

GENERAL

Operational Hours

ATS Hours / AD ADMIN Hours: H24

Night Flight Restriction

No TKOF/LDG 2100-0500‡

SKED Flights

No TKOF/LDG 2230-0430‡

Except delayed TKOF/LDG 2230-2300‡, if SKED TKOF/LDG is before 2230‡ and SKED TKOF/LDG is before 2300‡.

Non SKED Commercial Flights

No TKOF/LDG 2230-0430‡

Exception: EMERG FLTs, for ALTN LDG check with AD Authority.

Airport Information

RFF: CAT 8

PCN: RWY 04/22: 86/R/A/W/T

Customs: 0400-2300‡

Operation

Low Visibility Procedure

LVP in force if ceiling is below 300ft and/or RVR is below 1000m.

During LVP taxiing TFC on TWY B, C, D is not permitted.

After LDG RWY 22: Vacate RWY via TWY A. Report clearing colour-coded CLL to TWR. Within the area of competency of ramp control, a follow-me will hold at INTs leading to the parking PSN on TWY H.

DEP: Direct taxiing from APN 1, 2 to TWY H if possible. If not, follow-me will lead ACFT to junctions of TWY H.

TWY Restrictions

TWY C width 20m / 66ft.

TWY N MAX wingspan 34.5m / 113ft.

TWY K, O MAX wingspan 24m / 79ft

TWY M-Blue, M-Orange MAX wingspan 36m / 118m

TWY K, L (BTN stand 2 and TWY K) AVBL for code letter B ACFT only.

TWY M blue, M orange, L, N, P AVBL for code letter C ACFT only.

TWY M blue, M orange: SR-SS when RVR is above 350m only.

TWY F, G: AVBL for HEL only.

TWY H: AVBL for code letter F ACFT O/R, ACFT shall be guided by follow-me due to reduced OBST clearance.

Taxi/Parking

Follow-me O/R via APN.

On APN taxi on or along the yellow, blue and orange taxi guide lines and only at MNM ENG speed.

Visual Docking Guidance System (VDGS) AVBL on stands 7-10, 30-38.

The system works parallax free, it can be read from each position in the cockpit.

If VDGS has a malfunction, stop ACFT immediately and contact APN.

On stands without VDGS, assistance is given by marshaller.

GENERAL**Warnings**

HDO VOR/DME unusable:

R010-090:

0-20NM below 3800ft

20-30NM below 5100ft.

R090-242:

0-40NM below 6700ft

R242-315:

0-20NM below 3800ft

20-30NM below 5100ft.

R315-010:

0-20NM below 9000ft

20-30NM below 13000ft.

DND DME unusable:

R345-275:

0-10NM below 1800ft

10-20NM below 3100ft.

20-25NM below 3800ft.

R275-345 below 7500ft.

usable for ARR, APCH, DEP

Birds in vicinity of AD.

ARRIVAL**Communication**

Contact APN latest at boundary depicted on AGC.

COM Failure: See CRAR and in addition;

CLR Limit GARKI:

- Maintain last cleared FL and proceed to DRN VOR.
- Descend in HLDG to 5000ft for standard instrument APCH.

On GND: If APN not AVBL, taxi CLR will be given by TWR and guidance to stands by follow-me.

Arrival Procedure

FMS RNAV Transitions: For FMS RNAV transitions leading to all instrument APCHs refer to best AVBL APCH PROC (IAC) leading to the respective RWY.

Visual APCH

ACFT code letter C-E and/or with wingspan 24m / 79ft or above shall be conducted in such way that final APCH MNM 5NM and descent below 2400ft AMSL will not be performed prior reaching final APCH.

Uncontrolled VFR traffic

During APCH following airspace types will be crossed:

- Class E: 1000ft GND - FL100
- Class D: 2500ft MSL - FL60 outside CTR
- Class D: GND - 2500ft MSL within CTR

ARRIVAL

Arrival Notes**OSKAN 4A**

BRNAV equipment necessary

Will be assigned when LDG direction is RWY 22.

OSKAN 4B

Will be assigned when LDG direction is RWY 04.

Reverse: Do not use more than idle reverse if possible.

DEPARTURE

Take-off Minima

RWY		22	
All ACFT	ft - m/km	0 - 75R	-
RWY		04	
All ACFT	ft - m/km	0 - 125R	-

Communication

COM Failure: See CRAR.

Departure Procedure

Start-up/Push-back

Contact GND for start-up CLR.

REQ push-back/taxi CLR only, if able to perform manoeuvre immediately.

Push-back PROC

Contact APN for push-back CLR. Start ENGs during push-back. After completion of the push-back, report "ready to taxi" to APN.

Taxi-out PROC

Contact APN for taxi CLR. On initial contact report PSN and "ready to taxi" and/or RWY assigned by TWR.

De-Icing

AVBL.

Dresden Germany

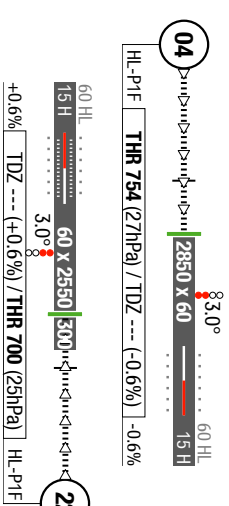


AFC



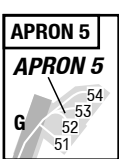
D-ATIS	118.880
Munich RAD	125.875
TWR	122.930
GND	121.980
APN	121.755

Landing RWY system:



D-ATIS	118.880
TWR	122.930
GND	121.980
APN	121.755
De-Icing	131.605

RWY	TORA	ASDA	TODA
04	2850	2850	2910
22	2850	2850	2910



- Legend**
- Taxi guidance line (orange)
 - Taxi guidance line (blue)

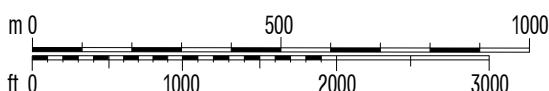
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COORDINATES			
1 - 4	N51 07.3 E013 45.4	36	N51 07.7 E013 46.1
7, 8	N51 07.5 E013 45.8	36*	N51 07.6 E013 46.0
9	N51 07.6 E013 45.8	37	N51 07.7 E013 46.0
10	N51 07.6 E013 45.9	37*	N51 07.6 E013 46.0
18 - 18A	N51 07.7 E013 45.9	38, 38*	N51 07.7 E013 46.0
18A* - 20A*	N51 07.7 E013 46.0	51 - 54	N51 08.0 E013 46.4
21	N51 07.8 E013 46.0		
21*	N51 07.7 E013 46.0		
22 - 22A	N51 07.8 E013 46.0		
22A* - 26A	N51 07.8 E013 46.1		
26A*	N51 07.8 E013 46.2		
27 - 29*	N51 07.9 E013 46.2		
30, 31	N51 07.6 E013 45.9		
32, 33	N51 07.5 E013 46.0		
34 - 35*	N51 07.6 E013 46.1		

* southerly or westerly aligned ACFT

WAX
D 115.4 DND

VAR 3° E
MAG UP
AD ELEV 754



DRS-EDDC

SIDs RWY 22 (RNAV Overlay)

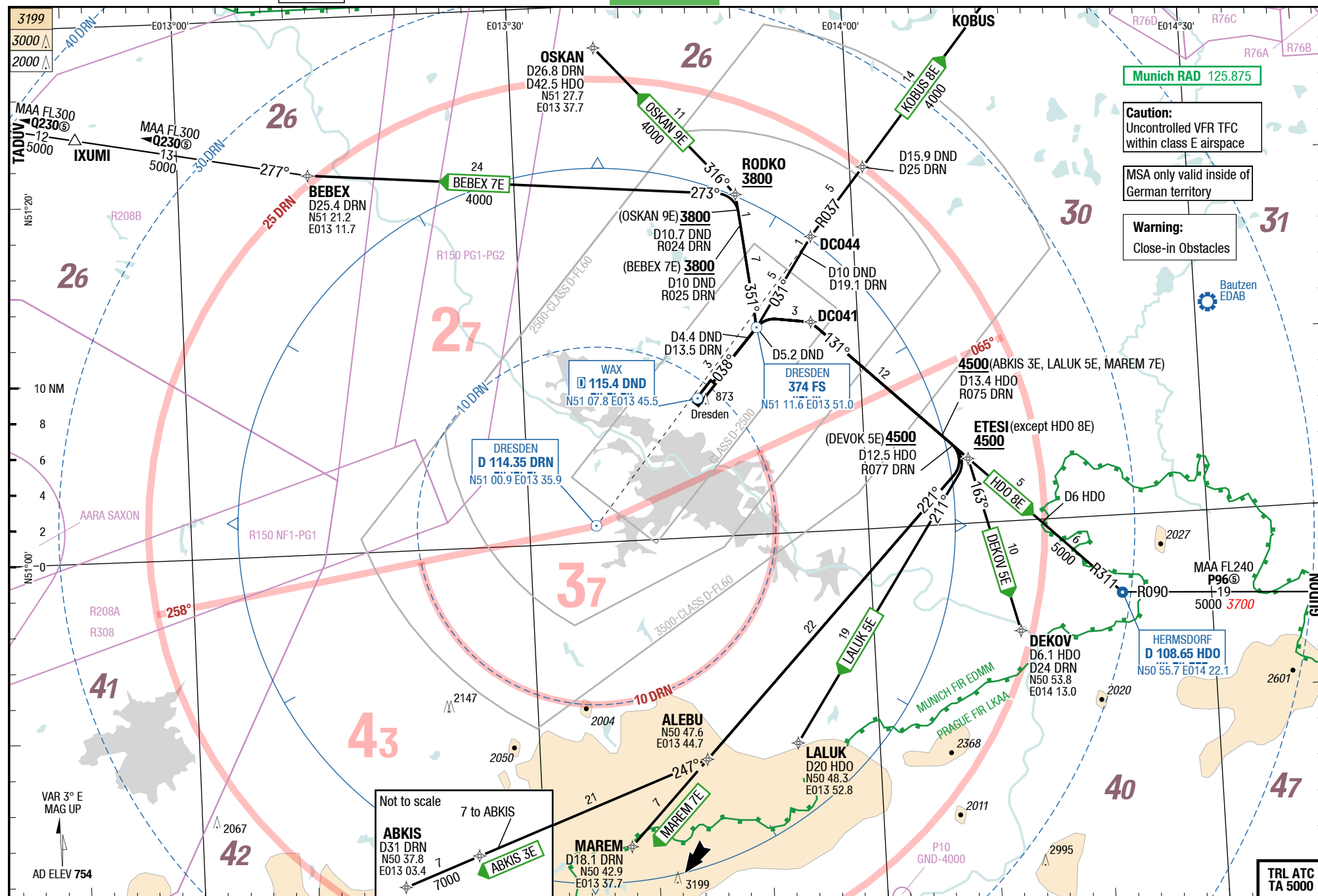
4-10 **SIDs RWY 04 (RNAV Overlay)**

SID

SID

SIDs RWY 22 (RNAV Overlay)

SIDs RWY 04 (RNAV Overlay)



Changes: OBST

TRL ATC
TA 5000

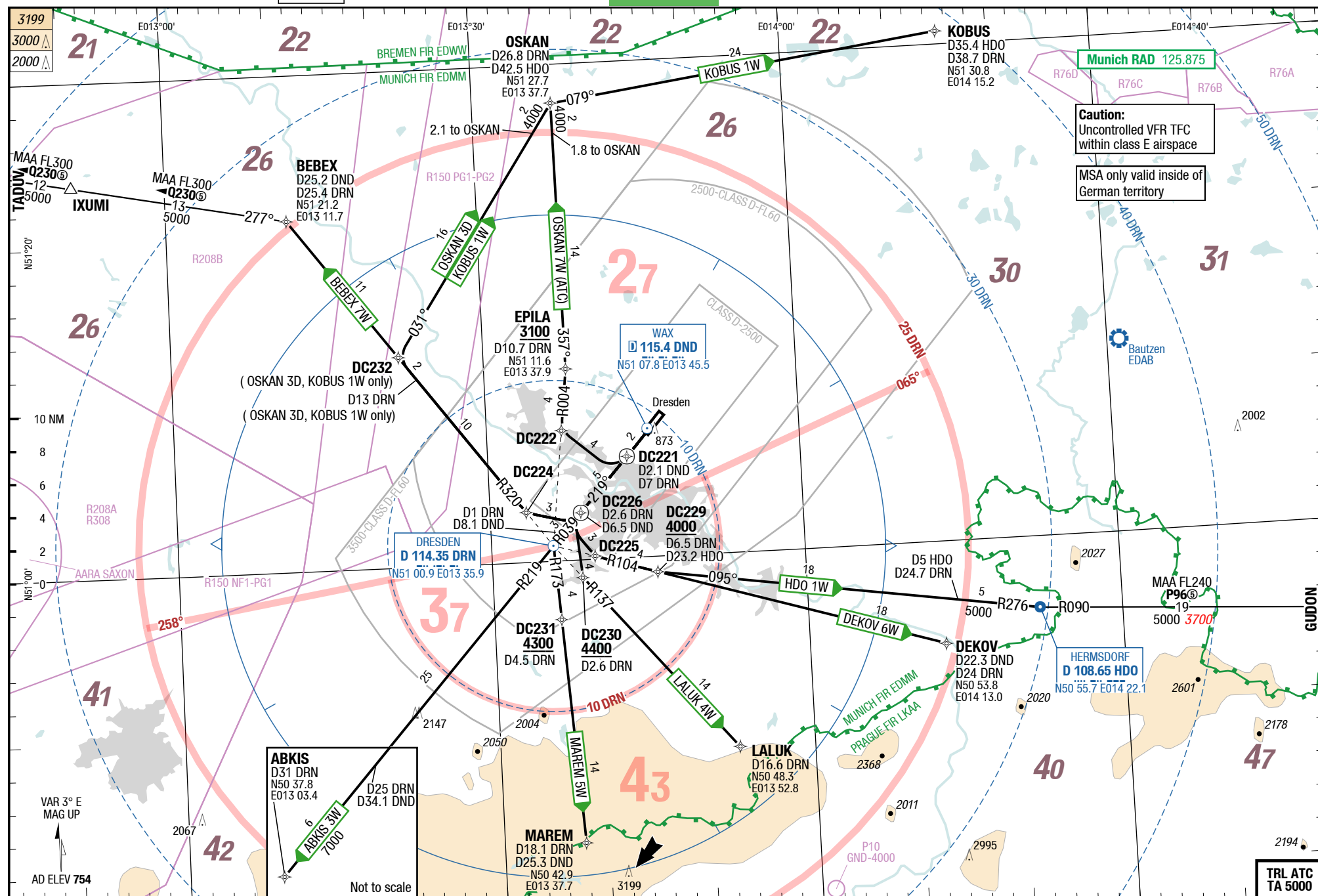
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DRS-EDDC

SID

SIDs RWY 22 (RNAV Overlay)

4-20 **SIDs RWY 22 (RNAV Overlay)**



Changes: OBST

TRL ATC
TA 5000

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23-MAR-2017

DRS-EDDC

5-10

SIDs RWY 04 (RNAV Overlay)

SIDPT

ABKIS 3E / BEBEX 7E / DEKOV 5E

RWY 04 (038°)

After take-off, contact Munich RAD.

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
5.0%	ft/MIN	700	800	1000	1100	1300	1400
8.9%	ft/MIN	1100	1400	1700	1900	2200	2500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 04	
ABKIS 3E 4.0% to 4500 125.875 ①③④⑥	direct FS (D5.2 DND) - RT intercept R311 HDO inbound - at D13.4 HDO (crossing R075 DRN) RT 221° - at ALEBU RT 247° to ABKIS FMS [A1200+] - FS [R] - DC041 - ETESI [R] - ALEBU [R] - ABKIS	D13.4 HDO (crossing R075 DRN) MNM 4500 ETESI MNM 4500 initial climb FL70
BEBEX 7E 5.0% to 3800 125.875 ②③④	QDM 038 FS - at D4.4 DND (D13.5 DRN) LT intercept QDR 351 FS - at D10 DND (crossing R025 DRN) LT 273° to BEBEX FMS [A1200+] - FS [L] - RODKO [L] - BEBEX	D10 DND (crossing R025 DRN) MNM 3800 RODKO MNM 3800 initial climb FL70
DEKOV 5E 4.0% to 4500 125.875 ③④⑤⑥	direct FS (D5.2 DND) - RT intercept R311 HDO inbound - at D12.5 HDO (crossing R077 DRN) RT 163° to DEKOV FMS [A1200+] - FS [R] - DC041 - ETESI [R] - DEKOV	D12.5 HDO (crossing R077 DRN) MNM 4500 ETESI MNM 4500 initial climb FL70

- ① After D13.4 HDO (crossing R075 DRN) BRNAV equipment necessary.
- ② After D10 DND (crossing R025 DRN) BRNAV equipment necessary.
- ③ If unable to comply advise ATC prior to start-up.
- ④ Climb gradient due to navaid coverage and airspace structure.
- ⑤ After D12.5 HDO (crossing R077 DRN) BRNAV equipment necessary.
- ⑥ If Glidersector Radeberg is announced active on ATIS, flights have to be able to climb with 8.9% until passing 5500.

Changes: Altitudes

23-MAR-2017

DRS-EDDC

5-20

SIDs RWY 04 (RNAV Overlay)

SIDPT

HERMSDORF 8E / KOBUS 8E / LALUK 5E / MAREM 7E

RWY 04 (038°)

After take-off, contact Munich RAD.

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000
3.7%	ft/MIN	500	600	700	800	900	1100
4.0%	ft/MIN	500	700	800	900	1000	1100
8.9%	ft/MIN	1100	1400	1700	1900	2200	2500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 04	
HERMSDORF 8E HDO 8E 3.5% to FL70 125.875 ②③④	direct FS (D5.2 DND) - RT intercept R311 HDO to HDO FMS [A1200+] - <u>FS</u> [R] - DC041 - HDO	initial climb FL70
KOBUS 8E 3.7% to FL70 125.875 ②③⑤	direct FS (D5.2 DND) - QDR 031 FS - at D19.1 DRN (D10 DND) RT intercept R037 DRN to KOBUS FMS [A1200+] - <u>FS</u> [L] - DC044 [R] - KOBUS	D25 DRN (D15.9 DND) MNM 4000 initial climb FL70
LALUK 5E 4.0% to 4500 125.875 ①②③④	direct FS (D5.2 DND) - RT intercept R311 HDO inbound - at D13.4 HDO (crossing R075 DRN) RT 211° to LALUK FMS [A1200+] - <u>FS</u> [R] - DC041 - ETESI [R] - LALUK	D13.4 HDO (crossing R075 DRN) MNM 4500 ETESI MNM 4500 initial climb FL70
MAREM 7E 4.0% to 4500 125.875 ①②③④	direct FS (D5.2 DND) - RT intercept R311 HDO inbound - at D13.4 HDO (crossing R075 DRN) RT 221° to MAREM FMS [A1200+] - <u>FS</u> [R] - DC041 - ETESI [R] - MAREM	D13.4 HDO (crossing R075 DRN) MNM 4500 ETESI MNM 4500 initial climb FL70

- ① After D13.4 HDO (crossing R075 DRN) BRNAV equipment necessary.
- ② If unable to comply advise ATC prior to start-up.
- ③ Climb gradient due to navaid coverage and airspace structure.
- ④ If Glidersector Radeberg is announced active on ATIS, flights have to be able to climb with 8.9% until passing 5500.
- ⑤ If Glidersector Guteborn is announced active on ATIS, flights have to be able to cross D23.5 DRN (D14.3 DND) at MNM FL65.

Changes: Altitudes

OSKAN 9E

RWY 04 (038°)

After take-off, contact Munich RAD.

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 04	
OSKAN 9E 5.0% to FL70 125.875 ①②③	QDM 038 FS - at D4.4 DND (D13.5 DRN) LT intercept QDR 351 FS - at D10.7 DND (crossing R024 DRN) LT 316° to OSKAN FMS [A1200+] - FS [L] - RODKO [L] - OSKAN	D10.7 DND (crossing R024 DRN) MNM 3800 RODKO MNM 3800 initial climb FL70

① If unable to comply advise ATC prior to start-up.

② After D10.7 DND RNAV equipment necessary.

③ Climb gradient due to navaid coverage and airspace structure.

ABKIS 3W / BEBEX 7W / DEKOV 6W / HERMSDORF 1W / KOBUS 1W
RWY 22 (218°)

After take-off, contact Munich RAD.

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 22	
ABKIS 3W 125.875	R039 DRN to DRN - R219 DRN to ABKIS FMS [A1200+] - DRN - ABKIS	initial climb FL70
BEBEX 7W 125.875	R039 DRN inbound - at D2.6 DRN (D6.5 DND) RT intercept R320 DRN to BEBEX FMS [A1200+] - <u>DC226</u> [R] - DC224 - BEBEX	initial climb FL70
DEKOV 6W 4.0% to D6.5 DRN outbound (D23.2 HDO) 125.875 ①③④	R039 DRN inbound - at D2.6 DRN (D6.5 DND) LT intercept R104 DRN to DEKOV FMS [A1200+] - <u>DC226</u> [L] - DC225 - DC229 - DEKOV	D6.5 DRN (D23.2 HDO) MNM 4000 DC229 MNM 4000 initial climb FL70
HERMSDORF 1W HDO 1W 4.0% to D6.5 DRN outbound (D23.2 HDO) 125.875 ①③④	R039 DRN inbound - at D2.6 DRN (D6.5 DND) LT intercept R104 DRN - at D6.5 DRN (D23.2 HDO) LT intercept R276 HDO to HDO FMS [A1200+] - <u>DC226</u> [L] - DC225 - DC229 [L] - HDO	D6.5 DRN (D23.2 HDO) MNM 4000 DC229 MNM 4000 initial climb FL70
KOBUS 1W 125.875 ②③	R039 DRN inbound - at D2.6 DRN (D6.5 DND) RT intercept R320 DRN - at D13 DRN RT 031° - at OSKAN RT 079° to KOBUS FMS [A1200+] - <u>DC226</u> [R] - DC224 - DC232 [R] - OSKAN [R] - KOBUS	initial climb FL70

① Climb gradient due to airspace structure.

② After D13 DRN RNAV equipment necessary.

③ If unable to comply advise ATC prior start-up.

④ If Glidersector Radeberg is announced active on ATIS, flights have to be able to cross D6.5 DRN (D23.2 HDO) at MNM 5500.

23-MAR-2017

DRS-EDDC

5-50

SIDs RWY 22 (RNAV Overlay)

SIDPT

LALUK 4W / MAREM 5W / OSKAN 3D / OSKAN 7W

RWY 22 (218°)

After take-off, contact Munich RAD.

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
4.5%	ft/MIN	600	700	900	1000	1100	1300
5.8%	ft/MIN	800	900	1100	1300	1500	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 22	
LALUK 4W 5.8% to D2.6 DRN outbound 125.875 ①③	R039 DRN inbound - at D2.6 DRN (D6.5 DND) LT intercept R137 DRN to LALUK FMS [A1200+] - <u>DC226</u> [L] - DC230 - LALUK	R137/D2.6 DRN MNM 4400 DC230 MNM 4400 initial climb FL70
MAREM 5W 4.5% to D4.5 DRN outbound 125.875 ①③	R039 DRN inbound - at D1 DRN (D8.1 DND) LT intercept R173 DRN to MAREM FMS [A1200+] - DRN [L] - DC231 - MAREM	D4.5 DRN MNM 4300 DC231 MNM 4300 initial climb FL70
OSKAN 3D 125.875 ②③	R039 DRN inbound - at D2.6 DRN (D6.5 DND) RT intercept R320 DRN - at D13 DRN RT 031° to OSKAN FMS [A1200+] - <u>DC226</u> [R] - DC224 - DC232 [R] - OSKAN	initial climb FL70
OSKAN 7W (ATC) 4% to FL70 125.875 ①③④	R039 DRN inbound - at D7 DRN (D2.1 DND) RT intercept R004 DRN - at EPILA LT 357° to OSKAN FMS [A1200+] - <u>DC221</u> [R] - DC222 - EPILA [L] - OSKAN	EPILA MNM 3100 EPILA MNM 3100 initial climb FL70

- ① Climb gradient due to airspace structure.
 ② After D13 DRN BRNAV equipment necessary.
 ③ If unable to comply advise ATC prior start-up.
 ④ After EPILA BRNAV equipment necessary.

Changes: ALT

DRS-EDDC

NIL

STARS

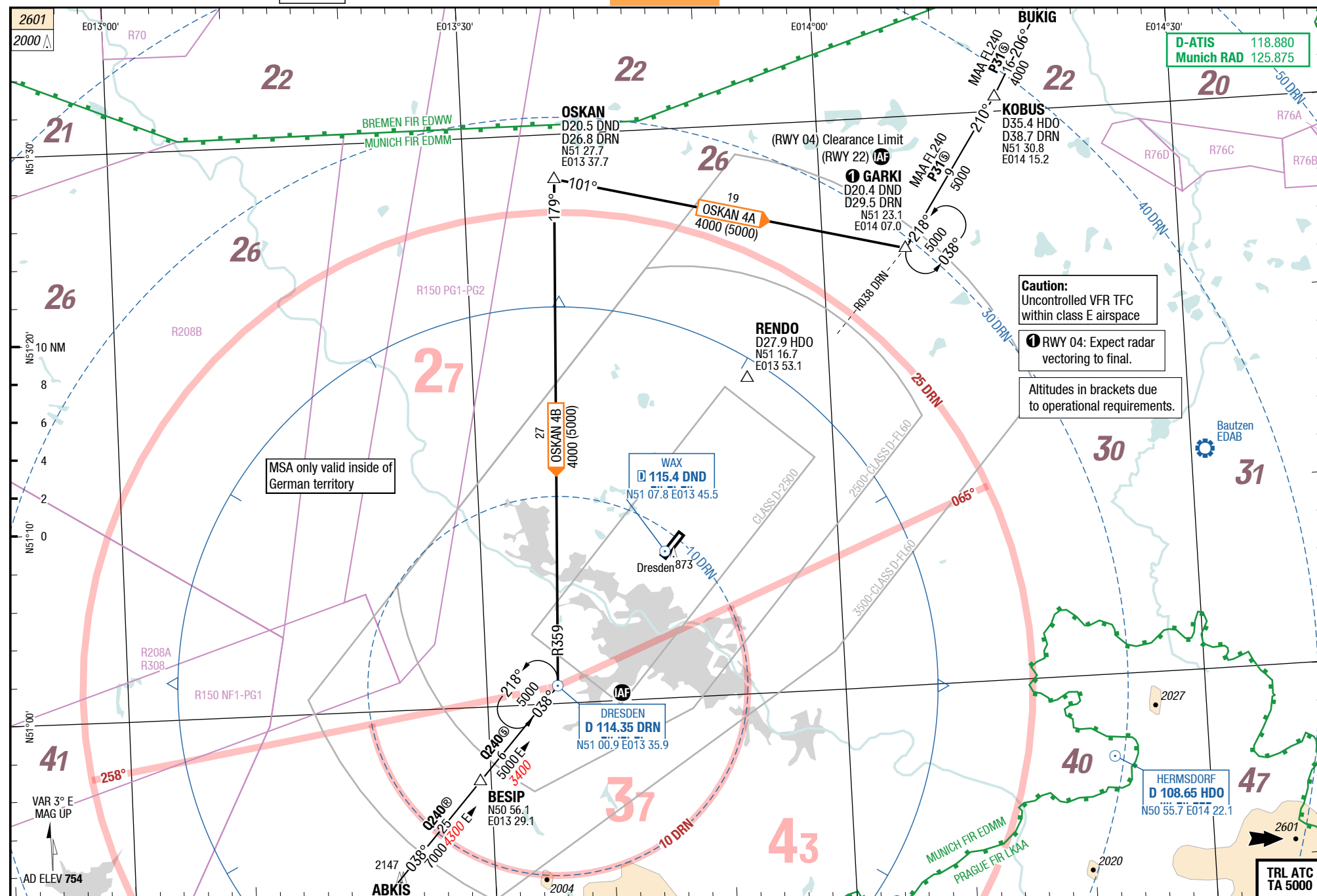
STAR

STAR

NIL

STARS

6-10



Changes: FREQ, OBST

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14-JUN-2018

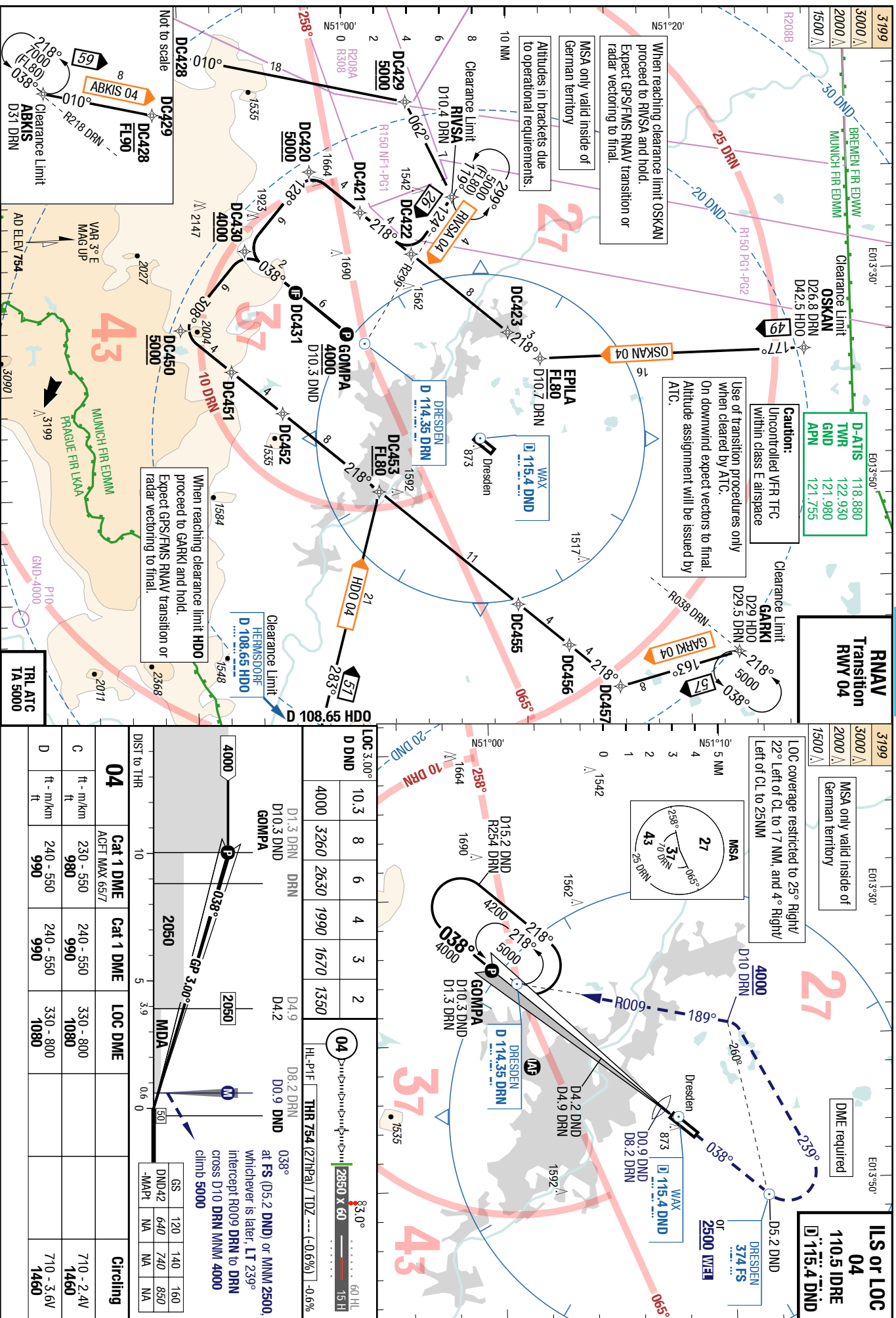
7-10

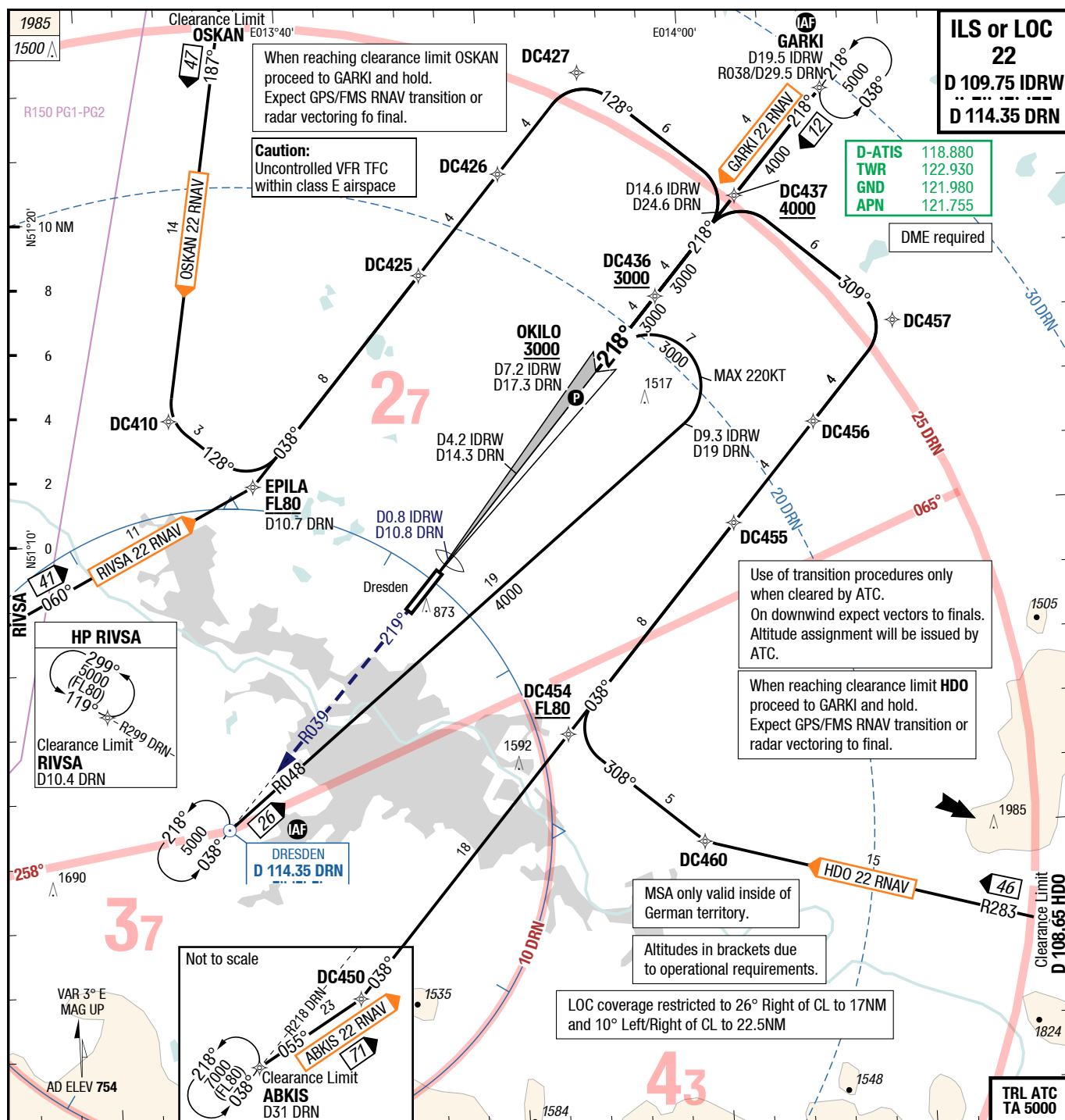
ILS or LOC 22

IAC

IAC

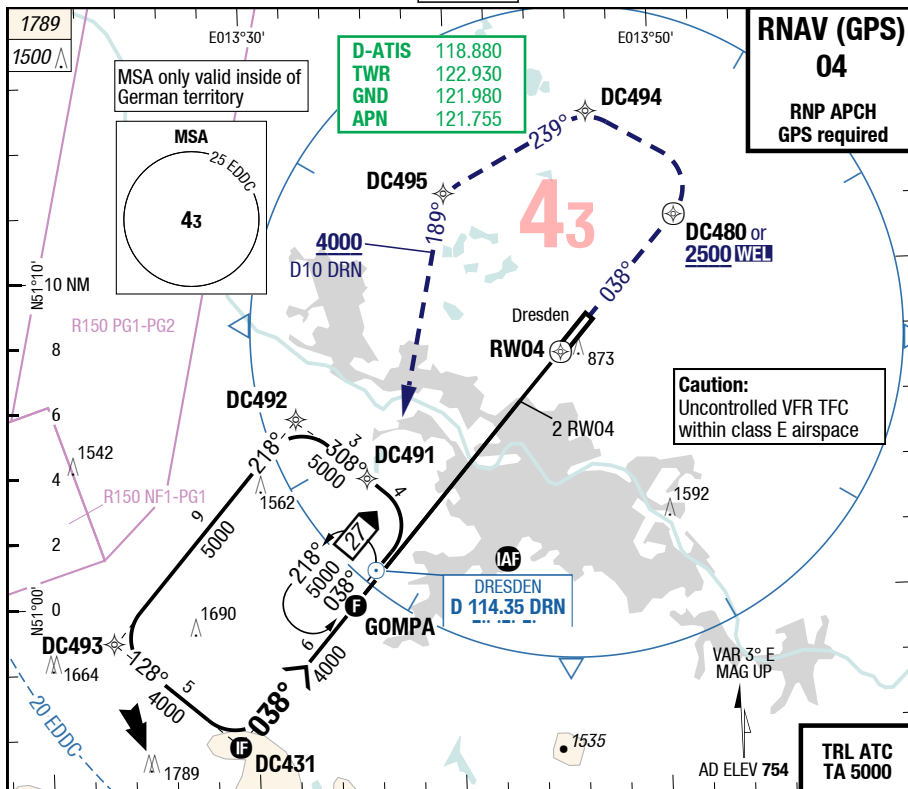
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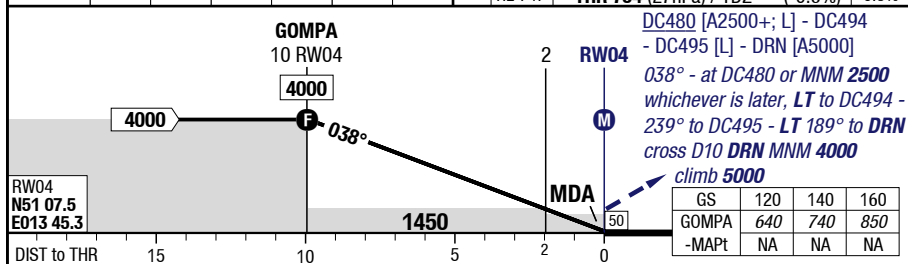


7-30

RNAV (GPS) 04



3.00°	10	8	6	4	3	2	04	83.0°	60 HL	15 H
RW04	4000	3360	2720	2080	1760	1440	HL-P1F	THR 754 (27hPa) / TDZ --- (-0.6%) -0.6%		



04	RNAV GPS VNAV 1) 2)	RNAV GPS LNAV				Circling
C	ft - m/km ft 330 - 800 1080	370 - 1.0 1120				710 - 2.4V 1460
D	ft - m/km ft 330 - 800 1080	370 - 1.0 1120				710 - 3.6V 1460

1) Uncompensated BARO VNAV NA below -15°C (5°F)

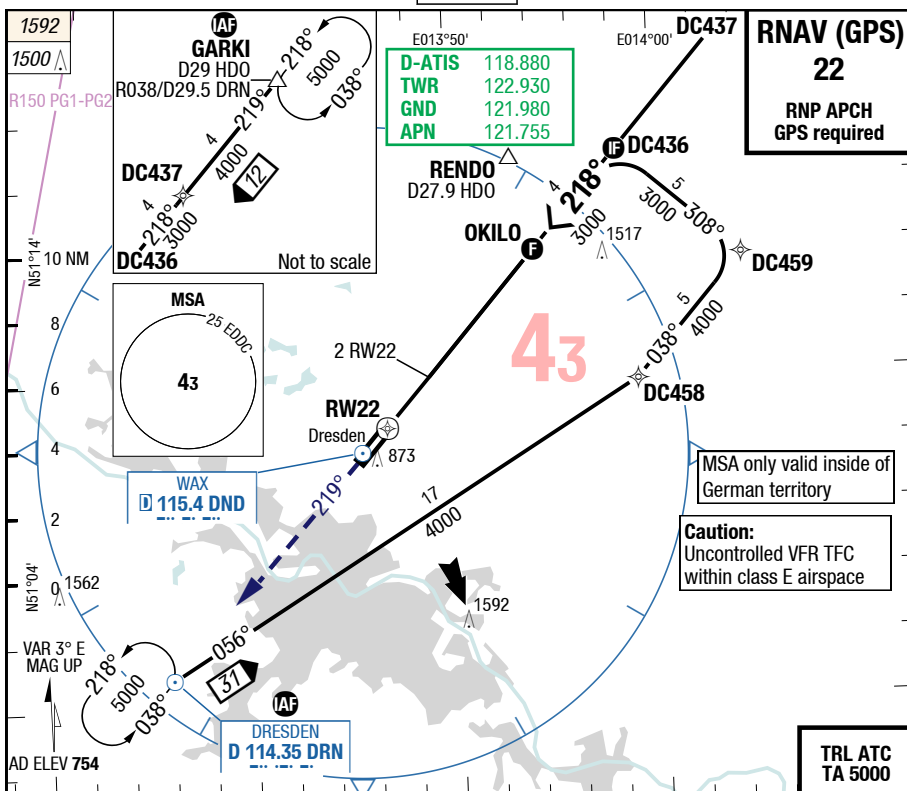
2) With EVS 550m, wo EVS use STD

Changes: FREQ, OBST

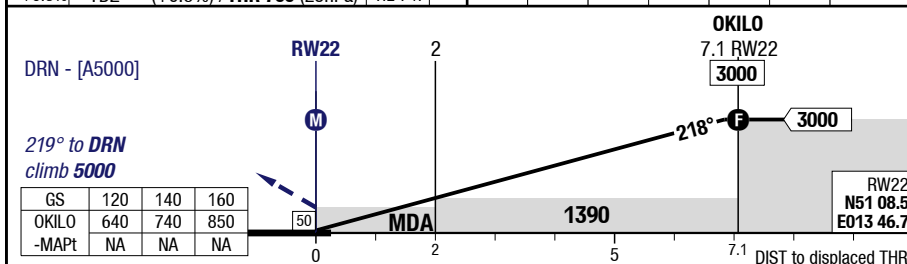
DRS-EDDC

7-40

RNAV (GPS) 22



60 HL 15 H 60 x 2550 300 3.0° +0.6% TDZ --- (+0.6%) / THR 700 (25hPa) HL-P1F	2	3	4	5	6	7.1	3.00° RW22
	1390	1710	2030	2350	2660	3000	

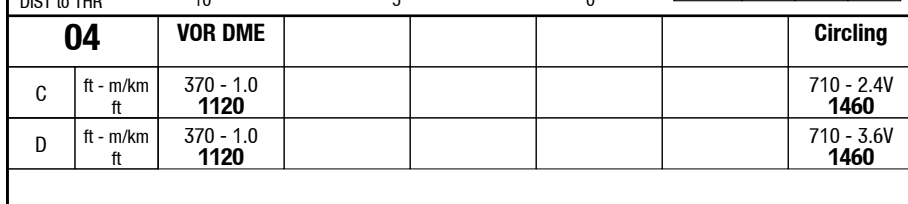


22		RNAV GPS VNAV 1) 2)	RNAV GPS LNAV				Circling
C	ft - m/km ft	350 - 900 1050	450 - 1.4 1150				710 - 2.4V 1460
D	ft - m/km ft	350 - 900 1050	450 - 1.4 1150				710 - 3.6V 1460

1) Uncompensated BARO VNAV NA below -15°C (5°F)

2) With EVS 600m

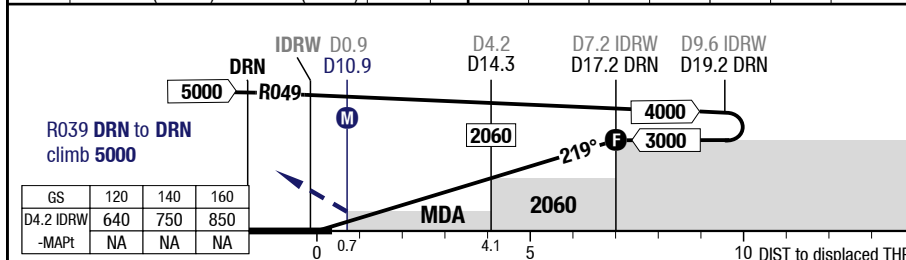
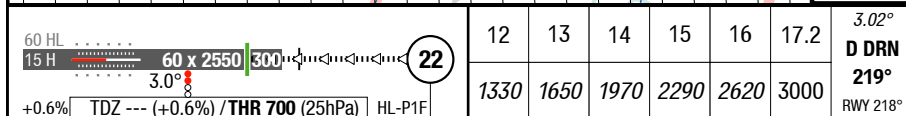
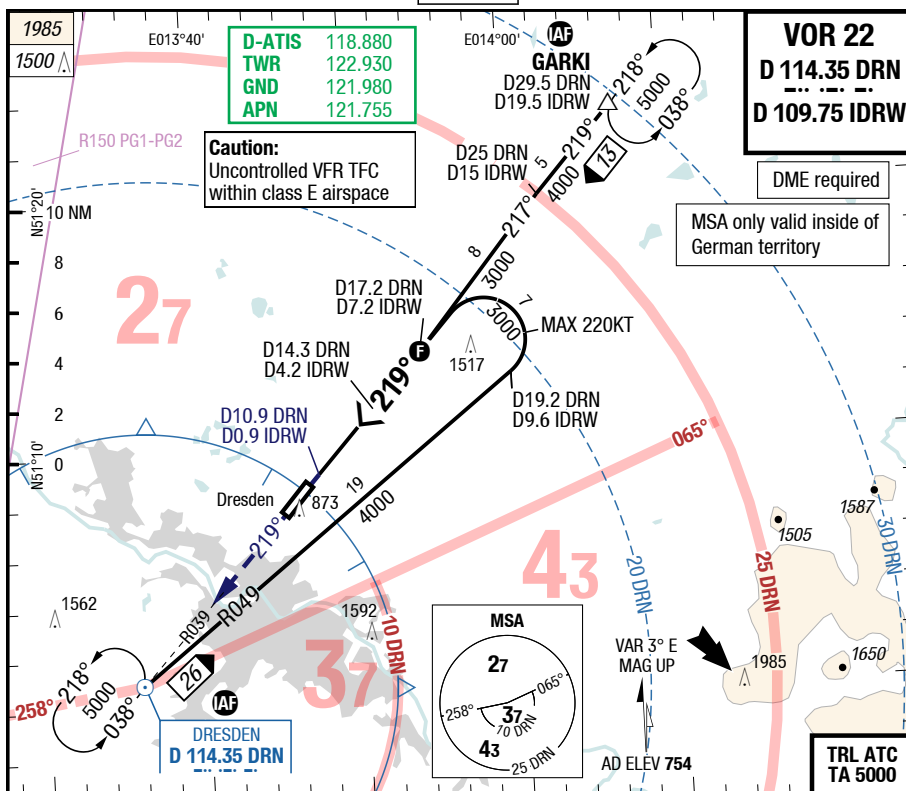
Changes: FREQ, OBST



DRS-EDDC

7-60

VOR 22



22		VOR DME				Circling
C	ft - m/km ft	530 - 1.7 1230				710 - 2.4V 1460
D	ft - m/km ft	530 - 1.7 1230				710 - 3.6V 1460

DRS-EDDC**7-70****WxMinima Overflow**

22		Cat 1 DME 1)	LOC DME				
C	ft - m/km ft	240 - 550 940	460 - 1.4 1160				
D	ft - m/km ft	240 - 550 940	460 - 1.4 1160				

1) With EVS 350m