

GENERAL

ATS Hours

Not published

Airport Information

RFF: O/R
Fuel: Not published
PCN: RWY 07/25: 53/F/B/W/T

ARRIVAL

Communication

COM Failure: See CRAR Germany and in addition;

In case of radio COM failure maintain flight planned cruising level or MNM level as given below (whichever is higher) until reaching MTR (RWY 25) or TAU (RWY 07). If unable to comply, "SQUAWK 7700" and continue at the appropriate level.

FLTs from North and North-East: expected to file via and have a CLR limit of GED.

- RWY 25: from GED (ALT 6000ft or above) to MTR. Descend in MTR holding and commence a SIA PROC.
- RWY 07: from GED (ALT 6000ft or above) to TAU. Hold overhead TAU (inbound track 228°, right turns, 1min outbound time). Descend in TAU holding and commence a SIA PROC.

FLTs from West: expected to file via and have a CLR limit of OSMAX.

- RWY 25: from OSMAX via EPINO, LAGES (after LAGES ALT 6000ft or above), ROKIM FFM to MTR. Descend in MTR holding and commence a SIA PROC.
- RWY 07: from OSMAX via EPINO, LAGES, REDLI to TAU. Hold overhead TAU (inbound track 228°, right turns, 1min outbound time). Descend in TAU holding and commence a SIA PROC.

FLTs from South and South-East: expected to file via and have a CLR limit of PSA.

- RWY 25: from PSA (ALT 6000ft or above) via GED to MTR. Descend in MTR holding and commence a SIA PROC.
- RWY 07: from PSA (ALT 6000ft or above) via GED to TAU. Hold overhead TAU (inbound track 228°, right turns, 1min outbound time). Descend in TAU holding and commence a SIA PROC.

FLTs from North-West: expected to file via and have a CLR limit of ROLIS.

- RWY 25: from ROLIS via TAU (ALT 6000ft or above) to MTR. Descend in MTR holding and commence a SIA PROC.
- RWY 07: from ROLIS to TAU. Hold overhead TAU (inbound track 228°, right turns, 1min outbound time). Descend in TAU holding and commence a SIA PROC.

Arrival Procedure

Noise Abatement Procedure: See CRAR Germany

DEPARTURE

Take-off Minima

RWY		07/25	
1+2 ENG	ft - m/km	0 - 1.0V	Diverse DEP not authorized SID MASIR, SID RID, SID SOBRA, SID TABUM, SID UBENO:
3+4 ENG		0 - 0.5V	MNM climb gradient 6.6% up to 3500

DEPARTURE**Communication****COM Failure:** See CRAR Germany**Departure Procedure****Noise Abatement Procedure:** See CRAR Germany

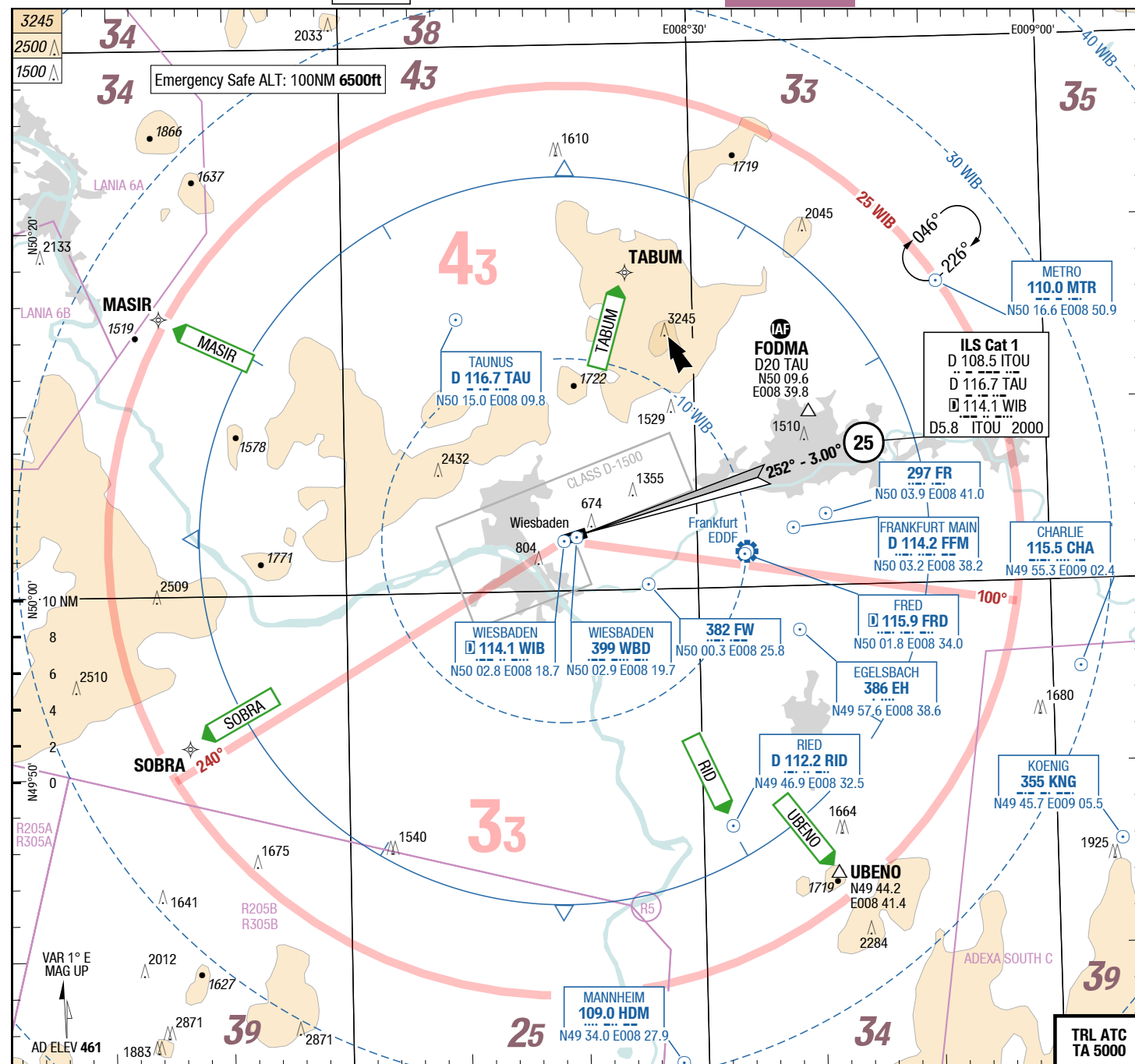
WIE-ETOU

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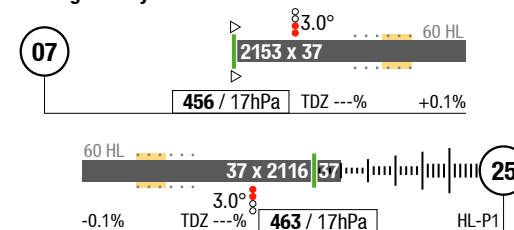
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Langen ARR	120.800
Langen DEP	120.800
RAD	123.300

Landing RWY system:



Changes: OBST

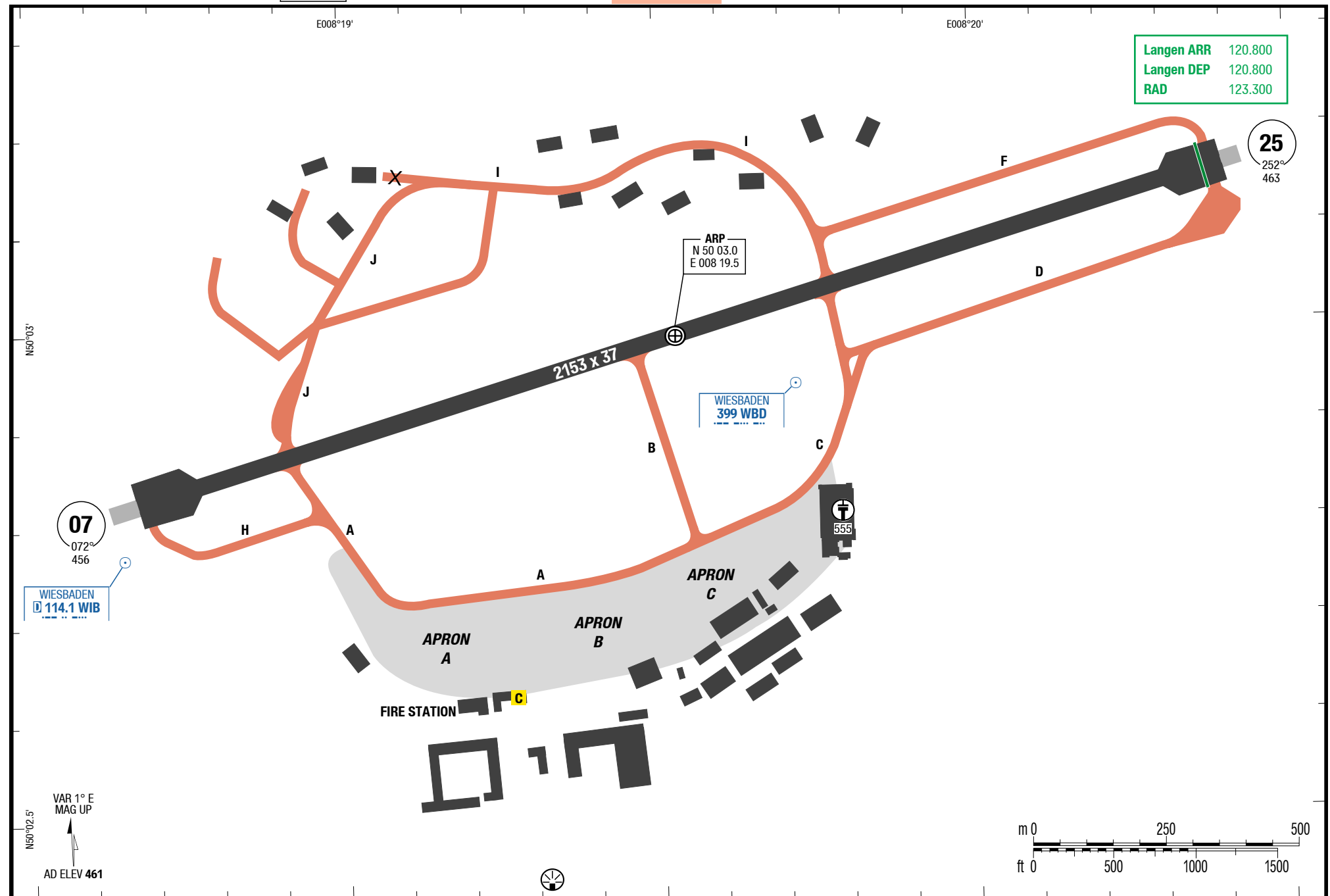
WIE-ETOU

AGC

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3-20



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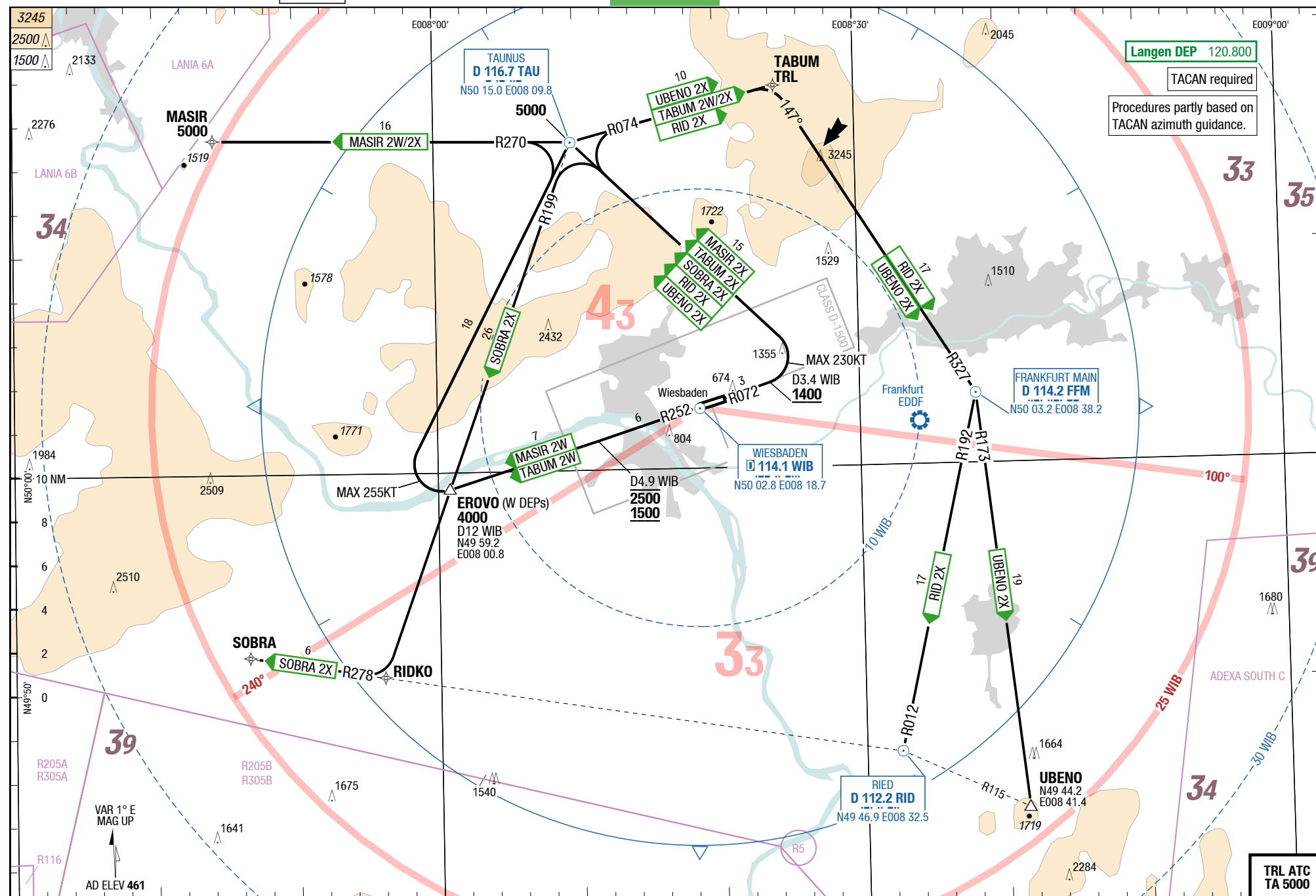
WIE-ETOU

SIDs

SID

SID

SIDs



Changes: MSA, PROC, Track, PROC renumbered, Note, OBST

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26-APR-2012

WIE-ETOU

5-10

SIDs

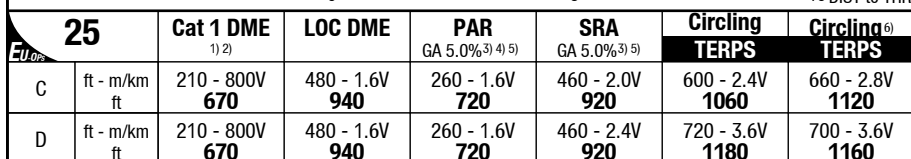
MASIR 2X / RIED 2X / SOBRA 2X / TABUM 2X / UBENO 2X / MASIR 2W / TABUM 2W
 RWYs 07 (072°) / 25 (252°)

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 07	
MASIR 2X 6.6% to 3500 120.800 ①	intercept R072 WIB - at D3.4 WIB LT (MAX 230KT) direct TAU - LT R270 TAU to MASIR	D3.4 WIB MNM 1400 TAU at 5000 MASIR at 5000
RIED 2X RID 2X 6.6% to 3500 120.800	intercept R072 WIB - at D3.4 WIB LT (MAX 230KT) direct TAU - RT intercept R074 TAU to TABUM - RT intercept R327 FFM to FFM - R012 RID (R192 FFM) to RID	D3.4 WIB MNM 1400 TAU at 5000 TABUM at TRL
SOBRA 2X 6.6% to 3500 120.800	intercept R072 WIB - at D3.4 WIB LT (MAX 230KT) direct TAU - LT intercept R199 TAU to RIDKO - RT intercept R278 RID to SOBRA	D3.4 WIB MNM 1400 TAU at 5000
TABUM 2X 6.6% to 3500 120.800	intercept R072 WIB - at D3.4 WIB LT (MAX 230KT) direct TAU - RT intercept R074 TAU to TABUM	D3.4 WIB MNM 1400 TAU at 5000 TABUM at TRL
UBENO 2X 6.6% to 3500 120.800	intercept R072 WIB - at D3.4 WIB LT (MAX 230KT) direct TAU - RT intercept R074 TAU to TABUM - RT intercept R327 FFM to FFM - R173 FFM to UBENO	D3.4 WIB MNM 1400 TAU at 5000 TABUM at TRL
	Runway 25	
MASIR 2W 120.800 ①	intercept R252 WIB - at EROVO (D12 WIB) RT (MAX 255KT) direct TAU - LT intercept R270 TAU to MASIR	D4.9 WIB between 1500 and 2500 EROVO (D12 WIB) at 4000 TAU at 5000 MASIR at 5000
TABUM 2W 120.800	intercept R252 WIB - at EROVO (D12 WIB) RT (MAX 255KT) direct TAU - RT intercept R074 TAU to TABUM	D4.9 WIB between 1500 and 2500 EROVO (D12 WIB) at 4000 TAU at 5000 TABUM at TRL

① For flights to UK (except London TMA) and beyond intending to use upper ASP. Filed route MASIR DCT DITAM DCT OBOKO DCT BIBTI. Flights must cross BIBTI at MNM FL250.

ILS or LOC DME 25



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