JEPPESEN
JeppView for Windows

General Information

Location: DRESDEN DEU
ICAO/IATA: EDDC / DRS
Lat/Long: N51° 08.06', E013° 46.08'
Elevation: 754 ft

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

Sunrise: 0653 Z
Sunset: 1459 Z

Runway Information

Runway: 04
Length x Width: 9350 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 754 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 22
Length x Width: 9350 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 700 ft
Lighting: Edge, ALS, Centerline, REIL
Displaced Threshold: 984 ft

Communication Information

ATIS: 118.875 At or below 33574432 ft Out to 60 mi.
Dresden Tower: 122.925
Dresden Tower: 24.192
Dresden Ground: 121.975
Dresden Apron Ramp/Taxi: 121.750
Munich Radar Approach: 29.677 Military
Munich Radar Approach: 125.875

1. GENERAL

1.1. ATIS

D-ATIS 118.875

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. NIGHT FLYING RESTRICTIONS

From 2200-0600LT, flight operations at Dresden APT will be restricted to prevent noise disturbance at night. Take-offs and landings between 2200-0600LT are only permitted as follows:

Take-offs and landings of air carriers in commercial airline traffic and non-scheduled air transport (with the exception of air taxis) from 2200-2330LT and from 0530-0600LT.

Delayed landings and take-offs from 2330-0000LT if the planned arrival or departure time at/from Dresden APT is before 2330LT and the arrival or departure takes place before 0000LT; premature landings from 0500-0530LT if the planned time of arrival is after 0530LT.

Flights by air carriers, whose ACFT are mainly maintained at Dresden APT and who conduct commercial airline traffic and non-scheduled air transport at Dresden APT for the purpose of service/repairs as well as ferry flights/relocation flights by these air carriers from 2200-2330LT and from 0530-0600LT.

Exceptions:

Above stated restrictions regarding operating times do not apply to:

- Flights on missions of aid in cases of emergency and catastrophe.
- Flights which are absolutely necessary for medical supplies and to fulfill humanitarian assignments.
- Landings for meteorological, technical and other safety reasons.
- Calibration flights by Deutsche Flugsicherung GmbH (DFS) or on their behalf.
- A maximum of 24 take-offs or landings per calendar year in the course of production of the ACFT industry located at Dresden APT.

1.2.2. REVERSE THRUST

Reverse thrust, other than idle thrust, shall only be used to an extent necessary for safety reasons.

1.2.3. RUN-UP TESTS

Engine test-runs require permission from the APT operator. He establishes location, time-span and sequence of engine test-runs. Engine test-runs are not generally permitted Sun & Hol H24, weekdays 2000-0600LT. Exceptional permission may be granted by the airport operator in justified cases. Consent for an engine test-run by the Aviation Supervision Office does not include the necessary ATC clearance for taxiing. Applications shall be directed to

Flughafen Dresden GmbH,
Verkehrszentrale
Fax: 0351 881 3225
"DRESDEN Apron" 121.750.

1.3. LOW VISIBILITY PROCEDURES

1.3.1. ACFT GUIDANCE WHEN REACHING OR FLYING BELOW RWY VISUAL RANGE (RVR) OF 1000M AND/OR REACHING A CEILING OF 300FT (ALL WEATHER OPERATIONS)

In All-Weather Operations under CAT II/III conditions and/or LVTO, taxiing traffic on TWYs B, C, D and Apron 5 is not permitted. Taxiing across the stop bars/barrage bars after they have turned red is strictly prohibited. No clearances of any kind cover permission for taxiing across an operating, red stop bar.

1. GENERAL

1.3.1.1. ARRIVING ACFT

After landing on RWY 22, ACFT shall vacate the RWY via the colour-coded TWY centerline (yellow/green) on TWY A. ACFT are requested to report clearing the colour-coded centerline lights (yellow/green) to Tower. Within the area competency to ramp control, a Follow-me car will hold at intersections leading to the parking positions on TWY H, and direct ACFT to the assigned parking position.

1.3.1.2. DEPARTING ACFT

The direct taxiing of ACFT from Aprons 1 and 2 to TWY H is generally possible. In case direct taxiing to TWY H is not possible, ACFT will be guided to the junction of TWY H by a Follow-me car. Taxi movements for conducting take-offs in low visibility (LVTO) are permitted for RWYs 04 and 22 which are authorized for them in accordance with the requirements pursuant to the "Guidelines for All-Weather Operations" in the currently valid version.

1.4. TAXI PROCEDURES

1.4.1. GENERAL

TWY H MAX wingspan less than 213'/65m: on request.
Due to reduced obstacle clearance of 156'/47.5m ACFT shall be guided by Follow-me car.

TWYs B and D MAX wingspan less than 171'/52m.

TWYs C, L, M-Blue, M-Orange, N and P MAX wingspan less than 118'/36m.

TWYs K and L (between stand 2 and TWY K) MAX wingspan less than 72'/24m.

TWYs M-Blue and M-Orange:
Use from SR to SS and with RVR equal or more than 350m only.

TWYs F and G for helicopter only.

1.4.2. TAXIING ON THE APRON

- Pilots may request a Follow-me car from Apron Control for guidance.
- On the apron, ACFT may only taxi on or along the yellow, blue (M blue) and orange (M orange) taxiing guide lines. No deviations or shortcuts are allowed. In exceptional cases taxiing off the guide lines is permitted on special instructions by Apron Control, only.
- On the apron, ACFT are permitted to taxi only at the indispensable minimum engine speed.

1.4.3. TAXIING ACROSS THE APRON

ACFT taxiing across the apron shall establish radio contact with DRESDEN Apron, at the latest when reaching the boundary of responsibility of Apron Control, and taxi as instructed by Apron Control to the change-over point of the ATC unit. At the change-over point the pilot will be instructed to establish radio contact with Tower.

1.5. PARKING INFORMATION

Stands 51 thru 54 for helicopters only.

Visual Docking Guidance System available for stands 7 thru 10 and 30 thru 38.

1.6. OTHER INFORMATION

Caution: Birds.

Ultralight ACFT activity.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

MAX 250 KT below FL100 or as by ATC.
Not applicable within Airspace C.

2.2. NOISE ABATEMENT PROCEDURES

Visual approaches with CAT C & D ACFT and a span of equal to or greater than 24m shall be restricted to a final approach distance of at least 5 NM and not less than 2400' MSL at the start of the approach. The descent rate of 5.2%/3° shall be strictly observed and checked with the PAPI indication.

2.3. CAT II/III OPERATIONS

RWY 22 is approved for CAT II/III operations, special aircrew and ACFT certification required.

2.4. TAXI PROCEDURES

2.4.1. TAXIING OF ACFT ON THE APRON

ACFT may leave "nose-in-positions" only with "push-out-facility"; there are exceptions in individual cases. Reverse thrust shall not be used. ACFT operators shall make appropriate arrangements.

2.4.2. ACFT GUIDANCE ON THE APRON

- Arriving ACFT shall establish radio contact with "DRESDEN Apron", when reaching the boundary of responsibility as depicted on APT charts at the latest, and shall taxi as instructed by Apron Control to the position assigned.
- If the crew realizes when taxiing into a nose-in position equipped with visual docking guidance system that the latter is switched off or out of order, it shall stop the ACFT immediately. Malfunctioning shall be reported to Apron Control via radio. Taxiing will be continued according to instructions by Apron Control.
- On parking positions without a visual docking guidance system, ACFT are guided by a marshaller.

3. DEPARTURE

3.1. START-UP, PUSH-BACK & TAXI PROCEDURES

3.1.1. ACFT GUIDANCE ON TH APRONS

- START-UP PROCEDURE:
  Clearance for starting up engines shall be requested on the frequency "DRESDEN Ground".
- PUSH-BACK PROCEDURE:
  To obtain push-back instructions from a nose-in position, pilots are advised to request push-back permission on the respective frequency of "DRESDEN Apron". In order to avoid delays in taxiing, pilots are instructed to start the engines during push-back. After completion of the push-back, "ready to taxi" shall be reported on the frequency of "DRESDEN Apron".
- TAXI-OUT PROCEDURE:
  To obtain instructions for taxiing from a taxi-out position, pilots are instructed to request taxi clearance on the respective frequency of "DRESDEN Apron".
  When taxiing from a position, pilots are instructed to request taxi clearance on the frequency of "DRESDEN Apron". On initial radio contact with "DRESDEN Apron", pilots shall report position and "ready to taxi" and/or the RWY in use assigned by the aerodrome control tower.
- Permission for push-back or taxiing from a position may only be requested if the pilot can perform the manouevre immediately.

3.2. SPEED RESTRICTIONS

MAX 250 KT below FL100 or as by ATC.
Not applicable within Airspace C.

D-ATIS	Apt Elev	Alt Set: hPa (IN on request)
118.875	754	Trans level: By ATC

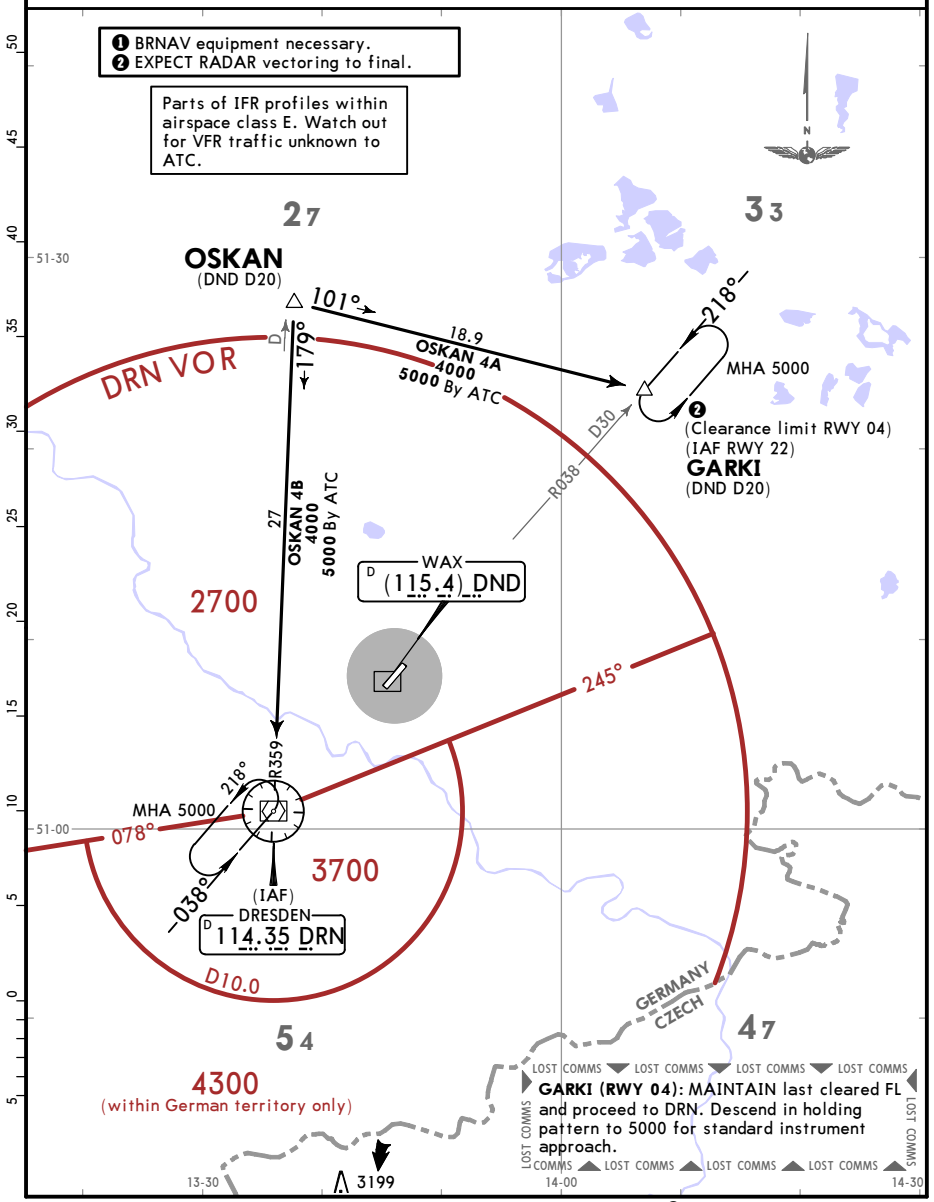
OSKAN 4A [OSKA4A] ❶
RWY 22 ARRIVAL

OSKAN 4B [OSKA4B]
RWY 04 ARRIVAL

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

❶ BRNAV equipment necessary.
❷ EXPECT RADAR vectoring to final.

Parts of IFR profiles within airspace class E. Watch out for VFR traffic unknown to ATC.



D-ATIS	Apt Elev	
118.875	754	Alt Set: hPa (IN on request) Trans level: By ATC 1. On downwind EXPECT vectors to final. 2. Altitude assignments will be issued by ATC.

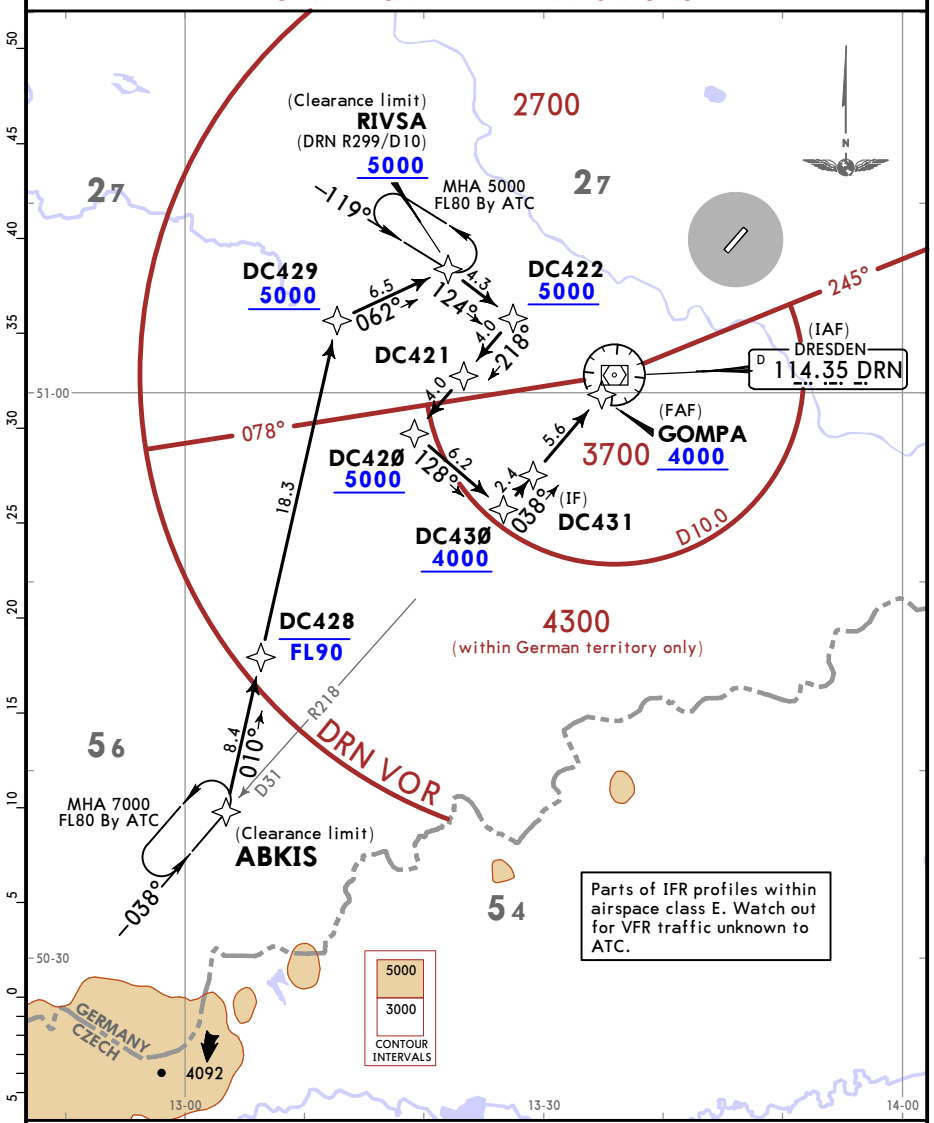
ABKIS 04 [ABKØ4]

RWY 04 RNAV TRANSITION

GPS- OR FMS-EQUIPPED AIRCRAFT

USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



ROUTING

ABKIS - DC428 (FL90-) - DC429 (5000+) - RIVSA (5000+) - DC422 (5000+) - DC420 (5000+) - DC430 (4000+) - GOMPA (4000+).

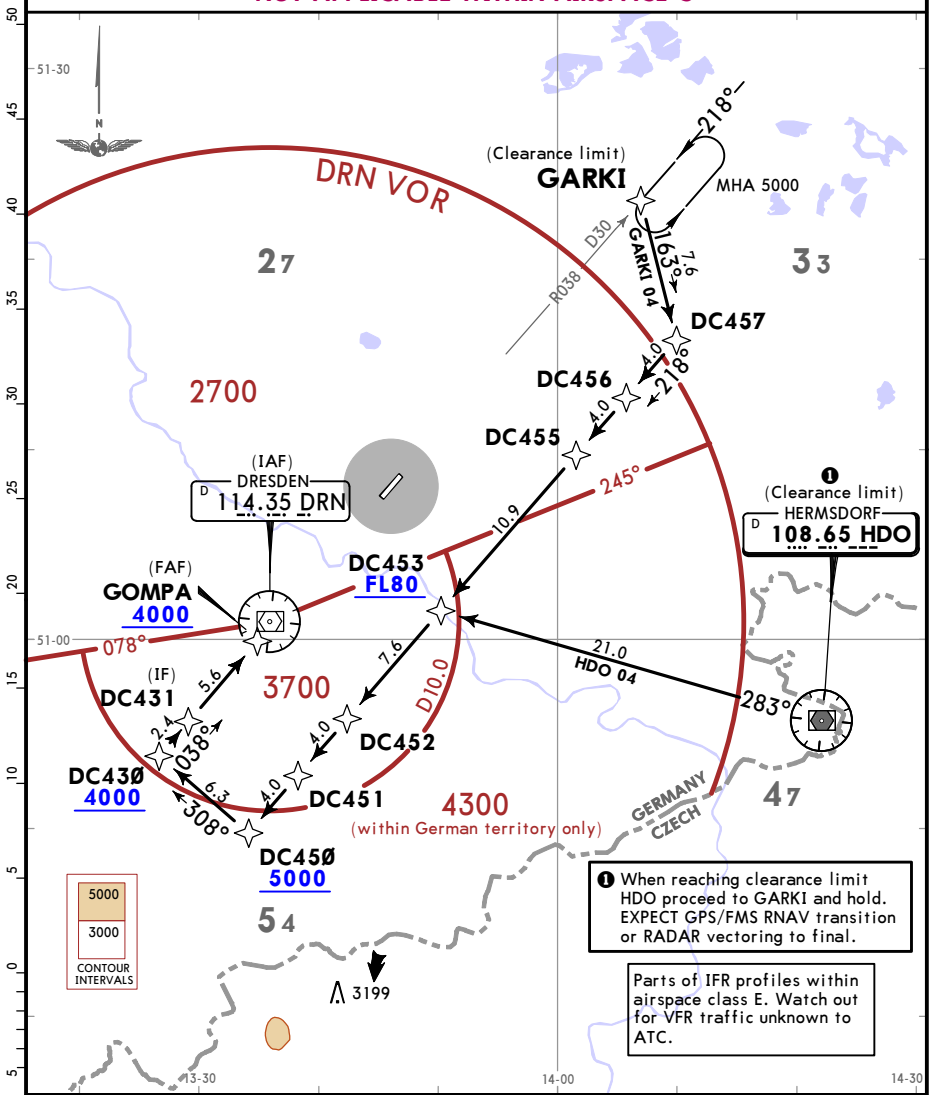
CHANGES: New format.

D-ATIS	Apt Elev	
118.875	754	Alt Set: hPa (IN on request) Trans level: By ATC 1. On downwind EXPECT vectors to final. 2. Altitude assignments will be issued by ATC.

GARKI 04 [GARØ4], HDO 04 [HDOØ4]
RWY 04 RNAV TRANSITIONS

GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITIONS
ONLY WHEN CLEARED BY ATC

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



❶ When reaching clearance limit HDO proceed to GARKI and hold. EXPECT GPS/FMS RNAV transition or RADAR vectoring to final.

Parts of IFR profiles within airspace class E. Watch out for VFR traffic unknown to ATC.

TRANSITION	ROUTING
GARKI 04	GARKI - DC457 - DC453 (FL80+) - DC450 (5000+) - DC430 (4000+) - GOMPA (4000+).
HDO 04	HDO - DC453 (FL80+) - DC450 (5000+) - DC430 (4000+) - GOMPA (4000+).

CHANGES: New format.

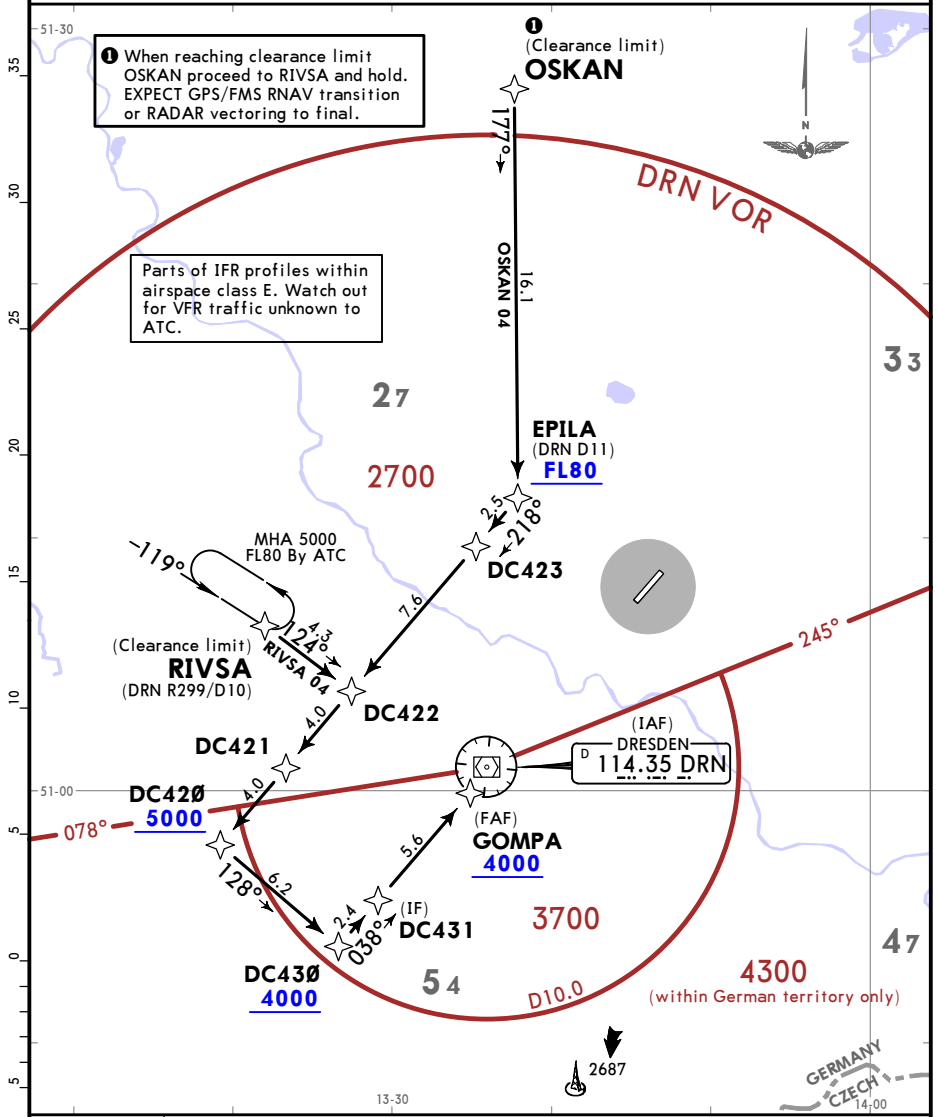
D-ATIS	Apt Elev	
118.875	754	Alt Set: hPa (IN on request) Trans level: By ATC 1. On downwind EXPECT vectors to final. 2. Altitude assignments will be issued by ATC.

OSKAN 04 [OSKØ4], RIVSA 04 [RIVØ4]
RWY 04 RNAV TRANSITIONS

GPS- OR FMS-EQUIPPED AIRCRAFT

USE OF RNAV TRANSITIONS ONLY WHEN CLEARED BY ATC

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



TRANSITION	ROUTING
OSKAN 04	OSKAN - EPILA (FL80+) - DC420 (5000+) - DC430 (4000+) - GOMPA (4000+).
RIVSA 04	RIVSA - DC422 - DC420 (5000+) - DC430 (4000+) - GOMPA (4000+).

CHANGES: New format.

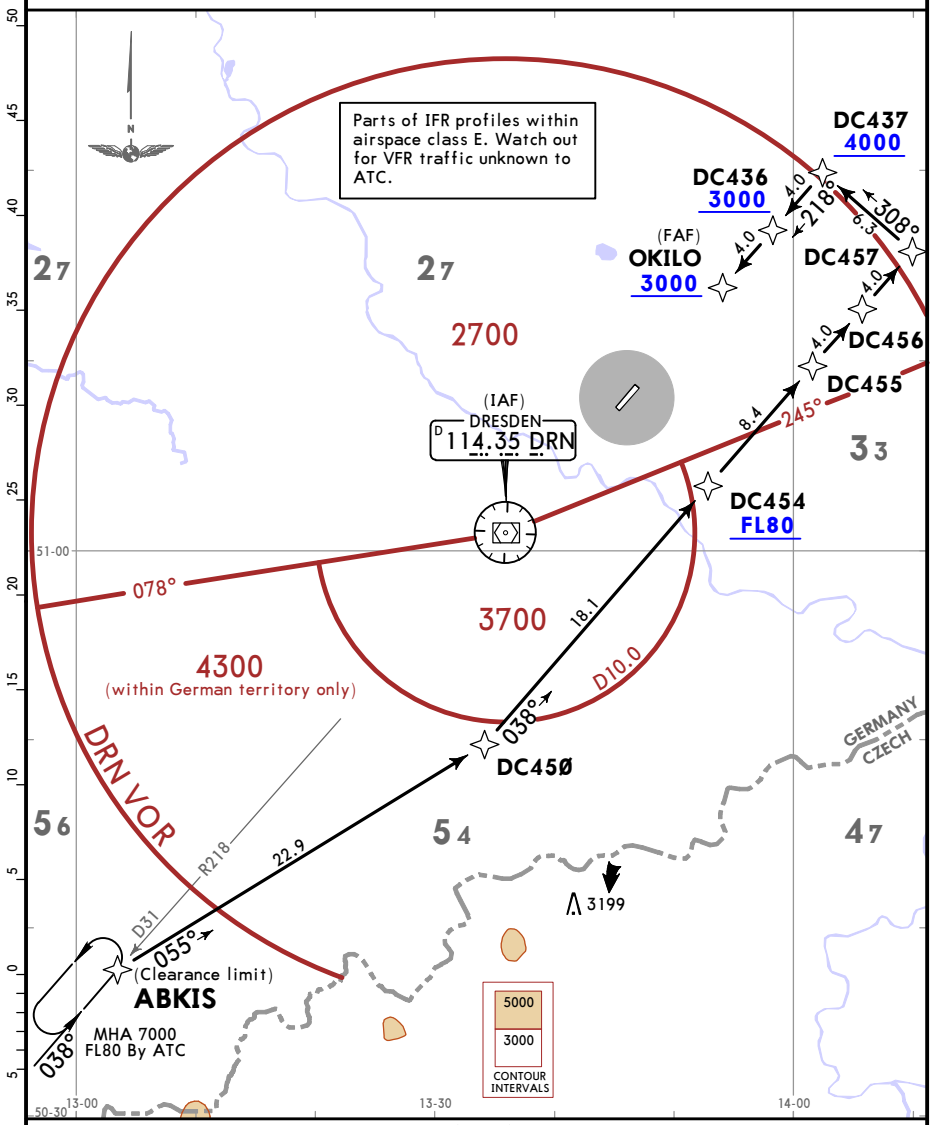
D-ATIS	Apt Elev	
118.875	754	Alt Set: hPa (IN on request) Trans level: By ATC 1. On downwind EXPECT vectors to final. 2. Altitude assignments will be issued by ATC.

ABKIS 22 [ABK22]

RWY 22 RNAV TRANSITION

GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION
ONLY WHEN CLEARED BY ATC

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



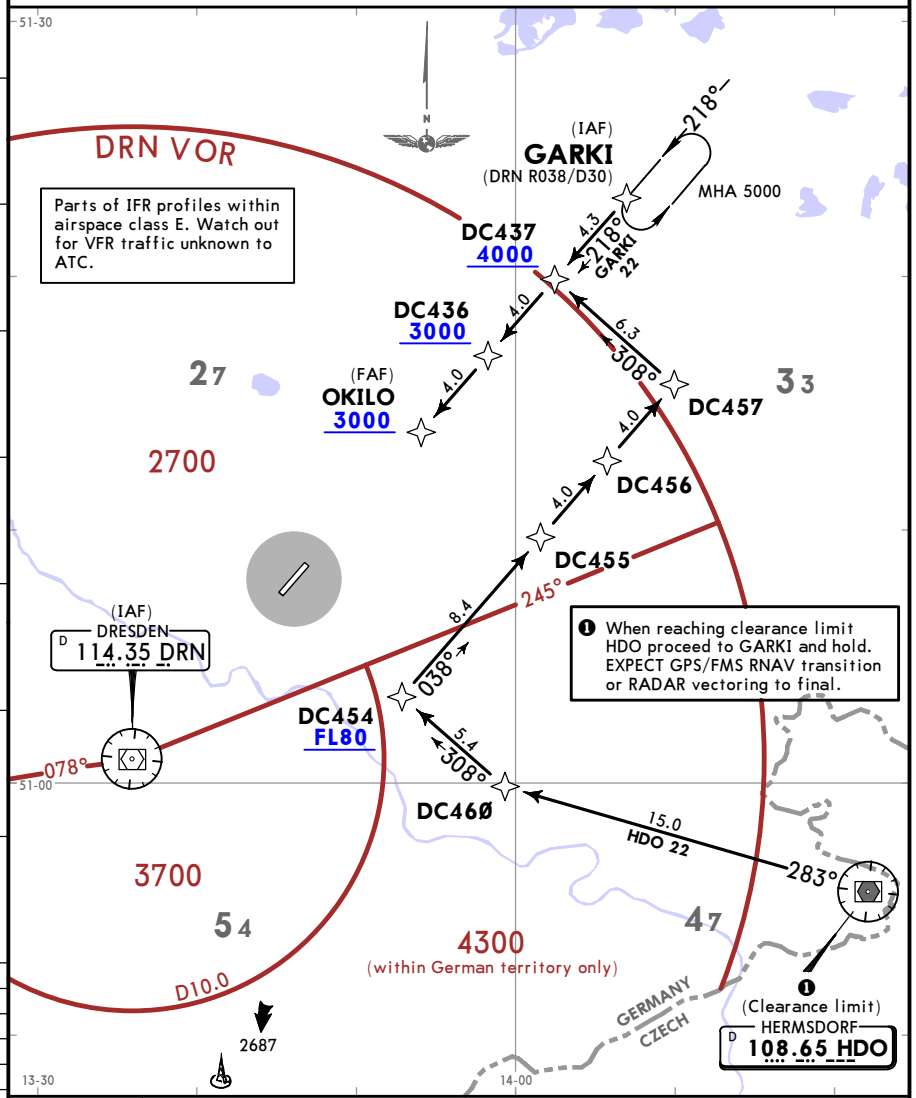
ROUTING

ABKIS - DC450 - DC454 (FL80+) - DC457 - DC437 (4000+) - DC436 (3000+) - OKILO (3000+).

CHANGES: New format.

D-ATIS	Apt Elev	
118.875	754	Alt Set: hPa (IN on request) Trans level: By ATC 1. On downwind EXPECT vectors to final. 2. Altitude assignments will be issued by ATC.

GARKI 22 [GAR22], HDO 22 [HDO22]
RWY 22 RNAV TRANSITIONS
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITIONS ONLY WHEN CLEARED BY ATC
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



TRANSITION	ROUTING
GARKI 22	GARKI - DC437 (4000+) - DC436 (3000+) - OKILO (3000+).
HDO 22	HDO - DC460 - DC454 (FL80+) - DC457 - DC437 (4000+) - DC436 (3000+) - OKILO (3000+).

CHANGES: New format.

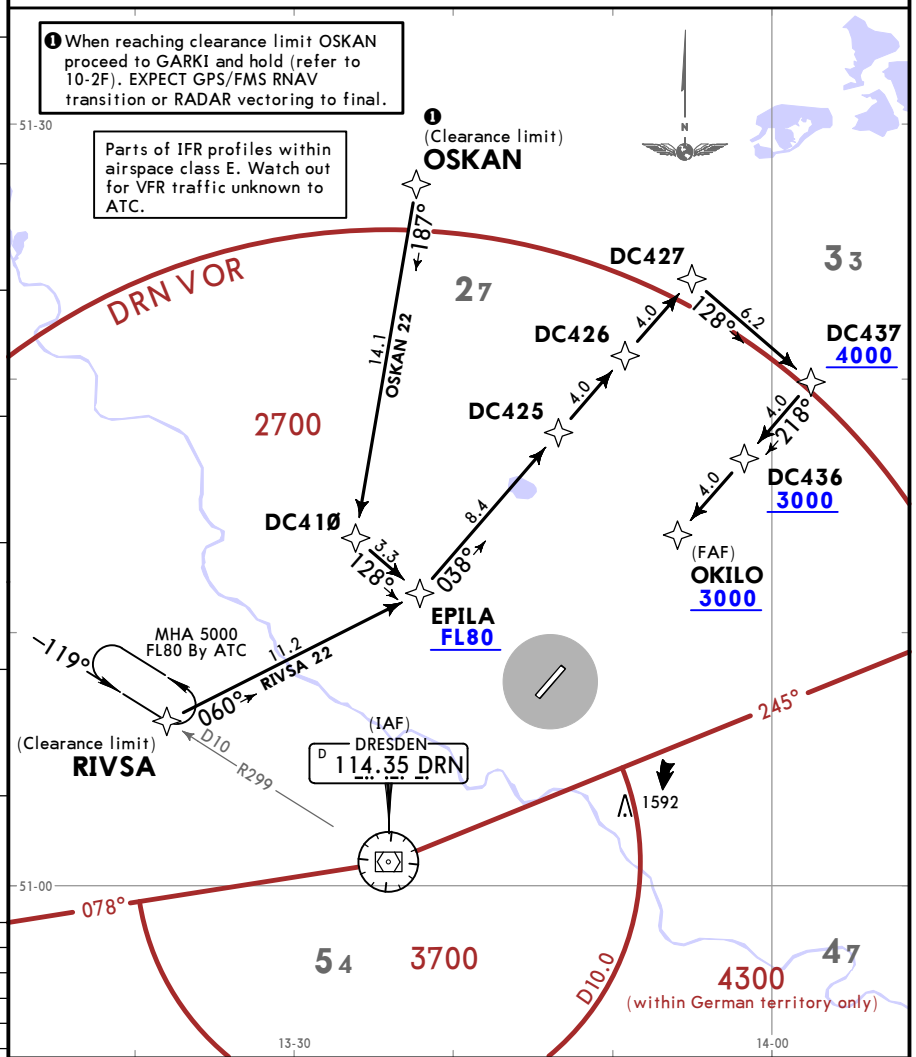
D-ATIS	Apt Elev	Alt Set: hPa (IN on request) Trans level: By ATC 1. On downwind EXPECT vectors to final. 2. Altitude assignments will be issued by ATC.
118.875	754	

OSKAN 22 [OSK22]
RIVSA 22 [RIV22]
RWY 22 RNAV TRANSITIONS

GPS- OR FMS-EQUIPPED AIRCRAFT

USE OF RNAV TRANSITIONS ONLY WHEN CLEARED BY ATC

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



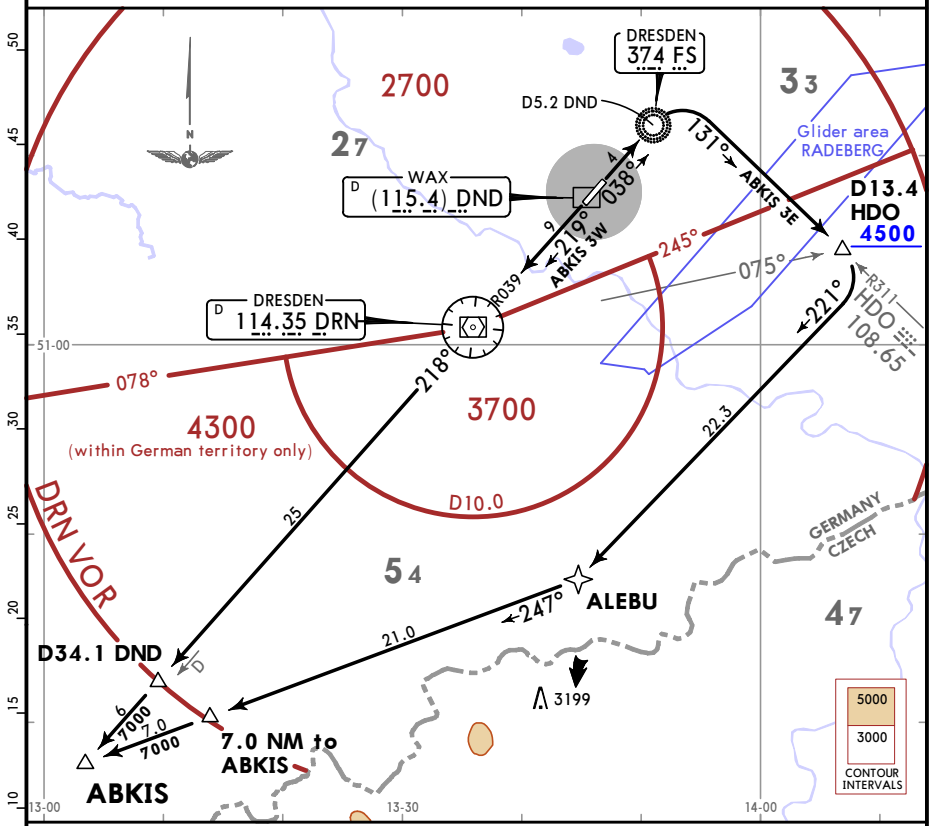
TRANSITION	ROUTING
OSKAN 22	OSKAN - DC410 - EPILA (FL80+) - DC427 - DC437 (4000+) - DC436 (3000+) - OKILO (3000+).
RIVSA 22	RIVSA - EPILA (FL80+) - DC427 - DC437 (4000+) - DC436 (3000+) - OKILO (3000+).

CHANGES: New format.

MUNICH Radar (APP) 125.875	Apt Elev 754	Trans alt: 5000 1. Contact MUNICH Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. RWY 04: EXPECT close-in obstacles.

ABKIS 3E
ABKIS 3W
DEPARTURES

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



ABKIS 3E

This SID requires minimum climb gradients of
243 per NM (4.0%) until passing 4500 due to navaid coverage (HDO) and airspace structure or
541 per NM (8.9%) until passing 5500 if Glider area Radeberg is announced active on ATIS.

Parts of IFR profiles within airspace class E. Watch out for VFR traffic unknown to ATC.

Gnd speed-KT	75	100	150	200	250	300
243 per NM	304	405	608	810	1013	1215
541 per NM	676	902	1353	1803	2254	2705

If unable to comply advise ATC prior start-up.

Initial climb clearance **FL70**

SID	RWY	ROUTING
ABKIS 3E	**04**	Direct to FS (D5.2 DND), turn RIGHT, intercept HDO R311 inbound to D13.4 HDO ❶, turn RIGHT, 221° track to ALEBU, turn RIGHT, 247° track to ABKIS.
ABKIS 3W	**22**	Intercept DRN R039 inbound to DRN, DRN R218 to ABKIS.

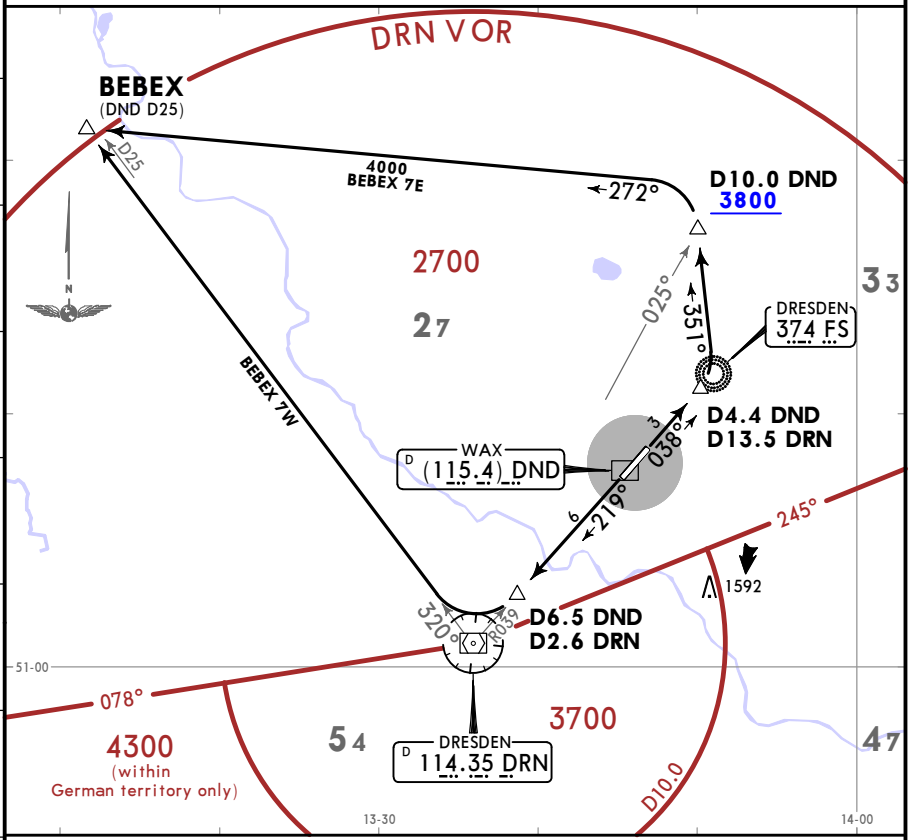
❶ After D13.4 HDO BRNAV equipment necessary.

CHANGES: New format.

MUNICH Radar (APP) 125.875	Apt Elev 754	Trans alt: 5000 1. Contact MUNICH Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. RWY 04: EXPECT close-in obstacles.

BEBEX 7E
BEBEX 7W
DEPARTURES

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



BEBEX 7E

This SID requires a minimum climb gradient of 304 per NM (5.0%) until passing 3800 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
304 per NM	380	507	760	1013	1267	1520

If unable to comply advise ATC prior start-up.

Parts of IFR profiles within airspace class E. Watch out for VFR traffic unknown to ATC.

Initial climb clearance **FL70**

SID	RWY	ROUTING
BEBEX 7E	**04**	On 038° bearing towards FS, at D4.4 DND/D13.5 DRN turn LEFT, intercept 351° bearing from FS to D10.0 DND ❶, turn LEFT, 272° track to BEBEX.
BEBEX 7W	**22**	Intercept DRN R039 inbound to D6.5 DND/D2.6 DRN, turn RIGHT, intercept DRN R320 to BEBEX.

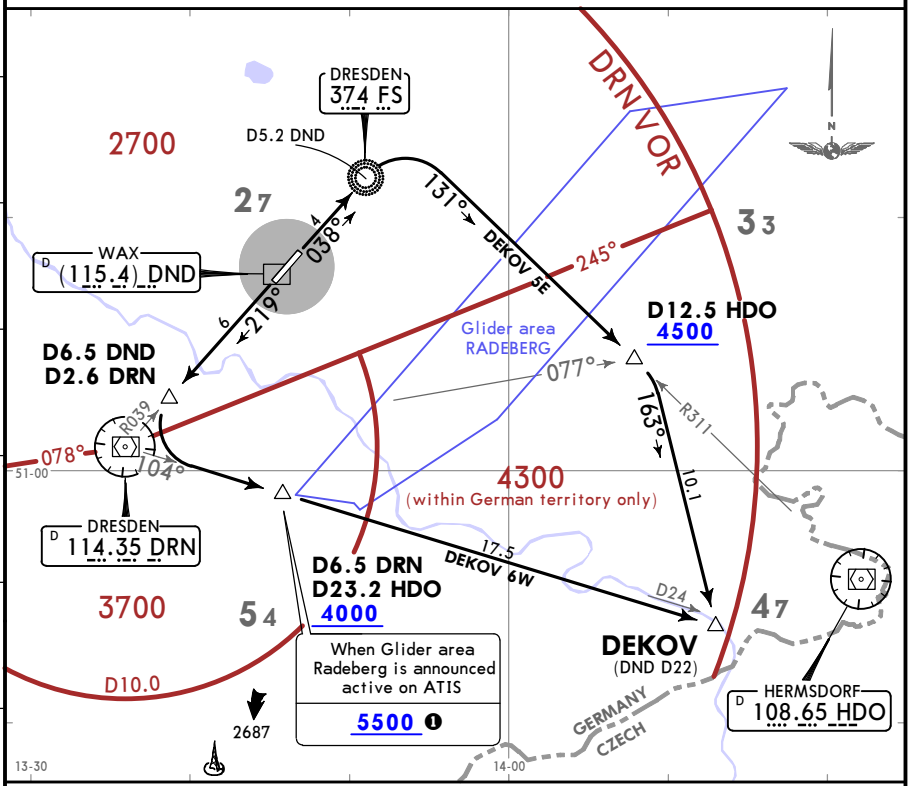
❶ After D10.0 DND BRNAV equipment necessary.

CHANGES: New format.

MUNICH Radar (APP)	Apt Elev	
125.875	754	Trans alt: 5000 1. Contact MUNICH Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. RWY 04: EXPECT close-in obstacles.

DEKOV 5E
DEKOV 6W
DEPARTURES

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of

DEKOV 5E: 243 per NM (4.0%) until passing 4500 due to navaid coverage (HDO) and airspace structure
or
541 per NM (8.9%) until passing 5500 if Glider area Radeberg is announced active on ATIS.

DEKOV 6W: 243 per NM (4.0%) until crossing D6.5 DRN/D23.2 HDO due to airspace structure

Parts of IFR profiles within airspace class E. Watch out for VFR traffic unknown to ATC.

Gnd speed-KT	75	100	150	200	250	300
243 per NM	304	405	608	810	1013	1215
541 per NM	676	902	1353	1803	2254	2705

If unable to comply with climb gradient or ❶ advise ATC prior start-up.

Initial climb clearance **FL70**

SID	RWY	ROUTING
DEKOV 5E	**04**	Direct to FS (D5.2 DND), turn RIGHT, intercept HDO R311 inbound to D12.5 HDO ❷, turn RIGHT, 163° track to DEKOV.
DEKOV 6W	**22**	Intercept DRN R039 inbound to D6.5 DND/D2.6 DRN, turn LEFT, intercept DRN R104 to DEKOV.

❷ After D12.5 HDO BRNAV equipment necessary.

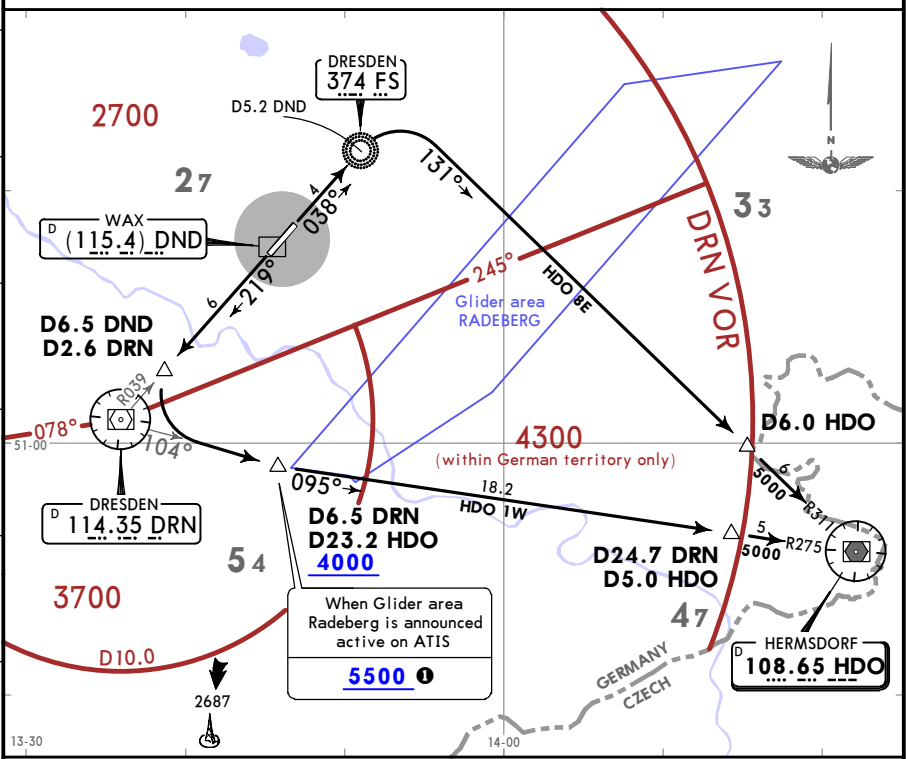
CHANGES: New format.

MUNICH Radar (APP) 125.875	Apt Elev 754	Trans alt: 5000 1. Contact MUNICH Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. RWY 04: EXPECT close-in obstacles.

HERMSDORF 8E (HDO 8E)
HERMSDORF 1W (HDO 1W)
DEPARTURES

ONLY FOR TRAFFIC PLANNED TO CONTINUE
VIA AIRWAYS (U)P-96 - OKX

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of

HDO 8E: 213 per NM (3.5%) until FL70 due to navaid coverage (HDO) and airspace structure
or
541 per NM (8.9%) until passing 5500 if Glider area Radeberg is announced active on ATIS.

HDO 1W: 243 per NM (4.0%) until crossing D6.5 DRN/D23.2 HDO due to airspace structure

Parts of IFR profiles within airspace class E. Watch out for VFR traffic unknown to ATC.

Gnd speed-KT	75	100	150	200	250	300
213 per NM	266	355	533	710	888	1065
243 per NM	304	405	608	810	1013	1215
541 per NM	676	902	1353	1803	2254	2705

If unable to comply with climb gradient or ❶ advise ATC prior start-up.

Initial climb clearance **FL70**

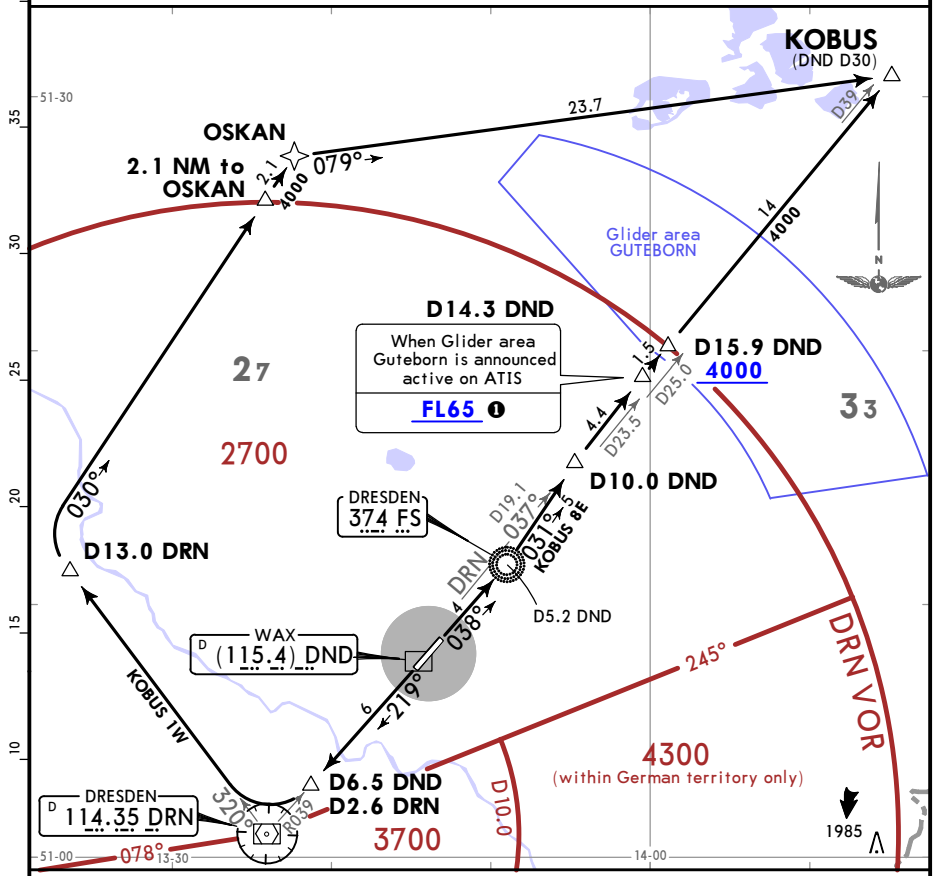
SID	RWY	ROUTING
HDO 8E	04	Direct to FS (D5.2 DND), turn RIGHT, intercept HDO R311 inbound to HDO.
HDO 1W	22	Intercept DRN R039 inbound to D6.5 DND/D2.6 DRN, turn LEFT, intercept DRN R104 to D6.5 DRN/D23.2 HDO, turn LEFT, intercept HDO R275 inbound to HDO.

CHANGES: New format.

MUNICH Radar (APP) 125.875	Apt Elev 754	Trans alt: 5000 1. Contact MUNICH Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. RWY 04: EXPECT close-in obstacles.

KOBUS 8E, KOBUS 1W DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Parts of IFR profiles within airspace class E.
Watch out for VFR traffic unknown to ATC.

KOBUS 8E

This SID requires a minimum climb gradient of
225 per NM (3.7%) until FL70 due to airspace structure

Gnd speed-KT	75	100	150	200	250	300
225 per NM	281	375	563	750	938	1125

If unable to comply with climb gradient or ❶ advise ATC prior start-up.

Initial climb clearance FL70

SID	RWY	ROUTING
KOBUS 8E	04	Direct to FS (D5.2 DND), turn LEFT, 031° bearing to D10.0 DND/D19.1 DRN, turn RIGHT, intercept DRN R037 to KOBUS.
KOBUS 1W ❷	22	Intercept DRN R039 inbound to D6.5 DND/D2.6 DRN, turn RIGHT, intercept DRN R320 to D13.0 DRN ❸, turn RIGHT, 030° track to OSKAN, turn RIGHT, 079° track to KOBUS.

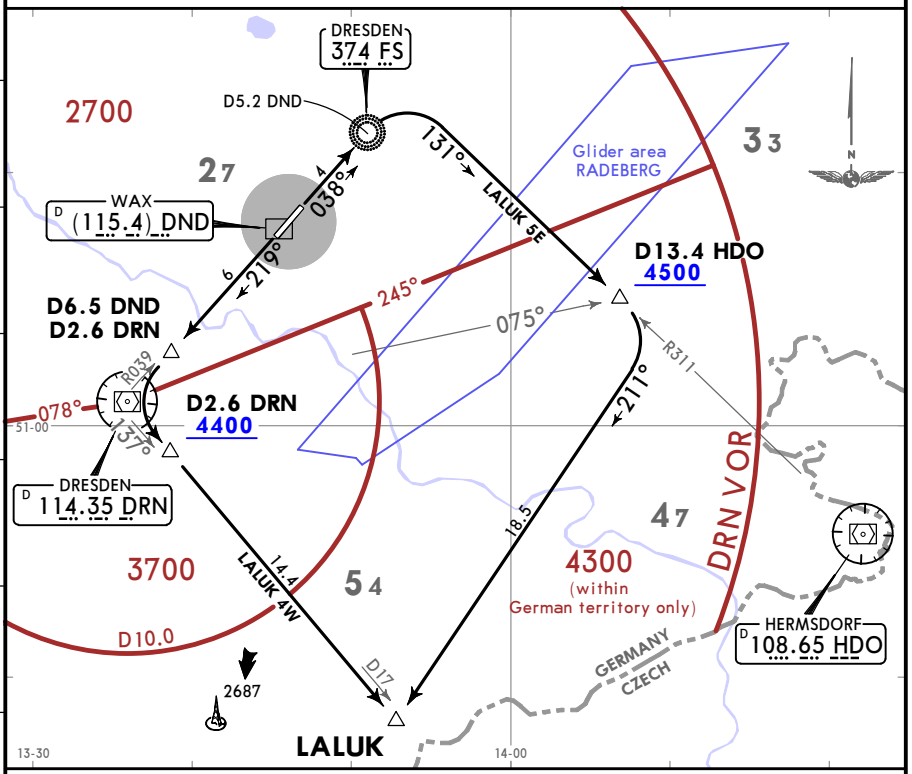
❷ If unable to comply advise ATC prior to start-up.
❸ After D13.0 DRN BRNAV equipment necessary.

CHANGES: New format.

MUNICH Radar (APP) 125.875	Apt Elev 754	Trans alt: 5000 1. Contact MUNICH Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. RWY 04: EXPECT close-in obstacles.

LALUK 5E
LALUK 4W
DEPARTURES

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of

LALUK 5E: 243 per NM (4.0%) until passing 4500 due to navaid coverage (HDO) and airspace structure
or
541 per NM (8.9%) until passing 5500 if Glider area Radeberg is announced active on ATIS.

LALUK 4W: 352 per NM (5.8%) until crossing DRN R137/D2.6 due to airspace structure.

Parts of IFR profiles within airspace class E. Watch out for VFR traffic unknown to ATC.

Gnd speed-KT	75	100	150	200	250	300
243 per NM	304	405	608	810	1013	1215
352 per NM	440	587	880	1173	1467	1760
541 per NM	676	902	1353	1803	2254	2705

If unable to comply advise ATC prior start-up.

Initial climb clearance **FL70**

SID	RWY	ROUTING
LALUK 5E	**04**	Direct to FS (D5.2 DND), turn RIGHT, intercept HDO R311 inbound to D13.4 HDO ❶, turn RIGHT, 211° track to LALUK.
LALUK 4W	**22**	Intercept DRN R039 inbound to D6.5 DND/D2.6 DRN, turn LEFT, intercept DRN R137 to LALUK.

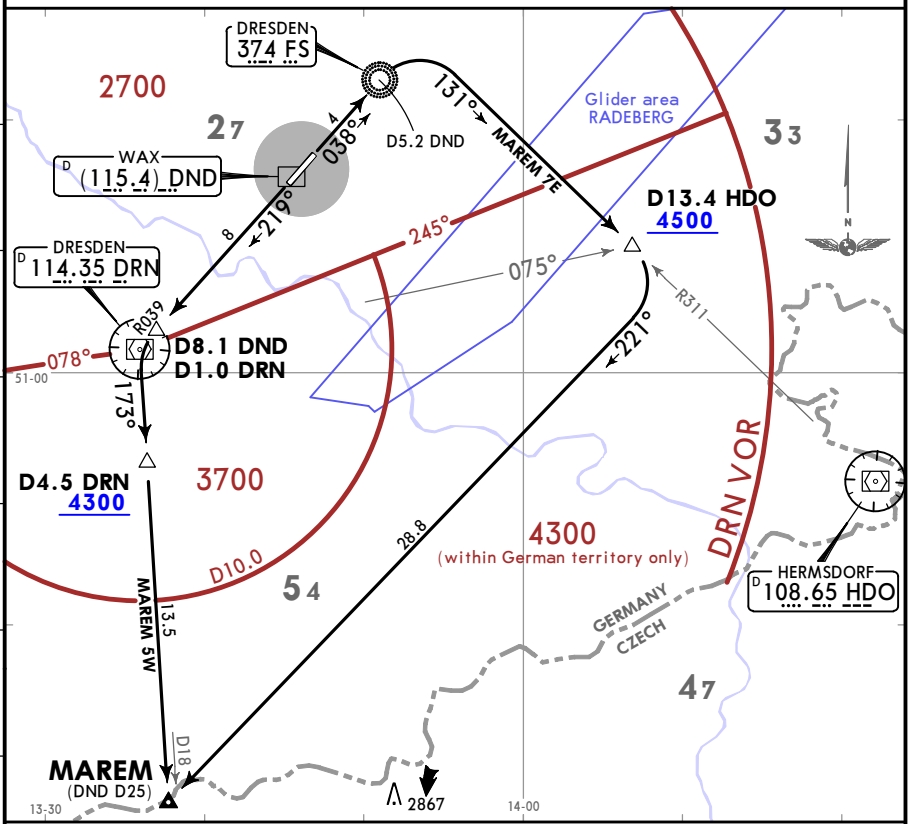
❶ After D13.4 HDO BRNAV equipment necessary.

CHANGES: New format.

MUNICH Radar (APP) 125.875	Apt Elev 754	Trans alt: 5000 1. Contact MUNICH Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. RWY 04: EXPECT close-in obstacles.

MAREM 7E, MAREM 5W DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of

MAREM 7E: 243 per NM (4.0%) until passing 4500 due to navaid coverage (HDO) and airspace structure
or
541 per NM (8.9%) until passing 5500 if Glider area Radeberg is announced active on ATIS.

MAREM 5W: 273 per NM (4.5%) until crossing D4.5 DRN due to airspace structure

Parts of IFR profiles within airspace class E. Watch out for VFR traffic unknown to ATC.

Gnd speed-KT	75	100	150	200	250	300
243 per NM	304	405	608	810	1013	1215
273 per NM	341	455	683	910	1138	1365
541 per NM	676	902	1353	1803	2254	2705

If unable to comply advise ATC prior start-up.

Initial climb clearance **FL70**

SID	RWY	ROUTING
MAREM 7E	**04**	Direct to FS (D5.2 DND), turn RIGHT, intercept HDO R311 inbound to D13.4 HDO ❶, turn RIGHT, 221° track to MAREM.
MAREM 5W	**22**	Intercept DRN R039 inbound to D8.1 DND/D1.0 DRN, turn LEFT, intercept DRN R173 to MAREM.

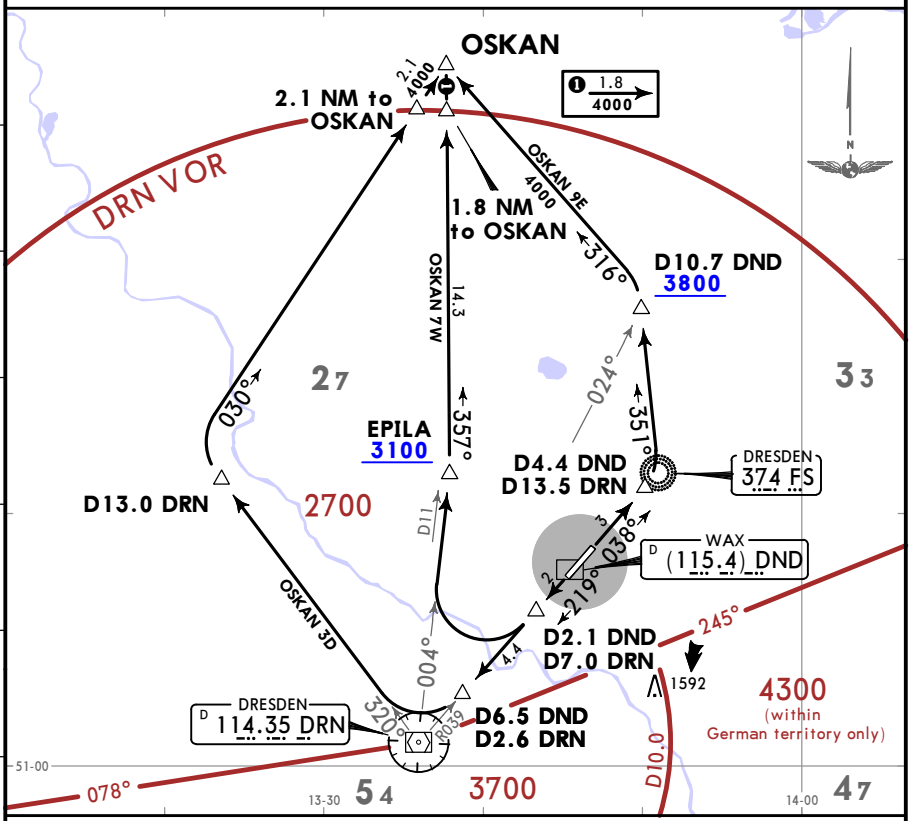
❶ After D13.4 HDO BRNAV equipment necessary.

CHANGES: New format.

MUNICH Radar (APP) 125.875	Apt Elev 754	Trans alt: 5000 1. Contact MUNICH Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. RWY 04: EXPECT close-in obstacles.

OSKAN 3D, OSKAN 9E, OSKAN 7W DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Parts of IFR profiles within airspace class E.
Watch out for VFR traffic unknown to ATC.

These SIDs require minimum climb gradients of
OSKAN 9E: 304 per NM (5.0%) until FL70 due to airspace structure.
OSKAN 7W: 243 per NM (4.0%) until FL70 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
243 per NM	304	405	608	810	1013	1215
304 per NM	380	507	760	1013	1267	1520

If unable to comply advise ATC prior start-up.

Initial climb clearance **FL70**

SID	RWY	ROUTING
OSKAN 3D ❺	**22**	Intercept DRN R039 inbound to D6.5 DND/D2.6 DRN, turn RIGHT, intercept DRN R320 to D13.0 DRN ❷, turn RIGHT, 030° track to OSKAN.
OSKAN 9E	**04**	On 038° bearing towards FS to D4.4 DND/D13.5 DRN, turn LEFT, intercept 351° bearing from FS to D10.7 DND ❸, turn LEFT, 316° track to OSKAN.
OSKAN 7W BY ATC	**22**	Intercept DRN R039 inbound to D2.1 DND/D7.0 DRN, turn RIGHT, intercept DRN R004 to EPILA ❹, turn LEFT, 357° track to OSKAN.

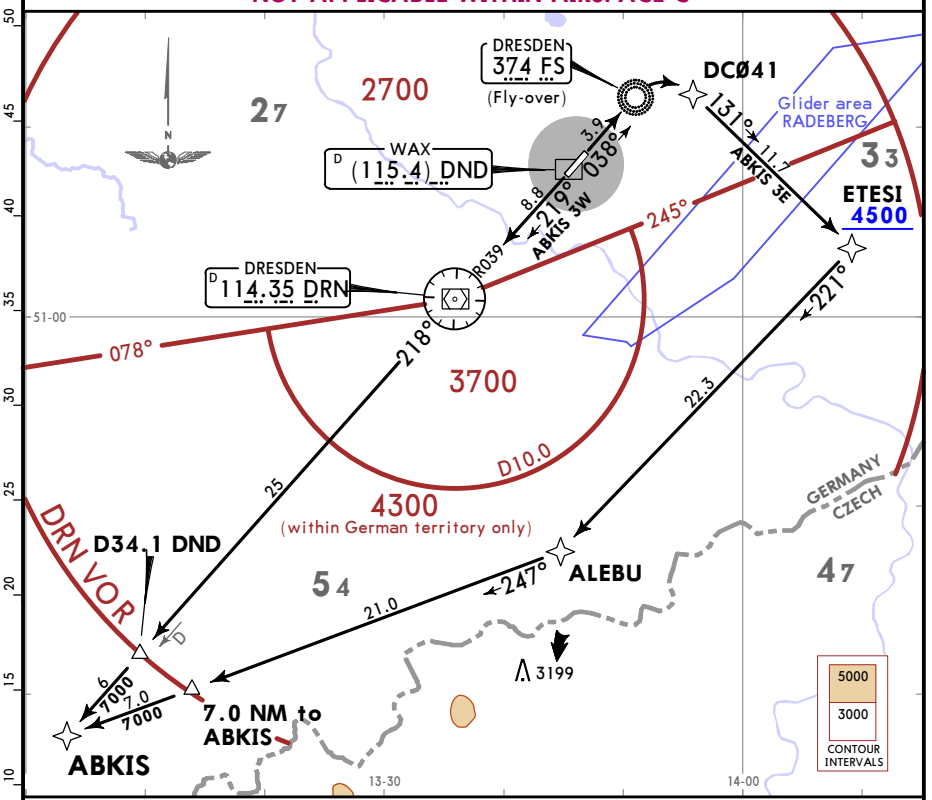
BRNAV equipment necessary after: ❷ D13.0 DRN/ ❸ D10.7 DND/ ❹ EPILA.
❺ If unable to comply advise ATC prior to start-up.

CHANGES: New format.

MUNICH Radar (APP) 125.875	Apt Elev 754	Trans alt: 5000 1. Contact MUNICH Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. RWY 04: EXPECT close-in obstacles.

ABKIS 3E [ABKI3E]
ABKIS 3W [ABKI3W]
RNAV DEPARTURES
(OVERLAY 10-3)

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



ABKIS 3E

This SID requires minimum climb gradients of
243 per NM (4.0%) until passing 4500 due to navaid coverage (108.65 HDO) and airspace structure
or
541 per NM (8.9%) until passing 5500 if Glider area Radeberg is announced active on ATIS.

Gnd speed-KT	75	100	150	200	250	300
243 per NM	304	405	608	810	1013	1215
541 per NM	676	902	1353	1803	2254	2705

If unable to comply advise ATC prior start-up.

Parts of IFR profiles within airspace class E. Watch out for VFR traffic unknown to ATC.

Initial climb clearance **FL70**

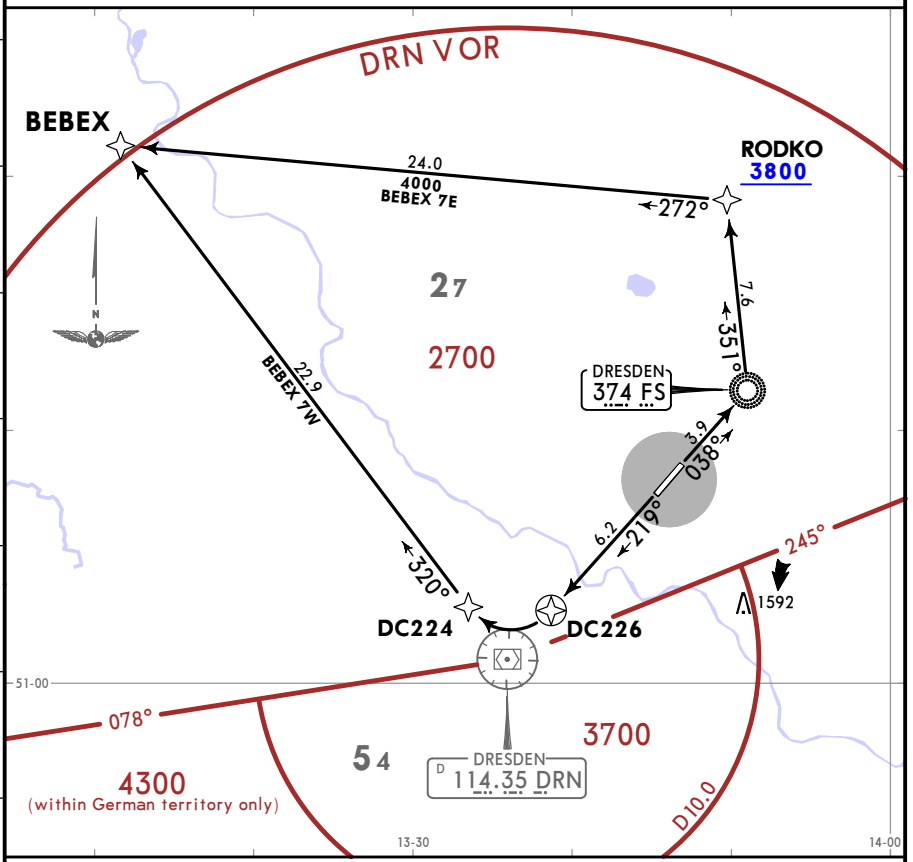
SID	RWY	ROUTING
ABKIS 3E	**04**	(1200+) - FS - DC041 - ETESI (4500+) - ALEBU - ABKIS.
ABKIS 3W	**22**	(1200+) - DRN - ABKIS.

CHANGES: New format.

MUNICH Radar (APP) 125.875	Apt Elev 754	Trans alt: 5000 1. Contact MUNICH Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. RWY 04: EXPECT close-in obstacles.

BEBEX 7E [BEBE7E]
BEBEX 7W [BEBE7W]
RNAV DEPARTURES
(OVERLAY 10-3A)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



BEBEX 7E

This SID requires a minimum climb gradient of 304 per NM (5.0%) until passing 3800 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
304 per NM	380	507	760	1013	1267	1520

If unable to comply advise ATC prior start-up.

Parts of IFR profiles within airspace class E. Watch out for VFR traffic unknown to ATC.

Initial climb clearance **FL70**

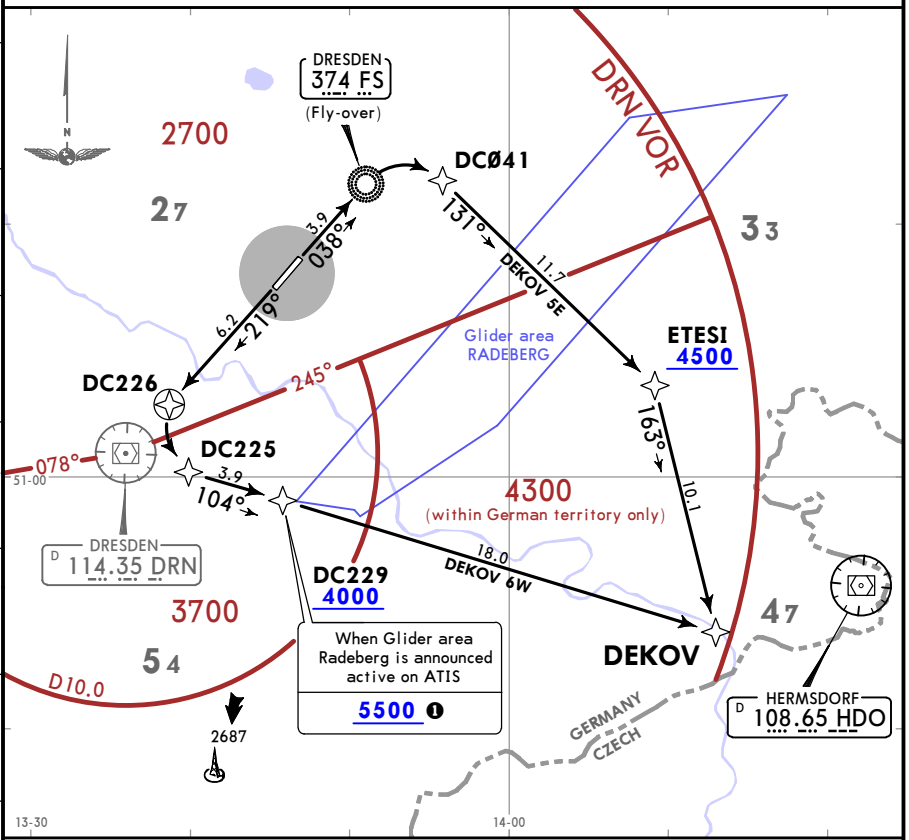
SID	RWY	ROUTING
BEBEX 7E	**04**	(1200+) - FS - RODKO (3800+) - BEBEX.
BEBEX 7W	**22**	(1200+) - DC226 - DC224 - BEBEX.

CHANGES: New format.

MUNICH Radar (APP) 125.875	Apt Elev 754	Trans alt: 5000 1. Contact MUNICH Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. RWY 04: EXPECT close-in obstacles.

DEKOV 5E [DEKO5E]
DEKOV 6W [DEKO6W]
RNAV DEPARTURES
(OVERLAY 10-3B)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of

DEKOV 5E: 243 per NM (4.0%) until passing 4500 due to navaid coverage (HDO) and airspace structure
or
541 per NM (8.9%) until passing 5500 if Glider area Radeberg is announced active on ATIS.

DEKOV 6W: 243 per NM (4.0%) until crossing DC229 due to airspace structure

Parts of IFR profiles within airspace class E. Watch out for VFR traffic unknown to ATC.

Gnd speed-KT	75	100	150	200	250	300
243 per NM	304	405	608	810	1013	1215
541 per NM	676	902	1353	1803	2254	2705

If unable to comply with climb gradient or ❶ advise ATC prior start-up.

Initial climb clearance **FL70**

SID	RWY	ROUTING
DEKOV 5E	04	(1200+) - FS - DC041 - ETESI (4500+) - DEKOV.
DEKOV 6W	22	(1200+) - DC226 - DC225 - DC229 (4000+) - DEKOV.

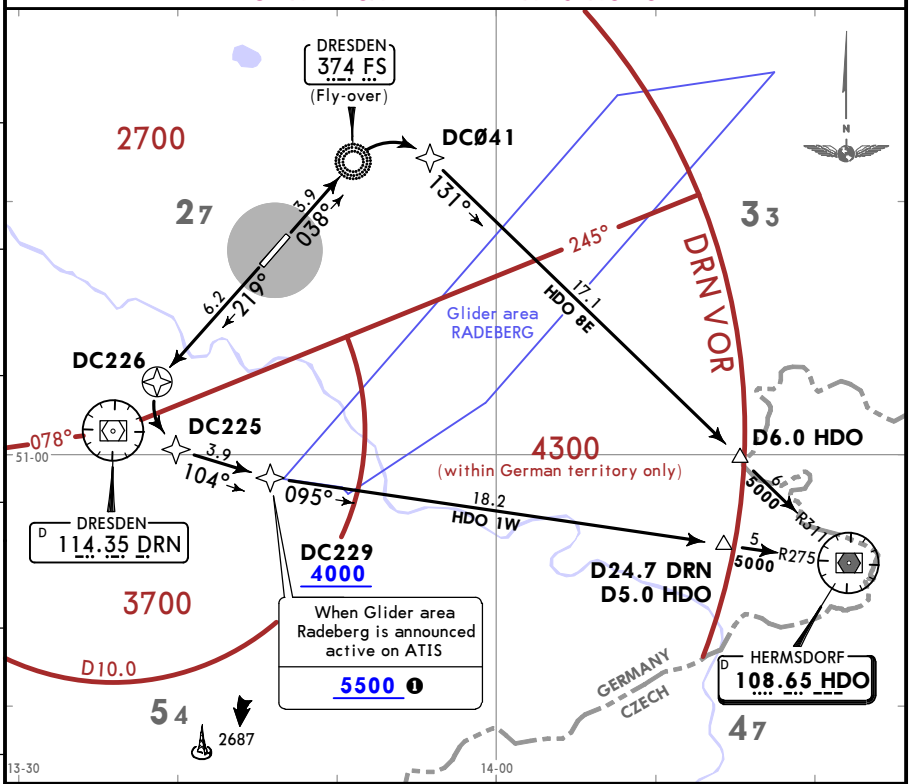
CHANGES: New format.

MUNICH Radar (APP) 125.875	Apt Elev 754	Trans alt: 5000 1. Contact MUNICH Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. RWY 04: EXPECT close-in obstacles.

HERMSDORF 8E (HDO 8E)
HERMSDORF 1W (HDO 1W)
RNAV DEPARTURES
(OVERLAY 10-3C)

ONLY FOR TRAFFIC PLANNED TO CONTINUE
VIA AIRWAYS (U)P-96 - OKX

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of

HDO 8E: 213 per NM (3.5%) until FL70 due to navaid coverage (HDO) and airspace structure
or
541 per NM (8.9%) until passing 5500 if Glider Area Radeberg is announced active on ATIS.

HDO 1W: 243 per NM (4.0%) until crossing DC229 due to airspace structure.

Parts of IFR profiles within airspace class E. Watch out for VFR traffic unknown to ATC.

Gnd speed-KT	75	100	150	200	250	300
213 per NM	266	355	533	710	888	1065
243 per NM	304	405	608	810	1013	1215
541 per NM	676	902	1353	1803	2254	2705

If unable to comply with climb gradient or ❶ advise ATC prior start-up.

Initial climb clearance **FL70**

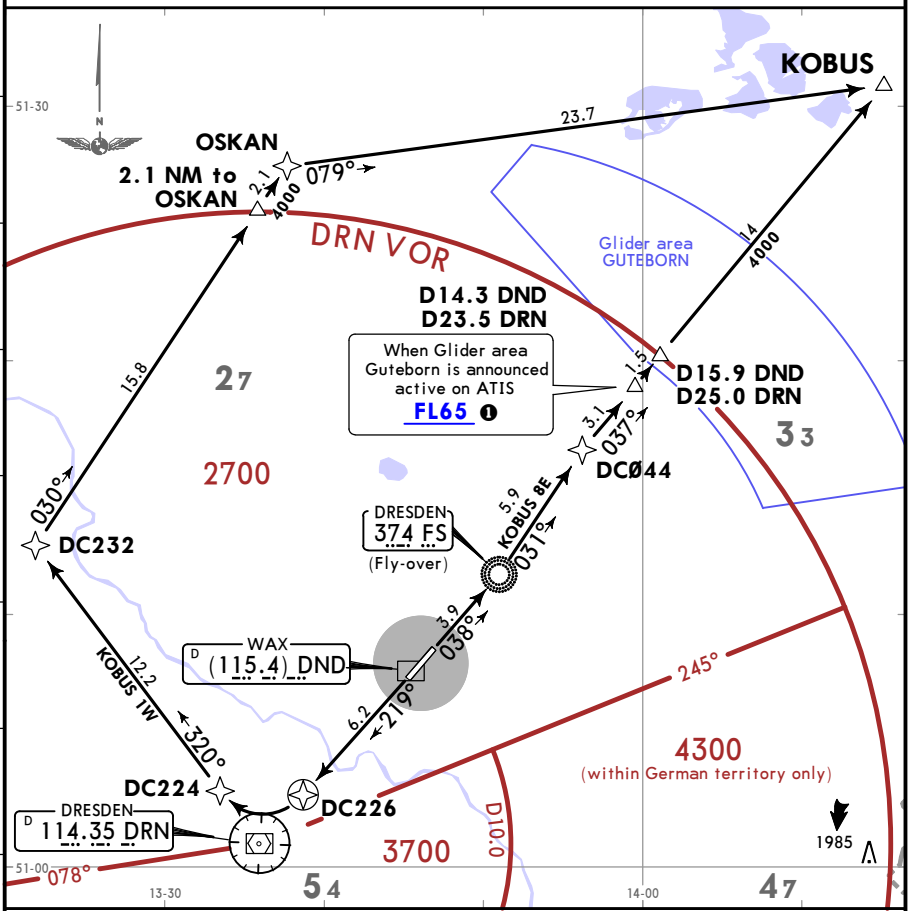
SID	RWY	ROUTING
HDO 8E	04	(1200+) - FS - DC041 - HDO.
HDO 1W	22	(1200+) - DC226 - DC225 - DC229 (4000+) - HDO.

CHANGES: New format.

MUNICH Radar (APP) 125.875	Apt Elev 754	Trans alt: 5000 1. Contact MUNICH Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. RWY 04: EXPECT close-in obstacles.

KOBUS 8E [KOBU8E], KOBUS 1W [KOBU1W]
RNAV DEPARTURES
(OVERLAY 10-3D)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Parts of IFR profiles within airspace class E.
Watch out for VFR traffic unknown to ATC.

KOBUS 8E

This SID requires a minimum climb gradient of
225 per NM (3.7%) until FL70 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
225 per NM	281	375	563	750	938	1125

If unable to comply with climb gradient or ❶ advise ATC prior start-up.

Initial climb clearance **FL70**

SID	RWY	ROUTING
KOBUS 8E	04	(1200+) - FS - DC044 - KOBUS.
KOBUS 1W ❷	22	(1200+) - DC226 - DC224 - DC232 - OSKAN - KOBUS.

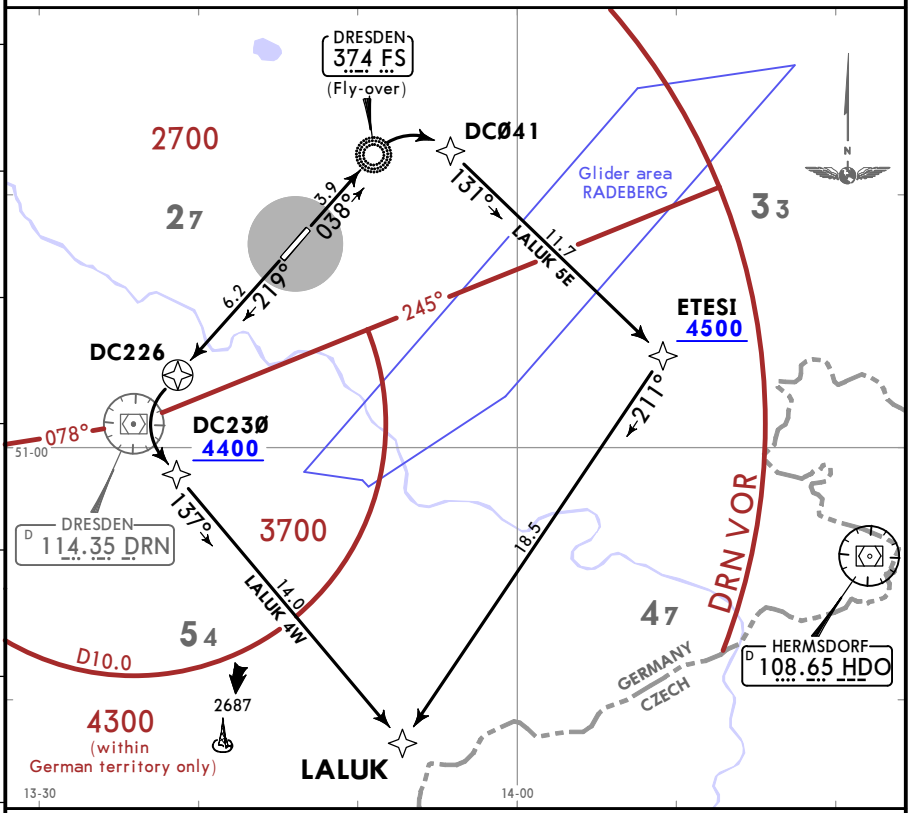
❷ If unable to comply advise ATC prior to start-up.

CHANGES: New format.

MUNICH Radar (APP) 125.875	Apt Elev 754	Trans alt: 5000 1. Contact MUNICH Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. RWY 04: EXPECT close-in obstacles.

LALUK 5E [LALU5E]
LALUK 4W [LALU4W]
RNAV DEPARTURES
(OVERLAY 10-3E)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of

LALUK 5E: 243 per NM (4.0%) until passing 4500 due to navaid coverage (HDO) and airspace structure
or
541 per NM (8.9%) until passing 5500 if Glider area Radeberg is announced active on ATIS.

LALUK 4W: 352 per NM (5.8%) until crossing DC230 due to airspace structure.

Parts of IFR profiles within airspace class E. Watch out for VFR traffic unknown to ATC.

Gnd speed-KT	75	100	150	200	250	300
243 per NM	304	405	608	810	1013	1215
352 per NM	440	587	880	1173	1467	1760
541 per NM	676	902	1353	1803	2254	2705

If unable to comply advise ATC prior start-up.

Initial climb clearance **FL70**

SID	RWY	ROUTING
LALUK 5E	04	(1200+) - FS - DC041 - ETESI (4500+) - LALUK.
LALUK 4W	22	(1200+) - DC226 - DC230 (4400+) - LALUK.

CHANGES: New format.

MUNICH Radar (APP) 125.875	Apt Elev 754	Trans alt: 5000 1. Contact MUNICH Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. RWY 04: EXPECT close-in obstacles.

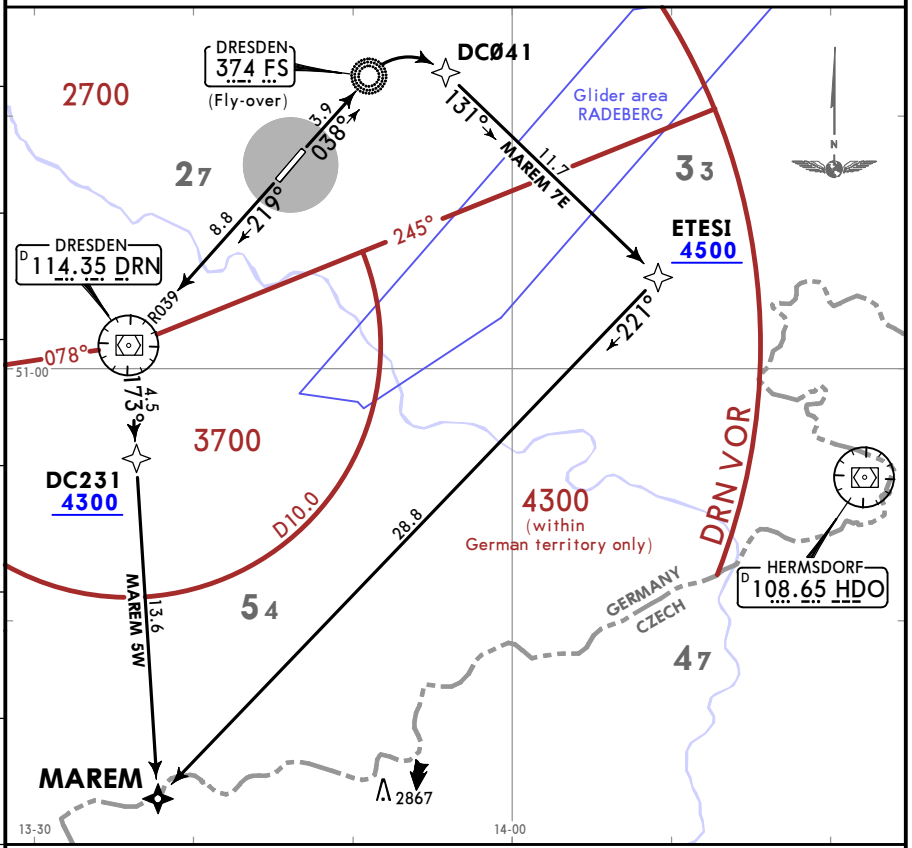
MAREM 7E [MARE7E], MAREM 5W [MARE5W]

RNAV DEPARTURES

(OVERLAY 10-3F)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of

MAREM 7E: 243 per NM (4.0%) until passing 4500 due to navaid coverage (HDO) and airspace structure
or
541 per NM (8.9%) until passing 5500 if Glider Area Radeberg is announced active on ATIS.

MAREM 5W: 273 per NM (4.5%) until crossing DC231 due to airspace structure.

Parts of IFR profiles within airspace class E. Watch out for VFR traffic unknown to ATC.

Gnd speed-KT	75	100	150	200	250	300
243 per NM	304	405	608	810	1013	1215
273 per NM	341	455	683	910	1138	1365
541 per NM	676	902	1353	1803	2254	2705

If unable to comply advise ATC prior start-up.

Initial climb clearance **FL70**

SID	RWY	ROUTING
MAREM 7E	**04**	(1200+) - FS - DC041 - ETESI (4500+) - MAREM.
MAREM 5W	**22**	(1200+) - DRN - DC231 (4300+) - MAREM.

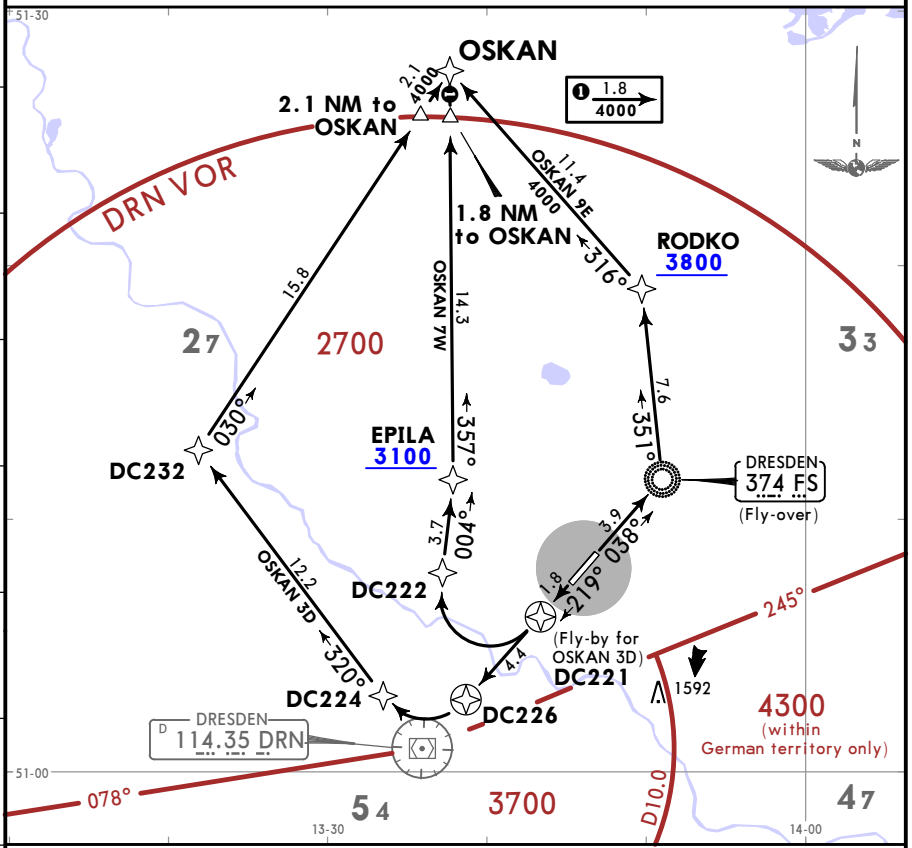
CHANGES: New format.

MUNICH Radar (APP) 125.875	Apt Elev 754	Trans alt: 5000 1. Contact MUNICH Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. RWY 04: EXPECT close-in obstacles.

OSKAN 3D [OSKA3D], OSKAN 9E [OSKA9E], OSKAN 7W [OSKA7W] RNAV DEPARTURES

(OVERLAY 10-3G)

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Parts of IFR profiles within airspace class E.
Watch out for VFR traffic unknown to ATC.

These SIDs require minimum climb gradients of
OSKAN 9E: 304 per NM (5.0%) until FL70 due to airspace structure.
OSKAN 7W: 243 per NM (4.0%) until FL70 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
243 per NM	304	405	608	810	1013	1215
304 per NM	380	507	760	1013	1267	1520

If unable to comply advise ATC prior start-up.

Initial climb clearance **FL70**

SID	RWY	ROUTING
OSKAN 3D❷	**22**	(1200+) - DC226 - DC224 - DC232 - OSKAN.
OSKAN 9E	**04**	(1200+) - FS - RODKO (3800+) - OSKAN.
OSKAN 7W BY ATC	**22**	(1200+) - DC221 - DC222 - EPILA (3100+) - OSKAN.

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

CHANGES: New format.

EDDC/DRS

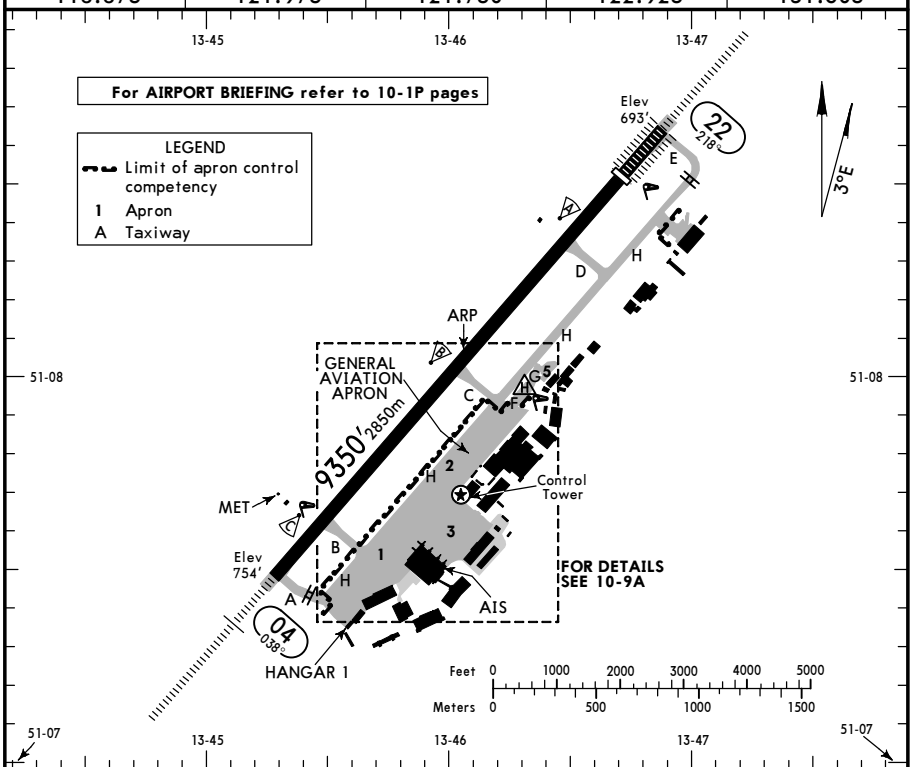
Apt Elev 754′
N51 08.1 E013 46.1

JEPPESEN
25 AUG 17 (10-9)

DRESDEN, GERMANY

DRESDEN

D-ATIS	DRESDEN Ground	Apron	Tower	*De-icing
118.875	121.975	121.750	122.925	131.605



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
04	HIRL CL ❶ ALSF-I PAPI-L(3.0°) RVR	9350′2850m	8378′2554m	❷	197′ 60m
22	HIRL CL ❶ ALSF-II TDZ REIL PAPI-L(3.0°) RVR	8366′2550m	7455′2272m		

❶ spacing 15m.

❷ TAKE-OFF RUN AVAILABLE

RWY 04:
From rwy head 9350′ (2850m)
twy B int 8202′ (2500m)
twy C int 4987′ (1520m)

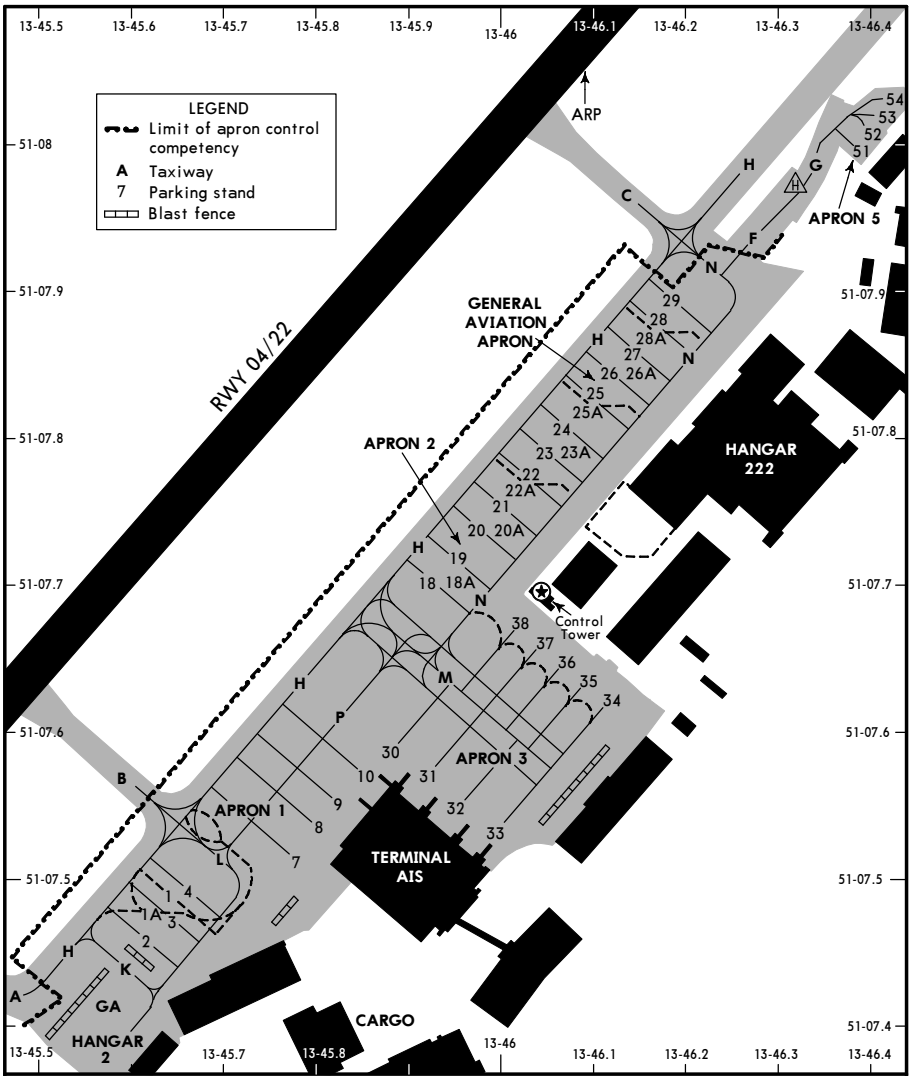
RWY 22:
From rwy head 9350′ (2850m)
twy D int 7087′ (2160m)
twy C int 4462′ (1360m)

Standard TAKE-OFF

	Low Visibility Take-off ❶ HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A						
B	TDZ, MID, RO RVR 125m	TDZ, MID, RO RVR 150m	RVR 200m	RVR 300m	400m	500m
C						
D						

❶ RWY 22: RVR 75m with approved guidance system or HUD/HUDLS.

CHANGES: None.



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1 thru 4	N51 07.3 E013 45.4	27 thru 29	N51 07.9 E013 46.2
7, 8	N51 07.5 E013 45.8	30, 31	N51 07.6 E013 45.9
9	N51 07.6 E013 45.8	32, 33	N51 07.5 E013 46.0
10	N51 07.6 E013 45.9	34, 35	N51 07.6 E013 46.1
18, 18A	N51 07.7 E013 45.9	36	N51 07.7 E013 46.1
19 thru 20A	N51 07.7 E013 46.0	37, 38	N51 07.7 E013 46.0
21, 22, 22A	N51 07.8 E013 46.0	51 thru 54	N51 08.0 E013 46.4
23	N51 07.8 E013 46.1		
23A	N51 07.8 E013 46.0		
24 thru 26A	N51 07.8 E013 46.1		

CHANGES: Twy designations.

EDDC/DRS
DRESDEN

JEPPESEN
21 OCT 16 (11-1)

DRESDEN, GERMANY
ILS or LOC Rwy 04

BRIEFING STRIP™

D-ATIS	MUNICH Radar (APP)	DRESDEN Tower	Ground
118.875	125.875	122.925	121.975

LOC IDRE	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev 754′ / Rwy 754′
110.5	**038°**	**D4.2 DND** **2050′** (1296′)		

MISSED APCH: Climb STRAIGHT AHEAD to NDB/D5.2 DND or 2500′, whichever is later, then turn LEFT onto 239° to intercept R-009 inbound to VOR, climbing to 5000′. Cross D10.0 DRN/ 080° to NDB at 4000′or above.

Alt Set: hPa (IN on req) Rwy Elev: 27 hPa Trans level: By ATC Trans alt: 5000′
DME required.

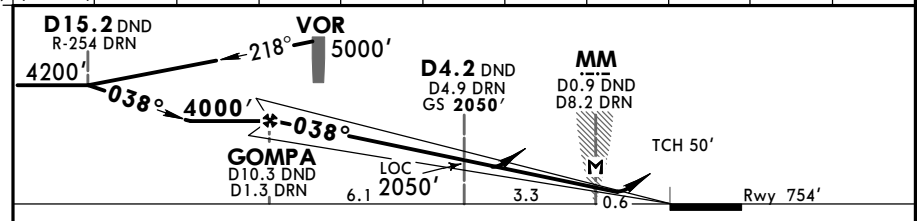
MSA
DRN VOR
2700′
078°
245°
4300′
❶❷

Parts of IFR profiles within Airspace Class E. Watch out for VFR traffic unknown to ATC.

❶ 3700′ within 10 NM
❷ Within German territory only.

1517′
239°
D10.0 DRN
FS NDB 080°
189°
1228′
1165′
DRESDEN 374 FS
D5.2 DND
ILS
038° 110.5 IDRE
MM
D0.9 DND
D8.2 DRN
WAX
(115.4) DND
D4.2 DND
D4.9 DRN
1562′
218°
1592′
1257′
1194′
MHA 218° 5000
(IAF)
DRESDEN
114.35 DRN
1388′
GOMPA
D10.3 DND
D1.3 DRN
D15.2 DND
R-254 DRN
038°
1362′
1457′
1394′
51-10
51-00
13-30
13-40
13-50
14-00

LOC (GS out)	DND DME / ALTITUDE	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
		3900′	3580′	3260′	2950′	2620′	2310′	1990′	1670′	1350′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at MM/D0.9 DND/D8.2 DRN						

ALSF-I
PAPI

FS 374
D5.2 DND
2500′
whichever is later

PANS OPS

Standard STRAIGHT-IN LANDING RWY **04**

ILS
DA(H) A: **956′** (202′) C: **976′** (222′)
B: **966′** (212′) D: **985′** (231′)

LOC (GS out)
DA(H) **1080′** (326′)

	FULL	Limited	ALS out	ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 800m / RVR 1500m
B				
C				
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1230′ (476′)	1500m
135	1360′ (606′)	1600m
180	1460′ (706′)	2400m
205	1460′ (706′)	3600m

CHANGES: Circling minimums.

EDDC/DRS
DRESDEN

JEPPESEN
21 OCT 16 (11-2)

DRESDEN, GERMANY
ILS or LOC Rwy 22

D-ATIS	MUNICH Radar (APP)	DRESDEN Tower	Ground
118.875	125.875	122.925	121.975

BRIEFING STRIP

LOC IDRW	Final Apch Crs	GS	ILS DA(H)	Apt Elev 754′
109.75	218°	D4.2 IDRW 2060′(1360′)	Refer to Minimums	Rwy 700′

MISSED APCH: Climb on R-039 inbound to VOR and climb within holding to 5000′.

Alt Set: hPa (IN on req) Rwy Elev: 25 hPa Trans level: By ATC Trans alt: 5000′
DME required.

MSA DRN VOR
2700′ 245° 078° 4300′ ❶❷

Parts of IFR profiles within Airspace Class E. Watch out for VFR traffic unknown to ATC.

(IAF) GARKI
D19.5 IDRW
R-038 DRN/D29.5 DRN
D14.6 IDRW
D24.6 DRN
4.9 4000 218° 038°
MHA 5000

7.4 218° 3000
OKILO
7.2 IDRW
D17.3 DRN

❶ 3700′ within 10 NM
❷ Within German territory only.
❸ MAX 220 KT

D4.2 IDRW
D14.3 DRN
ILS DME
218° 109.75 IDRW
218°
D9.3 IDRW
D19.0 DRN
D0.8 IDRW
D10.8 DRN
219°
048°
218°
MHA 5000
(IAF) DRESDEN
D 114.35 DRN
CZECH

1192′ 1480′ 1165′ 1517′ 1228′ 1165′ 1398′ 1326′ 1370′ 1562′ 1592′ 1946′ 1257′ 1172′ 1985′ 1194′ 1388′ 1329′

51-20 51-10 51-00
13-30 13-40 13-50 14-00 14-10

LOC (GS out)	IDRW DME	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	1330′	1650′	1960′	2280′	2600′	2920′

VOR 5000′ 048°
D9.3 IDRW D19.0 DRN 4000′
D4.2 IDRW D14.3 DRN GS 2060′
D0.8 IDRW D10.8 DRN
3000′ 218° 218°
TCH 50′
M
LOC 2060′
OKILO D7.2 IDRW D17.3 DRN
Rwy 700′
0.6 3.4 3.0

Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.8 IDRW/D10.8 DRN						

ALSF-II REIL PAPI
5000′ DRN 114.35 on R-039

Standard STRAIGHT-IN LANDING RWY 22

	ILS			LOC (GS out)	
	DA(H) A:908′(208′) C:928′(228′) B:918′(218′) D:938′(238′)			DA(H) 1160′(460′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1400m	RVR 1500m
B					
C					CMV 2100m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1230′(476′)	1500m
135	1360′(606′)	1600m
180	1460′(706′)	2400m
205	1460′(706′)	3600m

PANS OPS

CHANGES: Circling minimums.

EDDC/DRS
DRESDEN

JEPPESEN
21 OCT 16 (11-2A)

DRESDEN, GERMANY
CAT II/III ILS Rwy 22

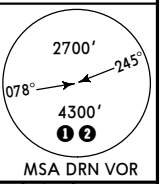
D-ATIS	MUNICH Radar (APP)	DRESDEN Tower	Ground
118.875	125.875	122.925	121.975

BRIEFING STRIP™

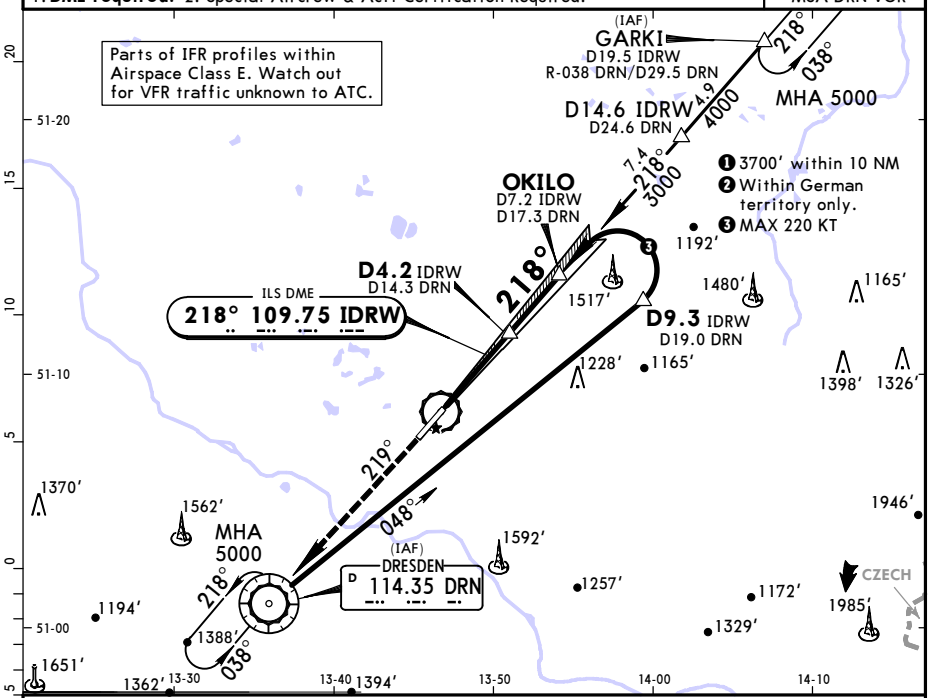
LOC IDRW	Final Apch Crs	GS	CAT II&IIIA ILS	Apt Elev 754′
109.75	**218°**	**D4.2 IDRW** **2060′** (1360′)	Refer to Minimums	Rwy 700′

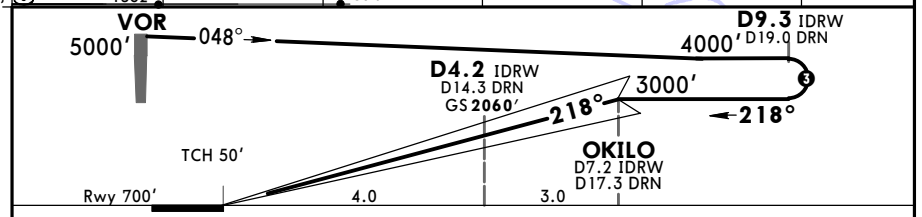
MISSED APCH: Climb on R-039 inbound to VOR and climb within holding to 5000′.

Alt Set: hPa (IN on req) Rwy Elev: 25 hPa Trans level: By ATC Trans alt: 5000′
1. **DME required.** 2. Special Aircrew & Acft Certifcation Required.



MSA DRN VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II
REIL
PAPI

5000′ DRN 114.35 on R-039

PANS OPS

Standard STRAIGHT-IN LANDING RWY **22**

CAT IIIA ILS	CAT II ILS
DH **50′**	**RA 107′** DA(H) **800′** (100′)
RVR 200m	RVR 300m 1

1 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: None.

EDDC/DRS
DRESDEN

JEPPESEN

21 OCT 16 (12-1)

DRESDEN, GERMANY
RNAV (GPS) Rwy 04

D-ATIS	MUNICH Radar (APP)	DRESDEN Tower	Ground
118.87	125.87	122.92	121.97

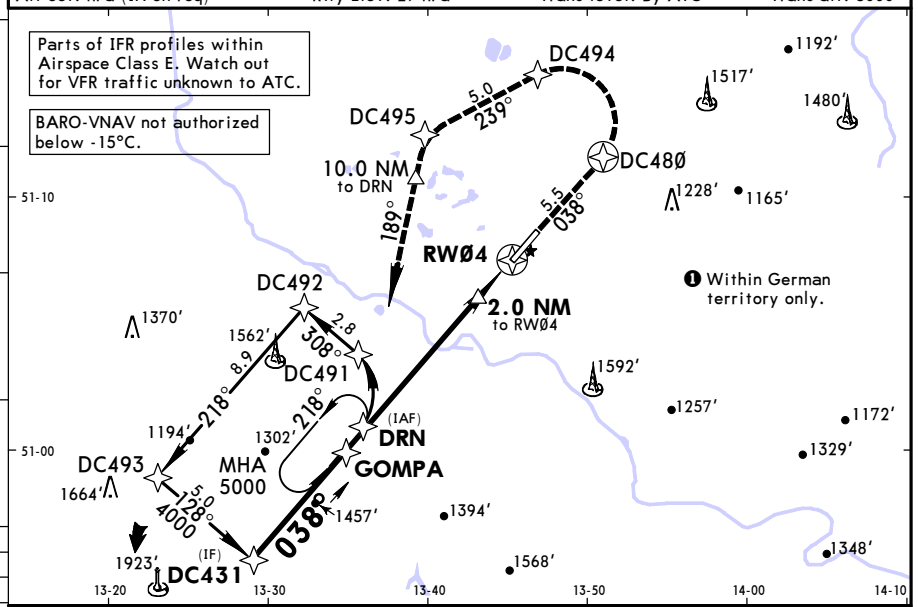
BRIEFING STRIP™

RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev 754′
	038°	GOMPA 4000′ (3246′)	Refer to Minimums	Rwy 754′

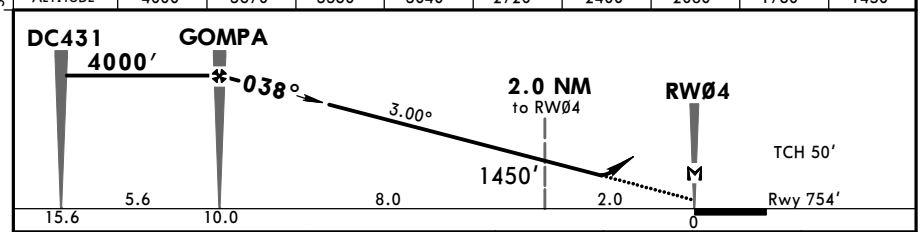
MISSED APCH: Climb on 038° to DC48Ø or 2500′, whichever is later, then turn LEFT via DC494 on track 239° to DC495, turn LEFT on track 189° to DRN climbing to 5000′. Cross 10.0 NM to DRN at 4000′or above.

4300′ ❶
MSA ARP

Alt Set: hPa (IN on req) | Rwy Elev: 27 hPa | Trans level: By ATC | Trans alt: 5000′



DIST to RWØ4	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	4000′	3670′	3360′	3040′	2720′	2400′	2080′	1760′	1450′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RWØ4							

ALSF-I
PAPI

DC48Ø 2500′ whichever is later

PANS OPS

Standard STRAIGHT-IN LANDING RWY 04

	LNAV/VNAV DA(H) A:1040′(286′) BCD:1080′(326′)		LNAV DA(H) 1120′(366′)		CIRCLE-TO-LAND Max Kts	MDA(H)	VIS
		ALS out		ALS out			
A	RVR 750m ❶	RVR 1400m	RVR 1000m	RVR 1500m	100	1230′(476′)	1500m
B	RVR 800m	RVR 1500m			135	1360′(606′)	1600m
C				RVR 1700m	180	1460′(706′)	2400m
D					205	1460′(706′)	3600m

❶ With TDZ, CL and HUD: RVR 650m.

CHANGES: MSA. Circling minimums.

EDDC/DRS
DRESDEN

JEPPESEN

21 OCT 16 (12-2)

DRESDEN, GERMANY
RNAV (GPS) Rwy 22

BRIEFING STRIP ™

D-ATIS	MUNICH Radar (APP)	DRESDEN Tower	Ground
118.87	125.87	122.92	121.97

RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev / Rwy
	218°	**OKILO** **3000′** (2300′)	Refer to Minimums	754′ / 700′

MISSED APCH: Climb on track 219° to DRN to 5000′.

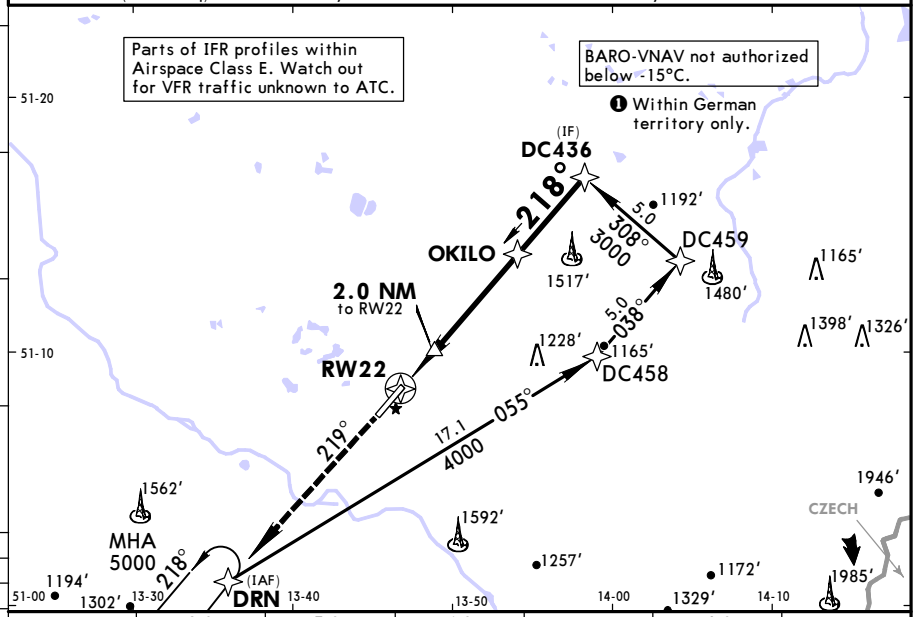
4300′ ❶ MSA ARP

Alt Set: hPa (IN on req) | Rwy Elev: 25 hPa | Trans level: By ATC | Trans alt: 5000′

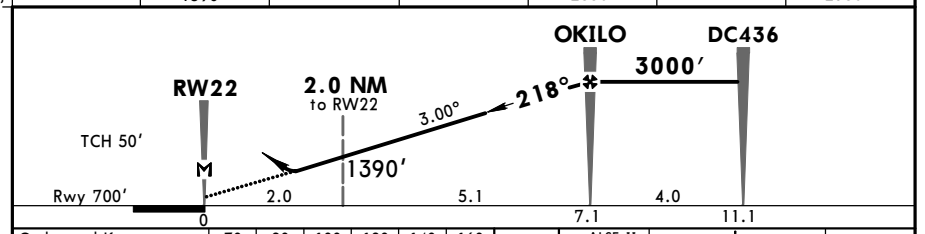
Parts of IFR profiles within Airspace Class E. Watch out for VFR traffic unknown to ATC.

BARO-VNAV not authorized below -15°C.

❶ Within German territory only.



DIST to RW22	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	1390′	1710′	2030′	2350′	2670′	2980′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW22							

ALSF-II REIL PAPI

DRN on 219° 5000′

Standard STRAIGHT-IN LANDING RWY **22**

LNAV/VNAV

DA(H)
A: **1021′** (321′) C: **1041′** (341′)
B: **1031′** (331′) D: **1050′** (350′)

LNAV

DA(H) **1150′** (450′)

	ALS out		ALS out
A	RVR 800m	RVR 1500m	RVR 1500m
B			
C	RVR 900m	RVR 1600m	CMV 2100m
D			

RVR 1400m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1230′ (476′)	1500m
135	1360′ (606′)	1600m
180	1460′ (706′)	2400m
205	1460′ (706′)	3600m

PANS OPS

CHANGES: MSA. Minimums.

EDDC/DRS
DRESDEN

JEPPESEN
21 OCT 16 (13-1)

DRESDEN, GERMANY
VOR Rwy 04

D-ATIS	MUNICH Radar (APP)	DRESDEN Tower	Ground
118.875	125.875	122.925	121.975

BRIEFING STRIP™

VOR DRN	Final Apch Crs	Minimum Alt	DA(H) Refer to Minimums	Apt Elev / Rwy
114.35	039°	D10.3 DND 4000′ (3246′)		754′ / 754′

MSA DRN VOR: 2700′ (245°–078°), 4300′ (1 2)

MISSED APCH: Climb STRAIGHT AHEAD to NDB/D5.2 DND or 2500′, whichever is later, then turn LEFT onto 239° to intercept R-009 inbound to VOR, climbing to 5000′. Cross D10.0 DRN/ 080° to NDB at 4000′or above.

Alt Set: hPa (IN on req) Rwy Elev: 27 hPa Trans level: By ATC Trans alt: 5000′

Parts of IFR profiles within Airspace Class E. Watch out for VFR traffic unknown to ATC.

DME required.

1 3700′ within 10 NM
2 Within German territory only.

D10.0 DRN
FS NDB
080°
239°
189°
039°
1517′
1165′
1228′
DRESDEN 374 FS
D5.2 DND

Final Approach track offset 1° from Rwy centerline.

D1.0 DND
D8.1 DRN
[MDØ4]
WAX (115.4) DND

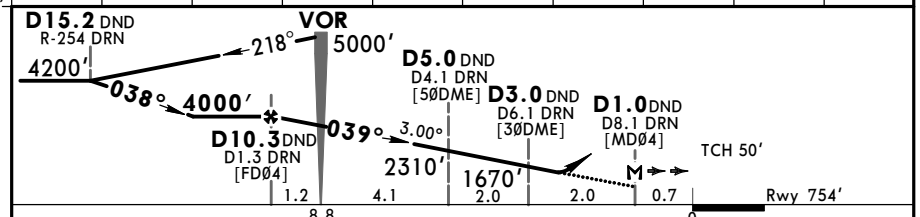
D3.0 DND
D6.1 DRN
[3ØDME]

D5.0 DND
D4.1 DRN
[5ØDME]

1562′
218°
1592′
1257′
(IAF)
DRESDEN
114.35 DRN
MHA 5000
1194′
1388′
039°
038°
D10.3 DND
D1.3 DRN
[FDØ4]
1211′
D15.2 DND
R-254 DRN
1362′
1457′
1394′

51-10
51-00
13-30
13-40
13-50
14-00

DND DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3900′	3580′	3260′	2940′	2620′	2310′	1990′	1670′	1350′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.0 DND/D8.1 DRN						

ALSF-I
PAPI

FS 374 D5.2 DND
2500′ whichever is later

PANS OPS

Standard STRAIGHT-IN LANDING RWY 04 CIRCLE-TO-LAND

DA(H) A: 1110′(356′) BCD: 1120′(366′)

	ALS out	Max Kts	MDA(H)	VIS
A	RVR 900m	100	1230′(476′)	1500m
B	RVR 1500m	135	1360′(606′)	1600m
C	RVR 1000m	180	1460′(706′)	2400m
D	RVR 1700m	205	1460′(706′)	3600m

CHANGES: Circling minimums.

EDDC/DRS
DRESDEN

JEPPESEN
21 OCT 16 (13-2)

DRESDEN, GERMANY
VOR Rwy 22

D-ATIS	MUNICH Radar (APP)	DRESDEN Tower	Ground
118.875	125.875	122.925	121.975

BRIEFING STRIP™

VOR DRN	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev / Rwy
114.35	219°	D17.2 DRN 3000′ (2300′)	1230′ (530′)	754′ / 700′

MISSED APCH: Climb on R-039 inbound to VOR and climb within holding to 5000′.

MSA DRN VOR
2700′ 245° 078° 4300′ ❶❷

Alt Set: hPa (IN on req) Rwy Elev: 25 hPa Trans level: By ATC Trans alt: 5000′
1. **DME required.** 2. Final approach track offset 1° from Rwy centerline.

Parts of IFR profiles within Airspace Class E. Watch out for VFR traffic unknown to ATC.

(IAF) GARKI
R-038 DRN/ D29.5 DRN
D19.5 IDRW
038°
MHA 5000
25.0 DRN
D15.0 IDRW
7.8
219°
3000
D17.2 DRN
D7.2 IDRW
[FD22]
❶ 3700′ within 10 NM
❷ Within German territory only.
❸ 216° 4.5 4000
❹ MAX 220 KT
D14.3 DRN
D4.2 IDRW
[52DME]
219°
D19.2 DRN
D9.6 IDRW
D10.9 DRN
D0.9 IDRW
[MD22]
ILS DME
109.7 IDRW
219°
049°
218°
MHA 5000
(IAF) DRESDEN
D 114.35 DRN
CZECH
1370′ 1562′ 1194′ 1388′ 1517′ 1192′ 1480′ 1165′ 1398′ 1326′ 1228′ 1592′ 1257′ 1172′ 1985′ 1329′ 1946′
51-20 51-10 51-00
13-30 13-40 13-50 14-00 14-10

DRN DME	12.0	13.0	14.0	15.0	16.0	17.0
ALTITUDE	1330′	1650′	1960′	2280′	2600′	2920′

VOR 5000′ 049° D19.2 DRN D9.6 IDRW 4000′
D10.9 DRN D0.9 IDRW [MD22]
D14.3 DRN D4.2 IDRW [52DME]
3.00°
3000′ 219°
TCH 50′ M 2060′
D17.2 DRN D7.2 IDRW [FD22]
Rwy 700′ 0.8 3.3 3.0

Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D10.9 DRN/D0.9 IDRW						

ALSF-II
REIL
PAPI

5000′ DRN 114.35 on R-039

PANS OPS

Standard STRAIGHT-IN LANDING RWY 22

DA(H) 1230′ (530′)
ALS out

			Max Kts	MDA(H)	VIS
A	RVR 1500m		100	1230′ (476′)	1500m
B			135	1360′ (606′)	1600m
C	RVR 1700m	CMV 2400m	180	1460′ (706′)	2400m
D			205	1460′ (706′)	3600m

CIRCLE-TO-LAND

CHANGES: Circling minimums.