

EDDP/LEJ
LEIPZIG-HALLE

28 SEP 07

JEPPESEN
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

- Take-offs and landings of air carriers in commercial airline traffic and non-scheduled air transport (with the exception of air taxis) from 2200-2330LT and from 0530-0600LT.
- 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.
- 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

- Flights by air carriers which are logistically bound up with the cargo terminal at Leipzig/Halle APT.
- 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.
- 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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AIRPORT BRIEFING

1. GENERAL

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 absolute 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'/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.

2.4. OTHER INFORMATION

Visual approaches may generally not be performed.

EDDP/LEJ JEPPESEN LEIPZIG-HALLE, GERMANY
LEIPZIG-HALLE 24 AUG 07 (10-1P2) 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.

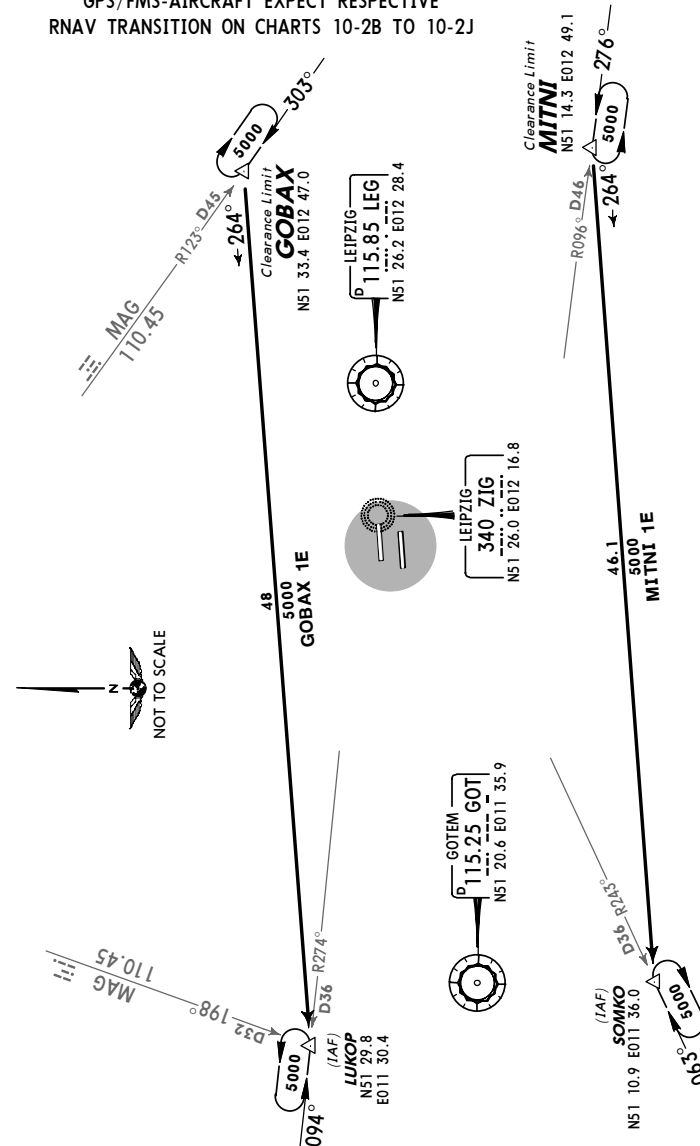
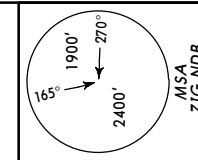
The following time parameters apply:

- t_i 25 min prior to EOBT for unregulated flights.
- 30 min prior to CTOT for ATFM regulated flights.
- t_f 11 min prior to EOBT for unregulated flights.
- 16 min prior to CTOT for ATFM regulated flights.
- t_1 5 min

EDDP/LEJ JEPPESEN LEIPZIG-HALLE, GERMANY
LEIPZIG-HALLE 9 NOV 07 (10-2) Eff 22 Nov STAR

ATIS 123.95 Apt Elev 470' Alt Set: hPa (IN on request)
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



EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

9 NOV 07 (10-2A) Eff 22 Nov

STAR

ATIS
123.95
Apt Elev
470'
Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'

LUKOP ONE WHISKEY (LUKOP 1W) [LUKO1W]
SOMKO TWO WHISKEY (SOMKO 2W) [SOMK2W]

RWYS 26L/R ARRIVALS

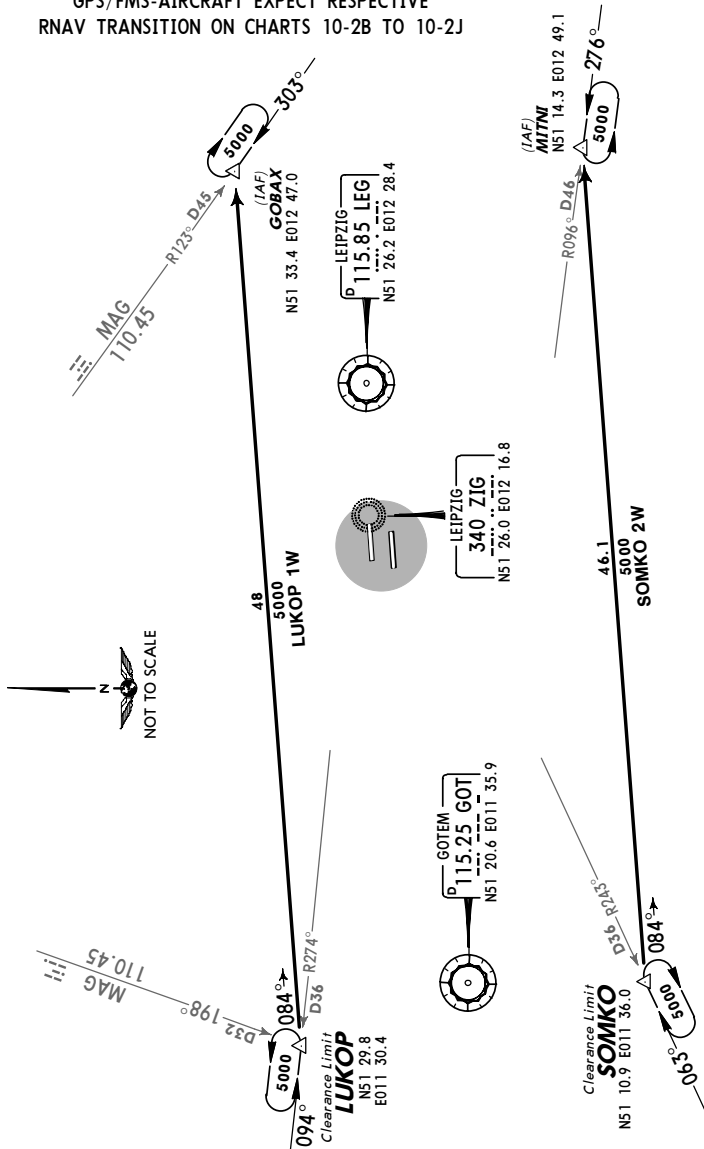
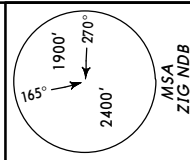
BRNAV EQUIPMENT NECESSARY

BRNAV AND NON-RNAV AIRCRAFT EXPECT

RADAR VECTORS TO FINAL

GPS/FMS-AIRCRAFT EXPECT RESPECTIVE

RNAV TRANSITION ON CHARTS 10-2B TO 10-2J



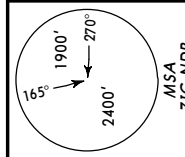
EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

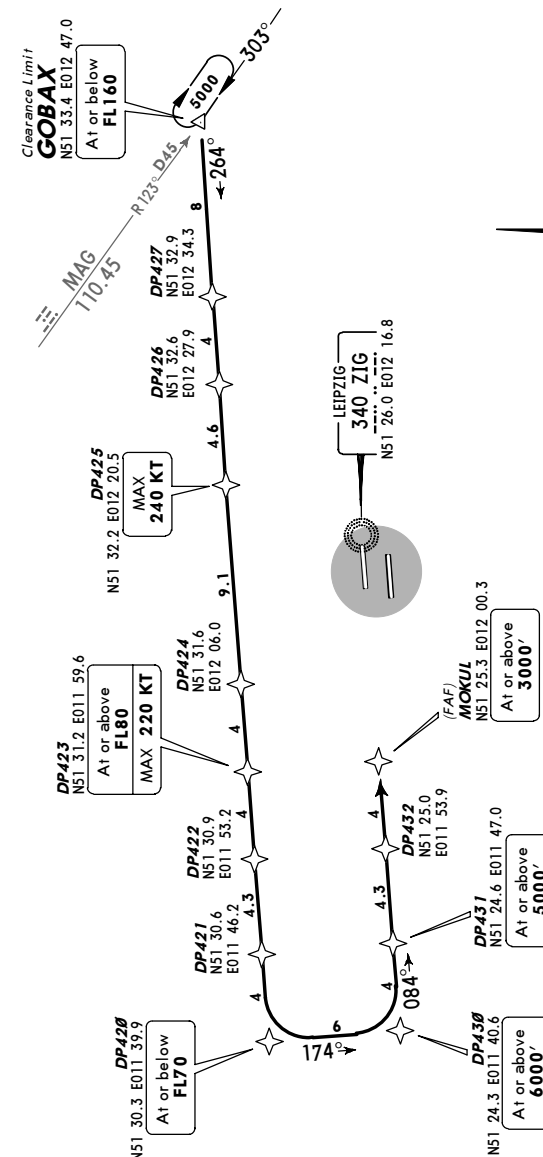
9 NOV 07 (10-2B) Eff 22 Nov

RNAV TRANSITION

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



GOBAX Ø8 [GOBØ8]
RWY 08L RNAV TRANSITION
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY
WHEN CLEARED BY ATC



ROUTING

GOBAX (FL160-) - DP425 (K240-) - DP423 (FL80+) - DP420 (FL70-) - DP430 (6000'+) - DP431 (5000'+) - MOKUL (3000'+).

RNAV TRANSITION

CHANGES: RNAV transitions completely revised; MSA.

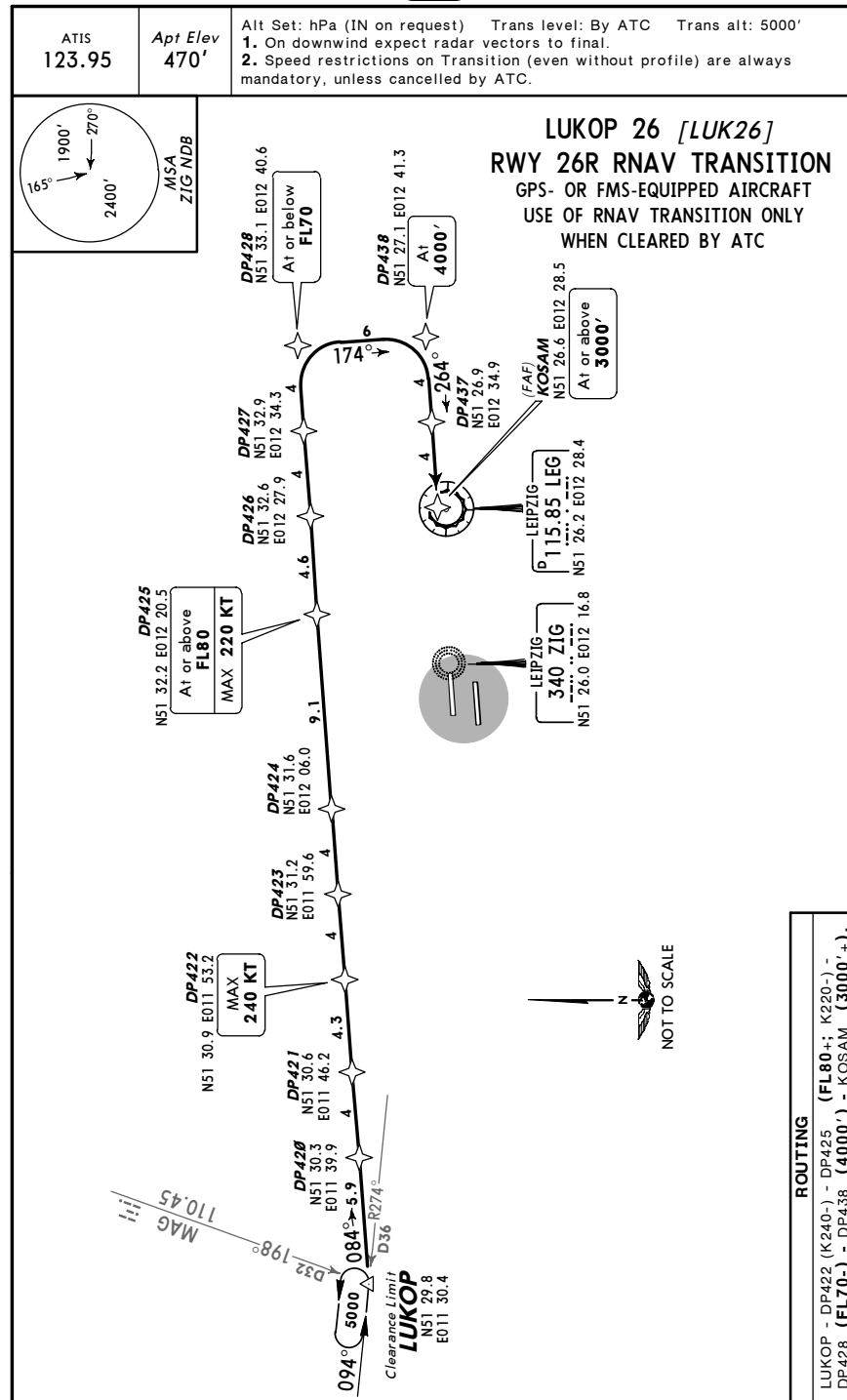
RNAV TRANSITION

CHANGES: RNAV transitions completely revised; MSA.

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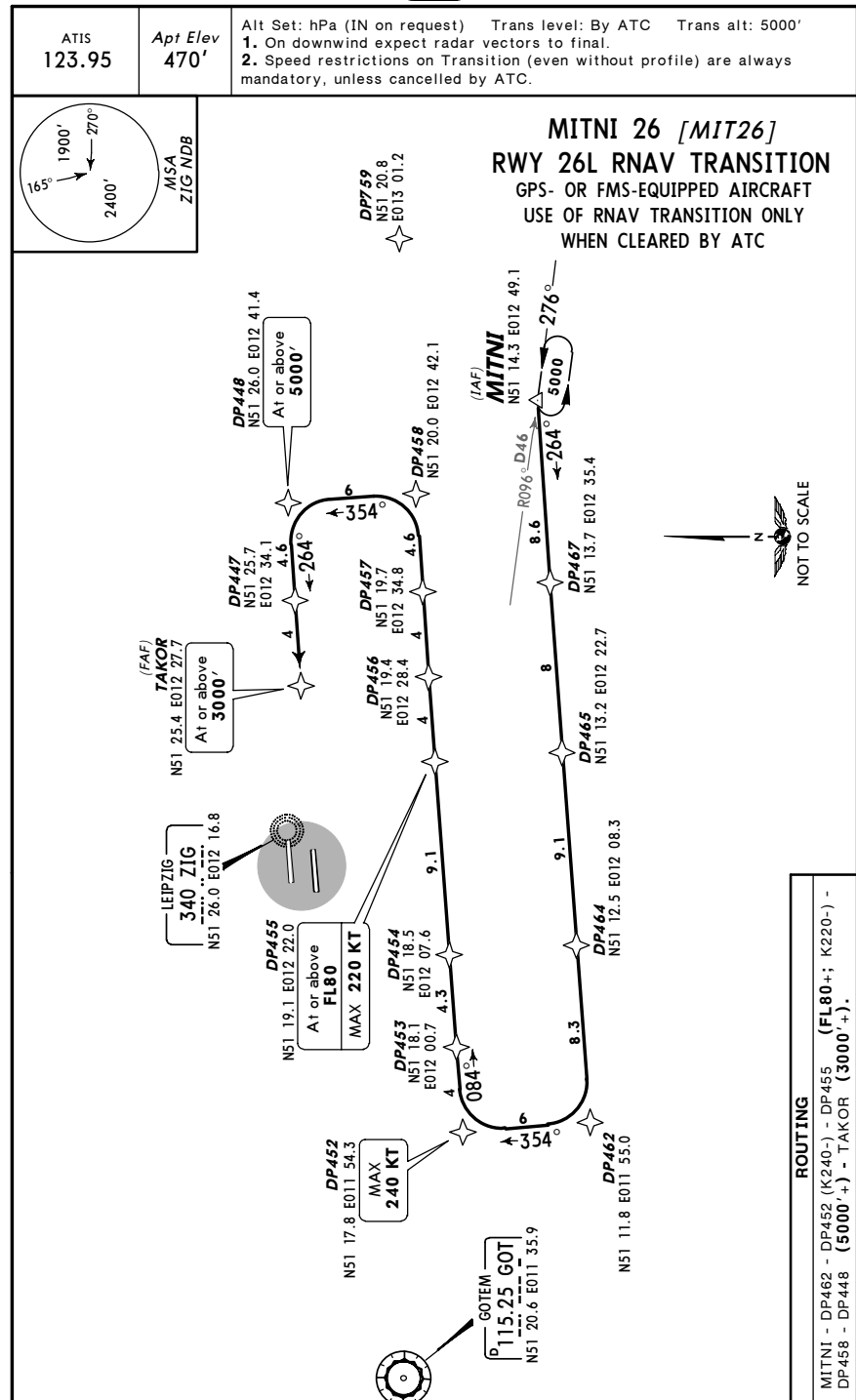
9 NOV 07 10-2E Eff 22 Nov RNAV TRANSITION



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LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

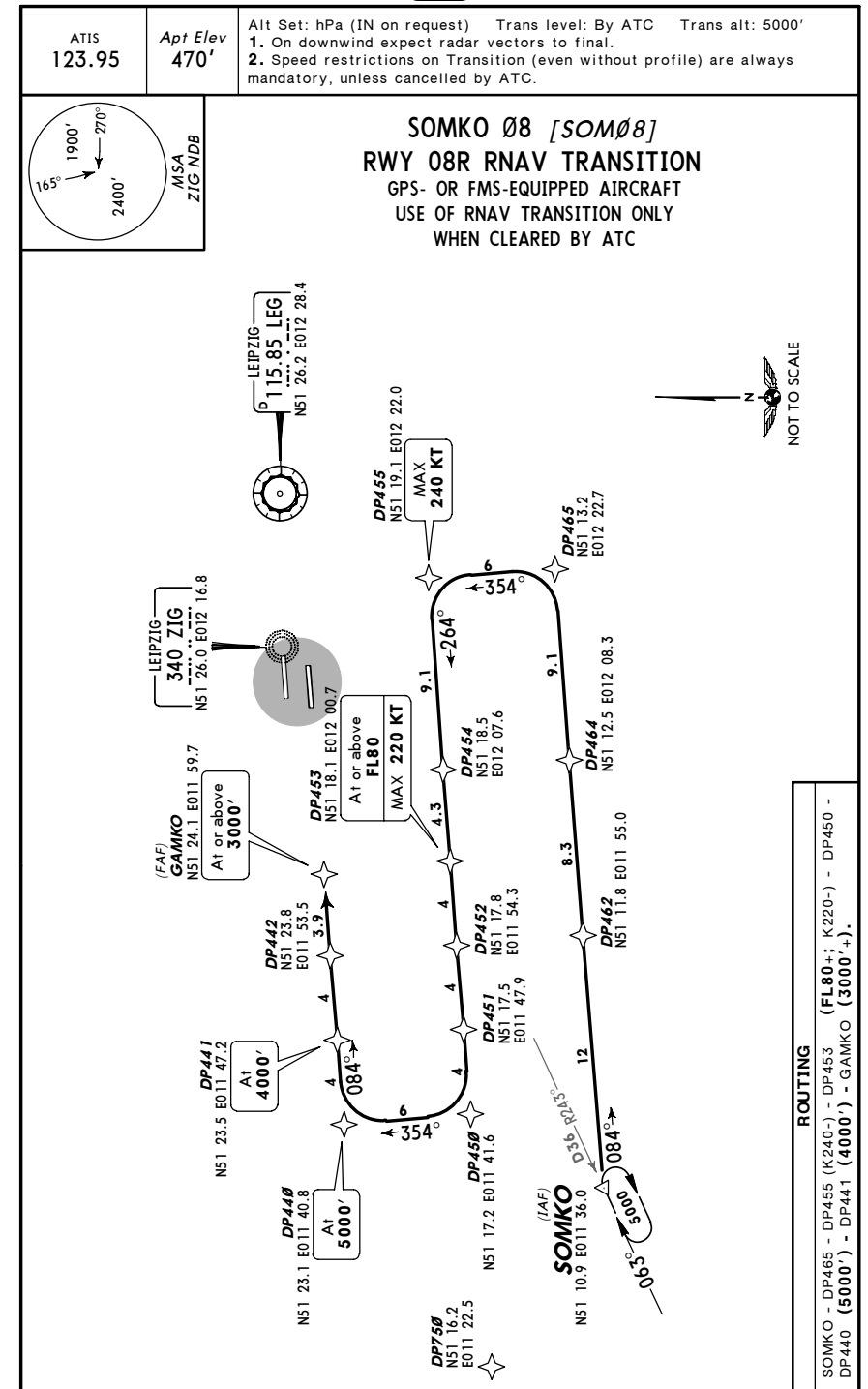
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EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

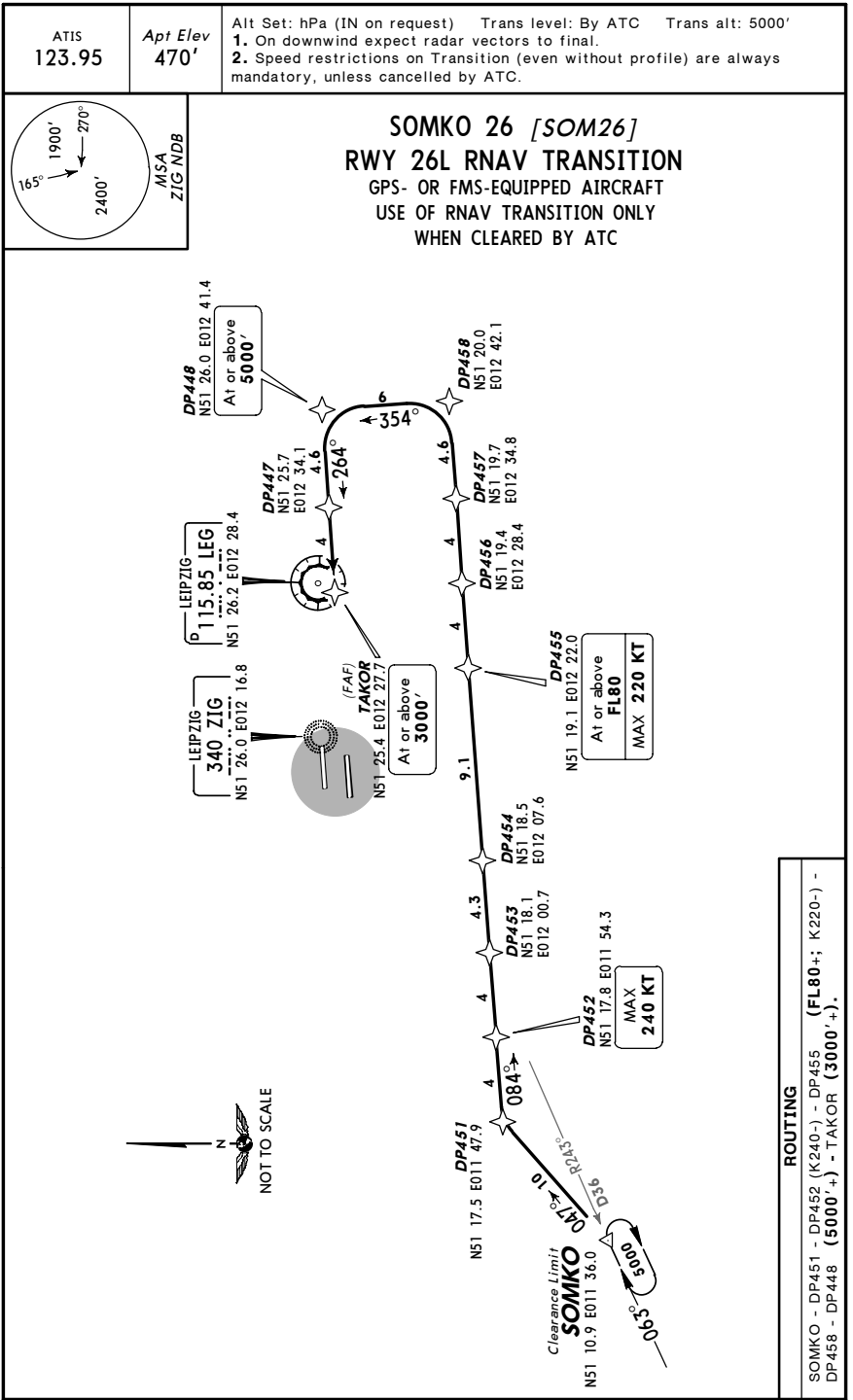
9 NOV 07 (10-2H) Eff 22 Nov RNAV TRANSITION



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JEPPESEN LEIPZIG-HALLE, GERMANY

9 NOV 07 10-2J Eff 22 Nov RNAV TRANSITION



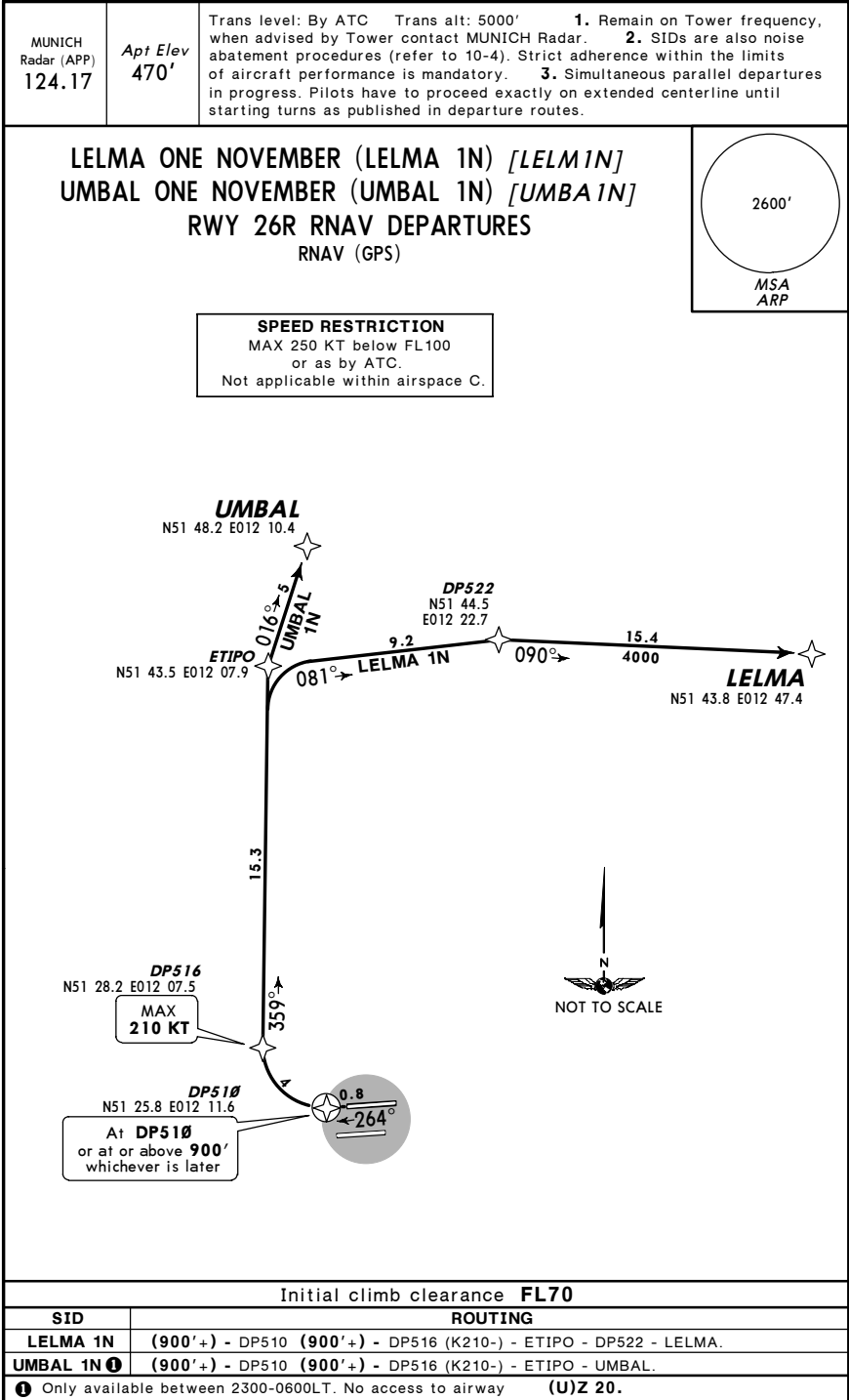
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JEPPESEN LEIPZIG-HALLE, GERMANY

9 NOV 07 10-3 Eff 22 Nov RNAV SID

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	10-3S
UMBAL 1E, 1Q	10-3T
FOR RNAV SID (OVERLAY) DESIGNATION REFER TO PAGE 10-3A	

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



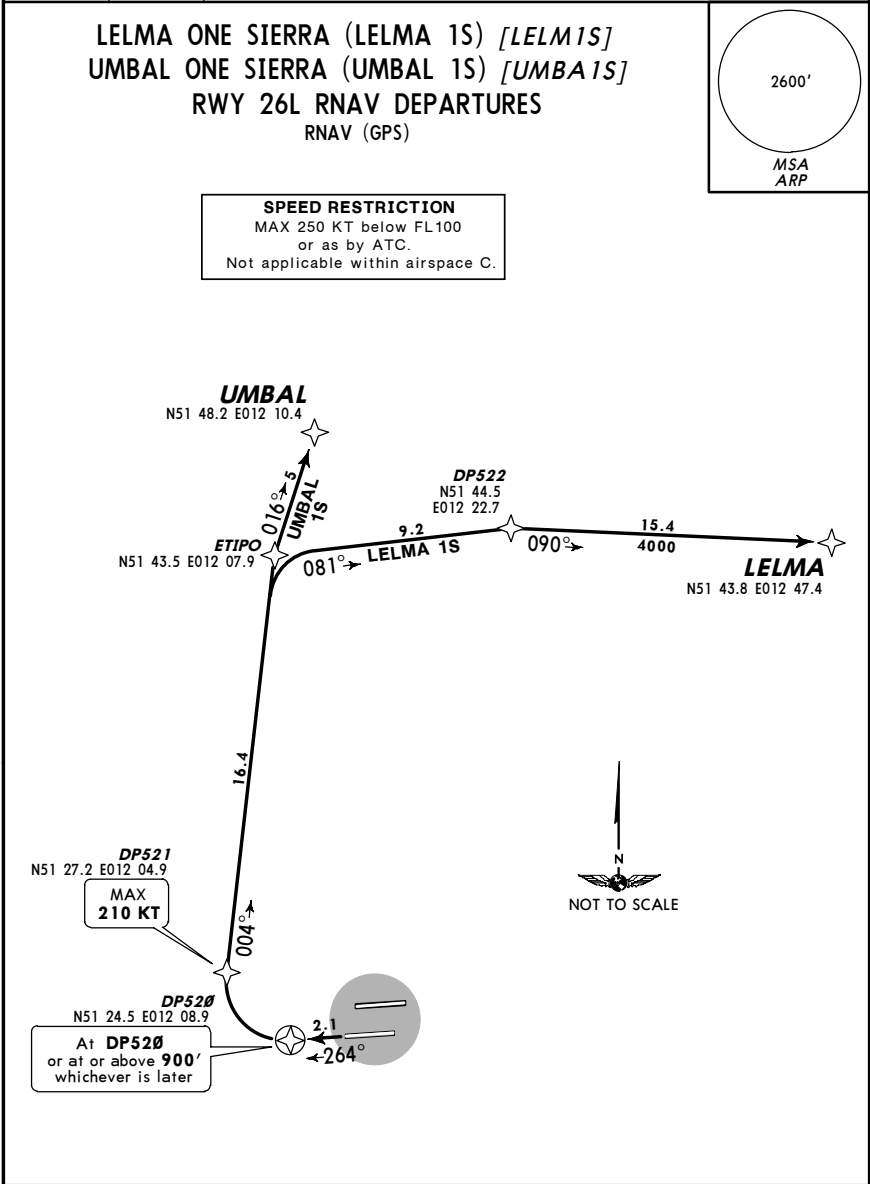
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LEIPZIG-HALLE

JEPPESENLEIPZIG-HALLE, GERMANY

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

RNAV SID

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.
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Initial climb clearance FL70	
SID	ROUTING
LELMA 1S	(900'+) - DP520 (900'+) - DP521 (K210-) - ETIPO - DP522 - LELMA.
UMBAL 1S	(900'+) - DP520 (900'+) - DP521 (K210-) - ETIPO - UMBAL.
① Only available between 2300-0600LT. No access to airway (U)Z 20.	

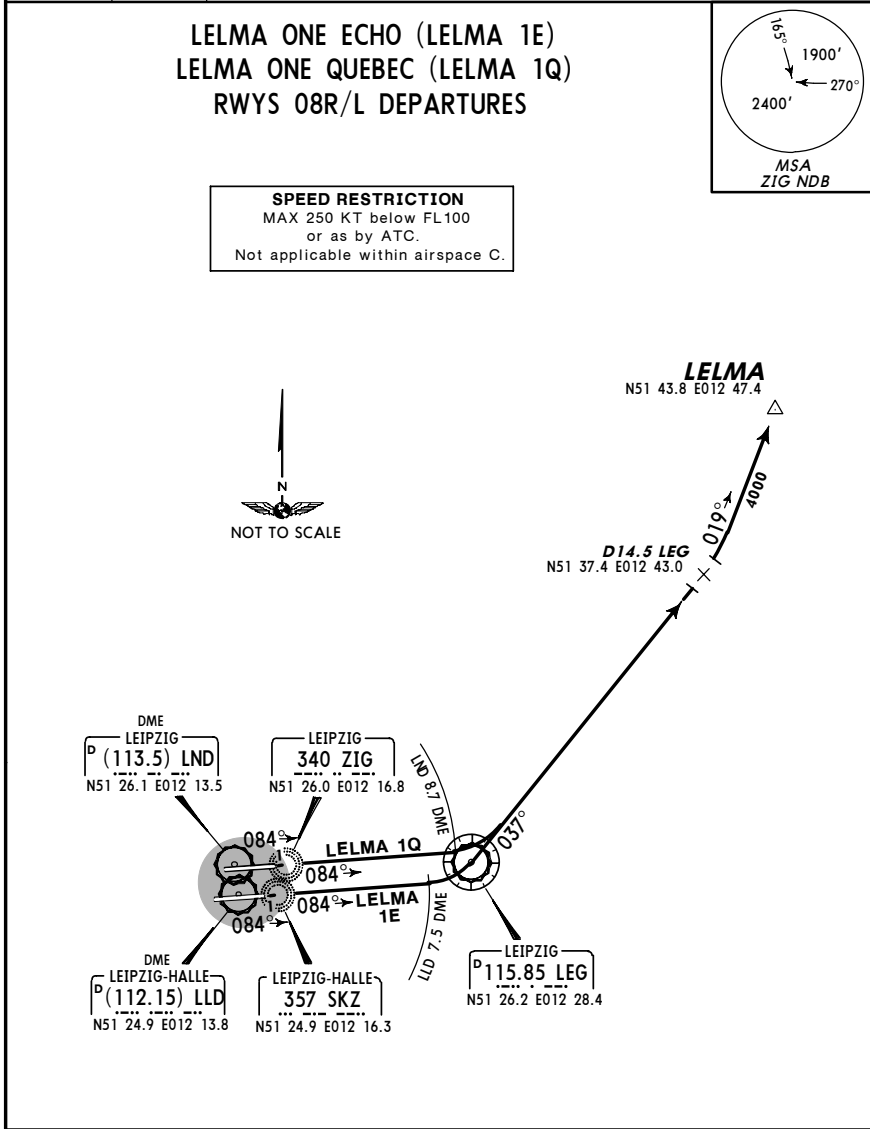
EDDP/LEJ
LEIPZIG-HALLE

JEPPESENLEIPZIG-HALLE, GERMANY

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

SID

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.
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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.
① After D14.5 LEG RNAV equipment necessary. If unable to comply request alternate route by ATC.		

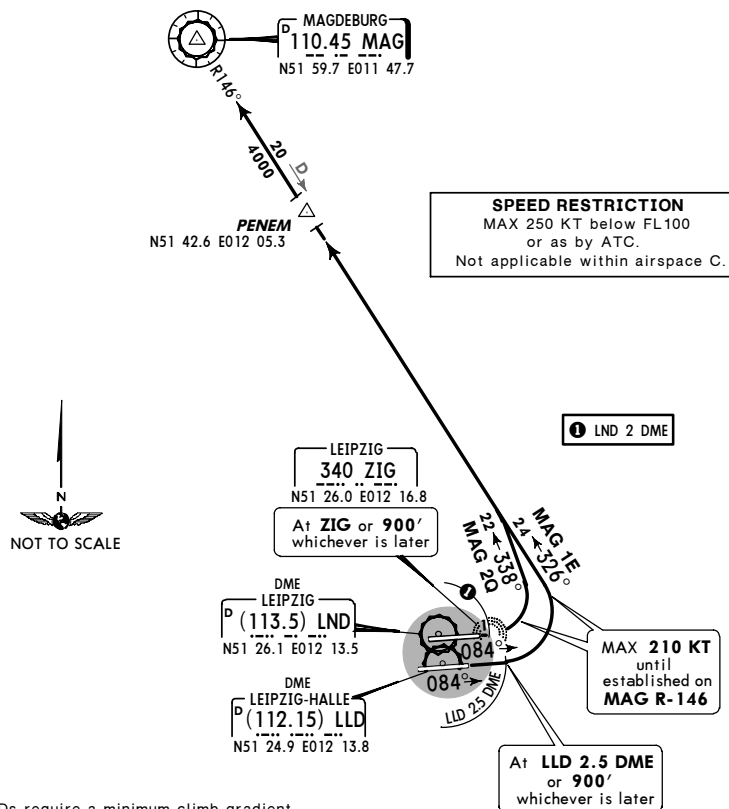
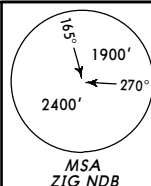
JEPPESEN LEIPZIG-HALLE, GERMANY

SID

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.

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



These SIDs require a minimum climb gradient of 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
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 2Q	08L	Climb on runway track to ZIG (LND 2 DME) or 900' , whichever is later, turn LEFT, 338° track, intercept MAG R-146 inbound via PENEM to MAG.

CHANGES: SIDs renumbered & revised; MSA: chart reindexed. © JEPPESEN SANDERSON, INC., 2005, 2007. ALL RIGHTS RESERVED.

JEPPESEN LEIPZIG-HALLE, GERMANY

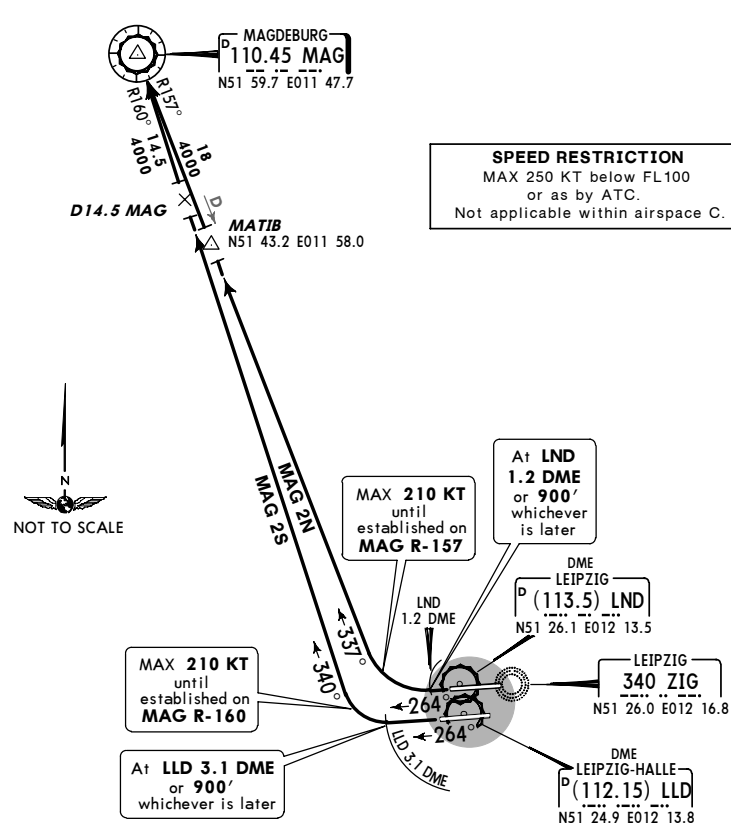
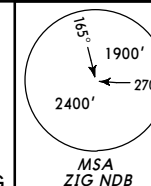
SID

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.

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



These SIDs require a minimum climb gradient of 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**

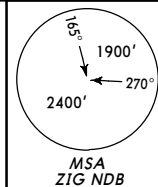
SID	RWY	ROUTING
MAG 2N	26R	Climb on runway track to LND 1.2 DME or 900' , whichever is later, turn RIGHT, intercept MAG R-157 inbound via MATIB to MAG.
MAG 2S	26L	Climb on runway track to LLD 3.1 DME or 900' , whichever is later, turn RIGHT, intercept MAG R-160 inbound to MAG.

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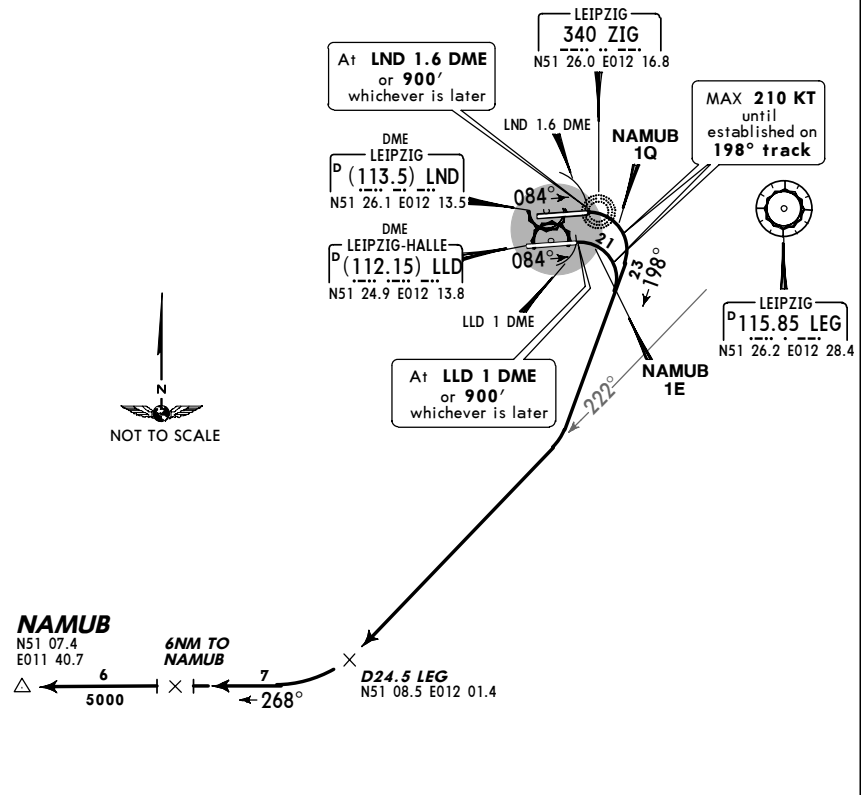
EDDP/LEJ
LEIPZIG-HALLE
JEPPesen LEIPZIG-HALLE, GERMANY
9 NOV 07 10-3G Eff 22 Nov SID

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.

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.



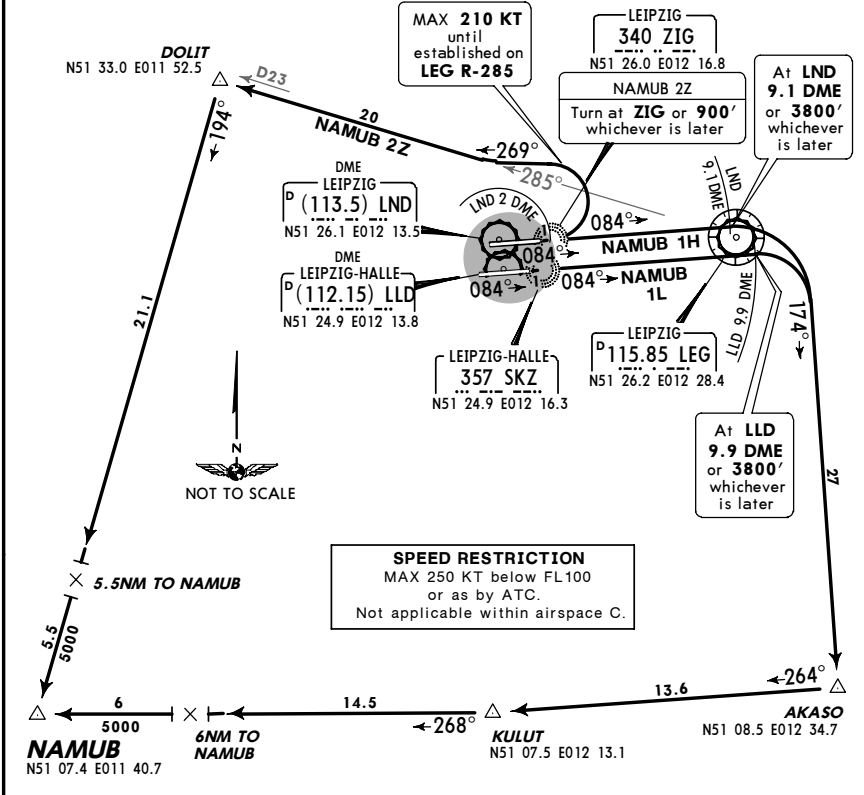
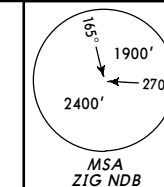
Initial climb clearance FL70		
SID	RWY	ROUTING
NAMUB 1E	08R	Climb on runway track to LLD 1 DME or 900', whichever is later, turn RIGHT, 198° track, intercept LEG R-222 to D24.5 LEG ①, turn RIGHT, 268° track to NAMUB.
NAMUB 1Q	08L	Climb on runway track to LND 1.6 DME or 900', whichever is later, turn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

① After D24.5 LEG BRNAV equipment necessary.
If unable to comply request alternate route by ATC.

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9 NOV 07 10-3H Eff 22 Nov SID

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.

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



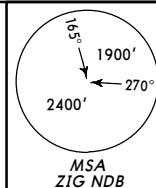
Initial climb clearance FL70		
SID	RWY	ROUTING
NAMUB 1H	08L	Climb on runway track via ZIG to LND 9.1 DME or 3800' ②, whichever is later, turn RIGHT, 174° track to AKASO, turn RIGHT, 264° track to KULUT, turn RIGHT, 268° track to NAMUB.
NAMUB 1L	08R	Climb on runway track via SKZ to LLD 9.9 DME or 3800' 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 ③, turn LEFT, 194° track to NAMUB.

① Only available between 2200-0600LT.
When passing 3800' ② /DOLIT ③ BRNAV equipment necessary.
If unable to comply request alternate route by ATC.

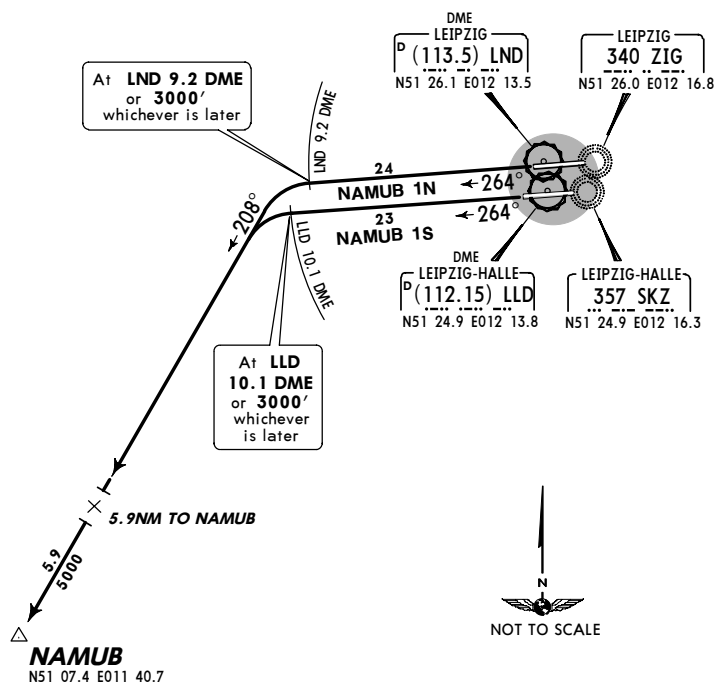
EDDP/LEJ LEIPZIG-HALLE
9 NOV 07 10-3J Eff 22 Nov SID

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.
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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**

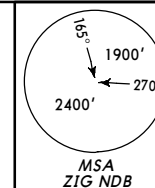
SID	RWY	ROUTING
NAMUB 1N	26R	Climb on 264° bearing from ZIG to LND 9.2 DME or is later, turn LEFT, 208° track to NAMUB. 3000' ①, whichever
NAMUB 1S	26L	Climb on 264° bearing from SKZ to LLD 10.1 DME or is later, turn LEFT, 208° track to NAMUB. 3000' ①, which-

① When passing 3000' BRNAV equipment necessary.
If unable to comply request alternate route by ATC.

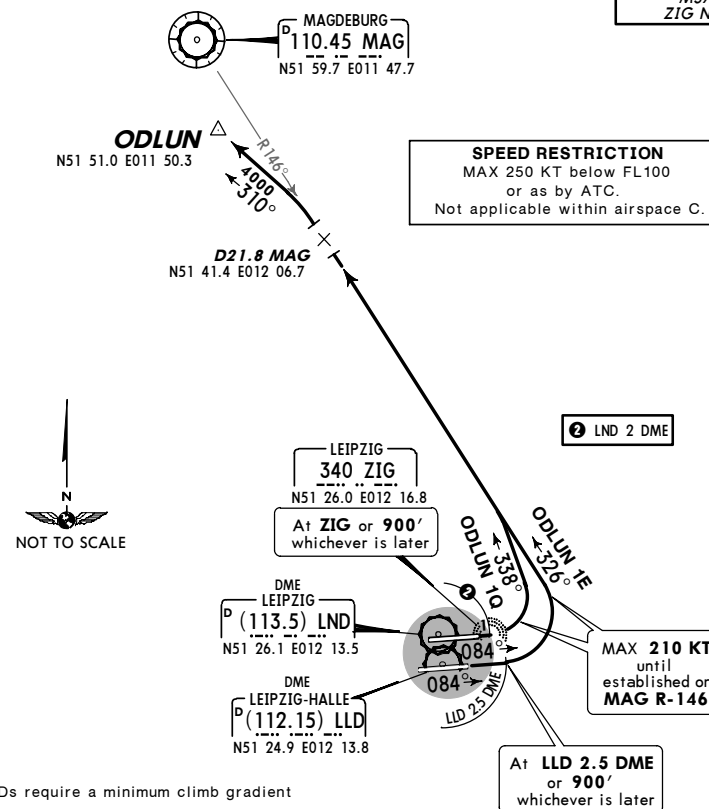
EDDP/LEJ LEIPZIG-HALLE
9 NOV 07 10-3K Eff 22 Nov SID

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



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



These SIDs require a minimum climb gradient of 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**

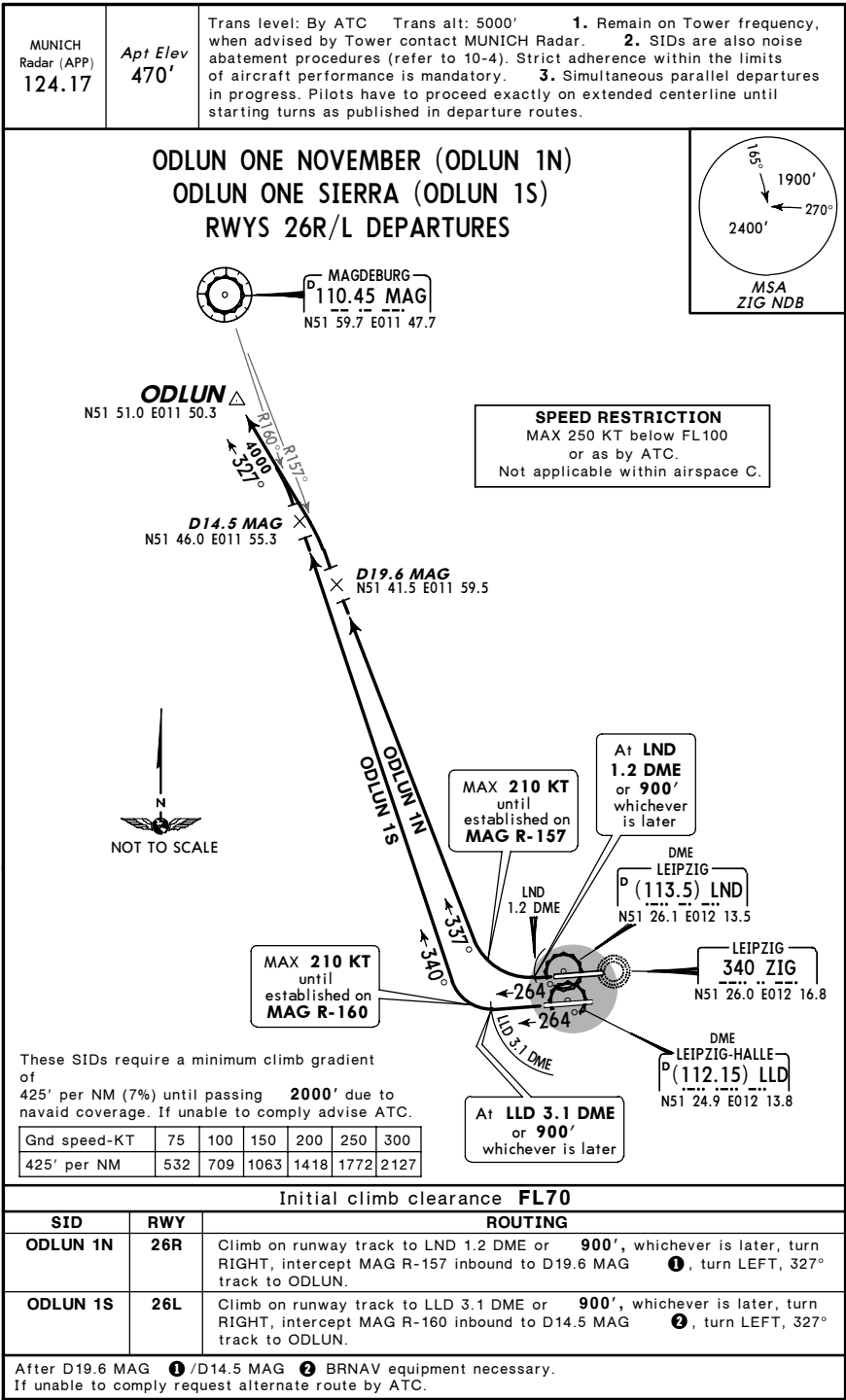
SID	RWY	ROUTING
ODLUN 1E	08R	Climb on runway track to LLD 2.5 DME or 900', whichever is later, turn LEFT, intercept MAG R-146 inbound to D21.8 MAG ①, turn LEFT, 310° track to ODLUN.
ODLUN 1Q	08L	Climb on runway track to ZIG (LND 2 DME) or 900', whichever is later, turn LEFT, 338° track, intercept MAG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

① After D21.8 MAG BRNAV equipment necessary.
If unable to comply request alternate route by ATC.

EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

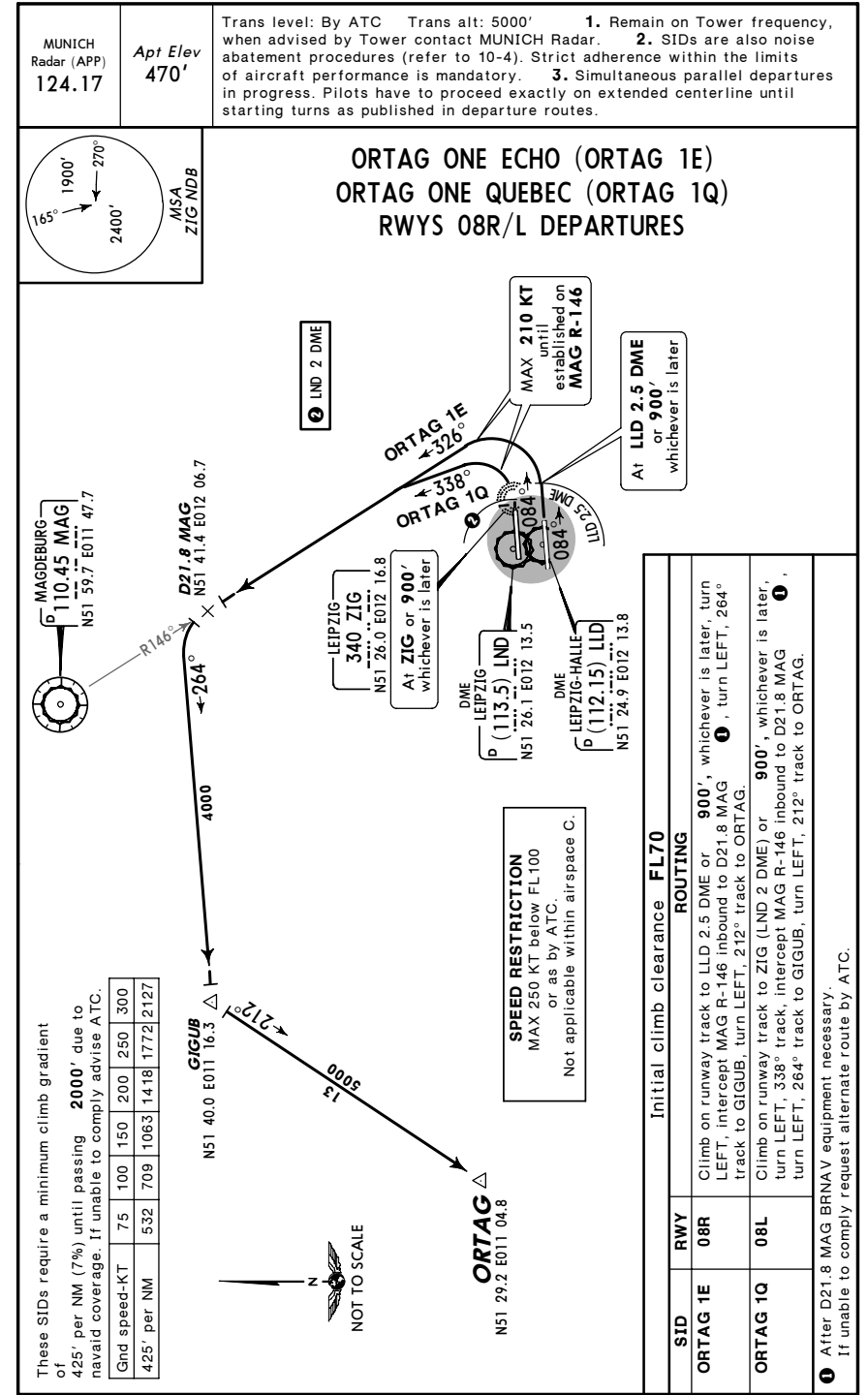
9 NOV 07 10-3L Eff 22 Nov SID



EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

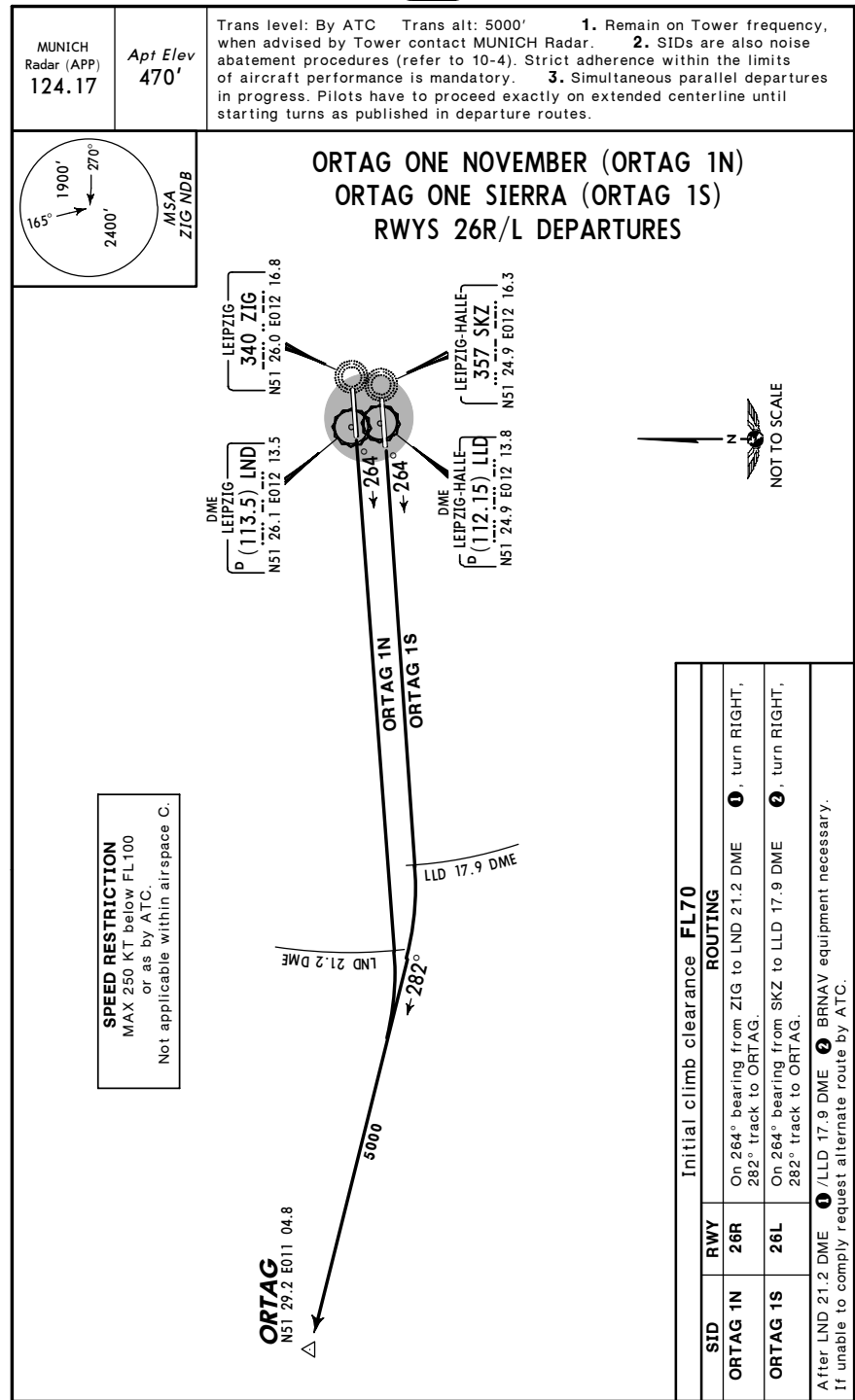
9 NOV 07 10-3M Eff 22 Nov SID



EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

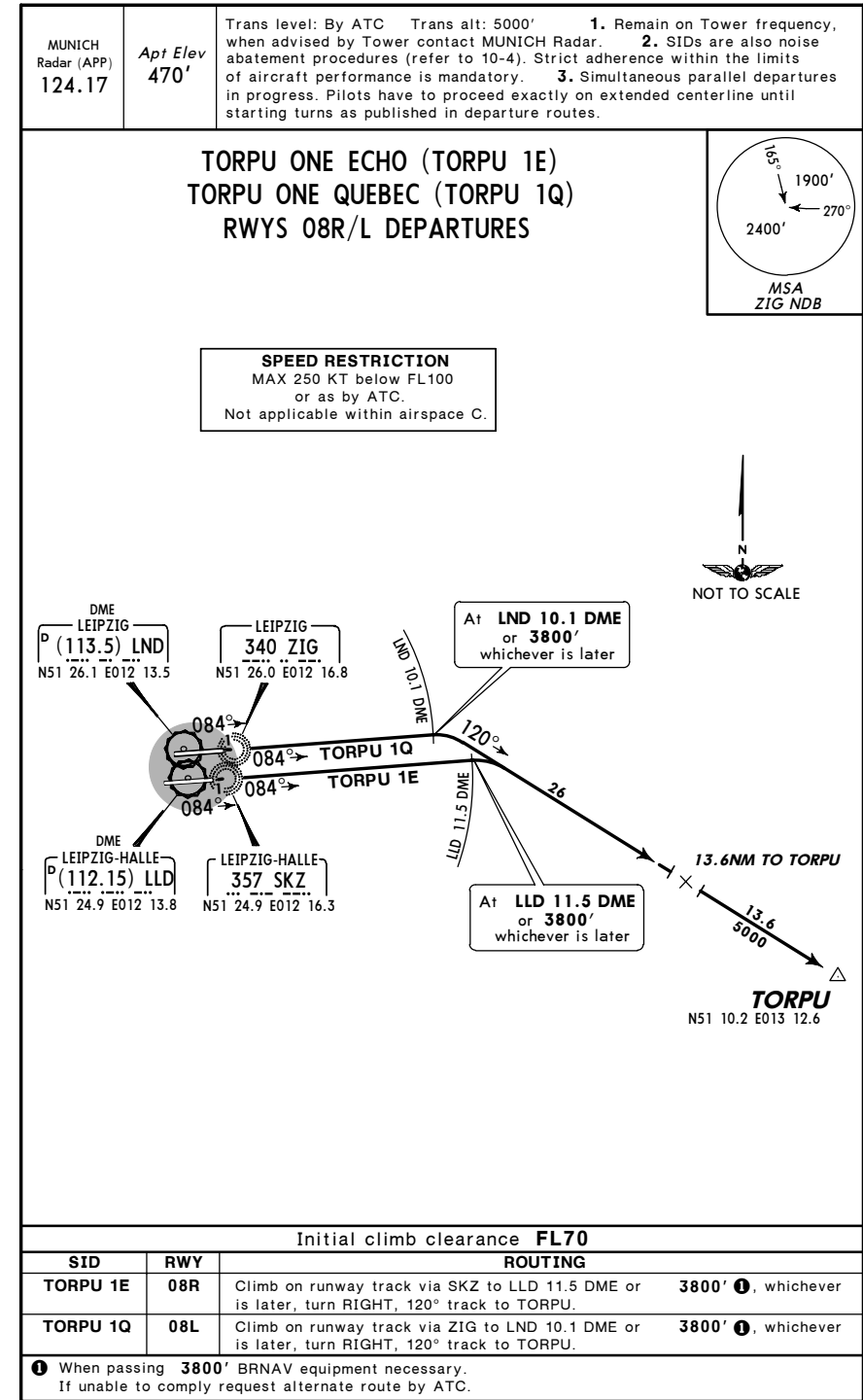
9 NOV 07 (10-3N) Eff 22 Nov SID



EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

9 NOV 07 (10-3P) Eff 22 Nov SID



EDDP/LEJ
LEIPZIG-HALLE

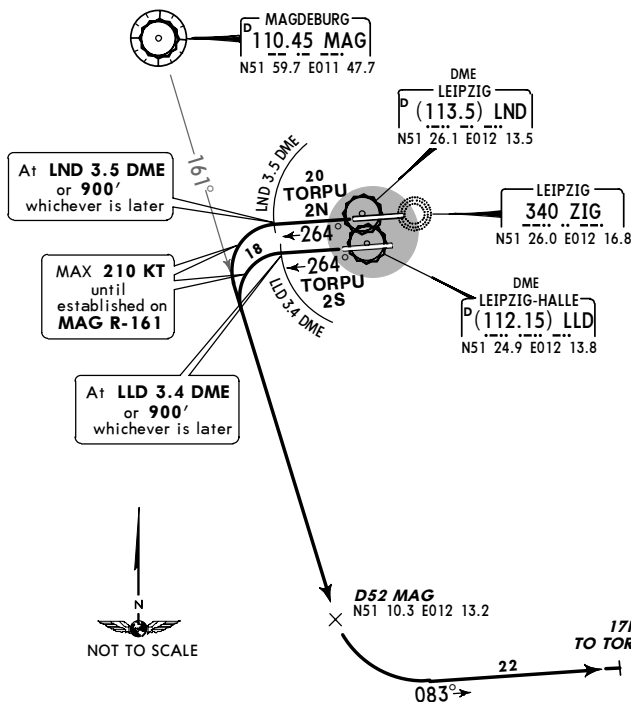
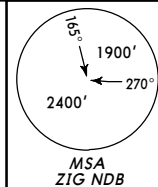
JEPPesen LEIPZIG-HALLE, GERMANY

9 NOV 07 (10-3Q) Eff 22 Nov SID

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 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 of 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	Climb on runway track to LND 3.5 DME or 900', whichever is later, turn LEFT, intercept MAG R-161 to D52 MAG 1, turn LEFT, 083° track to TORPU.
TORPU 2S	26L	Climb on runway track to LLD 3.4 DME or 900', whichever is later, turn LEFT, intercept MAG R-161 to D52 MAG 1, turn LEFT, 083° track to TORPU.

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

EDDP/LEJ
LEIPZIG-HALLE

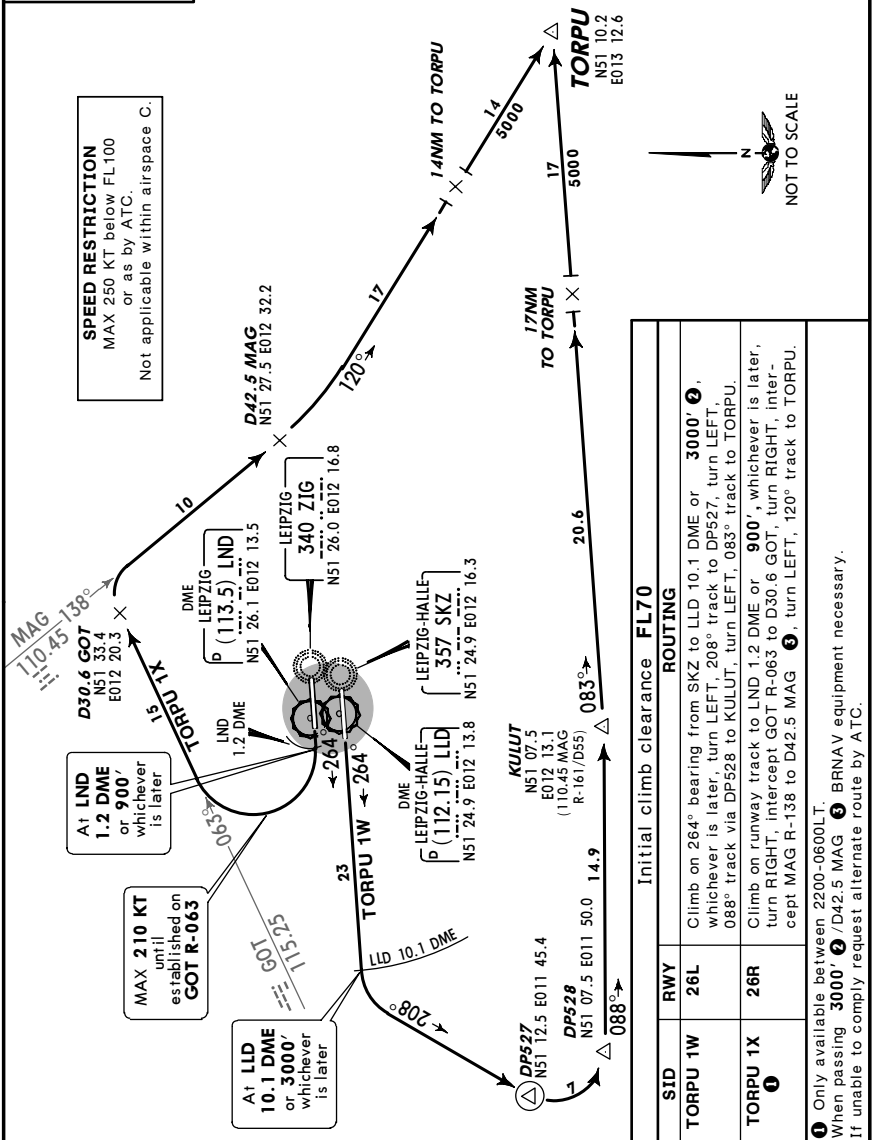
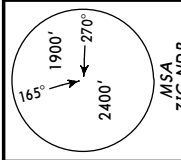
JEPPesen LEIPZIG-HALLE, GERMANY

9 NOV 07 (10-3S) Eff 22 Nov SID

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 WHISKEY (TORPU 1W)
TORPU ONE X-RAY (TORPU 1X)
RWYS 26L/R DEPARTURES



Initial climb clearance FL70

SID	RWY	ROUTING
TORPU 1W	26L	Climb on 284° bearing from SKZ to LLD 10.1 DME or 3000' 2, whichever is later, turn LEFT, 208° track to DP527, turn LEFT, 083° track via DP528 to KULUT, turn LEFT, 083° track to TORPU.
TORPU 1X	26R	Climb on runway track to LND 1.2 DME or 900', whichever is later, turn RIGHT, intercept GOT R-063 to D30.6 GOT, turn RIGHT, intercept MAG R-138 to D42.5 MAG 3, turn LEFT, 120° track to TORPU.

1 Only available between 2200-0600LT. When passing 3000' 2 /D42.5 MAG 3 BRNAV equipment necessary. If unable to comply request alternate route by ATC.

EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

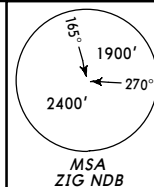
9 NOV 07 (10-3T) Eff 22 Nov SID

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.

UMBAL ONE ECHO (UMBAL 1E)
UMBAL ONE QUEBEC (UMBAL 1Q)
RWYS 08R/L DEPARTURES
ONLY AVAILABLE BETWEEN 2300-0600LT
NO ACCESS TO AIRWAY (U)Z 20



MAGDEBURG
110.45 MAG
N51 59.7 E011 47.7

UMBAL
N51 48.2 E012 10.4

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

D21.8 MAG
N51 41.4 E012 06.7

LEIPZIG
340 ZIG
N51 26.0 E012 16.8
At ZIG or 900'
whichever is later

DME LEIPZIG
(113.5) LND
N51 26.1 E012 13.5

DME LEIPZIG-HALLE
(112.15) LLD
N51 24.9 E012 13.8

LND 2 DME

UMBAL 1E
338°

UMBAL 1Q
338°

MAX 210 KT
until
established on
MAG R-146

At LLD 2.5 DME
or 900'
whichever is later

These SIDs require a minimum climb gradient
of
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
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 ①, turn RIGHT, 027° track to UMBAL.

① After D21.8 MAG BRNAV equipment necessary.
If unable to comply request alternate route by ATC.

EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

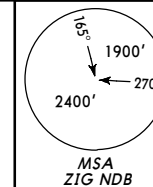
9 NOV 07 (10-3U) Eff 22 Nov RNAV SID (OVERLAY)

MUNICH Radar (APP) 124.17

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



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



LELMA
N51 43.8 E012 47.4

DP529
N51 38.3 E012 44.0

LEIPZIG
340 ZIG
N51 26.0 E012 16.8
At or above
900'

DP534
N51 26.6 E012 29.0

LELMA 1Q
084° 7.6

LELMA 1E
084° 6.9

DP543
N51 25.4 E012 27.4

LEIPZIG-HALLE
357 SKZ
N51 24.9 E012 16.3
At or above
900'

LEIPZIG
115.85 LEG
N51 26.2 E012 28.4

Initial climb clearance FL70

SID	RWY	ROUTING
LELMA 1E	08R	SKZ (900'+) - DP543 - DP529 - LELMA.
LELMA 1Q	08L	ZIG (900'+) - DP534 - DP529 - LELMA.

EDDP/LEJ
LEIPZIG-HALLE

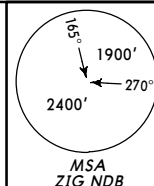
JEPPESEN LEIPZIG-HALLE, GERMANY

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

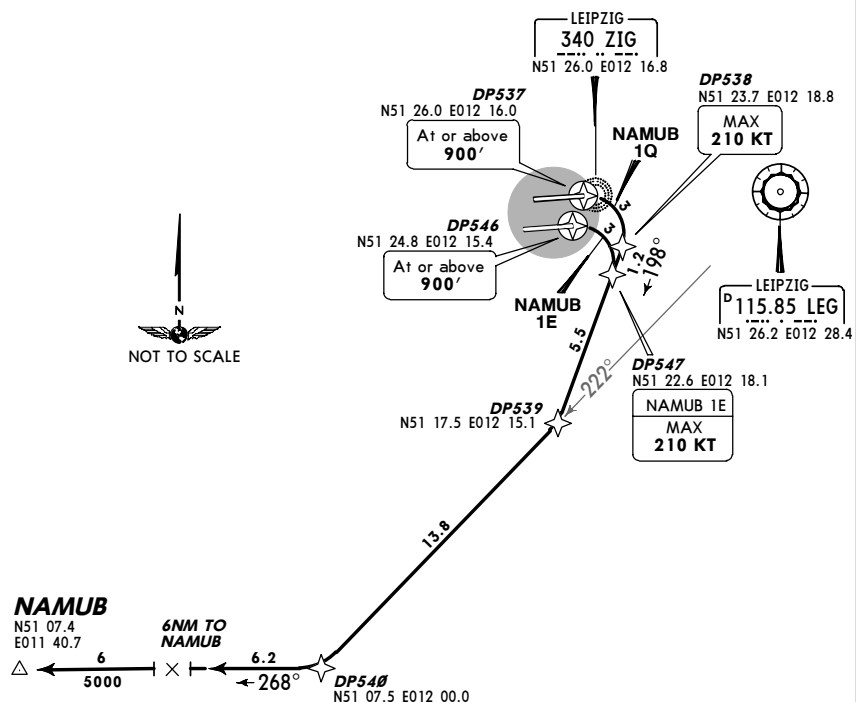
MUNICH Radar (APP) 124.17 Apt Elev 470'

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.

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



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	DP546 (900'+) - DP547 (K210-) - DP539 - DP540 - NAMUB.
NAMUB 1Q	08L	DP537 (900'+) - DP538 (K210-) - DP539 - DP540 - NAMUB.

EDDP/LEJ
LEIPZIG-HALLE

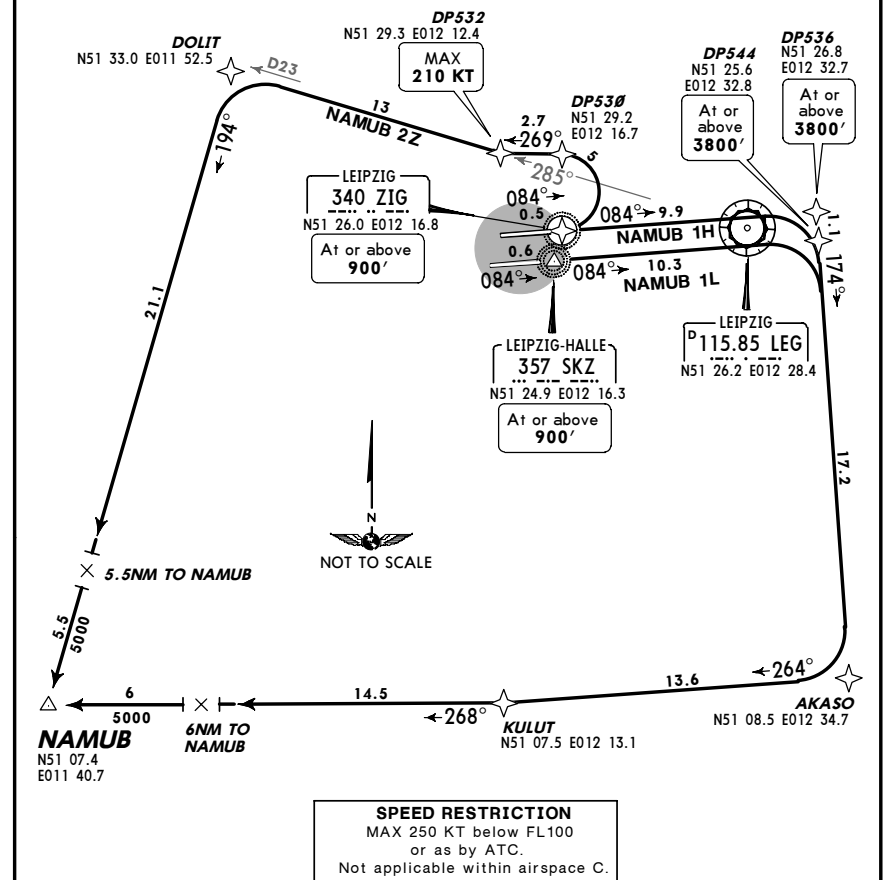
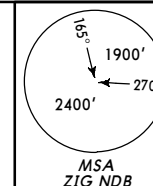
JEPPESEN LEIPZIG-HALLE, GERMANY

9 NOV 07 10-3W 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.

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		
SID	RWY	ROUTING
NAMUB 1H	08L	ZIG (900'+) - DP536 (3800'+) - AKASO - KULUT - NAMUB.
NAMUB 1L	08R	SKZ (900'+) - DP544 (3800'+) - AKASO - KULUT - NAMUB.
NAMUB 2Z	08L	ZIG (900'+) - DP530 - DP532 (K210-) - DOLIT - NAMUB.

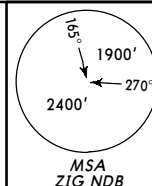
EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

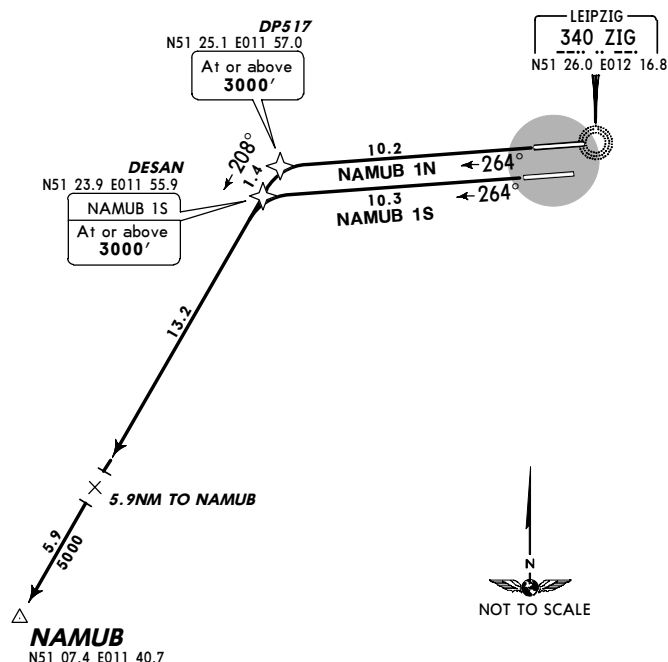
9 NOV 07 (10-3X) Eff 22 Nov RNAV SID (OVERLAY)

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.
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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.
NAMUB 1S	26L	(900'+) - DESAN (3000'+) - NAMUB.

CHANGES: MSA; chart reindexed. © JEPPESEN SANDERSON, INC., 2007. ALL RIGHTS RESERVED.

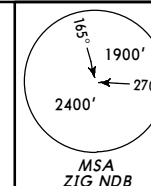
EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

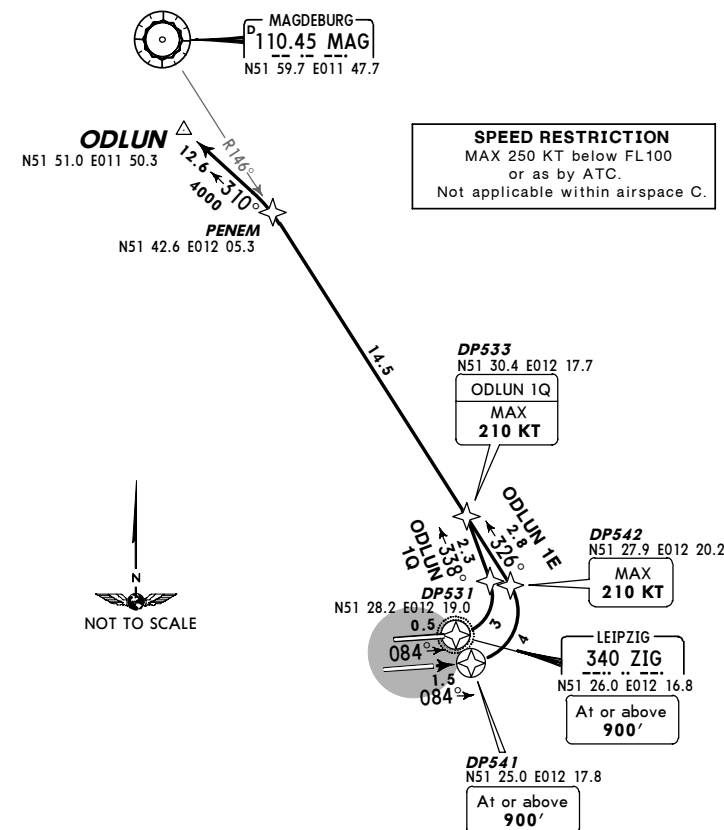
9 NOV 07 (10-3X1) Eff 22 Nov RNAV SID (OVERLAY)

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



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



These SIDs require a minimum climb gradient
of
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

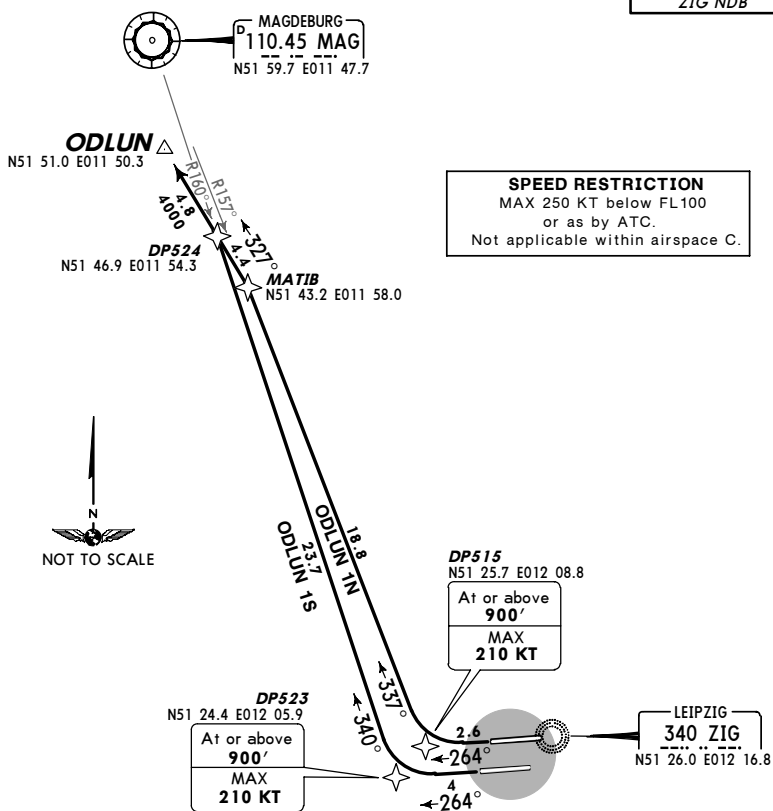
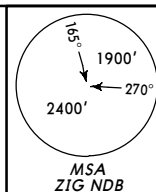
Initial climb clearance FL70		
SID	RWY	ROUTING
ODLUN 1E	08R	DP541 (900'+) - DP542 (K210-) - PENEM - ODLUN.
ODLUN 1Q	08L	ZIG (900'+) - DP531 - DP533 (K210-) - PENEM - ODLUN.

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

EDDP/LEJ
LEIPZIG-HALLE
JEPPESEN LEIPZIG-HALLE, GERMANY
9 NOV 07 (10-3X2) 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.
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ODLUN ONE NOVEMBER (ODLUN 1N) [ODLUN]
ODLUN ONE SIERRA (ODLUN 1S) [ODLUN]
RWYS 26R/L RNAV DEPARTURES (OVERLAY 10-3L)



These SIDs require a minimum climb gradient of 425' per NM (7%) until passing 2000' due to navaid coverage. If unable to comply advise ATC.

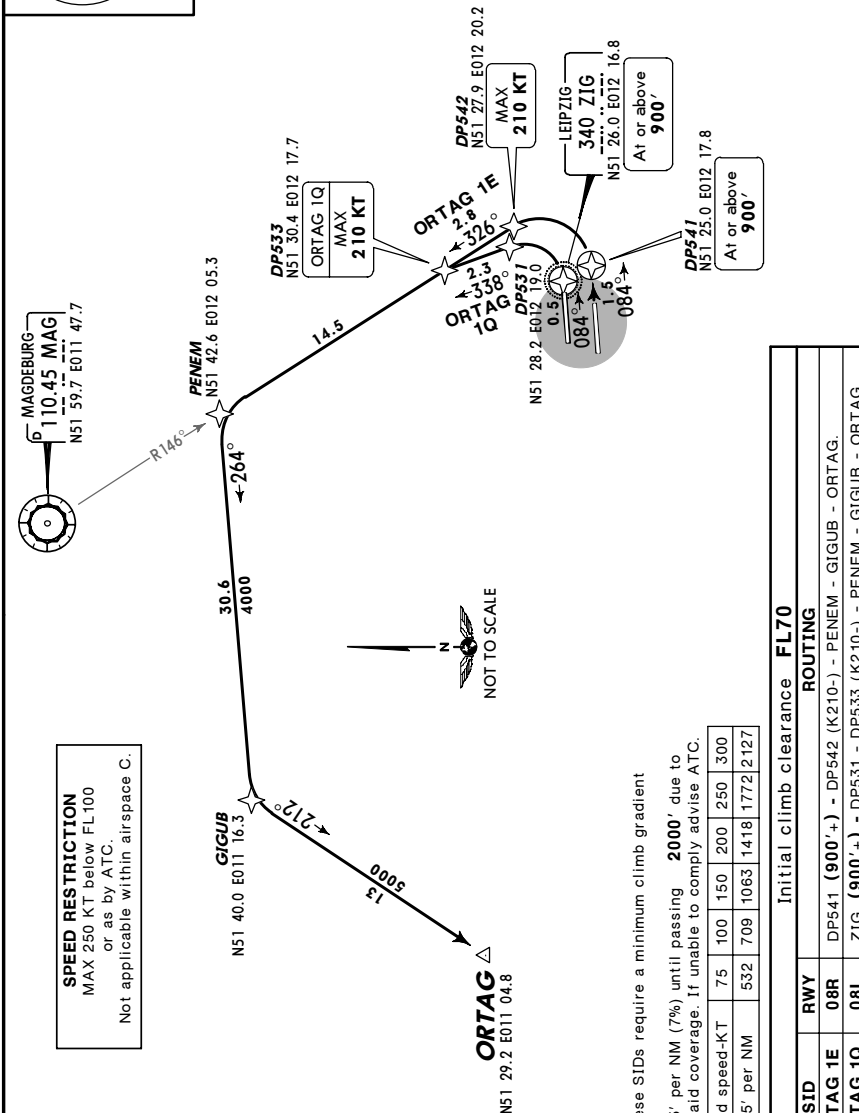
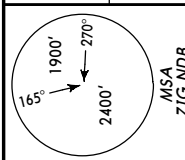
Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

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

EDDP/LEJ
LEIPZIG-HALLE
JEPPESEN LEIPZIG-HALLE, GERMANY
9 NOV 07 (10-3X3) 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.
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ORTAG ONE ECHO (ORTAG 1E) [ORTAG]
ORTAG ONE QUEBEC (ORTAG 1Q) [ORTAG]
RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3M)



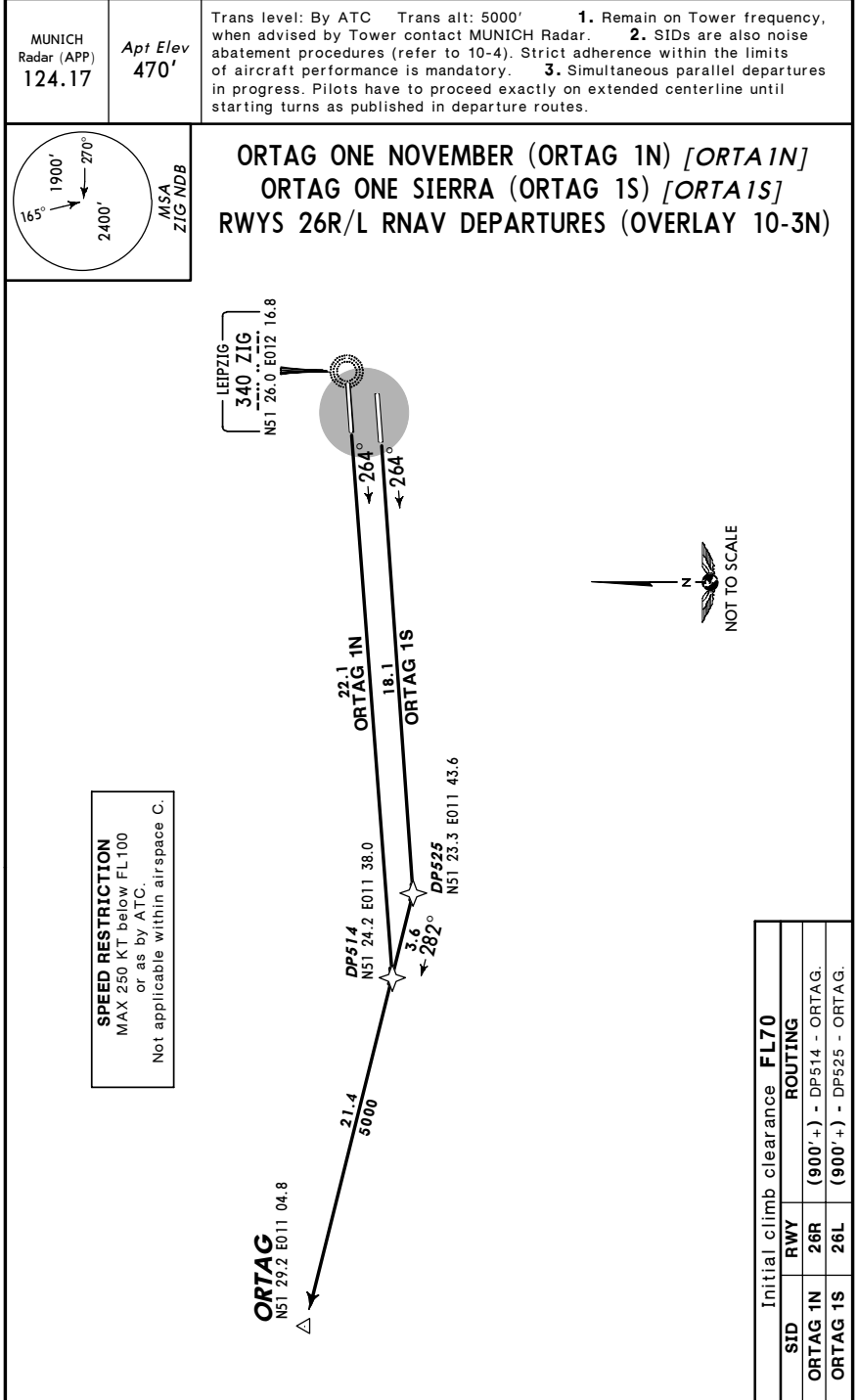
These SIDs require a minimum climb gradient of 425' per NM (7%) until passing 2000' due to navaid coverage. If unable to comply advise ATC.

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

EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

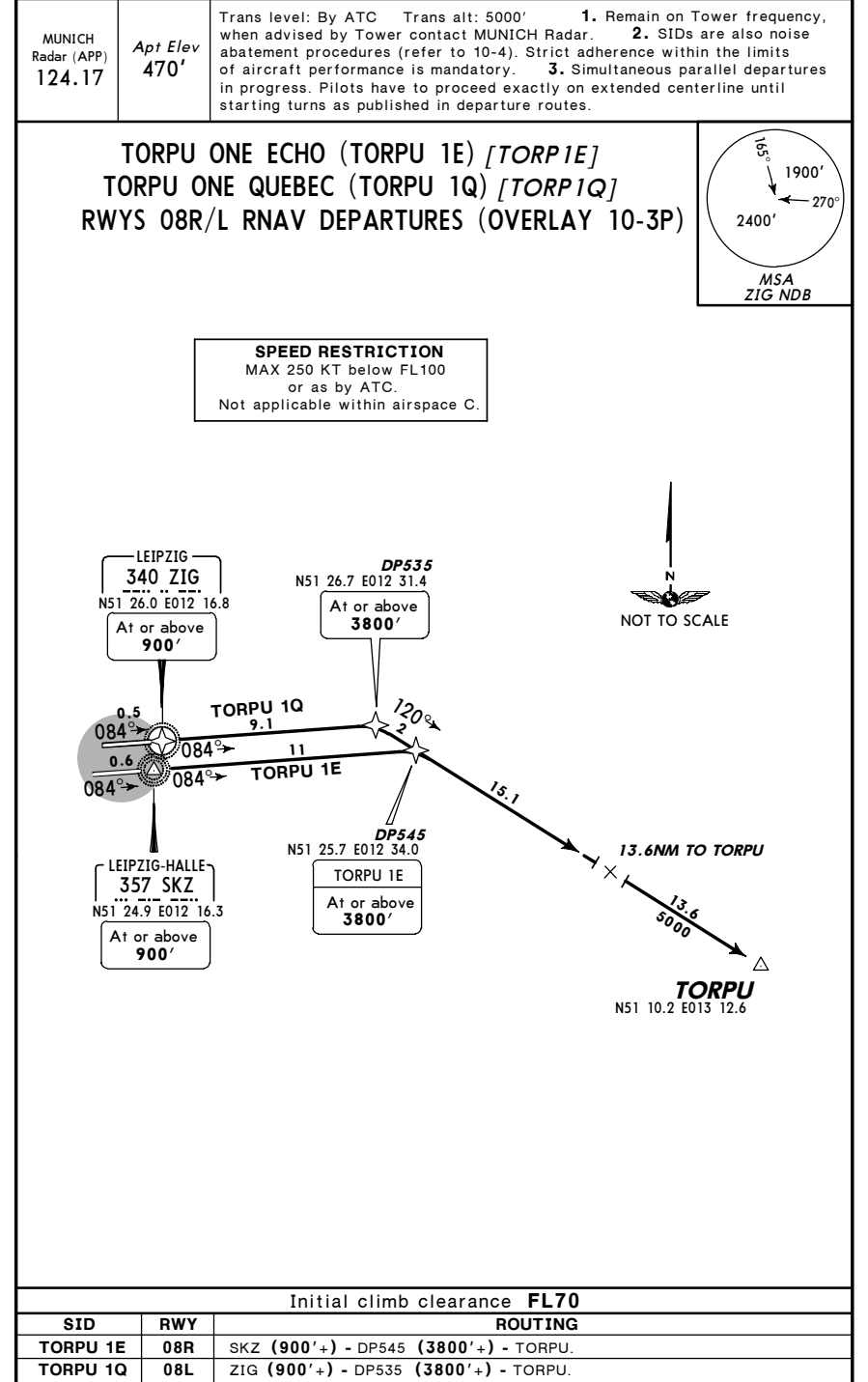
9 NOV 07 (10-3X4) Eff 22 Nov RNAV SID (OVERLAY)



EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

9 NOV 07 (10-3X5) Eff 22 Nov RNAV SID (OVERLAY)



EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

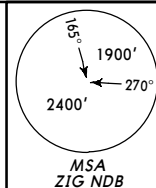
9 NOV 07 (10-3X6) Eff 22 Nov RNAV SID (OVERLAY)

MUNICH Radar (APP) 124.17 Apt Elev 470'

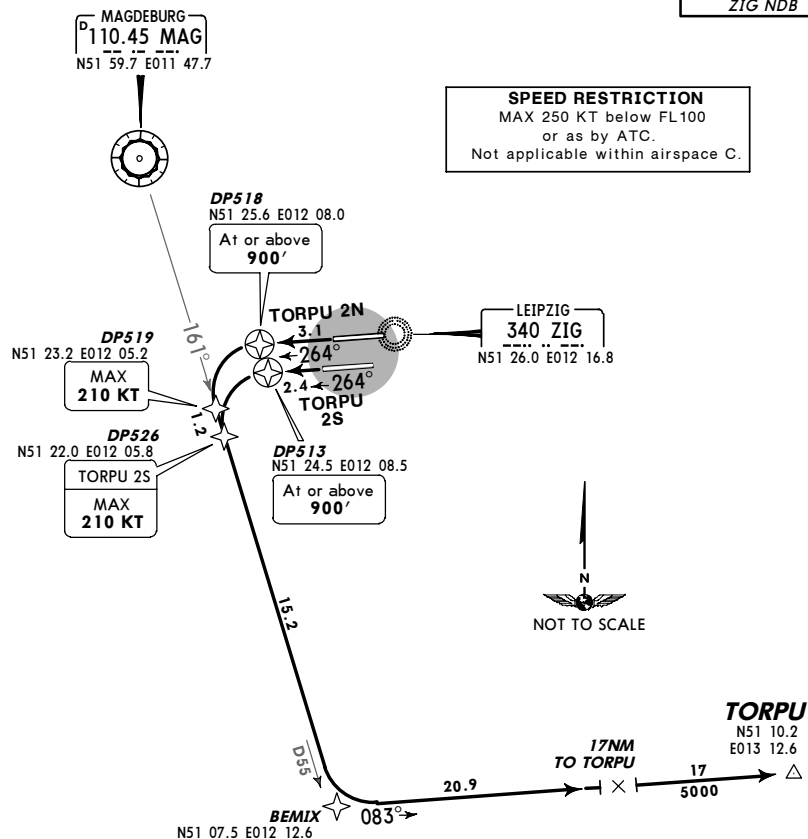
Trans level: By ATC Trans alt: 5000'

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 TWO NOVEMBER (TORPU 2N) [TORP2N]
TORPU TWO SIERRA (TORPU 2S) [TORP2S]
RWYS 26R/L RNAV DEPARTURES (OVERLAY 10-3Q)
ONLY AVAILABLE BETWEEN 0600-2200LT



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



These SIDs require a minimum climb gradient of 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.

EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

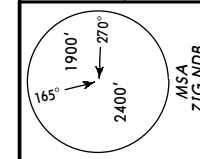
9 NOV 07 (10-3X7) Eff 22 Nov RNAV SID (OVERLAY)

MUNICH Radar (APP) 124.17 Apt Elev 470'

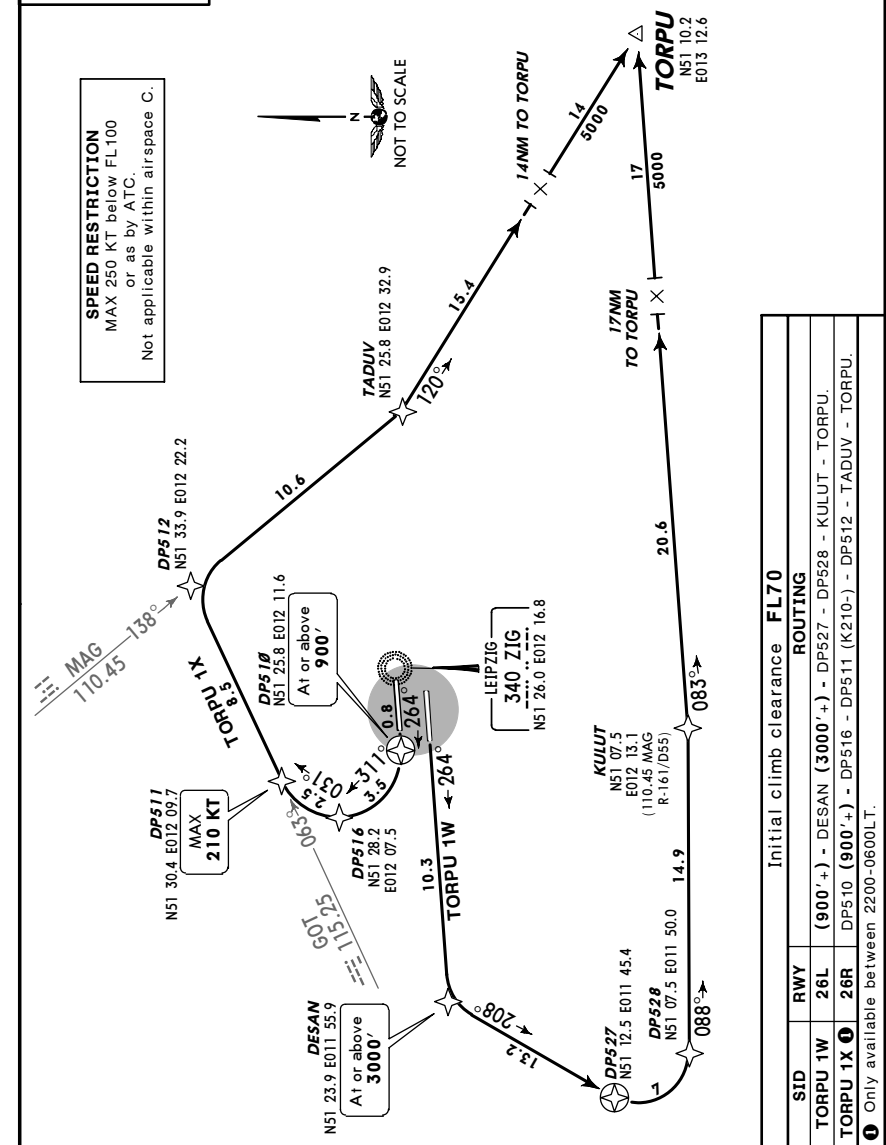
Trans level: By ATC Trans alt: 5000'

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 WHISKEY (TORPU 1W) [TORP1W]
TORPU ONE X-RAY (TORPU 1X) [TORP1X]
RWYS 26L/R RNAV DEPARTURES (OVERLAY 10-3S)



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



EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

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

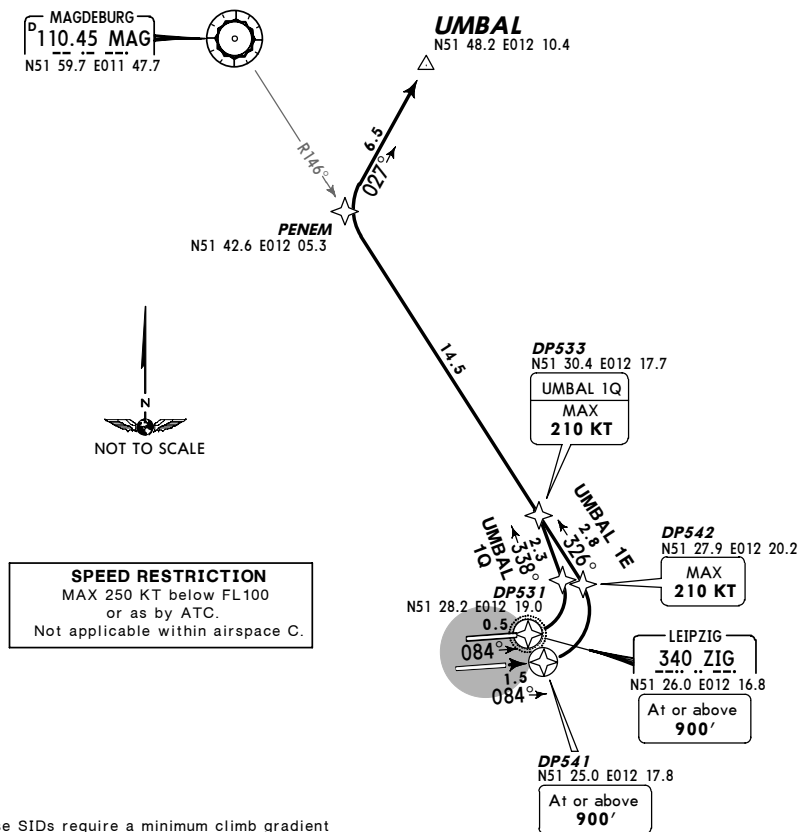
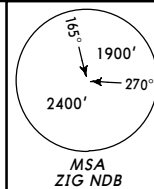
MUNICH Radar (APP) 124.17

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.

UMBAL ONE ECHO (UMBAL 1E)[UMBAL 1E]
UMBAL ONE QUEBEC (UMBAL 1Q)[UMBAL 1Q]
RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3T)
ONLY AVAILABLE BETWEEN 2300-0600LT
NO ACCESS TO AIRWAY (U)Z 20



These SIDs require a minimum climb gradient of 425' per NM (7%) until passing 2000' due to noaid coverage. If unable to comply advise ATC.

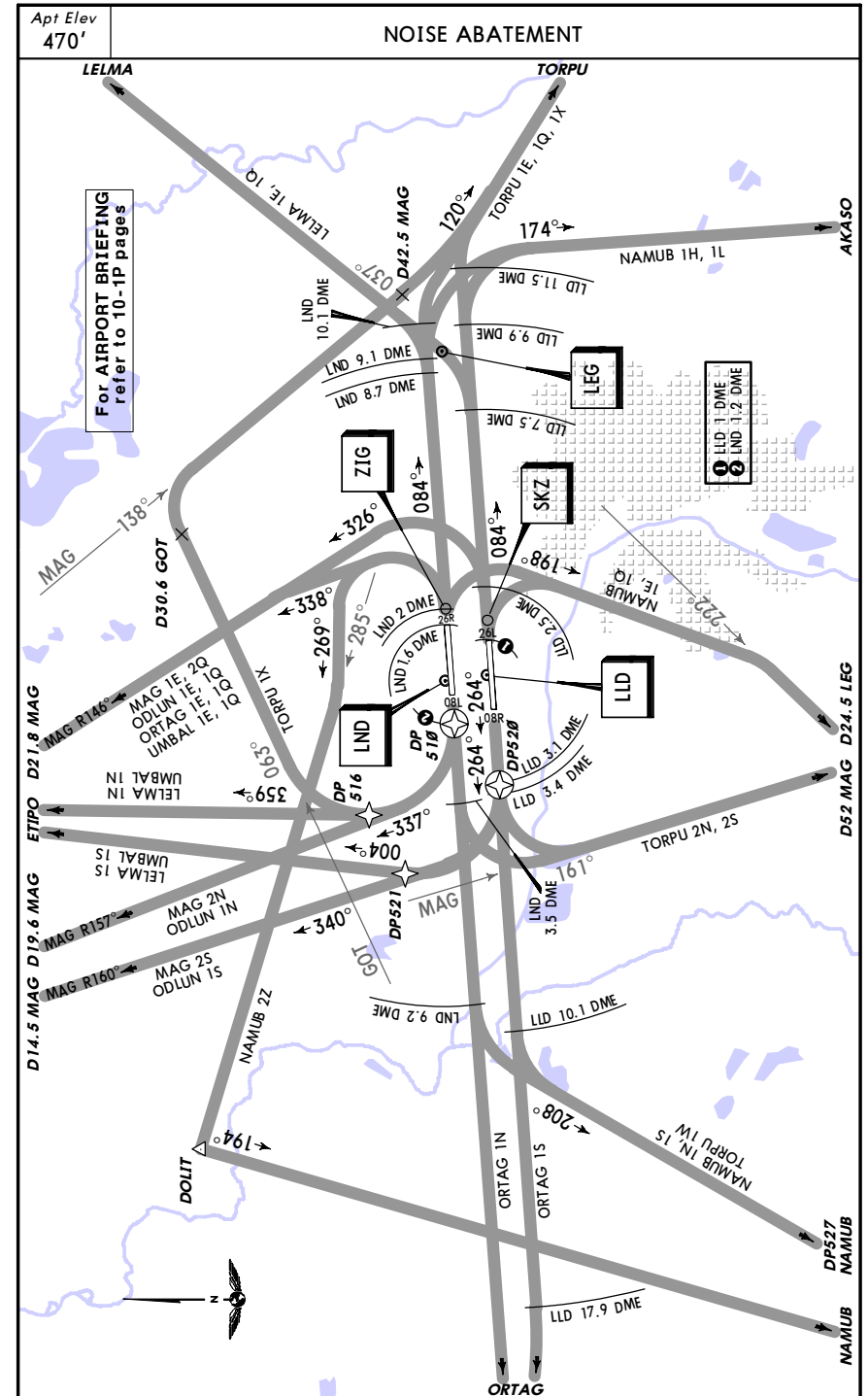
Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

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

EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

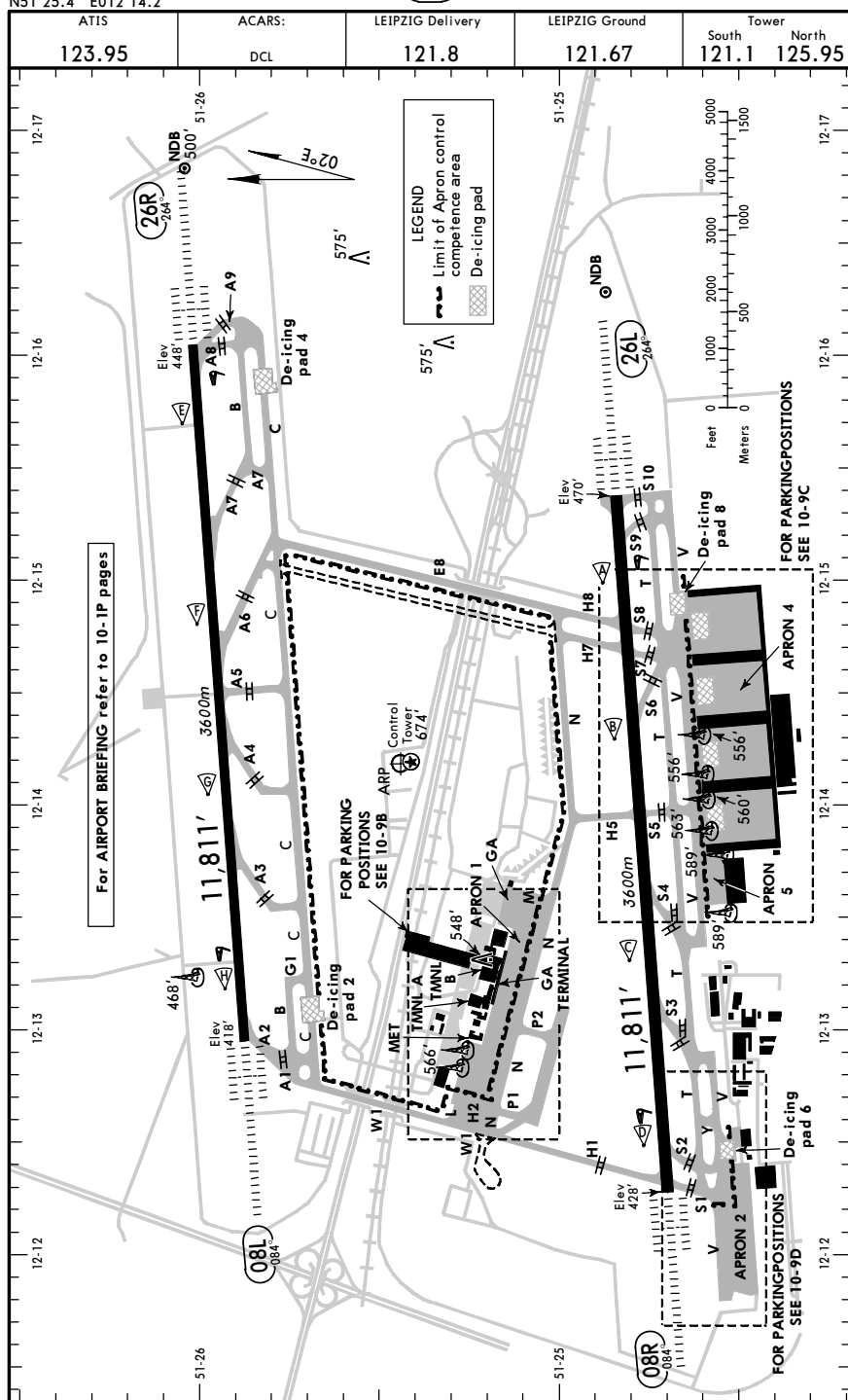
9 NOV 07 10-4 Eff 22 Nov NOISE



EDDP/LEJ
Apt Elev 470'
N51 25.4 E012 14.2

JEPPESEN LEIPZIG-HALLE, GERMANY
LEIPZIG-HALLE

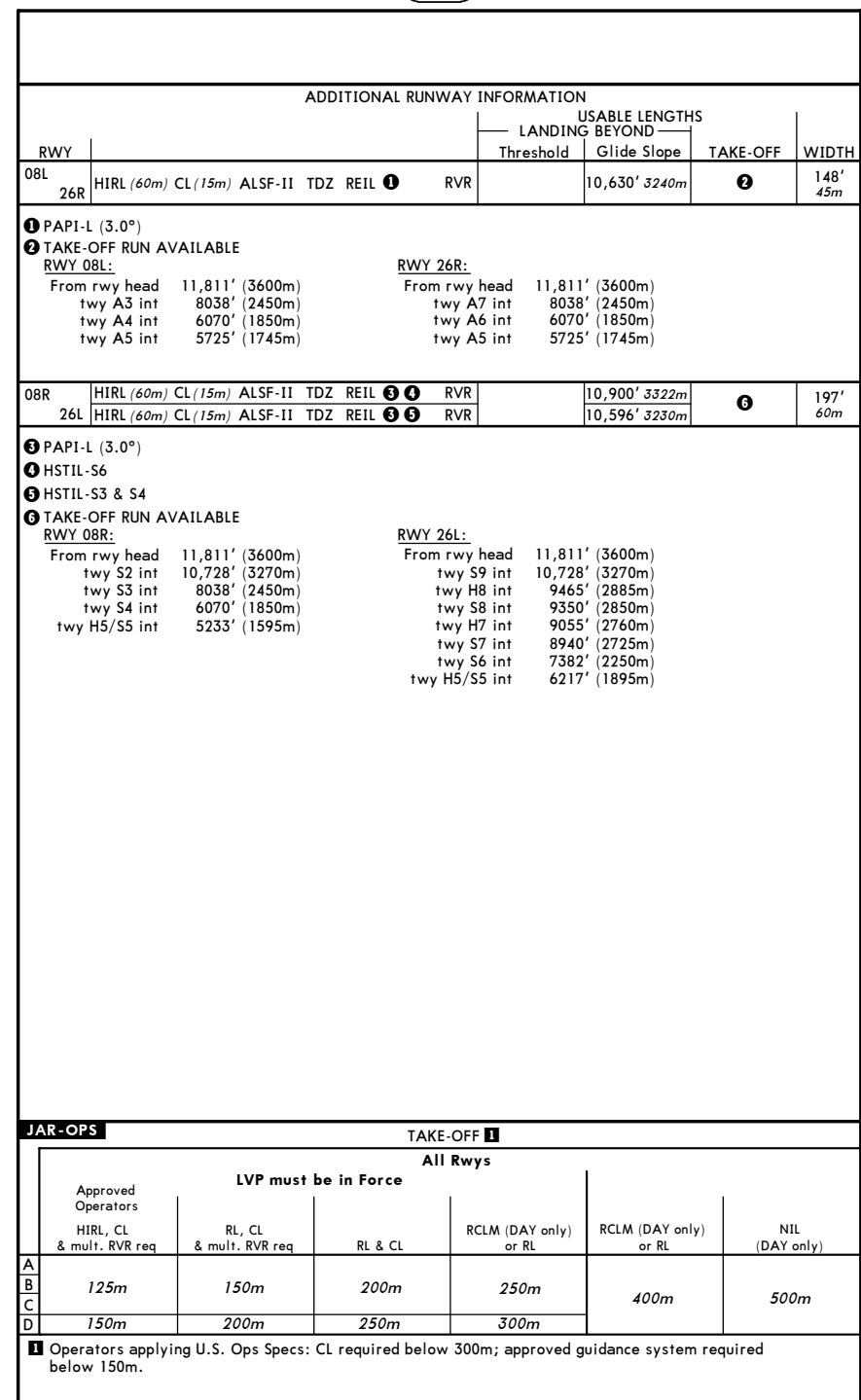
1 JUN 07 (10-9) Eff 7 Jun



EDDP/LEJ
Apt Elev 470'
N51 25.4 E012 14.2

JEPPESEN LEIPZIG-HALLE, GERMANY
LEIPZIG-HALLE

1 JUN 07 (10-9A) Eff 7 Jun

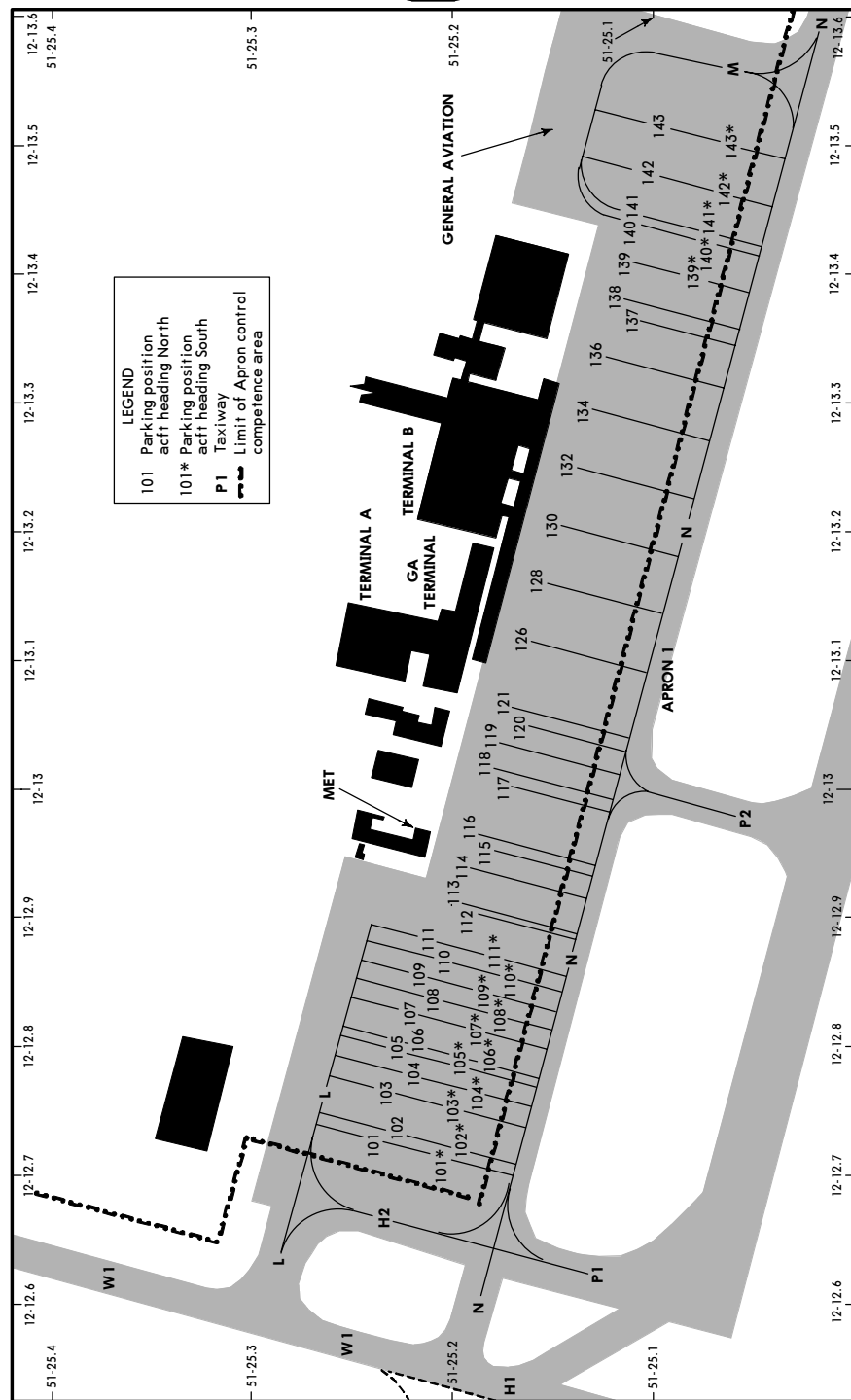


EDDP/LEJ

JEPPESEN LEIPZIG-HALLE, GERMANY

1 JUN 07 10-9B Eff 7 Jun

LEIPZIG-HALLE



CHANGES: Notes transferred to 10-1P pages.

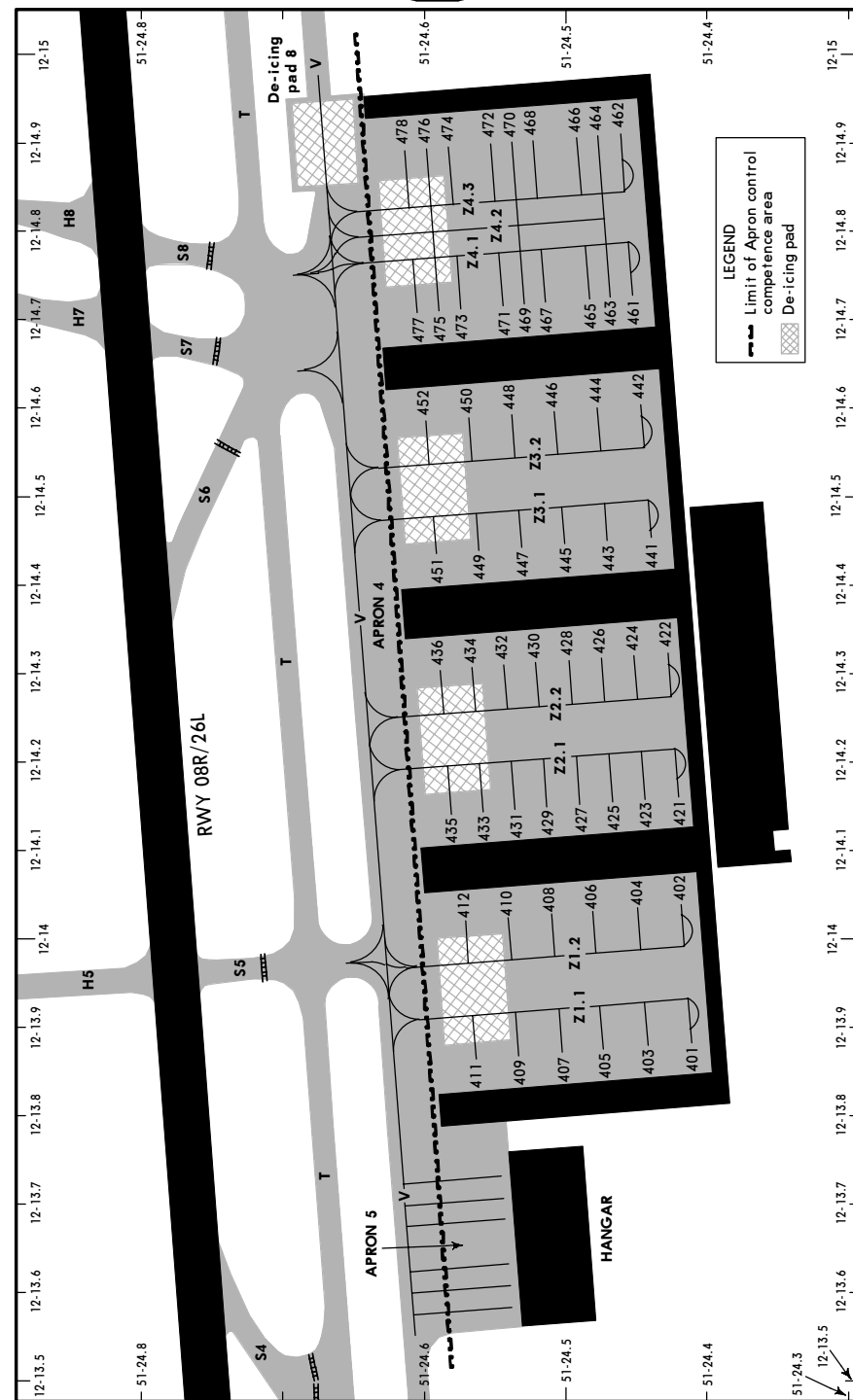
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EDDP/LEJ

JEPPESEN LEIPZIG-HALLE, GERMANY

1 JUN 07 10-9C Eff 7 Jun

LEIPZIG-HALLE

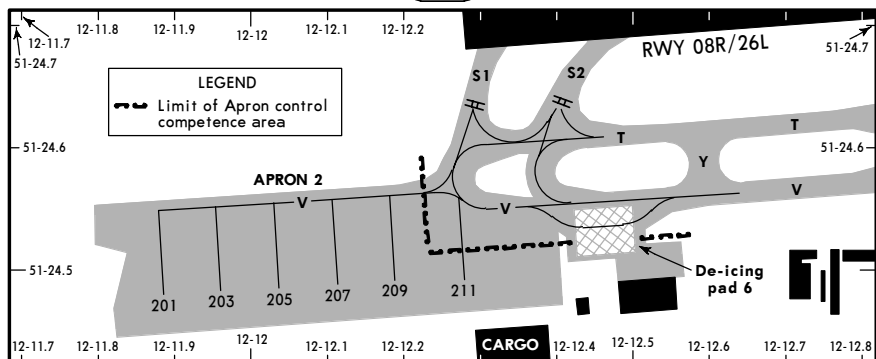


EDDP/LEJ

JEPPESEN LEIPZIG-HALLE, GERMANY

1 JUN 07 (10-9D) Eff 7 Jun

LEIPZIG-HALLE



INS COORDINATES

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

EDDP/LEJ

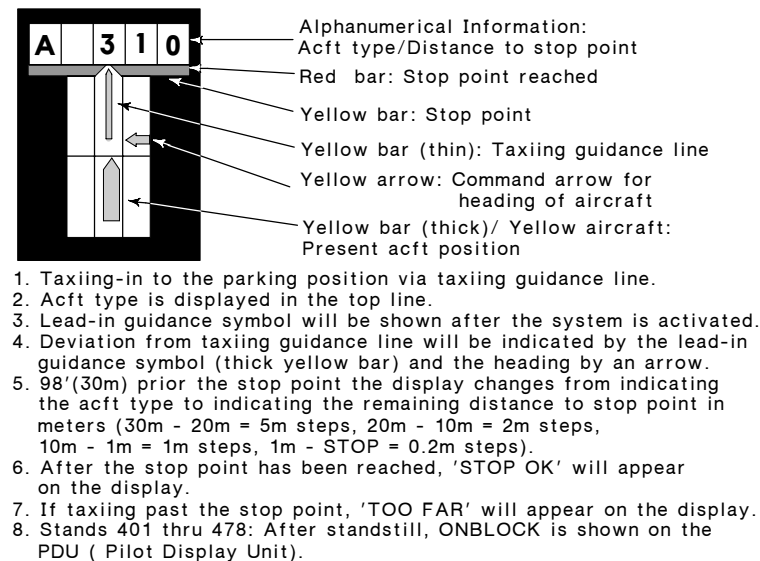
JEPPESEN LEIPZIG-HALLE, GERMANY

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.

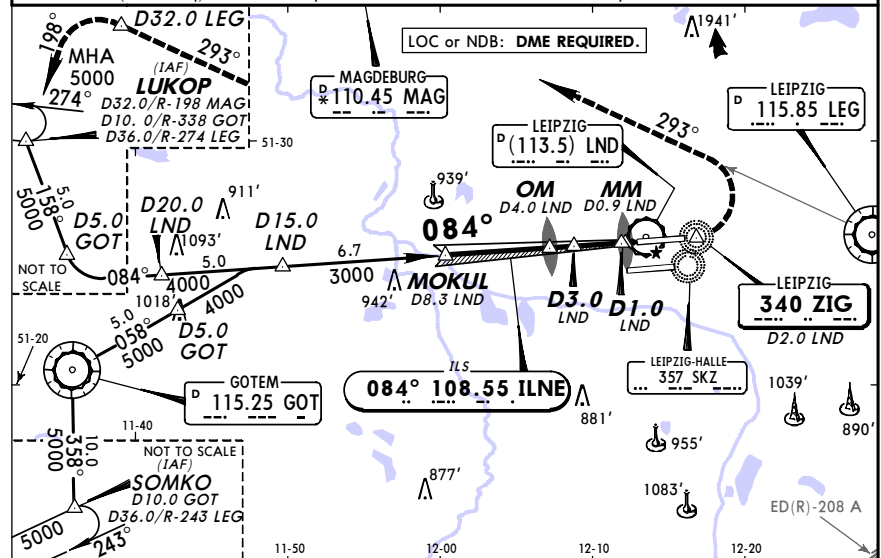


EDDP/LEJ
LEIPZIG-HALLE
JEPPESEN LEIPZIG-HALLE, GERMANY
Eff 22 Nov 11-1 ILS or LOC or NDB Rwy 08L

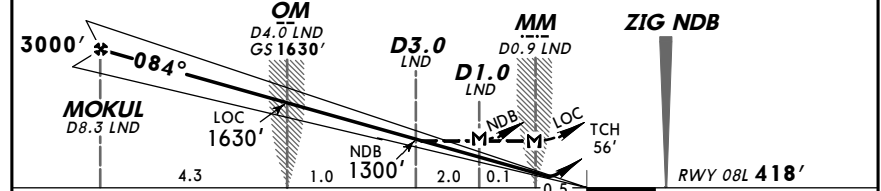
ATIS	MUNICH Radar (APP)	LEIPZIG Tower	Ground
123.95	124.17	North 125.95 South 121.1	121.67
LOC ILNE 108.55	Final Aptch Crs 084°	GS OM 1630' (1212')	ILS DA(H) 618' (200')
NDB ZIG 340		Minimum Alt MOKUL 3000' (2582')	NDB MDA(H) 820' (402')
		Apt Elev 470'	RWY 418'
			MSA ZIG NDB

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 req) Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 5000'



LOC (GS out) or NDB	LND DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2900'	2580'	2260'	1940'	1630'	1310'	990'	



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or	377	484	538	646	753	861
LOC or NDB Desc Grad 5.2%						
LOC: MAP at MM/D0.9 LND						
NDB: MAP at D1.0 LND						

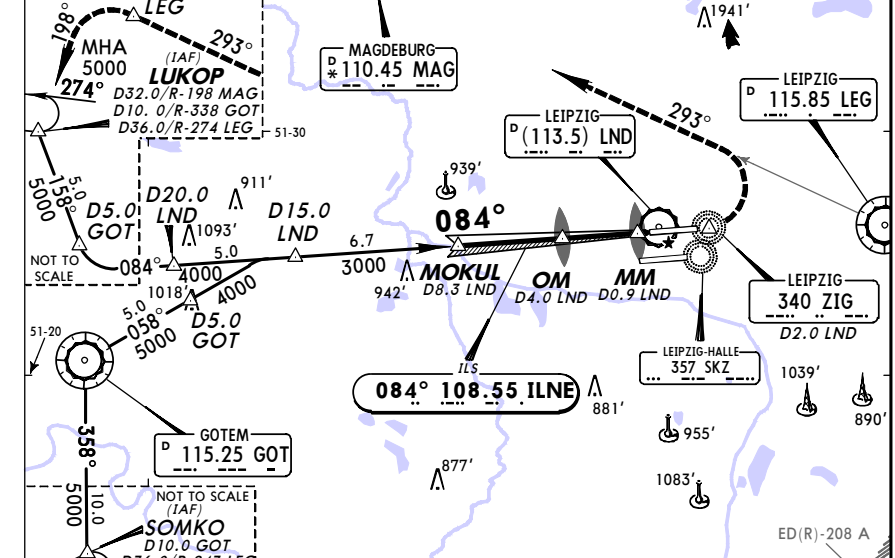
JAR-OPS	ILS	LOC (GS out)	NDB
	DA(H) 618' (200')	MDA(H) 870' (452')	MDA(H) 820' (402')
	FULL	ALS out	ALS out
A		RVR 1000m	RVR 900m
B		RVR 1200m	RVR 1000m
C	RVR 550m	RVR 1000m	RVR 1800m
D		RVR 1600m	RVR 1400m

EDDP/LEJ
LEIPZIG-HALLE
JEPPESEN LEIPZIG-HALLE, GERMANY
Eff 22 Nov 11-1A CAT II ILS Rwy 08L

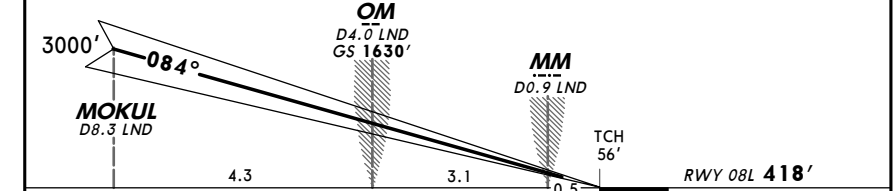
ATIS	MUNICH Radar (APP)	LEIPZIG Tower	Ground
123.95	124.17	North 125.95 South 121.1	121.67
LOC ILNE 108.55	Final Aptch Crs 084°	GS OM 1630' (1212')	CAT II ILS RA 106' DA(H) 518' (100')
		Apt Elev 470'	RWY 418'
			MSA ZIG NDB

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 req) Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 5000'



LOC (GS out) or NDB	LND DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2900'	2580'	2260'	1940'	1630'	1310'	990'	

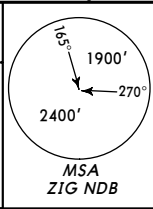


Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

JAR-OPS	STRAIGHT-IN LANDING RWY 08L
	CAT II ILS ABCD RA 106' DA(H) 518' (100')
	RVR 300m

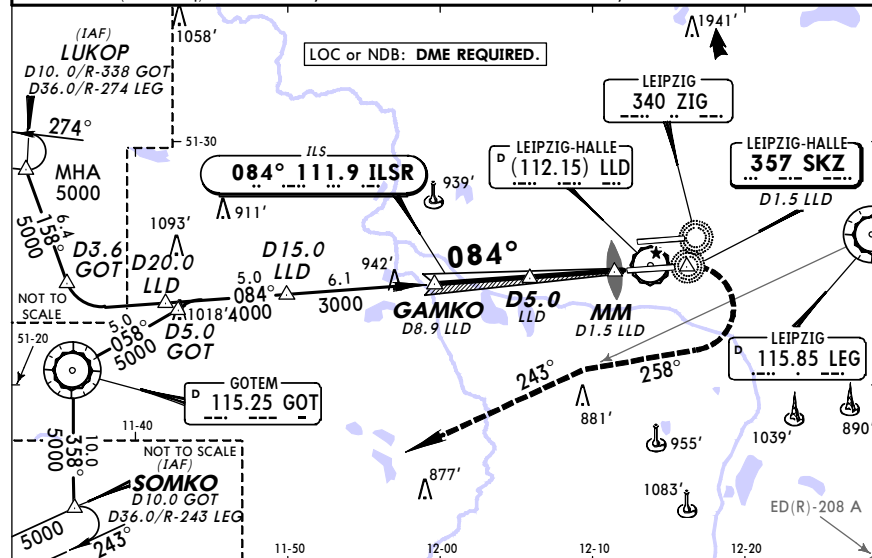
EDDP/LEJ
LEIPZIG-HALLE
9 NOV 07
Eff 22 Nov (11-2) ILS or LOC or NDB Rwy 08R

ATIS		MUNICH Radar (APP)		LEIPZIG Tower		Ground
123.95		124.17		South 121.1	North 125.95	121.67
LOC ILSR	Final Aptch Crs 084°	GS D5.0 LLD 1760' (1332')	ILS DA(H) 628' (200')		Apt Elev 470'	
NDB SKZ		Minimum Alt GAMKO 3000' (2572')	NDB MDA(H) 960' (532')		RWY 428'	

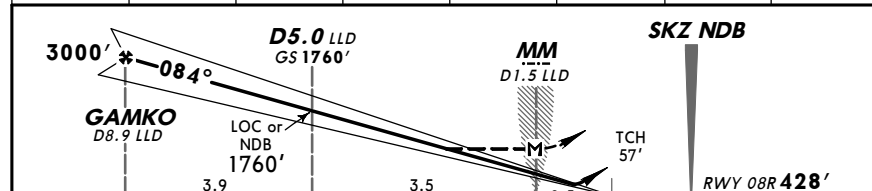


MISSED APCH: Climb on 084° to SKZ NDB/D1.5 LLD or 900', whichever is later, then turn RIGHT onto 258° to intercept R-243 LEG at or below 4000', climb to SOMKO to 5000'.

Alt Set: hPa (IN on req) Rwy Elev: 16 hPa Trans level: By ATC Trans alt: 5000'



LOC (GS out) or NDB	LLD DME ALTITUDE	8.0	7.0	6.0	5.0	4.0	3.0
		2720'	2400'	2080'	1760'	1450'	1130'

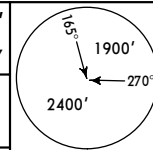


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II		SKZ 357 900'	
ILS GS 3.00° or LOC or NDB Desc Grad 5.2%	377	484	538	646	753	861	REIL PAPI		↑ whichever is later ↑	

JAR-OPS		STRAIGHT-IN LANDING RWY 08R				ALSF-II		SKZ 357 900'	
		ILS		LOC (GS out)		NDB			
		DA(H) 628' (200')		MDA(H) 960' (532')		MDA(H) 960' (532')			
		FULL		ALS out		ALS out			
A				RVR 1000m		RVR 1000m			
B				RVR 1200m		RVR 1200m			
C		RVR 550m		RVR 1000m		RVR 1200m			
D				RVR 1600m		RVR 2000m			

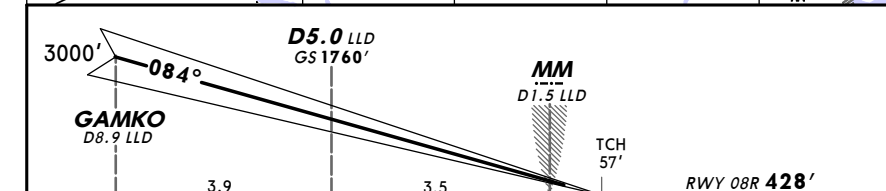
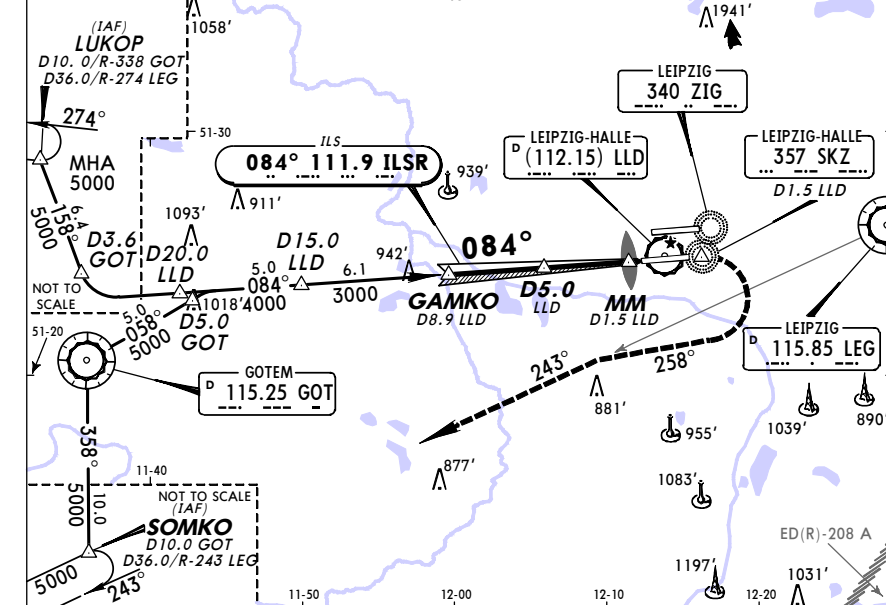
EDDP/LEJ
LEIPZIG-HALLE
9 NOV 07
Eff 22 Nov (11-2A) CAT II ILS Rwy 08R

ATIS		MUNICH Radar (APP)		LEIPZIG Tower		Ground
123.95		124.17		South 121.1	North 125.95	121.67
LOC ILSR	Final Aptch Crs 084°	GS D5.0 LLD 1760' (1332')	CAT II ILS RA 106' DA(H) 528' (100')		Apt Elev 470'	RWY 428'
NDB SKZ		Minimum Alt GAMKO 3000' (2572')	NDB MDA(H) 960' (532')		RWY 428'	



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'.

Alt Set: hPa (IN on req) Rwy Elev: 16 hPa Trans level: By ATC Trans alt: 5000'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II		SKZ 357 900'	
GS 3.00°	377	484	538	646	753	861	REIL PAPI		↑ whichever is later ↑	

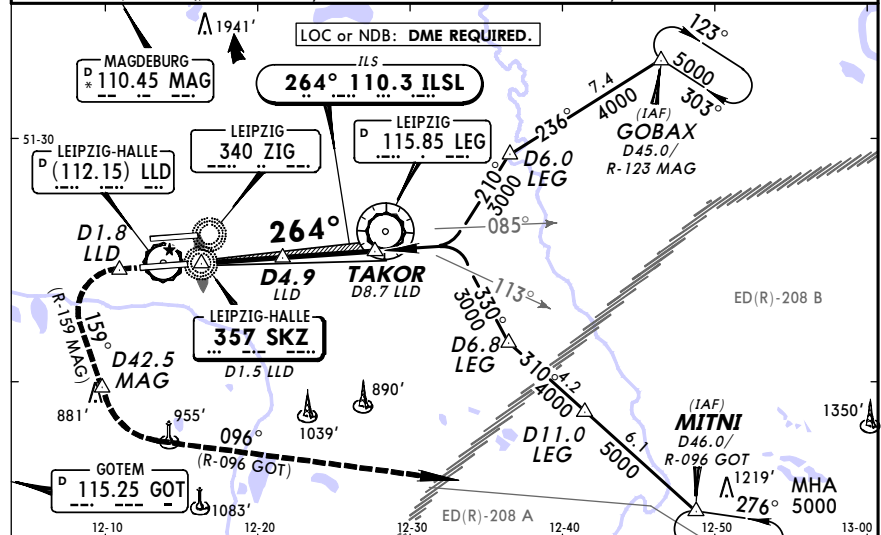
JAR-OPS		STRAIGHT-IN LANDING RWY 08R				ALSF-II		SKZ 357 900'	
		CAT II ILS		ABCD					
		RA 106'							
		DA(H) 528' (100')							
				RVR 300m					

EDDP/LEJ
LEIPZIG-HALLE
9 NOV 07
Eff 22 Nov 11-3
JEPPesen LEIPZIG-HALLE, GERMANY
ILS or LOC or NDB Rwy 26L

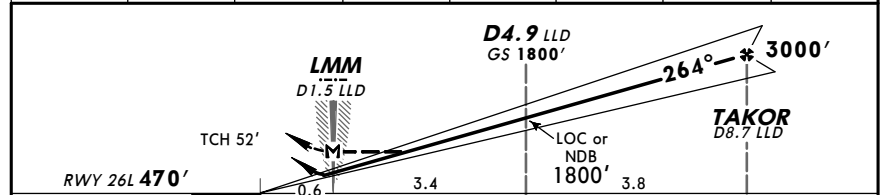
ATIS		MUNICH Radar (APP)		LEIPZIG Tower		Ground
123.95		124.17		South 121.1	North 125.95	121.67
LOC ILSL		Final Apch Crs 264°	GS D4.9 LLD 1800' (1330')	ILS DA(H) 670' (200')		Apt Elev 470'
NDB SKZ			Minimum Alt TAKOR 3000' (2530')	NDB MDA(H) 960' (490')		RWY 470'
357						MSA ZIG NDB

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'



LOC (GS out) or NDB	LLD DME ALTITUDE	3.0	4.0	5.0	6.0	7.0	8.0
		1200'	1510'	1830'	2150'	2470'	2790'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC or NDB Desc Grad 5.2%	377	484	538	646	753	861
MAP at LMM/D1.5 LLD						

JAR-OPS		STRAIGHT-IN LANDING RWY 26L					
ILS		LOC (GS out)		NDB			
DA(H) 670' (200')		MDA(H) 960' (490')		MDA(H) 960' (490')			
FULL		ALS out		ALS out			
A	RVR 550m	RVR 1000m	RVR 1000m	RVR 1000m	RVR 1500m		
B			RVR 1500m				
C			RVR 1200m	RVR 1200m	RVR 2000m		
D			RVR 1600m	RVR 1600m	RVR 2000m		

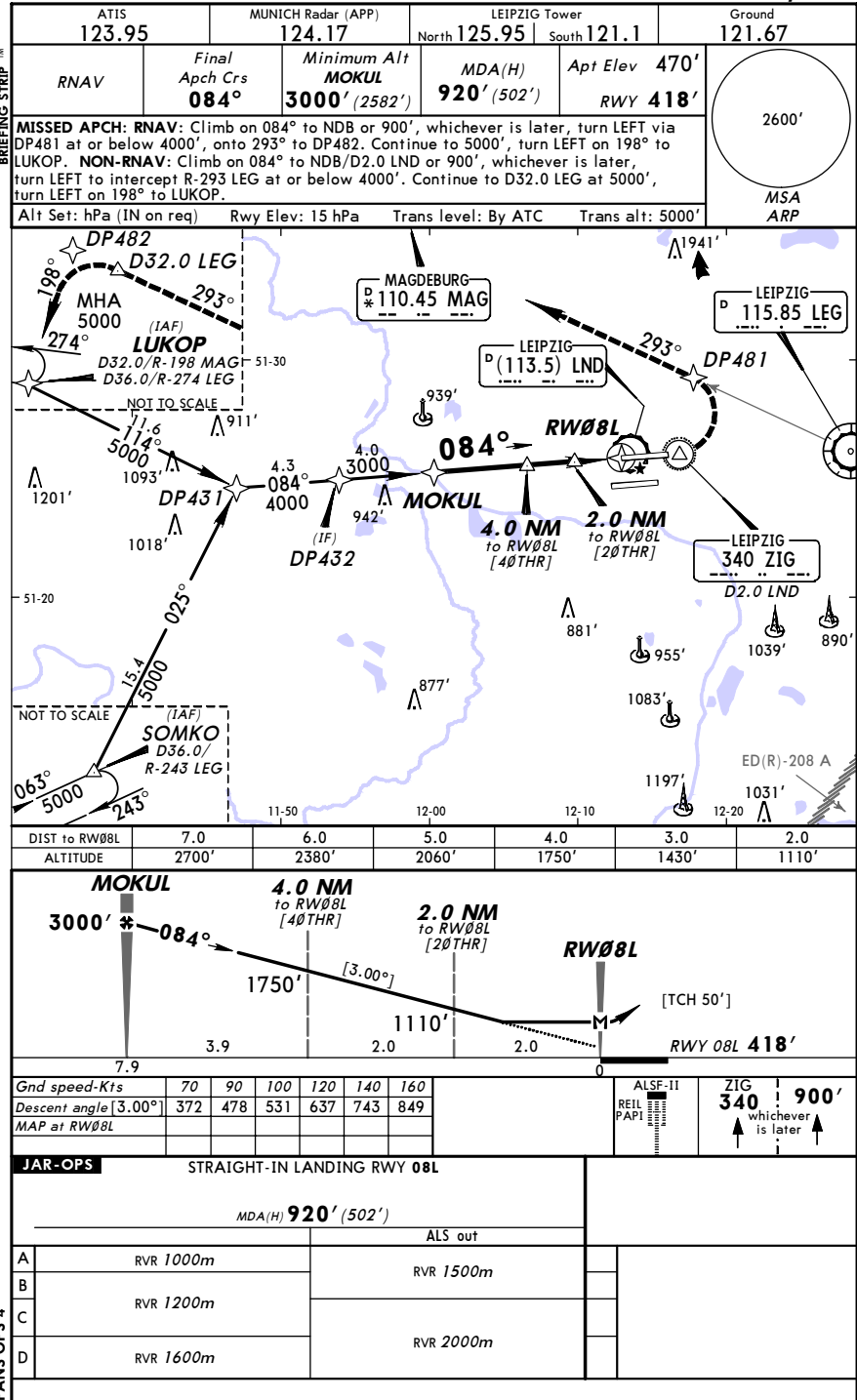
JAR-OPS		STRAIGHT-IN LANDING RWY 26R					
ILS		LOC (GS out)		NDB			
DA(H) 648' (200')		MDA(H) 880' (432')		MDA(H) 830' (382')			
FULL		ALS out		ALS out			
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m	RVR 900m	RVR 1500m	
B			RVR 1000m		RVR 1000m		
C			RVR 1800m		RVR 1800m		
D			RVR 1400m	RVR 2000m	RVR 1400m	RVR 2000m	

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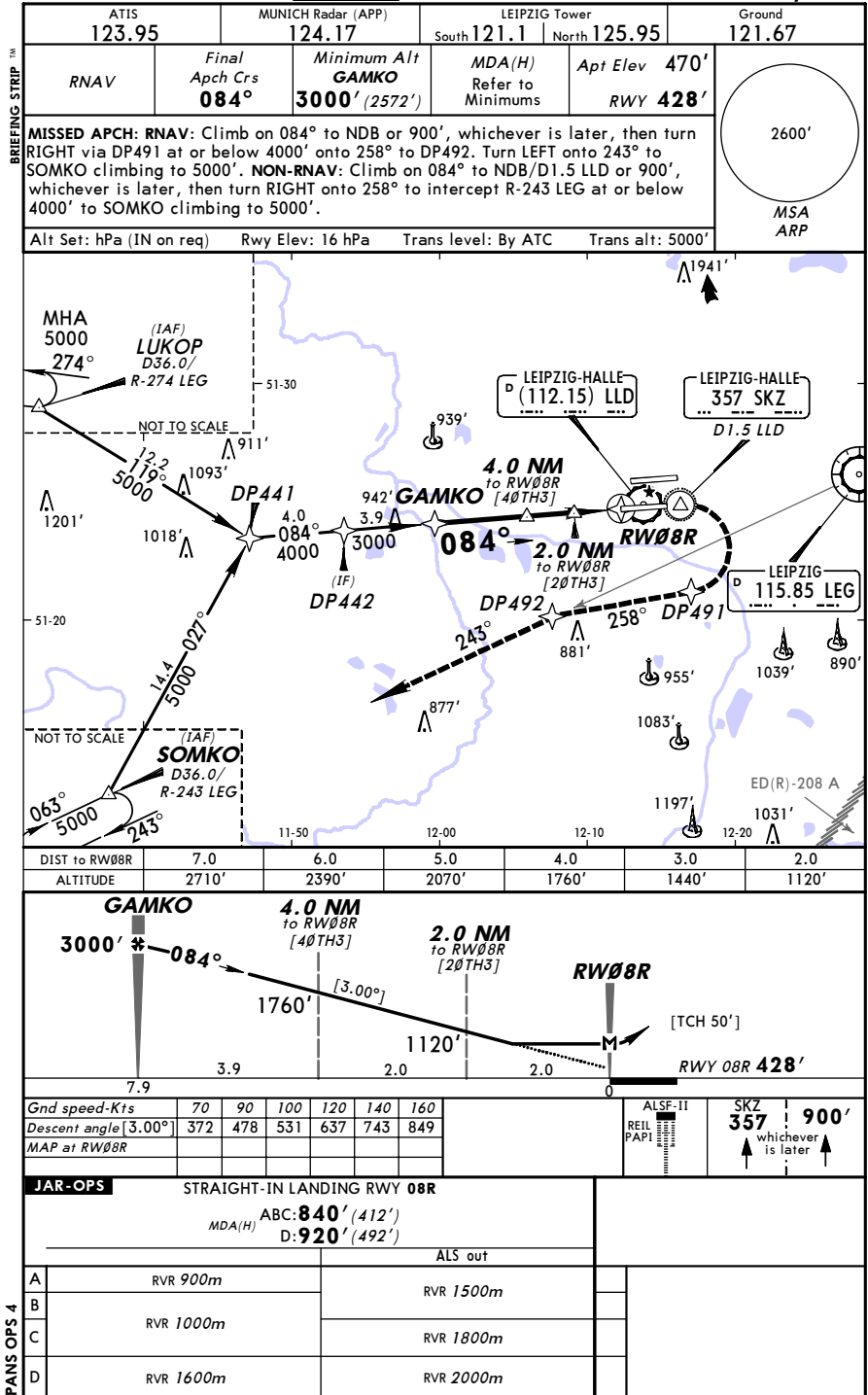
JAR-OPS	STRAIGHT-IN LANDING RWY 26R
	CAT II ILS ABCD RA 105' <i>DA(H) 548' (100')</i>
INS OPS 4	RVR 300m 1

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EDDP/LEJ
LEIPZIG-HALLE
JEPPESEN LEIPZIG-HALLE, GERMANY
RNAV (GPS) Rwy 08L



EDDP/LEJ
LEIPZIG-HALLE
JEPPESEN LEIPZIG-HALLE, GERMANY
RNAV (GPS) Rwy 08R



JEPPESEN LEIPZIG-HALLE, GERMANY
/ 07 **Nov** (12-3) RNAV (GPS) Rwy 26L

MAGDEBURG
D 110.45 MAG

51-30
LEIPZIG-HALLE
D (112.15) LLD

2.0 NM to RW26L [20TH4]
4.0 NM to RW26L [40TH4]

DP499
D1.8 LLD

RW26L

DP495
D42.5 MAG

DP496
881'

GOTEM
D 115.25 GOT

1039'
890'
955'
1083'

096°
(R-096 GOT)

TAKOR

DP447
D45.0/ R-123 MAG

DP448

DP494

DP493

GOBAX
(IAF) D45.0/ R-123 MAG

Alignment turn after holding

NOT TO SCALE

ED(R)-70

ED(R)-208 B

ED(R)-208 A

MITNI
(IAF) D46.0/ R-096 GOT

1219'
276°
096°

12-10 12-20 12-30 12-40 12-50 13-00

Profile view diagram showing the runway extension project. The diagram includes the following data points and dimensions:

- Start point: **RWY 26L 470'**
- Point M: **[TCH 50']**
- Horizontal distance from M to 2.0 NM: **2.0**
- Point 2.0 NM: **2.0 NM to RW26L [20TH4]**
- Slope from 2.0 NM to 4.0 NM: **[3.00°]**
- Horizontal distance from 2.0 NM to 4.0 NM: **2.0**
- Point 4.0 NM: **4.0 NM to RW26L [40TH4]**
- Slope from 4.0 NM to TAKOR: **26.4°**
- Horizontal distance from 4.0 NM to TAKOR: **3.8**
- Point TAKOR: **TAKOR * 3000'**
- Vertical offset at TAKOR: **1800'**
- Total horizontal distance: **7.8**

JAR-OPS	STRAIGHT-IN LANDING RWY 26L	
	MDA(H) 920' (450')	
		ΔIS out

PANS OPS 4

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JEPPESEN LEIPZIG-HALLE, GERMANY
NOV 07 22 Nov (12-4) RNAV (GPS) Rwy 26R

The diagram illustrates a tactical flight plan with the following details:

- Start Point:** LEIPZIG (RW26R) at D (113.5) LND.
- Waypoint DP485:** Located 2.0 NM from RW26R, bearing 264°.
- Waypoint DP486:** Located 4.0 NM from RW26R, bearing 264°.
- Waypoint DP493:** Located 4.0 NM from DP486, bearing 264°.
- Waypoint DP494:** Located 3.3 NM from DP493, bearing 123°.
- Waypoint DP437:** Located 4.0 NM from DP494, bearing 264°.
- Waypoint DP438:** Located 3.3 NM from DP437, bearing 208°.
- Waypoint DP510:** Located 2.0 NM from RW26R, bearing 264°.
- Waypoint DP439:** Located 5.0 NM from DP438, bearing 303°.
- Waypoint DP486:** Located 39.4 NM from DP485, bearing 123°.
- Waypoint DP493:** Located 3.3 NM from DP486, bearing 123°.
- Waypoint DP494:** Located 3.3 NM from DP493, bearing 123°.
- Waypoint DP437:** Located 4.0 NM from DP494, bearing 264°.
- Waypoint DP438:** Located 3.3 NM from DP437, bearing 208°.
- Waypoint DP510:** Located 2.0 NM from RW26R, bearing 264°.
- Waypoint DP439:** Located 5.0 NM from DP438, bearing 303°.
- Waypoint DP486:** Located 39.4 NM from DP485, bearing 123°.
- Waypoint DP493:** Located 3.3 NM from DP486, bearing 123°.
- Waypoint DP494:** Located 3.3 NM from DP493, bearing 123°.
- Waypoint DP437:** Located 4.0 NM from DP494, bearing 264°.
- Waypoint DP438:** Located 3.3 NM from DP437, bearing 208°.
- Waypoint DP510:** Located 2.0 NM from RW26R, bearing 264°.
- Waypoint DP439:** Located 5.0 NM from DP438, bearing 303°.

Profile view diagram showing the approach path for RWY 26R. The diagram includes the following data points and labels:

- Start Point:** RWY 26R 448'
- Distance 1:** 2.0 NM to RWY 26R [20TH2]
- Distance 2:** 2.0 NM to RWY 26R [20TH2]
- Distance 3:** 4.0 NM to RWY 26R [40TH2]
- Altitudes:** 1140', 1780', 3000' (KOSAM)
- Heading:** 264°
- Other Labels:** [TCH 50'], RWY 26R

JAR-OPS	STRAIGHT-IN LANDING RWY 26R	
	AB: 830' (382')	
	MDA(H) CD: 920' (472')	
		AIS out

BASIC OPERATIONS

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