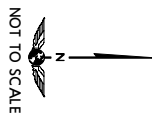
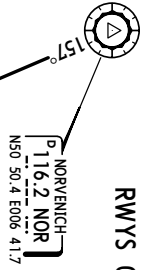
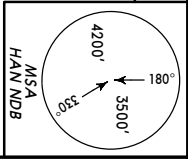


JEPPESEN FRANKFURT-HAHN, GERMANY

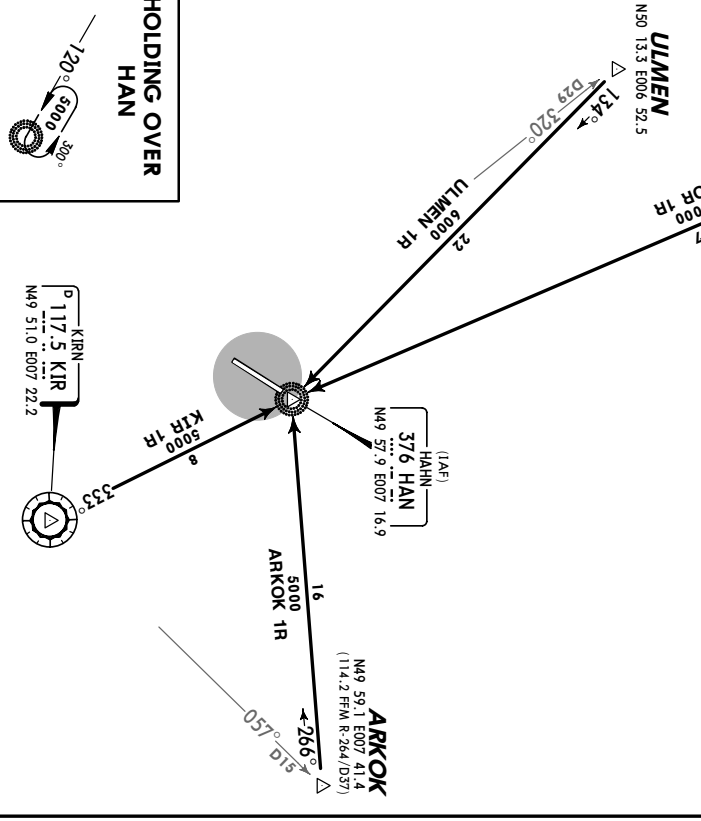
EDFH/HHN
FRANKFURT-HAHN
16 JAN 04
20-2
EF 22 JAR
STAR

ATIS
136.35
Apt Elev
1649'
Trans level: By ATC
Trans alt: 5000'

ARKOK ONE ROMEO (ARKOK 1R) [ARKO1R]
KIRN ONE ROMEO (KIR 1R)
NORVENICH ONE ROMEO (NOR 1R)
ULMEN ONE ROMEO (ULMEN 1R) [ULMET1R]
RWYS 03, 21 ARRIVALS



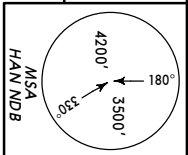
SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



JEPPESEN FRANKFURT-HAHN, GERMANY

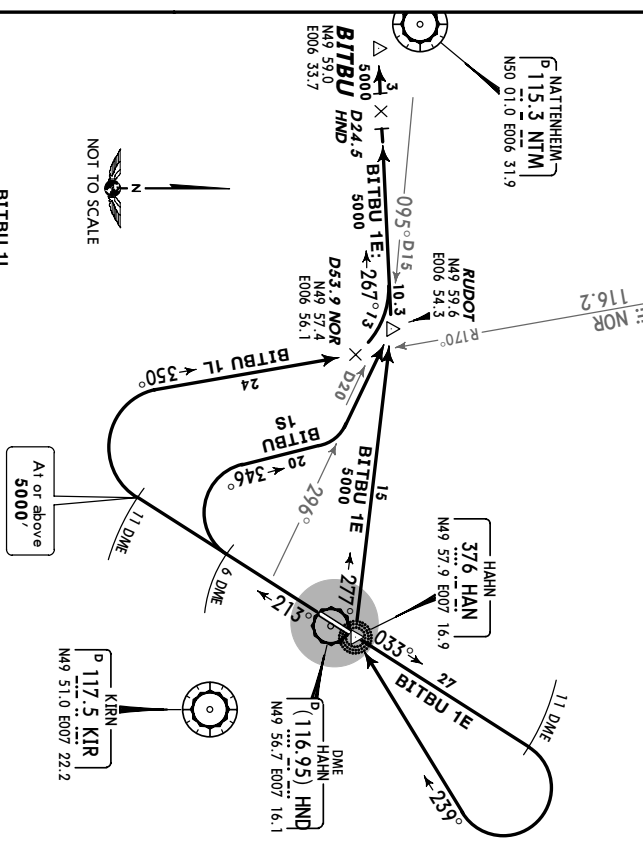
EDFH/HHN
FRANKFURT-HAHN
5 NOV 04
20-3
STAR

LANGEN Radar
125.6
Apt Elev
1649'
Trans level: By ATC
Trans alt: 5000'



BITBU ONE ECHO (BITBU 1E)
BITBU ONE LIMA (BITBU 1L)
BITBU ONE SIERRA (BITBU 1S)
RWYS 03, 21 DEPARTURES

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



This SID requires a minimum climb gradient of 322' per NM (5.3%) due to airspace structure and Night Low Flying System.

Gnd speed-KT	75	100	150	200	250	300
322' per NM	403	537	805	1073	1342	1610

Initial climb clearance 5000'

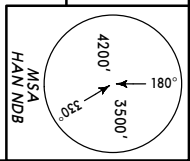
SID	RWY	ROUTING
BITBU 1E	03	Intercept 033° bearing from HAN to HND 11 DME, turn RIGHT, intercept 239° bearing to HAN, 277° bearing to RUDOT ①, 267° track to BITBU
BITBU 1L	21	Intercept 213° bearing from HAN to HND 11 DME, turn RIGHT, intercept NOR R-170 inbound, at D53.9 NOR ②, turn LEFT, 267° track to BITBU.
BITBU 1S	③	Intercept 213° bearing from HAN to HND 6 DME, turn RIGHT, 346° track, intercept KIR R-296 to RUDOT ①, 267° track to BITBU.

After RUDOT ①/D53.9 NOR ② BRNAV equipment necessary.
③ Not to be used during activity of Night Low Flying System.

EDFH/HHN
 FRANKFURT-HAHN
 5 NOV 04 (20-3A) **JEPPesen FRANKFURT-HAHN, GERMANY**
SID

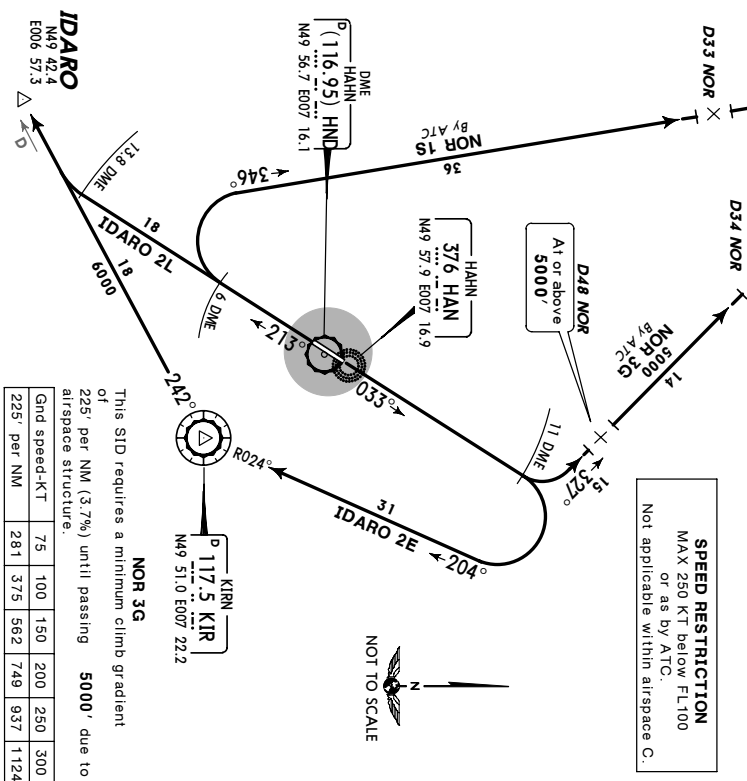
LANGEN Radar
 125.6
 Apt Elev
 1649'

Trans level: By ATC Trans alt: 5000'
 1. Contact LANGEN Radar immediately after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
 3. Rwy 21: EXPECT close-in obstacles.



IDARO TWO ECHO (IDARO 2E)
 IDARO TWO LIMA (IDARO 2L)
 NORVENICH THREE GOLF (NOR 3G)
 NORVENICH ONE SIERRA (NOR 1S)
 RWYS 03, 21 DEPARTURES

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



Initial climb clearance 5000'

ROUTING

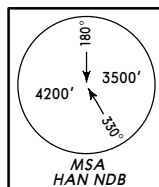
SID	RWY	Initial climb clearance 5000'
IDARO 2E	03	Intercept 033° bearing from HAN to HND 11 DME, turn RIGHT, intercept KIR R-024 inbound to KIR, KIR R-242 to IDARO.
IDARO 2L	21	Intercept 213° bearing from HAN to HND 13.8 DME, turn RIGHT, intercept KIR R-242 to IDARO.
NOR 3G	03	Intercept 033° bearing from HAN to HND 11 DME, turn LEFT, intercept NOR R-147 inbound to NOR.
NOR 1S	21	Intercept 213° bearing from HAN to HND 6 DME, turn RIGHT, intercept NOR R-166 inbound to NOR.

① Only for flights via airway G 21.
 ② Not to be filed in flight plan. Not to be used during activity of Night Low Flying System.
 CHANGES: None.
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EDFH/HHN
 FRANKFURT-HAHN
 5 NOV 04 (20-3B) **JEPPesen FRANKFURT-HAHN, GERMANY**
SID

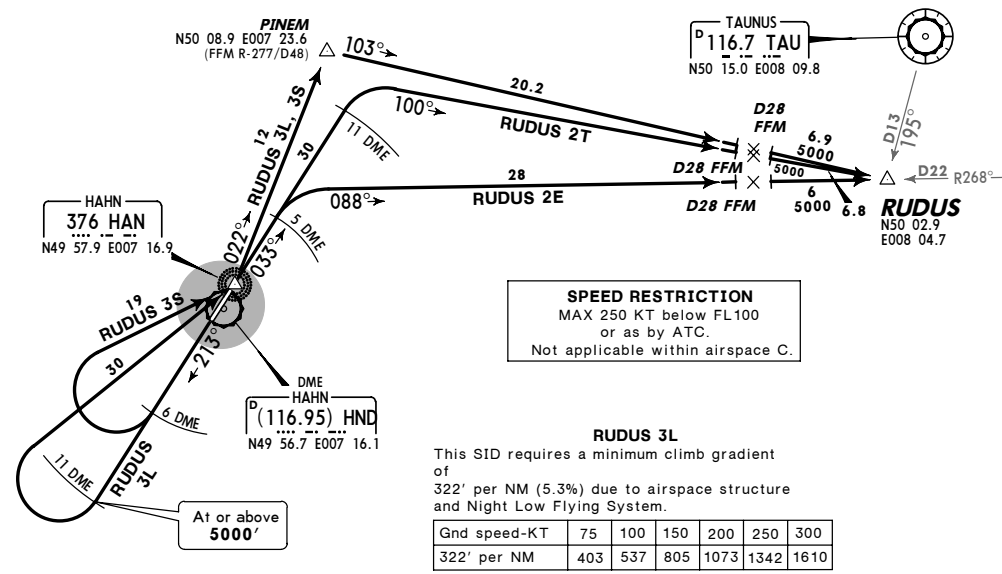
LANGEN Radar
 125.6
 Apt Elev
 1649'

Trans level: By ATC Trans alt: 5000'
 1. Contact LANGEN Radar immediately after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
 3. Rwy 21: EXPECT close-in obstacles.



RUDUS TWO ECHO (RUDUS 2E)
 RUDUS THREE LIMA (RUDUS 3L)
 RUDUS THREE SIERRA (RUDUS 3S)
 RUDUS TWO TANGO (RUDUS 2T)
 RWYS 03, 21 DEPARTURES
 ONLY FOR FLIGHTS AT OR ABOVE FL120
 IF UNABLE TO COMPLY, REQUEST ALTERNATE DEPARTURE INSTRUCTIONS BY ATC

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



RUDUS 3L
 This SID requires a minimum climb gradient of 322' per NM (5.3%) due to airspace structure and Night Low Flying System.

Gnd speed-KT	75	100	150	200	250	300
322' per NM	403	537	805	1073	1342	1610

SID	RWY	Initial climb clearance 5000'
RUDUS 2E	03	Intercept 033° bearing from HAN to HND 5 DME, turn RIGHT, intercept FFM R-268 inbound to RUDUS.
RUDUS 3L	21	Intercept 213° bearing from HAN to HND 11 DME, turn RIGHT to HAN, 022° bearing to PINEM ①, 103° track to RUDUS.
RUDUS 3S	③	Intercept 213° bearing from HAN to HND 6 DME, turn RIGHT to HAN, 022° bearing to PINEM ①, 103° track to RUDUS.
RUDUS 2T	03	Intercept 033° bearing from HAN to HND 11 DME ②, turn RIGHT, 100° track to RUDUS.

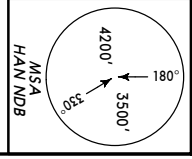
After PINEM ①/HND 11 DME ② BRNAV equipment necessary.
 ③ Not to be used during activity of Night Low Flying System.
 CHANGES: None.
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EDFH/HHN
FRANKFURT-HAHN
 5 NOV 04 **(20-3C)** **RNAV SID (OVERLAY)**

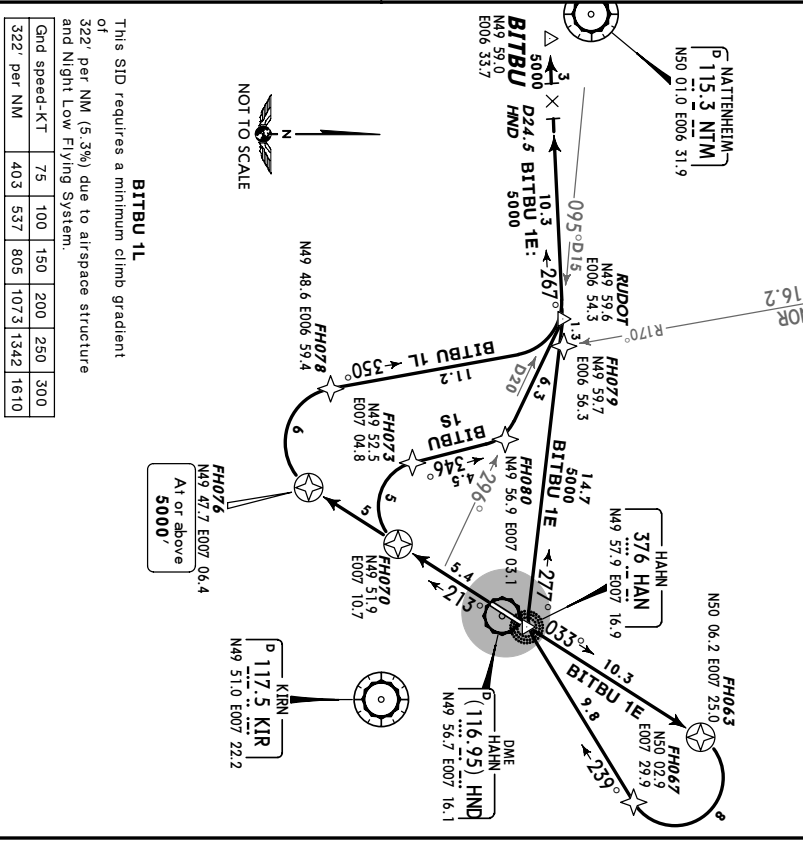
LANGEN Radar
 125.6
 Apt Elev
 1649'

Trans level: By ATC. Trans alt: 5000'
 1. Contact LANGEN Radar immediately after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
 3. Rwy 21: EXPECT close-in obstacles.

BITBU ONE ECHO (BITBU 1E) [BITB1E]
BITBU ONE LIMA (BITBU 1L) [BITB1L]
BITBU ONE SIERRA (BITBU 1S) [BITB1S]
RWYS 03, 21 RNAV DEPARTURES (OVERLAY 20-3)



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



BITBU 1L
 This SID requires a minimum climb gradient of 322' per NM (5.3%) due to airspace structure and Night Low Flying System.

Gnd speed-KT	75	100	150	200	250	300
322' per NM	403	537	805	1073	1342	1610

Initial climb clearance **5000'**

SID	RWY	ROUTING
BITBU 1E	03	(2100'+) - FH063 - FH067 - HAN - RUDOT - BITBU
BITBU 1L	21	(2100'+) - FH076 (5000'+) - FH078 - FH079 - BITBU
BITBU 1S	21	(2100'+) - FH070 - FH073 - FH080 - RUDOT - BITBU

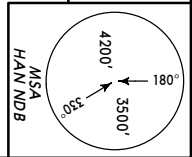
Initial climb clearance **5000'**

CHANGES: RNAV SID BITBU 1S revised.
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EDFH/HHN
FRANKFURT-HAHN
 9 APR 04 **(20-3D)** **ETD 15 ADT** **RNAV SID (OVERLAY)**

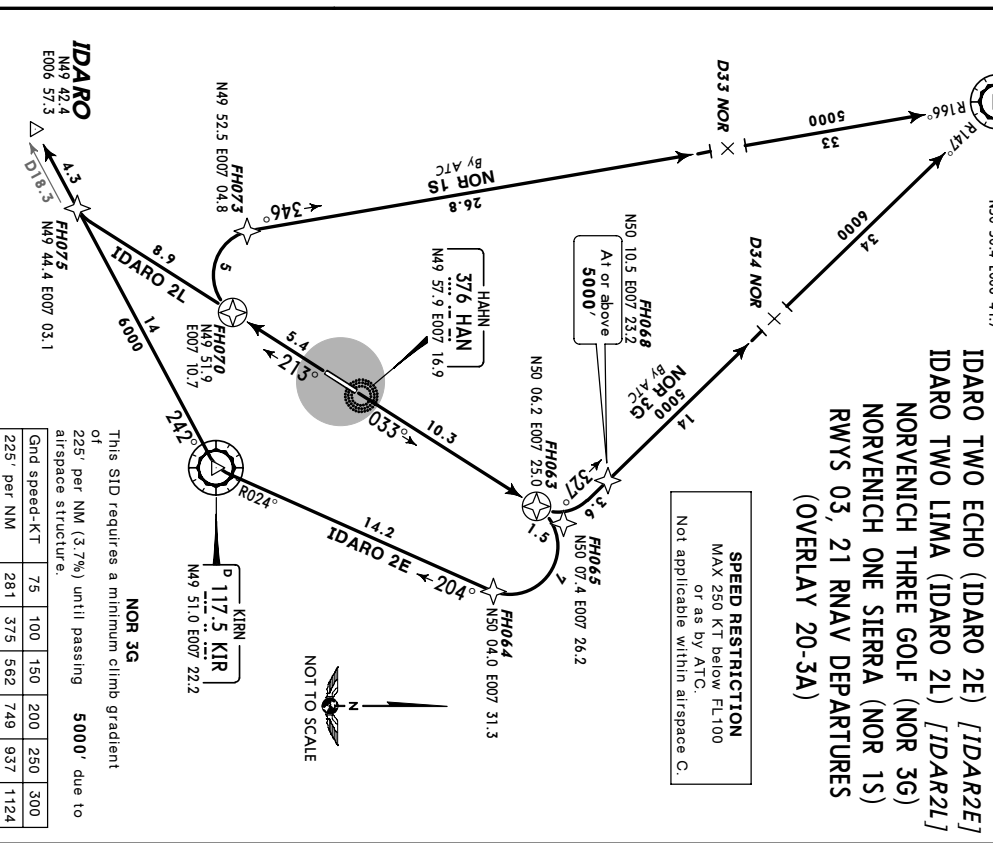
LANGEN Radar
 125.6
 Apt Elev
 1649'

Trans level: By ATC. Trans alt: 5000'
 1. Contact LANGEN Radar immediately after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
 3. Rwy 21: EXPECT close-in obstacles.



IDARO TWO ECHO (IDARO 2E) [IDAR2E]
IDARO TWO LIMA (IDARO 2L) [IDAR2L]
NORVENICH THREE GOLF (NOR 3G)
NORVENICH ONE SIERRA (NOR 1S)
RWYS 03, 21 RNAV DEPARTURES (OVERLAY 20-3A)

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



IDARO 2L
 This SID requires a minimum climb gradient of 225' per NM (3.7%) until passing 5000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
225' per NM	281	375	562	749	937	1124

Initial climb clearance **5000'**

SID	RWY	ROUTING
IDARO 2E	03	(2100'+) - FH063 - FH064 - KIR - IDARO
IDARO 2L	21	(2100'+) - FH075 - IDARO
NOR 3G	By ATC	(2100'+) - FH065 - FH068 (5000'+) - NOR
NOR 1S	By ATC	(2100'+) - FH070 - FH073 - NOR

Initial climb clearance **5000'**

Only for flights via **G 21**.

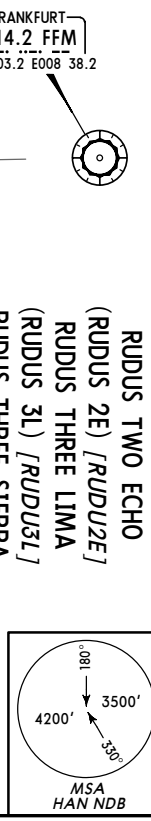
Not to be filed in flight plan. Not to be used during activity of Night Low Flying System.

CHANGES: Initial climb clearance; chart reindexed.
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EDFH/HHN
FRANKFURT-HAHN

JEPPesen FRANKFURT-HAHN, GERMANY
9 APR 04 **20-3E** **EFF 15 APR** **RNAV SID (OVERLAY)**

LANGEN Radar **125.6**
Apt Elev **1649'**
Trans level: By ATC Trans alt: 5000'
1. Contact LANGEN Radar immediately after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy 21: EXPECT close-in obstacles.

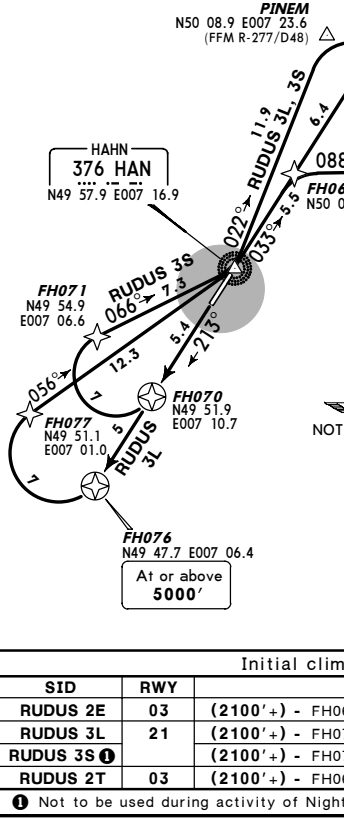


RUDUS TWO ECHO
(RUDUS 2E) [RUDU2E]
RUDUS THREE LIMA
(RUDUS 3L) [RUDU3L]
RUDUS THREE SIERRA
(RUDUS 3S) [RUDU3S]
RUDUS TWO TANGO
(RUDUS 2T) [RUDU2T]
RWYS 03, 21 RNAV
DEPARTURES (OVERLAY 20-3B)
ONLY FOR FLIGHTS AT OR ABOVE FL120
IF UNABLE TO COMPLY, REQUEST
ALTERNATE DEPARTURE
INSTRUCTIONS BY ATC

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

RUDUS 3L
This SID requires a minimum climb gradient of 322' per NM (5.3%) due to airspace structure and Night Low Flying System.

Gnd speed-KT	75	100	150	200	250	300
322' per NM	403	537	805	1073	1342	1610



Initial climb clearance **5000'**

SID	RWY	ROUTING
RUDUS 2E	03	(2100'+) - FH060 - RUDUS.
RUDUS 3L	21	(2100'+) - FH076 (5000'+) - FH077 - HAN - PINEM - RUDUS.
RUDUS 3S	03	(2100'+) - FH070 - FH071 - HAN - PINEM - RUDUS.
RUDUS 2T	03	(2100'+) - FH066 - RUDUS.

① Not to be used during activity of Night Low Flying System.

EDFH/HHN
FRANKFURT-HAHN

JEPPesen FRANKFURT-HAHN, GERMANY
6 JUN 03 **20-4** **NOISE**

NOISE ABATEMENT PROCEDURES

SUMMER : LT minus 2 HOURS = UTC (Z)
WINTER : LT minus 1 HOUR = UTC (Z)

NIGHTTIME RESTRICTIONS

- Take-offs and landings between 2200-0600LT are only allowed:
- with jet aircraft which are noise certificated according to ICAO Annex 16, Vol 1, Chapter 3
 - with propeller-driven aircraft which are noise certificated according to ICAO Annex 16, Vol 1, Chapter 3, 5, 6 or 10 and/or LSL, Chapter III, V, VI or X (published by the Federal Office of Civil Aeronautics [LBA] on January 1st 1991, BAnz. No 54a).
- Exempted from restrictions stated above are:
- landings of aircraft provably approaching Frankfurt-Hahn as alternate aerodrome for meteorological, technical or other safety reasons.
 - take-offs and landings of aircraft on a mission in disasters or rendering medical assistance
 - take-offs and landings which are permitted at Frankfurt-Hahn by the "Ministerium fuer Wirtschaft, Verkehr, Landwirtschaft und Weinbau" or - on its instruction - by the "Bezirksregierung Koblenz" in substantiated individual cases to avoid serious disturbance to air traffic or for other compelling reasons in cases of special public interest.

REVERSE THRUST

When landing, reverse thrust other than idle thrust, may only be used as far as necessary for safety reasons.

RUN-UP TESTS

Engine test-runs may not be conducted on Sun and Hol H24, Mon-Fri 2200-0600LT. Exceptions may be granted by the supervisor of the "Flughafen Frankfurt-Hahn GmbH".

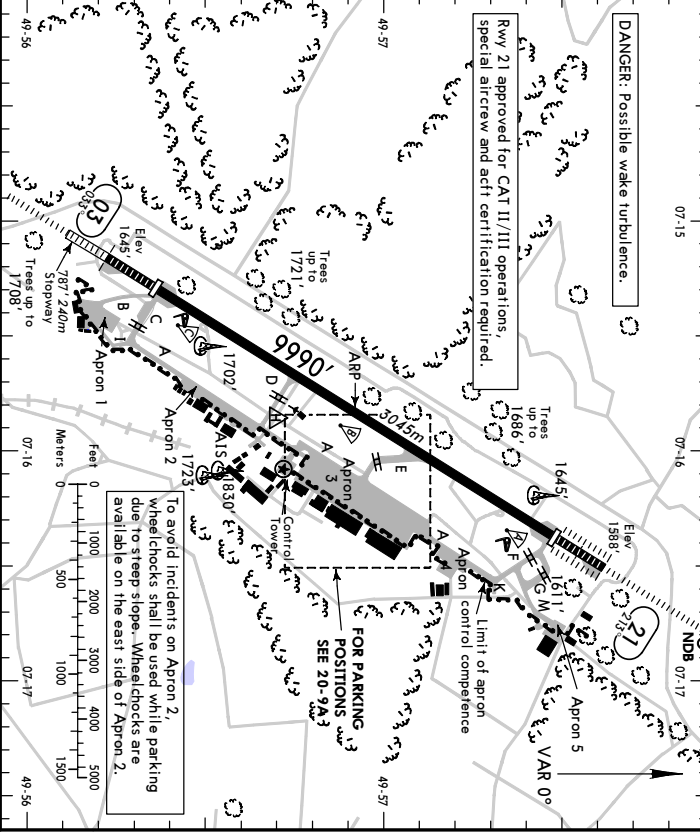
EDFH/HHN
 Apt Elev 1649'
 N49 56.9 E007 15.8

JEPPesenFRANKFURT-HAHN, GERMANY
 24 DEC 04 (20-9)
 FRANKFURT-HAHN

ATIS	136.35	*HAHN Ground	121.97	Tower	119.65
	07-15		07-16		07-17

DANGER: Possible wake turbulence.

Rwy 21 approved for CAT II/III operations, special aircrew and a/cft certification required.



ADDITIONAL RUNWAY INFORMATION

RWY	HIRL CL. HIALS. SFL. REIL. PAPI-L(3.0°)	RVR	USABLE LENGTHS		TAKE-OFF	WIDTH		
			Threshold	Glideslope				
03	HIRL CL. ALSF-II TDZ REIL. PAPI-L(3.0°)	RVR	9006'	2745m	7877'	2401m	148'	45m
21	HIRL CL. ALSF-II TDZ REIL. PAPI-L(3.0°)	RVR	7939'	2420m				

1 TAKE-OFF RUN AVAILABLE

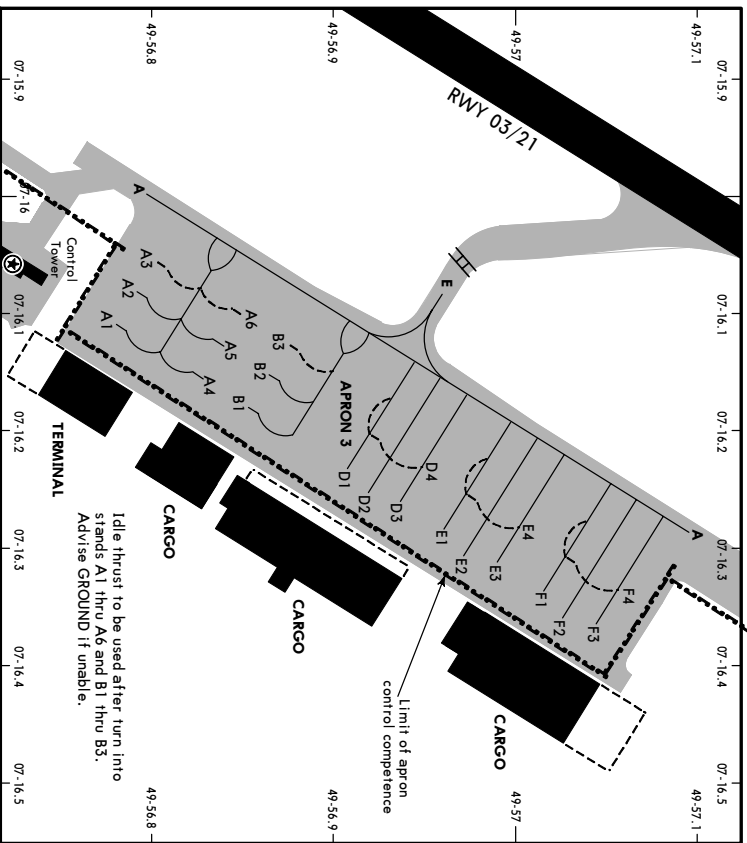
RWY 03:	RWY 21:
From rwy head	From rwy head
9990' (3045m)	9990' (3045m)
1wty C Int	9006' (2745m)
1wty D Int	1wty E Int
5988' (1825m)	5988' (1825m)

JAR OPS

	LVP must be in Force		All Rwys			
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL, CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	125m	150m	200m	250m		
B	150m	200m	250m			
C	200m	250m				
D	150m	200m	250m	400m	500m	

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

EDFH/HHN
 24 DEC 04 (20-9A)
 FRANKFURT-HAHN



INS COORDINATES

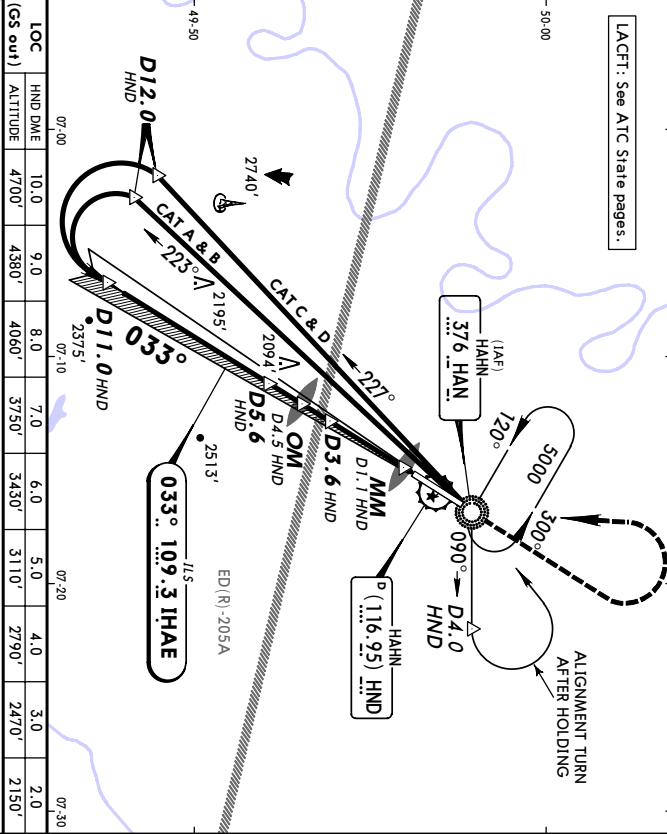
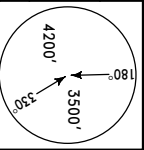
STAND No.	COORDINATES	STAND No.	COORDINATES
A1 thru A3	N49 56.8 E007 16.1	B3	N49 56.9 E007 16.1
A4	N49 56.8 E007 16.2	D1	N49 56.9 E007 16.2
A5	N49 56.8 E007 16.1	D2, D3	N49 56.9 E007 16.3
A6	N49 56.9 E007 16.1	D4	N49 57.0 E007 16.2
B1, B2	N49 56.9 E007 16.2	E1 thru E4	N49 57.0 E007 16.3
		F1	N49 57.0 E007 16.3
		F2, F3	N49 57.0 E007 16.4
		F4	N49 57.1 E007 16.3

LOW VISIBILITY PROCEDURE

Whenever the operation of CAT II or IIIA Low Visibility Procedures or LVTO (Low Visibility take-off procedures) is announced, taxiing is restricted to twys C, E and F - unaided with operating centreline lights up to stop bar. CAT II/III. Taxiing movements on the ramps and on twys without centreline lighting are only permitted with preceding "Follow Me". The aerodrome ensures that only one act moves in twy and parking position area. Taxiing across the operating stop bars (red) at the CAT II/III holding positions is strictly prohibited. No clearance includes permission to taxi across a stop bar (red).

JEPPesen FRANKFURT-HAHN GERMANY
EDFH/HHN
FRANKFURT-HAHN
 15 APR 05 (21-1)
ILS RWY 03

ATIS	LANGEN Radar (APP)	HAHN Tower	*Ground
136.35	125.6	119.65	121.97
LOC	Final	GS	ILS
IHAE	Apch Crs	OM	DA(H)
109.3	033°	2950' (1301')	Refer to Minimums
			APR Elev 1649'
			RWY 1649'
MISSED APCH: Climb STRAIGHT AHEAD to 5000', then turn LEFT to NDB.			
Air Sert: Rpa	Rwy Elev: 59 Hpa	Trans level: By ATC	Trans alt: 5000'
			MSA HAN NDB

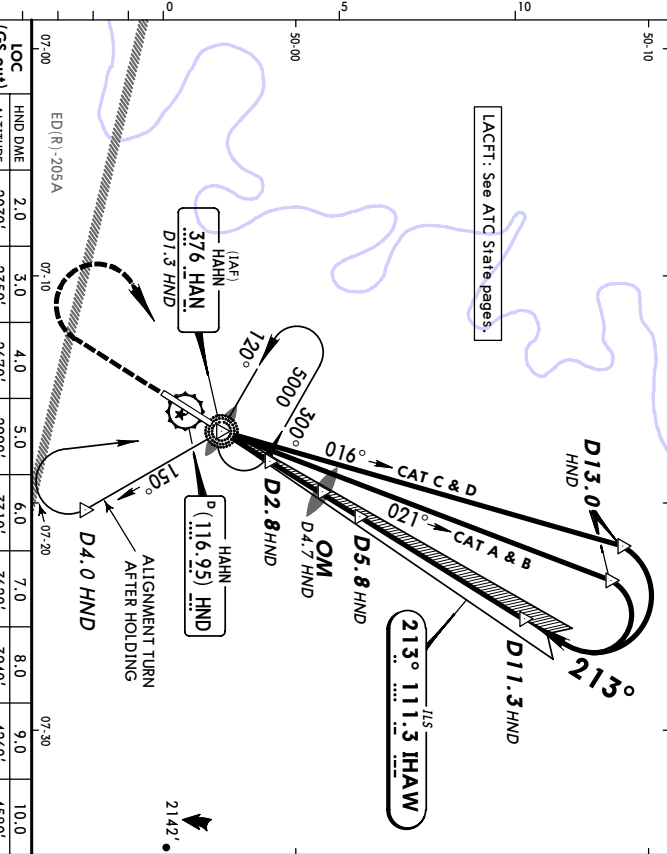
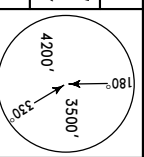


LOC (GS out)	HND DME	10.0'	9.0'	8.0'	7.0'	6.0'	5.0'	4.0'	3.0'	2.0'
ALTIMUDE	4700'	4380'	4060'	3750'	3430'	3110'	2790'	2470'	2150'	

Grnd speed/Kts	70	90	100	120	140	160	HAIS	5000'	HAN
ILS GS 3.00° or	377	485	539	647	755	862	REIL	376	
LOC Descent Gradient 5.2%							PAR1		
MAP at MM/D1.1 HND									
JAR OPS									
STRAIGHT-IN LANDING RWY 03									
LOC (GS out)									
DA(H) 1849' (200')									
MDA(H) 2070' (421')									
FULL ALS out									
A							RVR 900m		
B							RVR 1500m		
C							RVR 1000m		
D							RVR 1800m		
							RVR 1400m		
							RVR 2000m		

JEPPesen FRANKFURT-HAHN GERMANY
EDFH/HHN
FRANKFURT-HAHN
 15 APR 05 (21-2)
ILS RWY 21

ATIS	LANGEN Radar (APP)	HAHN Tower	*Ground
136.35	125.6	119.65	121.97
LOC	Final	GS	ILS
IHAW	Apch Crs	OM	DA(H)
111.3	213°	2900' (1305')	Refer to Minimums
			APR Elev 1649'
			RWY 1595'
MISSED APCH: Climb STRAIGHT AHEAD to 5000', then turn RIGHT to NDB.			
Air Sert: Rpa	Rwy Elev: 57 Hpa	Trans level: By ATC	Trans alt: 5000'
			MSA HAN NDB



LOC (GS out)	HND DME	2.0'	3.0'	4.0'	5.0'	6.0'	7.0'	8.0'	9.0'	10.0'
ALTIMUDE	2030'	2350'	2670'	2990'	3310'	3620'	3940'	4260'	4580'	

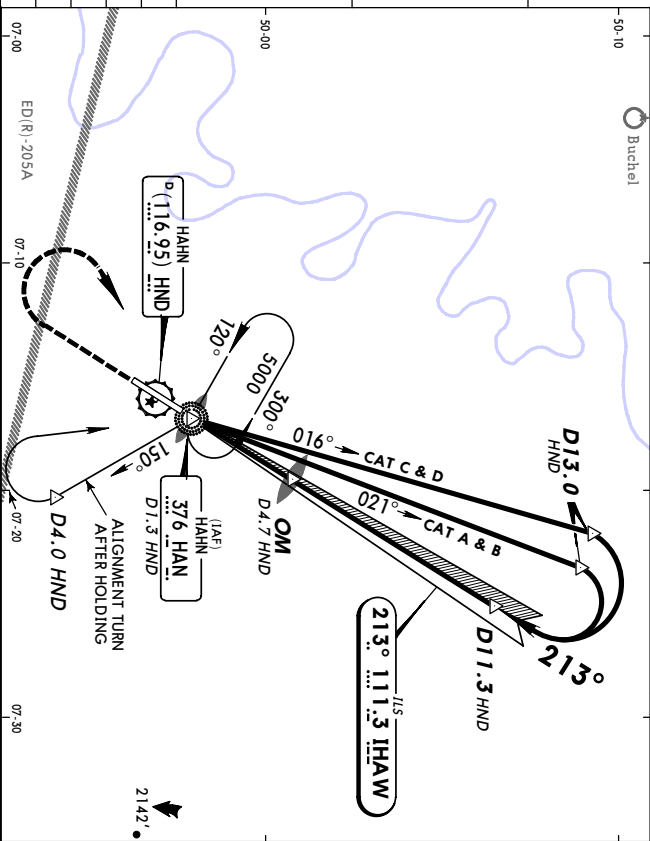
Grnd speed/Kts	70	90	100	120	140	160	HAIS	5000'	HAN
ILS GS 3.00° or	377	485	539	647	755	862	REIL	376	
LOC Descent Gradient 5.2%							PAR1		
MAP at LMM/D1.3 HND									
JAR OPS									
STRAIGHT-IN LANDING RWY 21									
LOC (GS out)									
DA(H) A: 1823' (228') C: 1843' (248')									
B: 1833' (238') D: 1853' (258')									
MDA(H) 2000' (405')									
FULL ALS out									
A							RVR 900m		
B							RVR 1500m		
C							RVR 1000m		
D							RVR 1800m		
							RVR 1400m		
							RVR 2000m		

JEPPESEN FRANKFURT-HAHN, GERMANY
 EDH/HHN 15 APR 05 (21-2A)
 FRANKFURT-HAHN CAT II ILS RWY 21

ATIS	LANGEN Radar (APP)	HAHN Tower	*Ground
136.35	125.6	119.65	121.97
LOC	Final Apch Crs	GS OM	CAT II ILS RA/DI(H) Refer to Minimums
I111.3	213°	2900' (1305')	Apv Elev 1649' RWY 1595'

MISSED APCH: Climb STRAIGHT AHEAD to 5000', then turn RIGHT to NDB.
 Alt Set: Hpa Rwy Elev: 57 Hpa Trans level: By ATC Trans alt: 5000'
 1. Special Aircrew & Act Certification Required. 2. LACFT: See ATC State pages.

MSA HAN NDB



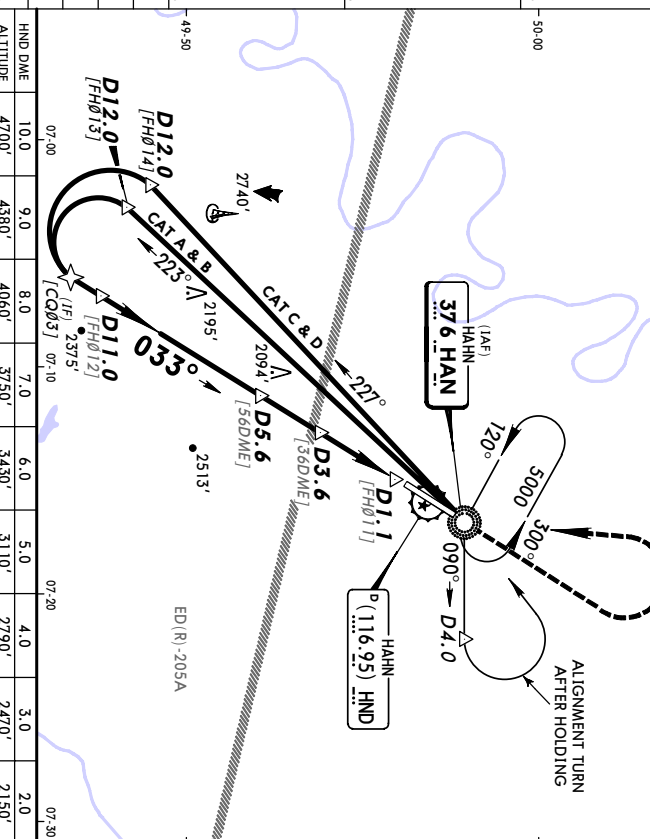
GRD speed-Kts	70	90	100	120	140	160	AISF II	5000'	HAN	376
GS	3.00°	377	485	539	647	755	REL. PART	5000'	376	RT
JAR OPS STRAIGHT-IN LANDING RWY 21 CAT II ILS AB RA 107' DA(H) 1695' (100') C RA 108' DA(H) 1696' (101') LACFT & D RA 125' DA(H) 1709' (114') RVR 300m										

Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.
 CHANGES: Minims.

JEPPESEN FRANKFURT-HAHN, GERMANY
 EDH/HHN 15 APR 05 (26-1)
 FRANKFURT-HAHN (GPS) NDB DME RWY 03

ATIS	LANGEN Radar (APP)	HAHN Tower	*Ground
136.35	125.6	119.65	121.97
NDB HAN	Final Apch Crs	Minimum Alt	MDA(H) Apv Elev 1649'
376	033°	5000' (3351')	2100' (451') RWY 1649'

MISSED APCH: Climb STRAIGHT AHEAD to 5000', then turn LEFT to NDB.
 Alt Set: Hpa Rwy Elev: 59 Hpa Trans level: By ATC Trans alt: 5000'
 MSA HAN NDB

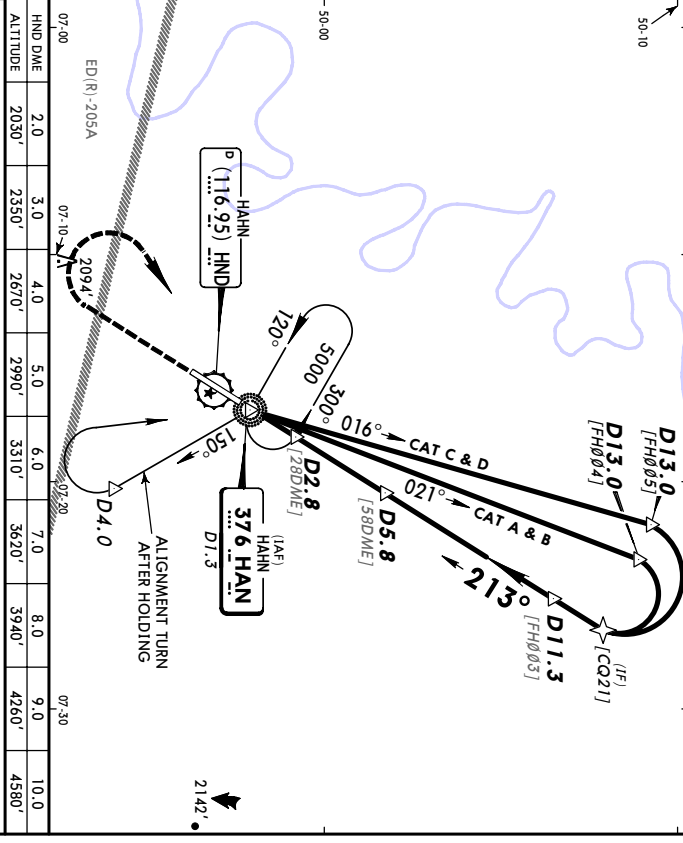
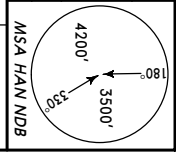


GRD speed-Kts	70	90	100	120	140	160	AISF II	5000'	HAN	376
Descend Gradient	5.24% or	372	478	531	637	743	REL. PART	5000'	376	LT
MAP at DI.1	JAR OPS STRAIGHT-IN LANDING RWY 03 MDA(H) 2100' (451') ALS out A RVR 1000m B RVR 1200m C RVR 1500m D RVR 2000m									

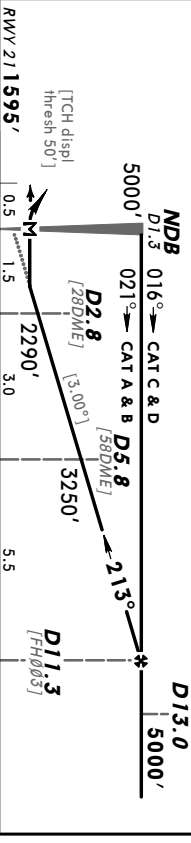
Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.
 CHANGES: Tch, Descend angle.

EDFH/HHN **JEPPesen** **FRANKFURT-HAHN, GERMANY**
FRANKFURT-HAHN 15 APR 05 **(26-2)** **(GPS)NDB DME Rwy 21**

ATIS	LANGEN Radar (APP)	HAHN Tower	*Ground
136.35	125.6	119.65	121.97
NDB	Final	Minimum Alt	MDA(H)
HAN	Apch Crs	D11.3	2000' (405')
376	213°	5000' (3405')	Apv Elev 1649'
			RWY 1595'
MSSED APCH: Climb STRAIGHT AHEAD to 5000', then turn RIGHT to NDB.			
Alt Set: Hpa	Rwy Elev: 57 Hpa	Trans level: By ATC	Trans alt: 5000'



HND DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0
ALTITUDE	2030'	2350'	2670'	2990'	3310'	3620'	3940'	4260'	4580'



RWY 21	1595'	0.5	1.5	3.0	5.5	
Grid speed-Kts	70	90	100	120	140	160
Descent Gradient	5.24% or 372 478 531 637 743 849					
Descent angle	3.00°					
MAP at NDB/D1.3	ALSF-II 5000'					
	REL PAH RT					
JAR OPS STRAIGHT-IN LANDING RWY 21						
MDA(H) 2000' (405')						
ALS out						

A	RVR 900m	RVR 1500m
B	RVR 1000m	RVR 1800m
C	RVR 1400m	RVR 2000m
D	RVR 1400m	RVR 2000m