STAR

JEPPESEN 15 MAR 02 (10-2) Eff 21 Mar

DRESDEN, GERMANY

DRESDEN

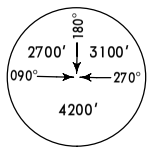
*ATIS 118.87

TRANS LEVEL: BY ATC
TRANS ALT: 5000′

HERMSDORF THREE ALFA (HDO 3A)
OSKAN TWO ALFA (OSKAN 2A) *[OSKA2A]* ❶
(RWY 22)

HERMSDORF TWO BRAVO (HDO 2B)
OSKAN TWO BRAVO (OSKAN 2B) *[OSKA2B]*

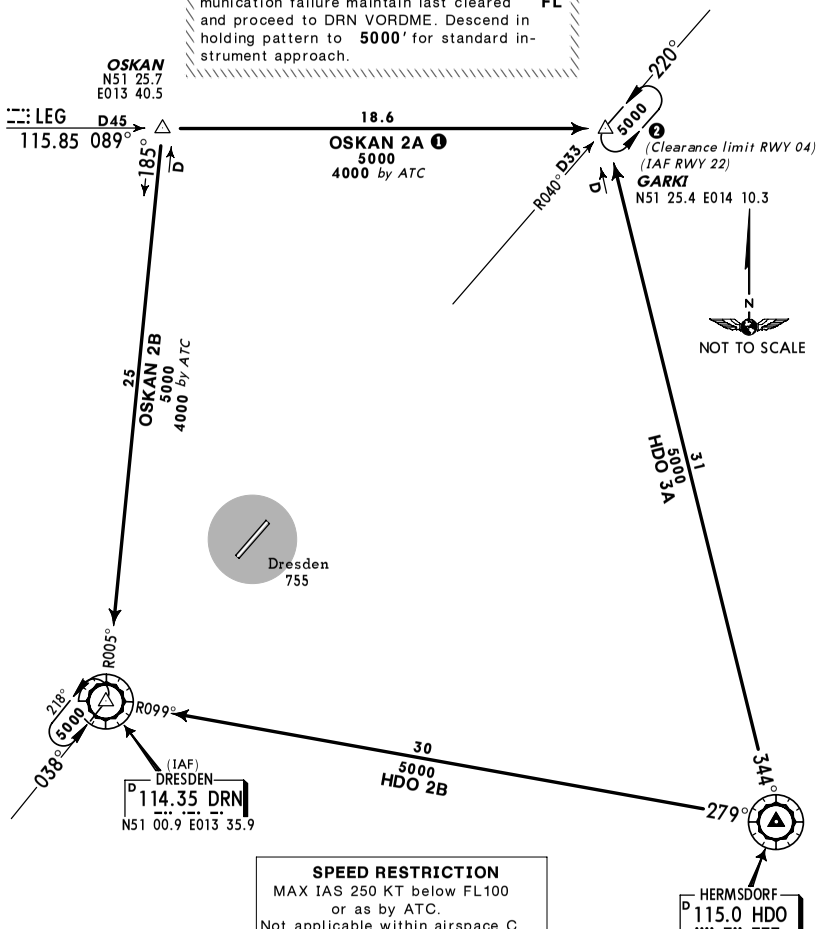
ARRIVALS
(RWY 04)



MSA
DRN VOR

COMMUNICATION FAILURE
OSKAN 2A: Non BRNAV equipped flights: In case of radio communication failure proceed from Oskan Int to DRN VORDME for standard instrument approach.
Garki Int (RWY 04): In case of radio communication failure maintain last cleared **FL** and proceed to DRN VORDME. Descend in holding pattern to **5000′** for standard instrument approach.

❶ BRNAV equipment necessary.
❷ Expect radar vectoring to final.



SPEED RESTRICTION
MAX IAS 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

CHANGES: OSKAN STARs & HDO 2A renumbered & revised.

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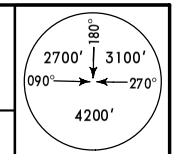
EDDC/DRS
DRESDEN

JEPPESEN 22 NOV 02 (10-3) Eff 28 Nov

DRESDEN, GERMANY

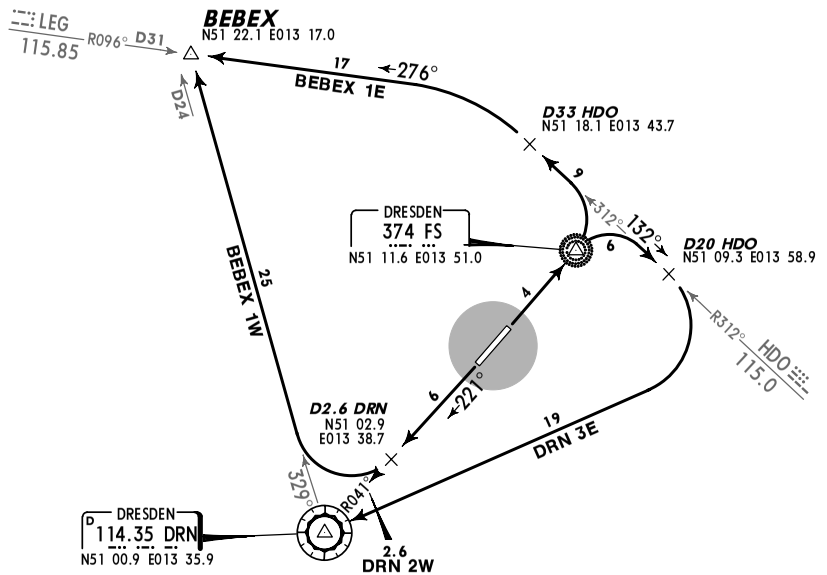
SID

BERLIN Radar	Apt Elev	Trans level: By ATC Trans alt: 5000′
125.62	755′	**1.** Immediately after take-off contact Berlin Radar. **2.** SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. **3.** RWY 04: EXPECT close-in obstacles.



MSA
DRN VOR

BEBEX ONE ECHO (BEBEX 1E) *[BEBE1E]*
BEBEX ONE WHISKEY (BEBEX 1W) *[BEBE1W]*
DRESDEN THREE ECHO (DRN 3E)
DRESDEN TWO WHISKEY (DRN 2W)
RWYS 04, 22 DEPARTURES



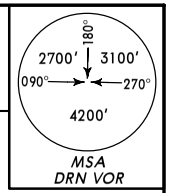
SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

SID	RWY	ROUTING	CLIMB INSTRUCTION
BEBEX 1E ❶	04	To FS, turn LEFT, intercept HDO R-312 to D33 HDO, turn LEFT, intercept LEG R-096 inbound to BEBEX.	Climb to **4000′.**
BEBEX 1W ❶	22	Intercept DRN R-041 inbound to D2.6 DRN, turn RIGHT, intercept DRN R-329 to BEBEX.	
DRN 3E	04	To FS, turn RIGHT, intercept HDO R-312 inbound to D20 HDO, turn RIGHT to DRN.	
DRN 2W ❷	22	Intercept DRN R-041 inbound to DRN.	

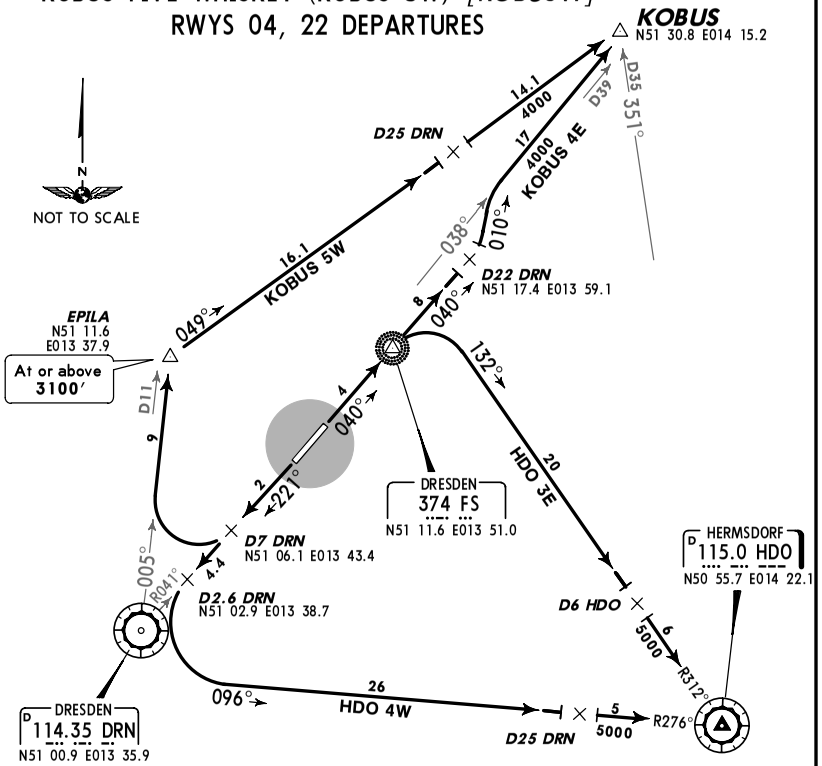
❶ Not available for traffic via Z 32/UZ 32.
❷ Not available for traffic via OMELO or HDO.

CHANGES: New format.

BERLIN Radar	Apt Elev	
125.62	755′	Trans level: By ATC Trans alt: 5000′ **1.** Immediately after take-off contact Berlin Radar. **2.** SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. **3.** RWY 04: EXPECT close-in obstacles.



HERMSDORF THREE ECHO (HDO 3E)
HERMSDORF FOUR WHISKEY (HDO 4W)
KOBUS FOUR ECHO (KOBUS 4E) *[KOBU4E]*
KOBUS FIVE WHISKEY (KOBUS 5W) *[KOBU5W]*
RWYS 04, 22 DEPARTURES



KOBUS 5W

This SID requires a minimum climb gradient of 243′ per nm (4%) until passing **3100′.**

Gnd speed-KT	75	100	150	200	250	300
243′ per nm	304	405	608	810	1013	1215

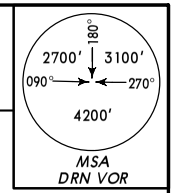
SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

SID	RWY	ROUTING	CLIMB INSTRUCTION
HDO 3E ❶	04	To FS, turn RIGHT, intercept HDO R-312 inbound to HDO.	Climb to **4000′.**
HDO 4W ❶	22	Intercept DRN R-041 inbound to D2.6 DRN, turn LEFT, intercept HDO R-276 inbound to HDO.	
KOBUS 4E	04	040° bearing via FS to D22 DRN, turn LEFT, 010° track, intercept DRN R-038 to KOBUS.	
KOBUS 5W ❷	22	Intercept DRN R-041 inbound to D7 DRN, turn RIGHT, intercept DRN R-005 to EPILA ❸, 049° track to KOBUS.	

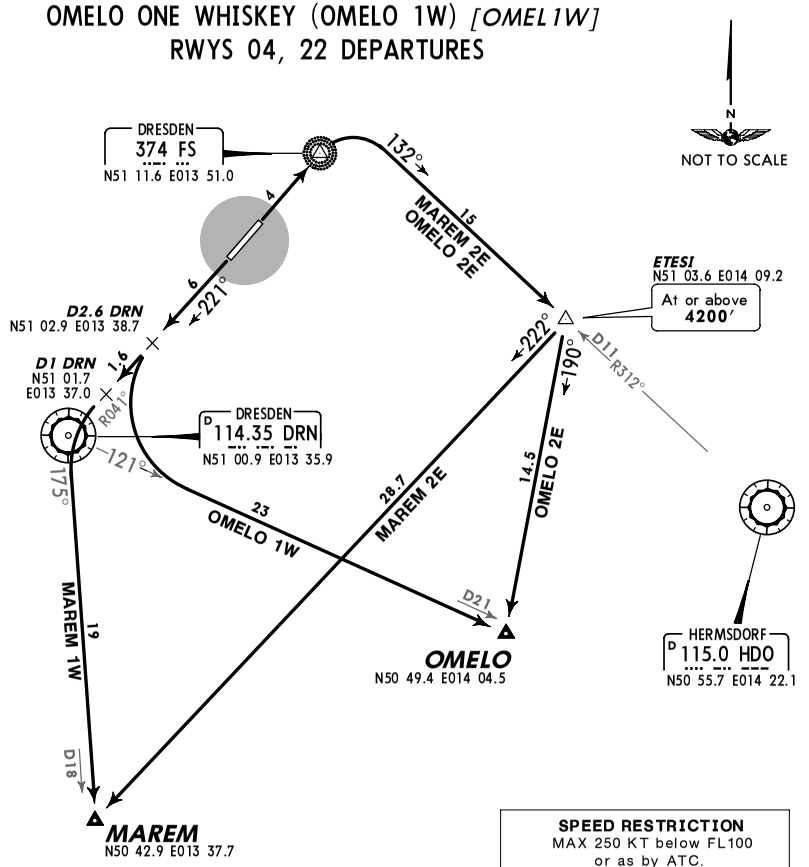
❶ Only for traffic planned to continue via P 96/UP 96 - OKX.
❷ Alternative: by ATC.
❸ After EPILA BRNAV equipment necessary.

CHANGES: Ballnotes revised; new format.

BERLIN Radar	Apt Elev	
125.62	755′	Trans level: By ATC Trans alt: 5000′ **1.** Immediately after take-off contact Berlin Radar. **2.** SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. **3.** RWY 04: EXPECT close-in obstacles.



MAREM TWO ECHO (MAREM 2E) *[MARE2E]*
MAREM ONE WHISKEY (MAREM 1W) *[MARE1W]*
OMELO TWO ECHO (OMELO 2E) *[OMEL2E]*
OMELO ONE WHISKEY (OMELO 1W) *[OMEL1W]*
RWYS 04, 22 DEPARTURES



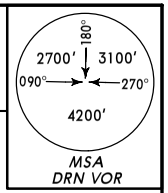
SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

SID	RWY	ROUTING	CLIMB INSTRUCTION
MAREM 2E ❷	04	To FS, turn RIGHT, intercept HDO R-312 inbound to ETESI ❶, 222° track to MAREM.	Climb to **4000′.**
MAREM 1W	22	Intercept DRN R-041 inbound to D1 DRN, turn LEFT, intercept DRN R-175 to MAREM.	
OMELO 2E ❸	04	To FS, turn RIGHT, intercept HDO R-312 inbound to ETESI ❶, 190° track to OMELO.	
OMELO 1W	22	Intercept DRN R-041 inbound to D2.6 DRN, turn LEFT, intercept DRN R-121 to OMELO.	

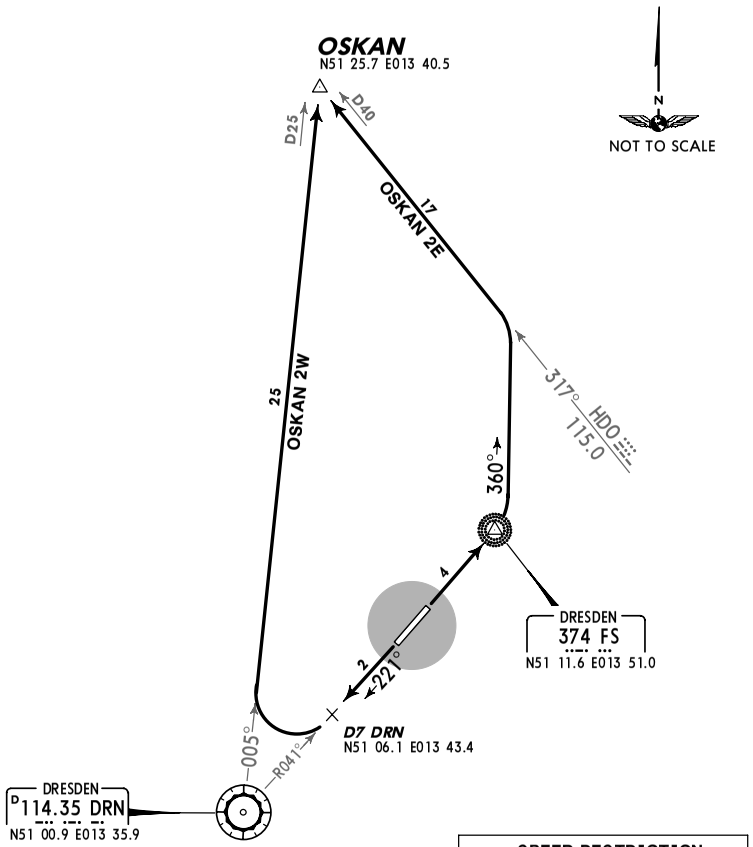
❶ After ETESI BRNAV equipment necessary.
❷ Alternative: by ATC.
❸ Alternative: HDO 3E.

CHANGES: New format.

BERLIN Radar	Apt Elev	Trans level: By ATC Trans alt: 5000′
125.62	755′	**1.** Immediately after take-off contact Berlin Radar. **2.** SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. **3.** RWY 04: EXPECT close-in obstacles.



OSKAN TWO ECHO (OSKAN 2E) *[OSKA2E]*
OSKAN TWO WHISKEY (OSKAN 2W) *[OSKA2W]*
RWYS 04, 22 DEPARTURES
NOT AVAILABLE FOR TRAFFIC VIA Z 220/UZ 220



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

SID	RWY	ROUTING	CLIMB INSTRUCTION
OSKAN 2E	**04**	To FS, turn LEFT, 360° track, intercept HDO R-317 to OSKAN.	Climb to **4000′.**
OSKAN 2W	**22**	Intercept DRN R-041 inbound to D7 DRN, turn RIGHT, intercept DRN R-005 to OSKAN.	

CHANGES: Restriction revised; new format.

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NOISE ABATEMENT PROCEDURES

SUMMER	**:**	**LT minus 2 HOURS**	**=**	**UTC (Z)**
WINTER	**:**	**LT minus 1 HOUR**	**=**	**UTC (Z)**

ARRIVALS

Visual approaches with CAT C & D aircraft and a span of equal to or greater than 24m shall be restricted to a final approach distance of at least 5 NM and not less than 2400' MSL at the start of the approach. The descent rate of 5.2%/3° shall be strictly observed and checked with the PAPI indication.

NIGHTTIME RESTRICTIONS

- Take-offs and landings are not permitted between 2400-0500LT. Exceptions from this regulation may be granted by the airport operator.
- Take-offs and landings of aircraft without noise certification or complying with the terms of ICAO Annex 16, Vol I, Chapter 2 are not permitted between 2200-0600LT. Exceptions from this regulation may be granted by the airport operator.
  Take-offs and landings of flights are exempt from this regulation on request from and after permission by the aircraft operator if permission has been granted by the competent authority in accordance with § 11c of the Luftverkehrsordnung (Luft VO).
- Take-offs and landings of aircraft complying with the conditions of ICAO Annex 16, Vol I, Chapter 3 are not permitted between 2300-0600LT. Exceptions from this regulation are take-offs and landings of following aircraft:
  - aircraft up to 25 000 KGS MTOW
  - A300, A310, A319, A320, A321, A330, A340
  - B737-300/400/500, B757, B767, B777, B747-400, B727-100 re-engined with 3 Tay engines
  - Fokker 70, Fokker 100, Gulfstream IV, MD11, MD90, DC10, BAE 146/AVRO RJ series, DC-8-70
  - approaches of MD80 series and take-offs of Lockheed 1011.

  Exceptions from these regulations may be granted by the airport operator.
- Exempted from all of the above are:
  - landings of all kinds of aircraft provably approaching Dresden airport as alternate for meteorological, technical or other safety reasons
  - take-offs and landings on a mission in disasters or rendering medical assistance.

REVERSE THRUST

Reverse thrust, other than idle thrust, shall only be used to an extent necessary for safety reasons.

RUN-UP TESTS

Engine test-runs are only permitted in the sequence determined by the airport operator, using the position assigned. Engine test-runs are not permitted Sun & Hol H24, workdays 2000-0600LT. Exceptions may be granted by the Authority for Aviation Supervision. The consent by the "Luftaufsichtsstelle" for an engine run-up does not comprise the necessary ATC clearance for taxiing.

CHANGES: Nighttime restrictions; new format.

EDDC/DRS

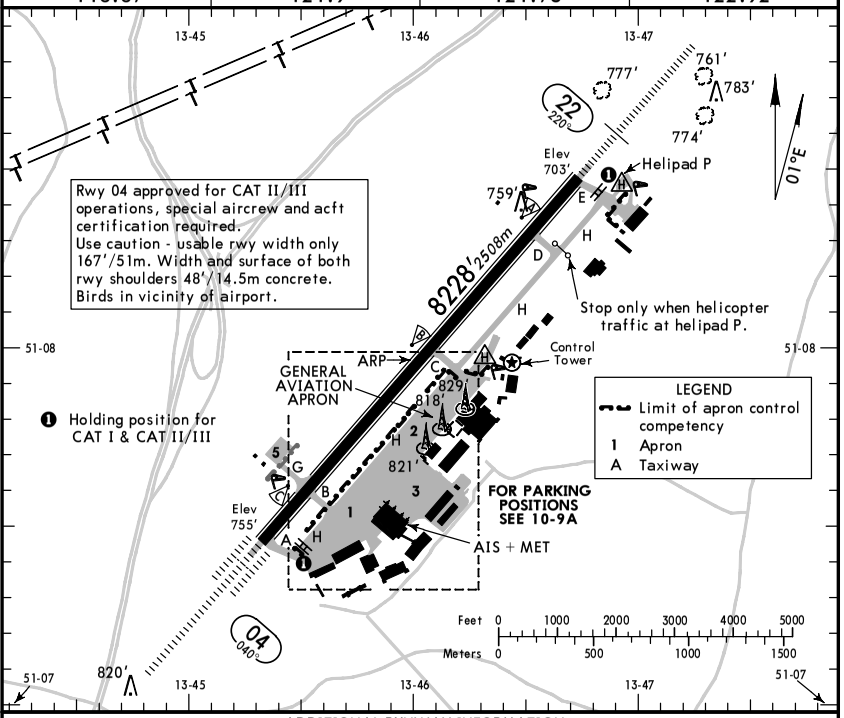
Apt Elev 755′
N51 08.0 E013 46.0

JEPPESEN
5 NOV 04 (10-9)

DRESDEN, GERMANY

DRESDEN

*ATIS	DRESDEN Ground	Apron	Tower
118.87	121.9	121.75	122.92



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
04	HIRL CL ❷ ALSF-II TDZ REIL PAPI-L(3.0°) RVR		7146′ *2178m*	❸	167′ *51m*
22	HIRL CL ❷ ALSF-I REIL PAPI-L(3.0°) RVR		7343′ *2238m*		

❷ spacing 15m. ❸ TAKE-OFF RUN AVAILABLE

RWY 04:
From rwy head 8228′ (2508m)
twy B int 7021′ (2140m)
twy C int 3806′ (1160m)

RWY 22:
From rwy head 8228′ (2508m)
twy D int 7021′ (2140m)
twy C int 4396′ (1340m)

JAR-OPS

TAKE-OFF ❶

All Rwys
LVP must be in Force

Approved Operators	HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A						
B	*125m*	*150m*	*200m*	*250m*	*400m*	*500m*
C						
D	*150m*	*200m*	*250m*	*300m*		

❶ Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

CHANGES: Notes.

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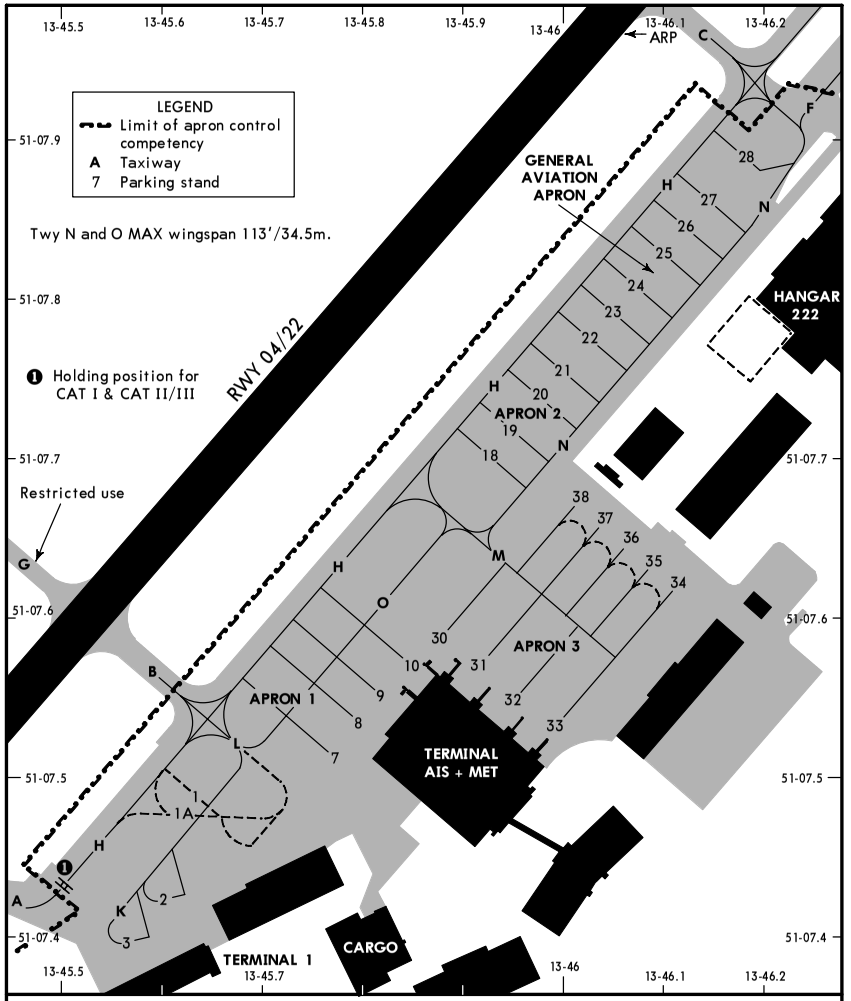
EDDC/DRS

JEPPESEN
5 NOV 04 (10-9A)

DRESDEN, GERMANY
DRESDEN



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1, 1A	N51 07.5 E013 45.6	27	N51 07.9 E013 46.1
2, 3	N51 07.4 E013 45.6	28	N51 07.9 E013 46.2
7, 8	N51 07.5 E013 45.8	30, 31	N51 07.6 E013 45.9
9	N51 07.6 E013 45.8	32, 33	N51 07.5 E013 46.0
10	N51 07.6 E013 45.9	34, 35	N51 07.6 E013 46.1
18	N51 07.7 E013 45.9	36	N51 07.7 E013 46.1
19	N51 07.7 E013 46.0	37, 38	N51 07.7 E013 46.0
20 thru 22	N51 07.8 E013 46.0		
23	N51 07.9 E013 46.1		
24 thru 26	N51 07.8 E013 46.1		

CHANGES: Note. Stands 2 & 3 added.

REGULATIONS FOR AIR TRAFFIC HANDLING ON THE APRONS

1. TAXIING OF AIRCRAFT ON THE APRON

- Pilots may request a follow-me car from Apron Control for guidance.
- Aircraft may leave "nose-in-positions" only with "push-out-facility"; there are exceptions in individual cases. Reverse thrust shall not be used. Aircraft operators shall make appropriate arrangements.
- On the apron, aircraft may only taxi on or along the yellow taxiing guide lines. No deviations or shortcuts are allowed. In exceptional cases taxiing off the guide lines is permitted on special instructions by Apron Control.
- On the apron, aircraft are permitted to taxi only at the indispensible minimum engine speed.

AIRCRAFT GUIDANCE ON THE APRONS

1. DEPARTING AIRCRAFT

a) START-UP PROCEDURE:
Clearance for starting up engines shall be requested on the frequency "DRESDEN Ground".

b) PUSH-BACK PROCEDURE:
To obtain push-back instructions from a nose-in position, pilots are advised to request push-back permission on the respective frequency of "DRESDEN Apron". In order to avoid delays in taxiing, pilots are instructed to start the engines during push-back. After completion of the push-back, "ready to taxi" shall be reported on the frequency of "DRESDEN Apron".

c) TAXI-OUT PROCEDURE:
To obtain instructions for taxiing from a taxi-out position, pilots are instructed to request taxi clearance on the respective frequency of "DRESDEN Apron". When taxiing from a position, pilots are instructed to request taxi clearance on the frequency of "DRESDEN Apron". On initial radio contact with "DRESDEN Apron", pilots shall report position and "ready to taxi" and/or the runway in use assigned by the aerodrome control tower.

d) Permission for push-back or taxiing from a position may only be requested if the pilot can perform the manouevre immediately.

2. ARRIVING AIRCRAFT

- Arriving aircraft shall establish radio contact with "DRESDEN Apron", when reaching the boundary of competency as depicted on 10-9/10-9A at the latest, and shall taxi as instructed by Apron Control to the position assigned.
- If the crew realizes when taxiing into a nose-in position equipped with visual docking guidance system that the latter is switched off or out of order, it shall stop the aircraft immediately. Malfunctioning shall be reported to Apron Control via radio. Taxiing will be continued according to instructions by Apron Control.
- On parking positions without a visual docking guidance system, aircraft are guided by a marshaller.

3. TAXIING ACROSS THE APRON

- Aircraft taxiing across the apron shall establish radio contact with "DRESDEN Apron", at the latest when reaching the boundary of competency of Apron Control, and taxi as instructed by Apron Control to the change-over point of the ATC unit. At the change-over point the pilot will be instructed to establish radio contact with "DRESDEN Tower".

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AIRCRAFT GUIDANCE WHEN REACHING OR FLYING BELOW RUNWAY VISUAL RANGE (RVR) OF 1000M AND/OR REACHING A CEILING (of 300 FT (ALL WEATHER OPERATIONS)

In All-Weather Operations under CAT II/III conditions and/or LVTO, taxiing traffic on TWYs B, C, D, G and ramp 5 is not permitted. Taxiing across the stop bars/barrage bars after they have turned red is strictly prohibited. No clearances of any kind cover permission for taxiing across an operating, red stop bar.

1. ARRIVING AIRCRAFT

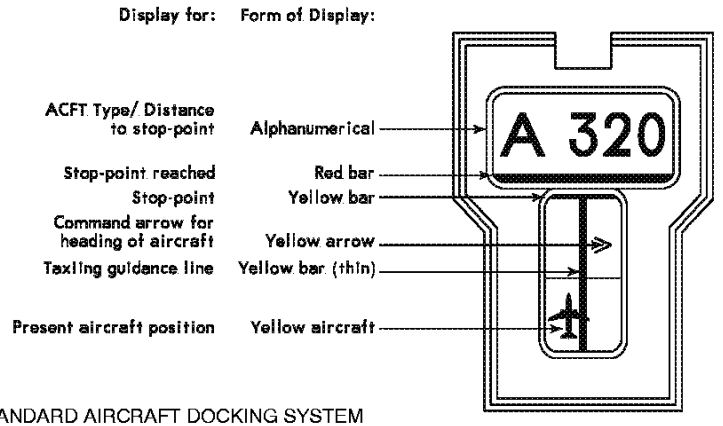
Taxiing of aircraft after landing on RWY 04 is generally effected via TWY E with colour-coded taxiway center-line (yellow/green). Aircraft having landed are requested to report to tower "clear of the colour-coded center-line lights" (yellow/green). In the area of competency of ramp control, the aircraft will be picked up at the junctions of TWY H to the taxiing guide lines by a follow-me car, and guided to the assigned position.

2. DEPARTING AIRCRAFT

The direct taxiing of aircraft from ramp 1/2 to TWY H is generally possible. In case direct taxiing to TWY H is not possible, aircraft will be guided to the junction of TWY H by a follow-me car. Taxi movements for conducting take-offs in low visibility (LVTO) are permitted for runways 04 and 22 which are authorized for them in accordance with the requirements pursuant to the "Guidelines for All-Weather Operations" in the currently valid version.

VISUAL DOCKING GUIDANCE SYSTEM FOR POSITION 7 thru 10, 30 thru 38

Pilot Display Unit (PDU)



STANDARD AIRCRAFT DOCKING SYSTEM

1) Taxiing-in to the aircraft stand taxiing guidance line.
2) ACFT Typ is displayed in the top line in alternation with the Gate-No.
3) After recognition of the aircraft, the remaining distance (from 30 m in alphanumerics) and the lateral deviation is shown on the PDU.
4) If reaching the stop-point, STOP appears on the PDU blinking and underlined.
5) After standstill, ONBLK is shown on the PDU.

Remark: The system works parallax free, it can be read from each position in the cockpit.

EDDC/DRS
DRESDEN

JEPPESEN
24 DEC 04 (11-1)

DRESDEN, GERMANY
ILS Rwy 04

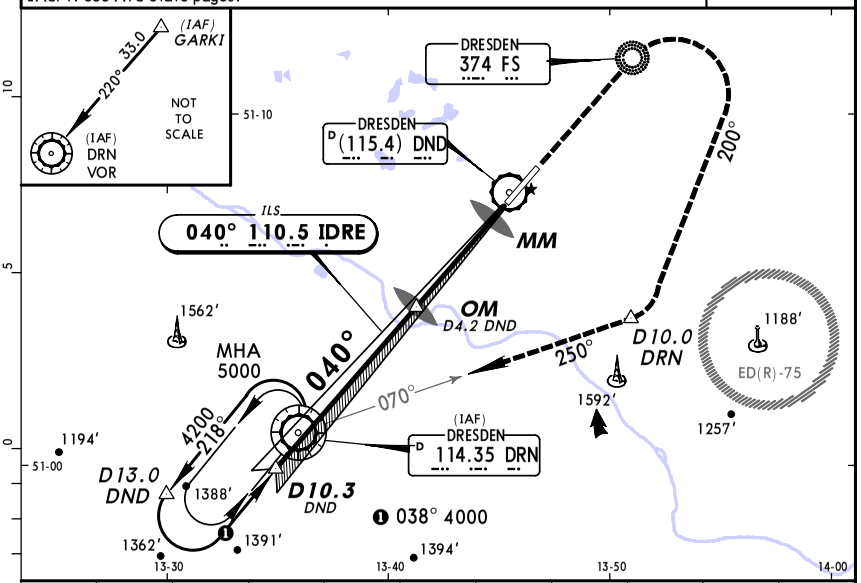
*ATIS	BERLIN Radar (APP)	DRESDEN Tower	Ground
118.87	125.62	122.92	121.9

LOC	Final	GS	ILS	Apt Elev 755′
IDRE	Apch Crs	OM	DA(H)	RWY 755′
110.5	040°	2050′ (1295′)	Refer to Minimums	

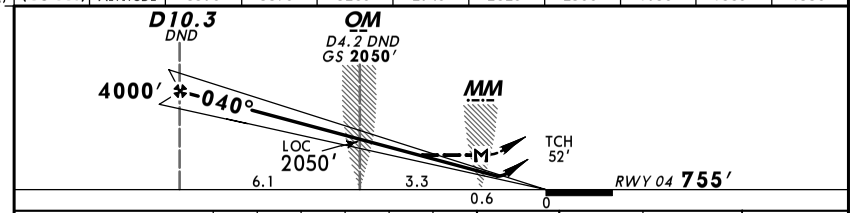
MISSED APCH: Climb STRAIGHT AHEAD to NDB or 2500′, whichever is later. Turn RIGHT on track 200° to intercept R-070 inbound VOR to cross D10.0 DRN at or above 4000′, continue climbing to VOR to 5000′.

Alt Set: hPa (IN on req) Rwy Elev: 27 hPa Trans level: By ATC Trans alt: 5000′
LACFT: See ATC State pages.

MSA DRN VOR: 2700′ 3100′ 4200′



LOC (GS out)	DND DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	3890′	3570′	3260′	2940′	2620′	2300′	1980′	1660′	1350′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent gradient 5.2%	377	484	538	646	753	861
MAP at MM						

ALSF-II REIL PAPI

FS 374 whichever is later 2500′

JAR-OPS STRAIGHT-IN LANDING RWY 04

	ILS 1 DA(H) 955′ (200′) FULL	ILS 1 DA(H) 955′ (200′) ALS out	LOC (GS out) MDA(H) 1130′ (375′)	LOC (GS out) MM out	LOC (GS out) ALS out
A	RVR 550m	RVR 1000m	RVR 900m	NOT AUTH	RVR 1500m
B			RVR 1000m		
C					RVR 1800m
D			RVR 1400m		RVR 2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1190′ (435′)	1500m
135	1260′ (505′)	1600m
180	1470′ (715′)	2400m
205	1470′ (715′)	3600m

1 LACFT: DA(H) 960′ (205′), FULL: RVR 600m.

PANS OPS 4

CHANGES: Minimums. TCH.

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EDDC/DRS
DRESDEN

JEPPESEN
24 DEC 04 (11-1A)

DRESDEN, GERMANY
CAT II ILS Rwy 04

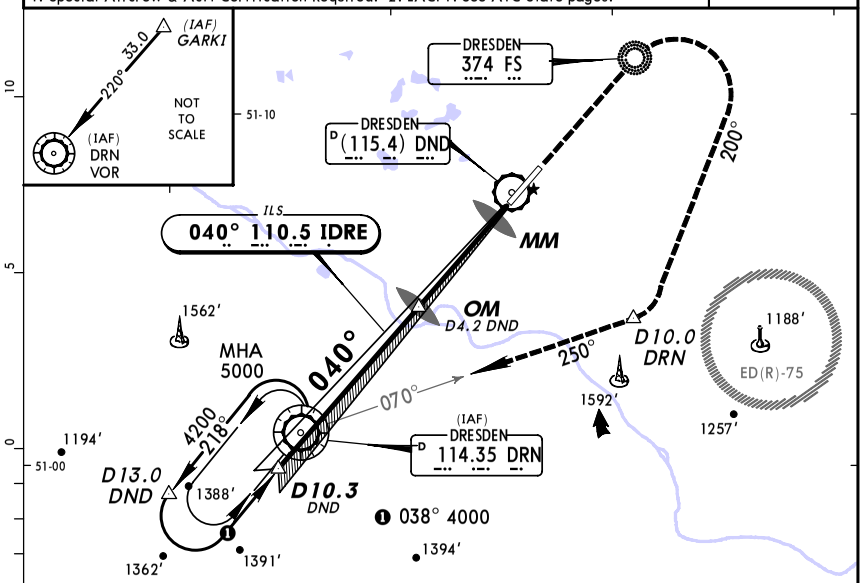
*ATIS	BERLIN Radar (APP)	DRESDEN Tower	Ground
118.87	125.62	122.92	121.9

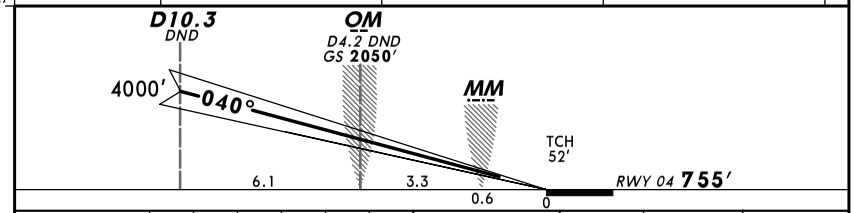
LOC	Final	GS	CAT II ILS	Apt Elev 755′
IDRE	Apch Crs	OM	RA/DA(H)	RWY 755′
110.5	040°	2050′ (1295′)	Refer to Minimums	

MISSED APCH: Climb STRAIGHT AHEAD to NDB or 2500′, whichever is later. Turn RIGHT on track 200° to intercept R-070 inbound VOR to cross D10.0 DRN at or above 4000′, continue climbing to VOR to 5000′.

Alt Set: hPa (IN on req) Rwy Elev: 27 hPa Trans level: By ATC Trans alt: 5000′
1. Special Aircrew & Acft Certifcation Required. 2. LACFT: See ATC State pages.

MSA DRN VOR: 2700′ 3100′ 4200′





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

ALSF-II REIL PAPI

FS 374 whichever is later 2500′

JAR-OPS STRAIGHT-IN LANDING RWY 04
CAT II ILS

ABCD	LACFT
RA 141′	RA 184′
DA(H) 855′ (100′)	DA(H) 877′ (122′)
RVR 300m 1	RVR 400m

1 Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

PANS OPS 4

CHANGES: Minimums. TCH.

EDDC/DRS DRESDEN — JEPPESEN — DRESDEN, GERMANY

14 MAY 04 (11-2) ILS or (GPS) NDB DME Rwy 22

*ATIS	BERLIN Radar (APP)	DRESDEN Tower	Ground
118.87	125.62	122.92	121.9

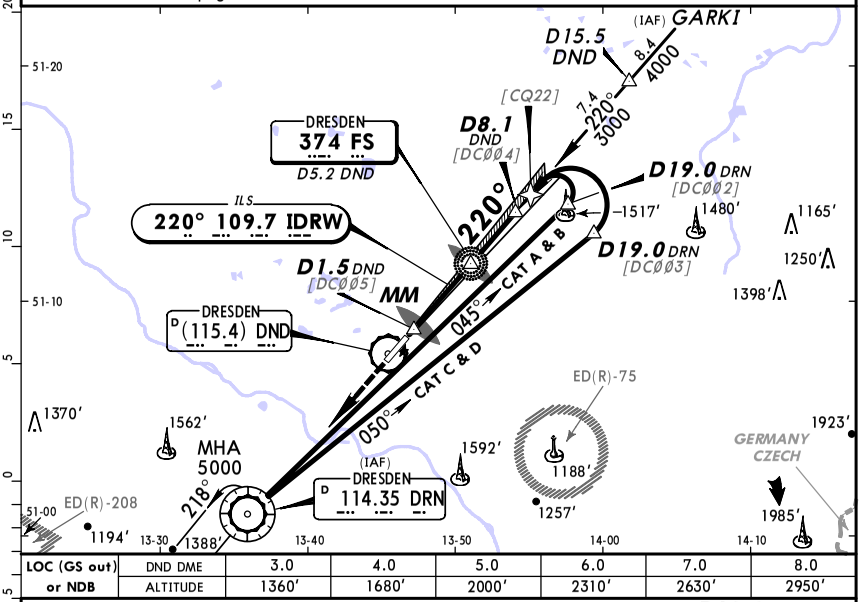
BRIEFING STRIP™

LOC IDRW 109.7	Final Apch Crs 220°	GS LOM 2060′ (1357′)	ILS DA(H) Refer to Minimums	Apt Elev 755′	
NDB FS 374		Minimum Alt D8.1 DND 3000′ (2297′)	NDB MDA(H) 1130′ (427′)	RWY 703′	

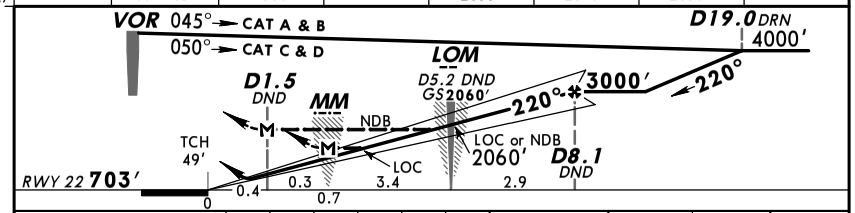
MISSED APCH: Climb STRAIGHT AHEAD to VOR to 5000′.

MSA DRN VOR: 2700′ 3100′ 4200′

Alt Set: hPa (IN on req) Rwy Elev: 25 hPa Trans level: By ATC Trans alt: 5000′
LACFT: See ATC State pages.



LOC (GS out) or NDB	DND DME	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	1360′	1680′	2000′	2310′	2630′	2950′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC or NDB Desc Grad 5.2%	377	484	538	646	753	861
LOC: MAP at MM; NDB: MAP at D1.5 DND						

HIALS REIL PAPI

5000′ to DRN 114.35

JAR-OPS — STRAIGHT-IN LANDING RWY 22

	ILS 1 FULL	ILS 1 ALS out	LOC (GS out) MDA(H) 1130′ (427′)	LOC (GS out) MM out	LOC (GS out) ALS out	NDB MDA(H) 1130′ (427′)	NDB ALS out	CIRCLE-TO-LAND Max Kts	MDA(H)	VIS
	DA(H) C: 918′ (215′) D: 928′ (225′)									
A	RVR 550m	RVR 1000m	RVR 900m	NOT AUTH	RVR 1500m	RVR 900m	RVR 1500m	100	1190′ (435′)	1500m
B								135	1260′ (505′)	1600m
C	RVR 600m		RVR 1000m		RVR 1800m	RVR 1000m	RVR 1800m	180	1470′ (715′)	2400m
D			RVR 1400m		RVR 2000m	RVR 1400m	RVR 2000m	205	1470′ (715′)	3600m

1 CAT A: DA(H) 903′(200′), CAT B: DA(H) 908′(205′).

PANS OPS 4

CHANGES: Minimums.

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Notice: After 13.10.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.

EDDC/DRS DRESDEN — JEPPESEN — DRESDEN, GERMANY

14 MAY 04 (13-1) (GPS) VOR DME Rwy 04

*ATIS	BERLIN Radar (APP)	DRESDEN Tower	Ground
118.87	125.62	122.92	121.9

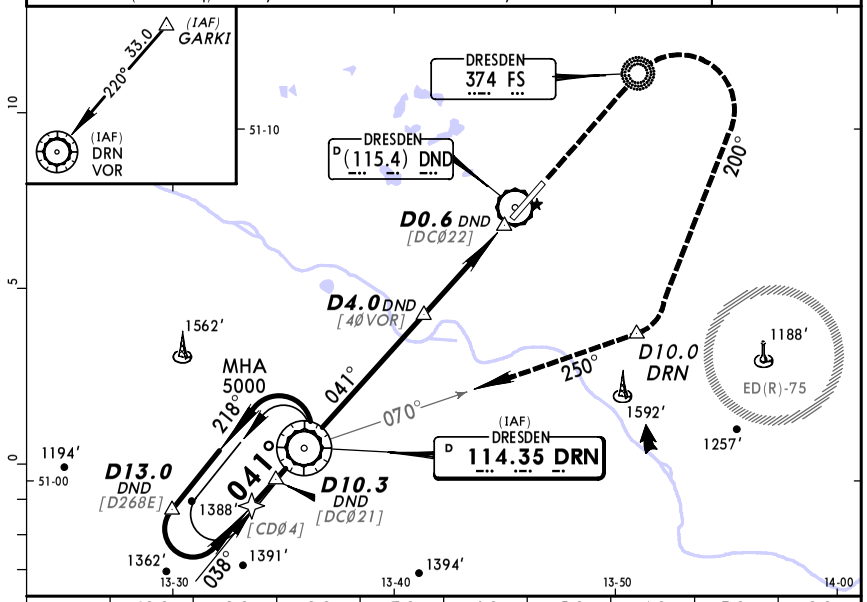
BRIEFING STRIP™

VOR DRN 114.35	Final Apch Crs 041°	Minimum Alt D10.3 DND 4000′ (3245′)	MDA(H) 1190′ (435′)	Apt Elev 755′	
				RWY 755′	

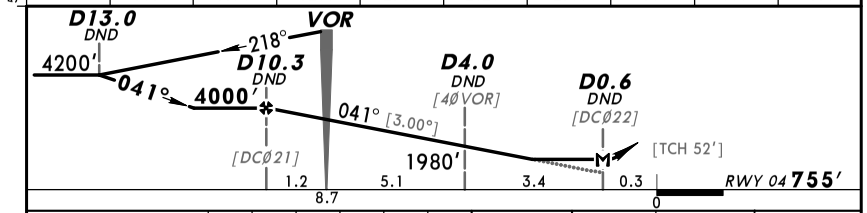
MISSED APCH: Climb STRAIGHT AHEAD to NDB or 2500′, whichever is later. Turn RIGHT on track 200° to intercept R-070 inbound VOR to cross D10.0 DRN at or above 4000′, continue climbing to VOR to 5000′.

MSA DRN VOR: 2700′ 3100′ 4200′

Alt Set: hPa (IN on req) Rwy Elev: 27 hPa Trans level: By ATC Trans alt: 5000′



DND DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3890′	3570′	3260′	2940′	2620′	2300′	1980′	1660′	1350′



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.24% or Descent angle [3.00°]	369	474	527	632	737	843
MAP at D0.6 DND						

ALSF-II REIL PAPI

FS 374 whichever is later 2500′

JAR-OPS — STRAIGHT-IN LANDING RWY 04

MDA(H) 1190′ (435′)

	ALS out	CIRCLE-TO-LAND Max Kts	MDA(H)	VIS
A	RVR 900m	100	1190′ (435′)	1500m
B	RVR 1000m	135	1260′ (505′)	1600m
C		180	1470′ (715′)	2400m
D	RVR 1400m	205	1470′ (715′)	3600m

RVR 1500m; RVR 1800m; RVR 2000m

PANS OPS 4

CHANGES: See other side.