CHANGES: COM - Airspace

#JEPPESEN

04 JUL 14

STOCKHOLM **BROMMA**

SWEDEN

SSR Transponder

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

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:

- Squawk 7600;
- depending on probable active RWY;
- for RWY 30 enter CTR (C) via ALVNAS holding BJORNHOLMEN at or below 1500' to join traffic circuit on downwind leg,
- for RWY 12 enter CTR (C) via SVARTSJO holding KANAAN at or below 1500' to join right traffic circuit on downwind leg,
- transmit blind your intentions;
- flash LDG LGT & watch TWR for optical signals.

HEL Traffic

INTENTIONALI Y I FET BLANK I Climb out after TKOF shall be made on RWY heading and follow published routes to cleared exit point.

DEP from Linta: HEL DEP from Linta shall request air-taxi clearance from TWR. Air-taxi to RWY in use shall be conducted via TWY G. Climb out after TKOF shall be made on RWY heading and follow published routes to cleared

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

Final APCH RWY 12 shall be conducted via Bällstavägen. Final APCH RWY 30 shall be conducted via Ulvsundaväg-

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

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

Final APCH RWY 12 shall be conducted via Bällstavägen. Final APCH RWY 30 shall be conducted via Ulvsundaväg-

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

Definitions

Entry/Exit Points

N59 25.6 E018 00.5 **EDSVIKEN** BOSON N59 23.0 E018 09.9 **ALVNAS** N59 17.8 E017 44.7 **SVARTSJO** N59 22.4 E017 44.7

Reporting Points

RINKEBY N59 23.3 E017 56.5 N59 17.6 E017 53.1 KUNGSHATT

Holdings

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KROGEN NE of N59 22.6 E018 00.4 FRIHAMNEN NE of N59 20.7 E018 07.6 **MESSAN** SW of N59 16.6 E018 01.6 SW of N59 18.7 E017 56.9 **BJORNHOLMEN** SW of N59 21.3 E017 51.5 KANAAN SW of N59 21.3 E017 49.4 LAMBARUDD

ACET outside CTR (C) having received no dearance should land at an AD outside the CTR (C) and obtain clearance

- for RWY 30 enter CTR (C) via ALVNAS holding BJORNHOLMEN at or below 1500' to join traffic
- for RWY 12 enter CTR (C) via SVARTSJO holding KANAAN at or below 1500' to join right traffic circuit on downwind leg,
 - transmit blind your intentions;
 - flash LDG LGT & watch TWR for optical signals

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

DEP from Linta: HEL DEP from Linta shart det Control arance from TWR. Air-taxi to RWY in use shall be conducted via TWY G. Climb out after TKOF shall be made on RWY heading and follow published routes to cleared

PAGE SANS, TE SOLVALLA, BÄLLSTA BRO or GOLFBANAN may be used if required. If not otherwise instructed, APCH shall be

Final APCH RWY 12 shall be conducted via Bällstaväden. Final APCH RWY 30 shall be conducted via Ulysundaväg-

LDG (not touch-down) shall be made at TDZ on RWY in use. Air-tax! to apron shall be conducted via TWYs.

ARR to Linta: TWR will give clearance to relevant holding, from which ARCH to RWY in use shall be conducted.

Final APCH RWY 12 shall be conducted via Bällstavägen. Final APCH RWY 30 shall be conducted via Ulvsundaväge.

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

NS9 17.8 E017 44.7

Reporting Points

NE of NS9 20.7 E018 07.6 SW of NS9 16.6 E018 01.6

SW of NS9 21.3 E017 49.4

CHANGES: COM - Hot Spots - Apron - Parking Stands - Buildings © JEPPESEN, 2003, 2014. ALL RIGHTS RESERVED

STOCKHOLM 04 JUL 14 JEPPESEN **BROMMA** ev 47"/14 m **SWEDEN** ATIS 122.45 BROMMA GROUND 121.60 (start-up & taxi) STOCKHOLM CONTROL 126.65 LEGEND A 115' 17-56 ATC Service Boundary 266' 1, H4 Aprons 0 No Entry SOLVALLA (**RWY Incursion Hot Spots** 12187 HS Heavy traffic area 156 2 Apron, heavy traffic area by ground vehicles. 164 1210 11,261 **BALLSTA BRO** M 141 59-21.5 **GOLFBANAN** 170

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

(limited)

RWY No Dimension (m) - Surface LDA (m) TORA (m) Strength Lights 12 16680 1668 x 45 Asphalt 1668 PCN 139/F/B/X/T OF 30

TAXI

• TKOF from TWY A: TORA 1768m, TKOF from TWY B: TORA 1749m

NOTE: See also STOCKHOLM 10-1V.

CAUTION:

*2

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

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.