

List of pages in this Trip Kit

- Trip Kit Index
- Airport Information For EDLW
- Terminal Charts For EDLW
- Revision Letter For Cycle 16-2023
- Change Notices
- Notebook

General Information

Location: DORTMUND DEU
ICAO/IATA: EDLW / DTM
Lat/Long: N51° 31.10', E007° 36.73'
Elevation: 425 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 1.0° 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: 0453 Z
Sunset: 1802 Z

Runway Information

Runway: 06
Length x Width: 6562 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 418 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Displaced Threshold: 984 ft

Runway: 24
Length x Width: 6562 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 401 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Displaced Threshold: 984 ft

Communication Information

ATIS: 125.130
Dortmund Tower: 134.180
Dortmund Ground: 121.830
Langen Radar Radar: 125.225 RCO

EDLW/DTM
DORTMUND

JEPPESSEN

DORTMUND, GERMANY

29 APR 22

10-3

SID

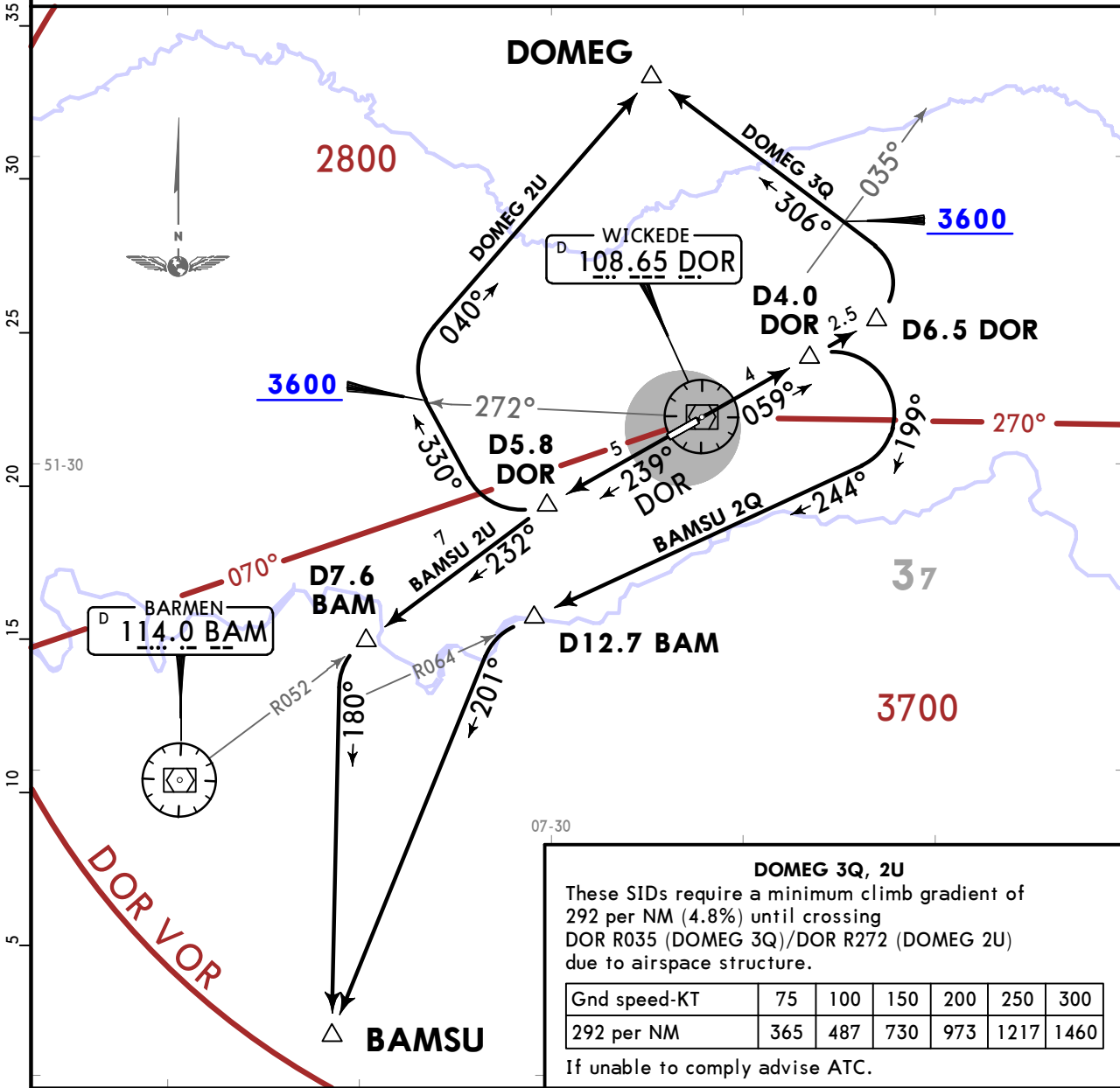
LANGEN Radar (APP)
125.225

Apt Elev
425

- 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. IFR profiles within airspace class E. Watch out for VFR traffic unknown to ATC.

BAMSU 2Q, BAMSU 2U
DOMEQ 3Q, DOMEQ 2U
DEPARTURES
(ALL RWYS)

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



Initial climb clearance 5000

SID	RWY	ROUTING
BAMSU 2Q	06	Intercept DOR R059 to D4.0 DOR, turn RIGHT, 199° track, intercept BAM R064 inbound to D12.7 BAM ❶, turn LEFT, 201° track to BAMSU.
BAMSU 2U	24	Intercept DOR R239 to D5.8 DOR, turn LEFT, intercept BAM R052 inbound to D7.6 BAM ❷, turn LEFT, 180° track to BAMSU.
DOMEQ 3Q	06	Intercept DOR R059 to D6.5 DOR, turn LEFT ❸, 306° track to DOMEQ.
DOMEQ 2U	24	Intercept DOR R-239 to D5.8 DOR, turn RIGHT, 330° track, when passing DOR R272 turn RIGHT ❹, 040° track to DOMEQ.

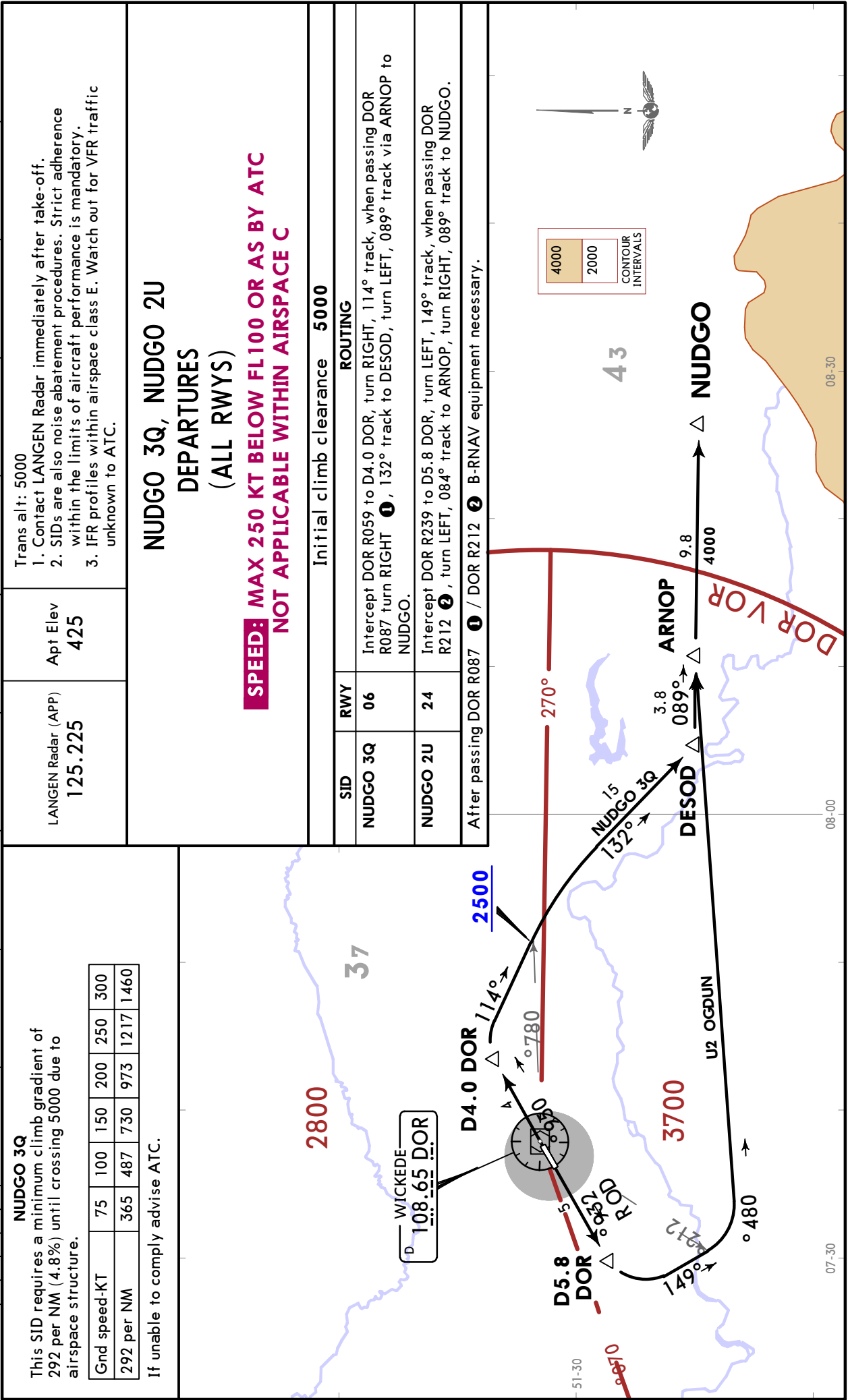
After D12.7 BAM ❶/ D7.6 BAM ❷/ DOR R035 ❸/ DOR R272 ❹ B-RNAV equipment necessary.

© JEPPESEN, 2022. ALL RIGHTS RESERVED.

EDLW/DTM
DORTMUND

29 APR 22 10-3B

DORTMUND, GERMANY
SID



EDLW/DTM
DORTMUND

JEPPESSEN
29 APR 22 10-3C

DORTMUND, GERMANY
SID

LANGEN Radar (APP)
125.225

Apt Elev
425

- 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. IFR profiles within airspace class E. Watch out for VFR traffic unknown to ATC.

OSNABRUCK 8Q (OSN 8Q)
OSNABRUCK 2U (OSN 2U)
DEPARTURES
(ALL RWYS)

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

OSN 2U
This SID requires a minimum climb gradient of 292 per NM (4.8%) until crossing DOR R272 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
292 per NM	365	487	730	973	1217	1460

If unable to comply advise ATC.

OSNABRUECK
114.3 OSN



25

27

23.2
5000

52-00

D25.0 DOR

DOR VOR

43

HAMM
D 115.65 HMM



37

D5.0 HMM

DOMEQ

2800

WICKEDE
D 108.65 DOR

D6.5 DOR

OSN 2U

040°

272°

330°

070°

51-30

07-30

08-00

08-00

08-00

08-00

08-00

08-00

08-00

Initial climb clearance 5000

SID	RWY	ROUTING
OSN 8Q	06	Intercept DOR R059 to D6.5 DOR, turn LEFT, intercept HMM R166 inbound to D5.0 HMM, turn RIGHT, intercept OSN R220 inbound to OSN.
OSN 2U	24	Intercept DOR R239 to D5.8 DOR, turn RIGHT, 330° track, when passing DOM R272 turn RIGHT ①, intercept OSN R220 inbound via DOMEQ to OSN.

① After passing DOR R272 B-RNAV equipment necessary.

CHANGES: New format.

© JEPPESSEN, 2022. ALL RIGHTS RESERVED.

EDLW/DTM
DORTMUND

JEPPESSEN
29 APR 22 10-3E

DORTMUND, GERMANY
RNAV SID (OVERLAY)

LANGEN Radar (APP)
125.225

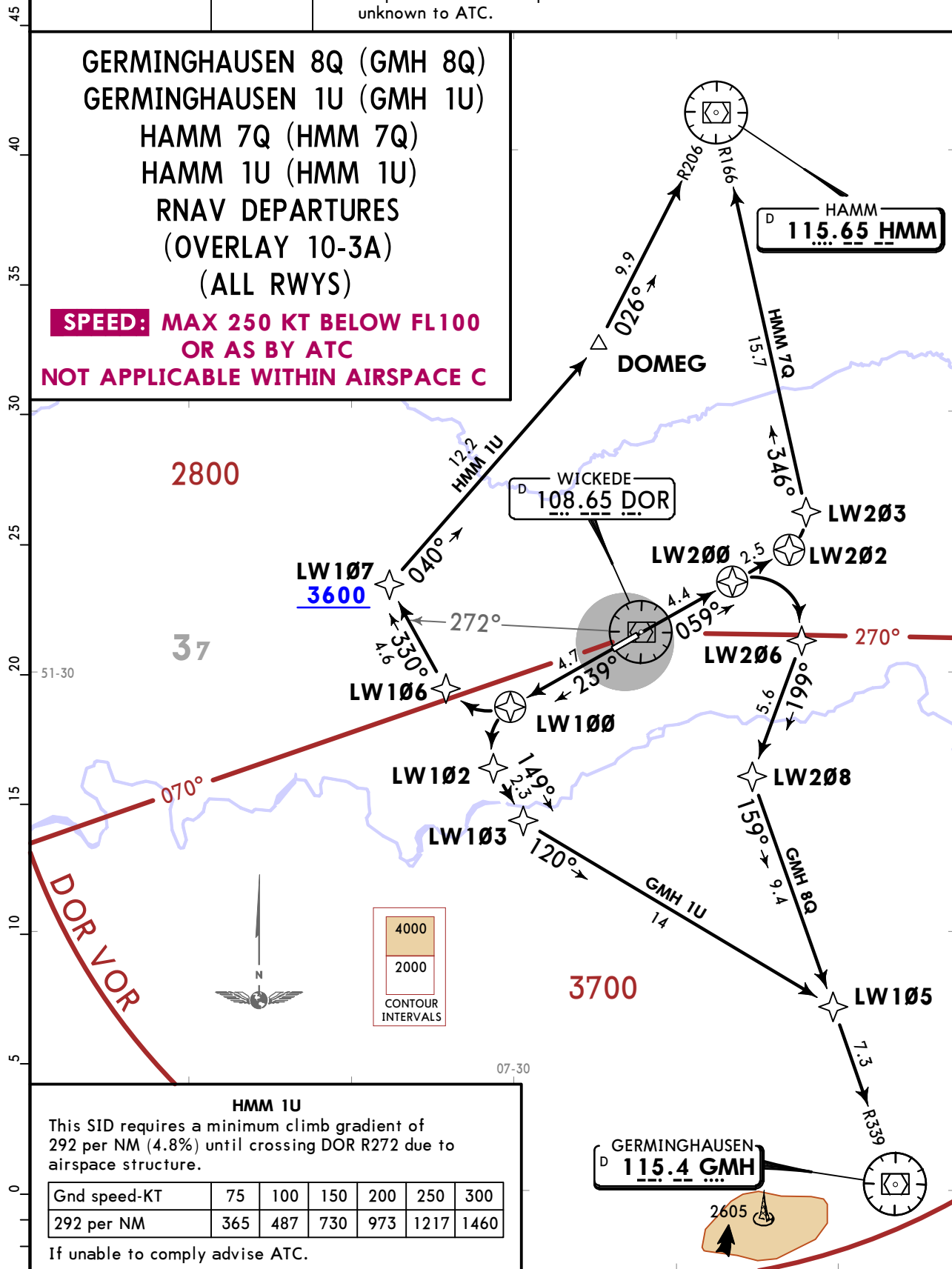
Apt Elev
425

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. IFR profiles within airspace class E. Watch out for VFR traffic unknown to ATC.

GERMINGHAUSEN 8Q (GMH 8Q)
GERMINGHAUSEN 1U (GMH 1U)
HAMM 7Q (HMM 7Q)
HAMM 1U (HMM 1U)
RNAV DEPARTURES
(OVERLAY 10-3A)
(ALL RWYS)

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



Initial climb clearance 5000

SID	RWY	ROUTING
GMH 8Q	06	(900+) - LW200 - LW206 - LW208 - GMH.
GMH 1U	24	(900+) - LW100 - LW102 - LW103 - LW105 - GMH.
HMM 7Q	06	(900+) - LW202 - LW203 - HMM.
HMM 1U	24	(900+) - LW100 - LW106 - LW107 (3600+) - DOMEK - HMM.

EDLW/DTM
DORTMUND

JEPPESSEN
29 APR 22 10-3F

DORTMUND, GERMANY
RNAV SID (OVERLAY)

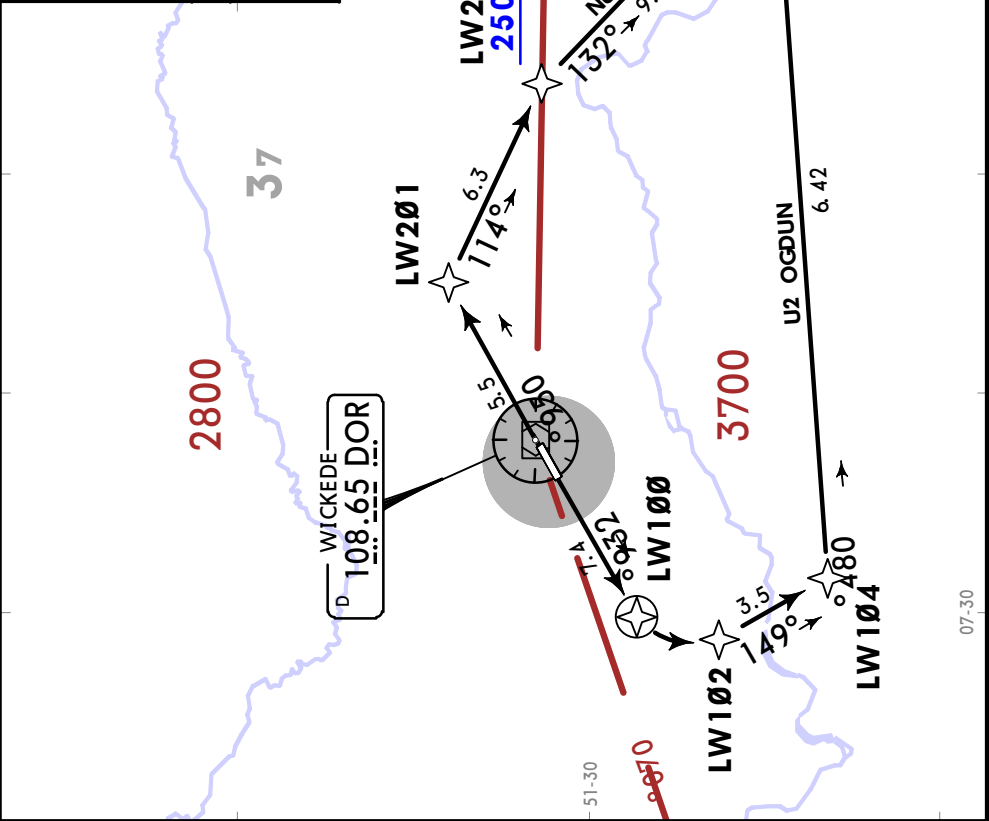
LANGEN Radar (APP) 125.225	Apt Elev 425	Trans alt: 5000 1. Contact LANGEN Radar immediately after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. IFR profiles within airspace class E. Watch out for VFR traffic unknown to ATC.
-------------------------------	-----------------	---

NUDGO 3Q [NUDG3Q], NUDGO 2U [NUDG2U]
RNAV DEPARTURES (OVERLAY 10-3B)
(ALL RWYS)

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

Initial climb clearance 5000			ROUTING	
SID	RWY			
NUDGO 3Q	06	(900+) - LW201 - LW209 (2500+) - DESOD - ARNOP - NUDGO.		
NUDGO 2U	24	(900+) - LW100 - LW102 - LW104 - ARNOP - NUDGO.		

NUDGO 3Q This SID requires a minimum climb gradient of 292 per NM (4.8%) until crossing 5000 due to airspace structure. If unable to comply advise ATC.									
Gnd speed-KT	75	100	150	200	250	300			
292 per NM	365	487	730	973	1217	1460			



EDLW/DTM
DORTMUND

JEPPESEN
29 APR 22 10-3G

DORTMUND, GERMANY
RNAV SID (OVERLAY)

LANGEN Radar (APP)
125.225

Apt Elev
425

- 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. IFR profiles within airspace class E. Watch out for VFR traffic unknown to ATC.

OSNABRUCK 8Q (OSN 8Q)
OSNABRUCK 2U (OSN 2U)
RNAV DEPARTURES
(OVERLAY 10-3C)
(ALL RWYS)

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

OSN 2U

This SID requires a minimum climb gradient of 292 per NM (4.8%) until crossing DOR R272 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
292 per NM	365	487	730	973	1217	1460

If unable to comply advise ATC.

OSNABRUECK
114.3 OSN

D25.0 DOR

DOR VOR

HAMM
115.65 HMM

LW205

D5.0 HMM

DOMEQ

WICKEDE
108.65 DOR

LW107

3600

LW106

LW100

LW203

LW202

Initial climb clearance 5000

SID	RWY	ROUTING
OSN 8Q	06	(900+) - LW202 - LW203 - LW205 - OSN.
OSN 2U	24	(900+) - LW100 - LW106 - LW107 (3600+) - DOMEQ - OSN.

EDLW/DTM

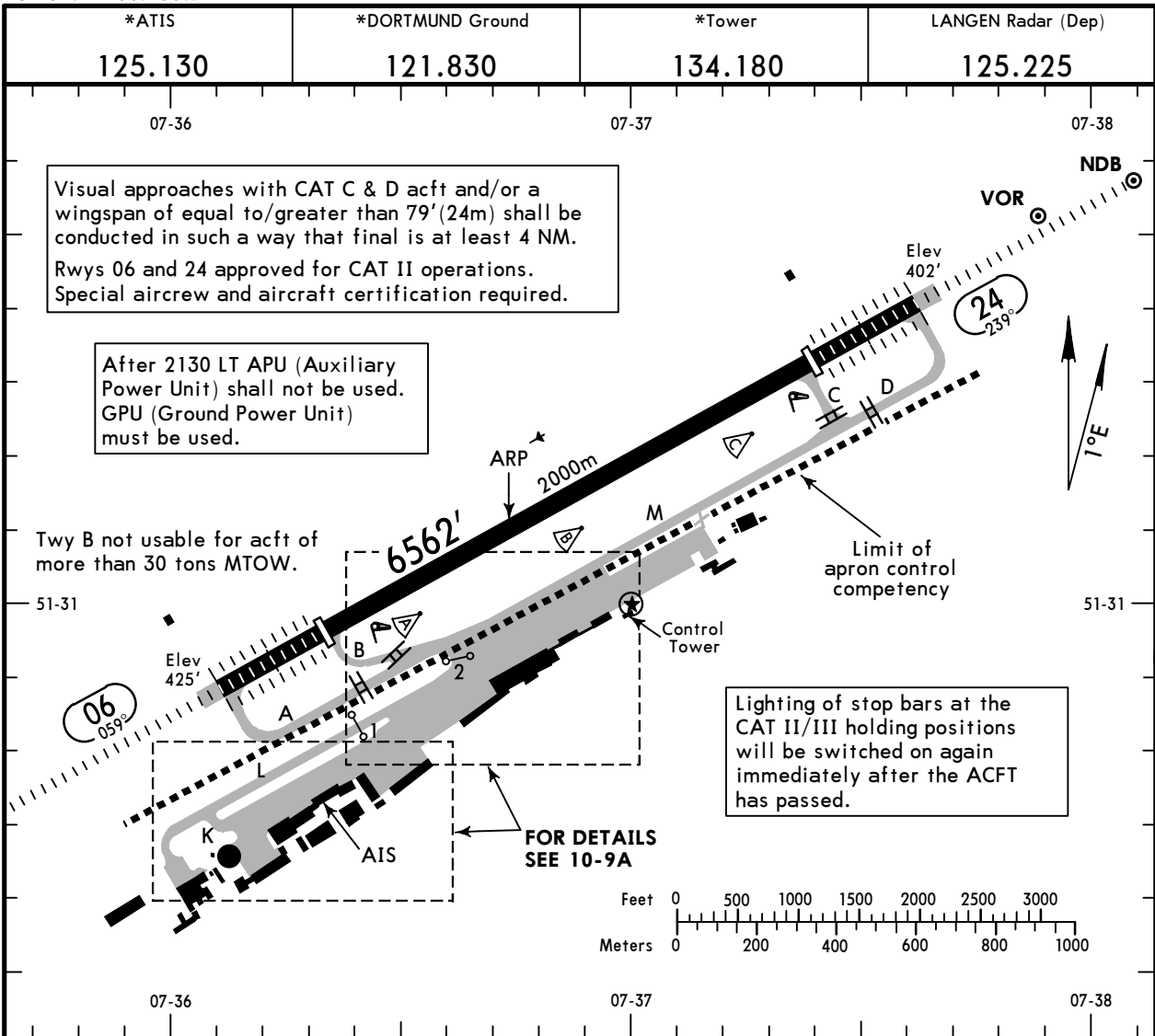
Apt Elev **425'**
N51 31.1 E007 36.7

JEPPESSEN

21 JUL 23 **(10-9)**

DORTMUND, GERMANY

DORTMUND



ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS			
		LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
06 ① 24	HIRL (60m)CL (15m) ALSF-II TDZ REIL PAPI-L ② RVR	5577' 1700m	4364' 1330m 4545' 1385m	③	148' 45m

① Porous friction course

② angle 3.0°

③ TAKE-OFF RUN AVAILABLE

RWY 06:

From rwy head 6562' (2000m)
twy B int 5577' (1700m)

RWY 24:

From rwy head 6562' (2000m)
twy C int 5577' (1700m)

LOW VISIBILITY PROCEDURE

Low Visibility Take-Off Procedures (LVTO) as well as all-weather operations CAT II are available for both take-off directions by TWR.

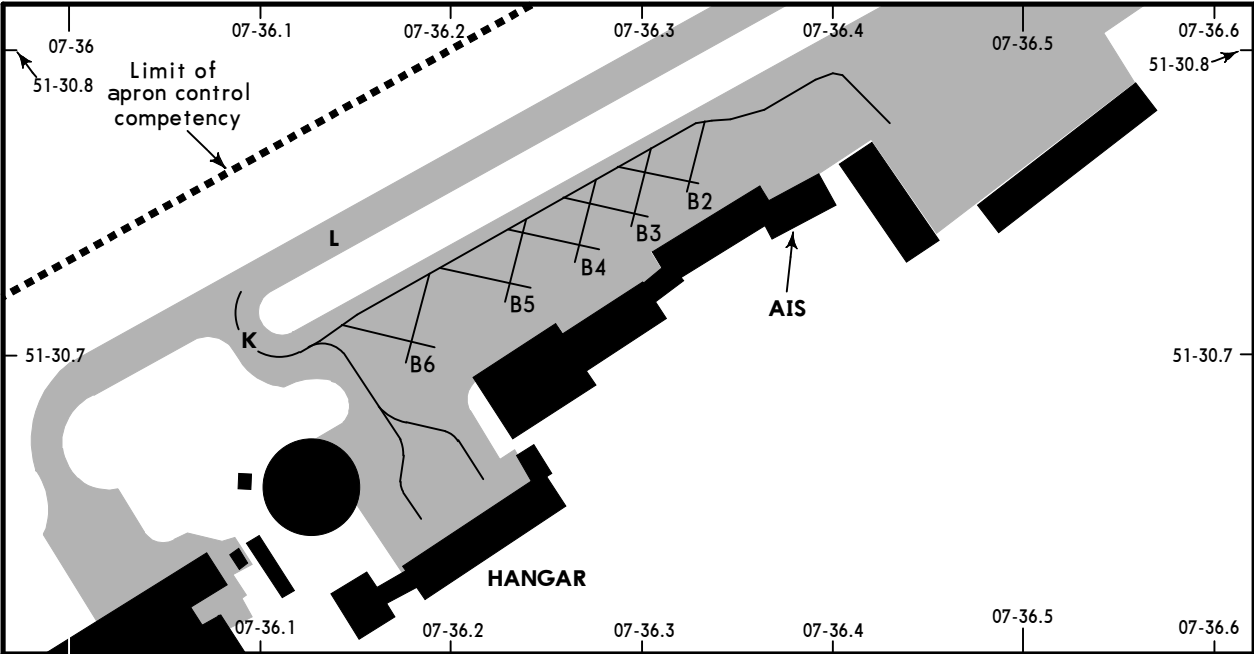
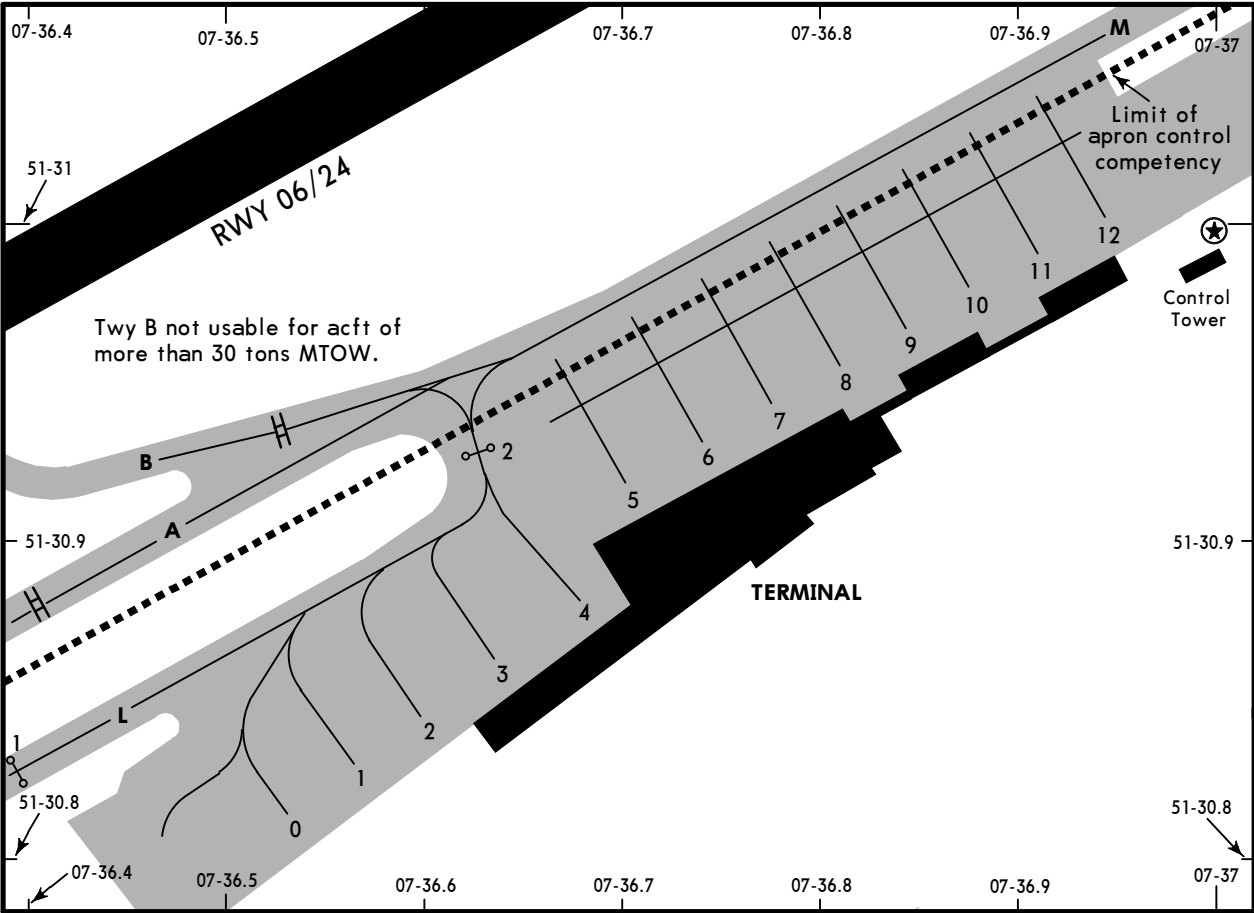
Taxiing to/from rwy will generally be conducted via twys A, D and M only. Twy C may be used on express orders from TWR only. Twy B is closed (no centerline available). Twy L (west of Stop 1) and twy K may be used only when guided by "Follow Me". With visual ranges of less than 200m, acft in the apron area will be guided by "Follow Me" (from/to junction A/M and/or M/apron north in front of the TWR). For take-off run, the approach lighting, the green lights of the displaced threshold, the red sidelights and the TDZ lights will be switched off; the white centerline will be switched on from the beginning of the rwy up to the displaced threshold.

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	TDZ, MID, RO	TDZ, MID, RO				
C	RVR 125m	RVR 150m	RVR 200m	RVR 300m	400m	500m
D						

EDLW/DTM

 **JEPPESSEN**
21 JUL 23 (10-9A)

DORTMUND, GERMANY
DORTMUND



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
0	N51 30.8 E007 36.5	10, 11, 12	N51 31.0 E007 36.9
1, 2	N51 30.8 E007 36.6	B2 thru B4	N51 30.7 E007 36.3
3 thru 6	N51 30.9 E007 36.7	B5, B6	N51 30.7 E007 36.2
7	N51 30.9 E007 36.8		
8, 9	N51 31.0 E007 36.8		

EDLW/DTM

23 NOV 18 **JEPPESEN**
10-9B

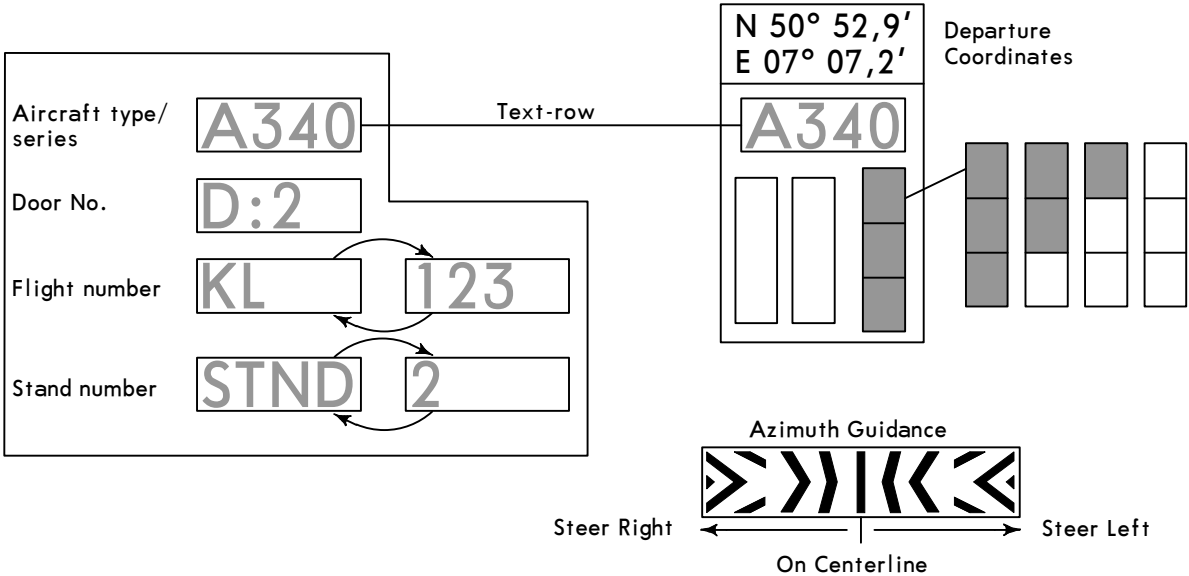
DORTMUND, GERMANY
DORTMUND

VISUAL DOCKING GUIDANCE SYSTEM "APIS"

Available for stands 0 thru 4.

Centerline and stopping guidance are provided from a display unit mounted at the extension of the stand centerline.

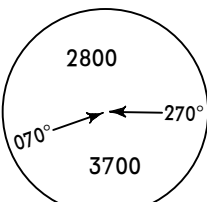
- Intercept the centerline and watch the azimuth guidance display.
- Check that the correct aircraft type/series is displayed on the APIS display unit.
- Do not enter the stand if display shows "STOP" or wrong aircraft type/series.



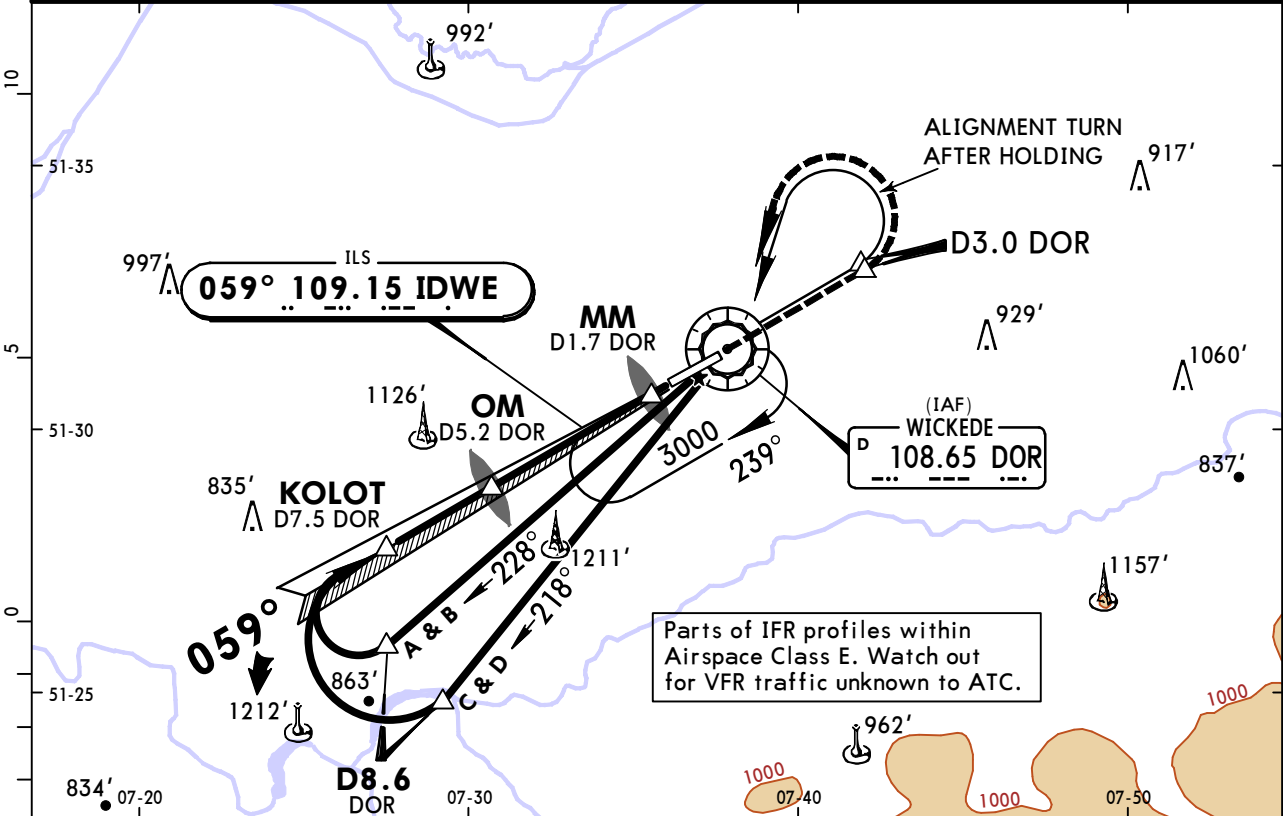
EDLW/DTM
DORTMUND

JEPPESEN
31 MAY 19 11-1

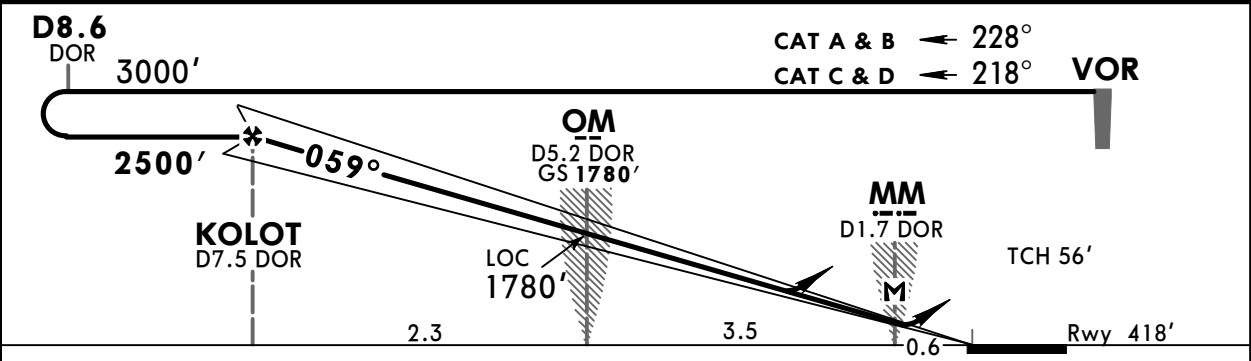
DORTMUND, GERMANY
ILS or LOC Rwy 06

BRIEFING STRIP ™	*ATIS 125.130		LANGEN Radar (APP) 125.225		*DORTMUND Tower Within 25 NM up to 4000' AAL 134.180		*Ground 121.830		 MSA DOR VOR		
	LOC IDWE 109.15		Final Apch Crs 059°		GS OM 1780' (1362')		ILS DA(H) 618' (200')			Apt Elev 425' Rwy 418'	
	MISSED APCH: Climb STRAIGHT AHEAD to D3.0 DOR, then turn LEFT to VOR climbing to 3000'.										

Alt Set: hPa (IN on req) Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 5000'
1. LOC: DME required. 2. GS unusable outside 10 NM from threshold.



LOC (GS out)	DOR DME	7.0	6.0	5.0	4.0	3.0
	ALTITUDE	2360'	2040'	1720'	1400'	1080'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI D3.0 DOR
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	
MAP at MM/D1.7 DOR							

STRAIGHT-IN LANDING RWY 06				
ILS			LOC (GS out)	
DA(H) 618' (200')			CDFA DA/MDA(H) 850' (432')	
FULL	TDZ or CL out	ALS out	ALS out	
A			RVR 1500m	
B			RVR 1500m	
C	RVR 550m	RVR 550m I	RVR 1200m	RVR 1300m
D				RVR 2000m

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

EDLW/DTM
DORTMUND

JEPPESSEN
31 MAY 19 11-1A

DORTMUND, GERMANY
CAT II ILS Rwy 06

*ATIS
125.130

LOC
IDWE
109.15

LANGEN Radar (APP)
125.225

Final
Apch Crs
059°

*DORTMUND Tower
Within 25 NM up to 4000' AAL
134.180

GS
OM
1780'(1362')

*Ground
121.830

Apt Elev 425'
Rwy 418'

2800

070°↔270°

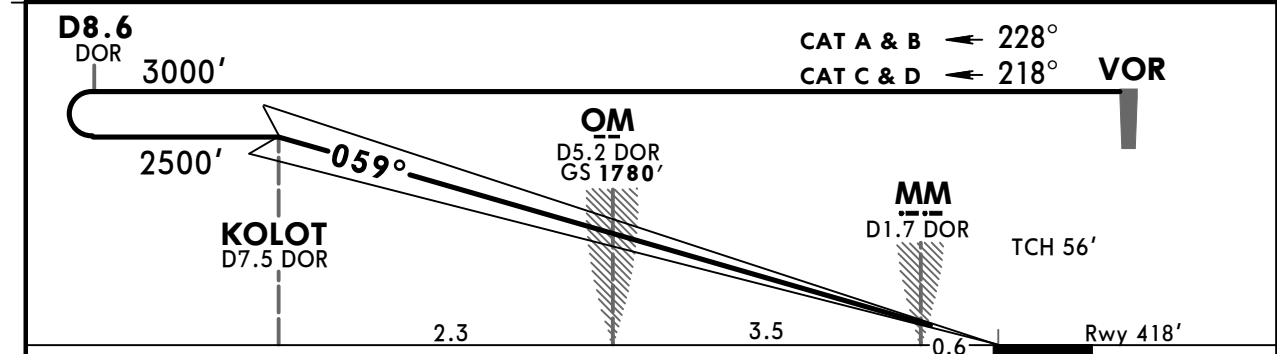
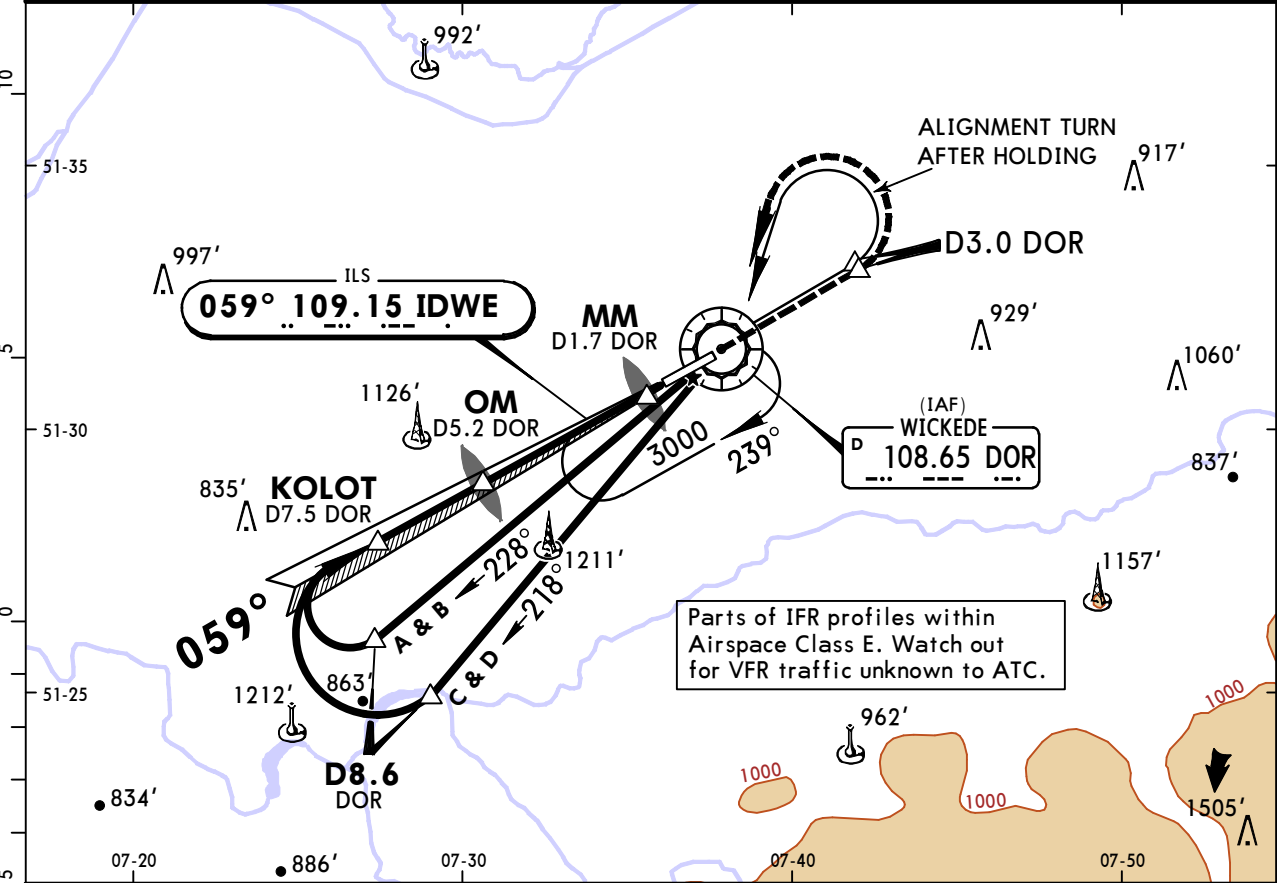
3700

MSA DOR VOR

MISSED APCH: Climb STRAIGHT AHEAD to D3.0 DOR, then turn LEFT to VOR climbing to 3000'.

Alt Set: hPa (IN on req) Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 5000'

1. Special aircrew and acft certification required. 2. GS unusable outside 10 NM from thresh.



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II REIL PAPI	D3.0 DOR ↑
GS	3.00°	372	478	531	637	743		

Standard		STRAIGHT-IN LANDING RWY 06	
ABC RA 94' DA(H) 518'(100')		CAT II ILS D RA 100' DA(H) 525'(107')	

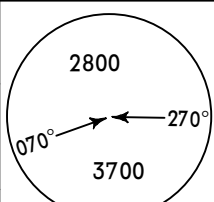
RVF 300m	
----------	--

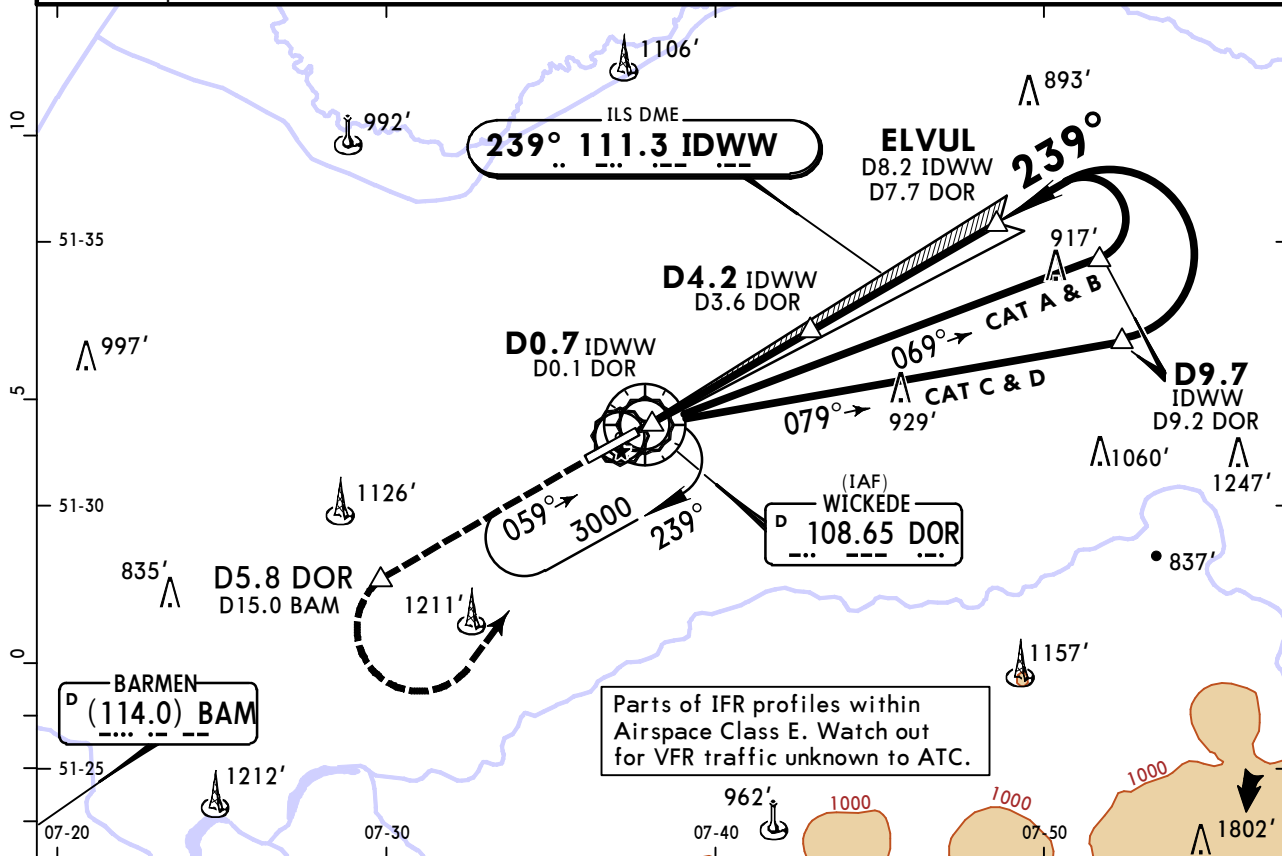
EDLW/DTM
DORTMUND

JEPPESEN
30 APR 21 11-2

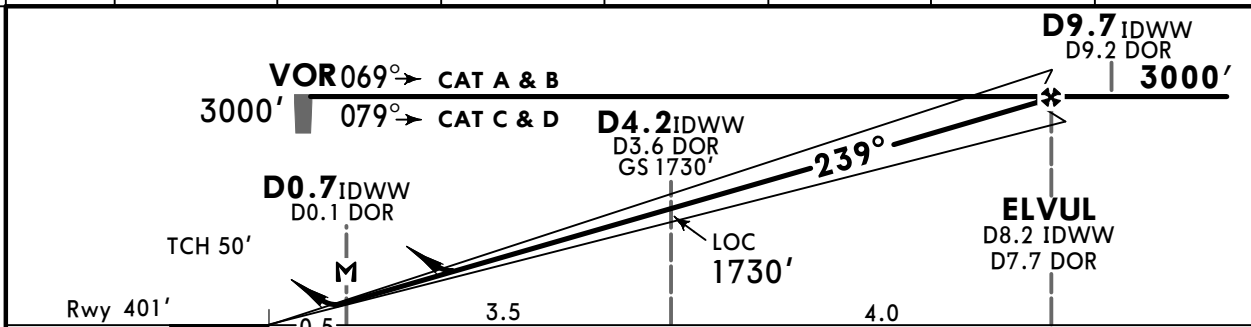
DORTMUND, GERMANY
ILS or LOC Rwy 24

BRIEFING STRIP™

*ATIS 125.130		LANGEN Radar (APP) 125.225		*DORTMUND Tower Within 25 NM up to 4000' AAL 134.180		*Ground 121.830		 MSA DOR VOR	
LOC IDWW 111.3		Final Apch Crs 239°		ELVUL 3000' (2599')		ILS DA(H) 601' (200')			Apt Elev 425' Rwy 401'
MISSED APCH: Climb STRAIGHT AHEAD to D5.8 DOR, then turn LEFT to VOR climbing to 3000'.									
Alt Set: hPa (IN on req)		Rwy Elev: 15 hPa		Trans level: By ATC		Trans alt: 5000'			
1. DME required. 2. Procedure restricted to MAX 210 KT.									



LOC (GS out)	IDWW DME	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	1030'	1350'	1670'	1980'	2300'	2620'



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II REIL PAPI	D5.8 DOR
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		
MAP at D0.7 IDWW/D0.1 DOR								

STRAIGHT-IN LANDING RWY 24				LOC (GS out) CDFA DA/MDA(H) 850' (449')	
ILS DA(H) 601' (200')					
FULL	TDZ or CL out	ALS out		ALS out	
A					RVR 1500m
B					
C	RVR 550m	RVR 550m I	RVR 1200m	RVR 1400m	RVR 2100m
D					

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

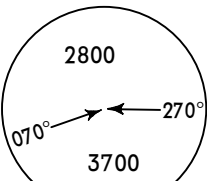
CHANGES: None.

© JEPPESEN, 1999, 2021. ALL RIGHTS RESERVED.

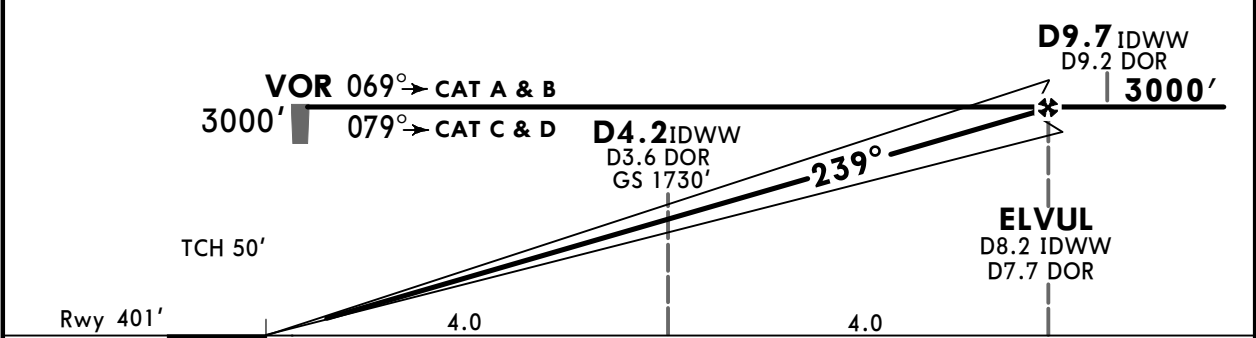
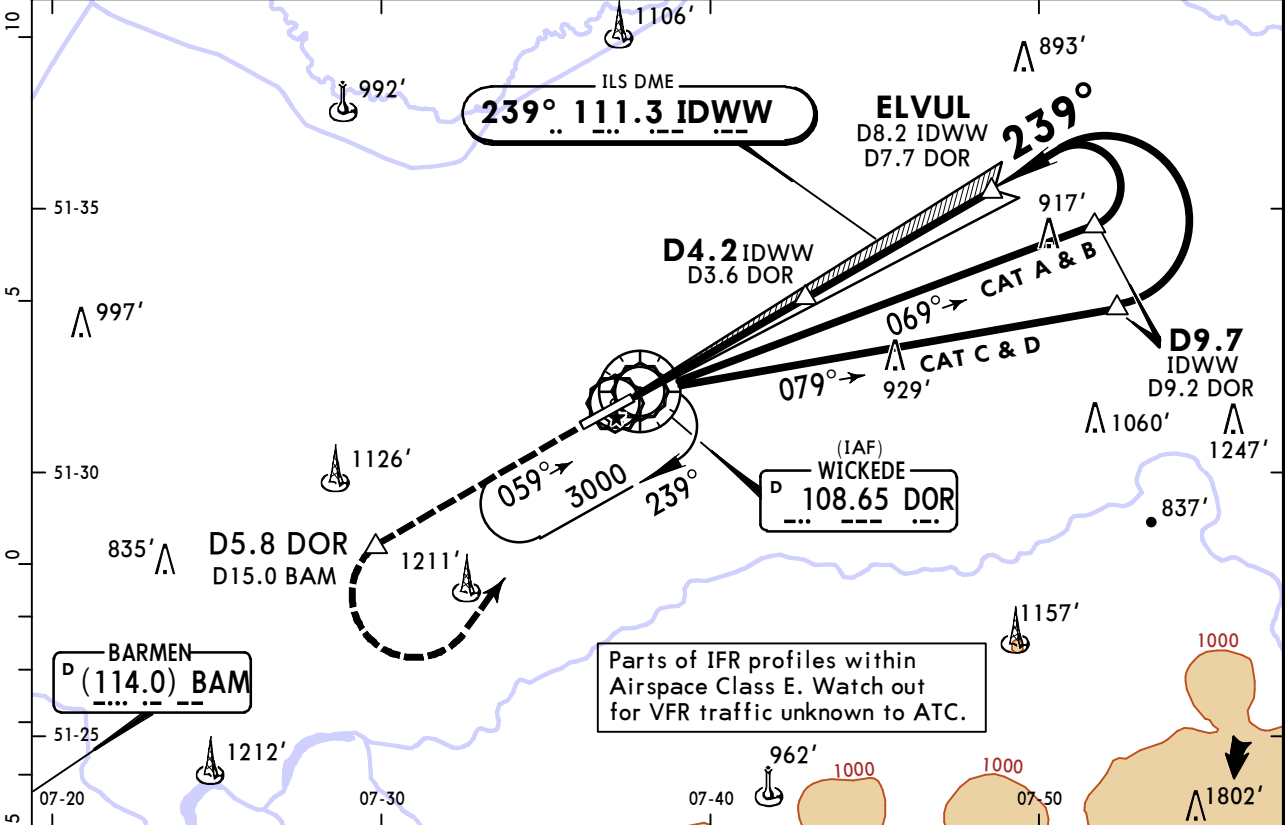
EDLW/DTM
DORTMUND

JEPPESEN
30 APR 21 11-2A

DORTMUND, GERMANY
CAT II ILS Rwy 24

*ATIS 125.130		LANGEN Radar (APP) 125.225		*DORTMUND Tower Within 25 NM up to 4000' AAL 134.180		*Ground 121.830		 MSA DOR VOR	
LOC IDWW 111.3		Final Apch Crs 239°		ELVUL 3000' (2599')		CAT II ILS RA/DA(H) Refer to Minimums			Apt Elev 425' Rwy 401'
MISSED APCH: Climb STRAIGHT AHEAD to D5.8 DOR, then turn LEFT to VOR climbing to 3000'.									

Alt Set: hPa (IN on req) Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 5000'
1. DME required. 2. Procedure restricted to MAX 210 KT. 3. Special aircrew and acft certification required.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI	D5.8 DOR
GS	3.00°	372	478	531	637	743		

Standard		STRAIGHT-IN LANDING RWY 24	
CAT II ILS			
AB	C	D	
RA 100'	RA 108'	RA 129'	
DA(H) 501'(100')	DA(H) 509'(108')	DA(H) 522'(121')	
RVR 300m		RVR 400m	

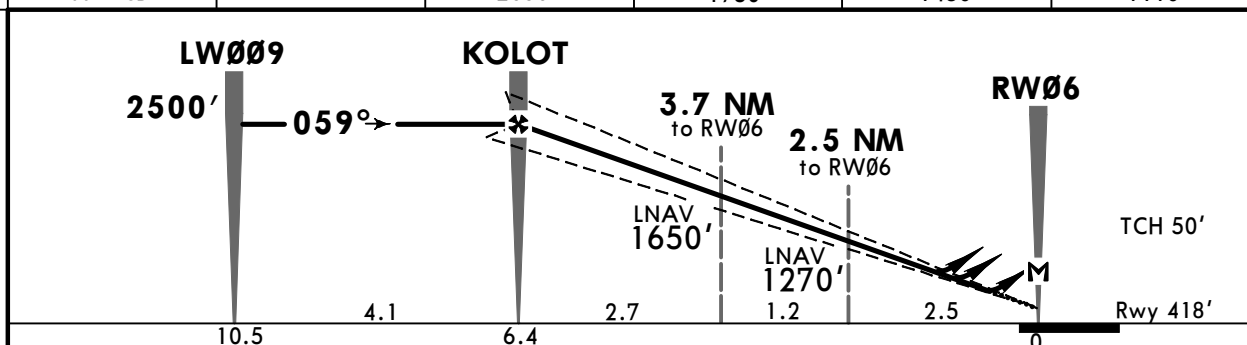
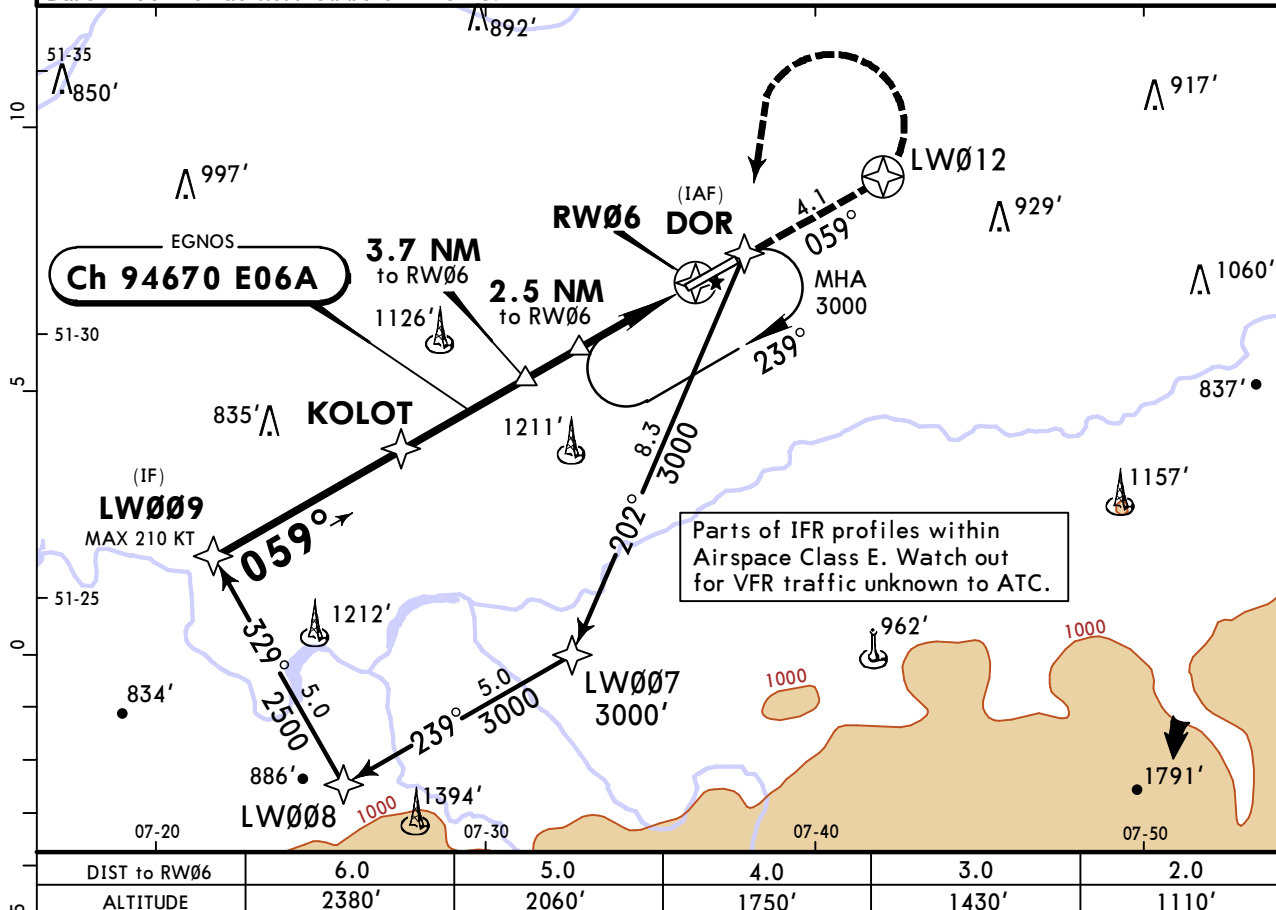
EDLW/DTM
DORTMUND

JEPPESEN
30 APR 21 (12-1)

DORTMUND, GERMANY
RNP Rwy 06

BRIEFING STRIP TM

*ATIS 125.130		LANGEN Radar (APP) 125.225		*DORTMUND Tower Within 25 NM up to 4000' AAL 134.180		*Ground 121.830		3700 MSA ARP	
EGNOS Ch 94670 E06A		Final Apch Crs 059°		KOLOT 2500' (2082')		LPV DA(H) 848' (430')			Apt Elev 425' Rwy 418'
MISSED APCH: Climb on track 059° to LW012, then turn LEFT direct to DOR climbing to 3000'.									
Alt Set: hPa (IN on req)		Rwy Elev: 15 hPa		Trans level: By ATC		Trans alt: 5000'			
Baro-VNAV not authorized below -15° C.									



Gnd speed-Kts	70	90	100	120	140	160		LW012 on 059°
Glide Path Angle 3.00°	372	478	531	637	743	849		
LPV, LNAV/VNAV: MAP at DA								
LNAV: MAP at RW06								

Standard		STRAIGHT-IN LANDING RWY 06			
LPV		LNAV/VNAV		LNAV	
DA(H) 848' (430')		DA(H) A: 690' (272') B: 700' (282')	C: 710' (292') D: 720' (302')	LNAV CDA DA/MDA(H) 850' (432')	
ALS out		ALS out		ALS out	
A	RVR 1500m	RVR 1300m		RVR 1500m	
B	RVR 1300m	RVR 750m I		RVR 1300m	
C	RVR 2000m	RVR 1400m		RVR 2000m	
D					

I With TDZ & CL & HUD: CAT A RVR 600m, CAT BC RVR 650m, CAT D RVR 700m.

CHANGES: Minimums.

© JEPPESEN, 2000, 2021. ALL RIGHTS RESERVED.

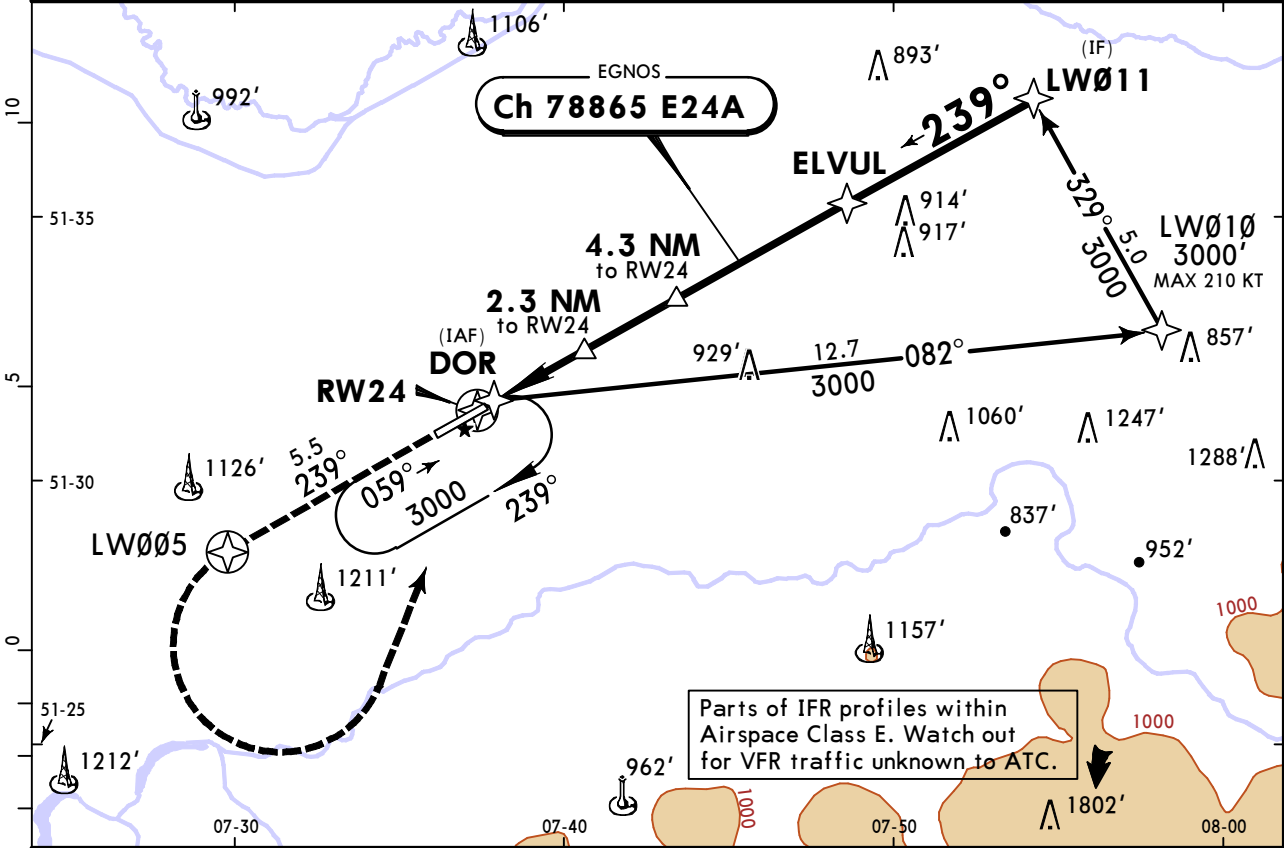
EDLW/DTM
DORTMUND

JEPPESEN
30 APR 21 (12-2)

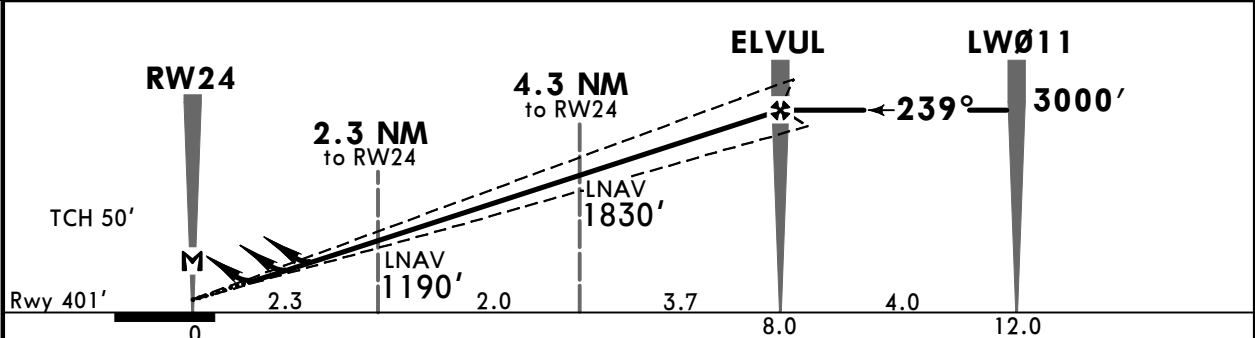
DORTMUND, GERMANY
RNP Rwy 24

BRIEFING STRIP™

*ATIS 125.130		LANGEN Radar (APP) 125.225		*DORTMUND Tower Within 25 NM up to 4000' AAL 134.180		*Ground 121.830		3700 MSA ARP	
EGNOS Ch 78865 E24A		Final Apch Crs 239°		ELVUL 3000' (2599')		LPV DA(H) Refer to Minimums			Apt Elev 425' Rwy 401'
MISSED APCH: Climb on track 239° to LW005, then turn LEFT direct to DOR climbing to 3000'.									
Alt Set: hPa (IN on req)		Rwy Elev: 15 hPa		Trans level: By ATC		Trans alt: 5000'			
Baro-VNAV not authorized below -15° C.									



DIST to RW24	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	1090'	1410'	1730'	2050'	2370'	2680'



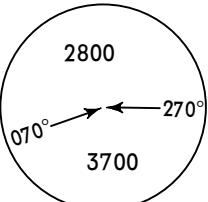
Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RW24						

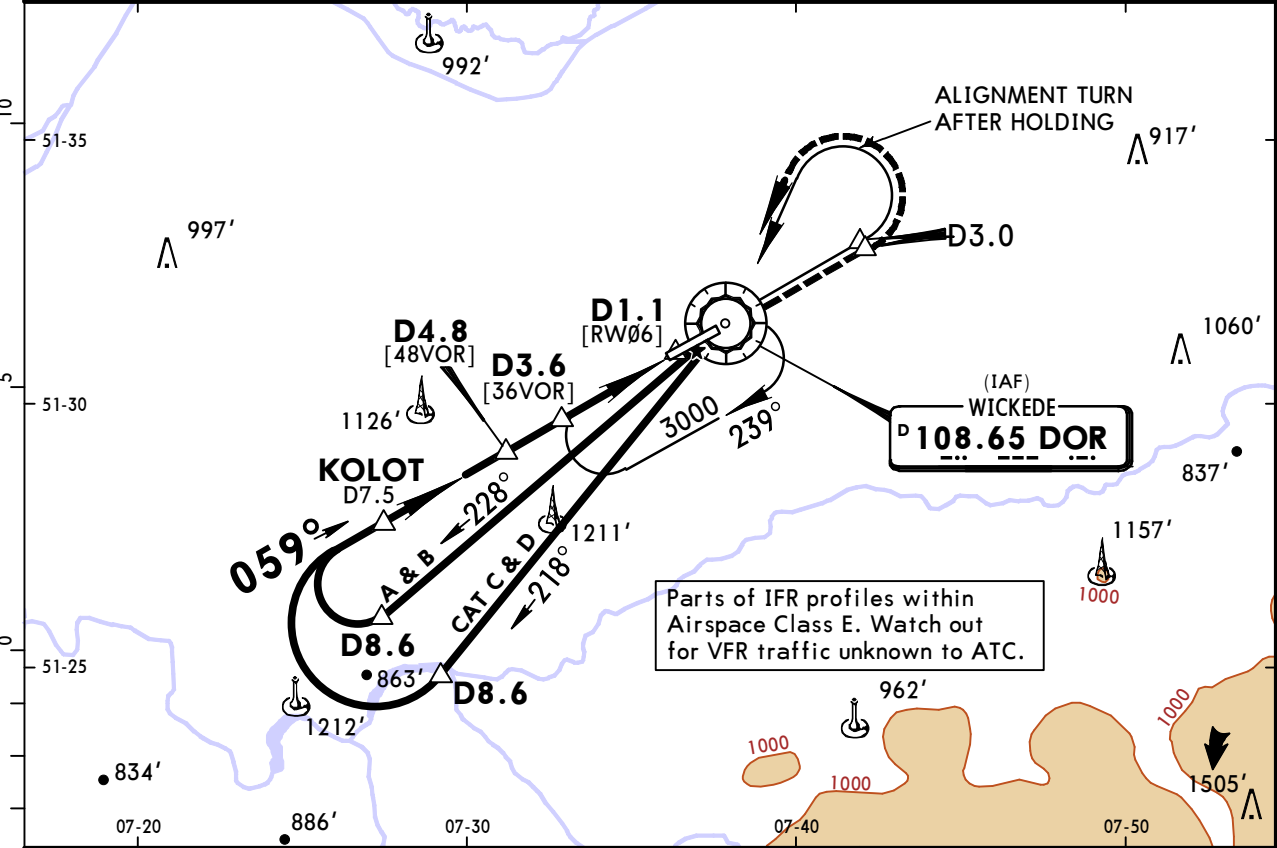
Standard		STRAIGHT-IN LANDING RWY 24				
LPV		LNAV/VNAV		LNAV CDFA		
DA(H) A: 751' (350') BCD: 801' (400')		DA(H) AB: 651' (250') D: 671' (270') C: 661' (260')		DA/MDA(H) A: 750' (349') BCD: 800' (399')		
ALS out		ALS out		ALS out		
A	RVR 900m	RVR 750m I	RVR 1300m	RVR 900m	RVR 1500m	
B	RVR 1100m			RVR 1800m	RVR 1100m	RVR 1800m
C						
D						
I With TDZ & CL & HUD: CAT AB RVR 550m, CAT CD RVR 600m.						

EDLW/DTM
DORTMUND

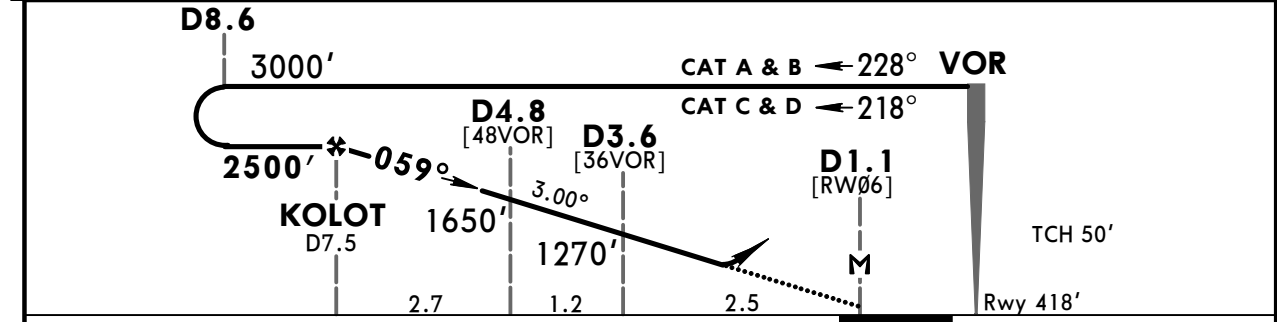
JEPPESEN
31 MAY 19 13-1

DORTMUND, GERMANY
VOR Rwy 06

BRIEFING STRIP™	*ATIS	LANGEN Radar (APP)	*DORTMUND Tower Within 25 NM up to 4000' AAL	*Ground	 MSA DOR VOR
	125.130	125.225	134.180	121.830	
	VOR DOR 108.65	Final Apch Crs 059°	Minimum Alt KOLOT 2500' (2082')	DA/MDA(H) 850' (432')	Apt Elev 425' Rwy 418'
MISSED APCH: Climb STRAIGHT AHEAD to D3.0, then turn LEFT to VOR climbing to 3000'.					
Alt Set: hPa (IN on req) Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 5000'					
DME required.					



DOR DME	7.0	6.0	5.0	4.0	3.0
ALTITUDE	2360'	2040'	1720'	1400'	1080'



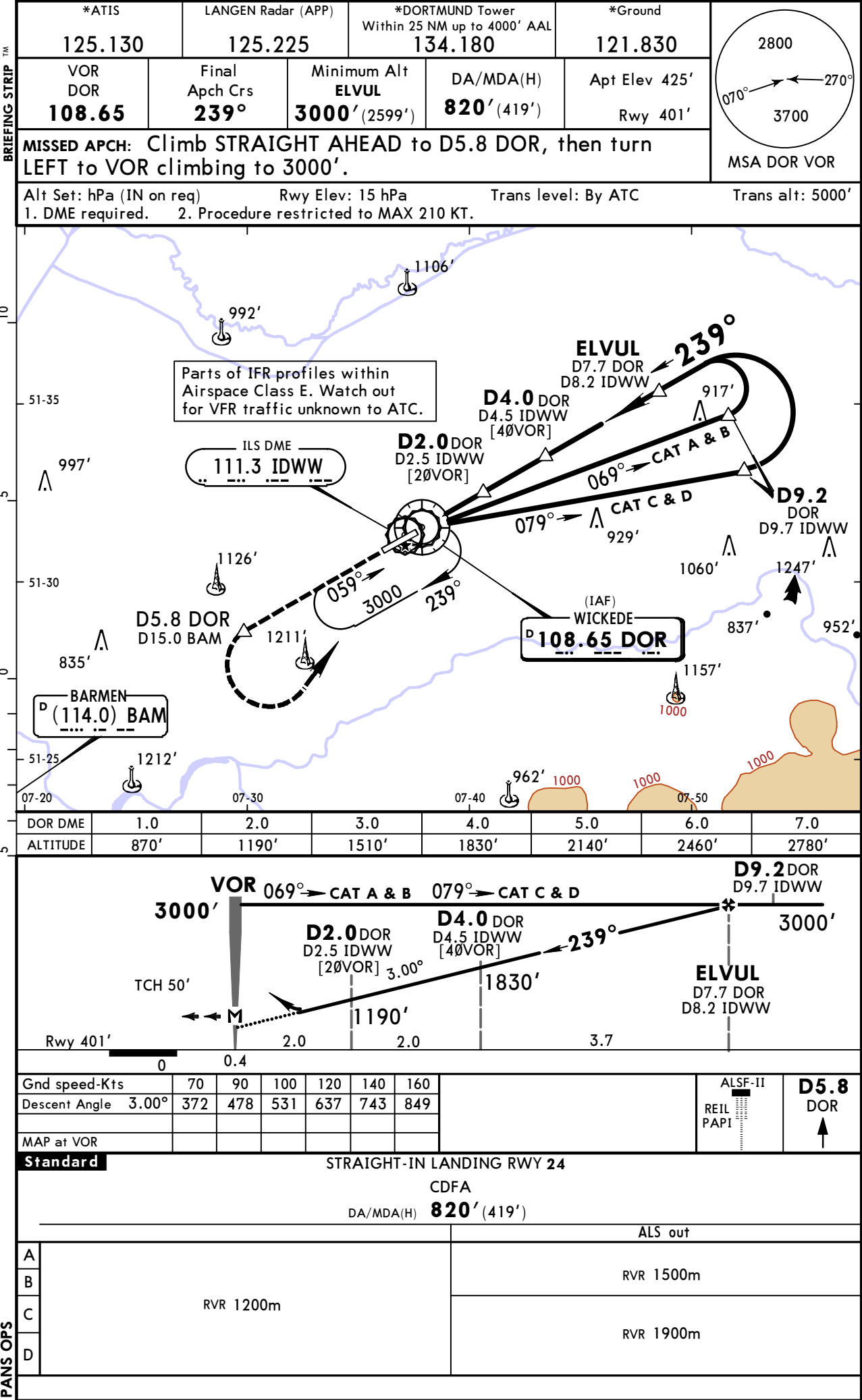
Gnd speed-Kts	70	90	100	120	140	160		D3.0 ↑
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D1.1								

Standard		STRAIGHT-IN LANDING RWY 06	
		CDFA	
		DA/MDA(H) 850' (432')	
		ALS out	
A	RVR 1300m	RVR 1500m	
B			
C		RVR 2000m	
D			

EDLW/DTM
DORTMUND

JEPPESEN
31 MAY 19 13-2

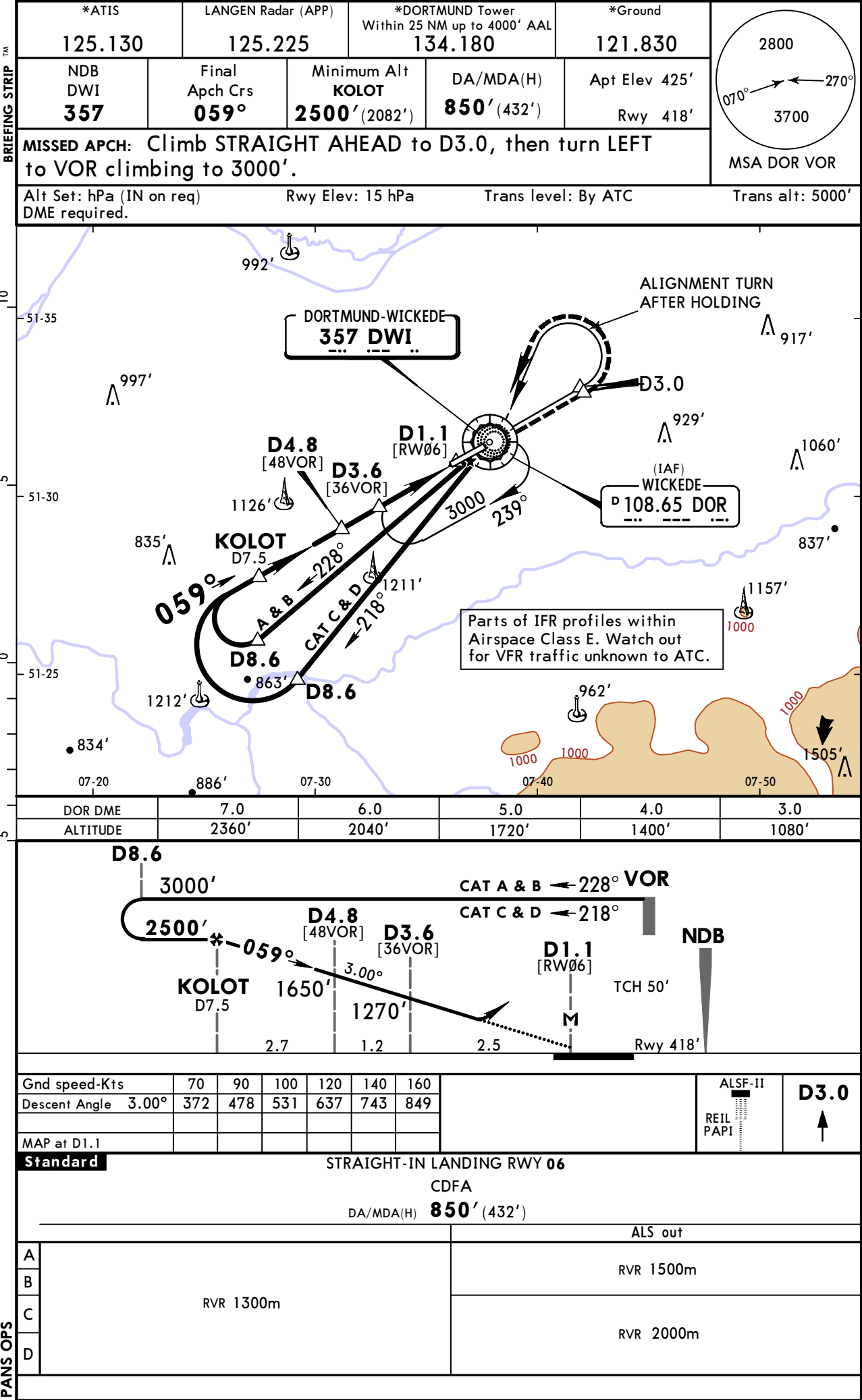
DORTMUND, GERMANY
VOR Rwy 24



EDLW/DTM
DORTMUND

JEPPESEN
31 MAY 19 16-1

DORTMUND, GERMANY
NDB Rwy 06



EDLW/DTM
DORTMUND

JEPPESSEN
31 MAY 19 **(16-2)**

DORTMUND, GERMANY
NDB Rwy 24

BRIEFING STRIP

*ATIS

125.130

NDB
DWI

357

LANGEN Radar (APP)

125.225

Final
Apch Crs

239°

Minimum Alt
ELVUL

3000' (2599')

DA/MDA(H)

830' (429')

*DORTMUND Tower

Within 25 NM up to 4000' AAL

134.180

*Ground

121.830

Apt Elev 425'

Rwy 401'

MISSED APCH: Climb STRAIGHT AHEAD to D5.8 DOR, then turn LEFT to VOR climbing to 3000'.

2800

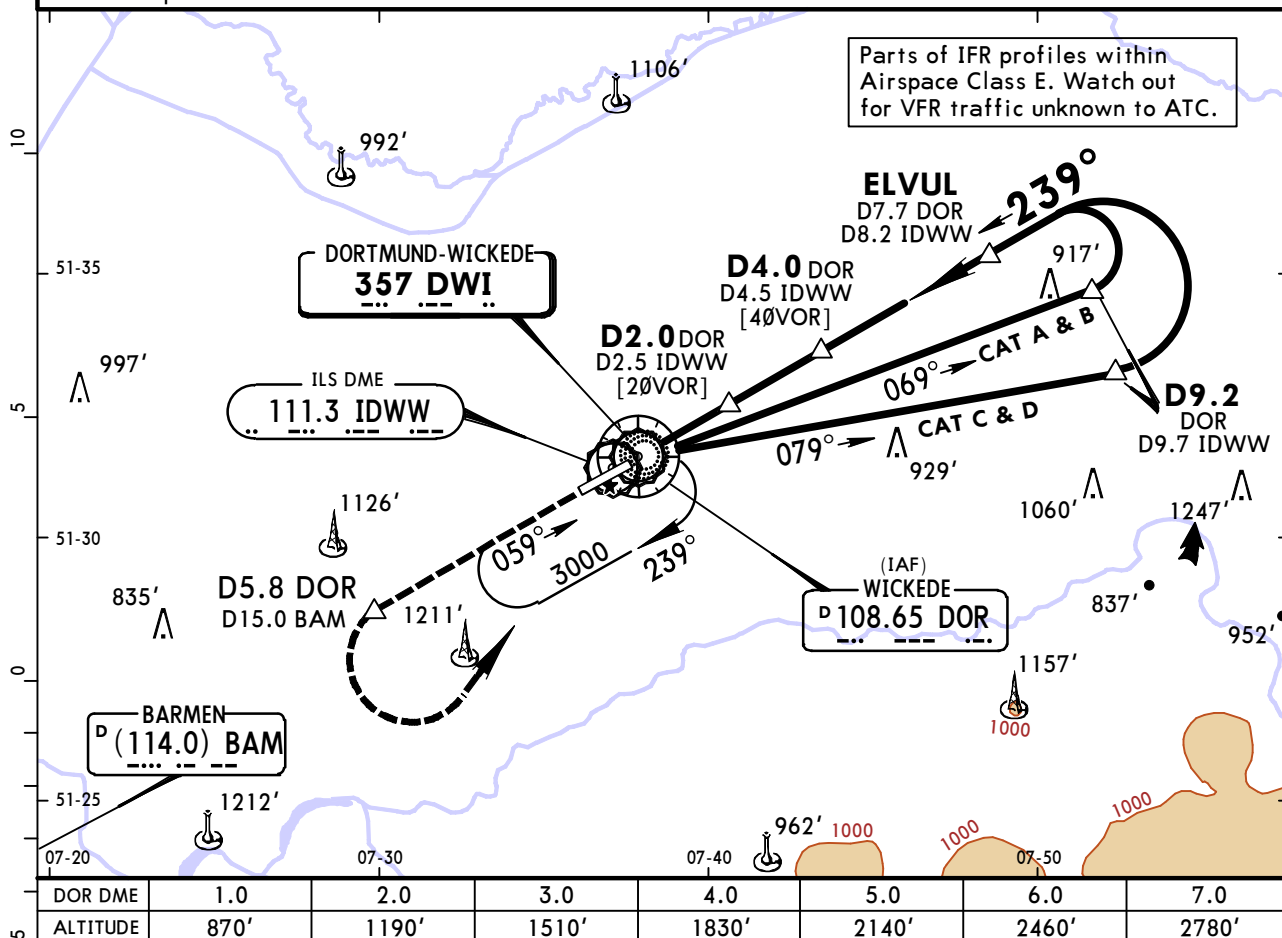
070°

270°

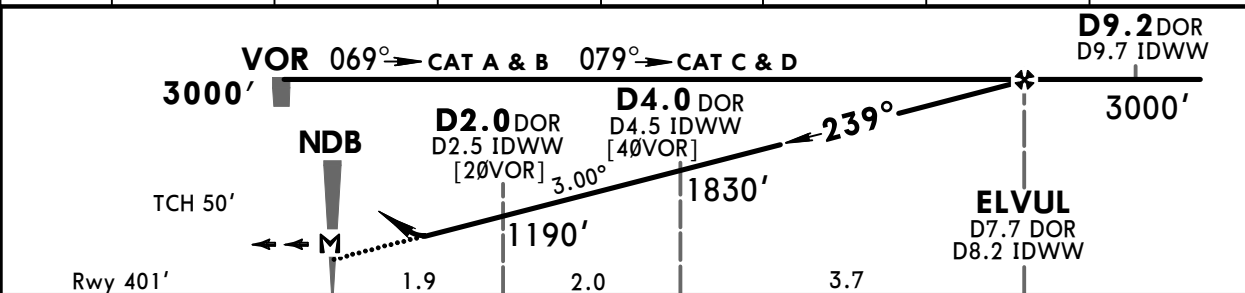
3700

MSA DOR VOR

Alt Set: hPa (IN on req) Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 5000'
1. DME required. 2. Procedure restricted to MAX 210 KT.



DOR DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	870'	1190'	1510'	1830'	2140'	2460'	2780'



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II REIL PAPI D5.8 DOR
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at NDB							

Standard		STRAIGHT-IN LANDING RWY 24	
		CDFA	
		DA/MDA(H) 830' (429')	
		ALS out	
A	RVR 1300m	RVR 1500m	
B			
C			
D		RVR 2000m	

Chart changes since cycle 15-2023

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
DORTMUND, (DORTMUND - EDLW)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EDLW

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