

List of pages in this Trip Kit

- Trip Kit Index
- Airport Information For EDJA
- Terminal Charts For EDJA
- Revision Letter For Cycle 16-2023
- Change Notices
- Notebook

General Information

Location: MEMMINGEN DEU
ICAO/IATA: EDJA / FMM
Lat/Long: N47° 59.33', E010° 14.37'
Elevation: 2079 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 2.0° E

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

Sunrise: 0446 Z
Sunset: 1748 Z

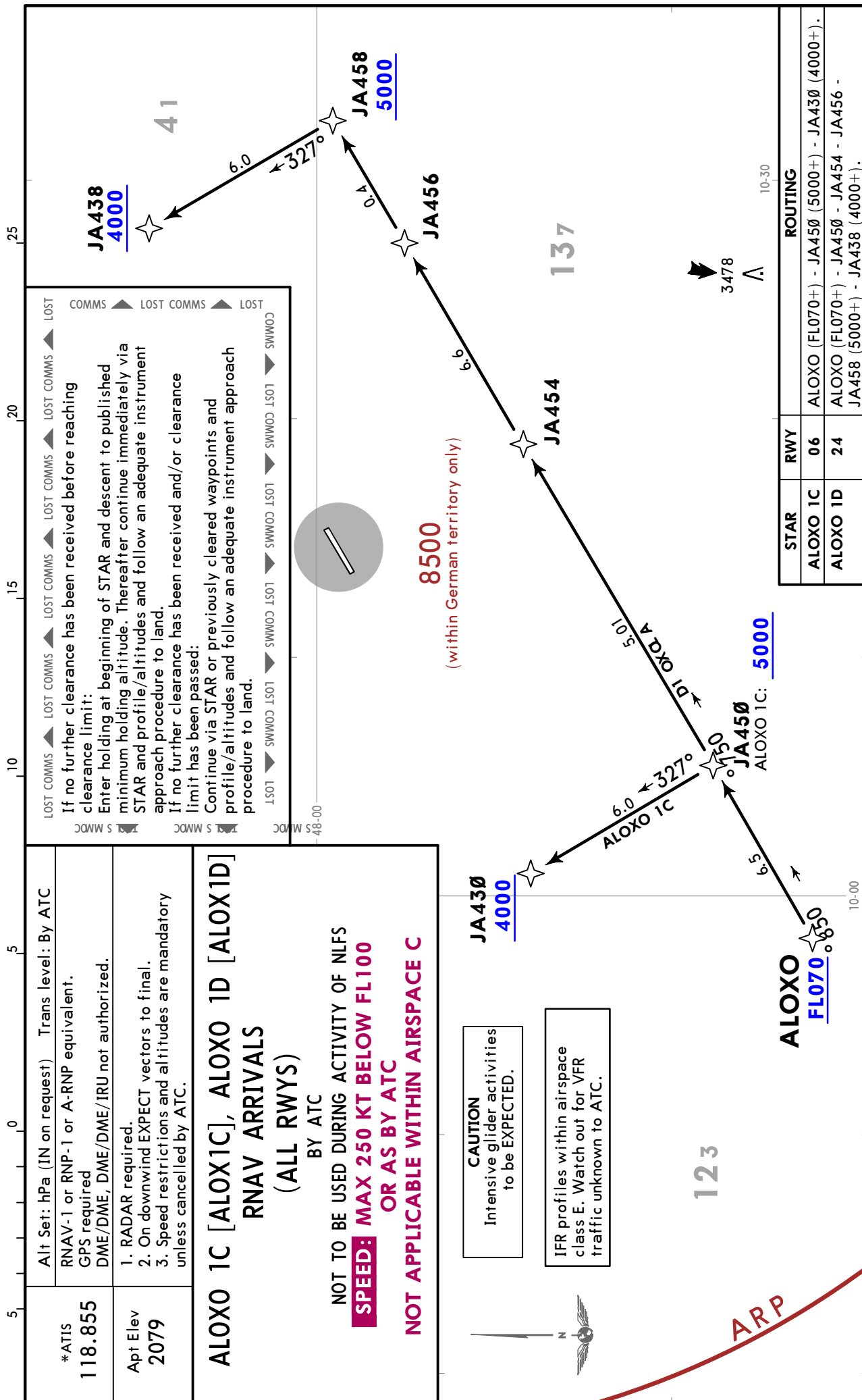
Runway Information

Runway: 06
Length x Width: 8629 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 2079 ft
Lighting: Edge, ALS, Centerline

Runway: 24
Length x Width: 8629 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 2053 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 752 ft
Stopway: 656 ft

Communication Information

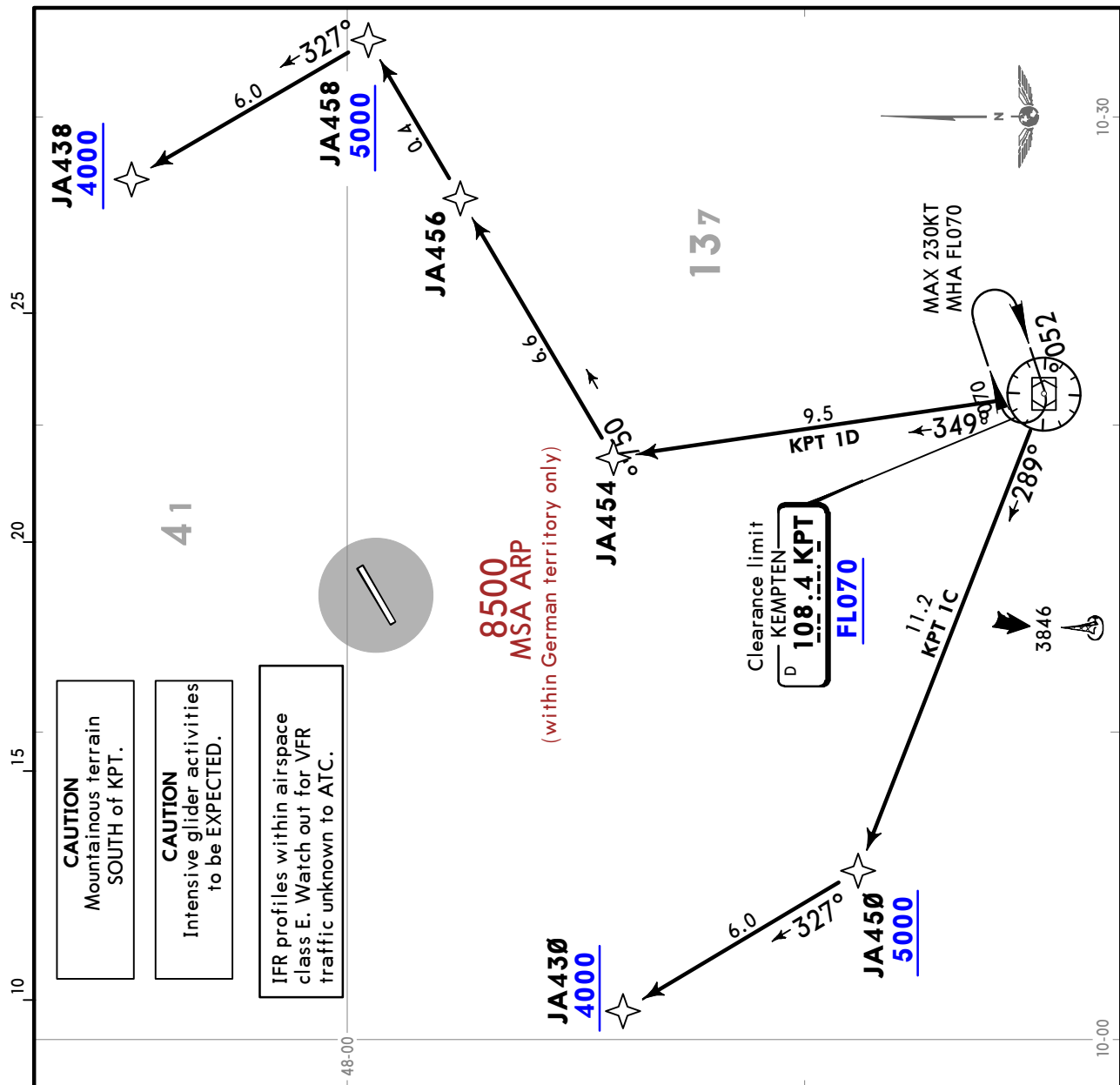
ATIS: 118.855
Memmingen Tower: 126.855
Memmingen Ground: 121.680
Munich Radar Radar: 129.450 RCO
Memmingen De-Icing Operations: 121.930



EDJA/FMM
MEMMINGEN

12 NOV 21 10-2A

MEMMINGEN, GERMANY
RNAV STAR

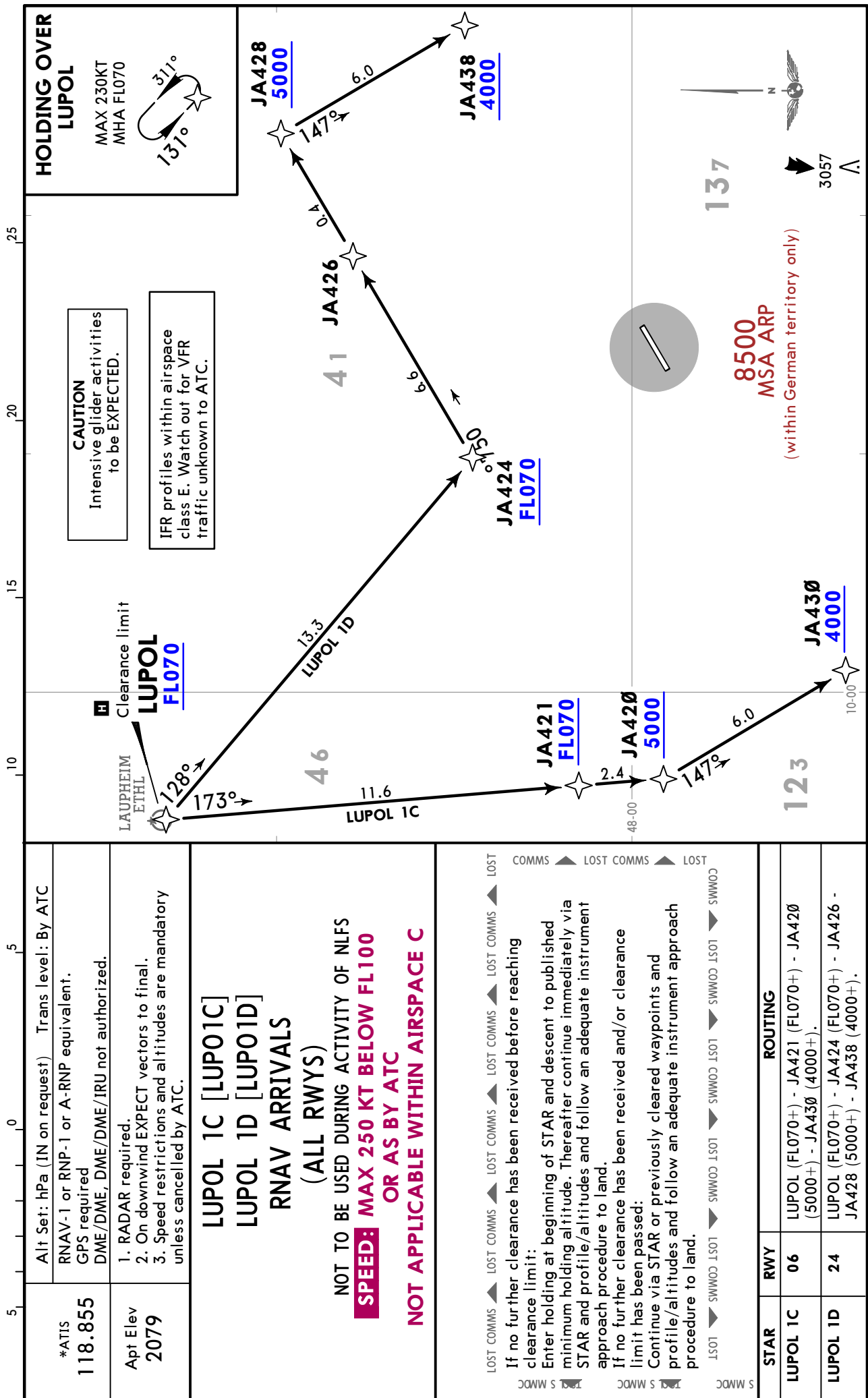


		Alt Set: hPa (IN on request) Trans level: By ATC	
		RNAV-1 or RNP-1 or A-RNP equivalent. GPS required DME/DME, DME/DME/IRU not authorized.	
*ATIS 118.855			
Apt Elev 2079		1. RADAR required. 2. On downwind EXPECT vectors to final. 3. Speed restrictions and altitudes are mandatory unless cancelled by ATC.	
KEMPTEN 1C (KPT 1C) KEMPTEN 1D (KPT 1D) RNAV ARRIVALS (ALL RWYS) NOT TO BE USED DURING ACTIVITY OF NLFS 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 If no further clearance has been received before reaching clearance limit: Enter holding at beginning of STAR and descent to published minimum holding altitude. Thereafter continue immediately via STAR and profile/altitudes and follow an adequate instrument approach procedure to land. If no further clearance has been received and/or clearance limit has been passed: Continue via STAR or previously cleared waypoints and profile/altitudes and follow an adequate instrument approach procedure to land. LSOT ▼ SMMWOC LSOT ▼ SMMWOC LSOT ▼ SMMWOC LSOT ▼ SMMWOC LSOT ▼ SMMWOC			
STAR		RWY	
ROUTING			
KPT 1C	06	KPT (FL070+) - JA450 (5000+) - JA430 (4000+).	
KPT 1D	24	KPT (FL070+) - JA454 - JA456 - JA458 (5000+) - JA438 (4000+).	

EDJA/FMM
MEMMINGEN

JEPPESSEN M
29 OCT 21 (10-2B) Eff 4 Nov

MEMMINGEN, GERMANY

RNAV STAR

MEMMINGEN, GERMANY
OV RNAV SID

EDJA/FMM
MEMMINGEN

29 OCT 21 10-3A Eff 4 Nov

MEMMINGEN, GERMANY

RNAV SID

MUNICH Radar (APP)
129.450

Apt Elev
2079

Trans alt: 5000

RNAV-1 or RNP-1 or A-RNP equivalent.
GPS required
DME/DME, DME/DME/IRU not authorized.

1. Contact MUNICH Radar IMMEDIATELY after take-off.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

LUPOL 5A [LUP05A], LUPOL 5B [LUP05B]
RNAV DEPARTURES
(ALL RWYS)

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

25
20
15
10
5
48-00
0
10-00
5

LUPOL
LAUPHEIM
ETHL

CAUTION
Intensive glider activities
to be EXPECTED.

IFR profiles within airspace
class E. Watch out for VFR
traffic unknown to ATC.



46

NORGU
FL70

JA245

123

JA243

18.1

41

JA070
MAX 220 KT

8500
MSA ARP
(within German territory only)

JA062
MAX 220 KT

290°

4.3

LUPOL 5B

057°

6.9

LUPOL 5A

137

3057



LUPOL 5B

This SID requires a minimum climb gradient
of
219 per NM (3.6%) until passing 2400.

Gnd speed-KT	75	100	150	200	250	300
219 per NM	274	365	548	730	913	1095

Initial climb clearance FL70

SID	RWY	ROUTING
LUPOL 5A	24	(2500+) - JA243 - JA245 - NORGU (FL70+) - LUPOL.
LUPOL 5B	06	(K220-; 2500+) - JA062 (K220-) - JA070 (K220-) - LUPOL.

EDJA/FMM
MEMMINGEN

JEPPESSEN
29 OCT 21 10-3B Eff 4 Nov

MEMMINGEN, GERMANY

RNAV SID

UMTEX 1A [UMTE1A], UMTEX 2B [UMTE2B]
RNAV DEPARTURES
(ALL RWYS)

NOT TO BE USED DURING ACTIVITY OF NLFS
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

Trans alt: 5000

RNAV-1 or RNP-1 or A-RNP equivalent.
GPS required
DME/DME, DME/DME/IRU not authorized.

MUNICH Radar (APP)
129.450

Apt Elev
2079

1. Contact MUNICH Radar IMMEDIATELY after take-off.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

UMTEX 2B

This SID requires a minimum climb gradient of 219 per NM (3.6%) until passing 2400.

Gnd speed-KT	75	100	150	200	250	300
219 per NM	274	365	548	730	913	1095

Initial climb clearance FL70

ROUTING

SID	RWY	ROUTING
UMTEX 1A	24	(2500+) - JA243 - ROREM - UMTEX.
UMTEX 2B	06	(K220-; 2500+) - JA062 (K220-) - JA071 (K220-) - JA243 - ROREM - UMTEX.

5 10 15 20 25

10-30

10-00

46

41

123

137

8500

(within German territory only)

ARP

UMTEX

ROREM

JA243

JA062

MAX 220 KT

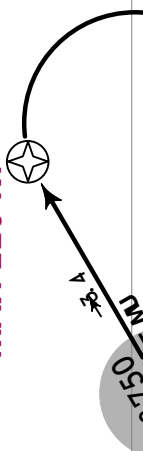
JA071

MAX 220 KT

3378

IFR profiles within airspace class E. Watch out for VFR traffic unknown to ATC.

CAUTION
Intensive glider activities to be EXPECTED.



EDJA/FMM
MEMMINGEN

 **JEPPESSEN**
16 JUN 23 **10-4**

MEMMINGEN, GERMANY
NOISE

NOISE ABATEMENT

SUMMER: LT minus 2 HOURS = UTC(Z)
WINTER : LT minus 1 HOUR = UTC(Z)

ARRIVALS

Approaches over residential areas shall be avoided.

REVERSE THRUST

Reverse thrust may be used only to the extent required for safety reasons.
This does not affect idle thrust.

RUN-UP TESTS

Jet engine test runs and run-ups are permitted only after prior permission (PPR) through the APT operator. In general, the areas designated for engine tests shall be used.

EDJA/FMM

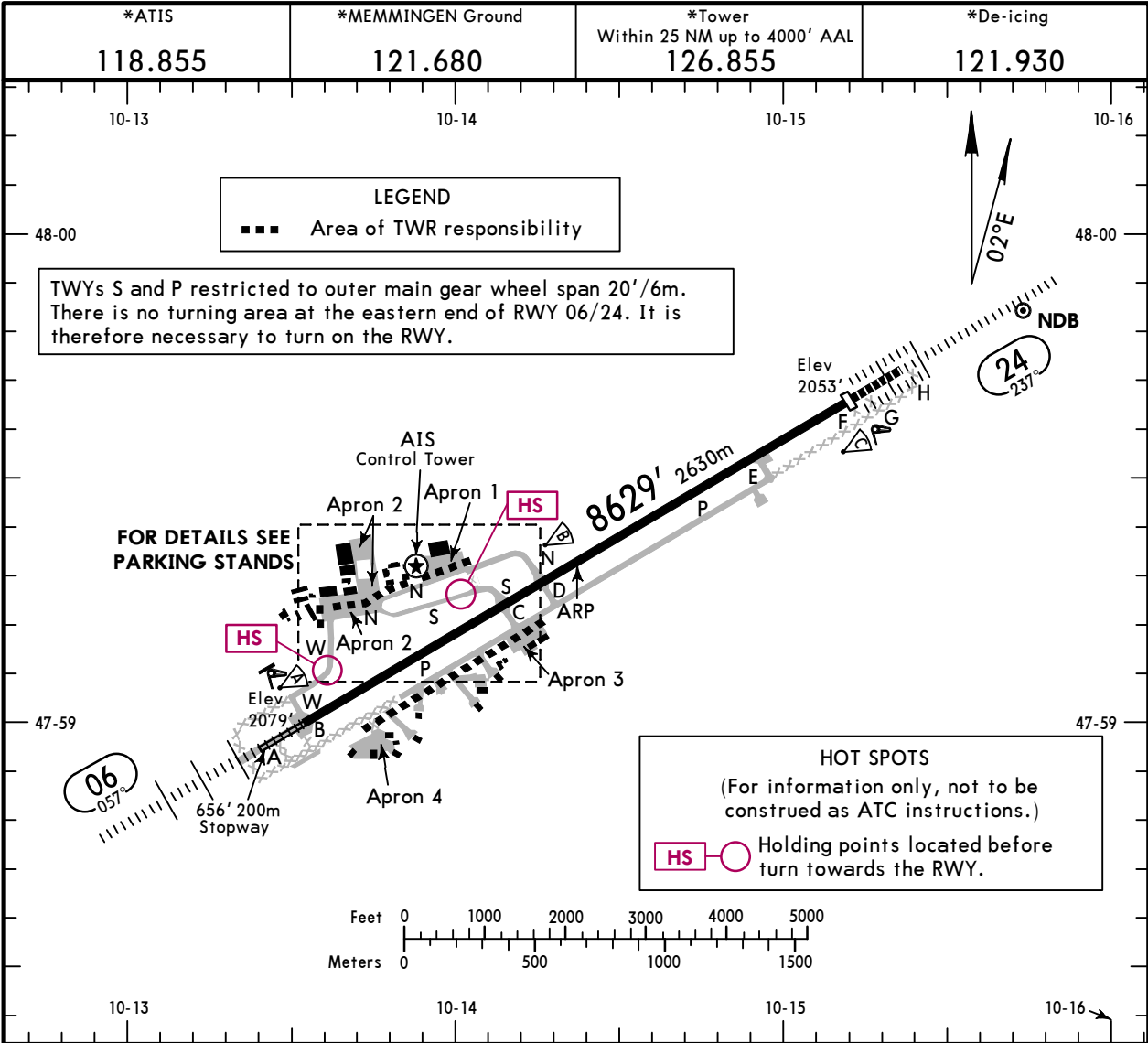
Apt Elev **2079'**
N47 59.3 E010 14.4

JEPPesen

23 SEP 22 **(10-9)**

MEMMINGEN, GERMANY

MEMMINGEN



① (angle 3.0°)

② TAKE-OFF RUN AVAILABLE

RWY 06:

From rwy head	8629' (2630m)
twy C int	5742' (1750m)
twy S int	5742' (1750m)
twy N int	5151' (1570m)
twy D int	5151' (1570m)

RWY 24:

From rwy head	8629' (2630m)
twy E int	6578' (2005m)
twy N int	3510' (1070m)
twy D int	3494' (1065m)
twy C int	2904' (885m)
twy S int	2904' (885m)

Standard

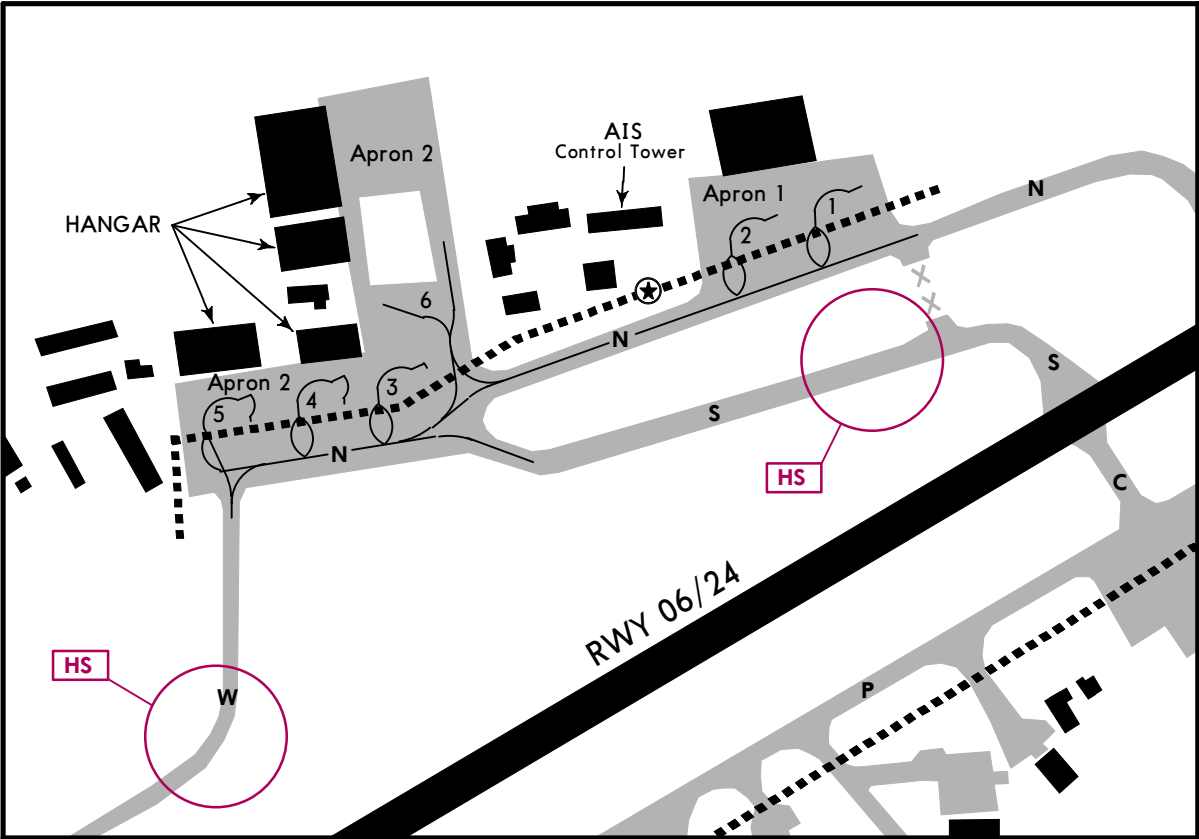
TAKE-OFF

	Low Visibility Take-off					
	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	TDZ, MID, RO	TDZ, MID, RO				
C	RVR 125m	RVR 150m	RVR 200m	RVR 300m	400m	500m
D						

EDJA/FMM

23 SEP 22 10-9A

MEMMINGEN, GERMANY
MEMMINGEN



LEGEND	
N	Taxiway
1	Stand
---	Area of TWR responsibility
HS	HOT SPOTS
	See Airport chart for description of Hot Spots

**LOW VISIBILITY PROCEDURES (LVP)
INCLUDING LOW VISIBILITY TAKE-OFFS (LVTO)**

Pilots will be informed via ATIS, if LVP are in operation.

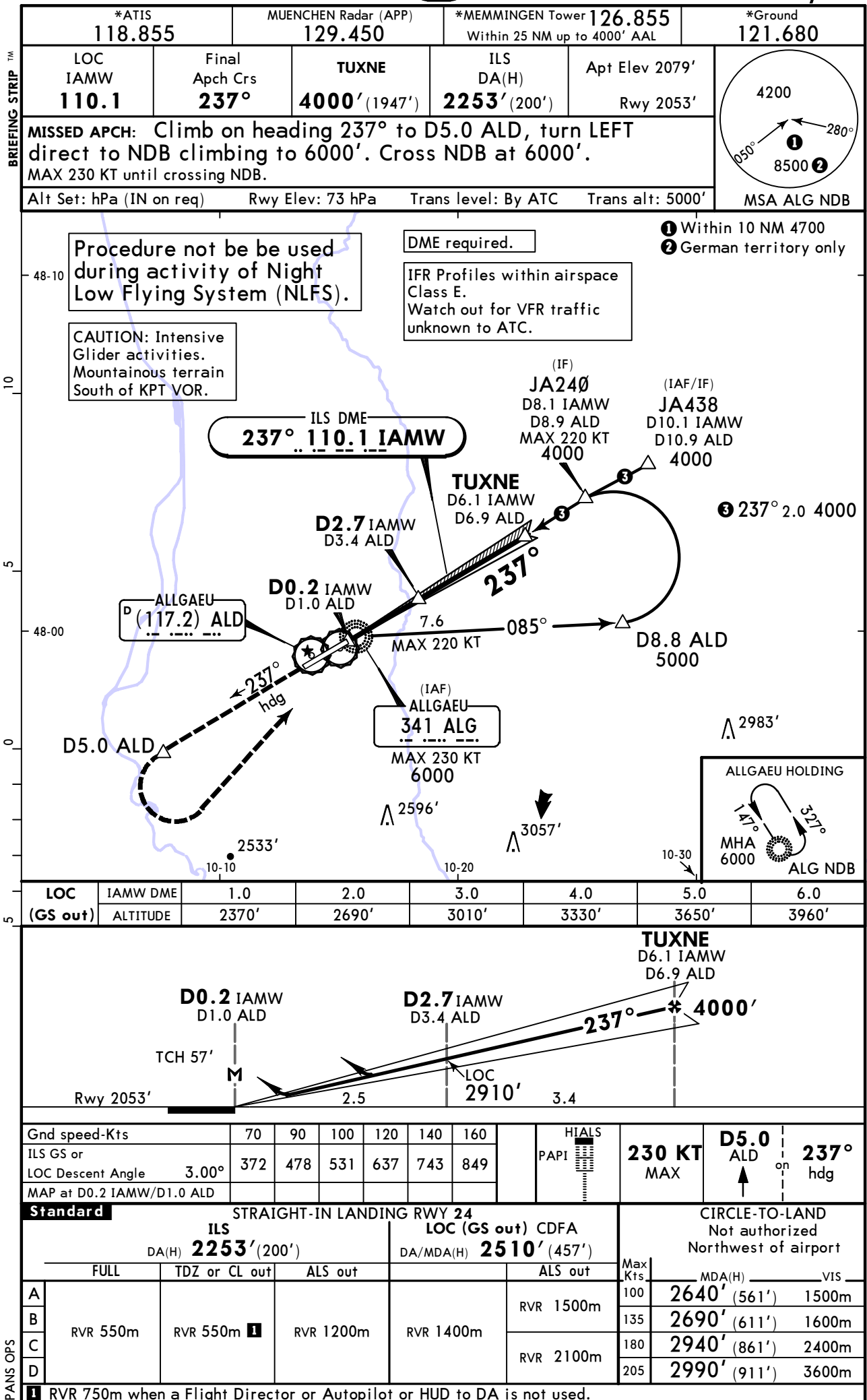
The preparation phase will be initiated, when RVR is below 1000m.
The operational phase will start, when RVR is below 600m.
When RVR is below 400m, this will be considered as LVTO in flight operations.
Flight operations are not possible, when RVR is below 75m.

Low visibility procedures apply unchanged for low visibility take-offs.
Intersection take-offs are not permissible under low visibility procedures.
Taxiing under low visibility take-off is only permissible with a follow-me vehicle.
Only one vehicle or ACFT is allowed to move within the area of responsibility of air traffic control (one at a time); exception: follow-me vehicle to guide an ACFT.

EDJA/FMM
MEMMINGEN

JEPPESSEN
15 JUL 22 (11-2)

MEMMINGEN, GERMANY
ILS or LOC Rwy 24

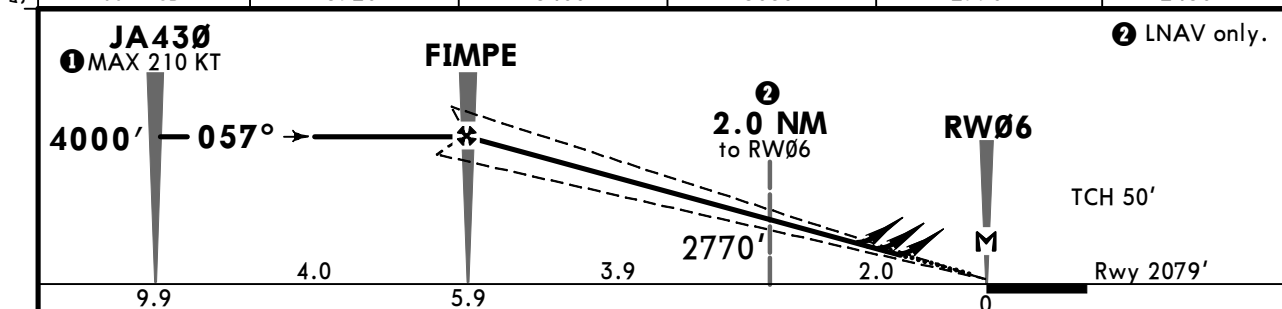
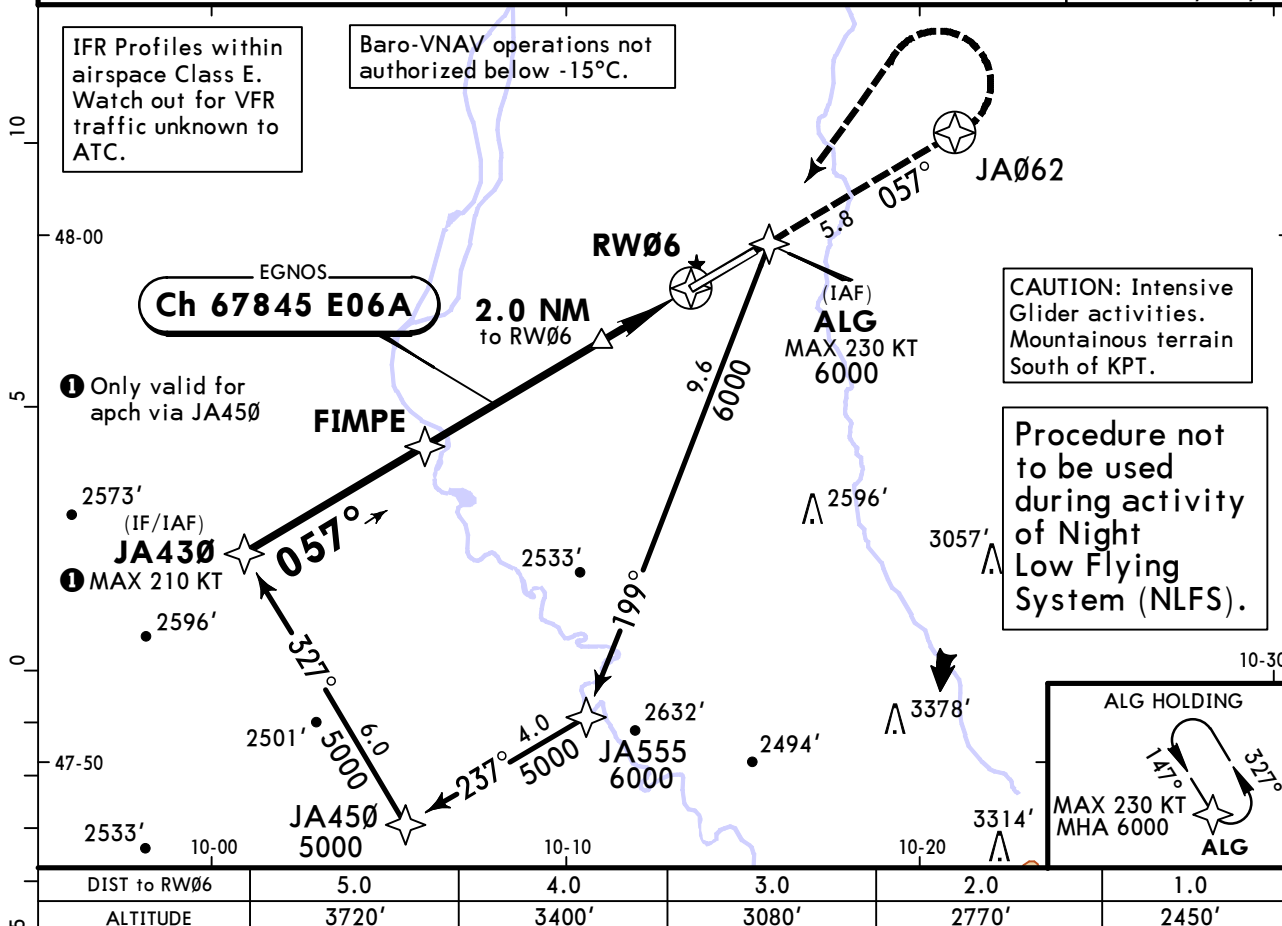


EDJA/FMM
MEMMINGEN

JEPPESSEN
24 FEB 23 (12-1)

MEMMINGEN, GERMANY
RNP Rwy 06

*ATIS 118.855	MUENCHEN Radar (APP) 129.450	*MEMMINGEN Tower 126.855 Within 25 NM up to 4000' AAL	*Ground 121.680
EGNOS Ch 67845 E06A	Final Apch Crs 057°	FIMPE 4000' (1921')	LPV CAT I DA(H) 2279' (200')
Apt Elev 2079' Rwy 2079'			8500
MISSED APCH: Climb on 057° to JA062 or 3100' whichever is later, turn LEFT direct to ALG, climbing to 6000'. Cross ALG at 6000'. MAX 230 KT until crossing ALG.			MSA ARP German territory only
Alt Set: hPa (IN on req) Rwy Elev: 74 hPa Trans level: By ATC Trans alt: 5000'			



Gnd speed-Kts	70	90	100	120	140	160	HIALS	230 KT	JA062 3100'	on 057°
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI	MAX	whichever is later	
MAP at RW06										

LPV CAT I		STRAIGHT-IN LANDING RWY 06		CIRCLE-TO-LAND	
DA(H) 2279' (200')		LNAV/VNAV		Not authorized Northwest of airport	
A: 2329' (250') C: 2349' (270')		LNAV			
B: 2339' (260') D: 2359' (280')		CDFA			
DA/MDA(H) 2490' (411')					
ALS out	ALS out	ALS out	ALS out	Max Kts	MDA(H) VIS
A				100	2640' (561') 1500m
B	RVR 550m	RVR 1200m	RVR 750m	135	2690' (611') 1600m
C			RVR 1300m	180	2940' (861') 2400m
D			RVR 1200m	205	2990' (911') 3600m

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

CHANGES: None.

© JEPPESSEN, 2007, 2022. ALL RIGHTS RESERVED.

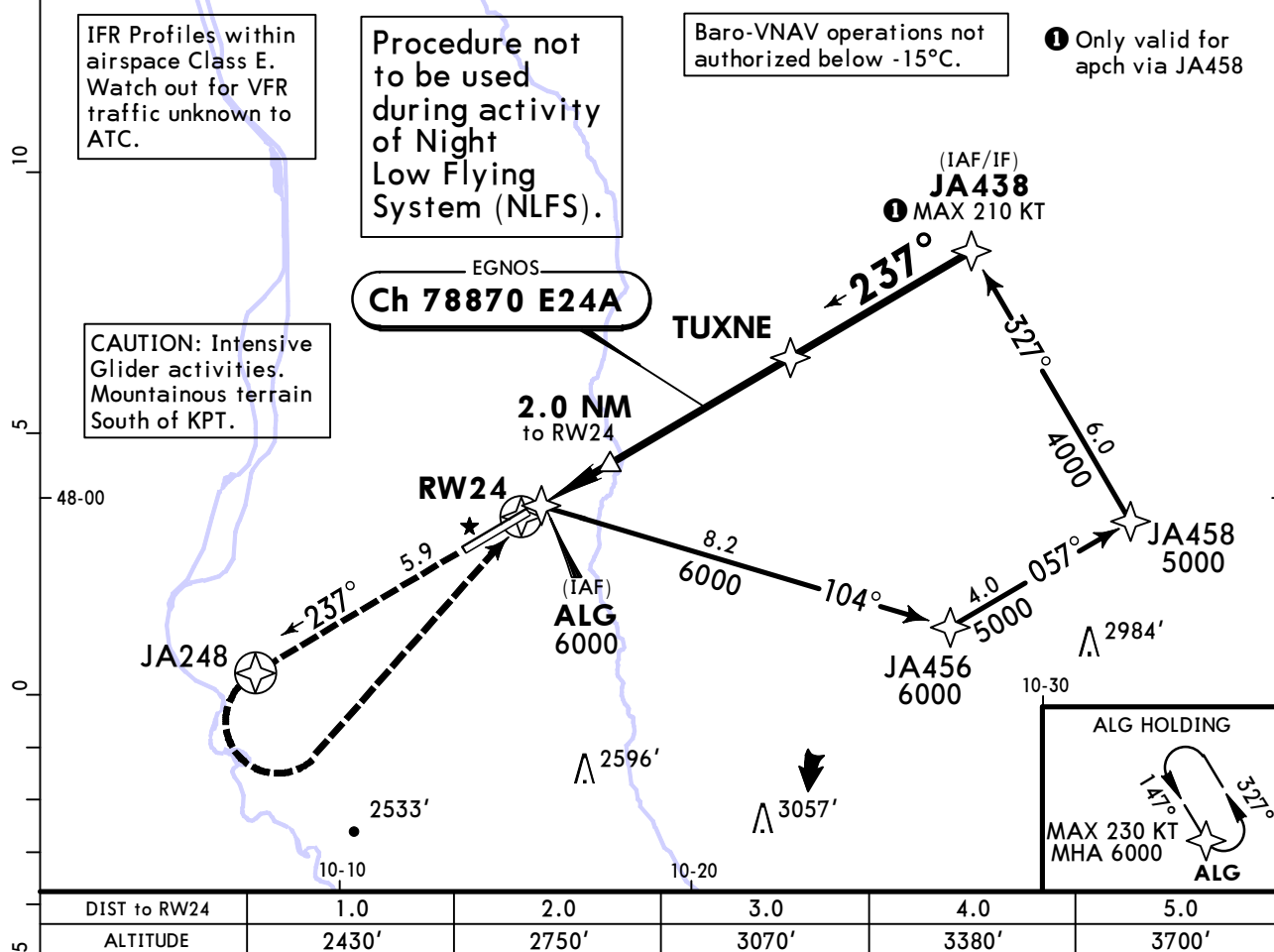
EDJA/FMM
MEMMINGEN

JEPPESSEN
24 FEB 23 (12-2)

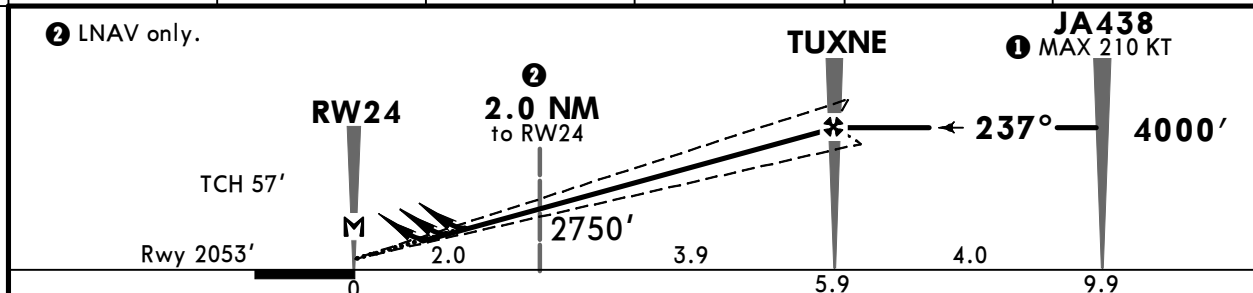
MEMMINGEN, GERMANY
RNP Rwy 24

BRIEFING STRIP™

*ATIS 118.855	MUENCHEN Radar (APP) 129.450	*MEMMINGEN Tower 126.855 Within 25 NM up to 4000' AAL	*Ground 121.680
EGNOS Ch 78870 E24A	Final Apch Crs 237°	TUXNE 4000' (1947')	LPV CAT I DA(H) 2253' (200')
Apt Elev 2079' Rwy 2053'			8500
MISSED APCH: Climb on 237° to JA248, turn LEFT direct to ALG climbing to 6000'. Cross ALG at 6000'. MAX 230 KT until crossing ALG.			
Alt Set: hPa (IN on req) Rwy Elev: 73 hPa Trans level: By ATC Trans alt: 5000'			
MSA ARP German territory only			



② LNAV only.



Gnd speed-Kts	70	90	100	120	140	160	HIALS	230 KT	JA248	237°
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI	MAX	on	
MAP at RW24										

Standard

STRAIGHT-IN LANDING RWY 24

LPV CAT I			DA(H) LNAV/VNAV		LNAV CDFA		CIRCLE-TO-LAND		
DA(H) 2253' (200')			A: 2389' (336') C: 2409' (356')		DA/MDA(H) 2510' (457')		Not authorized Northwest of airport		
TDZ or CL out			B: 2399' (346') D: 2419' (366')		ALS out		Max Kts MDA(H) VIS		
ALS out			RVR 800m		RVR 1500m		100 2640' (561') 1500m		
RVR 550m			RVR 900m		RVR 1600m		135 2690' (611') 1600m		
RVR 1200m			RVR 1000m		RVR 1700m		180 2940' (861') 2400m		
							205 2990' (911') 3600m		

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

CHANGES: ALG speed restriction withdrawn.

© JEPPESSEN, 2007, 2023. ALL RIGHTS RESERVED.

EDJA/FMM MEMMINGEN

15 JUL 22 (16-1)

MEMMINGEN, GERMANY

NDB Rwy 06

BRIEFING STRIP

*ATIS 118.855		MUENCHEN Radar (APP) 129.450	*MEMMINGEN Tower 126.855 Within 25 NM up to 4000' AAL		*Ground 121.680
NDB ALG 341	Final Apch Crs 057°	FIMPE 4000' (1921')	DA/MDA(H) 2640' (561')	Apt Elev 2079' Rwy 2079'	
MISSED APCH: Climb on heading 057° to D2.9 ALD or 3100', whichever is later, turn LEFT direct to NDB climbing to 6000'. Cross NDB at 6000'. MAX 230 KT until crossing NDB.					
Alt Set: hPa (IN on req)		Rwy Elev: 74 hPa	Trans level: By ATC	Trans alt: 5000'	
					MSA ALG NDB

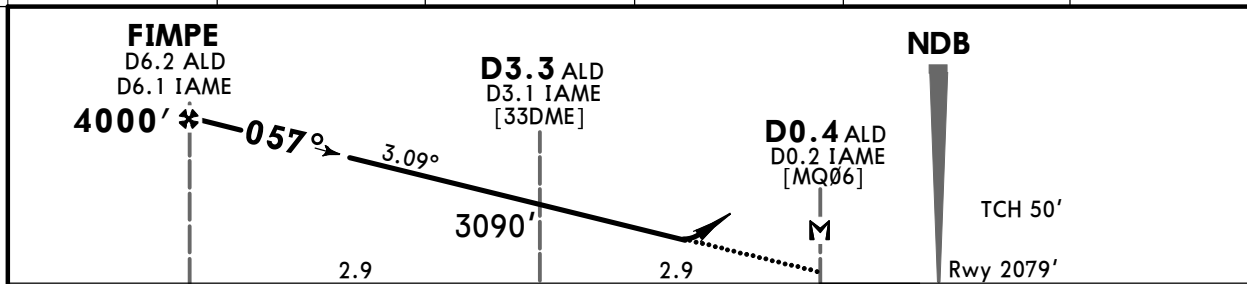
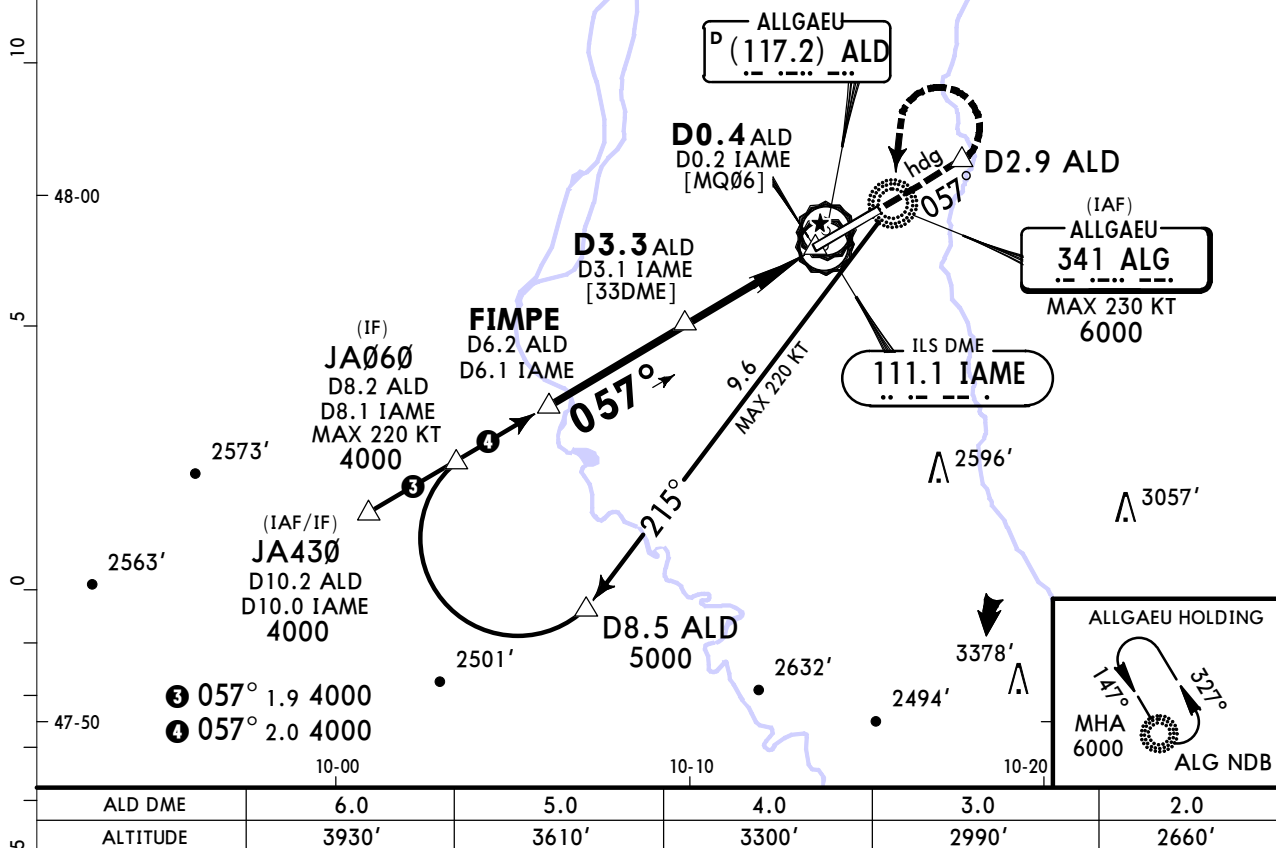
DME required.

IFR Profiles within airspace Class E.
Watch out for VFR traffic unknown to ATC.

Procedure not be used during activity of Night Low Flying System (NLFS).

- ① Within 10 NM 4700
- ② German territory only

CAUTION: Intensive Glider activities. Mountainous terrain South of KPT VOR.



Gnd speed-Kts	70	90	100	120	140	160	HIALS	230 KT	057°	D2.9	3100'
Descent Angle	3.09°	383	492	547	656	765	PAPI	MAX	hdg	ALD	whichever is later
MAP at D0.4 ALD/D0.2 IAME											

Standard STRAIGHT-IN LANDING RWY 06						CIRCLE-TO-LAND					
CDFA						Not authorized Northwest of airport					
DA/MDA(H) 2640' (561')						ALS out					
RVR 1500m						Max Kts	MDA(H)	VIS			
A						100	2640' (561')	1500m			
B						135	2690' (611')	1600m			
C						180	2940' (861')	2400m			
D						205	2990' (911')	3600m			

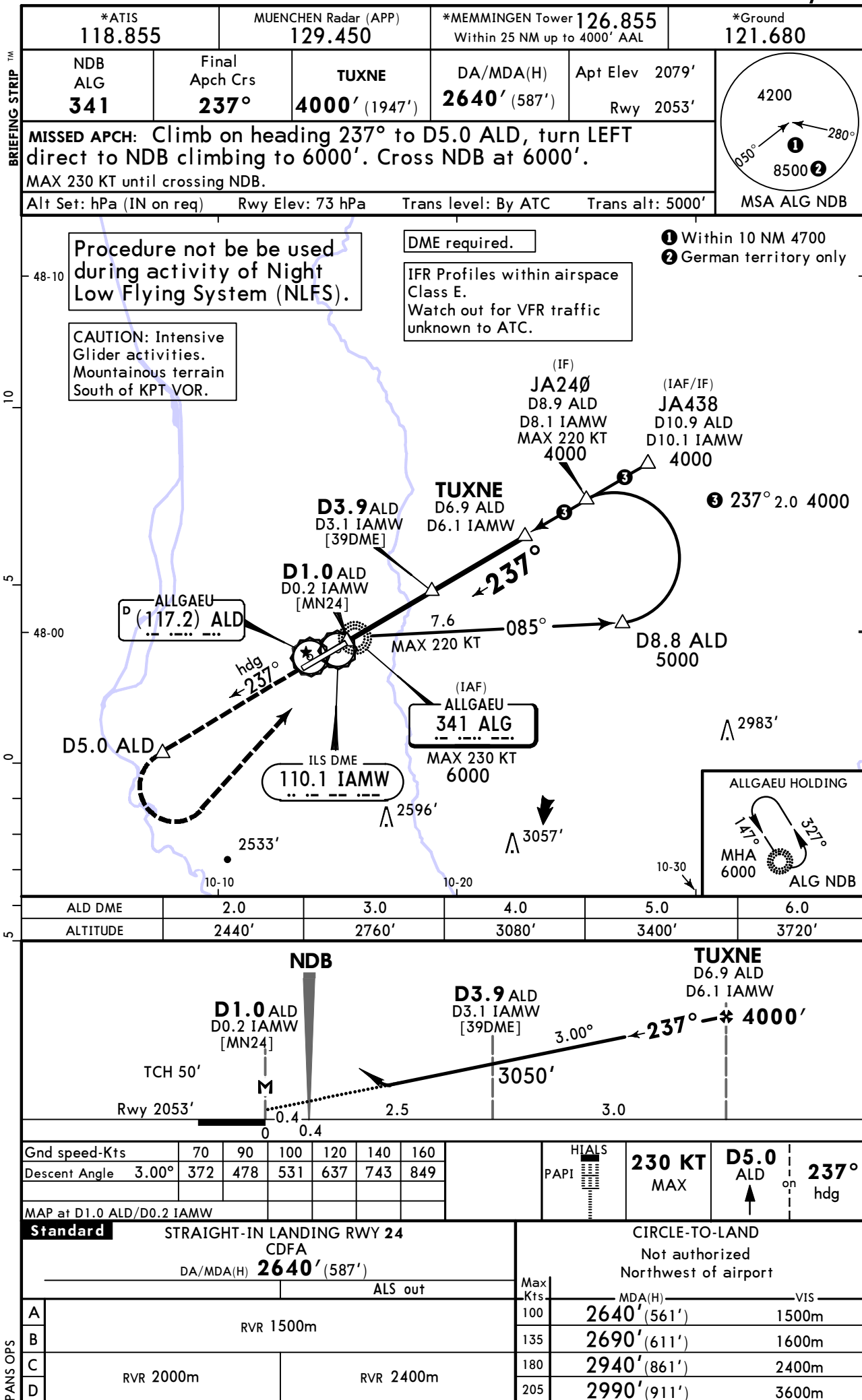
CHANGES: Communications.

© JEPPESEN, 2007, 2022. ALL RIGHTS RESERVED.

EDJA/FMM MEMMINGEN

15 JUL 22 (16-2)

MEMMINGEN, GERMANY NDB Rwy 24



MEMMINGEN, (MEMMINGEN - EDJA)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EDJA

Type: Terminal

Effectivity: Permanent

Begin Date: 20220714

End Date: No end date

Sequence flashing lights established for Rwy 06/24.

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 not approved for Low Visibility Take-off Operations (LVTO) with an RVR below 400m because of missing LVP.