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General Information

Location: SAARBRUECKEN DEU
ICAO/IATA: EDDR / SCN
Lat/Long: N49° 12.87', E007° 06.57'
Elevation: 1058 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: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0457 Z
Sunset: 1802 Z

Runway Information

Runway: 09
Length x Width: 6529 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1024 ft
Lighting: Edge, ALS, Centerline, REIL
Displaced Threshold: 164 ft

Runway: 27
Length x Width: 6529 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1058 ft
Lighting: Edge, ALS, Centerline, REIL
Displaced Threshold: 295 ft

Communication Information

ATIS: 125.480
Saarbruecken Tower: 118.355
Saarbruecken Ground: 118.555
Langen Radar Approach: 129.675 RCO

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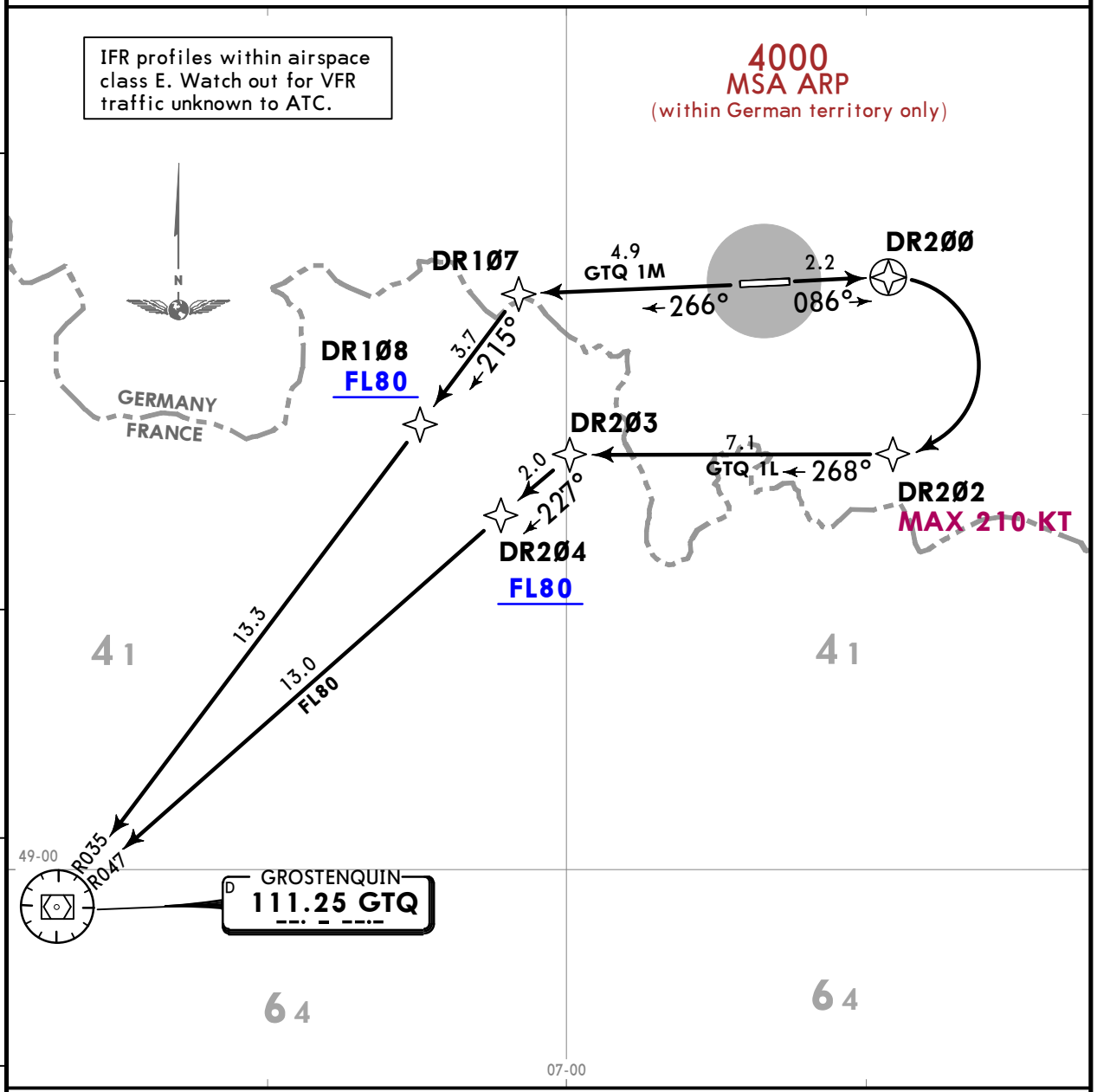
LANGEN Radar (APP) 129.675	Trans alt: 5000 1. RNAV-1 or RNP-1 or A-RNP equivalent. 2. GPS required. 3. DME/DME, DME/DME/IRU not authorized. 4. Contact LANGEN Radar immediately after take-off. 5. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 6. During activity of NIGHT LOW FLYING SYSTEM alternative instructions will be given by ATC.
Apt Elev 1058	

GROSTENQUIN 1L (GTQ 1L), GROSTENQUIN 1M (GTQ 1M) RNAV DEPARTURES

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



These SIDs require minimum climb gradients of

GTQ 1L
395 per NM (6.5%) due to airspace structure.

GTQ 1M
835 per NM (13.7%) until passing FL80 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
395 per NM	494	658	988	1317	1646	1975
835 per NM	1044	1392	2088	2783	3479	4175

If unable to comply, inform ATC prior start-up.

Initial climb clearance **FL80**

SID	RWY	ROUTING
GTQ 1L	**09**	On 086° track to DR200, turn RIGHT, direct to DR202, to DR203, to DR204, to GTQ.
GTQ 1M	**27**	On 266° track to DR107, to DR108, to GTQ.

CHANGES: GTQ frequency.

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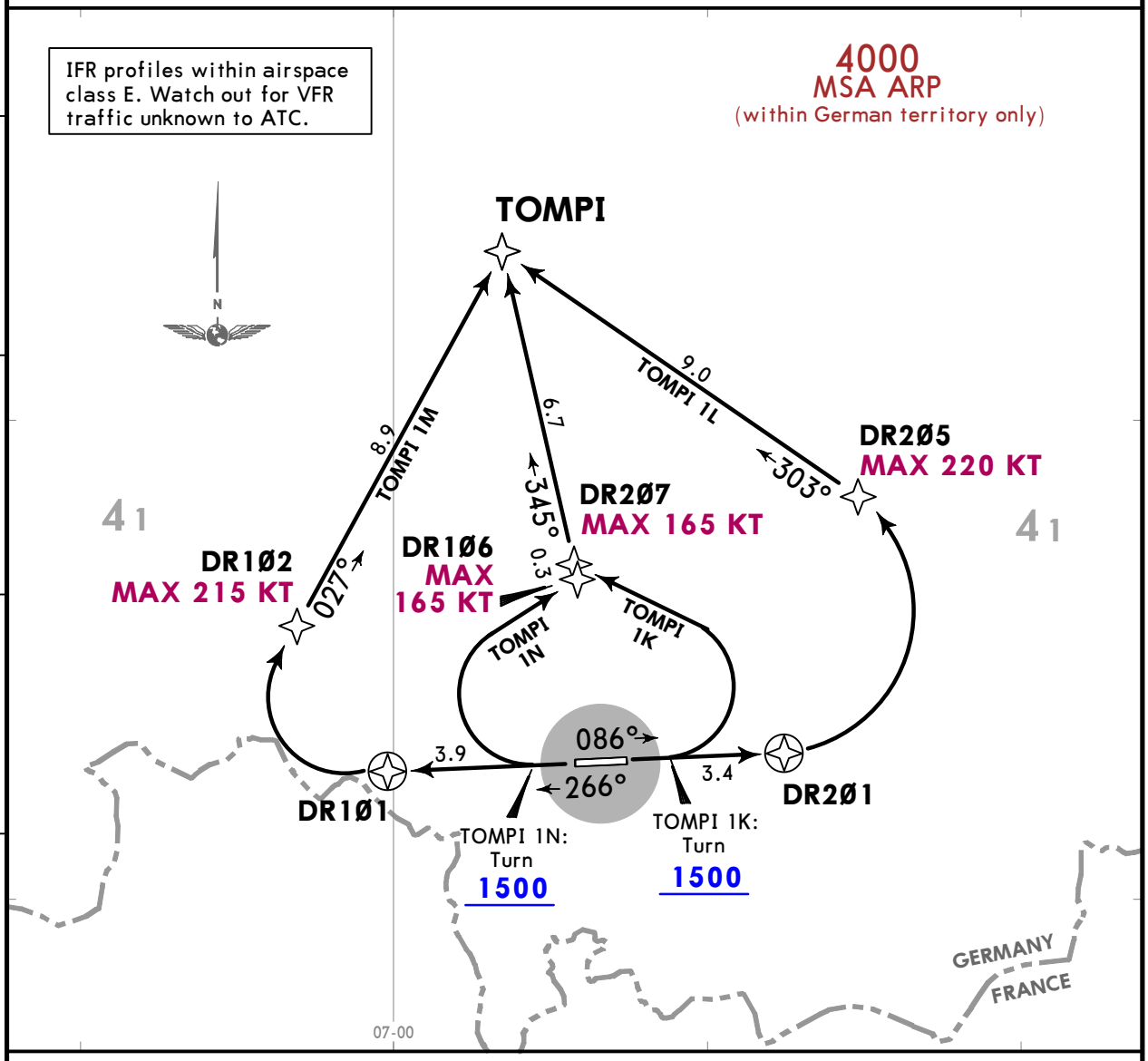
LANGEN Radar (APP) 129.675	Trans alt: 5000 1. RNAV-1 or RNP-1 or A-RNP equivalent. 2. GPS required. 3. DME/DME, DME/DME/IRU not authorized. 4. Contact LANGEN Radar immediately after take-off. 5. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 6. During activity of NIGHT LOW FLYING SYSTEM alternative instructions will be given by ATC.
Apt Elev 1058	

TOMPI 1K [TOMP1K], TOMPI 1L [TOMP1L] TOMPI 1M [TOMP1M], TOMPI 1N [TOMP1N] RNAV DEPARTURES

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



TOMPI 1L
This SID requires a minimum climb gradient of
245 per NM (4%) until passing 2300 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
245 per NM	306	408	613	817	1021	1225

If unable to comply, inform ATC prior start-up.

Initial climb clearance **4000**

SID	RWY	ROUTING
TOMPI 1K ❶	**09**	Climb on 086° track to 1500, turn LEFT, direct to DR207, to TOMPI.
TOMPI 1L		On 086° track to DR201, turn LEFT, direct to DR205, to TOMPI.
TOMPI 1M	**27**	On 266° track to DR101, turn RIGHT, direct to DR102, to TOMPI.
TOMPI 1N ❶		Climb on 266° track to 1500, turn RIGHT, direct to DR106, to TOMPI.

❶ Only for Prop/Turboprop aircraft up to 5.7T MTOW. Not to be filed in flight plan. Will be assigned by ATC on request.

CHANGES: None.

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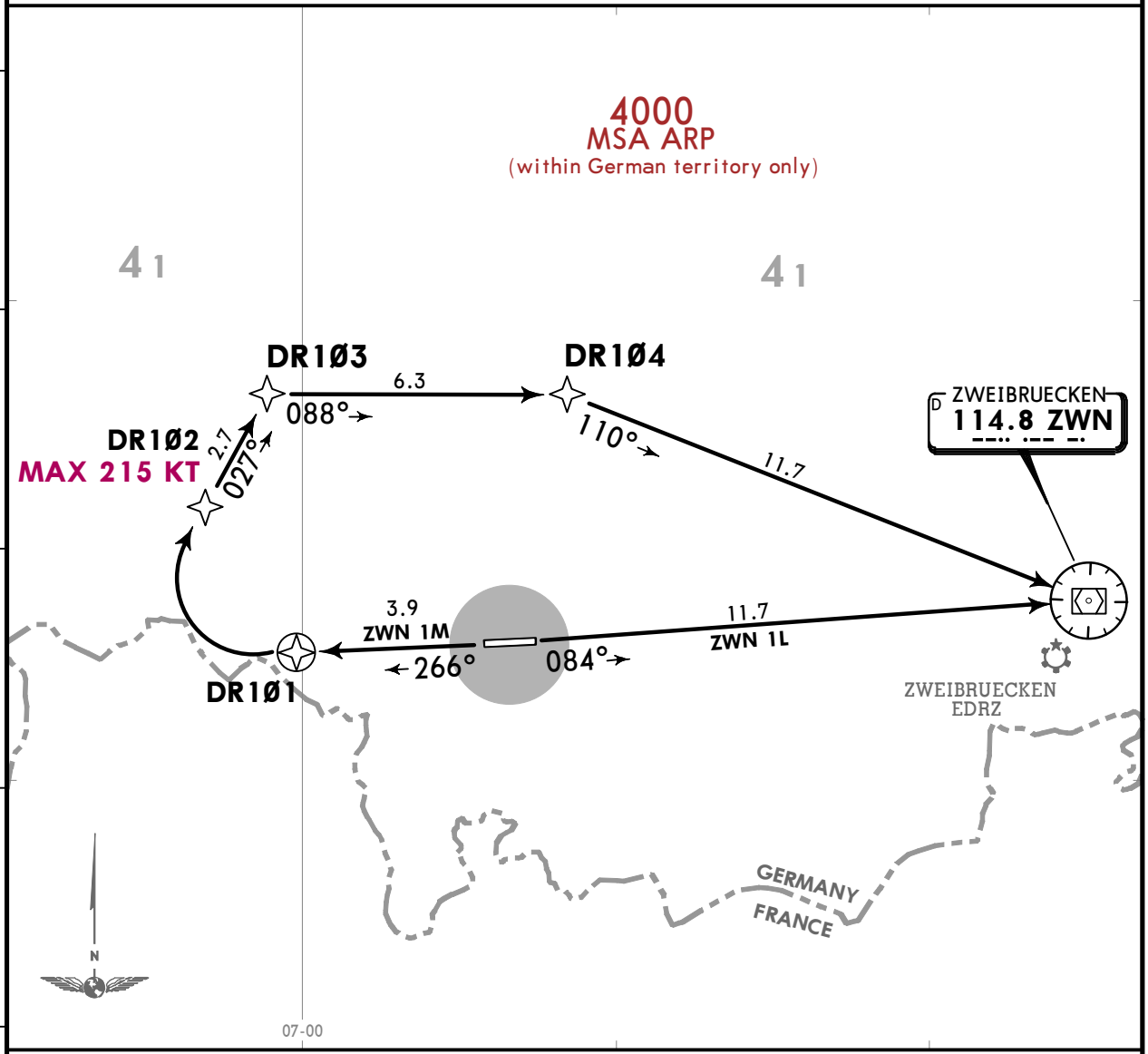
LANGEN Radar (APP) 129.675	Trans alt: 5000
	RNAV-1 or RNP-1 or A-RNP equivalent GPS required DME/DME, DME/DME/IRU not authorized
Apt Elev 1058	1. Contact LANGEN Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. During activity of NIGHT LOW FLYING SYSTEM alternative instructions will be given by ATC. 4. IFR profiles within airspace class E. Watch out for VFR traffic unknown to ATC.

ZWEIBRUECKEN 1L (ZWN 1L), ZWEIBRUECKEN 1M (ZWN 1M) RNAV DEPARTURES (ALL RWYS)

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



These SIDs require minimum climb gradients of

ZWN 1L
7.0% (425 FT/NM) due to airspace structure.

ZWN 1M
3.6% (220 FT/NM) until passing 5000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.6% V/V (fpm)	273	365	547	729	911	1094
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply, inform ATC prior start-up.

Initial climb clearance **4000**

SID	RWY	ROUTING
ZWN 1L	**09**	On 084° track to ZWN.
ZWN 1M	**27**	On 266° track to DR1Ø1, turn RIGHT, direct to DR1Ø2, to DR1Ø3, to DR1Ø4, to ZWN.

CHANGES: None.

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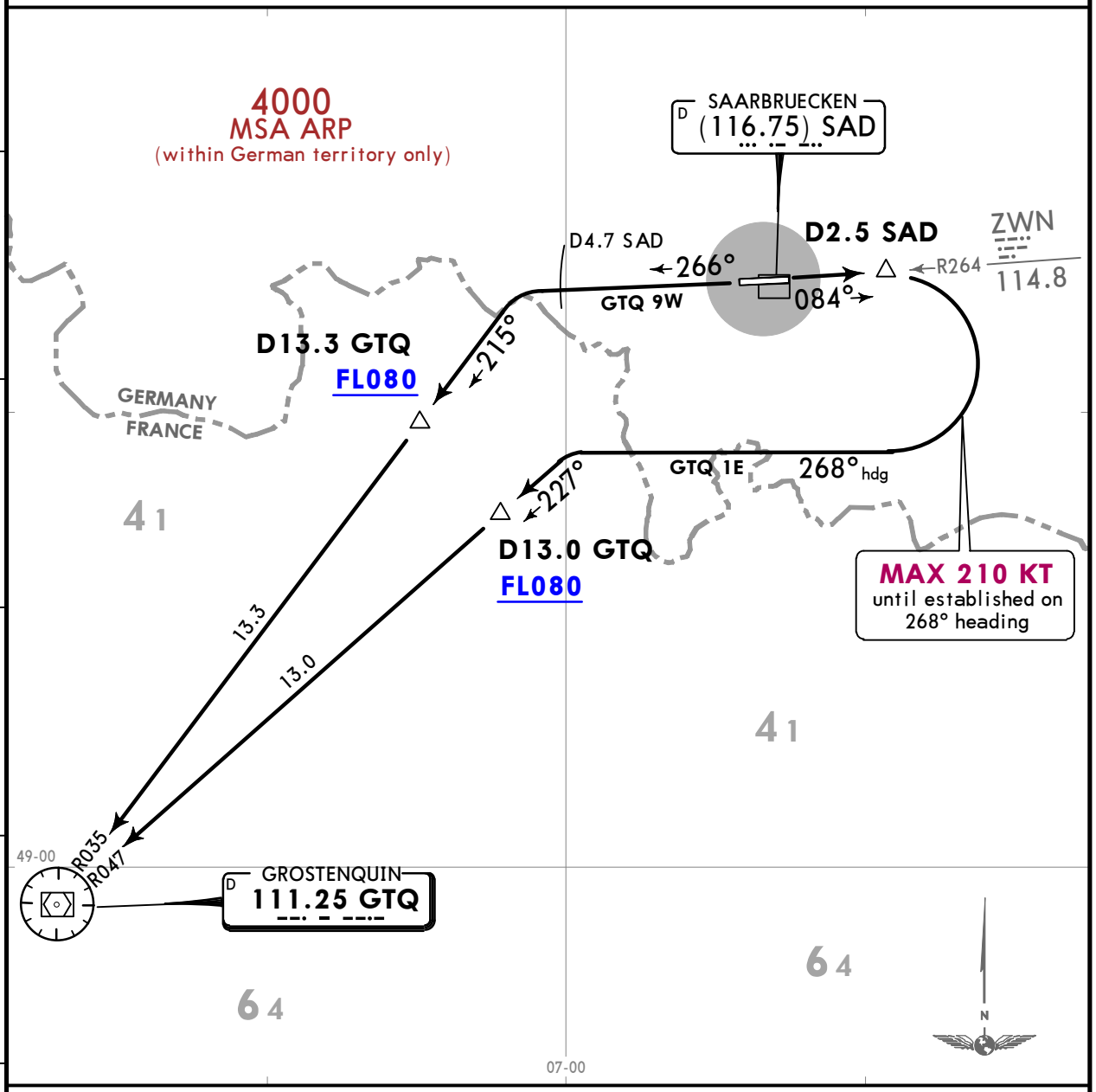
LANGEN Radar (APP) 129.675	Trans alt: 5000 1. Contact LANGEN Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. During activity of NIGHT LOW FLYING SYSTEM alternative instructions will be given by ATC. 4. IFR profiles within airspace class E. Watch out for VFR traffic unknown to ATC.
Apt Elev 1058	

GROSTENQUIN 1E (GTQ 1E), GROSTENQUIN 9W (GTQ 9W) DEPARTURES (ALL RWYS)

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



These SIDs require minimum climb gradients of

GTQ 1E

6.5% (395 FT/NM) due to airspace structure.

GTQ 9W

13.7% (835 FT/NM) until passing FL080 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1316	1646	1975
13.7% V/V (fpm)	1041	1387	2081	2775	3468	4162

If unable to comply, inform ATC prior start-up.

Initial climb clearance **FL080**

SID	RWY	ROUTING
GTQ 1E	**09**	Intercept ZWN R264 inbound to D2.5 SAD, turn RIGHT, 268° heading, intercept GTQ R047 inbound to GTQ.
GTQ 9W	**27**	On 266° track to D4.7 SAD, turn LEFT, intercept GTQ R035 inbound to GTQ.

CHANGES: SR NDB decommissioned, SID GTQ 1E initial climb out revised.

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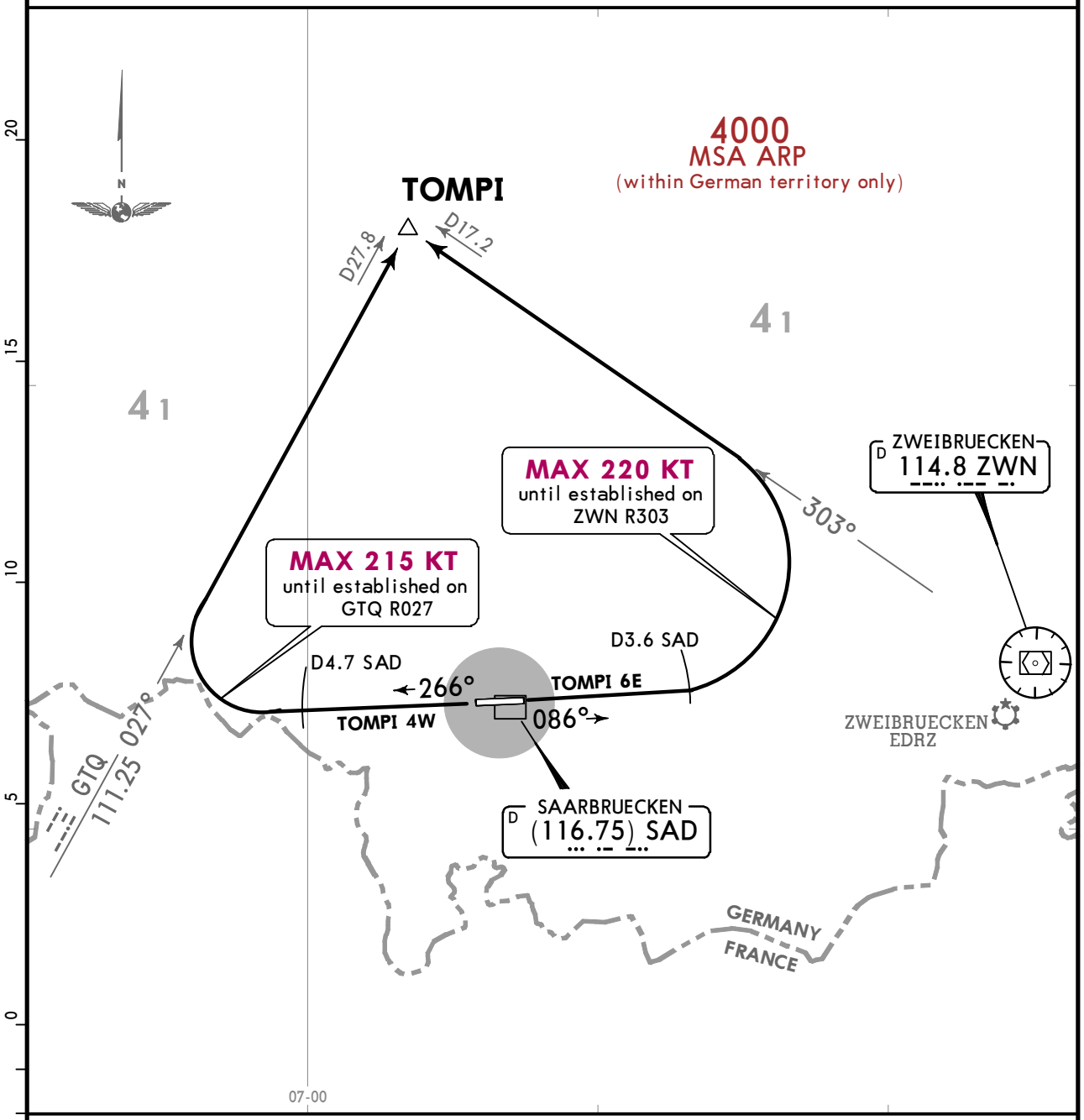
Apt Elev 1058	

TOMPI 6E [TOMP6E], TOMPI 4W [TOMP4W] DEPARTURES (ALL RWYS)

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



TOMPI 6E
This SID requires a minimum climb gradient of
4.0% (245 FT/NM) until passing 2300 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

If unable to comply, inform ATC prior start-up.

Initial climb clearance **4000**

SID	RWY	ROUTING
TOMPI 6E	**09**	On 086° track to D3.6 SAD, turn LEFT, intercept ZWN R303 to TOMPI.
TOMPI 4W	**27**	On 266° track to D4.7 SAD, turn RIGHT, intercept GTQ R027 to TOMPI.

CHANGES: SR NDB decommissioned, SID TOMPI 6E initial climb out revised.

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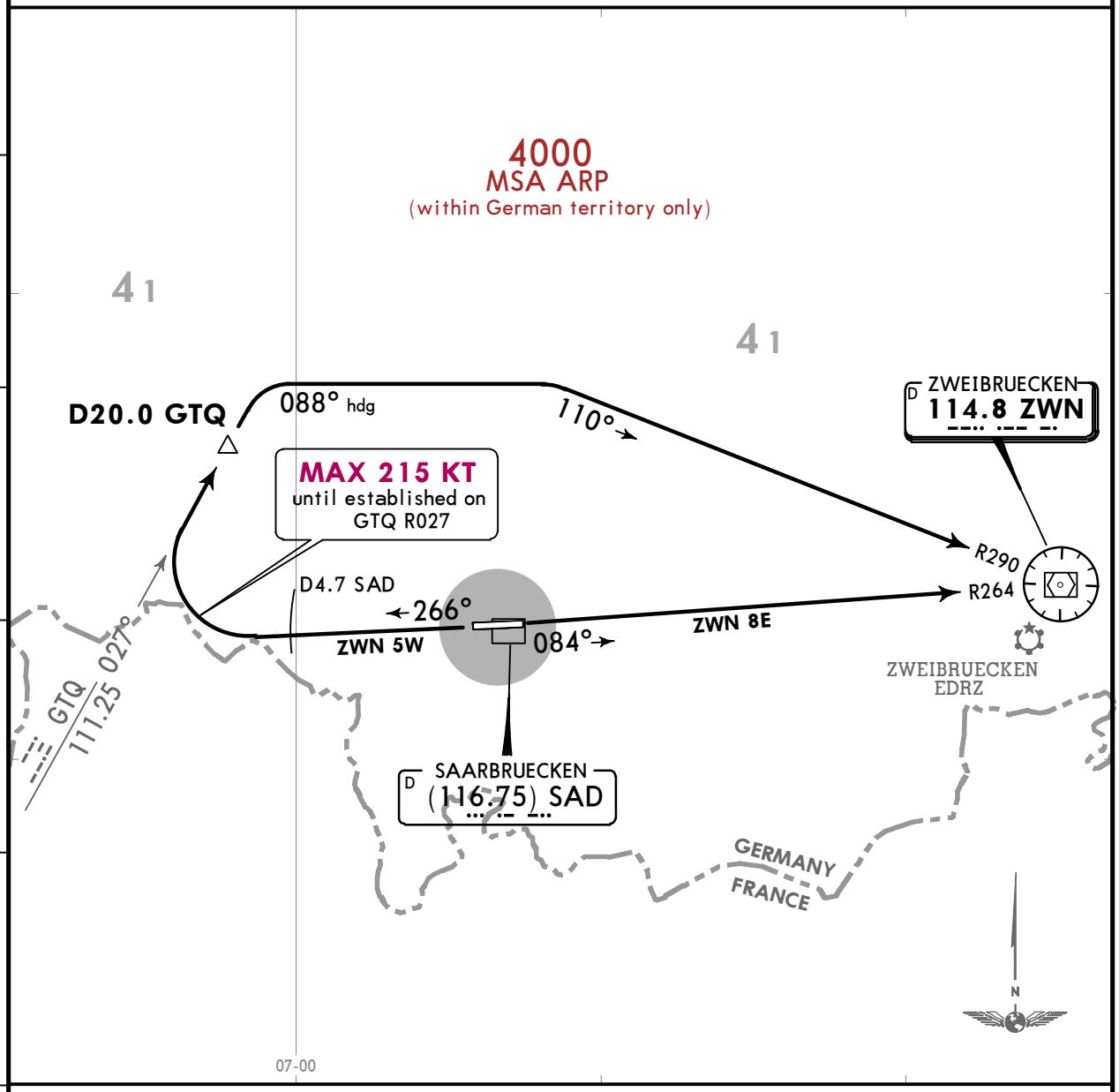
LANGEN Radar (APP) 129.675	Trans alt: 5000 1. Contact LANGEN Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. During activity of NIGHT LOW FLYING SYSTEM alternative instructions will be given by ATC. 4. IFR profiles within airspace class E. Watch out for VFR traffic unknown to ATC.
Apt Elev 1058	

ZWEIBRUECKEN 8E (ZWN 8E), ZWEIBRUECKEN 5W (ZWN 5W) DEPARTURES (ALL RWYS)

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



These SIDs require minimum climb gradients of

ZWN 8E

7.0% (425 FT/NM) until passing 3600 due to airspace structure.

ZWN 5W

3.6% (220 FT/NM) until passing 5000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.6% V/V (fpm)	273	365	547	729	911	1094
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply, inform ATC prior start-up.

Initial climb clearance **4000**

SID	RWY	ROUTING
ZWN 8E	**09**	Intercept ZWN R264 inbound to ZWN.
ZWN 5W	**27**	On 266° track to D4.7 SAD, turn RIGHT, intercept GTQ R027 to D20.0 GTQ, turn RIGHT, 088° heading, intercept ZWN R290 inbound to ZWN.

CHANGES: None.

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NOISE ABATEMENT

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

LOCAL TRAFFIC REGULATIONS

Aircraft not employed in scheduled and/or non-scheduled air transport are only permitted to take off and land between MON-SUN 0600-2230LT.

Jet-propelled aircraft exceeding the noise values according to ICAO Annex 16 Chapter3 and aircraft with other power unit exceeding the noise values according to ICAO Annex 16 Chapters 3, 6, 8 or 10 are only permitted to take off and land between MON-SUN 0800-1230LT and 1400-1800LT (excepted are flights conducted regularly from/to Saarbruecken with aircraft complying with the requirements of ICAO Annex 16, Chapter 3 only in justified exceptional cases with other aircraft and only within a maximum of 10% of the flights during a flight plan period).

Delayed take-offs and landings in scheduled air traffic and routine non-scheduled air traffic are permitted in justified exceptional cases between MON-SUN until 2400LT if the original take-off or landing was planned within the published operating hours and if the airdraft complies with the noise values of ICAO Annex 16 Chapters 3, 6, 8 or 10 and if it has been confirmed in good time prior to take-off that the aerodrome is ready for operations.

When it has been confirmed that the aerodrome is ready for operations, the following exceptions to these regulations can be granted:

- use of the airport as emergency or alternate aerodrome for meteorological, technical or other safety reasons;
- use of the airport on a mission in disasters or rendering medical assistance, and by ambulance flights;
- calibration flights on behalf of the DFS (Deutsche Flugsicherung GmbH).

The "Ministerium fuer Wirtschaft, Arbeit, Energie und Verkehr" of the Saarland may grant exceptions to the regulations listed above in substantiated cases if this is necessary to avoid serious disturbance to air traffic or in cases of special public interest.

RUN-UP TESTS

Engine test-runs may only be performed in the noise protection facility and only if the noise protection box is fully functioning.

Engine test-runs may be carried out between 2200-0600LT with an adjustment of performance which does not exceed a maximum sound level of 103 dB(A) within the box (usually 70% performance).

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EDDR/SCN

Apt Elev **1058′**
N49 12.9 E007 06.6

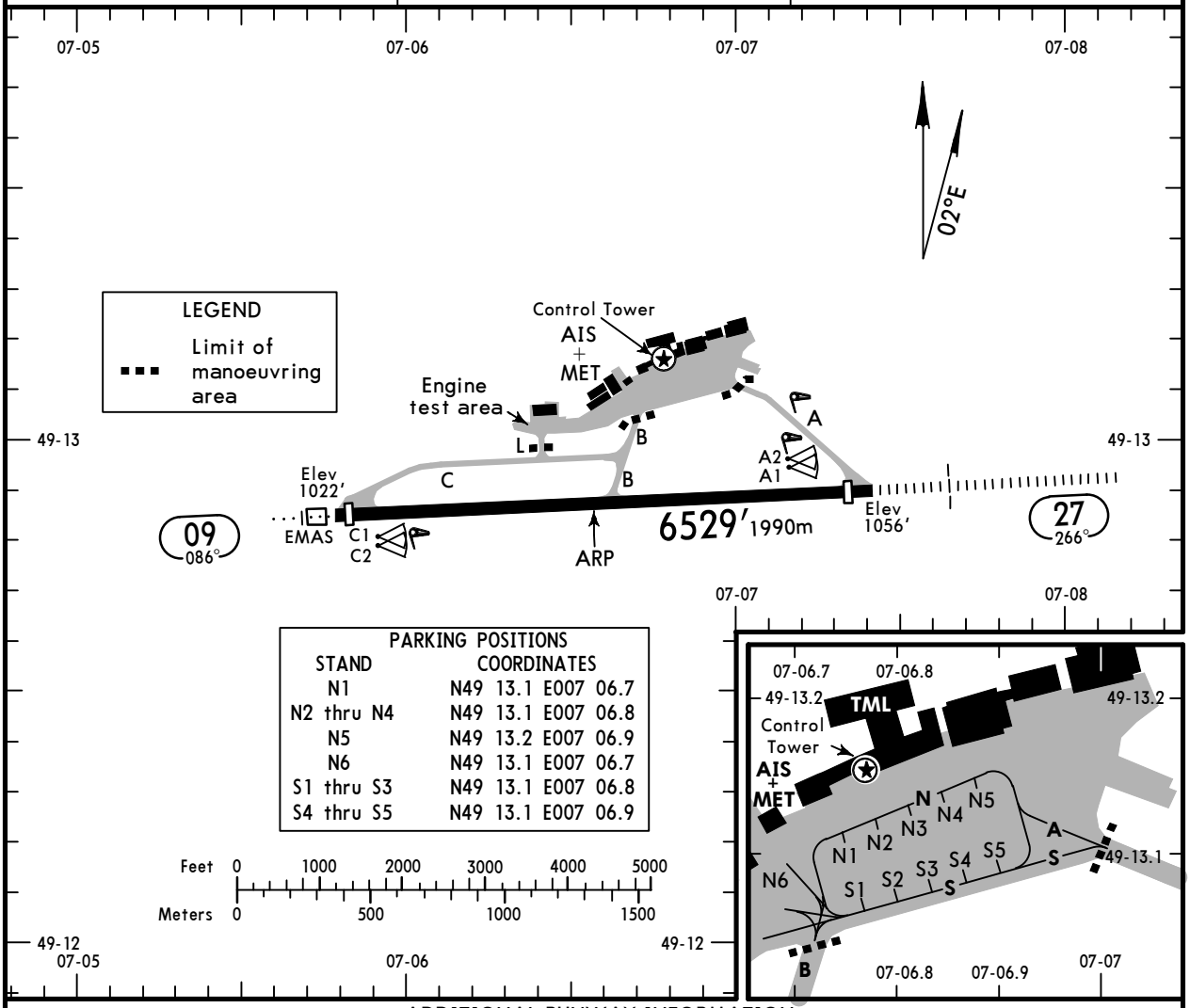
26 MAY 23 (10-9)

JEPPESEN

SAARBRUECKEN, GERMANY

SAARBRUECKEN

D-ATIS	*SAARBRUECKEN Ground	*Tower
125.480	118.555	118.355



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
09 ❶ 27	HIRL ❷ CL HIALS SFL REIL PAPI-L (3.2°) RVR	6037′1840m		❸	148′ 45m
	HIRL ❷ CL HIALS SFL PAPI-L (3.0°) RVR		4943′1507m		

❶ Rwy with anti-skid layer.
❷ CL (15m spacing), (43W, 10R & W, 12R)
❸ TAKE-OFF RUN AVAILABLE

RWY 09:
From rwy head 6234′ (1900m)
twy B int 2917′ (889m)

RWY 27:
From rwy head 6332′ (1930m)
twy B int 3232′ (985m)

Standard TAKE-OFF

	Low Visibility Take-off					
	HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	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

CHANGES: Lights.

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EDDR/SCN
SAARBRUECKEN

JEPPESEN 26 MAY 23 (11-1)

SAARBRUECKEN, GERMANY
ILS or LOC Rwy 27

BRIEFING STRIP™

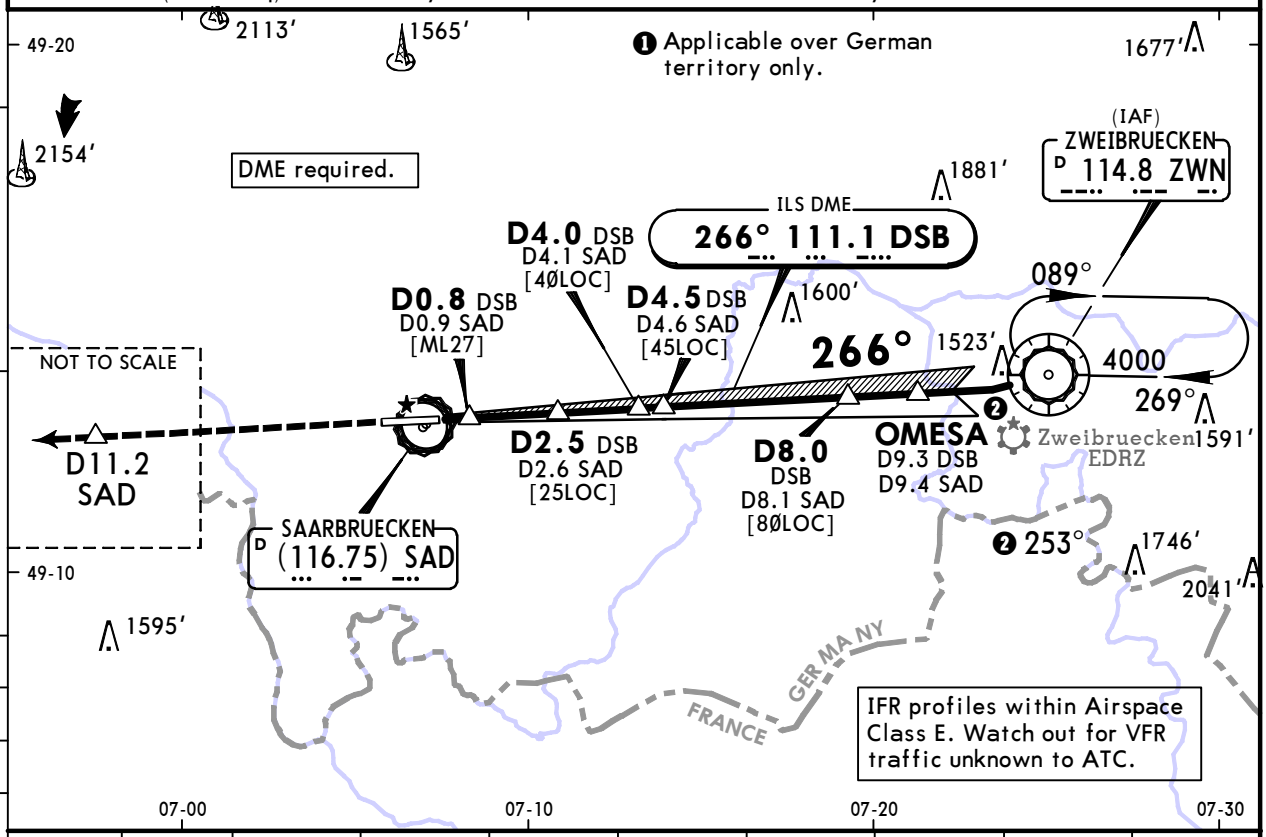
D-ATIS	LANGEN Radar (APP)	*SAARBRUECKEN Tower	*Ground
125.480	129.675	118.355	118.555

LOC DSB	Final Apch Crs	OMESA	ILS DA(H)	Apt Elev 1058′ / Rwy 1058′
111.1	266°	4000′ (2942′)	1258′ (200′)	

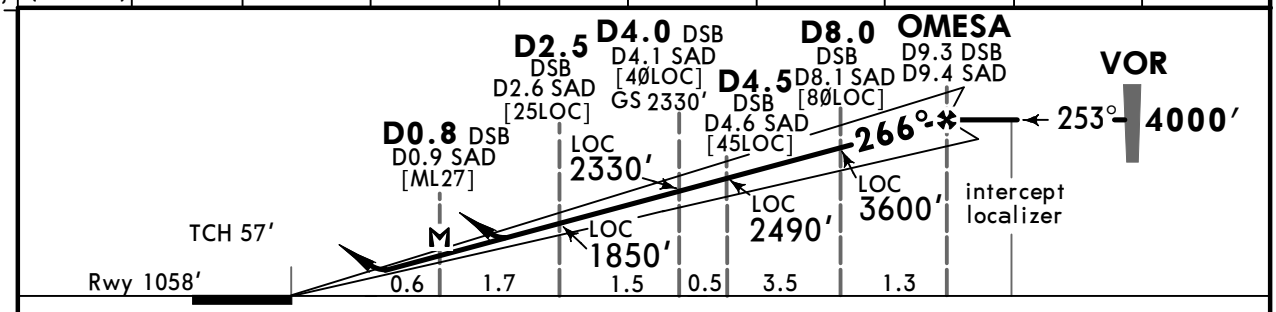
MISSED APCH: Climb STRAIGHT AHEAD to 4000′ and expect vectoring by ATC. Cross D11.2 SAD at or above 3500′.
Missed apch requires a minimum climb gradient of 3.9% (236′/NM).
MISSED APCH WITH LOST COMM: Divert to alternate.

4000 ❶ MSA ARP

Alt Set: hPa (IN on req) | Rwy Elev: 38 hPa | Trans level: By ATC | Trans alt: 5000′



LOC (GS out)	DSB DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
	ALTITUDE	1690′	2010′	2330′	2650′	2970′	3290′	3600′	3920′



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 D0.8 DSB/D0.9 SAD							

HIALS
PAPI

Refer to Missed Apch above

Standard STRAIGHT-IN LANDING RWY 27

	ILS DA(H) 1258′ (200′) FULL	ILS DA(H) 1258′ (200′) ALS out	LOC (GS out) CDFA DA/MDA(H) 1490′ (432′)	LOC (GS out) CDFA DA/MDA(H) 1490′ (432′) ALS out
A	RVR 550m ❶	RVR 1200m	RVR 1300m	RVR 1500m
B				
C				RVR 2000m
D				

CIRCLE-TO-LAND
Not authorized South of airport

Max Kts	MDA(H)	VIS
100	1670′ (612′)	1500m
135	1670′ (612′)	1600m
180	1840′ (782′)	2400m
205	1840′ (782′)	3600m

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

PANS OPS

CHANGES: SR Lctr withdrawn, missed apch.

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EDDR/SCN
SAARBRUECKEN

JEPPESEN

13 NOV 20 (12-1)

SAARBRUECKEN, GERMANY
RNP Rwy 09

D-ATIS	LANGEN Radar (APP)	*SAARBRUECKEN Tower	*Ground
125.480	129.675	118.355	118.555

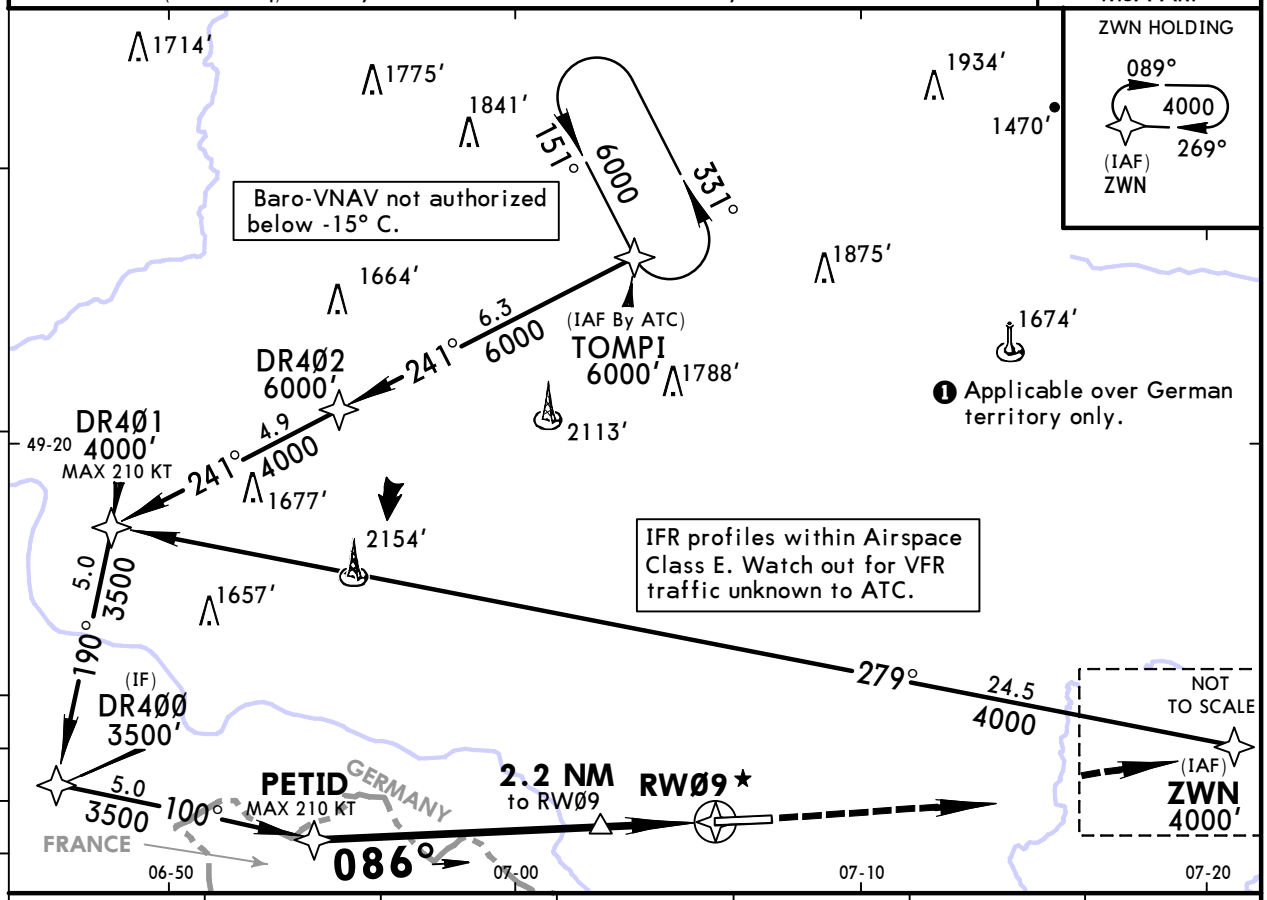
BRIEFING STRIP™

RNAV	Final Apch Crs	PETID	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 1058′ Rwy 1024′
	086°	3500′ (2476′)		

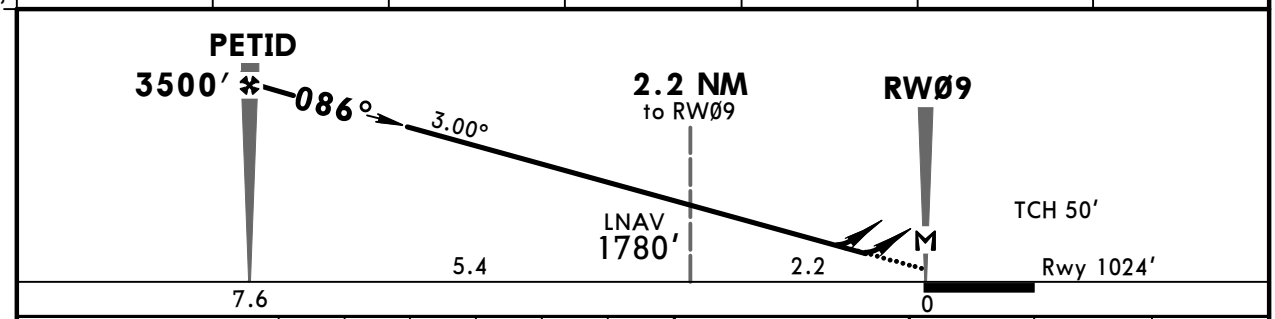
MISSED APCH: Climb direct to ZWN. Cross ZWN at 4000′.
PDG 3.6% (220′/NM).

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

4000 ❶
MSA ARP



DIST to RWØ9	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3310′	2990′	2670′	2350′	2030′	1710′



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

ODALS
REIL
PAPI

4000′

ZWN

Standard STRAIGHT-IN LANDING RWY **09**

	LNAV/VNAV		LNAV CDFA	
DA(H)	A: **1383′** (359′) B: **1393′** (369′)	C: **1403′** (379′) D: **1413′** (389′)	DA/MDA(H) **1500′** (476′)	
		ALS out		ALS out
A	RVR 1400m	RVR 1500m	RVR 1500m	
B	RVR 1500m			
C	RVR 1500m	RVR 1700m	RVR 2000m	RVR 2200m
D	RVR 1600m	RVR 1800m		

PANS OPS

CHANGES: Communications.

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EDDR/SCN
SAARBRUECKEN

JEPPESEN 13 NOV 20 (12-2)

SAARBRUECKEN, GERMANY
RNP Rwy 27

BRIEFING STRIP

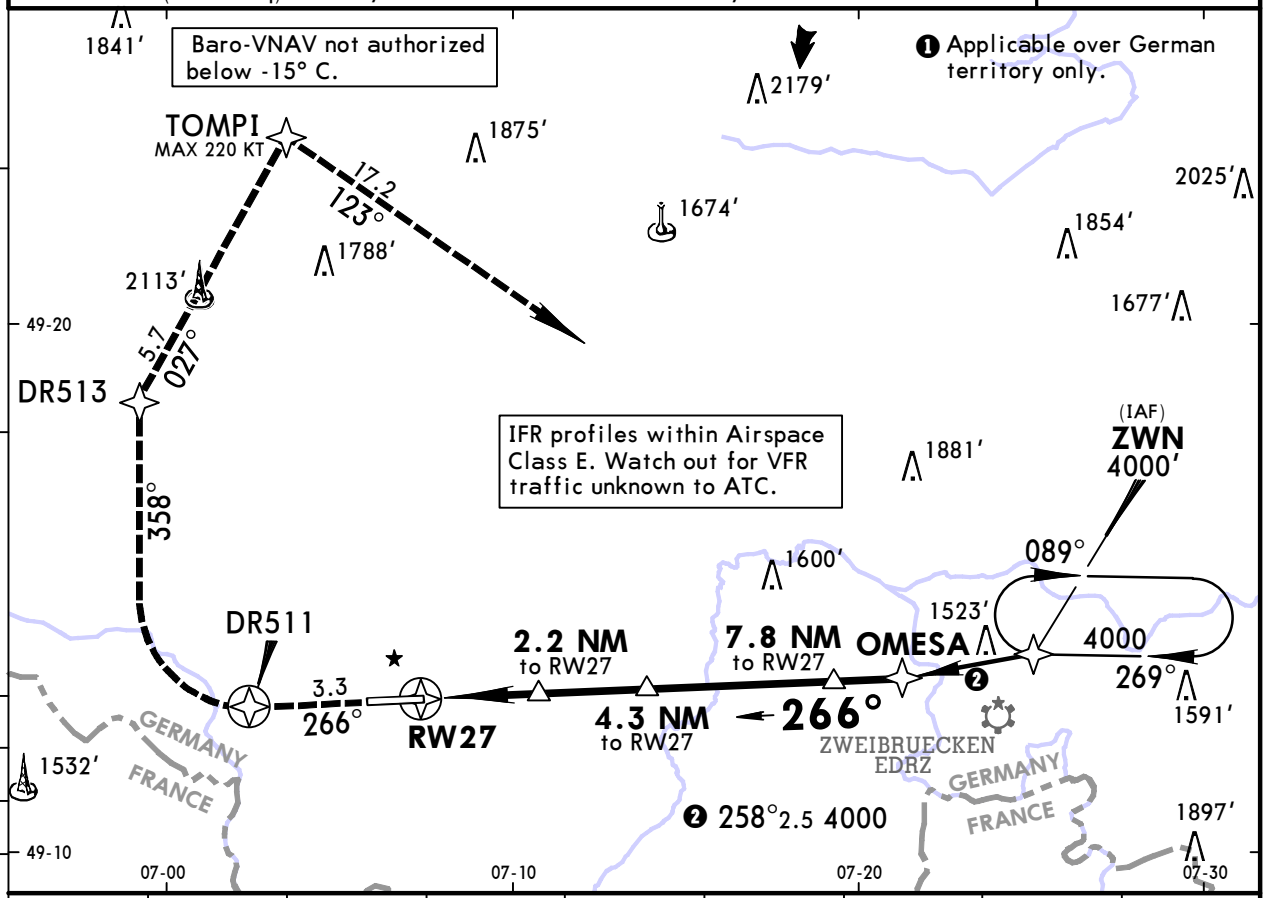
D-ATIS	LANGEN Radar (APP)	*SAARBRUECKEN Tower	*Ground
125.480	129.675	118.355	118.555

RNAV	Final Apch Crs	OMESA	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 1058′ Rwy 1058′
	266°	4000′ (2942′)		

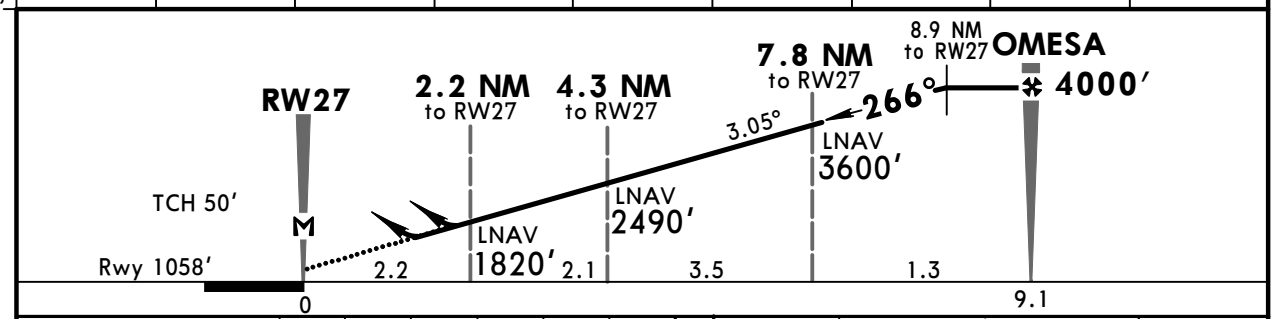
MISSED APCH: Climb on track 266° to DR511 or 2500′, whichever is later, then turn RIGHT on track 358° to DR513 to TOMPI, to ZWN climbing to 4000′. MAX 220 KT until TOMPI.

Alt Set: hPa (IN on req) Rwy Elev: 38 hPa Trans level: By ATC Trans alt: 5000′

4000 ❶ MSA ARP



DIST to RW27	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	1750′	2070′	2380′	2700′	3020′	3340′	3660′	3980′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.05°	378	486	540	648	755	863
LNAV/VNAV: MAP at DA						
LNAV: MAP at RW27						

HIALS PAPI

DR511 whichever later 2500′ on 266°

Standard STRAIGHT-IN LANDING RWY **27**

	LNAV/VNAV DA(H)	ALS out	LNAV CDFA DA/MDA(H) 1500′ (442′)	ALS out
A	RVR 750m	RVR 1400m	RVR 1400m	RVR 1500m
B	RVR 800m	RVR 1500m		
C				RVR 2100m
D	RVR 900m	RVR 1600m		

A: **1373′** (315′) C: **1393′** (335′)
B: **1383′** (325′) D: **1403′** (345′)

CIRCLE-TO-LAND
Not authorized South of airport

Max Kts	MDA(H)	VIS
100	1670′ (612′)	1500m
135	1670′ (612′)	1600m
180	1840′ (782′)	2400m
205	1840′ (782′)	3600m

PANS OPS

CHANGES: Communications.

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EDDR/SCN
SAARBRUECKEN

JEPPESEN 26 MAY 23 (13-1)

SAARBRUECKEN, GERMANY
VOR Rwy 09

D-ATIS	LANGEN Radar (APP)	*SAARBRUECKEN Tower	*Ground
125.480	129.675	118.355	118.555

BRIEFING STRIP ™

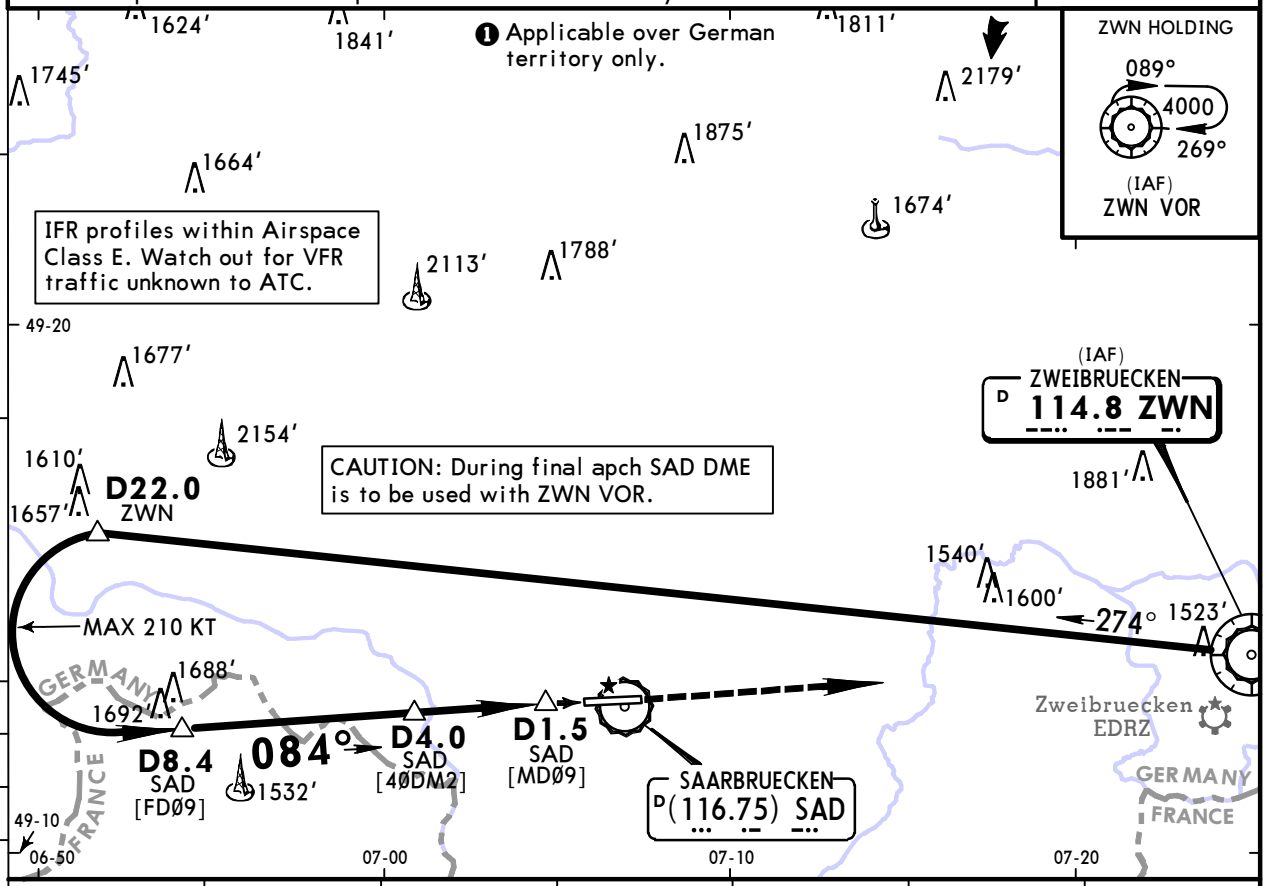
VOR	Final Apch Crs	D8.4 SAD	DA/MDA(H)	Apt Elev 1058′
ZWN 114.8	084°	3500′(2476′)	Refer to Minimums	Rwy 1024′

MISSED APCH: Climb direct to VOR. Cross VOR at 4000′.
PDG 3.6% (220′/NM).

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

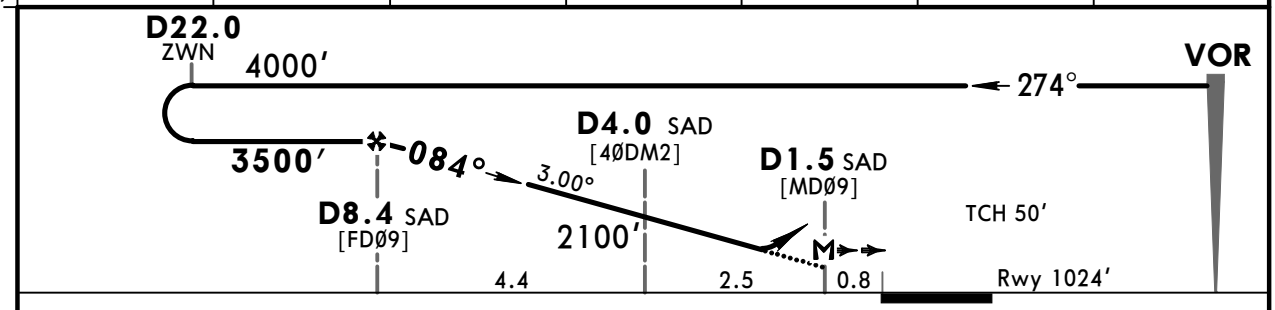
1. DME required. 2. Final apch track offset 2° from rwy centerline.

4000 ❶
MSA ARP



ZWN HOLDING
089°
4000
269°
(IAF)
ZWN VOR

SAD DME	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	3370′	3050′	2730′	2410′	2100′	1780′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.5 SAD						

HIALS
REIL
PAPI

4000′

ZWN
114.8

Standard

STRAIGHT-IN LANDING RWY **09**

CDFA

DA/MDA(H) A: **1590′**(566′) BCD: **1610′**(586′)

ALS out

PANS OPS

A	RVR 1500m
B	
C	RVR 2400m
D	

CHANGES: Lights.

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EDDR/SCN
SAARBRUECKEN

JEPPESEN 26 MAY 23 (13-2)

SAARBRUECKEN, GERMANY
VOR Rwy 27

BRIEFING STRIP

D-ATIS	LANGEN Radar (APP)	*SAARBRUECKEN Tower	*Ground
125.480	129.675	118.355	118.555

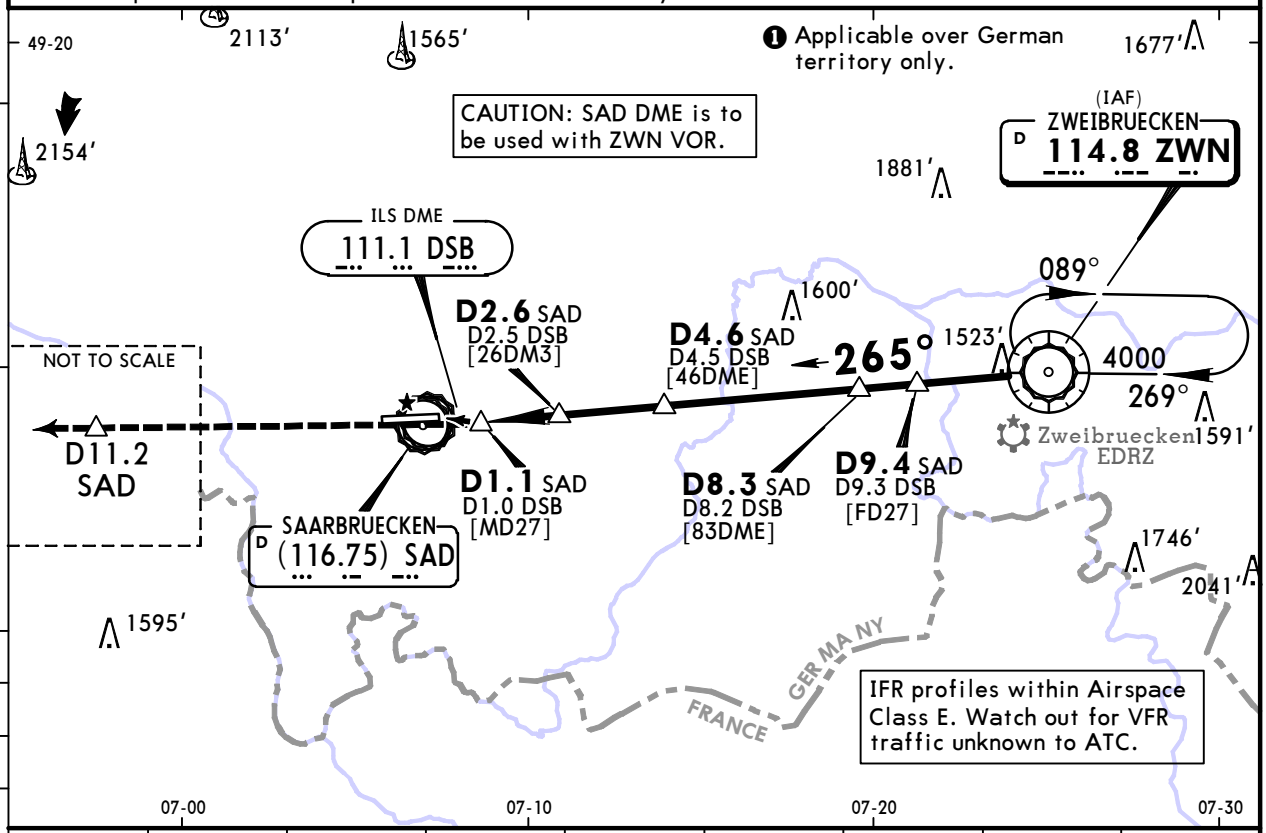
VOR ZWN	Final Apch Crs	D9.4 SAD	DA/MDA(H)	Apt Elev 1058′
114.8	265°	4000′(2942′)	1590′(532′)	Rwy 1058′

4000 ❶ MSA ARP

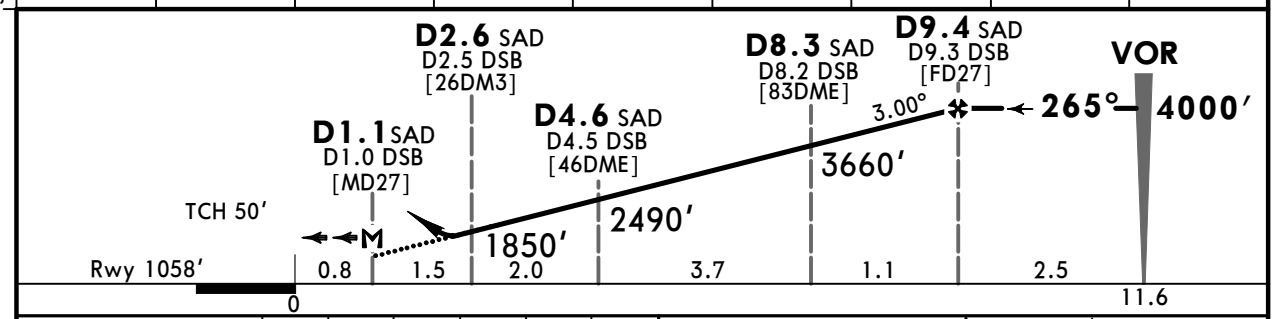
MISSED APCH: Climb STRAIGHT AHEAD to 4000′ and expect vectoring by ATC. Cross D11.2 SAD at or above 3500′.
Missed apch requires a minimum climb gradient of 3.9% (236′/NM).
MISSED APCH WITH LOST COMM: Divert to alternate.

Alt Set: hPa (IN on req) Rwy Elev: 38 hPa Trans level: By ATC Trans alt: 5000′

1. DME required. 2. Final apch track offset 1° from rwy centerline.



SAD DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	1650′	1970′	2290′	2610′	2930′	3240′	3560′	3880′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.1 SAD/D1.0 DSB							

HIALS PAPI

Refer to Missed Apch above

Standard STRAIGHT-IN LANDING RWY **27**
CDFA
DA/MDA(H) **1590′**(532′)

		ALS out
A	RVR 1500m	
B		
C	RVR 1700m	RVR 2400m
D		

CIRCLE-TO-LAND
Not authorized
South of airport

Max Kts	MDA(H)	VIS
100	1670′(612′)	1500m
135	1670′(612′)	1600m
180	1840′(782′)	2400m
205	1840′(782′)	3600m

PANS OPS

CHANGES: SR Lctr withdrawn, missed apch.

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EDDR/SCN
SAARBRUECKEN

JEPPESEN 18 DEC 20 (16-1)

SAARBRUECKEN, GERMANY
NDB Rwy 27

BRIEFING STRIP

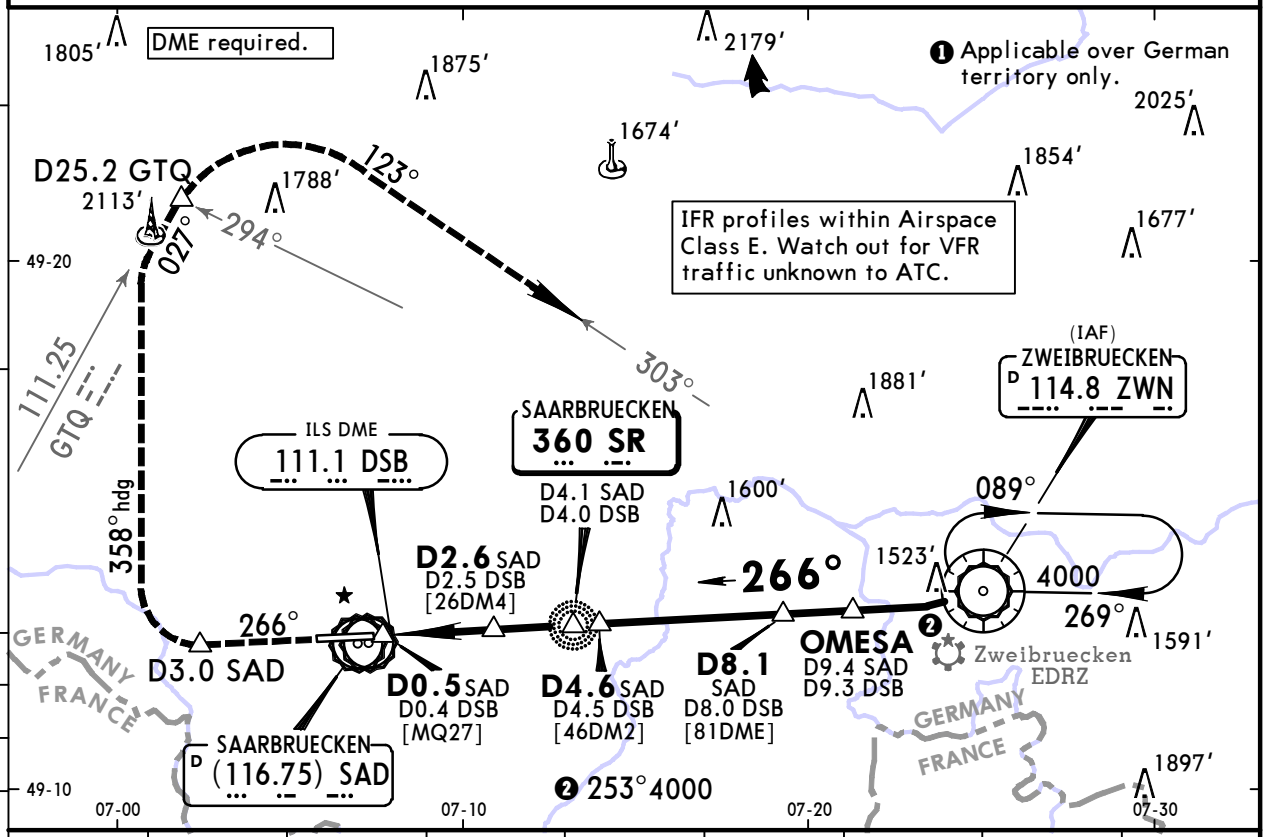
D-ATIS	LANGEN Radar (APP)	*SAARBRUECKEN Tower	*Ground
125.480	129.675	118.355	118.555

NDB SR	Final Apch Crs	OMESA	DA/MDA(H)	Apt Elev 1058′
360	266°	4000′ (2942′)	1580′ (522′)	Rwy 1058′

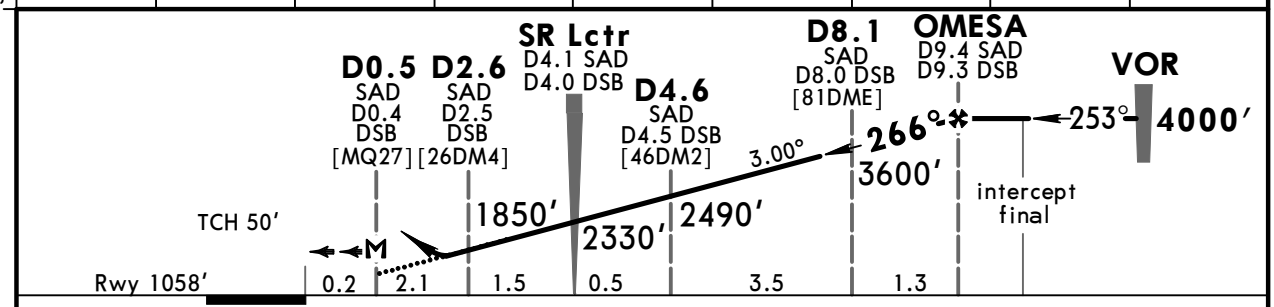
MISSED APCH: Climb on 266° from SR Lctr to D3.0 SAD or 2500′, whichever is later, then turn RIGHT on heading 358° to intercept and follow R-027 GTQ to D25.2 GTQ (crossing R-294 ZWN), then turn RIGHT to intercept and follow R-303 ZWN inbound to ZWN VOR climbing to 4000′. MAX 220 KT until established inbound ZWN.

4000 ❶ MSA ARP

Alt Set: hPa (IN on req) | Rwy Elev: 38 hPa | Trans level: By ATC | Trans alt: 5000′



SAD DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	1650′	1970′	2290′	2610′	2930′	3240′	3560′	3880′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.5 SAD/D0.4 DSB							

HIALS PAPI | 220 KT MAX | D3.0 SAD whichever later 2500′

Standard STRAIGHT-IN LANDING RWY 27

CDFA

DA/MDA(H) 1580′ (522′)

		ALS out
A	RVR 1500m	
B		
C	RVR 1700m	RVR 2400m
D		

CIRCLE-TO-LAND

Not authorized South of airport

Max Kts	MDA(H)	VIS
100	1670′ (612′)	1500m
135	1670′ (612′)	1600m
180	1840′ (782′)	2400m
205	1840′ (782′)	3600m

PANS OPS

CHANGES: GTQ VOR frequency.

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Chart changes since cycle 15-2023

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

SAARBRUECKEN, (SAARBRUECKEN - EDDR)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EDDR

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.