

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

LEIPZIG ATIS	123.955	LEIPZIG ARRIVAL (S)	120.840
MUENCHEN RADAR (N)	126.065	LEIPZIG TOWER (N)	125.955
MUENCHEN RADAR (S)	126.175	LEIPZIG TOWER (S)	121.105
LEIPZIG ARRIVAL (N)	129.765		

TRANSITION
ALTITUDE 5000
VAR 3° E

LEIPZIG/HALLE

RWY 26L/26R

LIPVO 2M/2N UPLEG 3M/3N

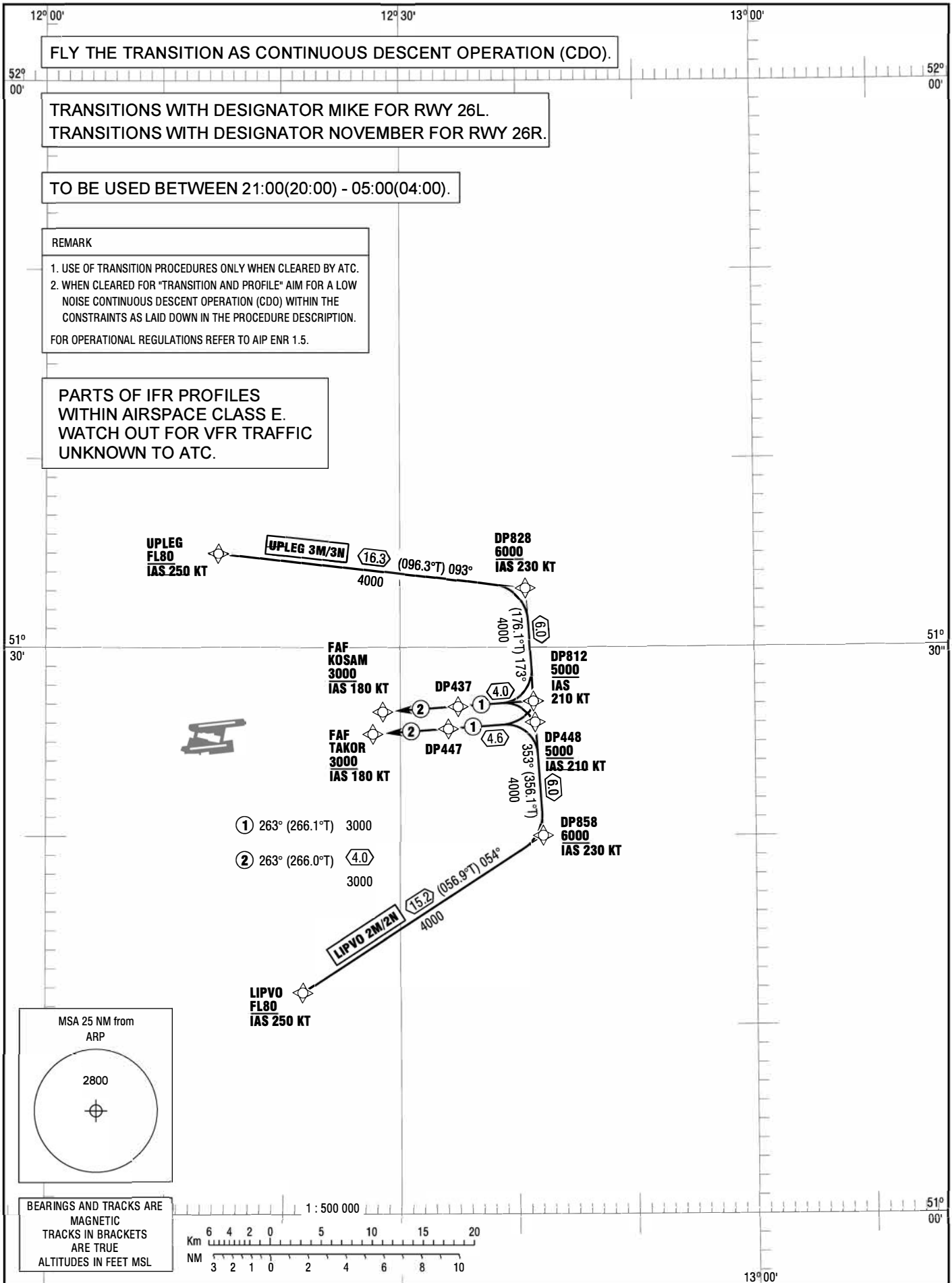
FLY THE TRANSITION AS CONTINUOUS DESCENT OPERATION (CDO).

TRANSITIONS WITH DESIGNATOR MIKE FOR RWY 26L.
TRANSITIONS WITH DESIGNATOR NOVEMBER FOR RWY 26R.

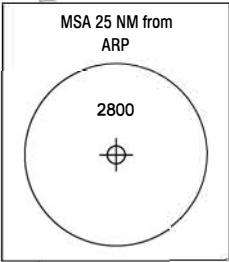
TO BE USED BETWEEN 21:00(20:00) - 05:00(04:00).

REMARK
1. USE OF TRANSITION PROCEDURES ONLY WHEN CLEARED BY ATC.
2. 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.

PARTS OF IFR PROFILES
WITHIN AIRSPACE CLASS E.
WATCH OUT FOR VFR TRAFFIC
UNKNOWN TO ATC.



Correction: Callsign.



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

