Do not use for real life navigation!

München ATIS	München	ARRIVAL	München DIRECTOR	München TOWER	
EDDM_ATIS	EDDM_1_APP	EDDM_2_APP	EDDM_F_APP	EDDM_N_TWR	EDDM_S_TWR
123.12	128.02	120.77	118.82	118.70	120.50

VERTICAL PLANNING INFORMATION							
R	WY 26	RWY 08					
PLAN YOUR DESCENT SO AS TO CROSS AT OR BELOW							
ANDE DISUN NAPSA	N FL160	ANDEC DISUN NAPSA	FL130 FL120 FL110				

IRBIR 4A - IRBIR FOUR ALPHA **KOGOL 3A** - KOGOL THREE ALPHA

MERSI 3A - MERSI THREE ALPHA

NAPSA 2A - NAPSA TWO ALPHA **OBAGA 4A - OBAGA FOUR ALPHA**

OSDER 3A - OSDER THREE ALPHA

REMARKS:

NAVAID addition for real frequencies available on http://www.vacc-sag.org/airport/EDDM if not installed use old frequencies:

MAH - 108.4 / DMS - 108.6 / ILS08R - 110.9 MIQ - 426.5 / MSE - 385.0 / ILS08L - 110.3



MSA 25NM MNW

*Operational FL

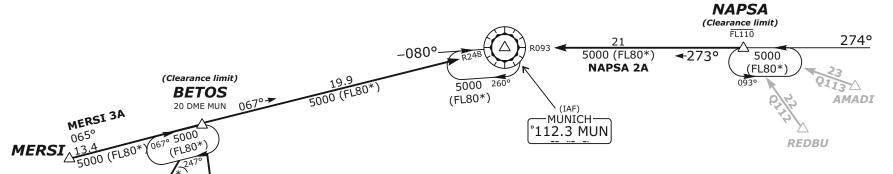
DISUN

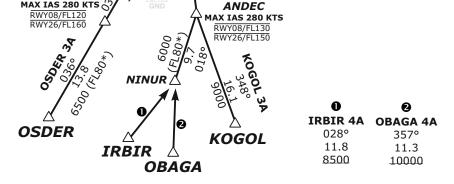
MAX IAS 280 KTS

Revision: 2017-02-02 - Change: variation, procedure

Do not descend below this FL without clearance by ATC. NOT TO SCALE







WHEN REACHING THE FIRST POINT OF A STAR USING THE STAR TO THE CLEARANCE LIMIT IS MANDATORY

After BETOS and NAPSA expect GPS/FMS/RNAV Transition or radar vectoring to final. Otherwise enter **holding** pattern.

For GPS/FMS/RNAV continuation refer to charts TRAN-01 and TRAN-02.

ALL STARs except NAPSA 2A only for BRNAV-equipped flights.

IN CASE OF RADIO COMMUNICATION FAILURE MAINTAIN LAST CLEARED FL TO THE IAF, DESCEND IN HOLDING PATTERN TO FL80 FOR STANDARD INSTRUMENT APPROACH

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