

05-OCT-2017

DTM-EDLW**1-10****A01****GENERAL****Operational Hours****ATS Hours:** 0445-2200±, until 2230± PPR**AD OPS Hours:** 0500-2100±**AD ADMIN Hours:** 0500-2200±**Night restriction**

SKED LDG until 2100± (according FPL) may land until 2200± upon PPR.

SKED TKOF until 2130± (according FPL) may TKOF until 2200± upon PPR.

Airport Information**RFF:** CAT 7**Fuel:** 0500-2200±**PCN:** RWY 06/24: 49/F/C/W/T**Customs:** PAX ACFT: 0600-2200±

Cargo ACFT: MON-FRI 0630-2000±

Operation**Low Visibility Procedures**

LVP TKOF are AVBL for both TKOF directions.

Taxiing to/from RWY will be conducted via TWY M and A or D.

TWY C may be used on express orders from TWR.

TWY B CLSD.

TWY L west of STOP 1 and TWY K may be used under follow-me guidance only.

RVR below 200m: ACFT will be guided by follow-me.

For TKOF run the APCH lighting, the green lights of the DISPL THR, the red sidelights and the TDZ lights will be switched off. The white CL will be switched on from the beginning of the RWY.

Stop bars are provided at the taxi HLDG positions A/B/C and D.

TWY Restrictions

TWY M (alongside APN) width 18m / 59ft.

TWY B width 15m / 49ft, MAX 30t / 66139lbs.

Taxi/Parking

Visual Docking Guidance System (APIS) AVBL.

Self-powered movements approved between 0500-2200± only. Taxiing after LDG is permitted up to the first parking PSN.

APU

Use of APU after 2130± prohibited. From then on use GPU only.

GENERAL**Warnings****BOT NDB** unusable:

- 039°-043° from 15NM
- 043°-039° from 17NM

ILS RWY 24 DWW DME unusable: 095°-025° between 0-17NM below 10000ft**HMM DVOR/DME** unusable:

- 0-10NM below 1300ft
- 10-20NM below 2500ft

ARRIVAL**Communication**

COM Failure: See CRAR Germany and in addition;
Proceed to DOR VOR/DME for standard APCH.

Arrival Procedure**Arrival Notes****DOMEG 2A** : CLR limit DOMEG. Radar vectoring will be provided onto final APCH track.**ADEMI 2A**: CLR limit ADEMI. Radar vectoring will be provided onto final APCH track.**Visual APCH**

ACFT code letter C-E and/or with wingspan 24m / 79ft or above fly final APCH MNM 4NM.

Non-standard GP Intercept Position on RWY 06GP intercepts RWY 06 at *326m / 1069ft* after landing threshold.Remaining LDG DIST beyond GP is *1374m / 4508ft*.**DEPARTURE****Take-off Minima**

RWY		06/24	
All ACFT	ft - m/km	0 - 125R	-

Communication**COM Failure:** See CRAR Germany.**De-Icing**

AVBL 0500-2200±.

Effective 01-FEB-2018

25-JAN-2018

DTM-EDLW

Germany Dortmund

AGC

AFC

AFC

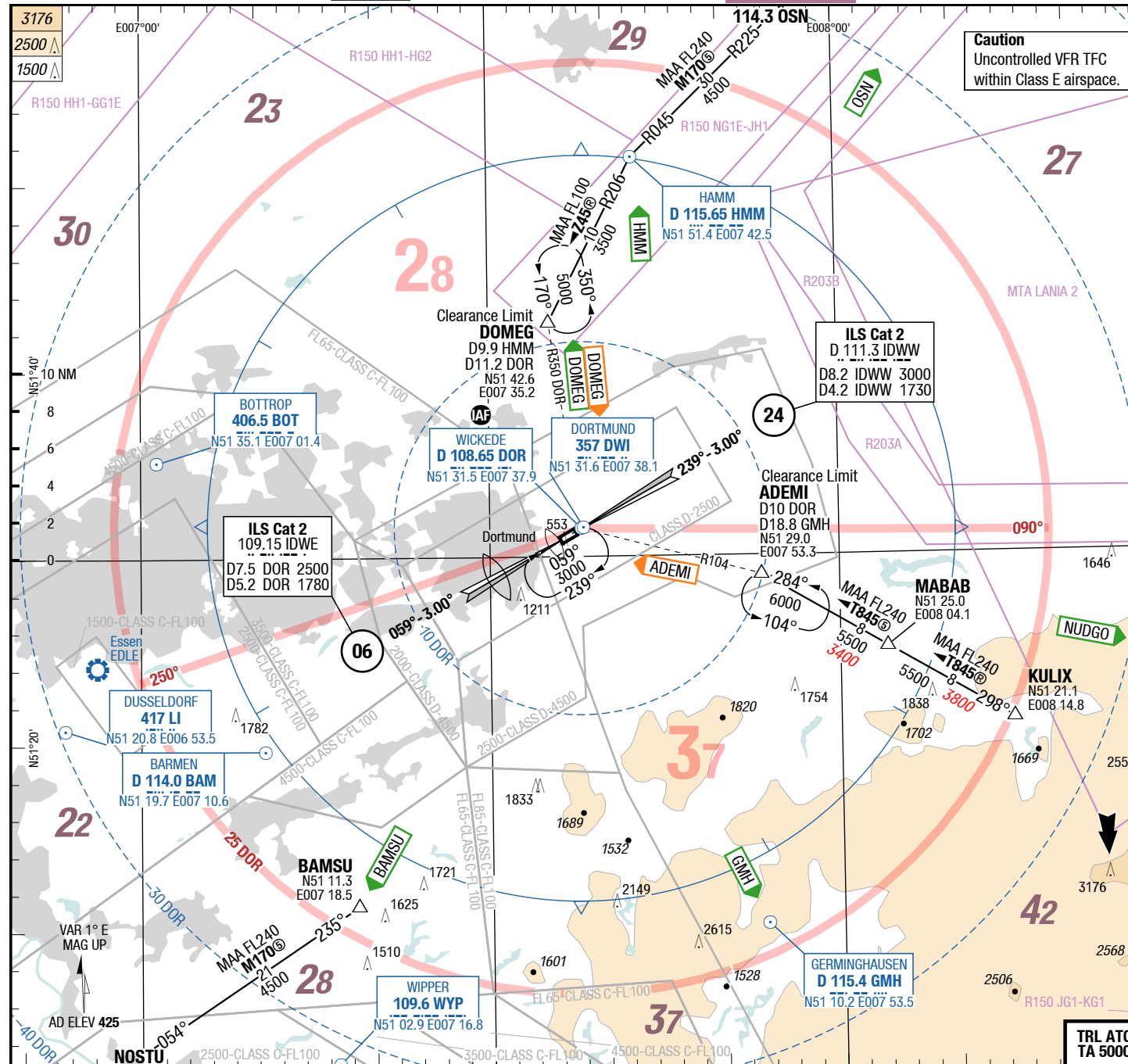
AFC

Dortmund Germany

AGC

AFC

2-10



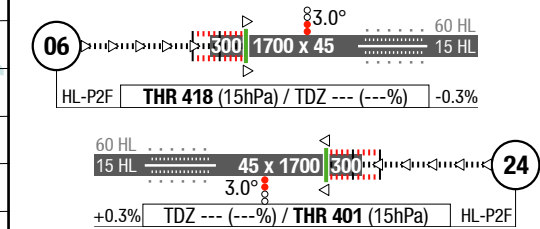
ATIS 125.125 0450-2050+

Langen RAD 125.225

TWR 134.175 0445-2200+, 2230+ PPR

GND 121.825 0445-2200+, 2230+ PPR

Landing RWY system:



Changes: Navaid BAM, OBST

Effective 01-FEB-2018

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DTM-EDLW

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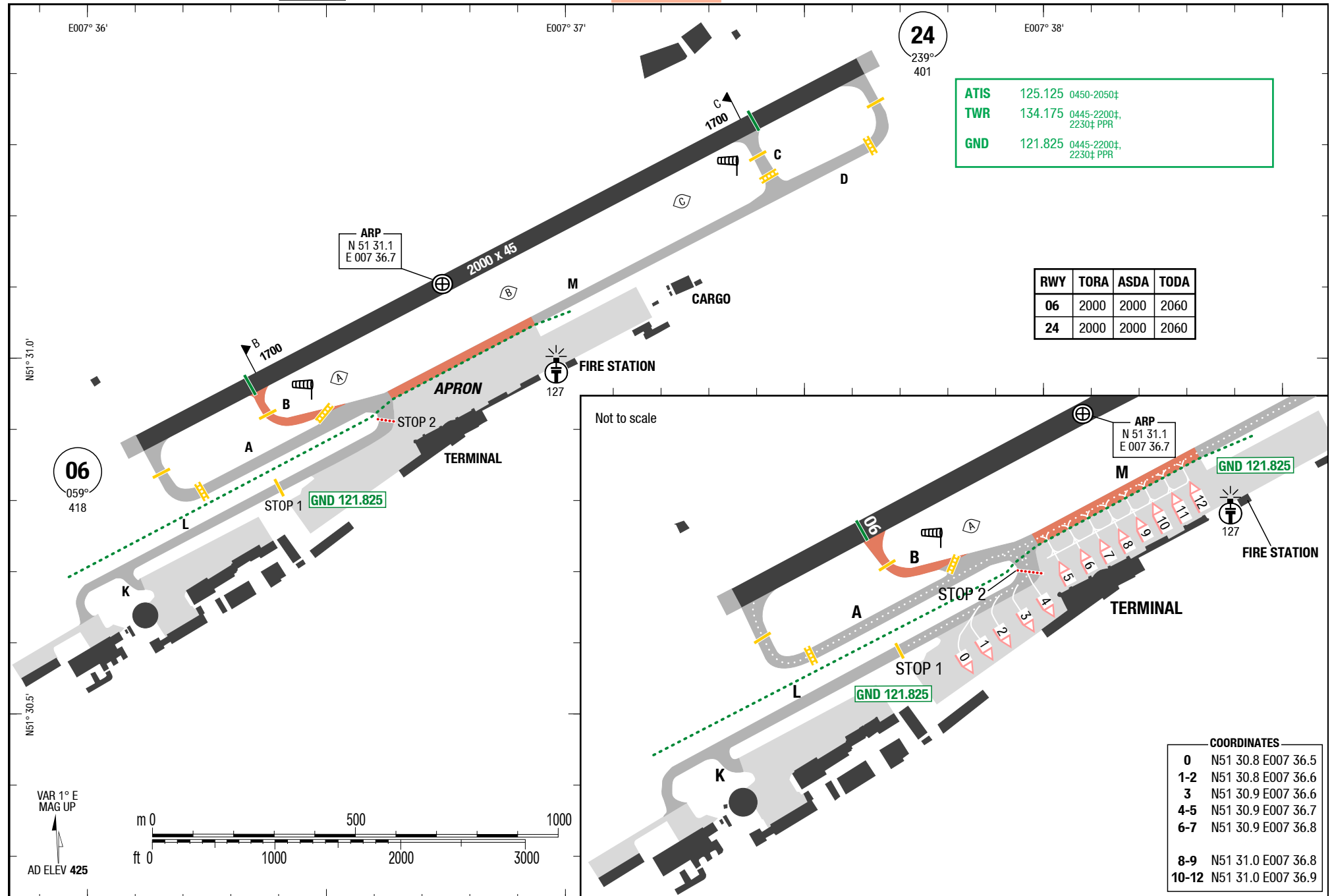
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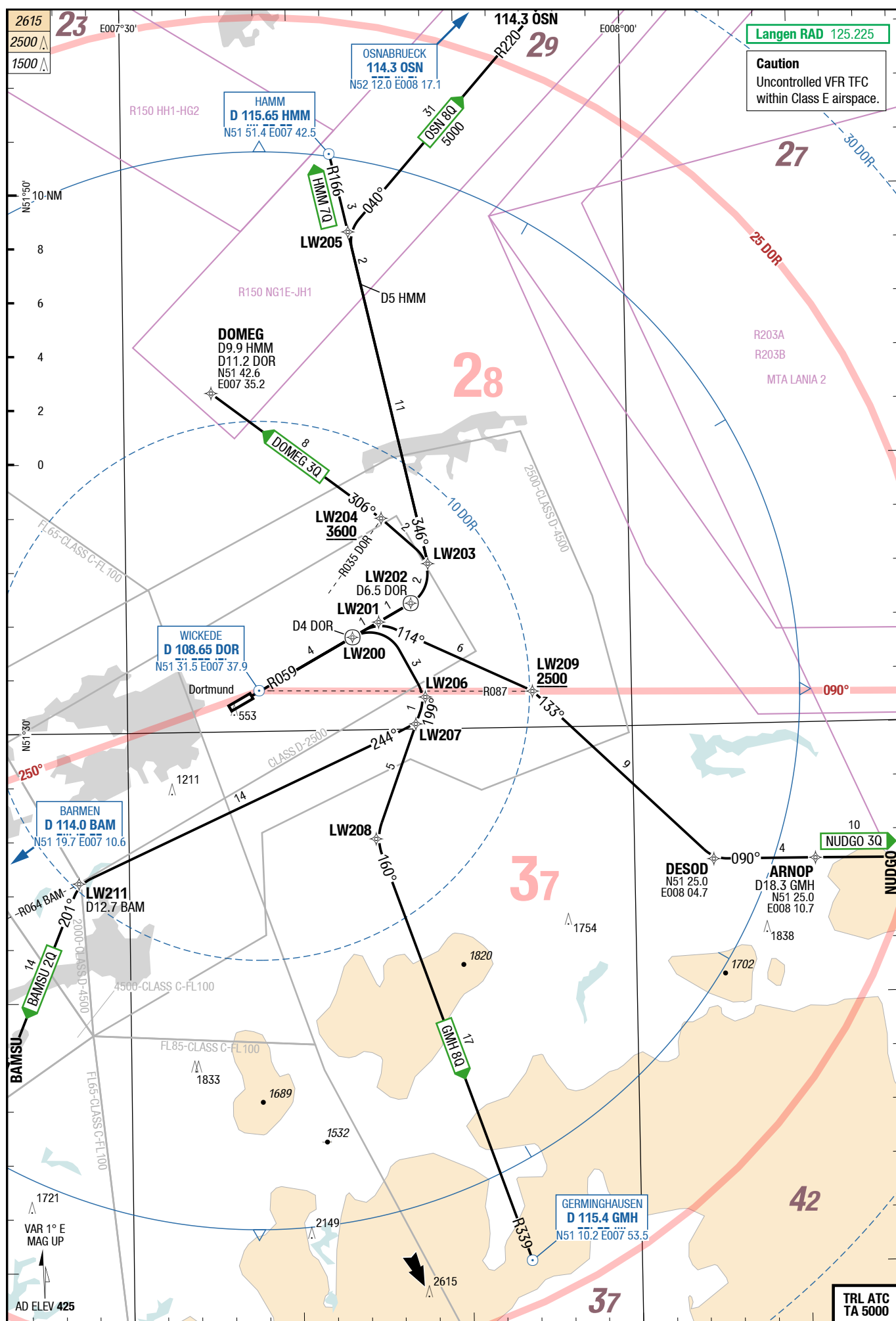
Dortmund Germany

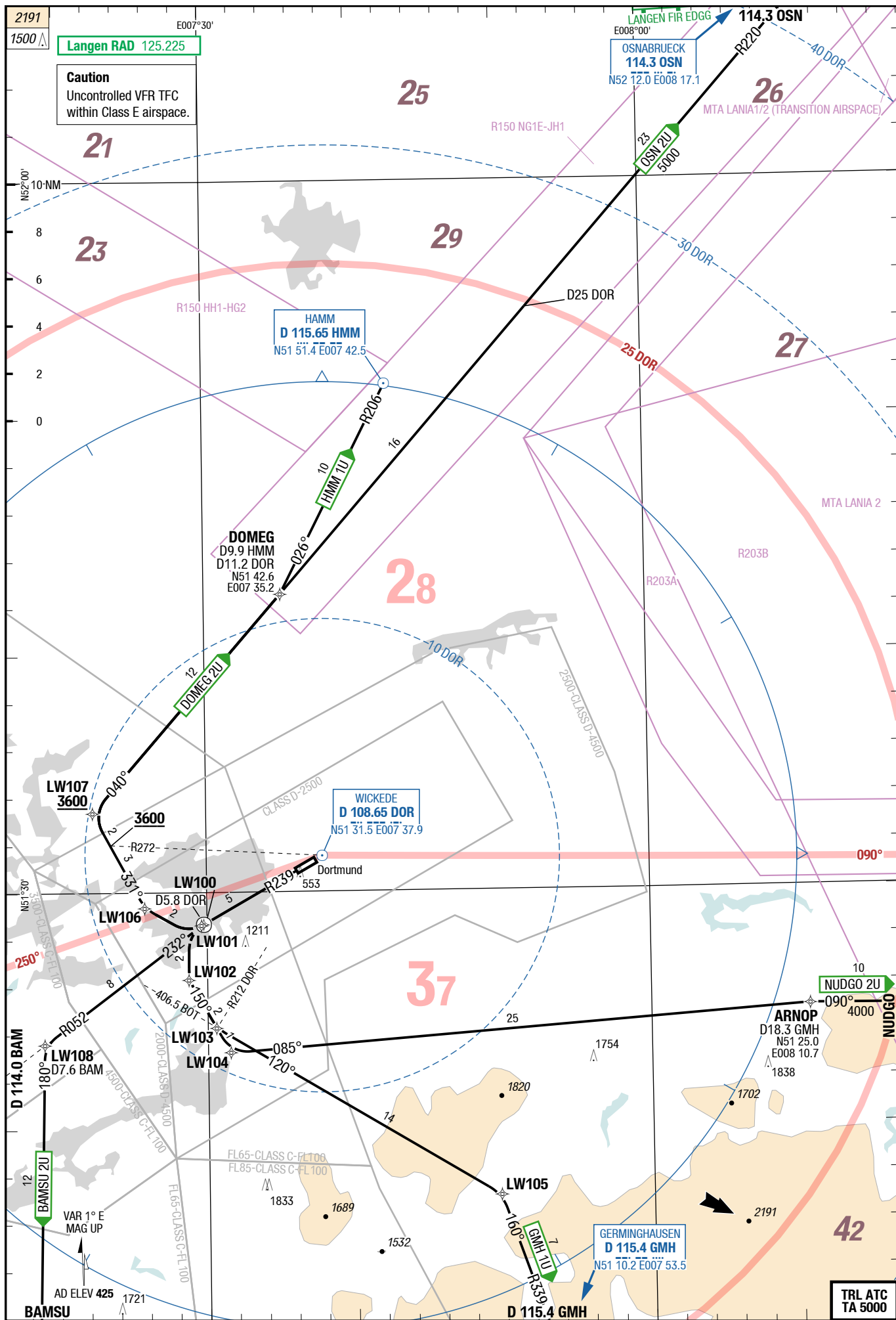
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3-20



Changes: Nil





25-FEB-2016

DTM-EDLW**5-10****SIDs RWY 06 (RNAV Overlay)****BAMSU 2Q / DOMEQ 3Q / GERMINGHAUSEN 8Q / HAMM 7Q / NUDGO 3Q / OSNABRUCK 8Q**

RWY 06 (059°)

After take-off, contact Langen RAD.

	GS	120	150	180	210	240	270
4.8%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 06	
BAMSU 2Q 125.225 ①	R059 DOR - at D4 DOR RT 199° intercept R064 BAM inbound - at D12.7 BAM LT 201° to BAMSU FMS [A900+] - <u>LW200</u> [R] - LW207 [R] - LW211 [L] - BAMSU	initial climb 5000
DOMEQ 3Q 4.8% until R035 DOR 125.225 ②④	R059 DOR - at D6.5 DOR LT 306° to DOMEQ FMS [A900+] - <u>LW202</u> [L] - LW204 - DOMEQ	R035 DOR MNM 3600 LW204 MNM 3600 initial climb 5000
GERMINGHAUSEN 8Q GMH 8Q 125.225	R059 DOR - at D4 DOR RT 199° intercept R339 GMH to GMH FMS [A900+] - <u>LW200</u> [R] - LW206 - LW208 [L] - GMH	initial climb 5000
HAMM 7Q HMM 7Q 125.225	R059 DOR - at D6.5 DOR LT intercept R166 HMM to HMM FMS [A900+] - <u>LW202</u> [L] - LW203 - HMM	initial climb 5000
NUDGO 3Q 4.8% to 5000 125.225 ③④	R059 DOR - at D4 DOR RT 114° - crossing R087 DOR RT 133° to DESOD - ARNOP - NUDGO FMS [A900+] - LW201 [R] - LW209 [R] - DESOD [L] - ARNOP - NUDGO	R087 DOR MNM 2500 LW209 MNM 2500 initial climb 5000
OSNABRUCK 8Q OSN 8Q 125.225	R059 DOR - at D6.5 DOR LT intercept R166 HMM inbound - at D5 HMM RT intercept R220 OSN to OSN FMS [A900+] - <u>LW202</u> [L] - LW203 - LW205 [R] - OSN	initial climb 5000

① After D12.7 BAM B-RNAV equipment necessary.

② After R035 DOR B-RNAV equipment necessary.

③ After R087 DOR B-RNAV equipment necessary.

④ Climb gradient due airspace structure. If unable to comply advise ATC.

Changes: QFU

25-FEB-2016

DTM-EDLW**5-20****SIDs RWY 24 (RNAV Overlay)****BAMSU 2U / DOMEQ 2U / GERMINGHAUSEN 1U / HAMM 1U / NUDGO 2U**

RWY 24 (239°)

After take-off, contact Langen RAD.

	GS	120	150	180	210	240	270
4.8%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 24	
BAMSU 2U 125.225 ①	R239 DOR - at D5.8 DOR LT intercept R052 BAM inbound - at D7.6 BAM LT 180° to BAMSU FMS [A900+] - <u>LW101</u> [L] - LW108 [L] - BAMSU	initial climb 5000
DOMEQ 2U 4.8% until R272 DOR 125.225 ②④	R239 DOR - at D5.8 DOR RT 331° - crossing R272 DOR RT 040° to DOMEQ FMS [A900+] - <u>LW100</u> [R] - LW106 - LW107 [R] - DOMEQ	R272 DOR MNM 3600 LW107 MNM 3600 initial climb 5000
GERMINGHAUSEN 1U GMH 1U 125.225	R239 DOR - at D5.8 DOR LT 150° intercept QDR 120 BOT - intercept R339 GMH to GMH FMS [A900+] - <u>LW100</u> [L] - LW102 - LW103 [L] - LW105 [R] - GMH	initial climb 5000
HAMM 1U HMM 1U 4.8% until R272 DOR 125.225 ②④	R239 DOR - at D5.8 DOR RT 331° - crossing R272 DOR RT 040° - at DOMEQ LT 026° to HMM FMS [A900+] - <u>LW100</u> [R] - LW106 - LW107 [R] - DOMEQ [L] - HMM	R272 DOR MNM 3600 LW107 MNM 3600 initial climb 5000
NUDGO 2U 125.225 ③	R239 DOR - at D5.8 DOR LT 150° - crossing R212 DOR LT 085° to ARNOP - NUDGO FMS [A900+] - <u>LW100</u> [L] - LW102 - LW104 [L] - ARNOP [R] - NUDGO	initial climb 5000

① After D7.6 BAM B-RNAV equipment necessary.

② After R272 DOR B-RNAV equipment necessary.

③ After R212 DOR B-RNAV equipment necessary.

④ Climb gradient due airspace structure. If unable to comply advise ATC.

Changes: QFU

25-FEB-2016

DTM-EDLW**5-30****SIDs RWY 24 (RNAV Overlay)****OSNABRUCK 2U**

RWY 24 (239°)

After take-off, contact Langen RAD.

	GS	120	150	180	210	240	270
4.8%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 24	
OSNABRUCK 2U OSN 2U 4.8% until R272 DOR 125.225 ①②	R239 DOR - at D5.8 DOR RT 331° - crossing R272 DOR RT 040° via DOMEQ to OSN FMS [A900+] - <u>LW100</u> [R] - LW106 - LW107 [R] - DOMEQ - OSN	R272 DOR MNM 3600 LW107 MNM 3600 initial climb 5000

① After R272 DOR B-RNAV equipment necessary.

② Climb gradient due airspace structure. If unable to comply advise ATC.

25-FEB-2016
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Germany Dortmund

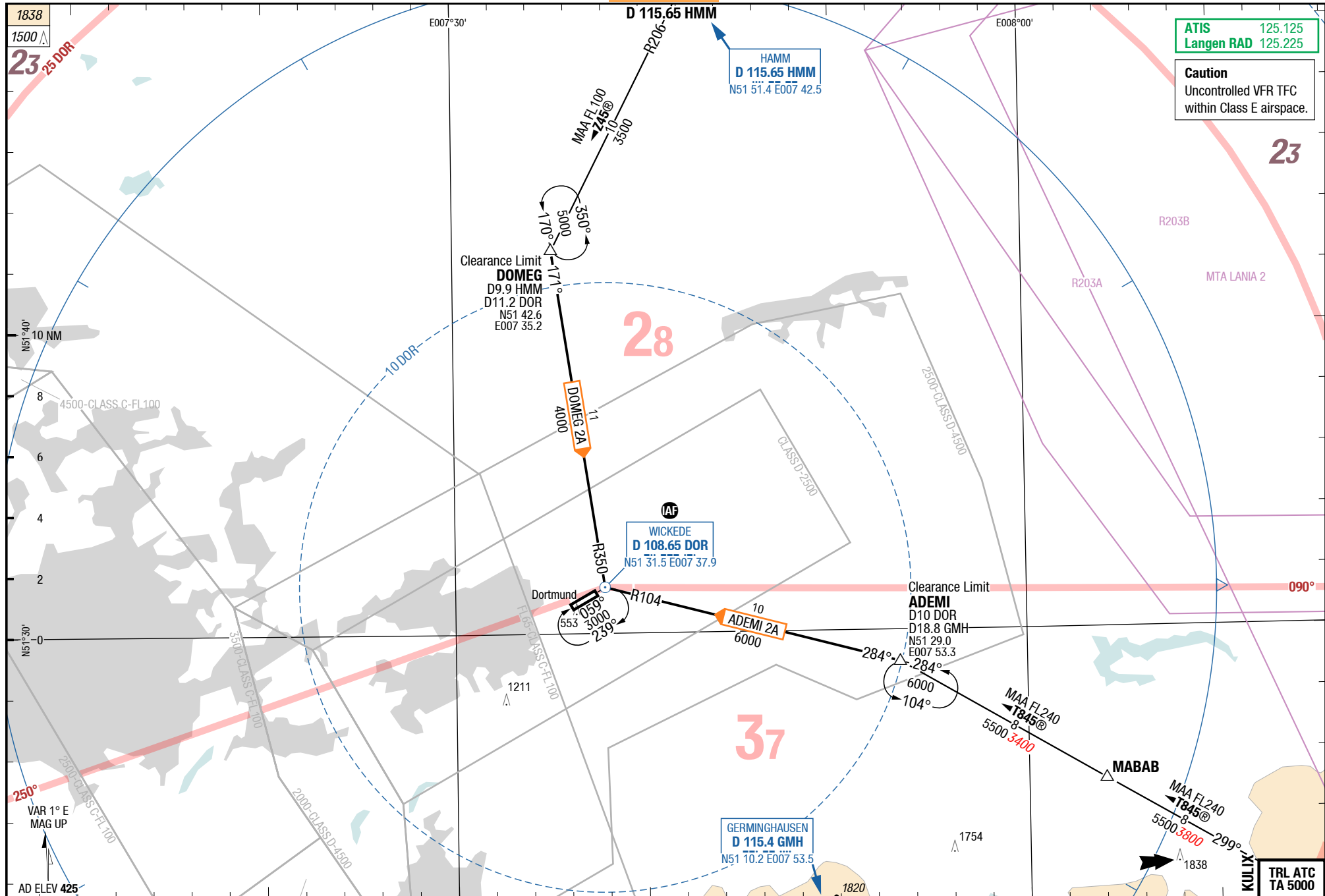
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STAR

STAR

Dortmund Germany

NIL
STARS



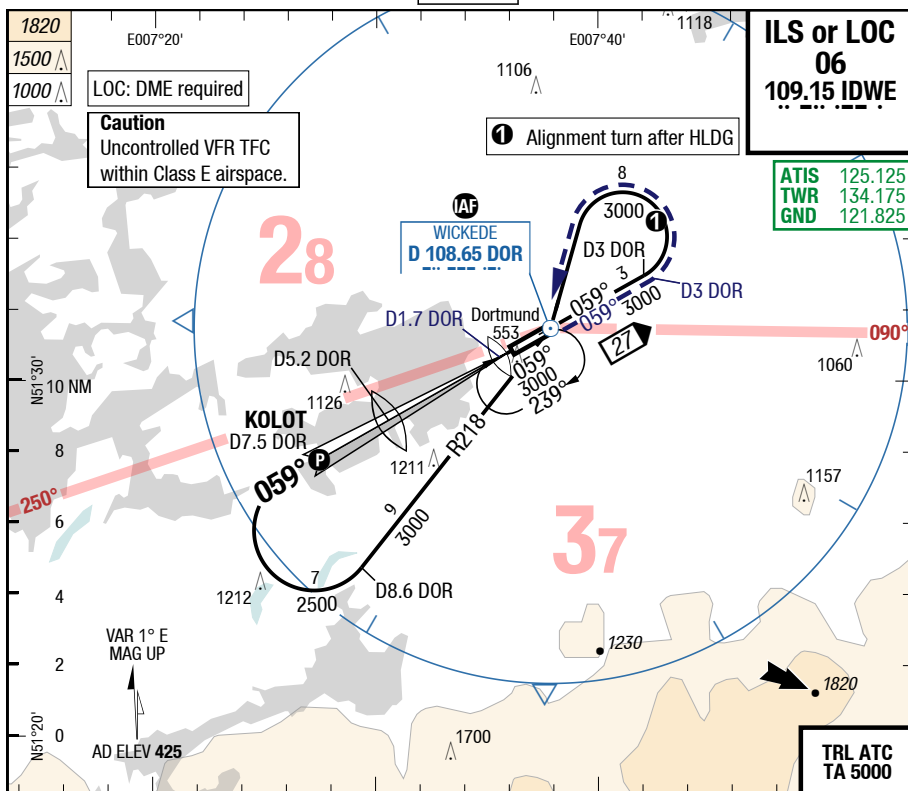
Changes: OBST, SUAs

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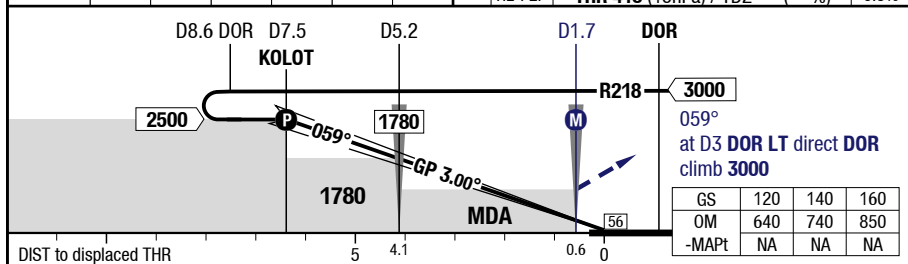
DTM-EDLW

7-10

ILS or LOC 06



LOC 3.00° D DOR	7.5	7	6	5	4	3	
	2500	2350	2030	1710	1390	1080	



06		Cat 2	Cat 1 $L_{TS}^{(1)}$	Cat 1 $^{(1)}$	LOC DME DOR	Circling
C	ft - m/km ft	100 - 300R 94 RA	200 - 450 620	200 - 550 620	440 - 1.3 850	Not published
D	ft - m/km ft	110 - 300R 100 RA 2)	200 - 450 620	200 - 550 620	440 - 1.3 850	Not published

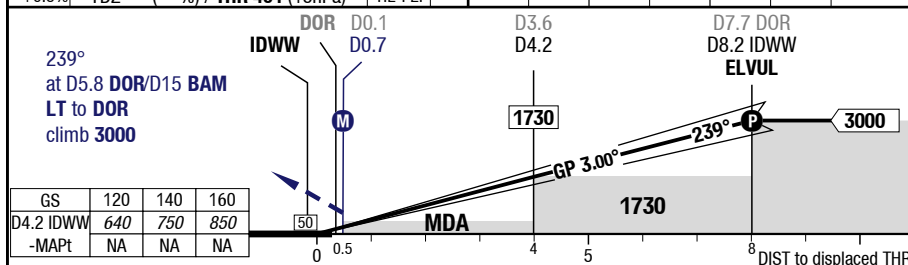
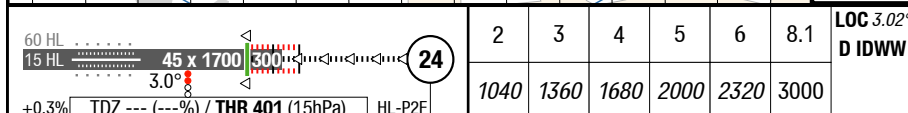
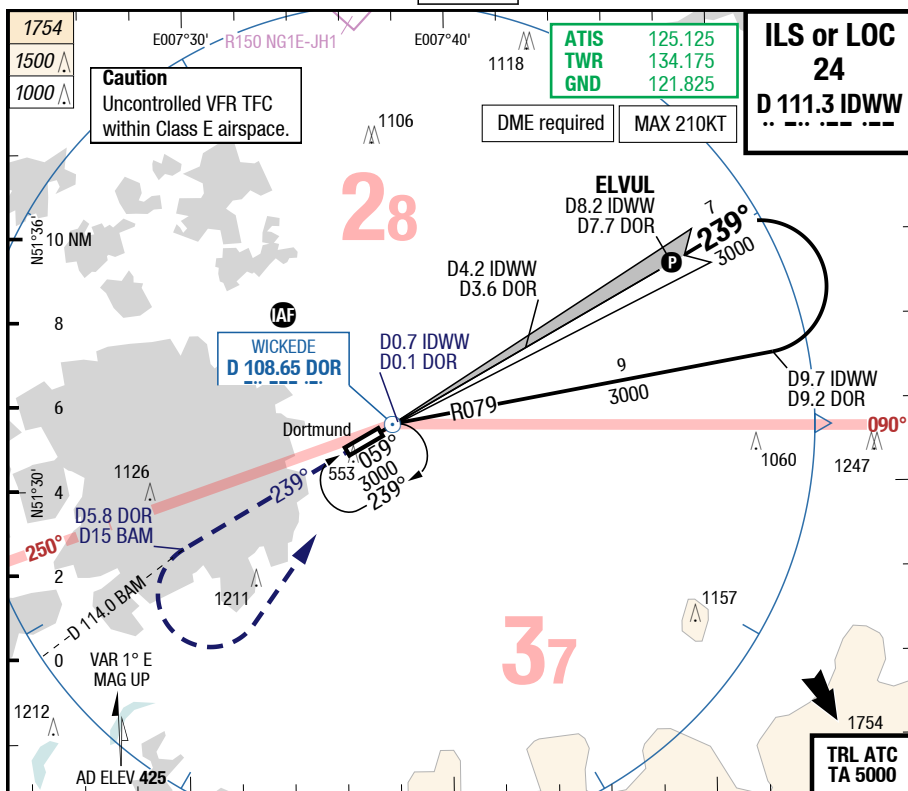
1) With EVS 350m	
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2) If not conducting autoland RVR 350m required

DTM-EDLW

7-20

ILS or LOC 24



24	Cat 2 DME	Cat 1 DME	Cat 1 DME	LOC DME	Circling
C	ft - m/km ft 110 - 300R 106 RA	200 - 450 610	200 - 550 610	450 - 1.4 850	Not published
D	ft - m/km ft 120 - 300R 125 RA 2)	200 - 450 610	200 - 550 610	450 - 1.4 850	Not published

1) With EVS 350m

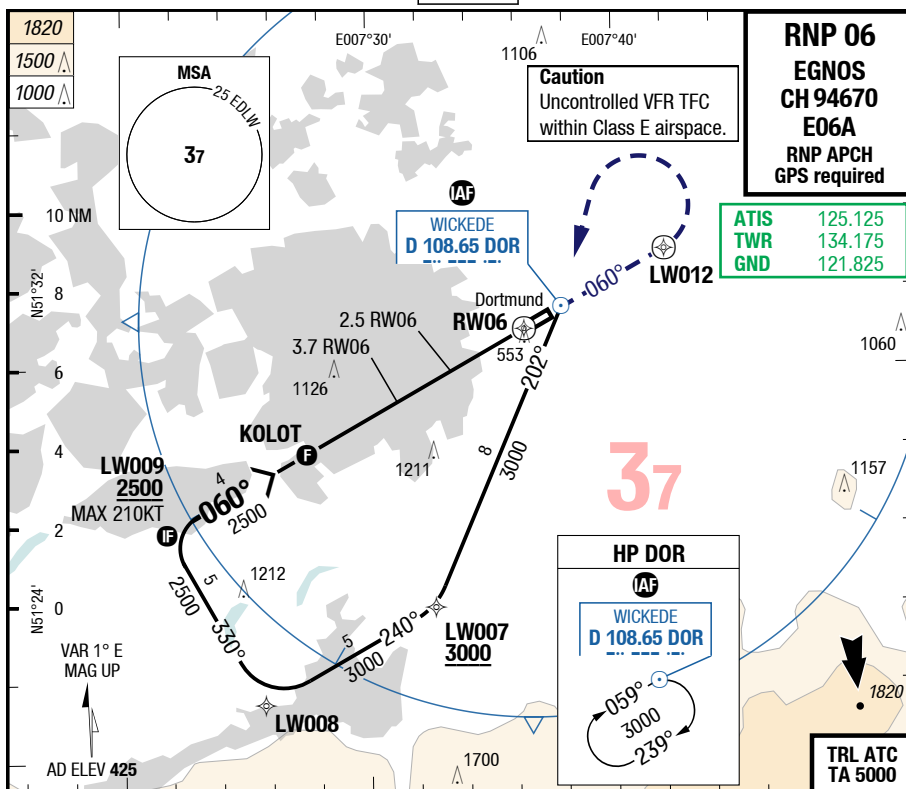
2) If not conducting autoland RVR 350m required

Changes: Navaid BAM, OBST

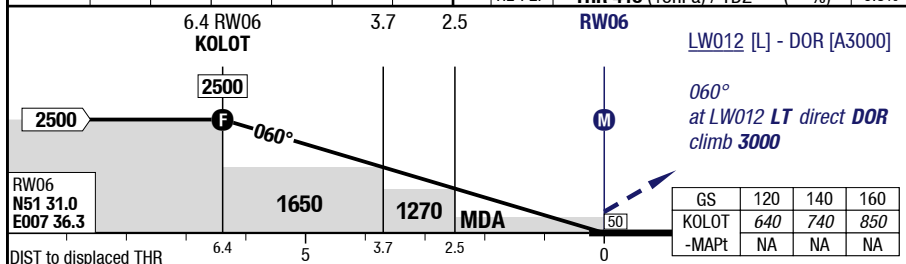
DTM-EDLW

7-30

RNP 06



3.00° RW06 060° RWY 059°	6.4	5	4	3	2	1	
	2500	2060	1750	1430	1110	790	



06		RNP LPV 1) 2)	RNP VNAV 3) 4)	RNP LNAV		Circling
C	ft - m/km ft	300 - 650 720	400 - 1.1 810	440 - 1.3 850		Not published
D	ft - m/km ft	300 - 650 720	400 - 1.1 810	440 - 1.3 850		Not published

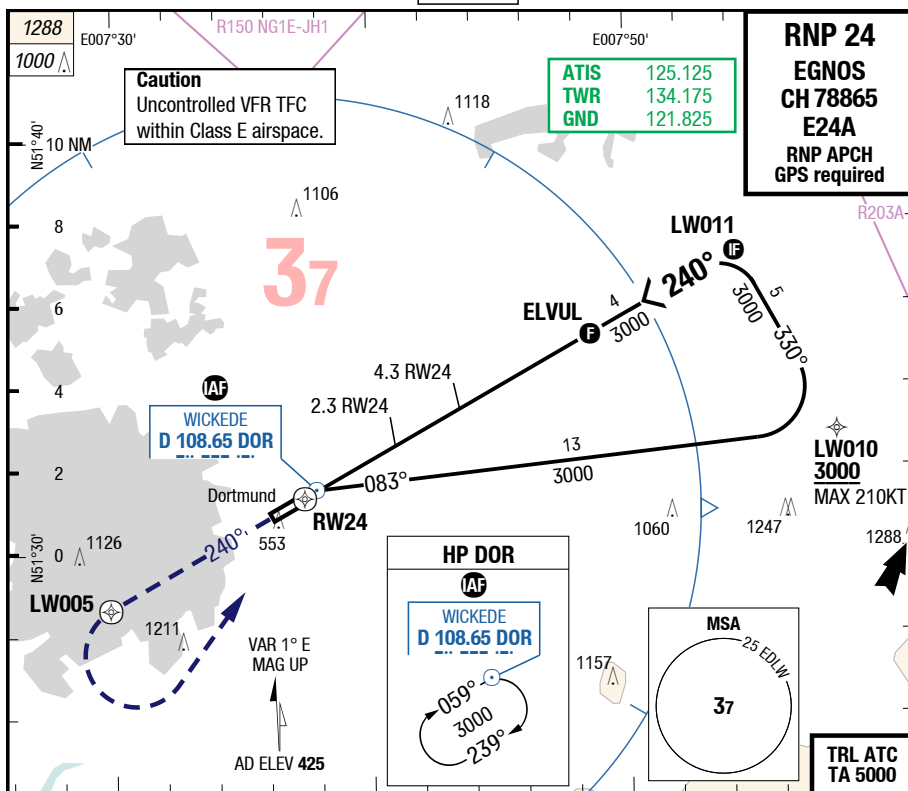
- 1) wo HGS RVR 750m required
- 2) With EVS 450m

3) Uncompensated BARO VNAV NA below -15°C (5°F)
4) With EVS 750m

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7-40

RNP 24



24		RNP LPV 1) 2)	RNP VNAV 3) 4)	RNP LNAV	Circling	
C	ft - m/km ft	310 - 700 710	340 - 800 740	400 - 1.1 800		Not published
D	ft - m/km ft	310 - 700 710	340 - 800 740	410 - 1.2 810		Not published

1) With EVS 450m
2) wo HGSR RVR 750m required

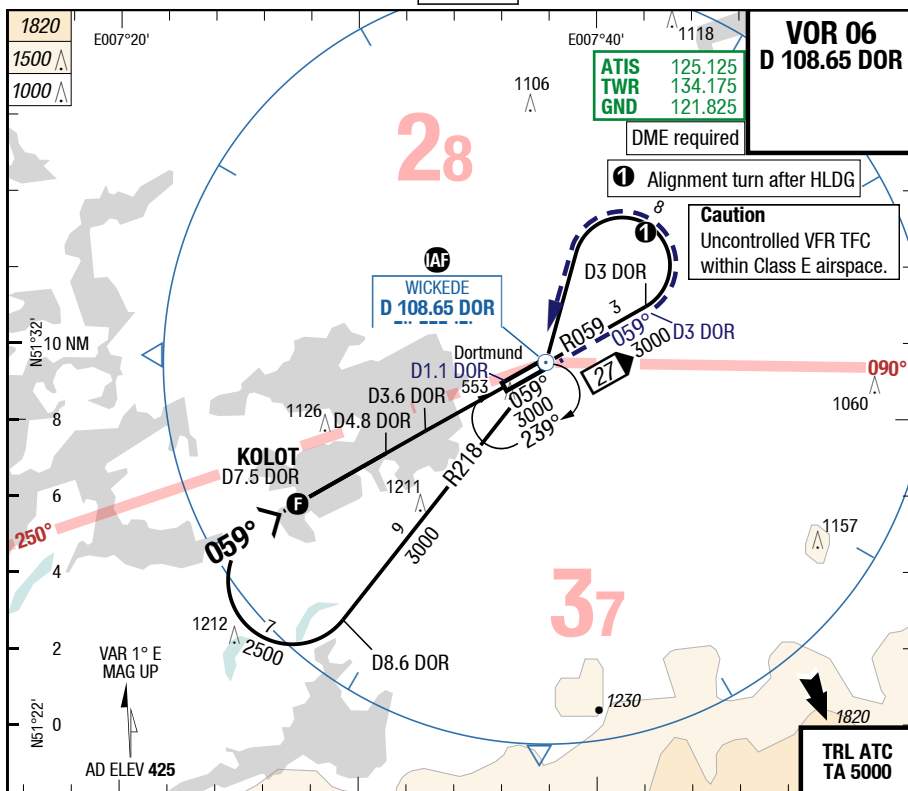
3) With EVS 550m
4) Uncompensated BARO VNAV NA below -15°C (5°F)

Changes: Completely revised

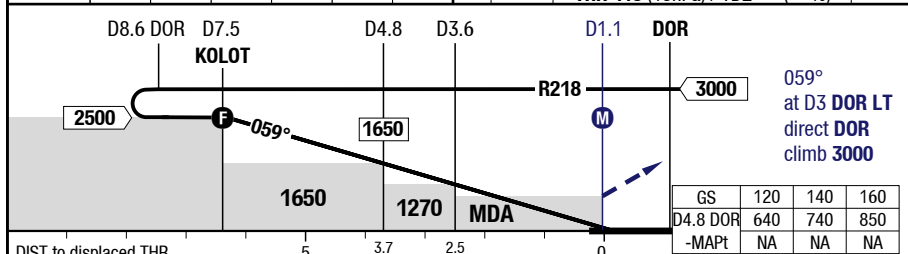
DTM-EDLW

7-50

VOR 06



3.00° D DOR	7.5	7	6	5	4	3	
	2500	2350	2030	1710	1390	1080	

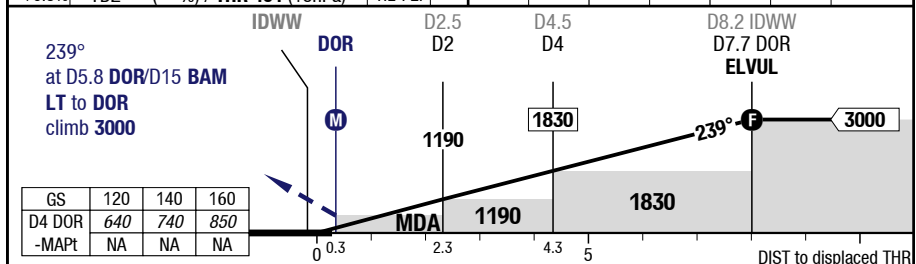
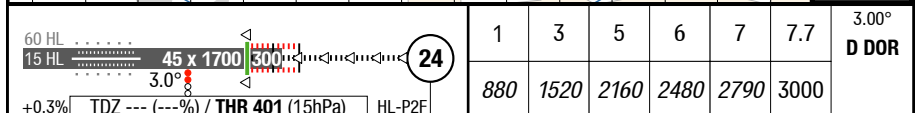
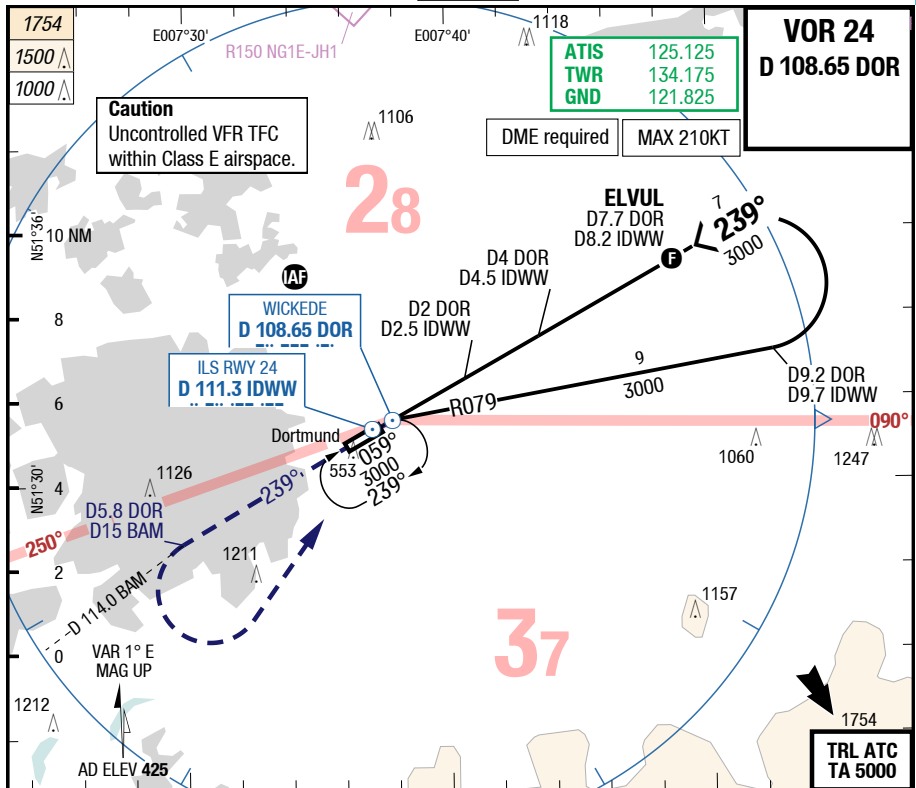


06		VOR DME					Circling
C	ft - m/km ft	440 - 1.3 850					Not published
D	ft - m/km ft	440 - 1.3 850					Not published

DTM-EDLW

7-60

VOR 24

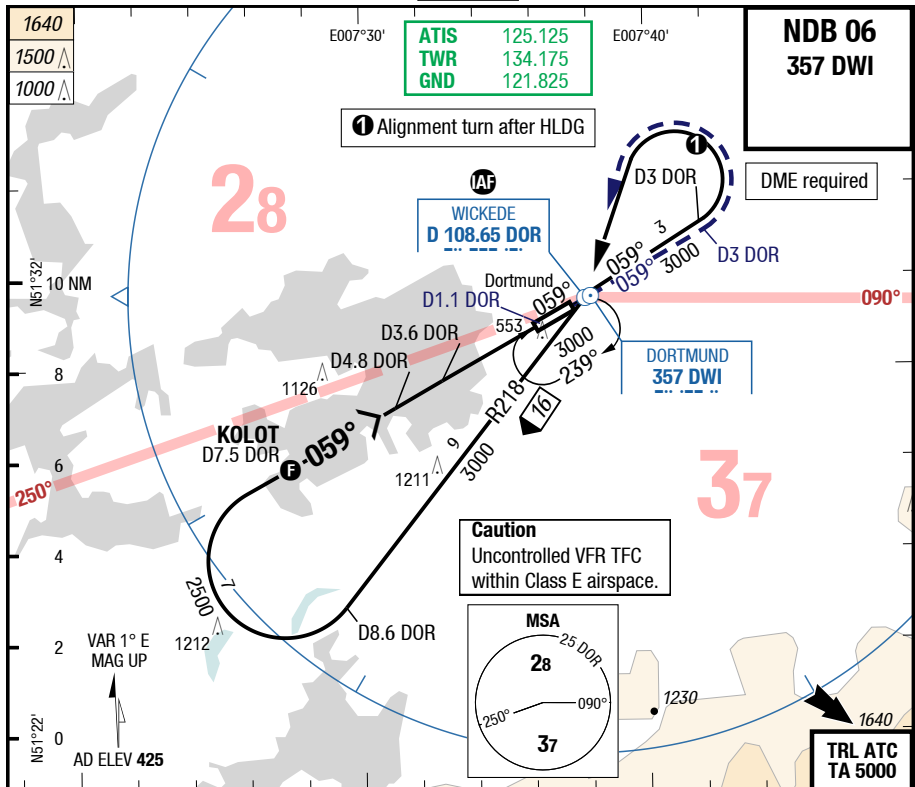


24		VOR DME					Circling
C	ft - m/km ft	420 - 1.2 820					Not published
D	ft - m/km ft	420 - 1.2 820					Not published

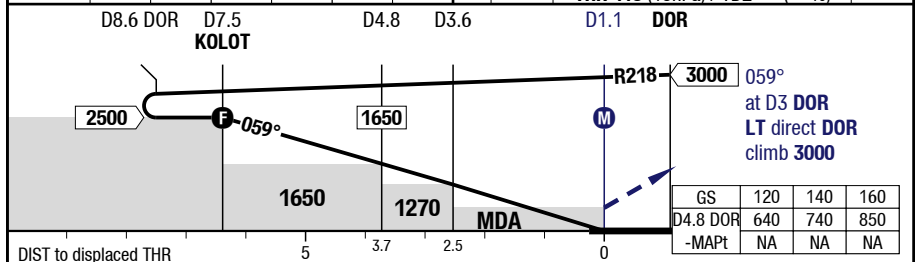
DTM-EDLW

7-70

NDB 06



3.00° D DOR	7.5	7	6	5	4	3	06 THR 418 (15hPa) / TDZ --- (---%) -0.3%	83.0° 60 HL 15 HL
	2500	2350	2030	1710	1390	1080		

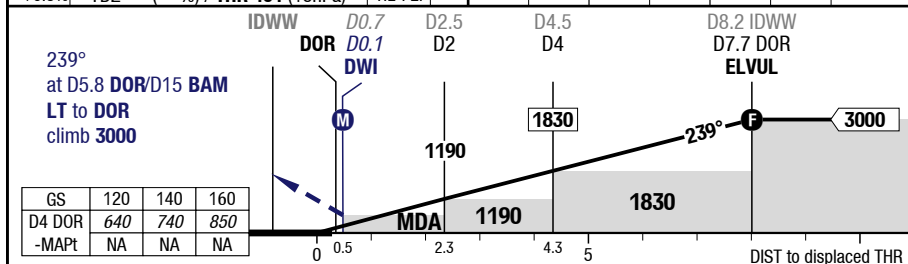
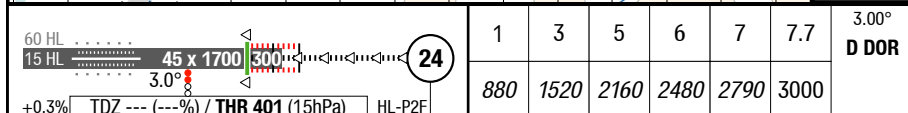
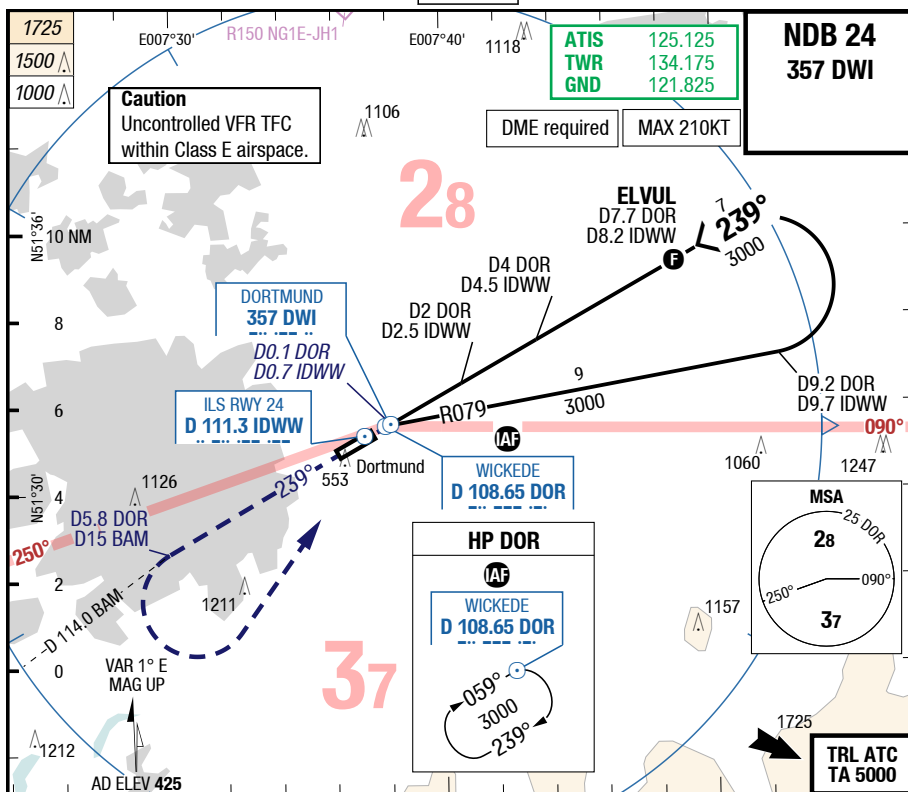


06		NDB DME DOR					Circling
C	ft - m/km ft	440 - 1.3 850					Not published
D	ft - m/km ft	440 - 1.3 850					Not published

DTM-EDLW

7-80

NDB 24



24		NDB DME					Circling
C	ft - m/km ft	430 - 1.3 830					Not published
D	ft - m/km ft	430 - 1.3 830					Not published