JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

Location: OBERPFAFFENHOFEN DEU
ICAO/IATA: EDMO / OBF
Lat/Long: N48° 04.88', E011° 16.98'
Elevation: 1947 ft

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

Fuel Types: 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: 0442 Z
Sunset: 1744 Z

Runway Information

Runway: 04
Length x Width: 7500 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1947 ft
Lighting: Edge

Runway: 22
Length x Width: 7500 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1890 ft
Lighting: Edge, ALS

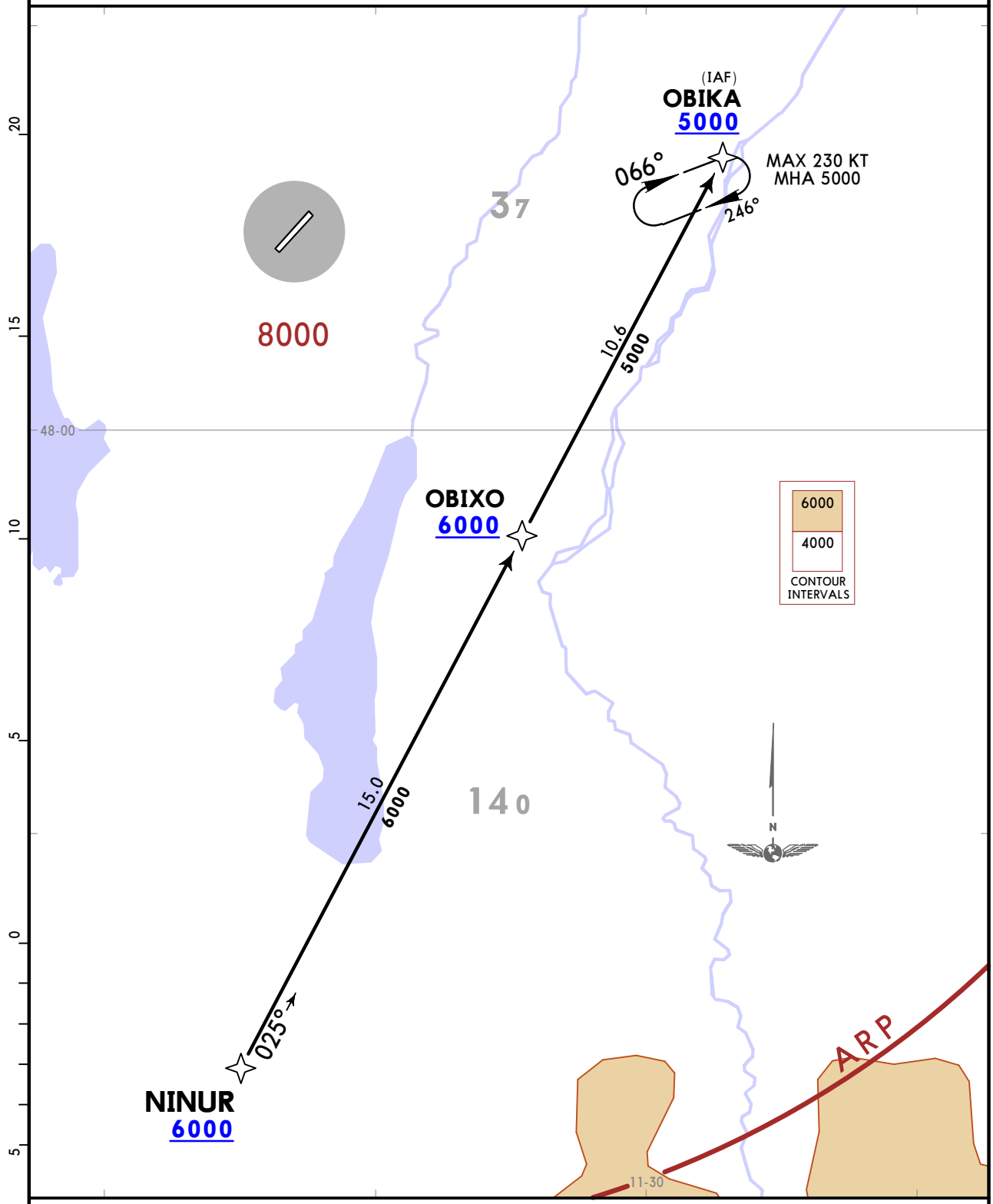
Communication Information

ATIS: 126.580
Oberpfaffenhofen Tower: 122.105
Oberpfaffenhofen Tower: 119.555
Munich Arrival: 120.780
Munich Radar: 127.955

*ATIS 126.580	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
Apt Elev 1947	Parts of IFR profiles within airspace class E. Watch out for VFR traffic unknown to ATC.

NINUR 1B [NINU1B]
RNAV ARRIVAL
(RWY 22)

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



ROUTING

NINUR (6000+) - OBIXO (6000+) - OBIKA (5000+).

CHANGES: New format.

*ATIS	Apt Elev	
126.580	1947	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.

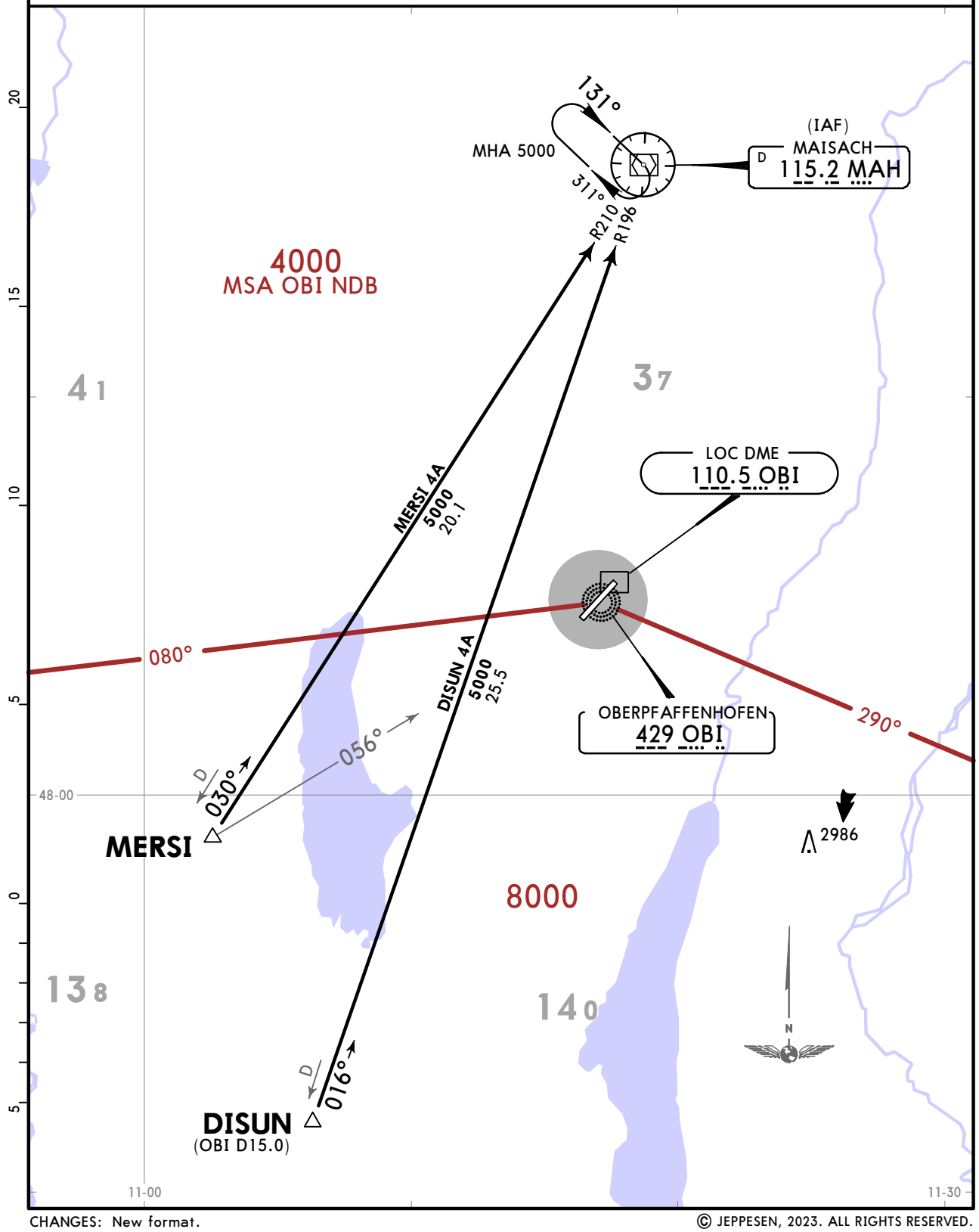
DISUN 4A [DISU4A]

MERSI 4A [MERS4A]

ONLY FOR FLIGHTS AT OR BELOW FL120

ARRIVALS
(RWY 22)

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

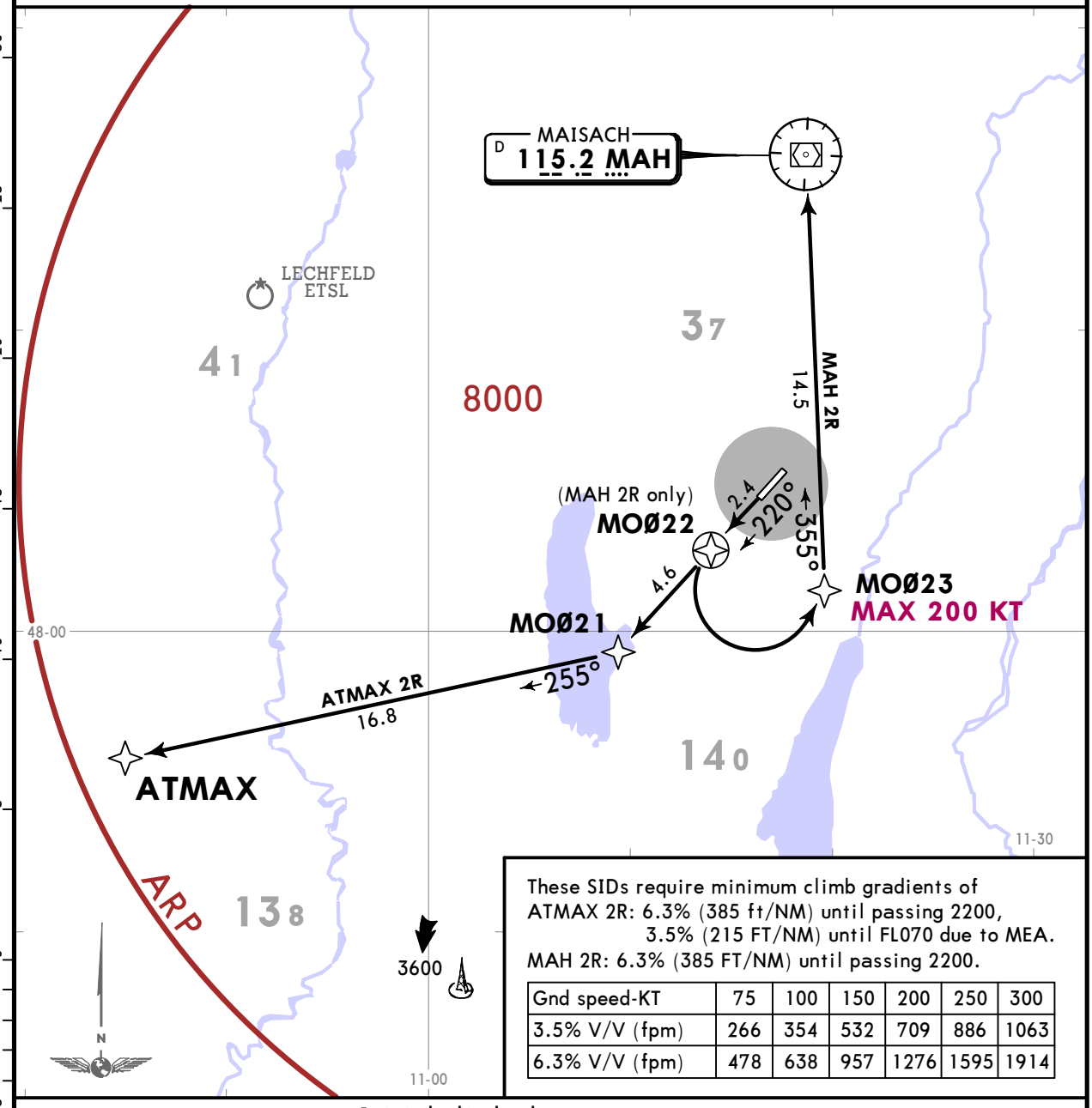


CHANGES: New format.

*MUNICH Radar (APP) 127.955	Trans alt: 5000 RNAV 1 or RNP 1 or A-RNP equivalent GPS required DME/DME, DME/DME/IRU not authorized
Apt Elev 1947	1. Contact MUNICH Radar after take-off. 2. EXPECT close-in obstacles. 3. Parts of IFR profiles within airspace class E. Watch out for VFR traffic unknown to ATC. 4. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory.

ATMAX 2R [ATMA2R]
MAISACH 2R (MAH 2R) [MAH2R]
RNAV DEPARTURES
(RWY 22)

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



These SIDs require minimum climb gradients of
ATMAX 2R: 6.3% (385 ft/NM) until passing 2200,
3.5% (215 FT/NM) until FL070 due to MEA.
MAH 2R: 6.3% (385 FT/NM) until passing 2200.

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063
6.3% V/V (fpm)	478	638	957	1276	1595	1914

Initial climb clearance **FL070**

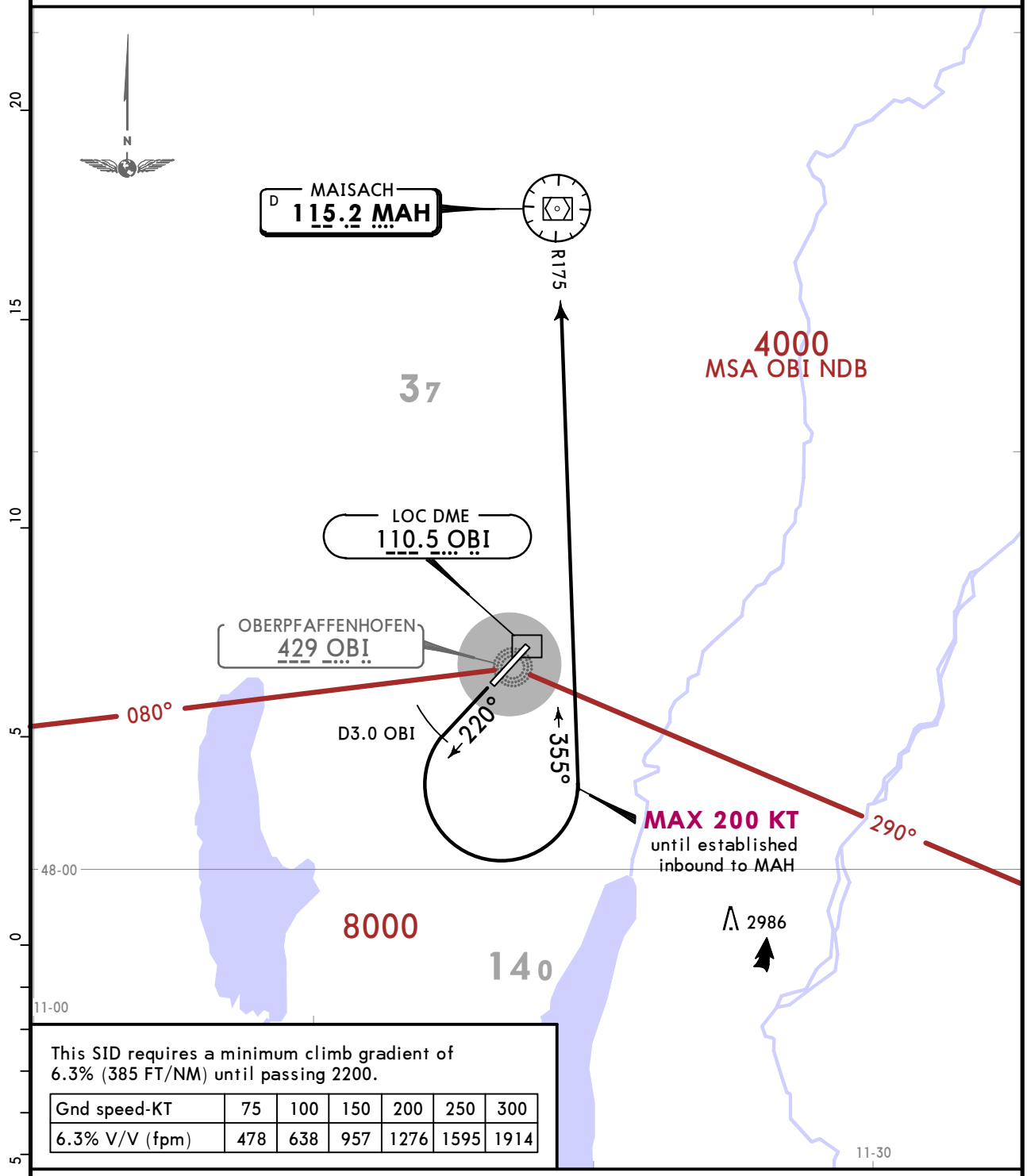
SID	ROUTING
ATMAX 2R	(2400+) - MOØ21 - ATMAX.
MAH 2R	(2400+) - MOØ22 - MOØ23 (K200-) - MAH.

CHANGES: New format.

*MUNICH Radar (APP) 127.955	Apt Elev 1947	Trans alt: 5000 1. Contact MUNICH Radar after take-off. 2. EXPECT close-in obstacles. 3. Parts of IFR profiles within airspace class E. Watch out for VFR traffic unkown to ATC. 4. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory.

MAISACH 7C (MAH 7C)
DEPARTURE
(RWY 22)

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



This SID requires a minimum climb gradient of 6.3% (385 FT/NM) until passing 2200.

Gnd speed-KT	75	100	150	200	250	300
6.3% V/V (fpm)	478	638	957	1276	1595	1914

Initial climb clearance **FL070**

ROUTING

Climb straight ahead to D3.0 OBI, turn LEFT, intercept MAH R175 inbound to MAH.

CHANGES: New format.

EDMO/OBF

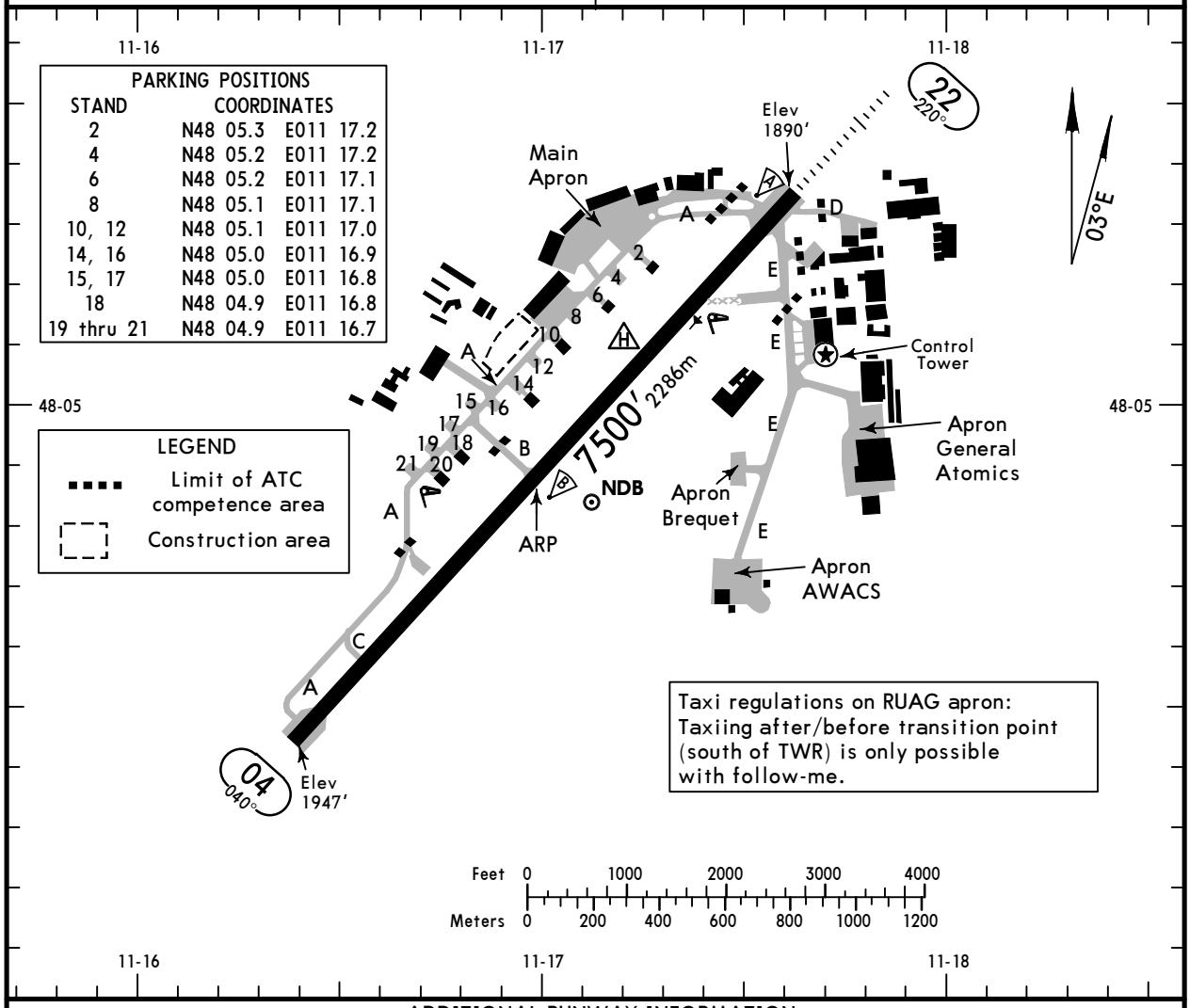
Apt Elev **1947′**
N48 04.9 E011 17.0

JEPPESEN 23 JUN 23 (10-9)

OBERPFAFFENHOFEN, ~~GERMANY~~

OBERPFAFFENHOFEN

*ATIS	*OBERPFAFFENHOFEN Tower
126.580	119.555 122.105X



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
04 ❶	HIRL				148′ 45m
22	HIRL HIALS PAPI-L (angle 3.0°) RVR		6388′ 1947m		

❶ No NIGHT landings.

NOISE ABATEMENT PROCEDURES

Noise abatement requirements apply after 1900LT (applicable also on SUN and HOL) to all aircraft.
Jet and turbine-powered ACFT must have a noise certificate in compliance with ICAO Annex 16, Chapter 4.
At the special-purpose airport of EDMO and in its vicinity, pilots shall keep all noise caused by the acft's engines to a minimum.
Reverse thrust may only be used for safety reasons. This regulation does not apply to idle reverse thrust.

RUN-UP TESTS

Engine test runs are only permitted Mon - Fri (workdays) between 0700-1900LT, additionally between 1900-2100LT after PPR from the traffic management office, and Sat (workdays) between 0900-1400LT.
OBERPFAFFENHOFEN Tower shall be informed prior to starting up engines and after turning off.

Standard ❶ TAKE-OFF

	Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
A B C D	400m	500m

❶ RWY 04: VFR only.

CHANGES: ATC competence area.

EDMO/OBF
OBERPFAFFENHOFEN

JEPPESEN 23 JUN 23 (11-1)

OBERPFAFFENHOFEN, GERMANY
ILS or LOC Rwy 22

*ATIS	*MUNICH Radar (South)	MUNICH Arrival(APP) (South)	*OBERPFAFFENHOFEN Tower
126.580	127.955	120.780	119.555 122.105X

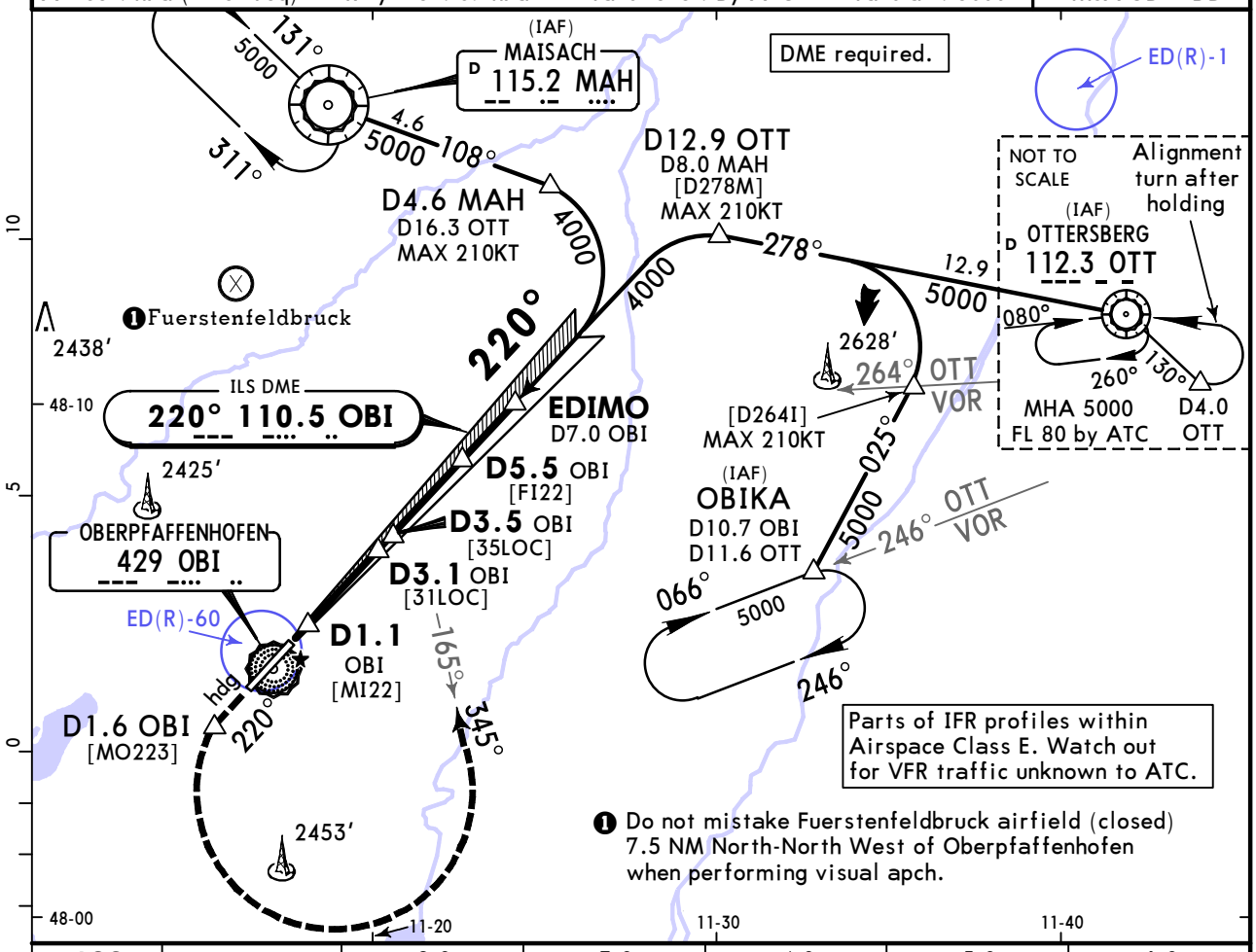
BRIEFING STRIP™

LOC OBI	Final Apch Crs	EDIMO	ILS DA(H)	Apt Elev 1947′ / Rwy 1890′
110.5	220°	4000′ (2110′)	2090′ (200′)	

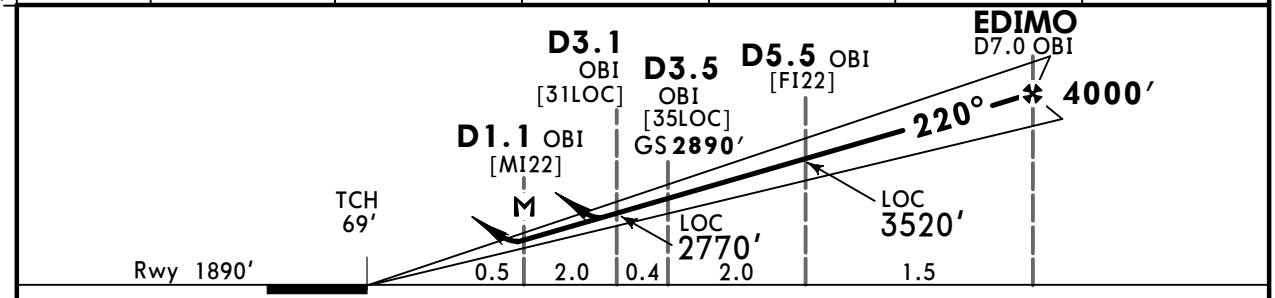
MISSED APCH: Climb on hdg 220° to D1.6 OBI, then turn LEFT (MAX 220 KT) to intercept R-165 inbound MAH VOR at 3000′ or above. Continue climb to 5000′ to MAH VOR.

Alt Set: hPa (IN on req) Rwy Elev: 67 hPa Trans level: By ATC Trans alt: 5000′

4000 / 080° / 290° / 8000
MSA OBI NDB



LOC (GS out)	OBI DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	2410′	2730′	3050′	3360′	3680′



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 D1.1 OBI						

HIALS
PAPI
D1.6 OBI on 220°

Standard STRAIGHT-IN LANDING RWY 22

	ILS DA(H) 2090′ (200′) FULL	ILS DA(H) 2090′ (200′) ALS out	LOC (GS out) CDFA DA/MDA(H) 2290′ (400′)	LOC (GS out) CDFA DA/MDA(H) 2290′ (400′) ALS out
A	1000m	1200m	1400m	1500m
B				
C				1800m
D				

CIRCLE-TO-LAND
TO RWY 04 (DAY only)
Not authorized Northwest of airport

Max Kts	MDA(H)	VIS
100	2490′ (543′)	1500m
135	2560′ (613′)	1600m
180	2850′ (903′)	2400m
205	2850′ (903′)	3600m

PANS OPS

CHANGES: None.

EDMO/OBF
OBERPFAFFENHOFEN

JEPPESEN 27 DEC 19 (12-1) Eff 2 Jan

OBERPFAFFENHOFEN, GERMANY
RNP Rwy 22

BRIEFING STRIP

*ATIS	*MUNICH Radar (South)	MUNICH Arrival(APP) (South)	*OBERPFAFFENHOFEN Tower
126.580	127.955	120.780	119.555 122.105X

EGNOS	Final Apch Crs	Minimum Alt	LPV CAT I DA(H)	Apt Elev 1947′
Ch 88806 E22A	**220°**	**EDIMO** **4000′**(2110′)	**2140′**(250′)	Rwy 1890′

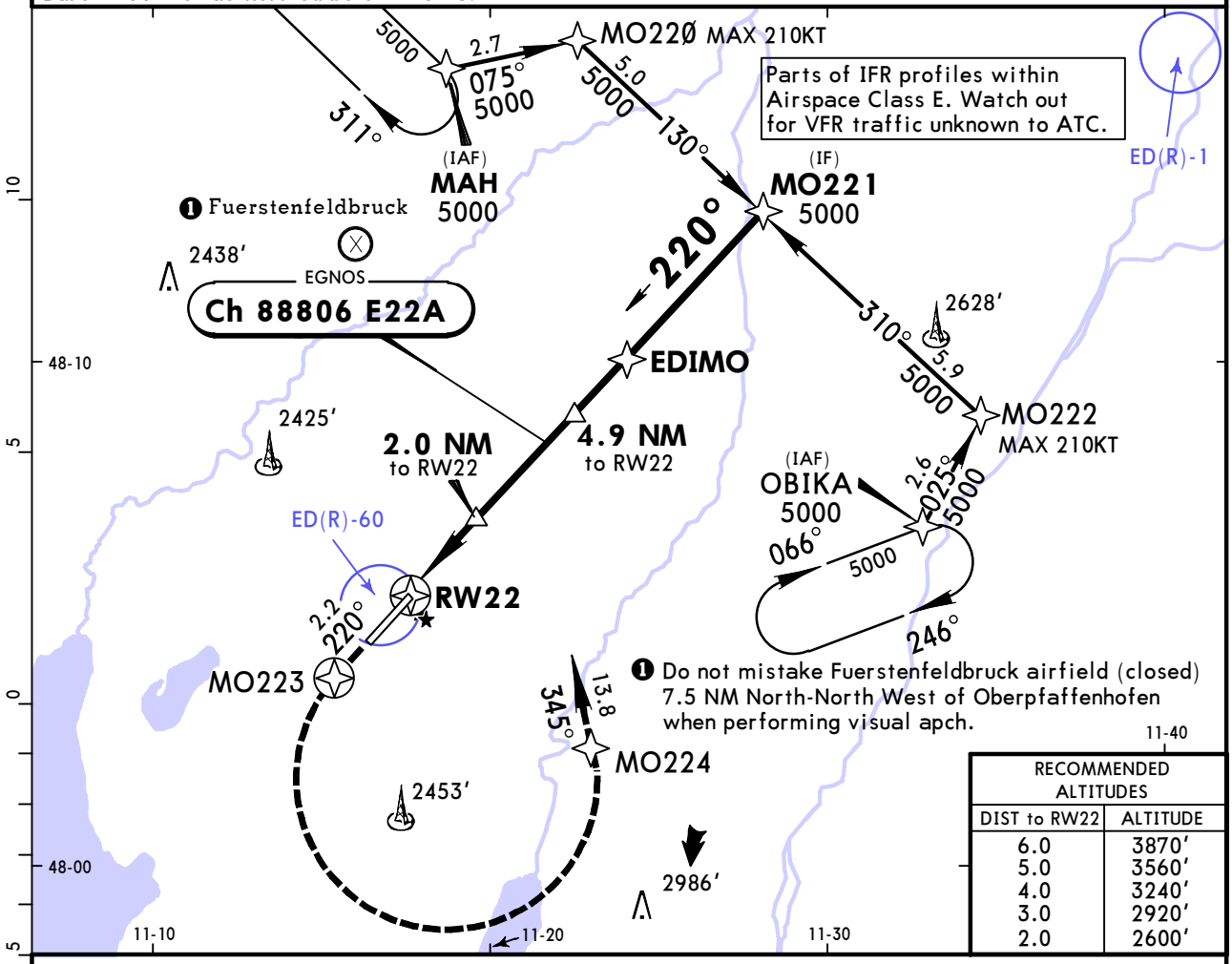
8000

MSA
ARP

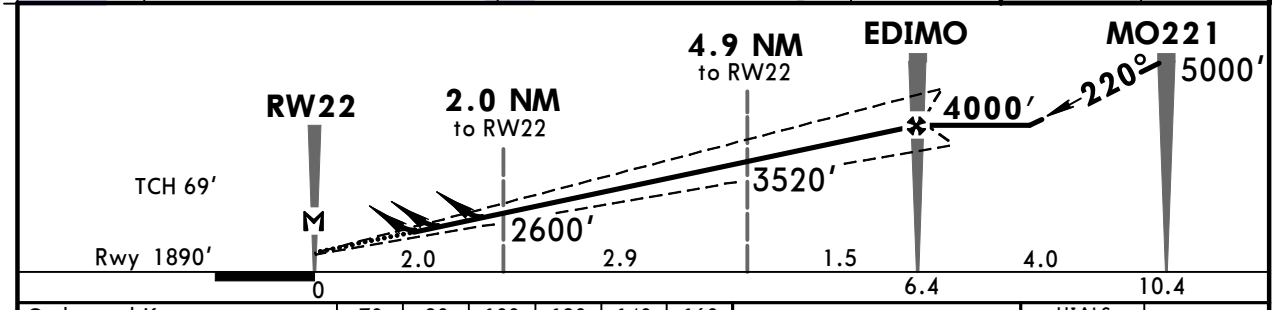
MISSED APCH: Climb on 220° to MO223, then turn LEFT DIRECT to MO224. Cross MO224 at 3000′ or above. Continue climb on 345° to 5000′ to MAH. MAX 220KT until MO224.

Alt Set: hPa (IN on req) | Rwy Elev: 67 hPa | Trans level: By ATC | Trans alt: 5000′

Baro-VNAV not authorized below -15° C.



RECOMMENDED ALTITUDES	
DIST to RW22	ALTITUDE
6.0	3870′
5.0	3560′
4.0	3240′
3.0	2920′
2.0	2600′



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 RW22							

HIALS
PAPI
MO223

Standard STRAIGHT-IN LANDING RWY22

	LPV CAT I	LNAV/VNAV	LNAV
	DA(H) **2140′**(250′)	A:**2163′**(273′) C:**2183′**(293′) DA(H) B:**2173′**(283′) D:**2192′**(302′)	DA/ MDA(H) CDFA **2310′**(420′)
	ALS out	ALS out	ALS out
A	1500m	1500m	1500m
B			
C			1500m / 1900m
D			

CIRCLE-TO-LAND
TO RWY 04 (DAY only)
Not authorized Northwest of airport

Max Kts	MDA(H)	VIS
100	**2490′**(543′)	1500m
135	**2560′**(613′)	1600m
180	**2850′**(903′)	2400m
205	**2850′**(903′)	3600m

PANS OPS

CHANGES: Communications.

EDMO/OBF
OBERPFAFFENHOFEN

JEPPESEN 27 DEC 19 (16-1) Eff 2 Jan

OBERPFAFFENHOFEN, GERMANY
NDB Rwy 22

*ATIS	*MUNICH Radar (South)	MUNICH Arrival(APP) (South)	*OBERPFAFFENHOFEN Tower
126.580	127.955	120.780	119.555 122.105X

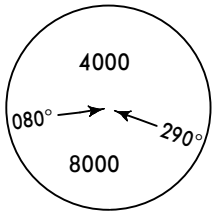
BRIEFING STRIP

NDB OBI	Final Apch Crs	Minimum Alt	DA/MDA(H)	Apt Elev 1947′
429	216°	D7.0 OBI 4000′(2110′)	2490′(600′)	Rwy 1890′

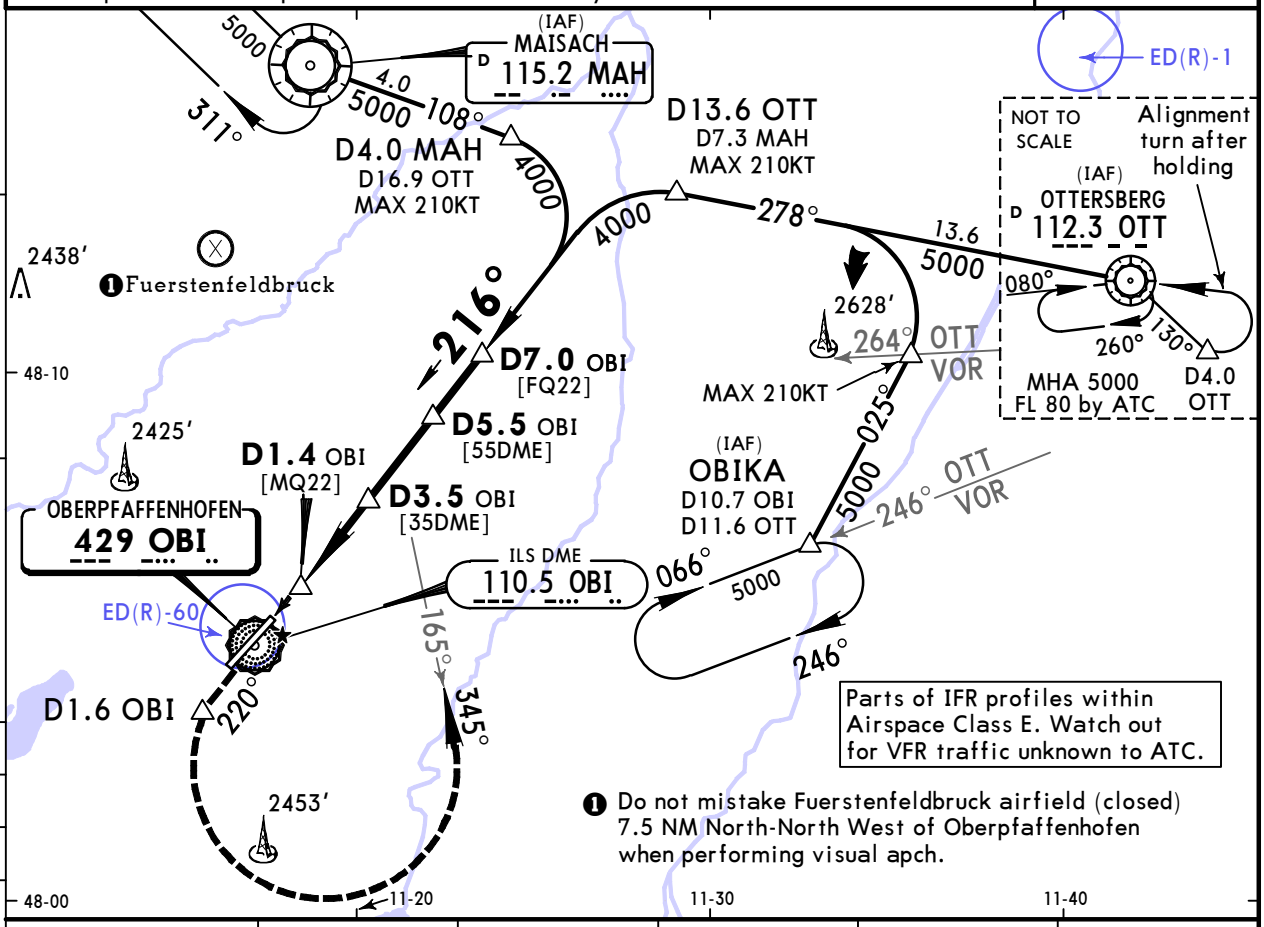
MISSED APCH: Climb on hdg 220° to D1.6 OBI, then turn LEFT (MAX 220 KT)to intercept R-165 inbound MAH VOR at 3000′ or above. Continue climb to 5000′ to MAH VOR.

Alt Set: hPa (IN on req) Rwy Elev: 67 hPa Trans level: By ATC Trans alt: 5000′

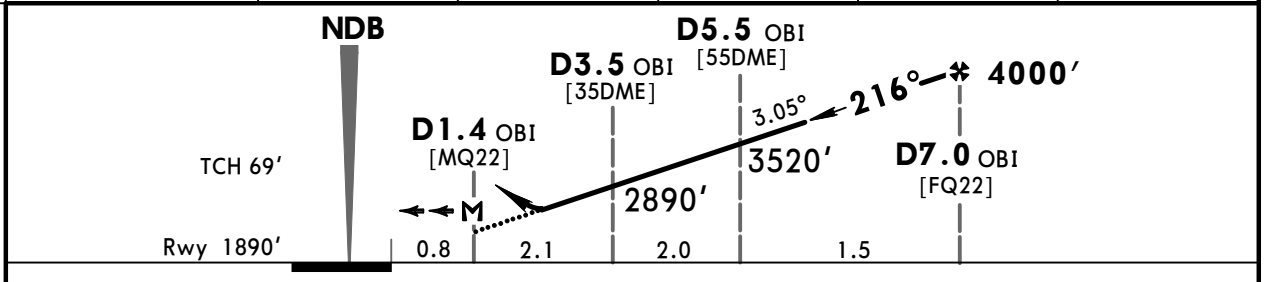
DME required. Final apch track offset 4° from Rwy centerline.



MSA
OBI NDB



OBI DME	2.0	3.0	4.0	5.0	6.0
ALTITUDE	2410′	2730′	3050′	3360′	3680′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.05°	378	486	540	648	755	863
MAP at D1.4 OBI							

HIALS
PAPI
D1.6 OBI on 220°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 22

CDFA

DA/MDA(H) 2490′(600′)

	ALS out
A	1500m
B	
C	2300m
D	2400m

CIRCLE-TO-LAND
TO RWY 04 (DAY only)
Not authorized
Northwest of airport

Max Kts	MDA(H)	VIS
100	2490′ (543′)	1500m
135	2560′ (613′)	1600m
180	2850′ (903′)	2400m
205	2850′ (903′)	3600m

CHANGES: Communications.

Chart changes since cycle 15-2023

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

OBERPFAFFENHOFEN, (OBERPFAFFENHOFEN - EDMO)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EDMO

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.