

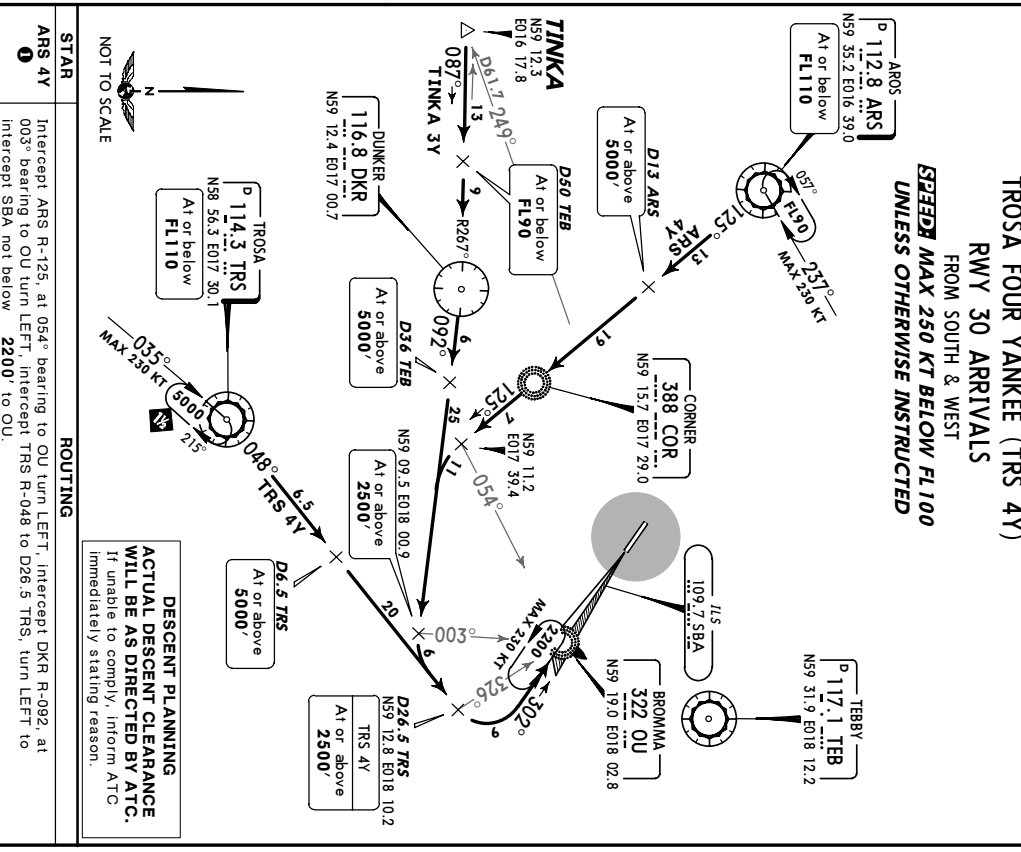
[illegible]

<p><b>ESSB/BMA</b> BROMMA</p>	<p><b>JURPESSEN</b> STOCKHOLM, SWEDEN</p>	<p><b>STAR</b></p>
<p>6 JUN 03</p>	<p><b>(20-2C)</b> <b>Eff 12 Jun</b></p>	
<p>*PATIS <b>122.45</b></p>	<p>Apt Elev <b>47'</b></p>	<p><b>2200'</b></p>

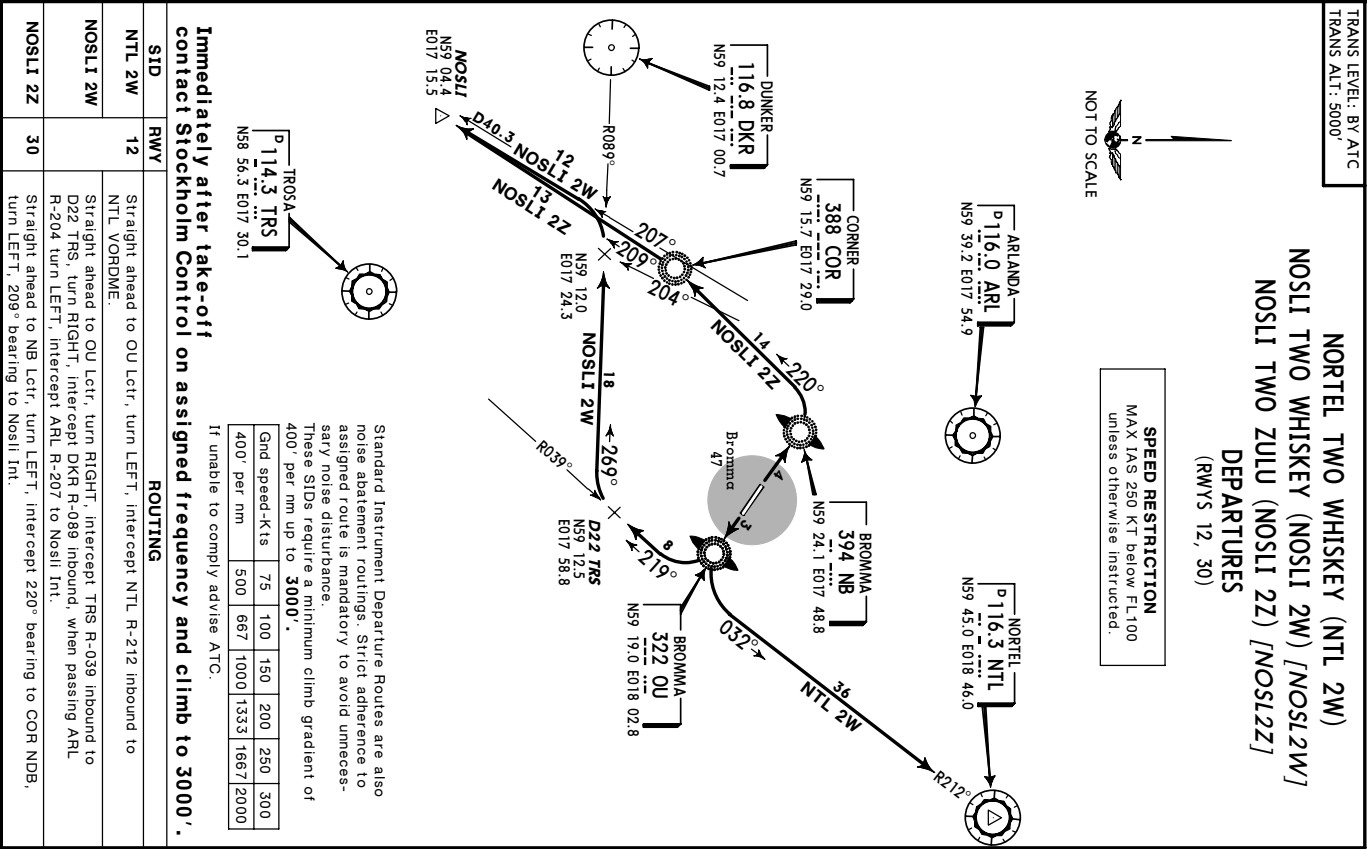
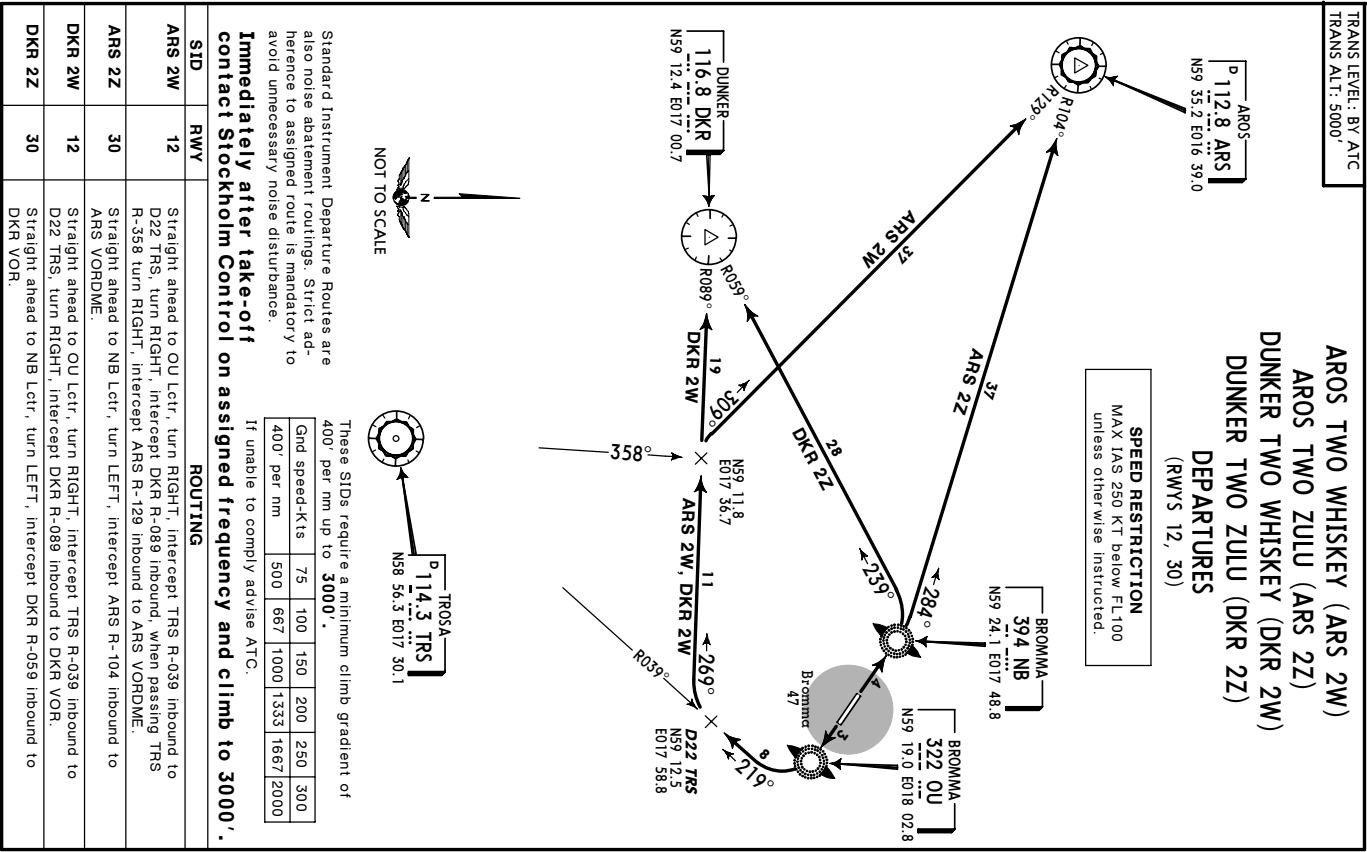
AROS FOUR YANKEE (ARS 4Y)  
TINKA THREE YANKEE (TINKA 3Y)  
TROSA FOUR YANKEE (TRS 4Y)

RWY 30 ARRIVALS

**SPEED MAX 250 KT BELOW FL100  
UNLESS OTHERWISE INSTRUCTED**

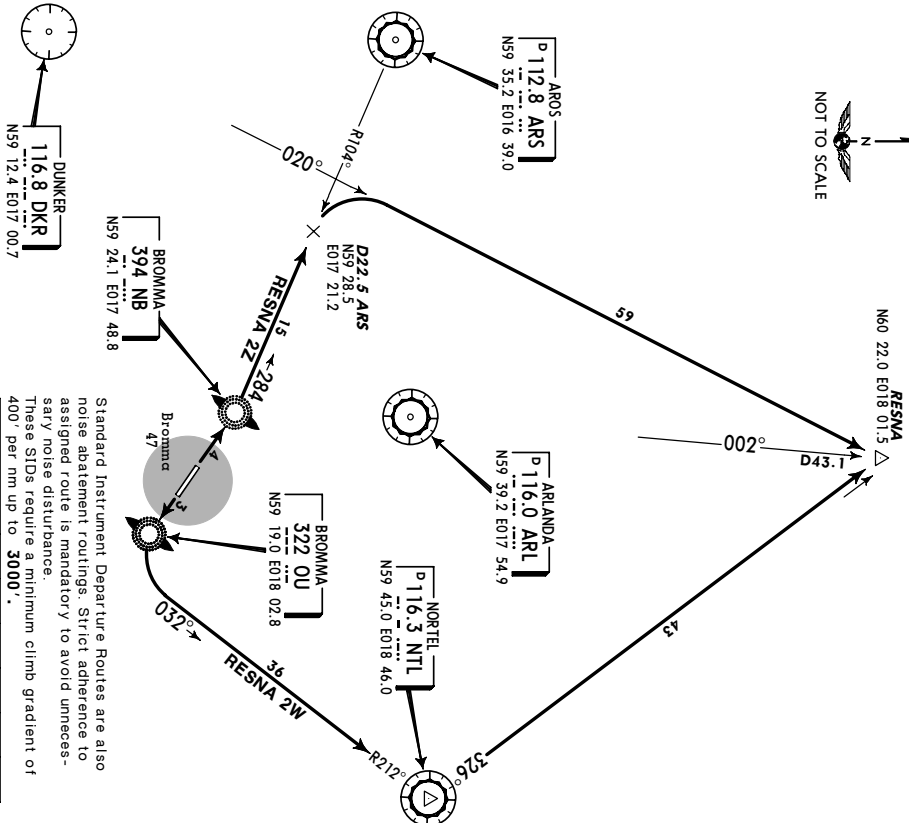


1	Do not commence approach until 003' bearing to OU, due to risk capturing incorrect localizer signal.
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RESNA TWO WHISKEY (RESNA 2W) [RESN2W]  
RESNA TWO ZULU (RESNA 2Z) [RESN2Z]

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



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

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

Ground speed-Kts	75	100	150	200	250	3
400' per nm	500	667	1000	1333	1667	2000

If unable to comply, advise ATIS.

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

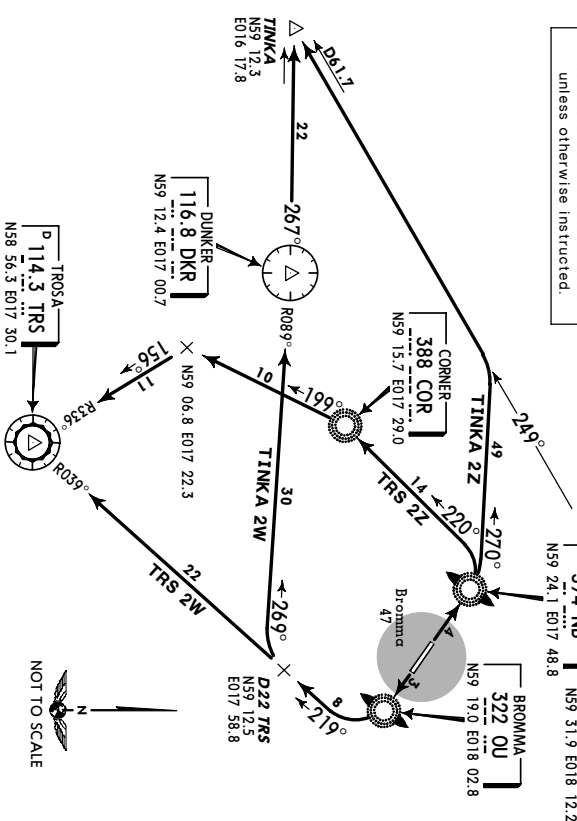
**Immediately after take-off** If unable to comply advise ATC.  
**contact Stockholm Control on assigned frequency and climb to 3000'.**

SID	RWY	ROUTING
RESNA 2W	12	Straight ahead to OU Lctr, turn LEFT, intercept NTL R-212 inbound to NTL VORDME, turn LEFT, intercept NTL R-326 to Resna Int.
RESNA 2Z	30	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.

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

LINKA TWO WHISKEY (LINKA 2W) [TINK2W]  
TINKA TWO ZULU (TINKA 2Z) [TINK2Z]  
TINKA TWO WHISKEY (TINK 2W)

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



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

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

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

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

SID		RWY	ROUTING

<b>TINKA 2W</b>	<b>12</b>	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.
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<b>TINKA 22</b>	<b>30</b>	Straight ahead to NB Lcfr, turn LEFT, 270° track, intercept TEB R-249 to Tinka Int.
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<b>TRS 2W</b>	<b>12</b>	Straight ahead to OU Lctr, turn RIGHT, intercept TRS R-039 inbound to TRS VORPME.
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TRS 22	30	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.
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## OMNIDIRECTIONAL DEPARTURES

These departures require a minimum climb gradient of **304' per nm (5%)** up to **500'**.

Gnd speed-Kts	75	100	150	200	250	300
304' per nm	380	506	760	1013	1266	1519

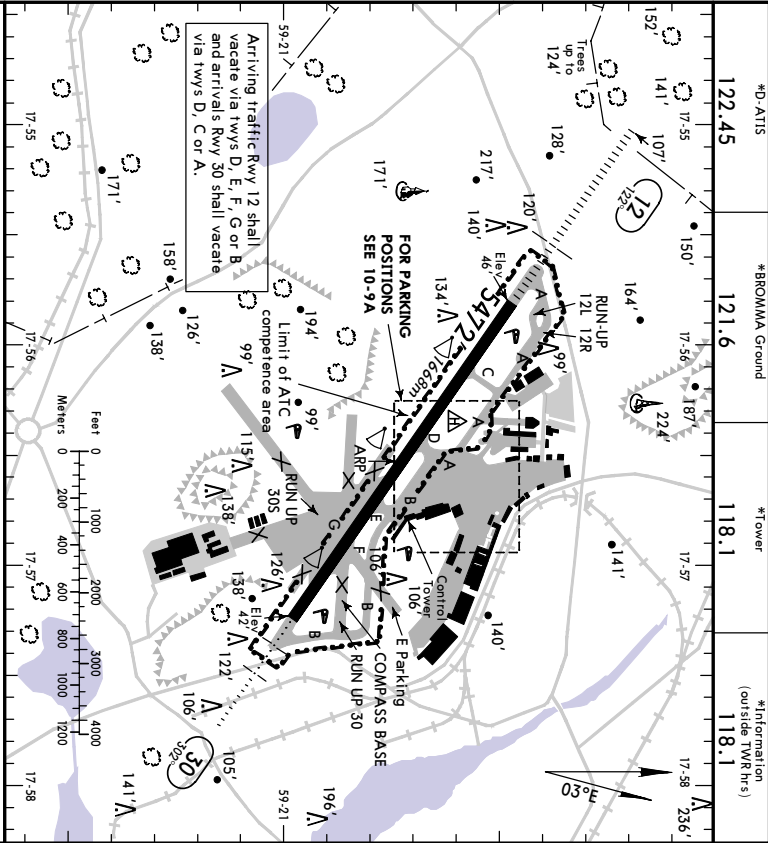
RWY	ROUTING
12	Climb straight ahead to <b>500'</b> , then depart omnidirectional

30	Climb straight ahead to <b>700'</b> , then depart omnidirectional.
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ESSB/BMA  
 21.3.59/13.3 from TEB 117.1  
 22 NOV 02 **(20-9)**

JEPPESEN STOCKHOLM, SWEDEN  
 BROMMA  
 NS9 21.3 E017 56.5



ADDITIONAL RUNWAY INFORMATION			
RWY	HIRL (60m) HIALS PAPl-L (angle 3.5°)	USABLE LENGTHS	
		LANDING BEYOND	TAKE-OFF
12	HIRL (60m) HIALS REL PAPl-L (angle 3.5°)	THR	148'
30	HIRL (60m) HIALS REL PAPl-L (angle 3.5°)	THR	45m

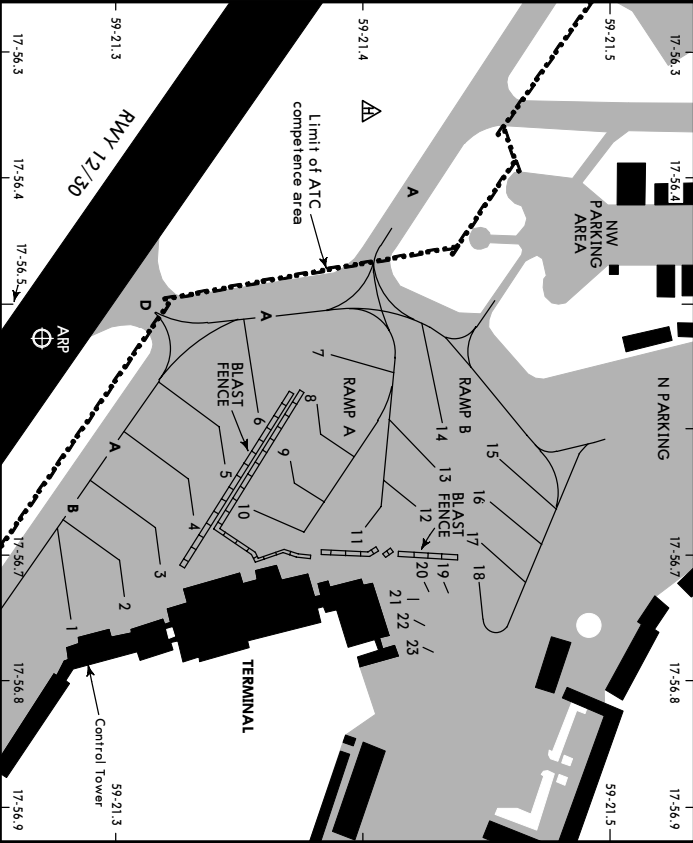
TAKE-OFF RUN AVAILABLE  
 RWY 12: From rwy head 5472' (1668m) rwy int A 5801' (1768m)  
 RWY 30: From rwy head 5472' (1668m) rwy int B 5738' (1749m)

JAR OPS			
TAKE-OFF & DEPARTURE PROCEDURE			
All Rwys			
LVP must be in Force			
RCM (DAY only) or RL		NIT (DAY only)	
A	250m	400m	500m
B			
C			
D			

CHANGES: See other side. © JEPPESEN SANDERSON, INC., 1999, 2001. ALL RIGHTS RESERVED

ESSB/BMA  
 22 NOV 02 **(20-9A)**

JEPPESEN STOCKHOLM, SWEDEN  
 BROMMA  
 NS9 21.4 E017 56.8



INS COORDINATES	
STAND No.	COORDINATES
1 thru 3	NS9 21.3 E017 56.7
4, 5	NS9 21.3 E017 56.6
6	NS9 21.4 E017 56.6
7	NS9 21.4 E017 56.5
8, 9	NS9 21.4 E017 56.6
10	NS9 21.3 E017 56.7
11, 12	NS9 21.4 E017 56.7
13, 14	NS9 21.4 E017 56.6
15	NS9 21.5 E017 56.6
16 thru 21	NS9 21.4 E017 56.7
22, 23	NS9 21.4 E017 56.8

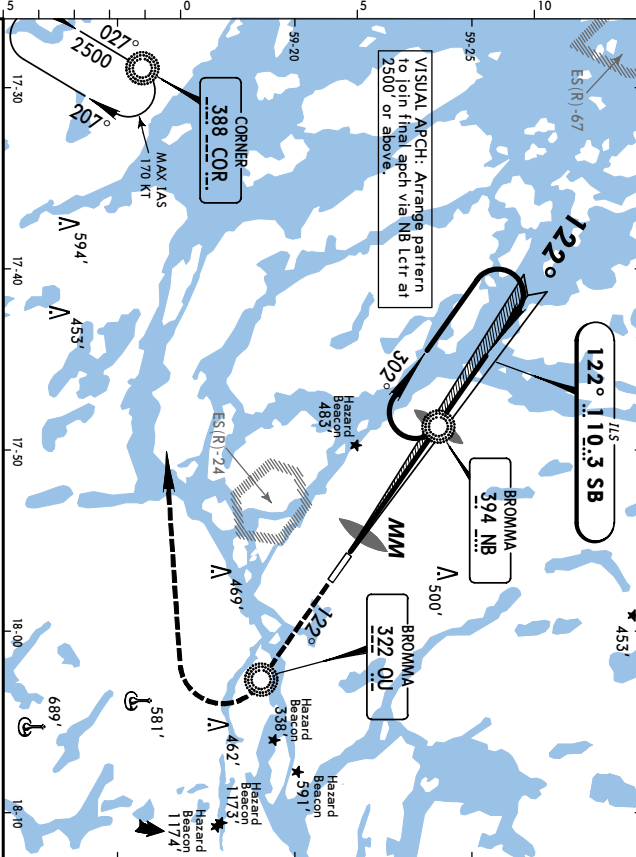
CAUTION: AT N PARKING make use of chocks.	
STAND No.	COORDINATES
1 thru 3	NS9 21.3 E017 56.7
4, 5	NS9 21.3 E017 56.6
6	NS9 21.4 E017 56.6
7	NS9 21.4 E017 56.5
8, 9	NS9 21.4 E017 56.6
10	NS9 21.3 E017 56.7
11, 12	NS9 21.4 E017 56.7
13, 14	NS9 21.4 E017 56.6
15	NS9 21.5 E017 56.6
16 thru 21	NS9 21.4 E017 56.7
22, 23	NS9 21.4 E017 56.8

CHANGES: Coordinates. © JEPPESEN SANDERSON, INC., 1999, 2002. ALL RIGHTS RESERVED.

ESSB/BMA  
 BROMMA

JEPPESEN  
 22 NOV 02 (21-1)  
 STOCKHOLM, SWEDEN  
 CAT A, B & C NDB ILS Rwy 12

*D-ATIS	STOCKHOLM Control (APP)	*BROMMA Tower	*Ground
122.45	120.15	118.1	121.6
LOC SB 110.3	Final Apch Crs 122°	Minimum Alt LOM 1720'	ILS DA(H) 246' (200')
			Ap! Elev 47'
			Rwy 46'
MISSED APCH: Climb on 122° to OU Lctr, then turn RIGHT to COR NDB climbing to 2500'.			
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: By ATC	Trans alt: 5000'
			MSA NB Lctr



Grnd speed-Kts	70	90	100	120	140	160	HAIS	OU
ILS GS 3.50° or LOC Descent Gradient 6.1%	439	564	627	752	877	1003	322	on 122°
MAP at MM								
JAR-OPS	STRAIGHT-IN LANDING Rwy 12							CIRCLE-TO-LAND
ILS	LOC (GS out)							Not authorized NE of rwy
DA(H) 246' (200')	MDA(H) 500' (454')							
FULL	ALS out						Max Kts	VIS
A	RVR 550m	RVR 1000m	RVR 1200m	NOT AUTH	RVR 1500m	1500m	100	590' (543')
B	RVR 550m	RVR 1000m	RVR 1200m	NOT AUTH	RVR 1500m	1600m	135	650' (603')
C					RVR 2000m	2400m	180	880' (833')
D	NOT APPLICABLE							NOT APPLICABLE

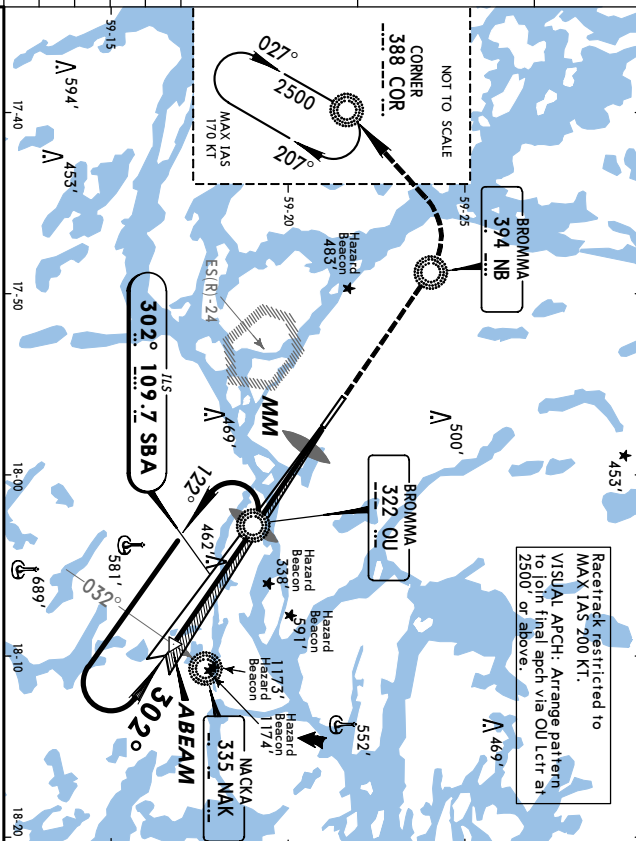
CHANGES: Circling note.

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ESSB/BMA  
 BROMMA

JEPPESEN  
 22 NOV 02 (21-2)  
 STOCKHOLM, SWEDEN  
 CAT A, B & C NDB ILS Rwy 30

*D-ATIS	STOCKHOLM Control (APP)	*BROMMA Tower	*Ground
122.45	120.15	118.1	121.6
LOC SBA 109.7	Final Apch Crs 302°	Minimum Alt LOM 1380'	ILS DA(H) 242' (200')
			Ap! Elev 47'
			Rwy 42'
MISSED APCH: Climb STRAIGHT AHEAD to NB Lctr, then turn LEFT to COR NDB climbing to 2500'.			
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: By ATC	Trans alt: 5000'
			MSA OU Lctr



Grnd speed-Kts	70	90	100	120	140	160	HAIS	NB
ILS GS 3.50° or LOC Descent Gradient 6.1%	439	564	627	752	877	1003	394	
MAP at MM								
JAR-OPS	STRAIGHT-IN LANDING Rwy 30							CIRCLE-TO-LAND
ILS	LOC (GS out)							Not authorized NE of rwy
DA(H) 242' (200')	MDA(H) 600' (558')							
FULL	ALS out						Max Kts	VIS
A	RVR 700m	RVR 1000m	RVR 1400m	NOT AUTH	RVR 1500m	1500m	100	600' (553')
B	RVR 700m	RVR 1000m	RVR 1400m	NOT AUTH	RVR 1500m	1600m	135	650' (603')
C					RVR 2000m	2400m	180	880' (833')
D	NOT APPLICABLE							NOT APPLICABLE

CHANGES: Circling note.

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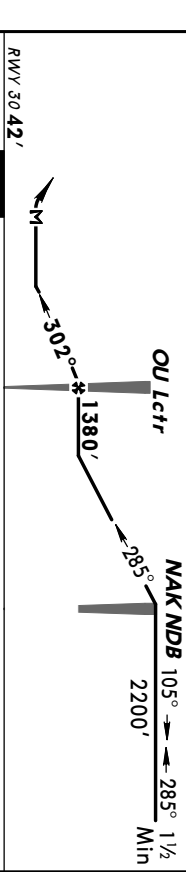
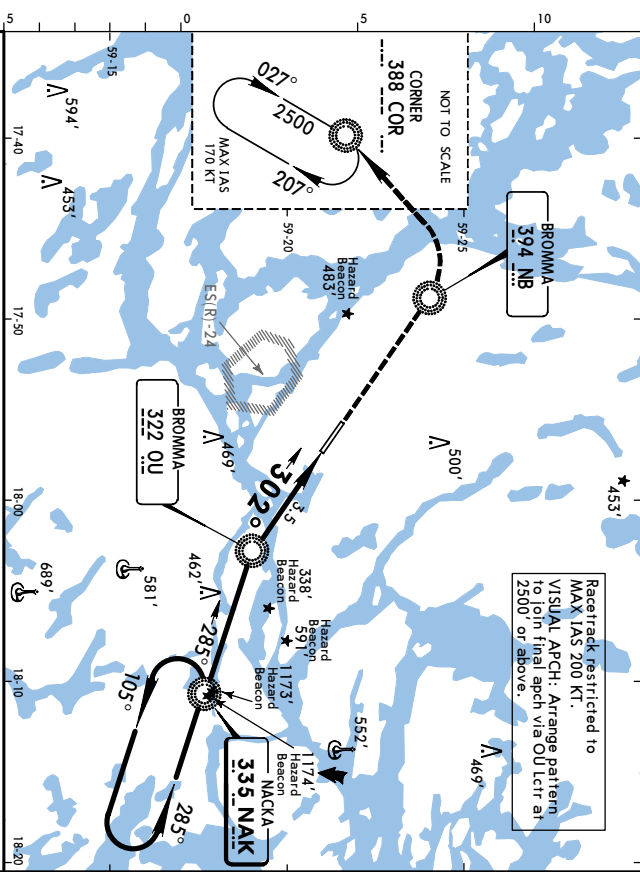


**ESSB/BMA**  
**BROMMA**

**JEPPesen** **26-2** **22 NOV 02**

**STOCKHOLM, SWEDEN**  
**CAT A, B & C 2 NDB Rwy 30**

*D-ATIS	STOCKHOLM Control (APP)	*BROMMA Tower	*Ground
122.45	120.15	118.1	121.6
NDB NAK	<i>Final</i> NAK	<i>Minimum</i> NAK	
335	<i>Apch Crs</i> 302°	<i>MDA(H)</i> 600' (558')	<i>Apf Elev</i> 47'
		<i>OU Lctr</i> 1380'	<i>RWY</i> 42'
<p>MISSED APCd: Climb STRAIGHT AHEAD to NB Lctr, then turn LEFT to COR NDB climbing to 2500'.</p>			
<p>2200'</p>			
<p>Alt Set: hPa      Rwy Elev: 2 hPa      Trans level: By ATC      Trans alt: 5000'</p>			
<p>MS4 NAK NDB</p>			



PANS OPS 4															
												0		3.5	
Gnd speed-Kts		70	90	100	120	140	160								
Descent Gradient		6.1%	432	556	618	741	865	988							
OULctr to MAP		3.5	3.00	2.20	2.06	1.45	1.30	1.19							
JAR-OPS															
STRAIGHT-IN LANDING RWY 30															
CIRCLE-TO-LAND															
Not authorized NE of rwy															
MDA(H)		600' (558')					ALS out		Max Kts		MDA(H)		V/S		
A	RVR 1400m								100		600' (553')		1500m		
B	RVR 1500m								135		650' (603')		1600m		
C	RVR 1600m								180		880' (833')		2400m		
D	NOT APPLICABLE												D	NOT APPLICABLE	