List of pages in this Trip Kit

General Information

Location: KASSEL-CALDEN DEU
ICAO/IATA: EDVK / KSF
Lat/Long: N51° 25.25', E009° 23.53'
Elevation: 860 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 2.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0446 Z
Sunset: 1755 Z

Runway Information

Runway: 09
Length x Width: 8202 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 860 ft
Lighting: Edge, ALS, Centerline, REIL

Runway: 27
Length x Width: 8202 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 802 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Communication Information

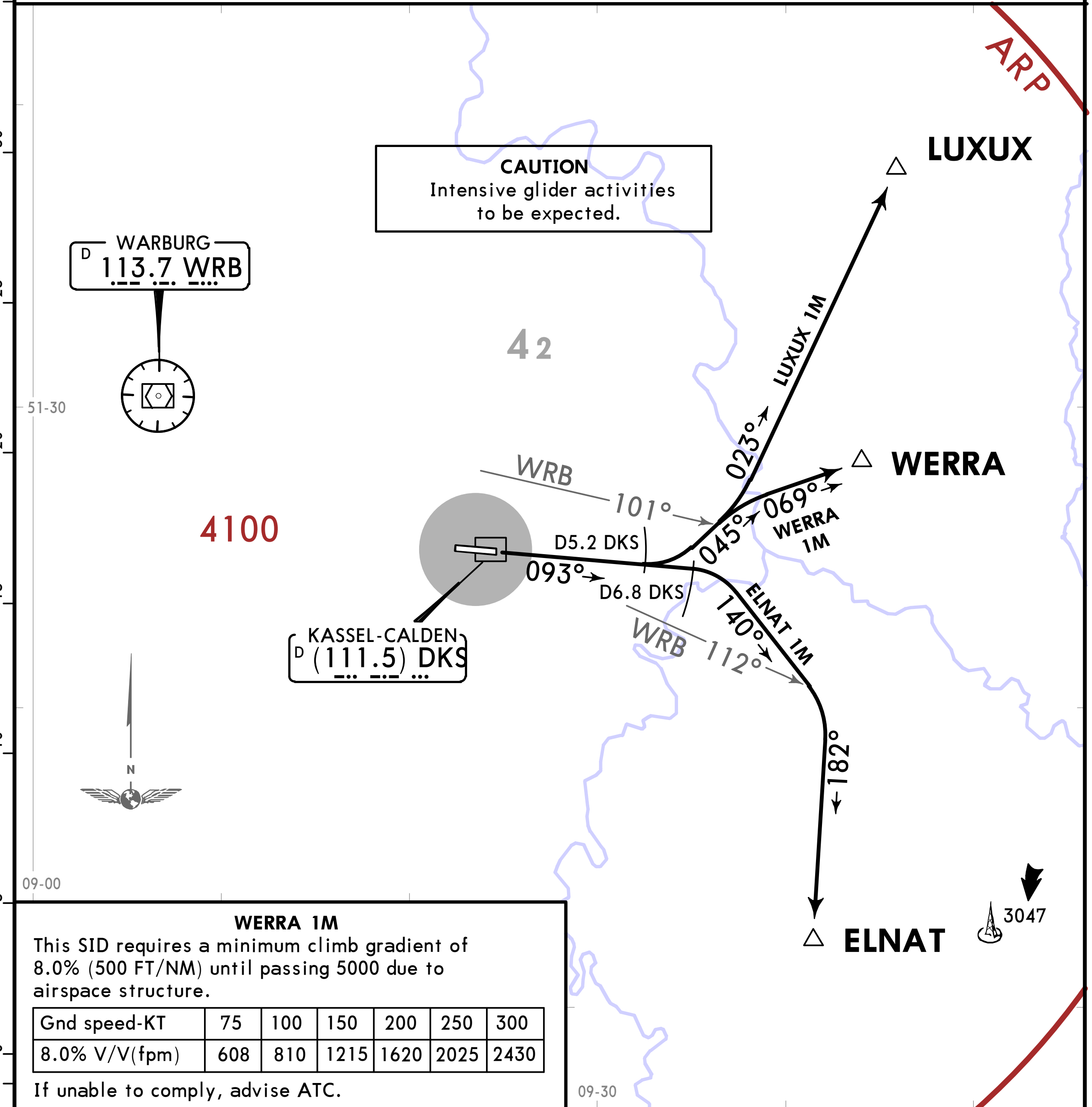
ATIS: 129.205
Kassel Tower: 118.105
Kassel Ground: 121.905
Kassel Apron Ramp/Taxi: 121.700
Bremen Radar Radar: 126.655 RCO

BREMEN Radar (APP)	Apt Elev	
126.655	860	Trans alt: 5000 1. Remain on TWR frequency until passing 2500, then contact BREMEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT RADAR and radio contact with BREMEN Radar above 2000. 4. IFR profiles within airspace class E, watch out for VFR traffic unknown to ATC.

ELNAT 1M, LUXUX 1M, WERRA 1M DEPARTURES (RWY 09)

AFTER PASSING 3000 BRNAV EQUIPMENT NECESSARY

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C



WERRA 1M

This SID requires a minimum climb gradient of 8.0% (500 FT/NM) until passing 5000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
8.0% V/V(fpm)	608	810	1215	1620	2025	2430

If unable to comply, advise ATC.

Initial climb clearance **5000**

SID	ROUTING
ELNAT 1M	On 093° track to D6.8 DKS, turn RIGHT, 140° track, when passing WRB R112 turn RIGHT, 182° track to ELNAT.
LUXUX 1M	On 093° track to D5.2 DKS, turn LEFT, 045° track, when passing WRB R101 turn LEFT, 023° track to LUXUX.
WERRA 1M	On 093° track to D5.2 DKS, turn LEFT, 045° track, when passing WRB R101 turn RIGHT, 069° track to WERRA.

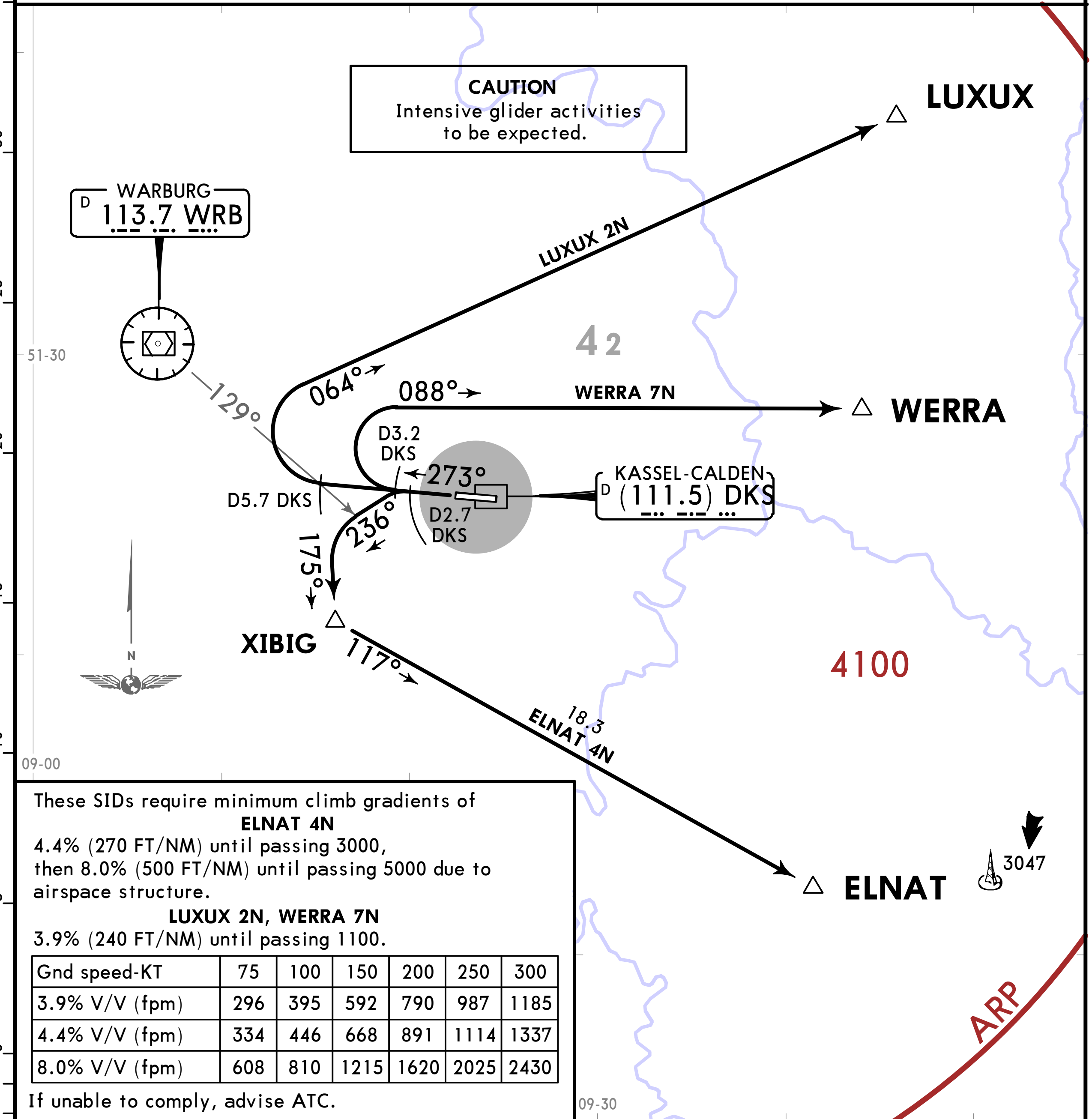
CHANGES: New format.

BREMEN Radar (APP) 126.655	Apt Elev 860	Trans alt: 5000 1. Remain on TWR frequency until passing 2500, then contact BREMEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT RADAR and radio contact with BREMEN Radar above 2000. 4. IFR profiles within airspace class E, watch out for VFR traffic unknown to ATC.

ELNAT 4N, LUXUX 2N, WERRA 7N DEPARTURES (RWY 27)

AFTER PASSING 3000 BRNAV EQUIPMENT NECESSARY

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of

ELNAT 4N

4.4% (270 FT/NM) until passing 3000, then 8.0% (500 FT/NM) until passing 5000 due to airspace structure.

LUXUX 2N, WERRA 7N

3.9% (240 FT/NM) until passing 1100.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185
4.4% V/V (fpm)	334	446	668	891	1114	1337
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

If unable to comply, advise ATC.

Initial climb clearance **5000**

SID	ROUTING
ELNAT 4N	On 273° track to D2.7 DKS, turn LEFT, 236° track, when passing WRB R129 turn LEFT, 175° track to XIBIG, turn LEFT, 117° track to ELNAT.
LUXUX 2N ❶	On 273° track to D5.7 DKS, turn RIGHT, 064° track to LUXUX.
WERRA 7N	On 273° track to D3.2 DKS, turn RIGHT, 088° track to WERRA.

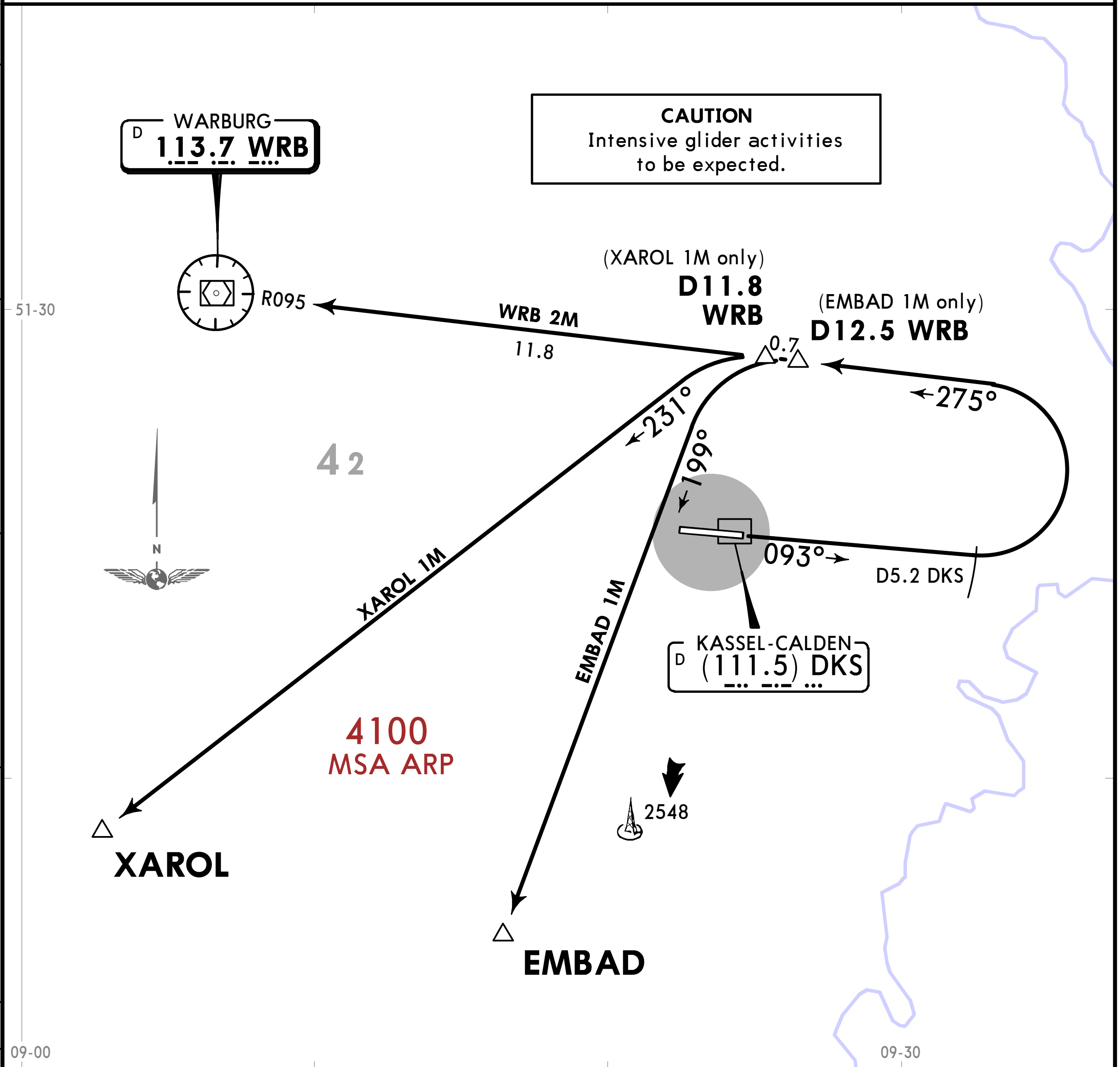
❶ Not to be used during NIGHT LOW FLYING SYSTEM.

CHANGES: New format.

BREMEN Radar (APP) 126.655	Apt Elev 860	Trans alt: 5000 1. Remain on TWR frequency until passing 2500, then contact BREMEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT RADAR and radio contact with BREMEN Radar above 2000. 4. IFR profiles within airspace class E, watch out for VFR traffic unknown to ATC.

EMBAD 1M
WARBURG 2M (WRB 2M), XAROL 1M
DEPARTURES
(RWY 09)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **EMBAD 1M, XAROL 1M: 5000**
WRB 2M: 4000

SID	ROUTING
EMBAD 1M ❶	Climb straight ahead to D5.2 DKS, turn LEFT, intercept WRB R095 inbound to D12.5 WRB, turn LEFT, 199° track to EMBAD.
WRB 2M ❷	Climb straight ahead to D5.2 DKS, turn LEFT, intercept WRB R095 inbound to WRB.
XAROL 1M ❶	Climb straight ahead to D5.2 DKS, turn LEFT, intercept WRB R095 inbound to D11.8 WRB, turn LEFT, 231° track to XAROL.

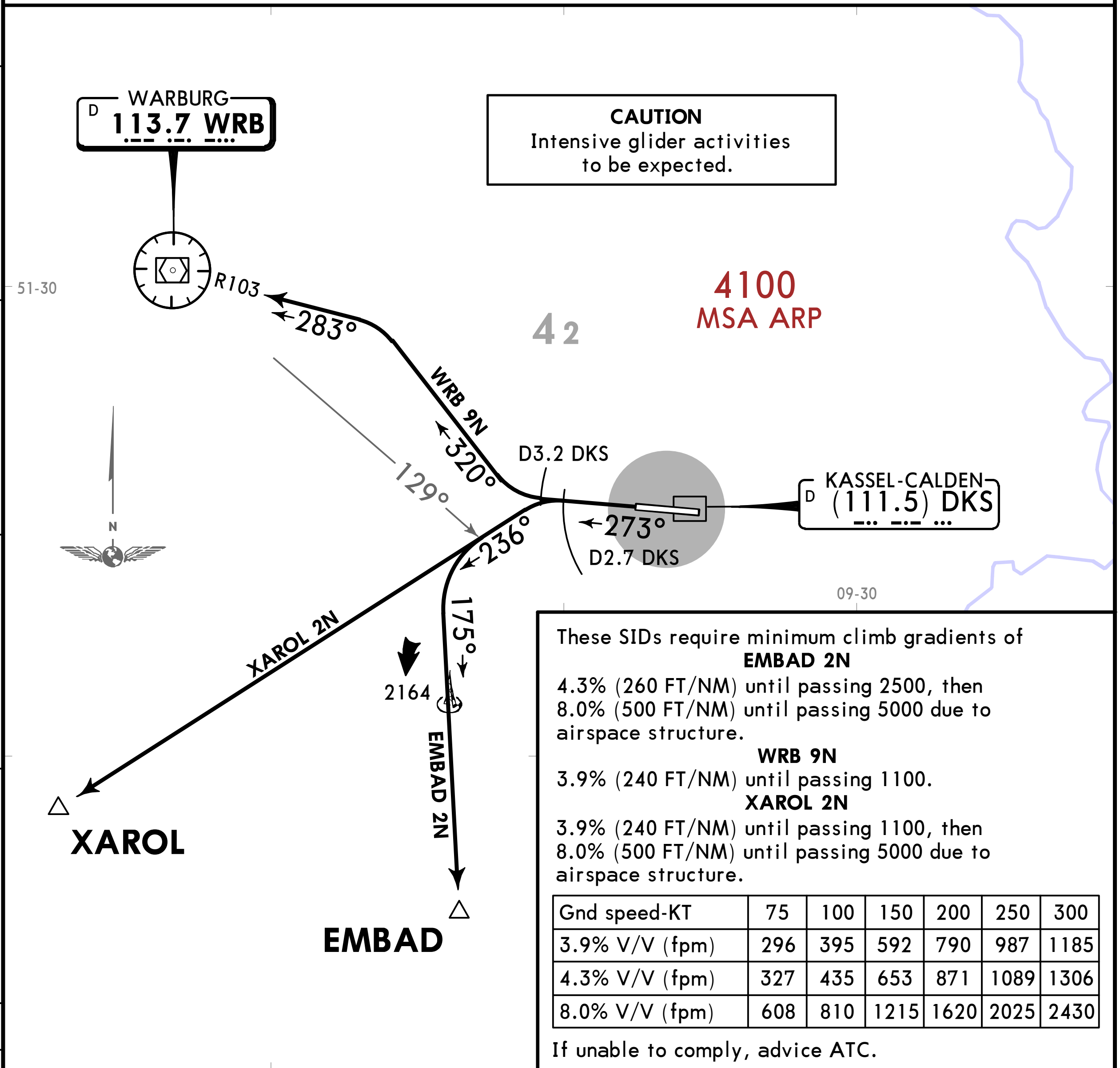
❶ After passing 3000 BRNAV equipment necessary.
❷ Not to be used during activity of NIGHT LOW FLYING SYSTEM.

CHANGES: New format.

BREMEN Radar (APP)	Apt Elev	
126.655	860	Trans alt: 5000 1. Remain on TWR frequency until passing 2500, then contact BREMEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT RADAR and radio contact with BREMEN Radar above 2000. 4. IFR profiles within airspace class E, watch out for VFR traffic unknown to ATC.

EMBAD 2N
WARBURG 9N (WRB 9N), XAROL 2N
DEPARTURES
(RWY 27)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of

EMBAD 2N
4.3% (260 FT/NM) until passing 2500, then
8.0% (500 FT/NM) until passing 5000 due to airspace structure.

WRB 9N
3.9% (240 FT/NM) until passing 1100.

XAROL 2N
3.9% (240 FT/NM) until passing 1100, then
8.0% (500 FT/NM) until passing 5000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185
4.3% V/V (fpm)	327	435	653	871	1089	1306
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

If unable to comply, advice ATC.

Initial climb clearance **EMBAD 2N, XAROL 2N: 5000**
WRB 9N: 4000

SID	ROUTING
EMBAD 2N ❶	Climb straight ahead to D2.7 DKS, turn LEFT, 236° track, when passing WRB R129 turn LEFT, 175° track to EMBAD.
WRB 9N ❷	Climb straight ahead to D3.2 DKS, turn RIGHT, 320° track, intercept WRB R103 inbound to WRB.
XAROL 2N ❶	Climb straight ahead to D2.7 DKS, turn LEFT, 236° track to XAROL.

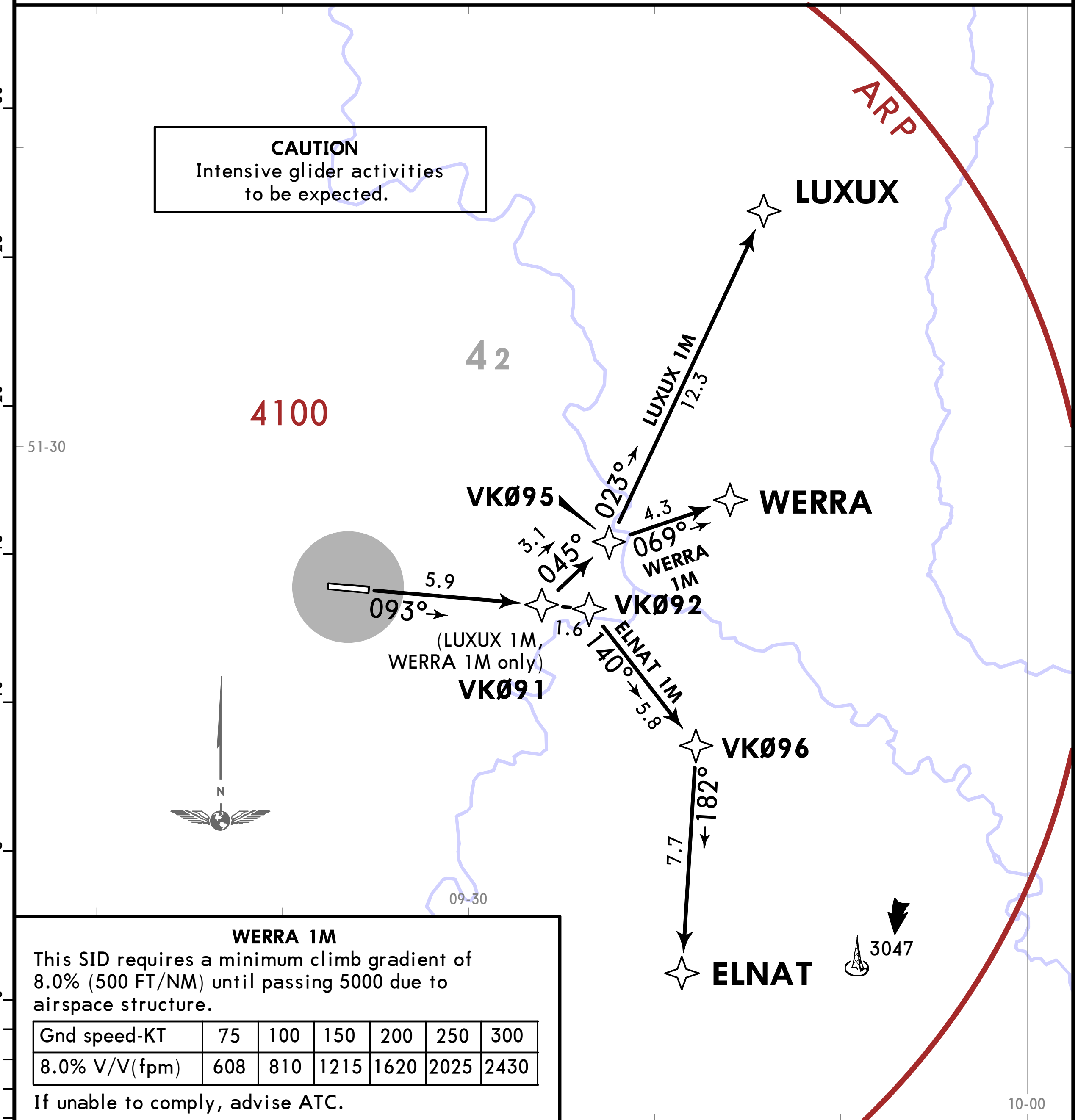
❶ After passing 3000 BRNAV equipment necessary.
❷ Not to be used during activity of NIGHT LOW FLYING SYSTEM.

CHANGES: New format.

BREMEN Radar (APP) 126.655	Apt Elev 860	Trans alt: 5000 1. Remain on TWR frequency until passing 2500, then contact BREMEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT RADAR and radio contact with BREMEN Radar above 2000. 4. IFR profiles within airspace class E, watch out for VFR traffic unknown to ATC.

ELNAT 1M [ELNA1M], LUXUX 1M [LUXU1M] WERRA 1M [WERA1M] RNAV DEPARTURES (OVERLAY 10-3) (RWY 09)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C



WERRA 1M

This SID requires a minimum climb gradient of 8.0% (500 FT/NM) until passing 5000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
8.0% V/V(fpm)	608	810	1215	1620	2025	2430

If unable to comply, advise ATC.

Initial climb clearance **5000**

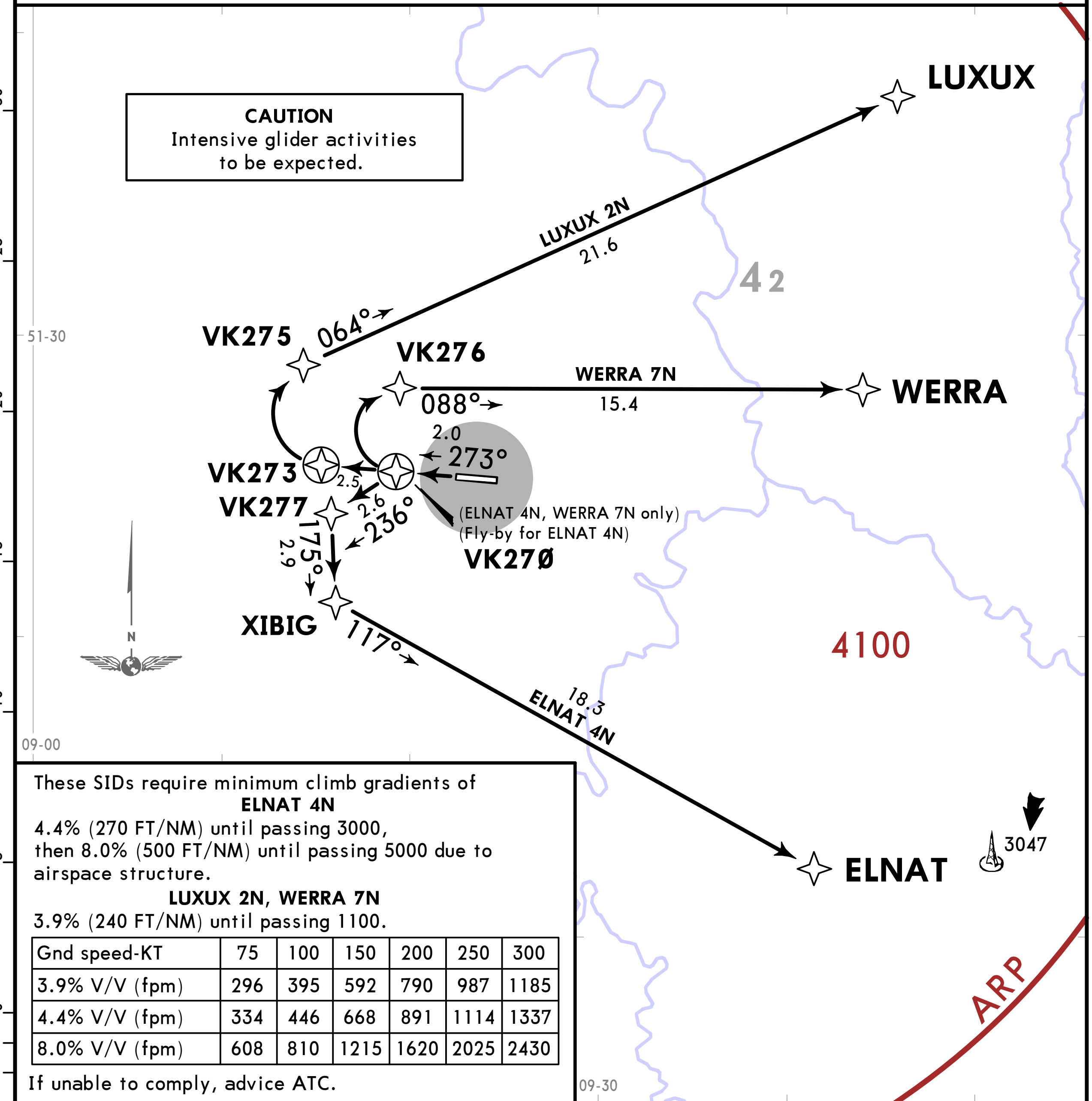
SID	ROUTING
ELNAT 1M	(1300+) - VKØ92 - VKØ96 - ELNAT.
LUXUX 1M	(1300+) - VKØ91 - VKØ95 - LUXUX.
WERRA 1M	(1300+) - VKØ91 - VKØ95 - WERRA.

CHANGES: New format.

BREMEN Radar (APP) 126.655	Apt Elev 860	Trans alt: 5000 1. Remain on TWR frequency until passing 2500, then contact BREMEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT RADAR and radio contact with BREMEN Radar above 2000. 4. IFR profiles within airspace class E, watch out for VFR traffic unknown to ATC.

ELNAT 4N [ELNA4N], LUXUX 2N [LUXU2N]
WERRA 7N [WERA7N]
RNAV DEPARTURES (OVERLAY 10-3A)
(RWY 27)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of
ELNAT 4N
4.4% (270 FT/NM) until passing 3000,
then 8.0% (500 FT/NM) until passing 5000 due to airspace structure.
LUXUX 2N, WERRA 7N
3.9% (240 FT/NM) until passing 1100.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185
4.4% V/V (fpm)	334	446	668	891	1114	1337
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

If unable to comply, advice ATC.

Initial climb clearance **5000**

SID	ROUTING
ELNAT 4N	(1300+) - VK27Ø - VK277 - XIBIG - ELNAT.
LUXUX 2N ❶	(1300+) - VK273 - VK275 - LUXUX.
WERRA 7N	(1300+) - VK27Ø - VK276 - WERRA.

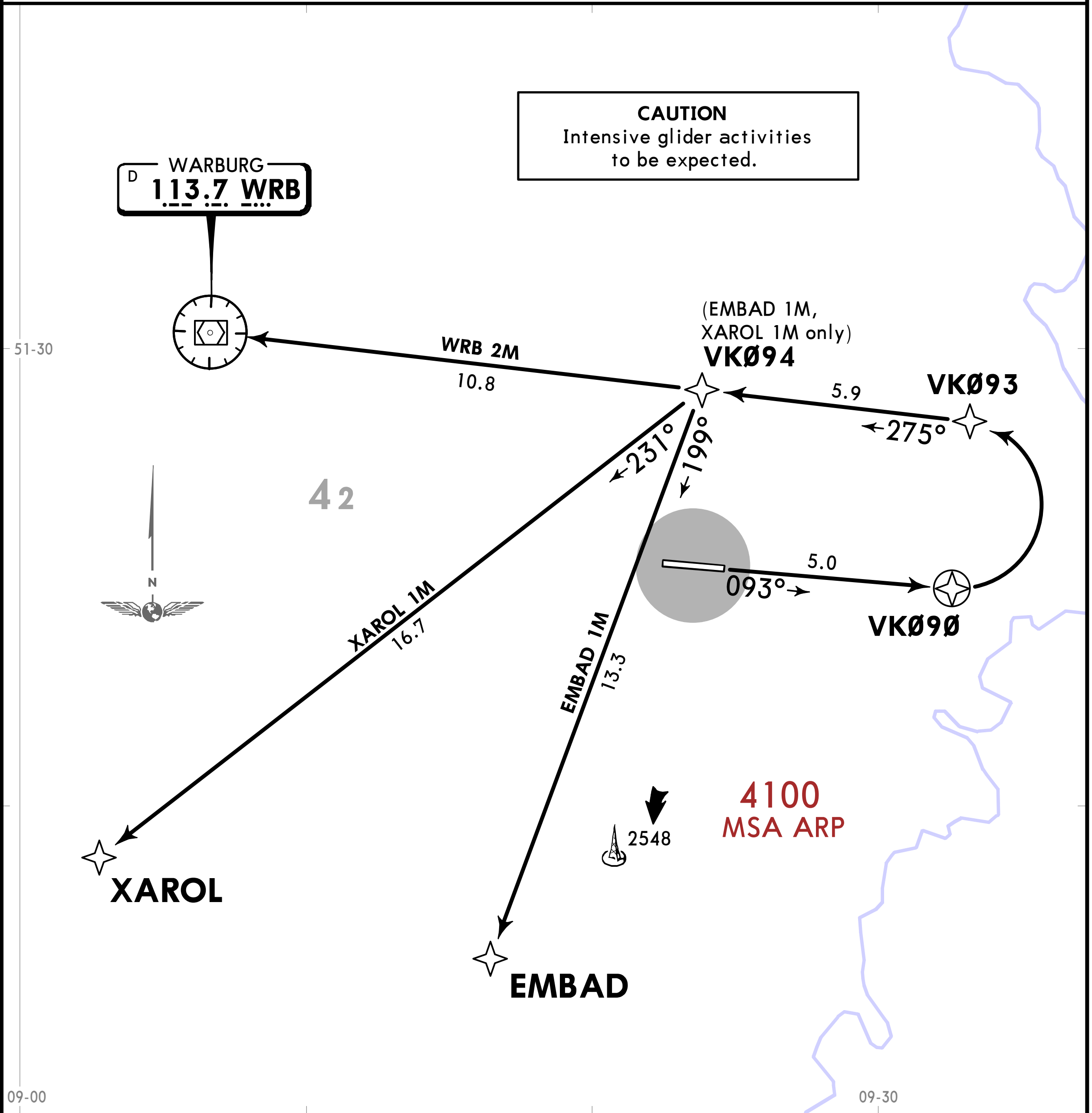
❶ Not to be used during NIGHT LOW FLYING SYSTEM.

CHANGES: New format.

BREMEN Radar (APP) 126.655	Apt Elev 860	Trans alt: 5000 1. Remain on TWR frequency until passing 2500, then contact BREMEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT RADAR and radio contact with BREMEN Radar above 2000. 4. IFR profiles within airspace class E, watch out for VFR traffic unknown to ATC.

EMBAD 1M [EMBA1M]
WARBURG 2M (WRB 2M) [WRB2M], XAROL 1M [XARO1M]
RNAV DEPARTURES (OVERLAY 10-3B)
(RWY 09)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **EMBAD 1M, XAROL 1M: 5000**
WRB 2M: 4000

SID	ROUTING
EMBAD 1M	(1300+) - VKØ9Ø - VKØ93 - VKØ94 - EMBAD.
WRB 2M ❶	(1300+) - VKØ9Ø - VKØ93 - WRB.
XAROL 1M	(1300+) - VKØ9Ø - VKØ93 - VKØ94 - XAROL.

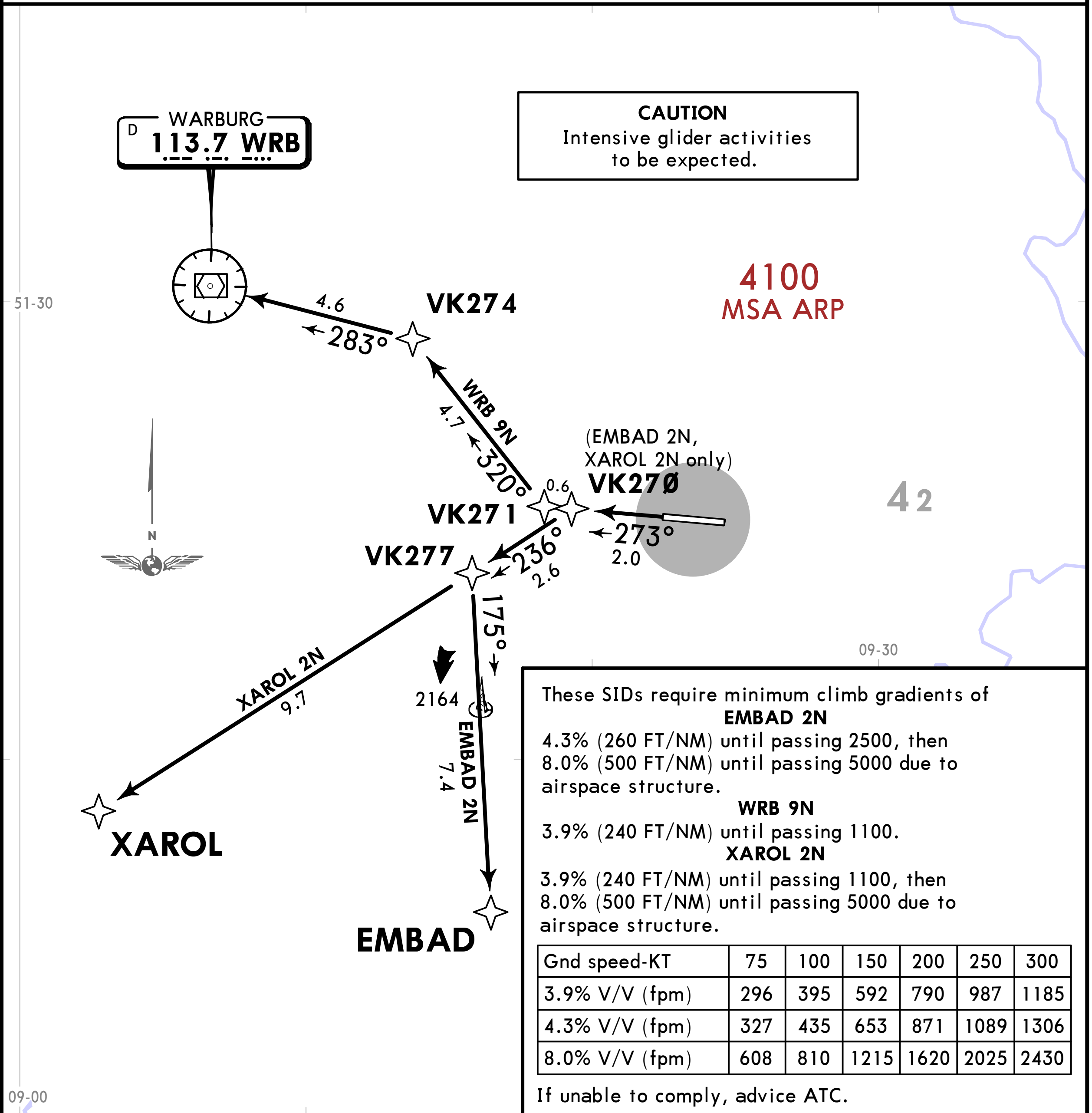
❶ Not to be used during activity of NIGHT LOW FLYING SYSTEM.

CHANGES: New format.

BREMEN Radar (APP) 126.655	Apt Elev 860	Trans alt: 5000 1. Remain on TWR frequency until passing 2500, then contact BREMEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT RADAR and radio contact with BREMEN Radar above 2000. 4. IFR profiles within airspace class E, watch out for VFR traffic unknown to ATC.

EMBAD 2N [EMBA2N]
WARBURG 9N (WRB 9N) [WRB9N], XAROL 2N [XARO2N]
RNAV DEPARTURES (OVERLAY 10-3C)
(RWY 27)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of

EMBAD 2N
4.3% (260 FT/NM) until passing 2500, then 8.0% (500 FT/NM) until passing 5000 due to airspace structure.

WRB 9N
3.9% (240 FT/NM) until passing 1100.

XAROL 2N
3.9% (240 FT/NM) until passing 1100, then 8.0% (500 FT/NM) until passing 5000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185
4.3% V/V (fpm)	327	435	653	871	1089	1306
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

If unable to comply, advice ATC.

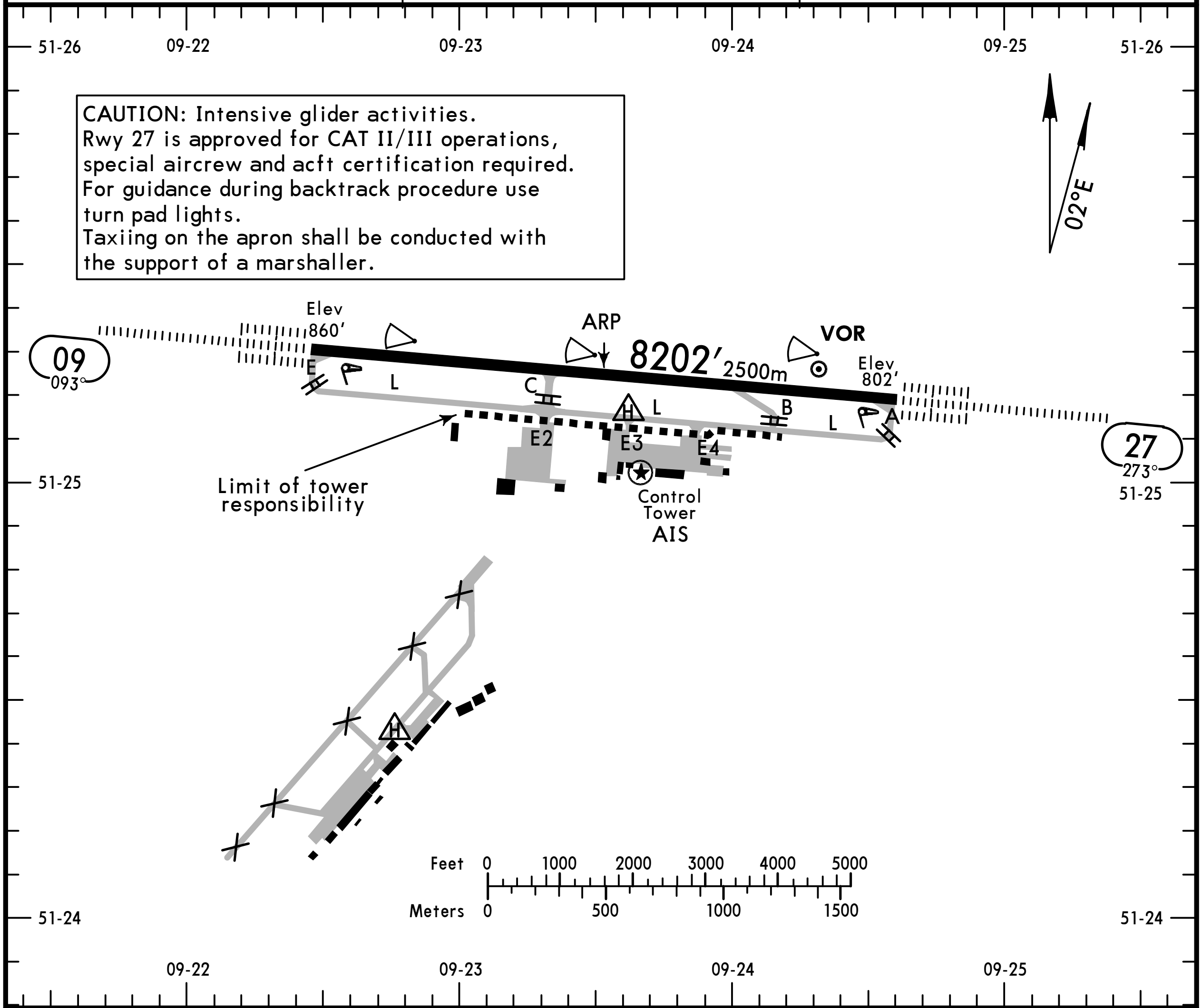
Initial climb clearance **EMBAD 2N, XAROL 2N: 5000**
WRB 9N: 4000

SID	ROUTING
EMBAD 2N	(1300+) - VK27Ø - VK277 - EMBAD.
WRB 9N 1	(1300+) - VK271 - VK274 - WRB.
XAROL 2N	(1300+) - VK27Ø - XAROL.

1 Not to be used during activity of NIGHT LOW FLYING SYSTEM.

CHANGES: New format.

ATIS	KASSEL Ground	Tower
129.205	121.905	118.105



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS – LANDING BEYOND – Threshold	USABLE LENGTHS – LANDING BEYOND – Glide Slope	TAKE-OFF	WIDTH
09	HIRL ❶ CL ❷ HIALS-II SFL REIL PAPI-L ❸ RVR		6987′ 2130m	❹	148′ 45m
27	HIRL ❶ CL ❷ HIALS-II SFL TDZ REIL PAPI-L ❸ RVR		7048′ 2148m		

❶ spacing 60m
❷ spacing 15m
❸ (angle 3.0°)
❹ TAKE-OFF RUN AVAILABLE

RWY 09:

From rwy head	8202′ (2500m)
twy C int	4888′ (1490m)

RWY 27:

From rwy head	8202′ (2500m)
twy B int	6070′ (1850m)
twy C int	3379′ (1030m)

Standard

TAKE-OFF

	Low Visibility Take-off: ■1 HIRL, CL & relevant RVR	Low Visibility Take-off: RL, CL & relevant RVR	Low Visibility Take-off: RL & CL	Low Visibility Take-off: Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A B C D	TDZ, MID, RO RVR 125m	TDZ, MID, RO RVR 150m	RVR 200m	RVR 300m	400m	500m

■1 RWY 27: RVR 75m with approved guidance system or HUD/HUDLS.

CHANGES: Note added.

KASSEL-CALDEN, GERMANY
ILS or LOC Rwy 09

ATIS	BREMEN Radar (APP) unusable below 2000'	KASSEL Tower	Ground
129.205	126.655	118.105	121.905

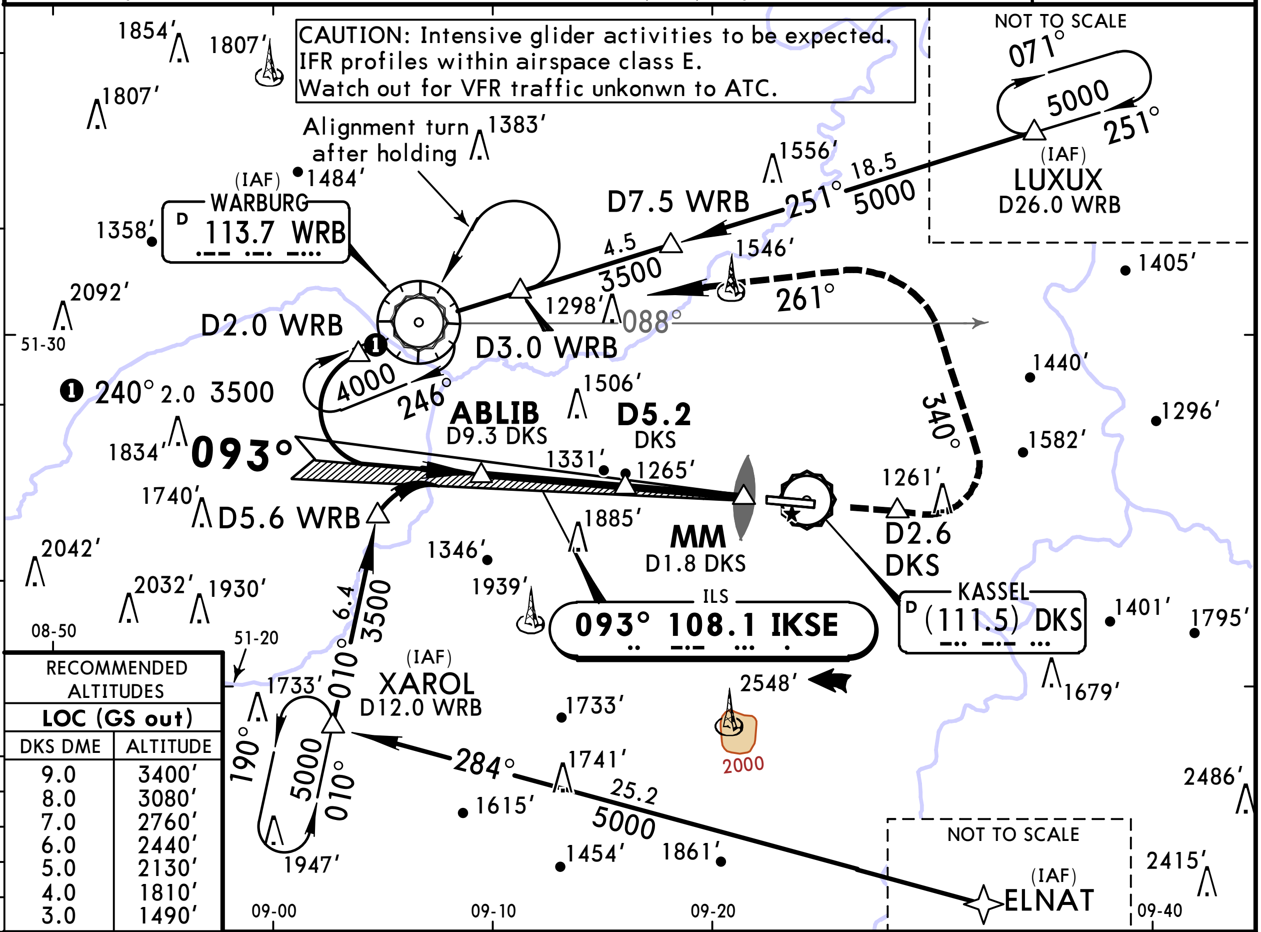
LOC IKSE	Final Apch Crs	GS D5.2 DKS	ILS DA(H)	Apt Elev 861' Rwy 861'
108.1	093°	2180'(1319')	1061'(200')	

BRIEFING STRIP ™

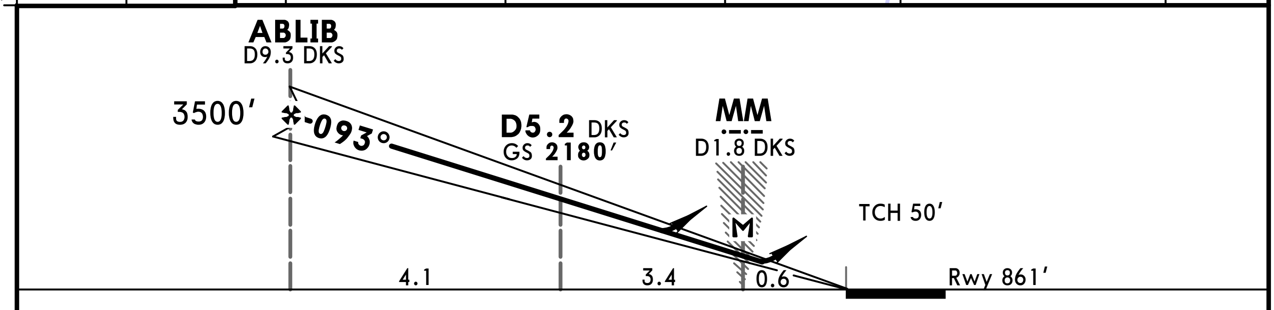
MSA ARP: 4100

MISSED APCH: Climb STRAIGHT AHEAD to D2.6 DKS, then turn LEFT on track 340° until crossing R-088 WRB. Turn LEFT on R-081 WRB inbound to VOR climbing to 4000'.

Alt Set: hPa Rwy Elev: 31 hPa Trans level: By ATC Trans alt: 5000'
1. DME required. 2. Between ELNAT and XAROL RNAV (GPS) required.



RECOMMENDED ALTITUDES	
LOC (GS out)	
DKS DME	ALTITUDE
9.0	3400'
8.0	3080'
7.0	2760'
6.0	2440'
5.0	2130'
4.0	1810'
3.0	1490'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at MM/D1.8 DKS						

HIALS-II
REIL
PAPI

D2.6 DKS

Standard

STRAIGHT-IN LANDING RWY 09

	ILS DA(H) 1061'(200')		LOC (GS out) CDFA DA/MDA(H) 1320'(459')	
	FULL	ALS out		ALS out
A	RVR 550m 1	RVR 1200m	RVR 1400m	RVR 1500m
B				
C				RVR 2100m
D				

PANS OPS

1 W/o HUD/AP/FD: RVR 750m.

CHANGES: Communication.

ATIS	BREMEN Radar (APP) unusable below 2000′	KASSEL Tower	Ground
129.205	126.655	118.105	121.905

BRIEFING STRIP ™

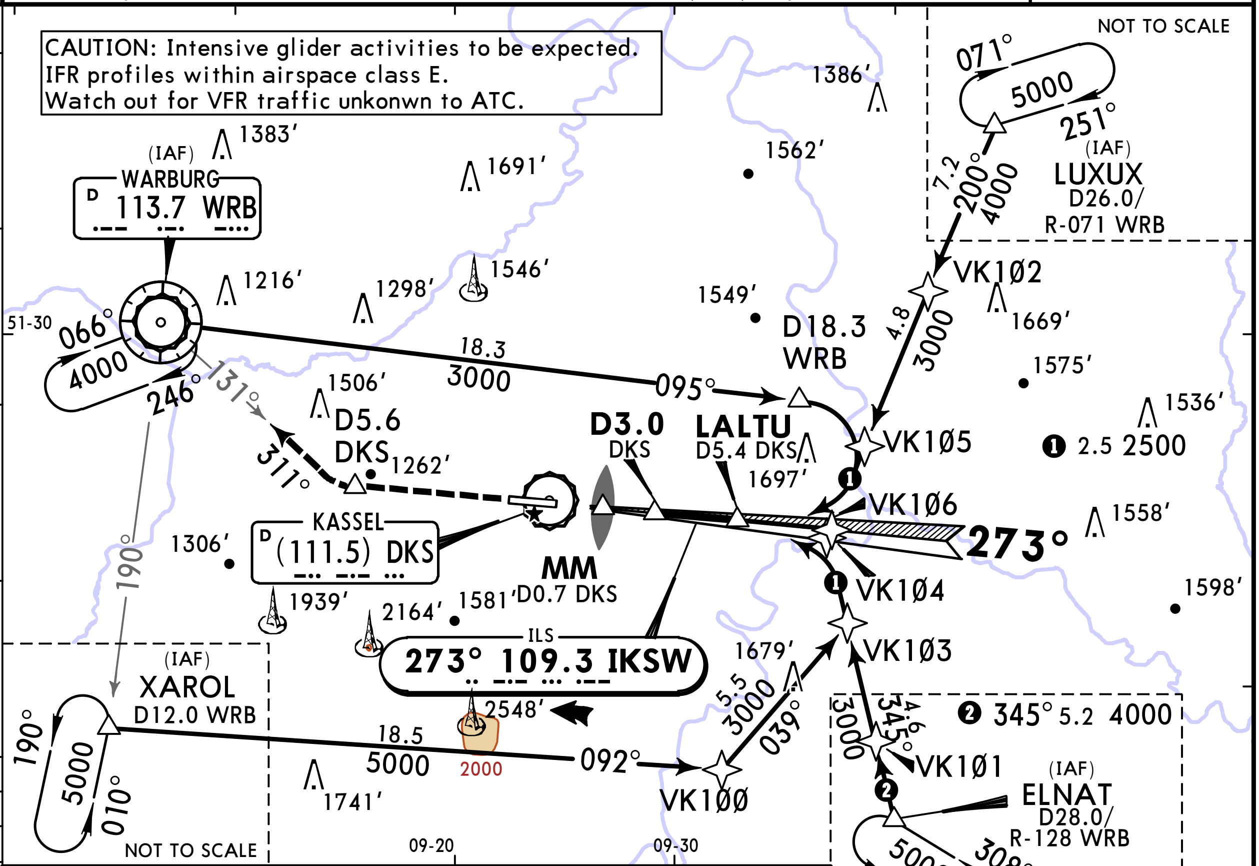
LOC IKSW	Final Apch Crs	LALTU	ILS DA(H)	Apt Elev 861′ Rwy 802′
109.3	273°	2500′(1698′)	1002′(200′)	

MISSED APCH: Climb STRAIGHT AHEAD to D5.6 DKS, then turn RIGHT on R-131 WRB inbound to VOR climbing to 4000′.

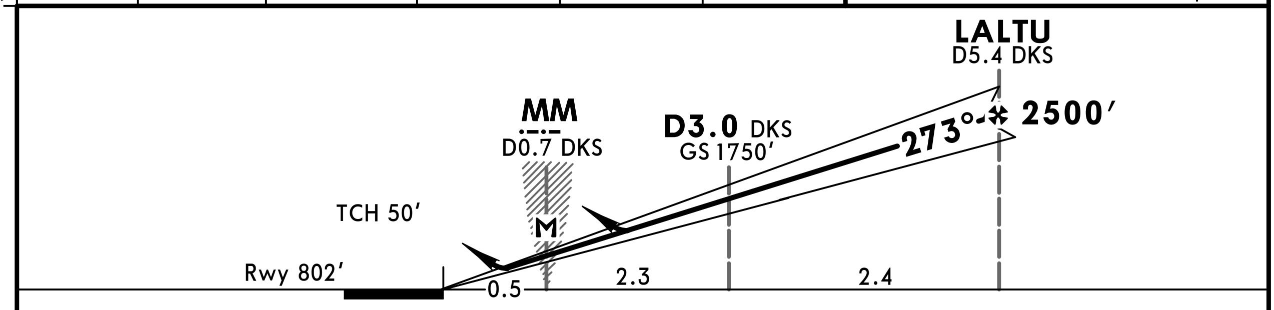
Alt Set: hPa Rwy Elev: 29 hPa Trans level: By ATC Trans alt: 5000′

1. DME required. 2. From LUXUX, XAROL and ELNAT RNAV (GPS) required.

MSA ARP: 4100



LOC (GS out)	DKS DME	2.0	3.0	4.0	5.0
	ALTITUDE	1430′	1750′	2070′	2390′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at MM/D0.7 DKS							

HIALS-II REIL PAPI

D5.6 DKS | R-131 WRB RT

Standard

STRAIGHT-IN LANDING RWY 27

	ILS DA(H) 1002′(200′) FULL	ILS TDZ or CL out	ILS ALS out	LOC (GS out) CDFA DA/MDA(H) 1340′(538′)	LOC ALS out
A	RVR 550m	RVR 550m 1	RVR 1200m	RVR 1500m	RVR 1500m
B	RVR 550m	RVR 550m 1	RVR 1200m	RVR 1500m	RVR 1500m
C	RVR 550m	RVR 550m 1	RVR 1200m	RVR 1700m	RVR 2400m
D	RVR 550m	RVR 550m 1	RVR 1200m	RVR 1700m	RVR 2400m

PANS OPS

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Rwy elev.

BRIEFING STRIP ™

ATIS	BREMEN Radar (APP) unusable below 2000'	KASSEL Tower	Ground
129.205	126.655	118.105	121.905

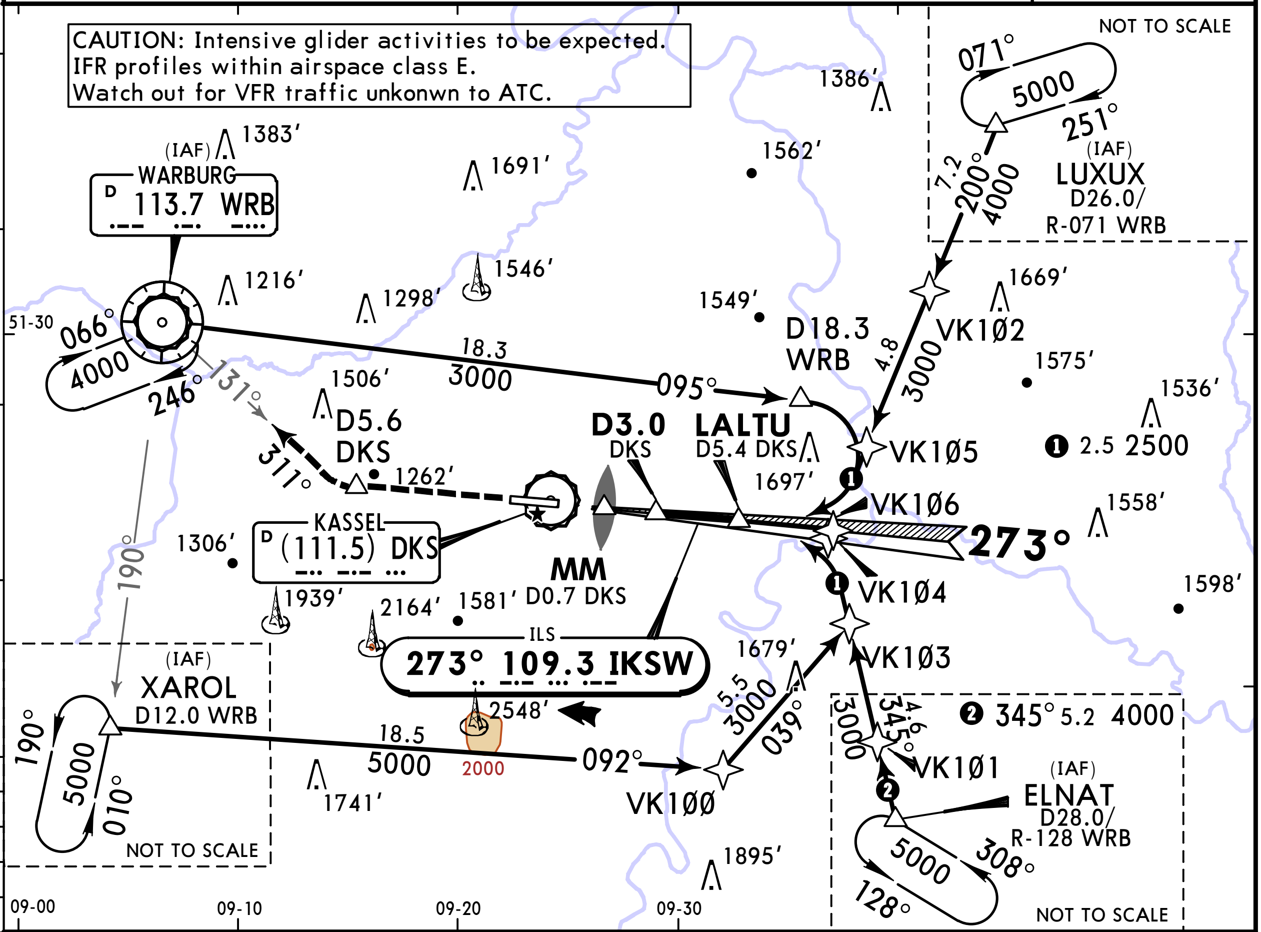
LOC IKSW	Final Apch Crs	LALTU	CAT IIIB, IIIA & II ILS	Apt Elev 861'
109.3	273°	2500' (1698')	Refer to Minimums	Rwy 802'

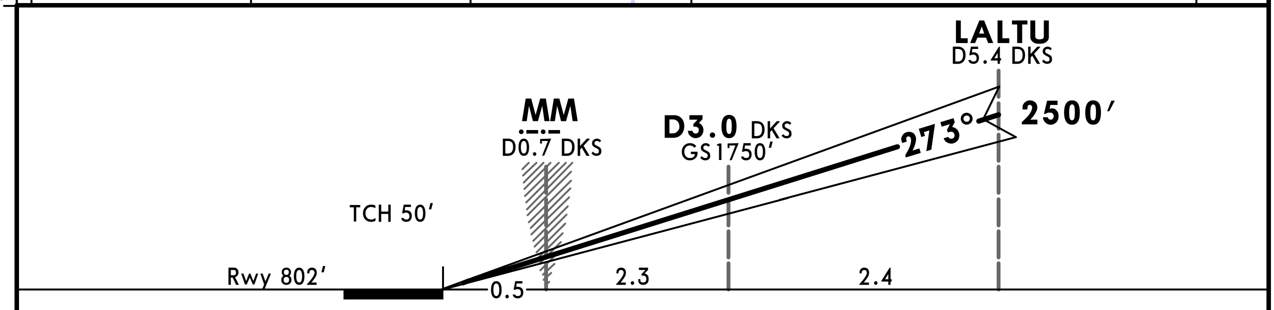
MISSED APCH: Climb STRAIGHT AHEAD to D5.6 DKS, then turn RIGHT on R-131 WRB inbound to VOR climbing to 5000'.

Alt Set: hPa | Rwy Elev: 29 hPa | Trans level: By ATC | Trans alt: 5000'

1. DME required. 2. From LUXUX, XAROL and ELNAT RNAV (GPS) required.
3. Special Aircrew & ACFT Certification Required.

4100
MSA ARP





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS-II
REIL
PAPI

D5.6 DKS | R-131 WRB RT

Standard

STRAIGHT-IN LANDING RWY 27

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS ABC	CAT II ILS D
	DH 50'	RA 117' DA(H) 902' (100')	RA 120' DA(H) 904' (102')
RVR 75m	RVR 200m	RVR 300m	

PANS OPS

CHANGES: Minimums. Rwy elev.

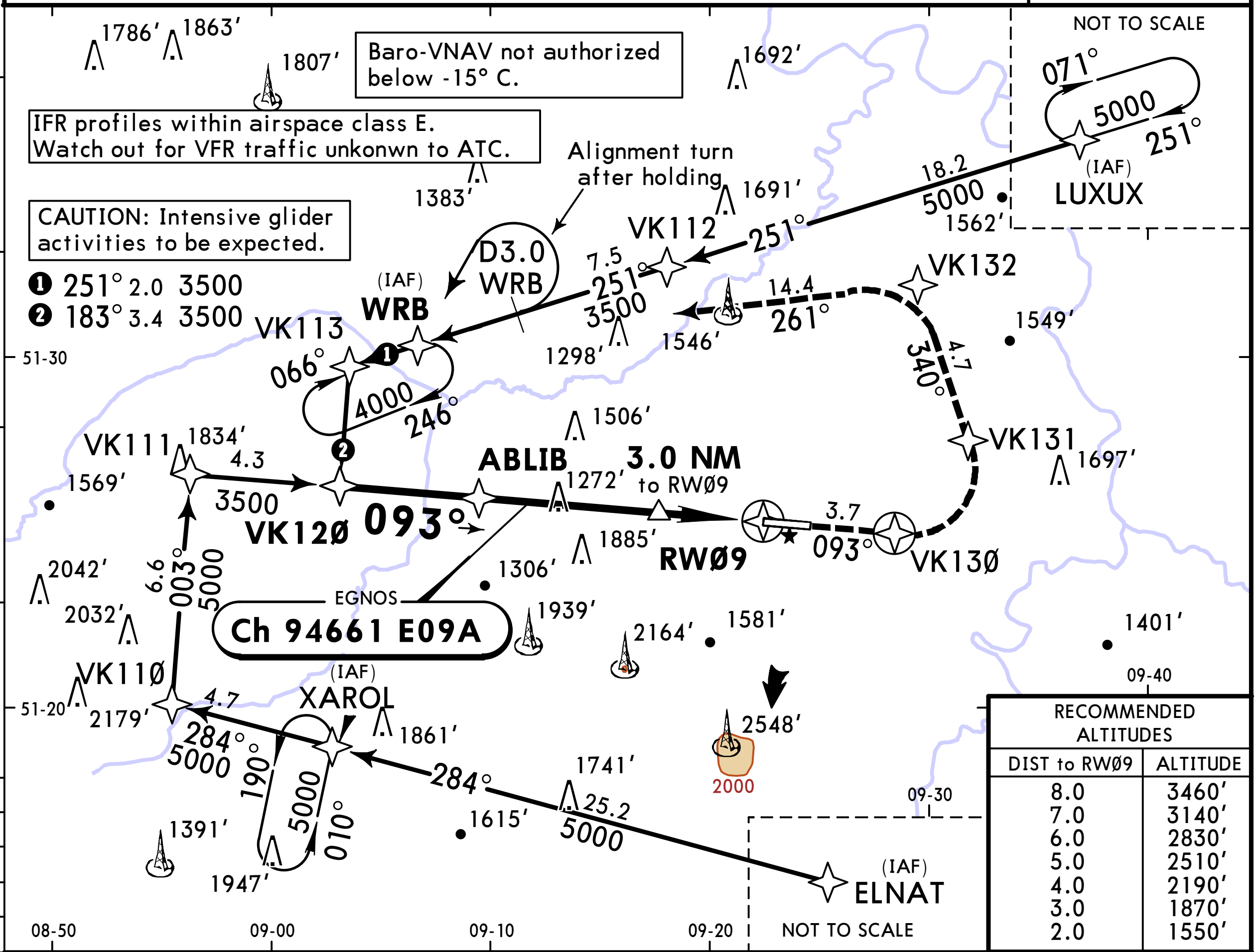
ATIS	BREMEN Radar (APP) unusable below 2000′	KASSEL Tower	Ground
129.205	126.655	118.105	121.905

BRIEFING STRIP ™

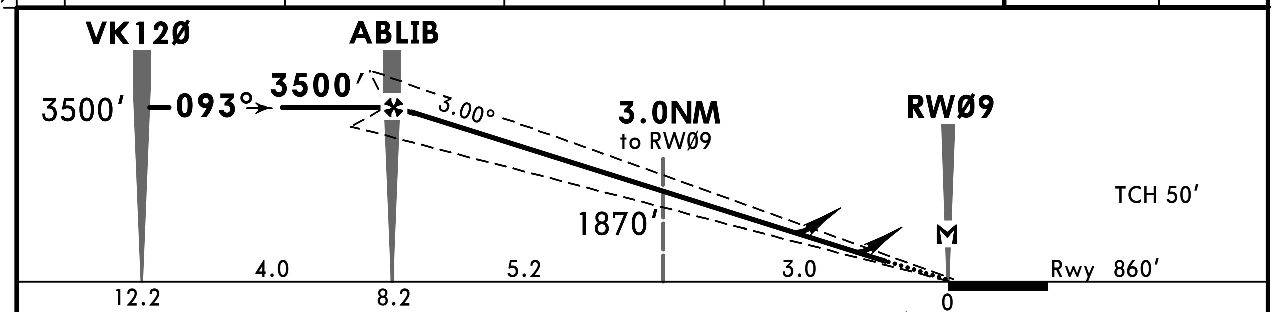
EGNOS	Final Apch Crs	ABLIB	LNAV/VNAV DA(H)	Apt Elev / Rwy	MSA ARP
Ch 94661 E09A	093°	3500′ (2640′)	Refer to Minimums	Apt Elev 861′ Rwy 860′	4100

MISSED APCH: Climb on track 093° to VK13Ø, then turn LEFT via VK131 on track 340° to VK132. Turn LEFT on track 261° to WRB climbing to 4000′.

Alt Set: hPa Rwy Elev: 31 hPa Trans level: By ATC Trans alt: 5000′



RECOMMENDED ALTITUDES	
DIST to RWØ9	ALTITUDE
8.0	3460′
7.0	3140′
6.0	2830′
5.0	2510′
4.0	2190′
3.0	1870′
2.0	1550′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ9						

HIALS
REIL
PAPI

VK13Ø on 093°

Standard

STRAIGHT-IN LANDING RWY 09

	LPV DA(H) 1320′(460′)		LNAV/VNAV DA(H) A: 1203′(343′) C: 1222′(362′) B: 1213′(353′) D: 1232′(372′)		LNAV CDFA DA/MDA(H) 1320′(460′)	
		ALS out		ALS out		ALS out
A	RVR 1400m	RVR 1500m	RVR 900m	RVR 1500m	RVR 1400m	RVR 1500m
B	RVR 1400m	RVR 1500m	RVR 900m	RVR 1500m	RVR 1400m	RVR 1500m
C	RVR 1400m	RVR 2100m	RVR 1000m	RVR 1700m	RVR 1400m	RVR 2100m
D	RVR 1400m	RVR 2100m	RVR 1000m	RVR 1700m	RVR 1400m	RVR 2100m

PANS OPS

CHANGES: Minimums. Rwy elev.

KASSEL-CALDEN, GERMANY
RNAV (GPS) Rwy 27

ATIS	BREMEN Radar (APP) unusable below 2000'	KASSEL Tower	Ground
129.205	126.655	118.105	121.905

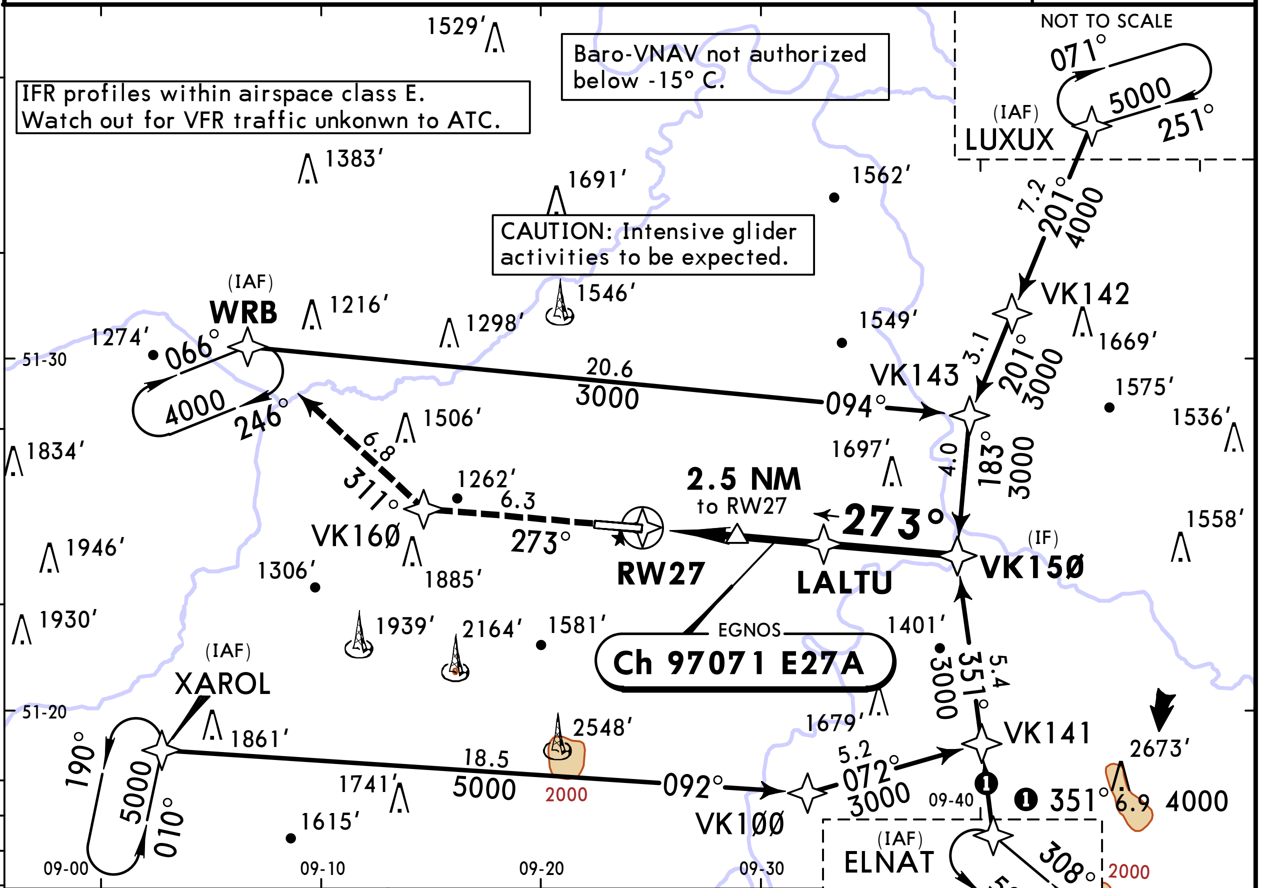
BRIEFING STRIP ™

EGNOS	Final Apch Crs	LALTU	LNAV/VNAV DA(H)	Apt Elev	861'
Ch 97071 E27A	273°	2500' (1698')	Refer to Minimums	Rwy	802'

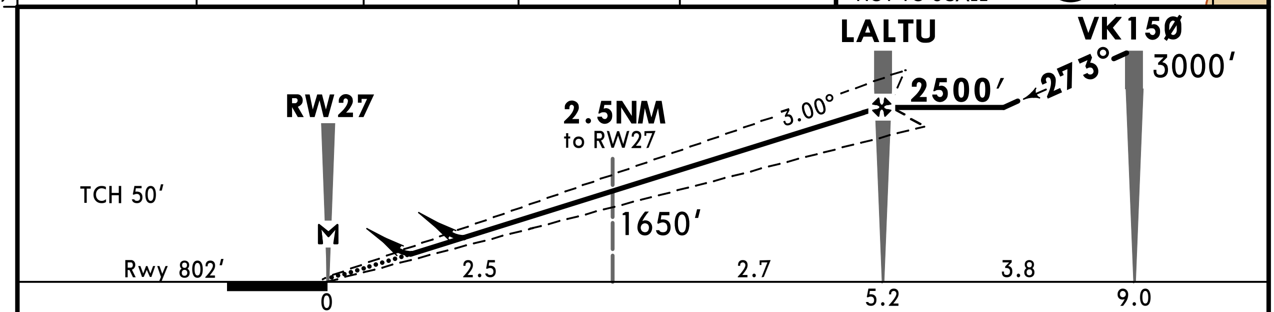
MISSED APCH: Climb on track 273° to VK16Ø, then turn RIGHT on track 311° to WRB climbing to 4000'.

Alt Set: hPa | Rwy Elev: 29 hPa | Trans level: By ATC | Trans alt: 5000'

MSA ARP: 4100



DIST to RW27	2.0	3.0	4.0	5.0
ALTITUDE	1500'	1810'	2130'	2450'



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW27						

HIALS
REIL
PAPI

VK16Ø on 273°

Standard STRAIGHT-IN LANDING RWY 27

	LPV DA(H) 1342' (540')		LNAV/VNAV DA(H) A: 1092' (290') B: 1101' (299') C: 1110' (308') D: 1120' (318')		LNAV CDFA DA/MDA(H) 1340' (538')	
		ALS out		ALS out		ALS out
A	RVR 1500m		RVR 750m 1	RVR 1400m	RVR 1500m	
B						
C	RVR 1700m	RVR 2400m	RVR 750m 2		RVR 1700m	RVR 2400m
D						

PANS OPS

1 With TDZ & CL & HUD: RVR 650m. 2 With TDZ & CL & HUD: RVR 700m.

CHANGES: Minimums. Rwy elev.

JEPPESEN
JeppView for Windows

Chart changes since cycle 15-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

KASSEL-CALDEN, (KASSEL-CALDEN - EDVK)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EDVK

Chart Change Notices for Country DEU

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Location/airport name changed from Monchengladbach to Moenchengladbach.

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: 20210326
End Date: No end date

Use of SID RNAV OVERLAY: Pilots of GPS/FMS-RNAV-equipped aircraft should, if possible, use the defined supplementary GPS/FMS/RNAV procedures which are published as "OVERLAY" to a conventional procedure. Please refer also to ATC Germany pages for additional information.

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Location/airport name changed from Buchel to Buechel, Buckeburg to Bueckeburg, Norvenich to Noervenich.

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Jeppesen charted take-off minimums are determined according to the available RWY lights. In Germany, Low Visibility Procedures (LVP) are only available for the following airports: EDDB, EDDC, EDDE, EDDF, EDDG, EDDH, EDDK, EDDL, EDDM, EDDN, EDDP, EDDR, EDDS, EDDV, EDDW, EDFH, EDHI, EDHL, EDJA, EDLN, EDLP, EDLV, EDLW, EDMA, EDNY, EDQM, EDSB, EDTL, EDTY, EDVE, EDVK. All other German airports are notapproved for Low Visibility Take-off Operations (LVTO) with an RVR below 400m because of missing LVP.