

General Information

Location: LEIPZIG-HALLE DEU
ICAO/IATA: EDDP / LEJ
Lat/Long: N51° 25.44', E012° 14.18'
Elevation: 470 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: 0700 Z
Sunset: 1504 Z

Runway Information

Runway: 08L
Length x Width: 11811 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 418 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 08R
Length x Width: 11811 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 428 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 26L
Length x Width: 11811 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 470 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 26R
Length x Width: 11811 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 448 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Communication Information

ATIS: 123.950 At or below 33574432 ft Out to 60 mi.
Leipzig Tower: 36.907
Leipzig Tower: 121.100
Leipzig Delivery Tower: 121.675
Leipzig Tower: 125.950
Leipzig Ground Ground: 121.800
Munich Radar Approach: 37.992 Military
Munich Radar Approach: 126.175
Leipzig Direct (Approach Control Radar): 128.475

EDDP/LEJ
LEIPZIG-HALLE

10 NOV 17

JEPPesen

10-1P

LEIPZIG-HALLE, GERMANY

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

D-ATIS 123.950

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. NIGHT FLYING RESTRICTIONS

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

1.2.1.1. IN COMMERCIAL PASSENGER TRAFFIC

- a) 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.
- b) Delayed landings and take-offs from 2330-0000LT if the planned arrival or departure time at/from Leipzig/Halle 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.
- c) Flights by air carriers according to para a), whose ACFT are mainly maintained at Leipzig/Halle APT and who conduct commercial airline traffic and non-scheduled air transport at Leipzig/Halle 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.

1.2.1.2. IN COMMERCIAL AIR FREIGHT OPERATIONS

- a) Flights by air carriers which are logistically bound up with the cargo terminal at Leipzig/Halle APT.
- b) Flights by air carriers according to para a), whose ACFT are mainly maintained at Leipzig/Halle APT for the purpose of service/repairs as well as ferry/relocation flights by these air carriers.
- c) Flights conducted for services pursuant to paragraph 4 No. 1 PostG.

Main maintenance, pursuant to the above para 1.2.1.1. c) and 1.2.1.2. b), is when an air carrier actually has servicing prescribed by law, including servicing from the so-called A-check upwards, regularly carried out on ACFT at Leipzig/Halle APT by a maintenance firm approved in accordance with paragraph 13 LuftGerPV.

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;
- Flights due to police or military requirements;
- Flights which the Aviation Supervision Office has permitted in justified individual cases because they are necessary to avoid considerable impairment to air traffic or for other reasons of special public interest.

Applications shall be directed in writing (Fax) to:

Landesdirektion Sachsen
Luftaufsichtsstelle Flughafen Leipzig/Halle
P.O.B. 1
04029 Leipzig
Fax: +49 341 224 1175
Tel: +49 341 224 1130/+49 351 825 3650

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LEIPZIG-HALLE, GERMANY

AIRPORT BRIEFING

1. GENERAL

Take-off clearance, issued by ATC in keeping with the restrictions applying at night, does not include the required exceptional permission from the aviation supervision office at Leipzig/Halle Airport.

As a rule, ATC does not issue exceptional permission for night landings via radio-telephony in keeping with the restrictions applying at night. Thus the landing clearance issued by ATC for safety reasons does not include a decision by the responsible aviation supervision office as to the admissibility of a night landing.

In the case of a delayed/premature landing (after 0000LT and prior to 0500LT) which was not permitted by the responsible authority, the pilot shall contact the Aviation Supervision Office (Tel. +49 (0) 341/224-1130 or +49 (0) 351/825-3650) immediately after landing in order to justify the admissibility of his night landing.

1.2.2. RUN-UP TESTS

Engine test-runs require permission from the APT operator.

Engine test-runs may be carried out in the engine test-run stand only. Test-runs with engines idle as well as examinations of the engines in keeping with pre-flight controls intended by the manufacturer immediately prior to taking off (run-up) are exempt from this regulation.

The engine test-run stand is open H24. As long as there is no regulation by contract, it may be used for a fee corresponding to the APT Charges at Leipzig/Halle Airport GmbH in their valid version.

Intended use of the engine test-run stand shall be reported to operations control "Verkehrszentrale" at the APT by telephone (+49 341 224-1130) in good time (if possible, 2 hours in advance).

Operations control will specify the sequence and time of the engine test-runs depending on the availability of the engine test-run stand.

Instructions from the personnel in the hangar and in attendance shall be followed at all times.

The regulations applying to implementation are binding in their respective valid version in accordance with the "Ordinance on the Operation of Engine Test-Run Stands".

1.2.3. REVERSE THRUST

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

1.3. LOW VISIBILITY PROCEDURES

ACFT having landed are requested to report leaving the color-coded centerline lights in order to indicate that the ACFT has left the ILS protection area.

On nose-in positions, ACFT will be pushed-back into the taxi line by means of a towing aid. In exceptional cases, thrust to taxi back into the taxi line is possible after due clearance.

On free positions, a Follow-me car will be assigned to taxi into the lighted taxi line at the request of the aerodrome control unit of the ACFT crew.

Special Procedure RWY 08L/26R:

ACFT will taxi onto and exit RWY 08L/26R via TWYs A1-W1 (W1-A1) and/or A9-C-E7/E8 (E7/E8-C-A9).

Use of all remaining TWYs requires guidance by marshaller.

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LEIPZIG-HALLE

16 JUN 17

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10-1P2

LEIPZIG-HALLE, GERMANY

Eff 22 Jun

AIRPORT BRIEFING

1. GENERAL

1.4. TAXI PROCEDURES

1.4.1. GENERAL

On apron taxi only at absolute MIM engine speed.

Taxiing with loading hatch open is prohibited.

ACFT must taxi on or along yellow, blue or orange taxiing guide lines.

Taxiing on TWYs F and L will be performed without TWY centerline lighting. ACFT will be guided by marshaller.

ACFT Southbound on TWY E7/E8 for Apron 1 taxi slowly and use CAUTION when making RIGHT turn onto TWY N.

TWYs M, H2, Z1.1, Z1.2, Z2.1, Z2.2, Z3.1, Z3.2, Z4.1, Z4.3 and Z5.1 MAX wingspan 171'/52m.

If maintenance position at DP6 is occupied, MAX wingspan on TWY V between TWYs S2 and Y is 171'/52m.

TWY L (yellow guideline) between stands 101 thru 111 MAX wingspan 118'/36m.

Orange guideline may be used with Follow-me car only, or after explicit clearance by DFS for MAX wingspan 213'/65m.

No taxiing and holding traffic may be located at CAT I holding position on TWYs A1 and A2 at the same time.

No taxiing and holding traffic may be located at CAT II/III holding position on TWYs A1 and A2 at the same time if wingspan of one of the ACFT concerned exceeds 171'/52m.

This only applies, however, when the ACFT holding or taxiing on TWY A2 has taxied from TWY C onto TWY A2.

No taxiing and/or holding traffic may be located at CAT I holding position on TWYs A8 and A9 at the same time if wingspan of one of the ACFT concerned exceeds 171'/52m.

If ACFT are holding on TWYs S1 thru S10 at CAT I or II/III holding position, no ACFT may taxi past on TWY T.

TWY P only towing permitted.

Taxiing from TWY S6 onto TWY T in Western direction is not permitted.

When using taxilane Z4.2 or Z5.2, neither the orange (Z4.1 or Z5.1) nor the blue (Z4.3) guideline may be used, irrespective of wingspan.

This applies analogously when de-icing pads are in use.

Changing of taxilanes (from orange to blue or vice versa) is only possible with Follow-me car.

1.4.2. CODE E/F ACFT

The following taxiing manoeuvres for ACFT types A340-500/600, B777-300/ER, B747-800, A380 shall be used:

Free taxiing on taxiways:

- A1-W1 or W1-A1;
- A6-E7/E8 or E7/E8-A6;
- A9-C-E7 or E7-C-A9.

For all other taxi manoeuvres on the northern system by the above-mentioned ACFT types, the crew shall use the oversteering procedure in combination with the on-board camera. If this is not possible, marshallers will guide the ACFT.

Restrictions for DP2/DP4: Taxi guidance mandatory for ACFT with a wingspan greater than 229.66'/70m.

1.5. PARKING INFORMATION

Stands 126 thru 136, 401 thru 445, 446, 447, 448, 449, 450, 451, 452 thru 462, 463 thru 466, 467, 468, 469 thru 472, 473, 474 and 475 thru 478 equipped with visual docking guidance system.

On Apron 4, guidance system will show ONBLOK on pilot display unit after standstill.

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16 JUN 17

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10-1P3

LEIPZIG-HALLE, GERMANY

Eff 22 Jun

AIRPORT BRIEFING

1. GENERAL

1.6. OTHER INFORMATION

Birds in vicinity of APT.

2. ARRIVAL

2.1. CAT II/III OPERATIONS

RWYs 08L/26R and 08R/26L approved for CAT II/III operations, special aircrew and ACFT certification required.

2.2. OTHER INFORMATION

2.2.1 POINT MERGE SYSTEM (PMS)

Merge Point (MP) acting as IAF. ACFT on RNAV STAR can expect clearance direct to the MP when traffic permits.

Between 2200-0200LT ACFT complying with RNAV 1 have to file the published RNAV STARs. In contrast to the FPL, the shortest distance from the first waypoint of the respective curved sequencing leg to the MP/IAF may be regarded as the expected track to the instrument approach procedure.

If an ACFT on the RNAV STAR (PMS) described above is cleared to the IAF, the following speeds are mandatory for separation reasons on this STAR and the connecting approach procedure:

- Passing of the first point prior to the start of the arc at 230 KT;
- Passing of the IAF at 200 KT;
- Passing of the FAP/FAF at 180 KT;
- Up to 5NM before reaching the THR at a minimum 160 KT.

3. DEPARTURE

3.1. DATALINK DEPARTURE CLEARANCE (DCL)

DFS (Deutsche Flugsicherung GmbH) is offering start-up and enroute clearances using Datalink.

The following temporal parameters apply:

- t_i 25 min prior to EOBT for unregulated flights.
30 min prior to CTOT for ATFM regulated flights.
- t_f 11 min prior to EOBT for unregulated flights.
16 min prior to CTOT for ATFM regulated flights.
- t_1 5 min.

3.2. DE-ICING

The request for a de-icing procedure shall be reported in time (60 min prior to EOBT).

The de-icing of jet-propelled ACFT as well as of ACFT which are able to apply the propeller brakes will be carried out with running engines.

ACFT unable to brake the propeller, will turn off the engines. Equipment to start the engines is available locally.

Pilots will taxi to the de-icing area of their own accord according to instructions from the aerodrome control unit. The aerodrome control unit only, will order a change frequency. When taxiing onto DP6, ACFT with wingspan exceeding 171'/52m shall follow the orange guideline (surface lights orange/green). ACFT with MAX wingspan 171'/52m will use the yellow guideline (surface lights green).

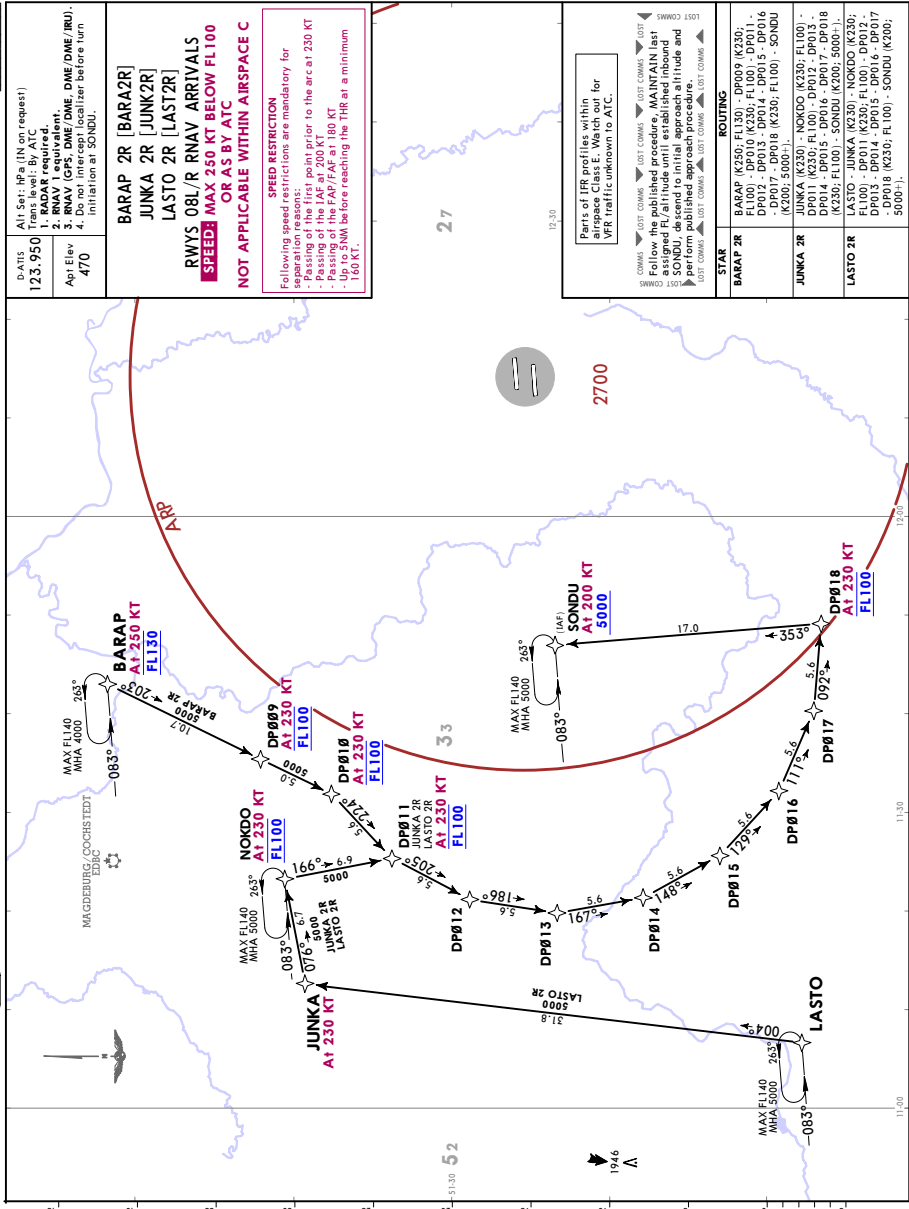
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LEIPZIG-HALLE

JEPPesen LEIPZIG-HALLE, GERMANY
 16 JUN 17 (10-2) Eff 22 Jun **STAR**

RNAV STAR DESIGNATION	REFER TO CHART
BARAP 2R, JUNKA 2R, LASTO 2R	10-2B
GERDO 2R, NERID 2R	10-2C
BARAP 2V, LASTO 2V, TAVSO 2V	10-2D
GERDO 2V, NERID 2V	10-2E
STAR DESIGNATION	REFER TO CHART
BARAP 1E, LASTO 1E, TAVSO 1E	10-2F
BARAP 1W, LASTO 2W, TAVSO 1W	10-2G
GERDO 1E, NERID 2E	10-2H
GERDO 1W, NERID 1W	10-2J
RNAV TRANSITION DESIGNATION	REFER TO CHART
GOBAX 08	10-2K
GOBAX 26	10-2L
LUKOP 08	10-2M
LUKOP 26	10-2N
MITNI 08	10-2P
MITNI 26	10-2Q
SOMKO 08	10-2S
SOMKO 26	10-2T
IBVOV 2D, 2T	10-2U
IBVOV 1M, 3N, NONLA 1M, 1N	10-2V
UPLEG 2D, 2T	10-2V1
UNBIB 1M, 3N, UPLEG 2M, 2N	10-2V2
MAXEB 2D, 2T, RAPAB 2D, 2T	10-2V3
MAXEB 1M, 1N, RAPAB 2M, 1N	10-2V4
LAVSA 2D, 2T, LIPVO 2D, 2T	10-2W
BEGLU 2M, 1N, LIPVO 1M, 1N	10-2X

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6 OCT 17 (10-28)
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LEIPZIG-HALLE, GERMANY
ENAV-STAR

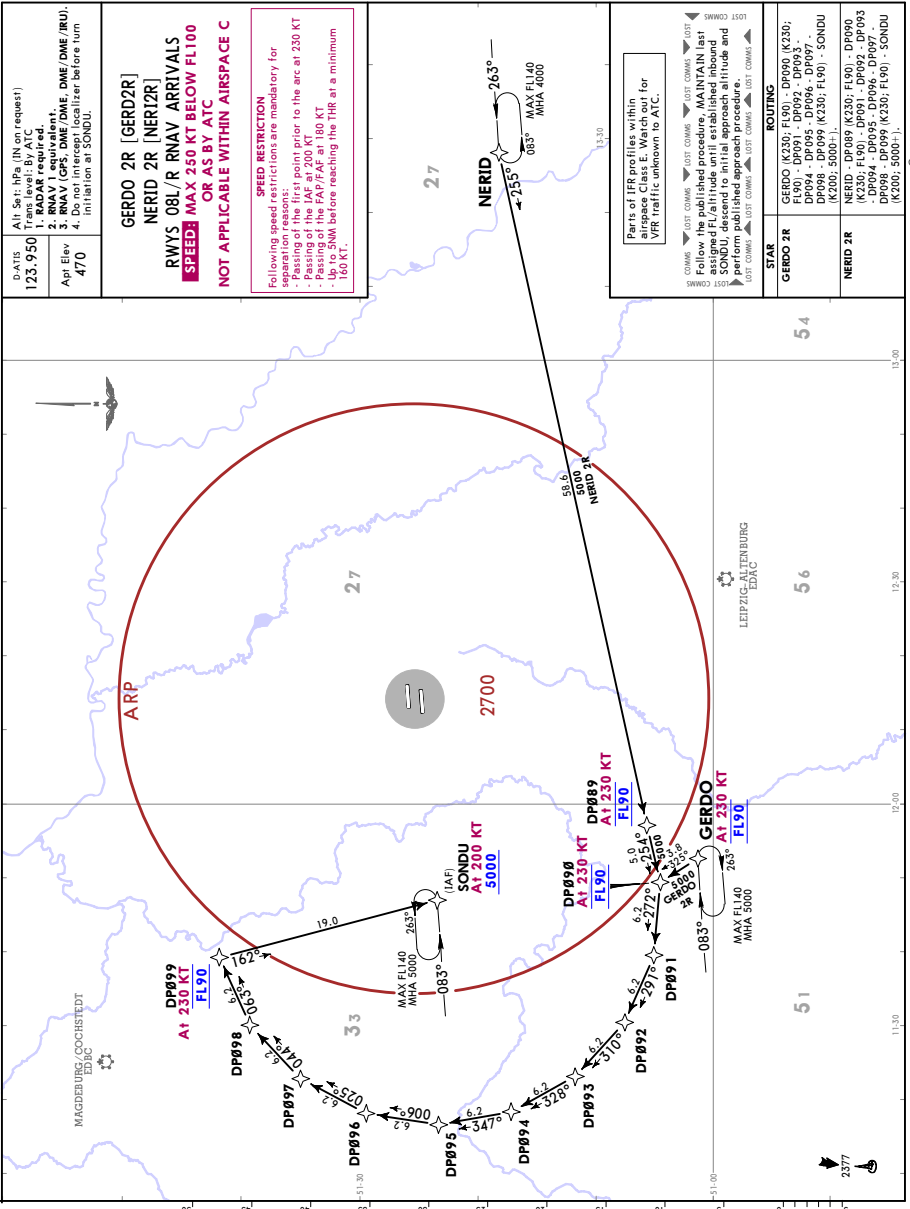


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6 OCT 17 10-20

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ENAV STAR



D-ATIS
123.950
Trans level: By ATIS
1. RNAV 1
2. RNAV 1 equivalent
3. RNAV (GPS, DME/DME (IRU))
4. Do not intercept localizer before turn initiation at SONDU

GERD0 2R [GERD2R]
NERID 2R [NERID2R]
RWYS 08L/R RNAV ARRIVALS
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

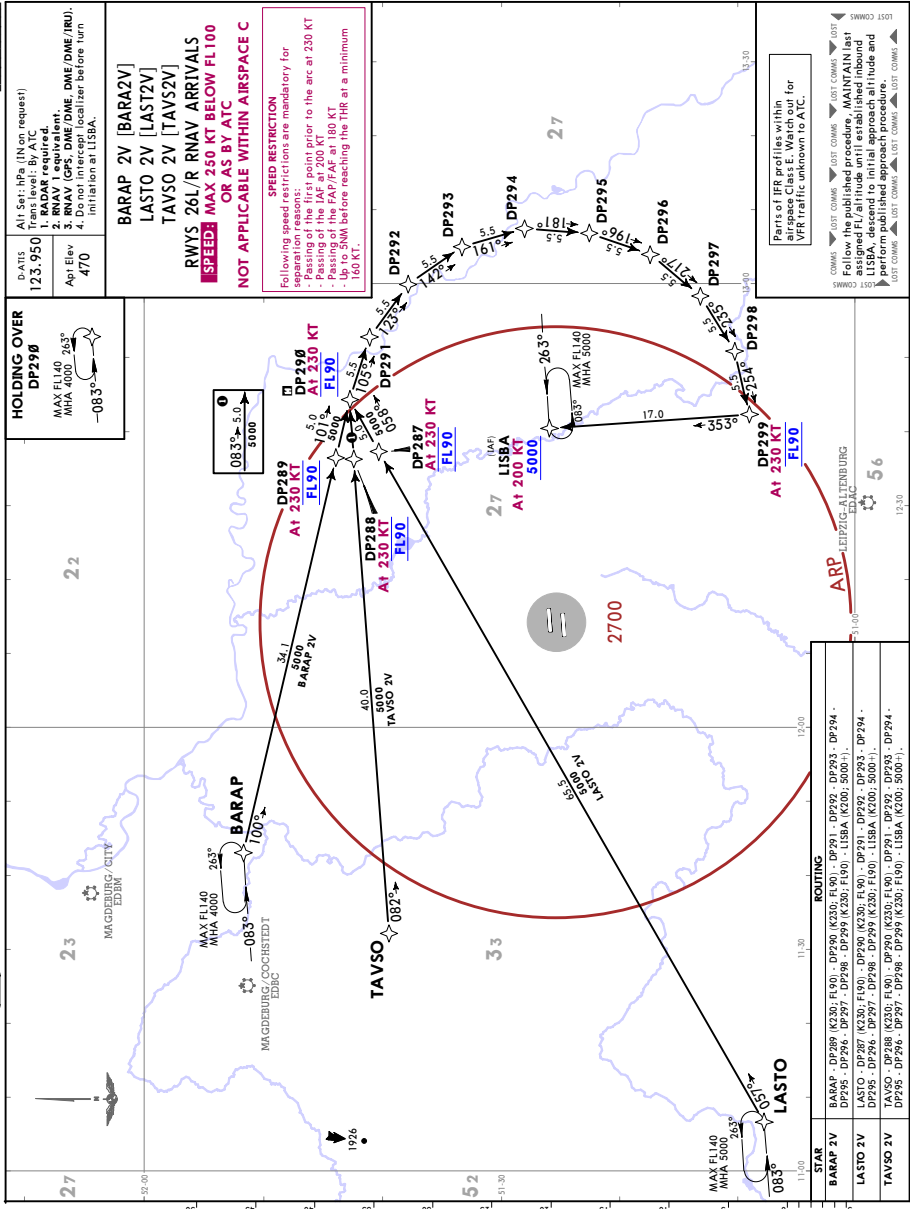
SPEED RESTRICTION
Following speed restrictions are mandatory for separation reasons:
- Up to 100 kt prior to the arc at 230 KT
- Passing of the IAF at 200 KT
- Passing of the FAP/FAF at 180 KT
- Up to 50 kt before reaching the THR at a minimum 100 KT.

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

STAR	ROUTING
GERD0 2R	GERD0 (K230; FL90) - DP090 (K230; FL90) - DP091 - DP092 - DP093 - DP094 - DP095 - DP096 - DP097 - DP098 - DP099 (K230; FL90) - SONDU (K200; 5000+).
NERID 2R	NERID - DP089 (K230; FL90) - DP090 (K230; FL90) - DP091 - DP092 - DP093 - DP094 - DP095 - DP096 - DP097 - DP098 - DP099 (K230; FL90) - SONDU (K200; 5000+).

EDDP/LEJ
LEIPZIG-HALLE

LEIPZIG-HALLE, GERMANY



CHANGES: New format!

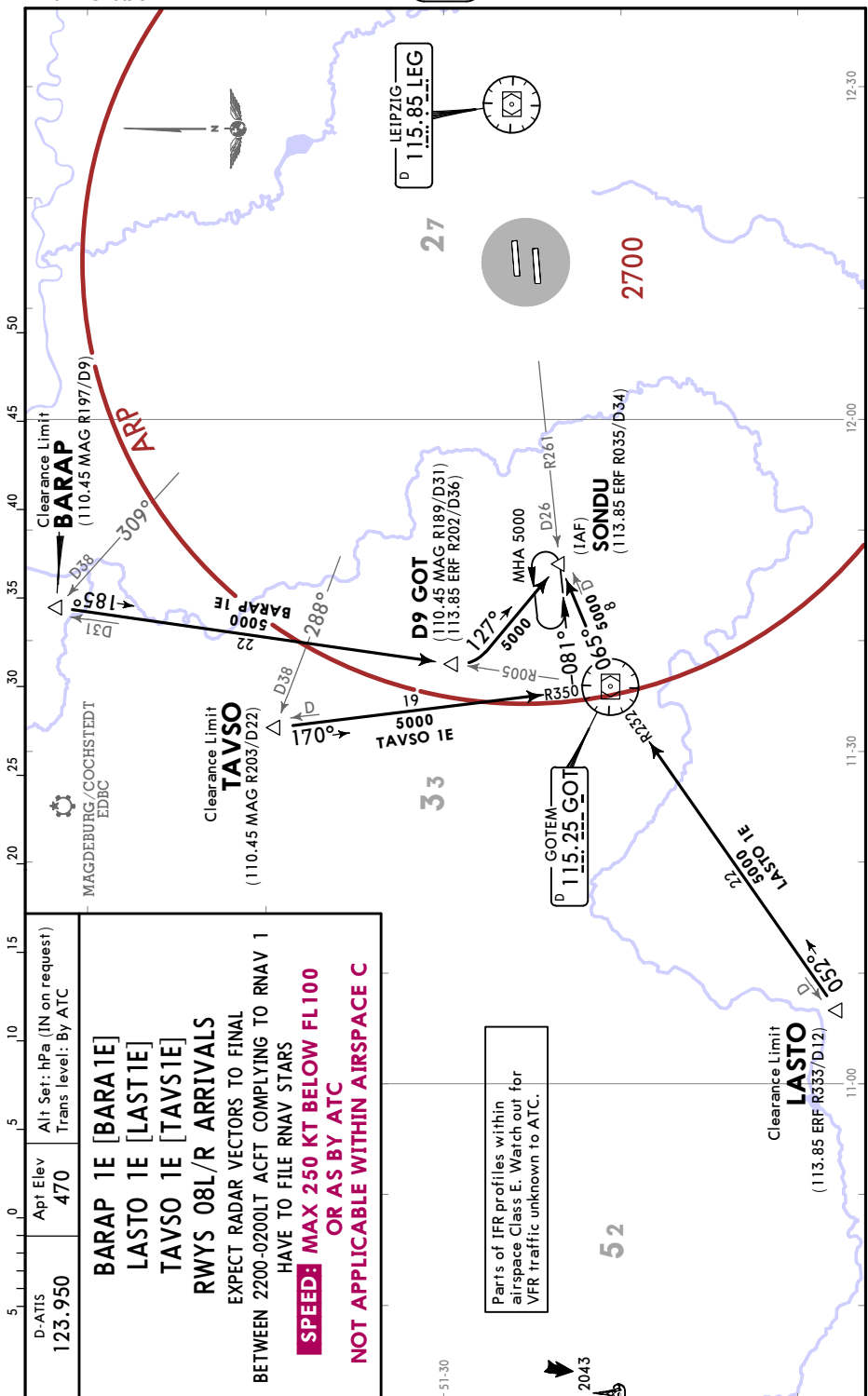
EDDP/LEJ
LEIPZIG-HALLE

6 OCT 17

10-2F

JEPPesen LEIPZIG-HALLE, GERMANY

STAR



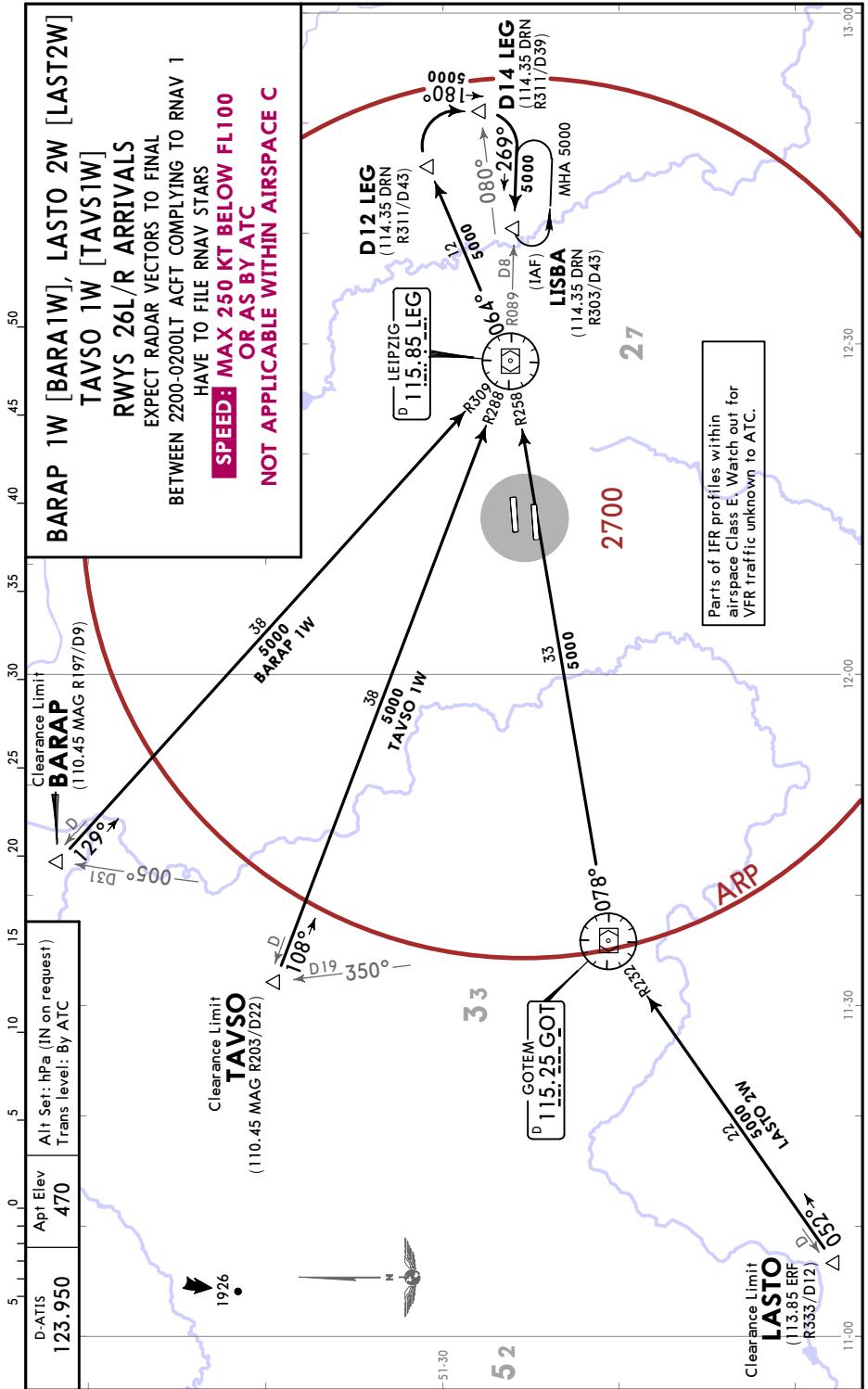
EDDP/LEJ
LEIPZIG-HALLE

6 OCT 17

(10-2G)

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STAR



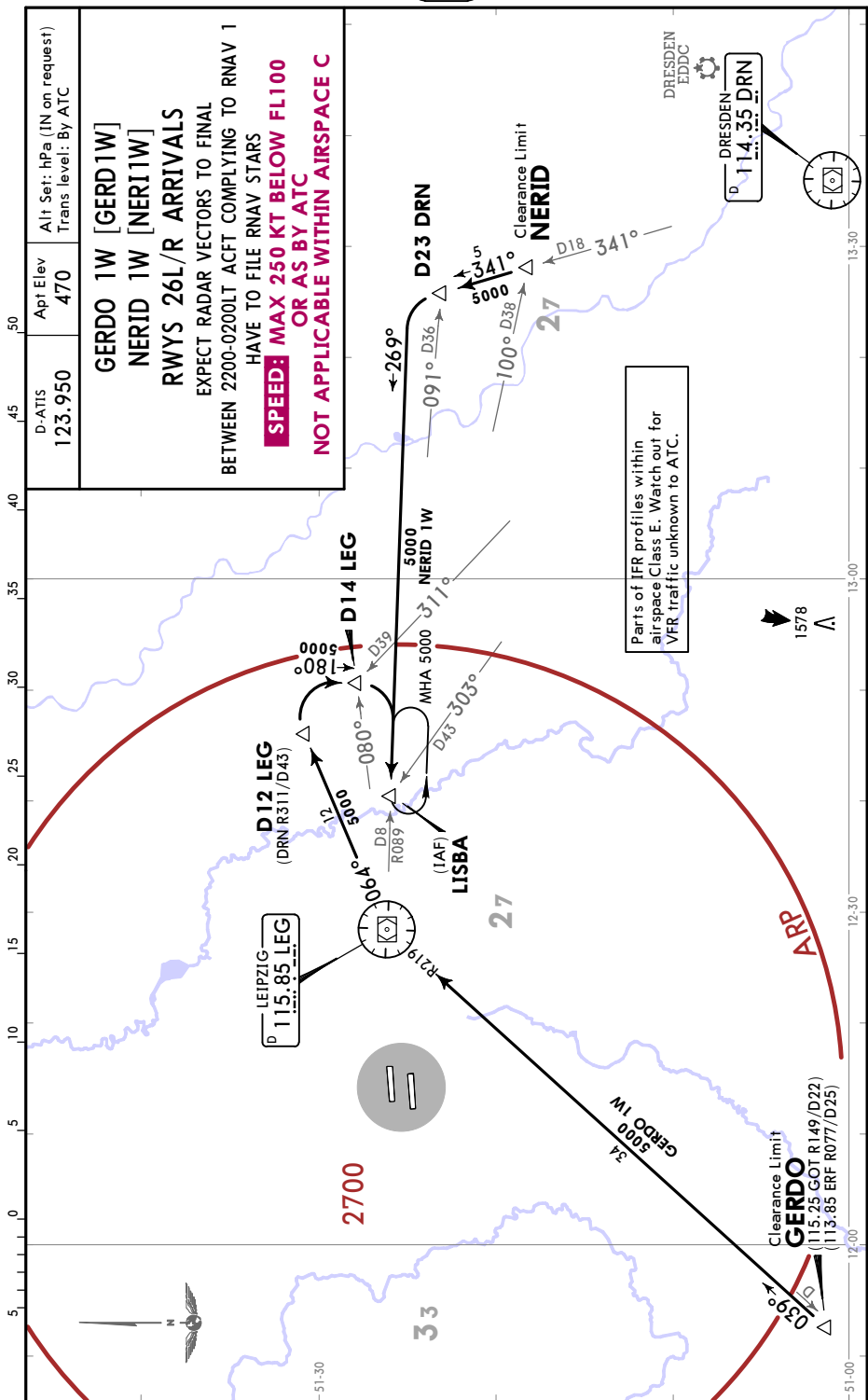
EDDP/LEJ LEIPZIG-HALLE

6 OCT 17

(10-2J)

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STAR



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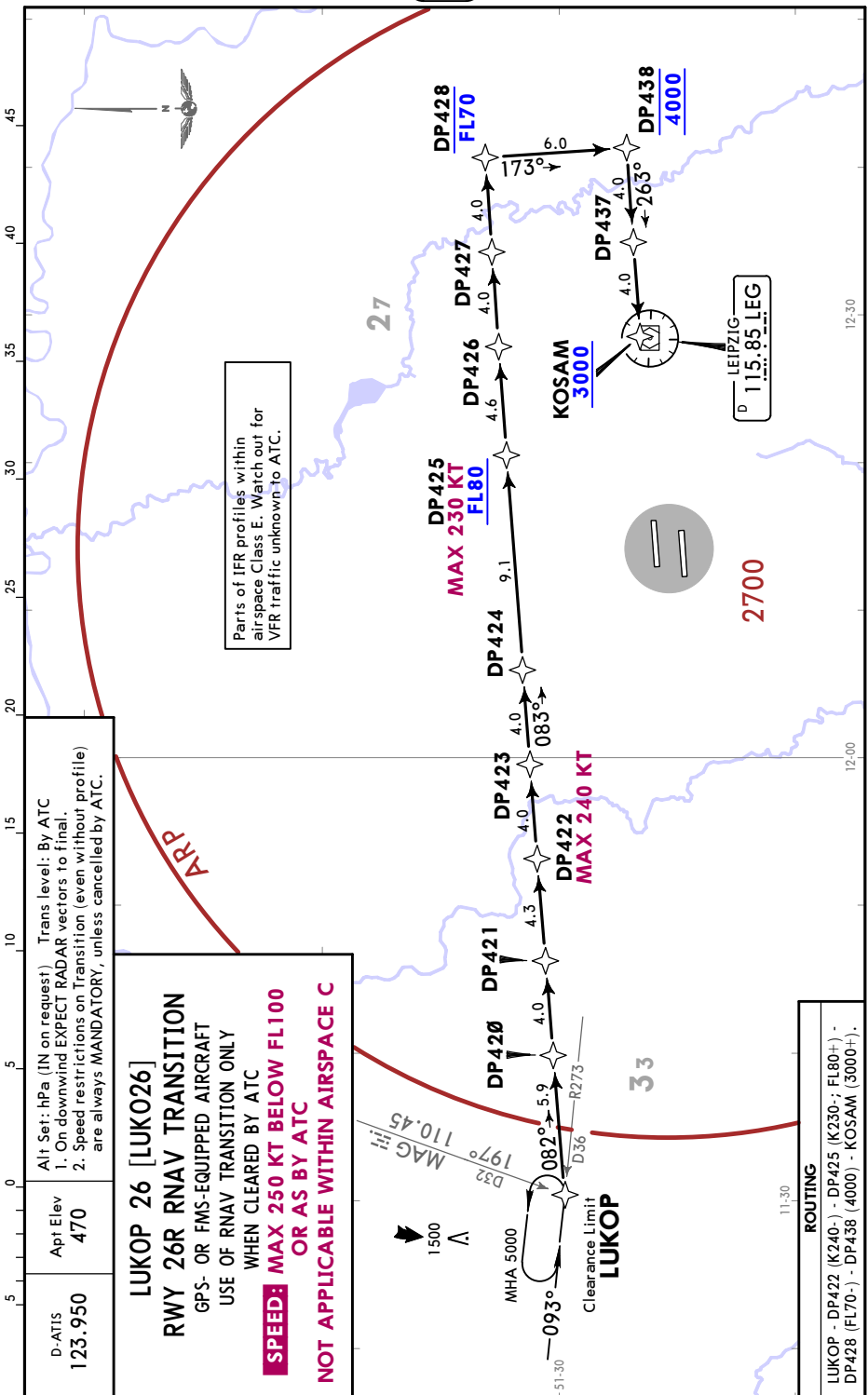
EDDP/LEJ
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6 OCT 17

10-2N

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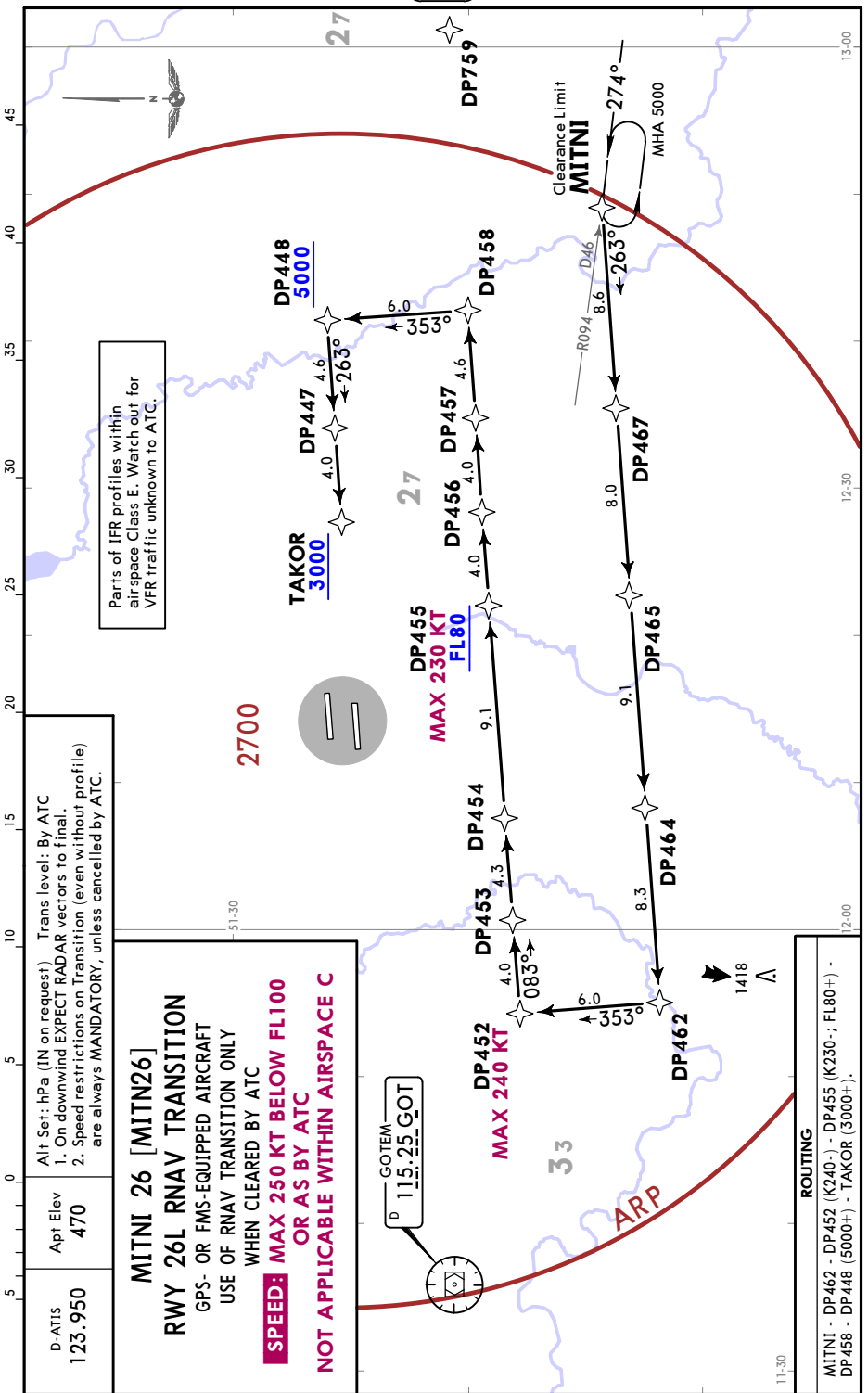
RNAV TRANSITION





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6 OCT 17 (10-2Q) RNAV TRANSITION

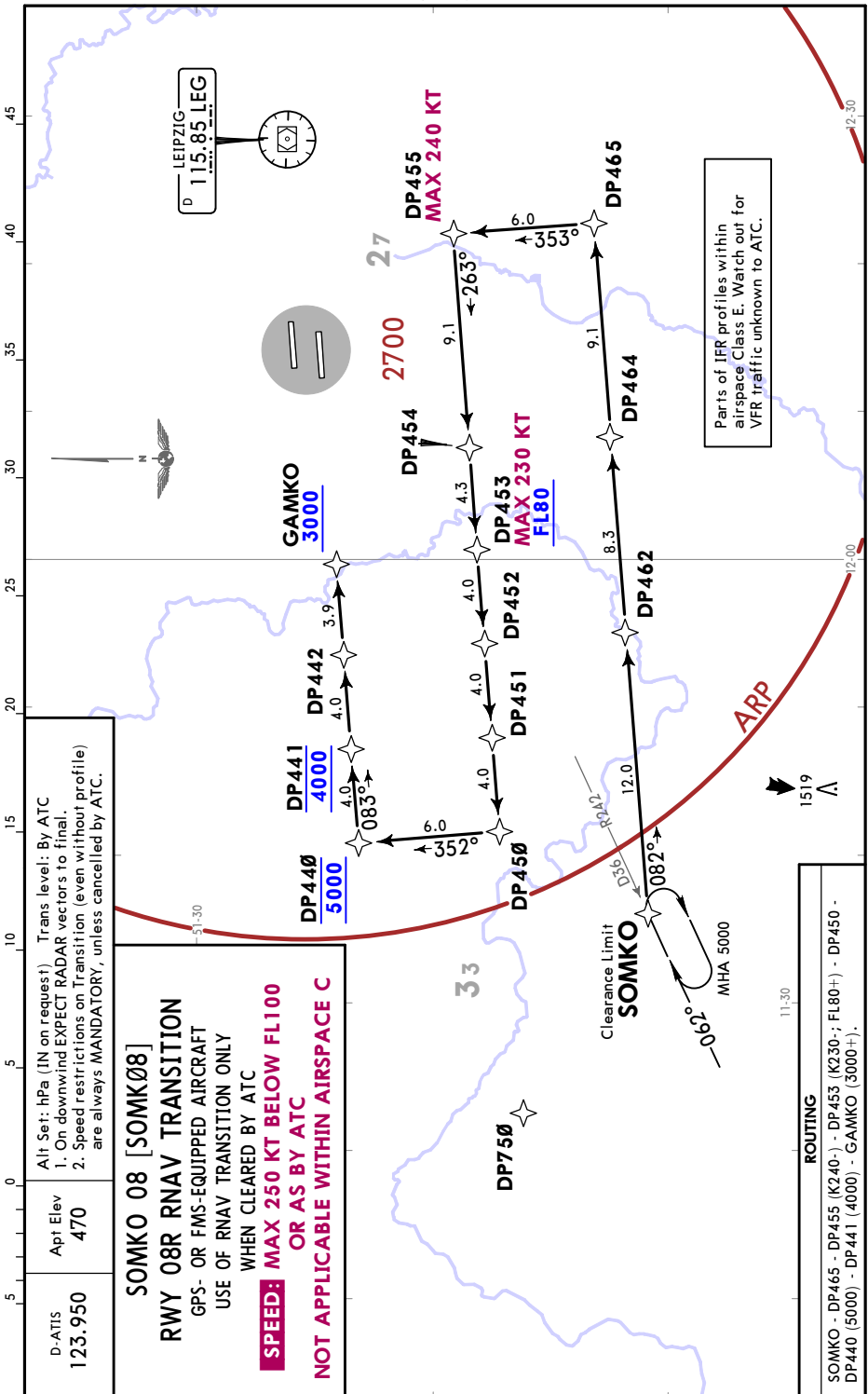


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6 OCT 17

10-25

RNAV TRANSITION



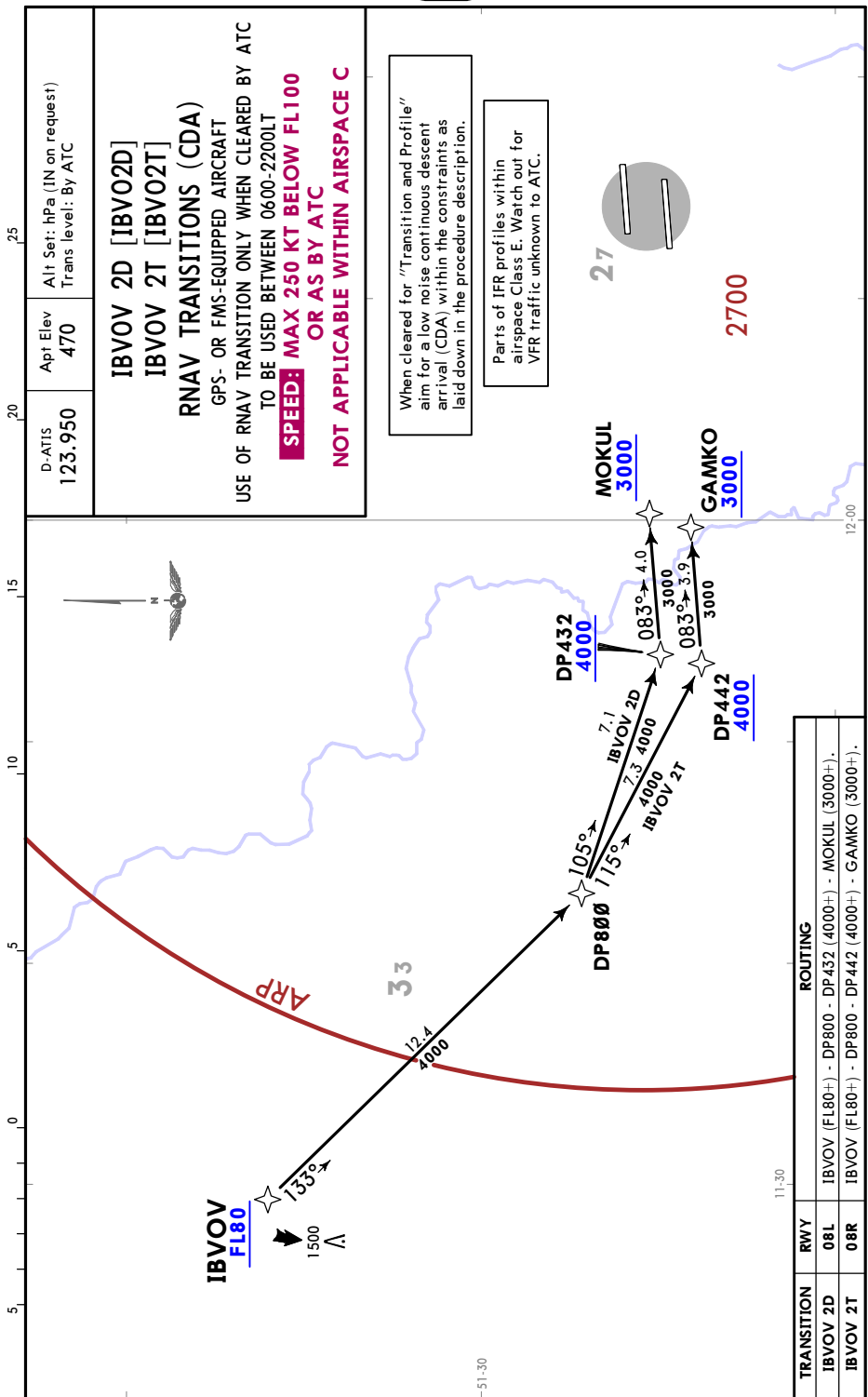
EDDP/LEJ
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6 OCT 17

(10-2U)

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RNAV TRANSITION



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6 OCT 17 (10-2V1)

RNAV TRANSITION

D-ATIS
123.950

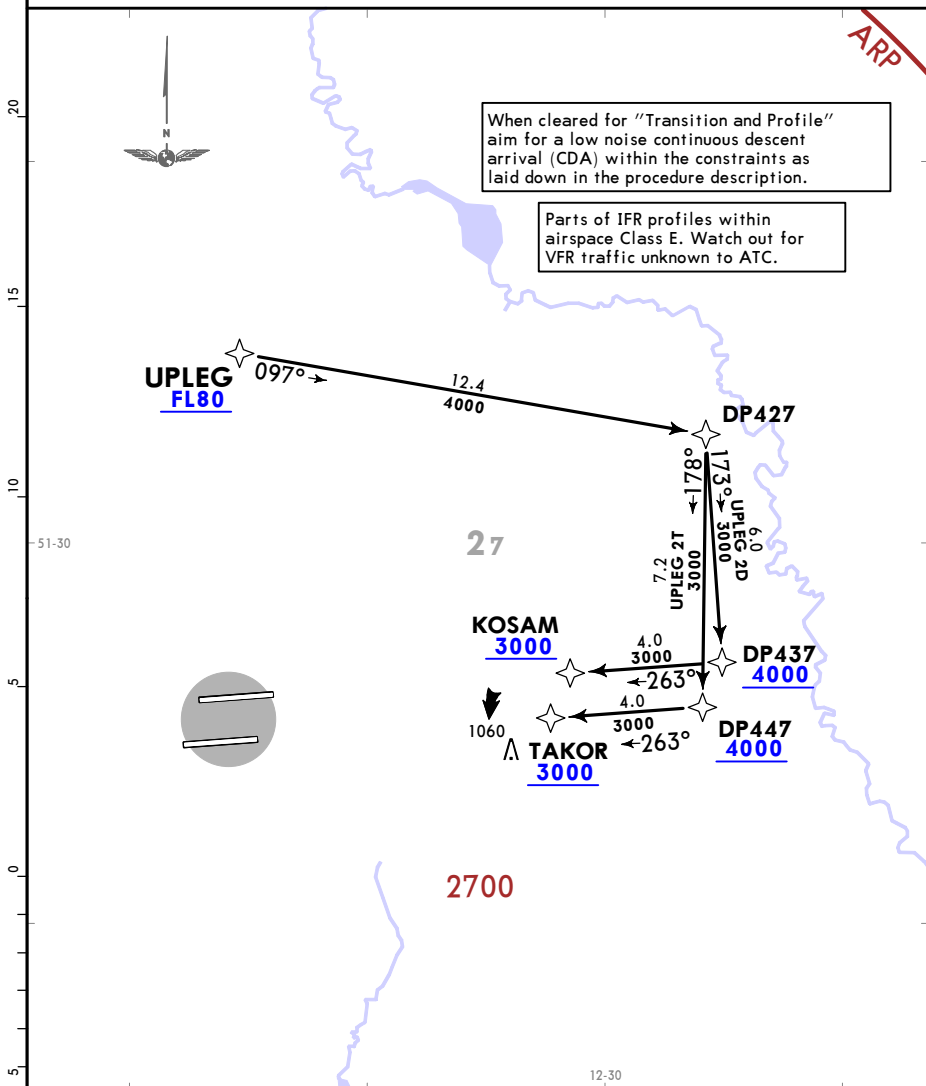
Apt Elev
470

Alt Set: hPa (IN on request)
Trans level: By ATC

UPLEG 2D [UPLE2D]
UPLEG 2T [UPLE2T]
RNAV TRANSITIONS (CDA)

GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC
TO BE USED BETWEEN 0600-2200LT

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

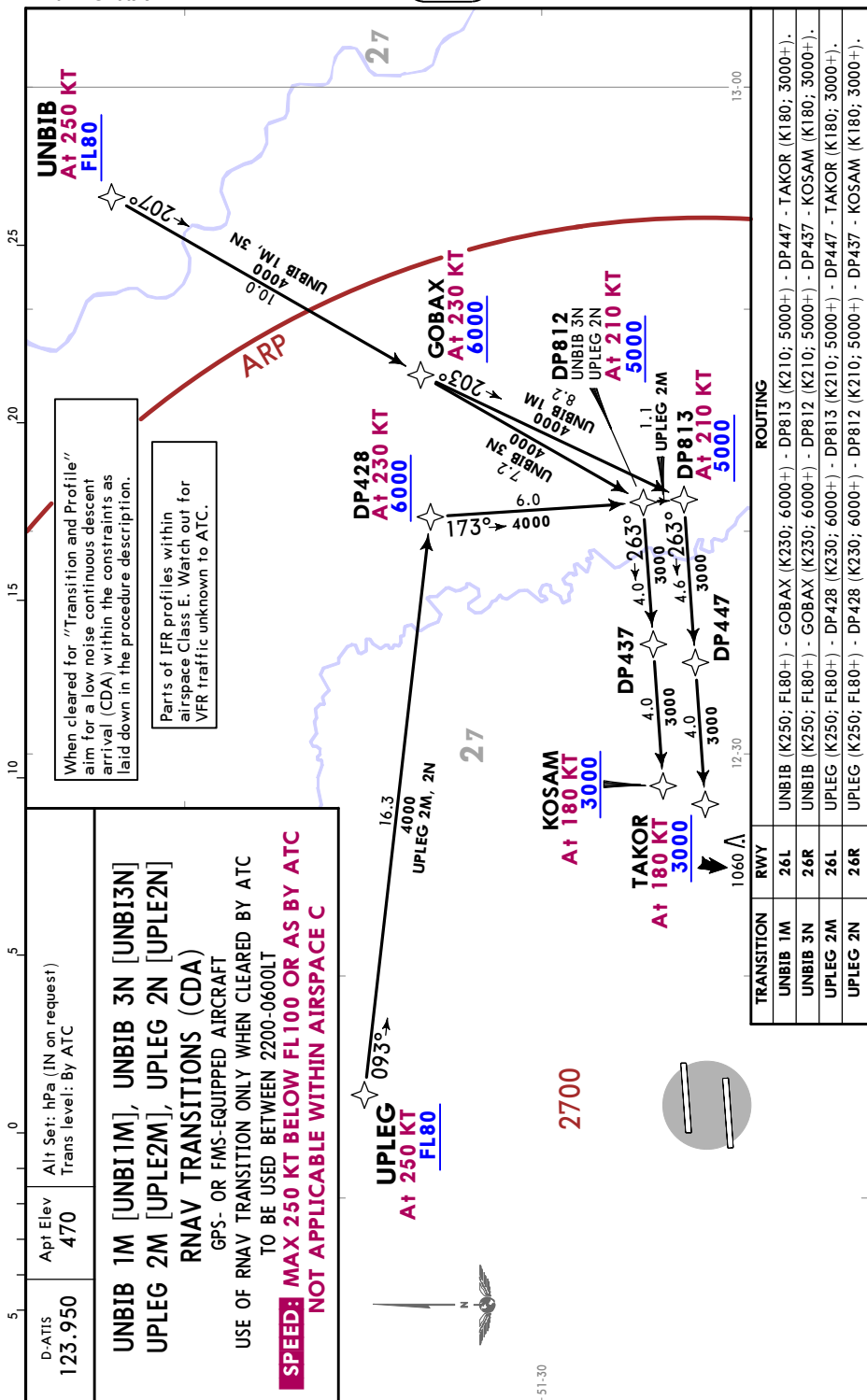


TRANSITION	RWY	ROUTING
UPLEG 2D	26R	UPLEG (FL80+) - DP427 - DP437 (4000+) - KOSAM (3000+).
UPLEG 2T	26L	UPLEG (FL80+) - DP427 - DP447 (4000+) - TAKOR (3000+).

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6 OCT 17 (10-2V2)

RNAV TRANSITION



EDDP/LEJ
LEIPZIG-HALLE

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6 OCT 17 (10-2V3) RNAV TRANSITION

D-ATIS
123.950

Apt Elev
470

Alt Set: hPa (IN on request)
Trans level: By ATC

MAXEB 2D [MAXE2D], MAXEB 2T [MAXE2T]

RAPAB 2D [RAPA2D], RAPAB 2T [RAPA2T]

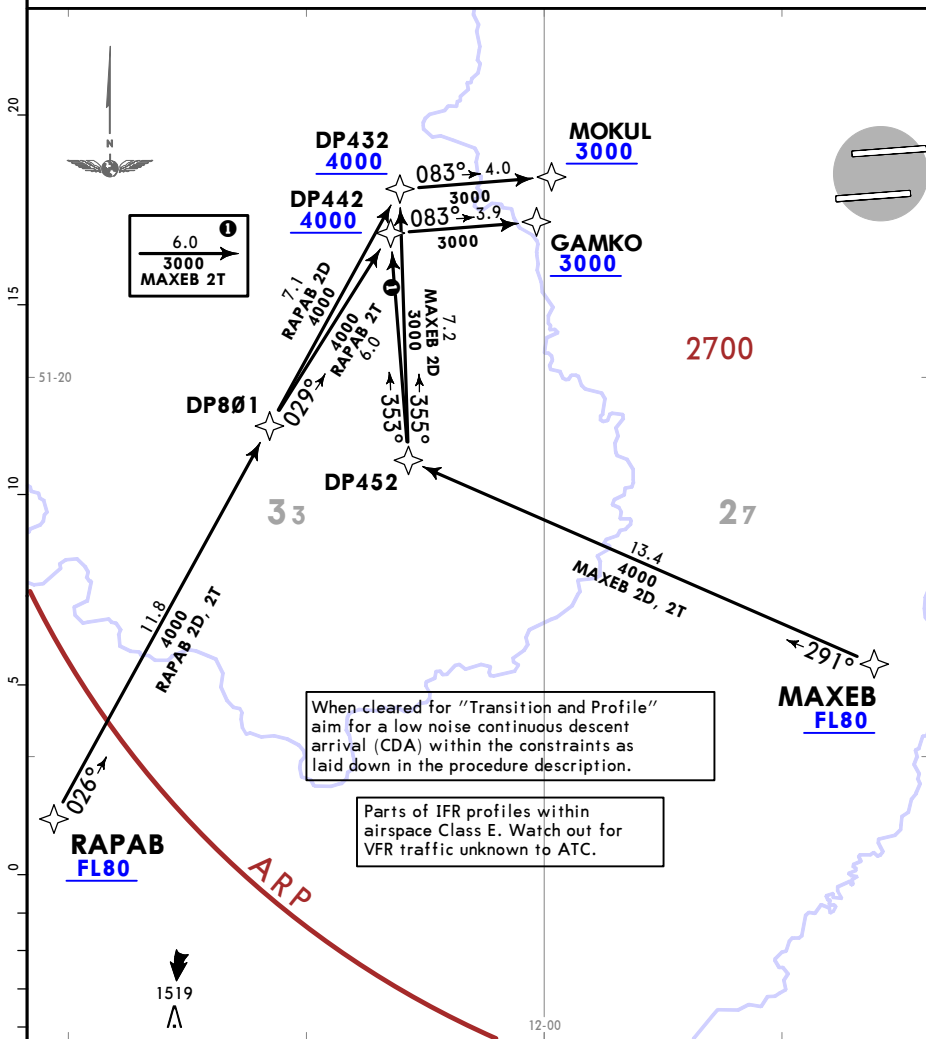
RNAV TRANSITIONS (CDA)

GPS- OR FMS-EQUIPPED AIRCRAFT

USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

TO BE USED BETWEEN 0600-2200LT

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



TRANSITION	RWY	ROUTING
MAXEB 2D	08L	MAXEB (FL80+) - DP452 - DP432 (4000+) - MOKUL (3000+).
MAXEB 2T	08R	MAXEB (FL80+) - DP452 - DP442 (4000+) - GAMKO (3000+).
RAPAB 2D	08L	RAPAB (FL80+) - DP801 - DP432 (4000+) - MOKUL (3000+).
RAPAB 2T	08R	RAPAB (FL80+) - DP801 - DP442 (4000+) - GAMKO (3000+).

EDDP/LEJ

LEIPZIG-HALLE

JEPPESSEN LEIPZIG-HALLE, GERMANY

6 OCT 17 **(10-2V4)** **RNAV TRANSITION**

D-ATIS
123.950

Apt Elev
470

Alt Set: hPa (IN on request)
Trans level: By ATC

MAXEB 1M [MAXE1M], MAXEB 1N [MAXE1N]

RAPAB 2M [RAPA2M], RAPAB 1N [RAPA1N]

RNAV TRANSITIONS (CDA)

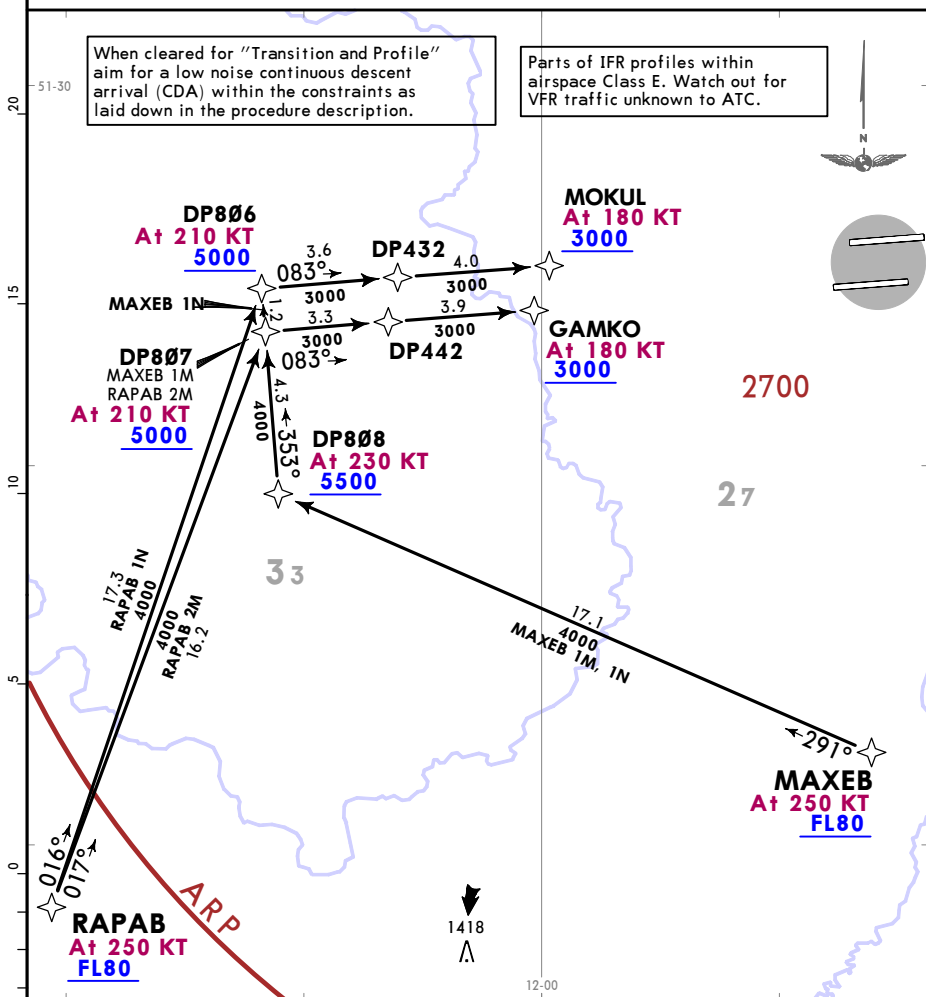
GPS- OR FMS-EQUIPPED AIRCRAFT

USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC
TO BE USED BETWEEN 2200-0600LT

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

When cleared for "Transition and Profile" aim for a low noise continuous descent arrival (CDA) within the constraints as laid down in the procedure description.

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

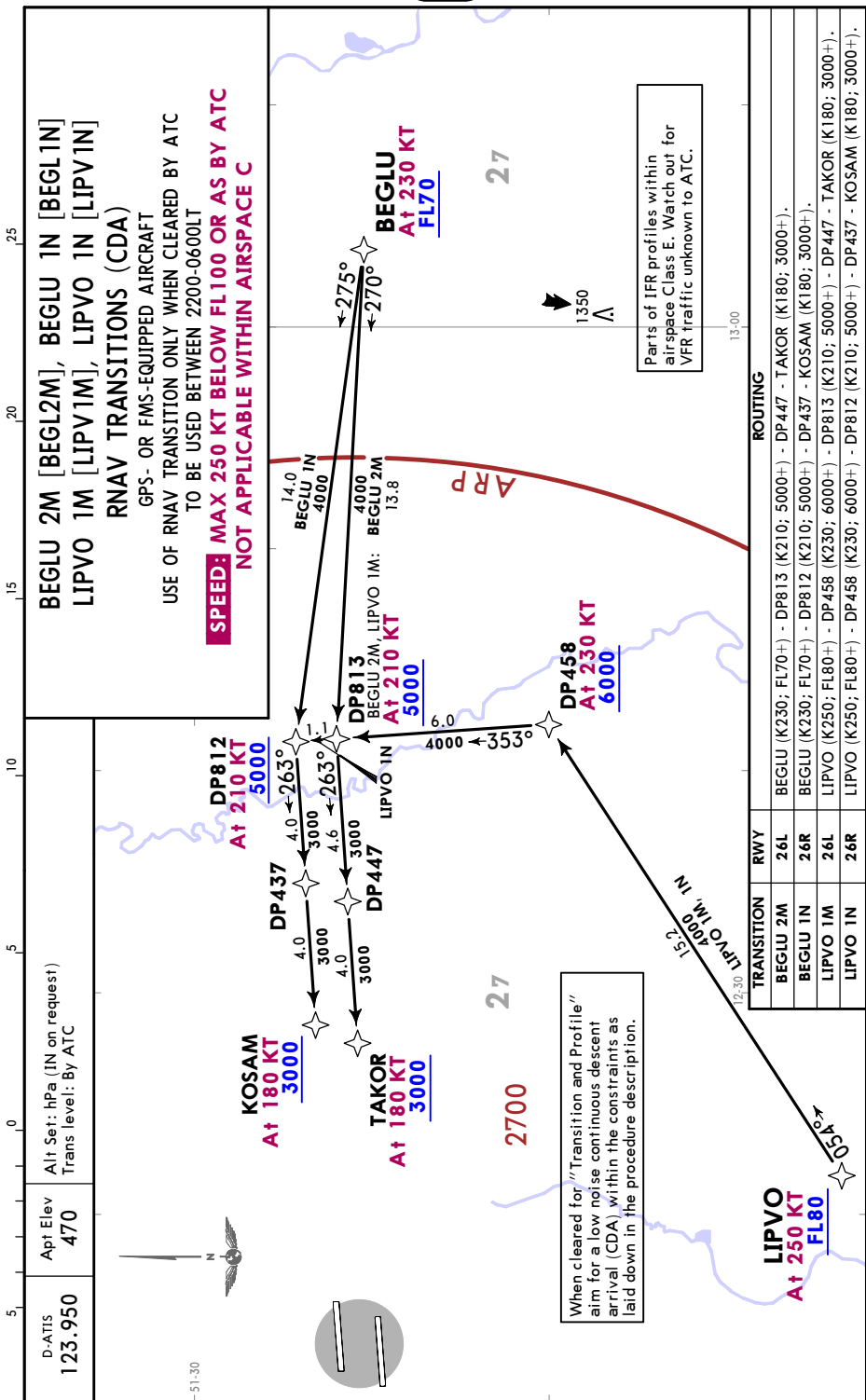


TRANSITION	RWY	ROUTING
MAXEB 1M	08R	MAXEB (K250; FL80+) - DP808 (K230; 5500+) - DP807 (K210; 5000+) - DP442 - GAMKO (K180; 3000+).
MAXEB 1N	08L	MAXEB (K250; FL80+) - DP808 (K230; 5500+) - DP806 (K210; 5000+) - DP432 - MOKUL (K180; 3000+).
RAPAB 2M	08R	RAPAB (K250; FL80+) - DP807 (K210; 5000+) - DP442 - GAMKO (K180; 3000+).
RAPAB 1N	08L	RAPAB (K250; FL80+) - DP806 (K210; 5000+) - DP432 - MOKUL (K180; 3000+).

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6 OCT 17 (10-2X)

JEPPESSEN LEIPZIG-HALLE, GERMANY
RNAV TRANSITION



EDDP/LEJ
LEIPZIG-HALLE

JEPPesen LEIPZIG-HALLE, GERMANY
 16 JUN 17 **(10-3)** **Eff 22 Jun** **RNAV SID**

RNAV SID DESIGNATION	REFER TO CHART
GOLAT 1E, 1Q	10-3B
NEVKO 1E, 1Q	10-3C
RUDAK 1N, 1R, UMBAL 4N	10-3D
RUDAK 1P, 1W, UMBAL 4S	10-3E

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SID DESIGNATION	REFER TO CHART
DRESDEN 1E, 1Q	10-3F
DRESDEN 1N, 1S	10-3G
DRESDEN 1V, 1W	10-3H
GOLAT 1L, 1M	10-3J
GOLAT 1N, 1S	10-3K
MAGDEBURG 3E, 4Q	10-3L
MAGDEBURG 5N, 5S	10-3M
NAMUB 4Z	10-3N
NEVKO 1H, 1L	10-3P
NEVKO 1N, 1S	10-3Q
ODLUN 4E, 4Q	10-3S
ODLUN 5N, 5S	10-3T
ORTAG 4E, 4Q	10-3T1
ORTAG 4N, 4S	10-3T2
RUDAK 1E, 1Q	10-3T3
TORPU 3X	10-3U
UMBAL 4E, 4Q	10-3V

FOR RNAV SID (OVERLAY) DESIGNATION REFER TO PAGE 10-3A

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LEIPZIG-HALLE

 **JEPPesen LEIPZIG-HALLE, GERMANY**
16 JUN 17 **(10-3A)** **Eff 22 Jun** **RNAV SID (OVERLAY)**

RNAV SID DESIGNATION	REFER TO CHART
DRESDEN 1E, 1Q	10-3V1
DRESDEN 1N, 1S	10-3V2
DRESDEN 1V, 1W	10-3V3
GOLAT 1L, 1M	10-3V4
GOLAT 1N, 1S	10-3V5
NAMUB 4Z	10-3V6
NEVKO 1H, 1L	10-3V7
NEVKO 1N, 1S	10-3V8
ODLUN 4E, 4Q	10-3W
ODLUN 5N, 5S	10-3X
ORTAG 4E, 4Q	10-3X1
ORTAG 4N, 4S	10-3X2
RUDAK 1E, 1Q	10-3X3
TORPU 3X	10-3X4
UMBAL 4E, 4Q	10-3X5

EDDP/LEJ

LEIPZIG-HALLE

JEPPesen LEIPZIG-HALLE, GERMANY

6 OCT 17 (10-3B) **RNAV SID**

MUNICH
Radar (APP)
126.175

Apt Elev
470

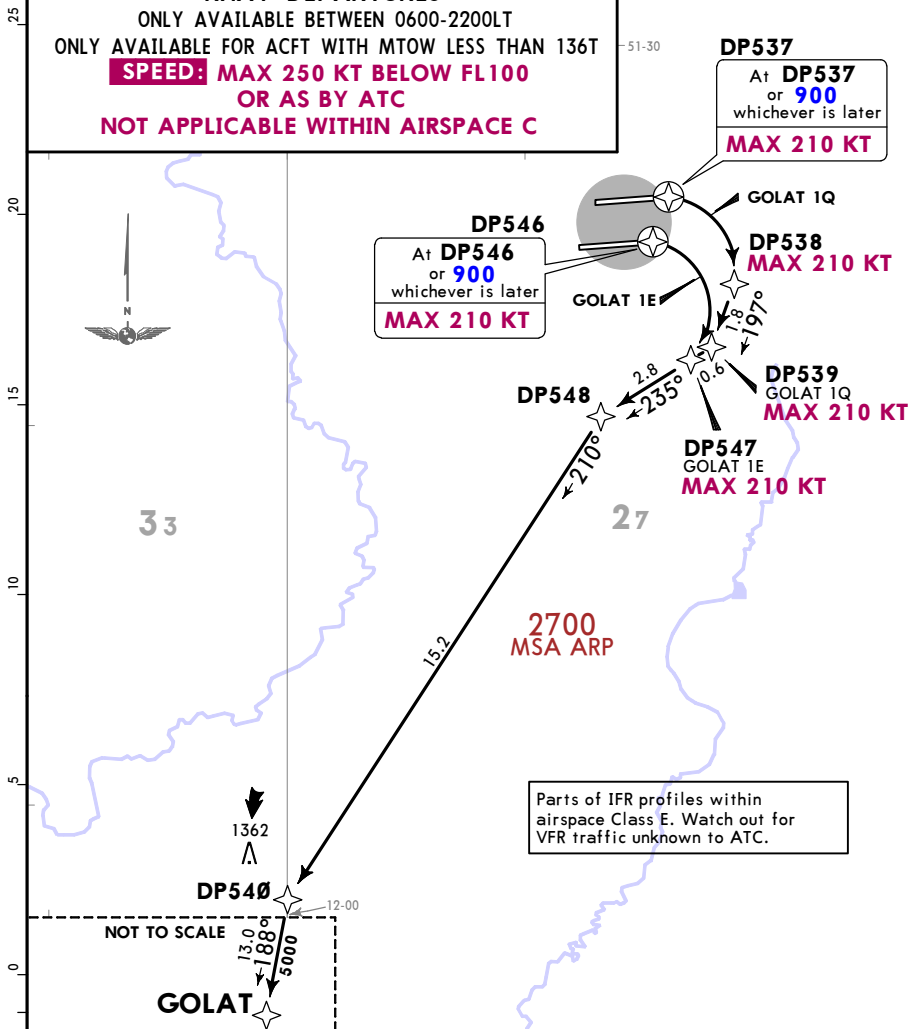
Trans alt: 5000

1. RNAV 1 or RNP 1 equivalent. 2. GPS required. 3. DME/DME, DME/DME/IRU not authorized.
4. When advised by Tower contact MUNICH Radar.
5. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
6. RWY 08L: EXPECT close-in obstacles.

GOLAT 1E [GOLA1E], GOLAT 1Q [GOLA1Q] RNAV DEPARTURES

ONLY AVAILABLE BETWEEN 0600-2200LT
ONLY AVAILABLE FOR ACFT WITH MTOW LESS THAN 136T

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



Initial climb clearance FL70		
SID	RWY	ROUTING
GOLAT 1E ①	08R	Climb on runway heading to DP546 or 900 whichever is later, turn RIGHT to DP547, 235° track to DP539, turn RIGHT, 235° track to DP548, turn LEFT, 210° track to GOLAT.
GOLAT 1Q ②	08L	Climb on runway heading to DP537 or 900 whichever is later, turn RIGHT, 197° track via DP538 to DP539, turn RIGHT, 235° track to DP548, turn LEFT, 210° track to DP540, turn LEFT, 188° track to GOLAT.

① If unable to comply file GOLAT 1L.

② If unable to comply file GOLAT 1M.

EDDP/LEJ

LEIPZIG-HALLE

JEPPesen LEIPZIG-HALLE, GERMANY

6 OCT 17 (10-3C)

RNAV SID

MUNICH
Radar (APP)
126.175

Apt Elev
470

Trans alt: 5000

1. RNAV 1 or RNP 1 equivalent. 2. GPS required. 3. DME/DME, DME/DME/IRU not authorized.
4. When advised by Tower contact MUNICH Radar.
5. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
6. RWY 08L: EXPECT close-in obstacles.

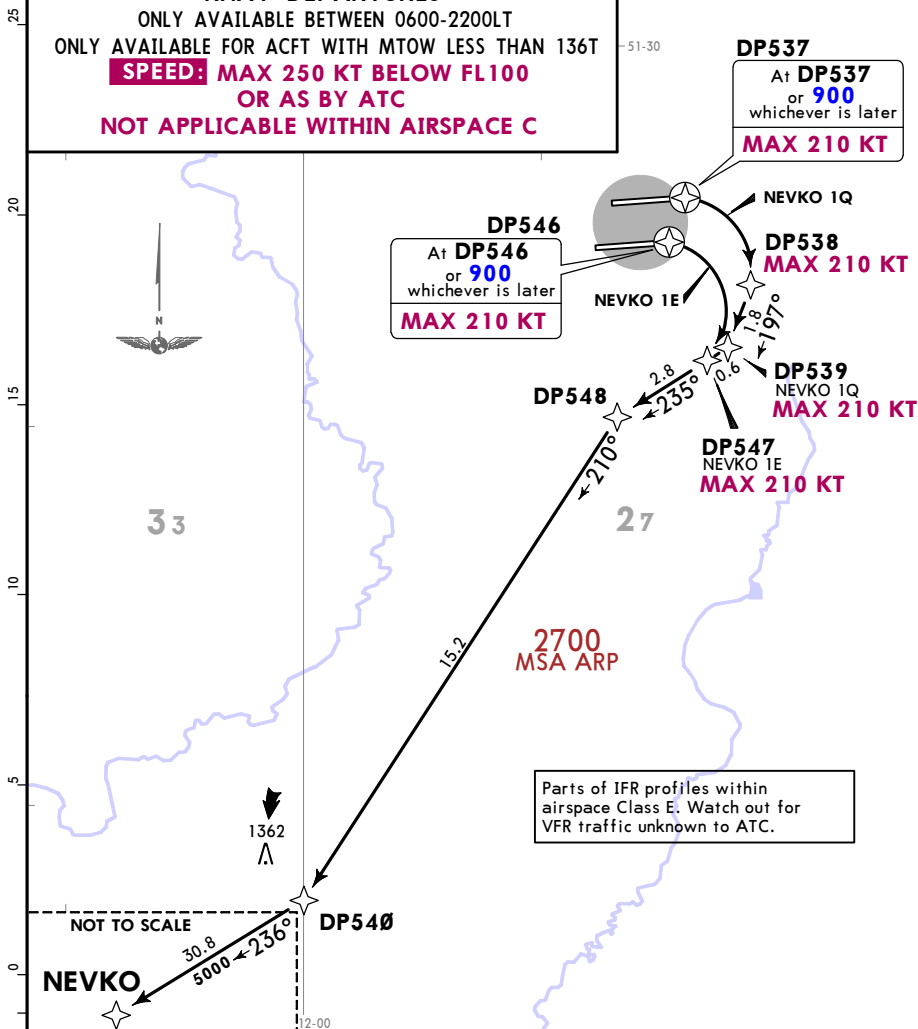
NEVKO 1E [NEVK1E], NEVKO 1Q [NEVK1Q]

RNAV DEPARTURES

ONLY AVAILABLE BETWEEN 0600-2200LT

ONLY AVAILABLE FOR ACFT WITH MTOW LESS THAN 136T

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



Initial climb clearance **FL70**

SID	RWY	ROUTING
NEVKO 1E ①	08R	Climb on runway heading to DP546 or 900 whichever is later, turn RIGHT to DP547, 235° track to DP548, turn LEFT 210° track to DP540, turn RIGHT, 236° track to NEVKO.
NEVKO 1Q ②	08L	Climb on runway heading to DP537 or 900 whichever is later, turn RIGHT, 197° track via DP538 to DP539, turn RIGHT, 235° track to DP548, turn LEFT, 210° track to DP540, turn RIGHT, 236° track to NEVKO.

① If unable to comply file NEVKO 1L.

② If unable to comply file NEVKO 1H.

CHANGES: New format.

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EDDP/LEJ
LEIPZIG-HALLE

JEPPesen LEIPZIG-HALLE, GERMANY
6 OCT 17 (10-3D) RNAV SID

MUNICH
Radar (APP)
126.175

Apt Elev
470

Trans alt: 5000

1. RNAV 1 or RNP 1 equivalent. 2. GPS required. 3. DME/DME, DME/DME/IRU not authorized.
4. When advised by Tower contact MUNICH Radar.
5. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

RUDAK 1N [RUDA1N], RUDAK 1R [RUDA1R]

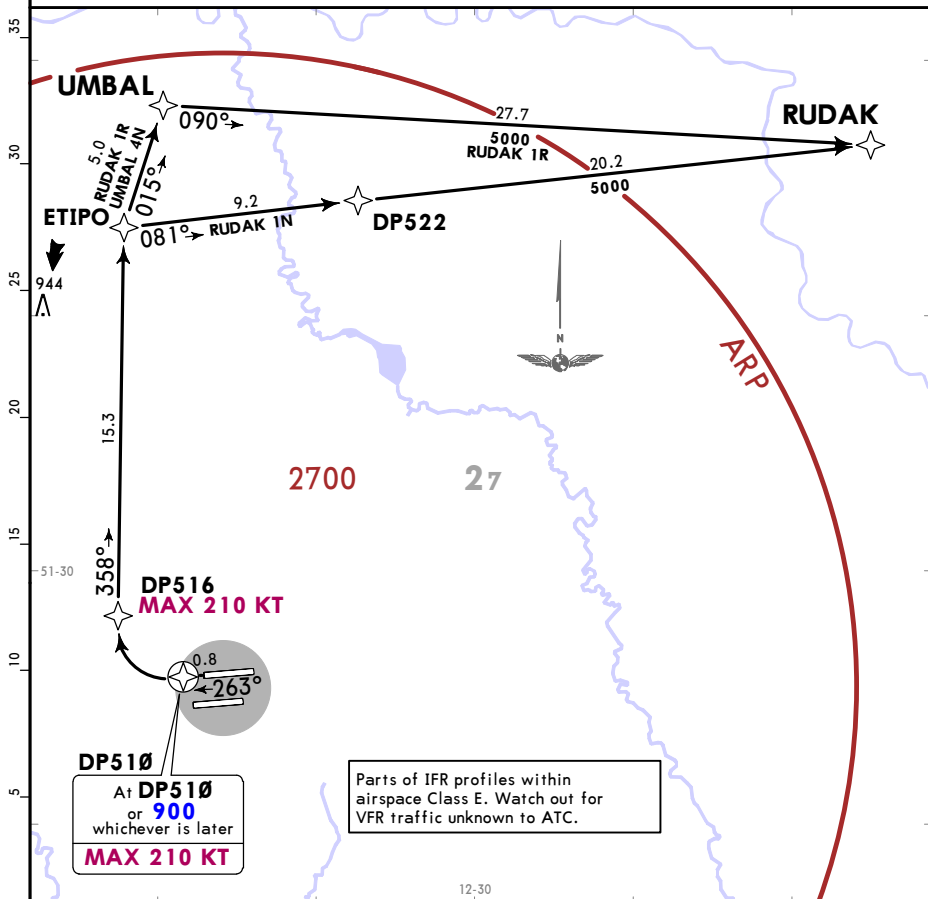
UMBAL 4N [UMBA4N]

RWY 26R RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100

OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **FL70**

SID	ROUTING
RUDAK 1N ①	Climb on runway track to DP510 or 900 whichever is later, turn RIGHT to DP516, 358° track to ETIPO, turn RIGHT, 081° track via DP522 to RUDAK.
RUDAK 1R ②	Climb on runway track to DP510 or 900 whichever is later, turn RIGHT to DP516, 358° track to ETIPO, turn RIGHT, 015° track to UMBAL, turn RIGHT, 090° track to RUDAK.
UMBAL 4N ③	Climb on runway track to DP510 or 900 whichever is later, turn RIGHT to DP516, 358° track to ETIPO, turn RIGHT, 015° track to UMBAL.

① Only available between 0200-2200LT.

② Only available between 2200-0200LT.

③ Only available between 2300-0600LT. No access to airway (U)Z-20.

EDDP/LEJ

LEIPZIG-HALLE

JEPPesen LEIPZIG-HALLE, GERMANY

6 OCT 17 (10-3E) **RNAV SID**

MUNICH
Radar (APP)
126.175

Apt Elev
470

Trans alt: 5000

1. RNAV 1 or RNP 1 equivalent. 2. GPS required. 3. DME/DME, DME/DME/IRU not authorized.
4. When advised by Tower contact MUNICH Radar.
5. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

RUDAK 1P [RUDA1P], RUDAK 1W [RUDA1W]

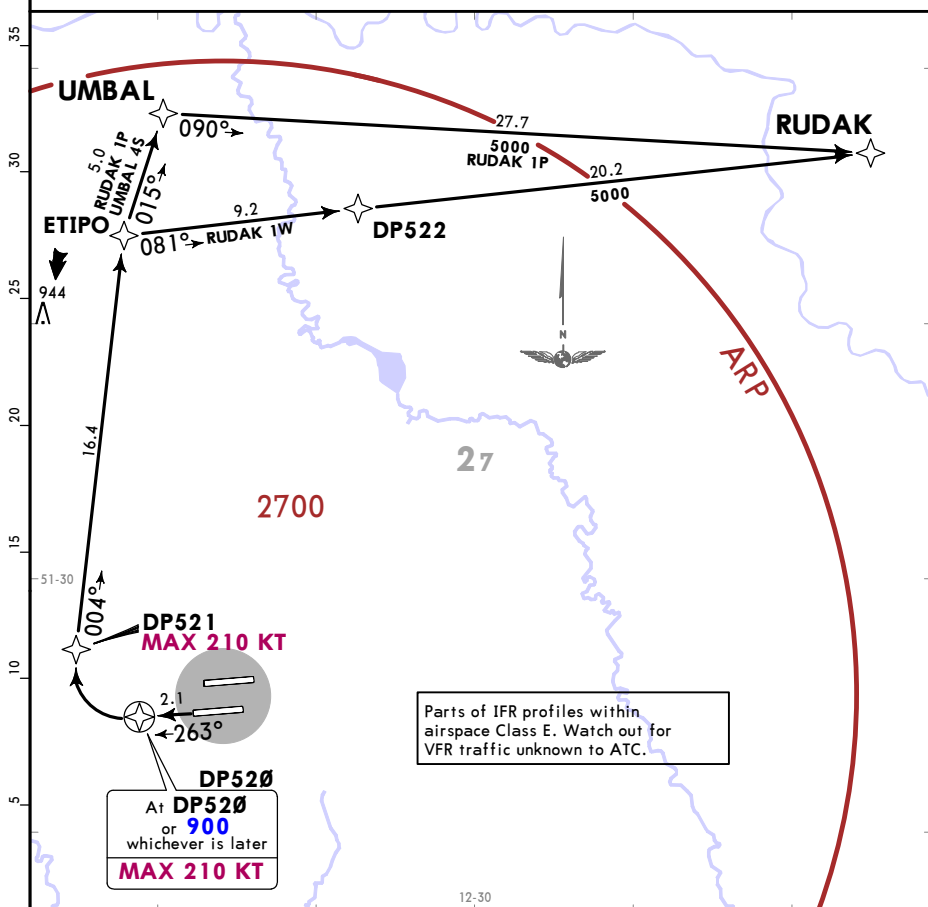
UMBAL 4S [UMBA4S]

RWY 26L RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100

OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **FL70**

SID	ROUTING
RUDAK 1P ①	Climb on runway track to DP520 or 900 whichever is later, turn RIGHT to DP521, 004° track to ETIPO, turn RIGHT, 015° track to UMBAL, turn RIGHT, 090° track to RUDAK.
RUDAK 1W ②	Climb on runway track to DP520 or 900 whichever is later, turn RIGHT to DP521, 004° track to ETIPO, turn RIGHT, 081° track via DP522 to RUDAK.
UMBAL 4S ③	Climb on runway track to DP520 or 900 whichever is later, turn RIGHT to DP521, 004° track to ETIPO, turn RIGHT, 015° track to UMBAL.

① Only available between 2200-0200LT.

② Only available between 0200-2200LT.

③ Only available between 2300-0600LT. No access to airway (U)Z-20.

EDDP/LEJ
LEIPZIG-HALLE

JEPPesen LEIPZIG-HALLE, GERMANY
6 OCT 17 (10-3F) **SID**

MUNICH
Radar (APP)
126.175

Apt Elev
470

Trans alt: 5000

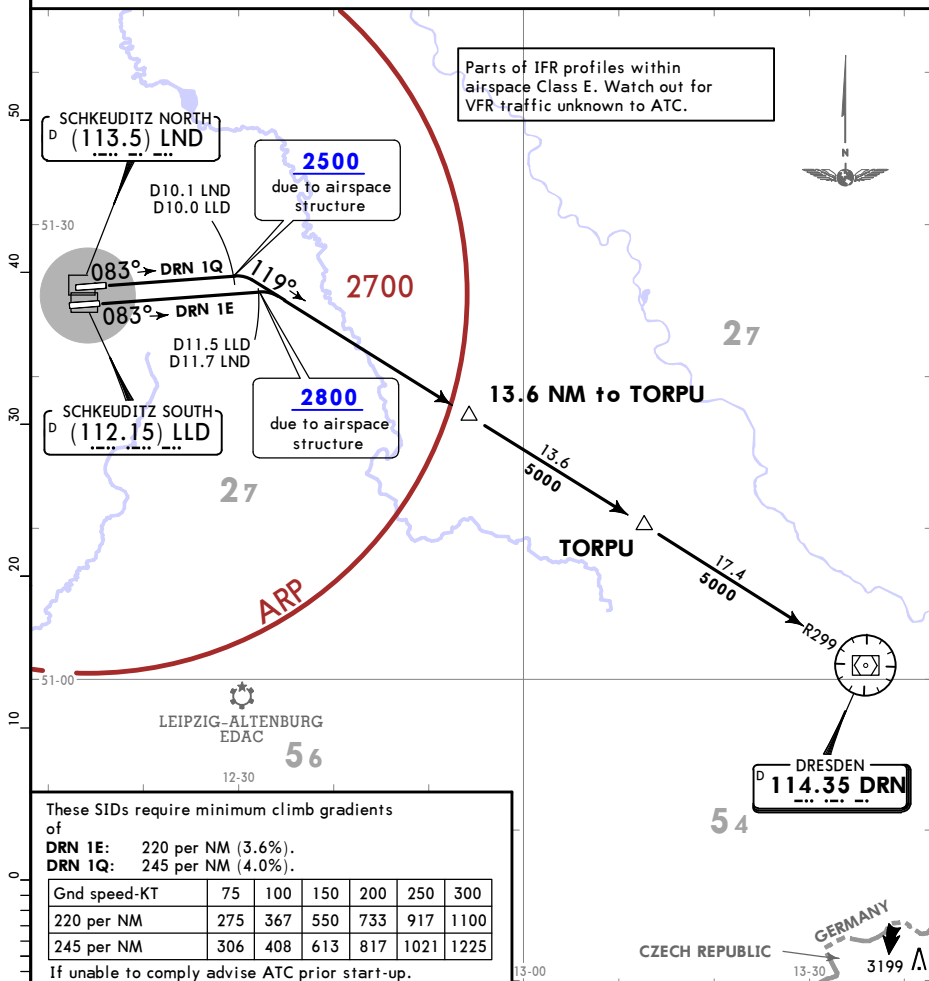
1. Contact MUNICH Radar when advised by Tower.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
3. RWY 08L: EXPECT close-in obstacles.

DRESDEN 1E (DRN 1E)
DRESDEN 1Q (DRN 1Q)

DEPARTURES

AT TORPU TRANSITION VIA AIRWAY Z-225 POSSIBLE

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



Initial climb clearance **FL70**

SID	RWY	ROUTING	
DRN 1E	08R	Climb on runway track D11.5 LLD/D11.7 LND	①, turn RIGHT, 119° track via TORPU to DRN.
DRN 1Q	08L	Climb on runway track D10.1 LND/D10.0 LLD	②, turn RIGHT, 119° track via TORPU to DRN.

BRNAV equipment necessary after: ① D11.5 LLD/D11.7 LND, ② D10.1 LND/D10.0 LLD.

EDDP/LEJ

LEIPZIG-HALLE

JEPPESSEN LEIPZIG-HALLE, GERMANY

6 OCT 17 (10-3G) **SID**

MUNICH
Radar (APP)
126.175

Apt Elev
470

Trans alt: 5000

1. Contact MUNICH Radar when advised by Tower.

2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

DRESDEN 1N (DRN 1N)

DRESDEN 1S (DRN 1S)

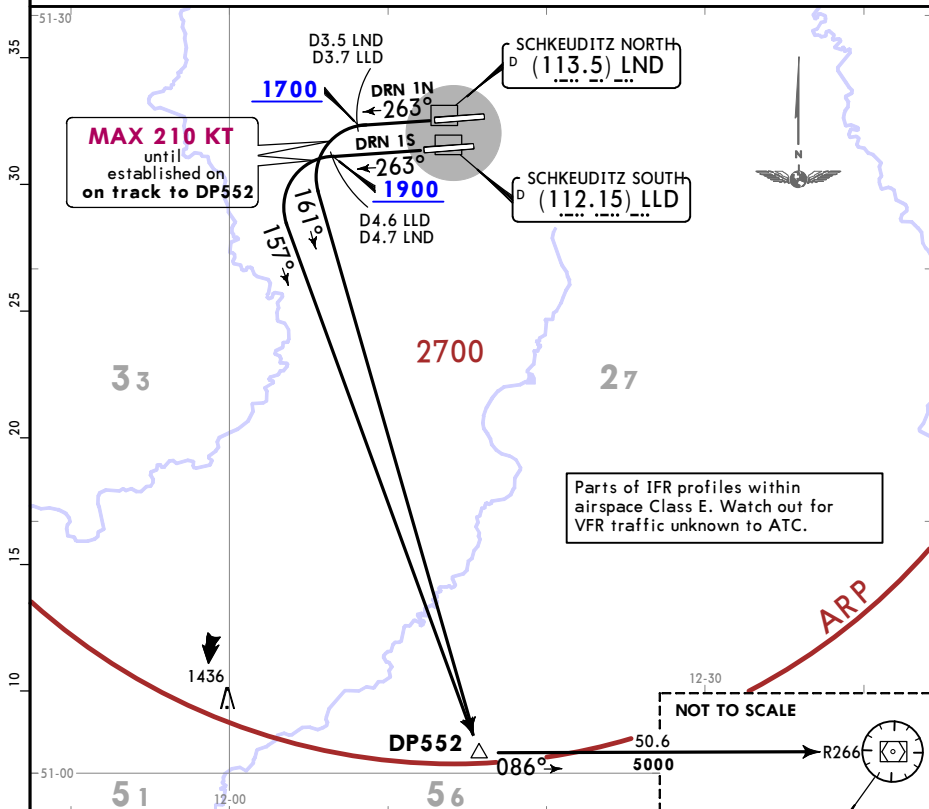
DEPARTURES

ONLY AVAILABLE BETWEEN 0600-2200LT

SPEED: MAX 250 KT BELOW FL100

OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients

of
425 per NM (7.0%)

DRN 1N: after D3.5 LND/D3.7 LLD up to 2400, due to airspace structure.

DRN 1S: after D4.6 LLD/D4.7 LLD up to 2400, due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425 per NM	531	708	1063	1417	1771	2125

If unable to comply advise ATC prior start-up.

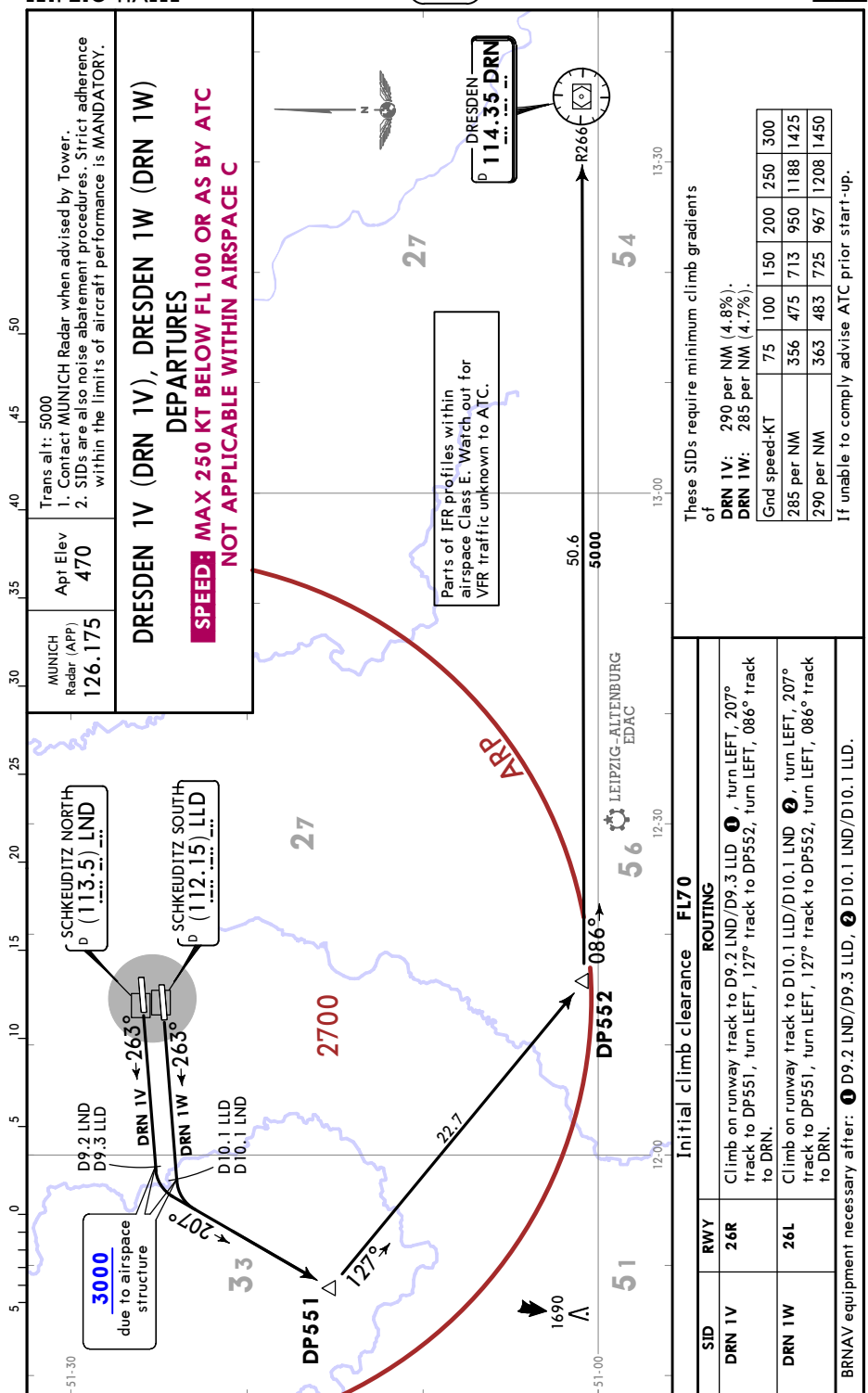
Initial climb clearance **FL70**

SID	RWY	ROUTING
DRN 1N	26R	Climb straight ahead to D3.5 LND/D3.7 LLD ①, turn LEFT, 161° track to DP552, turn LEFT, 086° track to DRN.
DRN 1S	26L	Climb on runway track to D4.6 LLD/D4.7 LLD ②, turn LEFT, 157° track to DP552, turn LEFT, 086° track to DRN.

BRNAV equipment necessary after: ① D3.5 LND/D3.7 LLD, ② D4.6 LLD/D4.7 LND.

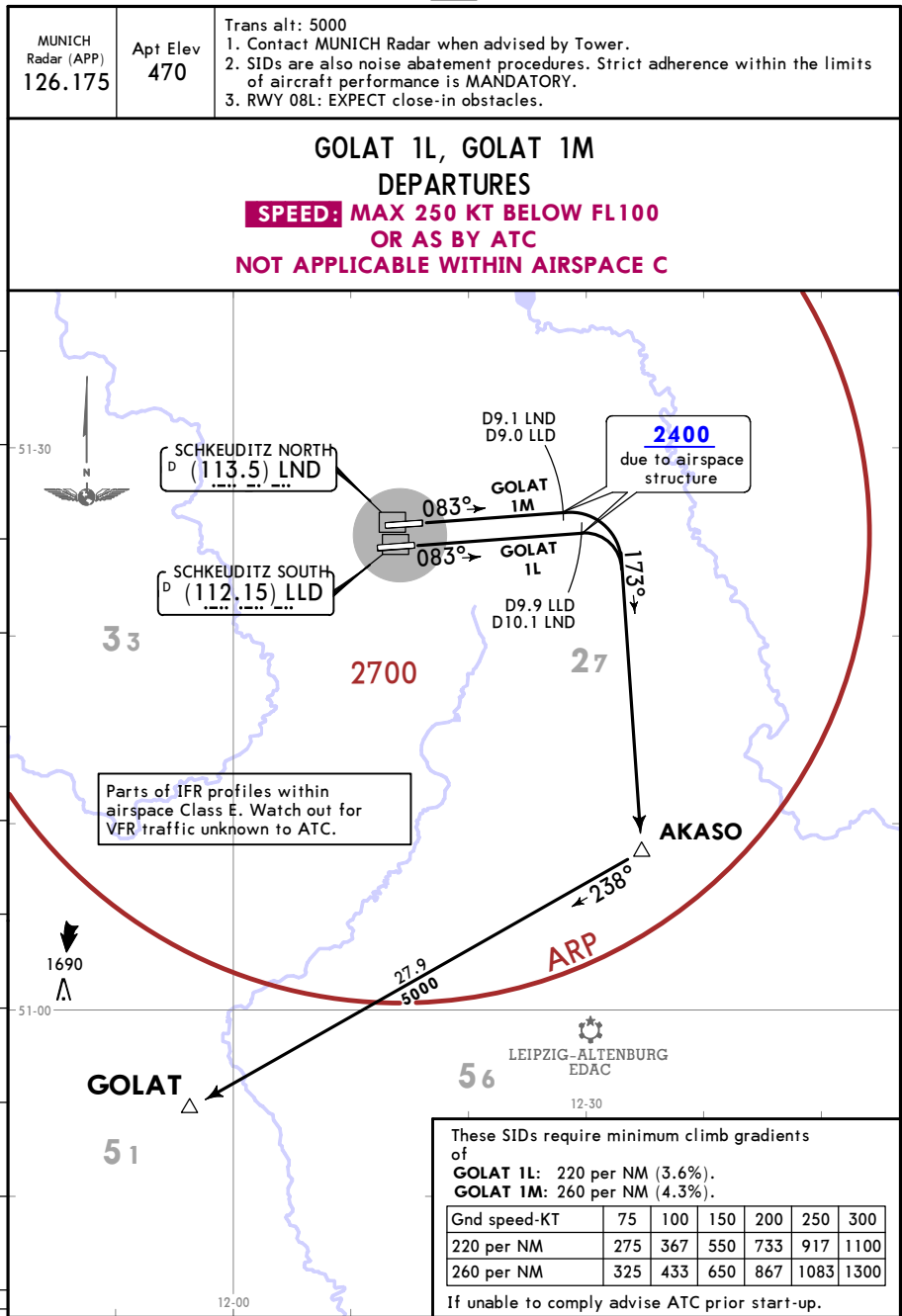
EDDP/LEJ
LEIPZIG-HALLE

JEPPESSEN LEIPZIG-HALLE, GERMANY
6 OCT 17 (10-3H) **SID**



EDDP/LEJ
LEIPZIG-HALLE

JEPPesen LEIPZIG-HALLE, GERMANY
6 OCT 17 (10-3J) SID



EDDP/LEJ
LEIPZIG-HALLE

JEPPesen LEIPZIG-HALLE, GERMANY
6 OCT 17 (10-3K) **SID**

MUNICH
Radar (APP)
126.175

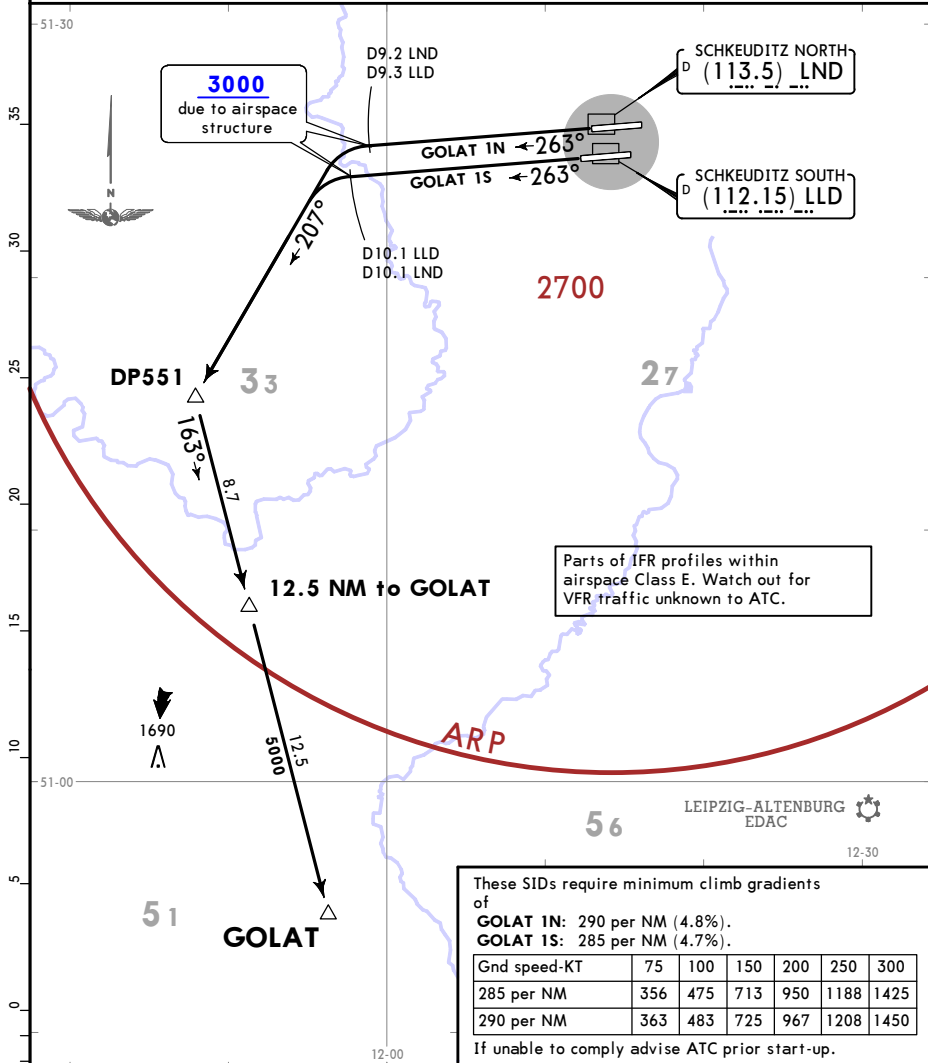
Apt Elev
470

Trans alt: 5000

1. Contact MUNICH Radar when advised by Tower.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

GOLAT 1N, GOLAT 1S DEPARTURES

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



Initial climb clearance **FL70**

SID	RWY	ROUTING
GOLAT 1N	26R	Climb on runway track to D9.2 LND/D9.3 LLD ①, turn LEFT, 207° track to DP551, turn LEFT, 163° track to GOLAT.
GOLAT 1S	26L	Climb on runway track to D10.1 LLD/D10.1 LND ②, turn LEFT, 207° track to DP551, turn LEFT, 163° track to GOLAT.

BRNAV equipment necessary after: ① D9.2 LND/D9.3 LLD, ② D10.1 LND/D10.1 LLD.

EDDP/LEJ LEIPZIG-HALLE

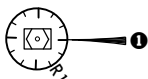
JEPPESSEN LEIPZIG-HALLE, GERMANY
6 OCT 17 (10-3L) **SID**

MUNICH
Radar (APP)
126.175

Apt Elev
470

Trans alt: 5000

1. Contact MUNICH Radar when advised by Tower.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
3. RWY 08L: EXPECT close-in obstacles.



MAGDEBURG 3E (MAG 3E) MAGDEBURG 4Q (MAG 4Q)

DEPARTURES

NO ACCESS TO AIRWAYS (U)Z-20 AND UN-746
WILL BE ASSIGNED FOR NON-BRNAV EQUIPPED ACFT BY ATC ONLY
BRNAV EQUIPPED ACFT SHALL FILE SID ODLUN - AIRWAY Y-235 - MAG

NO RNAV OVERLAY EXISTING

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

NOT TO SCALE

PENEM

944

MAGDEBURG
110.45 MAG

33

2700
MSA ARP

27

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

LEIPZIG
340 ZIG

At ZIG or 900
whichever is later

SCHKEUDITZ NORTH
D (113.5) LND

SCHKEUDITZ SOUTH
D (112.15) LLD

MAG 3E
325°

MAX 210 KT
until
established on
MAG R145
inbound

D2.0 LND

D2.5 LLD

At D2.5 LLD
or 900
whichever is later

These SIDs require a minimum climb gradient
of
425 per NM (7.0%) until passing 3900 due to
navaid coverage. If unable to comply advise ATC.

Gnd speed-KT	75	100	150	200	250	300
425 per NM	531	708	1063	1417	1771	2125

If unable to comply advise ATC prior start-up.

Initial climb clearance **FL70**

SID	RWY	ROUTING
MAG 3E	08R	Climb straight ahead to D2.5 LLD (329° bearing to ZIG) or 900, whichever is later, turn LEFT, 325° track, intercept MAG R145 inbound via PENEM to MAG.
MAG 4Q	08L	Climb straight ahead to ZIG (D2.0 LND) or 900, whichever is later, turn LEFT, 337° track, intercept MAG R145 inbound via PENEM to MAG.

EDDP/LEJ
LEIPZIG-HALLE

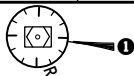
JEPPesen LEIPZIG-HALLE, GERMANY
6 OCT 17 (10-3M) **SID**

MUNICH
Radar (APP)
126.175

Apt Elev
470

Trans alt: 5000

1. Contact MUNICH Radar when advised by Tower.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.



R156

18.0
4000

NOT TO SCALE

MATIB

MAGDEBURG
110.45 **MAG**

MAGDEBURG 5N (MAG 5N)
MAGDEBURG 5S (MAG 5S)

DEPARTURES

NO ACCESS TO AIRWAYS (U)Z-20 AND UN-746
WILL BE ASSIGNED FOR NON-BRNAV EQUIPPED ACFT BY ATC ONLY
BRNAV EQUIPPED ACFT SHALL FILE SID ODLUN - AIRWAY Y-235 - MAG
NO RNAV OVERLAY EXISTING

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

These SIDs require minimum climb gradients of
MAG 5N: 425 per NM (7.0%) up to 3900 due to noaid coverage.
MAG 5S: 425 per NM (7.0%) after D3.0 LLD/ D3.2 LND up to 3900 due to noaid coverage.

Gnd speed-KT	75	100	150	200	250	300
425 per NM	531	708	1063	1417	1771	2125

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.

2700
MSA ARP

27

MAX 210 KT
until established on
MAG R156
inbound

At
D1.2 LND
or **900**
whichever is later

MAX 210 KT
until established on
357°

SCHKEUDITZ NORTH
D (113.5) LND

SCHKEUDITZ
357 SKZ

D1.2 LND

← 336°

← 357°

← 263°

← 263°

1300

D3.0 LLD
D3.2 LND

SCHKEUDITZ SOUTH
D (112.15) LLD

Initial climb clearance **FL70**

SID	RWY	ROUTING
MAG 5N	26R	Climb straight ahead to D1.2 LND (105° bearing to SKZ) or 900, whichever is later, turn RIGHT, 336° track, intercept MAG R156 inbound via MATIB to MAG.
MAG 5S	26L	Climb straight ahead to D3.0 LLD/D3.2 LND, turn RIGHT, 357° track, intercept MAG R156 inbound via MATIB to MAG.

EDDP/LEJ
LEIPZIG-HALLE

JEPPesen LEIPZIG-HALLE, GERMANY
6 OCT 17 (10-3N) **SID**

MUNICH
Radar (APP)
126.175

Apt Elev
470

Trans alt: 5000

1. Contact MUNICH Radar when advised by Tower.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
3. EXPECT close-in obstacles.

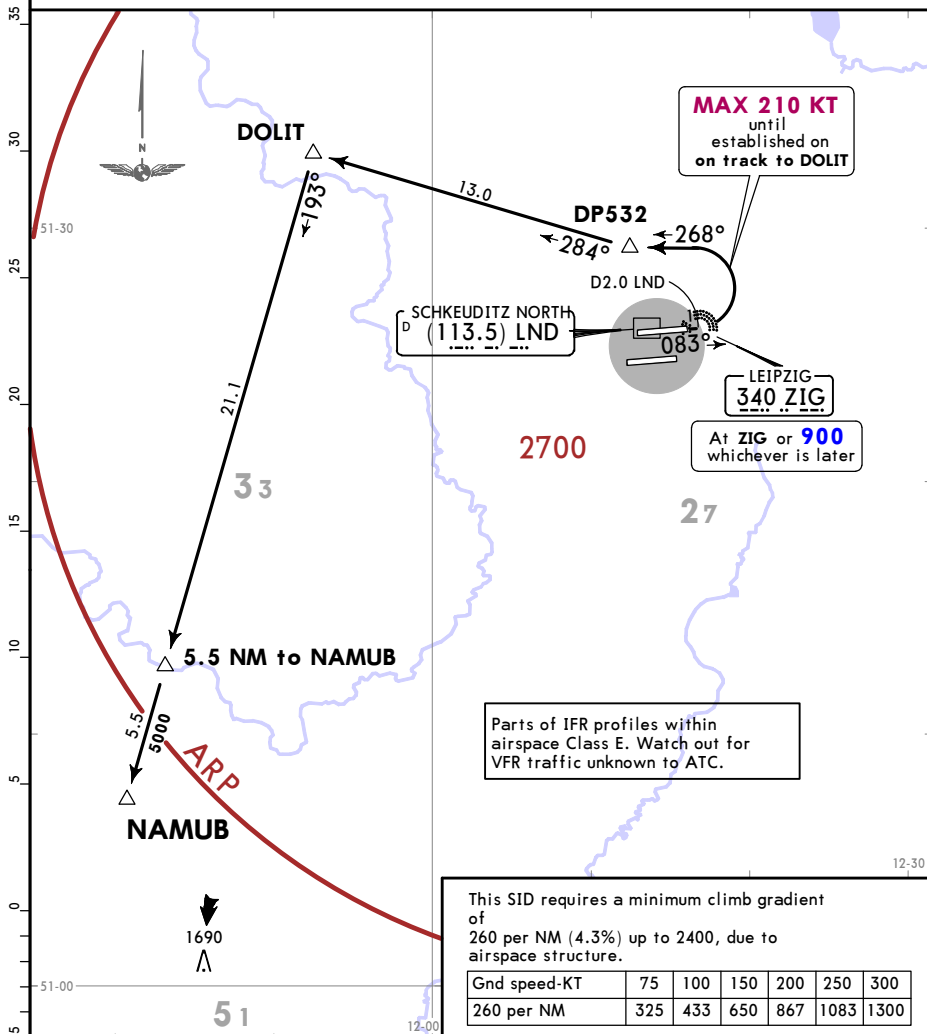
NAMUB 4Z

RWY 08L DEPARTURE

ONLY AVAILABLE BETWEEN 0200-0600LT
AFTER 2400 BRNAV EQUIPMENT NECESSARY
IF UNABLE TO COMPLY ADVISE ATC PRIOR START-UP

**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC**

NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **FL70**

ROUTING

Climb straight ahead to ZIG (D2.0 LND) or 900, whichever is later, turn LEFT, 268° track to DP532, 284° track to DOLIT, turn LEFT, 193° track to NAMUB.

EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY
6 OCT 17 (10-3P) **SID**

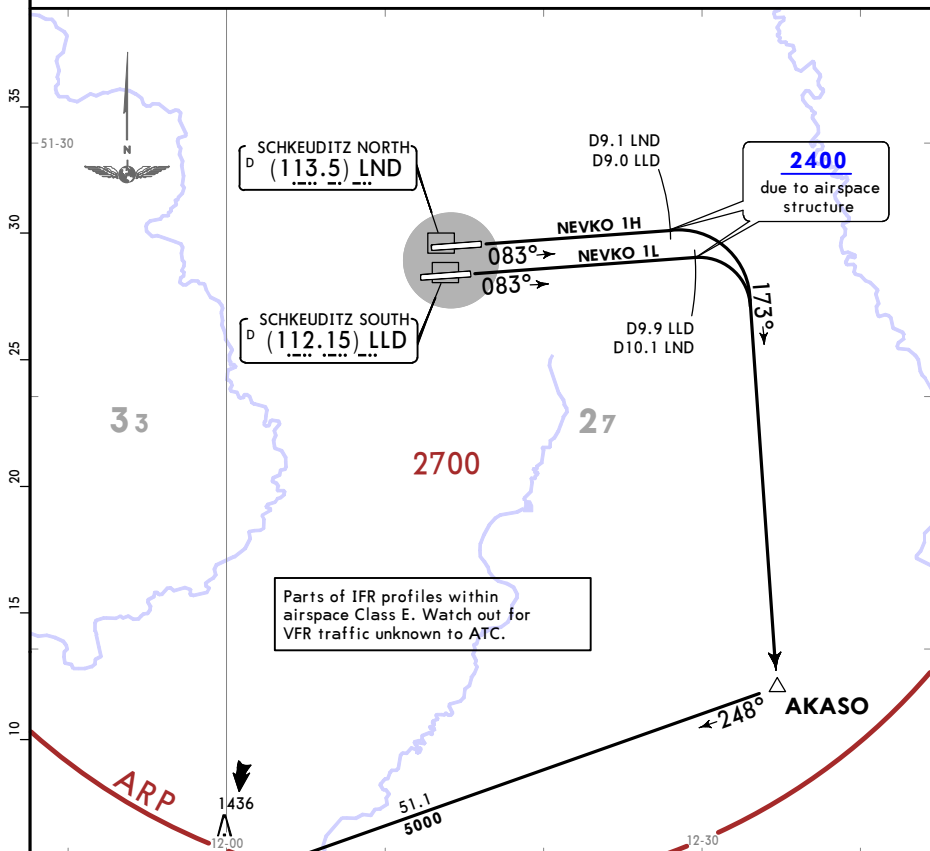
MUNICH
Radar (APP)
126.175

Apt Elev
470

Trans alt: 5000
1. Contact MUNICH Radar when advised by Tower.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
3. RWY 08L: EXPECT close-in obstacles.

NEVKO 1H, NEVKO 1L
DEPARTURES

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

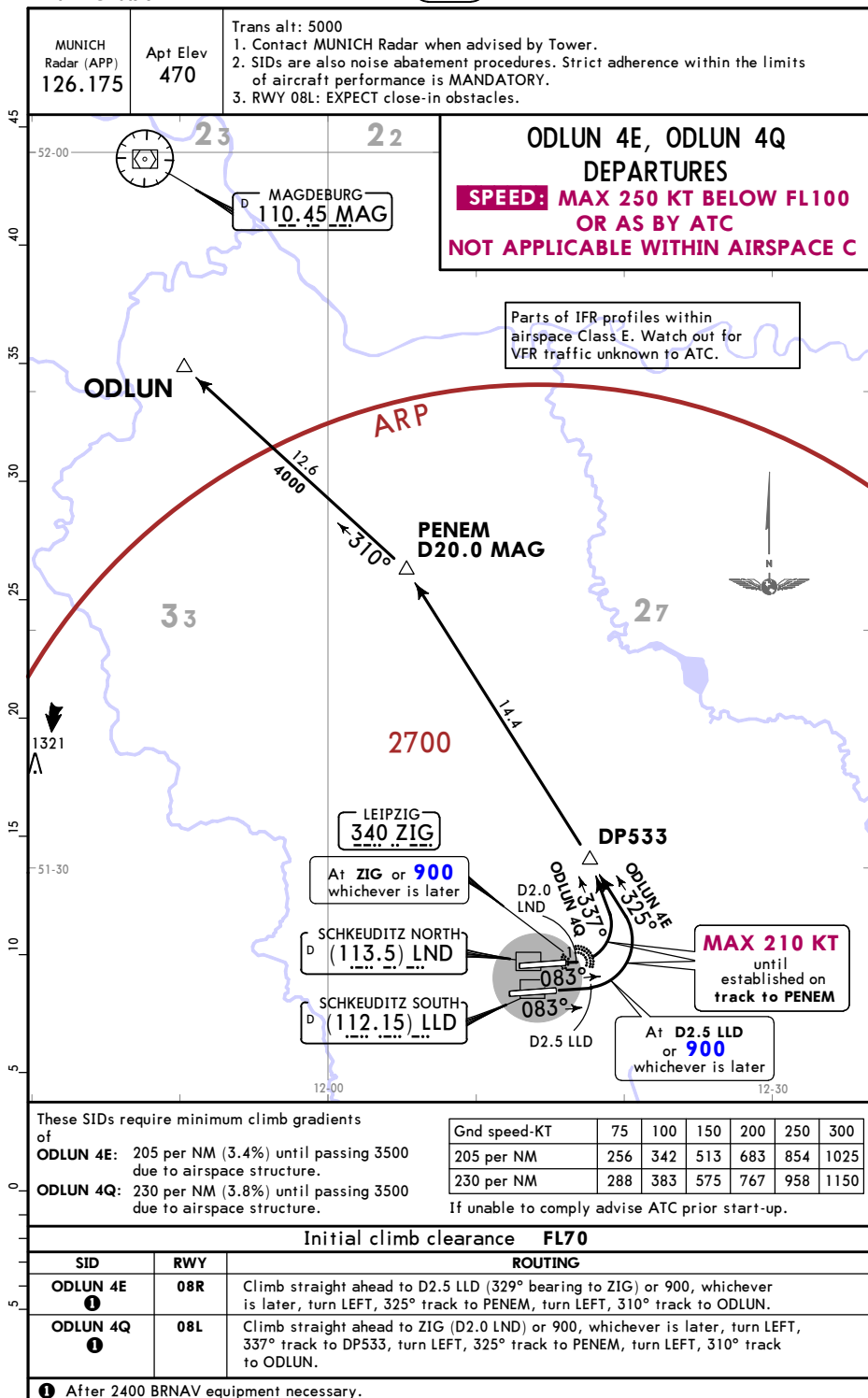


Initial climb clearance		FL70
SID	RWY	ROUTING
NEVKO 1H	08L	Climb on runway track D9.1 LND/D9.0 LLD ①, turn RIGHT, 173° track to AKASO, turn RIGHT, 248° track to NEVKO.
NEVKO 1L	08R	Climb on runway track D9.9 LLD/D10.1 LND ②, turn RIGHT, 173° track to AKASO, turn RIGHT, 248° track to NEVKO.

BRNAV equipment necessary after: ① D9.1 LND/D9.0 LLD ② D9.9 LLD/D10.1 LND.

EDDP/LEJ
LEIPZIG-HALLE

JEPPesen LEIPZIG-HALLE, GERMANY
6 OCT 17 (10-3S) **SID**



EDDP/LEJ

LEIPZIG-HALLE

JEPPesen LEIPZIG-HALLE, GERMANY

6 OCT 17 (10-3T) **SID**

MUNICH
Radar (APP)
126.175

Apt Elev
470

Trans alt: 5000

1. Contact MUNICH Radar when advised by Tower.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

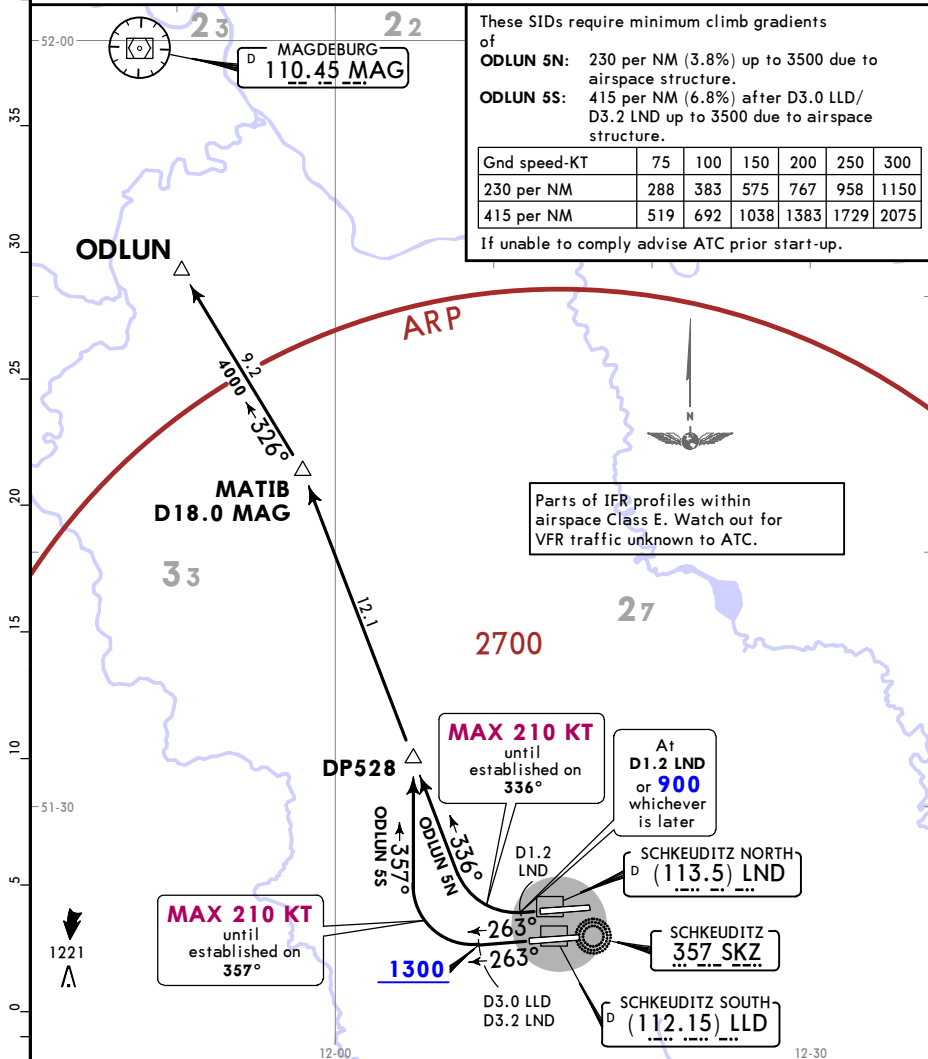
ODLUN 5N, ODLUN 5S

DEPARTURES

SPEED: MAX 250 KT BELOW FL100

OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

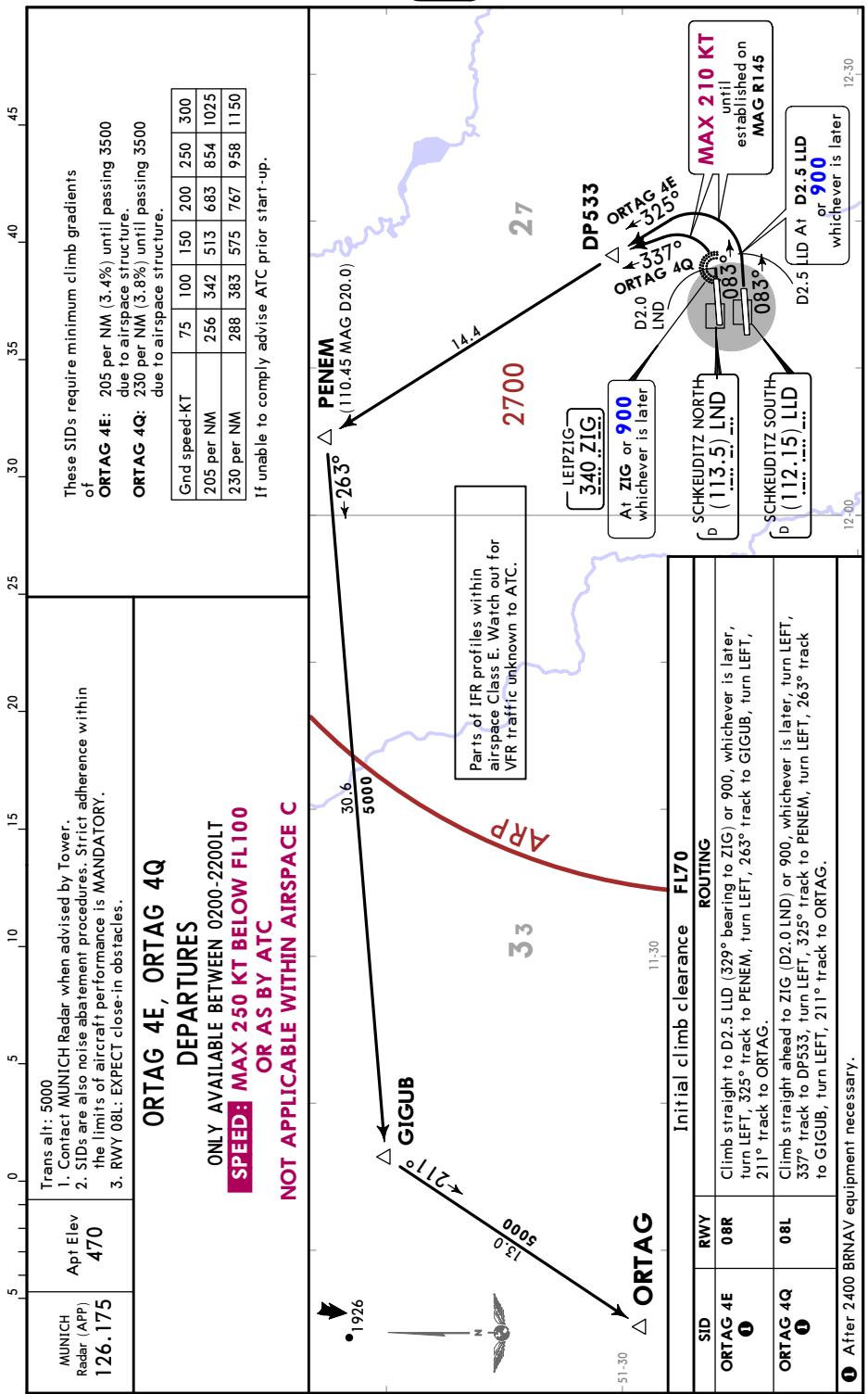


Initial climb clearance **FL70**

SID	RWY	ROUTING
ODLUN 5N ①	26R	Climb straight ahead to D1.2 LND (105° bearing to SKZ) or 900, whichever is later, turn RIGHT, 336° track to MATIB, turn LEFT, 326° track to ODLUN.
ODLUN 5S ①	26L	Climb straight ahead to D3.0 LLD/D3.2 LND, turn RIGHT, 357° track to DP528, turn LEFT, 336° track to MATIB, turn LEFT, 326° track to ODLUN.

① After 2400 BRNAV equipment necessary.

EDDP/LEJ
LEIPZIG-HALLE



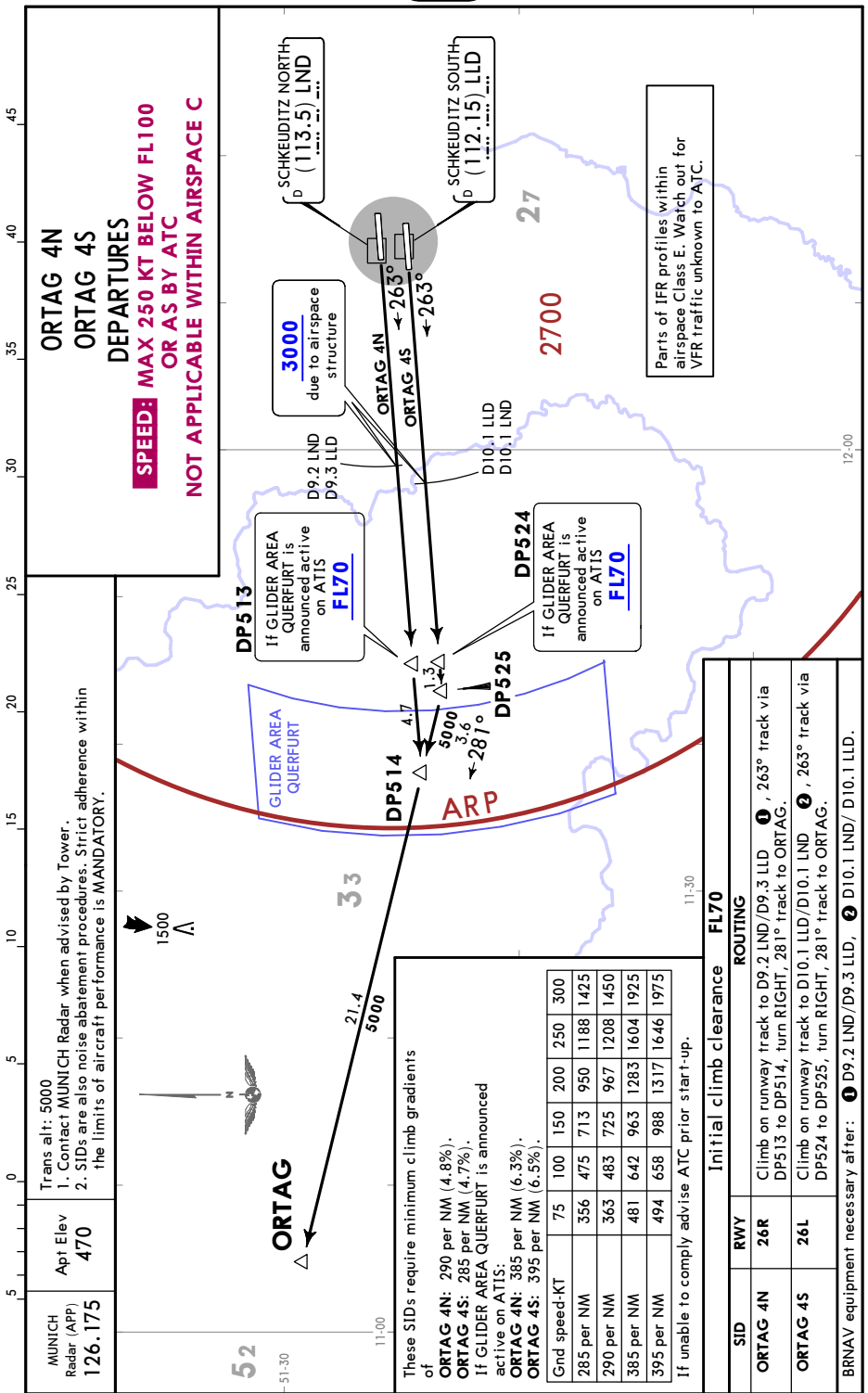
EDDP/LEJ
LEIPZIG-HALLE

6 OCT 17

10-3T2

JEPPESSEN LEIPZIG-HALLE, GERMANY

SID



EDDP/LEJ
LEIPZIG-HALLE

JEPPesen LEIPZIG-HALLE, GERMANY
6 OCT 17 (10-3T3) **SID**

MUNICH
Radar (APP)
126.175

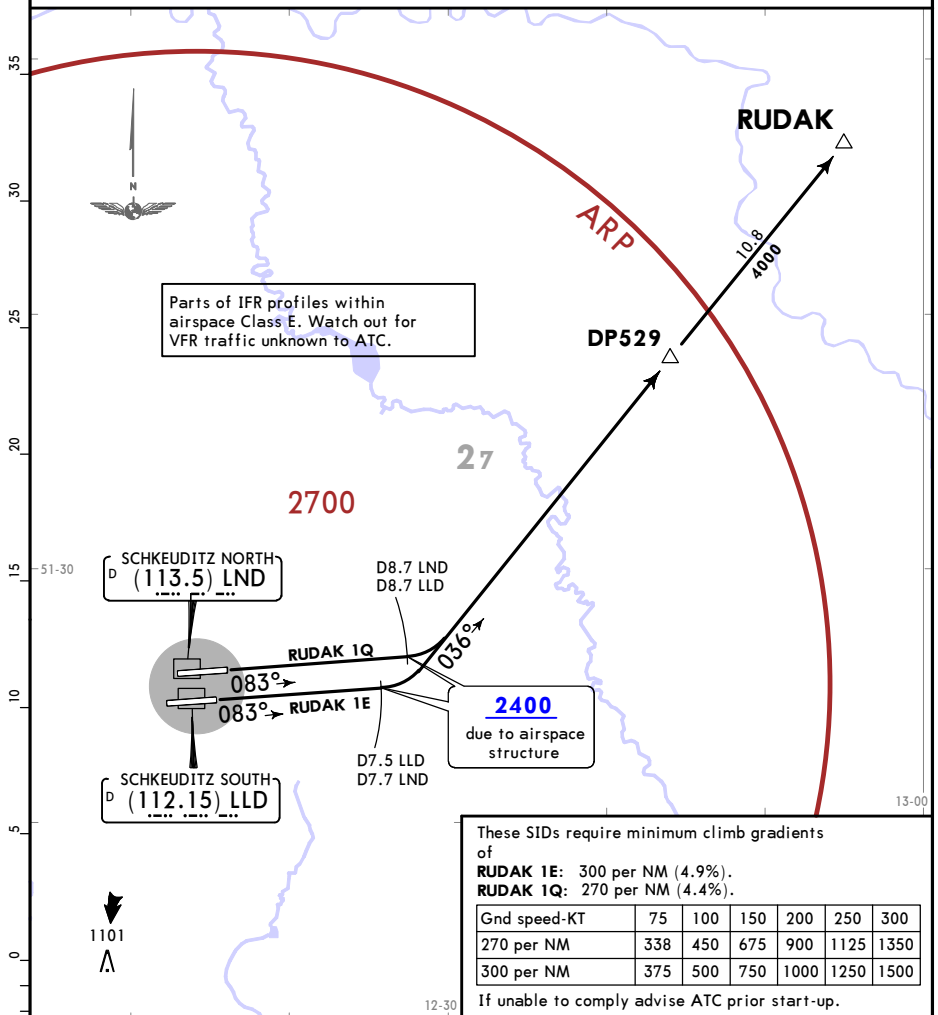
Apt Elev
470

Trans alt: 5000

1. Contact MUNICH Radar when advised by Tower.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
3. RWY 08L: EXPECT close-in obstacles.

RUDAK 1E
RUDAK 1Q
DEPARTURES

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



Initial climb clearance **FL70**

SID	RWY	ROUTING	
RUDAK 1E	08R	On runway track to D7.5 LLD/D7.7 LND	➊, turn LEFT, 036° track via DP529 to RUDAK.
RUDAK 1Q	08L	On runway track to D8.7 LND/D8.7 LLD	➋, turn LEFT, 036° track via DP529 to RUDAK.

BRNAV equipment necessary after: ➊ D7.5 LLD/D7.7 LND, ➋ D8.7 LND/D8.7 LLD.

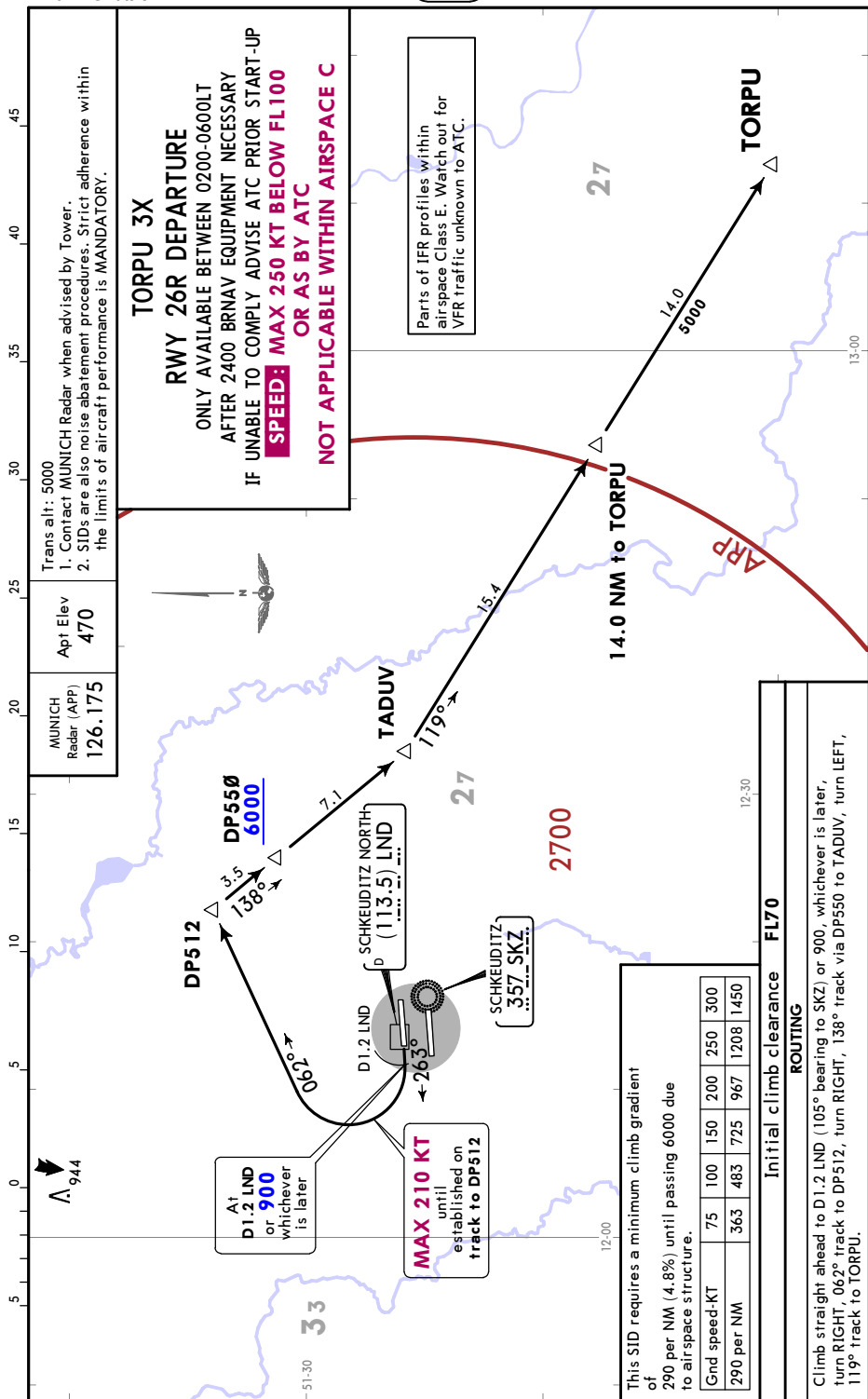
EDDP/LEJ
LEIPZIG-HALLE

6 OCT 17

(10-3U)

JEPPesen LEIPZIG-HALLE, GERMANY

SID



EDDP/LEJ LEIPZIG-HALLE

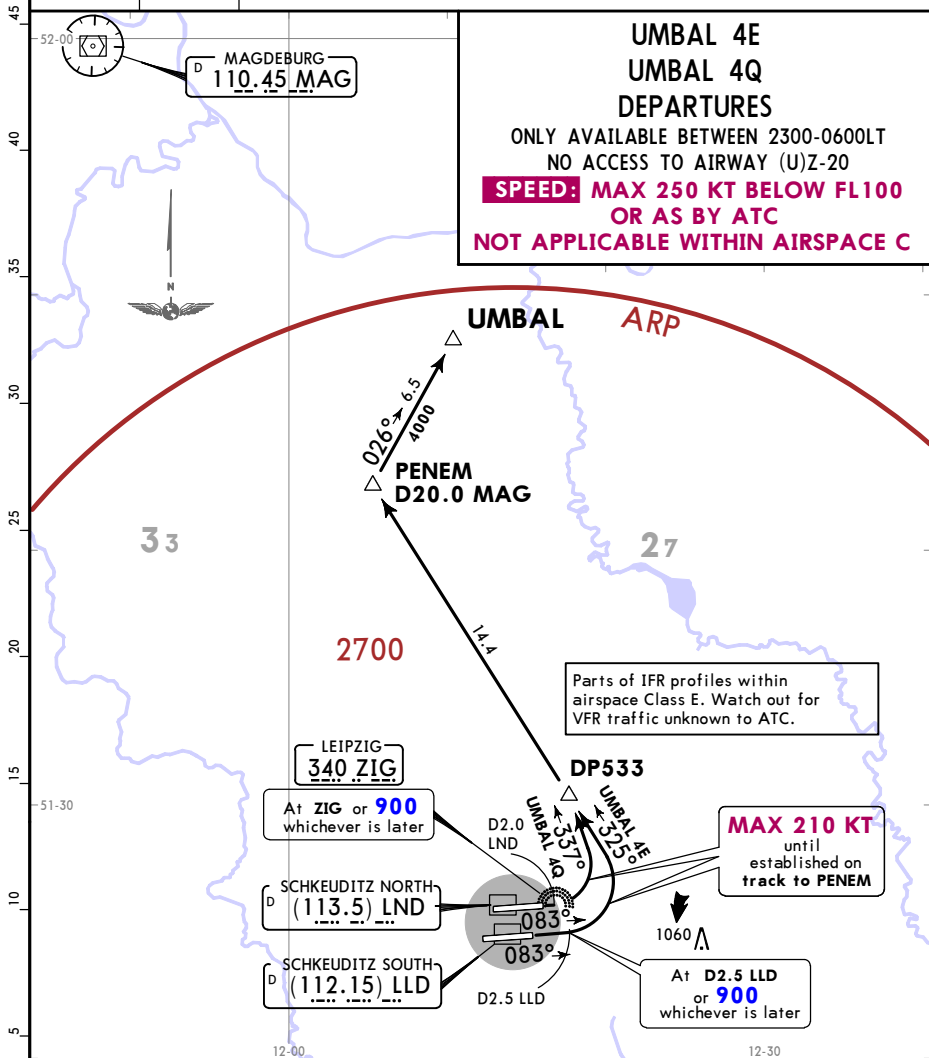
JEPPSEN LEIPZIG-HALLE, GERMANY
6 OCT 17 (10-3V) **SID**

MUNICH
Radar (APP)
126.175

Apt Elev
470

Trans alt: 5000

1. Contact MUNICH Radar when advised by Tower.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
3. RWY 08L: EXPECT close-in obstacles.



These SIDs require minimum climb gradients of

UMBAL 4E: 205 per NM (3.4%) until passing 3500 due to airspace structure.

UMBAL 4Q: 230 per NM (3.8%) until passing 3500 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
205 per NM	256	342	513	683	854	1025
230 per NM	288	383	575	767	958	1150

If unable to comply advise ATC prior start-up.

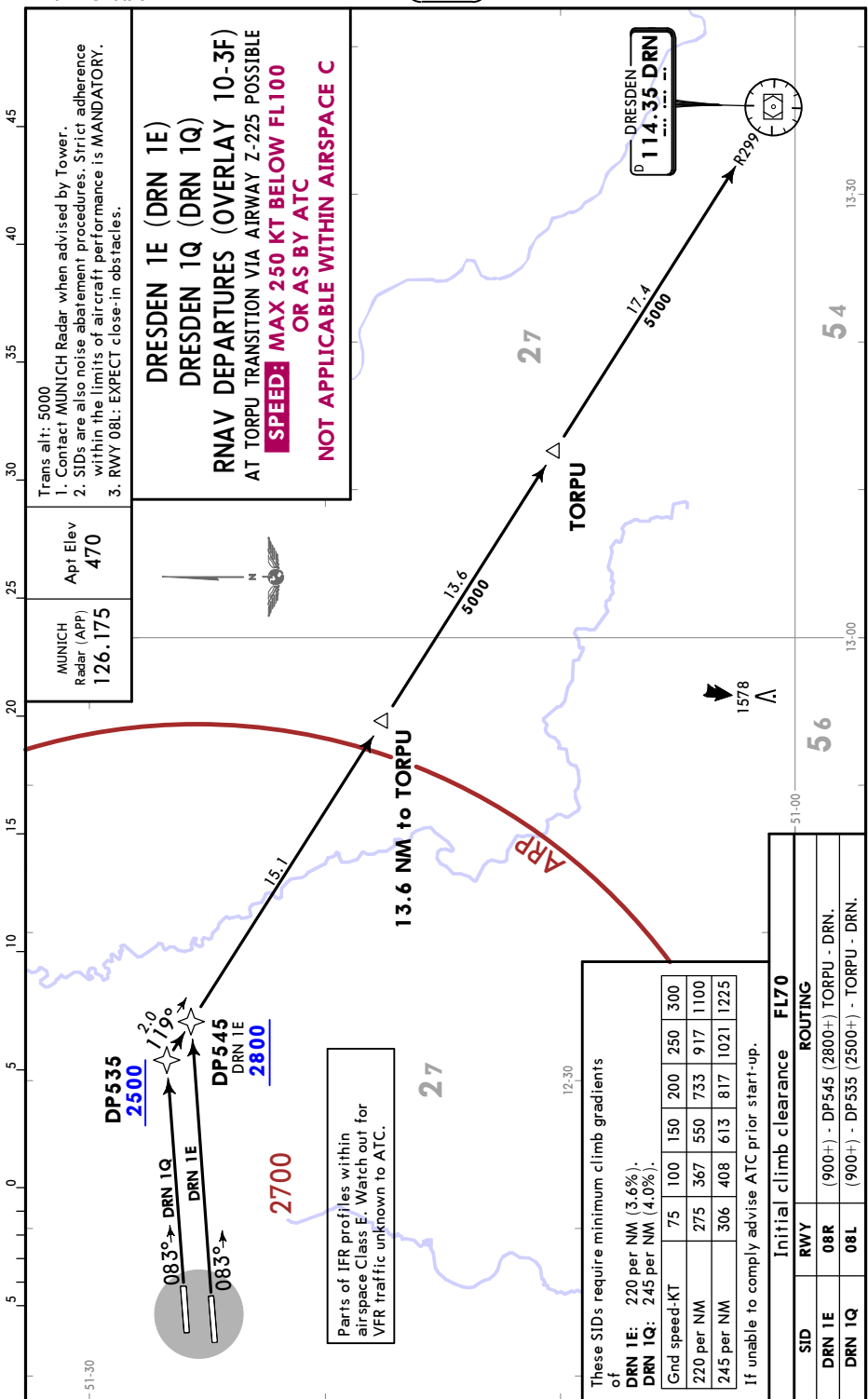
Initial climb clearance FL70

SID	RWY	ROUTING
UMBAL 4E ①	08R	Climb straight ahead to D2.5 LLD (329° bearing to ZIG) or 900, whichever is later, turn LEFT, 325° track to PENEM, turn RIGHT, 026° track to UMBAL.
UMBAL 4Q ①	08L	Climb straight ahead to ZIG (D2.0 LND) or 900, whichever is later, turn LEFT, 337° track to DP533, turn LEFT, 325° track to PENEM, turn RIGHT, 026° track to UMBAL.

① After 2400 BRNAV equipment necessary.

EDDP/LEJ
LEIPZIG-HALLE

JEPPESSEN LEIPZIG-HALLE, GERMANY
6 OCT 17 (10-3V1) RNAV SID (OVERLAY)



EDDP/LEJ

LEIPZIG-HALLE

JEPPESSEN LEIPZIG-HALLE, GERMANY

6 OCT 17 (10-3V2) **RNAV SID (OVERLAY)**

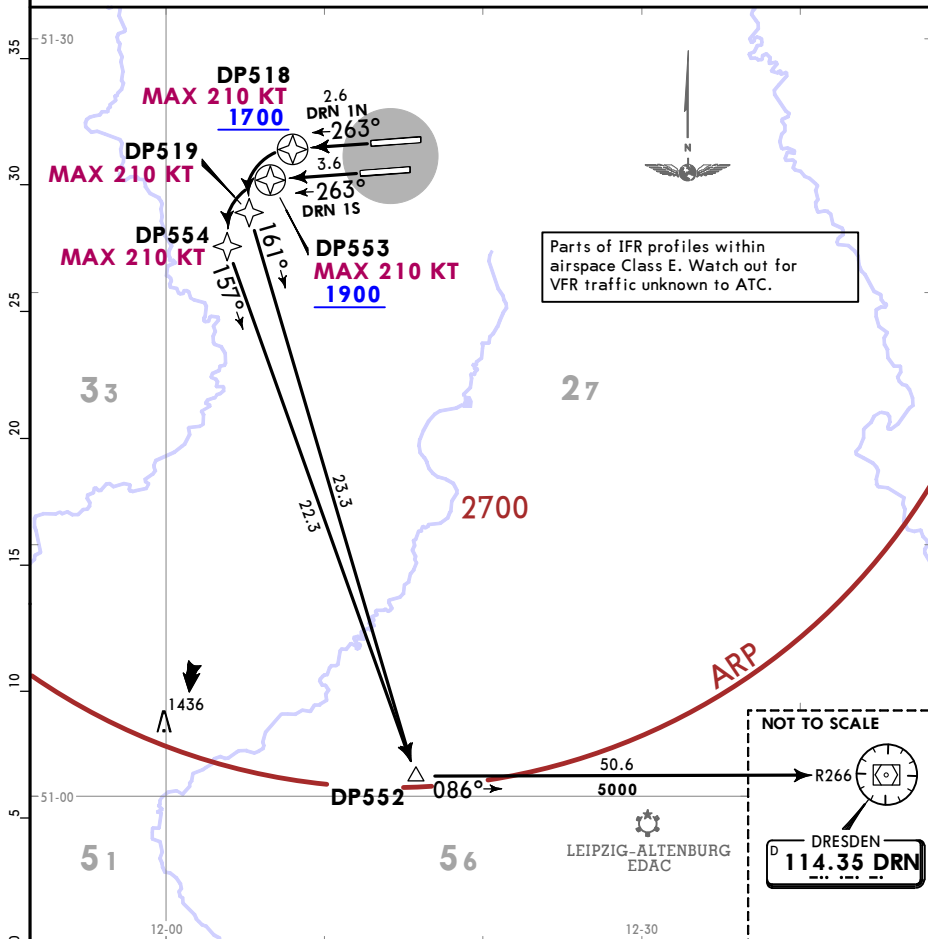
MUNICH
Radar (APP)
126.175

Apt Elev
470

Trans alt: 5000

1. Contact MUNICH Radar when advised by Tower.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

DRESDEN 1N (DRN 1N)
DRESDEN 1S (DRN 1S)
RNAV DEPARTURES (OVERLAY 10-3G)
ONLY AVAILABLE BETWEEN 0600-2200LT
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of

- DRN 1N:** 425 per NM (7.0%) after DP518 up to 2400, due to airspace structure.
- DRN 1S:** 425 per NM (7.0%) after DP553 up to 2400, due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425 per NM	531	708	1063	1417	1771	2125

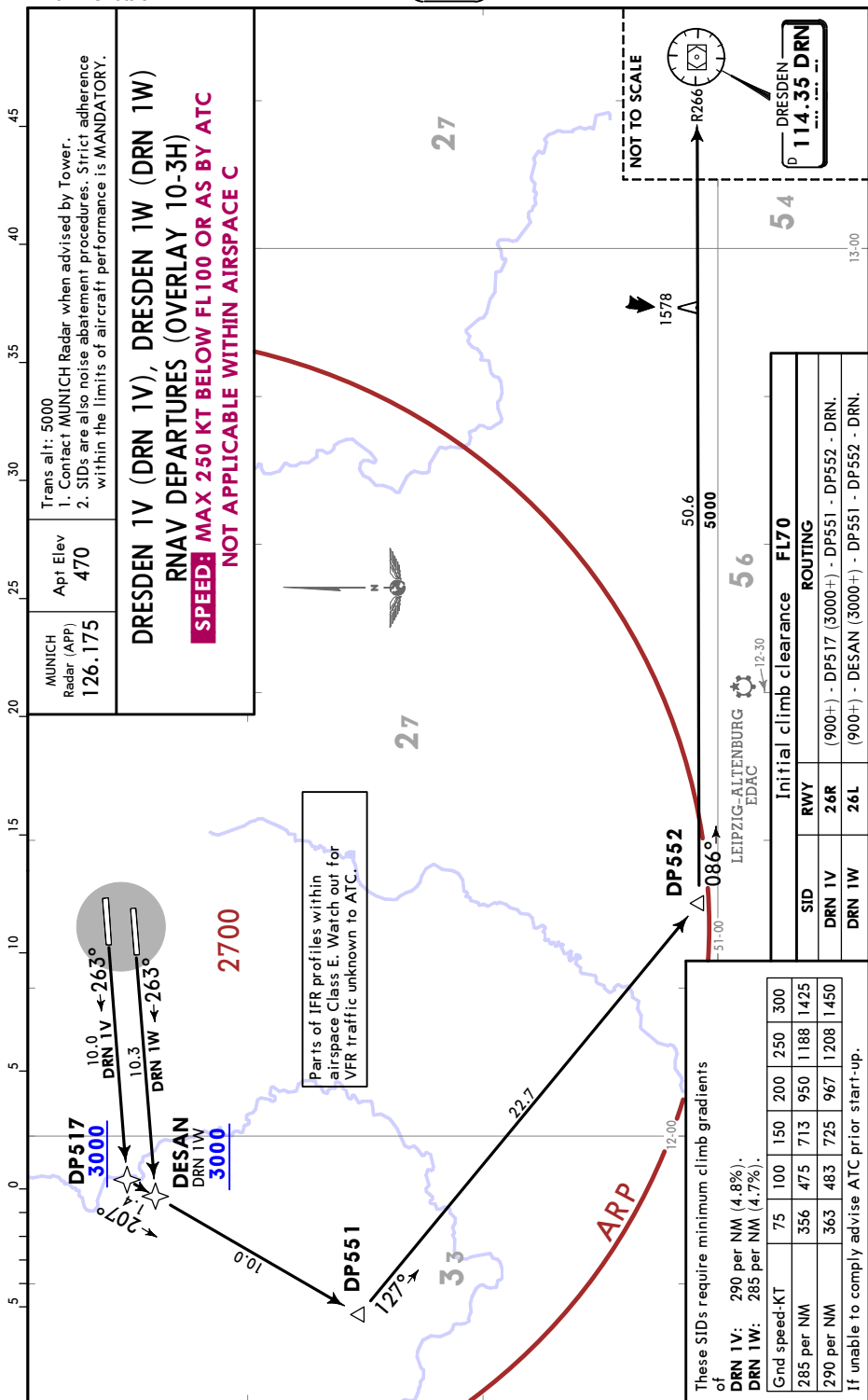
If unable to comply advise ATC prior start-up.

Initial climb clearance FL70

SID	RWY	ROUTING
DRN 1N	26R	DP518 (K210-; 1700+) - DP519 (K210-) - DP552 - DRN.
DRN 1S	26L	DP553 (K210-; 1900+) - DP554 (K210-) - DP552 - DRN.

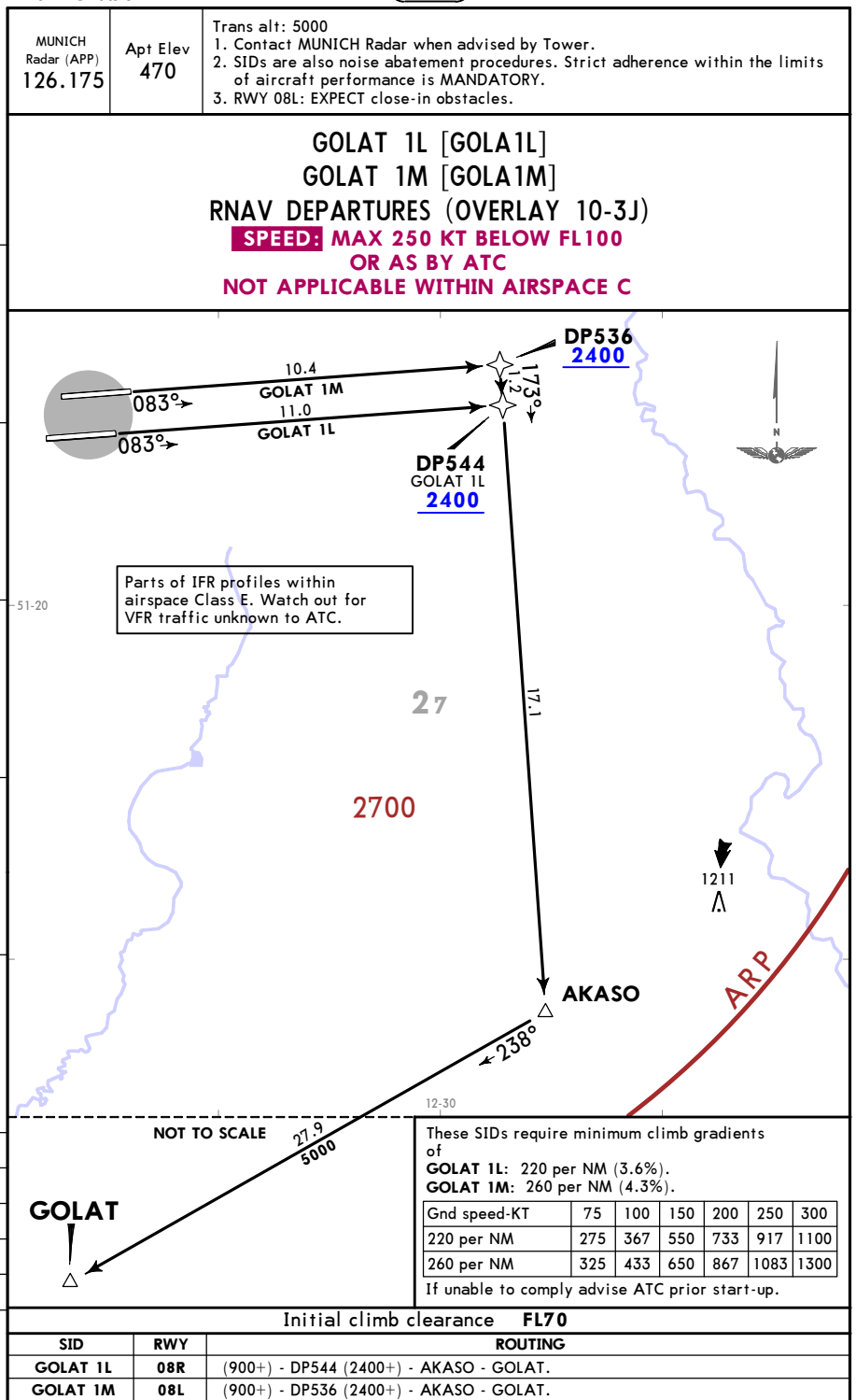
EDDP/LEJ
LEIPZIG-HALLE

JEPPesen LEIPZIG-HALLE, GERMANY
6 OCT 17 (10-3V3) RNAV SID (OVERLAY)



EDDP/LEJ
LEIPZIG-HALLE

JEPPesen LEIPZIG-HALLE, GERMANY
6 OCT 17 (10-3V4) RNAV SID (OVERLAY)



EDDP/LEJ
LEIPZIG-HALLE

JEPPESSEN LEIPZIG-HALLE, GERMANY
6 OCT 17 (10-3V6) RNAV SID (OVERLAY)

MUNICH
Radar (APP)
126.175

Apt Elev
470

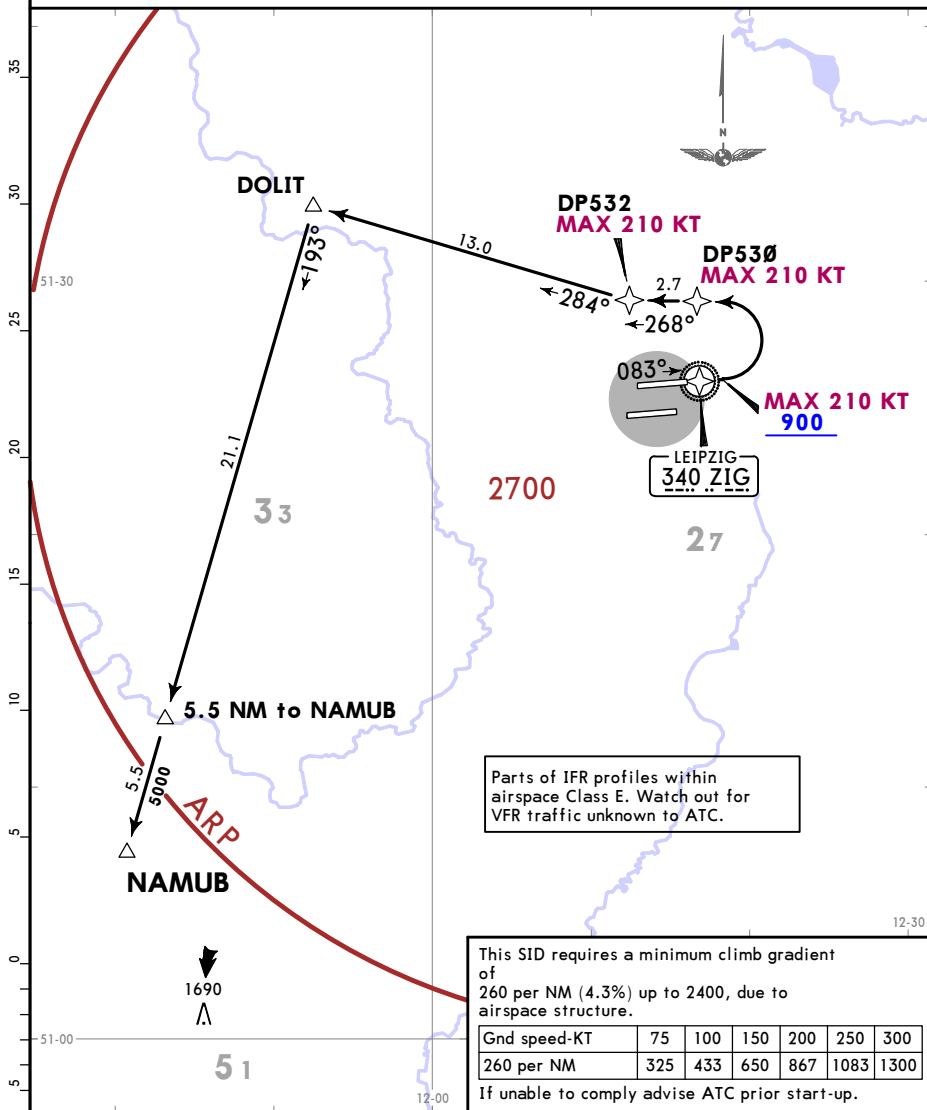
Trans alt: 5000

1. Contact MUNICH Radar when advised by Tower.

2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

3. EXPECT close-in obstacles.

NAMUB 4Z [NAMU4Z]
RWY 08L RNAV DEPARTURE (OVERLAY 10-3N)
ONLY AVAILABLE BETWEEN 0200-0600LT
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **FL70**

ROUTING

ZIG - (K210-; 900+) - DP530 (K210-) - DP532 (K210-) - DOLIT - NAMUB.

EDDP/LEJ
LEIPZIG-HALLE

JEPPesen LEIPZIG-HALLE, GERMANY
6 OCT 17 (10-3V7) RNAV SID (OVERLAY)

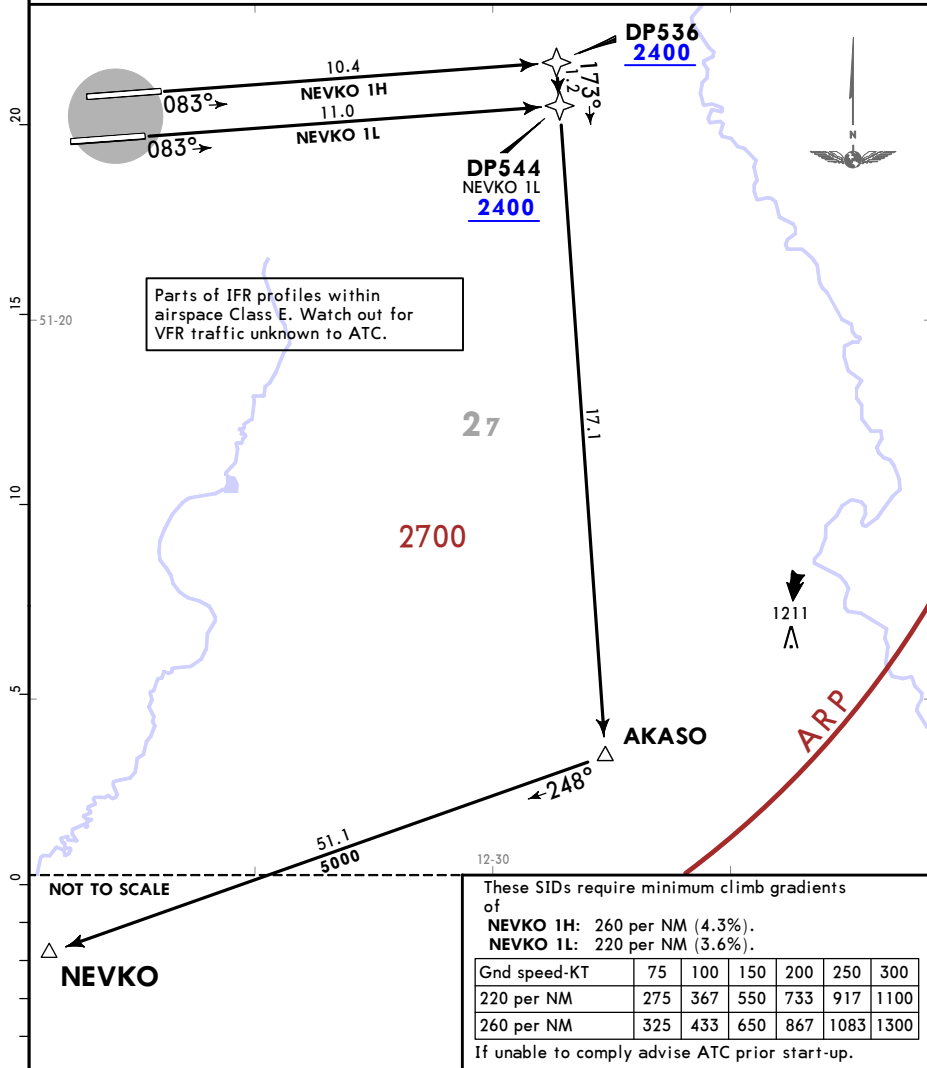
MUNICH
Radar (APP)
126.175

Apt Elev
470

Trans alt: 5000

1. Contact MUNICH Radar when advised by Tower.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
3. RWY 08L: EXPECT close-in obstacles.

NEVKO 1H [NEVK1H]
NEVKO 1L [NEVK1L]
RNAV DEPARTURES (OVERLAY 10-3P)
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **FL70**

SID	RWY	ROUTING
NEVKO 1H	08L	(900+) - DP536 (2400+) - AKASO - NEVKO.
NEVKO 1L	08R	(900+) - DP544 (2400+) - AKASO - NEVKO.

EDDP/LEJ
LEIPZIG-HALLE

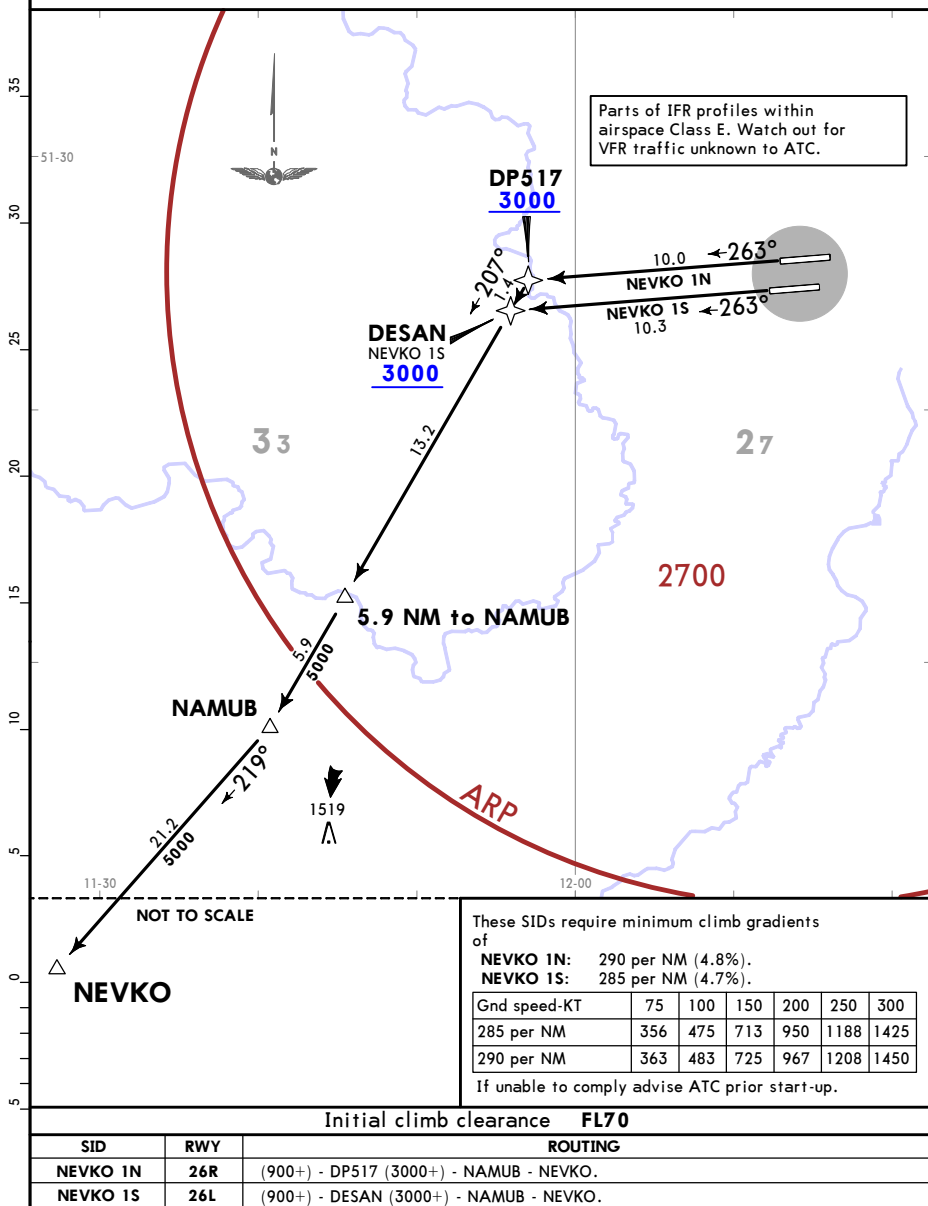
JEPPesen LEIPZIG-HALLE, GERMANY
6 OCT 17 **(10-3V8)** **RNAV SID (OVERLAY)**

MUNICH
Radar (APP)
126.175

Apt Elev
470

Trans alt: 5000
1. Contact MUNICH Radar when advised by Tower.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

NEVKO 1N [NEVK1N]
NEVKO 1S [NEVK1S]
RNAV DEPARTURES (OVERLAY 10-3Q)
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



EDDP/LEJ
LEIPZIG-HALLE

JEPPESSEN LEIPZIG-HALLE, GERMANY
6 OCT 17 (10-3X) RNAV SID (OVERLAY)

MUNICH
Radar (APP)
126.175

Apt Elev
470

Trans alt: 5000

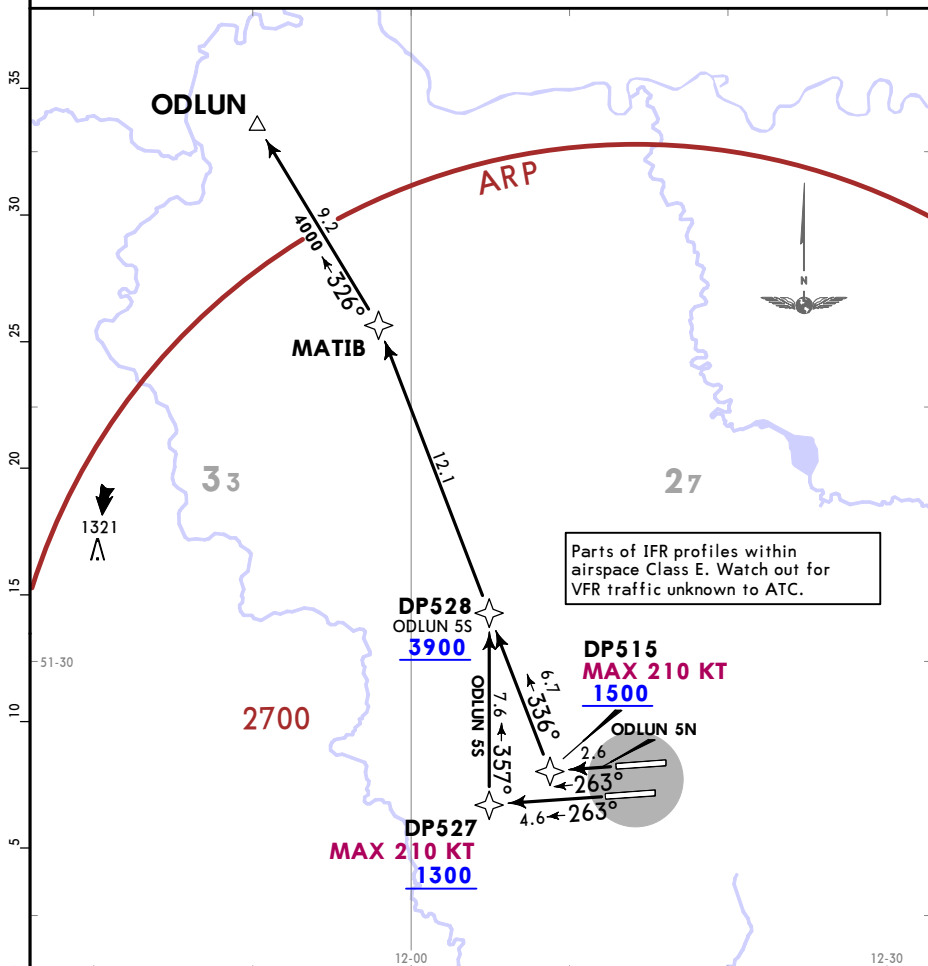
1. Contact MUNICH Radar when advised by Tower.

2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

ODLUN 5N [ODLU5N]
ODLUN 5S [ODLU5S]
RNAV DEPARTURES (OVERLAY 10-3T)

**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC**

NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of

ODLUN 5N: 230 per NM (3.8%) up to 3500 due to airspace structure.

ODLUN 5S: 415 per NM (6.8%) after DP527 up to 3500 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
230 per NM	288	383	575	767	958	1150
415 per NM	519	692	1038	1383	1729	2075

If unable to comply advise ATC prior start-up.

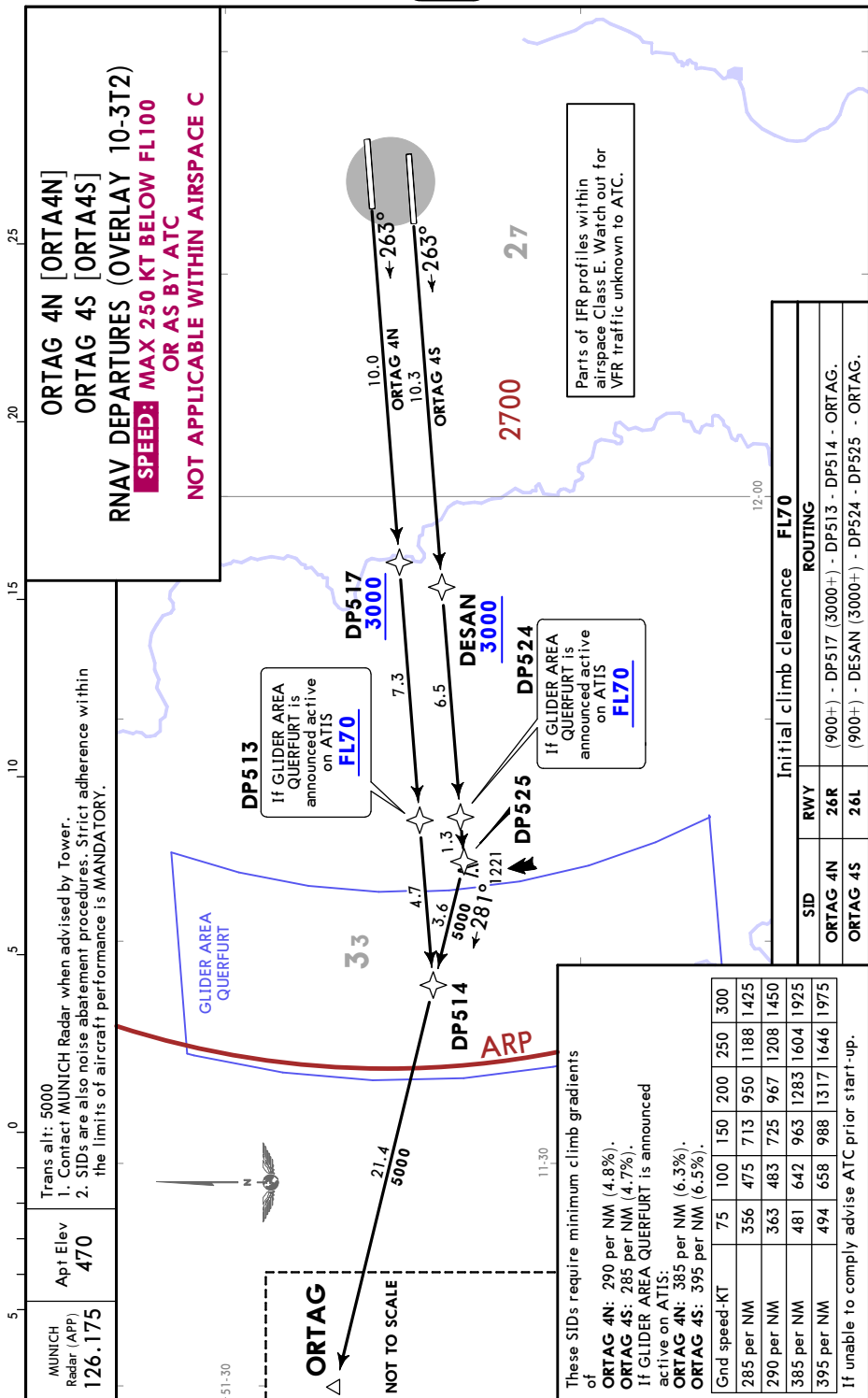
Initial climb clearance FL70

SID	RWY	ROUTING
ODLUN 5N	26R	DP515 (K210-; 1500+) - MATIB - ODLUN.
ODLUN 5S	26L	DP527 (K210-; 1300+) - DP528 (3900+) - MATIB - ODLUN.

EDDP/LEJ
LEIPZIG-HALLE

6 OCT 17 (10-3X2)

LEIPZIG-HALLE, GERMANY
RNAV SID (OVERLAY)



EDDP/LEJ
LEIPZIG-HALLE

JEPPesen LEIPZIG-HALLE, GERMANY
6 OCT 17 **(10-3X3)** **RNAV SID (OVERLAY)**

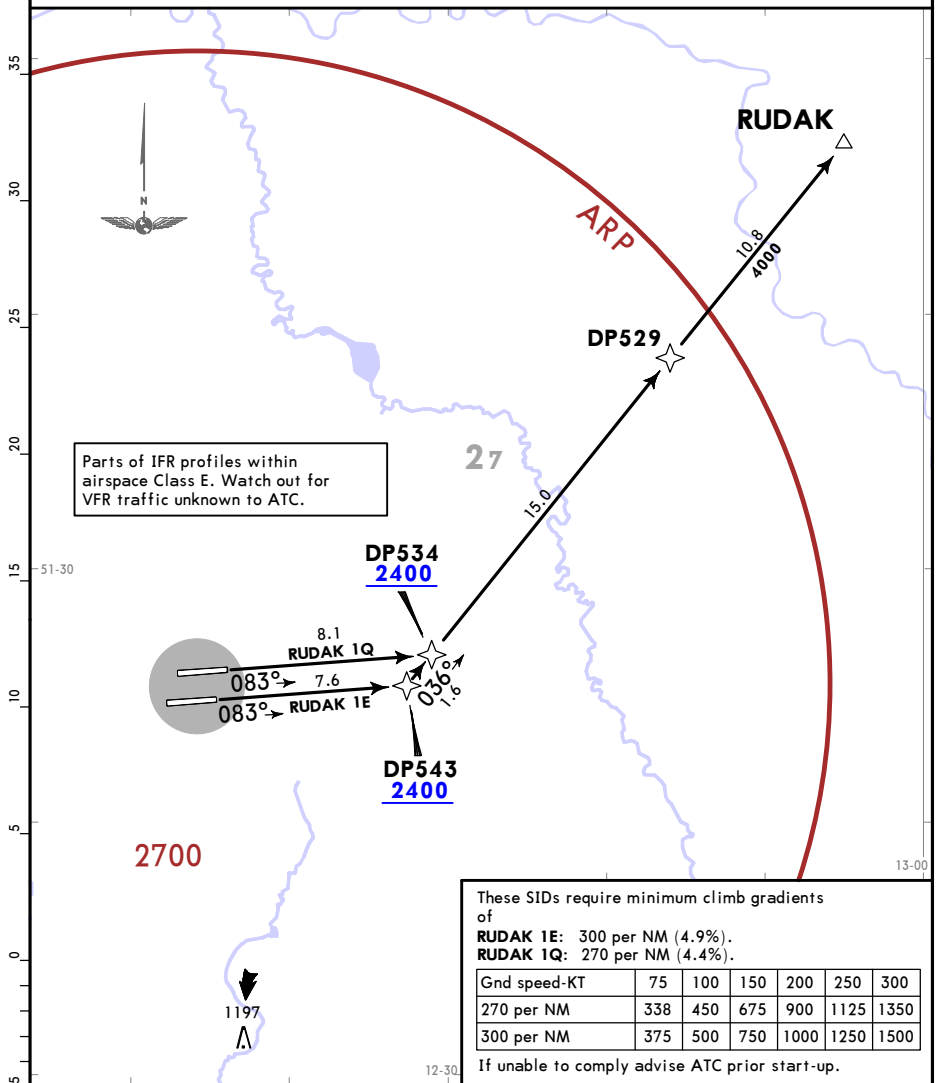
MUNICH
Radar (APP)
126.175

Apt Elev
470

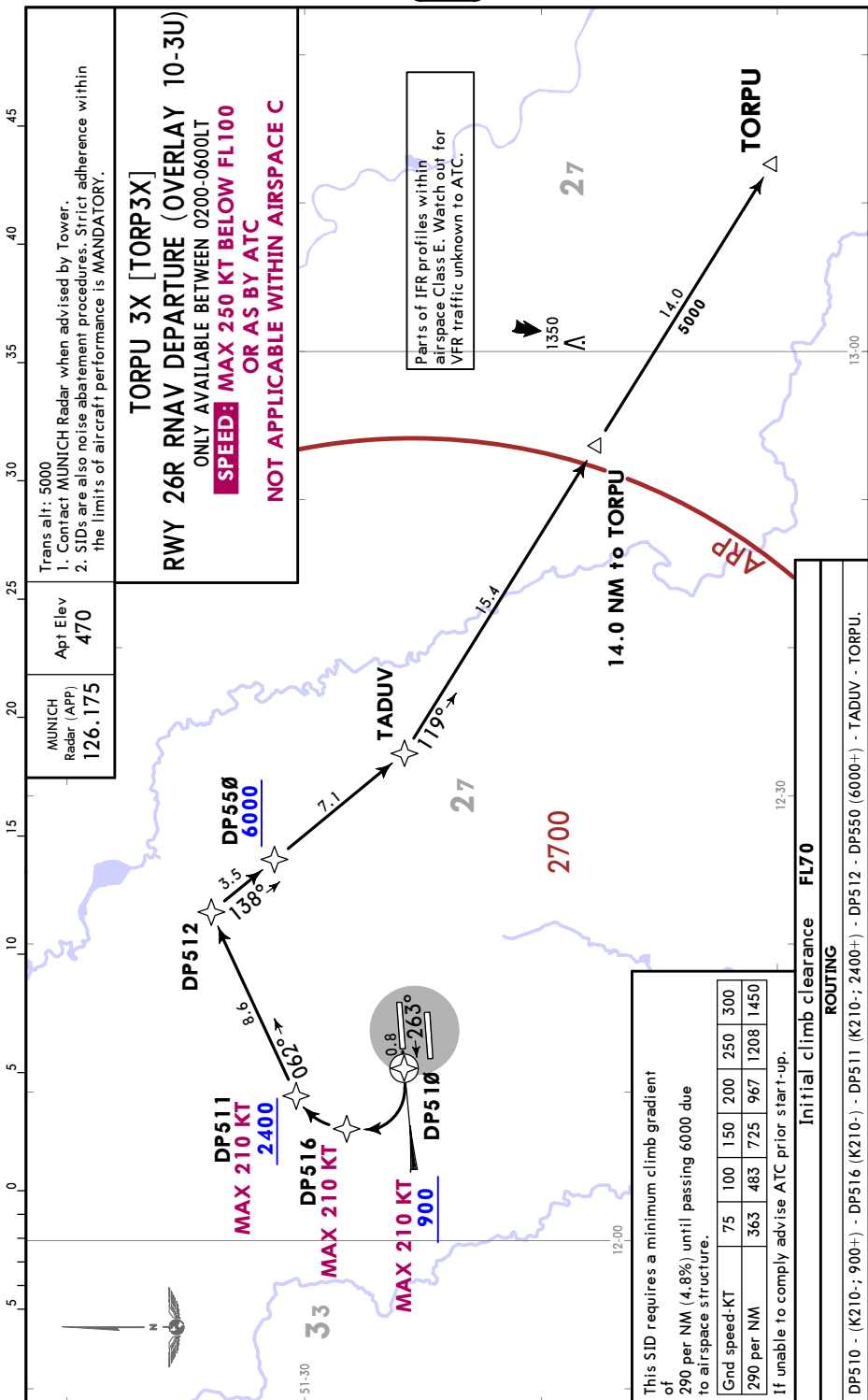
Trans alt: 5000

1. Contact MUNICH Radar when advised by Tower.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
3. RWY 08L: EXPECT close-in obstacles.

RUDAK 1E [RUDA1E]
RUDAK 1Q [RUDA1Q]
RNAV DEPARTURES (OVERLAY 10-3T3)
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance FL70		
SID	RWY	ROUTING
RUDAK 1E	08R	(900+) - DP543 (2400+) - DP529 - RUDAK.
RUDAK 1Q	08L	(900+) - DP534 (2400+) - DP529 - RUDAK.



EDDP/LEJ
LEIPZIG-HALLE

JEPPESSEN LEIPZIG-HALLE, GERMANY
6 OCT 17 (10-3X5) RNAV SID (OVERLAY)

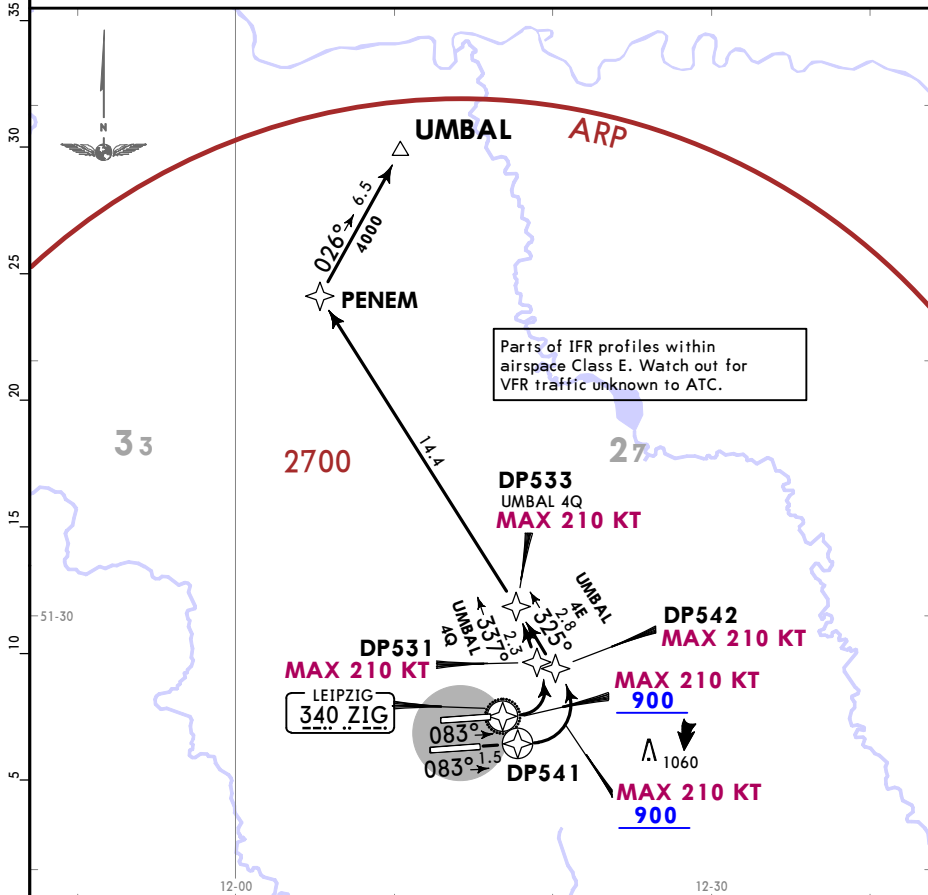
MUNICH
Radar (APP)
126.175

Apt Elev
470

Trans alt: 5000

1. Contact MUNICH Radar when advised by Tower.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
3. RWY 08L: EXPECT close-in obstacles.

UMBAL 4E [UMBA4E]
UMBAL 4Q [UMBA4Q]
RNAV DEPARTURES (OVERLAY 10-3V)
ONLY AVAILABLE BETWEEN 2300-0600LT
NO ACCESS TO AIRWAY (U)Z-20
**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C**



These SIDs require minimum climb gradients of

UMBAL 4E: 205 per NM (3.4%) until passing 3500 due to airspace structure.

UMBAL 4Q: 230 per NM (3.8%) until passing 3500 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
205 per NM	256	342	513	683	854	1025
230 per NM	288	383	575	767	958	1150

If unable to comply advise ATC prior start-up.

Initial climb clearance **FL70**

SID	RWY	ROUTING
UMBAL 4E	08R	DP541 - (K210-; 900+) - DP542 (K210-) - PENEM - UMBAL.
UMBAL 4Q	08L	ZIG - (K210-; 900+) - DP531 (K210-) - DP533 (K210-) - PENEM - UMBAL.

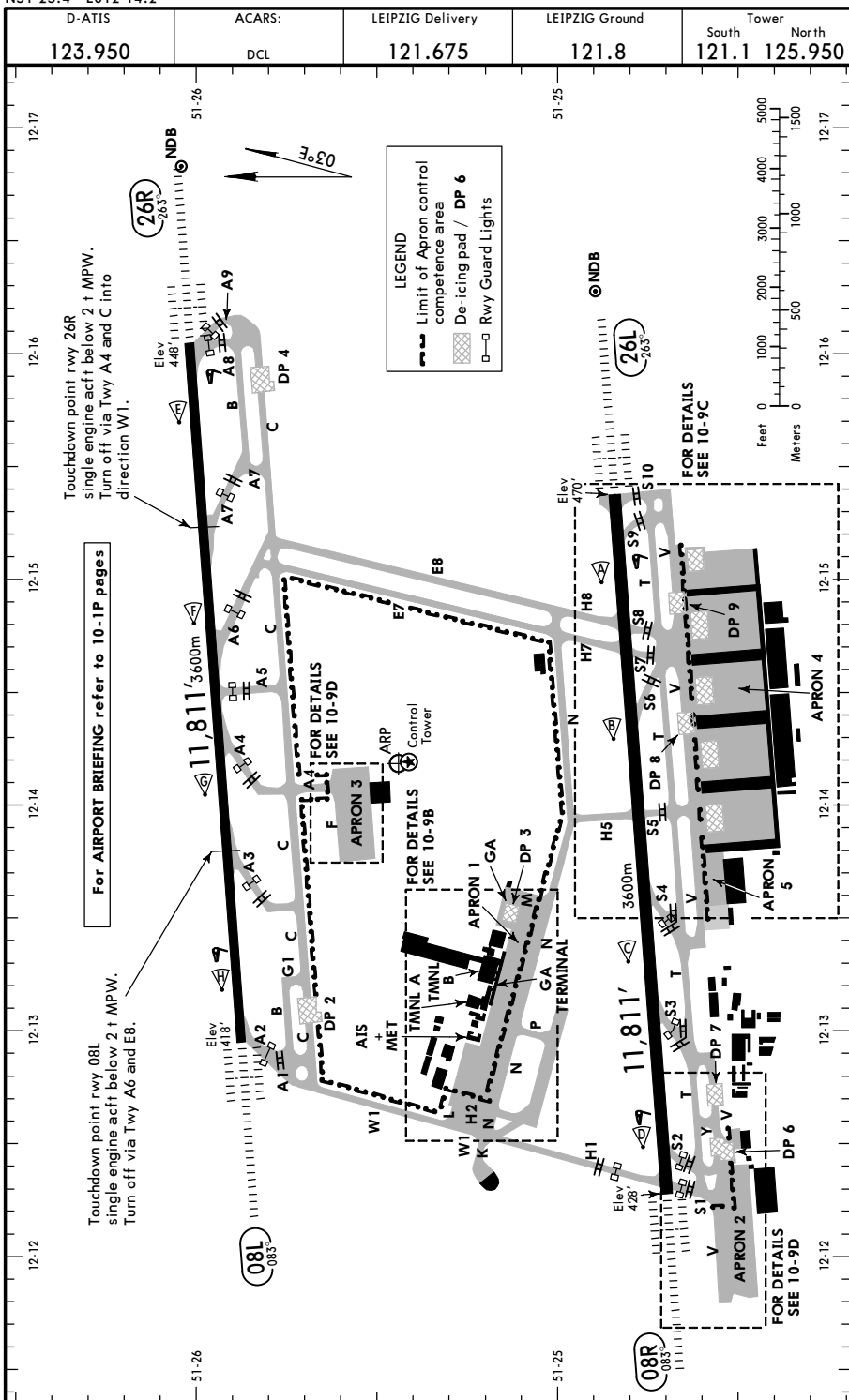
CHANGES: New format.

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EDDP/LEJ

Apt Elev **470'**
N51 25.4 E012 14.2

JEPPesen LEIPZIG-HALLE, GERMANY
6 JAN 17 (10-9) LEIPZIG-HALLE



CHANGES: Taxiway designations.

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EDDP/LEJ

6 JAN 17


JEPPesen LEIPZIG-HALLE, GERMANY
LEIPZIG-HALLE

(10-9A)

ADDITIONAL RUNWAY INFORMATION											
RWY							USABLE LENGTHS		TAKE-OFF	WIDTH	
							LANDING BEYOND				
							Threshold	Glide Slope			
08L 26R	HIRL (60m)	CL (15m)	ALSF-II	TDZ	REIL ❶	RVR	❷	10,630' 3240m	❸		148' 45m
❶ PAPI-L (3.0°)											
❷ Single engine acft below 2 t MPW: 2297' (700m).											
❸ TAKE-OFF RUN AVAILABLE											
RWY 08L:											
From rwy head		11,811' (3600m)				From rwy head		11,811' (3600m)			
twy A3 int		8038' (2450m)				twy A7 int		8038' (2450m)			
twy A4 int		6070' (1850m)				twy A6 int		6070' (1850m)			
twy A5 int		5725' (1745m)				twy A5 int		5725' (1745m)			
RWY 26R:											
From rwy head		11,811' (3600m)				From rwy head		11,811' (3600m)			
twy A3 int		8038' (2450m)				twy A7 int		8038' (2450m)			
twy A4 int		6070' (1850m)				twy A6 int		6070' (1850m)			
twy A5 int		5725' (1745m)				twy A5 int		5725' (1745m)			
08R 26L	HIRL (60m)	CL (15m)	ALSF-II	TDZ	REIL ❹ ❺	RVR		10,900' 3322m	❶		197' 60m
	HIRL (60m)	CL (15m)	ALSF-II	TDZ	REIL ❹ ❻	RVR		10,596' 3230m			
❹ PAPI-L (3.0°)											
❺ HSTIL-S6											
❻ HSTIL-S3 & S4											
❼ TAKE-OFF RUN AVAILABLE											
RWY 08R:											
From rwy head		11,811' (3600m)				From rwy head		11,811' (3600m)			
twy S2 int		10,728' (3270m)				twy S9 int		10,728' (3270m)			
twy S3 int		8038' (2450m)				twy H8 int		9465' (2885m)			
twy S4 int		6070' (1850m)				twy S8 int		9350' (2850m)			
twy H5/S5 int		5233' (1595m)				twy H7 int		9055' (2760m)			
						twy S7 int		8940' (2725m)			
						twy S6 int		7382' (2250m)			
						twy H5/S5 int		6217' (1895m)			

Standard
TAKE-OFF ①

	LVP must be in Force					
	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						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

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

CHANGES: None.

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EDDP/LEJ

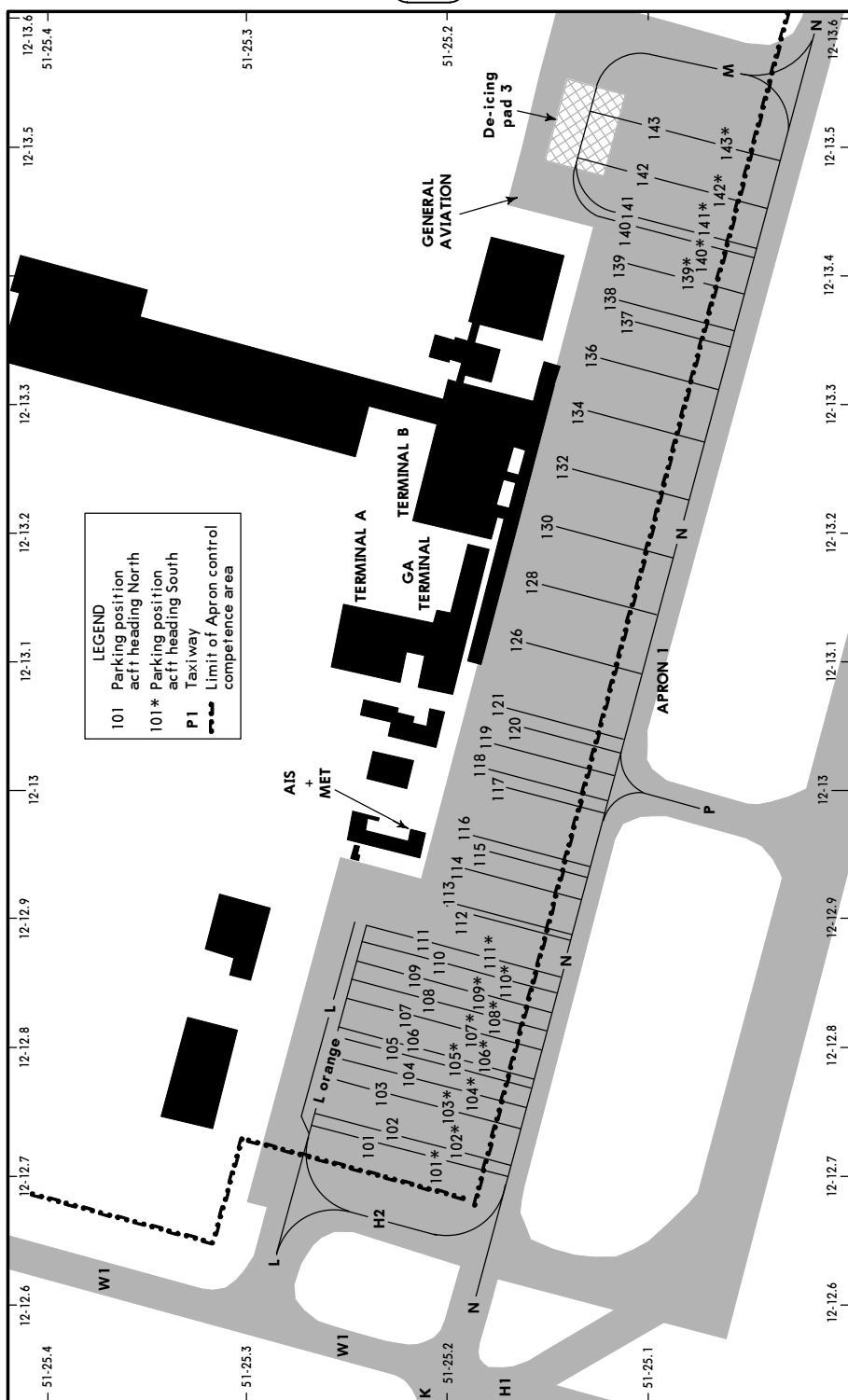
6 JAN 17

10-9B



JEPPESSEN LEIPZIG-HALLE, GERMANY

LEIPZIG-HALLE



CHANGES: Taxiway designations.

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EDDP/LEJ

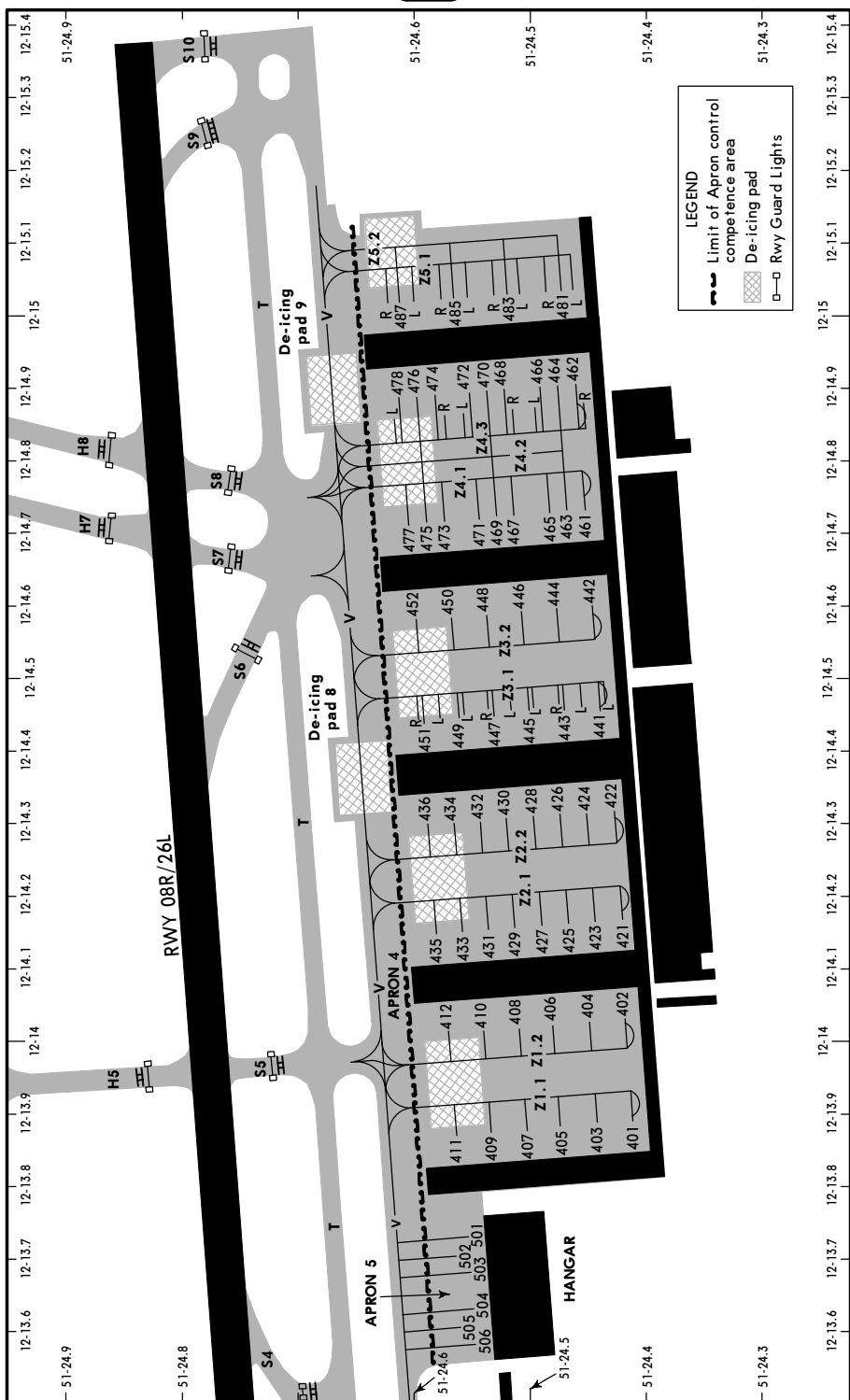
6 JAN 17



JEPPESSEN LEIPZIG-HALLE, GERMANY

10-9C

LEIPZIG-HALLE



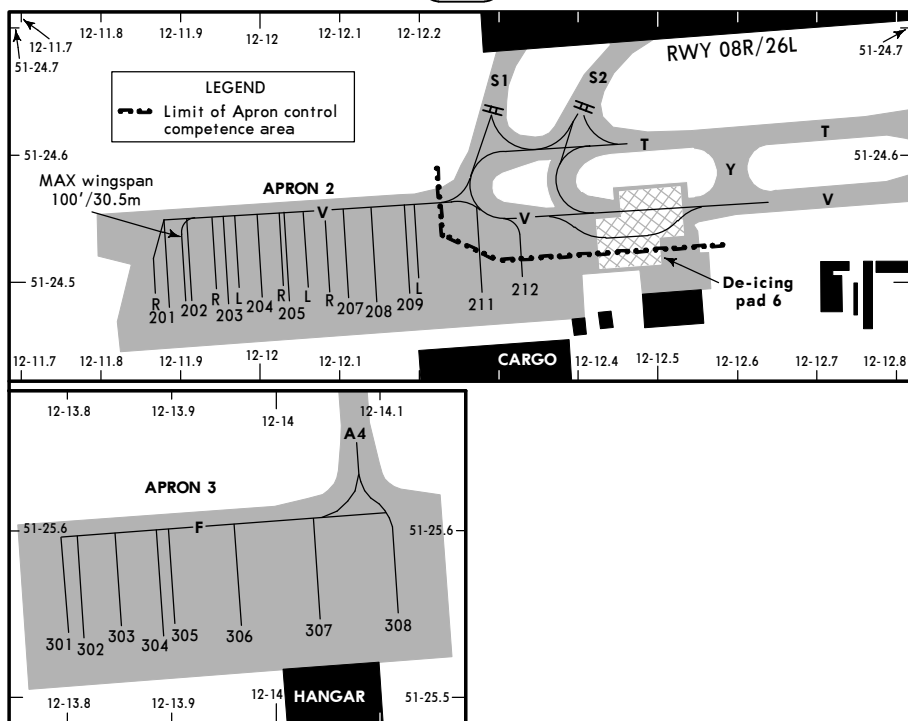
CHANGES: None.

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EDDP/LEJ

JEPPesen LEIPZIG-HALLE, GERMANY
LEIPZIG-HALLE

18 DEC 15 (10-9D)



EDDP/LEJ


JEPPESEN LEIPZIG-HALLE, GERMANY
 18 DEC 15 **10-9E**
LEIPZIG-HALLE

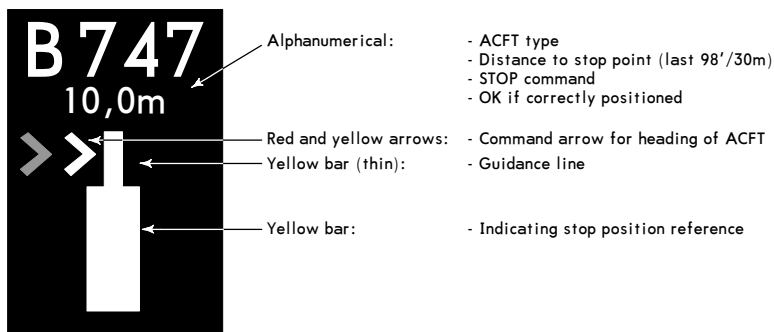
INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
101 thru 102*	N51 25.2 E012 12.7	427	N51 24.5 E012 14.1
103 thru 107*	N51 25.2 E012 12.8	428	N51 24.5 E012 14.4
108	N51 25.2 E012 12.9	429	N51 24.5 E012 14.1
108*	N51 25.2 E012 12.8	430	N51 24.5 E012 14.3
109 thru 113	N51 25.2 E012 12.9	431	N51 24.5 E012 14.1
114 thru 119	N51 25.2 E012 13.0	432	N51 24.5 E012 14.3
120, 121, 126	N51 25.2 E012 13.1	433	N51 24.6 E012 14.1
128, 130	N51 25.2 E012 13.2	434	N51 24.6 E012 14.3
132	N51 25.2 E012 13.3	435	N51 24.6 E012 14.1
134	N51 25.1 E012 13.3	436	N51 24.6 E012 14.3
136 thru 139*	N51 25.1 E012 13.4	441L, 441	N51 24.4 E012 14.4
140	N51 25.1 E012 13.5	442	N51 24.4 E012 14.6
140*	N51 25.1 E012 13.4	443L thru 443R	N51 24.5 E012 14.4
141 thru 143*	N51 25.1 E012 13.5	444	N51 24.5 E012 14.6
201 thru 202	N51 24.5 E012 11.9	445L, 445	N51 24.5 E012 14.4
203L, 203	N51 24.5 E012 12.0	446	N51 24.5 E012 14.6
203R	N51 24.5 E012 11.9	447 thru 447R	N51 24.5 E012 14.4
204	N51 24.5 E012 12.0	448	N51 24.5 E012 14.6
205L	N51 24.5 E012 12.1	449L	N51 24.5 E012 14.4
205, 205R	N51 24.5 E012 12.0	449	N51 24.6 E012 14.4
207 thru 208	N51 24.5 E012 12.1	450	N51 24.6 E012 14.6
209L, 209	N51 24.5 E012 12.2	451L thru 451R	N51 24.6 E012 14.4
211, 212	N51 24.5 E012 12.3	452	N51 24.6 E012 14.6
301, 302	N51 25.5 E012 13.8	461	N51 24.4 E012 14.7
303 thru 305	N51 25.5 E012 13.9	462	N51 24.5 E012 14.9
306, 307	N51 25.5 E012 14.0	462R	N51 24.4 E012 14.9
308	N51 25.5 E012 14.1	463	N51 24.5 E012 14.7
401	N51 24.4 E012 13.9	464	N51 24.5 E012 14.9
402	N51 24.4 E012 14.1	465	N51 24.5 E012 14.7
403	N51 24.4 E012 13.9	466L, 466	N51 24.5 E012 14.9
404	N51 24.4 E012 14.1	467	N51 24.5 E012 14.7
405	N51 24.5 E012 13.8	468, 468R	N51 24.5 E012 14.9
406	N51 24.5 E012 14.1	469	N51 24.5 E012 14.7
407	N51 24.5 E012 13.8	470	N51 24.5 E012 14.9
408	N51 24.5 E012 14.1	471	N51 24.5 E012 14.7
409	N51 24.5 E012 13.8	472L, 472	N51 24.5 E012 14.9
410	N51 24.5 E012 14.1	473	N51 24.6 E012 14.7
411	N51 24.6 E012 13.8	474L thru 474R	N51 24.6 E012 14.9
412	N51 24.6 E012 14.1	475	N51 24.6 E012 14.7
421	N51 24.4 E012 14.1	476	N51 24.6 E012 14.9
422	N51 24.4 E012 14.4	477	N51 24.6 E012 14.7
423	N51 24.4 E012 14.1	478L, 478	N51 24.6 E012 14.9
424	N51 24.5 E012 14.4	481L thru 483R	N51 24.5 E012 15.0
425	N51 24.5 E012 14.1	485L thru 487R	N51 24.6 E012 15.0
426	N51 24.5 E012 14.4	501 thru 503	N51 24.5 E012 13.7
		504 thru 507	N51 24.5 E012 13.6

EDDP/LEJ

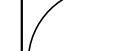
JEPPesenLEIPZIG-HALLE, GERMANY
 24 AUG 12 **(10-9F)**
 LEIPZIG-HALLE

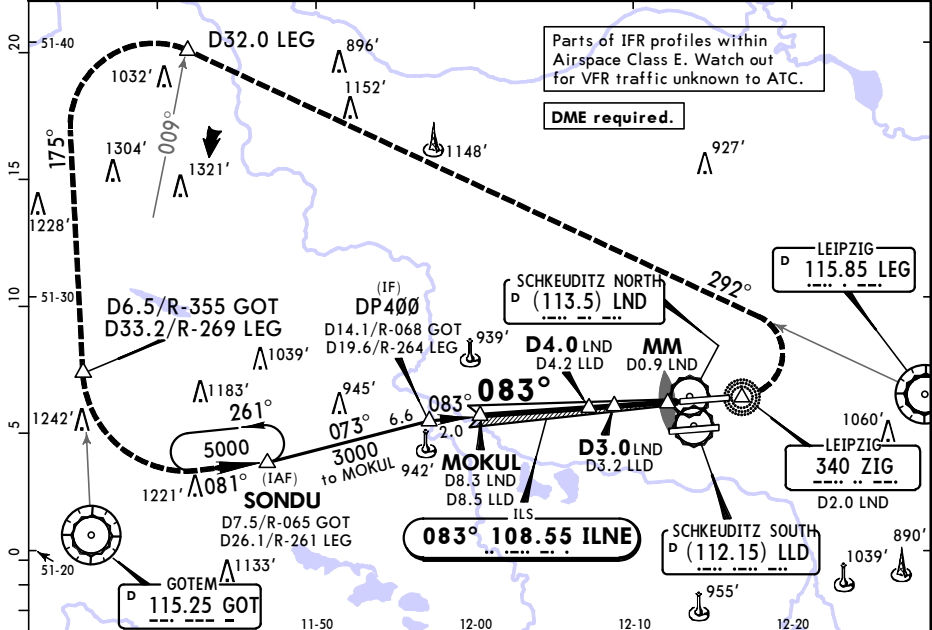
VISUAL AIRCRAFT DOCKING SYSTEM

If the crew notices during taxiing-in that the system is not functioning or that it shows an incorrect ACFT type or that the indicator on the tableau is not clearly legible, the ACFT must be stopped immediately and the fact reported to "LEIPZIG Ground/Tower". Continued taxiing will take place according to instructions by "LEIPZIG Ground/Tower". The system works parallax free, it can be read from each position in the cockpit.

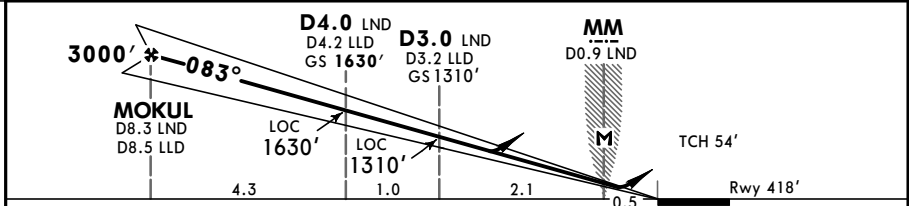


1. Taxiing-in to the ACFT stand taxiing guidance line.
2. ACFT type is displayed in the top line.
3. Floating arrows indicate that the system is activated and in capture mode.
4. The system will show center line indicator if ACFT was captured.
5. A flashing red arrow indicates the direction to turn.
The vertical yellow arrow shows position in relation to the center line
6. When approaching from 98'/30m to the stop point the display shows distance to the stop point in meters additionally.
30m - 3m in 1m steps, 3m - stop point in 0.2m steps.
7. After the stop point has been reached, 'STOP OK' will appear on the display.
8. If taxiing past the stop point, 'TOO FAR' will appear on the display.

D-ATIS 123.950	MUNICH Radar (APP) 126.175	LEIPZIG Director (APP) 128.475	LEIPZIG Tower North 125.950 South 121.1		Ground 121.8
LOC ILNE 108.55	Final Apch Crs 083°	GS D4.0 LND 1630' (1212')	ILS DA(H) 618' (200')	Apt Elev 470' Rwy 418'	
MISSED APCH: Climb on 083° to NDB/D2.0 LND or 900', whichever is later, then turn LEFT onto R-292 LEG to D32.0 LEG. Turn LEFT onto R-355 GOT inbound to D6.5 GOT, then turn LEFT onto R-261 LEG inbound to SONDU, climbing to 5000'.					
Alt Set: hPa (IN on req)		Rwy Elev: 15 hPa	Trans level: By ATC	Trans alt: 5000'	
					MSA ARP



5	LOC (GS out)	LND DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
		ALTITUDE	2900'	2580'	2260'	1940'	1630'	1310'	990'



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

Standard		STRAIGHT-IN LANDING RWY 08L			
		ILS		LOC (GS out)	
		DA(H) 618' (200')		CDA DA/MDA(H) 830' (412')	
		FULL	TDZ or CL out	ALS out	
A	RVR 550m	RVR 550m 1	RVR 1200m	RVR 1200m	ALS out
B					RVR 1500m
C					RVR 1900m
D					

1 W/o HUD/AP/FD: RVR 750m

EDDP/LEJ LEIPZIG-HALLE

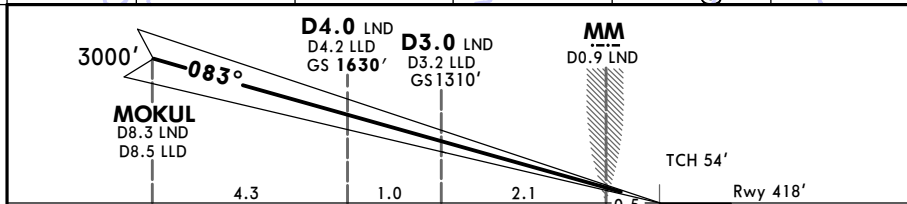
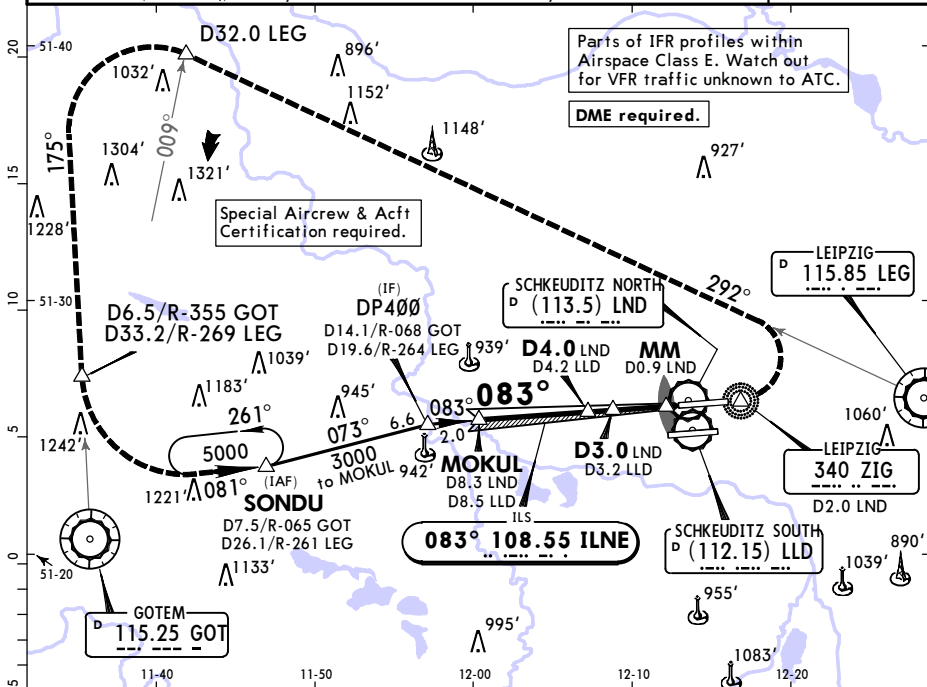
9 JUN 17
Eff 22 Jun

JEPPesen
(11-1A)

LEIPZIG-HALLE, GERMANY CAT II/III ILS Rwy 08L

BRIEFING STRIP

D-ATIS	MUNICH Radar (APP)	LEIPZIG Director (APP)	LEIPZIG Tower		Ground
123.950	126.175	128.475	North 125.950	South 121.1	121.8
LOC ILNE 108.55	Final Apch Crs 083°	GS D4.0 LND 1630' (1212')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 470' Rwy 418'	2700 MSA ARP
MISSED APCH: Climb on 083° to NDB/D2.0 LND or 900', whichever is later, then turn LEFT onto R-292 LEG to D32.0 LEG. Turn LEFT onto R-355 GOT inbound to D6.5 GOT, then turn LEFT onto R-261 LEG inbound to SONDU, climbing to 5000'.					
Alt Set: hPa (IN on req)		Rwy Elev: 15 hPa	Trans level: By ATC	Trans alt: 5000'	



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II		ZIG	900'	on 083°
GS	3.00°	372	478	531	637	743	849	REIL PAPI	340	whichever later	

Standard		STRAIGHT-IN LANDING RWY 08L	
CAT IIIA ILS DH 50'		CAT II ILS RA 107' DA(H) 518' (100')	
RVR 200m		RVR 300m	

1 CAT IIIB: MIM RVR 75m.

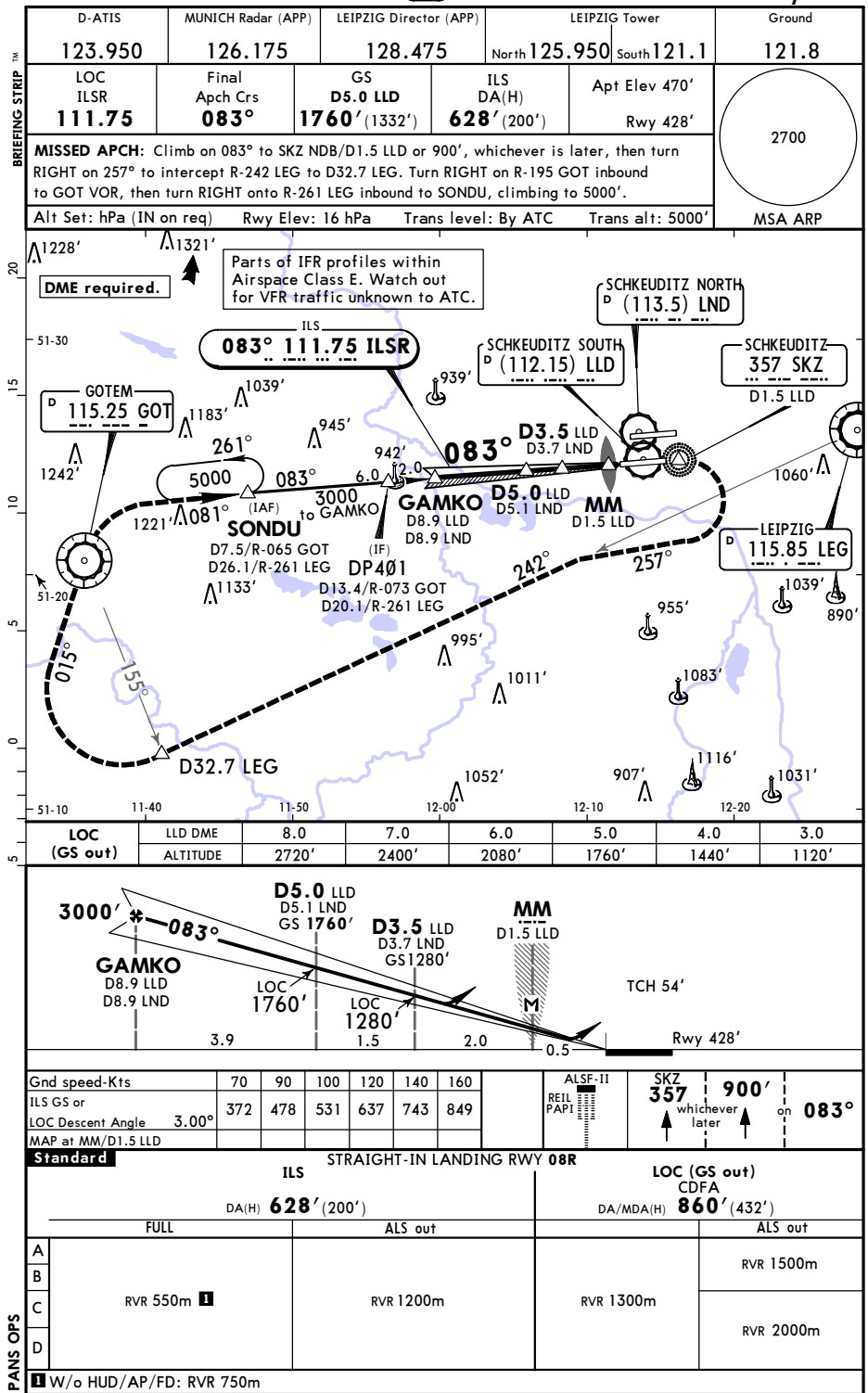
CHANGES: Note.

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EDDP/LEJ LEIPZIG-HALLE

JEPPesen
9 JUN 17 11-2 Eff 22 Jun

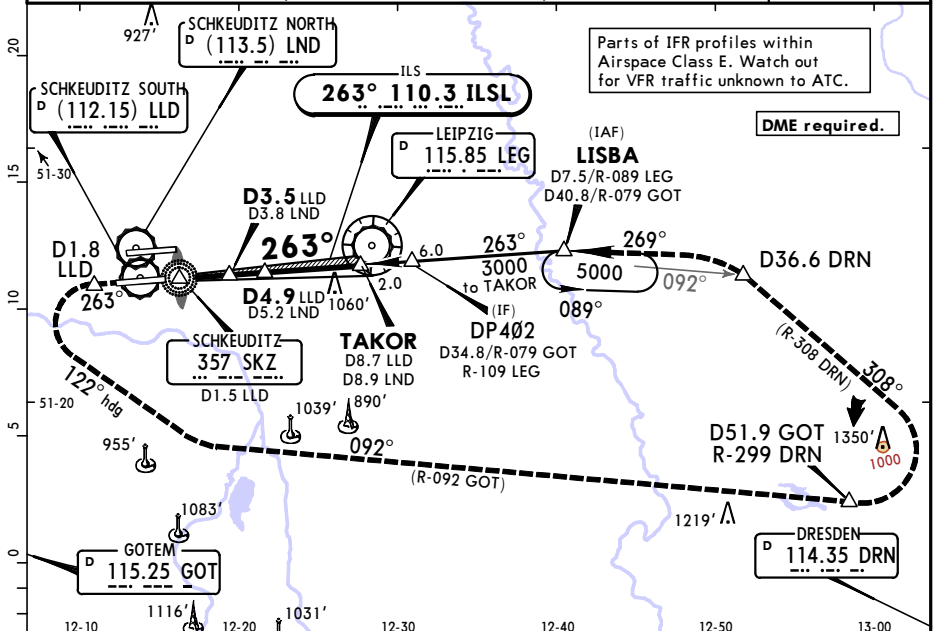
LEIPZIG-HALLE, GERMANY
ILS or LOC Rwy 08R



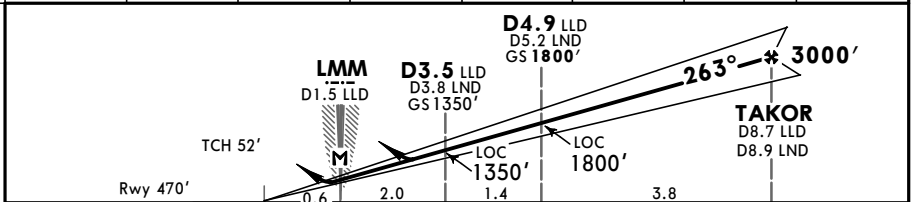
EDDP/LEJ
LEIPZIG-HALLE

JEPPesen LEIPZIG-HALLE, GERMANY
9 JUN 17 11-3 Eff 22 Jun ILS or LOC Rwy 26L

D-ATIS 123.950	MUNICH Radar (APP) 126.175	LEIPZIG Director (APP) 128.475	LEIPZIG Tower North 125.950 South 121.1		Ground 121.8
LOC ILSL 110.3	Final Appch Crs 263°	GS D4.9 LLD 1800' (1330')	ILS DA(H) 670' (200')	Apt Elev 470' Rwy 470'	2700
MISSED APCH: Climb on 263° from NDB to D1.8 LLD or 900', whichever is later, then turn LEFT on 122° heading to intercept R-092 GOT to D51.9 GOT/R-299 DRN. Turn LEFT onto R-308 DRN to D36.6 DRN/R-092 LEG, then turn LEFT onto R-089 LEG inbound to LISBA, climbing to 5000'.					
Alt Set: hPa (IN on req) Rwy Elev: 17 hPa Trans level: By ATC Trans alt: 5000'					MSA ARP



LOC (GS out)	LLD DME	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	1200'	1510'	1830'	2150'	2470'	2790'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	D1.8 LLD	900'	263°
ILS GS	3.00°	372	478	531	637	743	REIL PAPI	whichever later	on	from SKZ
LOC Descent Angle	3.08°	381	490	545	654	763				
MAP at LMM/D1.5 LLD										

Standard				STRAIGHT-IN LANDING RWY 26L				LOC (GS out) CDFA	
ILS				DA(H) 670' (200')				DA/MDA(H) 860' (390')	
FULL		TDZ or CL out		ALS out		ALS out			
A								RVR 1500m	
B									
C	RVR 550m	RVR 550m		RVR 1200m		RVR 1100m		RVR 1800m	
D									

W/o HUD/AP/FD: RVR 750m

CHANGES: Note. Minimums.

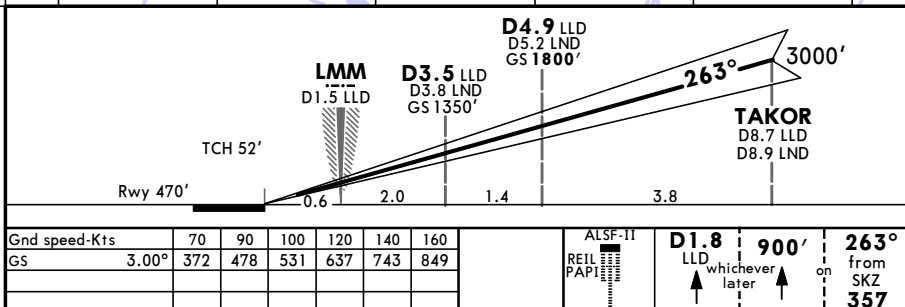
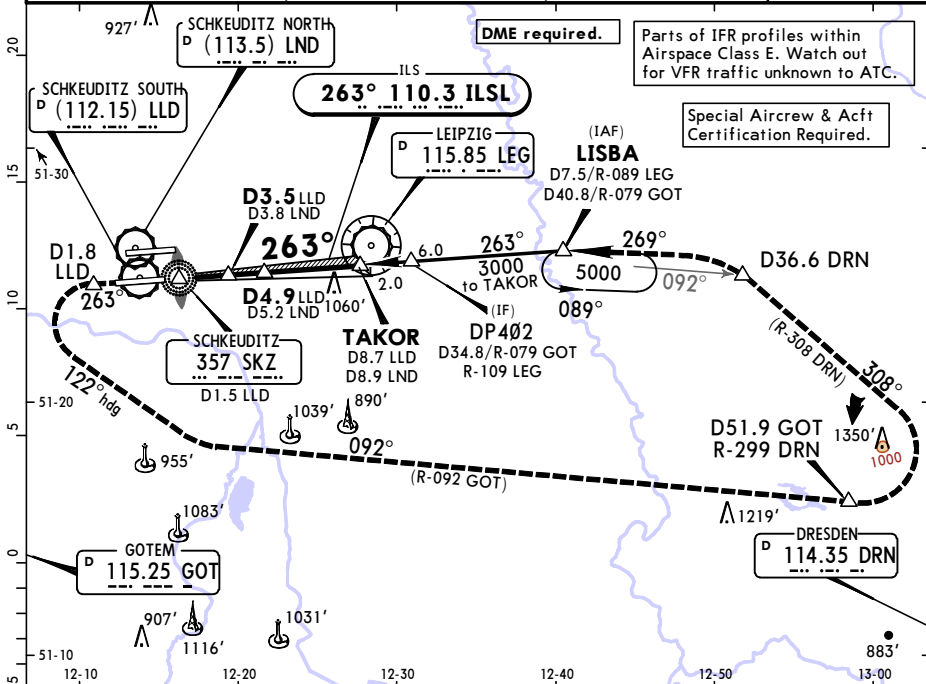
EDDP/LEJ
LEIPZIG-HALLE

9 JUN 17
Eff 22 Jun

JEPPesen
(11-3A)

LEIPZIG-HALLE, GERMANY
CAT II/III ILS Rwy 26L

D-ATIS	MUNICH Radar (APP)	LEIPZIG Director (APP)	LEIPZIG Tower		Ground
123.950	126.175	128.475	North 125.950	South 121.1	121.8
LOC ILS	Final Appch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev 470'	2700
110.3	263°	D4.9 LLD 1800' (1330')		Rwy 470'	
MISSED APCH: Climb on 263° from NDB to D1.8 LLD or 900', whichever is later, then turn LEFT on 122° heading to intercept R-092 GOT to D51.9 GOT/R-299 DRN. Turn LEFT onto R-308 DRN to D36.6 DRN/R-092 LEG, then turn LEFT onto R-089 LEG inbound to LISBA, climbing to 5000'.					
Alt Set: hPa (IN on req)		Rwy Elev: 17 hPa	Trans level: By ATC	Trans alt: 5000'	MSA ARP



Standard							STRAIGHT-IN LANDING RWY 26L			
CAT IIIA ILS							CAT II ILS			
DH 50'							RA 98'			
RVR 200m							DA(H) 570'(100')			
RVR 200m							RVR 300m			

1 CAT IIIB: MIM RVR 75m.

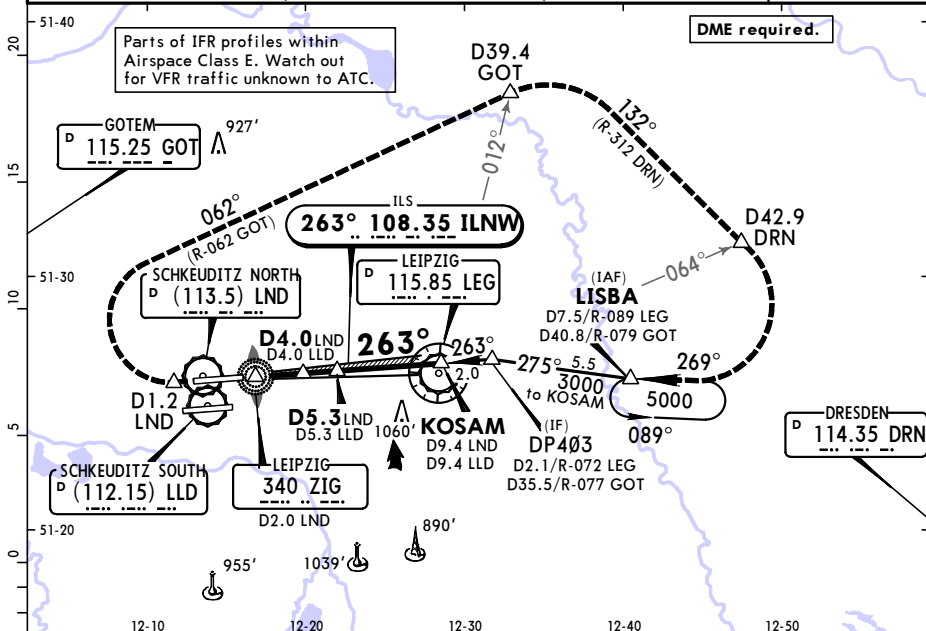
CHANGES: Note.

EDDP/LEJ
LEIPZIG-HALLE

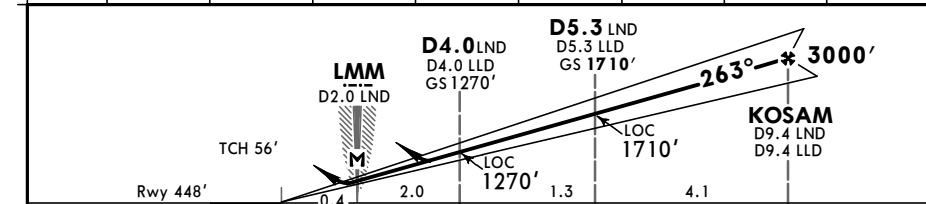
JEPPESSEN LEIPZIG-HALLE, GERMANY
9 JUN 17 11-4 Eff 22 Jun ILS or LOC Rwy 26R

BRIEFING STRIP™

D-ATIS 123.950	MUNICH Radar (APP) 126.175	LEIPZIG Director (APP) 128.475	LEIPZIG Tower North 125.950 South 121.1		Ground 121.8
LOC ILNW 108.35	Final Apch Crs 263°	GS D5.3 LND 1710' (1262')	ILS DA(H) 648' (200')	Apt Elev 470' Rwy 448'	2700 MSA ARP
MISSED APCH: Climb on 263° to D1.2 LND or 900', whichever is later, then turn RIGHT onto R-062 GOT to D39.4 GOT. Turn RIGHT onto R-312 DRN inbound to D42.9 DRN, turn RIGHT onto R-089 LEG inbound to LISBA, climbing to 5000'.					
Alt Set: hPa (IN on req) Rwy Elev: 16 hPa Trans level: By ATC Trans alt: 5000'					



LOC (GS out)	LND DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE		950'	1270'	1590'	1910'	2230'	2550'	2870'



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II REIL PAPI	D1.2 LND 900' whichever later on 263°
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849		
MAP at LMM/D2.0 LND								

STRAIGHT-IN LANDING RWY 26R				LOC (GS out) CDFA 810' (362')	
FULL		ALS out		ALS out	
RVR 550m		RVR 550m I		RVR 1000m	
RVR 550m		RVR 1200m		RVR 1700m	

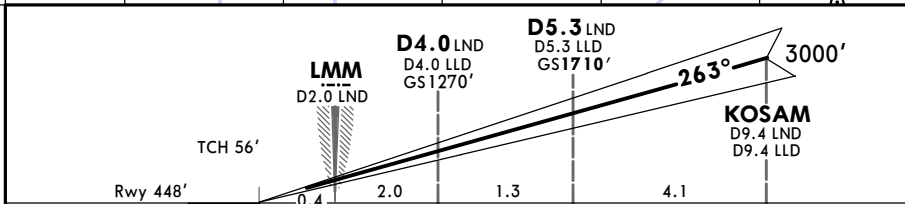
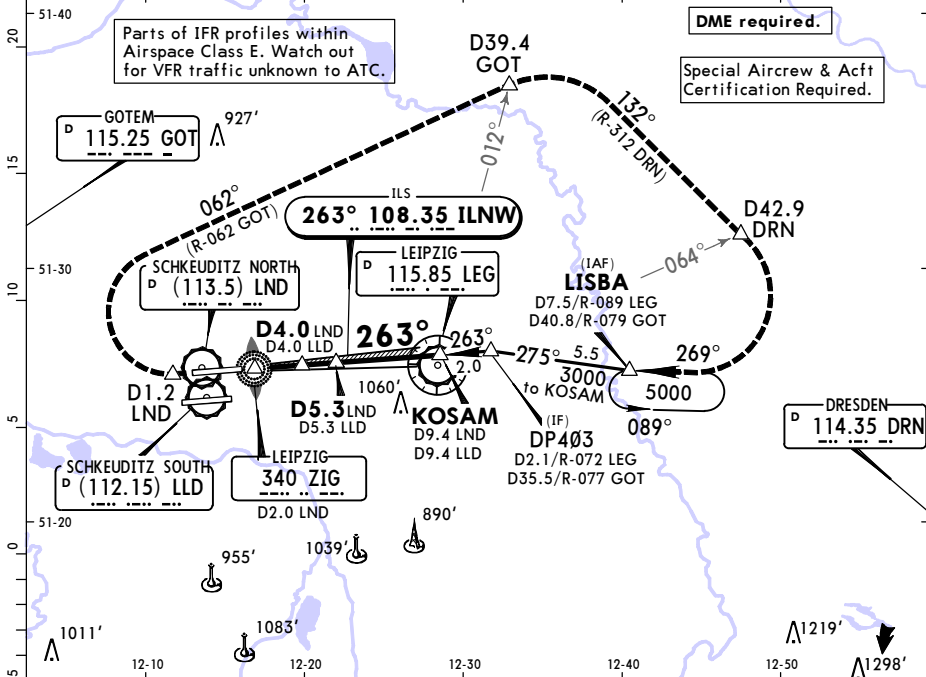
EDDP/LEJ
LEIPZIG-HALLE

9 JUN 17
Eff 22 Jun

JEPPesen
(11-4A)

LEIPZIG-HALLE, GERMANY
CAT II/III ILS Rwy 26R

D-ATIS		MUNICH Radar (APP)		LEIPZIG Director (APP)		LEIPZIG Tower		Ground		
123.950		126.175		128.475		North 125.950 South 121.1		121.8		
LOC ILNW 108.35		Final Aph Crs 263°		GS D5.3 LND 1710' (1262')		CAT II & IIIA ILS Refer to Minimums Apt Elev 470' Rwy 448'		2700		
MISSED APCH: Climb on 263° to D1.2 LND or 900', whichever is later, then turn RIGHT onto R-062 GOT to D39.4 GOT. Turn RIGHT onto R-312 DRN inbound to D42.9 DRN, turn RIGHT onto R-089 LEG inbound to LISBA, climbing to 5000'.										
Alt Set: hPa (IN on req)		Rwy Elev: 16 hPa		Trans level: By ATC		Trans alt: 5000'				
									MSA ARP	



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI		D1.2 LND	900'	on	263°
GS	3.00°	372	478	531	637	743	849			whichever later		

Standard

STRAIGHT-IN LANDING RWY 26R

CAT IIIA ILS	CAT II ILS
RA 105'	RA 105'
DA(H) 50'	DA(H) 548' (100')
RVR 200m	RVR 300m

CAT IIIB: MIM RVR 75m.

CHANGES: Note.

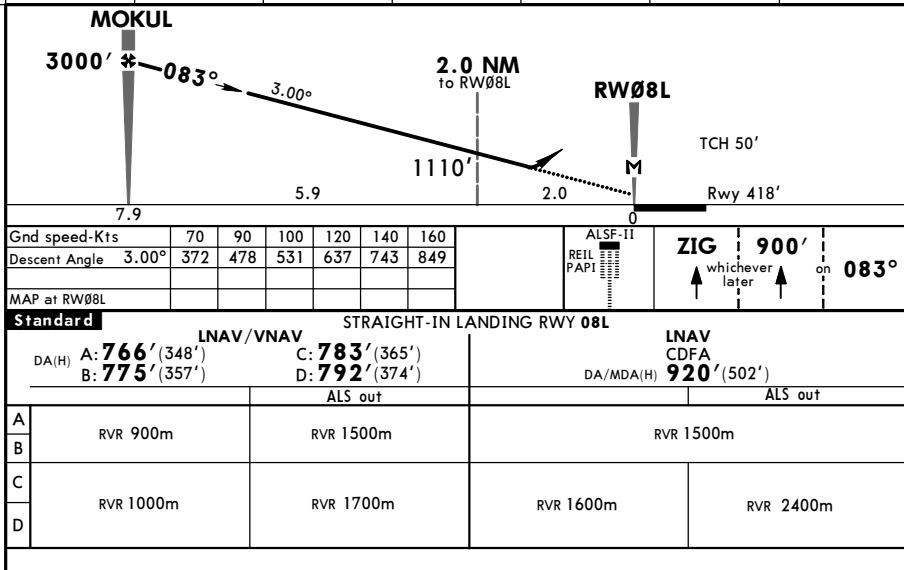
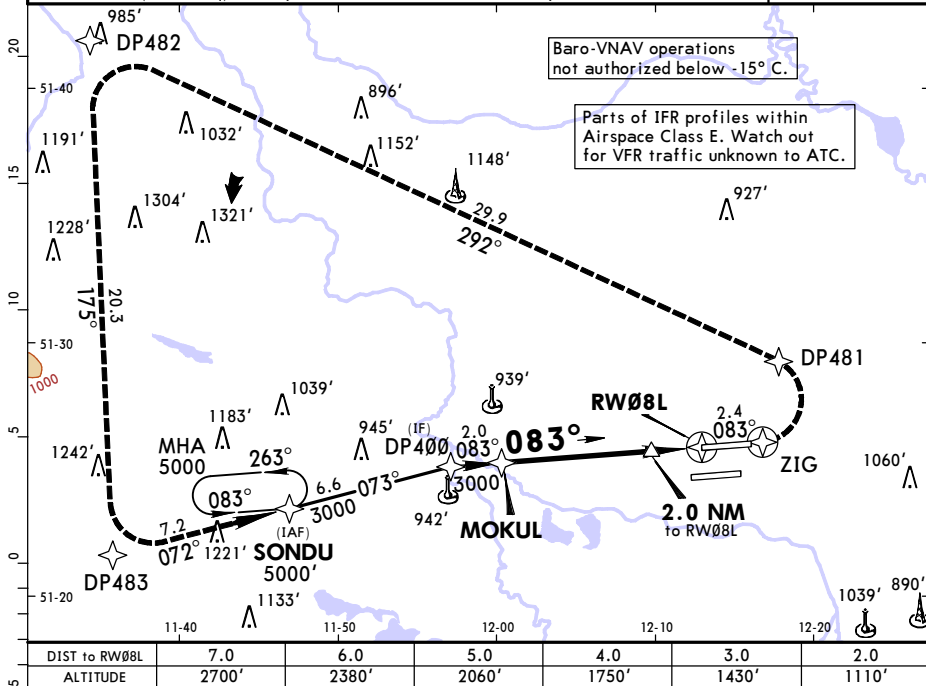
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PANS OPS

EDDP/LEJ
LEIPZIG-HALLE

JEPPESSEN LEIPZIG-HALLE, GERMANY
9 JUN 17 (12-1) Eff 22 Jun RNP Rwy 08L

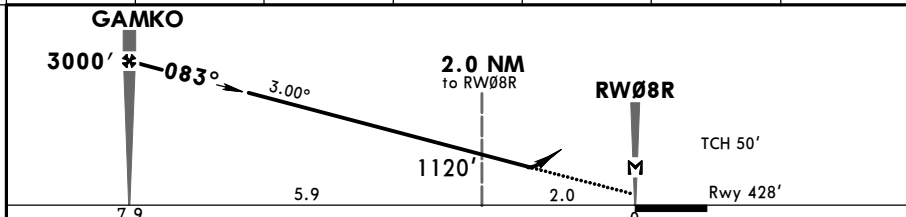
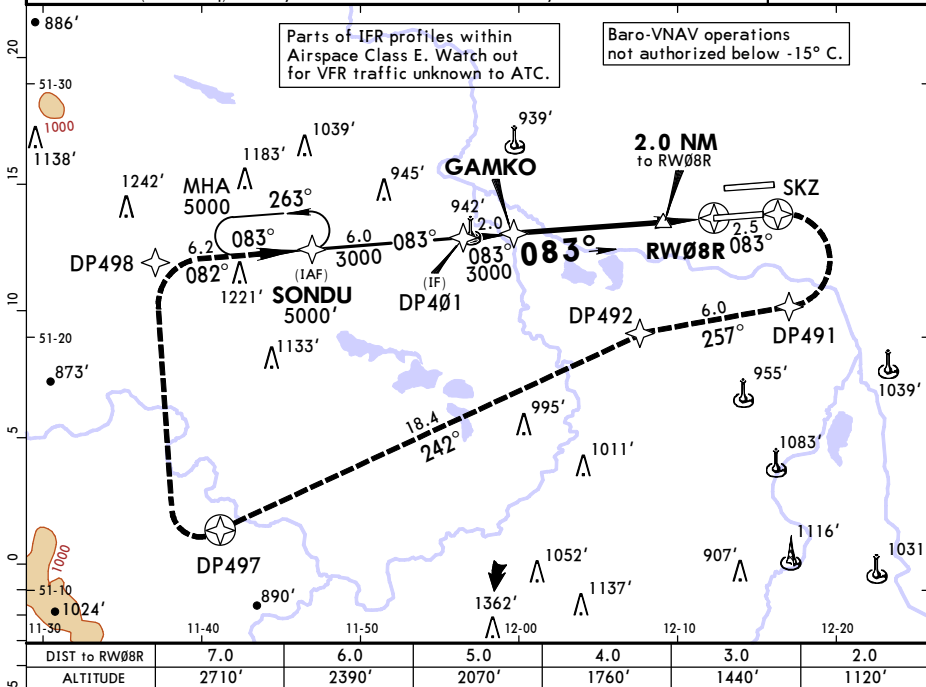
D-ATIS	MUNICH Radar (APP)	LEIPZIG Director (APP)	LEIPZIG Tower		Ground
123.950	126.175	128.475	North 125.950	South 121.1	121.8
RNAV	Final Aptch Crs 083°	Minimum Alt MOKUL 3000' (2582')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 470' Rwy 418'	2700
MISSED APCH: Climb on 083° to ZIG or 900', whichever is later, then turn LEFT direct to DP481, then to DP482, turn LEFT to DP483, turn LEFT to SONDU, climbing to 5000'.					
Alt Set: hPa (IN on req)		Rwy Elev: 15 hPa	Trans level: By ATC	Trans alt: 5000'	
					MSA ARP



EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY
9 JUN 17 (12-2) Eff 22 Jun RNP Rwy 08R

D-ATIS	MUNICH Radar (APP)	LEIPZIG Director (APP)	LEIPZIG Tower		Ground
123.950	126.175	128.475	North 125.950	South 121.1	121.8
RNAV	Final Aptch Crs 083°	Minimum Alt GAMKO 3000' (2572')	LNNAV/VNAV DA(H) Refer to Minimums	Apt Elev 470' Rwy 428'	2700 MSA ARP
MISSED APCH: Climb on 083° to SKZ or 900', whichever is later, then turn RIGHT direct to DP491, then to DP492, then to DP497. Turn RIGHT direct to DP498, then to SONDU, climbing to 5000'.					
Alt Set: hPa (IN on req)		Rwy Elev: 16 hPa	Trans level: By ATC	Trans alt: 5000'	



Gnd speed-Kts	70	90	100	120	140	160	ALS-II		SKZ	900'	whichever later	on 083°
Descent Angle	3.00°	372	478	531	637	743	849					
MAP at RW08R												

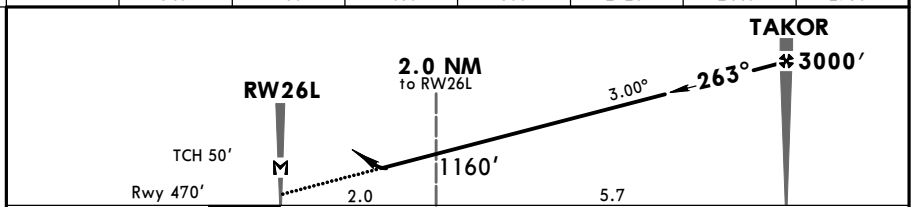
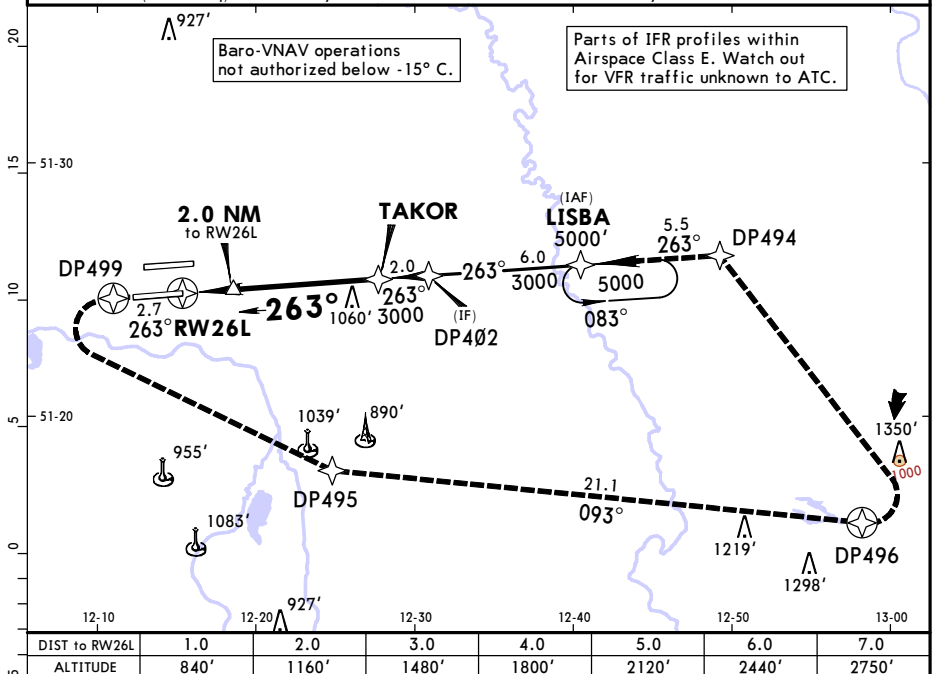
Standard		LNNAV/VNAV		STRAIGHT-IN LANDING RWY 08R		LNNAV CDFA	
DA(H) A: 873' (445')		C: 888' (460')				DA/MDA(H) 970' (542')	
B: 880' (452')		D: 895' (467')					
		ALS out				ALS out	
A		RVR 1500m		RVR 1500m			
B	RVR 1400m						
C		RVR 2100m		RVR 1800m		RVR 2400m	
D	RVR 1500m	RVR 2200m					

CHANGES: Step down fix withdrawn. Minimums.

EDDP/LEJ LEIPZIG-HALLE

JEPPesen LEIPZIG-HALLE, GERMANY
9 JUN 17 **(12-3)** Eff 22 Jun **RNP Rwy 26L**

D-ATIS 123.950	MUNICH Radar (APP) 126.175	LEIPZIG Director (APP) 128.475	LEIPZIG Tower North 125.950 South 121.1		Ground 121.8
RNAV	Final ApcH Crs 263°	Minimum Alt TAKOR 3000' (2530')	RNAV/VNAV DA(H) Refer to Minimums	Apt Elev 470' Rwy 470'	2700 MSA ARP
MISSED APCH: Climb on 263° to DP499 or 900', whichever is later, then turn LEFT direct to DP495, then to DP496. Turn LEFT direct to DP494, then to LISBA, climbing to 5000'.					
Alt Set: hPa (IN on req)		Rwy Elev: 17 hPa	Trans level: By ATC		
					Trans alt: 5000'



0							7.7	
Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II REIL PAPI </	

STRAIGHT-IN LANDING RWY 26L			
Standard LNAV/VNAV DA(H) A: 756' (286') C: 775' (305') B: 766' (296') D: 828' (358')		LNAV CDFA DA/MDA(H) 920' (450')	
ALS out		ALS out	
A	RVR 750m 1	RVR 1400m	RVR 1500m
B	RVR 750m 2		RVR 2100m
C	RVR 900m	RVR 1600m	
D	RVR 900m	RVR 1600m	

1 With TDZ & CL & HUD: RVR 650m **2** With TDZ & CL & HUD: RVR 700m

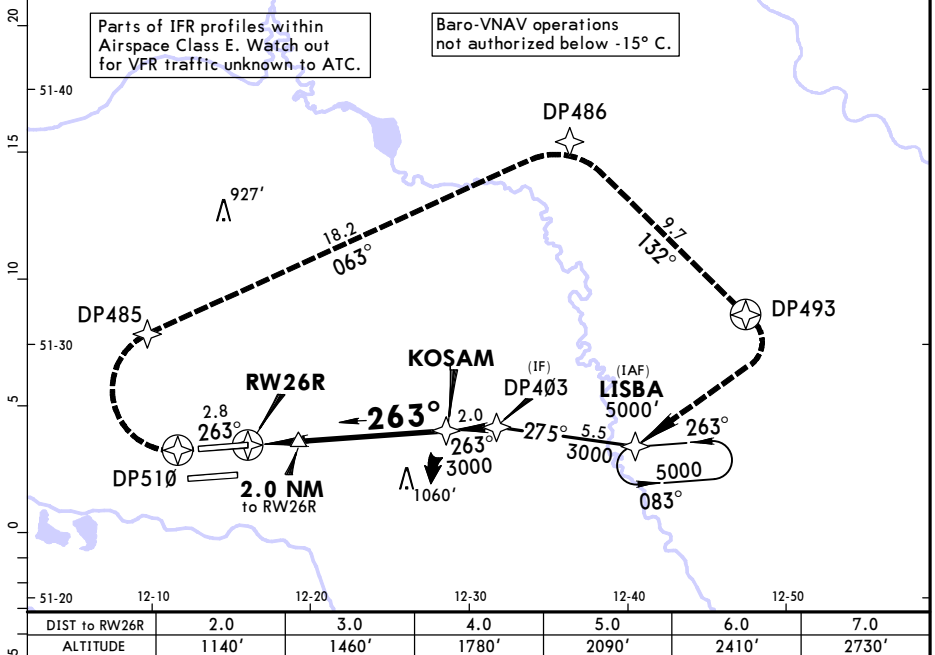
CHANGES: Step down fix withdrawn. Minimums.

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EDDP/LEJ
LEIPZIG-HALLE

JEPPesen LEIPZIG-HALLE, GERMANY
9 JUN 17 (12-4) Eff 22 Jun RNP Rwy 26R

D-ATIS 123.950	MUNICH Radar (APP) 126.175	LEIPZIG Director (APP) 128.475	LEIPZIG Tower North 125.950 South 121.1	Ground 121.8
RNAV	Final ApcH Crs 263°	Minimum Alt KOSAM 3000' (2552')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 470' Rwy 448'
MISSED APCH: Climb on 263° to DP510 or 900', whichever is later, then turn RIGHT direct to DP485, then to DP486, then to DP493. Turn RIGHT direct to LISBA, climbing to 5000'.				2700 MSA ARP
Alt Set: hPa (IN on req)		Rwy Elev: 16 hPa	Trans level: By ATC	Trans alt: 5000'

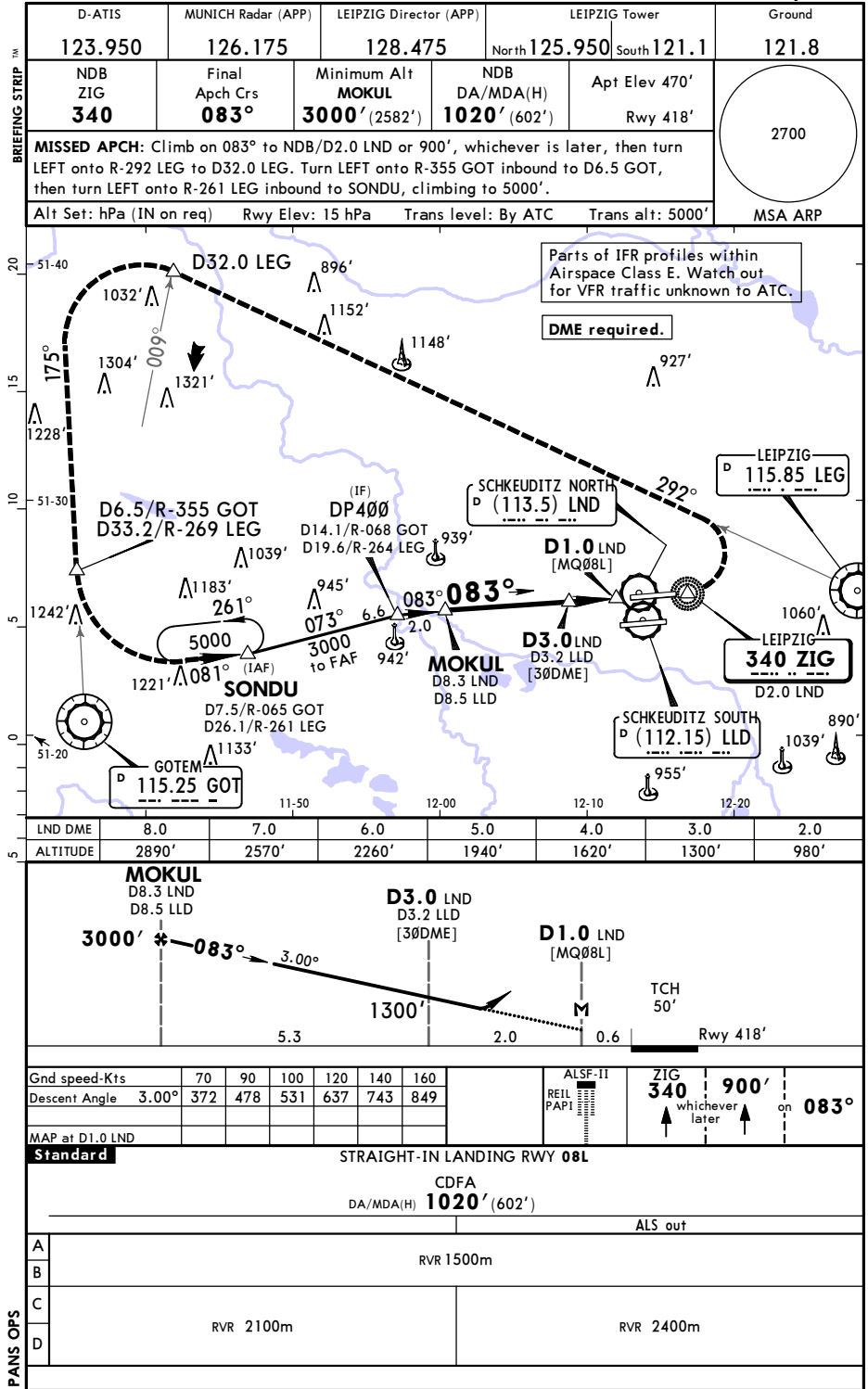


KOSAM						
RW26R						
TCH 50'						
Rwy 448'						
2.0 NM to RW26R						
3.00°						
263°						
3000'						
Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	849
MAP at RW26R						
Standard						
LNAV/VNAV						
STRAIGHT-IN LANDING RWY 26R						
DA(H) A: 855' (407') C: 870' (422') B: 863' (415') D: 878' (430')						
LNAV CDFA 950' (502')						
ALS out						
A	RVR 1200m		RVR 1500m		RVR 1500m	
B	RVR 1300m		RVR 2000m		RVR 1600m	
C	RVR 1300m		RVR 2000m		RVR 1600m	
D	RVR 1300m		RVR 2000m		RVR 1600m	

EDDP/LEJ
LEIPZIG-HALLE

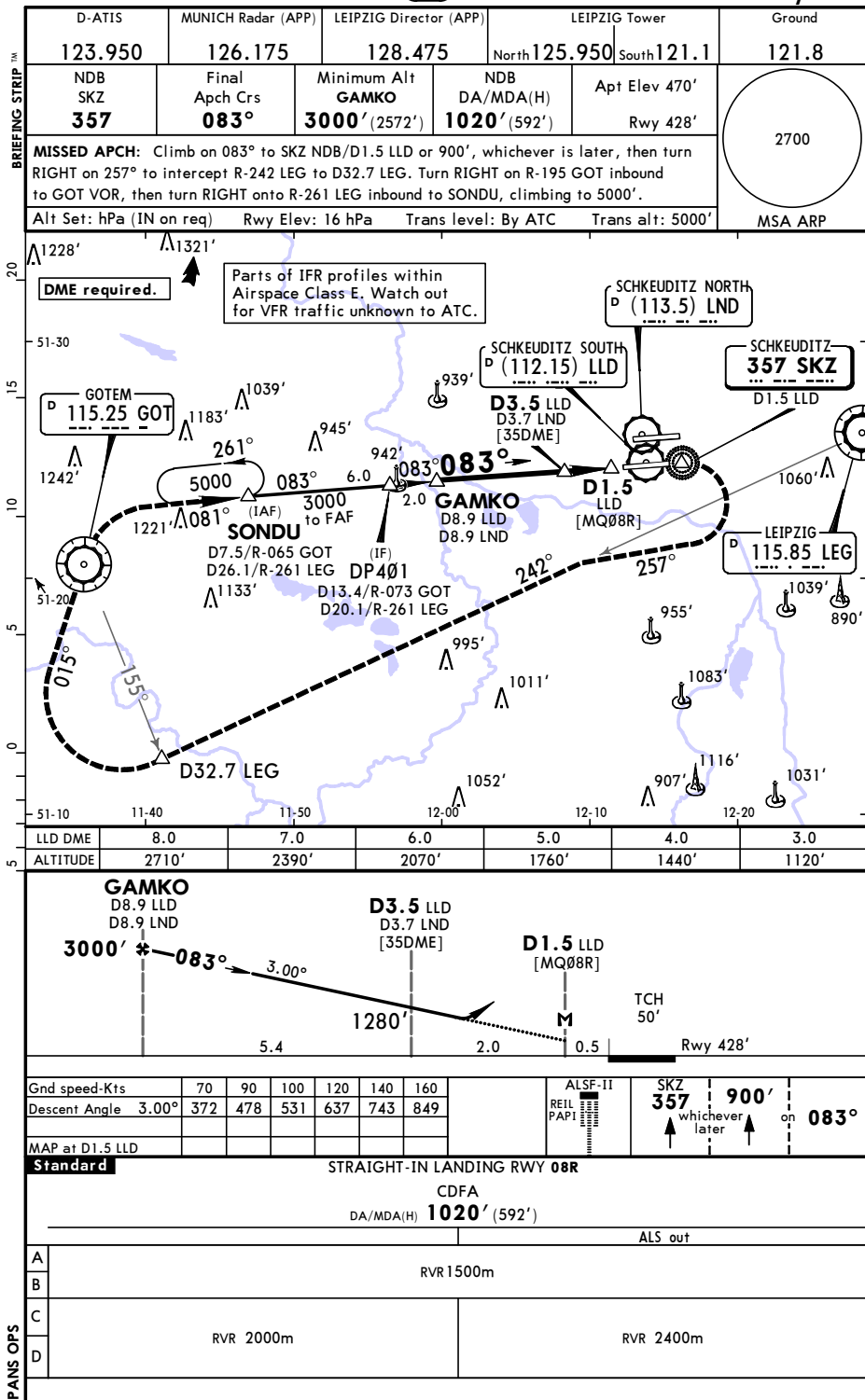
JEPPesen
9 JUN 17 (16-1) Eff 22 Jun

LEIPZIG-HALLE, GERMANY
NDB Rwy 08L



EDDP/LEJ
LEIPZIG-HALLE

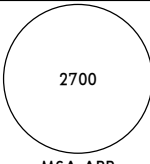
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9 JUN 17 **(16-2)** Eff 22 Jun NDB Rwy 08R

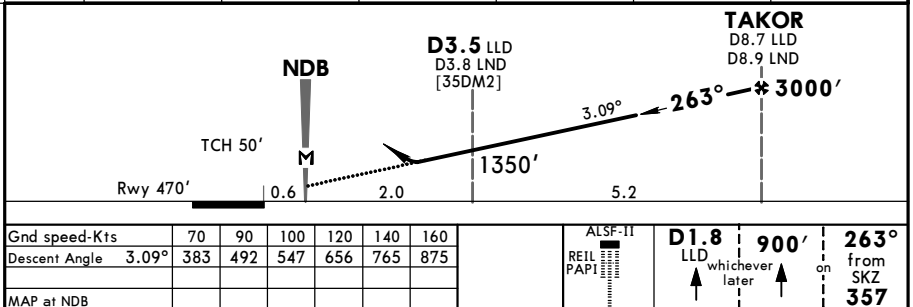
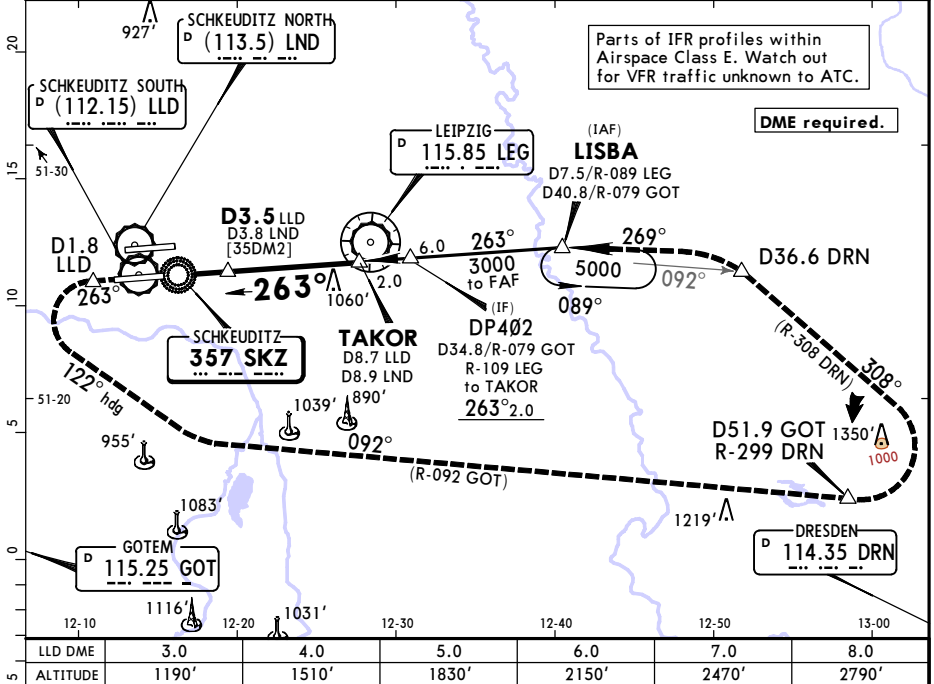


EDDP/LEJ
LEIPZIG-HALLE

JEPPesen
9 JUN 17 (16-3)

LEIPZIG-HALLE, GERMANY
NDB Rwy 26L

D-ATIS	MUNICH Radar (APP)	LEIPZIG Director (APP)	LEIPZIG Tower		Ground
123.950	126.175	128.475	North 125.950	South 121.1	121.8
NDB SKZ 357	Final Apc Crs 263°	Minimum Alt TAKOR 3000' (2530')	NDB DA/MDA(H) 1020' (550')	Apt Elev 470' Rwy 470'	
MISSED APCH: Climb on 263° from NDB to D1.8 LLD or 900', whichever is later, then turn LEFT on 122° heading to intercept R-092 GOT to D51.9 GOT/R-299 DRN. Turn LEFT onto R-308 DRN to D36.6 DRN/R-092 LEG, then turn LEFT onto R-089 LEG inbound to LISBA, climbing to 5000'.					
Alt Set: hPa (IN on req) Rwy Elev: 17 hPa Trans level: By ATC Trans alt: 5000'					
MSA ARP					



STRAIGHT-IN LANDING RWY 26L	
CDFA	
DA/MDA(H) 1020' (550')	
ALS out	
A	RVR 1500m
B	
C	
D	RVR 1800m RVR 2400m

