

**ESSA/ARN**  
**ARLANDA**

24 MAR 17

**JEPPESEN**  
10-1P

Eff 30 Mar

**STOCKHOLM, SWEDEN**  
**AIRPORT BRIEFING**

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**1. GENERAL**

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**1.1. ATIS**

D-ATIS Arrival 119.0

D-ATIS Departure 121.625

**1.2. NOISE ABATEMENT PROCEDURES****1.2.1. GENERAL**

ACFT certified to ICAO Annex 16, Volume I, Chapter 2 with MTOW less than 34t are not allowed to depart or arrive between 2200-0600LT.

**1.2.2. REVERSE THRUST**

Do not use more than idle reverse between 2200-0600LT except for safety reasons.

**1.3. LOW VISIBILITY PROCEDURES (LVP)****1.3.1. GENERAL**

LVP will be in operation when RVR falls below 550m or ceiling falls below 200'.

The application of LVP will be announced via ATIS.

Green/yellow color-coded centerline lights are available on all exits until RWY strip area is vacated.

Pilots will be informed via NOTAM when LVP is in force.

Marshall will be provided by APT 24 hours.

**1.3.2. ARRIVAL**

RVR less than 550m during darkness or less than 300m during daylight, marshalling will be mandatory for arriving ACFT at a point entering the apron into a position turning into parking stand.

Applicable on apron G, K and S.

**1.3.3. DEPARTURE**

RVR less than 550m during darkness or less than 300m during daylight, marshalling will be mandatory for departing ACFT after finished push-back to a point exit the apron.

Applicable on apron G, K and S.

**1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM****1.4.1. MODE S TRANSPONDER**

APT is equipped with an advanced surface movement radar communicating with ACFT and vehicles Mode S transponders.

ACFT operators shall ensure that Mode S transponders are able to operate when the ACFT is on ground from the request for push-back or taxi, whichever is earlier, and after landing continuously until ACFT is fully parked on stand:

- Select AUTO mode and the assigned Mode A code.

If AUTO mode is not available, the pilots shall select XPNDR or the equivalent depending on installed equipment, and the assigned Mode A code.

- Set the ACFT identification if the ACFT is equipped with Mode S transponder. The ACFT identification to be used is specified in Item 7 of the ICAO ATC Flight Plan.

ACFT taxiing between stands shall activate mode S and code 2000.

**1.5. RWY OPERATIONS****1.5.1. HIGH INTENSITY RWY OPERATIONS (HIRO)**

In order to reduce delays and expedite traffic, HIRO should as far as possible be applied to all ACFT.

**ESSA/ARN**  
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24 MAR 17

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(10-1P1)

Eff 30 Mar

**STOCKHOLM, SWEDEN****AIRPORT BRIEFING**

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**1. GENERAL**

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**1.6. TAXI PROCEDURES**

In order to maintain orderly flow on aprons, all ACFT movements are subject to prior contact with Tower.

Engines shall be operated at minimum required thrust on all aprons when taxiing to avoid jetblast.

For Taxi Routings refer to 10-9 charts, unless otherwise instructed by Tower.

Taxiing between terminal building and an ACFT after completed push-back is only allowed after Tower has been informed and taxiing ACFT has been instructed to do so.

Taxiing or towing on apron is not allowed between ZF-ZG, ZH-ZK and ZL-ZN. Apron S south of SC MAX wingspan 79'/24m.

The normal taxi route 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 Tower.

**1.7. PARKING INFORMATION****1.7.1. PARKING/DOCKING GUIDANCE**

SAFEDOCK available at stands 1 thru 20 and 31 thru 44.

INOGON parking aid available at stands 52 thru 60A, 69, 69L, 69R, F40 thru F44, G141 thru G146, G148, R3 thru R9, R10 and S71 thru S75, S77 thru S79.

APIS available at stands 61 thru 68 and F28L thru F39R.

For stand graphic of visual docking guidance systems SAFEDOCK and SAFEGATE refer to 10-9 charts.

Whenever parking guidance system is not activated or not installed, ACFT shall wait on apron taxiline or outside stand, whichever applicable, until parking guidance system has been activated or until signal from a marshal for entering has been received.

**1.7.2. AUXILIARY POWER UNITS (APUs)**

APU shall not be started earlier than 5 minutes before estimated time for push-back or taxiing. If APU must be used earlier than such time, it has to be agreed between commander and ground service company in question.

**1.8. OTHER INFORMATION****1.8.1. RESTRICTIONS TO LARGE ACFT**

- RWY 01L/19R will be used for take-off and landing.
- RWY 26 can be used for landing.
- RWY exit Y1, Y2, Y9 and Y10 are approved for A380.
- RWY entry Y1 and Y10 are approved.
- RWY exit X2 approved.
- TWY PA, Y and X between Y-ZQ, U between Y-UE and UE will be used for taxiing. All taxiing will be marshalled.
- Judgemental oversteer shall be used.
- Idle thrust shall be used on outer engines of A380 when taxiing.
- Parking will take place at F36R pier F or at stands R9, R9C, R10 on apron R.
- A380 towbar is not available. Operator shall secure for arrangements with own equipment.

**ESSA/ARN**  
**ARLANDA****JEPPESEN**

3 MAR 17

(10-1P2)

**STOCKHOLM, SWEDEN****AIRPORT BRIEFING**

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## **2. ARRIVAL**

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### **2.1. SPEED RESTRICTIONS**

Unless otherwise instructed, the following speeds apply. ACFT unable to conform shall inform ATC. ACFT below FL 100 shall fly at maximum IAS 250 KT. When established on final approach track, ACFT shall maintain IAS 160 KT or more until passing DME distance corresponding to OM stated on IAC.

### **2.2. NOISE ABATEMENT PROCEDURES**

#### **2.2.1. GENERAL**

To reduce noise disturbances visual approaches are not allowed, and when cleared for ILS APCH 2500' (4000' for RWY 01R) shall be maintained until established.

#### **2.2.2. RWY USAGE**

RWY 01R is not available for landing between 2200-0600LT.

RWY 08 is not available for landing unless required for wind conditions.

#### **2.2.3. CONTINUOUS DESCENT APPROACH (CDA)**

The use of CDA is recommended provided this is consistent with ATC speed control requirements.

ATC may give descent clearance which does not comply with CDA procedures when the traffic situation requires.

### **2.3. CAT II/III OPERATIONS**

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

### **2.4. RWY OPERATIONS**

#### **2.4.1. GENERAL**

Arriving ACFT shall not leave RWY via exit TWY with turn exceeding 90 degrees.

#### **2.4.2. HIGH INTENSITY RWY OPERATIONS**

Pilots should prepare and plan their landing to be able to leave RWY via high speed turn-offs when RWY conditions permit.

### **2.5. TAXI PROCEDURE**

Taxiing to Terminal 4 stand 31 via TWY ZE.

Taxiing to Terminal 5 stand 9 via TWY ZL, stand 10 via TWY ZN, stand 19 via TWY ZH and stand 20 via TWY ZK.

**ESSA/ARN**  
**ARLANDA**

3 MAR 17

**JEPPESEN**  
**10-1P3****STOCKHOLM, SWEDEN**  
**AIRPORT BRIEFING**

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**3. DEPARTURE**

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**3.1. DE-ICING****3.1.1. RWY 01L/19R OR RWY 08/26**

De-icing will take place at stand or other advised de-icing spot.

At Terminal 2 push-back will be performed before de-icing starts.

De-iced ACFT is not allowed to taxi on TWY U between TWYs UC and UG and on TWY W between TWYs Z and W8.

For preventively de-iced ACFT no restrictions will apply.

**3.1.2. RWY 01R/19L**

De-icing will take place at remote de-icing apron M.

**3.1.3. DE-ICING APRON M**

After instructions from ARLANDA Ground, ACFT shall contact ARLANDA Apron on 131.42 before entering Apron M for information about stand. ACFT stop position will be indicated by yellow illuminated line, where contact with requested de-icing company shall be established.

Monitoring on Ground frequency is mandatory during whole procedure. After finished de-icing and clear signal, contact ARLANDA Ground for taxi clearance.

**3.2. START-UP, PUSH-BACK & TAXI PROCEDURES****3.2.1. GENERAL**

Approval for start-up/push-back/taxi must be obtained from ARLANDA Ground. Request of such permission shall include stand or position and only be made when ACFT is fully ready to comply.

Established push-back procedures shall be adhered to where push-back is mandatory.

Push-back approval includes permission to start engines during push-back.

**3.2.2. APT COLLABORATIVE DECISION MAKING (A-CDM)****3.2.2.1. START-UP AND PUSH-BACK**

Pilot should ensure that flight is ready for start-up/push-back at TOBT (Target Off-Block Time) +/-5 MIN.

Pilot shall take notice of TOBT and TSAT (Target Start-up Approval Time) and comply with them.

Start-up/push-back shall be requested within TSAT window +/-5 MIN.

If pilot has called ready but is then delayed by ATS there is no requirement for TOBT to be updated.

If at TSAT +5 MIN ARLANDA Ground has not received a start-up request, the ACFT will lose its TSAT. Pilot shall request new TOBT from ground handling company or airline operator.

Once new TOBT is entered the flight will be resequenced with new TSAT. ACFT will not be allowed to depart until a valid TOBT is entered and revised TSAT is given and complied to.

**ESSA/ARN**  
**ARLANDA****JEPPESEN**  
3 MAR 17**10-1P4****STOCKHOLM, SWEDEN**  
**AIRPORT BRIEFING**

### 3. DEPARTURE

#### 3.2.3. DEPARTURE CLEARANCE

Departure clearance may be requested via datalink (DCL) -SITA/ARINC- or RTF from EOBT -25 MIN until EOBT +10 MIN.

At request state type of ACFT, stand position and latest received ATIS ID letter and QNH.

RWY other than RWY-in-use only permitted due to performance. When requesting DEP clearance using DCL, add "REQ[RWY]" in RMK field in RCD.

ACFT unable to follow FMS/RNAV SID shall (when using DCL) add "REQ NFMS" in RMK field in RCD.

Following procedure applies for DCL:

- Send a request for clearance (RCD);
- A flight system message (FSM) will be transmitted automatically;
  - If RCD is accepted; a pre-departure clearance (CLD) will be issued.
  - If RCD is rejected; revert to RTF procedures;
- Acknowledge pre-departure clearance with a read-back (CDA) within 5 MIN;
- When CDA is processed successfully, a positive FSM will be issued.

When using DCL service, monitor Clearance Delivery frequency.

Pilots shall verify that SID and RWY added into FMS is in accordance with received clearance. In event of any doubts or system related difficulties, RTF procedures shall be conducted.

A DEP clearance issued via RTF always supersedes a clearance transmitted via DCL.

#### 3.2.4. PUSH-BACK

Push-back is compulsory for all nose-in stands. For self-service stands push-back is normally mandatory for all JET ACFT, however deviations are allowed.

Power-back as an alternative to push-back where mandatory is not allowed.

When delayed by calculated take-off time (CTOT), ACFT may be ordered to push and hold due to stand capacity according to instructions from Tower.

#### 3.2.5. TAXIING

Taxiing out from Terminal 2 stand 62 via TWY UA, from stands 63 thru 65 via TWY UB and from stands 66 thru 68 via TWY UC.

Taxiing out from Terminal 5 stands 1 thru 7 via TWY ZL, from stands 12 thru 18 via TWY ZK.

Pilots not ready for immediate take-off during taxi-out shall advise TWR before entering RWY holding position.

### 3.3. NOISE ABATEMENT PROCEDURES

NADP 2 is recommended for all SIDs.

#### 3.3.1. RWY USAGE

RWY 19R is not available to departing ACFT between 2200-0600LT, except for performance reasons.

RWY 26 is not available for take-off unless required for wind conditions.

### 3.4. RWY OPERATIONS

#### 3.4.1. HIGH INTENSITY RWY OPERATIONS

Pilots should commence take-off roll without delay on receipt of take-off clearance. If unable to comply, Tower should be notified in advance.

ACFT shall request intersection take-off position from ARLANDA Ground earliest when on TWY or on initial contact with Tower.

**ESSA/ARN**  
**ARLANDA****JEPPESEN**  
3 MAR 17  
**(10-1P5)****STOCKHOLM, SWEDEN**  
**AIRPORT BRIEFING**

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**3. DEPARTURE**

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**3.5. OTHER INFORMATION****3.5.1. OUTBOUND IFR TRAFFIC****3.5.1.1. CLIMB SPEED**

Jet ACFT shall inform TWR before take-off if unable to operate with 190 KT or higher from 2NM after take-off.

**3.5.1.2. INITIAL CONTACT ON FMS/RNAV SID**

Departing ACFT shall change frequency to STOCKHOLM Control only when instructed by Tower. At first contact report altitude to verify SSR Mode C.

**3.5.1.3. ACFT NOT ABLE TO FOLLOW FMS/RNAV SID**

ACFT shall inform ARLANDA Clearance. ACFT will be vectored to exit point stated in flight plan. Departing ACFT shall change frequency to STOCKHOLM Control only when instructed by Tower. At first contact report altitude and state "UNABLE RNAV SID".

**3.5.1.4. OMNIDIRECTIONAL DEPARTURE PROCEDURE**

Climb STRAIGHT AHEAD to MIM turning alt 600'.  
Continue climb to appropriate MSA.

**ESSA/ARN**  
**ARLANDA**

**JEPPESEN**  
11 APR 14 **(10-1R)**

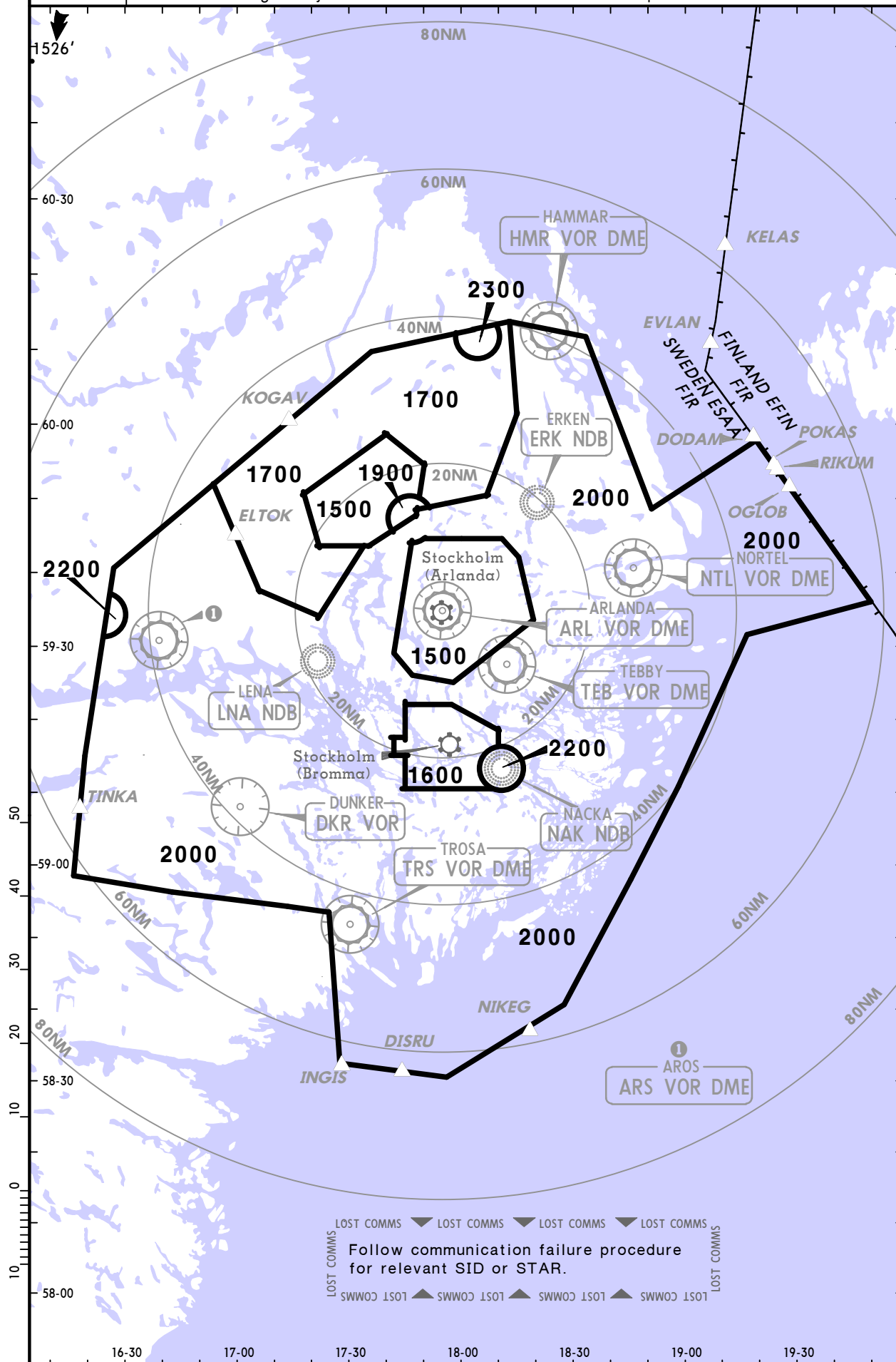
**STOCKHOLM, SWEDEN**  
**RADAR MINIMUM ALTITUDES**

**Apt Elev**  
**137'**

Alt Set: hPa Trans level: By ATC Trans alt: 5000'

1. This chart may only be used for cross-checking of assigned altitudes whilst in receipt of radar service.

2. Levels assigned by ATC include a correction for low temperature effect.



**ESSA/ARN**  
**ARLANDA**

**JEPPesen**  
20 MAY 16 **10-2**

**STOCKHOLM, SWEDEN**  
**STAR**

D-ATIS  
**119.0**

Apt Elev  
**137'**

Alt Set: hPa Trans level: By ATC Trans alt: 5000'  
STARs to RWYS 01L & 01R/19R & 19L are identical. RWY to be used will be assigned by ATC.

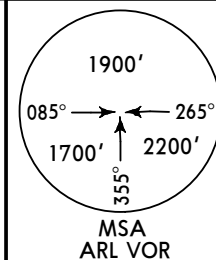
**ELTOK 6M [ELTO6M], ELTOK 6P [ELTO6P]**  
**ELTOK 6S [ELTO6S], ELTOK 3T [ELTO3T]**

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

Clearance limit is normally the IAF.

**DESCENT PLANNING**

EXPECT speed restrictions before entering the TMA. Plan descent so that highest entry level into the TMA is not exceeded in spite of speed restrictions.



**ELTOK**

N59 49.5 E016 59.4

ELTOK 6M, 6P, 6S

At or below **FL110**

ELTOK 3T

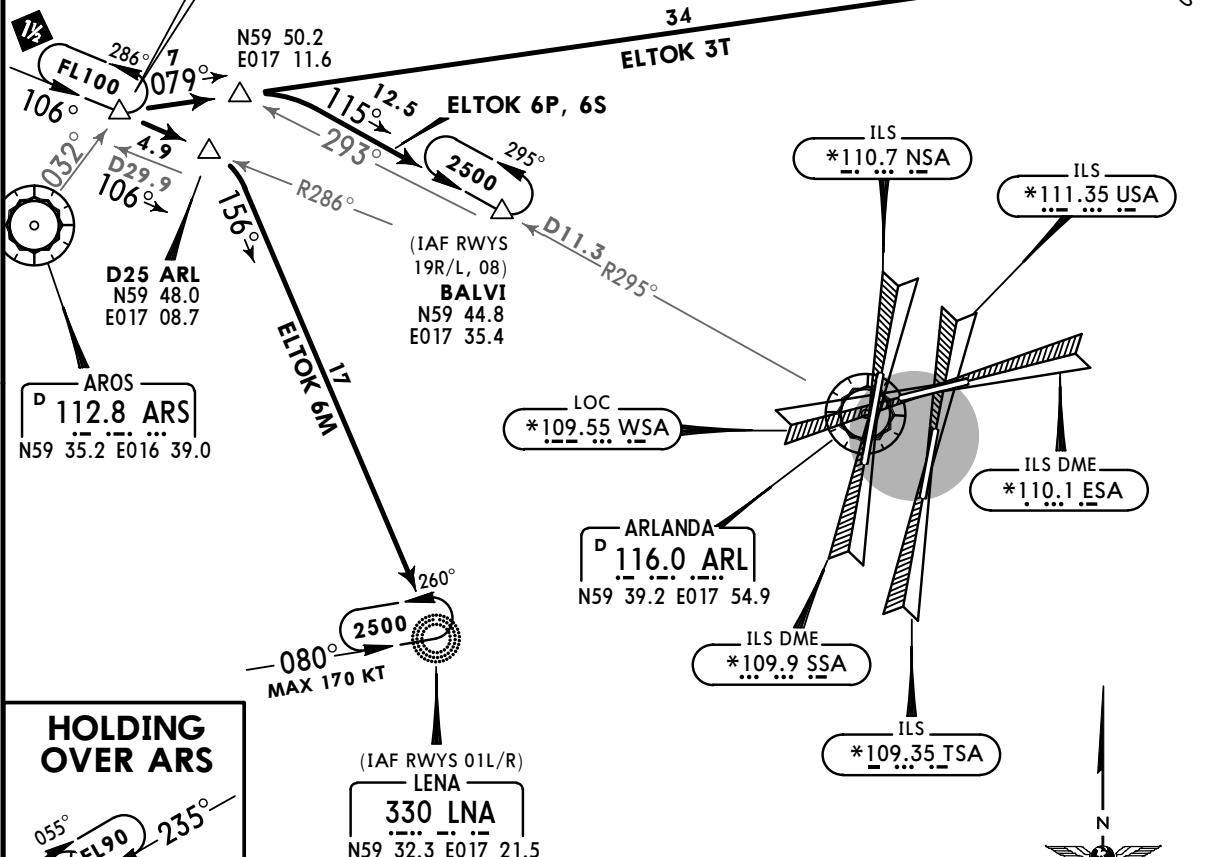
At or below **FL150**

Direct distance to Arlanda Apt from:  
ERK 19NM  
LNA 18NM

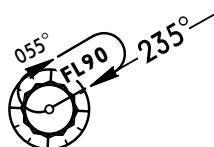
(IAF RWY 26)

**ERKEN**  
**383 ERK**

N59 53.8 E018 20.2



**HOLDING OVER ARS**



STAR	RWY	ROUTING
ELTOK 6M	01L/R	Intercept ARL R-286 inbound to D25 ARL, turn RIGHT, intercept 156° bearing to LNA for RADAR vectors to final approach.
ELTOK 6P	19R/L	Intercept 079° bearing towards ERK, at ARL R-293 turn RIGHT, intercept ARL R-295 inbound to BALVI for RADAR vectors to final approach.
ELTOK 6S	08	
ELTOK 3T	26	Intercept 079° bearing to ERK for RADAR vectors to final approach.



**ESSA/ARN**  
**ARLANDA**

**JEPPesen**  
20 MAY 16 **(10-2A)**

**STOCKHOLM, SWEDEN**  
**STAR**

D-ATIS  
**119.0**

Apt Elev  
**137'**

Alt Set: hPa Trans level: By ATC Trans alt: 5000'  
STARs to RWYS 01L & 01R/19R & 19L are identical. RWY to be used will be assigned by ATC.

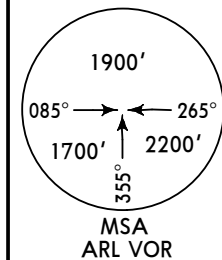
**HMR 4M, HMR 3P**  
**HMR 4S, HMR 3T**

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

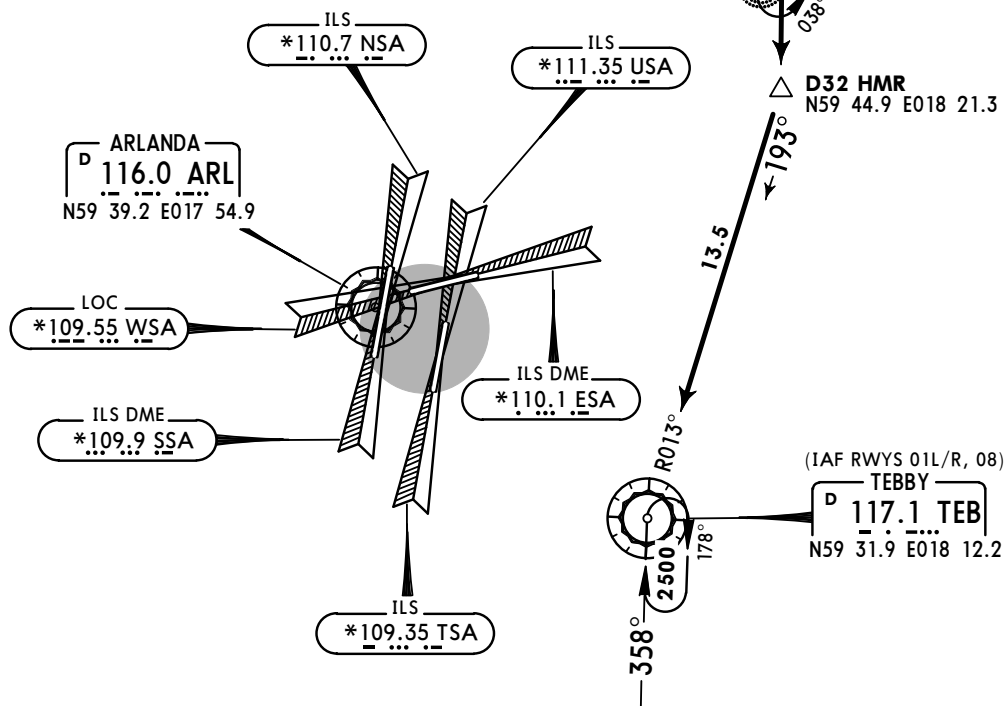
Clearance limit is normally the IAF.

**DESCENT PLANNING**

EXPECT speed restrictions before entering the TMA. Plan descent so that highest entry level into the TMA is not exceeded in spite of speed restrictions.



Direct distance to Arlanda Apt from:  
ERK 19NM  
TEB 11NM



STAR	RWY	ROUTING
HMR 4M	01L/R	Intercept HMR R-177 to D32 HMR, turn RIGHT, intercept TEB R-013 inbound to TEB for RADAR vectors to final approach.
HMR 4S	08	
HMR 3P	19R/L	Intercept HMR R-179 to ERK for RADAR vectors to final approach.
HMR 3T ①	26	

① During peak times EXPECT to be vectored across final in a LEFT hand circuit.

**ESSA/ARN**  
**ARLANDA**

**JEPPesen**  
27 JAN 17 **10-2B** Eff 2 Feb

**STOCKHOLM, SWEDEN**

**STAR**

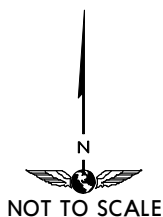
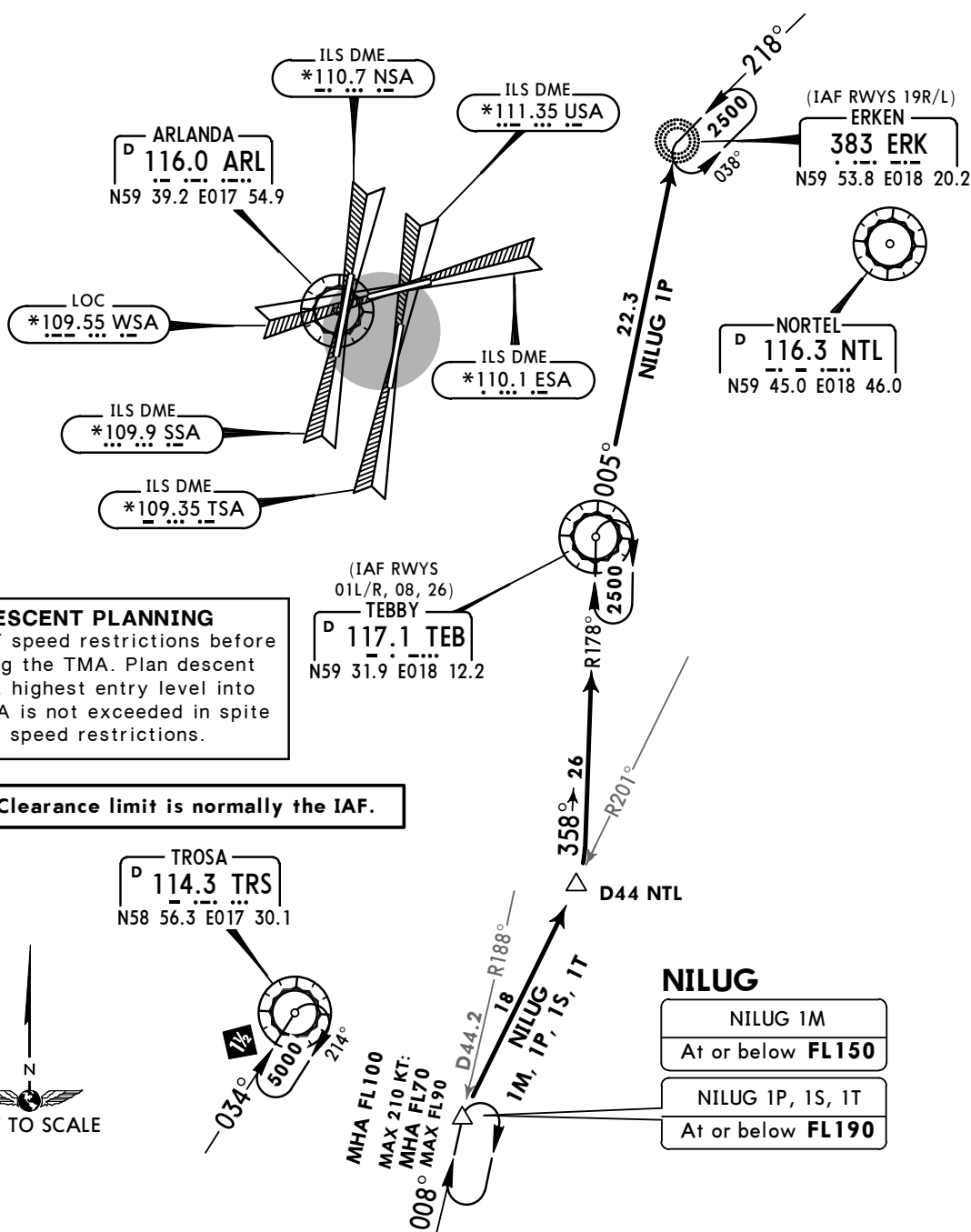
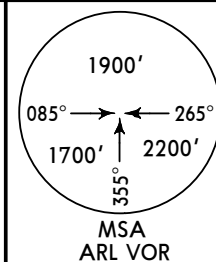
D-ATIS  
**119.0**

Apt Elev  
**137'**

Alt Set: hPa Trans level: By ATC Trans alt: 5000'  
STARs to RWYS 01L & 01R/19R & 19L are identical. RWY to be used will be assigned by ATC.

**NILUG 1M [NILU1M], NILUG 1P [NILU1P]  
NILUG 1S [NILU1S], NILUG 1T [NILU1T]  
ARRIVALS**

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



STAR	RWY	ROUTING
NILUG 1M	01L/R	Intercept NTL R-201 inbound to D44 NTL, turn LEFT, intercept TEB R-178 inbound to TEB for RADAR vectors to final approach.
NILUG 1S	08	
NILUG 1T	26	
NILUG 1P	19R/L	Intercept NTL R-201 inbound to D44 NTL, turn LEFT, intercept TEB R-178 inbound to TEB, TEB R-005 to ERK for RADAR vectors to final approach.

**ESSA/ARN**  
**ARLANDA**

27 JAN 17

**JEPPESEN**

10-2C

**Eff 2 Feb**

**STOCKHOLM, SWEDEN**

**STAR**

D-ATIS  
119.0

Apt Elev  
137'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'  
STARs to RWYS 01L & 01R/19R & 19L are identical. RWY to be  
used will be assigned by ATC.

**XILAN 3M [XILA3M], XILAN 4P [XILA4P]**

**XILAN 3S [XILA3S], XILAN 4T [XILA4T]**

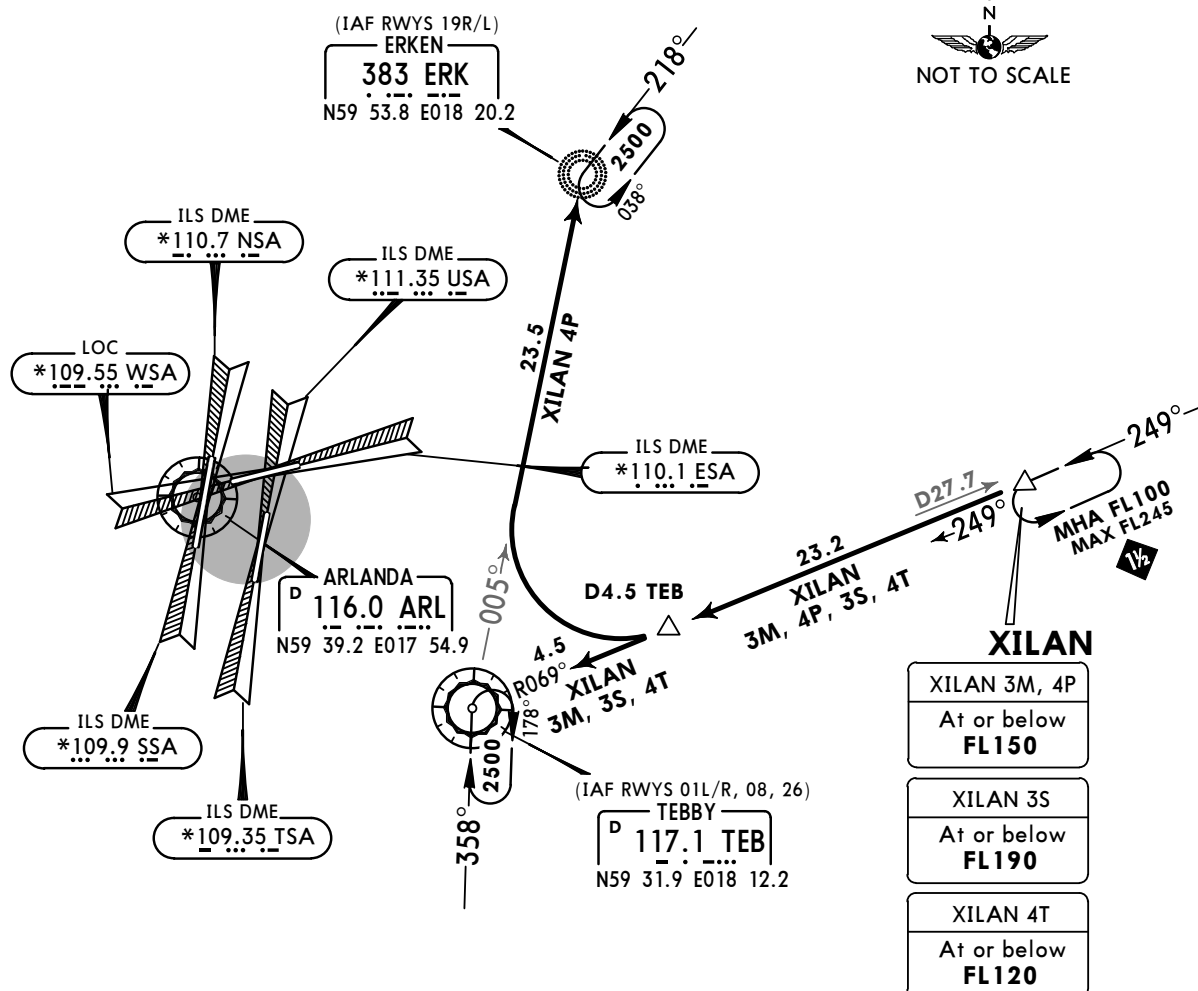
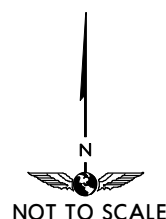
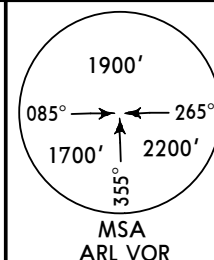
## ARRIVALS

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

**Clearance limit is normally the IAF.**

## DESCENT PLANNING

EXPECT speed restrictions before entering the TMA. Plan descent so that highest entry level into the TMA is not exceeded in spite of speed restrictions.



STAR	RWY	ROUTING
XILAN 3M	01L/R	Intercept TEB R-069 inbound to TEB for RADAR vectors to final approach.
XILAN 3S	08	
XILAN 4T	26	
XILAN 4P	19R/L	Intercept TEB R-069 inbound to D4.5 TEB, turn RIGHT, intercept TEB R-005 to ERK for RADAR vectors to final approach.

ESSA/ARN  
ARLANDAJEPPesen  
27 JAN 17 (10-2D) Eff 2 Feb

STOCKHOLM, SWEDEN

RNAV STAR

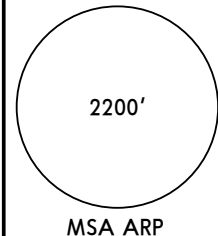
D-ATIS  
119.0Apt Elev  
137'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'

1. RNAV (DME/DME or GNSS). 2. P-RNAV approval required.
3. If unable flying P-RNAV inform ATC by using phraseology 'UNABLE RNAV STAR'.
4. STARs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
5. Pilots are requested to plan their descent so as to perform a continuous descent approach (CDA) from at least FL100.
6. Specified minimum level at waypoints must be adhered to unless specifically cancelled by ATC.
7. If the airborne P-RNAV equipment fails, inform ATC as soon as possible. RADAR vectors will be provided.

ELTOK 2J [ELTO2J], HAMMAR 2J (HMR 2J)

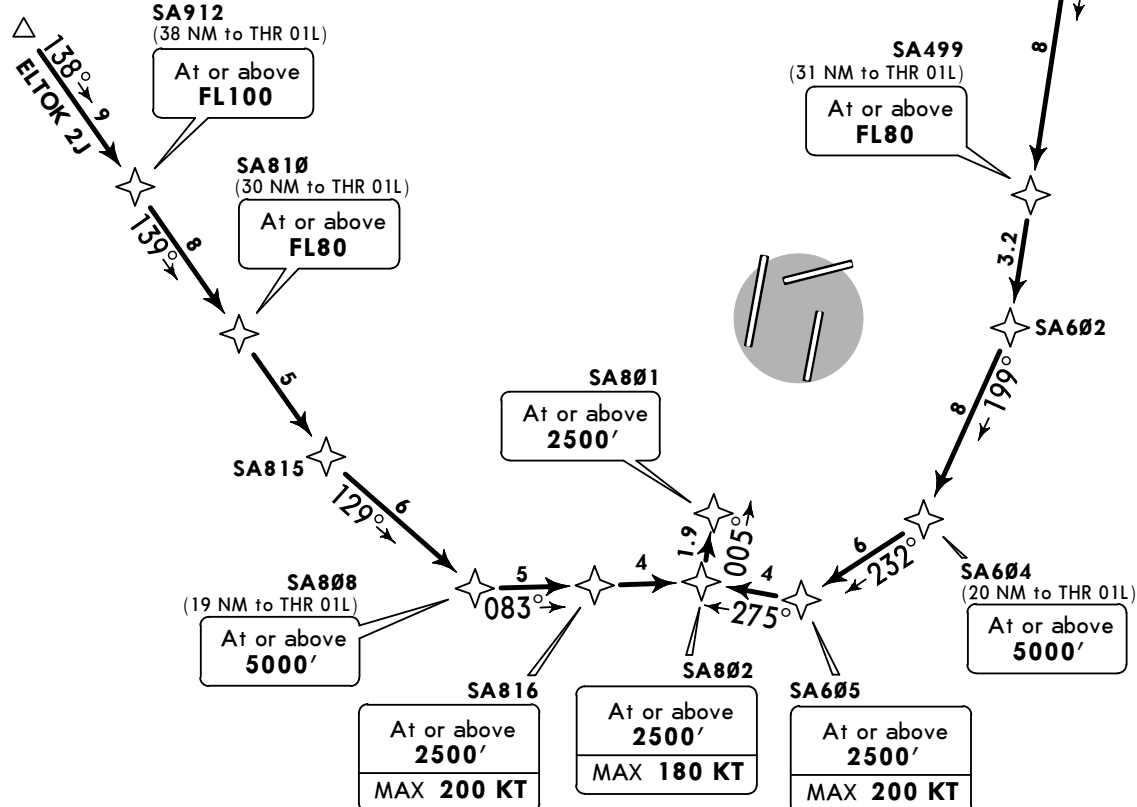
RWY 01L P-RNAV ARRIVALS

P-RNAV STARS ARE PRIMARILY USED AT NIGHT AND  
DURING PERIODS OF LOW TRAFFIC BY ATC**SPEED: MAX 250 KT BELOW FL100  
UNLESS OTHERWISE INSTRUCTED****DESCENT PLANNING**

EXPECT speed restrictions before entering the TMA. Plan descent so that highest entry level into the TMA is not exceeded in spite of speed restrictions.

HAMMAR  
P 112.6 HMR  
N60 16.8 E018 23.5

ELTOK



STAR

ROUTING

ELTOK 2J	ELTOK - SA912 (FL100+) - SA810 (FL80+) - SA815 - SA808 (5000'+) - SA816 (2500'+; K200-) - SA802 (2500'+; K180-) - SA801 (2500'+).
HMR 2J	HMR - SA500 (FL100+) - SA499 (FL80+) - SA602 - SA604 (5000'+) - SA605 (2500'+; K200-) - SA802 (2500'+; K180-) - SA801 (2500'+).

**ESSA/ARN**  
**ARLANDA**

**JEPPesen**  
27 JAN 17 **10-2E** Eff 2 Feb

**STOCKHOLM, SWEDEN**  
**RNAV STAR**

D-ATIS 119.0	Apt Elev 137'	<p>Alt Set: hPa Trans level: By ATC Trans alt: 5000'</p> <p>1. RNAV (DME/DME or GNSS). 2. P-RNAV approval required.</p> <p>3. If unable flying P-RNAV inform ATC by using phraseology 'UNABLE RNAV STAR'. 4. STARs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.</p> <p>5. Pilots are requested to plan their descent so as to perform a continuous descent approach (CDA) from at least FL100. 6. Specified minimum level at waypoints must be adhered to unless specifically cancelled by ATC.</p> <p>7. If the airborne P-RNAV equipment fails, inform ATC as soon as possible. RADAR vectors will be provided.</p>
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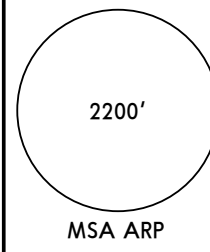
## ELTOK 2N [ELTO2N], HAMMAR 2N (HMR 2N)

### RWY 19R P-RNAV ARRIVALS

P-RNAV STARS ARE PRIMARILY USED AT NIGHT AND DURING PERIODS OF LOW TRAFFIC BY ATC

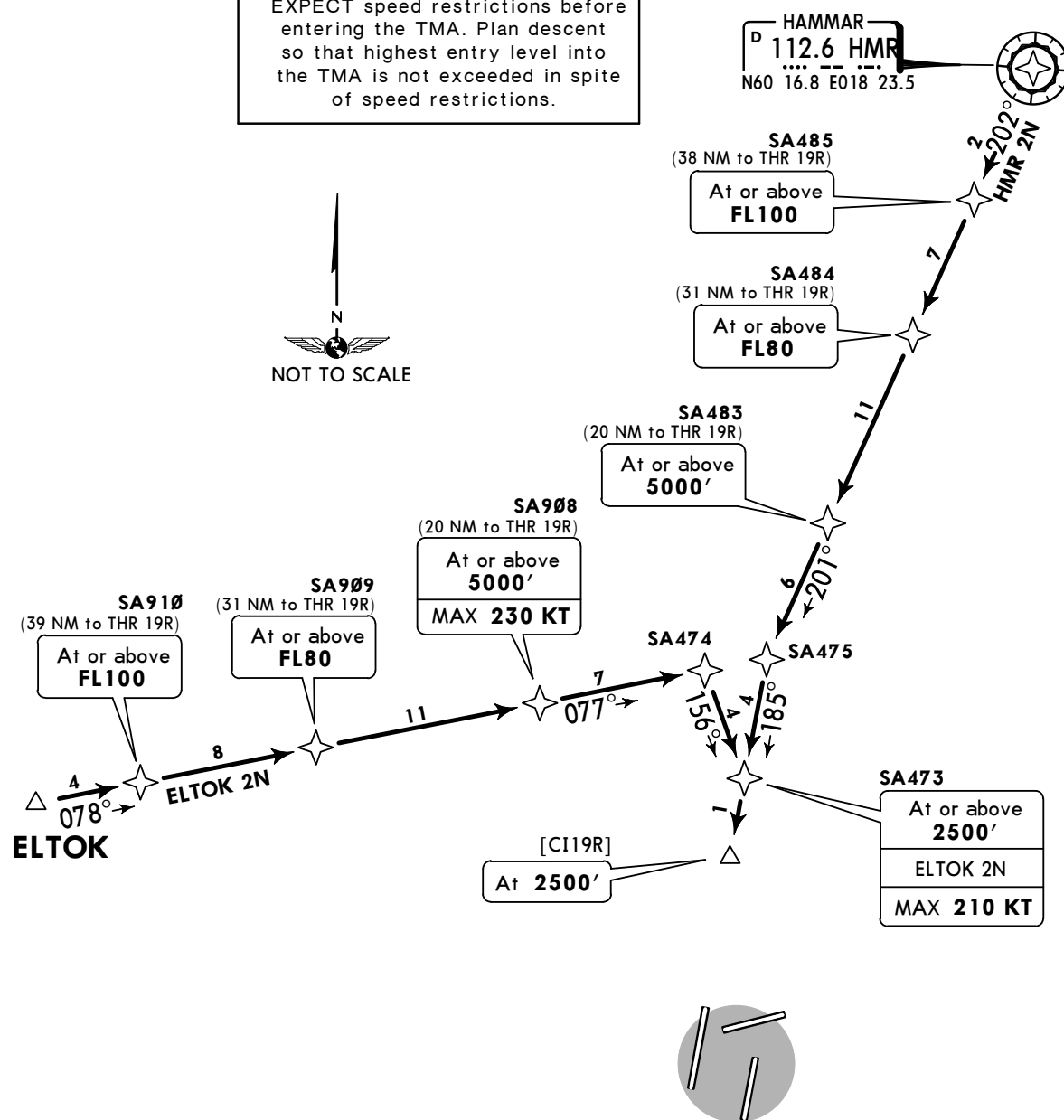
**SPEED: MAX 250 KT BELOW FL100**

**UNLESS OTHERWISE INSTRUCTED**



#### DESCENT PLANNING

EXPECT speed restrictions before entering the TMA. Plan descent so that highest entry level into the TMA is not exceeded in spite of speed restrictions.



STAR	ROUTING
<b>ELTOK 2N</b>	ELTOK - SA910 (FL100+) - SA909 (FL80+) - SA908 (5000'+; K230-) - SA474 - SA473 (2500'+; K210-) - [CI19R] (2500').
<b>HMR 2N</b>	HMR - SA485 (FL100+) - SA484 (FL80+) - SA483 (5000'+) - SA475 - SA473 (2500'+) - [CI19R] (2500').

ESSA/ARN  
ARLANDA

27 JAN 17

JEPPesen

10-2F

Eff 2 Feb

STOCKHOLM, SWEDEN

RNAV STAR

D-ATIS  
119.0Apt Elev  
137'

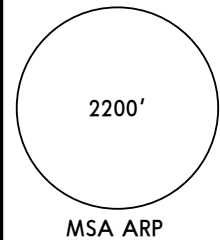
Alt Set: hPa Trans level: By ATC Trans alt: 5000'

1. RNAV (DME/DME or GNSS). 2. P-RNAV approval required.

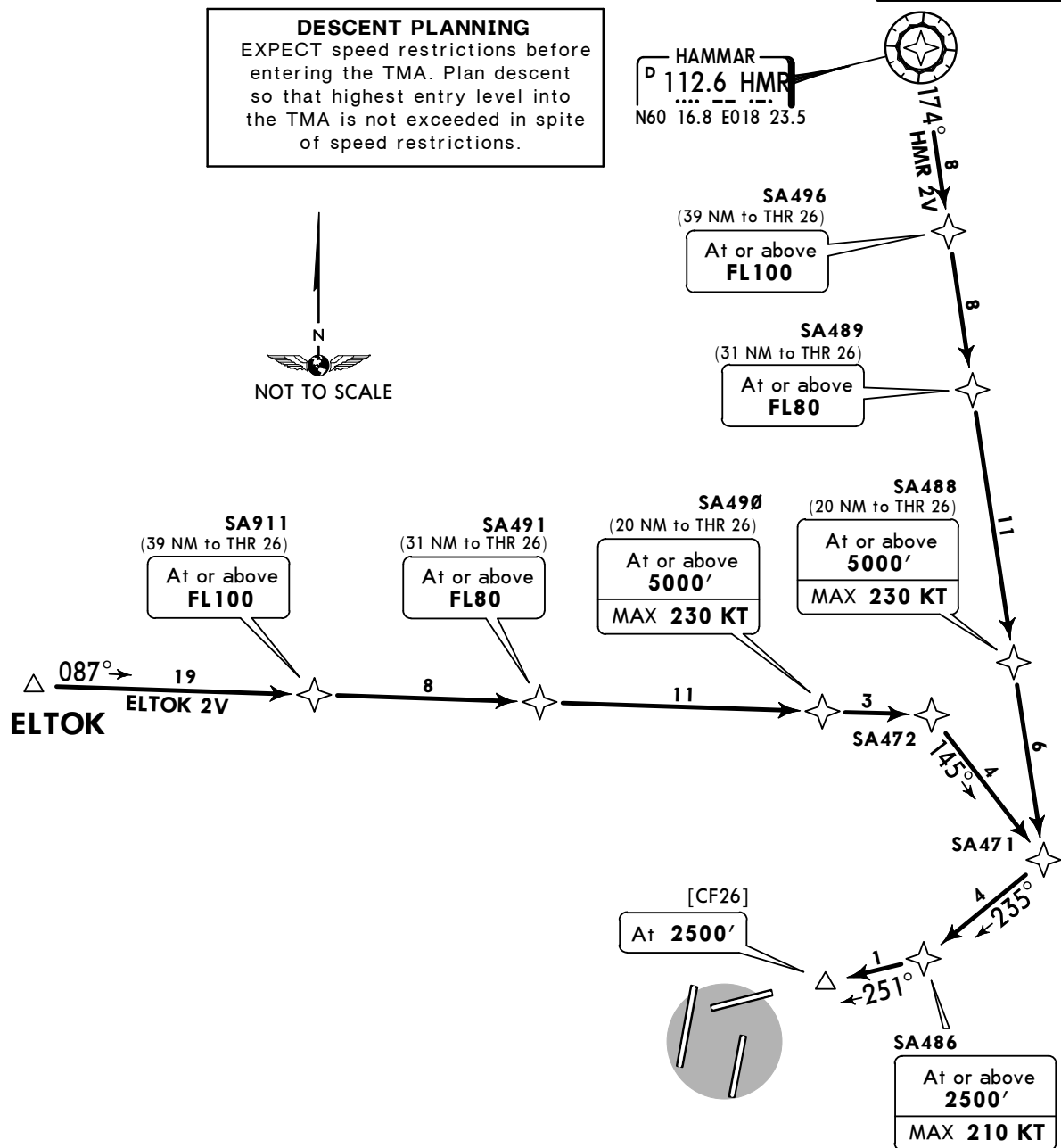
3. If unable flying P-RNAV inform ATC by using phraseology 'UNABLE RNAV STAR'. 4. STARs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

5. Pilots are requested to plan their descent so as to perform a continuous descent approach (CDA) from at least FL100. 6. Specified minimum level at waypoints must be adhered to unless specifically cancelled by ATC.

7. If the airborne P-RNAV equipment fails, inform ATC as soon as possible. RADAR vectors will be provided.

ELTOK 2V [ELTO2V], HAMMAR 2V (HMR 2V)  
RWY 26 P-RNAV ARRIVALSP-RNAV STARS ARE PRIMARILY USED AT NIGHT AND  
DURING PERIODS OF LOW TRAFFIC BY ATC**SPEED: MAX 250 KT BELOW FL100**  
**UNLESS OTHERWISE INSTRUCTED****DESCENT PLANNING**

EXPECT speed restrictions before entering the TMA. Plan descent so that highest entry level into the TMA is not exceeded in spite of speed restrictions.



STAR	ROUTING
ELTOK 2V	ELTOK - SA911 (FL100+) - SA491 (FL80+) - SA490 (5000'+; K230-) - SA472 - SA471 - SA486 (2500'+; K210-) - [CF26] (2500').
HMR 2V	HMR - SA496 (FL100+) - SA489 (FL80+) - SA488 (5000'+; K230-) - SA471 - SA486 (2500'+; K210-) - [CF26] (2500').

**ESSA/ARN**  
**ARLANDA**

**JEPPESSEN**  
27 JAN 17 **(10-2G)** Eff 2 Feb

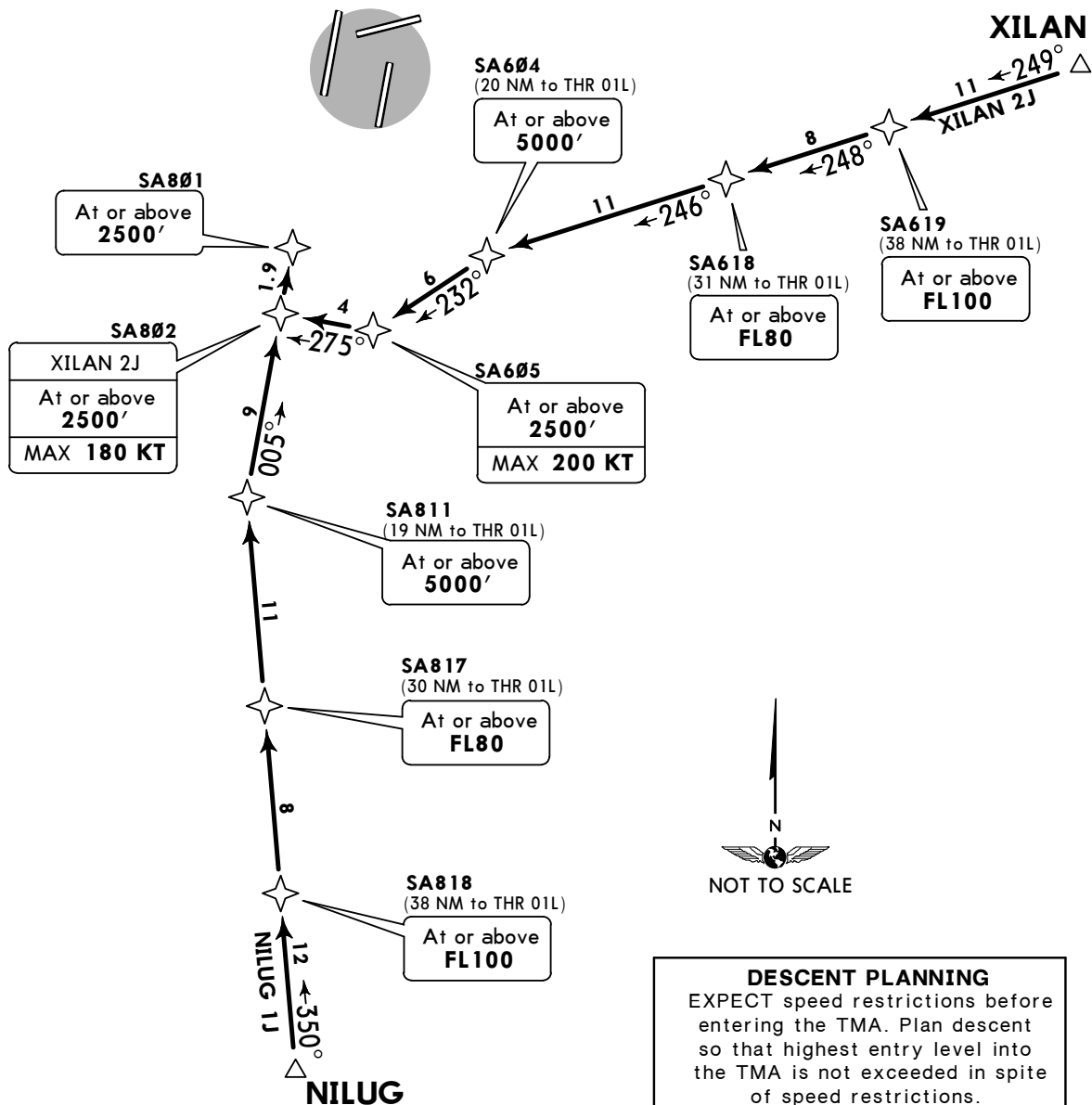
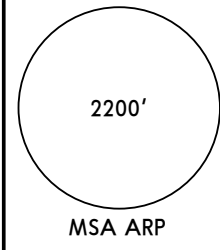
**STOCKHOLM, SWEDEN**  
**RNAV STAR**

D-ATIS <b>119.0</b>	Apt Elev <b>137'</b>	<p>Alt Set: hPa Trans level: By ATC Trans alt: 5000'</p> <p>1. RNAV (DME/DME or GNSS). 2. P-RNAV approval required.</p> <p>3. If unable flying P-RNAV inform ATC by using phraseology 'UNABLE RNAV STAR'. 4. STARs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.</p> <p>5. Pilots are requested to plan their descent so as to perform a continuous descent approach (CDA) from at least FL100. 6. Specified minimum level at waypoints must be adhered to unless specifically cancelled by ATC.</p> <p>7. If the airborne P-RNAV equipment fails, inform ATC as soon as possible. RADAR vectors will be provided.</p>
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**NILUG 1J [NILU1J], XILAN 2J [XILA2J]**  
**RWY 01L P-RNAV ARRIVALS**

P-RNAV STARS ARE PRIMARILY USED AT NIGHT AND DURING PERIODS OF LOW TRAFFIC BY ATC

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



STAR	ROUTING
<b>NILUG 1J</b>	NILUG - SA818 (FL100+) - SA817 (FL80+) - SA811 (5000'+) - SA802 - SA801 (2500'+).
<b>XILAN 2J</b>	XILAN - SA619 (FL100+) - SA618 (FL80+) - SA604 (5000'+) - SA605 (2500'+; K200-) - SA802 (2500'+; K180-) - SA801 (2500'+).

**ESSA/ARN**  
**ARLANDA**

**JEPPesen**  
27 JAN 17 **(10-2H)** Eff 2 Feb

**STOCKHOLM, SWEDEN**  
**RNAV STAR**

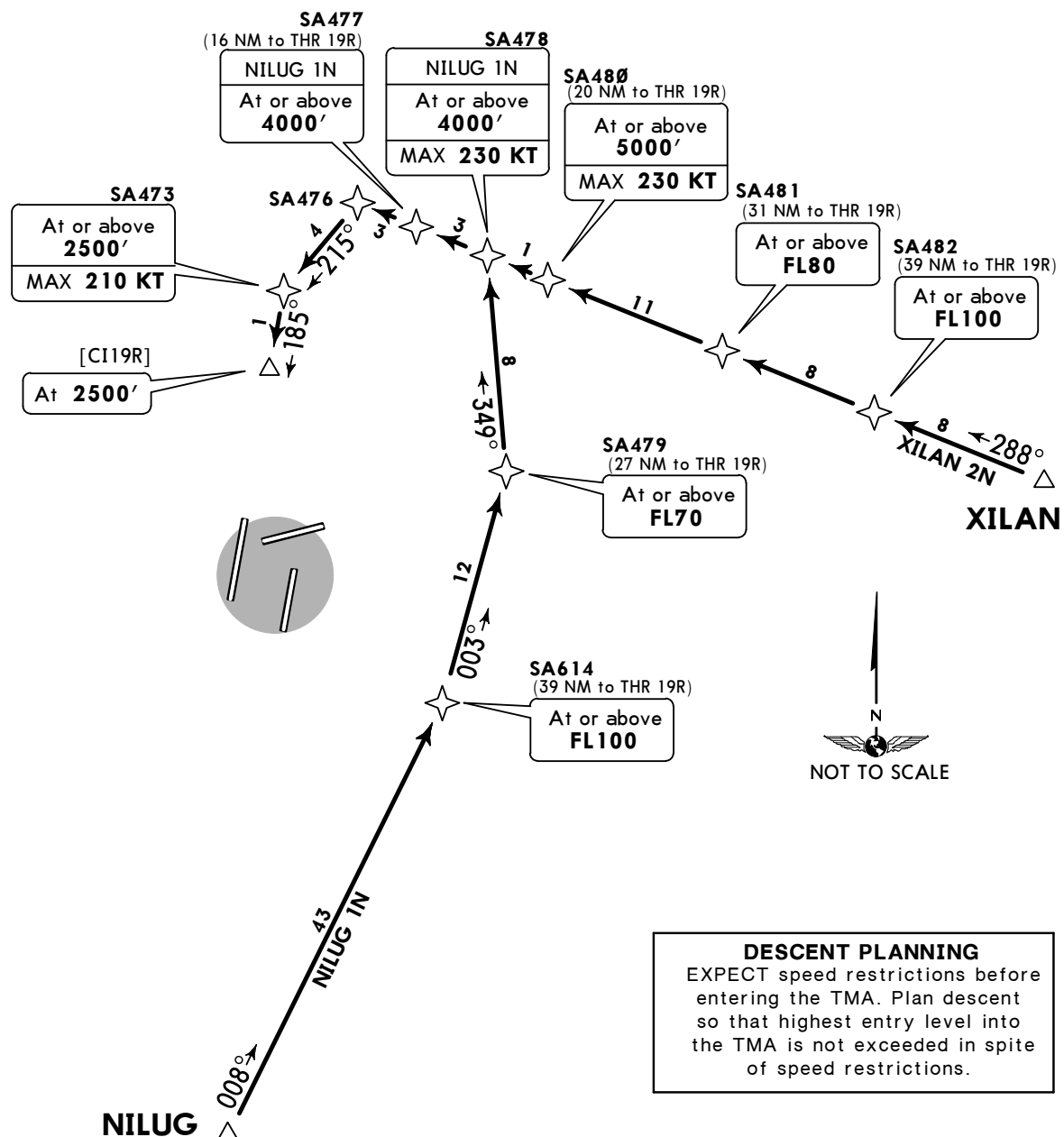
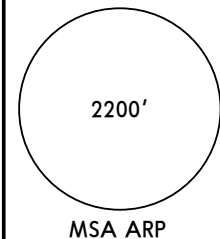
D-ATIS 119.0	Apt Elev 137'	<p>Alt Set: hPa Trans level: By ATC Trans alt: 5000'</p> <p>1. RNAV (DME/DME or GNSS). 2. P-RNAV approval required.</p> <p>3. If unable flying P-RNAV inform ATC by using phraseology 'UNABLE RNAV STAR'. 4. STARs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.</p> <p>5. Pilots are requested to plan their descent so as to perform a continuous descent approach (CDA) from at least FL100. 6. Specified minimum level at waypoints must be adhered to unless specifically cancelled by ATC.</p> <p>7. If the airborne P-RNAV equipment fails, inform ATC as soon as possible. RADAR vectors will be provided.</p>
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## NILUG 1N [NILU1N], XILAN 2N [XILA2N]

### RWY 19R P-RNAV ARRIVALS

P-RNAV STARS ARE PRIMARILY USED AT NIGHT AND DURING PERIODS OF LOW TRAFFIC BY ATC

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



STAR	ROUTING
<b>NILUG 1N</b>	NILUG - SA614 (FL100+) - SA479 (FL70+) - SA478 (4000'+; K230-) - SA477 (4000'+) - SA476 - SA473 (2500'+; K210-) - [CI19R] (2500').
<b>XILAN 2N</b>	XILAN - SA482 (FL100+) - SA481 (FL80+) - SA480 (5000'+; K230-) - SA476 - SA473 (2500'+; K210-) - [CI19R] (2500').



**ESSA/ARN**  
**ARLANDA**

**JEPPesen**  
27 JAN 17 **10-2J** Eff 2 Feb

**STOCKHOLM, SWEDEN**  
**RNAV STAR**

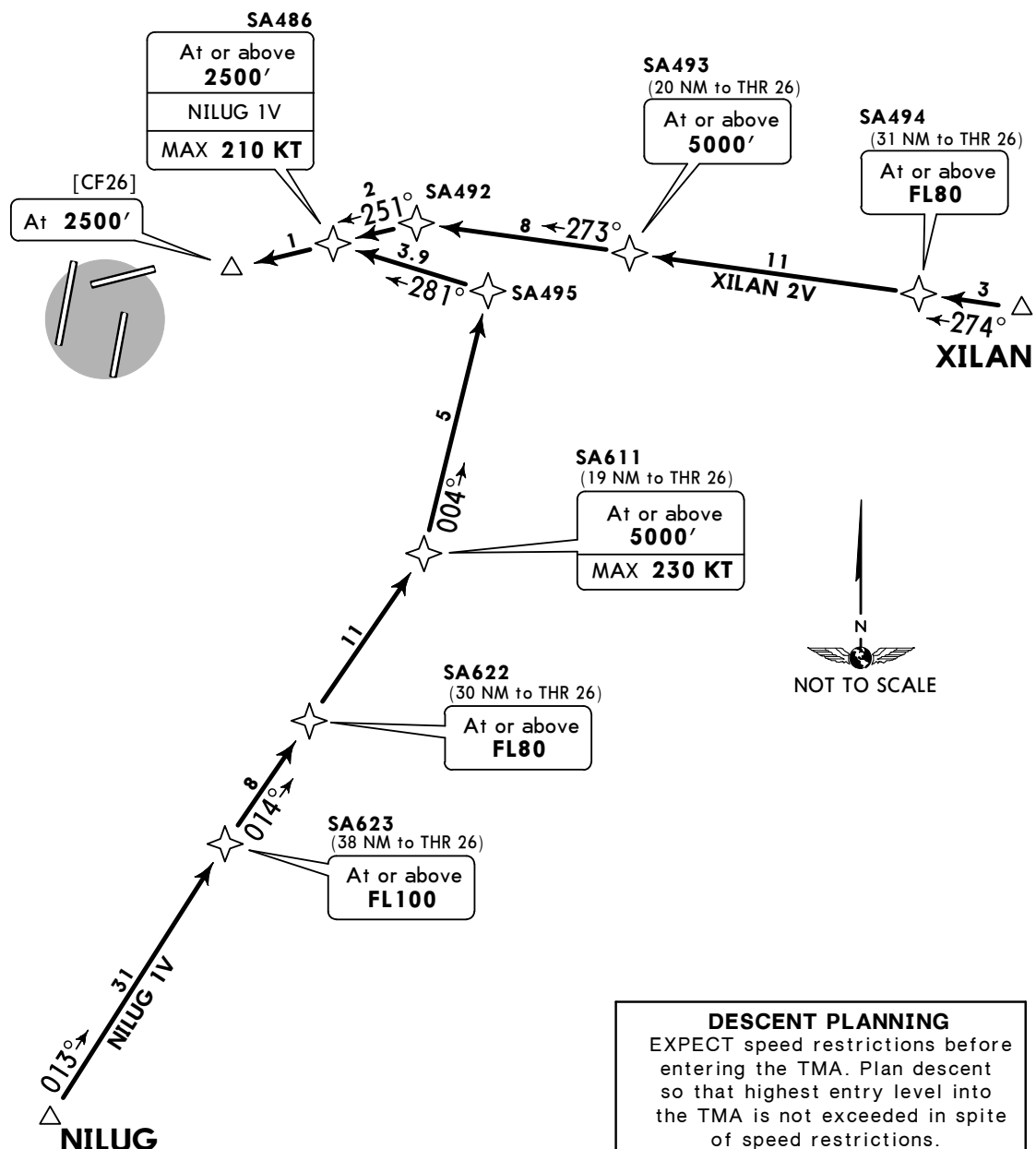
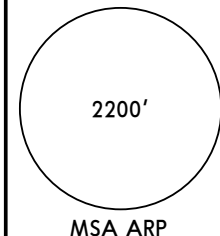
D-ATIS 119.0	Apt Elev 137'	<p>Alt Set: hPa Trans level: By ATC Trans alt: 5000'</p> <p>1. RNAV (DME/DME or GNSS). 2. P-RNAV approval required.</p> <p>3. If unable flying P-RNAV inform ATC by using phraseology 'UNABLE RNAV STAR'. 4. STARs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.</p> <p>5. Pilots are requested to plan their descent so as to perform a continuous descent approach (CDA) from at least FL100. 6. Specified minimum level at waypoints must be adhered to unless specifically cancelled by ATC.</p> <p>7. If the airborne P-RNAV equipment fails, inform ATC as soon as possible. RADAR vectors will be provided.</p>
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**NILUG 1V [NILU1V], XILAN 2V [XILA2V]**

**RWY 26 P-RNAV ARRIVAL**

P-RNAV STARS ARE PRIMARILY USED AT NIGHT AND DURING PERIODS OF LOW TRAFFIC BY ATC

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

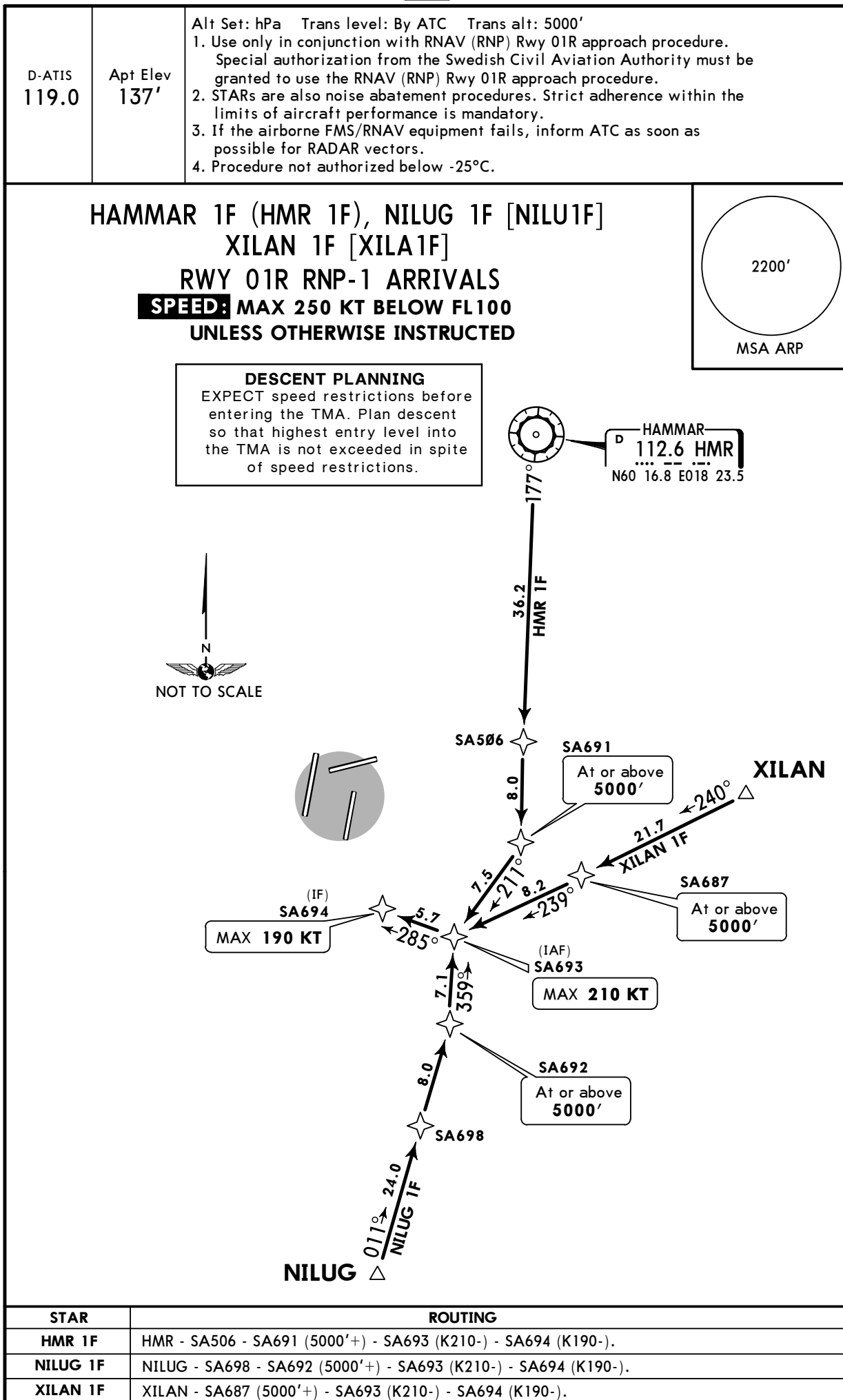


STAR	ROUTING
NILUG 1V	NILUG - SA623 (FL100+) - SA622 (FL80+) - SA611 (5000'+; K230-) - SA495 - SA486 (2500'+; K210-) - [CF26] (2500').
XILAN 2V	XILAN - SA494 (FL80+) - SA493 (5000'+) - SA492 - SA486 (2500'+) - [CF26] (2500').

**ESSA/ARN**  
**ARLANDA**

**JEPPesen**  
27 JAN 17 **10-2K** Eff 2 Feb

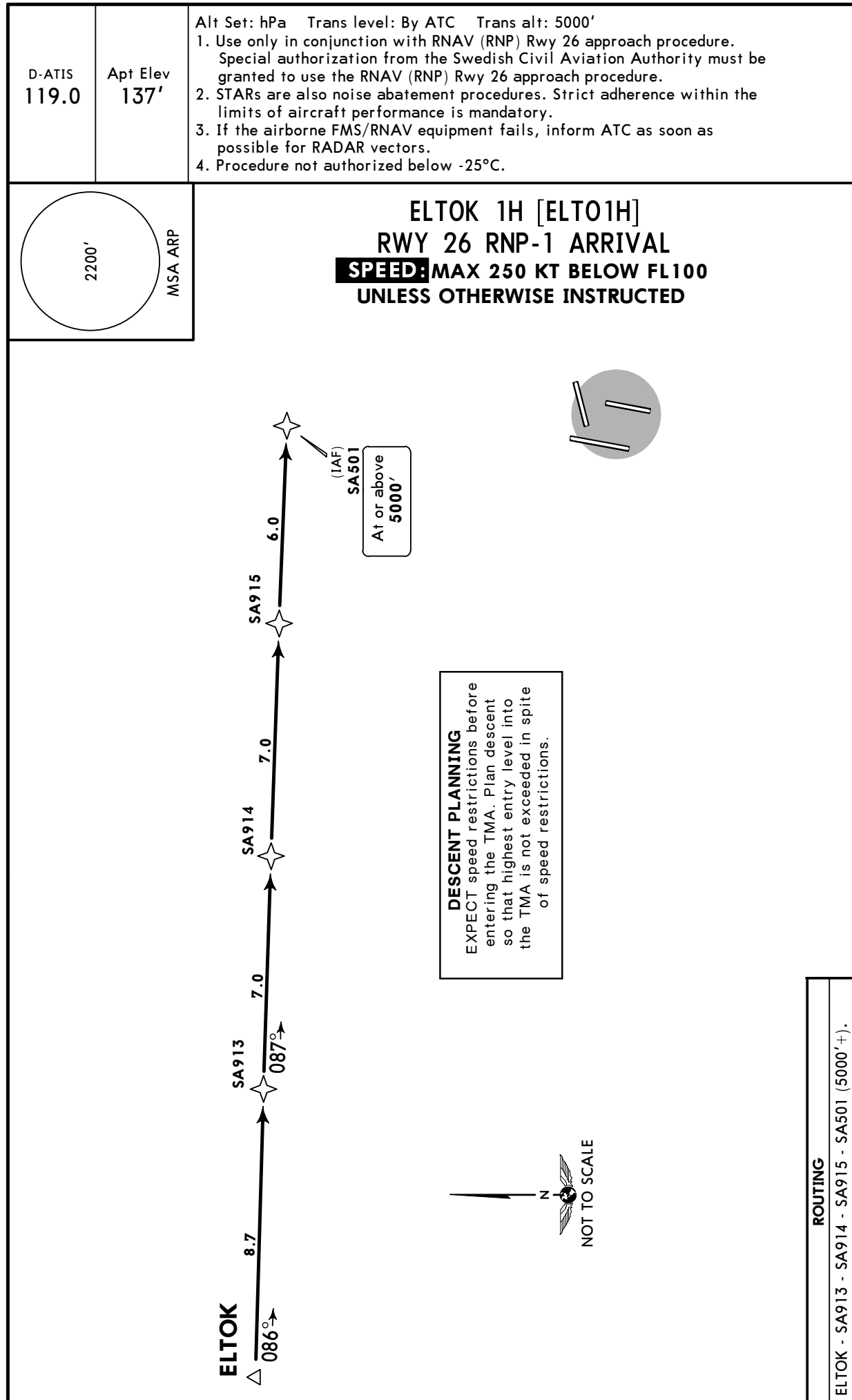
**STOCKHOLM, SWEDEN**  
**RNAV STAR**



**ESSA/ARN**  
**ARLANDA**

**JEPPESEN**  
27 JAN 17 **(10-2L)** **Eff 2 Feb**

**STOCKHOLM, SWEDEN**  
**RNAV STAR**



**ESSA/ARN**  
**ARLANDA** **JEPPESEN**  
27 JAN 17 **10-3** **Eff 2 Feb****STOCKHOLM, SWEDEN****RNAV SID**

<b>RNAV SID DESIGNATION</b>	<b>REFER TO CHART</b>
ABENI 4Q, 2R	10-3B
AROS 2B, 4C	10-3C
AROS 4E, 4G	10-3D
AROS 2K, 2L	10-3E
BABAP 2B, 3C	10-3F
BABAP 2E, 2G	10-3G
BABAP 2K, 2L, 2R	10-3H
DIGLI 4Q, 2R	10-3J
DUNKER 2B, 4C	10-3K
DUNKER 4E, 4G	10-3L
DUNKER 2K, 2L	10-3M
GALNU 4Q, 2R	10-3N
KOGAV 2B, 3C, 4G	10-3P
KOGAV 2K, 2L	10-3Q
LUMAX 4Q, 3R	10-3S
MENGA 1C, NORTEL 2B, 3C	10-3T
NORTEL 2E, 2G	10-3U
NORTEL 2K, 2L, 2R	10-3V
NOSLI 3B, 4C	10-3W
NOSLI 4E, 4G	10-3X
NOSLI 2K, 4L	10-3X1
RESNA 2B, 3C, 4G	10-3X2
RESNA 2K, 2L	10-3X3
ROKNI 4Q, 2R	10-3X4
TALEK 4Q, 3R	10-3X5
TROSA 3B, 4C	10-3X6
TROSA 4E, 4G	10-3X7
TROSA 2K, 4L	10-3X8

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**ESSA/ARN**  
**ARLANDA** **JEPPESEN**  
27 JAN 17 **(10-3A)** Eff 2 Feb**STOCKHOLM, SWEDEN**  
**RNAV SID**

## 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  $\pm 1$  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

B757, B767 and MD-11 have FMS equipment which do not get the aircraft inside designated tracks after first turn (not valid for B757 & B767 with Honeywell Pegasus FMS).

"B757, B767, MD-11" in SID routing description requires aircraft to use following procedure:

1. After take-off disregard FMS.
2. At a specified DME distance turn to a specified track.
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 0600-2200 LT 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/PRO  
Fax: +46-(0)11-19 22 46  
E-mail: maria.ullvetter@lfv.se

## RNAV AND NON-RNAV INSTRUCTIONS

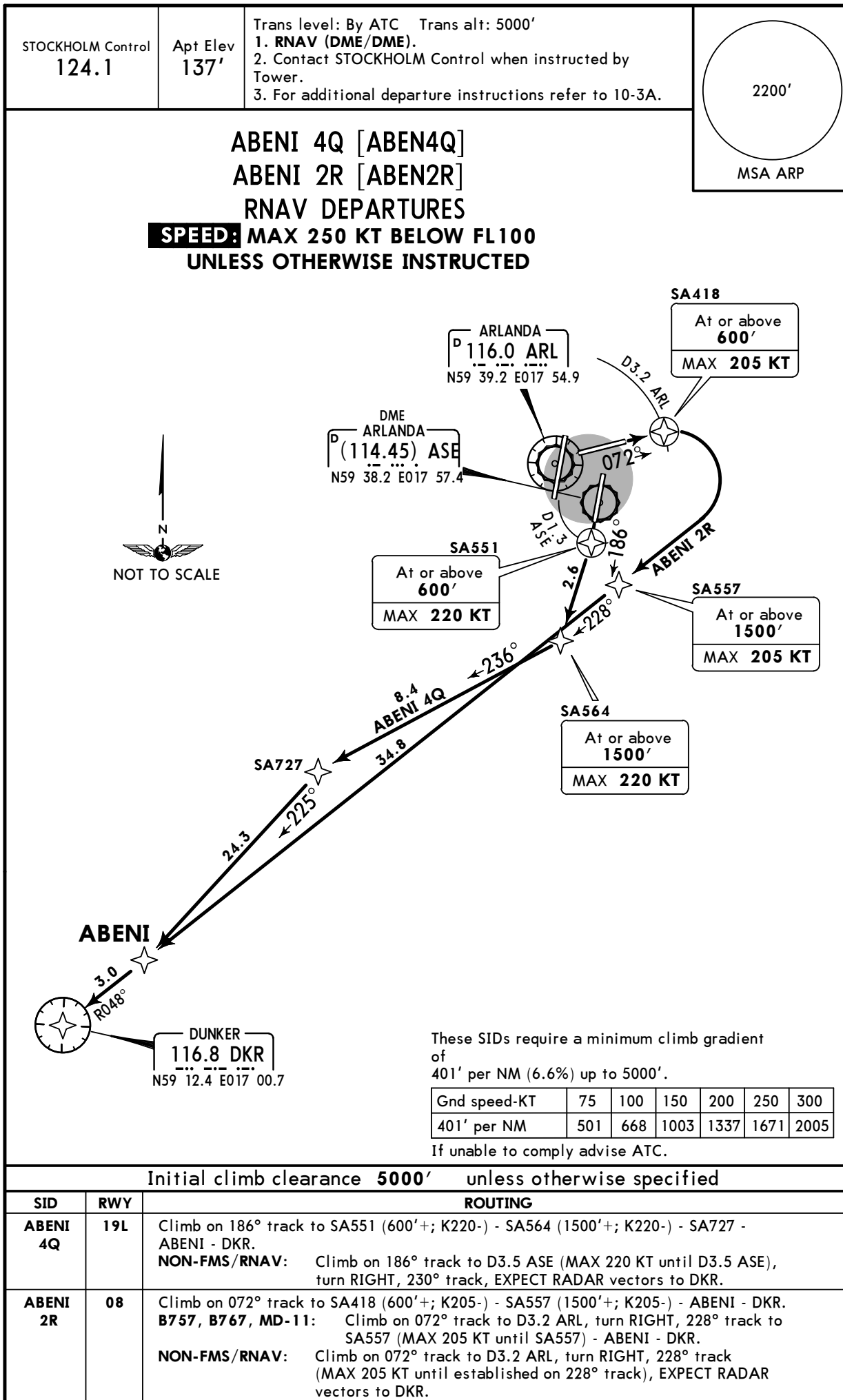
### CLIMB SPEED

Aircraft shall inform TWR before take-off if unable to operate with IAS 190 KT or higher from 2 NM after take-off.

**ESSA/ARN**  
**ARLANDA**

**JEPPesen**  
27 JAN 17 **(10-3B)** Eff 2 Feb

**STOCKHOLM, SWEDEN**  
**RNAV SID**

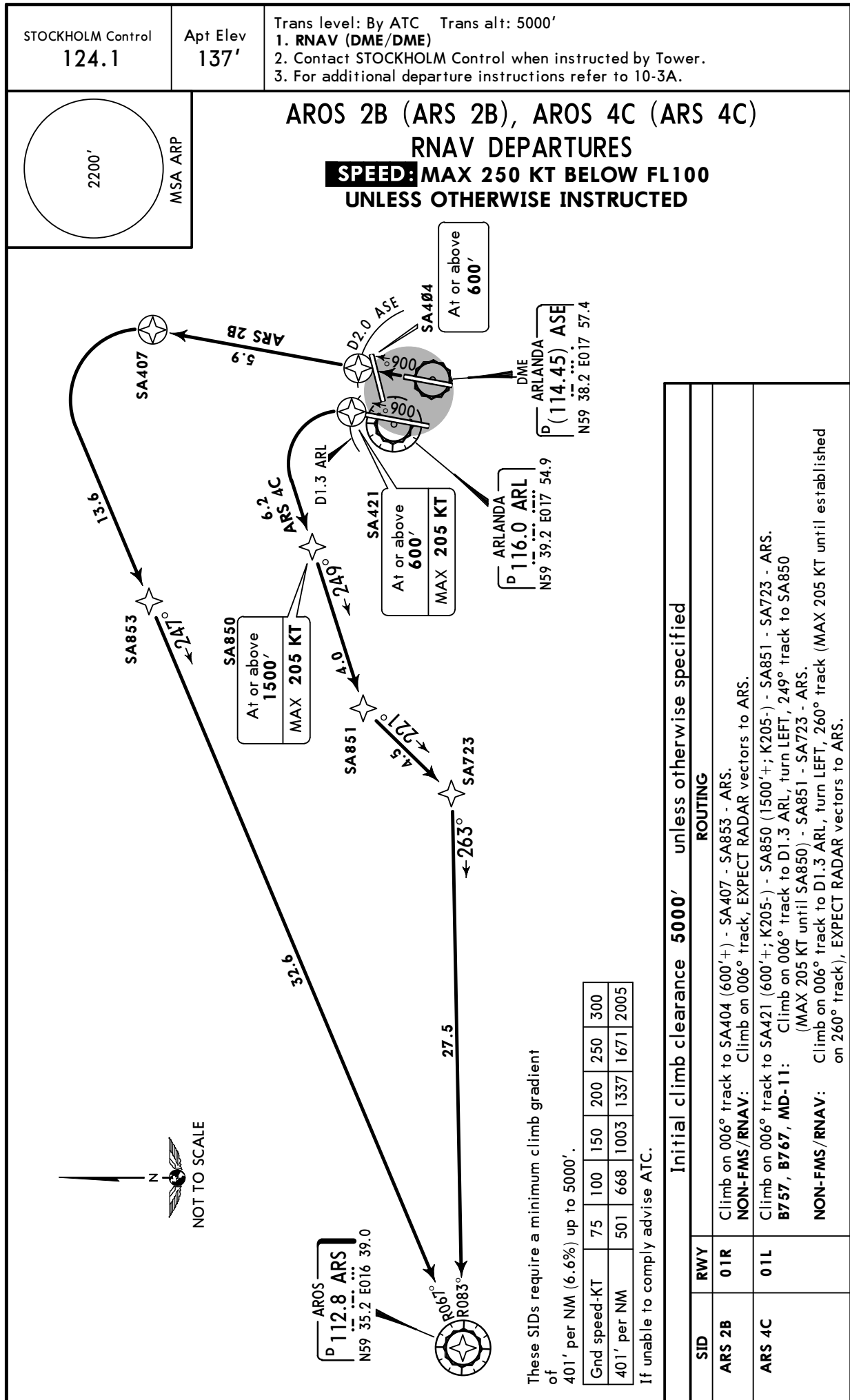


ESSA/ARN  
ARLANDA

27 JAN 17 **10-3C** Eff 2 Feb

STOCKHOLM, SWEDEN

RNAV SID



ESSA/ARN  
ARLANDA

JEPPESSEN  
27 JAN 17 10-3D Eff 2 Feb

STOCKHOLM, SWEDEN  
RNAV SID

STOCKHOLM Control  
124.1

Apt Elev  
137'

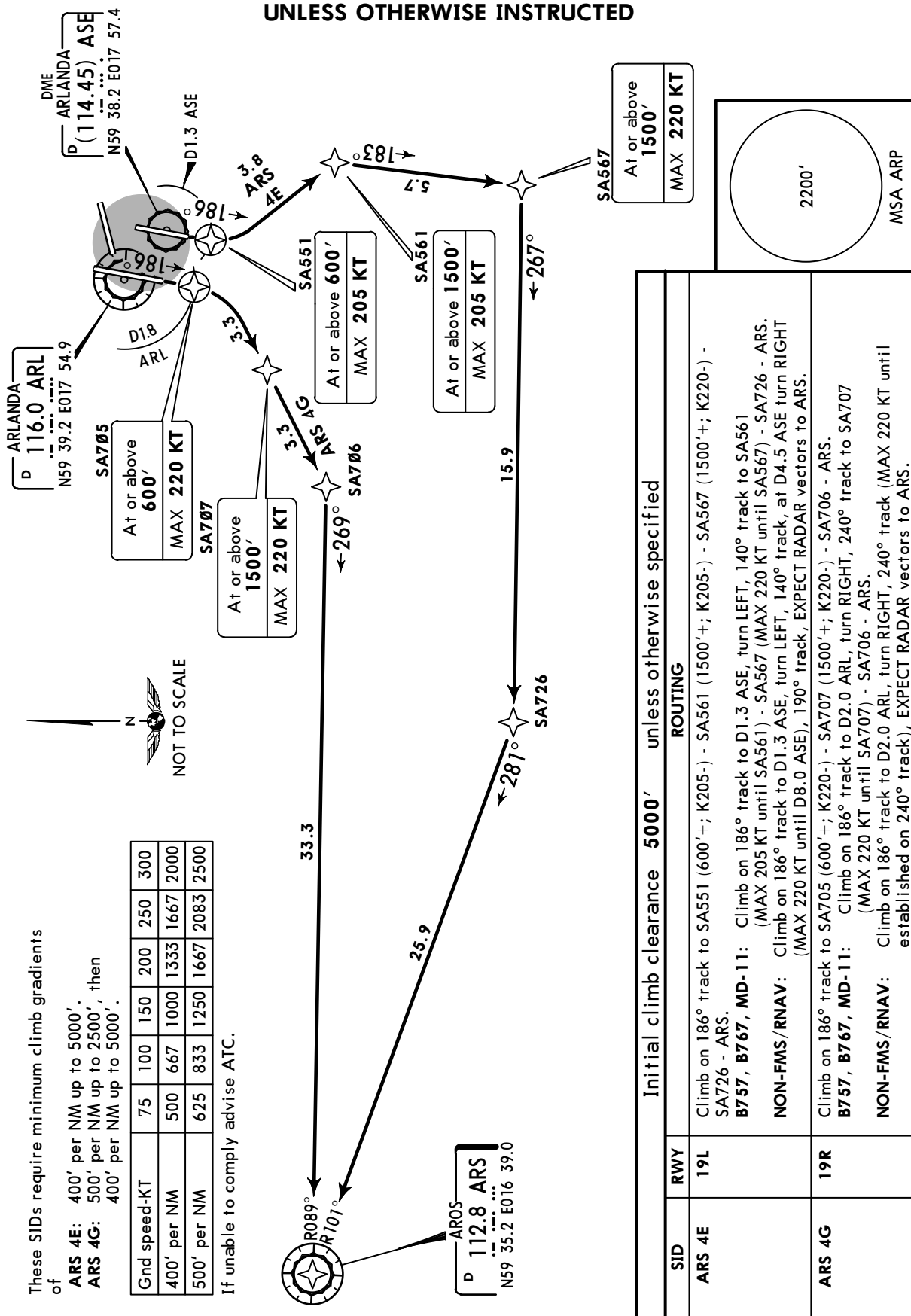
Trans level: By ATC Trans alt: 5000'  
1. RNAV (DME/DME).  
2. Contact STOCKHOLM Control when instructed by Tower.  
3. For additional departure instructions refer to 10-3A.

## AROS 4E (ARS 4E), AROS 4G (ARS 4G)

### RNAV DEPARTURES

**SPEED: MAX 250 KT BELOW FL100**

**UNLESS OTHERWISE INSTRUCTED**



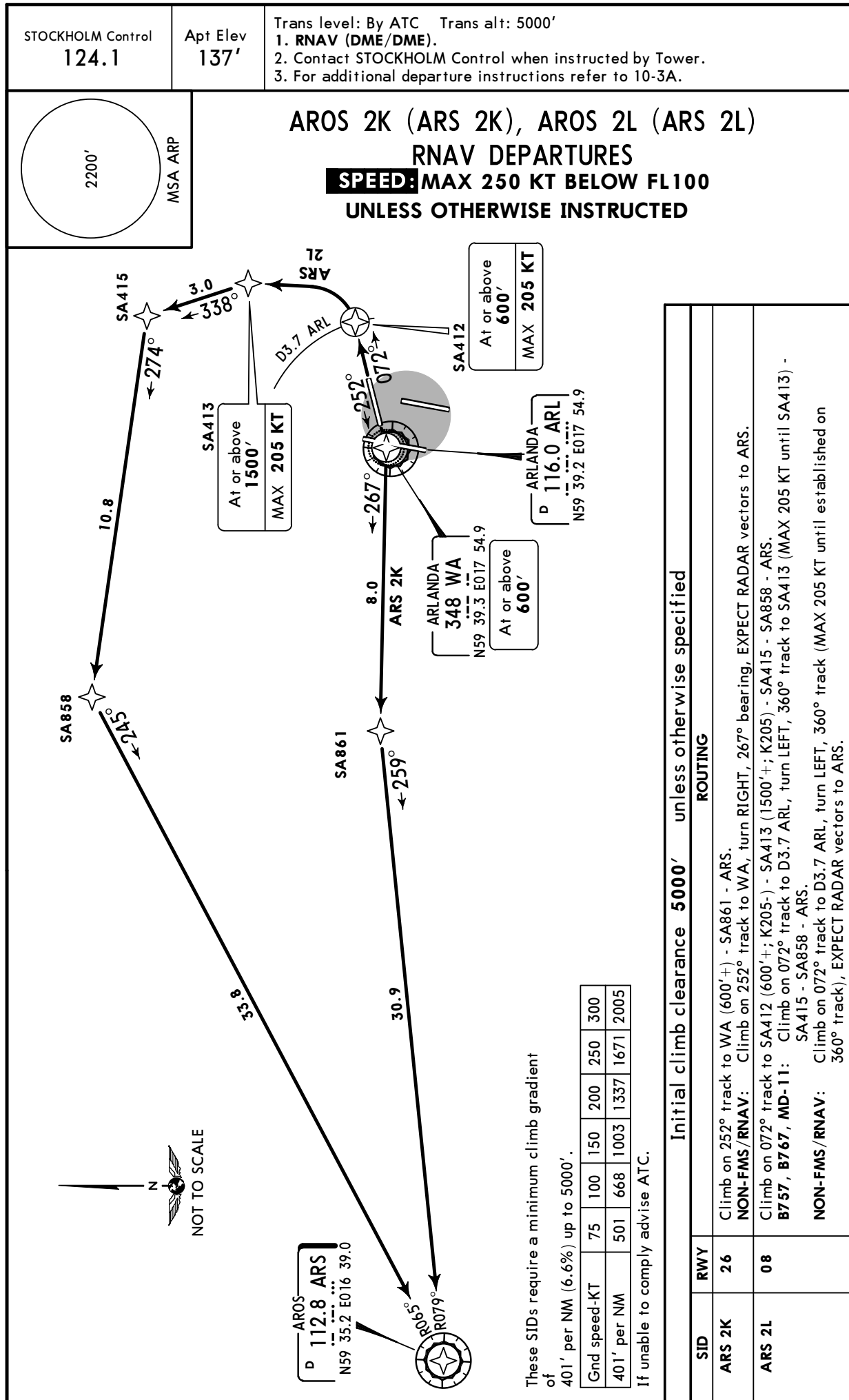


ESSA/ARN  
ARLANDA

**JEPPESSEN**  
27 JAN 17 **10-3E** Eff 2 Feb

STOCKHOLM, SWEDEN

**RNAV SID**



**ESSA/ARN**  
**ARLANDA**

27 JAN 17

**JEPPESEN**

10-3F

**Eff 2 Feb**

**STOCKHOLM, SWEDEN**

**RNAV SID**

STOCKHOLM Control  
130.325

Apt Elev  
137'

Trans level: By ATC    Trans alt: 5000'

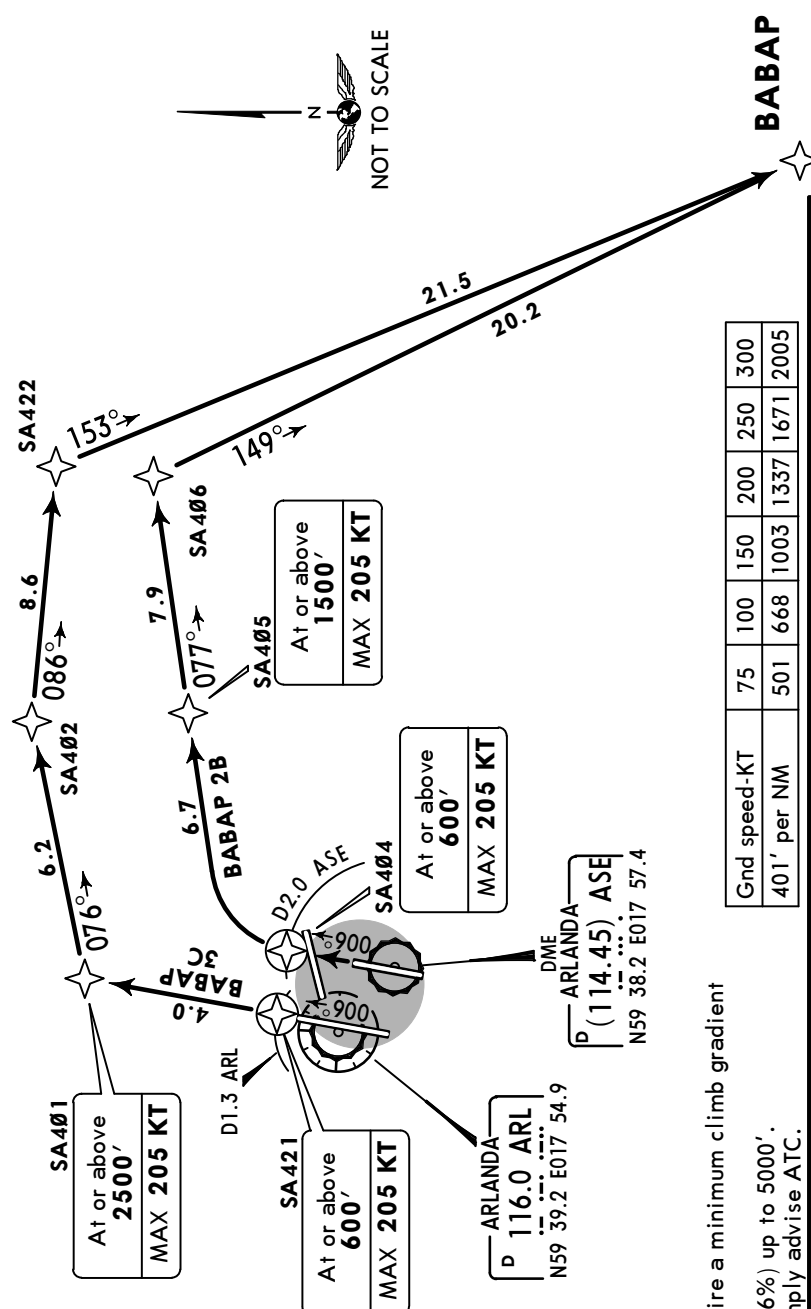
1. RNAV (DME/DME).
2. Contact STOCKHOLM Control when instructed by Tower.
3. For additional departure instructions refer to 10-3A.

BABAP 2B [BABA2B]

**BABAP 3C [BABA3C]**

## RNAV DEPARTURES

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



These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to 5000'. If unable to comply advise ATC.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

**Initial climb clearance 5000'** unless otherwise specified

SID	RWY	ROUTING
<b>BABAP 2B</b>	<b>01R</b>	Climb on 006° track to SA404 (600' +; K205-) - SA405 (1500' +; K205-) - SA406 - BABAP. <b>B757, B767, MD-11:</b> Climb on 006° track to D2.0 ASE, turn RIGHT, 077° track track to SA405 (MAX 205 KT until SA405) - SA406 - BABAP. <b>NON-FMS/RNAV:</b> Climb on 006° track to D2.0 ASE, turn RIGHT to NTL (MAX 205 KT until established inbound NTL), EXPECT RADAR vectors to BABAP.
<b>BABAP 3C</b> <b>1</b>	<b>01L</b>	Climb on 006° track to SA421 (600' +; K205-) - SA401 (2500' +; K205-) - SA402 - SA422 - BABAP. <b>NON-FMS/RNAV:</b> Climb on 006° track to D4.0 ARL or 2500', whichever is later (MAX 205 KT before turn), turn RIGHT to NTL, EXPECT RADAR vectors to BABAP.

① If unable to reach 2500' before first turn, continue on 006° track and inform ATC.

2000,

MSA ARP

**ESSA/ARN**  
**ARLANDA**

27 JAN 17

**JEPPESEN**

(10-3G)

**Eff 2 Feb**

STOCKHOLM, SWEDEN

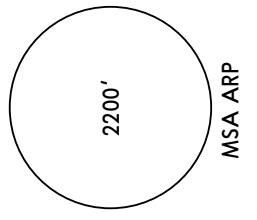
**RNAV SID**

STOCKHOLM Control  
130.325

Apt Elev  
137'

Trans level: By ATC    Trans alt: 5000'

1. RNAV (DME/DME).
2. Contact STOCKHOLM Control when instructed by Tower.
3. For additional departure instructions refer to 10-3A.

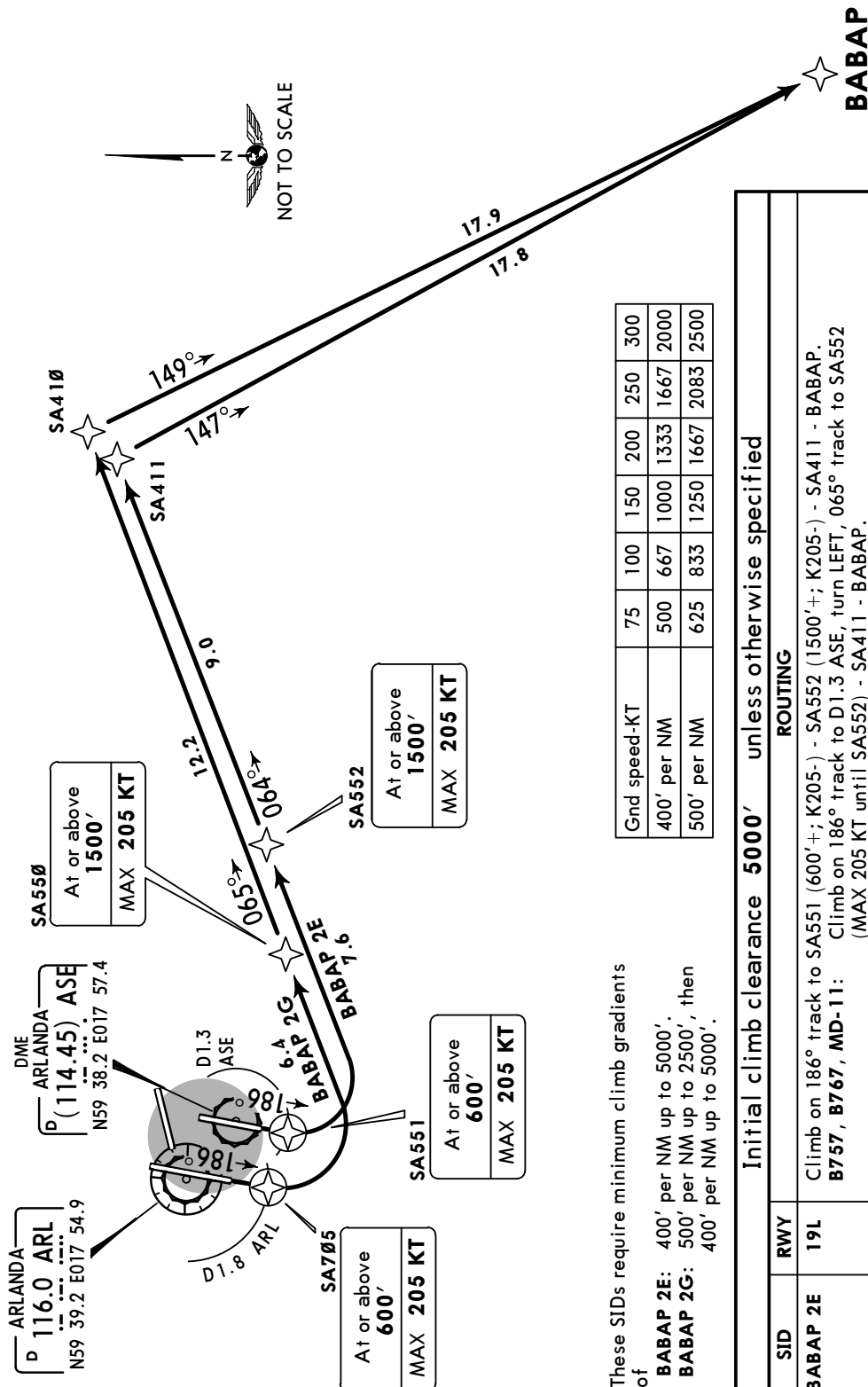


**BABAP 2E [BABA2E]**

BABAP 2G [BABA2G]

## RNAV DEPARTURES

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



Gnd speed:KT	75	100	150	200	250	300
400' per NM	500	667	1000	1333	1667	2000
500' per NM	625	833	1250	1667	2083	2500

These SIDs require minimum climb gradients of

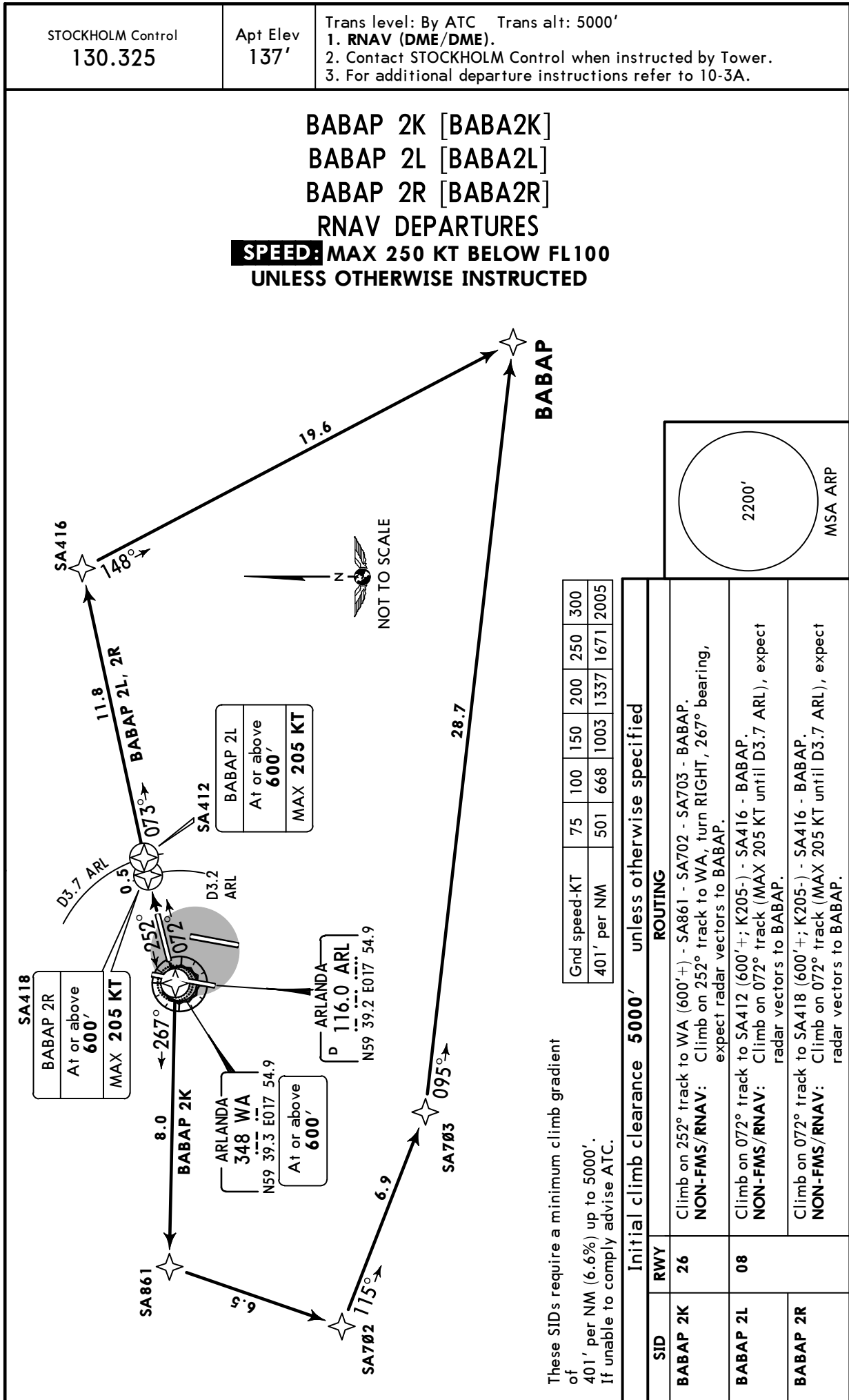
SID	RWY	Initial climb clearance <b>5000'</b> unless otherwise specified
		<b>ROUTING</b>
<b>BABAP 2E</b>	<b>19L</b>	<p>Climb on 186° track to SA551 (600'±; K205-) - SA552 (1500'±; K205-) - SA411 - BABAP.</p> <p><b>B757, B767, MD-11:</b> Climb on 186° track to D1.3 ASE, turn LEFT, 065° track to SA552 (MAX 205 KT until SA552) - SA411 - BABAP.</p> <p><b>NON-FMS/RNAV:</b> Climb on 186° track to D1.3 ASE, turn LEFT, 065° track (MAX 205 KT until established on 065° track), EXPECT RADAR vectors to BABAP.</p>
<b>BABAP 2G</b>	<b>19R</b>	<p>Climb on 186° track to SA705 (600'±; K205-) - SA550 (1500'±; K205-) - SA410 - BABAP.</p> <p><b>B757, B767, MD-11:</b> Climb on 186° track to D2.0 ARL, turn LEFT, 066° track to SA550 (MAX 205 KT until SA550) - SA410 - BABAP.</p> <p><b>NON-FMS/RNAV:</b> Climb on 186° track to D2.0 ARL, turn LEFT, 066° track (MAX 205 KT until established on 066° track), EXPECT RADAR vectors to BABAP.</p>

ESSA/ARN  
ARLANDA

**JEPPESSEN**  
27 JAN 17 **(10-3H)** **Eff 2 Feb**

**STOCKHOLM, SWEDEN**

**RNAV SID**



ESSA/ARN  
ARLANDA

27 JAN 17

JEPPESSEN

10-3J

Eff 2 Feb

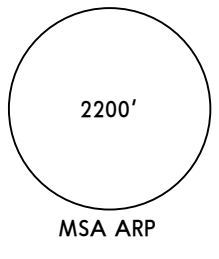
STOCKHOLM, SWEDEN

RNAV SID

STOCKHOLM Control  
124.1Apt Elev  
137'

Trans level: By ATC Trans alt: 5000'

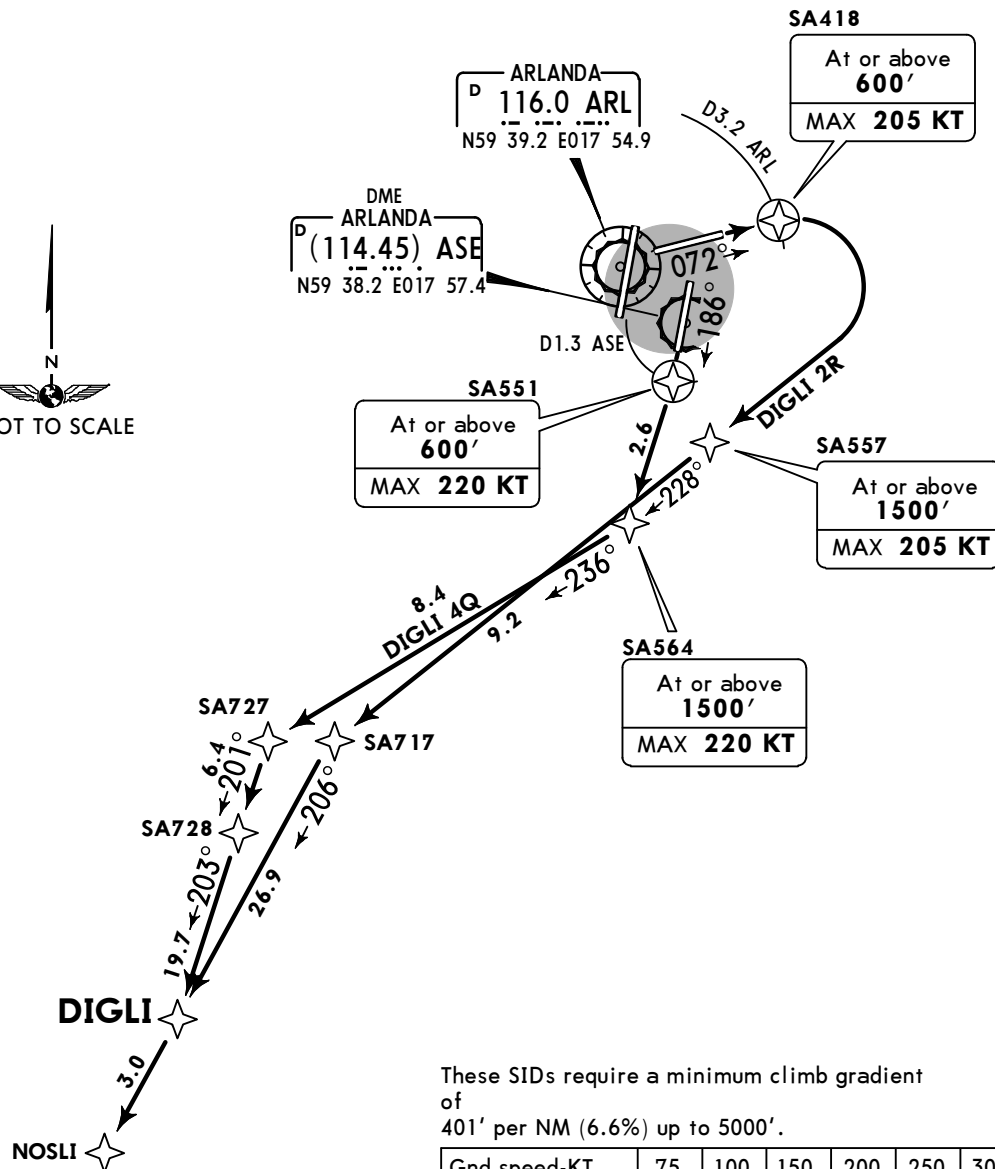
1. RNAV (DME/DME).
2. Contact STOCKHOLM Control when instructed by Tower.
3. For additional departure instructions refer to 10-3A.



DIGLI 4Q [DIGL4Q]

DIGLI 2R [DIGL2R]

RNAV DEPARTURES

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


These SIDs require a minimum climb gradient  
of  
401' per NM (6.6%) up to 5000'.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise ATC.

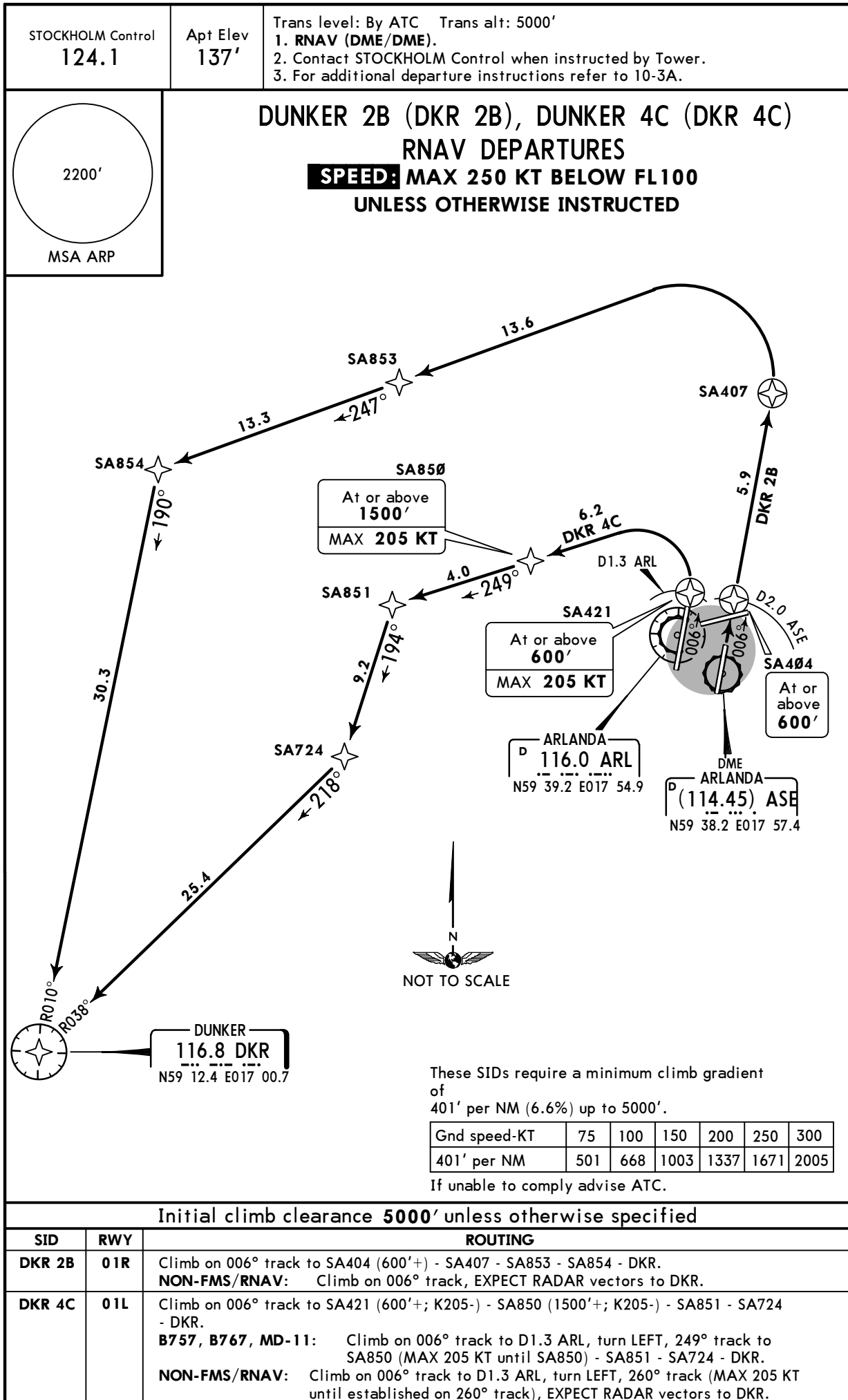
Initial climb clearance **5000'** unless otherwise specified

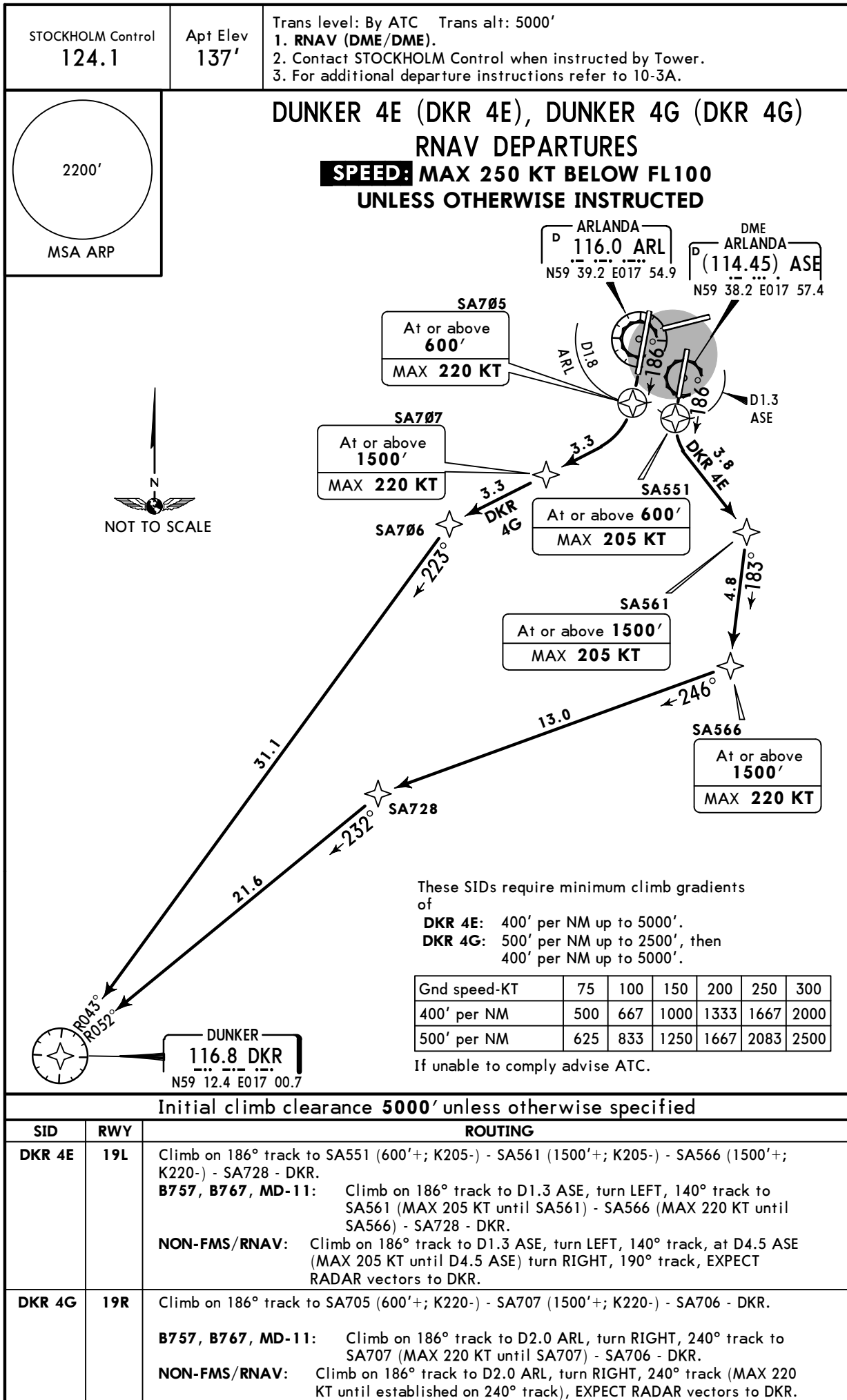
SID	RWY	ROUTING
DIGLI 4Q	19L	Climb on 186° track to SA551 (600'+; K220-) - SA564 (1500'+; K220-) - SA727 - SA728 - DIGLI - NOSLI. <b>NON-FMS/RNAV:</b> Climb on 186° track to D3.5 ASE (MAX 220 KT until D3.5 ASE), turn RIGHT, 230° track, EXPECT RADAR vectors to NOSLI.
DIGLI 2R	08	Climb on 072° track to SA418 (600'+; K205-) - SA557 (1500'+; K205-) - SA717 - DIGLI - NOSLI. <b>B757, B767, MD-11:</b> Climb on 072° track to D3.2 ARL, turn RIGHT, 228° track to SA557 (MAX 205 KT until SA557) - SA717 - DIGLI - NOSLI. <b>NON-FMS/RNAV:</b> Climb on 072° track to D3.2 ARL, turn RIGHT, 228° track (MAX 205 KT until established on 228° track), EXPECT RADAR vectors to NOSLI.

**ESSA/ARN**  
**ARLANDA**

**JEPPesen**  
27 JAN 17 **10-3K** Eff 2 Feb

**STOCKHOLM, SWEDEN**  
**RNAV SID**



ESSA/ARN  
ARLANDAJEPPESSEN  
27 JAN 17 10-3L Eff 2 FebSTOCKHOLM, SWEDEN  
RNAV SID

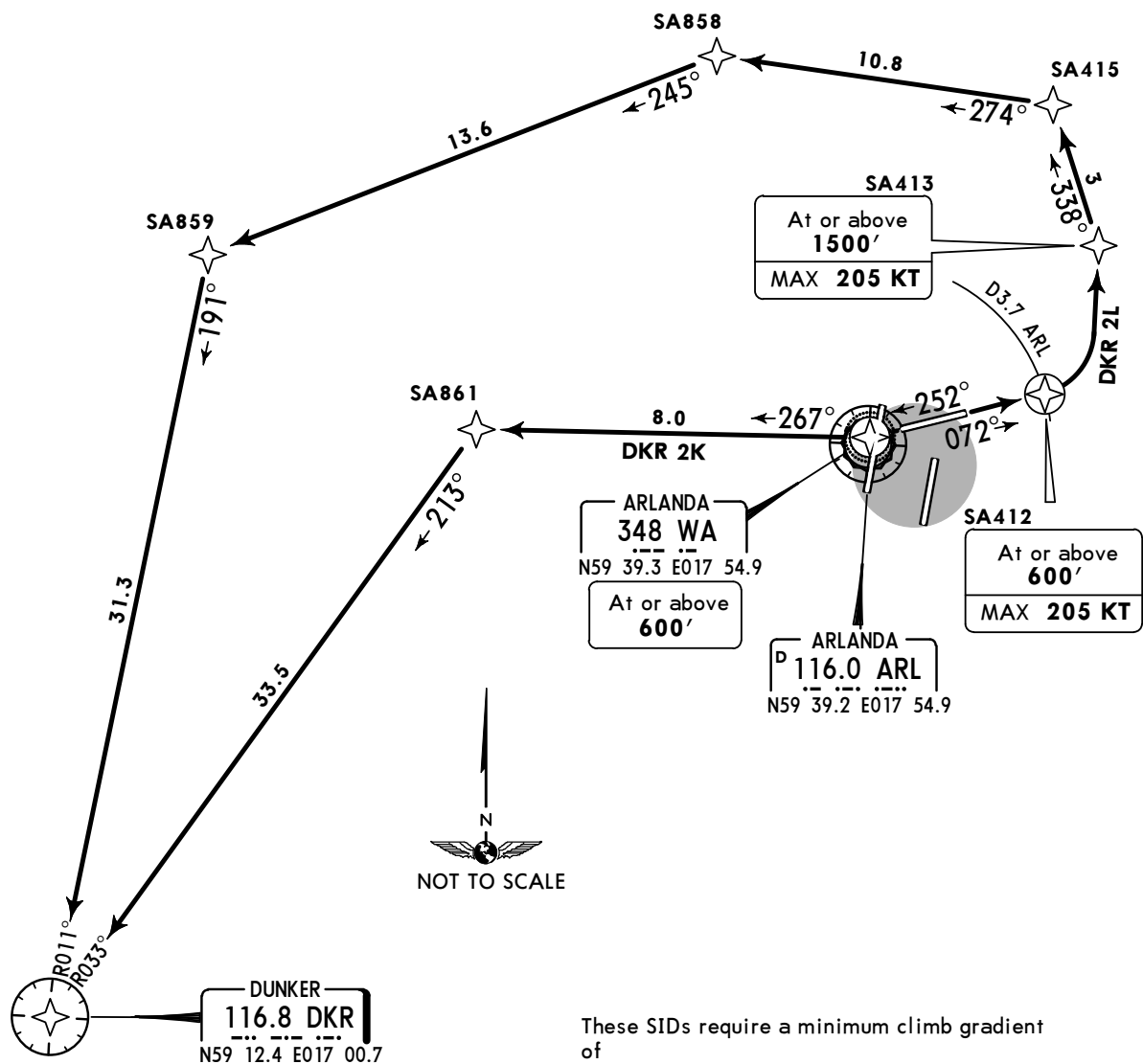
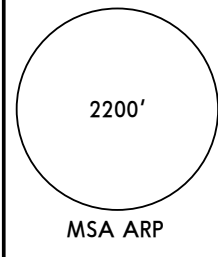
ESSA/ARN  
ARLANDAJEPPESEN  
27 JAN 17 (10-3M) Eff 2 FebSTOCKHOLM, SWEDEN  
RNAV SIDSTOCKHOLM Control  
124.1Apt Elev  
137'

Trans level: By ATC Trans alt: 5000'

1. RNAV (DME/DME).
2. Contact STOCKHOLM Control when instructed by Tower.
3. For additional departure instructions refer to 10-3A.

DUNKER 2K (DKR 2K), DUNKER 2L (DKR 2L)

RNAV DEPARTURES

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

These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to 5000'.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise ATC.

Initial climb clearance 5000' unless otherwise specified

SID	RWY	ROUTING
DKR 2K	26	Climb on 252° track to WA (600'+) - SA861 - DKR. <b>NON-FMS/RNAV:</b> Climb on 252° track to WA, turn RIGHT, 267° bearing, EXPECT RADAR vectors to DKR.
DKR 2L	08	Climb on 072° track to SA412 (600'+; K205-) - SA413 (1500'+; K205-) - SA415 - SA858 - SA859 - DKR. <b>B757, B767, MD-11:</b> Climb on 072° track to D3.7 ARL, turn LEFT, 360° track to SA413 (MAX 205 KT until SA413) - SA415 - SA858 - SA859 - DKR. <b>NON-FMS/RNAV:</b> Climb on 072° track to D3.7 ARL, turn LEFT, 360° track (MAX 205 KT until established on 360° track), EXPECT RADAR vectors to DKR.



ESSA/ARN  
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27 JAN 17

JEPPESEN

(10-3N) Eff 2 Feb

STOCKHOLM, SWEDEN

RNAV SID

STOCKHOLM Control  
124.1Apt Elev  
137'

Trans level: By ATC Trans alt: 5000'

1. RNAV (DME/DME).
2. Contact STOCKHOLM Control when instructed by Tower.
3. For additional departure instructions refer to 10-3A.

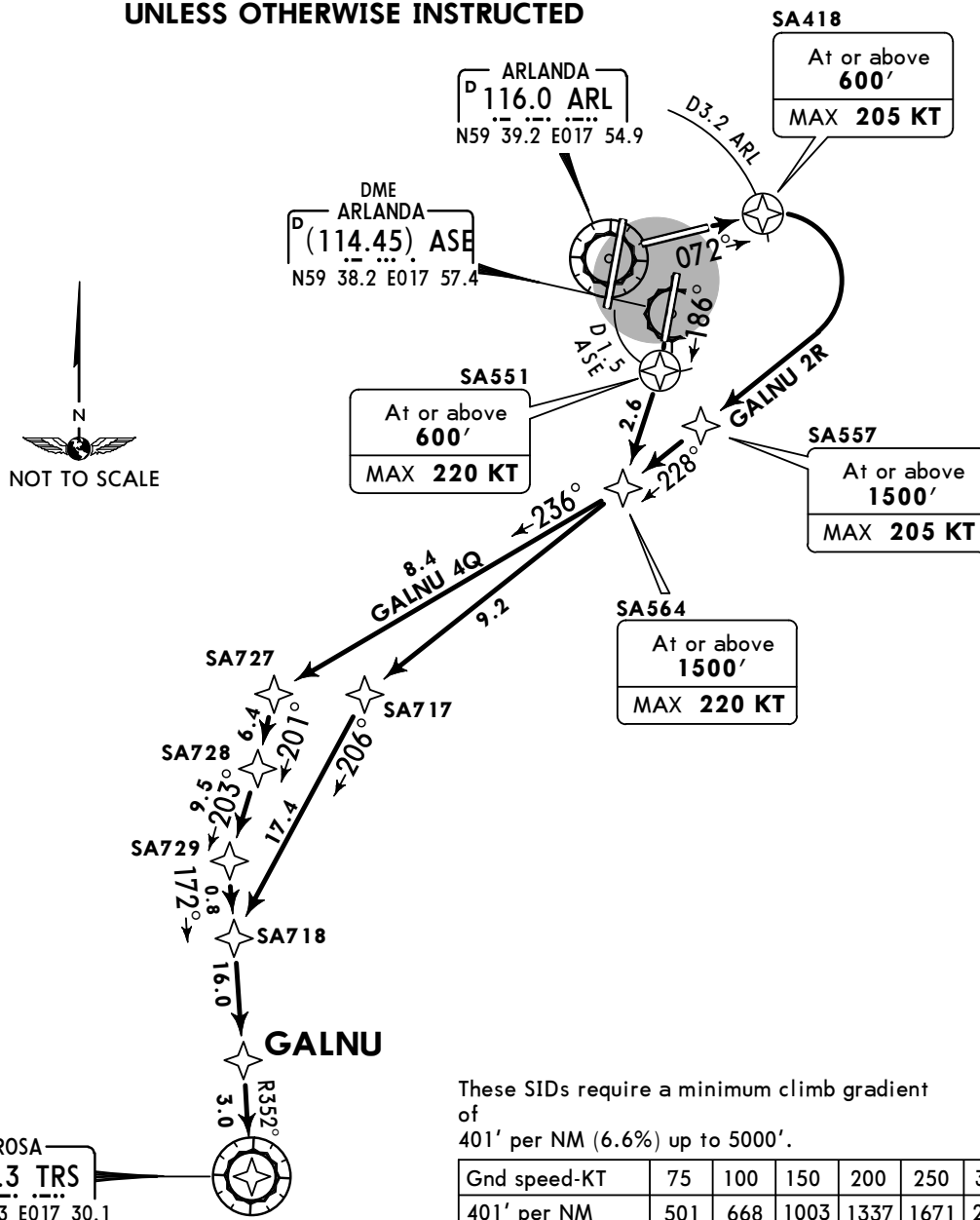
2200'

MSA ARP

GALNU 4Q [GALN4Q]

GALNU 2R [GALN2R]

RNAV DEPARTURES

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

These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to 5000'.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise ATC.

Initial climb clearance **5000'** unless otherwise specified

SID	RWY	ROUTING
GALNU 4Q	19L	Climb on 186° track to SA551 (600'+; K220-) - SA564 (1500'+; K220-) - SA727 - SA728 - SA729 - GALNU - TRS. <b>NON-FMS/RNAV:</b> Climb on 186° track to D3.5 ASE (MAX 220 KT until D3.5 ASE), turn RIGHT, 230° track, EXPECT RADAR vectors to TRS.
GALNU 2R	08	Climb on 072° track to SA418 (600'+; K205-) - SA557 (1500'+; K205-) - SA717 - SA718 - GALNU - TRS. <b>B757, B767, MD-11:</b> Climb on 072° track to D3.2 ARL, turn RIGHT, 228° track to SA557 (MAX 205 KT until SA557) - SA717 - SA718 - GALNU - TRS. <b>NON-FMS/RNAV:</b> Climb on 072° track to D3.2 ARL, turn RIGHT, 228° track (MAX 205 KT until established on 228° track), EXPECT RADAR vectors to TRS.

ESSA/ARN  
ARLANDA

27 JAN 17

JEPPESEN

10-3P

Eff 2 Feb

STOCKHOLM, SWEDEN

RNAV SID

STOCKHOLM Control  
124.1Apt Elev  
137'

Trans level: By ATC Trans alt: 5000'

1. RNAV (DME/DME).
2. Contact STOCKHOLM Control when instructed by Tower.
3. For additional departure instructions refer to 10-3A.

2200'

MSA ARP

★ KOGAV

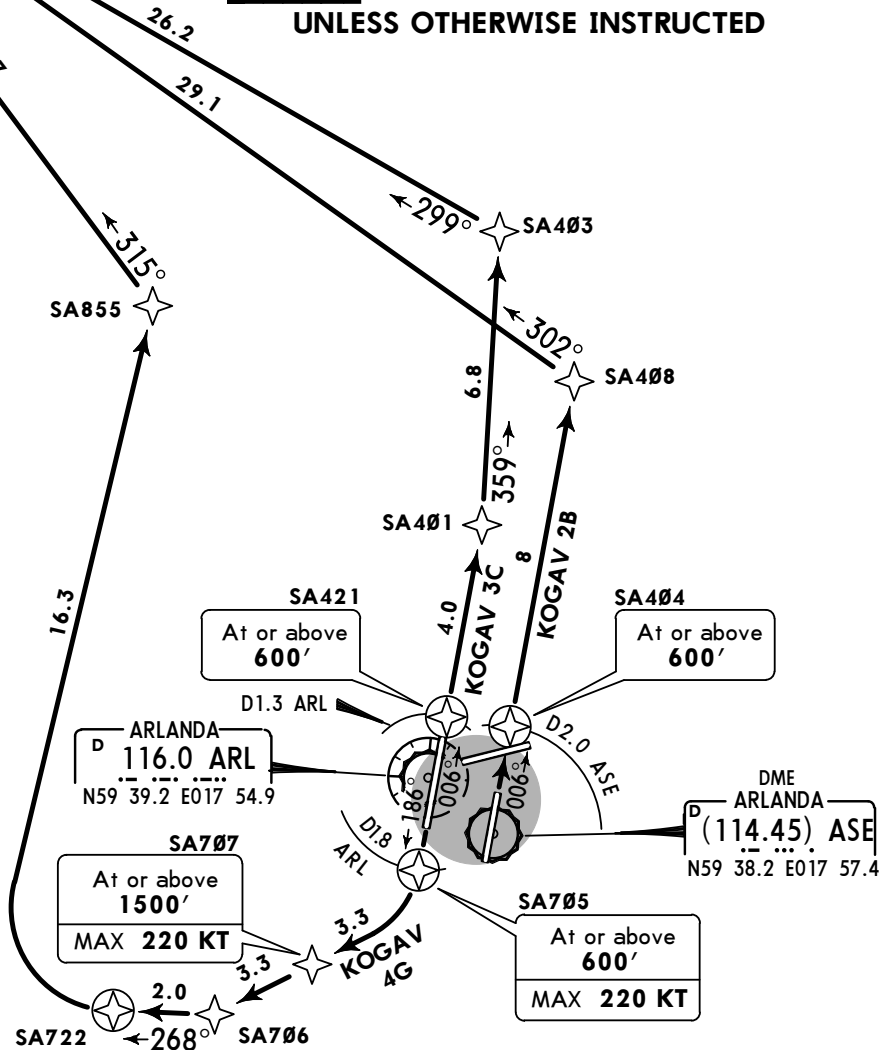
KOGAV 2B [KOGA2B]

KOGAV 3C [KOGA3C]

KOGAV 4G [KOGA4G]

RNAV DEPARTURES

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



These SIDs require minimum climb gradients of

**KOGAV 2B, 3C:** 401' per NM (6.6%) up to 5000'.

**KOGAV 4G:** 500' per NM up to 2500', then 400' per NM up to 5000'.

If unable to comply advise ATC.

Gnd speed-KT	75	100	150	200	250	300
400' per NM	500	667	1000	1333	1667	2000
401' per NM	501	668	1003	1337	1671	2005
500' per NM	625	833	1250	1667	2083	2500

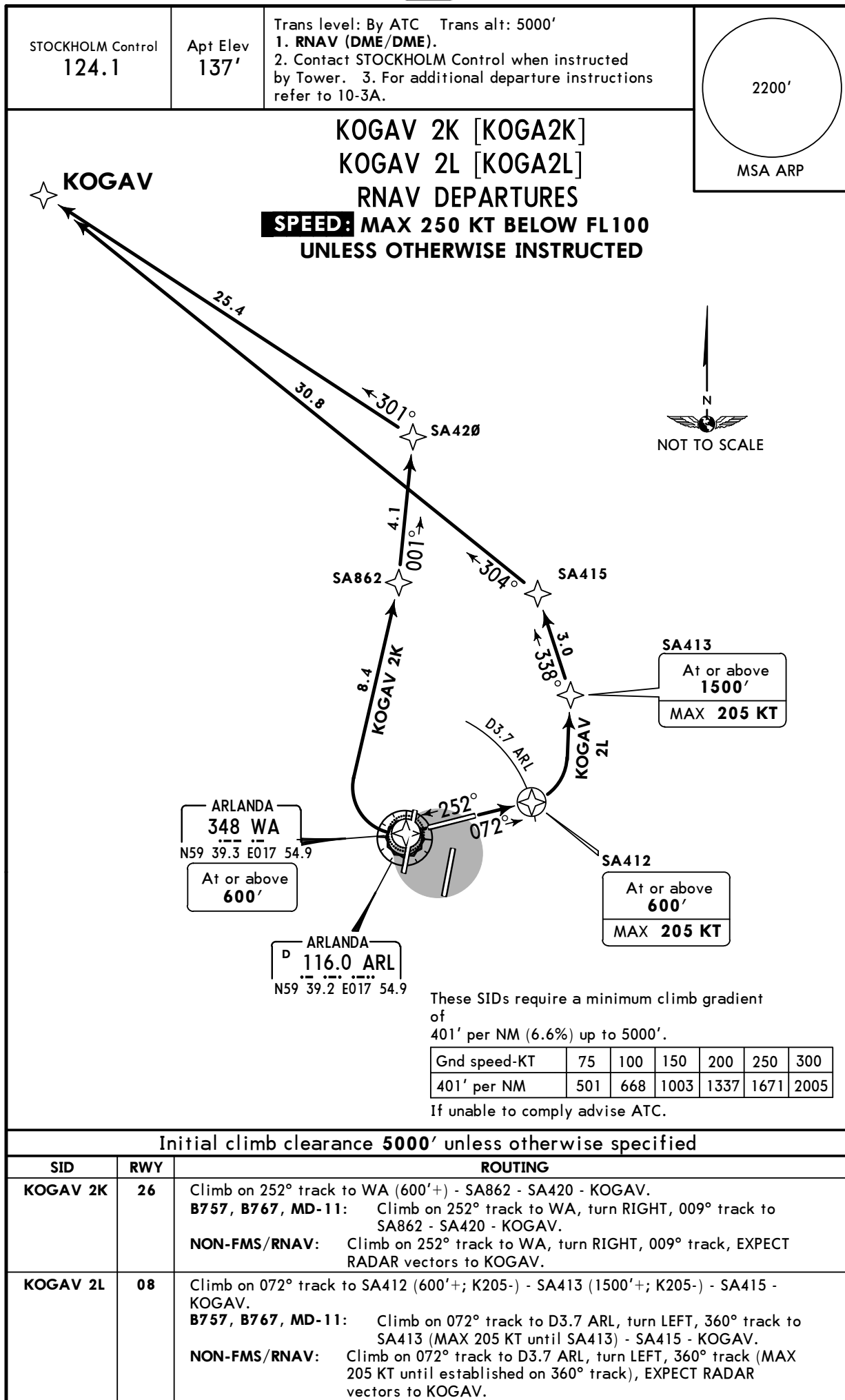
Initial climb clearance **5000'** unless otherwise specified

SID	RWY	ROUTING
KOGAV 2B	01R	Climb on 006° track to SA404 (600'+) - SA408 - KOGAV. <b>NON-FMS/RNAV:</b> Climb on 006° track, EXPECT RADAR vectors to KOGAV.
KOGAV 3C	01L	Climb on 006° track to SA421 (600'+) - SA401 - SA403 - KOGAV. <b>NON-FMS/RNAV:</b> Climb on 006° track, EXPECT RADAR vectors to KOGAV.
KOGAV 4G	19R	Climb on 186° track to SA705 (600'+; K220-) - SA707 (1500'+; K220-) - SA706 - SA722 - SA855 - KOGAV. <b>B757, B767, MD-11:</b> Climb on 186° track to D2.0 ARL, turn RIGHT, 240° track to SA707 (MAX 220 KT until SA707) - SA706 - SA722 - SA855 - KOGAV. <b>NON-FMS/RNAV:</b> Climb on 186° track to D2.0 ARL, turn RIGHT, 240° track (MAX 220 KT until established on 240° track), EXPECT RADAR vectors to KOGAV.

**ESSA/ARN**  
**ARLANDA**

**JEPPesen**  
27 JAN 17 **(10-3Q)** Eff 2 Feb

**STOCKHOLM, SWEDEN**  
**RNAV SID**



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ARLANDAJEPPesen  
27 JAN 17 10-3S Eff 2 Feb

STOCKHOLM, SWEDEN

RNAV SID

STOCKHOLM Control  
124.1Apt Elev  
137'

Trans level: By ATC Trans alt: 5000'

1. RNAV (DME/DME).
2. Contact STOCKHOLM Control when instructed by Tower.
3. For additional departure instructions refer to 10-3A.

LUMAX 4Q [LUMA4Q]

LUMAX 3R [LUMA3R]

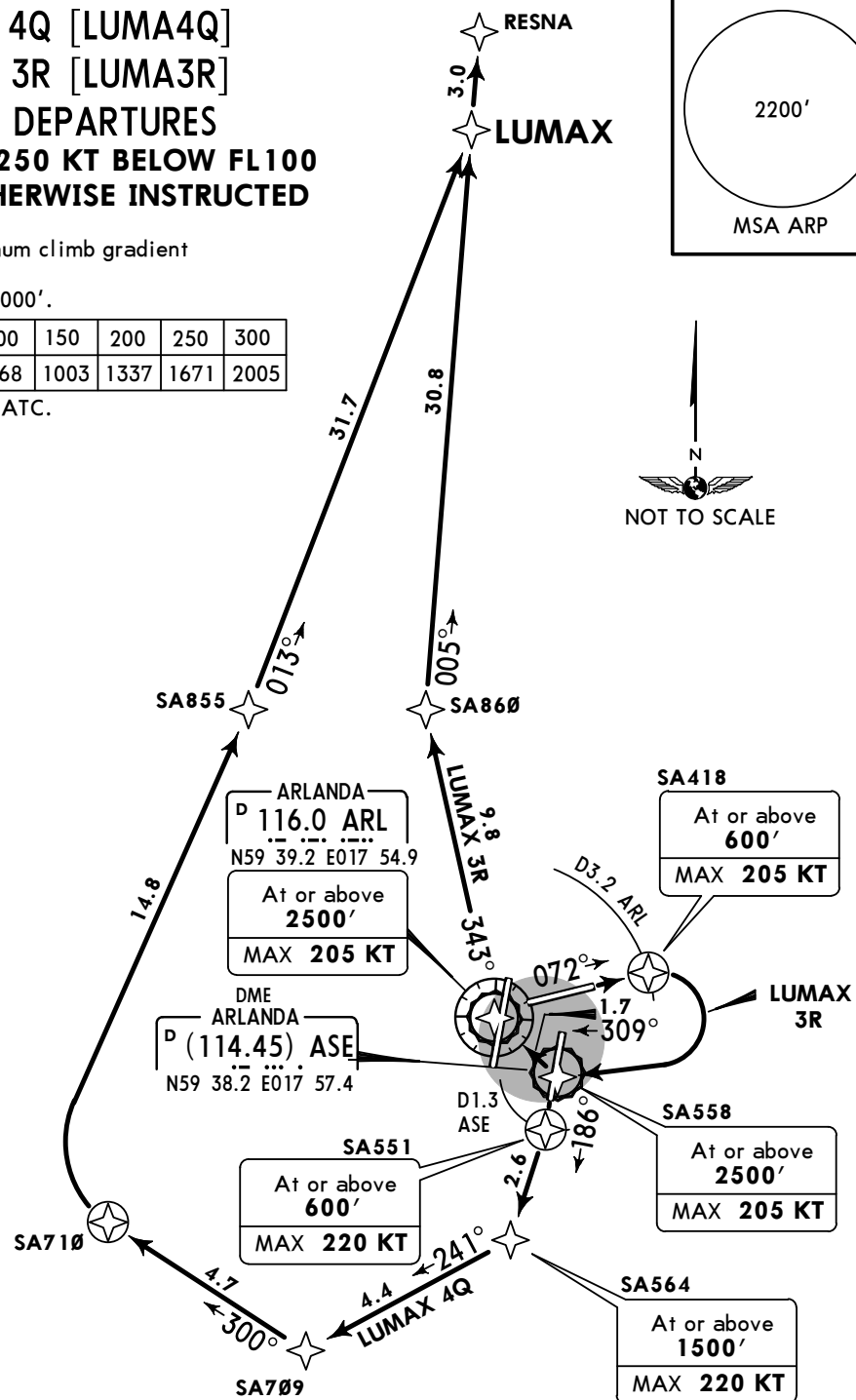
RNAV DEPARTURES

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

These SIDs require a minimum climb gradient  
of  
401' per NM (6.6%) up to 5000'.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise ATC.



Initial climb clearance 5000' unless otherwise specified

SID	RWY	ROUTING
LUMAX 4Q	19L	Climb on 186° track to SA551 (600' +; K220-) - SA564 (1500' +; K220-) - SA709 - SA710 - SA855 - LUMAX - RESNA. <b>NON-FMS/RNAV:</b> Climb on 186° track to D3.5 ASE (MAX 220 KT until D3.5 ASE), turn RIGHT, 240° track, EXPECT RADAR vectors to RESNA.
LUMAX 3R	08	Climb on 072° track to SA418 (600' +; K205-) - SA558 (2500' +; K205-) - ARL (2500' +; K205-) - SA860 - LUMAX - RESNA. <b>B757, B767, MD-11:</b> Climb on 072° track to D3.2 ARL, turn RIGHT, 260° track, intercept ARL R-129 inbound to ARL (MAX 205 KT until ARL) - SA860 - LUMAX - RESNA. <b>NON-FMS/RNAV:</b> Climb on 072° track to D3.2 ARL, turn RIGHT, 260° track, intercept ARL R-129 inbound to ARL (MAX 205 KT until ARL), turn RIGHT, 340° track, EXPECT RADAR vectors to RESNA.

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JEPPESSEN  
27 JAN 17 10-3T Eff 2 Feb

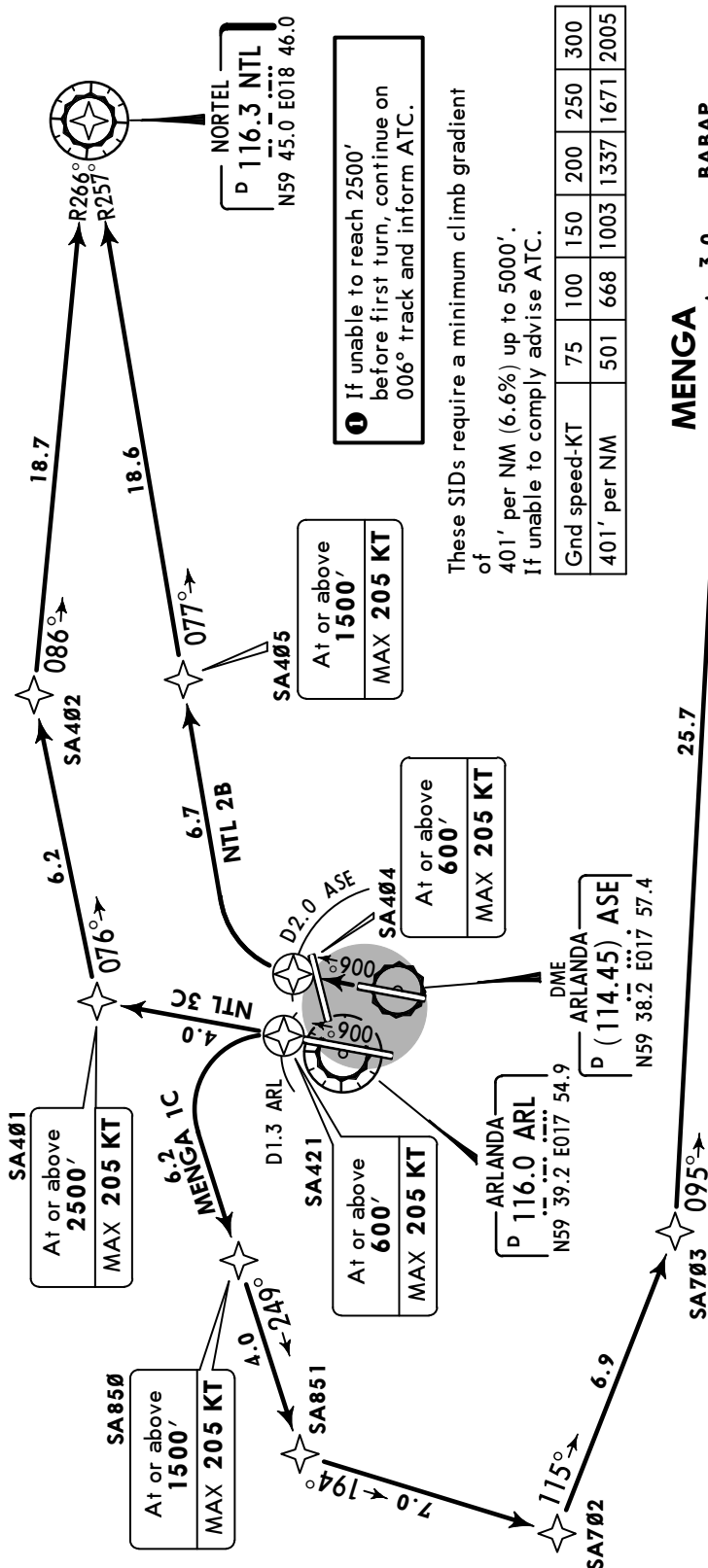
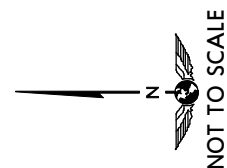
STOCKHOLM, SWEDEN  
RNAV SID

STOCKHOLM Control  
MENGA 1C NTL 2B, 3C  
124.1 130.325

Apt Elev  
137'

Trans level: By ATC Trans alt: 5000'  
1. RNAV (DME/DME).  
2. Contact STOCKHOLM Control when instructed by Tower.  
3. For additional departure instructions refer to 10-3A.

MENGA 1C [MENA1C]  
NORTEL 2B (NTL 2B), NORTEL 3C (NTL 3C)  
RNAV DEPARTURES  
**SPEED: MAX 250 KT BELOW FL100  
UNLESS OTHERWISE INSTRUCTED**



MENGA 3.0 BABAP

Initial climb clearance 5000' unless otherwise specified		ROUTING	
SID	RWY	MENGA 1C	01L
		Climb on 006° track to SA421 (600' +; K205-) - SA850 (1500' +; K205-) - SA851 - SA702 - SA703 - MENGA - BABAP. B757, B767, MD-11: Climb on 006° track to D1.3 ARL, turn LEFT, 249° track to SA850 (MAX 205 KT until SA850) - SA851 - SA702 - SA703 - MENGA - BABAP. NON-FMS/RNAV: Climb on 006° track to D1.3 ARL, turn LEFT, 260° track (MAX 205 KT until established on 260° track), EXPECT RADAR vectors to BABAP.	
		Climb on 006° track to SA404 (600' +; K205-) - SA405 (1500' +; K205-) - NTL. B757, B767, MD-11: Climb on 006° track to D2.0 ASE, turn RIGHT, 077° track to SA405 (MAX 205 KT until SA405) - NTL. NON-FMS/RNAV: Climb on 006° track to D2.0 ASE, turn RIGHT to NTL (MAX 205 KT until established inbound NTL).	
		Climb on 006° track to SA421 (600' +; K205-) - SA401 (2500' +; K205-) - SA402 - NTL. NON-FMS/RNAV: Climb on 006° track to D4.0 ARL or 2500', whichever is later (MAX 205 KT before turn), turn RIGHT to NTL.	

ESSA/ARN  
ARLANDA

27 JAN 17

JEPPESEN

(10-3U)

Eff 2 Feb

STOCKHOLM, SWEDEN

RNAV SID

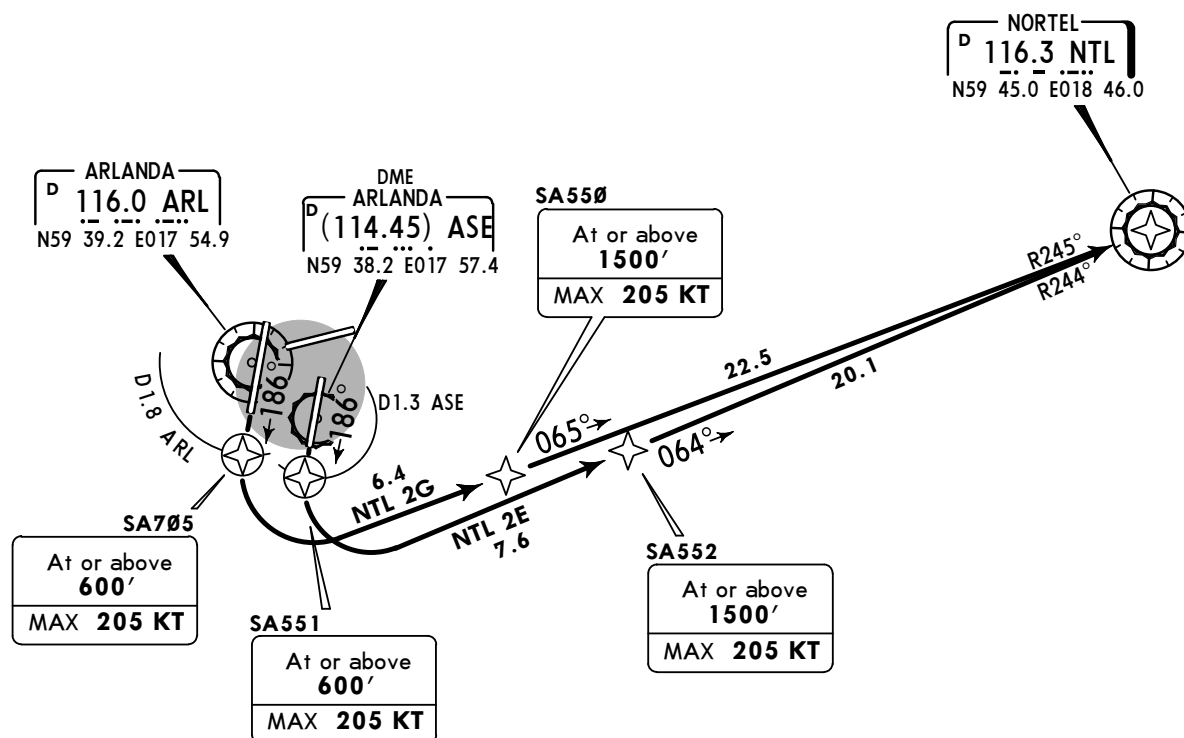
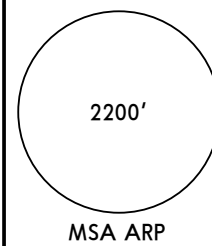
STOCKHOLM Control  
130.325Apt Elev  
137'

Trans level: By ATC Trans alt: 5000'

1. RNAV (DME/DME).
2. Contact STOCKHOLM Control when instructed by Tower.
3. For additional departure instructions refer to 10-3A.

NORTEL 2E (NTL 2E), NORTEL 2G (NTL 2G)

RNAV DEPARTURES

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

These SIDs require minimum climb gradients of

- NTL 2E:** 400' per NM up to 5000'.  
**NTL 2G:** 500' per NM up to 2500', then 400' per NM up to 5000'.

Gnd speed-KT	75	100	150	200	250	300
400' per NM	500	667	1000	1333	1667	2000
500' per NM	625	833	1250	1667	2083	2500

If unable to comply advise ATC.

Initial climb clearance **5000'** unless otherwise specified

SID	RWY	ROUTING
<b>NTL 2E</b>	<b>19L</b>	Climb on 186° track to SA551 (600'+; K205-) - SA552 (1500'+; K205-) - NTL. <b>B757, B767, MD-11:</b> Climb on 186° track to D1.3 ASE, turn LEFT, 065° track to SA552 (MAX 205 KT until SA552) - NTL. <b>NON-FMS/RNAV:</b> Climb on 186° track to D1.3 ASE, turn LEFT, 065° track (MAX 205 KT until established on 065° track), EXPECT RADAR vectors to NTL.
<b>NTL 2G</b>	<b>19R</b>	Climb on 186° track to SA705 (600'+; K205-) - SA550 (1500'+; K205-) - NTL. <b>B757, B767, MD-11:</b> Climb on 186° track to D2.0 ARL, turn LEFT, 066° track to SA550 (MAX 205 KT until SA550) - NTL. <b>NON-FMS/RNAV:</b> Climb on 186° track to D2.0 ARL, turn LEFT, 066° track (MAX 205 KT until established on 066° track), EXPECT RADAR vectors to NTL.

**ESSA/ARN**  
**ARLANDA**

**JEPPESEN**  
27 JAN 17 **(10-3V)** Eff 2 Feb

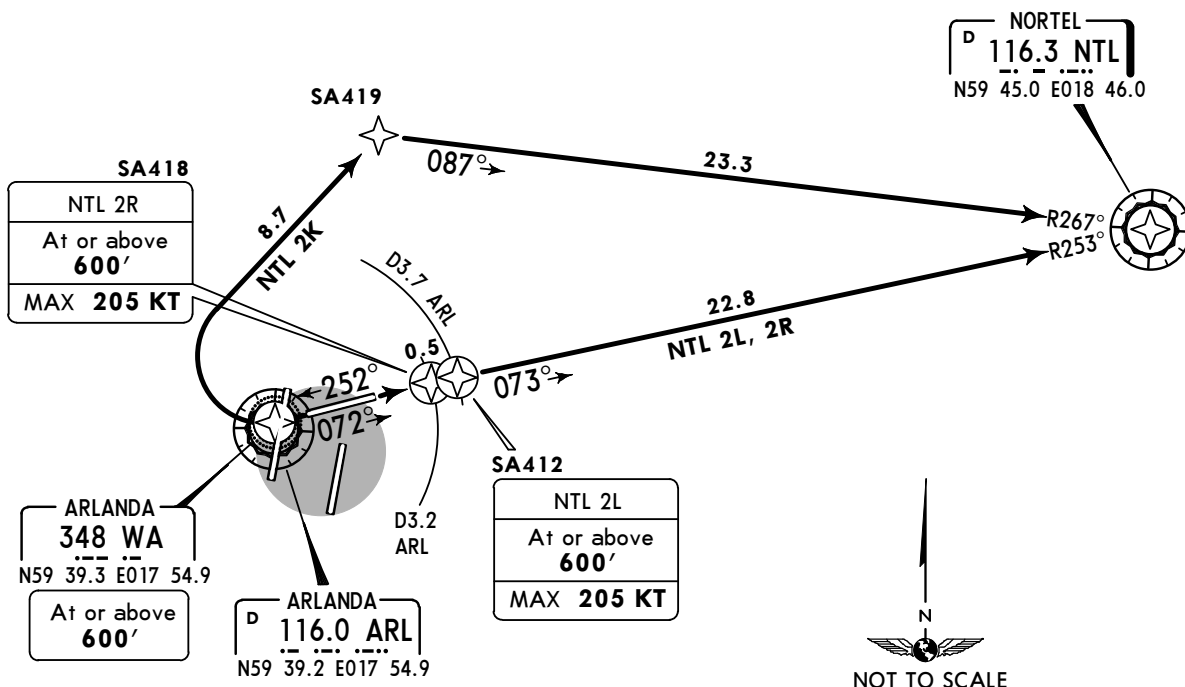
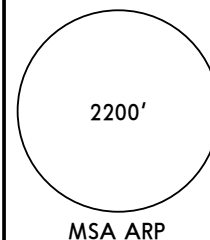
**STOCKHOLM, SWEDEN**  
**RNAV SID**

STOCKHOLM Control  
**130.325**

Apt Elev  
**137'**

Trans level: By ATC Trans alt: 5000'  
1. **RNAV (DME/DME)**.  
2. Contact STOCKHOLM Control when instructed by Tower.  
3. For additional departure instructions refer to 10-3A.

**NORTEL 2K (NTL 2K), NORTEL 2L (NTL 2L)**  
**NORTEL 2R (NTL 2R)**  
**RNAV DEPARTURES**  
**SPEED: MAX 250 KT BELOW FL100**  
**UNLESS OTHERWISE INSTRUCTED**



These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to 5000'.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise ATC.

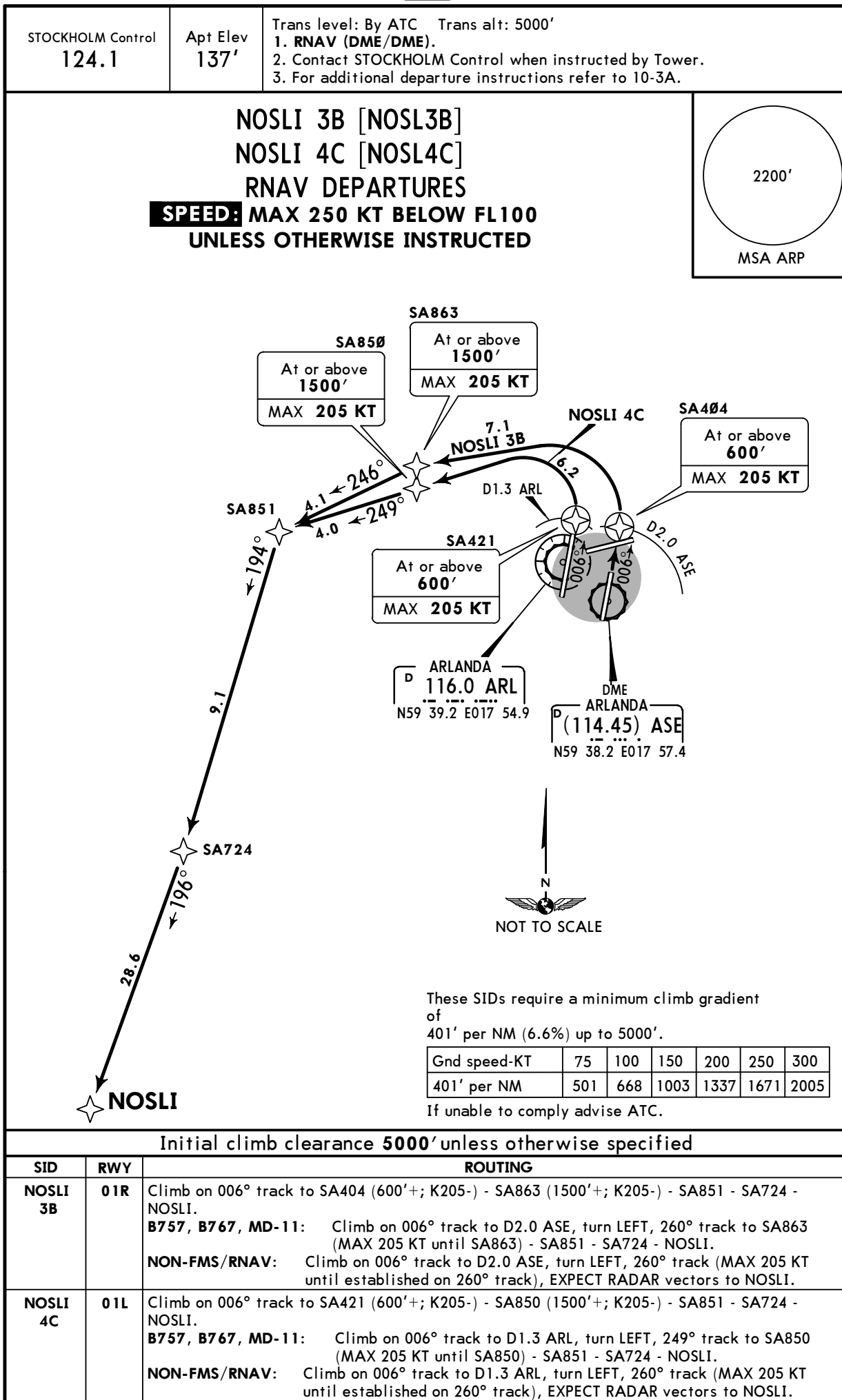
**Initial climb clearance 5000' unless otherwise specified**

SID	RWY	ROUTING
<b>NTL 2K</b>	<b>26</b>	Climb on 252° track to WA (600'+) - SA419 - NTL. <b>B757, B767, MD-11:</b> Climb on 252° track to WA, turn RIGHT, 039° track to SA419 - NTL. <b>NON-FMS/RNAV:</b> Climb on 252° track to WA, turn RIGHT, 039° track, EXPECT RADAR vectors to NTL.
<b>NTL 2L</b>	<b>08</b>	Climb on 072° track to SA412 (600'+; K205-) - NTL. <b>NON-FMS/RNAV:</b> Climb on 072° track to D3.7 ARL (MAX 205 KT until D3.7 ARL), then to NTL.
<b>NTL 2R</b>		Climb on 072° track to SA418 (600'+; K205-) - NTL. <b>NON-FMS/RNAV:</b> Climb on 072° track to D3.7 ARL (MAX 205 KT until D3.7 ARL), then to NTL.

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**ARLANDA**

**JEPPesen**  
27 JAN 17 **(10-3W)** Eff 2 Feb

**STOCKHOLM, SWEDEN**  
**RNAV SID**





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27 JAN 17 (10-3X) Eff 2 Feb

STOCKHOLM, SWEDEN

RNAV SID

STOCKHOLM Control  
124.1Apt Elev  
137'

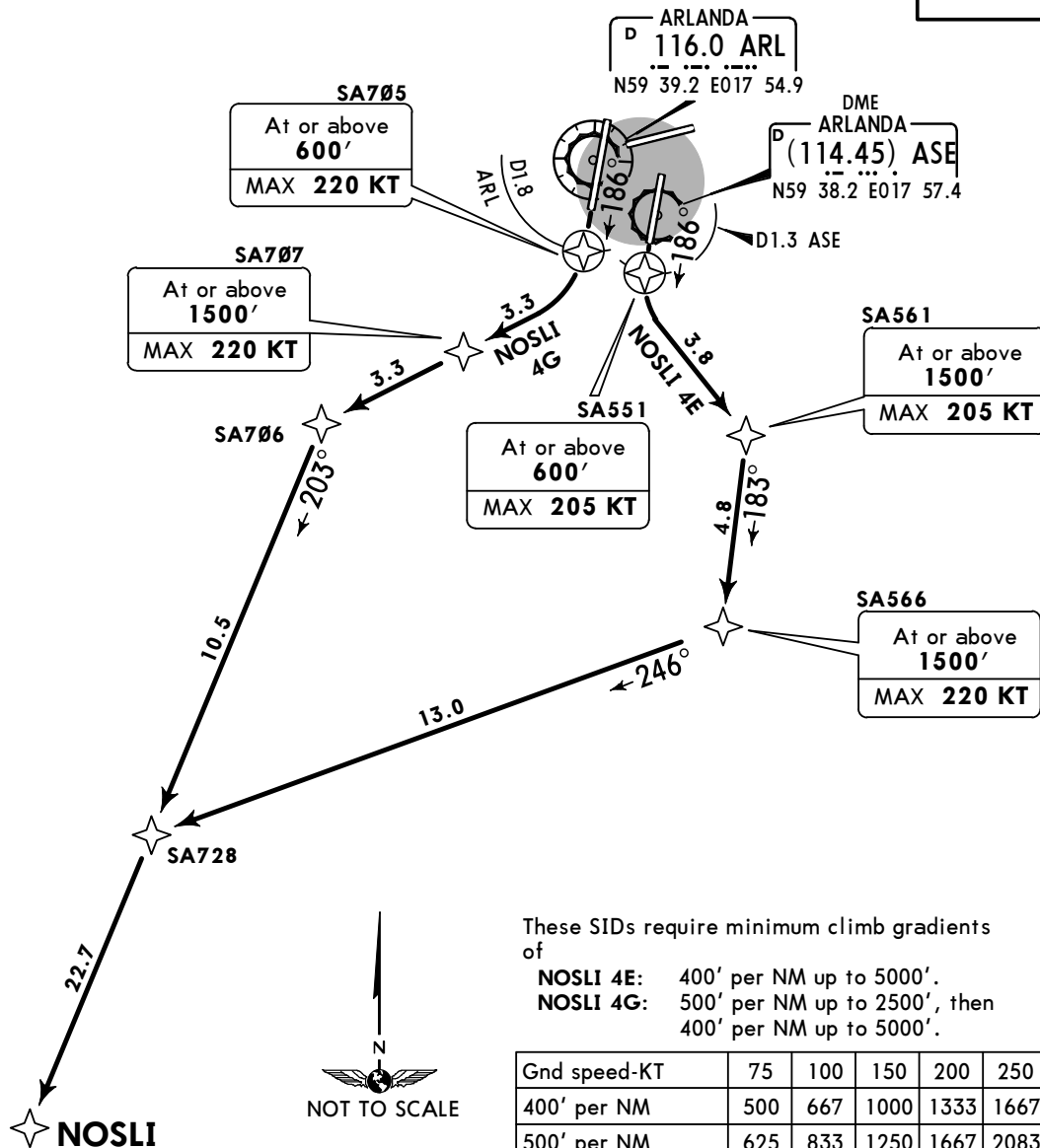
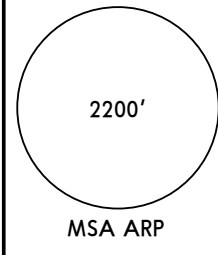
Trans level: By ATC Trans alt: 5000'

1. RNAV (DME/DME).
2. Contact STOCKHOLM Control when instructed by Tower.
3. For additional departure instructions refer to 10-3A.

NOSLI 4E [NOSL4E]

NOSLI 4G [NOSL4G]

RNAV DEPARTURES

**SPEED: MAX 250 KT BELOW FL100  
UNLESS OTHERWISE INSTRUCTED**Initial climb clearance **5000'** unless otherwise specified

SID	RWY	ROUTING
NOSLI 4E	19L	<p>Climb on 186° track to SA551 (600'+; K220-) - SA561 (1500'+; K205-) - SA566 (1500'+; K220-) - SA728 - NOSLI.</p> <p><b>B757, B767, MD-11:</b> Climb on 186° track to D1.3 ASE, turn LEFT, 140° track to SA561 (MAX 205 KT until SA561) - SA566 (MAX 220 KT until SA566) - SA728 - NOSLI.</p> <p><b>NON-FMS/RNAV:</b> Climb on 186° track to D1.3 ASE, turn LEFT, 140° track, at D4.5 ASE (MAX 205 KT until D4.5 ASE) turn RIGHT, 190° track, EXPECT RADAR vectors to NOSLI.</p>
NOSLI 4G	19R	<p>Climb on 186° track to SA705 (600'+; K220-) - SA707 (1500'+; K220-) - SA706 - NOSLI.</p> <p><b>B757, B767, MD-11:</b> Climb on 186° track to D2.0 ARL, turn RIGHT, 240° track to SA707 (MAX 220 KT until SA707) - SA706 - NOSLI.</p> <p><b>NON-FMS/RNAV:</b> Climb on 186° track to D2.0 ARL, turn RIGHT, 240° track (MAX 220 KT until established on 240° track), EXPECT RADAR vectors to NOSLI.</p>

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27 JAN 17 (10-3X1) Eff 2 Feb

STOCKHOLM, SWEDEN

RNAV SID

STOCKHOLM Control  
124.1Apt Elev  
137'

Trans level: By ATC Trans alt: 5000'

1. RNAV (DME/DME).
2. Contact STOCKHOLM Control when instructed by Tower.
3. For additional departure instructions refer to 10-3A.

NOSLI 2K [NOSL2K]

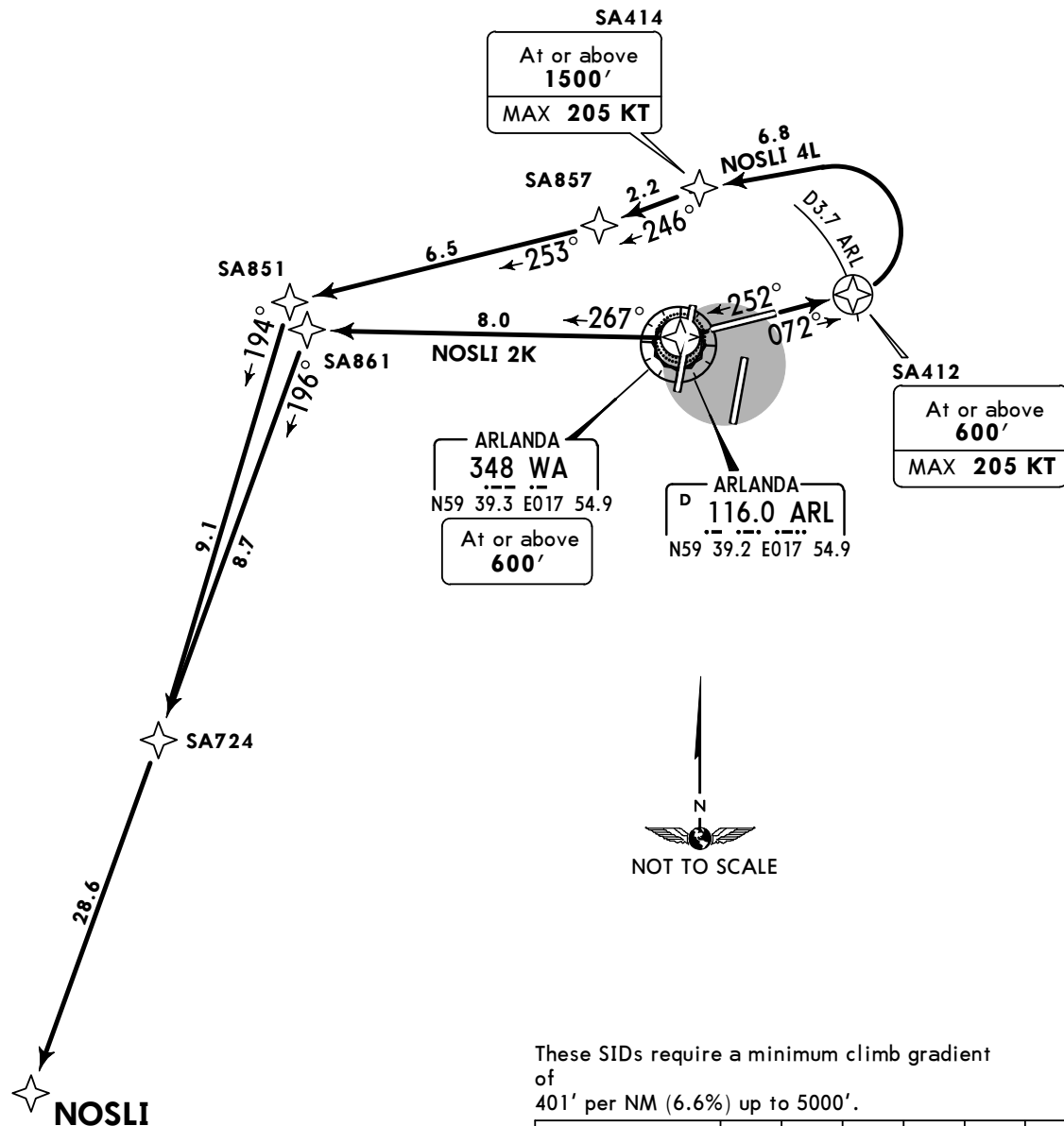
NOSLI 4L [NOSL4L]

RNAV DEPARTURES

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

2200'

MSA ARP



These SIDs require a minimum climb gradient  
of  
401' per NM (6.6%) up to 5000'.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise ATC.

Initial climb clearance 5000' unless otherwise specified

SID	RWY	ROUTING
NOSLI 2K	26	Climb on 252° track to WA (600'+) - SA861 - NOSLI. <b>NON-FMS/RNAV:</b> Climb on 252° track to WA, turn RIGHT, 267° bearing, EXPECT RADAR vectors to NOSLI.
NOSLI 4L	08	Climb on 072° track to SA412 (600'+; K205-) - SA414 (1500'+; K205-) - SA857 - SA851 - SA724 - NOSLI. <b>B757, B767, MD-11:</b> Climb on 072° track to D3.7 ARL, turn LEFT, 257° track to SA414 (MAX 205 KT until SA414) - SA857 - SA851 - SA724 - NOSLI. <b>NON-FMS/RNAV:</b> Climb on 072° track to D3.7 ARL, turn LEFT, 360° track (MAX 205 KT until established on 360° track), EXPECT RADAR vectors to NOSLI.

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27 JAN 17 (10-3X2) Eff 2 Feb

STOCKHOLM, SWEDEN

RNAV SID

STOCKHOLM Control  
124.1Apt Elev  
137'

Trans level: By ATC Trans alt: 5000'

1. RNAV (DME/DME).
2. Contact STOCKHOLM Control when instructed by Tower.
3. For additional departure instructions refer to 10-3A.

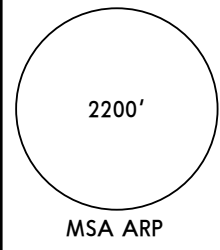
RESNA 2B [RESN2B]

RESNA 3C [RESN3C]

RESNA 4G [RESN4G]

RNAV DEPARTURES

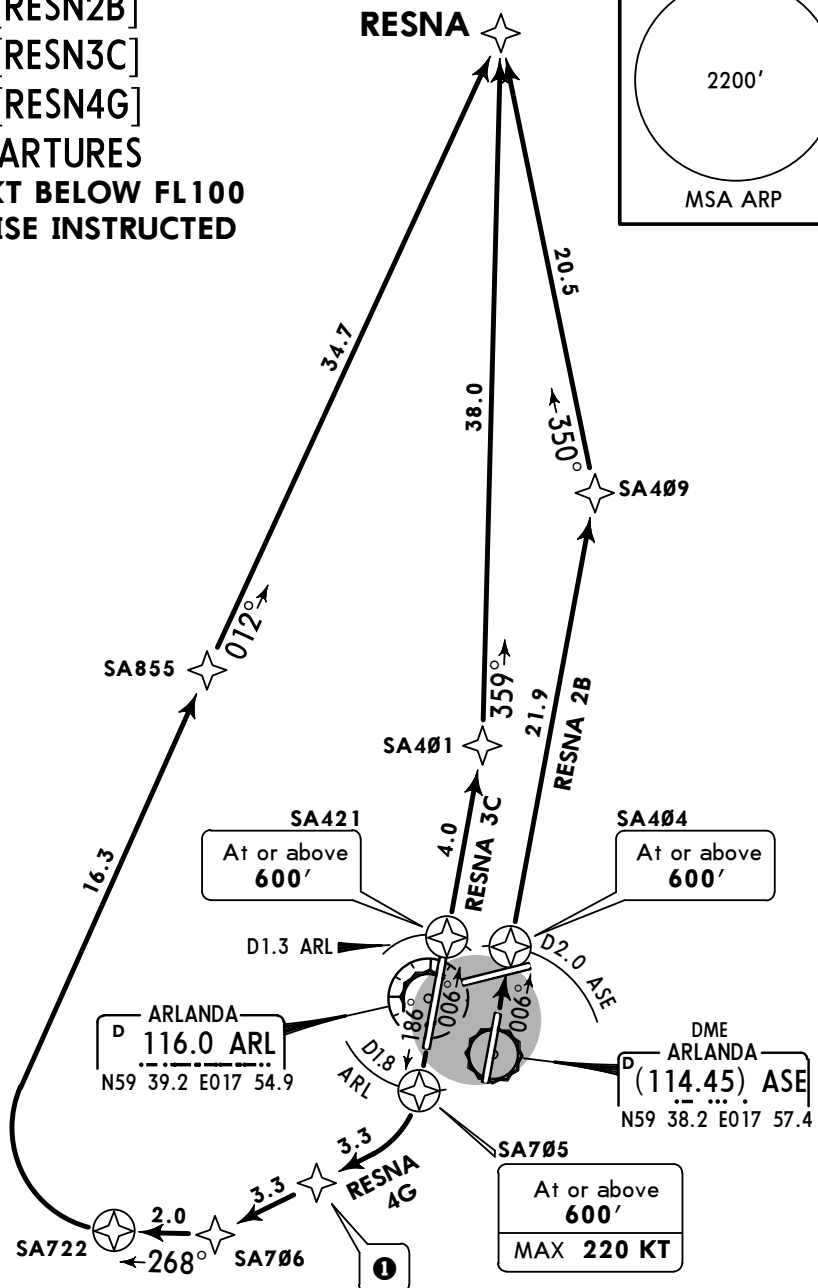
**SPEED: MAX 250 KT BELOW FL100**  
**UNLESS OTHERWISE INSTRUCTED**



① SA707

At or above  
1500'

MAX 220 KT



These SIDs require minimum climb gradients of

**RESNA 2B, 3C:** 401' per NM (6.6%) up to 5000'.

**RESNA 4G:** 500' per NM up to 2500', then 400' per NM up to 5000'.

If unable to comply advise ATC.

Gnd speed-KT	75	100	150	200	250	300
400' per NM	500	667	1000	1333	1667	2000
401' per NM	501	668	1003	1337	1671	2005
500' per NM	625	833	1250	1667	2083	2500

Initial climb clearance **5000'** unless otherwise specified

SID	RWY	ROUTING
<b>RESNA 2B</b>	<b>01R</b>	Climb on 006° track to SA404 (600'+) - SA409 - RESNA. <b>NON-FMS/RNAV:</b> Climb on 006° track, EXPECT RADAR vectors to RESNA.
<b>RESNA 3C</b>	<b>01L</b>	Climb on 006° track to SA421 (600'+) - SA401 - RESNA. <b>NON-FMS/RNAV:</b> Climb on 006° track, EXPECT RADAR vectors to RESNA.
<b>RESNA 4G</b>	<b>19R</b>	Climb on 186° track to SA705 (600'+; K220-) - SA707 (1500'+; K220-) - SA706 - SA722 - SA855 - RESNA. <b>B757, B767, MD-11:</b> Climb on 186° track to D2.0 ARL, turn RIGHT, 240° track to SA707 (MAX 220 KT until SA707) - SA706 - SA722 - SA855 - RESNA. <b>NON-FMS/RNAV:</b> Climb on 186° track to D2.0 ARL, turn RIGHT, 240° track (MAX 220 KT until established on 240° track), EXPECT RADAR vectors to RESNA.

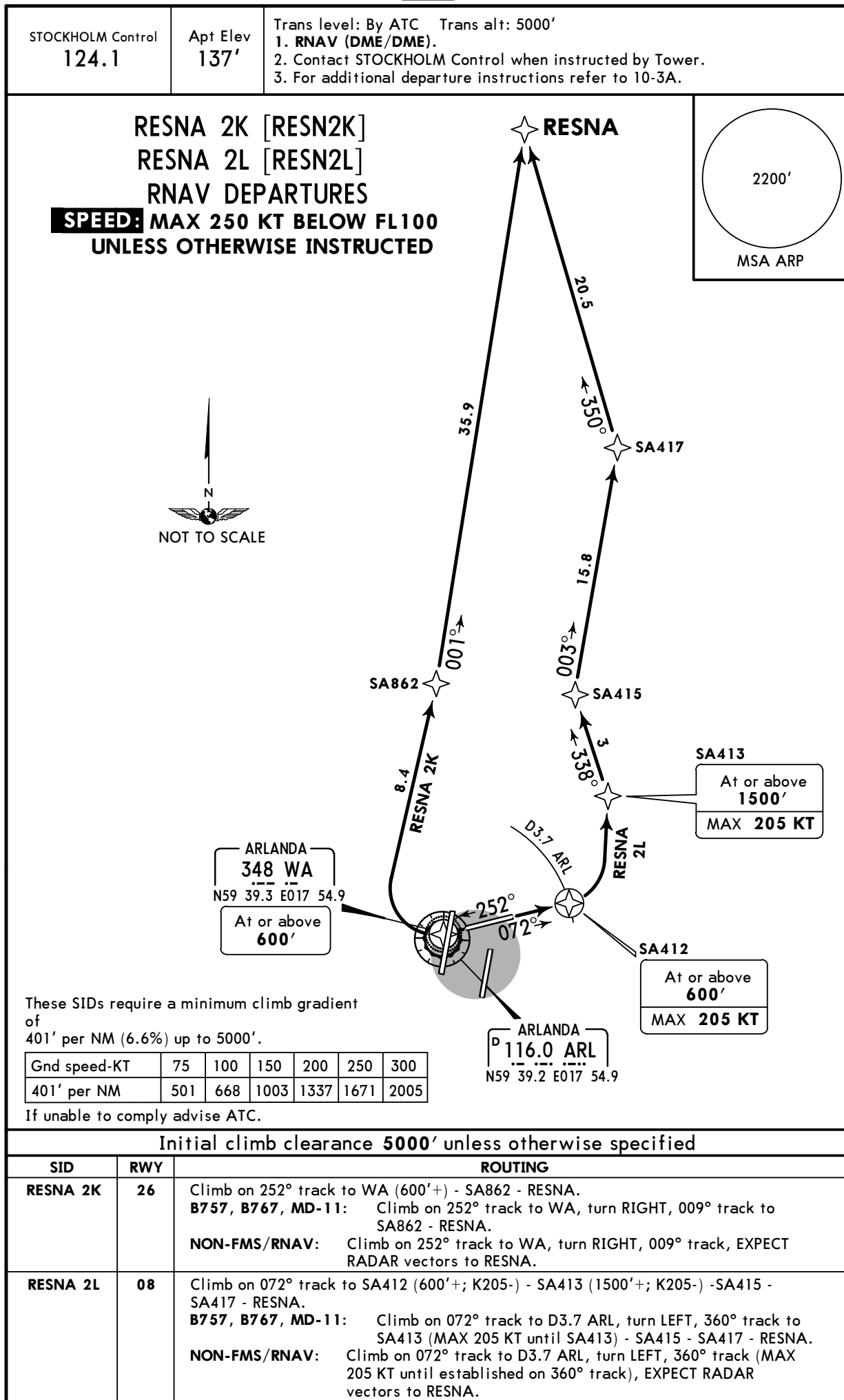
CHANGES: MSA; coordinates.

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**ESSA/ARN**  
**ARLANDA**

**JEPPESSEN**  
27 JAN 17 **(10-3X3)** **Eff 2 Feb**

**STOCKHOLM, SWEDEN**  
**RNAV SID**



**ESSA/ARN**  
**ARLANDA**

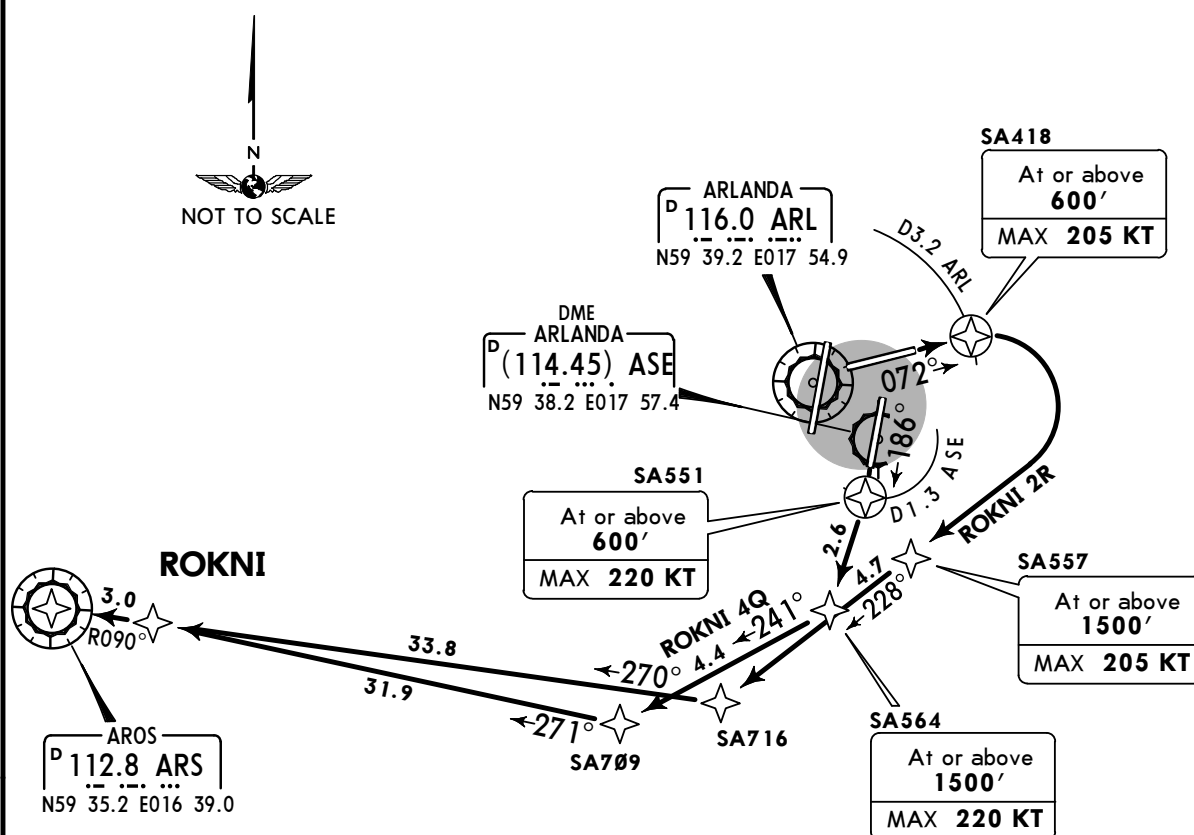
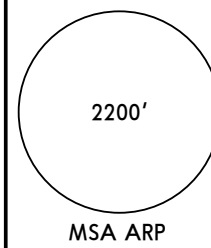
**JEPPESSEN**  
27 JAN 17 (10-3X4) Eff 2 Feb

**STOCKHOLM, SWEDEN**

**RNAV SID**

STOCKHOLM Control 124.1	Apt Elev 137'	Trans level: By ATC    Trans alt: 5000' 1. <b>RNAV (DME/DME)</b> . 2. Contact STOCKHOLM Control when instructed by Tower. 3. For additional departure instructions refer to 10-3A.
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ROKNI 4Q [ROKN4Q]  
ROKNI 2R [ROKN2R]  
RNAV DEPARTURES  
**SPEED:** MAX 250 KT BELOW FL100  
UNLESS OTHERWISE INSTRUCTED



These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to 5000'.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise ATC.

**Initial climb clearance 5000' unless otherwise specified**

SID	RWY	ROUTING
ROKNI 4Q	19L	Climb on 186° track to SA551 (600'±; K220-) - SA564 (1500'±; K220-) - SA709 - ROKNI - ARS. <b>NON-FMS/RNAV:</b> Climb on 186° track to D3.5 ASE (MAX 220 KT until D3.5 ASE), turn RIGHT, 240° track, EXPECT RADAR vectors to ARS.
ROKNI 2R	08	Climb on 072° track to SA418 (600'±; K205-) - SA557 (1500'±; K205-) - SA716 - ROKNI - ARS. <b>B757, B767, MD-11:</b> Climb on 072° track to D3.2 ARL, turn RIGHT, 228° track to SA557 (MAX 205 KT until SA557) - SA716 - ROKNI - ARS. <b>NON-FMS/RNAV:</b> Climb on 072° track to D3.2 ARL, turn RIGHT, 228° track (MAX 205 KT until established on 228° track), EXPECT RADAR vectors to ARS.

ESSA/ARN  
ARLANDAJEPPESSEN  
27 JAN 17 (10-3X5) Eff 2 Feb

STOCKHOLM, SWEDEN

RNAV SID

STOCKHOLM Control  
124.1Apt Elev  
137'

Trans level: By ATC Trans alt: 5000'

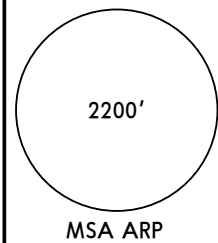
1. RNAV (DME/DME).
2. Contact STOCKHOLM Control when instructed by Tower.
3. For additional departure instructions refer to 10-3A.

KOGAV  
3.0  
TALEK

TALEK 4Q [TALE4Q]

TALEK 3R [TALE3R]

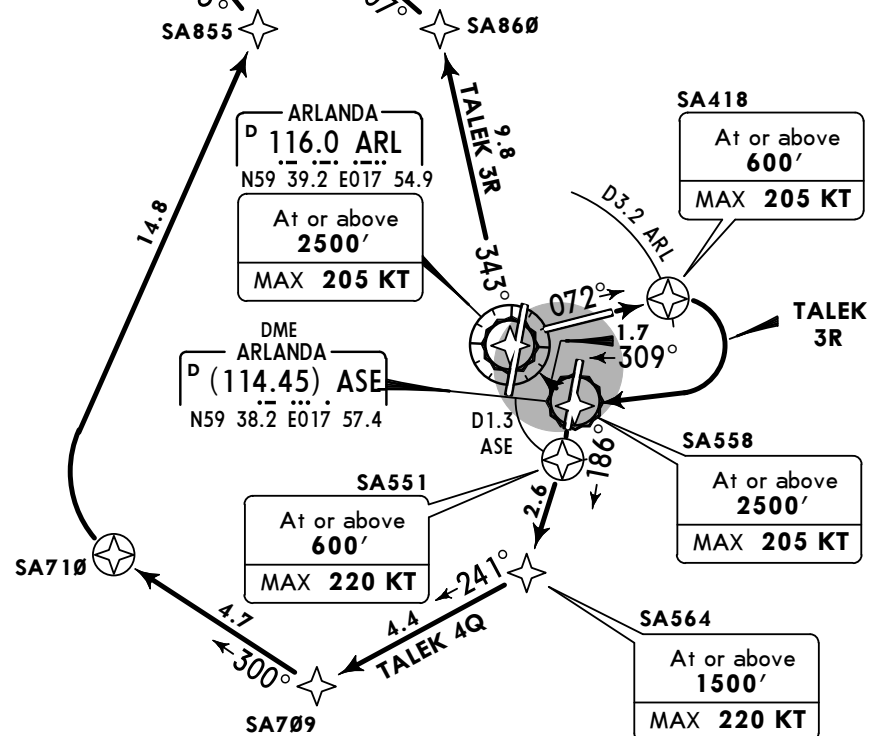
RNAV DEPARTURES

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

These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to 5000'.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise ATC.

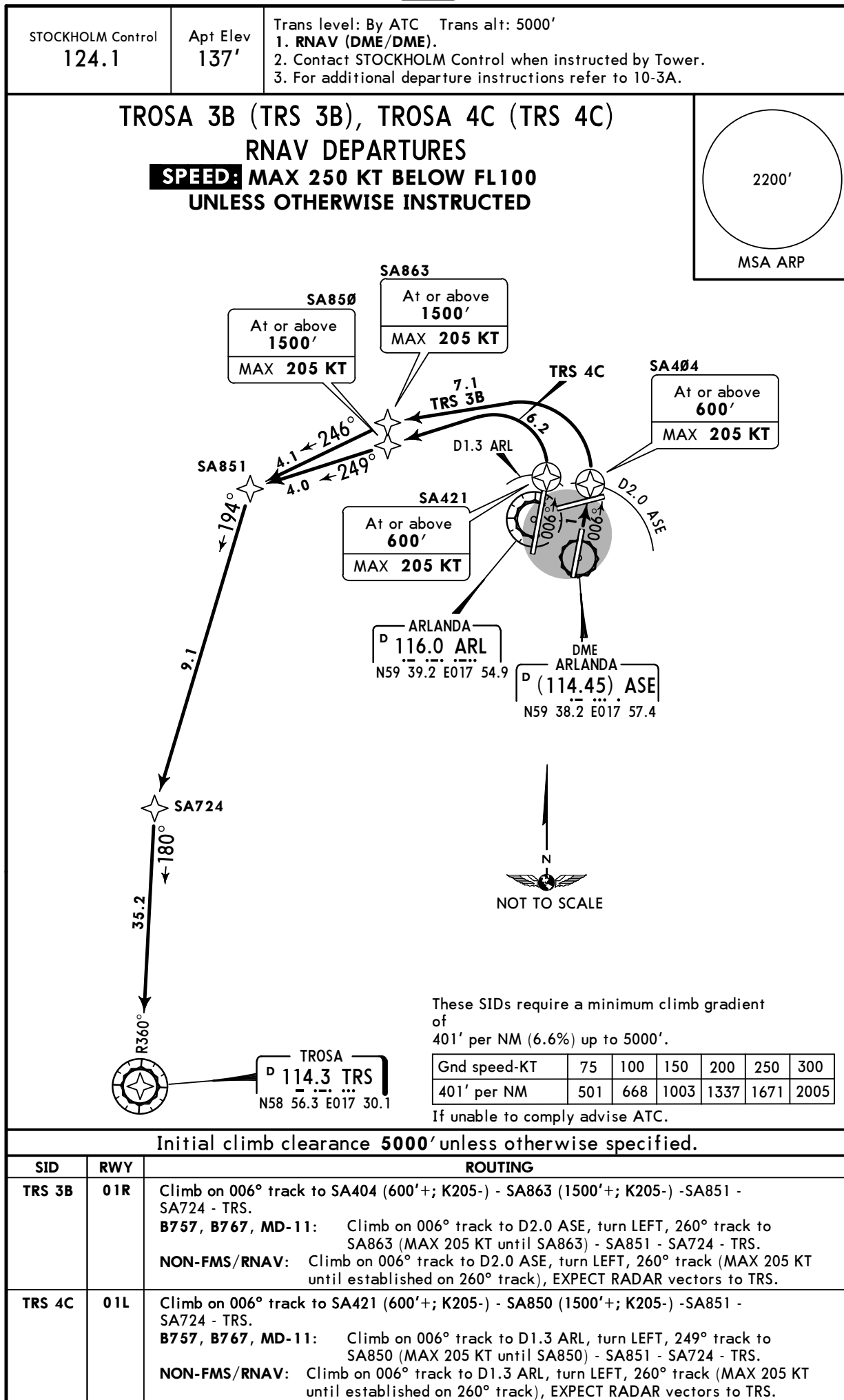
Initial climb clearance **5000'** unless otherwise specified

SID	RWY	ROUTING
TALEK 4Q	19L	Climb on 186° track to SA551 (600'+; K220-) - SA564 (1500'+; K220-) - SA709 - SA710 - SA855 - TALEK - KOGAV. <b>NON-FMS/RNAV:</b> Climb on 186° track to D3.5 ASE (MAX 220 KT until D3.5 ASE), turn RIGHT, 240° track, EXPECT RADAR vectors to KOGAV.
TALEK 3R	08	Climb on 072° track to SA418 (600'+; K205-) - SA558 (2500'+; K205-) - ARL (2500'+; K205-) - SA860 - TALEK - KOGAV. <b>B757, B767, MD-11:</b> Climb on 072° track to D3.2 ARL, turn RIGHT, 260° track, intercept ARL R-129 inbound to ARL (MAX 205 KT until ARL) - SA860 - TALEK - KOGAV. <b>NON-FMS/RNAV:</b> Climb on 072° track to D3.2 ARL, turn RIGHT, 260° track, intercept ARL R-129 inbound to ARL (MAX 205 KT until ARL), turn RIGHT, 340° track, EXPECT RADAR vectors to KOGAV.

**ESSA/ARN**  
**ARLANDA**

**JEPPESEN**  
27 JAN 17 **(10-3X6)** **Eff 2 Feb**

**STOCKHOLM, SWEDEN**  
**RNAV SID**



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27 JAN 17 10-3X7 Eff 2 Feb

STOCKHOLM, SWEDEN

RNAV SID

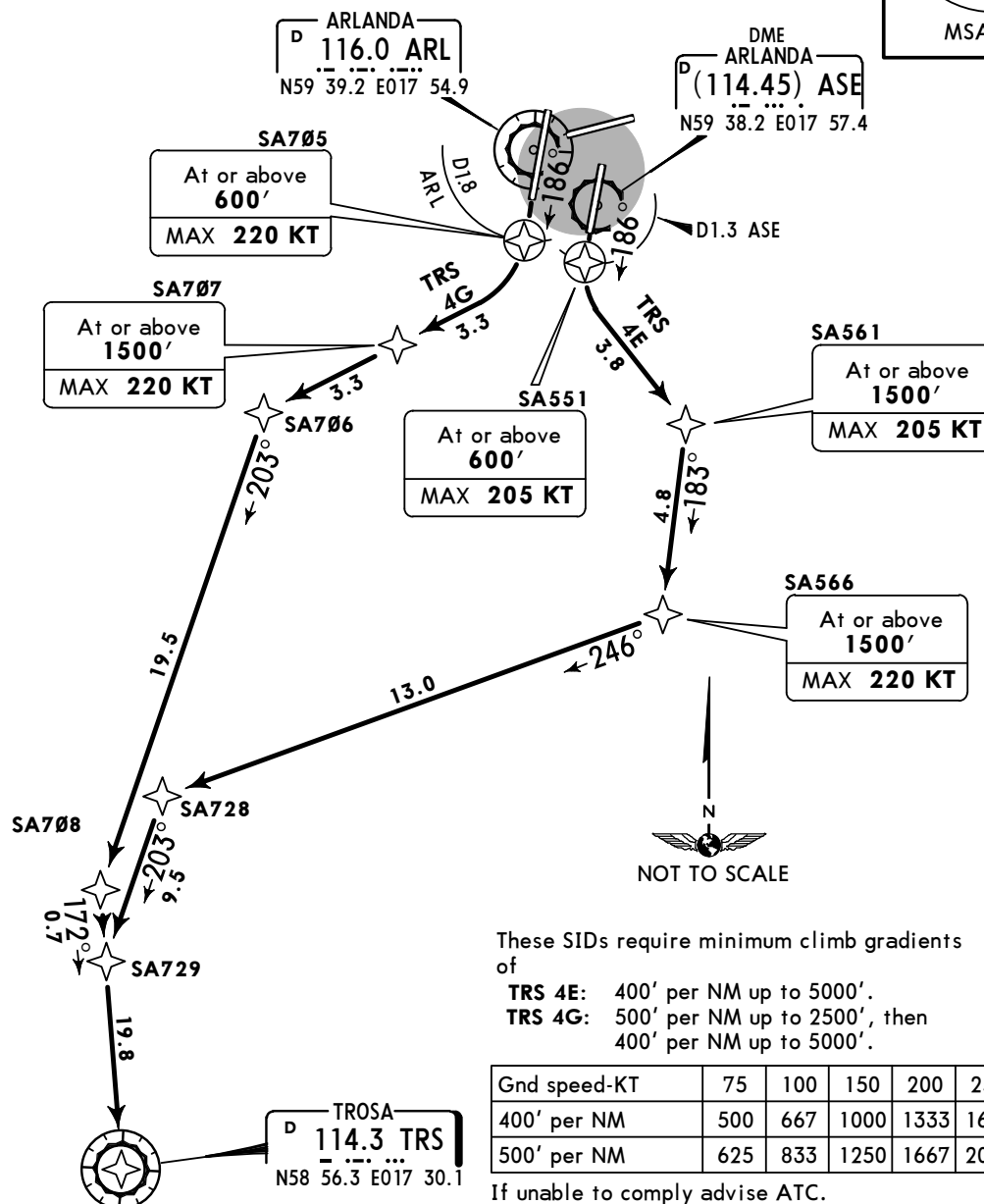
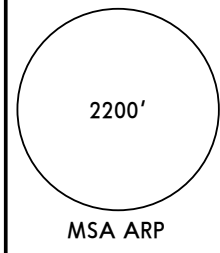
STOCKHOLM Control  
124.1Apt Elev  
137'

Trans level: By ATC Trans alt: 5000'

1. RNAV (DME/DME).
2. Contact STOCKHOLM Control when instructed by Tower.
3. For additional departure instructions refer to 10-3A.

TROSA 4E (TRS 4E), TROSA 4G (TRS 4G)

RNAV DEPARTURES

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

Initial climb clearance 5000' unless otherwise specified

SID	RWY	ROUTING
TRS 4E	19L	<p>Climb on 186° track to SA551 (600'+; K205-) - SA561 (1500'+; K205-) - SA566 (1500'+; K220-) - SA728 - SA729 - TRS.</p> <p><b>B757, B767, MD-11:</b> Climb on 186° track to D1.3 ASE, turn LEFT, 140° track to SA561 (MAX 220 KT until SA561) - SA566 (MAX 220 KT until SA566) - SA728 - SA729 - TRS.</p> <p><b>NON-FMS/RNAV:</b> Climb on 186° track to D1.3 ASE, turn LEFT, 140° track, at D4.5 ASE (MAX 220 KT until D4.5 ASE) turn RIGHT, 190° track, EXPECT RADAR vectors to TRS.</p>
TRS 4G	19R	<p>Climb on 186° track to SA705 (600'+; K220-) - SA707 (1500'+; K220-) - SA706 - SA708 - TRS.</p> <p><b>B757, B767, MD-11:</b> Climb on 186° track to D2.0 ARL, turn RIGHT, 240° track to SA707 (MAX 220 KT until SA707) - SA706 - SA708 - TRS.</p> <p><b>NON-FMS/RNAV:</b> Climb on 186° track to D2.0 ARL, turn RIGHT, 240° track (MAX 220 KT until established on 240° track), EXPECT RADAR vectors to TRS.</p>

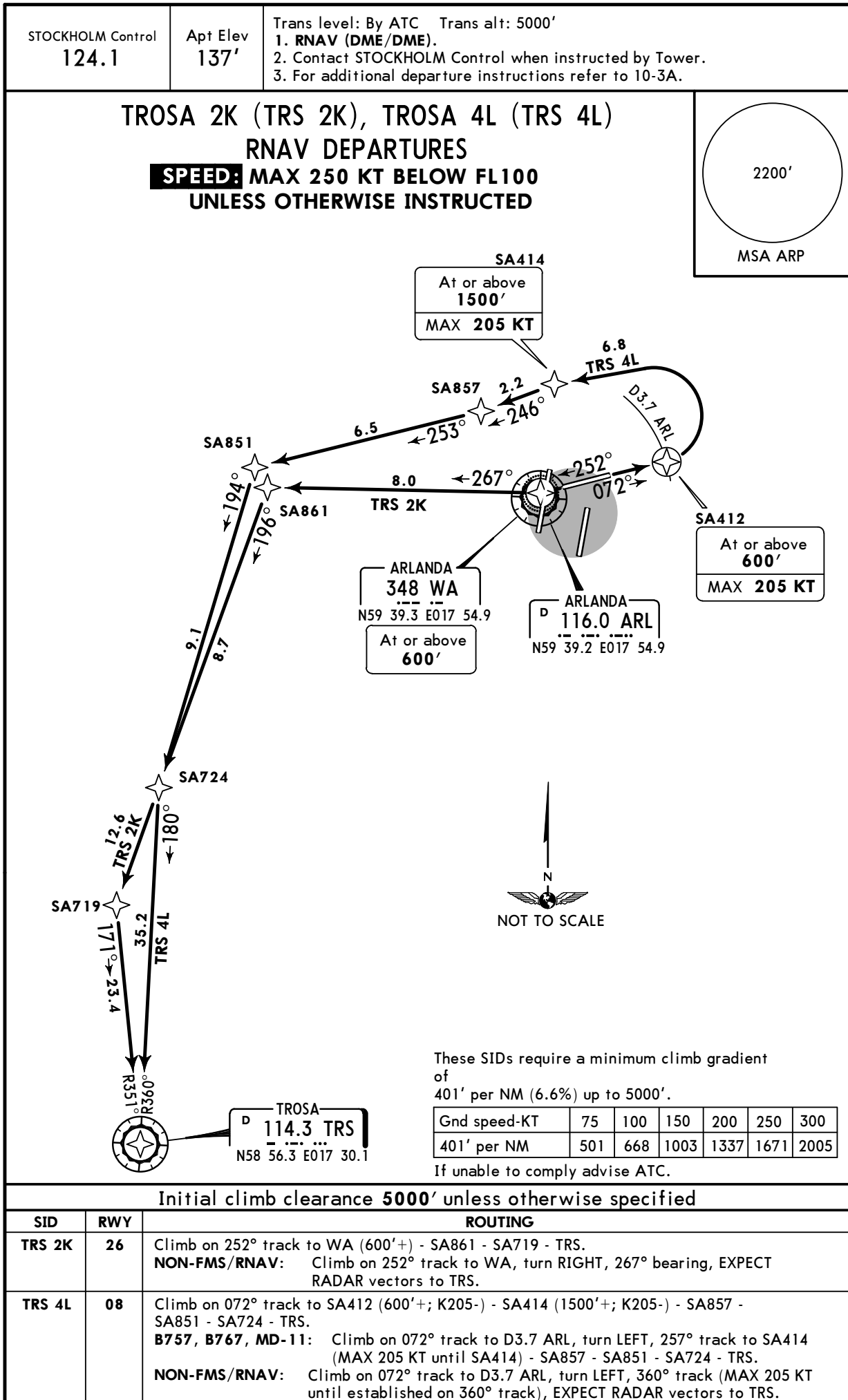


**ESSA/ARN**  
**ARLANDA**

**JEPPesen**  
27 JAN 17 **10-3X8** **Eff 2 Feb**

**STOCKHOLM, SWEDEN**

**RNAV SID**



**ESSA/ARN**

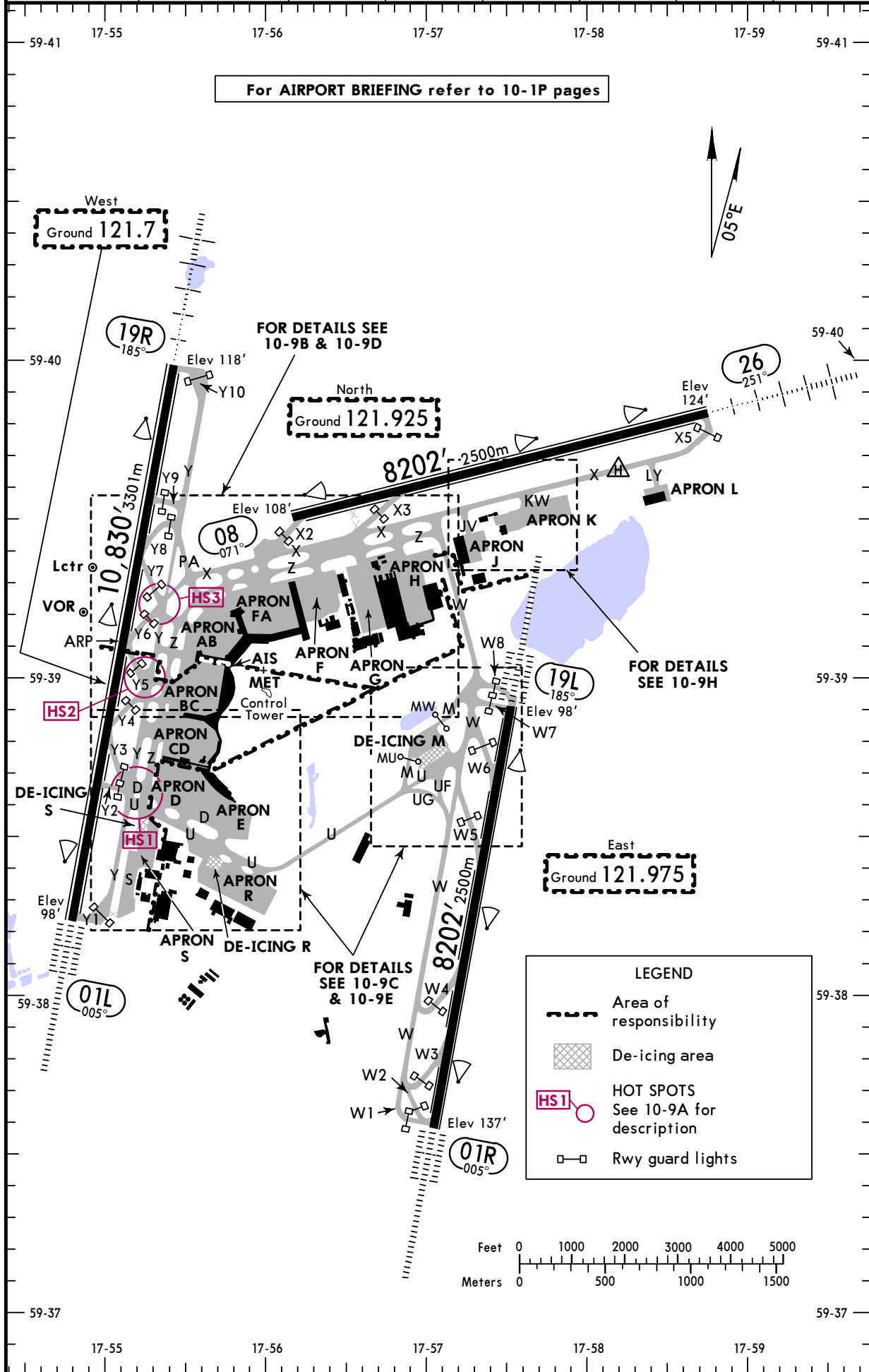
Apt Elev **137'**  
N59 39.1 E017 55.1

**JEPPESEN**  
11 NOV 16 **(10-9)**

**STOCKHOLM, SWEDEN**

**ARLANDA**

D-ATIS Departure	ARLANDA Clearance (Start-up/Clearance)	Ground (Push-back/Taxi)			Tower		
121.625	121.825	North 121.925	East 121.975	West 121.7	Rwy 01L/19R 118.5	Rwy 01R/19L 125.125	Rwy 08/26 128.725



**ESSA/ARN** **JEPPESEN**  
11 NOV 16 **(10-9A)****STOCKHOLM, SWEDEN**  
**ARLANDA**

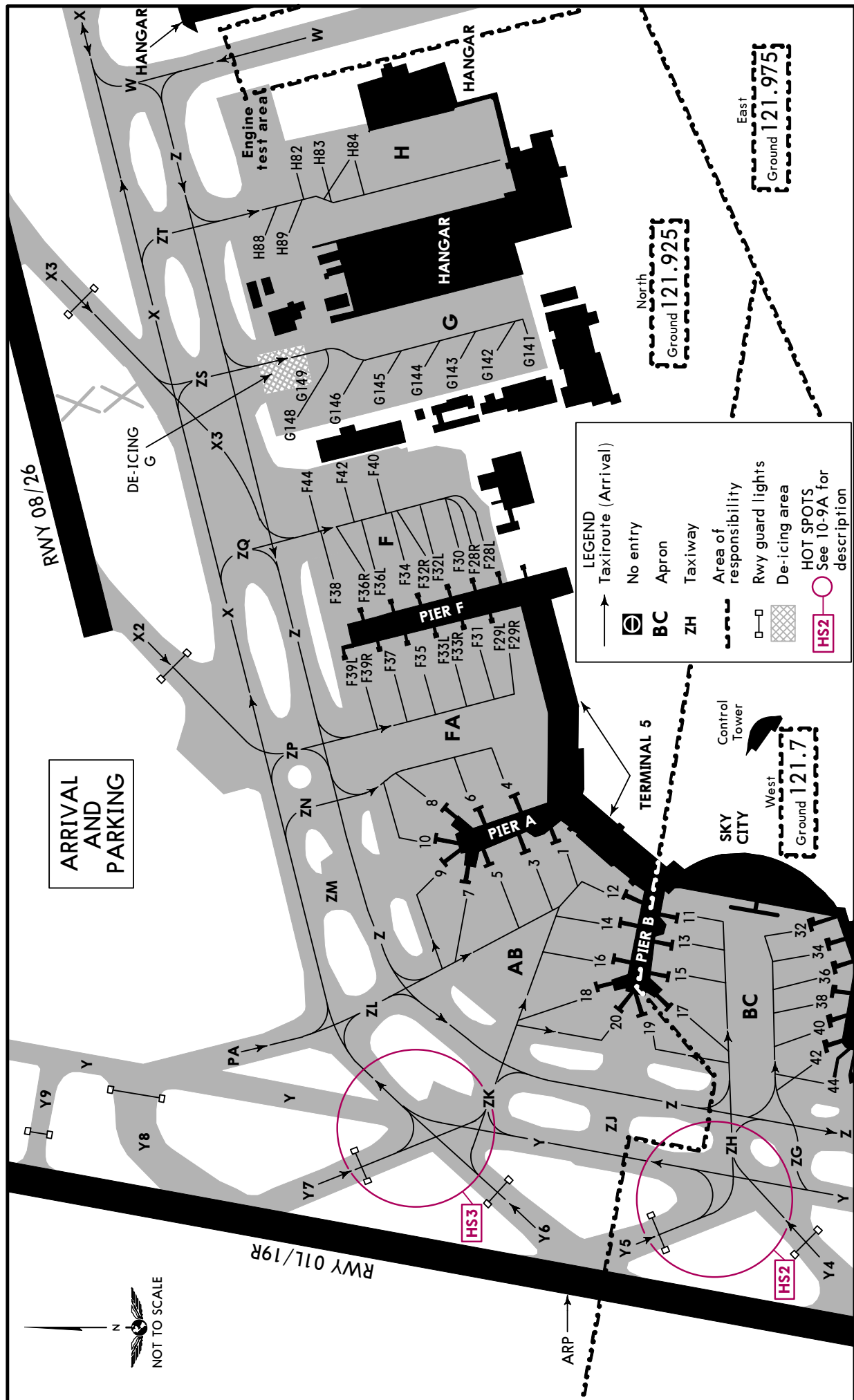
ADDITIONAL RUNWAY INFORMATION						
RWY					USABLE LENGTHS	
					LANDING BEYOND	TAKE-OFF
					Threshold	Glide Slope
01L	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L(3.0°) ① RVR					9713' 2961m
19R	HIRL (60m) CL (15m) HIALS PAPI-L(3.0°) ② RVR					9712' 2960m
① HST-Y6 & Y8    ② HST-Y5 & Y3 ③ TAKE-OFF RUN AVAILABLE RWY 01L: From rwy head            10,830' (3301m) twy Y2 int                8241' (2512m) twy Y3 int                7451' (2271m) RWY 19R: From rwy head            10,830' (3301m) twy Y9 int                8241' (2512m) twy Y8 int                7310' (2228m)						
01R	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-R(3.0°) ④ RVR				7131' 2174m	⑥
19L	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L(3.0°) ⑤ RVR				7248' 2209m	
④ HST-W5 & W6    ⑤ HST-W4 & W3 ⑥ TAKE-OFF RUN AVAILABLE RWY 01R: From rwy head            8202' (2500m) twy W3 int                7044' (2147m) RWY 19L: From rwy head            8202' (2500m) twy W6 int                7044' (2147m)						
08	HIRL (60m) CL (30m) PAPI-L(3.0°) RVR					⑧
26	HIRL (60m) CL (30m) HIALS PAPI-L(3.0°) ⑦ RVR				7048' 2148m	
⑦ HST-X3 ⑧ TAKE-OFF RUN AVAILABLE RWY 08: From rwy head            8202' (2500m) twy X3 int                6148' (1874m)						
HOT SPOTS						
(For information only, not to be construed as ATC instructions.)						
<b>HS1</b> Risk of entering RWY when taxiing via TWY D to Y. Risk of entering apron S when taxiing to holding point Y1 RWY 01L. From TWY Z via TWY U to Y.						
<b>HS2</b> Risk of entering RWY when taxiing via TWY ZH to Y.						
<b>HS3</b> Risk of entering RWY when taxiing via TWY X or ZK to Y.						
Standard TAKE-OFF ①						
LVP must be in Force						
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		
① Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.						

ESSA/ARN

**JEPPesen**  
5 AUG 16 **10-9B** Eff 18 Aug

STOCKHOLM, SWEDEN

ARLANDA



ESSA/ARN

5 AUG 16

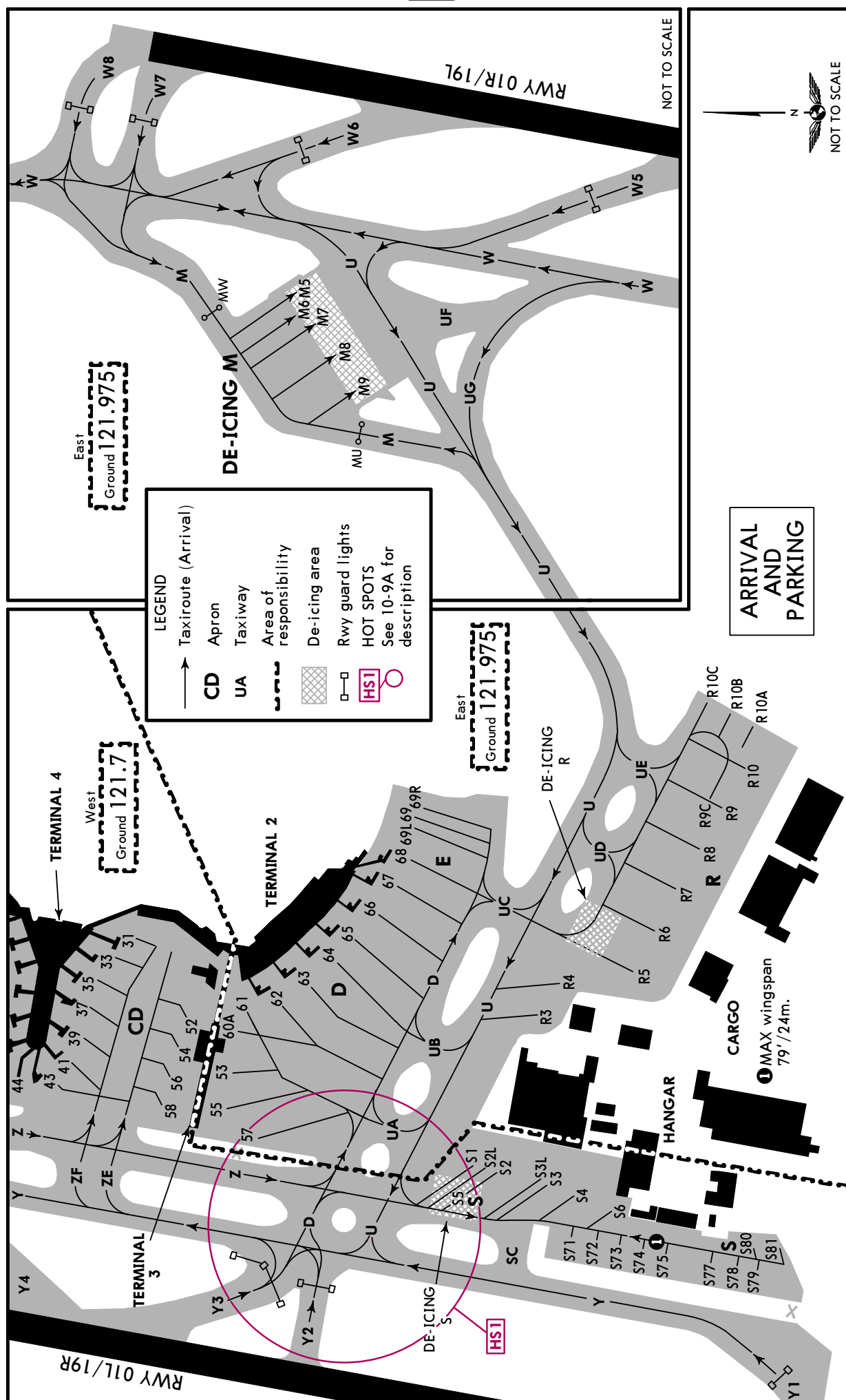
**JEPPESSEN**

10-9C

**Eff 18 Aug**

STOCKHOLM, SWEDEN

ARLANDA



CHANGES: Hot spot.

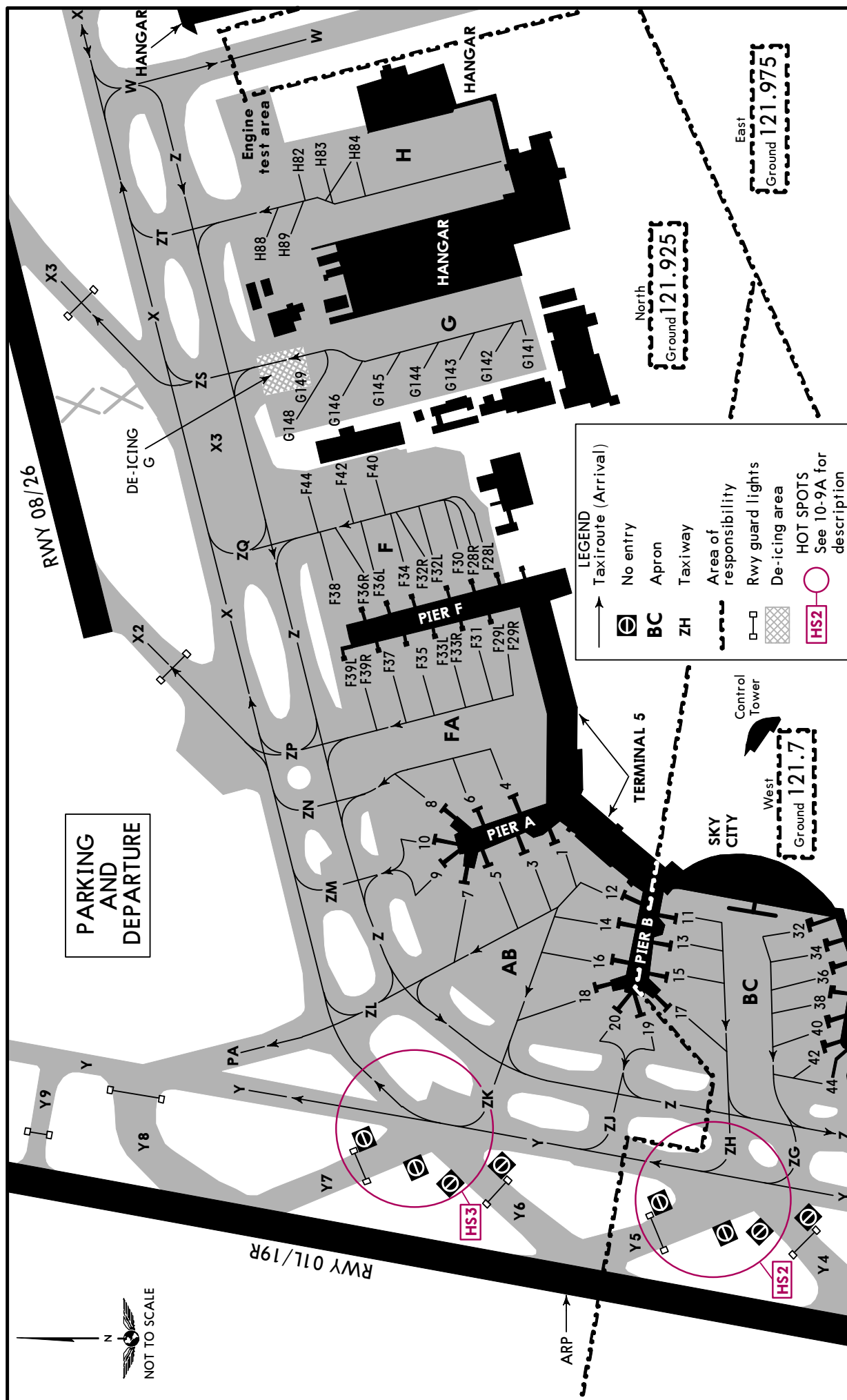
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ESSA/ARN

5 AUG 16 **10-9D** Eff 18 Aug

STOCKHOLM, SWEDEN

ARLANDA





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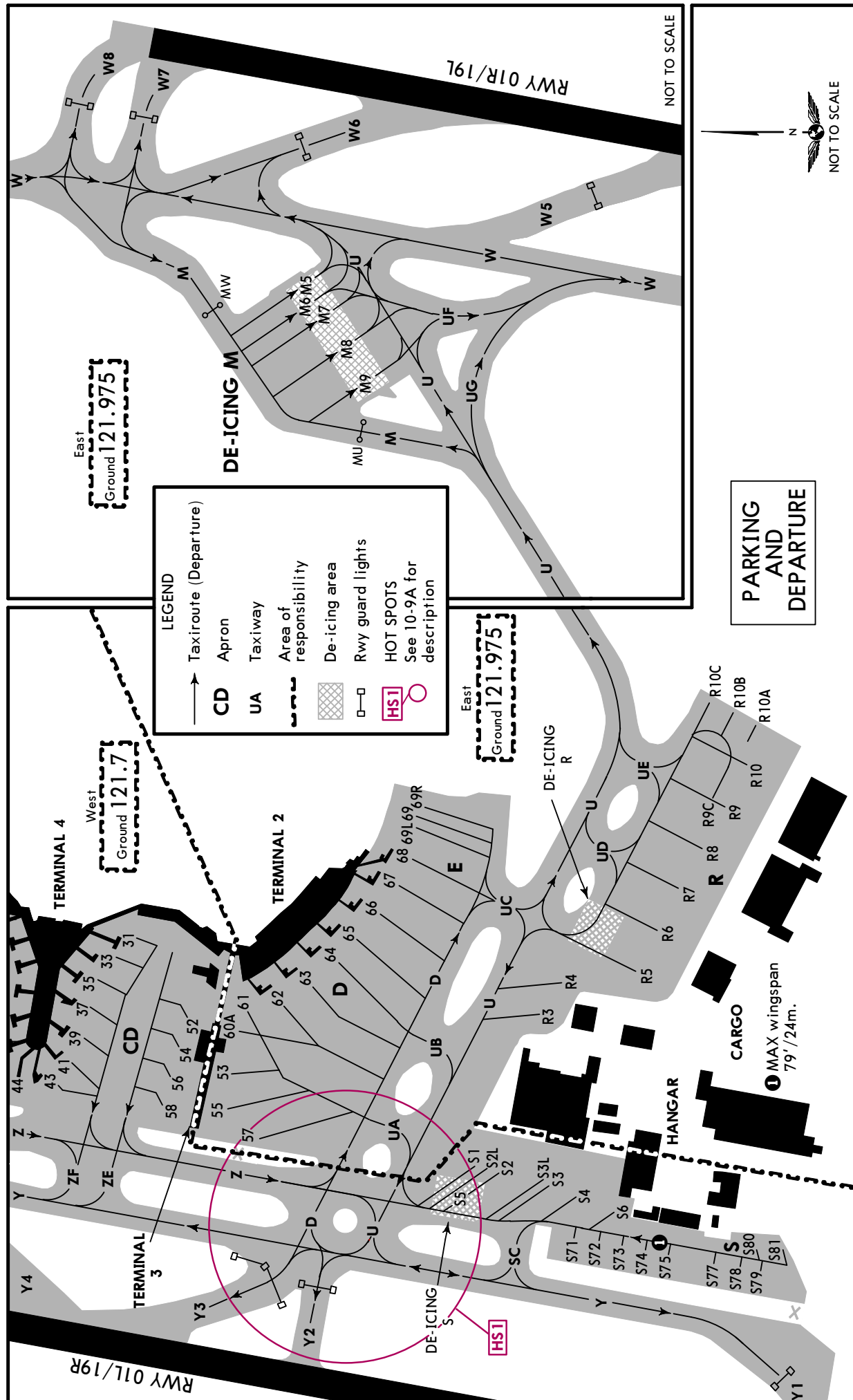
5 AUG 16

10-9E

Eff 18 Aug

STOCKHOLM, SWEDEN

ARLANDA



**ESSA/ARN** **JEPPESEN****STOCKHOLM, SWEDEN**

5 AUG 16

10-9F

Eff 18 Aug

**ARLANDA****INS COORDINATES**

STAND No.	COORDINATES		ELEV	STAND No.	COORDINATES		ELEV
1	N59 39.1	E017 55.8	101	F36R	N59 39.3	E017 56.2	103
3	N59 39.1	E017 55.8	102	F37	N59 39.3	E017 56.1	101
4	N59 39.2	E017 55.9	101	F38	N59 39.3	E017 56.2	102
5	N59 39.2	E017 55.8	100	F39L/R	N59 39.3	E017 56.1	101
6	N59 39.2	E017 55.9	101	F40 thru F44	N59 39.3	E017 56.4	108
7	N59 39.2	E017 55.8	99	G141 thru G144	N59 39.2	E017 56.6	118
8	N59 39.2	E017 55.9	101	G145	N59 39.3	E017 56.6	117
9	N59 39.2	E017 55.8	101	G146	N59 39.3	E017 56.5	115
10	N59 39.2	E017 55.8	99	G148	N59 39.3	E017 56.5	114
11	N59 39.0	E017 55.7	100	G149	N59 39.3	E017 56.5	115
12	N59 39.1	E017 55.7	101	H82 thru H84	N59 39.3	E017 57.0	-
13	N59 39.0	E017 55.7	102	H88, H89	N59 39.4	E017 56.8	-
14	N59 39.1	E017 55.7	101	J51	N59 39.5	E017 57.3	-
15	N59 39.0	E017 55.6	101	J52	N59 39.4	E017 57.3	-
16	N59 39.1	E017 55.6	101	J53	N59 39.4	E017 57.4	-
17	N59 39.0	E017 55.6	101	J54	N59 39.4	E017 57.3	-
18	N59 39.1	E017 55.6	101	K1	N59 39.5	E017 57.5	109
19	N59 39.1	E017 55.5	100	K2	N59 39.5	E017 57.5	111
20	N59 39.1	E017 55.5	101	K3A	N59 39.5	E017 57.6	110
31	N59 38.8	E017 55.7	102	K3B	N59 39.5	E017 57.6	108
32	N59 38.9	E017 55.7	101	K3C	N59 39.5	E017 57.7	106
33	N59 38.8	E017 55.6	101	K3D	N59 39.5	E017 57.6	111
34	N59 38.9	E017 55.6	102	K3E	N59 39.5	E017 57.6	108
35	N59 38.8	E017 55.6	102	K4	N59 39.5	E017 57.8	-
36	N59 38.9	E017 55.6	102	K5, K5L	N59 39.5	E017 57.9	100
37	N59 38.8	E017 55.6	102	K5R	N59 39.5	E017 57.8	100
38	N59 38.9	E017 55.6	102	M5	N59 38.8	E017 57.1	94
39	N59 38.9	E017 55.5	101	M6 thru M8	N59 38.8	E017 57.0	94
40	N59 38.9	E017 55.5	102	M9	N59 38.7	E017 56.9	94
41, 42	N59 38.9	E017 55.5	101	R3	N59 38.5	E017 55.5	103
43, 44	N59 38.9	E017 55.4	100	R4	N59 38.4	E017 55.6	102
52	N59 38.7	E017 55.6	102	R5	N59 38.4	E017 55.6	100
53	N59 38.7	E017 55.4	103	R6	N59 38.4	E017 55.7	99
54	N59 38.8	E017 55.5	102	R7	N59 38.3	E017 55.7	98
55	N59 38.7	E017 55.4	103	R8	N59 38.3	E017 55.8	98
56	N59 38.8	E017 55.4	103	R9	N59 38.3	E017 55.9	99
57	N59 38.7	E017 55.4	103	R9C	N59 38.3	E017 55.9	100
58	N59 38.8	E017 55.4	102	R10	N59 38.3	E017 55.9	98
60A	N59 38.7	E017 55.5	102	R10A thru R10C	N59 38.3	E017 56.1	-
61 thru 63	N59 38.7	E017 55.6	103				
64 thru 66	N59 38.6	E017 55.7	103				
67, 68	N59 38.6	E017 55.8	103				
69 thru 69R	N59 38.6	E017 55.9	103				
F28L/R	N59 39.2	E017 56.3	102				
F29L/R	N59 39.2	E017 56.2	103				
F30	N59 39.2	E017 56.3	102				
F31	N59 39.2	E017 56.2	103				
F32L	N59 39.2	E017 56.3	102				
F32R	N59 39.2	E017 56.2	103				
F33L	N59 39.2	E017 56.1	103				
F33R	N59 39.2	E017 56.2	103				
F34	N59 39.3	E017 56.3	102				
F35	N59 39.2	E017 56.1	102				
F36L	N59 39.3	E017 56.2	102				



**ESSA/ARN**

5 AUG 16

**JEPPESEN**

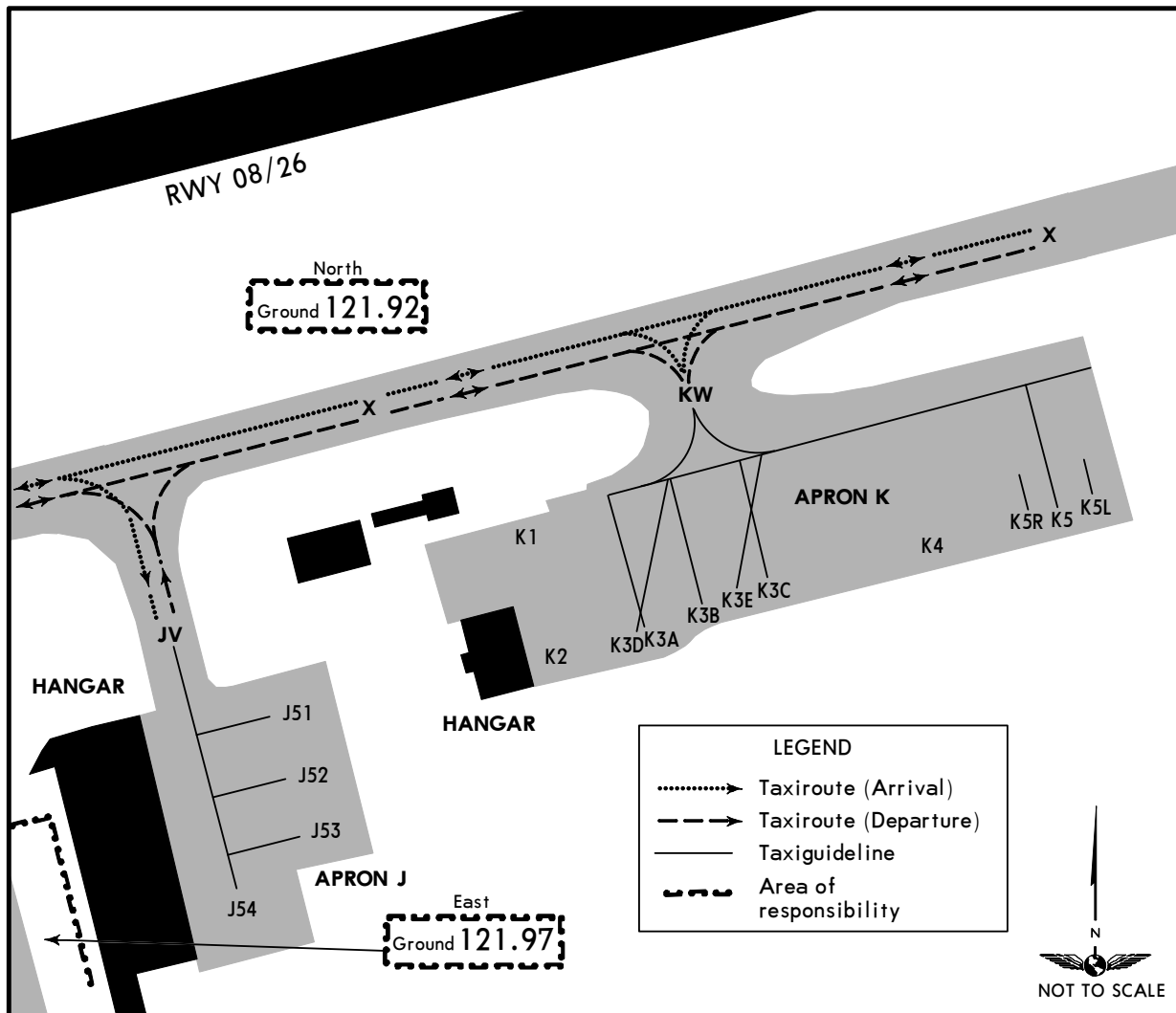
10-9G

Eff 18 Aug

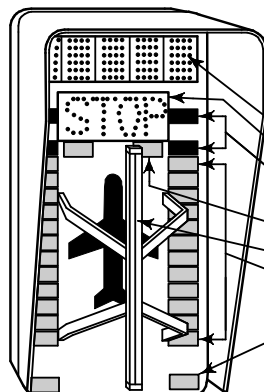
**STOCKHOLM, SWEDEN****ARLANDA****INS COORDINATES**

STAND No.	COORDINATES	ELEV	
S1 thru S2L	N59 38.5 E017 55.3	106	
S3	N59 38.4 E017 55.3	106	
S3L	N59 38.5 E017 55.3	106	
S4	N59 38.4 E017 55.3	103	
S5	N59 38.5 E017 55.2	104	
S6, S71, S72	N59 38.4 E017 55.2	103	
S73	N59 38.4 E017 55.1	103	
S74, S75	N59 38.4 E017 55.1	102	
S77	N59 38.3 E017 55.1	100	
S78	N59 38.3 E017 55.1	98	
S79	N59 38.3 E017 55.1	96	
S80	N59 38.3 E017 55.2	98	
S81	N59 38.3 E017 55.2	96	

ESSA/ARN

23 OCT 15 **(10-9H)****STOCKHOLM, SWEDEN**  
ARLANDA**VISUAL DOCKING GUIDANCE SYSTEM (SAFEGATE)****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 747****OK****TOO FAR****STOP SHORT**

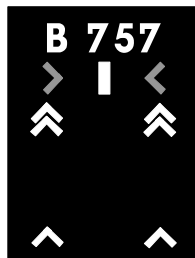
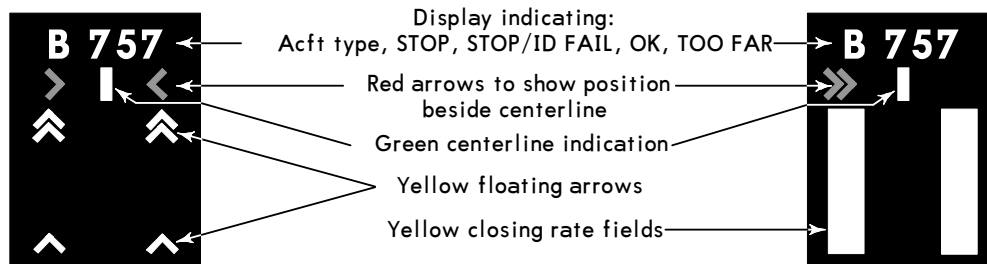
- a. Display indicating: Aircraft type, OK, TOO FAR, STOP/SHORT.
- b. Display indicating - STOP.
- c. Two pairs of red lights = STOP - signal.
- d. Pair of yellow index lights - Aircraft STOP position.
- e. Centerline guidance beacon = Azimuth guidance.
- f. 12 pairs of yellow lights = Closing rate guidance.
- g. Pair of green lights = Dock is ready for parking.

**B. DOCKING**

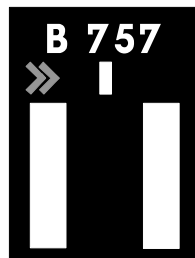
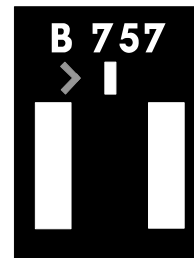
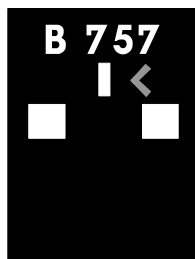
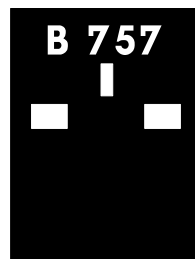
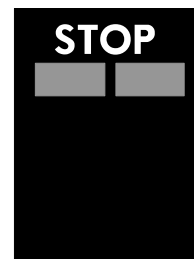
1. Follow the taxi-in line and watch for centerline guidance.
2. Check correct aircraft type is flashing.
3. Check pair of green lights are lit = ready for docking.
4. The nose wheel will activate a sensor every 3'/1m the last 40'/12m to STOP and light a corresponding pair of yellow lights showing the 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 beacon is switched off.
6. If correctly parked OK shows on the display.
7. If coming too far the display indicates TOO FAR. The safety area is passed and push-back may be necessary.

**ESSA/ARN****JEPPESEN**  
23 OCT 15 **10-9J****STOCKHOLM, SWEDEN**  
**ARLANDA****VISUAL DOCKING GUIDANCE SYSTEM (SAFEDOCK)****A. DESCRIPTION**

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



Ready to enter

Start of acft identification  
Turn RIGHT,  
52'/16m or more to stopTurn RIGHT,  
46'/14m to stopTurn LEFT,  
10'/3m to stopOn centerline,  
7'/2m to stop

At stop-position

**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.

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

When the aircraft is 52'/16m from the stop-position, the closing rate starts indication of "Distance to go" by turning off one pair of LED's for each 2'/0.5m the aircraft advances into the gate.

During approach into the gate, the aircraft will be identified. If, for any reason, identification is not made 39'/12m before the stop-position, the system will show "STOP" and "ID FAIL" and the azimuth guidance field will turn red. The aircraft will now 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 overshoot the stop position, "TOO FAR" will be displayed.

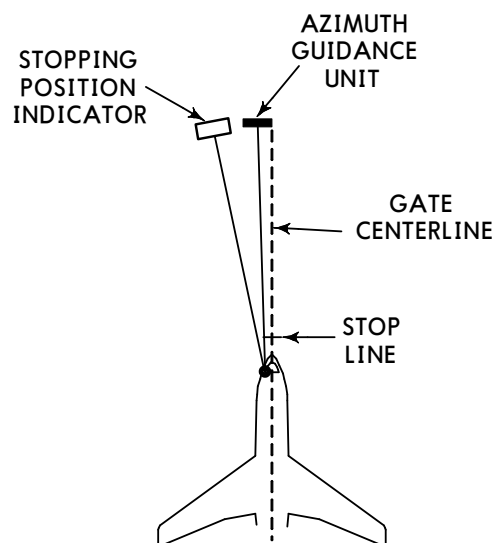
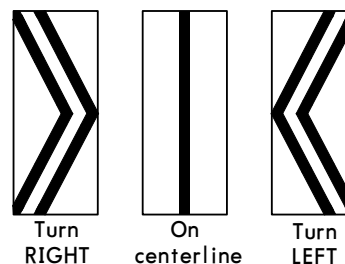
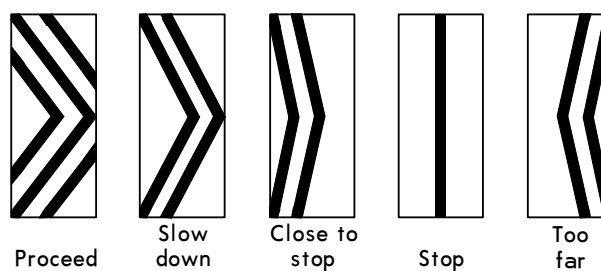
**ESSA/ARN****JEPPESEN****STOCKHOLM, SWEDEN**

31 JAN 14

**10-9K****Eff 6 Feb****ARLANDA****FMT AIRPARK SYSTEM****GENERAL**

The system is based on an azimuth guidance unit, located in the extension of the gate centerline, in front of cockpit. Stop signal is provided from a stopping position indicator located, preferably, left of azimuth guidance unit.

1. Azimuth guidance unit shows a single vertical line when aircraft is on centerline.  
If aircraft strays off centerline, the unit shows an arrow pattern indicating the direction to turn.
2. Proceed forward until stopping position indicator shows a single vertical line.


**AZIMUTH GUIDANCE UNIT****STOPPING POSITION INDICATOR**

# ESSA/ARN ARLANDA

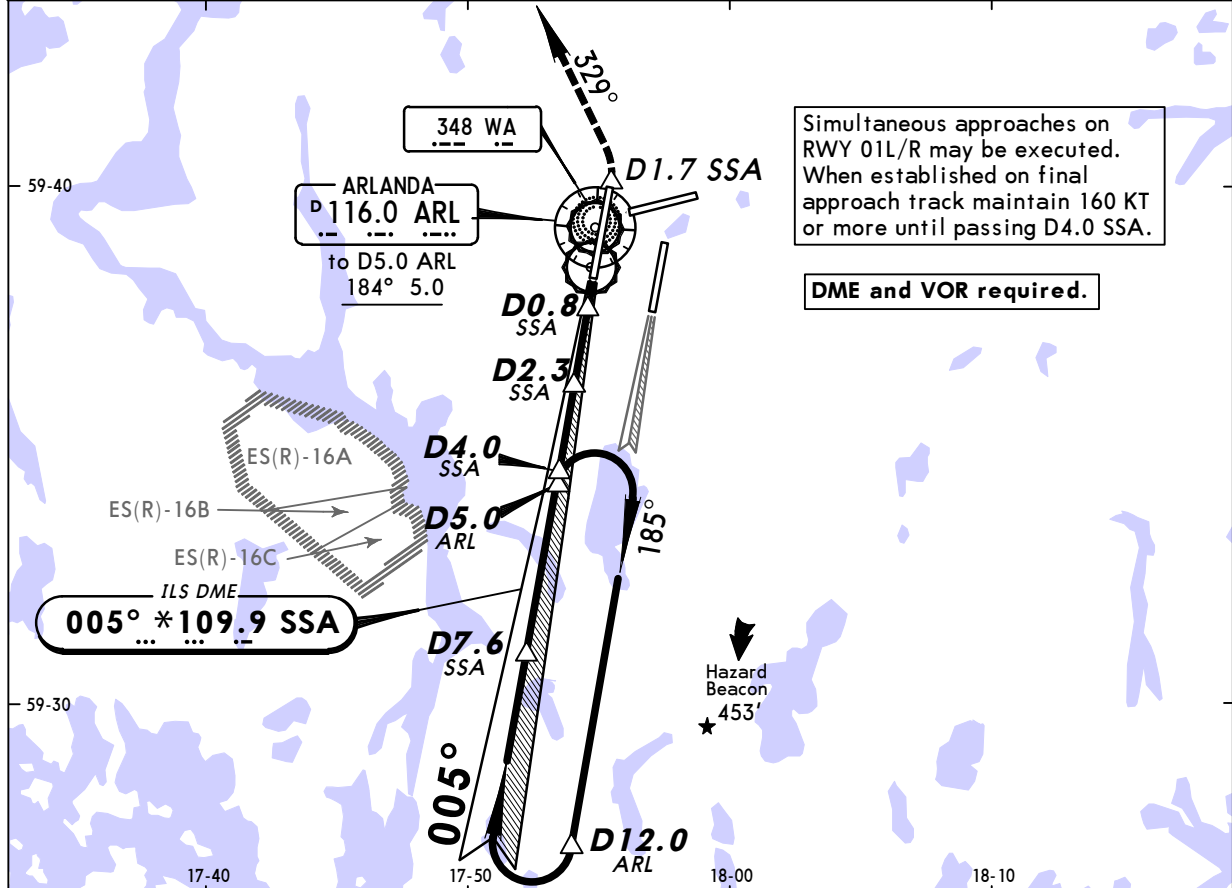
**JEPPesen**  
30 NOV 12 **(11-1)** Eff 13 Dec

# STOCKHOLM, SWEDEN ILS or LOC Rwy 01L

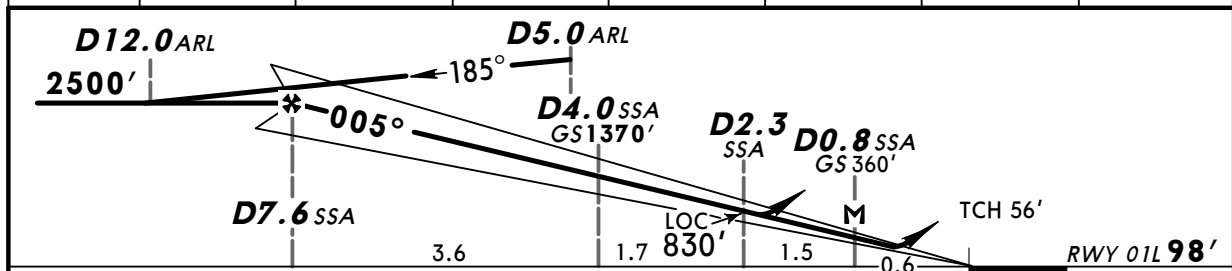
BRIEFING STRIP

D-ATIS Arrival <b>119.0</b>	ARLANDA Tower <b>118.5</b>	Ground North <b>121.92</b> East <b>121.97</b> West <b>121.7</b>			
LOC SSA <b>*109.9</b>	Final Apch Crs <b>005°</b>	GS <b>D4.0 SSA</b> <b>1370'</b> (1272')	ILS DA(H) <b>298'</b> (200')	Apt Elev <b>137'</b> RWY <b>98'</b>	
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 600' or D1.7 SSA past SSA DME, whichever is later. Turn LEFT on track 329° climbing to 1500', Radar Vectoring for a new approach. <b>MISSED APCH WITH LOST COMM:</b> Climb STRAIGHT AHEAD to 600' or D1.7 SSA past SSA DME, whichever is later. Turn LEFT on track 329° climbing to 2500' or D4.0 SSA, whichever is later, turn LEFT to ARL VOR for a new instrument approach.					

Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 5000'



LOC (GS out)	SSA DME	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2330'	2010'	1690'	1370'	1060'	740'



Gnd speed-Kts	70	90	100	120	140	160		<b>600'</b> which ever later 	<b>D1.7 SSA</b> past SSA DME 	<b>329°</b> 
ILS GS or	372	478	531	637	743	849				
LOC Descent Angle 3.00°										

Standard							STRAIGHT-IN LANDING RWY 01L			
ILS			LOC (GS out)							
DA(H) <b>298'</b> (200')			with D2.3 SSA DA(H) <b>500'</b> (402')		w/o D2.3 SSA DA(H) <b>620'</b> (522')					
FULL	Limited	ALS out	ALS out		ALS out					
A										
B										
C	RVR 550m	RVR 750m	RVR 1200m	RVR 1200m	RVR 1500m	RVR 1500m				
D					RVR 1900m	RVR 1700m	CMV 2400m			

PANS OPS

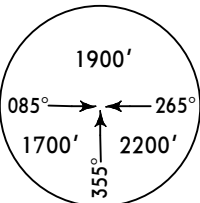
**ESSA/ARN**  
**ARLANDA**

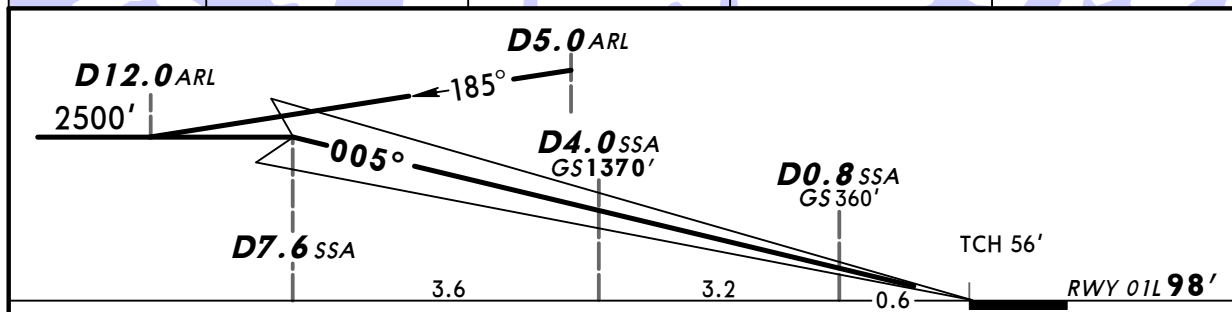
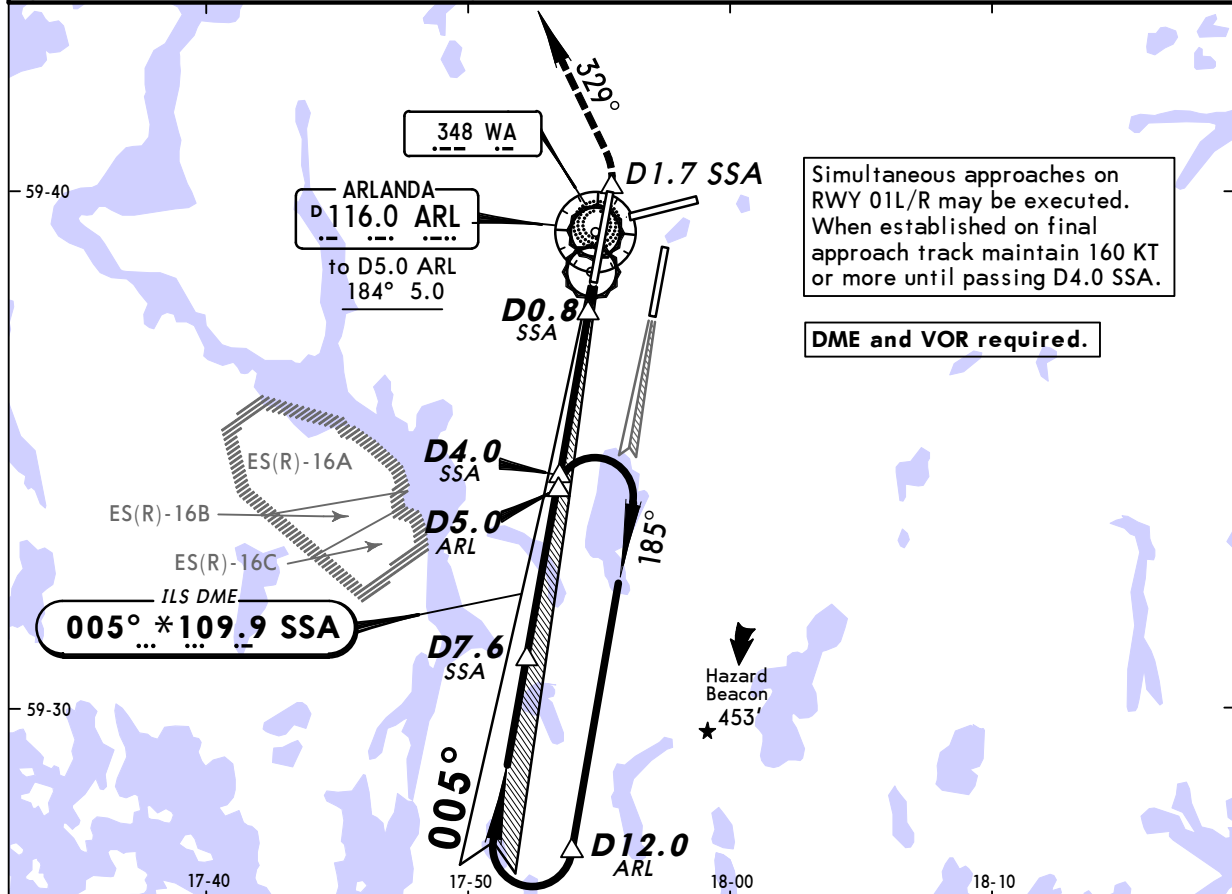
30 NOV 12  
Eff 13 Dec





**JEPPesen**  
**(11-1A)**

**STOCKHOLM, SWEDEN**  
**CAT II/III ILS Rwy 01L**

BRIEFING STRIP

D-ATIS Arrival <b>119.0</b>	ARLANDA Tower <b>118.5</b>	North <b>121.92</b>	East <b>121.97</b>	West <b>121.7</b>	 <p>MSA ARL VOR</p>
LOC SSA <b>*109.9</b>	Final Apch Crs <b>005°</b>	GS <b>D4.0 SSA</b> <b>1370' (1272')</b>	CAT II & IIIA ILS Refer to Minimums	Apt Elev <b>137'</b> RWY <b>98'</b>	
<p><b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 600' or D1.7 SSA past SSA DME, whichever is later. Turn LEFT on track 329° climbing to 1500', Radar Vectoring for a new approach.</p> <p><b>MISSED APCH WITH LOST COMM:</b> Climb STRAIGHT AHEAD to 600' or D1.7 SSA past SSA DME, whichever is later. Turn LEFT on track 329° climbing to 2500' or D4.0 SSA, whichever is later, turn LEFT to ARL VOR for a new instrument approach.</p>					
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: By ATC	
Special Aircrew & Acft Certification Required.					
Trans alt: 5000'					



Gnd speed-Kts	70	90	100	120	140	160					
GS	3.00°	372	478	531	637	743					849

<b>Standard</b>	<b>STRAIGHT-IN LANDING RWY 01L</b>	
<b>CAT IIIA ILS</b>	<b>CAT II ILS</b>	
<b>RA 107'</b> DH <b>50'</b>	<b>RA 107'</b> DA(H) <b>198' (100')</b>	
<b>RVR 200m</b>	<b>RVR 300m</b>	

PANS OPS

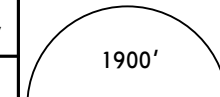
**Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.**

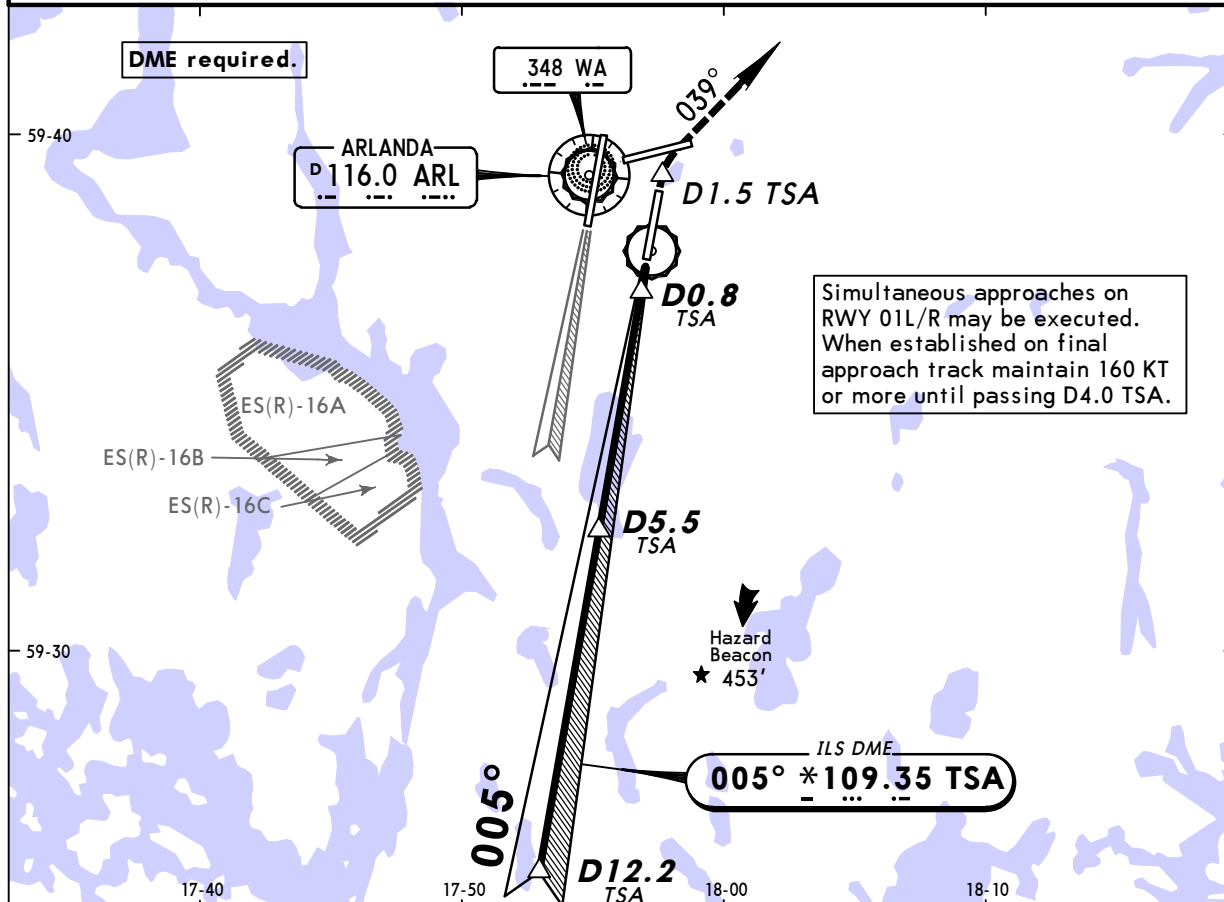
CHANGES: Missed apch with lost comm.

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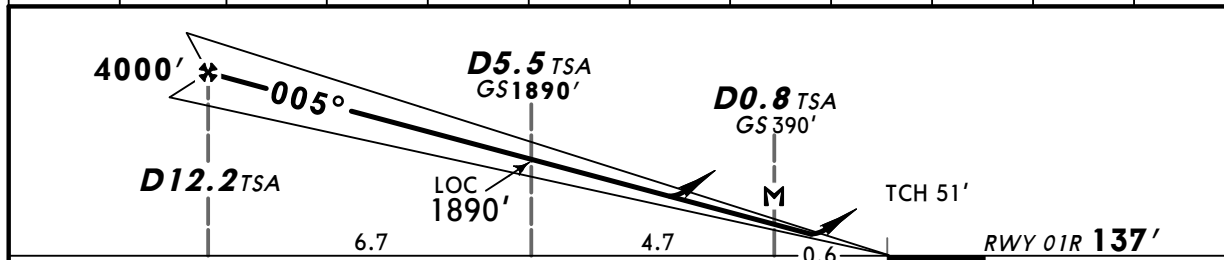
ESSA/ARN  
ARLANDAJEPPesen  
30 NOV 12 (11-2) Eff 13 DecSTOCKHOLM, SWEDEN  
ILS or LOC Rwy 01R

BRIEFING STRIP

D-ATIS Arrival <b>119.0</b>	ARLANDA Tower <b>125.12</b>	Ground North <b>121.92</b> East <b>121.97</b> West <b>121.7</b>			
LOC TSA <b>*109.35</b>	Final Apch Crs <b>005°</b>	GS <b>D5.5 TSA</b> <b>1890' (1753')</b>	ILS DA(H) <b>337' (200')</b>	Apt Elev <b>137'</b> RWY <b>137'</b>	
<b>MISSED APCH: Climb STRAIGHT AHEAD to 600' or D1.5 TSA past TSA DME, whichever is later. Turn RIGHT on track 039° climbing to 1500', Radar Vectoring for a new approach.</b>					
Alt Set: hPa		Rwy Elev: 5 hPa		Trans level: By ATC	
In event of radio failure see 11-3.					
Trans alt: 5000'					



LOC (GS out)	TSA DME	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	3640'	3320'	3000'	2680'	2360'	2050'	1730'	1410'	1090'	770'



Gnd speed-Kts	70	90	100	120	140	160		<b>600'</b> which ever later	<b>D1.5 TSA</b> past TSA DME	<b>039°</b> RT
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849				
MAP at D0.8 TSA										

STRAIGHT-IN LANDING RWY 01R						
ILS			LOC (GS out)			
DA(H) <b>337'</b> (200')			with D5.5 TSA DA(H) <b>470'</b> (333')		w/o D5.5 TSA DA(H) <b>640'</b> (503')	
FULL	Limited	ALS out	ALS out	ALS out	ALS out	ALS out
A						
B						RVR 1500m
C	RVR 550m	RVR 750m	RVR 1200m	RVR 800m	RVR 1500m	RVR 1600m CMV 2400m
D						

PANS OPS

**ESSA/ARN**  
**ARLANDA**

30 NOV 12  
Eff 13 Dec

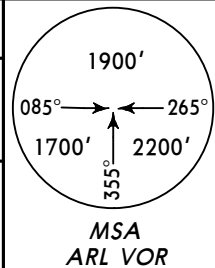
**JEPPesen**

(11-2A)

**STOCKHOLM, SWEDEN**  
**CAT II/III ILS Rwy 01R**

BRIEFING STRIP

D-ATIS Arrival <b>119.0</b>	ARLANDA Tower <b>125.12</b>	North <b>121.92</b>	East <b>121.97</b>	West <b>121.7</b>
LOC TSA <b>*109.35</b>	Final Apch Crs <b>005°</b>	GS <b>D5.5 TSA</b> <b>1890' (1753')</b>	CAT II & IIIA ILS Refer to Minimums	Apt Elev <b>137'</b> <b>RWY 137'</b>



**MISSED APCH:** Climb STRAIGHT AHEAD to 600' or D1.5 TSA past TSA DME, whichever is later. Turn RIGHT on track 039° climbing to 1500', Radar Vectoring for a new approach.

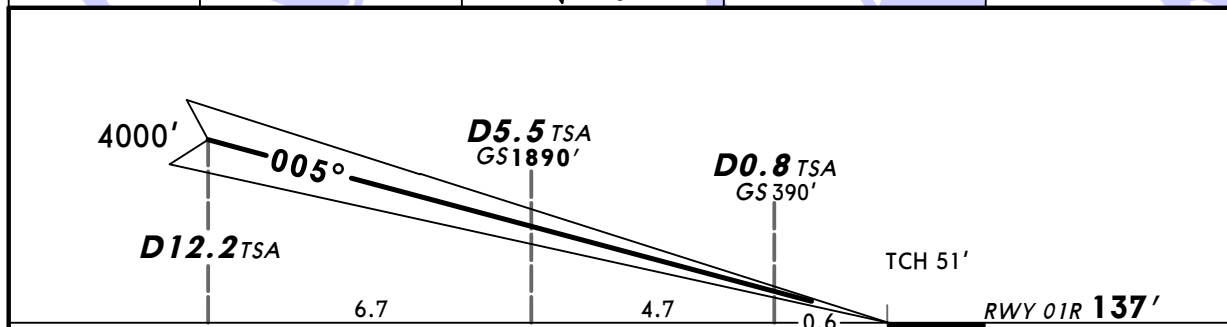
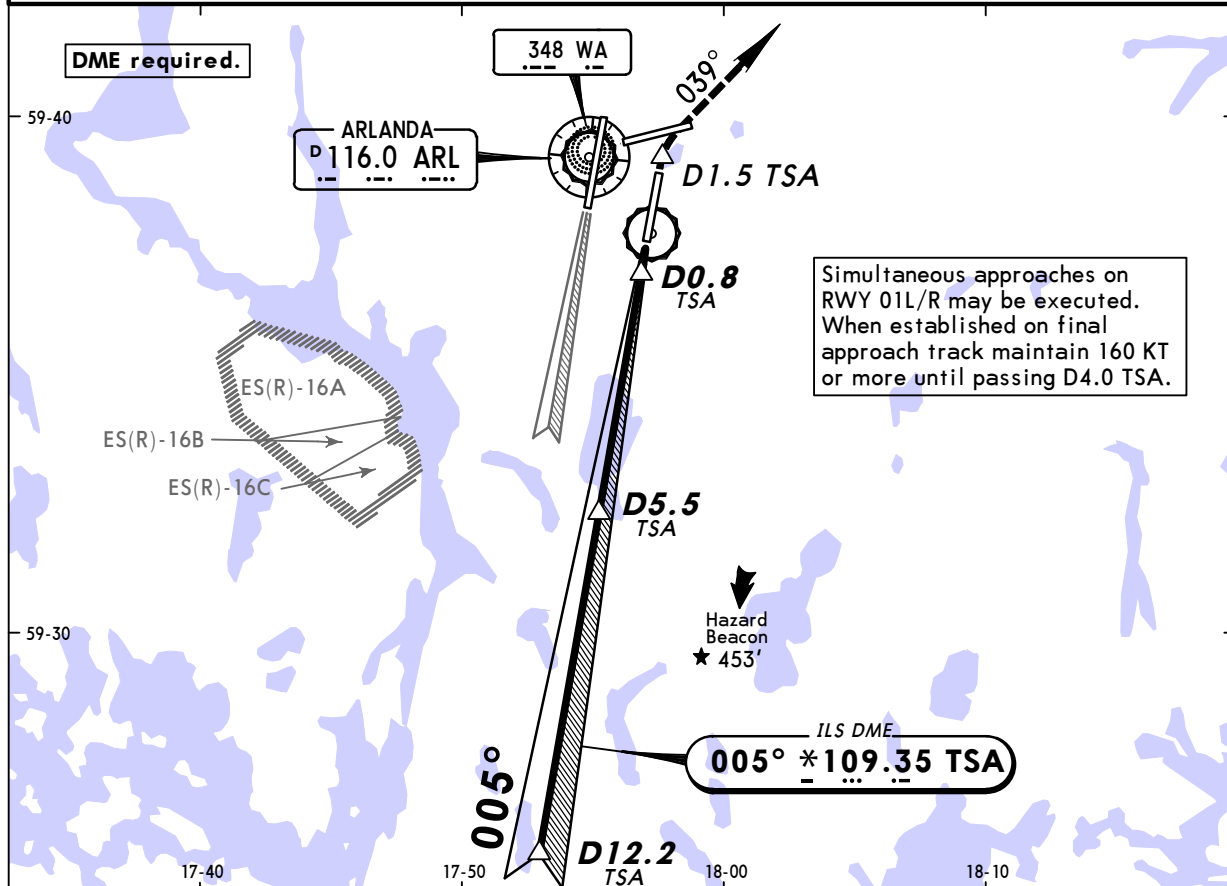
Alt Set: hPa

Rwy Elev: 5 hPa

Trans level: By ATC

Trans alt: 5000'

1. In case of radio failure see 11-3A. 2. Special Aircrew & Acft Certification Required.



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	600'	D1.5 TSA	039°
GS	3.00°	372	478	531	637	743	PAPI	↑	↑	↑ RT

**Standard**

STRAIGHT-IN LANDING RWY 01R

CAT IIIA ILS

CAT II ILS

DH 50'

ABC  
RA 99'

DA(H) 237' (100')

D  
RA 100'

DA(H) 238' (101')

RVR 200m

RVR 300m

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

CHANGES: MSA. Procedure. Minimums.

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PANS OPS

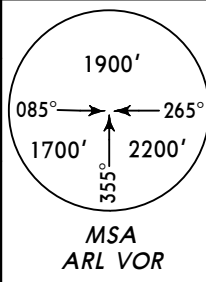


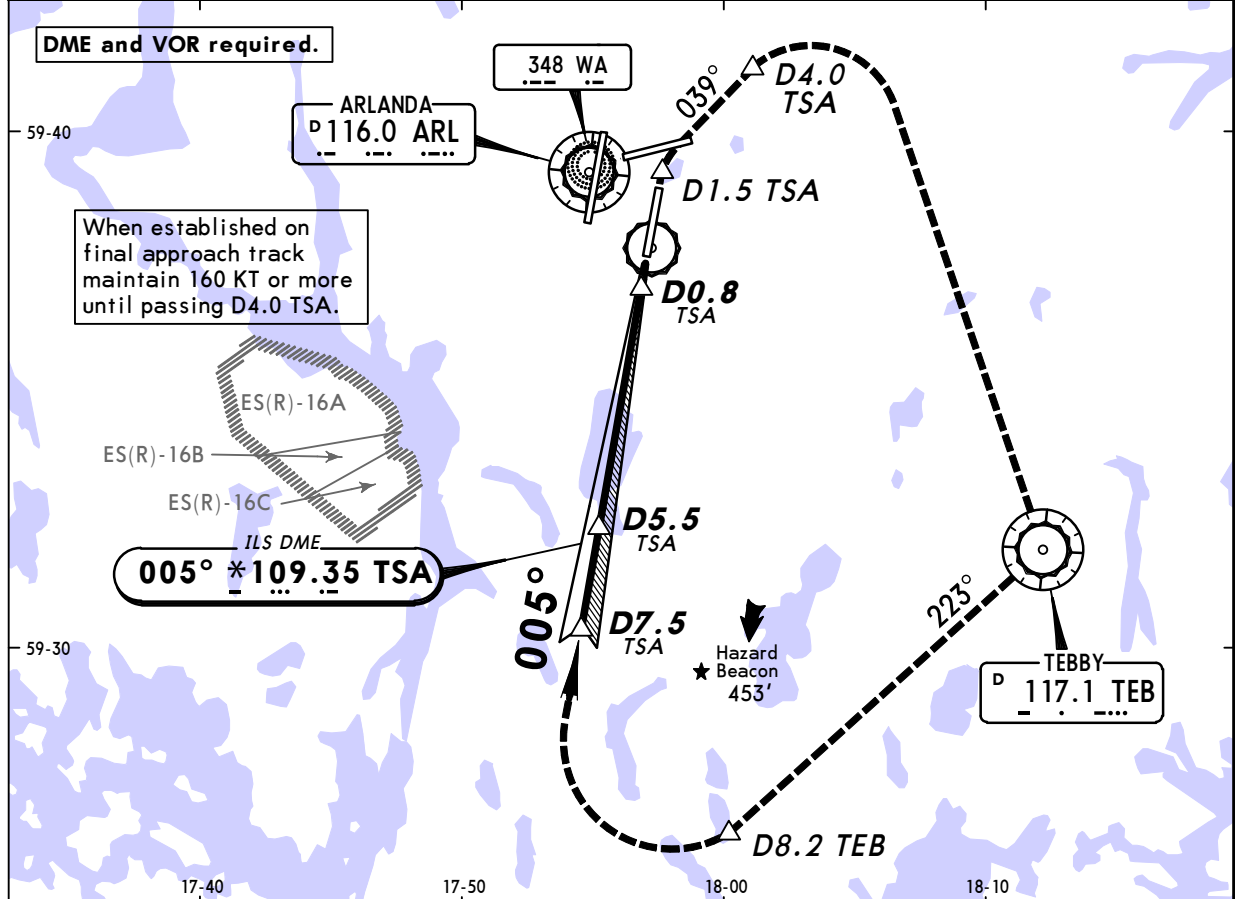
**ESSA/ARN**  
**ARLANDA**

**JEPPesen**  
30 NOV 12  
Eff 13 Dec (11-3) LOST COMM

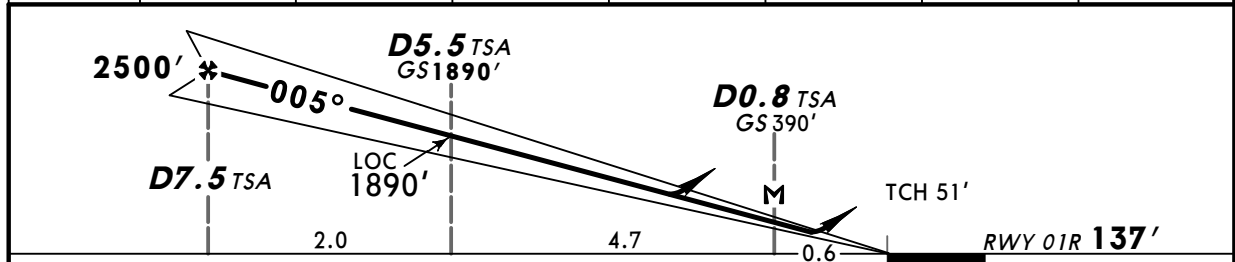
**STOCKHOLM, SWEDEN**  
**ILS or LOC Rwy 01R**


BRIEFING STRIP

D-ATIS Arrival <b>119.0</b>	ARLANDA Tower <b>125.12</b>	Ground North <b>121.92</b> East <b>121.97</b> West <b>121.7</b>			
LOC TSA <b>*109.35</b>	Final Apch Crs <b>005°</b>	GS <b>D5.5 TSA</b> <b>1890' (1753')</b>	ILS DA(H) <b>337' (200')</b>	Apt Elev <b>137'</b> <b>RWY 137'</b>	
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 600' or D1.5 TSA past TSA DME, whichever is later. Turn RIGHT on track 039° climbing to 2500' or D4.0 TSA, whichever is later, turn RIGHT to TEB VOR. At TEB VOR intercept R-223 TEB to D8.2 TEB, then turn RIGHT to intercept LOC, not below 2500' until FAP/FAF (D7.5 TSA).					
Alt Set: hPa		Rwy Elev: 5 hPa		Trans level: By ATC	
Trans alt: 5000'					



LOC (GS out)	TSA DME	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2360'	2050'	1730'	1410'	1090'	770'



Gnd speed-Kts	70	90	100	120	140	160		600' which ever later	D1.5 TSA past TSA DME	039° RT
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849				
MAP at D0.8 TSA										

STRAIGHT-IN LANDING RWY 01R						
ILS			LOC (GS out) with D5.5 TSA		LOC (GS out) w/o D5.5 TSA	
DA(H) <b>337' (200')</b>			DA(H) <b>470' (333')</b>		DA(H) <b>540' (403')</b>	
FULL	Limited	ALS out	ALS out	ALS out	ALS out	ALS out
A						RVR 1500m
B						
C	RVR 550m	RVR 750m	RVR 1200m	RVR 800m	RVR 1500m	RVR 1200m
D						RVR 1900m

PANS OPS

**ESSA/ARN**  
**ARLANDA**

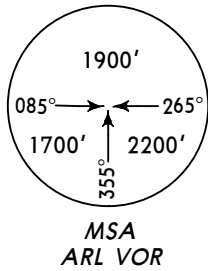
30 NOV 12  
Eff 13 Dec

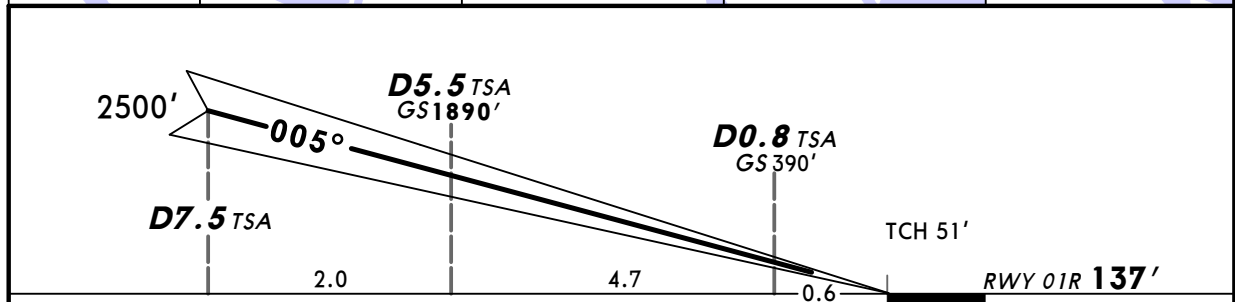
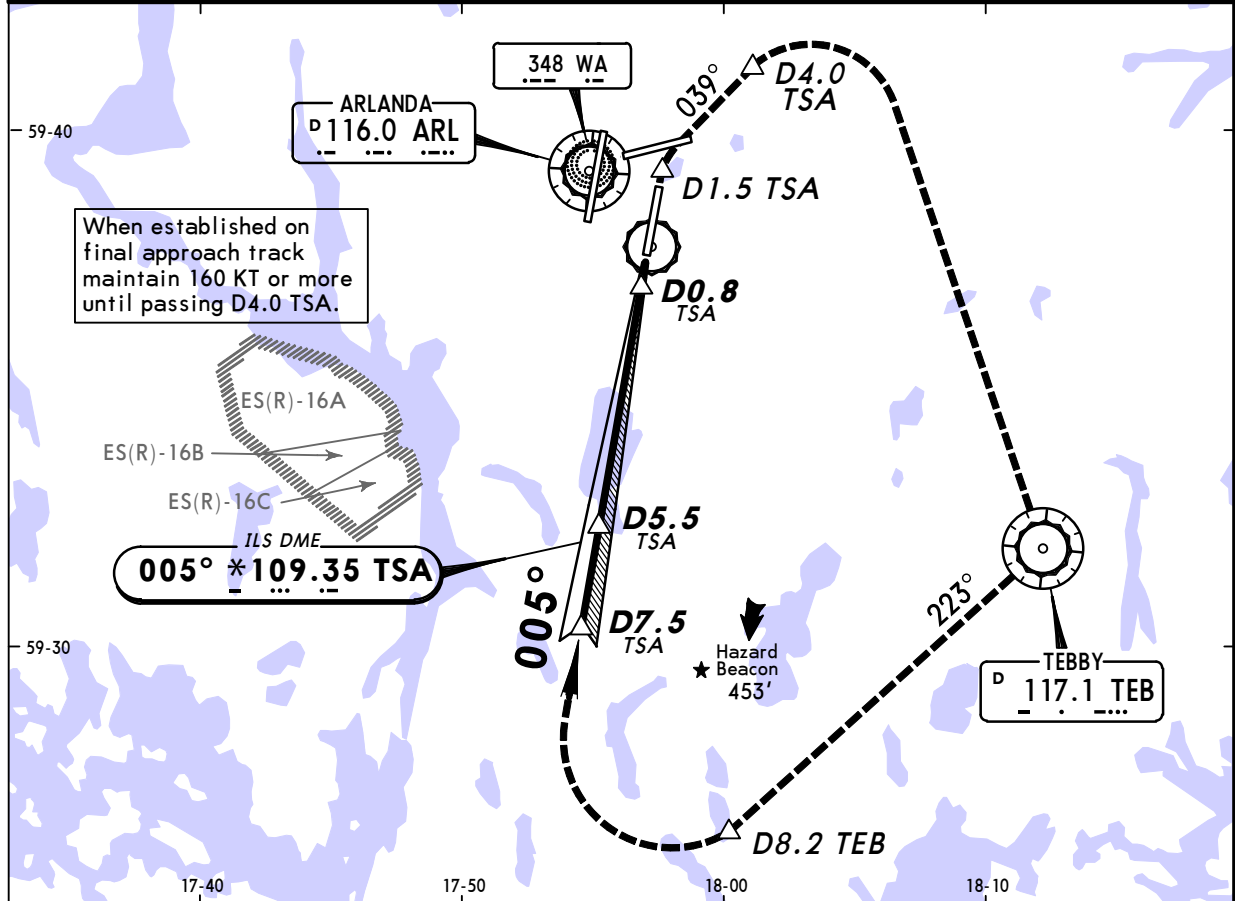
**JEPPesen**  
(11-3A)

LOST  
COMM

**STOCKHOLM, SWEDEN**  
**CAT II/III ILS Rwy 01R**

BRIEFING STRIP

D-ATIS Arrival <b>119.0</b>	ARLANDA Tower <b>125.12</b>	North <b>121.92</b>	East <b>121.97</b>	West <b>121.7</b>	
LOC TSA <b>*109.35</b>	Final Apch Crs <b>005°</b>	GS <b>D5.5 TSA</b> <b>1890' (1753')</b>	CAT II & IIIA ILS Refer to Minimums	Apt Elev <b>137'</b> <b>RWY 137'</b>	
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 600' or D1.5 TSA past TSA DME, whichever is later. Turn RIGHT on track 039° climbing to 2500' or D4.0 TSA, whichever is later, turn RIGHT to TEB VOR. At TEB VOR intercept R-223 TEB to D8.2 TEB, then turn RIGHT to intercept LOC, not below 2500' until FAP/FAF (D7.5 TSA).					
Alt Set: hPa      Rwy Elev: 5 hPa      Trans level: By ATC      Trans alt: 5000'					
<b>1. DME and VOR required. 2. Special Aircrew &amp; Acft Certification Required.</b>					



Gnd speed-Kts	70	90	100	120	140	160	<div><div>HIALS-II</div><div><div><div></div><div></div><div></div><div></div></div></div><div>PAPI</div></div>	600' i which- ever later	D1.5 TSA past TSA DME	039° RT
GS	3.00°	372	478	531	637	743				

Standard			STRAIGHT-IN LANDING RWY 01R		
CAT IIIA ILS			CAT II ILS		
DH 50'			ABC RA 99' DA(H) 237' (100')		D RA 100' DA(H) 238' (101')
RVR 200m			RVR 300m		

PANS OPS

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

CHANGES: MSA. Procedure.

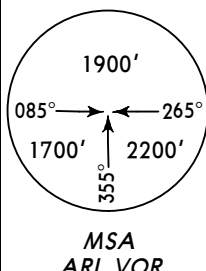
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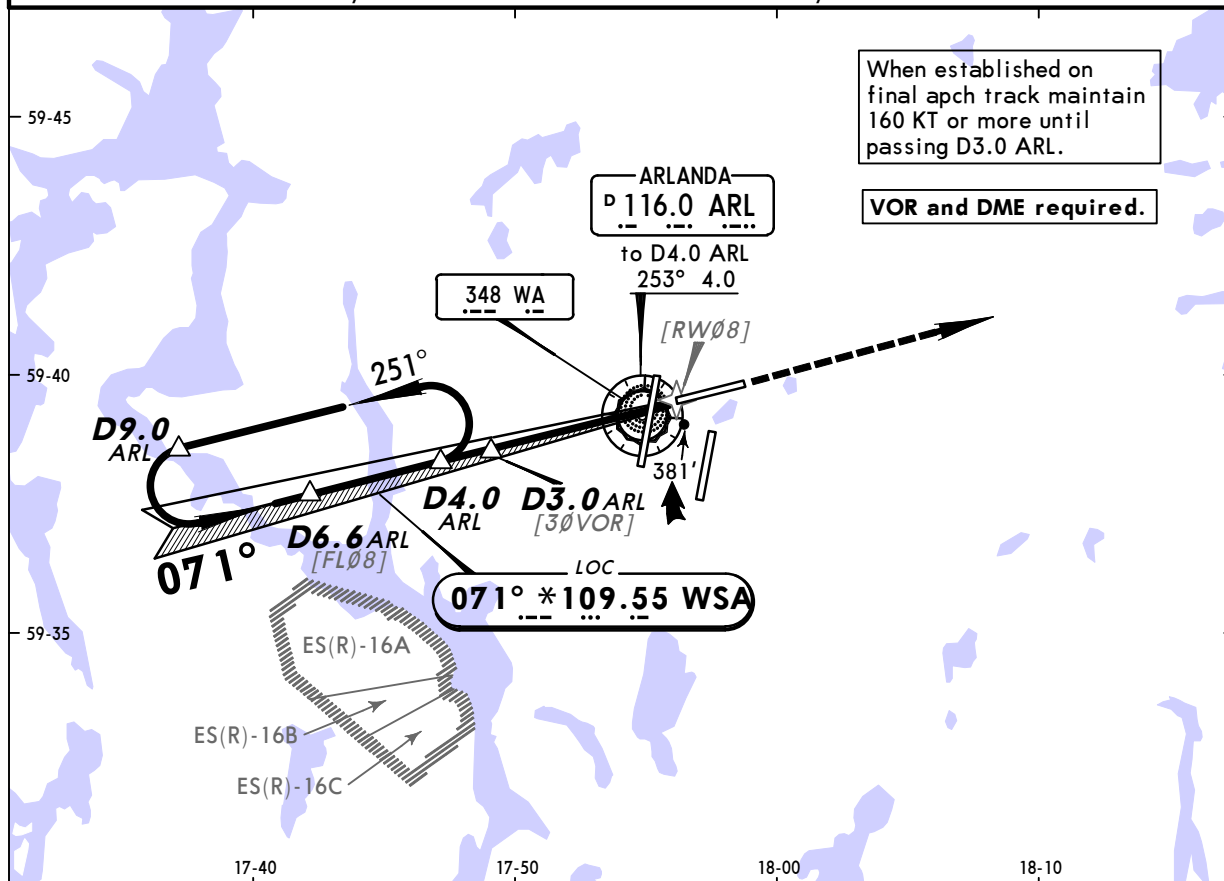
**ESSA/ARN**  
**ARLANDA**

**JEPPesen**  
30 NOV 12 **(11-4)** **Eff 13 Dec**

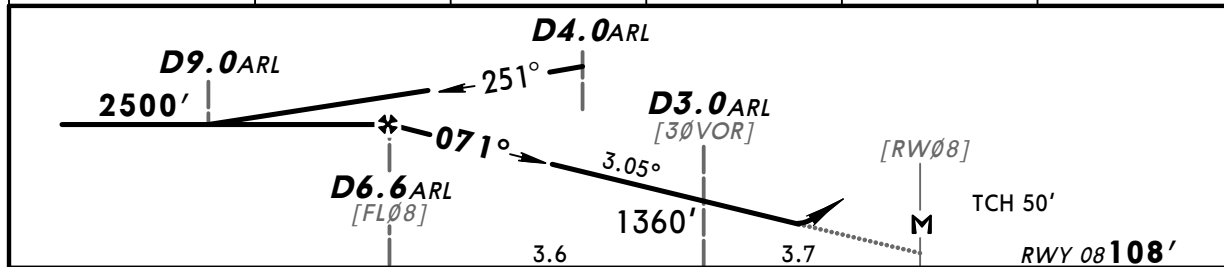
**STOCKHOLM, SWEDEN**  
**LOC Rwy 08**

BRIEFING STRIP

D-ATIS Arrival	ARLANDA Tower	Ground			
119.0	128.72	North 121.92	East 121.97	West 121.7	
LOC WSA *109.55	Final Apch Crs 071°	Minimum Alt D6.6 ARL 2500' (2392')	DA(H) 500' (392')	Apt Elev 137' RWY 108'	
MISSED APCH: Climb STRAIGHT AHEAD to 1500', Radar Vectoring for a new approach.					
MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to 2500' or D5.0 ARL, whichever is later, turn LEFT to ARL VOR for a new instrument approach.					
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: By ATC	Trans alt: 5000'



ARL DME	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1990'	1670'	1360'	1040'	720'



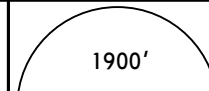
Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	<b>1500'</b> ↑
Descent Angle 3.05°	378	486	540	648	755	863		
D6.6 ARL to MAP 7.3	6:15	4:52	4:23	3:39	3:08	2:44		

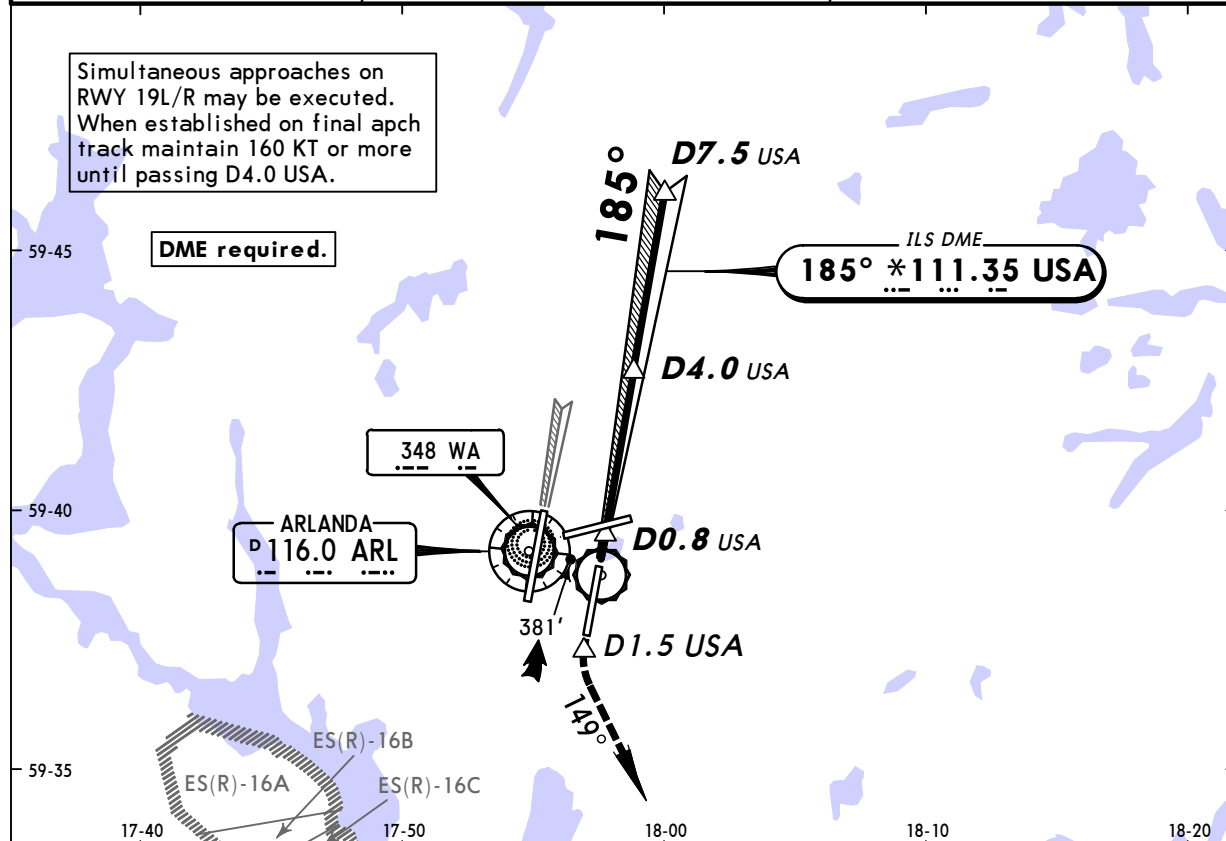
Standard		STRAIGHT-IN LANDING RWY 08	
		DA(H) 500' (392')	
A	RVR 1500m		
B			
C	RVR 1800m		
D			

PANS OPS

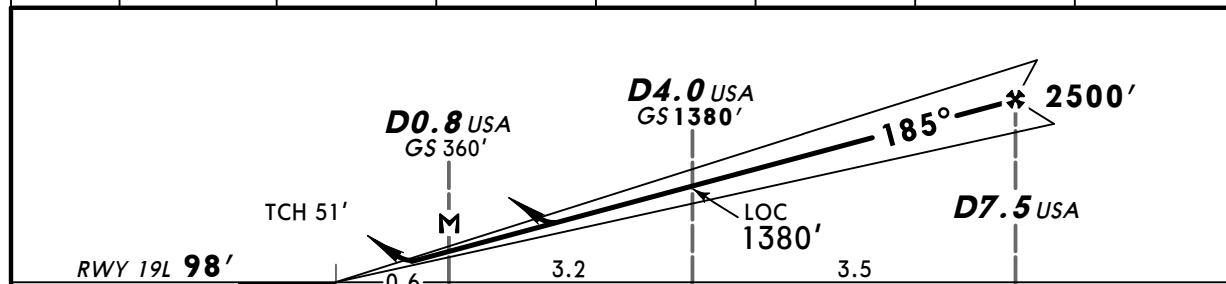
ESSA/ARN  
ARLANDAJEPPesen  
30 NOV 12 (11-5) Eff 13 DecSTOCKHOLM, SWEDEN  
ILS or LOC Rwy 19L

BRIEFING STRIP™

D-ATIS Arrival 119.0		ARLANDA Tower 125.12		North 121.92		Ground East 121.97		West 121.7	
LOC USA *111.35	Final Apch Crs 185°	GS D4.0 USA 1380' (1282')	ILS DA(H) 298' (200')	Apt Elev 137'	RWY 98'				
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 600' or D1.5 USA past USA DME, whichever is later. Turn LEFT on track 149° climbing to 1500', Radar Vectoring for a new approach.									
<b>MISSED APCH WITH LOST COMM:</b> Climb STRAIGHT AHEAD to 600' or D1.5 USA past USA DME, whichever is later. Turn LEFT on track 149° climbing to 2500' or D4.0 USA, whichever is later, turn LEFT to TEB VOR. At TEB VOR intercept R-349 TEB to D16.3 TEB, then turn LEFT to intercept LOC, not below 2500' until FAP/FAF (D7.5 USA).									
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: By ATC		Trans alt: 5000'			



LOC (GS out)	USA DME	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	740'	1060'	1380'	1700'	2010'	2330'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		600'	D1.5 USA	149°
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	PAPI		↑	which- ever later	↑
MAP at D0.8 USA											LT

Standard

STRAIGHT-IN LANDING RWY 19L

PANS OPS	ILS			LOC (GS out)		
	DA(H) 298' (200')			with D4.0 USA DA(H) 500' (402')		w/o D4.0 USA DA(H) 620' (522')
	FULL	Limited	ALS out	ALS out		ALS out
	A	B	C	D		
	RVR 550m	RVR 750m	RVR 1200m	RVR 1200m	RVR 1500m	RVR 1500m
					RVR 1900m	RVR 1700m
						CMV 2400m

CHANGES: MSA. Procedure. Minimums.

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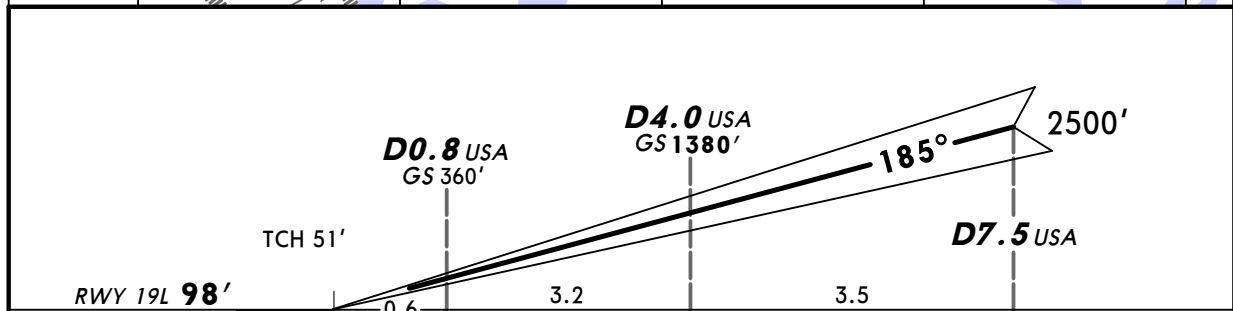
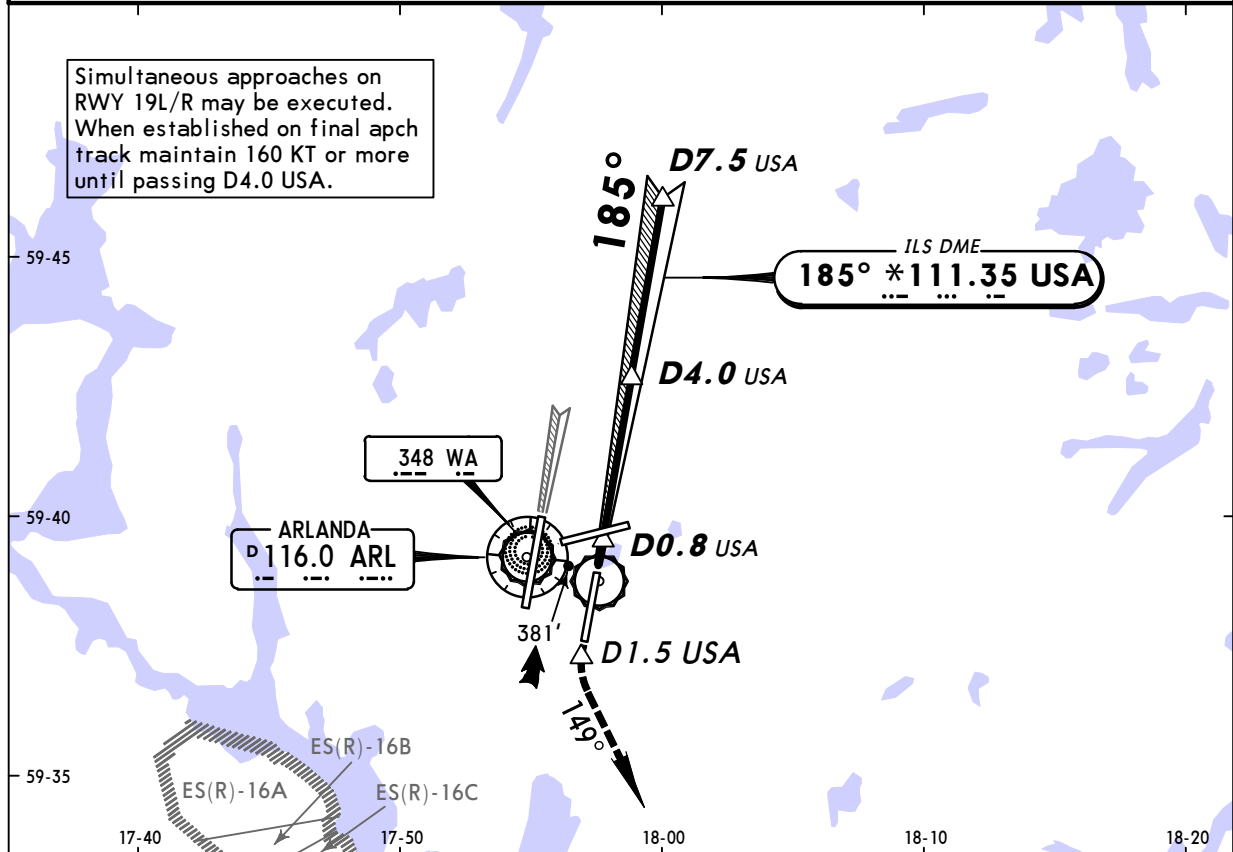
**ESSA/ARN**  
**ARLANDA**

**JEPPesen**  
30 NOV 12  
Eff 13 Dec **(11-5A)**

**STOCKHOLM, SWEDEN**  
**CAT II/III ILS Rwy 19L**

BRIEFING STRIP

D-ATIS Arrival <b>119.0</b>		ARLANDA Tower <b>125.12</b>		North <b>121.92</b> East <b>121.97</b> West <b>121.7</b>	
LOC USA <b>*111.35</b>	Final Apch Crs <b>185°</b>	GS <b>D4.0 USA</b> <b>1380' (1282')</b>	CAT II & IIIA ILS Refer to Minimums	Apt Elev <b>137'</b>  <b>RWY 98'</b>	<p>1900' 085° ← → 265° 1700' ↑ 2200' 355° MSA ARL VOR</p>
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 600' or D1.5 USA past USA DME, whichever is later. Turn LEFT on track 149° climbing to 1500', Radar Vectoring for a new approach. <b>MISSED APCH WITH LOST COMM:</b> Climb STRAIGHT AHEAD to 600' or D1.5 USA past USA DME, whichever is later. Turn LEFT on track 149° climbing to 2500' or D4.0 USA, whichever is later, turn LEFT to TEB VOR. At TEB VOR intercept R-349 TEB to D16.3 TEB, then turn LEFT to intercept LOC, not below 2500' until FAP/FAF (D7.5 USA).					
Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC 1. <b>DME required.</b> 2. Special Aircrew & Acft Certification Required.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	600' which ever later ↑ D1.5 USA past USA DME ↑	149° LT ↙
GS	3.00°	372	478	531	637	743			

<b>Standard</b>		<b>STRAIGHT-IN LANDING RWY 19L</b>	
<b>CAT IIIA ILS</b>		<b>CAT II ILS</b>	
<b>DH 50'</b>		<b>RA 105'</b> DA(H) <b>198'</b> (100')	
<b>RVR 200m</b>		<b>RVR 300m</b>	

PANS OPS

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

CHANGES: MSA. Procedure.

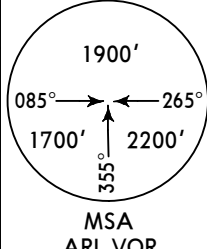
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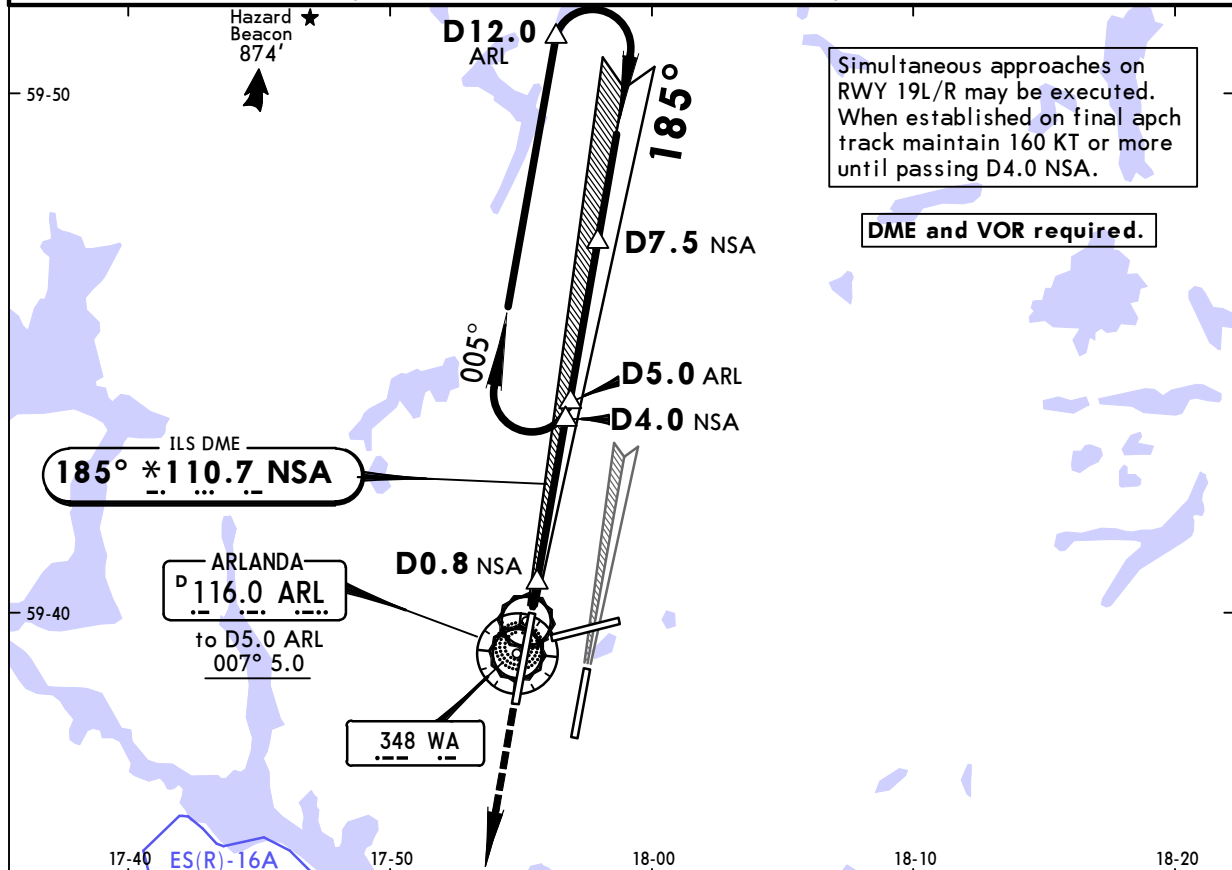
**ESSA/ARN**  
**ARLANDA**

**JEPPesen**  
22 JAN 16 **(11-6)** **Eff 4 Feb**

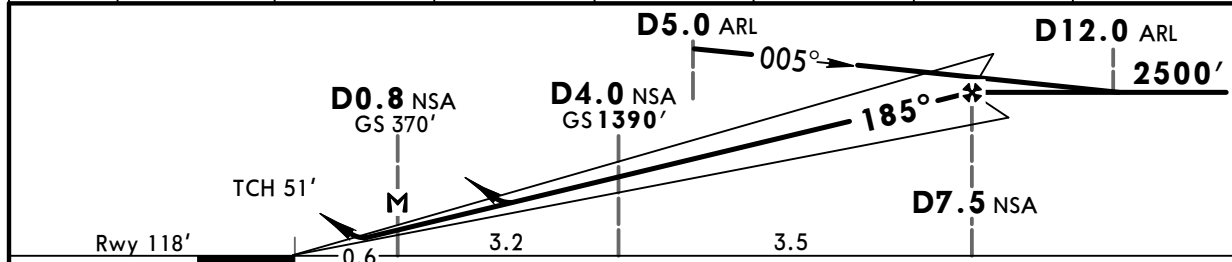
**STOCKHOLM, SWEDEN**  
**ILS or LOC Rwy 19R**

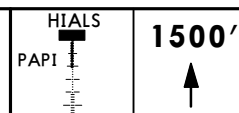
BRIEFING STRIP

D-ATIS Arrival	ARLANDA Tower	Ground			
119.0	118.5	North 121.92	East 121.97	West 121.7	
LOC NSA *110.7	Final Apch Crs 185°	GS D4.0 NSA 1390' (1272')	ILS DA(H) 318' (200')	Apt Elev 137' Rwy 118'	
MISSED APCH: Climb STRAIGHT AHEAD to 1500', Radar Vectoring for a new approach.					
MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to 2500' or D4.0 NSA past NSA, whichever is later, turn RIGHT to ARL VOR for a new instrument approach.					
Alt Set: hPa		Rwy Elev: 4 hPa	Trans level: By ATC		Trans alt: 5000'



LOC (GS out)	NSA DME	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	750'	1070'	1390'	1710'	2030'	2340'



Gnd speed-Kts	70	90	100	120	140	160	
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D0.8 NSA							

STRAIGHT-IN LANDING RWY 19R				
ILS			LOC (GS out)	
DA(H) <b>318'</b> (200')			DA(H) <b>450'</b> (332')	
FULL	Limited	ALS out		ALS out
A				
B				
C	RVR 550m	RVR 750m	RVR 1200m	RVR 800m
D				RVR 1500m

PANS OPS

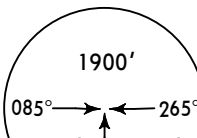


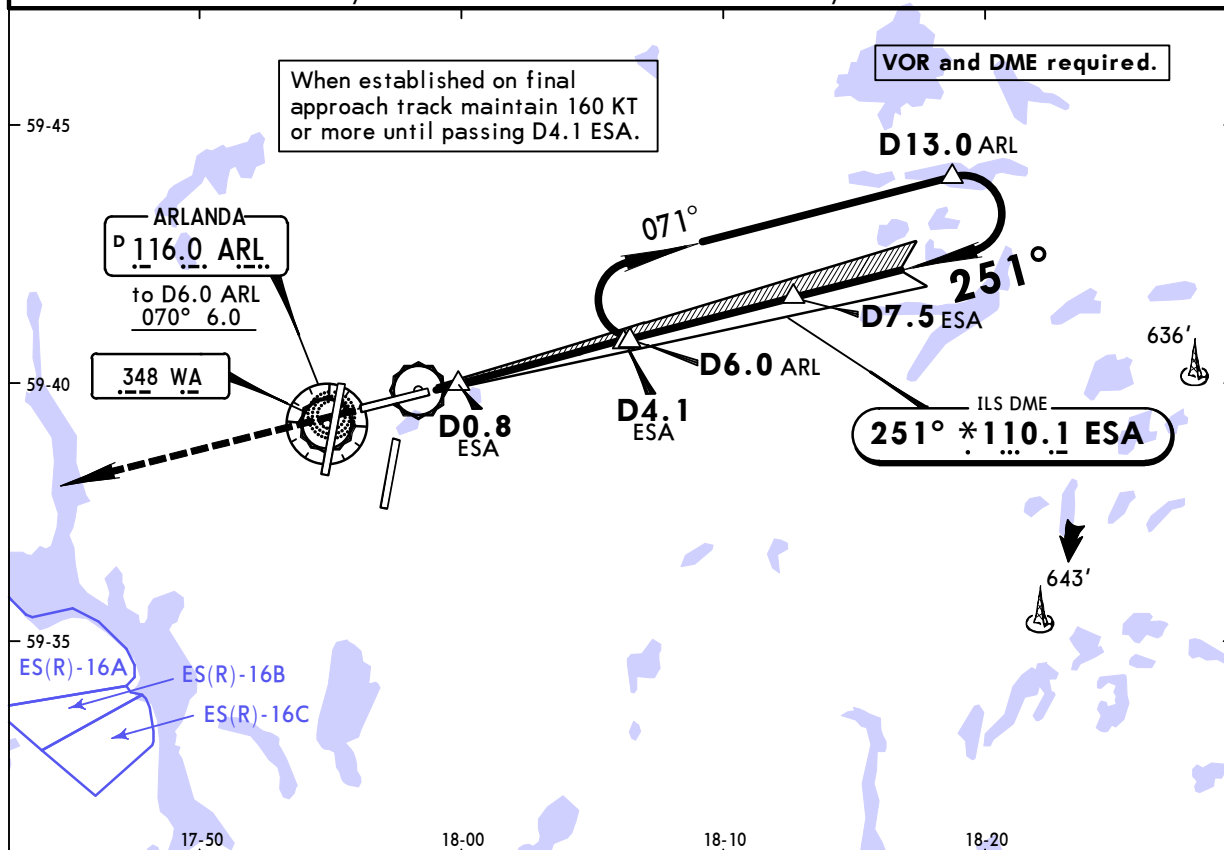
**ESSA/ARN**  
**ARLANDA**

**JEPPesen**  
22 JAN 16 **11-7** **Eff 4 Feb**

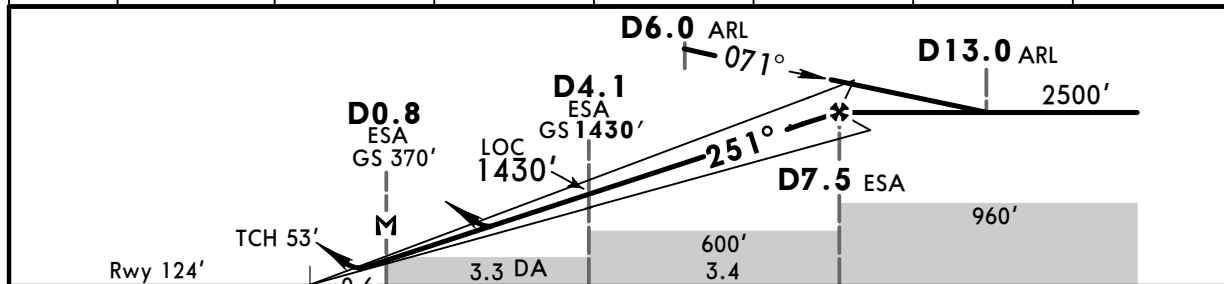
**STOCKHOLM, SWEDEN**  
**ILS or LOC Rwy 26**

BRIEFING STRIP

D-ATIS Arrival	ARLANDA Tower	Ground			
119.0	128.725	North 121.92	East 121.97	West 121.7	
LOC ESA *110.1	Final Apch Crs 251°	GS D4.1 ESA 1430' (1306')	ILS DA(H) 324' (200')	Apt Elev 137' Rwy 124'	
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 1500', Radar Vectoring for a new approach. <b>MISSED APCH WITH LOST COMM:</b> Climb STRAIGHT AHEAD. At 2500' or D5.7 ESA, whichever is latest, turn LEFT to ARL VOR for a new instrument approach.					
Alt Set: hPa	Rwy Elev: 5 hPa	Trans level: By ATC			Trans alt: 5000'



LOC (GS out)	ESA DME	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	760'	1080'	1390'	1710'	2030'	2350'



Gnd speed-Kts	70	90	100	120	140	160	
ILS GS or	372	478	531	637	743	849	
LOC Descent Angle 3.00°							
MAP at D0.8 ESA							

PANS OPS	STRAIGHT-IN LANDING RWY 26				
	ILS			LOC (GS out)	
	DA(H) <b>324'</b> (200')			DA(H) <b>450'</b> (326')	
	FULL	Limited	ALS out	ALS out	
	A				
B					
C	RVR 550m	RVR 750m	RVR 1200m	RVR 800m	RVR 1500m
D					

**ESSA/ARN**  
**ARLANDA**

23 SEP 16

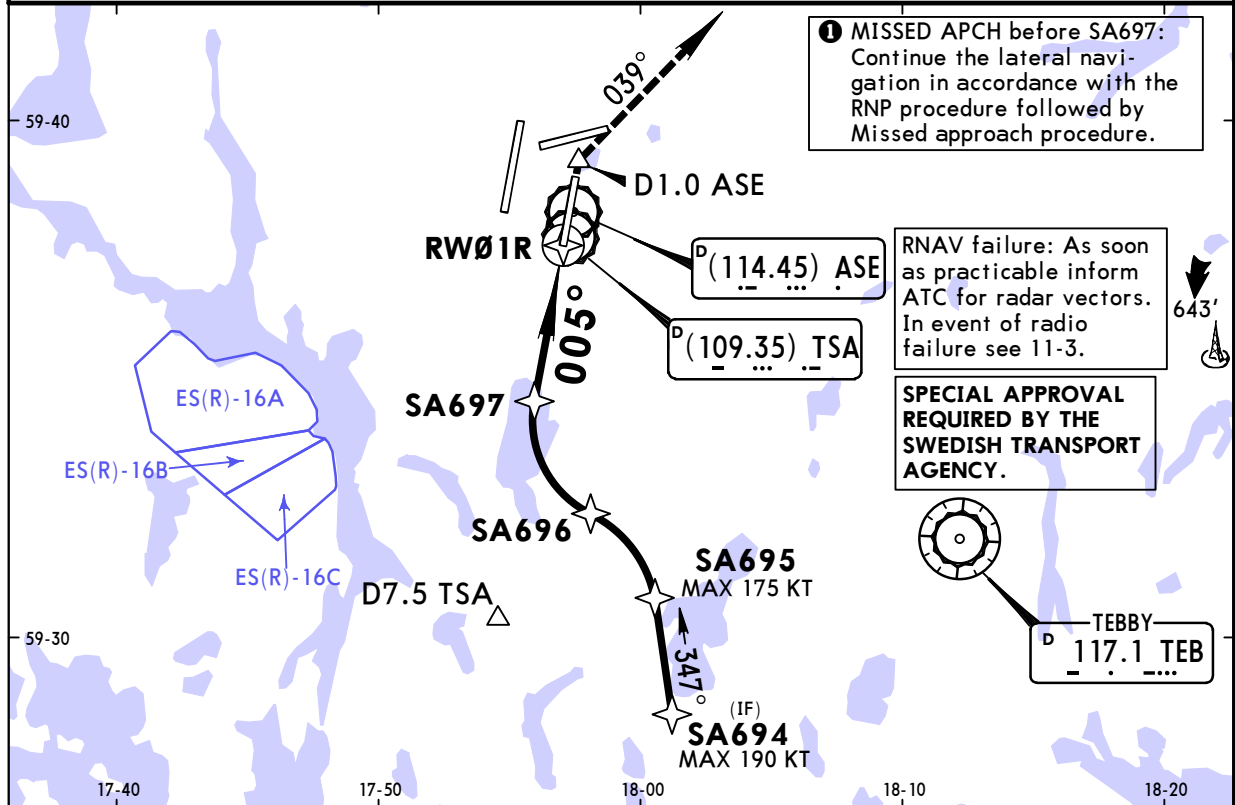
**JEPPesen**  
**(12-20) CAT C & D**

**STOCKHOLM, SWEDEN**  
**RNAV (RNP) Rwy 01R**

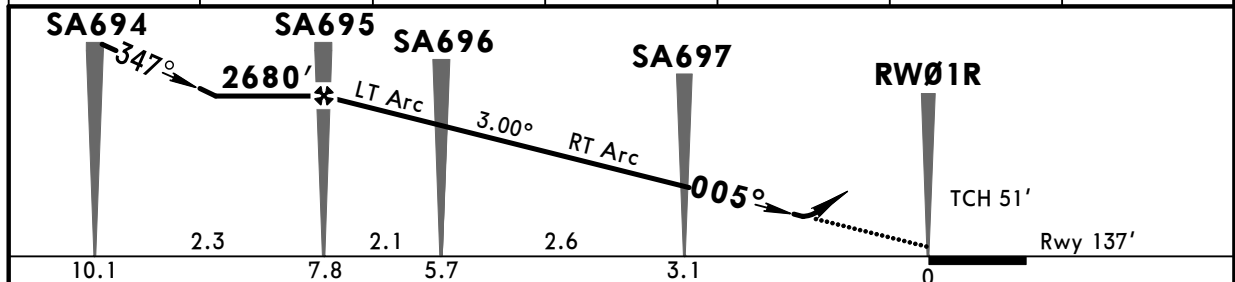
BRIEFING STRIP

D-ATIS Arrival <b>119.0</b>		ARLANDA Tower <b>125.125</b>		Ground North <b>121.925</b> East <b>121.975</b> West <b>121.7</b>	
RNAV	Final Apch Crs <b>005°</b>	Minimum Alt <b>SA695</b> <b>2680'</b> (2543')	RNP 0.30 DA(H) <b>600'</b> (463')	Apt Elev 137' Rwy 137'	<p>MSA ARP</p>
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD( ① ) to 600' or D1.0 ASE past ASE DME, whichever is later. Turn RIGHT onto 039° climbing to 1500', radar vectoring for a new approach. <b>MISSED APCH WITH LOST COMM:</b> Climb STRAIGHT AHEAD to 600' or D1.5 TSA past TSA DME, whichever is later. Turn RIGHT on track 039° climbing to 2500' or D4.0 TSA, whichever is later, turn RIGHT to TEB VOR. At TEB VOR intercept R-223 TEB to D8.2 TEB, then turn RIGHT to intercept LOC, not below 2500' until FAP/FAF (D7.5 TSA).					

Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000'  
**1. Baro-VNAV, RNP-0.30 and RF-leg required. 2. Procedure not authorized below -25°C.**



DIST to RW01R	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2420'	2100'	1780'	1470'	1150'	830'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at DA						

<b>Standard</b>					
STRAIGHT-IN LANDING RWY 01R					
RNP 0.30					
LNAV/VNAV					
DA(H) <b>600'</b> (463')					
ALS out					
A	NOT APPLICABLE				
B					
C					
D					
RVR 1500m			CMV 2200m		

PANS OPS



**ESSA/ARN**  
**ARLANDA**

23 SEP 16

**JEPPesen**

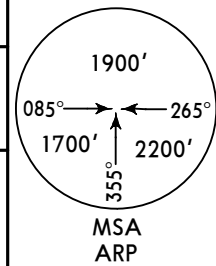
(12-21)

CAT C & D

**STOCKHOLM, SWEDEN**  
**RNAV (RNP) Rwy 26**

BRIEFING STRIP

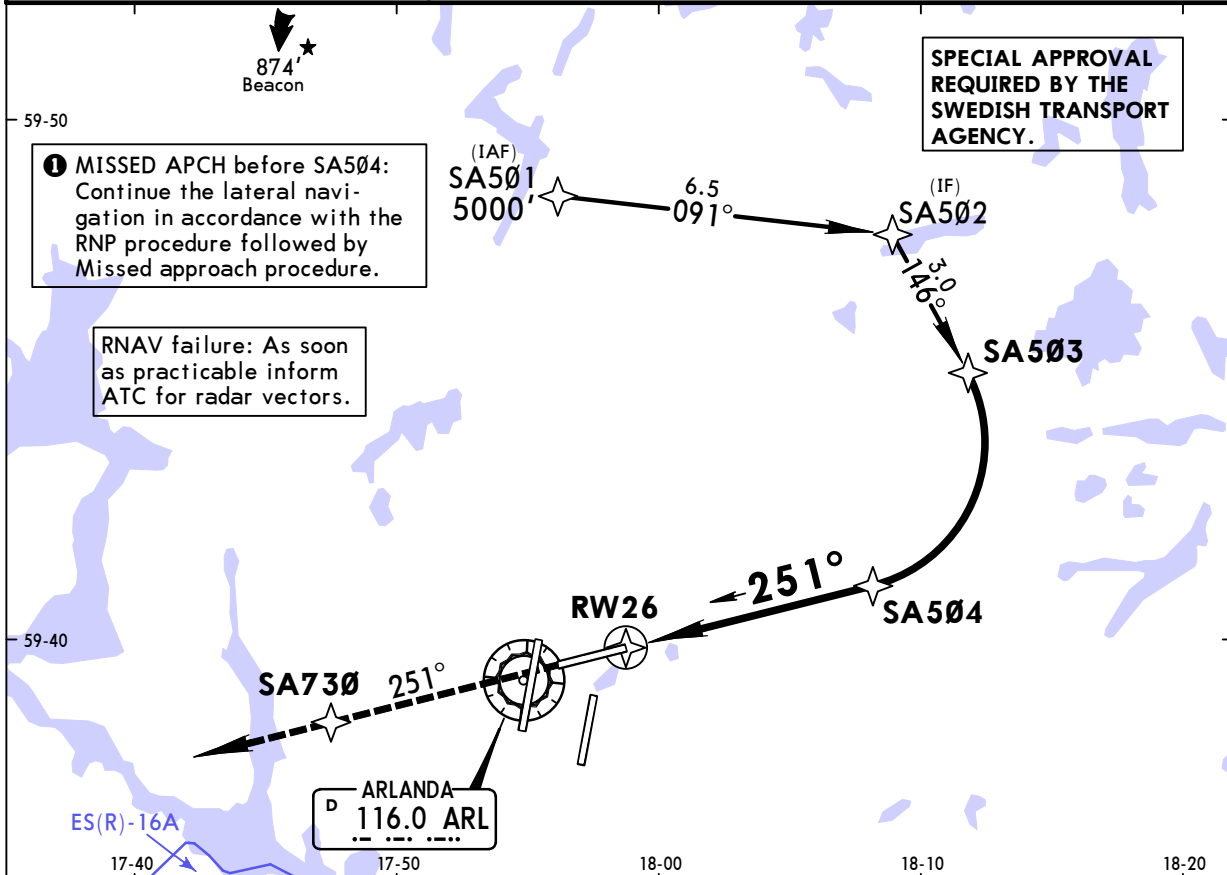
D-ATIS Arrival <b>119.0</b>	ARLANDA Tower <b>128.725</b>	Ground North <b>121.925</b> East <b>121.975</b> West <b>121.7</b>		
RNAV	Final Apch Crs <b>251°</b>	Minimum Alt <b>SA503</b> <b>3400'</b> (3276')	RNP 0.30 DA(H) <b>450'</b> (326')	Apt Elev 137' Rwy 124'



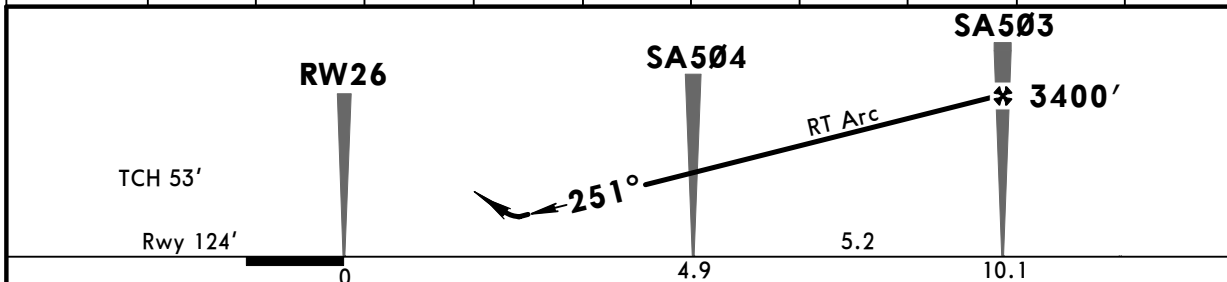
**MISSED APCH: Climb STRAIGHT AHEAD (①) to SA730 to 1500'.**  
**Continue on 251°, radar vectoring for a new approach.**

**MISSED APCH WITH LOST COMM:** Climb STRAIGHT AHEAD to 2500' or SA730, whichever is later. Turn LEFT to ARL VOR for a new instrument approach.

Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000'  
**1. Baro-VNAV, RNP-0.30 and RF-leg required. 2. Procedure not authorized below -25°C.**



DIST to RW26	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0
ALTITUDE	510'	830'	1140'	1460'	1780'	2100'	2420'	2740'	3050'	3370'



Gnd speed-Kts	70	90	100	120	140	160	HIALS		1500'	SA730
Descent Angle 3.00°	372	478	531	637	743	849	PAPI			
MAP at DA										

**Standard**

**STRAIGHT-IN LANDING RWY 26**

**RNP 0.30**

**LNAV/VNAV**

DA(H) **450'** (326')

ALS out

PANS OPS

A	NOT APPLICABLE	
B		
C	RVR 800m	RVR 1500m
D		

**LOWI/INN**  
**INNSBRUCK****JEPPESEN**

8 NOV 13

10-1P

**INNSBRUCK, AUSTRIA****AIRPORT BRIEFING**

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**1. GENERAL**

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**1.1. ATIS**

D-ATIS 126.02

**1.2. NOISE ABATEMENT PROCEDURES**

According to the Austrian ordinance 'Zivilluftfahrzeug-Laermzulaessigkeitsverordnung ZLV-2005' the following is applicable:

Approaches and departures to/from Austrian civil aerodromes are only permitted to be performed by subsonic jet ACFT if the produced noise does not exceed the noise limits specified in Chapter 3 of ICAO Annex 16, Vol I.

Daily operational hours from 0630-2000LT.

For commercial flights, executed by air carriers according to paragraph 102 ff "Luftfahrtgesetz" (air navigation law) and by foreign carriers according to paragraph 114 ff "Luftfahrtgesetz" (air navigation law), with prop and turbo-prop ACFT, which do not exceed the maximum noise level of Dash 8, operational hours are valid from 0600-2300LT, but between 2200-2300LT only arrivals are granted.

For commercial flights, executed by air carriers according to paragraph 102 ff "Luftfahrtgesetz" (air navigation law) and by foreign carriers according to paragraph 114 ff "Luftfahrtgesetz" (air navigation law), with jet-propelled ACFT, that maximum noise level is less than the maximum noise level of Dash 8, arrivals are granted between 2000-2300LT.

For rescue-, ambulance- and catastrophe operations with noise reduced ACFT according to ICAO Annex 16, Chapter III, and with helicopters operational hours are valid analogues to item 2.

**1.3. LOW VISIBILITY PROCEDURES**

Low visibility take-off becomes effective when RVR for TDZ is 400m or less and will be activated with the phrase "LOW VISIBILITY PROCEDURES IN OPERATION" via RTF or ATIS.

**1.4. RWY OPERATIONS****1.4.1. REDUCED RWY SEPARATION****1.4.1.1. GENERAL**

Reduced RWY separation will be applied for RWYs 08 and 26 with 600m or 1500m separation.

ACFT will be classified as follows:

- **CAT 1 ACFT:**  
Single engine propeller ACFT with MTOM of 2000kg or less.
- **CAT 2 ACFT:**  
Single engine propeller ACFT with MTOM of more than 2000kg but less than 7000kg or twin engine propeller ACFT with MTOM of less than 7000kg.
- **CAT 3 ACFT:**  
All other ACFT.

**1.4.1.2. LANDING ACFT**

Separation shall in no case be less than following minimums:

A succeeding landing CAT 1 ACFT may cross THR when preceding ACFT is a CAT 1 or 2 ACFT which either:

- has landed and passed a point at least 600m from THR, is in motion and will vacate RWY without backtracking, or
- is airborne and has passed a point at least 600m from THR.

A succeeding landing CAT 2 ACFT may cross THR when preceding ACFT is a CAT 1 or 2 ACFT which either:

- has landed and passed a point at least 1500m from THR, is in motion and will vacate RWY without backtracking, or
- is airborne and has passed a point at least 1500m from THR.

**LOWI/INN**  
**INNSBRUCK****JEPPESEN**

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(10-1P1)

**INNSBRUCK, AUSTRIA**  
**AIRPORT BRIEFING**

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## 1. GENERAL

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A succeeding landing ACFT may cross THR when preceding CAT 3 ACFT:

- has landed and passed a point at least 2400m from THR, is in motion and will vacate RWY without backtracking, or
- is airborne and has passed a point at least 2400m from THR.

### 1.4.1.3. DEPARTING ACFT

A CAT 1 ACFT may be cleared for take-off when preceding departing ACFT is a CAT 1 or 2 ACFT which is airborne and has passed a point at least 600m from position of succeeding ACFT.

A CAT 2 ACFT may be cleared for take-off when preceding departing ACFT is a CAT 1 or 2 ACFT which is airborne and has passed a point at least 1500m from position of succeeding ACFT.

An ACFT may be cleared for take-off when a preceding departing CAT 3 ACFT is airborne and has passed a point at least 2400m from position of succeeding ACFT.

### 1.4.1.4. WAKE TURBULENCE

The prescribed wake turbulence separation minimums have to be applied except:

- pilot of approaching ACFT announces that he is able to attend an appropriate distance himself, or
- pilot of departing ACFT reports after being questioned by Tower that he can avoid wake turbulence of preceding departed ACFT ("able to avoid..."), e.g. possibility of a visual turn.

## 1.5. OTHER INFORMATION

### 1.5.1. GENERAL

Extensive glider activity.

### 1.5.2. SPECIAL NOTES

Due to mountainous terrain in the vicinity of APT and the requirement for visual manoeuvring, it is considered essential that pilots are well familiar with descent, approach and missed approach procedures, balked landing procedures as well as the circling manoeuvres, and the departure procedures.

Familiarization with the procedures intended for use with adequate briefing material is mandatory. The responsibility for the preparation of such information rests with the operator for commercial flights, respectively pilot-in-command (for non-commercial flights). A sample briefing may be obtained from the APT administration but needs to be updated for the needs of the intended operation.

Operation in VMC on site or in a flight simulation training device FSTD (full flight simulator-FFS; Flight and navigation procedures trainer II-FNPT II) is required before first use of the approach procedures in weather conditions of less than 3000' (AAL) ceiling and 5km visibility and for the approval of any special approach and/or departure procedure.

**Note:** Operation in an FSTD shall include the program in VMC as well as in IMC unless a collision detection system is used.

The operation in VMC on site (or in the FSTD) shall include at least:

- one LOC/DME EAST followed by missed approach;
- one LOC/DME EAST approach followed by balked landing RWY 26 (may be replaced by one departure from RWY 26 utilizing the same track as for the intended balked landing);
- one LOC/DME EAST followed by a circling RWY 08;
- one departure RWY 26 (may be replaced by one balked landing RWY 26 utilizing the same track).

Details of the required information and training for the approval of special procedures will be specified.

However, training for the use of any one of the special procedures need to be performed in a FFS or FNPT II (exemptions for on site training may be granted if the situation requires such a decision).

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10-1P2

Eff 27 Apr

**INNSBRUCK, AUSTRIA****AIRPORT BRIEFING**

## 1. GENERAL

The design of any departure contingency procedure and balked landing procedure is the responsibility of the operator/pilot-in-command. When designing the balked landing, the initial part of the departure procedure and the contingency procedure for RWY 26 the following guiding principles should be considered:

### **Balked Landing and Departure Contingency:**

The operator/pilots-in-command should define the use of a turn procedure not later than D3.3 West OEV DME, or the use of an alternative contingency procedure along the Inn valley (this needs more detailed preparation and knowledge of the procedures and area).

### **Proposed Early Turn Procedure:**

Climb visually with maximum gradient on RWY track. At D1.2 West OEV turn RIGHT and climb on 273° along the Northern side of the valley. Not later than at D3.3 West OEV turn LEFT and join LOC OEJ and continue climb along LOC OEJ to RTT NDB.

Unless a detailed obstacle survey allows/requires another turning altitude, the required climb gradient is 6.1% to achieve an altitude of 3200' at D3.3 West of OEV, which may be considered as sufficient altitude for a safe LEFT turn with a maximum radius of 1800m. Due to ACFT mass and associated climb performance of less than 6.1% one engine inoperative climb it may be required to design an alternative contingency procedure along the Western part of the Inn valley.

### **AOC type "B" and any adequate extension is recommended for preparation!**

During FOEHN conditions (surface wind 100°-180°, average windspeed 15-25 KT, gusts 30-50 KT) with horizontal/vertical windshear and associated with possible moderate to severe turbulence and following partly severe downdraughts at various altitudes have to be expected especially over the city below 5000'.

To minimize operation in turbulence, pilots may during an approach procedure request a visual approach to RWY 08 from a position West of APT or stop descent at 7000' and proceed visually to a position over or South of APT but not below 5000'.

Thereafter continue descent and join RIGHT hand baseleg for RWY 08. A downdraught over the river INN on final approach to RWY 08 is most likely, too.

Caution is advised when actual outside air temperature differs from ISA by more than MINUS 10°C, due to substantial difference between true altitude and indicated altitude. Pilots will normally be informed by ATC.

Cloud base reports are available for two positions on final approach to RWY 26 at D1.8 OEV and at D0.5 OEV (indicating low clouds close to MAPs) and one position 2NM West of the APT.

In the area around INNSBRUCK it may happen that different values of visibility exist in various directions mainly caused by haze or mist layers over the city. If such situations are observed and the ground visibility is 8km or less, an additional reference in plain language to the INNSBRUCK MET REPORT is made, or ATC will refer to.

This plain language appendix refers especially to existing haze layers and as far as possible to the estimated visibility above these haze layers.

### **1.5.3. ADDITIONAL SERVICE**

Surveillance based on multilateration is used by INNSBRUCK Tower/APP in order to provide additional service for the provision of air traffic services in the INN Valley.

This non-standard ICAO system is using on board transponder mode A/C/S replies by calculating time/distance of signals in order to locate position and altitude of ACFT.

All standard ICAO Radar procedures, phraseology and services apply.

Radar service will be initiated by identification procedure for ACFT equipped with serviceable transponder mode A/C/S: Departures when entering RWY.

**LOWI/INN**  
**INNSBRUCK****JEPPESEN**

21 APR 17

**10-1P3****Eff 27 Apr****INNSBRUCK, AUSTRIA****AIRPORT BRIEFING**

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## **2. ARRIVAL**

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### **2.1. OTHER INFORMATION**

#### **2.1.1. ATC PROCEDURES**

No approach clearance will be issued by ATC below CEIL 1300' AAL and 1500m ground visibility.

In case of fog, haze, mist layers or blowing snow in vicinity of the APT a clearance for approach will be granted on pilot's request provided:

- the RVR is at least 1000m and
- the visibility above these layers is at least 5.0km and there are no further clouds below 3100' AAL.

#### **2.1.2. RNAV (RNP) Z RWY 08 GUIDELINES**

##### **2.1.2.1. EQUIPMENT REQUIREMENTS**

Approved Dual FMS installation according AC20-138D including RNP capability of 0.3NM or better (equal or smaller than 0.3NM).

Dual GNSS and at least one IRS or equivalent (DME/DME, VOR/DME or LOC update not authorized).

FMS must be capable to perform ARINC 424 "RF" Path Terminator.

Required RNP RNAV functions according EASA AMC 20-26.

To assure availability of GNSS signal, operators/pilots shall perform a RAIM check.

A tool (AUGUR by EUROCONTROL) is available on: <http://augur.ecacnav.com/>.

##### **2.1.2.2. APPLICATION**

This procedure requires special authorization by Austro Control. This authorization does not relieve the operator/pilot to obtain an approval/acceptance from the competent National Aviation Authority of the state of the operator/pilot.

Only operators/pilots of multi-engine ACFT shall apply for such permission.

The application shall contain:

- ACFT type;
- FMS type and certification;
- Instrument approach and landing chart;
- Flight crew training documentation for normal and non-normal operation including documentation changes (FCOM, AFM, etc.);
- Data file with ARINC 424 coding of the procedure;
- Safety Analysis in regard to accuracy, integrity, continuity and availability for normal and non-normal operations (refer to EASA AMC 20-26);
- A copy of the letter of approval to conduct RNP AR operations granted by their National Aviation Authority.

#### **2.1.3. SPECIAL RNP 03 RNAV RWY 26 GUIDELINES**

##### **2.1.3.1. EQUIPMENT REQUIREMENTS**

Approved Dual FMS installation according AC20-138D including RNP capability of 0.3NM or better (equal or smaller than 0.3NM).

Dual GNSS and at least one IRS or equivalent (DME/DME, VOR/DME or LOC update not authorized).

FMS must be capable to perform ARINC 424 "RF" Path Terminator.

Required RNP RNAV functions according EASA AMC 20-26.

**LOWI/INN**  
**INNSBRUCK****JEPPESEN**

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(10-1P4)

**INNSBRUCK, AUSTRIA**  
**AIRPORT BRIEFING**

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## 2. ARRIVAL

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### 2.1.3.2. APPLICATION

This procedure requires special authorization by Austro Control. This authorization does not relieve the operators/pilot to obtain an approval/acceptance from the competent National Aviation Authority of the state of the operator/pilot.

Only operators/pilots of multi-engine ACFT shall apply for such permission.

The application shall contain:

- ACFT type;
- FMS type and certification;
- Instrument approach and landing chart;
- Flight crew training documentation for normal and non-normal operation including documentation changes (FCOM, AFM, etc.);
- Data file with ARINC 424 coding of the procedure;
- Safety Analysis in regard to accuracy, integrity, continuity and availability for normal and non-normal operations (refer to EASA AMC 20-26);
- A copy of the letter of approval to conduct RNP AR operations granted by their National Aviation Authority.

### 2.1.4. SPECIAL LOC ROMEO RWY 26 GUIDELINES

#### 2.1.4.1. GENERAL

To assure availability of GNSS signal operators/pilots shall perform a RAIM check.

A tool (AUGUR by EUROCONTROL) is available on: <http://augur.ecacnav.com/>.

If no effective external visual reference at the MAPt or when discontinuing an approach between D-19 OEV and the MAP, climb with MAX gradient on MT 255° to WI700 (LOC course OEV 255° provides guidance until short before WI700), thereafter the missed approach is based on RNAV RNP 0.3 and therefore LNAV shall be engaged accordingly.

#### 2.1.4.2. EQUIPMENT REQUIREMENTS

Approved Dual FMS installation according AC20-138D including RNP capability of 0.3NM or better (equal or smaller than 0.3NM).

Dual GNSS and at least one IRS or equivalent (DME/DME or VOR/DME update not authorized during missed approach).

FMS must be capable to perform ARINC 424 "RF" Path Terminator.

Required RNP RNAV functions according EASA AMC 20-26.

#### 2.1.4.3. APPLICATION

This procedure requires special authorization by Austro Control. This authorization does not relieve the operator/pilot to obtain an approval/acceptance from the competent National Aviation Authority of the state of the operator/pilot.

Only operators/pilots of multi-engine ACFT shall apply for such permission.

The application shall contain:

- Aircraft type;
- Relevant details of the AFM showing compliance with the requirements;
- Standard Operating Procedures and flight crew training documentation for normal and non-normal operation including documentation changes (FCOM, AFM, etc.);
- Safety Analysis in regard to accuracy, integrity, continuity and availability for normal and non-normal operations;
- A copy of the letter of approval to conduct RNP AR operations granted by their National Aviation Authority;
- A shortened approval process will be applied for operators holding an approval for RNAV RNP 26.

**LOWI/INN**  
**INNSBRUCK****JEPPESEN**

25 MAR 16

(10-1P5)

**INNSBRUCK, AUSTRIA****AIRPORT BRIEFING**

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## 2. ARRIVAL

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### 2.1.5. APPLICATION GENERAL

The relevant data shall be submitted in a listed form together with copies of the relevant pages of the Aeroplane Flight Manual and - if relevant other certified data.

Applications shall be conveyed at least six weeks prior to the intended operations.

**Note:** Details for approval shall be obtained by  
[special.procedures@austrocontrol.at](mailto:special.procedures@austrocontrol.at).

Operators shall address their application to:

Austro Control GmbH  
Flugsicherungsstelle Innsbruck  
ATM/TERM Innsbruck  
Postfach 1  
6026 Innsbruck  
AUSTRIA

FAX: +43 (0) 5 1703 6656

+43 (0) 5 1703 6666

E-mail: [special.procedures@austrocontrol.at](mailto:special.procedures@austrocontrol.at)  
([Ernst.Wieser@austrocontrol.at](mailto:Ernst.Wieser@austrocontrol.at))

**LOWI/INN**  
**INNSBRUCK**

25 MAR 16

**JEPPESEN**

10-1P6

**INNSBRUCK, AUSTRIA****AIRPORT BRIEFING****3. DEPARTURE****3.1. SPECIAL PERFORMANCE DEPARTURES**

Only operators/pilots of multi-engine ACFT shall apply for such permission.

The application shall contain:

- ACFT type;
- Relevant details of the AFM showing compliance with the requirements;
- Standard Operating Procedures and flight crew training documentation for normal and non-normal operation including documentation changes (FCOM, AFM, etc.);
- Safety Analysis in regard to accuracy, integrity, continuity and availability for normal and non-normal operations;
- A copy of the letter of approval to conduct RNP AR operations granted by their National Aviation Authority.

The relevant data shall be submitted in a listed form together with copies of the relevant pages of the Aeroplane Flight Manual and - if relevant - other certified data.

Application shall be conveyed at least six weeks prior to the intended operations. Operators shall address their application to:

Austro Control GmbH  
Flugsicherungsstelle Innsbruck  
ATM/TERM Innsbruck  
Postfach 1  
6026 Innsbruck  
AUSTRIA  
FAX: +43 (0) 5 1703 6656  
+43 (0) 5 1703 6666  
E-mail: [special.procedures@austrocontrol.at](mailto:special.procedures@austrocontrol.at)  
([Ernst.Wieser@austrocontrol.at](mailto:Ernst.Wieser@austrocontrol.at))

**3.2. OTHER INFORMATION****3.2.1. ATC PROCEDURES**

Except for special performance departure no clearance will be issued by ATC below CEIL 1300' AAL and/or 1500m ground visibility.

In case of low layers of (low stratus) fog, haze, mist or blowing snow a clearance for departure on RWY 08 will be granted to pilots for multi-engine ACFT only provided:

- the RVR is at least 600m and
- the visibility above these layers is at least 5.0km and
- there are no further clouds below 3100' AAL and
- one engine-out climb gradient MIM 4.8%.



# LOWI/INN INNSBRUCK

**JEPPesen**  
14 APR 17 **(10-1R)** Eff 27 Apr

## INNSBRUCK, AUSTRIA

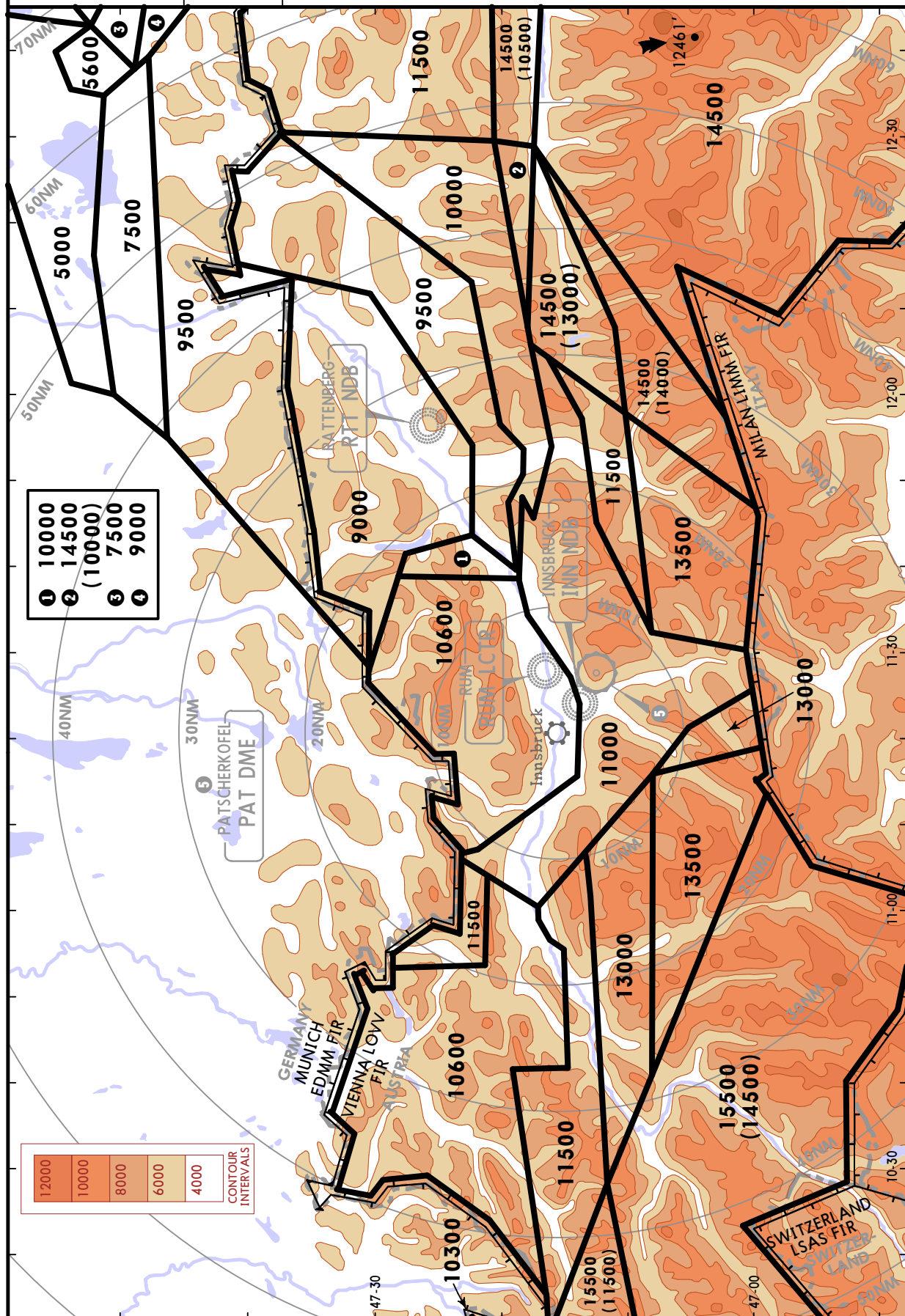
**RADAR MINIMUM ALTITUDES**

\*INNSBRUCK  
Radar (APP)  
119.275

Apt Elev  
1907'

Alt Set: hPa Trans level: By ATC Trans alt: 10000'

1. Minimum altitudes applicable for RADAR controlled aircraft within controlled airspace. Values in brackets refer to minimum altitudes in uncontrolled airspace providing adequate obstacle clearance.
2. This chart may only be used for cross-checking of assigned altitudes while under RADAR control



**LOWI/INN**  
**INNSBRUCK**

**JEPPESEN**  
28 OCT 16 **10-2** **Eff 10 Nov**

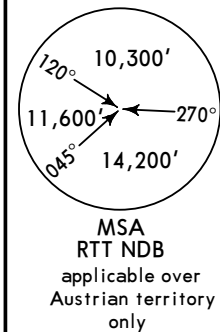
**INNSBRUCK, AUSTRIA**  
**RNAV STAR**

D-ATIS  
**126.025**

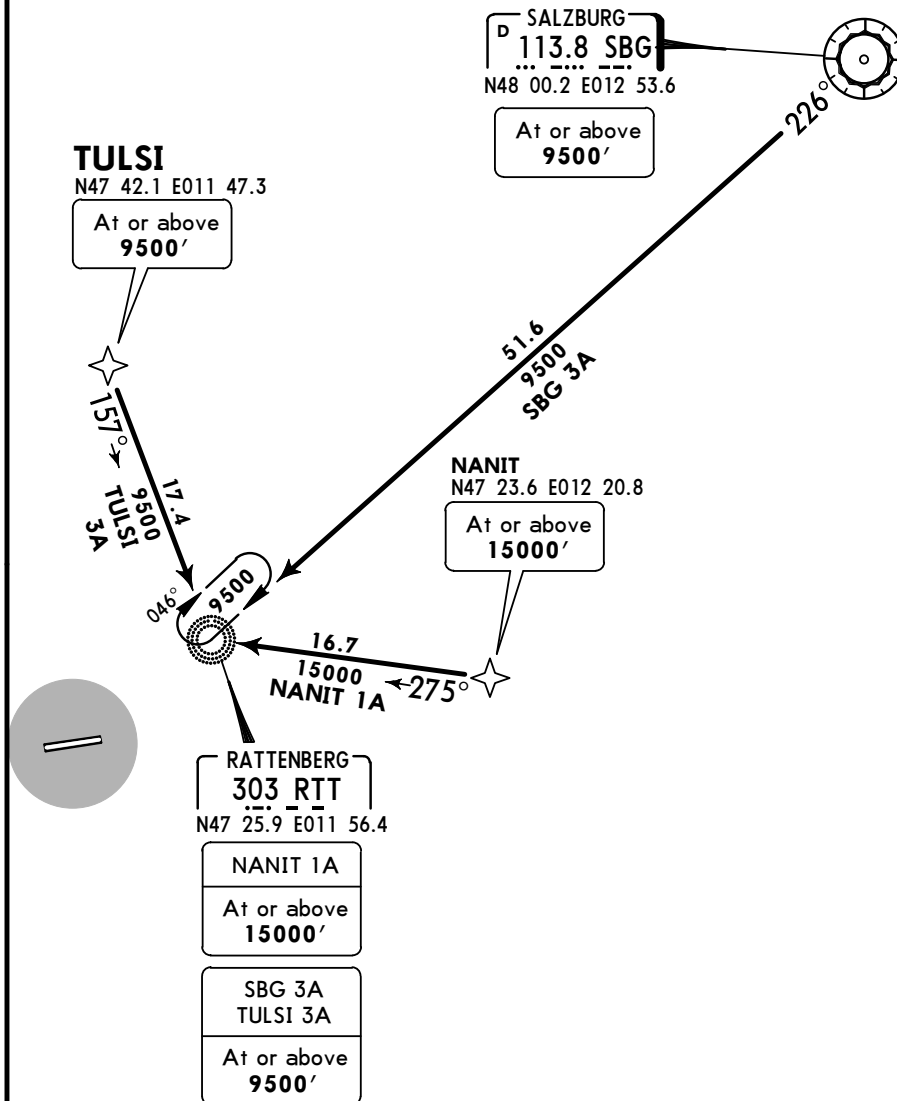
Apt Elev  
**1907'**

Alt Set: hPa  
Trans level: By ATC Trans alt: By ATC  
**1. RNAV 5 or B-RNAV approval required. 2. GNSS required.**  
**3. Non-RNAV aircraft: EXPECT RADAR vectors to final approach.**

**NANIT 1A [NANI1A]**  
**SALZBURG 3A (SBG 3A)**  
**TULSI 3A [TULS3A]**  
**RWYS 08, 26 RNAV ARRIVALS**



STARs crossing through  
Airspace "Class E"  
up to FL125

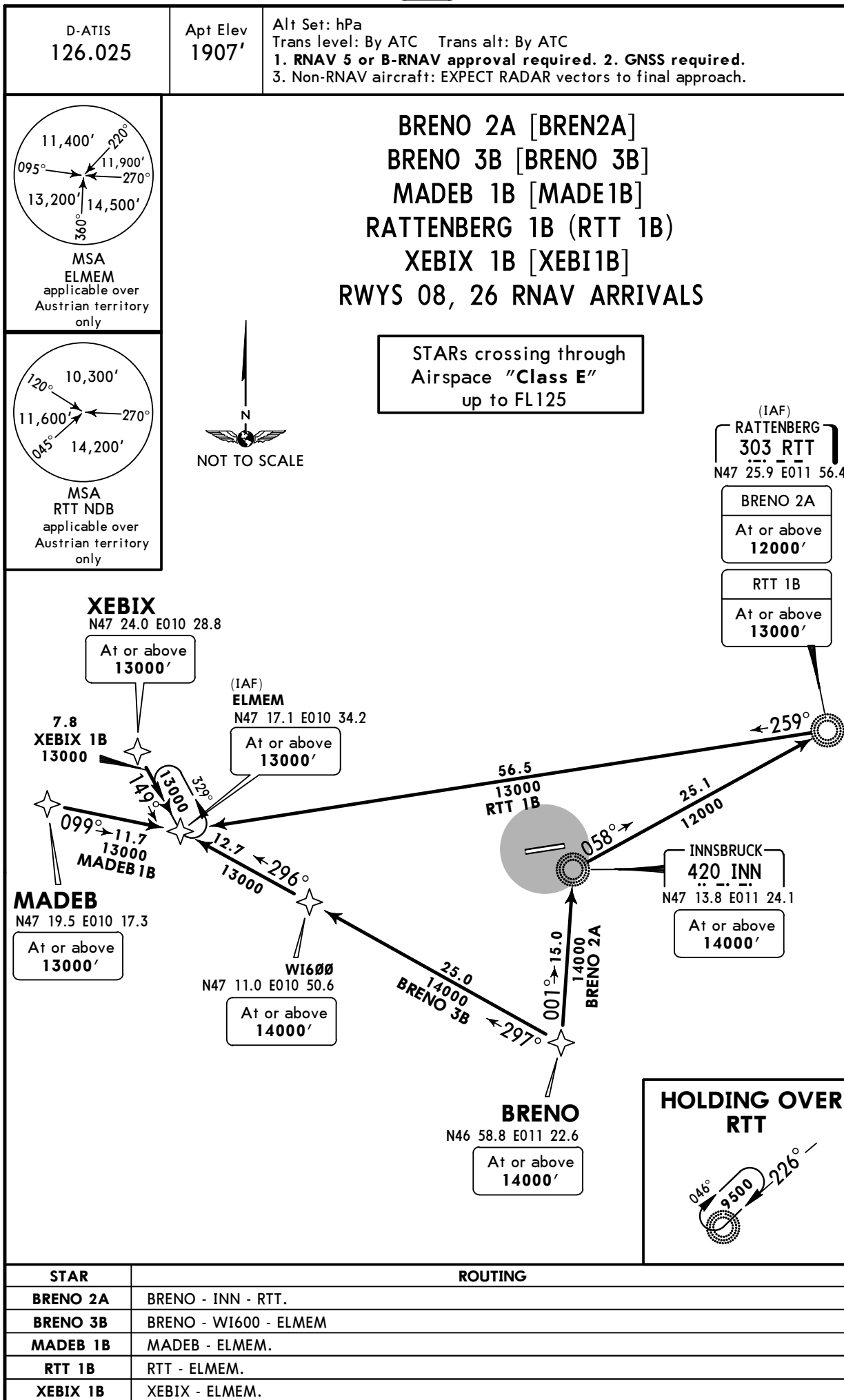


STAR	ROUTING
<b>NANIT 1A</b>	NANIT - RTT.
<b>SBG 3A</b>	SBG - RTT.
<b>TULSI 3A</b>	TULSI - RTT.

**LOWI/INN**  
**INNSBRUCK**

**JEPPesen**  
28 OCT 16 **(10-2A)** **Eff 10 Nov**

**INNSBRUCK, AUSTRIA**  
**RNAV STAR**



**LOWI/INN  
INNSBRUCK**

14 APR 17

**JEPPESSEN**

## INNSBRUCK, AUSTRIA

**SID**

\*INNSBRUCK Radar (APP)  
119.275

Apt Elev  
1907'

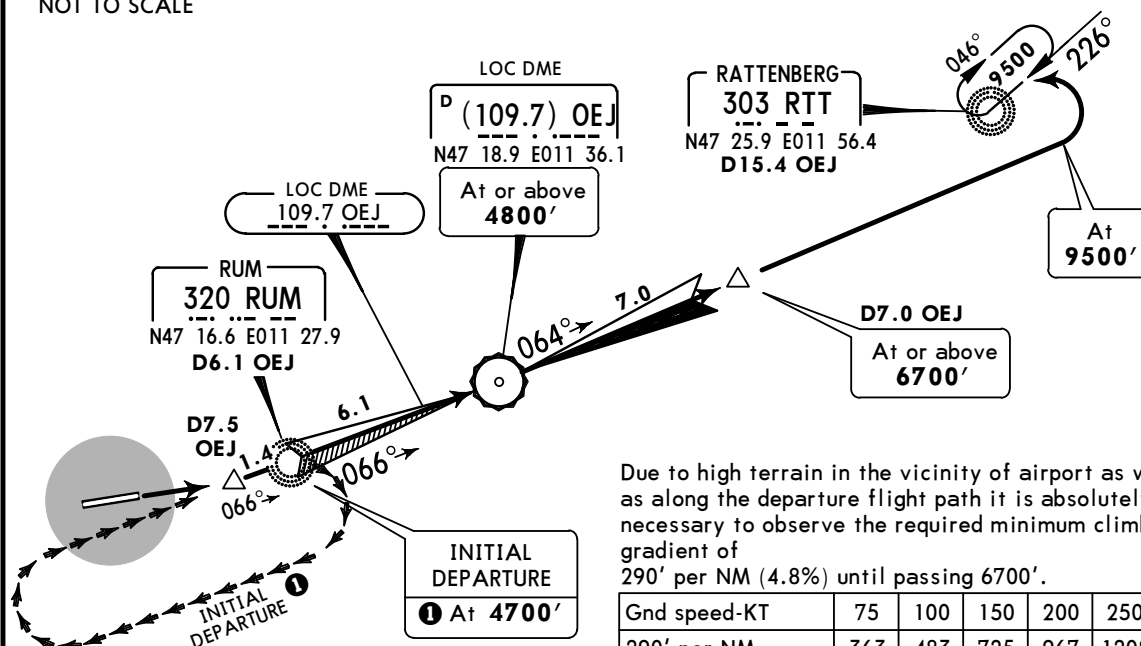
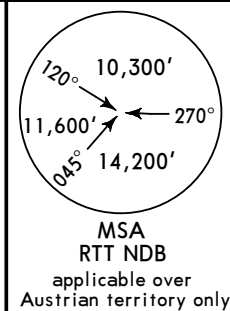
Trans level: By ATC    Trans alt: 10000'

1. Contact INNSBRUCK Radar when advised by Tower.
2. High mountains surrounding the aerodrome.

**RWY 08 INITIAL DEPARTURE**  
**FOLLOWED BY SIDS SHOWN ON CHARTS 10-3B & 10-3C**



SIDs crossing through  
Airspace "Class E"  
up to FL125



Due to high terrain in the vicinity of airport as well as along the departure flight path it is absolutely necessary to observe the required minimum climb gradient of 290' per NM (4.8%) until passing 6700'.

Gnd speed-KT	75	100	150	200	250	300
290' per NM	363	483	725	967	1208	1450

① If unable to cross OEJ at 4800' and D7.0 OEJ EAST of OEJ at 6700', a higher ceiling and visibility is necessary. In this case climb visually via RUM at 4700' 205' per NM (3.3%).

Gnd speed-KT	75	100	150	200	250	300
205' per NM	256	342	513	683	854	1025

**Meteorological minimums:**  
**Ceiling:** 1500'    **Ground visibility:** 1500m  
**Flight visibility during visual operations:**  
 For aircraft CAT A & B 3km, for aircraft  
 CAT C & D 5km.

## SPECIAL PERFORMANCE DEPARTURE

**RVR: 150m**  
Take-off alternate required.

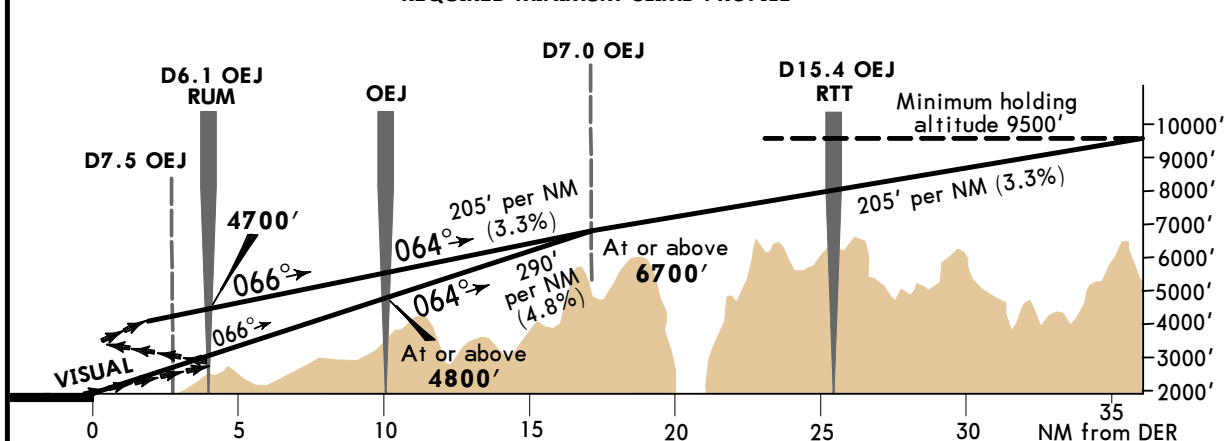
Initial climb clearance **By ATC**

## INITIAL CLIMB

Climb on runway track with maximum rate of climb until intercepting OEJ course (D7.5 OEJ) inbound to RUM, continue on 066° OEJ course. At OEJ change to 064° and continue to 9500' using OEJ back course, then turn LEFT to RTT. After RTT join SID or cleared ATS route.

Due to erroneous LOC indications when off centerline from 2.0 DME before until 2.0 DME after LOC-DME station, use RUM as additional guidance.

### REQUIRED MINIMUM CLIMB PROFILE



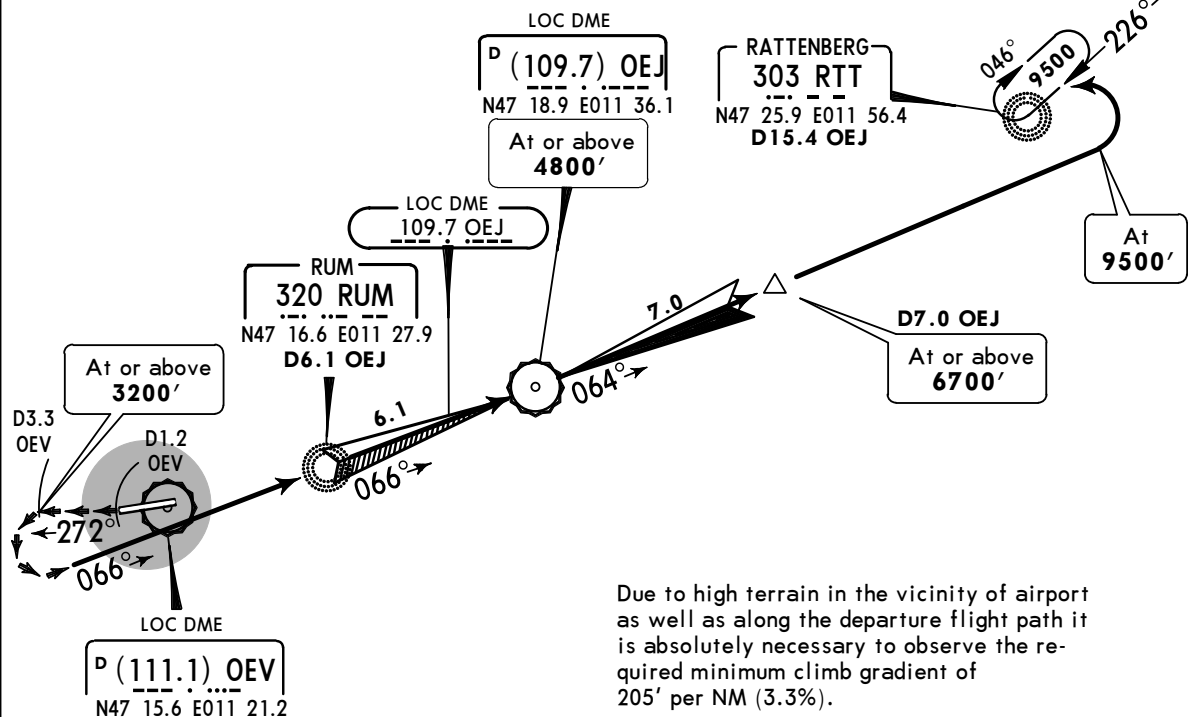
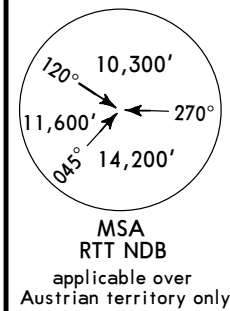
CHANGES: Initial departure revised.

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LOWI/INN  
INNSBRUCKJEPPesen  
14 APR 17 (10-3A) Eff 27 Apr

INNSBRUCK, AUSTRIA

SID

\*INNSBRUCK Radar (APP)  
119.275Apt Elev  
1907'Trans level: By ATC Trans alt: 10000'  
1. Contact INNSBRUCK Radar when advised by Tower.  
2. High mountains surrounding the aerodrome.RWY 26 INITIAL DEPARTURE  
FOLLOWED BY SIDS SHOWN ON CHARTS 10-3B & 10-3CSIDs crossing through  
Airspace "Class E"  
up to FL125

Meteorological minimums:  
**Ceiling:** 1500' **Ground visibility:** 1500m  
**Flight visibility during visual operations:**  
 For aircraft CAT A & B 3km, for aircraft  
 CAT C & D 5km.

Due to high terrain in the vicinity of airport  
 as well as along the departure flight path it  
 is absolutely necessary to observe the re-  
 quired minimum climb gradient of  
 205' per NM (3.3%).

Gnd speed-KT	75	100	150	200	250	300
205' per NM	256	342	513	683	854	1025

Therefore the procedure requires sufficient  
 ceiling and flight visibility until aircraft is  
 established on OEJ.

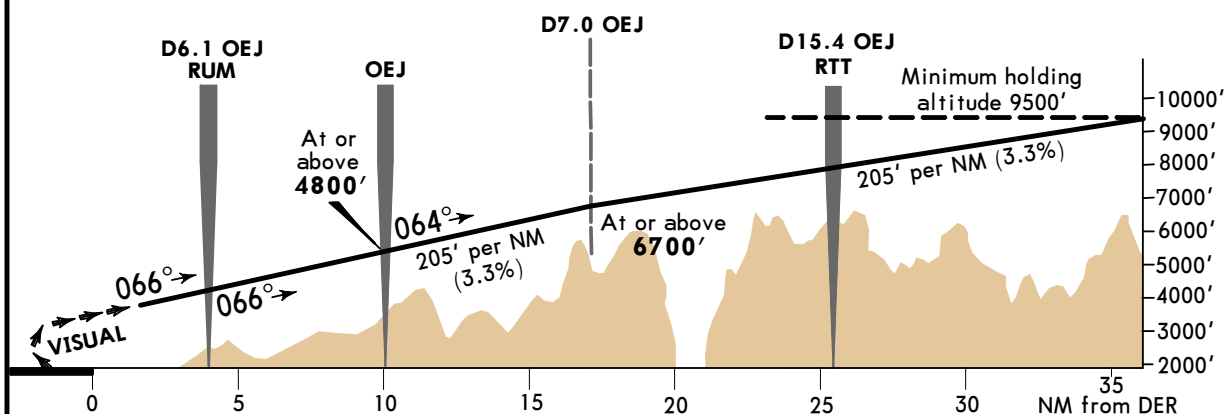
Initial climb clearance **By ATC**

## INITIAL CLIMB

Climb visually on RWY track to D1.2 OEJ, turn RIGHT, 272° track to D3.3 OEJ, turn visually LEFT, join  
 OEJ on course 066° via RUM. At OEJ change to 064° and continue to 9500' using OEJ back course, then  
 turn LEFT to RTT. After RTT join SID or cleared ATS route.

Due to erroneous LOC indications when off centerline from 2.0 DME before until 2.0 DME after  
 LOC-DME station, use RUM as additional guidance.

## REQUIRED MINIMUM CLIMB PROFILE



**LOWI/INN**  
**INNSBRUCK**

**JEPPESEN**

**INNSBRUCK, AUSTRIA**

14 APR 17

**10-3B**

**Eff 27 Apr**

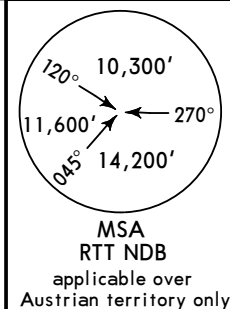
**SID**

\*INNSBRUCK Radar (APP)  
**119.275**

Apt Elev  
**1907'**

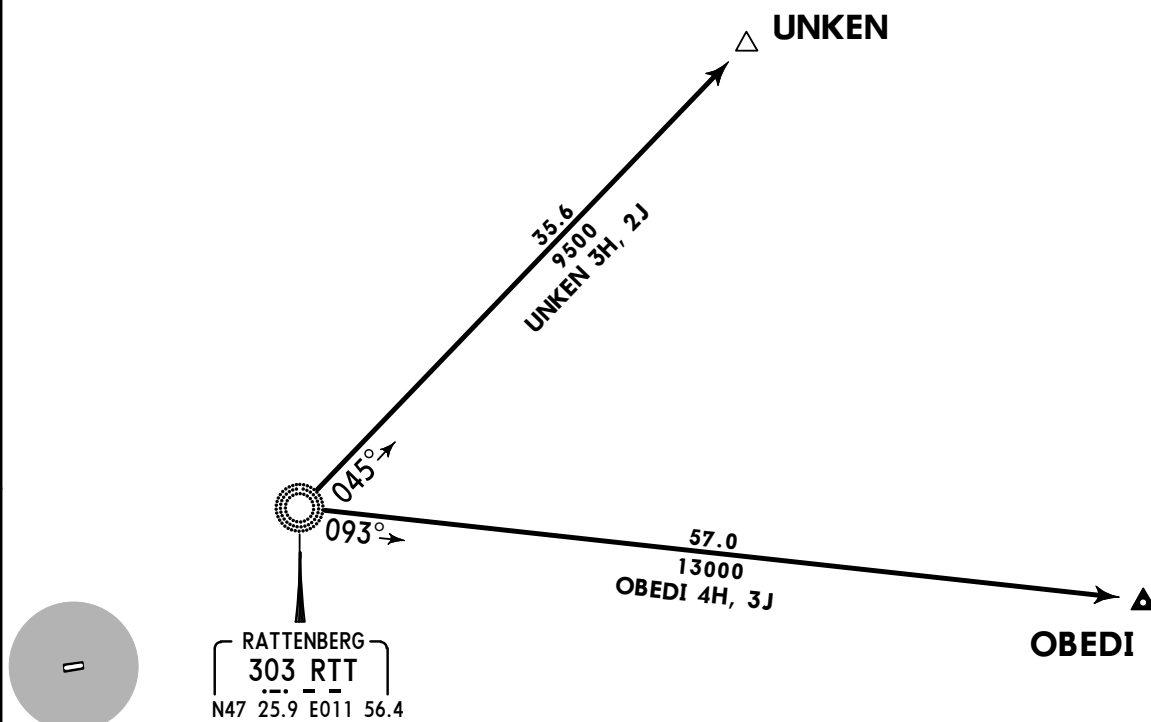
Trans level: By ATC Trans alt: 10000'  
Contact INNSBRUCK RADAR when advised by Tower.

**OBEDI 4H**  
**UNKEN 3H**  
**RWY 26 DEPARTURES**  
**OBEDI 3J [OBED3J]**  
**UNKEN 2J [UNKE2J]**  
**RWY 08 DEPARTURES**



FOR INITIAL CLIMB-OUT REFER TO CHARTS 10-3 OR 10-3A

SIDs crossing through  
Airspace "Class E"  
up to FL125



**HOLDING OVER  
RTT**



**Initial climb clearance By ATC**

SID	ROUTING
<b>OBEDI 4H, 3J</b>	At RTT 093° bearing to OBEDI.
<b>UNKEN 3H, 2J</b>	At RTT 045° bearing to UNKEN.

**LOWI/INN**  
**INNSBRUCK**

**JEPPESEN**

**INNSBRUCK, AUSTRIA**

14 APR 17

**10-3C**

**Eff 27 Apr**

**SID**

\*INNSBRUCK Radar (APP)  
**119.275**

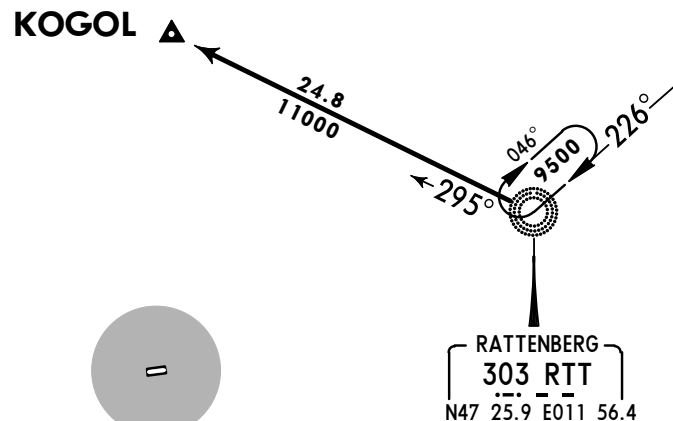
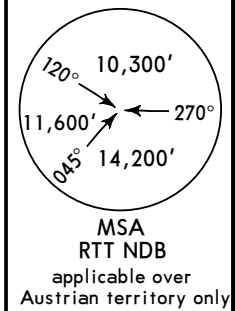
Apt Elev  
**1907'**

Trans level: By ATC Trans alt: 10000'  
Contact INNSBRUCK RADAR when advised by Tower.

**KOGOL 4H**  
**RWY 26 DEPARTURE**  
**KOGOL 3J [KOG03J]**  
**RWY 08 DEPARTURE**

ONLY AVAILABLE FOR FLIGHTS WITH RFL 120 OR BELOW  
FOR INITIAL CLIMB-OUT REFER TO CHARTS 10-3 OR 10-3A

SIDs crossing through  
Airspace "Class E"  
up to FL125



Initial climb clearance **By ATC**

**ROUTING**

At RTT 295° bearing to KOGOL.





**LOWI/INN  
INNSBRUCK**

14 APR 17

**JEPPESSEN**

## INNSBRUCK, AUSTRIA

SID

\*INNSBRUCK Radar (APP)  
119.275

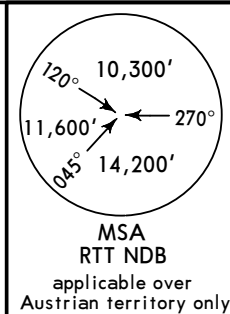
Apt Elev  
1907'

Trans level: By ATC    Trans alt: 10000'

1. Contact INNSBRUCK Radar when advised by Tower.
2. High mountains surrounding the aerodrome.

**ADILO 2J [ADIL2J]**  
**ALTERNATE RTT 3J - INN - ADILO**  
**BRENO 2J [BREN2J]**  
**RWY 08 DEPARTURES**

SIDs crossing through  
Airspace "**Class E**"  
up to FL125



RATTENBERG  
303 RTT  
N47 25.9 E011 56.4

LOC DME

**D (109.7) OEJ**  
N47 18.9 E011 36.1

At or above  
**7500'**

MAX  
165 KT  
Minimum  
Bank 25°

# ADILO

19.8  
ADILO 21

RUM  
 320 RUM  
 N47 16.6 E011 27.9  
 D6.1 OEJ

D7.5  
OEJ 1.43

INNSBRUCK  
420 INN  
N47 13.8 E011 24.1

**15.0**  
**BRENO 2J**

**BRENO** 

Meteorological minimums:

**Ceiling:** 1500' **Ground visibility:** 1500m

**Flight visibility during visual operations:**

For aircraft CAT A & B 3km, for aircraft CAT C & D 5km.

**SPECIAL PERFORMANCE DEPARTURE**

**RVR:** 150m

Take-off alternate required.

Due to high terrain in the vicinity of airport as well as along the departure flight path it is absolutely necessary to observe the required minimum climb gradient of 535' per NM (8.8%) until OEJ, then 395' per NM (6.5%) until completion of turn.

Gnd speed-KT	75	100	150	200	250	300
535' per NM	668	891	1337	1782	2228	2674
395' per NM	494	658	987	1317	1646	1975

Initial climb clearance **By ATC**

## INITIAL CLIMB

Climb on runway track with maximum rate of climb until intercepting OEJ course (D7.5 OEJ) inbound to RUM, continue on 066° OEJ course to OEJ, turn RIGHT to INN.

SID	ROUTING
<b>ADILO 2J</b>	At INN, 288° bearing to ADILO.
<b>BRENO 2J</b>	At INN, 181° bearing to BRENO.

CHANGES: SIDs renumbered & revised.

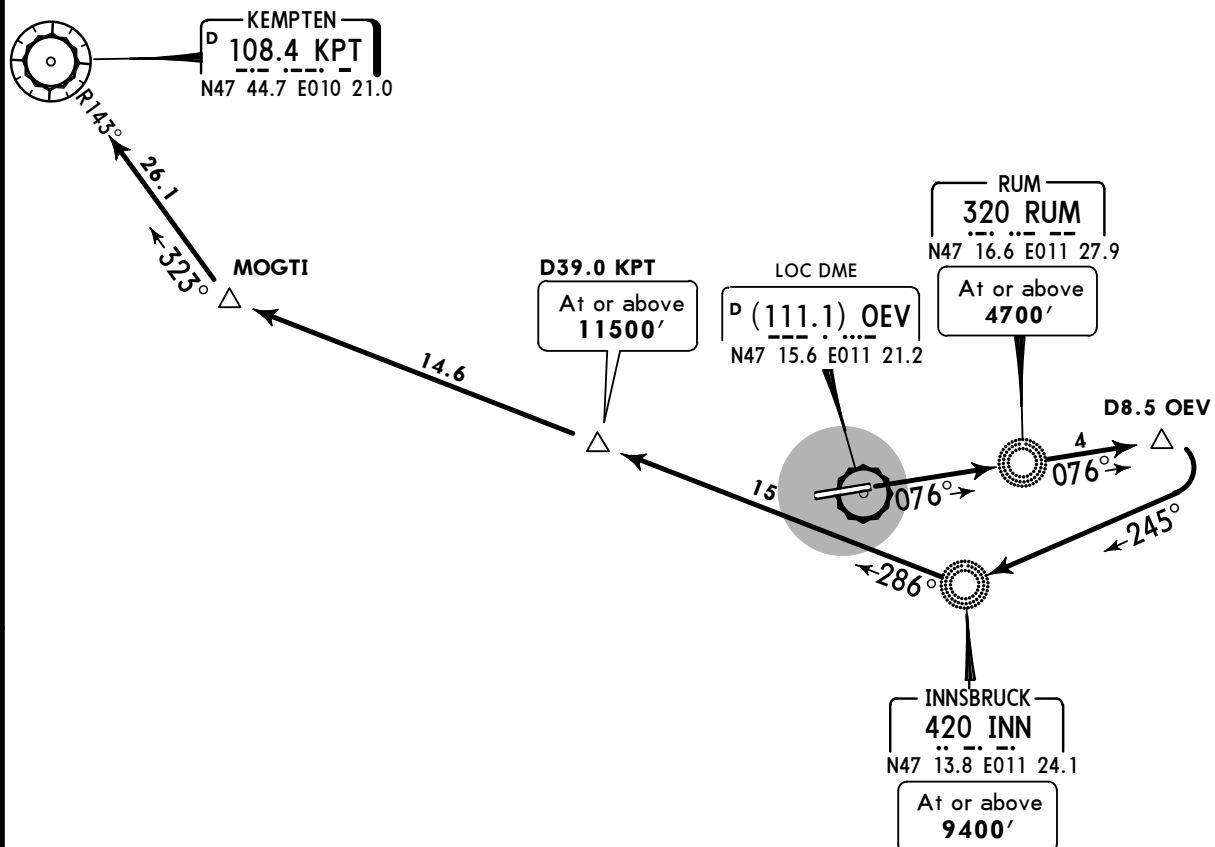
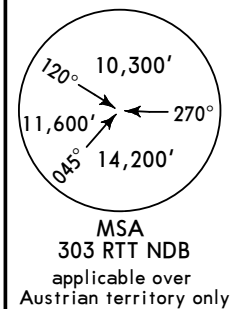
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LOWI/INN  
INNSBRUCKJEPPESEN  
14 APR 17 10-3F

Eff 27 Apr

INNSBRUCK, AUSTRIA

SID

\*INNSBRUCK Radar (APP)  
119.275Apt Elev  
1907'Trans level: By ATC Trans alt: 10000'  
1. Contact INNSBRUCK Radar when advised by Tower.  
2. High mountains surrounding the aerodrome.KEMPTEN 3J (KPT 3J)  
RWY 08 DEPARTURESIDs crossing through  
Airspace "Class E"  
up to FL125

## INITIAL DEPARTURE

Meteorological minimums:

Ceiling: 1500' Ground visibility: 1500m

Flight visibility during visual operations:

For aircraft CAT A & B 3km, for aircraft  
CAT C & D 5km.

## SPECIAL PERFORMANCE DEPARTURE

RVR: 150m

Take-off alternate required.

Due to high terrain in the vicinity of airport  
as well as along the departure flight path it  
is absolutely necessary to observe the required  
minimum climb gradient of  
620' per NM (10.2%) until passing INN.

Gnd speed-KT	75	100	150	200	250	300
620' per NM	775	1033	1550	2067	2583	3100

MAX 154 KT and bank angle of at least 25°, after passing INN MAX 250 KT up to 11000'.

## Initial climb clearance By ATC

## INITIAL CLIMB/ROUTING

Climb on runway track with maximum climb gradient, intercept 076° bearing to RUM, continue on 076° bearing to D8.5 OEV, turn RIGHT, intercept 245° bearing to INN, 286° bearing, intercept KPT R-143 inbound to KPT.

**LOWI/INN**  
**INNSBRUCK**

**JEPPESSEN**  
14 APR 17 **(10-3G)** **Eff 27 Apr**

**INNSBRUCK, AUSTRIA**

**RNAV SID**

\*INNSBRUCK  
Radar (APP)  
**119.275**

**Apt Elev**  
**1907'**

Trans level: By ATC Trans alt: 10000'

**1. RNAV 1**

2. Contact INNSBRUCK Radar when advised by Tower.

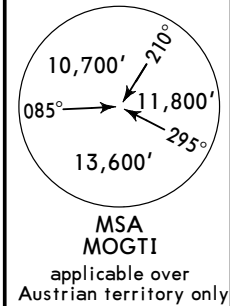
3. Pilots shall be well familiar with RNAV SID and the terrain along the western part of the Inn valley.

4. Lower weather minima and reduced length of the visual part are available on request for operators/pilots of multi-engine ACFT with improved RNAV capability.

5. High mountains surrounding the aerodrome.

**MOGTI 2H [MOGT2H]**  
**RWY 26 RNAV DEPARTURE**  
**JETS AND TURBOPROPS**

SIDs crossing through  
Airspace "Class E"  
up to FL125



**MOGTI**

At or above  
**13000'**

**WI802**

At or above  
**11350'**

**WI507**

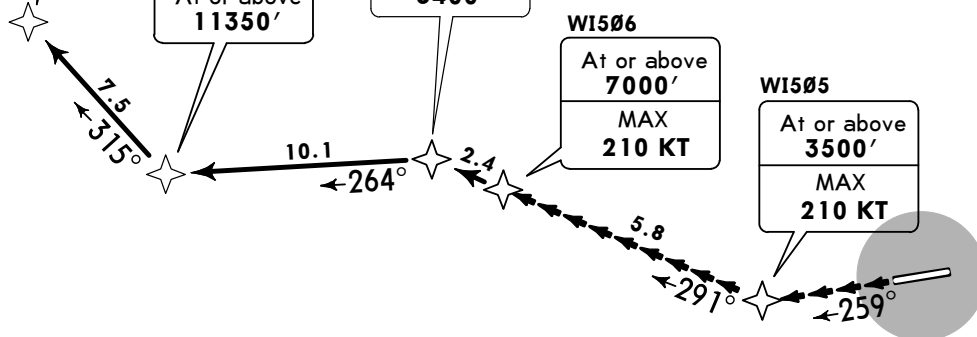
At or above  
**8400'**

**WI506**

At or above  
**7000'**  
MAX  
**210 KT**

**WI505**

At or above  
**3500'**  
MAX  
**210 KT**



This SID requires minimum climb gradients  
of  
10.0% (608' per NM) up to 8400', then  
4.8% (292' per NM).

Meteorological minimums:

**Ceiling:** 5100' **Ground visibility:** 5000m or  
better along the visual part west of aerodrome.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458
10.0% V/V (fpm)	760	1013	1519	2025	2532	3038

**Initial climb clearance By ATC**

**INITIAL CLIMB/ROUTING**

Climb on 259° track, MAINTAIN visual until passing 7000' and established on 291° track at WI505 -  
WI506 - WI507 - WI802 - MOGTI.

**LOWI/INN**  
**INNSBRUCK**

**JEPPESEN**  
14 APR 17 **(10-3H)** **Eff 27 Apr**

**INNSBRUCK, AUSTRIA**  
**RNAV SID**

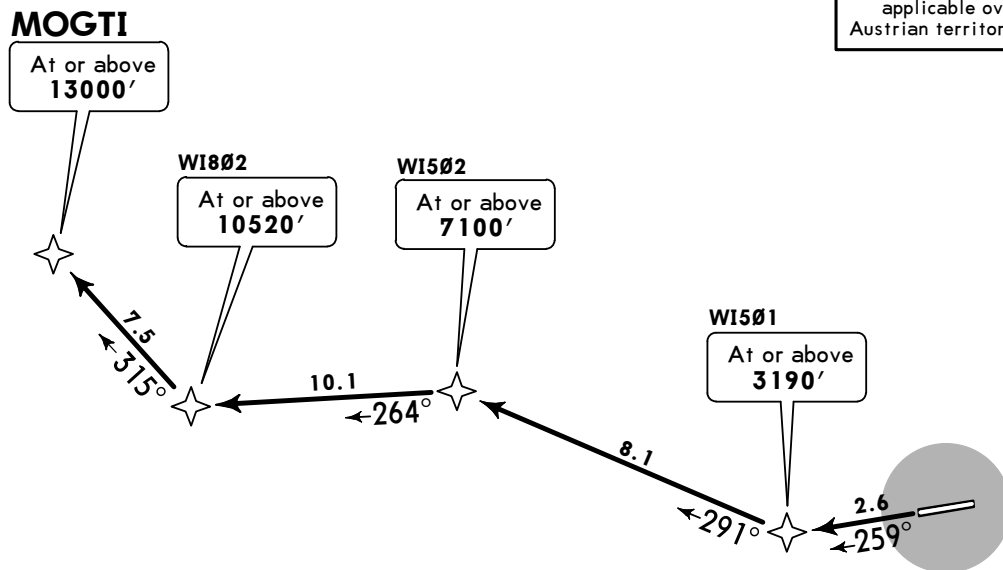
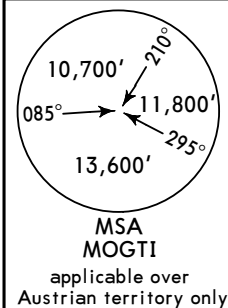
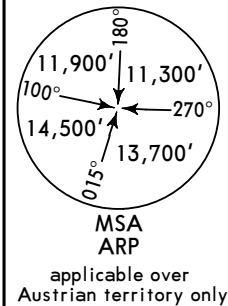
\*INNSBRUCK Radar (APP)  
**119.275**

Apt Elev  
**1907'**

- Trans level: By ATC Trans alt: 10000'  
**1. GNSS and IRS required.**  
**2. DME/DME, LOC and VOR/DME updating not authorized.**  
 3. Contact INNSBRUCK Radar when advised by Tower.  
 4. High mountains surrounding the aerodrome.

**MOGTI 1X [MOGT1X]**  
**RWY 26 SPECIAL PERFORMANCE**  
**RNAV (RNP) DEPARTURE**  
 SPECIAL AUTHORIZATION REQUIRED (REFER TO 10-1P PAGES)

SIDs crossing through  
 Airspace "Class E"  
 up to FL125



This SID requires minimum climb gradients  
 of  
 8.0% until passing 7100', then  
 5.6%.

Gnd speed-KT	75	100	150	200	250	300
8.0% V/V (fpm)	608	810	1215	1620	2025	2430
5.6% V/V (fpm)	425	567	851	1134	1418	1701



**Initial climb clearance By ATC**

**INITIAL CLIMB/ROUTING**

Climb on 259° track to WI501 - WI502 - WI802 - MOGTI.

**LOWI/INN**  
**INNSBRUCK**

**JEPPesen**  
14 APR 17 **10-3J** **Eff 27 Apr**

**INNSBRUCK, AUSTRIA**

**SID**

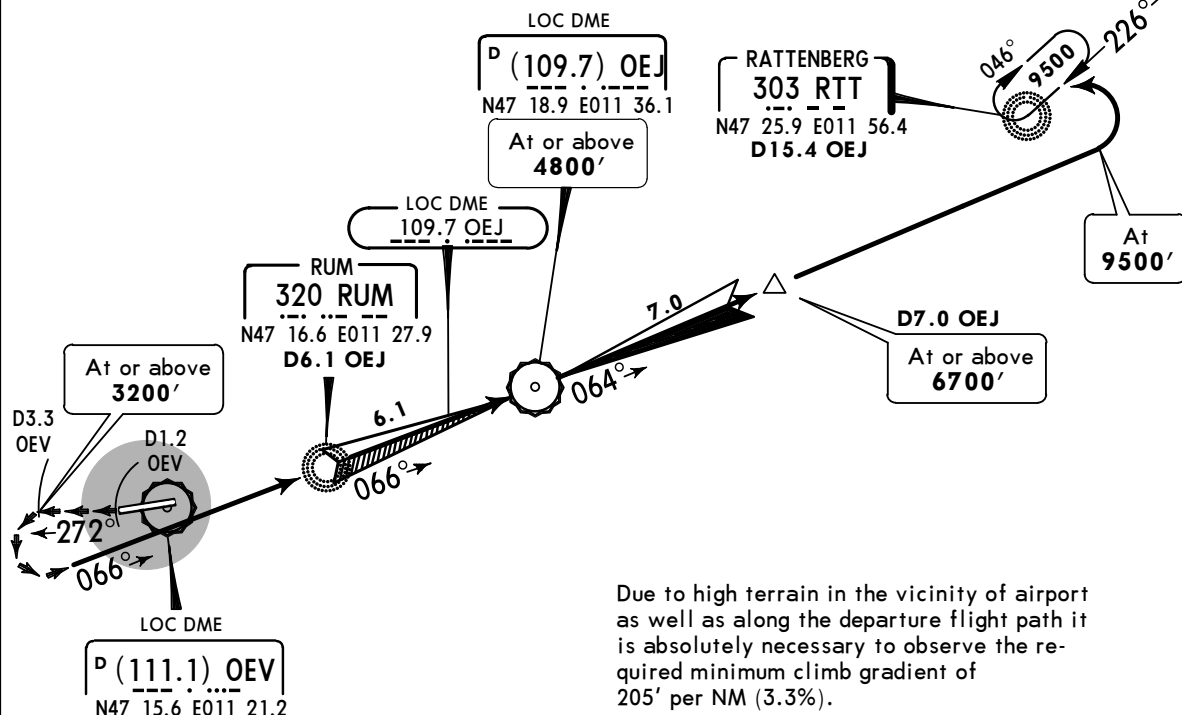
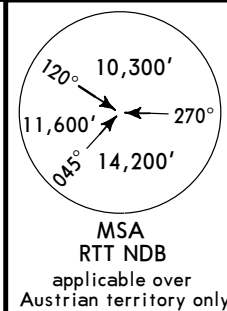
\*INNSBRUCK Radar (APP)  
**119.275**

Apt Elev  
**1907'**

Trans level: By ATC Trans alt: 10000'  
1. Contact INNSBRUCK Radar when advised by Tower.  
2. High mountains surrounding the aerodrome.

# **RATTENBERG 4H (RTT 4H)** **RWY 26 DEPARTURE**

SIDs crossing through  
Airspace "Class E"  
up to FL125



Meteorological minimums:  
**Ceiling:** 1500' **Ground visibility:** 1500m  
**Flight visibility during visual operations:**  
For aircraft CAT A & B 3km, for aircraft  
CAT C & D 5km.

Due to high terrain in the vicinity of airport  
as well as along the departure flight path it  
is absolutely necessary to observe the re-  
quired minimum climb gradient of  
205' per NM (3.3%).

Gnd speed-KT	75	100	150	200	250	300
205' per NM	256	342	513	683	854	1025

Therefore the procedure requires sufficient  
ceiling and flight visibility until aircraft is  
established on OEJ.

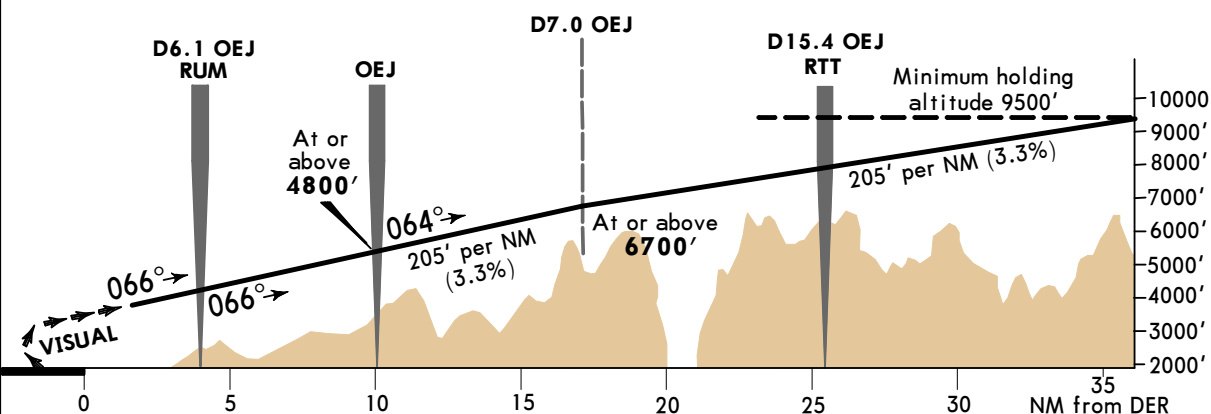
**Initial climb clearance By ATC**

## **INITIAL CLIMB/ROUTING**

Climb visually on RWY track to D1.2 OEJ, turn RIGHT, 272° track to D3.3 OEJ, turn visually LEFT, join  
OEJ on course 066° to OEJ. At OEJ change to 064° and continue to 9500' using OEJ back course, then  
turn LEFT to RTT.

Due to erroneous LOC indications when off centerline from 2.0 DME before until 2.0 DME after  
LOC-DME station, use RUM as additional guidance.

## **REQUIRED MINIMUM CLIMB PROFILE**



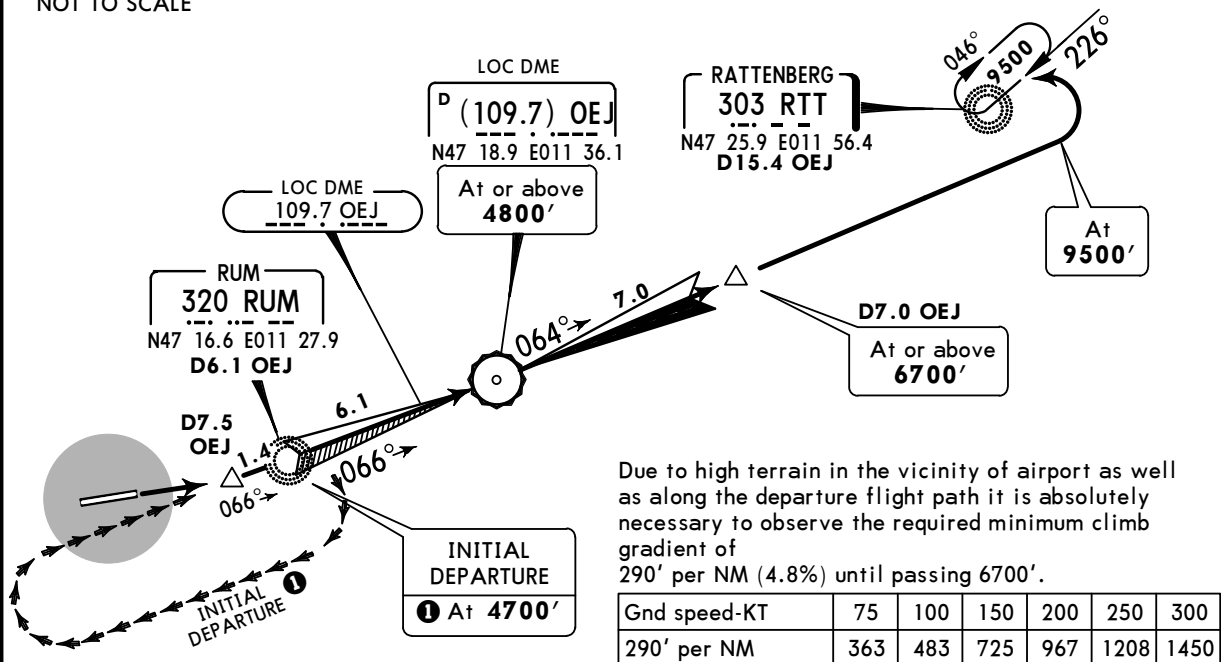
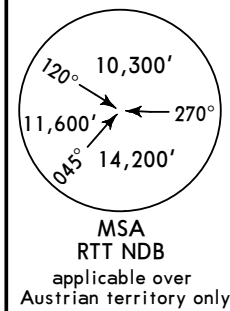
LOWI/INN  
INNSBRUCKJEPPESEN  
14 APR 17

10-3K

Eff 27 Apr

INNSBRUCK, AUSTRIA

SID

\*INNSBRUCK Radar (APP)  
119.275Apt Elev  
1907'Trans level: By ATC Trans alt: 10000'  
1. Contact INNSBRUCK Radar when advised by Tower.  
2. High mountains surrounding the aerodrome.RATTENBERG 3J (RTT 3J)  
RWY 08 DEPARTURESIDs crossing through  
Airspace "Class E"  
up to FL125

Meteorological minimums:  
**Ceiling:** 1500' **Ground visibility:** 1500m  
**Flight visibility during visual operations:**  
 For aircraft CAT A & B 3km, for aircraft  
 CAT C & D 5km.

**SPECIAL PERFORMANCE DEPARTURE**  
**RVR:** 150m  
 Take-off alternate required.

① If unable to cross OEJ at 4800' and D7.0 OEJ EAST of OEJ at 6700', a higher ceiling and visibility is necessary. In this case climb visually via RUM at 4700' 205' per NM (3.3%).

Gnd speed-KT	75	100	150	200	250	300
205' per NM	256	342	513	683	854	1025

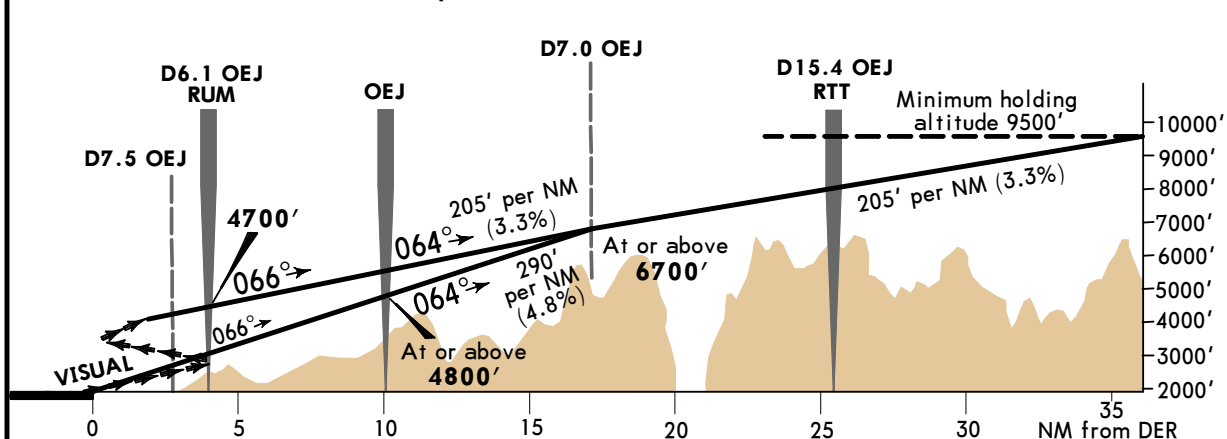
Initial climb clearance **By ATC**

## INITIAL CLIMB

Climb on runway track with maximum rate of climb until intercepting OEJ course (D7.5 OEJ) inbound to RUM, continue on 066° OEJ course. At OEJ change to 064° and continue to 9500' using OEJ back course, then turn LEFT to RTT.

Due to erroneous LOC indications when off centerline from 2.0 DME before until 2.0 DME after LOC-DME station, use RUM as additional guidance.

## REQUIRED MINIMUM CLIMB PROFILE



**LOWI/INN**  
**INNSBRUCK**

**JEPPESEN**  
14 APR 17 **(10-3L)** Eff 27 Apr

**INNSBRUCK, AUSTRIA**  
**RNAV SID**

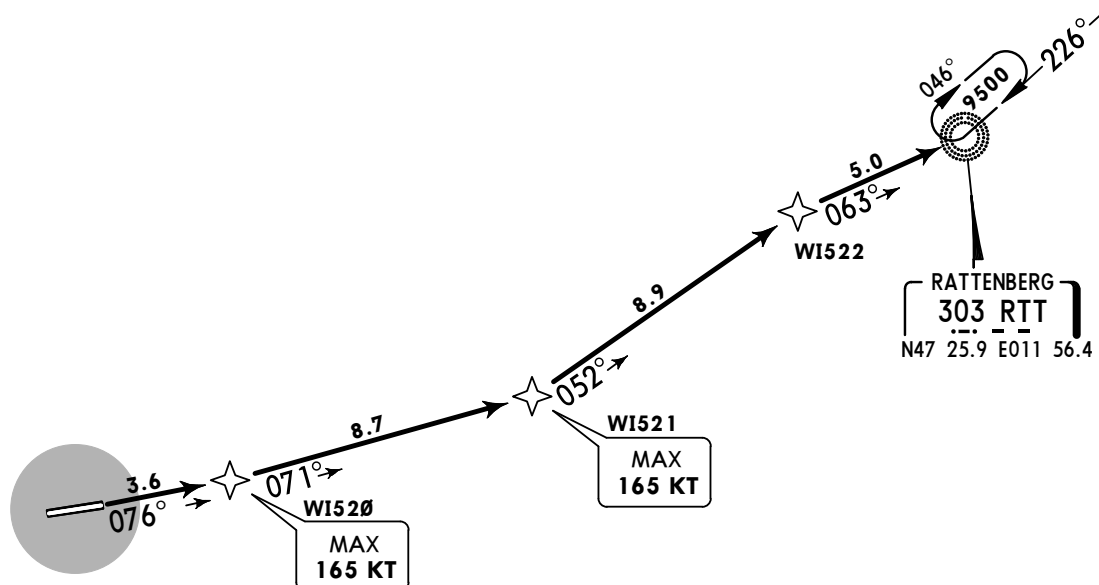
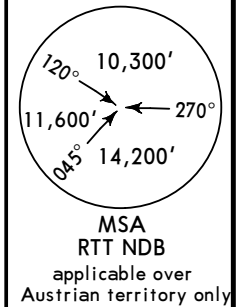
\*INNSBRUCK Radar (APP)  
**119.275**

Apt Elev  
**1907'**

Trans level: By ATC Trans alt: 10000'  
1. **RNAV 1**  
2. Contact INNSBRUCK Radar when advised by Tower.  
3. High mountains surrounding the aerodrome.

**RATTENBERG 1Q (RTT 1Q)**  
**RWY 08 RNAV DEPARTURE**

SIDs crossing through  
Airspace "Class E"  
up to FL125



Meteorological minimums:  
**Ceiling:** 1500' **Ground visibility:** 1500m  
**Flight visibility during visual operations:**  
For aircraft CAT A & B 3km, for aircraft  
CAT C & D 5km.

**SPECIAL PERFORMANCE DEPARTURE**  
**RVR:** 150m  
Take-off alternate required.

Due to high terrain in the vicinity of airport  
as well as along the departure flight path it is  
absolutely necessary to observe the required  
minimum climb gradient  
of  
425' per NM (7.0%) until passing WI521.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	531	708	1063	1417	1771	2125

Therefore the procedure requires sufficient  
ceiling and flight visibility until aircraft is  
established on OEJ.

**Initial climb clearance By ATC**

**INITIAL CLIMB/ROUTING**

WI520 - WI521 - WI522 - RTT.

**LOWI/INN**  
**INNSBRUCK**

**JEPPESEN**  
14 APR 17 **(10-3M)** Eff 27 Apr

**INNSBRUCK, AUSTRIA**  
**RNAV SID**

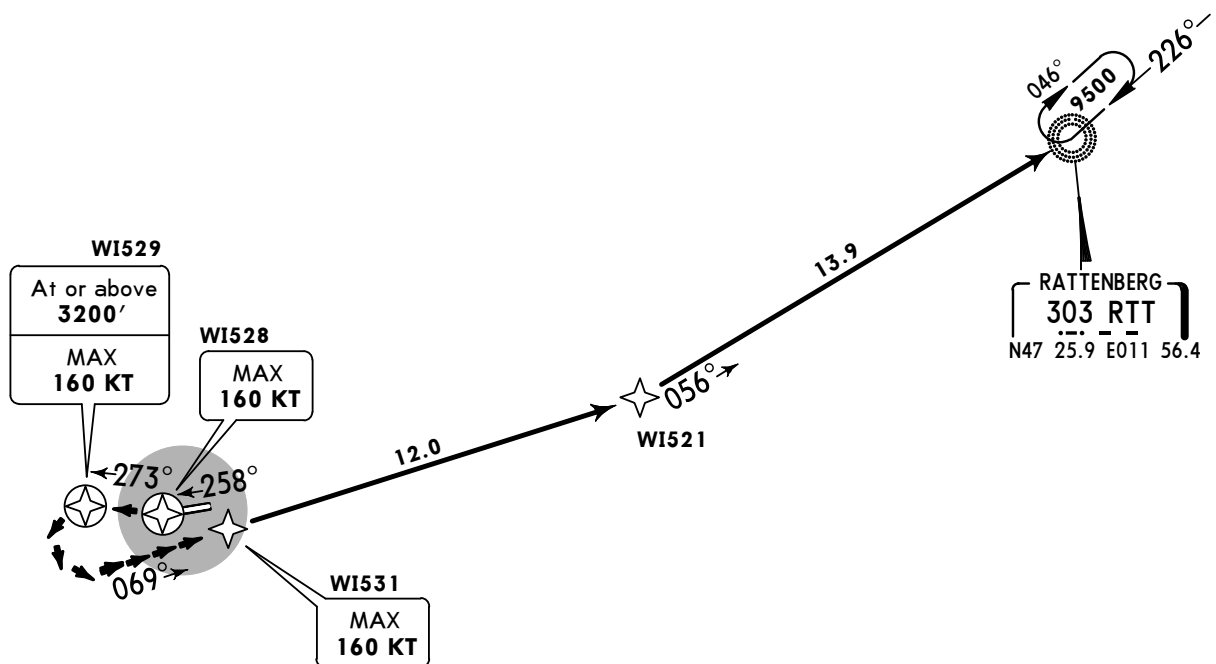
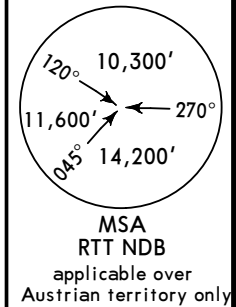
\*INNSBRUCK Radar (APP)  
**119.275**

Apt Elev  
**1907'**

Trans level: By ATC Trans alt: 10000'  
**1. RNAV 1**  
2. Contact INNSBRUCK Radar when advised by Tower.  
3. High mountains surrounding the aerodrome.

**RATTENBERG 1R (RTT 1R)**  
**RWY 26 RNAV DEPARTURE**

SIDs crossing through  
Airspace "Class E"  
up to FL125



Due to high terrain in the vicinity of airport as well as along the departure flight path it is absolutely necessary to observe the required minimum climb gradient of 535' per NM (8.8%) until passing WI531.

Gnd speed-KT	75	100	150	200	250	300
535' per NM	669	892	1338	1783	2229	2675

Therefore the procedure requires sufficient ceiling and flight visibility until aircraft is established on OEJ.

Meteorological minimums:  
**Ceiling:** 1500' **Ground visibility:** 1500m  
**Flight visibility during visual operations:**  
For aircraft CAT A & B 3km, for aircraft CAT C & D 5km.

**Initial climb clearance By ATC**

**INITIAL CLIMB/ROUTING**

Climb visually on 258° track to WI528 - WI529, MAINTAIN visual until 069° track to WI531 - WI521 - RTT.



**LOWI/INN**  
**INNSBRUCK**

**JEPPESSEN**  
14 APR 17 **10-3N** Eff 27 Apr

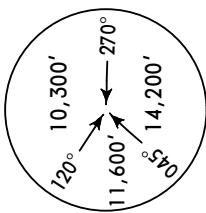
**INNSBRUCK, AUSTRIA**

**RNAV SID**

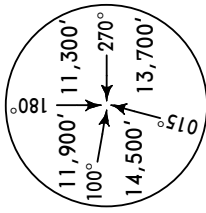
\*INNSBRUCK Radar (APP)  
**119.275**

Apt Elev  
**1907'**

- Trans level: By ATC Trans alt: 10000'
1. **GNSS and IRS required.**
  2. **DME/DME, LOC and VOR/DME updating not authorized.**
  3. Contact INNSBRUCK Radar when advised by Tower.
  4. High mountains surrounding the aerodrome.



MSA  
RTT NDB  
applicable over  
Austrian territory only

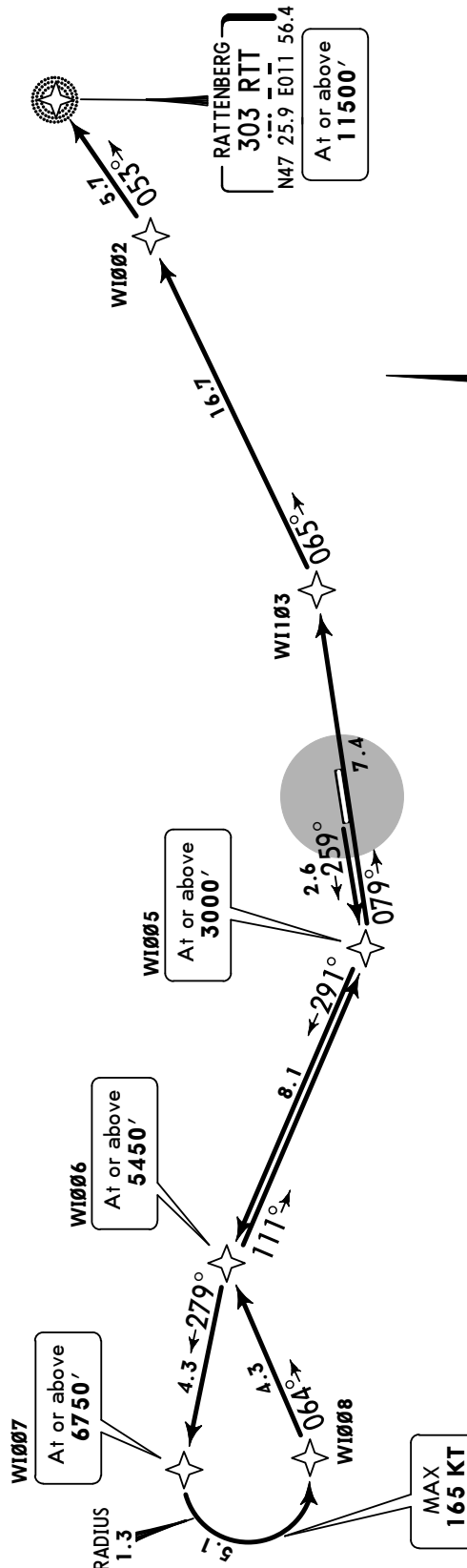


MSA  
ARP  
applicable over  
Austrian territory only

SIDs crossing through  
Airspace "Class E"  
up to FL125

**RATTENBERG 3X (RTT 3X)**  
**RWY 26 SPECIAL PERFORMANCE**  
**RNAV (RNP) DEPARTURE**

SPECIAL AUTHORIZATION REQUIRED (REFER TO 10-1P PAGES)



This SID requires minimum climb gradients of  
7.0% (430' per NM) until W1005, then  
5.0% (305' per NM) until passing W1008.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Initial climb clearance By ATC

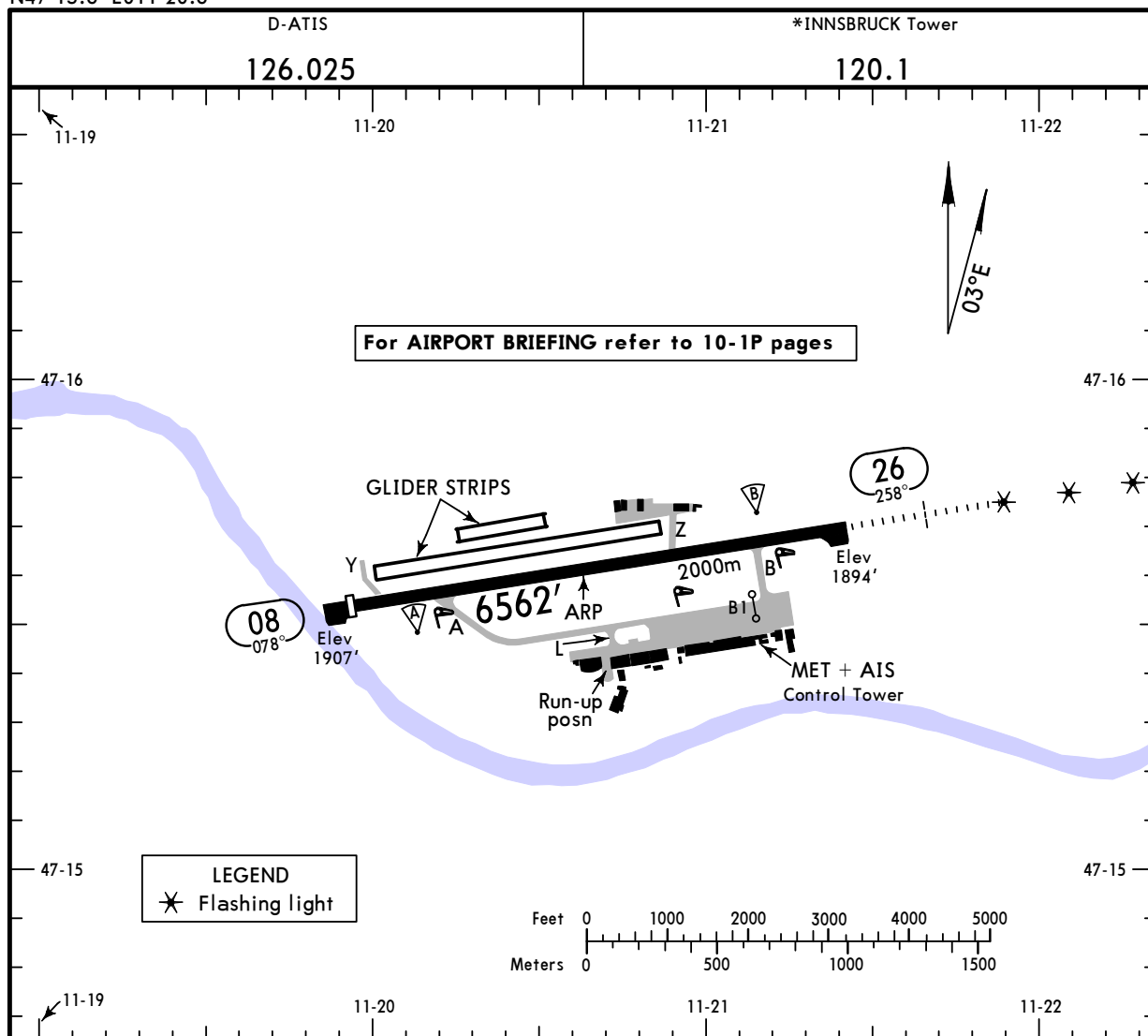
INITIAL CLIMB/ROUTING

Climb on 259° track to W1005 - W1006 - W1007 - W1008 - W1006 - W1005 - W1103 - W1002 - RTT.

**LOWI/INN**  
Apt Elev **1907'**  
N47 15.6 E011 20.6

**JEPPESSEN**  
10 FEB 17 **(10-9)**

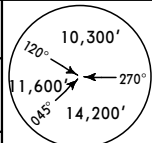
**INNSBRUCK, AUSTRIA**  
**INNSBRUCK**

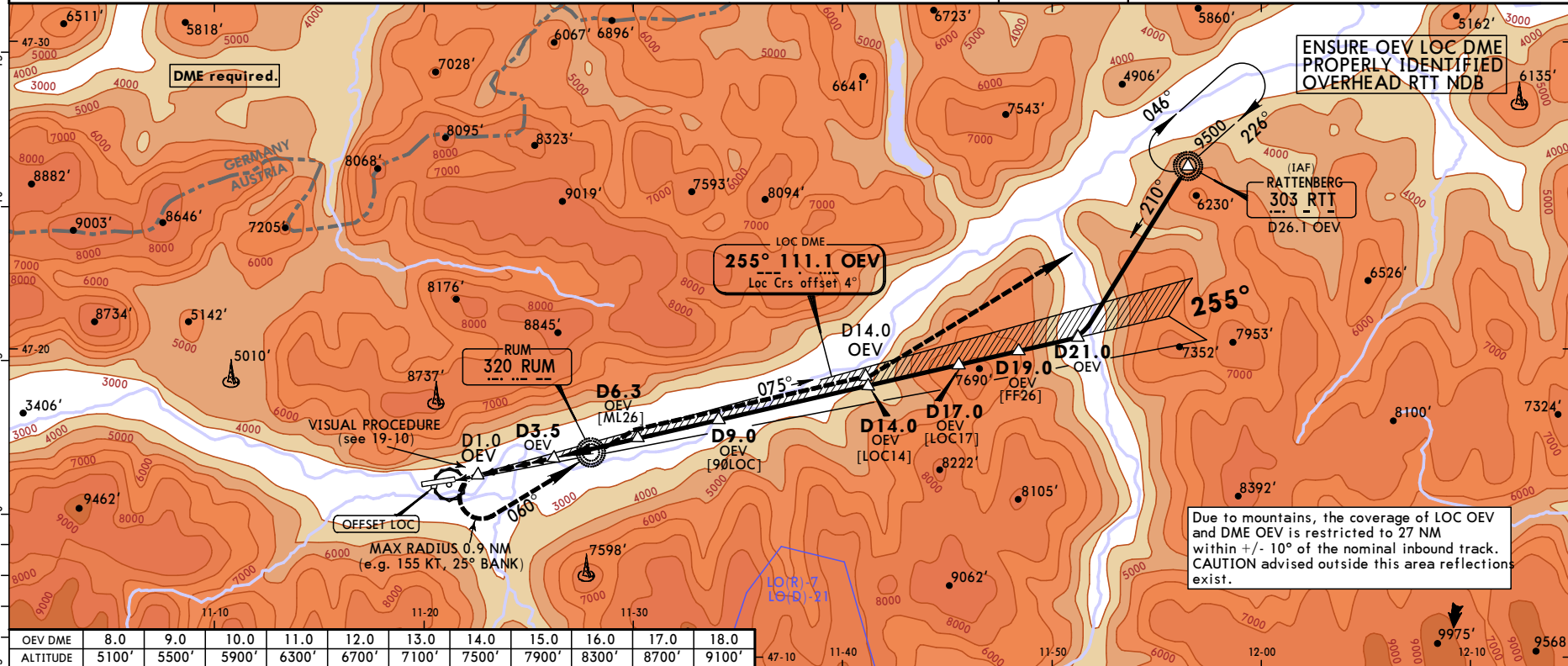


LOWI/INN  
INNSBRUCK

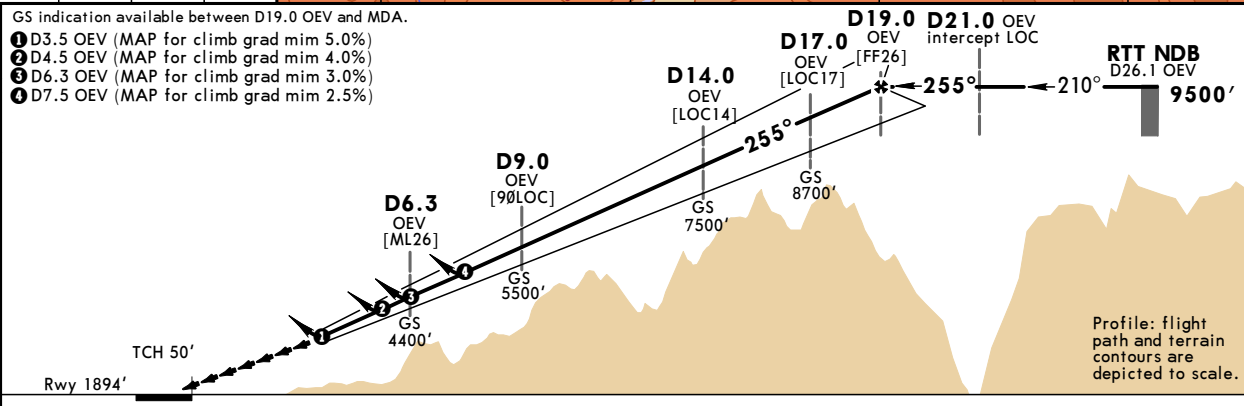
JEPPESEN  
21 APR 17 (11-1) Eff 27 Apr

INNSBRUCK, AUSTRIA  
LOC DME EAST

D-ATIS 126.025		*INNSBRUCK Radar (APP) 119.275		*INNSBRUCK Tower 120.1	
LOC OEV 111.1	Final Apch Crs 255°	Minimum Alt D19.0 OEV 9500' (7606')	MDA(H) Refer to Minimums	Apt Elev 1907' Rwy 1894'	 PILOTS USING THIS CHART MUST REFER TO 10-1P PAGES.
<b>MISSED APCH:</b> Climb on LOC crs (255°) with max gradient to D1.0 OEV, then turn LEFT (max radius 0.9 NM, eg.: 155 KT, 25° bank) onto 060° to RUM Lctr, rejoin LOC outbound and continue climb on 075° with max gradient. At D14.0 OEV turn LEFT to RTT NDB and hold at 9500'. WARNING: Be aware of back course indication on reciprocal track.					
Alt Set: hPa		Rwy Elev: 67 hPa		Trans level: By ATC	
				Trans alt: By ATC	



Gnd speed-Kts		70	90	100	120	140	160	
GS or		470	604	671	805	939	1073	
LOC Descent Angle		3.79°						
For MAP see profile.								
<div></div>						<div>HIALS</div> <div>REIL PAPI PAPI</div>		Refer to Missed Apch above
<b>Standard</b>		<b>VISUAL STRAIGHT-IN LANDING RWY26</b>						<b>CIRCLE-TO-LAND</b> with prescribed flight tracks
		Missed apch climb gradient mim						
MDA(H) 5.0%		MDA(H) 4.0%		MDA(H) 3.0%		MDA(H) 2.5%		
<b>3300'</b> (1406') <b>I</b>		<b>3700'</b> (1806') <b>I</b>		<b>4400'</b> (2506') <b>I</b>		<b>4900'</b> (3006') <b>I</b>		
FLIGHT VISIBILITY—ALS out								<div>A</div> <div>B</div> <div>C</div> <div>D</div> SEE 19-10
5000m								
<b>I</b> Ceiling required at MDA(H).								
For ground visibility & ceiling requirement see 10-1P pages.								

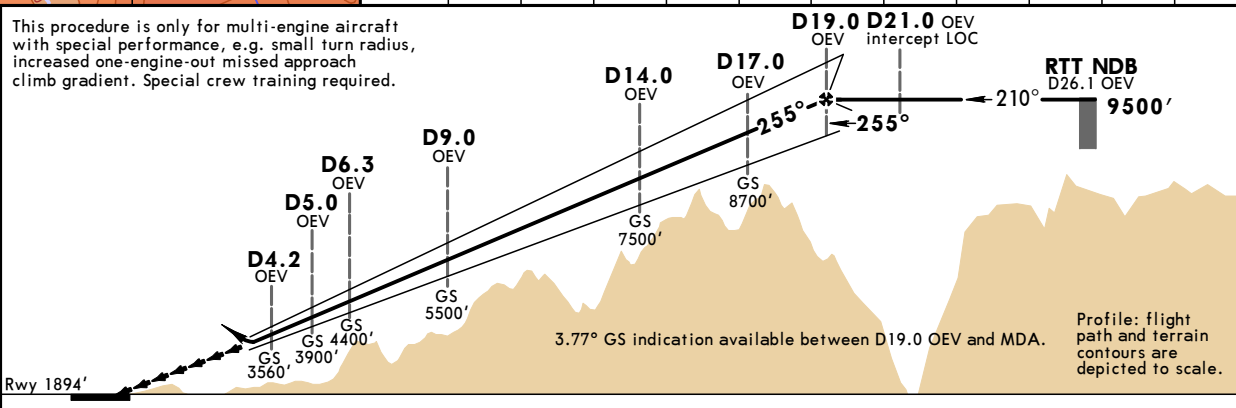


INNSBRUCK, AUSTRIA  
Special LOC DME EAST

**MIM MISSED APCH CLIMB GRAD  
ACCORDING SPECIAL AUTHORIZATION**

MSA RTT NDB

Applicable over  
Austrian territory  
only



CHANGES: AB Lctr withdrawn. RUM Lctr established. © JEPPESEN, 2002, 2017. ALL RIGHTS RESERVED.



LOWI/INN  
INNSBRUCK

21 APR 17  
Eff 27 Apr 11-3

JEPPESEN

FOLLOWED BY  
VISUAL APPROACH

INNSBRUCK, AUSTRIA  
LOC DME WEST

BRIEFING STRIP	D-ATIS 126.025		*INNSBRUCK Radar (APP) 119.275		*INNSBRUCK Tower 120.1	
	LOC OEJ 109.7	Final Apch Crs 066°	Minimum Alt KUDAV 11500' (9593')	MDA(H) 5000' (3093')	Apt Elev 1907'	
	MISSED APCH: Climb on LOC crs (066°) with max gradient. Upon passing LOC station proceed outbound LOC back crs on 064° and continue climb with max gradient to 9500', then turn LEFT to RTT NDB and hold. Due to erroneous LOC indications from D2.0 OEJ before until D2.0 OEJ after LOC DME station, use RUM Lctr for additional guidance.					
	Alt Set: hPa DME required.		Apt Elev: 68 hPa		Trans level: By ATC	
					Trans alt: By ATC	

120°

10,300'

11,600'

270°

14,200'

045°

MSA RTT NDB

11,400'

1,900'

13,200'

270°

14,500'

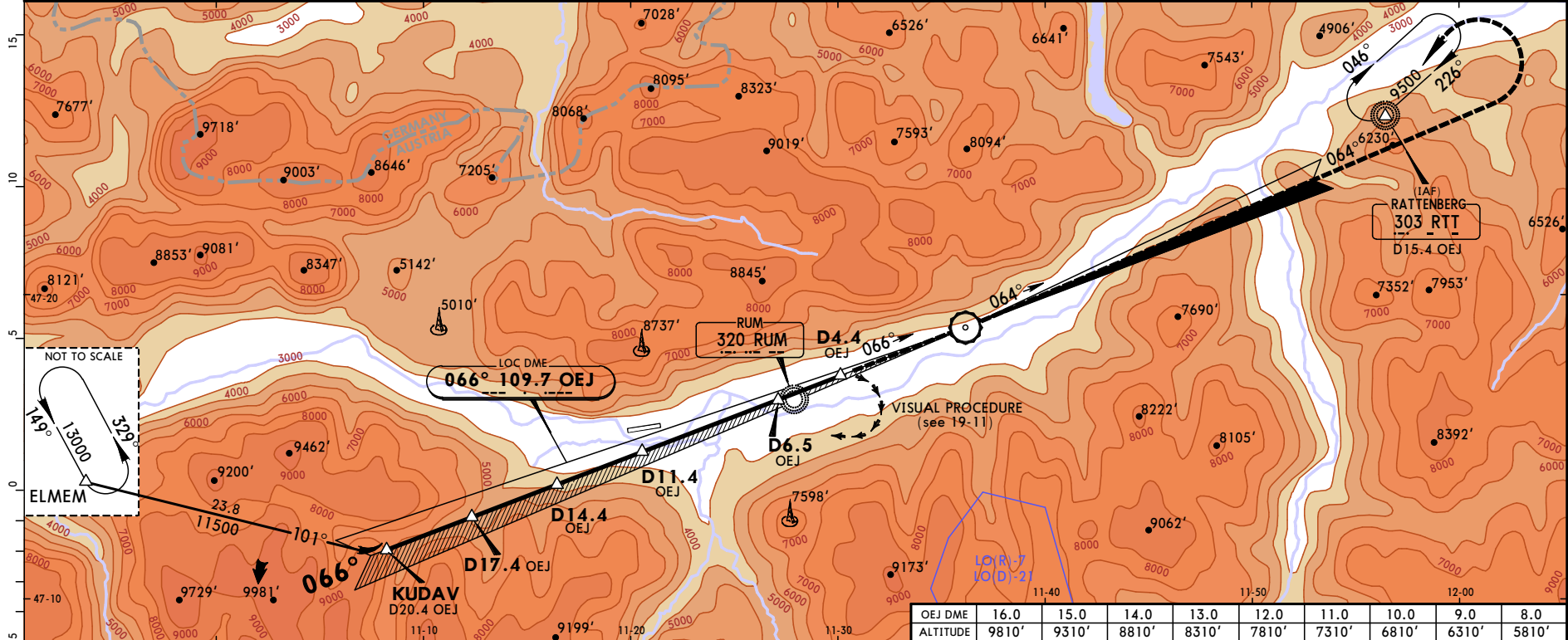
095°

360°

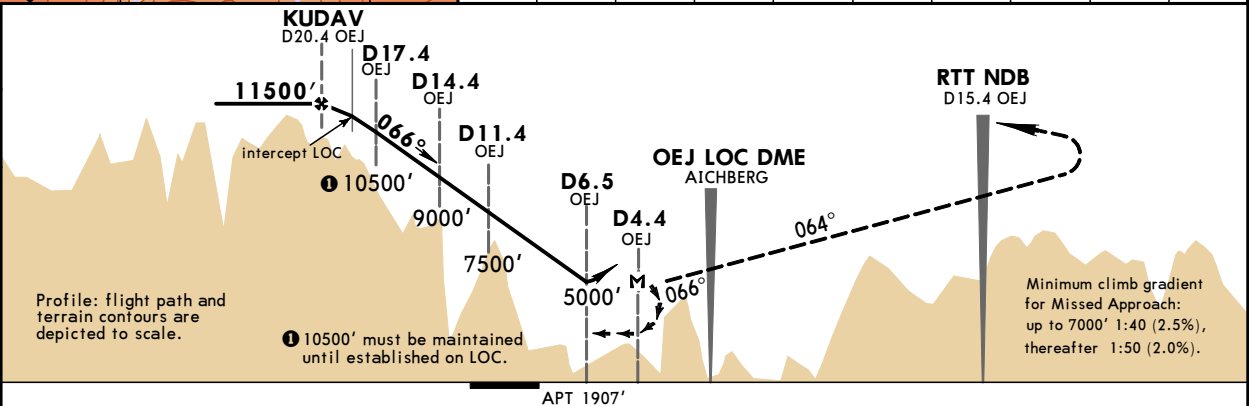
MSA ELMEM

Applicable over  
Austrian territory  
only

PILOTS USING THIS CHART MUST  
REFER TO 10-1P PAGES.



Gnd speed-Kts		70	90	100	120	140	160	
LOC Descent Angle		4.70°	583	749	833	999	1166	1332
MAP at D4.4 OEJ								
					Lighting- Refer to Airport Chart		Refer to Missed Apch above	
Standard		STRAIGHT-IN LANDING			CEILING REQUIRED		CIRCLE-TO-LAND	
				For prescribed flight tracks see 19-11 MDA(H) _____ CEIL-FLIGHT VIS _____				
A	NOT APPLICABLE			A	5000' (3093') 3100'- 3000m			
B				B	5000' (3093') 3100'- 5000m			
C				C	5000' (3093') 3100'- 5000m			
D				D				
For ground visibility & ceiling requirement see 10-1P pages.								



LOWI/INN  
INNSBRUCK

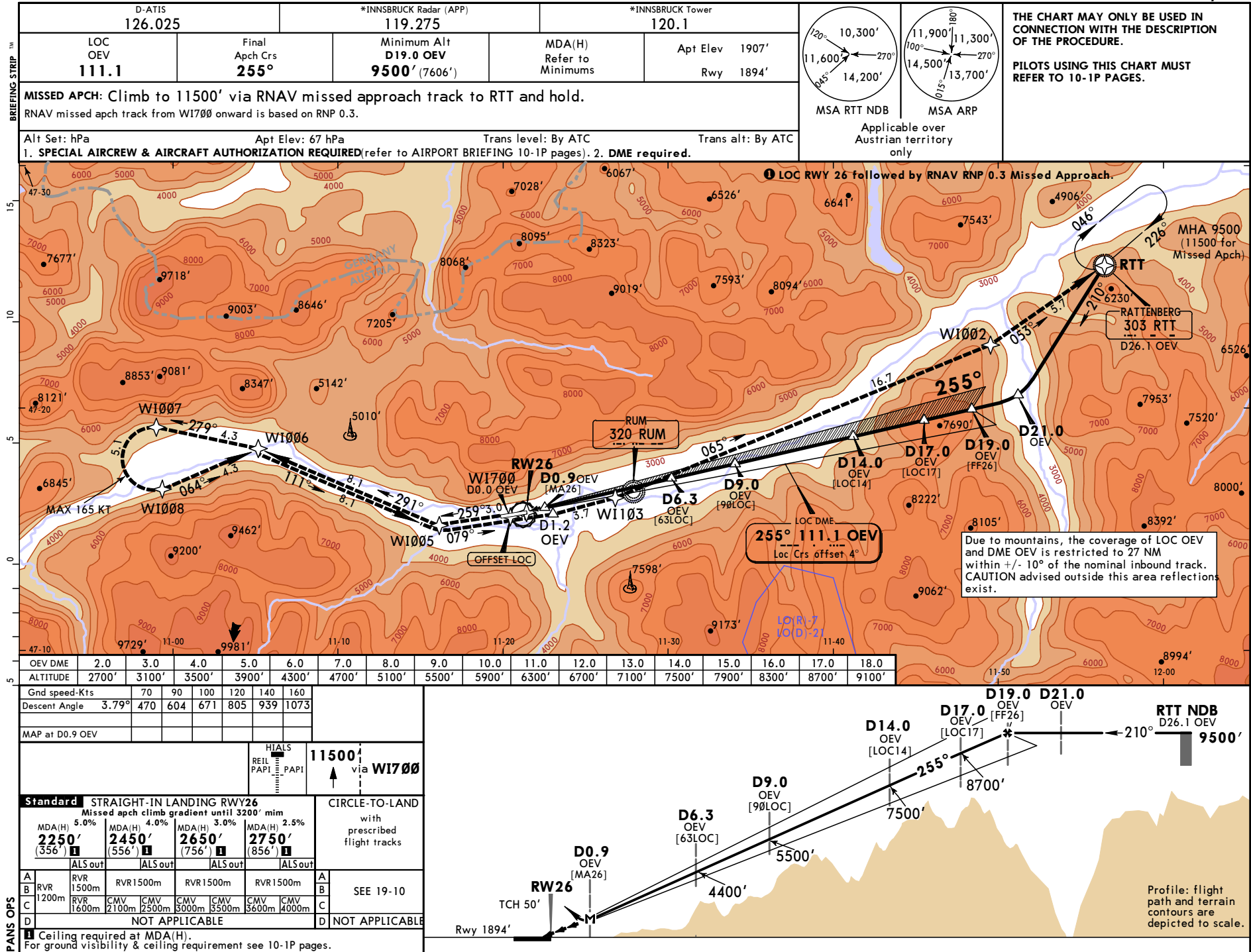
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INNSBRUCK, AUSTRIA

21 APR 17 11-4 Eff 27 Apr

CAT A, B & C

LOC R Rwy 26

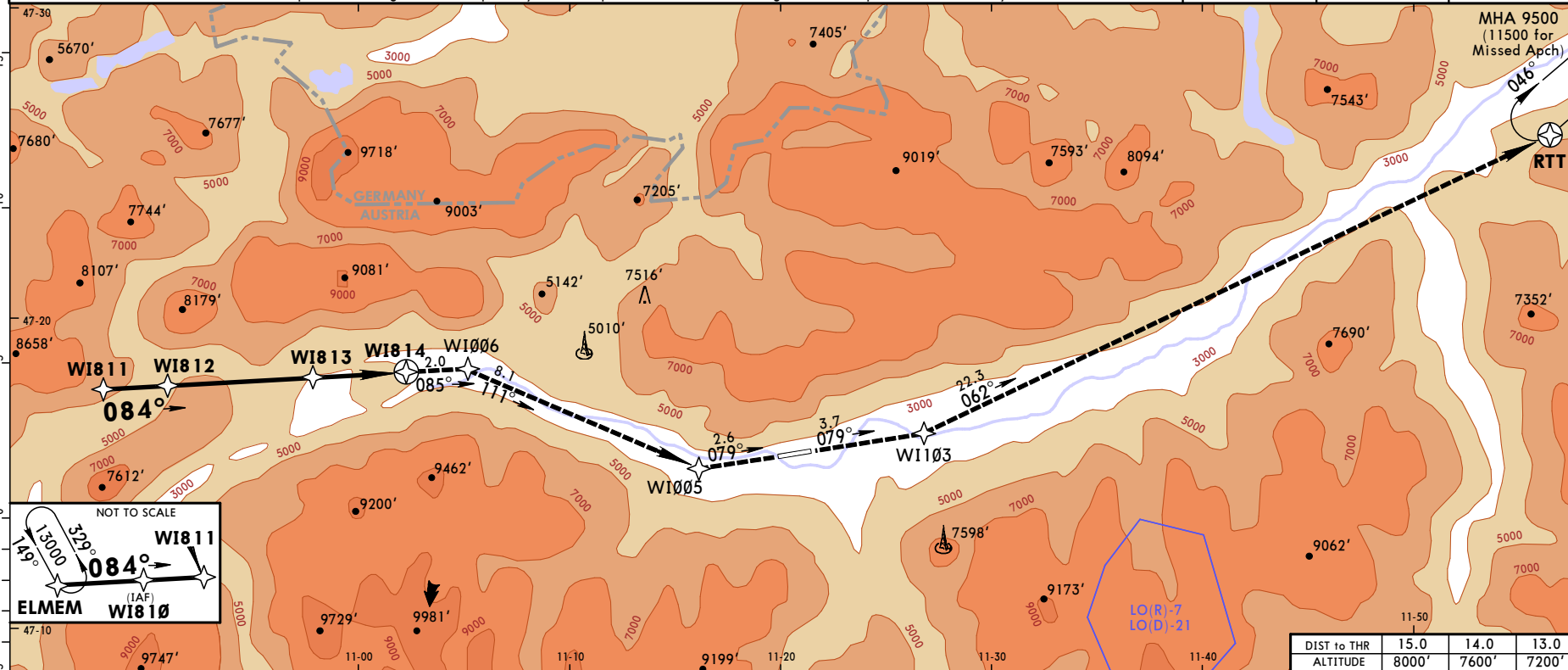
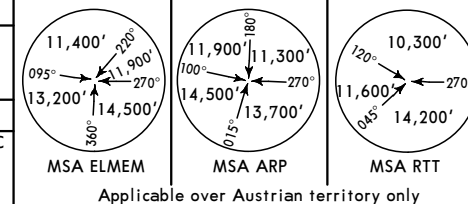



LOWI/INN  
INNSBRUCK

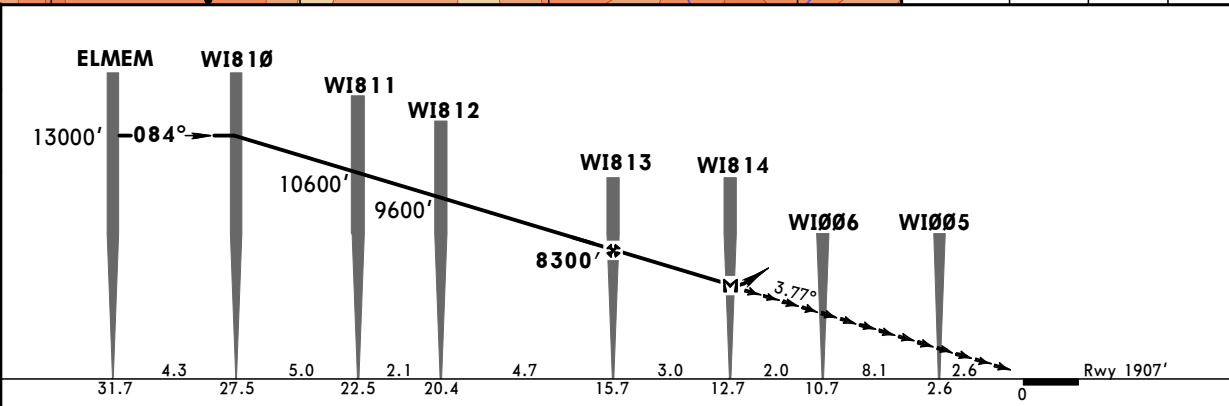
JEPPesen  
10 JUN 16  
Eff 23 Jun (12-1)

INNSBRUCK, AUSTRIA  
RNAV (GNSS) Y Rwy 08

D-ATIS 126.025		*INNSBRUCK Radar (APP) 119.275		*INNSBRUCK Tower 120.1	
RNAV	Final Apch Crs <b>084°</b>	Minimum Alt <b>WI813</b> <b>8300'</b> (6393')	LNAV MDA(H) <b>7100'</b> (5193')	Apt Elev 1907' Rwy 1907'	
MISSED APCH: Climb to 11500' via RNAV missed approach track to RTT and hold.					
Alt Set: hPa		Rwy Elev: 68 hPa		Trans level: By ATC	
1. Procedure for cloudbreaking only provided effective external visual reference to the terrain exists and can be maintained from at or before reaching the MAP. Continue visually along the prescribed track (identical to missed approach track) and the required vertical descent profile. The rwy may not be or remain in sight at all times but other visual cues surrounding the track and the vicinity of the aerodrome may be used as sufficient external visual reference.					
2. Pilots shall be well familiar with RNAV procedures in general but especially with this procedure and terrain along the western part of the Inn Valley.					
				Trans alt: By ATC	
Applicable over Austrian territory only					



Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle	3.77°	467	601	667	801	934	1068
MAP at WI814							
					PAPI	11500' 	via WI006
Standard		LANDING RWY 08					
LNAV							
MDA(H) 7100'(5193')							
CEIL - FLIGHT VISIBILITY							
A	5200' - 5000m						
B							
C							
D							





LOWI/INN  
INNSBRUCK

JEPPesen  
10 JUN 16  
Eff 23 Jun 12-20

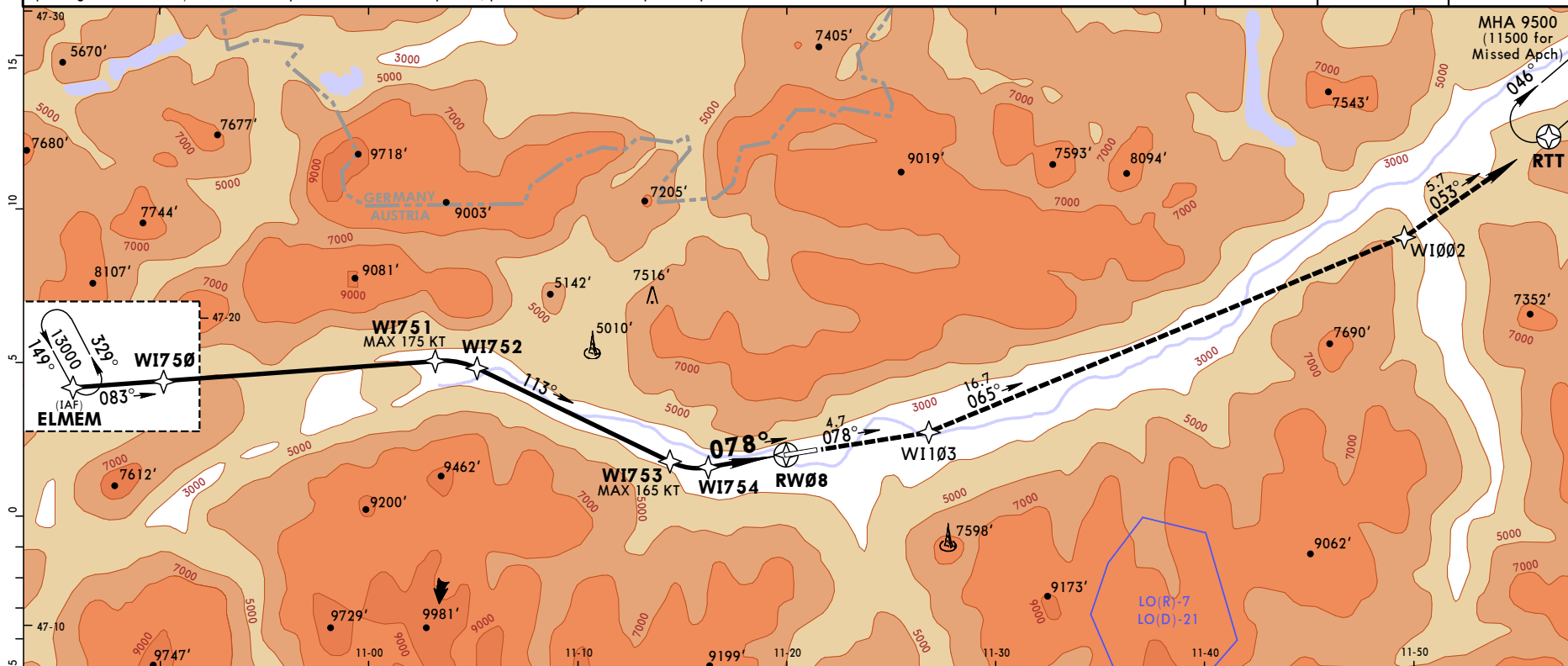
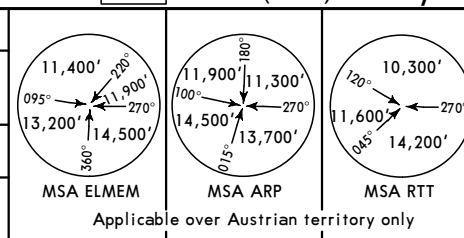
CAT A,  
B & C  
INNSBRUCK, AUSTRIA  
RNAV (RNP) Z Rwy 08


D-ATIS 126.025	*INNSBRUCK Radar (APP) 119.275		*INNSBRUCK Tower 120.1	
RNAV	Final Apch Crs 078°	Minimum Alt W1750 13000' (11093')	RNP 0.3 DA(H) 2900' (993')	Apt Elev 1907' Rwy 1907'

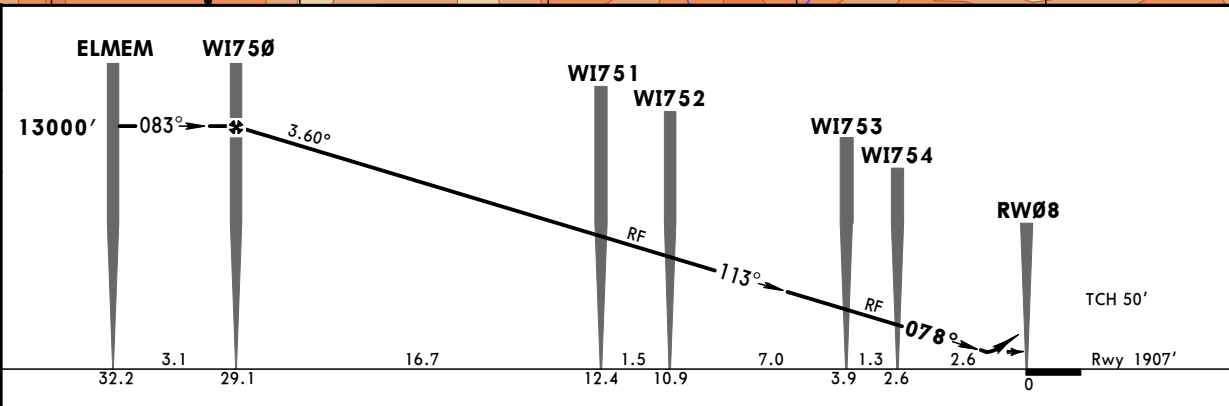
**MISSED APCH:** Climb to 11500' via RNAV missed approach track to RTT and hold.

Missed apch procedure based on RNP 0.30.

Alt Set: hPa Rwy Elev: 68 hPa Trans level: By ATC Trans alt: By ATC  
1. **SPECIAL AIRCREW & AIRCRAFT AUTHORIZATION REQUIRED** (refer to AIRPORT BRIEFING 10-1P pages). 2. GNSS and IRS required (DME/DME, LOC and VOR/DME updating not authorized). 3. For uncompensated Baro-VNAV systems, procedure NA below airport temperature -7°C.



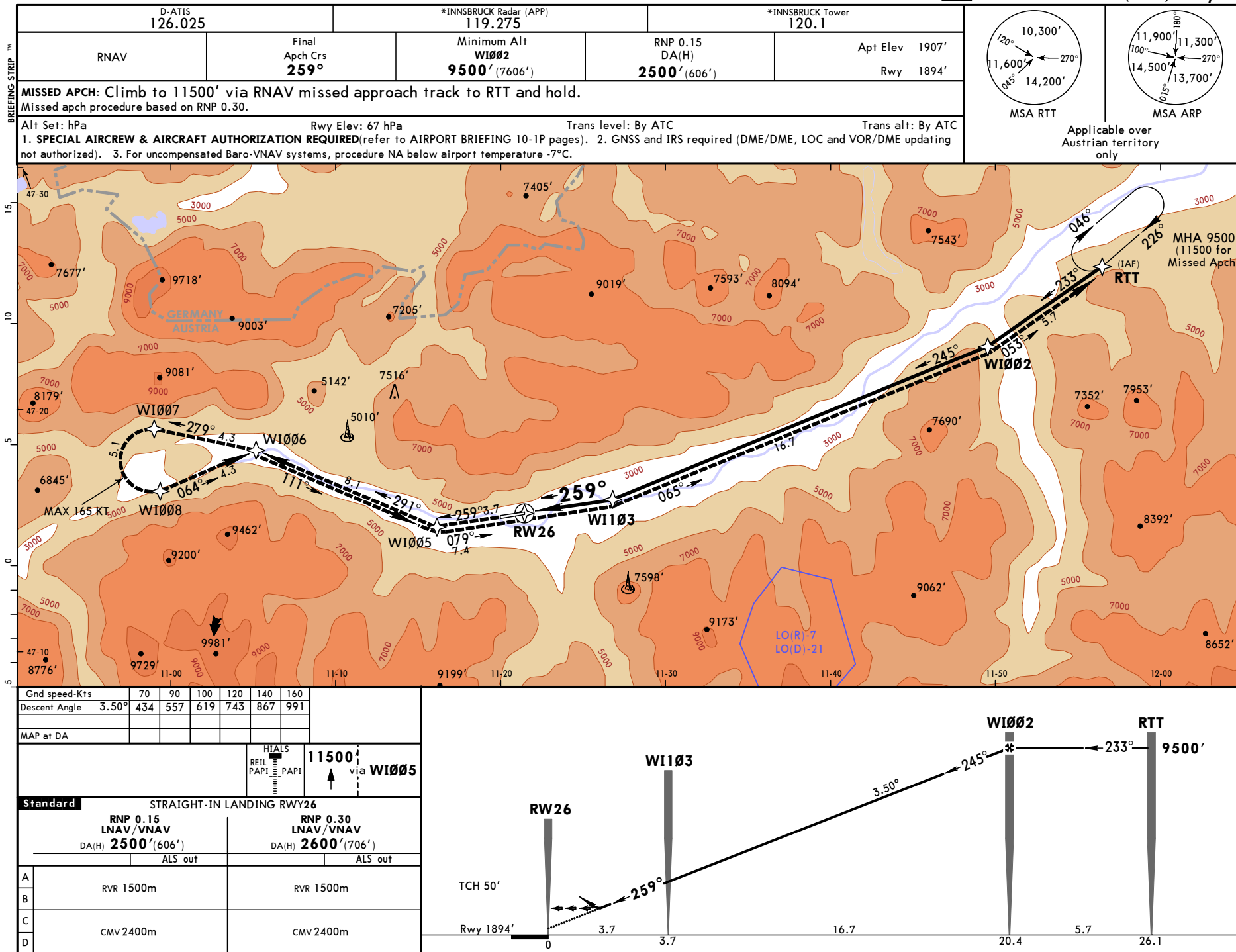
Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle	3.60°	446	573	637	765	892	1019
MAP at DA							
					PAPI	11500'  via	W1103
Standard		LANDING RWY 08					
RNP 0.30							
DA(H) 2900'(993')							
A	RVR 1500m						
B	CMV 2400m						
C	NOT APPLICABLE						
D							





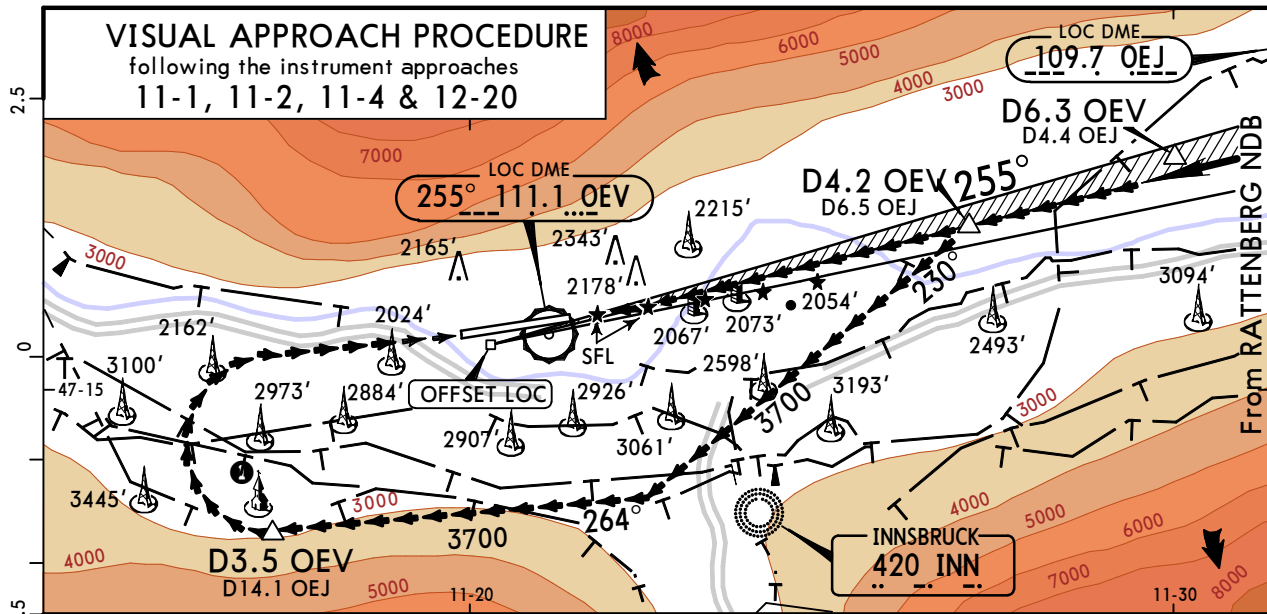
LOWI/INN  
INNSBRUCK

JEPPESEN INNSBRUCK, AUSTRIA  
10 JUN 16 12-21 Eff 23 Jun RNAV (RNP) Rwy 26



LOWI/INN  
Apt Elev **1907'**JEPPESSEN  
21 APR 17 (19-10) Eff 27 AprINNSBRUCK, AUSTRIA  
INNSBRUCK

## SPECIAL CIRCLING PROCEDURES

**VISUAL APCH AFTER 11-1:**

Having established effective external VISUAL reference between D6.3 OEJ/D4.4 OEJ and MAP the flight shall be continued with visual reference either straight-in to RWY 26 (distance depending on MAP versus missed apch climb performance) or on to a Right-hand circuit to RWY 08.  
The prescribed minimum flight visibility shall be observed during the visual part of the procedure.

**VISUAL APCH AFTER 11-2:**

Having established effective external VISUAL reference (between D6.3 OEJ/D4.4 OEJ and MAP) the flight shall be continued with visual reference either straight-in to RWY 26 or on to a Right-hand circuit to RWY 08.

① Visual Cue: Church Axams for start of Right base.

**Standard**CIRCLE-TO-LAND  
WITH PRESCRIBED FLIGHT TRACKS

After apch 11-1 Missed apch climb gradient mim				After apch 11-2 & 12-20
MDA(H) 5.0% <b>3700'</b> (1793')	MDA(H) 4.0% <b>3900'</b> (1993')	MDA(H) 3.0% <b>4400'</b> (2493')	MDA(H) 2.5% <b>4900'</b> (2993')	MDA(H) <b>3700'</b> (1793')
FLIGHT VISIBILITY				

A	5000m	3000m
B		
C		
D		5000m

**Standard**CIRCLE-TO-LAND  
WITH PRESCRIBED FLIGHT TRACKS

After apch 11-4 Missed apch climb gradient mim			
MDA(H) 5.0% <b>3700'</b> (1793')	MDA(H) 4.0% <b>3900'</b> (1993')	MDA(H) 3.0% <b>4400'</b> (2493')	MDA(H) 2.5% <b>4900'</b> (2993')
FLIGHT VISIBILITY			

A	3000m
B	
C	
D	

For ground visibility & ceiling requirement see 10-1P pages.

For SPECIAL NOTES see 10-1P pages.

PANS OPS

CHANGES: AB Lctr withdrawn. Minimums.

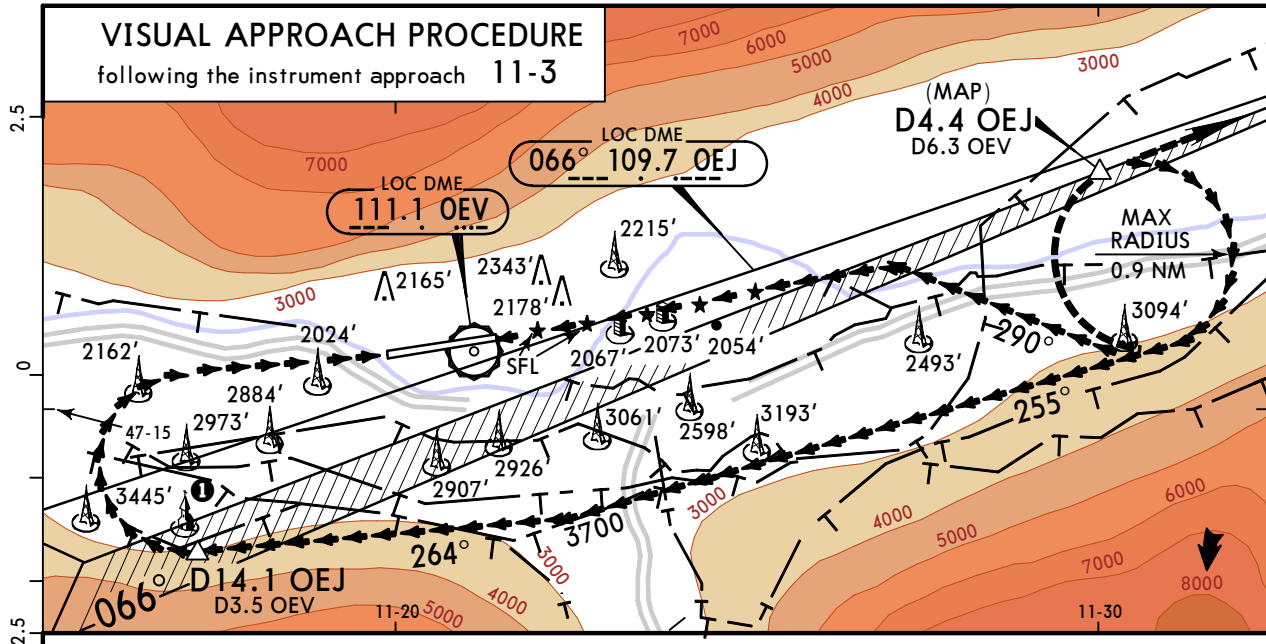
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**LOWI/INN**  
Apt Elev **1907'**

**JEPPESEN**  
21 APR 17 **19-11** Eff 27 Apr

**INNSBRUCK, AUSTRIA**  
**INNSBRUCK**

**SPECIAL CIRCLING PROCEDURES**



Having established effective external visual reference at decision point, make a Right turn in level flight (maximum turn radius 0.9 NM/1700m).  
When reaching westerly heading, ensure that approach to the APT can be accomplished visually.  
If found impossible to maintain visual conditions on approach to APT, Right turn to rejoin OEJ LOC via D4.4 OEJ/D6.3 OEJ and follow the MISSED APCH as described on 11-3.  
If meteorological conditions guarantee a safe approach and landing, continue VISUALLY either straight-in to final for RWY 26 or on a Right-hand circuit to RWY 08.

**1** Visual Cue: Church Axams for start of Right base.

**Standard**

**CIRCLE-TO-LAND  
WITH PRESCRIBED FLIGHT TRACKS**

MDA(H) **5000'** (3093')

FLIGHT VISIBILITY

A	
B	3000m
C	
D	5000m

**PANS OPS**

For ground visibility & ceiling requirement see 10-1P pages.  
For SPECIAL NOTES see 10-1P pages.