JEPPESEN JeppView 3.5.2.0

EDDP/LEJ LEIPZIG-HALLE **3 JEPPESEN**28 SEP 07 (10-1P)

LEIPZIG-HALLE, GERMANY AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 123.95

1.2. NOISE ABATEMENT PROCEDURES

For additional depiction refer to 10-4.

1.2.1. NIGHT FLYING RESTRICTIONS

From 2200-0600LT, flight operations at Leipzig/Halle APT will be restricted to prevent noise disturbance at night. Take-offs and landings between 2200-0600LT are only permitted as follows:

1.2.1.1. In commercial passenger traffic

- a) Take-offs and landings of air carriers in commercial airline traffic and nonscheduled air transport (with the exception of air taxis) from 2200-2330LT and from 0530-0600LT.
- b) Delayed landings and take-offs from 2330-0000LT if the planned arrival or departure time at/from Leipzig/Halle APT is before 2330LT and the arrival or departure takes place before 0000LT; premature landings from 0500-0530LT if the planned time of arrival is after 0530LT.
- c) Flights by air carriers according to para a), whose ACFT are mainly maintained at Leipzig/Halle APT and who conduct commercial airline traffic and non-scheduled air transport at Leipzig/Halle APT for the purpose of service/repairs as well as ferry flights/relocation flights by these air carriers from 2200-2330LT and from 0530-0600LT.

1.2.1.2. In commercial air freight operations

- a) Flights by air carriers which are logistically bound up with the cargo terminal at Leipzig/Halle APT.
- b) Flights by air carriers according to para a), whose ACFT are mainly maintained at Leipzig/Halle APT for the purpose of service/repairs as well as ferry/relocation flights by these air carriers.
- c) Flights conducted for services pursuant to paragraph 4 No. 1 PostG.

Main maintenance, pursuant to the above para $1.2.1.1.\ c)$ and $1.2.1.2.\ b)$, is when an air carrier actually has servicing prescribed by law, including servicing from the so-called A-check upwards, regularly carried out on ACFT at Leipzig/Halle APT by a maintenance firm approved in accordance with paragraph 13 LuftGerPV.

Exceptions:

Above stated restrictions regarding operating times do not apply to:

- Flights on missions of aid in cases of emergency and catastrophe.
- Flights which are absolutely necessary for medical supplies and to fulfill humanitarian assignments.
- Landings for meteorological, technical and other safety reasons.
- Calibration flights by Deutsche Flugsicherung GmbH (DFS) or on their behalf.
- Flights due to police or military requirements.
- Flights which the Aviation Supervision Office has permitted in justified individual
 cases because they are necessary to avoid considerable impairment to air traffic or
 for other reasons of special public interest.

Applications shall be directed in writing (Fax) to:

Regierungspraesidium Dresden Luftaufsichtsstelle Flughafen Leipzig/Halle P.O.B. 1 04029 Leipzig

Fax: +49 341 224 1175 Tel: +49 341 224 1457

Provisional regulation for commercial passenger traffic:

Deviating from the regulations applying in para 1.2.1.1., until conclusion of the winter flight plan 2007/2008 on 29 MAR 2008 the previously coordinated scheduled flights are permitted at Leipzig/Halle APT from 2200-0600LT. If one of the flights

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EDDP/LEJ LEIPZIG-HALLE

28 SEP 07

(10-1P1)

LEIPZIG-HALLE, GERMANY AIRPORT BRIEFING

1. GENERAL

"JEPPESEN

described above does not take place, no other type of flight may be conducted in its place. Substitution flights are permitted.

1.2.2. RUN-UP TESTS

Engine test-runs require permission from the APT operator who will determine position, time and sequence of the engine test-runs.

Test runs with engines idle, as well as brief run-ups, are exempt from this regulation.

Consent to perform engine test-runs does not include the necessary clearance to taxi.

1.2.3. REVERSE THRUST

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

1.3. TAXI PROCEDURES

On the apron taxi only at the abolute minimum engine speed.

ACFT must taxi on or along yellow, blue or orange taxiing guide lines.

TWYs M, P2, Z1.1, Z1.2, Z2.1, Z2.2, Z3.1, Z3.2, Z4.1 and Z4.3 restricted for ACFT with wingspan 170'/52m and more.

TWY L between stands 101 thru 111 restricted for ACFT with wingspan $118^{\prime}/36m$ and more.

1.4. PARKING INFORMATION

Stands 126, 128, 130, 132, 134, 136 and 401 thru 478 are equipped with visual docking system.

1.5. OTHER INFORMATION

Birds in vicinity of APT.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

MAX 250 KT below FL100 or as by ATC. Not applicable within airspace C.

2.2. CAT II/III OPERATIONS

RWY 08L/26R and 08R/26L approved for CAT II/III operations, special aircrew and ACFT certification required.

2.3. TAXI PROCEDURES

At the request of the ACFT crew, ACFT will be intercepted by a Follow-me car at the junctions of the aprons, if necessary, and led to the assigned position.

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2.4. OTHER INFORMATION

CHANGES: None

Visual approaches may generally not be performed.

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EDDP/LEJ LEIPZIG-HALLE 3 JEPPESEN 24 AUG 07 (10-1P2)

LEIPZIG-HALLE, GERMANY
AIRPORT BRIEFING

3. DEPARTURE

3.1. DE-ICING

The request for a de-icing procedure shall be reported in time (60 min prior to EOBT).

The de-icing of jet-propelled ACFT as well as of ACFT which are able to apply the propeller brakes will be carried out with running engines.

ACFT unable to brake the propeller, will turn off the engines. Equipment to start the engines is available locally.

Pilots will taxi to the de-icing area of their own accord according to instructions from the aerodrome control unit. The aerodrome control unit only, will order a change frequency. When taxiing onto DP 6, the orange-coloured guiding line shall be followed (surface lights orange/green).

3.2. START-UP, PUSH-BACK & TAXI PROCEDURES

On nose-in positions, ACFT will be pushed-back into the taxi line by means of a towing aid. In exceptional cases, thrust to taxi back into the taxi line is possible after due clearance.

On free positions, a Follow-me car will be assigned to taxi into the lighted taxi line at the request of the aerodrome control unit of the ACFT crew.

3.3. SPEED RESTRICTIONS

MAX 250 KT below FL100 or as by ATC. Not applicable within airspace C.

3.4. OTHER INFORMATION

3.4.1. DATALINK DEPARTURE CLEARANCE (DCL)

DFS (Deutsche Flugsicherung GmbH) is offering start-up and enroute clearances using Datalink. The procedures have been described in an AIC.

The following time parameters apply:

- t; 25 min prior to EOBT for unregulated flights.
 - 30 min prior to CTOT for ATFM regulated flights.
- t_t 11 min prior to EOBT for unregulated flights.
 - 16 min prior to CTOT for ATFM regulated flights.
- t₁ 5 min

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EDDP/LEJ

SJEPPESEN LEIPZIG-HALLE, GERMANY

10-2 Eff 22 Nov 9 NOV 07 LEIPZIG-HALLE Apt Elev Alt Set: hPa (IN on request) 123.95 470' Trans level: By ATC Trans alt: 5000' GOBAX ONE ECHO (GOBAX 1E) [GOBA1E] MITNI ONE ECHO (MITNI 1E) [MITN1E] RWYS 08L/R ARRIVALS **BRNAV EQUIPMENT NECESSARY** BRNAV AND NON-RNAV AIRCRAFT EXPECT RADAR VECTORS TO FINAL GPS/FMS-AIRCRAFT EXPECT RESPECTIVE RNAV TRANSITION ON CHARTS 10-2B TO 10-2J ~861 ≥£q*

470'

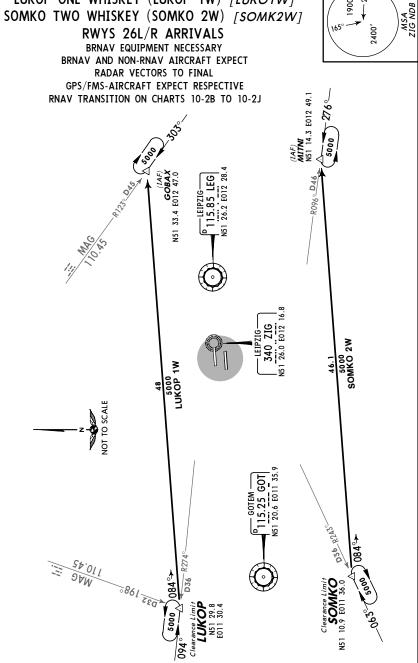
123.95

JEPPESEN JeppView 3.5.2.0

MJEPPESEN LEIPZIG-HALLE, GERMANY EDDP/LEJ

(10-2A) Eff 22 Nov LEIPZIG-HALLE Apt Elev Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000'

LUKOP ONE WHISKEY (LUKOP 1W) [LUKO1W]



CHANGES: STARs completely revised; MSA.

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EDDP/LEJ

MJEPPESEN LEIPZIG-HALLE, GERMANY

(10-2B) Eff 22 Nov LEIPZIG-HALLE RNAV TRANSITION 9 NOV 07 Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000' ATIS Apt Elev 1. On downwind expect radar vectors to final. 123.95 470' 2. Speed restrictions on Transition (even without profile) are always mandatory, unless cancelled by ATC. GOBAX Ø8 [GOBØ8] 1900, **RWY 08L RNAV TRANSITION** GPS- OR FMS-EQUIPPED AIRCRAFT USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC At or below FL160 MAX 240 KT GOBAX (FL160-) - DP425 (K240-) - DP423 (FL80+; K220-) - DP420 (FL70-) - DP430 (6000'+) - DP431 (5000'+) - MOKUL (3000'+). At or above FL80

CHANGES: RNAV transitions completely revised; MSA

JEPPESEN JeppView 3.5.2.0

MJEPPESEN LEIPZIG-HALLE, GERMANY (10-2C)Eff 22 Nov RNAV TRANSITION

EDDP/LEJ LEIPZIG-HALLE Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000' ATIS Apt Elev 1. On downwind expect radar vectors to final. 470' 123.95 2. Speed restrictions on Transition (even without profile) are always mandatory, unless cancelled by ATC. GOBAX 26 [GOB26] **RWY 26R RNAV TRANSITION** GPS- OR FMS-EQUIPPED AIRCRAFT **DP729** ♦ N51 33.9 E012 59.9 USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC At or below FL160 A† 4000` **DP438** N51 27.1 **DP417** N51 38.8 E012 33.6 At or above FL100 33.1 E012 40.6 At or below FL70 At or above 3000' *564°/ii/ **DP426** N51 32.6 E012 27.9 - DP425 (3000'+). **DP415** N51 38.2 E012 19.8 340 ZIG N51 26.0 E012 1 GOBAX (FL160-) - DP417 (FL100+) - DP412 - DP422 (K240-) (FL80+; K220-) - DP428 (FL70-) - DP438 (4000') - KOSAM **DP424** N51 31.6 E012 06.0 MAX 220 KT At or above FL80 **DP414** N51 37.5 E012 05.2 174°→ **DP412** N51 36.9 E011 52.4 **DP422** 30.9 E011 53.2 MAX 240 KT

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EDDP/LEJ LEIPZIG-HALLE

MJEPPESEN LEIPZIG-HALLE, GERMANY (10-2D) Eff 22 Nov RNAV TRANSITION 9 NOV 07

Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000 ATIS Apt Elev 1. On downwind expect radar vectors to final. 123.95 470' 2. Speed restrictions on Transition (even without profile) are always mandatory, unless cancelled by ATC. LUKOP Ø8 [LUKØ8] 1900, **RWY 08L RNAV TRANSITION** GPS- OR FMS-EQUIPPED AIRCRAFT USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC NOT TO SCALE 20.5 **DP415** N51 38.2 E012 19.8 MAX 240 KT **DP425** N51 32.2 (FAF) **MOKUL** NS1 <u>25.3 E012</u> (**DP414** N51 37.5 E012 05.2 **DP424** N51 31.6 E012 06.0 LUKOP - DP411 (FL100+) - DP415 - DP425 (K240-) - DP423 (FL80+; K220-) DP420 (FL70-) - DP430 (6000'+) - DP431 (5000'+) - MOKUL (3000'+). **DP423** 31.2 E011 59.6 or above **FL80** MAX **DP422** N51 30.9 E011 53.2 ¥ At or above FL100 110.45 · At or below FL70 **DP4** N51 30.3 E011 39

EDDP/LEJ

JEPPESEN JeppView 3.5.2.0

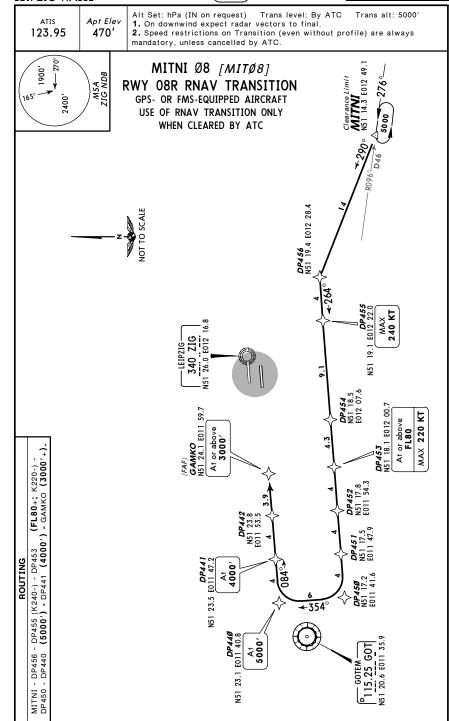
MJEPPESEN LEIPZIG-HALLE, GERMANY (10-2E) Eff 22 Nov RNAV TRANSITION

LEIPZIG-HALLE Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000 ATIS Apt Elev 1. On downwind expect radar vectors to final. 470' 123.95 2. Speed restrictions on Transition (even without profile) are always mandatory, unless cancelled by ATC. LUKOP 26 [LUK26] **RWY 26R RNAV TRANSITION DP428** N51 33.1 E012 At or below **FL70** GPS- OR FMS-EQUIPPED AIRCRAFT USE OF RNAV TRANSITION ONLY **DP438** N51 27.1 A† 4000` WHEN CLEARED BY ATC **DP427** N51 32.9 E012 34.3 **DP426** N51 32.6 E012 27.9 At or above FL80
MAX 220 KT WAX **DP424** N51 31.6 E012 06.0 **DP423** N51 31.2 E011 59.6 LUKOP - DP422 (K240-) - DP425 (FL80+; K220-) - DP428 (FL70-) - DP438 (4000') - KOSAM (3000'+). **DP422** N51 30.9 E011 53.2 NOT TO SCAL ~861 ZEQ 2

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MJEPPESEN LEIPZIG-HALLE, GERMANY EDDP/LEJ (10-2F) Eff 22 Nov LEIPZIG-HALLE RNAV TRANSITION 9 NOV 07



EDDP/LEJ

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MJEPPESEN LEIPZIG-HALLE, GERMANY (10-2G) Eff 22 Nov

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LEIPZIG-HALLE RNAV TRANSITION Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000' ATIS Apt Elev 1. On downwind expect radar vectors to final. 123.95 470' 2. Speed restrictions on Transition (even without profile) are always mandatory, unless cancelled by ATC. MITNI 26 [MIT26] ,0061 **RWY 26L RNAV TRANSITION** GPS- OR FMS-EQUIPPED AIRCRAFT USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC (*IAF*) **MITNI** N51 14.3 E012 49.1 **DP448** N51 26.0 E012 At or above 5000′ 2000 **DP458** N51 20.0 E012 42.1 **Ď***P467* N51 13.7 E012 35.4 NOT TO SCALE **Ď***P465* N51 13.2 E012 22.7 (FAF) **TAKOR** N51 25.4 E012 27.7 At or above 3000′ **DP464** N51 12.5 E012 08.3 K220-) **DP455** N51 19.1 E012 22.0 **DP454** N51 18.5 E012 07.6 220 KT At or above FL80 - DP452 (K240-) - DP455 (FL80+; (5000'+) - TAKOR (3000'+). MAX DP462 N51 11.8 E011 55.0 DP452 N51 17.8 E011 54.3 MAX 240 KT - DP462 - DP448

CHANGES: RNAV transitions completely revised; MSA

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EDDP/LEJ

MJEPPESEN LEIPZIG-HALLE, GERMANY

(10-2H) Eff 22 Nov LEIPZIG-HALLE RNAV TRANSITION 9 NOV 07 Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000 ATIS Apt Elev 1. On downwind expect radar vectors to final. 123.95 470' 2. Speed restrictions on Transition (even without profile) are always mandatory, unless cancelled by ATC. SOMKO Ø8 [SOMØ8] 1900, **RWY O8R RNAV TRANSITION** GPS- OR FMS-EQUIPPED AIRCRAFT USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC NOT TO SCALE MAX 240 KT **DP455** N51 19.1 E **←**354 **DP464** NST 12.5 E012 08.3 MAX 220 KT At or above FL80 **DP453** N51 18.1 E012 (FAF) **GAMKO** N51 24.1 E011 At or above 3000′ DP450 55.0 DP 462 N51 11.8 E011 5 ROUTING SOMKO - DP465 - DP455 (K240-) - DP453 (FL80+; K220-) -DP440 (5000') - DP441 (4000') - GAMKO (3000'+). **DP441** E011 47.2 A 000 v $rac{ extbf{ extit{DP450}}}{ extbf{ extbf{ extit{N}}}} \Leftrightarrow$ N51 17.2 E011 41.6 **←**354° N51 **DP44Ø** E011 40.8 N51 23.1

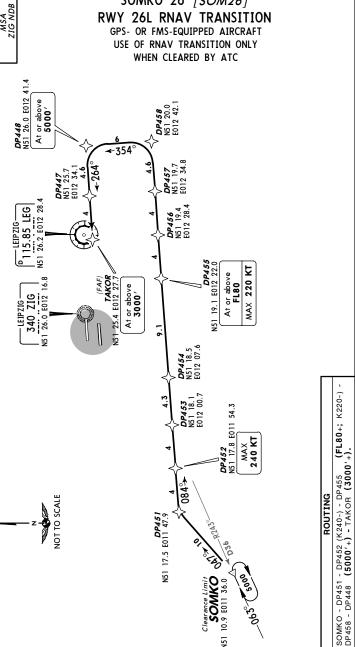
MJEPPESEN LEIPZIG-HALLE, GERMANY 10-2J) Eff 22 Nov RNAV TRANSITION

Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000' Apt Elev ATIS 1. On downwind expect radar vectors to final. 470' 123.95 2. Speed restrictions on Transition (even without profile) are always mandatory, unless cancelled by ATC.



EDDP/LEJ LEIPZIG-HALLE

SOMKO 26 [SOM26]



CHANGES: RNAV transitions completely revised; MSA.

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EDDP/LEJ LEIPZIG-HALLE

MJEPPESENLEIPZIG-HALLE, GERMANY 10-3 Eff 22 Nov RNAV SID 9 NOV 07

RNAV SID DESIGNATION	REFER TO CHART		
LELMA 1N, UMBAL 1N	10-3B		
LELMA 1S, UMBAL 1S	10-3C		
SID DESIGNATION	REFER TO CHART		
LELMA 1E, 1Q	10-3D		
MAG 1E, 2Q	10-3E		
MAG 2N, 2S 10-3F			
NAMUB 1E, 1Q 10-3G			
NAMUB 1H, 1L, 2Z 10-3H			
NAMUB 1N, 1S 10-3J			
ODLUN 1E, 1Q	10-3K		
ODLUN 1N, 1S	10-3L		
ORTAG 1E, 1Q	10-3M		
ORTAG 1N, 1S	10-3N		
TORPU 1E, 1Q	10-3P		
TORPU 2N, 2S	10-3Q		
TORPU 1W, 1X	10-3\$		
UMBAL 1E, 1Q	10-3T		

FOR RNAV SID (OVERLAY) DESIGNATION REFER TO PAGE 10-3A

JEPPESEN

JeppView 3.5.2.0

EDDP/LEJ LEIPZIG-HALLE JEPPESENLEIPZIG-HALLE, GERMANY
9 NOV 07 (10-3A) Eff 22 Nov RNAV SID (OVERLAY)

RNAV SID DESIGNATION	REFER TO CHART		
LELMA 1E, 1Q	10-3U		
NAMUB 1E, 1Q	10-3V		
NAMUB 1H, 1L, 2Z	10-3W		
NAMUB 1N, 1S	10-3X		
ODLUN 1E, 1Q	10-3X1		
ODLUN 1N, 1S	10-3X2		
ORTAG 1E, 1Q	10-3X3		
ORTAG 1N, 1S	10-3X4		
TORPU 1E, 1Q	10-3X5		
TORPU 2N, 2S	10-3X6		
TORPU 1W, 1X	10-3X7		
UMBAL 1E, 1Q	10-3X8		

CHANGES: RNAV SIDs completely revised.

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EDDP/LEJ LEIPZIG-HALLE

JEPPESENLEIPZIG-HALLE, GERMANY

9 NOV 07 (10-3B) Eff 22 Nov

RNAV SID

MUNICH Radar (APP) 470'

Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

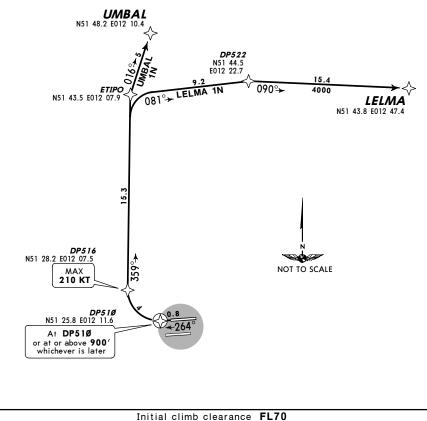
LELMA ONE NOVEMBER (LELMA 1N) [LELM1N]
UMBAL ONE NOVEMBER (UMBAL 1N) [UMBA1N]
RWY 26R RNAV DEPARTURES
RNAV (GPS)

2600'

MSA
ARP

SPEED RESTRICTION MAX 250 KT below FL100

or as by ATC.
Not applicable within airspace C.



JEPPESEN JeppView 3.5.2.0

EDDP/LEJ LEIPZIG-HALLE

Apt Elev

MUNICH

Radar (APP)

124.17

JEPPESENLEIPZIG-HALLE, GERMANY

9 NOV 07 (10-3C) Eff 22 Nov

of aircraft performance is mandatory. 3. Simultaneous parallel departures

1. Remain on Tower frequency, Trans level: By ATC Trans alt: 5000' when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits

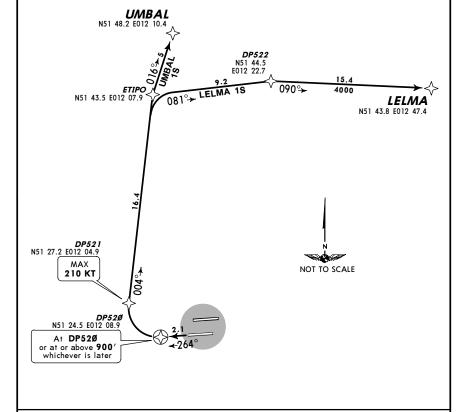
in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

LELMA ONE SIERRA (LELMA 1S) [LELM1S] UMBAL ONE SIERRA (UMBAL 1S) [UMBA1S] RWY 26L RNAV DEPARTURES RNAV (GPS)



SPEED RESTRICTION

MAX 250 KT below FL100 or as by ATC. Not applicable within airspace C



	Initial climb clearance FL70
SID	ROUTING
LELMA 1S	(900'+) - DP520 (900'+) - DP521 (K210-) - ETIPO - DP522 - LELMA.
UMBAL 1S 1	(900'+) - DP520 (900'+) - DP521 (K210-) - ETIPO - UMBAL.
♠ Only availa	ble between 2300-0600LT. No access to airway. (II)7.20

CHANGES: RNAV SIDs completely revised.

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EDDP/LEJ LEIPZIG-HALLE

JEPPESENLEIPZIG-HALLE, GERMANY 9 NOV 07 (10-3D) Eff 22 Nov

MUNICH Radar (APP) 124.17

Apt Elev

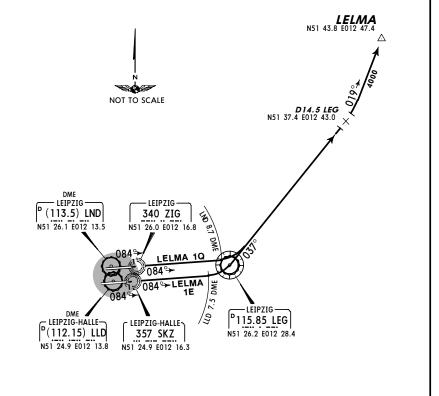
Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

LELMA ONE ECHO (LELMA 1E) LELMA ONE QUEBEC (LELMA 1Q) RWYS 08R/L DEPARTURES



SPEED RESTRICTION

MAX 250 KT below FL100 or as by ATC. Not applicable within airspace C.



Initial climb clearance FL70				
SID	RWY	ROUTING		
LELMA 1E	08R	On runway track via SKZ to LLD 7.5 DME, turn LEFT, intercept LEG R-037 to D14.5 LEG ① , turn LEFT, 019° track to LELMA.		
LELMA 1Q	08L	On runway track via ZIG to LND 8.7 DME, turn LEFT, intercept LEG R-037 to D14.5 LEG ① , turn LEFT, 019° track to LELMA.		
♠ After D14.5 LEG BRNAV equipment necessary.				

If unable to comply request alternate route by ATC.

CHANGES: SIDs completely revised; MSA; chart redrawn. © JEPPESEN SANDERSON, INC., 2005, 2007. ALL RIGHTS RESERVED.

EDDP/LEJ LEIPZIG-HALLE

Apt Elev

MUNICH

Radar (APP)

124.17

MJEPPESENLEIPZIG-HALLE, GERMANY 10-3E) Eff 22 Nov

1. Remain on Tower frequency. when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until

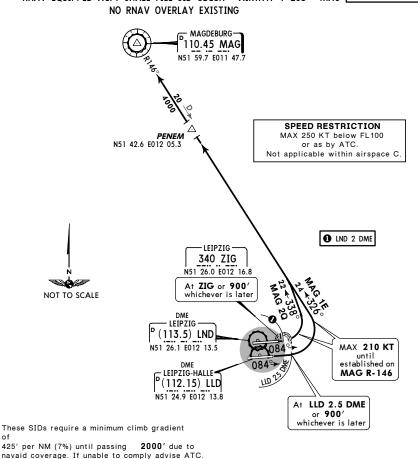
MAGDEBURG ONE ECHO (MAG 1E) MAGDEBURG TWO QUEBEC (MAG 2Q) RWYS 08R/L DEPARTURES

starting turns as published in departure routes.

Trans level: By ATC Trans alt: 5000'

NO ACCESS TO AIRWAYS (U)Z 20, (U)L 986 AND UN 746 WILL BE ASSIGNED FOR NON-RNAV EQUIPPED ACFT BY ATC ONLY RNAV EQUIPPED ACFT SHALL FILE SID ODLUN - AIRWAY Y 235 - MAG





	1 1	1111		
	Initial climb clearance FL70			
SID	RWY	ROUTING		
MAG 1E	08R	Climb on runway track to LLD 2.5 DME or 900' , whichever is later, turn LEFT, intercept MAG R-146 inbound via PENEM to MAG.		
MAG 2O	USI	Climb on runway track to ZIG (LND 2 DME) or 900' whichever is later		

75 100 150 200 250 300

532 709 1063 1418 1772 2127

425' per NM

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turn LEFT, 338° track, intercept MAG R-146 inbound via PENEM to MAG.

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EDDP/LEJ LEIPZIG-HALLE

🗸 JEPPESEN LEIPZIG-HALLE, GERMANY 9 NOV 07 (10-3F) Eff 22 Nov

MUNICH Radar (APP) 124.17

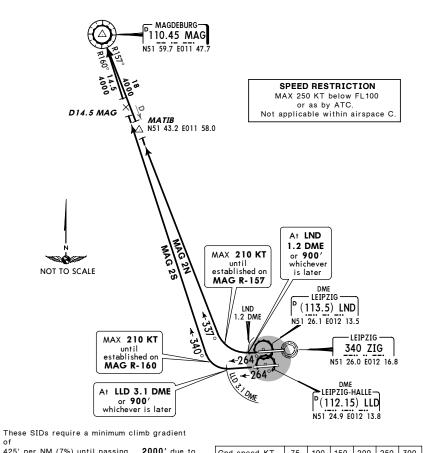
Apt Elev

Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency. when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes

MAGDEBURG TWO NOVEMBER (MAG 2N) MAGDEBURG TWO SIERRA (MAG 2S) RWYS 26R/L DEPARTURES

NO ACCESS TO AIRWAYS (U)Z 20, (U)L 986 AND UN 746 WILL BE ASSIGNED FOR NON-RNAV EQUIPPED ACFT BY ATC ONLY RNAV EQUIPPED ACFT SHALL FILE SID ODLUN - AIRWAY Y 235 - MAG NO RNAV OVERLAY EXISTING





425' per NM (7%) until passing 2000' due to navaid coverage. If unable to comply advise ATC.

100 | 150 | 200 | 250 | 300 Gnd speed-KT 425' per NM 532 709 1063 1418 1772 2127

Initial climb clearance FL70					
SID	RWY	ROUTING			
MAG 2N	26R	Climb on runway track to LND 1.2 DME or 900', whichever is later, turn			
		RIGHT, intercept MAG R-157 inbound via MATIB to MAG.			
MAG 2S	26L	Climb on runway track to LLD 3.1 DME or 900', whichever is later, turn			
		RIGHT intercent MAG R-160 inhound to MAG			

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EDDP/LEJ LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY 9 NOV 07 (10-3G) Eff 22 Nov

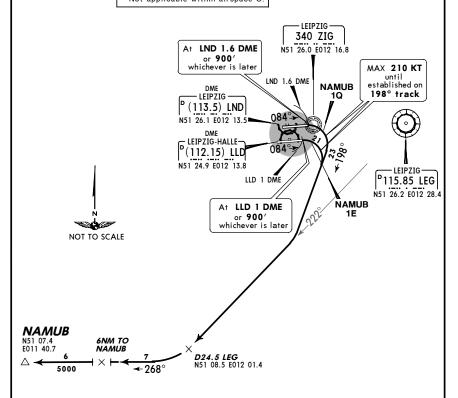
MUNICH Radar (APP) 124.17

1. Remain on Tower frequency, Trans level: By ATC Trans alt: 5000' when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

NAMUB ONE ECHO (NAMUB 1E) NAMUB ONE QUEBEC (NAMUB 1Q) RWYS 08R/L DEPARTURES ONLY AVAILABLE BETWEEN 0600-2200LT



SPEED RESTRICTION MAX 250 KT below FL100 or as by ATC. Not applicable within airspace C.



Initial climb clearance FL70						
SID	RWY	ROUTING				
NAMUB 1E	08R	Climb on runway track to LLD 1 DME or 900', whichever is later, turn RIGHT, 198° track, intercept LEG R-222 to D24.5 LEG 0, turn RIGHT, 268° track to NAMUB.				
NAMUB 1Q	08L	Climb on runway track to LND 1.6 DME or 900', whichever is later, turn RIGHT, 198° track, intercept LEG R-222 to D24.5 LEG , turn RIGHT, 268° track to NAMUB.				

After D24.5 LEG BRNAV equipment necessary. If unable to comply request alternate route by ATC.

CHANGES: MSA: chart reindexed.

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EDDP/LEJ LEIPZIG-HALLE

JEPPESENLEIPZIG-HALLE, GERMANY 9 NOV 07 (10-3H) Eff 22 Nov

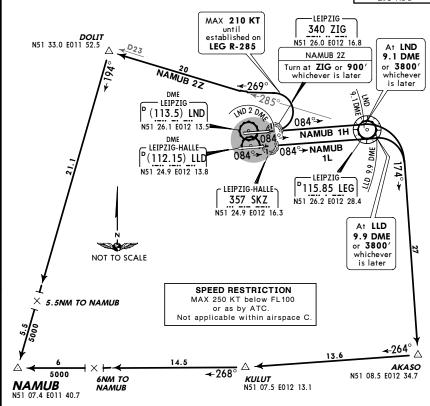
MUNICH Radar (APP 124.17

Apt Elev 470'

1. Remain on Tower frequency. Trans level: By ATC Trans alt: 5000' when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

NAMUB ONE HOTEL (NAMUB 1H) NAMUB ONE LIMA (NAMUB 1L) NAMUB TWO ZULU (NAMUB 2Z) RWYS 08L/R DEPARTURES





	Initial climb clearance FL70				
SID	SID RWY ROUTING				
NAMUB 1H	08L	Climb on runway track via ZIG to LND 9.1 DME or 3800' 2 , whichever is later, turn RIGHT, 174° track to AKASO, turn RIGHT, 264° track to KULUT, turn RIGHT, 268° track to NAMUB.			
NAMUB 1L	08R	Climb on runway track via SKZ to LLD 9.9 DME or 3800' 2 , whichever is later, turn RIGHT, 174° track to AKASO, turn RIGHT, 264° track to KULUT, turn RIGHT, 268° track to NAMUB.			
NAMUB 2Z	08L	Climb on runway track to ZIG (LND 2 DME) or 900', whichever is later, turn LEFT, 269° track, intercept LEG R-285 to DOLIT \$\extbf{3}\$, turn LEFT, 194° track to NAMUB.			

Only available between 2200-0600LT. When passing 3800' 2 /DOLIT 3 BRNAV equipment necessary.

If unable to comply request alternate route by ATC. CHANGES: SID renumbered & revised: MSA: chart reindexed.

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EDDP/LEJ LEIPZIG-HALLE

MJEPPESENLEIPZIG-HALLE, GERMANY

9 NOV 07 (10-3J) Eff 22 Nov

MUNICH Apt Elev Radar (APP) 124.17

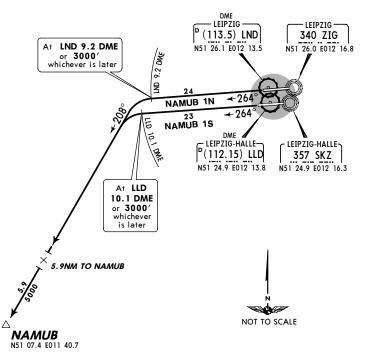
Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

NAMUB ONE NOVEMBER (NAMUB 1N) NAMUB ONE SIERRA (NAMUB 1S) RWYS 26R/L DEPARTURES



SPEED RESTRICTION

MAX 250 KT below FL100 or as by ATC. Not applicable within airspace C.



Initial climb clearance FL70				
SID	RWY	ROUTING		
NAMUB 1N	26R	Climb on 264° bearing from ZIG to LND 9.2 DME or is later, turn LEFT, 208° track to NAMUB.	3000' 1, whichever	
NAMUB 1S	26L	Climb on 264° bearing from SKZ to LLD 10.1 DME or ever is later, turn LEFT, 208° track to NAMUB.	3000' 1, which-	

When passing 3000' BRNAV equipment necessary. If unable to comply request alternate route by ATC

CHANGES: MSA: chart reindexed.

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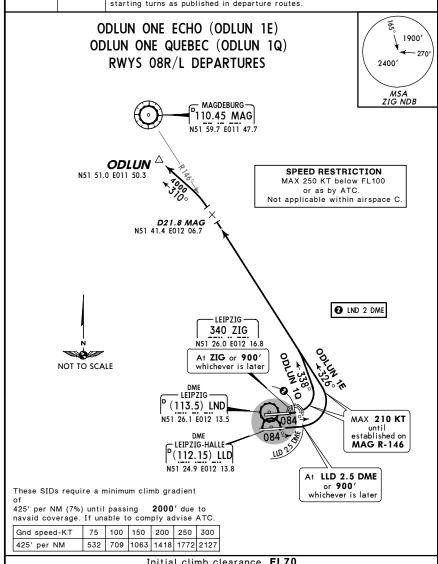
EDDP/LEJ LEIPZIG-HALLE

JEPPESENLEIPZIG-HALLE, GERMANY 9 NOV 07 (10-3K) Eff 22 Nov

MUNICH Radar (APP 124.17

Apt Elev 470'

1. Remain on Tower frequency. Trans level: By ATC Trans alt: 5000' when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.



Initial climb clearance FL70 SID RWY ROUTING ODLUN 1E 08R Climb on runway track to LLD 2.5 DME or 900', whichever is later, turn LEFT, intercept MAG R-146 inbound to D21.8 MAG 1 , turn LEFT, 310° track to ODLUN. ODLUN 1Q Climb on runway track to ZIG (LND 2 DME) or 900', whichever is later, 08L turn LEFT, 338° track, intercept MAG R-146 inbound to D21.8 MAG turn LEFT, 310° track to ODLUN

After D21.8 MAG BRNAV equipment necessary. If unable to comply request alternate route by ATC.

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EDDP/LEJ LEIPZIG-HALLE

Apt Elev

MUNICH

Radar (APP)

124.17

JEPPESEN LEIPZIG-HALLE, GERMANY 10-3L) Eff 22 Nov

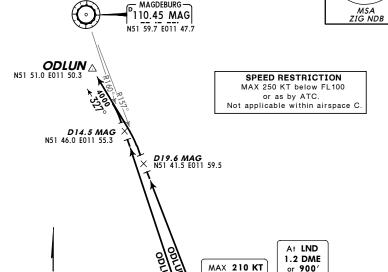
9 NOV 07 Trans level: By ATC Trans alt: 5000'

1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until

ODLUN ONE NOVEMBER (ODLUN 1N) ODLUN ONE SIERRA (ODLUN 1S) RWYS 26R/L DEPARTURES

starting turns as published in departure routes.





until

established on

MAG R-157

LND 1.2 DME

whichever is later

whichever

is later

LEIPZIG-D (113.5) LND

N51 26.1 E012 13.5

LEIPZIG -

MAX 210 KT 340 ZIG until N51 26.0 E012 16.8 established or MAG R-160 LEIPZIG-HALLE These SIDs require a minimum climb gradient ^D(112.15) LLD N51 24.9 E012 13.8 At LLD 3.1 DME or 900'

425' per NM (7%) navaid coverage.						
Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

NOT TO SCALE

Initial climb clearance FL70					
SID	RWY	ROUTING			
ODLUN 1N	26R	Climb on runway track to LND 1.2 DME or 900', whichever is later, turn RIGHT, intercept MAG R-157 inbound to D19.6 MAG 1, turn LEFT, 327° track to ODLUN.			
ODLUN 1S	26L	Climb on runway track to LLD 3.1 DME or 900', whichever is later, turn RIGHT, intercept MAG R-160 inbound to D14.5 MAG , turn LEFT, 327° track to ODLUN.			

After D19.6 MAG 1 /D14.5 MAG 2 BRNAV equipment necessary. If unable to comply request alternate route by ATC.

CHANGES: SIDs completely revised; MSA.

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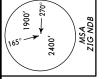
EDDP/LEJ LEIPZIG-HALLE

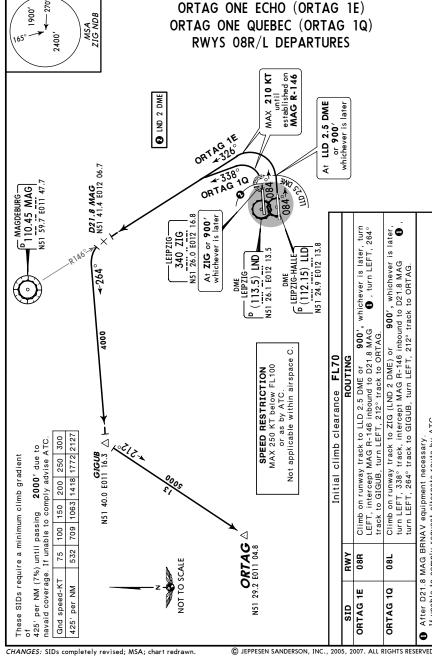
MJEPPESEN LEIPZIG-HALLE, GERMANY 9 NOV 07 (10-3M) Eff 22 Nov

MUNICH Radar (APP) 124.17

Apt Elev

Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency. when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.





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turn RIGHT,

0

SKZ to LLD 17.9 DME

26L

ORTAG

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EDDP/LEJ LEIPZIG-HALLE

124.17

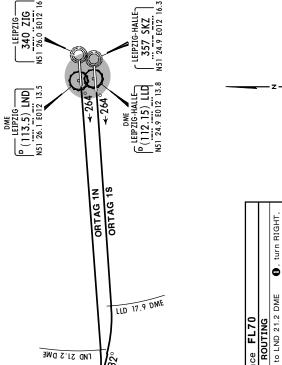
MJEPPESEN LEIPZIG-HALLE, GERMANY (10-3N) Eff 22 Nov

Trans level: By ATC Trans alt: 5000' MUNICH Apt Elev Radar (APP)

1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.



ORTAG ONE NOVEMBER (ORTAG 1N) ORTAG ONE SIERRA (ORTAG 1S) RWYS 26R/L DEPARTURES



CHANGES: SIDs completely revised; MSA; chart redrawn.

ORTAG N51 29.2 E011 04.8

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace

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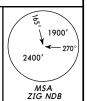
EDDP/LEJ LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY 9 NOV 07 (10-3P) Eff 22 Nov

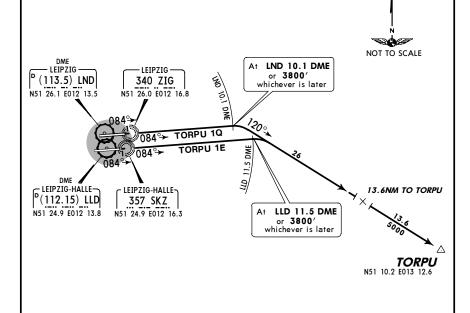
MUNICH Apt Elev Radar (APP) 124.17

Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency. when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes

TORPU ONE ECHO (TORPU 1E) TORPU ONE QUEBEC (TORPU 1Q) **RWYS 08R/L DEPARTURES**



SPEED RESTRICTION MAX 250 KT below FL100 or as by ATC. Not applicable within airspace C



	Initial climb clearance FL70				
SID	RWY	ROUTING			
TORPU 1E	08R	Climb on runway track via SKZ to LLD 11.5 DME or is later, turn RIGHT, 120° track to TORPU.	3800' 1, whichever		
TORPU 1Q	08L	Climb on runway track via ZIG to LND 10.1 DME or is later, turn RIGHT, 120° track to TORPU.	3800' 1, whichever		

1 When passing 3800' BRNAV equipment necessary. If unable to comply request alternate route by ATC. **JEPPESEN**

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EDDP/LEJ LEIPZIG-HALLE

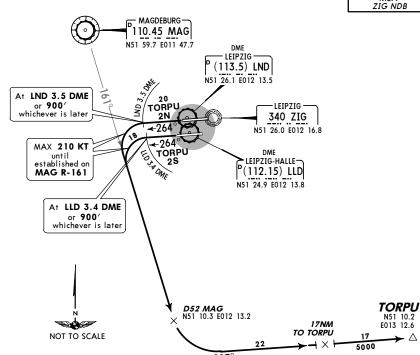
MULLER LEIPZIG-HALLE, GERMANY 9 NOV 07 (10-3Q) Eff 22 Nov

MUNICH Radar (APP) 124.17

Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency. when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

TORPU TWO NOVEMBER (TORPU 2N) TORPU TWO SIERRA (TORPU 2S) RWYS 26R/L DEPARTURES ONLY AVAILABLE BETWEEN 0600-2200LT





These SIDs require a minimum climb gradient

425' per NM (7%) until passing 2000' due to navaid coverage. If unable to comply advise ATC.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

SPEED RESTRICTION MAX 250 KT below FL100 or as by ATC. Not applicable within airspace C.

Initial climb clearance FL70							
SID	RWY	ROUTING	G				
TORPU 2N	26R	Climb on runway track to LND 3.5 DME or LEFT, intercept MAG R-161 to D52 MAG TORPU.	900', whichever is later, turn 1, turn LEFT, 083° track to				
TORPU 2S	26L	Climb on runway track to LLD 3.4 DME or LEFT, intercept MAG R-161 to D52 MAG TORPU.	900', whichever is later, turn , turn LEFT, 083° track to				

After D52 MAG BRNAV equipment necessary If unable to comply request alternate route by ATC

CHANGES: SIDs renumbered & revised; MSA; chart reindexed.

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EDDP/LEJ

MJEPPESEN LEIPZIG-HALLE, GERMANY

9 NOV 07 (10-3S) Eff 22 Nov LEIPZIG-HALLE Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise MUNICH Apt Elev abatement procedures (refer to 10-4). Strict adherence within the limits Radar (APP) 470' of aircraft performance is mandatory. 3. Simultaneous parallel departures 124.17 in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes TORPU ONE WHISKEY (TORPU 1W) TORPU ONE X-RAY (TORPU 1X) **RWYS 26L/R DEPARTURES** SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC. 17NM TO TORPU **D42.5 MAG** N51 27.5 E012 32.2 0', whichever is later, turn RIGHT, inter-120° track to TORPU. 13.5 3.5) LND equipment necessary 083° LEIPZIG-HALLE— (112.15) LLD 51 24.9 E012 13.8 ◁ BRNAV Climb on runway trac turn RIGHT, intercep cept MAG R-138 to D 0 en 220 /D42.{ MAX 210 KT until established on GOT R-063 LLD 10.1 DME **DP528** N51 07.5 E011 ! **©** § RWY 26L available betrassing 3000') **DP527** N51 12.5 E011 / 26R TORPU

CHANGES: MSA; chart reindexed.

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EDDP/LEJ LEIPZIG-HALLE # JEPPESENLEIPZIG-HALLE, GERMANY

(10-3T) Eff 22 Nov

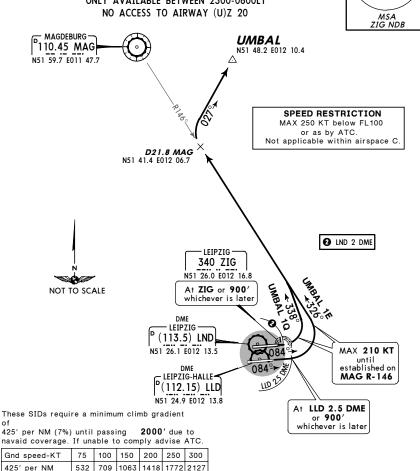
MUNICH Apt Elev Radar (APP) 124.17

1. Remain on Tower frequency, Trans level: By ATC Trans alt: 5000' when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

UMBAL ONE ECHO (UMBAL 1E) UMBAL ONE QUEBEC (UMBAL 1Q) RWYS 08R/L DEPARTURES

ONLY AVAILABLE BETWEEN 2300-0600LT





Initial climb clearance FL70								
SID	RWY	ROUTING						
UMBAL 1E	08R	Climb on runway track to LLD 2.5 DME or 900', whichever is later, turn LEFT, intercept MAG R-146 inbound to D21.8 MAG 1, turn RIGHT, 027° track to UMBAL.						
UMBAL 1Q	08L	Climb on runway track to ZIG (LND 2 DME) or 900', whichever is later, turn LEFT, 338° track, intercept MAG R-146 inbound to D21.8 MAG turn RIGHT, 027° track to UMBAL.						

After D21.8 MAG BRNAV equipment necessary. If unable to comply request alternate route by ATC.

CHANGES: SIDs completely revised; MSA.

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EDDP/LEJ LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY 9 NOV 07 (10-3U) Eff 22 Nov RNAV SID (OVERLAY)

MUNICH Radar (APP) 124.17

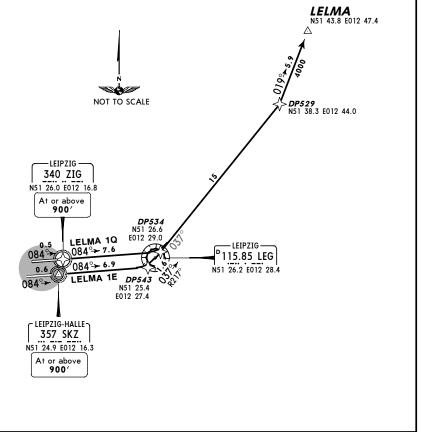
Apt Elev

Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes

LELMA ONE ECHO (LELMA 1E) [LELM1E] LELMA ONE QUEBEC (LELMA 1Q) [LELM1Q] RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3D)







Initial climb clearance FL70 SID RWY **LELMA 1E** SKZ (900'+) - DP543 - DP529 - LELMA LELMA 1Q 08L ZIG (900'+) - DP534 - DP529 - LELMA

CHANGES: RNAV SIDs & SIDs completely revised; MSA.

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JEPPESEN JeppView 3.5.2.0

EDDP/LEJ LEIPZIG-HALLE

124.17

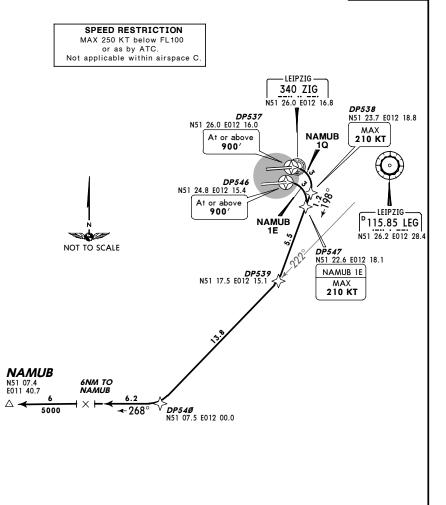
JEPPESENLEIPZIG-HALLE, GERMANY 9 NOV 07 (10-3V) Eff 22 Nov RNAV SID (OVERLAY)

MUNICH Apt Elev Radar (APP)

1. Remain on Tower frequency, Trans level: By ATC Trans alt: 5000' when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

NAMUB ONE ECHO (NAMUB 1E) [NAMU1E] NAMUB ONE QUEBEC (NAMUB 1Q) [NAMU1Q] RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3G) ONLY AVAILABLE BETWEEN 0600-2200LT





Initial climb clearance FL70

DP546 (900'+) - DP547 (K210-) - DP539 - DP540 - NAMUB.

ROUTING

DP537 (900'+) - DP538 (K210-) - DP539 - DP540 - NAMUB. NAMUB 1Q 08L CHANGES: MSA: chart reindexed

RWY

SID

NAMUB 1E

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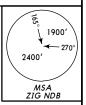
EDDP/LEJ LEIPZIG-HALLE

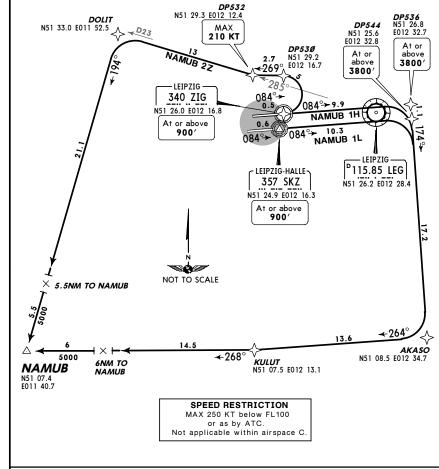
JEPPESENLEIPZIG-HALLE, GERMANY 9 NOV 07 (10-3W) Eff 22 Nov RNAV SID (OVERLAY)

MUNICH Radar (APP) 124.17

Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency. when advised by Tower contact MUNICH Radar. 2. SIDs are also noise Apt Elev abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

NAMUB ONE HOTEL (NAMUB 1H) [NAMU1H] NAMUB ONE LIMA (NAMUB 1L) [NAMU1L] NAMUB TWO ZULU (NAMUB 2Z) [NAMU2Z] RWYS 08L/R RNAV DEPARTURES (OVERLAY 10-3H)





Initial climb clearance FL70 RWY ROUTING SID ZIG (900'+) - DP536 (3800'+) - AKASO - KULUT - NAMUB NAMUB 1H 08L NAMUB 1L 08R SKZ (900'+) - DP544 (3800'+) - AKASO - KULUT - NAMUB. NAMUB 2Z 1 ZIG (900'+) - DP530 - DP532 (K210-) - DOLIT - NAMUB ① Only available between 2200-0600LT

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EDDP/LEJ LEIPZIG-HALLE

JEPPESENLEIPZIG-HALLE, GERMANY

9 NOV 07 (10-3X) Eff 22 Nov RNAV SID (OVERLAY)

MUNICH Apt Elev Radar (APP) 124.17

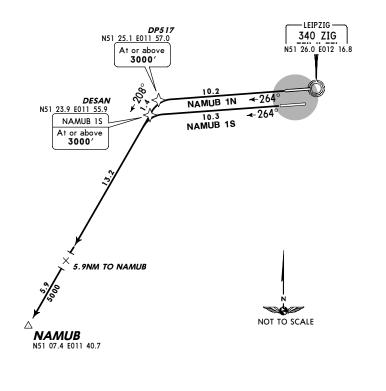
Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

NAMUB ONE NOVEMBER (NAMUB 1N) [NAMU1N] NAMUB ONE SIERRA (NAMUB 1S) [NAMU1S] RWYS 26R/L RNAV DEPARTURES (OVERLAY 10-3J)



SPEED RESTRICTION

MAX 250 KT below FL100 or as by ATC. Not applicable within airspace C.



Initial climb clearance FL70						
SID	RWY	ROUTING				
NAMUB 1N	26R	(900'+) - DP517 (3000'+) - NAMUB.				
NAMUR 1S	261	(900'+) - DESAN (3000'+) - NAMUR				

CHANGES: MSA: chart reindexed.

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EDDP/LEJ LEIPZIG-HALLE

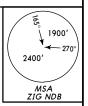
JEPPESENLEIPZIG-HALLE, GERMANY 9 NOV 07 (10-3X1) Eff 22 Nov RNAV SID (OVERLAY)

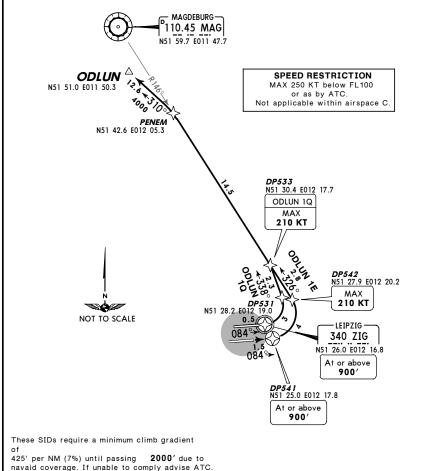
MUNICH Radar (APP) 124.17

470'

Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency. when advised by Tower contact MUNICH Radar. 2. SIDs are also noise Apt Elev abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

ODLUN ONE ECHO (ODLUN 1E) [ODLU1E] ODLUN ONE QUEBEC (ODLUN 1Q) [ODLU1Q] RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3K)





Initial climb clearance FL70 SID RWY ROUTING **ODLUN 1E** DP541 (900'+) - DP542 (K210-) - PENEM - ODLUN ZIG (900'+) - DP531 - DP533 (K210-) - PENEM - ODLUN. ODLUN 1Q 08L

CHANGES: RNAV SIDs completely revised; MSA.

Gnd speed-KT

425' per NM

75 | 100 | 150 | 200 | 250 | 300 532 709 1063 1418 1772 2127

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EDDP/LEJ LEIPZIG-HALLE

JEPPESENLEIPZIG-HALLE, GERMANY

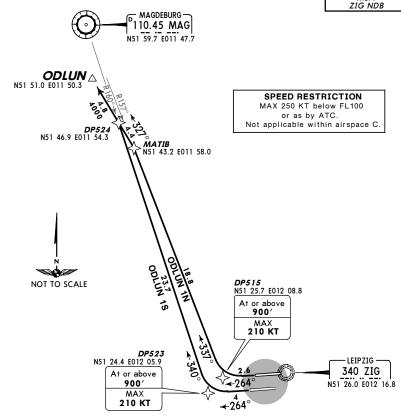
9 NOV 07 (10-3X2) Eff 22 Nov RNAV SID (OVERLAY)

MUNICH Radar (APP) 124.17 470'

Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

ODLUN ONE NOVEMBER (ODLUN 1N) [ODLUIN] ODLUN ONE SIERRA (ODLUN 1S) [ODLUIS] RWYS 26R/L RNAV DEPARTURES (OVERLAY 10-3L)





These SIDs require a minimum climb gradient

425' per NM (7%) until passing 2000' due to navaid coverage. If unable to comply advise ATC.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

_						
Initial climb clearance FL70						
SID	RWY	ROUTING				
ODLUN 1N	26R	DP515 (900'+; K210-) - MATIB - ODLUN.				
ODLUN 1S	26L	DP523 (900'+; K210-) - DP524 - ODLUN.				

CHANGES: RNAV SIDs completely revised; MSA.

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EDDP/LEJ LEIPZIG-HALLE #JEPPESEN LEIPZIG-HALLE, GERMANY
9 NOV 07 (10-3X3) Eff 22 Nov RNAV SID (OVERLAY)

1. Remain on Tower frequency, Trans level: By ATC Trans alt: 5000' when advised by Tower contact MUNICH Radar. 2. SIDs are also noise MUNICH Apt Elev abatement procedures (refer to 10-4). Strict adherence within the limits Radar (APP) of aircraft performance is mandatory. 3. Simultaneous parallel departures 124.17 in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes ORTAG ONE ECHO (ORTAG 1E) [ORTA1E] ORTAG ONE QUEBEC (ORTAG 1Q) [ORTA1Q] RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3M) 17. **PENEM** N51 42.6 E012 05.3 SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
t applicable within airspace C **GIGUB** 40.0 E011 16.3

EDDP/LEJ LEIPZIG-HALLE

124.17

#JEPPESEN LEIPZIG-HALLE, GERMANY
9 NOV 07 (10-3X4) Eff 22 Nov RNAV SID (OVERLAY)

MUNICH Radar (APP)

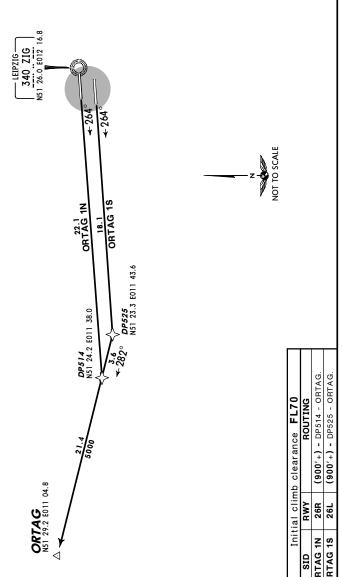
Apt Elev abatement proc

Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace

ORTAG ONE NOVEMBER (ORTAG 1N) [ORTA1N]
ORTAG ONE SIERRA (ORTAG 1S) [ORTA1S]
RWYS 26R/L RNAV DEPARTURES (OVERLAY 10-3N)



CHANGES: RNAV SIDs completely revised; MSA; chart redrawn. © JEPPESEN SANDERSON, INC., 2007. ALL RIGHTS RESERVED.

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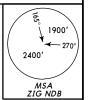
JEPPESEN JeppView 3.5.2.0

EDDP/LEJ LEIPZIG-HALLE JEPPESENLEIPZIG-HALLE, GERMANY
9 NOV 07 (10-3X5) Eff 22 Nov RNAV SID (OVERLAY)

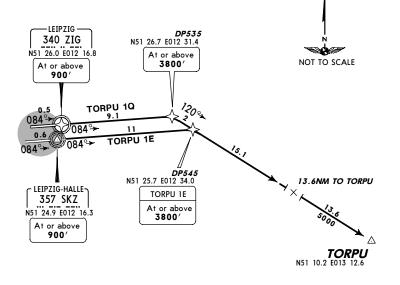
MUNICH Radar (APP) 124.17

Apt Elev 470' Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

TORPU ONE ECHO (TORPU 1E) [TORP1E]
TORPU ONE QUEBEC (TORPU 1Q) [TORP1Q]
RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3P)



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



Initial climb clearance FL70

SID RWY ROUTING

TORPU 1E 08R SKZ (900'+) - DP545 (3800'+) - TORPU.

TORPU 1Q 08L ZIG (900'+) - DP535 (3800'+) - TORPU.

EDDP/LEJ

JEPPESENLEIPZIG-HALLE, GERMANY
9 NOV 07 (10-3X6) Eff 22 Nov RNAV SID (OVERLAY)

MUNICH Radar (APP) 124.17 Apt Elev 470'

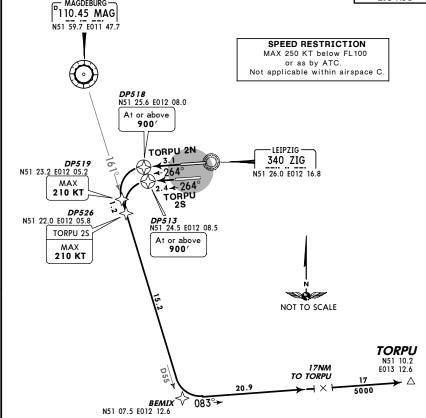
LEIPZIG-HALLE

Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

TORPU TWO NOVEMBER (TORPU 2N) [TORP2N] TORPU TWO SIERRA (TORPU 2S) [TORP2S] RWYS 26R/L RNAV DEPARTURES (OVERLAY 10-3Q)



ONLY AVAILABLE BETWEEN 0600-2200LT



These SIDs require a minimum climb gradient

425' per NM (7%) until passing 2000' due to navaid coverage. If unable to comply advise ATC.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

Initial climb clearance FL70						
SID	RWY	ROUTING				
TORPU 2N	26R	DP518 (900'+) - DP519 (K210-) - BEMIX - TORPU.				
TORPU 2S	26L	DP513 (900'+) - DP526 (K210-) - BEMIX - TORPU				

CHANGES: RNAV SIDs renumbered & revised; MSA; chart reindexed.
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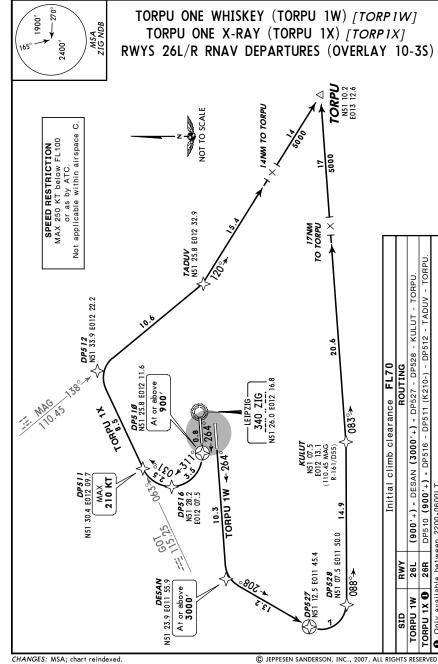
EDDP/LEJ LEIPZIG-HALLE #JEPPESEN LEIPZIG-HALLE, GERMANY
9 NOV 07 (10-3X7) Eff 22 Nov RNAV SID (OVERLAY)

MUNICH Radar (APP) 470'

124.17

Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

TORPIL ONE WHISKEY (TORPIL 1W) / TORP 11W/1



EDDP/LEJ LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

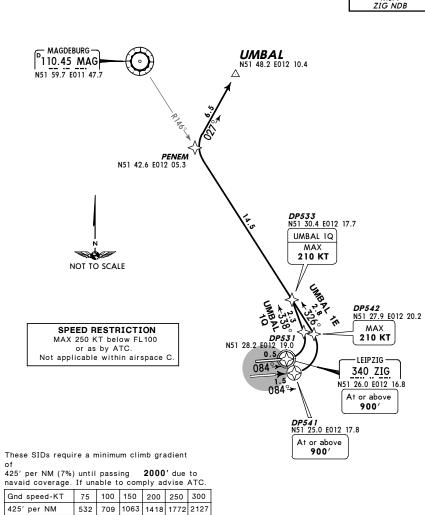
9 NOV 07 (10-3X8) Eff 22 Nov RNAV SID (OVERLAY)

MUNICH Radar (APP) 470' Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency, when advised by Tower contact MUNICH Radar. 2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

UMBAL ONE ECHO (UMBAL 1E)[UMBA1E]
UMBAL ONE QUEBEC (UMBAL 1Q)[UMBA1Q]
RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3T)

1900' 2400' 2400'

ONLY AVAILABLE BETWEEN 2300-0600LT NO ACCESS TO AIRWAY (U)Z 20



CHANGES: RNAV SIDs completely revised; MSA; chart redrawn.

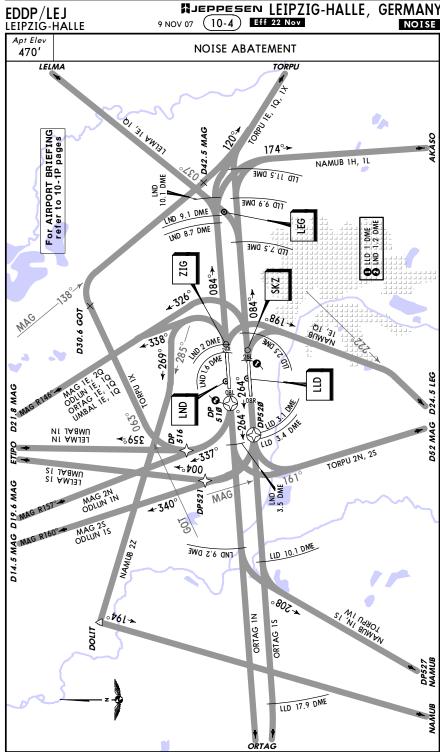
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CHANGES: RNAV SIDs & SIDs completely revised; chart redrawn.

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EDDP/LEJ Apt Elev 470' N51 25.4 E012 14.2 MJEPPESEN LEIPZIG-HALLE, GERMANY 1 JUN 07 (10-9) Eff 7 Jun LEIPZIG-HALLE ACARS: LEIPZIG Delivery South North 121.1 125.95 121.67 123.95 121.8 DCL 12-17 575' , , , , , 12-16 For AIRPORT BRIEFING refer to 10-1P pages 8 11,81 468' 450 A © JEPPESEN SANDERSON, INC., 2000, 2007. ALL RIGHTS RESERVED. CHANGES: Communications. Variation. Airport layout.

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EDDP/LEJ

JEPPESEN LEIPZIG-HALLE, GERMANY 1 JUN 07 (10-9A) Eff 7 Jun LEIPZIG-HALLE

				JUIN U7	(10	77	ETT / JUII		LEIPZIG-	HALL
			400	17101	A L DUNE		NEODALATION			
			ADL	MOITION	AL KUN	WAY.	INFORMATION L	I JSABLE LENGTH:	5	ı
	1						— LANDING	BEYOND —		
RWY BL							Threshold	Glide Slope	TAKE-OFF	148'
26R	HIRL (60m)	CL(15m) ALSF-	·II TDZ	REIL	0	RVR		10,630′ <i>3240m</i>	0	45m
PAPI-	L (3.0°)									
TAKE-	OFF RUN A	VAILABLE								
RWY (08L: rwy head	11,811' (3600	lm \		RWY	26R: 1 rwy	head 11 811	' (3600m)		
t	wy A3 int	8038' (2450)mĺ		1	wy A	7 int 8038	′ (2450m)		
	wy A4 int	6070' (1850				wy A		′ (1850m)		
ī	wy A5 int	5725′ (1745	om)		1	wy A) INT 3/23	' (1745m)		
	LUIDI ((A.)	CL (15) ALCE	11 TD7	DETI	00	D) /D		10 000/		
3R 261		CL(15m) ALSF- CL(15m) ALSF-				RVR RVR		10,900' <i>3322m</i> 10,596' <i>3230m</i>	0	197'
		CE(13m) PESI	11 102	KLIL		KVK		10,070 0200111		
PAPI- HSTIL	L (3.0°)									
	-so -ss & s4									
	·OFF RUN A	VAILABLE								
RWY (RWY	26L:				
	rwy head	11,811' (3600)m)			rwy		′ (3600m)		
	twy S2 int twy S3 int	10,728' (3270 8038' (2450				twy S' twy H		' (3270m) ' (2885m)		
	twy S4 int	6070' (1850				twy S	8 int 9350	(2850m)		
twy	H5/S5 int	5233' (1595	om)			twy H' twy S'	/int 9055 7int 8940	' (2760m) ' (2725m)		
						twy S	6 int 7382	' (2250m)		
					twy	H5/S	5 int 6217	' (1895m)		
AR-OP	S				TAK	E-OFF	1			
					A	l Rwy	's			
	pproved	LVP n	nust be	in For	ce	1			I	
	perators									
О Н	perators IRL, CL ult. RVR req	RL, CL & mult. RVR r	eq	RL 8	, CL	RC	CLM (DAY only) or RL	RCLM (DAY only or RL	r) NI (DAY	
O H & mi	IRL, CL	RL, CL & mult. RVR r	eq		. CL 0m	RC		or RL	(DAY	only)
O H & mu	IRL, CL ult. RVR req	& mult. RVR r	eq		0m	RC	or RL			only)

CHANGES: Notes transferred to 10-1P pages. Rwy 08R/26L added. © JEPPESEN SANDERSON, INC., 2000, 2007. ALL RIGHTS RESERVED.

MJEPPESEN LEIPZIG-HALLE, GERMANY EDDP/LEJ (10-9B) Eff 7 Jun LEIPZIG-HALLE 12-13.4 LEGEND

101 Parking position
acft heading North
101* Parking position
acft heading South
P1 Taxiway
competence area

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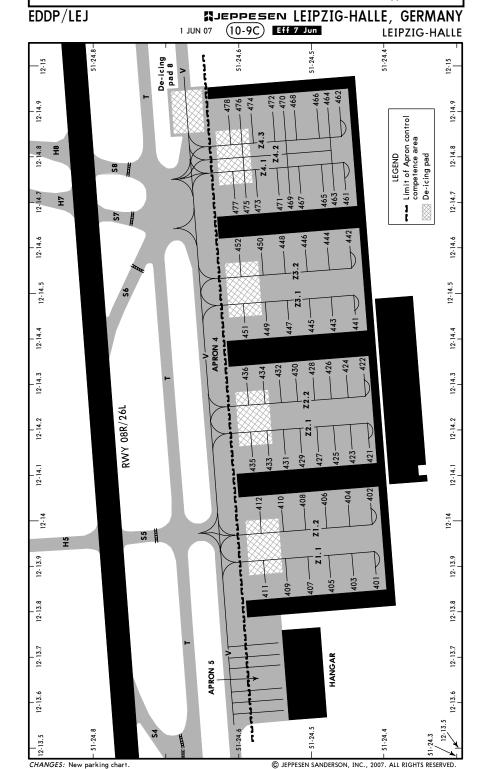
CHANGES: Notes transferred to 10-1P pages

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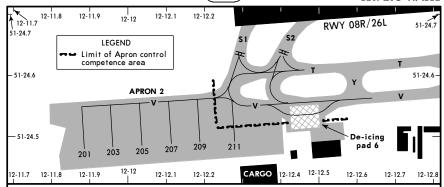
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JEPPESEN JeppView 3.5.2.0

EDDP/LEJ

MJEPPESEN LEIPZIG-HALLE, GERMANY 1 JUN 07 (10-9D) Eff 7 Jun LEIPZIG-HALLE



INS COORDINATES							
STAND No.	COORDINATES	STAND No.	COORDINATES				
101 thru 102* 103 thru 107* 108 108* 109 thru 113	N51 25.2 E012 12.7 N51 25.2 E012 12.8 N51 25.2 E012 12.9 N51 25.2 E012 12.9 N51 25.2 E012 12.8 N51 25.2 E012 12.9	430 431 432 433 434	N51 24.5 E012 14.3 N51 24.5 E012 14.1 N51 24.5 E012 14.3 N51 24.6 E012 14.1 N51 24.6 E012 14.3				
114 thru 119 120, 121, 126 128, 130 132 134	N51 25.2 E012 13.0 N51 25.2 E012 13.1 N51 25.2 E012 13.2 N51 25.2 E012 13.3 N51 25.1 E012 13.3	435 436 441 442 443	N51 24.6 E012 14.1 N51 24.6 E012 14.3 N51 24.4 E012 14.4 N51 24.4 E012 14.6 N51 24.5 E012 14.4				
136 thru 139* 140 140* 141 thru 143* 201	N51 25.1 E012 13.4 N51 25.1 E012 13.5 N51 25.1 E012 13.4 N51 25.1 E012 13.4 N51 25.1 E012 13.5 N51 24.5 E012 11.9	444 445 446 447 448	N51 24.5 E012 14.6 N51 24.5 E012 14.4 N51 24.5 E012 14.6 N51 24.5 E012 14.6 N51 24.5 E012 14.4 N51 24.5 E012 14.6				
203, 205 207 209 211 401	N51 24.5 E012 12.0 N51 24.5 E012 12.1 N51 24.5 E012 12.2 N51 24.5 E012 12.2 N51 24.5 E012 12.3 N51 24.4 E012 13.9	449 450 451 452 461	N51 24.6 E012 14.4 N51 24.6 E012 14.6 N51 24.6 E012 14.4 N51 24.6 E012 14.6 N51 24.4 E012 14.7				
402 403 404 405 406	N51 24.4 E012 14.1 N51 24.4 E012 13.9 N51 24.4 E012 14.1 N51 24.5 E012 13.8 N51 24.5 E012 14.1	462 463 464 465 466	N51 24.5 E012 14.9 N51 24.5 E012 14.7 N51 24.5 E012 14.9 N51 24.5 E012 14.7 N51 24.5 E012 14.9				
407 408 409 410 411	N51 24.5 E012 13.8 N51 24.5 E012 14.1 N51 24.5 E012 13.8 N51 24.5 E012 13.8 N51 24.6 E012 13.8	467 468 469 470 471	N51 24.5 E012 14.7 N51 24.5 E012 14.9 N51 24.5 E012 14.7 N51 24.5 E012 14.7 N51 24.5 E012 14.9 N51 24.5 E012 14.7				
412 421 422 423 424	N51 24.6 E012 14.1 N51 24.4 E012 14.1 N51 24.4 E012 14.4 N51 24.4 E012 14.4 N51 24.4 E012 14.1 N51 24.5 E012 14.4	472 473 474 475 476	N51 24.5 E012 14.9 N51 24.6 E012 14.7 N51 24.6 E012 14.7 N51 24.6 E012 14.9 N51 24.6 E012 14.7 N51 24.6 E012 14.9				
425 426 427 428 429	N51 24.5 E012 14.1 N51 24.5 E012 14.4 N51 24.5 E012 14.1 N51 24.5 E012 14.1 N51 24.5 E012 14.4 N51 24.5 E012 14.1	477 478	N51 24.6 E012 14.7 N51 24.6 E012 14.9				

CHANGES: Chart reindexed. Apron layout. Coordinates.

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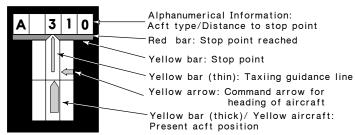
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EDDP/LEJ

MJEPPESEN LEIPZIG-HALLE, GERMANY 1 JUN 07 (10-9E) Eff 7 Jun LEIPZIG-HALLE

VISUAL AIRCRAFT DOCKING SYSTEM

If the crew notices during taxiing-in that the system is not functioning or that it shows an incorrect acft type or that the indicator on the tableau is not clearly legible, the acft must be stopped immediately and the fact reported to "LEIPZIG Ground/Tower". Continued taxiing will take place according to instructions by "LEIPZIG Ground/Tower". The system works parallax free, it can be read from each position in the cockpit.



- 1. Taxiing-in to the parking position via taxiing guidance line.
- 2. Acft type is displayed in the top line.
- 3. Lead-in guidance symbol will be shown after the system is activated.
- 4. Deviation from taxiing guidance line will be indicated by the lead-in guidance symbol (thick yellow bar) and the heading by an arrow.
- 5. 98'(30m) prior the stop point the display changes from indicating the acft type to indicating the remaining distance to stop point in meters (30m - 20m = 5m steps, 20m - 10m = 2m steps,10m - 1m = 1m steps, 1m - STOP = 0.2m steps).
- 6. After the stop point has been reached, 'STOP OK' will appear on the display.
- 7. If taxiing past the stop point, 'TOO FAR' will appear on the display.
- 8. Stands 401 thru 478: After standstill, ONBLOCK is shown on the PDU (Pilot Display Unit).

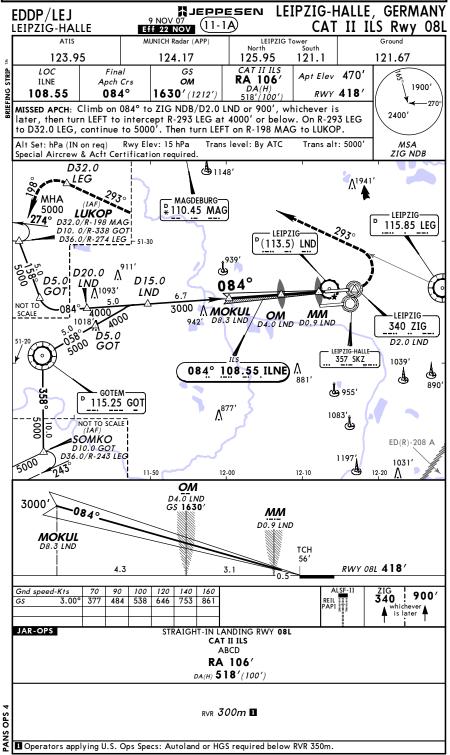
CHANGES: MSA. Arrival. Missed apch.

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JeppView 3.5.2.0 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 10-2008 SIJEPPESEN LEIPZIG-HALLE, GERMANY EDDP/LEJ ILS or LOC or NDB Rwy 08L LEIPZIG-HALLE Eff 22 Nov MUNICH Radar (APP) LEIPZIG Tower 123.95 124.17 North 125.95 South 121.1 121.67 LOC GS ILS 1900' ILNE ОМ DA(H) -270 Final 108.55 630' (1212') 618'(200') Apt Elev 470 Apch Crs 2400' NDB Minimum Alt 084° RWY 418 ZIG MOKUL MDA(H)340 3000' (2582') 820' (402') MSA ZIG NDB MISSED APCH: Climb on 084° to ZIG NDB/D2.0 LND or 900', whichever is later, then turn LEFT to intercept R-293 LEG at 4000' or below. On R-293 LEG to D32.0 LEG, continue to 5000'. Then turn LEFT on R-198 MAG to LUKOP. Alt Set: hPa (IN on reg) Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 5000' D32.0 LEG LOC or NDB: DME REQUIRED. MHA (IAF) MAGDEBURG-5000 LUKOP LEIPZIG-₽110.45 MAG 274° D32.0/R-198 MAG 115.85 LEG D10. 0/R-338 GOT LEIPZIG-D36.0/R-274 LEG - 51-30 ^D(113.5) LND ОМ ΜМ D20.0 N D15.0 D4.0 LND D0.9 LND D5.0 D5.0 LND 1.\
GOT \ \ \(\Lambda \) \(\lambd LND **MOKUL** LEIPZIG-SCALE 5.0 D5.0 942' D8.3 LND D3.0 340 ZIG D1.0 LND D2.0 LND 2500 GOT 51-20 357 SKZ 084° 108.55 ILNE) 1039 115.25 GOT ♨ 4 11-40 890 955' NOT TO SCALE 877 **S**OMKO 1083' D10.0 GOT ED(R)-208 A D36.0/R-243 LEG 12-00 12-10 LND DME 8.0 7.0 5.0 2.0 or NDB ALTITUDE 2900' 2580' 2260 1940' 1630' 1310 990' ОМ ΜМ ZIG NDB D4.0 LND 3000' #-0840 D3.0 D0.9 LND GS 1630 D1.0 LND MOKUL LOC D8.3 I ND 1630 NDB 1.0 1300° 4.3 RWY 08L 418 Gnd speed-Kts 70 90 | 100 | 120 | 140 | 160 ZIG **340** 900 ILS GS 3.00° or 484 538 646 753 whichever is later LOC or NDB Desc Grad 5.2% LOC: MAP at MM/D0.9 LND NDB: MAP at D1.0 LND JAR-OPS STRAIGHT-IN LANDING RWY 08L LOC (GS out) NDB MDA(H) 820' (402') MDA(H) 870' (452' DA(H) 618' (200') ALS out ALS out ALS out RVR 1000m RVR 900m RVR 1500m RVR 1500m RVR 1200m RVR 1000m RVR 550m RVR 1000m RVR 1800m RVR 2000m RVR 1600m RVR 1400m RVR 2000m

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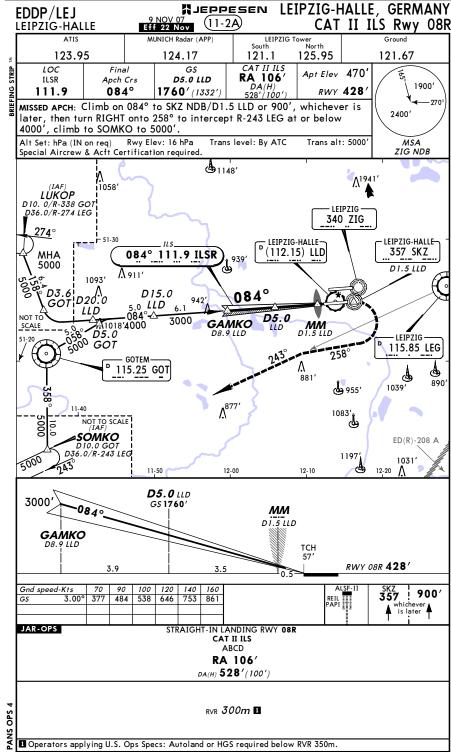
CHANGES: MSA. Arrival. TCH. Missed apch.

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MJEPPESEN LEIPZIG-HALLE GERMANY EDDP/LEJ Fff 22 Nov (11-2) ILS or LOC or NDB Rwy 08R LEIPZIG-HALLE ATIS MUNICH Radar (APP LEIPZIG Tower South 123.95 124.17 121.1 125.95 121.67 1900' ILS LOC GS -270 D5.0 LLD ILSR DA(H)Final 2400' 111.9 **1760**′ (1332′) **628**′ (200′) Apt Elev 470 Apch Crs NDB Minimum Alt NDB 084° RWY 428 SKZ GAMKO MDA(H) MSA ZIG NDB 357 3000' (2572') 960' (532') MISSED APCH: Climb on 084° to SKZ NDB/D1.5 LLD or 900', whichever is later, then turn RIGHT onto 258° to intercept R-243 LEG at or below 4000', climb to SOMKO to 5000'. Trans alt: 5000 Alt Set: hPa (IN on reg) Rwy Elev: 16 hPa Trans level: By ATC ^1941′ 1058 LÙKÓP LOC or NDB: DME REQUIRED. D10. 0/R-338 GOT D36.0/R-274 LEG 340 ZIG 274° LEIPZIG-HALLE-LEIPZIG-HALLE 357 SKZ (112.15) LLD 084° 111.9 ILSR MHA 5000 D1.5 LLD 1093 D3.6 D15.0 GOT D20:0 5.0 *LLD* LLD SCALE 500 GOT D5.0 3000 GAMKO MM D8.9 LLD D1.5 LLD LEIPZIG · (C) 115.85 LEG Λ 115.25 GOT ♨ 881 890 1039 955′ NOT TO SCALE 877 **SOMKO** Λ 1083'* ED(R)-208 A D36.0/R-243 LEG 12-10 LLD DME 8.0 7.0 6.0 5.0 4.0 3.0 LOC (GS out) or NDB ALTITUDE 2720' 2400' 2080 1760 1450 1130 SKZ NDB **D5.0** LLD 3000 #-084° ММ GS 1760' D1.5 LLD GAMKO LOC or TCH NDB 1760 RWY 08R 428' 3.9 3.5 Gnd speed-Kts 70 90 100 120 140 160 357 900 ILS GS 3.00° or 484 538 646 753 whichever is later LOC or NDB Desc Grad 5.2% MAP at MM/D1.5 LLD JAR-OPS STRAIGHT-IN LANDING RWY 08R LOC (GS out) NDB MDA(H) 960' (532') DA(H) **628'** (200') MDA(H) 960' (532') ALS out ALS out ALS out RVR 1000m RVR 1000m RVR 1500m RVR 1500m RVR 1200m RVR 1200m RVR 550m RVR 1000m RVR 2000m RVR 2000m RVR 1600m RVR 1600m

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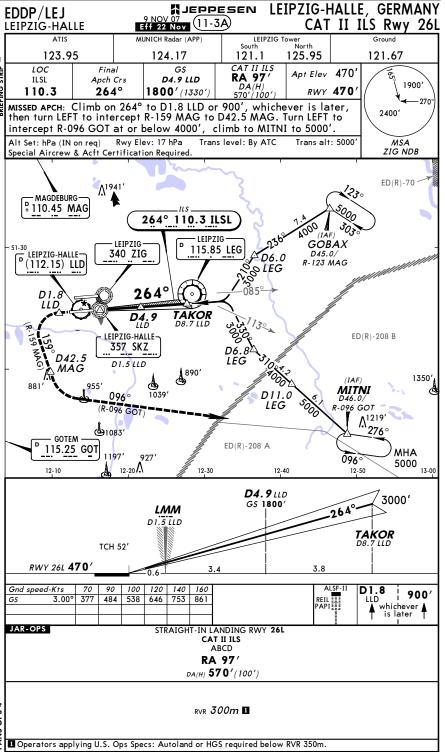
CHANGES: MSA. Arrivals. TCH. Missed apch.

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JeppView 3.5.2.0 MJEPPESEN LEIPZIG-HALLE GERMANY EDDP/LEJ 9 NOV 07 Eff 22 Nov 11-3 ILS or LOC or NDB Rwy 26L LEIPZIG-HALLE ATIS MUNICH Radar (APP) LEIPZIG Tower 123.95 124.17 121.1 125.95 121.67 1900' ILS LOC GS ILSL D4.9 LLD DA(H) Final 2400' 110.3 **800'** (1330') **670**′ (200′) Apt Elev 470 Apch Crs NDB Minimum Alt NDB 264° RWY 470 SKZ **TAKOR** MDA(H) MSAZIG NDB 357 3000' (2530') 960' (490') MISSED APCH: Climb on 264° to D1.8 LLD or 900', whichever is later, then turn LEFT to intercept R-159 MAG to D42.5 MAG. Turn LEFT to intercept R-096 GOT at or below 4000', climb to MITNI to 5000'. Alt Set: hPa (IN on req) Rwy Elev: 17 hPa Trans level: By ATC Trans alt: 5000' **1**1941′ LOC or NDB: DME REQUIRED. 5000 - MAGDEBURG -110.45 MAG 264° 110.3 ILSL 303 (IAF) LEIPZIG-GOBAX · LEIPZIG · 115.85 LEG LEIPZIG-HALLE 340 ZIG D45.0/ (112.15) LLD R-123 MAG OO LEG 264 TAKOR D4.9 LLDED(R)-208 B LEIPZIG-HALLE-357 SKZ D6.82 D42.5 **≜**890′ MAG 1350' MITNI 1039 D11.0 096° D46.0/ (R-096 GOT) LEG R-096 GOT - GOTEM -Λ^{1219′} 276° MHA 115.25 GOT 5000 ED(R)-208 A 12-10 12-40 12-50 13-00 3.0 4.0 5.0 6.0 7.0 8.0 LOC (GS out) LLD DME or NDB 1510' 1830 2470' 2790' 1200 2150 **D4.9** LLD 3000 GS 1800' LMM D1.5 LLD TAKOR D8.7 LLD TCH 52' LOC or 1800' RWY 26L 470' Gnd speed-Kts 90 100 120 140 160 D1.8 900 ILS GS 3.00° or LLD 484 | 538 | 646 | 753 377 861 whichever A LOC or NDB Desc Grad 5.2% is later MAP at LMM/D1.5 LLD JAR-OPS STRAIGHT-IN LANDING RWY 26L LOC (GS out) MDA(H) 960' (490') DA(H) 670' (200') MDA(H) 960' (490') ALS out ALS out ALS out RVR 1000m RVR 1000m RVR 1500m RVR 1500m RVR 1200m RVR 1200m RVR 550m RVR 1000m RVR 2000m RVR 2000m RVR 1600m RVR 1600m

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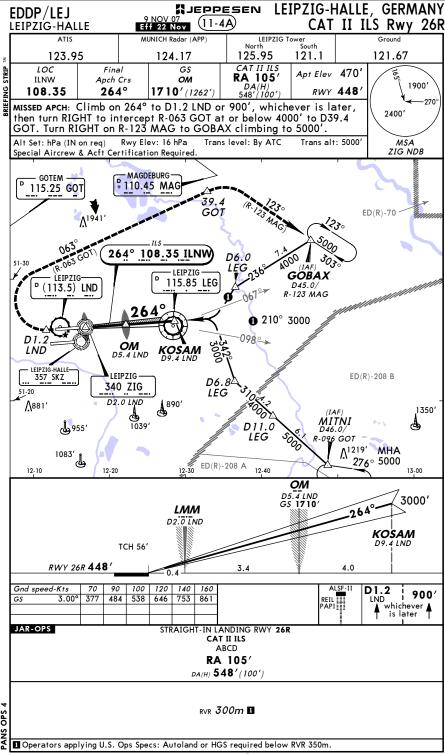


MJEPPESEN LEIPZIG-HALLE GERMANY EDDP/LEJ ILS or LOC or NDB Rwy 26R LEIPZIG-HALLE LEIPZIG Tower MUNICH Radar (APP) 121.67 123.95 124.17 North 125.95 South 121.1 LOC GS ILS 1900' ILNW ОМ DA(H) -270 Final 1710'(1262' 108.35 648' (200') Apt Elev 470 Apch Crs 2400' NDB Minimum Alt NDB 264° RWY 448 KOSAM ZIG MDA(H)340 3000' (2552') 830'(382') MSA ZIG NDB MISSED APCH: Climb on 264° to D1.2 LND or 900', whichever is later, then turn RIGHT to intercept R-063 GOT at or below 4000' to D39.4 GOT. Turn RIGHT on R-123 MAG to GOBAX climbing to 5000'. Rwy Elev: 16 hPa Alt Set: hPa (IN on reg) Trans level: By ATC Trans alt: 5000' MAGDEBURG-110.45 MAG LOC or NDB: DME REQUIRED. - GOTEM -115.25 GOT ED(R)-70 5000 264° 108.35 ILNW) 303 LEG LEIPZIG-**GOBAX** LEIPZIG-115.85 LEG ^D (113.5) LND R-123 MAG **D4.0** 264° **1** 210° 3000 2 310° 6.1 5000 ОМ KOSĀM LND D5.4 LND ED(R)-208 B - LEIPZIG-HALLE 357_SKZ 12-50 340 ZIG D6.8 NOT TO 51-20 LEG D2.0 LND MITNI SCALE A890' 1881′ D11.0 1350 R-096 GOT 1039 955′ولل 5000 LEG 12-40 (13-00 12-20 12-10 LOC (GS out LND DME 3.0 4.0 5.0 6.0 7.0 8.0 9.0 ALTITUDE 1270' 1590 1910 2230 2550 2870 or NDB ОМ D5.4 LND 3000 GS 1710' D4.0 LMM D2.0 LND KOSAM √Loc 1710' TCH 56' 1270′ RWY 26R 448 4.0 2.0 Gnd speed-Kts 90 | 100 | 120 | 140 | 160 D1.2 900 ILS GS 3.00° or IND 377 484 | 538 | 646 753 861 whichever LOC or NDB Desc Grad 5.2% is later MAP at LMM/D2.0 LND JAR-OPS STRAIGHT-IN LANDING RWY 26R LOC (GS out) NDB MDA(H) 830' (382' DA(H) 648' (200') MDA(H) 880' (432') ALS out ALS out ALS out RVR 900m RVR 900m RVR 1500m RVR 1500m RVR 1000m RVR 1000m RVR 550m RVR 1000m RVR 1800m RVR 1800m RVR 1400m RVR 2000m RVR 1400m RVR 2000m

CHANGES: MSA. Arrivals. Missed apch.

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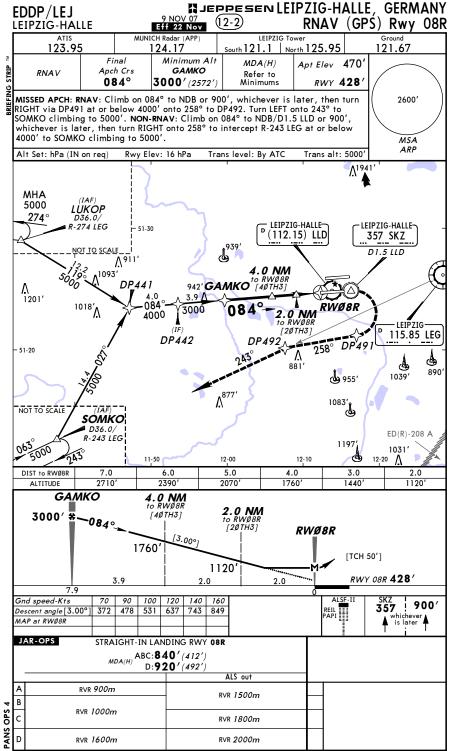
MJEPPESEN LEIPZIG-HALLE, GERMANY EDDP/LEJ RNAV (GPS) Rwy 08L LEIPZIG-HALLE Eff 22 Nov LEIPZIG Tower MUNICH Radar (APP) Ground 123.95 124.17 North 125.95 | South 121.1 121.67 Final Minimum Alt Apt Elev 470 MDA(H) Apch Crs MOKUL RNAV 920'(502') 084° 3000' (2582') RWY 418 2600' MISSED APCH: RNAV: Climb on 084° to NDB or 900', whichever is later, turn LEFT via DP481 at or below 4000', onto 293° to DP482. Continue to 5000', turn LEFT on 198° to LUKOP. NON-RNAV: Climb on 084° to NDB/D2.0 LND or 900', whichever is later, turn LEFT to intercept R-293 LEG at or below 4000'. Continue to D32.0 LEG at 5000', turn LEFT on 198° to LUKOP. MSA Alt Set: hPa (IN on req) Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 5000 ARP <u> √DP482</u> D32.0 LEG MAGDEBURG-₽110.45 MAG LEIPZIG-115.85 LEG 5000 LUKOP DP481 D32.0/R-198 MAGH 51-30 (113.5) LND D36.0/R-274 LEG 939 NOT TO SCALE 11.6 RWØ8 084°-5000 3000 **∆** 1201′ 1093 ·084° DP431 **MOKUL** 4000 942 2.0 NM 4.0 NM to RWØ8L -LEIPZIG -1018 to RWØ8L [2ØTHR] DP432 340 ZIG [4ØTHR] D2.0 LND 51-20 Λ ΔĐ (A) 890 10391 955' **№**877′ 1083 NOT TO SCALE ⅆℷ SOMKO **■** D36.0/ ED(R)-208 A R-243 LEG 1197 5000 1031 4 11-50 12-00 12-10 12-20 DIST to RWØ8L 7.0 6.0 5.0 4.0 3.0 2.0 ALTITUDE 2700 2380 2060 1750 1430 1110 MOKUL 4.0 NM 3000' #-084° 2.0 NM [4ØTHR] [2ØTHR] RWØ8L 3.000 1750 [TCH 50'] 1110 RWY 08L 418' 3.9 2.0 2.0 Gnd speed-Kts 70 90 100 120 140 160 340 900 Descent angle [3.00°] 372 478 531 637 743 849 whichever is later MAP at RWØ8L JAR-OPS STRAIGHT-IN LANDING RWY 08L MDA(H) 920' (502') ALS out RVR 1000m RVR 1500m RVR 1200m RVR 2000m RVR 1600m

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MJEPPESEN LEIPZIG-HALLE, GERMANY EDDP/LEJ RNAV (GPŚ) Rwy 26L LEIPZIG-HALLE Eff 22 Nov LEIPZIG Tower ATIS MUNICH Radar (APP) Ground 123.95 124.17 South 121.1 | North 125.95 121.67 Final Minimum Alt Apt Elev 470 MDA(H) Apch Crs **TAKOR** RNAV 920' (450') 264° 3000' (2530') RWY 470 MISSED APCH: RNAV: Climb on 264° to DP499 or 900', whichever is later, then turn LEFT via DP495 on 159° to DP496 at or below 4000'. Turn 2600' LEFT on 096° to MITNI climbing to 5000'. NON-RNAV: Climb on 264° to D1.8 LLD or 900', whichever is later, then turn LEFT on R-159 MAG to D42.5 MAG. Turn LEFT to intercept MSA R-096 GOT at or below 4000' to MITNI climbing to 5000'. ARP Alt Set: hPa (IN on reg) Rwy Elev: 17 hPa Trans level: By ATC Trans alt: 5000' Alignment turn ED(R)-70 DP494 after holding - MAGDEBURG-^D 110.45 MAG (IAF) GOBAX LEIPZIG-HALLE-D45.0/ ₽ иот то 4.0 NM (112.15) LLD 2.0 NM R-123 MAG ° S SCALE to RW26L to RW26L [4ØTH4] DP447 DP499 **TAKOR** D1.8 LLD RW26L R-159 ED(R)-208 B D42.5 890 MAG1350' 881 **MITNI** 096 D46.0/ R-096 GOT Λ^{1219′} 276° 115.25 GOT 61083 5000 ED(R)-208 A 096 12-20 12-30 12-40 13-00 12-50 DIST to RW26L 1.0 2.0 3.0 4.0 5.0 6.0 7.0 ALTITUDE 840 1160' 1480' 1800 2120 2440' 2750 **TAKOR** 4.0 NM to RW26L -264° — ₹ 3000′ 2.0 NM to RW26L [2ØTH4] [4ØTH4] RW26L 1800' [TCH 50'] 1160' RWY 26L 470 2.0 2.0 3.8 70 90 100 120 140 160 ALSF-II REIL PAPI Gnd speed-Kts Refer to 1 372 478 531 637 743 849 Descent angle [3.00° Missed apch MAP at RW26L above JAR-OPS STRAIGHT-IN LANDING RWY 26L MDA(H) 920'(450') ALS out RVR 1000m RVR 1500m RVR 1200m RVR 2000m RVR 1600m

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