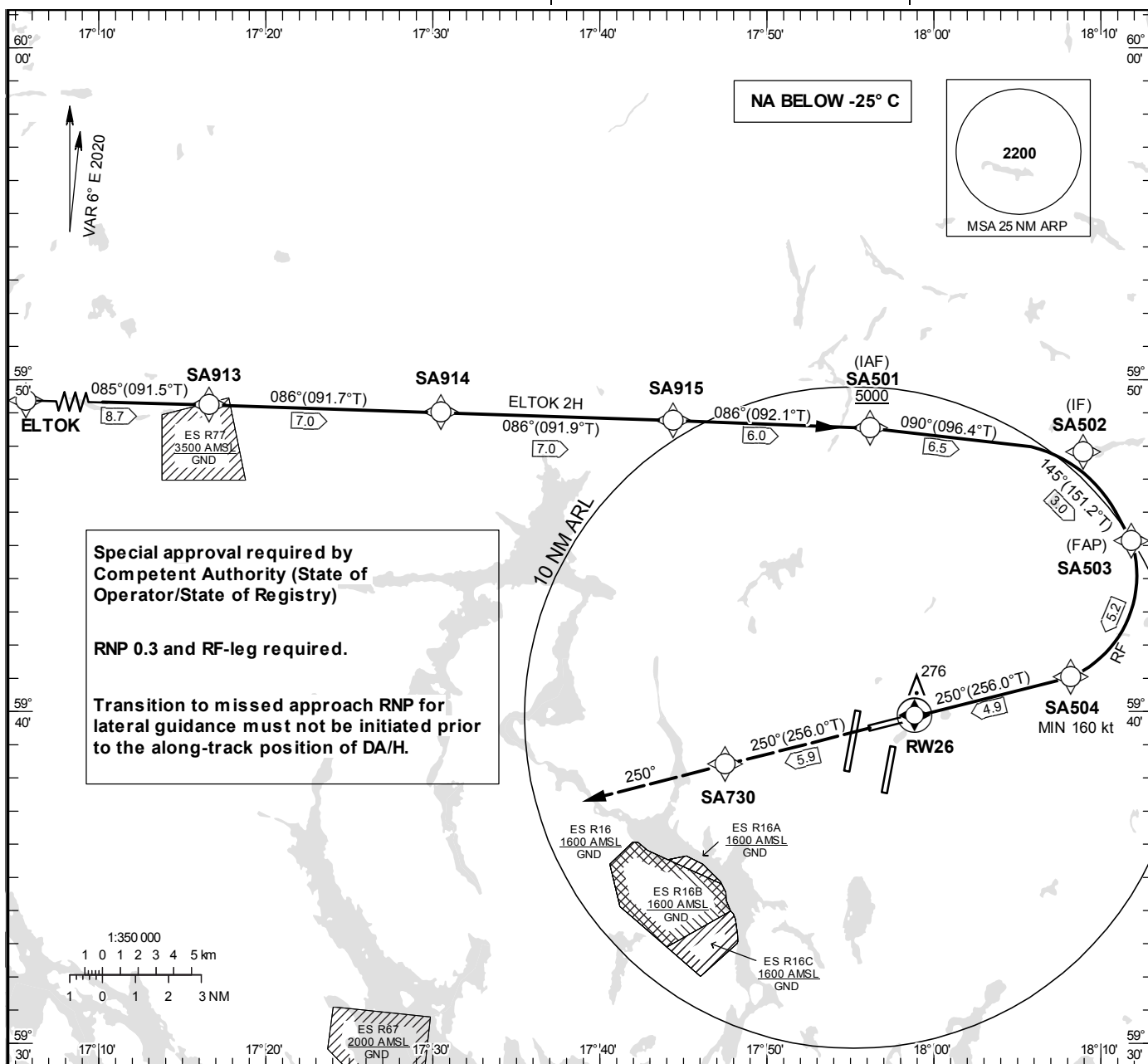


STOCKHOLM/Arlanda
RNP y RWY 26 (AR)

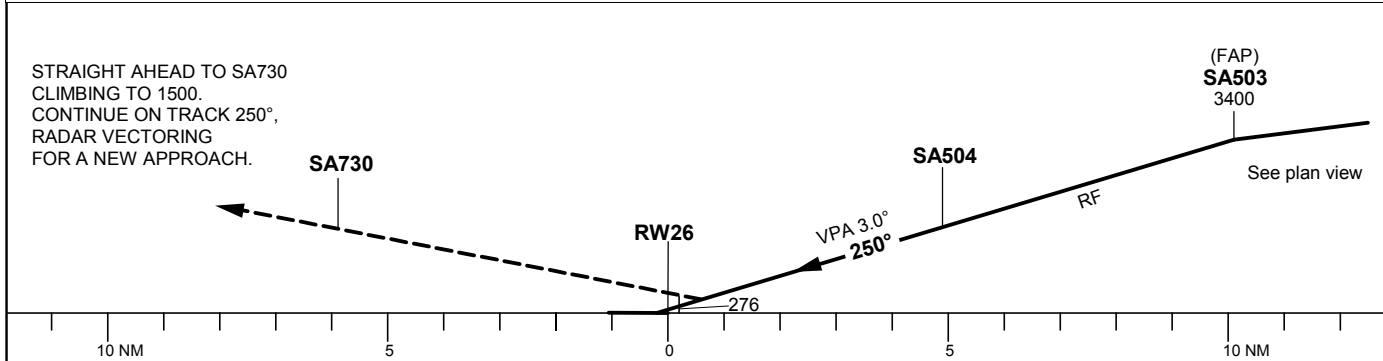
INSTRUMENT APPROACH CHART – ICAO

THR ELEV 124.8 ft, AD ELEV 138 ft
OCH are related to THR.
BRG are MAG (True).
ALT, HGT and ELEV in ft.

ARLANDA TOWER 128.730/
118.505/125.130
ARLANDA ATIS ARR 119.005
STOCKHOLM APPROACH 123.755



TA 5000 ft AMSL **RDH 53.0 ft** **Special Com Failure Procedures see ESSA AD 2.22**



OCA (H)				
Cat of ACFT	A	B	C	D
RNP (0.3)	406 (281)	418 (293)	426 (301)	437 (312)

CHANGE: Editorial

STOCKHOLM/Arlanda

Prescribed coding of RNP AR approach procedure to RWY 26 and RNP STAR ELTOK 2H at STOCKHOLM/ARLANDA aerodrome.

RNP STAR ELTOK 2H

Path Desc	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Altitude	Speed (kt)	VPA/RDH (°/ft)	ARC Radius (NM)	ARC Center	Nav Spec
IF	ELTOK	-	-	-	-	-	-	-	-	-	RNP 1.0
TF	SA913	-	085°(091.5°)	8.7	-	-	-	-	-	-	RNP 1.0
TF	SA914	-	086°(091.7°)	7.0	-	-	-	-	-	-	RNP 1.0
TF	SA915	-	086°(091.9°)	7.0	-	-	-	-	-	-	RNP 1.0
TF	SA501	-	086°(092.1°)	6.0	-	+5000	-	-	-	-	RNP 1.0

STAR instructions: ELTOK – SA913 – SA914 – SA915 – SA501 (A5000+)

RNP y RWY 26 (AR)

Path Desc	Waypoint Identifier	Fly-over	Course °M(°T)	Dist (NM)	Turn Dir	Altitude	Speed (kt)	VPA/RDH(°/ft)	ARC Radius (NM)	ARC Center	Nav Spec
IF	SA501	-	-	-	-	+5000	-	-	-	-	RNP 0.3
TF	SA502	-	090°(096.4°)	6.5	-	-	-	-	-	-	RNP 0.3
TF	SA503	-	145°(151.2°)	3.0	-	@3400	-	-	-	-	RNP 0.3
RF	SA504	-	-	5.2	R	-	+160	-3.0	2.862	ARC53	RNP 0.3
TF	RW26	Y	250°(256.0°)	4.9	-	@179	-	-3.0	-	-	RNP 0.3
TF	SA730	-	250°(256.0°)	5.9	-	-	-	-	-	-	RNP 0.5
FM	SA730	-	250°	-	-	@1500	-	-	-	-	RNP 1.0

WPT sequence: SA501 (A5000+) – SA502 – SA503 (A3400) – SA504 (K160+) – RW26 – SA730 (A1500)

RNP STAR ELTOK 2H and RNP AR (Authorization Required) approach procedure to RWY 26 at STOCKHOLM/ARLANDA aerodrome.

Note: This information must be included in Company Route Manuals.

GENERAL

The RNP AR procedure to RWY 26 is designed to shorten the flight distance and thereby minimizing pollution and noise dispersion.

APPROVED USERS, EQUIPMENT AND OPERATIONS

1. The operator must have a Baro VNAV approval issued by its Civil Aviation Authority.
2. The operator must have a special approval by the Competent Authority (State of Operator /State of Registry).
3. The RNP AR approach procedure requires a navigation accuracy of RNP 0.3 and RF-leg capability between SA503 – SA504. The vertical guidance is based on Baro VNAV with GNSS and IRS and requires RNAV equipment which uses barometric altimeter input.
4. The RNP STAR ELTOK 2H is based on the use of RNAV with RNP 1.0 and is designed to be used only in conjunction with the RNP AR procedure to RWY 26.

RAIM-CHECK

During flight planning the pilot shall perform a RAIM-check with mask angle 5°.

LIMITATIONS OF THE PROCEDURE

The procedure is designed for a temperature down to -25 degrees C. Temperature correction of the barometric altimeter is not required.

FMS/RNAV EQUIPMENT FAILURE

If the airborne FMS/RNAV equipment fails, ATS shall be informed as soon as practicable for radar vectors.

MISSED APPROACH PROCEDURE

The Missed Approach procedure is based on RNP 0.5 until SA730. Thereafter RNP 1.0 is valid.

1. Missed Approach, **before SA504**, continue the lateral navigation in accordance with the RNP AR procedure followed by Missed approach procedure.
2. Missed Approach, **after SA504**, continue straight ahead followed by Missed approach procedure.
3. Missed Approach and unable to follow lateral navigation due to FMS/RNAV equipment failure, inform ATS as soon as practicable for radar vectors.

COM FAILURE

In case of COM FAILURE see ESSA AD 2.22.

CHARTED ALTITUDE/FLIGHT LEVEL

5000 "At or above" altitude/flight level