Stockholm-Arlanda Airport

IATA/ICAO CODE:	ARN/ESSA
CITY:	Stockholm
COUNTRY:	Sweden

AIRPORT CONTACT

No changes reported by the airport in 2011
Verify information below with the airport

Name:	Åsa Sahlqvist
Title:	Environmental Advisor
Airport:	Stockholm-Arlanda Airport
Address:	Stockholm-Arlanda Airport S-190 45 Stockholm-Arlanda Sweden
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Email:	luftfartsverket@arn.lfv.se (Airport Information)

Airport Web Site: www.lfv.se

ELEVATION: 41.9 m

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
01L/19R	3301	-	-	45
01R/19L	2500	-	-	45
08/26	2500	-	-	45

NOISE ABATEMENT PROCEDURES

See AIP Sweden for details

Reverse Thrust - do not use more than idle reverse or equivalent between 2100-0500 (2000-0400).

Routes for arriving and departing IFR and VFR traffic as described in AIP Sweden AD 2.22 have been established also for noise abatement purposes. Aircraft shall strictly adhere to assigned route and be operated in such a manner that unnecessary noise disturbances are not caused.

Airplanes with a MTOW of less than 34,000 kg certified as Chapter 2, are not allowed to depart from or arrive at the airport between 2100 and 0600 (2200-0700).

Use of Runways - General

For environmental reasons, frequent changes of runways for take-off and landing will take place even in peak hours. The runway use is basically regulated through environmental regulations in order to minimize noise disturbance in populated areas in the vicinity of the

airport.

Use of Runway 08/26
The use of RWY 08 for landing and RWY 26 for take-off is restricted to those occasions when meteorological conditions or other circumstances eliminates the use of other runways.

Use of Runways during the night
- Runway 01R is not available for landing 2200-0500 (2100-0400)
- Runway 19L will be used for take-off 2100-0600 (2000-0500) only when required for wind conditions
- Runway 19R will be used for take-off 2100-0600 (2000-0500) only for performance reasons.

Approach
To reduce noise disturbances the following apply:

- Visual approach is not accepted
- When cleared for ILS approach 2500 ft (4000 ft for RWY 01R) shall be maintained until established on glide path.

See Continuous Descent Arrival (CDA) information below.

CONTINUOUS DESCENT ARRIVAL (CDA)

When approaching the airport, the use of CDA procedure (Continuous Descent Approach) and low power, low drag operating procedures are recommended to minimize noise disturbance on the ground. The CDA procedure should begin from as high altitude as possible. The aircraft should maintain as clean as possible during approach, provided that this is consistent with ATC speed control requirements and the safe operation of the aircraft.

When inbound traffic is sequenced by vectoring, clearance below transition altitude will include an estimate of track distance to touch down.

ATC may give descend clearance which does not comply with CDA procedures when the traffic situation requires.

For noise monitoring purposes, an arrival is classified as a CDA if it contains maximum one phase of level flight, not longer than 2 NM, below an altitude of 5000ft.

AIRPORT CURFEWS - NONE

Airplanes with a MTOW of less than 34,000 kg certified as Chapter 2, are not allowed to depart from or arrive at the airport between 2100 and 0600 (2200-0700).

PREFERENTIAL RUNWAYS

See AIP Sweden for details.

11.1 Preferential RWY System
The runways in use at the airport will be selected by ATC according to a preferential runway system. The system is based on the following:

- safety
- a combination of noise abatement procedures and traffic intensity
- wind and visibility

Deviations from an assigned runway in order to obtain a shorter taxi route, departure or approach pattern will not be permitted.

Due to noise abatement considerations, the use of a non-preferential runway for take-off or for landing is not permitted unless requested for safety reasons by the pilot.

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS

When conditions permit, do not use more than IDLE reverse or equivalent between 2100-0500.

APU OPERATING RESTRICTIONS

APU shall not be used on parking unless required for engine start or adjustment of cabin heat. On these occasions APU must not be started earlier than 5 minutes before estimated time for push back or taxiing. When temperature outside exceeds 25 C and where air cannot otherwise be circulated in the cabin, APU may be started at a maximum of 20 minutes before estimated time for push-back or taxiing.

NOISE BUDGET RESTRICTIONS

Annual equivalent noise must not exceed an area indicated on map.

EMISSIONS SURCHARGE

Current Tariff Regulations AIC Sweden March 11, 2010

NOISE SURCHARGE

Current Tariff Regulations AIC Sweden March 11, 2010

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay		

Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM

Yes

FLIGHT TRACK MONITORING SYSTEM - NONE

NOISE LEVEL LIMITS

70 dB outside a nearby hospital, 70 dB in surrounding towns. Restrictions on annual equivalent noise in surrounding towns. Flight track information system in operation.

CHAPTER 2 RESTRICTIONS

Airplanes with a MTOW of **less** than 34,000 kg certified as Chapter 2, are not allowed to depart from or arrive at the airport between 2100 and 0600 (2200-0700).

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet airplanes>75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS - NONE