, taxi clearance shall be 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

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

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

3.1.3. RWY 01R/19L

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

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

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

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

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

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

DEPARTING ACET

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

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

always be requested from ATC. 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 requesting push-back or taxi clearance the position shall be stated. Permission instructed which trequency to call for push-back and/or taxi clearance. When When receiving ATC clearance from ARLANDA Clearance Delivery ACFT will be

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.

CHANGES: Page reindexed. Start-up procedures.

© JEPPESEN SANDERSON, INC., 2004, 2005. ALL RIGHTS RESERVED

Licensed to BRITISH ARRWAYS PLC, . Printed from JeppView disc 19-05.

Notice: After 13.10.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs

6 MAY 05 (10-1P4) Eff 12 May STOCKHOLM, AIRPORT BRIEFING

SWEDEN

3. DEPARTURE

ARLANDA ESSA/ARN

DEPARTING ACFT NOT EQUIPPED FOR 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". and shall follow special instructions for ACFT unable to follow FMS/RNAV SID These ACFT shall inform ARLANDA Clearance Delivery. ACFT will receive 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

when wind speed and direction so required. RWY 19L is used for take-off during NIGHT between 2200-0700 LT only conditions or other circumstances eliminates the use of other RWYs. The use of RWY 26 is restricted to those occasions when meteorological

except for performance reasons. RWY 19R is not available to departing ACFT between 2200-0700 LT

3.5. RWY OPERATIONS

3.5.1. INTERSECTION TAKE-OFF

On initial contact with ARLANDA Ground, pilots and ATC will agree intersection take-ott, except when operational unteasible.

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

26		19R	1 9 L	80	01R	01L	RWY
XE	ΥH	LY	WF	XC	WC	YB	Intersection
4413′(1345m)	7310'(2228m)	8241′(2512m)	7044′(2147m)	6148′(1874m)	7044′(2147m)	8241′(2512m)	TORA
light/medium	all	all	all	light/medium	all	all	ACFT

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.

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

departures are: The key elements for minimizing reaction time and hence RWY occupancy on

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

CHANGES: Page reindexed. Noise abatement.

© JEPPESEN SANDERSON, INC., 2004, 2005. ALL RIGHTS RESERVED.

ESSA/ARN ARLANDA

6 MAY 05 (10-1P5) 22

Eff 12 May

STOCKHOLM, AIRPORT BRIEFING SWEDEN

DEPARTURE

3.6. OTHER INFORMATION

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

CHANGES: Page reindexed. © JEPPESEN SANDERSON, INC., 2004, 2005. ALL RIGHTS RESERVED

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 19-05.

Notice: After 13.10.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs

ARLANDA ESSA/ARN

27 MAY 05 (10-1P) # JEDDESEN

STOCKHOLM, SWEDEN AIRPORT BRIEFING

GENERAL

1.1. ATIS

D-ATIS Departure 121.62 D-ATIS Arrival 119.0

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

STARs and RNAV SIDs are also noise abatement routings. ACFT shall strictly adhere to assigned routes and be operated in such a manner that unnecessary noise disturbances are not caused.

ACFT certified to ICAO Annex 16, Volume I, Chapter 2 with MTOW less than 34t are not allowed to depart from or arrive to Stockholm Arlanda between

2200-0700LT.

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

1.3. LOW VISIBILITY PROCEDURES (LVP)

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

CAT II/IIIA operation will mean \$NM spacing between arrivals in order to keep the IIS 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

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

1.5. TAXI PROCEDURES

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

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

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. Taxiing must not be carried out between the terminal building and an ACFT

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

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

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

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

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

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

CHANGES: Noise abatement procedures.

© JEPPESEN SANDERSON, INC., 2004, 2005. ALL RIGHTS RESERVED.

ESSA/ARN ARLANDA 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. 23 SEP 05 Nasaddar 1 (10-2) Eff 29 Sep STOCKHOLM, SWEDEN

STAR

119.0 D-ATIS

ELTOK TWO TANGO (ELTOK 2T) [ELTO2T] ELTOK FOUR SIERRA (ELTOK 4S) [ELTO4S] ELTOK FIVE MIKE (ELTOK 5M) [ELTO5M] ELTOK FOUR PAPA (ELTOK 4P) [ELTO4P] RWYS 01L/R, 19R/L, 08, 26 ARRIVALS

1700′ MSA ARL VOR 1900′ 2200'

(R100 080° ELTOK At or below FL130 At or below FL150 At or below FL110 59 49.5 E016 59.4 12.8 ARS R-032) ELTOK 4P, 2T ELTOK 4S **ELTOK 5M** N59 50.2 E017 11.6 NOT TO SCALE Clearance limit is normally the IAF ELTOK 2T (I AF RWY 26) ERKEN 383 ERK N59 53.8 E018 20 20.2 3500

(1AF RWYS 01L/R) (1AF RWYS 01L/R) (*109,35_TSA) (*109,35_TSA) (*109,35_TSA) (*109,35_TSA)	082° (2500 N59 39.2 E017 54.9 N89 39.2 E017 54.9 N89 39.2 E017 54.9 N89 39.2 E017 54.9 N89 85A	*100.155 W.SA *10.1 ESA *110.1 ESA *110.1 ESA	1025 ARL 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 1987.1 081 19	300	اریک ELTOK 4P, 4S

CHANGES: ELTOK 4F withdr; ELTOK 4M renumbered 5M & revised. © JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED **ELTOK 2T** Intercept 080° bearing to ERK for radar vectoring to final approach.

ELTOK 4S ELTOK 4P ELTOK 5M STAR

> 19R/L 01L/R RWY

Intercept ARL R-286 inbound to D25 ARL, turn RIGHT, intercept 157° Intercept 080° bearing towards ERK, at ARL R-293 turn RIGHT, intercept ARL R-295 inbound to BALVI for radar vectoring to final approach.

ROUTING

bearing to LNA for radar vectoring to final approach

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 19-05.

Notice: After 13.10.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs

ESSA/ARN ARLANDA 23 SEP 05 (10-2A) Eff 29 Sep Nasaddar 1 STOCKHOLM, SWEDEN STAR

D-ATIS 119.0

Apt Elev 137'

used will be assigned by ATC.

Alt Ser: 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

_			
HMR 2P	HMR 3M	STAR	HAMMAR HAMMAR 1 HAMMAR 1 HAMMAR 1 HAMMAR RWYS 01L/R, NOT TO SC NOT TO SC NOT TO SC *102.55 WSA
19R/I	01L/R	RWY	HAMMAR THREE HAMMAR THREE HAMMAR TWO YS OIL/R, 19R, Clearance limit i Clearance limit i (*116.0 ARL NS9 39.2 E017 54.9 NS9 39.2 E017 54.9 115.0 ARLANDA 115.0 ARL NS9 39.2 E017 54.9
HMR R-180 to ERK for radar vectoring to final approach	HMR R-178 to D32 HMR, turn RIGHT, intercept TEB TEB for radar vectoring to final approach.	ROUTING	THREE MIKE (HMR 3M) TWO PAPA (HMR 2P) THREE SIERRA (HMR 3S) TWO TANGO (HMR 2T) 19R/L, 08, 26 ARRIVALS (*AFRWYS 19R/L, 26) 183 ERK 383 ERK 383 ERK 189 53.8 E018 20.2 *109.3575A *109.3575A *109.3575A
to final approach	tercept TEB R-014 inbound to ch.	ING	HMR 2P, 2T 180° (1700') 1935° (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200' (1700') 2200'

limes expect to be vectored across final in a LEFT hand circuit © JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED.

HMR R-180 to ERK for radar vectoring to final approach

HMR R-178 to D32 HMR, turn RIGHT, intercept TEB R-014 inbound to TEB for radar vectoring to final approach.

CHANGES: None. During peak HMR 2T 🕕

HMR 3S

80

HMR 2P

19R/L

HMR R-180 to ERK for radar vectoring to final approach

ESSA/ARN ARLANDA 23 SEP 05 (10-2B) Eff 29 Sep Nasaddar 1 STOCKHOLM, SWEDEN

STAR

119.0 D-ATIS 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.

RWYS 01L/R, 19R/L, 08, 26 ARRIVALS TROSA THREE TANGO (TRS 3T) TROSA THREE SIERRA (TRS 3S) TROSA THREE MIKE (TRS 3M) TROSA FOUR PAPA (TRS 4P)



MSA ARL VOR

(IAF RWYS 19R/L)



HOLDING OVER TRS NOT TO SCALE P 112.8 ARS | N59 35.2 E016 39.0 Clearance limit is normally the IAF. *109.55 WSA TROSA D 114.3 TRS N58 56.3 E017 30.1 *109.9 <u>SSA</u> P 116.0 ARL N59 39.2 E017 54 *109.35_TSA *110.7 NSA N59 31.9 E018 12.2 (IAF RWYS 01L/R, 08, 26) TEBBY —— 117.1 TEB SW. S. PASS 1.35 <u>U</u>SA | 383 ERK | N59 53.8 E018 20.2 R179°/ (2500 **D29 TRS** N59 17.2 E018 09.1 359

© JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED.

CHANGES: STAR TORVA IF withdrawn.

TRS 3T

TRS 3S TRS 4P

8

TEB SAT SAT SEB

for radar vectoring to final approach.

R-040 to D29 TRS, turn LEFT, intercept TEB R-179 inbound to

0350

At or below **FL190**

0

At or below **FL150** TRS 4P, 3S, 3T

TRS 3M

TRS 3M STAR

01L/R 19R/L

TRS R-040 to D29 TRS, turn LEFT, intercept TEB R-179 inbound to TEB for radar vectoring to final approach. 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.

ROUTING

星

ESSA/ARN ARLANDA

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 19-05.

Notice: After 13.10.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs

PEPPESEN

STOCKHOLM, SWEDEN

STAR

lev	
Alt Set: hPa 1. STARs are	23 SEP 05
Alt Set: hPa Trans level: By ATC Trans alt 1. STARs are also noise abatement routings. S	5 (10-20) Em 27 Sep
Trans alt	360

137 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.

119.0 D-ATIS

1900′

XILAN THREE TANGO (XILA XILAN TWO SIERRA (XILAN XILAN THREE PAPA (XILAN 3P) [XILA3P] XILAN TWO MIKE (XILAN 2M) [XILA2M] RWYS 01L/R, 19R/L, 08

	STAR RWY		XILAN XILAN 1 RWY
	Intercept TEB R-070 inbound to TEB for radar vector	(IAF RWYS 19R/L) 18 18 18 18 18 18 18 1	XILAN TWO SIERRA (XILAN 2S) [XILA2S] XILAN THREE TANGO (XILAN 3T) [XILA3T] RWYS 01L/R, 19R/L, 08, 26 ARRIVALS
T interposit TIP	ROUTING TEB for radar vectoring to final approach.	NOT TO SCALE NO	1700' 2200' 1700' 2200' 8 MSA ARL VOR

© JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED

Intercept TEB R-070 inbound to D4.5 TEB, turn RIGHT, intercept TEB R-006 to ERK for radar vectoring to final approach.

Intercept TEB R-070 inbound to TEB for radar vectoring to final approach.

CHANGES: None. XILAN 3T

XILAN 3P

RWY 19R/L 80

XILAN 2S

26

DESIGNATION REFER TO 23, 28 10-3) 28, 4C 10-3B 28, 3C 10-3C 28, 3C 10-3F 28, 3C 10-3F 28, 3C 10-3F 28, 3C 10-3G 28, 3C 10-3F 28, 3C 10-3G 28, 3C 10-3G 28, 2C 10-3G 28, 2C 10-3G 28, 4C 10-3K 28, 4C 10-3K		2B, 4C 3E, 3G	2K, 2L	a, 2R	C, 36	2F	1C, NTL 2B, 3C	TL 2E, 2G	L, 2R		NOSLI 3E, 3G 10-3X	NOSLI 2K, 4L 10-3X1	RESNA 2B, 3C, 3G 10-3X2	21	NOME ON THE	2R	~ا4	2R 4C 3G	RNAV (DME/DME) 23 SEP 05 (10-3) AV SID DESIGNATION ABENI 3Q, 2R ARS 2B, 4C ARS 2B, 4C ARS 2K, 2L BABAP 2B, 3C BABAP 2E, 2G BABAP 2K, 2L, 2R DIGLI 3Q, 2R DKR 2B, 4C DKR 3E, 3G DKR 2K, 2L GALNU 3Q, 2R KOGAV 2B, 3C, 3G KOGAV 2B, 3C, 3G MENGA 1C, NTL 2B, 3C	STOCKHOLM, SWEDEN REFER TO CHART 10-3B 10-3C 10-3C 10-3F 10-3F 10-3G 10-3H 10-3K 10-3N 10-3N 10-3N 10-3N 10-3N 10-3Q
----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--	------------------	--------	-------	-------	----	----------------	-----------	-------	--	--------------------	---------------------	-------------------------	----	-------------	----	-----	----------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------

CHANGES: ARS, DKR, NOSLI & TRS RNAV SIDs renumbered. © JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED

Licensed to BRITISH ARRWAYS PLC, . Printed from JeppView disc 19-05.

Notice: After 13.10.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs

ESSA/ARN ARLANDA

RNAV (DME/DME)

23 SEP 05 (10-3A) Eff 29 Sep

Nasaddar :

STOCKHOLM,

RNAV SID SWEDEN

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

the aircraft inside designated tracks after first turn. "B757, B767, MD-11" in SID routing description requires air-B757, B767 and MD-11 have FMS equipment which do not get

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

FMS/RNAV EQUIPMENT FAILURE

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

APPLIED PRACTICE FOR LOW-SPEED AIRCRAFT

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

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

REPORTING

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

Airspace team LFV-ASD/NAL Fax: +46-(0)11-19 22 46

E-mail: maria.ullvetter@lfv.se

ESSA/ARN ARLANDA ABENI 3Q ABENI 2R STOCKHOLM Control SID 124.1 **ABENI** N59 14.3 E017 05.3 R₩Y 19L 8 Licensed to BRITISH ARRWAYS PLC, . Printed from JeppView disc 19-05.

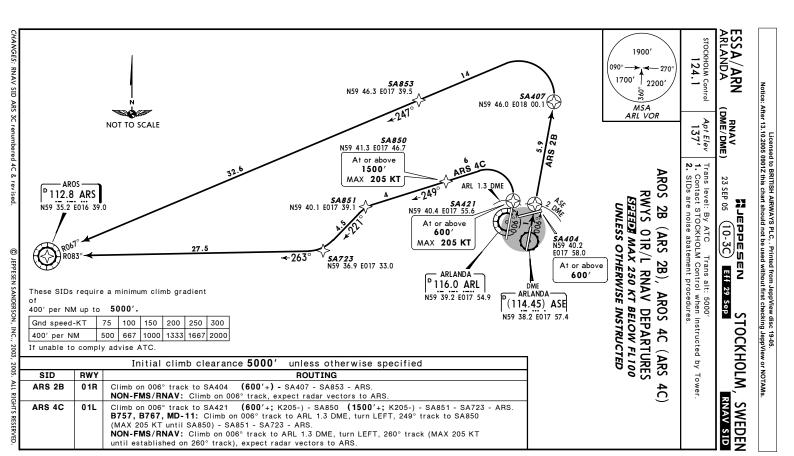
Notice: After 13.10.2005 0391Z this chart should not be used without first checking JeppView or NOTAMs NOT TO SCALE 116.8 DKR 12.4 E017 00.7 ABENI - DKR.

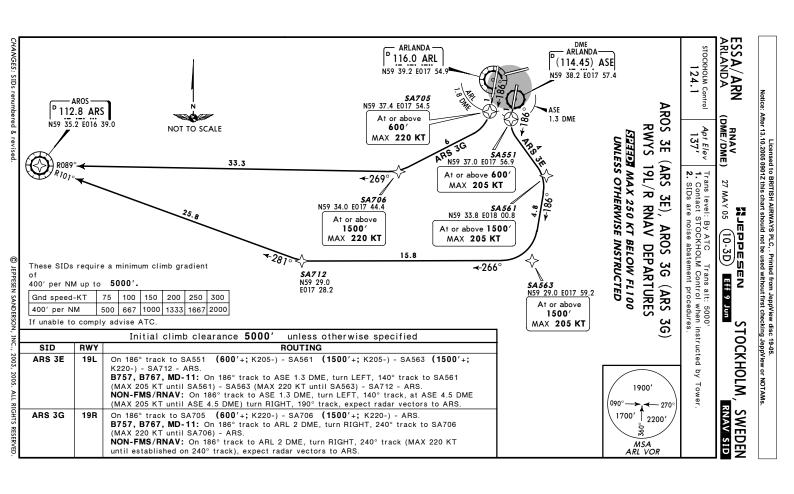
8757, 8767, MD-11: Climb on 072° track to ARL 3.2 DME, turn RIGHT, 228° track to SA557 (MAX 205 KT until SA557) - ABENI - DKR.

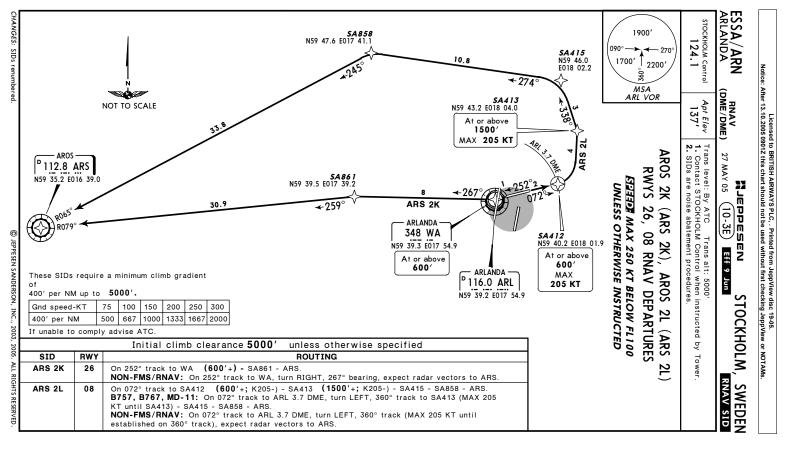
13.2 DME, turn RIGHT, 228° track to ARL 3.2 DME, turn RIGHT, 228° track to SA557 (MAX 205 KT until SA557) - ABENI - DKR. Climb on 186° track to SA551 (600'+; K220-) - SA559 (1500'+; K220-) - SA721 - ABENI - DKR. Climb on 072° track to SA418 RWYS 19L, 08 RNAV DEPARTURES NON-FMS/RNAV: Climb on 186° track to ASE 3.5 DME (MAX 220 KT until ASE 3.5 DME), turn RIGHT, 230° track, expect radar vectors to DKR. **NON-FMS/RNAV:** Climb (MAX 205 KT until establi RNAV (DME/DME) STEEDE MAX 250 KT BELOW FL 100 Apt Elev 137' UNLESS OTHERWISE INSTRUCTED climb clearance 5000 ABENI 3Q **SA721** N59 30.5 E017 44.0 ABENI 2R Trans level: By ATC Trans alt: 5000'
1. Contact STOCKHOLM Control when instructed by Tower. 2. SIDs are noise abatement procedures. 23 SEP 05 established on DME ARLANDA ARLANDA 114.45) ASE N59 38.2 E017 57.4 Nasaddar N [ABEN2R] [ABEN3Q] on 072° track to ARL 3.2 DME, turn RIGHT, 228° track SA 55 N59 37.0 E017 56.9 (10-3B)MAX 220 KT At or above **600**′ (600'+; K205-) - SA557 228° track), expect radar vectors to If unable to comply advise ATC. 400′ Gnd speed-KT 400' per NM up to 5000'. These SIDs require a minimum climb gradient P 116.0 ARL N59 39.2 unless otherwise specified ROUTING per NM Eff 29 Sep E017 54.9 At or above 1500' MAX 220 KT **SA 559** N59 34.8 E017 55.5 STOCKHOLM 500 75 100 AMO LE TO 667 (1500'+; K205-) -1000 150 **SA 4 18** N59 40.1 E018 00.9 Α× At or above **600**′ MAX **205 KT SA 557** N59 35.9 E017 58.5 At or above 1500' MAX 205 KT 1333 200 090° 1700′ DK'R 250 1667 SWEDEN RNAV SID 1900′ 2200' 300 7 2000

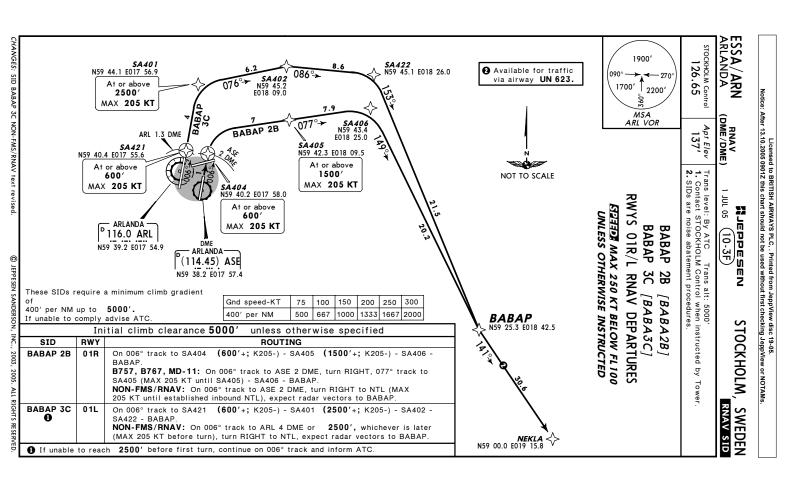
CHANGES: None

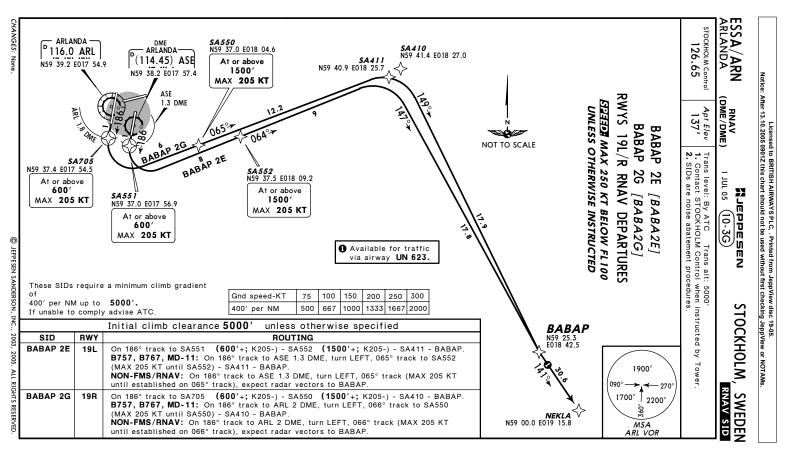
© JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED

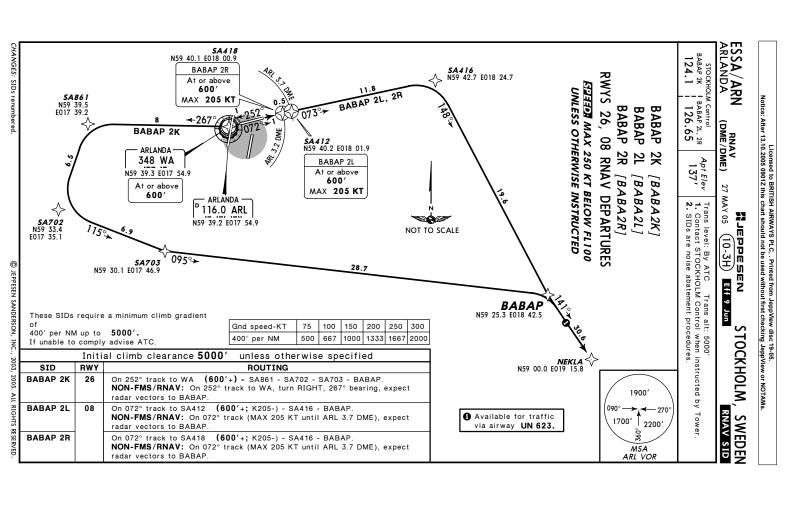


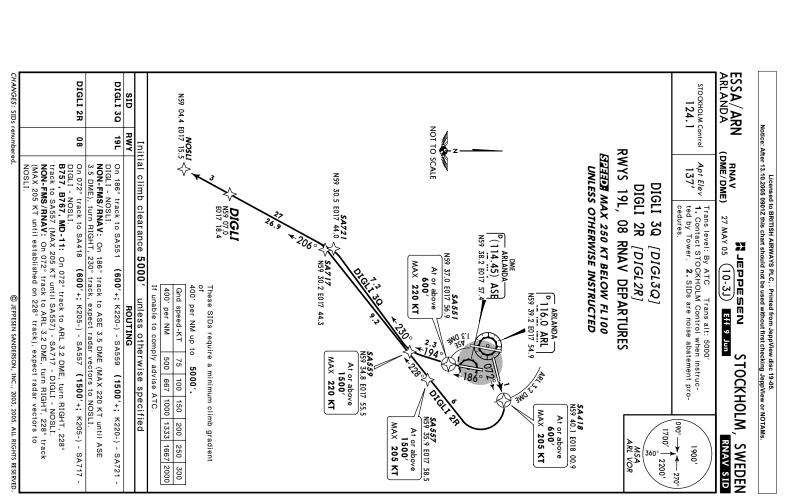












Nasaddar 1

STOCKHOLM

SWEDEN

ESSA/ARN ARLANDA DKR 2B DKR 4C \diamondsuit SID STOCKHOLM Control SA 854 N59 41.8 E017 14.7 2 RWY 30.3 01R **DUNKER 2B** 116.8 DKR N59 12.4 E017 00.7 -190 Initial climb clearance **5000**′ **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. Climb on 006° track to SA421 (600'+; K205-) - SA850 (1500'+; K205-) -Climb on 006° track to SA404 (600'+) - SA407 - SA853 - SA854 - DKR. NON-FMS/RNAV: Climb on 006° track, expect radar vectors to DKR. NON-FMS/RNAV: Climb on 006° track to ARL 1.3 DME, turn LEFT, 260° track RNAV (DME/DME) RWYS 01R/L RNAV DEPARTURES STEETE MAX 250 KT BELOW FL 100 Apt E/ev 137' **SA724** N59 31.4 E017 33.8 UNLESS OTHERWISE INSTRUCTED SA724 - DKR. **SA851** N59 40.1 E017 39.1 (DKR 2B), DUNKER 4C (DKR 4C) **SA 853** N59 46.3 E017 39.5 Trans level: By ATC Trans alt: 5000'

1. Contact STOCKHOLM Control when instructed by Tower. 2. SIDs are noise abatement pro-23 SEP 05 (10-3K) Eff 29 Sep **SA850** N59 41.3 E017 46.7 MAX 205 KT At or above **1500**′ NOT TO SCALE These SIDs require a minimum climb gradient If unable to comply advise ATC. 400' per NM up to 5000'. 400' per NM Gnd speed-KT unless otherwise specified SA421 N59 40.4 E017 55.6 MA × At or above 600' ARLANDA 116.0 ARL N59 39.2 E017 54. 205 KT 500 667 1000 1333 1667 2000 75 ARL 1.3 100 54.9 **SA 407** N59 46.0 E018 00.1 150 RLANDA (114.45) ASE N59 38.2 E017 57.4 200 1700′ 270 RNAV SID 250 DKR 2B 1900′ At or above **600**′ 2200' 300

CHANGES: RNAV SID DKR 3C renumbered 4C & revised. 205 KT until established on 260° track), expect radar vectors to DKR © JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED.

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 19-05.

Notice: After 13.10.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs

ESSA/ARN ARLANDA DKR 3G DKR 3E STOCKHOLM Control SID ✧ RWY 191 19R **DUNKER 3E** NOT TO SCALE Initial climb clearance **5000** 116.8 DKR N59 12.4 E017 00.7 Climb on 196° 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. Climb on 186° track to SA551 (600'+; K205-) - SA561 (1500'+; K205-) - SA562 (1500'+; K220-) - DKR.

8757, 8767, MD-11: Climb on 186° track to ASE 1.3 DME, turn LEFT, 140° track to SA561 (MAX 205 KT until SA561) - SA562 (MAX 220 KT until SA562) pect radar vectors to DKR at ASE 4.5 DME (MAX 205 KT until ASE 4.5 DME) turn RIGHT, 190° track, ex-NON-FMS/RNAV: Climb on 186° track to ASE 1.3 DME, turn LEFT, 140° track RNAV (DME/DME) 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. RWYS 19L/R RNAV DEPARTURES Apt Elev 137' STATEM MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED **DUNKER**-SA706 N59 34.0 E017 44.4 (DKR 3E), DUNKER 3G (DKR At or above **1500**′ MAX 220 KT Trans level; By ATC Trans alt: 5000'
1. Contact STOCKHOLM Control when instructed by Tower. 2. SIDs are noise abatement procedures. 23 SEP 05 (10-3L) Nasaddar 1 **SA705** N59 37.4 E017 54.5 ΑA At or above **600**′ D 116.0 ARL N59 39.2 E017 54.9 These SIDs require a minimum climb gradient 220 KT If unable to comply advise ATC. 400' per NM up to **5000'.** 400' per NM Gnd speed-KT ARLANDA -ROUTING unless otherwise speci Eff 29 Sep DKR At or above 1500' MAX 205 KT SA 56 I N59 33.8 E018 00.8 At or above **600**′ MAX **205 KT** N59 37.0 E017 56.9 STOCKHOLM, 75 100 150 500 3G) 667 1000 ARLANDA (114.45) ASE N59 38.2 E017 57.4 200 N59 30.1 E017 59.5 1333 1667 2000 MAX 205 KT At or above **1500**′ 1700′ **←186**′ ASE 1.3 DME MSA ARL VOR RNAV SID SWEDEN 1900′ 250 300 ¥ 4 270 360 2200'

CHANGES: None. © JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED.

MIEPPESEN

STOCKHOLM,

SWEDEN

ESSA/ARN ARLANDA **SA 859** N59 42.7 E017 16.1 STOCKHOLM Control DKR 2L DKR 2K SID DUNKER 2K (DKR 2K), DUNKER 2L (DKR 2L) RWY 8 26 116.8 DKR N59 12.4 E017 00.7 Initial climb clearance 5000' unless otherwise specified RWYS 26, 08 RNAV DEPARTURES RNAV (DME/DME) SIZIAIN MAX 250 KT BELOW FL 100 Apt Elev 137' SA858 - SA859 - DKR. **B757, B767, MD-11:** On 072° track to ARL 3.7 DME, turn LEFT, 360° track to SA413 (MAX 205 KT until SA413) - SA415 - SA858 - SA859 - DKR. On 072° track to SA412 (600'+; K205-) - SA413 (1500'+; K205-) - SA415 -On 252° track to WA $\,$ (600'+) - SA861 - DKR. NON-FMS/RNAV: On 252° track to WA, turn RIGHT, 267° bearing, expect DUNKER radar vectors to DKR. NON-FMS/RNAV: On 072° track to ARL 3.7 DME, turn LEFT, 360° track UNLESS OTHERWISE INSTRUCTED **SA861** N59 39.5 E017 39.2 Trans level: By ATC Trans alt: 5000'

1. Contact STOCKHOLM Control when instructed by Tower. 2. SIDs are noise abatement pro-27 MAY 05 (10-3M) Eff 9 Jun NOT TO SCALE **SA858** N59 47.6 E017 41.1 348 WA N59 39.3 E017 54.9 400' per NM up to 5000'. These SIDs require a minimum climb gradient 400' per NM f unable to comply advise ATC. Gnd speed-KT At or above **600**′ ARLANDA-DKR 2K SA413 N59 43.2 E018 04.0 D ARLANDA D 116.0 ARL N59 39.2 E017 54.9 500 667 1000 1333 1667 2000 75 100 150 MAX 205 KT At or above **1500**′ 200 SA412 LI N59 40.2 E018 01.9 MAX 205 KT At or above **600**′ 1700′ RNAV SID 250 300 1900′ **SA415** N59 46.0 E018 02.2 2200' DKR 2L

205 KT until established on 360° track), expect radar vectors to DKR © JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED.

CHANGES: SIDs renumbered.

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 19-05.

Notice: After 13.10.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs

ESSA/ARN ARLANDA **GALNU 2R** GALNU 3Q STOCKHOLM Control P 114.3 TRS N58 56.3 E017 30.1 NOT TO SCALE R₩Y 19L 80 nitial climb clearance **5000′** RWYS 19L, 08 RNAV DEPARTURES RNAV (DME/DME) STEETE MAX 250 KT BELOW FL 100 Apt Elev 137' On 072° track to SA418 (600'+; K205-) - SA557 (1500'+; K205-) - SA717 - SA718 - GALNU - TRS.

B757, B767, MD-11: On 072° track to ARL 3.2 DME, turn RIGHT, 228° track to SA557 (MAX 205 KT until SA557) - SA717 - SA718 - GALNU - TRS.

NON-FMS/RNAV: On 072° track to ARL 3.2 DME, turn RIGHT, 228° track On 186° track to SA551 (600'+; K220-) - SA559 (1500'+; K220-) - SA721 - SA714 - GALNU - TRS.

NON-FMS-RNAY: 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. UNLESS OTHERWISE INSTRUCTED **SA721** N59 30.5 E017 44.0 GALNU 2R GALNU 3Q Trans level: By ATC Trans alt: 5000'
1. Contact STOCKHOLM Control when instructed by Tower. 2. SIDs are noise abatement procedures. SA714 SA718 N59 15.2 E017 27.4 **GALNU** N58 59.3 E017 29.7 27 MAY 05 (10-3N) N59 38.2 E017 57.4 (114.45) AS Masaddar [GALN2R] **SA55** N59 37.0 E017 56.9 [GALN3Q] N59 30.2 E017 44.3 MAX 220 KT At or above **600**′ P 116.0 ARL N59 39.2 E017 54.9 If unable to comply advise ATC. These SIDs require a minimum climb gradient 400' per NM | 500 | 667 | 1000 | 1333 | 1667 | 2000 400' per NM up to 5000'. Gnd speed-KT unless otherwise specified ROUTING Eff 9 Jun **SA559** N59 34.8 E017 55.5 MAX 220 KT At or above **1500**' MO L'CLE STOCKHOLM, 75 | 100 **SA418** N59 40.1 E018 00.9 150 MAX 205 KT At or above **600**′ **SA 557** N59 35.9 E017 58.5 At or above **1500**′ MAX 205 KT 200 090° 1700′ MSA ARL VOR SWEDEN RNAV SID 250 300 1900′ 360° 2200′

CHANGES: SIDs renumbered. MAX 205 KT until established on 228° track), expect radar vectors to TRS © JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED

ESSA/ARN ARLANDA KOGAV 3G KOGAV 3C KOGAV 2B If unable to comply advise ATC. 400' per NM up to 5000'. These SIDs require a minimum climb gradient STOCKHOLM Control NOT TO SCALE **KOGA V** N60 04.9 E017 13.8 **SA722** N59 34.1 E017 40.5 01 0 1 R 19R **SA855** N59 48.8 E017 42.6 Initial climb clearance 5000' RNAV (DME/DME) Apt Elev 137' On 186° track to SA705 (600'+; K220-) - SA706 (1500'+; K220-) - SA722 - SA855 - KOGAV. B757, B767, MD-11: On 186° track to ARL 2 DME, turn RIGHT, 240° track to SA706 (MAX 220 KT until SA706) - SA722 - SA855 - KOGAV.
NON-FMS/RNAV: On 186° track to ARL 2 DME, turn RIGHT, 240° track On 006° track to SA421 (600'+) - SA401 - SA403 - KOGAV.

NON-FMS/RNAV: On 006° track, expect radar vectors to KOGAV. On 006° track to SA404 (600'+) - SA408 - KOGAV.

NON-FMS/RNAV: On 006° track, expect radar vectors to KOGAV D 116.0 ARL N59 39.2 E017 54.9 Trans level: By ATC Trans alt: 5000'
1. Contact STOCKHOLM Control when instructed by Tower. 2. SIDs are noise abatement pro-27 MAY 05 (10-3P) EFF 9 Jun N59 40.4 E017 55.6 At or above 600' ARL 1.3 DME■ RWYS 01R/L, 19R RNAV DEPARTURES NaSaddar 1 **SA401** N59 44.1 E017 56.9 SIZIII MAX 250 KT BELOW FL 100 3 **SA706** N59 34.0 E017 44.4 At or above 1500' MAX 220 KT UNLESS OTHERWISE INSTRUCTED KOGAV 3G [KOGA3G] KOGAV 3C KOGAV 2000 400' per NM Gnd speed-KT unless otherwise specified 1006 28 KOGA *\$A403* ∕_>N59 50.9 E017 57.7 KOGAV 2B **SA705** N59 37.4 E017 54.5 [KOGA3C] At or above 600' MAX 220 KT [KOGA2B STOCKHOLM, 75 100 150 200 250 300 500 667 1000 1333 1667 2000 **SA 408** N59 48.0 E018 00.9 At or above **600**′ **SA 404** N59 40.2 E017 58.0 N59 38.2 E017 57.4 (114.45) ASE ARLANDA 090° → ← 270 1700′ MSA ARL VOR RNAV SID SWEDEN 1900′ 2200'

CHANGES: SIDs renumbered.

© JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED.

220 KT until established on 240° track), expect radar vectors to

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 19-05.

Notice: After 13.10.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs

ESSA/ARN ARLANDA KOGAV 2K STOCKHOLM Control SID **KOGAV** N60 04.9 E017 13.8 R₩Y 26 Initial climb clearance **5000′** RNAV (DME/DME) 348 WA N59 39.3 E017 54.5 Apt Elev 137' On 252° track to WA (600'+) - SA862 - SA420 - KOGAV.

B757, B767, MD-11: On 252° track to WA, turn RIGHT, 009° track to SA862 - SA420 - KOGAV. At or above **600**′ **SA862** N59 46.4 E017 54.5 < RWYS 26, 08 RNAV DEPARTURES ARLANDA 116.0 ARL N59 39.2 E017 54.9 SI THE MAX 250 KT BELOW FL100 Trans level: By ATC Trans alt: 5000'
1. Contract STOCKHOLM Control when instructed by Tower. 2. SIDs are noise abatement procedures. 27 MAY 05 (10-3Q) UNLESS OTHERWISE INSTRUCTED KOGAV 2K KOGAV 2L [KOGA2L] Nasaddar 1 KOGAV 2K 0019 **SA420** N59 50.4 E017 55.3 These SIDs require a minimum climb gradient If unable to comply advise ATC. 400' per NM up to 5000'. Gnd speed-KT 400' per NM [KOGA2K] unless otherwise specified Eff 9 Jun **SA415** N59 46.0 E018 02.2 KOGAV 2L STOCKHOLM, 75 100 150 500 667 **SA 412** N59 40.2 E018 01 At or above 600' MAX 205 KT 1000 NOT TO SCALE **SA413** N59 43.2 E018 04.0 MAX 205 KT At or above **1500**' 1333 1667 2000 200 090° -- 4-- 270 1700′ RNAV SID SWEDEN 250 300 1900′ 360° 2200'

CHANGES: SIDs renumbered. © JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED

B757, B767, MD-11: On 072° track to ARL 3.7 DME, turn LEFT, 360° track to SA413 (MAX 205 KT until SA413) - SA415 - KOGAV. **NON-FMS/RNAV:** On 072° track to ARL 3.7 DME, turn LEFT, 360° track

MAX 205 KT until established on 360° track), expect radar vectors to

KOGAV 2L

80

On 072° track to SA412

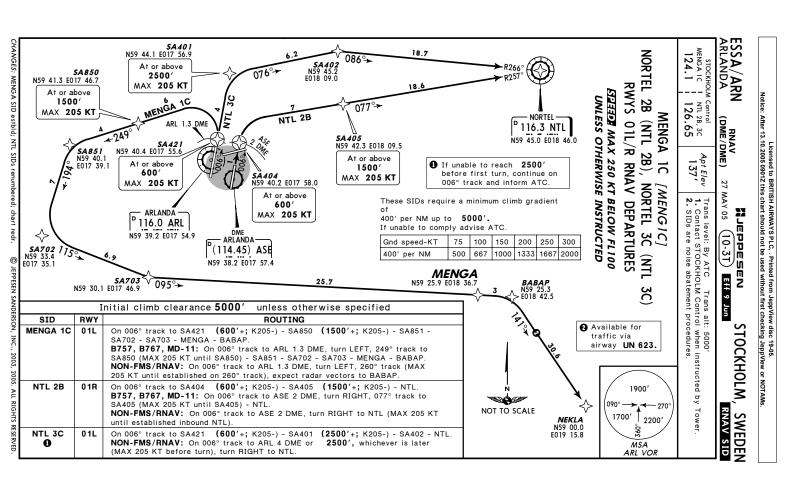
NON-FMS/RNAY: On 252° track to WA, turn RIGHT, 009° track, expect radar vectors to KOGAV.

(600'+; K205-) - SA413 (1500'+; K205-) - SA415 -

ESSA/ARN ARLANDA CHANGES: SIDs renumbered. These SIDs require a minimum climb gradient of 400' per NM up to 5000'. **LUMAX** If unable to comply advise ATC LUMAX 2R 400' per NM Gnd speed-KT STOCKHOLM Control SID STATE MAX 250 KT BELOW FL 100 3Q UNLESS OTHERWISE INSTRUCTED LUMAX 2R LUMAX 3Q SA710 N59 35.2 E017 39.7 19L Initial Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 19-05. After 13.10.2005 0901Z this chart should not be used without flist checking JeppView or NOTAMs: RNAV DEPARTURES 500 75 RNAV (DME/DME) RWYS 19L, 08 Apt Elev 137' On 186° track to SA551 (600°+; K220-) - SA559 (1500°+; K220-) - S, SA710 - SA555 - LNAAV. - RESNA.

NON-FMS/RNAV: On 186° track to ASE 3.5 DME (MAX 220 KT until ASE 3.5 DME), turn RIGHT, 240° track, expect radar vectors to RESNA. On 072° track to SA418 (600°+; K205-) - SA558 (1500°+; K205-) - (1500°+; K205-) - SA860 - LUMAX - RESNA.

B757, B767, MD-11: On 072° track to ARL 3.2 DME, turn RIGHT, 260° track, intercept ARL R-129 inbound to ARL (MAX 205 KT until ARL) -NON-FMS/RNAV: On 072° track to 667 1000 100 climb **SA 855**. N59 48.8 E017 42.6 150 [LUMA2R [LUMA3Q clearance 5000' unless otherwise Trans level: By ATC Trans alt: 5000'
1. Contact STOCKHOLM Control when instructed by Tower. 2. SIDs are noise abatement procedures. expect radar vectors to RESNA 1333 200 27 MAY 05 **SA 709** N59 32.6 E017 47.5 R-129 inbound (114.45) ASE N59 38.2 E017 57.4 1667 2000 250 Σ At or above 1500' MAX 205 KT ARLANDA 116.0 ARL N59 39.2 E017 54.9 300 **SA55** N59 37.0 E017 56.9 (10-35)0130 At or above **600**′ ö 220 KT JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED ROUTING Eff 9 Jun ARL 3.2 DME, (MAX 205 KT 30.8 005°→ AS XAMUJ **SA 860** N59 48.8 E017 50.7 >**LUMAX** N60 19.1 E018 00.5 N60 22.0 E018 01.5 STOCKHOLM turn RIGHT, 260° track until ARL), turn RIGHT, (1500'+; K205-) - ARL (1500'+; K220-) - SA709 /<u>\$</u> t prospecified **SA 559** N59 34.8 E017 55.5 NOT TO SCALE At or above 1500' MAX 220 KT ΑAX **SA418** N59 40.1 E018 00.5 **SA558** N59 38.0 E017 57.3 At or above **1500**′ At or above 600'
MAX 205 KT MAX MAX 205 KT 1700 RNAV SID SWEDEN LUMAX 2R 1900′ 2200'



ESSA/ARN ARLANDA STOCKHOLM Control 126.65 RNAV (DME/DME) Apt E/ev 137' Trans level: By ATC Trans alt: 5000'

1. Contact STOCKHOLM Control when instructed by Tower. 2. SIDs are noise abatement pro-27 MAY 05 (10-3U) NaSaddar 1 Eff 9 Jun STOCKHOLM, SWEDEN RNAV SID

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

> 090° → ← 270 1700′ 1900′ 2200'

SA 550 N59 37.0 E018 04.6 At or above 1500' MAX 205 KT These SIDs require a minimum climb gradient 400' per NM up to **5000'.** Gnd speed-KT At or above 1500' MAX 205 KT SA552 N59 37.5 E018 09.2 75 100 150 200 250 300 500 667 1000 1333 1667 2000 N59 45.0 E018 46.0

SA70. 1 N59 37.4 E017 54.5

ML 22

8.1 JAA

ARLANDA 116.0 ARL N59 39.2 E017 54.

54.9

OME ARLANDA ARLANDA N59 38.2 E017 57.4

P 116.3 NTL

At or above **600**′

MAX 205 KT

SA 55 I N59 37.0 E017 56.9

At or above **600**′

MAX 205 KT

05 KT until established on 066° track), expect radar vectors to NTL © JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED.

On 186° track to SA705 (600'+; K205-) - SA550 (1500'+; K205-) - NTL B757, B767, MD-11: On 186° track to ARL 2 DME, turn LEFT, 066° track to SA550 (MAX 205 KT until SA550) - NTL.

NON-FMS/RNAV: On 186° track to ARL 2 DME, turn LEFT, 066° track (MAX

CHANGES: SIDs renumbered.

NTL 2E

On 186° track to SA551 **(600'+;** K205-) - SA552 **(1500'+;** K205-) - NTL. **B757, B767, MD-11:** On 186° track to ASE 1.3 DME, turn LEFT, 065° track to SA552 (MAX 205 KT until SA552) - NTL.

NON-FMS/RNAV: On 186° track to ASE 1.3 DME, turn LEFT, 065° track

MAX 205 KT until established on 065° track), expect radar vectors to NTL

SID

RWY 19L

Initial climb clearance **5000'**

If unable to comply advise ATC.

unless otherwise specified

ROUTING

400' per NM

NOT TO SCALE

NTL 2G

19R

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 19-05.

Notice: After 13.10.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs

ESSA/ARN ARLANDA STOCKHOLM Control 126.65 NORTEL 2K (NTL 2K), NORTEL 2L RNAV (DME/DME) RWYS 26, 08 RNAV DEPARTURES Apt Elev 137' NORTEL 2R (NTL 2R) Trans level: By ATC Trans alt: 5000'

1. Contact STOCKHOLM Control when instructed by Tower. 2. SIDs are noise abatement procedures. 27 MAY 05 (10-3V) Nasaddar 1 Eff 9 Jun (NTL 2L) STOCKHOLM, 090° -- 4-- 270 1700′ SWEDEN RNAV SID 1900′ 360° 2200'

SA418 N59 40.1 E018 00.9 348 WA N59 39.3 E017 5 At or above 600'
MAX 205 KT At or above 600' NTL 2R **SA419** N59 45.4 E017 59.9 STATEM MAX 250 KT BELOW FL100 D 116.0 ARL N59 39.2 E017 54.9 UNLESS OTHERWISE INSTRUCTED **SA412** N59 40.2 E018 01. At or above 600' MAX 205 KT NTL 2L These SIDs require a minimum climb gradient NTL 2L, 2 NOT TO SCALE D 116.3 NTL N59 45.0 E018 46.0 - NORTEL -R267° ((())

	Init	Initial climb clearance 5000 ′ unless otherwise specified
SID	RWY	ROUTING
NTL 2K	26	On 252° track to WA (600'+) - SA419 - NTL. B757, B767, MD-11: On 252° track to WA, turn RIGHT, 039° track to
		SA419 - NTL.
		NON-FMS/RNAV: On 252° track to WA, turn RIGHT, 039° track, expect
		radar vectors to NTL.
NTL 2L	80	On 072° track to SA412 (600′+; K205-) - NTL.
		NON-FMS/RNAV: On 072° track to ARL 3.7 DME (MAX 205 KT until ARL 3.7 DME) then to NTI
NTL 2R		On 072° track to SA418 (600′+; K205-) - NTL.
		NON-FMS/RNAV: On 072° track to ARL 3.7 DME (MAX 205 KT until ARL
		3.7 DME), then to NTL.

400' per NM up to 5000'.

If unable to comply advise ATC. Gnd speed-KT | 75 | 100 | 150

400' per NM

500 667

1000

1333 1667 2000

200 250 300

CHANGES: SIDs renumbered. © JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED.

N JEPPESEN

STOCKHOLM,

SWEDEN

ESSA/ARN ARLANDA NOSLI 3B NOSLI 4C STOCKHOLM Control SID **NOSLI** N59 04.4 E017 15.5 01R 2 RWY **SA 851** N59 40.1 E017 39.1 Initial climb clearance 5000' 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 SA853 (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. 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 Climb on 006° track to SA421 (600'+; K205-) - SA850 (1500'+; K205-) -RNAV (DME/DME) RWYS 01R/L RNAV DEPARTURES STATE MAX 250 KT BELOW FL 100 Apt Elev 137' UNLESS OTHERWISE INSTRUCTED **SA724** N59 31.4 E017 33.8 SA724 - NOSLI NOSLI 4C [NOSL4C] NOSLI 3B **SA850** N59 41.3 E017 46.7 Trans level: By ATC Trans alt: 5000'

1. Contact STOCKHOLM Control when instructed by Tower. 2. SIDs are noise abatement pro-MAX 205 KT At or above 23 SEP 05 (10-3W) Eff 29 Sep 1500′ [NOSL3B] N59 40.4 E017 55.6 D 116.0 ARL N59 39.2 E017 54.9 MAX 205 KT At or above **600**′ **SA 863** N59 41.5 E017 46.7 MAX 205 KT At or above **1500**′ ARLANDA These SIDs require a minimum climb gradient If unable to comply advise ATC. 400' per NM Gnd speed-KT 75 100 150 200 250 300 400' per NM up to 5000'. unless otherwise specified NOSLI 3B ARL 1.3 DME NOT TO SCALE P(114.45) ASE N59 38.2 E017 57.4 NOSLI 4C 500 667 1000 1333 1667 2000 **SA 404** N59 40.2 E017 58.0 At or above **600**' MAX 205 KT 090° → 1 ← 270 1700′ RNAV SID 1900′ 2200'

CHANGES: RNAV SIDs renumbered & revised. MAX 205 KT until established on 260° track), expect radar vectors to NOSLI © JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED.

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 19-05.

Notice: After 13.10.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs

ESSA/ARN ARLANDA NOSLI 4L NOSLI 2K STOCKHOLM Control **NOSLI**N59 04.4 E017 15.5 26 **SA851** N59 40.1 E017 39.1 nital climb clearance 5000' unless otherwise specified 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) - SA857 - SA851 - SA724 - NOSLI Climb on 072° track to SA412 Climb on 252° track to WA ~ (600'+) - SA861 - NOSLI. NON-FMS/RNAV: Climb on 252° track to WA, turn RIGHT, 267° bearing, ex-SA724 N59 31.4 E017 33.8 pect radar vectors to NOSLI RNAV (DME/DME) RWYS 26, 08 RNAV DEPARTURES STEEDE MAX 250 KT BELOW FL 100 Apt Elev 137' UNLESS OTHERWISE INSTRUCTED NOSLI 4L [NOSL4L] NOSLI 2K Trans level: By ATC Trans alt: 5000'
1. Contact STOCKHOLM Control when instructed by Tower. 2. SIDs are noise abatement procedures. N59 39.5 E017 39.2 23 SEP 05 (10-3X1) Eff 29 Sep **SA857** N59 41.6 E017 51.6 Nasaddar 1 [NOSL2K] 348 WA N59 39.3 E017 5 **NOSLI 2K** At or above 600' SA414 N59 42.4 E017 55.7 ARLANDA At or above **1500**′ MAX 205 KT (600'+; K205-) - SA414 (1500'+; K205-) -These SIDs require a minimum climb gradient If unable to comply advise ATC. 400' per NM up to **5000'.** Gnd speed-KT | 75 | 100 | 400' per NM NOT TO SCALE P 116.0 ARL | N59 39.2 E017 54.9 ARLANDA — STOCKHOLM, 500 667 150 1000 1333 **SA412** N59 40.2 E018 01.9 200 250 300 MAX 205 KT At or above **600**′ 1700′ 1667 2000 SWEDEN RNAV SID 1900′ 360° 2200'

CHANGES: RNAV SID NOSLI 3L renumbered 4L & revised. MAX 205 KT until established on 360° track), expect radar vectors to NOSLI © JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED

VON-FMS/RNAV: Climb on 072° track to ARL 3.7 DME, turn LEFT, 360° track

ESSA/ARN

RNAV
ARLANDA

(DME/DME)

23 SEP 05 (10-3X2)

STOCKHOLM Control

Apt Effev

1. Contact STOCKHOLM Control when instruc124 1 1 27;

400' per NM up to **5000'.** If unable to comply advise ATC. These SIDs require a minimum climb gradient Gnd speed-KT 400' per NM SID RWYS 01R/L, 19R RNAV DEPARTURES STATE MAX 250 KT BELOW FL 100 RWY UNLESS OTHERWISE INSTRUCTED NOT TO SCALE RESNA RESNA 3G [RESN3G] RESNA 3C nital climb clearance 5000' unless otherwise specified 75 | 100 | 150 | 200 | 250 | 300 500 | 667 | 1000 | 1333 | 1667 | 2000 Apt Elev 137' N59 34.1 E017 40.5 2B **SA855** N59 48.8 E017 42.6 [RESN2B] [RESN3C] Trans level: By ATC Trans alt: 5000'
1. Contact STOCKHOLM Control when instructed by Tower. 2. SIDs are noise abatement procedures. D 116.0 ARL N59 39.2 E017 54.9 **★**268 ARLANDA — **SA42** N59 40.4 E017 55.6 At or above **600**′ ARL 1.3 DME■ **SA 40 I** N59 44.1 E017 56.9 ROUTING **SA706** N59 34.0 E017 44.4 At or above 1500' MAX 220 KT Α× 108/W **RESNA** N60 22.0 E018 01.5 860 359°**→ SA 705** N59 37.4 E017 54.5 MAX 220 KT At or above **600**′ 21.9 RESNA 2B *N60 01.7 E018 05.9 ARLANDA (114.45) ASE **SA 404** N59 40.2 E017 58.0 N59 38.2 E017 57.4 At or above **600**′ 090° --- 1 --- 270 1700′ MSA ARL VOR 1900′ 2200'

(MAX 220 KT until established on 240° track), expect radar vectors to RESNA.

CHANGES: None.

© JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED

Climb on 006° track to SA421 (600°+) - SA401 - RESNA.

NON-FMS/RNAV: Climb on 006° track, expect radar vectors to RESNA.

Climb on 186° track to SA705 (600°+; K220-) - SA706 (1500°+; K220-) - SA705 (1500°+; K220-) - SA705 - SA55 - 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

RESNA RESNA 3C RESNA 3G

01R

Climb on 006° track to SA404 (600'+) - SA409 - RESNA.

NON-FMS/RNAV: Climb on 006° track, expect radar vectors to RESNA

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 19-05.

Notice: After 13.10 2005 0901Z this chart should not be used without first checking JeppView or NOTAMs

ESSA/ARN ARLANDA **RESNA 2L RESNA 2K** These SIDs require a minimum climb gradient of If unable to comply advise ATC. STOCKHOLM Control 400' per NM up to **5000'.** Gnd speed-KT 400' per NM RWYS 26, 08 RNAV DEPARTURES STEEDE MAX 250 KT BELOW FL 100 UNLESS OTHERWISE INSTRUCTED RESNA RESNA 2L [RESN2L] 8 26 Initial climb clearance 5000' unless otherwise specified 75 100 150 200 250 300 NOT TO SCALE 500 | 667 | 1000 | 1333 | 1667 | 2000 RNAV (DME/DME) Apt Elev 137' On 252° track to WA (600'+) - SA862 - RESNA.

B757, B767, MD-11: On 252° track to WA, turn RIGHT, 009° track to SA862 - RESNA. SA417 - RESNA.

8757, B767, MD-11: On 072° track to ARL 3.7 DME, turn LEFT, 360° track On 072° track to SA412 NON-FMS/RNAV: On 252° track to WA, turn RIGHT, 009° track, expect radar vectors to RESNA. track to SA413 (MAX 205 KT until SA413) - SA415 - SA417 - RESNA.

NON-FMS/RNAV: On 072º track to ARL 3.7 DME, turn LEFT, 360° track
(MAX 205 KT until established on 360° track), expect radar vectors to 348 WA N59 39.3 E017 At or above **600**′ ARLANDA [RESN2K] Trans level: By ATC Trans alt: 5000'
1. Contact STOCKHOLM Control when instructed by Tower. 2. SIDs are noise abatement procedures. **SA862** N59 46.4 E017 54.5 27 MAY 05 (10-3X3) Nasaddar 1 (600'+; K205-) - SA413 (1500'+; K205-) - SA415 -RESNA 2K 001°→ Eff 9 Jun ROUTING D 116.0 ARL N59 39.2 E017 54.9 ARLANDA — **RESNA** N60 22.0 E018 01.5 003% STOCKHOLM, **SA415** N59 46.0 E018 02.2 RESNA 2L pro-**SA417** N60 01.7 E018 05.8 **SA412** N59 40.2 E018 01.9 At or above **600'** MAX **205 KT SA413** N59 43.2 E018 04.0 MAX 205 KT At or above **1500**′ 1700′ SWEDEN MSA ARL VOR RNAV SID 1900′ 360° 2200'

CHANGES: SIDs renumbered. © JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED

ESSA/ARN ARLANDA STOCKHOLM Control RNAV (DME/DME) Apt Elev 137' Trans level: By ATC Trans alt: 5000'

1. Contact STOCKHOLM Control when instructed by Tower. 2. SIDs are noise abatement pro-27 MAY 05 (10-3X4) Eff 9 Jun N JEPPESEN STOCKHOLM, SWEDEN RNAV SID

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

> 1700′ 1900′ 2200'

MSA ARL VOR

SIZIII MAX 250 KT BELOW FL 100 UNLESS OTHERWISE INSTRUCTED SA551 N59 37.0 E017 56.9 D 116.0 ARL N59 39.2 E017 54.9 186 ESK J.3 DME **SA418** N59 40.1 E018 00.9 MAX 205 KT At or above **600**′

NOT TO SCALE

N59 38.2 E017 57.4

These SIDs require a minimum climb gradient 400' per NM up to **5000'.** Gnd speed-KT 400' per NM 75 100 500 667 150 1000 1333 1667 2000 200 250 300

P 112.8 ARS | N59 35.2 E016 39.0

SA70 N59 32.6 E017 47.5

SA716 N59 33.0 E017 51.3

SA 5 5 9 159 34.8 E017 55.5

At or above **1500**'

MAX 220 KT

ROKNI N59 35.1 E016 44.9

× × At or above **600**′ 220 KT

SA 557 N59 35.9 E017 58.5

MAX 205 KT At or above **1500**′

ROKNI 30%

If unable to comply advise ATC.

itial climb clearance 5000'

unless otherwise specified

SID

ROKNI 2R **ROKNI 3Q** RWY 8 19L On 186° track to SA551 (600'+; K220-) - SA559 (1500'+; K220-) - SA709 - ROKNI - ARS. On 072° track to SA418 (600'+; K205-) - SA557 (1500'+; K205-) - SA716 -B757, B767, MD-11: On 072° track to ARL 3.2 DME, turn RIGHT, 228° track to SA557 (MAX 205 KT until SA557) - SA716 - ROKNI - ARS. NON-FMS/RNAV: On 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 - ARS. ROUTING

CHANGES: SIDs renumbered.

© JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED

VON-FMS/RNAV: On 072° track to ARL 3.2 DME, turn RIGHT, 228° track

205 KT until established on 228° track), expect radar vectors to ARS

ESSA/ARN ARLANDA RNAV (DME/DME) 23 SEP 05 (10-3X5) Eff 29 Sep NaSaddar 1 STOCKHOLM, SWEDEN RNAV SID

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 19-05.

Notice: After 13.10.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs

TALEK 2R TALEK 3Q STOCKHOLM Control 124.1 **KOGAV** N60 04.9 E017 13.8 **TALEK** N60 02.9 N60 02.9 N60 02.9 19L RWY 08 N59 35.2 E017 39.7 € Initial climb clearance 5000' unless otherwise specified Apt Elev 137' Climb on 072° track to \$A418 (600'+; K205-) - \$A558 (1500'+; K205-) - ARL (1500'+; K205-) - \$A860 - 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) - \$A860 - TALEK - KOGAV. Climb on 186° track to SA551 (600'+; K220-) - SA559 (1500'+; K220-) - SA709 - SA710 - SA855 - TALEK - KOGAV. NON-FMS/RNAY: 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. NON-FMS/RNAV: Climb on 072° track to ARL 3.2 DME, turn RIGHT, 260° RIGHT, 340° track, expect radar vectors to KOGAV **SA855** N59 48.8 E017 42.6 intercept ARL R-129 inbound to ARL (MAX 205 KT until ARL), turn RWYS 19L, 08 RNAV DEPARTURES Trans level: By ATC Trans alt: 5000'

1. Contact STOCKHOLM Control when instructed by Tower. 2. SIDs are noise abatement pro-STATE MAX 250 KT BELOW FL100 cedures. UNLESS OTHERWISE INSTRUCTED SA70 N59 32.6 E017 47.1 TALEK 3Q TALEK 2R [TALE2R] ARLANDA (114.45) ASE N59 38.2 E017 57.4 At or above 1500' MAX 205 KT P 116.0 ARL N59 39.2 E017 54.9 SA 551 N59 37.0 E017 56.9 MAX 220 KT At or above **600**′ If unable to comply advise ATC These SIDs require a minimum climb gradient 400' per NM 400' per NM up to 5000'. Gnd speed-KT [TALE3Q] ROUTING TALEK 2R **SA860** N59 48.8 E017 50.7 500 | 667 | 1000 | 1333 | 1667 | 2000 75 100 150 **SA 559** N59 34.8 E017 55.5 MAX 220 KT At or above **1500**′ At or above 1500' MAX 205 KT **SA418** N59 40.1 E018 00.9 **SA558** N59 38.0 E017 57.3 At or above **600**′ MAX 205 KT 200 090° -- 1 -- 270 1700′ 250 MSA ARL VOR 1900′ TALEK 360° 2200′ 300

CHANGES: None. © JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED.

ESSA/ARN ARLANDA TRS 4C TRS 3B SID STOCKHOLM Control 01R 01 RWY SA 85 I N59 40.1 E017 39.1 TROSA 3B Initial climb clearance **5000′** <180° Climb on 006° track to SA421 (600'+; K205-) - SA850 (1500'+; K205-) -B757, B767, MD-11: Climb on 006° track to ASE 2 DME, turn LEFT, 260° track to SA683 (MAX 205 KT until SA683) - SA681 - SA724 - TRS.

NON-FMS/RMAV: Climb on 006° track to ASE 2 DME, turn LEFT, 260° track (MAX 205 KT until established on 260° track), expect radar vectors to TRS. Climb on 006° track to SA404 (600'+; K205-) - SA863 (1500'+; K205-) - SA851 - SA724 - TRS. **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 - TRS. SA851 -RWYS 01R/L RNAV DEPARTURES RNAV (DME/DME) **SA724** N59 31.4 E017 33.8 STATE MAX 250 KT BELOW FL100 Apt Elev 137' UNLESS OTHERWISE INSTRUCTED SA850 N59 41.3 E017 46.7 SA724 - TRS. MAX 205 KT At or above **1500**' N58 56.3 E017 30.1 (TRS 3B), TROSA 4C (TRS Trans level: By ATC Trans alt: 5000'
1. Contact STOCKHOLM Control when instructed by Tower. 2. SIDs are noise abatement pro-23 SEP 05 (10-3X6) Eff 29 Sep Ę, **SA 42 I** N59 40.4 E017 55.6 Nasaddar ... MAX 205 KT At or above **600**′ D 116.0 ARL | N59 39.2 E017 54.9 **SA 863** N59 41.5 E017 46. MAX 205 KT At or above **1500**′ ARLANDA TRS 3B These SIDs require a minimum climb gradient If unable to comply advise ATC. 400' per NM Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 400' per NM up to **5000'.** ARL 1.3 unless otherwise specified. ROUTING NOT TO SCALE N59 38.2 E017 57.4 (114.45) ASE RS 4C ARLANDA-STOCKHOLM, **4**C) 500 | 667 | 1000 | 1333 | 1667 | 2000 N59 40.2 E017 58.0 MAX 205 KT At or above 1700′ RNAV SID SWEDEN **★ ←** 270 1900′ 2200'

(MAX 205 KT until established on 260° track), expect radar vectors to TRS.

CHANGES: RNAV SIDs renumbered & revised.

© JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED

NON-FMS/RNAV: Climb on 006° track to ARL 1.3 DME, turn LEFT, 260° track

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 19-05.
Notice: After 13.10:2005 0901Z this chart should not be used without first checking JeppView or NOTAMs

ESSA/ARN ARLANDA TRS 3G TRS 3E SID STOCKHOLM Control SA706 N59 34.0 E017 44.4 SA 708 N59 16.6 E017 27.2 SA714 N59 15.2 E017 27.4 MAX 220 KT At or above **1500**′ RWY 19R 19L TROSA 3E Climb on 186° track to SA551 (600'+; K205-) - SA561 (1500'+; K205-) - SA562 (1500'+; K220-) - SA713 - SA714 - TRS.

B757, B767, MD-11: Climb on 186° track to ASE 1.3 DME, turn LEFT, 140° track to SA561 (MAX 205 KT until SA561) - SA562 (MAX 220 KT until SA562) - SA713 - SA714 - TRS. 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.

track to SA706 (MAX 220 KT until SA706) - SA708 - TRS. nital climb clearance Climb on 186° track to SA705 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 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. RNAV (DME/DME) RWYS 19L/R RNAV DEPARTURES Apt Elev 137' <u>ਤੁੰਡਜੁਰਜ਼ MAX 250 KT BELOW FL 100</u> **SA705** N59 37.4 E017 54.5 UNLESS OTHERWISE INSTRUCTED MAX 220 KT At or above **600**′ D ARLANDA 116.0 ARL N59 39.2 E017 54.9 P 114.3 TRS N58 56.3 E017 30 (TRS 3E), TROSA 3G (TRS **SA713** N59 23.1 E017 36.3 Trans level: By ATC Trans alt: 5000'
1. Contact STOCKHOLM Control when instructed by Tower. 2. SIDs are noise abatement pro-23 SEP 05 (10-3X7) TAS Nasaddar 1 SA551 N59 37.0 E017 56.9 5000' MAX 205 KT At or above **600**′ (600'+; K220-) - SA706 (1500'+; K220-) -If unable to comply advise ATC. unless otherwise specified Gnd speed-KT 400' per NM up to 5000'. These SIDs require a minimum climb gradient 400' per NM ROUTING Eff 29 Sep **←186** ARLANDA (114.45) ASE N59 38.2 E017 57.4 ■ ASE 1.3 DME 3G STOCKHOLM, 75 100 150 200 500 667 1000 NOT TO SCALE SA562 N59 30.1 E017 59.5 MAX 220 KT At or above 1500' **SA 56 I** N59 33.8 E018 00.8 MAX 205 KT At or above **1500**′ 1333 1667 2000 1700′ RNAV SID SWEDEN 1900′ 250 300 360 2200'

© JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED

CHANGES: None.

ESSA/ARN ARLANDA TRS 2K TRS 4L STOCKHOLM Control SID **SA719** N59 19.5 E017 25.6 < RWY 8 26 **SA851** N59 40.1 E017 39.1 B221, 「ROSA 2K (TRS 2K), TROSA 4L (TRS Inital climb clearance SA851 - SA724 - TRS.

B757, B767, MD-11: Climb on 072° track to ARL 3.7 DME, turn LEFT, 257° LTACK to SA414 (MAX 205 KT until SA414) - SA857 - SA851 - SA724 - TRS. track to SA414 (MAX 205 KT until SA414) - SA857 - SA851 - SA724 - TRS. Climb on 072° track to SA412 (600'+; K205-) - SA414 (1500'+; K205-) - SA857 -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. RNAV (DME/DME) NON-FMS/RNAV: Climb on 072° track to ARL 3.7 DME, turn LEFT, 360° track RWYS 26, 08 RNAV DEPARTURES **SA724** N59 31.4 E017 33.8 STEET MAX 250 KT BELOW FL100 Apt Elev 137' UNLESS OTHERWISE INSTRUCTED N58 56.3 E017 30. ^D 114.3 TRS Trans level: By ATC Trans alt: 5000'
1. Contact STOCKHOLM Control when instructed by Tower. 2. SIDs are noise abatement procedures. TROSA N59 39.5 E017 39.2 23 SEP 05 (10-3X8) Eff 29 Sep SA 857 N59 41.6 E017 51.6 Nasaddar ... 348 WA N59 39.3 E017 54.9 **5000**' unless otherwise specified TRS 2K At or above SA414 N59 42.4 E017 55.7 ,000 At or above **1500**' MAX 205 KT If unable to comply advise ATC. 400' per NM 400' per NM up to **5000'.** These SIDs require a minimum climb gradient Gnd speed-KT +267° NOT TO SCALE N59 39.2 E017 54.9 500 | 667 | 1000 | 1333 | 1667 | 2000 ARLANDA — 4 STOCKHOLM, 75 100 150 200 **SA412** N59 40.2 E018 01.9 MAX 205 KT At or above **600**′ 1700′ RNAV SID SWEDEN 250 300 **★ ←** 270 1900′ 2200'

(MAX 205 KT until established on 360° track), expect radar vectors to TRS.

CHANGES: RNAV SID TRS 31. renumbered 41. & revised.

© JEPPESEN SANDERSON, INC., 2003, 2005. ALI RIGHTS RESERVED.

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 19-05.

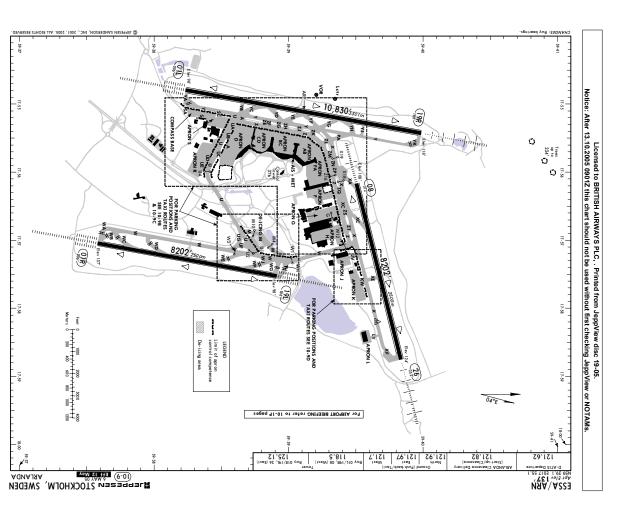
Notice: After 13.10.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs Nasaddar 1

ESSA/ARN ARLANDA 3E 3G NOSLI STOCKHOLM Control SID SA 706 N59 34.0 E017 44.4 At or above **1500**' MAX 220 KT N59 04.4 E017 15.5 R₩Y 191 19R Initial climb clearance 5000 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. Climb on 186° track to SA551 (600'+; K205-) - SA561 (1500'+; K205-) - SA562 (1500'+; K220-) - SA713 - 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) - SA562 (MAX 220 KT until SA562) - SA713 - 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 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. RNAV (DME/DME) SIZIATE MAX 250 KT BELOW FL 100 RWYS 19L/R RNAV DEPARTURES Apt Elev 137' UNLESS OTHERWISE INSTRUCTED **SA705** N59 37.4 E017 54.5 **SA713** N59 23.1 E017 36.3 MAX 220 KT At or above **600**′ NOSLI 3G [NOSL3G] NOSLI 3E P 116.0 ARL N59 39.2 E017 54.9 Trans level: By ATC Trans alt: 5000'

1. Contact STOCKHOLM Control when instructed by Tower. 2. SIDs are noise abatement procedures. 23 SEP 05 (10-3X) [NOSL 3E] SA551 N59 37.0 E017 56.9 At or above 600'
MAX 205 KT If unable to comply advise ATC. 400' per NM up to **5000'.** These SIDs require a minimum climb gradient Gnd speed-KT 400' per NM ROUTING Eff 29 Sep otherwise speci DME ARLANDA (114.45) ASE N59 38.2 E017 57.4 186 NOT TO SCALE ASE 1.3 DME 75 100 150 STOCKHOLM, SWEDEN 500 667 1000 **SA 562** N59 30.1 E017 59.5 MAX 220 KT At or above **1500**′ **SA561** N59 33.8 E018 00.8 MAX 205 KT At or above **1500**′ 1333 1667 2000 200 090° -- 4-270 1700′ MSA ARL VOR RNAV SID 250 300 1900′ 360° 2200'

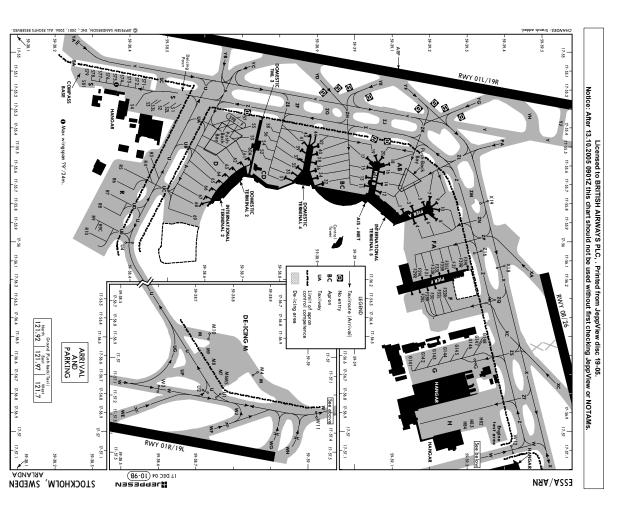
© JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED

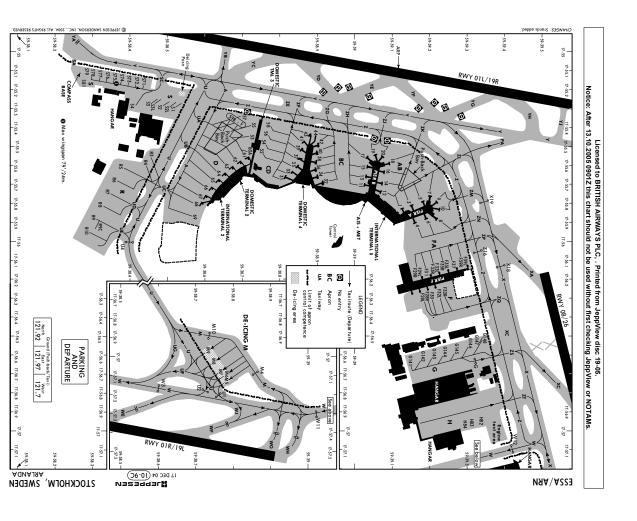


Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 19-05.

Notice: After 13.10.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.

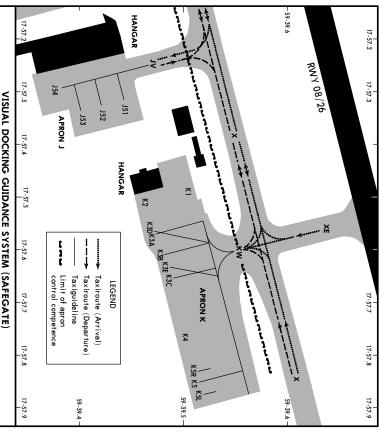
CHANGES: None.						66 67, 68 69	58 thru 59F 60A 61 thru 63 64, 65	54 55 56 57	39 40 41 thru 43 44 52	34 thru 36 37 38	11 thru 14 15 thru 20 31	0	SIAND No.		ESSA/ARN
						N59 38.6 E017 55. N59 38.6 E017 55. N59 38.6 E017 55.	N59 38.8 E017 55.4 N59 38.7 E017 55.5 N59 38.7 E017 55.5 N59 38.7 E017 55.6 N59 38.7 E017 55.7	N59 38.7 E017 55.4 N59 38.8 E017 55.5 N59 38.7 E017 55.4 N59 38.8 E017 55.4 N59 38.7 E017 55.4	N59 38.9 E017 55. N59 38.9 E017 55. N59 38.9 E017 55. N59 38.9 E017 55. N59 38.8 E017 55.	N59 38.8 E017 55.6 N59 38.9 E017 55.6 N59 38.9 E017 55.6 N59 38.9 E017 55.6	39.1 E017 39.1 E017 39.1 E017 38.8 E017	39.2 E017 39.2 E017 39.2 E017 39.2 E017 39.3 E017	ZO 2 FO17		
						.6 103 .8 103	102 5 6 103 7	5 103 4 103 4 103	.6 101 .6 102 .6 101	6 6 102				INS COOP	
						573 thru 575 576 thru 579 581	R8 R9 thru R10 S1 thru S3 S4 S71, S72	K5R R3 R4, R5 R6 R7	J54 K1, K2 K3A thru K3E K4 K5L, K5	H82 thru H84 J51 J52 J53	G142 thru G144 G145, G146 G147 G148	F29L thru F32L F32R F33L/R F35L/R, F37 F39L/R	FORI /B	COORDINATES	
						N59 38.4 E017 55.1 N59 38.3 E017 55.1 N59 38.3 E017 55.2	N59 38.3 E017 55.8 N59 38.3 E017 55.9 N59 38.5 E017 55.3 N59 38.4 E017 55.3 N59 38.4 E017 55.2	N59 39.5 E017 57.8 N59 38.5 E017 55.5 N59 38.4 E017 55.6 N59 38.4 E017 55.7 N59 38.3 E017 55.7	N59 39.4 E017 57.3 N59 39.5 E017 57.5 N59 39.5 E017 57.6 N59 39.5 E017 57.8 N59 39.5 E017 57.9	N59 39.5 E017 57.0 N59 39.5 E017 57.3 N59 39.4 E017 57.3 N59 39.4 E017 57.4	N59 39.3 E017 N59 39.3 E017 N59 39.3 E017	E017			
										1 1 1 1	117			1	
	Operators applying U.S. below 150m.	B 125m C 150m	Approved Operators HIRL, CL & mult. RVR req A	LVP must be in Force	JAR-OPS				• HST-XC • TAKE-OFF RUN A' RWY 08: From rwy head twy XC int	1 twy WC int 08 HIRL (60m) CL 26 HIRL (60m) CL	19L HIRL (60m) CL O HST-WE, WF O O TAKE-OFF RUN AV RWYY OIR: From rwy head		01L HIRL (60m) CL 19R HIRL (60m) CL	RWY	
	g U.S. Ops Specs: CL r	150m 200m	RL, CL & mult. RVR req	LVP m					AVAILABLE 8202' (2500m) 6148' (1874m)	7044' (2147m) (30m) HIALS SFL PAPI-L(3.0°) (30m) HIALS PAPI-L(3.0°)	(15m HST 'AII	### ##################################	HIRL (60m) CL (30m) HIALS-II TDZ PAPI-L(3.0°) ① RVVR 19R HIRL (60m) CL (30m) HIALS PAPI-L(3.0°) ② RVVR	ADDITIO	6 M
0	equired below 3	200m 250m	RL & CL	LVP must be in Force	TAKE-OFF					R) R)	PI-L(3.0°) G RVI		.PI-L(3.0°) () RVF 0°) (2) RVF	ONAL RUNWAY	MIEPPESEN
© JEPPESEN SANDERSON, INC., 2001, 2004. ALL RIGHTS RESERVED.	Ops Specs: CL required below 300m; approved guidance system required	250m 300m	RCLM (DAY only) or RL	All Rwys	F ■				RWY 26: From rwy head twy XE int	twy WF int	WY 19L:	rom rwy head twy YJ int twy YJ int		ADDITIONAL RUNWAY INFORMATION LANDING BEYOND— Threshold Glide Slope	SEN Eff 12 May
JN, INC., 2001, 2004	Jidance system r	400m	RCLM (DAY only) or RL						8202' (2500m) 4413' (1345m)	7044' (2147m) 7037'2145m	7248'	10,830' (330 lm) 8241' (2512m) 7310' (2228m)		SABLE LENGTHS BEYOND————————————————————————————————————	STOCKHOLM,
4. ALL RIGHTS R	required	500m	NIL (DAY only)	-					500m) 345m)	147m)	500m)	301m) 512m) 228m)		TAKE-OFF	ILM, SW ARL
ESERVED.		я	nly)							148' 45m	45m		148' 45m	WIDTH	SWEDEN ARLANDA





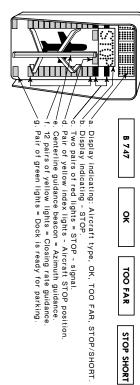
Notice: After 13.10.2065 0901Z this chart should not be used without first checking JeppView or NOTAMs.

ESSA/ARN 8 OCT 04 (10-9D) Nasadar # STOCKHOLM, SWEDEN ARLANDA



A. DESCRIPTION

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



B. DOCKING

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

CHANGES: Chart reindexed. © JEPPESEN SANDERSON, INC., 1998, 2004. ALL RIGHTS RESERVED.

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 19-05.

Notice: After 13.10.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs

ESSA/ARN # JEPPESEN STOCKHOLM, SWEDEN

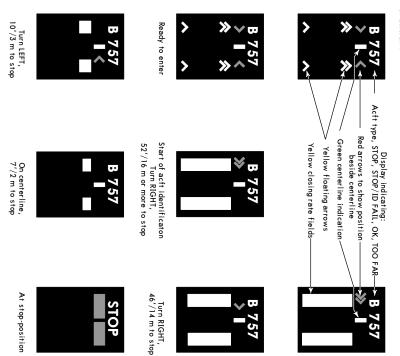
8 OCT 04 (10-9E)

ARLANDA

VISUAL DOCKING GUIDANCE SYSTEM (SAFEDOCK)

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

A. DESCRIPTION



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.

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

When the aircraft is 52'/16 m from the stop-position, the closing rate starts indication of "Distance to go" by turning off one pair of LED's for each 2'/0.5 m the aircraft advances identification is not made 39'/12 m before the stop-position, the system will show "STOP" and "ID FAIL" and the azimuth guidance field will turn red. The aircraft will now During approach into the gate, the aircraft will be identified. If, for any reason,

be identified, and the docking can proceed.

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

CHANGES: Chart reindexed. © JEPPESEN SANDERSON, INC., 1998, 2004. ALL RIGHTS RESERVED.

Notice: After 13:10:2005 09012 this chart should not be used without first checking JeppView or NOTAMs.

ESSA/ARN

STOCKHOLM, SWEDEN

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 19-05.

Notice: After 13.10.2005 09012 this chart should not be used without first checking JeppView or NOTAMs

PANS OPS 4

□ ○ □ ▷ BRIEFING STRIP ESSA/ARN ARLANDA 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. Gnd speed-Kts ILS GS 3.00° or D-ATIS Arrival 119.0 OC Descent Gradient 5.2% INITIAL APPROACH FIX INITIAL APPROACH FIX AR-OPS 2500′ (GS out) *109.9 % D10.0 ARL ASS 200 RVR 550m BALVI D11.3/ R-295 ARL ES(R)-16B -330 LNA *109.9 SSA ES(R)-16C ALTITUDE 298'(200') LS D8.3 ARL ES(R)-16A Apch Crs % STRAIGHT-IN LANDING RWY 01L *-006° 118. RVR 1000m 377 ARLANDA— 485 90 2080 **OM** D4.8 ARL 1390′ (1292′) - ARLANDA-539 100 Eff 7 Juli (11-1 1440 North 121.92 006 RVR 1400m RVR 1000m R R 2 Š 647 **D5.0** ARL 900m 05.5 755 м*да(н)* **500′** (*402′*, 140 1760′ LOC (GS out) D4.8 ARL GS1390' 01.0 298' (200') 862 160 186 E NO DA(H)AR. 121.97 PAPI HIALS RVR 1500m 1440 RVR 2000m RVR 1800m Apt Elev 137' OR DME ILS GS 350' TEBBY TEB passing OM unless otherwise instructed. If unable, inform ATC immediately. approach track maintain 160 KT IAS or more until When established on final Vectored to final approach From IAF acft will be Radar West 121.7 RWY 600 which D1.0ARL ever ARL VOR 98′ 120 TCH 56' -090° 1700′ 2500 MSA ARL VOR RWY 011 98' Rwy 01 1900′ 360°-810' ____270 2200′ r

ESSA/ARN ARLANDA 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. Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m. D-ATIS Arrival MHA 2500 NAX IAS 170 KI JAR-OPS INITIAL APPROACH FIX INITIAL APPROACH FIX *109.9 speed-Kts 006° *109.9 SSA D10.0 ARL ASS 700 ES(R)-16B Kwy Elev: 3 hPa Aircrew & Acft Certification Required. 3.00° BALVI 330 LNA ES(R)-16C 377 70 **D8.3** ARL ARLANDA Tower 118.5 485 90 100 ES(R)-16A % Apch Crs Final -006° P.116.0 ARL 539 to D5.0 ARL 185° 5.0 ARLANDA— 647 120 140 **OM** D4.8 ARL JEPPESEN
1 JUL 05
11-1A) CAT 1390′(1292′) **D8.3**ARL ARL 348 WA 755 STRAIGHT-IN LANDING RWY 01L
CAT II ILS
ABCD 86° North 121.92 006 Ž 8 D5. 0 ARL 862 RA 107' DA(H) 198'(100') RVR 300m **OM** D4.8 ARL GS1390' D1.0 ARL RA 107' 186 Trans level: By ATC PAPI 121.97 STOCKHOLM II VOR DME ILS Apt Elev 137' GS 350' D 117.1 TEB passing OM unless otherwise instructed. If unable, inform ATC immediately. approach track maintain 160 KT IAS or more until From IAF acft will be Radar Vectored to final approach. When established on final 600'which past
ever ARL VOR West 121.7 RWY 98′ TCH 56' 18-10 359° 090°-1700′ 2500 MSA ARL VOR rans alt: 5000' RWY 011 98' Rwy 01 SWEDEN 1900′ 360°-270 330° 2200′

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

CHANGES: Missed apch.

© JEPPESEN SANDERSON, INC., 2000, 2005. ALL RIGHTS RESERVED

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 19-05.

Notice: After 13.10.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs

**109.9 006° 1390′(1292′) 270 (2007)

**WISSED 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 VOR, whichever is later. Turn LEFT to OHT NDB for a new instrument approach.

Trans level: By ATC PANS OPS 4

□ ∩ □ > ESSA/ARN ARLANDA Gnd speed-Kts ILS GS 3.00° or D-ATIS Arrival OC Descent Gradient 5.2% AR-OPS INITIAL APPROACH FIX 2500′ % D10.0 ARL 200 RVR 550m BALVI D11.3/ R-295 ARL ES(R)-16B .330 LNA *109.9 SSA ES(R)-16C 298'(200') Ę D8. 3 ARL ES(R)-16A STRAIGHT-IN LANDING RWY 01L *-006° Final 118. P116.0 ARL RVR 1000m 377 70 485 90 ARLANDA— - ARLANDA-D8.3 539 001 North 121.92 006 RVR 1000m R K 2 120 1865 647 900m 755 140 W07 ,02E LOC (GS out) D1.0 MM out A 862 160 186 E NO AR. 121.97 PAPI PAPI RVR 1500m RVR 1800m Apt Elev 137' NDB DME ILS **MM** GS 350' D 117.1 TEB From IAF acft will be Radar Vectored to final approach. When established on final passing OM unless otherwise instructed. If unable, inform approach track maintain 160 KT IAS or more until 600 which past ever ARL VOR west 121.7 TCH 56 18-10 1700′ 2500 MSA OHT Lctr RWY 01L 98' Rwy 011 1900′ 360°-2200′ 330°

ESSA/ARN ARLANDA 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. Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m. Gnd speed-Kts D-ATIS Arrival AR-OPS INITIAL APPROACH FIX INITIAL APPROACH FIX *109.9 2500′ 006° *109.9 SSA D10.0 ARL ASS 700 3.00° ES(R)-16B Rwy Elev: 3 hPa Aircrew & Acft Certification Required. R-295 ARL BALVI DII.3/ 330 LNA ES(R)-16C 377 70 D8.3 ARL ARLANDA Tower 118.5 485 ES(R)-16A % Apch Crs 90 Final ~900° P116.0 ARL 539 120 647 370 OHT JEPPESEN
1 JUL 05
11-2A) CAT 1390'(1292') D8.3 348 WA STRAIGHT-IN LANDING RWY 01L
CAT II ILS 755 North 121.92 -186 0069 Ž <u>8</u> 160 862 э_{А(Н)} **198′**(100′ RVR 300m ABCD RA 107' GS1390 W07 D1.0 ARL 186 Trans level: By ATC 121.97 HIALS. II NDB DME ILS Apt Elev 137' GS 350' passing OM unless otherwise instructed. If unable, inform From IAF acft will be Radar Vectored to final approach. When established on final approach track maintain 160 KT IAS or more until D 117.1 ATC immediately. STOCKHOLM 0.6 West 121.7 RWY 600 which- Dast 98′ ever ARL VO 18-10 TCH 56 359° 090° 1700′ 2500 MSA OHT Lctr Š rans alt: 5000' RWY 011 98' Rwy 011 SWEDEN 1900′ 360° 270 330° 2200′

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

CHANGES: Missed apch.

RVR 1400m

RVR 2000m

© JEPPESEN SANDERSON, INC., 2000, 2005. ALL RIGHTS RESERVED.

BRIEFING STRIP ESSA/ARN ARLANDA wissed 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. ILS GS 3.00° or (GS out) OC Descent Gradient 5.2% Gnd speed-Kts INITIAL APPROACH FIX D-ATIS Arrival 119.0 MHA 2500 AX IAS 170 KT INITIAL APPROACH FIX event of radio failure see *109.35 AS1 200 RVR 550m BALVI D11.3/ R-295 ARL ES(R)-16B ASE DME ALTITUDE 006° *109.35 TSA ES(R)-16C 4000′ D12.6 ASE 337'(200' E ~~006°_ ES(R)-16A 3480′ 006° Apch Crs Final STRAIGHT-IN LANDING RWY OIR RLANDA Tow 125.12 RVR 1000m 377 wy Elev: 5 hPa P 116.0 ARL 1890 3160′ ARLANDA (114.45) ASE 485 90 348 WA 1890'(1753') 539 100 ARLANDA— Eff 7 Jul GS 1890 17-50 0060 North 121.92 2840′ RVR 1400m RVR 1000m R R <u>W</u> 647 120 900m 755 мда(н) **500′** (363′) 140 D12.6 **D4.5**ASE 2520′ LOC (GS out) 160 862 337' (200') **D4.5** ASE E NO DA(H)D1.0 Trans level: By ATC ASE 2 2210′ 121.97 RVR 1500m RVR 2000m RVR 1800m PAPI **MM** GS 370' 6.0 1890' Apt Elev 137' NDB DME ILS D 117.1 From IAF acft will be Radar Vectored to final approach. When established on final immediately. otherwise instructed. If unable, inform ATC passing D4.5 ASE unless approach track maintain 160 KT IAS or more until West 121.7 RWY 137' 600' i D1.0 ASE which past A ever ASE DME 5.0 1570' EB TCH 51 359° 0900 1250 1700′ RWY 01R 1 37' 2500 1900' rans alt: 5000 MSA CG Lctr Rwy 01R 3609 1700' 040° 2200′ 270 930

CHANGES: Procedure.

© JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED

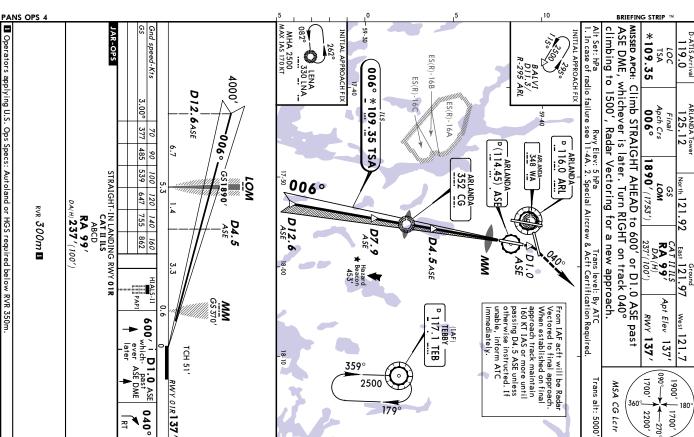
CHANGES: Procedure.

© JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED

ESSA/ARN ARLANDA 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. D-ATIS Arrival *109.35 AST 201 ARLANDA Tow 006° Apch Crs Final AJEPPESEN 1890'(1753') North 121.92 W07 RA 99' DA(H) 237'(100' East 121.97 II NDB DME ILS Apt Elev 137' STOCKHOLM West 121.7 RWY 137' 090° 1700′ 1900′ rans alt: 5000' MSA CG Lctr Rwy 01R SWEDEN 360° 2200′ 1700′ 270

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 19-05.

Notice: After 13.10.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs



ARLANDA

D-ATIS Arrival
119.0 Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 19-05.

Notice: After 13.10.2055 09012 this chart should not be used without first checking JeppView or NOTAMs. 125.12 North 121.92 East 121.97 W01 7 Juli (11-4) LOS (11-4) COMM DA(H)NDB DME ILS Rwy 01R Apt Elev 137' West 121.7 090°-

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 19-05.

Notice: After 13.10.2005 09012 this chart should not be used without first checking JeppView or NOTAMs

BRIEFING STRIP TH 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. ILS GS 3.00° or LOC Descent Gradient 5.2% Gnd speed-Kts TSA *109.35 (GS out) 8 RVR 550m ES(R)-16B -006° *109.35 TSA 1, OASE ES(R)-16C ALTITUDE ASE DME 337'(200') **D7.9** A SE ILS ES(R)-16A Final Apch Crs **006**° STRAIGHT-IN LANDING RWY OIR RVR 1000m 377 _006°_ P(114.45) ASE 485 1890 90 2210′ 348 WA 1890′(1753′) P 116.0 ARL 539 100 ARLANDA— 17-50 W_O1 0060 RVR 1400m RVR 1000m R R 647 120 900m мра(н) 500′ (363′, 755 140 **D4.5**ASE 1890′ LOC (GS out) 337'(200', 160 862 HIN **D4.5** ASE ASE 186 7 Hazard * Beacon 453' rans level: By ATC TEBBY TEB RVR 2000m RVR 1800m RVR 1500m 1570′ D4.0 ASE PAPI GS 370' When established on final approach track maintain 160 KT IAS or more until passing D4.5 ASE. RWY 137' 600' i D1.0 ASE which past A ever ASE DME TCH 51' 4.0 1250 359° 2500 1700′ RWY 01R 1 37' 1900' | 1700' MSA CG Letr 360° 930' 2200' 040° 270

CHANGES: New procedure.

© JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.

CHANGES: New procedure.

© JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED

ΡΔΝ	S OPS 4					,5 ,		,0		,5		,10			RRIFFIN	IG STRIP ^{IN}		
	3 0.0 4	JAR-OPS	Gnd speed-Kts		2500' 2500'	-41		- 59-30 (006°	ES(R)-16B ES(R		25	59-40		Alt Set: hPa Special Aircrew &			D-ATIS Arrival	ESSA/ARN ARLANDA
☐ Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m. → INDESCRIPTION OF THE PROPERTY OF THE PROPERT		_	70 90 3.00° 377 485	D7.9 ASE		1.40	7	*109.35 TSA	ES(R)-16C — Internal Management of the Company of t	MINISTRACTION OF THE PROPERTY	[1].A	ARL 348		Alt Set: hPa Special Aircrew & Acft Certification Required.	MISSED APCH: Climb STRAIGHT AHEAD to 600° or D.1.0 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.	Apch Crs 006 ° 1	ARLANDA Tower	1 JUL eff 7
: Autoland or HGS I	RVR 300m 1	STRAIGHT-IN LANDING CAT II ILS ABCD RA 99' DA(H) 237'(100	140	4	LOM 1860 D4.5	17-50	006°	D7. 9		ARLANDA 352 CG	P (114.45) ASE	ARLANDA 348 WA	arlanda 116.0 ARL	: 5 hPa Required.	AHEAD to 600' RIGHT on track /er occur latest, n.	GS 1890' (1753')	North 121.92	RJEPPESENLOST COM
required below RVR	0m 🖬	NDING RWY 01R I ILS 2D 99'	HIALS-II	3.3		18-00	D11:0	Hazard Hazard	D4.5 ASE (IAF) TEBBY D 117.1 1		ASE	ONO ASE	\square	Trans level: By ATC	or D1.0 ASE pa 040° climbing t , turn RIGHT for	RA 99' A _F DA (H) 237'(100')	Ground East 121.97	EN LOST COMM
VR 350m.		- -	.6 0 i 1 600 / i 1 ever	TCH 51'		18-10	3	359° (f	TIEB TO THE TOTAL THE TOTA	approach track maintain 160 KT IAS or more until passing D4.5 ASE.	When establis	·~	0	ATC	st ASE o 2500'. r CG NDB	37' 0	west 121.7	NDB DME ILS F
NI BIGHTS DESERVED		- 2	O1.0 ASE 040° ASE DME	RWY 0 IR 137 ′		1	1	2500		c maintain more until \SE.	hed on final			Trans alt: 5000′	MSA CG Lctr	090° — 270° 1700′ 2200′	180°	N SWEDEN

ESSA/ARN ARLANDA Descent Gradient 5.33% or MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to 2000', turn LEFT to ARI MISSED APCH: Descent angle Alt Set: hPa for a new approach. INITIAL APPROACH FIX *109.55 D-ATIS Arrival 119.0 WSW 2007 2500′ ALTITUDE ARL DME BALVI D11.3/ R-295 ARL Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 19-05.

Notice: After 13.10.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs D9. OARL RVR 1300m RVR 1200m RVR 1600m RVR 1400m ES(R)-16B Climb STRAIGHT AHEAD to 1500', Radar Vectoring STRAIGHT-IN LANDING RWY 08 Apch Crs **072**° Final - 59-45 118.5 D6.6 ARL ES(R)-16A 378 мра(н) **500′** (392′ 70 **D6.6** ARL [FLØ8] Rwy Elev: 4 hPa 990′ 486 8 2500' (2392') D4.0 D3.0ARL 540 100 Eff 7 Jul 072° *109.55 WSA D6.6 ARL - ARLANDA-_252° North 121.92 120 648 755 1670′ .0 D4. OARL RVR 2000m RVR 1800m RVR 1500m 140 P 116.0 ARL 13.0507 to D4.0 ARL 254° 4.0 500'(392') 1360 863 160 **D3.0** ARL [30 YOR] East 121.97 MDA(H)Trans level: By ATC 3.0 Apt Elev VOR DME LOC STOCKHOLM From IAF acft will be Radar Vectored to final approach. When established on final instructed. If unable, inform ATC immediately. apch track maintain 160 KT IAS or more until passing D3.0 ARL unless otherwise RWY 108' west 121.7 D 117.1 [RWØ8] 1040′ 137′ EB PAPI RWY 08108' 090° [TCH 50'] 1700′ MSA ARL VOR rans alt: 5000 Rwy 08 **SWEDEN** 1900′ 360°-720′ 270 1500 2500[°] 2200′

CHANGES: Chart reindexed. Missed apch.

JEPPESEN SANDERSON, INC., 2000, 2005. ALL RIGHTS RESERVED.

CHANGES: Chart reindexed. Missed apch.

© JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED.

PANS OPS 4 ESSA/ARN ARLANDA 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', Redar 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. ILS GS 3.00° or D-ATIS Arrival OC Descent Gradient 5.2% (GS out) INITIAL APPROACH FIX RWY 19L 98' Š ASU 201 RVR 550m BALVI D11.3/ R-295 ARL DA(H) **298**′(200′) ALTITUDE ILS Apch Crs STRAIGHT-IN LANDING RWY 19L Final RVR 1000m 377 348 WA **MM** GS 330' P 116.0 ARL 485 90 ES(R)-16C 3.0 1320'(1222') 539 100 North 121.92 RVR 1400m RVR 1000m 8 N LEPPESEN 647 120 006° 900m MDA(H) 510' (412', 755 140 (11-6) LOC (GS out) D1.0 ASE MM out 298' (200') 862 160 P NOT <u>10</u> DA(H)-006°-/**D8. 1** ASE ARLANDA O (114.45) ASE 1860 121.97 PAPI 1320′ RVR 1800m RVR 2000m RVR 1500m 5.0 1530 360 DL D4.4 ASE 186° *111.35 USA Apt Elev 137' NDB DME ILS From IAF acft will be Radar Vectored to final approach. When established on final approach track maintain 160 KT IAS or more until 186° STOCKHOLM passing OM unless otherwise instructed. If unable, inform ATC immediately. West 121.7 RWY 98' 000 which past ever ASE p. 1850′ INITIAL APPROACH FIX D11.0ASE SERVEN (1600′ 1900′ MSA DL Lctr R V V SWEDEN 7.0 2170' 2500′ 360 2200′ 1700' 270 191

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 19-05.

Notice: After 13.10.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 19-05.

Notice: After 13.10.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs

PANS OPS 4 BRIEFING STRIP ESSA/ARN ARLANDA 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
Special Aircrew & Acft Certification Required. Gnd speed-Kts D-ATIS Arrival 119.0 JAR-OPS INITIAL APPROACH FIX *111.35 RWY 19L 98' ASU 20 BALVI D11.3/ R-295 ARL ES(R)-16A CH 51' .00° - 59-50 ARLANDA Tower 125.12 186° Apch Crs Final GS330 P 116.0 ARL 485 90 ES(R)-160 1320' (1222') 539 100 STRAIGHT-IN LANDING RWY 19L
CAT II ILS North 121.92 į₽ Š 647 120 140 006 (11-6A) CAT DA(H) **198′**(100′ RVR 300m RA 105' 755 ABCD D1.0 ASE 160 862 D4.4 ASE -006°-Win Trans level: By ATC ARLANDA O(114.45) ASE 1860 HIALS-II 121.97 II NDB DME ILS - ARLANDA 360 DL D4.4 ASE 186° *111.35 USA) Apt Elev 137' approach track maintain 160 KT IAS or more until passing OM unless otherwise instructed. If unable, inform ATC immediately. .186° From IAF acft will be Radar Vectored to final approach. When established on final west 121.7 RWY 98' 000 D8. 1ASE D1.0ASE ch- past er ASE DME INITIAL APPROACH FIX D11.0ASE SERVEN (0900 1600′ 1900′ rans alt: 5000 MSA DL Lctr **₽ ∀** 2500′ 360 1700 2200′ 270 . 191 18-20

CHANGES: Chart reindexed. Missed apch.

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

© JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED

CHANGES: Chart reindexed. Missed apch.

© JEPPESEN SANDERSON, INC., 2000, 2005. ALL RIGHTS RESERVED

BRIEFING STRIF ESSA/ARN ARLANDA 0 Gnd speed-Kts 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' - 59-50 Rwy Elev: 4 hPa Tra LOC lateral range on apch line limited to 18 NM within sector sector ±10° to 35°. RWY 19R 1 18' urn RIGHT to LA NDB for a new instrument approach. OC Descent Gradient 5.2% (GS out) AR-OPS D-ATIS Arrival *110.7 186° *110.7 NSA 119.0 RVR 550m ASN 201 R-295 ARI DA(H) 318'(200') 116.0 ARL ALTITUDE to D5.0 ARL 008° 5.0 ARL DME ARLANDA-TRAIGHT-IN LANDING RWY 19R TCH 51′ Apch Crs ARLANDA Tower 186° RVR 1000m Final 118.5 ALS out 377 70 ES(R)-16A 485 17-50 90 870 1400′ (1282′) D10.0 RVR 1000m RVR 1400m RVR 900m Eff 7 Jul 539 100 006° North 121 MDA(H) 500' (382', 647 120 OM D4.7 ARL GS 1400' MM out 755 140 FIN NOT 190' 8 .92 1860 318' (200') 160 862 105.0 ARL **D8. 1** ARL **D5.0** ARL DA(H)East 121.97 RVR 2000m - ARLANDA-404 LA RVR 1800m RVR 1500m ಕ್ಕ -006°-From IAF aircraft will be Radar Vectored to final approach. When established on final approach track maintain 160 KT IAS or more until passing OM unless otherwise instructed. If unable, inform ATC 1500 and limited to 10 NM within immediately 1500′ VOR DME ILS Apt Elev 137' A STOCKHOLM 186°-RWY 118' West 121.7 D8. 1ARL 1820′ INITIAL APPROACH FIX PAPI ERKEN 383 ERK 090° D10.0 ARL 1700′ rans alt: 5000' Rwy 19R ARL VOR **SWEDEN** 1900′ ₹ 360° 2140′ 270 2200′ 1500

PANS OPS 4 ESSA/ARN ARLANDA Gnd speed-Kts ILS GS 3.00° or 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. Trans level: By ATC Translove lateral range on apch line within sector 190° range limited to 18 NM; within sector ±10° to 35° range limited to 10 NM. RWY 19R 118' OC or NDB Descent Gradient INITIAL APPROACH FIX RVR 550m FULL 1 ATC *110.7 404 NSA 10C Lctr LA BALVI D11.3/ R-295 ARL D-ATIS Arrival 119.0 RVR 1000m TCH 51 Apch Crs 186° STRAIGHT-IN LANDING RWY 19R
LOC (GS out) RVR 1000m RVR 1400m RVR 900m - ARLANDA-MDA(H)377 Eff 7 Jul 400'(1282') ARLANDA Tower Minimum Alt 485 FT NOT 006 MM out 90 500' (382', 118.5 <u>8</u> 539 100 120 (11-8) RVR 1800m RVR 2000m RVR 1500m 647 <u>8</u> 186 GS1400′ P 116.0 ARL 630' (512') 318' (200') 755 140 % 006° 8 MDA(H)DA(H)NDB - ARLANDA-RVR 1600m RVR 1000m RVR 1200m 862 160 186 186° *11.0.7 NSA B 2 630'(512') From IAF aircraft will be Radar Vectored to final approach. When established on final approach track maintain 160 KT IAS or more until passing OM unless otherwise instructed. If unable, inform ATC .92 RVR 2000m RVR 1500m ILS or NDB STOCKHOLM Apt Elev 137 ALS out RWY 118' East 121.97 18-10 2500′ INITIAL APPROACH FIX PAPI ERKEN 383 ERK 090° 1600′ 1900′ rans alt: 5000 CAT C & D: 2' Min CAT A & B: 2½ Min Rwy 19R MSA LA Lctr SWEDEN 1500 1700′ 121 2200′ 270 18-20

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 19-05.

Notice: After 13.10.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 19-05.

Notice: After 13.10.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs

PANS OPS 4 MISSED APCH: Turn RIGHT(MAX IAS 185KT) onto 300° as soon as practicable and climi to 1500°, Radar Vectoring for a new approach.

MISSED APCH: Turn RIGHT(MAX IAS 185KT) onto 300° as soon as practicable and climit to 1500°, Radar Vectoring for a new approach. ESSA/ARN ARLANDA 0 Gnd speed-Kts - 59-45 DA(H) C: 490'(366')D: 500'(376' OC Descent Gradient 5.2% DA(H) AR-OPS D-ATIS Arrival RWY 26 124' *110.1 (GS out) 119.0 5 RVR 800m 700 " 116.0 ARL CAT A: 430'(306'), CAT B ARLANDA STRAIGHT-IN LANDING RWY 26

ILOC (GS out) ARL DME Apch Crs ARLANDA Tow 252° RVR 1200m TCH 53' Final 125.12 approach track maintain 160 KT IAS or more until passing OM unless otherwise instructed. From IAF aircraft will be Radar Vectored to final approach. When established on final 377 If unable, inform ATC immediately. Rwy Elev: 5 hPa M 485 90 **D3.5** 1420′ (1296′) 460'(336' 790 539 Eff 7 Jul 100 RVR 1000m RVR 1400m RVR 900m North 121. 8 MDA(H) 500'(376' 647 120 onto 300° as soon as practicable and climb **OM** . D5.9 ARL D 117:1 I 755 140 0M 7 072° 0M 7 072° 05.9 ARI 051420' .92 <u>=</u> 862 160 RVR 2000m RVR 1500m RVR 1800m Refer to Minimums DA(H)- ARLANDA — 339 EA ***D6.0** ARL 121.97 1430′ D11.0 ARL D9.4 ARL VOR DME ILS Apt Elev 137 STOCKHOLM MHA 2500 west 121.7 RWY 124' PAPI + 252° *1 ... 1 ESA 1252° **D11.0** ARL 1750′ INITIAL APPROACH FIX ERKEN 383 ERK 090° --- 4--- 270 Refer to Missed Apch above 1700′ MSA ARL VOR SWEDEN Rwy 26 1900′ 360°-2070′ 8.0 2200′ 636'

CHANGES: Chart reindexed. Missed apch. © JEPPESEN SANDERSON, INC., 1998, 2005. ALL RIGHTS RESERVED

CHANGES: Chart reindexed. Missed apch.

© JEPPESEN SANDERSON, INC., 1998, 2005. ALL RIGHTS RESERVED.

