

EDDE AD 2.1 Aerodrome location indicator and name

EDDE ERFURT-WEIMAR

EDDE AD 2.2 Aerodrome geographical and administrative data

1	ARP coordinates and site at AD	N 50 58 47.32 E 010 57 29.18 1300 m W of THR 27 on RWY centre line
2	Direction and distance of ARP from (city)	5,2 km (2.8 NM) W Erfurt
3	Elevation/Reference temperature	1034 ft / 22.2°C
4	Geoid undulation at AD ELEV PSN	Not AVBL
5	MAG VAR/date of information and annual change	2.9° E (2020,01) / -
6	AD operator, address, telephone, telefax, telex, AFS, E-mail, website	Flughafen Erfurt GmbH Binderslebener Landstr. 100, 99092 Erfurt Tel.: +49 361 656 0 +49 361 656 22 00 (Information) +49 361 656 22 50 (Aviation Supervision Office) +49 361 656 22 51 (Verkehrsleitung) Fax: +49 361 656 22 38 SITA: ERFAPXH Telex: 341128 FHERF
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Nil

EDDE AD 2.3 Operational hours

1	AD operator	H24 PPR 2100 (2000) – 0500 (0400)
2	Customs and immigration	Mon – Fri 0500 (0400) – 2100 (2000) Other times: O/R
3	Health and sanitation	H24 PPR 2100 (2000) – 0500 (0400)
4	AIS Briefing Office	AIS-C H24 (see GEN 3.1)
5	ATS Reporting Office (ARO)	AIS-C H24 (see GEN 3.1)
6	MET Briefing Office	H24 See EDDE AD 2.11
7	ATS	H24
8	Fuelling	H24 PPR 2100 (2000) – 0500 (0400)
9	Handling	H24 PPR 2100 (2000) – 0500 (0400)
10	Security	H24 PPR 2100 (2000) – 0500 (0400)
11	De-icing	H24 PPR 2100 (2000) – 0500 (0400)
12	Remarks	Nil

EDDE AD 2.4 Handling services and facilities

1	Cargo-handling facilities	Available
2	Fuel/oil types	AVGAS 100 LL, Jet A1/ 80, 100, D-80, D-100, Multigrade, Turbo oil
3	Fuelling facilities/capacity	AVGAS 100 LL: Tank trucks Jet A1: Tank trucks
4	De-icing facilities	De-icing trucks; ADF Type1/Type2
5	Hangar space for visiting aircraft	Hangar 1: heated, width: 55 m, length: 42 m, main gate: 40 m wide, height: 13m Hangar 2: heated, width: 65 m, length: 70 m, main gate: 65 m wide, height: 19 m; O/R
6	Repair facilities for visiting aircraft	HAITEC VIP-Maintenance
7	Remarks	Nil

EDDE AD 2.5 Passenger facilities

1	Hotels	At the airport
2	Restaurants	Available
3	Transportation	Taxi, rent-a-car, bus, tram
4	Medical facilities	First-aid room, ambulance
5	Bank and Post Office	Terminal B
6	Tourist Office	-
7	Remarks	Nil

EDDE AD 2.6 Rescue and fire fighting services

1	AD category for fire fighting	7, O/R CAT 8
2	Rescue equipment	-
3	Capability for removal of disabled aircraft	Available in limited numbers; when needed, wreckage removal equipment must be requested from Frankfurt Main Airport.
4	Remarks	NIL

EDDE AD 2.7 Runway surface condition assessment and reporting and snow plan

1	Type(s) of clearing equipment	5 airblast sweepers (with snow plough) 7 snow ploughs (as combined vehicles) 2 snow blower 1 spreader for sand with snow plough 2 trailing appliances for surface de-icing (8000l/liquid each) 1 surface de-icing vehicle 600 l/liquid 2 aircraft de-icers
2	Clearance priorities	RWY and appropriate TWYs Apron Remaining parts of the movement area
3	Use of material for movement area surface treatment	NIL
4	Specially prepared winter runways	NIL
5	Remarks	Transmission of information by SNOWTAM. Unit of the airport operator providing information on the progress of the snow removal and the conditions of the movement area: Traffic Management Office Tel.: +49 361 656-2251 Braking action measured by: SFT De-/anti-icing fluid for RWY and aircraft movement areas used: Pergrip Run KF Snow removal assured.

EDDE AD 2.8 Aprons, taxiways and check locations data

1	Designation, surface and strength of aprons	APRON 1 (92 700 m ²): CONC; PCN 100/R/A/W/T APRON 2 (7 500 m ²): CONC; PCN 100/R/A/W/T APRON 3 (2 900 m ²): ASPH; PCN 50/F/C/W/T
2	Designation, width, surface and strength of taxiways	TWY E: 22.5 m; CONC+ASPH; PCN 100/R/A/W/T (The longitudinal slope on last 70 m to RWY 09/27 is 1.7%.) TWY A, B, F, S: 22.5 m; CONC; PCN 100/R/A/W/T TWY D: 18 m; CONC+ASPH; PCN 39/R/B/X/T (less than 20 t MTOW only) TWY C: 18 m; ASPH; PCN 39/F/B/X/T (less than 20 t MTOW only) TWY W: 15 m; ASPH; PCN 50/F/C/W/T
3	Altimeter checkpoint location and elevation	On RWYs: THR 09: 1025 ft, THR 27: 1016 ft
4	VOR checkpoints	NIL
5	INS checkpoints	See Chart AD 2 EDDE 2-7
6	Remarks	NIL

EDDE AD 2.9 Surface movement guidance and control system and markings

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands	NIL
2	RWY and TWY markings and LGT	RWY centre line, RWY designations, THR, touchdown zones Taxi holding positions, TWY centre line, parking position designators RWY, TWYs, apron (flood light) lighted.
3	Stop bars	R LIH
4	Remarks	Nil

EDDE AD 2.10 Aerodrome obstacles

Refer to AD 2 EDDE 2-11 AERODROME OBSTACLE CHART - ICAO TYPE A RWY 09/27

EDDE AD 2.11 Meteorological information provided

1	Associated MET Office	Meteorological Advisory Center (MAC) Berlin
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	MAC Berlin 24 HR
4	Trend forecast Interval of issuance	TREND 30 MIN
5	Briefing/consultation provided	see No. 10 by phone
6	Flight documentation Language(s) used	Charts, abbreviated plain language text ²⁾ English, German
7	Charts and other information available for briefing or consultation	SWC, W/T Charts, SIGMET, METAR/TAF en-route ²⁾
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	Erfurt TWR
10	Additional information (limitation of service, etc.)	Individual weather consultation: Tel.: 0900 10 77 22 2 ¹⁾ ¹⁾ Value-added service prices see GEN 3.5 ²⁾ Provided by: www.flugwetter.de

EDDE AD 2.12 Runway physical characteristics

Designations RWY NR	TRUE BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
09	97.20°	2600 x 50	85/F/C/W/T ASPH Anti Skid	N 50 58 52.603 E 010 56 23.039	THR 1023.3 ft
27	277.23°	2600 x 50	85/F/C/W/T ASPH Anti Skid	N 50 58 42.889 E 010 58 24.574	THR 1014.1 ft

Slope of RWY-SWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	RESA dimensions (m)	Description, location of arresting system	OFZ
7	8	9	10	11	12	13
see AOC	-	200 x 150	2720 x 300	-	-	Available
see AOC	-	200 x 150	2720 x 300	-	-	Available

Remarks	
14	
09	Nil
27	Nil

EDDE AD 2.13 Declared distances

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
1	2	3	4	5
09	2600	2800	2600	2600
27	2600	2800	2600	2390

Remarks	
6	
09	Nil
27	Nil

EDDE AD 2.14 Approach and runway lighting

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY centre line LGT LEN, spacing colour, INTST	RWY edge LGT LEN Spacing, colour INTST	RWY end LGT colour WBAR	SWY LGT LEN (M) colour
1	2	3	4	5	6	7	8	9
09	W LIH/LIL Sequence flash available	G LIH	3.0° 55.00 ft	W LIH	Up to 1700 m: W LIH; 1700 – 2300 m: R/W LIH; 2300 – 2600 m: R LIH. 15 m spacing	W LIL_LIH	R LIH	-
27	W LIH/LIL Sequence flash available	G LIH	3.0° 57.00 ft	W LIH	Up to 1490 m: W LIH; 1490 – 2090 m: R/W LIH; 2090 – 2390 m: R LIH. 15 m spacing	W LIL_LIH	R LIH	-

Remarks	
10	
09	Nil
27	Nil

EDDE AD 2.15 Other lighting, secondary power supply

1	ABN/IBN location, characteristics and hours of operation	NIL
2	LDI location and LGT Anemometer location and LGT	See Chart AD 2 EDDE 2-5
3	TWY edge and centre line LGT	TWY edge lights of TWYs: B LIL TWY Center line lights of TWYs A, B, E, F: G LIH , Y/G LIH for exit from RWY onto TWY TWY Center line lights of TWY S: G LIH
4	Secondary power supply including switch-over time	Available
5	Remarks	APRON 1: Retroreflective markers: B

EDDE AD 2.16 Helicopter landing area

1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation m/ft	NIL
3	TLOF and FATO area dimensions, surface type, bearing strength and marking	NIL
4	True BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	TWY D

EDDE AD 2.17 ATS airspace

1	Designation and lateral limits	CTR Erfurt
2	Vertical limits	3500 ft MSL
3	Airspace classification	D
4	ATS unit call sign Language(s)	ERFURT TOWER English, German
5	Transition altitude	5000 ft MSL
6	Hours of applicability	NIL
7	Remarks	For detailed airspace description see ENR 2.1

EDDE AD 2.18 ATS communication facilities

Service designation	Call sign	Channel/ Frequency (MHZ)	Sat-voice	Logon address	Hours of operation	Remarks
1	2	3	4	5	6	7
		121.500	-	-	H24	Emergency frequencies for all services
		243.000	-	-	H24	
ATIS	ERFURT ATIS	133.455	-	-	H24	Designated operational coverage 45 NM, FL 200
APP	MUENCHEN RADAR (South)	126.175	-	-	H24	Approach control for Erfurt is provided by München ATC
		264.650	-	-	H24	
TWR	ERFURT TOWER	121.155	-	-	H24	Designated operational coverage 25 NM, 4000 ft AGL
		244.425	-	-	H24	
	ERFURT GROUND	121.755	-	-	H24	
	ERFURT APRON	121.905	-	-	H24	Taxi guidance on apron by FEG

EDDE AD 2.19 Radio navigation and landing aids

Type of aid MAG VAR Type of supported OPS VOR/ILS/MLS declination	ID	Frequency/ Channel service provider RPI	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Service volume radius GBAS	Remarks
1	2	3	4	5	6	7	8
Erfurt							
DVOR/DME (2° E/2012)	ERF	113.85 MHz CH85y	H24	N 50 57 03.13 E 011 14 12.06	1283	-	Operational coverage sector 0°–360°: 40 NM, FL 250 The DVOR may only be used for the radials in the published en-route, approach and departure procedures and is not permitted for area navigation. DME unusable in sector 100°–260°: below 0 – 10 NM 3900 ft MSL 10 – 20 NM 6600 ft MSL 20 – 30 NM 9500 ft MSL 30 – 40 NM 12500 ft MSL DME unusable in sector 260°–100°: below 0 – 10 NM 2400 ft MSL 10 – 20 NM 3600 ft MSL 20 – 30 NM 5000 ft MSL 30 – 40 NM 6600 ft MSL

Type of aid MAG VAR Type of supported OPS VOR/ILS/MLS declination	ID	Frequency/ Channel service provider RPI	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Service volume radius GBAS	Remarks
1	2	3	4	5	6	7	8
Erfurt ILS 09 (CAT I) LOC (3° E/2022)	IERE	109.10 MHz	H24	N 50 58 40.97 E 010 58 48.55		-	Usable: Up to 10.7 NM in the area 035°(L)/033°(R) in relation to RCL MIN interception altitude: 2460 ft MSL. From 10.7 NM to 17 NM in the area 035°(L)/033°(R) in relation to RCL MIN interception altitude: 3300 ft MSL. From 17 NM to 25 NM in the area 010°(L)/ 010°(R) in relation to RCL MIN interception altitude: 3300 ft MSL.
GP	-	331.40 MHz	H24	N 50 58 55.65 E 010 56 37.94		-	
DME	IERE	CH28x (109.10 MHz *)	H24	N 50 58 55.62 E 010 56 37.95	1032	-	* Ghost frequency
Erfurt ILS 27 (CAT III) LOC (3° E/2020)	IERW	109.90 MHz	H24	N 50 58 53.81 E 010 56 07.86		-	Usable: Up to 10.6 NM in the area 035°(L)/035°(R) in relation to RCL MIN interception altitude: 2360 ft MSL. From 10.6 NM to 17 NM in the area 035°(L)/035°(R) in relation to RCL MIN interception altitude: 3000 ft MSL. From 17 NM to 25 NM in the area 010°(L)/ 010°(R) in relation to RCL MIN interception altitude: 3000 ft MSL.
GP	-	333.80 MHz	H24	N 50 58 48.79 E 010 58 12.00		-	
DME	IERW	CH36x (109.90 MHz *)	H24	N 50 58 48.77 E 010 58 11.96	1018	-	* Ghost frequency
Erfurt DME	EFD	CH57y (112.05 MHz *)	H24	N 50 58 57.40 E 010 57 27.79	1075	-	Operational coverage sector 0°–360°: 25 NM, 10000 ft MSL * Ghost frequency

EDDE AD 2.20 Local aerodrome regulations

1. Örtliche Flugbeschränkungen

Eine vorherige Genehmigung ist erforderlich (PPR) für Luftfahrzeuge mit einer Spannweite von 52 m oder mehr, sowie Luftfahrzeuge mit einem Abstand der äußeren Räder des Hauptfahrwerkes von 14 m und mehr (Luftfahrzeuge der Kategorie E und F). Anträge sind zu richten an: Verkehrsleiter vom Dienst, E-Mail: traffic@EDDE.aero, Tel.: +49 361 656 2251, Fax: +49 361 656 2238.

Strahlgetriebene Luftfahrzeuge, die nicht die Lärmschutzanforderungen des ICAO Anhang 16, Kapitel III erfüllen sowie Luftfahrzeuge der Flugzeuggruppe S7 dürfen nur mit Genehmigung des Thüringer Landesverwaltungsamtes Referat 520 (Straßen- und Luftverkehr), E-Mail: luftverkehr@tlvwa.thueringen.de starten und landen.

2. Einschränkungen des Nacht-, Sonn- und Feiertagsflugbetriebs

2.1 Werktags in der Zeit von 2100 bis 0500 (2000 bis 0400) sowie sonn- und feiertags von 1900 bis 0700 (1800 bis 0600) dürfen **Propellerflugzeuge bis zu 2000 kg Höchstabflugmasse und Motorsegler** nur starten oder landen, wenn sie die nach ICAO Anhang 16, Kapitel 6 oder 10 festgelegten Lärmgrenzwerte um mindestens 8 dB (A) unterschreiten.

2.2 In der Zeit von 2100 bis 0500 (2000 bis 0400) sowie sonn- und feiertags von 1900 bis 0700 (1800 bis 0600) dürfen **Propellerflugzeuge mit einer Höchstabflugmasse von mehr als 2000 kg** nur starten und landen, wenn sie den nach ICAO Anhang 16, Kapitel 6 festgelegten Lärmgrenzwert von 80 dB (A) um mindestens 4 dB (A) unterschreiten oder nach sonstigen Zulassungsvorschriften als besonders lärmarm einzustufen sind.

2.3 Hubschrauber dürfen in der Zeit von 2100 bis 0500 (2000 bis 0400) nur mit Zustimmung der Luftaufsicht starten und landen. Flugbewegungen von Hubschraubern der Polizei, des Such- und Rettungsdienstes und von Luftfahrzeugen im Katastrophen- und medizinischen Hilfeleistungseinsatz sind von dieser Bestimmung ausgenommen.

2.4 In der Zeit von 2100 bis 0500 (2000 bis 0400) dürfen **strahlgetriebene Luftfahrzeuge** nur starten oder landen, wenn sie die im Anhang 16, Band 1, Kapitel 3 zum ICAO-Abkommen enthaltenen Grenzwerte nicht überschreiten und in der beigefügten Anlage verzeichnet sind.

2.5 Strahlgetriebene Luftfahrzeuge mit einer höchstzulässigen Abflugmasse von **mehr als 150.000 kg** dürfen grundsätzlich in der Zeit von 2200 bis 0500 (2100 bis 0400) nicht starten.

2.6 In der Zeit von 2100 bis 0500 (2000 bis 0400) ist zum Start nur die Startbahn 27 und zur Landung nur die Landebahn 09 zu verwenden, sofern nicht die Benutzung dieser Start- und Landerichtungen aus meteorologischen Gründen oder Gründen der Flugsicherheit ausgeschlossen ist. Luftfahrzeuge mit einer höchstzulässigen Abflugmasse von mehr als 150.000 kg dürfen in der Zeit von 2100 bis 0500 (2000 bis 0400) auf der Startbahn 09 nicht starten.

Hievon ausgenommen sind:

2.7 Landungen verspäteter planmäßig verkehrender Luftfahrzeuge im Linien-, Fracht- oder Charterverkehr, deren planmäßige Ankunft in Erfurt vor 2100 (2000) liegt sowie Starts dieser Luftfahrzeuge, deren planmäßiger Start in Erfurt vor 2100 (2000) liegt, sind von den Bestimmungen Nr. 2.2, 2.4 und 2.6 ausgenommen. Landungen sonstiger verspäteter planmäßig verkehrender Luftfahrzeuge sind bis 2200 (2100) von den Nachtflugbeschränkungen ausgenommen.

2.8 Verspätete, planmäßig verkehrende, strahlgetriebene Luftfahrzeuge mit einer höchstzulässigen Abflugmasse von mehr als 150.000 kg dürfen in der Zeit von 2200 bis 0500 (2100 bis 0400) nur auf Startbahn 27 und nur dann starten, wenn sie in der Anlage enthalten sind.

3. Einschränkungen des Platzflugbetriebes

3.1 Zu Übungszwecken unmittelbar aufeinanderfolgende VFR An- und Abflüge desselben Luftfahrzeuges sowie Gast- und Rundflüge mit Start- und Landeort am Flughafen Erfurt-Weimar und einer Flugdauer von weniger als 60 Minuten sind an Sonn- und Feiertagen nicht, an Werktagen montags bis freitags nur in der Zeit von 0700 bis 1800 (0600 bis 1700) und samstags nur in der Zeit von 0700 bis 1100 (0600 bis 1000) zulässig.

Für zu Übungszwecken unmittelbar aufeinanderfolgende VFR An- und Abflüge ist eine vorherige Genehmigung (PPR) erforderlich (Pkt. 5.2).

Anträge sind zu richten an: Verkehrsleiter vom Dienst, E-Mail: traffic@EDDE.aero, Tel.: +49 361 656 2251, Fax: +49 361 656 2238.

3.2 Alle IFR-Übungsanflüge ohne geplante Abschlusslandung bedürfen der vorherigen Abstimmung mit München ACC (Tel.: +49 89 9780 884). Grundsätzlich ist diese Abstimmung unter Angabe des Programms am Ereignistag ab 0500 (0400) spätestens 2 Stunden, jedoch nicht früher als 4 Stunden, vor Beginn dieser Übungsanflüge vorzunehmen. Lizenzprüflüge können auch außerhalb der vorgenannten Zeiten abgestimmt werden.

Diese Abstimmung entbindet nicht von der Beachtung möglicher Regelungen aufgrund von Fluglärmschutzauflagen oder anderer örtlicher Flugbeschränkungen für den Flughafen Erfurt-Weimar.

1. Local flying restrictions

Aircraft with a wingspan of 52 m or more and aircraft with a distance of the outer wheels of the undercarriage of 14 m and more (aircraft Categories E and F) may only take off and land with prior permission (PPR). Requests shall be directed to: Duty traffic manager, e-mail: traffic@EDDE.aero, Tel.: +49 361 656 2251, fax: +49 361 656 2238.

Jet aircraft that do not fulfil the noise protection requirements according to ICAO Annex 16 Chapter III as well as aircraft of aircraft group S7 may only take off and land with permission from the "Thüringer Landesverwaltungsamt Referat 520 (Straßen- und Luftverkehr)" e-mail: luftverkehr@tlvwa.thueringen.de.

2. Restrictions for night, sunday and holiday flight operations

2.1 On workdays between 2100 and 0500 (2000 and 0400) as well as on Sundays and holidays between 1900 and 0700 (1800 and 0600) **propeller-driven aircraft up to 2000 kg maximum permissible take-off mass** and **powered gliders** are permitted to take off or land only if they fall below the noise limits according to ICAO Annex 16, Chapter 6 or 10 by at least 8 dB (A).

2.2 Between 2100 and 0500 (2000 and 0400) as well as on Sundays and holidays between 1900 and 0700 (1800 and 0600) **propeller-driven aircraft with a maximum permissible take-off mass of more than 2000 kg** are permitted to take off or land only if they fall below the noise limit of 80 dB (A) according to ICAO Annex 16, Chapter 6 by at least 4 dB (A) or are to be classified as being particularly low in noise according to other terms of admission.

2.3 Between 2100 and 0500 (2000 and 0400) **helicopters** are permitted to take off and land only with permission by the Luftaufsicht. Flights by helicopters of the police, the search and rescue service and of aircraft on a mission in disasters or rendering medical assistance are excluded from this regulation.

2.4 Between 2100 and 0500 (2000 and 0400) **jet aircraft** are permitted to take off or land only if they do not exceed the noise limits according to Annex 16, Volume 1, Chapter 3 pursuant to ICAO, and are included in the Attachment.

2.5 Between 2200 and 0500 (2100 and 0400) **jet aircraft** with a maximum permissible take-off mass of **more than 150.000 kg** are generally not permitted to take off.

2.6 Between 2100 and 0500 (2000 and 0400) RWY 27 shall only be used for take-offs and RWY 09 only for landings, unless use of these take-off and landing directions is impossible for meteorological or flight safety reasons. Aircraft with a maximum permissible take-off mass of more than 150.000 kg are not permitted to take off from RWY 09 between 2100 and 0500 (2000 and 0400).

Excluded are:

2.7 Landings of delayed scheduled aircraft in scheduled air services, cargo or charter traffic whose scheduled arrival at Erfurt is before 2100 (2000), as well as take-offs of these aircraft whose scheduled take-off at Erfurt is before 2100 (2000), are excluded from the regulations No. 2.2, 2.4 and 2.6. Landings of other delayed scheduled aircraft are excluded from the night flying restrictions until 2200 (2100).

2.8 Between 2200 and 0500 (2100 and 0400) delayed scheduled jet aircraft with a maximum permissible take-off mass of more than 150.000 kg are permitted to take off on RWY 27 only if they are included in the Attachment.

3. Restrictions of local flight operations

3.1 Repeated successive VFR approaches and departures of the same aircraft for training purposes as well as sight-seeing flights with take-off and landing at Erfurt Airport and a flight time of less than 60 minutes are not permitted on Sundays and holidays. They are permitted on workdays only between 0700 and 1800 (0600 and 1700), and on Saturdays only between 0700 and 1100 (0600 and 1000).

Repeated successive VFR approaches and departures for training purposes require prior permission (PPR) (section 5.2).

Requests shall be directed to: Duty traffic manager, e-mail: traffic@EDDE.aero, Tel.: +49 361 656 2251, fax: +49 361 656 2238.

3.2 All IFR practice approaches without a planned full-stop landing require prior coordination with Munich ACC (Tel.: +49 89 9780 884). This coordination shall, as a rule, take place on the day of operation, from 0500 (0400), no later than 2 hours but no earlier than 4 hours prior to commencing these practice approaches. The relevant programme shall be indicated. Licence examination flights may be coordinated outside the above-mentioned hours as well.

This coordination does not release the pilot from the obligation to observe any noise abatement regulations or other local flight restrictions that may be applicable at Erfurt-Weimar Airport.

Hinweis: Aufgrund der tatsächlichen Verkehrssituation im betreuenden Anflugsektor kann es trotz erfolgter Abstimmung zu teilweiser oder ganzer Ablehnung des Trainingsprogramms kommen.

4. Allgemeine Beschränkungen

4.1 Schubumkehr soll nur in dem Umfang angewendet werden, wie dies aus Sicherheitsgründen erforderlich ist; die Stellung „Leerlauf-Schubumkehr“ wird von dieser Regelung nicht erfasst.

4.2 In der Zeit von 2100 bis 0500 (2000 bis 0400) dürfen Triebwerksstandläufe nicht durchgeführt werden.

In der Zeit von 0500 bis 2100 (0400 bis 2000) sind Triebwerksstandläufe nur mit Zustimmung der Luftaufsicht erlaubt. Anträge sind zu richten an: Verkehrsleiter vom Dienst, E-Mail: traffic@EDDE.aero, Tel.: +49 361 656 2251, Fax +49 361 656 2238. Dabei soll die Geräuscheinwirkung auf die Anwohner so gering wie möglich gehalten werden.

Die Anzahl der Triebwerksprobeläufe ist auf das erforderliche Mindestmaß zu beschränken.

5. Ausnahmen

5.1 Über Ausnahmen von diesen Einschränkungen entscheidet das:

Thüringer Landesverwaltungsamt
Referat 520 (Straßen- und Luftverkehr)
Jorge-Semprún-Platz 4
99423 Weimar
Tel.: +49 361 573321461
Fax: +49 361 573321462
E-Mail: luftverkehr@tlvwa.thueringen.de

5.2 Anträge sind gegebenenfalls zu richten an:

Flughafen Erfurt GmbH
Verkehrsleiter vom Dienst
Binderslebener Landstraße 100
99092 Erfurt
Tel.: +49 361 656 2251
Fax: +49 361 656 2238
E-Mail: traffic@EDDE.aero

6. Führung von Luftfahrzeugen mit Hilfe von Rollbahnmittellinienfeuern und Haltebalken

6.1 Zur Durchführung des Allwetterflugbetriebes und um die Rollverkehrsführung im Allgemeinen zu erleichtern, sind auf dem Flughafen Erfurt Rollbahnmittellinienfeuer und Haltebalken installiert.

6.2 Haltebalken werden unabhängig von der Rollbahnmittellinienbefuerung betrieben. Sie bestehen aus einseitig gerichteten roten Unterflurfeuern, die vor einem Rollhalteort in Abständen von 3 Metern im rechten Winkel zur Rollbahnmittellinie über die gesamte Breite der Rollbahn angeordnet sind.

An den Abstellpositionen (Positionen) bestehen die Haltebalken aus fünf einseitig gerichteten roten Unterflurfeuern, die in Abständen von 1,5 Metern im rechten Winkel zur Standplatzmittellinie angeordnet werden. Das Überrollen eines eingeschalteten Haltebalkens ist in keinem Fall zulässig.

6.3 Die Führung des Flugzeugrollverkehrs auf dem Vorfeld im Zuständigkeitsbereich der Flughafen Erfurt GmbH erfolgt durch die Vorfeldkontrolle. Die Vorfeldkontrolle weist Positionen für die Luftfahrzeuge auf dem Vorfeld zu und führt die Luftfahrzeuge über Funk, Leitfahrzeuge und/ oder grün beleuchtete Leitlinien dorthin.

6.4 Das Abstellen der Luftfahrzeuge auf den Positionen erfolgt durch Signale des Einweisers.

Auf den Positionen 21 – 44 erfolgt das Abstellen nach dem Ermessen des Luftfahrzeugführers, wobei das Bugrad auf den Bugrad-Haltebalken zu positionieren ist. Auf Anforderung des Luftfahrzeugführers kann das Abstellen an diesen Positionen durch einen Einweiser unterstützt werden.

7. Starts bei geringer Sicht (LVTO)

Starts bei geringer Sicht (LVTO) sind bei folgenden Pistensichtweiten (RVR) zugelassen:

- Starts in Startrichtung 27: RVR nicht weniger als 75 m.
- Starts in Startrichtung 09: RVR nicht weniger als 125 m.

Sobald der Allwetterflugbetrieb nach CAT II oder III angekündigt ist, ist für alle Luftfahrzeuge das Rollen nur auf Rollwegen mit eingeschalteter Mittellinienbefuerung oder nach gesonderter Anweisung der Deutschen Flugsicherung GmbH gestattet.

An den CAT II/III-Halteorten sind Haltebalken installiert, die nicht überrollt werden dürfen, wenn sie eingeschaltet sind. Freigaben jeglicher Art beinhalten keine Erlaubnis zum Überqueren eines eingeschalteten Haltebalkens.

Note: Depending on the prevailing traffic situation in the responsible approach sector, the training programme may be rejected in part or in total even if it has been coordinated earlier.

4. General restrictions

4.1 Reverse thrust other than idle thrust shall only be used as far as necessary for safety reasons.

4.2 Between 2100 and 0500 (2000 and 0400) engine test runs are not permitted.

Between 0500 and 2100 (0400 and 2000) engine test runs are only allowed with the approval of the aviation supervision authority (Luftaufsicht). Requests shall be directed to: Duty traffic manager, e-mail: traffic@EDDE.aero, Tel.: +49 361 656 2251, fax: +49 361 656 2238. Noise disturbance for residents shall be kept to a minimum.

The number of engine test runs shall be reduced to a minimum.

5. Exceptions

5.1 Exceptions to these restrictions will be decided by the:

Thüringer Landesverwaltungsamt
Referat 520 (Straßen- und Luftverkehr)
Jorge-Semprún-Platz 4
99423 Weimar
Tel.: +49 361 573321461
Fax: +49 361 573321462
E-Mail: luftverkehr@tlvwa.thueringen.de

5.2 If necessary, applications shall be directed to:

Flughafen Erfurt GmbH
Duty traffic manager
Binderslebener Landstraße 100
99092 Erfurt
Tel.: +49 361 656 2251
Fax: +49 361 656 2238
E-mail: traffic@EDDE.aero

6. Guidance of aircraft by means of taxiway centre line lights and stop bars

6.1 TWY centre line lights and stop bars are installed at Erfurt Airport to carry out all-weather operations and to facilitate the guidance of TWY traffic in general.

6.2 Stop bars will be operated independently of the TWY centre line lighting. They consist of red surface lights directed to one side which are positioned at intervals of 3 m at right angles to the TWY centre line over the entire width of the TWY in front of a TWY holding position.

At the parking positions (positions), the stop bars consist of five uni-directional red surface lights which are positioned at intervals of 1.5 m at right angles to the centreline of the stand. Taxiing over a stop bar which is switched on is not permitted under any circumstances.

6.3 Apron control will guide taxiing airplanes on the apron in the area of responsibility of Erfurt Airport GmbH. Apron control will assign positions to aircraft on the apron and will guide aircraft to them via radio, follow-me cars and/or guiding lines lighted green.

6.4 The parking of aircraft on the positions will take place after signals from the marshaller have been received.

Parking on positions 21 – 44 will be done at the discretion of the pilot-in-command; the nose wheel of the aircraft shall be positioned on the nose wheel stop bar. At the request of the pilot-in-command, parking in these positions can be aided by a marshaller.

7. Low visibility take-offs (LVTO)

Low visibility take-offs (LVTO) are permitted with the following runway visual ranges (RVR):

- Departures into departure direction 27: RVR not less than 75 m.
- Departures into departure direction 09: RVR not less than 125 m.

As soon as notice of CAT II or III all-weather operations has been given, all aircraft are permitted to taxi on taxiways with switched on centre line lighting only, or in accordance with separate instructions issued by the Deutsche Flugsicherung GmbH and/or the airport operator.

Stop bars have been installed at the CAT II/III holding positions which may not be taxied over when they are switched on. No kind of clearance what-ever, includes permission to cross a stop bar which is switched on.

Anlage

Sämtliche Luftfahrzeuge bis zu einem Höchstabfluggewicht (MTOW) von 25.000 kg, die die im Anhang 16, Band 1, Kapitel 3 zum ICAO-Abkommen enthaltenen Grenzwerte nicht überschreiten sowie folgende Flugzeugtypen:

Airbus A300

Airbus A310

Airbus A319

Airbus A320

Airbus A321

Airbus A330

Airbus A340

BAe 146/AVRO RJ-Serie/series

Boeing 727-100 Re-engined mit 3 Tay-Triebwerken

Boeing B737-300

Boeing B737-400

Boeing B737-500

McDonnell Douglas DC 10-30 und McDonnell Douglas MD80 (alle Versionen), diese jedoch beschränkt auf Landungen.

Lockheed L1011 und McDonnell Douglas DC 10, diese jedoch beschränkt auf Starts.

Attachment

All aircraft up to a MTOW of 25000 kg not exceeding the noise values found in Annex 16, Volume 1, Chapter 3 pursuant to ICAO, as well as the following aeroplane types:

Boeing B737-600/700/800

Boeing B747-400

Boeing B757

Boeing B767

Boeing B777

Fokker 70/100

Gulfstream IV

McDonnell Douglas DC8-70-Serie/series

McDonnell Douglas MD11

McDonnell Douglas MD90

McDonnell Douglas DC 10-30 and McDonnell Douglas MD80 (all versions); these, however, limited to landings.

Lockheed L1011 and McDonnell Douglas DC 10; these, however, limited to take-offs.

EDDE AD 2.21 Noise abatement procedures

NIL

EDDE AD 2.22 Flight procedures

NIL

EDDE AD 2.23 Additional information

Erweiterter Datenaustausch zum ATM Netzwerk

In Anlehnung an einen Airport-CDM-Prozess erfolgt am Flughafen Erfurt-Weimar ein erweiterter Datenaustausch für Abflüge. Durch einen permanenten und automatisierten Meldungs austausch mit dem Network Management Operations Center (NMOC) werden lokale Informationen zur Verbesserung der Netzwerkvorhersagen im europäischen Verkehrsflussmanagement (ATFCM) eingebunden.

Vom lokalen ATC-System erfolgt der Meldungs austausch in das ATM-Netzwerk hierbei auf Basis der europäischen Standards für Airport CDM und nutzt die Meldungstypen:

- ATC Departure Planning Information Message (A-DPI)
- und ggf. Cancel DPI (C-DPI).

Mit der Erteilung der Anlassfreigabe wird ein voraussichtlicher Startzeitpunkt berechnet und an das NMOC gesendet. Der bis zu diesem Zeitpunkt im ATM-Netzwerk vorliegende Abflugzeitpunkt wird durch die Einbeziehung des Zeitpunktes der Anlassfreigabe in seiner Genauigkeit verbessert. Muss nach Erteilen der Anlassfreigabe ein Luftfahrzeug seine Triebwerke aus technischen Gründen wieder abstellen, wird der Flug im ATM-Netzwerk durch eine C-DPI abgemeldet. Eine hierauf folgende Flight Suspension mit dem Kommentar "Suspended by Departure Airport" kann vom AO durch eine Aktualisierung der EOBT (DLA oder CHG) aufgehoben werden.

Die grundsätzlichen Verfahren mit dem NMOC bestehen weiterhin.

Extended data exchange with the ATM network

Erfurt- Weimar Airport is conducting an extended data exchange for departing flights in a similar way to the Airport CDM process. By maintaining a permanent and automated message exchange with the Network Management Operations Centre (NMOC), local information is integrated into the European Air Traffic Flow and Capacity Management (ATFCM) to improve network forecasts.

The message exchange from the local ATC system to the ATM network takes place on the basis of European standards for Airport CDM, using the following message types:

- ATC Departure Planning Information Message (A-DPI)
- and Cancel DPI (C-DPI), as required.

When start-approval is issued, the estimated time of departure is calculated and transmitted to the NMOC. The use of the start-up approval time instead of the time stored earlier in the ATM network improves the accuracy of the departure time. If it becomes necessary for an aircraft to shut down its engines again for technical reasons, the flight will be cancelled in the ATM network by means of a C-DPI. The subsequent flight suspension with the comment "Suspended by departure airport" can be revoked by the aircraft operator by updating the EOBT (DLA or CHG).

The general procedures with the NMOC continue to be applicable.

EDDE AD 2.24 Charts related to the aerodrome

Page	Type of chart
AD 2 EDDE 2-5	AERODROME CHART - ICAO
AD 2 EDDE 2-7	AERODROME GROUND MOVEMENT CHART - ICAO
AD 2 EDDE 2-11	AERODROME OBSTACLE CHART - ICAO TYPE A RWY 09/27
AD 2 EDDE 2-21	PRECISION APPROACH TERRAIN CHART - ICAO RWY 27
AD 2 EDDE 3-1-1	STANDARD ARRIVAL CHART - INSTRUMENT RNAV(GPS) RWY 09
AD 2 EDDE 3-1-3	STANDARD ARRIVAL CHART - INSTRUMENT RNAV(GPS) RWY 27
AD 2 EDDE 4-2-1	INSTRUMENT APPROACH CHART - ICAO ILS CAT I OR LOC RWY 09
AD 2 EDDE 4-2-2	INSTRUMENT APPROACH CHART - ICAO ILS CAT I & II OR LOC RWY 27
AD 2 EDDE 4-3-1	INSTRUMENT APPROACH CHART - ICAO VOR RWY 09
AD 2 EDDE 4-3-2	INSTRUMENT APPROACH CHART - ICAO VOR RWY 27
AD 2 EDDE 4-6-1	INSTRUMENT APPROACH CHART - ICAO RNP RWY 09
AD 2 EDDE 4-6-5	INSTRUMENT APPROACH CHART - ICAO RNP RWY 27
AD 2 EDDE 5-7-1	STANDARD DEPARTURE CHART - INSTRUMENT RWY 09
AD 2 EDDE 5-7-2	STANDARD DEPARTURE CHART - INSTRUMENT RNAV (GPS) RWY 09
AD 2 EDDE 5-7-5	STANDARD DEPARTURE CHART - INSTRUMENT RWY 27
AD 2 EDDE 5-7-6	STANDARD DEPARTURE CHART - INSTRUMENT RNAV (GPS) RWY 27

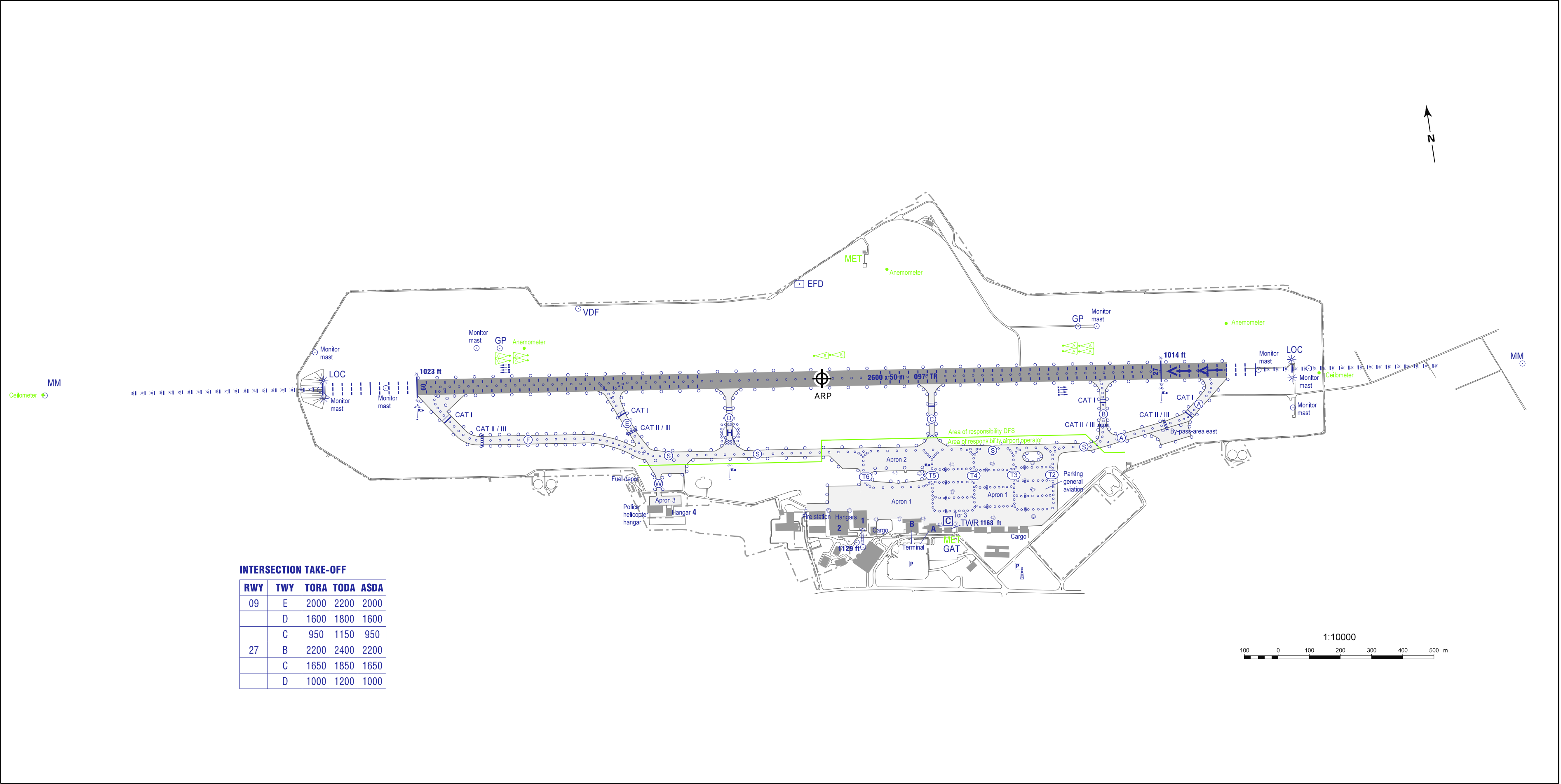
EDDE AD 2.25 Visual segment surface (VSS) penetration

NIL

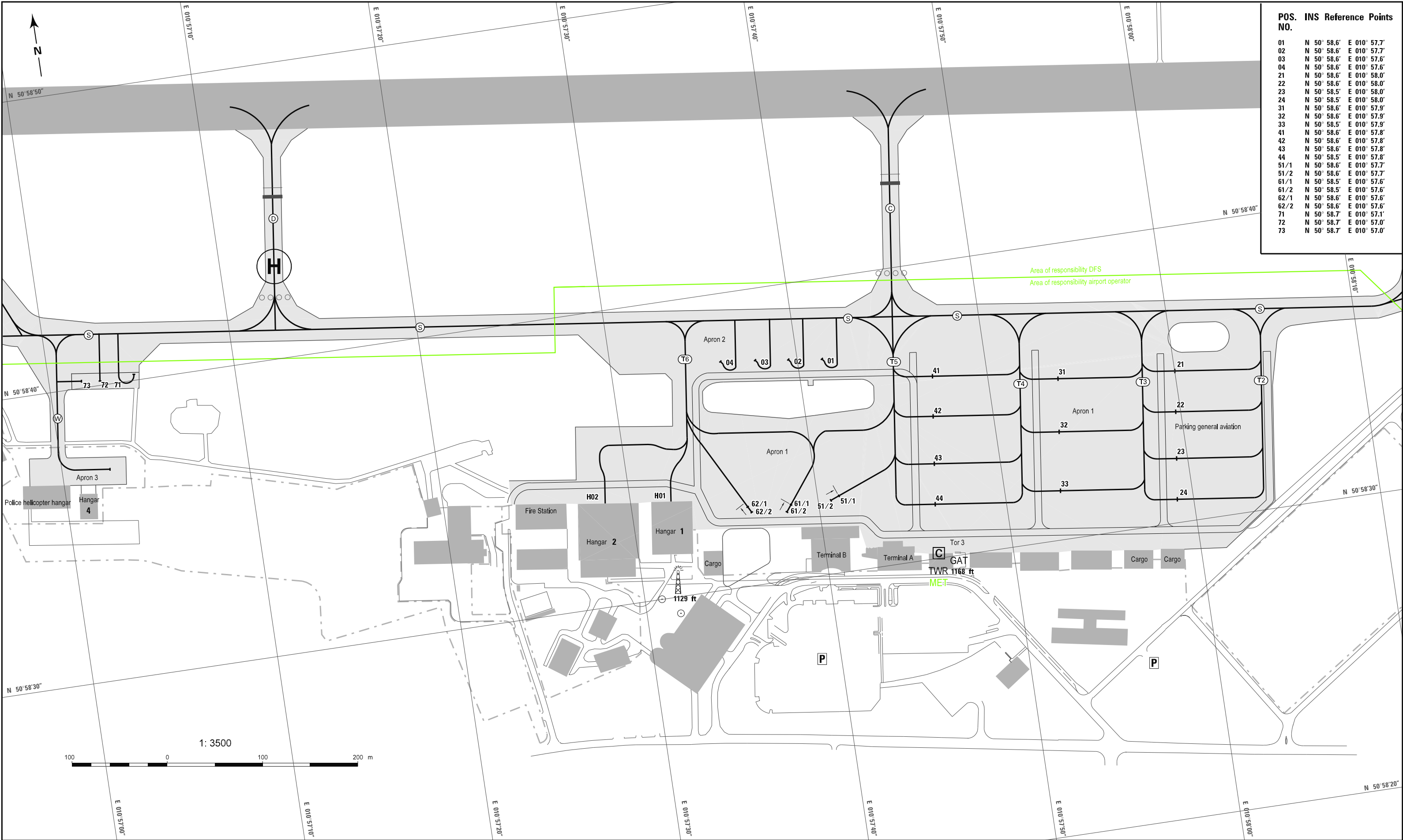
AERODROME CHART - ICAO

ARP 1032 ft	AERODROME
N 50° 58' 47.32"	ELEVATION
E 010° 57' 29.18"	1034 ft

ERFURT-WEIMAR



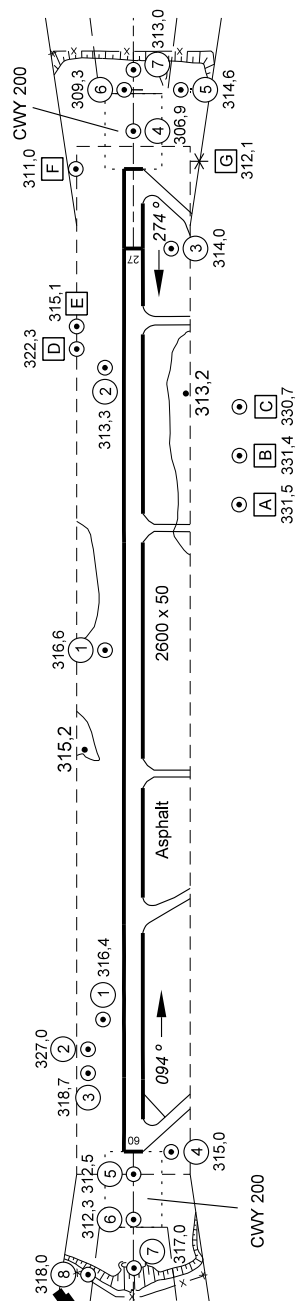
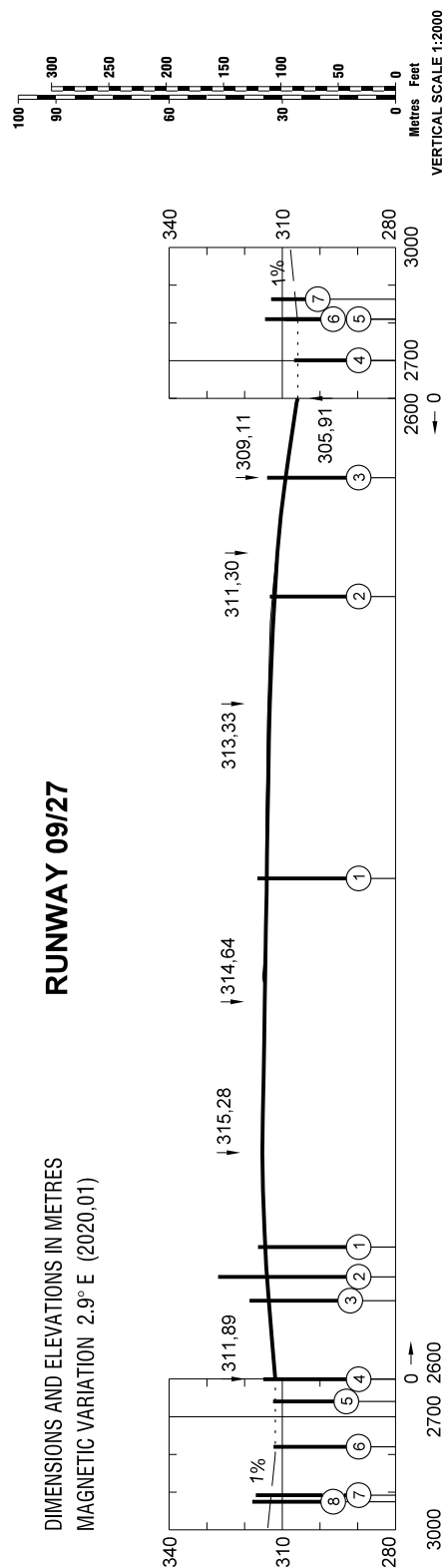
Correction: NDB ERT withdrawn.



ERFURT-WEIMAR
RWY 09/27

RUNWAY 09/27

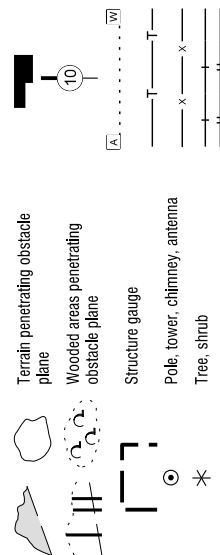
DIMENSIONS AND ELEVATIONS IN METRES
MAGNETIC VARIATION 2.9° E (2020,01)



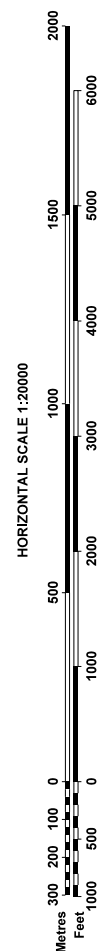
NO.	DATE	ENTERED BY
-----	------	------------

DECLARED DISTANCES	RWY 27
Take-off run available	2600
Take-off distance available	2800
Accelerate stop distance available	2600
Landing distance available	2390

LEGEND



Date of survey: 02/2020

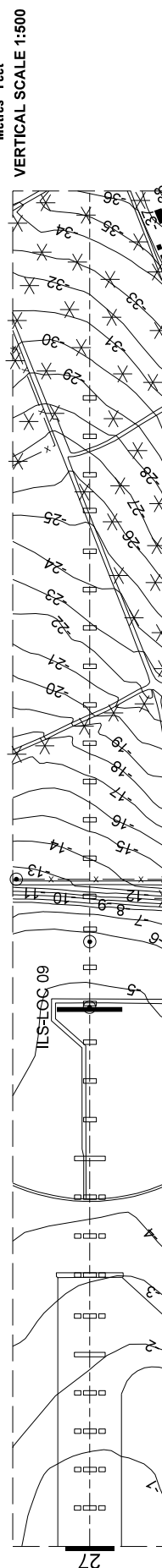
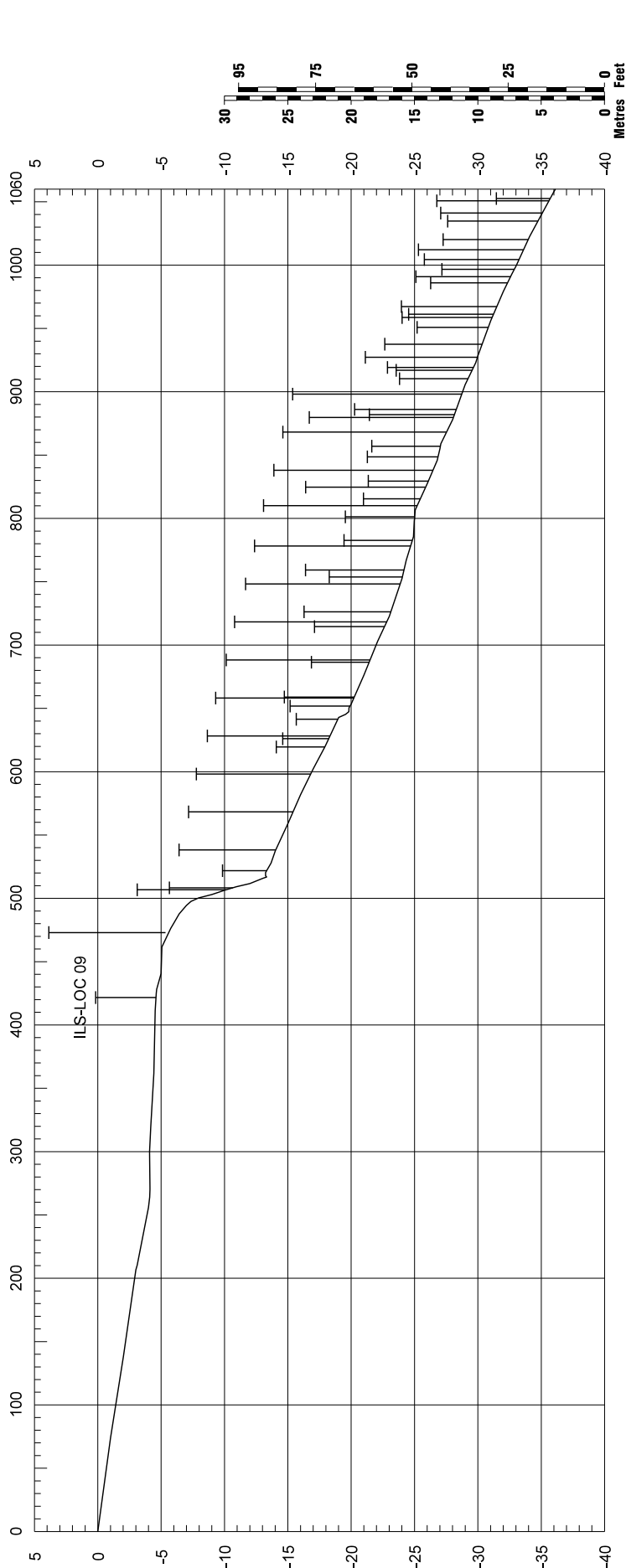


PRECISION APPROACH TERRAIN CHART - ICAO

ERFURT-WEIMAR
RWY 27

Correction: RWY and LOC designation.

NOMINAL GLIDE PATH = 3.0°

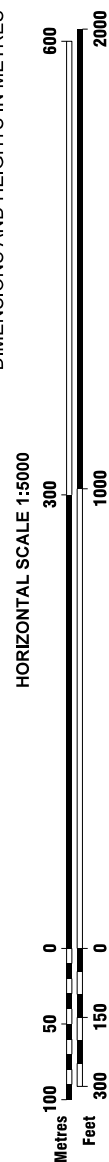


LEGEND

- Approach lighting
- Contours
- * Tree, shrub
- Building
- ⊙ Pole, tower, chimney, antenna
- Profile of extended RWY centre line
- High tension cable, overhead cable
- x-x- Fence
- +--+ Railroad (one or more tracks)

CONTOURS AND HEIGHTS ARE RELATED TO THRESHOLD ELEVATION
DIMENSIONS AND HEIGHTS IN METRES

HORIZONTAL SCALE 1:5000



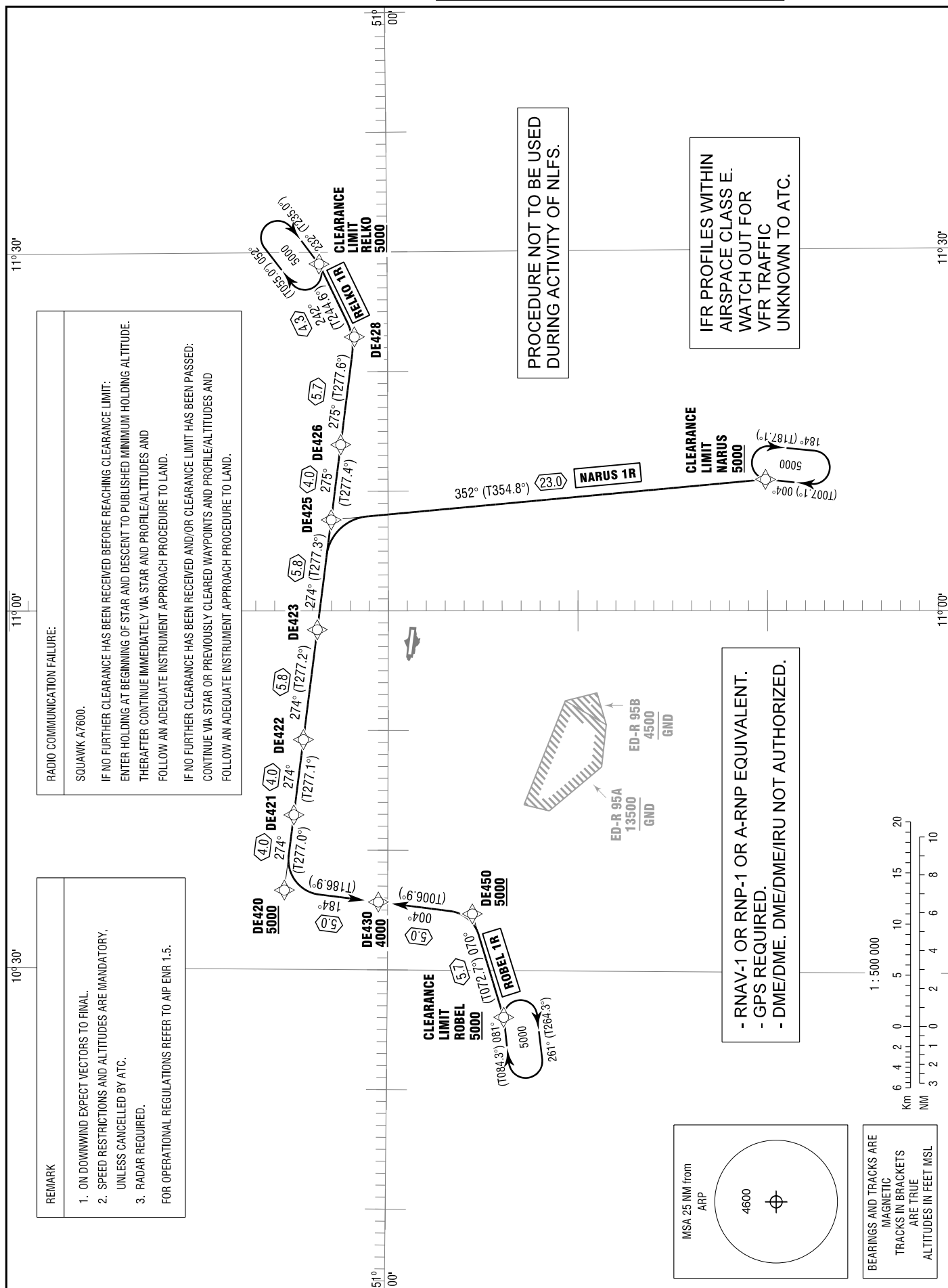
STANDARD ARRIVAL
CHART - INSTRUMENT
RNAV (GPS)

TRANSITION
ALTITUDE 5000
VAR 3° E

ERFURT ATIS	133.455	ERFURT GROUND	121.755
MUENCHEN RADAR	126.175	ERFURT APRON	121.905
ERFURT TOWER	121.155		

ERFURT-WEIMAR
RWY 09

Correction: Note modified.



ERFURT-WEIMAR
RWY 09

STANDARD ARRIVAL
ROUTES - INSTRUMENT (STAR)
RNAV (GPS)

General Remarks: NOT TO BE USED DURING ACTIVITY OF NLFS.

NARUS ONE ROMEO											
NARUS 1R											
Procedure Remarks: CLEARANCE LIMIT NARUS.											
Recommen- ded Path Terminator	Waypoint Identifier	Coordinates	Fly Over	(True Track°) MAG Track°	Distance (NM)	Turn Direction	Altitude (ft) / Flight Level	Speed Limit (kt IAS)	Vertical Path Angle (°)	NAV Specifi- cation	Remarks
IF	NARUS	N 50 40 05.90 E 011 10 53.56	N	-	-	-	A5000+	-	-	RNAV 1	-
TF	DE425	N 51 03 00.64 E 011 07 36.59	N	(T 354.8) 352	23.0	-	-	-	-	RNAV 1	-
TF	DE423	N 51 03 45.08 E 010 58 25.41	N	(T 277.3) 274	5.8	-	-	-	-	RNAV 1	-
TF	DE422	N 51 04 28.82 E 010 49 13.43	N	(T 277.2) 274	5.8	-	-	-	-	RNAV 1	-
TF	DE421	N 51 04 58.34 E 010 42 55.49	N	(T 277.1) 274	4.0	-	-	-	-	RNAV 1	-
TF	DE420	N 51 05 27.51 E 010 36 37.41	N	(T 277.0) 274	4.0	-	A5000+	-	-	RNAV 1	-
TF	DE430	N 51 00 29.85 E 010 35 39.95	N	(T 186.9) 184	5.0	-	A4000+	-	-	RNAV 1	-

RELKO ONE ROMEO											
RELKO 1R											
Procedure Remarks: CLEARANCE LIMIT RELKO.											
Recommen- ded Path Terminator	Waypoint Identifier	Coordinates	Fly Over	(True Track°) MAG Track°	Distance (NM)	Turn Direction	Altitude (ft) / Flight Level	Speed Limit (kt IAS)	Vertical Path Angle (°)	NAV Specifi- cation	Remarks
IF	RELKO	N 51 03 35.22 E 011 29 01.53	N	-	-	-	A5000+	-	-	RNAV 1	-
TF	DE428	N 51 01 44.96 E 011 22 54.55	N	(T 244.6) 242	4.3	-	-	-	-	RNAV 1	-
TF	DE426	N 51 02 29.78 E 011 13 53.99	N	(T 277.6) 275	5.7	-	-	-	-	RNAV 1	-
TF	DE425	N 51 03 00.64 E 011 07 36.59	N	(T 277.4) 275	4.0	-	-	-	-	RNAV 1	-
TF	DE423	N 51 03 45.08 E 010 58 25.41	N	(T 277.3) 274	5.8	-	-	-	-	RNAV 1	-
TF	DE422	N 51 04 28.82 E 010 49 13.43	N	(T 277.2) 274	5.8	-	-	-	-	RNAV 1	-
TF	DE421	N 51 04 58.34 E 010 42 55.49	N	(T 277.1) 274	4.0	-	-	-	-	RNAV 1	-
TF	DE420	N 51 05 27.51 E 010 36 37.41	N	(T 277.0) 274	4.0	-	A5000+	-	-	RNAV 1	-
TF	DE430	N 51 00 29.85 E 010 35 39.95	N	(T 186.9) 184	5.0	-	A4000+	-	-	RNAV 1	-

ROBEL ONE ROMEO											
ROBEL 1R											
Procedure Remarks: CLEARANCE LIMIT ROBEL.											
Recommen- ded Path Terminator	Waypoint Identifier	Coordinates	Fly Over	(True Track°) MAG Track°	Distance (NM)	Turn Direction	Altitude (ft) / Flight Level	Speed Limit (kt IAS)	Vertical Path Angle (°)	NAV Specifi- cation	Remarks
IF	ROBEL	N 50 53 51.00 E 010 26 06.18	N	-	-	-	A5000+	-	-	RNAV 1	-
TF	DE450	N 50 55 32.18 E 010 34 42.70	N	(T 072.7) 070	5.7	-	A5000+	-	-	RNAV 1	-
TF	DE430	N 51 00 29.85 E 010 35 39.95	N	(T 006.9) 004	5.0	-	A4000+	-	-	RNAV 1	-

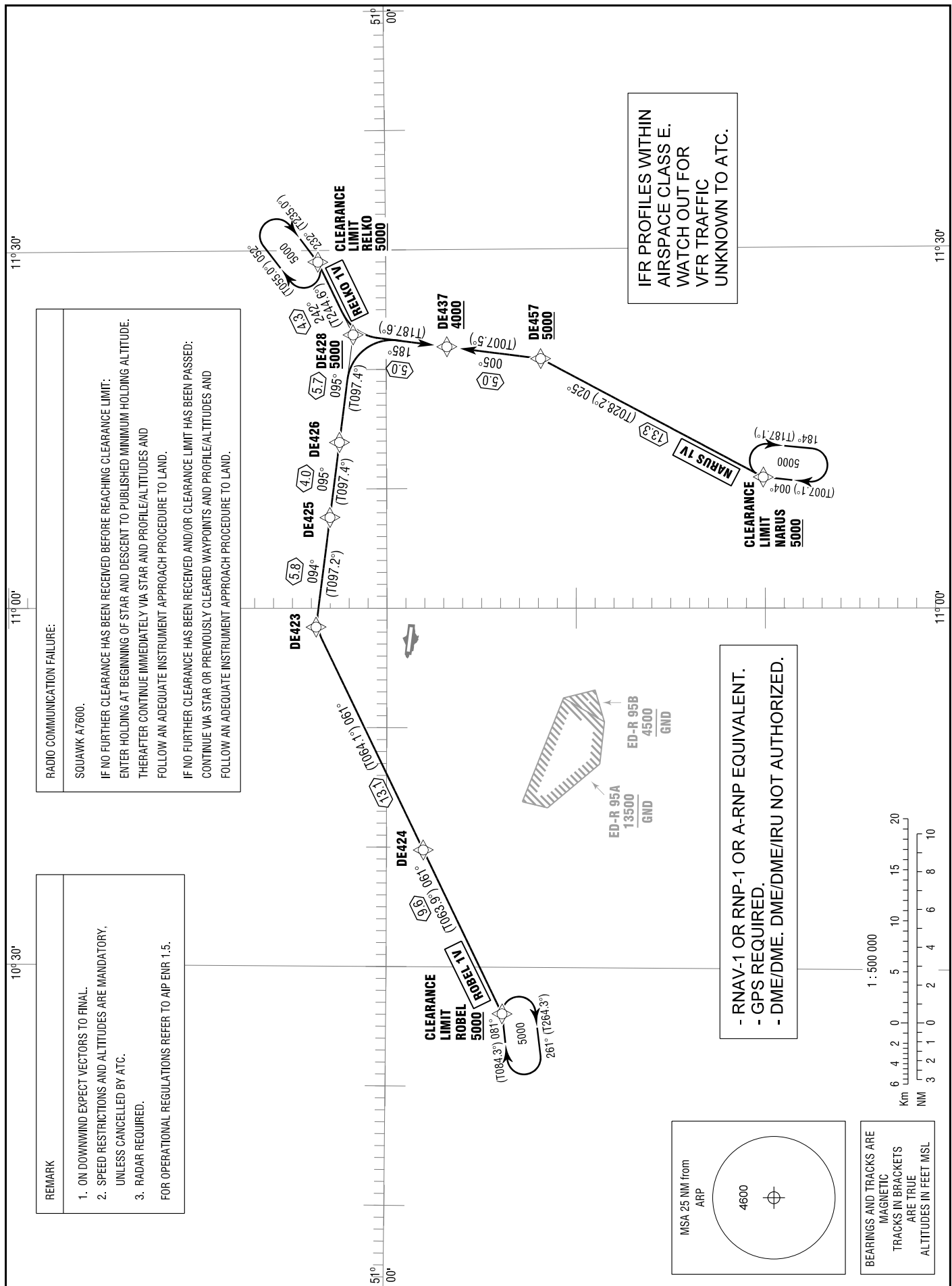
RNAV HOLDING IDENTIFICATION								
Recommen- ded Path Ter- minator	Holding Fix	Coordinates	Inbound (True Track°) MAG Track°	Speed Limit (kt IAS)	Altitude (ft) / Flight Level	Time / Distance outbound	Turn Direction	Remarks
HM	NARUS	N 50 40 05.90 E 011 10 53.56	(T 007.1) 004	230-	A5000+	1 MIN	R	-
HM	RELKO	N 51 03 35.22 E 011 29 01.53	(T 235.0) 232	230-	A5000+	1 MIN	R	-
HM	ROBEL	N 50 53 51.00 E 010 26 06.18	(T 084.3) 081	230-	A5000+	1 MIN	R	-

ERFURT-WEIMAR
RWY 27

ERFURT ATIS	133.455	ERFURT GROUND	121.755
MUENCHEN RADAR	126.175	ERFURT APRON	121.905
ERFURT TOWER	121.155		

TRANSITION
ALTITUDE 5000
VAR 3° E

STANDARD ARRIVAL CHART - INSTRUMENT RNAV (GPS)



Correction: Note modified.

ERFURT-WEIMAR
RWY 27

STANDARD ARRIVAL
ROUTES - INSTRUMENT (STAR)
RNAV (GPS)

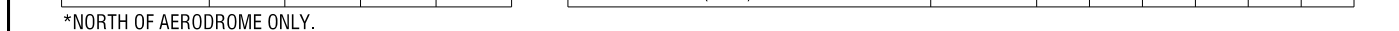
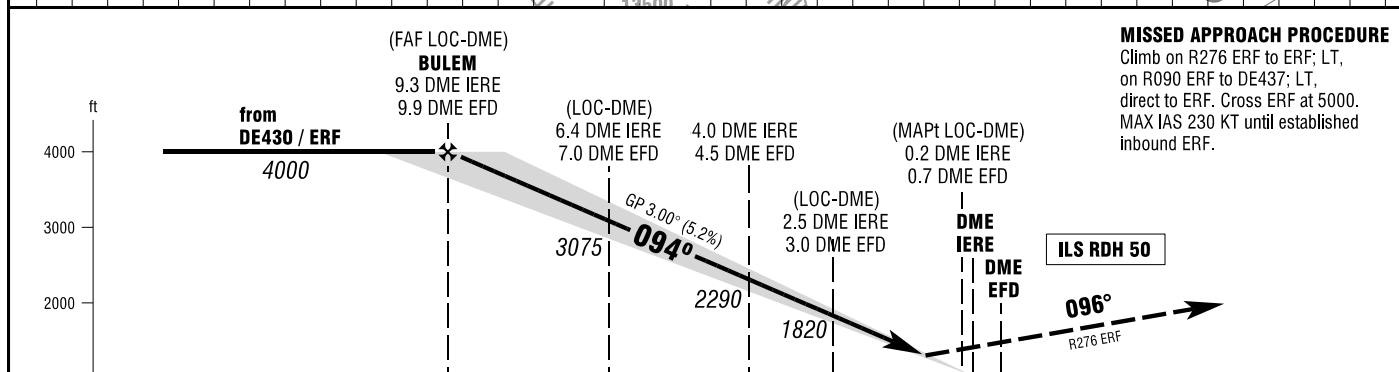
NARUS ONE VICTOR											
NARUS 1V											
Procedure Remarks: CLEARANCE LIMIT NARUS.											
Recommended Path Terminator	Waypoint Identifier	Coordinates	Fly Over	(True Track°) MAG Track°	Distance (NM)	Turn Direction	Altitude (ft) / Flight Level	Speed Limit (kt IAS)	Vertical Path Angle (°)	NAV Specification	Remarks
IF	NARUS	N 50 40 05.90 E 011 10 53.56	N	-	-	-	A5000+	-	-	RNAV 1	-
TF	DE457	N 50 51 50.44 E 011 20 50.03	N	(T 028.2) 025	13.3	-	A5000+	-	-	RNAV 1	-
TF	DE437	N 50 56 47.70 E 011 21 52.18	N	(T 007.5) 005	5.0	-	A4000+	-	-	RNAV 1	-

RELKO ONE VICTOR											
RELKO 1V											
Procedure Remarks: CLEARANCE LIMIT RELKO.											
Recommended Path Terminator	Waypoint Identifier	Coordinates	Fly Over	(True Track°) MAG Track°	Distance (NM)	Turn Direction	Altitude (ft) / Flight Level	Speed Limit (kt IAS)	Vertical Path Angle (°)	NAV Specification	Remarks
IF	RELKO	N 51 03 35.22 E 011 29 01.53	N	-	-	-	A5000+	-	-	RNAV 1	-
TF	DE428	N 51 01 44.96 E 011 22 54.55	N	(T 244.6) 242	4.3	-	A5000+	-	-	RNAV 1	-
TF	DE437	N 50 56 47.70 E 011 21 52.18	N	(T 187.6) 185	5.0	-	A4000+	-	-	RNAV 1	-

ROBEL ONE VICTOR											
ROBEL 1V											
Procedure Remarks: 1. CLEARANCE LIMIT ROBEL. 2. DURING ACTIVITY OF NLFS CROSS DE424 AT OR ABOVE 7000.											
Recommended Path Terminator	Waypoint Identifier	Coordinates	Fly Over	(True Track°) MAG Track°	Distance (NM)	Turn Direction	Altitude (ft) / Flight Level	Speed Limit (kt IAS)	Vertical Path Angle (°)	NAV Specification	Remarks
IF	ROBEL	N 50 53 51.00 E 010 26 06.18	N	-	-	-	A5000+	-	-	RNAV 1	-
TF	DE424	N 50 58 03.84 E 010 39 46.26	N	(T 063.9) 061	9.6	-	-	-	-	RNAV 1	-
TF	DE423	N 51 03 45.08 E 010 58 25.41	N	(T 064.1) 061	13.1	-	-	-	-	RNAV 1	-
TF	DE425	N 51 03 00.64 E 011 07 36.59	N	(T 097.2) 094	5.8	-	-	-	-	RNAV 1	-
TF	DE426	N 51 02 29.78 E 011 13 53.99	N	(T 097.4) 095	4.0	-	-	-	-	RNAV 1	-
TF	DE428	N 51 01 44.96 E 011 22 54.55	N	(T 097.4) 095	5.7	-	A5000+	-	-	RNAV 1	-
TF	DE437	N 50 56 47.70 E 011 21 52.18	N	(T 187.6) 185	5.0	-	A4000+	-	-	RNAV 1	-

RNAV HOLDING IDENTIFICATION								
Recommended Path Terminator	Holding Fix	Coordinates	Inbound (True Track°) MAG Track°	Speed Limit (kt IAS)	Altitude (ft) / Flight Level	Time / Distance outbound	Turn Direction	Remarks
HM	NARUS	N 50 40 05.90 E 011 10 53.56	(T 007.1) 004	230-	A5000+	1 MIN	R	-
HM	RELKO	N 51 03 35.22 E 011 29 01.53	(T 235.0) 232	230-	A5000+	1 MIN	R	-
HM	ROBEL	N 50 53 51.00 E 010 26 06.18	(T 084.3) 081	230-	A5000+	1 MIN	R	-

INSTRUMENT APPROACH CHART - ICAO



Correction: ILS/DME IERE frequency and ghost frequency revised.

**INSTRUMENT
APPROACH
CHART - ICAO**

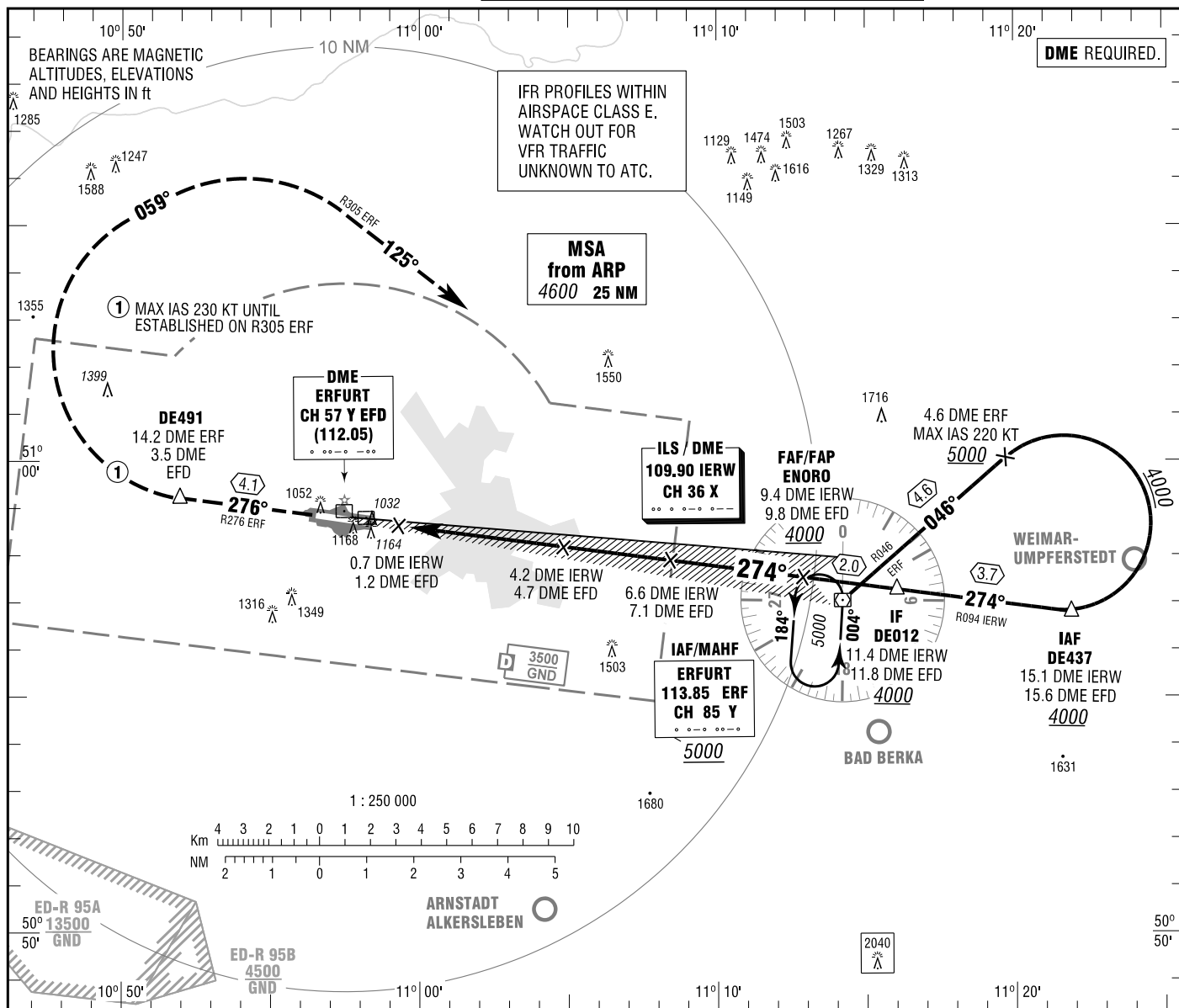
VAR 3° E

ELEV 1034
OCH RELATED TO
THR 27 ELEV 1014

ERFURT ATIS 133.455
MUENCHEN RADAR 126.175
ERFURT TOWER 121.155

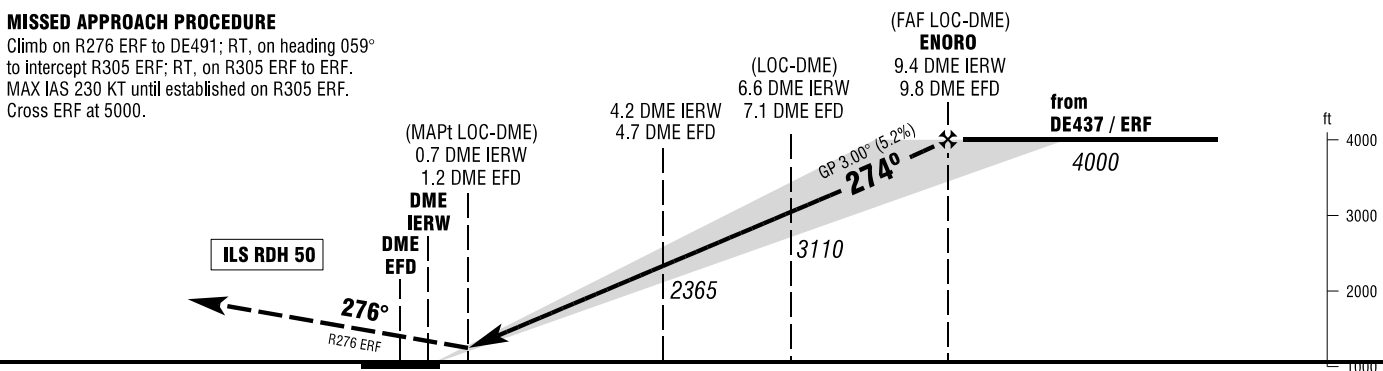
ERFURT GROUND 121.755
ERFURT APRON 121.905

**ERFURT-WEIMAR
ILS CAT II & III or LOC
RWY 27**



MISSED APPROACH PROCEDURE

Climb on R276 ERF to DE491; RT, on heading 059° to intercept R305 ERF; RT, on R305 ERF to ERF.
MAX IAS 230 KT until established on R305 ERF.
Cross ERF at 5000.



OCA (OCH)	A	B	C	D
ILS/DME CAT I	1164 (148)	1174 (158)	1184 (168)	1193 (177)
ILS/DME CAT II	1075 (59)	1092 (76)	1105 (89)	1118 (102)
LOC-DME	1340 (320)	1370 (350)	1370 (350)	1370 (350)
CIRCLING*	1590 (560)	1660 (620)	1760 (720)	1800 (760)

CAT III APPROVED (MNM RVR 75M). *NORTH OF AERODROME ONLY.

DME EFD	2	3	4	5	6	7	8	9
DIST THR	1.4	2.4	3.4	4.4	5.4	6.4	7.4	8.4
ALTITUDE	1500	1819	2138	2456	2775	3093	3412	3730

LOC-DME: Timing not authorized for defining the MAPt.

GS	kt	80	100	120	140	160	180
ENORO - THR (9.2 NM)	MIN:SEC	6:55	5:32	4:37	3:57	3:27	3:04
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	950

Correction: ILS CAT III.

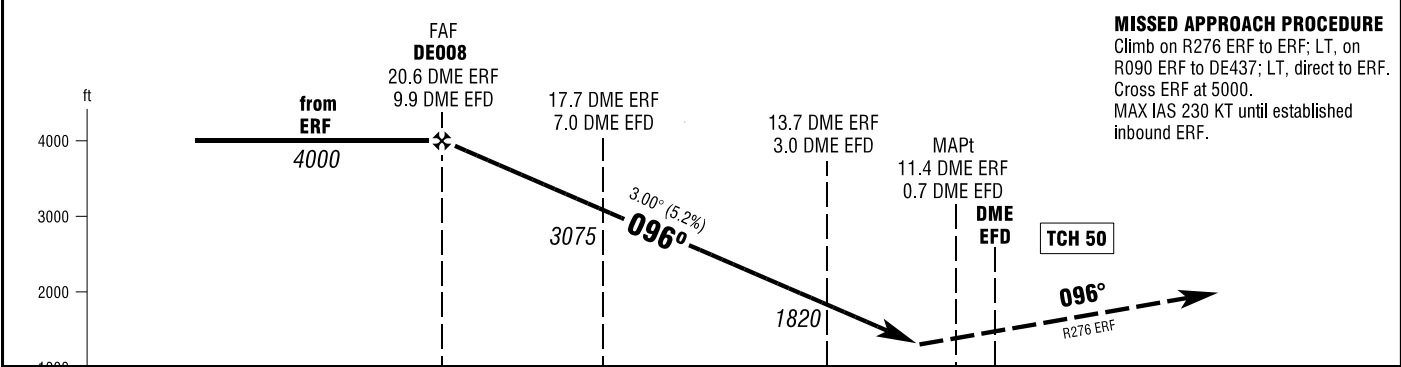
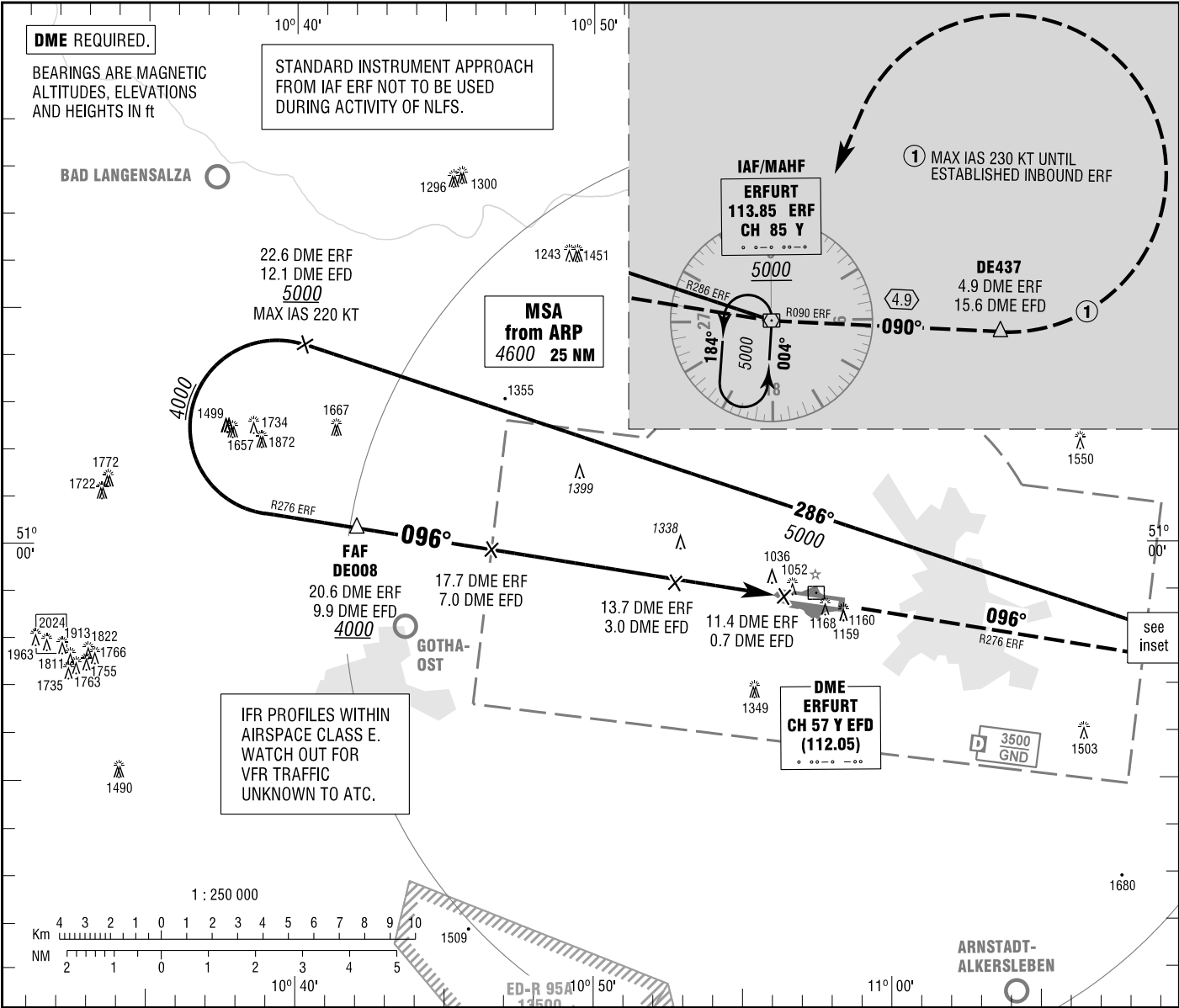
ERFURT-WEIMAR
VOR
RWY 09

ERFURT ATIS 133.455
MUENCHEN RADAR 126.175
ERFURT TOWER 121.155

ERFURT GROUND 121.755
ERFURT APRON 121.905

ELEV 1034
OCH RELATED TO THR 09 ELEV 1023

INSTRUMENT
APPROACH
CHART - ICAO



PROFILE SCALE 1 : 250 000

OCA (OCH)	A	B	C	D
VOR/DME	1590 (560)	1590 (560)	1590 (560)	1590 (560)
CIRCLING*	1590 (560)	1660 (620)	1760 (720)	1800 (760)
OCH RELATED TO AD ELEV				

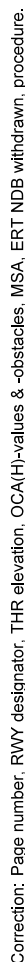
DME ERF	20	19	18	17	16	15	14	13
DIST THR	8.6	7.6	6.6	5.6	4.6	3.6	2.6	1.6
ALTITUDE	3807	3489	3170	2852	2533	2215	1896	1578

Timing not authorized for defining the MAPt.

GS	kt	80	100	120	140	160	180
DE008 - THR (9.2 NM)	MIN:SEC	6:53	5:31	4:36	3:56	3:27	3:04
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	950

*NORTH OF AERODROME ONLY.

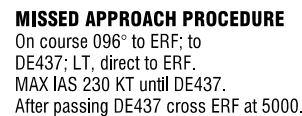
ERFURT-WEIMAR
VOR
RWY 27



GS	kt	80	100	120	140	160	180
DE037 - THR (9.2 NM)	MIN:SEC	6:55	5:32	4:37	3:57	3:27	3:04
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	950

*NORTH OF AERODROME ONLY.

INSTRUMENT APPROACH CHART - ICAO



GS	kt	80	100	120	140	160	180
BULEM - THR (9.2 NM)	MIN:SEC	6:53	5:31	4:36	3:56	3:27	3:04
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	950

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Procedure Remarks

STANDARD INSTRUMENT APPROACH FROM IAF ERF AND IAF DE430 NOT TO BE USED DURING ACTIVITY OF NLFS (ED-R 150).

Approach Segment	Recommended Path Terminator	Way-point Identifier	Coordinates	Fly Over	(True Track°) Mag Track°	Distance (NM)	Turn Direction	Altitude (ft) / Flight Level	Speed Limit (kt IAS)	Vertical Path Angle (°) / TCH (ft)	NAV Specification	Remarks
Initial APCH from DE430	IF	DE430	N 51 00 29.85 E 010 35 39.95	N	-	-	-	A4000+	-	-	RNP APCH	-
	TF	BULEM	N 51 00 00.73 E 010 41 57.40	N	(T 096.9) 094	4.0	-	A4000+	-	-	RNP APCH	-
Initial APCH from ERF	IF	ERF	N 50 57 03.13 E 011 14 12.07	N	-	-	-	A5000+	-	-	RNP APCH	-
	TF	DE422	N 51 04 28.82 E 010 49 13.43	N	(T 295.4) 293	17.4	-	-	-	-	RNP APCH	-
	TF	DE421	N 51 04 58.34 E 010 42 55.49	N	(T 277.1) 274	4.0	-	-	-	-	RNP APCH	-
	TF	DE420	N 51 05 27.51 E 010 36 37.41	N	(T 277.0) 274	4.0	-	A5000+	-	-	RNP APCH	-
	TF	DE430	N 51 00 29.85 E 010 35 39.95	N	(T 186.9) 184	5.0	-	A4000+	220-	-	RNP APCH	-
	TF	BULEM	N 51 00 00.73 E 010 41 57.40	N	(T 096.9) 094	4.0	-	A4000+	-	-	RNP APCH	-
APCH	TF	RW09	N 50 58 52.60 E 010 56 23.04	Y	(T 097.0) 094	9.2	-	-	-	-3.0/50	RNP APCH	-
Missed APCH	VA	-	-	-	(T 097.0) 094	-	-	A1500+	-	-	RNP APCH	-
	CF	ERF	N 50 57 03.13 E 011 14 12.07	N	(T 099.4) 096	-	R	-	-	-	RNP APCH	-
	TF	DE437	N 50 56 47.70 E 011 21 52.18	Y	(T 093.0) 090	4.9	-	-	230-	-	RNP APCH	-
	DF	ERF	N 50 57 03.13 E 011 14 12.07	N	-	-	L	@ A5000	-	-	RNP APCH	-

RNAV HOLDING IDENTIFICATION								
Recommended Path Terminator	Holding Fix	Coordinates	Inbound (True Track°) Mag Track°	Max Speed (kt IAS)	Altitude (ft) / Flight Level	Time (MIN) / Distance outbound	Turn Direction	Remarks
HM	ERF	N 50 57 03.13 E 011 14 12.07	(T 007.2) 004	230-	A5000+	1	L	-

ERFURT-WEIMAR
RNP RWY 09

INSTRUMENT APPROACH PROCEDURE
FAS DATA BLOCK

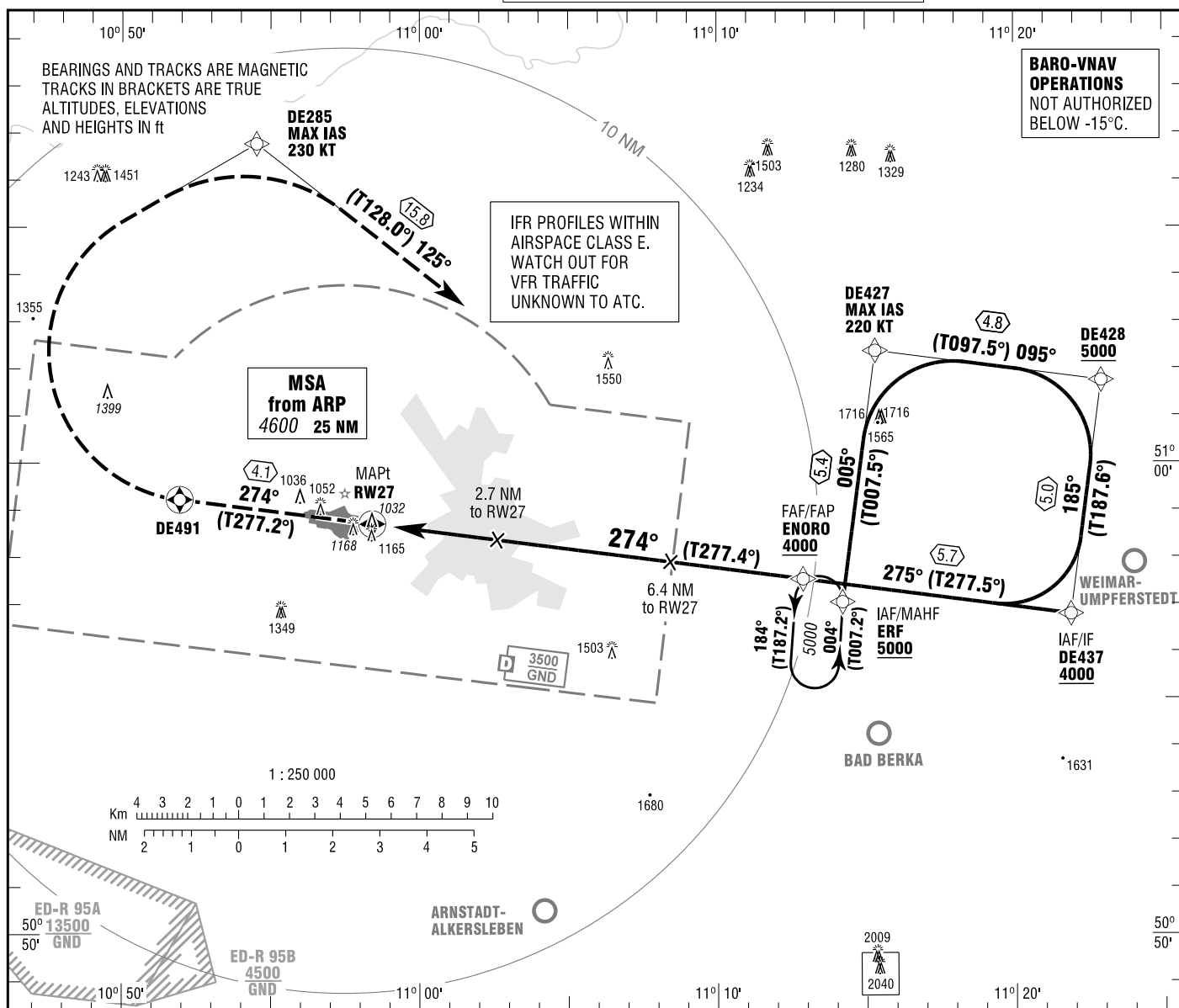
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AIRPORT IDENTIFIER	EDDE
RUNWAY	09
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	E09A
LTP/FTP LATITUDE	505852.6030N
LTP/FTP LONGITUDE	0105623.0390E
LTP/FTP ELLIPSOIDAL HEIGHT	358.4
FPAP LATITUDE	505842.8890N
FPAP LONGITUDE	0105824.5740E
THRESHOLD CROSSING HEIGHT (TCH)	50.0
TCH UNITS SELECTOR (METERS OR FEET)	0
GLIDEPATH ANGLE (GPA)	3.0
COURSE WIDTH AT THRESHOLD	105.0
LENGTH OFFSET	0.0
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	35.0
CRC REMAINDER	083F0BA7
ICAO CODE	ED
LTP/FTP ORTHOMETRIC HEIGHT (METERS)	311.9

INSTRUMENT
APPROACH
CHART - ICAO

VAR 3° E
ELEV 1034
OCH RELATED TO
THR 27 ELEV 1014

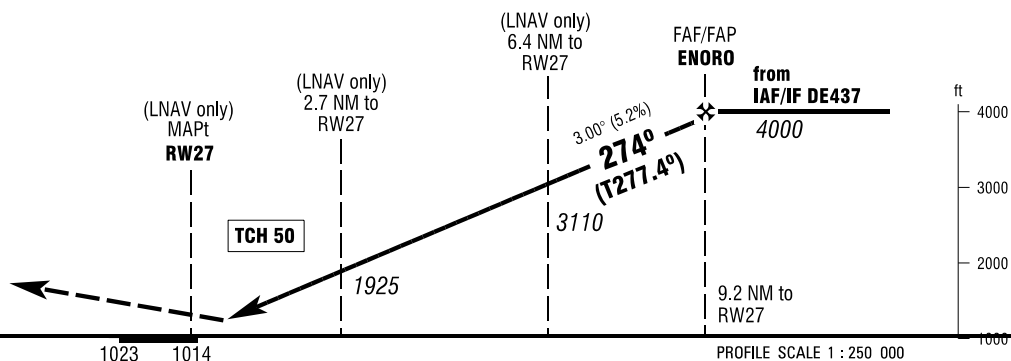
ERFURT ATIS 133.455
MUNICHEN RADAR 126.175
ERFURT GROUND 121.755
ERFURT APRON 121.905
ERFURT TOWER 121.155

ERFURT-WEIMAR
RNP RWY 27
EGNOS CH 99056 E27A



MISSED APPROACH PROCEDURE

Direct to DE491; RT direct
to DE285; to ERF.
MAX IAS 230 KT until DE 285.
Cross ERF at 5000.



OCA (OCH)	A	B	C	D
LNAV	1420 (400)	1420 (400)	1420 (400)	1420 (400)
LNAV / VNAV	1300 (284)	1310 (294)	1320 (304)	1329 (313)
LPV	1164 (148)	1174 (158)	1184 (168)	1193 (177)
CIRCLING * OCH RELATED TO AD ELEV	1590 (560)	1660 (620)	1760 (720)	1800 (760)

* NORTH OF AERODROME ONLY.

DIST THR / RW27	2	3	4	5	6	7	8	9
ALTITUDE	1705	2023	2340	2657	2975	3293	3611	3930

Timing not authorized for defining the MAPt.

GS	kt	80	100	120	140	160	180
ENORO - THR (9.2 NM)	MIN:SEC	6:55	5:32	4:37	3:57	3:27	3:04
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	950

Correction: Page number, RWY designer, THR elevation, OCA(H)-values & obstacles, MSA, procedure.

ERFURT-WEIMAR
RWY 27

INSTRUMENT APPROACH PROCEDURE
TABULAR DESCRIPTION
RNP

Approach Segment	Recommended Path Terminator	Way-point Identifier	Coordinates	Fly Over	(True Track°) Mag Track°	Distance (NM)	Turn Direction	Altitude (ft) / Flight Level	Speed Limit (kt IAS)	Vertical Path Angle (°) / TCH (ft)	NAV Specification	Remarks
Initial APCH from DE437	IF	DE437	N 50 56 47.70 E 011 21 52.18	N	-	-	-	A4000+	-	-	RNP APCH	-
	TF	ENORO	N 50 57 32.44 E 011 12 52.57	N	(T 277.5) 275	5.7	-	A4000+	-	-	RNP APCH	-
Initial APCH from ERF	IF	ERF	N 50 57 03.13 E 011 14 12.07	N	-	-	-	A5000+	-	-	RNP APCH	-
	TF	DE427	N 51 02 22.80 E 011 15 18.72	N	(T 007.5) 005	5.4	-	-	220-	-	RNP APCH	-
	TF	DE428	N 51 01 44.96 E 011 22 54.55	N	(T 097.5) 095	4.8	-	A5000+	-	-	RNP APCH	-
	TF	DE437	N 50 56 47.70 E 011 21 52.18	N	(T 187.6) 185	5.0	-	A4000+	-	-	RNP APCH	-
	TF	ENORO	N 50 57 32.44 E 011 12 52.57	N	(T 277.5) 275	5.7	-	A4000+	-	-	RNP APCH	-
APCH	TF	RW27	N 50 58 42.89 E 010 58 24.57	Y	(T 277.4) 274	9.2	-	-	-	-3.0/50	RNP APCH	-
Missed APCH	VA	-	-	-	(T 277.2) 274	-	-	A1500+	-	-	RNP APCH	-
	DF	DE491	N 50 59 13.78 E 010 51 56.34	Y	-	-	-	-	-	-	RNP APCH	-
	DF	DE285	N 51 06 46.83 E 010 54 31.33	N	-	-	R	-	230-	-	RNP APCH	-
	TF	ERF	N 50 57 03.13 E 011 14 12.07	N	(T 128.0) 125	15.8	-	@ A5000	-	-	RNP APCH	-

RNAV HOLDING IDENTIFICATION								
Recommended Path Terminator	Holding Fix	Coordinates	Inbound (True Track°) Mag Track°	Max Speed (kt IAS)	Altitude (ft) / Flight Level	Time (MIN) / Distance outbound	Turn Direction	Remarks
HM	ERF	N 50 57 03.13 E 011 14 12.07	(T 007.2) 004	230-	A5000+	1	L	-

ERFURT-WEIMAR
RNP RWY 27

INSTRUMENT APPROACH PROCEDURE
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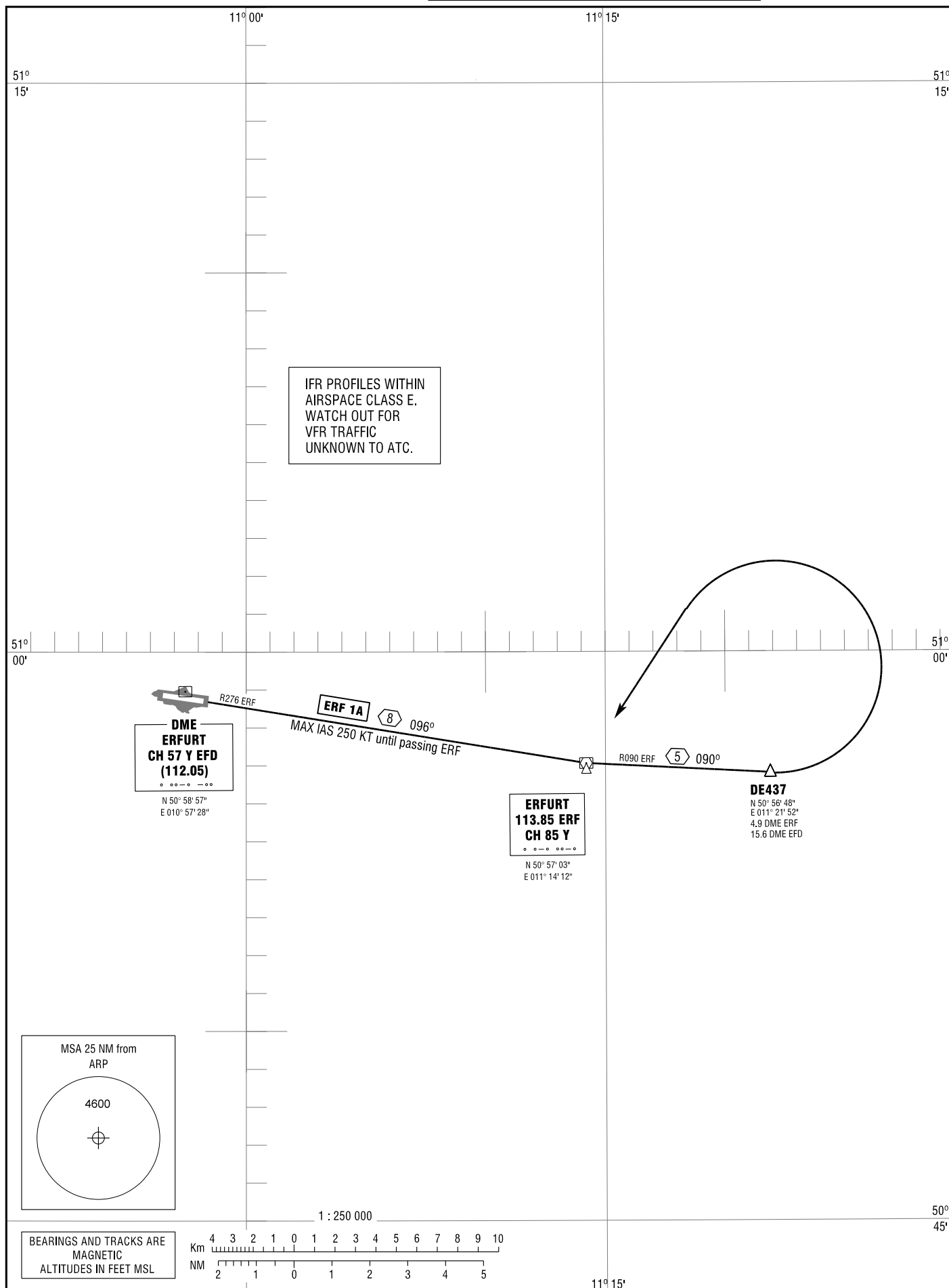
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AIRPORT IDENTIFIER	EDDE
RUNWAY	27
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	E27A
LTP/FTP LATITUDE	505842.8890N
LTP/FTP LONGITUDE	0105824.5740E
LTP/FTP ELLIPSOIDAL HEIGHT	355.6
FPAP LATITUDE	505852.6030N
FPAP LONGITUDE	0105623.0390E
THRESHOLD CROSSING HEIGHT (TCH)	50.0
TCH UNITS SELECTOR (METERS OR FEET)	0
GLIDEPATH ANGLE (GPA)	3.0
COURSE WIDTH AT THRESHOLD	105.0
LENGTH OFFSET	0.0
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	35.0
CRC REMAINDER	6AFD6F6F
ICAO CODE	ED
LTP/FTP ORTHOMETRIC HEIGHT (METERS)	309.1

STANDARD DEPARTURE
CHART - INSTRUMENT
(SID)

TRANSITION
ALTITUDE 5000
VAR 3° E

ERFURT ATIS	133.455	ERFURT APRON	121.905
ERFURT GROUND	121.755	MUENCHEN RADAR	126.175
ERFURT TOWER	121.155		

ERFURT-WEIMAR
RWY 09
ERF 1A



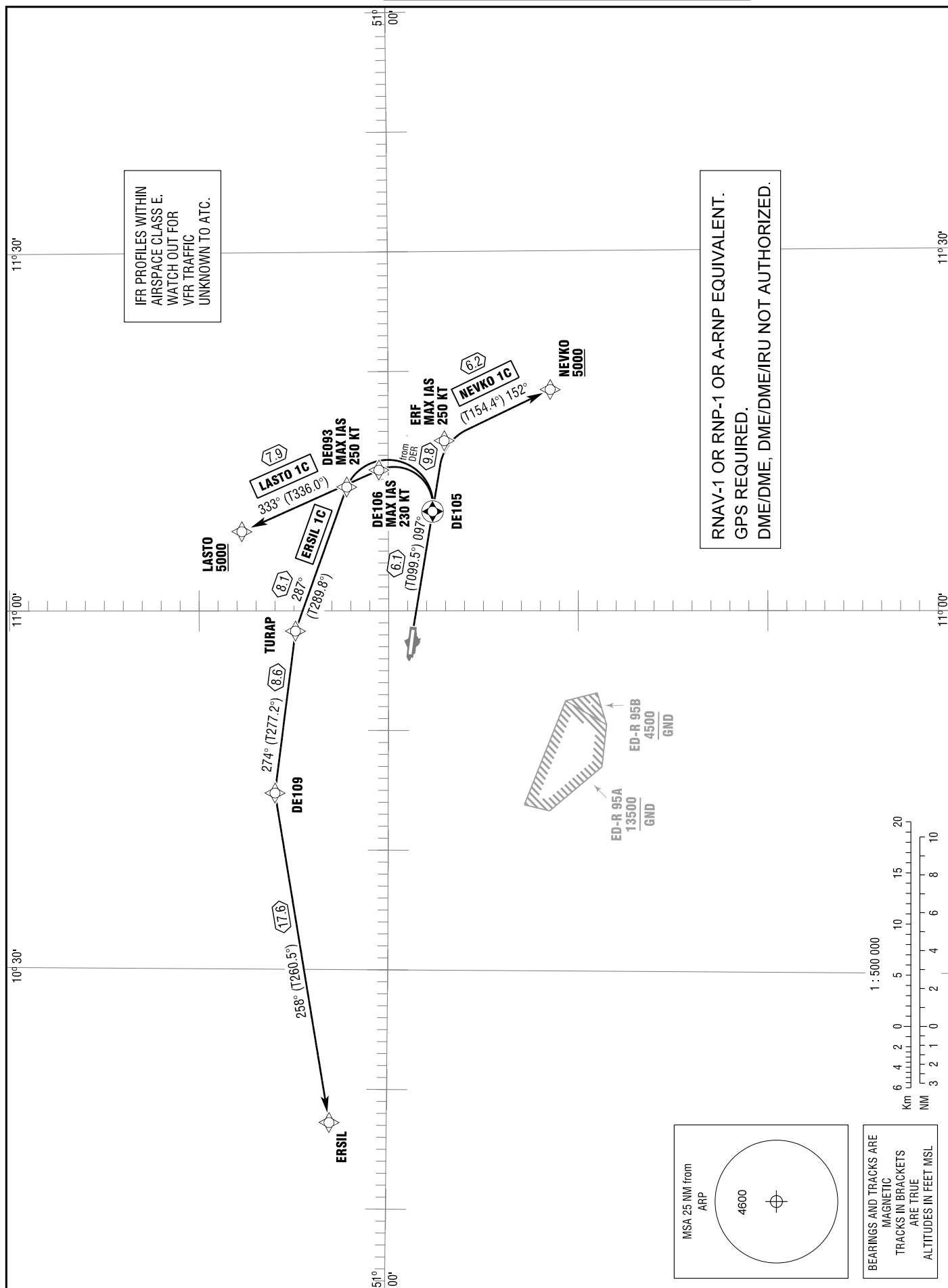
STANDARD DEPARTURE
CHART - INSTRUMENT
RNAV (GPS)

TRANSITION
ALTITUDE 5000
VAR 3° E

ERFURT ATIS	133.455	ERFURT APRON	121.905
ERFURT GROUND	121.755	MUENCHEN RADAR	126.175
ERFURT TOWER	121.155		

ERFURT-WEIMAR
RWY 09

Correction: New chart.



STANDARD DEPARTURE
ROUTES - INSTRUMENT
(SID)

ERFURT-WEIMAR
RWY 09

Designator	Route	After Take-Off		Procedure Remarks
		Climb to	Contact	
ERF 1A	ERFURT ONE ALPHA On R276 ERF to ERF; LT, on R090 ERF to DE437; LT, direct to ERF (△). MAX IAS 250 KT until ERF.	FL70	MUENCHEN RADAR 126.175 CONTACT MUENCHEN RADAR IMMEDIATELY AFTER TAKE-OFF!	1. FOR NON RNAV-1 EQUIPPED AIRCRAFT ONLY. 2. FOR RNAV-1 EQUIPPED AIRCRAFT NOT TO BE FILED IN FLIGHTPLAN, BY ATC ONLY.

STANDARD DEPARTURE
ROUTES - INSTRUMENT (SID)
RNAV GPS

ERFURT-WEIMAR
RWY 09

Designator	Route			After Take-Off				Procedure Remarks		
				Climb to		Contact				
ERSIL 1C	ERSIL ONE CHARLIE On course 097° to DE105; LT, direct to DE093; to TURAP; to DE109; to ERSIL (Δ). MAX IAS 250 KT until DE093.			FL70		MUENCHEN RADAR 126.175 CONTACT MUENCHEN RADAR IMMEDIATELY AFTER TAKE-OFF!		DURING ACTIVITY OF NLFS CROSS DE109 AT OR ABOVE 7000.		
Recommended Path Terminator	Waypoint Identifier	Coordinates	Fly Over	(True Track°) Mag Track°	Distance (NM)	Turn Direction	Altitude (ft) / Flight Level	Speed Limit (kt IAS)	NAV-Specification	Remarks
VA	-	-	-	(T 099.5) 097	-	-	A1500+	-	RNAV 1	-
CF	DE105	N 50 57 40.70 E 011 08 17.79	Y	(T 099.5) 097	-	-	-	-	RNAV 1	-
DF	DE093	N 51 02 12.14 E 011 10 21.46	N	-	-	L	-	250-	RNAV 1	-
TF	TURAP	N 51 04 55.04 E 010 58 18.62	N	(T 289.8) 287	8.1	-	-	-	RNAV 1	-
TF	DE109	N 51 05 59.22 E 010 44 44.94	N	(T 277.2) 274	8.6	-	-	-	RNAV 1	-
TF	ERSIL	N 51 03 02.09 E 010 17 11.77	N	(T 260.5) 258	17.6	-	-	-	RNAV 1	-

Designator	Route			After Take-Off				Procedure Remarks		
				Climb to		Contact				
LASTO 1C	LASTO ONE CHARLIE On course 097° to DE105; LT, direct to DE106; to LASTO (Δ). Cross LASTO at or above 5000. MAX IAS 230 KT until DE106.			FL70		MUENCHEN RADAR 126.175 CONTACT MUENCHEN RADAR IMMEDIATELY AFTER TAKE-OFF!		PDG 3.9% (237 FT/NM)		
Recommended Path Terminator	Waypoint Identifier	Coordinates	Fly Over	(True Track°) Mag Track°	Distance (NM)	Turn Direction	Altitude (ft) / Flight Level	Speed Limit (kt IAS)	NAV- Specification	Remarks
VA	-	-	-	(T 099.5) 097	-	-	A1500+	-	RNAV 1	-
CF	DE105	N 50 57 40.70 E 011 08 17.79	Y	(T 099.5) 097	-	-	-	-	RNAV 1	-
DF	DE106	N 51 00 30.30 E 011 11 45.95	N	-	-	L	-	230-	RNAV 1	-
TF	LASTO	N 51 07 44.49 E 011 06 38.39	N	(T 336.0) 333	7.9	-	A5000+	-	RNAV 1	-

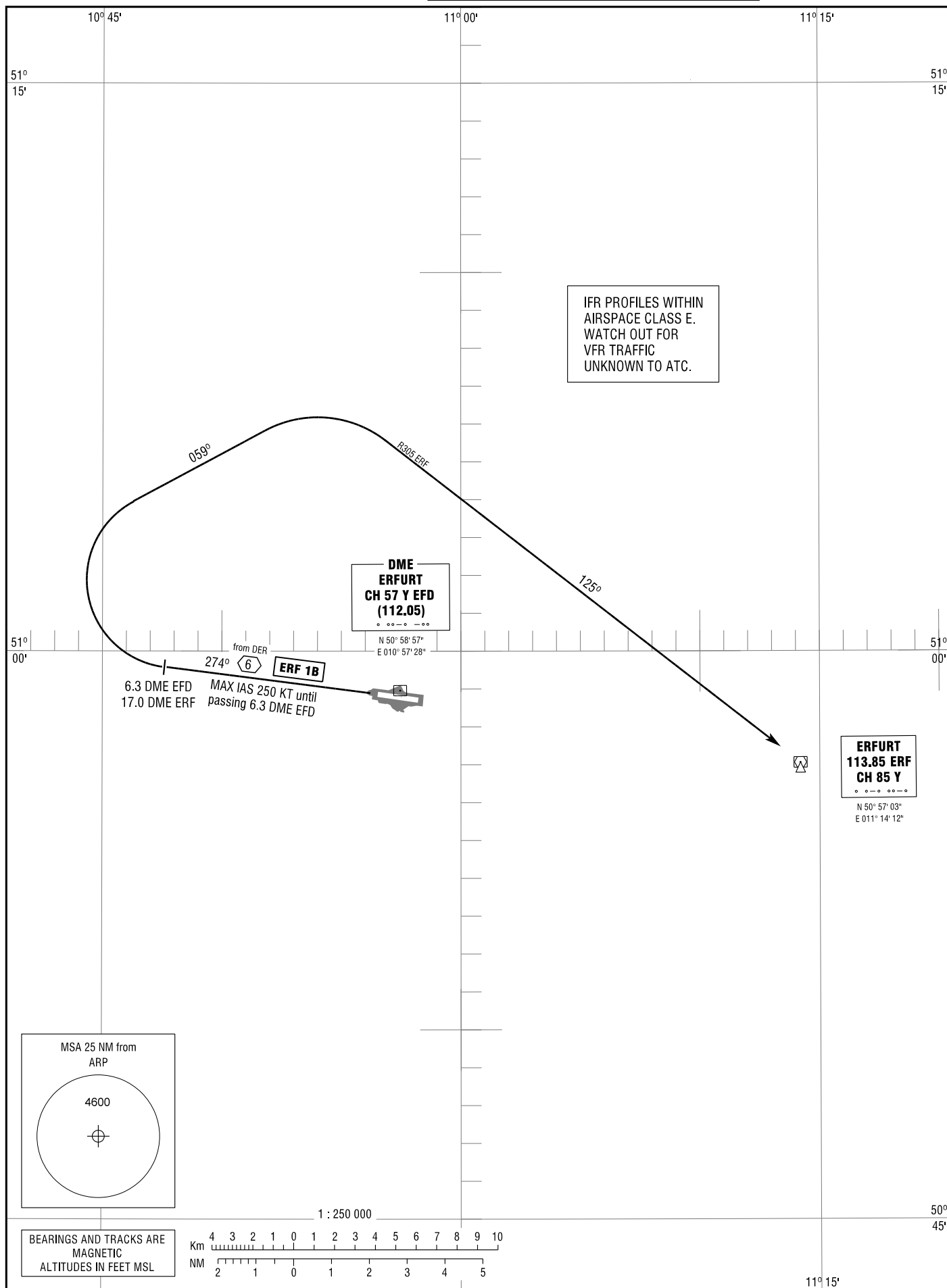
Designator	Route			After Take-Off				Procedure Remarks		
				Climb to		Contact				
NEVKO 1C	NEVKO ONE CHARLIE On course 097° to ERF; to NEVKO (△). Cross NEVKO at or above 5000. MAX IAS 250 KT until ERF.			FL70		MUENCHEN RADAR 126.175 CONTACT MUENCHEN RADAR IMMEDIATELY AFTER TAKE-OFF!		PDG 5.4% (329 FT/NM)		
Recommen- ded Path Terminator	Waypoint Identifier	Coordinates	Fly Over	(True Track°) Mag Track°	Distance (NM)	Turn Direction	Altitude (ft) / Flight Level	Speed Limit (kt IAS)	NAV- Specification	Remarks
VA	-	-	-	(T 099.5) 097	-	-	A1500+	-	RNAV 1	-
CF	ERF	N 50 57 03.13 E 011 14 12.07	N	(T 099.5) 097	-	-	-	250-	RNAV 1	-
TF	NEVKO	N 50 51 27.17 E 011 18 25.93	N	(T 154.4) 152	6.2	-	A5000+	-	RNAV 1	-

STANDARD DEPARTURE
CHART - INSTRUMENT
(SID)

TRANSITION
ALTITUDE 5000
VAR 3° E

ERFURT ATIS	133.455	ERFURT APRON	121.905
ERFURT GROUND	121.755	MUENCHEN RADAR	126.175
ERFURT TOWER	121.155		

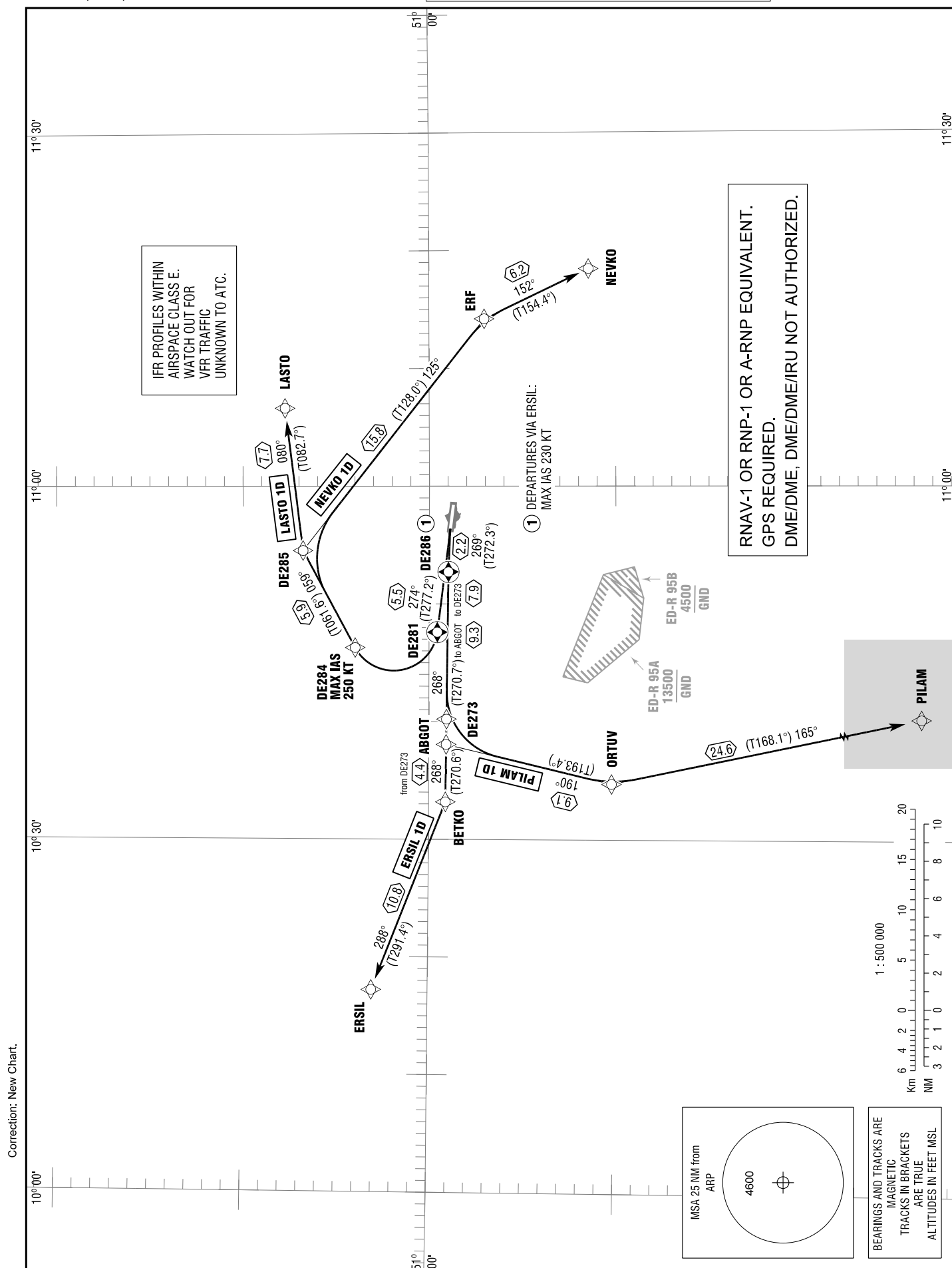
ERFURT-WEIMAR
RWY 27
ERF 1B



TRANSITION
ALTITUDE 5000
VAR 3° E

ERFURT ATIS	133.455	ERFURT APRON	121.905
ERFURT GROUND	121.755	MUENCHEN RADAR	126.175
ERFURT TOWER	121.155		

ERFURT-WEIMAR
RWY 27



STANDARD DEPARTURE
ROUTES - INSTRUMENT
(SID)

ERFURT-WEIMAR
RWY 27

Designator	Route	After Take-Off		Procedure Remarks
		Climb to	Contact	
ERF 1B	ERFURT ONE BRAVO On heading 274° to 6.3 DME EFD / 17.0 DME ERF; RT, on heading 059° to intercept R305 ERF; RT, on R305 ERF to ERF (△). MAX IAS 250 KT until 6.3 DME EFD.	FL70	MUENCHEN RADAR 126.175 CONTACT MUENCHEN RADAR IMMEDIATELY AFTER TAKE-OFF!	1. FOR NON RNAV-1 EQUIPPED AIRCRAFT ONLY. 2. FOR RNAV-1 EQUIPPED AIRCRAFT NOT TO BE FILED IN FLIGHTPLAN, BY ATC ONLY.

STANDARD DEPARTURE
ROUTES - INSTRUMENT (SID)
RNAV GPS

ERFURT-WEIMAR
RWY 27

Designator	Route			After Take-Off				Procedure Remarks		
				Climb to		Contact				
ERSIL 1D	ERSIL ONE DELTA On course 269° to DE286; to DE273, to BETKO, to ERSIL (Δ). MAX IAS 230 KT until DE286.			FL70		MUENCHEN RADAR 126.175 CONTACT MUENCHEN RADAR IMMEDIATELY AFTER TAKE-OFF!		DURING ACTIVITY OF NLFS CROSS DE273 AT OR ABOVE 7000.		
Recommen- ded Path Terminator	Waypoint Identifier	Coordinates	Fly Over	(True Track°) Mag Track°	Distance (NM)	Turn Direction	Altitude (ft) / Flight Level	Speed Limit (kt IAS)	NAV- Specification	Remarks
CF	DE286	N 50 58 58.70 E 010 52 42.84	Y	(T 272.3) 269	2.2	-	-	230-	RNAV 1	-
TF	DE273	N 50 59 04.12 E 010 40 12.54	N	(T 270.7) 268	7.9	-	-	-	RNAV 1	-
TF	BETKO	N 50 59 06.57 E 010 33 11.00	N	(T 270.6) 268	4.4	-	-	-	RNAV 1	-
TF	ERSIL	N 51 03 02.09 E 010 17 11.77	N	(T 291.4) 288	10.8	-	-	-	RNAV 1	-

Designator	Route			After Take-Off				Procedure Remarks		
				Climb to		Contact				
LASTO 1D	LASTO ONE DELTA On course 274° to DE281; RT, direct to DE284, to DE285, to LASTO (△). MAX IAS 250 KT until DE284.			FL70		MUENCHEN RADAR 126.175 CONTACT MUENCHEN RADAR IMMEDIATELY AFTER TAKE-OFF!				
Recommen- ded Path Terminator	Waypoint Identifier	Coordinates	Fly Over	(True Track°) Mag Track°	Distance (NM)	Turn Direction	Altitude (ft) / Flight Level	Speed Limit (kt IAS)	NAV- Specification	Remarks
VA	-	-	-	(T 277.2) 274	-	-	A1500+	-	RNAV 1	-
CF	DE281	N 50 59 34.34 E 010 47 35.57	Y	(T 277.2) 274	-	-	-	-	RNAV 1	-
DF	DE284	N 51 03 58.65 E 010 46 16.21	N	-	-	R	-	250-	RNAV 1	-
TF	DE285	N 51 06 46.83 E 010 54 31.33	N	(T 061.6) 059	5.9	-	-	-	RNAV 1	-
TF	LASTO	N 51 07 44.49 E 011 06 38.39	N	(T 082.7) 080	7.7	-	-	-	RNAV 1	-

Designator	Route			After Take-Off				Procedure Remarks		
				Climb to		Contact				
NEVKO 1D	NEVKO ONE DELTA On course 274° to DE281; RT, direct to DE284, to DE285, to ERF, to NEVKO (Δ). MAX IAS 250 KT until DE284.			FL70		MUENCHEN RADAR 126.175 CONTACT MUENCHEN RADAR IMMEDIATELY AFTER TAKE-OFF!				
Recommen- ded Path Terminator	Waypoint Identifier	Coordinates	Fly Over	(True Track°) Mag Track°	Distance (NM)	Turn Direction	Altitude (ft) / Flight Level	Speed Limit (kt IAS)	NAV- Specification	Remarks
VA	-	-	-	(T 277.2) 274	-	-	A1500+	-	RNAV 1	-
CF	DE281	N 50 59 34.34 E 010 47 35.57	Y	(T 277.2) 274	-	-	-	-	RNAV 1	-
DF	DE284	N 51 03 58.65 E 010 46 16.21	N	-	-	R	-	250-	RNAV 1	-
TF	DE285	N 51 06 46.83 E 010 54 31.33	N	(T 061.6) 059	5.9	-	-	-	RNAV 1	-
TF	ERF	N 50 57 03.13 E 011 14 12.07	N	(T 128.0) 125	15.8	-	-	-	RNAV 1	-
TF	NEVKO	N 50 51 27.17 E 011 18 25.93	N	(T 154.4) 152	6.2	-	-	-	RNAV 1	-

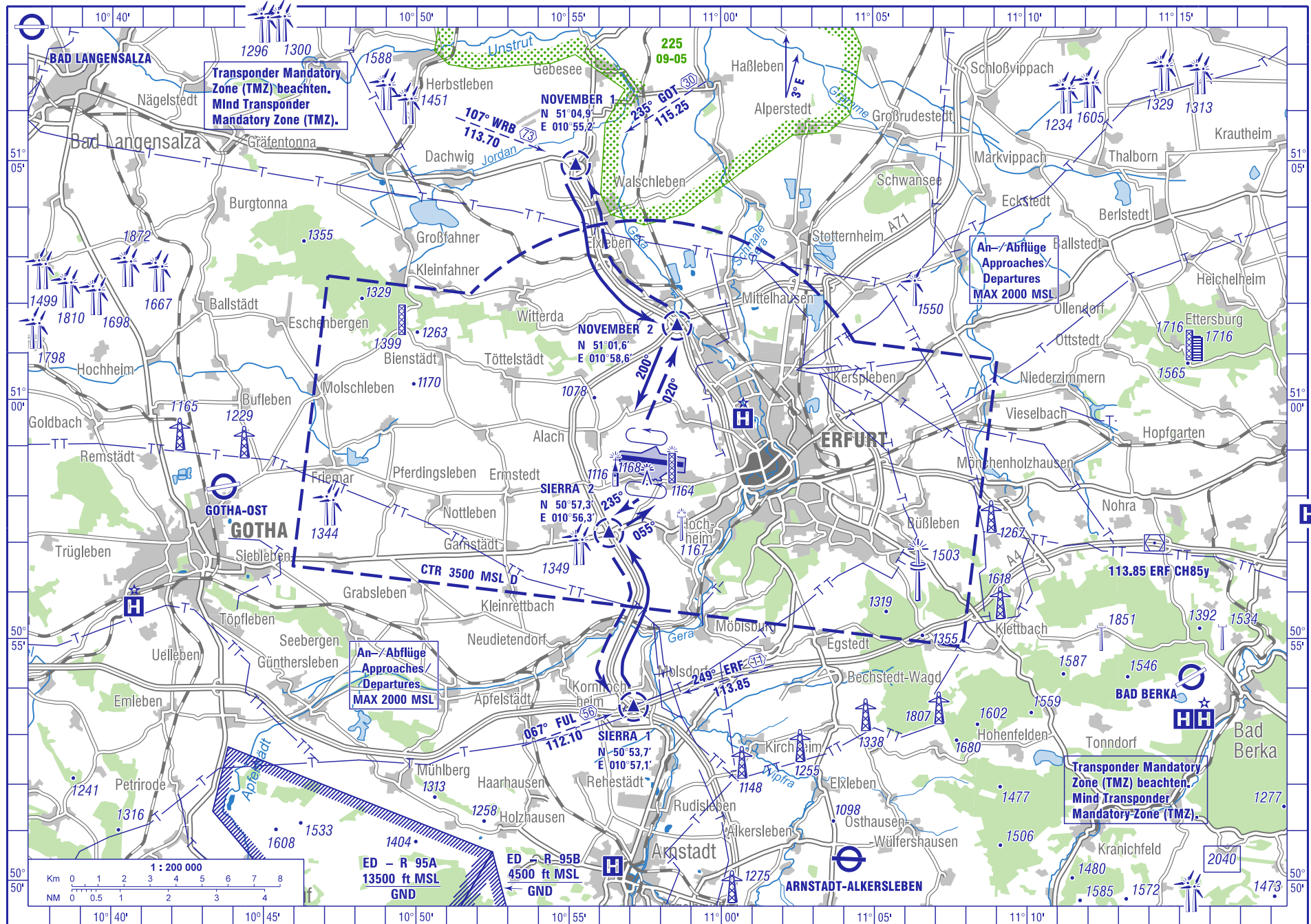
Designator	Route			After Take-Off				Procedure Remarks		
				Climb to		Contact				
PILAM 1D	PILAM ONE DELTA On course 269° to DE286; to ABGOT, to ORTUV. to PILAM (Δ).			FL70		MUENCHEN RADAR 126.175 CONTACT MUENCHEN RADAR IMMEDIATELY AFTER TAKE-OFF!		1. Not to be filed in FPL, on request by ATC only. 2. DURING ACTIVITY OF NLFS CROSS ABGOT AT OR ABOVE 7000.		
Recommen- ded Path Terminator	Waypoint Identifier	Coordinates	Fly Over	(True Track°) Mag Track°	Distance (NM)	Turn Direction	Altitude (ft) / Flight Level	Speed Limit (kt IAS)	NAV- Specification	Remarks
CF	DE286	N 50 58 58.70 E 010 52 42.84	Y	(T 272.3) 269	2.2	-	-	-	RNAV 1	-
TF	ABGOT	N 50 59 04.92 E 010 38 03.74	N	(T 270.7) 268	9.3	-	-	-	RNAV 1	-
TF	ORTUV	N 50 50 11.89 E 010 34 43.81	N	(T 193.4) 190	9.1	-	-	-	RNAV 1	-
TF	PILAM	N 50 26 06.44 E 010 42 39.68	N	(T 168.1) 165	24.6	-	-	-	RNAV 1	-

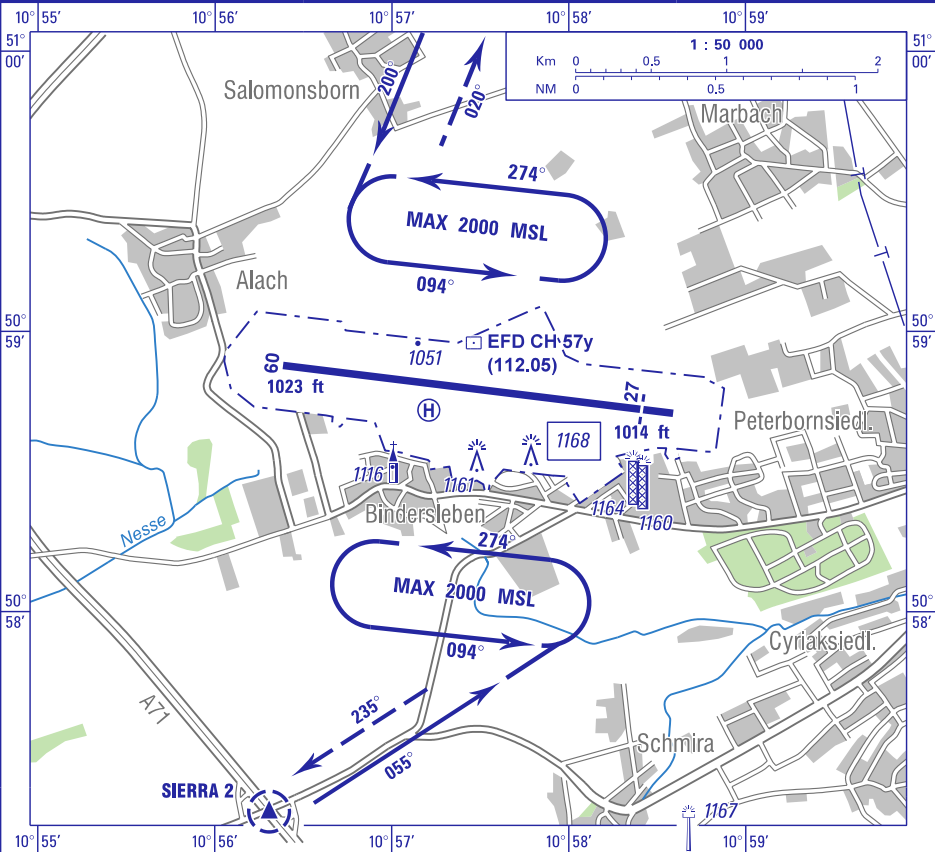
FIS
LANGEN INFORMATION 119.825
ERFURT ATIS 133.455

ILS 27 109.90
ILS 09 109.10

ERFURT TOWER/TURM 121.155 En/Ge
GROUND/ROLLKONTROLLE 121.755 En/Ge
APRON/VORFELD 121.905

Berichtigung: NDB ERT zurückgezogen, ILS 09 Hindernis.
Correction: NDB ERT withdrawn, ILS 09, obstacle.





Berichtigung: NDB ERT zurückgezogen.
Correction: NDB ERT withdrawn.

RWY (MAG)	Dimensions	Surface	Strength	TORA	LDA
09 (094)	2600 x 50 m	ASPH/ Anti Skid	PCN 85 F/C/W/T	2600 m	2600 m
27 (274)				2600 m	2390 m

Überflüge bewohnter Gebiete möglichst vermeiden, soweit Flugleistungen und ATC-Freigaben es gestatten. ATC-Anweisungen haben Vorrang.

GEFAHR: Wirbelschleppen möglich.

Das Überrollen eines eingeschalteten roten Haltebalkens ist in keinem Fall gestattet.

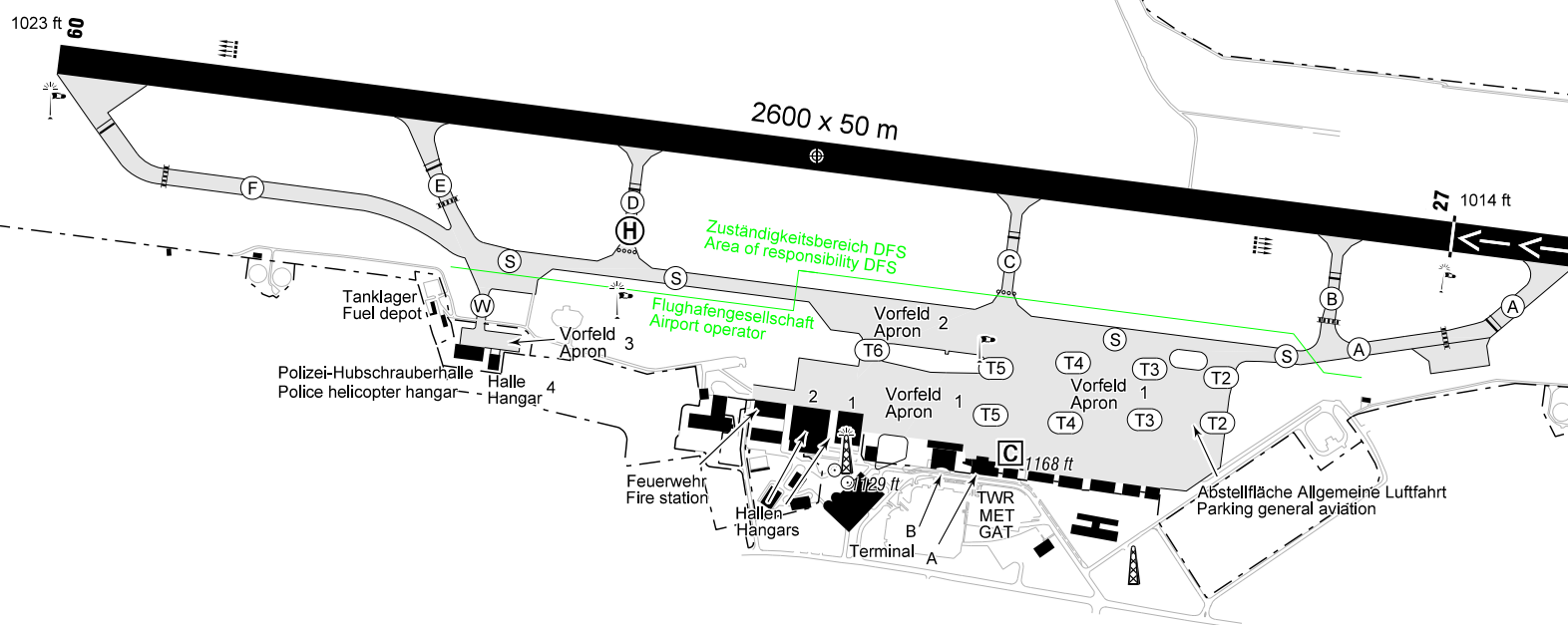
Overflights of residential areas shall be avoided, if possible as far as flight performances and ATC clearances permit. ATC instructions have priority.

DANGER: Possible wake turbulence.

Taxiing over a red stop bar which is turned on, is not permitted under any circumstances.

RWY	TWY	TORA	TODA	ASDA
09	E	2000	2200	2000
	D	1600	1800	1600
	C	950	1150	950
27	B	2200	2400	2200
	C	1650	1850	1650
	D	1000	1200	1000

APCH	THR	PAPI 3°
RWY centre	RWY edge	RWY end
TDZ	TWY centre	TWY edge



1 : 12 500

100 50 0 100 200 300 400

m