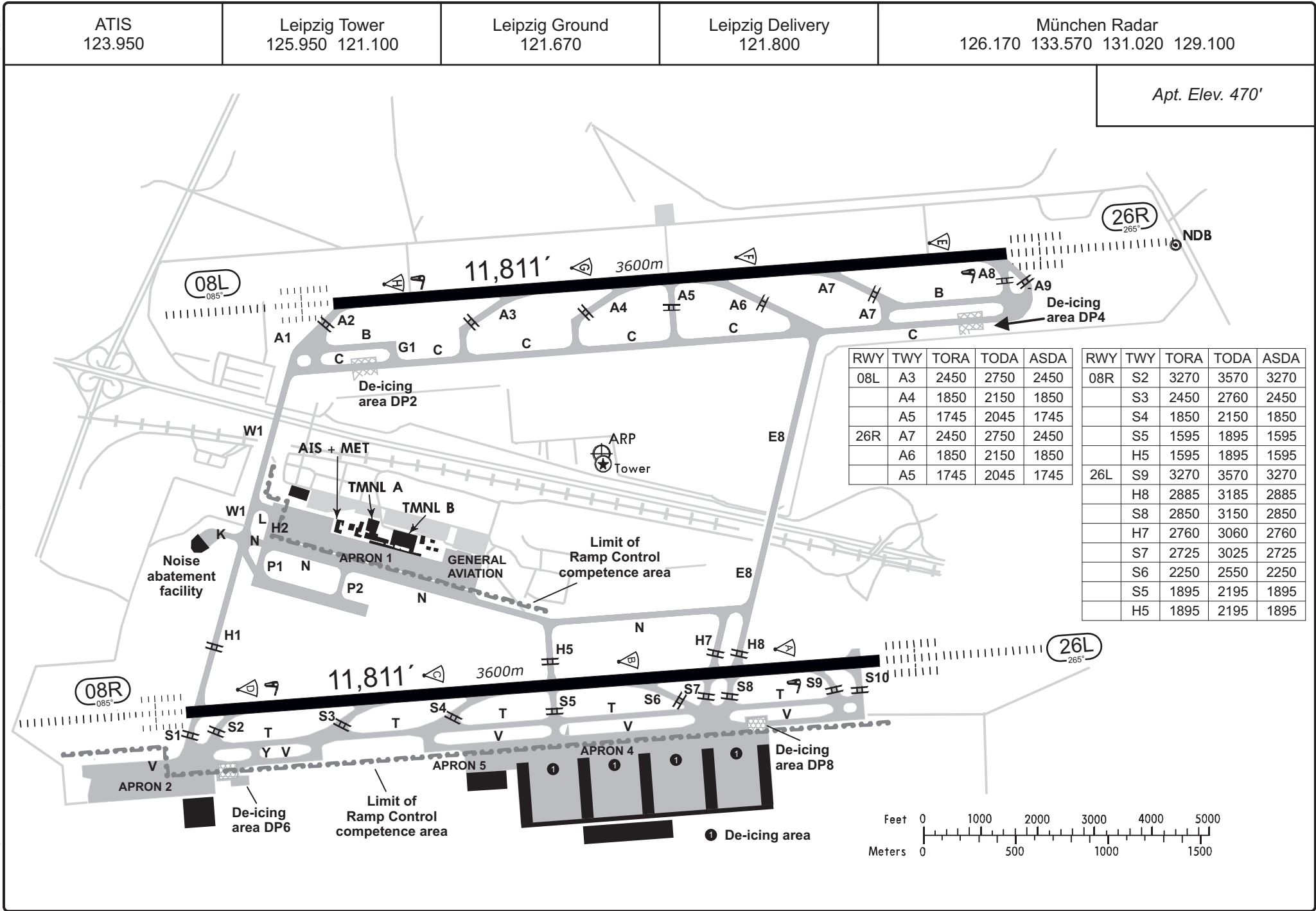
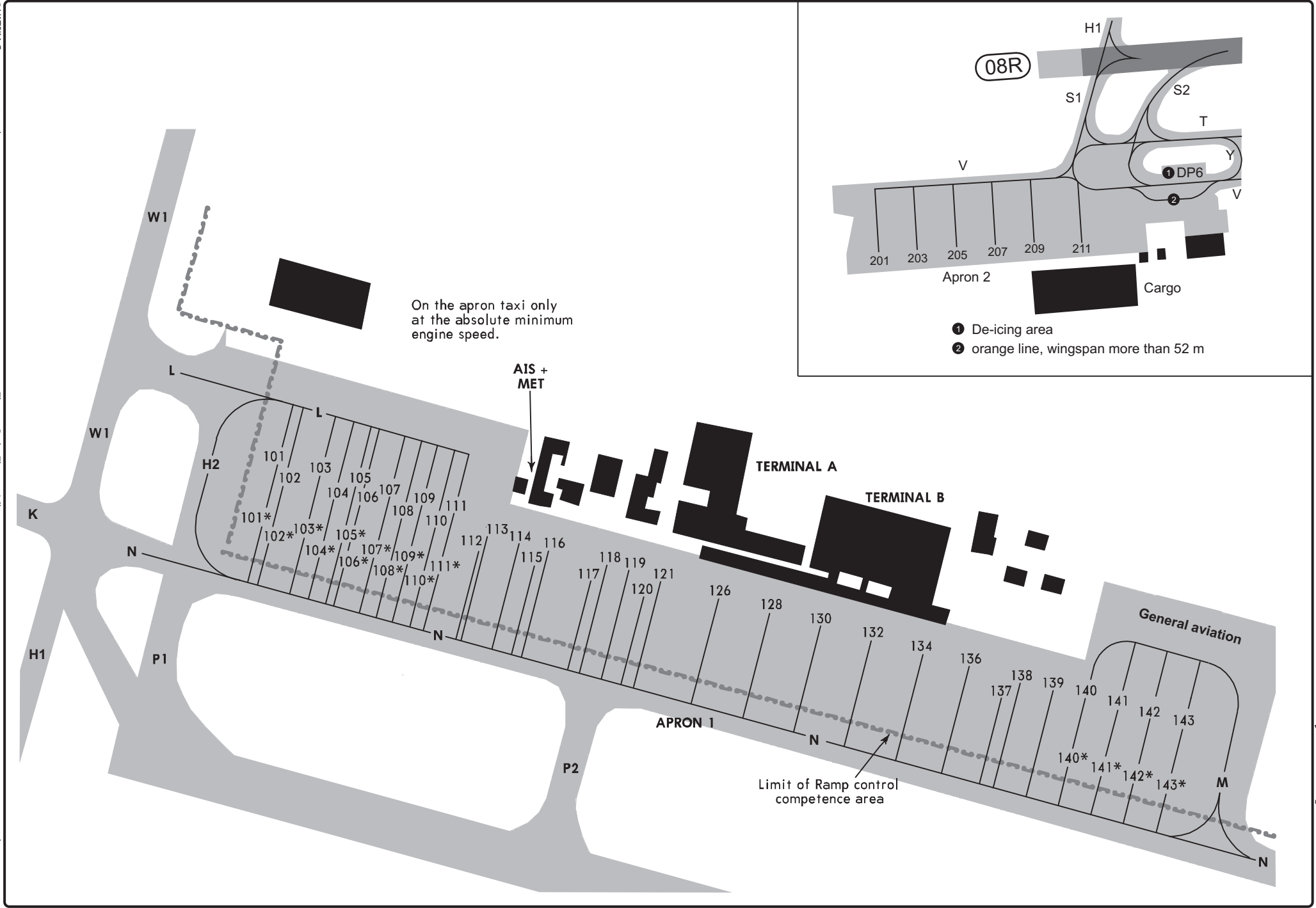




Valid for flight simulation use only - do not use for real life navigation

CAUTION:
Intersection N/E8
crosses Rwy 08R/26L

Valid for flight simulation use only - do not use for real life navigation



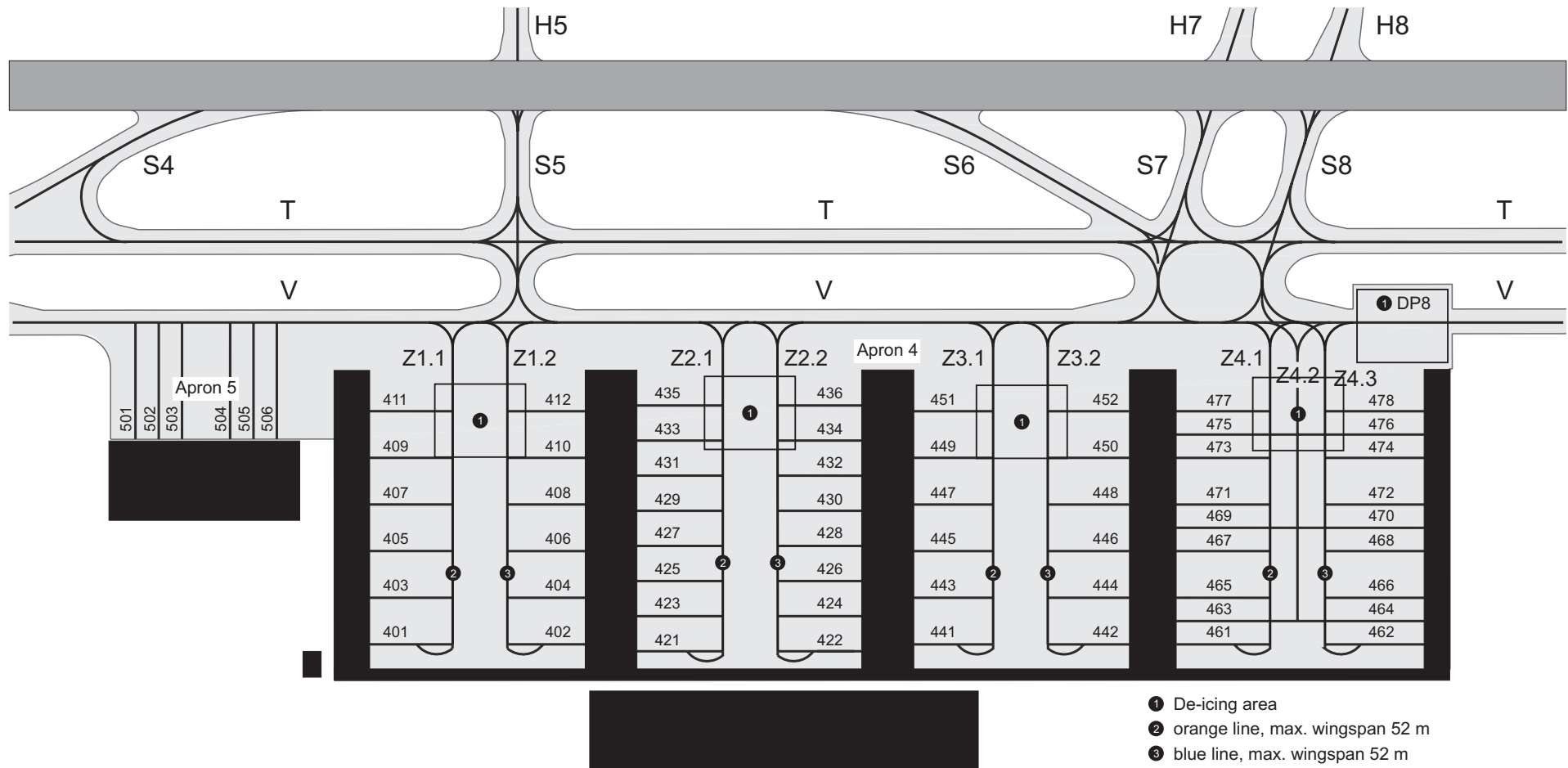
Valid for flight simulation use only - do not use for real life navigation

Revision: 2010-01-29. Changes: Labels.

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Thomas Purbs, Thomas Adler

www.vatsim-germany.org



Valid for flight simulation use only - do not use for real life navigation

Runway Physical Characteristics

Designations RWY No	True Bearing	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
08L	086°	3600 x 45	105/R/A/W/T CONC	N 51 25 52.469 E 012 12 56.974	THR 418 ft
26R	266°	3600 x 45	105/R/A/W/T CONC	N 51 26 01.134 E 012 16 02.802	THR 448 ft
08R	086°	3600 x 60	105/R/C/W/T CONC	N 51 24 41.789 E 012 12 16.734	THR 428 ft
26L	266°	3600 x 60	105/R/C/W/T CONC	N 51 24 50.473 E 012 15 22.490	THR 470 ft

Declared Distances

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
08L	3600	3900	3600	3600	-
26R	3600	3900	3600	3600	-
08R	3600	3900	3600	3600	-
26L	3600	3900	3600	3600	

TAKE OFF RUN AVAILABLE

<u>RWY 08L</u>	From rwy head	11811' (3600 m)	<u>RWY 08R</u>	From rwy head	11811' (3600 m)
	twy int A3	8038' (2450 m)		twy int S2	10728' (3270 m)
	twy int A4	6070' (1850 m)		twy int S3	8038' (2450 m)
	twy int A5	5725' (1745 m)		twy int S4	6070' (1850 m)
				twy int S5	5233' (1595 m)
				twy int H5	5233' (1595 m)
<u>RWY 26R</u>	From rwy head	11811' (3600 m)	<u>RWY 26L</u>	From rwy head	11811' (3600 m)
	twy int A7	8038' (2450 m)		twy int S9	10728' (3270 m)
	twy int A6	6070' (1850 m)		twy int H8	9465' (2885 m)
	twy int A5	5725' (1745 m)		twy int S8	9350' (2850 m)
				twy int H7	9055' (2760 m)
				twy int S7	8940' (2725 m)
				twy int S6	7382' (2250 m)
				twy int S5	6217' (1895 m)
				twy int H5	6217' (1895 m)

Approach and Runway Lighting

RWY designator	APCH light type INTST	THR light colour INTST	PAPI MEHT	TDZ, light	RWY centre line light spacing colour, INTST	RWY edge light colour INTST	RWY end light colour INTST	SWY light colour
1	2	3	4	5	6	7	8	9
08L	W VRB LIH/LIL	G VRB LIH/LIL	3° 57.0 ft	W VRB LIH	* 15 m spacing	W VRB LIH	R VRB LIH/LIL	-
26R	W VRB LIH/LIL	G VRB LIH/LIL	3° 56.0 ft	W VRB LIH	* 15 m spacing	W VRB LIH/LIL	R VRB LIH/LIL	-
08R	W VRB LIH/LIL	G VRB LIH/LIL	3° 64.0 ft	W VRB LIH	* 15 m spacing	W VRB LIH/LIL	R VRB LIH/LIL	-
26L	W VRB LIH/LIL	G VRB LIH/LIL	3° 64.0 ft	W VRB LIH	* 15 m spacing	W VRB LIH/LIL	R VRB LIH/LIL	-

Remarks: * Up to 2700m: W VRB LIH; 2700 – 3300m: R/W VRB LIH; 3300 – RWE: R VRB LIH.

** Sequence flash available.

RETILs (acc ICAO Annex 14, Chapter 5.3.14): on RWY 08R for TWY S6
on RWY 26L for TWY S3 and S4

VATSIM Germany

Standard Instrument Departure Chart

LEIPZIG/HALLE

EDDP

SID

RWY 08L

Pilots of GPS/FMS-RNAV-equipped aircraft shall, if possible, use the supplementary GPS/FMS RNAV procedures which are described following the text "GPS/FMS RNAV": and charted in addition on "CHART - INSTRUMENT (OVERLAY)". When using these supplementary GPS/FMS RNAV procedures, the pilot shall check and ensure that the underlying conventional flight procedures are adhered to by monitoring the information of the ground-based navigation aids. The ground-based navigation aids required for the use of the respective conventional flight procedure and the associated aircraft equipment shall remain in operation at all times.

Designator	Route	After Take-Off		Remarks
		Climb to	Contact	
RUDAK 1Q	RUDAK ONE QUEBEC Climb on RWY track to 8.7 DME LND (8.7 DME LLD); LT, on track 036° via DP529 to RUDAK (Δ). Cross 8.7 DME LND (8.7 DME LLD) at or above 2400. GPS/FMS RNAV : [A900+] - DP534[A2400+;L] - DP529[L] - RUDAK.	FL 70	München Radar 126.170*	1. Cross 8.7 DME LND (8.7 DME LLD) at or above 2400 due to airspace structure (MVA). PDG 4.4% (270ft/NM). 2. After passing 8.7 DME LND (8.7 DME LLD) BRNAV equipment necessary. 3. If unable to comply advice ATC prior start-up.
MAG 4Q	MAGDEBURG FOUR QUEBEC Climb straight ahead to ZIG (2.0 DME LND) or 900, whichever is later; LT, on track 337° to intercept and follow R145 MAG via PENEM (Δ) to MAG (Δ). MAX IAS 210 kt until established inbound PENEM. Climb with 7.0% (425 ft/NM) until passing 3900.			1. PDG 7.0% (425ft/NM) until passing 3900 due to navaid coverage (MAG). 2. If unable to comply advice ATC prior start-up. 3. Will be assigned for NON-BRNAV equipped aircraft by ATC only. BRNAV equipped aircraft shall file SID ODLUN - Y235 - MAG. 4. No access to (U)Z20, and UN746
GOLAT 1M	GOLAT ONE MIKE Climb on RWY track to 9.1 DME LND (9.0 DME LLD); RT, on track 173° to AKASO (Δ); RT, on track 238° to GOLAT (Δ). Cross 9.1 DME LND (9.0 DME LLD) at or above 2400. GPS/FMS RNAV : [A900+] - DP536[A2400+;R] - AKASOR[R] - GOLAT.			1. Cross 9.1 DME LND (9.0 DME LLD) at or above 2400 due to airspace structure (MVA). PDG 4.3% (260 ft/NM). 2. After passing 9.1 DME LND (9.0 DME LLD) BRNAV equipment necessary. 3. If unable to comply advice ATC prior start-up.
NEVKO 1H	NEVKO ONE HOTEL Climb on RWY track to 9.1 DME LND (9.0 DME LLD); RT, on track 173° to AKASO (Δ); RT, on track 248° to NEVKO (Δ). Cross 9.1 DME LND (9.0 DME LLD) at or above 2400. GPS/FMS RNAV : [A900+] - DP536[A2400+;R] - AKASOR[R] - NEVKO.			1. Cross 9.1 DME LND (9.0 DME LLD) at or above 2400 due to airspace structure (MVA). PDG 4.3% (260 ft/NM). 2. After passing 9.1 DME LND (9.0 DME LLD) BRNAV equipment necessary. 3. If unable to comply advice ATC prior start-up.
NAMUB 4Z	NAMUB FOUR ZULU Climb straight ahead to ZIG (2.0 DME LND) or 900, whichever is later; LT, on track 268° to DP532; RT, on track 284° to DOLIT (Δ); LT, on track 193° to NAMUB (Δ). MAX IAS 210 kt until established inbound DOLIT. Climb with 4.3% (260 ft/NM) until passing 2400 GPS/FMS RNAV : ZIG - [A900+; K210-; L] - DP530[K210-; R] - DOLIT[L] - NAMUB.			1. PDG 4.3% (260 ft/NM) until passing 2400 due to airspace structure (MVA). 2. After passing 2400 BRNAV equipment necessary. 3. If unable to comply advice request ATC prior start-up. 4. Only available between 0100 (0000) and 0500 (0400) UTC
ODLUN 4Q	ODLUN FOUR QUEBEC Climb straight ahead to ZIG (2.0 DME LND) or 900, whichever is later; LT, on track 337° to DP533; LT, on track 325° to PENEM (Δ); LT, on track 310° to ODLUN (Δ). MAX IAS 210 kt until established inbound PENEM. Climb with 3.8% (230 ft/NM) until passing 3500. GPS/FMS RNAV : ZIG - [A900+; K210-; L] - DP531[K210-] - DP533[K210-; L] - PENEM[L] - ODLUN.			1. PDG 3.8% (230 ft/NM) until passing 3500 due to airspace structure (MVA). 2. After passing 2400 BRNAV equipment necessary. 3. If unable to comply advice request ATC prior start-up.
ORTAG 4Q	ORTAG FOUR QUEBEC Climb straight ahead to ZIG (2.0 DME LND) or 900, whichever is later; LT, on track 337° to DP533; LT, on track 325° to PENEM (Δ); LT, on track 263° to GIGUB (Δ); LT, on track 211° to ORTAG (Δ). MAX IAS 210 kt until established inbound PENEM. Climb with 3.8% (230 ft/NM) until passing 3500. GPS/FMS RNAV : ZIG - [A900+; K210-; L] - DP531[K210-] - DP533[K210-; L] - PENEM[L] - GIGUB[L] - ORTAG.			1. PDG 3.8% (230 ft/NM) until passing 3500 due to airspace structure (MVA). 2. After passing 2400 BRNAV equipment necessary. 3. If unable to comply advice request ATC prior start-up. 4. Only available between 0100 (0000) and 2100 (2000) UTC.
DRN 1Q	DRESDEN ONE QUEBEC Climb on RWY track to 10.1 DME LND (10.0 DME LLD) RT, on track 119° via TORPU (Δ) to DRN (Δ). Cross 10.1 DME LND (10.0 DME LLD) at or above 2500 GPS/FMS RNAV : [A900+] - DP535[A2500+; R] - TORPU - DRN.			1. Cross 10.1 DME LND (10.0 DME LLD) at or above 2500 due to airspace structure (MVA). PDG 4.0% (245 ft/NM). 2. After passing 10.1 DME LND (10.0 DME LLD) BRNAV equipment necessary. 3. If unable to comply advice ATC prior start-up. 4. At TORPU transition to LASIS via Z225 possible.
UMBAL 4Q	UMBAL FOUR QUEBEC Climb straight ahead to ZIG (2.0 DME LND) or 900, whichever is later; LT, on track 337° to DP533; LT, on track 325° to PENEM (Δ); RT, on track 026° to UMBAL (Δ). MAX IAS 210 kt until established inbound PENEM. Climb with 3.8% (230 ft/NM) until passing 3500. GPS/FMS RNAV : ZIG - [A900+; K210-; L] - DP531[K210-] - DP533[K210-; L] - PENEM[R] - UMBAL. (Sample: ZIG fly-over way point)			1. PDG 3.8% (230 ft/NM) until passing 3500 due to navaid coverage (MAG) and airspace structure (MVA). 2. After passing 2400 BRNAV equipment necessary. 3. If unable to comply advice request ATC prior start-up. 4. Only available between 2200 (2100) and 0500 (0400) UTC. 5. No access to (U)Z20.

* Departure frequency may deviate from the frequency published. Check ATIS for current departure frequency.

Contact München Radar when advised by Tower!

VATSIM Germany Standard Instrument Departure Chart

LEIPZIG/HALLE EDDP

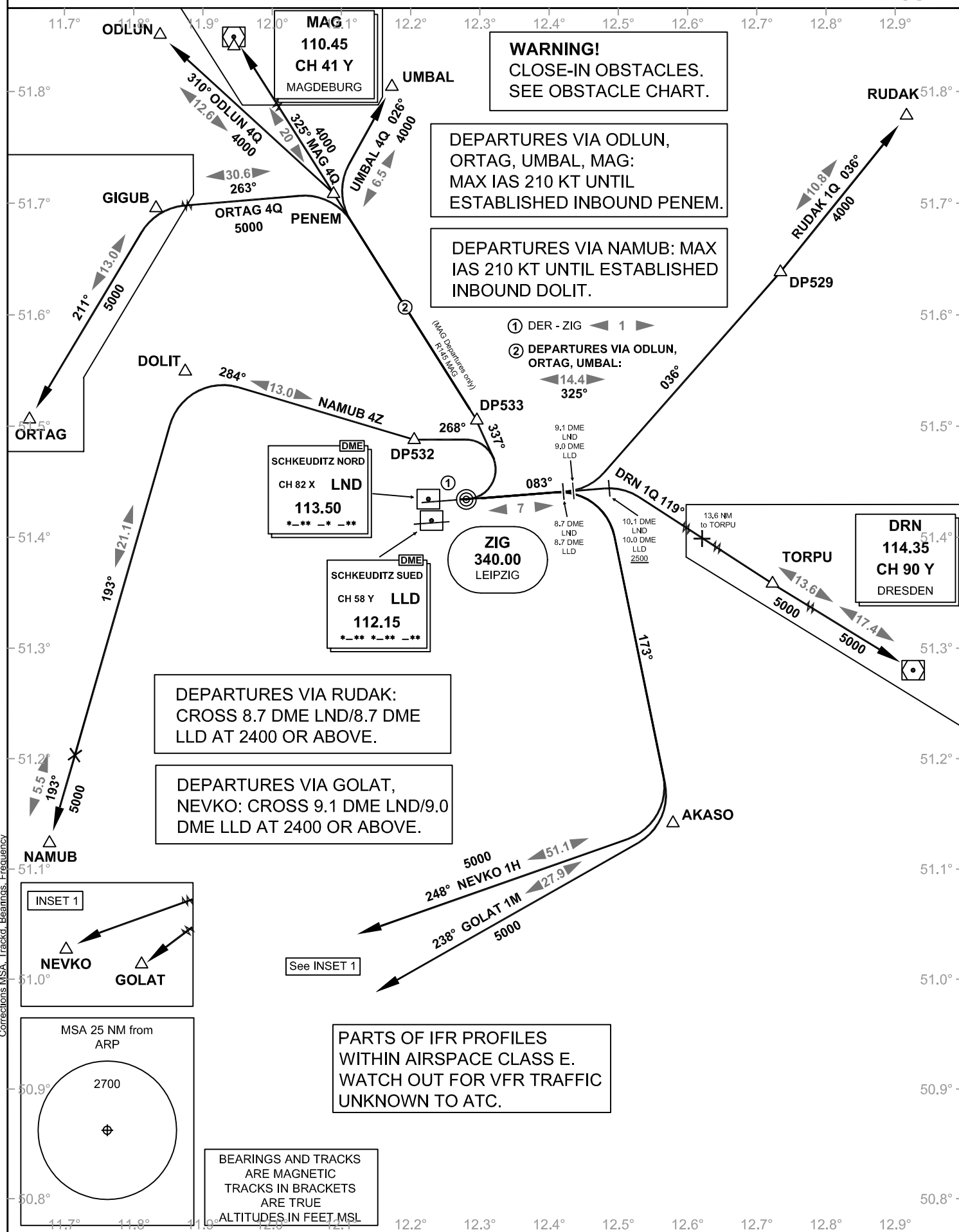
SID RWY 08L

Transition Altitude: 5000 ft.

 ATIS 123.950
 Delivery 121.800
 Ground 121.670

 Tower 125.950
 München Radar 126.170
 131.020

VAR: 1° E



VATSIM Germany
Standard Instrument Departure Chart

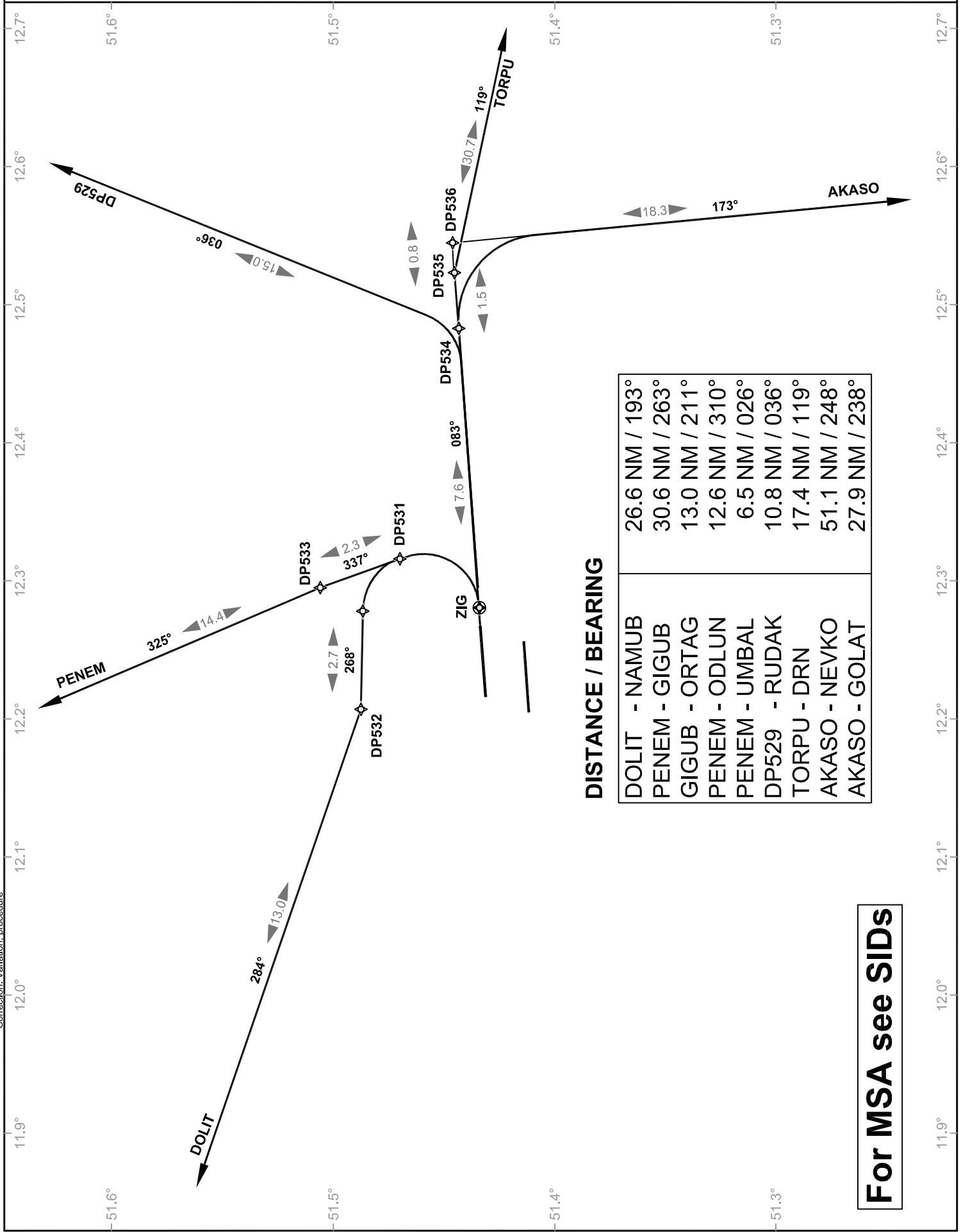
LEIPZIG/HALLE
EDDP
SID
RWY 08L

Transition Altitude: 5000 ft.

ATIS 123.950
Delivery 121.800
Ground 121.670

Tower 125.950
München Radar 126.170
131.020

VAR: 3° E



For MSA see SIDs

VATSIM Germany

Standard Instrument Departure Chart

LEIPZIG/HALLE
EDDP
SID
RWY 08L

Designator	Route	After Take-Off		Remarks
		Climb to	Contact	
GOLAT 1Q	GOLAT ONE QUEBEC Climb on RWY track to <u>DP537</u> or 900, whichever is later, RT; via DP538 on track 197° to DP539, RT; on track 235° to DP548, LT; on track 210° to DP540, LT; on track 188° to GOLAT (Δ). Max. IAS 210kt until DP539. RNAV(GPS): DP537 - [A900+;K210-;R] - DP538[K210-] - DP539[K210-;R] - DP548[L] - DP540[L] - GOLAT	FL 70	München Radar 126.170*	1. Only available between 0500 (0400) and 2100 (2000). 2. Only available for ACFT with less than 136 t MTOM 3. If unable to comply, file GOLAT M.
NEVKO 1Q	NEVKO ONE QUEBEC Climb on RWY track to <u>DP537</u> or 900, whichever is later, RT; via DP538 on track 197° to DP539, RT; on track 235° to DP548, LT; on track 210° to DP540, RT; on track 236° to NEVKO (Δ). Max. IAS 210kt until DP539. RNAV(GPS): DP537 - [A900+;K210-; R] - DP538[K210-] - DP539[K210-;R] - DP548[L] - DP540[R] - NEVKO	FL 70	München Radar 126.170*	1. Only available between 0500 (0400) and 2100 (2000). 2. Only available for ACFT with less than 136 t MTOM 3. If unable to comply, file NEVKO H.

(Sample: DP537 fly-over way point)

* Departure frequency may deviate from the frequency published. Check ATIS for current departure frequency.

Contact München Radar when advised by Tower!

VATSIM Germany STANDARD DEPARTURE CHART - RNAV (GPS)

LEIPZIG/HALLE EDDP

Transition Altitude: 5000 ft.

ATIS 123.950

Tower 125.950

Delivery 121.800

München Radar 126.170

Ground 121.670

131.020

VAR: 3° E

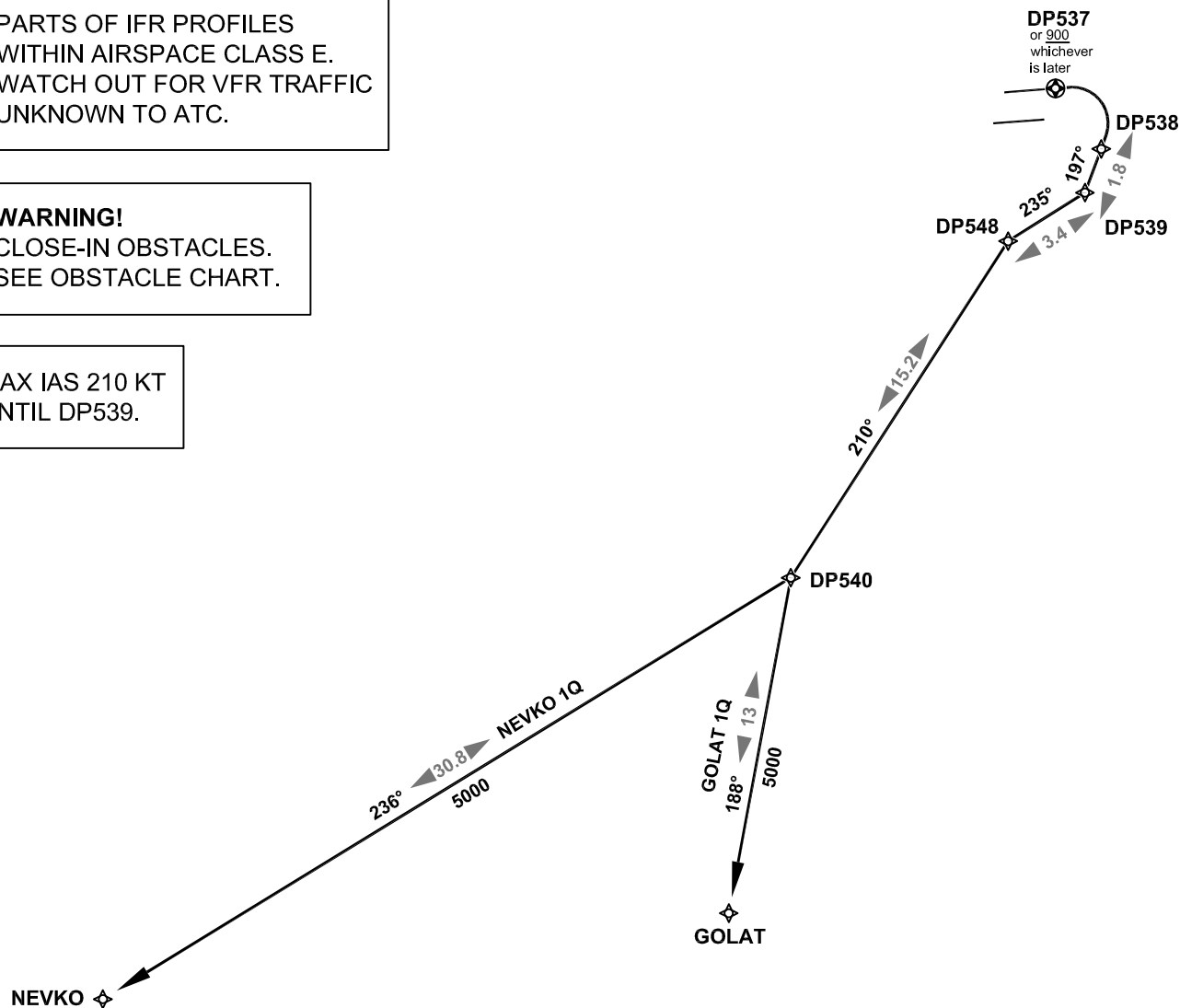
SID RWY 08L

1. RNAV-1 OR RNP-1 OR A-RNP EQUIVALENT.
2. GPS REQUIRED.
3. DME/DME, DME/DME/IRU NOT AUTHORIZED.

PARTS OF IFR PROFILES
WITHIN AIRSPACE CLASS E.
WATCH OUT FOR VFR TRAFFIC
UNKNOWN TO ATC.

WARNING!
CLOSE-IN OBSTACLES.
SEE OBSTACLE CHART.

MAX IAS 210 KT
UNTIL DP539.



NEVKO

DP540

GOLAT

DP548

DP537
or 900
whichever
is later

DP538

DP539

MSA 15 NM from
ARP

2700

BEARINGS AND TRACKS
ARE MAGNETIC
TRACKS IN BRACKETS
ARE TRUE
ALTITUDES IN FEET MSL

VATSIM Germany

Standard Instrument Departure Chart

LEIPZIG/HALLE
EDDP
SID
RWY 08R

Pilots of GPS/FMS-RNAV-equipped aircraft shall, if possible, use the supplementary GPS/FMS RNAV procedures which are described following the text "GPS/FMS RNAV": and charted in addition on "CHART - INSTRUMENT (OVERLAY)". When using these supplementary GPS/FMS RNAV procedures, the pilot shall check and ensure that the underlying conventional flight procedures are adhered to by monitoring the information of the ground-based navigation aids. The ground-based navigation aids required for the use of the respective conventional flight procedure and the associated aircraft equipment shall remain in operation at all times.

Designator	Route	After Take-Off		Remarks
		Climb to	Contact	
RUDAK 1E	RUDAK ONE ECHO Climb on RWY track to 7.5 DME LLD (7.7 DME LND), LT, on track 036° via DP529 to RUDAK (Δ). Cross 7.5 DME LLD (7.7 DME LND) at or above 2400. GPS/FMS RNAV: [A900+] - DP534[A2400+;L] - DP529 - RUDAK.	FL 70	München Radar 126.170*	1. Cross 7.5 DME LLD (7.7 DME LND) at or above 2400 due to airspace structure (MVA). PDG 4.4% (270ft/NM). 2. After passing 7.5 DME LLD (7.7 DME LND) BRNAV equipment necessary. 3. If unable to comply advise ATC prior start-up.
MAG 3E	MAGDEBURG THREE ECHO Climb straight ahead to 2.5 DME LLD (crossing bearing 329° to ZIG) or 900, whichever is later; LT, on track 325° to intercept and follow R145 MAG via PENEM (Δ) to MAG (Δ). MAX IAS 210 kt until established on R145 MAG. Climb with 7.0% (425 ft/NM) until passing 3900.			1. PDG 7.0% (425ft/NM) until passing 3900 due to navaid coverage (MAG). 2. If unable to comply advise ATC prior start-up. 3. Will be assigned for NON-BRNAV equipped aircraft by ATC only. BRNAV equipped aircraft shall file SID ODLUN - Y235 - MAG. 4. No access to (U)Z20, and UN746
GOLAT 1L	GOLAT ONE LIMA Climb on RWY track to 9.9 DME LLD (10.1 DME LND); RT, on track 173° to AKASO (Δ), RT, on track 238° to GOLAT (Δ). Cross 9.9 DME LLD (10.1 DME LND) at or above 2400. GPS/FMS RNAV: [A900+] - DP544[A2400+;R] - AKASOR[R] - GOLAT.			1. Cross 9.9 DME LLD (10.1 DME LND) at or above 2400 due to airspace structure (MVA). PDG 3.6% (220 ft/NM). 2. After passing 9.9 DME LLD (10.1 DME LND) BRNAV equipment necessary. 3. If unable to comply advise ATC prior start-up.
NEVKO 1L	NEVKO ONE LIMA Climb on RWY track to 9.9 DME LLD (10.1 DME LND), RT, on track 173° to AKASO (Δ), RT, on track 248° to NEVKO (Δ). Cross 9.9 DME LLD (10.1 DME LND) at or above 2400. GPS/FMS RNAV: [A900+] - DP544[A2400+;R] - AKASOR[R] - NEVKO.			1. Cross 9.9 DME LLD (10.1 DME LND) at or above 2400 due to airspace structure (MVA). PDG 3.6% (220 ft/NM). 2. After passing 9.9 DME LLD (10.1 DME LND) BRNAV equipment necessary. 3. If unable to comply advise ATC prior start-up.
ODLUN 4E	ODLUN FOUR ECHO Climb straight ahead to 2.5 DME LLD (crossing bearing 329° to ZIG) or 900, whichever is later, LT, on track 325° to PENEM (Δ); LT, on track 310° to ODLUN (Δ). MAX IAS 210 kt until established inbound PENEM. Climb with 3.4% (205 ft/NM) until passing 3500. GPS/FMS RNAV: DP541 - [A900+; K210-; L] - DP542[K210-] - PENEM[L] - ODLUN.			1. PDG 3.4% (205 ft/NM) until passing 3500 due to airspace structure (MVA). 2. After passing 2400 BRNAV equipment necessary. 3. If unable to comply advise request ATC prior start-up.
ORTAG 4E	ORTAG FOUR ECHO Climb straight ahead to 2.5 DME LLD (crossing bearing 329° to ZIG) or 900, whichever is later, LT on track 325° to PENEM (Δ); LT, on track 263° to GIGUB (Δ); LT, on track 211° to ORTAG (Δ). MAX IAS 210 kt until established inbound PENEM. Climb with 3.4% (205 ft/NM) until passing 3500. GPS/FMS RNAV: DP541 - [A900+; K210-; L] - DP542[K210-] - PENEM[L] - GIGUB[L] - ORTAG.			1. PDG 3.4% (205 ft/NM) until passing 3500 due to airspace structure (MVA). 2. After passing 2400 BRNAV equipment necessary. 3. If unable to comply advise request ATC prior start-up. 4. Only available between 0100 (0000) and 2100 (2000) UTC.
DRN 1E	DRESDEN ONE ECHO Climb on RWY track to 11.5 DME LLD (11.7 DME LND), RT, on track 119° via TORPU (Δ) to DRN (Δ). Cross 11.5 DME LLD (11.7 DME LND) at or above 2800 GPS/FMS RNAV: [A900+] - DP545[A2800+; R] - TORPU - DRN.			1. Cross 11.5 DME LLD (11.7 DME LND) at or above 2800 due to airspace structure (MVA). PDG 3.6% (220 ft/NM). 2. After passing 11.5 DME LLD (11.7 DME LND) BRNAV equipment necessary. 3. If unable to comply advise ATC prior start-up. 4. At TORPU transition to LASIS via Z225 possible.
UMBAL 4E	UMBAL FOUR ECHO Climb straight ahead to 2.5 DME LLD (crossing bearing 329° to ZIG) or 900, whichever is later, LT, on track 325° to PENEM (Δ); RT, on track 026° to UMBAL (Δ). MAX IAS 210 kt until established inbound PENEM. Climb with 3.4% (205 ft/NM) until passing 3500. GPS/FMS RNAV: DP541 - [A900+; K210-; L] - DP542[K210-] - PENEM[R] - UMBAL.			1. PDG 3.4% (205 ft/NM) until passing 3500 due to airspace structure (MVA). 2. After passing 2400 BRNAV equipment necessary. 3. If unable to comply advise request ATC prior start-up. 4. Only available between 2200 (2100) and 0500 (0400) UTC. 5. No access to (U)Z20.

(Sample: DP541 fly-over way point)

* Departure frequency may deviate from the frequency published. Check ATIS for current departure frequency.

Contact München Radar when advised by Tower!

VATSIM Germany Standard Instrument Departure Chart

LEIPZIG/HALLE EDDP

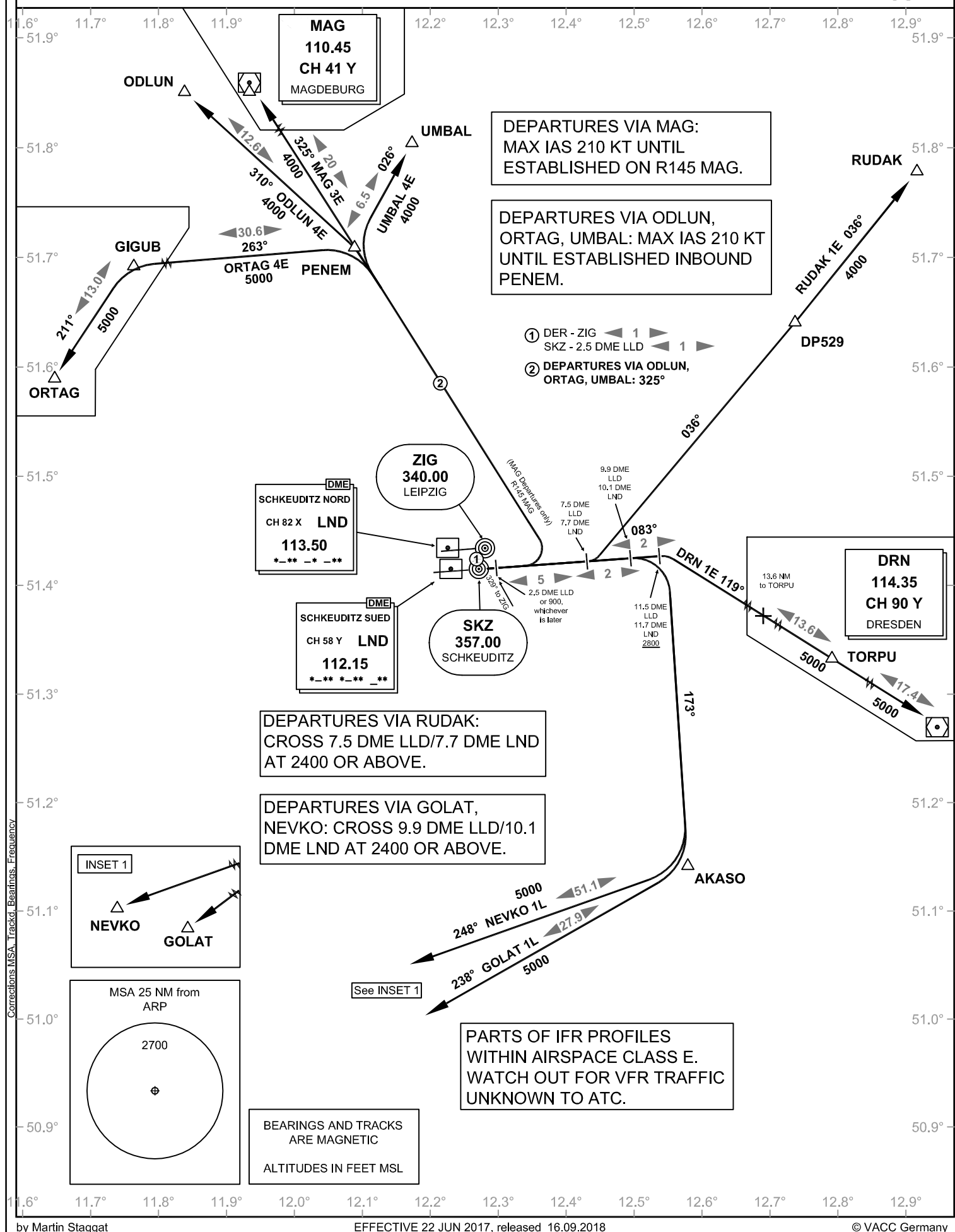
Transition Altitude: 5000 ft.

 ATIS 123.950
 Delivery 121.800
 Ground 121.670

 Tower 125.950
 München Radar 126.170
 131.020

SID RWY 08R

VAR: 3° E



VATSIM Germany
Standard Instrument Departure Chart

Transition Altitude: 5000 ft.

ATIS 123.950
Delivery 121.800
Ground 121.600

Tower 125.950
München Radar 126.170
131.020

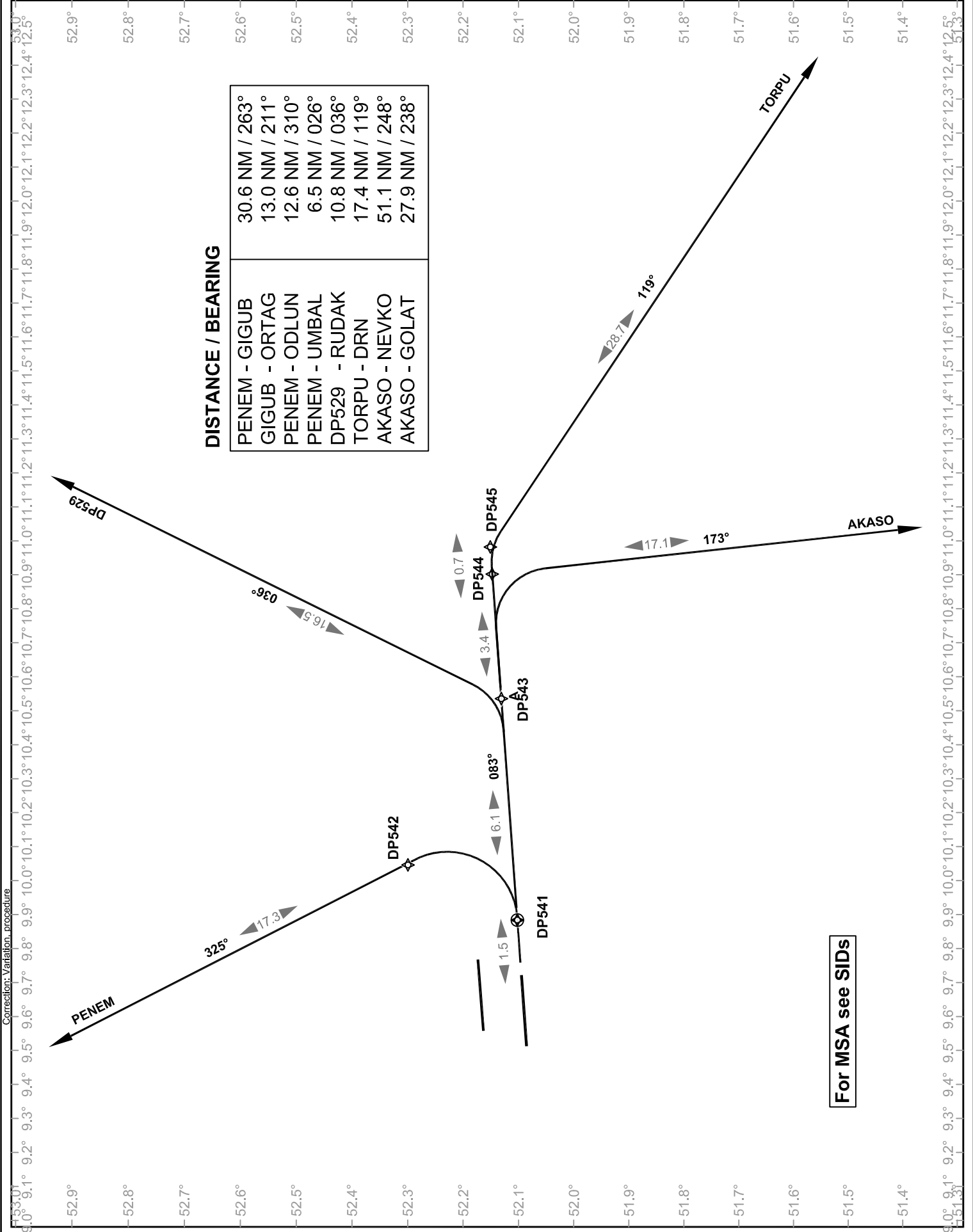
LEIPZIG / HALLE
EDDP

GPS / FMS RNAV
RWY 08R

VAR: 3° E

DISTANCE / BEARING

PENEM - GIGUB	30.6 NM / 263°
GIGUB - ORTAG	13.0 NM / 211°
PENEM - ODLUN	12.6 NM / 310°
PENEM - UMBAL	6.5 NM / 026°
DP529 - RUDAK	10.8 NM / 036°
TORPU - DRN	17.4 NM / 119°
AKASO - NEVKO	51.1 NM / 248°
AKASO - GOLAT	27.9 NM / 238°



Correction: Variation, procedure

VATSIM Germany

Standard Instrument Departure Chart

LEIPZIG/HALLE
EDDP
SID
RWY 08R

Designator	Route	After Take-Off		Remarks
		Climb to	Contact	
GOLAT 1E	GOLAT ONE ECHO Climb on RWY track to <u>DP546</u> or 900, whichever is later, RT; via DP547 on track 235° to DP548, LT; on track 210° to DP540, LT; on track 188° to GOLAT (Δ). Max. IAS 210kt until DP547. RNAV(GPS): <u>DP546</u> - [A900+;K210-;R] - DP547[K210-] - DP548[L] - DP540[L] - GOLAT	FL 70	München Radar 126.170*	1. Only available between 0500 (0400) and 2100 (2000). 2. Only available for ACFT with less than 136 t MTOM 3. If unable to comply, file GOLAT L.
NEVKO 1E	NEVKO ONE ECHO Climb on RWY track to <u>DP546</u> or 900, whichever is later, RT; via DP547 on track 235° to DP548, LT; on track 210° to DP540, RT; on track 236° to NEVKO (Δ). Max. IAS 210kt until DP547. RNAV(GPS): <u>DP546</u> - [A900+;K210-; R] - DP547[K210-] - DP548[L] - DP540[R] - NEVKO	FL 70	München Radar 126.170*	1. Only available between 0500 (0400) and 2100 (2000). 2. Only available for ACFT with less than 136 t MTOM 3. If unable to comply, file NEVKO L.

(Sample: DP546 fly-over way point)

* Departure frequency may deviate from the frequency published. Check ATIS for current departure frequency.

Contact München Radar when advised by Tower!

VATSIM Germany

Standard Instrument Departure Chart

LEIPZIG/HALLE
EDDP

Transition Altitude: 5000 ft.

ATIS 123.950
Delivery 121.800
Ground 121.600

Tower 125.950
München Radar 126.170
131.020

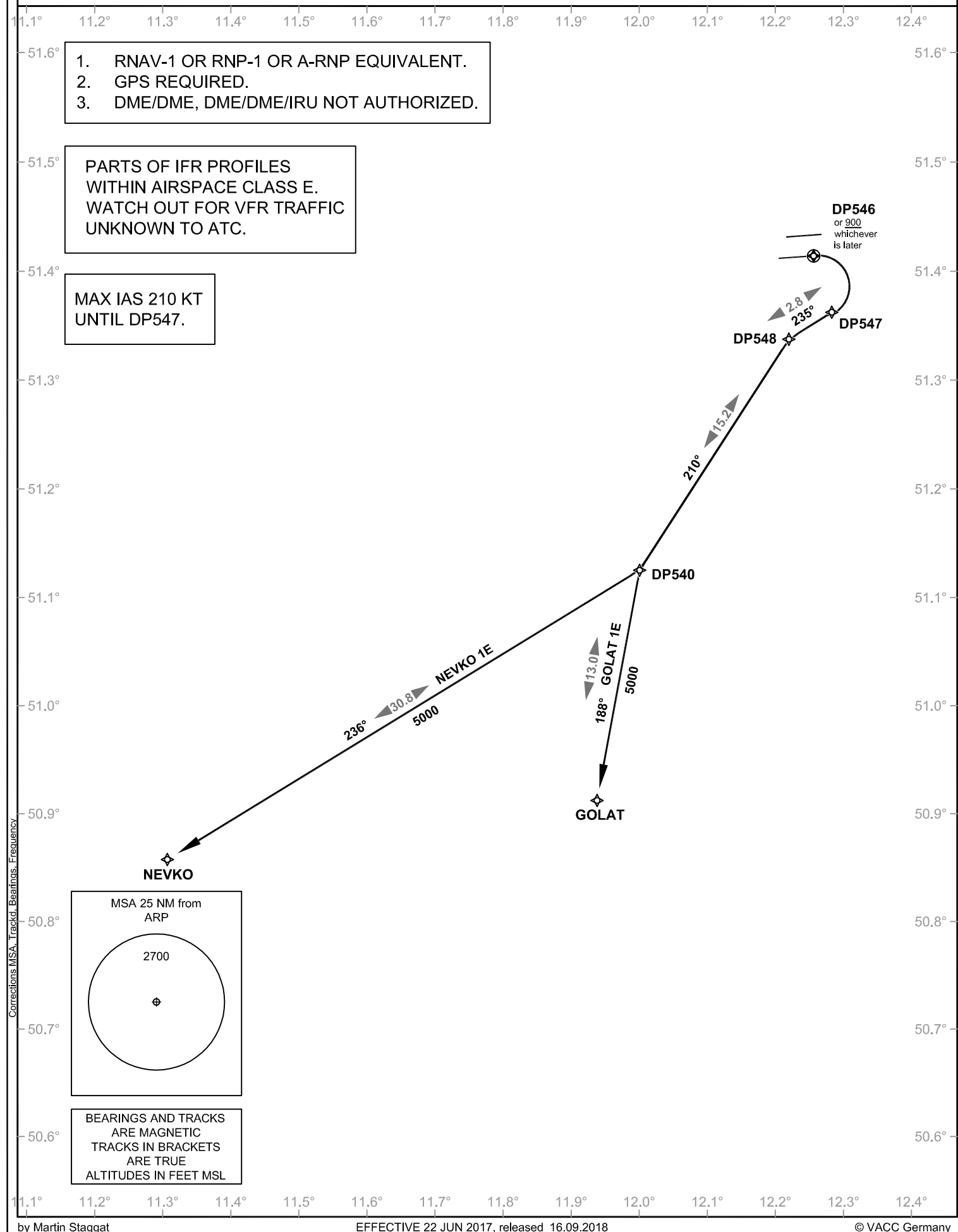
SID
RWY 08R

VAR: 3° E

1. RNAV-1 OR RNP-1 OR A-RNP EQUIVALENT.
2. GPS REQUIRED.
3. DME/DME, DME/DME/IRU NOT AUTHORIZED.

PARTS OF IFR PROFILES
WITHIN AIRSPACE CLASS E.
WATCH OUT FOR VFR TRAFFIC
UNKNOWN TO ATC.

MAX IAS 210 KT
UNTIL DP547.



VATSIM Germany

Standard Instrument Departure Chart

LEIPZIG/HALLE

EDDP

SID

RWY 26L

Pilots of GPS/FMS-RNAV-equipped aircraft shall, if possible, use the supplementary GPS/FMS RNAV procedures which are described following the text "GPS/FMS RNAV": and charted in addition on "CHART - INSTRUMENT (OVERLAY)". When using theses supplementary GPS/FMS RNAV procedures, the pilot shall check and ensure that the underlying conventional flight procedures are adhered to by monitoring the information of the ground-based navigation aids. The ground-based navigation aids required for the use of the respective conventional flight procedure and the associated aircraft equipment shall remain in operation at all times.

Designator	Route	After Take-Off		Remarks
		Climb to	Contact	
GOLAT 1S	GOLAT ONE SIERRA Climb on RWY track to 10.1 DME LLD (10.1 DME LND), LT, on track 207° to DP551, LT, on track 163° to GOLAT (Δ). Cross 10.1 DME LLD (10.1 DME LND) at or above 3000. GPS/FMS RNAV: [A900+] - DESAN[A3000+;L] - DP551[L] - GOLAT.	FL 70	München Radar 126.170*	1. Cross 10.1 DME LLD (10.1 DME LND) at or above 3000 due to airspace structure (MVA). PDG 4.7% (285 ft/NM). 2. After passing 10.1 DME LLD (10.1 DME LND) BRNAV equipment necessary. 3. If unable to comply advise ATC prior start-up.
MAG 5S	MAGDEBURG FIVE SIERRA Climb straight ahead to 3.0 DME LLD (3.2 DME LND), RT, on track 357° to intercept and follow R156 MAG via MATIB (Δ) to MAG (Δ). MAX IAS 210 kt until established on track 357°. Cross 3.0 DME LLD (3.2 DME LND) at or above 1300, then climb with 7.0% (425 ft/NM) until passing 3900.			1. PDG 7.0% (425ft/NM) until passing 3900 due to navaid coverage (MAG). 2. If unable to comply advise ATC prior start-up. 3. Will be assigned for NON-BRNAV equipped aircraft by ATC only. BRNAV equipped aircraft shall file SID ODLUN - Y235 - MAG. 4. No access to (U)Z20, and UN746
NEVKO 1S	NEVKO ONE SIERRA Climb on RWY track to 10.1 DME LLD (10.1 DME LND), LT, on track 207° to NAMUB (Δ), RT, on track 219° to NEVKO (Δ). Cross 10.1 DME LLD (10.1 DME LND) at or above 3000. GPS/FMS RNAV: [A900+] - DESAN[A3000+;L] - NAMUB[R] - NEVKO.			1. Cross 10.1 DME LLD (10.1 DME LND) at or above 3000 due to airspace structure (MVA). PDG 4.7% (285 ft/NM). 2. After passing 10.1 DME LLD (10.1 DME LND) BRNAV equipment necessary. 3. If unable to comply advise ATC prior start-up.
ODLUN 5S	ODLUN FIVE SIERRA Climb straight ahead to 3.0 DME LLD (3.2 DME LND), RT, on track 357° to DP528; LT, on track 336° to MATIB (Δ); LT, on track 326° to ODLUN (Δ). MAX IAS 210 kt until established on track 357°. Cross 3.0 DME LLD (3.2 DME LND) at or above 1300, then climb with 6.8% (415 ft/NM) until passing 3500. GPS/FMS RNAV: DP527[A1300+; K210-; R] - DP528[A3900+; L] - MATIB[L] - ODLUN.			1. PDG 6.8% (415 ft/NM) until passing 3500 due to airspace structure (MVA). 2. After passing 2400 BRNAV equipment necessary. 3. If unable to comply advice request ATC prior start-up.
ORTAG 4S	ORTAG FOUR SIERRA Climb on RWY track to 10.1 DME LLD (10.1 DME LND) on track 263° via DP524 to DP525; RT, on track 281° to ORTAG (Δ). Cross 10.1 DME LLD (10.1 DME LND) at or above 3000. GPS/FMS RNAV: DP527[A1300+; K210-; R] - DP524 - DP525[R] - ORTAG.			1. Cross 10.1 DME LLD (10.1 DME LLD) at or above 3000 due to airspace structure (MVA). PDG 4.7% (285 ft/NM). 2. After passing 10.1 DME LLD (10.1 DME LND) BRNAV equipment necessary. 3. If Glidersector Querfurt is announced active on ATIS, cross DP524 at or above FL70 (PDG 6.5% (395 ft/NM)). 4. If unable to comply advice request ATC prior start-up.
DRN 1S	DRESDEN ONE SIERRA Climb on RWY track to 4.6 DME LLD (4.7 DME LND), LT, on track 157° to DP552, LT, on track 086° to DRN (Δ). MAX IAS 210 kt until established inbound DP552. Cross 4.6 DME LLD (4.7 DME LND) at or above 1900, then climb with 7.0% (425 ft/NM) until passing 2400. GPS/FMS RNAV: DP553[A1300+; K210-; L] - DP554[K210-] - DP552[L] - DRN.			1. PDG 7.0% (425 ft/NM) until passing 2400 due to airspace structure (MVA). 2. After passing 4.6 DME LLD (4.7 DME LND) BRNAV equipment necessary. 3. If unable to comply advice ATC prior start-up. 4. Only available between 0500 (0400) and 2100 (2000).
DRN 1W	DRESDEN ONE WHISKEY Climb on RWY track to 10.1 DME LLD (10.1 DME LND), LT, on track 207° to DP551, LT, on track 127° to DP552, LT, on track 086° to DRN (Δ). Cross 10.1 DME LLD (10.1 DME LND) at or above 3000. GPS/FMS RNAV: [A900+] - DESAN[A3000+; L] - DP551[L] - DP552[L] - DRN.			1. Cross 10.1 DME LLD (10.1 DME LND) at or above 3000 due to airspace structure (MVA). PDG 4.7% (285 ft/NM). 2. After passing 10.1 DME LLD (10.1 DME LND) BRNAV equipment necessary. 3. If unable to comply advice ATC prior start-up.

(Sample: DP553 fly-over way point)

* Departure frequency may deviate from the frequency published. Check ATIS for current departure frequency.

Contact München Radar when advised by Tower!

VATSIM Germany

Standard Instrument Departure Chart

Transition Altitude: 5000 ft.

ATIS 123.950
 Delivery 121.800
 Ground 121.600

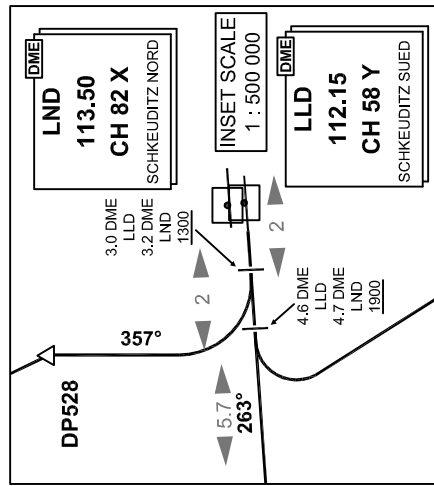
Tower 125.950
 München Radar 126.170
 131.020

VAR: 3° E

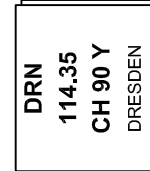
LEIPZIG / HALLE

EDDP

SID
 RWY 26L



PARTS OF IFR PROFILES
 WITHIN AIRSPACE CLASS E.
 WATCH OUT FOR VFR TRAFFIC
 UNKNOWN TO ATC.



5000

50.6

086°

DP552

GOLAT

157°

127°

12.5

5000

21.3

5000

219°

NEVKO 1S

5.9

5.9 NM to NAMUB

13.6 NM to TORPU

163°

5000

NAMUB

DP525

FL 75 4500

DP524

207°

ORTAG 45

10.1 DME LLD 3000

10.1 DME LLD 3000

MAG 5S 4000

336°

18

ODLUN 5S 4000

326°

9.2

MATIB

(MAG Departures only) R145 MAG

(See Inset)

LND 113.50 CH 82 X SCHKEUDITZ NORD

LLD 112.15 CH 58 Y SCHKEUDITZ SÜD

DEPARTURES VIA ODLUN: 12.1 336°

DEPARTURES VIA DRN S: CROSS 4.6 DME LLD/4.7 DME LND AT 1900 OR ABOVE. MAX IAS 210 KT UNTIL ESTABLISHED INBOUND DP552.

DEPARTURES VIA ODLUN, MAG: CROSS 3.0 DME LLD/3.2 DME LND AT 1300 OR ABOVE. MAX IAS 210 KT UNTIL ESTABLISHED ON TRACK 357°

IF GLIDER AREA QUERFURT IS ANNOUNCED ACTIVE ON ATIS CROSS DP524 AT OR ABOVE FL70. IF UNABLE TO COMPLY ADVISE ATC PRIOR START-UP.

MSA 25 NM from ARP

BEARINGS AND TRACKS ARE MAGNETIC TRACKS IN BRACKETS ARE TRUE ALTITUDES IN FEET MSL

Correction: Variation, procedure

by Martin Stagat

Effective: 22 JUN 2017, released 16.09.2018

© VACC Germany

VATSIM Germany

Standard Instrument Departure Chart

Transition Altitude: 5000 ft.

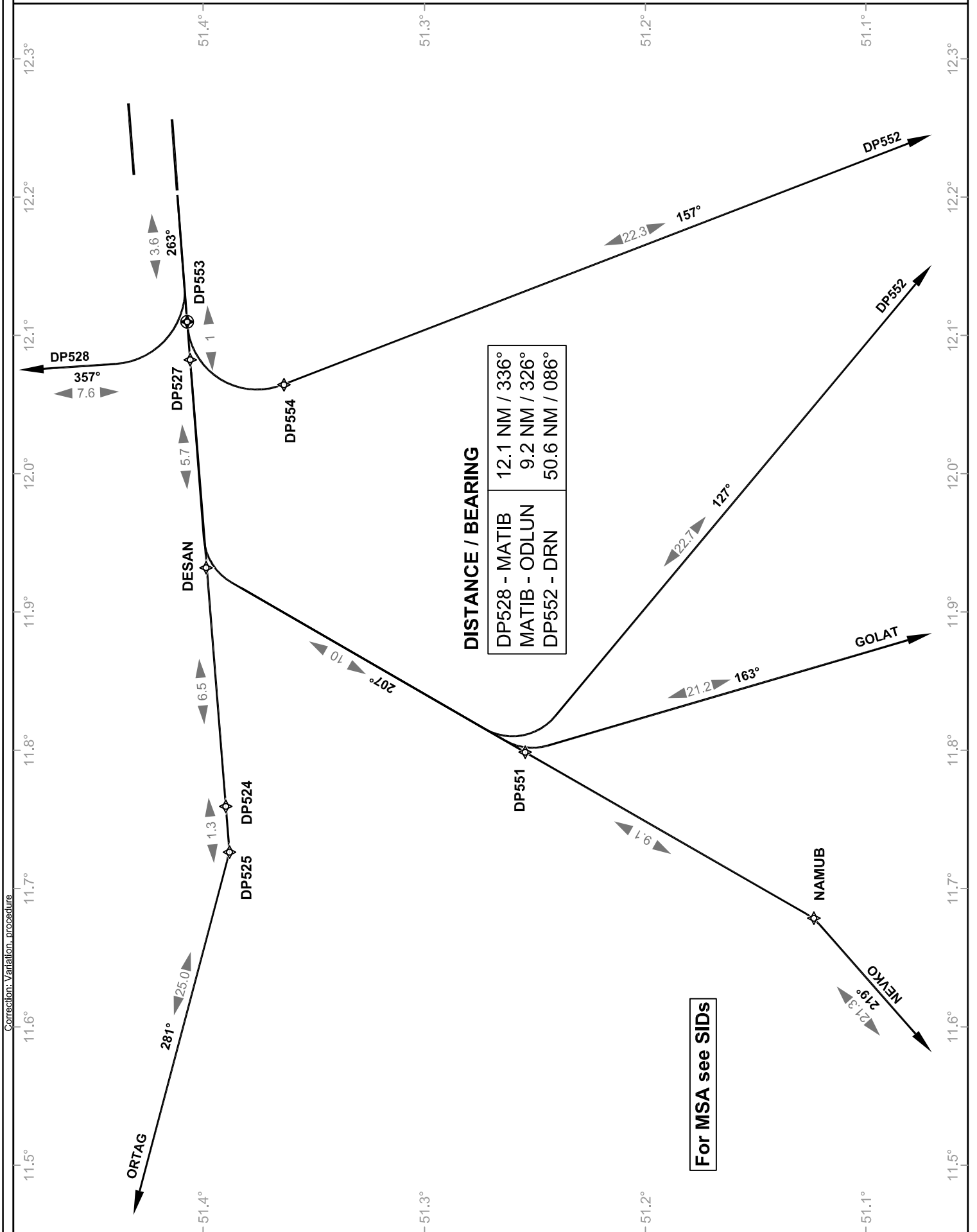
VAR: 3° E

ATIS 123.950
Delivery 121.800
Ground 121.600

Tower 125.950
München Radar 126.170
131.020

LEIPZIG / HALLE
EDDP

GPS / FMS RNAV (Overlay)
RWY 26L



VATSIM Germany

Standard Instrument Departure Chart

LEIPZIG/HALLE
EDDP
SID
RWY 26L

Designator	Route	After Take-Off		Remarks
		Climb to	Contact	
RUDAK 1P	RUDAK ONE PAPA Climb on RWY track to <u>DP520</u> or 900, whichever is later, RT; via DP521 on track 004° to <u>ETIPO</u> (Δ), RT; on track 015° to UMBAL (Δ), RT; on track 090° to RUDAK (Δ). MAX IAS 210 kt until DP521. GPS/FMS RNAV: <u>DP520</u> - [A900+; K210-; R] - DP521[K210-] - ETIPO[R] - UMBAL[R] - RUDAK.	FL 70	München Radar 126.170*	Only available between 2100 (2000) and 0100 (0000).
RUDAK 1W	RUDAK ONE WHISKEY Climb on RWY track to <u>DP520</u> or 900, whichever is later, RT; via DP521 on track 004° to <u>ETIPO</u> (Δ), RT; on track 081° to RUDAK (Δ). MAX IAS 210 kt until DP521. GPS/FMS RNAV: <u>DP520</u> - [A900+; K210-; R] - DP521[K210-] - ETIPO[R] - UMBAL[R] - RUDAK.			Only available between 2100 (2000) and 0100 (0000).
UMBAL 4S	UBMAL FOUR SIERRA Climb on RWY track to 10.1 to <u>DP520</u> or 900, whichever is later, RT; via DP521 on track 004° to <u>ETIPO</u> (Δ), RT, on track 015° to UMBAL (Δ). MAX IAS 210 kt until DP521. GPS/FMS RNAV: <u>DP520</u> - [A900+; K210-; R] - DP521[K210-] - ETIPO[R] - UMBAL.			1. Only available between 2200 (2100) and 0500 (0400). 2. No access to (U)Z20.

(Sample: DP520 fly-over way point)

* Departure frequency may deviate from the frequency published. Check ATIS for current departure frequency.

Contact München Radar when advised by Tower!

VATSIM Germany

Standard Instrument Departure Chart

LEIPZIG / HALLE
EDDP

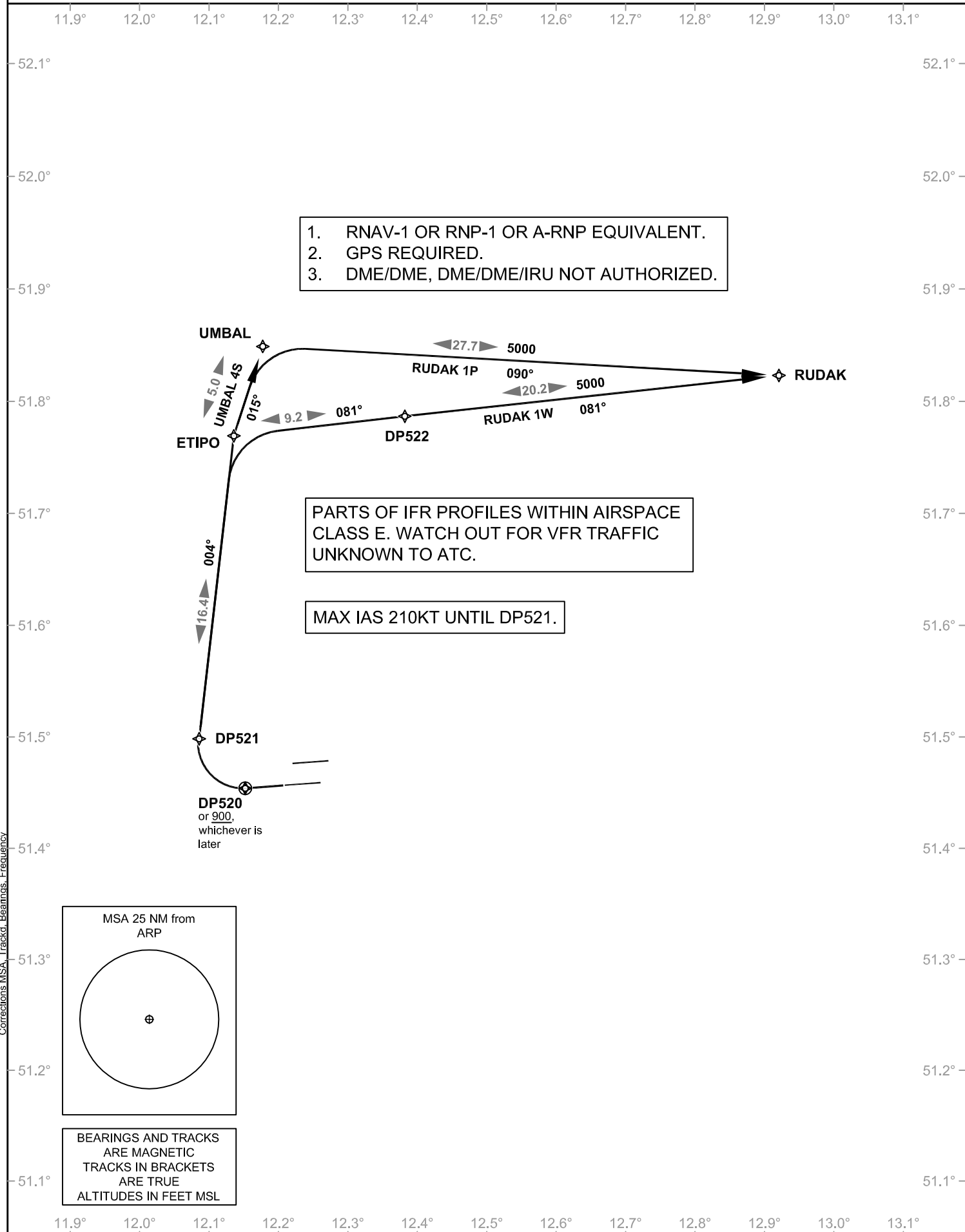
Transition Altitude: 5000 ft.

ATIS 123.950
Delivery 121.800
Ground 121.600

Tower 125.950
München Radar 126.170
131.020

RNAV (GPS)
RWY 26L

VAR: 3° E



VATSIM Germany

Standard Instrument Departure Chart

LEIPZIG/HALLE
EDDP
SID
RWY 26L

Pilots of GPS/FMS-RNAV-equipped aircraft shall, if possible, use the supplementary GPS/FMS RNAV procedures which are described following the text "GPS/FMS RNAV": and charted in addition on "CHART - INSTRUMENT (OVERLAY)". When using these supplementary GPS/FMS RNAV procedures, the pilot shall check and ensure that the underlying conventional flight procedures are adhered to by monitoring the information of the ground-based navigation aids. The ground-based navigation aids required for the use of the respective conventional flight procedure and the associated aircraft equipment shall remain in operation at all times.

Designator	Route	After Take-Off		Remarks
		Climb to	Contact	
GOLAT 1N	GOLAT ONE NOVEMBER Climb on RWY track to 9.2 DME LLD (9.3 DME LND), LT, on track 207° to DP551, LT, on track 163° to GOLAT (Δ). Cross 9.2 DME LLD (9.3 DME LND) at or above 3000. GPS/FMS RNAV: [A900+] - DP517[A3000+; L] - DP551[L] - GOLAT.	FL 70	München Radar 126.170*	1. Cross 9.2 DME LLD (9.3 DME LND) at or above 3000 due to airspace structure (MVA). PDG 4.8% (290 ft/NM). 2. After passing 9.2 DME LLD (9.3 DME LND) BRNAV equipment necessary. 3. If unable to comply advise ATC prior start-up.
MAG 5N	MAGDEBURG FIVE NOVEMBER Climb straight ahead to 1.2 DME LND (crossing bearing 105° to SKZ) or 900, whichever is later; RT, on track 336° to intercept and follow R156 MAG via MATIB (Δ) to MAG (Δ). MAX IAS 210 kt until established inbound MATIB. Climb with 7.0% (425 ft/NM) until passing 3900.			1. PDG 7.0% (425ft/NM) until passing 3900 due to navaid coverage (MAG). 2. If unable to comply advise ATC prior start-up. 3. Will be assigned for NON-BRNAV equipped aircraft by ATC only. BRNAV equipped aircraft shall file SID ODLUN - Y235 - MAG. 4. No access to (U)Z20, and UN746
NEVKO 1N	NEVKO ONE NOVEMBER Climb on RWY track to 9.2 DME LND (9.3 DME LLD), LT, on track 207° to NAMUB (Δ), RT, on track 219° to NEVKO (Δ). Cross 9.2 DME LND (9.3 DME LLD) at or above 3000. GPS/FMS RNAV: [A900+] - DP517[A3000+; L] - NAMUB[R] - NEVKO.			1. Cross 9.2 DME LND (9.3 DME LLD) at or above 3000 due to airspace structure (MVA). PDG 4.8% (290 ft/NM). 2. After passing 9.2 DME LND (9.3 DME LLD) BRNAV equipment necessary. 3. If unable to comply advise ATC prior start-up.
ODLUN 5N	ODLUN FIVE NOVEMBER Climb straight ahead to 1.2 DME LND (crossing bearing 105° to SKZ) or 900, whichever is later, RT, on track 336° to MATIB (Δ); LT, on track 326° to ODLUN (Δ). MAX IAS 210 kt until established inbound MATIB. Climb with 3.8% (230 ft/NM) until passing 3500. GPS/FMS RNAV: DP515[A1500+; K210-; R] - MATIB[L] - ODLUN.			1. PDG 3.8% (230 ft/NM) until passing 3500 due to airspace structure (MVA). 2. After passing 2400 BRNAV equipment necessary. 3. If unable to comply advice request ATC prior start-up.
ORTAG 4N	ORTAG FOUR NOVEMBER Climb on RWY track to 9.2 DME LND (9.3 DME LLD) on track 263° via DP513 to DP514; RT, on track 281° to ORTAG (Δ). Cross 9.2 DME LND (9.3 DME LLD) at or above 3000. GPS/FMS RNAV: [A900+; K210-; R] - DP517[A3000+] - DP513 - DP514[R] - ORTAG.			1. Cross 9.2 DME LND (9.3 DME LLD) at or above 3000 due to airspace structure (MVA). PDG 4.8% (290 ft/NM). 2. After passing 9.2 DME LND (9.3 DME LLD) BRNAV equipment necessary. 3. If Glidersector Querfurt is announced active on ATIS, cross DP513 at or above FL70 (PDG 6.3% (385 ft/NM)). 4. If unable to comply advice request ATC prior start-up.
DRN 1N	DRESDEN ONE NOVEMBER Climb straight ahead to 3.5 DME LND (3.7 DME LLD), LT, on track 161° to DP552, LT, on track 086° to DRN (Δ). MAX IAS 210 kt until established inbound DP552. Cross 3.5 DME LND (3.7 DME LLD) at or above 1700, then climb with 7.0% (425 ft/NM) until passing 2400. GPS/FMS RNAV: <u>DP518</u> [A1700+; K210-; L] - DP519[K210-] - DP552[L] - DRN.			1. PDG 7.0% (425 ft/NM) until passing 2400 due to airspace structure (MVA). 2. After passing 3.5 DME LND (4.7 DME LLD) BRNAV equipment necessary. 3. If unable to comply advice ATC prior start-up. 4. Only available between 0500 (0400) and 2100 (2000).
DRN 1V	DRESDEN ONE VIKTOR Climb on RWY track to 9.2 DME LND (9.3 DME LLD), LT, on track 207° to DP551, LT, on track 127° to DP552, LT, on track 086° to DRN (Δ). Cross 9.2 DME LND (9.3 DME LLD) at or above 3000. GPS/FMS RNAV: [A900+] - DP517[A3000+; L] - DP551[L] - DP552[L] - DRN.			1. Cross 9.2 DME LND (9.3 DME LLD) at or above 3000 due to airspace structure (MVA). PDG 4.8% (290 ft/NM). 2. After passing 9.2 DME LND (9.3 DME LLD) BRNAV equipment necessary. 3. If unable to comply advice ATC prior start-up.
DRN 3X	DRESDEN THREE X-RAY Climb straight ahead to 1.2 DME LND (crossing bearing 105° to SKZ) or 900, whichever is later, RT, on track 062° to DP512, RT, on track 138° via DP550 to TADUV (Δ), LT, on track 119° to TORPU (Δ). Cross DP550 at or above 6000. GPS/FMS RNAV: DP510 - [A900+; K210-; R] - DP516[K210-; R] - DP511[A2400+; K210-; R] - DP512[R] - DP550[A6000+] - TADUV[L] - TORPU.			1. PDG 4.8% (290 ft/NM) until passing 6000 due to airspace structure (MVA) and operational requirements. 2. After passing 2400 BRNAV equipment necessary. 3. If unable to comply advice ATC prior start-up. 4. Only available between 0100 (0000) and 0500 (0400).

(Sample: DP510 fly-over way point)

* Departure frequency may deviate from the frequency published. Check ATIS for current departure frequency.

Contact München Radar when advised by Tower!

VATSIM Germany

Standard Instrument Departure Chart

Transition Altitude: 5000 ft.

ATIS 123.950
Delivery 121.800
Ground 121.600

Tower 125.950
München Radar 126.170
131.020

LEIPZIG / HALLE

EDDP

GPS / FMS RNAV

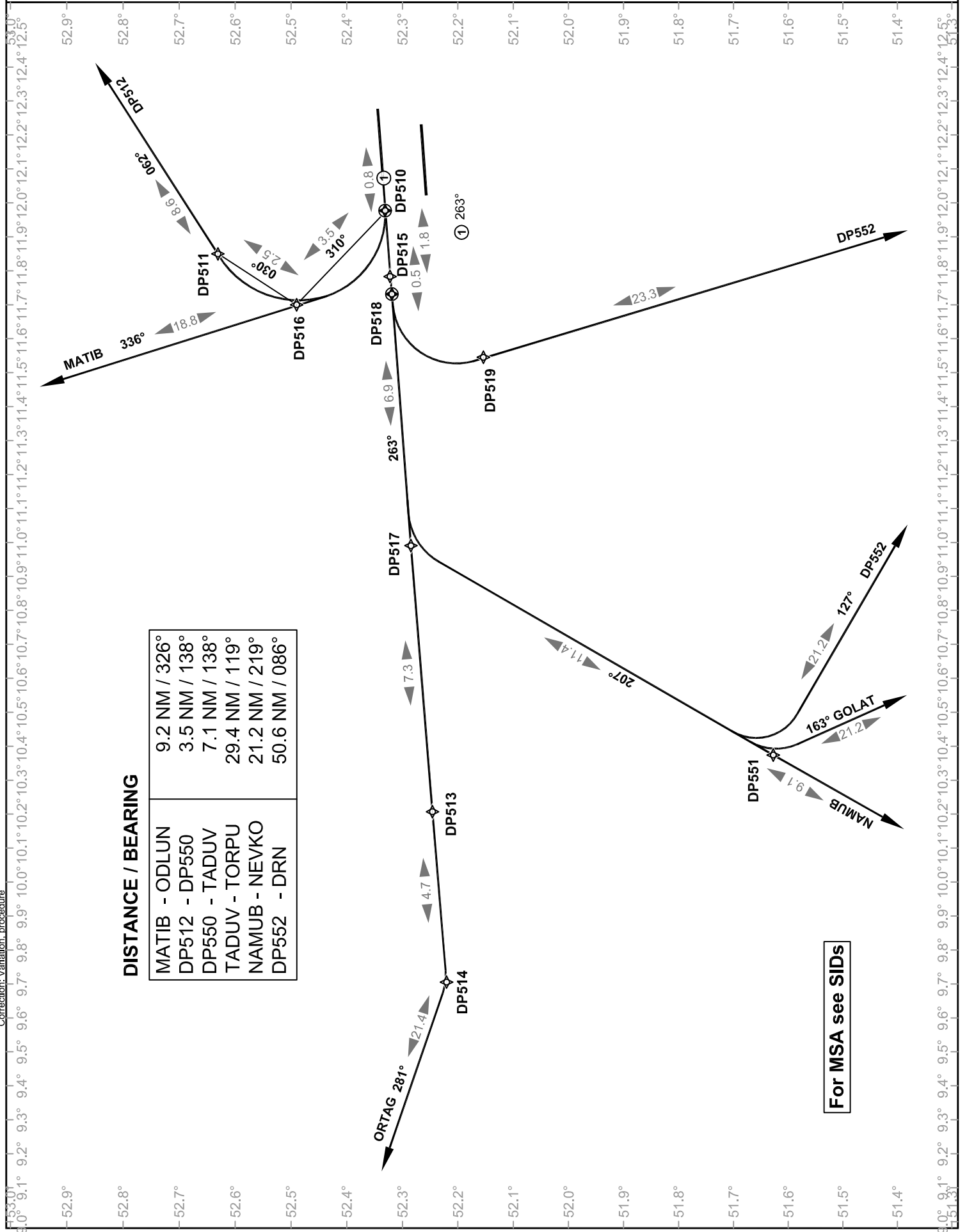
RWY 08R

VAR: 3° E

DISTANCE / BEARING

MATIB - ODLUN	9.2 NM / 326°
DP512 - DP550	3.5 NM / 138°
DP550 - TADUV	7.1 NM / 138°
TADUV - TORPU	29.4 NM / 119°
NAMUB - NEVKO	21.2 NM / 219°
DP552 - DRN	50.6 NM / 086°

Correction: Variation, procedure



For MSA see SIDs

VATSIM Germany

Standard Instrument Departure Chart

LEIPZIG/HALLE
EDDP
SID
RWY 26R

Designator	Route	After Take-Off		Remarks
		Climb to	Contact	
RUDAK 1N	RUDAK ONE NOVEMBER Climb on RWY track to <u>DP510</u> or 900, whichever is later, RT; via DP516 on track 358° to <u>ETIPO</u> (Δ), RT; on track 081° via DP522 to RUDAK (Δ). MAX IAS 210 kt until DP516. GPS/FMS RNAV: <u>DP510</u> - [A900+; K210-; R] - DP516[K210-] - ETIPO[R] - DP522 - RUDAK.	FL 70	München Radar 126.170*	Only available between 0100 (0000) and 2100 (2000).
RUDAK 1R	RUDAK ONE ROMEO Climb on RWY track to <u>DP510</u> or 900, whichever is later, RT; via DP516 on track 358° to <u>ETIPO</u> (Δ), RT; on track 015° to UMBAL (Δ), RT; on track 090° to RUDAK (Δ). MAX IAS 210 kt until DP516. GPS/FMS RNAV: <u>DP510</u> - [A900+; K210-; R] - DP516[K210-] - ETIPO[R] - UMBAL[R] - RUDAK.			Only available between 2100 (2000) and 0100 (0000).
UMBAL 4N	UBMAL FOUR NOVEMBER Climb on RWY track to 10.1 to <u>DP510</u> or 900, whichever is later, RT; via DP516 on track 358° to <u>ETIPO</u> (Δ), RT, on track 015° to UMBAL (Δ). MAX IAS 210 kt until DP516. GPS/FMS RNAV: <u>DP510</u> - [A900+; K210-; R] - DP516[K210-] - ETIPO[R] - UMBAL.			1. Only available between 2200 (2100) and 0500 (0400). 2. No access to (U)Z20.

(Sample: DP510 fly-over way point)

* Departure frequency may deviate from the frequency published. Check ATIS for current departure frequency.

Contact München Radar when advised by Tower!

VATSIM Germany

Standard Instrument Departure Chart

LEIPZIG / HALLE
EDDP

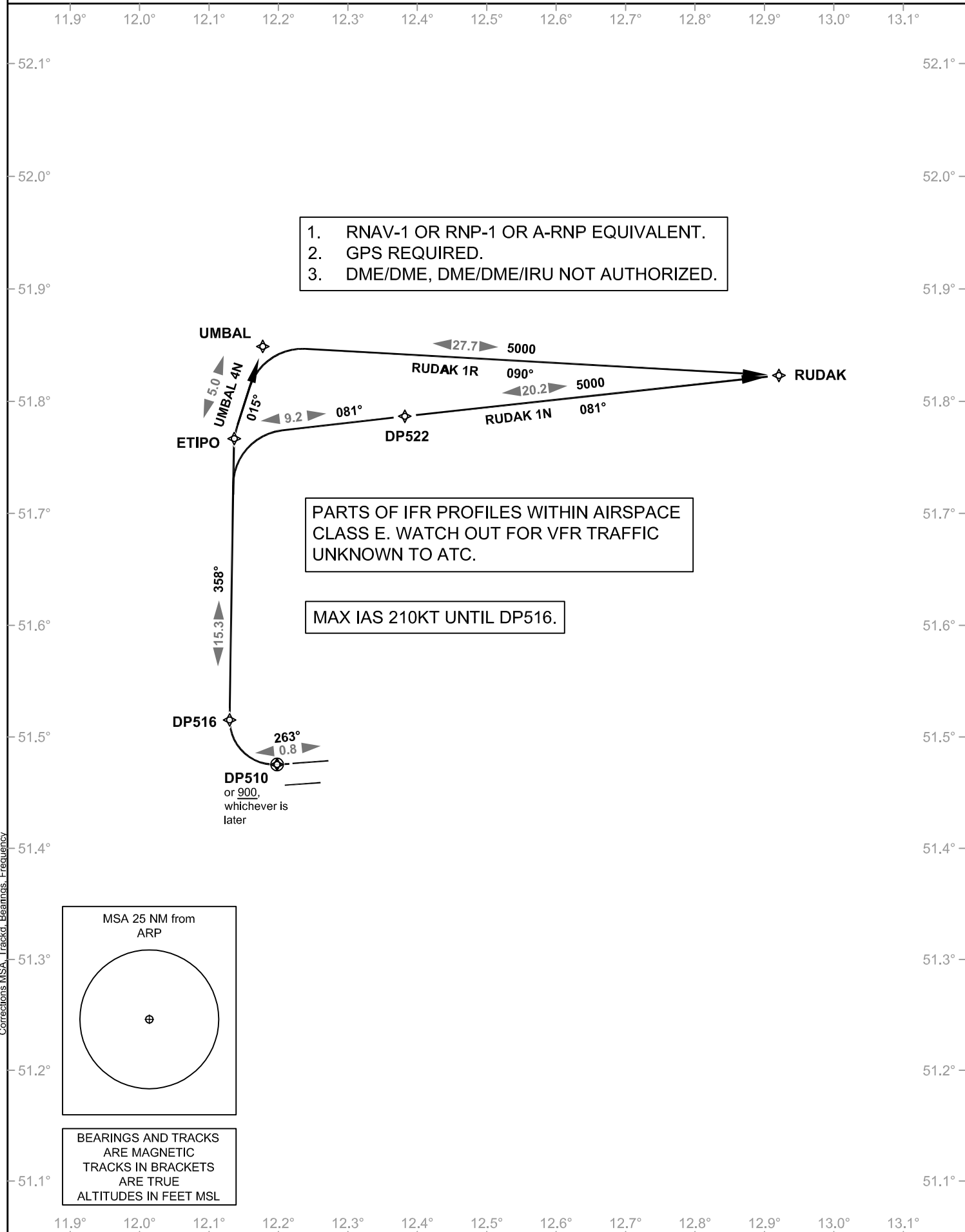
Transition Altitude: 5000 ft.

ATIS 123.950
Delivery 121.800
Ground 121.600

Tower 125.950
München Radar 126.170
131.020

RNAV (GPS)
RWY 26R

VAR: 3° E



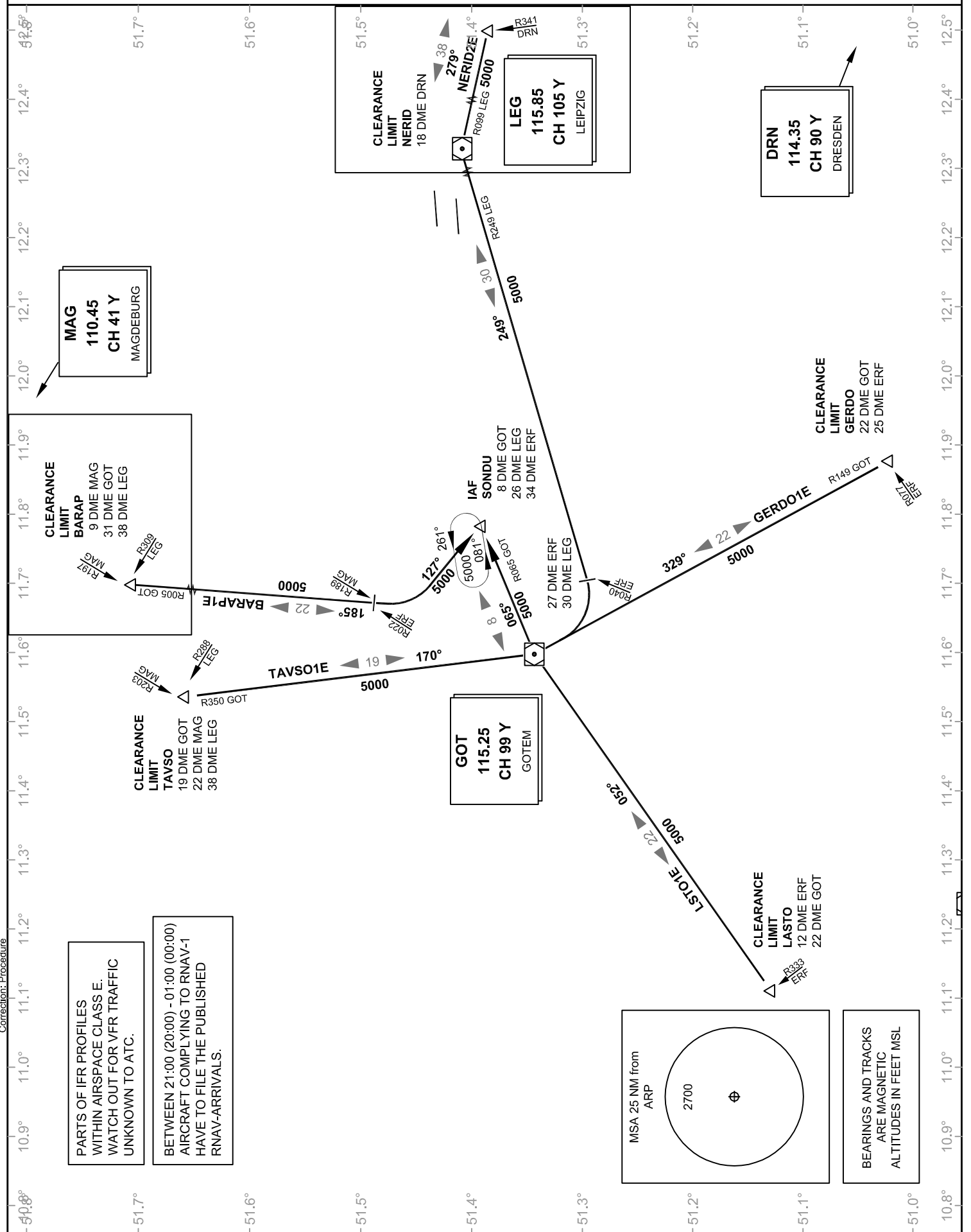
VATSIM Germany GPS / FMS RNAV ARRIVAL CHART

Transition Altitude: 5000 ft. ATIS 123.950 Leipzig Tower (N) 125.950
Muenchen Radar 126.170 Leipzig Tower (S) 121.100
Muenchen Radar 131.020

VAR: 3° E

LEIPZIG/HALLE EDDP

Standard Arrival RWY 08L/08R



VATSIM Germany

Standard Instrument Arrival Chart

LEIPZIG/HALLE
EDDP
STAR
RWY 08L/08R

Designator	Identification Significant Points	MAG Track	Dist NM	MNM IFR Crusing Level	Remarks
BARAP 1E	BARAP ONE ECHO Δ BARAP 9 DME GOT Δ SONDU				1. BARAP is clearance limit. 2. Expect radar vectors to final. 3. Between 21:00 (20:00) - 01:00 (00:00) aircraft complying to RNAV-1 have to file the published RNAV arrivals.
		185	22	5000	
		127		5000	
TAVSO 1E	TAVSO ONE ECHO Δ TAVSO Δ GOTEM DVOR/DME Δ SONDU				1. TAVSO is clearance limit. 2. Expect radar vectors to final. 3. Between 21:00 (20:00) - 01:00 (00:00) aircraft complying to RNAV-1 have to file the published RNAV arrivals.
		279	38	5000	
		249	30	5000	
LASTO 1E	LASTO ONE ECHO Δ LASTO Δ GOTEM DVOR/DME Δ SONDU				1. LASTO is clearance limit. 2. Expect radar vectors to final. 3. Between 21:00 (20:00) - 01:00 (00:00) aircraft complying to RNAV-1 have to file the published RNAV arrivals.
		052	22	5000	
		065	8	5000	
GERDO 1E	GERDO ONE ECHO Δ GERDO Δ GOTEM DVOR/DME Δ SONDU				1. GERDO is clearance limit. 2. Expect radar vectors to final. 3. Between 21:00 (20:00) - 01:00 (00:00) aircraft complying to RNAV-1 have to file the published RNAV arrivals.
		329	22	5000	
		065	8	5000	
NERID 2E	NERID TWO ECHO Δ NERID Δ LEIPZIG DVOR/DME 30 DME LEG Δ GOTEM DVOR/DME Δ SONDU				1. NERID is clearance limit. 2. Expect radar vectors to final. 3. Between 21:00 (20:00) - 01:00 (00:00) aircraft complying to RNAV-1 have to file the published RNAV arrivals.
		279	38	5000	
		249	30	5000	
		329			
		065	8	5000	

VATSIM Germany

Standard Instrument Arrival Chart

LEIPZIG/HALLE
EDDP
STAR
RWY 26L/26R

Designator	Identification Significant Points	MAG Track	Dist NM	MNM IFR Crusing Level	Remarks
BARAP 1W	BARAP ONE WHISKEY Δ BARAP Δ LEIPZIG DVOR/DME 12 DME LEG R080 LEG / R311 DRN Δ LISBA				1. BARAP is clearance limit. 2. Expect radar vectors to final. 3. Between 21:00 (20:00) - 01:00 (00:00) aircraft complying to RNAV-1 have to file the published RNAV arrivals.
		129	38	5000	
		064	12	5000	
		180		5000	
		269		5000	
TAVSO 1W	TAVSO ONE WHISKEY Δ TAVSO Δ LEIPZIG DVOR/DME 12 DME LEG R080 LEG / R311 DRN Δ LISBA				1. TAVSO is clearance limit. 2. Expect radar vectors to final. 3. Between 21:00 (20:00) - 01:00 (00:00) aircraft complying to RNAV-1 have to file the published RNAV arrivals.
		108	38	5000	
		064	12	5000	
		180		5000	
		269		5000	
LASTO 2W	LASTO TWO WHISKEY Δ LASTO Δ GOTEM DVOR/DME Δ LEIPTZIG DVOR/DME 12 DME LEG R080 LEG / R311 DRN Δ LISBA				1. LASTO is clearance limit. 2. Expect radar vectors to final. 3. Between 21:00 (20:00) - 01:00 (00:00) aircraft complying to RNAV-1 have to file the published RNAV arrivals.
		052	22	5000	
		078	33	5000	
		064	12	5000	
		180		5000	
GERDO 1W	GERDO ONE WHISKEY Δ GERDO Δ LEIPZIG DVOR/DME 12 DME LEG R080 LEG / R311 DRN Δ LISBA				1. GERDO is clearance limit. 2. Expect radar vectors to final. 3. Between 21:00 (20:00) - 01:00 (00:00) aircraft complying to RNAV-1 have to file the published RNAV arrivals.
		039	34	5000	
		064	12	5000	
		180		5000	
		269		5000	
NERID 1W	NERID ONE WHISKEY Δ NERID 23 DME DRN Δ LISBA				1. NERID is clearance limit. 2. Expect radar vectors to final. 3. Between 21:00 (20:00) - 01:00 (00:00) aircraft complying to RNAV-1 have to file the published RNAV arrivals.
		341	5	5000	
		269		5000	

VATSIM Germany

Standard Instrument Arrival Chart

Transition Altitude: 5000 ft

ATIS 123.950

Muenchen Radar 126.170

Muenchen Radar 131.020

VAR: 3° E

Leipzig Tower (N) 125.950

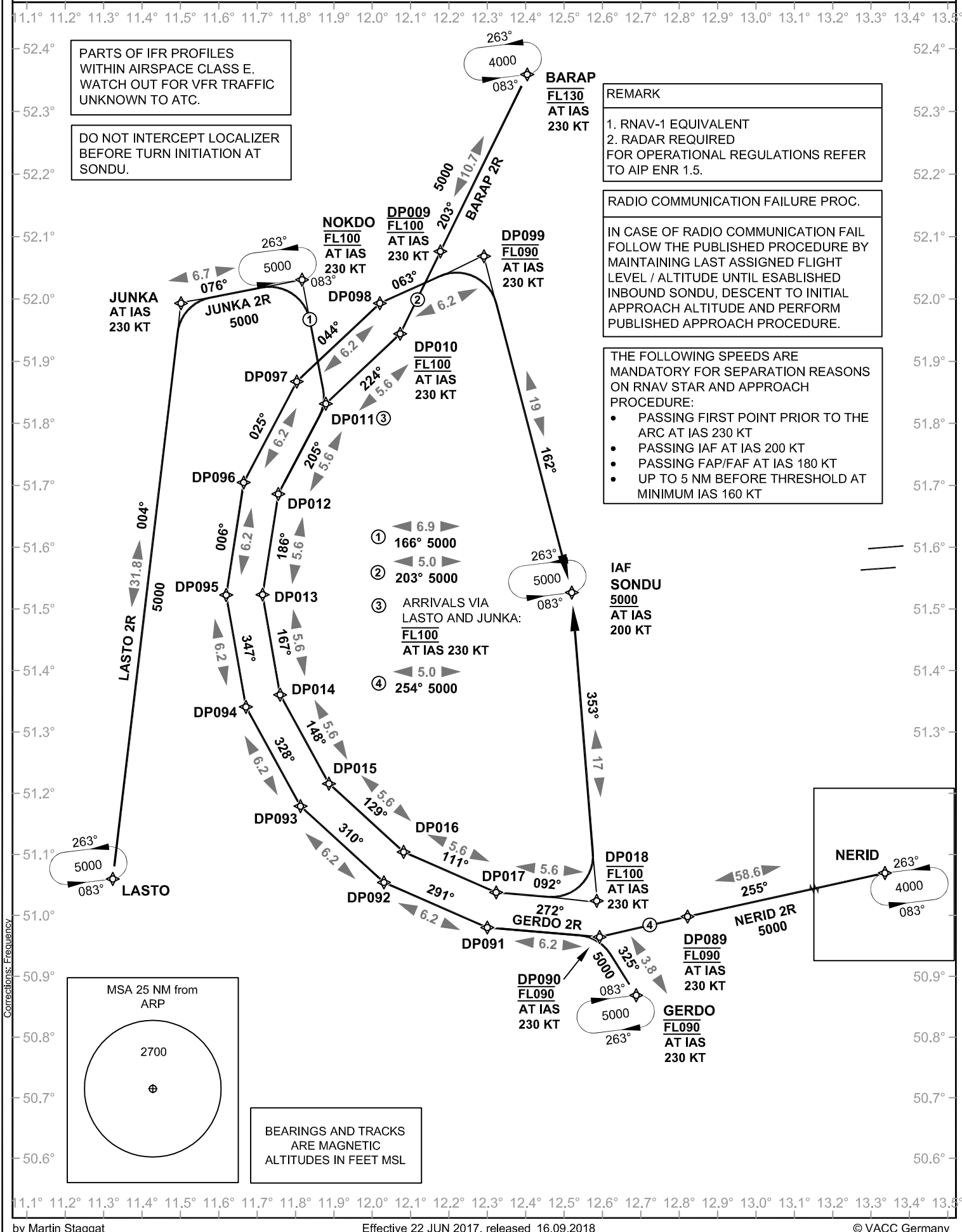
Leipzig Tower (S) 121.100

LEIPZIG/HALLE

EDDP

STAR

RWY 08L/08R



VATSIM Germany

Standard Instrument Arrival Chart

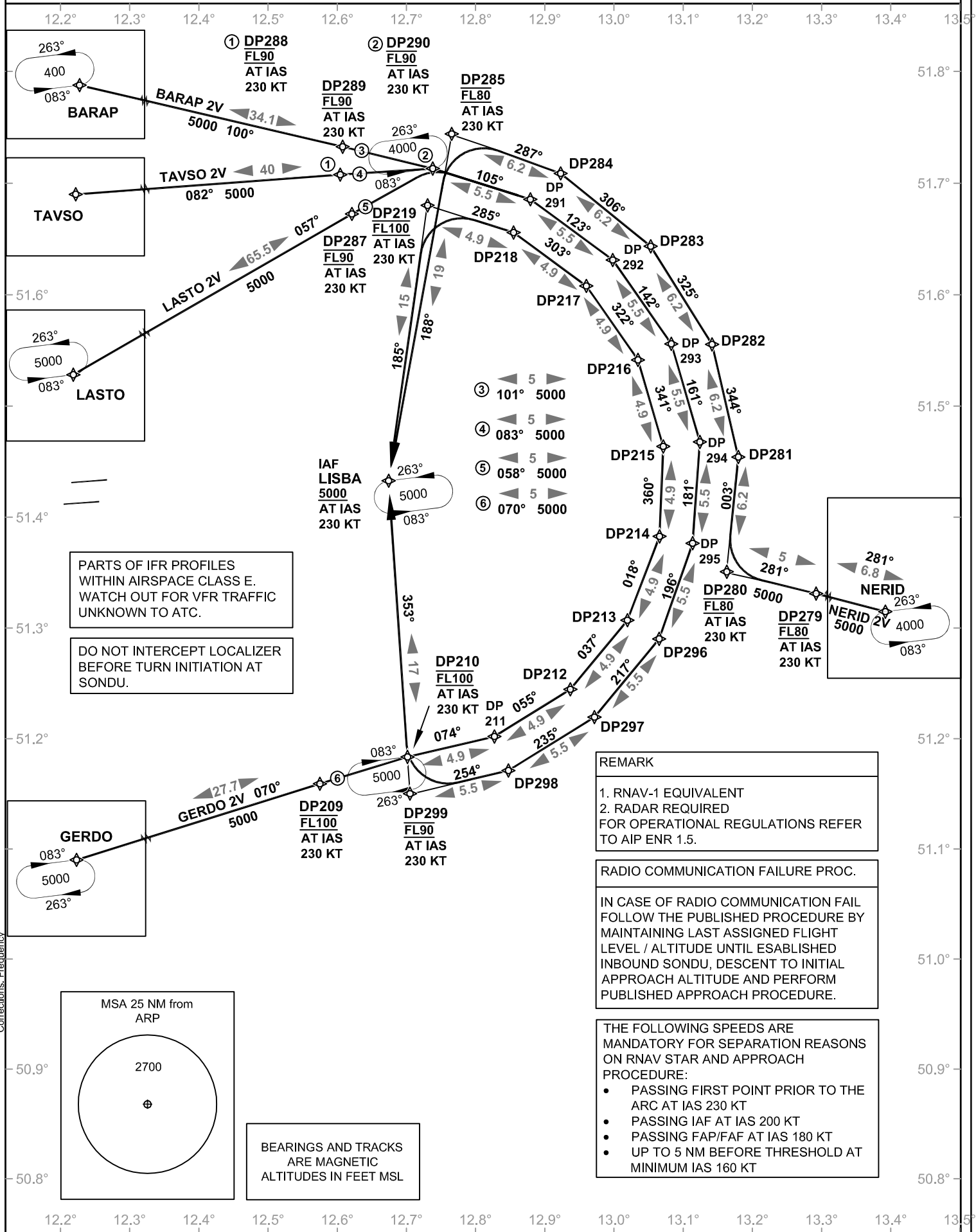
Transition Altitude: 5000 ft

VAR: 3° E

ATIS	123.950
Muenchen Radar	126.170
Muenchen Radar	131.020

Leipzig Tower (N) 125.950
Leipzig Tower (S) 121.100

**LEIPZIG/HALLE
EDDP
STAR
RWY 08L/08R**



VATSIM Germany GPS / FMS RNAV ARRIVAL CHART

ATIS 123.950

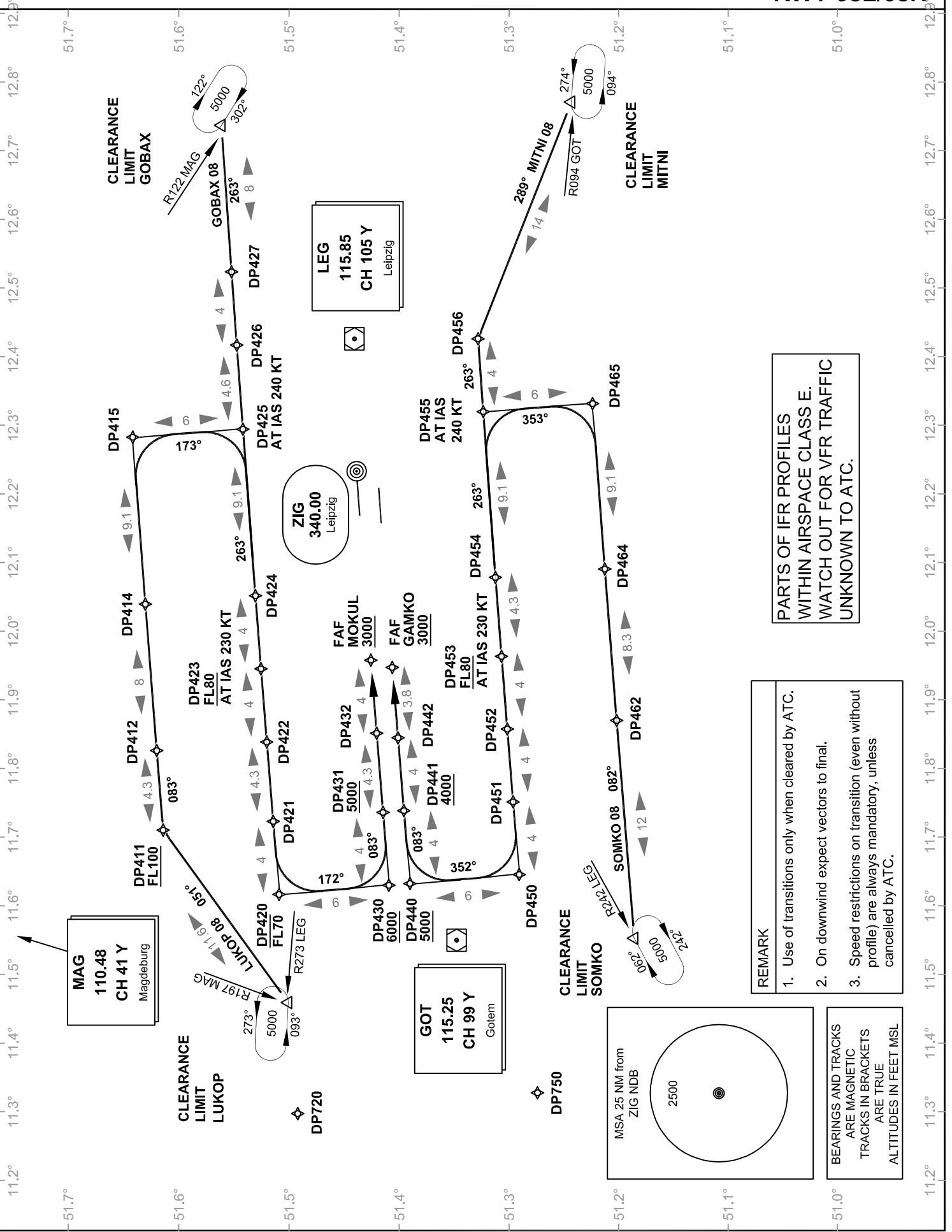
Transition Altitude: 5000 ft.

München Radar 131.020
126.170

Director 128.470
Tower 125.950

Transition to Final Approach
RWY 08L/08R

VAR: 3° E



VATSIM Germany GPS / FMS RNAV ARRIVAL CHART

LEIPZIG / HALLE EDDP

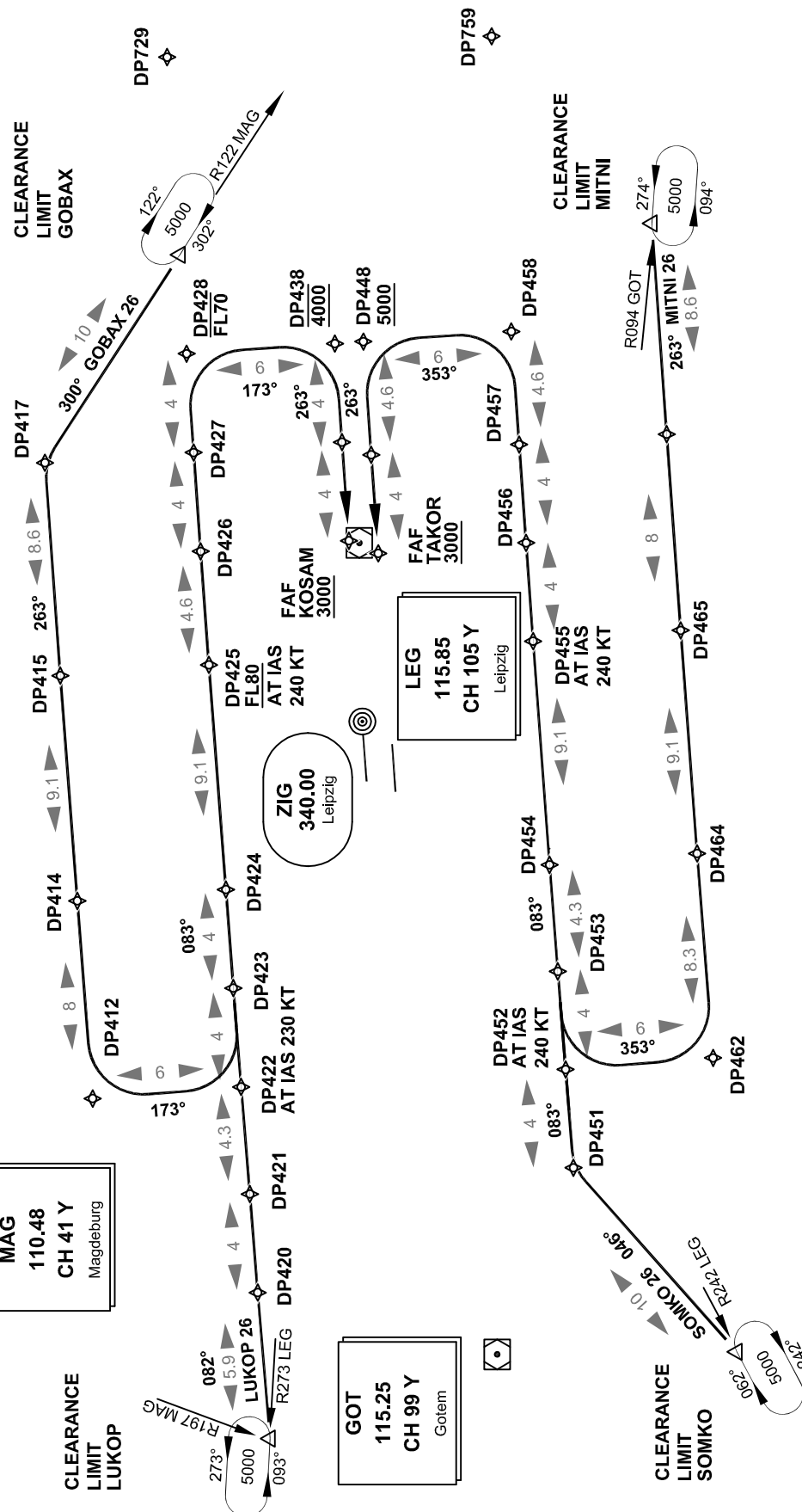
Transition Altitude: 5000 ft.

ATIS 123.950

München Radar 131.020
126.170Director 128.470
Tower 125.950

Transition to Final Approach RWY 26L/26R

VAR: 3° E

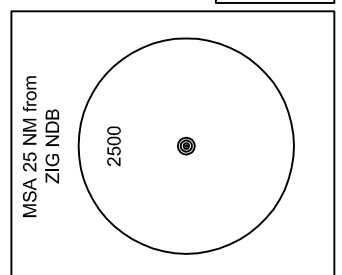


PARTS OF IFR PROFILES
WITHIN AIRSPACE CLASS E.
WATCH OUT FOR VFR TRAFFIC
UNKNOWN TO ATC.

REMARK

1. Use of transitions only when cleared by ATC.
2. On downwind expect vectors to final.
3. Speed restrictions on transition (even without profile) are always mandatory, unless cancelled by ATC.

BEARINGS AND TRACKS
ARE MAGNETIC
TRACKS IN BRACKETS
ARE TRUE
ALTITUDES IN FEET MSL



VATSIM Germany

Standard Instrument Arrival Chart

LEIPZIG / HALLE

EDDP

Transition Altitude: 5000 ft

 ATIS 123.950
 München Radar 131.020
 126.170

 Director 128.470
 Tower 125.950

TRANSITION TO FINAL

RWY 08L/08R

VAR: 3° E

FLY THE TRANSITIONS AS CONTINUOUS DESCENT OPERATION (CDO).

 TRANSITIONS WITH DESIGNATOR DELTA FOR RWY 08L.
 TRANSITIONS WITH DESIGNATOR TANGO FOR RWY 08R.

TO BE USED BETWEEN 05:00 (04:00) - 21:00 (20:00).

 PARTS OF IFR PROFILES
 WITHIN AIRSPACE CLASS E.
 WATCH OUT FOR VFR TRAFFIC
 UNKNOWN TO ATC.

REMARK

1. USE OF TRANSITION PROCEDURES ONLY WHEN CLEARED BY ATC;
2. WHEN CLEARED FOR "TRANSITION AND PROFILE" AIM FOR A LOW NOISE CONTINUOUS DESCENT OPERATION (CDO) WITHIN THE CONSTRAINTS AS LAID DOWN IN THE PROCEDURE DESCRIPTION

 FOR OPERATIONAL REGULATIONS
 REFER TO AIP ENR 1.5.

IBVOV
FL80

- ① 029° 6.0 4000
- ② 355° 7.2 3000
- ③ 083° 3000

DP800
4000
DP432
4000
FAF MOKUL
3000
DP442
4000
FAF GAMKO
3000
DP801
4000
DP452
RAPAB
FL80
MAXEB
FL80
ZIG
340.00
 Leipzig

 MSA 25 NM from
 ZIG NDB

2500

 BEARINGS AND TRACKS
 ARE MAGNETIC
 TRACKS IN BRACKETS
 ARE TRUE
 ALTITUDES IN FEET MSL

VATSIM Germany

Standard Instrument Arrival Chart

LEIPZIG / HALLE

EDDP

Transition Altitude: 5000 ft

 ATIS 123.950
 München Radar 131.020
 126.170

 Director 128.470
 Tower 125.950

TRANSITION TO FINAL

RWY 26L/26R

VAR: 3° E

FLY THE TRANSITIONS AS CONTINUOUS DESCENT OPERATION (CDO).

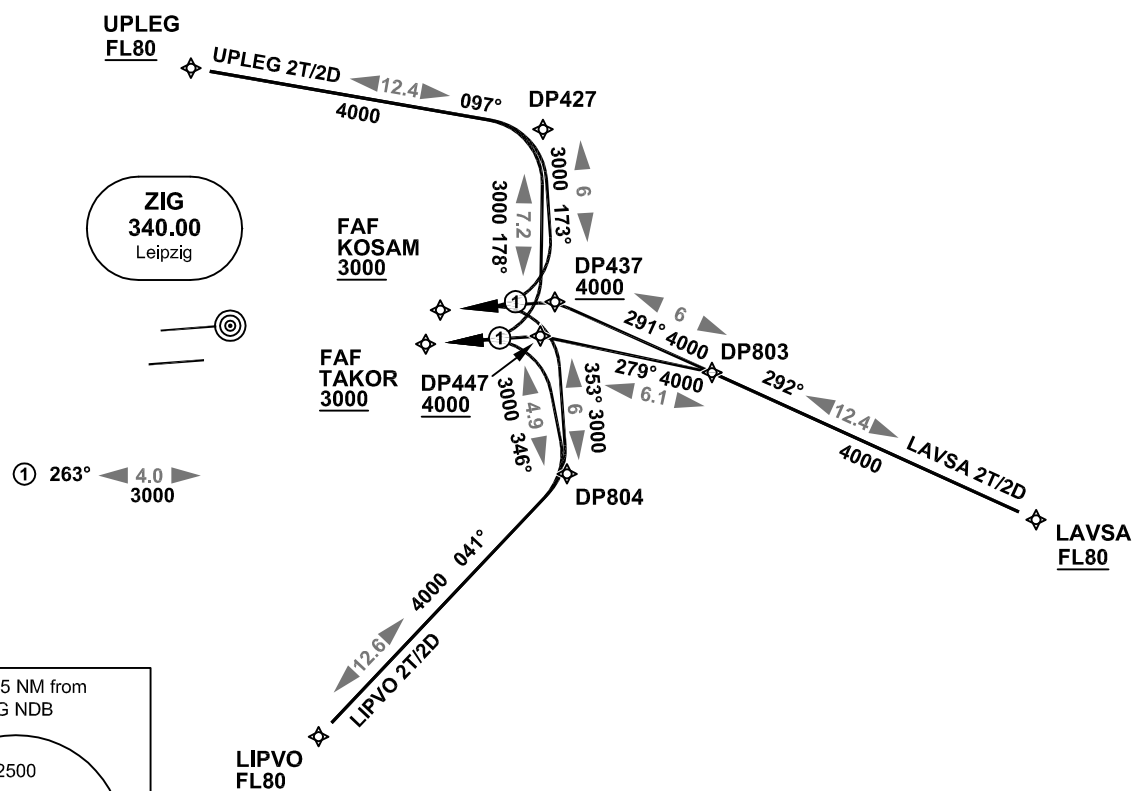
 TRANSITIONS WITH DESIGNATOR TANGO FOR RWY 26L.
 TRANSITIONS WITH DESIGNATOR DELTA FOR RWY 26R.

TO BE USED BETWEEN 05:00 (04:00) - 21:00 (20:00).

 PARTS OF IFR PROFILES
 WITHIN AIRSPACE CLASS E.
 WATCH OUT FOR VFR TRAFFIC
 UNKNOWN TO ATC.

REMARK

1. USE OF TRANSITION PROCEDURES ONLY WHEN CLEARED BY ATC;
2. WHEN CLEARED FOR "TRANSITION AND PROFILE" AIM FOR A LOW NOISE CONTINUOUS DESCENT OPERATION (CDO) WITHIN THE CONSTRAINTS AS LAID DOWN IN THE PROCEDURE DESCRIPTION

 FOR OPERATIONAL REGULATIONS
 REFER TO AIP ENR 1.5.


VATSIM Germany

Standard Instrument Arrival Chart

LEIPZIG / HALLE

EDDP

Transition Altitude: 5000 ft

 ATIS 123.950
 München Radar 131.020
 126.170

 Director 128.470
 Tower 125.950

TRANSITION TO FINAL

RWY 26L/26R

VAR: 3° E

FLY THE TRANSITIONS AS CONTINUOUS DESCENT OPERATION (CDO).

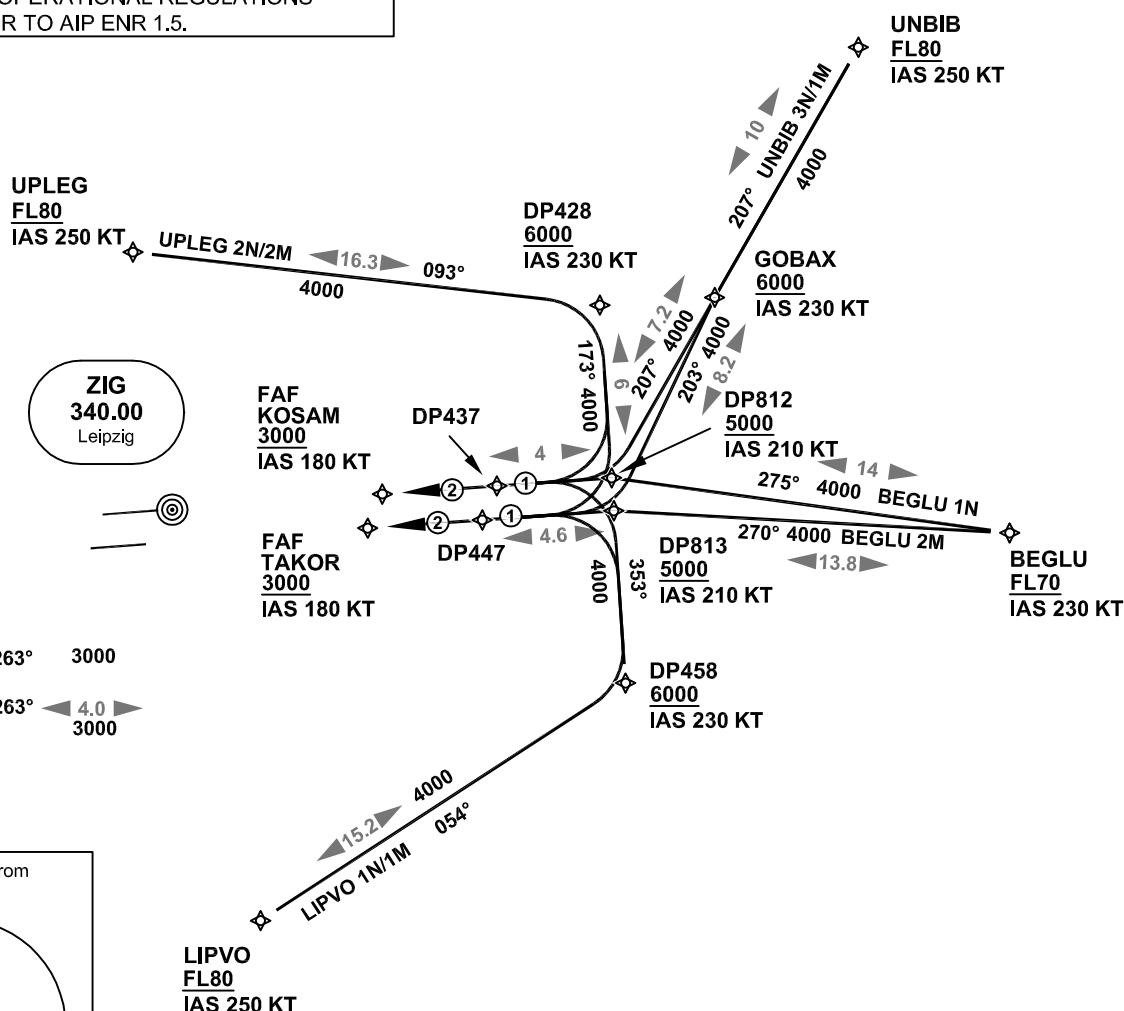
 TRANSITIONS WITH DESIGNATOR MIKE FOR RWY 26L.
 TRANSITIONS WITH DESIGNATOR NOVEMBER FOR RWY 26R.

REMARK

1. USE OF TRANSITION PROCEDURES ONLY WHEN CLEARED BY ATC:
2. WHEN CLEARED FOR "TRANSITION AND PROFILE" AIM FOR A LOW NOISE CONTINUOUS DESCENT OPERATION (CDO) WITHIN THE CONSTRAINTS AS LAID DOWN IN THE PROCEDURE DESCRIPTION

 FOR OPERATIONAL REGULATIONS
 REFER TO AIP ENR 1.5.

TO BE USED BETWEEN 21:00 (20:00) - 05:00 (04:00).

 PARTS OF IFR PROFILES
 WITHIN AIRSPACE CLASS E.
 WATCH OUT FOR VFR TRAFFIC
 UNKNOWN TO ATC.


VATSIM Germany Instrument Approach Chart

Elevation: 418'

VAR: 3° E

ATIS 123.950
Director 128.470
München Radar 126.170
131.020

Tower 125.950

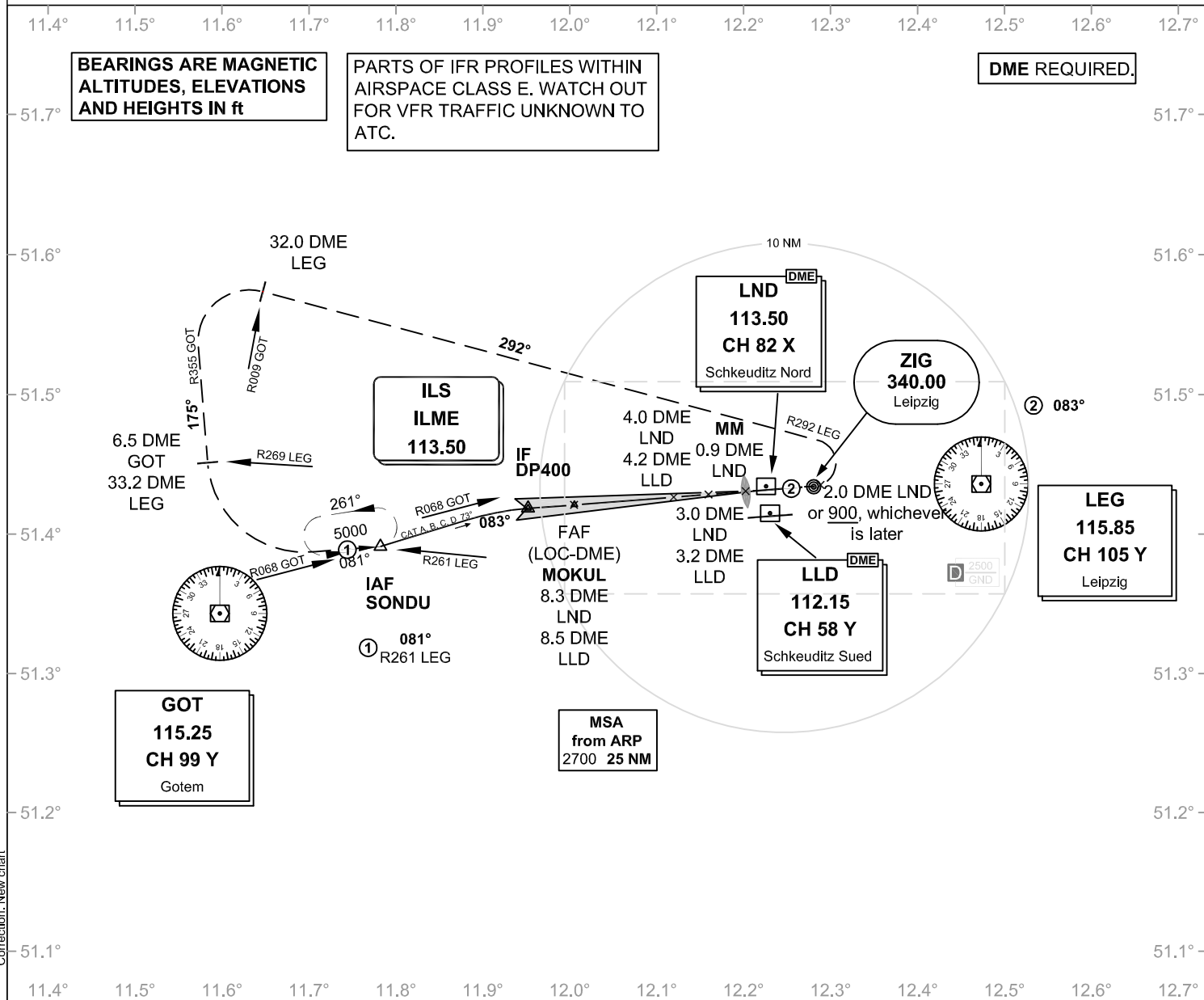
LEIPZIG / HALLE EDDP

ILS CAT II & III or LOC RWY 08L

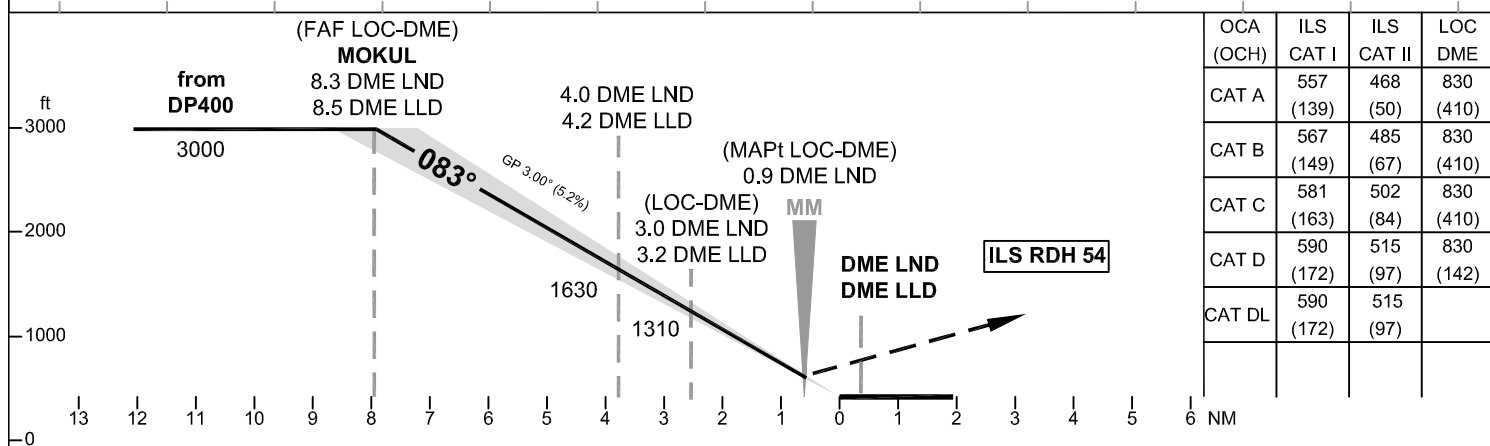
BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN ft

PARTS OF IFR PROFILES WITHIN
AIRSPACE CLASS E. WATCH OUT
FOR VFR TRAFFIC UNKNOWN TO
ATC.

DME REQUIRED.



Correction: New chart



MISSED APPROACH: Climb on track 083° to ZIG NDB (2.0 DME LND) or 900, whichever is later; LT, on R292 LEG to 32.0 DME LEG (crossing R009 GOT); LT, on R355 GOT to 6.5 DME GOT (crossing R269 LEG / 33.2 DME LEG); LT on R261 LEG to SONDU climbing to 5000.

DME LND	8	7	6	5	4	3	2			
DIST THR	7.6	6.6	5.6	4.6	3.6	2.6	1.6			
ALTITUDE	2900	2580	2260	1940	1630	1310	990			

GS	kt	80	100	120	140	160	180
4.0 DME LND - THR (3.6 NM)	MIN:SEC	2:42	2:10	1:48	1:33	1:21	1:12
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

CAT IIIA AND CAT IIIB (MNM RVR 75m) APPROVED.

LOC-DME: Timing not authorized for defining the MAPt

VATSIM Germany Instrument Approach Chart

Elevation: 470

VAR: 3° E

ATIS 132.120
Director 128.470
München Radar 126.170
131.020

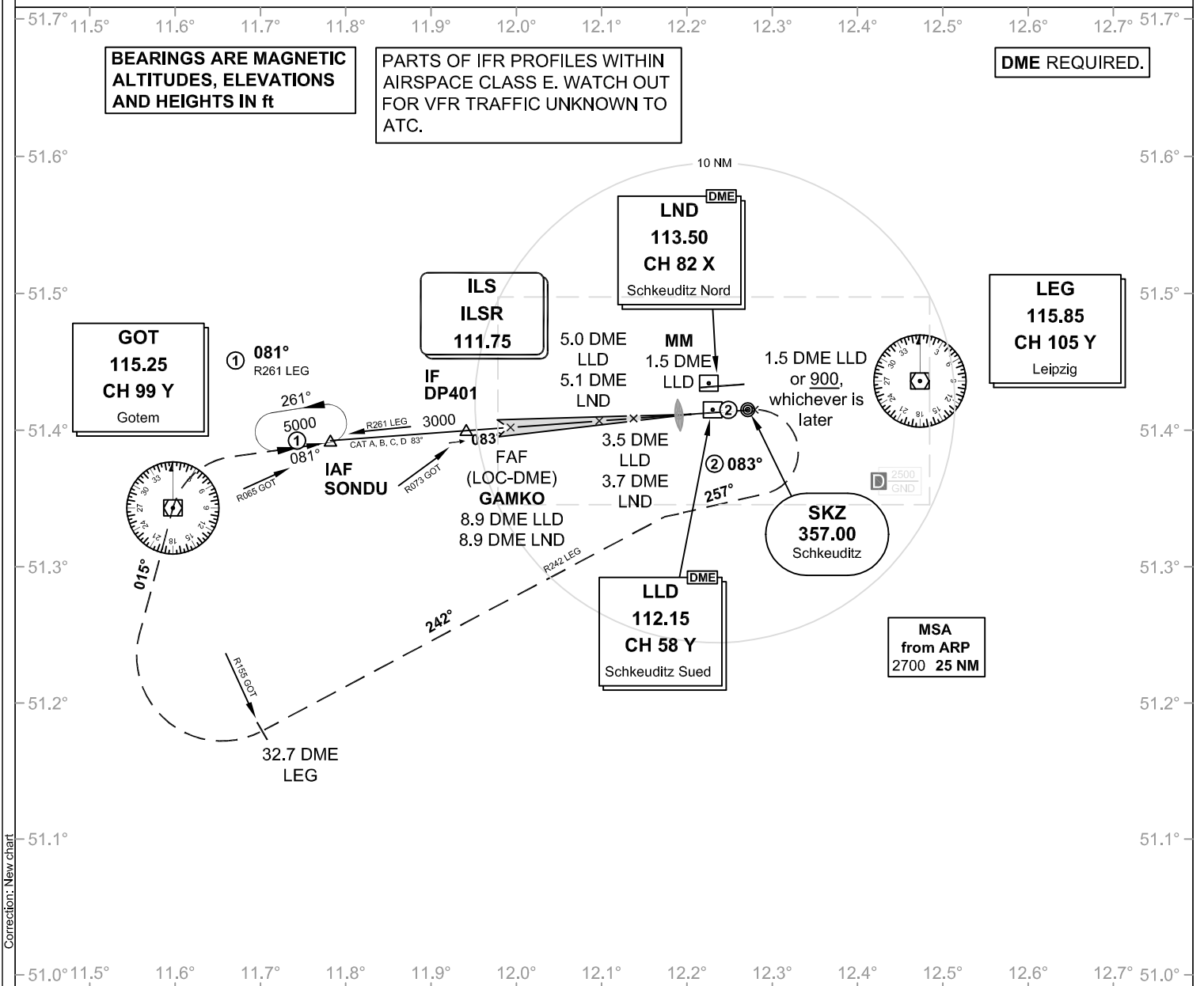
Tower 125.950

**LEIPZIG / HALLE
EDDP**
**ILS CAT II & III or LOC
RWY 08R**

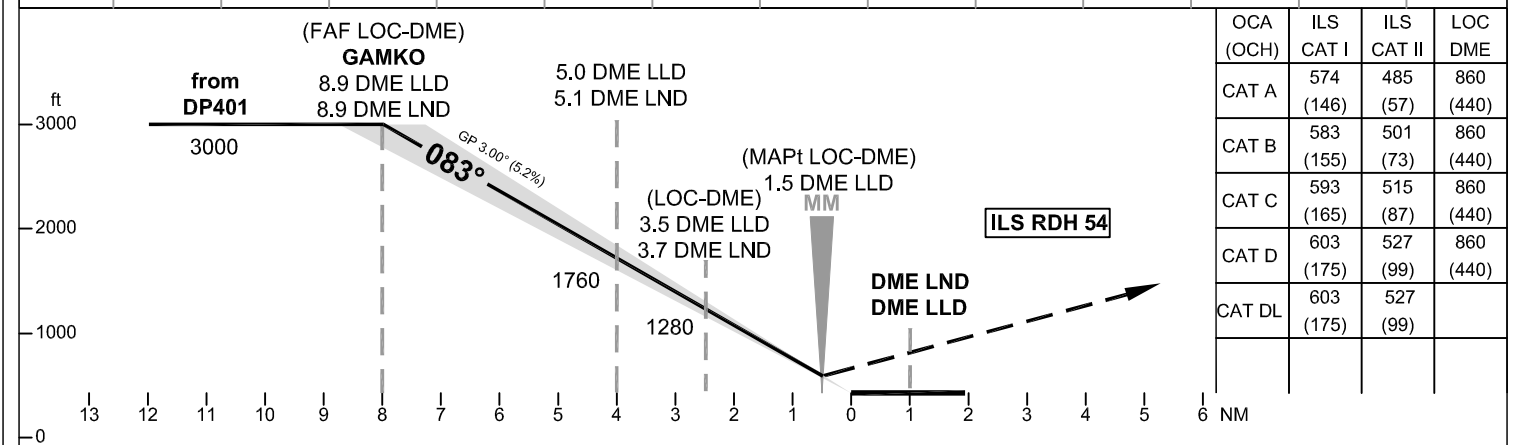
BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN ft

PARTS OF IFR PROFILES WITHIN
AIRSPACE CLASS E. WATCH OUT
FOR VFR TRAFFIC UNKNOWN TO
ATC.

DME REQUIRED.



Correction: New chart



MISSED APPROACH: Climb on track 083° to SKZ NDB (1.5 DME LLD) or 900, whichever is later; RT, on track 257° to intercept R242 LEG; on R242 LEG to 32.7 DME LEG (crossing R155 GOT); RT on R155 GOT to GOT; RT, on R261 LEG to SONDU, climbing to 5000.

DME LLD	8	7	6	5	4	3	2	1	0
DIST THR	7	6	5	4	3	2	1	0	0
ALTITUDE	2720	2400	2080	1760	1440	1120	800	480	160

GS	kt	80	100	120	140	160	180
4.0 DME IBSE - THR (3.8 NM)	MIN:SEC	3:00	2:24	2:00	1:43	1:30	1:20
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

CAT IIIA AND CAT IIIB (MNM RVR 75m) APPROVED.

LOC-DME: Timing not authorized for defining the MAPt

VATSIM Germany Instrument Approach Chart

Elevation: 470

VAR: 3° E

ATIS 132.120
Director 128.470
München Radar 126.170
131.020

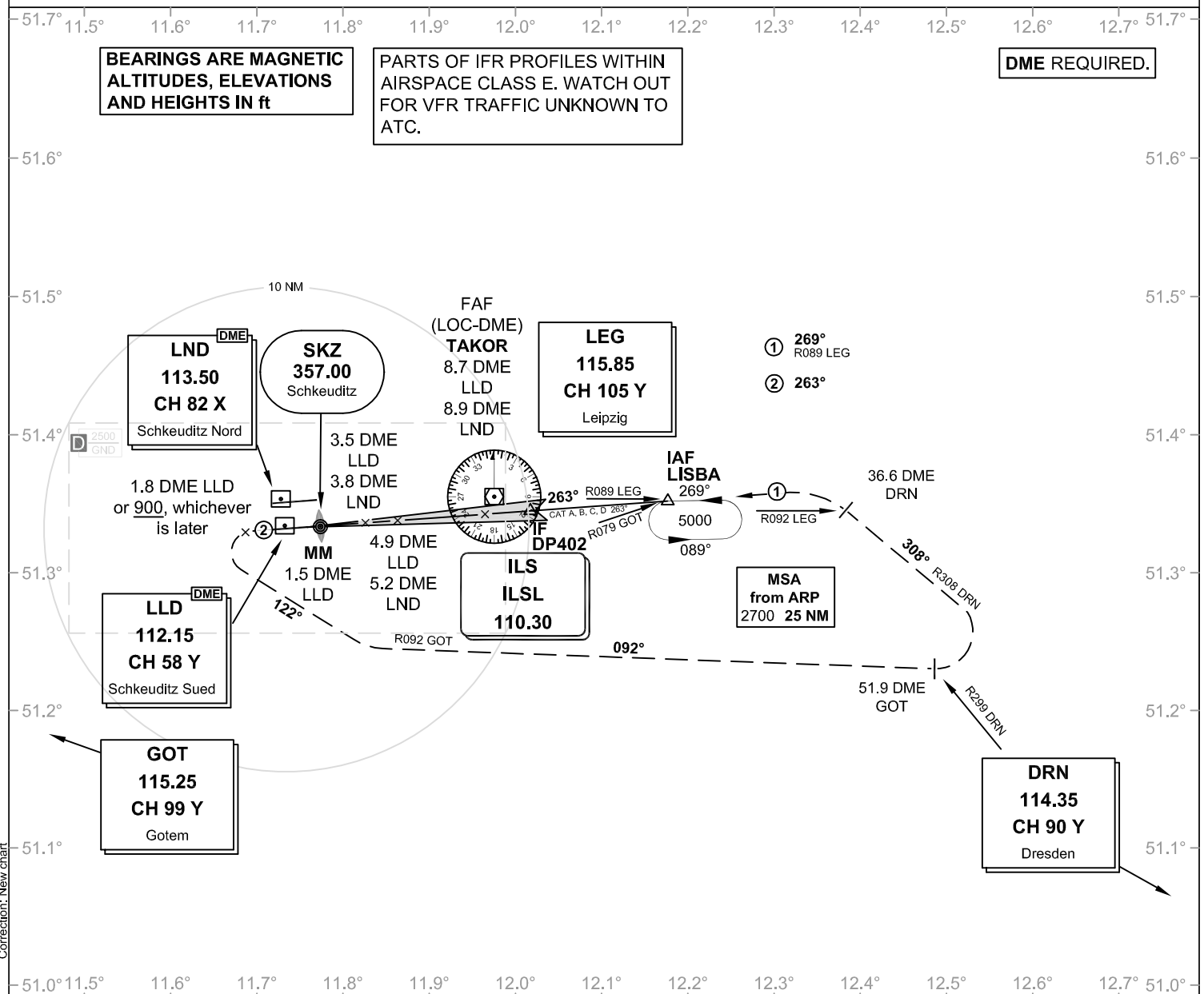
Tower 125.950

**LEIPZIG / HALLE
EDDP**
**ILS CAT II & III or LOC
RWY 26L**

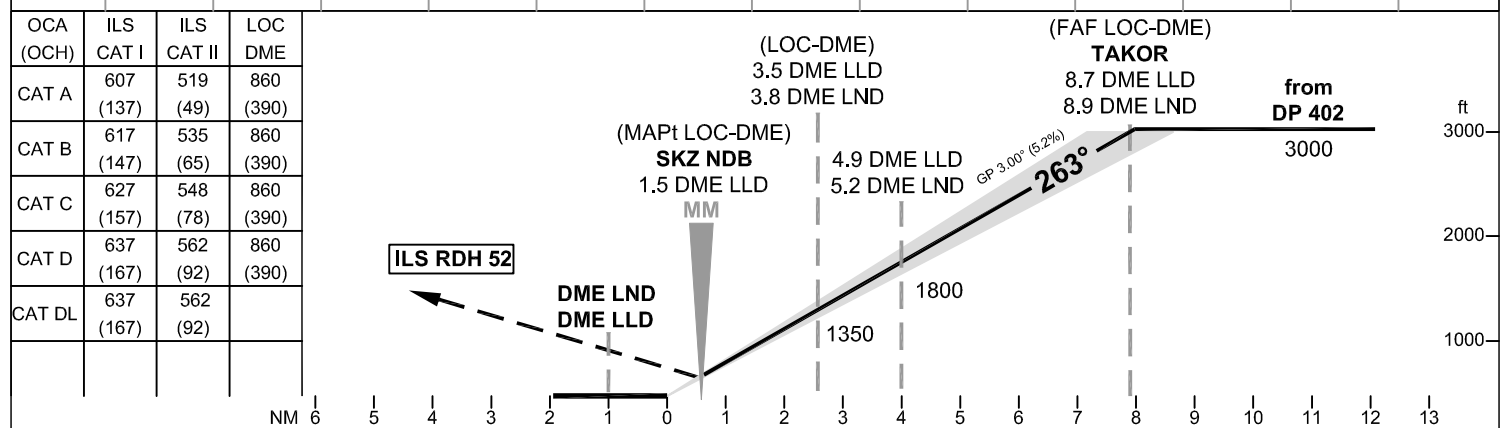
**BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN ft**

**PARTS OF IFR PROFILES WITHIN
AIRSPACE CLASS E. WATCH OUT
FOR VFR TRAFFIC UNKNOWN TO
ATC.**

DME REQUIRED.



Correction: New chart



MISSED APPROACH: Climb on course 263° from SKZ to 1.8 DME LLD or 900, whichever is later; LT, on heading 122° to intercept R092 GOT; (crossing R299 DRN); LT, on R308 DRN to 36.6 DME DRN (crossing R092 LEG); LT, on R089 LEG to LISBA climbing 5000.

DME LLD	3	4	5	6	7	8				
DIST THR	2.1	3.1	4.1	5.1	6.1	7.1				
ALTITUDE	1200	1510	1830	2150	2470	2790				

GS	kt	80	100	120	140	160	180
4.0 DME IBSE - THR (3.8 NM)	MIN:SEC	3:00	2:24	2:00	1:43	1:30	1:20
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

CAT IIIA AND CAT IIIB (MNM RVR 75m) APPROVED.

LOC-DME: Timing not authorized for defining the MAPt

VATSIM Germany Instrument Approach Chart

Elevation: 470

VAR: 3° E

ATIS 132.120
Director 128.470
München Radar 126.170
131.020

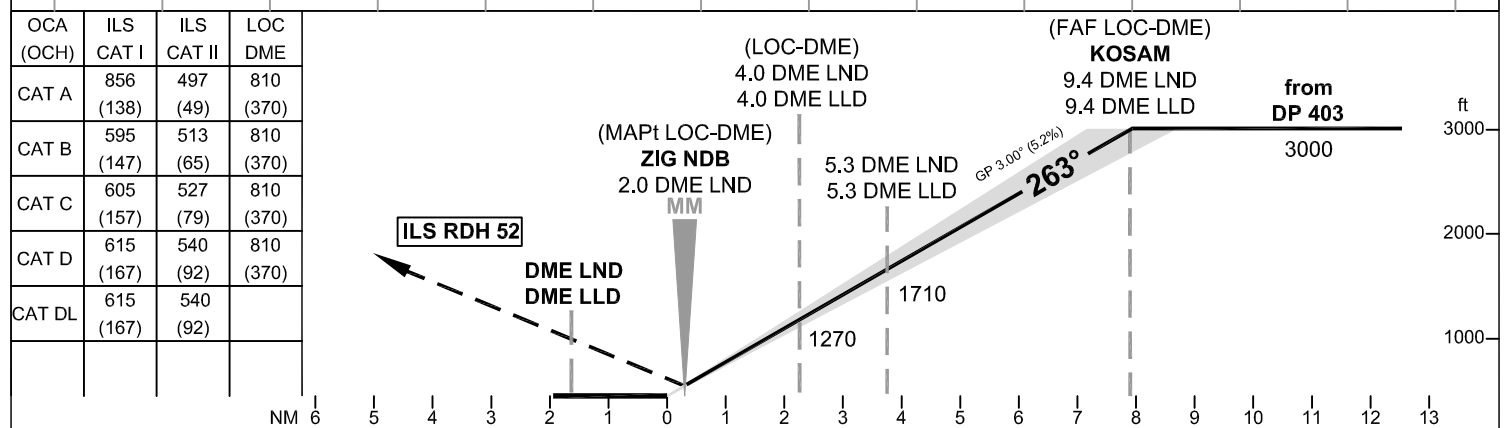
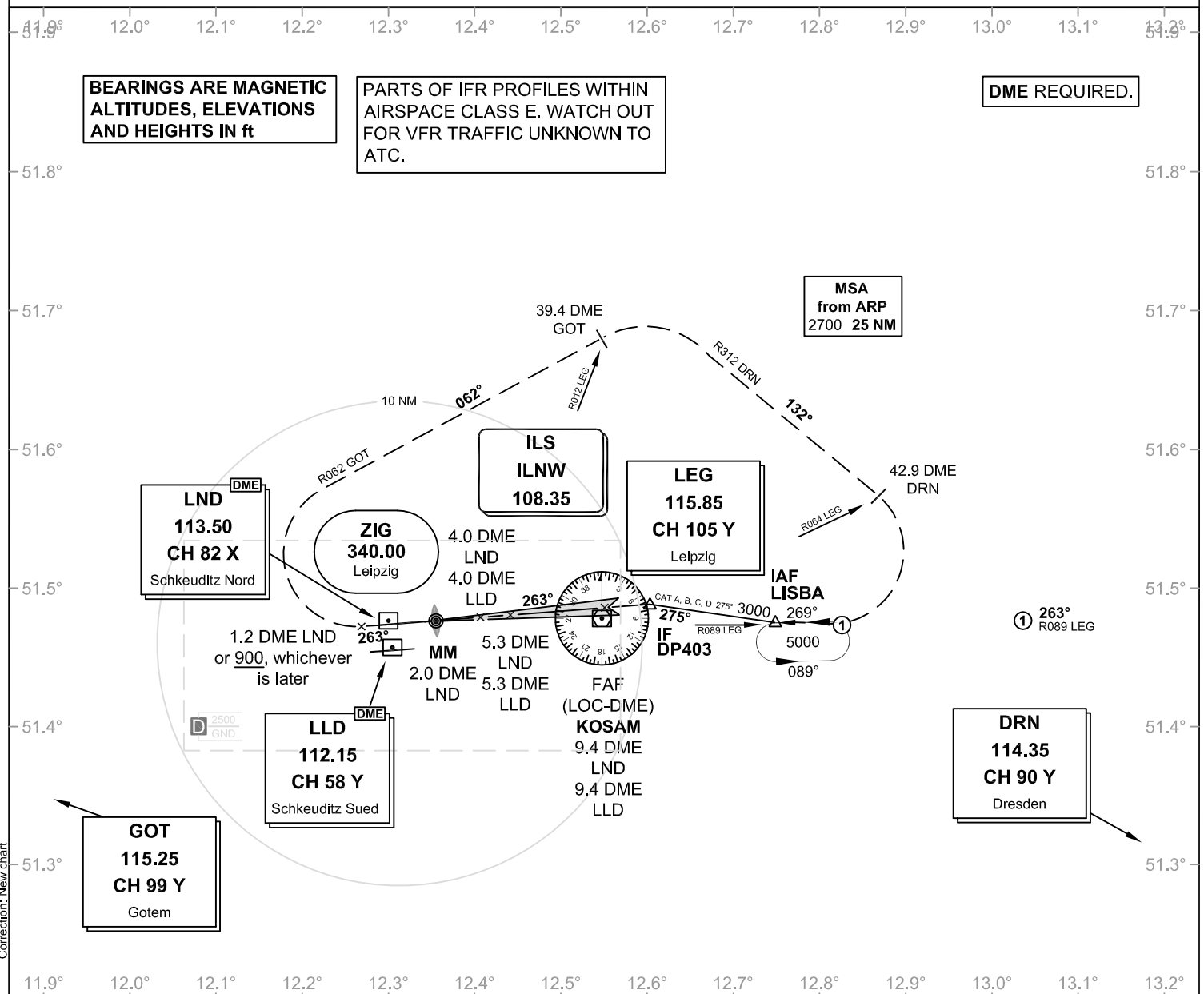
Tower 125.950

LEIPZIG / HALLE
EDDP
ILS CAT II & III or LOC
RWY 26R

BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN ft

PARTS OF IFR PROFILES WITHIN
AIRSPACE CLASS E. WATCH OUT
FOR VFR TRAFFIC UNKNOWN TO
ATC.

DME REQUIRED.



MISSED APPROACH: Climb on track 263° to 1.2 DME LND or 900, whichever is later; RT, on R062 GOT to 39.4 DME GOT (crossing R012 LEG); RT, on R312 DRN to 42.9 DME DRN (crossing R064 LEG); RT, on R089 LEG to LISBA climbing 5000.

DME LND	3	4	5	6	7	8	9		
DIST THR	1.4	2.4	3.4	4.4	5.4	6.4	7.4		
ALTITUDE	950	1270	1590	1910	2230	2550	2870		

GS	kt	80	100	120	140	160	180
4.0 DME IBSE - THR (3.8 NM)	MIN:SEC	2:51	2:17	1:54	1:38	1:26	1:16
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

CAT IIIA AND CAT IIIB (MNM RVR 75m) APPROVED.

LOC-DME: Timing not authorized for defining the MAPt

VATSIM Germany

Instrument Approach Chart

Elevation: 418'

VAR: 3° E

 ATIS 123.950
 Director 128.470
 München Radar 126.170
 131.020

Tower 125.950

LEIPZIG / HALLE

EDDP

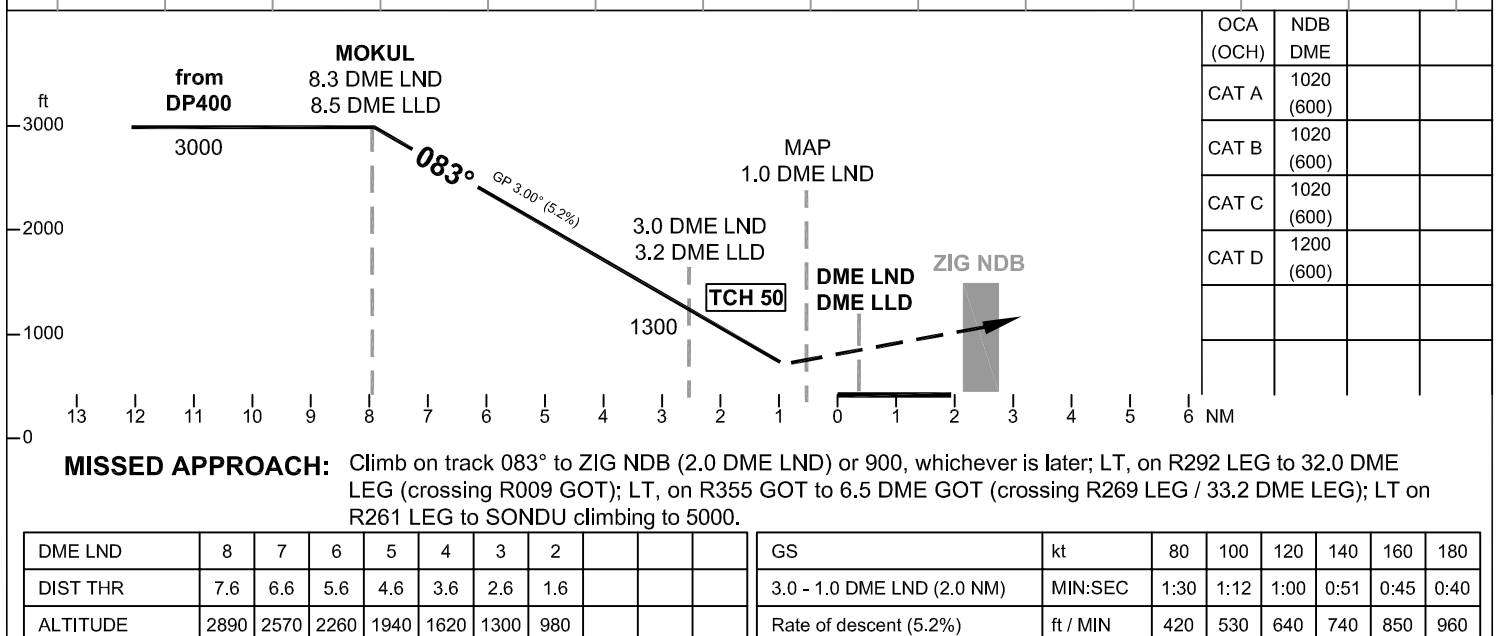
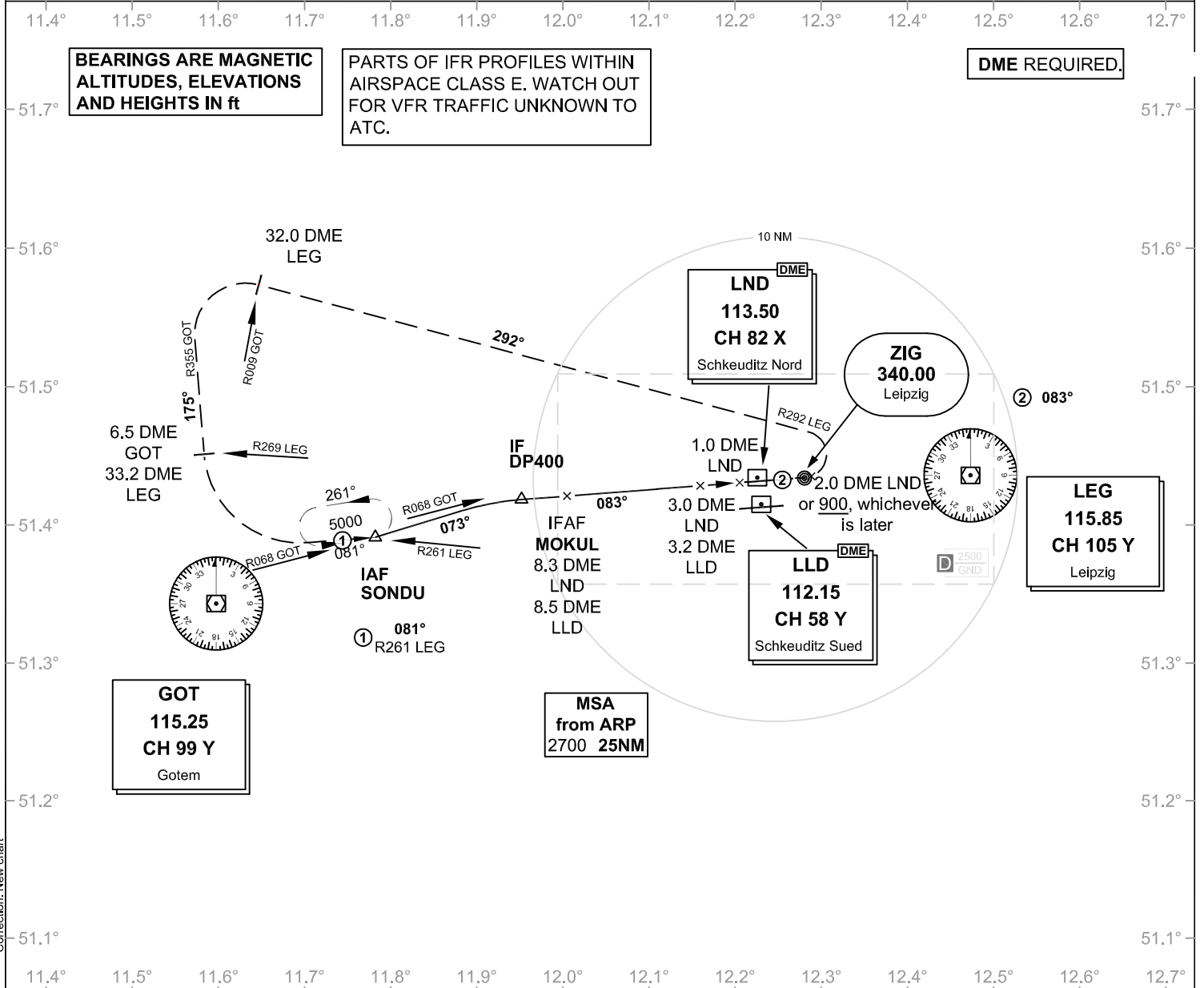
NDB

RWY 08L

BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN ft

PARTS OF IFR PROFILES WITHIN
AIRSPACE CLASS E. WATCH OUT
FOR VFR TRAFFIC UNKNOWN TO
ATC.

DME REQUIRED.



Timing not authorized for defining the MAPt

VATSIM Germany Instrument Approach Chart

Elevation: 470'

VAR: 3° E

 ATIS 132.120
 Director 128.470
 München Radar 126.170
 131.020

Tower 125.950

LEIPZIG / HALLE

EDDP

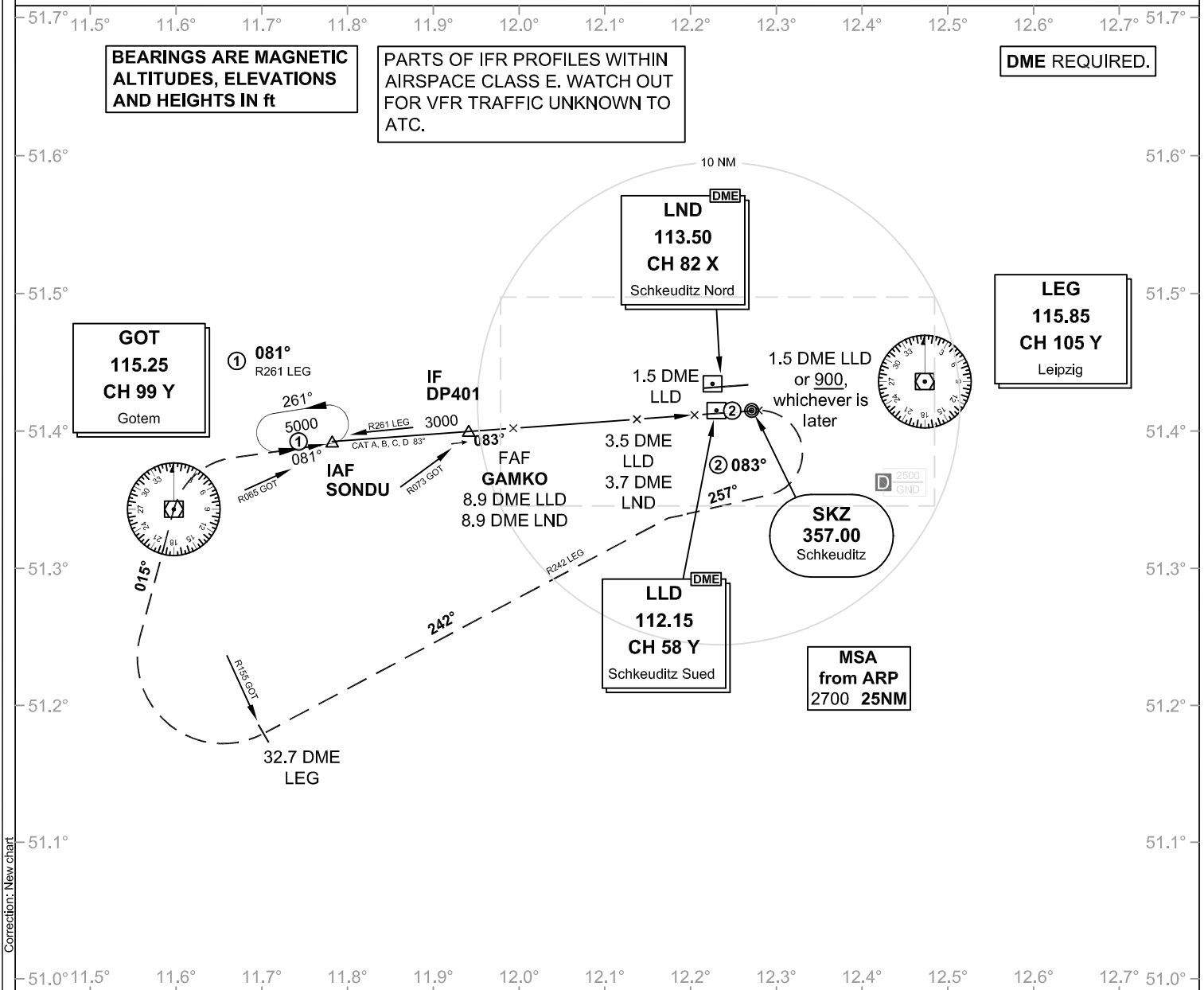
NDB

RWY 08R

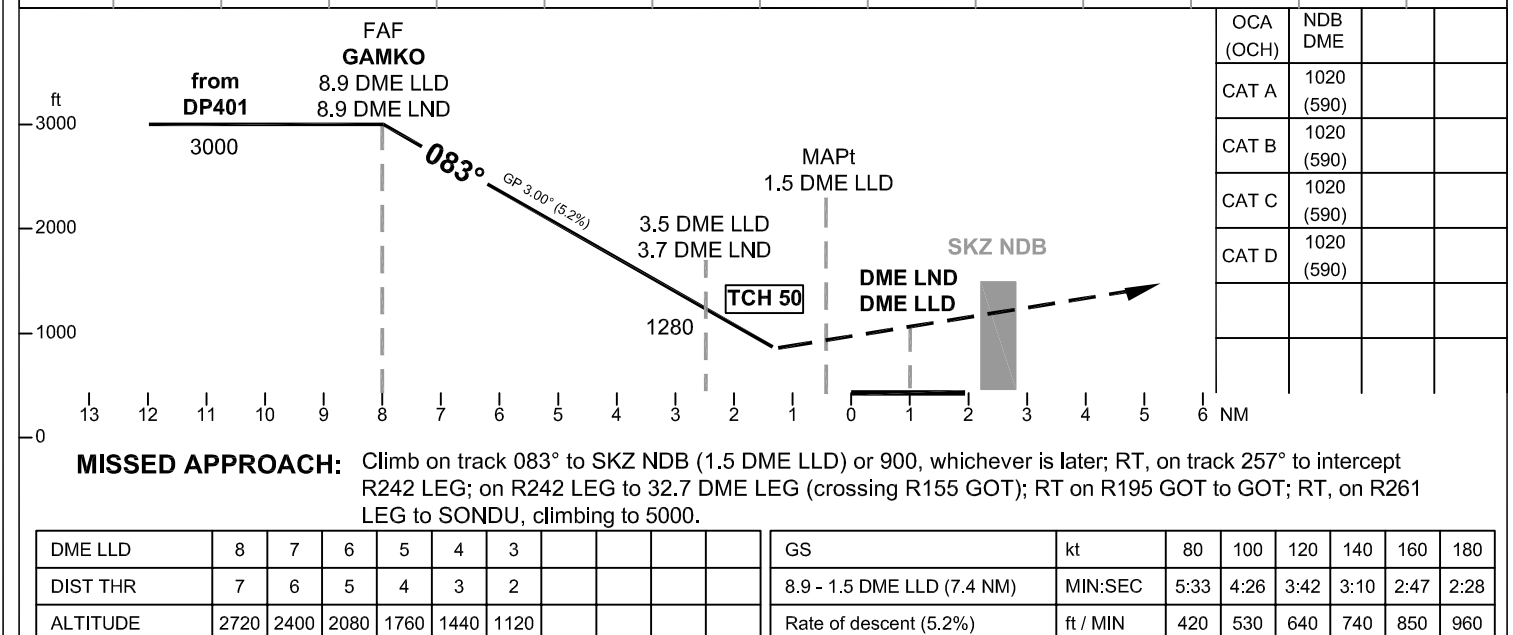
 BEARINGS ARE MAGNETIC
 ALTITUDES, ELEVATIONS
 AND HEIGHTS IN ft

 PARTS OF IFR PROFILES WITHIN
 AIRSPACE CLASS E. WATCH OUT
 FOR VFR TRAFFIC UNKNOWN TO
 ATC.

DME REQUIRED.



Correction: New chart



Timing not authorized for defining the MAPt

VATSIM Germany Instrument Approach Chart

Elevation: 470'

VAR: 3° E

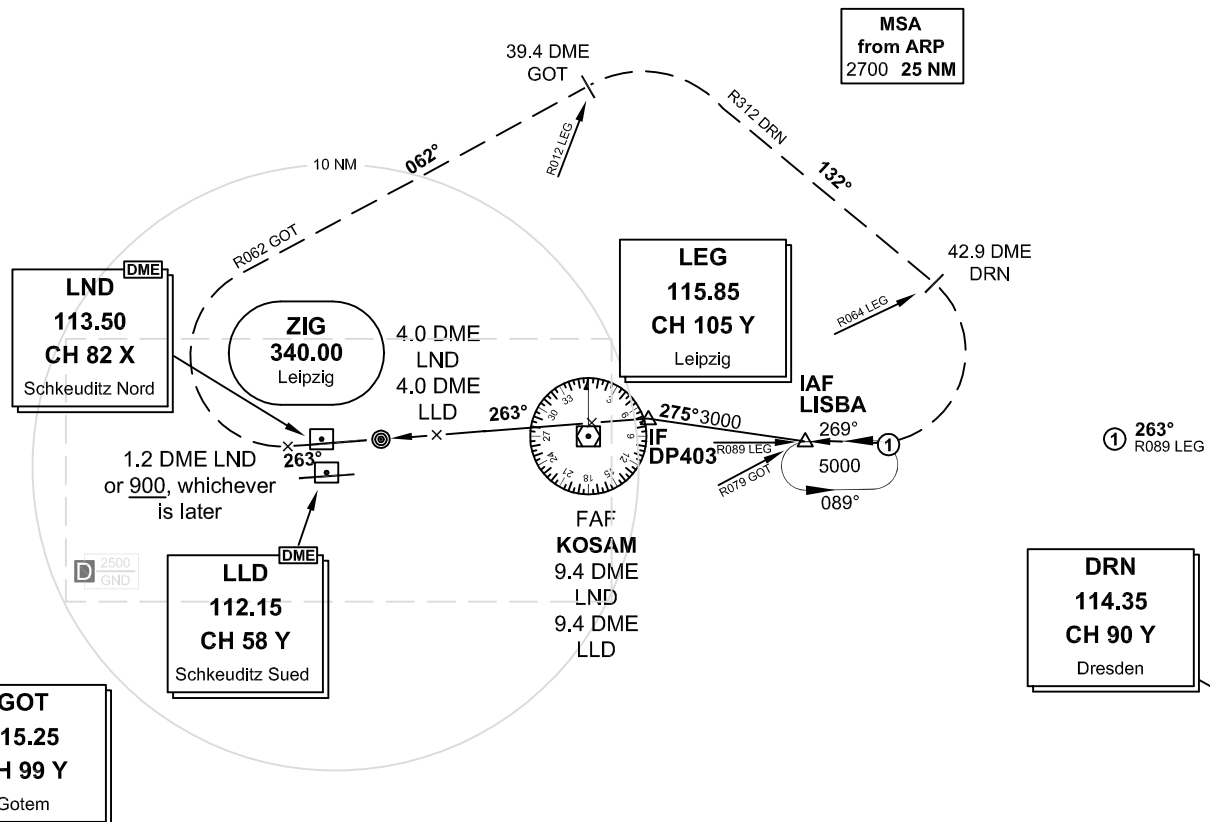
ATIS 132.120
Director 128.470
München Radar 126.170
131.020

Tower 125.950

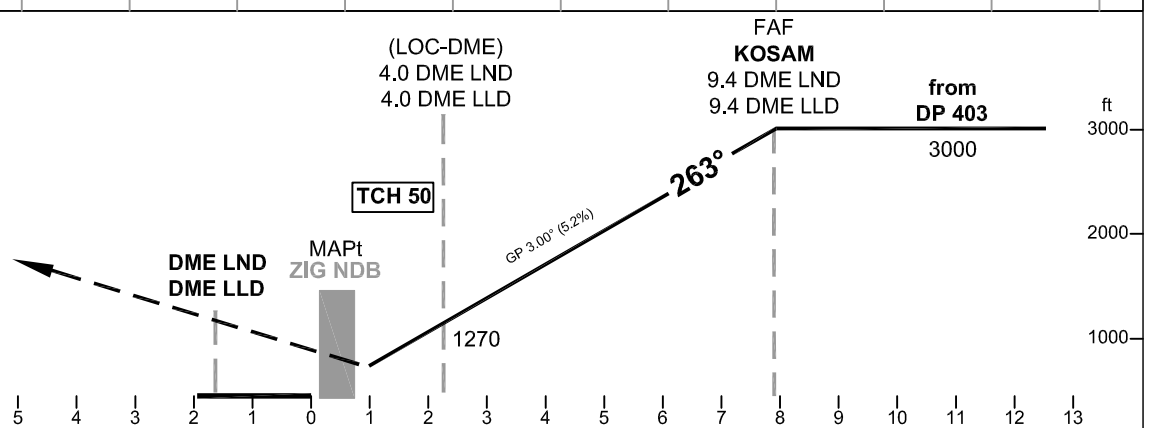
LEIPZIG / HALLE
EDDP
NDB
RWY 26R

**BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN ft**

**PARTS OF IFR PROFILES WITHIN
AIRSPACE CLASS E. WATCH OUT
FOR VFR TRAFFIC UNKNOWN TO
ATC.**

DME REQUIRED.

OCA (OCH)	NDB DME		
CAT A	1020 (570)		
CAT B	1020 (570)		
CAT C	1020 (570)		
CAT D	1020 (570)		



MISSED APPROACH: Climb on track 263° to 1.2 DME LND or 900, whichever is later; RT, on R062 GOT to 39.4 DME GOT (crossing R012 LEG); RT, on R312 DRN to 42.9 DME DRN (crossing R064 LEG); RT, on R089 LEG to LISBA climbing 5000.

DME LND	3	4	5	6	7	8	9		
DIST THR	1.4	2.4	3.4	4.4	5.4	6.4	7.4		
ALTITUDE	950	1270	1590	1910	2230	2550	2870		

GS	kt	80	100	120	140	160	180
4.0 DME LND-ZIG NDB (2.0NM)	MIN:SEC	1:30	1:12	1:00	0:51	0:45	0:40
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

Timing not authorized for defining the MAPt

VATSIM Germany Instrument Approach Chart

Elevation: 470'

VAR: 3° E

ATIS 132.120
Director 128.470
München Radar 126.170
131.020

Tower 125.950

LEIPZIG / HALLE

EDDP

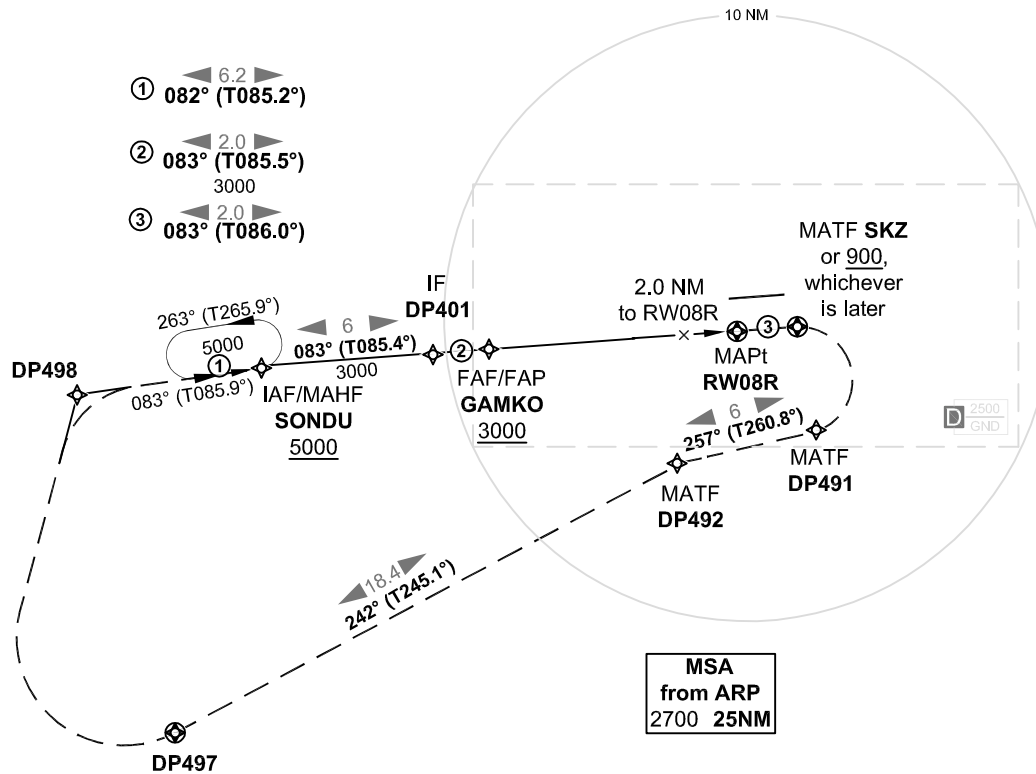
RNP

RWY 08R

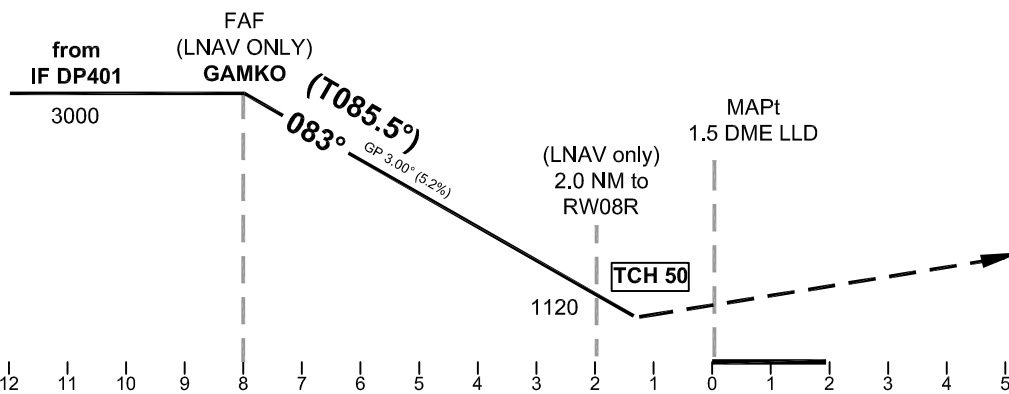
BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN ft

PARTS OF IFR PROFILES WITHIN
AIRSPACE CLASS E. WATCH OUT
FOR VFR TRAFFIC UNKNOWN TO
ATC.

BARO-VNAV OPERATIONS
NOT AUTHORIZED BELOW
-15°C



MSA
from ARP
2700 25NM



MISSED APPROACH: Climb on track 083° to SKZ or 900, whichever is later; RT, direct to intercept DP491; to DP492, to DP497; RT direct to DP498; to SONDU, climbing to 5000.

DME LLD	7	6	5	4	3	2			
ALTITUDE	2710	2390	2070	1760	1440	1120			

GS	kt	80	100	120	140	160	180
GAMKO - RW08R (7.9 NM)	MIN:SEC	5:56	4:44	3:57	3:23	2:58	2:38
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

Timing not authorized for defining the MAPt

VATSIM Germany Instrument Approach Chart

Elevation: 470'

VAR: 3° E

ATIS 132.120
Director 128.470
München Radar 126.170
131.020

Tower 125.950

LEIPZIG / HALLE

EDDP

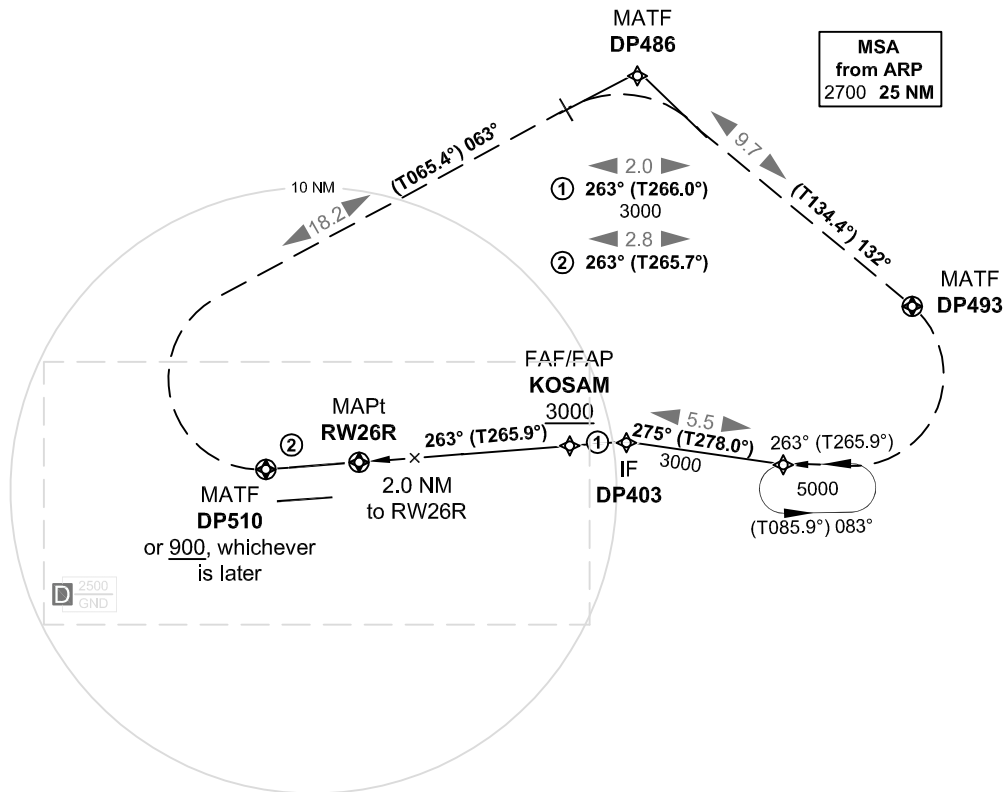
RNP

RWY 26R

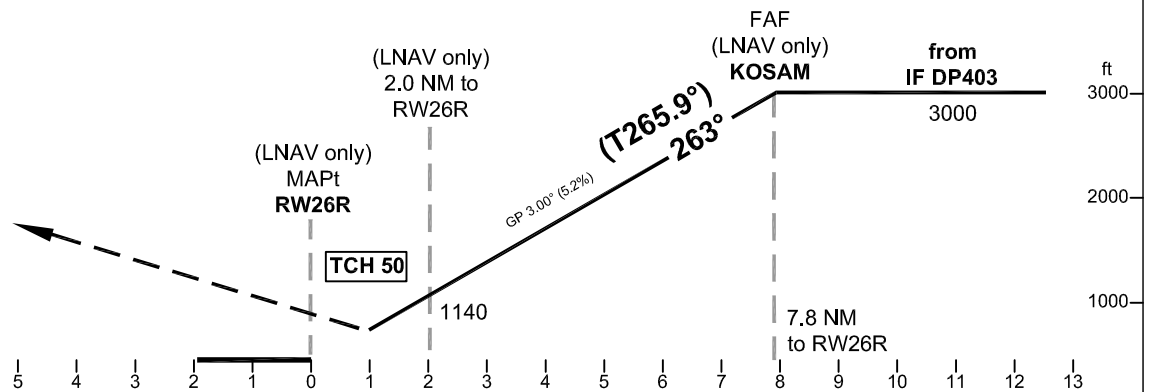
BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN ft

PARTS OF IFR PROFILES WITHIN
AIRSPACE CLASS E. WATCH OUT
FOR VFR TRAFFIC UNKNOWN TO
ATC.

BARO-VNAV OPERATIONS
NOT AUTHORIZED BELOW
-15°C



OCA (OCH)	LNAV	LNAV VNAV	
CAT A	950 (510)	855 (407)	
CAT B	950 (510)	863 (415)	
CAT C	950 (510)	870 (422)	
CAT D	950 (510)	878 (430)	



MISSED APPROACH: Climb on track 263° to DP510 or 900, whichever is later; RT, direct to DP485, to DP486, to DP493; RT, direct to LISBA, climbing 5000.

DIST THR/RW26R	2	3	4	5	6	7			
ALTITUDE	1140	1460	1780	2090	2410	2730			

GS	kt	80	100	120	140	160	180
KOSAM - RW26R (7.8 NM)	MIN:SEC	5:51	4:41	3:54	3:21	2:56	2:36
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

Timing not authorized for defining the MAPt