

Airport Briefings

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ESSA - Stockholm/Arlanda

Overview

Stockholm Arlanda Airport is Stockholm's main airport and the largest and busiest airport in Sweden. It is located around 40 km north of the city of Stockholm. The airport was officially opened in 1962, although the first aircraft had landed there several years earlier. Arlanda is serviced by over 70 airlines with around 170 destinations. Around 26 million people pass through the airport annually. Arlanda is also an important cargo hub.

Arlanda originally had two runways (01/19 and 08/26). A third runway, 01R/19L, was opened in 2003 to the east of the airport.

[Airport Charts](#)

Parking stands

Available stands

Stand allocation - Who parks where

[Who parks where - Arlanda airport website](#)

The airport website shows the real gate for each [DEPARTING](#) and [ARRIVING](#) flight.

- **Terminal 2** (Stand 62-68) - Schengen and non-Schengen
 - BTI, AFR, BAW, CSA, EZY/EZS, FIN, IBE, KLM, NIA, FPY, RJA, TVF, VUE

- **Terminal 3** (Stand 52-60A) - *Closed UFN, parking stands are used as remote stands*
 - APF, PNX
- **Terminal 4** (Stand 31-44) - Domestic and Schengen only
 - LOT, NAX/IBK/NOZ/NSZ, RYR, SAS
- **Terminal 5** (Stand 1-20 and F28-F44) - Schengen and non-Schengen
 - AEA, CCA, ASL, AUA, CTN, DAL, UAE, ETH, EWG/EWE/EWL, FIN, FHY/FHM, ICE, DLH, LGL, NAX/IBK/NOZ/NSZ, LBT, NVR, PGT, QTR, SAS, VGK, SXS, SWR, TAP, THA, BLX, THY, UAL
- Apron E (Stand 101-119) - Remote stands and long-term parking
- Apron G (Stand G141-G149) - Schengen Turboprops
- Apron H - SAS Maintenance and long-term parking
- Apron J - VIP and Ambulance flights
 - EUW, JON, SWE
- Apron K (Stand K1-K5) - Large GA, VIP flights and long-term parking
- Apron L - Patria Helicopters (maintenance facility, helicopters refuelling when ESSB closed)
 - POL, DFL, HMF
- **Apron R** (Stand R3-R10) - Cargo flights
 - APF, DHL, FDX, KAL, SWN, UPS
- Apron S - Small GA, cargo and small turboprops

Operations with large aircraft

Aircraft with wingspan more than 65 m (e.g. A388, A124, A225, B748, A345/6, B779 and C5/5M).

A388, A124, B748, A345/6, C5/5M

- **Landing:** RWY 01L/19R or 26 shall be used.
 - RWY exit Y1, Y9, Y10 or X2 shall be used.
- **Take-off:** RWY 01L/19R shall be used.
 - RWY entry Y1, Y9 and Y10 shall be used.
- **Taxiing:** TWY Y, PA, X (Y-ZQ) and U (Y-EA) shall be used.
- **Parking** at stand F36R, 104, R9 or R10.

A225

- **Landing/take-off:** RWY 01L/19R shall be used.
 - RWY exit/entry Y1 or Y10 shall be used.
- **Taxiing:** TWY Y, U and UE shall be used.

- **Parking** at stand R9 or R10.

IFR Clearance

At first contact with Clearance Delivery state type of aircraft, stand position and latest received ATIS transmission including identification letter and QNH.

- **If a different runway than the runway-in-use is required** for performance reasons, this request shall be made in connection with the request for IFR clearance.
- **If unable to follow FMS/RNAV SID**, inform ATC when requesting clearance. Expect to be assigned a SID and to follow the “unable RNAV SID instruction” given in the SID chart.

SID Assignment

Unless otherwise instructed, **aircraft cleared via SID shall climb to 5000 ft.**

Low speed departures

Between 0600 and 2200 local time, low speed aircraft (including most propeller driven aircraft, except ATR 72 and 42, Saab 2000, and Dash 8-Q400 among others) are normally cleared via radar vectoring **with initial climb clearance to 3000 ft** instead of SID, or via HAPZI SID when RWY 19R is in use.

Some SID designators are based on a point just before the first flight planned point. For example, if flight planned via ARS and departing RWY 19L the SID could be ARS 5E or ABENI 5Q. Be careful to fly the correct departure.

Startup approval

When simulating A-CDM departure procedures, Clearance Delivery will give a Target Startup Approval Time or TSAT. Report ready to Clearance Delivery within TSAT +/- 5 minutes. Clearance Delivery will give instruction to contact the appropriate Ground frequency. Ground will give approval for startup, and for push-back where required.

Push-back

Push-back is generally required for all jet aircraft, unless parked at Terminal 3, Apron R stand R9C, Apron G stand G149 or Apron S stand S71-S79.

[Push-back procedure charts available from the Arlanda airport website](#)

If using GSX with an appropriate config file for ESSA, GSX will push you to the standard positions according to the document above.

Use of transponder

The assigned transponder code shall be selected and the transponder activated at the request for push-back. After landing, the transponder shall remain activated until reaching the parking stand and be switched to standby immediately after parking.

Taxi

Unless otherwise instructed by ATC, the standard taxi routes shall be followed.

After landing: If no taxi instructions have been received, **make sure you have fully vacated the runway**, and hold before the first parallel taxiway and wait for taxi instructions.

Overview of standard taxi procedures



Refer to [airport charts](#) (Aerodrome ground movement chart/DEPARTURE or ARRIVAL) for actual procedures.

Taxi clearances will normally not include the complete taxi route, as pilots are expected to follow the standard taxi routes. When RWY 01R/19L is in use, pilots will be instructed to use TWY W or U.

Take-off and climb

Unless otherwise instructed, **aircraft cleared via SID shall climb to 5000 ft.**

Contact Stockholm Control when instructed by TWR. On initial contact with Stockholm Control report altitude to verify transponder Mode C readout.

STAR

Observe the maximum flight levels at the TMA entry points. Plan your descent into Stockholm TMA according to the level restrictions depicted on the STAR charts.

RNP approaches

Curved (RNP-AR) and straight RNP approaches are available on request.

Speed restrictions

Maximum speed in Stockholm TMA below FL100 is 250 knots, unless otherwise instructed by ATC.

Aircraft shall maintain minimum 160 knots until OM or 4 NM final or advise ATC if unable.

Visual approach

Visual approach is only permitted if approach aids are unserviceable or to avoid significant weather conditions.

Missed approach

Missed approach procedures have a level-off altitude of 1500 ft.

Do not climb above 1500 ft unless cleared by ATC.

Use of runways

The runway combinations used at Arlanda are based primarily on flight safety, traffic intensity, noise abatement procedures, and wind and visibility. **Request for a different runway can be made for performance reasons only.**

During peak hours expect one of the following runway combinations:

- Landing RWY 01R / Departure RWY 01L
- Landing RWY 19L / Departure RWY 19R

Off-peak the following runway combinations are the most common:

- Landing RWY 26 / Departure RWY 19R
- Landing RWY 19R / Departure RWY 08 (Right turn out)
- Landing RWY 01L / Departure RWY 08 (Left turn out)
- Landing RWY 26 / Departure RWY 01L (VMC)
- Landing RWY 01R / Departure RWY 01L (IMC)

Note:

- Landing RWY 08 or Departure RWY 26 is only used if no other alternatives are available.
- At night (between 22 and 07 local time) Departure RWY 19R is only available for performance reasons.

Note: Runways in use is at the discretion of the air traffic controllers, they do not have to follow what is used in reality.

ESGG - Göteborg/Landvetter

Overview

Göteborg/Landvetter is Gothenburg's main airport and the second busiest airport in Sweden. It is located around 25 km east of the city of Gothenburg. The airport opened in 1977. Landvetter has over 4 million passengers annually, and has a capacity for up to 6 million passengers.

Around 25 airlines operate at Landvetter, serving around 50 destinations with scheduled passenger flights, as well as many charter destinations. There are domestic services to Stockholm (both Arlanda and Bromma) and several other destinations, mostly in northern Sweden. Landvetter is also an important cargo terminal.

[Airport Charts](#)

Parking stands

Available stands

Stand allocation - Who parks where

The airport website shows the real gate for each [DEPARTING](#) and [ARRIVING](#) flight.

- **FBO Landvetter Jet Center**
 - (Stand 1) For small GA and aircraft going to Cessna maintenance hangar
- **Cargo**
 - (Stand 5-10, 42-44) - All cargo airlines
- **Passenger Terminal**

- (Stand 12-19) - Schengen and domestic flights
- (Stand 20-21) - Schengen and Non-Schengen flights
- (Stand 22-23) - Non-Schengen flights
- **Remote Parking**
 - Stand 30-41A, 46-78 - Regional Jets, Turboprops and GA.

Operations with large aircraft

Aircraft with wingspan more than 65 m (e.g. A124, A388 and B748) are parked at stand 43.

- Entry to apron via TWY Y, F.
- Departure: Power out onto TWY Y, no pushback required.

IFR Clearance

At first contact with Clearance Delivery state stand position and latest received ATIS transmission including identification letter and QNH.

- **If unable to follow FMS/RNAV SID**, inform ATC when requesting clearance. Expect to be assigned a SID and to follow special instructions given in the SID charts.

SID Assignment

Unless otherwise instructed, **aircraft cleared via SID shall climb to 5000 ft.**

Propeller departures

Between 07 and 22 local time, propeller aircraft may be cleared via propeller SIDs followed by radar vectoring with initial **climb clearance varying between 4000 and 5000 ft.**

Pushback

Pushback is normal procedure for aircraft Code B and larger.

Generally, a push-back direction is included in the clearance, **facing north or south.**

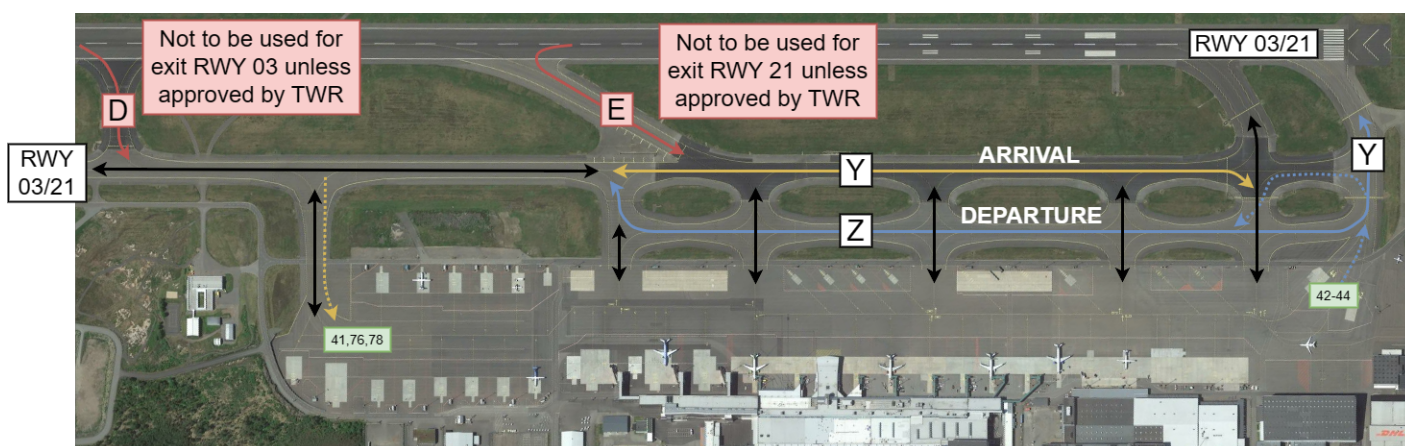
Use of transponder

The assigned transponder code shall be selected and the transponder activated at the request for push-back. After landing, the transponder shall remain activated until reaching the parking stand and be switched to standby immediately after parking.

Taxi

Landing aircraft shall, after landing, **completely vacate the runway** and hold position on TWY Y until taxi clearance is obtained.

Overview of standard taxi procedures



Refer to [airport charts](#) (Aerodrome ground movement chart/DEPARTURE or ARRIVAL) for actual procedures.

Taxi instructions according to the chart above are to be expected, deviations from this is at the controllers discretion.

- TWY C not to be used for exit RWY 03 unless approved by ATC
- TWY D not to be used for exit RWY 03 unless approved by ATC.
- TWY E not to be used for exit RWY 21 unless approved by ATC.

Take-off and climb

Unless otherwise instructed, **aircraft cleared via SID shall climb to 5000 ft.**

Contact Göteborg Control when instructed by TWR.

On initial contact with Göteborg Control report altitude to verify transponder Mode C readout.

If unable to follow FMS/RNAV SID, inform Göteborg Control on initial contact stating “unable RNAV SID.”

RNAV STAR

Advise if unable to follow RNAV STAR. Radar vectoring will be provided.

Observe the maximum flight levels when arriving via LOBBI/MAKUR.

When cleared to a lower level or cleared for approach while on a STAR, minimum levels as published in the STAR must still be followed.

RNP approaches

Curved (RNP-AR) and straight RNP approaches are available on request.

Speed restrictions

Maximum speed in Göteborg TMA below FL100 is 250 knots, unless otherwise instructed by ATC.

Traffic cleared via STAR is requested to perform a continuous descent operation (CDO) and to use descent speed 260 knots or less. (Complying with speed restriction below FL100).

Aircraft shall maintain minimum 160 knots until OM or 4 NM final, advise ATC if unable.

Visual approach

Visual approach is normally not permitted, except for propeller aircraft WTC L.

Missed approach

Missed approach procedure: climb straight ahead to 3000 ft.

Use of runways

Note: Runway in use is at the discretion of the air traffic controllers, they do not have to follow what is used in reality.

ESNQ - Kiruna

Overview

Kiruna Airport is Sweden's northernmost airport and is situated around 9 km from the city centre. On a regular basis SAS and Norwegian flies daily, connecting Kiruna with Stockholm. During the winter the airport sees numerous charter flights with passengers wanting to see the northern lights and most likely the famous Ice Hotel as well.

Due to its location in northern Sweden with its cold climate and the fact that the airspace around is quite calm, it makes it a popular airport for scientific research. NASA, Boeing and Airbus are some of the regular visitors when testing new airframes or technology.

[Airport Charts](#)

Radar coverage

Radar coverage around Kiruna has previously been poor and the airspace below FL100 has therefore only been under procedural control.

Kiruna airport is using something called WAM (Wide Area Multilateration) which means that we can now see you on our radar screen. Vectoring is allowed down to 5500ft but we will be able to see you all the way down.

Even though we are able to give vectors, **expect to fly the full procedure via KRA or OP, or RNP approach via NQxxx or STAR.**

With the above in mind, please make sure that you as a pilot are familiar to join and fly approaches without vectoring by the controller all the way down to the ILS.

Parking stands

Available stands

Stand allocation - Who parks where

- Scheduled airline traffic is normally parked at stand 1-3.
- Cargo flights in front of hangar 2 or 3.
- General aviation is normally parked between hangar 1 and 2.

IFR Departure

Pilots can expect to be given departure information and clearance according their flight planned route to FL90.

If you are not following a SID, minimum turning altitude is 2800ft for both runways.

Pushback

Pushback is not required.

Use of runways

Note: Runway in use is at the discretion of the air traffic controllers, they do not have to follow what is used in reality.