

GENERAL**Operational Hours**

ATS Hours: H24

AD Operator Hours: H24, PPR 2100-0500‡

Night Flight Restrictions

JET ACFT:

2100-0500‡ LDG/TKOF permitted for following types only: MTOM up to 25t / 55116lbs as well as A300, A310, A319-A321, A330, A340, BAe 146/AVRO RJ-Series, B727-100, B737-300/400/500/600/700/800, B747-400, B757, B767, B777, Fokker 70/100, Gulfstream IV, DC8-70, MD11, MD90.

DC10-30 and MD80 (all versions) limited to LDG only.

L1011 and DC10 limited to TKOF only.

Delayed ACFT in SKED air services or cargo whose SKED LDG/TKOF is before 2100‡ are excluded from the restriction.

ACFT with MTOM above 150t / 330693lbs:

- No TKOF between 2100-2200‡ from RWY 10.
- No TKOF between 2200-0500‡, except delayed SKED ACFT, TKOF on RWY 28, only if included in list above.

Airport Information

RFF: CAT 7, CAT 8 O/R

Fuel: H24, PPR 2100-0500‡

PCN: RWY 10/28: 85/F/C/W/T

Customs: MON-FRI 0500-2100‡, other times O/R.

Operation**Preferential RWY**

2100-0500‡ in use up to 5 KT tailwind:

- LDG RWY 10
- TKOF RWY 28

TWY Restriction

TWY C, D width 18m / 59ft, MTOW 20t / 44092lbs.

TWY W width 15m / 49ft.

Parking

Parking by marshaller.

Parking on PSNs 21-44 will be done at discretion of PIC. The nosewheel shall be positioned on the nose wheel stop bar. Marshaller O/R for PRKG on these PSNs.

Engine Run-up Area

ENG test runs between 2100-0500‡ ENG prohibited, except when necessary for technical reason with PPR.

ENG test runs shall be reduced to a minimum.

GENERAL**Warnings**

ERF VOR/DME unusable:
R175-R265
beyond 10NM below 3000ft.
beyond 20NM below 4500ft.

ERT NDB unusable:
112°-118° beyond 25NM.

ARRIVAL**Communication**

COM Failure: See CRAR Germany.

Arrival Procedure

Reverse: Other than idle thrust shall only be used as far as necessary for safety reasons.

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

Warnings

Expect uncontrolled VFR TFC without transponder below 5000ft during APCH.

DEPARTURE**Take-off Minima**

RWY		28	
All ACFT	ft - m/km	0 - 75R	-
RWY		10	
All ACFT	ft - m/km	0 - 125R	-

Communication

COM Failure: See CRAR Germany.

Departure Procedure

LASTO 4E/5W: No access to (U)M852.

PILAM 2E/2W: Not to be filed in FPL, on request by ATC only.

De-Icing

H24, PPR 2100-0500†.

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AGC
AFC

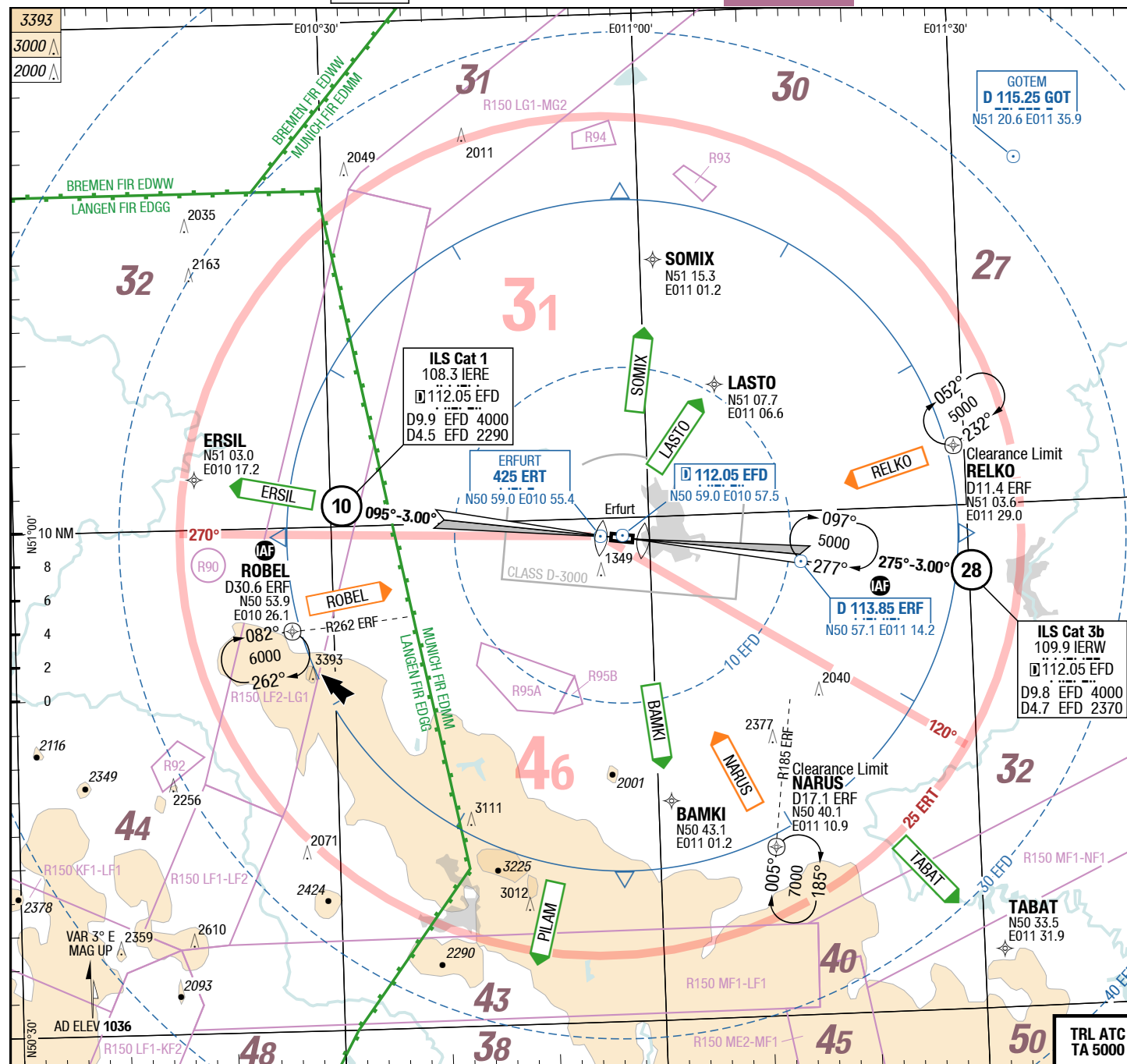
AFC

AFC

Weimar Erfurt Germany

AGC
AFC

2-10



D-ATIS	133.450
Munich RAD	126.175
TWR	121.150
GND	121.750
APN	121.900

Landing RWY system:

10 2600 x 50 15 H 83.0° 60 HL

HL-P2F **THR 1025 (37hPa) / TDZ --- (---%)** -0.1%

28 50 x 2390 210 3.0° 60 HL 15 H

+0.1% **TDZ --- (---%) / THR 1016 (37hPa)** HL-P2F

Changes: APL, SUAs, OBST, VAR



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SIDs RWY 28 (RNAV Overlay)

4-10

SIDs RWY 10 (RNAV Overlay)

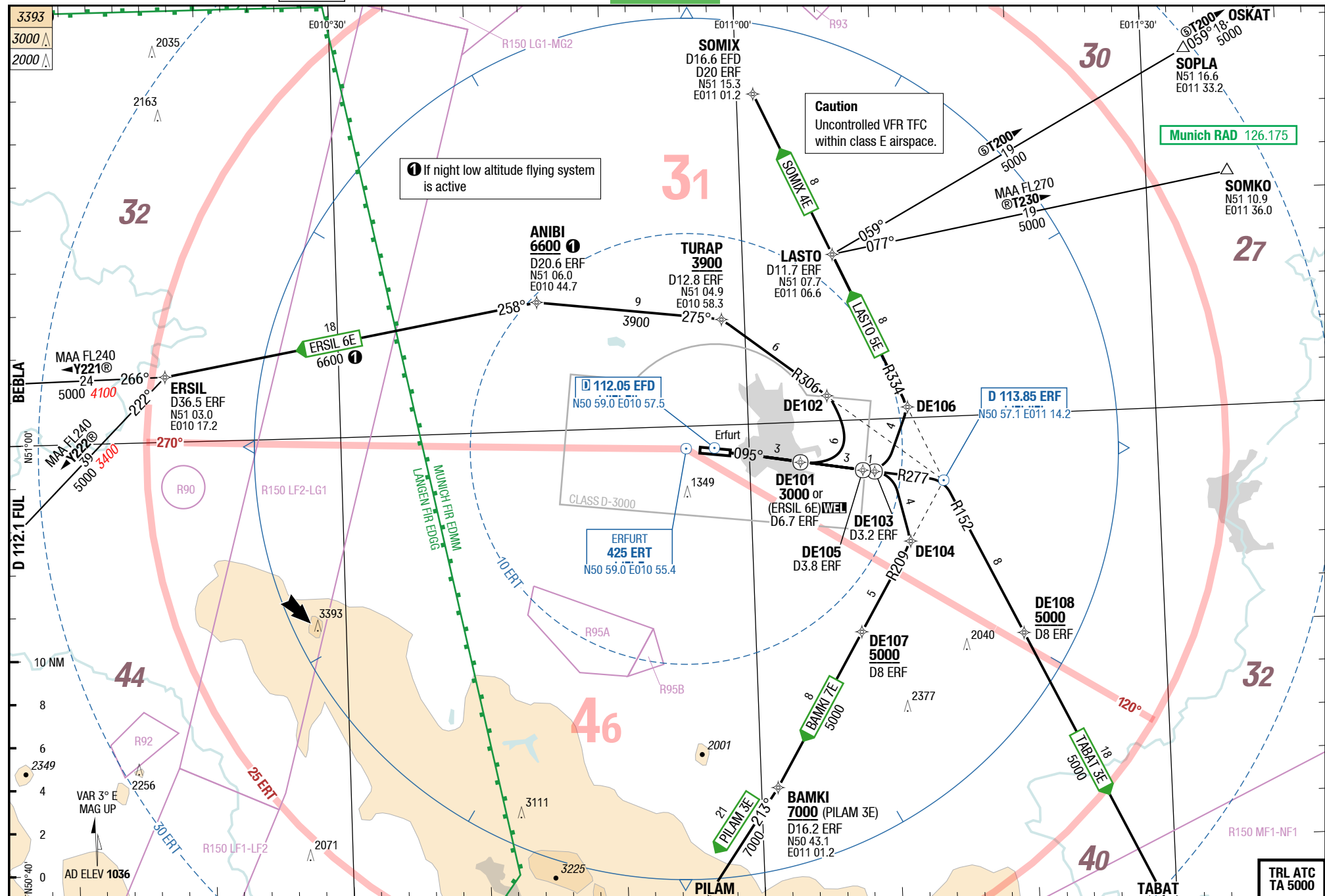
SID

SID

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SIDs RWY 28 (RNAV Overlay)

SIDs RWY 10 (RNAV Overlay)

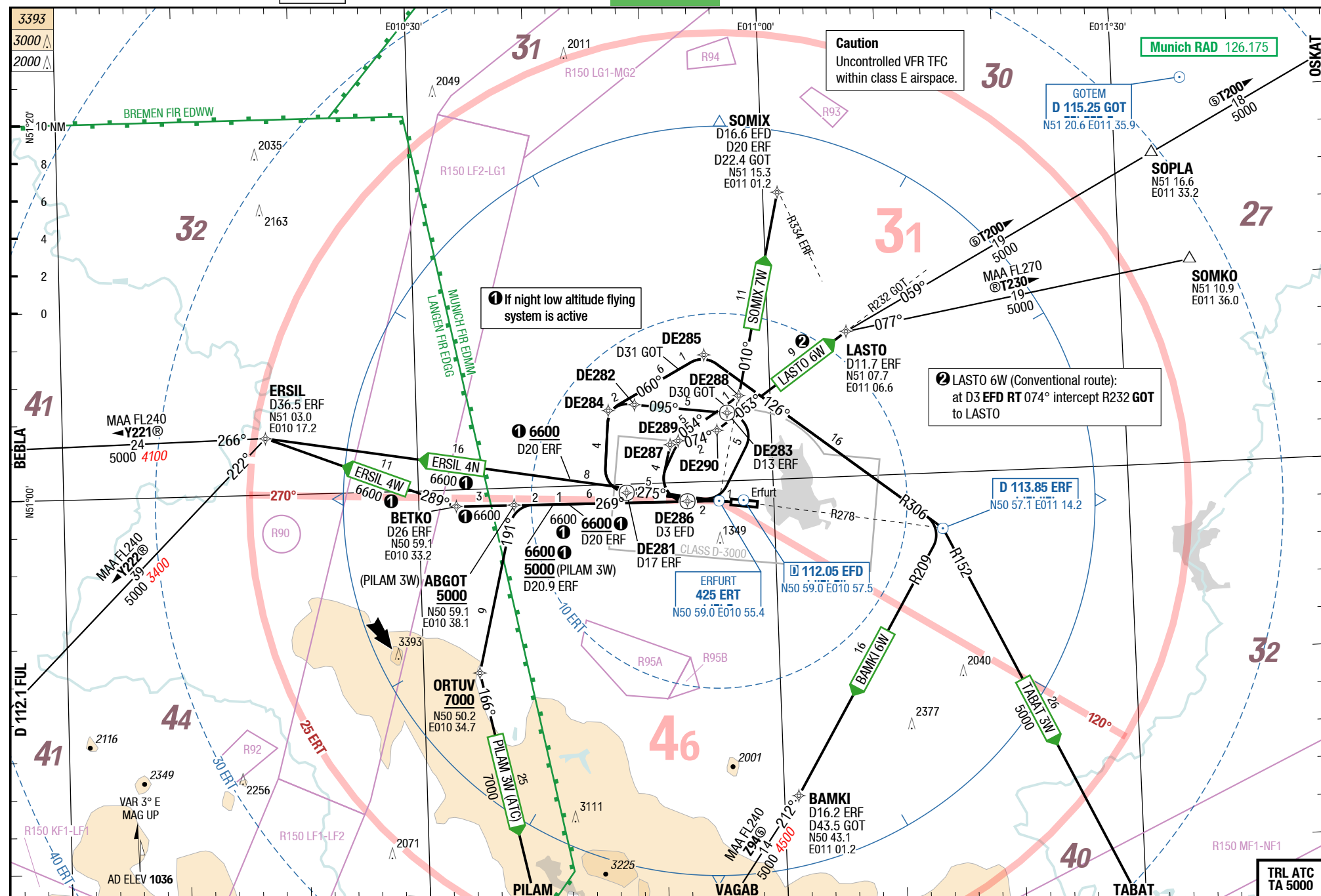


Changes: Track, VAR, SUAs, OBST

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SIDs RWY 28 (RNAV Overlay)



Changes: Track, OBST, VAR, SUAs, AWY

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ERF-EDDE**5-10****SIDs RWY 10 (RNAV Overlay)****BAMKI 7E / ERSIL 6E / LASTO 5E / PILAM 3E / SOMIX 4E / TABAT 3E**

RWY 10 (095°)

After take-off, contact Munich RAD.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 10	
BAMKI 7E 126.175	R277 ERF inbound - at D3.2 ERF RT intercept R209 ERF to BAMKI FMS [A1500+] - <u>DE103</u> [R] - DE104 - DE107 - BAMKI	D8 ERF MNM 5000 DE107 MNM 5000 initial climb 5000
ERSIL 6E 126.175 ①②③	R277 ERF inbound - at D6.7 ERF or 3000 , whichever is later, LT intercept R306 ERF - at TURAP LT 275° - at ANIBI LT 258° to ERSIL FMS [A1500+] - <u>DE101</u> [L] - DE102 - TURAP [L] - ANIBI [L] - ERSIL	TURAP MNM 3900 DE101 MNM 3000 TURAP MNM 3900 initial climb 5000
LASTO 5E 126.175	R277 ERF inbound - at D3.8 ERF LT intercept R334 ERF to LASTO FMS [A1500+] - <u>DE105</u> [L] - DE106 - LASTO	 initial climb 5000
PILAM 3E 126.175 ①④	R277 ERF inbound - at D3.2 ERF RT intercept R209 ERF - at BAMKI RT 213° to PILAM FMS [A1500+] - <u>DE103</u> [R] - DE104 - DE107 - BAMKI [R] - PILAM	D8 ERF MNM 5000 BAMKI MNM 7000 DE107 MNM 5000 BAMKI MNM 7000 initial climb 5000
SOMIX 4E 126.175	R277 ERF inbound - at D3.8 ERF LT intercept R334 ERF to SOMIX FMS [A1500+] - <u>DE105</u> [L] - DE106 - SOMIX	 initial climb 5000
TABAT 3E 126.175	R277 ERF to ERF - RT R152 ERF to TABAT FMS [A1500+] - ERF [R] - DE108 - TABAT	D8 ERF MNM 5000 DE108 MNM 5000 initial climb 5000

- ① If unable to comply request alternate route by ATC.
 ② After TURAP BRNAV equipment necessary.
 ③ During activity of Night Low Flying System cross ANIBI MNM 6600.
 ④ After BAMKI BRNAV equipment necessary.

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ERF-EDDE**5-20****SIDs RWY 28 (RNAV Overlay)****BAMKI 6W / ERSIL 4N / ERSIL 4W / LASTO 6W / PILAM 3W**

RWY 28 (275°)

After take-off, contact Munich RAD.

	GS	120	150	180	210	240	270
10.2%	ft/MIN	1300	1600	1900	2200	2500	2800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 28	
BAMKI 6W 126.175	at D17 ERF RT 060° intercept R306 ERF to ERF - R209 ERF to BAMKI FMS [A1500+] - ERT - <u>DE281</u> [R] - DE284 - DE285 [R] - ERF [R] - BAMKI	initial climb 5000
ERSIL 4N 126.175 ①	at D17 ERF RT 095° - at D13 ERF RT direct ERT - intercept R278 ERF to ERSIL FMS [A1500+] - ERT - <u>DE281</u> [R] - DE282 - <u>DE283</u> [R] - ERT - ERSIL	D20 ERF MNM 6600 initial climb 5000
ERSIL 4W 10.2% to 6600 126.175 ②③④	direct ERT - LT QDR 269 ERT - at BETKO RT 289° to ERSIL FMS [A1500+] - ERT [L] - BETKO [R] - ERSIL	initial climb 5000
LASTO 6W 126.175	direct ERT - LT QDR 269 ERT - at D3 EFD RT 074° intercept R232 GOT to LASTO FMS [A1500+] - ERT [L] - <u>DE286</u> [R] - DE289 - DE290 [L] - LASTO	initial climb 5000
PILAM 3W (ATC) 126.175 ④⑤	direct ERT - LT QDR 269 ERT - at D20.9 ERF LT 191° - at ORTUV LT 166° to PILAM FMS [A1500+] - ERT [L] - ABGOT [L] - ORTUV [L] - PILAM	D20.9 ERF MNM 5000 ORTUV MNM 7000 ABGOT MNM 5000 ORTUV MNM 7000 initial climb 5000

① To be used during activity of Night Low Flying System.

② After BETKO BRNAV equipment necessary.

③ If unable to comply request alternate route by ATC.

④ Climb gradient only during activity of Night Low Flying System to cross D20 ERF MNM 6600.

⑤ After D20.9 ERF BRNAV equipment necessary.

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5-30

SIDs RWY 28 (RNAV Overlay)**SOMIX 7W / TABAT 3W**

RWY 28 (275°)

After take-off, contact Munich RAD.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 28	
SOMIX 7W 126.175	direct ERT - QDR 269 ERT - at D3 EFD RT 054° - at D30 GOT LT intercept QDR 010 ERT to SOMIX FMS [A1500+] - ERT [L] - <u>DE286</u> [R] - DE287 - DE288 [L] - SOMIX	initial climb 5000
TABAT 3W 126.175	at D17 ERF RT 060° intercept R306 ERF to ERF - R152 ERF to TABAT FMS [A1500+] - ERT - <u>DE281</u> [R] - DE284 - DE285 [R] - ERF [R] - TABAT	ERF MNM 5000 initial climb 5000

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ILS or LOC 28

ILS or LOC 10

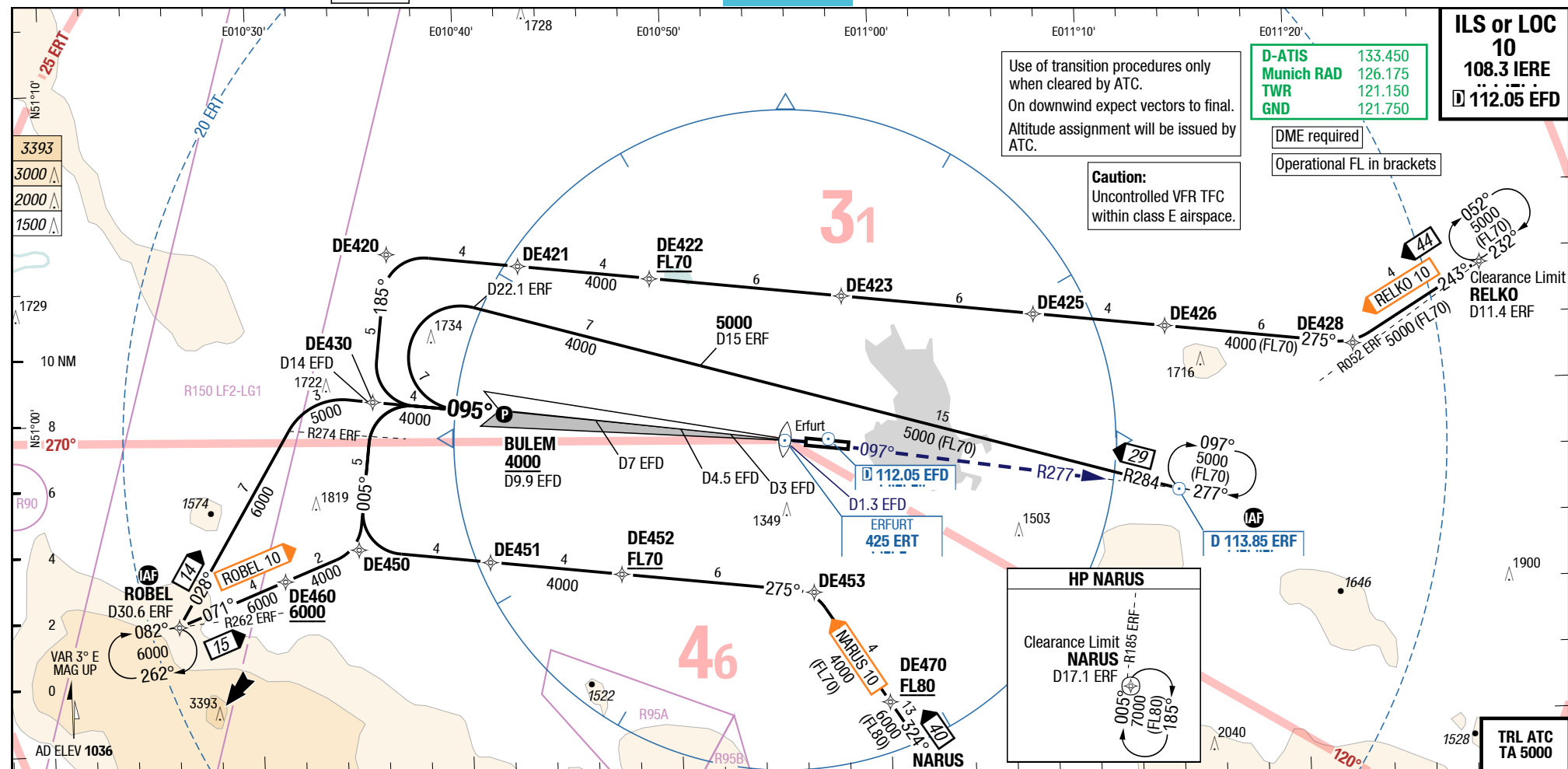
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ILS or LOC 28

ILS or LOC 10

7-10



10		Cat 1 DME EFD	LOC DME EFD				Circling N of AD only
C	ft - m/km ft	200 - 550 1230	380 - 1.0 1400				730 - 2.4V 1760
D	ft - m/km ft	200 - 550 1230	380 - 1.0 1400				730 - 3.6V 1760

GS	120	140	160
D4.5 EFD	640	740	850
-MAPt	NA	NA	NA

Changes: APL, OBST, VAR, SUAs

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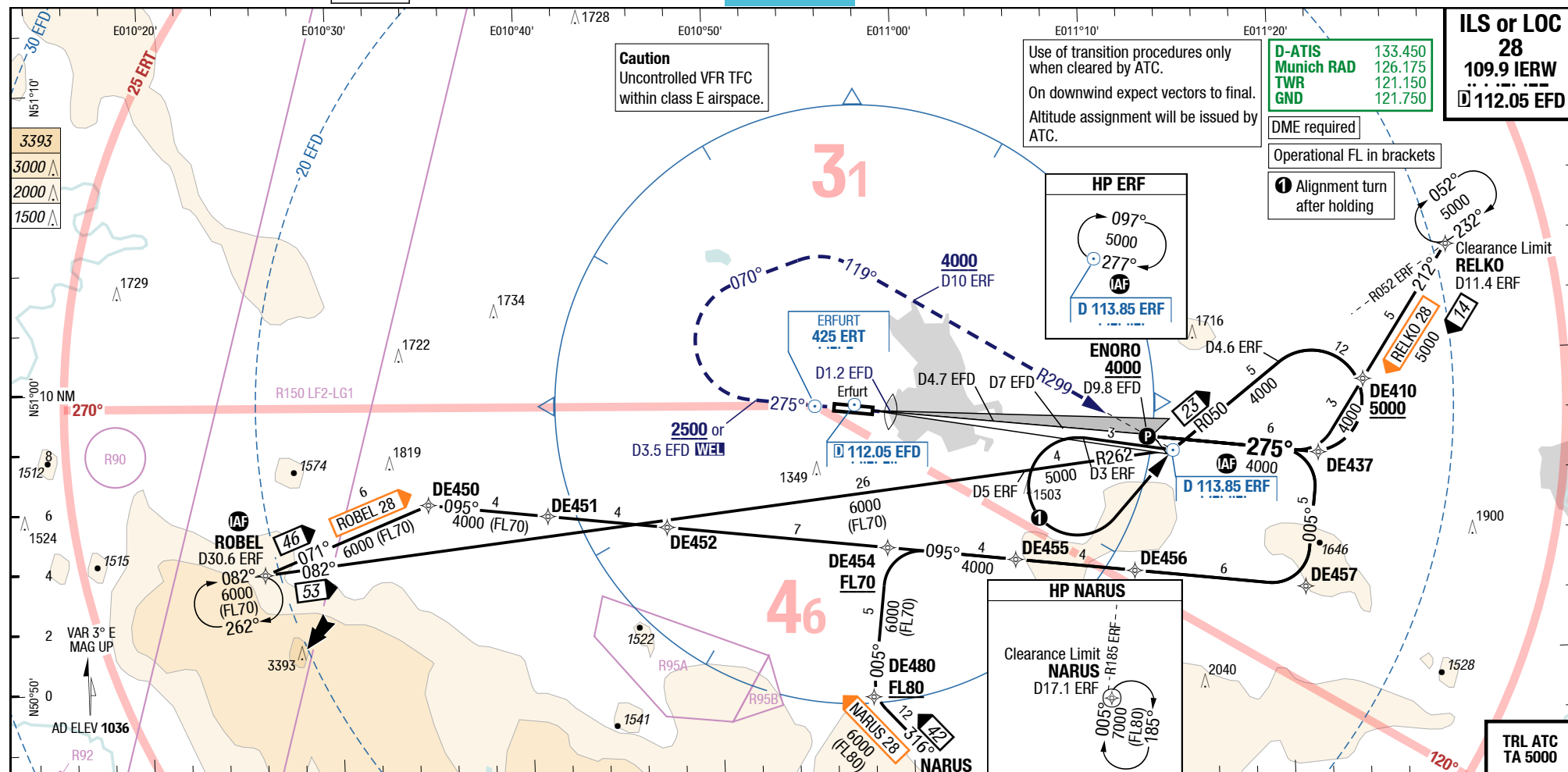
7-20

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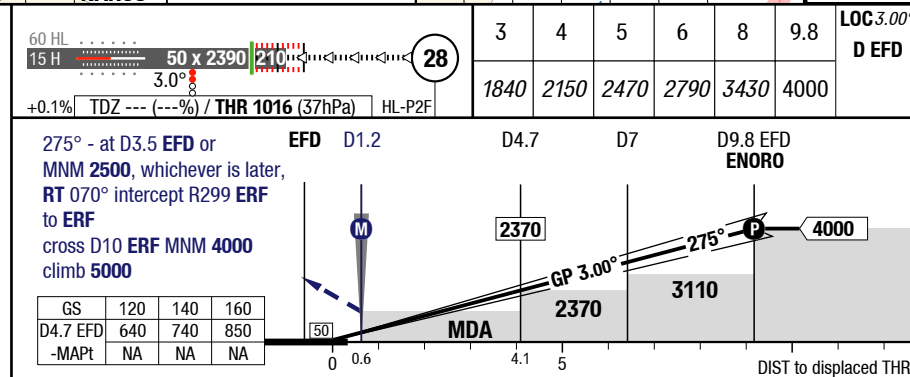
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ILS or LOC 28



28		Cat 3b DME EFD	Cat 2 DME EFD	Cat 1 DME EFD 1)	Cat 1 DME EFD 1)	LOC DME EFD	Circling 2)
C	ft - m/km ft	0 - 75R Company	100 - 300R 113 RA	200 - 400 1220	200 - 550 1220	360 - 900 1370	730 - 2.4V 1760
D	ft - m/km ft	0 - 75R Company	110 - 300R 116 RA 3)	200 - 400 1220	200 - 550 1220	360 - 900 1370	730 - 3.6V 1760

1) With EVS 350m
2) N of AD only
3) If not conducting autoland RVR 350m required



Changes: APL, OBST, VAR, SUAs, Editorial

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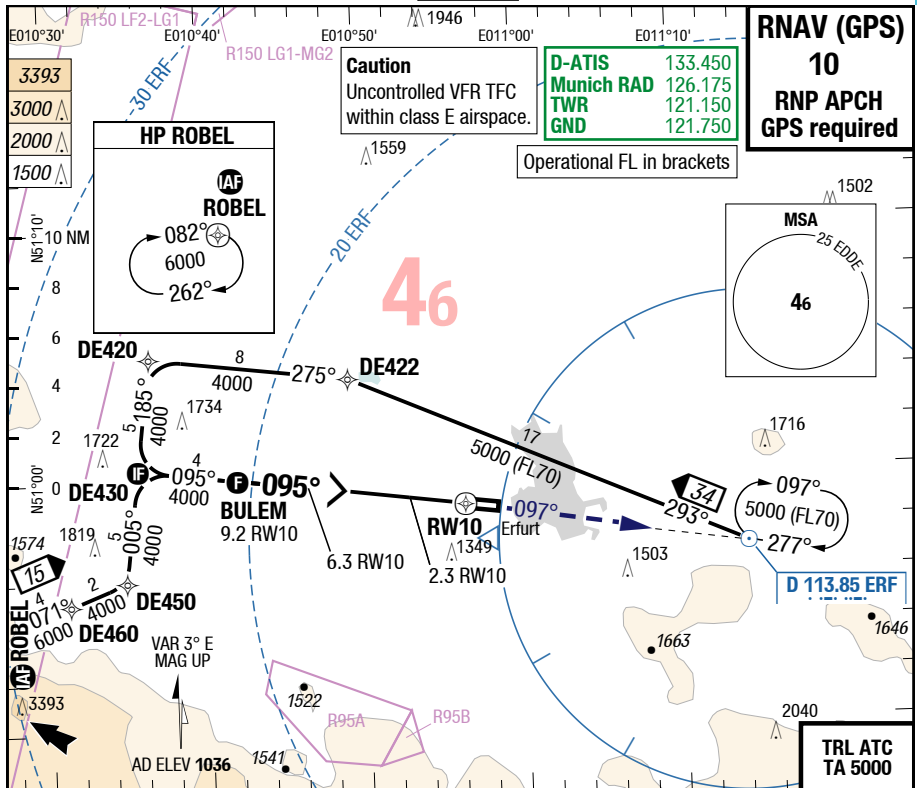
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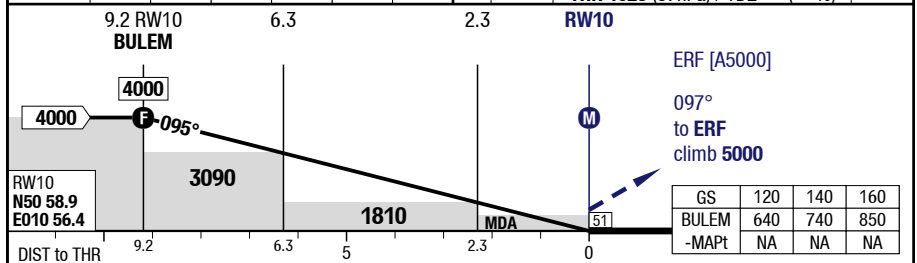
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7-30

RNAV (GPS) 10



3.00° RW10	9.2	8	7	6	5	4	10	83.0°	60 HL	15 H
	4000	3630	3310	2990	2670	2350		2600 x 50		
	HL-P2F							THR 1025 (37hPa) / TDZ --- (---%)	-0.1%	



10	RNAV GPS VNAV 1) 2) 3)	RNAV GPS LNAV				Circling N of AD only
C	ft - m/km ft 1330	440 - 1.3 1460				730 - 2.4V 1760
D	ft - m/km ft 1330	440 - 1.3 1460				730 - 3.6V 1760

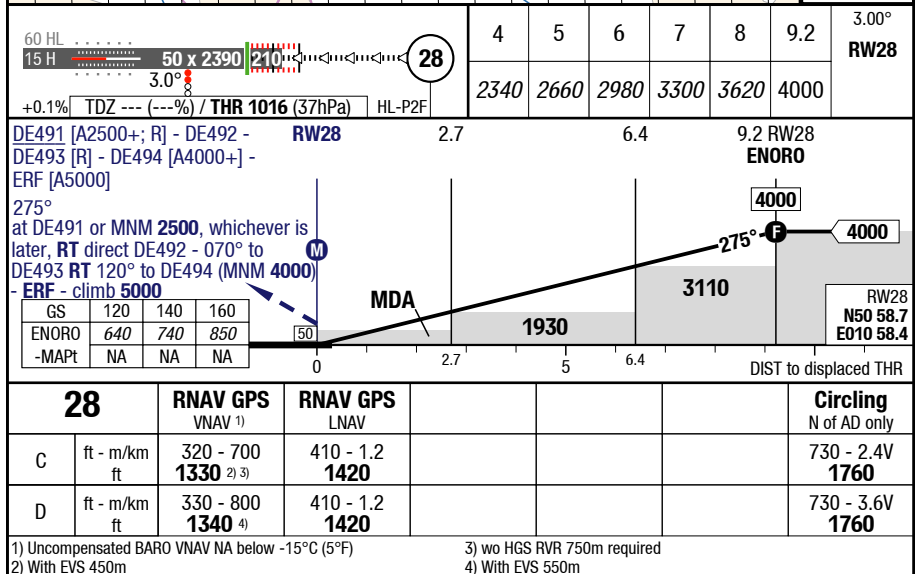
1) Uncompensated BARO VNAV NA below -15°C (5°F)

3) With EVS 550m

2) wo HGSRVR 750m required

Changes: APL, SUAS, OBST, VAR, Editorial

RNAV (GPS) 28



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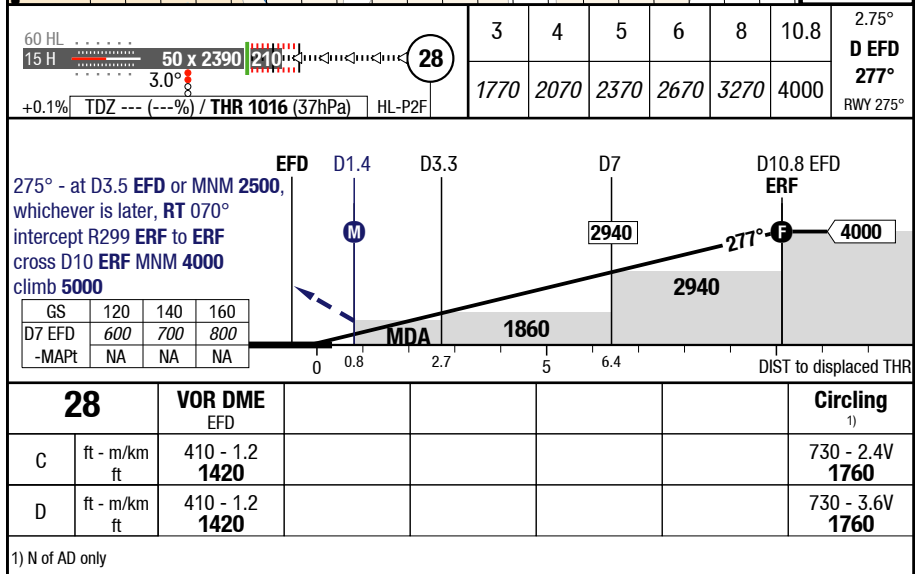
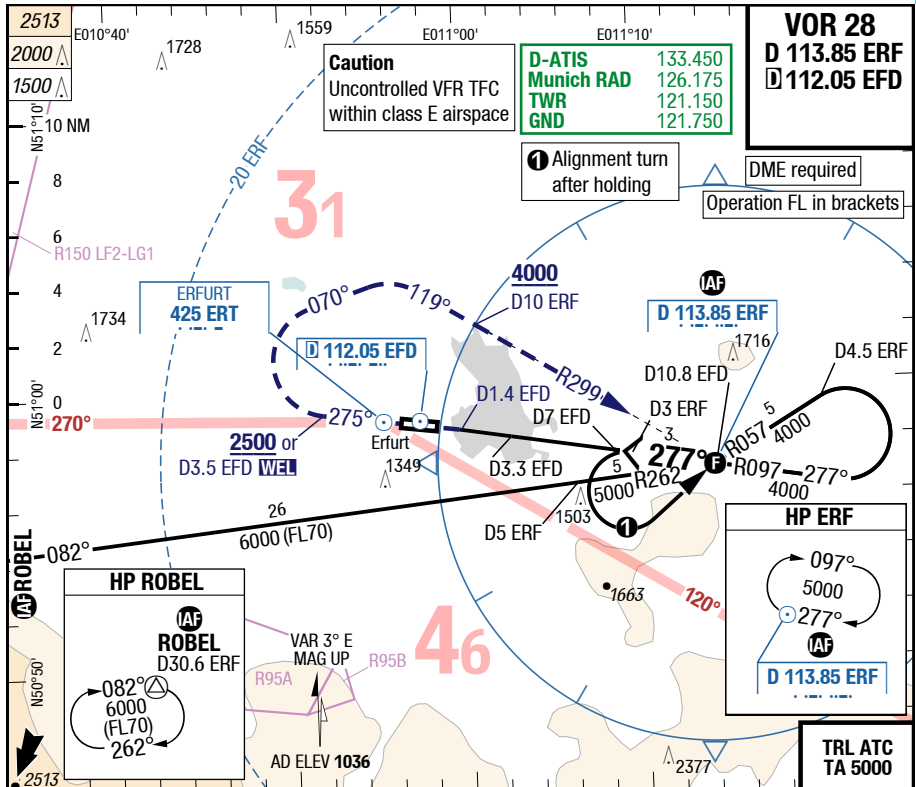
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7-50

VOR 28



Changes: APL, SUAS, OBST, VAR, Editorial

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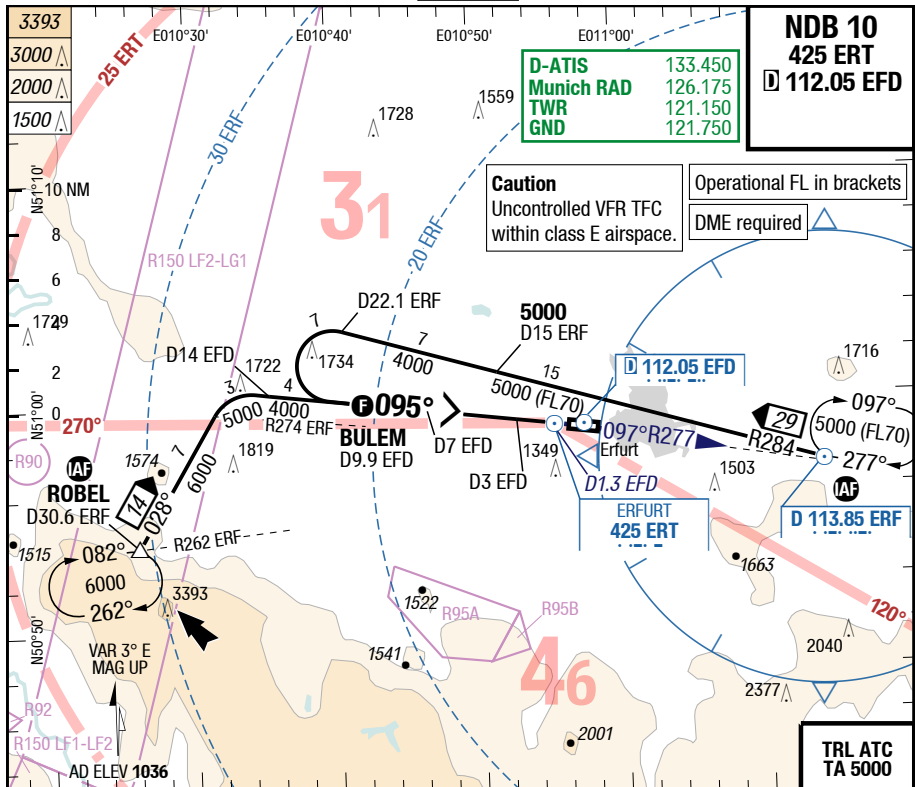
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7-60

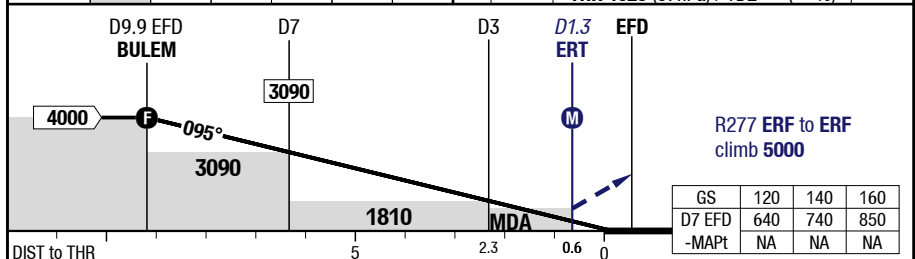
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NDB 10

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3.00°		9.9	8	6	5	4		83.0°	60 HL	15 H
D EFD		4000	3410	2780	2460	2140		2600 x 50		
								HL-P2F	THR 1025 (37hPa) / TDZ --- (---%)	-0.1%



10	NDB DME					Circling
	EFD					1)
C	ft - m/km	540 - 1.7				730 - 2.4V
	ft	1560				1760
D	ft - m/km	540 - 1.7				730 - 3.6V
	ft	1560				1760

1) N of AD only

Changes: APL, SUAs, OBST, VAR, Editorial