

# ARLANDA

ESSA

Elevation : 138 ft

Stockholm, Sweden

[Airport Website](#)

## Airport Overview

Arlanda is the major gateway to Stockholm. It consists of six runways, two parallel runways running 01 L/R and 19 L/R, followed by a perpendicular runway 08/26. The longest of these is RWY 01L/19R at 10,830ft. The prevalence of complicated intersections and crossing runways makes navigating the surface area of the airfield challenging. As the parking situation can at times be limited, make sure to co-ordinate with your handlers/FBO in order to secure parking information. The airfield is equipped with ILS systems as well as RNP approaches to nearly every runway. While most obstacles in the vicinity are below 1000ft AGL, caution is advised as many of these may be unlit. There are multiple frequencies for both Ground Control, and Air Traffic. Due to the nature and layout of this field, accurate and concise briefings are imperative for crews to utilize the facility effectively.



### Longest Runway

**RWY 01L/ 19R:**

10,830 ft x 148 ft

### Lowest Published Approach Minimums

**ILS RWY 01L:**

299ft (200ft) RVR 550



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Runway	Surface	Light System	Runway Length	Runway Width	LDA	TDZE
01L	Unknown	HIRL, CL, HIALS-II, TDZ, PAPI-L	10,830 ft	148	Bynd G/S 9708 ft	99 ft
19R	Unknown	HIRL, CL, HIALS, PAPI-L	10,830 ft	148	Bynd G/S 9715 ft	118 ft
01R	Unknown	HIRL, CL, HIALS-II, TDZ, PAPI-R	8,202 ft	148	Bynd G/S 7132 ft	138 ft
19L	Unknown	HIRL, CL, HIALS-II, TDZ, PAPI-L	8,202 ft	148	Bynd G/S 7247 ft	99 ft
08	Unknown	HIRL, CL, HIALS, PAPI-L	8,202 ft	148	Not Listed	108 ft
26	Unknown	HIRL, CL, HIALS, PAPI-L	8,202 ft	148	Bynd G/S 7041 ft	125 ft

## Approach Review

01L	19R	01R	19L	08	26
LOC/ILS, RNP Y (AUTH REQ'D), RNP-Z	ILS/LOC, RNP-Z	ILS/LOC, RNP-X, Y, Z (AUTH REQ'D)	ILS/LOC, RNP	LOC, RNP	ILS/LOC, RNP-Y (AUTH REQ'D), RNP Z

## ATC

TOWER: Multiple Freq

Yes

No

Notes:

**Hotspots:** REFER TO OFFICIAL CHART FOR DEPICTION

**HS-1:** 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.

**HS-2:** Risk of entering RWY when taxiing via TWY ZH to Y.

**HS-3:** Risk of entering RWY when taxiing via TWY X or ZK to Y.

## Airport Remarks

- High Speed Taxiways: RWY 01L: Y6&Y8; RWY 19R: Y5&Y3; RWY 01R: W5&W6; RWY 19L: W4&W3; RWY 26: X3
- TWY Y4,Y5,Y6 and Y7, TWY W2 and W4 only permitted for aircraft with MAX wingspan 138ft
- LVP will be in operation when RVR falls below 550 or ceiling or vertical visibility falls below 200'. Application of LVP will be announced via ATIS
- **Noise abatement in effect 2200-0600 local time. Departure: RWY's 19R and 26 not authorized unless required for performance. Arrivals: RWY 1R not authorized, RWY 8 not authorized unless wind requires use.**
- Arlanda is a continuous descent approach airport (CDA).
  - To the extent possible controllers expect CDA from IAF to FAF.
  - Controllers may give clearances which interfere with CDA when traffic conditions dictate.

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## Safety Factors

- Hot Spots
- Complex Taxiways
- Accented Communication
- Parallel Runways
- Simultaneous approaches used
- At least one runway may be non-grooved
- SIDS Confusion Risk
- Multiple frequencies for Tower and Ground

## Terrain/Obstacles

- Multiple Obstructions all quadrants; buildings and towers. Highest obstacle located SSE of airport 1173'.

## Additional Airport Notes

- Landing Fee Airport
- O2 unavailable
- Major Airframe/Engine repairs avail
- No starting unit
- Customs avail (No Restrictions)
- Jet A-1 avail

## Accident/incident History

A search of available databases revealed 5 reports. There was no common thread among the reports to indicate a shared root cause. However, there was one report available in the ASRS database involving an air carrier crew that received a clearance, but due to the accent and the language barrier there was confusion over the correct SID on departure. The crew remained unaware of the issue until after departure, and they were established on the SID. This highlights the need for clear, concise communications between the crew and ATC. As well clear briefings amongst the crew members. It also highlights the need for sterile cockpits and the necessity of requesting clarification. **Be aware that due to the noise abatement procedures, some SID/STARS are time of day dependent.**

## Reference Documents (Double-Click on icon to retrieve)

(AIP)

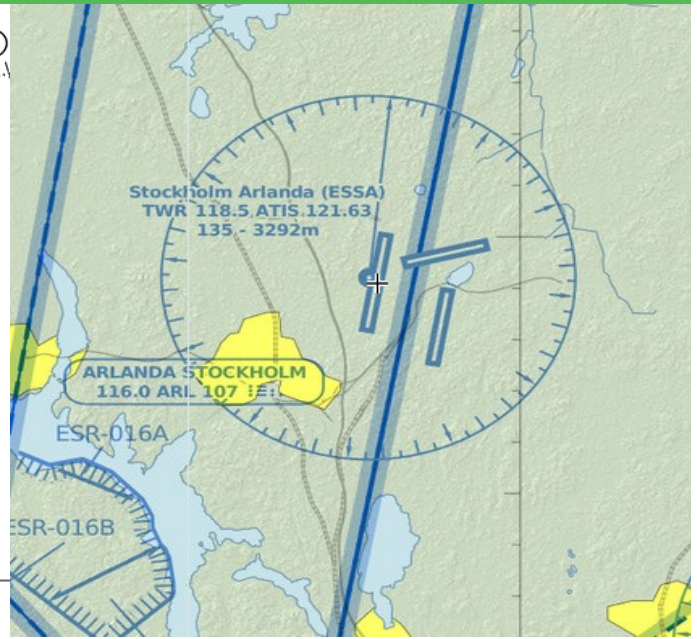
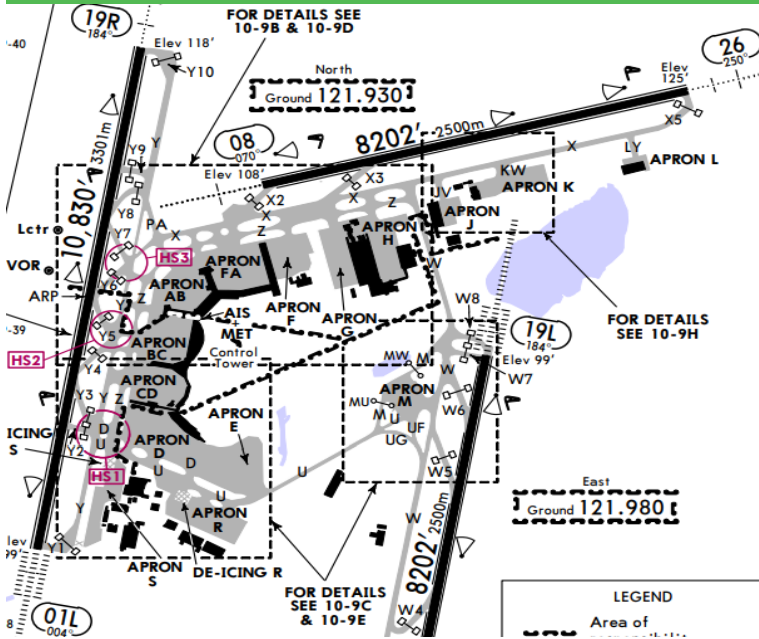


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## Risk Analysis

Hazard	(Optional) Mitigations—Please fill in your own company mitigations
Hot Spots (Incursion risk)	
Complex airport taxiways (Incursion risk)	
Accented communications on radio (Garbled/misunderstood transmission)	
Parallel Runways (wrong runway landing)	
Simultaneous Approaches (Go around due to TA probable)	
SIDS Confusion Risk	
At least one runway may be non-grooved (slippery runway/ decreased landing performance)	
Multiple frequencies for Tower and Ground (Incursion risk)	