List of pages in this Trip Kit

General Information

Location: LAAGE DEU
ICAO/IATA: ETNL / RLG
Lat/Long: N53° 55.09', E012° 16.76'
Elevation: 140 ft

Airport Use: Joint-Use
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 5.0° E

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

Sunrise: 0431 Z
Sunset: 1747 Z

Runway Information

Runway: 09
Length x Width: 8268 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 140 ft
Lighting: Edge, ALS
Stopway: 998 ft

Runway: 27
Length x Width: 8268 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 135 ft
Lighting: Edge, ALS
Stopway: 1001 ft

Communication Information

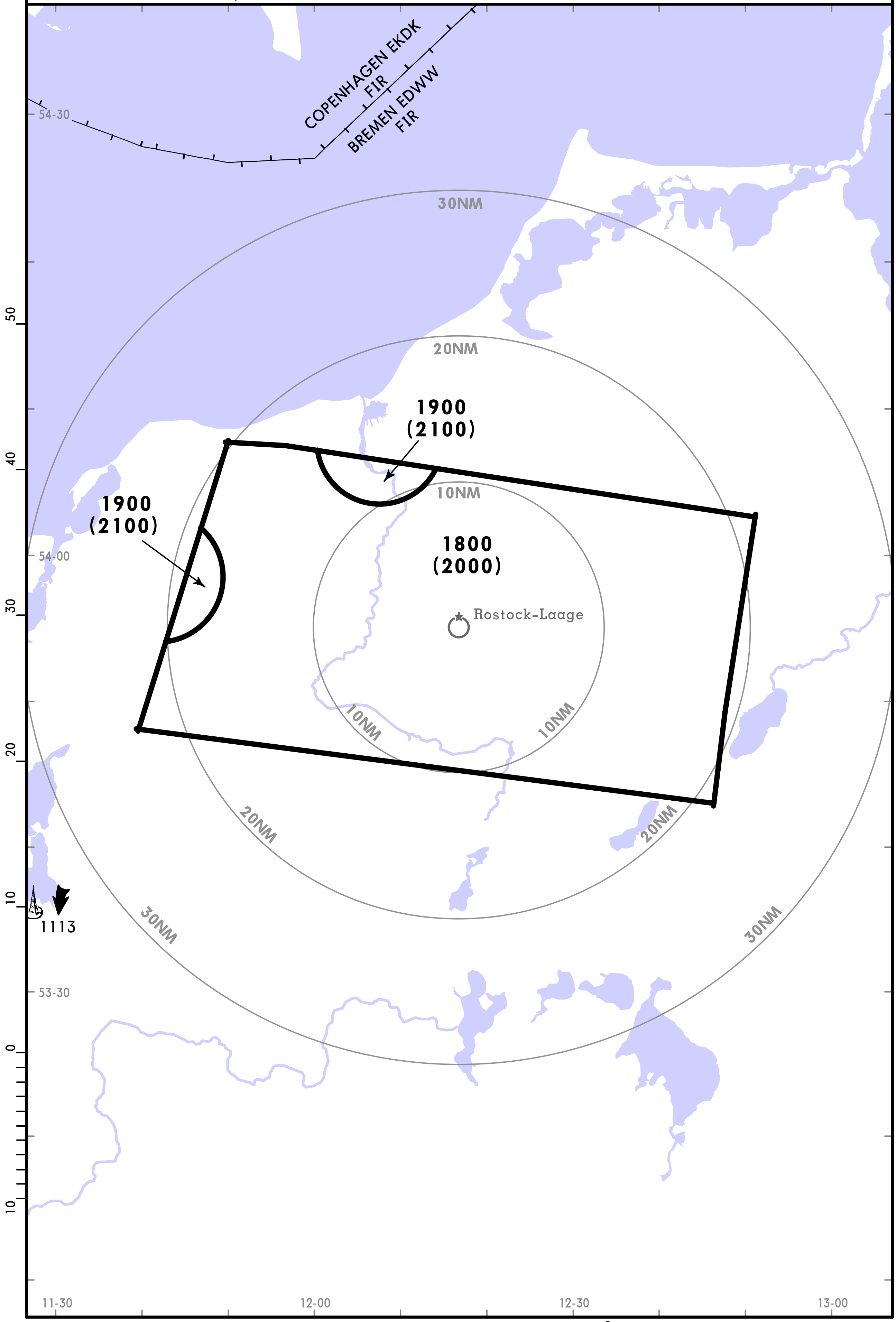
ATIS: 134.605
Laage Tower: 122.100
Laage Tower: 25.780 Military
Laage Tower: 33.640 Military
Laage Tower: 118.430
Laage Apron Ramp/Taxi: 121.955
Laage Radar: 37.685 Military

Bremen Radar Radar: 25.982 Military
Laage Radar: 37.640 Military
Laage Radar: 38.770 Military
Laage Radar: 123.300
Bremen Radar Radar: 124.175 RCO
Laage Radar: 133.105

*LAAGE Radar	Apt Elev	
123.3 133.105	140	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000

For UHF see MIL-101 listing

Values in brackets consider additional height margins in order to meet required obstacle clearance at cold temperatures.



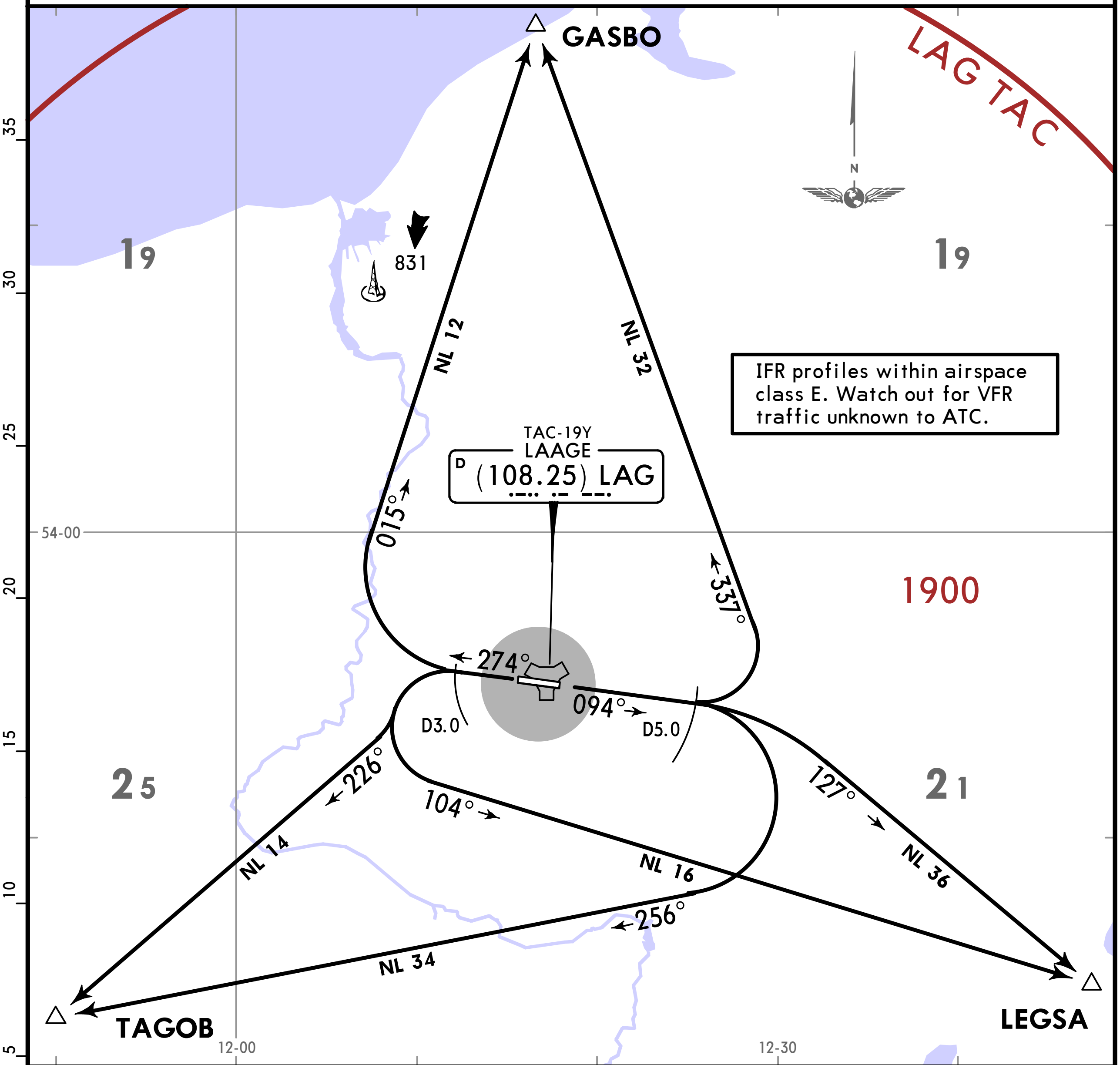
CHANGES: Sector added.

Apt Elev 140	Trans alt: 5000 1. Emergency safe altitude within 100 NM of Rostock-Laage airport 3500. 2. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory.

For UHF see MIL-101 listing

NL 12, NL 14, NL 16, NL 32, NL 34, NL 36 DEPARTURES

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



NL 12: up to 1420
NL 14, NL 16: up to 3500
NL 32, NL 34, NL 36: up to 1800

MINIMUM CLIMB RATE TABLE

Gnd speed-KT	75	100	150	200	250	300
V/V (fpm)	338	450	675	900	1125	1350
V/V (fpm)	313	417	625	833	1042	1250
V/V (fpm)	288	383	575	767	958	1150

Initial climb clearance **4000**

SID	RWY	ROUTING
NL 12	27	Climb on 274° track to D3.0 LAG, turn RIGHT, 015° track to GASBO.
NL 14		Climb on 274° track to D3.0 LAG, turn LEFT, 226° track to TAGOB.
NL 16		Climb on 274° track to D3.0 LAG, turn LEFT, 104° track to LEGSA.
NL 32	09	Climb on 094° track to D5.0 LAG, turn LEFT, 337° track to GASBO.
NL 34		Climb on 094° track to D5.0 LAG, turn RIGHT, 256° track to TAGOB.
NL 36		Climb on 094° track to D5.0 LAG, turn RIGHT, 127° track to LEGSA.

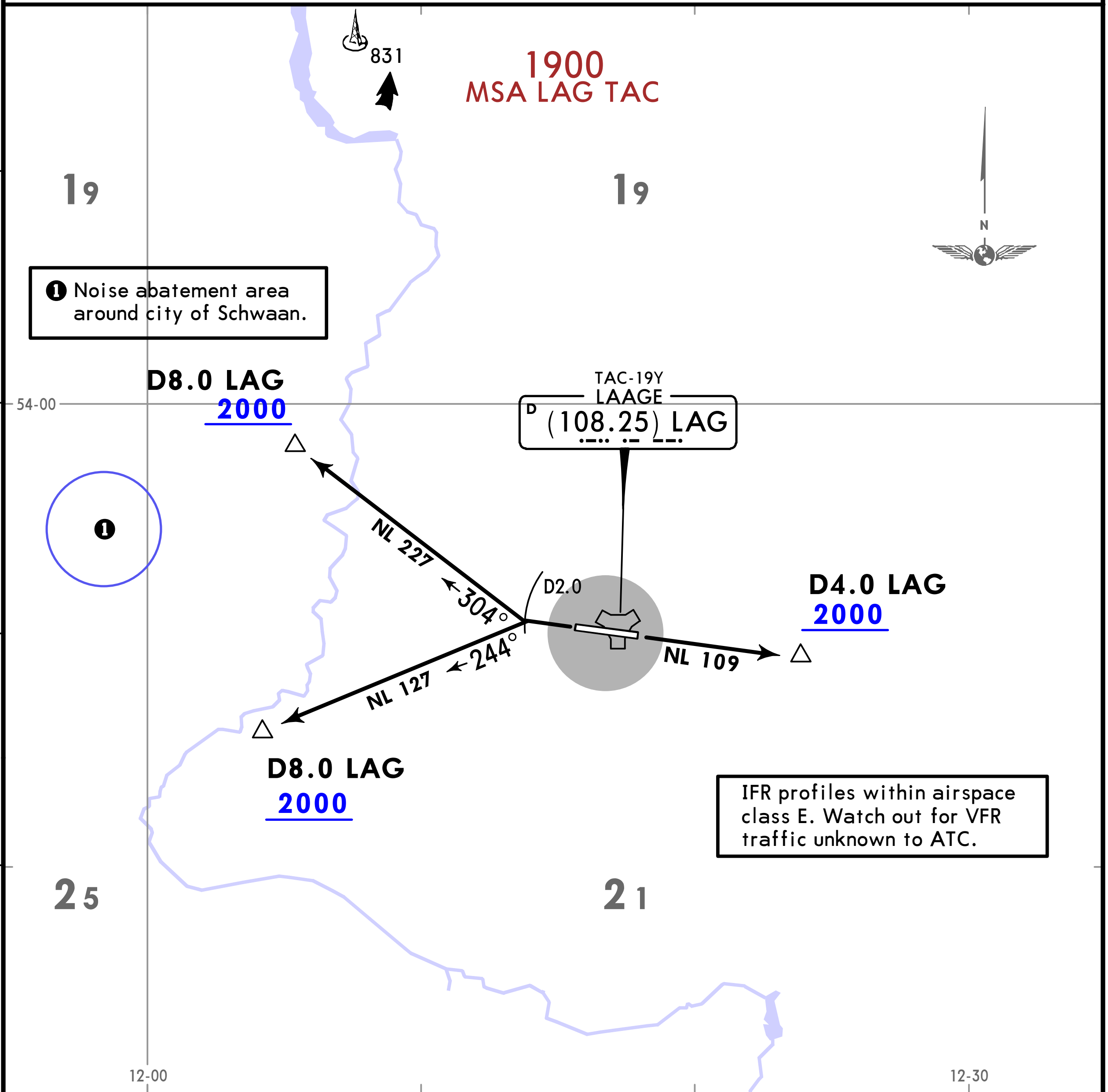
CHANGES: TACAN channel.

Apt Elev	
140	Trans alt: 5000 1. DME required. 2. Emergency safe altitude within 100 NM of Rostock-Laage airport 3500. 3. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory.

For UHF see MIL-101 listing

NL 109, NL 127, NL 227 DEPARTURES

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



MINIMUM CLIMB RATE TABLE

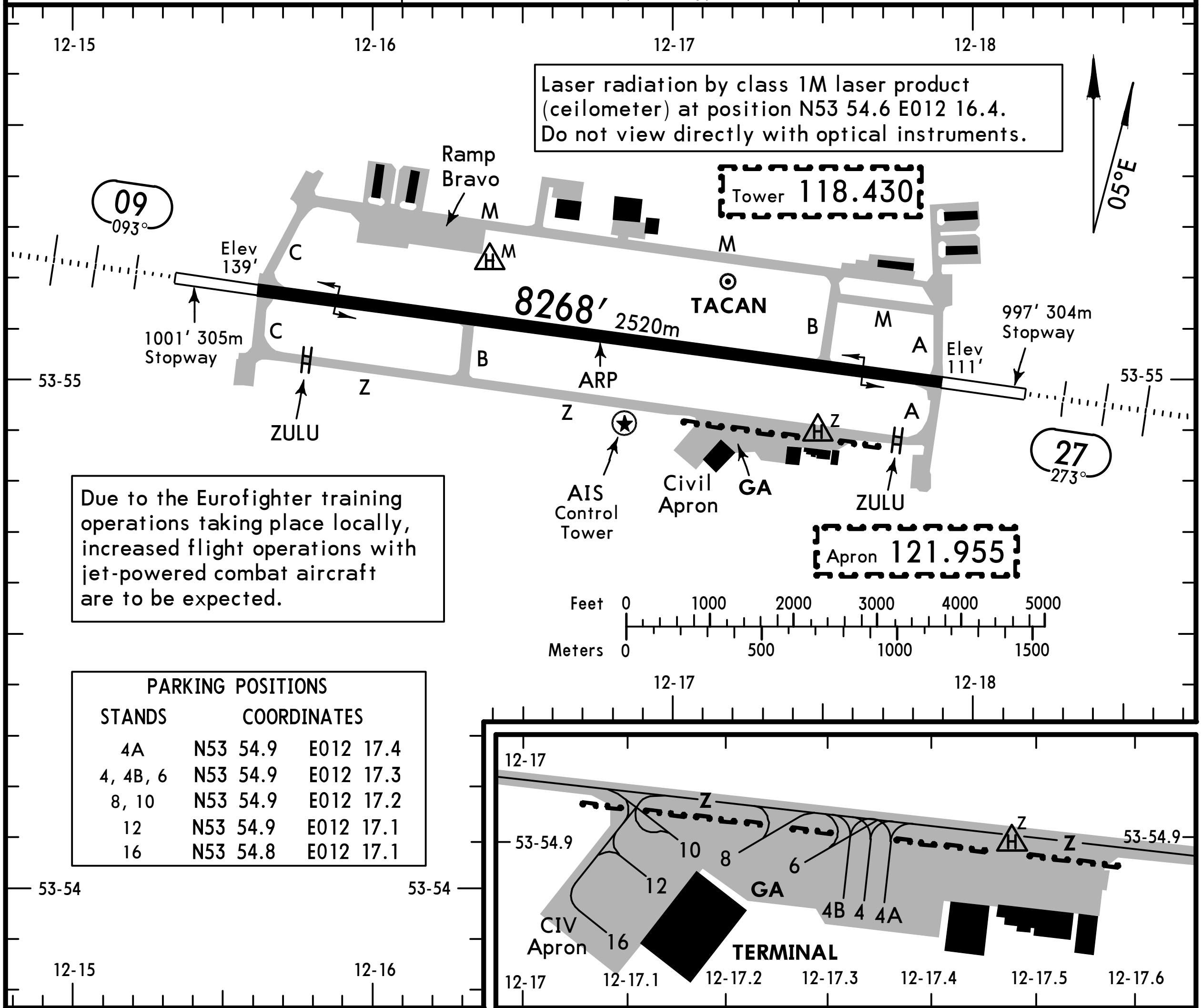
	Gnd speed-KT	75	100	150	200	250	300
NL 109: up to 2000	V/V (fpm)	728	970	1455	1940	2425	2910
NL 127, NL 227: up to 1000	V/V (fpm)	596	795	1192	1590	1987	2385

Initial climb clearance **4000**

SID	RWY	ROUTING
NL 109	09	Climb straight ahead to D4.0 LAG, continue as cleared by ATC.
NL 127	27	Climb straight ahead to D2.0 LAG, turn LEFT, 244° track to D8.0 LAG, continue as cleared by ATC.
NL 227		Climb straight ahead to D2.0 LAG, turn RIGHT, 304° track to D8.0 LAG, continue as cleared by ATC.

CHANGES: TACAN channel.

ATIS	LAAGE Apron	*Tower
134.605	121.955 (CIV only)	118.430 336.4



Laser radiation by class 1M laser product (ceilometer) at position N53 54.6 E012 16.4. Do not view directly with optical instruments.

Due to the Eurofighter training operations taking place locally, increased flight operations with jet-powered combat aircraft are to be expected.

PARKING POSITIONS

STANDS	COORDINATES	
4A	N53 54.9	E012 17.4
4, 4B, 6	N53 54.9	E012 17.3
8, 10	N53 54.9	E012 17.2
12	N53 54.9	E012 17.1
16	N53 54.8	E012 17.1

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS – LANDING BEYOND: Threshold	USABLE LENGTHS – LANDING BEYOND: Glide Slope	TAKE-OFF	WIDTH
09	HIRL HIALS SFL PAPI (angle 3.0°)		7235' 2205m	❶ ❷	148' 45m
27			7478' 2279m		

❶ Use of stopways rwy 09/27 with lengths of 656'/200m available for take-off on request via backtrack.

❷ TAKE-OFF RUN AVAILABLE

RWY 09:		RWY 27:	
From rwy head	8268' (2520m)	From rwy head	8268' (2520m)
twy B (South) int	5728' (1746m)	twy B (North) int	6831' (2082m)
twy B (North) int	1440' (439m)	twy B (South) int	2605' (794m)

Standard

TAKE-OFF

	Low Visibility Take-off Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
A B C D	RVR 300m	400m	500m

BRIEFING STRIP ™

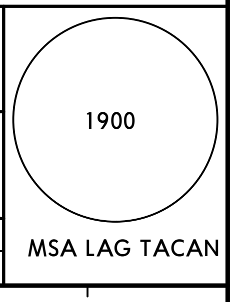
ATIS	*BREMEN Radar	*LAAGE Tower
134.605	124.175 259.825	118.430 336.4

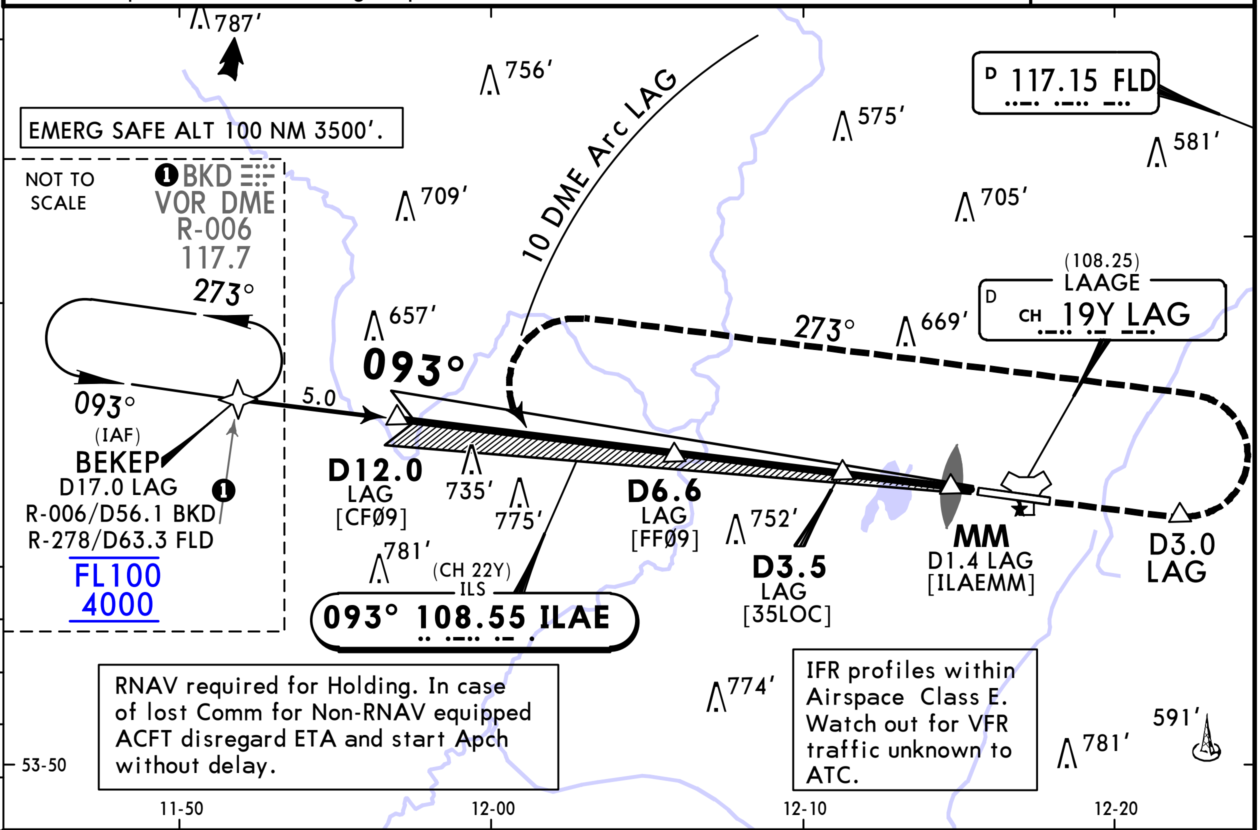
LOC ILAE	Final Apch Crs	D6.6 LAG	ILS DA(H)	
108.55	093°	2000 (1860')	340'(200')	Apt Elev 140' TDZE 140'

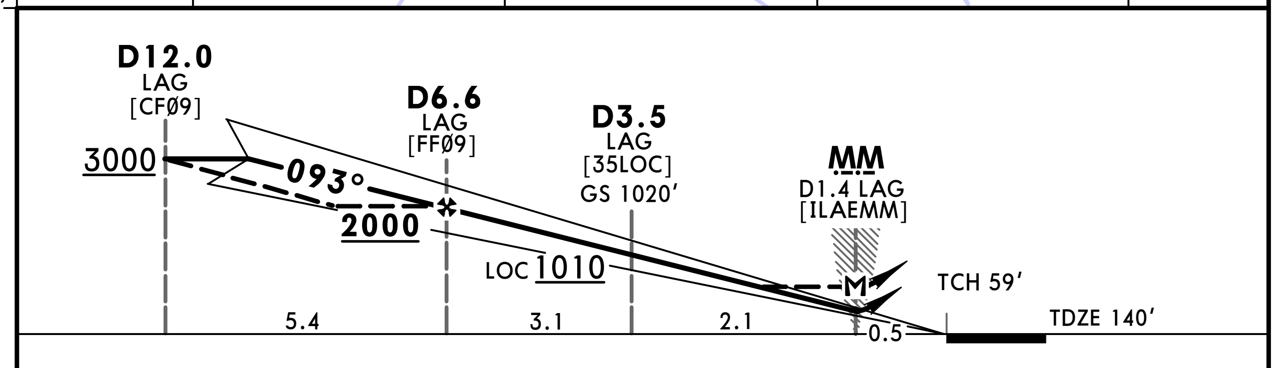
MISSED APCH: Climb STRAIGHT AHEAD to 2000'. When passing D3.0 LAG turn LEFT to track 273°. Intercept 10 DME Arc LAG and return to final.

Alt Set: hPa (IN on req) TDZ Elev: 5 hPa Trans level: By ATC Trans alt: 5000'

1. DME required. 2. PAPI and glidepath do not coincide.







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/D1.4 LAG							

HIALS PAPI PAPI

D3.0 LAG

Military

	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	ILS DA(H) 340'(200')		LOC (GS out) MDA(H) 490'(350')		Not authorized North of runway; 1 HPMA	
	FULL	ALS out		ALS out	Max Kts	MDA(H)
A	200'- V0.8km	200'- V1.6km	400'- V0.8km	400'- V1.6km	100	550'(410') 500'- V1.9km
B	200'- V0.8km	200'- V1.6km	400'- V0.8km	400'- V1.6km	135	640'(500') 500'- V2.3km
C	200'- V0.8km	200'- V1.6km	400'- V1.2km	400'- V1.6km	180	1180'(1040') 1100'- V4.9km
D	200'- V0.8km	200'- V1.6km	400'- V1.2km	400'- V2.0km	205	1180'(1040') 1100'- V4.9km
E	NOT AUTHORIZED		NOT AUTHORIZED		E 1	1070'(930') 1000'- V4.3km

PANS OPS MIL

CHANGES: New format, CAT E and HPMA minimums added.

BRIEFING STRIP ™

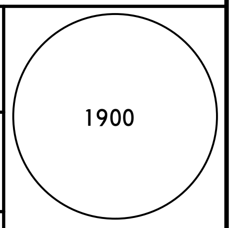
ATIS	*BREMEN Radar	*LAAGE Tower
134.605	124.175 259.825	118.430 336.4

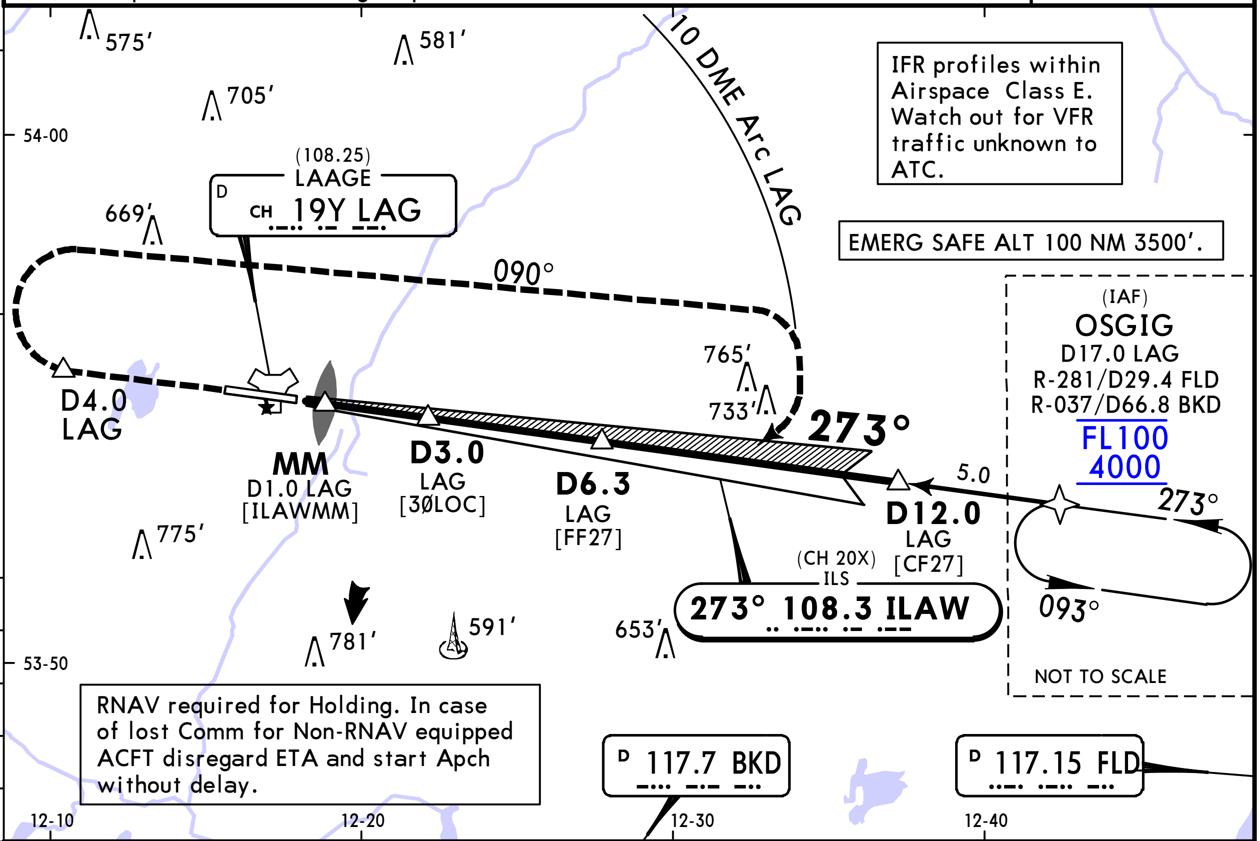
LOC ILAW	Final Apch Crs	D6.3 LAG	ILS DA(H)	Apt Elev 140′
108.3	273°	**2000**(1865′)	**335′**(200′)	TDZE 135′

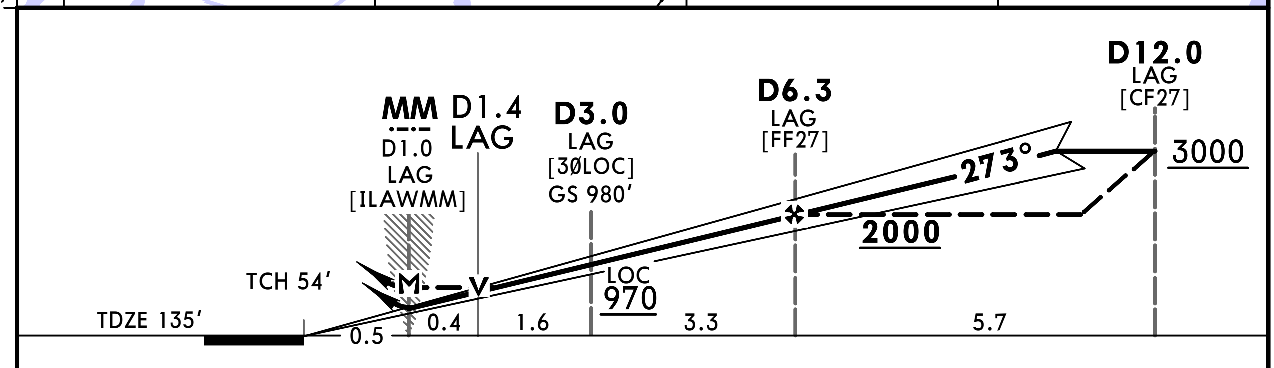
MISSED APCH: Climb STRAIGHT AHEAD to 2000′. When passing D4.0 LAG turn RIGHT to track 090°. Intercept 10 DME Arc LAG and return to final.

Alt Set: hPa (IN on req) TDZ Elev: 5 hPa Trans level: By ATC Trans alt: 5000′

1. DME required. 2. PAPI and glidepath do not coincide.







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/D1.0 LAG							

HIALS
PAPI PAPI

D4.0 LAG

Military

STRAIGHT-IN LANDING

	ILS DA(H) **335′**(200′) FULL	ILS ALS out	LOC (GS out) MDA(H) **480′**(345′)	LOC ALS out
A	200′- V0.8km	200′- V1.6km	400′- V0.8km	400′- V1.6km
B	200′- V0.8km	200′- V1.6km	400′- V0.8km	400′- V1.6km
C	200′- V0.8km	200′- V1.6km	400′- V1.2km	400′- V1.6km
D	200′- V0.8km	200′- V1.6km	400′- V1.2km	400′- V2.0km
E	NOT AUTHORIZED		NOT AUTHORIZED	

CIRCLE-TO-LAND

Not authorized North of runway

H HPMA

Max Kts	MDA(H)
100	550′(410′) 500′- V1.9km
135	640′(500′) 500′- V2.3km
180	1180′(1040′) 1100′- V4.9km
205	1180′(1040′) 1100′- V4.9km
E H	1070′(930′) 1000′- V4.3km

PANS OPS MIL

CHANGES: New format, CAT E and HPMA circling minimums added.

ETNL/RLG ROSTOCK-LAAGE

JEPPESEN

28 JUL 23 (11-3)

LAAGE, GERMANY ILS or LOC Y Rwy 09

BRIEFING STRIP ™

ATIS	*BREMEN Radar	*LAAGE Tower
134.605	124.175 259.825	118.430 336.4

LOC ILAE	Final Apch Crs	D6.6 LAG	ILS DA(H)	Apt Elev 140′ TDZE 140′
108.55	093°	2000 (1860′)	340′ (200′)	

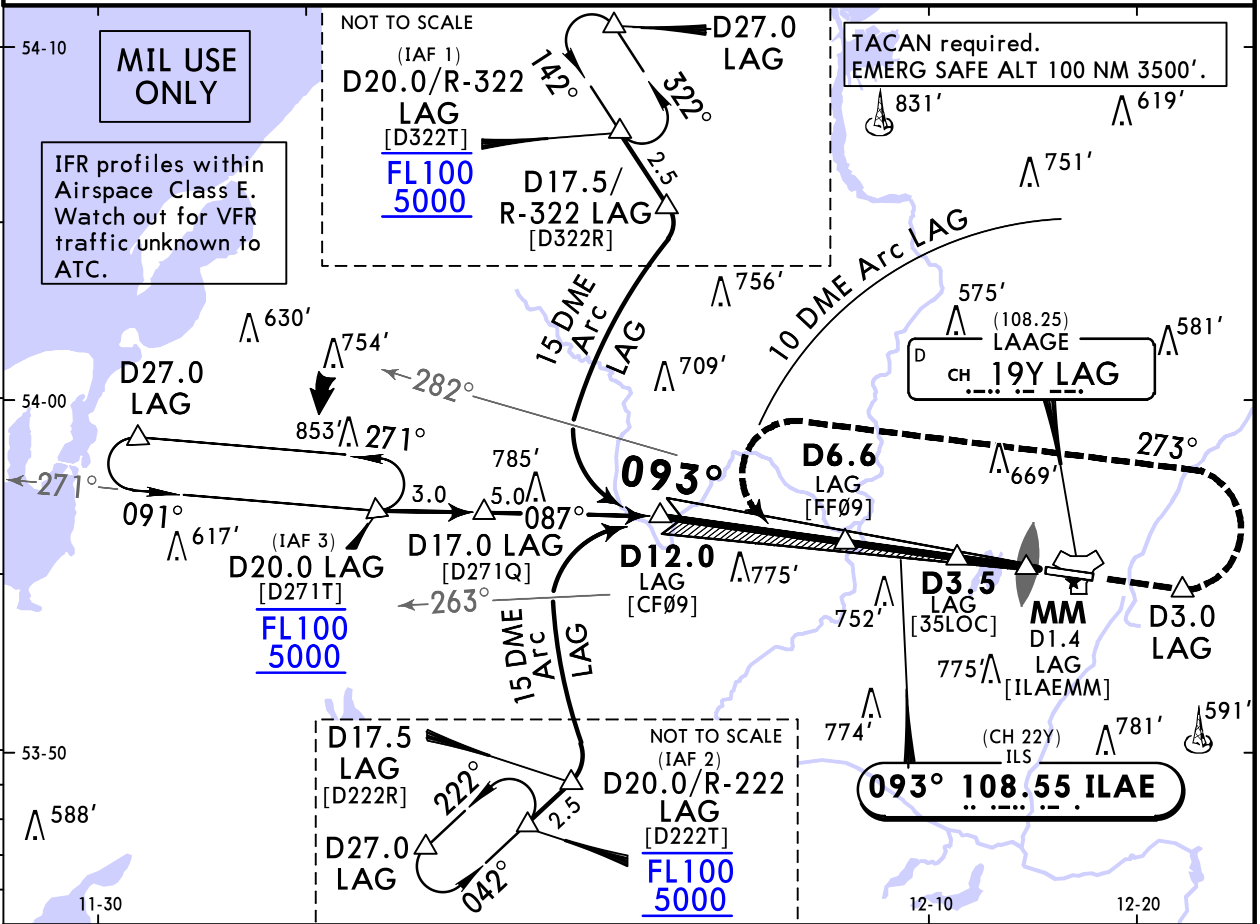
1900

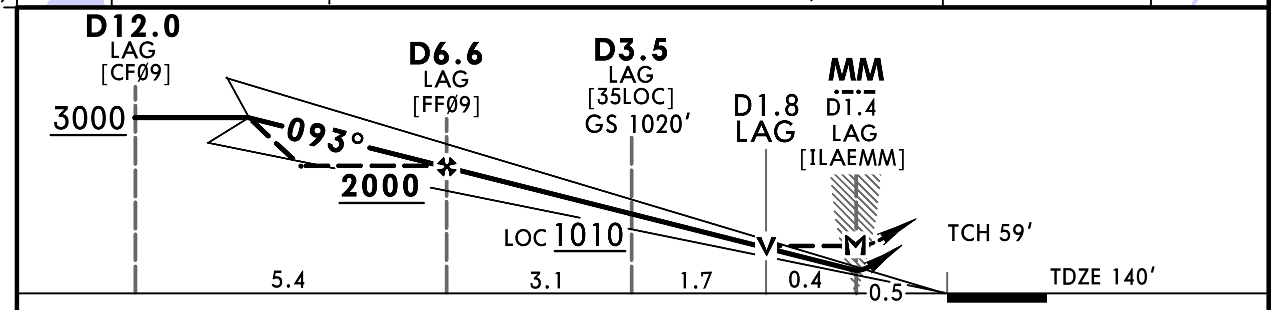
MSA LAG TACAN

MISSED APCH: Climb STRAIGHT AHEAD to 2000′. When passing D3.0 LAG turn LEFT to track 273°. Intercept 10 DME Arc LAG and return to final.

Alt Set: hPa (IN on req) TDZ Elev: 5 hPa Trans level: By ATC Trans alt: 5000′

1. PAPI and glidepath do not coincide. 2. Non-std procedure, dead reckoning intercepts LOC with 6.0° only.





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/D1.4 LAG							

HIALS
PAPI PAPI

D3.0 LAG

Military

STRAIGHT-IN LANDING

	ILS DA(H) 340′(200′) FULL	ILS ALS out	LOC (GS out) MDA(H) 490′(350′)	LOC ALS out
A	200′- V0.8km	200′- V1.2km	400′- V0.8km	400′- V1.6km
B	200′- V0.8km	200′- V1.2km	400′- V0.8km	400′- V1.6km
C	200′- V0.8km	200′- V1.2km	400′- V1.2km	400′- V1.6km
D	200′- V0.8km	200′- V1.2km	400′- V1.2km	400′- V2.0km
E	NOT AUTHORIZED		NOT AUTHORIZED	

CIRCLE-TO-LAND
Not authorized North of runway
1 HPMA

	Max Kts	MDA(H)
A	100	550′(410′) 500′- V1.9km
B	135	640′(500′) 500′- V2.3km
C	180	1180′(1040′) 1100′- V4.9km
D	205	1180′(1040′) 1100′- V4.9km
E 1		1070′(930′) 1000′- V4.3km

PANS OPS MIL

CHANGES: Circling CAT E and HPMA minimums added.

BRIEFING STRIP ™

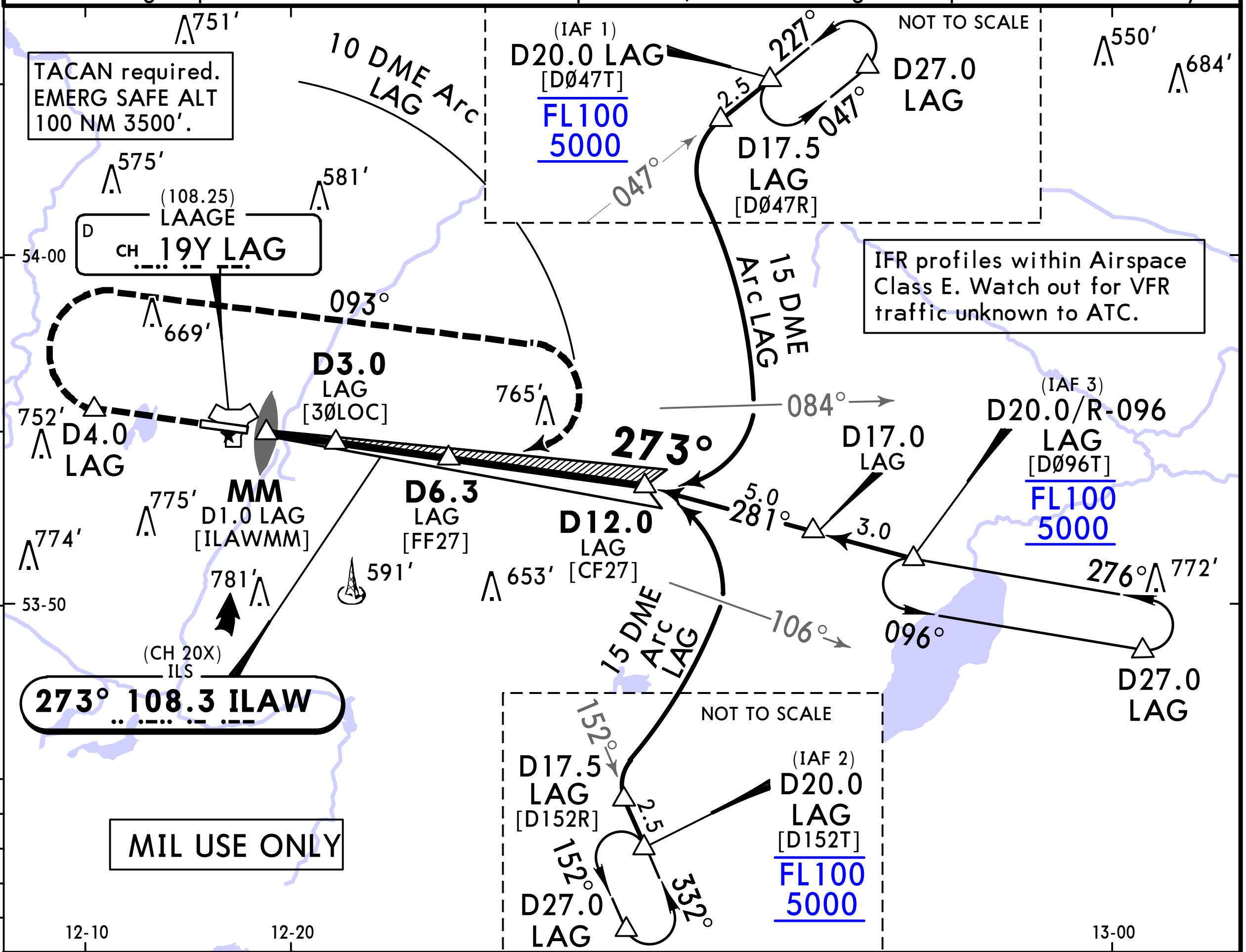
ATIS	*BREMEN Radar	*LAAGE Tower	
134.605	124.175 259.825	118.430 336.4	

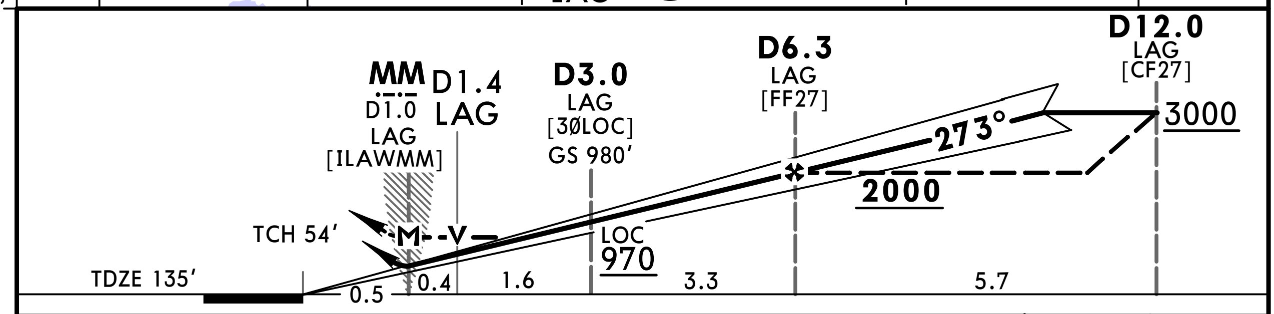
LOC ILAW	Final Apch Crs	D6.3 LAG	ILS DA(H)	Apt Elev 140′ / TDZE 135′	MSA LAG TACAN
108.3	273°	2000 (1865′)	335′ (200′)		1900

MISSED APCH: Climb STRAIGHT AHEAD to 2000′. When passing D4.0 LAG turn RIGHT to track 093°. Intercept 10 DME Arc LAG and return to final.

Alt Set: hPa (IN on req) | TDZ Elev: 5 hPa | Trans level: By ATC | Trans alt: 5000′

1. PAPI and glidepath do not coincide. 2. Non-std procedure, dead reckoning intercepts LOC with 8.0° only.





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/D1.0 LAG							

HIALS
PAPI PAPI

D4.0
LAG

Military

	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	ILS DA(H) 335′(200′)		LOC (GS out) MDA(H) 480′(350′)		Not authorized North of runway. 1 HPMA	
	FULL	ALS out		ALS out	Max Kts	MDA(H)
A	200′- V0.8km	200′- V1.6km	400′- V0.8km	400′- V1.6km	100	550′(410′) 500′- V1.9km
B	200′- V0.8km	200′- V1.6km	400′- V0.8km	400′- V1.6km	135	640′(500′) 500′- V2.3km
C	200′- V0.8km	200′- V1.6km	400′- V1.2km	400′- V2.0km	180	1180′(1040′) 1100′- V4.9km
D	200′- V0.8km	200′- V1.6km	400′- V1.2km	400′- V2.0km	205	1180′(1040′) 1100′- V4.9km
E	NOT AUTHORIZED		NOT AUTHORIZED		E 1	1070′(930′) 1000′- V4.3km

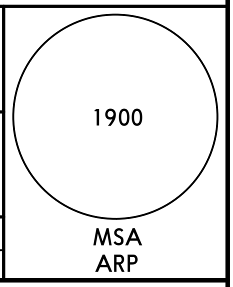
PANS OPS MIL

CHANGES: CAT E and HPMA circling minimums added.

ATIS	*BREMEN Radar	*LAAGE Tower
134.605	124.175 259.825	118.430 336.4

BRIEFING STRIP ™

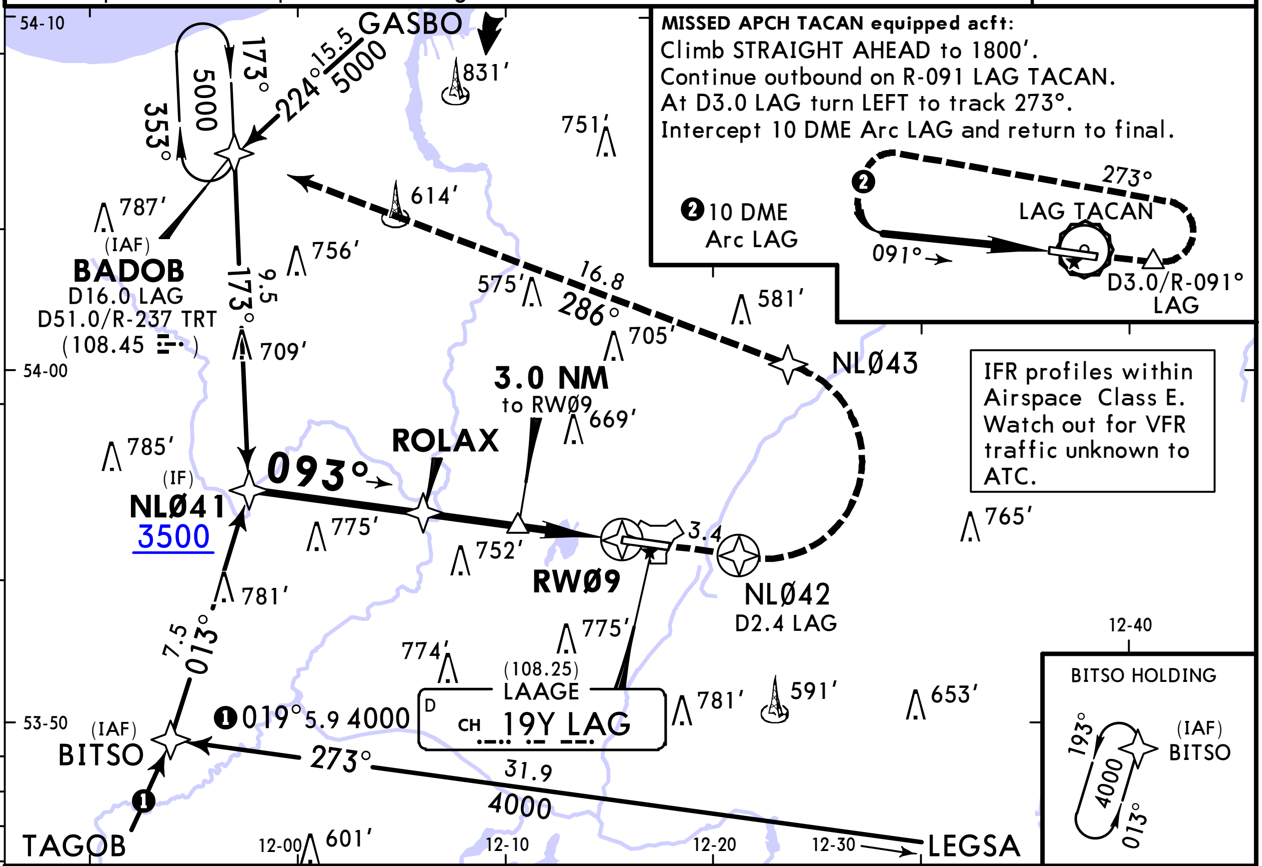
RNAV	Final Apch Crs	ROLAX	MDA(H)	Apt Elev 140′
	093°	2000 (1861′)	560′ (421′)	Rwy 139′



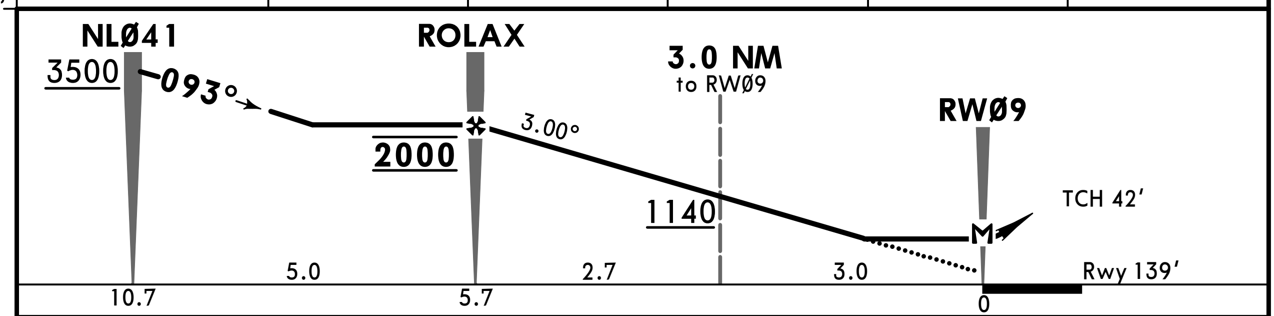
MISSED APCH non TACAN equipped acft: Climb STRAIGHT AHEAD to NLØ42/D2.4 LAG, then turn LEFT (MAX 220 KT, BANK 15°) to BADOB climbing to 5000′.

Alt Set: hPa (IN on req)	Rwy Elev: 5 hPa	Trans level: By ATC	Trans alt: 5000′

1. GPS qualification required. 2. Disregard PAPI indications.



DIST to RWØ9	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1780′	1460′	1140′	820′	500′



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

HIALS
PAPI PAPI

Refer to Missed Apch above

Military

STRAIGHT-IN LANDING
LNAV
MDA(H) **560′** (421′)

		ALS out
A	500′- V0.8km	500′- V1.6km
B		
C	500′- V1.2km	500′- V2.0km
D		
E	500′- V1.6km	500′- V2.4km

CIRCLE-TO-LAND
Not authorized North of runway
❶ HPMA

Max Kts	MDA(H)	
100	550′ (410′)	500′ - V1.9km
135	640′ (500′)	500′ - V2.3km
180 / 205	1180′ (1040′)	1100′ - V4.9km
E ❶	1070′ (930′)	1000′ - V4.3km

PANS OPS MIL

CHANGES: New format, CAT E and HPMA circling minimums added.

ETNL/RLG
ROSTOCK-LAAGE

JEPPESEN
28 JUL 23 (12-2)

LAAGE, GERMANY
RNAV (GPS) Rwy 27

BRIEFING STRIP ™

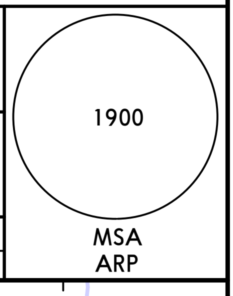
ATIS	*BREMEN Radar	*LAAGE Tower
134.605	124.175 259.825	118.430 336.4

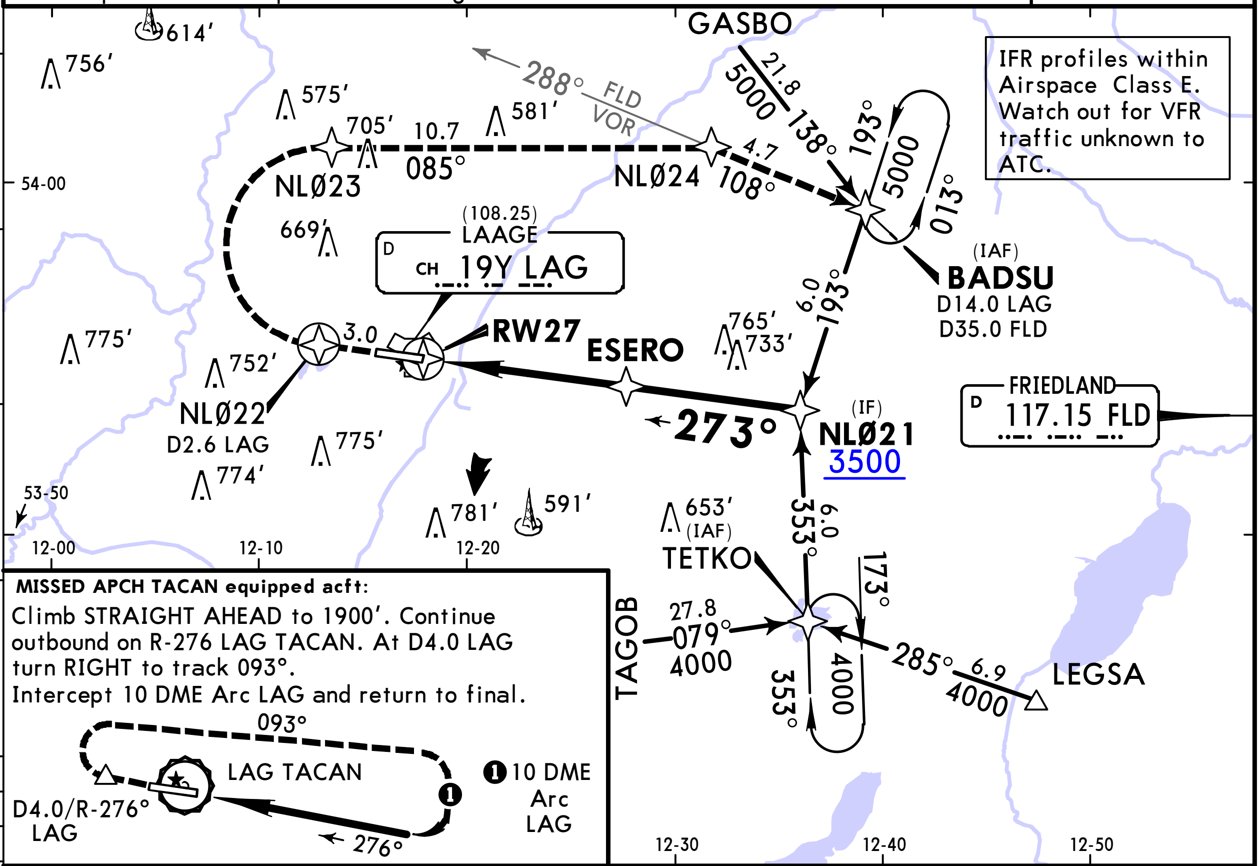
RNAV	Final Apch Crs 273°	ESERO 2000 (1889')	MDA(H) 560' (449')	Apt Elev 140' Rwy 111'

MISSED APCH non TACAN equipped acft: Climb STRAIGHT AHEAD to NLØ22/D2.6 LAG, then turn RIGHT (MAX 220 KT, BANK 15°) to NLØ23, proceed on track 085° to NLØ24 to intercept R-288 inbound FLD proceed to BADSU at 5000'.

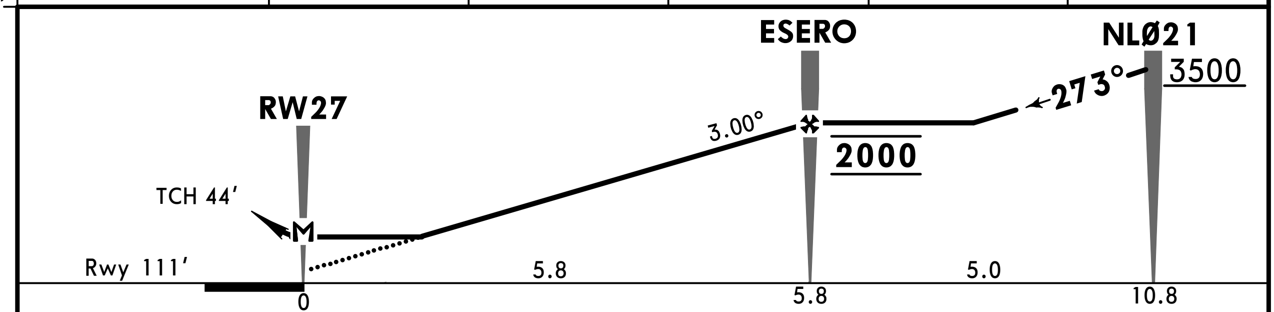
Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000'

1. GPS qualification required. 2. Disregard PAPI indications.





DIST to RW27	1.0	2.0	3.0	4.0	5.0
ALTITUDE	480'	800'	1120'	1430'	1750'



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

HIALS
PAPI PAPI

Refer to Missed Apch above

Military

STRAIGHT-IN LANDING
LNAV
MDA(H) 560' (449')

		ALS out
A, B	500'- V0.8km	500'- V1.6km
C	500'- V1.2km	500'- V2.0km
D, E	500'- V1.6km	500'- V2.4km

CIRCLE-TO-LAND
Not authorized North of runway
1 HPMA

Max Kts	MDA(H)	
100	550' (410')	500' - V1.9km
135	640' (500')	500' - V2.3km
180, 205	1180' (1040')	1100' - V4.9km
E 1	1070' (930')	1000'- V4.3km

PANS OPS MIL

CHANGES: New format, CAT E and HPMA circling minimums added.

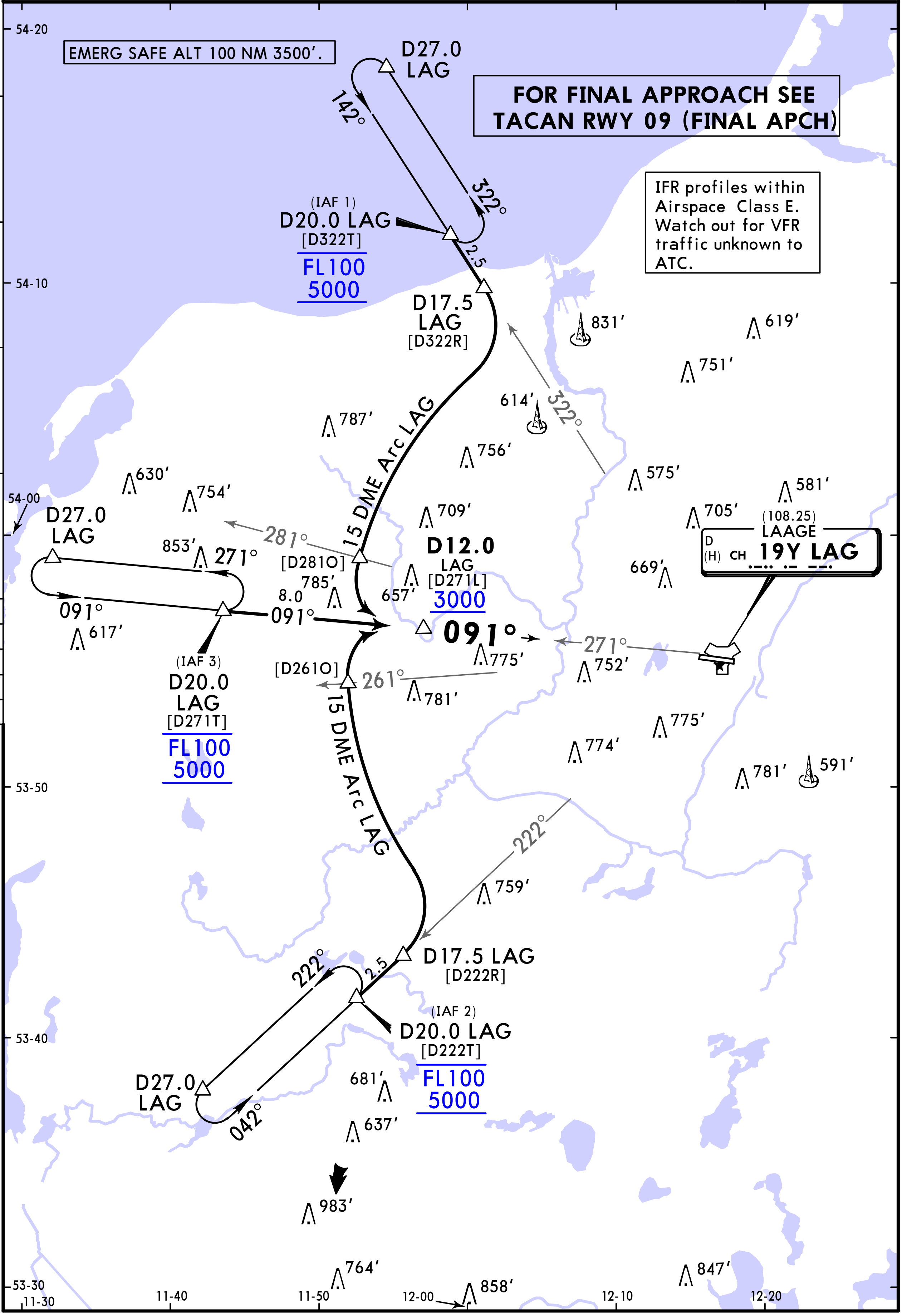
ATIS	*BREMEN Radar	*LAAGE Tower
134.605	124.175 259.825	118.430 336.4

TACAN LAG CH 19Y (108.25)	Final Apch Crs 091°	Refer to chart 14-1A	MDA(H) Refer to chart 14-1A	Apt Elev 140' TDZE 140'

Alt Set: hPa (IN on req) TDZ Elev: 5 hPa Trans level: By ATC Trans alt: 5000'

1900
MSA LAG TACAN

BRIEFING STRIP ™



PANS OPS MIL

CHANGES: None.

BRIEFING STRIP ™

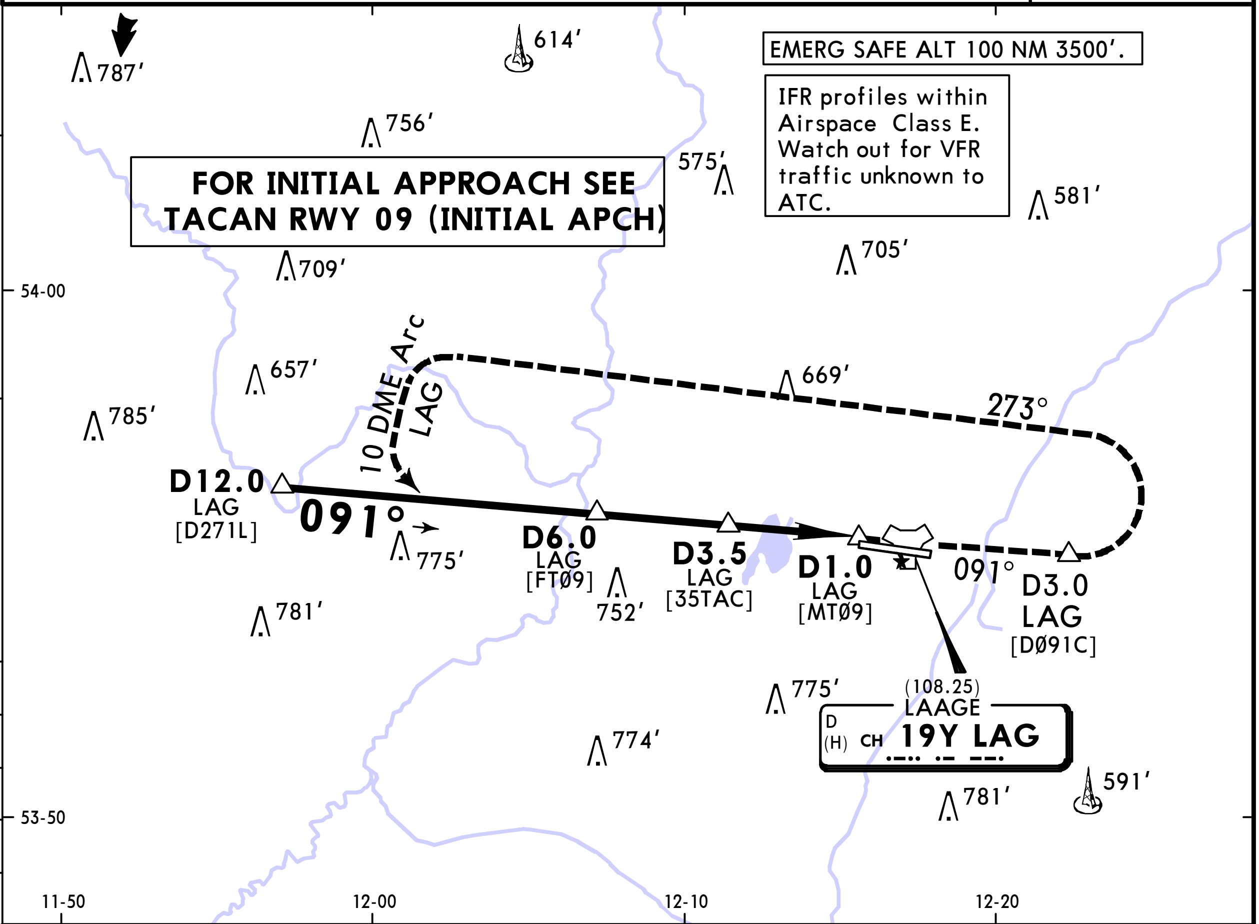
ATIS	*BREMEN Radar	*LAAGE Tower
134.605	124.175 259.825	118.430 336.4

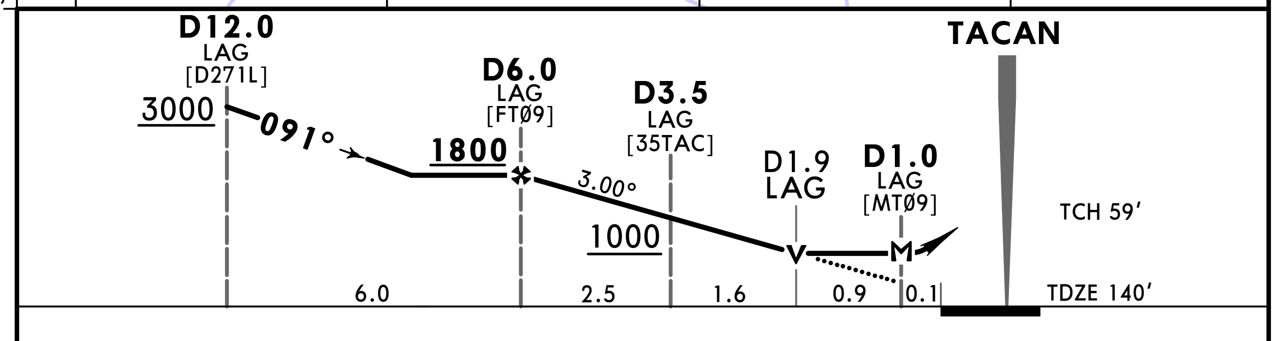
TACAN LAG CH 19Y (108.25)	Final Apch Crs 091°	D6.0 LAG 1800 (1660')	MDA(H) 500' (360')	Apt Elev 140' TDZE 140'

MISSED APCH: Climb STRAIGHT AHEAD to 1800'. Proceed on R-091 LAG TACAN. At D3.0 LAG turn LEFT to track 273°. Intercept 10 DME Arc LAG and return to final.

Alt Set: hPa (IN on req) TDZ Elev: 5 hPa Trans level: By ATC Trans alt: 5000'

1900
MSA LAG TACAN





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.0 LAG						

HIALS
PAPI PAPI

D3.0 LAG on LAG CH 19Y (108.25) R-091

Military

	STRAIGHT-IN LANDING MDA(H) 500' (360')		Max Kts	CIRCLE-TO-LAND Not authorized North of runway 1 HPMA MDA(H)
		ALS out		
A	400'- V1.2km	400'- V1.6km	100	550' (410') 500'- V1.9km
B	400'- V1.2km	400'- V1.6km	135	640' (500') 500'- V2.3km
C	400'- V1.2km	400'- V1.6km	180	1180' (1040') 1100'- V4.9km
D	400'- V1.2km	400'- V2.0km	205	1180' (1040') 1100'- V4.9km
E	400'- V1.2km	400'- V2.0km	E 1	1070' (930') 1000'- V4.3km

PANS OPS MIL

CHANGES: CAT E and HPMA circling minimums added.

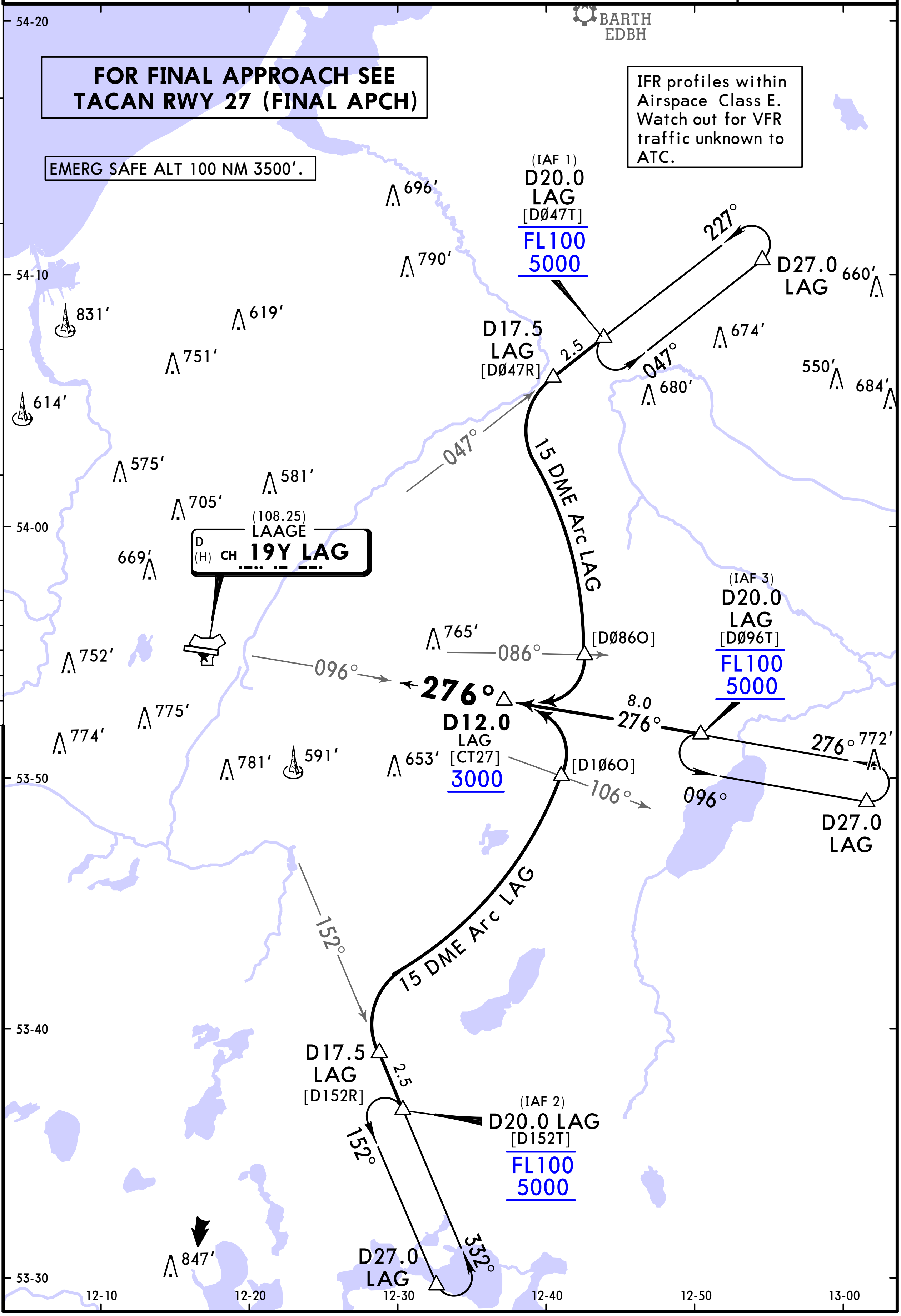
BRIEFING STRIP ™

ATIS	*BREMEN Radar	*LAAGE Tower
134.605	124.175 259.825	118.430 336.4

TACAN LAG CH 19Y (108.25)	Final Apch Crs 276°	Refer to chart 14-2A	MDA(H) Refer to chart 14-2A	Apt Elev 140' TDZE 135'

Alt Set: hPa (IN on req)	TDZ Elev: 5 hPa	Trans level: By ATC	Trans alt: 5000'

1900
MSA LAG TACAN



CHANGES: None.

ETNL/RLG ROSTOCK-LAAGE

JEPPESEN

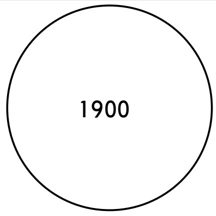
28 JUL 23 (14-2A)

LAAGE, GERMANY TACAN Rwy 27

BRIEFING STRIP ™

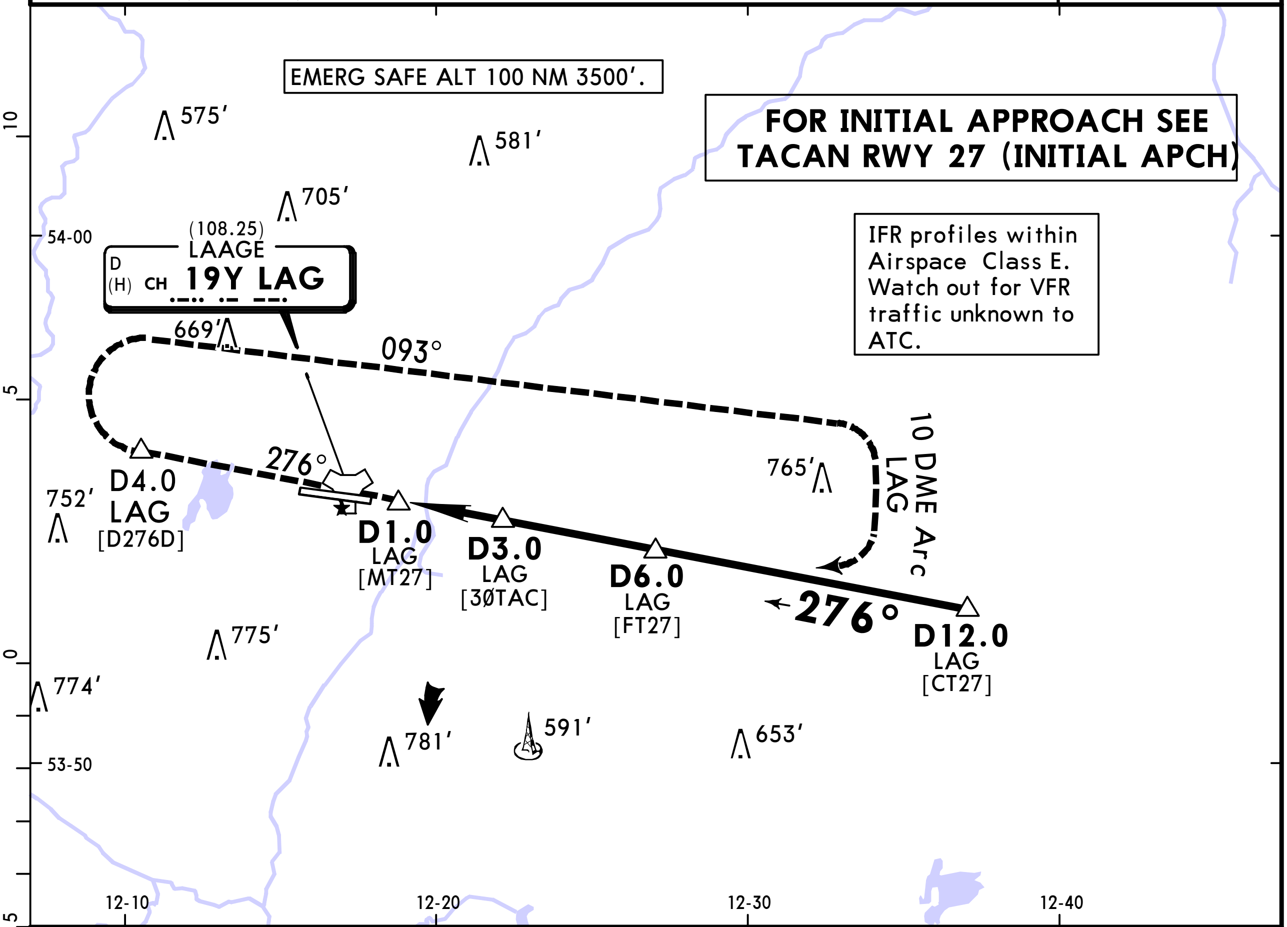
ATIS	*BREMEN Radar	*LAAGE Tower
134.605	124.175 259.825	118.430 336.4

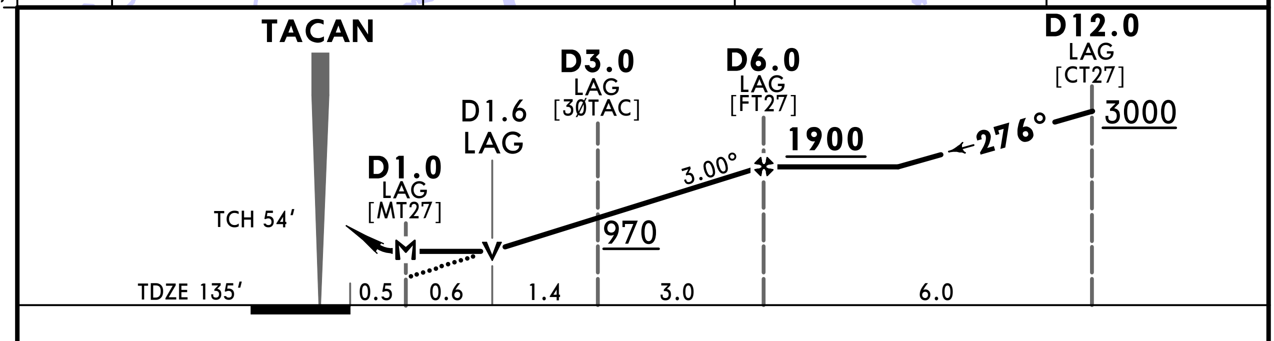
TACAN LAG CH 19Y (108.25)	Final Apch Crs 276°	D6.0 LAG 1900 (1765′)	MDA(H) 530′(395′)	Apt Elev 140′ TDZE 135′



MISSED APCH: Climb STRAIGHT AHEAD to 1900′. Proceed on R-276 LAG TACAN. At D4.0 LAG turn RIGHT to track 093°. Intercept 10 DME Arc LAG and return to final.

Alt Set: hPa (IN on req) | TDZ Elev: 5 hPa | Trans level: By ATC | Trans alt: 5000′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.0 LAG						

HIALS PAPI PAPI

D4.0 LAG ↑ on LAG CH 19Y (108.25) R-276

Military

	STRAIGHT-IN LANDING		CIRCLE-TO-LAND Not authorized North of runway 1 HPMA	
	MDA(H) 530′(395′)			
		ALS out	Max Kts	MDA(H)
A	400′- V0.8km	400′- V1.6km	100	550′(410′) 500′- V1.9km
B	400′- V0.8km	400′- V1.6km	135	640′(500′) 500′- V2.3km
C	400′- V1.2km	400′- V1.6km	180	1180′(1040′) 1100′- V4.9km
D	400′- V1.2km	400′- V2.0km	205	1180′(1040′) 1100′- V4.9km
E	400′- V1.6km	400′- V2.4km	E 1	1070′(930′) 1000′- V4.3km

PANS OPS MIL

CHANGES: CAT E and HPMA circling minimums added.

ETNL/RLG
ROSTOCK-LAAGE

JEPPESEN
24 MAR 23 (18-1)

LAAGE, GERMANY
*PAR Rwys 09, 27

BRIEFING STRIP ™

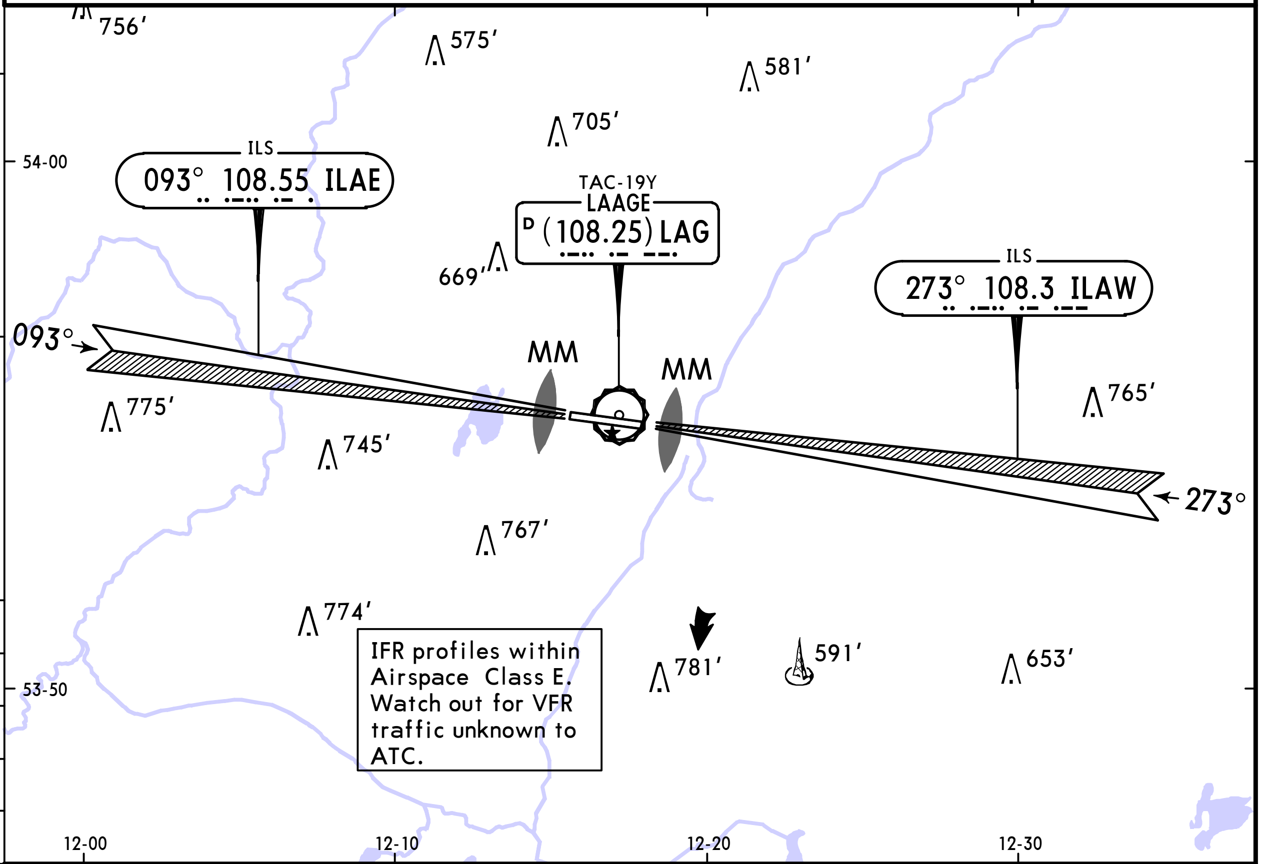
ATIS	*BREMEN Radar	*LAAGE Radar	*LAAGE Tower
134.605	124.175 259.825	133.105 376.4	118.430 336.4

RADAR	Final Apch Crs BY ATC	PAR GS No Alt published	No FAF	DA(H) Refer to Minimums	Apt Elev 140′ TDZE Rwy 09 140′ TDZE Rwy 27 135′

MSA LAG TAC: 1900

MISSED APCH: As directed by RADAR CONTROLLER.

Alt Set: hPa (IN on req) | Apt Elev: 5 hPa | Trans level: By ATC | Trans alt: 5000′



RWY 09
PAR TCH 23′

RWY 27
PAR TCH 29′

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

Lighting - Refer to Airport Chart

Refer to Missed Apch above

Standard

STRAIGHT-IN LANDING

	PAR 09 DA(H) 340′(200′)		PAR 27 DA(H) 335′(200′)	
		ALS out		ALS out
A B C D	200′-800m	200′-1200m	200′-800m	200′-1200m

PANS OPS

CHANGES: SAR withdrawn.

Chart changes since cycle 15-2023

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
LAAGE, (ROSTOCK-LAAGE - ETNL)				
REV	ILS OR LOC Z RWY 09	11-1	28 Jul 2023	
REV	ILS OR LOC Z RWY 27	11-2	28 Jul 2023	
REV	ILS OR LOC Y RWY 09	11-3	28 Jul 2023	
REV	ILS OR LOC Y RWY 27	11-4	28 Jul 2023	
REV	RNAV (GPS) RWY 09	12-1	28 Jul 2023	
REV	RNAV (GPS) RWY 27	12-2	28 Jul 2023	
REV	TACAN RWY 09 (INITIAL APC...	14-1	28 Jul 2023	
REV	TACAN RWY 09 (FINAL APCH)	14-1A	28 Jul 2023	
REV	TACAN RWY 27 (INITIAL APC...	14-2	28 Jul 2023	
REV	TACAN RWY 27 (FINAL APCH)	14-2A	28 Jul 2023	

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ETNL

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.