JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

Location: LEIPZIG-HALLE DEU
ICAO/IATA: EDDP / LEJ
Lat/Long: N51° 25.44', E012° 14.18'
Elevation: 470 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 3.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0434 Z
Sunset: 1744 Z

Runway Information

Runway: 08L
Length x Width: 11811 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 418 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 08R
Length x Width: 11811 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 428 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 26L
Length x Width: 11811 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 470 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 26R
Length x Width: 11811 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 448 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Communication Information

ATIS: 123.955
Leipzig Tower: 121.105
Leipzig Tower: 125.955
Leipzig Ground: 121.805
Leipzig Clearance Delivery: 121.680
Munich Radar Approach: 126.065 RCO
Munich Radar Approach: 126.175 RCO
Leipzig Direct (Approach Control Radar): 120.840
Leipzig Direct (Approach Control Radar): 129.765
Leipzig Rescue Emergency: 121.555

1. GENERAL

1.1. ATIS

D-ATIS 123.955

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. NIGHT FLYING RESTRICTIONS

Between 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 non-scheduled air transport (with the exception of air taxis) from 2200-2330LT and from 0530-0600LT.
Air taxi flights are flights transporting persons in non-scheduled services operated on individual request with ACFT of any size that are registered for this type of flight. Air taxi flights include charter and on-demand air services with ACFT with an MTOW of 5.7 tonnes or less.

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:

Landesdirektion Sachsen
Luftaufsichtsstelle Flughafen Leipzig/Halle
P.O.B. 1
04029 Leipzig
Fax: +49 341 224 1175
Tel: +49 341 224 1130/+49 351 825 3650

1. GENERAL

Take-off or landing clearances granted by ATC as well as other clearances do not automatically include the necessary exemption from the approving authority. ATC does not grant exemptions via radiotelephony.

The Pilot-In-Command (PIC) shall report any landing of ACFT conducted during a period of restricted operations and which does not meet any of the grounds for exemption according to the provisions to the local aviation supervision office immediately after landing and specify the reasons in writing (Tel. +49 (0)341/ 2241130 or +49 (0)351/ 8253650).

1.2.2. RUN-UP TESTS

Engine test-runs require permission from the APT operator.

Engine test-runs may be carried out in the engine test-run stand only. Test-runs with engines idle as well as examinations of the engines in keeping with pre-flight controls intended by the manufacturer immediately prior to taking off (run-up) are exempt from this regulation.

The engine test-run stand is open H24. As long as there is no regulation by contract, it may be used for a fee corresponding to the APT Charges at Leipzig/Halle Airport GmbH in their valid version.

Intended use of the engine test-run stand shall be reported to operations control "Verkehrszentrale" at the APT by telephone (+49 341 224-1130) in good time (if possible, 2 hours in advance).

Operations control will specify the sequence and time of the engine test-runs depending on the availability of the engine test-run stand.

Instructions from the personnel in the hangar and in attendance shall be followed at all times.

The regulations applying to implementation are binding in their respective valid version in accordance with the "Ordinance on the Operation of Engine Test-Run Stands".

1.2.3. REVERSE THRUST

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

1.3. LOW VISIBILITY PROCEDURES

ACFT having landed are requested to report leaving the color-coded centerline lights in order to indicate that the ACFT has left the ILS protection area.

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 taxiline 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.

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.4.1. OPERATION OF MODE S TRANSPONDERS

Advanced Surface Movement Guidance and Control System(A-SMGCS) with multilateration (MLAT), including ADS-B is in operation.

Operation of Mode S transponders when the ACFT is on the ground:
When the ACFT is capable of transmitting its ACFT identification (i.e. the call sign used in flight), the ACFT identification should be entered, for example, through the FMS or the transponder control panel before the transponder is switched on. To enter the ACFT identification, the ACFT crew shall use the format defined in Item 7 of the ICAO flight plan. The assigned Mode A code shall be selected accordingly, and the transponder shall be switched on; from the request for push-back or taxi, or when leaving the ACFT stand, whichever is earlier.

Pilots of ACFT with a nose wheel switch shall set the transponder to ON (XPDR).

Pilots of ACFT without a nose wheel switch shall set the transponder to ground (GND) and only set it to ALT when entering the runway.

1. GENERAL

After landing:

Pilots of ACFT without a nose wheel switch shall set the transponder to ground (GND) when leaving the RWY.

Pilots of ACFT with a nose wheel switch shall leave the transponder ON (XPDR) when leaving the RWY.

When the ACFT is fully parked on stand, the transponder shall be switched off.

Before entering/taxiing into hangars, the transponder shall be switched off. The operation of transponders in hangars is only permitted after consultation with air traffic control.

To ensure that the performance of systems based on SSR frequencies (including airborne TCAS units and SSR radars) is not compromised, TCAS should only be activated when the ACFT is approaching the holding position of the take-off RWY. After landing, it shall be deactivated after vacating the RWY.

1.5. TAXI PROCEDURES

1.5.1. GENERAL

On apron taxi only at absolute MIM engine speed.

Taxiing with loading hatch open is prohibited.

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

Taxiing on TWYs F and L will be performed without TWY centerline lighting. ACFT will be guided by marshaller.

ACFT Southbound on TWY E7/E8 for apron 1 taxi slowly and use CAUTION when making RIGHT turn onto TWY N.

TWYs M, H2, Z1.1, Z1.2, Z2.1, Z2.2, Z3.1, Z3.2, Z4.1, Z4.3 and Z5.1 MAX wingspan 171'/52m.

If maintenance position 217W beside DP6 is occupied, MAX wingspan on TWY V between TWYs S2 and Y 213'/65m (code letter E).

TWY L (yellow guideline) between stands 101 thru 111 MAX wingspan 118'/36m. Orange guideline may be used with Follow-me car only, or after explicit clearance by DFS for MAX wingspan 213'/65m.

No taxiing and holding traffic may be located at CAT I holding position on TWYs A1 and A2 at the same time.

No taxiing and holding traffic may be located at CAT II/III holding position on TWYs A1 and A2 at the same time if wingspan of one of the ACFT concerned exceeds 171'/52m.

This only applies, however, when the ACFT holding or taxiing on TWY A2 has taxied from TWY C onto TWY A2.

No taxiing and/or holding traffic may be located at CAT I holding position on TWYs A8 and A9 at the same time if wingspan of one of the ACFT concerned exceeds 171'/52m.

If ACFT are holding on TWYs S1 thru S10 at CAT I or II/III holding position, no ACFT may taxi past on TWY T.

TWY P only towing permitted.

Taxiing from TWY S6 onto TWY T in Western direction is not permitted.

When using taxilane Z4.2 or Z5.2, neither the orange (Z4.1 or Z5.1) nor the blue (Z4.3) guideline may be used, irrespective of wingspan.
This applies analogously when de-icing pads are in use.
Changing of taxilanes (from orange to blue or vice versa) is only possible with Follow-me car.

1. GENERAL

1.5.2. CODE E/F ACFT

The following taxiing maneuvers for ACFT types A340-500/600, B777-300/ER, B747-800, A380 shall be used:

Free taxiing on TWY:

- A1-W1 or W1-A1;
- A6-E7/E8 or E7/E8-A6;
- A9-C-E7 or E7-C-A9.

For all other taxi maneuvers on the northern system by the above-mentioned ACFT types, the crew shall use the oversteering procedure in combination with the on-board camera. If this is not possible, marshallers will guide the ACFT.

Restrictions for DP2/DP4: Taxi guidance mandatory for ACFT with a wingspan greater than 229.66'/70m.

1.6. PARKING INFORMATION

Stands 126 thru 136, 401 thru 445, 446, 447, 448, 449, 450, 451, 452 thru 462, 463 thru 466, 467, 468, 469 thru 472, 473, 474 and 475 thru 478 equipped with visual docking guidance system.

On apron 4, guidance system will show ONBLOK on pilot display unit after standstill.

1.7. OTHER INFORMATION

Birds in vicinity of APT.

2. ARRIVAL

2.1. CAT II/III OPERATIONS

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

2.2. FLIGHT OPERATIONS ON PARALLEL RWY s

2.2.1. DEPENDENT PARALLEL APPROACHES TO RWYs 08L/08R AND 26L/26R

Dependent parallel approaches may be conducted between successive and alternating approaches to the parallel RWYs 08L/08R and 26L/26R with a diagonal radar separation minimum of 1.5NM.

2.2.2. SEGREGATED PARALLEL OPERATIONS ON THE PARALLEL RWYs 08L/08R AND 26L/26R USING ILS

Segregated parallel operations may be conducted with an ILS sensor on the parallel RWYs 08L/08R and 26L/26R.

2.3. RWY OPERATIONS

2.3.1. HIGH INTENSITY RWY OPERATIONS (HIRO) AT NIGHT

To achieve the highest possible number of take-offs and landings per hour, RWY occupancy times shall be reduced to a minimum.

HIRO procedures are applied on RWY 08R/26L at night between 2200-0600LT.

Whenever RWY conditions permit, the following TWYs shall primarily be used:

RWY	ACFT	Turn off Intersection	DIST from THR ft/m
08R	B752/A306/B763	S6	7382'/2250m
26L	B752/A306/B763	S4	6070'/1850m

2. ARRIVAL

The following applies to ACFT parked on aprons 4 and 5:

Unless instructed otherwise by the TWR, these ACFT shall cross TWY T and hold short of TWY V.

RWY	ACFT	Turn off Intersection	DIST from THR ft/m
08R	WTC MEDIUM (JET/PROP)	S6	7382'/2250m
26L	WTC MEDIUM (JET/PROP)	S4	6070'/1850m

Remark: Earlier turn-offs may be available at the request of the flight crew. It is advisable for the flight crew to name the expected turn-off TWY during the approach briefing.

3. DEPARTURE

3.1. DATALINK DEPARTURE CLEARANCE (DCL)

Deutsche Flugsicherung GmbH (DFS) is offering start-up and enroute clearances using Datalink.

The following temporal parameters apply:

t_i 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.

t_l 5 min.

3.2. DE-ICING

The request for a de-icing procedure shall be reported in time (60 minutes 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.

ACFT shall taxi to the de-icing pad under their own power according to instructions given by aerodrome control. Only aerodrome control will order a change of frequency. If the maintenance position 217W beside DP6 is occupied, the MAX wingspan of ACFT to be de-iced on DP6 is limited to 213'/65m (code letter E).

3.3. FLIGHT OPERATIONS ON PARALLEL RWYs

3.3.1. INDEPENDENT PARALLEL DEPARTURES FROM THE PARALLEL RWYs 08L/08R AND 26L/26R

Independent parallel departures may be conducted from the parallel RWYs 08L/08R and 26L/26R.

GOXLI 1R [GOXL1R]
RNAV ARRIVAL
(RWYS 08L/R)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C

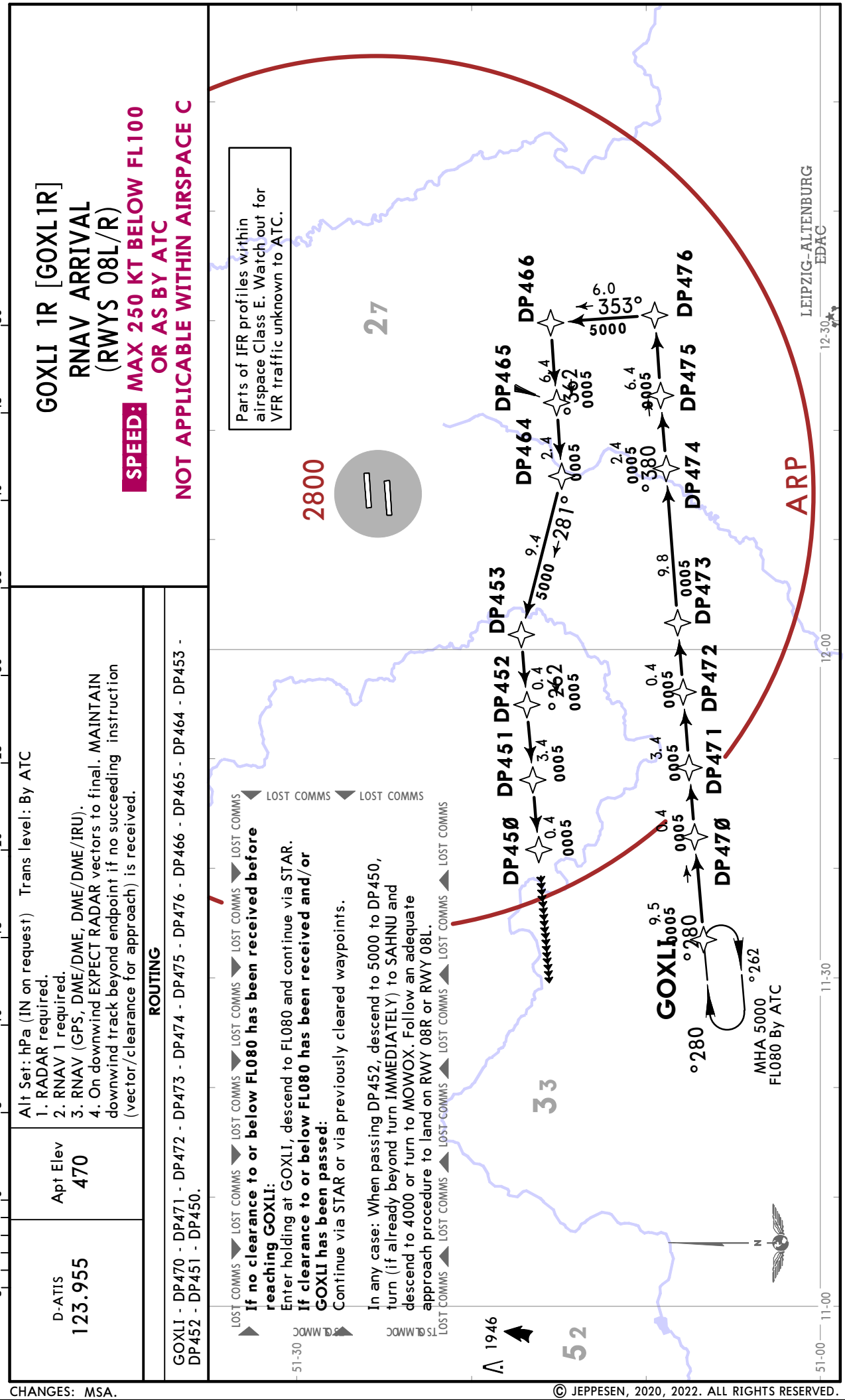
D-ATIS 123.955

Apt Elev 470

Alt Set: hPa (IN on request) Trans level: By ATC
1. RADAR required.
2. RNAV 1 required.
3. RNAV (GPS, DME/DME, DME/DME/IRU).
4. On downwind EXPECT RADAR vectors to final. MAINTAIN downwind track beyond endpoint if no succeeding instruction (vector/clearance for approach) is received.

ROUTING

GOXLI - DP470 - DP471 - DP472 - DP473 - DP474 - DP475 - DP476 - DP466 - DP465 - DP464 - DP453 - DP452 - DP451 - DP450.



CHANGES: MSA.

GOXLI 1V [GOXL1V]
RNAV ARRIVAL
(RWYS 26L/R)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

D-ATIS 123.955

Apt Elev 470

Alt Set: hPa (IN on request) Trans level: By ATC
1. RADAR required.
2. RNAV 1 required.
3. RNAV (GPS, DME/DME, DME/DME/IRU).
4. On downwind EXPECT RADAR vectors to final. MAINTAIN downwind track beyond endpoint if no succeeding instruction (vector/clearance for approach) is received.

ROUTING

GOXLI - DP462 - DP463 - DP464 - DP465 - DP457 - DP458 - DP459.

Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

LOST COMMS

If no clearance to or below FL080 has been received before reaching GOXLI:
Enter holding at GOXLI, descend to FL080 and continue via STAR.
If clearance to or below FL080 has been received and/or GOXLI has been passed:
Continue via STAR or via previously cleared waypoints.

In any case: When passing DP457, descend to 5000 to DP459, turn (if already beyond turn IMMEDIATELY) to LOFTO and descend to 4000 or turn to JOGGA. Follow an adequate approach procedure to land on RWY 26R or RWY 26L.

GOXLI
MHA 5000 °262
FL080 By ATC
°280
1716

DP462 0.4 °280 0005
DP463 9.8 0005
DP464 2.4 °380 0005
DP465 °360
1.9 0005
DP457 0.4 °380 0005
DP458 0.4 0005
DP459

ARP
2800
LEIPZIG-ALTENBURG EDAC

27
33

CHANGES: MSA.

D-ATIS	Apt Elev	
123.955	470	Alt Set: hPa (IN on request) Trans level: By ATC 1. RADAR required. 2. RNAV 1 required. 3. RNAV (GPS, DME/DME, DME/DME/IRU). 4. On downwind EXPECT RADAR vectors to final. MAINTAIN downwind track beyond endpoint if no succeeding instruction (vector/clearance for approach) is received.

ROUTING

KOJEC - DP411 - DP412 - DP413 - DP414 - DP415 - DP416 - DP426 - DP425 - DP424 - DP423 - DP422 - DP421 - DP420.

KOJEC 1R [KOJE1R]
RNAV ARRIVAL
(RWYS 08L/R)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COM

If no clearance to or below FL080 has been received before reaching KOJEC:
Enter holding at KOJEC, descend to FL080 and continue via STAR.
If clearance to or below FL080 has been received and/or KOJEC has been passed:
Continue via STAR or via previously cleared waypoints.

In any case: When passing DP422, descend to 5000 to DP420, turn (if already beyond turn IMMEDIATELY) to SAHNU and descend to 4000 or turn to MOWOX. Follow an adequate approach procedure to land on RWY 08R or RWY 08L.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COM

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

ARP

DP411 DP412 DP413 DP414 DP415 DP416 DP420 DP421 DP422 DP423 DP424 DP425 DP426 KOJEC

MHA 5000
FL080 By ATC

2800

KOJEC 1V [KOJE1V]
RNAV ARRIVAL
(RWYS 26L/R)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

D-ATIS 123.955

Apt Elev 470

Alt Set: hPa (IN on request) Trans level: By ATC
1. RADAR required.
2. RNAV 1 required.
3. RNAV (GPS, DME/DME, DME/DME/IRU).
4. On downwind EXPECT RADAR vectors to final. MAINTAIN downwind track beyond endpoint if no succeeding instruction (vector/clearance for approach) is received.

ROUTING

KOJEC - DP420 - DP421 - DP422 - DP423 - DP424 - DP425 - DP426 - DP427 - DP428 - DP429.

Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

ARP

KOJEC

DP420 DP421 DP422 DP423 DP424 DP425 DP426 DP427 DP428 DP429

MHA 5000
FL080 By ATC

°280 °262 °380

9.5 0.4 3.4 9.8 2.4 6.4 0.4 0.4 0.4

0005 5000

LOST COMMS

If no clearance to or below FL080 has been received before reaching KOJEC:
Enter holding at KOJEC, descend to FL080 and continue via STAR.
If clearance to or below FL080 has been received and/or KOJEC has been passed:
Continue via STAR or via previously cleared waypoints.

In any case: When passing DP427, descend to 5000 to DP429, turn (if already beyond turn IMMEDIATELY) to LOFTO and descend to 4000 or turn to JOGGA. Follow an adequate approach procedure to land on RWY 26R or RWY 26L.

1926

2800

27 33

13-00 12-30 12-00 11-30 11-00 51-30

CHANGES: MSA.

LUXBO 1R [LUXB1R]
RNAV ARRIVAL
(RWYS 08L/R)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C

D-ATIS 123.955

Apt Elev 470

Alt Set: hPa (IN on request) Trans level: By ATC
1. RADAR required.
2. RNAV 1 required.
3. RNAV (GPS, DME/DME, DME/DME/IRU).
4. On downwind EXPECT RADAR vectors to final. MAINTAIN downwind track beyond endpoint if no succeeding instruction (vector/clearance for approach) is received.

ROUTING

LUXBO - DP429 - DP428 - DP427 - DP426 - DP425 - DP424 - DP423 - DP422 - DP421 - DP420.

Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

If no clearance to or below FL080 has been received before reaching LUXBO:
Enter holding at LUXBO, descend to FL080 and continue via STAR.

If clearance to or below FL080 has been received and/or LUXBO has been passed:
Continue via STAR or via previously cleared waypoints.

In any case: When passing DP422, descend to 5000 to DP420, turn (if already beyond turn IMMEDIATELY) to SAHNU and descend to 4000 or turn to MOWOX. Follow an adequate approach procedure to land on RWY 08L or RWY 08R.

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LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COM

HOLZDORF ETSH

MHA 5000 FL080 By ATC

LUXBO DP429 DP428 DP427 DP426 DP425 DP424 DP423 DP422 DP421 DP420

ARP

27 27 33

2800

1500

LUXBO 1V [LUXB1V]
RNAV ARRIVAL
(RWYS 26L/R)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C

D-ATIS 123.955

Apt Elev 470

Alt Set: hPa (IN on request) Trans level: By ATC
1. RADAR required.
2. RNAV 1 required.
3. RNAV (GPS, DME/DME, DME/DME/IRU).
4. On downwind EXPECT RADAR vectors to final. MAINTAIN downwind track beyond endpoint if no succeeding instruction (vector/clearance for approach) is received.

ROUTING

LUXBO - DP417 - DP416 - DP415 - DP414 - DP413 - DP412 - DP422 - DP423 - DP424 - DP425 - DP426 - DP427- DP428 - DP429.

Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

If no clearance to or below FL080 has been received before reaching LUXBO:
Enter holding at LUXBO, descend to FL080 and continue via STAR.
If clearance to or below FL080 has been received and/or LUXBO has been passed:
Continue via STAR or via previously cleared waypoints.

In any case: When passing DP427, descend to 5000 to DP429, turn (if already beyond turn IMMEDIATELY) to LOFTO and descend to 4000 or turn to JOGGA. Follow an adequate approach procedure to land on RWY 26R or RWY 26L.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

HOLZDORF ETSH

MHA 5000 FL080 By ATC

LUXBO DP429 DP428 DP427 DP426 DP425 DP424 DP423 DP422 DP417 DP416 DP415 DP414 DP413 DP412

ARP

2800

27 27 33

1500

YAWOY 1R [YAWO1R]
RNAV ARRIVAL
(RWYS 08L/R)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

D-ATIS 123.955

Apt Elev 470

Alt Set: hPa (IN on request) Trans level: By ATC
1. RADAR required.
2. RNAV 1 required.
3. RNAV (GPS, DME/DME, DME/DME/IRU).
4. On downwind EXPECT RADAR vectors to final. MAINTAIN downwind track beyond endpoint if no succeeding instruction (vector/clearance for approach) is received.

ROUTING

YAWOY - DP466 - DP465 - DP464 - DP453 - DP452 - DP451 - DP450.

LOST COMMS

If no clearance to or below FL080 has been received before reaching YAWOY:
Enter holding at YAWOY, descend to FL080 and continue via STAR.
If clearance to or below FL080 has been received and/or YAWOY has been passed:
Continue via STAR or via previously cleared waypoints.

In any case: When passing DP452, descend to 5000 to DP450, turn (if already beyond turn IMMEDIATELY) to SAHNU and descend to 4000 or turn to MOWOX. Follow an adequate approach procedure to land on RWY 08R or RWY 08L.

Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

YAWOY
DP466
DP465
DP464
DP453
DP452
DP451
DP450
ARP
LEIPZIG-ALTENBURG EDAC
MHA 5000
FL080 By ATC
2800
27
33
13.4
9.4
6.4
2.4
0.4
3.4
5000
290°
281°
362
380
0005

YAWOY 1V [YAWO1V]
RNAV ARRIVAL
(RWYS 26L/R)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C

D-ATIS 123.955

Apt Elev 470

Alt Set: hPa (IN on request) Trans level: By ATC
1. RADAR required.
2. RNAV 1 required.
3. RNAV (GPS, DME/DME, DME/DME/IRU).
4. On downwind EXPECT RADAR vectors to final. MAINTAIN downwind track beyond endpoint if no succeeding instruction (vector/clearance for approach) is received.

ROUTING

YAWOY - DP478 - DP477 - DP476 - DP475 - DP474 - DP473 - DP472 - DP463 - DP464 - DP465 - DP457 - DP458 - DP459.

Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

If no clearance to or below FL080 has been received before reaching YAWOY:
Enter holding at YAWOY, descend to FL080 and continue via STAR.
If clearance to or below FL080 has been received and/or YAWOY has been passed:
Continue via STAR or via previously cleared waypoints.

In any case: When passing DP457, descend to 5000 to DP459, turn (if already beyond turn IMMEDIATELY) to LOFTO and descend to 4000 or turn to JOGGA. Follow an adequate approach procedure to land on RWY 26R or RWY 26L.

LOST COMMS

YAWOY
DP478
DP477
DP476
DP475
DP474
DP473
DP472
DP463
DP464
DP465
DP457
DP458
DP459
ARP
MHA 5000
FL080 By ATC
LEIPZIG-ALTENBURG
EDAC
2800
27
33
N
1716

EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

12 AUG 22 (10-2H)

STAR

GOT 1E, GOT 1G
ARRIVALS (RWYS 08L/R)

EXPECT RADAR VECTORS TO FINAL
ACFT COMPLYING TO RNAV 1 HAVE TO FILE RNAV STARS

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

D-ATIS 123.955

Apt Elev 470

Alt Set: hPa (IN on request)
Trans level: By ATC

Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

LEIPZIG D 115.85 LEG

GOTEM D 115.25 GOT

(IAF) MOWOX 5000

(IAF) SAHNU 4000

2800

27

33

ARP

1321

MHA 5000

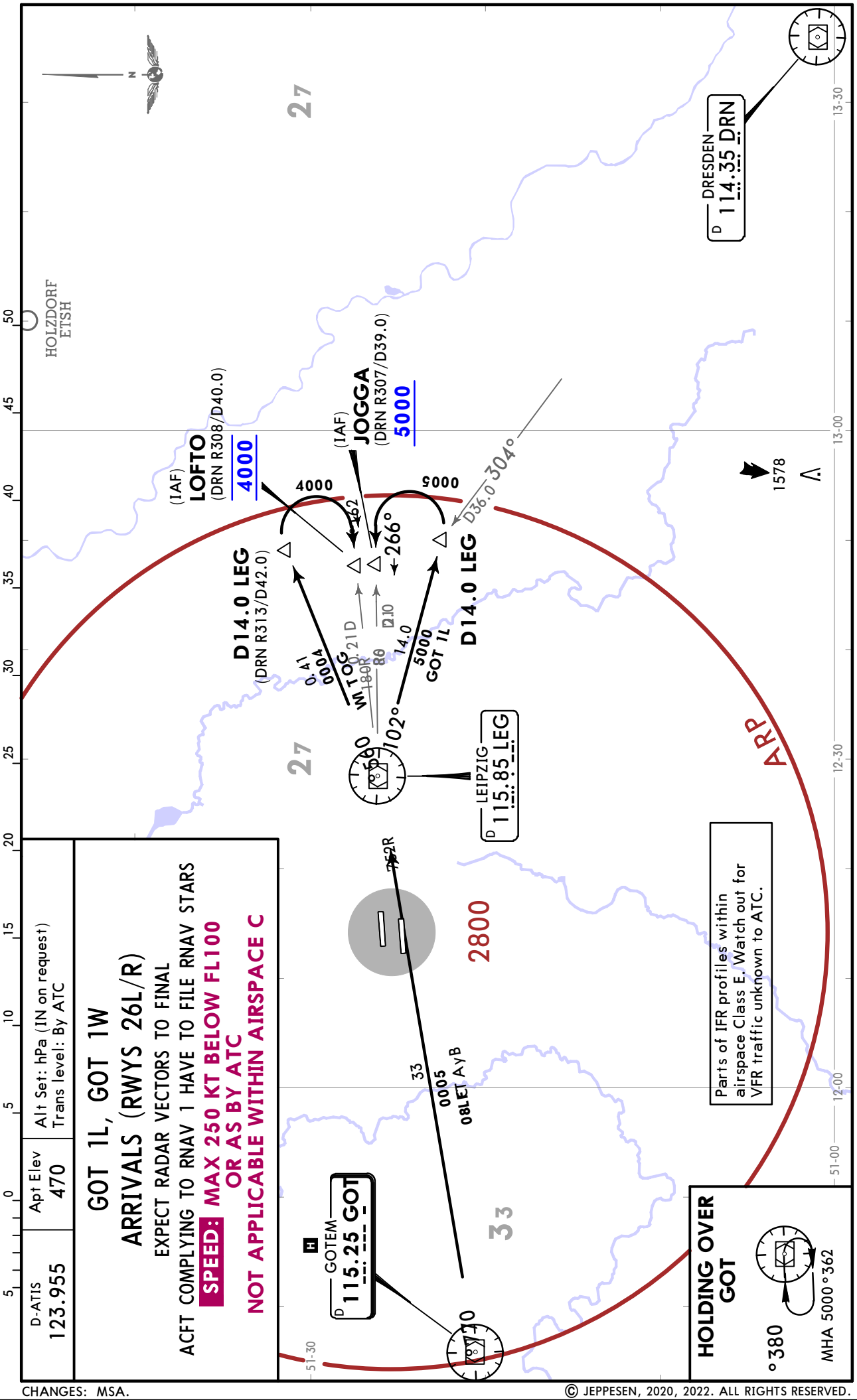
CHANGES: MSA.

EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

12 AUG 22 (10-2J)

STAR



CHANGES: MSA.

D-ATIS	Apt Elev	
123.955	470	Alt Set: hPa (IN on request) Trans level: By ATC

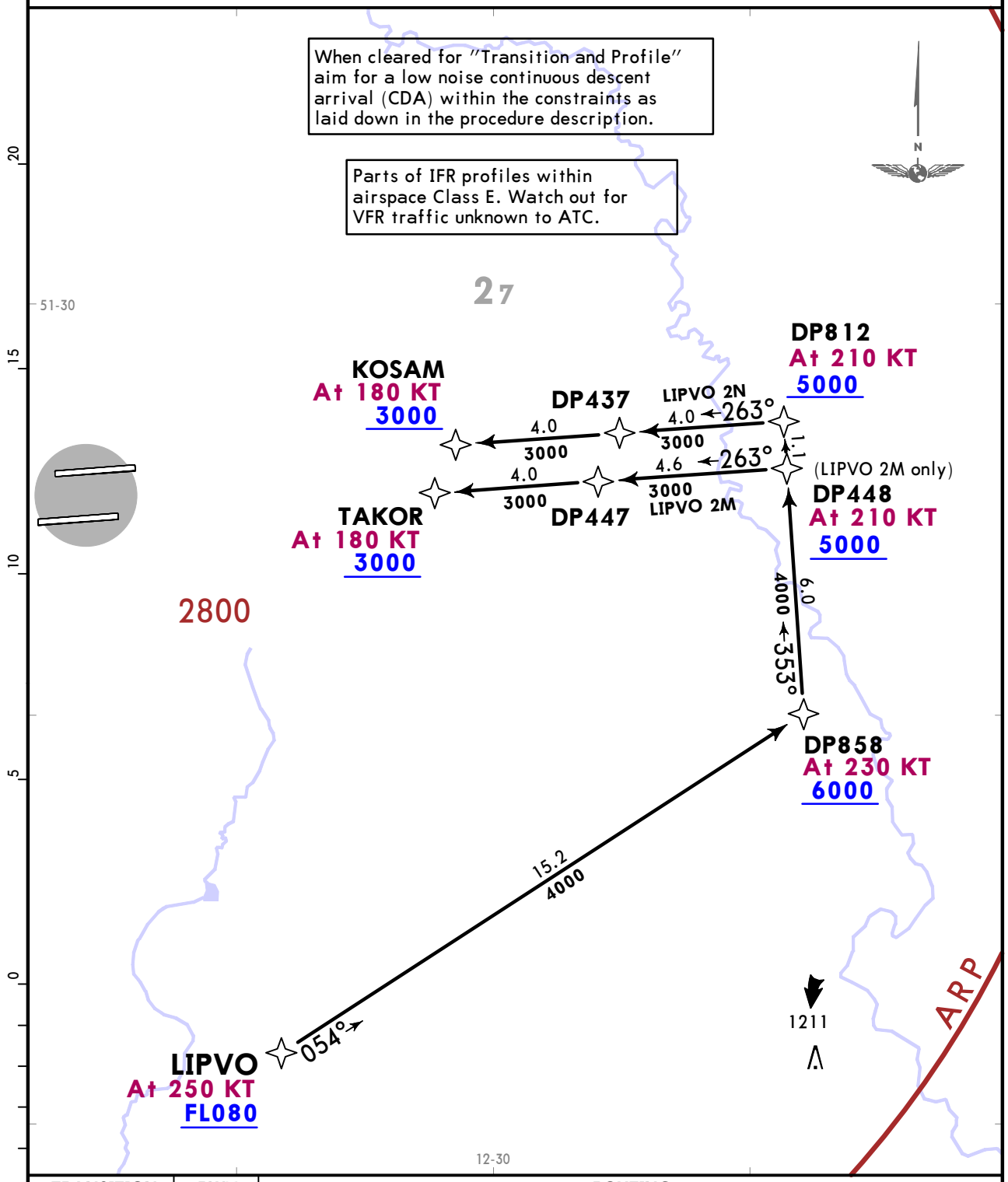
LIPVO 2M [LIPV2M], LIPVO 2N [LIPV2N] RNAV TRANSITIONS (CDA) (RWYS 26L/R)

GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC
TO BE USED BETWEEN 2200-0600LT

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

When cleared for "Transition and Profile" aim for a low noise continuous descent arrival (CDA) within the constraints as laid down in the procedure description.

Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.



TRANSITION	RWY	ROUTING
LIPVO 2M	26L	LIPVO (K250; FL080+) - DP858 (K230; 6000+) - DP448 (K210; 5000+) - DP447 - TAKOR (K180; 3000+).
LIPVO 2N	26R	LIPVO (K250; FL080+) - DP858 (K230; 6000+) - DP812 (K210; 5000+) - DP437 - KOSAM (K180; 3000+).

CHANGES: MSA.

D-ATIS	Apt Elev	
123.955	470	Alt Set: hPa (IN on request) Trans level: By ATC

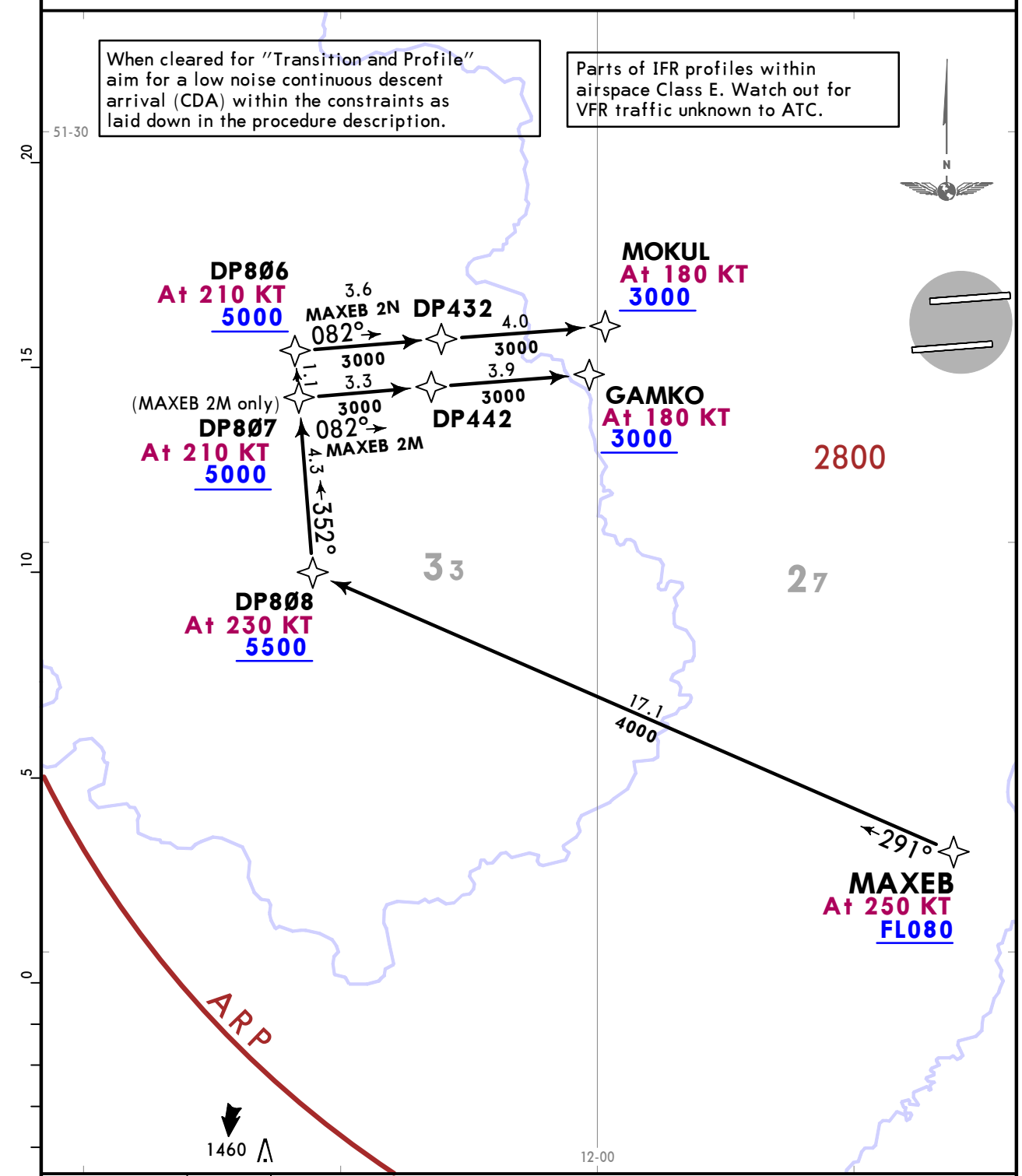
MAXEB 2M [MAXE2M], MAXEB 2N [MAXE2N] RNAV TRANSITIONS (CDA) (RWYS 08L/R)

GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC
TO BE USED BETWEEN 2200-0600LT

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

When cleared for "Transition and Profile" aim for a low noise continuous descent arrival (CDA) within the constraints as laid down in the procedure description.

Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.



TRANSITION	RWY	ROUTING
MAXEB 2M	08R	MAXEB (K250; FL080+) - DP808 (K230; 5500+) - DP807 (K210; 5000+) - DP442 - GAMKO (K180; 3000+).
MAXEB 2N	08L	MAXEB (K250; FL080+) - DP808 (K230; 5500+) - DP806 (K210; 5000+) - DP432 - MOKUL (K180; 3000+).

CHANGES: MSA.

D-ATIS	Apt Elev	
123.955	470	Alt Set: hPa (IN on request) Trans level: By ATC

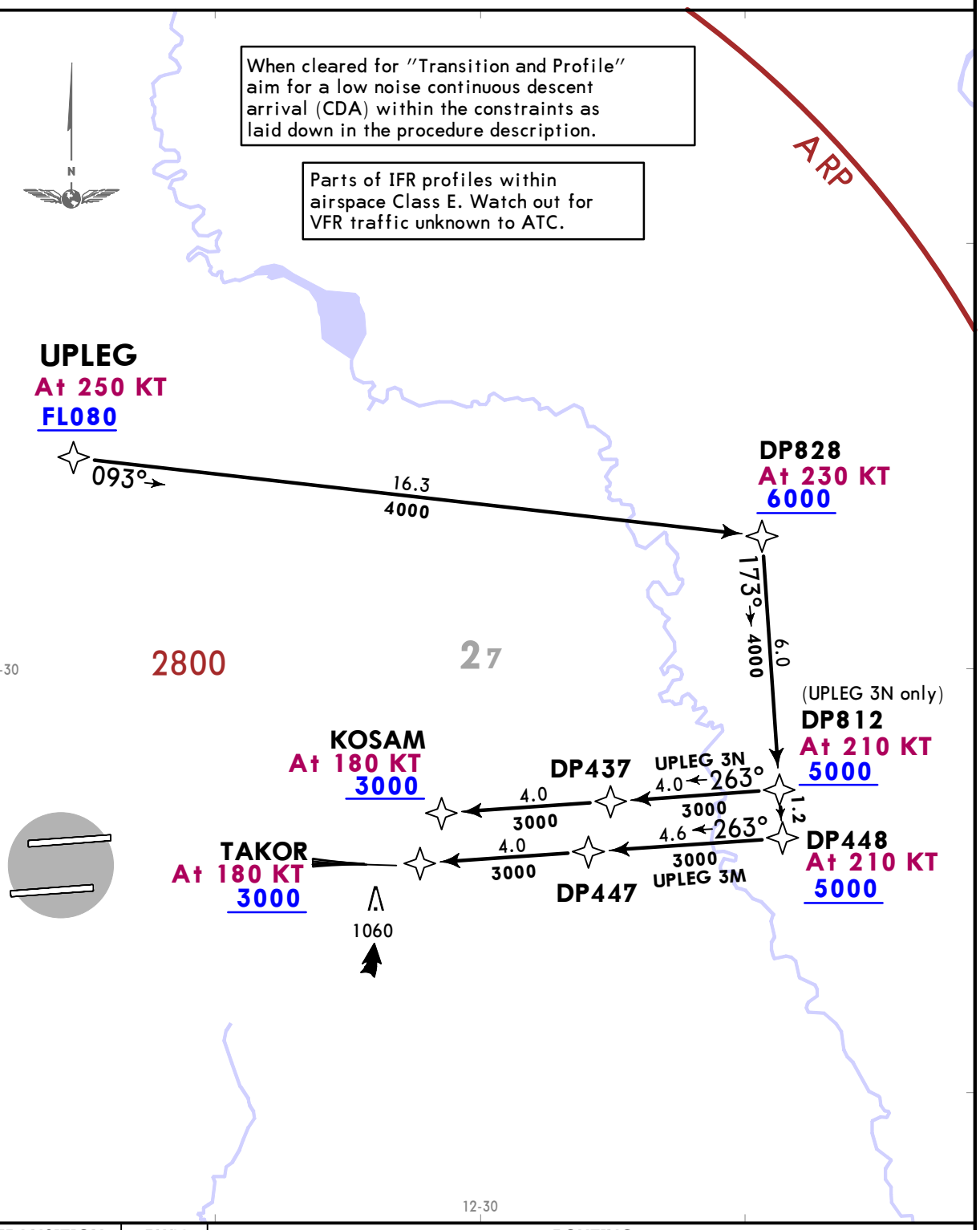
UPLEG 3M [UPLE3M], UPLEG 3N [UPLE3N] RNAV TRANSITIONS (CDA) (RWYS 26L/R)

GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC
TO BE USED BETWEEN 2200-0600LT

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

When cleared for "Transition and Profile" aim for a low noise continuous descent arrival (CDA) within the constraints as laid down in the procedure description.

Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.



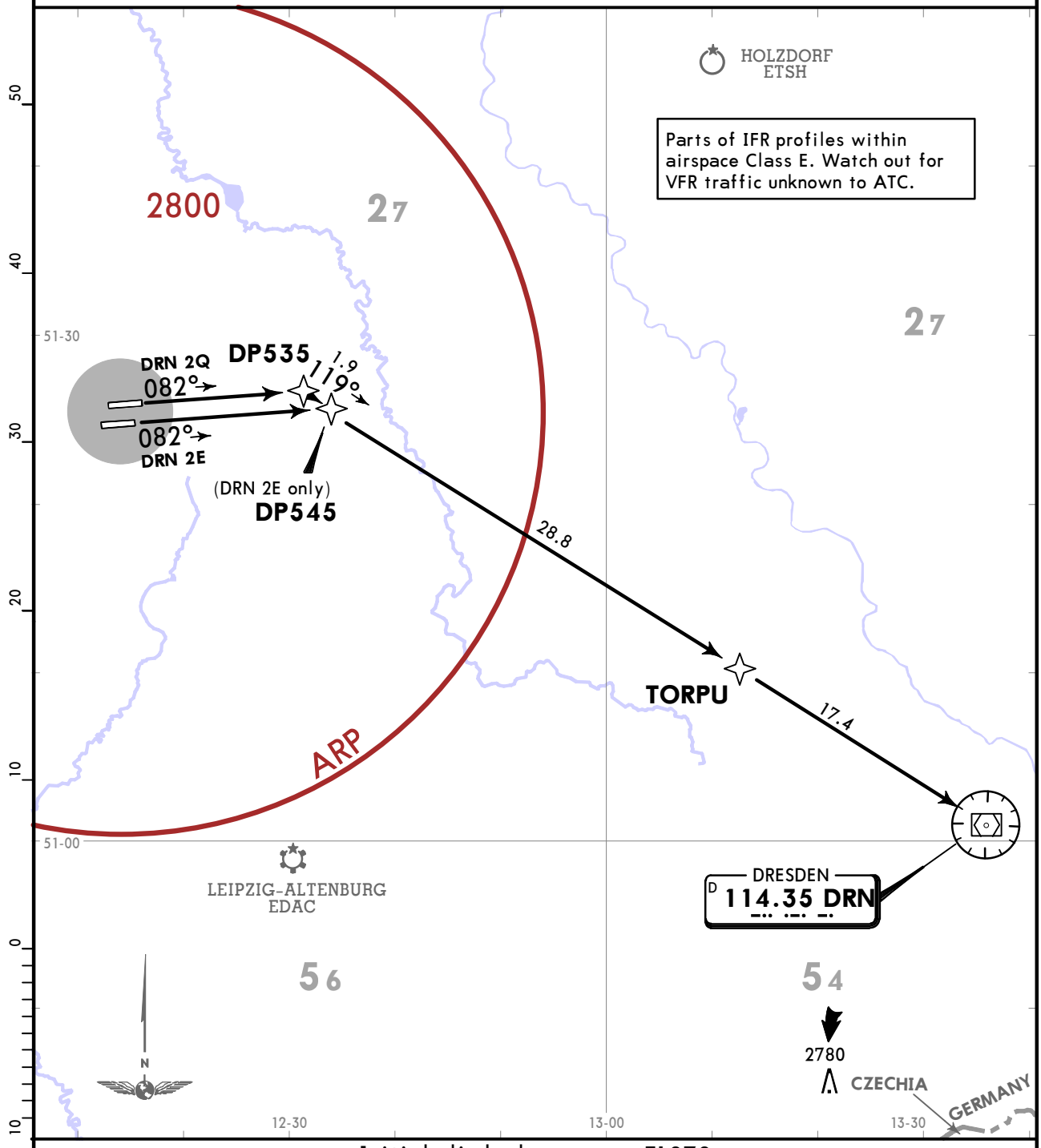
TRANSITION	RWY	ROUTING
UPLEG 3M	26L	UPLEG (K250; FL080+) - DP828 (K230; 6000+) - DP448 (K210; 5000+) - DP447 - TAKOR (K180; 3000+).
UPLEG 3N	26R	UPLEG (K250; FL080+) - DP828 (K230; 6000+) - DP812 (K210; 5000+) - DP437 - KOSAM (K180; 3000+).

CHANGES: MSA.

MUNICH Radar (APP) 126.175	Apt Elev 470	Trans alt: 5000
		RNAV 1 required RNAV (GPS, DME/DME/IRU) DME/DME without IRU not authorized
		1. Contact MUNICH Radar when advised by Tower. 2. RADAR required. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

DRESDEN 2E (DRN 2E), DRESDEN 2Q (DRN 2Q)
RNAV DEPARTURES
(RWYS 08L/R)

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **FL070**

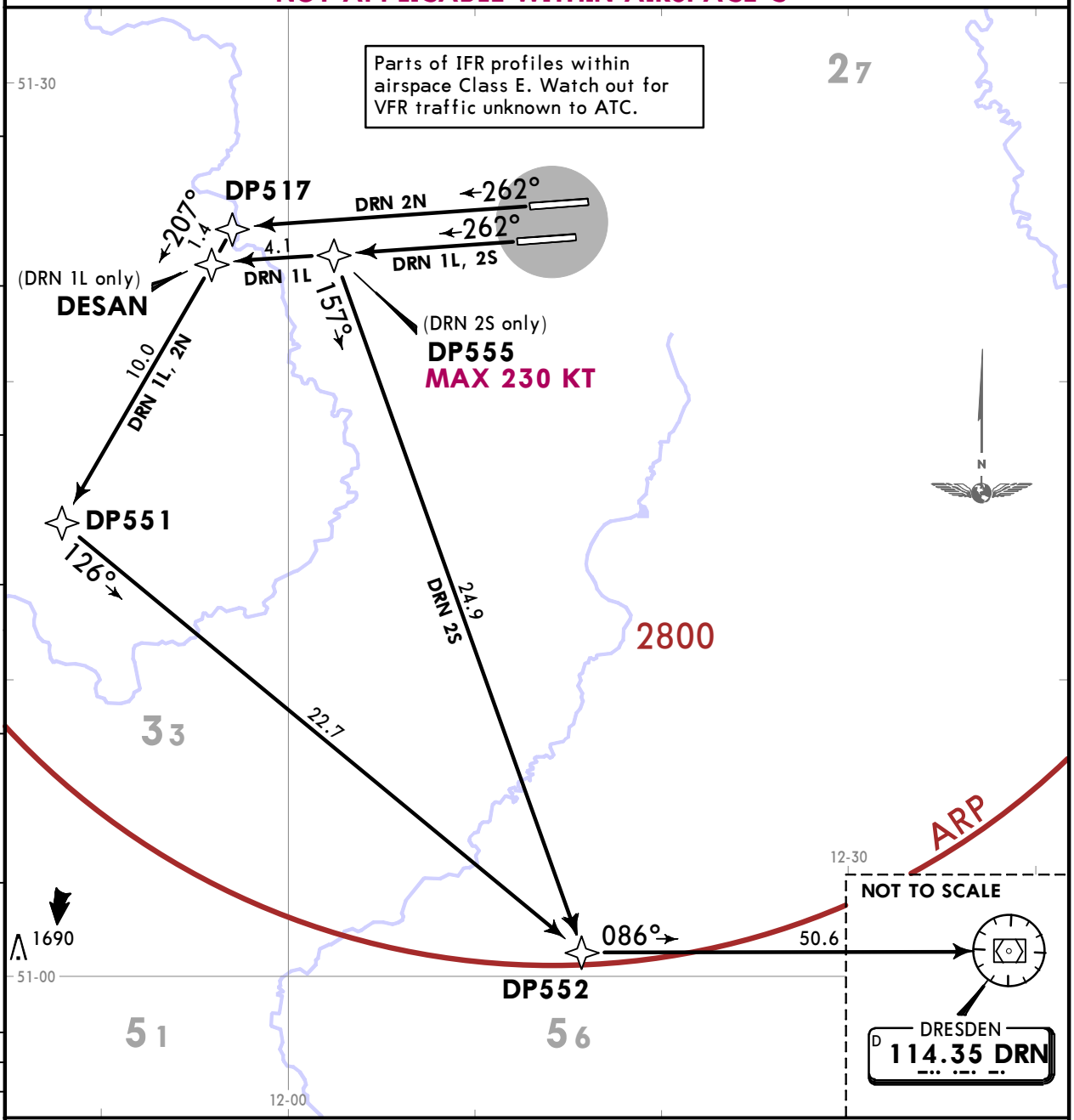
SID	RWY	ROUTING
DRN 2E	**08R**	On 082° track to DP545, to TORPU, to DRN.
DRN 2Q	**08L**	On 082° track to DP535, to TORPU, to DRN.

CHANGES: Index page withdrawn, RNAV SIDs transferred, renumbered & revised.

MUNICH Radar (APP) 126.175	Apt Elev 470	Trans alt: 5000
		RNAV 1 required RNAV (GPS, DME/DME/IRU) DME/DME without IRU not authorized
		1. Contact MUNICH Radar when advised by Tower. 2. RADAR required. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

DRESDEN 1L (DRN 1L)
DRESDEN 2N (DRN 2N), DRESDEN 2S (DRN 2S)
RNAV DEPARTURES
(RWYS 26L/R)

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

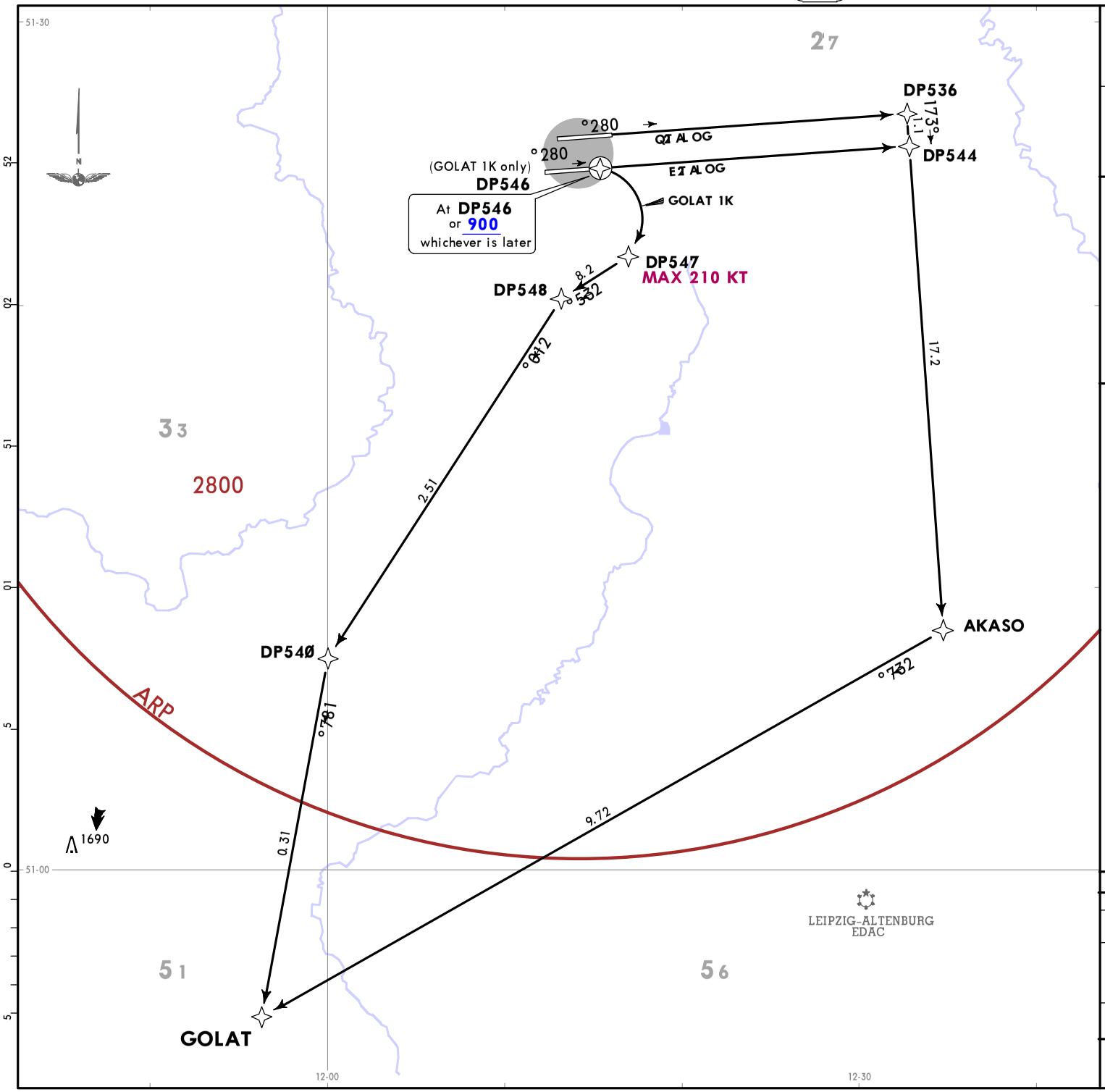


Initial climb clearance **FL070**

SID	RWY	ROUTING
DRN 1L	**26L**	On 262° track to DESAN, to DP551, to DP552, to DRN.
DRN 2N	**26R**	On 262° track to DP517, to DP551, to DP552, to DRN.
DRN 2S ❶	**26L**	On 262° track to DP555, to DP552, to DRN.

❶ Only available between 0600-2200LT.

CHANGES: Index page withdrawn, RNAV SIDs tranferred, estbld, renumb & revised.



MUNICH Radar (APP) 126.175	Trans alt: 5000
	RNAV 1 required RNAV (GPS, DME/DME/IRU) DME/DME without IRU not authorized
Apt Elev 470	1. Contact MUNICH Radar when advised by Tower. 2. RADAR required. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

GOLAT 2E [GOLA2E]
GOLAT 1K [GOLA1K]
GOLAT 2Q [GOLA2Q]
RNAV DEPARTURES
(RWYS 08L/R)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

Initial climb clearance **FL070**

SID	RWY	ROUTING
GOLAT 2E	08R	On 082° track to DP544, to AKASO, to GOLAT.
GOLAT 1K ❶		Climb on 082° track to DP546 or 900 whichever is later, turn RIGHT direct to DP547, to DP548, to DP540, to GOLAT.
GOLAT 2Q	08L	On 082° track to DP536, to AKASO, to GOLAT.

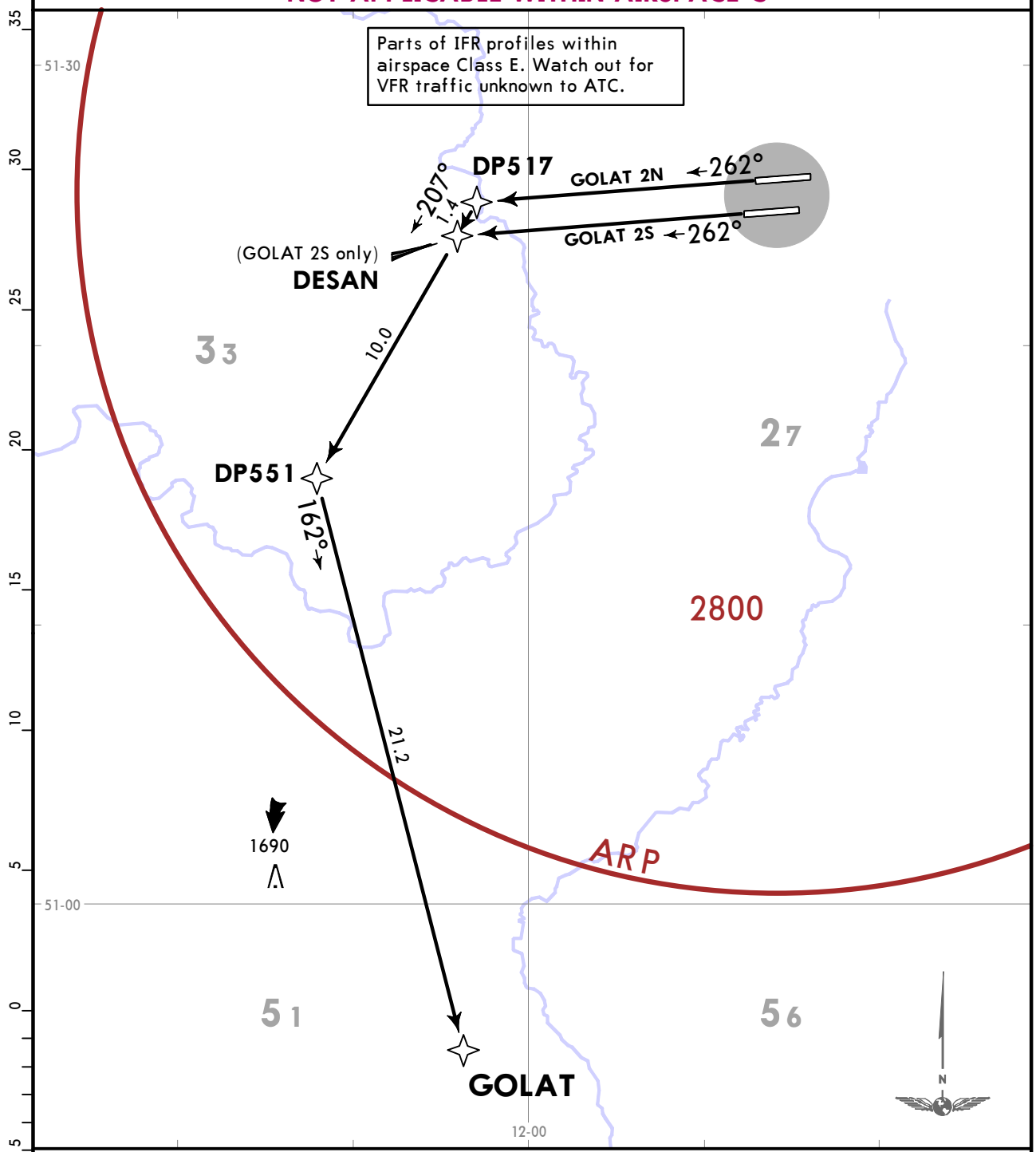
❶ If unable to comply file GOLAT 2E.
Only available for aircraft with less than 136T.
Only available between 0600-2200LT.

CHANGES: RNAV SIDs GOLAT 1E & 1Q renumbered 2E & 2Q & revised, RNAV SID GOLAT 1K estbld, chart redrawn.

MUNICH Radar (APP) 126.175	Apt Elev 470	Trans alt: 5000
		RNAV 1 required RNAV (GPS, DME/DME/IRU) DME/DME without IRU not authorized
		1. Contact MUNICH Radar when advised by Tower. 2. RADAR required. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

GOLAT 2N [GOLA2N], GOLAT 2S [GOLA2S]
RNAV DEPARTURES
(RWYS 26L/R)

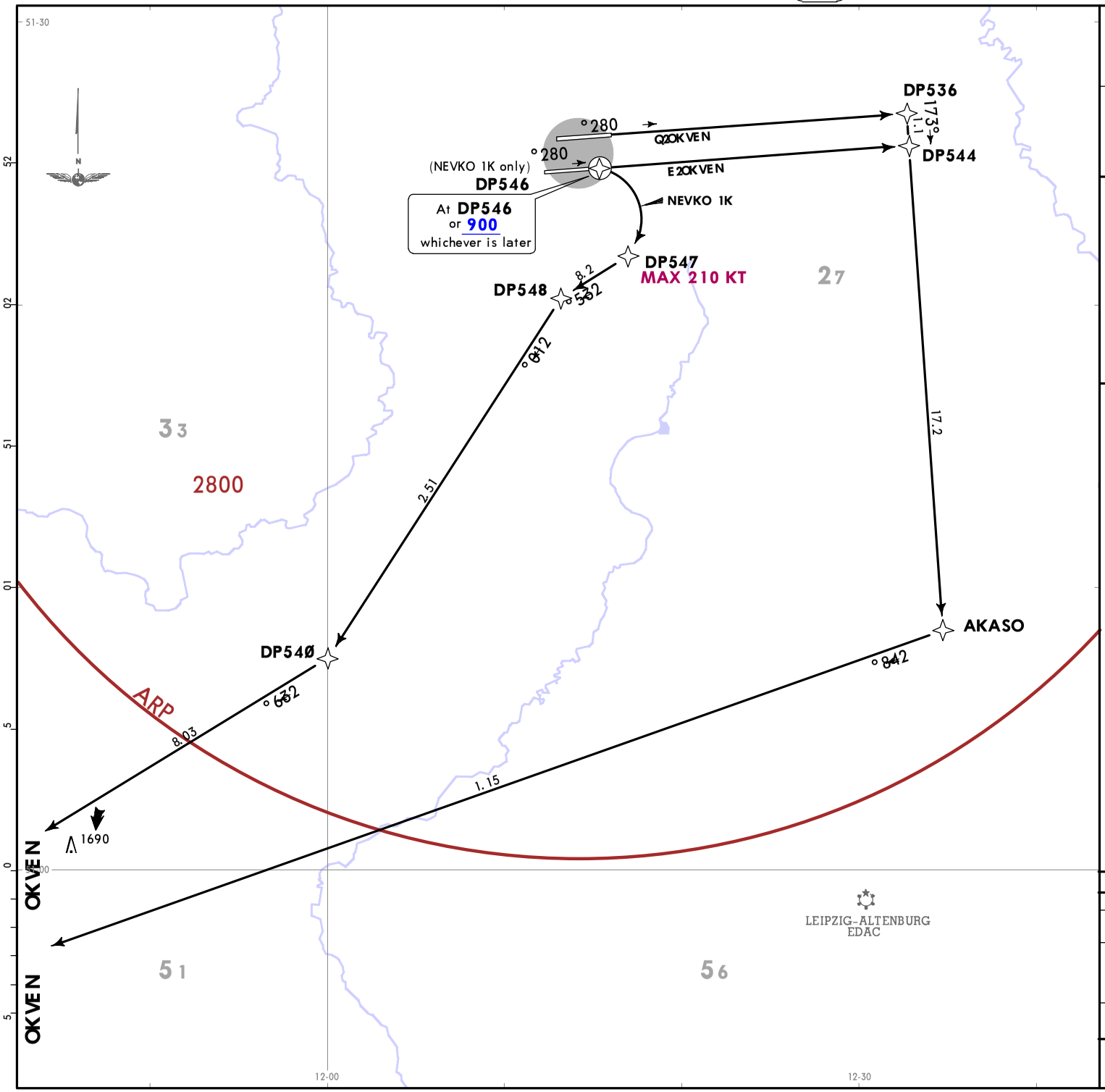
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **FL070**

SID	RWY	ROUTING
GOLAT 2N	26R	On 262° track to DP517, to DP551, to GOLAT.
GOLAT 2S	26L	On 262° track to DESAN, to DP551, to GOLAT.

CHANGES: Chart reindexed (RNAV SIDs transferred, renumbered & revised).



MUNICH Radar (APP) 126.175	Trans alt: 5000 RNAV 1 required RNAV (GPS, DME/DME/IRU) DME/DME without IRU not authorized
Apt Elev 470	1. Contact MUNICH Radar when advised by Tower. 2. RADAR required. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

NEVKO 2E [NEVK2E]
NEVKO 1K [NEVK1K]
NEVKO 2Q [NEVK2Q]
RNAV DEPARTURES
(RWYS 08L/R)

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

Initial climb clearance **FL070**

SID	RWY	ROUTING
NEVKO 2E	08R	On 082° track to DP544, to AKASO, to NEVKO.
NEVKO 1K ❶		Climb on 082° track to DP546 or 900 whichever is later, turn RIGHT direct to DP547, to DP548, to DP540, to NEVKO.
NEVKO 2Q	08L	On 082° track to DP536, to AKASO, to NEVKO.

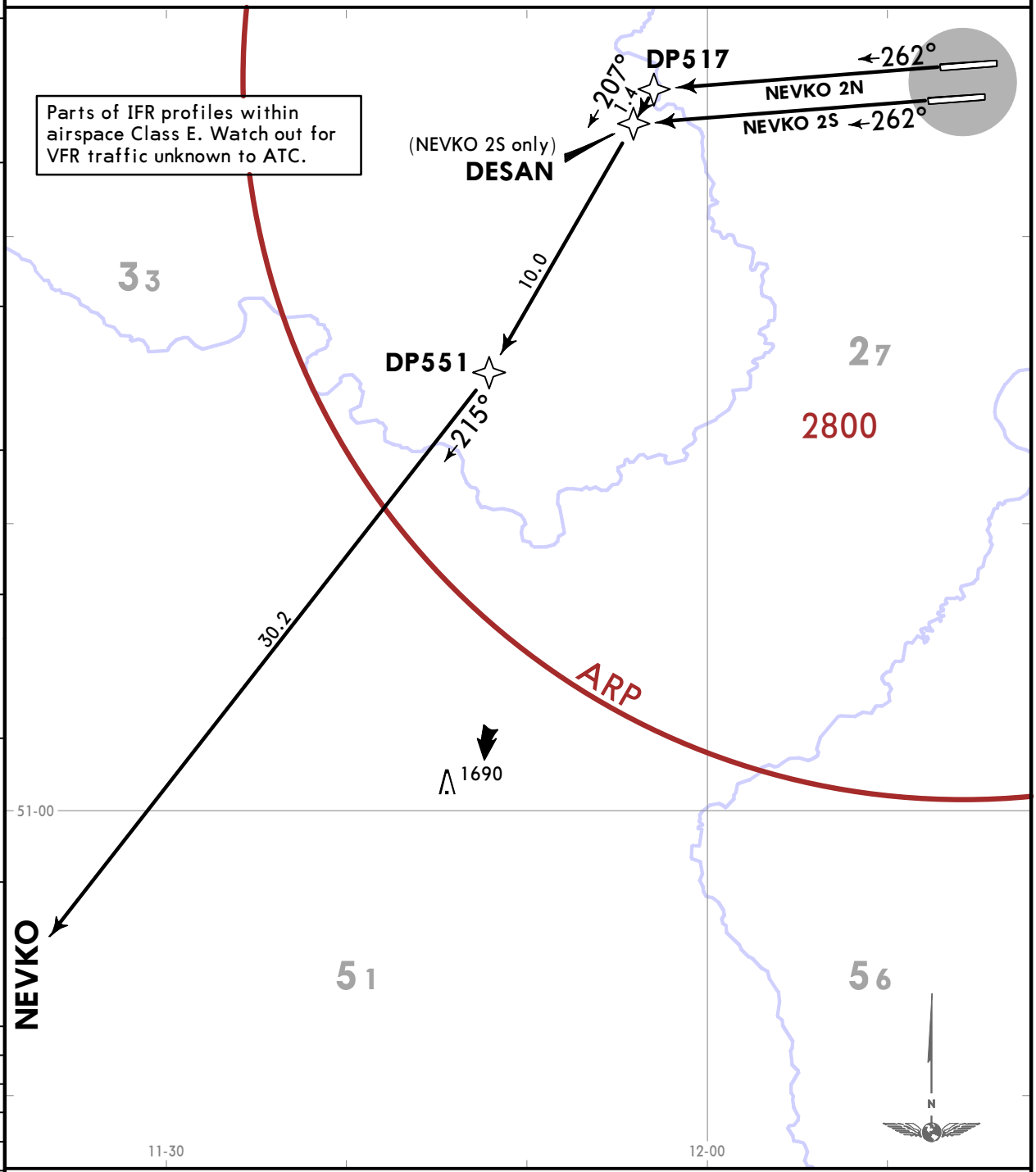
❶ If unable to comply file NEVKO 2E.
Only available for aircraft with less than 136T.
Only available between 0600-2200LT.

CHANGES: Chart reindexed (RNAV SIDs NEVKO 1E & 1Q renumbered 2E & 2Q & revised, RNAV SID NEVKO 1K estbld, chart redrawn).

MUNICH Radar (APP) 126.175	Apt Elev 470	Trans alt: 5000
		RNAV 1 required RNAV (GPS, DME/DME/IRU) DME/DME without IRU not authorized
		1. Contact MUNICH Radar when advised by Tower. 2. RADAR required. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

NEVKO 2N [NEVK2N], NEVKO 2S [NEVK2S]
RNAV DEPARTURES
(RWYS 26L/R)

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **FL070**

SID	RWY	ROUTING
NEVKO 2N	**26R**	On 262° track to DP517, to DP551, to NEVKO.
NEVKO 2S	**26L**	On 262° track to DESAN, to DP551, to NEVKO.

CHANGES: Chart reindexed (RNAV SIDs withdrawn, renumb, revised).

ORTAG 5E [ORTA5E], ORTAG 5Q [ORTA5Q]
ORTAG 1X [ORTA1X]
RNAV DEPARTURES
(RWYS 08L/R)

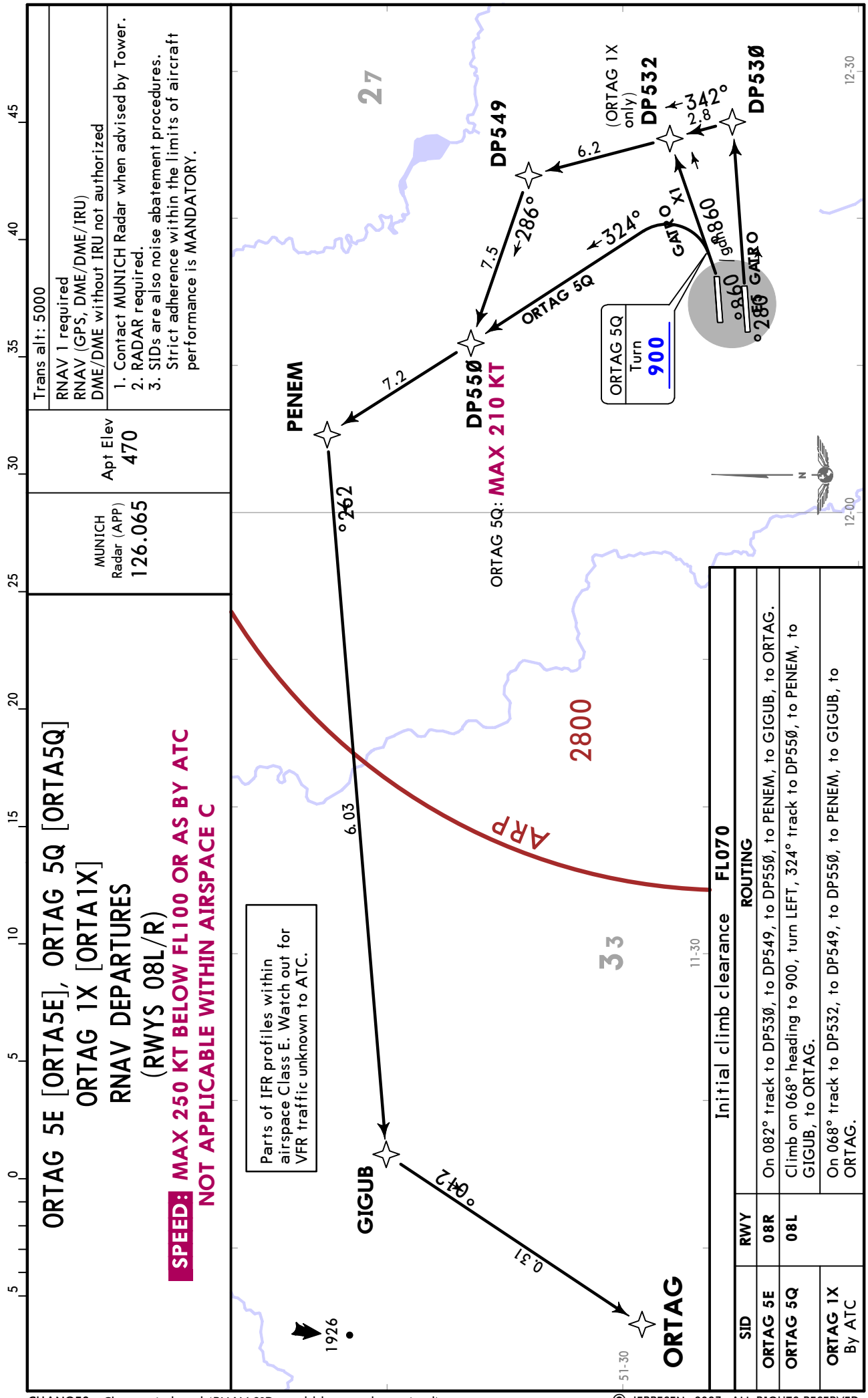
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C

Trans alt: 5000
RNAV 1 required
RNAV (GPS, DME/DME/IRU)
DME/DME without IRU not authorized

1. Contact MUNICH Radar when advised by Tower.
2. RADAR required.
3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

Apt Elev 470

MUNICH Radar (APP) 126.065



Initial climb clearance FL070

SID	RWY	ROUTING
ORTAG 5E	08R	On 082° track to DP530, to DP549, to DP550, to PENEM, to GIGUB, to ORTAG.
ORTAG 5Q	08L	Climb on 068° heading to 900, turn LEFT, 324° track to DP550, to PENEM, to GIGUB, to ORTAG.
ORTAG 1X By ATC		On 068° track to DP532, to DP549, to DP550, to PENEM, to GIGUB, to ORTAG.

CHANGES: Chart reindexed (RNAV SIDs estbld, renumb, revised).

ORTAG 5N [ORTA5N], ORTAG 5S [ORTA5S]
RNAV DEPARTURES
(RWYS 26L/R)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C

MUNICH Radar (APP) 126.065

Apt Elev 470

Trans alt: 5000

RNAV 1 required RNAV (GPS, DME/DME/IRU)
DME/DME without IRU not authorized

1. Contact MUNICH Radar when advised by Tower.
2. RADAR required.
3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

Initial climb clearance **FL070**

SID	RWY	ROUTING
ORTAG 5N	26R	On 262° track to DP517, to DP514, to ORTAG.
ORTAG 5S	26L	On 262° track to DESAN, to DP525, to ORTAG.

Parts of IFR profiles within airspace Class E. Watch out for VFR traffic unknown to ATC.

27

°262

°262

N5 GATRO

S5 GATRO

2800

DP517

DESAN

9.11

8.7

DP525

(ORTAG 5N only)
DP514

3.6

281°

ARP

33

21.4

1500

ORTAG

12-00

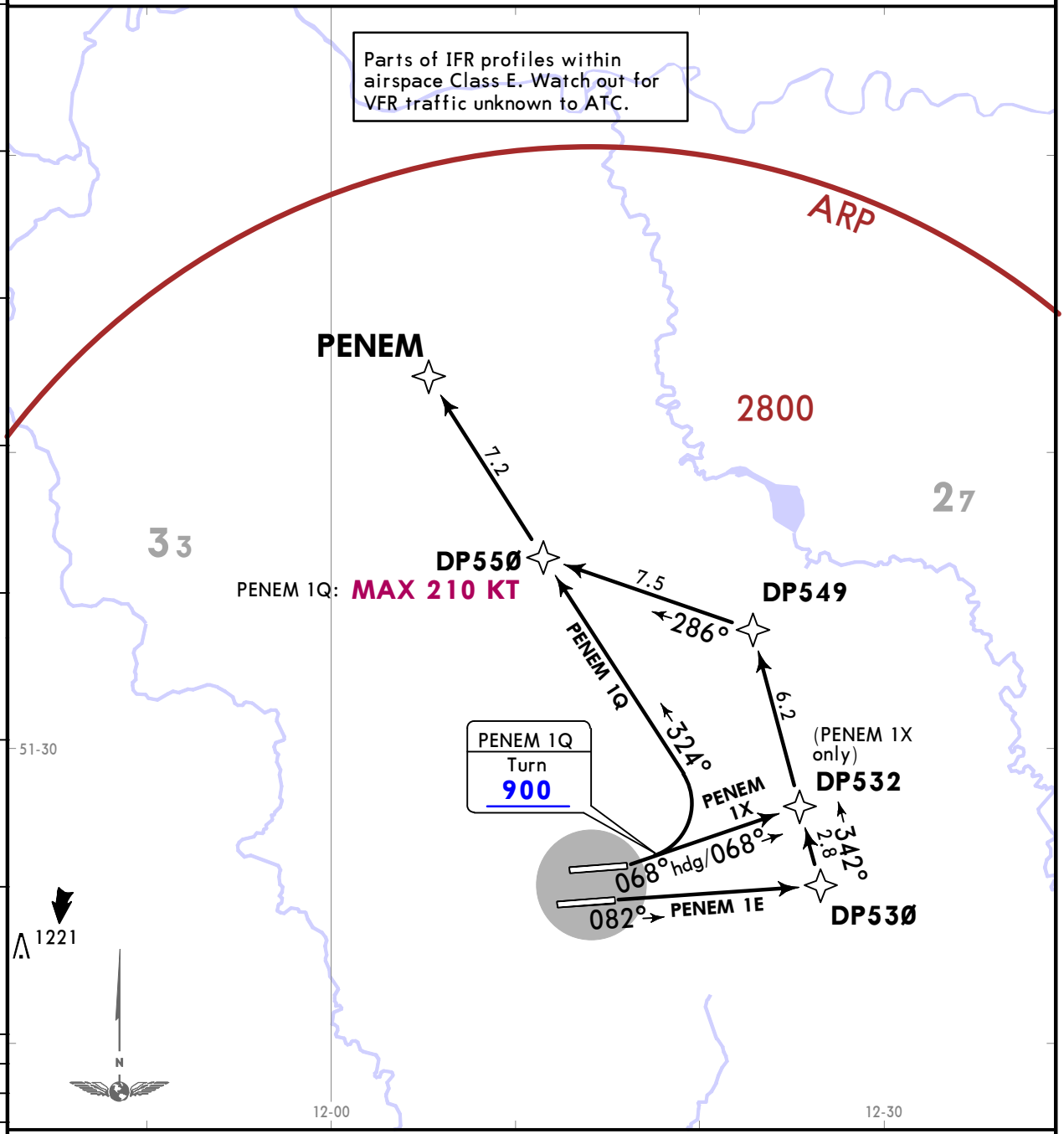
11-30

51-30

MUNICH Radar (APP) 126.065	Apt Elev 470	Trans alt: 5000
		RNAV 1 required RNAV (GPS, DME/DME/IRU) DME/DME without IRU not authorized
		1. Contact MUNICH Radar when advised by Tower. 2. RADAR required. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

PENEM 1E [PENE1E], PENEM 1Q [PENE1Q]
PENEM 1X [PENE1X]
RNAV DEPARTURES
(RWYS 08L/R)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **FL070**

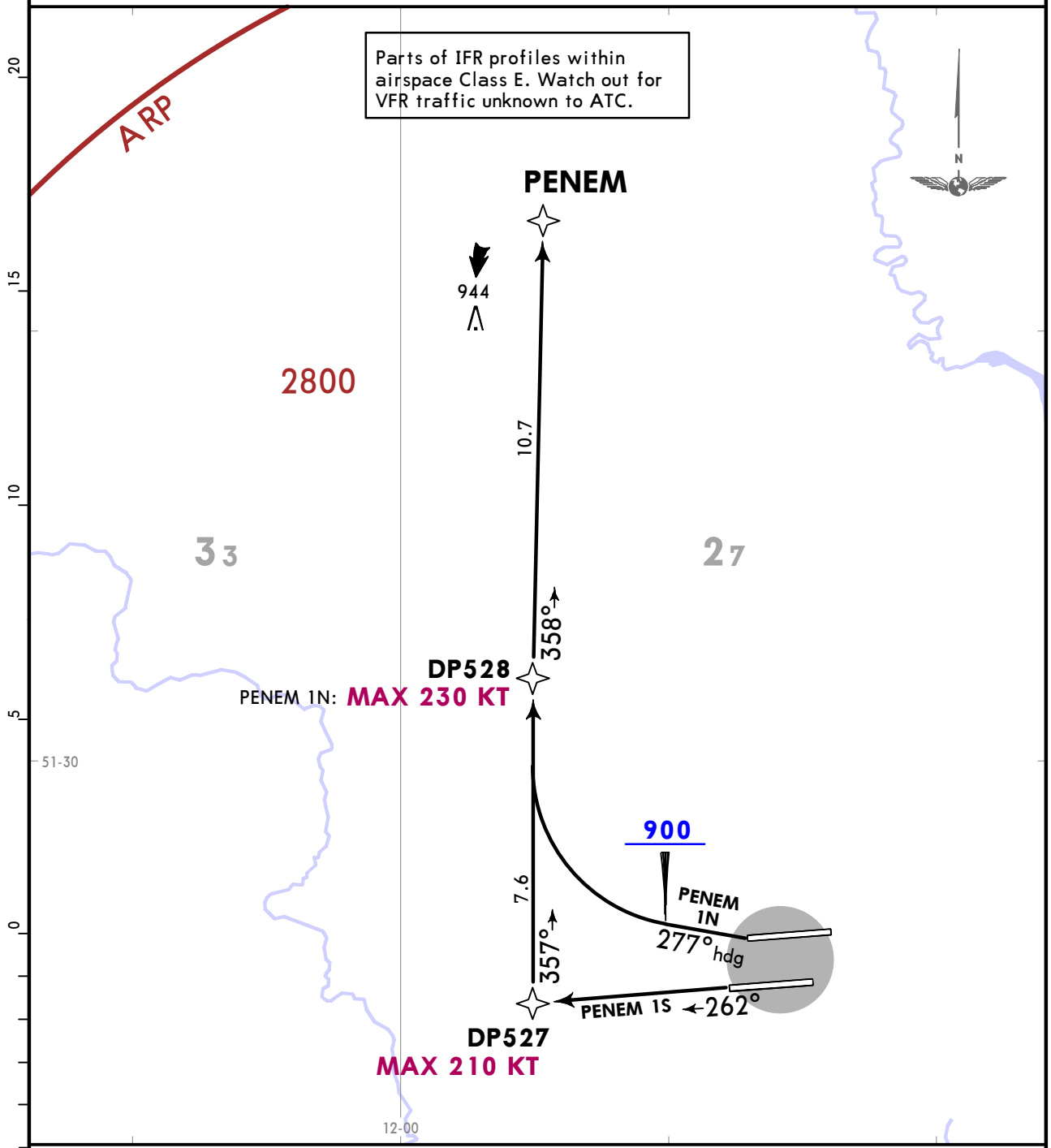
SID	RWY	ROUTING
PENEM 1E	**08R**	On 082° track to DP53Ø, to DP549, to DP55Ø, to PENEM.
PENEM 1Q	**08L**	Climb on 068° heading to 900, turn LEFT, 324° track to DP55Ø, to PENEM.
PENEM 1X By ATC		On 068° track to DP532, to DP549, to DP55Ø, to PENEM.

CHANGES: DRN RNAV SIDs withdrawn, PENEM RNAV SIDs established.

MUNICH Radar (APP) 126.065	Apt Elev 470	Trans alt: 5000
		RNAV 1 required RNAV (GPS, DME/DME/IRU) DME/DME without IRU not authorized
		1. Contact MUNICH Radar when advised by Tower. 2. RADAR required. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

PENEM 1N [PENE1N], PENEM 1S [PENE1S]
RNAV DEPARTURES
(RWYS 26L/R)

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **FL070**

SID	RWY	ROUTING
PENEM 1N	**26R**	Climb on 277° heading to 900, turn RIGHT direct to DP528, to PENEM.
PENEM 1S	**26L**	On 262° track to DP527, to DP528, to PENEM.

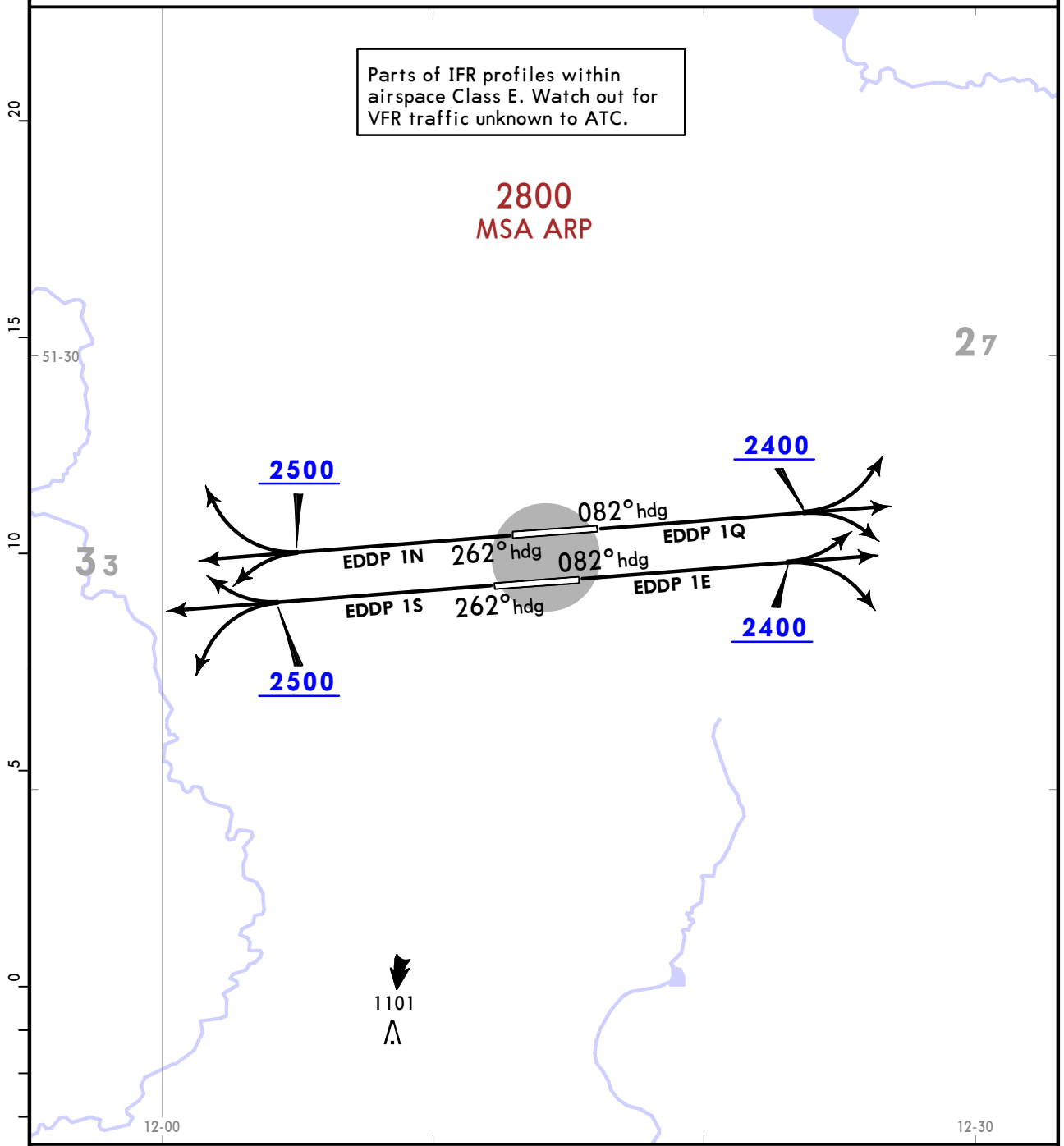
CHANGES: GOLAT SIDs withdrawn, PENEM RNAV SIDs established.

Apt Elev	
470	Trans alt: 5000 1. Contact as assigned by ATC. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

EDDP 1E, EDDP 1N, EDDP 1Q, EDDP 1S
OMNIDIRECTIONAL DEPARTURES
(ALL RWYS)

FOR RNAV 1 EQUIPPED ACFT NOT TO BE FILED IN FLIGHTPLAN - BY ATC ONLY
FOR NON-RNAV 1 EQUIPPED ACFT ONLY

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **FL070**

SID	RWY	ROUTING
EDDP 1E	**08R**	Climb on 082° heading to at or above 2400, continue as cleared by ATC.
EDDP 1N	**26R**	Climb on 262° heading to at or above 2500, continue as cleared by ATC.
EDDP 1Q	**08L**	Climb on 082° heading to at or above 2400, continue as cleared by ATC.
EDDP 1S	**26L**	Climb on 262° heading to at or above 2500, continue as cleared by ATC.

CHANGES: GOLAT SIDs transferred, Omni Deps established.

EDDP/LEJ

Apt Elev **470′**

N51 25.4 E012 14.2

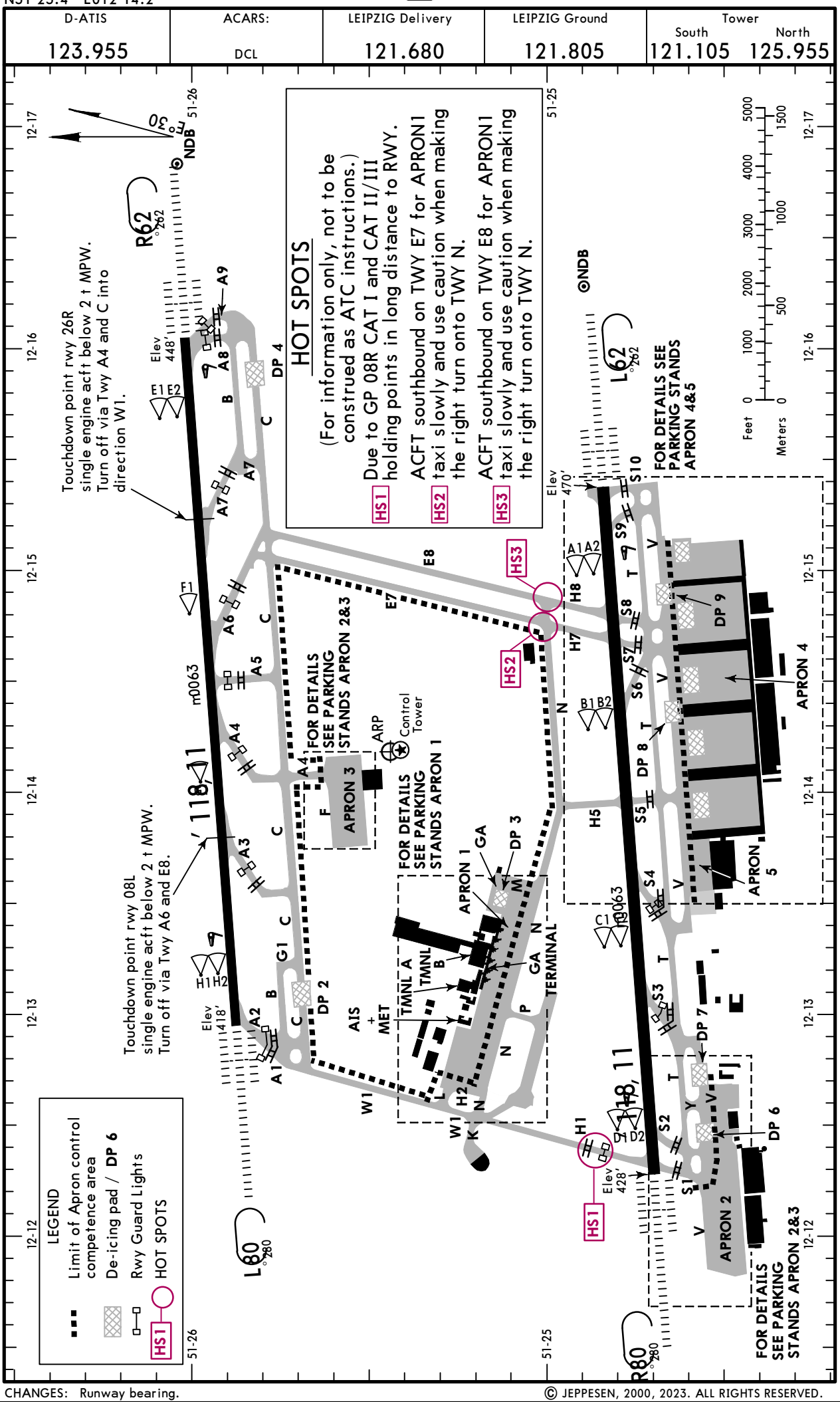
JEPPESEN

LEIPZIG-HALLE, GERMANY

19 MAY 23 (10-9)

LEIPZIG-HALLE

D-ATIS	ACARS:	LEIPZIG Delivery	LEIPZIG Ground	Tower	
				South	North
123.955	DCL	121.680	121.805	121.105	125.955



CHANGES: Runway bearing.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
08L	HIRL (60m) CL (15m) ALSF-II TDZ REIL ❶ ❷ RVR	❹	10,630′ 3240m	❺	148′ 45m
26R	HIRL (60m) CL (15m) ALSF-II TDZ REIL ❶ ❸ RVR				

❶ PAPI-L (3.0°)
❷ HST-A6 with HSTIL
❸ HST-A4 with HSTIL
❹ Single engine acft below 2 t MPW: 2297′ (700m).
❺ TAKE-OFF RUN AVAILABLE

RWY 08L:

From rwy head	11,811′ (3600m)
twy A3 int	8038′ (2450m)
twy A4 int	6070′ (1850m)
twy A5 int	5725′ (1745m)

RWY 26R:

From rwy head	11,811′ (3600m)
twy A7 int	8038′ (2450m)
twy A6 int	6070′ (1850m)
twy A5 int	5725′ (1745m)

08R	HIRL (60m) CL (15m) ALSF-II TDZ REIL ❻ ❼ RVR		10,900′ 3322m	❾	197′ 60m
26L	HIRL (60m) CL (15m) ALSF-II TDZ REIL ❻ ❽ RVR		10,596′ 3230m		

❻ PAPI-L (3.0°)
❼ HST-S6 with HSTIL
❽ HST-S3 & S4 with HSTIL
❾ TAKE-OFF RUN AVAILABLE

RWY 08R:

From rwy head	11,811′ (3600m)
twy S2 int	10,728′ (3270m)
twy S3 int	8038′ (2450m)
twy S4 int	6070′ (1850m)
twy H5/S5 int	5233′ (1595m)

RWY 26L:

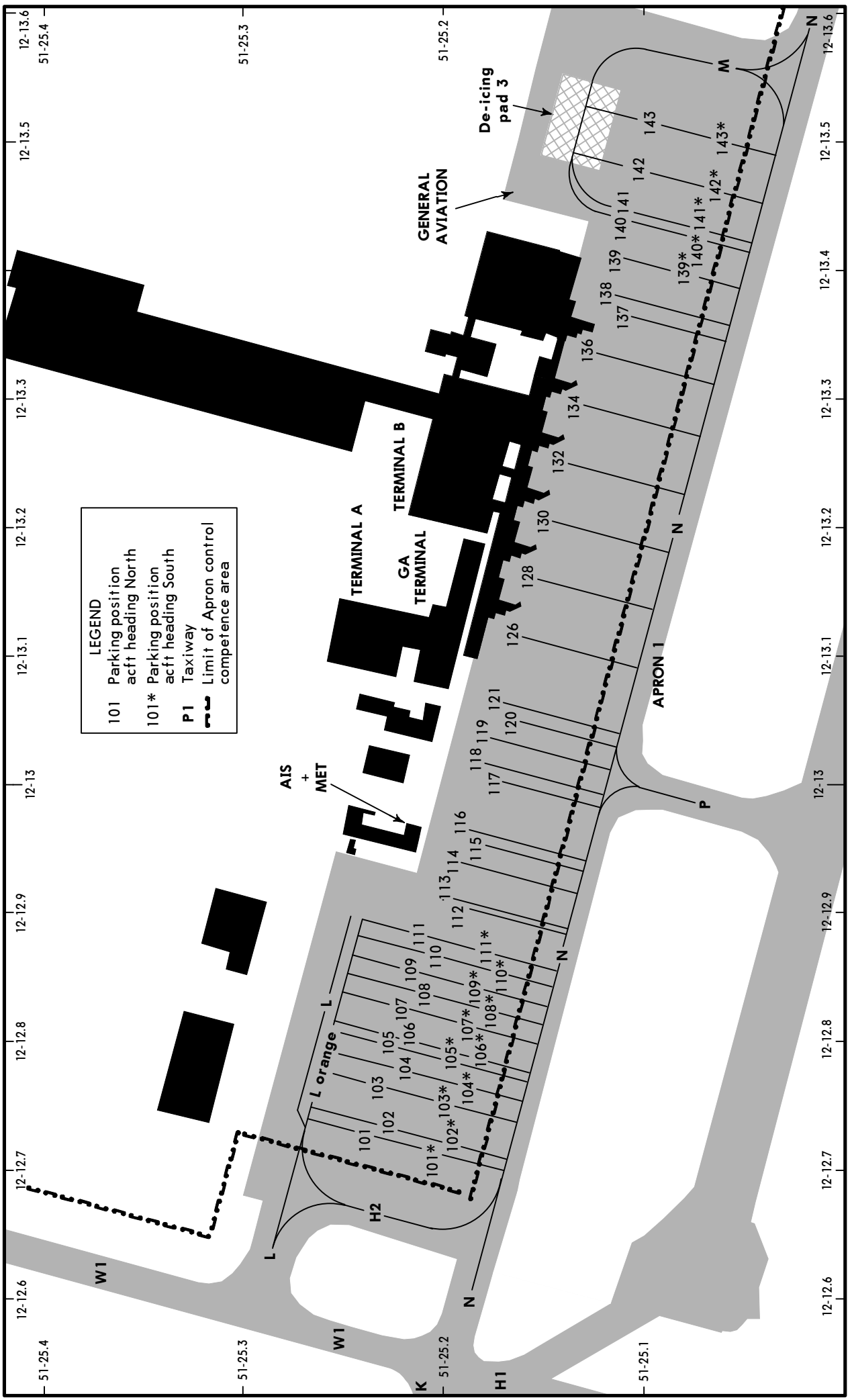
From rwy head	11,811′ (3600m)
twy S9 int	10,728′ (3270m)
twy H8 int	9465′ (2885m)
twy S8 int	9350′ (2850m)
twy H7 int	9055′ (2760m)
twy S7 int	8940′ (2725m)
twy S6 int	7382′ (2250m)
twy H5/S5 int	6217′ (1895m)

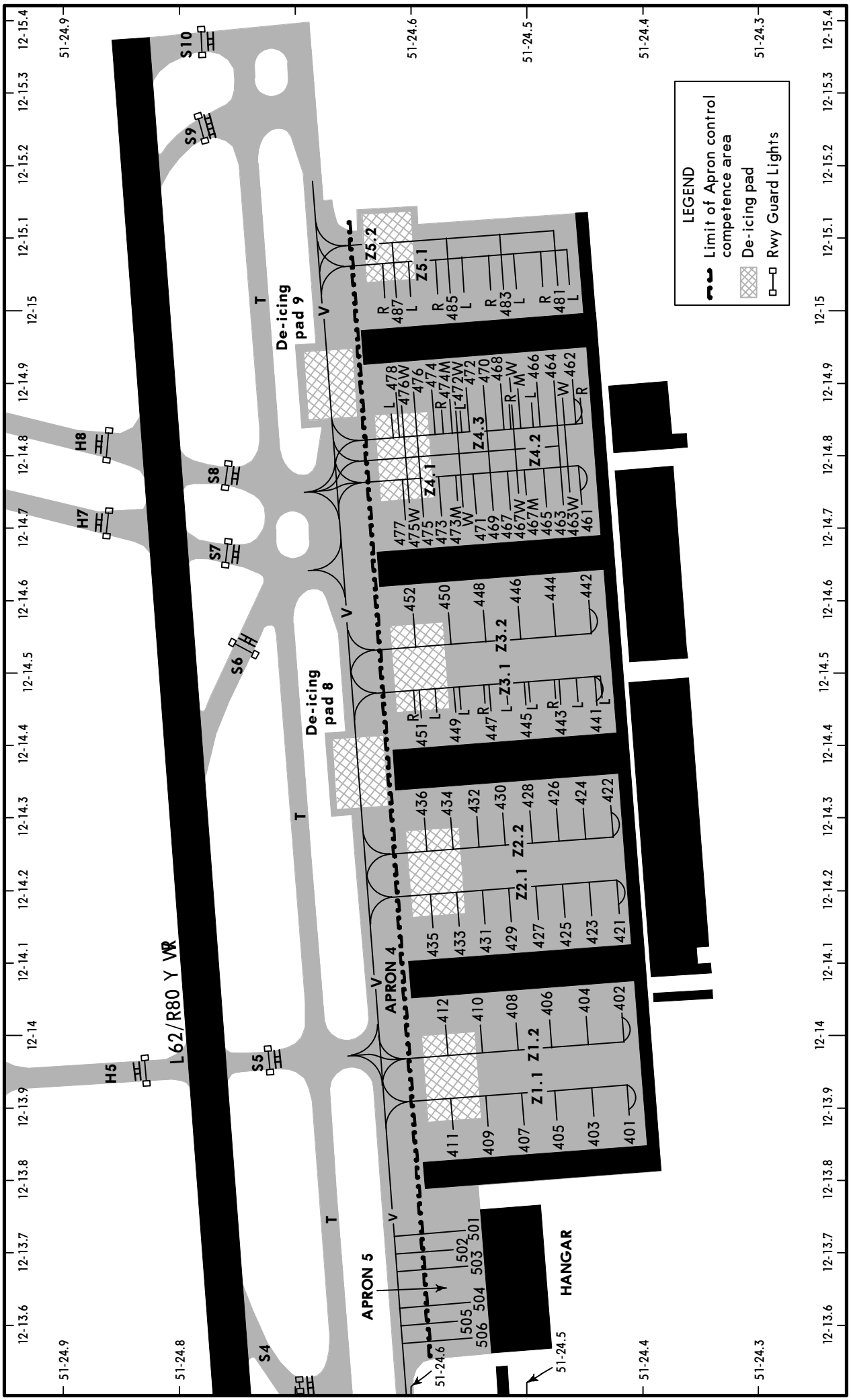
Standard TAKE-OFF

	Low Visibility Take-off ❶ HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A B C D	TDZ, MID, RO RVR 125m	TDZ, MID, RO RVR 150m	RVR 200m	RVR 300m	400m	500m

❶ RWY 08L, 08R, 26L, 26R: RVR 75m with approved guidance system or HUD/HUDLS.

CHANGES: None.





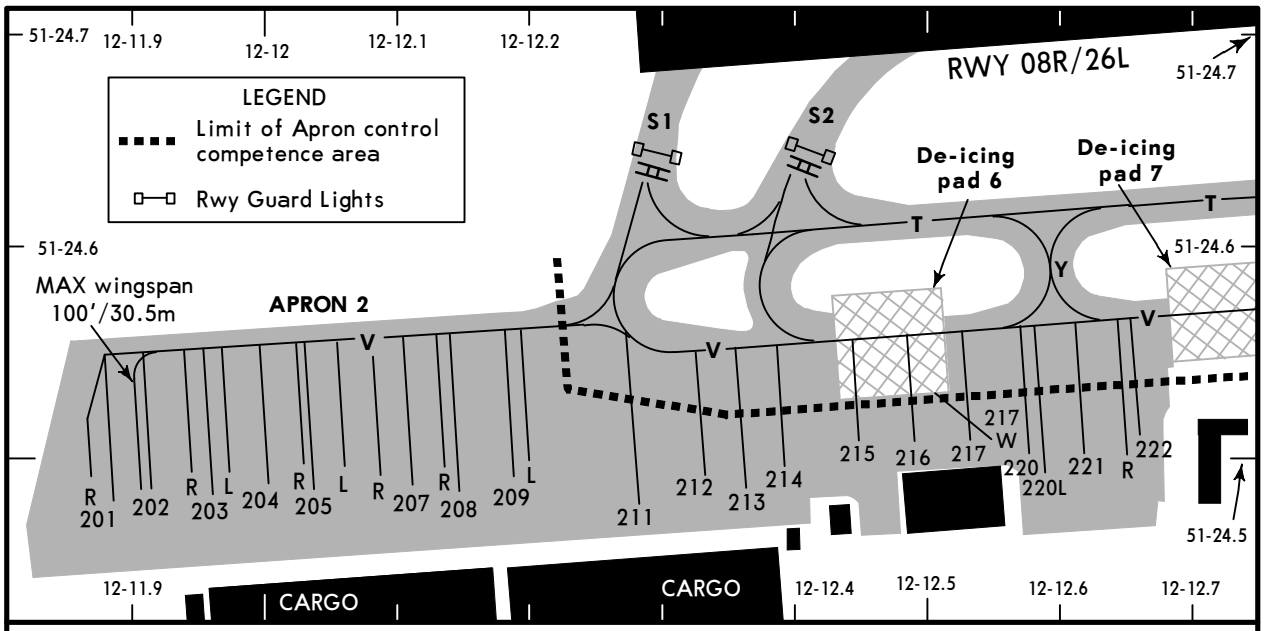
CHANGES: Stands apron 4.

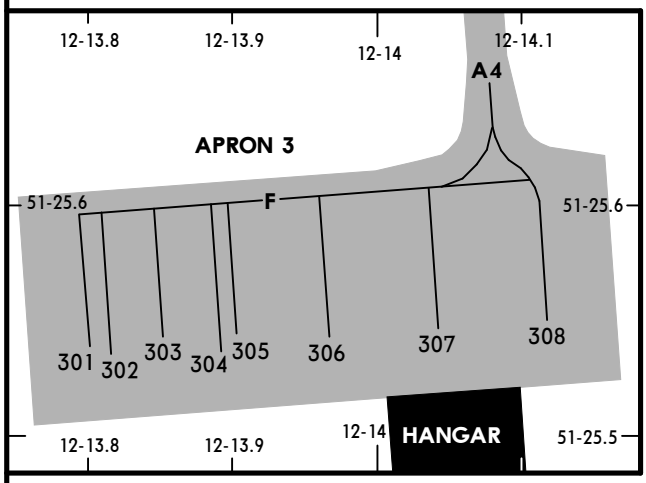
EDDP/LEJ

JEPPESEN LEIPZIG-HALLE, ~~GERMANY~~

27 MAY 22 (10-9D)

LEIPZIG-HALLE





CHANGES: Stands 213 thru 220L renamed.

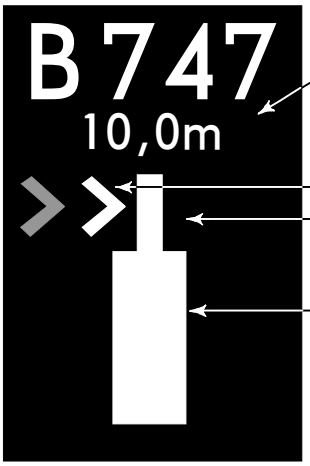
INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
101 thru 102*	N51 25.2 E012 12.7	428	N51 24.5 E012 14.3
103 thru 108*	N51 25.2 E012 12.8	429	N51 24.5 E012 14.1
109	N51 25.2 E012 12.9	430	N51 24.5 E012 14.3
109*	N51 25.2 E012 12.8	431	N51 24.5 E012 14.1
110 thru 114	N51 25.2 E012 12.9	432	N51 24.5 E012 14.3
115 thru 119	N51 25.2 E012 13.0	433	N51 24.5 E012 14.1
120, 121, 126	N51 25.2 E012 13.1	434	N51 24.6 E012 14.3
128, 130	N51 25.2 E012 13.2	435	N51 24.6 E012 14.1
132, 134	N51 25.1 E012 13.3	436	N51 24.6 E012 14.3
136 thru 140*	N51 25.1 E012 13.4	441L, 441	N51 24.4 E012 14.4
141	N51 25.1 E012 13.5	442	N51 24.4 E012 14.6
141*	N51 25.1 E012 13.4	443L	N51 24.4 E012 14.4
142 thru 143*	N51 25.1 E012 13.5	443, 443R	N51 24.5 E012 14.4
201 thru 202	N51 24.5 E012 11.9	444	N51 24.5 E012 14.6
203L, 203	N51 24.5 E012 12.0	445L, 445	N51 24.5 E012 14.4
203R	N51 24.5 E012 11.9	446	N51 24.5 E012 14.6
204	N51 24.5 E012 12.0	447 thru 447R	N51 24.5 E012 14.4
205L	N51 24.5 E012 12.1	448	N51 24.5 E012 14.6
205, 205R	N51 24.5 E012 12.0	449L	N51 24.5 E012 14.4
207 thru 208	N51 24.5 E012 12.1	449	N51 24.6 E012 14.4
209L, 209	N51 24.5 E012 12.2	450	N51 24.6 E012 14.6
211, 212	N51 24.5 E012 12.3	451L thru 451R	N51 24.6 E012 14.4
213 thru 215	N51 24.5 E012 12.4	452	N51 24.6 E012 14.6
216 thru 217W	N51 24.5 E012 12.5	461	N51 24.4 E012 14.7
220 thru 221	N51 24.5 E012 12.6	462	N51 24.5 E012 14.9
222	N51 24.5 E012 12.7	462R	N51 24.4 E012 14.9
222R	N51 24.5 E012 12.6	463, 463W	N51 24.5 E012 14.7
301, 302	N51 25.5 E012 13.8	464, 464W	N51 24.5 E012 14.9
303 thru 305	N51 25.5 E012 13.9	465	N51 24.5 E012 14.7
306, 307	N51 25.5 E012 14.0	466L, 466	N51 24.5 E012 14.9
308	N51 25.5 E012 14.1	467 thru 467W	N51 24.5 E012 14.7
401	N51 24.4 E012 13.9	468 thru 468W	N51 24.5 E012 14.9
402	N51 24.4 E012 14.1	469	N51 24.5 E012 14.7
403	N51 24.4 E012 13.8	470	N51 24.5 E012 14.9
404	N51 24.4 E012 14.1	471, 471W	N51 24.5 E012 14.7
405	N51 24.5 E012 13.8	472L, 472	N51 24.5 E012 14.9
406	N51 24.5 E012 14.1	472W	N51 24.6 E012 14.9
407	N51 24.5 E012 13.8	473, 473M	N51 24.6 E012 14.7
408	N51 24.5 E012 14.1	474 thru 474R	N51 24.6 E012 14.9
409	N51 24.5 E012 13.8	475, 475W	N51 24.6 E012 14.7
410	N51 24.5 E012 14.1	476, 476W	N51 24.6 E012 14.9
411	N51 24.6 E012 13.8	477	N51 24.6 E012 14.7
412	N51 24.6 E012 14.1	478L, 478	N51 24.6 E012 14.9
421	N51 24.4 E012 14.1	481L thru 485L	N51 24.5 E012 15.0
422	N51 24.4 E012 14.4	485 thru 487R	N51 24.6 E012 15.0
423	N51 24.4 E012 14.1	501 thru 503	N51 24.5 E012 13.7
424	N51 24.4 E012 14.4	504 thru 507	N51 24.5 E012 13.6
425	N51 24.5 E012 14.1		
426	N51 24.5 E012 14.4		
427	N51 24.5 E012 14.1		

CHANGES: Stands renamed.

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.



Alphanumerical:	- ACFT type - Distance to stop point (last 98'/30m) - STOP command - OK if correctly positioned
Red and yellow arrows:	- Command arrow for heading of ACFT
Yellow bar (thin):	- Guidance line
Yellow bar:	- Indicating stop position reference

1. Taxiing-in to the ACFT stand taxiing guidance line.
2. ACFT type is displayed in the top line.
3. Floating arrows indicate that the system is activated and in capture mode.
4. The system will show center line indicator if ACFT was captured.
5. A flashing red arrow indicates the direction to turn. The vertical yellow arrow shows position in relation to the center line
6. When approaching from 98'/30m to the stop point the display shows distance to the stop point in meters additionally. 30m - 3m in 1m steps, 3m - stop point in 0.2m steps.
7. After the stop point has been reached, 'STOP OK' will appear on the display.
8. If taxiing past the stop point, 'TOO FAR' will appear on the display.

EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN

12 AUG 22 (11-1)

LEIPZIG-HALLE, GERMANY
ILS or LOC Rwy 08L

D-ATIS	MUNICH Radar (APP)		*LEIPZIG Director (APP)		LEIPZIG Tower		Ground
	North	South	North	South	North	South	
123.955	126.065	126.175	129.765	120.840	125.955	121.105	121.805

BRIEFING STRIP™

LOC ILNE	Final Apch Crs	MOKUL MANDATORY	ILS DA(H)	Apt Elev 470′
108.55	082°	3000′ (2582′)	618′ (200′)	Rwy 418′

2800

MSA ARP

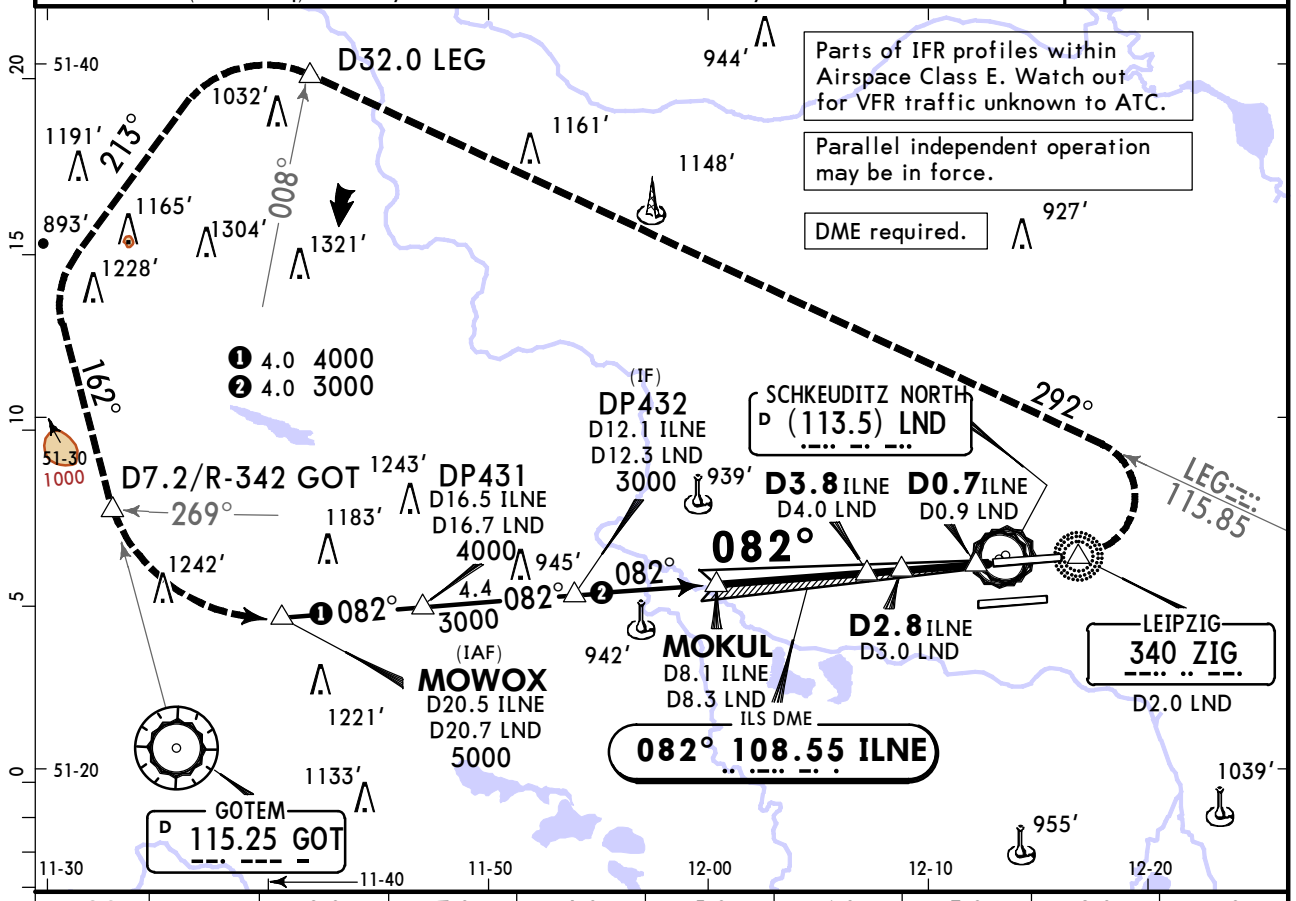
MISSED APCH: Climb on 082° to NDB/D2.0 LND or 900′, whichever is later, then turn LEFT onto R-292 LEG to D32.0 LEG. Turn LEFT onto 213° to intercept R-342 GOT to D7.2 GOT, then turn LEFT to MOWOX, climbing to 5000′.

Alt Set: hPa (IN on req) | Rwy Elev: 15 hPa | Trans level: By ATC | Trans alt: 5000′

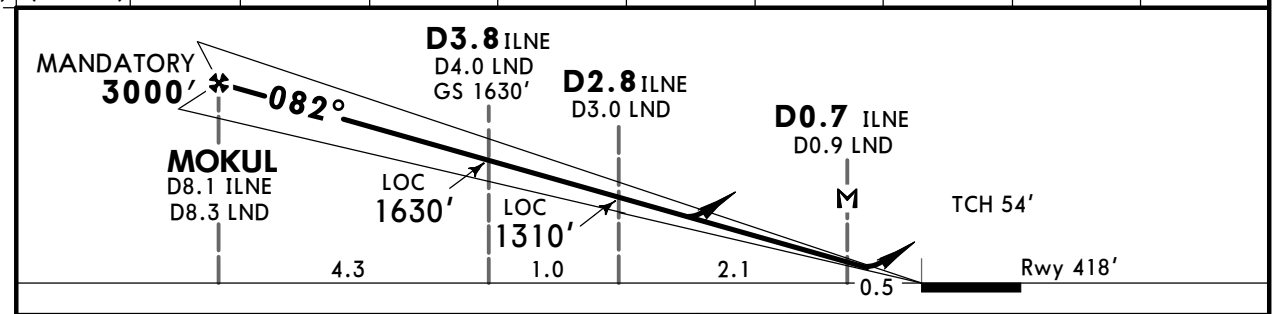
Parts of IFR profiles within Airspace Class E. Watch out for VFR traffic unknown to ATC.

Parallel independent operation may be in force.

DME required.



LOC (GS out)	ILNE DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	2960′	2640′	2320′	2000′	1680′	1360′	1050′	730′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.7 ILNE/D0.9 LND						

ALSF-II
REIL
PAPI

ZIG 340 — 900′ whichever later — on 082°

Standard STRAIGHT-IN LANDING RWY **08L**

	ILS DA(H) 618′ (200′)			LOC (GS out) CDFA DA/MDA(H) 830′ (412′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 550m	RVR 550m [1]	RVR 1200m	RVR 1200m	RVR 1500m
B					
C					RVR 1900m
D					

PANS OPS

[1] RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: MSA raised.

EDDP/LEJ
LEIPZIG-HALLE

12 AUG 22

JEPPESEN

11-1A

LEIPZIG-HALLE, GERMANY
CAT II/III ILS Rwy 08L

D-ATIS	MUNICH Radar (APP)		*LEIPZIG Director (APP)		LEIPZIG Tower		Ground
	North	South	North	South	North	South	
123.955	126.065	126.175	129.765	120.840	125.955	121.105	121.805

BRIEFING STRIP™

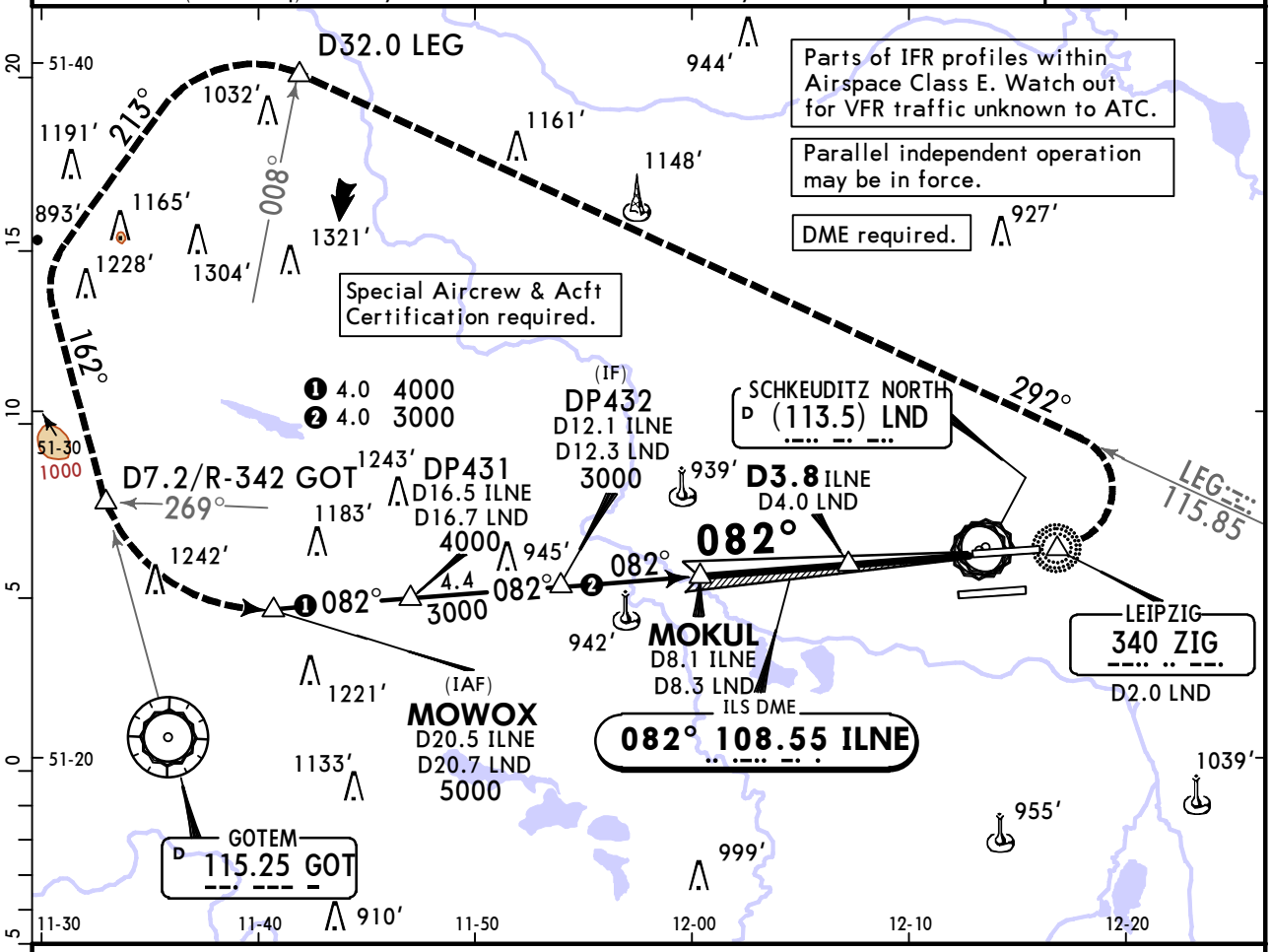
LOC ILNE	Final Apch Crs	MOKUL MANDATORY	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 470′ Rwy 418′
108.55	**082°**	**3000′** (2582′)		

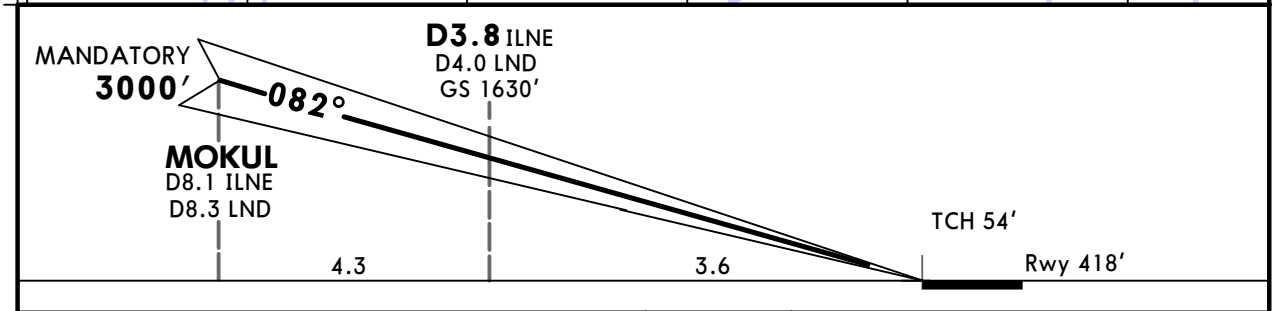
MISSED APCH: Climb on 082° to NDB/D2.0 LND or 900′, whichever is later, then turn LEFT onto R-292 LEG to D32.0 LEG. Turn LEFT onto 213° to intercept R-342 GOT to D7.2 GOT, then turn LEFT to MOWOX, climbing to 5000′.

Alt Set: hPa (IN on req) Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 5000′

2800

MSA ARP





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II
REIL
PAPI

ZIG 340 900′ whichever later on 082°

PANS OPS

Standard STRAIGHT-IN LANDING RWY **08L**

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
	DH **50′**	**RA 107′** DA(H) **518′** (100′)
RVR 75m	RVR 200m	RVR 300m

CHANGES: MSA raised.

EDDP/LEJ LEIPZIG-HALLE

JEPPESEN 12 AUG 22 (11-2)

LEIPZIG-HALLE, GERMANY ILS or LOC Rwy 08R

BRIEFING STRIP

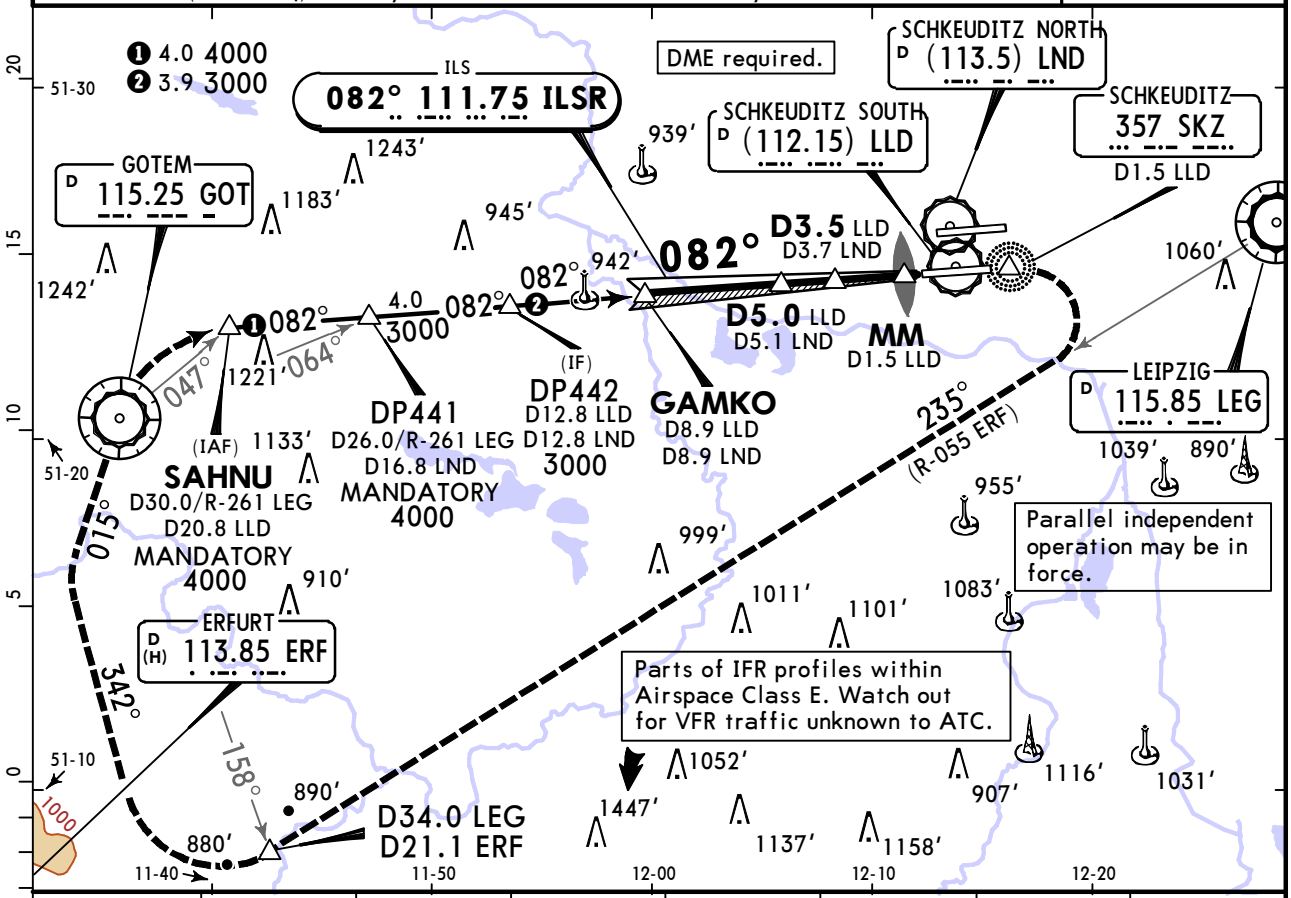
D-ATIS	MUNICH Radar (APP) North	MUNICH Radar (APP) South	*LEIPZIG Director (APP) North	*LEIPZIG Director (APP) South	LEIPZIG Tower North	LEIPZIG Tower South	Ground
123.955	126.065	126.175	129.765	120.840	125.955	121.105	121.805

LOC ILSR	Final Apch Crs	GAMKO MANDATORY	ILS DA(H)	Apt Elev 470′ Rwy 428′
111.75	082°	3000′ (2572′)	628′ (200′)	

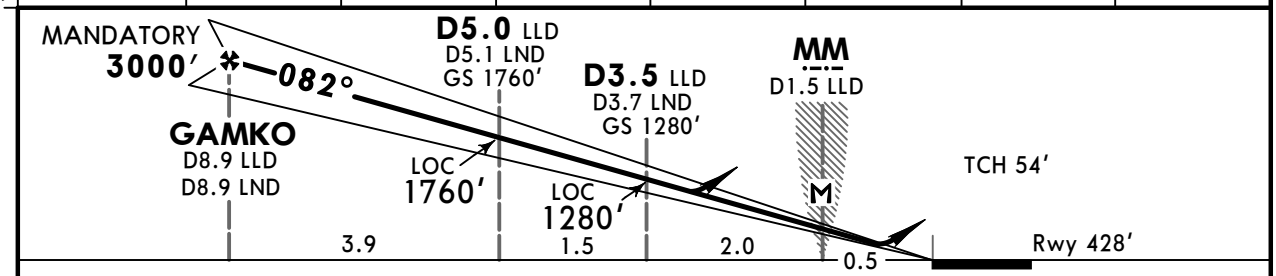
MISSED APCH: Climb on 082° to SKZ NDB/D1.5 LLD or 900′, whichever is later, then turn RIGHT on R-235 LEG/R-055 ERF to D34.0 LEG/D21.1 ERF. Turn RIGHT on 342° to intercept R-195 GOT to GOT VOR, then turn RIGHT to SAHNU, climbing to 4000′.

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

2800 MSA ARP



LOC (GS out)	LLD DME	8.0	7.0	6.0	5.0	4.0	3.0
	ALTITUDE	2720′	2400′	2080′	1760′	1440′	1120′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at MM/D1.5 LLD						

ALSF-II REIL PAPI

SKZ 357 900′ whichever later on 082°

Standard STRAIGHT-IN LANDING RWY 08R

	ILS 1 DA(H) 628′ (200′)			LOC (GS out) CDFA DA/MDA(H) 860′ (432′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 550m	RVR 550m 2	RVR 1200m	RVR 1300m	RVR 1500m
B					
C					RVR 2000m
D					

PANS OPS

1 LACFT: DA(H) 670′ (242′), ALS out: RVR 1300m.
2 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: MSA raised.

EDDP/LEJ LEIPZIG-HALLE

JEPPESEN 12 AUG 22 (11-2A)

LEIPZIG-HALLE, GERMANY CAT II/III ILS Rwy 08R

BRIEFING STRIP

D-ATIS	MUNICH Radar (APP) North	MUNICH Radar (APP) South	*LEIPZIG Director (APP) North	*LEIPZIG Director (APP) South	LEIPZIG Tower North	LEIPZIG Tower South	Ground
123.955	126.065	126.175	129.765	120.840	125.955	121.105	121.805

LOC ILSR	Final Apch Crs	GAMKO MANDATORY	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 470′ Rwy 428′
111.75	082°	3000′ (2572′)		

MISSED APCH: Climb on 082° to SKZ NDB/D1.5 LLD or 900′, whichever is later, then turn RIGHT on R-235 LEG/R-055 ERF to D34.0 LEG/D21.1 ERF. Turn RIGHT on 342° to intercept R-195 GOT to GOT VOR, then turn RIGHT to SAHNU, climbing to 4000′.

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

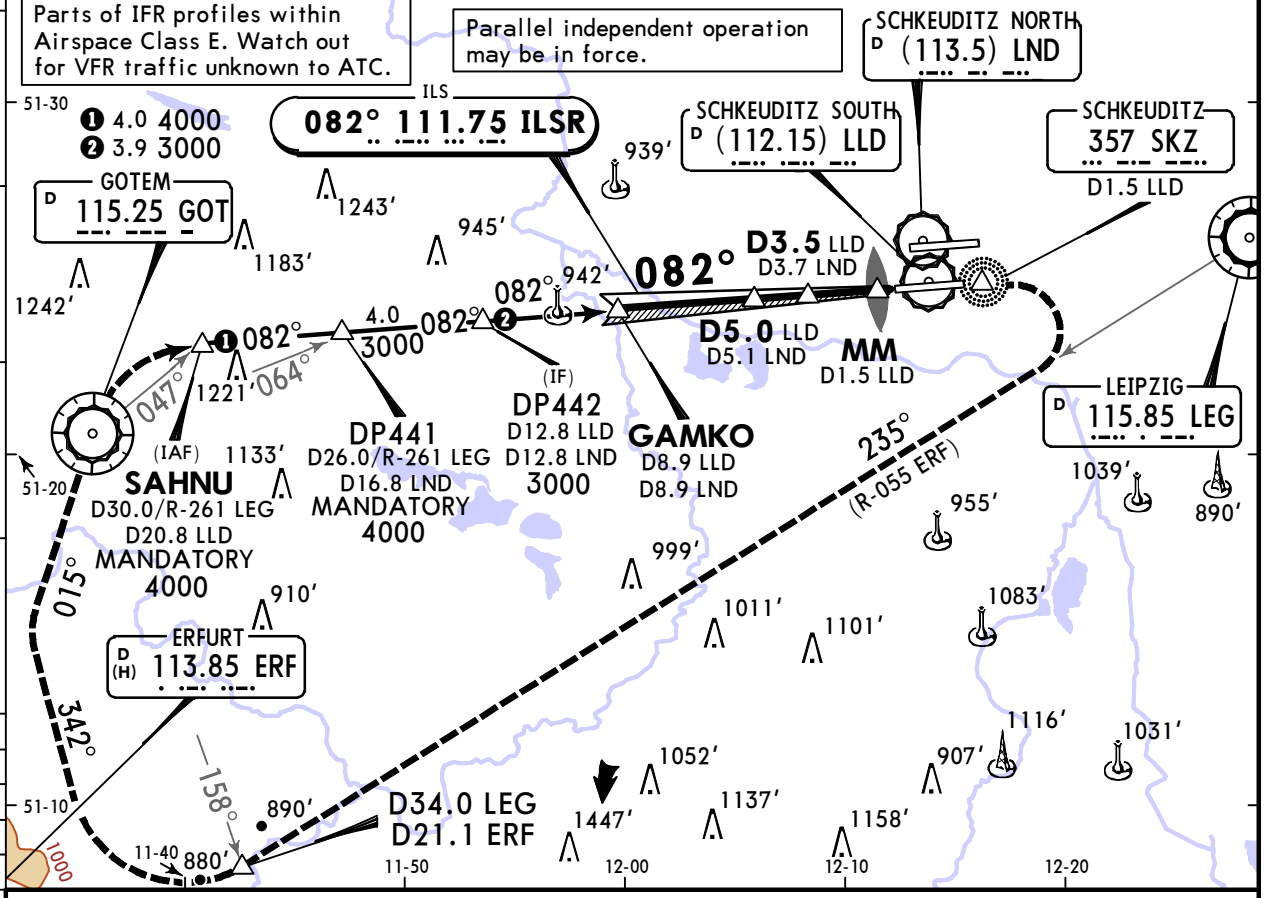
2800 MSA ARP

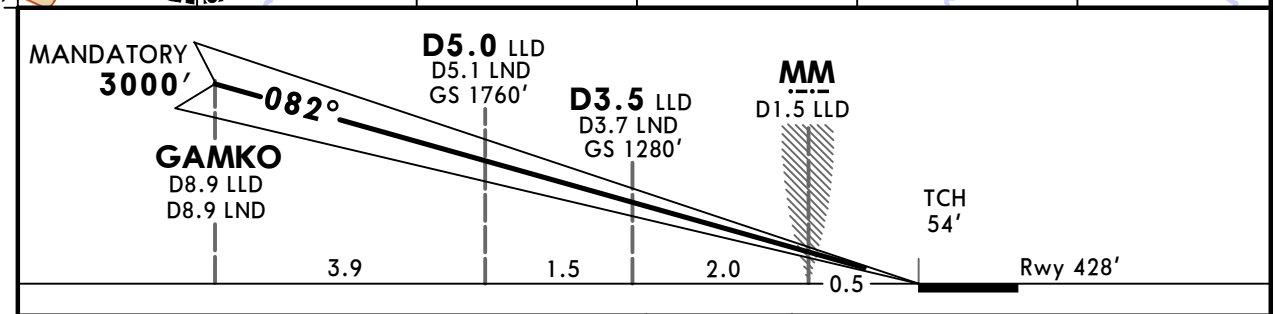
DME required.

Special Aircrew & Acft Certification required.

Parts of IFR profiles within Airspace Class E. Watch out for VFR traffic unknown to ATC.

Parallel independent operation may be in force.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II REIL PAPI

SKZ 357 900′ whichever later on 082°

Standard STRAIGHT-IN LANDING RWY **08R**

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
	DH 50′	RA 107′ DA(H) 528′ (100′)
RVR 75m	RVR 200m	RVR 300m

PANS OPS

CHANGES: MSA raised.

EDDP/LEJ LEIPZIG-HALLE, GERMANY

JEPPESEN 12 AUG 22 (11-3)

LEIPZIG-HALLE ILS or LOC Rwy 26L

D-ATIS	MUNICH Radar (APP) North	MUNICH Radar (APP) South	*LEIPZIG Director (APP) North	*LEIPZIG Director (APP) South	LEIPZIG Tower North	LEIPZIG Tower South	Ground
123.955	126.065	126.175	129.765	120.840	125.955	121.105	121.805

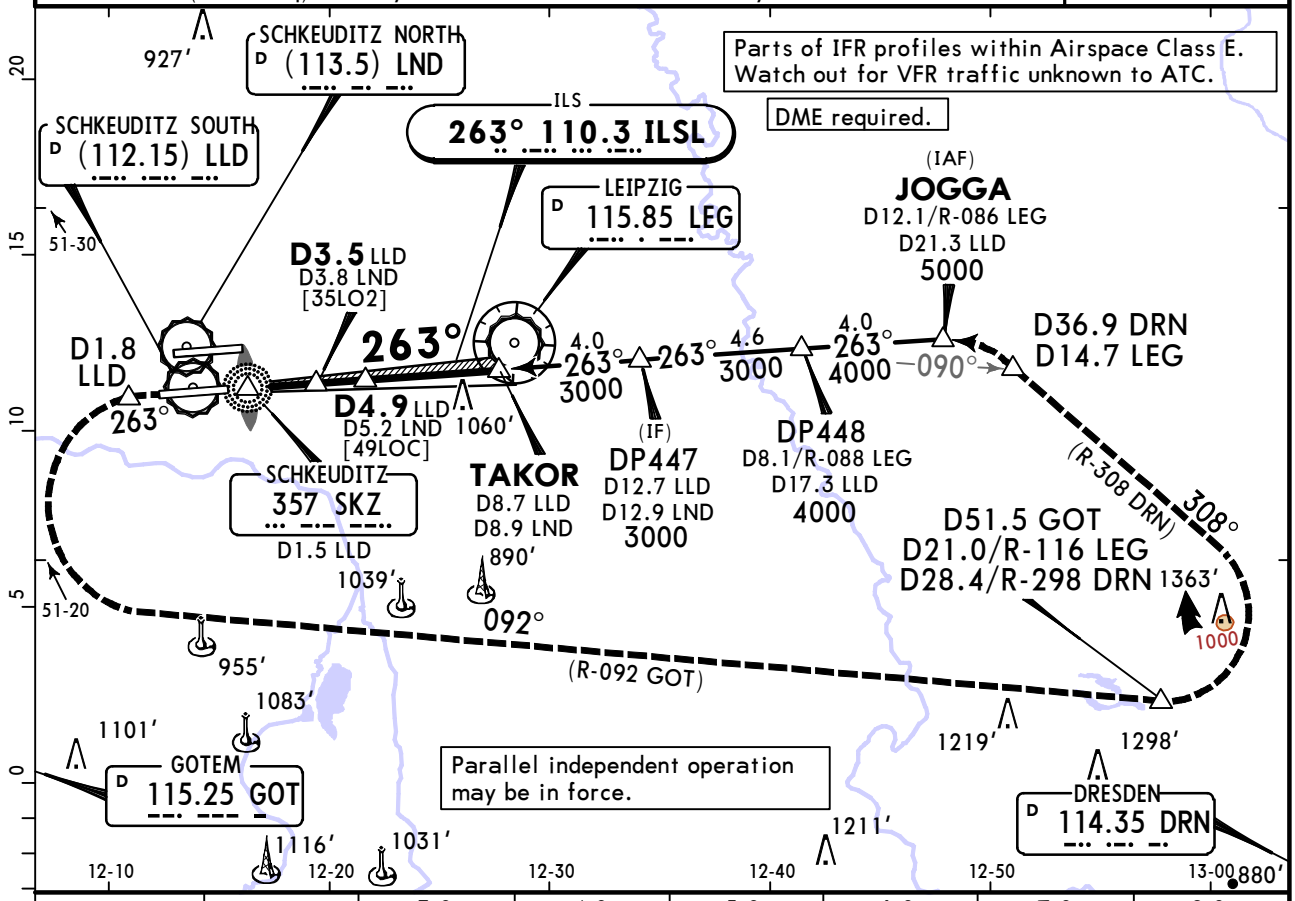
BRIEFING STRIP™

LOC ILSL	Final Apch Crs	TAKOR MANDATORY	ILS DA(H)	Apt Elev 470′ Rwy 470′
110.3	263°	3000′ (2530′)	670′ (200′)	

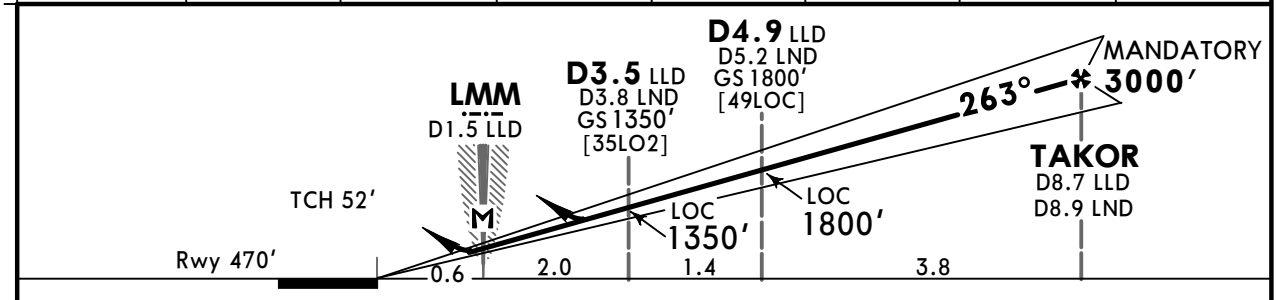
MISSED APCH: Climb on 263° from NDB to D1.8 LLD or 900′, whichever is later, then turn LEFT on R-092 GOT to D51.5 GOT/R-298 DRN. Turn LEFT on R-308 DRN to D36.9 DRN/R-090 LEG. Turn LEFT to JOGGA, climbing 5000′.

2800 MSA ARP

Alt Set: hPa (IN on req) Rwy Elev: 17 hPa Trans level: By ATC Trans alt: 5000′



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



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.10°	384	494	548	658	768	878
MAP at LMM/D1.5 LLD							

ALSF-II REIL PAPI

D1.8 LLD 900′ whichever later on 263° from SKZ 357

Standard STRAIGHT-IN LANDING RWY **26L**

	ILS DA(H) 670′ (200′) FULL	ILS DA(H) 670′ (200′) TDZ or CL out	ILS DA(H) 670′ (200′) ALS out	LOC (GS out) CDFA DA/MDA(H) 860′ (390′)	LOC (GS out) CDFA DA/MDA(H) 860′ (390′) ALS out
A	RVR 550m	RVR 550m [1]	RVR 1200m	RVR 1100m	RVR 1500m
B					
C					RVR 1800m
D					

PANS OPS

[1] RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: MSA raised.

EDDP/LEJ LEIPZIG-HALLE

JEPPESEN 12 AUG 22 (11-3A)

LEIPZIG-HALLE, GERMANY CAT II/III ILS Rwy 26L

D-ATIS	MUNICH Radar (APP) North	MUNICH Radar (APP) South	*LEIPZIG Director (APP) North	*LEIPZIG Director (APP) South	LEIPZIG Tower North	LEIPZIG Tower South	Ground
123.955	126.065	126.175	129.765	120.840	125.955	121.105	121.805

LOC ILSL 110.3	Final Apch Crs 263°	TAKOR MANDATORY 3000′ (2530′)	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 470′ Rwy 470′

MISSED APCH: Climb on 263° from NDB to D1.8 LLD or 900′, whichever is later, then turn LEFT on R-092 GOT to D51.5 GOT/R-298 DRN. Turn LEFT on R-308 DRN to D36.9 DRN/R-090 LEG. Turn LEFT to JOGGA, climbing 5000′.

Alt Set: hPa (IN on req) Rwy Elev: 17 hPa Trans level: By ATC Trans alt: 5000′

2800 MSA ARP

BRIEFING STRIP

Parts of IFR profiles within Airspace Class E. Watch out for VFR traffic unknown to ATC.

DME required.

SCHKEUDITZ NORTH D (113.5) LND

SCHKEUDITZ SOUTH D (112.15) LLD

ILS 263° 110.3 ILSL

LEIPZIG D 115.85 LEG

(IAF) JOGGA D12.1/R-086 LEG D21.3 LLD 5000

D3.5 LLD D3.8 LND

D1.8 LLD

263°

4.0 263° 3000

4.6 263° 3000

4.0 263° 4000

090°

D36.9 DRN D14.7 LEG

D4.9 LLD D5.2 LND 1060′

(IF) DP447 D12.7 LLD D12.9 LND 3000

DP448 D8.1/R-088 LEG D17.3 LLD 4000

(R-308 DRN) 308°

SCHKEUDITZ 357 SKZ D1.5 LLD

TAKOR D8.7 LLD D8.9 LND 890′

1039′

092°

(R-092 GOT)

D51.5 GOT D21.0/R-116 LEG D28.4/R-298 DRN

1363′

1000

955′

1083′

1101′

GOTEM D 115.25 GOT

Parallel independent operation may be in force.

1219′

1298′

1031′

Special Aircrew & Acft Certification Required.

1211′

DRESDEN D 114.35 DRN

880′

907′

1116′

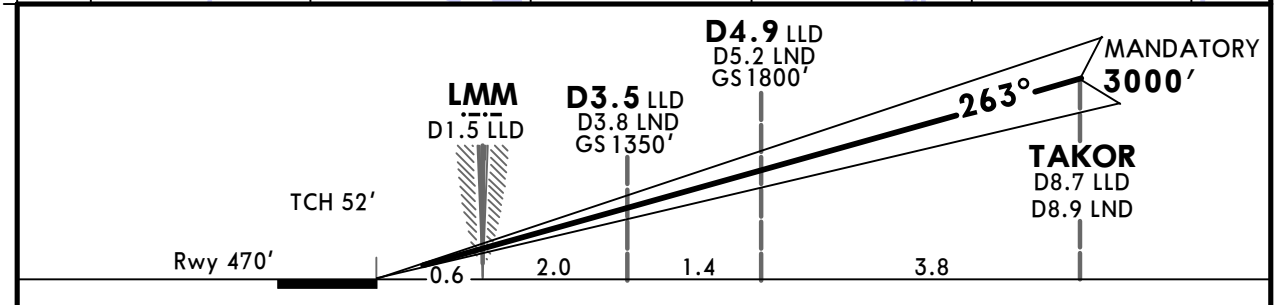
51-10

51-20

51-30

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

5 0 5 10 15 20



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II REIL PAPI

D1.8 LLD 900′ whichever later on 263° from SKZ 357

Standard STRAIGHT-IN LANDING RWY **26L**

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
	DH **50′**	**RA 98′** DA(H) **570′** (100′)
RVR 75m	RVR 200m	RVR 300m

PANS OPS

CHANGES: MSA raised.

EDDP/LEJ LEIPZIG-HALLE

JEPPESEN 12 AUG 22 (11-4)

LEIPZIG-HALLE, GERMANY ILS or LOC Rwy 26R

BRIEFING STRIP™

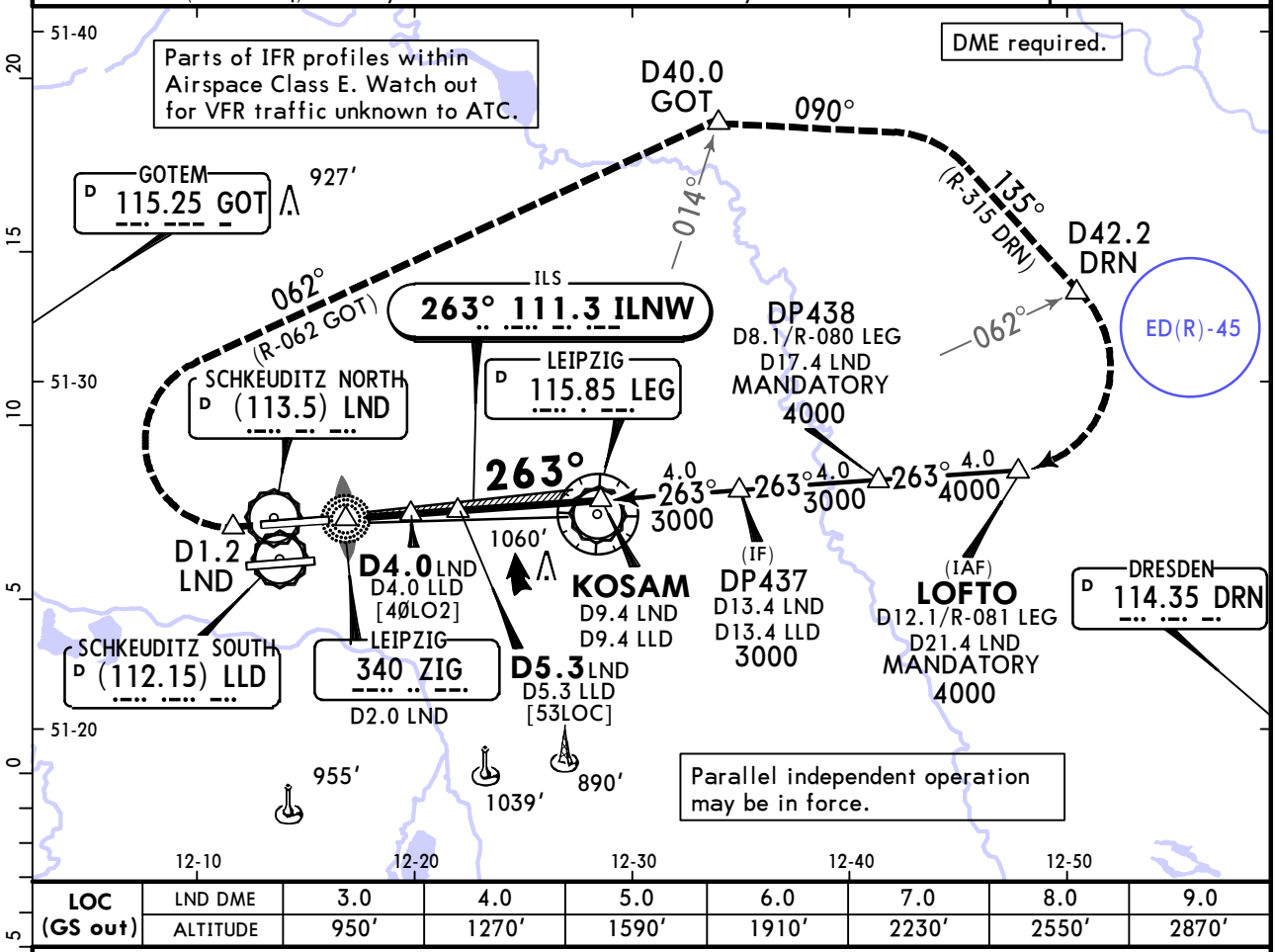
D-ATIS	MUNICH Radar (APP) North	MUNICH Radar (APP) South	*LEIPZIG Director (APP) North	*LEIPZIG Director (APP) South	LEIPZIG Tower North	LEIPZIG Tower South	Ground
123.955	126.065	126.175	129.765	120.840	125.955	121.105	121.805

LOC ILNW	Final Apch Crs	KOSAM MANDATORY	ILS DA(H)	Apt Elev 470′
111.3	263°	3000′ (2552′)	648′ (200′)	Rwy 448′

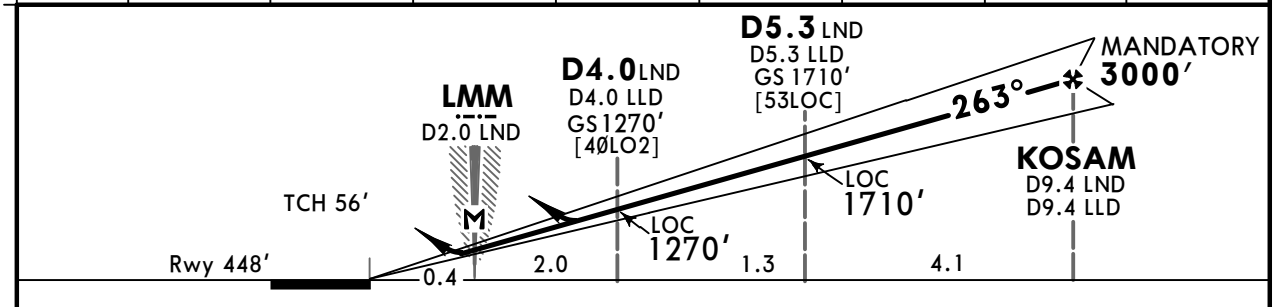
MISSED APCH: Climb on 263° to D1.2 LND or 900′, whichever is later, then turn RIGHT onto R-062 GOT to D40.0 GOT/R-014 LEG. Turn RIGHT on 090° to intercept R-315 DRN to 42.2 DRN/R-062 LEG. Turn RIGHT to LOFTO, climbing to 4000′.

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

2800 MSA ARP



LOC (GS out)	LND DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0
	ALTITUDE	950′	1270′	1590′	1910′	2230′	2550′	2870′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at LMM/D2.0 LND							

ALSF-II REIL PAPI

D1.2 LND 900′ whichever later on 263°

Standard STRAIGHT-IN LANDING RWY **26R**

	ILS DA(H) 648′ (200′) FULL	ILS DA(H) 648′ (200′) TDZ or CL out	ILS DA(H) 648′ (200′) ALS out	LOC (GS out) CDFA DA/MDA(H) 810′ (362′)	LOC (GS out) CDFA DA/MDA(H) 810′ (362′) ALS out
A	RVR 550m	RVR 550m 1	RVR 1200m	RVR 1000m	RVR 1500m
B					
C					RVR 1700m
D					

PANS OPS

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: MSA raised, ILS frequency.

EDDP/LEJ LEIPZIG-HALLE

JEPPESEN 12 AUG 22 (11-4A)

LEIPZIG-HALLE, GERMANY CAT II/III ILS Rwy 26R

BRIEFING STRIP™

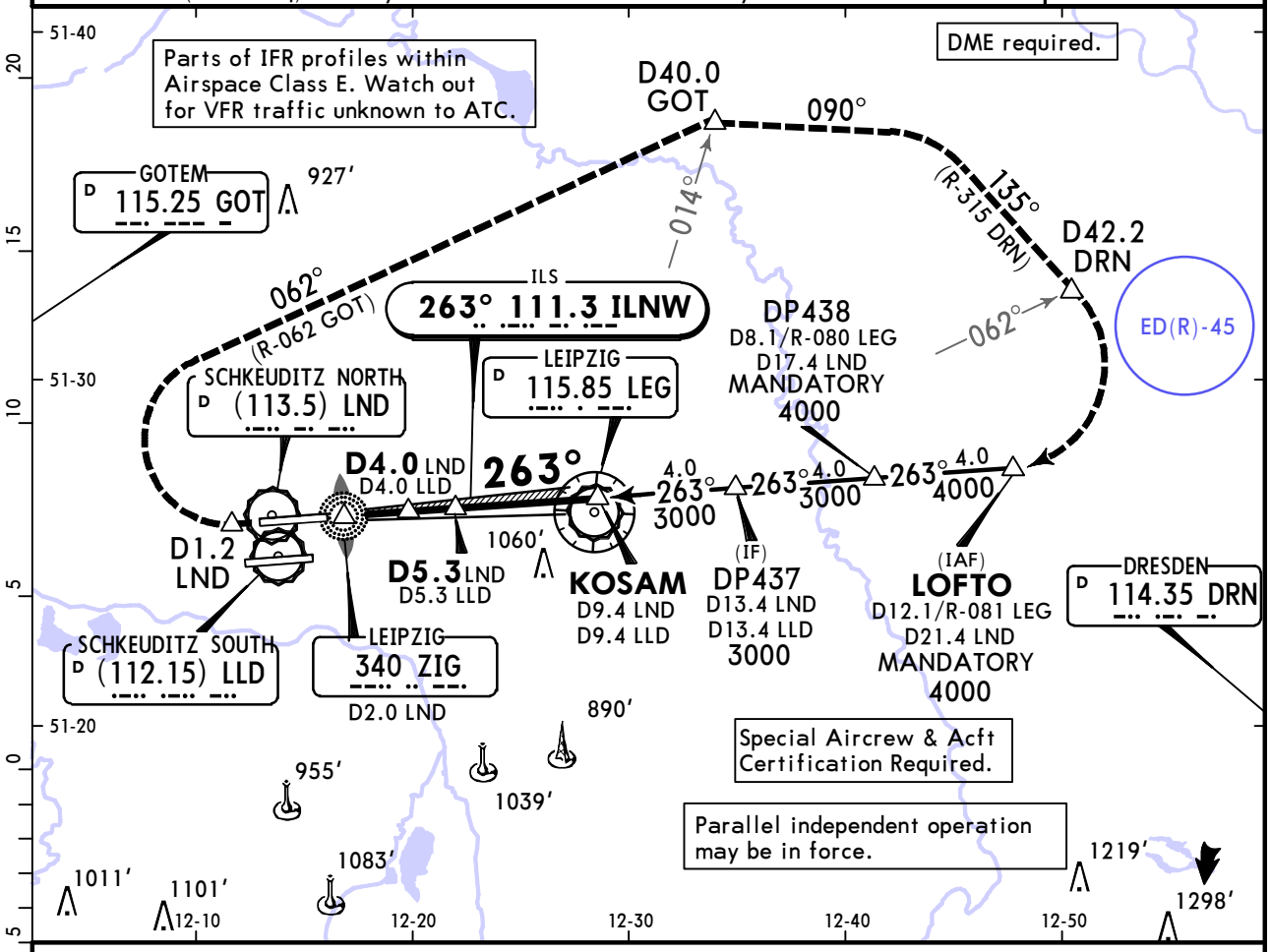
D-ATIS	MUNICH Radar (APP) North	MUNICH Radar (APP) South	*LEIPZIG Director (APP) North	*LEIPZIG Director (APP) South	LEIPZIG Tower North	LEIPZIG Tower South	Ground
123.955	126.065	126.175	129.765	120.840	125.955	121.105	121.805

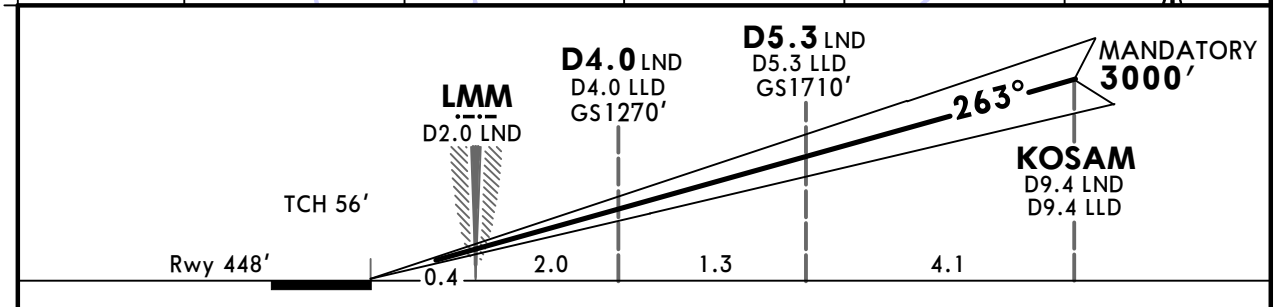
LOC ILNW 111.3	Final Apch Crs 263°	KOSAM MANDATORY 3000′ (2552′)	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 470′ Rwy 448′

MISSED APCH: Climb on 263° to D1.2 LND or 900′, whichever is later, then turn RIGHT onto R-062 GOT to D40.0 GOT/R-014 LEG. Turn RIGHT on 090° to intercept R-315 DRN to 42.2 DRN/R-062 LEG. Turn RIGHT to LOFTO, climbing to 4000′.

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

2800 MSA ARP





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II REIL PAPI

D1.2 LND 900′ whichever later on 263°

Standard STRAIGHT-IN LANDING RWY **26R**

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
	DH **50′**	**RA 105′** DA(H) **548′** (100′)
RVR 75m	RVR 200m	RVR 300m

PANS OPS

CHANGES: MSA raised, ILS frequency.

EDDP/LEJ LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

13 JAN 23 (12-1) Eff 26 Jan

RNP Rwy 08L

BRIEFING STRIP

D-ATIS	MUNICH Radar (APP) North	MUNICH Radar (APP) South	*LEIPZIG Director (APP) North	*LEIPZIG Director (APP) South	LEIPZIG Tower North	LEIPZIG Tower South	Ground
123.955	126.065	126.175	129.765	120.840	125.955	121.105	121.805

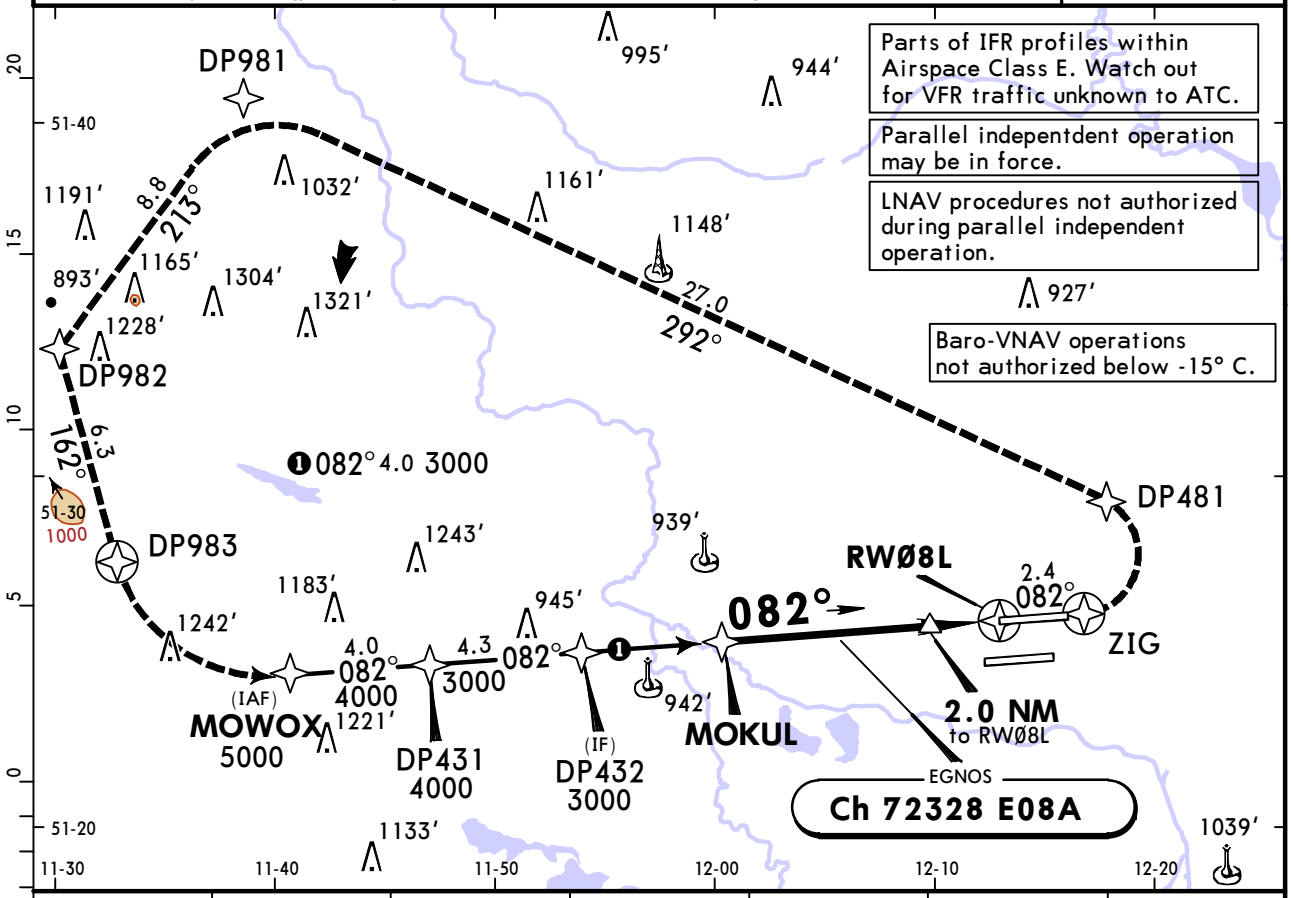
EGNOS	Final Apch Crs	MOKUL MANDATORY	LPV CAT I DA(H)	Apt Elev 470′
Ch 72328 E08A	082°	3000′ (2582′)	618′ (200′)	Rwy 418′

MISSED APCH: Climb on 082° to ZIG or 900′, whichever is later, then turn LEFT direct to DP481. Proceed to DP981, then to DP982 and follow 162° to DP983. Then turn LEFT direct to MOWOX, climbing to 5000′.

Alt Set: hPa (IN on req) Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 5000′

2800

MSA ARP



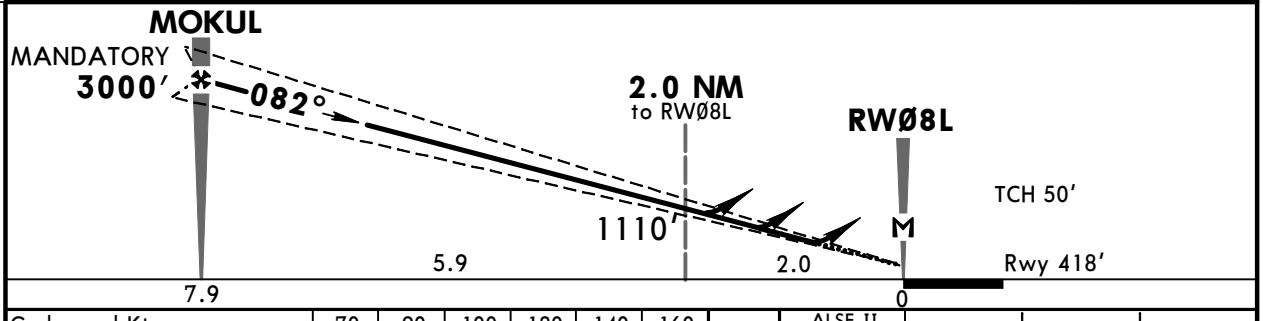
Parts of IFR profiles within Airspace Class E. Watch out for VFR traffic unknown to ATC.

Parallel indepentdent operation may be in force.

LNAV procedures not authorized during parallel independent operation.

Baro-VNAV operations not authorized below -15° C.

DIST to RWØ8L	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2700′	2380′	2060′	1750′	1430′	1110′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RWØ8L						

ALSF-II
REIL
PAPI

ZIG 900′ whichever later on 082°

Standard STRAIGHT-IN LANDING RWY **08L**

	LPV CAT I DA(H) 618′ (200′)			LNAV/VNAV DA(H) A: 766′ (348′) B: 775′ (357′) C: 783′ (365′) D: 792′ (374′)		LNAV CDFA DA/MDA(H) 920′ (502′)	
	FULL	TDZ or CL out	ALS out		ALS out		ALS out
A	RVR 550m	RVR 550m 1	RVR 1200m	RVR 900m	RVR 1500m	RVR 1500m	
B							
C				RVR 1000m	RVR 1700m	RVR 1600m	RVR 2400m
D							

PANS OPS

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: None.

EDDP/LEJ LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

13 JAN 23 (12-2) Eff 26 Jan

RNP Rwy 08R

D-ATIS	MUNICH Radar (APP)		*LEIPZIG Director (APP)		LEIPZIG Tower		Ground
	North	South	North	South	North	South	
123.955	126.065	126.175	129.765	120.840	125.955	121.105	121.805

BRIEFING STRIP ™

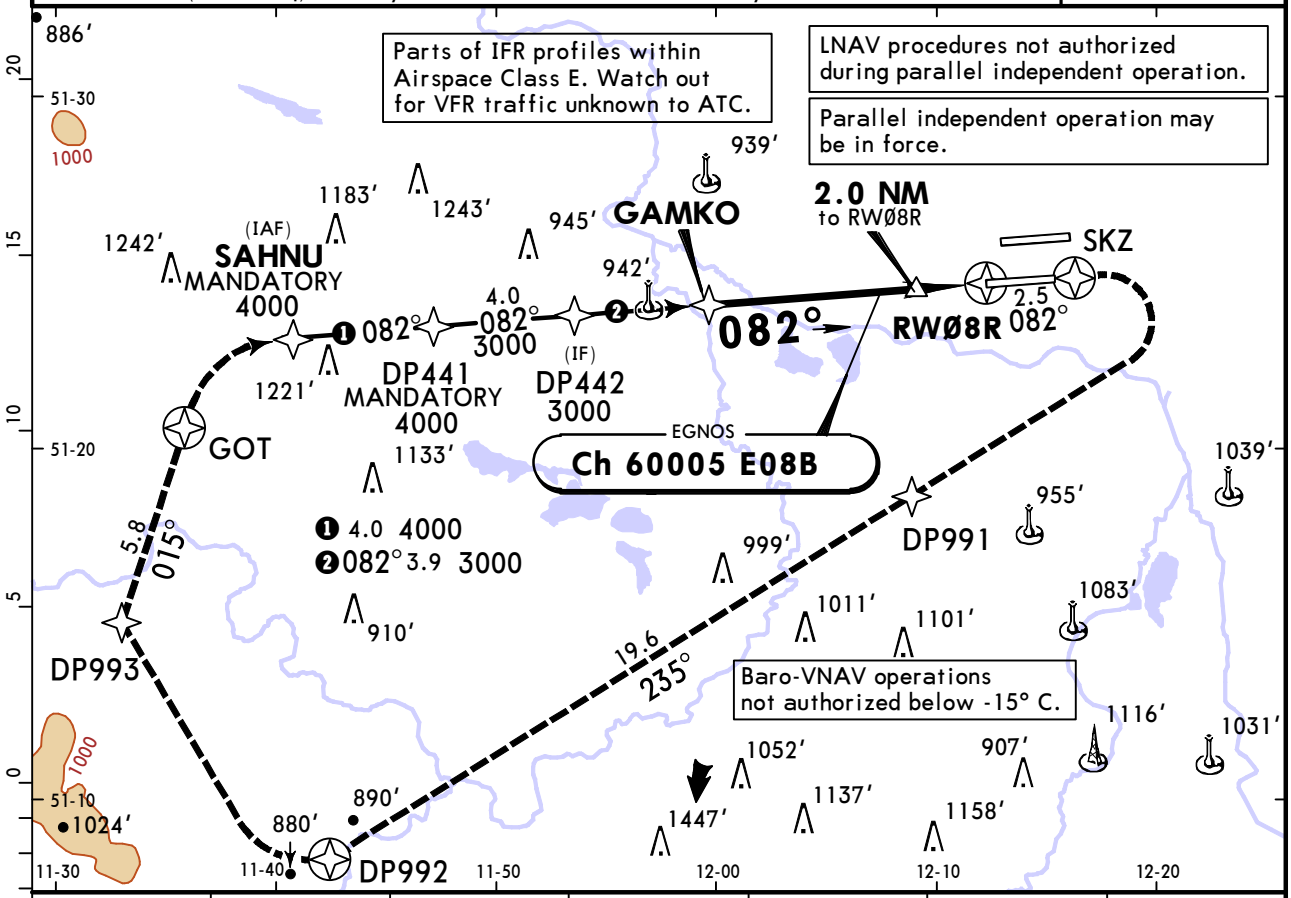
EGNOS	Final Apch Crs	GAMKO MANDATORY	LPV CAT I DA(H)	Apt Elev 470′
Ch 60005 E08B	**082°**	**3000′** (2572′)	**628′** (200′)	Rwy 428′

MISSED APCH: Climb on 082° to SKZ or 900′, whichever is later, then turn RIGHT direct to DP991. Proceed on 235° to DP992. Turn RIGHT direct to DP993. Proceed on 015° to GOT. Turn RIGHT to SAHNU, climbing to 4000′.

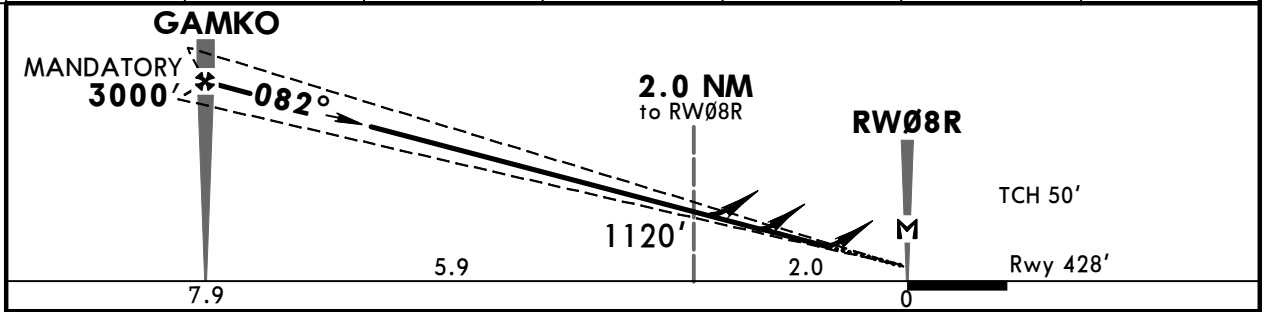
2800

MSA ARP

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



DIST to RWØ8R	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2710′	2390′	2070′	1760′	1440′	1120′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RWØ8R							

ALSF-II
REIL
PAPI

SKZ 900′ whichever later on 082°

PANS OPS

Standard STRAIGHT-IN LANDING RWY **08R**

1 LPV CAT I DA(H) **628′** (200′)

LNAV/VNAV DA(H) A: **873′** (445′) C: **888′** (460′) B: **880′** (452′) D: **895′** (467′)

LNAV CDFA DA/MDA(H) **970′** (542′)

	FULL	TDZ or CL out	ALS out		ALS out		ALS out
A	RVR 550m	RVR 550m 2	RVR 1200m	RVR 1400m	RVR 1500m	RVR 1500m	
B							
C					RVR 2100m	RVR 1800m	RVR 2400m
D				RVR 1500m	RVR 2200m		

1 D_L: DA(H) 670′(242′), ALS out: RVR 1300m.
2 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: DL minimums added.

EDDP/LEJ
LEIPZIG-HALLE

JEPPESEN 12 AUG 22 (12-3)

LEIPZIG-HALLE, GERMANY
RNP Rwy 26L

BRIEFING STRIP

D-ATIS	MUNICH Radar (APP) North	MUNICH Radar (APP) South	*LEIPZIG Director (APP) North	*LEIPZIG Director (APP) South	LEIPZIG Tower North	LEIPZIG Tower South	Ground
123.955	126.065	126.175	129.765	120.840	125.955	121.105	121.805

EGNOS	Final Apch Crs	TAKOR MANDATORY	LPV CAT I DA(H)	Apt Elev 470′
Ch 87871 E26A	**263°**	**3000′** (2530′)	**670′** (200′)	Rwy 470′

MISSED APCH: Climb on 263° to DP499 or 900′, whichever is later, then turn LEFT on 092° to DP962, then turn LEFT direct to DP963. Proceed to JOGGA, climbing to 5000′.

2800
MSA ARP

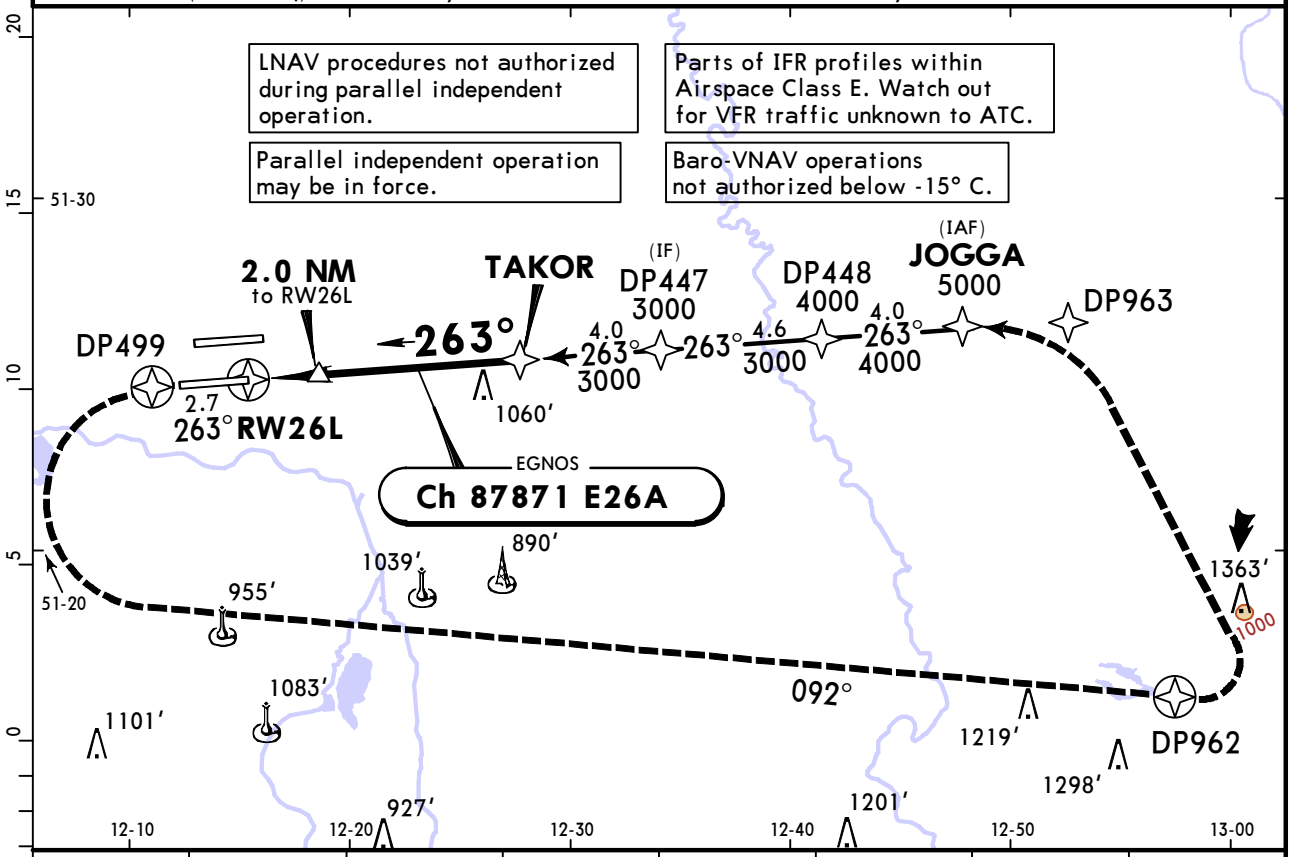
Alt Set: hPa (IN on req) | Rwy Elev: 17 hPa | Trans level: By ATC | Trans alt: 5000′

LNAV procedures not authorized during parallel independent operation.

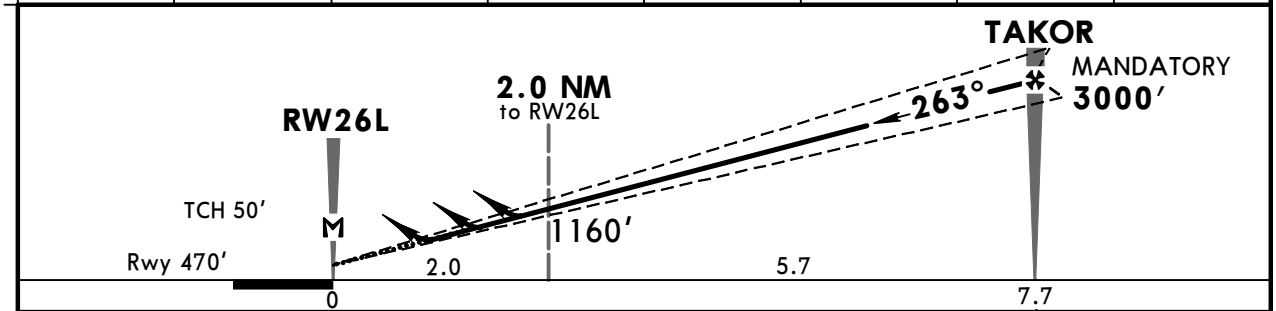
Parts of IFR profiles within Airspace Class E. Watch out for VFR traffic unknown to ATC.

Parallel independent operation may be in force.

Baro-VNAV operations not authorized below -15° C.



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′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW26L							

ALSF-II
REIL
PAPI

DP499 900′ whichever later on 263°

Standard STRAIGHT-IN LANDING RWY **26L**

	LPV CAT I DA(H) **670′** (200′) FULL	LPV CAT I TDZ or CL out	LPV CAT I ALS out	LNAV/VNAV DA(H) A: **756′** (286′) B: **766′** (296′) C: **775′** (305′) D: **828′** (358′)	LNAV/VNAV ALS out	LNAV CDFA DA/MDA(H) **920′** (450′)	LNAV CDFA ALS out
A	RVR 550m	RVR 550m 1	RVR 1200m	RVR 750m 2	RVR 1400m	RVR 1400m	RVR 1500m
B							
C				RVR 750m 3			RVR 2100m
D				RVR 900m	RVR 1600m		

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
2 With TDZ & CL & HUD: RVR 650m 3 With TDZ & CL & HUD: RVR 700m

PANS OPS

CHANGES: MSA raised.

EDDP/LEJ LEIPZIG-HALLE

JEPPESEN LEIPZIG-HALLE, GERMANY

12 AUG 22 (12-4)

RNP Rwy 26R

D-ATIS	MUNICH Radar (APP)		*LEIPZIG Director (APP)		LEIPZIG Tower		Ground
	North	South	North	South	North	South	
123.955	126.065	126.175	129.765	120.840	125.955	121.105	121.805

BRIEFING STRIP ™

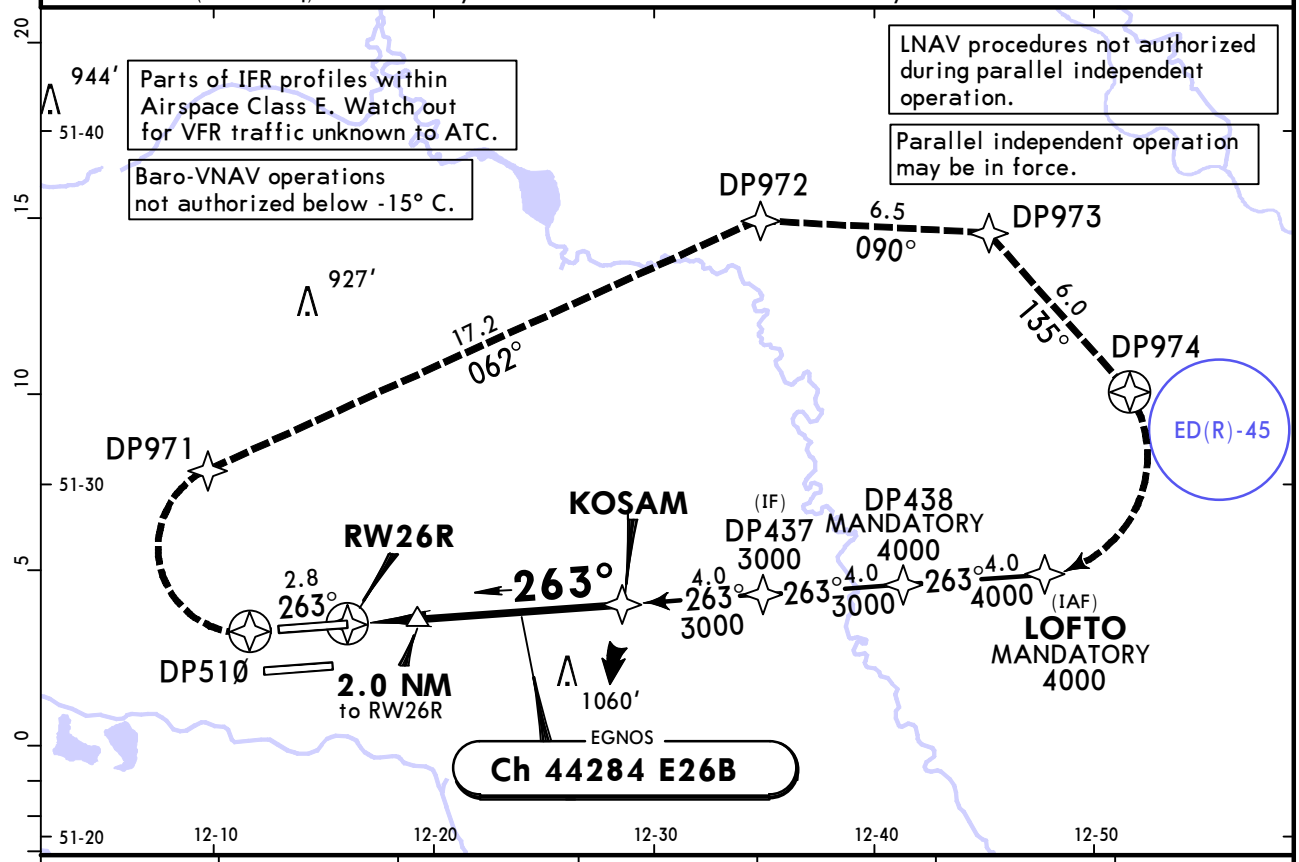
EGNOS	Final	KOSAM	LPV CAT I	Apt Elev 470′
Ch 44284	Apch Crs	MANDATORY	DA(H)	
E26B	263°	3000′ (2552′)	648′ (200′)	Rwy 448′

MISSED APCH: Climb on 263° to DP51Ø or 900′, whichever is later, then turn RIGHT direct to DP971, then to DP972, then to DP973, then to DP974. Turn RIGHT direct to LOFTO, climbing to 4000′.

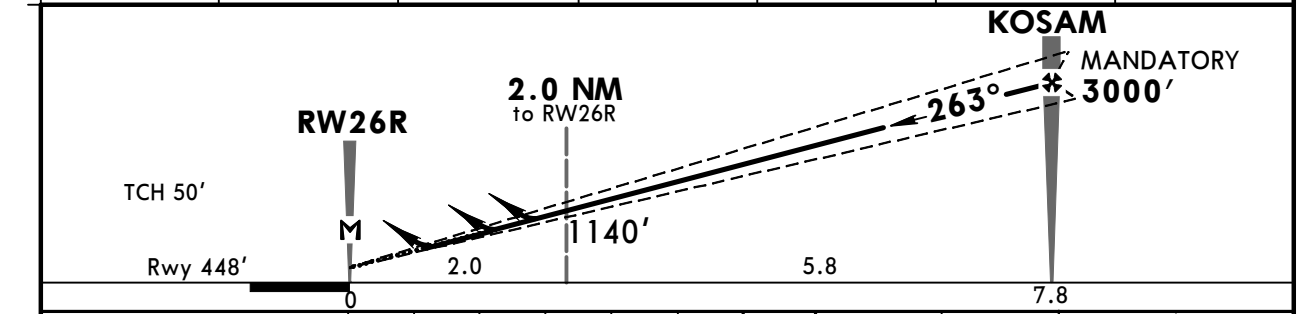
2800

MSA ARP

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



DIST to RW26R	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	1140′	1460′	1780′	2090′	2410′	2730′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW26R							

ALSF-II
REIL
PAPI

DP51Ø 900′ whichever later on 263°

Standard STRAIGHT-IN LANDING RWY **26R**

	LPV CAT I			LNAV/VNAV		LNAV CDFA	
	DA(H) 648′ (200′)			DA(H) A: 855′ (407′) C: 870′ (422′) B: 863′ (415′) D: 878′ (430′)		DA/MDA(H) 950′ (502′)	
	FULL	TDZ or CL out	ALS out		ALS out		ALS out
A B	RVR 550m	RVR 550m 1	RVR 1200m	RVR 1200m	RVR 1500m	RVR 1500m	
C D				RVR 1300m	RVR 2000m	RVR 1600m	RVR 2400m

PANS OPS

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: MSA raised.

Chart changes since cycle 15-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

LEIPZIG-HALLE, (LEIPZIG-HALLE - EDDP)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EDDP

Chart Change Notices for Country DEU

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Location/airport name changed from Monchengladbach to Moenchengladbach.

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: 20210326
End Date: No end date

Use of SID RNAV OVERLAY: Pilots of GPS/FMS-RNAV-equipped aircraft should, if possible, use the defined supplementary GPS/FMS/RNAV procedures which are published as "OVERLAY" to a conventional procedure. Please refer also to ATC Germany pages for additional information.

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Location/airport name changed from Buchel to Buechel, Buckeburg to Bueckeburg, Norvenich to Noervenich.

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Jeppesen charted take-off minimums are determined according to the available RWY lights. In Germany, Low Visibility Procedures (LVP) are only available for the following airports: EDDB, EDDC, EDDE, EDDF, EDDG, EDDH, EDDK, EDDL, EDDM, EDDN, EDDP, EDDR, EDDS, EDDV, EDDW, EDFH, EDHI, EDHL, EDJA, EDLN, EDLP, EDLV, EDLW, EDMA, EDNY, EDQM, EDSB, EDTL, EDTY, EDVE, EDVK. All other German airports are notapproved for Low Visibility Take-off Operations (LVTO) with an RVR below 400m because of missing LVP.