

List of pages in this Trip Kit

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- Terminal Charts For EDHL
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- Change Notices
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General Information

Location: LUEBECK DEU
ICAO/IATA: EDHL / LBC
Lat/Long: N53° 48.32', E010° 43.15'
Elevation: 55 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 3.0° 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: 0437 Z
Sunset: 1753 Z

Runway Information

Runway: 07
Length x Width: 6896 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 53 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Displaced Threshold: 590 ft

Runway: 25
Length x Width: 6896 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 48 ft
Lighting: Edge, ALS, Centerline

Communication Information

ATIS: 119.930
Luebeck Tower: 128.705
Luebeck Ground: 121.780
Luebeck Rescue Emergency: 121.555
Bremen Radar Radar: 119.510 RCO

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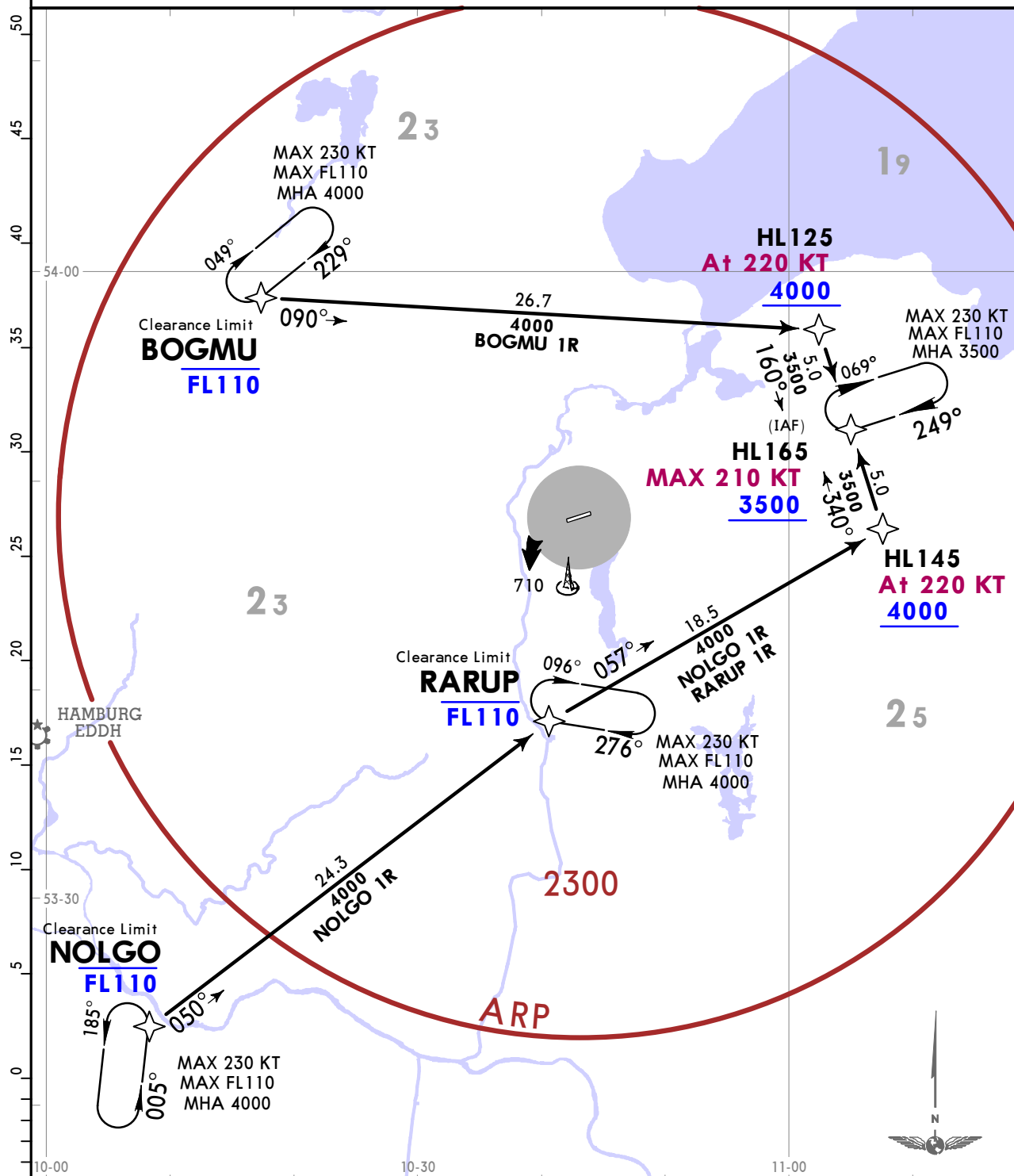
JEPPESEN
12 JUN 20 10-2 Eff 18 Jun

LUEBECK, GERMANY
RNAV STAR

*ATIS 119.930	Alt Set: hPa (IN on request) Trans level: By ATC 1. RNAV-1 equivalent. 2. RADAR required.
Apt Elev 55	3. RNAV (GPS, DME/DME, DME/IRU). 4. Speed restrictions and altitudes on STARs are always mandatory, unless cancelled by ATC. If unable to comply with speed restrictions advise ATC. 5. IFR profiles within airspace class E, watch out for VFR traffic unknown to ATC.

BOGMU 1R [BOGM1R], NOLGO 1R [NOLG1R], RARUP 1R [RARU1R]
RWY 25 RNAV ARRIVALS

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



STAR	ROUTING
BOGMU 1R	BOGMU (FL110-) - HL125 (K220; 4000+) - HL165 (K210-; 3500+).
NOLGO 1R	NOLGO (FL110-) - RARUP (FL110-) - HL145 (K220; 4000+) - HL165 (K210-; 3500+).
RARUP 1R	RARUP (FL110-) - HL145 (K220; 4000+) - HL165 (K210-; 3500+).

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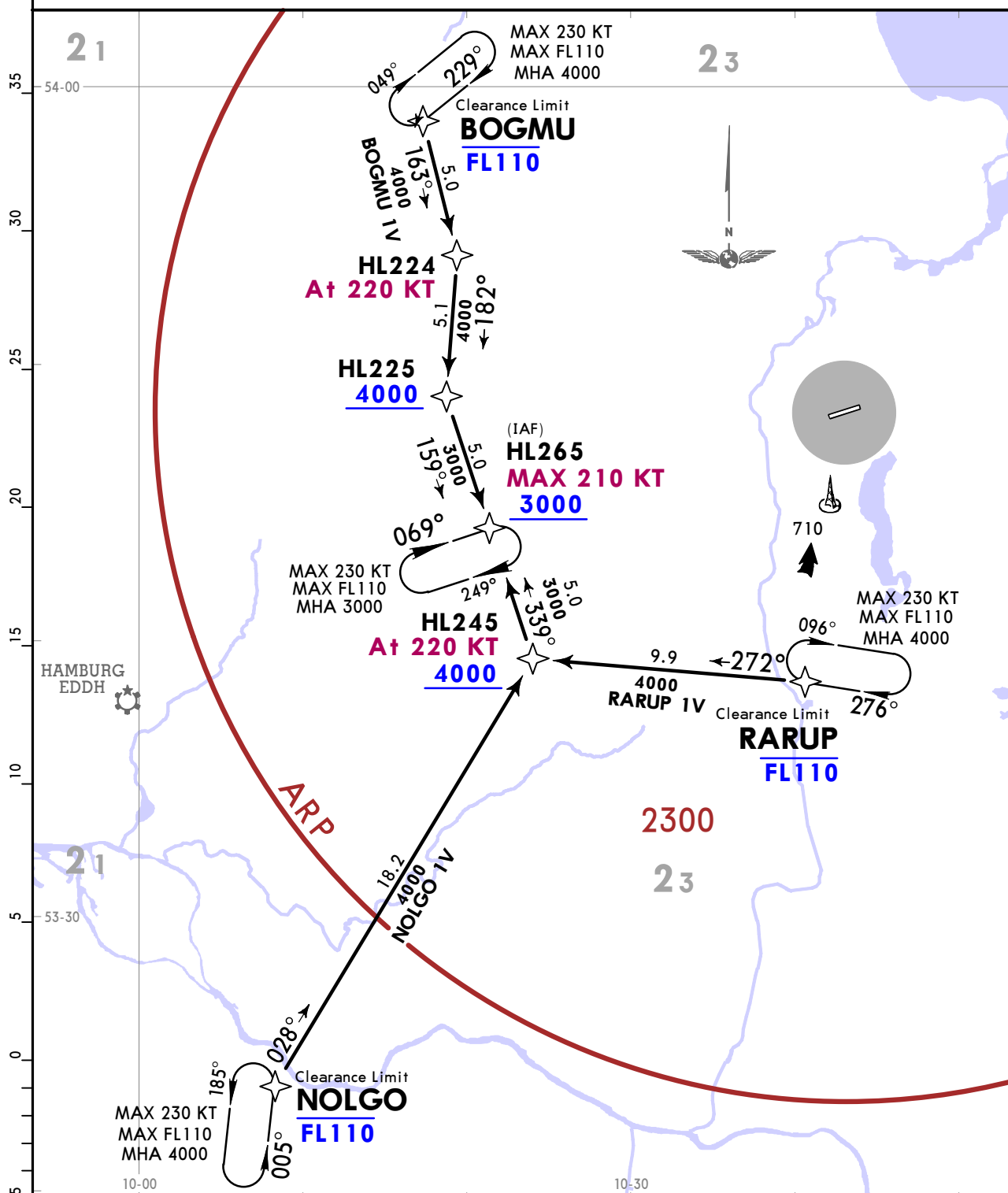
JEPPESSEN
12 JUN 20 (10-2A) Eff 18 Jun

LUEBECK, GERMANY
RNAV STAR

*ATIS 119.930	Alt Set: hPa (IN on request) Trans level: By ATC
Apt Elev 55	1. RNAV-1 equivalent. 2. RADAR required. 3. RNAV (GPS, DME/DME, DME/IRU). 4. Speed restrictions and altitudes on STARs are always mandatory, unless cancelled by ATC. If unable to comply with speed restrictions advise ATC. 5. IFR profiles within airspace class E, watch out for VFR traffic unknown to ATC.

BOGMU 1V [BOGM1V], NOLGO 1V [NOLG1V], RARUP 1V [RARU1V]
RWY 07 RNAV ARRIVALS

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



STAR	ROUTING
BOGMU 1V	BOGMU (FL110-) - HL224 (K220) - HL225 (4000+) - HL265 (K210-; 3000+).
NOLGO 1V	NOLGO (FL110-) - HL245 (K220; 4000+) - HL265 (K210-; 3000+).
RARUP 1V	RARUP (FL110-) - HL245 (K220; 4000+) - HL265 (K210-; 3000+).

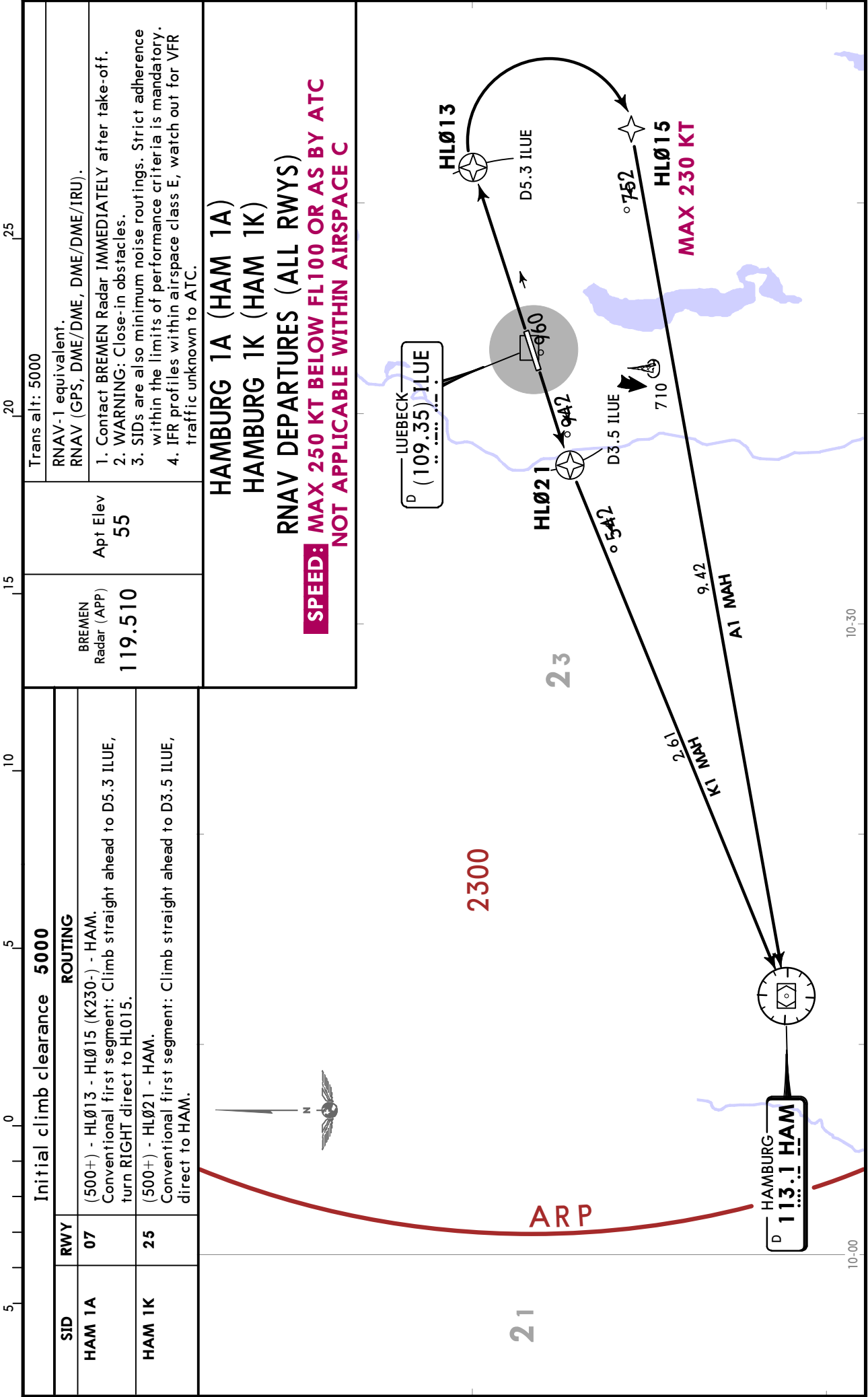
CHANGES: New procedures at this airport.

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JEPPESSEN
2 JUN 23 10-3

LUEBECK, GERMANY
RNAV SID



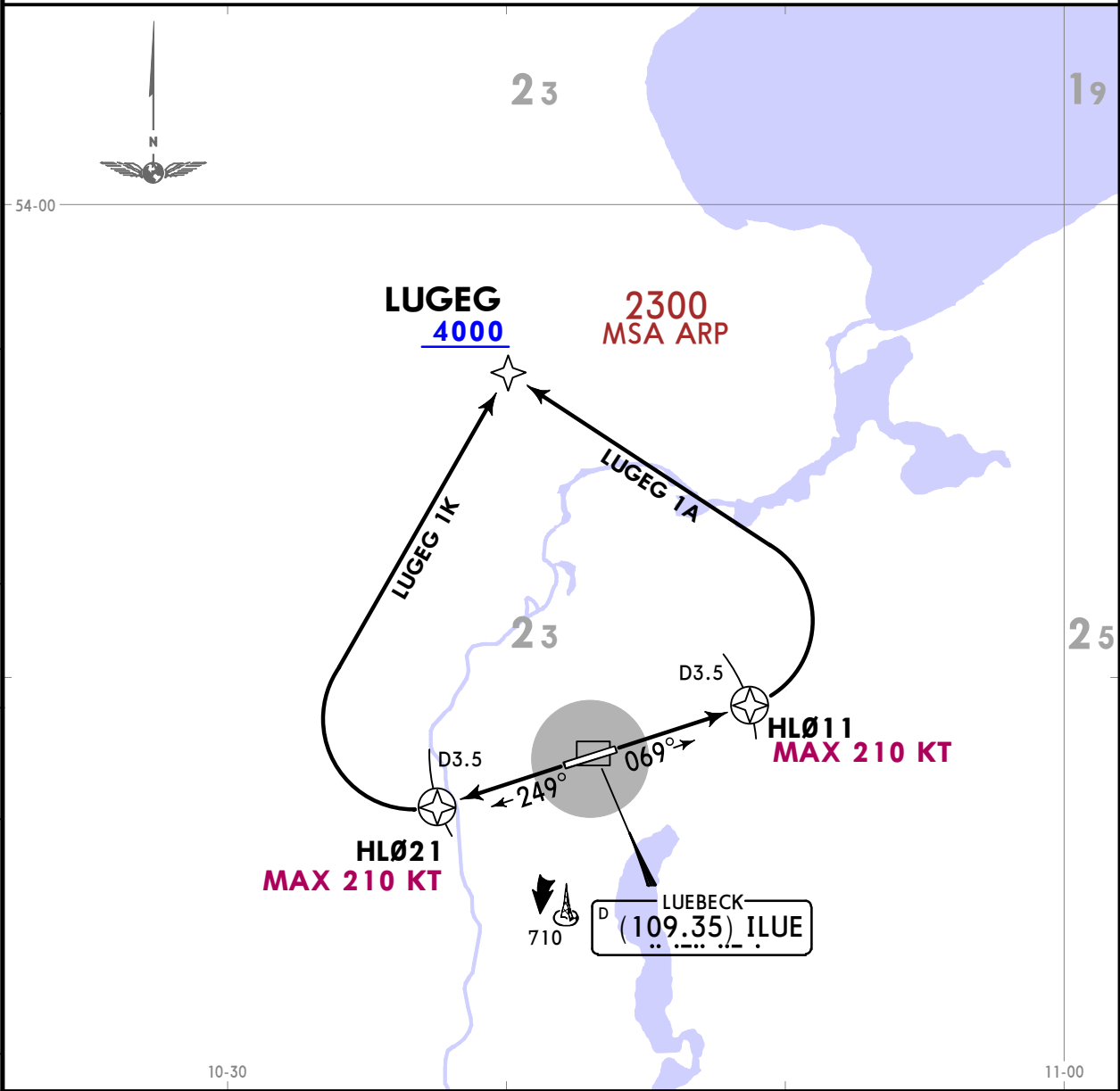
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JEPPESEN
2 JUN 23 (10-3A)

LUEBECK, GERMANY
RNAV SID

BREMEN Radar (APP) 119.510	Apt Elev 55	Trans alt: 5000
		RNAV-1 equivalent. RNAV (GPS, DME/DME, DME/DME/IRU).
		1. Contact BREMEN Radar IMMEDIATELY after take-off. 2. WARNING: Close-in obstacles. 3. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory. 4. IFR profiles within airspace class E, watch out for VFR traffic unknown to ATC.

LUGEG 1A [LUGE1A]
LUGEG 1K [LUGE1K]
RNAV DEPARTURES (ALL RWYS)
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require a minimum climb gradient of 4.6% (280 FT/NM) due to MEA.		Gnd speed-KT	75	100	150	200	250	300
		4.6% V/V (fpm)	349	466	699	932	1165	1397
Initial climb clearance 5000								
SID	RWY	ROUTING						
LUGEG 1A	07	(500+) - HLØ11 (K210-) - LUGEG (4000+). Conventional first segment: Climb straight ahead to D3.5 ILUE, turn LEFT direct to LUGEG.						
LUGEG 1K	25	(500+) - HLØ21 (K210-) - LUGEG (4000+). Conventional first segment: Climb straight ahead to D3.5 ILUE, turn RIGHT direct to LUGEG.						

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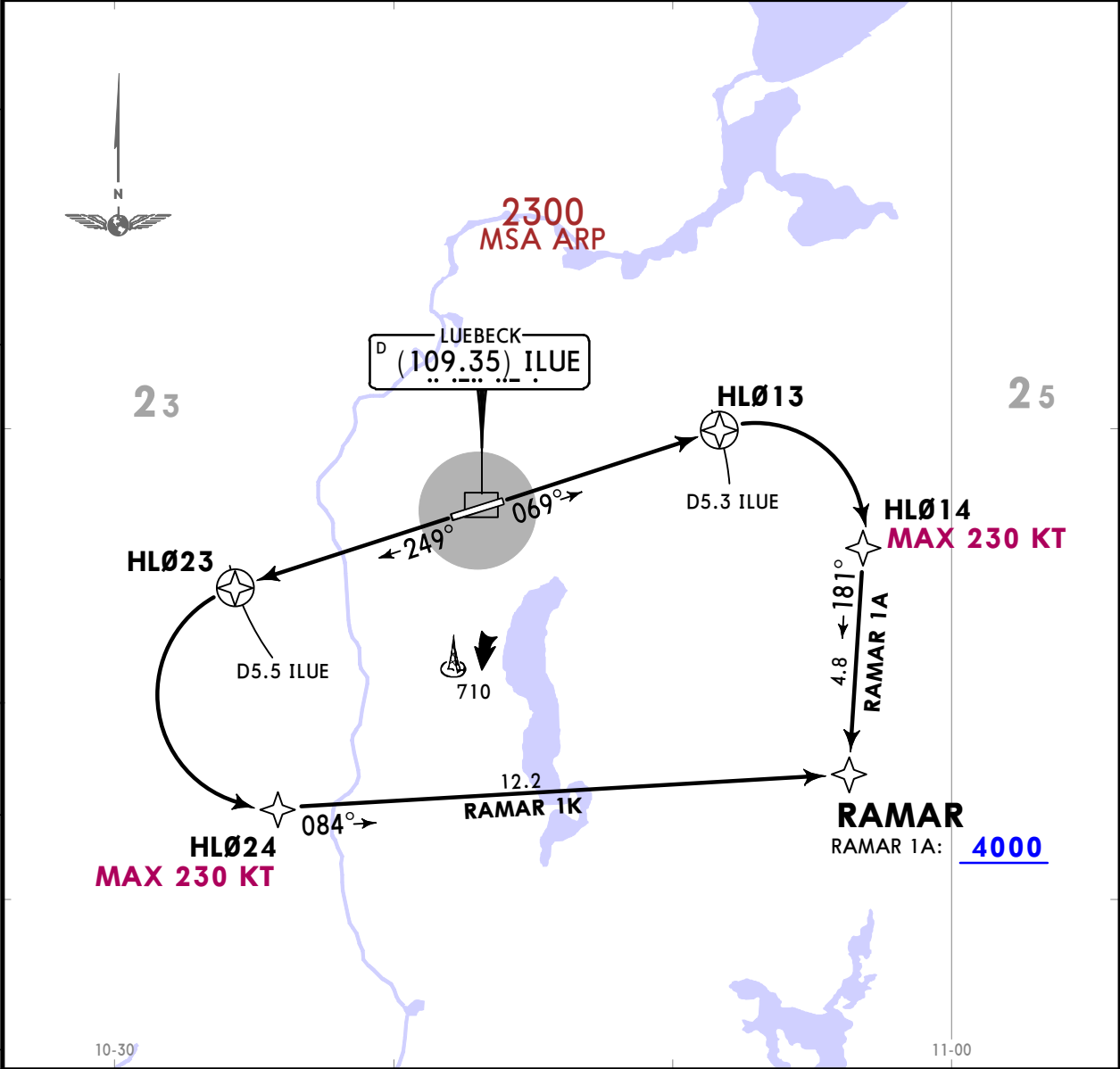
JEPPESSEN
27 NOV 20 10-3B Eff 3 Dec

LUEBECK, GERMANY
RNAV SID

BREMEN Radar (APP) 119.510	Apt Elev 55	Trans alt: 5000 1. RNAV-1 equivalent. 2. RNAV (GPS, DME/DME, DME/DME/IRU) 3. Contact BREMEN Radar IMMEDIATELY after take-off. 4. EXPECT close-in obstacles. 5. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory. 6. IFR profiles within airspace class E, watch out for VFR traffic unknown to ATC.
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RAMAR 1A [RAMA1A]
RAMAR 1K [RAMA1K]
RNAV DEPARTURES

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

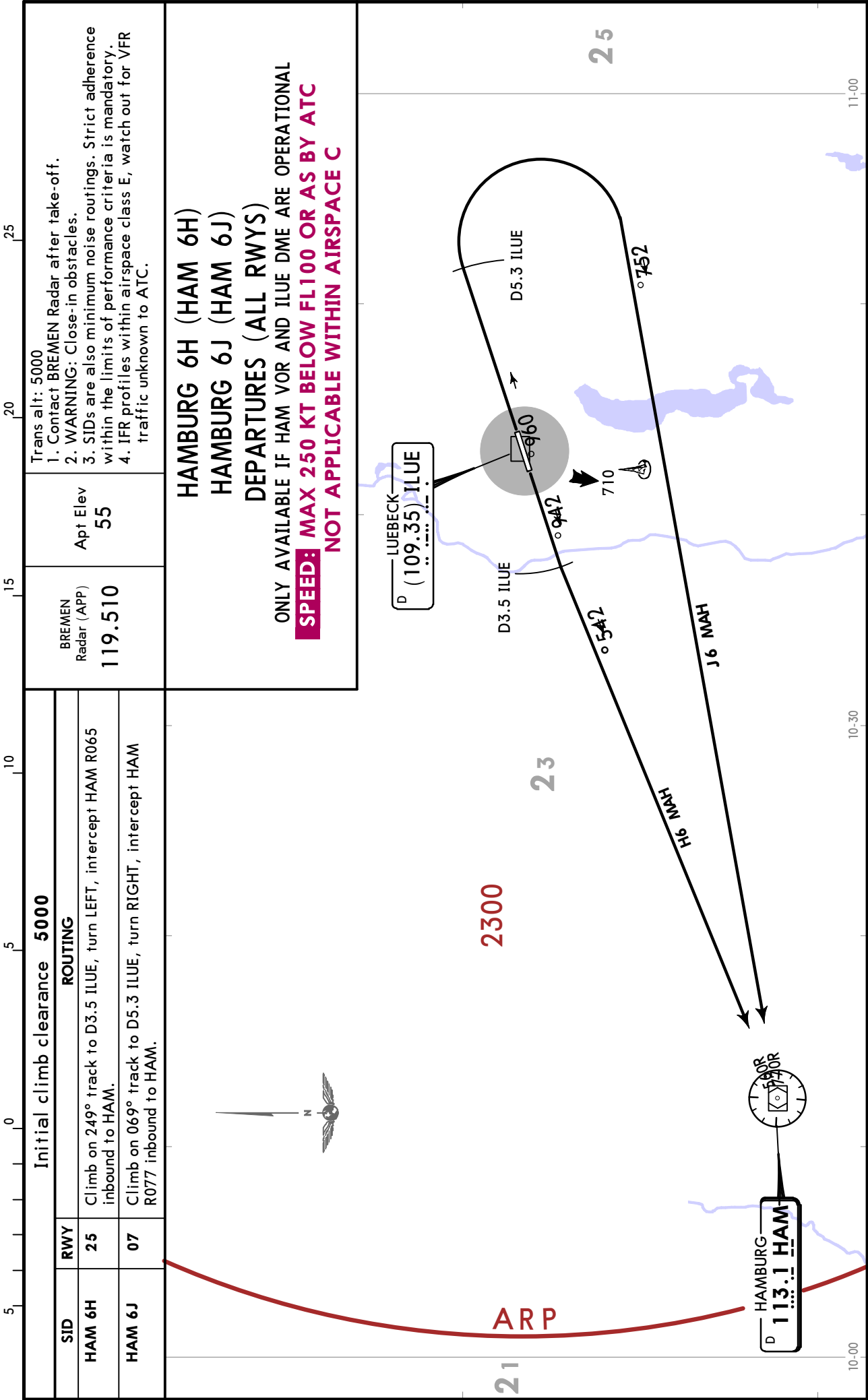


RAMAR 1A		This SID requires a minimum climb gradient of 280 per NM (4.6%) due to MEA.	<table><tr><td>Gnd speed-KT</td><td>75</td><td>100</td><td>150</td><td>200</td><td>250</td><td>300</td></tr><tr><td>280 per NM</td><td>350</td><td>467</td><td>700</td><td>933</td><td>1167</td><td>1400</td></tr></table>						Gnd speed-KT	75	100	150	200	250	300	280 per NM	350	467	700	933	1167	1400
Gnd speed-KT	75		100	150	200	250	300															
280 per NM	350		467	700	933	1167	1400															
Initial climb clearance 5000																						
SID	RWY	ROUTING																				
RAMAR 1A	07	(500+) - HL013 - HL014 (K230-) - RAMAR (4000+). Conventional first segment: Climb straight ahead to D5.3 ILUE, turn RIGHT direct to HL014.																				
RAMAR 1K	25	(500+) - HL023 - HL024 (K230-) - RAMAR. Conventional first segment: Climb straight ahead to D5.5 ILUE, turn LEFT direct to HL024.																				

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JEPPESSEN
2 JUN 23 10-3D

LUEBECK, GERMANY
SID



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JEPPESSEN
2 JUN 23 10-3E

LUEBECK, GERMANY
SID

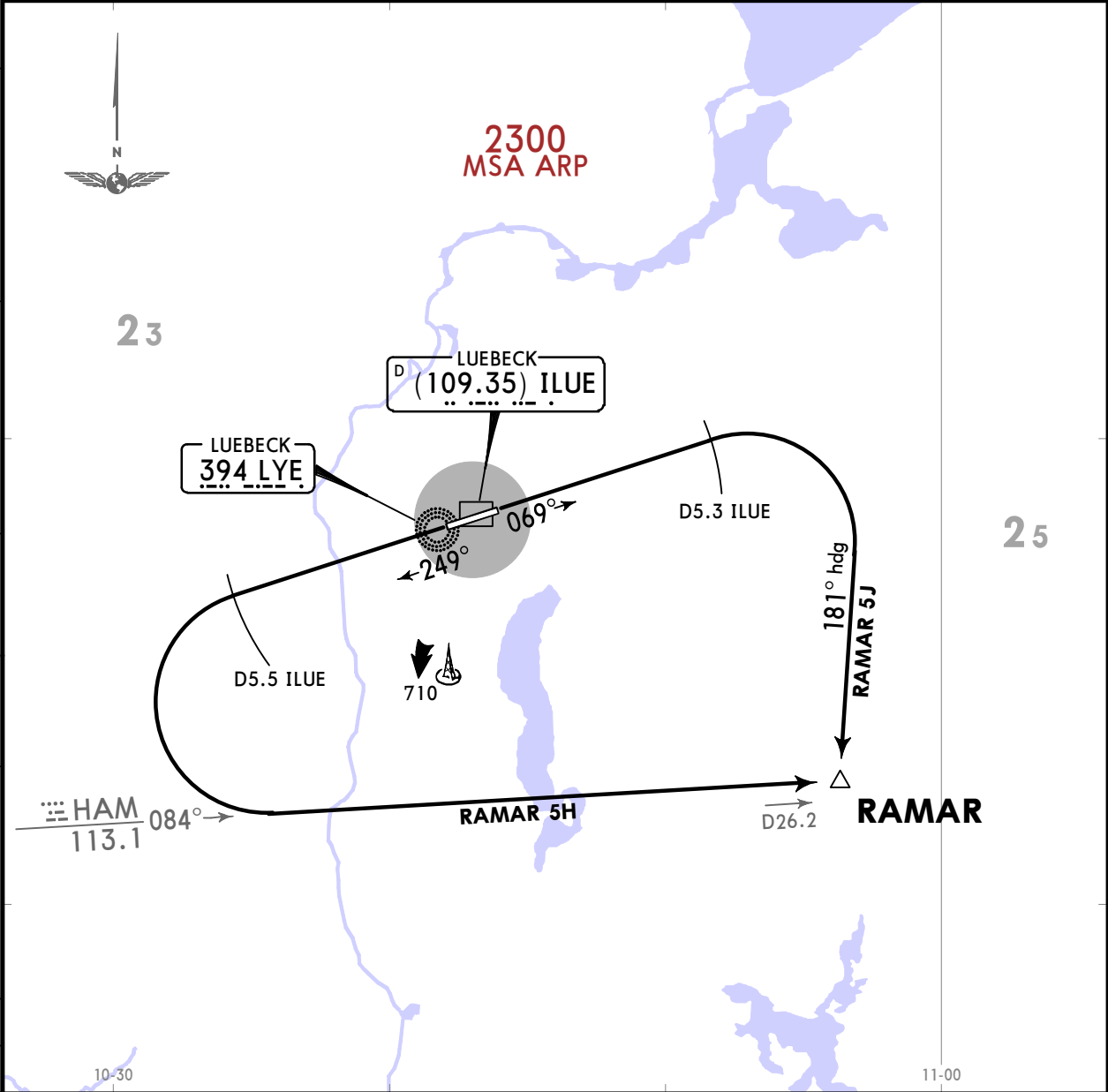
BREMEN Radar (APP) 119.510	Apt Elev 55	Trans alt: 5000 1. Contact BREMEN Radar after take-off. 2. WARNING: Close-in obstacles. 3. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory. 4. IFR profiles within airspace class E, watch out for VFR traffic unknown to ATC.
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RAMAR 5H [RAMA5H]
ONLY AVAILABLE IF HAM VORDME AND ILUE DME ARE OPERATIONAL

RAMAR 5J [RAMA5J]
ONLY AVAILABLE IF HAM VORDME, ILUE DME AND LYE NDB ARE OPERATIONAL

DEPARTURES (ALL RWYS)

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



RAMAR 5J This SID requires a minimum climb gradient of 4.6% (280 FT/NM) to cross RAMAR at or above 4000 due to MEA.								<table><tr><td>Gnd speed-KT</td><td>75</td><td>100</td><td>150</td><td>200</td><td>250</td><td>300</td></tr><tr><td>4.6% V/V (fpm)</td><td>349</td><td>466</td><td>699</td><td>932</td><td>1165</td><td>1397</td></tr></table>							Gnd speed-KT	75	100	150	200	250	300	4.6% V/V (fpm)	349	466	699	932	1165	1397
Gnd speed-KT	75	100	150	200	250	300																						
4.6% V/V (fpm)	349	466	699	932	1165	1397																						
Initial climb clearance 5000																												
SID		RWY	ROUTING																									
RAMAR 5H		25	Climb on 249° track to D5.5 ILUE, turn LEFT, intercept HAM R084 to RAMAR.																									
RAMAR 5J		07	On 069° bearing from LYE to D5.3 ILUE, turn RIGHT, 181° heading to RAMAR.																									

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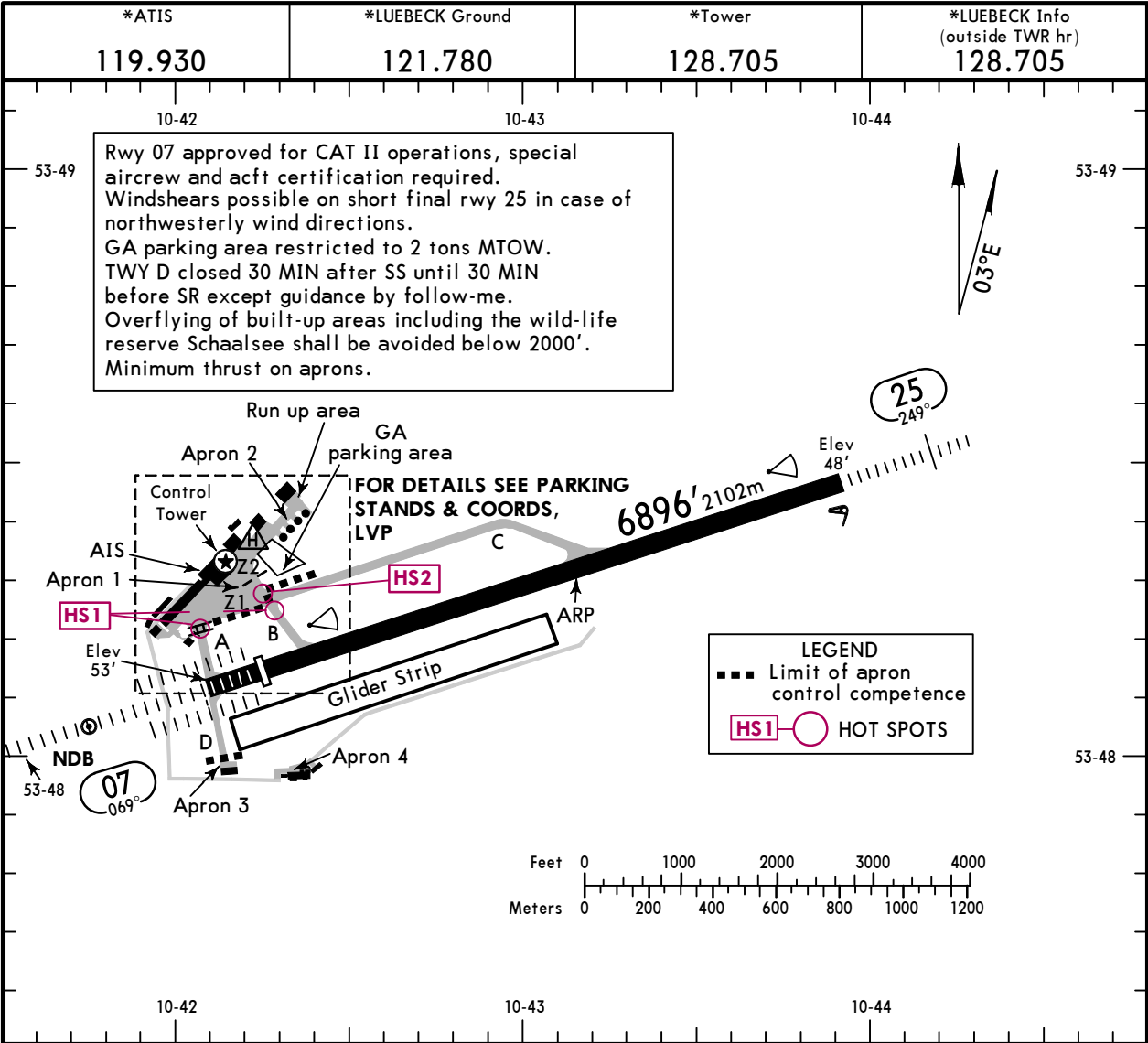
Apt Elev 53'
N53 48.3 E010 43.2

JEPPESSEN

13 JAN 23 10-9

LUEBECK, GERMANY

BLANKENSEE



ADDITIONAL RUNWAY INFORMATION							
RWY						USABLE LENGTHS	
						LANDING BEYOND	
						Threshold	TAKE-OFF
07	HIRL ①	CL (15m)	ALSF-II	TDZ	REIL	PAPI-L ②	③
25	HIRL ①	CL (15m)	HIALS	REIL	PAPI-L ②		

① Spacing 60m. ② (angle 3.0°)

③ TAKE-OFF RUN AVAILABLE

RWY 07:

From rwy head 6896' (2102m)
twy B int 5830' (1777m)

RWY 25:

From rwy head 6896' (2102m)
twy C int 4035' (1230m)

HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS1 Location of holding points are unexpectedly far away from Rwy.

HS2 Taxilane intersection can be temporarily blocked by pushed back aircraft.

Standard

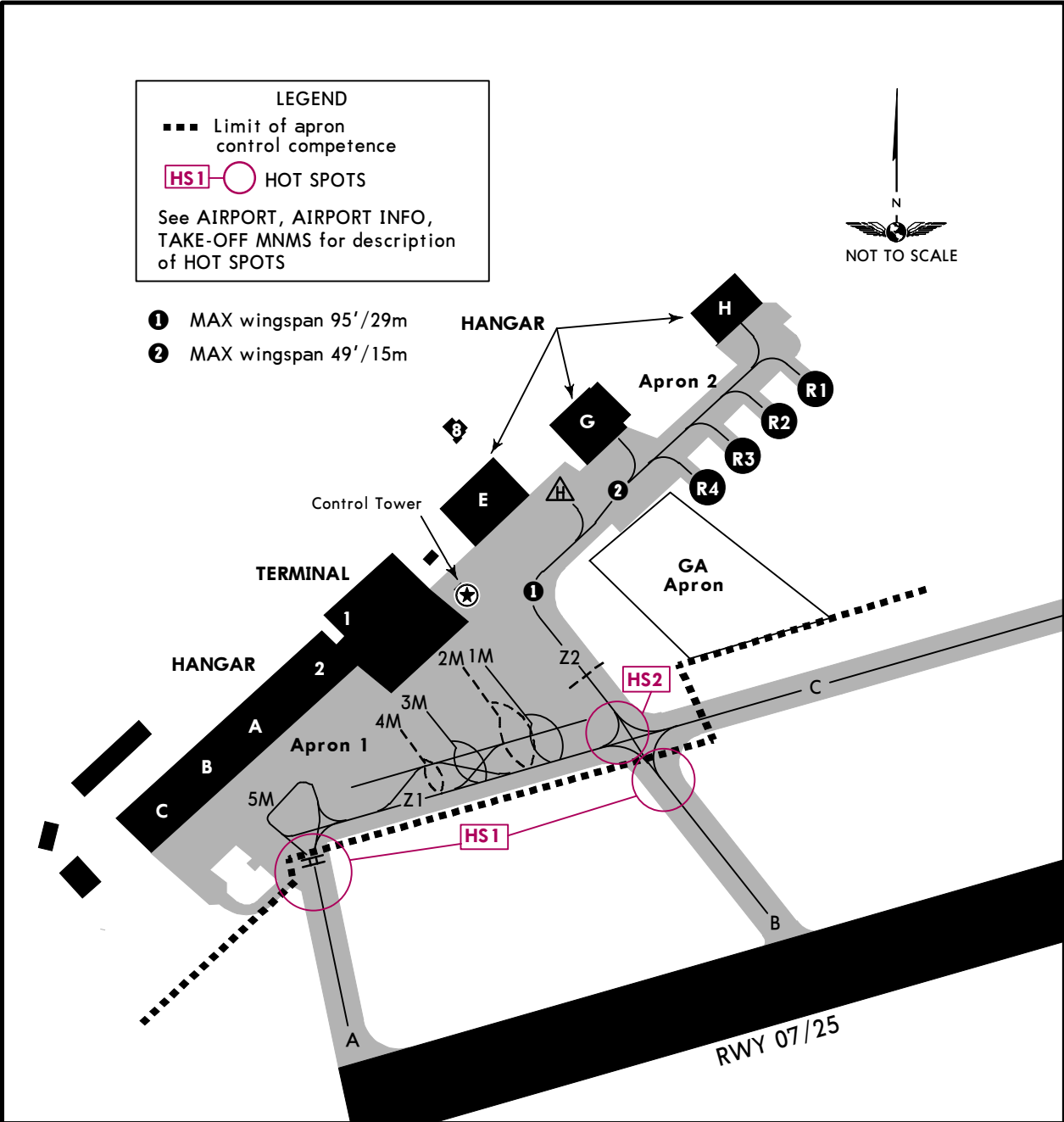
TAKE-OFF

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

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JEPPESSEN
13 JAN 23 (10-9A)

LUEBECK, GERMANY
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INS COORDINATES	
STAND No.	COORDINATES
1M, 2M	N53 48.3 E010 42.2
3M, 4M	N53 48.3 E010 42.1
5M	N53 48.2 E010 42.0

LOW VISIBILITY PROCEDURE (LVP)

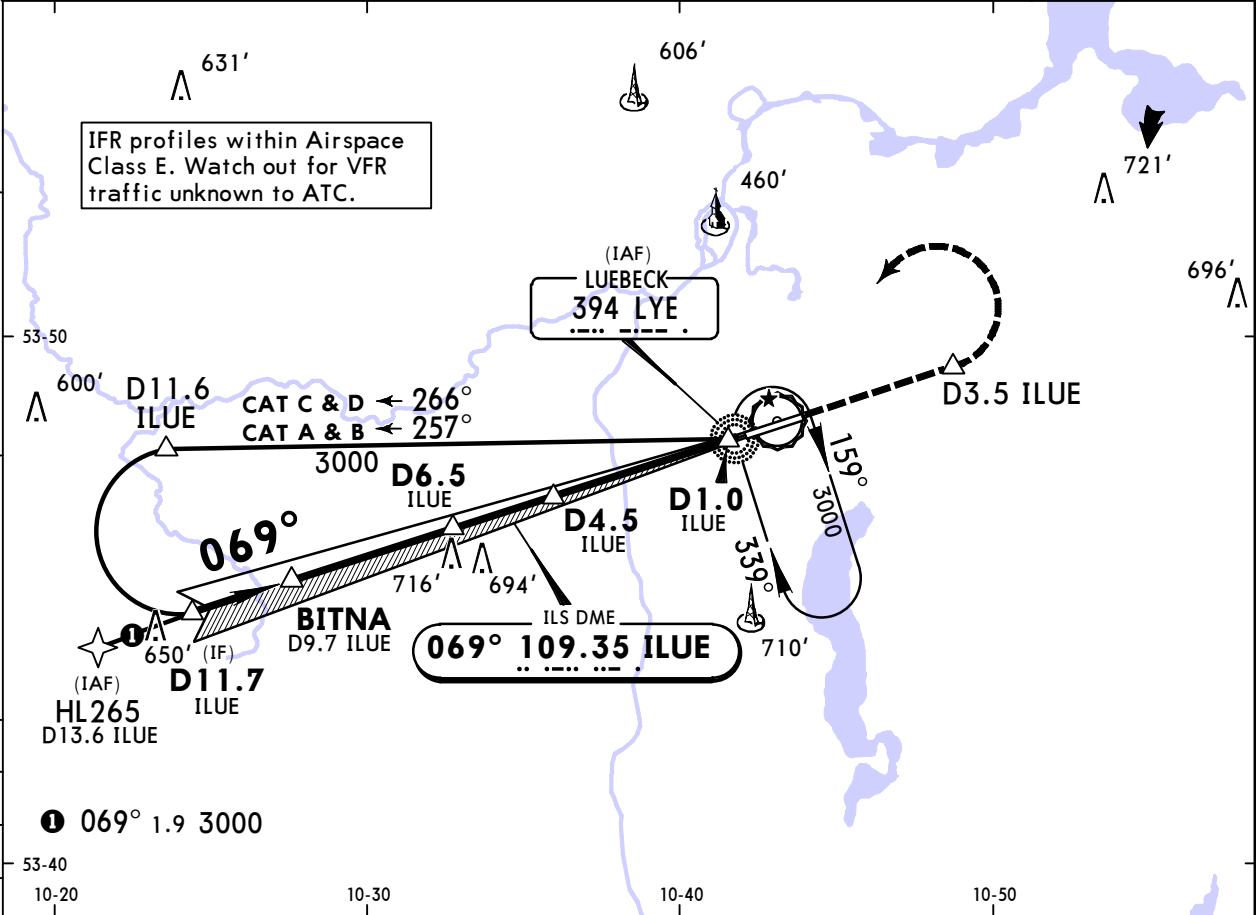
All-weather operations are permitted for Rwy 07 up to CAT II (runway visual range not less than 300 m).
In CAT II, taxiing is exclusively via Twy A. Within the area of responsibility of the aerodrome operator, Acft will be guided by a follow-me vehicle.

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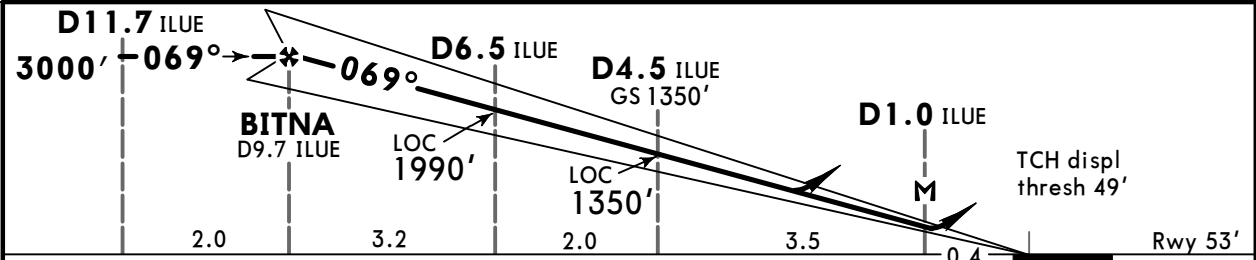
JEPPESEN
11 DEC 20 11-1

LUEBECK, GERMANY
ILS or LOC Rwy 07

*ATIS		BREMEN Radar (APP)		*LUEBECK Tower (within 25 NM up to 4000')		*Ground	
119.930		119.510		128.705		121.780	
LOC ILUE 109.35	Final Apch Crs 069°	BITNA 3000' (2947')	ILS DA(H) Refer to Minimums	Apt Elev 53' Rwy 53'	2300 MSA ARP		
MISSED APCH: Climb STRAIGHT AHEAD to D3.5 ILUE, then turn LEFT (MAX 210 KT) direct to Lctr climbing to 3000'.							
Alt Set: hPa (IN on req) Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 5000'							
DME required.							



LOC (GS out)	ILUE DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2780'	2460'	2140'	1830'	1510'	1190'	870'	550'



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II REIL PAPI	D3.5 ILUE
ILS GS or LOC Descent angle 3.00°	372	478	531	637	743	849		
MAP at D1.0 ILUE								

Standard		STRAIGHT-IN LANDING RWY 07			LOC (GS out)	
		ILS			CDFA	
A: 253' (200')		C: 269' (216')			DA/MDA(H) 510' (457')	
DA(H) B: 259' (206')		D: 279' (226')				
FULL		TDZ or CL out	ALS out	ALS out		
A	RVR 550m	RVR 550m I	RVR 1200m	RVR 1400m	RVR 1500m	
B					RVR 2100m	
C						
D						

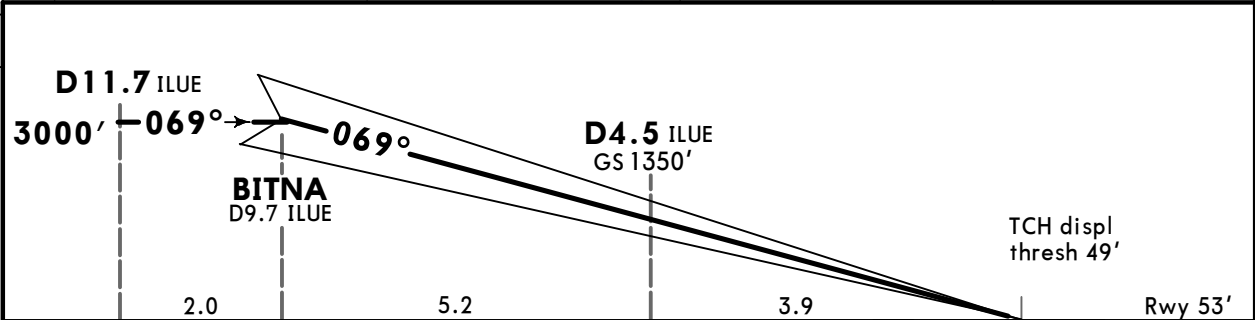
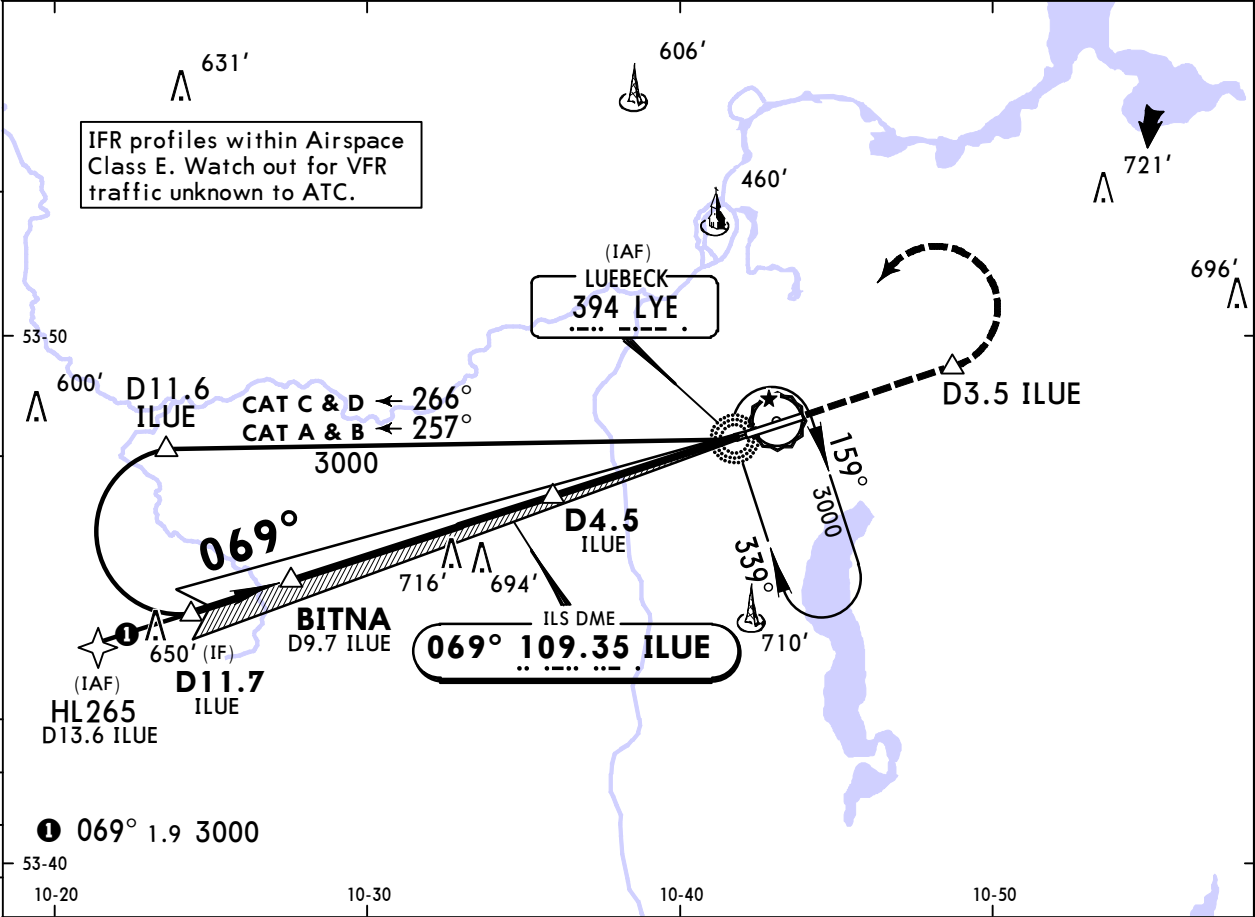
1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

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JEPPESSEN
11 DEC 20 **(11-1A)**

LUEBECK, GERMANY
CAT II ILS Rwy 07

*ATIS 119.930		BREMEN Radar (APP) 119.510		*LUEBECK Tower (within 25 NM up to 4000') 128.705		*Ground 121.780	
LOC ILUE 109.35	Final Apch Crs 069°	BITNA 3000' (2947')		CAT II ILS Refer to Minimums	Apt Elev 53' Rwy 53'	2300 MSA ARP	
MISSED APCH: Climb STRAIGHT AHEAD to D3.5 ILUE, then turn LEFT (MAX 210 KT) direct to Lctr climbing to 3000'.							
Alt Set: hPa (IN on req) Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 5000'							
1. Special aircrew & acft certification required. 2. DME required.							



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II REIL PAPI	D3.5 ILUE
GS	3.00°	372	478	531	637	743		

Standard STRAIGHT-IN LANDING RWY 07 CAT II ILS			
RA ^A 102' DA(H) 153'(100')	RA ^B 105' DA(H) 155'(102')	RA ^C 119' DA(H) 168'(115')	RA ^D 133' DA(H) 181'(128')
RVR 300m		RVR 400m	

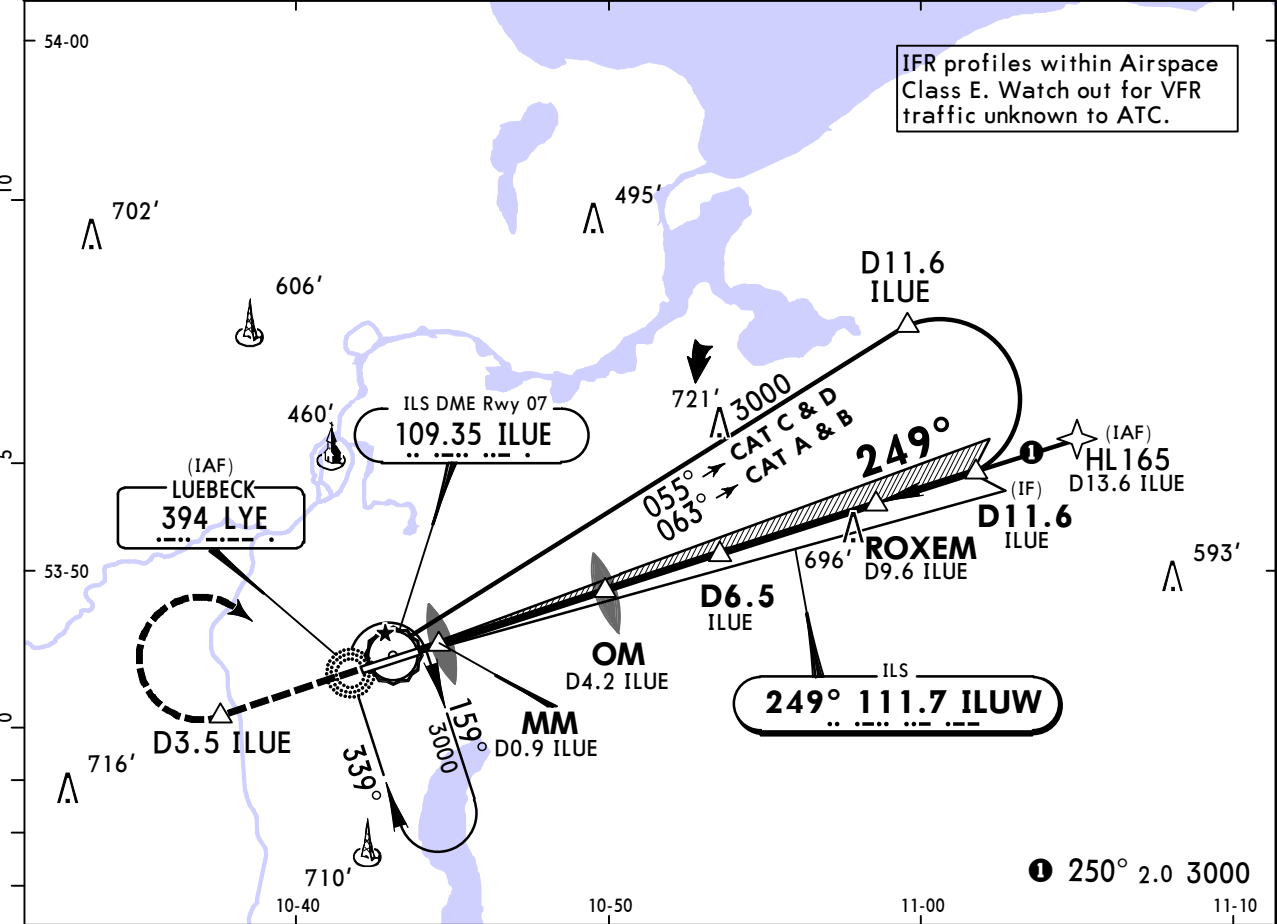
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JEPPESEN
11 DEC 20 11-2

LUEBECK, GERMANY
ILS or LOC Rwy 25

BRIEFING STRIP

*ATIS 119.930		BREMEN Radar (APP) 119.510		*LUEBECK Tower (within 25 NM up to 4000') 128.705		*Ground 121.780	
LOC ILUW 111.7	Final Apch Crs 249°	ROXEM 3000' (2952')		ILS DA(H) Refer to Minimums	Apt Elev 53' Rwy 48'	2300 MSA ARP	
MISSED APCH: Climb STRAIGHT AHEAD to D3.5 ILUE, then turn RIGHT (MAX 210 KT) direct to Lctr climbing to 3000'.							
Alt Set: hPa (IN on req) Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 5000'							
1. LOC: DME required. 2. WARNING: Windshears possible on short final rwy 25 in case of northerly wind directions.							



LOC
(GS out)

ILUE DME

2.0

3.0

4.0

5.0

6.0

7.0

8.0

9.0

ALTITUDE

580'

900'

1220'

1540'

1850'

2170'

2490'

2810'

MM

D0.9 ILUE

TCH
50'

M

0.4

OM

D4.2 ILUE
GS 1280'

3.3

D6.5 ILUE

LOC
2010'

3.1

D11.6 ILUE

3000'

2.0

249°

249°

ROXEM

D9.6 ILUE

LOC
1280'

2.3

Rwy 48'

0.4

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/D0.9 ILUE

HIALS

REIL

PAPI

D3.5
ILUE

↑

Standard

ILS

STRAIGHT-IN LANDING RWY 25

DA(H)

A: 275' (227')

C: 294' (246')

B: 285' (237')

D: 304' (256')

LOC (GS out)

CDFA

DA/MDA(H)

490' (442')

FULL

ALS out

DA/MDA(H)

ALS out

A

B

C

D

RVR 800m

RVR 1300m

RVR 1200m

RVR 1600m

RVR 2200m

RVR 1500m

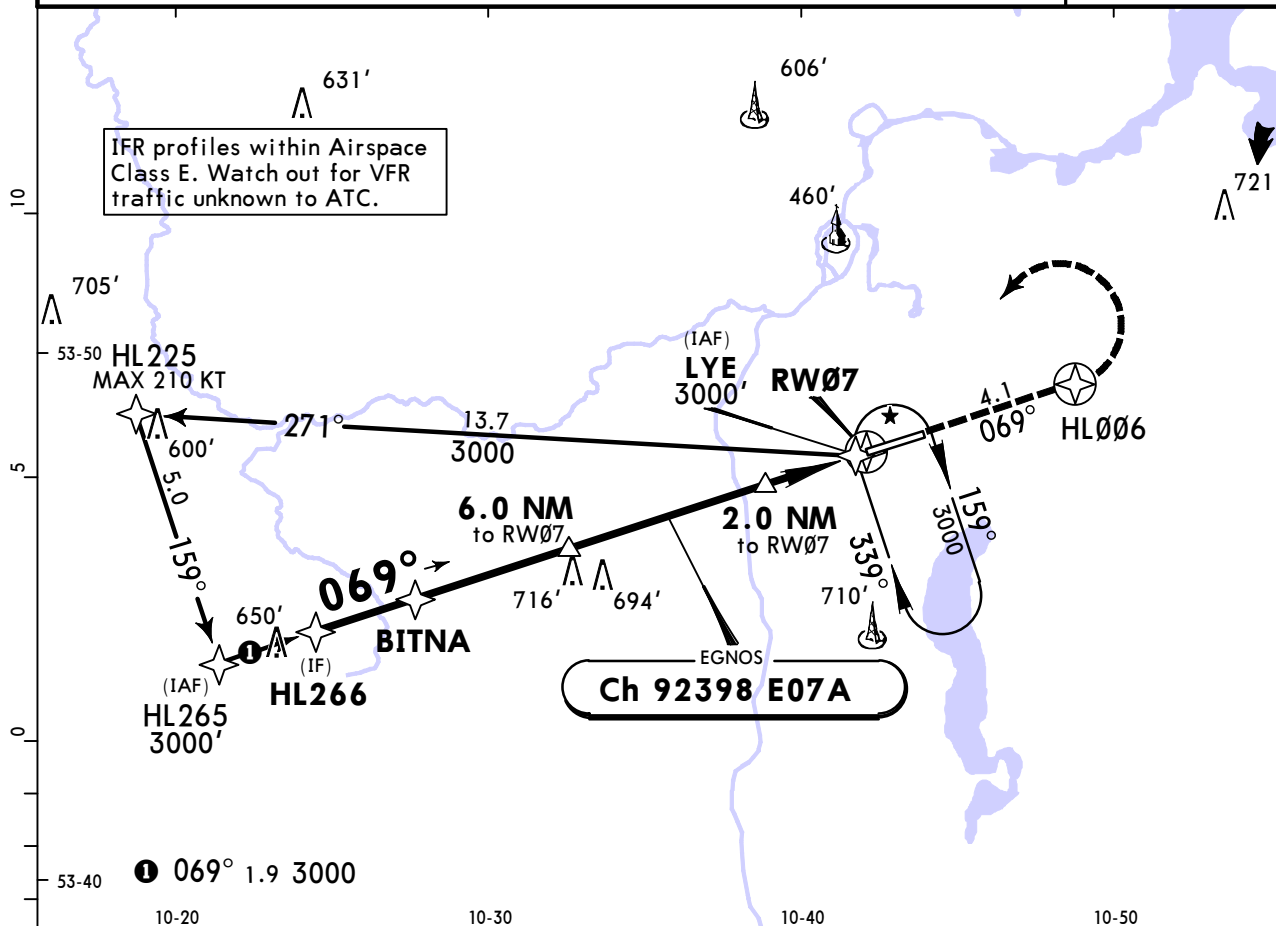
PANS OPS

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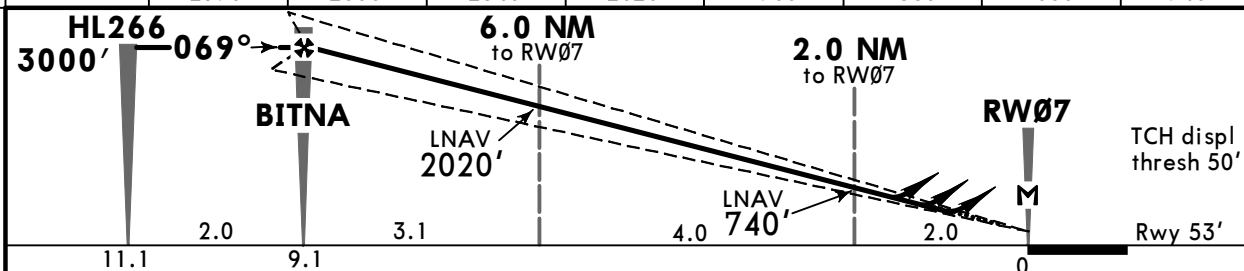
JEPPESSEN
11 DEC 20 (12-1)

LUEBECK, GERMANY
RNP Rwy 07

*ATIS 119.930	BREMEN Radar (APP) 119.510	*LUEBECK Tower (within 25 NM up to 4000') 128.705	*Ground 121.780
EGNOS CH 92398 E07A	Final Apch Crs 069°	BITNA 3000' (2947')	LPV CAT I Refer to Minimums
Apt Elev 53'			
Rwy 53'			
MISSED APCH: Climb on 069° to HL006 (MAX 210 KT), then turn LEFT direct to LYE climbing to 3000'.			
Alt Set: hPa (IN on req) Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 5000'			
Baro-VNAV not authorized below -15° C.			
2300 MSA ARP			



DIST to RW07	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2970'	2660'	2340'	2020'	1700'	1380'	1060'	740'



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	HL006	069°	MAX 210 KT
Glide Path Angle	3.00°	372	478	531	637	743	849	REIL PAPI		
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW07										

Standard			STRAIGHT-IN LANDING RWY 07			LNAV		
LPV CAT I			LNAV/VNAV			CDFA		
A: 253' (200') C: 269' (216')			A: 304' (251') C: 324' (271')			DA/MDA(H) 450' (397')		
DA(H) B: 259' (206') D: 279' (226')			DA(H) B: 314' (261') D: 333' (280')					
TDZ or CL out		ALS out	ALS out		ALS out		ALS out	
A								
B	RVR 550m	RVR 550m I	RVR 1200m	RVR 600m	RVR 1300m	RVR 1100m	RVR 1500m	
C								
D							RVR 1800m	

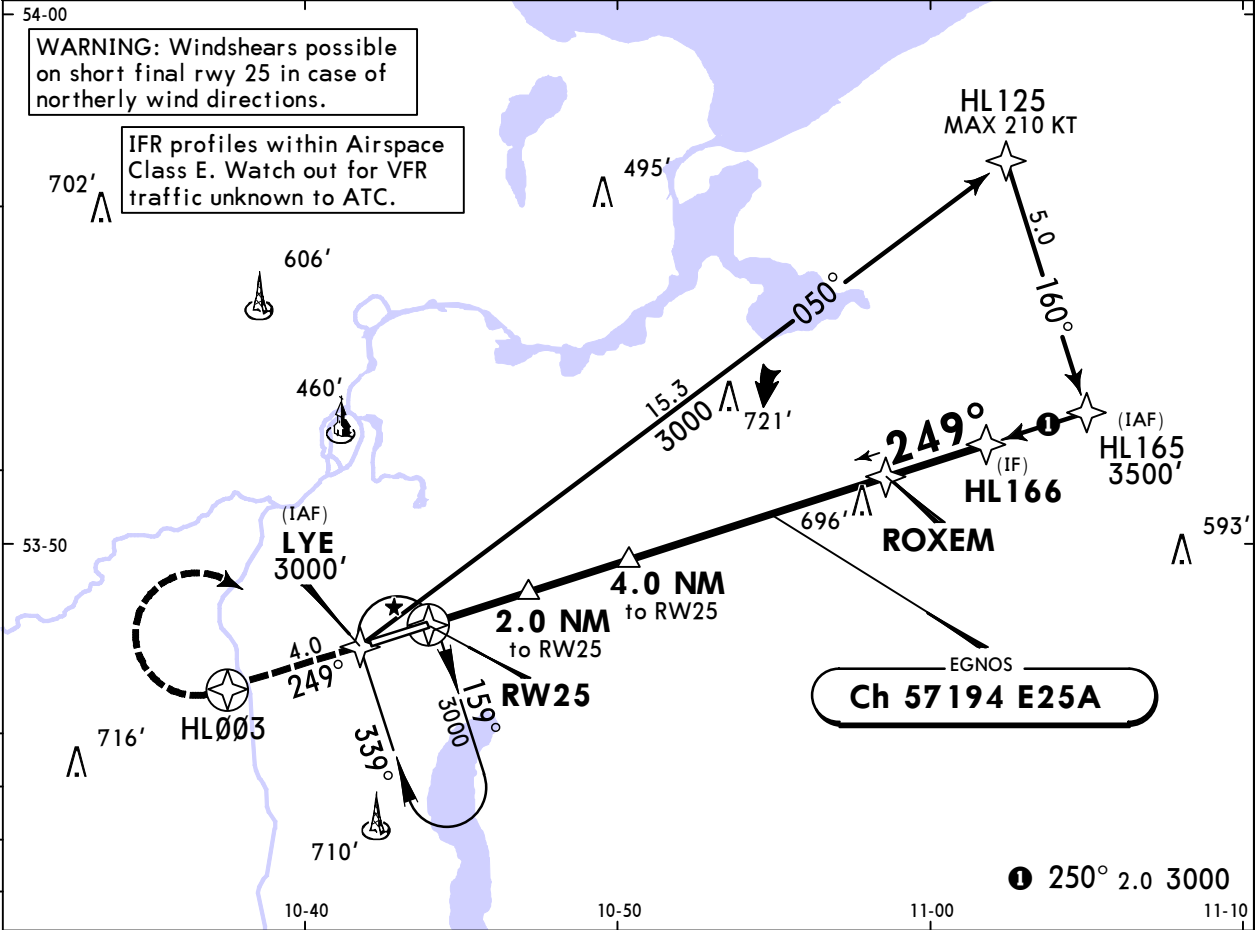
I RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

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BLANKENSEE

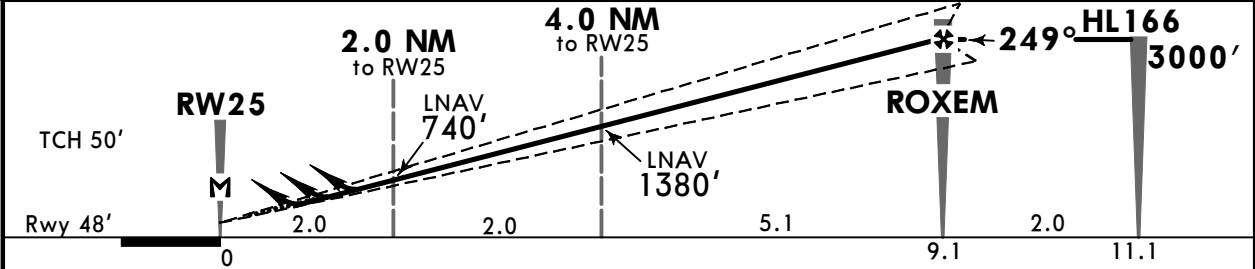
JEPPESEN
11 DEC 20 12-2

LUEBECK, GERMANY
RNP Rwy 25

*ATIS 119.930		BREMEN Radar (APP) 119.510		*LUEBECK Tower (within 25 NM up to 4000') 128.705		*Ground 121.780	
EGNOS CH 57194 E25A	Final Apch Crs 249°	ROXEM 3000' (2952')	LPV CAT I Refer to Minimums	Apt Elev 53' Rwy 48'	2300 MSA ARP		
MISSED APCH: Climb on 249° to HL003 (MAX 210 KT), then turn RIGHT direct to LYE climbing to 3000'.							
Alt Set: hPa (IN on req) Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 5000'							
Baro-VNAV not authorized below -15° C.							



DIST to RW25	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	740'	1060'	1380'	1690'	2010'	2330'	2650'	2970'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI	HL003 on 249° MAX 210 KT
Glide Path Angle	3.00°	372	478	531	637	743		
LPV, LNAV/VNAV: MAP at DA								
LNAV: MAP at RW25								

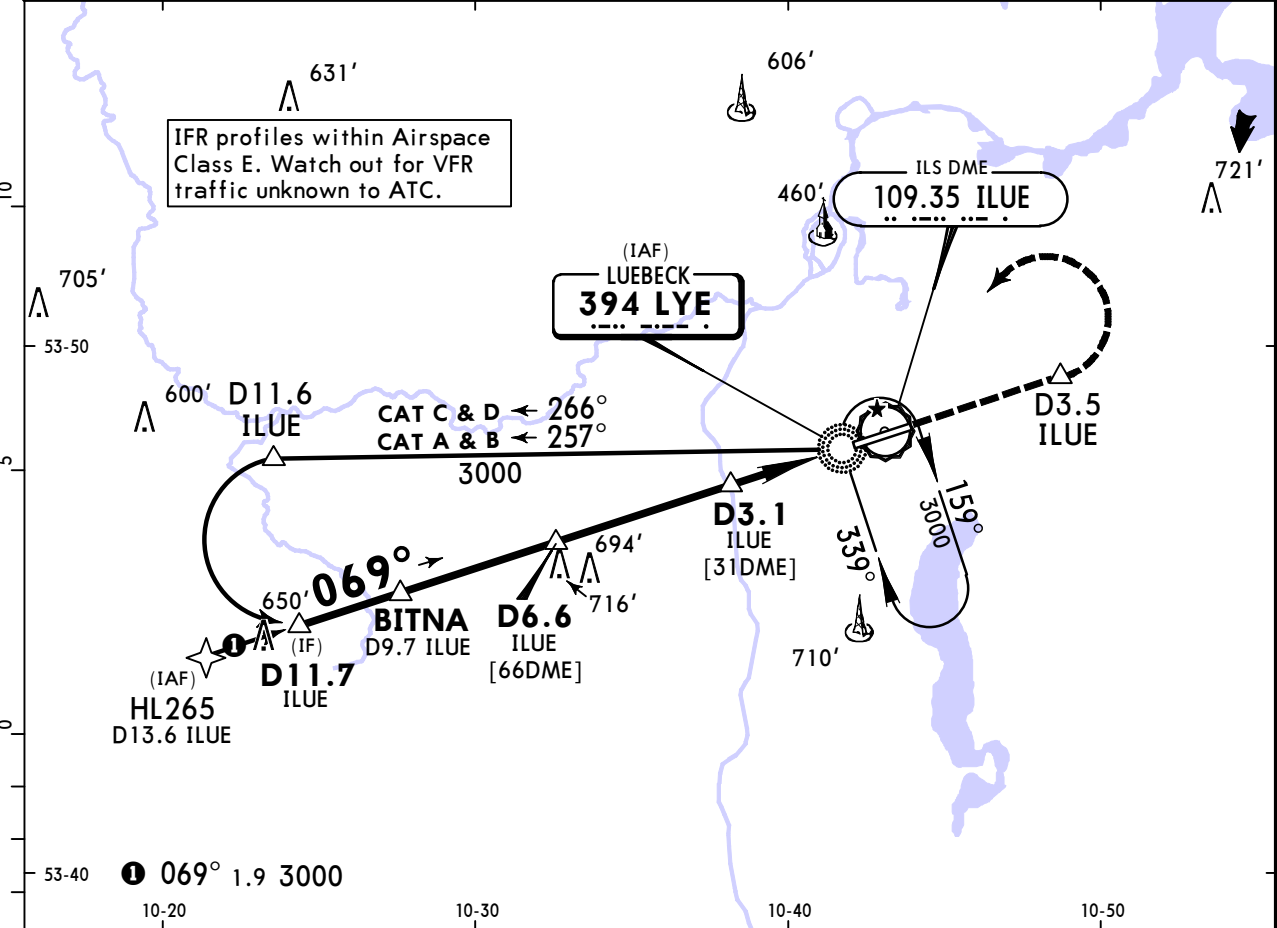
Standard		STRAIGHT-IN LANDING RWY 25				
LPV CAT I			LNAV/VNAV		LNAV CDFA	
DA(H)			DA(H)			
A: 275' (227') C: 294' (246')			A: 298' (250') C: 310' (262')			
B: 285' (237') D: 304' (256')			B: 300' (252') D: 320' (272')		DA/MDA(H) 460' (412')	
		ALS out		ALS out		ALS out
A	RVR 800m	RVR 1200m	RVR 800m	RVR 1300m	RVR 1500m	RVR 1500m
B		RVR 1300m	RVR 900m			RVR 1900m
C						
D						

EDHL/LBC
BLANKENSEE

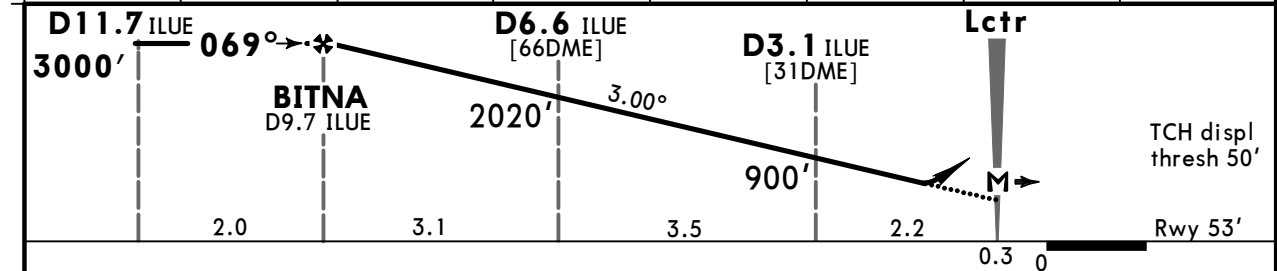
JEPPESSEN
11 DEC 20 (16-1)

LUEBECK, GERMANY
NDB Rwy 07

BRIEFING STRIP™	*ATIS 119.930		BREMEN Radar (APP) 119.510		*LUEBECK Tower (within 25 NM up to 4000') 128.705		*Ground 121.780	
	Lctr LYE 394	Final Apch Crs 069°	BITNA 3000' (2947')		DA/MDA(H) 600' (547')	Apt Elev 53' Rwy 53'	2300 MSA ARP	
	MISSED APCH: Climb STRAIGHT AHEAD to D3.5 ILUE, then turn LEFT (MAX 210 KT) direct to Lctr climbing to 3000'.							
	Alt Set: hPa (IN on req) Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 5000'							
	DME required.							



ILUE DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	2780'	2460'	2150'	1830'	1510'	1190'	870'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI	D3.5 ILUE
Descent angle 3.00°	372	478	531	637	743	849		
MAP at Lctr								

STRAIGHT-IN LANDING RWY 07								
CDFA								
DA/MDA(H) 600' (547')								
ALS out								

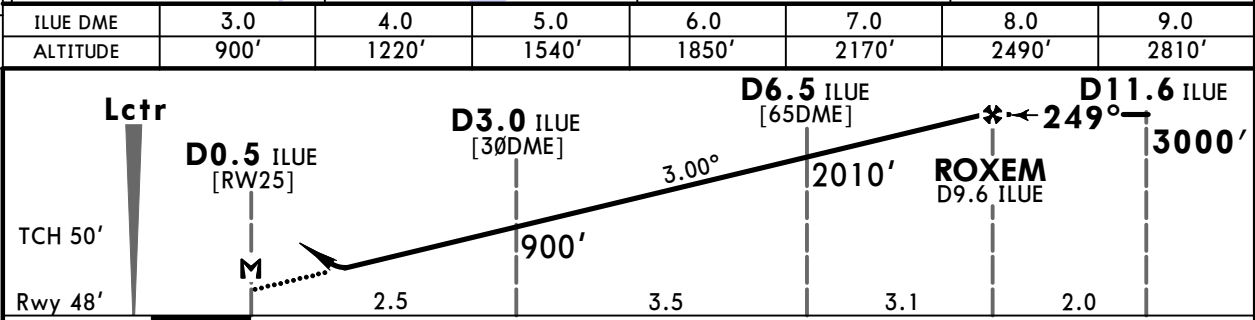
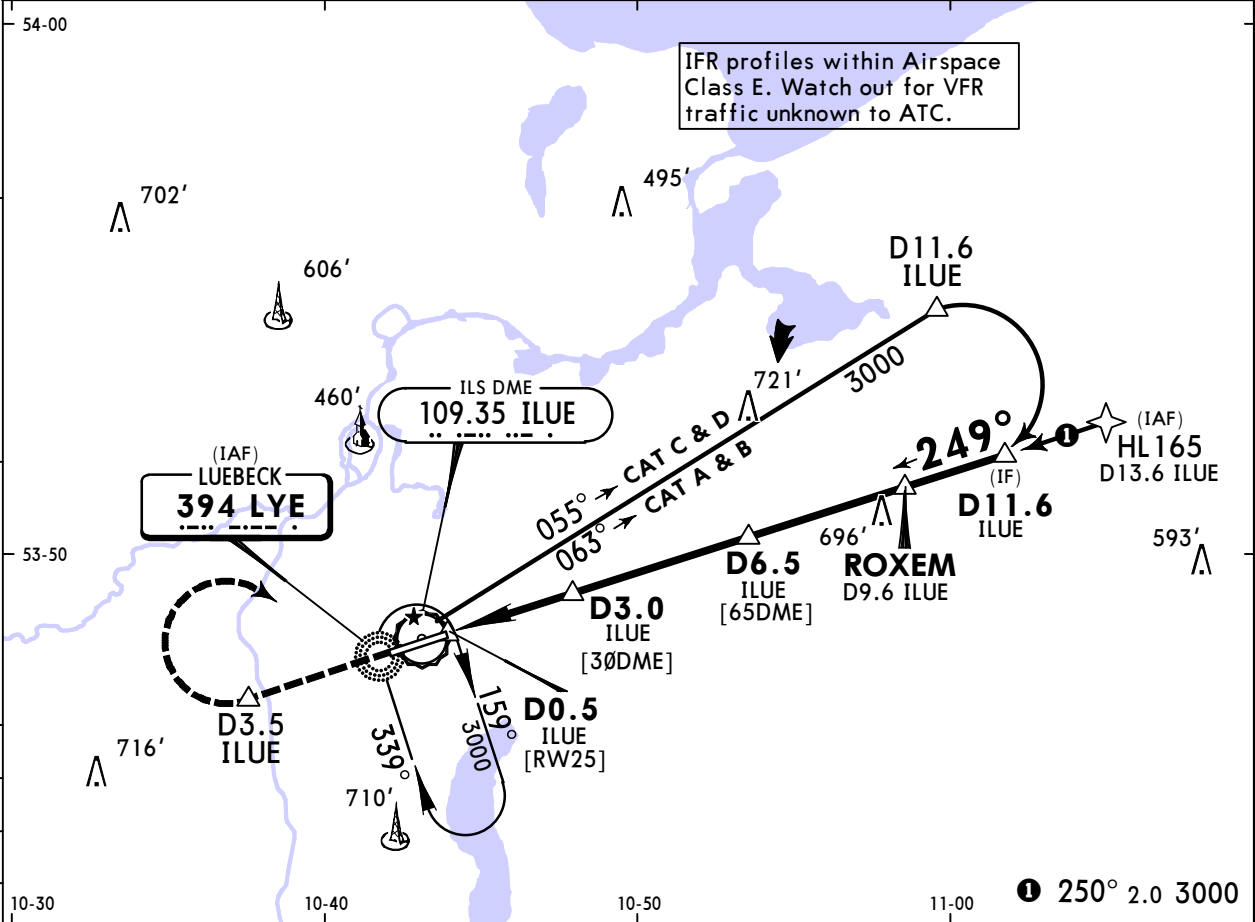
A	RVR 1500m	
B		
C	RVR 1800m	RVR 2400m
D		

EDHL/LBC
BLANKENSEE

JEPPESEN
11 DEC 20 16-2

LUEBECK, GERMANY
NDB Rwy 25

*ATIS		BREMEN Radar (APP)		*LUEBECK Tower (within 25 NM up to 4000')		*Ground	
119.930		119.510		128.705		121.780	
Lctr LYE 394	Final Apch Crs 249°	ROXEM 3000' (2952')	DA/MDA(H) 610' (562')	Apt Elev 53' Rwy 48'	2300 MSA ARP		
MISSED APCH: Climb STRAIGHT AHEAD to D3.5 ILUE, then turn RIGHT (MAX 210 KT) direct to Lctr climbing to 3000'.							
Alt Set: hPa (IN on req) Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 5000'							
1. DME required. 2. WARNING: Windshears possible on short final rwy 25 in case of northerly wind directions.							



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI	D3.5 ILUE ▲	
Descent angle	3.00°	372	478	531	637	743			849
MAP at D0.5 ILUE									
Standard									
STRAIGHT-IN LANDING RWY 25									
CDFA									
DA/MDA(H) 610' (562')									
						ALS out			
A	RVR 1500m								
B									
C	RVR 2200m				RVR 2400m				
D									

Chart changes since cycle 15-2023

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
LUEBECK, (BLANKENSEE - EDHL)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EDHL

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 Bueckeberg, 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 not approved for Low Visibility Take-off Operations (LVTO) with an RVR below 400m because of missing LVP.