

**List of pages in this Trip Kit**

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

General Information

Location: NORDHOLZ DEU  
ICAO/IATA: ETMN / FCN  
Lat/Long: N53° 46.06', E008° 39.51'  
Elevation: 73 ft

Airport Use: Military  
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: Yes  
LLWS Alert: No  
Beacon: Yes

Sunrise: 0446 Z  
Sunset: 1801 Z

Runway Information

Runway: 08  
Length x Width: 8004 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 73 ft  
Lighting: Edge, ALS, Centerline

Runway: 26  
Length x Width: 8004 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 64 ft  
Lighting: Edge, ALS, Centerline  
Stopway: 902 ft

Communication Information

Nordholz Tower: 25.780 Military  
Nordholz Tower: 31.570 Military  
Nordholz Tower: 122.100  
Nordholz Tower: 131.255  
Nordholz Tower: 142.900 Military  
Bremen Radar Radar: 124.075 RCO  
Bremen Radar Radar: 39.800 Military

Bremen Radar Radar: 120.225 RCO  
Nordholz Radar: 34.147 Military  
Nordholz Radar: 129.855  
Nordholz Radar: 141.600 Military  
Bremen Radar Radar: 29.910 Military  
Nordholz Radar: 26.700 Military  
Nordholz Radar: 123.300  
Nordholz Radar: 34.262 Military

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NORDHOLZ

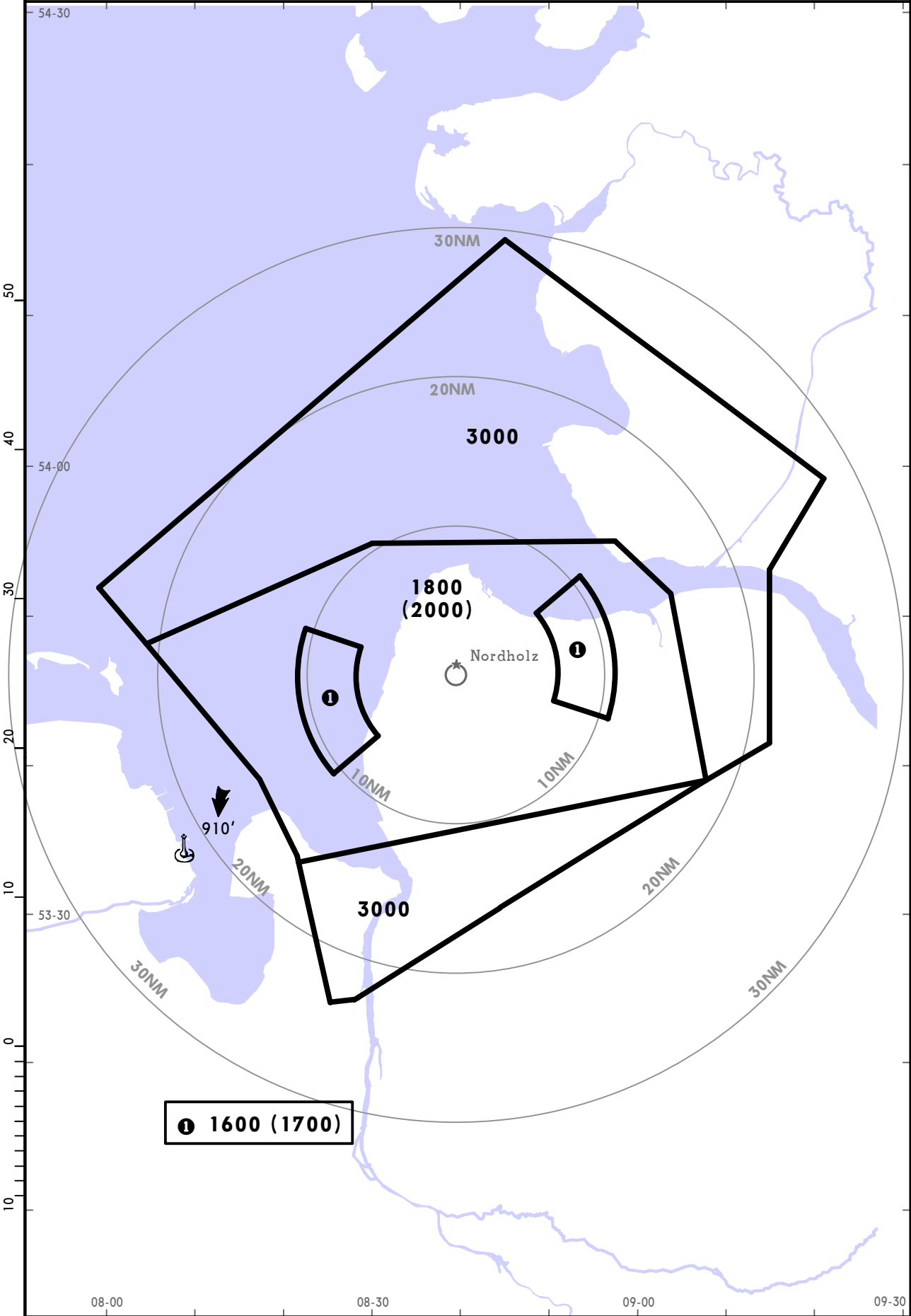
JEPPesen  
16 OCT 20 **(10-1R)**

NORDHOLZ, GERMANY  
**RADAR MINIMUM ALTITUDES**

|                                                   |                       |                                                                      |
|---------------------------------------------------|-----------------------|----------------------------------------------------------------------|
| *NORDHOLZ Radar<br><b>123.3</b><br><b>129.855</b> | Apt Elev<br><b>73</b> | Alt Set: hPa (IN on request)<br>Trans level: By ATC Trans alt: 5000' |
|---------------------------------------------------|-----------------------|----------------------------------------------------------------------|

For UHF see MIL-101 listing

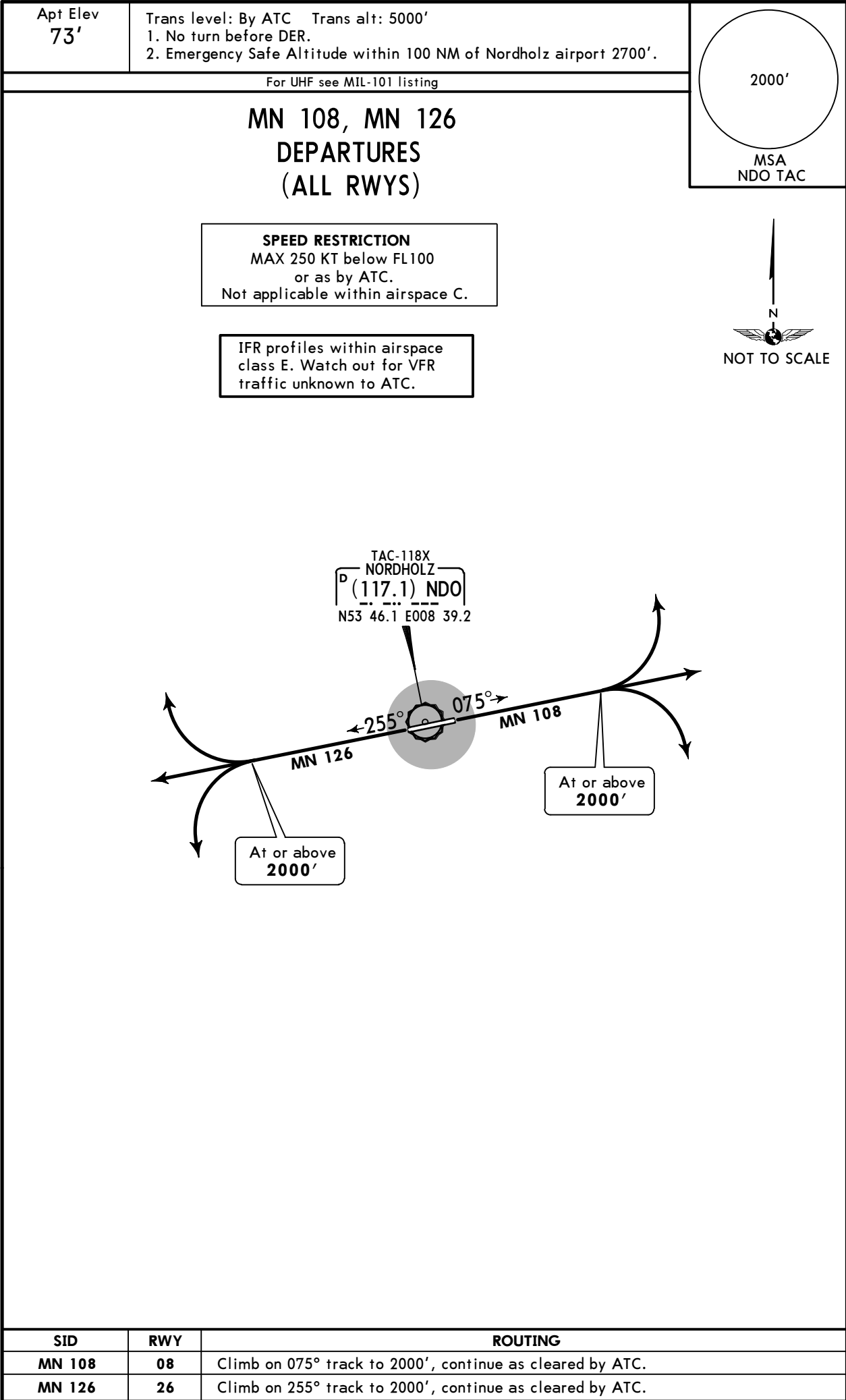
Values in brackets consider additional height margins in order to meet required obstacle clearance at cold temperatures.



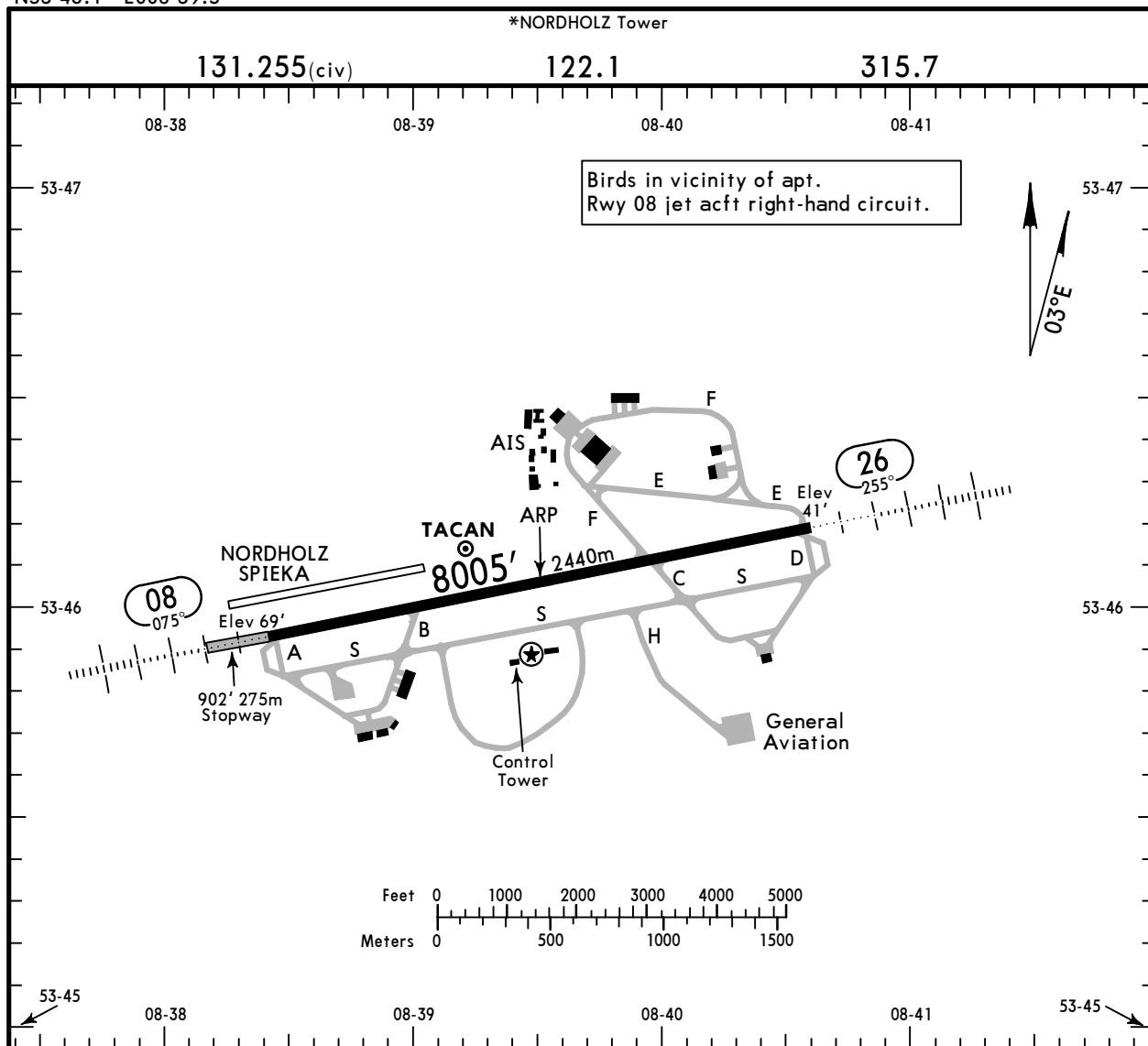
ETMN/FCN  
NORDHOLZ

2 DEC 22 10-3

NORDHOLZ, GERMANY  
SID



**NORDHOLZ, GERMANY**  
NORDHOLZ



| ADDITIONAL RUNWAY INFORMATION |        |          |       |     |                   |                |             |          |             |
|-------------------------------|--------|----------|-------|-----|-------------------|----------------|-------------|----------|-------------|
| RWY                           |        |          |       |     |                   | USABLE LENGTHS |             | TAKE-OFF | WIDTH       |
|                               |        |          |       |     |                   | Threshold      | Glide Slope |          |             |
| 08<br>26                      | HIRL ① | CL (32m) | HIALS | SFL | PAPI (angle 3.0°) |                | 7034' 2144m |          | 148'<br>45m |
|                               |        |          |       |     |                   |                | 7155' 2181m |          |             |

① Distance from rwy edge: 7'/2m.

| Standard | TAKE-OFF                 |          |                                   |                                    |                                |
|----------|--------------------------|----------|-----------------------------------|------------------------------------|--------------------------------|
|          | Low Visibility Take-off  |          |                                   |                                    |                                |
|          | RL, CL & relevant RVR    | RL & CL  | Day: RL & RCLM<br>Night: RL or CL | Day: RL or RCLM<br>Night: RL or CL | Adequate vis ref<br>(Day only) |
| A        | TDZ, MID, RO<br>RVR 150m | RVR 200m | RVR 300m                          | 400m                               | 500m                           |
| B        |                          |          |                                   |                                    |                                |
| C        |                          |          |                                   |                                    |                                |
| D        |                          |          |                                   |                                    |                                |

| STD COPTER                 |  | TAKE-OFF                             |                       |                                       |                                                      |
|----------------------------|--|--------------------------------------|-----------------------|---------------------------------------|------------------------------------------------------|
|                            |  | Low Visibility Take-off <sup>1</sup> |                       |                                       |                                                      |
|                            |  | RL/FATO LTS,<br>RCLM &<br>RVR info   | RL/FATO LTS<br>& RCLM | Unlit/unmarked<br>defined<br>RWY/FATO | Nil Facilities<br>DAY<br><br>Nil Facilities<br>NIGHT |
| C<br>O<br>P<br>T<br>E<br>R |  | 150m                                 | 200m                  | 200m                                  | 250m <sup>2</sup>                                    |
|                            |  |                                      |                       |                                       | 800m                                                 |

**I** Without Low Visibility Take-off approval 400m are stipulated.

**2** Or rejected take-off distance whichever is the greater.

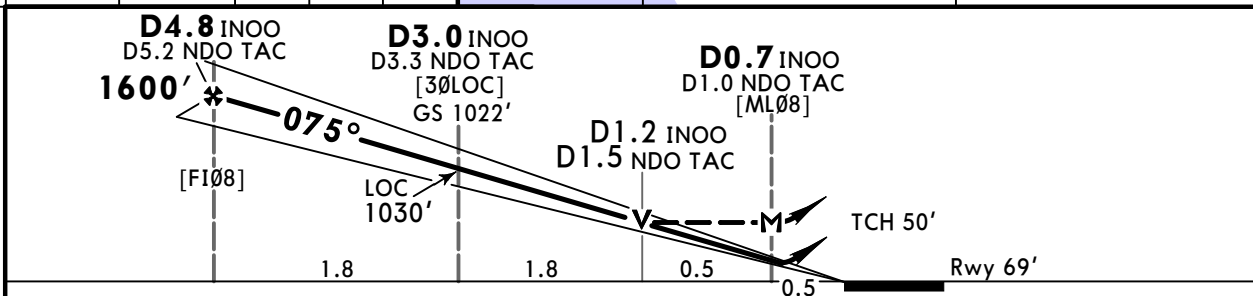
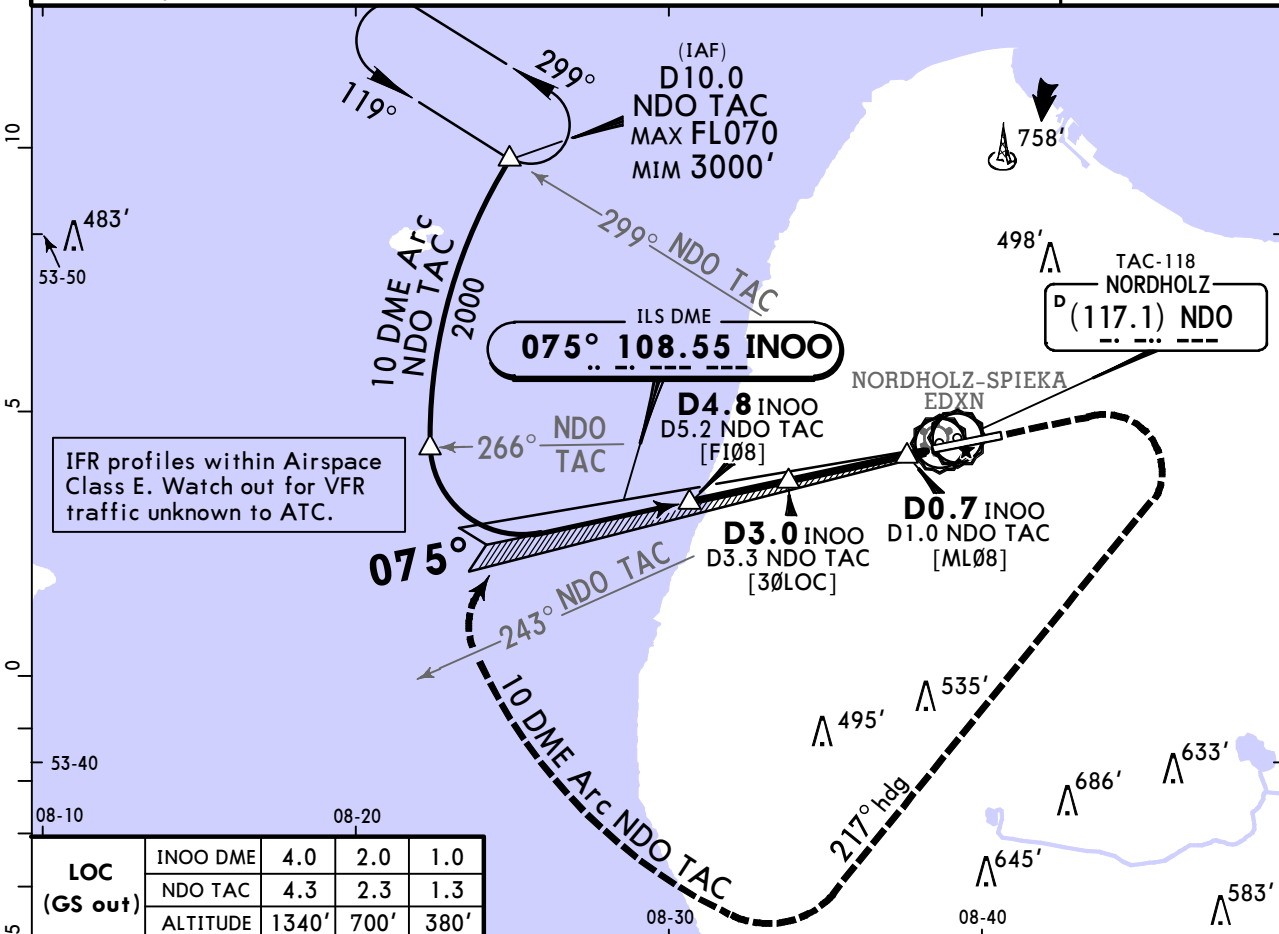
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24 MAR 23 (11-1)

NORDHOLZ, GERMANY  
ILS or LOC Rwy 08

BRIEFING STRIP™

| BREMEN Radar                                                                                                                                                                   |                                  | *NORDHOLZ Radar                   |                                    | *NORDHOLZ Tower             |                                        |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|-----------------------------------|------------------------------------|-----------------------------|----------------------------------------|
| 120.225                                                                                                                                                                        | 299.1                            | 129.855                           | 342.625                            | 131.255 <sub>(civ)</sub>    | 122.1 315.7                            |
| LOC<br>INOO<br><b>108.55</b>                                                                                                                                                   | Final<br>Apch Crs<br><b>075°</b> | D4.8 INOO<br><b>1600'</b> (1531') | ILS<br>DA(H)<br><b>269'</b> (200') | Apt Elev 73'<br><br>Rwy 69' | <div>2000</div> <div>MSA NDO TAC</div> |
| MISSED APCH: Climb on Rwy track to 2000'. When passing 1000' turn RIGHT heading 217° and intercept 10 DME Arc NDO TAC and return to final. Do not turn before MAP. MAX 230 KT. |                                  |                                   |                                    |                             |                                        |
| Alt Set: hPa (IN on req)      Rwy Elev: 3 hPa      Trans level: By ATC      Trans alt: 5000'                                                                                   |                                  |                                   |                                    |                             |                                        |
| TACAN required.                                                                                                                                                                |                                  |                                   |                                    |                             |                                        |



| Gnd speed-Kts                     | 70  | 90  | 100 | 120 | 140 | 160 | HIALS |      | 230 KT |  | 1000' |
|-----------------------------------|-----|-----|-----|-----|-----|-----|-------|------|--------|--|-------|
| ILS GS or LOC Descent angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | PAPI  | PAPI | MAX    |  | ↑     |
| MAP at D0.7 INOO/D1.0 NDO TAC     |     |     |     |     |     |     |       |      |        |  |       |

| STRAIGHT-IN LANDING RWY 08 |                         |                       |             | CIRCLE-TO-LAND                 |             |            |  |
|----------------------------|-------------------------|-----------------------|-------------|--------------------------------|-------------|------------|--|
| ILS                        |                         | LOC (GS out) CDFA     |             | Not authorized North of runway |             |            |  |
| DA(H) 269' (200')          |                         | DA/MDA(H) 440' (371') |             |                                |             |            |  |
| FULL                       | ALS out                 |                       | ALS out     | Max Kts                        | MDA(H)      | CEIL-VIS   |  |
| A                          |                         |                       |             | 100                            | 560' (487') | 500'-2300m |  |
| B                          |                         |                       |             | 135                            | 580' (507') | 500'-2300m |  |
| C                          | 200'- RVR 550m VIS 800m | 200'- 1200m           | 400'- 1000m | 180                            | 780' (707') | 800'-3300m |  |
| D                          |                         |                       |             | 205                            | 930' (857') | 900'-4000m |  |

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

CHANGES: Missed apch.

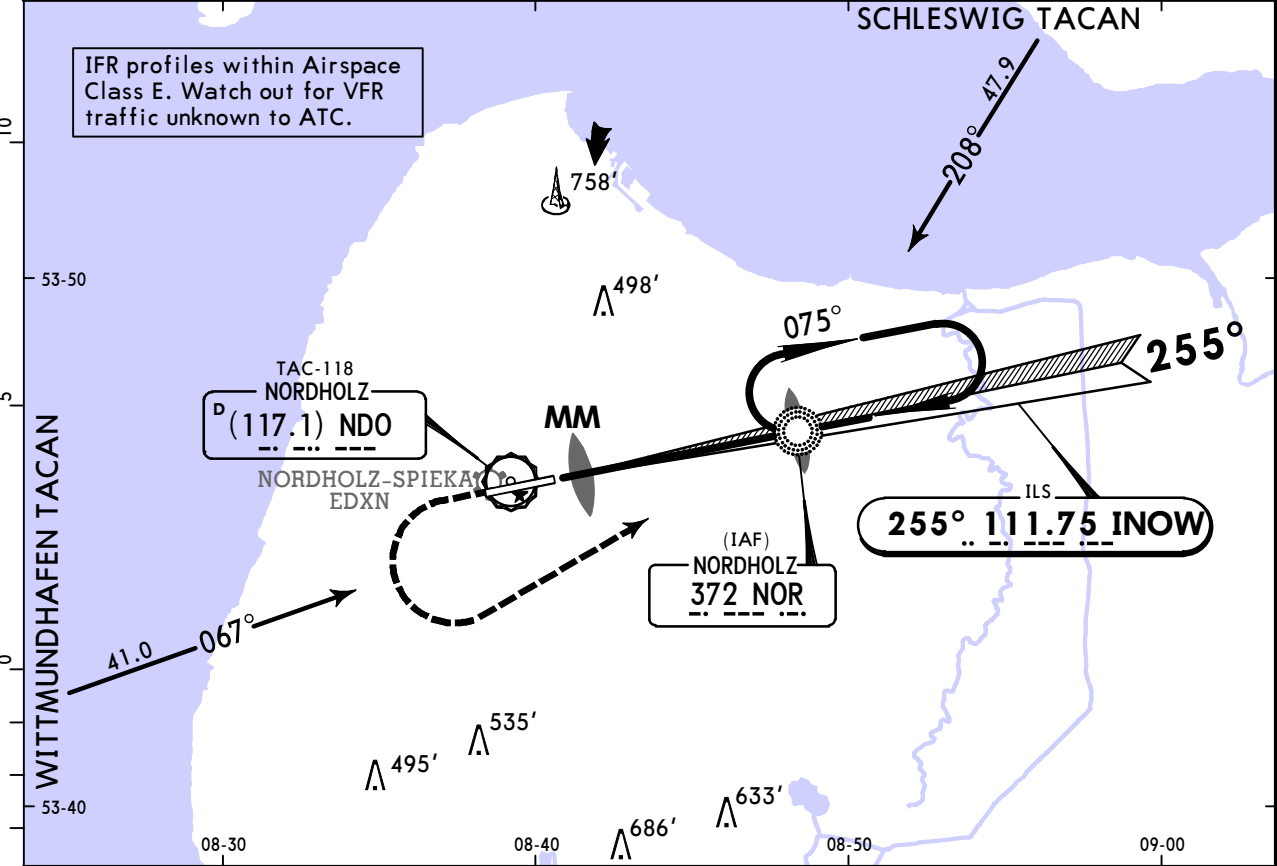
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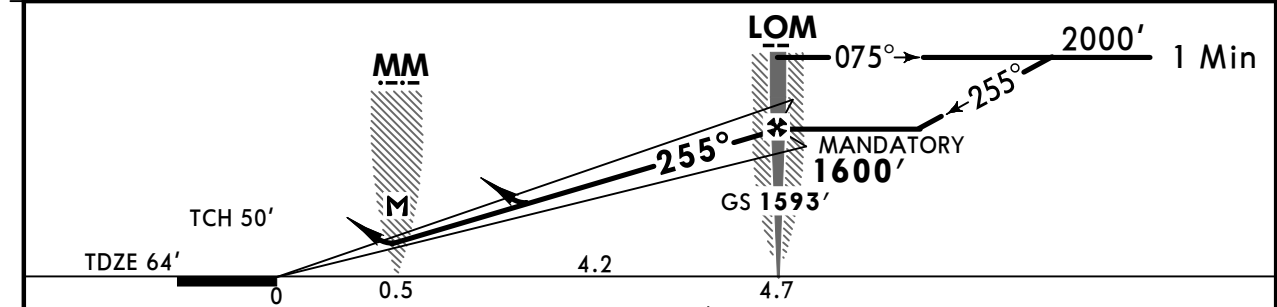
JEPPESSEN  
24 MAR 23 (11-2)

NORDHOLZ, GERMANY  
ILS or LOC Rwy 26

|                                  |                                                                                          |                   |                 |                     |                  |                 |       |
|----------------------------------|------------------------------------------------------------------------------------------|-------------------|-----------------|---------------------|------------------|-----------------|-------|
| BRIEFING STRIP™                  | BREMEN Radar                                                                             |                   | *NORDHOLZ Radar |                     | *NORDHOLZ Tower  |                 |       |
|                                  | 120.225                                                                                  | 299.1             | 129.855         | 342.625             | 131.255(civ)     | 122.1           | 315.7 |
|                                  | LOC<br>INOW                                                                              | Final<br>Apch Crs | LOM             | ILS<br>DA(H)        | Apt Elev 73'     | <div>2000</div> |       |
|                                  | 111.75                                                                                   | 255°              | 1593'(1529')    | 264'(200')          | TDZE 64'         |                 |       |
|                                  | MISSED APCH: Climb STRAIGHT AHEAD to 2000'. When passing 1000' turn LEFT and rehome NDB. |                   |                 |                     |                  |                 |       |
|                                  | Alt Set: hPa (IN on req)                                                                 |                   | TDZ Elev: 2 hPa | Trans level: By ATC | Trans alt: 5000' | MSA NOR NDB     |       |
| Procedure limited to MAX 230 KT. |                                                                                          |                   |                 |                     |                  |                 |       |



|              |          |      |      |       |       |       |
|--------------|----------|------|------|-------|-------|-------|
| LOC (GS out) | NDO TAC  | 2.0  | 3.0  | 4.0   | 5.0   | 5.5   |
|              | ALTITUDE | 490' | 810' | 1130' | 1450' | 1600' |



|                                   |      |      |      |      |      |                   |                                                                                         |
|-----------------------------------|------|------|------|------|------|-------------------|-----------------------------------------------------------------------------------------|
| Gnd speed-Kts                     | 70   | 90   | 100  | 120  | 140  | 160               | <div>HIALS</div> <div>PAPI PAPI</div> <div>1000'</div> <div>NOR 372</div> <div>LT</div> |
| ILS GS or LOC Descent angle 3.00° | 372  | 478  | 531  | 637  | 743  | 849               |                                                                                         |
| LOM to MAP 4.2                    | 3:36 | 2:48 | 2:31 | 2:06 | 1:48 | 1:35 or MAP at MM |                                                                                         |

|   | STRAIGHT-IN LANDING RWY 26 |                      | CIRCLE-TO-LAND                 |                       |
|---|----------------------------|----------------------|--------------------------------|-----------------------|
|   | ILS                        | LOC (GS out) CDFA    | Not authorized North of runway |                       |
|   | DA(H) 264'(200')           | DA/MDA(H) 480'(416') | Max Kts                        | MDA(H) CEIL-VIS       |
| A | FULL                       | ALS out              | 100                            | 560'(487') 500'-2300m |
| B |                            |                      | 135                            | 580'(507') 500'-2300m |
| C | 200'- RVR 550m VIS 800m    | 200'- 1200m          | 180                            | 780'(707') 800'-3300m |
| D |                            | 500'- 1200m          | 205                            | 930'(857') 900'-4000m |

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

CHANGES: Procedure.

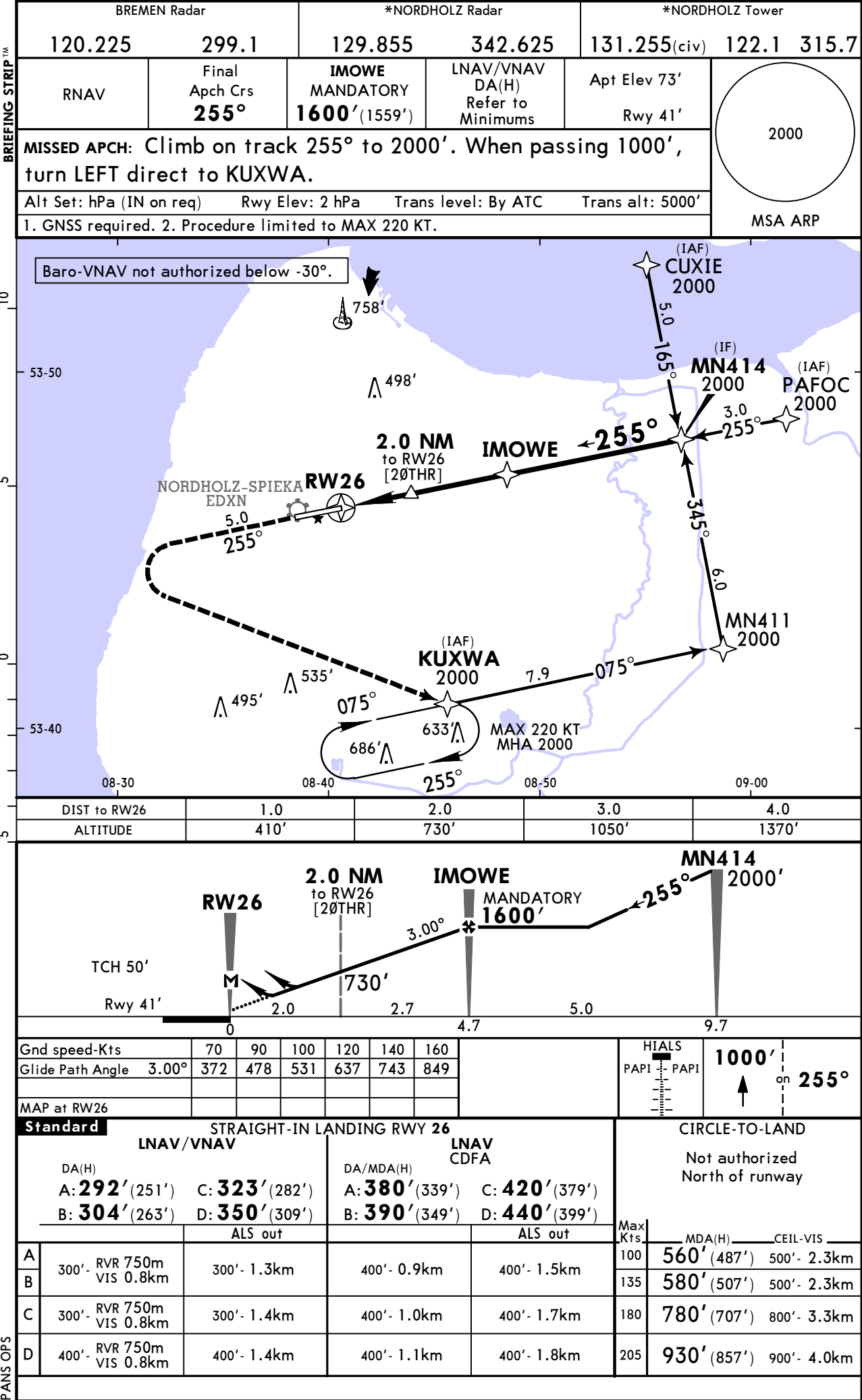
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24 MAR 23 (12-1)

NORDHOLZ, GERMANY  
RNP Rwy 26



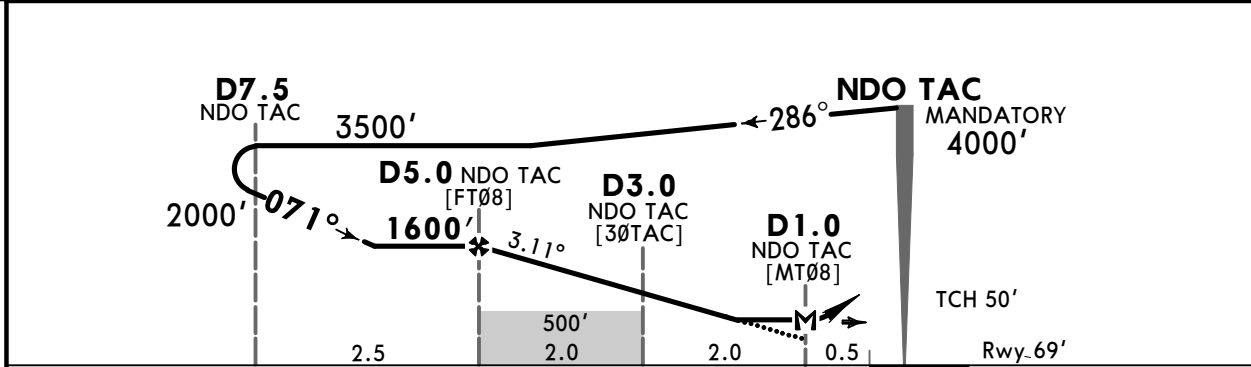
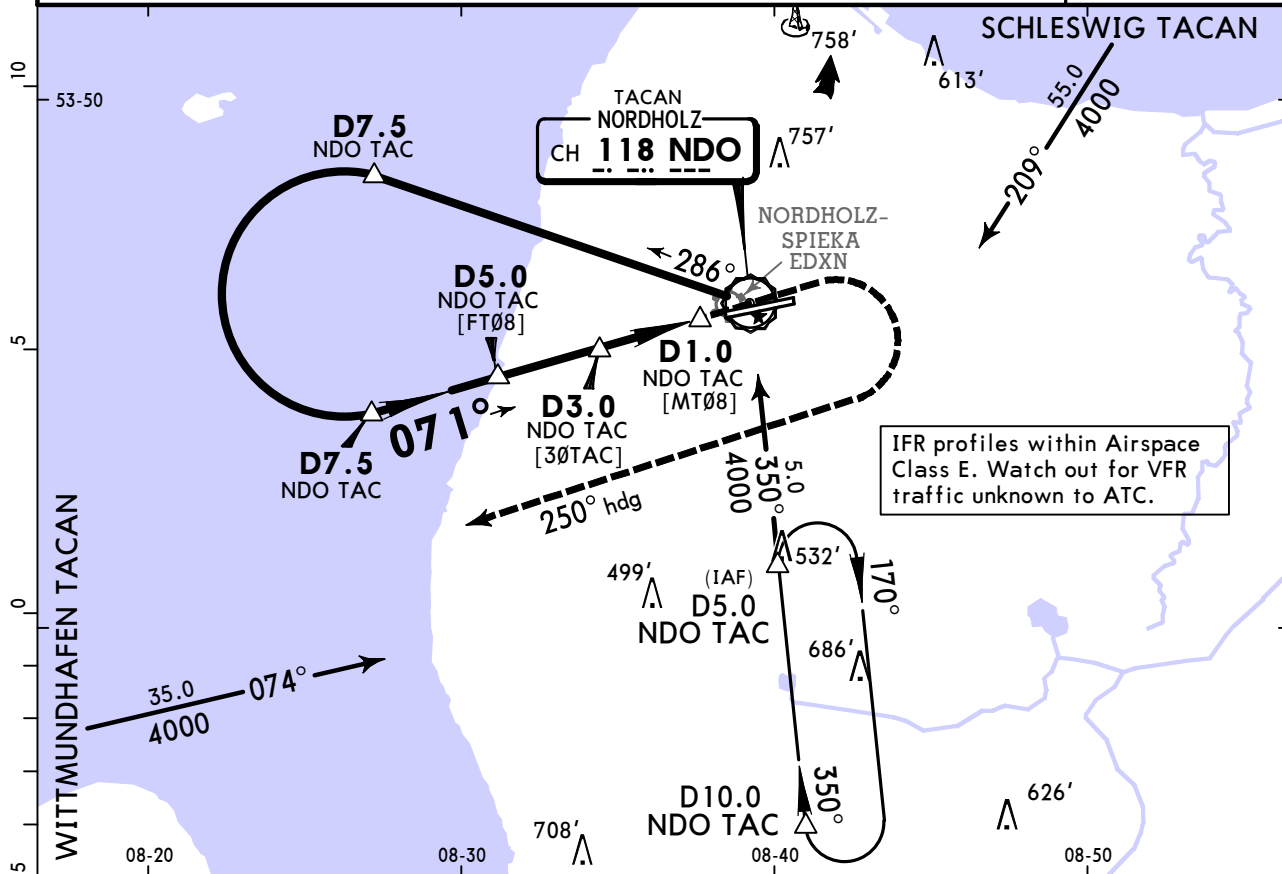
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NORDHOLZ

JEPPESEN  
31 DEC 21 (14-1)

NORDHOLZ, GERMANY  
TACAN Rwy 08

BRIEFING STRIP

|                                                                                                                                                          |                                  |                                      |                              |                         |                                        |
|----------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|--------------------------------------|------------------------------|-------------------------|----------------------------------------|
| BREMEN Radar                                                                                                                                             |                                  | *NORDHOLZ Radar                      |                              | *NORDHOLZ Tower         |                                        |
| 120.225      299.1                                                                                                                                       |                                  | 129.855      342.625                 |                              | 131.255(civ)      315.7 |                                        |
| TACAN<br>NDO<br>CH <b>118</b>                                                                                                                            | Final<br>Apch Crs<br><b>071°</b> | D5.0 NDO TAC<br><b>1600'</b> (1531') | MDA(H)<br><b>450'</b> (381') | Apt Elev 73'<br>Rwy 69' | <div>2000</div> <div>MSA NDO TAC</div> |
| MISSED APCH: Climb STRAIGHT AHEAD to 1000', then turn RIGHT onto hdg 250°. Continue climbing to 2500'. Intercept 10 DME Arc NDO TAC and return to final. |                                  |                                      |                              |                         |                                        |
| Alt Set: hPa(IN on req)      Rwy Elev: 3 hPa      Trans level: By ATC      Trans alt: 5000'                                                              |                                  |                                      |                              |                         |                                        |



|                     |     |     |     |     |     |     |                             |
|---------------------|-----|-----|-----|-----|-----|-----|-----------------------------|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 | HIALS<br>PAPI PAPI<br>1000' |
| Descent Angle 3.11° | 385 | 495 | 550 | 660 | 770 | 880 |                             |
| MAP at D1.0 NDO TAC |     |     |     |     |     |     |                             |

|                 |              |              |                            |     |                                   |              |
|-----------------|--------------|--------------|----------------------------|-----|-----------------------------------|--------------|
| <b>Military</b> |              |              | STRAIGHT-IN LANDING RWY 08 |     | CIRCLE-TO-LAND                    |              |
|                 |              |              | MDA(H) <b>450'</b> (381')  |     | Not authorized<br>North of runway |              |
|                 |              |              | ALS out                    |     | Max Kts                           |              |
| A               | 400' - 1100m | 400' - 1500m |                            | 90  | 560' (487')                       | 500' - 2300m |
| B               |              | 400' - 1500m |                            | 120 | 570' (497')                       | 500' - 2300m |
| C               |              | 400' - 1800m |                            | 140 | 780' (707')                       | 800' - 3300m |
| D               |              | 400' - 1800m |                            | 165 | 930' (857')                       | 900' - 4000m |

CHANGES: Minimums.

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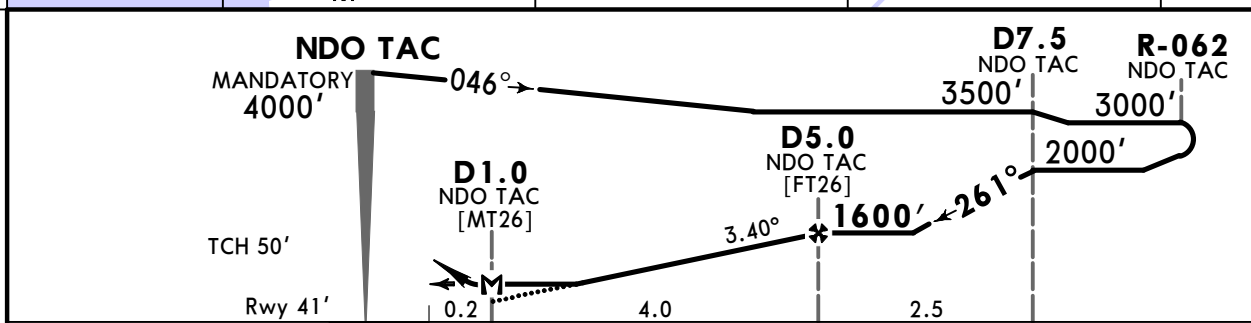
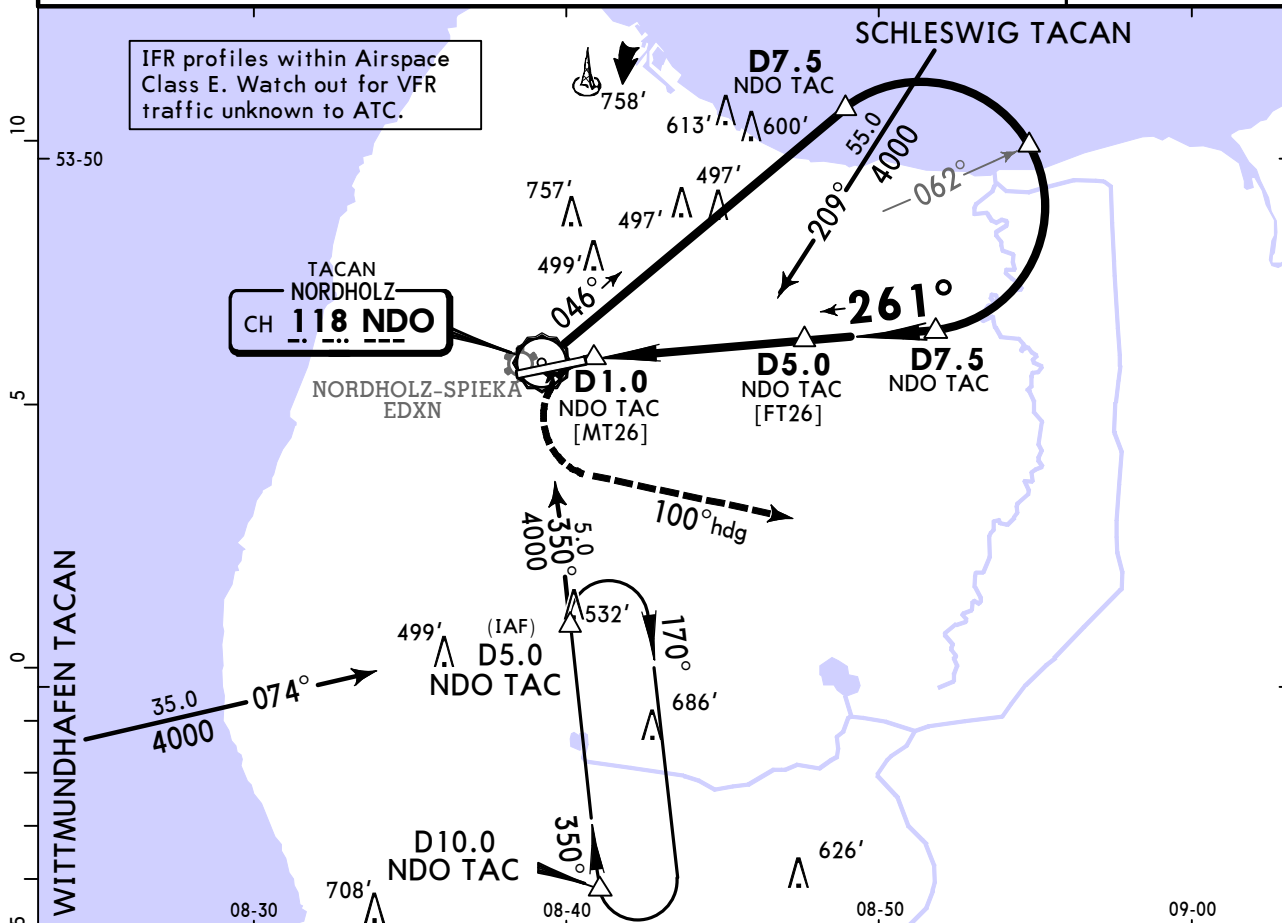
ETMN/FCN  
NORDHOLZ

JEPPESSEN  
31 DEC 21 (14-2)

NORDHOLZ, GERMANY  
TACAN Rwy 26

BRIEFING STRIP

|                                                                                            |                                  |                                             |                              |                             |                                        |
|--------------------------------------------------------------------------------------------|----------------------------------|---------------------------------------------|------------------------------|-----------------------------|----------------------------------------|
| BREMEN Radar                                                                               |                                  | *NORDHOLZ Radar                             |                              | *NORDHOLZ Tower             |                                        |
| 120.225      299.1                                                                         |                                  | 129.855      342.625                        |                              | 131.255(civ)      315.7     |                                        |
| TACAN<br>NDO<br>CH <b>118</b>                                                              | Final<br>Apch Crs<br><b>261°</b> | <b>D5.0 NDO TAC</b><br><b>1600'</b> (1559') | MDA(H)<br><b>450'</b> (409') | Apt Elev 73'<br><br>Rwy 41' | <div>2000</div> <div>MSA NDO TAC</div> |
| MISSED APCH: Turn LEFT climbing to 2500' on heading 100° and intercept 10 DME Arc NDO TAC. |                                  |                                             |                              |                             |                                        |
| Alt Set: hPa(IN on req)                                                                    |                                  | Rwy Elev: 2 hPa                             | Trans level: By ATC          | Trans alt: 5000'            |                                        |



|                     |     |     |     |     |     |     |                                               |
|---------------------|-----|-----|-----|-----|-----|-----|-----------------------------------------------|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 | HIALS<br>PAPI PAPI<br>2500' on 100°<br>LT hdg |
| Descent Angle 3.40° | 421 | 541 | 602 | 722 | 842 | 963 |                                               |
| MAP at D1.0 NDO TAC |     |     |     |     |     |     |                                               |

| Military STRAIGHT-IN LANDING RWY 26 |  |  |         | CIRCLE-TO-LAND                 |              |
|-------------------------------------|--|--|---------|--------------------------------|--------------|
| MDA(H) <b>450'</b> (409')           |  |  |         | Not authorized North of runway |              |
| ALS out                             |  |  | Max Kts | MDA(H)                         | CEIL-VIS     |
| 500' - 1500m                        |  |  | 90      | <b>560'</b> (487')             | 500' - 2300m |
|                                     |  |  | 120     | <b>570'</b> (497')             | 500' - 2300m |
| 500' - 1200m                        |  |  | 140     | <b>780'</b> (707')             | 800' - 3300m |
|                                     |  |  | 165     | <b>930'</b> (857')             | 900' - 4000m |

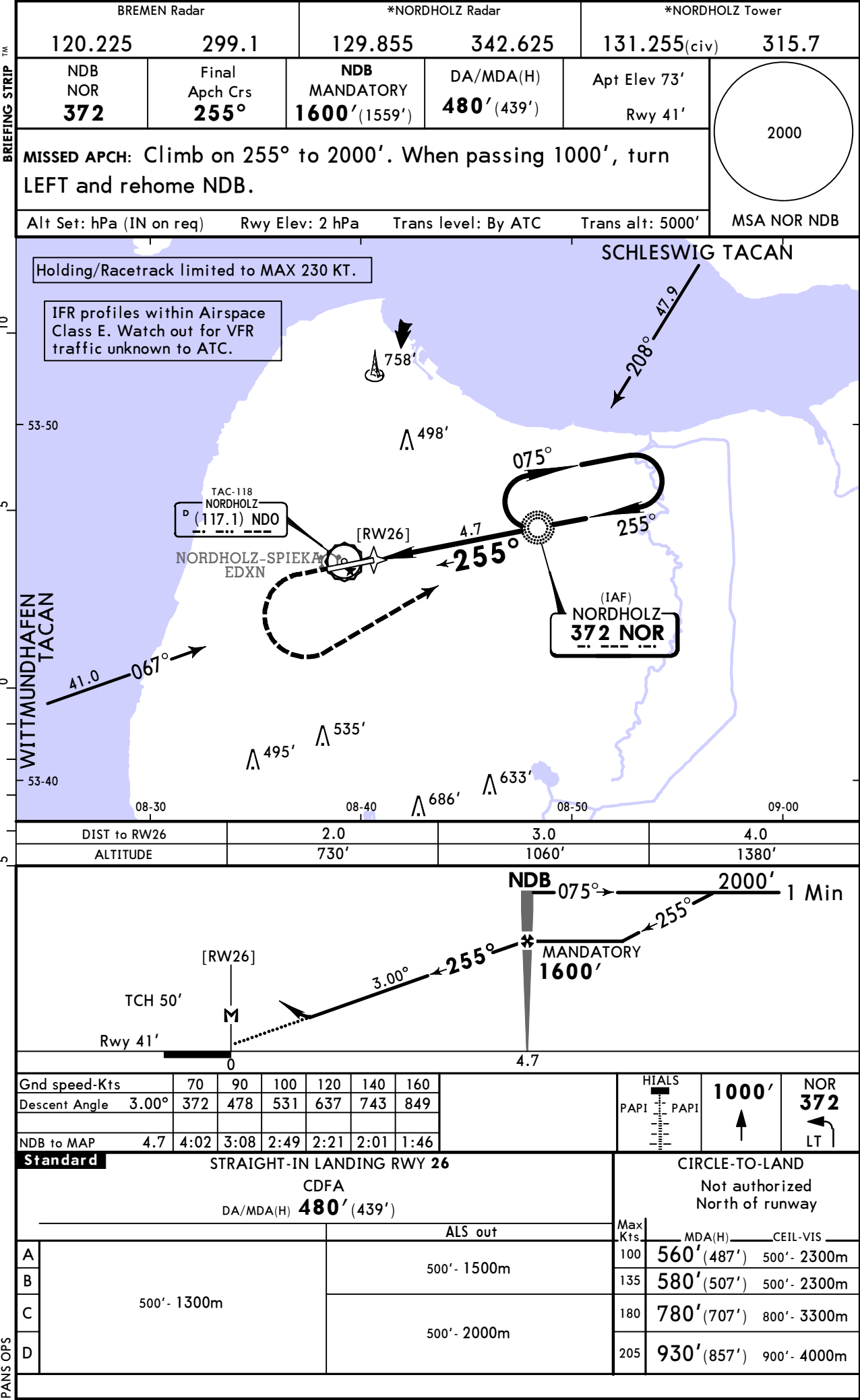
CHANGES: Circling minimums.

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NORDHOLZ

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24 MAR 23 (16-1)

NORDHOLZ, GERMANY  
NDB Rwy 26

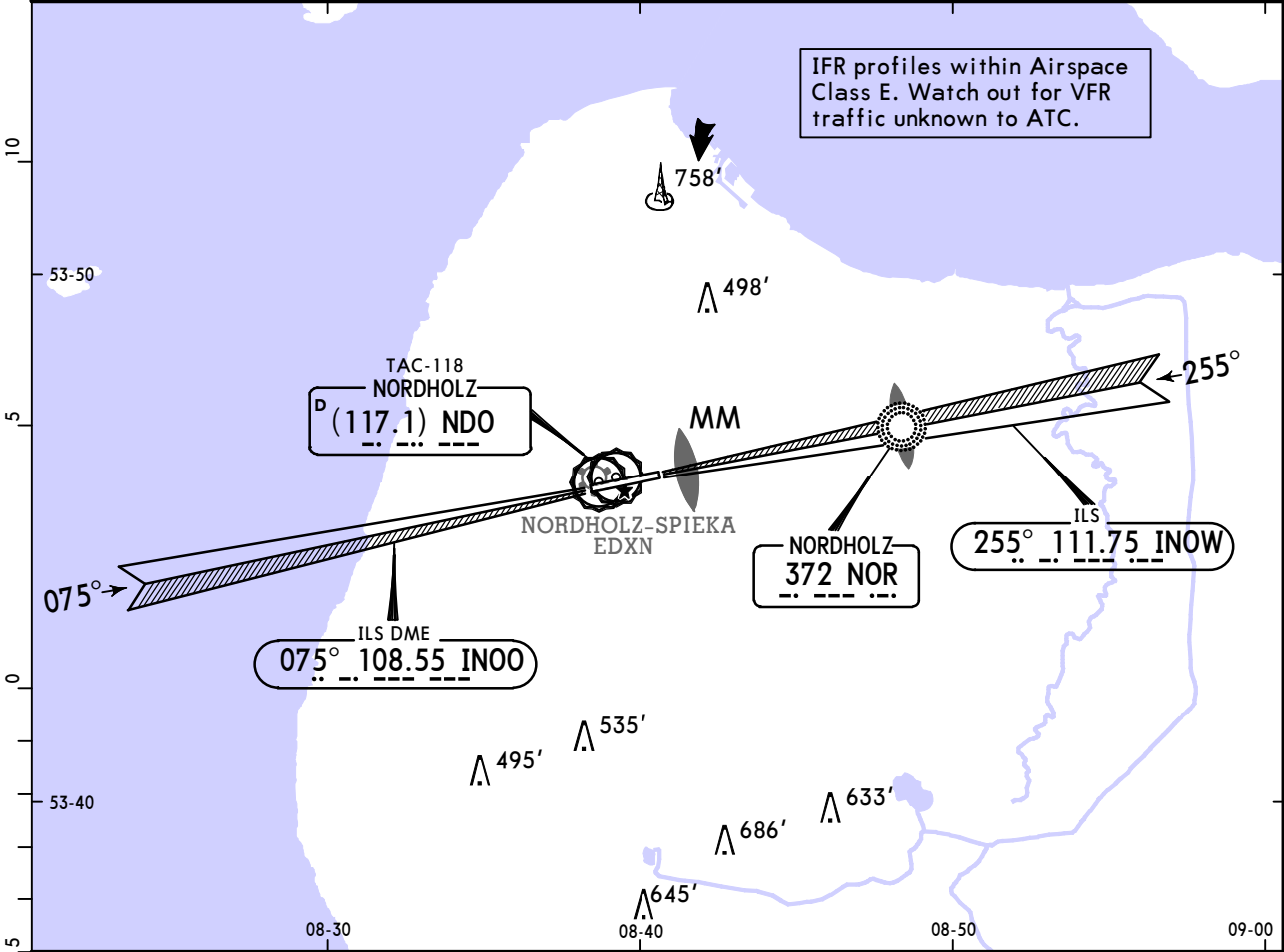


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**JEPPESEN**  
24 MAR 23 **(18-1)**

**NORDHOLZ, GERMANY**  
**\*PAR Rwy 08, 26**

|                     |                                               |                             |                         |                               |                                                    |                                     |
|---------------------|-----------------------------------------------|-----------------------------|-------------------------|-------------------------------|----------------------------------------------------|-------------------------------------|
| BRIEFING STRIP<br>™ | BREMEN Radar                                  |                             | *NORDHOLZ Radar         |                               | *NORDHOLZ Tower                                    |                                     |
|                     | 120.225                                       | 299.1                       | 129.855                 | 342.625                       | 131.255(civ)                                       | 122.1 315.7                         |
|                     | RADAR                                         | Final<br>Apch Crs<br>BY ATC | PAR GS<br>Not published | DA(H)<br>Refer to<br>Minimums | Apt Elev 73'<br>TDZE RWY 08 73'<br>TDZE RWY 26 64' | <div>No<br/>MSA<br/>published</div> |
|                     | MISSED APCH: As directed by RADAR CONTROLLER. |                             |                         |                               |                                                    |                                     |
|                     | Alt Set: hPa (IN on req)                      |                             | Apt Elev: 3 hPa         | Trans level: By ATC           | Trans alt: 5000'                                   |                                     |



|                       |             |     |     |         |              |     |     |  |  |                       |             |  |  |                                         |              |                                  |  |  |  |  |
|-----------------------|-------------|-----|-----|---------|--------------|-----|-----|--|--|-----------------------|-------------|--|--|-----------------------------------------|--------------|----------------------------------|--|--|--|--|
| RWY 08<br>PAR TCH 43' |             |     |     |         |              |     |     |  |  | RWY 26<br>PAR TCH 68' |             |  |  |                                         |              |                                  |  |  |  |  |
| Gnd speed-Kts         |             | 70  | 90  | 100     | 120          | 140 | 160 |  |  |                       |             |  |  | Lighting -<br>Refer to<br>Airport Chart |              | Refer to<br>Missed Apch<br>above |  |  |  |  |
| PAR 08 GS 3.00°       |             | 372 | 478 | 531     | 637          | 743 | 849 |  |  |                       |             |  |  |                                         |              |                                  |  |  |  |  |
| PAR 26 GS 3.00°       |             | 372 | 478 | 531     | 637          | 743 | 849 |  |  |                       |             |  |  |                                         |              |                                  |  |  |  |  |
|                       |             |     |     |         |              |     |     |  |  |                       |             |  |  |                                         |              |                                  |  |  |  |  |
| Standard              |             |     |     |         |              |     |     |  |  | STRAIGHT-IN LANDING   |             |  |  |                                         |              |                                  |  |  |  |  |
| PAR 08                |             |     |     |         |              |     |     |  |  | PAR 26                |             |  |  |                                         |              |                                  |  |  |  |  |
| DA(H) 274' (200')     |             |     |     |         |              |     |     |  |  | DA(H) 264' (200')     |             |  |  |                                         |              |                                  |  |  |  |  |
|                       |             |     |     | ALS out |              |     |     |  |  |                       |             |  |  | ALS out                                 |              |                                  |  |  |  |  |
| A                     | 200' - 800m |     |     |         | 200' - 1200m |     |     |  |  |                       | 200' - 800m |  |  |                                         | 200' - 1200m |                                  |  |  |  |  |
| B                     |             |     |     |         |              |     |     |  |  |                       |             |  |  |                                         |              |                                  |  |  |  |  |
| C                     |             |     |     |         |              |     |     |  |  |                       |             |  |  |                                         |              |                                  |  |  |  |  |
| D                     |             |     |     |         |              |     |     |  |  |                       |             |  |  |                                         |              |                                  |  |  |  |  |

CHANGES: TDZE rwy 08, rwy 26 bearing.

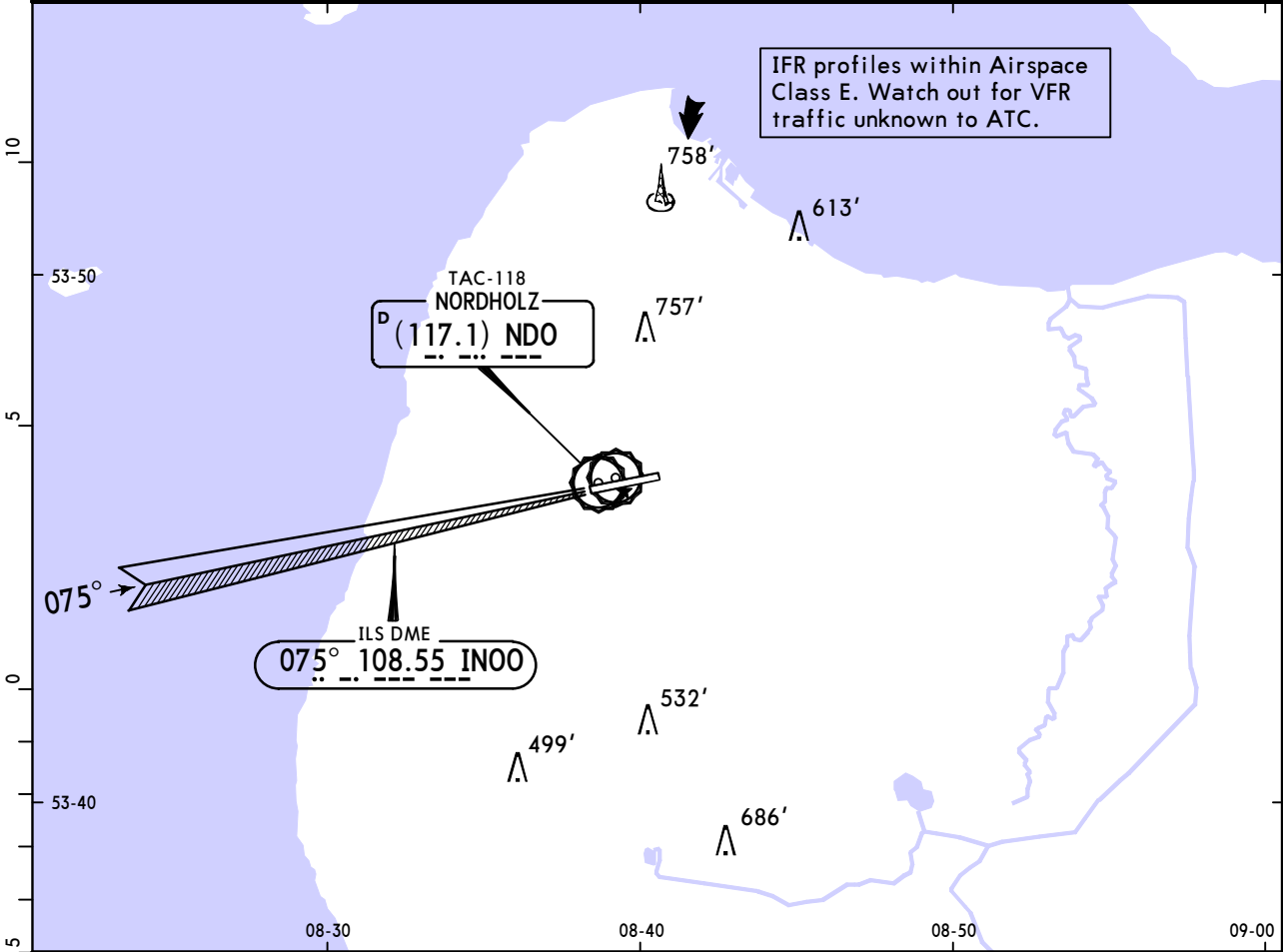
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NORDHOLZ

JEPPESSEN  
26 MAR 21 (18-2)

NORDHOLZ, GERMANY  
COPTER \*PAR 079°

|                                               |                             |                                       |                             |                                            |                                     |
|-----------------------------------------------|-----------------------------|---------------------------------------|-----------------------------|--------------------------------------------|-------------------------------------|
| BREMEN Radar<br>120.225                       |                             | *NORDHOLZ Radar<br>123.3      129.855 |                             | *NORDHOLZ Tower<br>131.255(civ)      122.1 |                                     |
| For UHF see MIL-101 listing                   |                             |                                       |                             |                                            |                                     |
| RADAR                                         | Final<br>Apch Crs<br>BY ATC | PAR GS<br>No Alt<br>published         | DA(H)<br><b>274'</b> (200') | Apt Elev 73'<br>TDZE 74'                   | <div>No<br/>MSA<br/>published</div> |
| MISSED APCH: As directed by RADAR CONTROLLER. |                             |                                       |                             |                                            |                                     |
| Alt Set: hPa (IN on req)                      |                             | TDZ Elev: 3 hPa                       | Trans level: By ATC         | Trans alt: 5000'                           |                                     |



|                            |            |     |     |                            |     |     |                                                        |
|----------------------------|------------|-----|-----|----------------------------|-----|-----|--------------------------------------------------------|
| PAR TCH not published      |            |     |     |                            |     |     |                                                        |
| Gnd speed-Kts              | 70         | 90  | 100 | 120                        | 140 | 160 | HIALS<br>PAPI PAPI<br>Refer to<br>Missed Apch<br>above |
| PAR GS                     | 3.00°      | 372 | 478 | 531                        | 637 | 743 |                                                        |
|                            |            |     |     |                            |     |     |                                                        |
| Standard                   |            |     |     | STRAIGHT-IN LANDING RWY 08 |     |     | CEILING REQUIRED                                       |
|                            |            |     |     | DA(H) <b>274'</b> (200')   |     |     |                                                        |
| FULL                       |            |     |     | ALS out                    |     |     |                                                        |
| C<br>O<br>P<br>T<br>E<br>R | 100'- 500m |     |     | 100'- 1000m                |     |     |                                                        |
|                            |            |     |     |                            |     |     |                                                        |

**NORDHOLZ, (NORDHOLZ - ETMN)**

**TERMINAL CHART CHANGE NOTICES**

**No Chart Change Notices for Airport ETMN**

**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.