Nasaddar 1 5 APR 02 20-2) Eff 18 Apr STOCKHOLM, SWEDEN STAR

BROMMA

XILAN THREE UNIFORM (XILAN 3U)[XILASU] HAMMAR SIX UNIFORM (HMR 6U)

TRANS LEVEL: BY ATC TRANS ALT: 5000'

122.45

ARRIVALS (RWY 12)

FOR STARS RWY 30 FROM NORTHEAST REFER TO CHART 20-2A FROM NORTHEAST

DESCENT PLANNING
ACTUAL DESCENT CLEARANCE
WILL BE AS DIRECTED BY ATC.
If unable to comply, inform ATC P112.6 HMR N60 16.8 E018 23. At or below **FL190** 100 116.3 NTL

immediately stating reason.

SPEED RESTRICTION

MAX IAS 250 KT below FL100

unless otherwise instructed. N59 31.9 E018 12.5 D 117.1 TEB X TYLAN 3U R-219/D38.5) XILAN N59 39.6 E019 04.6 (114.7 MAR MAX IAS (B)

45.0 E018 46.0

N59 24.1 E017 48.8 394 NB

110.3 SB

2500 725 At or above **2500**′ 335 NAK 9 17.7 E018 1 NOT TO SCALE

Descent to a minimum altitude for an arrival route must not be initiated until an ATC clearance has

Standard Arrival Routes are also noise abatement

routings. Strict adherence to assigned route is mandatory to avoid unnecessary noise disturbance.

CHANGES: STARs renumbered & revised. intercept NTL R-210 to NAK NDB for radar vectoring to RIGHT hand circuit for SB Localizer, proceed to NB Lctr.

XILAN 3U

Intercept TEB R-070 inbound to D12.5 TEB, turn LEFT

Intercept HMR R-157 (NTL R-337 inbound) to NTL VORDME, intercept NTL R-210 to NAK NDB for radar vectoring to RIGHT hand circuit for SB Localizer, proceed to NB Lctr.

Cross HMR VORDME at or below **FL190**, NAK NDB at or

ALTITUDE

Cross NAK NDB at or above **2500'.**

above **2500'.**

ROUTING

HMR 6U

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MEDDESEN TRANS LEVEL: BY ATC TRANS ALT: 5000' 122.45 5 APR 02 (20-2A)HAMMAR FIVE YANKEE (HMR 5Y) Eff 18 Apr STOCKHOLM, SWEDEN BROMMA STAR

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XILAN THREE YANKEE (XILAN 3Y)[XILA3Y] **ARRIVALS** (RWY 30)

SPEED RESTRICTION
MAX IAS 250 KT below FL 100
unless otherwise instructed. DESCENT PLANNING D HAMMAR D 112.6 HMR N60 16.8 E018 23 At or below **FL190** D 116.3 NTL N59 45.0 E018 46.0 FROM NORTHEAST 0 NOT TO SCALE

322 OU N59 19.0 E018 02.8 ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC. If unable to comply, inform ATC immediately stating reason 1109.7 SBA N59 31.9 E018 12.2 D 117.1_TEB At or above 2500' **D32 NTL** N59 16.9 E018 16.2 XIL AN N59 39.6 E019 04.6 (114.7 MAR R-219/D38.5) (F)

clearance has been received. Descent to a minimum altitude for an arrival route must not be initiated until an ATC

Standard Arrival Routes are also noise abatement routings. Strict adherence to assigned route is mandatory to avoid unnecessary noise disturbance.

	route to managery to arous simposessing motor sites and sample of	
STAR	ROUTING	ALTITUDE
HMR 5Y	Intercept HMR R-157 (NTL R-337 inbound) to NTL	Cross HMR VORDME
	VORDME, intercept NTL R-205 to D32 NTL, turn RIGHT	at or below FL190 ,
	to intercept SBA Localizer not below 2200', proceed	D32 NTL at or above
	to OU Letr.	2500'.
XILAN 3Y	XILAN 3Y Intercept TEB R-070 inbound to D13.5 TEB, turn LEFT,	Cross D32 NTL at or
	intercept NTL R-205 to D32 NTL, turn RIGHT to inter-	above 2500 '.
	cept SBA Localizer not below 2200', proceed to	
	OU Letr.	

CHANGES: STARs renumbered & revised.

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ESSB/BMA BROMMA 22.45 *D-ATIS Apt Elev 47' 2. Standard Arrival Routes are also noise abatement routings. Strict adherence to assigned route is Alt Set: hPa Trans level: By ATC Trans alt: 5000.

1. Descent to a minimum altitude for an arrival route must not be initiated until an ATC clearance has been received 6 JUN 03 (20-2B) PEPPESEN Eff 12 Jun STOCKHOLM, SWEDEN

STAR

TINKA FOUR UNIFORM (TINKA 4U)TINK4U] AROS FOUR UNIFORM (ARS 4U) mandatory to avoid unnecessary noise disturbance 1700′ 1900′

090° → 1 ← 270 MSA NB Lctr 2200′

FOR STARS RWY 30 FROM SOUTH & WEST REFER TO CHART 20-2C

STEET MAX 250 KT BELOW FL 100

UNLESS OTHERWISE INSTRUCTED

NOT TO SCALE

TROSA SIX UNIFORM (TRS 6U)

RWY 12 ARRIVALS

FROM SOUTH & WEST

330 LNA N59 32.3 E017 21.5 D 117.1 TEB | N59 31.9 E018 12.2 TEBBY -

-LENA-

TINKA N59 12.3 E016 17.8 1087°+ TINKA 4U P 112.8 ARS At or below **FL110** ROS At or below **FL90** D50 TEB At or above 5000' MAX 170 KT D36 TEB N59 27.1 E017 35.2 (110° brg to NB) 2500 At or above **2500**′ TINKA 4U →× N59 23.2 N59 23.2 E017 28.7 At or above **2500**′ N59 At or above **2500**′ 9 15.7 E017 29.0 D19.5 TRS 388 COR N59 24.1 E017 48.8 CORNER-- BROMMA -394 NB 110.3 SB •

TINKA 4U ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.
If unable to comply, inform ATC TRS 6U ARS 4U immediately stating reason

DESCENT PLANNING

N59 12.4 E017 00.3

116.8 DKR

Ū9 SÄT

At or above 5000'

114.3 TRS 8 56.3 E017 30

TROSA -

D6.5 TRS

CHANGES: New Intercept DKR R-267 inbound to DKR, turn LEFT, DKR R-047 to D19.5 TEB, turn RIGHT to intercept SB not below 2200' to NB. Intercept TRS R-355 via D19.5 TRS (COR) to D27 TRS, turn RIGHT, intercept DKR R-047 to D19.5 TEB, turn RIGHT, intercept SB not below **2200'** to NB. Intercept ARS R-095 to LNA, turn RIGHT to intercept SB not below ROUTING 2200' to NB.

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AROS ARS 112.8 ARS N59 35.2 E016 39.0 ESSB/BMA BROMMA N59 12.3 E016 17.8 TINKA 3Y D TINKA At or below **FL110** 22.45 ARS 4Y *D-ATIS TRS 4Y STAR NOT TO SCALE TINKA 3Y DUNKER 116.8 DKR N59 12.4 E017 00.7 TINKA THREE YANKEE (TINKA 3Y*}TINK3Y]* At or above **5000**′ Intercept ARS R-125, at 054° bearing to OU turn LEFT, intercept DKR R-092, at 003° bearing to OU turn LEFT, intercept TRS R-048 to D26.5 TRS, turn LEFT to intercept SBA not below **2200**′ to OU. Intercept TRS R-048 to D26.5 TRS, turn LEFT to intercept SBA not below Intercept DKR R-267 inbound to DKR, turn RIGHT, DKR R-092, at 003° bearing to OU turn LEFT, intercept TRS R-048 to D26.5 TRS, turn LEFT to intercept SBA not below 2200' to OU. D13 AR: At or below **FL90** STATEM MAX 250 KT BELOW FL 100 D50 TEB 114.3 TRS N58 56.3 E017 30. TROSA FOUR YANKEE (TRS 4Y) UNLESS OTHERWISE INSTRUCTED AROS FOUR YANKEE (ARS 4Y) At or below FL110 **★**R267 Standard Arrival Routes are also noise abatement routings. Strict adherence to assigned route is mandatory to avoid unnecessary noise disturbance 1. Descent to a minimum altitude for an arrival route Alt Set: hPa - TROSA been received. must not be initiated until an ATC clearance has **RWY 30 ARRIVALS** FROM SOUTH & WEST At or above 5000' 6 JUN 03 (20-2C) Eff 12 Jun D36 TE Trans level: By ATC Trans alt: 5000 PEPPESEN N59 15.7 E017 29.0 388 COR CORNER — N59 11.2 E017 39.4 N59 09.5 E018 00.9 ROUTING At or above **2500**′ WILL BE AS DIRECTED BY ATC. If unable to comply, inform ATC immediately stating reason. At or above 5000' 06.5 TRS STOCKHOLM, DESCENT PLANNING TEBBY TEB N59 31.9 E018 12.2 - BROMMA 322 OU 9 19.0 E018 02.8 (At or above **2500**′ **D26.5 TRS** N59 12.8 E018 10.2 TRS 4Y MSA OU Lctr SWEDEN 2200' 2200' STAR

CHANGES: STAR ARS 3Y revised & renumberes 4Y; new format. © JEPPESEN SANDERSON, INC., 2003. ALL RIGHTS RESERVED.

Do not commence approach until 003° bearing to OU, due to risk capturing incorrect

localizer signal

ILEPPESEN 5 APR 02 (20-3) Eff 18 Apr STOCKHOLM, SWEDEN SID

TRANS LEVEL: BY ATC TRANS ALT: 5000' 116.8 DKR N59 12.4 E017 00.7 ARS 2W also noise abatement routings. Strict adherence to assigned route is mandatory to contact Stockholm Control on assigned frequency and climb to 3000' Immediately after take-off avoid unnecessary noise disturbance. Standard Instrument Departure Routes are SID D 112.8 ARS N59 35.2 E016 39.0 AROS-R₩Y ₽ NOT TO SCALE DKR 2W DUNKER TWO WHISKEY (DKR 2W) AROS TWO WHISKEY (ARS 2W) DUNKER TWO ZULU (DKR 2Z) AROS TWO ZULU (ARS 2Z) SPEED RESTRICTION
MAX IAS 250 KT below FL100
unless otherwise instructed. If unable to comply advise ATC These SIDs require a minimum climb gradient of 400' per nm up to 3000'. 400' per nm Gnd speed-Kts | 75 | 100 | 150 358 **DEP ARTURES** (RWYS 12, 30) ROUTING ARS 2W, DKR 2W D114.3 TRS N58 56.3 E017 30.1 500 N59 24.1 E017 48.8 667 394 NB BROMMA 1000 1333 1667 200 322 OU N59 19.0 E018 02.8 **D22 TRS** N59 12.5 E017 58.8 250 300

N59

116.8 DKR 12.4 E017 00. DUNKER-

N59 15.7

388 COR | 59 15.7 E017 29.0

N59 24.1 E017 48.8

394 NB

DKR 2Z DKR 2W ARS 2Z 7 30 Straight ahead to NB Lctr, turn LEFT, intercept ARS R-104 inbound to ARS VORDME. Straight ahead to OU Lctr, turn RIGHT, intercept TRS R-039 inbound to D22 TRS, turn RIGHT, intercept DKR R-089 inbound, when passing TRS R-358 turn RIGHT, intercept ARS R-129 inbound to ARS VORDME. Straight ahead to OU Lctr, turn RIGHT, intercept TRS R-039 inbound to D22 TRS, turn RIGHT, intercept DKR R-089 inbound to DKR VOR. Straight ahead to NB Lctr, turn LEFT, intercept DKR R-059 inbound to DKR VOR.

CHANGES: SIDs completely revised & renumbered. © JEPPESEN SANDERSON, INC., 1991, 2002. ALL RIGHTS RESERVED.

CHANGES: SIDs completely revised, renumbered & transferred.

NOSLI 2W

Straight ahead to OU Lctr, turn RIGHT, intercept TRS R-039 inbound to D22 TRS, turn RIGHT, intercept DKR R-089 inbound, when passing ARL R-204 turn LEFT, intercept ARL R-207 to Nosli Int.

Straight ahead to OU Lctr, turn LEFT, intercept NTL R-212 inbound to

ROUTING

Straight ahead to NB Lctr, turn LEFT, intercept 220° bearing to COR NDB

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209° bearing to

NTL 2W

NTL VORDME

SID

RWY

Immediately after take-off Stockholm Control on assigned frequency and climb to 3000'

If unable to comply advise ATC

400' per nm Gnd speed-Kts

D 1 14.3 TRS N58 56.3 E017 30.1

0

Standard Instrument Departure Routes are also noise abatement routings. Strict adherence to

assigned route is mandatory to avoid unneces-

These SIDs require a minimum climb gradient of 400' per nm up to 3000'.

sary noise disturbance.

N59 04.4 E017 15.5

Nosi 2 E017 24.3

NOSLI 2W

D22 TRS N59 12.5 E017 58.8

322 OU N59 19.0 E018 02.8 BROMMA

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TRANS LEVEL: BY ATC NOSLI TWO WHISKEY (NOSLI 2W) [NOSL2W] NOSLI TWO ZULU (NOSLI 2Z) [NOSL2Z] NORTEL TWO WHISKEY (NTL 2W) **DEPARTURES** BROMM.

NOT TO SCALE

SPEED RESTRICTION
MAX IAS 250 KT below FL100 unless otherwise instructed.

(RWYS 12, 30)

D 116.0 ARL N59 39.2 E017 54.9

N59 45.0 E018 46.0 P 116.3 NTL STOCKHOLM, SWEDEN

SID

Nasaddar 1

5 APR 02

(20-3B)

Eff 18 Apr

STOCKHOLM, SWEDEN

SID

TRANS LEVEL: BY ATC TRANS ALT: 5000' RESNA TWO WHISKEY (RESNA 2W) [RESN2W] RESNA TWO ZULU (RESNA 2Z) [RESN2Z] SPEED RESTRICTION
MAX IAS 250 KT below FL100
unless otherwise instructed. **DEPARTURES** (RWYS 12, 30) BROMMA

RESNA N60 22.0 E018 01.5 △

N59 35.2 E016 39.0 P 112.8 ARS NOT TO SCALE 116.8 DKR 394 NB 394 NB N59 24.1 E017 48.8 **D22.5 ARS** N59 28.5 E017 21.2 These SIDs require a minimum climb gradient of 400' per nm up to 3000'. assigned route is mandatory to avoid unneces-Standard Instrument Departure Routes are also noise abatement routings. Strict adherence to sary noise disturbance. 002⁰ D 116.0 ARL N59 39.2 E017 54.9 D43.1 N59 322 OU 319.0 E018 02.8 N59 45.0 E018 46.0 D116.3 NTL

(°

CHANGES: SIDs completely revised, renumbered & transferred. Straight ahead to NB Lctr, turn LEFT, intercept ARS R-104 inbound to D22.5 ARS, turn RIGHT, intercept DKR R-020 to Resna Int. © JEPPESEN SANDERSON, INC., 1991, 2002. ALL RIGHTS RESERVED

Straight ahead to OU Lctr, turn LEFT, intercept NTL R-212 inbound to NTL VORDME, turn LEFT, intercept NTL R-326 to Resna Int.

ROUTING

Immediately after take-off
If unable to comply advise ATC.
contact Stockholm Control on assigned frequency and climb to 3000'

Gnd speed-Kts 400' per nm

N59 12.4 E017 00.

RESNA 2W RESNA 2Z

30 12

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5 APR 02

(20-3C)

Eff 18 Apr

STOCKHOLM, SWEDEN

BROMMA

SID

R₩Y RANS LEVEL: BY ATC **TINKA** N59 12.3 E016 17.8 TINKA 2W D gradient of These departures require a minimum climb TINKA 2Z avoid unnecessary noise disturbance. Standard Instrument Departure Routes are also noise abatement routings. Strict ad-304' per nm (5%) up to **500'**. herence to assigned route is mandatory to contact TRS 2W Immediately after take-off TRS 2Z SPEED RESTRICTION
MAX IAS 250 KT below FL100 unless otherwise instructed Climb straight ahead to If unable to comply advise ATC.

Stockholm Control on assigned frequency and climb to 3000' R₩Y 30 30 12 RWY 12 N59 12.4 E017 00.7 TINKA TWO WHISKEY (TINKA 2W) [TINK2W] 116.8 DKR Straight ahead to OU Lctr, turn RIGHT, intercept TRS R-039 inbound to D22 TRS, turn RIGHT, intercept DKR R-089 inbound to DKR VOR, intercept DKR R-267 to Tinka Int. Straight ahead to NB Lctr, turn LEFT, intercept 220° bearing to COR NDB, turn LEFT, 199° bearing, intercept TRS R-336 inbound to TRS VORDME. Straight ahead to OU Lctr, turn RIGHT, intercept TRS R-039 inbound to TRS VORDME. Straight ahead to NB Lctr, turn LEFT, 270° track, intercept TEB R-249 to Tinka Int. N58 56.3 E017 30.1 ^D 114.3 TRS TINKA TWO ZULU (TINKA 2Z) *[TINK2Z]* OMNIDIRECTIONAL DEPARTURES \triangleright 500', then depart omnidirectional TROSA TWO WHISKEY (TRS 2W) N59 15.7 E017 29.0 TROSA TWO ZULU (TRS 2Z) 388_COR CORNER-(RWYS 12, 30) N59 06.8 E017 22.3 **DEPARTURES** TINKA 2Z (RWYS 12, 30) ROUTING 304' per nm These SIDs require a minimum climb gradient of 400' per nm up to 3000'. Gnd speed-Kts 400' per nm Gnd speed-Kts D TINKA 2W ROUTING N59 24.1 E017 48.8 75 100 150 200 250 300 500 667 1000 1333 1667 2000 380 75 394 NB 506 100 760 150 N59 19.0 E018 02.8 NOT TO SCALE **D22 TRS** N59 12.5 E017 58.8 200 250 300 1013 1266 1519 N59 31.9 E018 12.2 D 117:1_TEB BROMMA-EBBY-

Climb straight ahead to

700', then depart omnidirectional

ESSB/BMA Apt Elev 47' 213.5°/13.3 from TEB 117.1 *D-ATIS 152' RWY 12: Climb STRAIGHT AHEAD with minimum 310'/NM (5.0%) to minimum turning alt 500'.
Continue climb to appropriate MSA. TAKE-OFF RUN AVAILABLE RWY 30: Climb STRAIGHT AHEAD to minimum turning alt 700'. Continue climb to appropriate MSA. Operators applying U.S. Ops Specs: CL required below 300m. IAR-OPS Arriving traffic Rwy 12 shall vacate via twys D, E, F, G or B and arrivals Rwy 30 shall vacate 59-21 from rwy head twy int A via twys D, C or A. O 14 C) 17-55 Ü HIRL (60m) HIALS PAPI-L (angle 3.5°)
HIRL (60m) HIALS REIL PAPI-L (angle 3.5°) 122.45 Ö LVP must be in Force RCLM (DAY only) or RL 17-55 128′ (60m) HIALS PAPI-L (angle 3.5°) Ö 107 5472' (1668m) 5801' (1768m) O O FOR PARKING
POSITIONS
SEE 10-9A 150′ الم 158′ O 164′ OMNIDIRECTIONAL DEPARTURE PROCEDURE O ADDITIONAL RUNWAY INFORMATION 194 22 NOV 02 126′ competence ar ပ ပ TAKE-OFF

& DEPARTURE PROCEDURE Rwy 30: from rwy head twy int B Limit of ATC 99' , 17-56 Masaddar 12 NOT APPLICABLE 187 (20-9) RCLM (DAY only) or RL All Rwys Feet 400m RVR RVR 5472' (1668m) 5738' (1749m) LANDING *Tower 18.1 400 141 17-57 SABLE LENGTHS STOCKHOLM, SWEDEN BROMMA N59 21.3 E017 56.5 4744' 1446m 140 80-COMPASS BASE NIL (DAY only) *Information (outside TWR hrs) 500m 0 141′× 7, 236 148' 45m

STAND No

INS COORDINATES

COORDINATES

CAUTION:
At N PARKING make use of chocks.

N59 21.3 N59 21.3 N59 21.4 N59 21.4 N59 21.4

8 E017 56.7 8 E017 56.6 4 E017 56.6 1 E017 56.5

17-56.3

17-56.4

17-56.5

⊕≱

16 thru 21

11, 12 13, 14 15 5

N59 21. N59 21. N59 21. N59 21.

3 E017 56.7 4 E017 56.7 4 E017 56.6 5 E017 56.6 6 E017 56.7

22, 23

N59 21.4 E017 56.8

59-21.3

of land

Control Tower 59-21.3 59-21.4

 \blacksquare

RAMP

Limit of ATC — competence area

BLAST

TERMINAL

CHANGES: See other side.

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CHANGES: Coordinates.

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ESSB/BMA 22 NOV 02 (20-9A) Nasaddar STOCKHOLM, SWEDEN

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N PARKING 13 FENCE 17-56.9

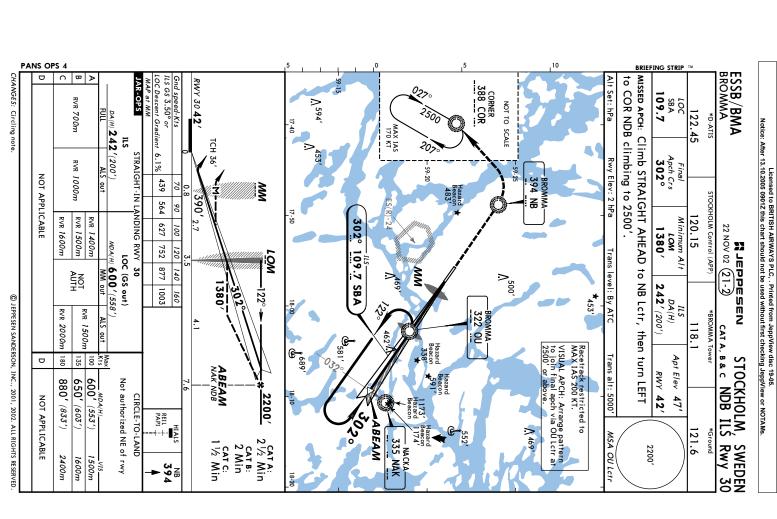
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STOCKHOLM, SWEDEN

PANS OPS 4 ESSB/BMA BROMMA CAT B&C: 2500 CAT A: 2 Min MISSED APCH: Climb on 122° to OU Lctr, then turn RIGHT to - 59-20 COR NDB climbing to 2500'. ILS GS 3.50° or LOC Descent Gradient 6.1% Alt Set: hPa VISUAL APCH: Arrange pattern to join final apch via NB Lctr at 2500' or above. 110.3 RVR 550m 122.45 *D-ATIS 388_COR DA(H) 246'(200', 2200 Rwy Elev: 2 hPa Final Apch Crs 122° RVR 1000m STRAIGHT-IN LANDING RWY 12 1720 439 NOT APPLICABLE 564 RVR 1200m RVR 1000m 627 Minimum Alt 22 NOV 02 (21-1) WOT 1720′ WO7 122° 110.3 SB 752 мда(н) **500′** (454′) Trans level: By ATC LOC (GS out) 877 MM out A NOT 1003 160 246' (200') 3.7 DA(H)RVR 2000m 394 NB RVR 1500m 330 CAT A, B & C NDB ILS RWY 118.1 Λ_{500′} ξį 180 135 Apt Elev 100 Trans alt: 5000 RWY PAPI -590'(543') TCH 51 322 OU 453 880'(833') 650'(603') Not authorized NE of rwy 47' 46′ NOT APPLICABLE CIRCLE-TO-LAND 581′ 322 1700′ RWY 12 46' on 122° Hazard Beacon 1900′ 2400m 1600m 1500m 2200' . SI

CHANGES: Circling note.

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ESSB / BMA

PPESEN

STOCKHOLM, SWEDEN

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PANS OPS 4 ESSB/BMA BROMMA 2500 - 59-20 COR NDB climbing to 2500'. 1½ Min 2200' Gnd speed-Kts Alt Set: hPa NB Lctr to MAP AR-OPS VISUAL APCH: Arrange pattern to join final apch via NB Lctr at 2500 or above. R√R R R 122.45 *D-ATIS 388_COR. 1000m 1200m STRAIGHT-IN LANDING RWY 12 мра(н) **520′** (474′) Rwy Elev: 2 hPa NOT APPLICABLE 90 TOCKHOM Control (APP) 100 120 140 6 618 741 865 12 2:35 2:09 1:51 22 NOV 02 (26-RVR 2000m RVR 1500m 1720 NB Lctr Trans level: By ATC 160 988 1:37 394 NB BROMMA: o 180 100 BROMMA Tower 118.1 590'(543') 880'(833') 650'(603') CATA, B&C NDB RWY Apt Elev 47' Not authorized NE of rwy rans alt: 5000 NOT APPLICABLE RWY 46' CIRCLE-TO-LAND PAPI-322 OU 322 2400m 1700′ 1600m RWY 12 46' __ VIS __ 1500m MSA NB Lctr 1900′ 2200′ 122°

CHANGES: Circling note.

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ESSB/BMA BROMMA CORNER 388 COR MISSED APCH: Climb STRAIGHT AHEAD to NB Lctr, then turn LEFT to COR NDB climbing to 2500'. Descent Gradient
OU Lctr to MAP Gnd speed-Kts Alt Set: hPa RWY 30 42' AR-OPS NAK 335 NOT TO SCALE 122.45 RVR 1600m RVR 1500m RVR 1400m *D-ATIS Final Apch Crs **302°** STRAIGHT-IN LANDING RWY 30 Rwy Elev: 2 hPa 432 556 3:00 2:20 м*да(н)* **600′** (558′ NOT APPLICABLE 0 2:06 1:45 1:30 1:19 120.15 22 NOV 02 (26-2) OU Letr OU_Lctr Masaddar RVR 1500m RVR 2000m Trans level: By ATC <u>322</u> 0.U BROMMA-600'(558') MDA (H) *BROMMA Tower 118.1 STOCKHOLM, SWEDEN *NAK NDB* 105° VISUAL APCH: Arrange pattern to join final apch via OU Lctr at 2500' or above. Racetrack restricted to MAX IAS 200 KT. o 180 135 8 Apt Elev Trans alt: 5000' RWY 600' (553') 650' (603') 880' (833') Not authorized NE of rwy MDA(H) NOT APPLICABLE CIRCLE-TO-LAND 42 47' 2200' PAR MSA NAK NDB 121.6 335 NA - 285° 1½ 2200′ 2400m 1600m 1500m SIA 394 8