



25R Transponder  
Transponder is required by all air traffic operating within CTR (C) Bromma. When an individual 25R-code has not been received, all operators shall use 25R-code 7000 without instruction from ATIS.

COM Failure  
ACFT outside CTR (C) having received no clearance should land at an AD outside the CTR (C) and obtain clearance by TEL for further flight to Stockholm (Bromma).

If no suitable AD is within reach:  
- depending on probable active RWY:  
- for RWY 30 enter CTR (C) via ALVANA - holding BJORNHOLMEN at or below 1500' to join traffic circuit on downwind leg.  
- for RWY 12 enter CTR (C) via SVARTLO - holding KANAAN at or below 1500' to join right traffic circuit on downwind leg.  
- transmit blind your intentions;  
- flash LDG L&T & watch TWR for optical signals.

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HEL Traffic  
Climb out after TKOF shall be made on RWY heading and follow published routes to cleared exit point.

LEERSEITE  
DEP from Lint: HEL DEP from Lint shall be made on RWY heading and follow published routes to cleared exit point. Climb out after TKOF shall be made on RWY heading and follow published routes to cleared exit point.

PAGE SANS TEXTE  
ARR: TWR will give clearance to relevant holding from which APCH to RWY in use shall be conducted. Holding - SOLVALLA, BALLSTA BRO or GOLFBANAN may be used if reduced. If not otherwise instructed, APCH shall be conducted via standard traffic circuit.

Final APCH RWY 12 shall be conducted via Ballstavägen. Final APCH RWY 30 shall be conducted via Urväsvägen. en.

ARR to Lint: TWR will give clearance to relevant holding from which APCH to RWY in use shall be conducted. Holding - SOLVALLA, BALLSTA BRO or GOLFBANAN may be used if reduced. If not otherwise instructed, APCH shall be conducted via standard traffic circuit.

Final APCH RWY 12 shall be conducted via Ballstavägen. Final APCH RWY 30 shall be conducted via Urväsvägen. en.

LDG (not touch-down) shall be made at TDZ on RWY in use. Air-taxi shall be conducted via TWY G.

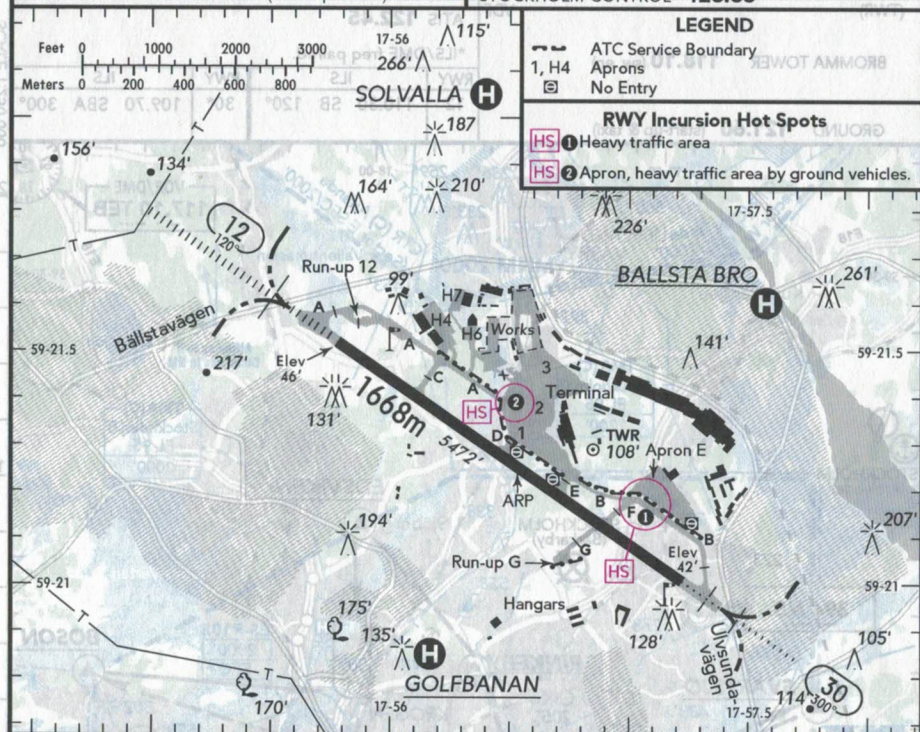
Definitions	Reporting Points	Holdings
EDSVIKEN N59 25.4 E018 00.2	KUNGSÅTT N59 17.4 E017 23.1	KROGEN N59 25.4 E018 00.4
BOSON N59 23.0 E018 09.9	RINKBY N59 23.3 E017 24.2	FRIHAMNEN N59 20.7 E018 07.4
ALVANA N59 17.8 E017 44.7		MESSAN N59 18.8 E018 07.4
SVARTLO N59 22.4 E017 44.7		BJORNHOLMEN N59 18.7 E017 24.9
		KANAAN N59 21.3 E017 21.2
		LAMBARUD N59 21.3 E017 49.4

ATIS 122.45

BROMMA GROUND 121.60 (start-up & taxi)

(FIS)

STOCKHOLM CONTROL 126.65



ALS - PAPI (3.5°) - THRL - RL - TWYL - OBST.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
12 30	1668 x 45 Asphalt	1668 ①	1668	PCN 139/F/B/X/T	①

① TKOF from TWY A: TORA 1768m, TKOF from TWY B: TORA 1749m.

NOTE: See also STOCKHOLM 10-1V.

**CAUTION:**  
Balloon flights within CTR Bromma.

VFR APCH to Stockholm (Bromma) may be carried out if the ACFT has entered CTR (C) by 5 MIN before closing time.  
Start-up & ATC clearance shall be requested from GROUND. ACFT position and identification of latest ATIS received shall be given on initial call. An ACFT will receive DEP clearance only if taxiing for TKOF has been initiated by 3 MIN before closing time.

NOTE: RWY 12/30 to be used as HEL LDG area.

**Taxi Procedures**  
Arriving traffic RWY 12 shall vacate via TWY D, E, F, G or B and arrivals RWY 30 shall vacate via TWY D, C or A.

**Noise Abatement**  
Over the central parts of Stockholm, ACFT should not be operated below 2000' EXC for TKOF or LDG.