

GENERAL**Operational Hours**

ATS Hours / AD OPS Hours: 0500-2100±, other times PPR

Night Restrictions

Flight operations are permitted daily between 0500-2200±.

SKED TKOF are permitted between 0500-2100±.

SKED LDG are permitted between 0500-2130±.

SKED LDG are permitted between 2130-2200±:

- for flights on SKED air service from hub airports
- for an ACFT which have Memmingen AD as its home base

Delayed TKOF that had been scheduled to take place before 2100± are permitted until 2200± provided the delay was not already apparent in the FPL.

Delayed LDG that had been scheduled to take place before 2130± are permitted until 2200± provided the delay was not already apparent in the FPL.

Between 2200-2230±, delayed LDG that had been scheduled to take place before 2130± or before 2200± are only permitted for airlines with scheduled air services and only after obtaining prior permission from AD provided the delay was not already apparent in the FPL.

The following operations may be carried out between 2200-0500±:

- LDG of ACFT approaching AD as alternate AD for meteorological, technical or other safety reasons.
- Other flight operations on a mission in disasters or rendering medical assistance or other EMERG cases.

Airport Information

RFF: CAT 6; PPR up to CAT 9

PCN: RWY 06/24: 75/R/B/X/T

Operation**TWY Restrictions**

TWY A-E, P, S width 12m / 39ft.

TWY N, W width 18m / 59ft.

Warnings

Do not overfly city of Memmingen and the surrounding villages.

Parts of IFR profiles within airspace class E, watch out for VFR TFC unknown to ATC.

Mountainous terrain S of **KPT VOR/DME**.

ARRIVAL**Communication**

COM Failure: See CRAR Germany.

ARRIVAL**Arrival Procedure****VFR Traffic Pattern**

RWY 06 right-hand circuit.

RWY 24 NDB, GPS

During activation of Night Low Flying System (NLFS) expect profile constraints and APCH from N only.

RWY 06 NDB, GPS

PROC not to be used during activity of Night Low Flying System (NLFS).

DEPARTURE**Take-off Minima**

RWY		06/24	
All ACFT	ft - m/km	0 - 400R/400V	HJ only
		0 - 800R/800V	HN

Communication**COM failure:** See CRAR Germany.**Departure Procedure****DEP Note**

SID via KPT VOR/DME not to be used during activity of Night Low Flying System (NLFS). Expect re-routing by ATC.

De-icing

AVBL.

23-AUG-2018/UFN

23-AUG-2018

FMM-EDJA

2-08

Germany Memmingen

NIL

Tempo AFC

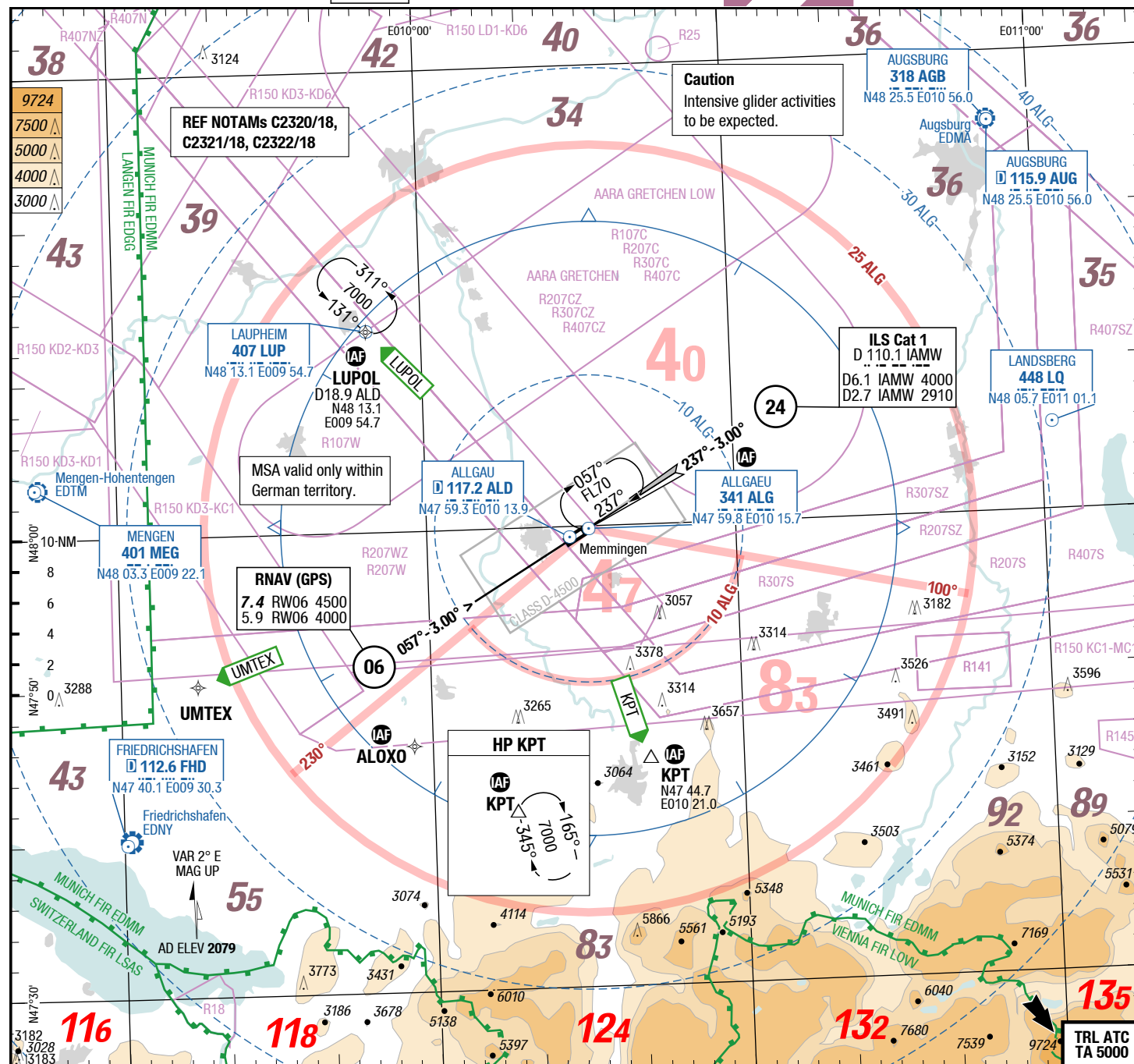
AFC

AFC

Memmingen Germany

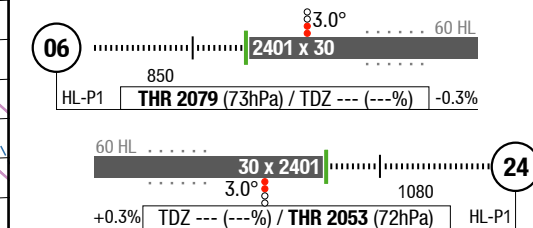
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Tempo AFC



ATIS 118.850 0500-2100 ‡
Munich RAD 129.450
Memmingen TWR 126.850 0500-2100 ‡
Memmingen GND 121.675 0500-2100 ‡

Landing RWY system:



Changes: Note

17-MAY-2018
FMM-EDJA

Germany Memmingen

AGC
AFC

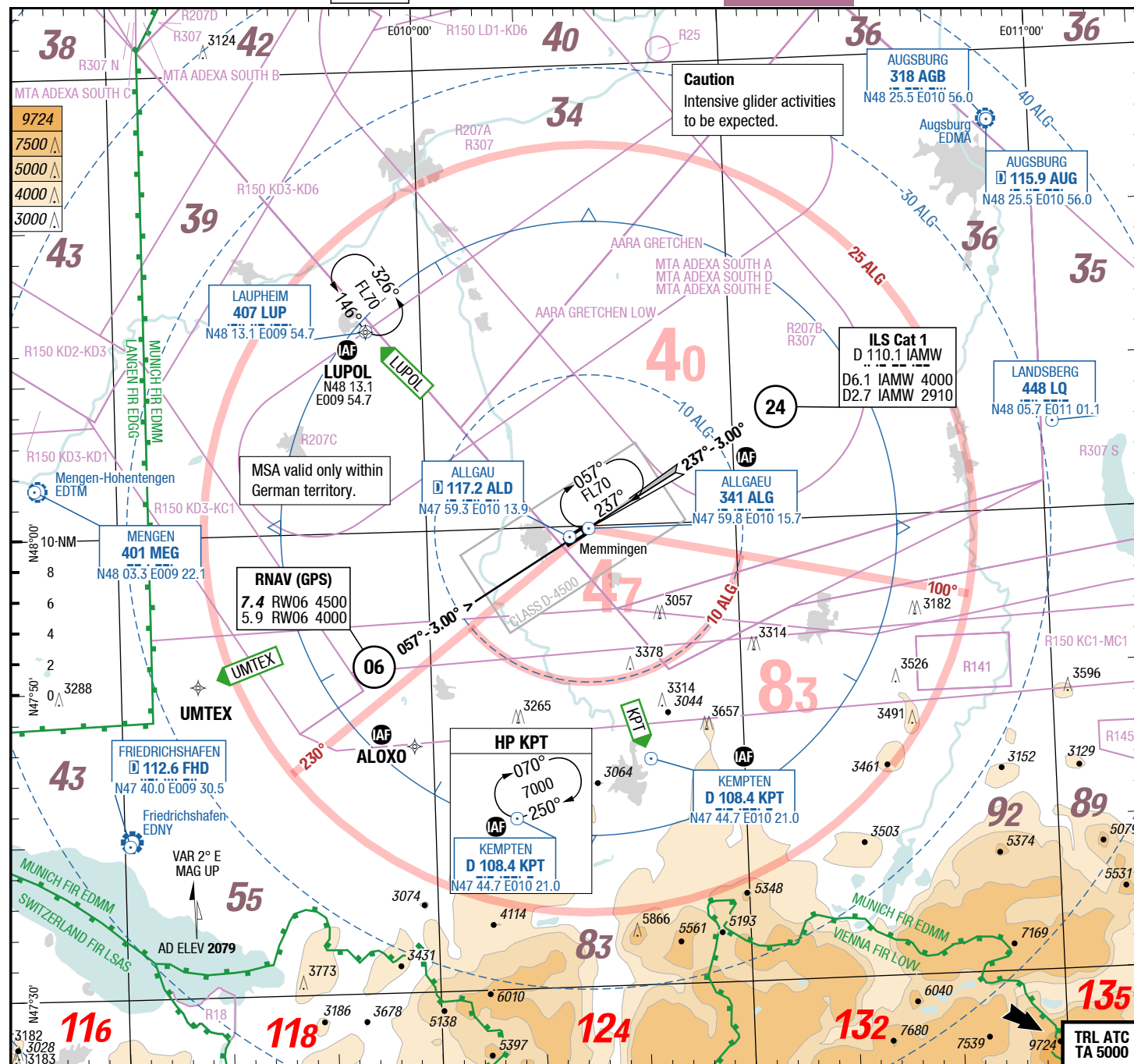
AFC

AFC

Memmingen Germany

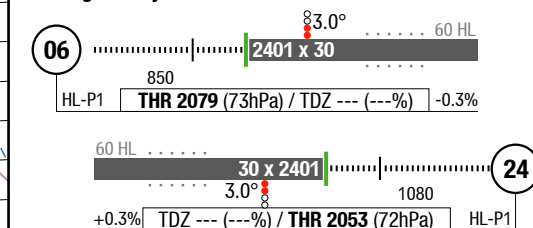
AGC
AFC

2-10

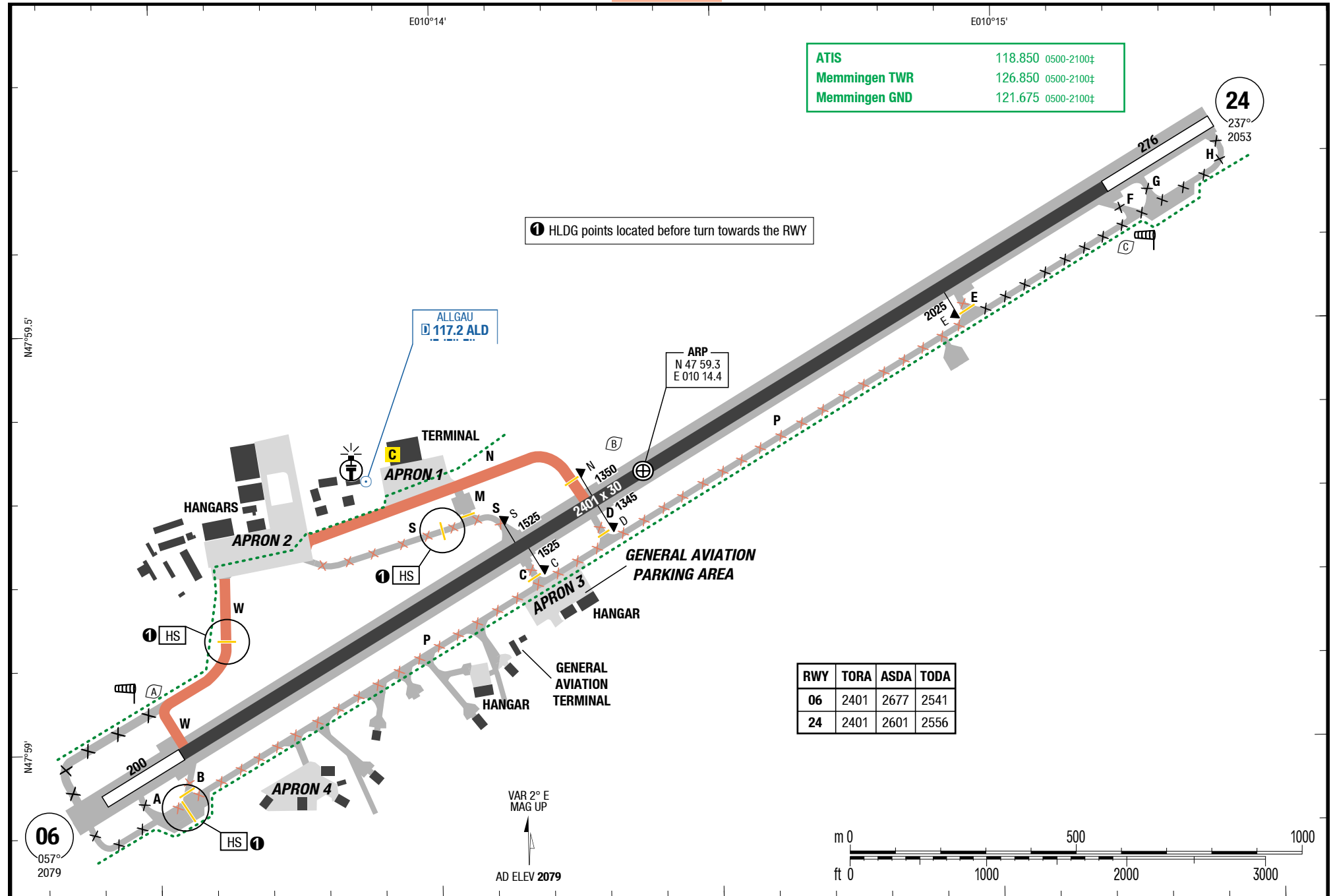


ATIS 118.850 0500-2100 ‡
Munich RAD 129.450
Memmingen TWR 126.850 0500-2100‡
Memmingen GND 121.675 0500-2100‡

Landing RWY system:



Changes: APL



23-AUG-2018

FMM-EDJA

Germany **Memmingen**

NIL

SID

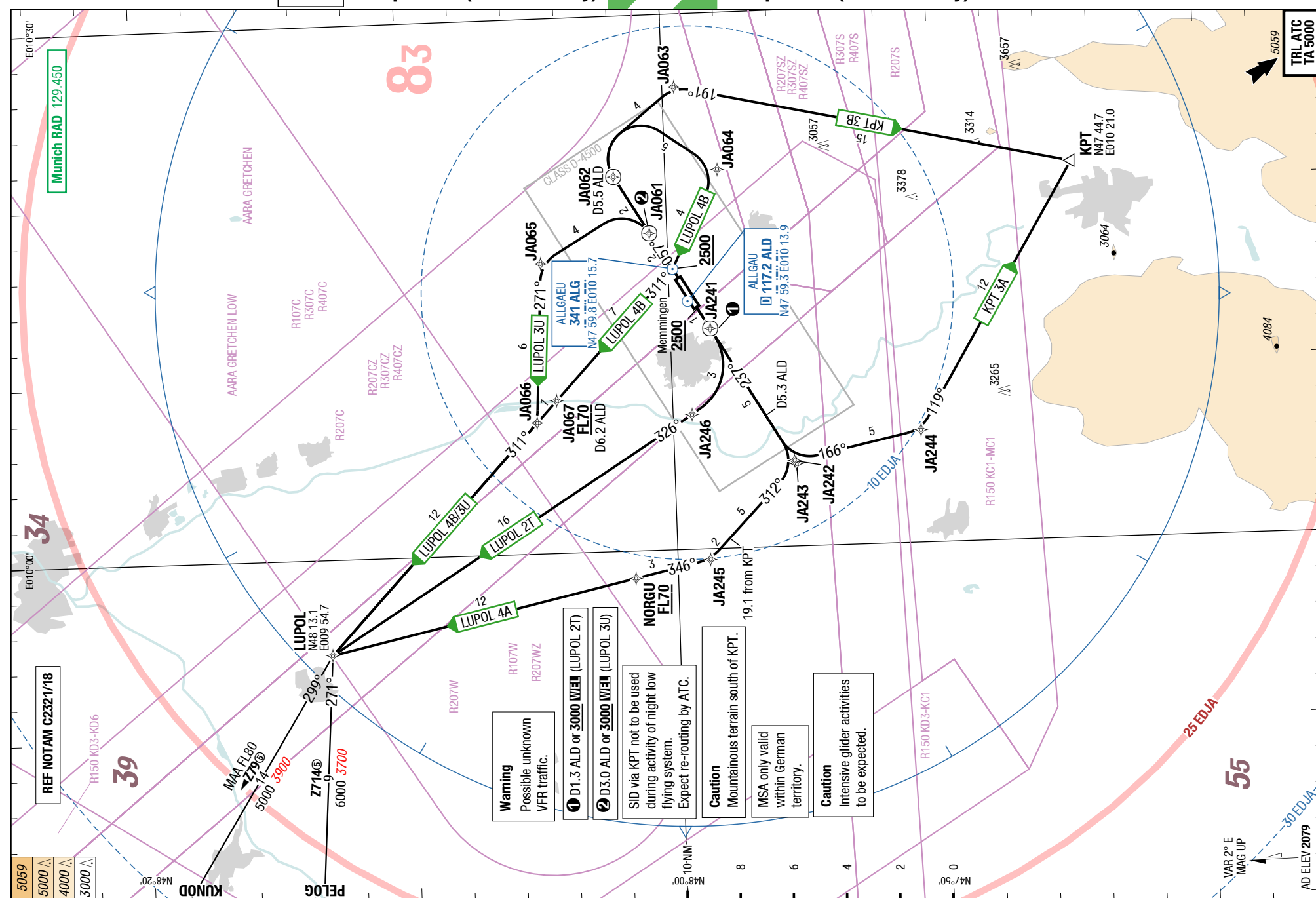
Memmingen Germany

NIL

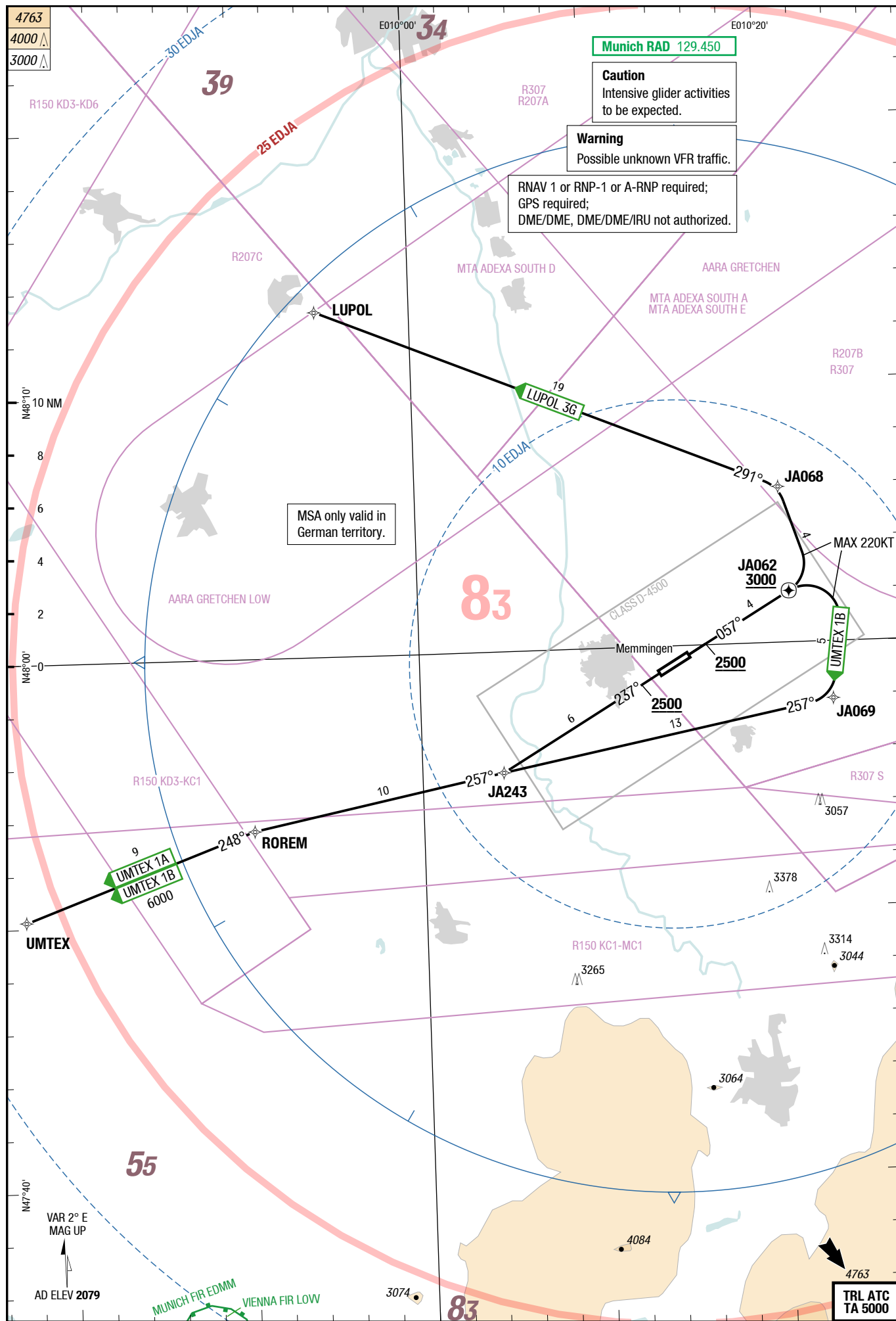
Tempo SIDs (RNAV Overlay)

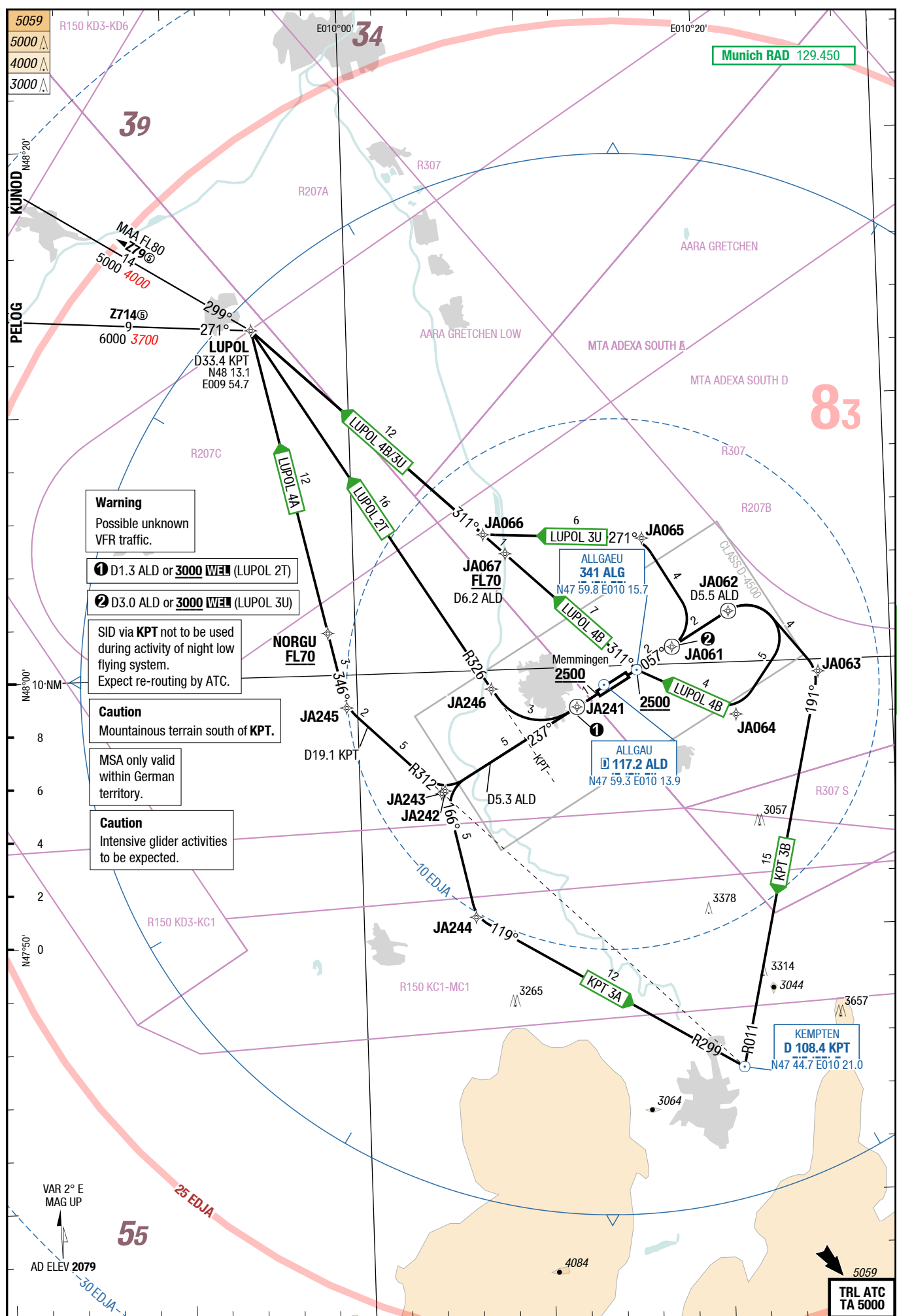
4-08

Tempo SIDs (RNAV Overlay)



Changes: Note





LUPOL 3G / UMTEX 1B / UMTEX 1A

RWYs 06 (057°) / 24 (237°)

After take-off, contact Munich RAD.

	GS	120	150	180	210	240	270
3.4%	ft/MIN	500	600	700	800	900	1000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 06	
LUPOL 3G 3.4% to 2400 129.450	[A2500+] - <u>JA062</u> [L] - JA068 [K220-] - LUPOL	JA062 MNM 3000 initial climb FL70
UMTEX 1B 3.4% to 2400 129.450	[A2500+] - <u>JA062</u> [R] - JA069 [K220-] - JA243 - ROREM - UMTEX	JA062 MNM 3000 initial climb FL70
	Runway 24	
UMTEX 1A 129.450	[A2500+] - JA243 - ROREM - UMTEX	initial climb FL70

KEMPTEN 3B / LUPOL 3U / LUPOL 4B

RWY 06 (057°)

After take-off, contact Munich RAD.

	GS	120	150	180	210	240	270
3.4%	ft/MIN	500	600	700	800	900	1000
4.9%	ft/MIN	600	800	900	1100	1200	1400
7.7%	ft/MIN	1000	1200	1500	1700	1900	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 06	
KEMPTEN 3B KPT 3B 3.4% to 2400 7.7% to 4000 129.450 ①②③⑦⑧	direct ALG - QDR 057 ALG - at D5.5 ALD RT 191° to KPT FMS ALG - <u>JA062</u> [R] - JA063 - KPT	ALG MNM 2500 initial climb FL70
LUPOL 3U 3.4% to 2400 129.450 ④⑤	direct ALG - QDR 057 ALG - at D3 ALD or MNM 3000 , whichever is later, LT 271° intercept QDR 311 ALG to LUPOL FMS ALG - <u>JA061</u> [L] - JA065 - JA066 [R] - LUPOL	ALG MNM 2500 JA061 MNM 3000 initial climb FL70
LUPOL 4B 3.4% to 2400 129.450 ⑥	direct ALG - QDR 057 ALG - at D5.5 ALD RT direct ALG - QDR 311 ALG to LUPOL FMS ALG - <u>JA062</u> [R] - JA064 - ALG [R] - JA067 - LUPOL	D6.2 ALD MNM FL70 ALG MNM 2500 JA067 MNM FL70 initial climb FL70

- ① Not to be used during activity of night low flying system. Expect Re-routing by ATC.
- ② Mountainous terrain south of KPT.
- ③ Climb gradient 4.9% to KPT only when continuing via M738.
- ④ Not to be filed in flight plan message designator. Only for local IFR training.
- ⑤ After 5000 BRNAV equipment necessary
- ⑥ After D6.2 ALD BRNAV equipment necessary
- ⑦ After 4000 BRNAV equipment necessary
- ⑧ If unable to comply with climb gradient, advise ATC prior start-up

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5-29

Tempo SIDs (RNAV Overlay)

KEMPTEN 3A / LUPOL 2T / LUPOL 4A

RWY 24 (237°)

After take-off, contact Munich RAD.

	GS	120	150	180	210	240	270
4.9%	ft/MIN	600	800	900	1100	1200	1400
5.3%	ft/MIN	700	900	1000	1200	1300	1500
5.8%	ft/MIN	800	900	1100	1300	1500	1600
6.4%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 24	
KEMPTEN 3A KPT 3A 4.9% to KPT 6.4% to 4000 129.450 ①②③⑦⑧	QDR 237 ALG - at D5.3 ALD LT 166° - 119° to KPT FMS [A2500+] - JA242 [L] - JA244 [L] - KPT	initial climb FL70
LUPOL 2T 5.3% to 4000 129.450 ④⑦⑧	QDR 237 ALG - at D1.3 ALD or MNM 3000 , whichever is later, RT 326° to LUPOL FMS [A2500+] - JA241 [R] - JA246 - LUPOL	JA241 MNM 3000 initial climb FL70
LUPOL 4A 5.8% 6.4% to 4000 129.450 ⑤⑥⑦⑧	QDR 237 ALG - at D5.3 ALD RT 312° - at 19.1 from KPT RT 346° to NORGU - LUPOL FMS [A2500+] - JA243 [R] - JA245 [R] - NORGU - LUPOL	NORGU MNM FL70 NORGU MNM FL70 initial climb FL70

- ① Not to be used during activity of night low flying system. Expect Re-routing by ATC.
- ② Mountainous terrain south of KPT.
- ③ Climb gradient 4.9% to KPT only when continuing via M738.
- ④ Not to be filed in flight plan message designator. Only for local IFR training.
- ⑤ PDG 5.8% due to airspace structure.
- ⑥ After 19.1NM KPT BRNAV equipment necessary. If unable to comply, request alternate route by ATC.
- ⑦ After 4000 BRNAV equipment necessary
- ⑧ If unable to comply with climb gradient, advise ATC prior start-up

KEMPTEN 3B / LUPOL 3U / LUPOL 4B / KEMPTEN 3A / LUPOL 2T

RWYs 06 (057°) / 24 (237°)

After take-off, contact Munich RAD.

	GS	120	150	180	210	240	270
3.4%	ft/MIN	500	600	700	800	900	1000
4.9%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
Runway 06		
KEMPTEN 3B KPT 3B 3.4% to 2400 129.450 ①②③	direct ALG - QDR 057 ALG - at D5.5 ALD RT intercept R011 KPT to KPT FMS ALG [A2500+] - <u>JA062</u> [R] - JA063 - KPT	initial climb FL70
LUPOL 3U 3.4% to 2400 129.450 ④⑤	direct ALG - QDR 057 ALG - at D3 ALD or 3000 , whichever is later, LT 271° intercept QDR 311 ALG to LUPOL FMS ALG [A2500+] - <u>JA061</u> [A3000+ ;L] - JA065 - JA066 [R] - LUPOL	initial climb FL70
LUPOL 4B 3.4% to 2400 129.450 ⑥	direct ALG - QDR 057 ALG - at D5.5 ALD RT direct ALG - QDR 311 ALG to LUPOL FMS ALG [A2500+] - <u>JA062</u> [R] - JA064 - ALG [R] - JA067 [F70+] - LUPOL	D6.2 ALD MNM FL70 initial climb FL70
Runway 24		
KEMPTEN 3A KPT 3A 4.9% to KPT 129.450 ①②③	QDR 237 ALG - at D5.3 ALD LT 166° intercept R299 KPT to KPT FMS [A2500+] - JA242 [L] - JA244 [L] - KPT	initial climb FL70
LUPOL 2T 129.450 ④	QDR 237° ALG - at D1.3 ALD or 3000 , whichever is later, RT intercept R326 KPT to LUPOL FMS [A2500+] - <u>JA241</u> [A3000+ ;R] - JA246 - LUPOL	initial climb FL70

- ① Not to be used during activity of night low flying system. Expect Re-routing by ATC.
 ② Mountainous terrain south of KPT.
 ③ Climb gradient 4.9% to KPT only when continuing via M738.
 ④ Not to be filed in flight plan message designator. Only for local IFR training.
 ⑤ After 5000 BRNAV equipment necessary
 ⑥ After D6.2 ALD BRNAV equipment necessary

LUPOL 4A

RWY 24 (237°)

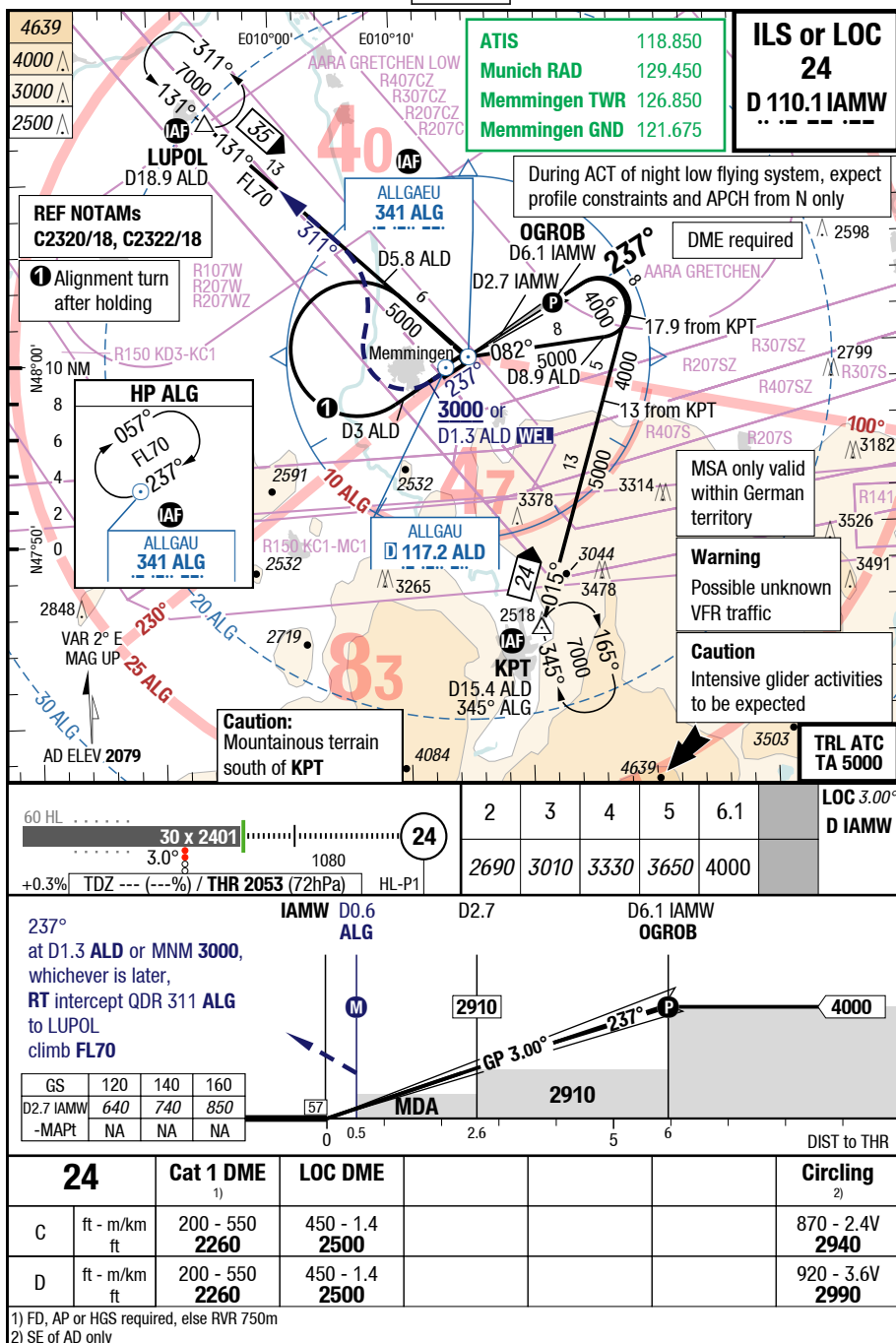
After take-off, contact Munich RAD.

	GS	120	150	180	210	240	270
5.8%	ft/MIN	800	900	1100	1300	1500	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 24	
LUPOL 4A 5.8% 129.450 ①②	QDR 237 ALG - at D5.3 ALD RT R312 KPT - at D19.1 KPT RT 346° to NORGU - LUPOL FMS [A2500+] - JA243 [R] - JA245 [R] - NORGU [F070+] - LUPOL	NORGU MNM FL70 initial climb FL70

① PDG 5.8% due to airspace structure.

② After D19.1 KPT RNAV equipment necessary. If unable to comply, request alternate route by ATC.



17-MAY-2018

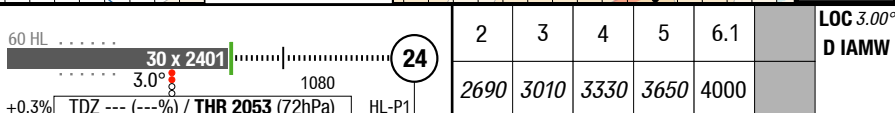
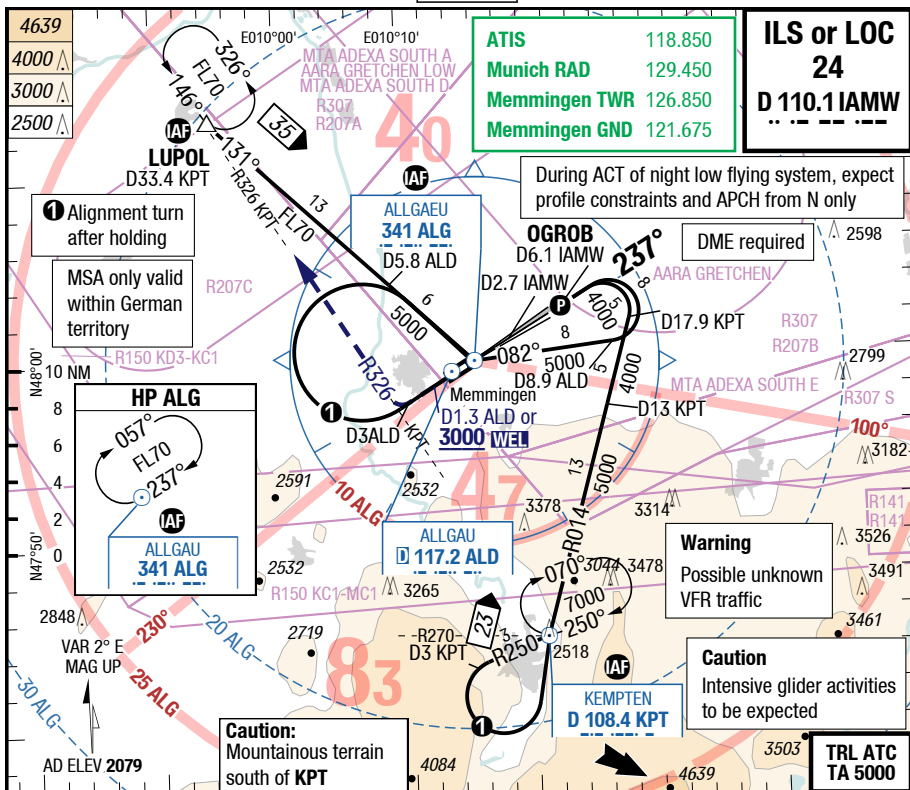
Germany Memmingen

IAC

FMM-EDJA

7-10

ILS or LOC 24



24	Cat 1 DME 1)	LOC DME			Circling 2)
C	ft - m/km ft	200 - 550 2260	450 - 1.4 2500		870 - 2.4V 2940
D	ft - m/km ft	200 - 550 2260	450 - 1.4 2500		920 - 3.6V 2990

1) FD, AP or HGS required, else RVR 750m
 2) SE of AD only

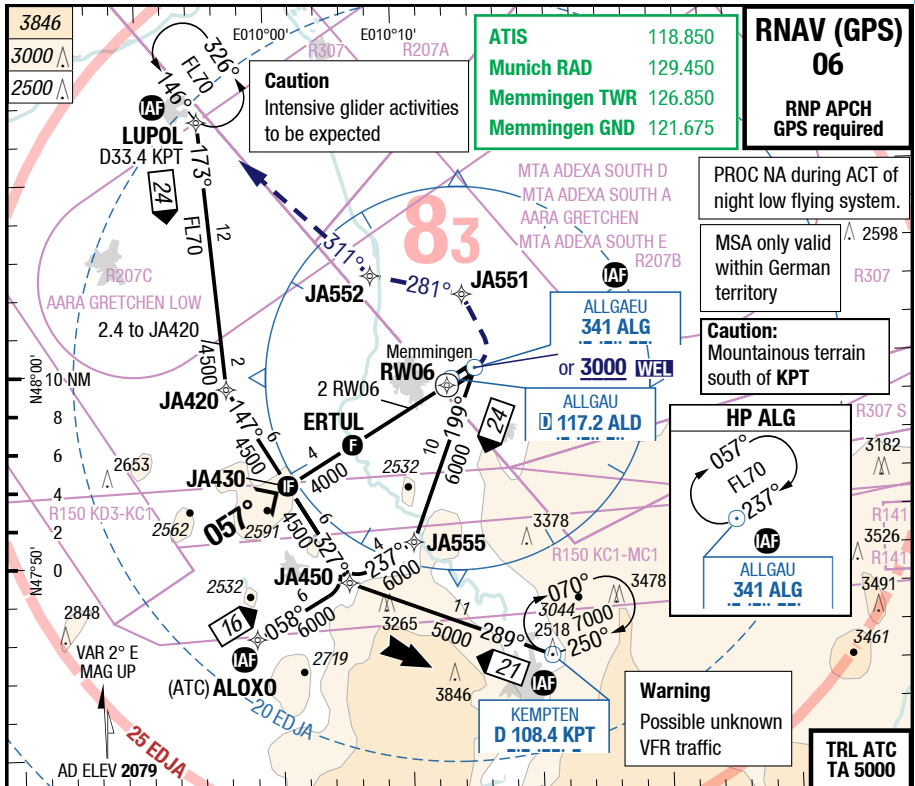
Changes: APL

17-MAY-2018

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7-30

RNAV (GPS) 06

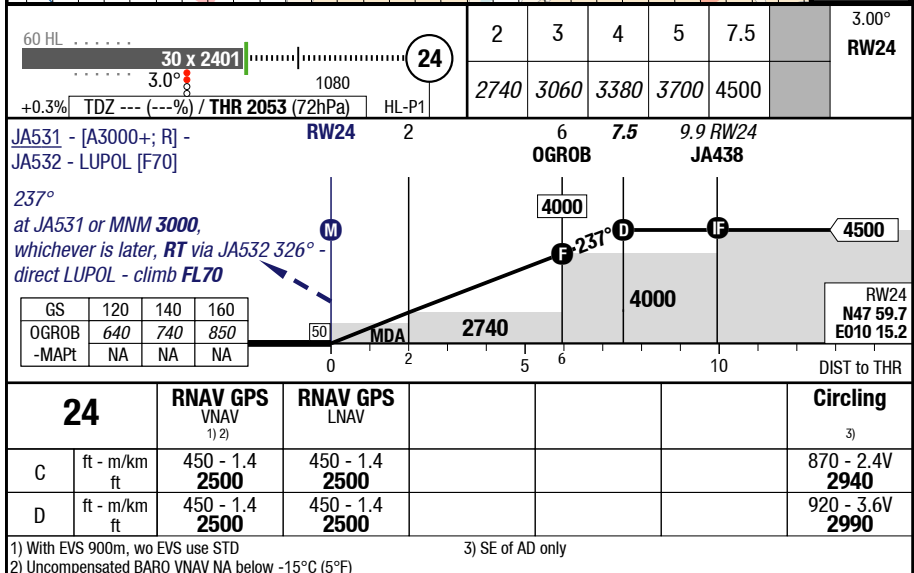


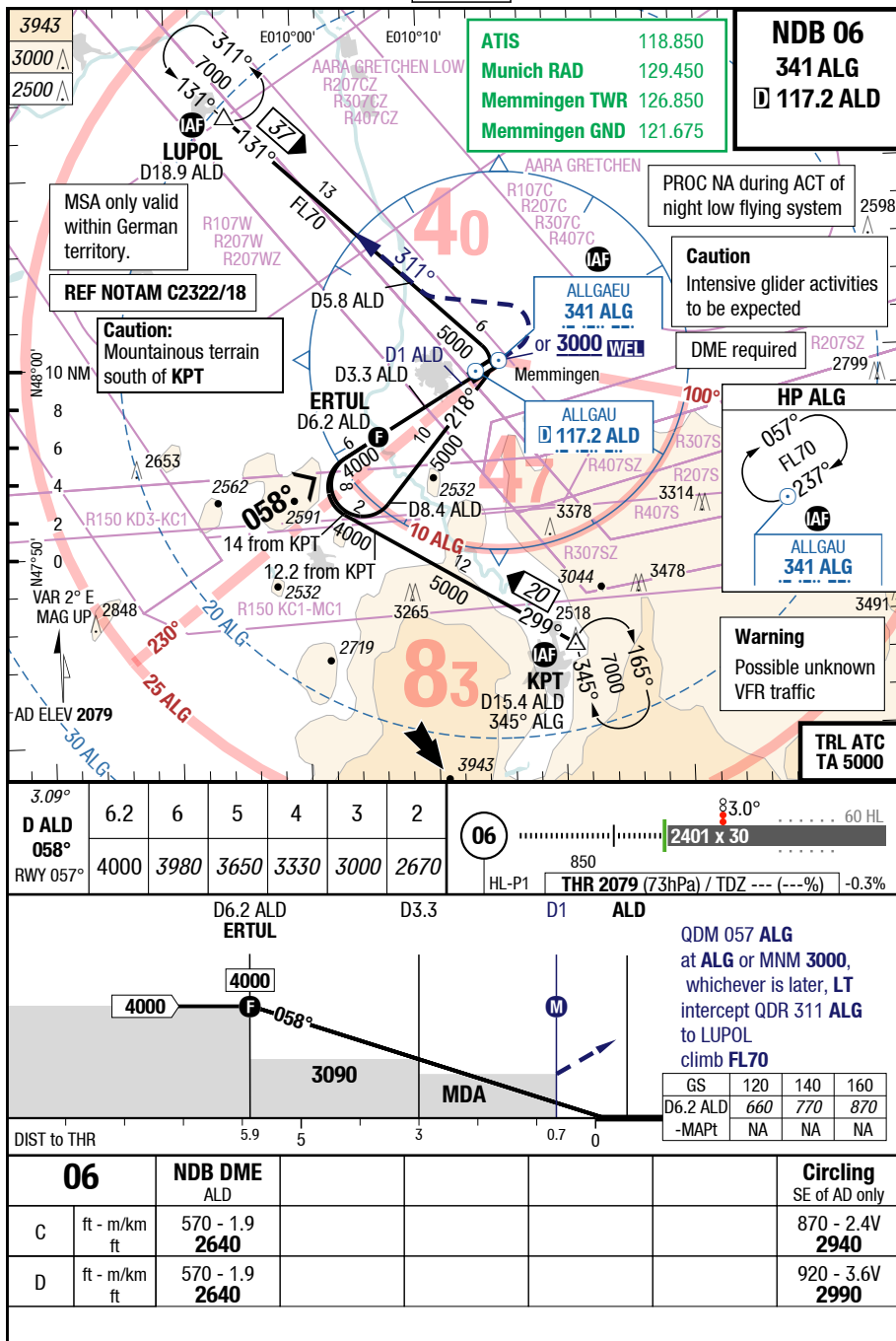
06		RNAV GPS VNAV 1) 2)	RNAV GPS LNAV	Circling SE of AD only	
C	ft - m/km ft	310 - 750 2380	420 - 1.2 2490		870 - 2.4V 2940
D	ft - m/km ft	310 - 750 2380	420 - 1.2 2490		920 - 3.6V 2990

1) Uncompensated BARO VNAV NA below -15°C (5°F)
2) With EVS 550m

Changes: MIN, APL

RNAV (GPS) 24

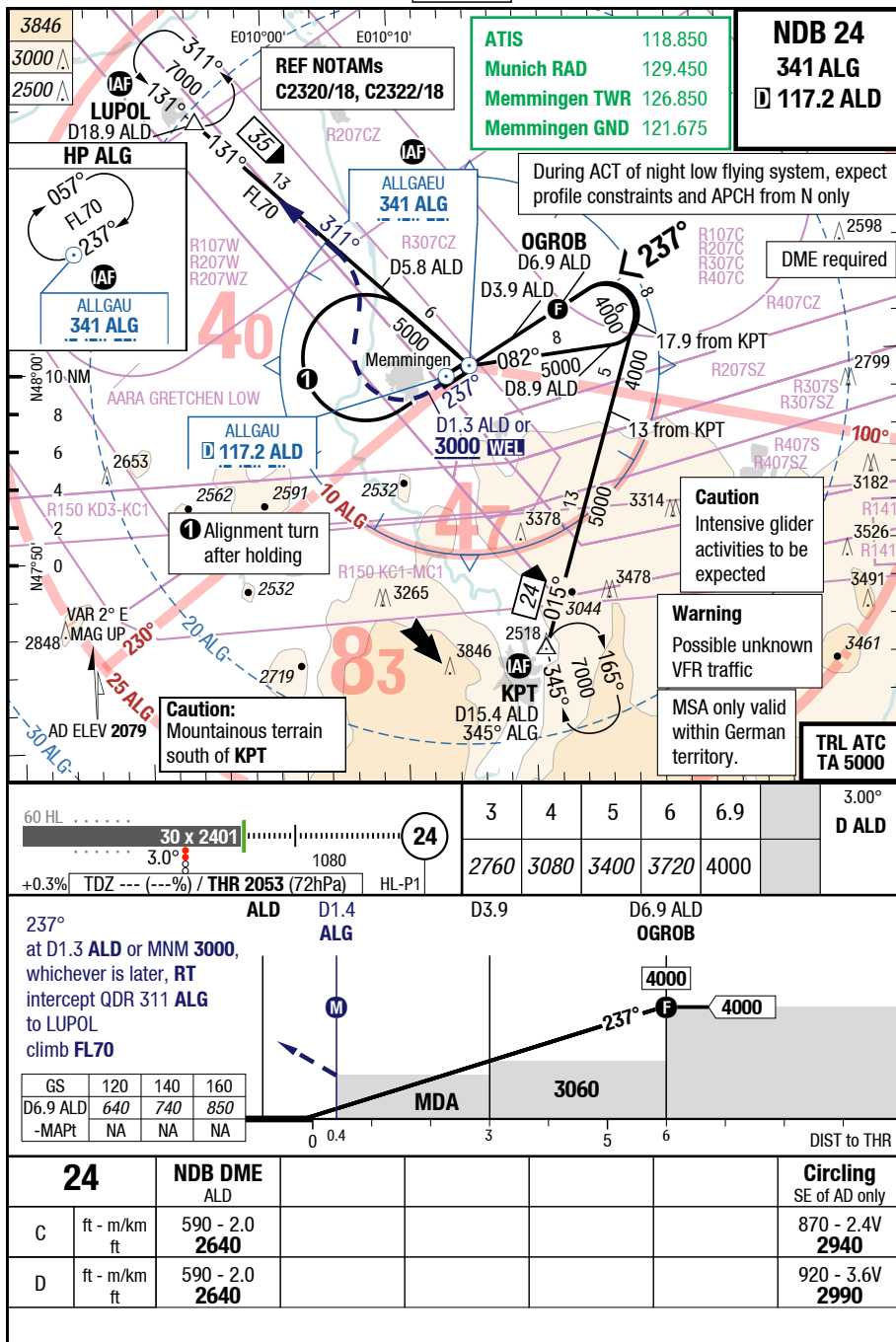




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Tempo NDB 24



NDB 06

