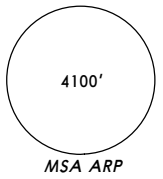


BREMEN Radar
126.65

Apt Elev
861'

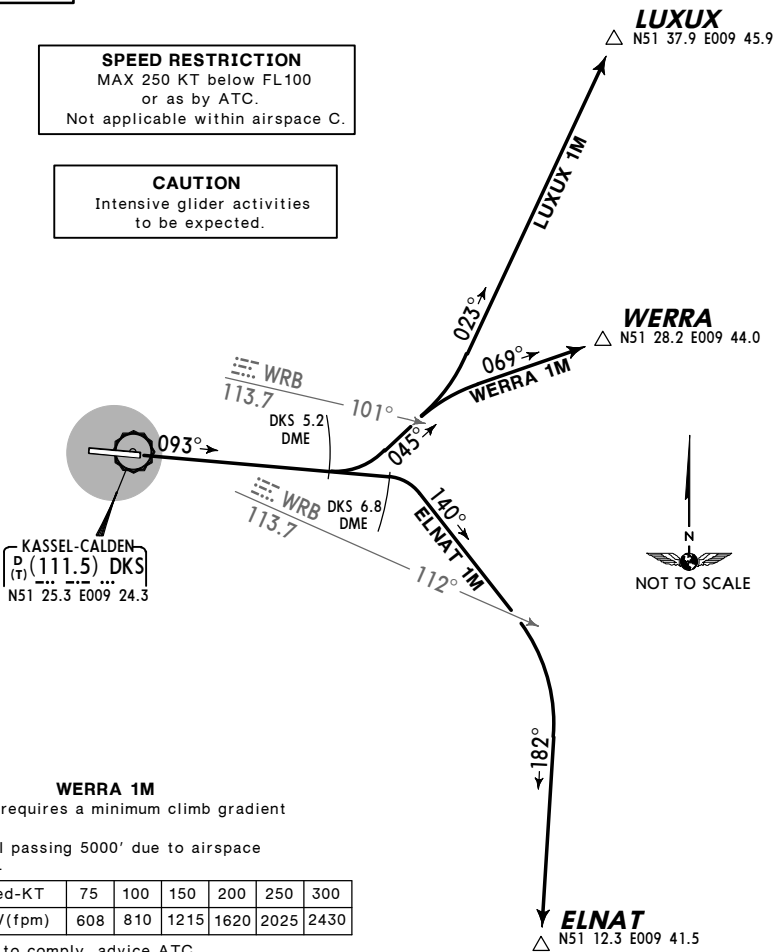
- Trans level: By ATC Trans alt: 5000'
1. Remain on TWR frequency until passing 2500', then contact BREMEN Radar.
 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
 3. EXPECT RADAR and radio contact with BREMEN Radar above 2000'.
 4. IFR profiles within airspace class E, watch out for VFR traffic unknown to ATC.



ELNAT ONE MIKE (ELNAT 1M)
LUXUX ONE MIKE (LUXUX 1M)
WERRA ONE MIKE (WERRA 1M)
RWY 09 DEPARTURES
AFTER PASSING 3000' BRNAV EQUIPMENT NECESSARY

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

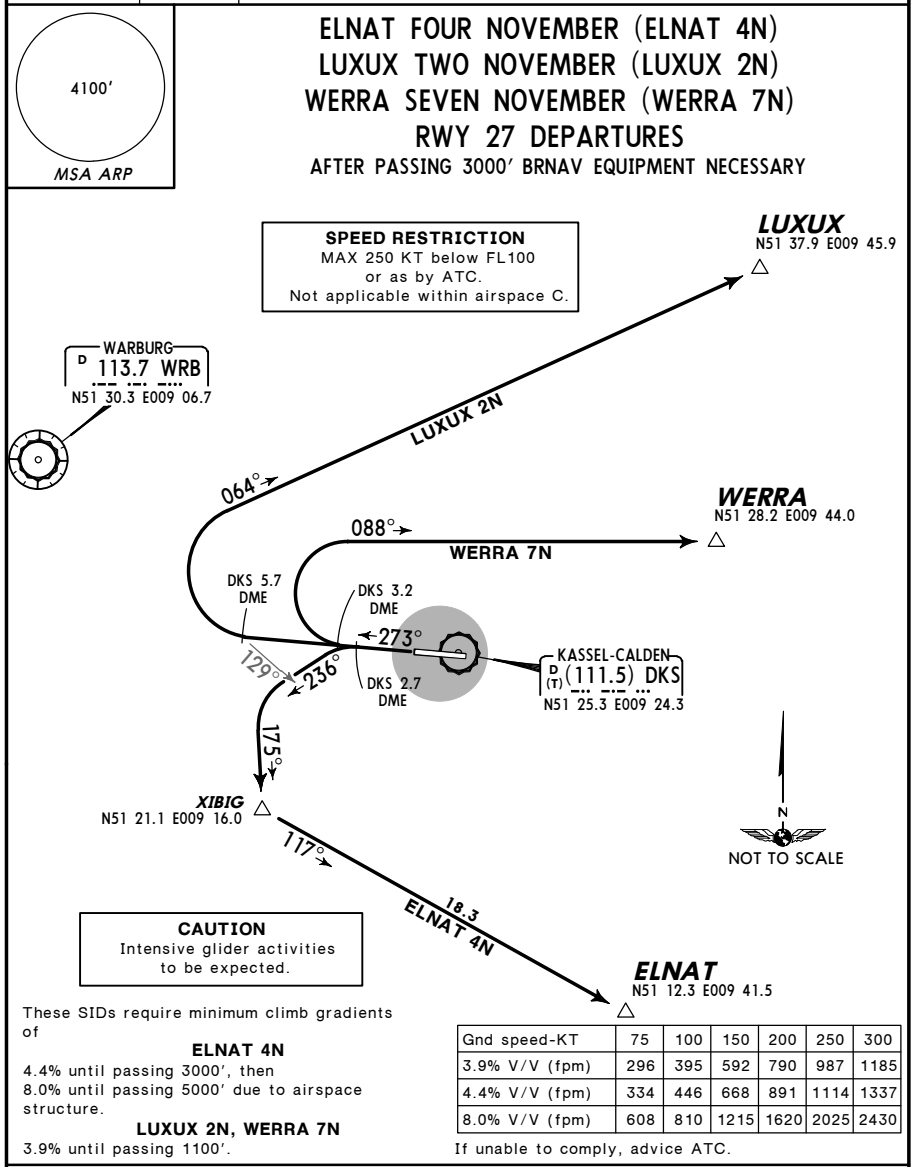
CAUTION
Intensive glider activities
to be expected.



Initial climb clearance 5000'

SID	ROUTING
ELNAT 1M	On 093° track to DKS 6.8 DME, turn RIGHT, 140° track, when passing WRB R-112 turn RIGHT, 182° track to ELNAT.
LUXUX 1M	On 093° track to DKS 5.2 DME, turn LEFT, 045° track, when passing WRB R-101 turn LEFT, 023° track to LUXUX.
WERRA 1M	On 093° track to DKS 5.2 DME, turn LEFT, 045° track, when passing WRB R-101 turn RIGHT, 069° track to WERRA.

BREMEN Radar 126.65	Apt Elev 861'	Trans level: By ATC Trans alt: 5000' 1. Remain on TWR frequency until passing 2500', then contact BREMEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT RADAR and radio contact with BREMEN Radar above 2000'. 4. IFR profiles within airspace class E, watch out for VFR traffic unknown to ATC.
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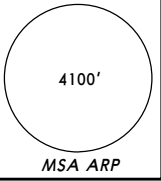


Initial climb clearance 5000'	
SID	ROUTING
ELNAT 4N	On 273° track to DKS 2.7 DME, turn LEFT, 236° track, when passing WRB R-129 turn LEFT, 175° track to XIBIG, turn LEFT, 117° track to ELNAT.
LUXUX 2N	On 273° track to DKS 5.7 DME, turn RIGHT, 064° track to LUXUX.
WERRA 7N	On 273° track to DKS 3.2 DME, turn RIGHT, 088° track to WERRA.
❶ Not to be used during NIGHT LOW FLYING SYSTEM.	

BREMEN Radar
126.650

Apt Elev
861'

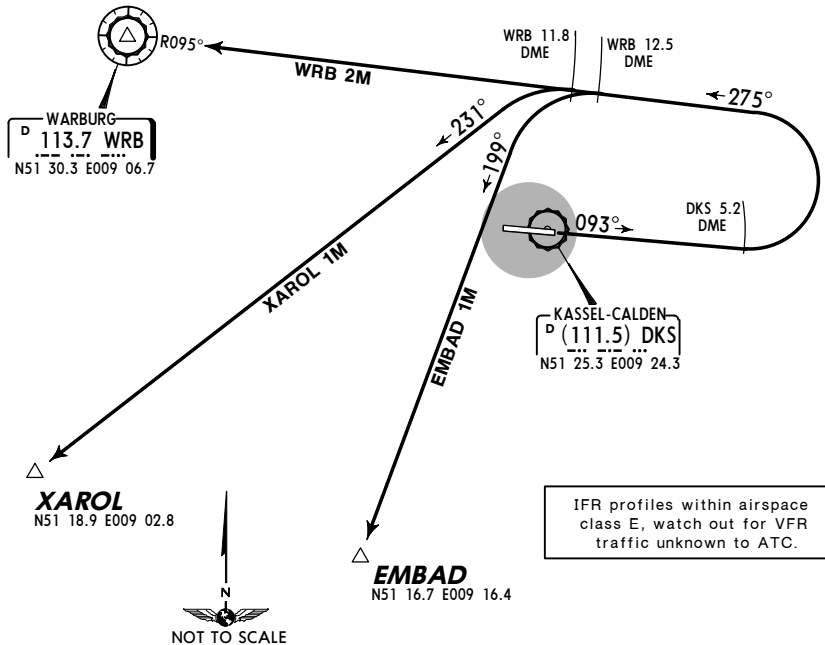
Trans level: By ATC Trans alt: 5000'
1. Remain on TWR frequency until passing 2500', then contact BREMEN Radar.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
3. EXPECT RADAR and radio contact with BREMEN Radar above 2000'.



**EMBAD ONE MIKE (EMBAD 1M)
WARBURG TWO MIKE (WRB 2M)
XAROL ONE MIKE (XAROL 1M)
RWY 09 DEPARTURES**

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

CAUTION
Intensive glider activities
to be expected.



IFR profiles within airspace class E, watch out for VFR traffic unknown to ATC.

Initial climb clearance **EMBAD 1M, XAROL 1M: 5000'**
WRB 2M: 4000'

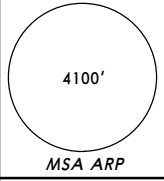
SID	ROUTING
EMBAD 1M ①	Climb straight ahead to DKS 5.2 DME, turn LEFT, intercept WRB R-095 inbound to WRB 12.5 DME, turn LEFT, 199° track to EMBAD.
WRB 2M ②	Climb straight ahead to DKS 5.2 DME, turn LEFT, intercept WRB R-095 inbound to WRB.
XAROL 1M ①	Climb straight ahead to DKS 5.2 DME, turn LEFT, intercept WRB R-095 inbound to WRB 11.8 DME, turn LEFT, 231° track to XAROL.

- ① After passing 3000' BRNAV equipment necessary.
- ② Not to be used during activity of NIGHT LOW FLYING SYSTEM.

BREMEN Radar 126.650 Apt Elev 861'

Trans level: By ATC Trans alt: 5000'

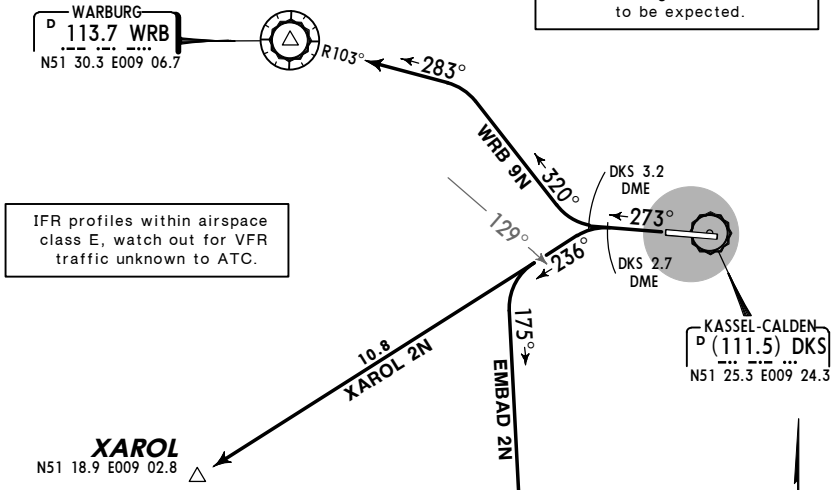
1. Remain on TWR frequency until passing 2500', then contact BREMEN Radar.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
3. EXPECT RADAR and radio contact with BREMEN Radar above 2000'.



**EMBAD TWO NOVEMBER (EMBAD 2N)
WARBURG NINE NOVEMBER (WRB 9N)
XAROL TWO NOVEMBER (XAROL 2N)
RWY 27 DEPARTURES**

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

CAUTION
Intensive glider activities
to be expected.



IFR profiles within airspace class E, watch out for VFR traffic unknown to ATC.

These SIDs require minimum climb gradients of

- EMBAD 2N**
4.3% until passing 2500', then 8.0% until passing 5000' due to airspace structure.
- WRB 9N**
3.9% until passing 1100'.
- XAROL 2N**
3.9% until passing 1100', then 8.0% until passing 5000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185
4.3% V/V (fpm)	327	435	653	871	1089	1306
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

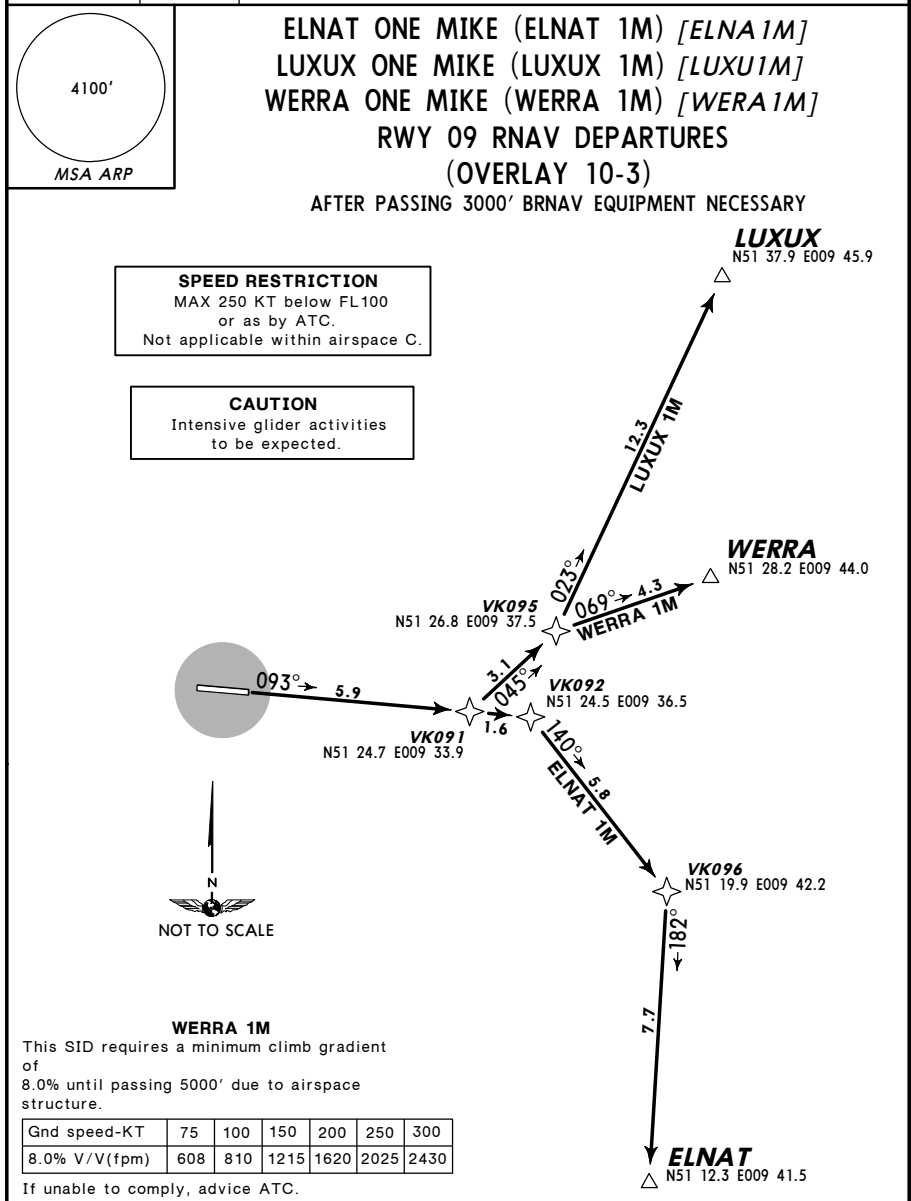
If unable to comply, advice ATC.

Initial climb clearance **EMBAD 2N, XAROL 2N: 5000'**
WRB 9N: 4000'

SID	ROUTING
EMBAD 2N ①	Climb straight ahead to DKS 2.7 DME, turn LEFT, 236° track, when passing WRB R-103 turn LEFT, 175° track to EMBAD.
WRB 9N ②	Climb straight ahead to DKS 3.2 DME, turn RIGHT, 320° track, intercept WRB R-103 inbound to WRB.
XAROL 2N ①	Climb straight ahead to DKS 2.7 DME, turn LEFT, 236° track to XAROL.

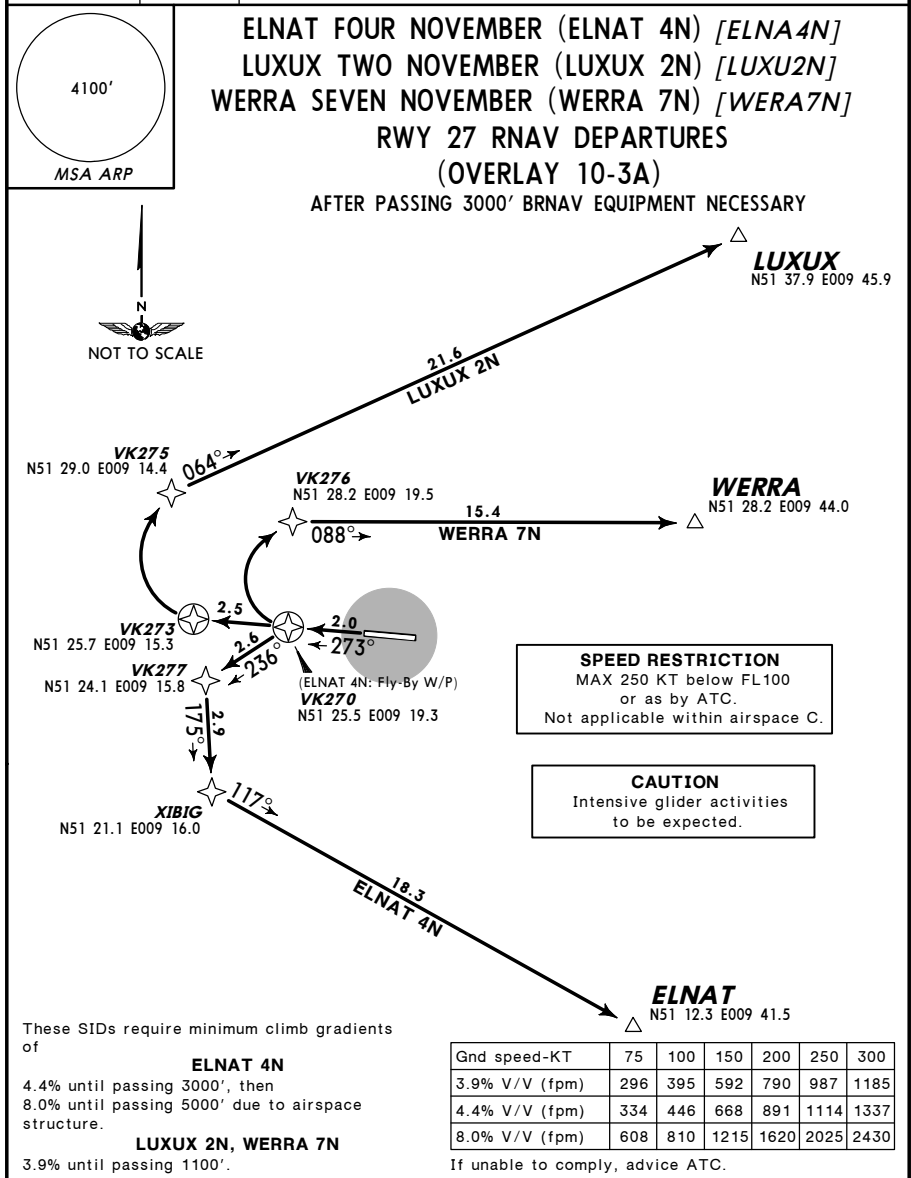
- ① After passing 3000' BRNAV equipment necessary.
- ② Not to be used during activity of NIGHT LOW FLYING SYSTEM.

BREMEN Radar 126.65	Apt Elev 861'	Trans level: By ATC Trans alt: 5000' 1. Remain on TWR frequency until passing 2500', then contact BREMEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT RADAR and radio contact with BREMEN Radar above 2000'. 4. IFR profiles within airspace class E, watch out for VFR traffic unknown to ATC.
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Initial climb clearance 5000'	
SID	ROUTING
ELNAT 1M	(1300'+) - VK092 - VK096 - ELNAT.
LUXUX 1M	(1300'+) - VK091 - VK095 - LUXUX.
WERRA 1M	(1300'+) - VK091 - VK095 - WERRA.

BREMEN Radar 126.65	Apt Elev 861'	Trans level: By ATC Trans alt: 5000' 1. Remain on TWR frequency until passing 2500', then contact BREMEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT RADAR and radio contact with BREMEN Radar above 2000'. 4. IFR profiles within airspace class E, watch out for VFR traffic unknown to ATC.
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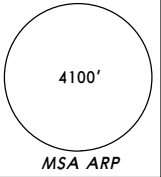
Initial climb clearance 5000'	
SID	ROUTING
ELNAT 4N	(1300'+) - VK270 - VK277 - XIBIG - ELNAT.
LUXUX 2N ①	(1300'+) - VK273 - VK275 - LUXUX.
WERRA 7N	(1300'+) - VK270 - VK276 - WERRA.

① Not to be used during NIGHT LOW FLYING SYSTEM.
 CHANGES: SIDs LUXUX & WERRA renumbered; climb gradient.
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BREMEN Radar
126.650

Apt Elev
861'

- Trans level: By ATC Trans alt: 5000'
1. Remain on TWR frequency until passing 2500', then contact BREMEN Radar.
 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
 3. EXPECT RADAR and radio contact with BREMEN Radar above 2000'.

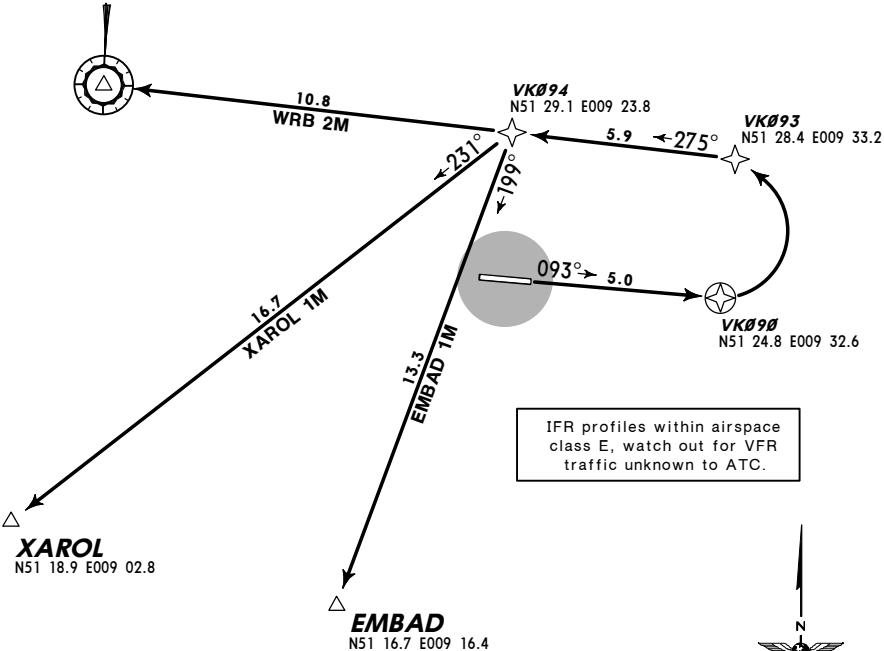


EMBAD ONE MIKE (EMBAD 1M) [EMBA1M]
WARBURG TWO MIKE (WRB 2M)
XAROL ONE MIKE (XAROL 1M) [XARO1M]
RWY RNAV 09 DEPARTURES
(OVERLAY 10-3B)

SPEED RESTRICTION
 MAX 250 KT below FL100
 or as by ATC.
 Not applicable within airspace C.

CAUTION
 Intensive glider activities
 to be expected.

WARBURG
 D 113.7 WRB
 N51 30.3 E009 06.7



IFR profiles within airspace class E, watch out for VFR traffic unknown to ATC.

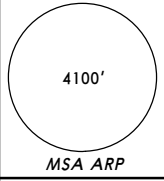


Initial climb clearance **EMBAD 1M, XAROL 1M: 5000'**
WRB 2M: 4000'

SID	ROUTING
EMBAD 1M	(1300'+) - VK090 - VK093 - VK094 - EMBAD.
WRB 2M ①	(1300'+) - VK090 - VK093 - WRB.
XAROL 1M	(1300'+) - VK090 - VK093 - VK094 - XAROL.

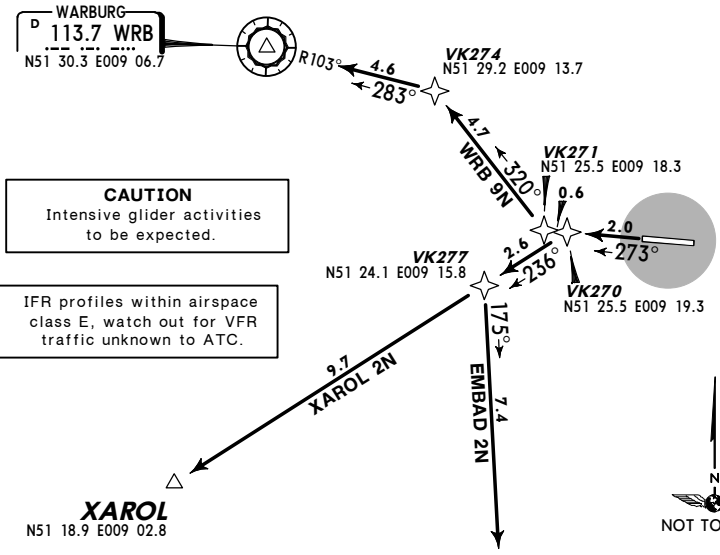
① Not to be used during activity of NIGHT LOW FLYING SYSTEM.
 CHANGES: RNAV SID WRB 1M renumbered 2M, initial climb clearance revised. © JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

BREMEN Radar 126.650	Apt Elev 861'	Trans level: By ATC Trans alt: 5000' 1. Remain on TWR frequency until passing 2500', then contact BREMEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT RADAR and radio contact with BREMEN Radar above 2000'.
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EMBAD TWO NOVEMBER (EMBAD 2N) [EMBA2N]
WARBURG NINE NOVEMBER (WRB 9N)
XAROL TWO NOVEMBER (XAROL 2N) [XARO2N]
RWY 27 RNAV DEPARTURES
(OVERLAY 10-3C)

SPEED RESTRICTION
 MAX 250 KT below FL100
 or as by ATC.
 Not applicable within airspace C.



These SIDs require minimum climb gradients of

EMBAD 2N
 4.3% until passing 2500', then
 8.0% until passing 5000' due to airspace structure.

WRB 9N
 3.9% until passing 1100'.

XAROL 2N
 3.9% until passing 1100', then
 8.0% until passing 5000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185
4.3% V/V (fpm)	327	435	653	871	1089	1306
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

If unable to comply, advice ATC.

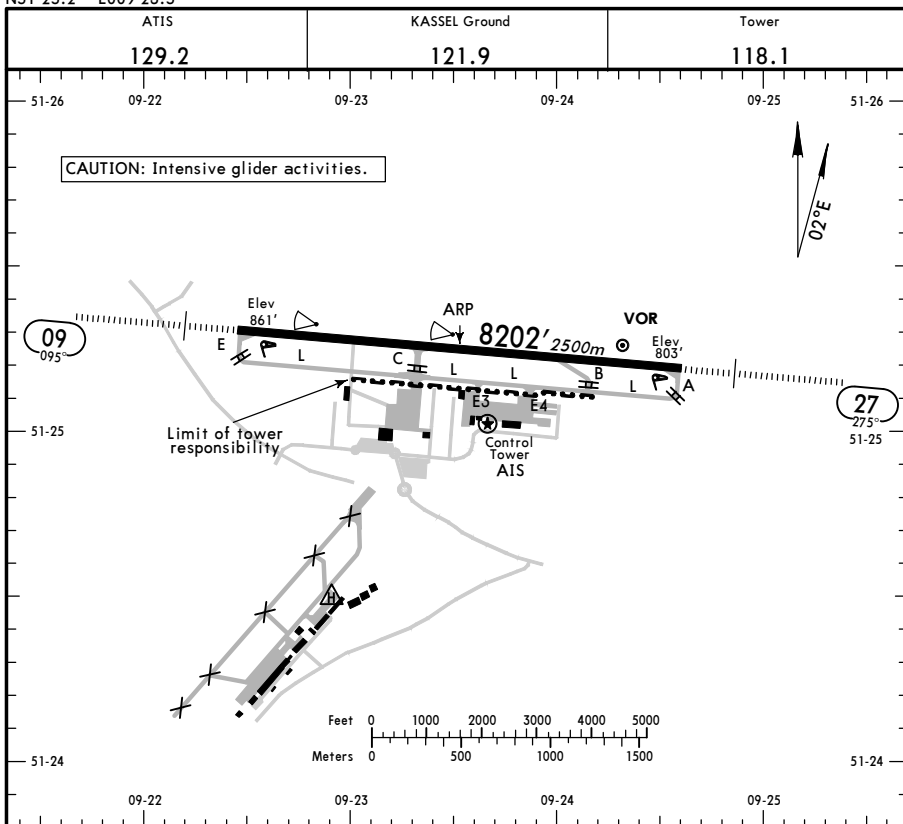
Initial climb clearance **EMBAD 2N, XAROL 2N: 5000'**
WRB 9N: 4000'

SID	ROUTING
EMBAD 2N	(1300'+) - VK270 - VK277 - EMBAD.
WRB 9N ①	(1300'+) - VK271 - VK274 - WRB.
XAROL 2N	(1300'+) - VK270 - XAROL.

① Not to be used during activity of NIGHT LOW FLYING SYSTEM.
 CHANGES: RNAV SIDs WRB 8N renumbered 9N, initial climb clearance revised. © JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

EDVK/KSF

Apt Elev **861'**
 NS1 25.2 E009 23.5



RWY	ADDITIONAL RUNWAY INFORMATION				USABLE LENGTHS			WIDTH
	HIRL	HIALS	CL (15m)	PAPI-L (3.0°)	Threshold	Landing Beyond	TAKE-OFF	
09					RVR	6987' 2130m		148'
27					RVR	7048' 2148m	①	45m

① TAKE-OFF RUN AVAILABLE

RWY 09:

From rwy head 8202' (2500m)
 twy C int 4888' (1490m)

RWY 27:

From rwy head 8202' (2500m)
 twy B int 6070' (1850m)
 twy C int 3379' (1030m)

	Standard					TAKE-OFF ①	
	Approved Operators		LVP must be in force			RCLM (DAY only) or RL	NIL (DAY only)
A	HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL		
B					400m	500m	
C							
D							

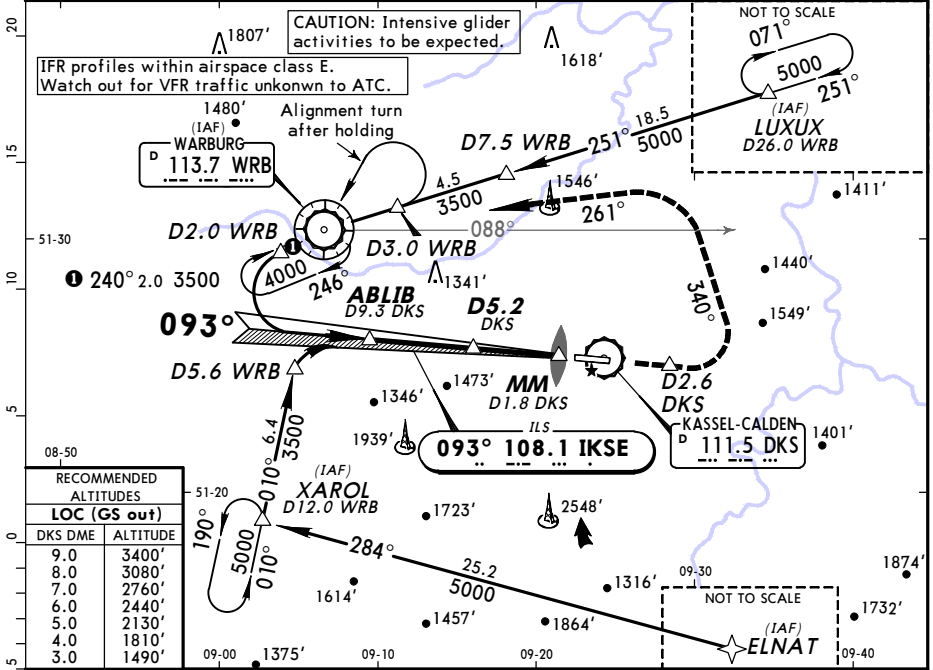
① Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

② With approved guidance system: 75m.

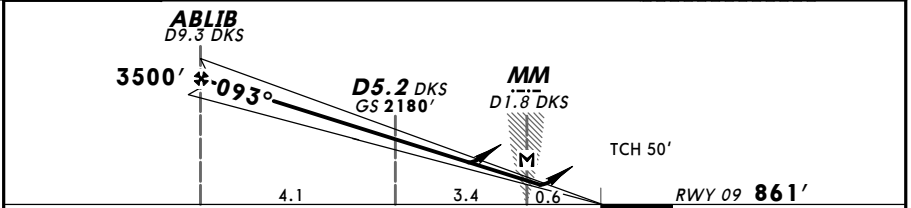
EDVK/KSF
KASSEL-CALDEN

JEPPESEN KASSEL-CALDEN, GERMANY
7 NOV 14 (11-1) Eff 13 Nov ILS or LOC Rwy 09

ATIS 129.2		BREMEN Radar unusable below 2000' 126.650		KASSEL Tower 118.1		Ground 121.9	
LOC IKSE 108.1		Final Apch Crs 093°		Minimum Alt ABLIB 3500' (2639')		ILS DA(H) 1061' (200')	
				Apt Elev 861'		4100' MSA ARP	
				RWY 861'			
MISSED APCH: Climb STRAIGHT AHEAD to D2.6 DKS, then turn LEFT on track 340° until crossing R-088 WRB. Turn LEFT on R-081 WRB inbound to VOR climbing to 4000'.							
Alt Set: hPa Rwy Elev: 31 hPa Trans level: By ATC Trans alt: 5000'							
1. DME required. 2. Between ELNAT and XAROL RNAV (GPS) required.							



RECOMMENDED ALTITUDES	
LOC (GS out)	
DKS DME	ALTITUDE
9.0	3400'
8.0	3080'
7.0	2760'
6.0	2440'
5.0	2130'
4.0	1810'
3.0	1490'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	D2.6 DKS ↑
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849		
MAP at MM/D1.8 DKS								

Standard		STRAIGHT-IN LANDING RWY 09			
		ILS DA(H) 1061' (200')		LOC (GS out) MDA(H) 1320' (459')	
		Limited		ALS out	
A					RVR 1500m
B	RVR 550m	RVR 750m	RVR 1200m	RVR 1400m	CMV 2100m
C					
D					

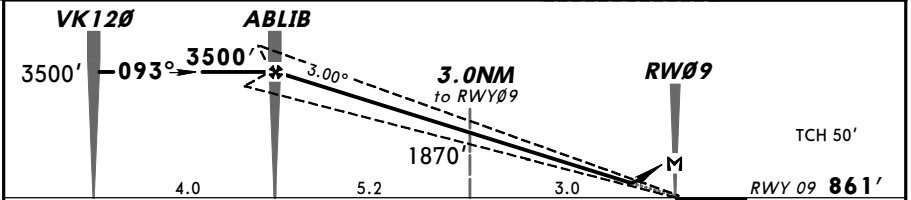
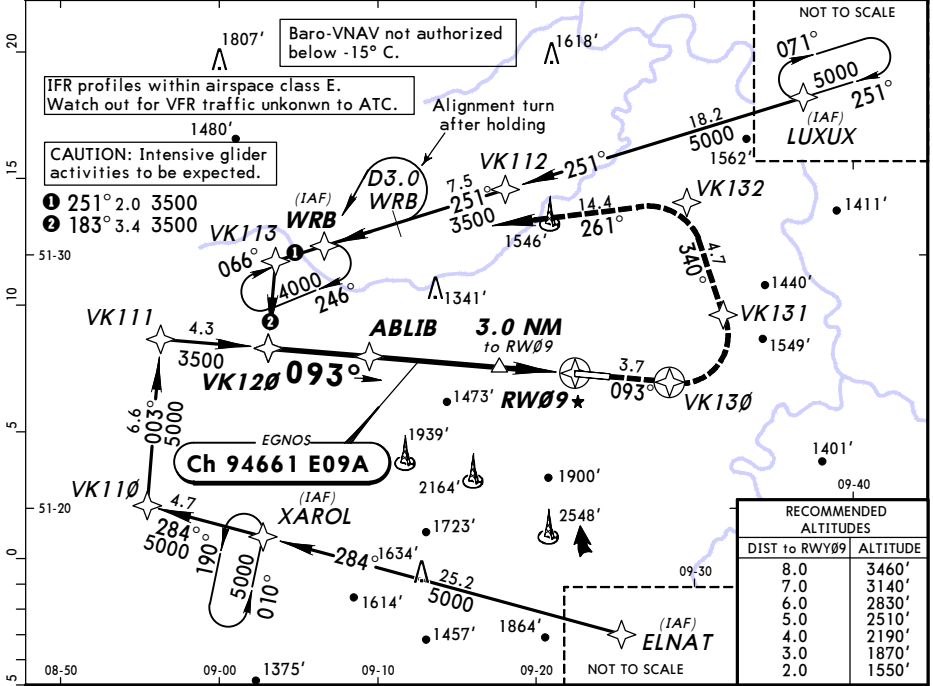
PANS OPS

CHANGES: Missed approach.

EDVK/KSF
KASSEL-CALDEN

JEPPESEN KASSEL-CALDEN, GERMANY
7 NOV 14 (12-1) Eff 13 Nov RNAV (GPS) Rwy 09

ATIS 129.2		BREMEN Radar unusable below 2000' 126.650		KASSEL Tower 118.1		Ground 121.9	
EGNOS Ch 94661 E09A		Final Apch Crs 093°		Minimum Alt ABLIB 3500' (2639')		LPV DA(H) Refer to Minimums	
				Apt Elev 861'		RWY 861'	
MISSED APCH: Climb on track 093° to VK130, then turn LEFT via VK131 on track 340° to VK132. Turn LEFT on track 261° to WRB climbing to 4000'.							
Alt Set: hPa		Rwy Elev: 31 hPa		Trans level: By ATC		Trans alt: 5000'	
							MSA ARP 4100'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	VK130 on 093°
Glide Path Angle 3.00°	372	478	531	637	743	849		
MAP at RWY09								

PANS OPS	Standard		LPV				STRAIGHT-IN LANDING RWY 09				LNNAV							
	DA(H) ABC: 1161' (300')		DA(H) 1163' (302')		ALS out		LNNAV/VNAV		DA(H) 1330' (469')		ALS out		LNNAV		DA(H) 1330' (469')		ALS out	
	RVR 750m		RVR 1400m		RVR 1500m		RVR 1500m		RVR 1500m		RVR 1500m		RVR 1500m		RVR 1500m		RVR 1500m	
							RVR 1500m		CMV 2200m		CMV 2200m		CMV 2200m		CMV 2200m		CMV 2200m	

CHANGES: Missed approach.

EDVK

Elev 861'/262m

N51 25.3

E009 23.5

9 NM NW Kassel

(TWR) 25 NM/4000' SFC

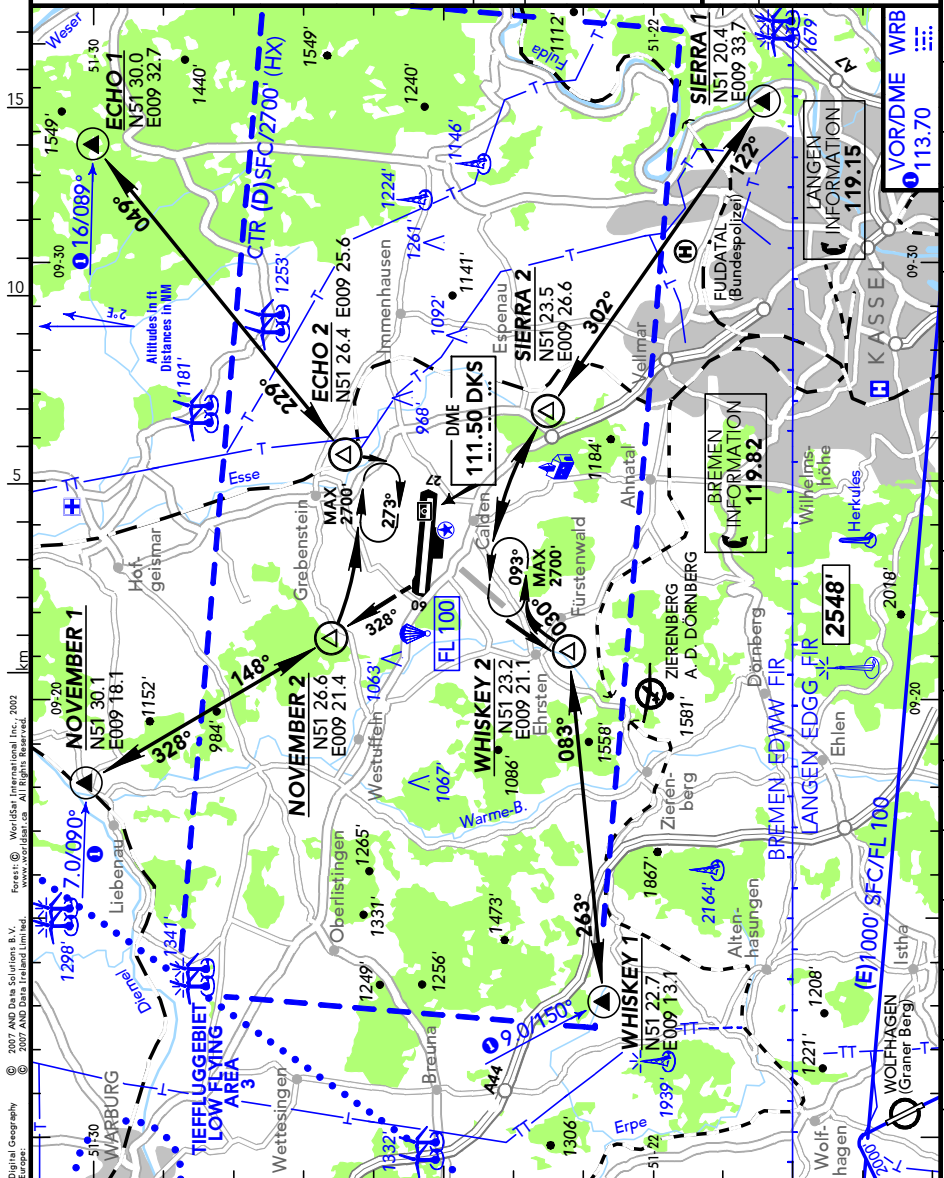
*VDF

KASSEL TOWER/TURM 118.10* (ge, en)

ATIS 129.20

RWY	ILS	RWY	ILS
09	108.10 IKSE 093°	27	109.30 KSW 273°

GROUND 121.90



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KASSEL-CALDEN

19-2 01 AUG 14



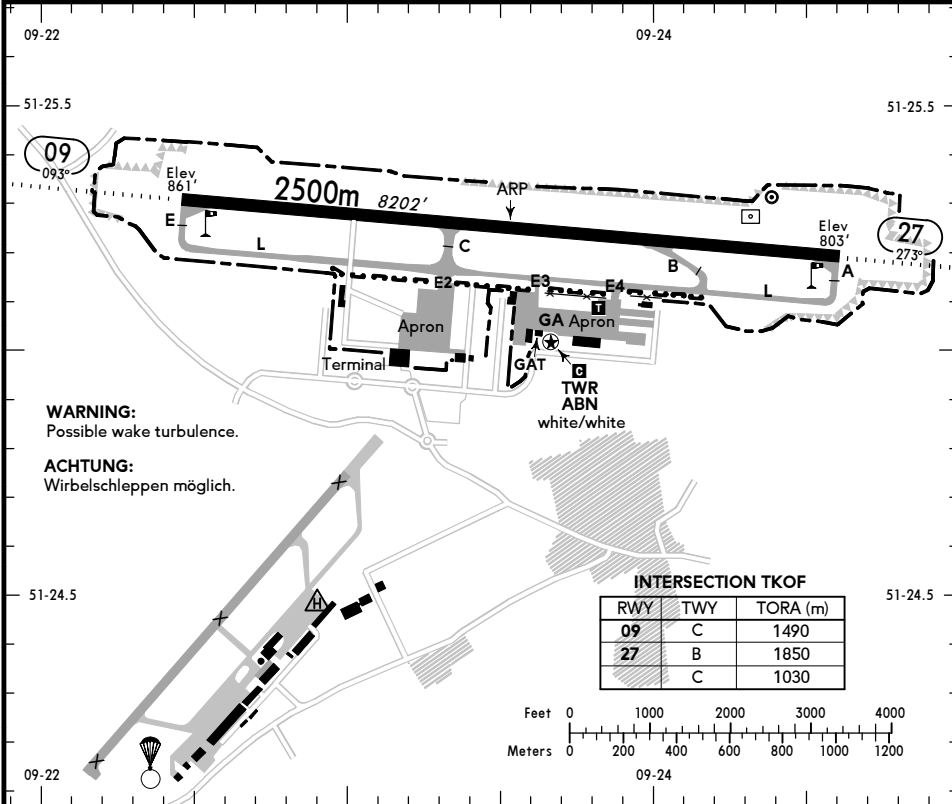
KASSEL-CALDEN



GERMANY

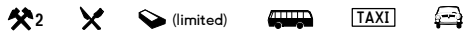
ATIS **129.20**
KASSEL GROUND **121.90**

(FIS)
BREMEN INFORMATION **119.82**



WARNING:
Possible wake turbulence.

ACHTUNG:
Wirbelschleppen möglich.



ABN - ALS - PAPI - THRL - RL - RCLL - TWYL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
09	2500 x 45 Asphalt	2500	2500	PCN 70/F/A/X/T	
27					

Contact KASSEL TOWER at least 5 MIN prior reaching the REPs.
Within AD traffic listening watch shall be maintained.

KASSEL TURM spätestens 5 MIN vor Erreichen der Meldepunkte rufen.
Im Flugplatzverkehr ist ständige Hörbereitschaft aufrechtzuerhalten.

In general TKOF and LDG on ASPH RWY have priority over flight operations on other manoeuvring areas.

Starts und Landungen auf der ASPH RWY haben grundsätzlich Vorrang vor Flugbewegungen auf anderen Betriebsflächen.

Noise-sensitive areas in the vicinity of AD, overflights shall be avoided.

Lärmempfindliche Wohngebiete in der Umgebung des Flugplatzes, Überflüge sind zu vermeiden.