

Arriving in Munich

Arrival

Regardless of your filed flight plan and any arrival contained therein, **your en-route clearance ends at the clearance limit! You are not cleared to fly the filed arrival (nor will you be, see below).**

The clearance limits for EDDM arrivals are: **BETOS**, **NAPSA**, **LANDU**, or **ROKIL**.

If you receive no further clearance after passing the limits, **hold** at the respective clearance limit **as published** (details are noted in the section *Arrival Details* below).

RNAV Transitions and STARs

Expect RNAV transitions—not the STARs!

Tell the approach controller immediately if your aircraft is not equipped for the transitions.

The RNAV transitions are:

BETOS08, NAPSA08, LANDU08, ROKIL08 for runways 08L/08R and

BETOS26, NAPSA26, LANDU26, ROKIL26 for runways 26L/26R.

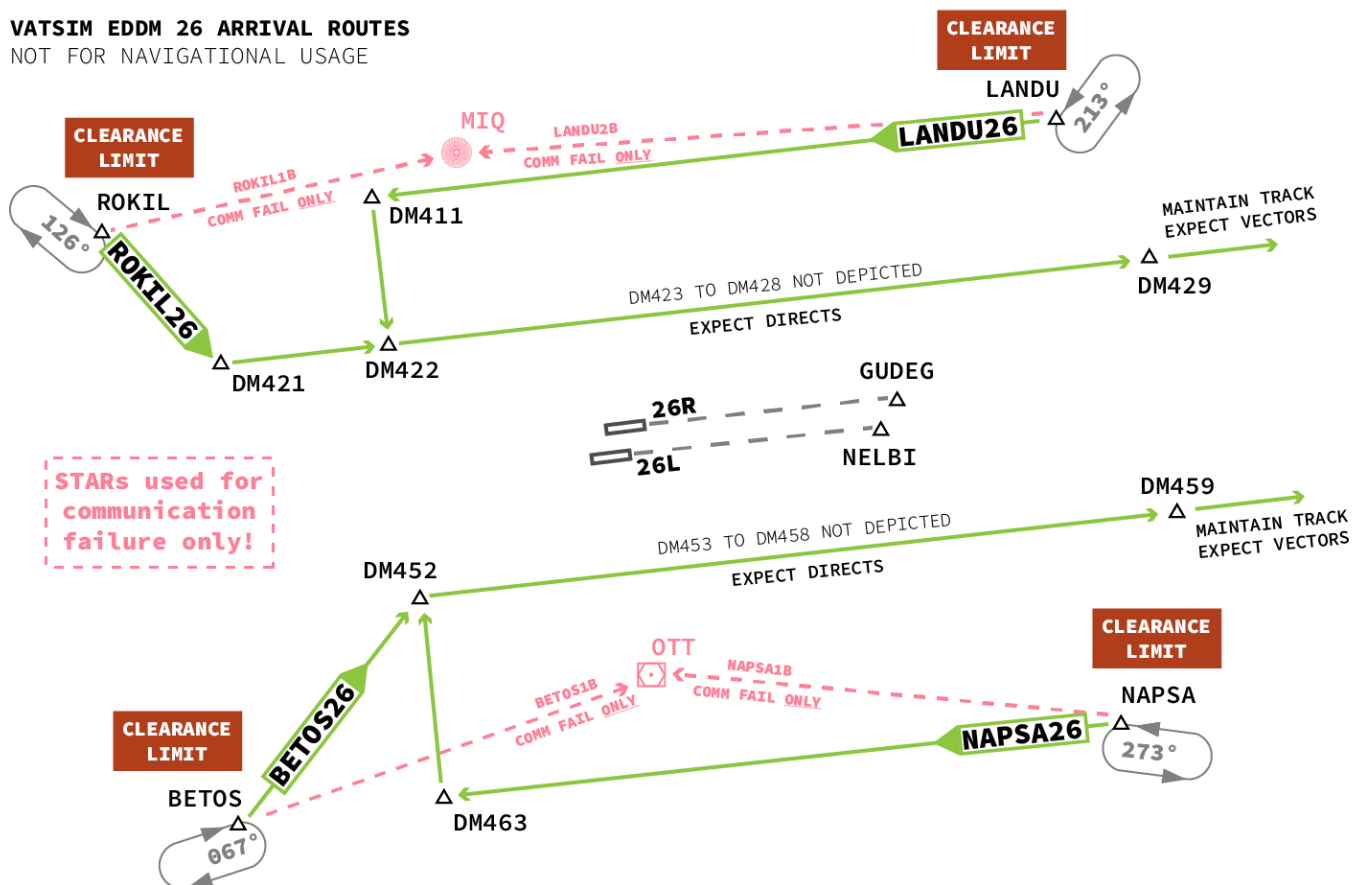
The STARs have letters in their designators (e.g. BETOS 1A) and are only used for communication failure and other non-standard

situations – even though they technically have to be filed in Germany.

You will **not** fly via MIQ or OTT on the RNAV transitions.

26 Operations

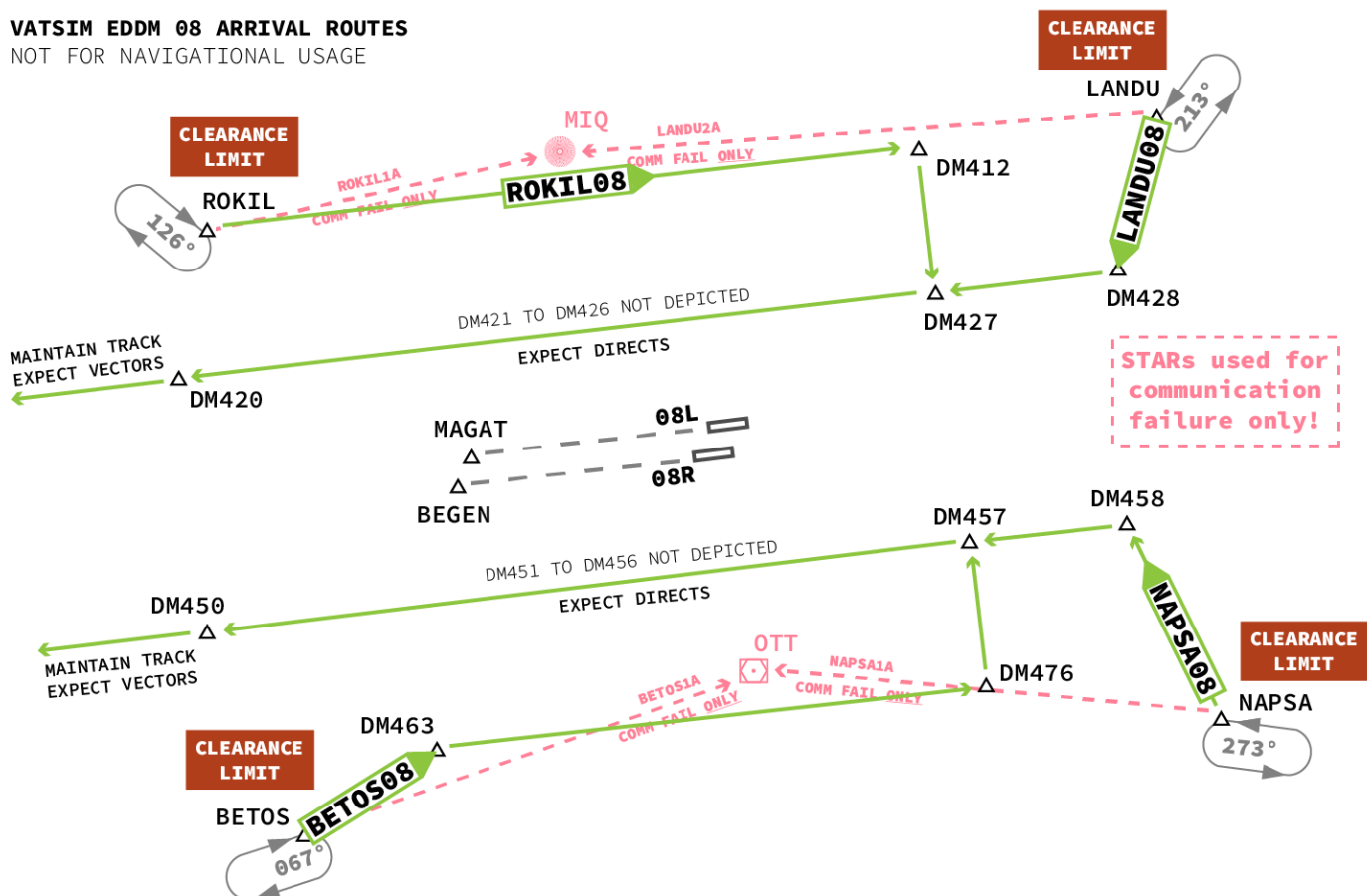
VATSIM EDDM 26 ARRIVAL ROUTES
NOT FOR NAVIGATIONAL USAGE



08 Operations

VATSIM EDDM 08 ARRIVAL ROUTES

NOT FOR NAVIGATIONAL USAGE



FMC Operation

Expand the section below to learn how to set up your airplane for the RNAV transitions:

Airbus

On the F-PLN page, select the arrival runway, as usual, you have four runways to choose from. **If you are not given a runway** when cleared for the transition, choose any matching the landing direction as per ATIS and be prepared to change it later.



Then, do not select any STAR on this page, instead select the L2 key to open the VIAS selection.



Now, you can select the cleared RNAV transition, sometimes abbreviated (LANDU becomes LAN, etc.):



Finally, check that your FMC is correctly displaying the up- and downwind as per the published charts. If things are programmed correctly, you will not have MIQ or OTT in your flight plan. **If you are unsure, or things look weird, inform your controller!**



Arrival Details

To learn about **descent planning** (even without Center control) and **clearances to be expected**, expand the appropriate section below:

Arrivals from North West via ROKIL (EDGG/EDUU)

Route	Descent Planning	Runways 08	Runways 26	Clearance Limit	Expect
GESLU T107 ROKIL	GESLU max FL250	ROKIL @FL100 max IAS 250 kts	ROKIL @FL130 max IAS 280 kts	ROKIL 126° right turns	Transition (ROKIL08/ROKIL 26), waypoints (DM4xx) or vectors to northern runway (08L/26R).
L173 RIXED Y161 LELTA T106 ROKIL	GUPIN max FL170				
DKB T104 ROKIL	DKB max FL250				

Arrivals from North East via LANDU (EDMM/EDUU/LKAA)

Route	Descent Planning	Runways 08	Runways 26	Clearance Limit	Expect
SODRO T703 LULAR T105 LANDU	SODRO max FL310 ARMUT max FL270	LANDU @FL130 max IAS 280 kts	LANDU @FL100 max IAS 250 kts	LANDU 213° left turns	Transition (LANDU08/LANDU26), waypoints (DM4xx) or vectors to northern runway (08L/26R).
VESUB T106 TUSTO T108 LANDU	VESUB max FL250				
NIRGO T108 LANDU	NIRGO max FL250				
BAVRI T110 BINGU T108 LANDU	BAVRI max FL250				

Arrivals from South West via BETOS (LIPP/LIMM/LSAS)

Route	Descent Planning	Runways 08	Runways 26	Clearance Limit	Expect
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IVKAL T102 NINUR T101 BETOS	IVKAL max FL300	BETOS @FL100 max IAS 250 kts	BETOS @FL130 max IAS 280 kts	BETOS 067° right turns	Transition (BETOS08/BETO S26), waypoints (DM4xx) or vectors to southern runway (08R/26L).
SOTOV T101 BETOS	SOTOV max FL300				
NUNRI T103 BETOS	NUNRI max FL290				

Arrivals from South East via NAPSA (LOVV)					
Route	Descent Planning	Runways 08	Runways 26	Clearance Limit	Expect
MATIG DCT AMADI Q113 NAPSA	AMADI @FL130	NAPSA @FL130 max IAS 280 kts	NAPSA @FL100 max IAS 250 kts	NAPSA 273° left turns	Transition (NAPSA08/NAPS A26), waypoints (DM4xx) or vectors to southern runway (08R/26L).
VATET DCT REDBU Q112 NAPSA	REDBU @FL140				
RASTA DCT REDBU Q112 NAPSA					

Final Approach: Director

If Director is online, you are instructed to contact them with your **callsign only, do not report your current or cleared altitude, or inbound waypoint:**

“Pilot: München Director, Lufthansa 123

Landing and Vacating: Tower and Ground

München Tower will give you the landing clearance. **Vacate as soon as possible and be sure to cross the holding point.** The dashed line from your direction indicates that you can (and in fact must) cross it without further clearance to fully vacate the runway. **Hold short of T or M**, if you see a EDDM_**N**_GND or EDDM_**S**_GND online, switch to the respective frequency: 121.980 if you have landed on the northern runway (08L/26R) or 121.830 if you have landed on the southern

runway (08R/26L). If unsure, Tower will also hand you over.

EDDM_1/2/3_GND are only responsible for the aprons, please do not contact them after vacating unless instructed.

If no Ground controller is online, remain on Tower frequency, as Tower will then also give you taxi instructions to the apron entry (N1-N4 or S1-S8).

Without further clearance you have to hold at the apron entry point:

“ **ATC:** Lufthansa 123, taxi to entry N4 via A6 and N

Most apron entries are on bridges in Munich, a clearance "to" an entry instructs you to taxi into the entry, and thus onto the bridge whereas a "hold short" clearance wants you to hold short of the entry.

Parking: Apron

Munich **Apron is**—as usual in Europe—**controlled**. Clearances are required for all movements.

The Apron controller will guide you to your parking position. If you would like to park at a different parking position, feel free to request it. See the next section for the available parking areas and default assignments.

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