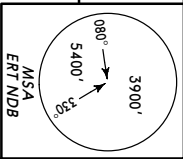


EDDE/ERF
 ERFURT
 JEPPESEN
 23 SEP 05 (10-3) Eff 29 Sep
 ERFURT, GERMANY
 SID

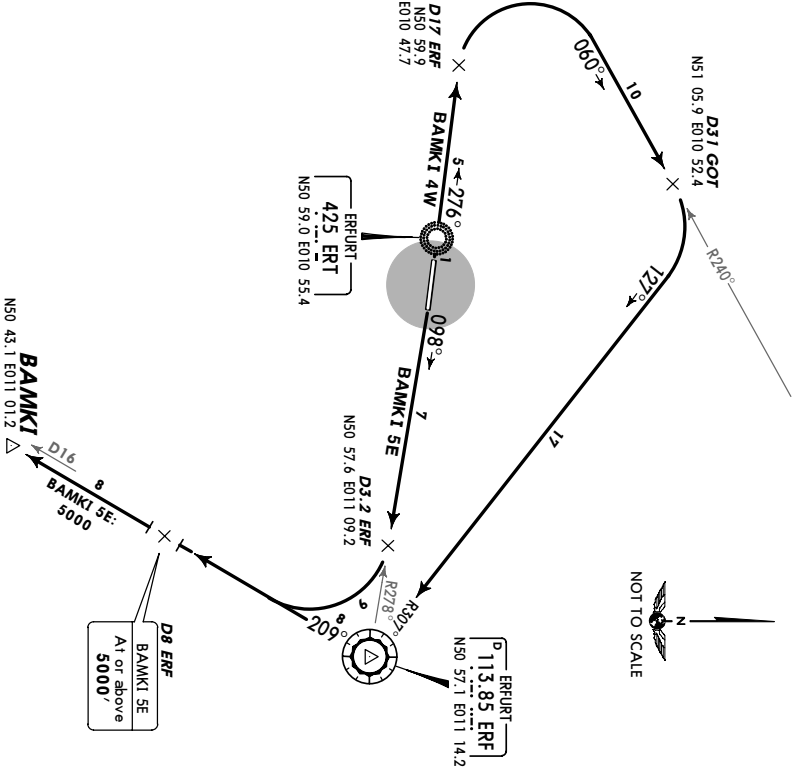
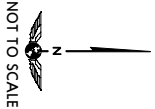
BERLIN Radar 132.3	Ap ^t Elev 1036'	Trans alt: 5000' 1. Contact BERLIN Radar immediately after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
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BANKI FIVE ECHO (BANKI 5E)
 BANKI FOUR WHISKEY (BANKI 4W)
 RWYS 10, 28 DEPARTURES



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

GOTEM
 115.25 G0T
 N51 20.6 E011 35.9

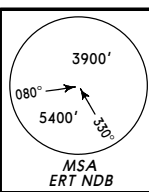


SID	RWY	Initial climb clearance 5000'	ROUTING
BANKI 5E	10	On 098° track to D3.2 ERF, turn RIGHT, intercept ERF R-209 to BANKI.	
BANKI 4W	28	On runway track via ERT to D17 ERF, turn RIGHT, intercept GOT R-240 inbound to D31 G0T, turn RIGHT, intercept ERF R-307 inbound to ERF, ERF R-209 to BANKI.	

CHANGES: INS coordinates.
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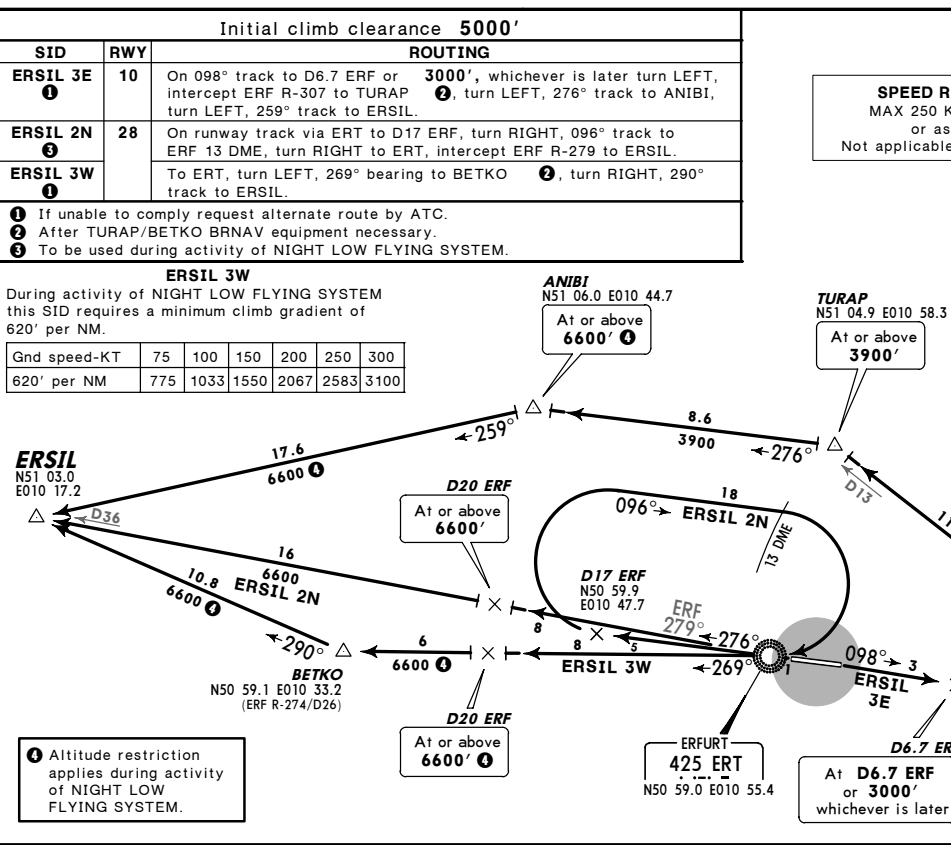
EDDE/ERF
 ERFURT
 JEPPESEN
 23 SEP 05 (10-3A) Eff 29 Sep
 ERFURT, GERMANY
 SID

BERLIN Radar 132.3	Ap ^t Elev 1036'	Trans alt: 5000' 1. Contact BERLIN Radar immediately after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
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ERSIL THREE ECHO (ERSIL 3E)
 ERSIL TWO NOVEMBER (ERSIL 2N)
 ERSIL THREE WHISKEY (ERSIL 3W)
 RWYS 10, 28 DEPARTURES

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



Initial climb clearance 5000'		
SID	RWY	ROUTING
ERSIL 3E	10	On 098° track to D6.7 ERF or 3000', whichever is later turn LEFT, intercept ERF R-307 to TURAP, turn LEFT, 259° track to ERSIL.
ERSIL 2N	28	On runway track via ERT to D17 ERF, turn RIGHT, 096° track to ERF 13 DME, turn RIGHT to ERT, intercept ERF R-279 to ERSIL.
ERSIL 3W		To ERT, turn LEFT, 269° bearing to BETKO, turn RIGHT, 290° track to ERSIL.

ERSIL 3W
 During activity of NIGHT LOW FLYING SYSTEM this SID requires a minimum climb gradient of 620' per NM.

Gnd speed-KT	75	100	150	200	250	300
	775	1033	1550	2067	2583	3100

620' per NM

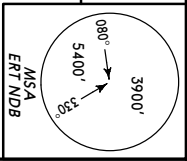
1 If unable to comply request alternate route by ATC.
 2 After TURAP/BETKO BRNAV equipment necessary.
 3 To be used during activity of NIGHT LOW FLYING SYSTEM.

1 Altitude restriction applies during activity of NIGHT LOW FLYING SYSTEM.

CHANGES: SIDS ERSIL 2E, 2W renumbered 3E, 3W & revised.
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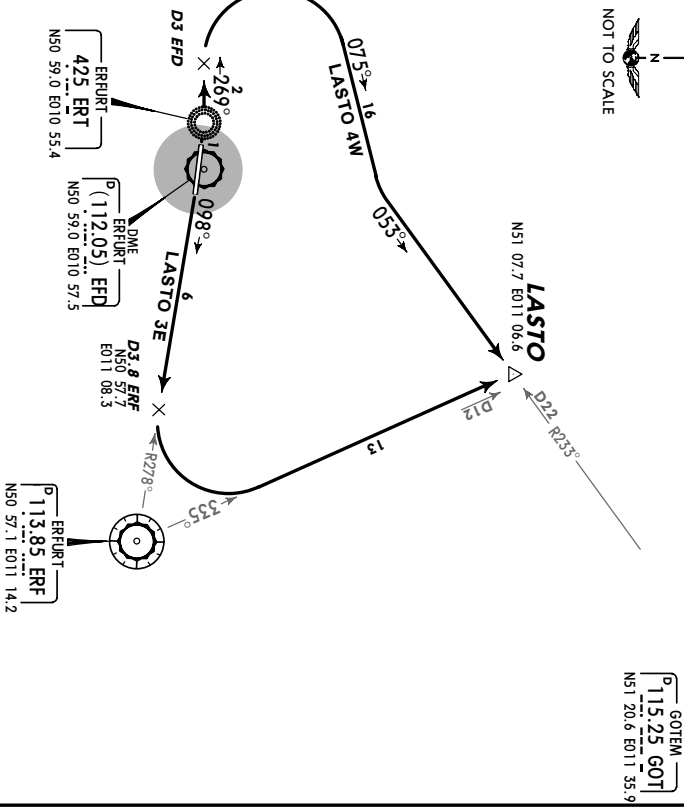
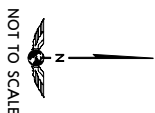
EDDE/ERF
ERFURT
JEPPESSEN
23 SEP 05 (10-3B) EFF 29 Sep
ERFURT, GERMANY
SID

BERLIN Radar 132.3	Ap/ Elev 1036'	Trans level: By ATC. Trans alt: 5000'. 1. Contact BERLIN Radar immediately after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
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LASTO THREE ECHO (LASTO 3E)
LASTO FOUR WHISKEY (LASTO 4W)
RWYS 10, 28 DEPARTURES
NO ACCESS TO AIRWAY (U)M 852

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

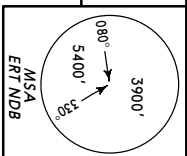


SID	RWY	Initial climb clearance 5000'	ROUTING
LASTO 3E	10	On 098° track to D3.8 ERF, turn LEFT, intercept ERF R-355 to LASTO.	
LASTO 4W	28	To ERT, turn LEFT, 269° bearing to D3 EFD, turn RIGHT, 075° track, intercept GOT R-233 inbound to LASTO.	

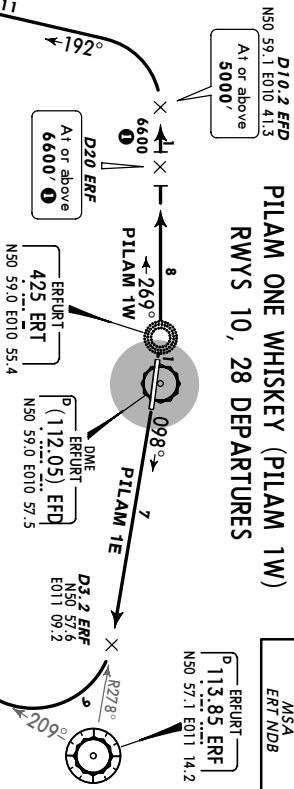
CHANGES: LASTO SIDs remain & revised; RELKO SIDs withdr. © JEPPESSEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED.

EDDE/ERF
ERFURT
JEPPESSEN
23 SEP 05 (10-3C) EFF 29 Sep
ERFURT, GERMANY
SID

BERLIN Radar 132.3	Ap/ Elev 1036'	Trans level: By ATC. Trans alt: 5000'. 1. Contact BERLIN Radar immediately after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
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PILAM ONE ECHO (PILAM 1E)
PILAM ONE WHISKEY (PILAM 1W)
RWYS 10, 28 DEPARTURES



Flights planned to proceed via **UZ 94** shall cross GORKO at **FL260** or above. If unable to comply request alternate route by ATC (PILAM 1E)/file SID BAMKI (PILAM 1W).

1 Altitude restriction applies during activity of NIGHT LOW FLYING SYSTEM.



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

PILAM 1W						
During activity of NIGHT LOW FLYING SYSTEM this SID requires a minimum climb gradient of 620' per NM.						
Grnd speed-KT	75	100	150	200	250	300
620' per NM	775	1033	1550	2067	2583	3100

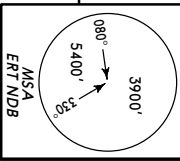
SID	RWY	Initial climb clearance 5000'	ROUTING
PILAM 1E	10	On 098° track to D3.2 ERF, turn RIGHT, intercept ERF R-209 to BAMKI.	2
PILAM 1W	28	To ERT, turn LEFT, 269° bearing to D10.2 EFD. ORTUV, turn LEFT, 167° track to PILAM.	

CHANGES: PILAM SIDs established; SOMIX SIDs transferred. © JEPPESSEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED.

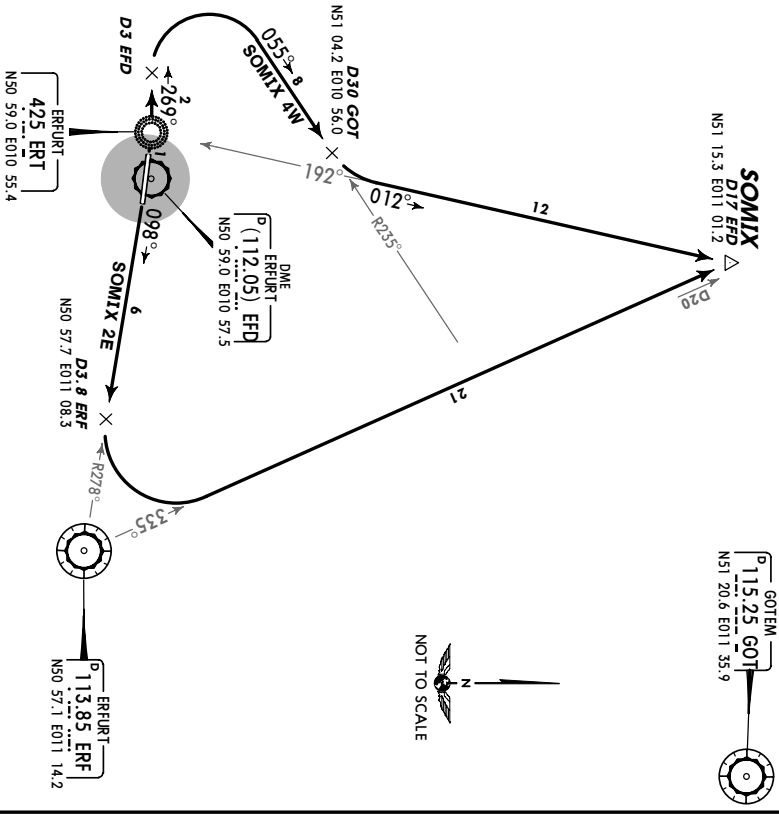
EDDE/ERF
ERFURT
JEPPESSEN
23 SEP 05
10-3D
EFF 29 Sep
ERFURT, GERMANY
SID

BERLIN Radar 132.3	Ap/ Elev 1036'	1. Contact BERLIN Radar immediately after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
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SOMIX TWO ECHO (SOMIX 2E)
SOMIX FOUR WHISKEY (SOMIX 4W)
RWYS 10, 28 DEPARTURES



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



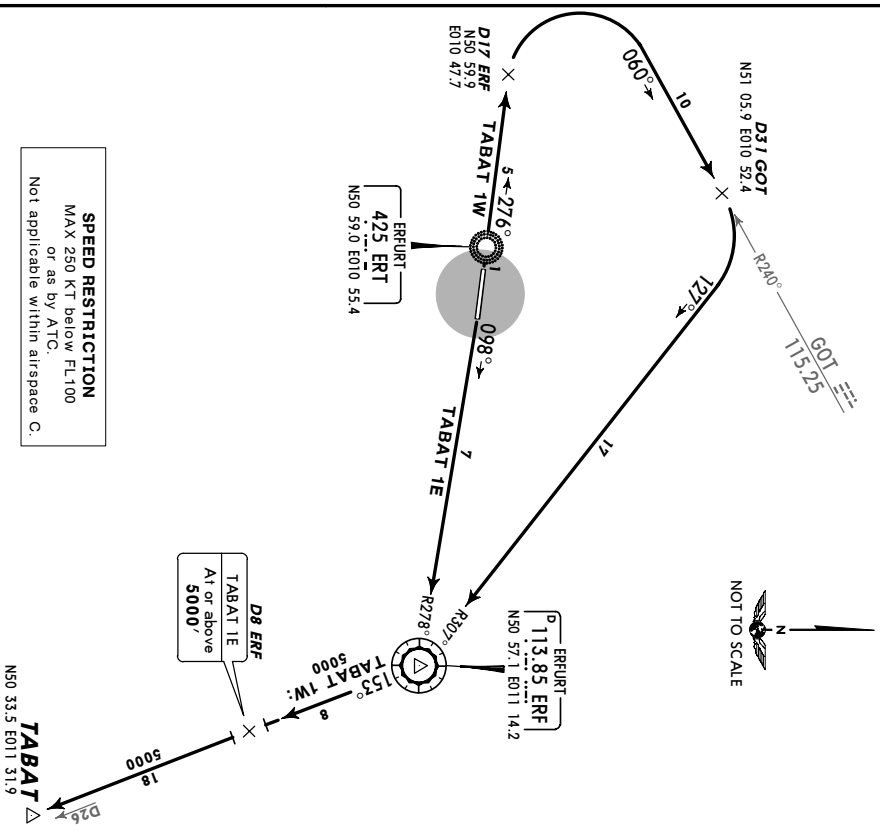
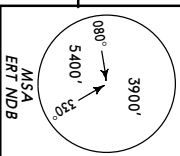
SID	RWY	ROUTING
SOMIX 2E	10	On 098° track to D3.8 ERF, turn LEFT, intercept ERF R-335 to SOMIX.
SOMIX 4W	28	To ERT, turn LEFT, 269° bearing to D3 EFD, turn RIGHT, intercept GOT R-235 inbound to D30 GOT, turn LEFT, intercept 012° bearing from ERT to SOMIX.

CHANGES: Chart revised: SID SOMIX 3W renunbered 4W & revised. © JEPPESSEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED.

EDDE/ERF
ERFURT
JEPPESSEN
23 SEP 05
10-3E
EFF 29 Sep
ERFURT, GERMANY
SID

BERLIN Radar 132.3	Ap/ Elev 1036'	1. Contact BERLIN Radar immediately after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
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TABAT ONE ECHO (TABAT 1E)
TABAT ONE WHISKEY (TABAT 1W)
RWYS 10, 28 DEPARTURES



SID	RWY	ROUTING
TABAT 1E	10	On 098° track to ERF, turn RIGHT, intercept R-153 to TABAT.
TABAT 1W	28	On runway track via ERT to D17 ERF, turn RIGHT, intercept GOT R-240 inbound to D31 GOT, turn RIGHT, intercept ERF R-307 inbound to ERF, ERF R-153 to TABAT.

CHANGES: SIDs established: RNAV SIDs transf; chart redrawn. © JEPPESSEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED.

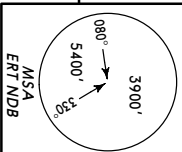
EDDE/ERF
ERFURT

JEPPESSEN 23 SEP 05 (10-3F) ERT 29 Sep RNAV SID (OVERLAY)

ERFURT, GERMANY

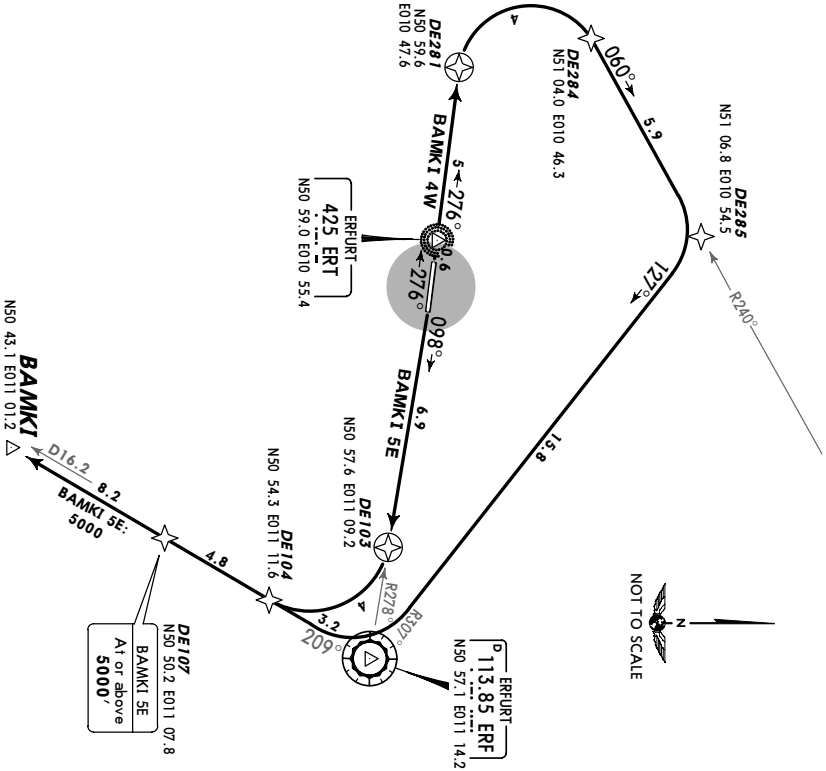
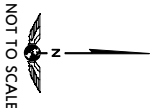
BERLIN Radar 132.3	Ap ^t Elev 1036'
Trans level: By ATC. Trans alt: 5000'. 1. Contact BERLIN Radar immediately after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.	

BANKI FIVE ECHO (BANKI 5E) [BANK5E]
BANKI FOUR WHISKEY (BANKI 4W) [BANK4W]
RWYS 10, 28 RNAV DEPARTURES (OVERLAY 10-3)



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

GOTEM
P 115.25 G01
N51 20.6 E011 35.9



SID	RWY	ROUTING
BANKI 5E	10	(1500'+) - DE103 - DE104 - DE107 (5000'+) - BANKI.
BANKI 4W	28	(1500'+) - ERT - DE281 - DE284 - DE285 - ERF - BANKI.

Initial climb clearance 5000'

CHANGES: Chart reindexed.
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EDDE/ERF
ERFURT

JEPPESSEN 23 SEP 05 (10-3G) ERT 29 Sep RNAV SID (OVERLAY)

ERFURT, GERMANY

BERLIN Radar 132.3	Ap ^t Elev 1036'
Trans level: By ATC. Trans alt: 5000'. 1. Contact BERLIN Radar immediately after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.	

ERSIL THREE ECHO (ERSIL 3E) [ERSI3E]
ERSIL TWO NOVEMBER (ERSIL 2N) [ERSI2N]
ERSIL THREE WHISKEY (ERSIL 3W) [ERSI3W]
RWYS 10, 28
RNAV DEPARTURES (OVERLAY 10-3A)

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

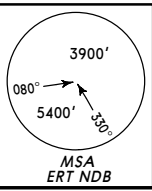
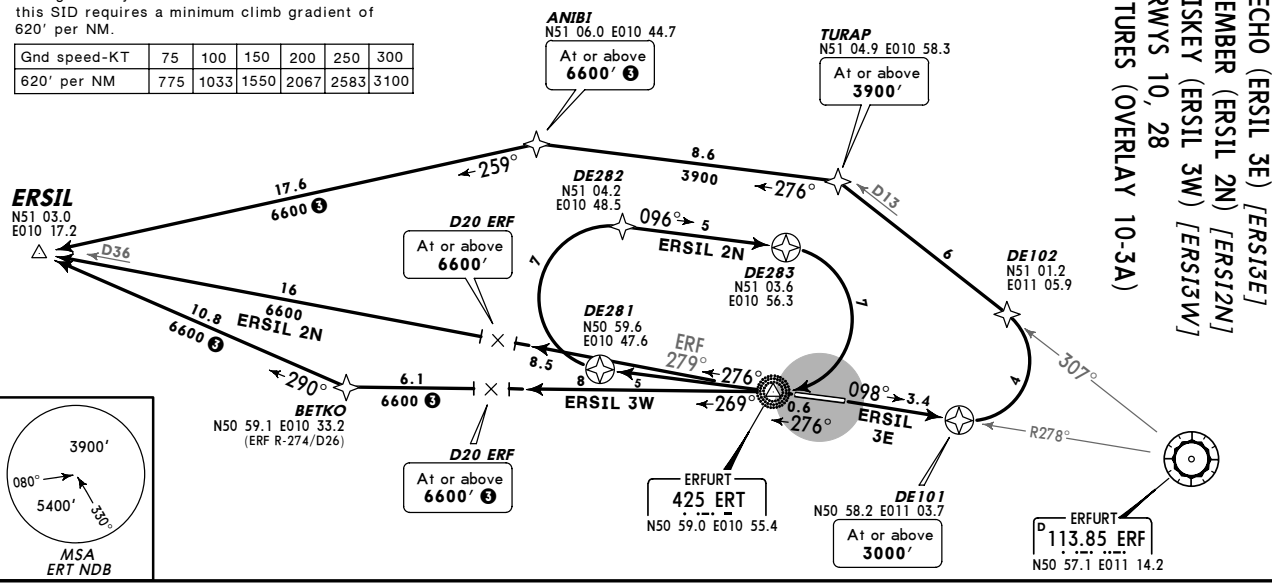
③ Altitude restriction applies during activity of NIGHT LOW FLYING SYSTEM.



SID	RWY	ROUTING
ERSIL 3E	10	(1500'+) - DE101 (3000'+) - DE102 - TURAP (3900'+) - ANIBI - ERSIL.
ERSIL 2N	28	(1500'+) - ERT - DE281 - DE282 - DE283 - ERT - ERSIL.
ERSIL 3W		(1500'+) - ERT - BETKO - ERSIL.

① If unable to comply request alternate route by ATC.
② To be used during activity of NIGHT LOW FLYING SYSTEM.

ERSIL 3W						
During activity of NIGHT LOW FLYING SYSTEM this SID requires a minimum climb gradient of 620' per NM.						
Gnd speed-KT	75	100	150	200	250	300
620' per NM	775	1033	1550	2067	2583	3100



CHANGES: Chart reindexed & redrawn; RNAV SIDs renumber & rev. © JEPPESSEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED.

EDDE/ERF
ERFURT

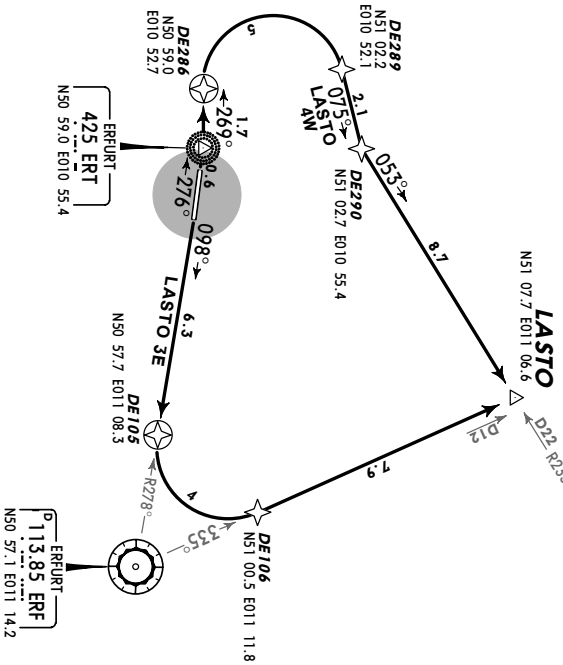
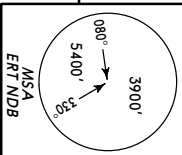
JEPPESEN
23 SEP 05 (10-3H) EFF 29 Sep RNAV SID (OVERLAY)

ERFURT, GERMANY

BERLIN Radar 132.3	Ap/ Elev 1036'	Trans alt: 5000' 1. Contact BERLIN Radar immediately after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
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LASTO THREE ECHO (LASTO 3E) [LAST3E]
LASTO FOUR WHISKEY (LASTO 4W) [LAST4W]
RWYS 10, 28 RNAV DEPARTURES (OVERLAY 10-3B)
NO ACCESS TO AIRWAY (U)M 852

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



SID	RWY	ROUTING
LASTO 3E	10	(1500' +) - DE105 - DE106 - LASTO.
LASTO 4W	28	(1500' +) - ERT - DE286 - DE289 - DE290 - LASTO.

CHANGES: New chart. © JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.

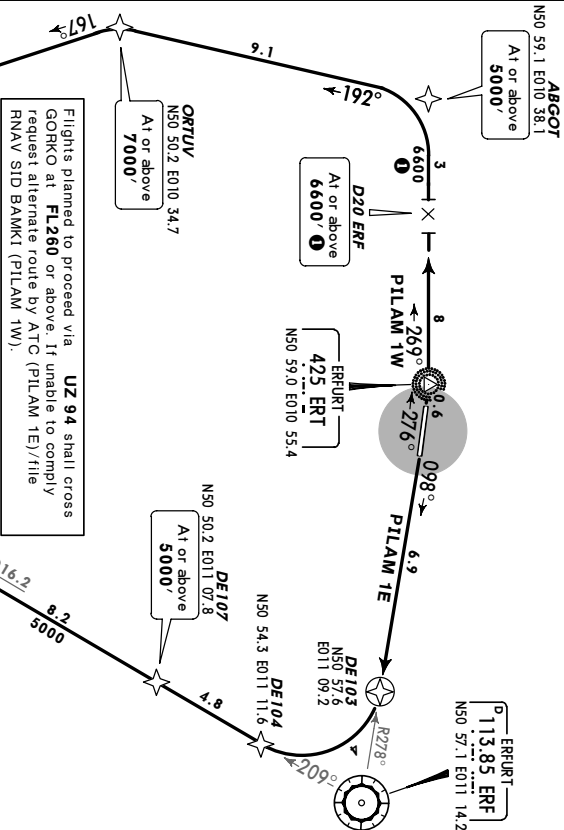
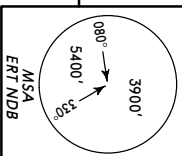
EDDE/ERF
ERFURT

JEPPESEN
23 SEP 05 (10-3J) EFF 29 Sep RNAV SID (OVERLAY)

ERFURT, GERMANY

BERLIN Radar 132.3	Ap/ Elev 1036'	Trans alt: 5000' 1. Contact BERLIN Radar immediately after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
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PILAM ONE ECHO (PILAM 1E) [PILA1E]
PILAM ONE WHISKEY (PILAM 1W) [PILA1W]
RWYS 10, 28 RNAV DEPARTURES (OVERLAY 10-3C)



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

PILAM 1W

During activity of NIGHT LOW FLYING SYSTEM this SID requires a minimum climb gradient of 620' per NM.

Gnd speed-KT	75	100	150	200	250	300
620' per NM	775	1033	11550	2067	2583	3100

SID	RWY	ROUTING
PILAM 1E	10	(1500' +) - DE103 - DE104 - DE107 (5000' +) - BANKI (7000' +) - PILAM.
PILAM 1W	28	(1500' +) - ERT - ABGOT (5000' +) - ORTUV (7000' +) - PILAM.

CHANGES: New chart. © JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.

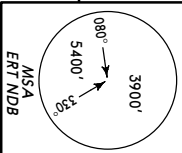
EDDE/ERF
ERFURT

JEPPESEN

23 SEP 05 (10-3K) EFF 29 Sep RNAV SID (OVERLAY)

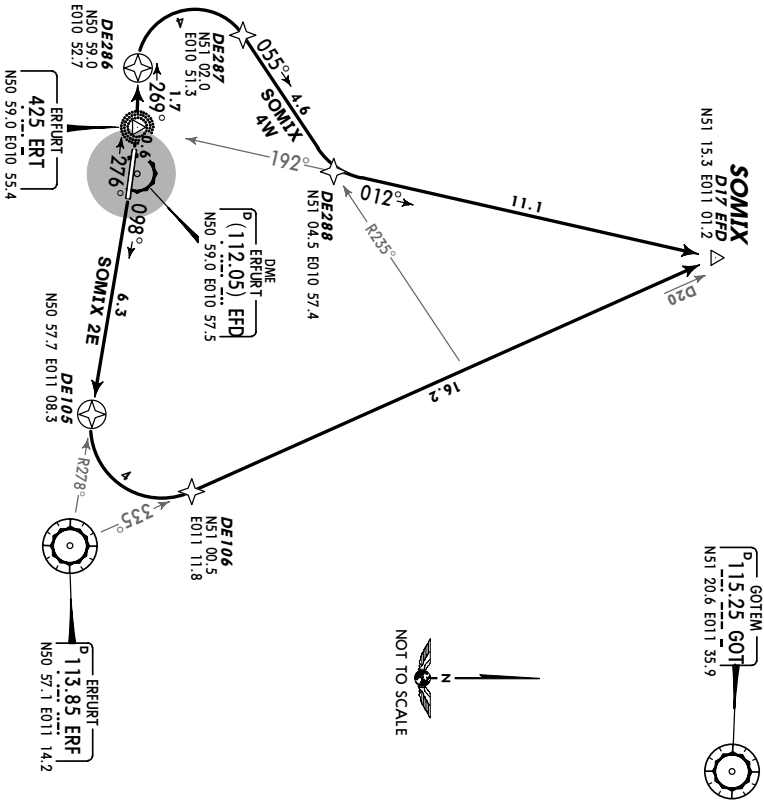
ERFURT, GERMANY

BERLIN Radar 132.3	Ap1 Elev 1036'	Trans level: By ATC. Trans alt: 5000'. 1. Contact BERLIN Radar immediately after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
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SOMIX TWO ECHO (SOMIX 2E) [SOMIX2E]
SOMIX FOUR WHISKEY (SOMIX 4W) [SOMIX4W]
RWYS 10, 28 RNAV DEPARTURES (OVERLAY 10-3D)

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



SID	RWY	ROUTING
SOMIX 2E	10	(1500' +) - DE105 - DE106 - SOMIX.
SOMIX 4W	28	(1500' +) - ERT - DE286 - DE287 - SOMIX.

Initial climb clearance 5000'

CHANGES: New chart.

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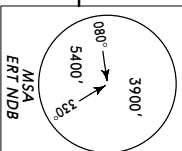
EDDE/ERF
ERFURT

JEPPESEN

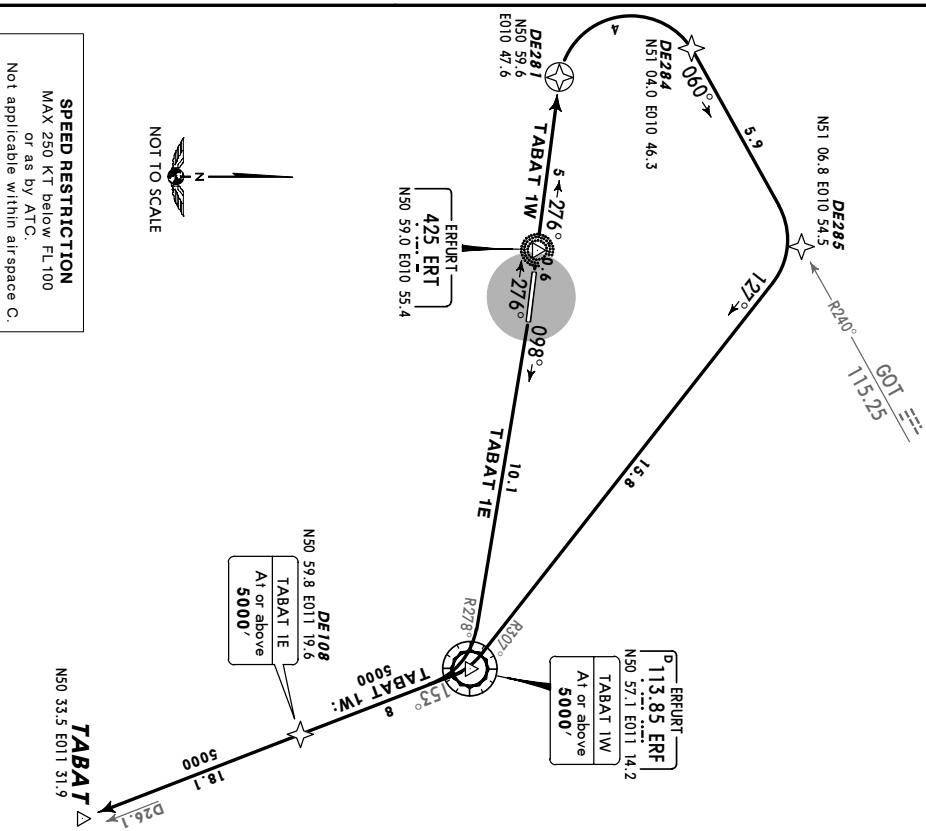
23 SEP 05 (10-3L) EFF 29 Sep RNAV SID (OVERLAY)

ERFURT, GERMANY

BERLIN Radar 132.3	Ap1 Elev 1036'	Trans level: By ATC. Trans alt: 5000'. 1. Contact BERLIN Radar immediately after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
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TABAT ONE ECHO (TABAT 1E) [TABAT1E]
TABAT ONE WHISKEY (TABAT 1W) [TABAT1W]
RWYS 10, 28 RNAV DEPARTURES (OVERLAY 10-3E)



SID	RWY	ROUTING
TABAT 1E	10	(1500' +) - ERF - DE108 (5000' +) - TABAT.
TABAT 1W	28	(1500' +) - ERT - DE281 - DE284 - DE285 - ERF (5000' +) - TABAT.

Initial climb clearance 5000'

CHANGES: New chart.

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NOISE ABATEMENT PROCEDURES

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

GENERAL

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) as well as jet aircraft not fulfilling the noise protection requirements according to ICAO Annex 16, Chapter 3, may only take-off and land with permission from the Thüringer Ministerium für Wirtschaft, Arbeit und Infrastruktur.

Thüringer Ministerium für
Wirtschaft, Arbeit und Infrastruktur
Max-Reger-Strasse 4-8
99096 Erfurt
Telefon: 0361/379 79 99
Telefax: 0361/379 79 90

NIGHT FLYING RESTRICTIONS

- Between 2100-0500 LT RWY 28 shall only be used for take-offs and RWY 10 only for landings, unless use of these take-off and landing directions is impossible for meteorological or flight safety reasons.
This ruling applies in general to propeller airplanes for a tailwind component of up to 10 KT and to jet-propelled aircraft with a MTOW of up to 150.000 kg for a tailwind component of up to 5 KT.
Aircraft with a MTOW of more than 150.000 kg are not permitted to take-off from RWY 10 between 2100-0500 LT.
Propeller-driven aircraft with a MTOW up to 2000 kg and powered gliders
Between 2100-0500LT (workdays) or 1900-0700 (Sundays and holidays) take-off or landing are permitted only if they fall below the noise limit in accordance with ICAO Annex 16, Chapter 6 or 10 by at least 8 dB (A).
Propeller-driven aircraft with a MTOW of more than 2000 kg
Between 2100-0500LT (workdays) or 1900-0700 (Sundays and holidays) take-off or landing are permitted only if they fall below the noise limit of 80 dB (A) in accordance with 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.
Jet aircraft
Between 2100-0500LT take-off or landing are permitted if they do not exceed the noise limits in accordance with ICAO Annex 16, Volume I, Chapter 3 and are included in the Attachment below (10-4A).
Jet aircraft with a MTOW of more than 150.000 kg
Between 2200-0500LT take-offs are generally not permitted.

EXCEPTIONS

Delayed scheduled aircraft in scheduled air services, cargo or all-inclusive air traffic whose scheduled arrival or take-off at Erfurt is before 2100LT, are excluded from the regulations described in paragraph No. 1, 3 & 4.
Landings of other delayed scheduled aircraft are excluded from night-flying restrictions until 2200LT.
Between 2200-0500 LT delayed scheduled jet aircraft with a MTOW of more than 150.000 kg are permitted to take-off on RWY 28 only if they are included in the Attachment below (10-4A).

NOISE ABATEMENT PROCEDURES

NIGHT FLYING RESTRICTIONS (cont'd)
ATTACHMENT

All aircraft up to MTOW of 25.000 kg not exceeding the noise values found in ICAO Annex 16, Volume I, Chapter 3, as well as the following airplane types:
A300, A310, A319, A320, A321, A330, A340
BAe 146/AVRO RJ-series
B727-100 re-engined with 3 Tay-power units,
B737-300/400/500/600/700/800, B747-400, B757, B767, B777
FOKKER 70/100, Gulfstream IV, MD DC8-70series, MD11, MD90
Limited to landings: MD DC10-30, MD80 all versions
Limited to take-offs: Lockheed L1011, MD DC 10

REVERSE THRUST

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

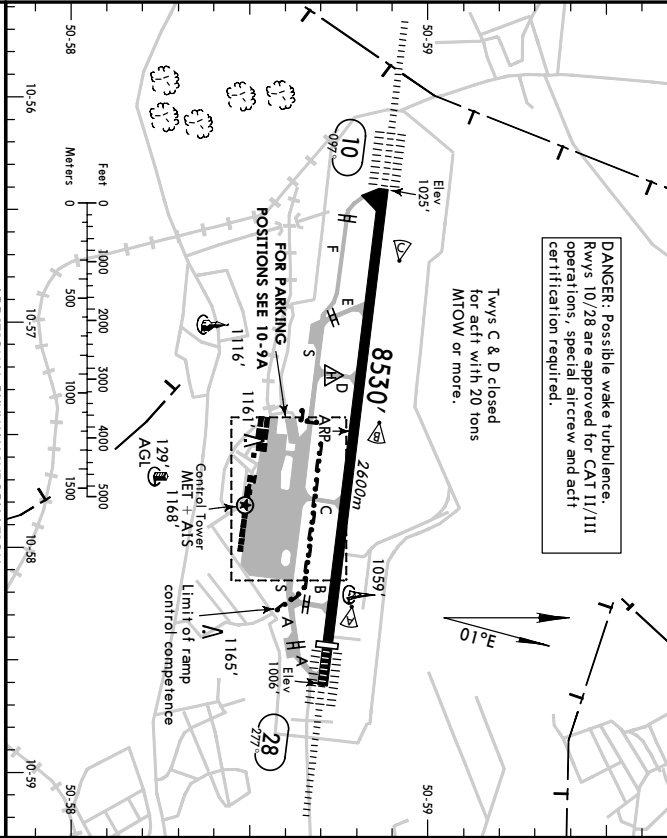
RUN-UP TESTS

Engine test runs are not permitted between 2100-0500LT.
Between 0500-2100LT engine test runs require permission from the 'Luftaufsicht' who will determine the position. The number of engine test runs shall be reduced to a minimum.

Flughafen Erfurt GmbH
Luftaufsicht
Binderslebener Landstr. 100
99092 Erfurt
Telefon: 0361/656 22 50
Telefax: 0361/656 22 41

EDDE/ERF
Apt Elev 1036'
N50 58.8 E010 57.5
8 JUL 05
JEPPESSEN
10-9
ERFURT, GERMANY
ERFURT

*A15	*ERFRT Apron	Ground	Tower	BERLIN Radar (DEP)
133.45	121.9	121.75	121.15	132.3



ADDITIONAL RUNWAY INFORMATION			
RWY	USABLE LENGTHS	LANDING BEYOND	
		Threshold	TAKE-OFF WIDTH
10-28	HRL CL (15m) ALSF-II REIL TDZ PAPI-L (3.0°) RVR	7841' 2390m	6988' 2130m
			164' 50m

1 Antiskid layer.

JAR-OPS

TAKE-OFF 1

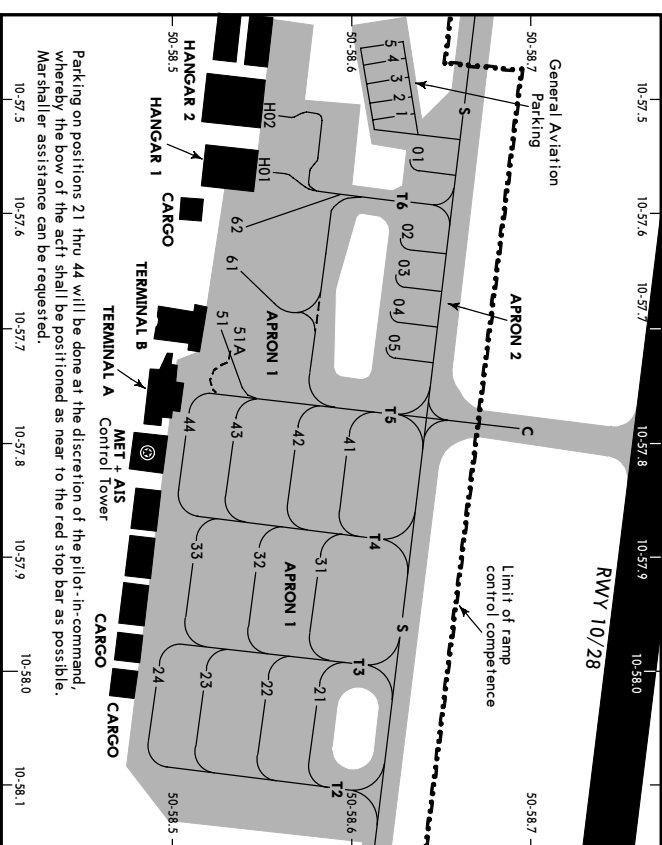
LVP must be in Force

All Rwy's

	Approved Operators ¹ HRL, CL & mult. RVR req		RL, CL & mult. RVR req		RL & CL		RCLM (DAY only) or RL		RCLM (DAY only) or RL		NIL (DAY only)	
	125m		150m		200m		250m		300m		400m	
A	150m		200m		250m		300m		400m		500m	
B												
C												
D												

- 1 Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.
2 RWY 28: With approved guidance system: ABCD 75m.

EDDE/ERF
8 JUL 05
JEPPESSEN
10-9A
ERFURT, GERMANY
ERFURT



INS COORDINATES		
STAND No.	COORDINATES	STAND No.
1 thru 5	N50 58.6 E010 57.5	51, 51A
01	N50 58.6 E010 57.5	61
02, 03	N50 58.6 E010 57.6	62, H01
04, 05	N50 58.6 E010 57.7	H02
21, 22	N50 58.6 E010 58.0	
23, 24	N50 58.5 E010 58.0	
31, 32	N50 58.6 E010 57.9	
33	N50 58.5 E010 57.9	
41 thru 43	N50 58.6 E010 57.8	
44	N50 58.5 E010 57.8	

CAT II/III OPERATIONS

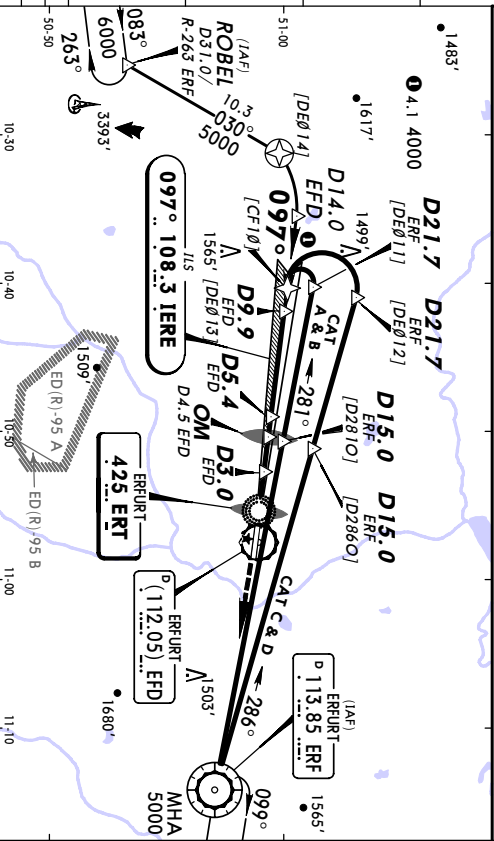
As soon as notice of CAT II/III all-weather operations has been given, all acft are permitted to taxi on taxiways with switched on centerline lighting only, or in accordance with separate instructions by ATIS.

Landing acft shall leave the rwy via twy E. At the request of the pilot-in-command, guidance by a "Follow me" car will be provided.

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 whatever, includes permission to cross a stop bar which is switched on.

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8 JUL 05
(1-1)
ILS or (GS)/NDB DME Rwy 10
ERFURT, GERMANY

*ATIS	BERLIN Radar (APP)	*ERFURT Tower	*Ground
133.45	132.3	121.15	121.75
LOC IERE 108.3	GS OM 2290' (1265')	DA(H) 1225' (200')	Ap ^r Elev 1036'
NDB ERT 425	Final Apch Crs 097°	Minimum Alt D9.9 EFD 4000' (2975')	NDB MDA(H) RWY1025'
MISSED APCH: Climb STRAIGHT AHEAD to 5000' to VOR.			MSA ERT NDB
Alt Set: hPa (IN on req)			Trans alt: 5000'



LOC (GS out)	EFD DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
or NDB	ALTITUDE	3720'	3400'	3090'	2770'	2450'	2130'	1810'	1490'
D21.7	MANDATORY	D5.4 OM	D3.0 LMM	D15.0	CAT C & D	286°	VOR		
4000' ERF		097°	097°	097°	097°	097°	097°	097°	097°
JAR OPS									
STRAIGHT-IN LANDING Rwy 10									
CIRCLE-TO-LAND									
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ERFURT

JEPPesen
8 JUL 05
11-2A

ERFURT, GERMANY
CAT II ILS Rwy 28

BRIEFING STRIP				
*ATIS	BERLIN Reader (APP)		*ERRCT Tower	*Ground
133.45	132.3		121.15	121.75
LOC TEW 109.9	Final Appch Crs 277°	G5 OM 2370' (1354')	CAT II ILS DA(H) Refer to Minimums	App Elev 1036' RWY 1016'
MISSED APPROCH: Climb on track 277° until crossing D3.5 EFD or 2500', whichever is later, then turn RIGHT onto 070° to intercept R-300 inbound VOR. Cross D10.0 ERF at 4000' or above, then climb to 5000' to VOR.				
				

Alt Set: hPa (IN on req) Rwy Elev: 37 hPa Trans level: By ATC Trans alt: 5000'

1. Special Aircrew & Actt Certification Required.

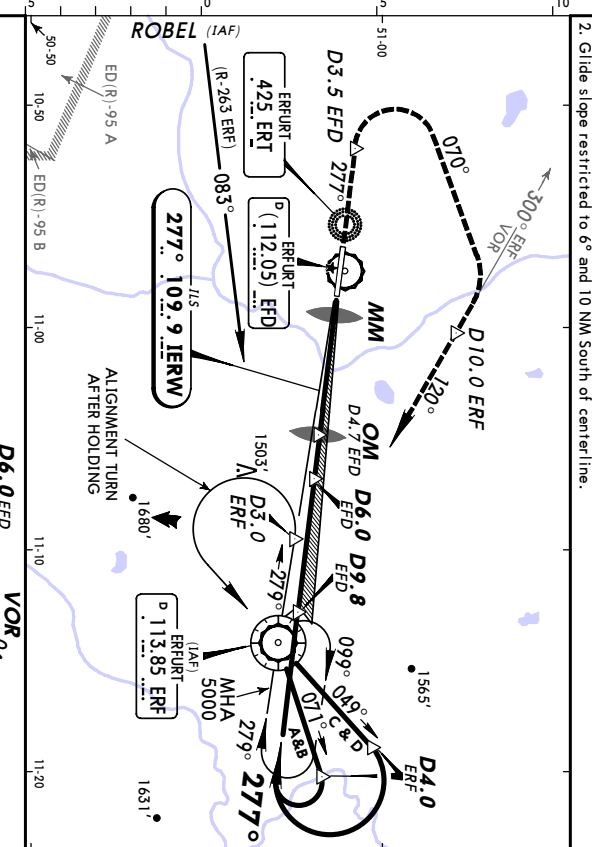


Diagram illustrating the layout of RWY 28, showing the displaced threshold, obstacle heights, and aircraft dimensions.

Obstacle Data:

Obstacle	Height (ft)	Distance from Threshold (ft)
MM	0.6	3.5
OM	1.3	3.8

Aircraft Dimensions:

Parameter	Value
Height	27.1°
Length	27.1°
Wing Span	27.1°
Height	27.1°
Length	27.1°
Wing Span	27.1°
Height	27.1°
Length	27.1°
Wing Span	27.1°

Displaced Threshold:

Distance from Threshold (ft)	Height (ft)
0	0.6
3.5	1.3
3.8	2.7

Other Dimensions:

Parameter	Value
Height	27.1°
Length	27.1°
Wing Span	27.1°
Height	27.1°
Length	27.1°
Wing Span	27.1°

STIMULI AND EVALUATING FACTORS

CAT III IS

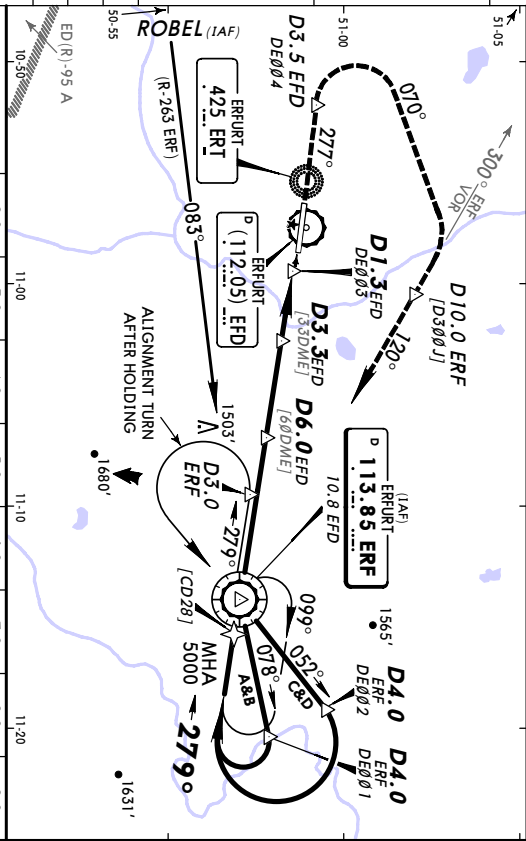
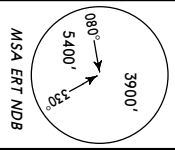
ABC RA 114' DA(H) 1116' (100')	D RA 116' DA(H) 1118' (102')
RVr 300m	
I Operators applying U.S. Ops Specs: Autoland or HGS required below RVr 350m.	

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 (3-1)
 JEPPESEN
 ERFURT, GERMANY
 (GPS) VOR DME Rwy 28

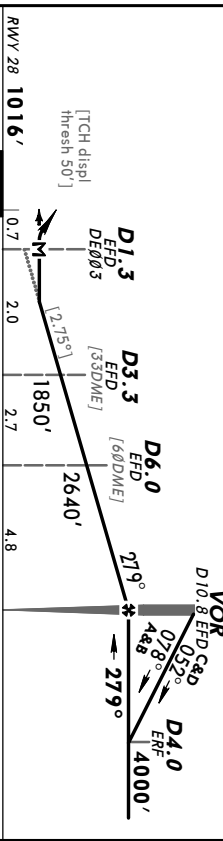
*ATIS	BERLIN Radar (APP)	*ERFURT Tower	*Ground
133.45	132.3	121.15	121.75
VOR ERF 113.85 279°	Final Apch Crs 4000' (2984')	Minimum Alt VOR 1420' (404')	MDA(H) 1420' (404')
			Apv Elev 1036'
			Rwy 1016'

MISSED APCH: Climb on track 277° until crossing D3.5 EFD or 2500', whichever is later, then turn RIGHT onto 070° to Intercept R-300 inbound VOR. Cross D10.0 ERF at 4000' or above, then climb to 5000' to VOR.

Alt Set: MPA (IN on req) Rwy Elev: 37 Hpa Trans level: By ATC Trans alt: 5000'
 Final approach track offset 2° from runway centerline.



EFD DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	1470'	1770'	2060'	2350'	2640'	2930'	3220'	3520'



Grid speed-Kts	70	90	100	120	140	160	277°
Descent Gradient 4.80% or Descrnt angle [2.75°]	340	438	486	584	681	778	
MAP at D1.3 EFD							

STRAIGHT-IN LANDING Rwy 28		CIRCLE-TO-LAND Not authorized South of airport	
MDA(H) 1420' (404')	ALS out	Max Kts	MDA(H) V/S
A RVR 900m		100	1470' (434')
B RVR 1000m		135	1540' (504')
C RVR 1800m		180	1760' (724')
D RVR 1400m		205	1760' (724')