

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

Transition Altitude: 5000 ft.

VAR: 1° E

 ATIS 123.950
 Delivery 121.800
 Ground 121.670

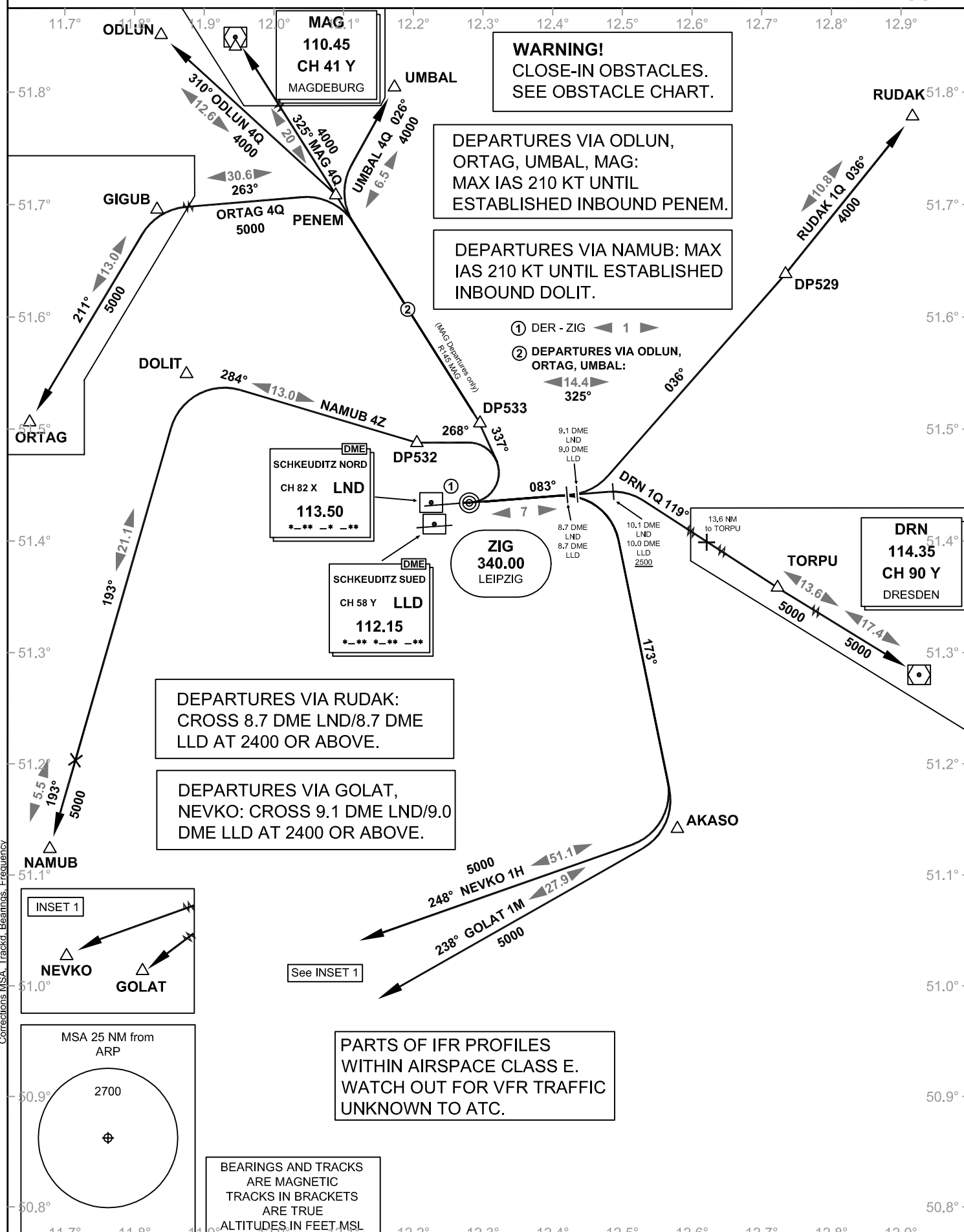
 Tower 125.950
 München Radar 126.170
 131.020

LEIPZIG/HALLE

EDDP

SID

RWY 08L



VATSIM Germany
Standard Instrument Departure Chart

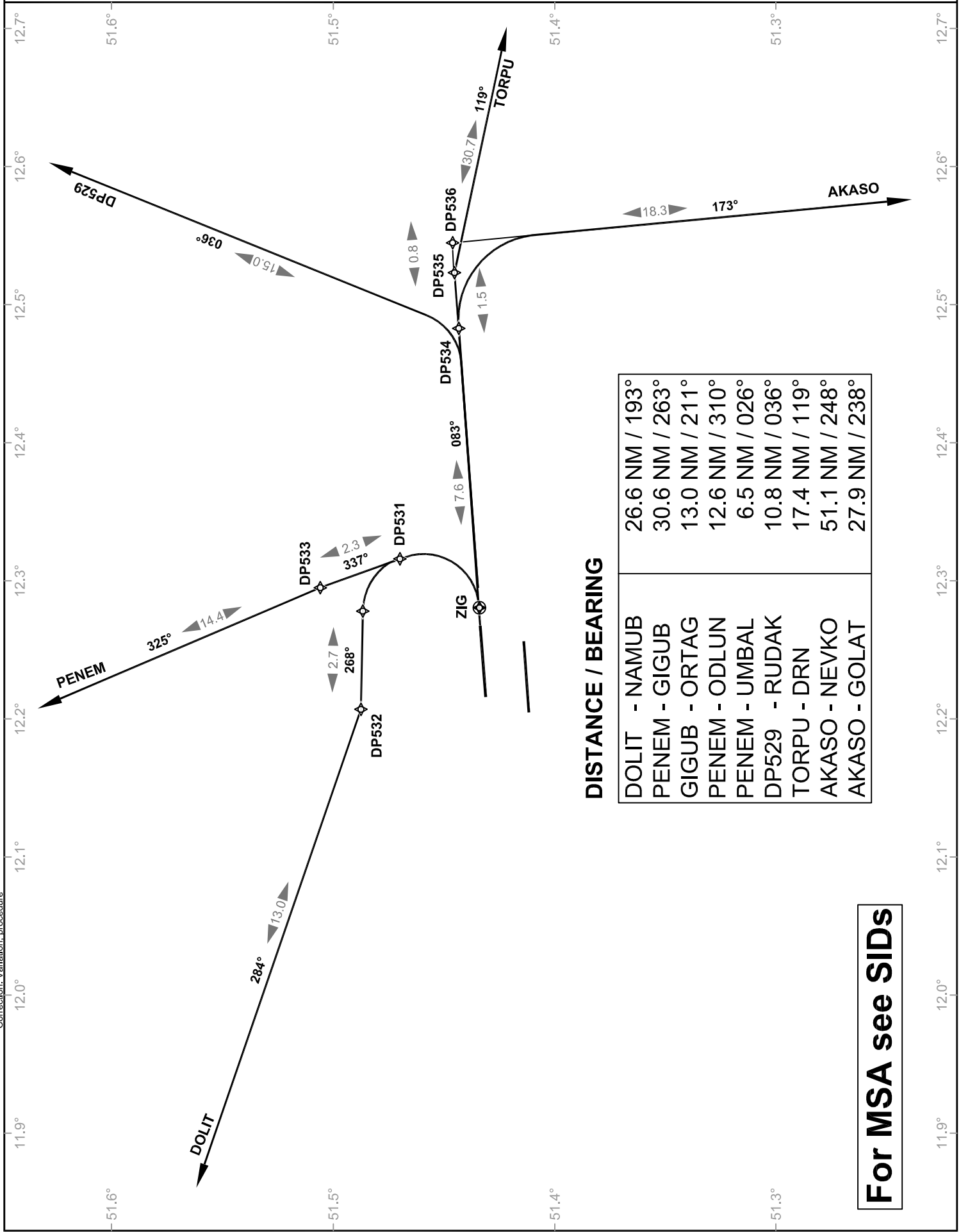
Transition Altitude: 5000 ft.

VAR: 3° E

ATIS 123.950
Delivery 121.800
Ground 121.670

Tower 125.950
München Radar 126.170
131.020

LEIPZIG/HALLE
EDDP
SID
RWY 08L



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
Delivery 121.800
Ground 121.670

Tower 125.950
München Radar 126.170
131.020

SID
RWY 08L

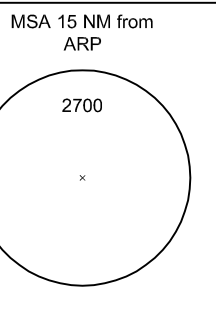
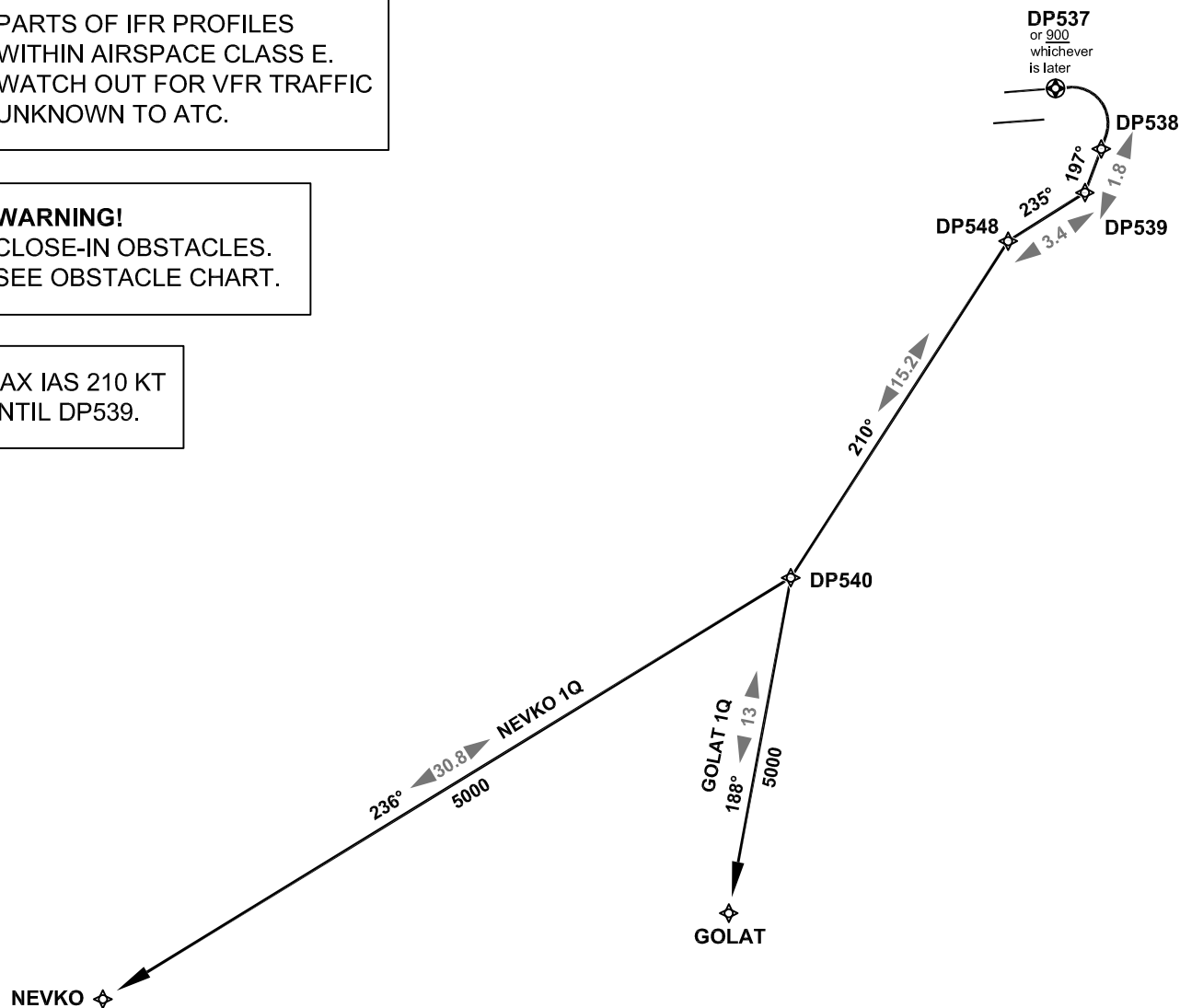
VAR: 3° E

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.

WARNING!
CLOSE-IN OBSTACLES.
SEE OBSTACLE CHART.

MAX IAS 210 KT
UNTIL DP539.



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 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	
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 advice 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 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 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 advice 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 advice 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: <u>DP541</u> - [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 advice 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: <u>DP541</u> - [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 advice 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 advice 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: <u>DP541</u> - [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 advice 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

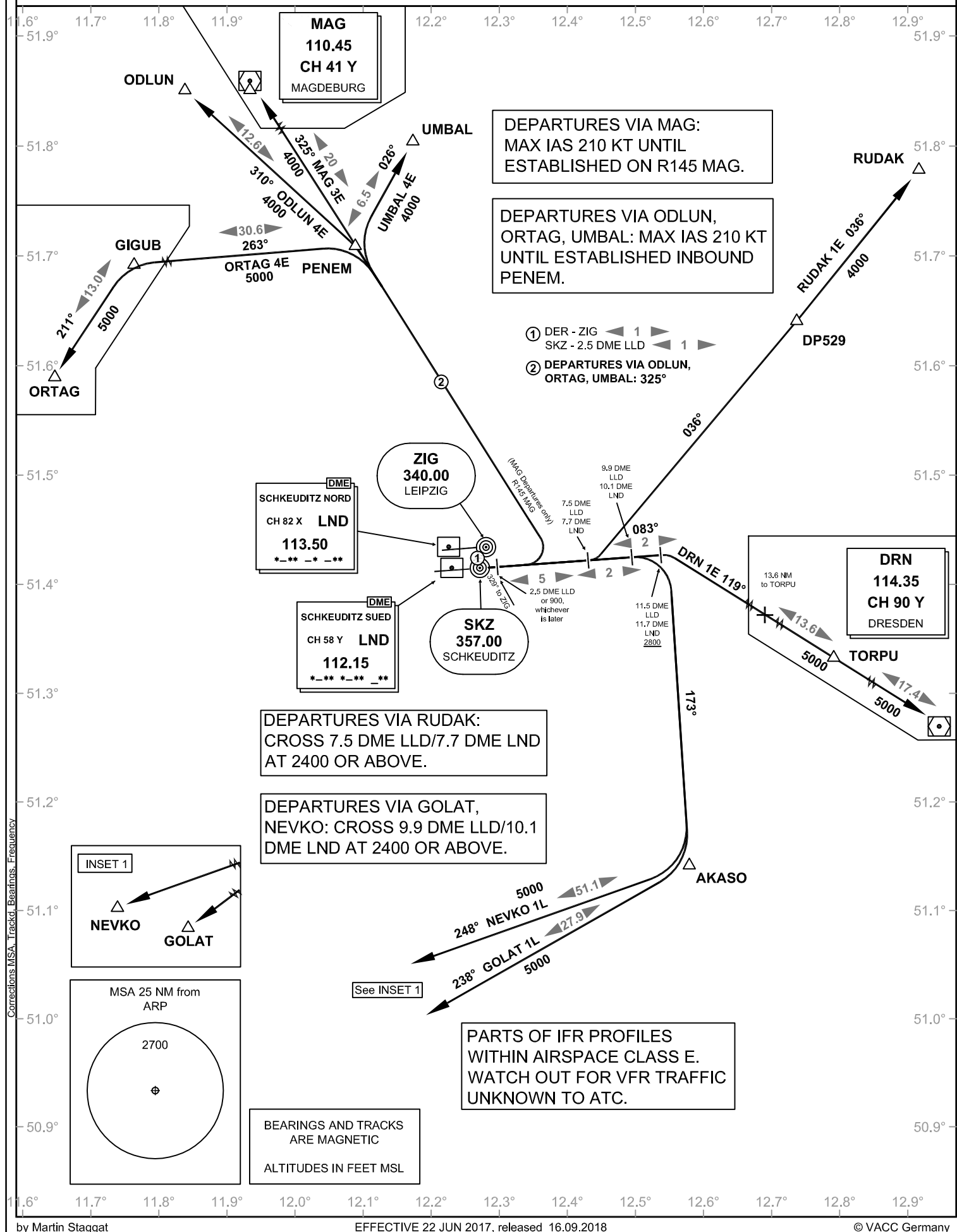
Transition Altitude: 5000 ft.

 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

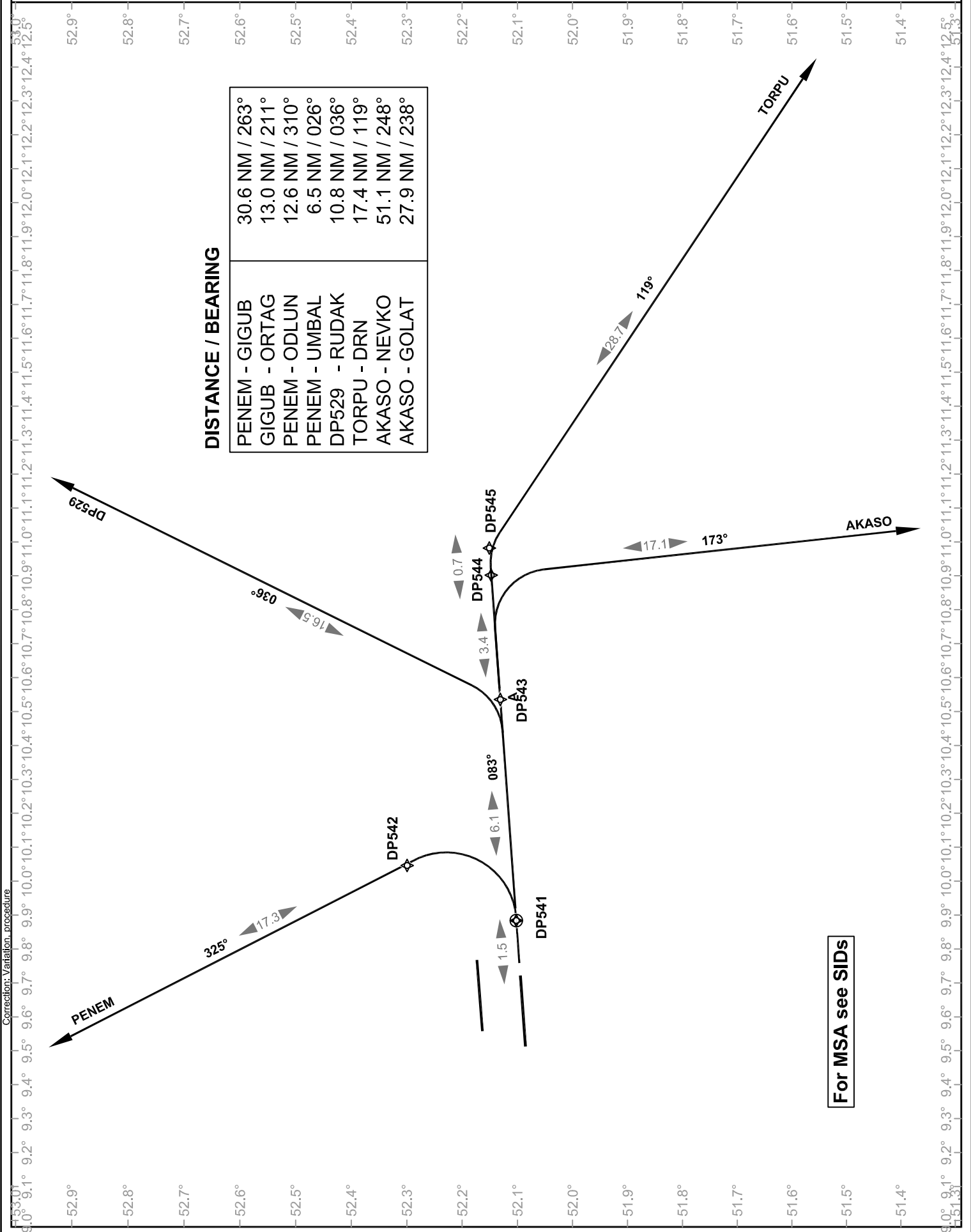
Tower 125.950
München Radar 126.170
131.020

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

For MSA see SIDs

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

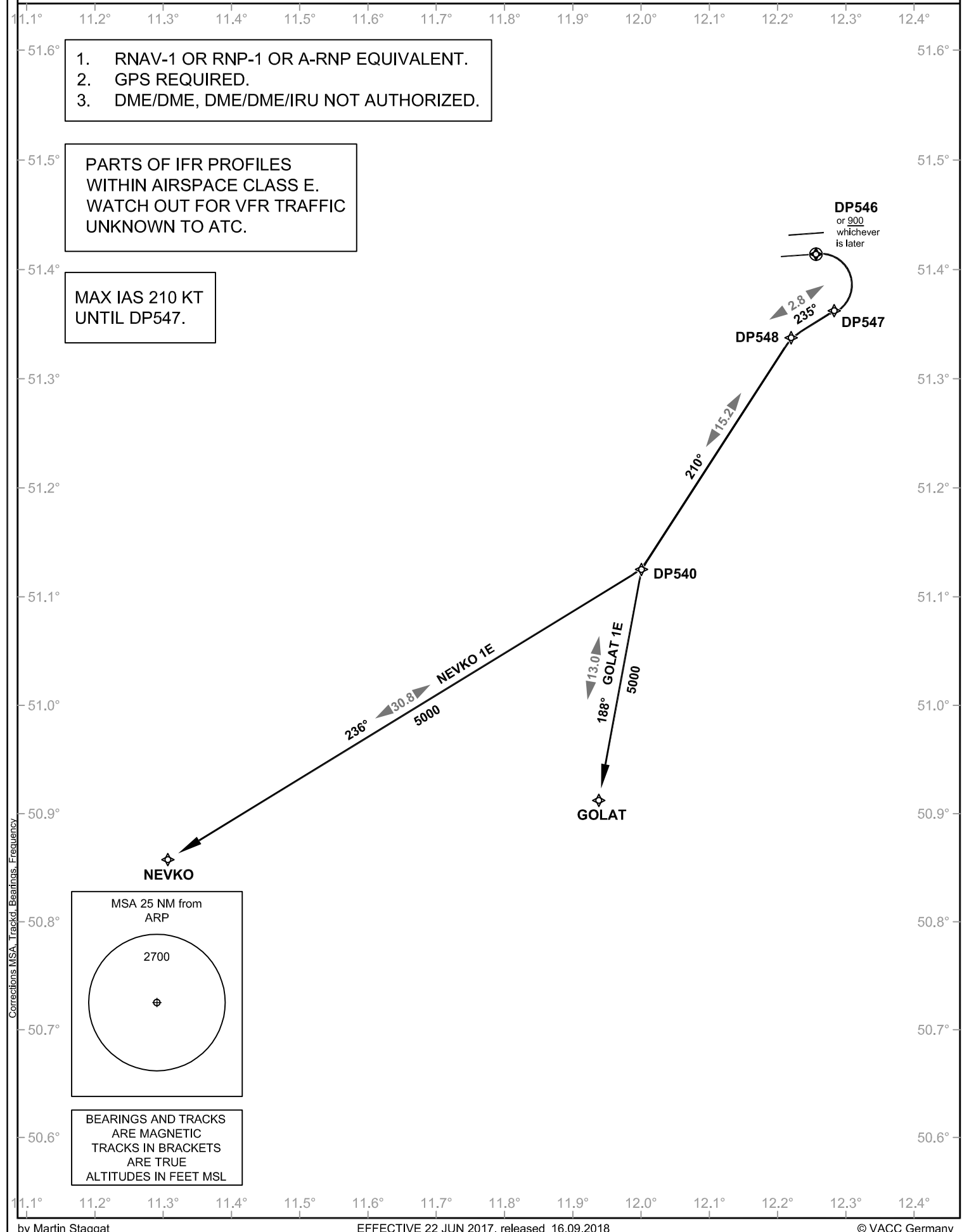
SID
RWY 08R

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 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 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

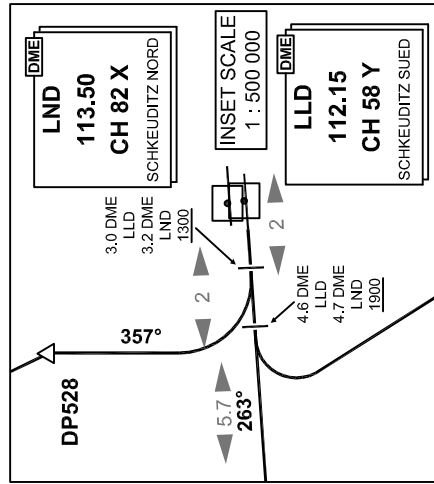
LEIPZIG / HALLE

EDDP

SID

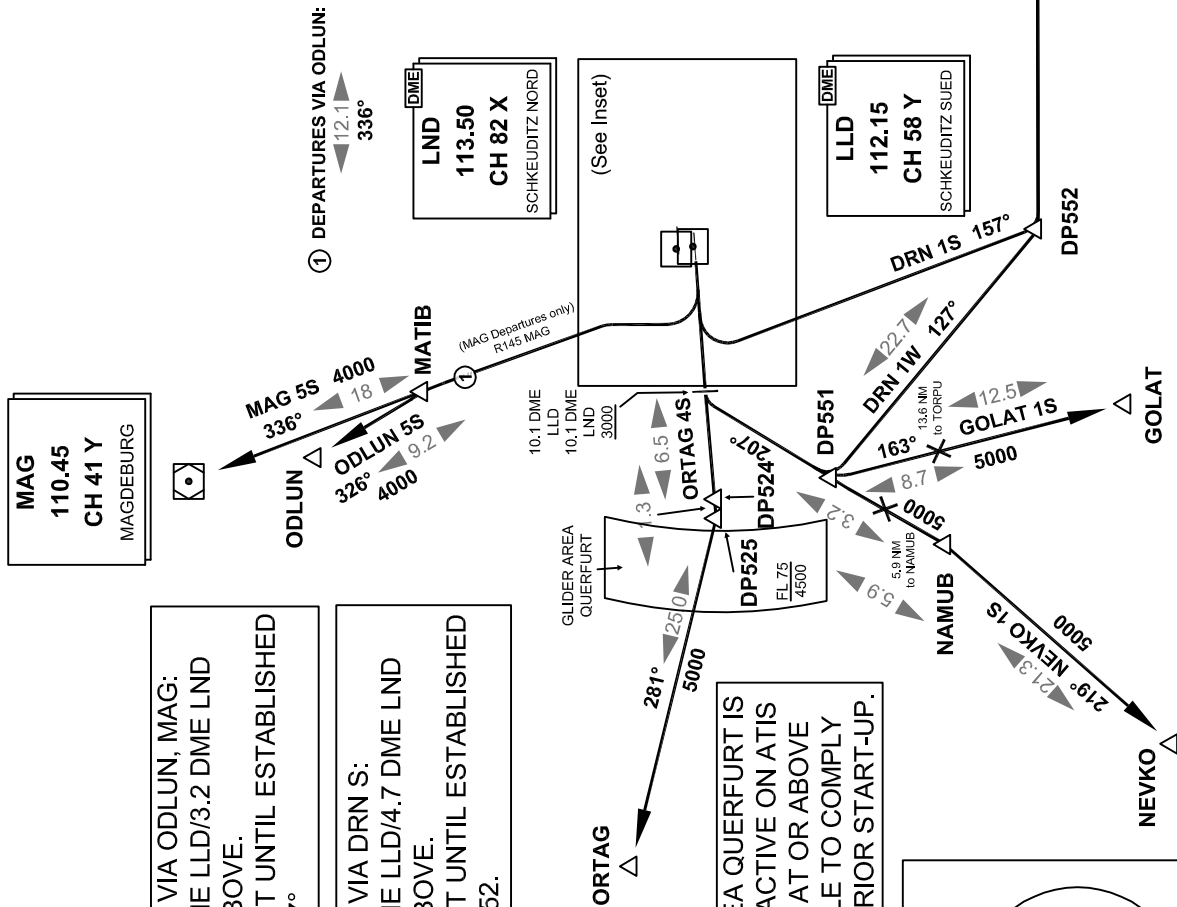
RWY 26L

VAR: 3° E



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

DRN
 114.35
 CH 90 Y
 DRESDEN



Correction: Variation, procedure

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

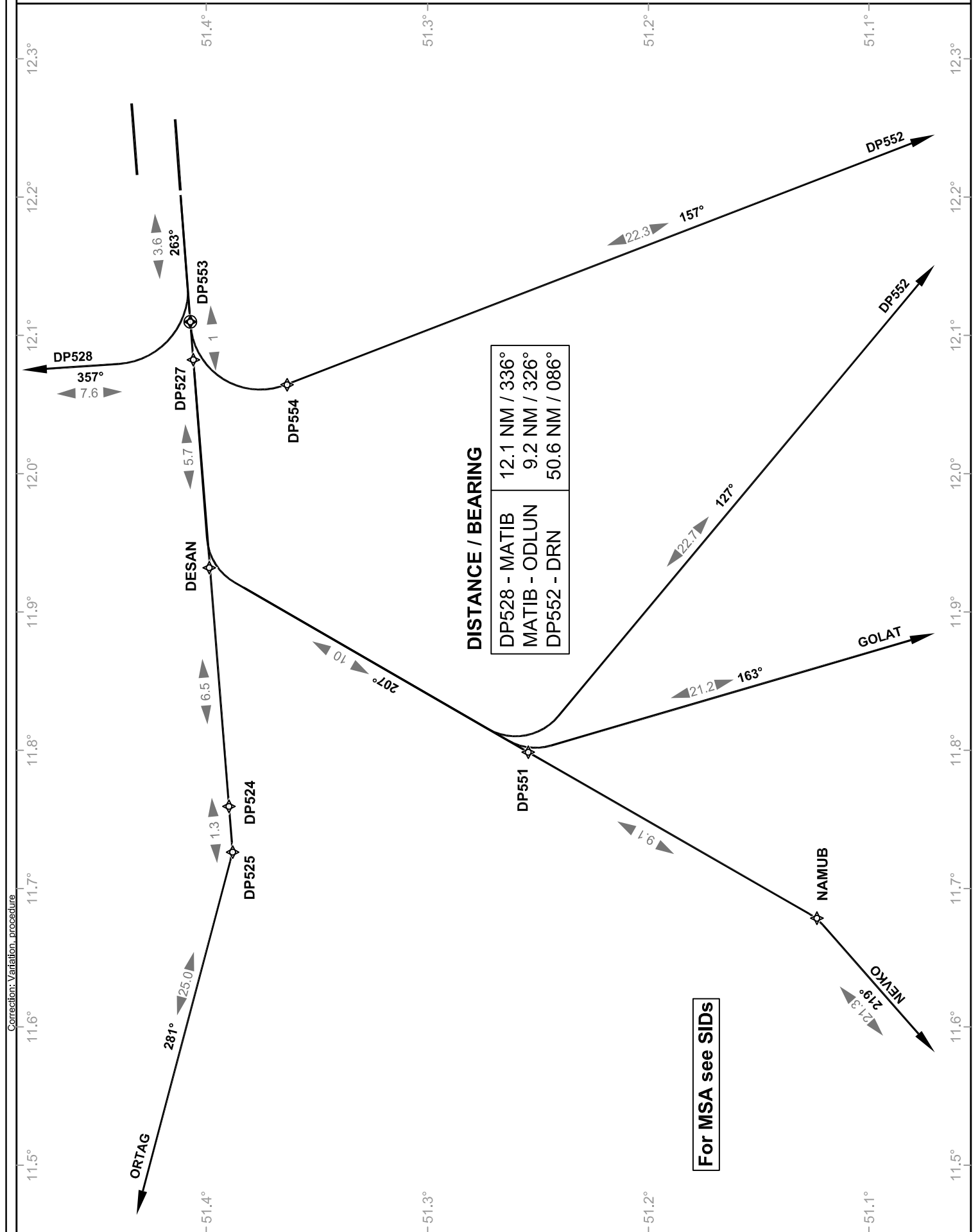
LEIPZIG / HALLE

EDDP

GPS / FMS RNAV (Overlay)

RWY 26L

VAR: 3° E



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.

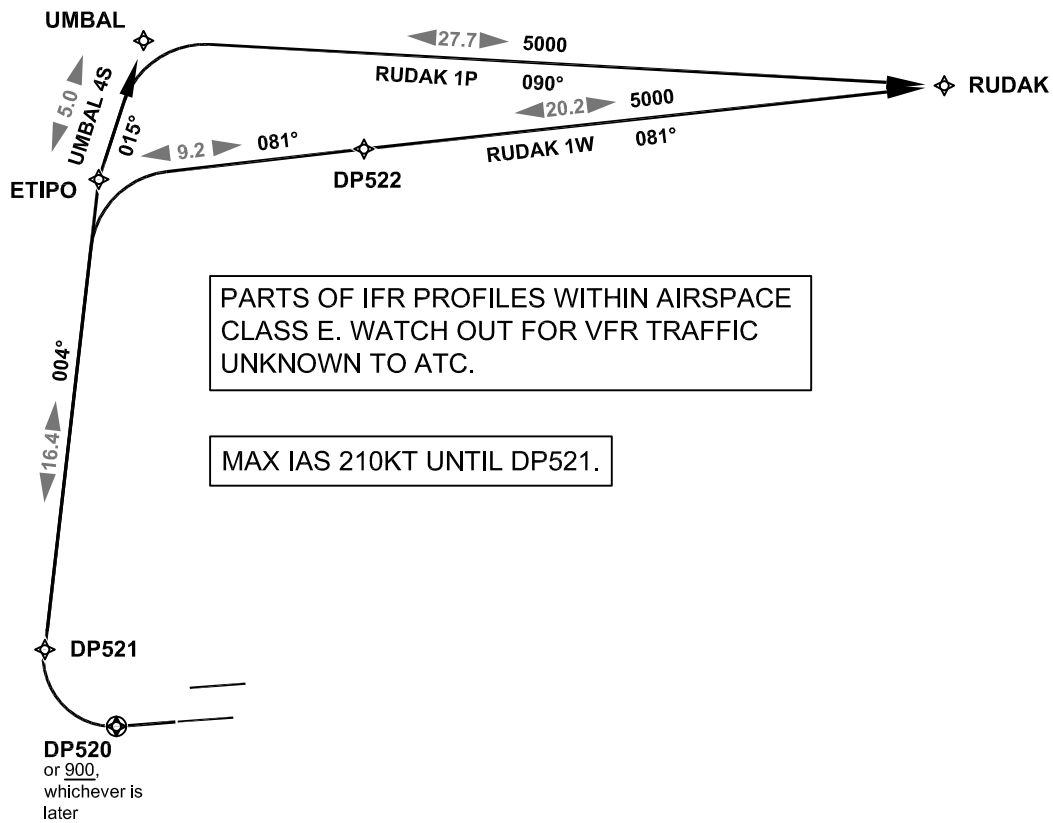
ATIS 123.950
Delivery 121.800
Ground 121.600

Tower 125.950
München Radar 126.170
131.020

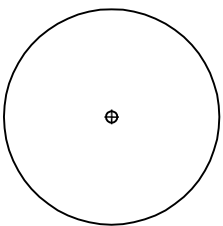
RNAV (GPS)
RWY 26L

VAR: 3° E

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



MSA 25 NM from
ARP



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 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 Tower 125.950
 Delivery 121.800 München Radar 126.170
 Ground 121.670 131.020

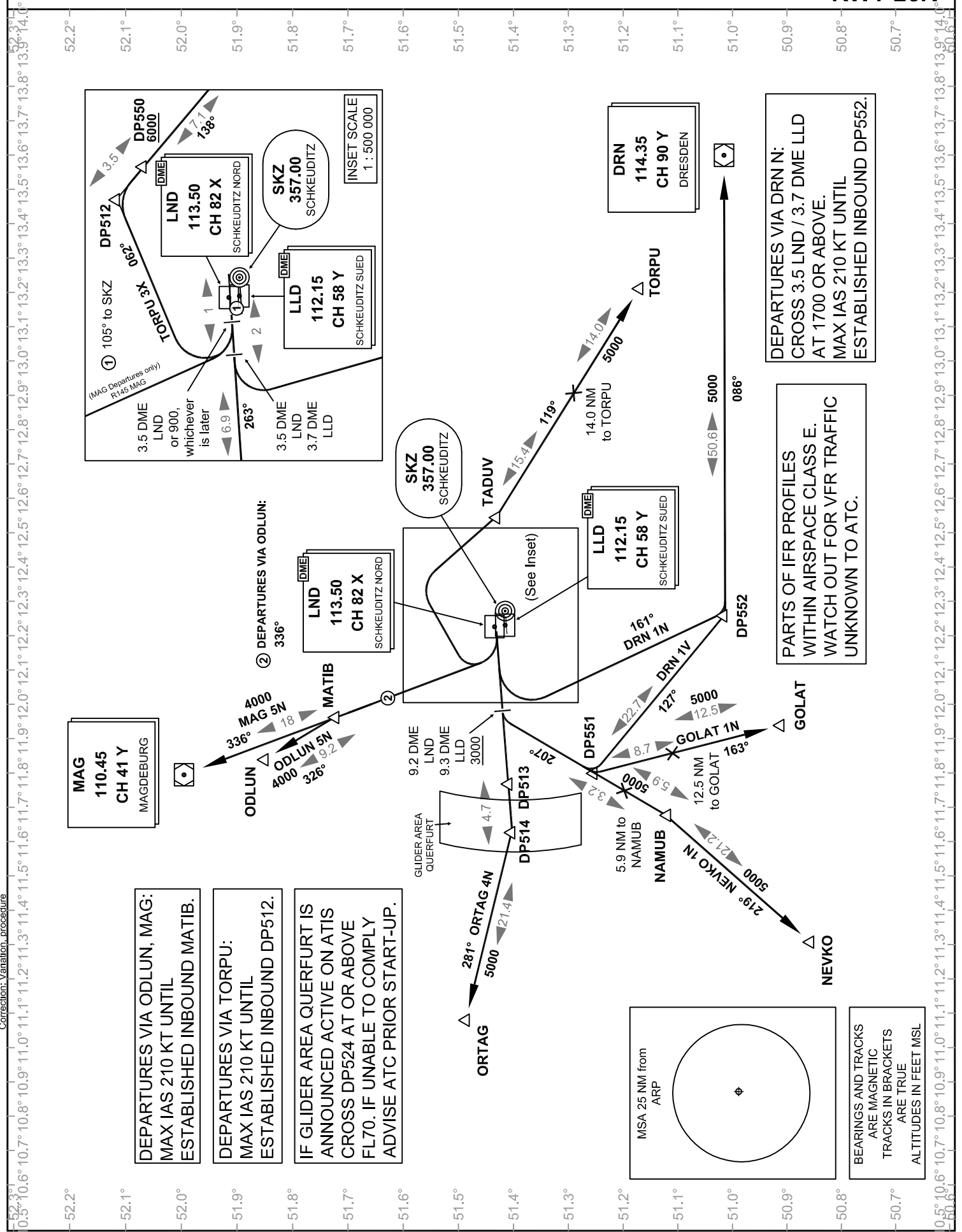
LEIPZIG / HALLE

EDDP

SID

RWY 26R

VAR: 3° E



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

