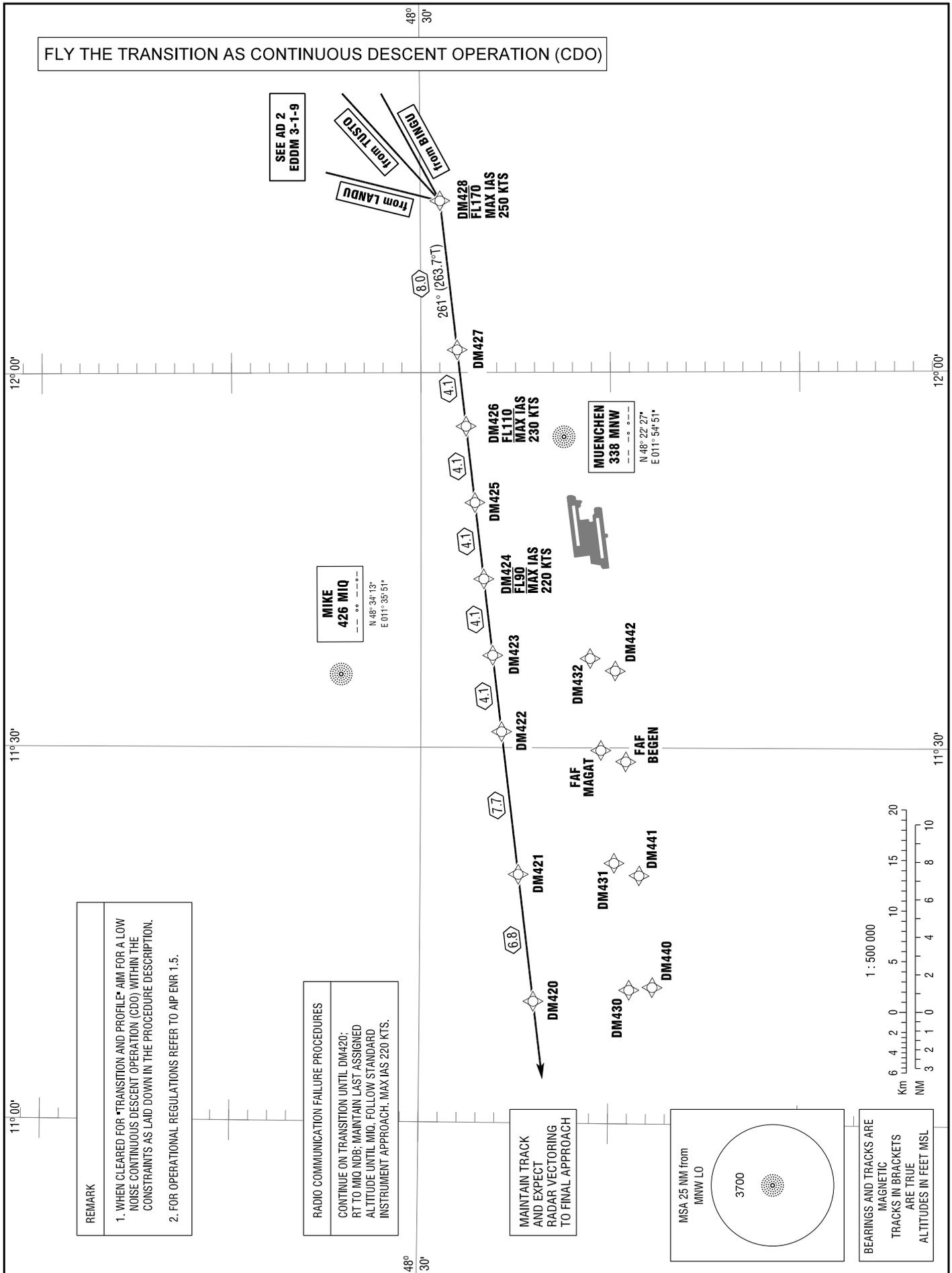


GPS / FMS RNAV ARRIVAL CHART
TRANSITION TO FINAL APPROACH (CDO)
(OVERLAY TO RADAR VECTOR PATTERN)

TRANSITION	MUENCHEN ATIS	123.130	MUENCHEN ARRIVAL	118.830 (N)
ALTITUDE 5000	MUENCHEN RADAR	123.905 (N)	MUENCHEN TOWER	118.705 (N)
VAR 3° E		128.030 (N)		

MUENCHEN
RWY 08 NE (B)



FLY THE TRANSITION AS CONTINUOUS DESCENT OPERATION (CDO)

SEE AD 2
EDDM 3-1-9

From TUSTO
From BIRGO
From LANDU

DM428
FL170
MAX IAS
250 KTS

DM427

DM426
FL110
MAX IAS
230 KTS

MUENCHEN
338 MNW
N 48° 22' 27"
E 011° 54' 51"

DM425

DM424
FL90
MAX IAS
220 KTS

MIKE
426 MIQ
N 48° 34' 13"
E 011° 35' 51"

DM423

DM432

DM442

DM422

FAF
MAGAT

FAF
BEGEN

DM421

DM431

DM441

DM420

DM430

DM440

REMARK

- WHEN CLEARED FOR "TRANSITION AND PROFILE" AIM FOR A LOW NOISE CONTINUOUS DESCENT OPERATION (CDO) WITHIN THE CONSTRAINTS AS LAID DOWN IN THE PROCEDURE DESCRIPTION.
- FOR OPERATIONAL REGULATIONS REFER TO AIP ENR 1.5.

RADIO COMMUNICATION FAILURE PROCEDURES

CONTINUE ON TRANSITION UNTIL DM420;
RT TO MIQ NDB; MAINTAIN LAST ASSIGNED
ALTITUDE UNTIL MIQ. FOLLOW STANDARD
INSTRUMENT APPROACH. MAX IAS 220 KTS.

MAINTAIN TRACK
AND EXPECT
RADAR VECTORING
TO FINAL APPROACH

MISA 25 NM from
MNW LO
3700

BEARINGS AND TRACKS ARE
MAGNETIC
TRACKS IN BRACKETS
ARE TRUE
ALTITUDES IN FEET MSL

Correction: Frequency box revised.