

EDDP/LEJ
LEIPZIG-HALLE

23 SEP 05 (10-2) **EF 29 Sep** STAR

ATIS 123.95
Apt Elev 465'
Trans level: By ATC
Trans alt: 5000'

GOLAT THREE ECHO (GOLAT 3E) [GOLAT3E]
MAGDEBURG THREE ECHO (MAG 3E)
RWY 08 ARRIVALS
GOLAT THREE WHISKEY (GOLAT 3W) [GOLAT3W]
MAGDEBURG FOUR WHISKEY (MAG 4W)
RWY 26 ARRIVALS

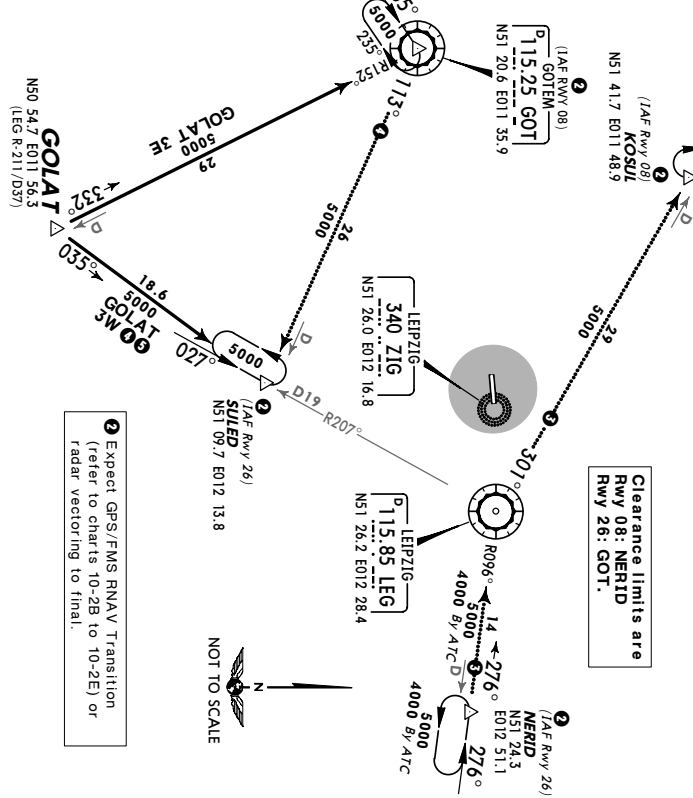
1 BRNAV equipment necessary.

MAGDEBURG
110.45 MAG
NS1 59.7 E011 47.7

- LOST COMMS
 1 Maintain last cleared FL and
 2 GOLAT 3E, MAG 3E:
 Proceed via LEG to KOSUL.
 3 GOLAT 3W (BRNAV equipped), MAG 4W:
 Proceed to SULED.
 4 GOLAT 3W (not BRNAV equipped):
 Descend in holding pattern to 5000' for
 standard instrument approach.
 SWWD 1501 SWWD 1501 SWWD 1501

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

Clearance limits are
Rwy 08: NERID
Rwy 26: GOT.



CHANGES: RWYs 10, 28 withdrawn; STARS withdr. resum'd & rev. © JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED.

EDDP/LEJ
LEIPZIG-HALLE

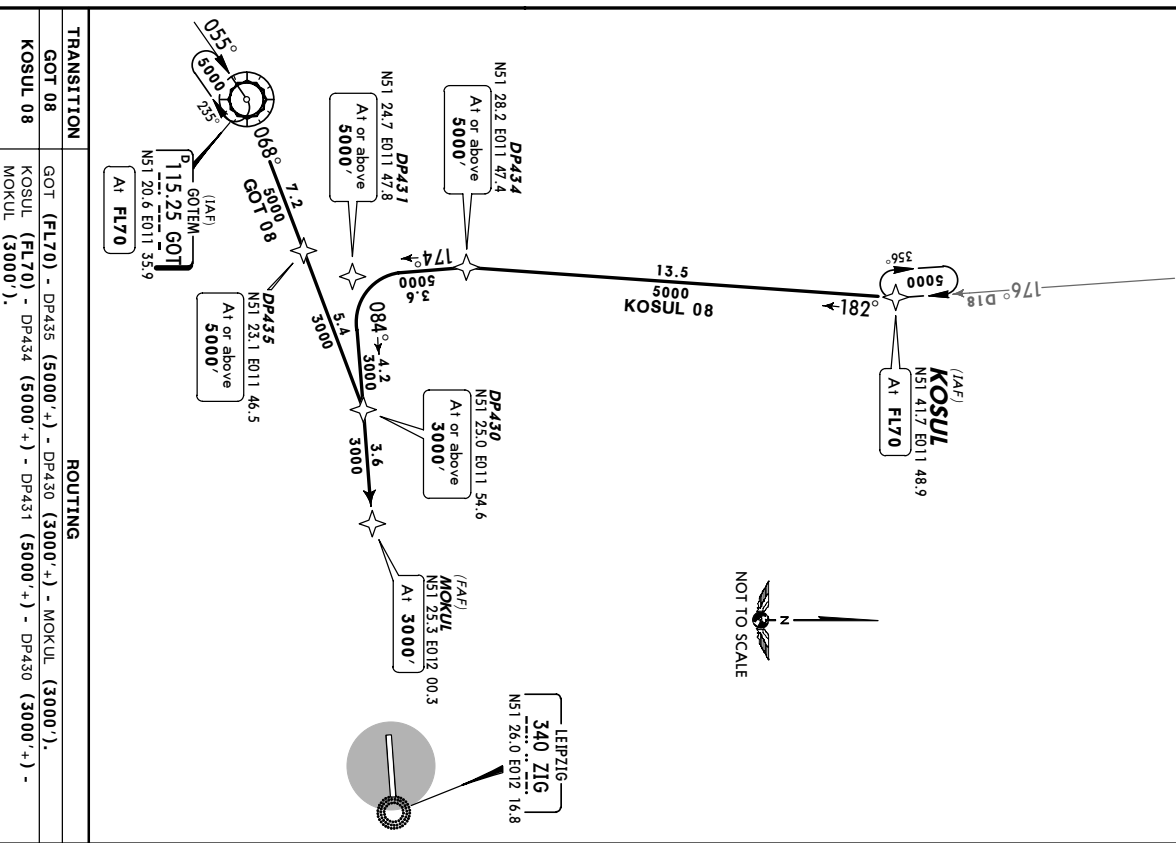
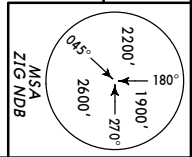
23 SEP 05 (10-2B) **EF 29 Sep** RNAV TRANSITION

ATIS 123.95
Apt Elev 465'
Trans level: By ATC
Trans alt: 5000'

MAGDEBURG
110.45 MAG
NS1 59.7 E011 47.7

GOT 08, KOSUL 08
RWY 08 RNAV TRANSITIONS
GPS- OR FMS-EQUIPPED AIRCRAFT

- Alt Set: nPA (IN on request)
 1. Expect shortcuts on transition whenever possible.
 2. Speed assignments will be issued by ATC.



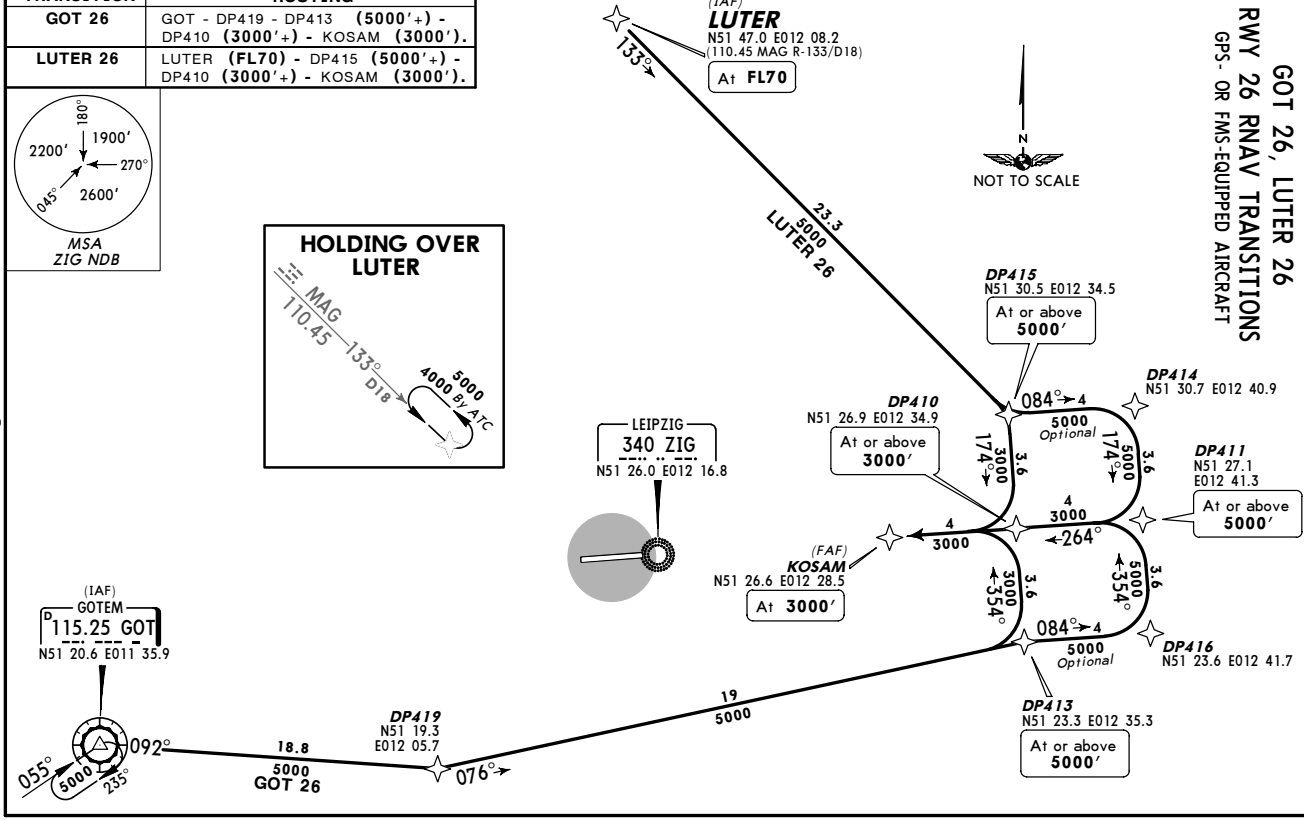
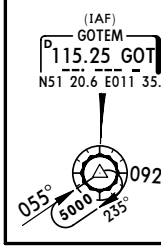
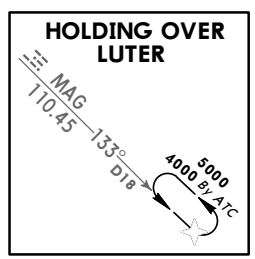
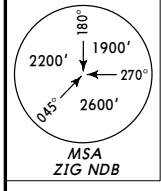
CHANGES: RWY 10 withdrawn; Transitions withdrawn & revised. © JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED.

EDDP/LEJ
LEIPZIG-HALLE
23 SEP 05 (10-2C) **EF 29 Sep** **RNAV TRANSITION**
JEPPesen LEIPZIG-HALLE, GERMANY

ATIS 123.95	Appr Elev 465'	Alt Set: hpa (IN on request) Trans level: By ATC 1. Expect shortcuts on transition whenever possible. 2. Speed assignments will be issued by ATC.	Trans alt: 5000'
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GOT 26, LUTER 26
RWY 26 RNAV TRANSITIONS
GPS- OR FMS-EQUIPPED AIRCRAFT

TRANSITION	ROUTING
GOT 26	GOT - DP419 - DP413 (5000'+) - DP410 (3000'+) - KOSAM (3000').
LUTER 26	LUTER (FL70) - DP415 (5000'+) - DP410 (3000'+) - KOSAM (3000').

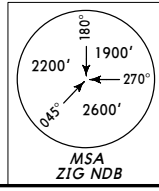
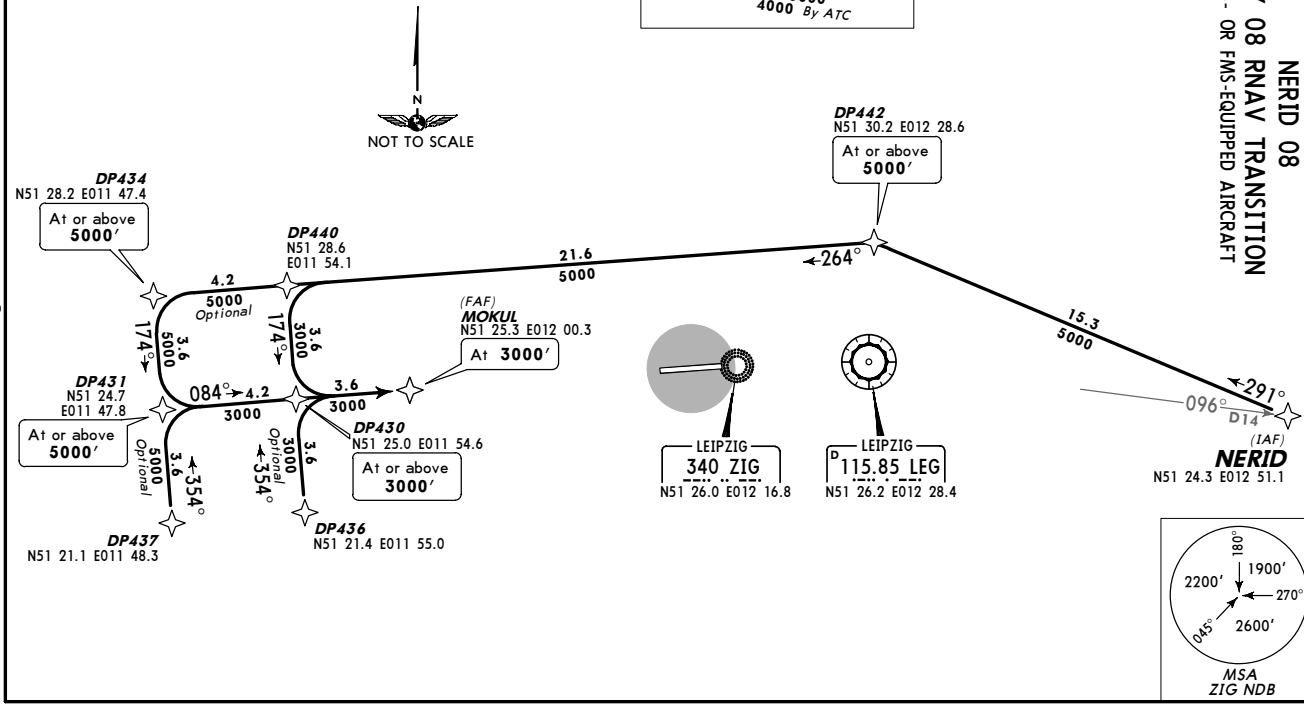
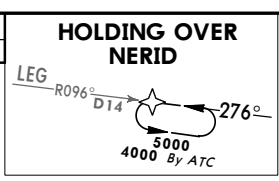


EDDP/LEJ
LEIPZIG-HALLE
23 SEP 05 (10-2D) **EF 29 Sep** **RNAV TRANSITION**
JEPPesen LEIPZIG-HALLE, GERMANY

ATIS 123.95	Appr Elev 465'	Alt Set: hpa (IN on request) Trans level: By ATC 1. Expect shortcuts on transition whenever possible. 2. Speed assignments will be issued by ATC.	Trans alt: 5000'
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NERID 08
RWY 08 RNAV TRANSITION
GPS- OR FMS-EQUIPPED AIRCRAFT

ROUTING
NERID - DP442 (5000'+) - DP440 - DP430 (3000'+) - MOKUL (3000').

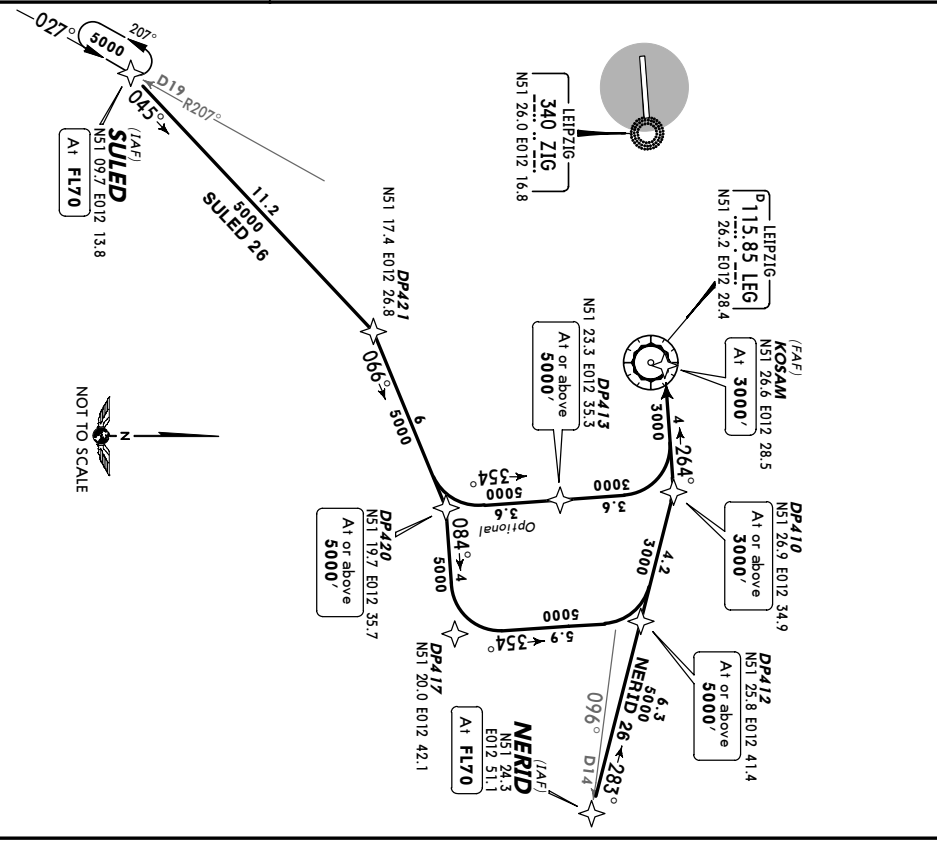
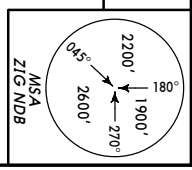


EDDP/LEJ
LEIPZIG-HALLE
 23 SEP 05 (10-2E) **EF 29 Sep** **RNAV TRANSITION**

ATIS 123.95	Apt Elev 465'
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Alt Set: hPa (IN on request)
 Trans level: By ATC. Trans alt: 5000'.
 1. Expect shortcuts on transition whenever possible.
 2. Speed assignments will be issued by ATC.

NERID 26, SULED 26
RWY 26 RNAV TRANSITIONS
 GPS- OR FMS-EQUIPPED AIRCRAFT



TRANSITION	ROUTING
NERID 26	NERID (FL70) - DP412 (5000') - DP410 (3000') - KOSAM (3000')
SULED 26	SULED (FL70) - DP421 - DP420 (5000') - DP417 - DP412 (5000') - DP410 (3000') - KOSAM (3000')

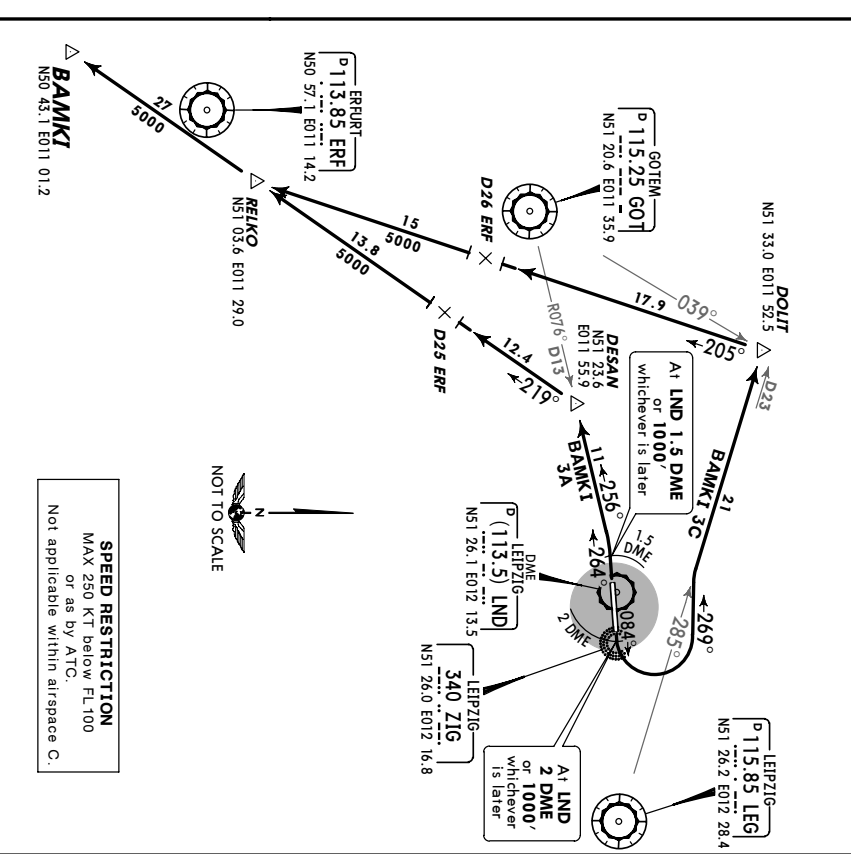
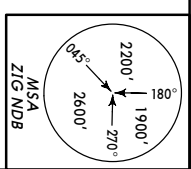
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EDDP/LEJ
LEIPZIG-HALLE
 23 SEP 05 (10-3) **EF 29 Sep** **SID**

BAMKI 3A: 132.3	BAMKI 3C: 124.17	Apt Elev 465'
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Trans level: By ATC. Trans alt: 5000'.
 1. Contact BERLIN Radar immediately after take-off.
 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

BAMKI THREE ALFA (BAMKI 3A)
BAMKI THREE CHARLIE (BAMKI 3C)
RWYS 26, 08 DEPARTURES



SID	RWY	ROUTING
BAMKI 3A	26	On runway track to LND 1.5 DME or 1000', whichever is later, turn LEFT, intercept GOT R-076 inbound to DESAN, turn LEFT, 219° track to BAMKI.
BAMKI 3C	08	On runway track to LND 2 DME or 1000', whichever is later, turn LEFT, 269° track, intercept LEG R-285 to DOLIT, turn LEFT, 205° track to REIKO, turn RIGHT, 219° track to BAMKI.

After DESAN: ① DOLIT ② BRNAV equipment necessary.
 If unable to comply file respective GALINA SID.

CHANGES: RWYs 10, 28 withdrawn; SIDs withdrawn, rerumb & rev. © JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.

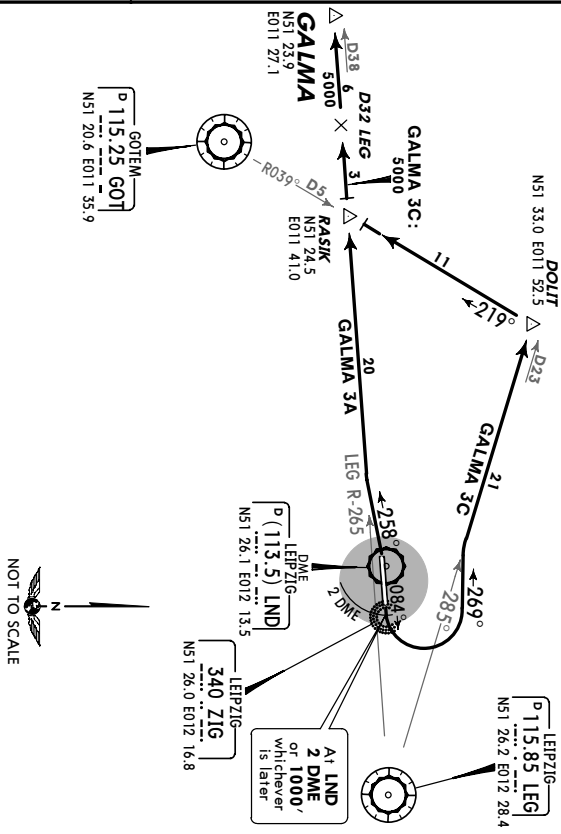
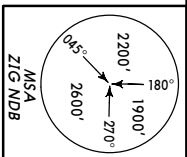
EDDP/LEJ
LEIPZIG-HALLE
 23 SEP 05 (10-3A) **EH 29 Sep** **STD**

BERLIN Radar
 GALMA 3A: 124.17
 GALMA 3C: 132.3

Trans level: By ATC
 Trans alt: 5000'

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

GALMA THREE ALFA (GALMA 3A)
GALMA THREE CHARLIE (GALMA 3C)
RWYS 26, 08 DEPARTURES
 ONLY FOR NON-BRNAV EQUIPPED FLIGHTS
 NO RNAV OVERLAY EXISTING



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

SID	RWY	ROUTING
GALMA 3A	26	258° track, intercept LEG R-265 to GALMA.
GALMA 3C	08	On runway track to LND 2 DME or 1000', whichever is later, turn LEFT, 289° track, intercept LEG R-285 to DOLIT, turn LEFT, intercept GOTI R-039 inbound to RASIK, turn RIGHT, intercept LEG R-285 to GALMA.

Initial climb clearance 4000'

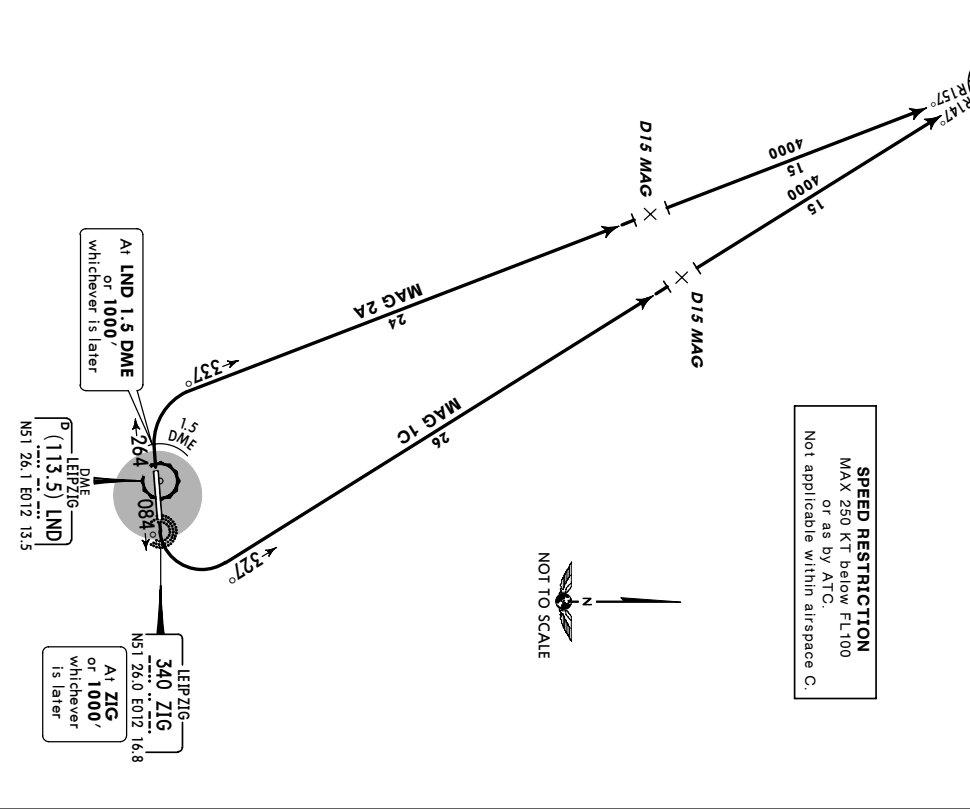
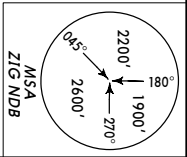
EDDP/LEJ
LEIPZIG-HALLE
 23 SEP 05 (10-3B) **EH 29 Sep** **STD**

BERLIN Radar
 MAGDEBURG-1: 124.17
 MAGDEBURG-2: 132.3

Trans level: By ATC
 Trans alt: 5000'

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

MAGDEBURG TWO ALFA (MAG 2A)
MAGDEBURG ONE CHARLIE (MAG 1C)
RWYS 26, 08 DEPARTURES
 NO ACCESS TO AIRWAY (U)Z 20



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

SID	RWY	ROUTING
MAG 2A	26	On runway track to LND 1.5 DME or 1000', whichever is later, turn RIGHT, intercept MAG R-157 inbound to MAG.
MAG 1C	08	To ZIG NDB or 1000', whichever is later, turn LEFT, intercept MAG R-147 inbound to MAG.

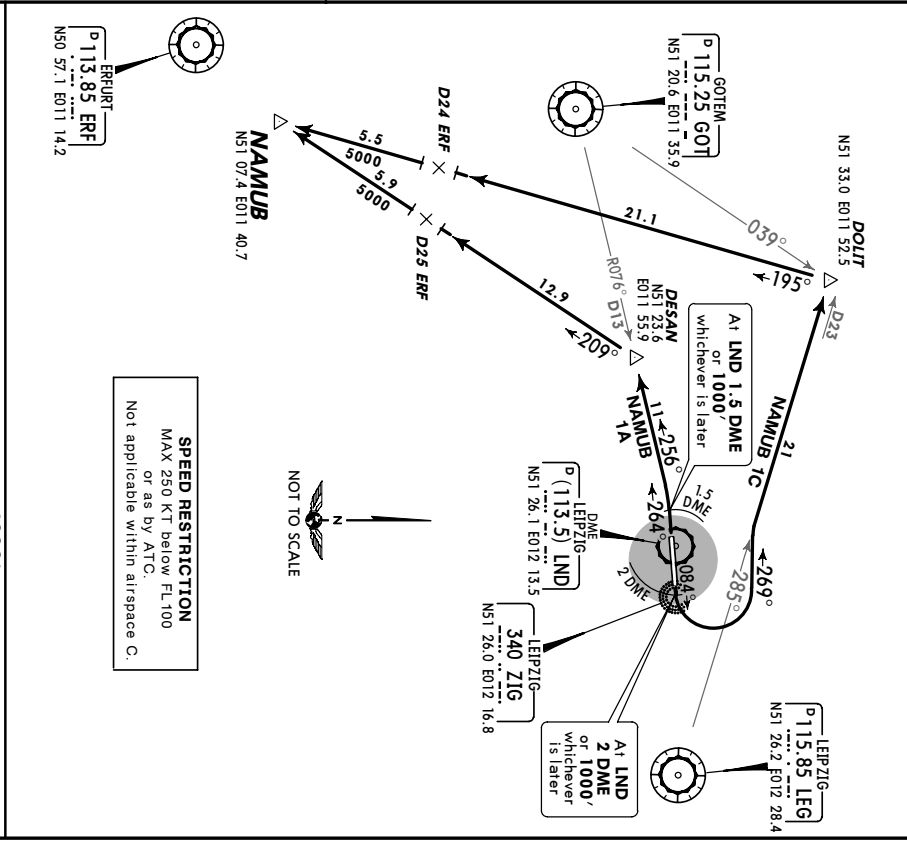
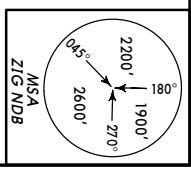
Initial climb clearance 4000'

CHANGES: RWYs 10, 28 withdrawn; SIDs withdrawn, renumb & rev. © JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.

EDDP/LEJ
LEIPZIG-HALLE
 23 SEP 05 (10-3C) **EF 29 Sep** **STD**

BERLIN Radar	Trans alt: 5000'
NAMUB 1A: 124.17	1. Contact BERLIN Radar immediately after take-off.
NAMUB 1C: 132.3	2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

NAMUB ONE ALFA (NAMUB 1A)
NAMUB ONE CHARLIE (NAMUB 1C)
RWYS 26, 08 DEPARTURES



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

Initial climb clearance **4000'**

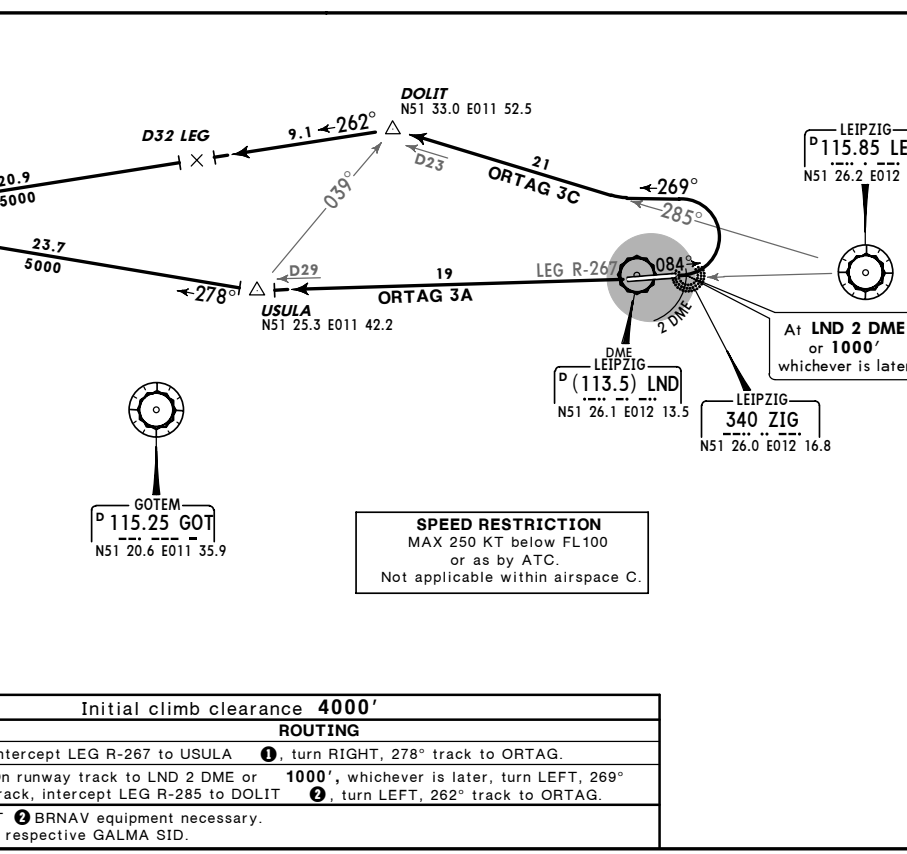
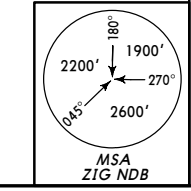
SID	RWY	ROUTING
NAMUB 1A	26	On runway track to LND 1.5 DME or 1000', whichever is later, turn LEFT, intercept GOT R-076 inbound to DESAN 1, turn LEFT, 209° track to NAMUB.
NAMUB 1C	08	On runway track to LND 2 DME or 1000', whichever is later, turn LEFT, 269° track, intercept LEG R-285 to DOLIT 2, turn LEFT, 195° track to NAMUB.

After DESAN 1/DOLIT 2 BRNAV equipment necessary.
 If unable to comply file respective GALIMA SID.

EDDP/LEJ
LEIPZIG-HALLE
 23 SEP 05 (10-3D) **EF 29 Sep** **STD**

BERLIN Radar	Trans alt: 5000'
ORTAG 3A: 124.17	1. Contact BERLIN Radar immediately after take-off.
ORTAG 3C: 132.3	2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

ORTAG THREE ALFA (ORTAG 3A)
ORTAG THREE CHARLIE (ORTAG 3C)
RWYS 26, 08 DEPARTURES



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

Initial climb clearance **4000'**

SID	RWY	ROUTING
ORTAG 3A	26	Intercept LEG R-267 to USULA 1, turn RIGHT, 278° track to ORTAG.
ORTAG 3C	08	On runway track to LND 2 DME or track, intercept LEG R-285 to DOLIT 2, turn LEFT, 262° track to ORTAG.

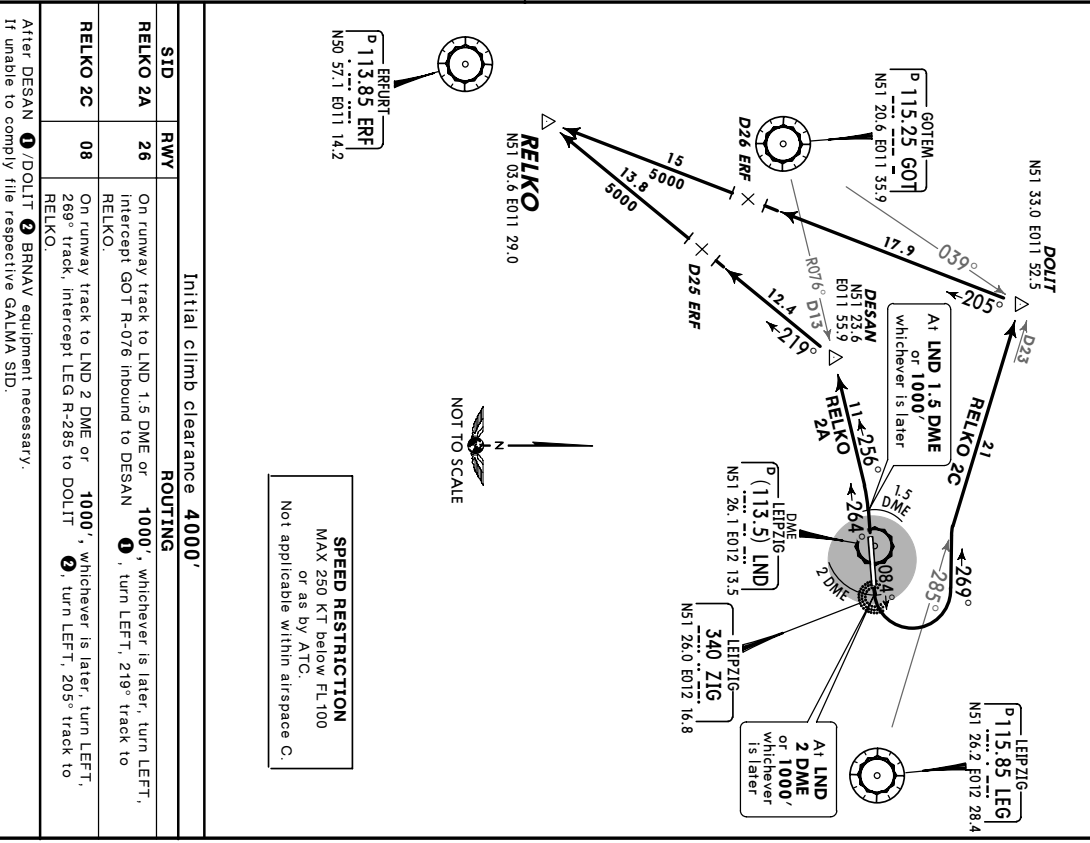
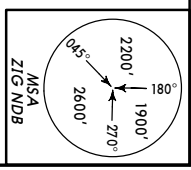
After USULA 1/DOLIT 2 BRNAV equipment necessary.
 If unable to comply file respective GALIMA SID.

CHANGES: Chart reissued; SIDs withdrawn, renumbered & revised.
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EDDP/LEJ
LEIPZIG-HALLE
 23 SEP 05 (10-3E) **EF 29 Sep** **STD**

BERLIN Radar
 RELKO 2A: 124.17
 RELKO 2C: 124.17
 Api Elev 465'
 Trans level: By ATC. Trans alt: 5000'
 1. Contact BERLIN Radar immediately after take-off.
 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

RELKO TWO ALFA (RELKO 2A)
RELKO TWO CHARLIE (RELKO 2C)
RWYS 26, 08 DEPARTURES



SID	RWY	ROUTING
RELKO 2A	26	On runway track to LND 1.5 DME or 1000', whichever is later, turn LEFT, intercept GOT R-076 inbound to DESAN 1, turn LEFT, 219° track to RELKO.
RELKO 2C	08	On runway track to LND 2 DME or 1000', whichever is later, turn LEFT, 269° track, intercept LEG R-285 to DOLIT 2, turn LEFT, 205° track to RELKO.

Initial climb clearance **4000'**

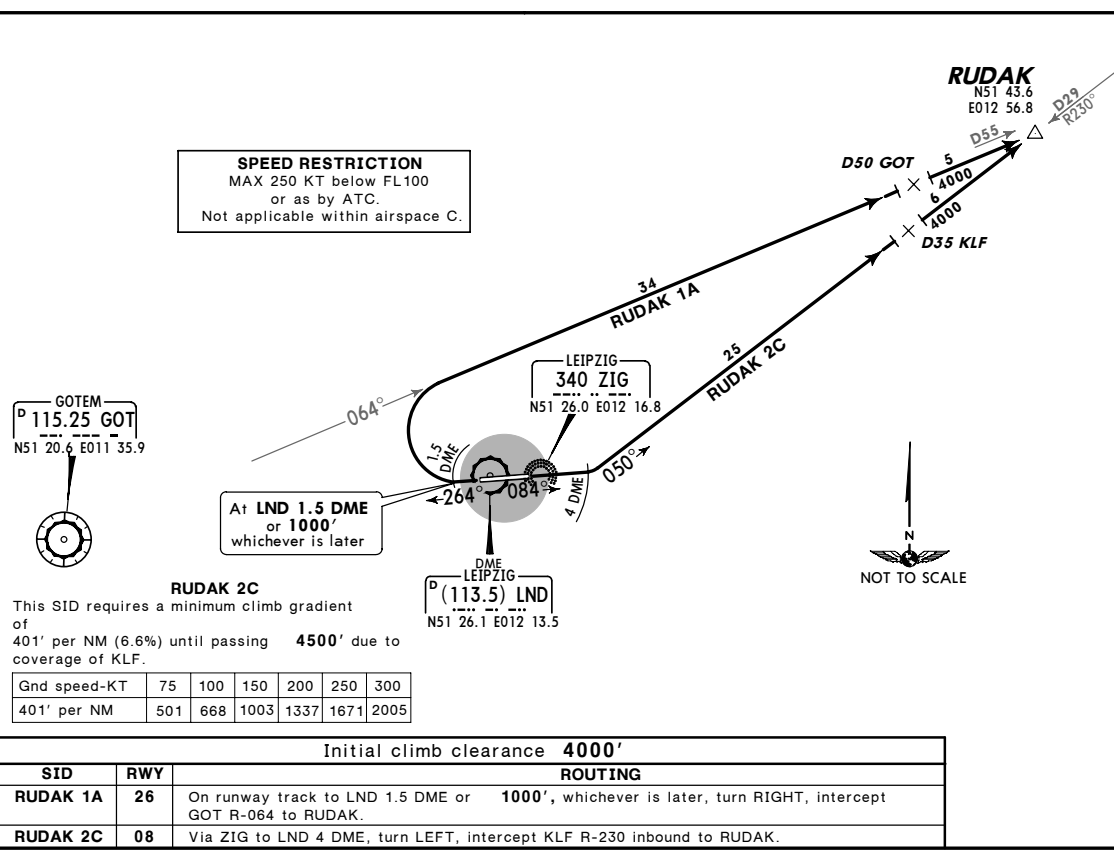
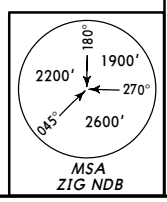
After DESAN 1 / DOLIT 2 BNAV equipment necessary.
 If unable to comply file respective GALINA SID.

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EDDP/LEJ
LEIPZIG-HALLE
 23 SEP 05 (10-3F) **EF 29 Sep** **STD**

BERLIN Radar
 124.17
 Api Elev 465'
 Trans level: By ATC. Trans alt: 5000'
 1. Contact BERLIN Radar immediately after take-off.
 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

RUDAK ONE ALFA (RUDAK 1A)
RUDAK TWO CHARLIE (RUDAK 2C)
RWYS 26, 08 DEPARTURES
ONLY FOR DESTINATIONS EDDB, EDDI, EDDT AND FLIGHTS WITH Y FLIGHT PLAN



SID	RWY	ROUTING
RUDAK 1A	26	On runway track to LND 1.5 DME or 1000', whichever is later, turn RIGHT, intercept GOT R-064 to RUDAK.
RUDAK 2C	08	Via ZIG to LND 4 DME, turn LEFT, intercept KLF R-230 inbound to RUDAK.

Initial climb clearance **4000'**

This SID requires a minimum climb gradient of 401' per NM (6.6%) until passing 4500' due to coverage of KLF.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

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EDDP/LEJ
LEIPZIG-HALLE

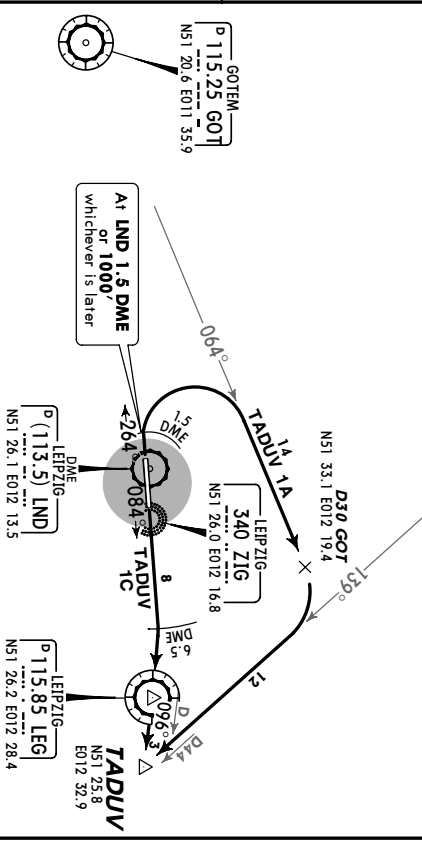
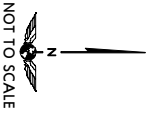
Berlin Radar 124.17	Ap ^t Elev 465'	Trans level: By ATC. Trans alt: 5000' 1. Contact BERLIN Radar immediately after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
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JEPPesen LEIPZIG-HALLE, GERMANY
 23 SEP 05 (10-3G) **EF 29 Sep** **STD**

TADUV ONE ALFA (TADUV 1A)
TADUV ONE CHARLIE (TADUV 1C)
RWYS 26, 08 DEPARTURES
 NOT AVAILABLE FOR DESTINATIONS EDDB, EDDI, EDDT
 NO ACCESS TO AIRWAY T 804

MAGDEBURG
 P 110.45 MAG
 NS1 59.7 E011 47.7

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



STD	RWY	ROUTING
TADUV 1A	26	On runway track to LND 1.5 DME or 1000', whichever is later, turn RIGHT, intercept GOT R-064 to D30 G0T, turn RIGHT, intercept MAG R-139 to TADUV.
TADUV 1C	08	Via ZIG to LND 6.5 DME, turn RIGHT to LEG, LEG R-096 to TADUV.

Initial climb clearance 4000'

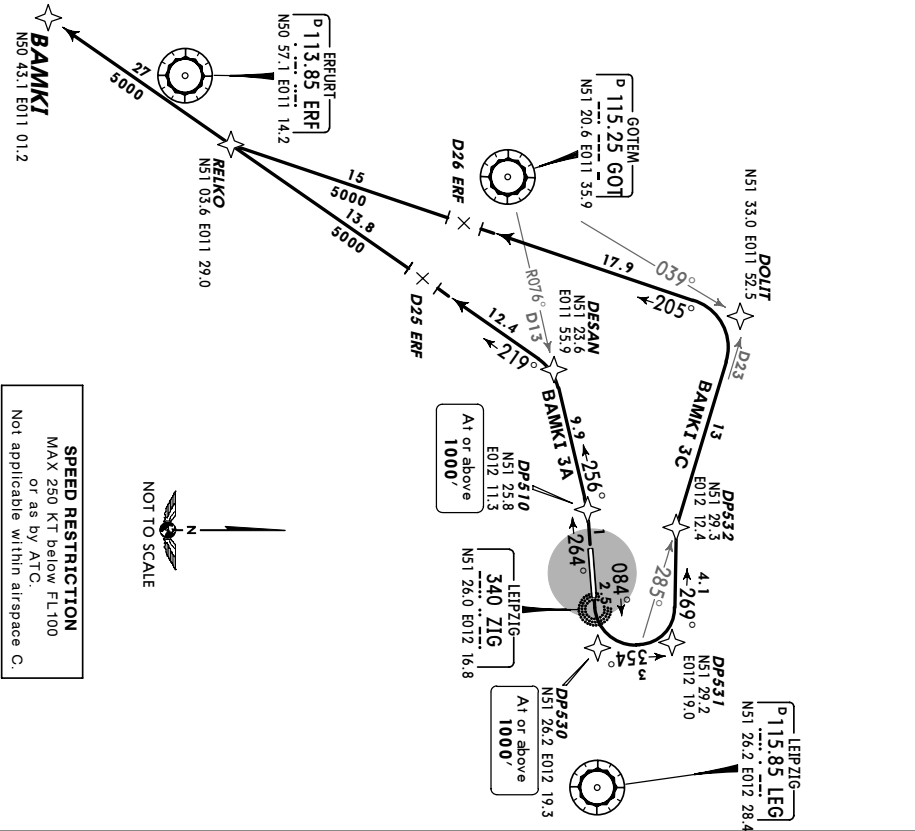
CHANGES: Chart reindexed; SIDs TADUV 1B, 1D withdrawn. © JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.

EDDP/LEJ
LEIPZIG-HALLE

Berlin Radar 132.3	Ap ^t Elev 465'	Trans level: By ATC. Trans alt: 5000' 1. Contact BERLIN Radar immediately after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
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JEPPesen LEIPZIG-HALLE, GERMANY
 23 SEP 05 (10-3H) **EF 29 Sep** **RNAV SID (OVERLAY)**

BAMKI THREE ALFA (BAMKI 3A) [BAMK3A]
BAMKI THREE CHARLIE (BAMKI 3C) [BAMK3C]
RWYS 26, 08 RNAV DEPARTURES (OVERLAY 10-3)



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

STD	RWY	ROUTING
BAMKI 3A	26	DP510 (1000'+) - DESAN - BAMKI
BAMKI 3C	08	DP530 (1000'+) - DP531 - DP532 - DOLIT - RELKO - BAMKI

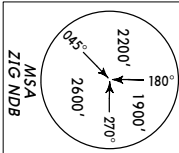
Initial climb clearance 4000'

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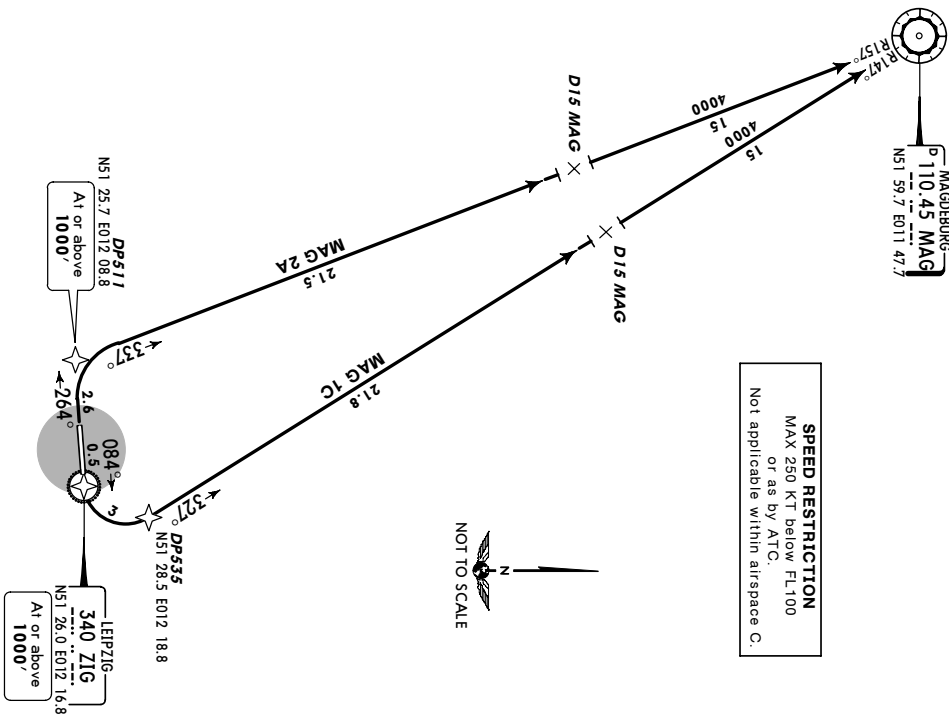
EDDP/LEJ
LEIPZIG-HALLE
JEPPesen|LEIPZIG-HALLE, GERMANY
RNAV SID (OVERLAY)

BERLIN Radar 124.17	Apt Elev 465'	Trans level: By ATC - Trans alt: 5000' 1. Contact BERLIN Radar immediately after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
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MAGDEBURG TWO ALFA (MAG 2A)
MAGDEBURG ONE CHARLIE (MAG 1C)
RWYS 26, 08 RNAV DEPARTURES (OVERLAY 10-3B)
 NO ACCESS TO AIRWAY (U)Z 20



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



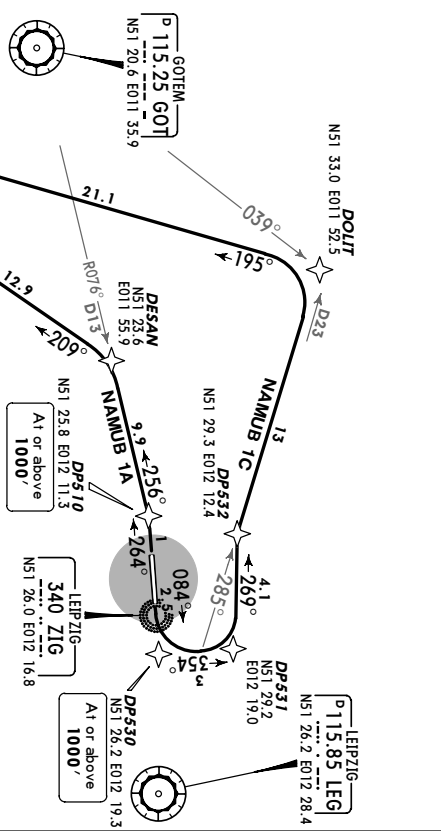
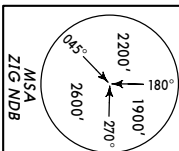
SID	RWY	ROUTING
MAG 2A	26	DP511 (1000'+) - MAG.
MAG 1C	08	ZIG (1000'+) - DP535 - MAG.

Initial climb clearance **4000'**

EDDP/LEJ
LEIPZIG-HALLE
JEPPesen|LEIPZIG-HALLE, GERMANY
RNAV SID (OVERLAY)

BERLIN Radar 132.3	NAMUB 1A: 124.17	Apt Elev 465'	Trans level: By ATC - Trans alt: 5000' 1. Contact BERLIN Radar immediately after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
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NAMUB ONE ALFA (NAMUB 1A) [NAMUB1A]
NAMUB ONE CHARLIE (NAMUB 1C) [NAMUB1C]
RWYS 26, 08 RNAV DEPARTURES (OVERLAY 10-3C)



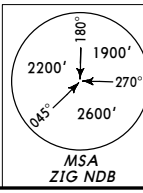
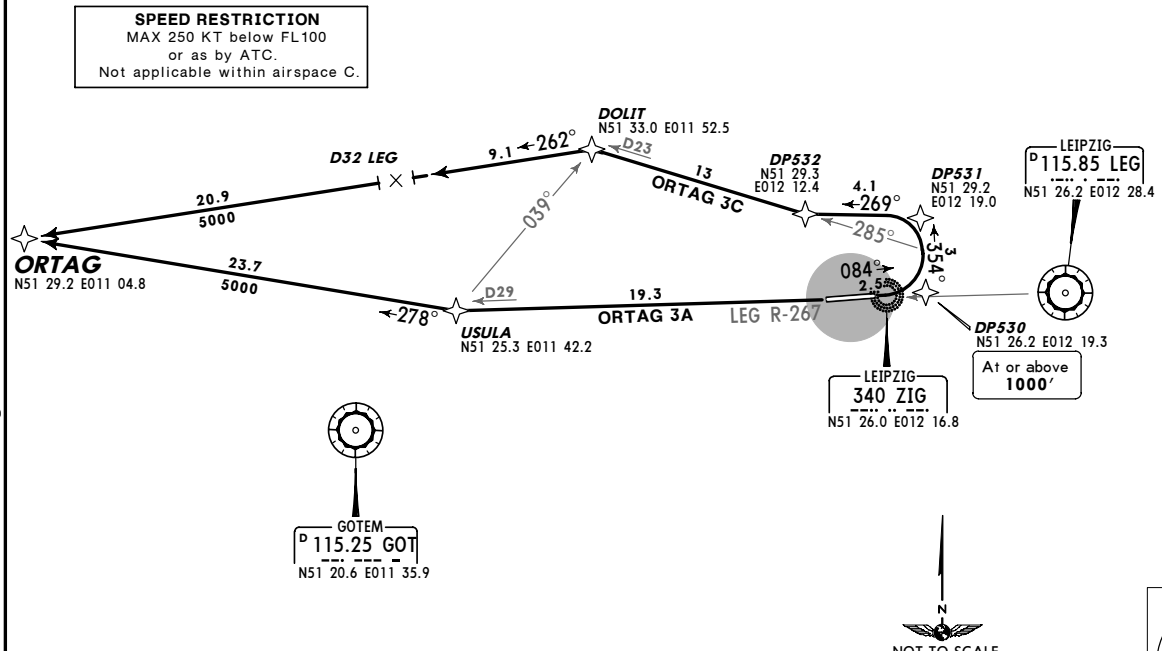
SID	RWY	ROUTING
NAMUB 1A	26	DP510 (1000'+) - DESAN - NAMUB.
NAMUB 1C	08	DP530 (1000'+) - DP531 - DP532 - DOLIT - NAMUB.

Initial climb clearance **4000'**

EDDP/LEJ
LEIPZIG-HALLE
23 SEP 05 (10-3L) **EF 29 Sep** **RNAV SID (OVERLAY)**

BERLIN Radar
ORIG 3A: 132.3
ORIG 3C: 124.17
Apt Elev 465'
Trans level: By ATC
1. Contact BERLIN Radar immediately after take-off.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

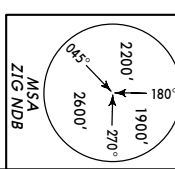
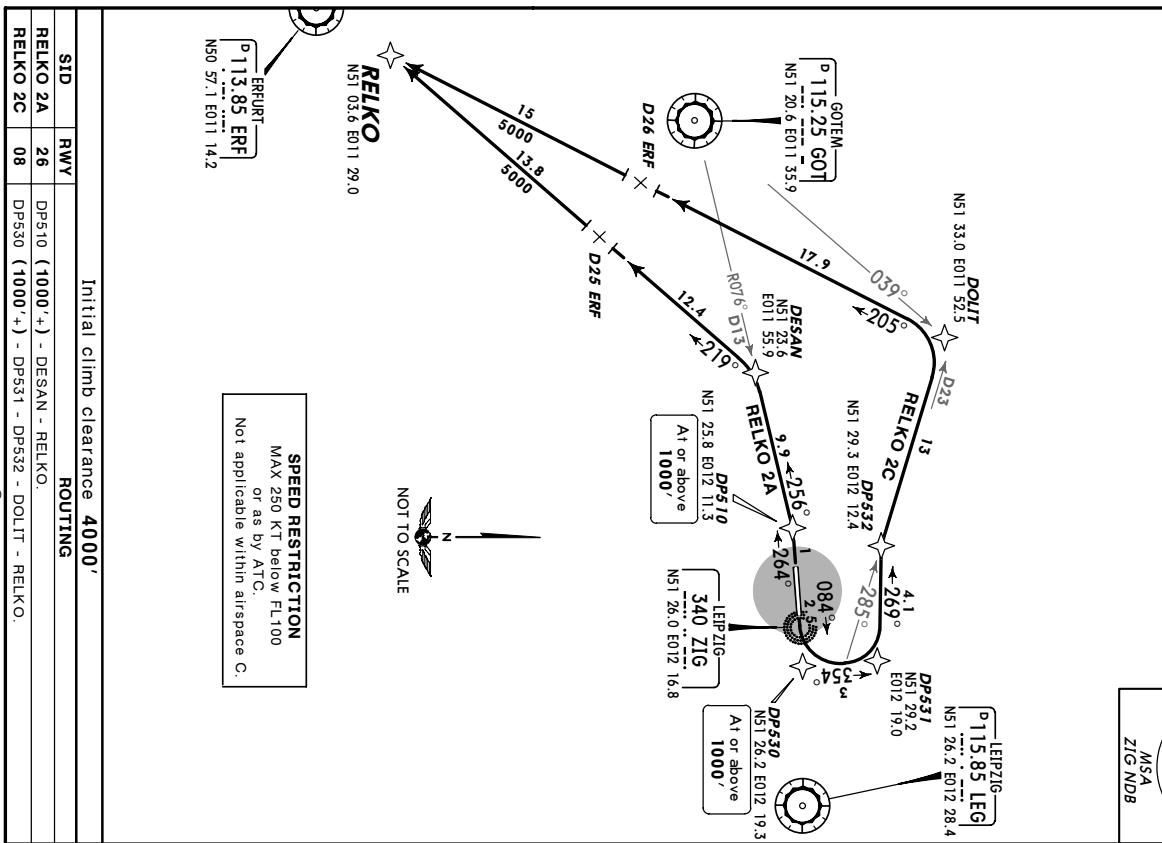
ORTAG THREE ALFA (ORTAG 3A) [ORTA3A]
ORTAG THREE CHARLIE (ORTAG 3C) [ORTA3C]
RWYS 26, 08 RNAV DEPARTURES (OVERLAY 10-3D)



EDDP/LEJ
LEIPZIG-HALLE
23 SEP 05 (10-3M) **EF 29 Sep** **RNAV SID (OVERLAY)**

BERLIN Radar
RELKO 2A: 132.3
RELKO 2C: 124.17
Apt Elev 465'
Trans level: By ATC
1. Contact BERLIN Radar immediately after take-off.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

RELKO TWO ALFA (RELKO 2A) [RELK2A]
RELKO TWO CHARLIE (RELKO 2C) [RELK2C]
RWYS 26, 08 RNAV DEPARTURES (OVERLAY 10-3E)

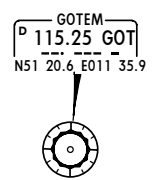
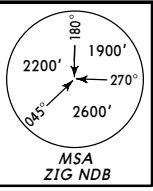
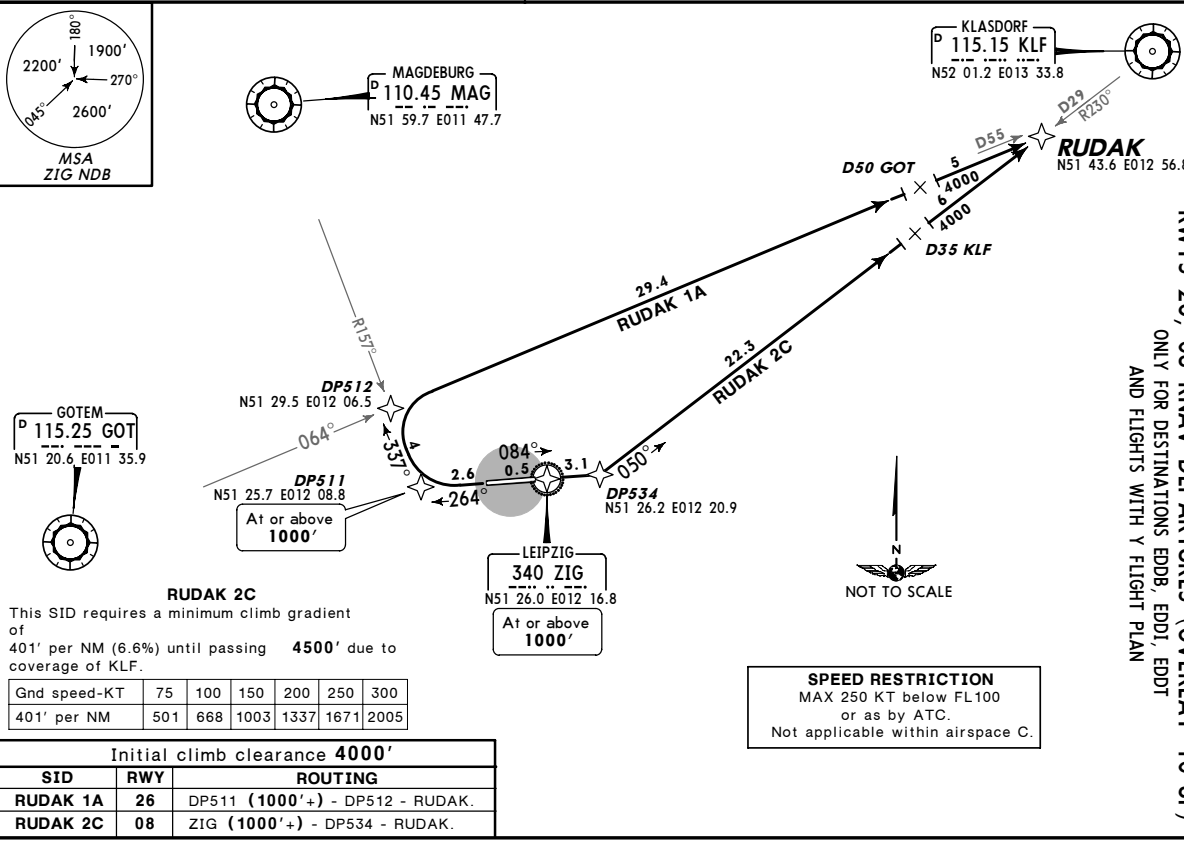


EDDP/LEJ
LEIPZIG-HALLE
23 SEP 05 (10-3N) EET 29 Sep RNAV SID (OVERLAY)

Trans level: By ATC Trans alt: 5000'
1. Contact BERLIN Radar immediately after take-off.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

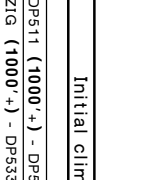
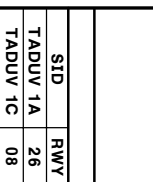
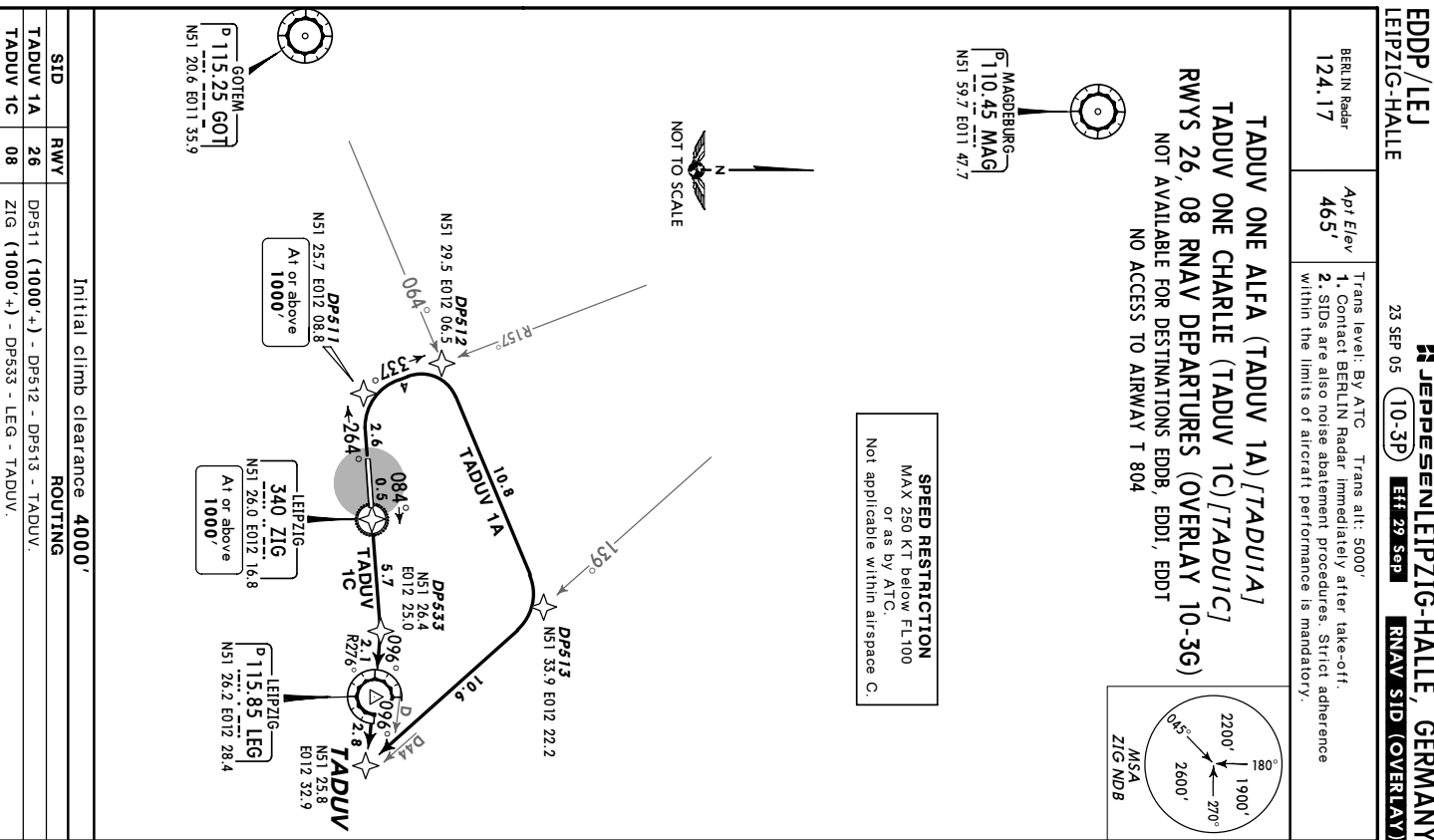
BERLIN Radar
124.17
Apt Elev
465'

RUDAK ONE ALFA (RUDAK 1A) [RUDA1A]
RUDAK TWO CHARLIE (RUDAK 2C) [RUDA2C]
RWYS 26, 08 RNAV DEPARTURES (OVERLAY 10-3F)
ONLY FOR DESTINATIONS EDDB, EDDI, EDDT
AND FLIGHTS WITH Y FLIGHT PLAN



RUDAK 2C
This SID requires a minimum climb gradient of 401' per NM (6.6%) until passing 4500' due to coverage of KLF.

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



TADUV 1C
This SID requires a minimum climb gradient of 401' per NM (6.6%) until passing 4500' due to coverage of KLF.

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

EDDP/LEJ
LEIPZIG-HALLE
23 SEP 05 (10-3P) EET 29 Sep RNAV SID (OVERLAY)

Trans level: By ATC Trans alt: 5000'
1. Contact BERLIN Radar immediately after take-off.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

BERLIN Radar
124.17
Apt Elev
465'

TADUV ONE ALFA (TADUV 1A) [TADU1A]
TADUV ONE CHARLIE (TADUV 1C) [TADU1C]
RWYS 26, 08 RNAV DEPARTURES (OVERLAY 10-3G)
NOT AVAILABLE FOR DESTINATIONS EDDB, EDDI, EDDT
NO ACCESS TO AIRWAY T 804

EDD/PLEJ **JEPPESEN** **LEIPZIG-HALLE, GERMANY**
LEIPZIG-HALLE 24 SEP 04 (10-4) **NOISE**

NOISE ABATEMENT PROCEDURES

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

RUNWAY USAGE

For landings and take-offs of aircraft runways 08/26 shall generally be used.

EXCEPTIONS

- If requested in good time by the aircraft crew, the responsible ATC unit can assign runways 10/28 to aircraft with a MTOW of less than 30000 KGS.
- In special cases, after prior request by the airline and approval by the aerodrome operator, flights of aircraft with a MTOW of more than 30000 KGS can be approved for runways 10/28 (Prior Permission Required Regulation). The request shall be directed to the "Verkehrszentrale" prior to the flight by
Tel: ++ 49 (0) 341 - 2241151, Fax: ++49 (0) 341 - 2241175.

ARRIVAL AND DEPARTURE RECOMMENDATIONS

The following take-off and approach procedures have proved to be highly efficient in respect of noise abatement in the vicinity of airport. Subject to approval, it is recommended that all operators apply these procedures, except for safety reasons.

ARRIVALS

Leave initial approach fix at 210 KT IAS \pm 10 KT, maintain until 12 NM from touchdown (unless higher IAS is required for control purposes). Reduce to 160 KT IAS \pm 10 KT using an intermediate flap setting with landing gear retracted. Intercept glide slope not lower than prescribed glide slope interception altitude. Lower landing gear, set flaps for landing and establish final approach speed shortly before or over Outer Marker.

Visual approaches for IFR flights will be restricted as follows due to noise abatement reasons: Final approach must be at least 5 NM. The altitude upon commencing final descent shall not be less than 2200' MSL. The rate of descent shall be checked by means of the PAPI indication. Visual approaches are not permitted between 2200-0600LT.

DEPARTURES

For aircraft licensed in accordance with ICAO Annex 16, Volume I, Chapter 2:

Take-off to 1500' AGL

Take-off power.

Climb at $V_2 + 10$ KT (or as limited by body angle).

Reduce power to not less than climb power.

At 1500' AGL

Climb at $V_2 + 10$ KT

Normal speed and flap retraction schedules to enroute climb.

For aircraft licensed in accordance with ICAO Annex 16, Volume I, Chapter 3 as well as B737-200 as far as the noise levels for take-off pursuant to ICAO Annex 16, Volume I, Chapter 3 have provably been reached by supplementary equipment:

Take-off to 1500' AGL

Take-off power.

Climb at $V_2 + 10$ KT (or as limited by body angle).

Reduce power to not less than climb power.

Normal speed and flap retraction schedules to enroute climb.

At 1500' AGL

cont'd

EDD/PLEJ **JEPPESEN** **LEIPZIG-HALLE, GERMANY**
LEIPZIG-HALLE 24 SEP 04 (10-4A) **NOISE**

NOISE ABATEMENT PROCEDURES

NIGHTTIME RESTRICTIONS

Between 2200-0600LT propeller-driven aircraft with an MTOW of more than 9000 KGS as well as jet aircraft may only take-off or land if licensed according to ICAO Annex 16, Volume I, Chapter 3.

Runways 08/26

Between 2200-2300LT approaches-to-land of aircraft licensed according to ICAO Annex 16, Volume I, Chapter 2 are also permitted in commercial airline and charter traffic if their scheduled time of arrival is before 2200LT and exceptional permission has been granted by the competent authority in accordance with § 11c Luftverkehrsordnung (LuftVO).

In special cases, take-offs and landings deviating from the above mentioned restrictions are permitted after prior agreement with the airport operator and after permission has been granted by the competent authority. Applications shall be directed to:

Regierungspräsidium Dresden

Luftaufsichtsstelle Flughafen Leipzig/Halle

P.O. B. 1

D-04029 Leipzig

Fax: ++49 (0) 341 - 2241175

Tel.: ++49 (0) 341 - 2241457

Runways 10/28

Between 2200-0600LT take-offs and landings of aircraft other than propeller-driven aircraft with an MTOW of more than 9000 KGS & jet aircraft licensed according to ICAO Annex 16, Volume I, Chapter 3 may take place after prior permission by the competent authority pursuant to § 11c Luftverkehrsordnung (LuftVO). The request shall be directed to the "Verkehrszentrale" (Tel.: ++49 (0) 341-2241151, Fax: ++49 (0) 341-2241175).

Exceptions

- Take-offs and landings of aircraft for provably meteorological, technical or other safety reasons.
- Aircraft on a mission in disaster or rendering medical assistance.
- Aircraft on a mission by Police or Federal Border Police which cannot be delayed.
- Calibration flights by the DFS or flights ordered by the DFS.

RUN-UP TESTS

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

Engine test-runs may generally be conducted on runways 08/26 on working days between 0600-2200 LT, on SUN and HOL between 0600-1300 LT.

Exceptional regulations for runways 08/26 will be granted with the consent of the air supervisory unit at the airport only. Brief run-ups are exempt from this regulation. Consent to perform engine test-runs does not include the necessary clearance to taxi.

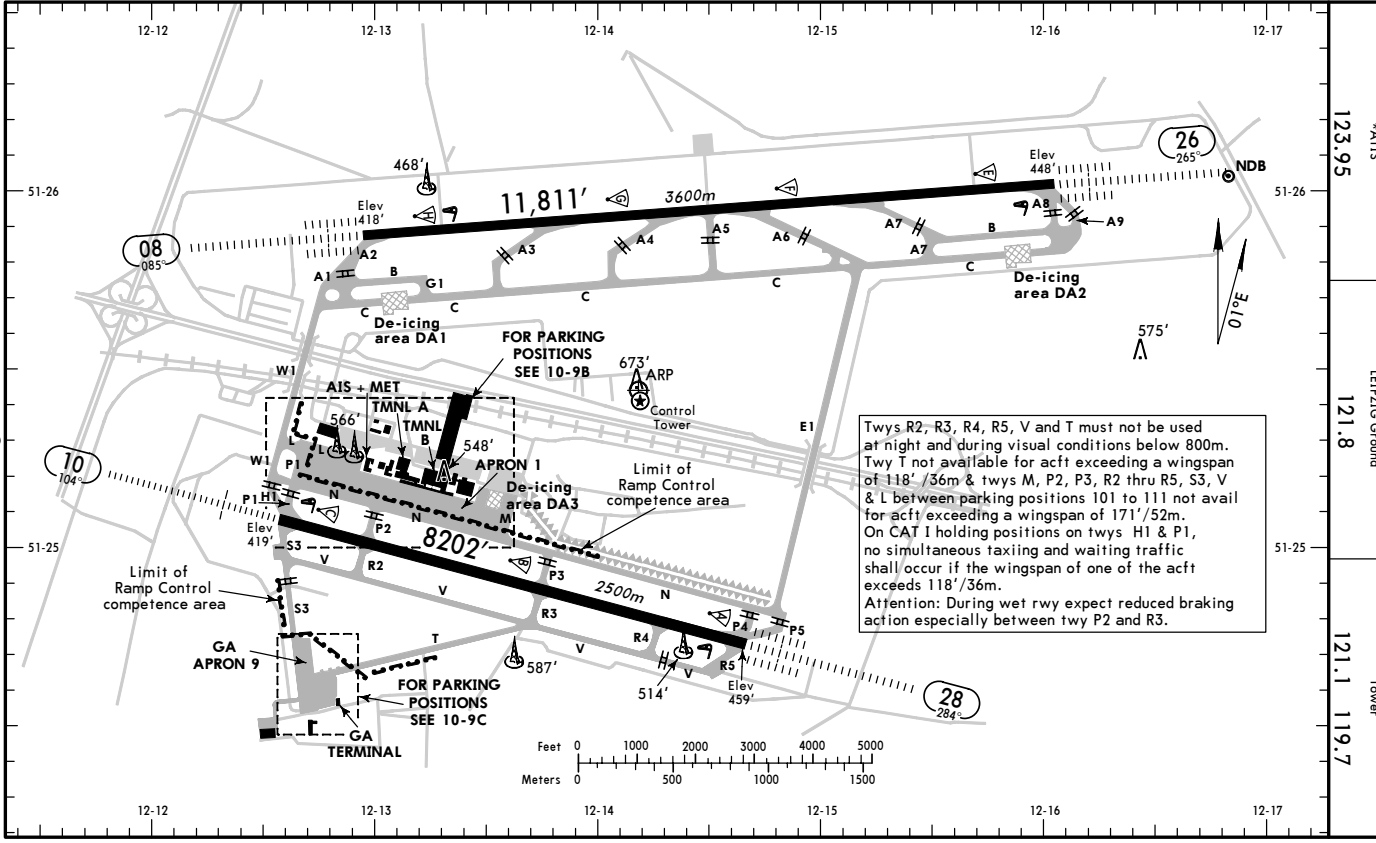
REVERSE THRUST

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

cont'd

EDDP/LEJ
 Apt Elev 465'
 264.5°/9.0 from LEG 11.5.95
 *ATIS
 LEIPZIG Ground
 Tower
 123.95
 121.8
 121.1 119.7

JEPPESSEN LEIPZIG-HALLE GERMANY
 11 JUL 03 (10-9)
 LEIPZIG-HALLE
 NS1 25.4 E012 14.2



Twys R2, R3, R4, R5, V and T must not be used at night and during visual conditions below 800m. Twy T not available for acft exceeding a wingspan of 118' / 36m & twys M, P2, P3, R2 thru R5, S3, V & L between parking positions 101 to 111 not avail for acft exceeding a wingspan of 171' / 52m. On CAT I holding positions on twys H1 & P1, no simultaneous taxiing and waiting traffic shall occur if the wingspan of one of the acft exceeds 118' / 36m. Attention: During wet rwy expect reduced braking action especially between twy P2 and R3.

EDDP/LEJ
 11 JUL 03 (10-9A)
 JEPPESSEN LEIPZIG-HALLE GERMANY
 LEIPZIG-HALLE

GENERAL:
 Birds in vicinity of airport.
 Rwy's 08, 26, and 28 approved for CAT I/II/III operations, special aircrew and acft certification required.

RWY	ADDITIONAL RUNWAY INFORMATION			
	USABLE BEYOND THRESHOLD	GLIDE SLOPE	TAKE-OFF	WIDTH
08	HIRL (60m) CL (15m) HIALS SFL TDZ REIL	RVR	10,630' 3240m	148' 45m
26	HIRL (60m) CL (15m) HIALS SFL TDZ REIL	RVR	10,630' 3240m	148' 45m

10	28	10	28
HIRL CL (15m) / HIALS SFL PAPI-L (3.0°)	HIRL CL (15m) / HIALS SFL TDZ PAPI-L (3.0°)	RVR	RVR
7283' 2220m	7218' 2200m	3	167' 51m

RWY 10:		RWY 28:	
From rwy head	8202' (2500m)	From rwy head	8202' (2500m)
twy A5 int	8038' (2450m)	twy R4 int	6677' (2035m)
twy A4 int	6070' (1850m)	twy P3/R3 int	4577' (1395m)
twy A5 int	5725' (1745m)		

RWY 08:		RWY 26:	
From rwy head	11,811' (3600m)	From rwy head	11,811' (3600m)
twy A5 int	8038' (2450m)	twy A7 int	8038' (2450m)
twy A4 int	6070' (1850m)	twy A6 int	6070' (1850m)
twy A5 int	5725' (1745m)	twy A5 int	5725' (1745m)

RWY 10:		RWY 28:	
From rwy head	8202' (2500m)	From rwy head	8202' (2500m)
twy P2/R2 int	6677' (2035m)	twy R4 int	6677' (2035m)
twy P3/R3 int	3602' (1098m)	twy P3/R3 int	4577' (1395m)

JAR OPS		TAKE-OFF 1	
LVP must be in Force		All Rwys	
Approved Operators	RI, CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
HIRL, CL & multi. RVR req	RI, CL & multi. RVR req	RI & CL	RCLM (DAY only) or RL
A	125m	150m	200m
B	150m	200m	250m
C	150m	200m	300m
D	150m	200m	300m

Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

TAXIING IN VISUAL CONDITIONS BELOW 800M

Taxiing to the Aprons 1 and 9

Taxiing after landing via taxi guidance system using underground lighting, stop and clearance bars. Holdings showing red may on account be crossed. No clearances of any kind include permission to cross a holding showing red. Special caution is advised when crossing the threshold for rwy 10 when taxiing to/from apron 9 via twys S3 and P1.

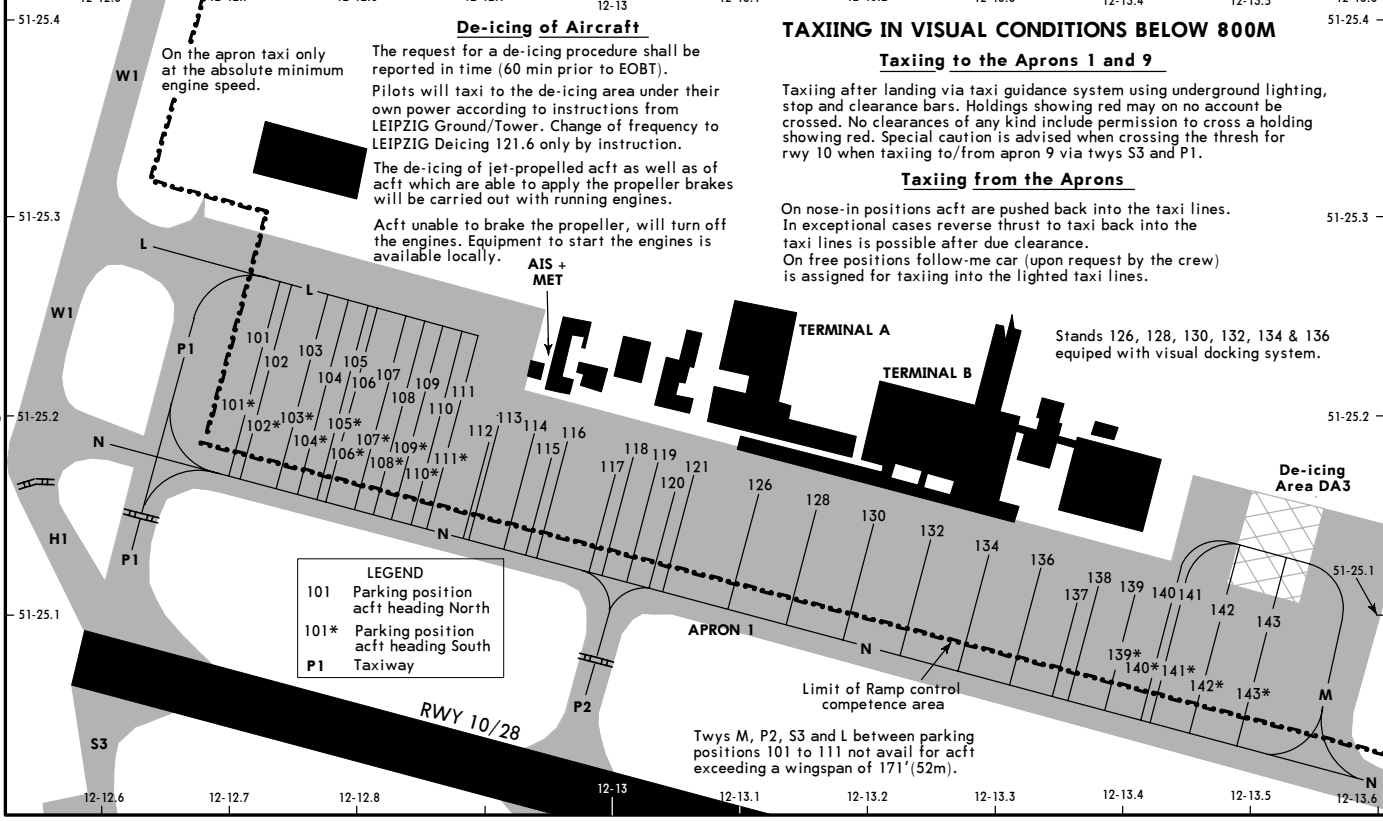
Taxiing from the Aprons

On nose-in positions acft are pushed back into the taxi lines. In exceptional cases reverse thrust to taxi back into the taxi lines is possible after due clearance. On free positions follow-me car (upon request by the crew) is assigned for taxiing into the lighted taxi lines.

De-icing of Aircraft

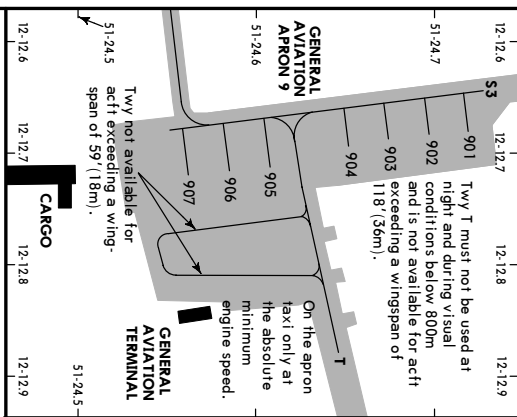
The request for a de-icing procedure shall be reported in time (60 min prior to EOBT). Pilots will taxi to the de-icing area under their own power according to instructions from LEIPZIG Ground/Tower. Change of frequency to LEIPZIG Deicing 121.6 only by instruction. The de-icing of jet-propelled acft 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.

AIS + MET



LEGEND

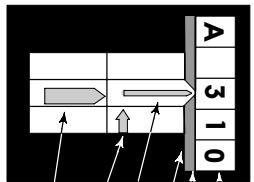
101	Parking position acft heading North
101*	Parking position acft heading South
P1	Taxiway



STAND No.	COORDINATES
101 thru 102*	N51 25.2 E012 12.7
103 thru 107*	N51 25.2 E012 12.8
108	N51 25.2 E012 12.9
108*	N51 25.2 E012 12.8
109 thru 113	N51 25.2 E012 12.9
114 thru 119	N51 25.2 E012 13.0
120, 121, 126	N51 25.2 E012 13.1
128, 130	N51 25.2 E012 13.2
132	N51 25.2 E012 13.3
134	N51 25.1 E012 13.3
136 thru 139*	N51 25.1 E012 13.4
140	N51 25.1 E012 13.5
140*	N51 25.1 E012 13.4
141 thru 143*	N51 25.1 E012 13.5
901 thru 904	N51 24.7 E012 12.7
905 thru 907	N51 24.6 E012 12.7

VISUAL AIRCRAFT DOCKING SYSTEM

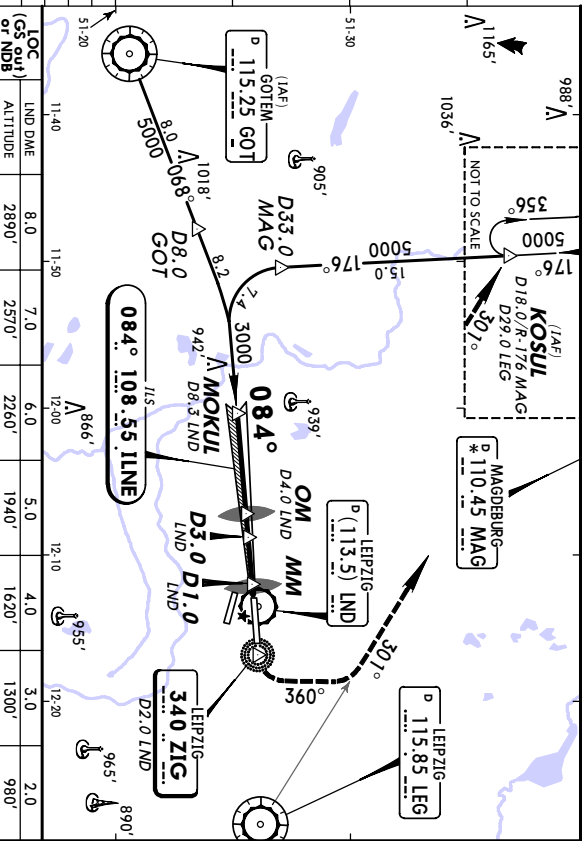
If the crew notices during taxiing-in that the system is not functioning or that it shows an incorrect acft type or that the indicator on the tableau is not clearly legible, the acft must be stopped immediately and the fact reported to "LEIPZIG Ground/Tower". Continued taxiing will take place according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



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

EDDP/LEJ
LEIPZIG-HALLE
11 JUL 03 (1-1) JEPPIESEN LEIPZIG-HALLE, GERMANY
ILS or NDB DME Rwy 08

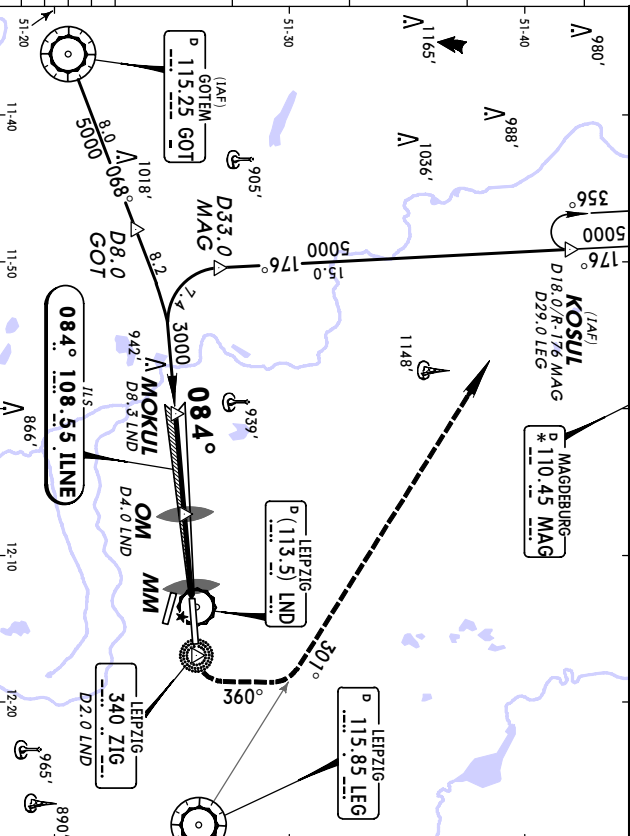
*ATIS 123.95		BERLIN Radar (APP) 124.17	LEIPZIG Tower 121.1		Ground 121.8	
LOC 108.55	LINE NDB ZIG	Final Apch Crs 084°	GS OM 1620' (1202')	DA(H) 200')	Apri Elev 465'	RWY 418'
MISSED APCH: Climb STRAIGHT AHEAD to ZIG NDB/D2.0 LND or 1000', whichever is later, then turn LEFT on track 360° to intercept R-301 LEG to KOSUL climbing to 5000'.			Minimum Alt MOKUL 3000' (2582')	NDB MDA(H) 820' (402')	MISA ZIG NDB	
Alt. Set: hPa (IN on req) LACFT: See AIC State pages.			Rwy Elev: 15 Hpa		Trans Level: By ATC Trans alt: 5000'	



JAR OPS						
ILS	STRAIGHT-IN LANDING Rwy 08				NDB	
DA(H) 618' (200')	LOC (GS out)				MDA(H) 820' (402')	
FULL			ALS out			ALS out
A	RVR 1000m	RVR 1000m	RVR 1000m	RVR 1500m	RVR 900m	RVR 1500m
B	RVR 550m	RVR 1000m	NOT AUTH	RVR 1000m	RVR 1000m	RVR 1800m
C	RVR 1000m	RVR 1600m		RVR 2000m	RVR 1400m	RVR 2000m
D						
Grd 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 NDB: MAP at D1.0 LND REIL PART 1 HIAS Refer to Missed apch above						

EDDP/LEJ
LEIPZIG-HALLE
11 JUL 03 (1-1A) JEPPIESEN LEIPZIG-HALLE, GERMANY
CAT II ILS Rwy 08

*ATIS 123.95		BERLIN Radar (APP) 124.17	LEIPZIG Tower 121.1		Ground 121.8	
LOC 108.55	LINE NDB ZIG	Final Apch Crs 084°	GS OM 1620' (1202')	CAT II ILS DA(H) RA 107' 518 (100')	Apri Elev 465'	RWY 418'
MISSED APCH: Climb STRAIGHT AHEAD to ZIG NDB/D2.0 LND or 1000', whichever is later, then turn LEFT on track 360° to intercept R-301 LEG to KOSUL climbing to 5000'.			Minimum Alt MOKUL 3000' (2582')	NDB MDA(H) 820' (402')	MISA ZIG NDB	
Alt. Set: hPa (IN on req) LACFT: See AIC State pages.			Rwy Elev: 15 Hpa		Trans Level: By ATC Trans alt: 5000'	

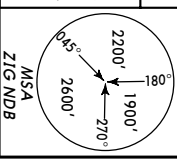


JAR OPS						
ILS	STRAIGHT-IN LANDING Rwy 08				NDB	
DA(H) 618' (200')	LOC (GS out)				MDA(H) 820' (402')	
FULL			ALS out			ALS out
A	RVR 1000m	RVR 1000m	RVR 1000m	RVR 1500m	RVR 900m	RVR 1500m
B	RVR 550m	RVR 1000m	NOT AUTH	RVR 1000m	RVR 1000m	RVR 1800m
C	RVR 1000m	RVR 1600m		RVR 2000m	RVR 1400m	RVR 2000m
D						
Grd speed Kts: 70 90 100 120 140 160 GS 3.00° 377 484 538 646 753 861 LOC or NDB Desc Grad 5.2% LOC: MAP at MM NDB: MAP at D1.0 LND REIL PART 1 HIAS Refer to Missed apch above						

EDDP/LEJ
LEIPZIG-HALLE
ILS or NDB DME Rwy 10

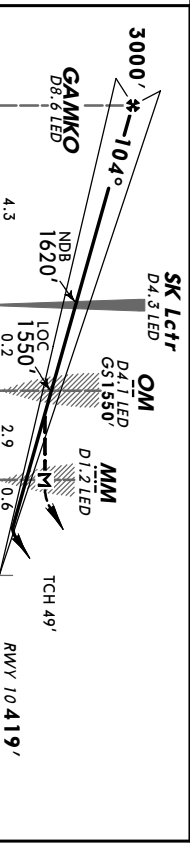
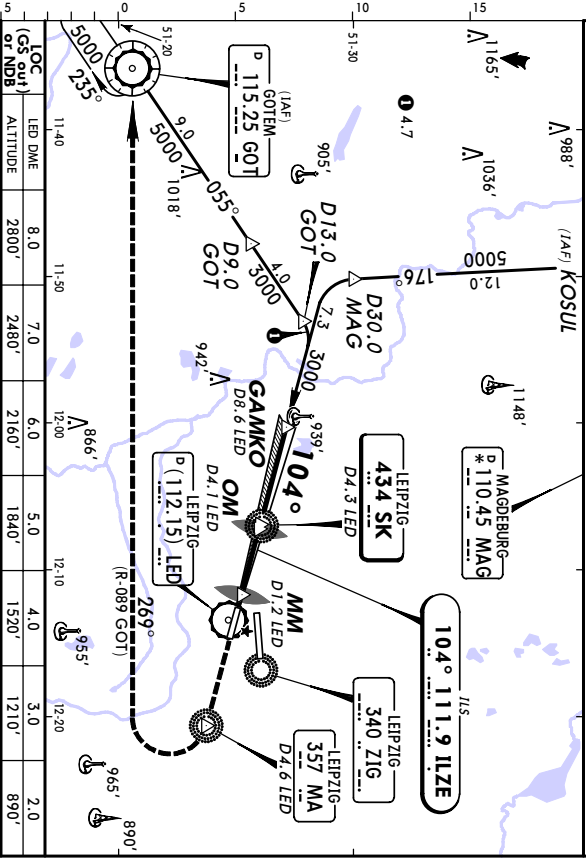
8 AUG 03 **(1-2)** **JEPPESEN LEIPZIG-HALLE, GERMANY**
ILS or NDB DME Rwy 10

LOC	123.95	Berlin Radar (APP)	124.17	LEIPZIG Tower	119.7	Ground	121.8
	111.9	Final Appch Crs	1550' (1131')	OM	619' (200')	DA(H)	465'
NDB	434	Minimum Alt	3000' (2581')	GAMKO	MDA(H)	920' (501')	Rwy Elev
ILZZE	111.9	OM	1550' (1131')	619' (200')	DA(H)	465'	Apr Elev
SK	434	Minimum Alt	3000' (2581')	920' (501')	MDA(H)	419'	Rwy Elev



MISSED APCH: Climb STRAIGHT AHEAD to MA Lctr/D4.6 LED, then turn RIGHT on R-089 GOT to GOT VOR climbing to 5000'.

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



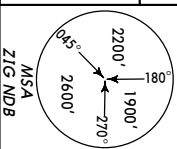
Grnd speed-Kts	70	90	100	120	140	160	HIALS	MA	D4.6	
	ILS GS 3.00° or LOC or NDB Desc Grad 5.2%	377	484	538	646	753				861
MAP at MM/D2.2 LED										
JAR OPS ILS STRAIGHT-IN LANDING Rwy 10 NDB										
LOC (GS out)										
DA(H) 619' (200') MDA(H) 890' (471') MDA(H) 920' (501')										
FULL ALS out										
A	RVR 1000m					RVR 1500m				
B	RVR 550m					RVR 1200m				
C	RVR 1000m					RVR 2000m				
D	RVR 1600m					RVR 2000m				

PANS OPS 4									
CHANGES: Minimums.									
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EDDP/LEJ
LEIPZIG-HALLE
ILS or LOC or NDB Rwy 26

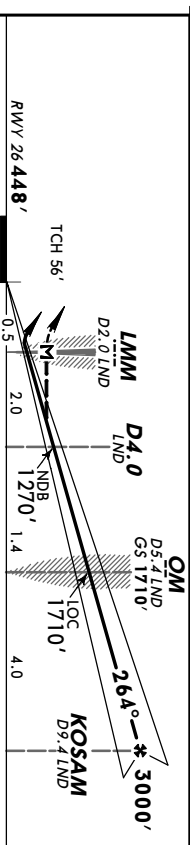
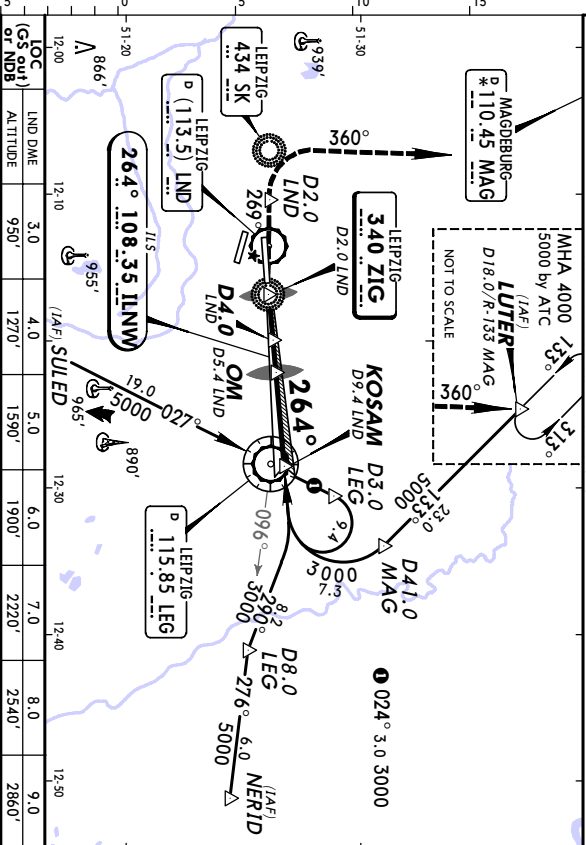
23 SEP 05 **(1-3)** **JEPPESEN LEIPZIG-HALLE, GERMANY**
ILS or LOC or NDB Rwy 26

LOC	123.95	Berlin Radar (APP)	124.17	LEIPZIG Tower	119.7	Ground	121.8
	108.35	Final Appch Crs	1710' (1262')	OM	648' (200')	DA(H)	465'
NDB	340	Minimum Alt	3000' (2552')	KOSAM	MDA(H)	830' (382')	Rwy Elev
ZIG	340	Minimum Alt	3000' (2552')	830' (382')	MDA(H)	448'	Rwy Elev



MISSED APCH: Climb on track 269° to D2.0 LND or 1000', whichever is later, then turn RIGHT on track 360° from SK NDB to LUTER climbing to 5000'.

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

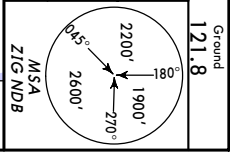


Grnd speed-Kts	70	90	100	120	140	160	HIALS	MA	269°	
	ILS GS 3.00° or LOC or NDB Desc Grad 5.2%	377	484	538	646	753				861
MAP at LMM/D2.0 LND										
JAR OPS ILS STRAIGHT-IN LANDING Rwy 26 NDB										
LOC (GS out)										
DA(H) 648' (200') MDA(H) 880' (432') MDA(H) 830' (382')										
FULL ALS out										
A	RVR 900m					RVR 1500m				
B	RVR 550m					RVR 1000m				
C	RVR 1000m					RVR 1800m				
D	RVR 1400m					RVR 2000m				

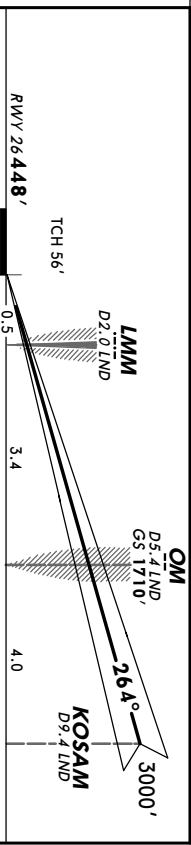
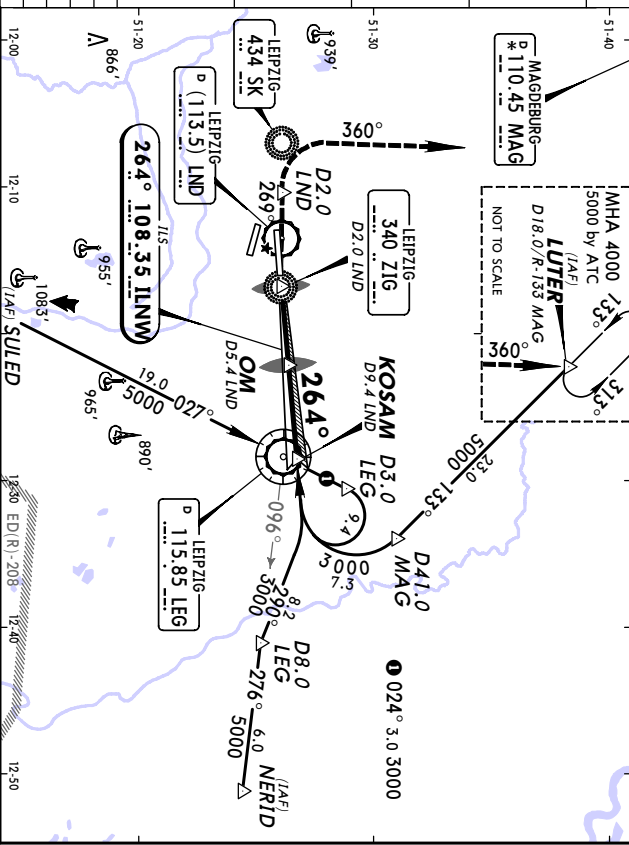
PANS OPS 4									
CHANGES: Procedure.									
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EDDP/LEJ
LEIPZIG-HALLE
JEPPesen LEIPZIG-HALLE, GERMANY
23 SEP 05
EFF 29 SCR (1-3A)
CAT II ILS RWY 26

LOC ILZW 108.35	Final Aph Crs 264°	GS OM 1710' (1267')	CAT II ILS DA(H) RA 105' 548 (100')	Apt Elev 465'	RWY 448'
*ATIS 123.95			BERLIN Radar (APP) 124.17	LEIPZIG Tower 119.7	Ground 121.8



MISSED APCH: Climb on track 269° to D2.0 LND or 1000', whichever is later, then turn RIGHT on track 360° from SK NDB to LUTER climbing to 5000'.
 Alt. Set: hPa (IN on req) Rwy Elev: 16 hPa Trans level: By ATC Trans alt: 5000'
 1. Special Altrevw & Actt Certification Required. 2. LACFT: See ATC State Pages.



Grnd 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

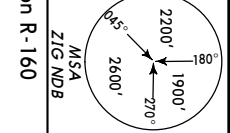
MAP at MM/D1.3 LED

JAR OPS
 STRAIGHT-IN LANDING RWY 26
 CAT II ILS
 ABCD + LACFT
RA 105'
 DA(H) **548' (100')**
RVR 300m

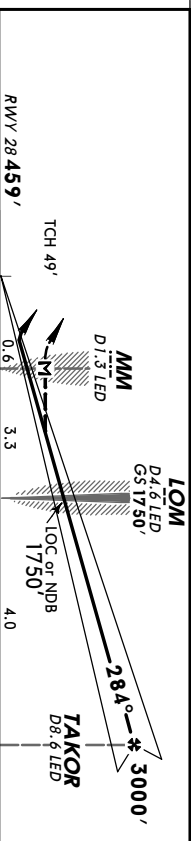
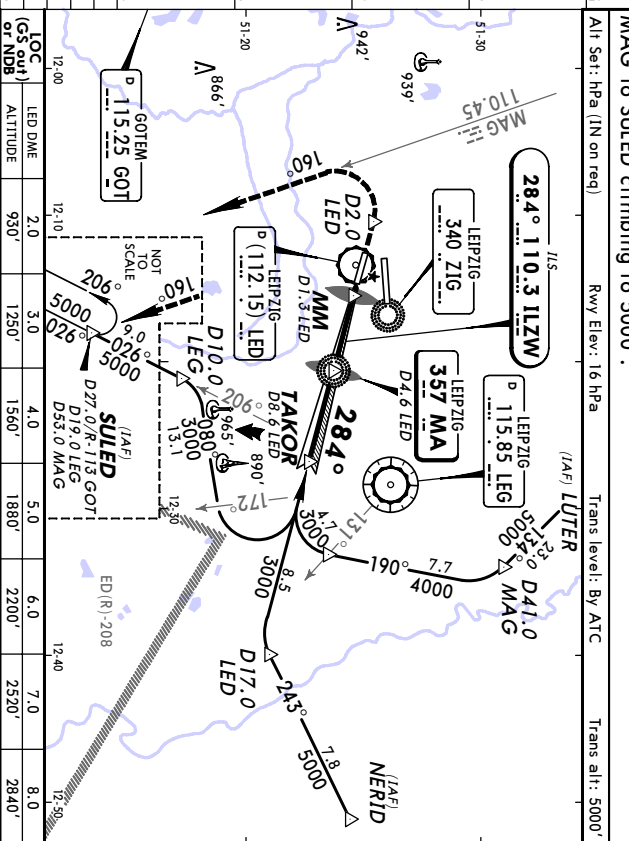
Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.
 CHANGES: Procedure, RA.
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EDDP/LEJ
LEIPZIG-HALLE
JEPPesen LEIPZIG-HALLE, GERMANY
8 AUG 03 (1-4)
ILS or NDB DME RWY 28

LOC ILZW 110.3	Final Aph Crs 284°	GS LOM 1750' (1291')	DA(H) 659' (200')	Apt Elev 465'	RWY 459'
*ATIS 123.95			BERLIN Radar (APP) 124.17	LEIPZIG Tower 119.7	Ground 121.8



MISSED APCH: Climb STRAIGHT AHEAD to D2.0 LED, then turn LEFT on R-160 MAG to SULED climbing to 5000'.
 Alt. Set: hPa (IN on req) Rwy Elev: 16 hPa Trans level: By ATC Trans alt: 5000'



Grnd 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

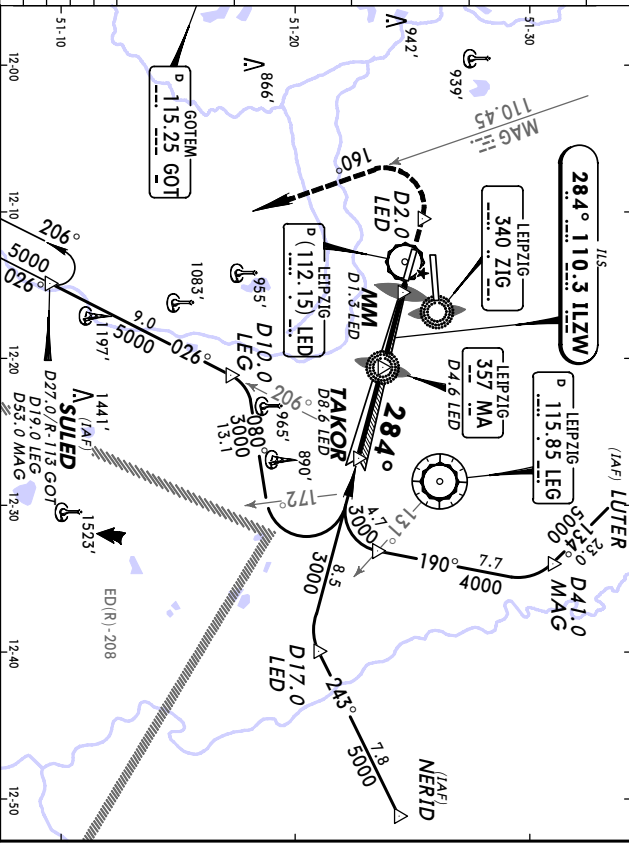
MAP at MM/D1.3 LED

JAR OPS
 STRAIGHT-IN LANDING RWY 28
 ILS
 DA(H) **659' (200')**
 MDA(H) **910' (451')**
 ALS out
 NDB
 MDA(H) **920' (461')**
 ALS out

Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.
 CHANGES: Minimums.
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JEPPESEN LEIPZIG-HALLE GERMANY
EDDP/LEJ
LEIPZIG-HALLE
 8 AUG 03 (1-4A)
CAT II ILS RWY 28

*ARTIS	BRUNN Radar (APP)	LEIPZIG Tower	Ground
123.95	124.17	121.1 119.7	121.8
LOC	Final	GS	CAT II ILS
ILZW	Apch Crs	LOM	RA 109'
110.3	284°	1750' (1291')	DA(H) 539' (100')
			Appt Elev 465'
			RWY 459'
MISSED APCH: Climb STRAIGHT AHEAD to D2.0 LED, then turn LEFT on R-160 MAG to SULED climbing to 5000'.			
Alt Set: MPA (IN on req) Rwy Elev: 16 Hpa Trans level: By ATC Trans alt: 5000' Special Aircrew & Actt Certification required.			
			MSA ZIG NDB

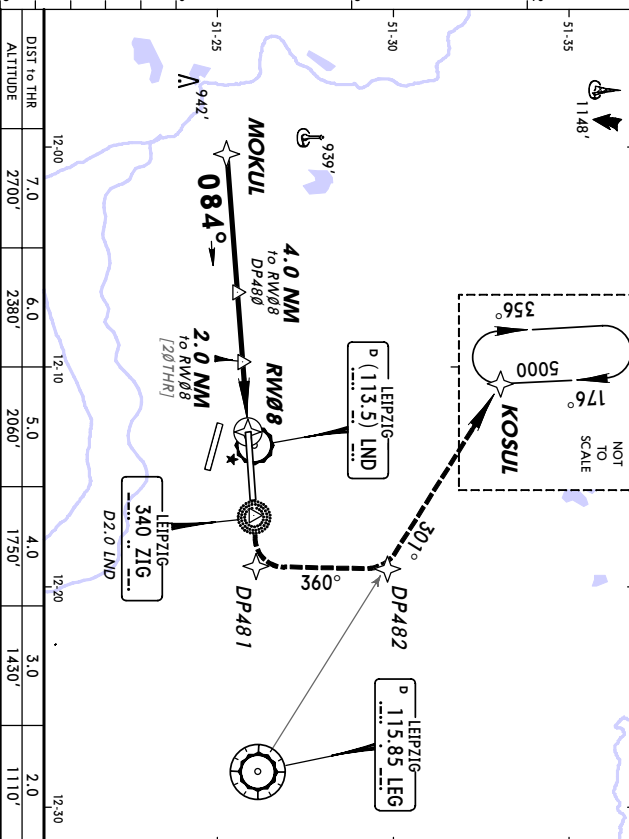


STRAIGHT-IN LANDING RWY 28 CAT II ILS RA 109' DA(H) 539' (100') RVR 300m									
STRAIGHT-IN LANDING RWY 08 ALS out									
HIAS Refer to Missed apch above									

PANS OPS 4
 CHANGES: See other side.
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JEPPESEN LEIPZIG-HALLE GERMANY
EDDP/LEJ
LEIPZIG-HALLE
 11 JUL 03 (2-1)
RNAV (GPS) RWY 08

*ARTIS	BRUNN Radar (APP)	LEIPZIG Tower	Ground
123.95	124.17	121.1 119.7	121.8
GPS	Final	Minimum Alt	MDA(H)
	Apch Crs	MOKUL	920' (502')
	084°	3000' (2582')	Appt Elev 465'
			RWY 418'
MISSED APCH: Climb STRAIGHT AHEAD to ZIG NDB/D2.0 LND or 1000', whichever is later, then turn LEFT on track 360° to intercept R-301 LEG to KOSUL climbing to 5000'.			
Alt Set: MPA (IN on req) Rwy Elev: 15 Hpa Trans level: By ATC Trans alt: 5000' MSA APP			



STRAIGHT-IN LANDING RWY 08 ALS out									
HIAS Refer to Missed apch above									

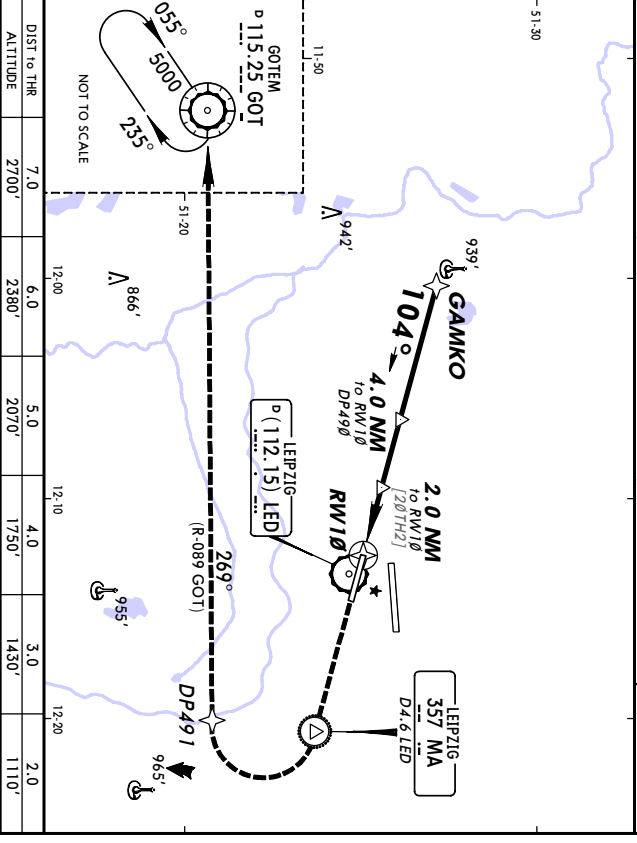
PANS OPS 4
 CHANGES: Communications.
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EDDP/LEJ
LEIPZIG-HALLE
 11 JUL 03 (12-2)
JEPPERSEN LEIPZIG-HALLE, GERMANY
RNAV (GPS) RWY 10

*ATIS	BRUNN Radar (APP)	LEIPZIG Tower	Ground
123.95	124.17	121.1 119.7	121.8
GPS	Final Apt Crs 104°	Minimum Alt GAMKO 3000' (2581')	MDA(H) 920' (501') Apt Elev 465' RWY 419'

MISSED APCH: Climb STRAIGHT AHEAD to MA Lctr/D4.6 LED, then turn RIGHT on R-089 GOT via DP491 to GOT VOR climbing to 5000'.

All Ser: Mpa (IN on req) Rwy Elev: 15 Mpa Trans level: By ATC Trans alt: 5000'



JAR OPS STRAIGHT-IN LANDING RWY 10

MDA(H) **920'** (501')

ALIS out

A	RVR 1000m					
B	RVR 1200m					
C	RVR 1200m					
D	RVR 1600m					

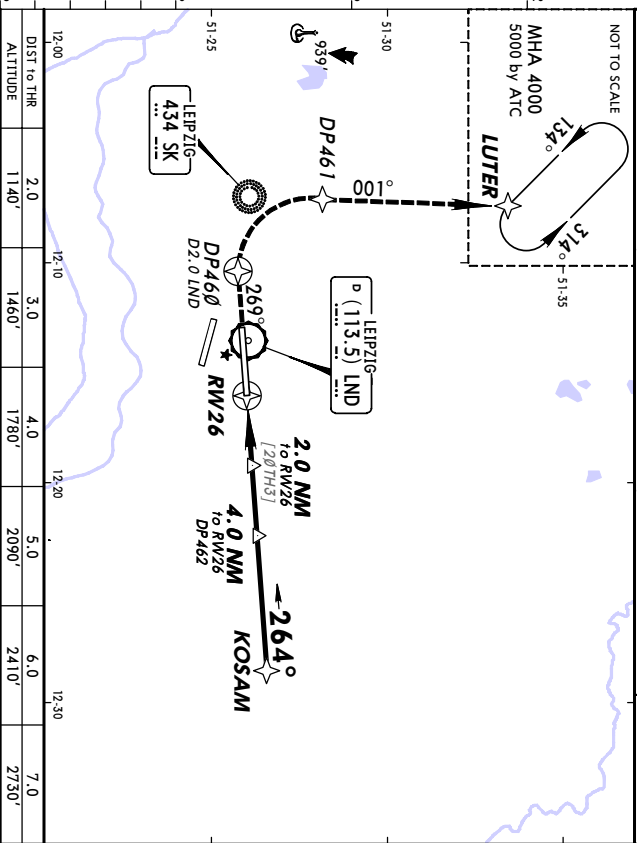
HAIS MA **357** of **D4.6**

EDDP/LEJ
LEIPZIG-HALLE
 11 JUL 03 (12-3)
JEPPERSEN LEIPZIG-HALLE, GERMANY
RNAV (GPS) RWY 26

*ATIS	BRUNN Radar (APP)	LEIPZIG Tower	Ground
123.95	124.17	121.1 119.7	121.8
GPS	Final Apt Crs 264°	Minimum Alt KOSAM 3000' (2552')	MDA(H) 920' (501') Refer to Minimums RWY 448' Apt Elev 465'

MISSED APCH: Climb on track 269° to DP460/D2.0 LND or 1000', whichever is later, then turn RIGHT via DP461 on track 001° from SK NDB to LUTER climbing to 5000'.

All Ser: Mpa (IN on req) Rwy Elev: 16 Mpa Trans level: By ATC Trans alt: 5000'



JAR OPS STRAIGHT-IN LANDING RWY 26

MDA(H) **920'** (472')

ALIS out

A	RVR 900m					
B	RVR 1000m					
C	RVR 1200m					
D	RVR 1600m					

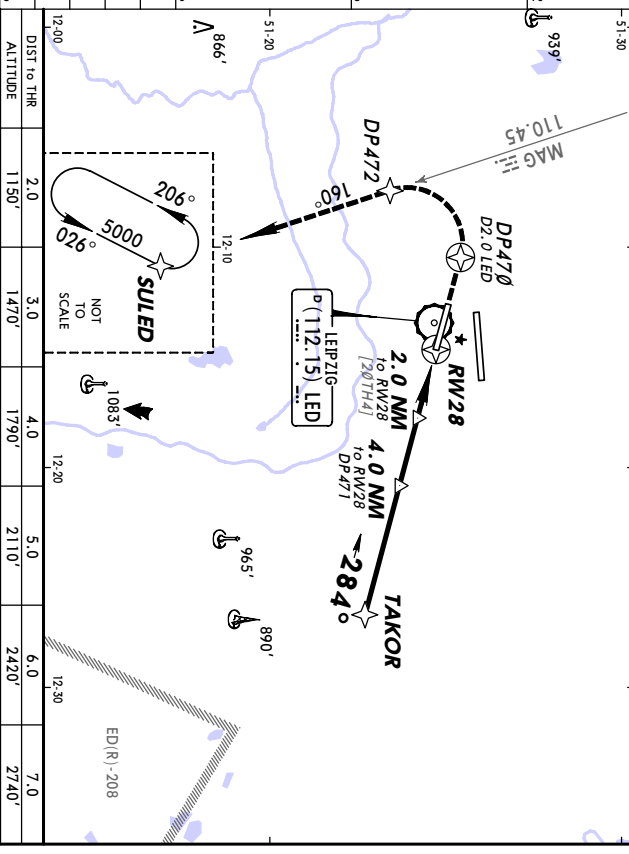
HAIS REL **269°** of **DP460** 1000' D2.0 LND whichever is later

EDDP/LEJ
LEIPZIG-HALLE
JEPPesen LEIPZIG-HALLE, GERMANY
 11 JUL 03 (2-4)
RNAV (GPS) RWY 28

*A/TIS	BRUN Radar (APP)	LEIPZIG Tower	Ground
123.95	124.17	121.1 119.7	121.8
GPS	Final Apt Crs 284°	Minimum Alt TAKOR 3000' (2541')	MDA(H) 920' (461') Rwy Elev 459'

MISSED APCH: Climb STRAIGHT AHEAD to DP470/D2.0 LED, then turn LEFT on R-160 MAG to SULED climbing to 5000'.

Alt. Set: hPa (In req) Rwy Elev: 17 hPa Trans level: By ATC Trans alt: 5000'



DIST to THR	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	1150'	1470'	1790'	2110'	2420'	2740'

RWY 28 **459'**

[TCH 49']

RWY 28

2.0 NM to RWY 28 [207H4]

4.0 NM to RWY 28 [207H4]

1150'

1790'

284°

3.8

7.8

Grnd speed Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RWY 28						

JAR OPS		STRAIGHT-IN LANDING RWY 28	
MDA(H) 920' (461')		ALS out	
A	RVR 1000m	RVR 1500m	
B	RVR 1200m	RVR 2000m	
C	RVR 1600m		
D	RVR 2000m		