

VATSIM Germany GPS / FMS RNAV ARRIVAL CHART

ATIS 123.950

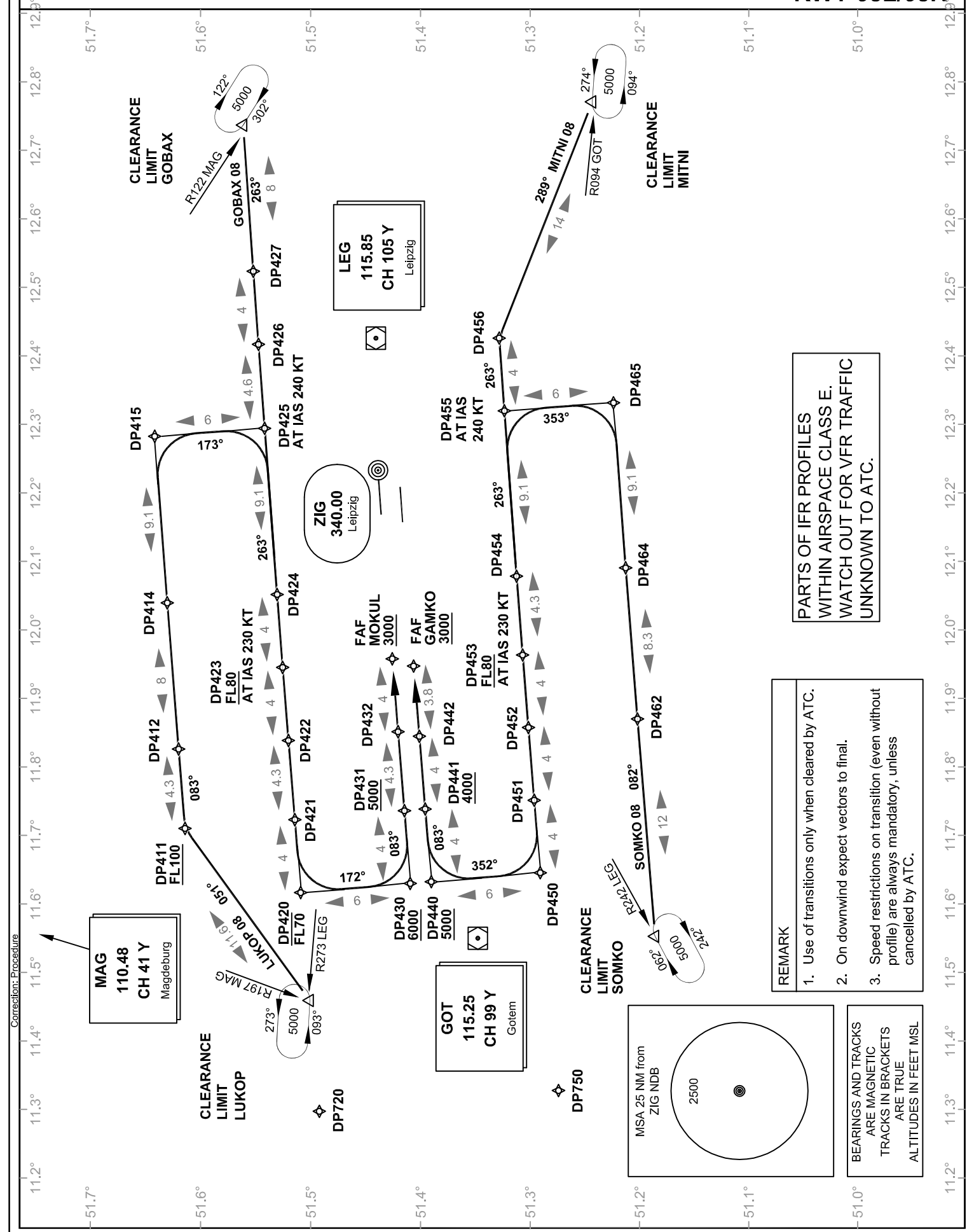
Transition Altitude: 5000 ft.

München Radar 131.020
126.170

Director 128.470
Tower 125.950

Transition to Final Approach
RWY 08L/08R

VAR: 3° E



VATSIM Germany GPS / FMS RNAV ARRIVAL CHART

LEIPZIG / HALLE EDDP

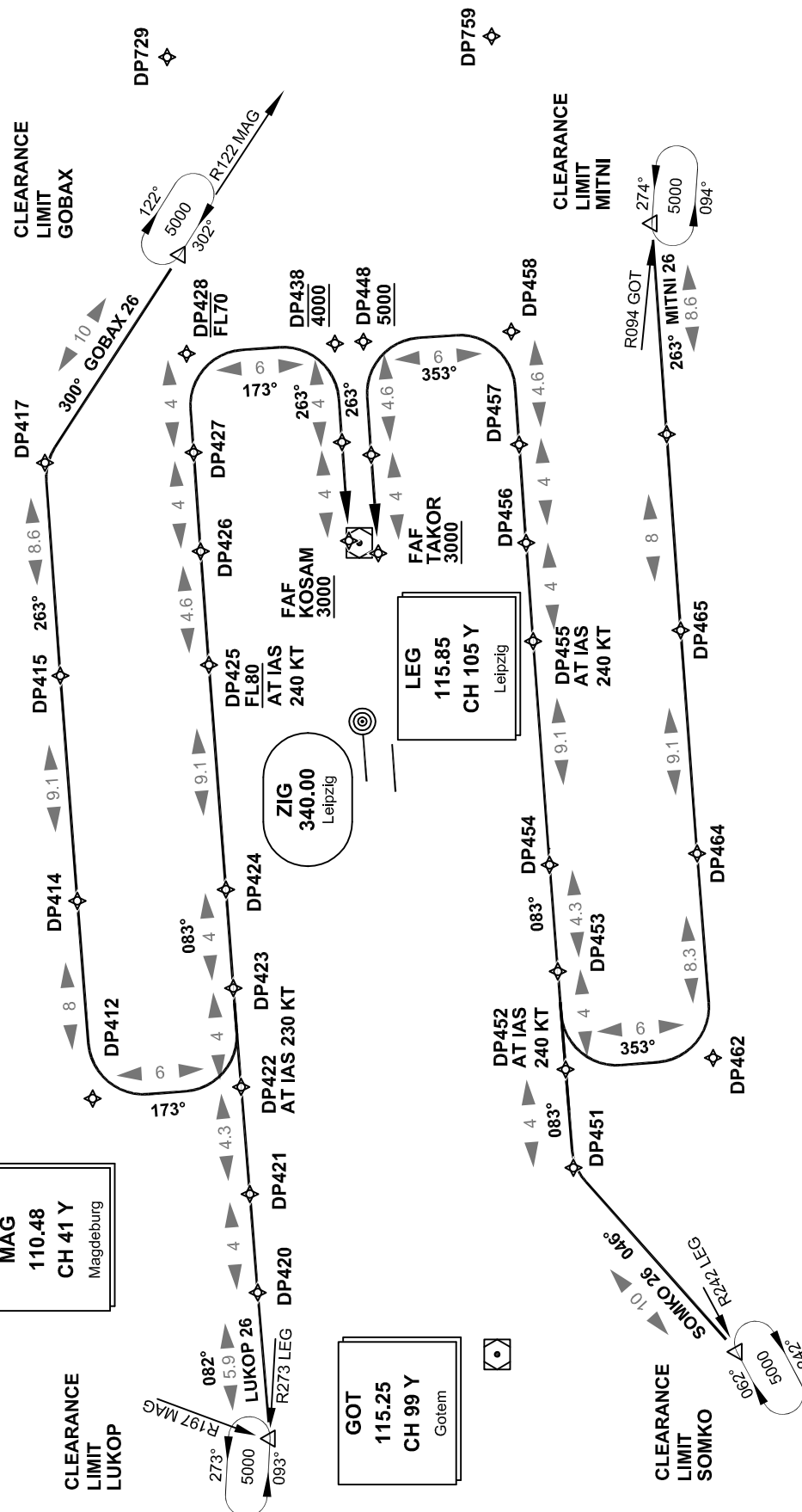
Transition Altitude: 5000 ft.

ATIS 123.950

München Radar 131.020
126.170Director 128.470
Tower 125.950

Transition to Final Approach RWY 26L/26R

VAR: 3° E

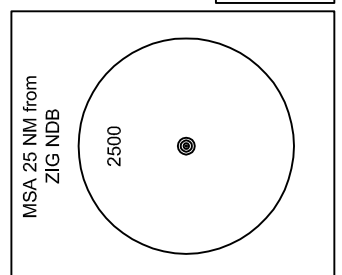


PARTS OF IFR PROFILES
WITHIN AIRSPACE CLASS E.
WATCH OUT FOR VFR TRAFFIC
UNKNOWN TO ATC.

REMARK

1. Use of transitions only when cleared by ATC.
2. On downwind expect vectors to final.
3. Speed restrictions on transition (even without profile) are always mandatory, unless cancelled by ATC.

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



VATSIM Germany

Standard Instrument Arrival Chart

LEIPZIG / HALLE

EDDP

Transition Altitude: 5000 ft

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TRANSITION TO FINAL

RWY 08L/08R

VAR: 3° E

FLY THE TRANSITIONS AS CONTINUOUS DESCENT OPERATION (CDO).

 TRANSITIONS WITH DESIGNATOR DELTA FOR RWY 08L.
 TRANSITIONS WITH DESIGNATOR TANGO FOR RWY 08R.

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

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

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.

IBVOV
FL80

- ① 029° 6.0 4000
- ② 355° 7.2 3000
- ③ 083° 3000

DP800
4000
DP432
4000
FAF MOKUL
3000
DP442
4000
FAF GAMKO
3000
DP801
4000
DP452
4000
RAPAB
FL80
MAXEB
FL80
ZIG
340.00
 Leipzig

MSA 25 NM from ZIG NDB

2500

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VATSIM Germany

Standard Instrument Arrival Chart

LEIPZIG / HALLE

EDDP

Transition Altitude: 5000 ft

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 126.170

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 Tower 125.950

TRANSITION TO FINAL

RWY 26L/26R

VAR: 3° E

FLY THE TRANSITIONS AS CONTINUOUS DESCENT OPERATION (CDO).

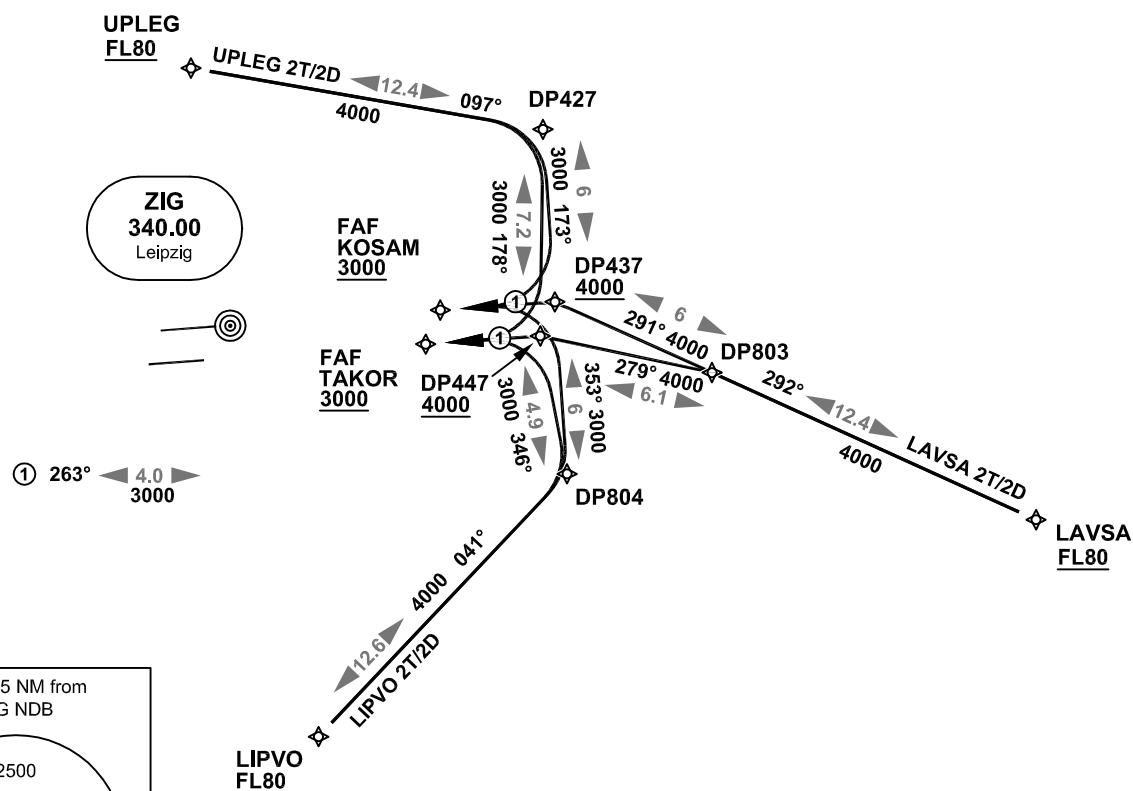
 TRANSITIONS WITH DESIGNATOR TANGO FOR RWY 26L.
 TRANSITIONS WITH DESIGNATOR DELTA FOR RWY 26R.

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

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EDDP

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TRANSITION TO FINAL

RWY 26L/26R

VAR: 3° E

FLY THE TRANSITIONS AS CONTINUOUS DESCENT OPERATION (CDO).

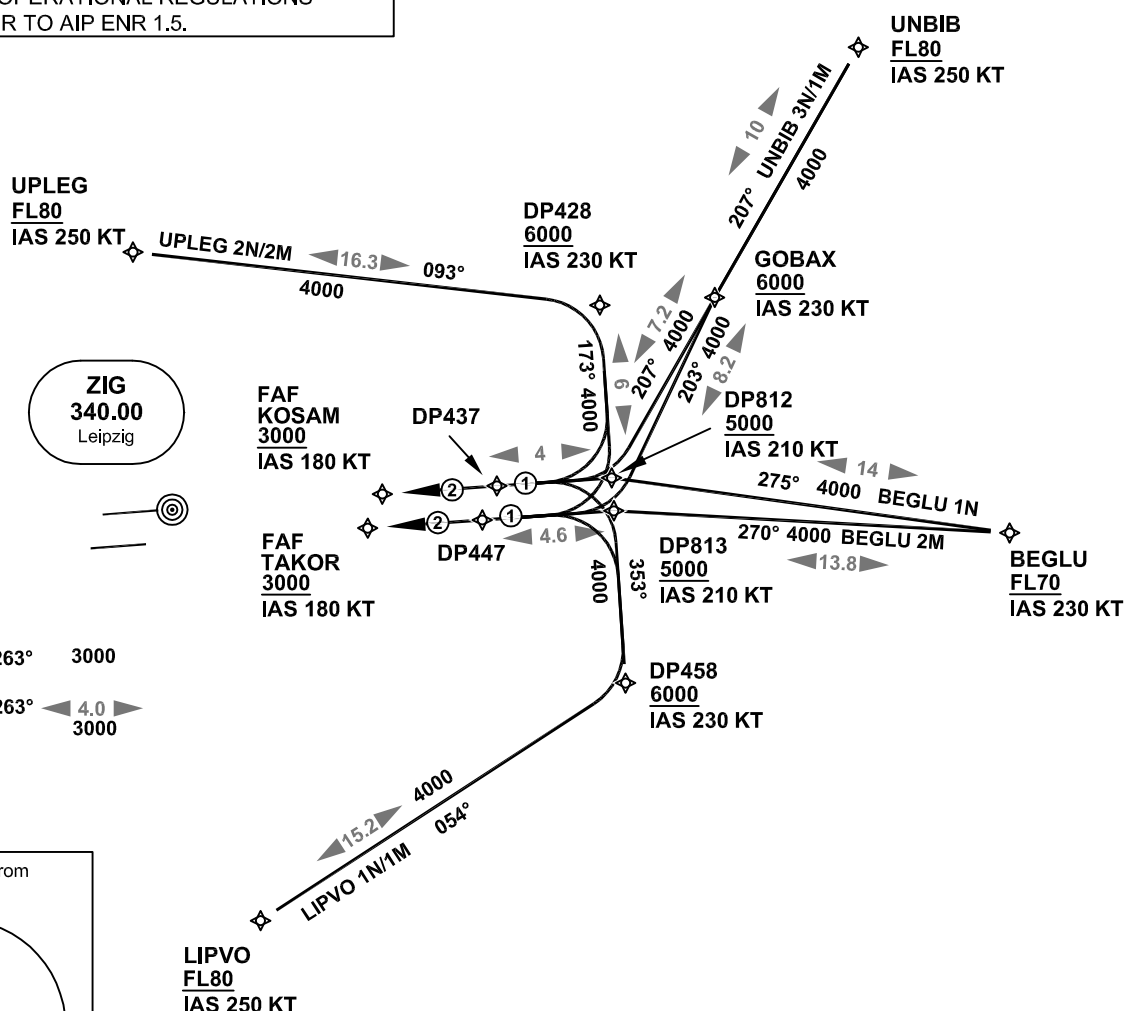
 TRANSITIONS WITH DESIGNATOR MIKE FOR RWY 26L.
 TRANSITIONS WITH DESIGNATOR NOVEMBER FOR RWY 26R.

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.

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

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 WITHIN AIRSPACE CLASS E.
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 UNKNOWN TO ATC.


Corrections: Frequency