

**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.

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

Apron 4:

- TWY Z1.1, Z1.2, Z2.1, 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:

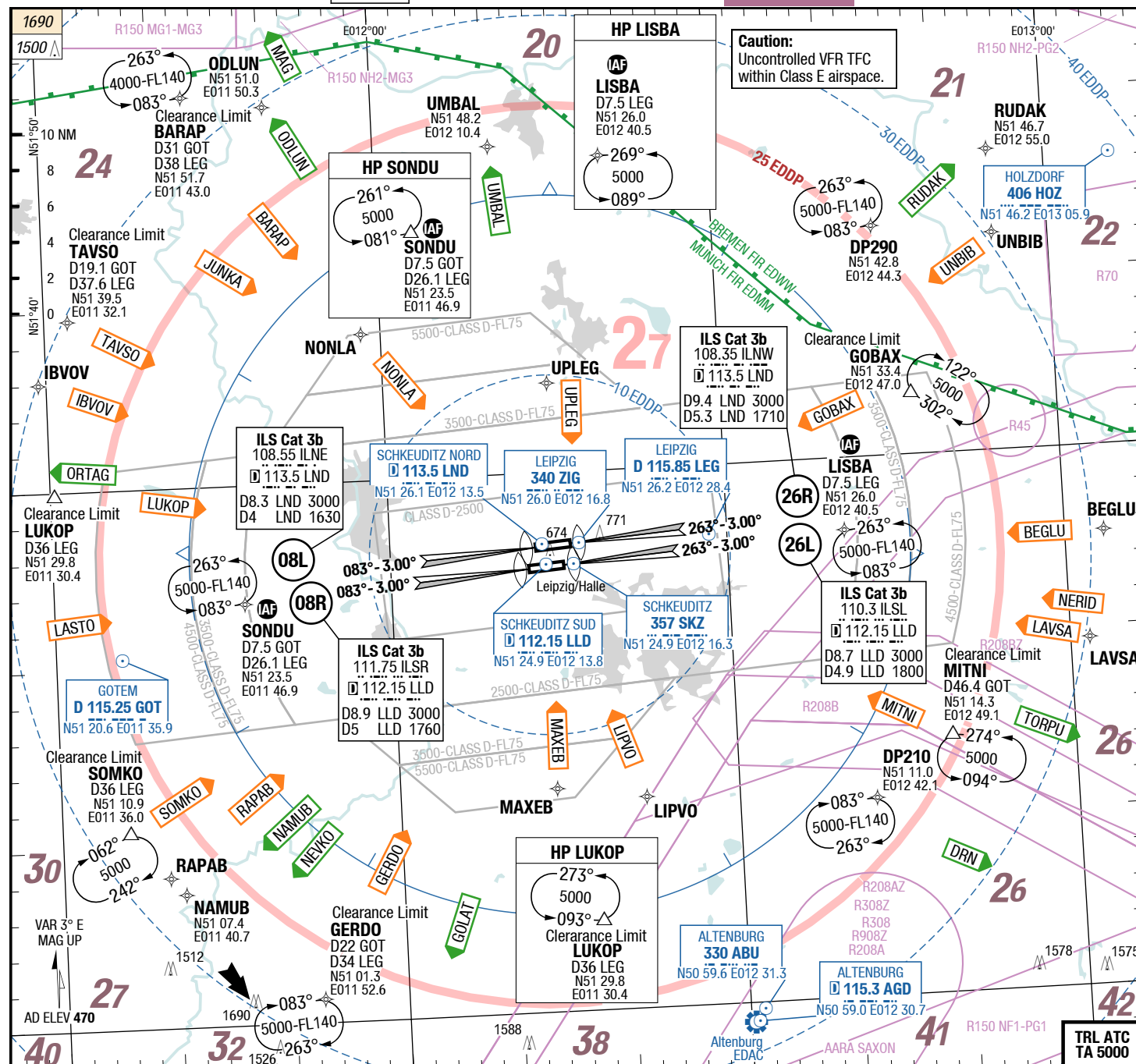
- ACFT with wingspan above 52m / 171ft follow orange guideline.
- ACFT with wingspan below 52m / 171ft follow yellow guideline.

## LEJ-EDDP

**AFC**

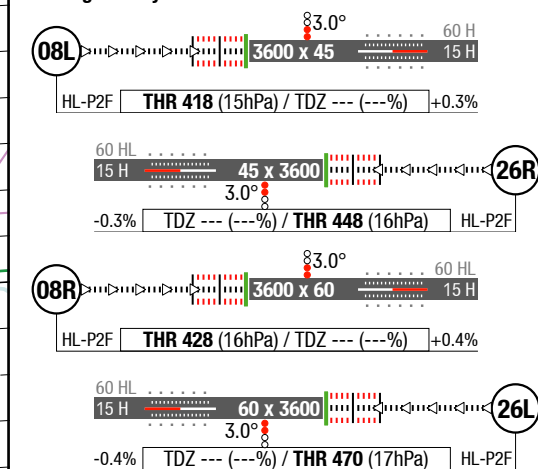
**AFC**

**2-10**

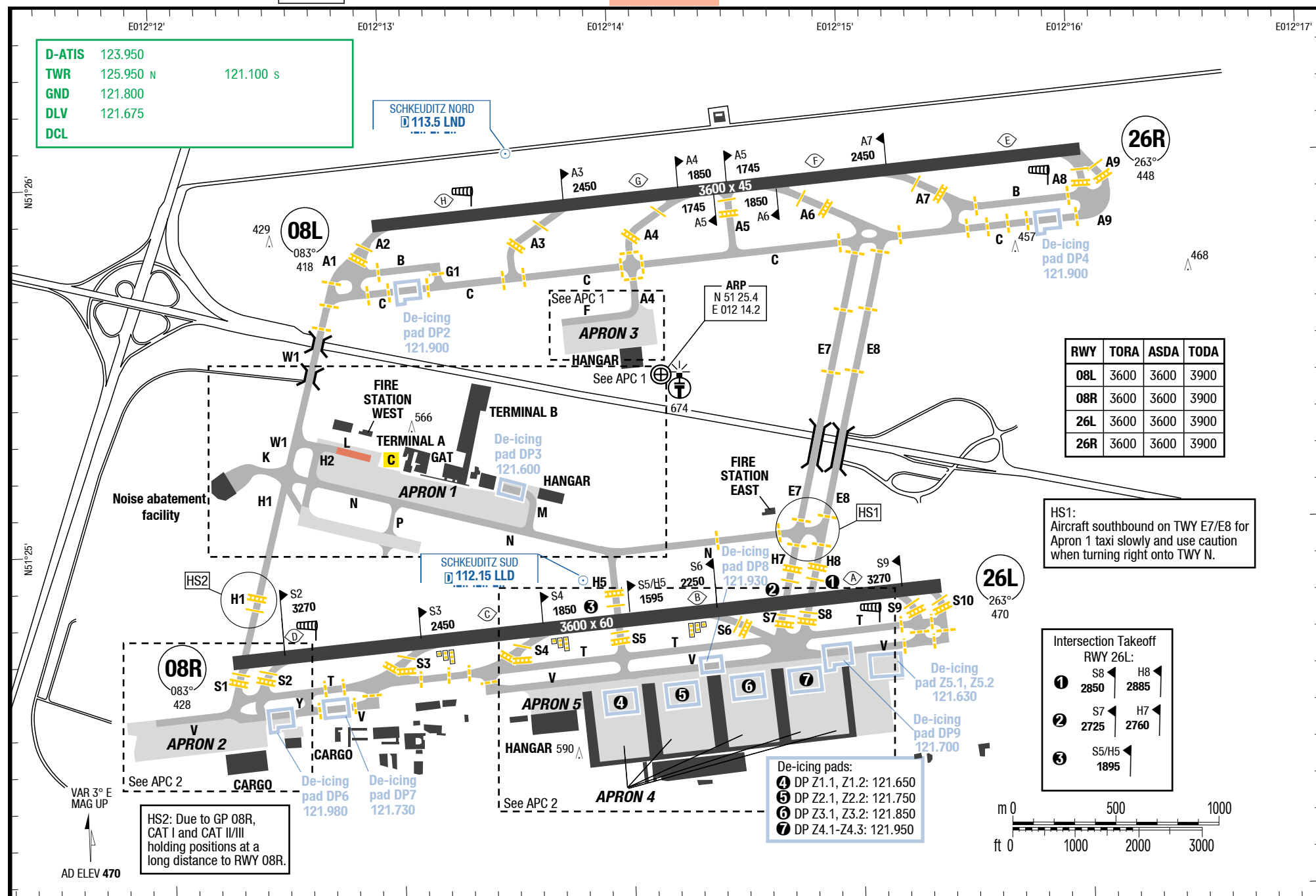


D-ATIS	123.950
Munich RAD	126.175
DIR	128.475
TWR	125.950
	121.100
GND	121.800
DLV	121.675
DCL	

**Landing RWY system:**



Changes: Navaid , OBST, SUAs, HLDG



29-DEC-2016  
LEJ-EDDP

Germany Leipzig/Halle

APC 2  
APC 1

APC

APC

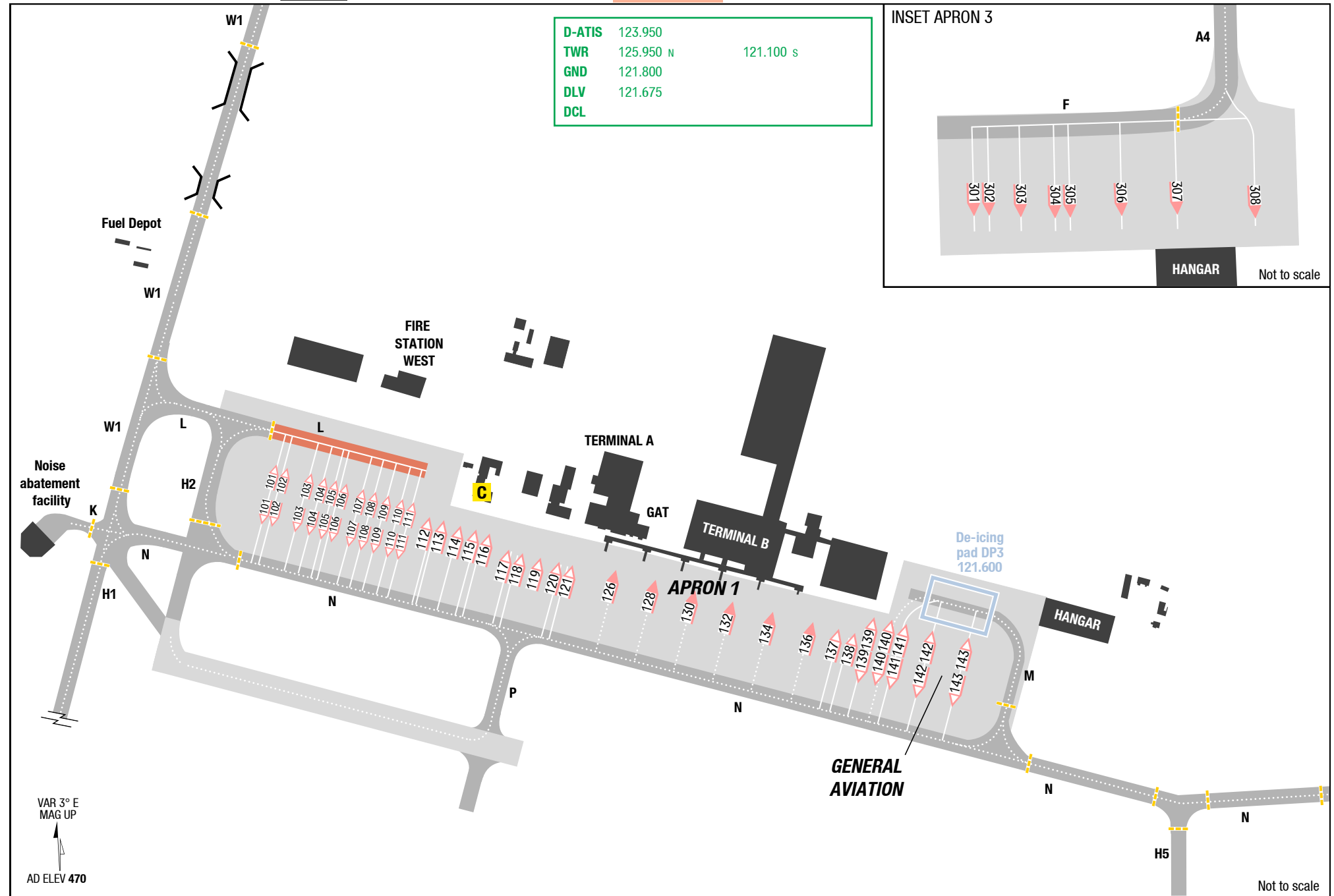
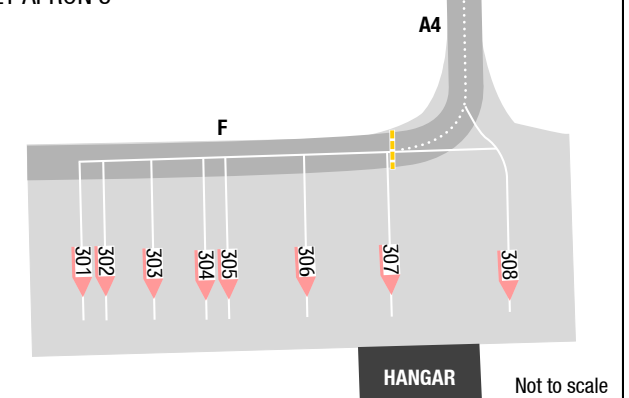
Leipzig/Halle Germany

APC 2  
APC 1

3-30

D-ATIS	123.950	
TWR	125.950 N	121.100 S
GND	121.800	
DLV	121.675	
DCL		

INSET APRON 3



VAR 3° E  
MAG UP  
AD ELEV 470

Changes: TWY

29-DEC-2016  
LEJ-EDDP

Germany Leipzig/Halle

APC 2

APC

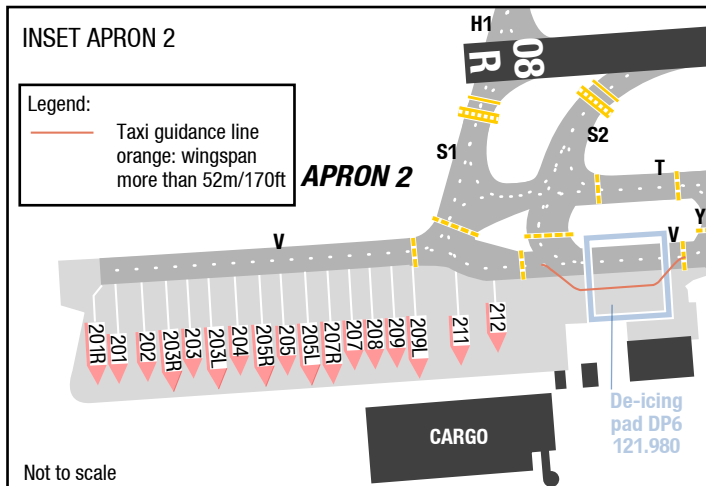
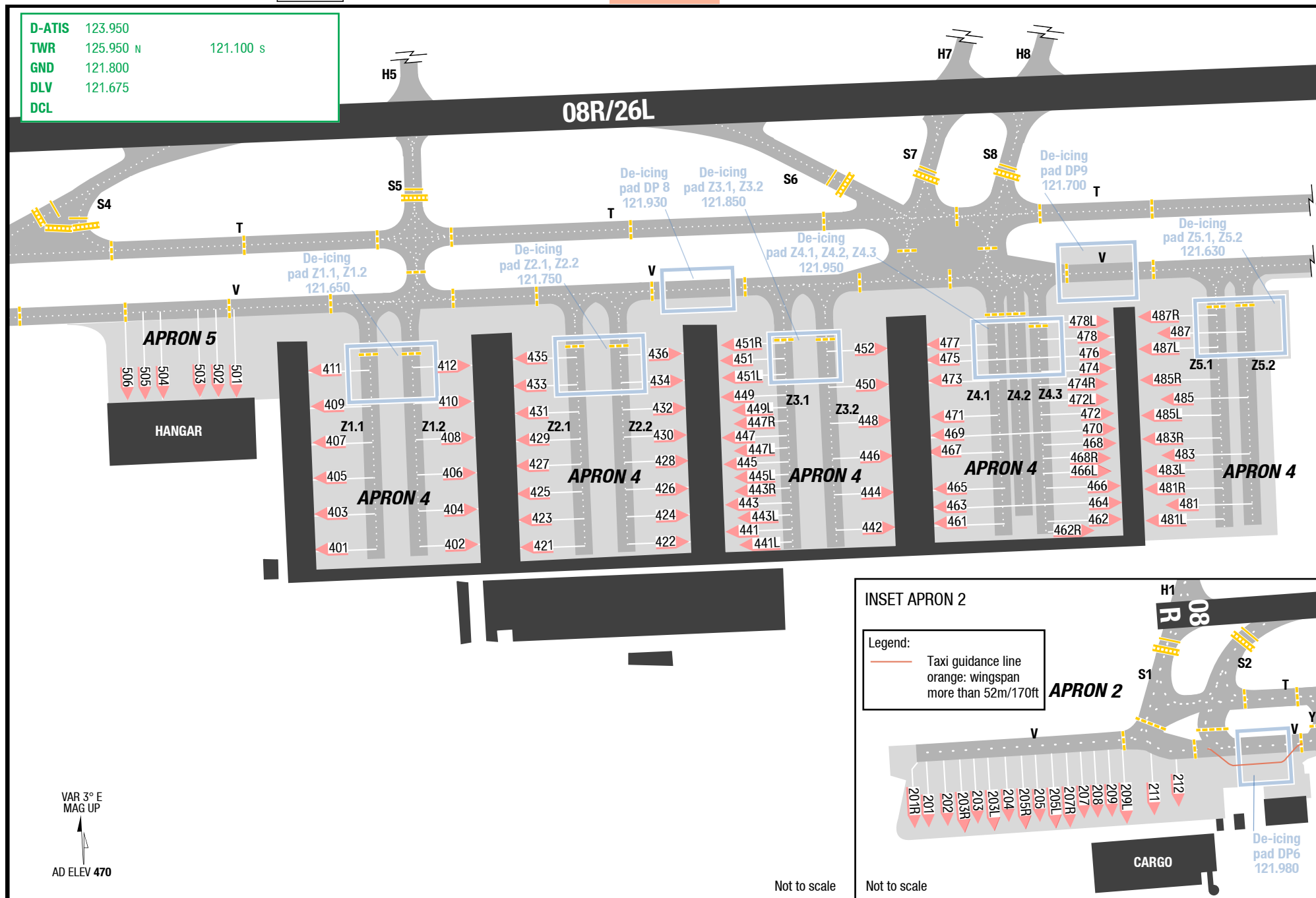
APC

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APC 2

3-40

D-ATIS	123.950	
TWR	125.950 N	121.100 s
GND	121.800	
DLV	121.675	
DCL		



Not to scale

Not to scale

Changes: Nil



## STAND COORDINATES

## APRON 1

<b>101-102</b>	N51 25.2 E012 12.7	<b>406</b>	N51 24.5 E012 14.1	<b>465</b>	N51 24.5 E012 14.7
<b>103-107</b>	N51 25.2 E012 12.8	<b>407</b>	N51 24.5 E012 13.8	<b>466, 466L</b>	N51 24.5 E012 14.9
<b>108</b>	N51 25.2 E012 12.9	<b>408</b>	N51 24.5 E012 14.1	<b>467</b>	N51 24.5 E012 14.7
<b>108</b>	N51 25.2 E012 12.8	<b>409</b>	N51 24.5 E012 13.8	<b>468, 468 R</b>	N51 24.5 E012 14.9
<b>109</b>	N51 25.2 E012 12.8	<b>410</b>	N51 24.5 E012 14.1	<b>469</b>	N51 24.5 E012 14.7
<b>109</b>	N51 25.2 E012 12.9	<b>411</b>	N51 24.6 E012 13.8	<b>470</b>	N51 24.5 E012 14.9
<b>110-113</b>	N51 25.2 E012 12.9	<b>412</b>	N51 24.6 E012 14.1	<b>471</b>	N51 24.5 E012 14.7
<b>114-119</b>	N51 25.2 E012 13.0	<b>421</b>	N51 24.4 E012 14.1	<b>472, 472L</b>	N51 24.5 E012 14.9
<b>120-126</b>	N51 25.2 E012 13.1	<b>422</b>	N51 24.4 E012 14.4	<b>473</b>	N51 24.6 E012 14.7
<b>128, 130</b>	N51 25.2 E012 13.2	<b>423</b>	N51 24.4 E012 14.1	<b>474, 474R</b>	N51 24.6 E012 14.9
<b>132</b>	N51 25.2 E012 13.3	<b>424</b>	N51 24.5 E012 14.4	<b>475</b>	N51 24.6 E012 14.7
<b>134</b>	N51 25.1 E012 13.3	<b>425</b>	N51 24.5 E012 14.1	<b>476</b>	N51 24.6 E012 14.9
<b>136-139</b>	N51 25.1 E012 13.4	<b>426</b>	N51 24.5 E012 14.4	<b>477</b>	N51 24.6 E012 14.7
<b>140</b>	N51 25.1 E012 13.5	<b>427</b>	N51 24.5 E012 14.1	<b>478, 478L</b>	N51 24.6 E012 14.9
<b>141-143</b>	N51 25.1 E012 13.5	<b>428</b>	N51 24.5 E012 14.4	<b>481L, 481R</b>	N51 24.4 E012 14.9

## APRON 2

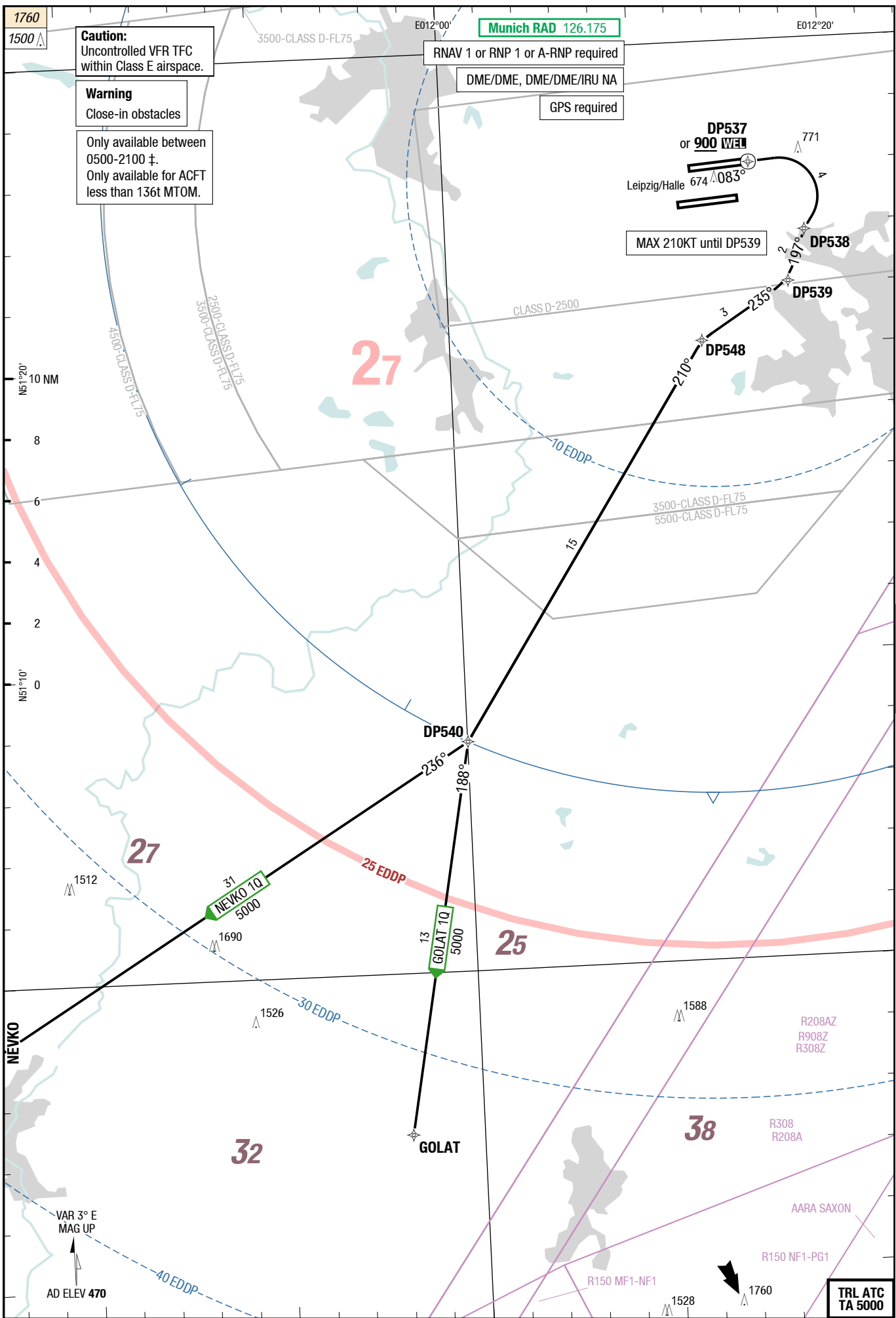
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<b>203, 203L</b>	N51 24.5 E012 12.0	<b>430</b>	N51 24.5 E012 14.3	<b>487, 487R</b>	N51 24.6 E012 14.9
<b>203R</b>	N51 24.5 E012 11.9	<b>431</b>	N51 24.5 E012 14.1	<b>501-503</b>	N51 24.5 E012 13.7
<b>204-205</b>	N51 24.5 E012 12.0	<b>432</b>	N51 24.5 E012 14.3	<b>504-506</b>	N51 24.5 E012 13.6
<b>205L</b>	N51 24.5 E012 12.1	<b>433</b>	N51 24.6 E012 14.1		
<b>205R</b>	N51 24.5 E012 12.0	<b>434</b>	N51 24.6 E012 14.3		
<b>207-208</b>	N51 24.5 E012 12.1	<b>435</b>	N51 24.6 E012 14.1		
<b>209, 209L</b>	N51 24.5 E012 12.2	<b>436</b>	N51 24.6 E012 14.3		
<b>211, 212</b>	N51 24.5 E012 12.3	<b>441, 441L</b>	N51 24.4 E012 14.4		
		<b>442</b>	N51 24.4 E012 14.6		

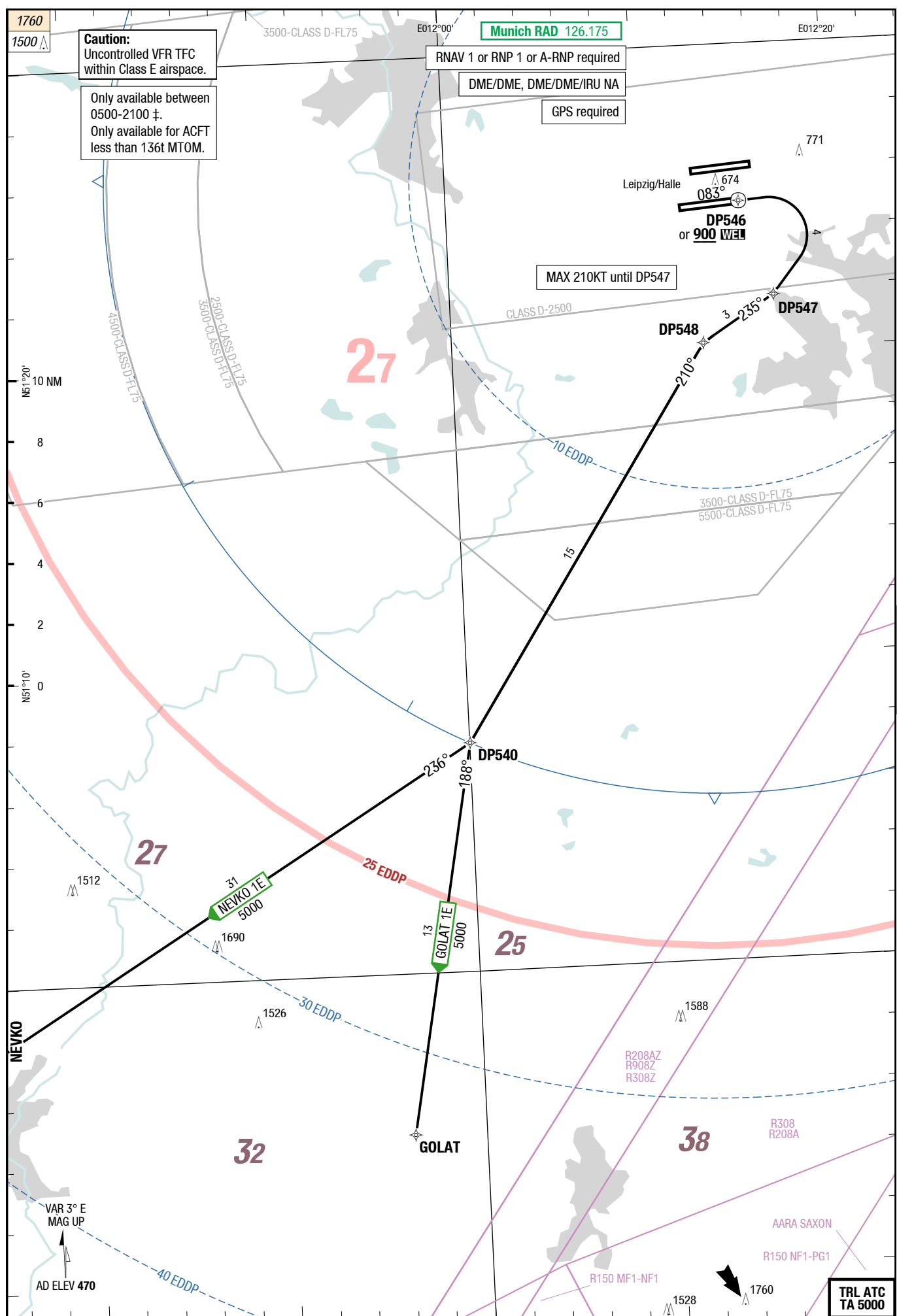
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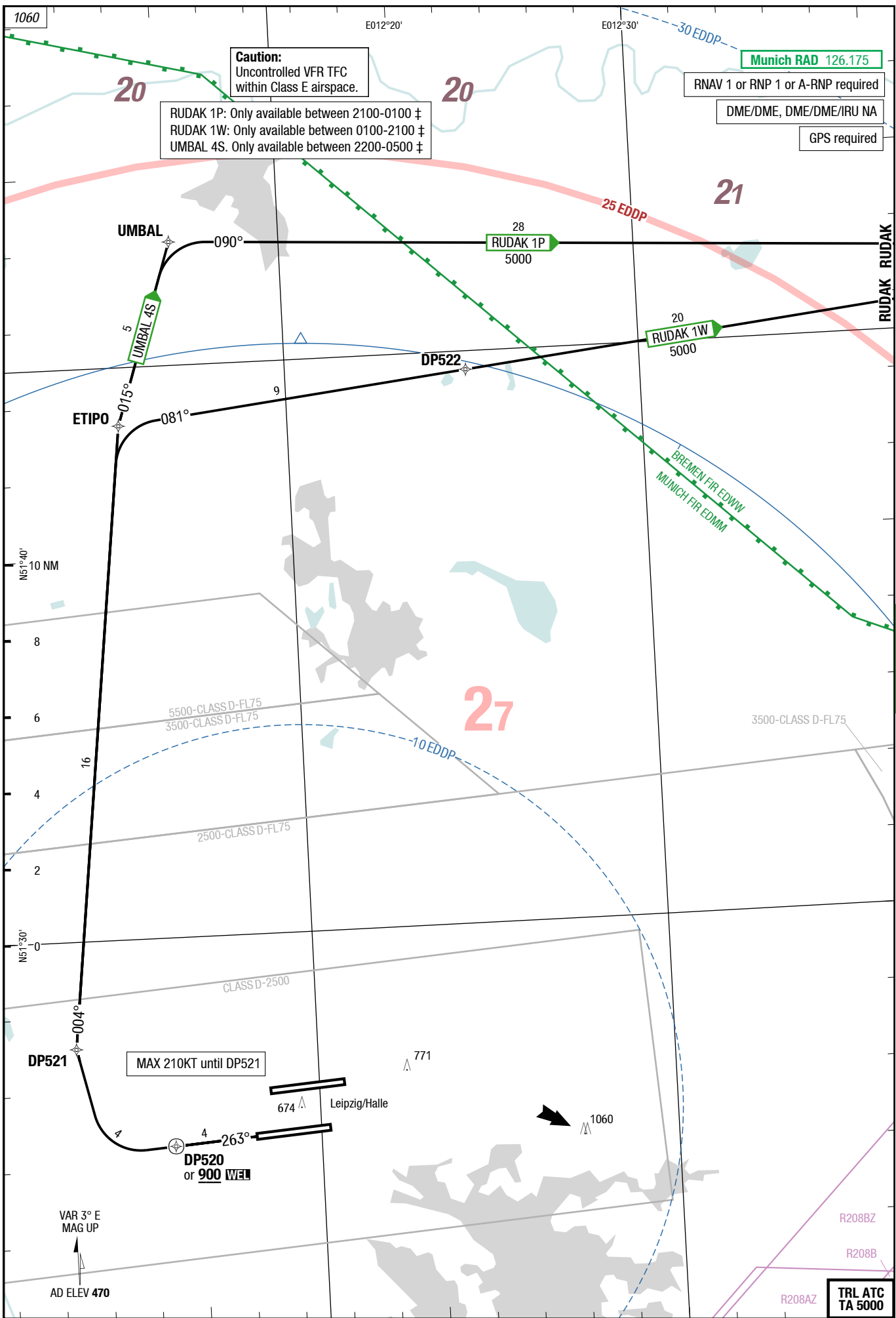
<b>301-302</b>	N51 25.5 E012 13.8	<b>443, 443L/R</b>	N51 24.5 E012 14.4
<b>303-305</b>	N51 25.5 E012 13.9	<b>444</b>	N51 24.5 E012 14.6
<b>306-307</b>	N51 25.5 E012 14.0	<b>445, 445L</b>	N51 24.5 E012 14.4
<b>308</b>	N51 25.5 E012 14.1	<b>446</b>	N51 24.5 E012 14.6
		<b>447, 447L/R</b>	N51 24.5 E012 14.4

## APRON 4

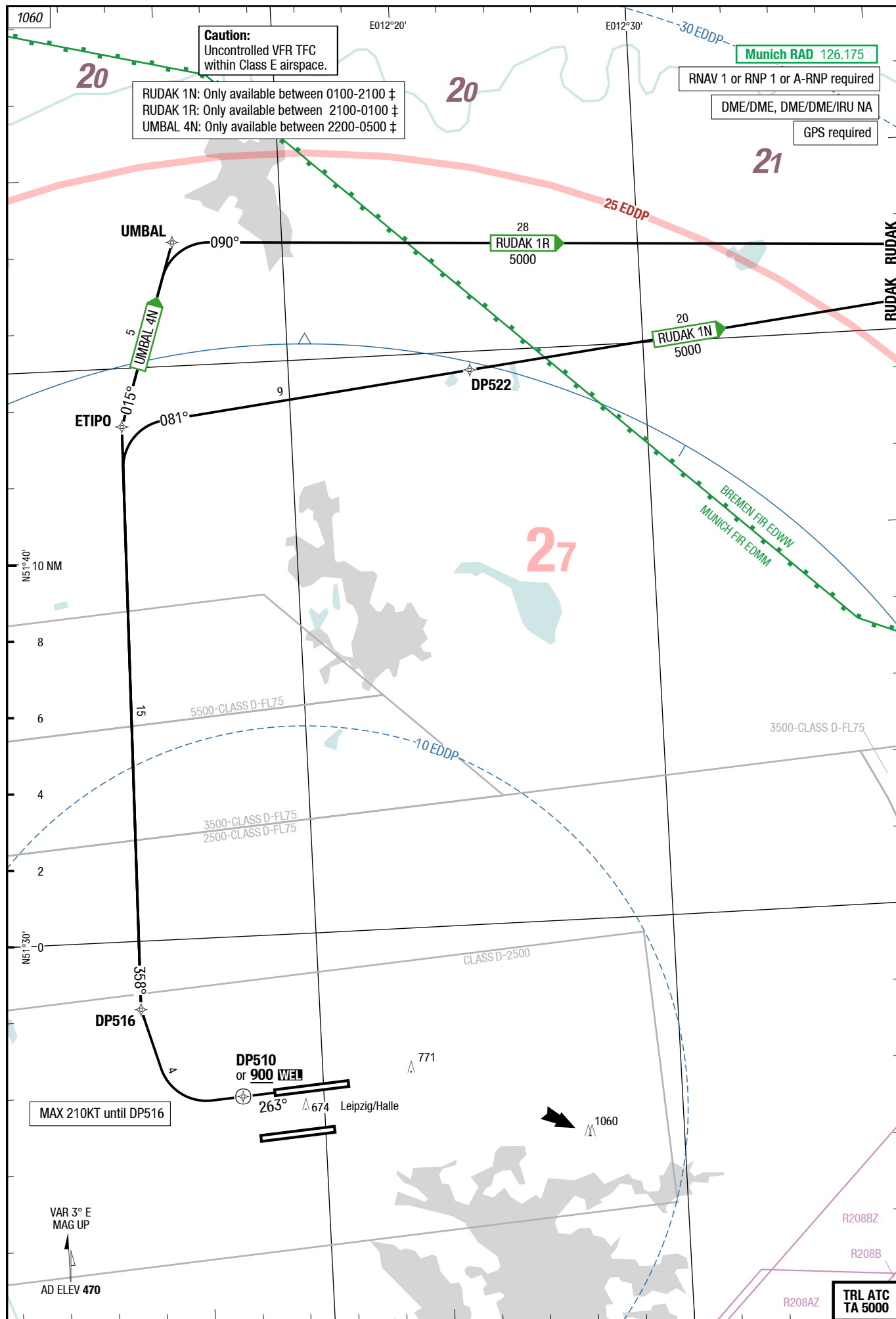
<b>401</b>	N51 24.4 E012 13.8	<b>448</b>	N51 24.5 E012 14.6
<b>402</b>	N51 24.4 E012 14.1	<b>449</b>	N51 24.6 E012 14.4
<b>403</b>	N51 24.4 E012 13.8	<b>449L</b>	N51 24.5 E012 14.4
<b>404</b>	N51 24.4 E012 14.1	<b>450</b>	N51 24.6 E012 14.6
<b>405</b>	N51 24.5 E012 13.8	<b>451, 451L/R</b>	N51 24.6 E012 14.4
		<b>452</b>	N51 24.6 E012 14.6
		<b>461</b>	N51 24.4 E012 14.7
		<b>462, 462R</b>	N51 24.4 E012 14.9
		<b>463</b>	N51 24.5 E012 14.7
		<b>464</b>	N51 24.5 E012 14.9







Changes: SUA, OBST



15-JUN-2017

**LEJ-EDDP**

Germany **Leipzig/Halle**

SIDs RWY 08R (RNAV Overlay)

4-50

### SIDs RWY 08L (RNAV Overlay)

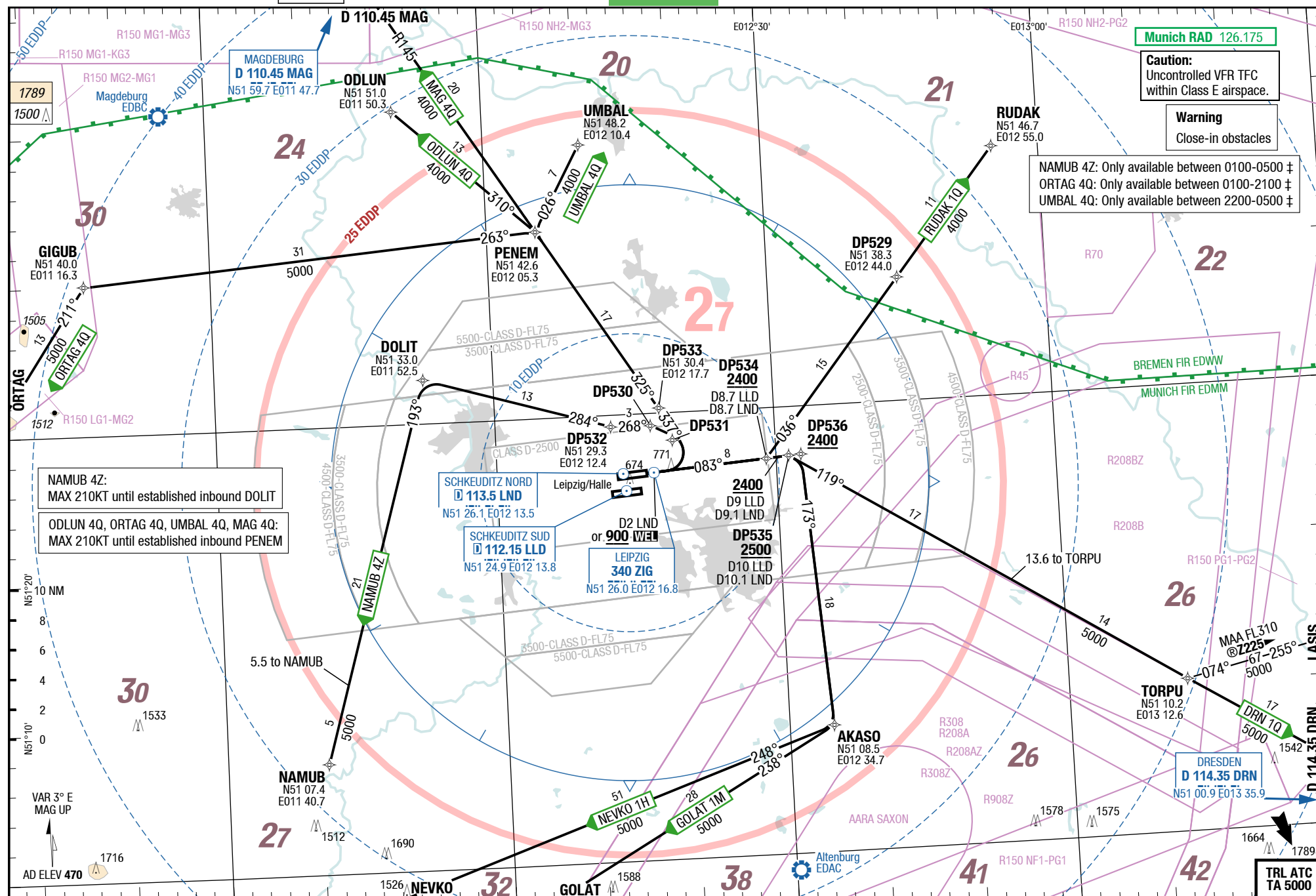
SID

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## Leipzig/Halle Germany

SIDs RWY 08R (RNAV Overlay)

### SIDs RWY 08L (RNAV Overlay)



Changes: PROC, SUAs, OBST



Effective 22-JUN-2017

15-JUN-2017

LEJ-EDDP

Germany Leipzig/Halle

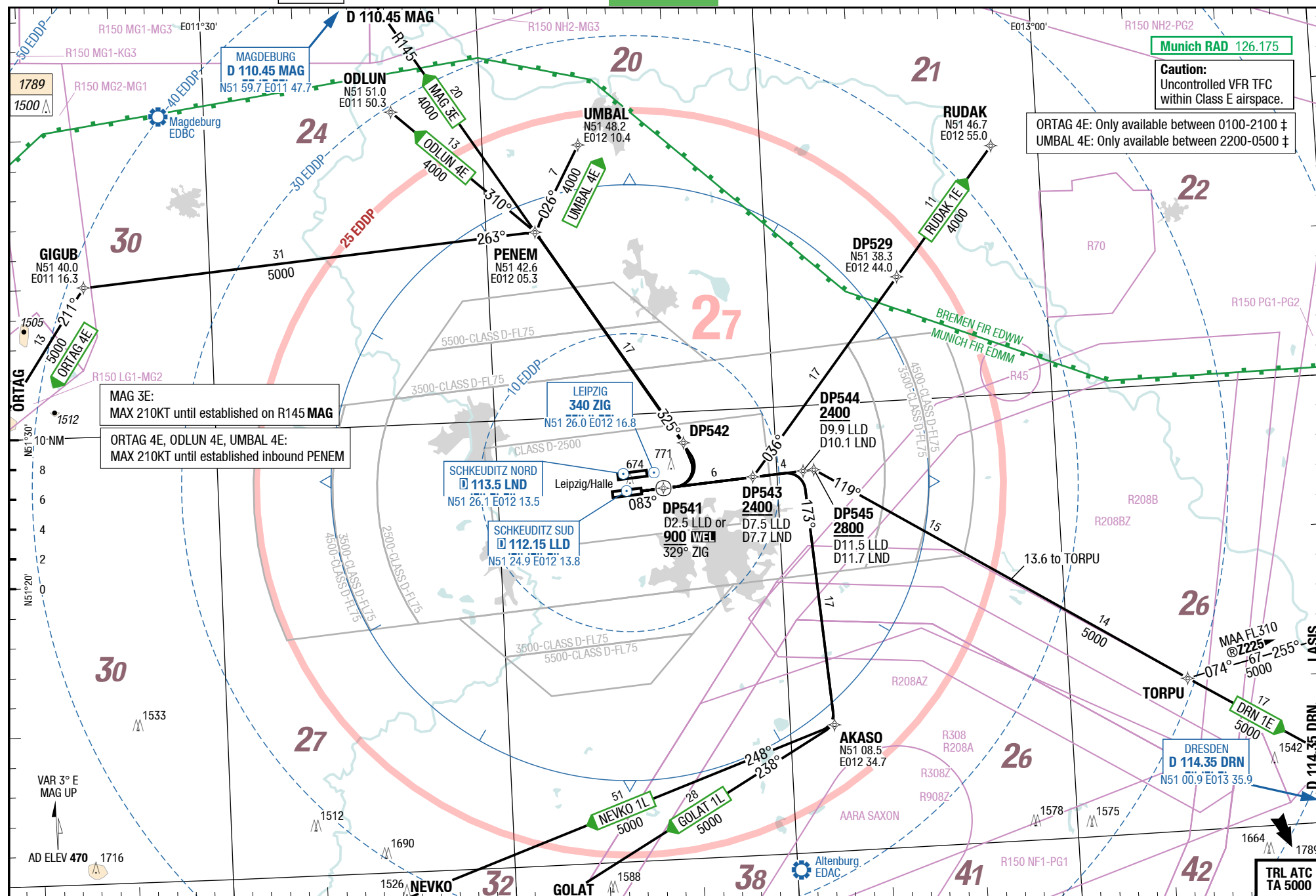
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SIDs RWY 08R (RNAV Overlay)

4-60 SIDs RWY 08R (RNAV Overlay)



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SIDs RWY 26R (RNAV Overlay)

4-70

SIDs RWY 26L (RNAV Overlay)

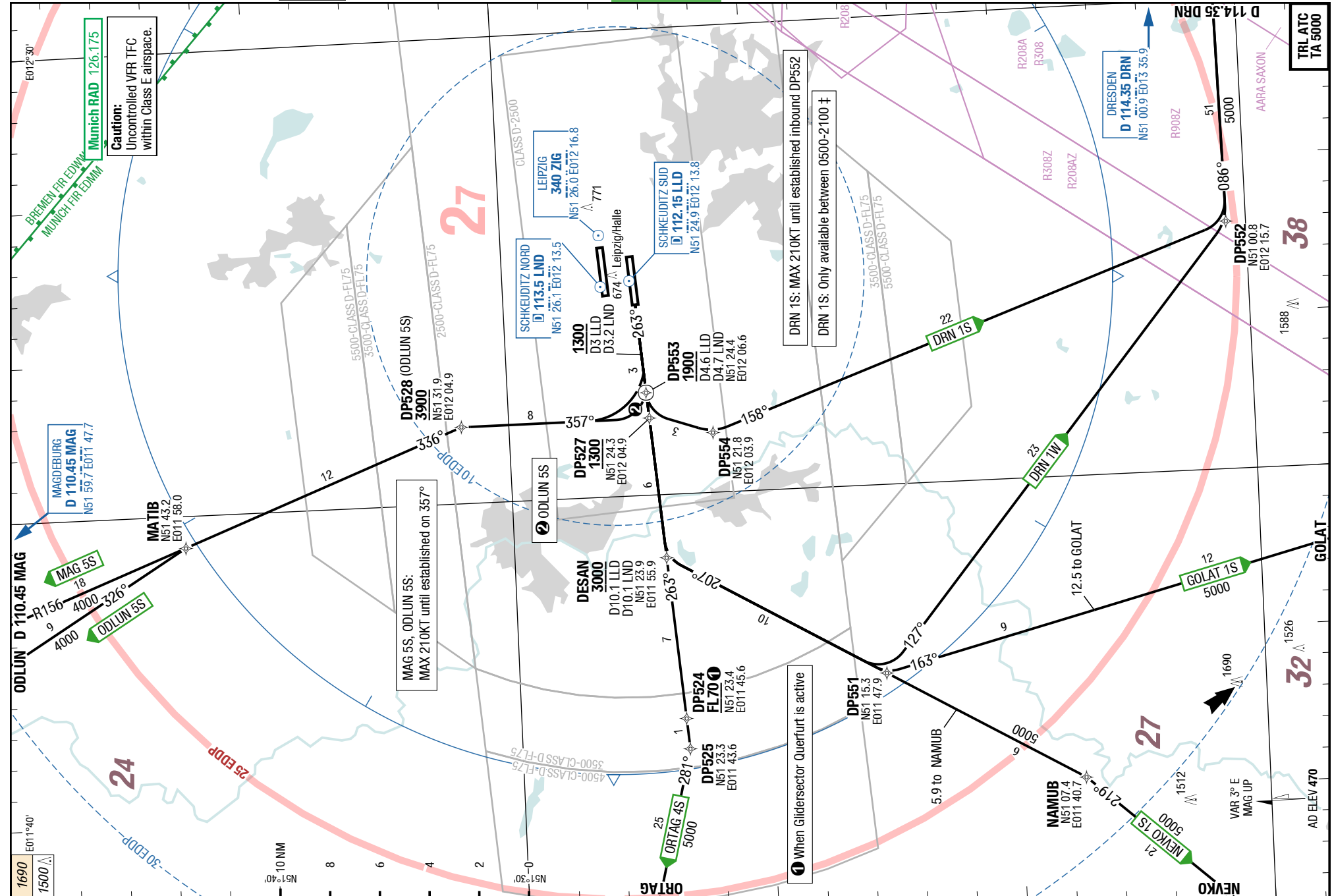
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SIDs RWY 26R (RNAV Overlay)

SIDs RWY 26L (RNAV Overlay)



Changes: PROC, SUAAs, OBST



15-JUN-2017

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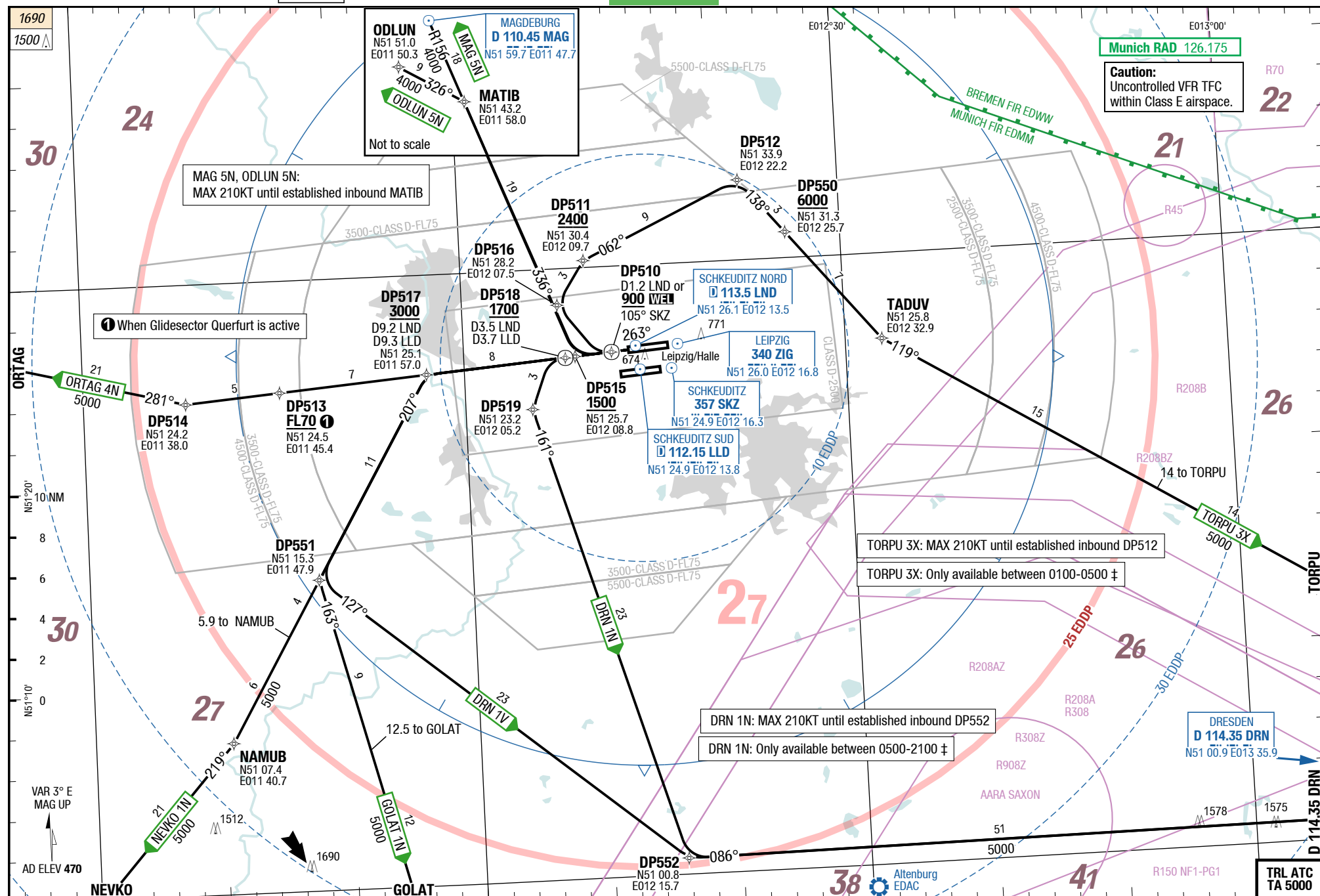
4-80

### SIDs RWY 26R (RNAV Overlay)

SID

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### SIDs RWY 26R (RNAV Overlay)



Changes: PROC, SUAs, OBST

**GOLAT 1Q / NEVKO 1Q**

RWY 08L (083°)

**When instructed by TWR, contact Munchen RAD.**

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

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

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

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

- 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.

**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
	<b>Runway 08L</b>	
<b>DRESDEN 1Q</b> <b>DRN 1Q</b> 4.0% <b>126.175</b> ①②③④⑤⑥⑦⑧	at D10.1 LND/D10 LLD RT 119° to TORPU - <b>DRN</b>  <b>FMS</b> [A900+] - DP535 [R] - TORPU - DRN	D10.1 LND/D10 LLD MNM <b>2500</b>  DP535 MNM <b>2500</b>  <b>initial climb FL70</b>
<b>GOLAT 1M</b> 4.3% <b>126.175</b> ①②③④⑤⑥⑦	at D9.1 LND/D9 LLD RT 173° to AKASO - <b>RT</b> 238° to GOLAT  <b>FMS</b> [A900+] - DP536 [R] - AKASO [R] - GOLAT	D9.1 LND/D9 LLD MNM <b>2400</b>  DP536 MNM <b>2400</b>  <b>initial climb FL70</b>
<b>MAGDEBURG 4Q</b> <b>MAG 4Q</b> 7.0% to 3900 <b>126.175</b> ①②③④⑤	at <b>ZIG</b> (D2 LND) or MNM <b>900</b> , whichever is later, <b>LT</b> 337° - intercept R145 <b>MAG</b> to PENEM - <b>MAG</b>	<b>initial climb FL70</b>

- 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 ±.

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

- 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 ±**.

**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
	<b>Runway 08L</b>	
<b>ORTAG 4Q</b> 3.8% to 3600 <b>126.175</b> ③④⑤⑥⑦⑨	at <b>ZIG</b> (D2 <b>LND</b> ) or <b>MNM 900</b> , whichever is later, <b>LT 337°</b> to <b>DP533</b> - <b>LT 325°</b> to <b>PENEM</b> - <b>LT 263°</b> to <b>GIGUB</b> - <b>LT 211°</b> to <b>ORTAG</b>  <b>FMS</b> <b>ZIG</b> or <b>MNM 900 WEL</b> [K210- :L] - <b>DP531</b> [K210-] - <b>DP533</b> [K210- ;L] - <b>PENEM</b> [L] - <b>GIGUB</b> [L] - <b>ORTAG</b>	<b>initial climb FL70</b>
<b>RUDAK 1Q</b> 4.4% <b>126.175</b> ①②③④	at <b>D8.7 LLD/D8.7 LND LT 036°</b> to <b>DP529</b> - <b>RUDAK</b>  <b>FMS</b> <b>[A900+]</b> - <b>DP534</b> [L] - <b>DP529</b> - <b>RUDAK</b>	<b>D8.7 LND/D8.7 LLD MNM 2400</b>  <b>DP534 MNM 2400</b>  <b>initial climb FL70</b>
<b>UMBAL 4Q</b> 3.8% to 3500 <b>126.175</b> ③④⑤⑦⑧	at <b>ZIG</b> (D2 <b>LND</b> ) or <b>MNM 900</b> , whichever is later, <b>LT 337°</b> to <b>DP533</b> - <b>LT 325°</b> to <b>PENEM</b> - <b>RT 026°</b> to <b>UMBAL</b>  <b>FMS</b> <b>ZIG</b> or <b>MNM 900 WEL</b> [K210- :L] - <b>DP531</b> [K210-] - <b>DP533</b> [K210- ;L] - <b>PENEM</b> [R] - <b>UMBAL</b>	<b>initial climb FL70</b>

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.



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

- 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 onyl. 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
<b>ODLUN 4E</b> 3.4% to 3500 <b>126.175</b> ③④⑤⑨	at D2.5 <b>LLD</b> (QDM 329 <b>ZIG</b> ) or MNM <b>900</b> , whichever is later, <b>LT</b> 325° to PENEM - <b>LT</b> 310° to ODLUN  <b>FMS</b> DP541 or MNM 900 WEL [K210- ;L] - DP542 [K210-] - PENEM [L] - ODLUN	<b>initial climb FL70</b>
<b>ORTAG 4E</b> 3.4% to 3500 <b>126.175</b> ③④⑤⑥⑨	at D2.5 <b>LLD</b> (QDM 329 <b>ZIG</b> ) or MNM <b>900</b> , whichever is later, <b>LT</b> 325° to PENEM - <b>LT</b> 263° to GIGUB - <b>LT</b> 211° to ORTAG  <b>FMS</b> DP541 or MNM 900 WEL [K210- ;L] - DP542 [K210-] - PENEM [L] - GIGUB [L] - ORTAG	<b>initial climb FL70</b>
<b>RUDAK 1E</b> 4.9% <b>126.175</b> ①②③	at D7.5 <b>LLD</b> /D7.7 <b>LND LT</b> 036° to DP529 - RUDAK  <b>FMS</b> [A900+] - DP543 [L] - DP529 - RUDAK	<b>D7.5 LLD/D7.7 LND MNM 2400</b>  <b>DP543 MNM 2400</b>  <b>initial climb FL70</b>
<b>UMBAL 4E</b> 3.4% to 3500 <b>126.175</b> ③④⑤⑦⑧⑨	at D2.5 <b>LLD</b> (QDM 329 <b>ZIG</b> ) or MNM <b>900</b> , whichever is later, <b>LT</b> 325° to PENEM - <b>RT</b> 026° to UMBAL  <b>FMS</b> DP541 or MNM 900 WEL [K210- ;L] - DP542 [K210-] - PENEM [R] - UMBAL	<b>initial climb FL70</b>

- 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.

Changes: Nil

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

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

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

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.

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

- 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±.

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

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

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.

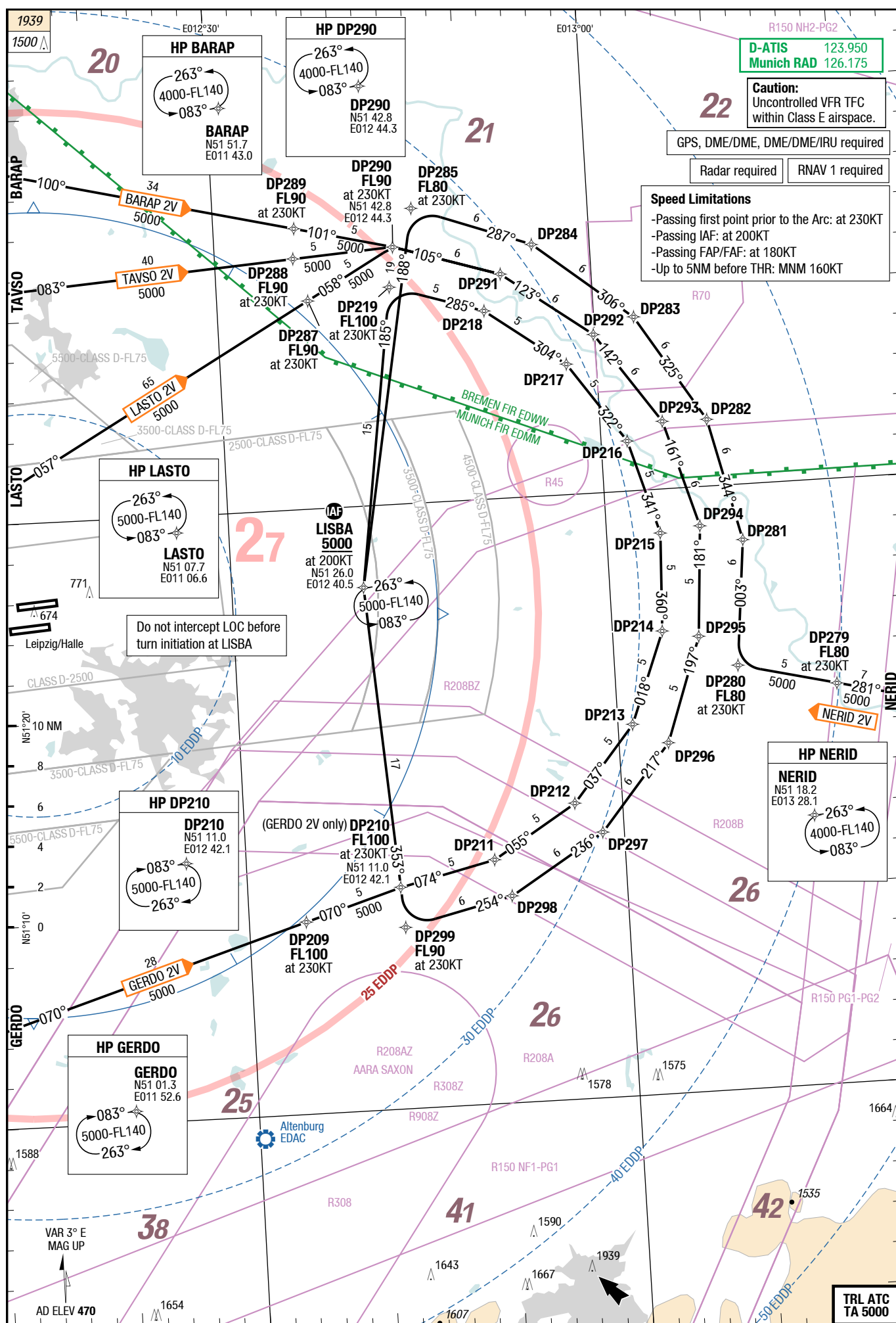
⑥ Climb gradient due to airspace structure and operational requirements.

⑦ After passing 2400ft, B-RNAV required.

⑧ Only available between 0100-0500±.







15-JUN-2017

## LEJ-EDDP

Germany **Leipzig/Halle**

STARs RWYs 26L/R

## STARs RWYs 08L/R

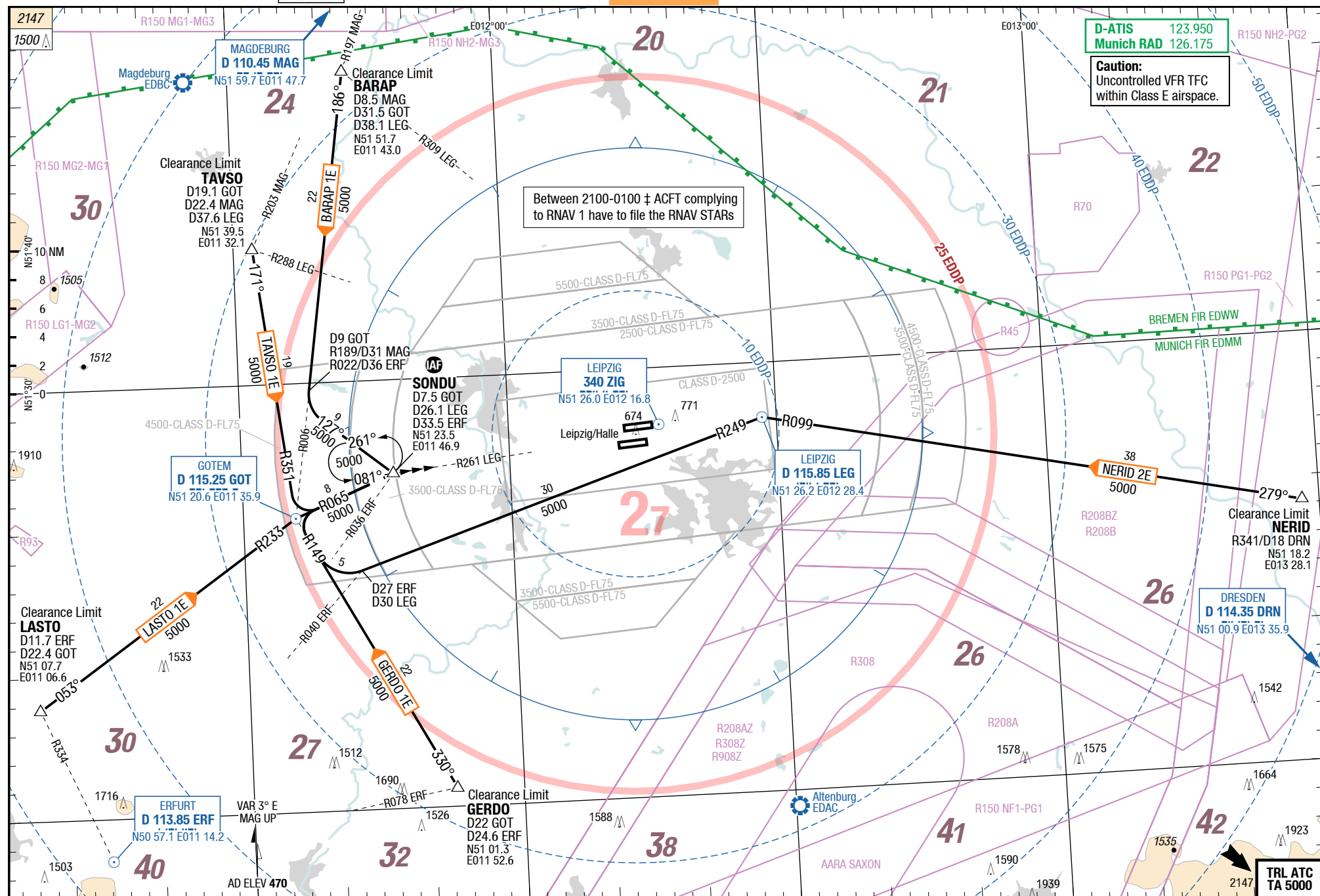
# STAR

# STAR

## Leipzig/Halle Germany

STARs RWYs 26L/R

## STARs RWYs 08L/R



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

15-JUN-2017

**LEJ-EDDP**

Germany **Leipzig/Halle**

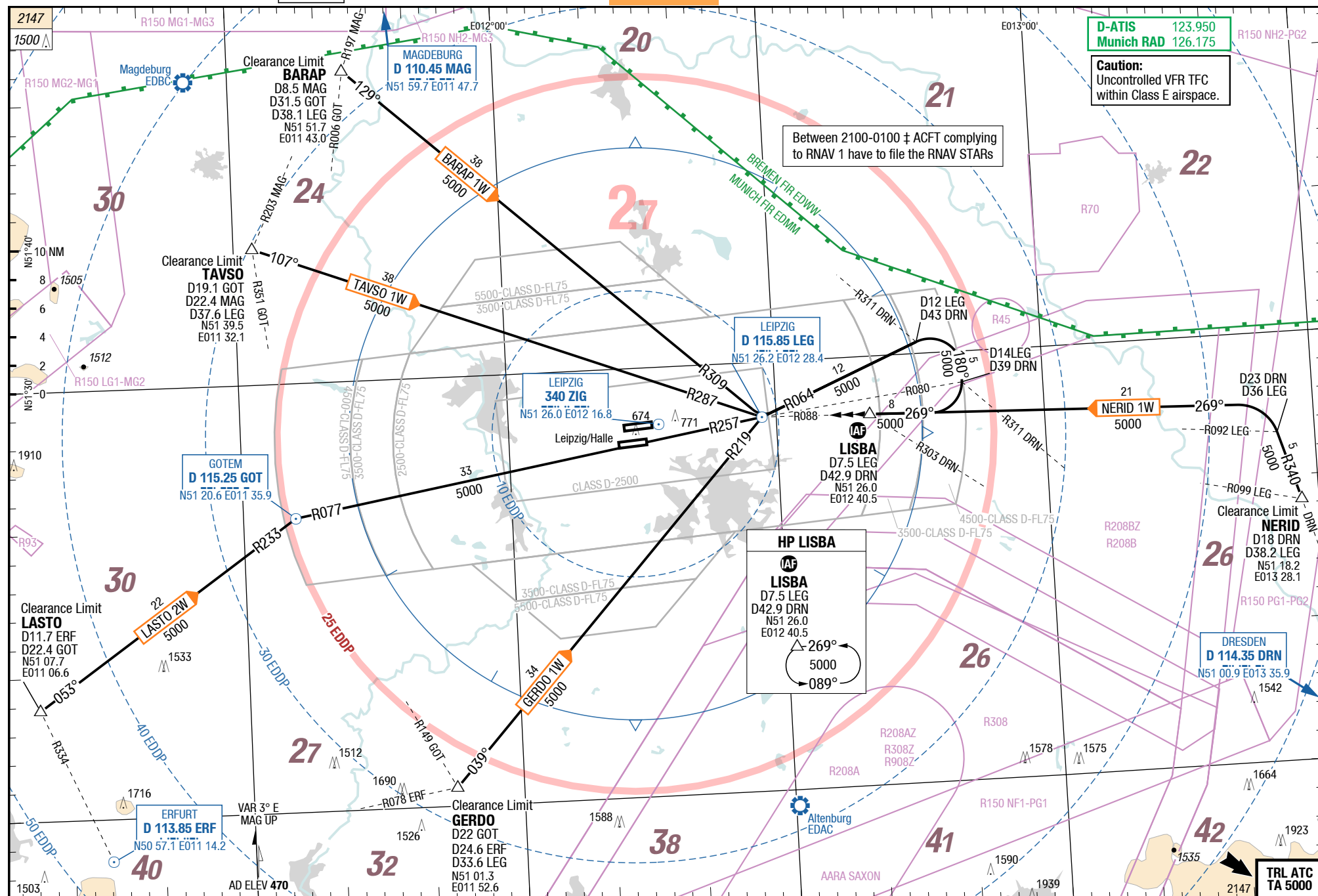
## STARs RWYs 26L/R

# STAR

# STAR

Leipzig/Halle Germany

## STARs RWYs 26L/R



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



15-JUN-2017

## LEJ-EDDP

Germany **Leipzig/Halle**

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

**7-10**

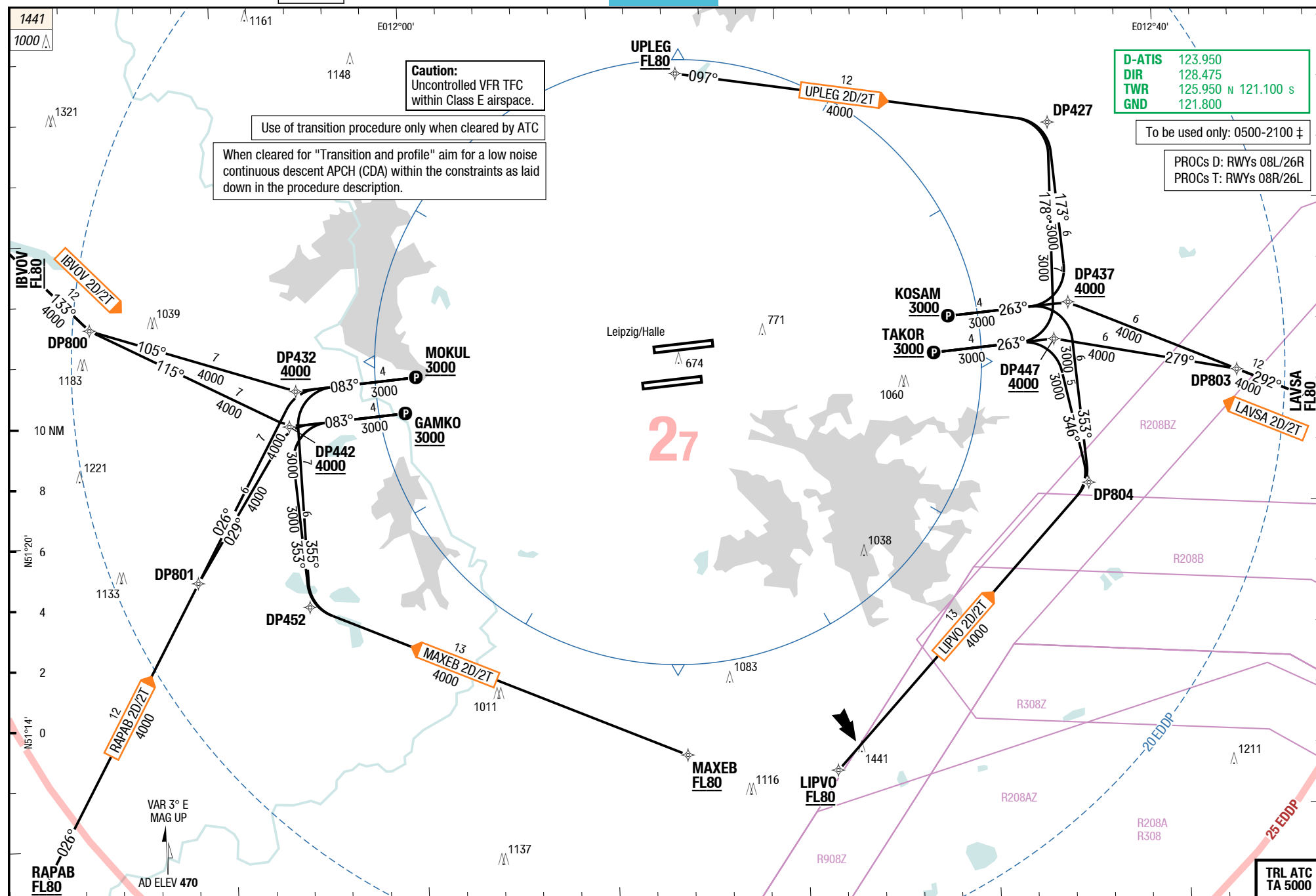
**CDA Transitions 08 L/R, 26 L/R (Day)**

# IAC

# IAC

## Leipzig/Halle Germany

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

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

Changes: SUAs, OBST

Effective 22-JUN-2017

15-JUN-2017

LEJ-EDDP

Germany Leipzig/Halle

IAC

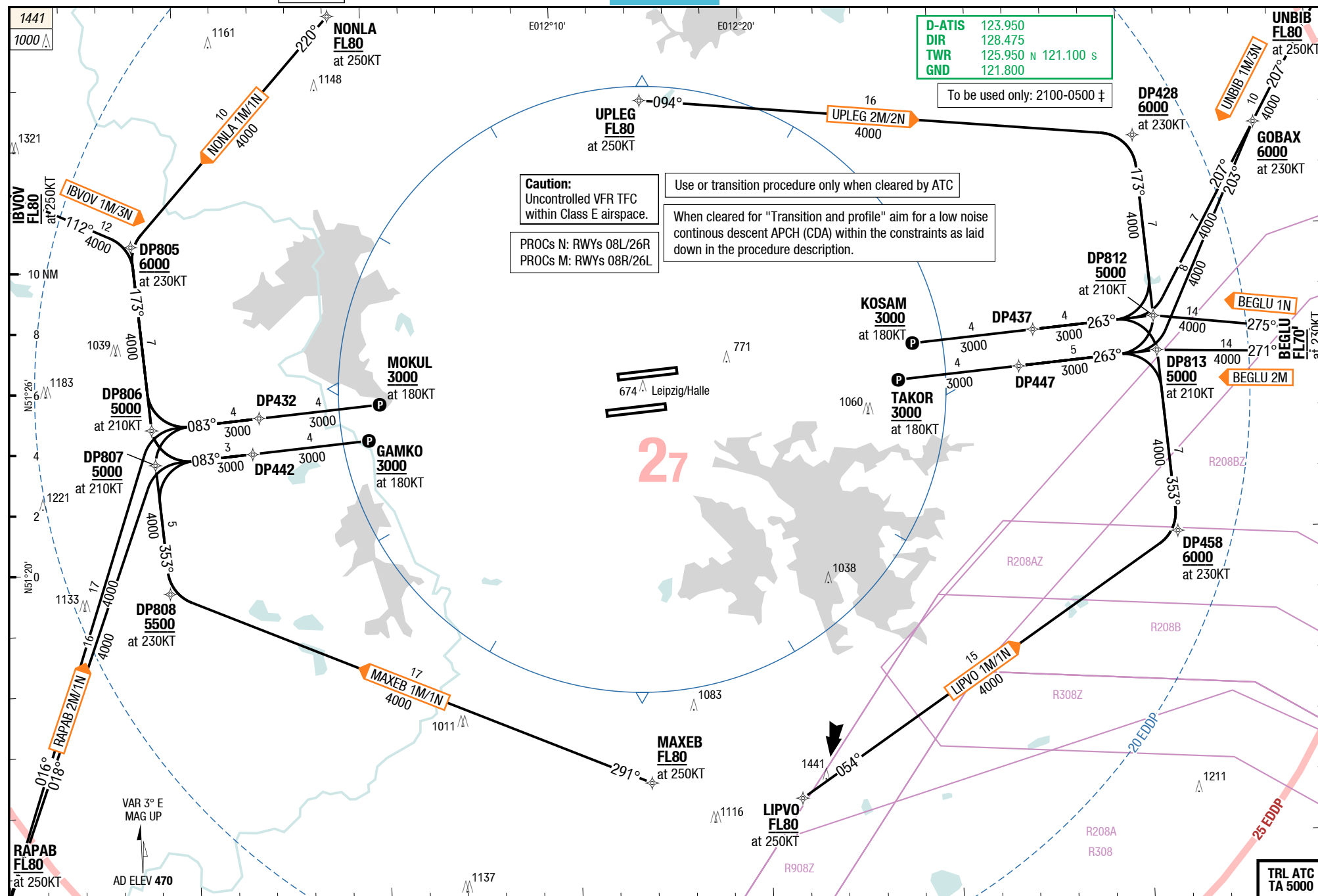
IAC

Leipzig/Halle Germany

7-20

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

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



Changes: SUAs, OBST

Effective 22-JUN-2017

15-JUN-2017

LEJ-EDDP

Germany Leipzig/Halle

ILS or LOC 08R

ILS or LOC 08L

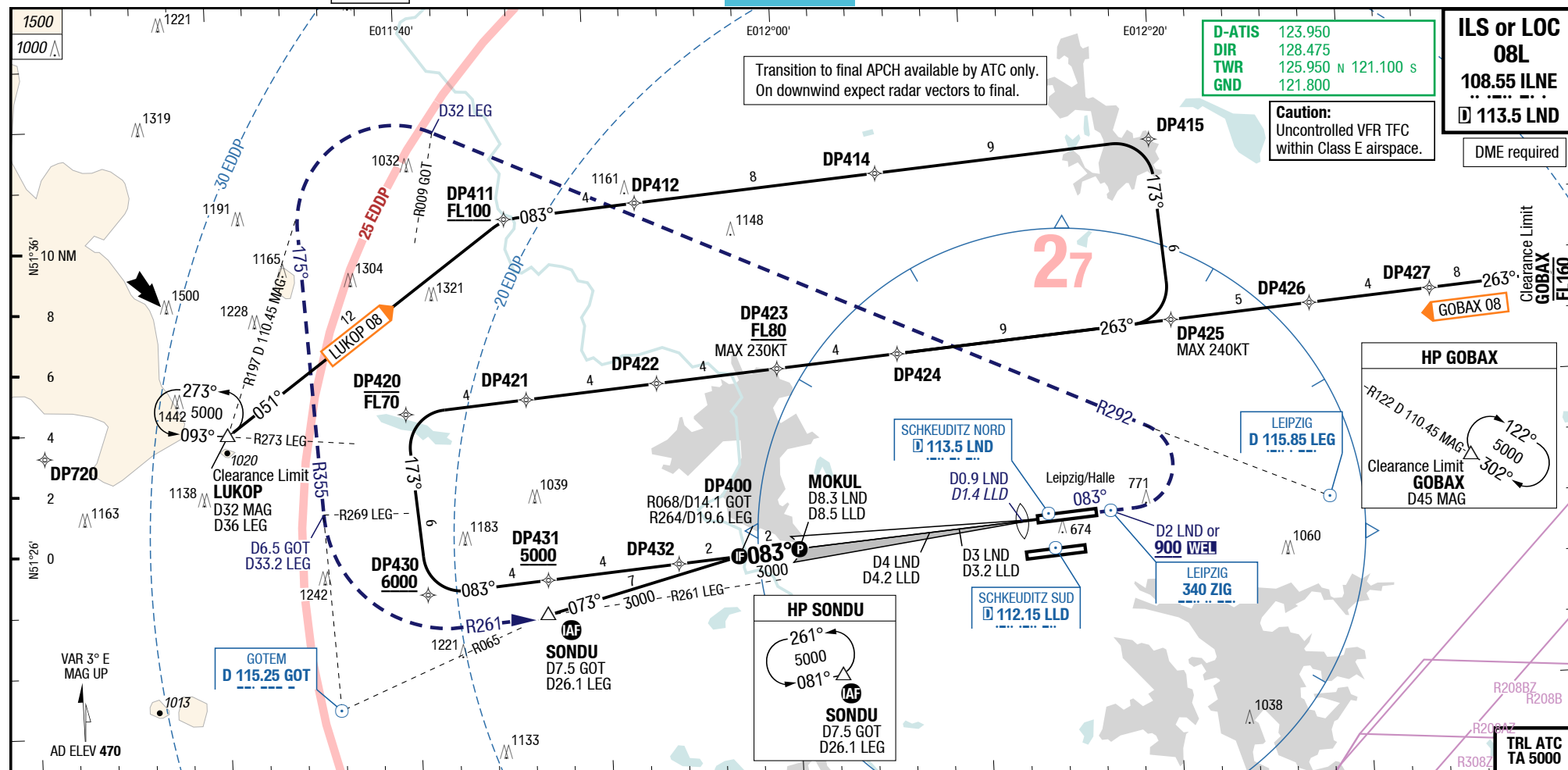
ILS or LOC 08R

ILS or LOC 08R

Leipzig/Halle Germany

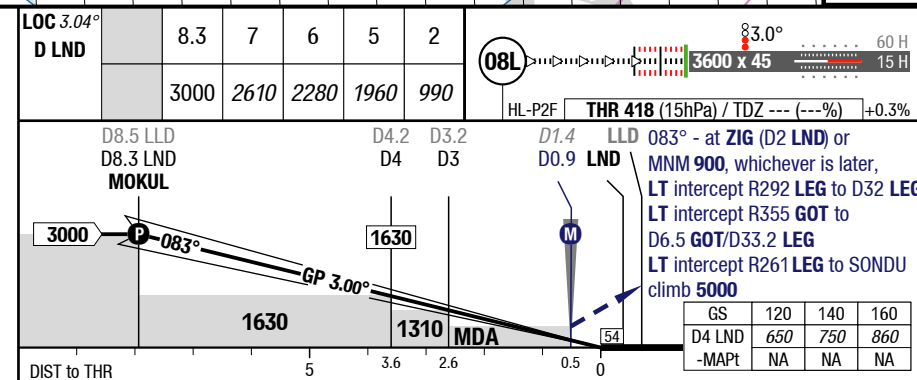
ILS or LOC 08R

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	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

LEJ-EDDP

7-40

Germany Leipzig/Halle

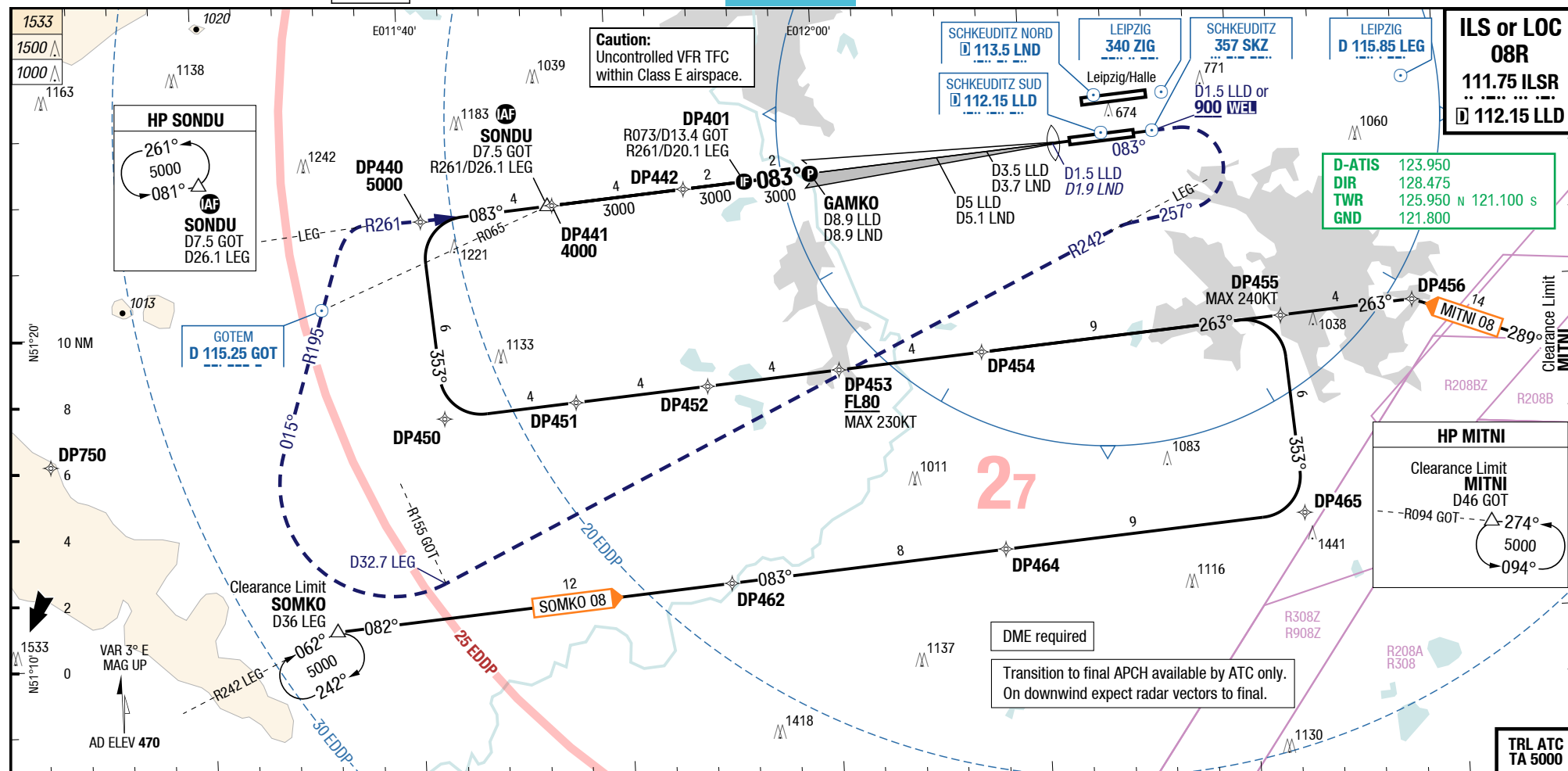
ILS or LOC 08R

IAC

IAC

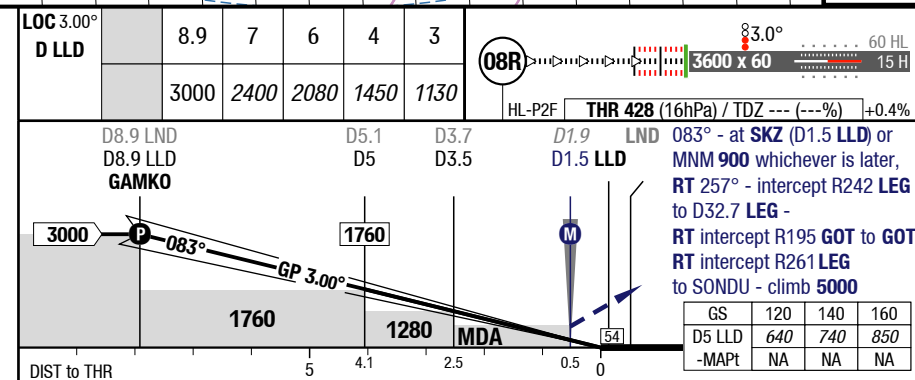
Leipzig/Halle Germany

ILS or LOC 08R



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

LEJ-EDDP

Germany Leipzig/Halle

ILS or LOC 26R

ILS or LOC 26L

IAC

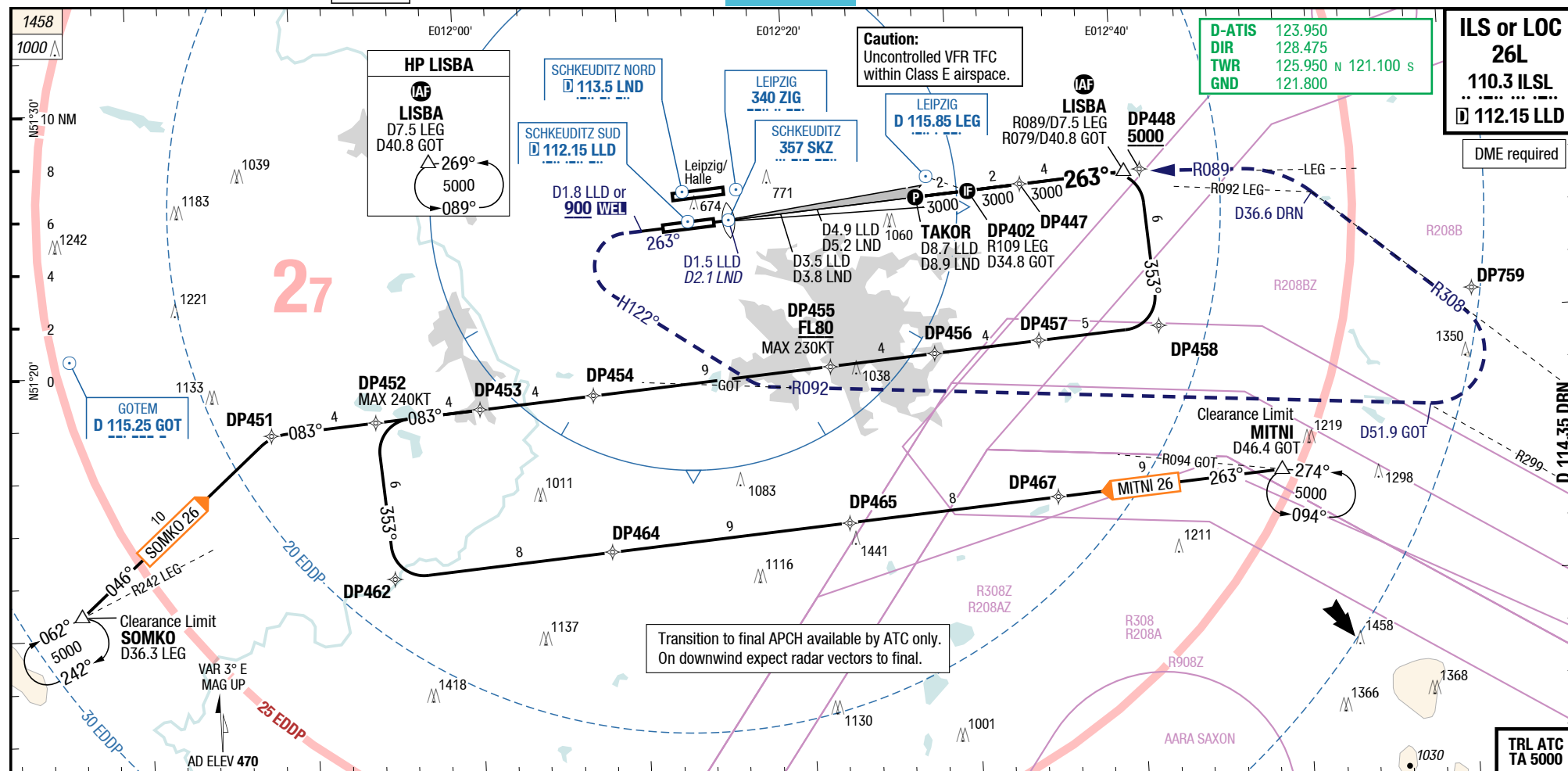
IAC

Leipzig/Halle Germany

ILS or LOC 26R

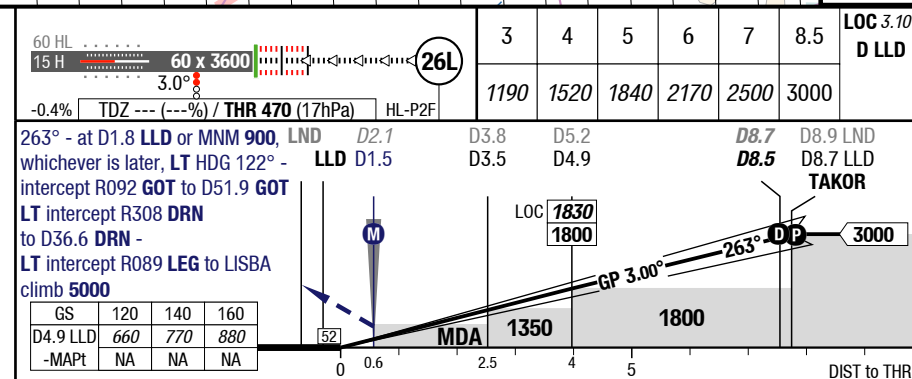
ILS or LOC 26L

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	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



Changes: MIN, MISAP, OBST, SUAs, MISAP text

Effective 22-JUN-2017

15-JUN-2017

LEJ-EDDP

7-60

Germany Leipzig/Halle

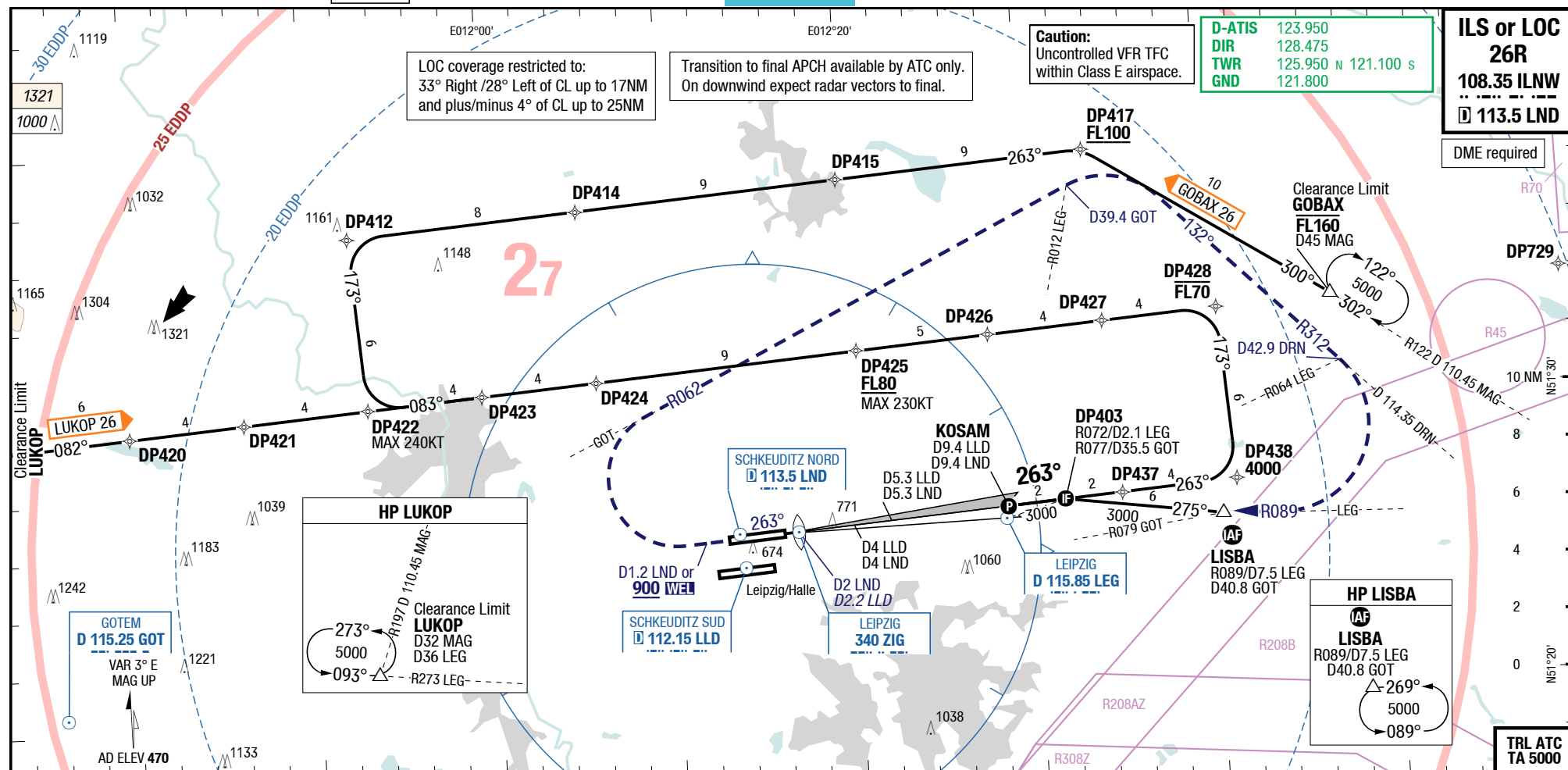
ILS or LOC 26R

IAC

IAC

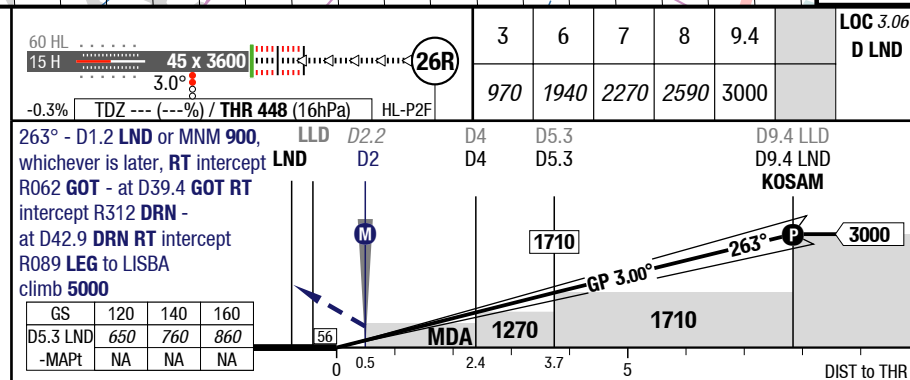
Leipzig/Halle Germany

ILS or LOC 26R



26R	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 105 RA	200 - 400 650	200 - 550 650	370 - 1.0 810	Not published
D	ft - m/km ft 0 - 75R Company	100 - 300R 105 RA 2)	200 - 400 650	200 - 550 650	370 - 1.0 810	Not published

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

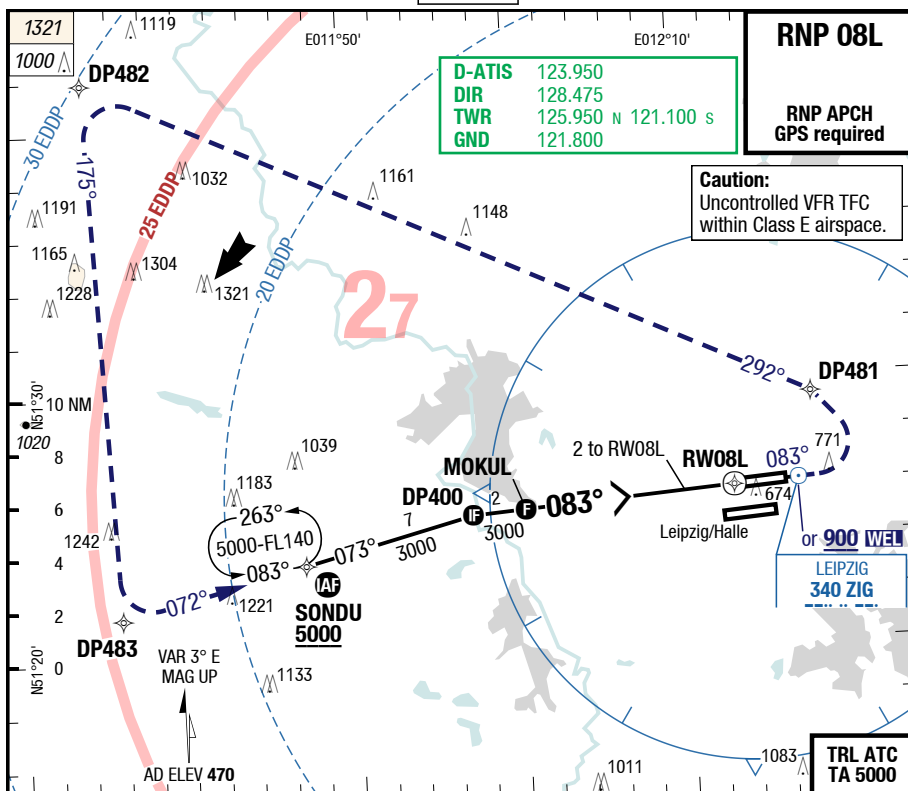
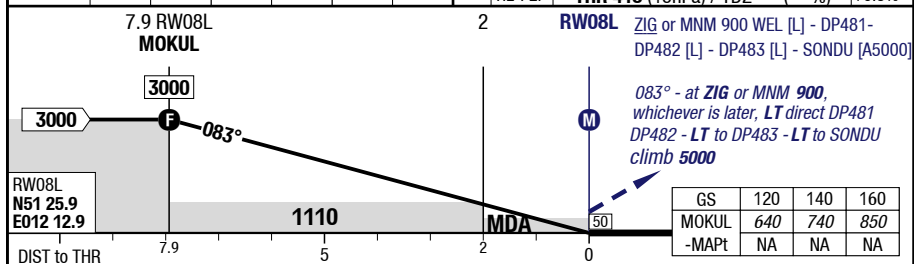


Changes: MIN, OBST, SUAs, MISAP text

## LEJ-EDDP

7-70

## RNP 08L

[illegible]

08L		RNP VNAV 1) 2)	RNP LNAV				Circling
C	ft - m/km ft	370 - 1.0 <b>790</b>	510 - 1.6 <b>920</b>				Not published
D	ft - m/km ft	380 - 1.0 <b>800</b>	510 - 1.6 <b>920</b>				Not published

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

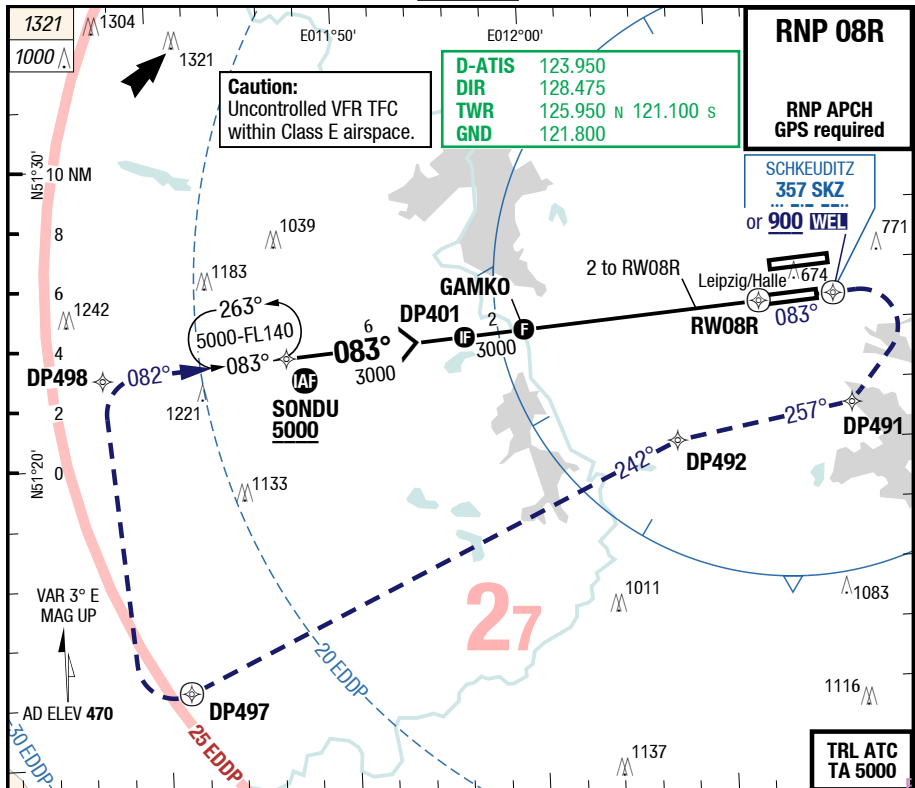
2) With EVS 650m

Changes: MIN, DIST ALT table, OBST, Profile

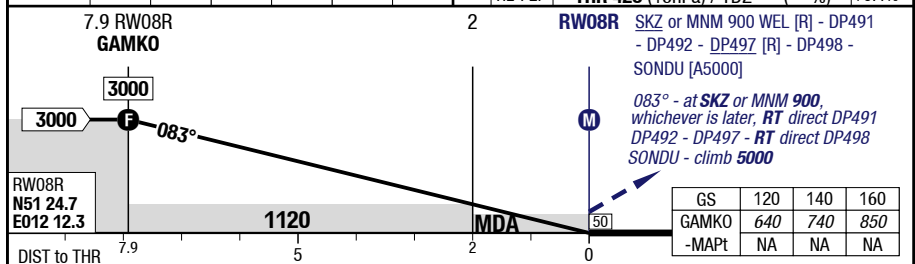
LEJ-EDDP

7-80

RNP 08R



3.00°	7.9	7	6	5	4	3	08R	83.0°	60 HL
RW08R	3000	2710	2390	2070	1750	1430	HL-P2F	THR 428 (16hPa) / TDZ --- (---%)	+0.4%



08R	RNP VNAV 1)	RNP LNAV	Circling
C	ft - m/km ft 460 - 1.4 890 2)	550 - 1.8 970	Not published
D	ft - m/km ft 470 - 1.5 900 3)	550 - 1.8 970	Not published

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

3) With EVS 1.0km

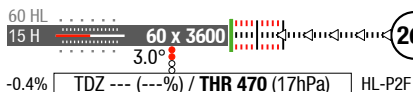
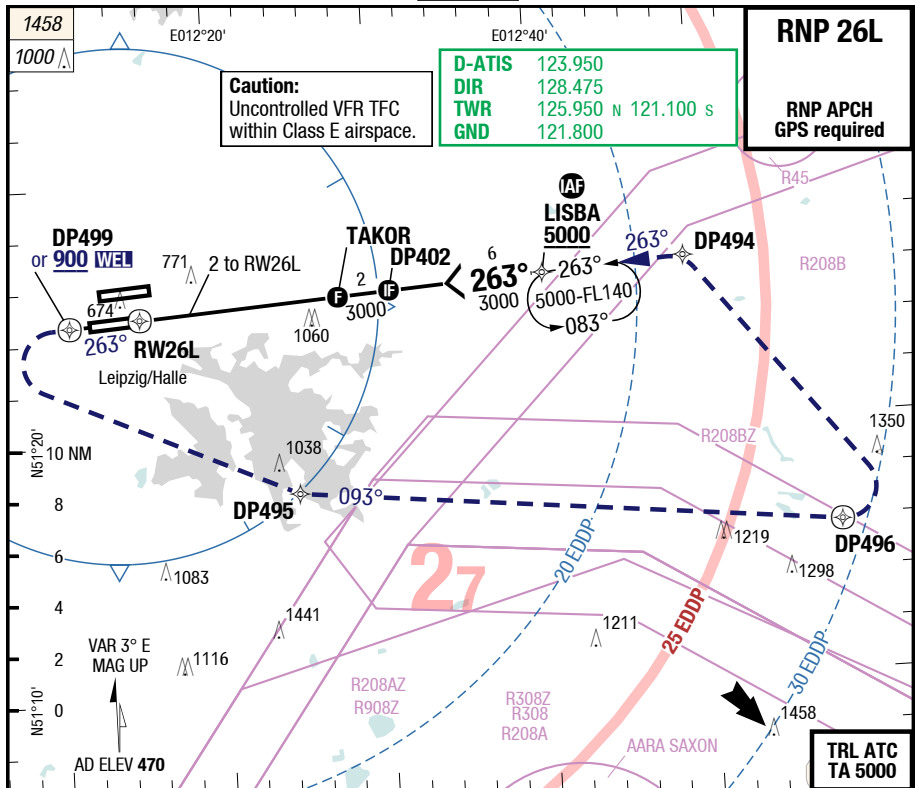
2) With EVS 900m

Changes: MIN, DIST ALT table, OBST, Profile

## LEJ-EDDP

7-90

## RNP 26L



**DP499** or **MNM 900 WEL** [L] - **DP495** **RW26L** 2  
**DP496** [L] - **DP494** - **LISBA** [A5000]

**263°** - at **DP499** or **MNM 900**,  
 whichever is later, **LT** direct **DP495** -  
**DP496** - **LT** direct **DP494** - **LISBA**  
 climb **5000**

GS	120	140	160
TAKOR	640	750	850
-MAPt	NA	NA	NA



26L	RNP VNAV 1)	RNP LNAV				Circling
C	ft - m/km ft	310 - 700 780 2) 3)	450 - 1.4 920			Not published
D	ft - m/km ft	360 - 900 830 4)	450 - 1.4 920			Not published

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

2) With EVS 450m

3) wo HGS RVR 750m required

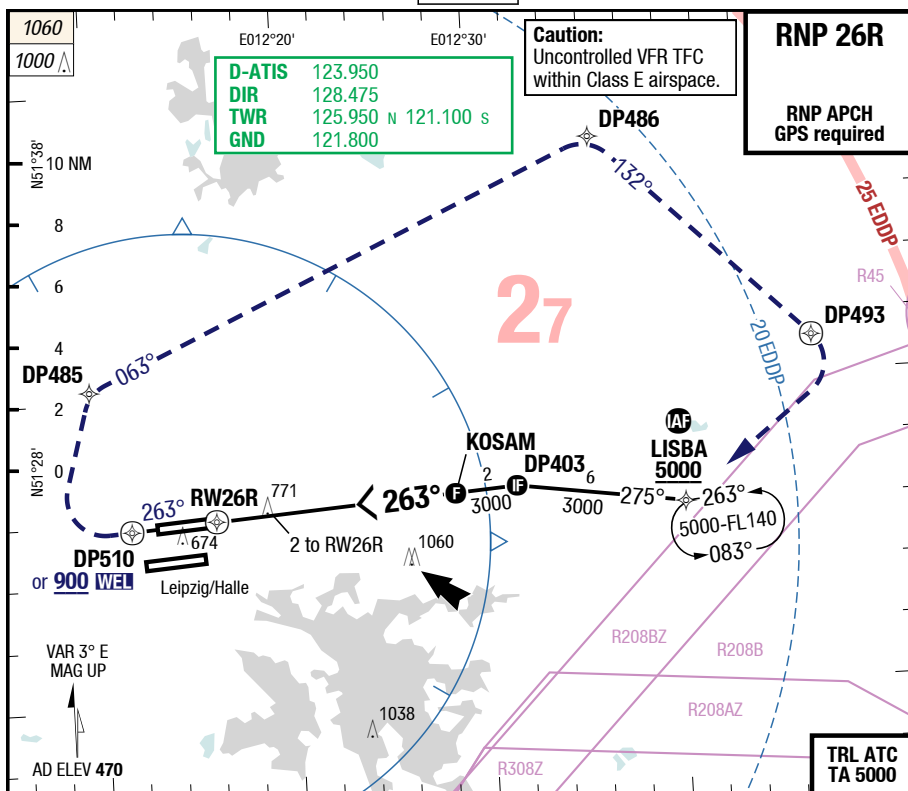
4) With EVS 600m

Changes: MIN, DIST ALT table, SUAs, OBST, Profile

## LEJ-EDDP

7-100

## RNP 26R



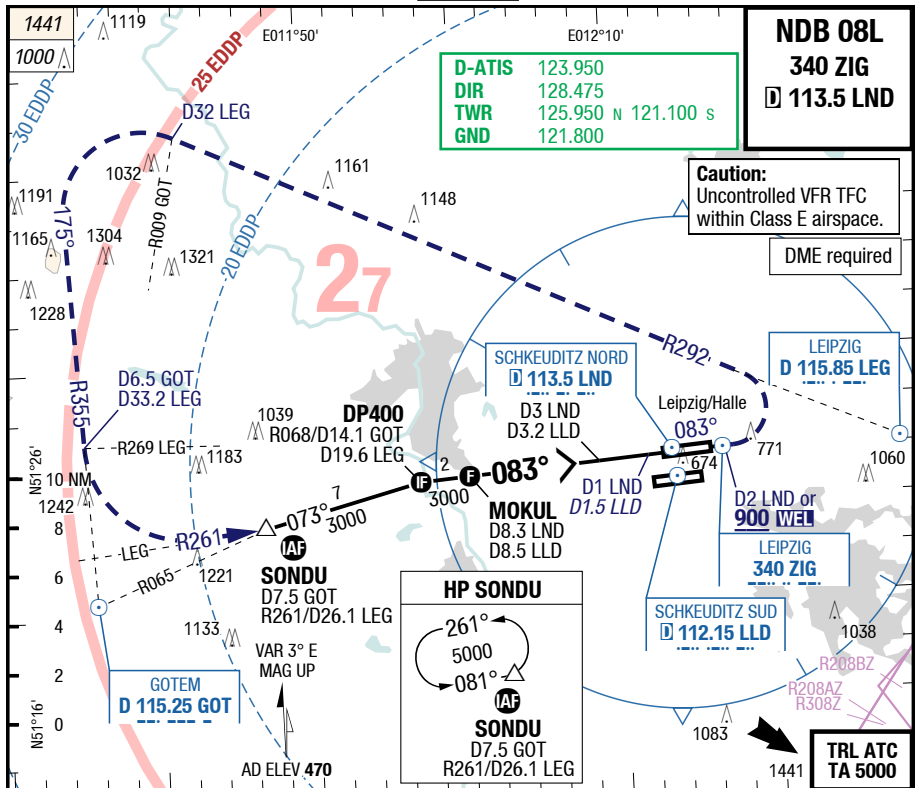
26R		RNP VNAV 1) 2)	RNP LNAV	Circling	
C	ft - m/km ft	430 - 1.3 870	510 - 1.6 950		Not published
D	ft - m/km ft	430 - 1.3 880	510 - 1.6 950		Not published

1) Uncompensated BARO VNAV NA below -15°C (5°F)  
2) With EVS 900m

## LEJ-EDDP

**7-110**

**NDB 08L**



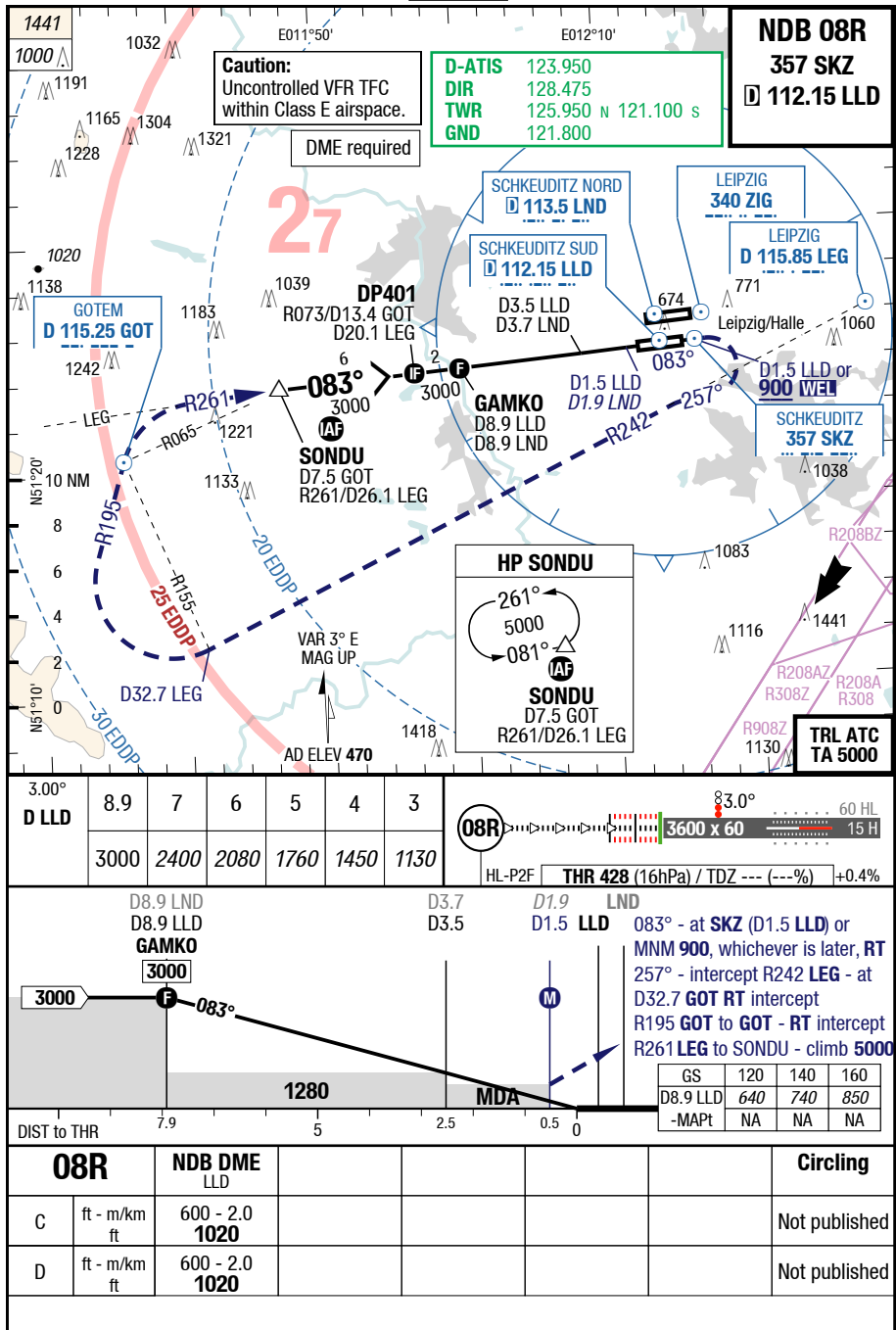
3.01° D LND	8.3	7	6	5	4	
	3000	2590	2270	1950	1630	HL-P2F <b>THR 418 (15hPa) / TDZ --- (---%)</b> +0.3%
D8.5 LLD D8.3 LND <b>MOKUL</b> 3000						D3.2 D3
						D1.5 D1 LND M
DIST to THR						7.9 5 2.6 0.6 0
083°						083° - at ZIG (D2 LND) or MNM 900, whichever si later, LT intercept R292 LEG to D32 LEG LT intercept R355 GOT to D6.5 GOT/D33.2 LEG LT intercept R261LEG to SONDU climb 5000
1300						MDA
08L						GS 120 140 160 D8.3 LND 640 750 850 -MAPt NA NA NA
NDB DME LND						Circling
C	ft - m/km ft	610 - 2.1 1020				Not published
D	ft - m/km ft	610 - 2.1 1020				Not published



LEJ-EDDP

7-120

NDB 08R

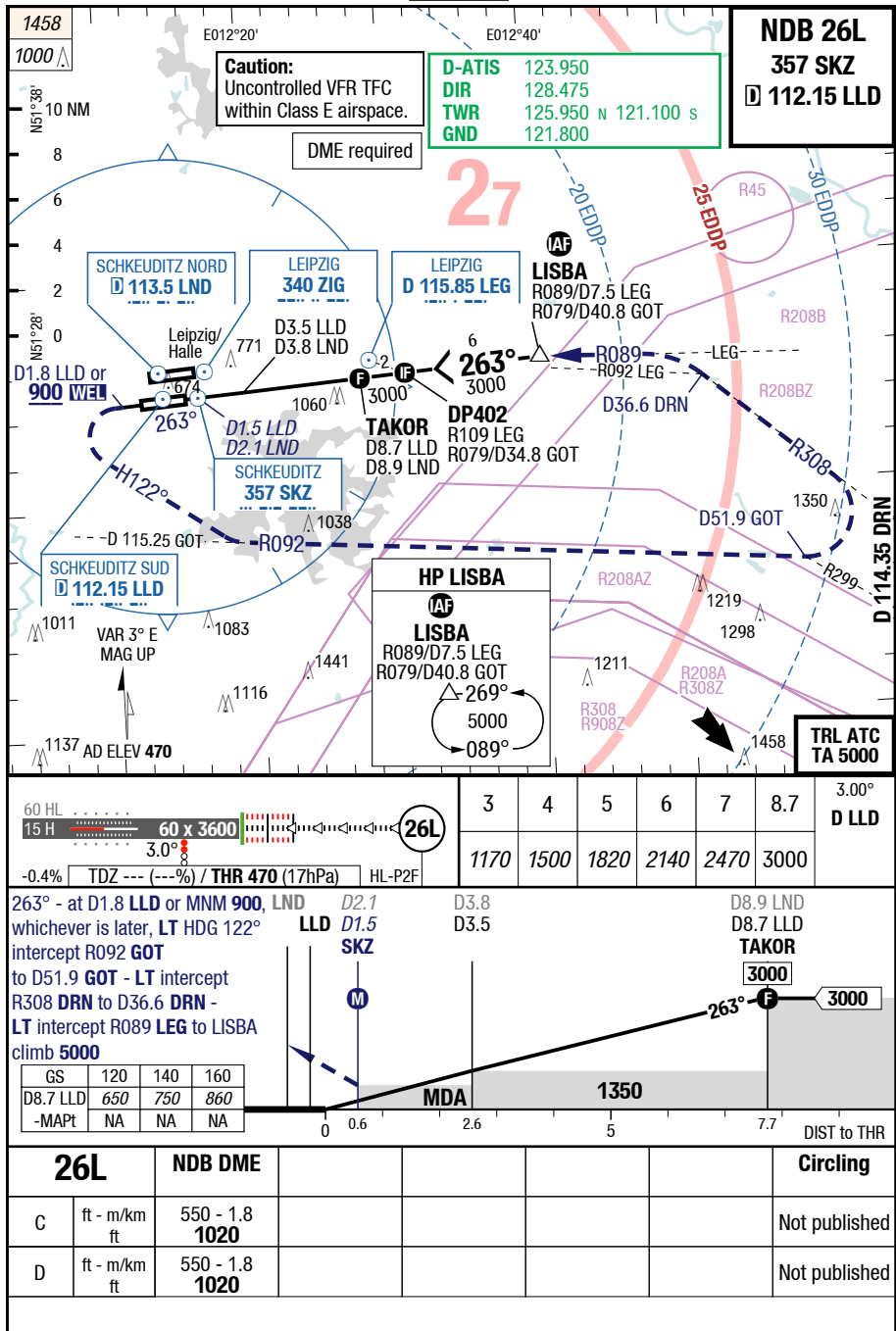




## LEJ-EDDP

7-130

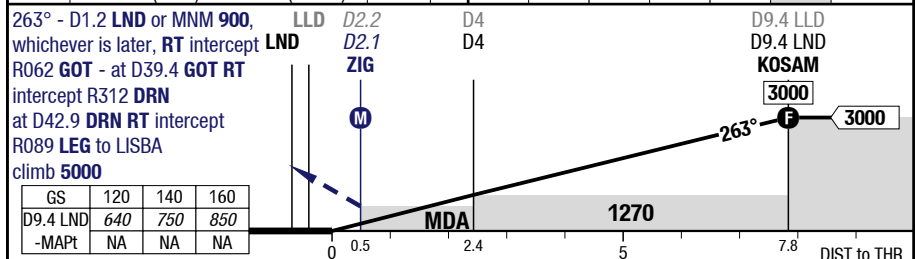
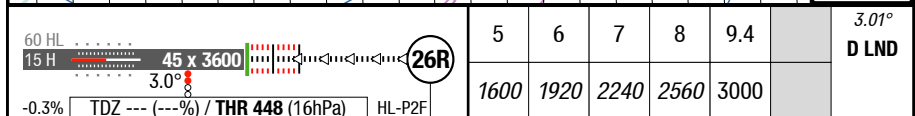
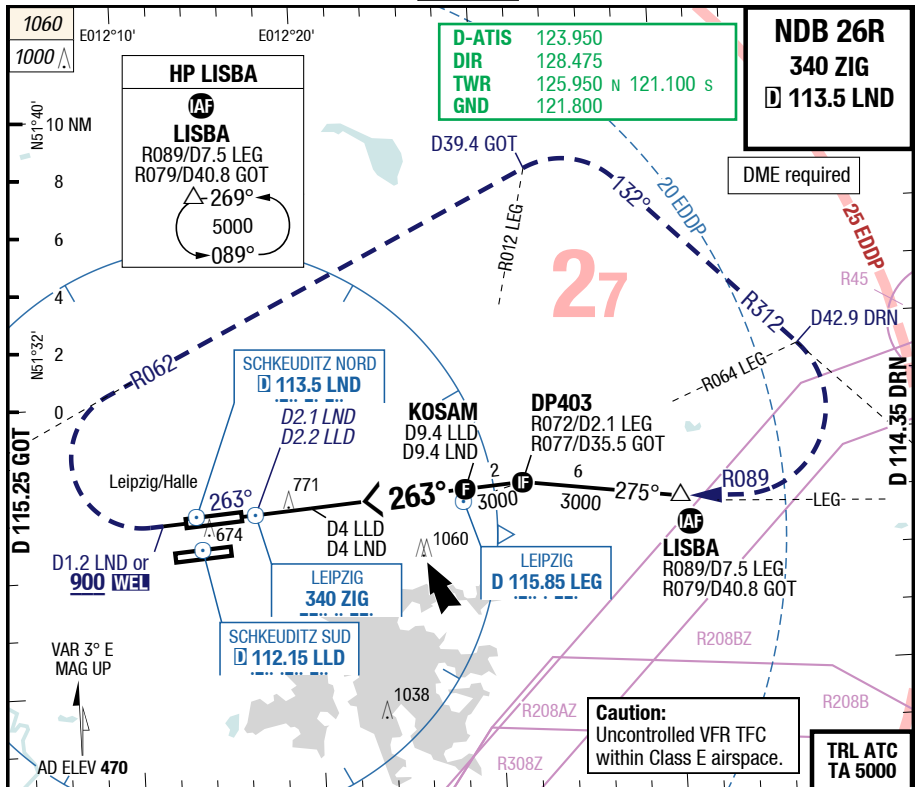
## NDB 26L



## LEJ-EDDP

7-140

## NDB 26R



26R	NDB DME					Circling
C	ft - m/km ft	580 - 1.9 1020				Not published
D	ft - m/km ft	580 - 1.9 1020				Not published