INSTRUMENT APPROACH CHART-ICAO

1: 250 000

1 0 1 2 3 4 5 km

1 0 1 2 3 NM

THR ELEV 98 ft, AD ELEV 137 ft
HGT are related to THR.
Circling HGT are related to AD ELEV.
BRG are MAG.
ALT, HGT and ELEV in ft.

ARLANDA TOWER	**118.500/ 125.125**
ATIS ARR	**119.000**
STOCKHOLM CONTROL	**123.750**

AD 2–ESSA–5–1

VOR/DME+ILS 01L
STOCKHOLM/ARLANDA
SWEDEN

17° 40' | 17° 50' | 18° 00' | 18° 10'

MNM SECT ALT **1900** 25 NM | PANS-OPS FOURTH EDITION 1993

MNM SECT ALT **1900** 25 NM

VAR 4.0° E 2005

R-360

330°

ILS LLZ
SSA 109.90

ARL DME 1.0

59° 40'

R-270

DVOR/DME
ARLANDA
ARL 116.00
107X elev 141ft

227 (129)

100 (2)

164 (66)

R-090

253 (155)

R-185

ES R 16
1600 MSL
GND

A

B

C

DME 5.0

900°

RACETRACK

DVOR/DME
TEBBY
TEB 117.10
118X elev 197ft

IAF

R-179
MAX IAS 230 kt
1 min
MNM **2500**

179°

59° 30'

x DME 10.0

R-180

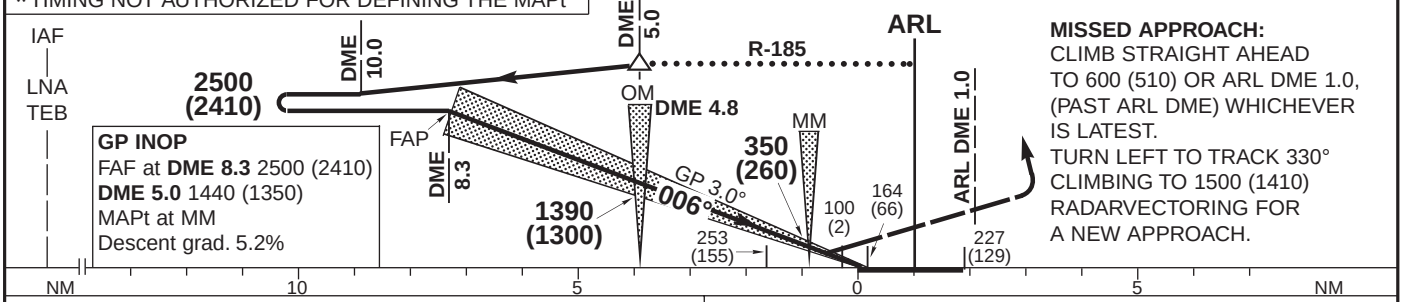
MNM SECT ALT **1700** 25 NM

MNM SECT ALT **2200** 25 NM

17° 40' | 17° 50' | 18° 00' | 18° 10'

TRANSITION ALTITUDE 5000 MSL | ILS RDH (56) | PAPI GP 3.0° (5.2%) | SPECIAL COM FAILURE PROCEDURES SEE ESSA AD 2.22

*TIMING NOT AUTHORIZED FOR DEFINING THE MAPt



GP INOP
FAF at **DME 8.3** 2500 (2410)
DME 5.0 1440 (1350)
MAPt at MM
Descent grad. 5.2%

MISSED APPROACH:
CLIMB STRAIGHT AHEAD TO 600 (510) OR ARL DME 1.0, (PAST ARL DME) WHICHEVER IS LATEST.
TURN LEFT TO TRACK 330° CLIMBING TO 1500 (1410) RADARVECTORING FOR A NEW APPROACH.

		OCA (H)			
Cat of ACFT		A	B	C	D
Straight-in	Cat I	243 (145)	253 (155)	265 (167)	278 (180)
	Cat II	157 (59)	163 (65)	174 (76)	185 (87)
	GP INOP	500 (410)			

Final approach						
GP INOP Distance FAF-MAPt 6.74 NM *						
Distance	DME 7	DME 6	DME 5	DME 4	DME 3	
ALT (HGT)	2080 (1990)	1760 (1670)	1440 (1350)	1120 (1030)	810 (720)	
Speed	kt	80	100	120	140	160	180
Rate of descent	ft/min	425	530	635	745	850	955