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General Information

Location: HERINGSDORF DEU
ICAO/IATA: EDAH / HDF
Lat/Long: N53° 52.72', E014° 09.14'
Elevation: 93 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
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0659 Z
Sunset: 1533 Z

Runway Information

Runway: 10
Length x Width: 7562 ft x 115 ft
Surface Type: asphalt
TDZ-Elev: 77 ft
Lighting: Edge, ALS

Runway: 28
Length x Width: 7562 ft x 115 ft
Surface Type: asphalt
TDZ-Elev: 89 ft
Lighting: Edge, ALS

Communication Information

Heringsdorf Tower: 132.825 Out to 25 mi.
Heringsdorf Tower: 119.700
Bremen Radar ACC: 124.175

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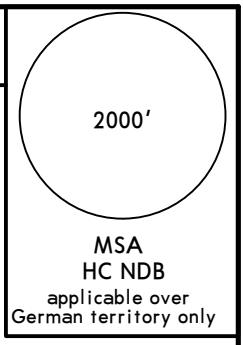
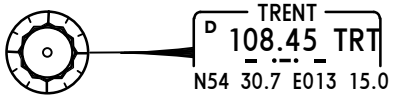
Apt Elev	
93′	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′

PENET 2H [PENE2H]
UDAXI 1H [UDAX1H]
RWYS 10, 28 ARRIVALS



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



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

143° D30 PENET

127°

21
4000
PENET 2H

(IAF)
HERINGSDORF
330 HC
N53 52.4 E014 10.9

N
NOT TO SCALE

3000
246°

POLAND
GERMANY

18
4000
UDAXI 1H

066°

087° D5 UDAXI

FRIEDLAND
D 117.15 FLD
N53 45.8 E013 33.8

CHANGES: None.

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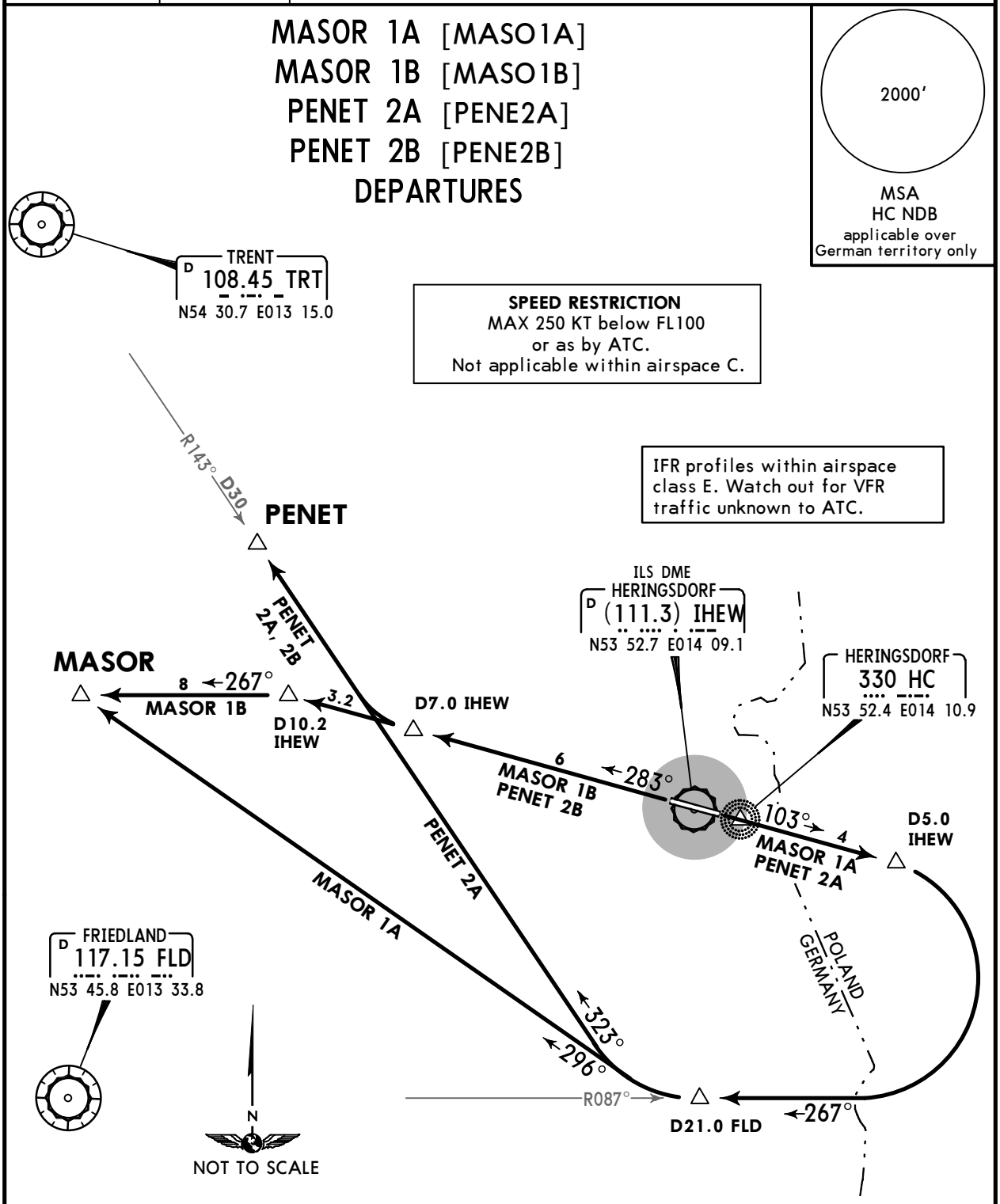
BREMEN Radar	Apt Elev	
124.175	93′	Trans level: By ATC Trans alt: 5000′ 1. Contact BREMEN Radar when passing 1500′. 2. Standard Instrument Departure Routes are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory.

MASOR 1A [MASO1A]
MASOR 1B [MASO1B]
PENET 2A [PENE2A]
PENET 2B [PENE2B]
DEPARTURES



Initial climb clearance **5000′**

SID	RWY	ROUTING
MASOR 1A	**10**	On 103° bearing via HC to D5.0 IHEW, turn RIGHT, intercept FLD R-087 inbound to D21.0 FLD ❶ , turn RIGHT, 296° track to MASOR.
MASOR 1B	**28**	On 283° bearing from HC to D10.2 IHEW ❷ , turn LEFT, 267° track to MASOR.
PENET 2A	**10**	On 103° bearing via HC to D5.0 IHEW, turn RIGHT, intercept FLD R-087 inbound to D21.0 FLD, turn RIGHT, intercept TRT R-143 inbound to PENET.
PENET 2B	**28**	On 283° bearing from HC to D7.0 IHEW, turn RIGHT, intercept TRT R-143 inbound to PENET.

❶ After D21.0 FLD BRNAV equipment necessary.
❷ After D10.2 IHEW BRNAV equipment necessary.

CHANGES: Communications.

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EDAH/HDF

Apt Elev **93′**
N53 52.7 E014 09.1

JEPPESEN

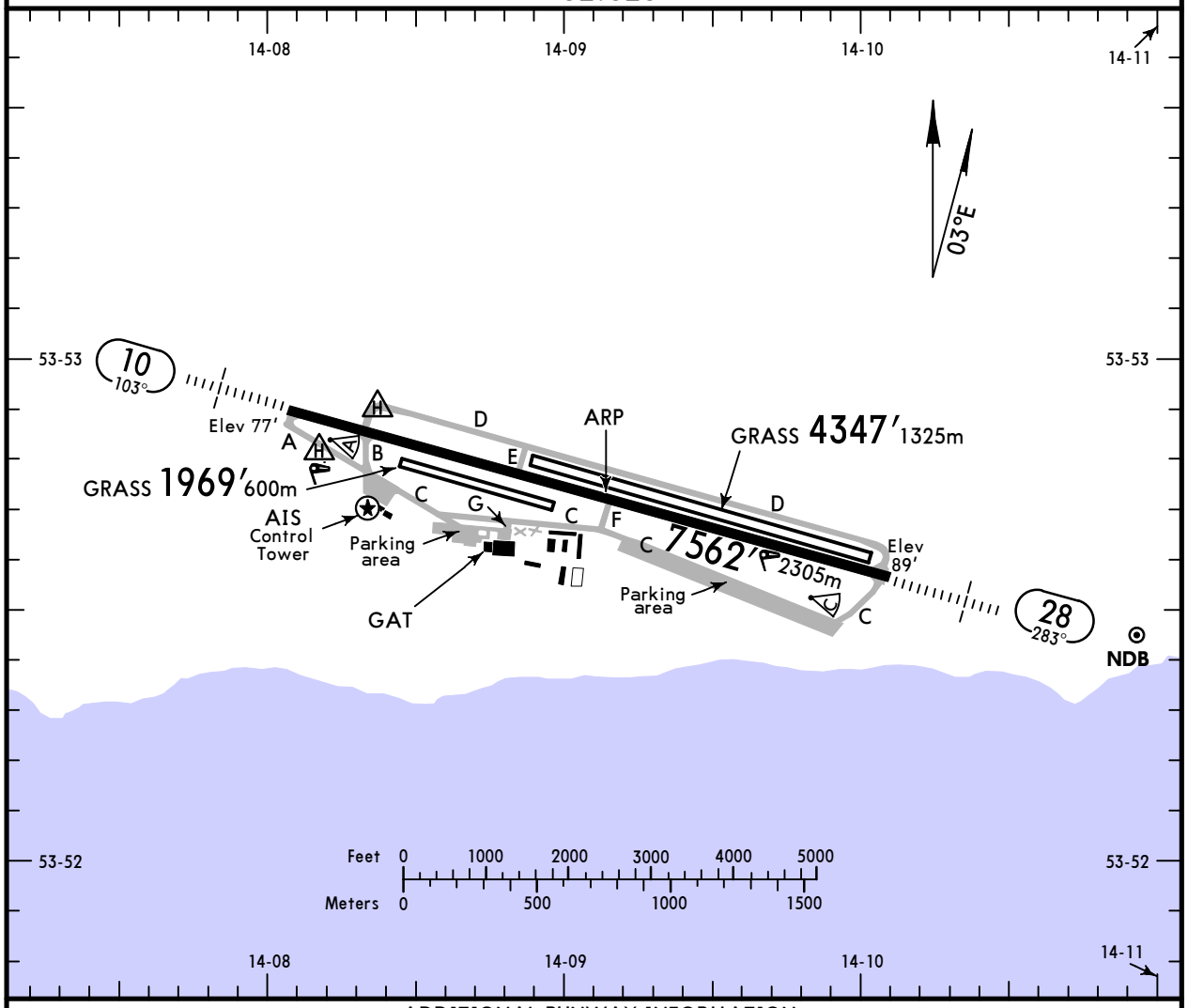
30 JUN 17 (10-9)

HERINGSDORF, GERMANY

HERINGSDORF

*HERINGSDORF Tower

132.825



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
10 / 28	HIRL HIALS PAPI-L (angle 3.0°) RVR		6590′ 2009m	❶	115′ 35m
10 / 28	Grass runway (South)				98′ 30m
10 / 28	Grass runway (North)				131′ 40m

❶ TAKE-OFF RUN AVAILABLE

RWY 10:
From rwy head 7562′ (2305m)
twy B int 6417′ (1956m)
twy F int 3442′ (1049m)

RWY 28:
From rwy head 7562′ (2305m)
twy F int 4072′ (1241m)
twy E int 2861′ (872m)

Standard TAKE-OFF

	Low Visibility Take-off Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
A B C D	RVR 300m	400m	500m

CHANGES: Grass rwy North established.

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EDAH/HDF
HERINGSDORF

JEPPESEN 30 JUN 17 (11-1)

HERINGSDORF, GERMANY
ILS or LOC Rwy 28

BRIEFING STRIP™

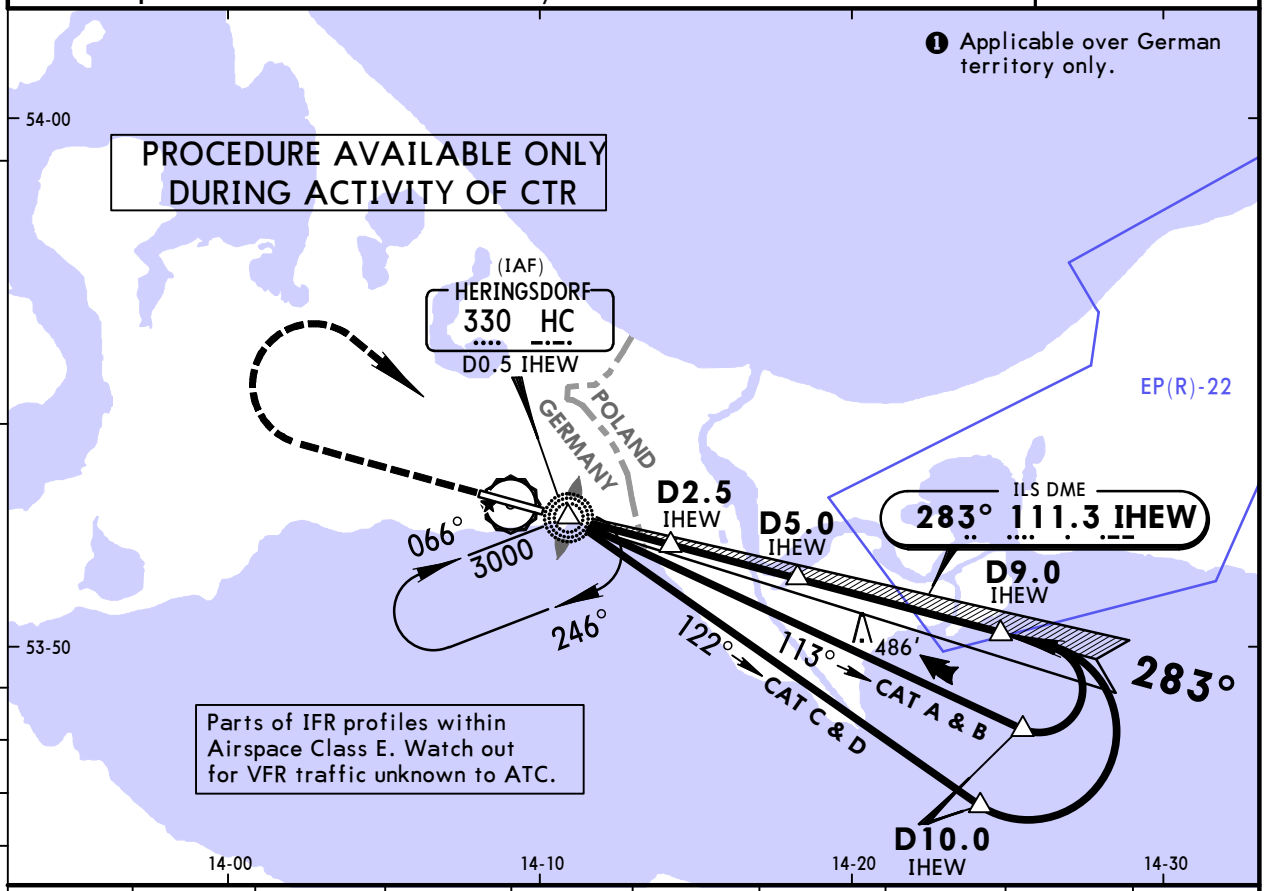
BREMEN Radar (APP) above 1200'	*HERINGSDORF Tower (within 25 NM up to 4000')
124.175	132.825

LOC IHEW	Final Apch Crs	GS	ILS DA(H)	Apt Elev 93'
111.3	283°	D5.0 IHEW 1740' (1651')	Refer to Minimums	Rwy 89'

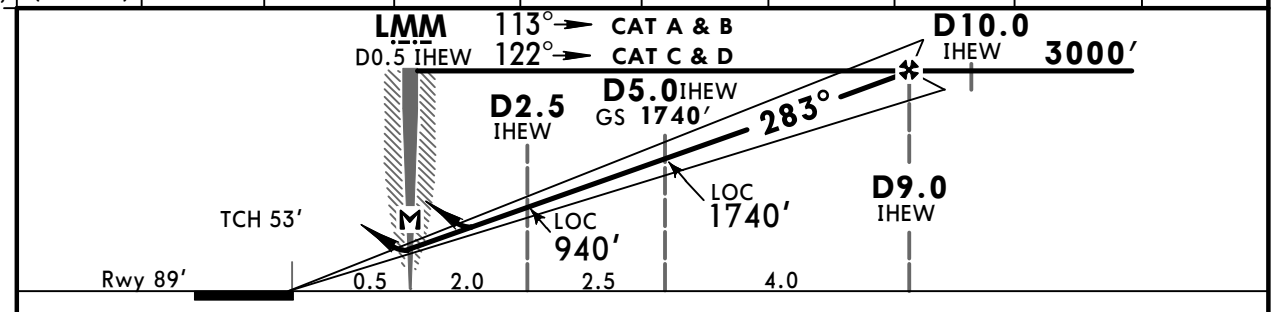
MISSED APCH: Climb STRAIGHT AHEAD to 1500', then turn RIGHT to NDB climbing to 3000'.

Alt Set: hPa (IN on req) Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 5000'
1. DME required. 2. ILS DME reads zero at rwy 28 threshold.

2000' ❶
MSA HC NDB



LOC (GS out)	IHEW DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	460'	780'	1100'	1420'	1740'	2060'	2380'	2690'



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 LMM/D0.5 IHEW						

HIALS
PAPI
1500'

Standard STRAIGHT-IN LANDING RWY **28**

DA(H) ILS		LOC (GS out) CDFA
A: **297'** (208')	C: **317'** (228')	DA/MDA(H) **650'** (561')
B: **307'** (218')	D: **327'** (238')	

PANS OPS

	FULL	ALS out		ALS out
A	800m	1200m	1500m	
B				
C			2200m	2400m
D				

CIRCLE-TO-LAND

Not authorized North of airport

Max Kts	MDA(H)	VIS
100	650' (557') ❶	1500m
135	700' (607')	1600m
180	800' (707')	2400m
205	800' (707')	3600m

❶ or higher straight-in minimums.

CHANGES: Approach frequency.

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EDAH/HDF
HERINGSDORF

JEPPESEN 30 JUN 17 (16-1)

HERINGSDORF, GERMANY
NDB Rwy 10

BRIEFING STRIP

BREMEN Radar (APP) above 1200′	*HERINGSDORF Tower (within 25 NM up to 4000′)
124.175	132.825

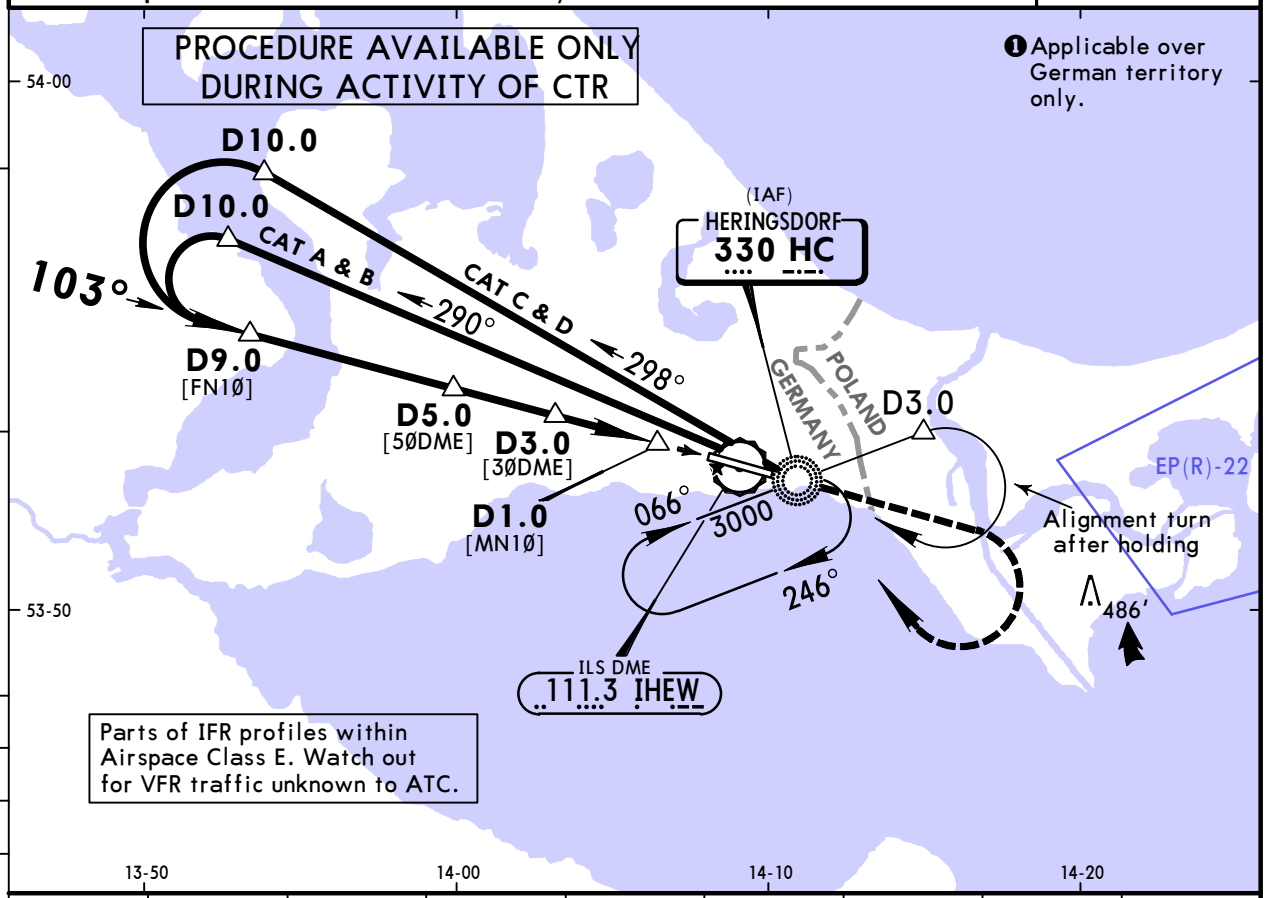
NDB HC	Final Apch Crs	Minimum Alt	DA/MDA(H)	Apt Elev 93′
330	103°	D9.0 3000′(2923′)	650′(573′)	Rwy 77′

MISSED APCH: Climb STRAIGHT AHEAD to 1500′, then turn RIGHT to NDB climbing to 3000′.

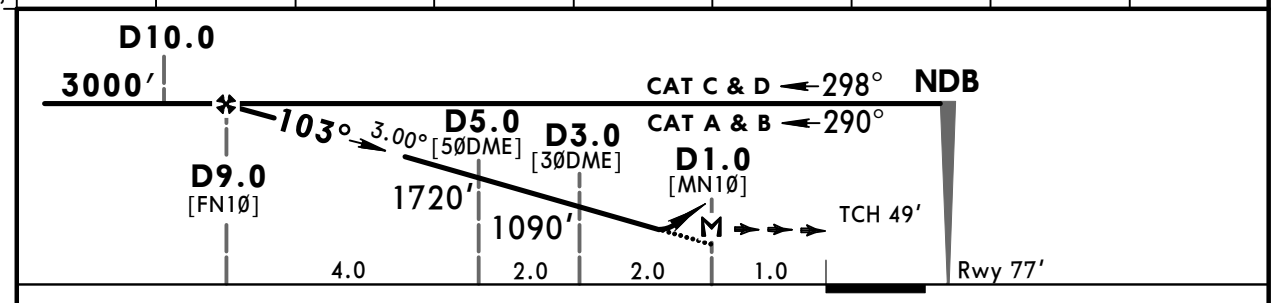
Alt Set: hPa (IN on req) Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 5000′

1. DME required. 2. ILS DME reads zero at rwy 10 threshold.

2000′ ❶ MSA HC NDB



IHEW DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3000′	2680′	2360′	2040′	1720′	1400′	1090′	770′



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

HIALS PAPI 1500′

Standard

STRAIGHT-IN LANDING RWY 10

CDFA

DA/MDA(H) 650′(573′)

ALS out

PANS OPS

A	RVR 1500m	
B		
C	RVR 2200m	RVR 2400m
D		

CHANGES: Approach frequency.

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EDAH/HDF
HERINGSDORF

JEPPESEN 30 JUN 17 (16-2)

HERINGSDORF, GERMANY
NDB Rwy 28

BRIEFING STRIP

BREMEN Radar (APP) above 1200′	*HERINGSDORF Tower (within 25 NM up to 4000′)
124.175	132.825

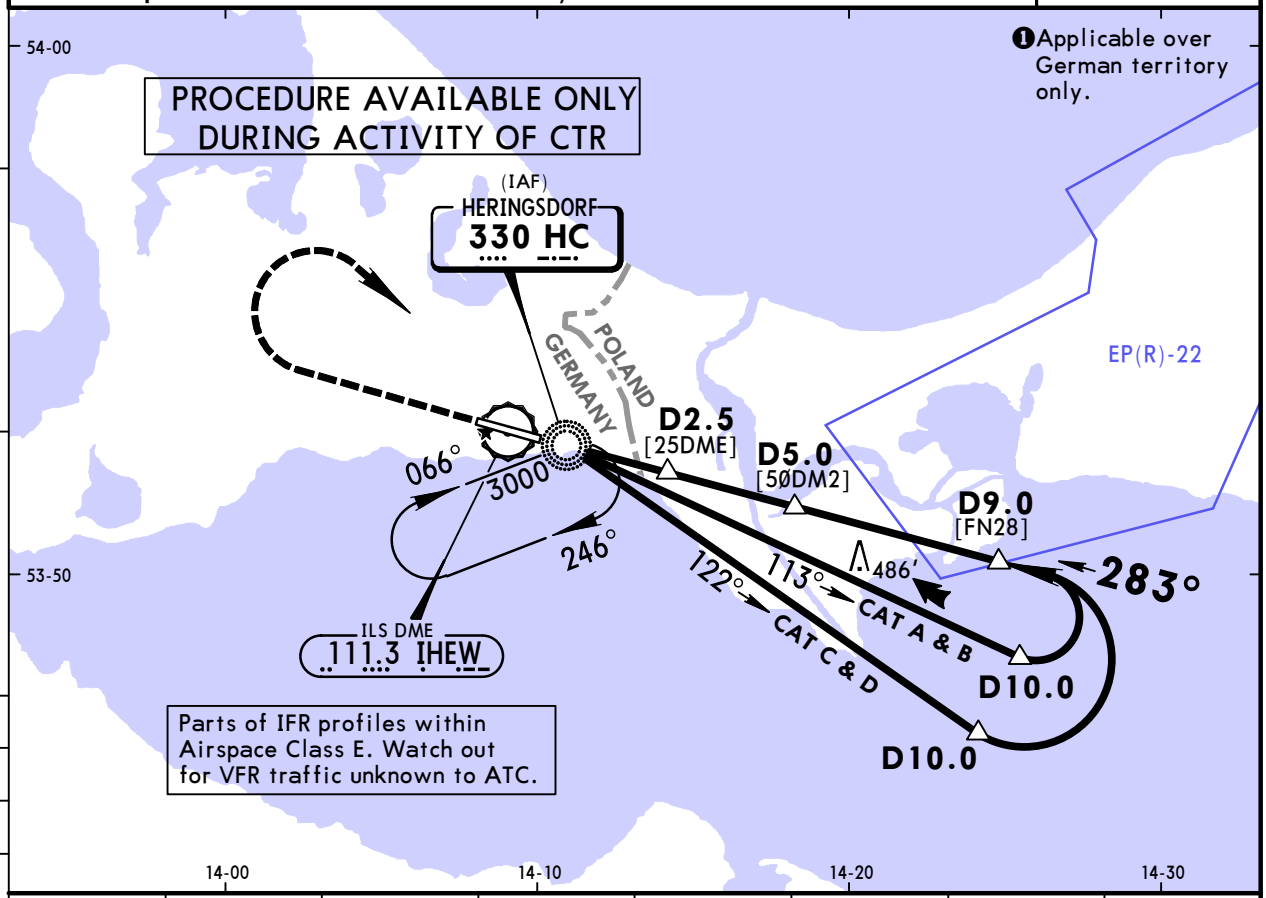
NDB HC	Final Apch Crs	Minimum Alt	DA/MDA(H)	Apt Elev / Rwy
330	283°	D9.0 3000′(2911′)	650′(561′)	Apt Elev 93′ Rwy 89′

MISSED APCH: Climb STRAIGHT AHEAD to 1500′, then turn RIGHT to NDB climbing to 3000′.

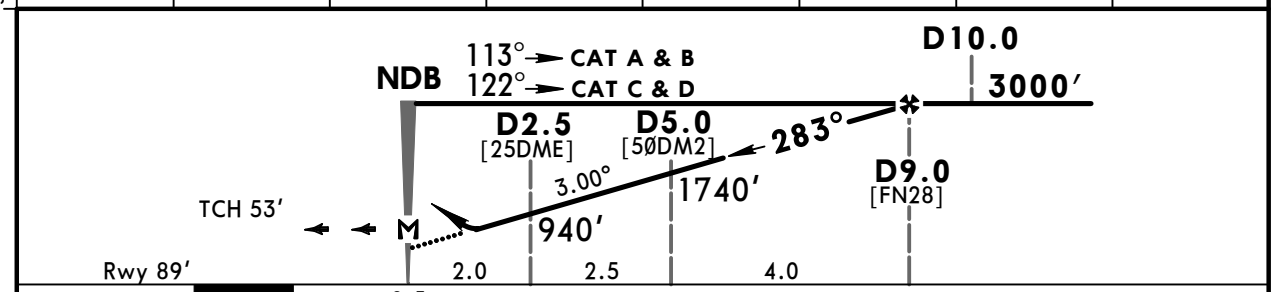
Alt Set: hPa (IN on req) Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 5000′

1. DME required. 2. ILS DME reads zero at rwy 28 threshold.

2000′ ❶ MSA HC NDB



IHEW DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	780′	1100′	1420′	1740′	2060′	2380′	2690′



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

HIALS PAPI 1500′

Standard STRAIGHT-IN LANDING RWY **28**

CDFA

DA/MDA(H) **650′**(561′)

		ALS out
A	RVR 1500m	
B		
C	RVR 2200m	RVR 2400m
D		

CIRCLE-TO-LAND

Not authorized North of airport

Max Kts	MDA(H)	VIS
100	650′ (557′) ❶	1500m
135	700′ (607′)	1600m
180	800′ (707′)	2400m
205	800′ (707′)	3600m

PANS OPS

❶ or higher straight-in minimums.

CHANGES: Approach frequency.

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EDAH

Chart Change Notices for Country DEU

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Jeppesen charted take-off minimums are determined according to the available RWY lights only. A Low Visibility Procedure (LVP) may or may not be established at the departure airport. Pilots are reminded to check the availability of LVP with ATC before using the charted minimums. Otherwise, according to SPA.LVO.115, the take-off is restricted to a minimum visibility of 800m.

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: 20170330
End Date: No end date

Location/airport name changed from Donauworth to Donauwoerth, Dusseldorf to Duesseldorf, Lubeck to Luebeck, Monchengladbach to Moenchengladbach, Munster/Osnabruck to Muenster/Osnabrueck, Nurnberg to Nuernberg, Schonefeld to Schoenefeld, Schwabisch Hall to Schwaebisch Hall, Zweibrucken to Zweibruecken.

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

The following Take-off minima according to Commission Regulation No. 965/2012 (EASA Air Operations Regulation) are applicable for Low Visibility Take-off Operations within Germany for CAT ABCD aircraft. RVR below 150m can only be used for selected runways which are already specified on current Jeppesen charts. 1. With RL and RCLM during day or with RL or CL during night: RVR 300m 2. With RL andCL: RVR 200m 3. With RL and CL and TDZ, MID and RO RVR: RVR 150m 4. With HIRL and CL and TDZ, MID and RO RVR: RVR 125m 5. On CAT III RWYs with approved guidance system or HUD/HUDLS: RVR 75m