

12-JUL-2018

LEJ-EDDP

1-10

AOI

AOI

GENERAL**Operational Hours****ATS Hours / AD Operator Hours:** H24**Night TFC Restriction**

No TKOF/LDG between 2100-0500‡.

Exceptions:

- For commercial passenger TFC.
- For air carriers in commercial airline TFC:

Early LDG between 0400-0430‡ if planned time of ARR is after 0430‡. Delayed TKOF/LDG between 2230-2300‡ if planned time of DEP/ARR is before 2230‡ and the ARR or DEP takes place before 2300‡.

Airport Information**RFF:** CAT 10**PCN:** RWY 08L/26R: 105/R/A/W/T

RWY 08R/26L: 105/R/C/W/T

Operation**Preferential RWY**

RWY 08R/26L TKOF and LDG of ACFT with wingspan between 65m / 213ft and 80m / 262ft.

Low Visibility Procedures

When LVP CAT II or III in force, use RETILs for exiting RWY:

LDG RWY 08R: TWY S6

LDG RWY 26L: TWY S4, S3

RWY 08L/26R:

ACFT will entry/exit RWY via TWY A1-W1 (W1-A1) and/or TWY A9-C-E7/E8 (E7/E8-C-A9).

Use of all remaining TWYs requires guidance by marshaller.

High Intensity Runway Operations (HIRO)

Between 2100-0500‡ the following TWYs shall be primarily used:

| TYPE CLASS | RWY 08R | RWY 26L |
|---|----------------------|----------------------|
| B752/A306/B763/MEDIUM(JET/PROP) DIST to turn off | S6 2250m / 7382ft | S4 1850m / 6070ft |

| ACFT parking on APN 4 and 5 shall cross TWY T and hold short of TWY V, unless otherwise instructed.

RWY Restrictions

ACFTs A346/B777/B744/B748/A388 permitted to land on RWY 08L/26R in exceptional cases only (RWY 08R/26L CLSD). PAPI will not be AVBL to these ACFT.

TWY Restrictions

Follow-me mandatory for Code letter F ACFT when taxiing on DP2, DP4, TWY H2 and TWY N (between TWY H2 and TWY M) with explicit CLR.

TWYs M and H2 for MAX Code letter D ACFT.

ACFT southbound on TWYs E7/E8 for APN 1, taxi slowly and use caution when making right turn onto TWY N.

Restriction DP2 and DP4:

Free taxiing for ACFT with MAX wingspan 70m / 230ft.

With guidance for ACFT with wingspan above 70m / 230ft.

GENERAL

TWY L between PSNs 101-111:

- for MAX Code letter C ACFT.
- Use yellow TWY guideline only. Orange guideline may be used only after explicit CLR for ACFTs up to Code letter E.

Taxing from TWY S6 onto TWY T into western direction prohibited.

Apron 4:

- TWY Z1.1, Z1.2,Z 2.1, Z2.2, Z3.1, Z3.2, Z4.1, Z4.3, Z5.1 for MAX Code letter D ACFT.
- When using taxilane Z4.2, use of orange or blue (Z4.1 / Z4.3) guideline prohibited.
- Change of guidelines only possible when following follow-me.

Taxi/Parking

Follow-me O/R.

On APN taxi with MNM PWR and only on or along yellow guide lines.

Visual Docking System at parking PSNs 126, 128, 130, 132, 134, 136.

Non-marked parking areas may also be assigned for parking.

On nose-in PSNs, ACFT will be pushed-back into taxi line by tow. In exceptional cases, thrust to taxi back into taxi line is possible with CLR.

TWY F, L without CLL, for taxiing marshaller mandatory.

Marshalling from INT TWY C/A4 to APN 3 mandatory.

If a code letter F ACFT is taxiing on:

- TWY T, other ACFT on TWY V may not turn into TWYs S1-S10 or Y direction to TWY T until code letter F ACFT has passed the INT point.
- TWY V, other ACFT on TWY T may not turn into TWYs S1-S10 or Y direction to TWY V until code letter F ACFT has passed the INT point.

Standard Taxi Routes

RWY 08L/26R

The following taxi manoeuvres for A345/6, B773/ER, B748, A388 shall be used:

- TWY A1-W1 or W1-A1
- TWY A6-E7/E8 or E7/E8-A6
- TWY A9-C-E7 or E7-C-A9 (see restrictions for DP4)

For all other taxi manoeuvres on the northern system by the above mentioned ACFT type, use oversteering procedure in combination with on-board camera.

If not possible, marshaller will guide the ACFT.

Warnings

ZIG NDB unusable:

between 260°-150° from 15NM.

between 150°-260° from 13.5NM.

LEG VOR/DME unusable:

0-10NM below 1700ft MSL.

10-20NM below 3200ft MSL.

20-30NM below 4700ft MSL.

Birds in vicinity of AD.

ARRIVAL**Communication**

COM Failure: See CRAR and in addition;

RNAV RWY 08L/08R

In case of COM Failure follow the published PROC by maintainning last assigned FL/ALT until established INBD SONDU, descent to initail APCH ALT and perform published APCH PROC.

RNAV RWY 26L/26R

In case of COM Failure follow the published PROC by maintainning last assigned FL/ALT until established INBD LISBA, descent to initail APCH ALT and perform published APCH PROC.

In case of MISAP

Divert to ALTN AD.

Arrival Procedure

FMS RNAV Transitions: For FMS RNAV transitions leading to all instrument APCHs refer to best AVBL APCH PROC (IAC) leading to the respective RWY.

Point Merge System (PMS)

The point merge system is in use at this airport. Refer to the Lido/RouteManual General Part NAV chapter.

Visual APCH: Not permitted.

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

Non-standard GP intercept position on**RWY 08L**

GP intercepts RWY 08L at 314m / 1030ft after landing threshold.

Remaining DIST beyond GP is 3286m / 10781ft.

RWY 08R

GP intercepts RWY 08R at 314m / 1030ft after landing threshold.

Remaining DIST beyond GP is 3286m / 10781ft.

RWY 26R

GP intercepts RWY 26R at 326m / 1069ft after landing threshold.

Remaining DIST beyond GP is 3274m / 10742ft.

DEPARTURE**Take-off Minima**

| RWY | | 08L/26R, 08R/26L | |
|----------|-----------|------------------|---|
| All ACFT | ft - m/km | 0 - 75R | - |
| | | | |

Communication

COM Failure: See CRAR.

DEPARTURE**Departure Procedure****Datalink Departure Clearance (DCL):** See CRAR and in addition;

ti: 25min prior to EOBT for unregulated flights.

30min prior to CTOT for ATFM regulated flights.

tt: 11min prior to EOBT for unregulated flights.

16min prior to CTOT for ATFM regulated flights.

t0: 1min

t1: 5min

t2: 1min

De-Icing

For De-Icing use areas DP2, DP3, DP4, DP6, DP7, DP8, DP9 and from APN 4 DP Z1.1-DP Z5.1.

REQ for de-icing shall be reported in time (60min prior EOBT) to AD TFC center, however latest when requesting start-up CLR.

Taxi under own PWR according instructions from TWR /GND.

De-icing of JET-PROP, as well as ACFT which are able to apply PROP brakes, will be carried out with running ENGs. Others turn off ENGs. Equipment to start ENGs is AVBL locally.

Taxiing to DP6:

- ACFT with wingspan above 52m / 171ft follow orange guideline.
- ACFT with wingspan below 52m / 171ft follow yellow guideline.

Effective 22-JUN-2017

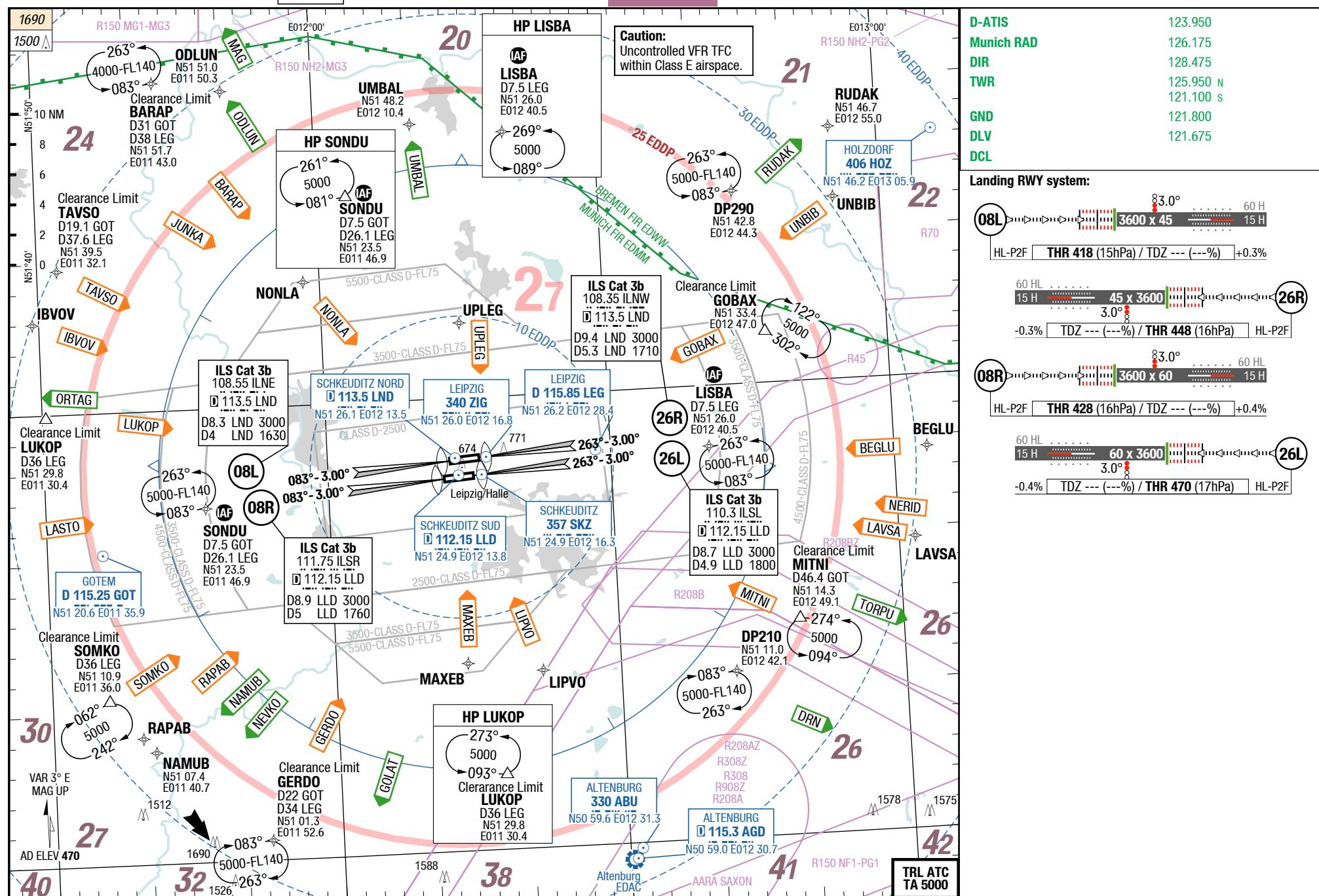
15-JUN-2017

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AFC

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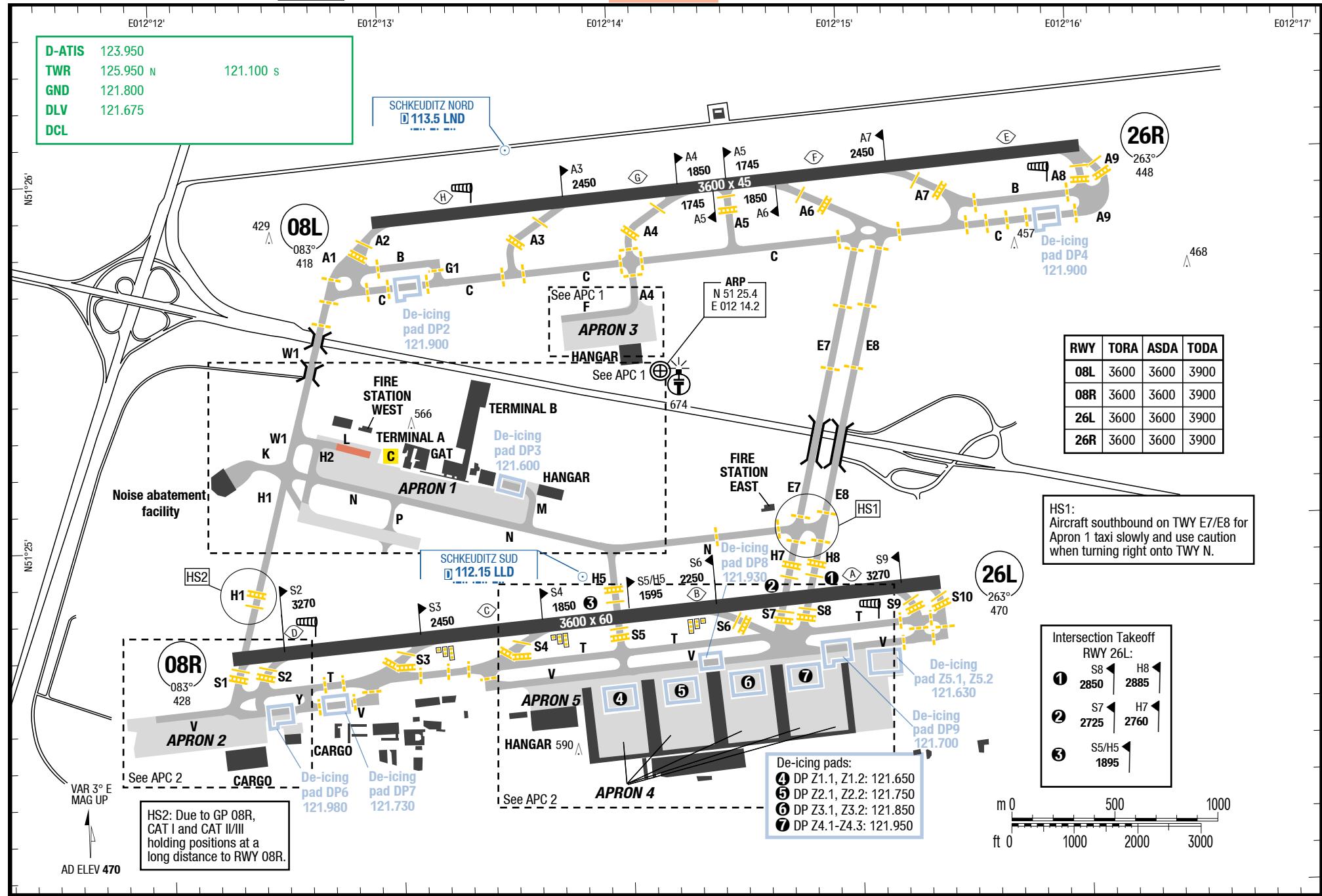
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29-DEC-2016

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APC 2

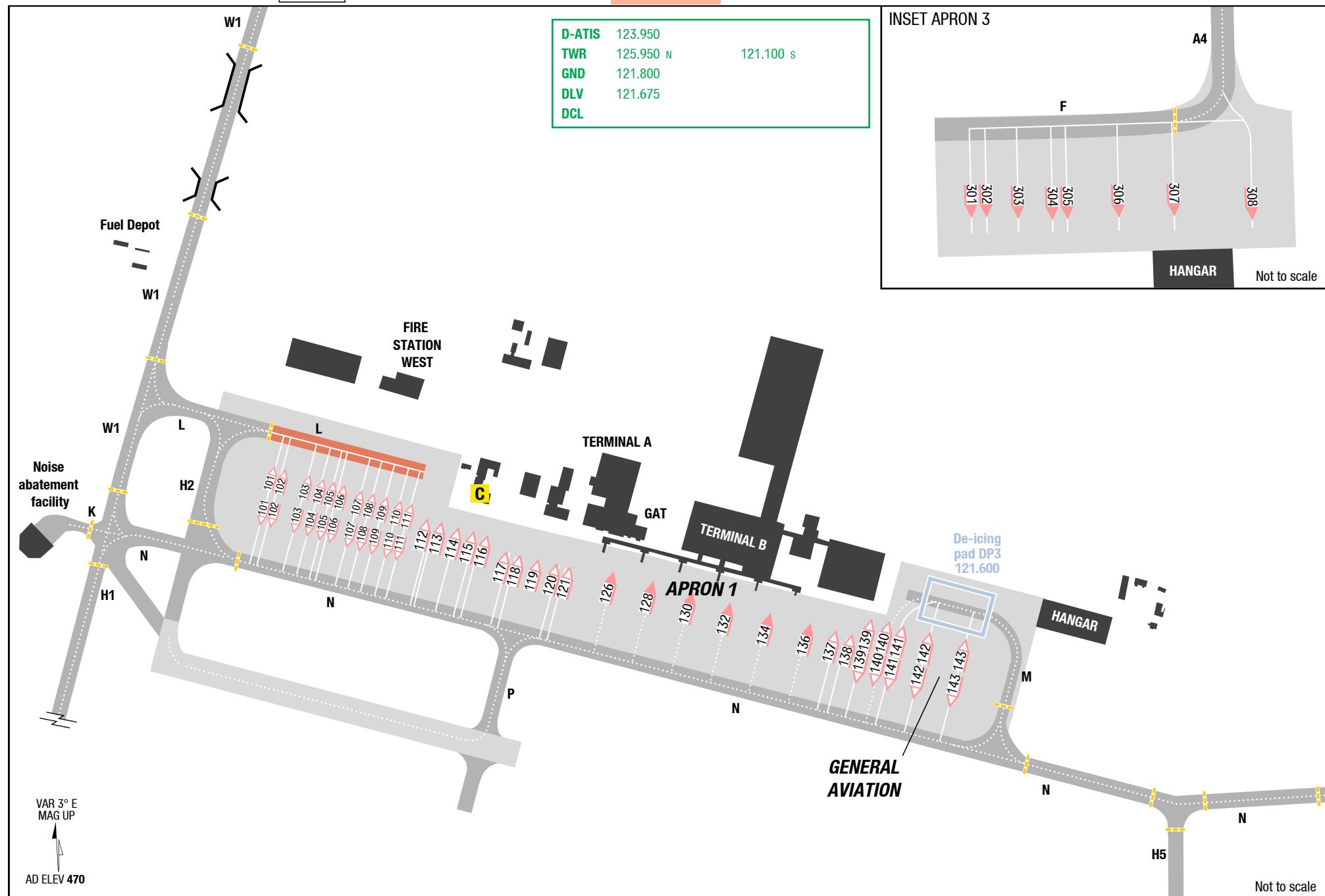
APC 1

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APC 2

APC 1

3-30



Changes: TWY

29-DEC-2016

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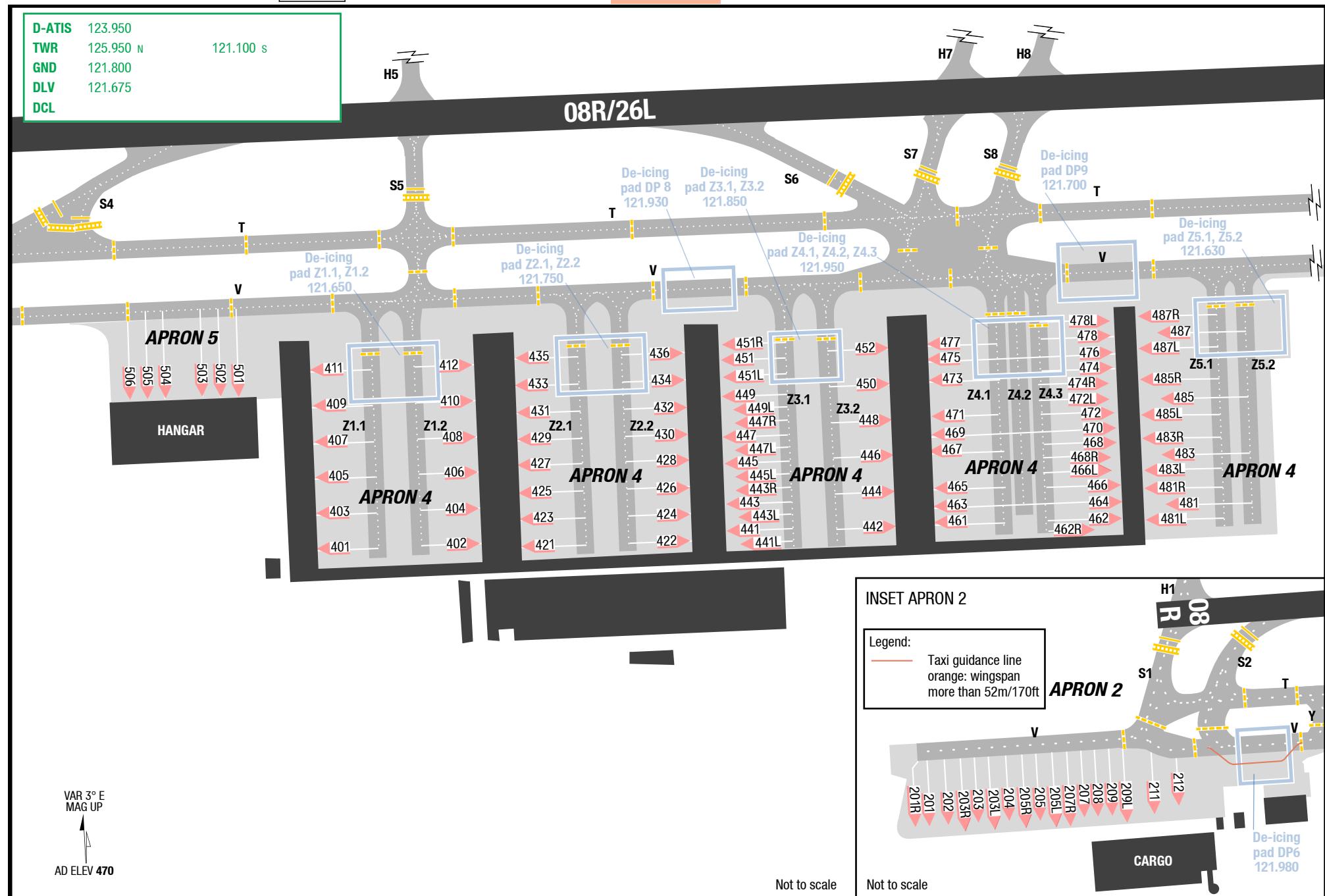
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APC 2

APC

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APC 2



Changes: Nil

STAND COORDINATES

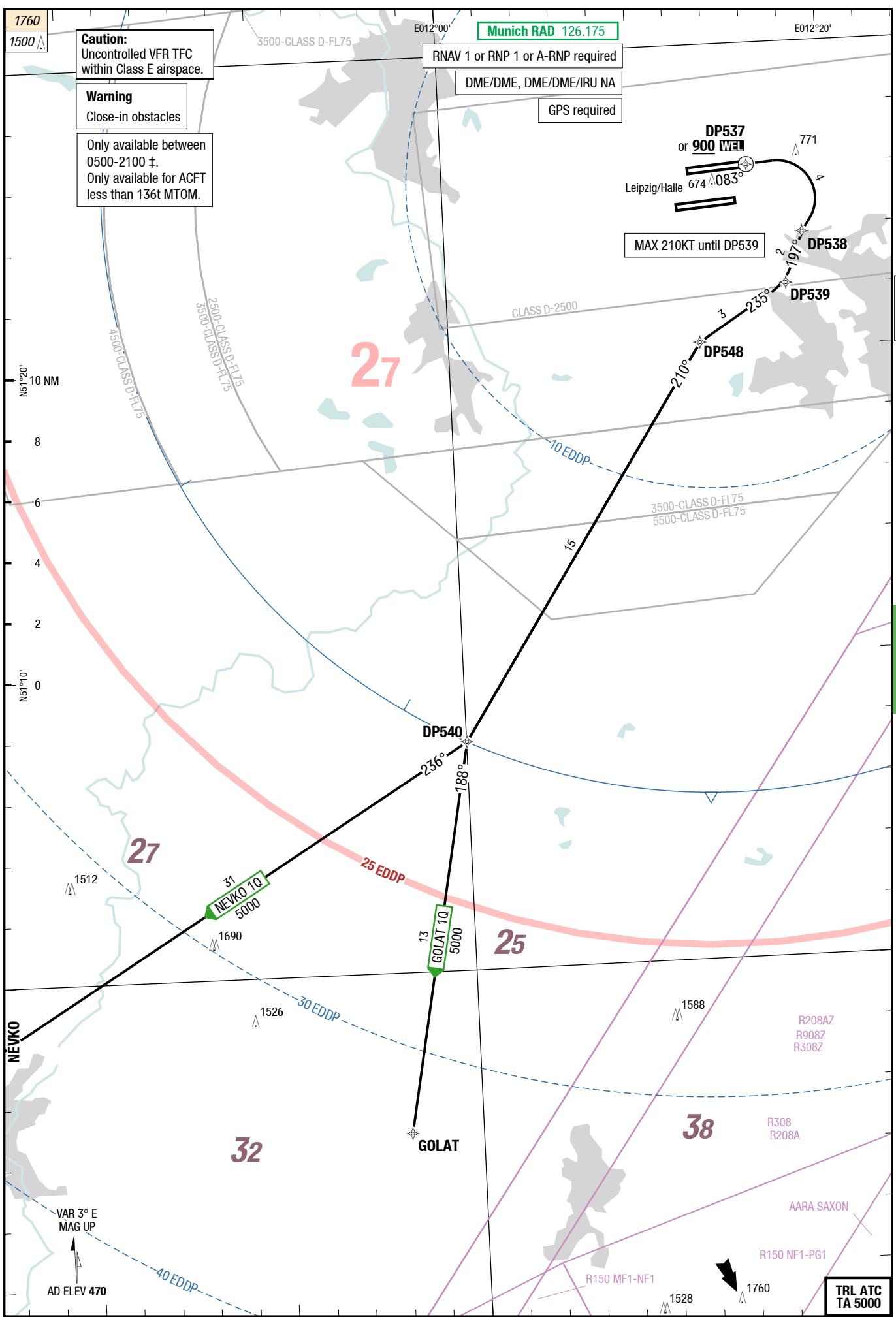
APRON 1

| | | | | | |
|-----------|--------------------|-------------|--------------------|------------|--------------------|
| 101-102 | N51 25.2 E012 12.7 | 406 | N51 24.5 E012 14.1 | 465 | N51 24.5 E012 14.7 |
| 103-107 | N51 25.2 E012 12.8 | 407 | N51 24.5 E012 13.8 | 466, 466L | N51 24.5 E012 14.9 |
| 108 | N51 25.2 E012 12.9 | 408 | N51 24.5 E012 14.1 | 467 | N51 24.5 E012 14.7 |
| 108 | N51 25.2 E012 12.8 | 409 | N51 24.5 E012 13.8 | 468, 468 R | N51 24.5 E012 14.9 |
| 109 | N51 25.2 E012 12.8 | 410 | N51 24.5 E012 14.1 | 469 | N51 24.5 E012 14.7 |
| 109 | N51 25.2 E012 12.9 | 411 | N51 24.6 E012 13.8 | 470 | N51 24.5 E012 14.9 |
| 110-113 | N51 25.2 E012 12.9 | 412 | N51 24.6 E012 14.1 | 471 | N51 24.5 E012 14.7 |
| 114-119 | N51 25.2 E012 13.0 | 421 | N51 24.4 E012 14.1 | 472, 472L | N51 24.5 E012 14.9 |
| 120-126 | N51 25.2 E012 13.1 | 422 | N51 24.4 E012 14.4 | 473 | N51 24.6 E012 14.7 |
| 128, 130 | N51 25.2 E012 13.2 | 423 | N51 24.4 E012 14.1 | 474, 474R | N51 24.6 E012 14.9 |
| 132 | N51 25.2 E012 13.3 | 424 | N51 24.5 E012 14.4 | 475 | N51 24.6 E012 14.7 |
| 134 | N51 25.1 E012 13.3 | 425 | N51 24.5 E012 14.1 | 476 | N51 24.6 E012 14.9 |
| 136-139 | N51 25.1 E012 13.4 | 426 | N51 24.5 E012 14.4 | 477 | N51 24.6 E012 14.7 |
| 140 | N51 25.1 E012 13.5 | 427 | N51 24.5 E012 14.1 | 478, 478L | N51 24.6 E012 14.9 |
| 141-143 | N51 25.1 E012 13.5 | 428 | N51 24.5 E012 14.4 | 481L, 481R | N51 24.4 E012 14.9 |
| | | 429 | N51 24.5 E012 14.1 | 483-487L | N51 24.5 E012 14.9 |
| | | 430 | N51 24.5 E012 14.3 | 487, 487R | N51 24.6 E012 14.9 |
| | | 431 | N51 24.5 E012 14.1 | 501-503 | N51 24.5 E012 13.7 |
| 201-202 | N51 24.5 E012 11.9 | 432 | N51 24.5 E012 14.3 | 504-506 | N51 24.5 E012 13.6 |
| 203, 203L | N51 24.5 E012 12.0 | 433 | N51 24.6 E012 14.1 | | |
| 203R | N51 24.5 E012 11.9 | | | | |
| 204-205 | N51 24.5 E012 12.0 | 434 | N51 24.6 E012 14.3 | | |
| 205L | N51 24.5 E012 12.1 | 435 | N51 24.6 E012 14.1 | | |
| 205R | N51 24.5 E012 12.0 | 436 | N51 24.6 E012 14.3 | | |
| 207-208 | N51 24.5 E012 12.1 | 441, 441L | N51 24.4 E012 14.4 | | |
| 209, 209L | N51 24.5 E012 12.2 | 442 | N51 24.4 E012 14.6 | | |
| 211, 212 | N51 24.5 E012 12.3 | | | | |
| | | 443, 443L/R | N51 24.5 E012 14.4 | | |
| | | 444 | N51 24.5 E012 14.6 | | |
| | | 445, 445L | N51 24.5 E012 14.4 | | |
| | | 446 | N51 24.5 E012 14.6 | | |
| 301-302 | N51 25.5 E012 13.8 | 447, 447L/R | N51 24.5 E012 14.4 | | |
| 303-305 | N51 25.5 E012 13.9 | | | | |
| 306-307 | N51 25.5 E012 14.0 | 448 | N51 24.5 E012 14.6 | | |
| 308 | N51 25.5 E012 14.1 | 449 | N51 24.6 E012 14.4 | | |
| | | 449L | N51 24.5 E012 14.4 | | |
| | | 450 | N51 24.6 E012 14.6 | | |
| | | 451, 451L/R | N51 24.6 E012 14.4 | | |

APRON 4

| | | | |
|-----|--------------------|-----------|--------------------|
| 401 | N51 24.4 E012 13.8 | 452 | N51 24.6 E012 14.6 |
| 402 | N51 24.4 E012 14.1 | 461 | N51 24.4 E012 14.7 |
| 403 | N51 24.4 E012 13.8 | 462, 462R | N51 24.4 E012 14.9 |
| 404 | N51 24.4 E012 14.1 | 463 | N51 24.5 E012 14.7 |
| 405 | N51 24.5 E012 13.8 | 464 | N51 24.5 E012 14.9 |

Changes: PROC, SUAs, OBST



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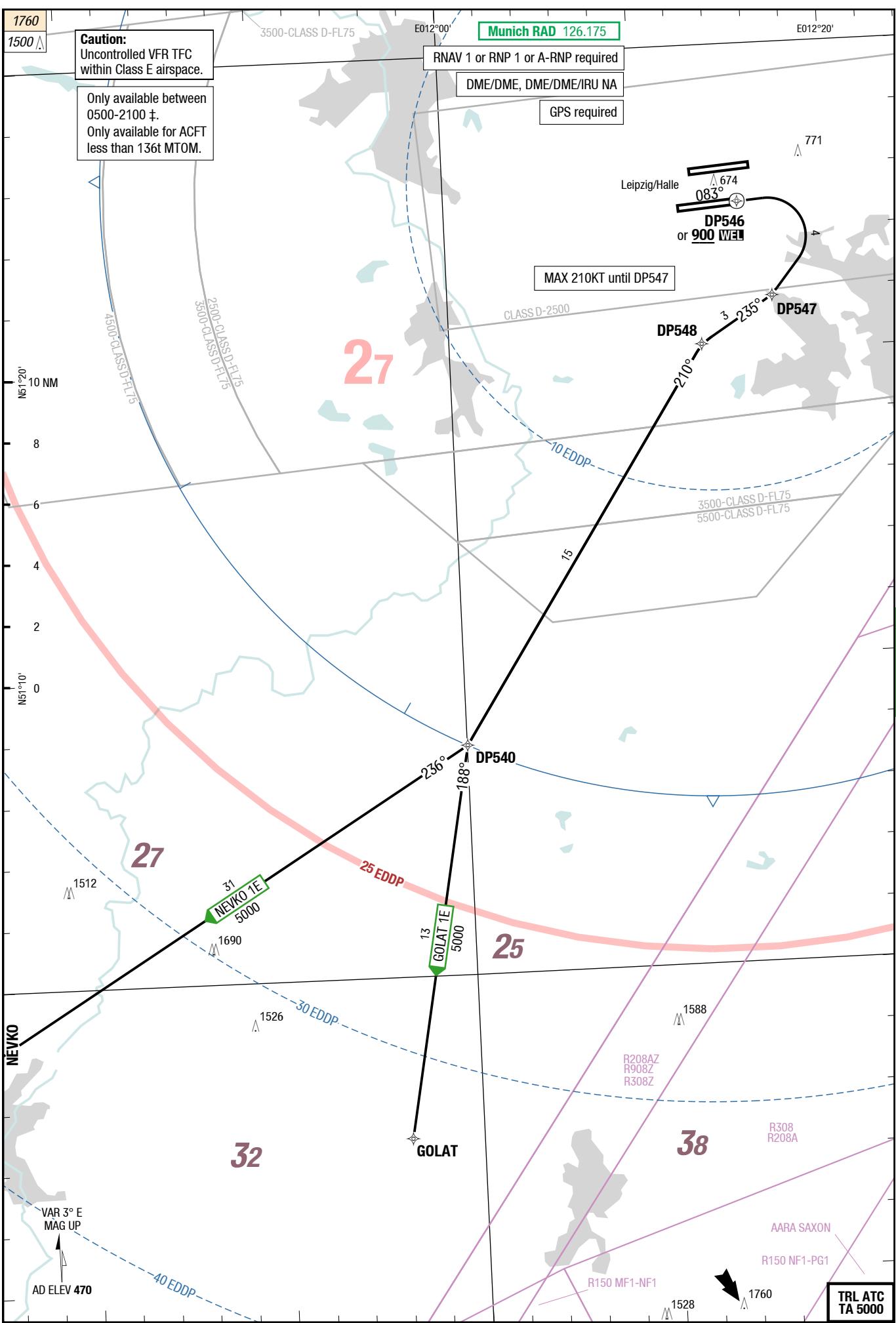
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RNAV SIDs RWY 08R



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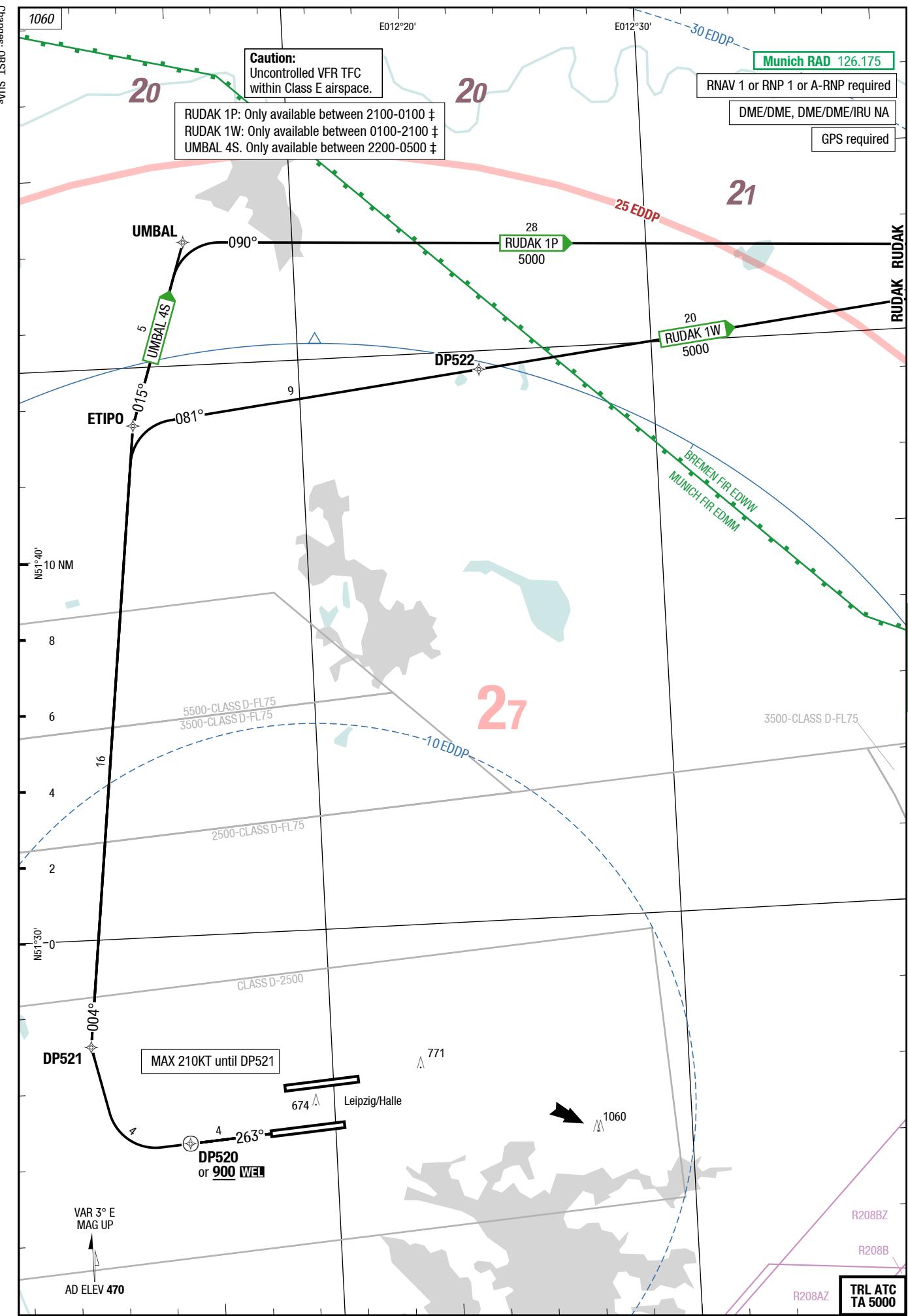
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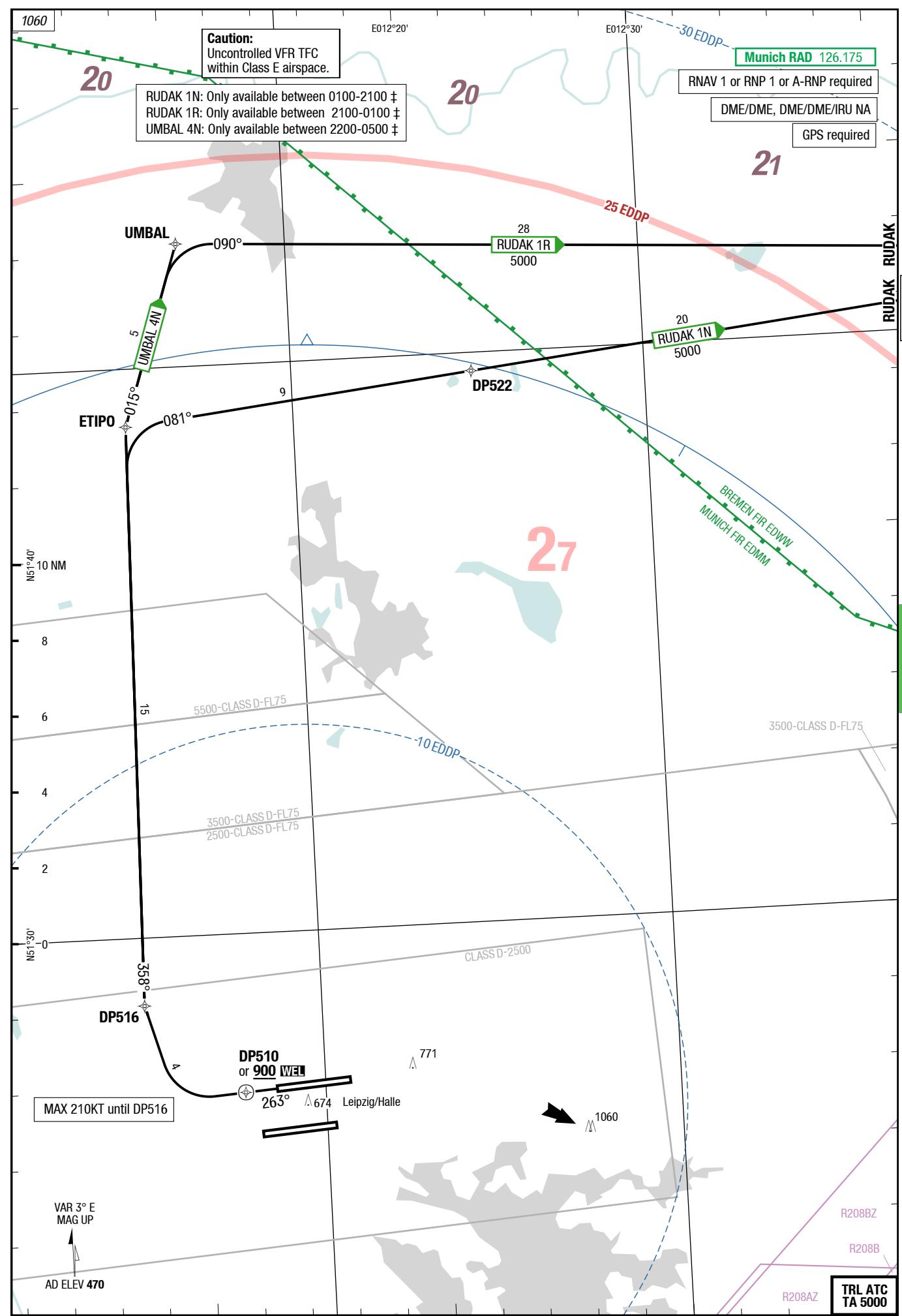
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RNAV SIDs RWY 26L

SID
SID

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RNAV SIDs RWY 26R
RNAV SIDs RWY 26L





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SIDs RWY 08R (RNAV Overlay)

4-50

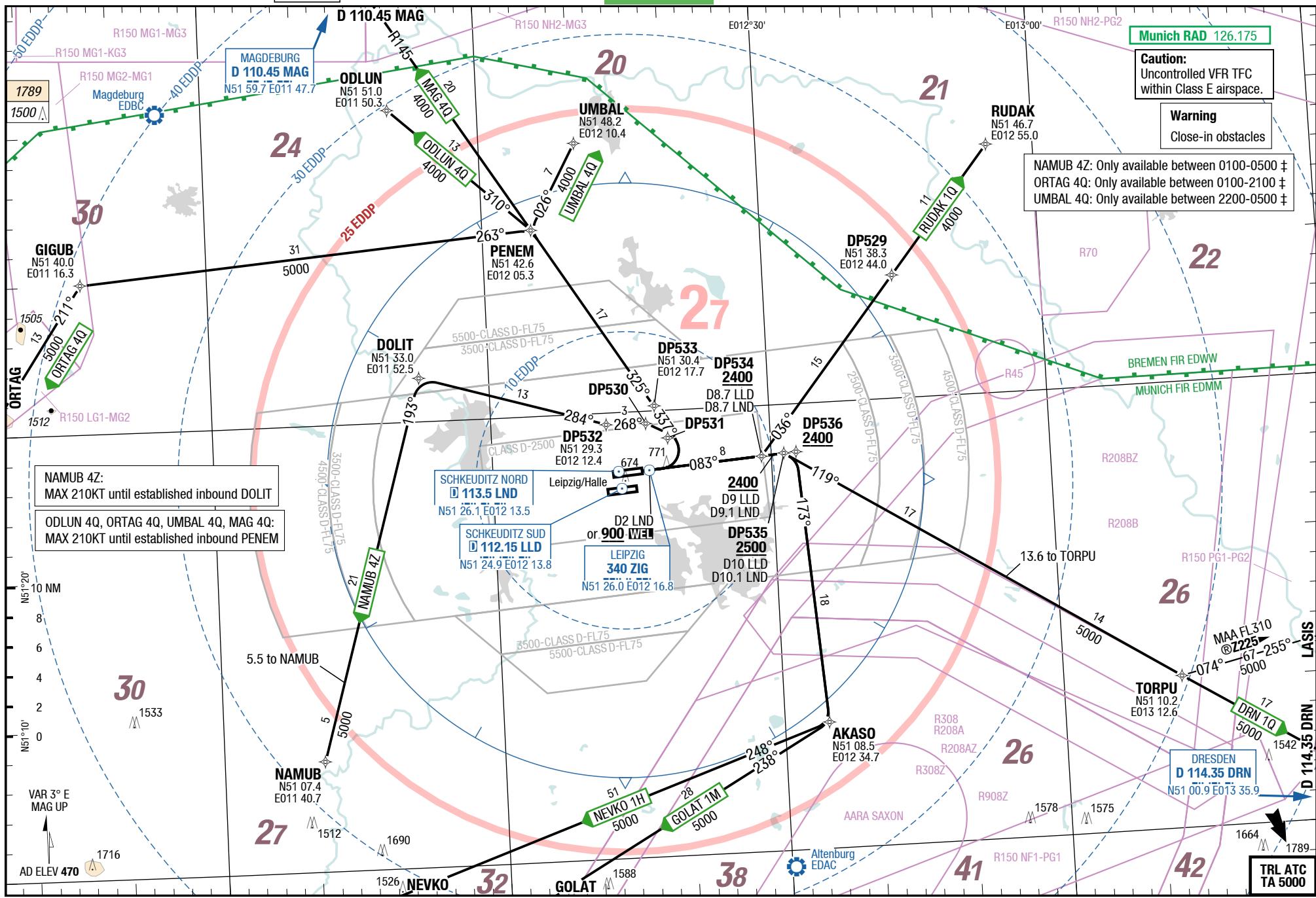
SIDs RWY 08L (RNAV Overlay)

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SIDs RWY 08R (RNAV Overlay)

SIDs RWY 08L (RNAV Overlay)



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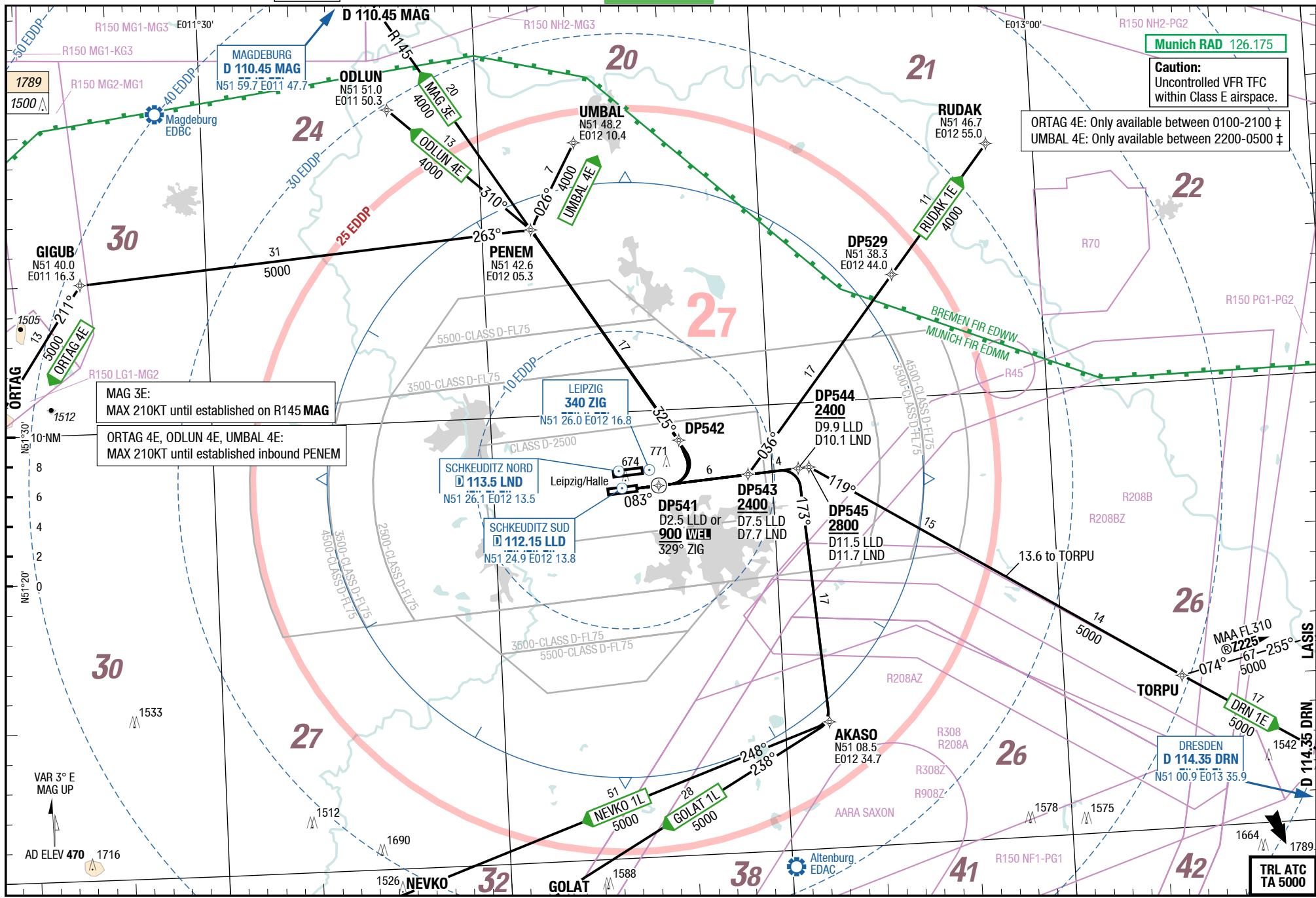
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SIDs RWY 08R (RNAV Overlay)

S/D

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SIDs RWY 08R (RNAV Overlay)



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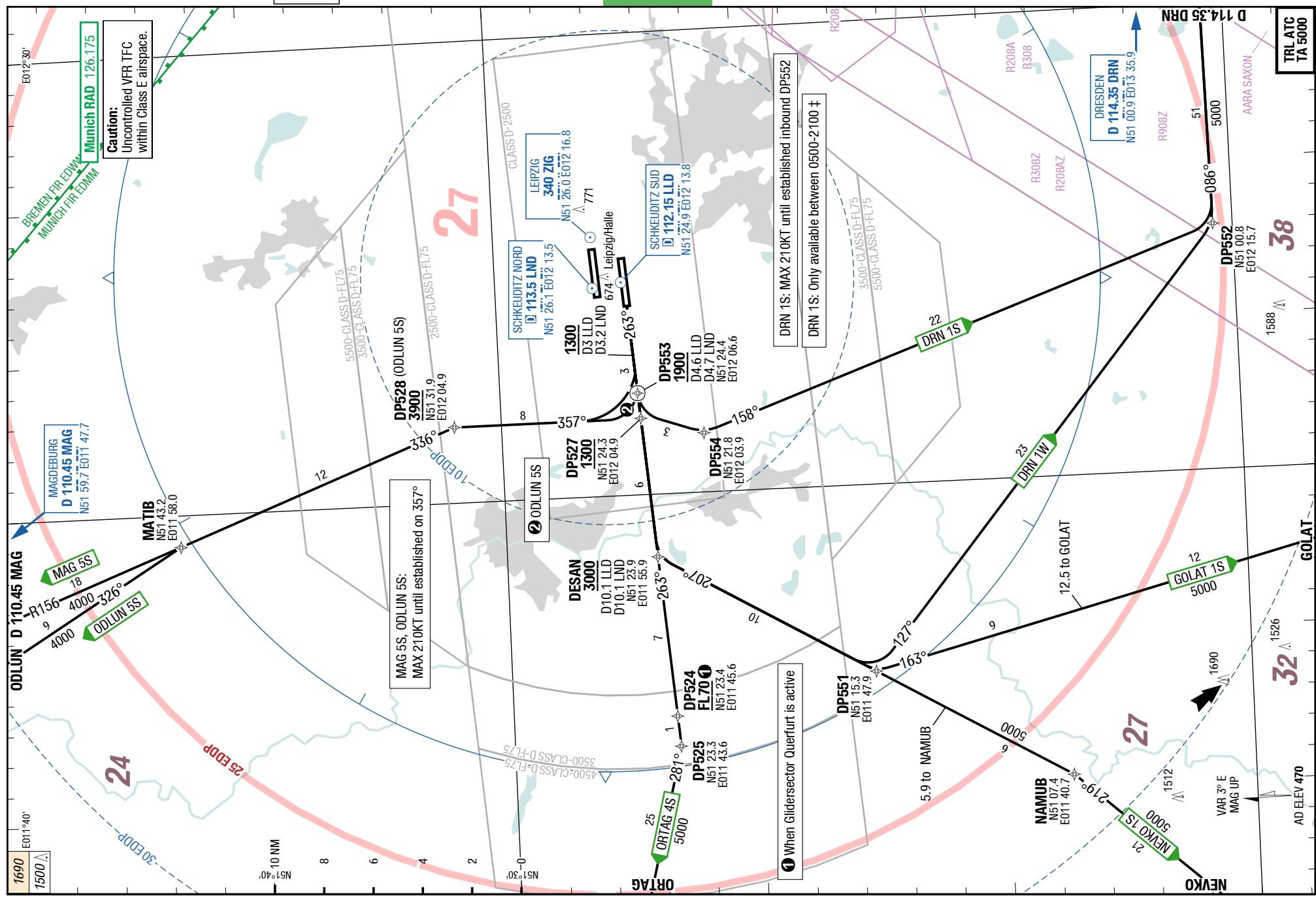
SIDs RWY 26R (RNAV Overlay)

SIDs RWY 26L (RNAV Overlay)

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SIDs RWY 26R (RNAV Overlay)

SIDs RWY 26L (RNAV Overlay)



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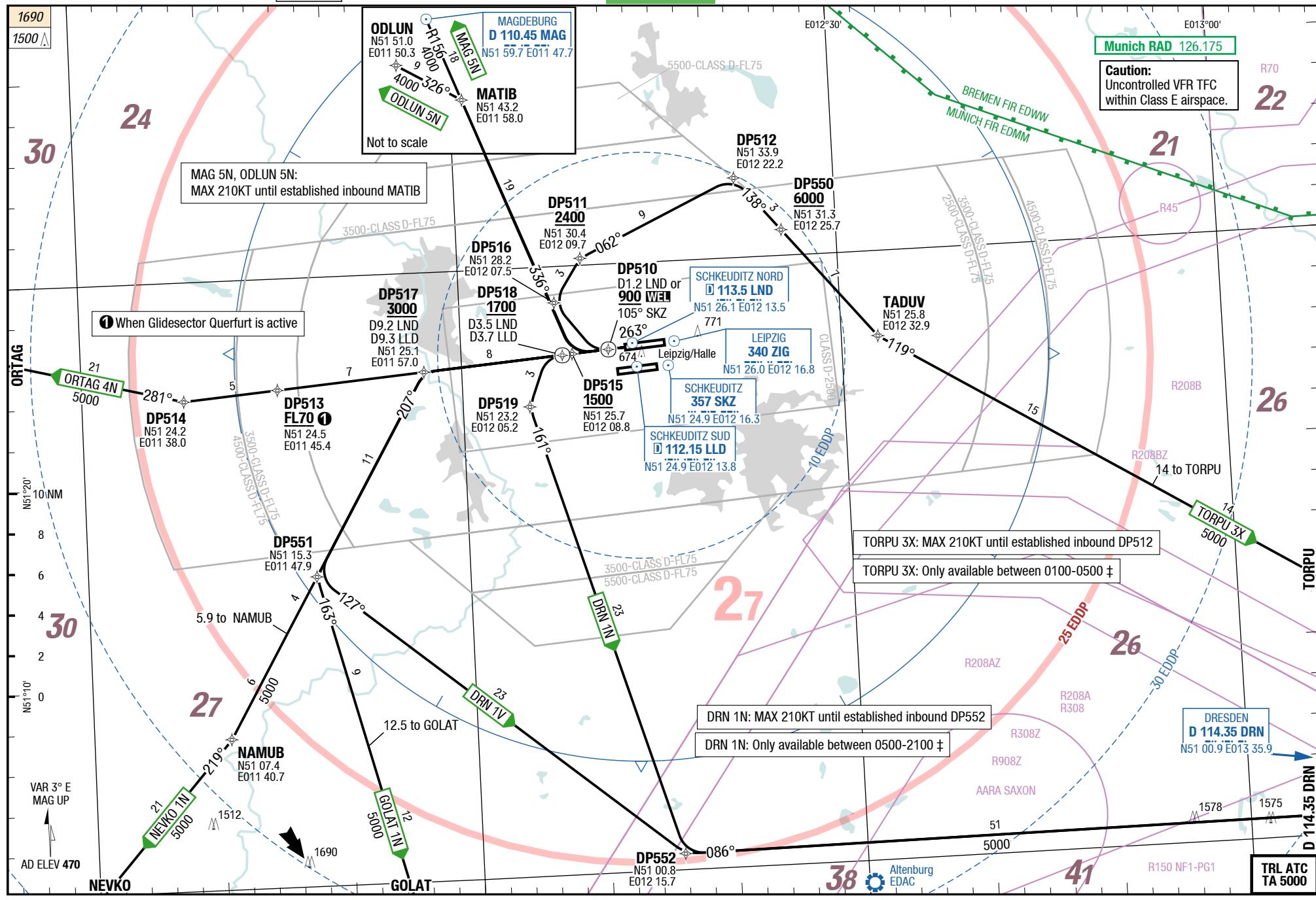
4-80

SIDs RWY 26R (RNAV Overlay)

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SIDs RWY 26R (RNAV Overlay)



GOLAT 1Q / NEVKO 1Q

RWY 08L (083°)

When instructed by TWR, contact Munchen RAD.

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|---------------------------|
| | Runway 08L | |
| GOLAT 1Q 126.175 ①②③⑤ | at DP537 or MNM 900 , whichever is later, RT to DP538 - 197° to DP539 - RT 235° to DP548 - LT 210° to DP540 - LT 188° to GOLAT FMS DP537 or MNM 900 WEL [K210- ;R] - DP538 [K210-] - DP539 [K210- ;R] - DP548 [L] - DP540 [L] - GOLAT | initial climb FL70 |
| NEVKO 1Q 126.175 ①②③④ | at DP537 or MNM 900 , whichever is later, RT to DP538 - 197° to DP539 - RT 235° to DP548 - LT 210° to DP540 - RT 236° to NEVKO FMS DP537 or MNM 900 WEL [K210- ;R] - DP538 [K210-] - DP539 [K210- ;R] - DP548 [L] - DP540 [R] - NEVKO | initial climb FL70 |

- ① MAX 210KT until DP539.
- ② Close-in obstacles.
- ③ Only available between 0500-2100 ‡. Only available for ACFT with less than 136t MTOM
- ④ If unable to comply, file NEVKO H.
- ⑤ If unable to comply, file GOLAT M.

GOLAT 1E / NEVKO 1E

RWY 08R (083°)

When instructed by TWR, contact Munchen RAD.

| DESIGNATOR | ROUTING | ALTITUDES |
|---|--|---------------------------|
| | Runway 08R | |
| GOLAT 1E 126.175 ①②③④ | at DP546 or MNM 900, whichever is later, RT to DP547 - 235° to DP548 - LT 210° to DP540 - LT 188° to GOLAT FMS DP546 or MNM 900 WEL [K210- ;R] - DP547 [K210-] - DP548 [L] - DP540 [L] - GOLAT | Initial climb FL70 |
| NEVKO 1E 126.175 ①②④ | at DP546 or MNM 900, whichever is later, RT to DP547 - 235° to DP548 - LT 210° to DP540 - RT 236° to NEVKO FMS DP546 or MNM 900 WEL [K210- ;R] - DP547 [K210-] - DP548 [L] - DP540 [R] - NEVKO | Initial climb FL70 |

① MAX 210KT until DP547.

② Only available between 05-210 ‡. Only available for ACFT with less 136t MTOM.

③ If unable to comply, file GOLAT L.

④ If unable to comply, file NEVKO L.

RUDAK 1P / RUDAK 1W / UMBAL 4S

RWY 26L (263°)

When instructed by TWR, contact Munchen RAD.

| DESIGNATOR | ROUTING | ALTITUDES |
|----------------------------|--|--------------------|
| | Runway 26L | |
| RUDAK 1P 126.175 ①② | at DP520 or MNM 900, whichever is later, RT to DP521 - 004° to ETIPO - RT 015° to UMBAL - RT 090° to RUDAK FMS DP520 or 900 WEL [K210- ;R] - DP521 [K210-] - ETIPO [R] - UMBAL [R] - RUDAK | Initial climb FL70 |
| RUDAK 1W 126.175 ①③ | at DP520 or MNM 900, whichever is later, RT to DP521 - 004° to ETIPO - RT 081° to DP522 - RUDAK FMS DP520 or 900 WEL [K210- ;R] - DP521 [K210-] - ETIPO [R] - DP522 - RUDAK | Initial climb FL70 |
| UMBAL 4S 126.175 ①④⑤ | at DP520 or MNM 900, whichever is later, RT to DP521 - 004° to ETIPO - RT 015° to UMBAL FMS DP520 or 900 WEL [K210- ;R] - DP521 [K210-] - ETIPO [R] - UMBAL | Initial climb FL70 |

① MAX 210KT until DP521.

② Only available between 2100-0100 ±.

③ Only available between 0100-2100 ±.

④ Only available between 2200-0500 ±.

⑤ No access to (U)Z20.

RUDAK 1N / RUDAK 1R / UMBAL 4N

RWY 26R (263°)

When instructed by TWR, contact Munchen RAD.

| DESIGNATOR | ROUTING | ALTITUDES |
|----------------------------|--|--------------------|
| | Runway 26R | |
| RUDAK 1N 126.175 ①② | at DP510 or MNM 900, whichever is later, RT to DP516 - 358° to ETIPO - RT 081° to DP522 - RUDAK FMS DP510 or 900 WEL [K210- ;R] - DP516 [K210-] - ETIPO [R] - DP522 - RUDAK | Initial climb FL70 |
| RUDAK 1R 126.175 ①③ | at DP510 or MNM 900, whichever is later, RT to DP516 - 358° to ETIPO - RT 015° to UMBAL - RT 090° to RUDAK FMS DP510 or 900 WEL [K210- ;R] - DP516 [K210-] - ETIPO [R] - UMBAL [R] - RUDAK | Initial climb FL70 |
| UMBAL 4N 126.175 ①④⑤ | at DP510 or MNM 900, whichever is later, RT to DP516 - 358° to ETIPO - RT 015° to UMBAL FMS DP510 or 900 WEL [K210- ;R] - DP516 [K210-] - ETIPO [R] - UMBAL | Initial climb FL70 |

① MAX 210KT until DP516.

② Only available between 0100-2100 ±.

③ Only available between 2100-0100 ±.

④ Only available between 2200-0500 ±.

⑤ No access to (U)Z20.

LEJ-EDDP

5-50

SIDs RWY 08L (RNAV Overlay)

DRESDEN 1Q / GOLAT 1M / MAGDEBURG 4Q

RWY 08L (083°)

When instructed by TWR, contact Munchen RAD.

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|------|--------|-----|------|------|------|------|------|
| 4.0% | ft/MIN | 500 | 700 | 800 | 900 | 1000 | 1100 |
| 4.3% | ft/MIN | 600 | 700 | 800 | 1000 | 1100 | 1200 |
| 7.0% | ft/MIN | 900 | 1100 | 1300 | 1500 | 1800 | 2000 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|--|
| | Runway 08L | |
| DRESDEN 1Q DRN 1Q 4.0% 126.175 ①②⑧⑨⑩⑪⑫ | at D10.1 LND/D10 LLD RT 119° to TORPU - DRN FMS [A900+] - DP535 [R] - TORPU - DRN | D10.1 LND/D10 LLD MNM 2500 DP535 MNM 2500 Initial climb FL70 |
| GOLAT 1M 4.3% 126.175 ①②⑥⑦ | at D9.1 LND/D9 LLD RT 173° to AKASO - RT 238° to GOLAT FMS [A900+] - DP536 [R] - AKASO [R] - GOLAT | D9.1 LND/D9 LLD MNM 2400 DP536 MNM 2400 Initial climb FL70 |
| MAGDEBURG 4Q MAG 4Q 7.0% to 3900 126.175 ①②③④⑤ | at ZIG (D2 LND) or MNM 900, whichever is later, LT 337° - intercept R145 MAG to PENEM - MAG | Initial climb FL70 |

- ① If unable to comply, advice ATC prior start-up.
- ② Close-in obstacles.
- ③ MAX 210KT until established inbound PENEM.
- ④ Climb gradient due to Navaid MAG coverage.
- ⑤ Will be assigned for NON B-RNAV ACFT by ATC only. B-RNAV ACFT shall file SID ODLUN - Y235 - MAG. No access to (U)Z20 and UN746.
- ⑥ Cross D9.1 LND/D9 LLD MNM 2400ft due to airspace structure.
- ⑦ After passing D9.1 LND/D9 LLD, B-RNAV required.
- ⑧ Climb gradient due to Navaid MAG coverage and airspace structure.
- ⑨ Cross D10.1 LND/D10 LLD MNM 2500ft due to airspace structure.
- ⑩ After passing D10.1 LND/D10 LLD, B-RNAV required.
- ⑪ At TORPU transition to LASIS via Z225 possible.
- ⑫ Only available between 2200-0500 ±.

LEJ-EDDP**5-60****SIDs RWY 08L (RNAV Overlay)****NAMUB 4Z / NEVKO 1H / ODLUN 4Q**

RWY 08L (083°)

When instructed by TWR, contact Munchen RAD.

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|------|--------|-----|-----|-----|------|------|------|
| 3.8% | ft/MIN | 500 | 600 | 700 | 900 | 1000 | 1100 |
| 4.3% | ft/MIN | 600 | 700 | 800 | 1000 | 1100 | 1200 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|---|
| Runway 08L | | |
| NAMUB 4Z 4.3% to 2400 126.175 ①②⑥⑦⑧⑨ | at ZIG (D2 LND) or MNM 900, whichever is later, LT 268° to DP532 - RT 284° to DOLIT - LT 193° to NAMUB FMS <u>ZIG</u> or MNM 900 WEL [K210- :L] - DP530 [K210-] - DP532 [K210- ;R] - DOLIT [L] - NAMUB | Initial climb FL70 |
| NEVKO 1H 4.3% 126.175 ①②④⑤ | at D9.1 LND/D9 LLD RT 173° to AKASO - RT 248° to NEVKO FMS [A900+] - DP536 [R] - AKASO [R] - NEVKO | D9.1 LND/D9 LLD MNM 2400 DP536 MNM 2400 Initial climb FL70 |
| ODLUN 4Q 3.8% to 3500 126.175 ①②③⑦⑧ | at ZIG (D2 LND) or MNM 900, whichever is later, LT 337° to DP533 - LT 325° to PENEM - LT 310° to ODLUN FMS <u>ZIG</u> or MNM 900 WEL [K210- :L] - DP531 [K210-] - DP533 [K210- ;L] - PENEM [L] - ODLUN | Initial climb FL70 |

- ① If unable to comply, advice ATC prior start-up.
- ② Close-in obstacles.
- ③ MAX 210KT until established inbound PENEM.
- ④ Cross D9.1 LND/D9 LLD MNM 2400ft due to airspace structure.
- ⑤ After passing D9.1 LND/D9 LLD, B-RNAV required.
- ⑥ MAX 210KT until established inbound DOLIT.
- ⑦ Climb gradient due to airspace structure.
- ⑧ After passing 2400ft, B-RNAV required.
- ⑨ Only available between 0100-0500 ±.

LEJ-EDDP**5-70****SIDs RWY 08L (RNAV Overlay)****ORTAG 4Q / RUDAK 1Q / UMBAL 4Q**

RWY 08L (083°)

When instructed by TWR, contact Munchen RAD.

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|------|--------|-----|-----|-----|------|------|------|
| 3.8% | ft/MIN | 500 | 600 | 700 | 900 | 1000 | 1100 |
| 4.4% | ft/MIN | 600 | 700 | 900 | 1000 | 1100 | 1300 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|--|---|
| | | |
| ORTAG 4Q 3.8% to 3600 126.175 ③④⑤⑥⑦⑨ | at ZIG (D2 LND) or MNM 900, whichever is later, LT 337° to DP533 - LT 325° to PENEM - LT 263° to GIGUB - LT 211° to ORTAG FMS ZIG or MNM 900 WEL [K210- :L] - DP531 [K210-] - DP533 [K210- ;L] - PENEM [L] - GIGUB [L] - ORTAG | initial climb FL70 |
| RUDAK 1Q 4.4% 126.175 ①②③④ | at D8.7 LLD/D8.7 LND LT 036° to DP529 - RUDAK FMS [A900+] - DP534 [L] - DP529 - RUDAK | D8.7 LND/D8.7 LLD MNM 2400 DP534 MNM 2400 initial climb FL70 |
| UMBAL 4Q 3.8% to 3500 126.175 ③④⑤⑦⑧ | at ZIG (D2 LND) or MNM 900, whichever is later, LT 337° to DP533 - LT 325° to PENEM - RT 026° to UMBAL FMS ZIG or MNM 900 WEL [K210- :L] - DP531 [K210-] - DP533 [K210- ;L] - PENEM [R] - UMBAL | initial climb FL70 |

- ① Cross D8.7 LND/D8.7 LLD MNM 2400ft due to airspace structure.
- ② After passing D8.7 LND/D8.7 LLD, B-RNAV required.
- ③ If unable to comply, advice ATC prior start-up.
- ④ Close-in obstacles.
- ⑤ MAX 210KT until established inbound PENEM.
- ⑥ Climb gradient due to airspace structure.
- ⑦ After passing 2400ft, B-RNAV required.
- ⑧ Climb gradient due to Navaid MAG coverage and airspace structure.
- ⑨ Cross D10.0 LND/D10 LLD MNM 2500ft due to airspace structure.

LEJ-EDDP

5-80

SIDs RWY 08R (RNAV Overlay)

DRESDEN 1E / GOLAT 1L / MAGDEBURG 3E / NEVKO 1L

RWY 08R (083°)

When instructed by TWR, contact Munchen RAD.

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|------|--------|-----|------|------|------|------|------|
| 3.6% | ft/MIN | 500 | 600 | 700 | 800 | 900 | 1000 |
| 7.0% | ft/MIN | 900 | 1100 | 1300 | 1500 | 1800 | 2000 |

| DESIGNATOR | ROUTING | ALTITUDES |
|--|---|---|
| DRESDEN 1E DRN 1E 3.6% 126.175 ①⑦⑧⑨ | at D11.5 LLD/D11.7 LND RT 119° to TORPU - DRN FMS [A900+] - DP545 [R] - TORPU - DRN | D11.5 LLD/D11.7 LND MNM 2800 DP545 MNM 2800 Initial climb FL70 |
| GOLAT 1L 3.6% 126.175 ①⑤⑥ | at D9.9 LLD/D10.1 LND RT 173° to AKASO - RT 238° to GOLAT FMS [A900+] - DP544 [R] - AKASO [R] - GOLAT | D9.9 LLD/D10.1 LND MNM 2400 DP544 MNM 2400 Initial climb FL70 |
| MAGDEBURG 3E MAG 3E 7.0% to 3900 126.175 ①②③④ | at 2.5 LLD (QDM 329 ZIG) or MNM 900, whichever is later, LT 325° - intercept R145 MAG to PENEM - MAG | Initial climb FL70 |
| NEVKO 1L 3.6% 126.175 ①⑤⑥ | at D9.9 LLD/D10.1 LND RT 173° to AKASO - RT 248° to NEVKO FMS [A900+] - DP544 [R] - AKASO [R] - NEVKO | D9.9 LLD/D10.1 LND MNM 2400 DP544 MNM 2400 Initial climb FL70 |

- ① If unable to comply, advise ATC prior start-up.
- ② MAX 210KT until established on R145 MAG.
- ③ Climb gradient due to navaid MAG coverage.
- ④ Will be assigned for NON B-RNAV ACFT by ATC only. B-RNAV ACFT shall file SID ODLUN - Y235 - MAG. No access to (U)Z20 and UN746.
- ⑤ Cross D9.9 LLD/D10.1 LND MNM 2400ft due to airspace structure.
- ⑥ After passing D9.9 LLD/D10.1 LND, B-RNAV required.
- ⑦ Cross D11.5 LLD/D11.7 LND MNM 2800ft due to airspace structure.
- ⑧ After passing D11.5 LLD/D11.7 LND, B-RNAV required.
- ⑨ At TORPU transition to LASIS via Z225 possible.

17-AUG-2017

LEJ-EDDP**5-90****SIDs RWY 08R (RNAV Overlay)****ODLUN 4E / ORTAG 4E / RUDAK 1E / UMBAL 4E****RWY 08R (083°)****When instructed by TWR, contact Munchen 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 |
|--|--|---|
| ODLUN 4E 3.4% to 3500 126.175 (3)(4)(5)(9) | at D2.5 LLD (QDM 329 ZIG) or MNM 900, whichever is later, LT 325° to PENEM - LT 310° to ODLUN FMS DP541 or MNM 900 WEL [K210- ;L] - DP542 [K210-] - PENEM [L] - ODLUN | Initial climb FL70 |
| ORTAG 4E 3.4% to 3500 126.175 (3)(4)(5)(6)(9) | at D2.5 LLD (QDM 329 ZIG) or MNM 900, whichever is later, LT 325° to PENEM - LT 263° to GIGUB - LT 211° to ORTAG FMS DP541 or MNM 900 WEL [K210- ;L] - DP542 [K210-] - PENEM [L] - GIGUB [L] - ORTAG | Initial climb FL70 |
| RUDAK 1E 4.9% 126.175 (1)(2)(3) | at D7.5 LLD/D7.7 LND LT 036° to DP529 - RUDAK FMS [A900+] - DP543 [L] - DP529 - RUDAK | D7.5 LLD/D7.7 LND MNM 2400 DP543 MNM 2400 Initial climb FL70 |
| UMBAL 4E 3.4% to 3500 126.175 (3)(4)(5)(7)(8)(9) | at D2.5 LLD (QDM 329 ZIG) or MNM 900, whichever is later, LT 325° to PENEM - RT 026° to UMBAL FMS DP541 or MNM 900 WEL [K210- ;L] - DP542 [K210-] - PENEM [R] - UMBAL | Initial climb FL70 |

- ① Cross D7.5 LLD/D7.7 LND MNM 2400ft due to airspace structure.
- ② After passing D7.5 LLD/D7.7 LND, B-RNAV required.
- ③ If unable to comply, advise ATC prior start-up.
- ④ MAX 210KT until established inbound PENEM.
- ⑤ After passing 2400ft, B-RNAV required.
- ⑥ Only available between 0100-2100‡.
- ⑦ Only available between 2200-0500‡.
- ⑧ No access to (U)Z20.
- ⑨ Climb gradient due airspace structure.

17-AUG-2017

LEJ-EDDP

5-100

SIDs RWY 26L (RNAV Overlay)**DRESDEN 1S / DRESDEN 1W / GOLAT 1S**

RWY 26L (263°)

When instructed by TWR, contact Munchen RAD.

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|------|--------|-----|------|------|------|------|------|
| 4.7% | ft/MIN | 600 | 800 | 900 | 1000 | 1200 | 1300 |
| 7.0% | ft/MIN | 900 | 1100 | 1300 | 1500 | 1800 | 2000 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|---|
| Runway 26L | | |
| DRESDEN 1S DRN 1S 7.0% to 2400 126.175 ③④⑤⑥⑦ | at D4.6 LLD/D4.7 LND LT 158° to DP552 - LT 086° to DRN FMS DP553 [K210- ;L] - DP554 [K210-] - DP552 [L] - DRN | D4.6 LLD/D4.7 LND MNM 1900 DP553 MNM 1900 initial climb FL70 |
| DRESDEN 1W DRN 1W 4.7% 126.175 ①②③ | at D10.1 LLD/D10.1 LND LT 207° to DP551 - LT 127° to DP552 - LT 086° to DRN FMS [A900+] - DESAN [L] - DP551 [L] - DP552 [L] - DRN | D10.1 LLD/D10.1 LND MNM 3000 DESAN MNM 3000 initial climb FL70 |
| GOLAT 1S 4.7% 126.175 ①②③ | at D10.1 LLD/D10.1 LND LT 207° to DP551 - LT 163° to GOLAT FMS [A900+] - DESAN [L] - DP551 [L] - GOLAT | D10.1 LLD/D10.1 LND MNM 3000 DESAN MNM 3000 initial climb FL70 |

- ① Cross D10.1 LLD/D10.1 LND MNM 3000ft due to airspace structure.
- ② After passing D10.1 LLD/D10.1 LND, B-RNAV required.
- ③ If unable to comply, advise ATC prior start-up.
- ④ MAX 210KT until established inbound DP552.
- ⑤ Climb gradient due to airspace structure.
- ⑥ After passing D4.6 LLD/D4.7 LND, B-RNAV required.
- ⑦ Only available between 0500-2100 ±.

17-AUG-2017

LEJ-EDDP

5-110

SIDs RWY 26L (RNAV Overlay)**MAGDEBRUG 5S / NEVKO 1S / ODLUN 5S**

RWY 26L (263°)

When instructed by TWR, contact Munchen RAD.

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|------|--------|-----|------|------|------|------|------|
| 4.7% | ft/MIN | 600 | 800 | 900 | 1000 | 1200 | 1300 |
| 6.8% | ft/MIN | 900 | 1100 | 1300 | 1500 | 1700 | 1900 |
| 7.0% | ft/MIN | 900 | 1100 | 1300 | 1500 | 1800 | 2000 |

| DESIGNATOR | ROUTING | ALTITUDES |
|--|--|--|
| Runway 26L | | |
| MAGDEBRUG 5S MAG 5S 7.0% to 3900 126.175 ③④⑤⑥ | at D3 LLD/D3.2 LND RT 357° - intercept R156 MAG to MATIB - MAG | D3 LLD/D3.2 LND MNM 1300 initial climb FL70 |
| NEVKO 1S 4.7% 126.175 ①②③ | at D10.1 LLD/D10.1 LND LT 207° to NAMUB - RT 219° to NEVKO FMS [A900+] - DESAN [L] - NAMUB [R] - NEVKO | D10.1 LLD/D10.1 LND MNM 3000 DESAN MNM 3000 initial climb FL70 |
| ODLUN 5S 6.8% to 3500 126.175 ③④⑦⑧ | at D3 LLD/D3.2 LND RT 357° to DP528 - LT 336° to MATIB - LT 326° to ODLUN FMS DP527 [K210- ;R] - DP528 [L] - MATIB [L] - ODLUN | D3 LLD/D3.2 LND MNM 1300 DP527 MNM 1300 DP528 MNM 3900 initial climb FL70 |

- ① Cross D10.1 LLD/D10.1 LND MNM 3000ft due to airspace structure.
- ② After passing D10.1 LLD/D10.1 LND, B-RNAV required.
- ③ If unable to comply, advise ATC prior start-up.
- ④ MAX 210KT until established on 357°.
- ⑤ Climb gradient due to navaid MAG coverage.
- ⑥ Will be assigned for NON B-RNAV ACFT by ATC only. B-RNAV AFCT shall file SID ODLUN-Y235-MAG. No access to (U)Z20 and UN746
- ⑦ After 2400ft, B-RNAV required.
- ⑧ Climb gradient due to airspace structure.

17-AUG-2017

LEJ-EDDP**5-120****SIDs RWY 26L (RNAV Overlay)****ORTAG 4S**

RWY 26L (263°)

When instructed by TWR, contact Munchen RAD.

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|------|--------|-----|------|------|------|------|------|
| 4.7% | ft/MIN | 600 | 800 | 900 | 1000 | 1200 | 1300 |
| 6.5% | ft/MIN | 800 | 1000 | 1200 | 1400 | 1600 | 1800 |

| DESIGNATOR | ROUTING | ALTITUDES |
|--|---|---|
| Runway 26L | | |
| ORTAG 4S 4.7% 6.5% when Glidersector Querfurt is active 126.175 ①②③④ | at D10.1 LLD/D10.1 LND 263° to DP524 - DP525 - RT 281° to ORTAG FMS [A900+] - DESAN - DP524 - DP525 [R] - ORTAG | D10.1 LLD/D10.1 LND MNM 3000 DESAN MNM 3000 initial climb FL70 |

- ① Cross D10.1 LLD/D10.1 LND MNM 3000ft due to airspace structure.
- ② After passing D10.1 LLD/D10.1 LND, B-RNAV required.
- ③ If unable to comply, advise ATC prior start-up.
- ④ If Glidersector Querfurt is active, cross DP524 MNM FL70.

5-130

SIDs RWY 26R (RNAV Overlay)

DRESDEN 1N / DRESDEN 1V / GOLAT 1N

RWY 26R (263°)

When instructed by TWR, contact Munchen RAD.

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|------|--------|-----|------|------|------|------|------|
| 4.8% | ft/MIN | 600 | 800 | 900 | 1100 | 1200 | 1400 |
| 7.0% | ft/MIN | 900 | 1100 | 1300 | 1500 | 1800 | 2000 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|--|
| Runway 26R | | |
| DRESDEN 1N DRN 1N 7.0% to 2400 126.175 ③④⑤⑥⑦ | at D3.5 LND/D3.7 LLD LT 161° to DP552 - LT 086° to DRN FMS DP518 [K210- ;L] - DP519 [K210-] - DP552 [L] - DRN | D3.5 LND/D3.7 LLD MNM 1700 DP518 MNM 1700 initial climb FL70 |
| DRESDEN 1V DRN 1V 4.8% 126.175 ①②③ | at D9.2 LND/D9.3 LLD LT 207° to DP551 - LT 127° to DP552 - LT 086° to DRN FMS [A900+] - DP517 [L] - DP551 [L] - DP552 [L] - DRN | D9.2 LND/D9.3 LLD MNM 3000 DP517 MNM 3000 initial climb FL70 |
| GOLAT 1N 4.8% 126.175 ①②③ | at D9.2 LND/D9.3 LLD LT 207° to DP551 - LT 163° to GOLAT FMS [A900+] - DP517 [L] - DP551 [L] - GOLAT | D9.2 LND/D9.3 LLD MNM 3000 DP517 MNM 3000 initial climb FL70 |

- ① Cross D9.2 LND/D9.3 LLD MNM 3000ft due to airspace structure.
- ② After passing D9.2 LND/D9.3 LLD, B-RNAV required.
- ③ If unable to comply, advise ATC prior start-up.
- ④ MAX 210KT until established inbound DP552.
- ⑤ Climb gradient due to airspace structure.
- ⑥ After passing D3.5 LND/D3.7 LLD, B-RNAV required.
- ⑦ Only available between 0500-2100‡.

LEJ-EDDP

5-140

SIDs RWY 26R (RNAV Overlay)**MAGDEBURG 5N / NEVKO 1N / ODLUN 5N**

RWY 26R (263°)

When instructed by TWR, contact Munchen RAD.

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|------|--------|-----|------|------|------|------|------|
| 3.8% | ft/MIN | 500 | 600 | 700 | 900 | 1000 | 1100 |
| 4.8% | ft/MIN | 600 | 800 | 900 | 1100 | 1200 | 1400 |
| 7.0% | ft/MIN | 900 | 1100 | 1300 | 1500 | 1800 | 2000 |

| DESIGNATOR | ROUTING | ALTITUDES |
|--|---|---|
| Runway 26R | | |
| MAGDEBURG 5N MAG 5N 7.0% to 3900 126.175 ③④⑤⑥ | at D1.2 LND (QDM 105 SKZ) or 900 , whichever is later, RT 336° - intercept R156 MAG to MATIB - MAG | Initial climb FL70 |
| NEVKO 1N 4.8% 126.175 ①②③ | at D9.2 LND/D9.3 LLD LT 207° to NAMUB - RT 219° to NEVKO FMS [A900+] - DP517 [L] - NAMUB [R] - NEVKO | D9.2 LND/D9.3 LLD MNM 3000 DP517 MNM 3000 Initial climb FL70 |
| ODLUN 5N 3.8% to 3500 126.175 ③④⑦⑧ | at D1.2 LND (QDM 105 SKZ) or 900 , whichever is later, RT 336° to MATIB - LT 326° to ODLUN FMS DP515 or MNM 900 WEL [K210- ;R] - MATIB [L] - ODLUN | DP515 MNM 1500 Initial climb FL70 |

- ① Cross D9.2 LND/D9.3 LLD MNM 3000ft due to airspace structure.
- ② After passing D9.2 LND/D9.3 LLD, B-RNAV required.
- ③ If unable to comply, advise ATC prior start-up.
- ④ MAX 210KT until established inbound MATIB.
- ⑤ Climb gradient due to navaid MAG coverage.
- ⑥ Will be assigned for NON B-RNAV ACFT by ATC only. B-RNAV ACFT shall file SID ODLUN-Y235-MAG. No access to (U)Z20 and UN746.
- ⑦ After passing 2400ft, B-RNAV required.
- ⑧ Climb gradient due to airspace structure.

ORTAG 4N / TORPU 3X

RWY 26R (263°)

When instructed by TWR, contact Munchen RAD.

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|------|--------|-----|------|------|------|------|------|
| 4.8% | ft/MIN | 600 | 800 | 900 | 1100 | 1200 | 1400 |
| 6.3% | ft/MIN | 800 | 1000 | 1200 | 1400 | 1600 | 1800 |

| DESIGNATOR | ROUTING | ALTITUDES |
|--|---|--|
| Runway 26R | | |
| ORTAG 4N 4.8% 6.3% when Glidersector Querfurt is active 126.175 ①②③④ | at D9.2 LND/D9.3 LLD 263° to DP513 - DP514 - RT 281° to ORTAG FMS [A900+] - DP517 - DP513 - DP514 [R] - ORTAG | D9.2 LND/D9.3 LLD MNM 3000 DP517 MNM 3000 Initial climb FL70 |
| TORPU 3X 4.8% to 6000 126.175 ③⑤⑥⑦⑧ | at D1.2 LND (QDM 105 SKZ) or MNM 900 , whichever is later, RT 062° to DP512 - RT 138° to DP550 - TADUV - LT 119° to TORPU FMS DP510 or MNM 900 WEL [K210- ;R] - DP516 [K210- ;R] - DP511 [K210- ;R] - DP512 [R] - DP550 -TADUV [L] - TORPU | DP550 MNM 6000 DP511 MNM 2400 DP550 MNM 6000 Initial climb FL70 |

- ① Cross D9.2 LND/D9.3 LLD MNM 3000ft due to airspace structure.
- ② After passing D9.2 LND/D9.3 LLD, B-RNAV required.
- ③ If unable to comply, advise ATC prior start-up.
- ④ If Glidersector Querfurt is active, cross DP513 MNM FL70.
- ⑤ MAX 210KT until established inbound DP512.
- ⑥ Climb gradient due to airspace structure and operational requirements.
- ⑦ After passing 2400ft, B-RNAV required.
- ⑧ Only available between 0100-0500‡.

17-AUG-2017

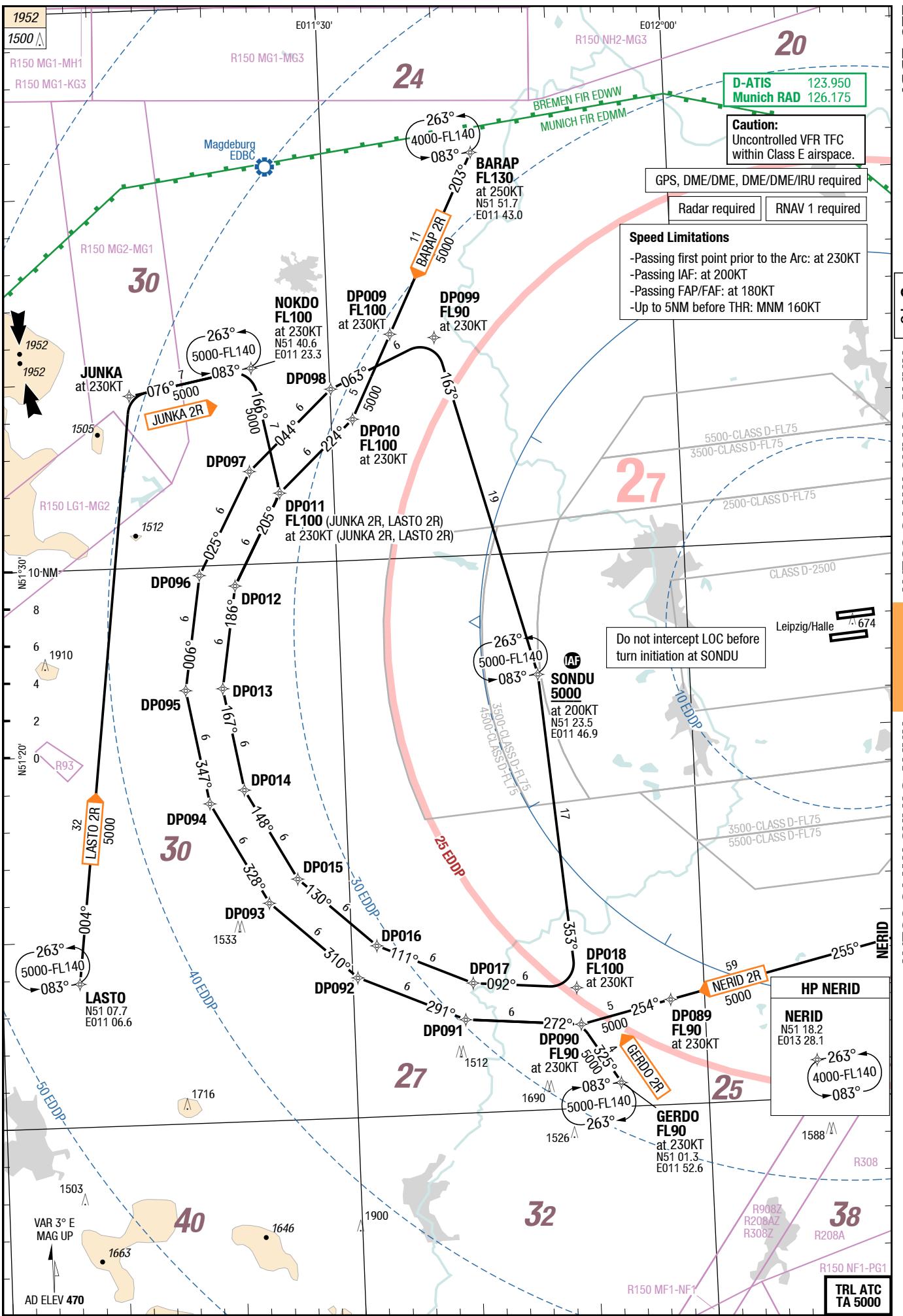
LEJ-EDDP

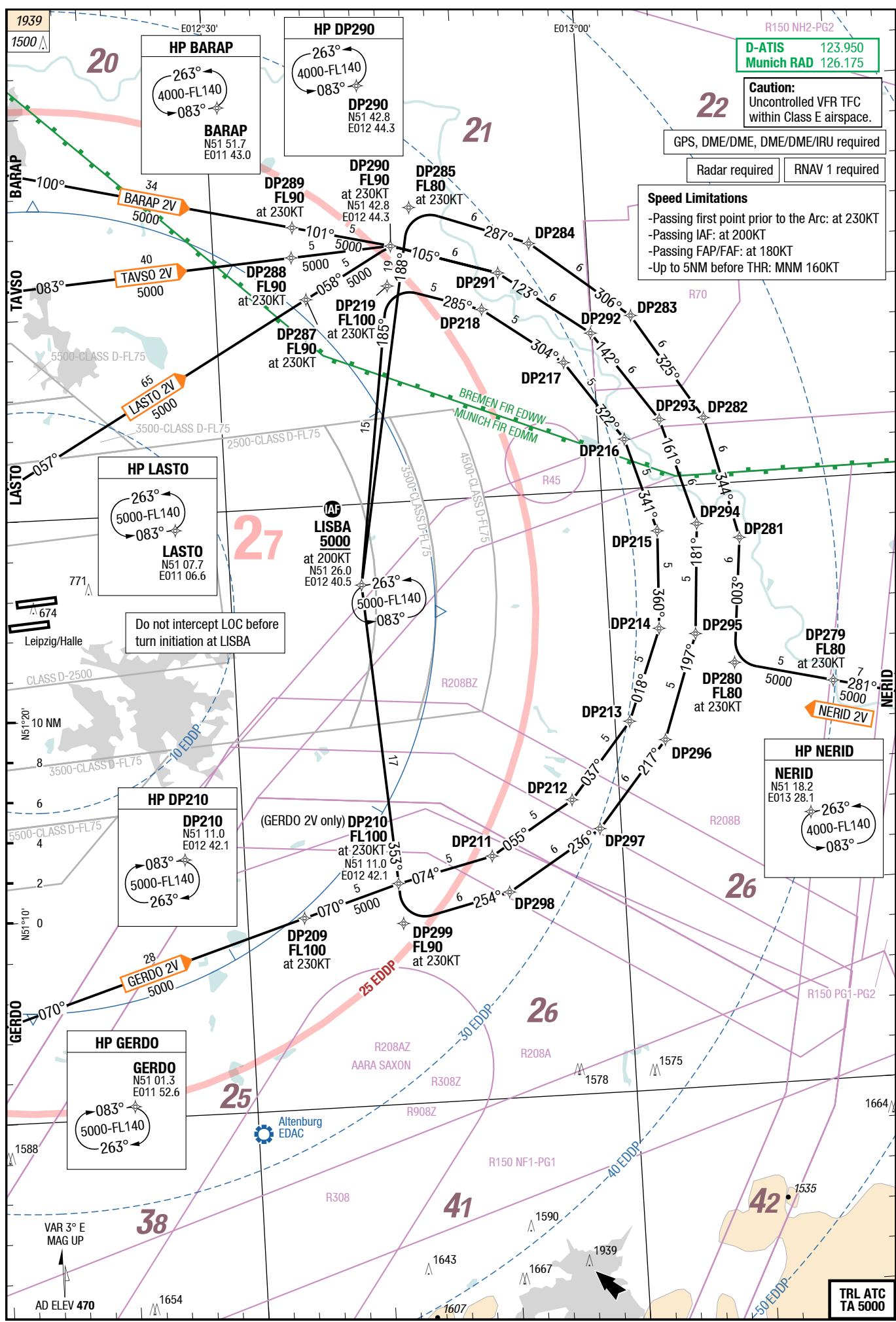
6-10

Germany Leipzig/Halle

STAR

Leipzig/Halle Germany





Effective 22-JUN-2017

15-JUN-2017

LEJ-EDDP

Germany Leipzig/Halle

STARs RWYs 26L/R

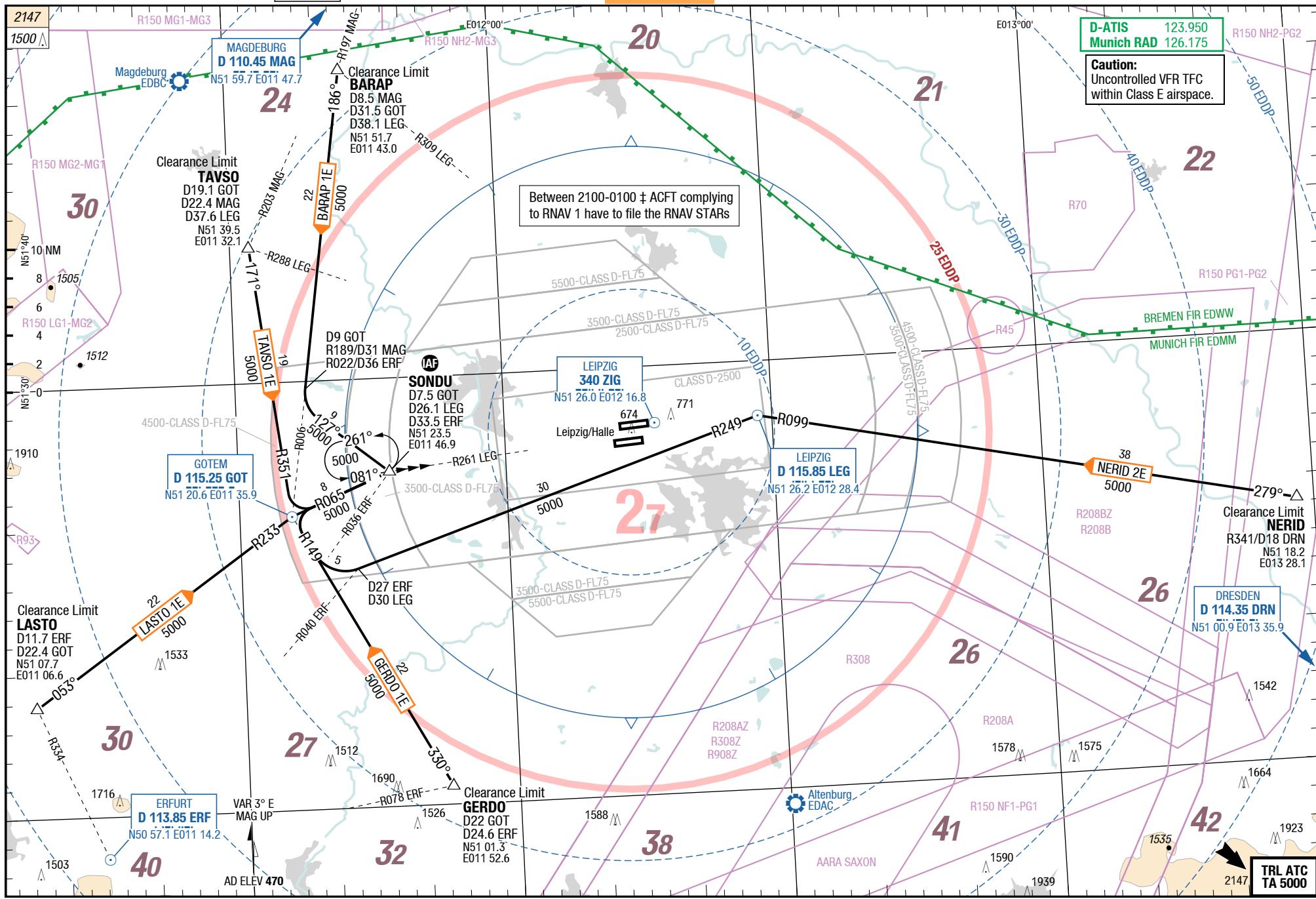
STAR

Leipzig/Halle Germany

STARs RWYs 26L/R

STARs RWYs 08L/R

6-30



Effective 22-JUN-2017

15-JUN-2017

LEJ-EDDP

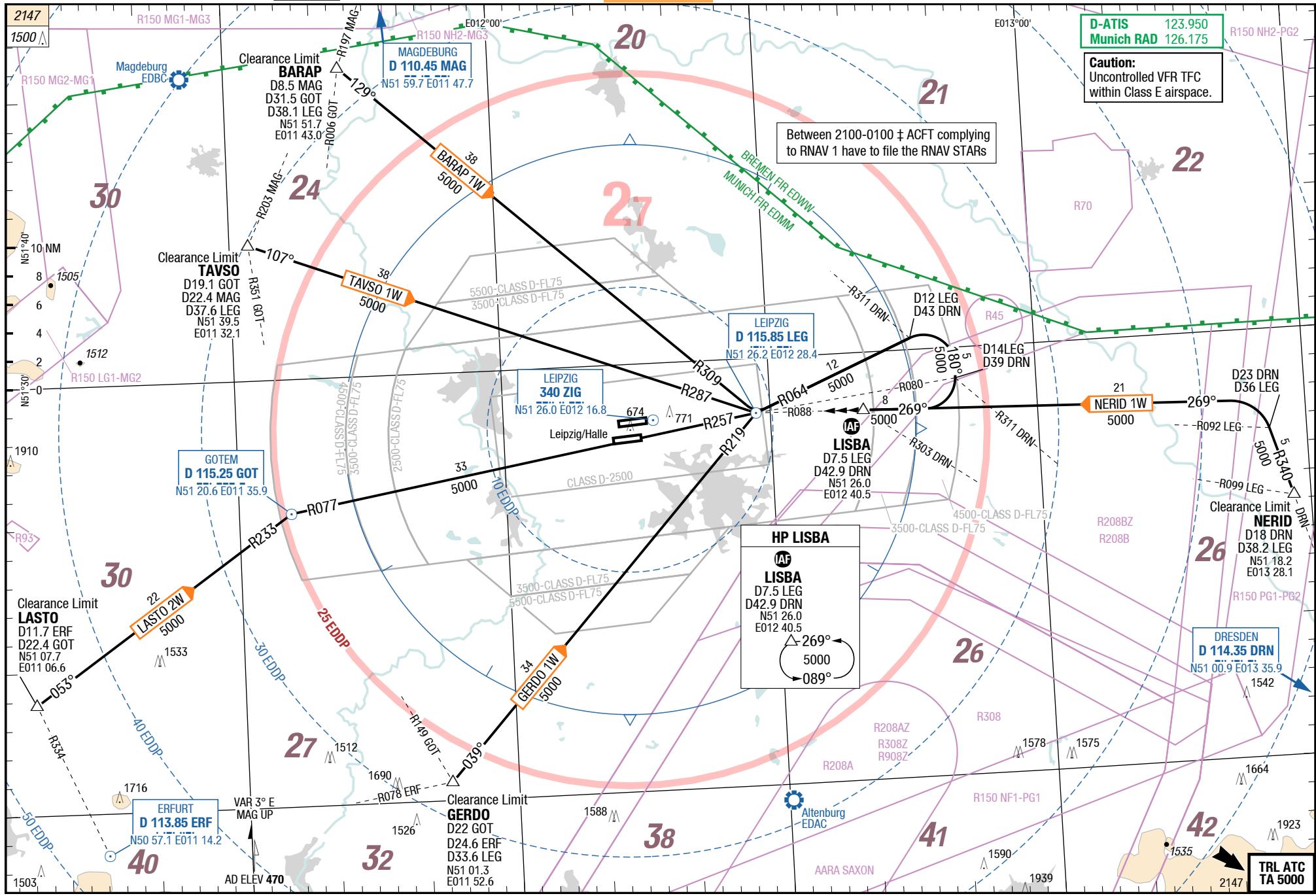
Germany Leipzig/Halle

Leipzig/Halle Germany

STARs RWYs 26L/R

STARs RWYs 26L/R

5-40



Changes: WPT , Track, OBST, PROC renumbered, SUAs

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LEJ-EDDP

Germany Leipzig/Halle

CDA Transitions 08 L/R, 26 L/R (Night)

-10 |

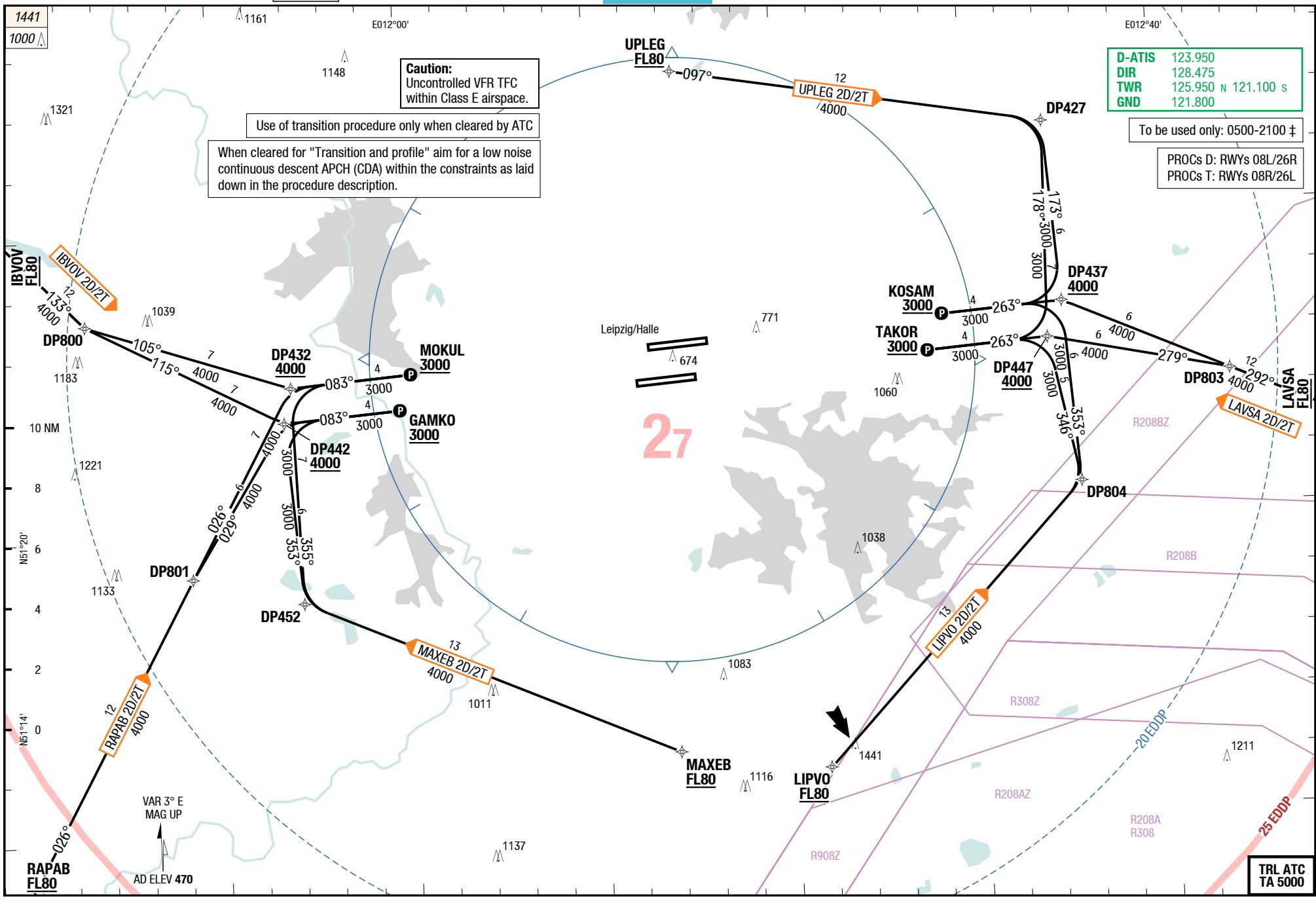
CDA Transitions 08 L/R, 26 L/R (Day)

IAC

Leipzig/Halle Germany

CDA Transitions 08 L/R, 26 L/R (Night)

CDA Transitions 08 L/R, 26 L/R (Day)



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15-JUN-2017

LEJ-EDDP

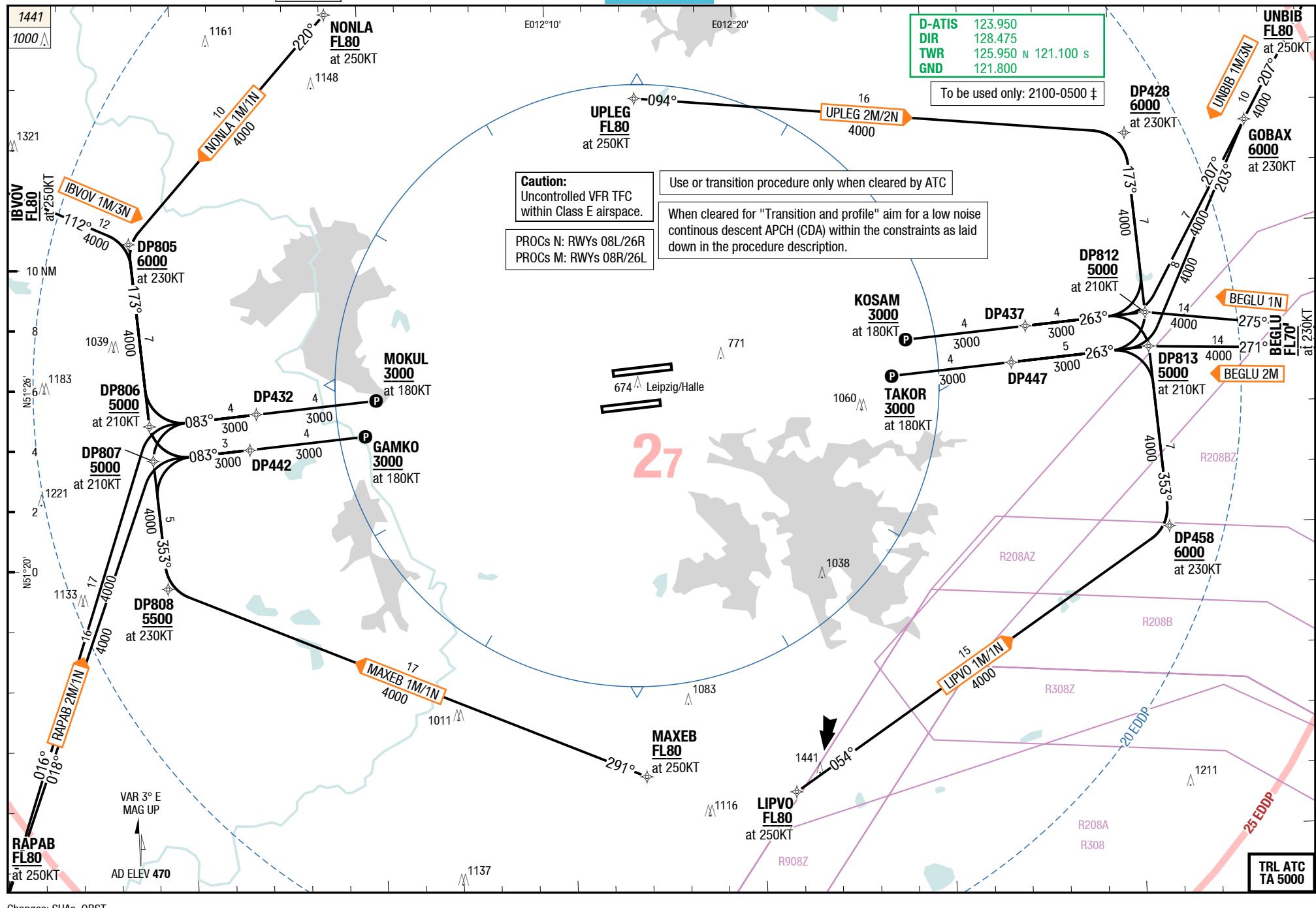
7-20

DA Transitions 08 L/R, 26 L/R (Night)

IAC

Leipzig/Halle German

CDA Transitions 08 L/R, 26 L/R (Night)



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LEJ-EDDP

Germany Leipzig/Halle

[ILS or LOC 08R]

ILS or LOC 08L

7-30

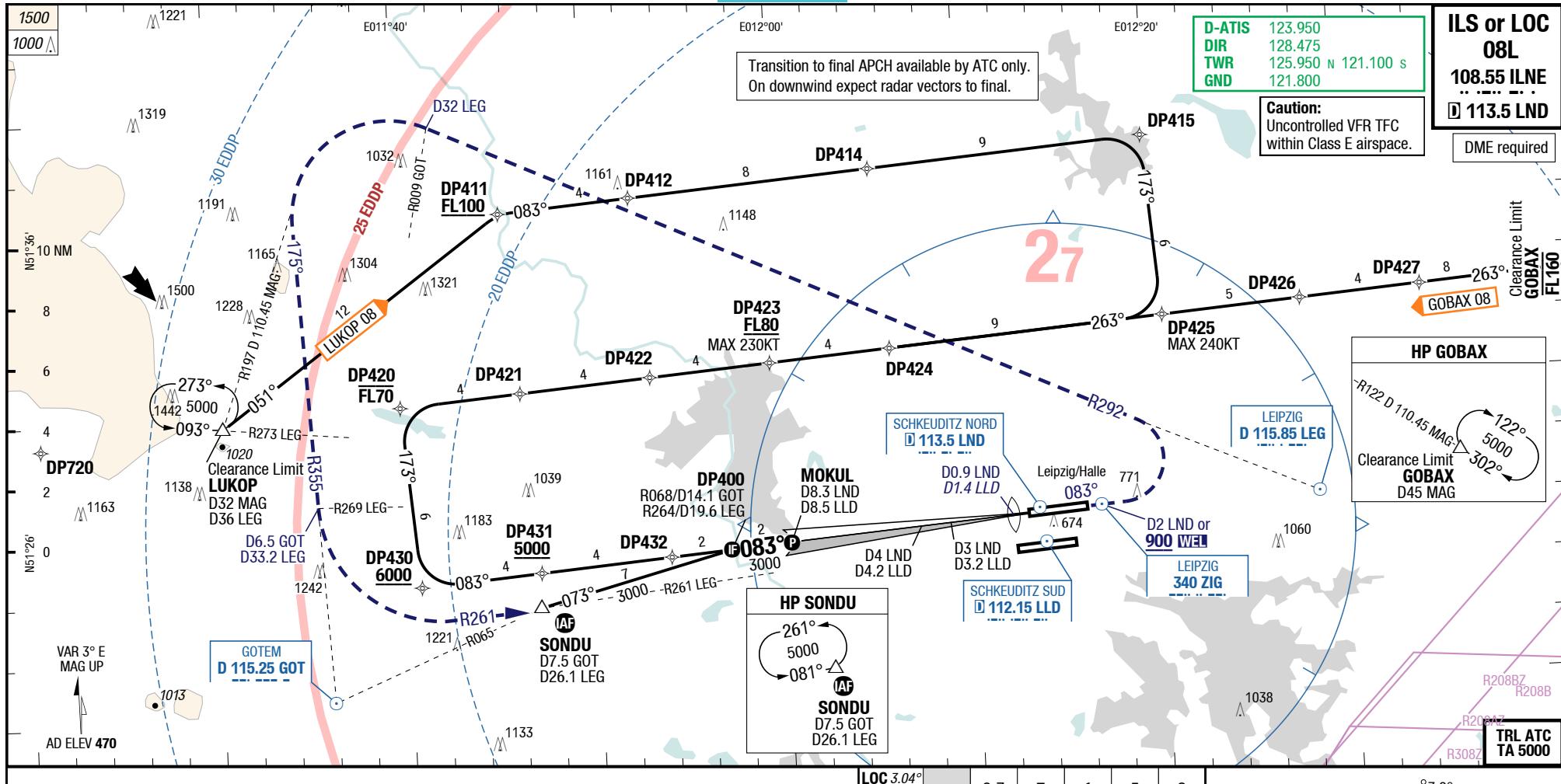
IAC

IAC

Leipzig/Halle Germany

[ILS or LOC 08R]

ILS or LOC 08L



| 08L | | Cat 3b DME | Cat 2 DME | Cat 1 DME | Cat 1 DME | LOC DME | Circling |
|-----|-----------------|--------------------|------------------------------------|------------------|------------------|------------------|---------------|
| C | ft - m/km ft | 0 - 75R Company | 100 - 300R 107 RA ¹⁾ | 200 - 400 620 | 200 - 550 620 | 420 - 1.2 830 | Not published |
| D | ft - m/km ft | 0 - 75R Company | 100 - 300R 107 RA ²⁾ | 200 - 400 620 | 200 - 550 620 | 420 - 1.2 830 | Not published |

1) With EVS 350m

2) If not conducting autoland RVR 350m required

Changes: MIN, OBST, SUAs, MISAP text

Effective 22-JUN-2017

15-JUN-2017

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7-40

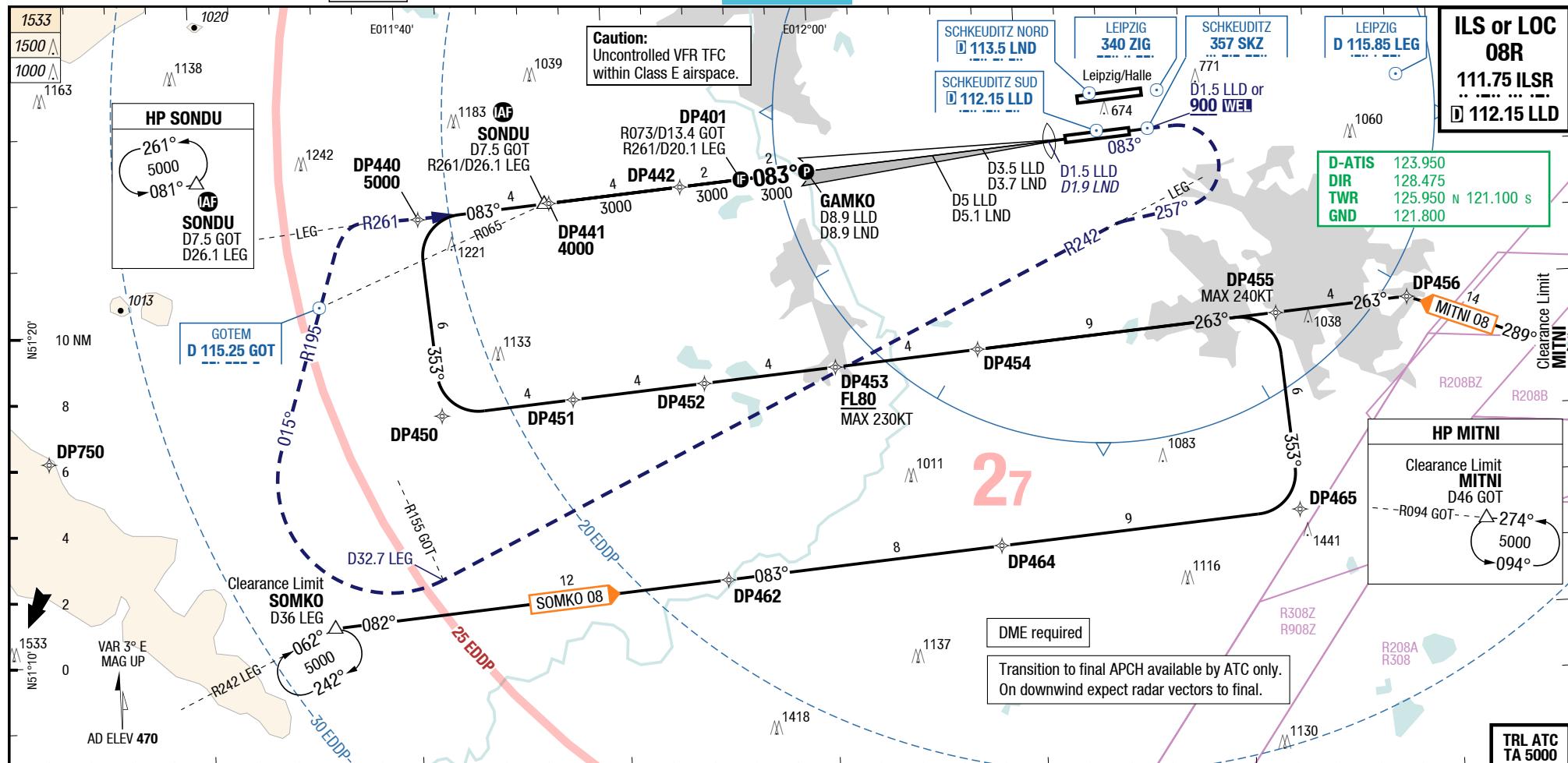
ILS or LOC 08R

IAC

Leipzig/Halle Germany

ILS or LOC 08R

IAC



| 08R | | Cat 3b DME | Cat 2 DME | Cat 1 DME | Cat 1 DME | LOC DME | Circling |
|-----|-----------|--------------------|------------------------------------|------------------|------------------|------------------|---------------|
| C | ft - m/km | 0 - 75R Company | 100 - 300R 107 RA ¹⁾ | 200 - 400 630 | 200 - 550 630 | 440 - 1.3 860 | Not published |
| D | ft - m/km | 0 - 75R Company | 100 - 300R 107 RA ²⁾ | 200 - 400 630 | 200 - 550 630 | 440 - 1.3 860 | Not published |

¹⁾ With EVS 350m²⁾ If not conducting autoland RVR 350m required

Changes: MIN, OBST, SUAs, MISAP text

Effective 22-JUN-2017

15-JUN-2017

LEJ-EDDP

Germany Leipzig/Halle

[ILS or LOC 26R]

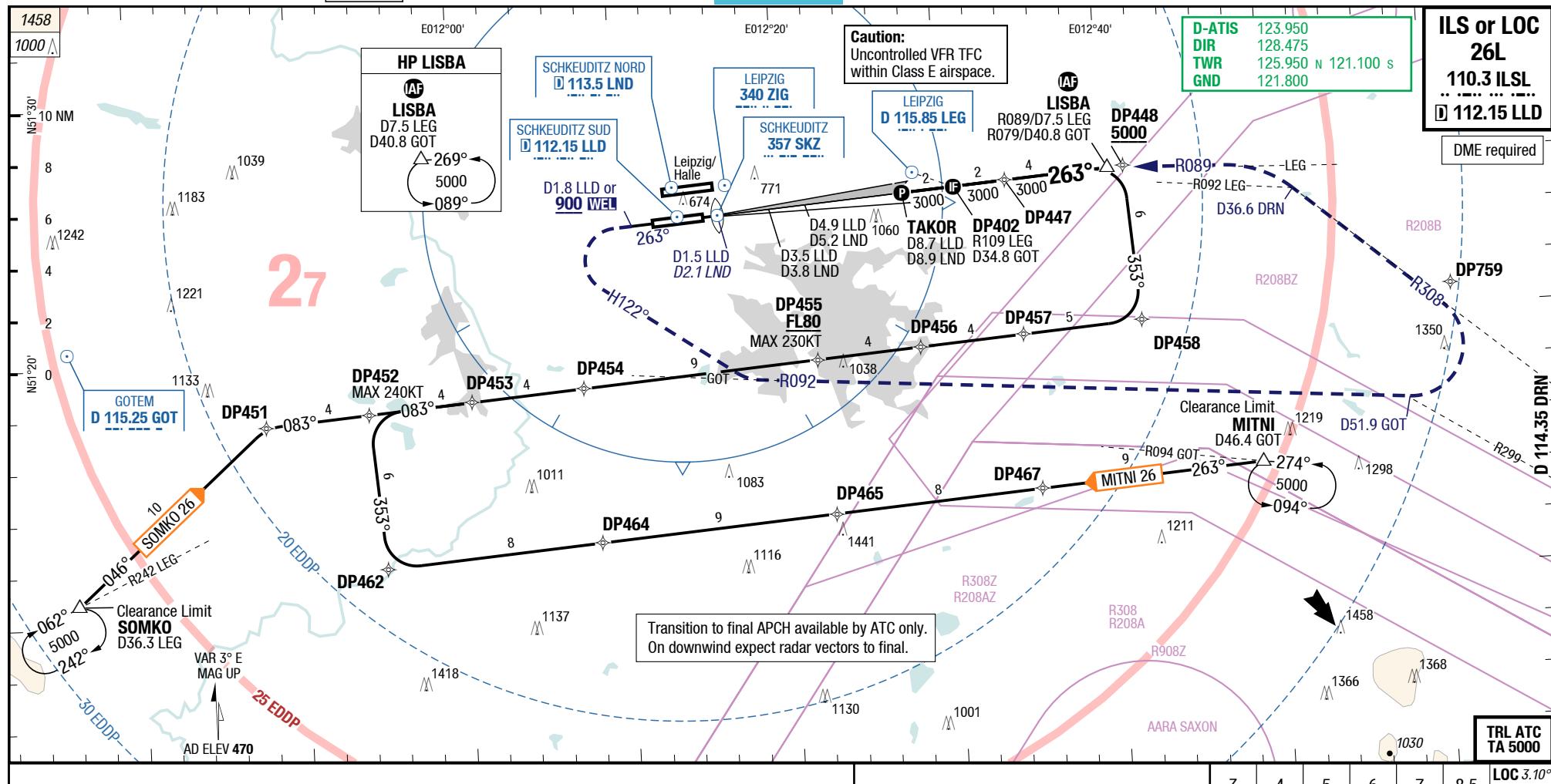
IAC

Leipzig/Halle Germany

[ILS or LOC 26R]

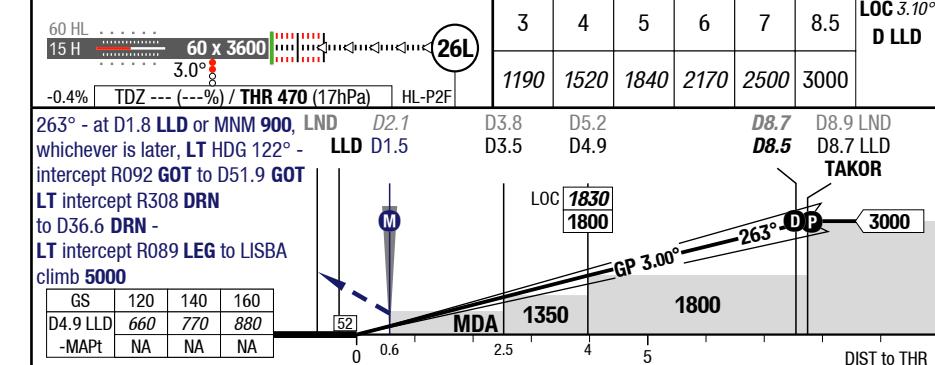
ILS or LOC 26L

7-50



| 26L | | Cat 3b DME | Cat 2 DME | Cat 1 DME | Cat 1 DME | LOC DME | Circling |
|-----|-----------------|--------------------|-----------------------------------|------------------|------------------|------------------|---------------|
| C | ft - m/km ft | 0 - 75R Company | 100 - 300R 97 RA ¹⁾ | 200 - 400 670 | 200 - 550 670 | 390 - 1.1 860 | Not published |
| D | ft - m/km ft | 0 - 75R Company | 100 - 300R 97 RA ²⁾ | 200 - 400 670 | 200 - 550 670 | 390 - 1.1 860 | Not published |

1) With EVS 350m
2) If not conducting autoland RVR 350m required



Effective 22-JUN-2017

15-JUN-2017

LEJ-EDDP

Germany Leipzig/Halle

7-60

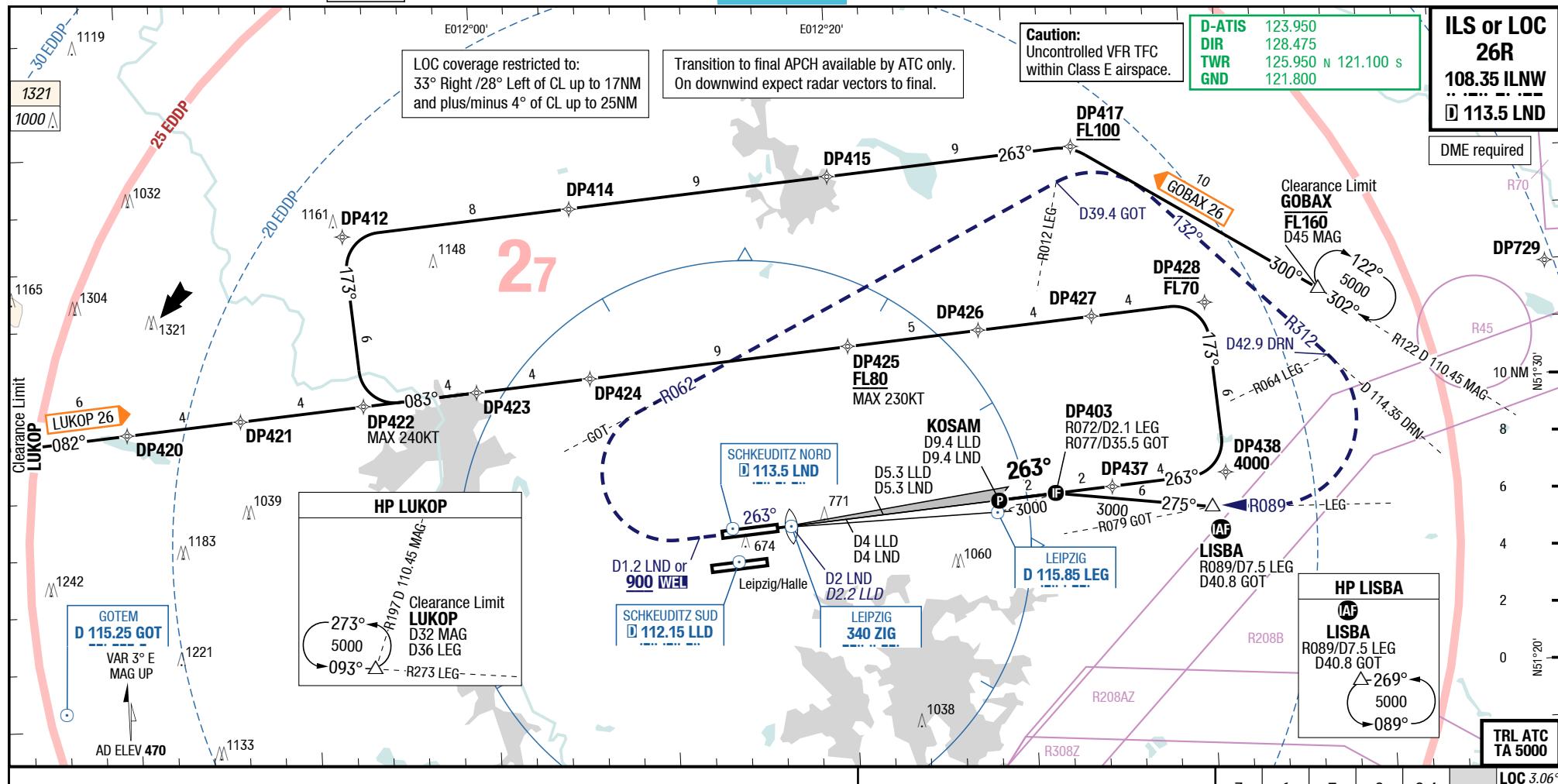
ILS or LOC 26R

IAC

Leipzig/Halle Germany

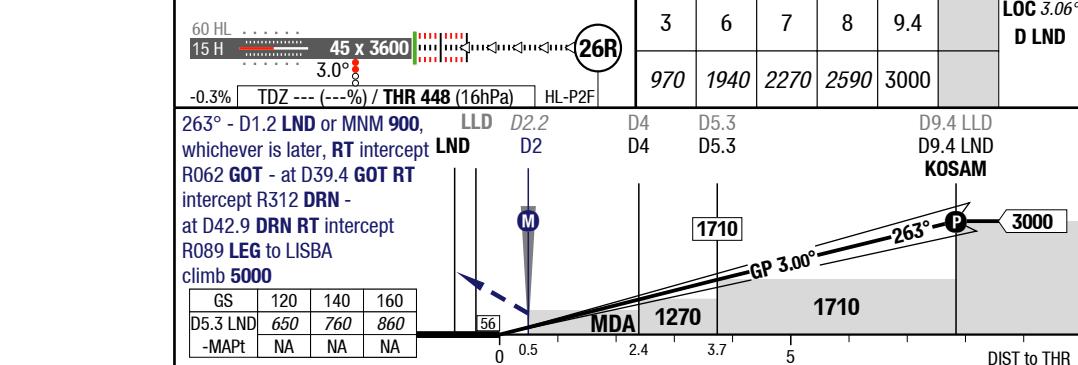
ILS or LOC 26R

IAC



| 26R | | Cat 3b DME | Cat 2 DME | Cat 1 DME | Cat 1 DME | LOC DME | Circling |
|-----|-----------|--------------------|----------------------|------------------|------------------|------------------|---------------|
| C | ft - m/km | 0 - 75R Company | 100 - 300R 105 RA | 200 - 400 650 | 200 - 550 650 | 370 - 1.0 810 | Not published |
| D | ft - m/km | 0 - 75R Company | 100 - 300R 105 RA | 200 - 400 650 | 200 - 550 650 | 370 - 1.0 810 | Not published |

1) With EVS 350m
2) If not conducting autoland RVR 350m required

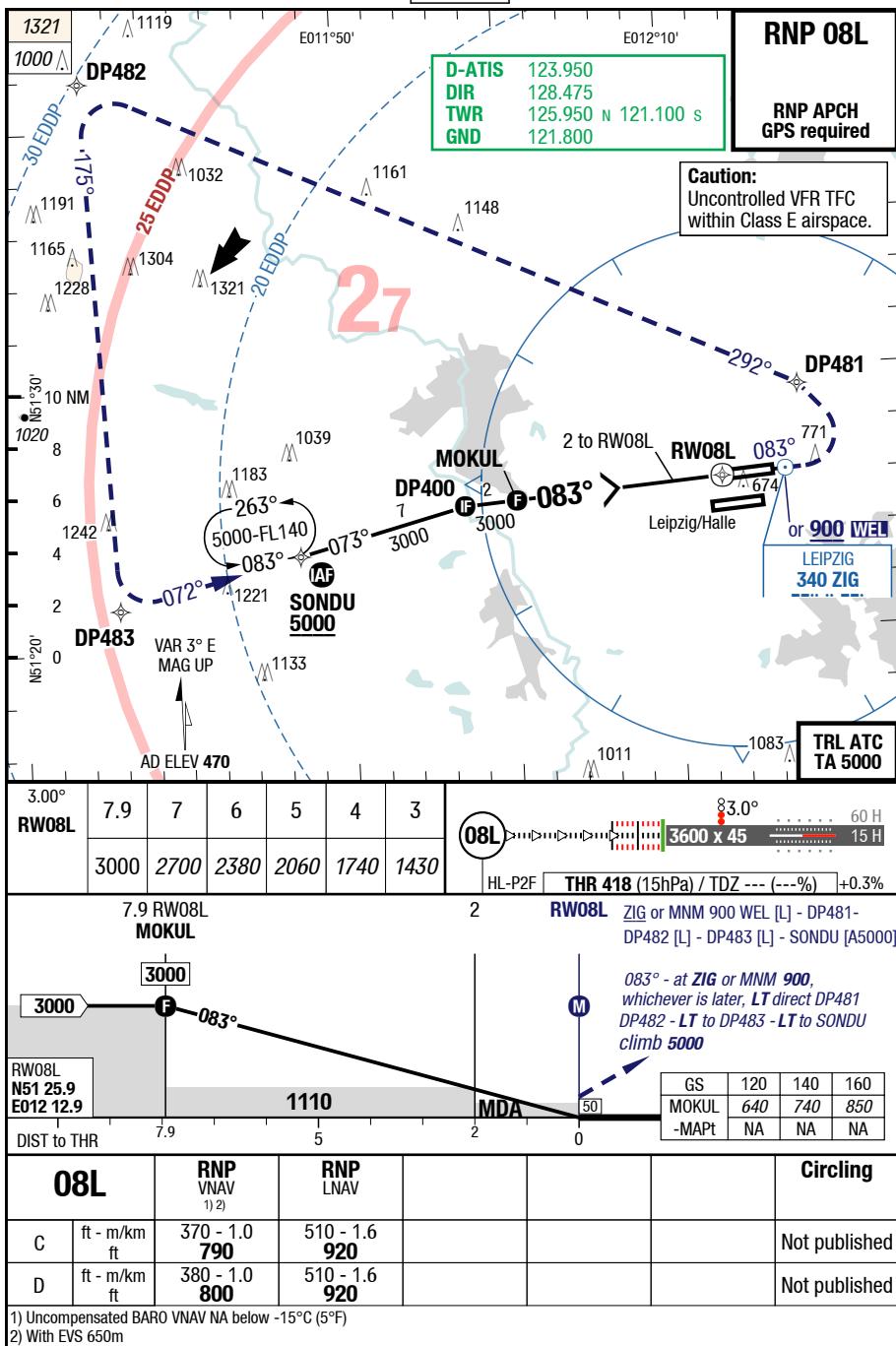


Changes: MIN, OBST, SUAs, MISAP text

LEJ-EDDP

7-70

RNP 08L

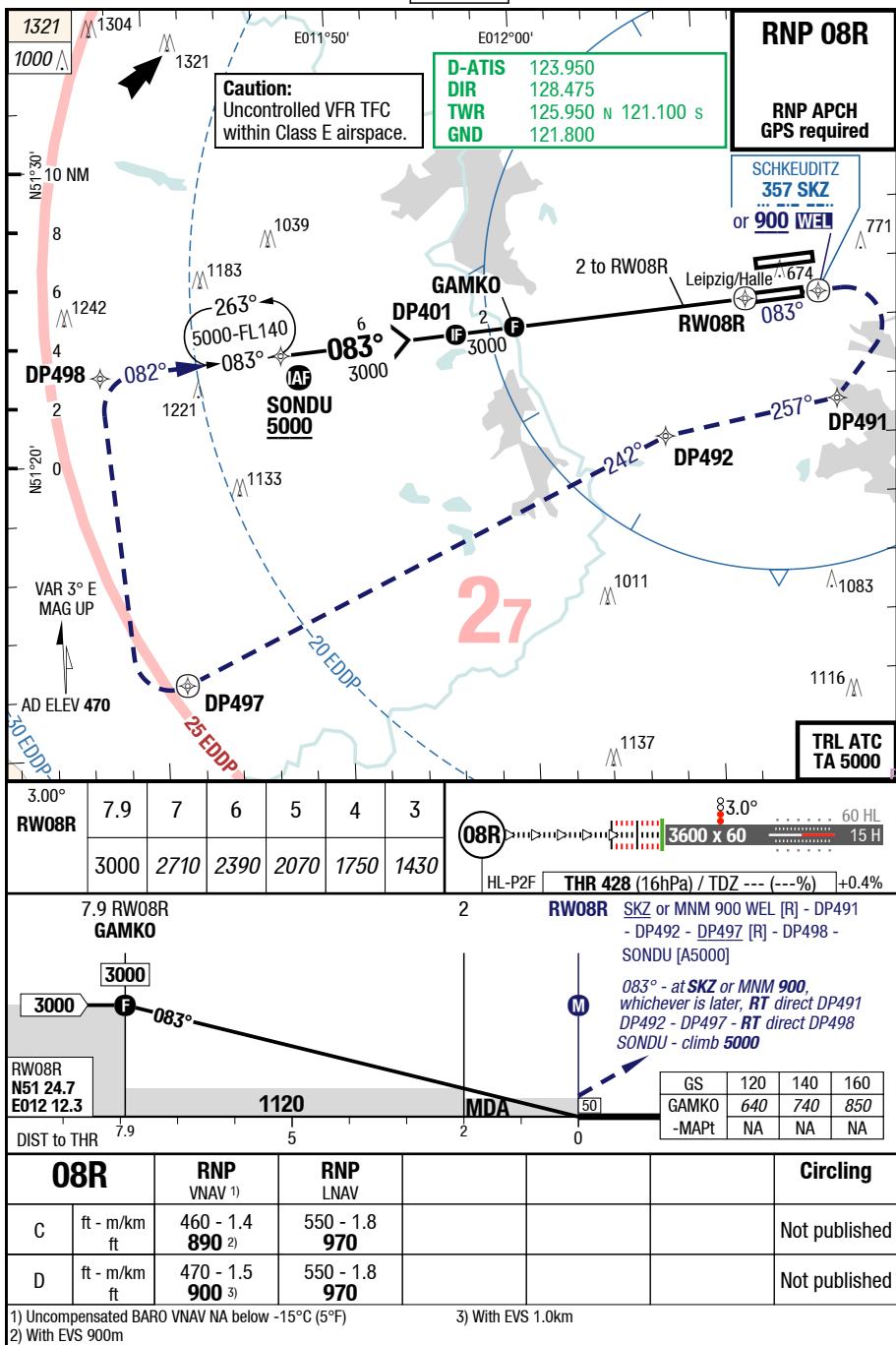


Changes: MIN, DIST ALT table, OBST, Profile

LEJ-EDDP

7-80

RNP 08R

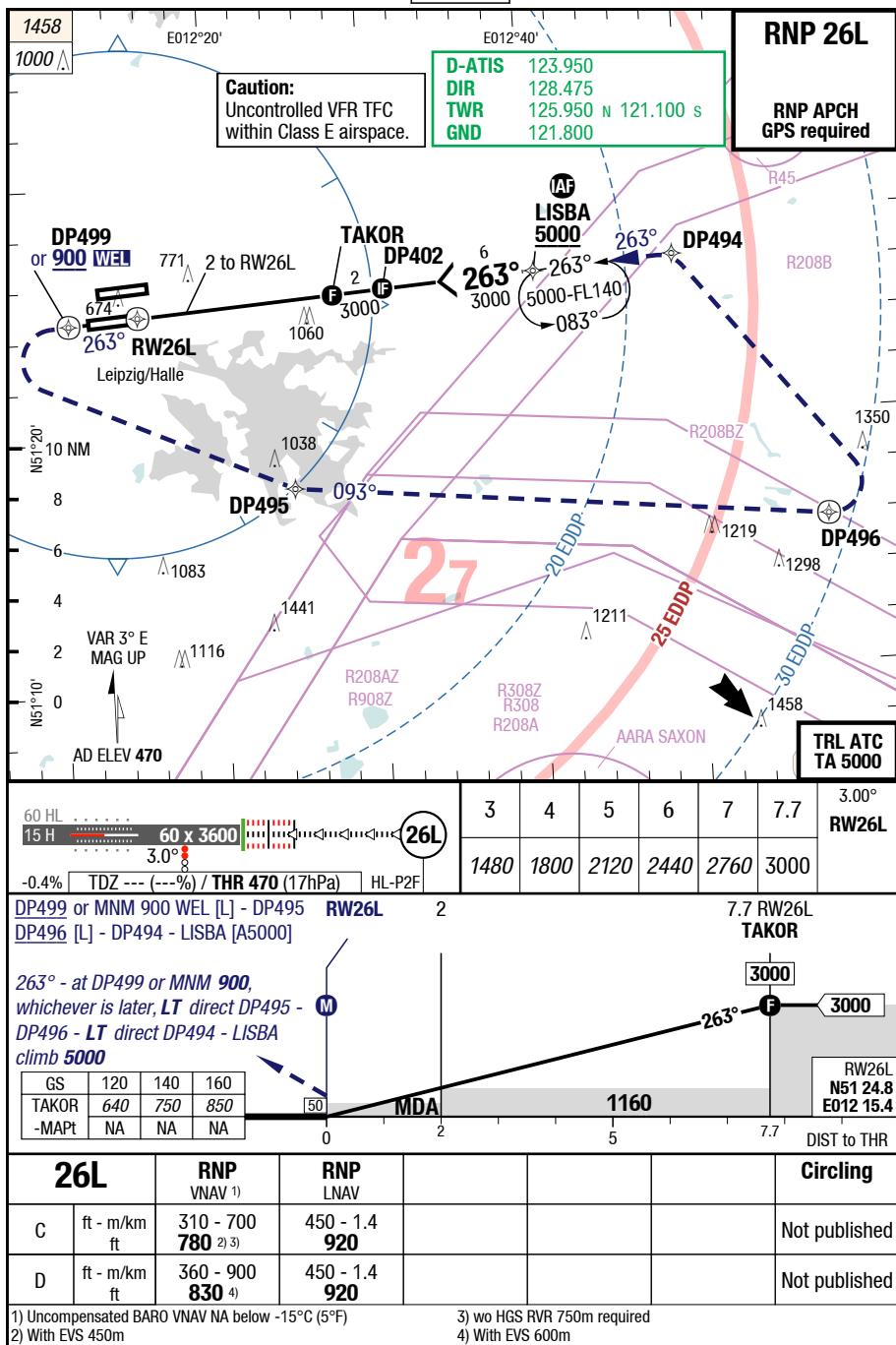


Changes: MIN, DIST ALT table, OBST, Profile

LEJ-EDDP

7-90

RNP 26L



LEJ-EDDP

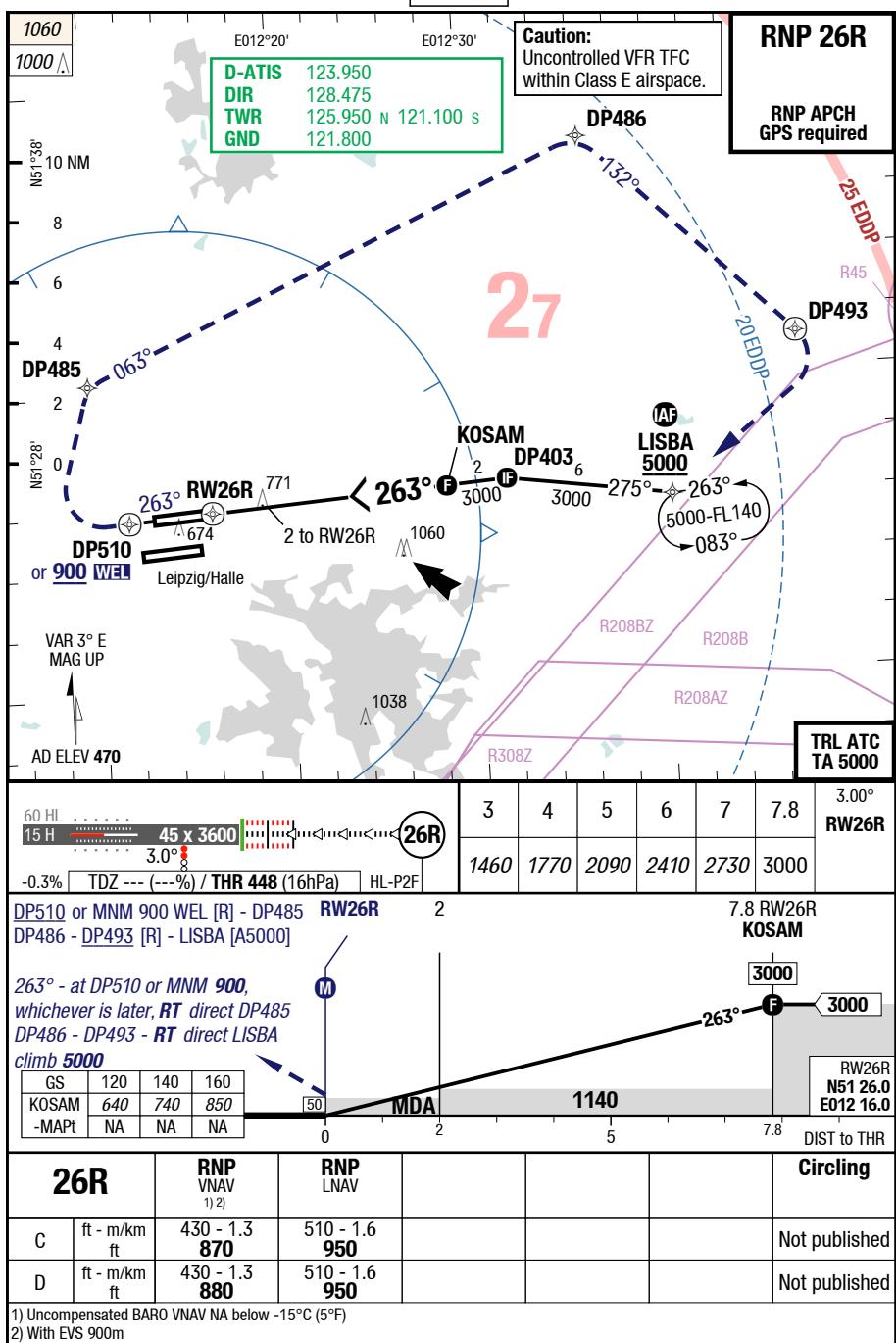
7-100

RNP 26R

Caution:
Uncontrolled VFR TFC
within Class E airspace

RNP 26R

RNP APCH
GPS required



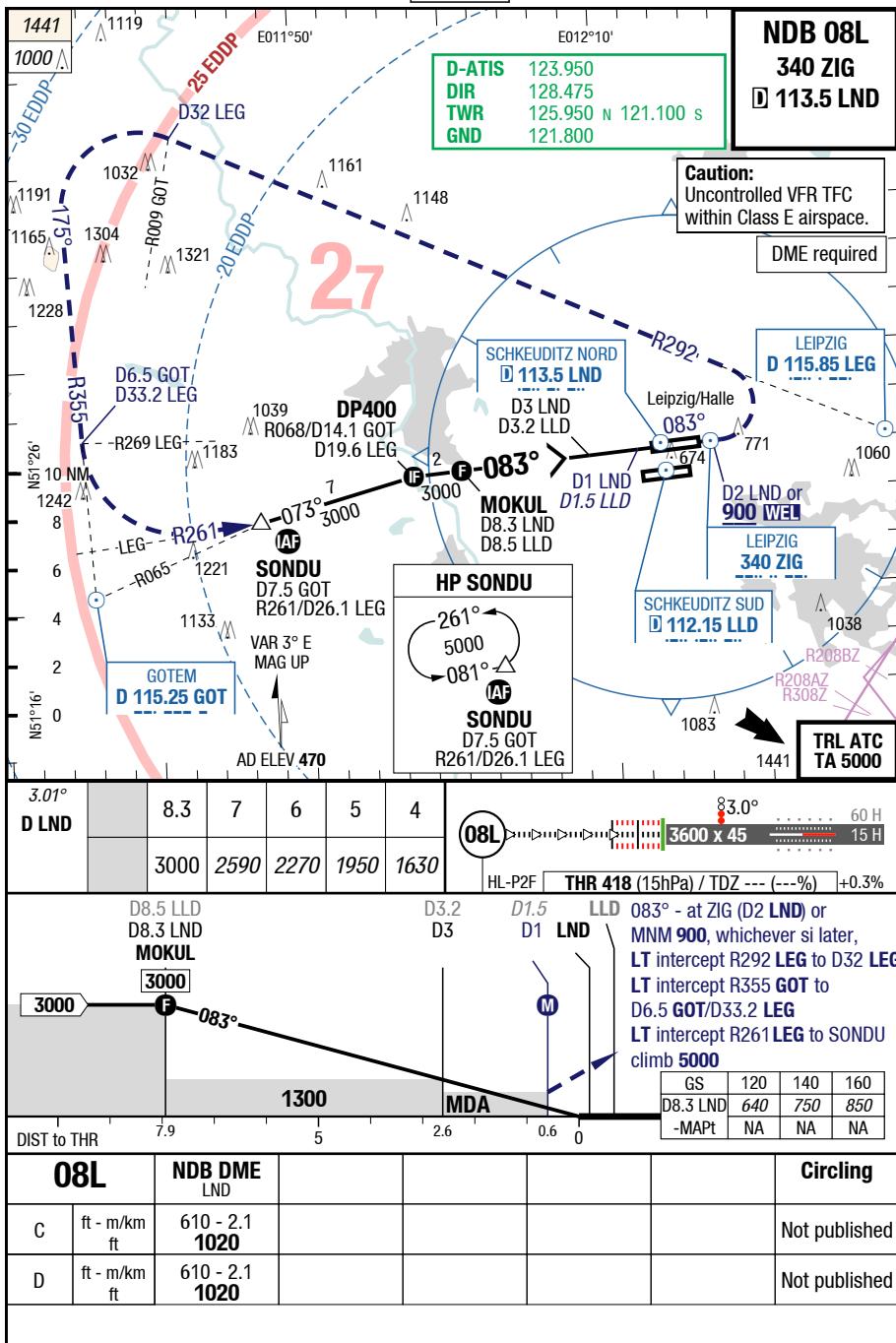
1) Uncompensated BARO VNAV NA below -15°C (5°F)

2) With EVS 900m

LEJ-EDDP

7-110

NDB 08L

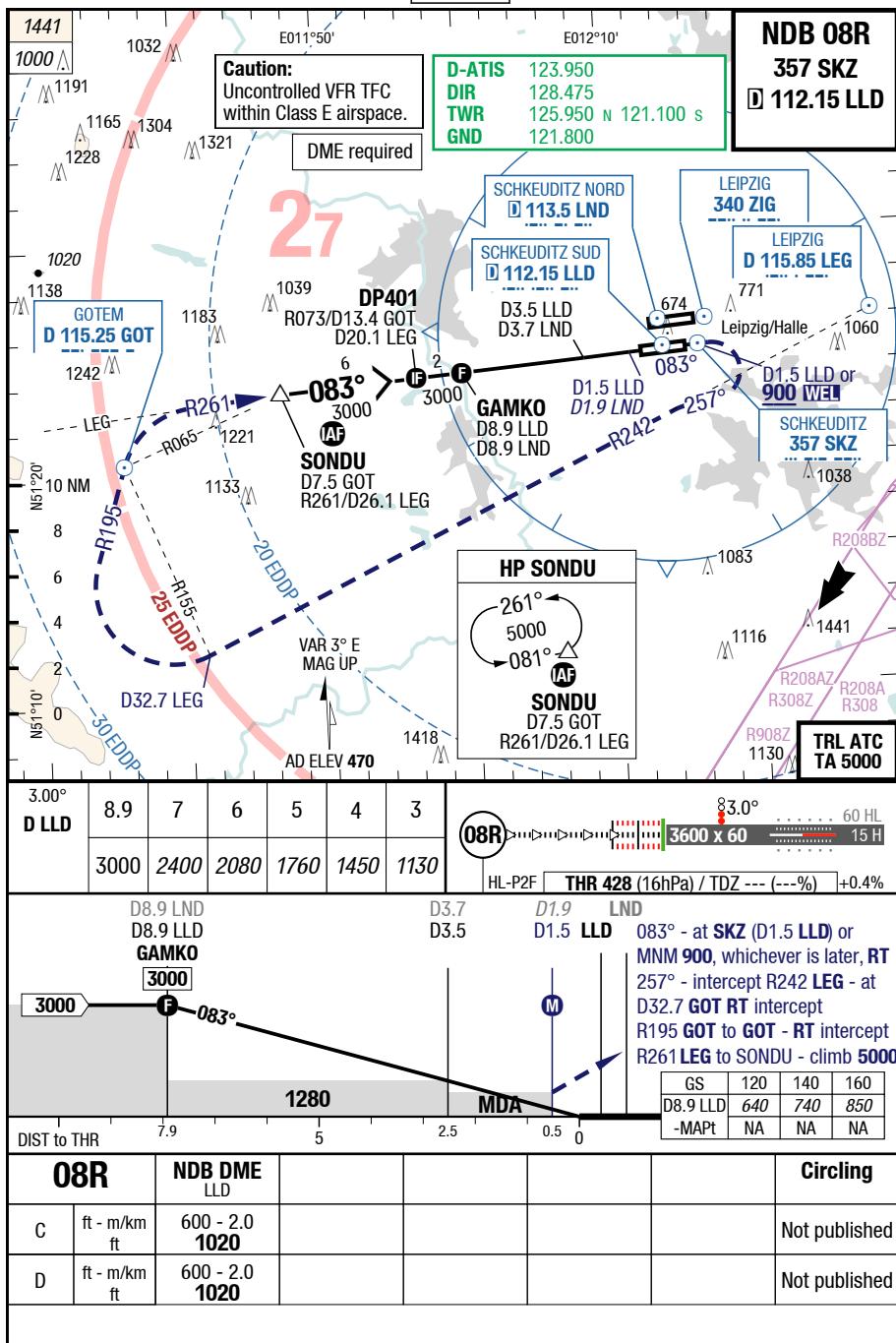


Changes: OBST, SUAs, MISAP text

LEJ-EDDP

7-120

NDB 08R

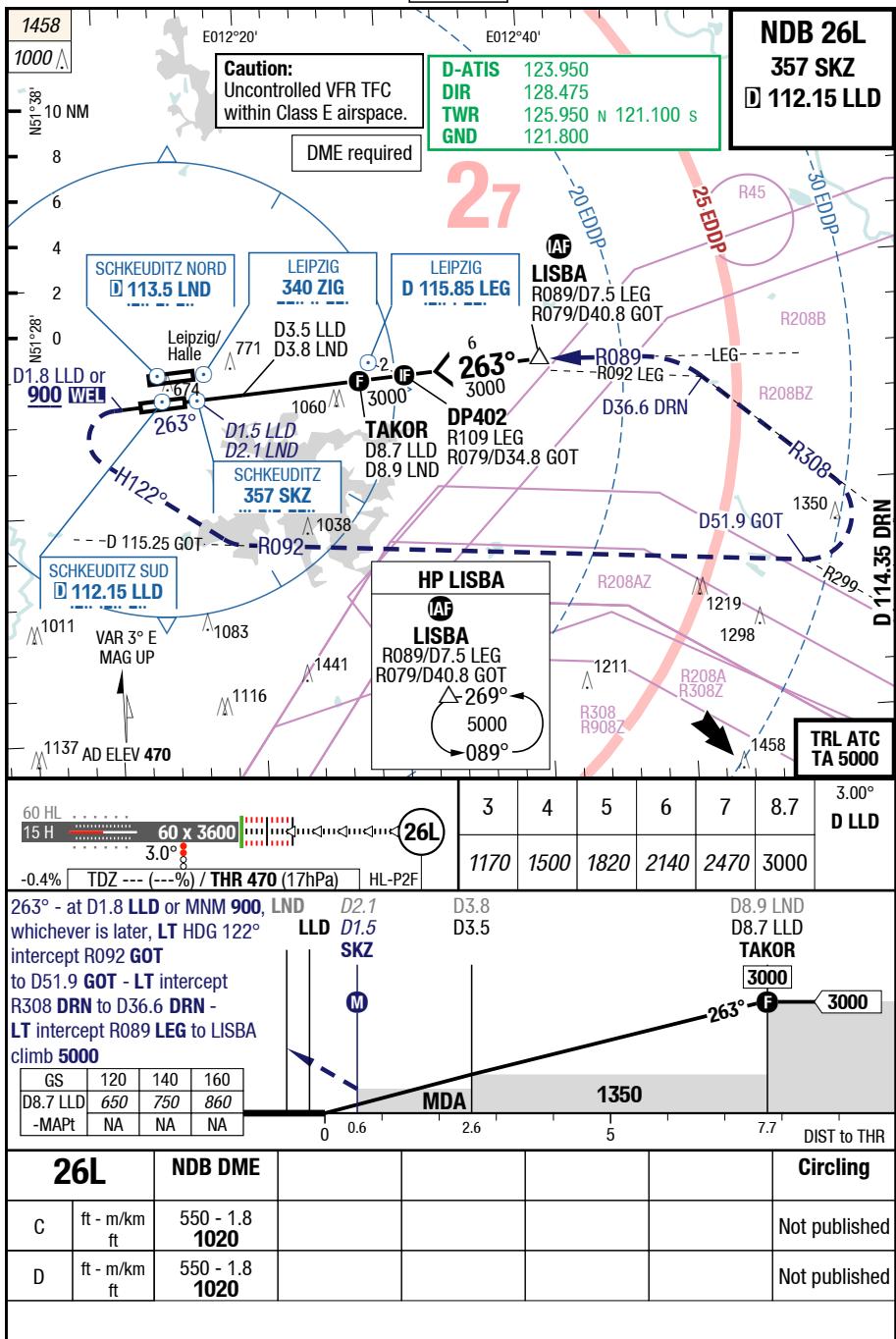


Changes: SUAs, OBST, MISAP text

LEJ-EDDP

7-130

NDB 26L

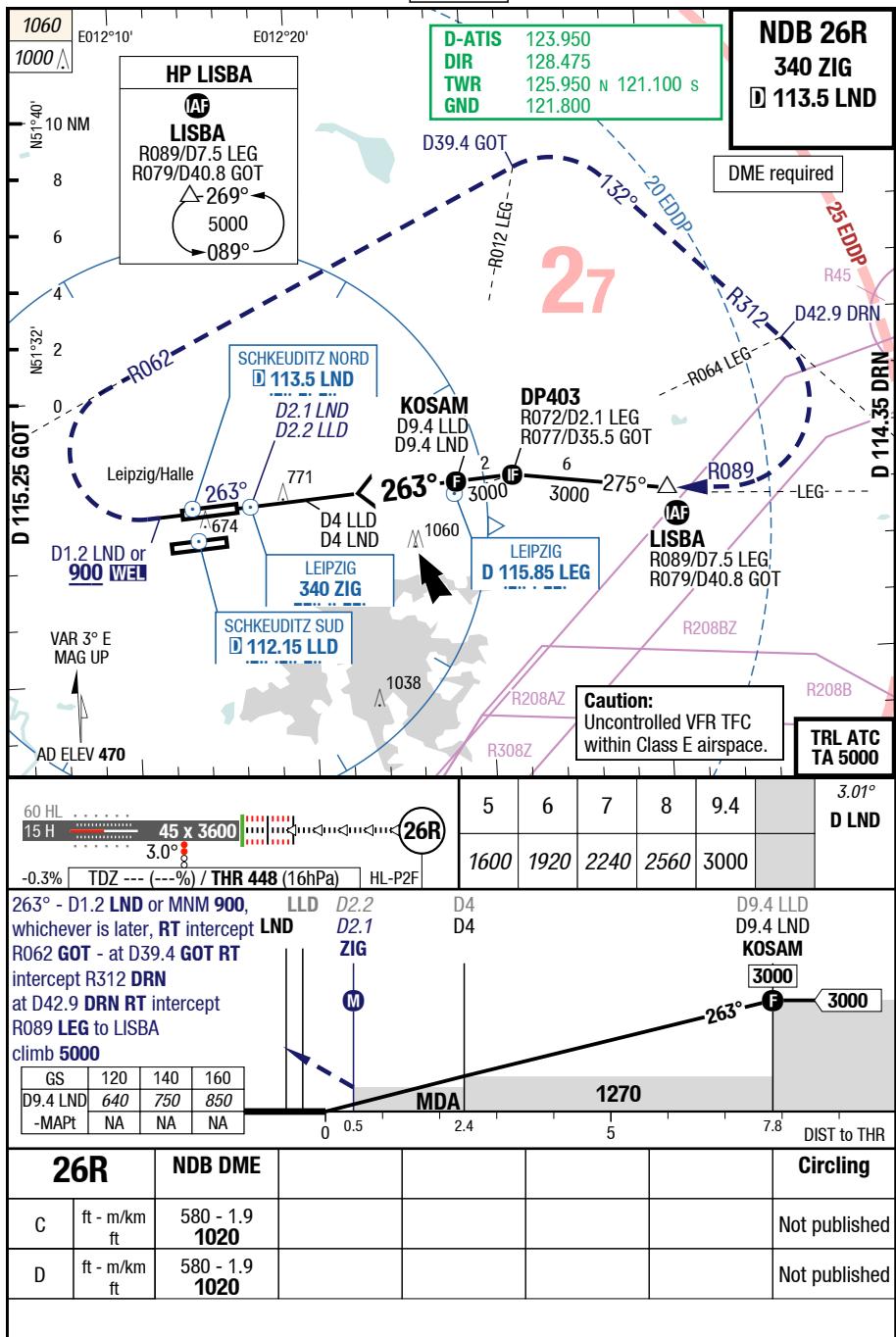


15-JUN-2017

LEJ-EDDP

7-140

NDB 26R



Changes: OBST, SUAs, MISAP text