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JEPPESEN
JeppView for Windows

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General Information

Location: MUNICH DEU
ICAO/IATA: EDDM / MUC
Lat/Long: N48° 21.23', E011° 47.17'
Elevation: 1487 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 2.0° E

Fuel Types: Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0311 Z
Sunset: 1917 Z

Runway Information

Runway: 08L
Length x Width: 13123 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 1467 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 08R
Length x Width: 13123 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 1486 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 26L
Length x Width: 13123 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 1470 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 26R
Length x Width: 13123 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 1449 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

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ATIS: 123.125
Munich Tower: 120.500
Munich Tower: 119.400
Munich Tower: 118.700
Munich Tower: 35.555 Military
Munich Ground: 121.825
Munich Ground: 121.975
De-Icing North/South Da3 Ramp/Taxi: 135.225
De-Icing South Da2 Ramp/Taxi: 121.600
De-Icing North Da1 Ramp/Taxi: 121.650
De-Icing Coordinator Ramp/Taxi: 130.600
Munich Apron 2 Ramp/Taxi: 121.700
Munich Apron 1 Ramp/Taxi: 121.775
Munich Apron 3 Ramp/Taxi: 121.925
De-Icing South Da1 Ramp/Taxi: 121.875
De-Icing North Da2 Ramp/Taxi: 121.900
Munich Clearance Delivery: 37.835
Munich Clearance Delivery: 121.725
Munich Radar Approach: 123.900 (271°-90°) TCA
Munich Radar Approach: 126.450
Munich Radar Approach: 127.950 (91°-270°) TCA
Munich Radar Approach: 131.225 TCA
Munich Radar Approach: 33.880 TCA
Munich Radar Approach: 26.275 TCA Military
Munich Radar Approach: 25.900 Military
Munich Radar Approach: 128.250 TCA
Munich Arrival: 120.775 (91°-270°)
Munich Arrival: 128.025
Munich Direct (Approach Control Radar): 25.955
Munich Direct (Approach Control Radar): 118.825 (271°-90°)
Munich Direct (Approach Control Radar): 132.300 (91°-270°)

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1. GENERAL

1.1. ATIS

*D-ATIS 123.12

1.2. NOISE ABATEMENT PROCEDURES

For additional depiction refer to 10-4 chart.

1.2.1. GENERAL

Pilots shall reduce noise disturbance caused by aircraft engines to an unavoidable minimum at MUNICH APT and its vicinity. This applies in particular to the times of night flying restrictions.

1.2.2. NIGHT FLYING RESTRICTIONS

From 2200-0600LT, flight operations are subject to the following restrictions for noise abatement reasons:
Restrictions regarding operating times:
Night flights are only permitted with the following provisions and with ACFT not exceeding the noise limits as stipulated by Annex 16 Section 3 of the ICAO Convention:

1.2.2.1. In commercial scheduled air service and charter service **s**

a) up to 28 scheduled flight movements in the period from
- 2200-2330LT for take-offs and landings and
- from 0500-0600LT for landings only.

Intercontinental flights shall have priority; in exceptional cases and if there is a particular traffic-related interest, such flights may be planned up to 2400LT.

b) Delayed landings and take-offs in the period from 2200-2400LT, provided the scheduled time of arrival or departure at or from MUNICH APT is planned before 2200LT or in the case of flight movements stated in paragraph 1.2.2.1., 1.2.2.2. and 1.2.2.3. before 2330LT and provided the arrival or departure is before 2400LT.
Early landings in the period from 0500-0600LT, provided the scheduled arrival time is planned after 0600LT.

c) Flights by airlines whose ACFT are mainly maintained at MUNICH APT in the period from 2200-2330LT for all landings and for scheduled take-offs of flights in intercontinental traffic and from 0500-0600LT for take-offs for ferry flights (empty flights) and for landings in intercontinental traffic.

In exceptional cases and if there is a particular traffic-related interest, flights in intercontinental traffic may be planned up to 2400LT.

1.2.2.2. Scheduled take-offs or landings of ACFT that do not generate on average an individual noise level exceeding 75 dB(A) at any single noise measuring point in the vicinity of MUNICH APT, in the period from 2200-2330LT and from 0500-0600LT.
This regulation shall also apply with lower priority to passenger flights by airlines with ACFT with a maximum take-off weight of more than 12t, provided such flights are carried out regularly and are reported to the APT Coordinator of the Federal Republic of Germany the day before to the following address:
Flughafenkoordinator der Bundesrepublik Deutschland
60549 Frankfurt/Main
Tel. (069) 69 07 33 60
Telefax: (069) 69 05 08 11, SITA: FRAZTXH, AFTN: EDDFYHYX

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1.2.2.3. Flights that are performed for services pursuant to para 4 No. 1 a PostG (Postal Act) dated 22nd December 1997 (Official Federal Gazette I, page 3294) or are carried out as surveying flights for the calibration of navigational aids from 2200-0600LT.

Exceptions:
Above stated restrictions regarding operating times do not apply to:
- Flights for providing assistance in emergencies and disasters and for executing police duties,
- Landings for meteorological, technical and other flight safety reasons,
- Flights that have been approved in justified exceptional cases by the "Bayerisches Staatsministerium fuer Wirtschaft, Verkehr und Technologie" or upon its instruction - by the Luftaufsicht at MUNICH APT, in substantiated individual cases to avoid serious disruptions to air traffic or in cases of special public interest.

Modified Bonus List:
Beginning with the summer flight plan 2002, take-offs and landings in the period from 2200-0600LT are only allowed with ACFT that are listed in the actual bonus list of the "Bundesministerium fuer Verkehr, Bau- und Wohnungswesen".
This list has been extended by the authorizing agency to include the ACFT types B737-600/700/800. Flights according to paragraphs 1.2.2.1 b) and 1.2.2.2. are exempt from this regulation. The authorizing agency reserves the Right to modify the list beginning in the year 2004.

1.2.3. RUN-UP TESTS

Validity of the engine test hangar regulations remains unaffected.
- Engine test runs for maintenance reasons are only permitted in the engine test hangar.
- The operating period of the engine test hangar is H24.
- In order to ensure compliance with the existing noise abatement conditions, facility restrictions may be imposed, if necessary.

Use of the engine test hangar shall always be announced via phone ext. 21131 to the FMG traffic centre, comprising the following data:
ACFT identification, period of use, expected time for towing and planned change of position.
ACFT shall not taxi under their own power into or out of the engine test hangar.

1.3. LOW VISIBILITY PROCEDURES (LVP) DURING CAT II/III OPERATIONS

1.3.1. GENERAL

Whenever operation of CAT II/III LVP is announced, taxiing is restricted to TWYs with operating centerline lights for all ACFT.
TWY centerline lights within the ILS sensitive area from RWY 08R/26L towards TWY T and from RWY 08L/26R towards TWY M are colour-coded (yellow-green).
After landing pilots are requested to report vacating the colour-coded centerline lights to indicate that the ACFT has vacated the ILS sensitive area.

1.3.2. STOP BARS

Stop bars are installed at CAT II/III holding positions, TWY intersections, junctions and sections. Taxiing across stop bars is strictly prohibited when they are switched on. Clearances of any kind do not cover permission for taxiing across an operating stop bar.

1.3.3. GUIDANCE WITHIN AREA OF APRON CONTROL RESPONSIBILITY

Within area of Apron Control responsibility ACFT may be guided by means of segmented green TWY centerline lights, even if all-weather operations CAT II/III are not active. Unless otherwise instructed, taxiing is permitted for ACFT only on TWYs with operating centerline lights.
Taxi guidance lines to the parking positions are yellow-lighted.
Taxiing across operating red stop bars is not permitted.

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1. GENERAL

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.4.1. OPERATION OF MODE S TRANSPONDERS WHEN ACFT IS ON THE GROUND

ACFT operators shall ensure that Mode S transponders are able to operate when the ACFT is on the ground.

Pilots shall select AUTO mode and assigned Mode A code.

If AUTO mode is not available, select ON (e.g. XPDR) and assigned Mode A code under the following conditions:

- From the request for push-back or taxi, whichever is earlier;
- After landing, continuously until the ACFT is fully parked on stand;
- When fully parked on stand, select STBY.

Whenever the ACFT is capable of reporting ACFT ident (i.e. callsign used in flight), the ACFT ident should also be entered from the request for push-back or taxi, whichever is earlier (through the FMS or the transponder control panel). ACFT crew shall use the format for entry of the ACFT ident as defined in item 7 of the ICAO flight plan (e.g. AFR6380, SAS589, BAW68PG).

To ensure that the performance of systems based on SSR frequencies (including airborne TCAS units and SSR radars) is not compromised, TCAS should be selected when approaching the holding point. It shall be deselected after vacating the RWY.

For ACFT taxiing without flight plan, Mode A code 2000 shall be selected.

1.5. TAXI PROCEDURES

On the aprons ACFT must taxi on or along yellow, blue or orange taxiing guidelines.

TWYs W1 orange and W1 blue, O1 orange and O1 blue and O3 orange and O3 blue MAX wingspan 118'/36m.

1.6. PARKING INFORMATION

Visual Docking Guidance System available at stands 101, 102, 103, 104, 105, 107A, 107B, 108, 109B, 110, 111A, 111B, 112, 113A, 113B, 113X, 115A, 115B, 116, 117B, 118, 119, 120, 121, 131-135, 141-144, 151-155, 161-165, 181-189, 201-224, 231-234, 244-256, 301-302B, 308-313, 317-318B.

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2. ARRIVAL

2.1. SPEED RESTRICTIONS

MAX 250 KT below FL 100 or as by ATC. Not applicable within airspace C.

2.2. NOISE ABATEMENT PROCEDURES

2.2.1. REVERSE THRUST

When landing, reverse thrust other than idle thrust shall only be used to an extent necessary for safety reasons.

2.3. CAT II/III OPERATIONS

RWYs 08L, 08R, 26L and 26R are approved for CAT II/III operations, special aircrew and ACFT certification required.

2.4. RWY OPERATIONS

2.4.1. INDEPENDENT PARALLEL APPROACHES ON RWYs 08L/08R AND 26L/26R

Following the conditions and procedures described below, independent parallel approaches may be conducted for approaches on the parallel RWY system in all meteorological conditions:

a) One approach radar system (ASR) is in operation.
b) Both parallel ILS systems are in operation; or
one of the two ILS systems is in operation while the localizer of the other is in operation.
c) Radar separation of at least 3 NM, and/or 1000' vertical separation is maintained until both ACFT are stabilized on the localizer course within 25 NM.
d) For radar vectoring to the Instrument Landing System (ILS), a course is allocated, showing an angle of not more than 30° to the localizer course.
e) After a change of frequency to aerodrome control, the air-traffic controller at the aerodrome will take over the supervision of approaches with ASR until touchdown or until the pilot-in-command reports "aerodrome in sight".
f) If the air-traffic controller ascertains deviations in one of the approaching ACFTs course which reduce the lateral separation, not only will the deviating ACFT be requested to perform an evasive manoeuvre, but also the ACFT on the parallel approach, even if the latter is flying on the correct final approach.

If the conditions under a) or b) no longer apply, radar and/or vertical separation will be provided immediately.

2.4.2. AVOIDANCE OF AN UNINTENDED CROSSING OF THE FINAL APPROACH COURSE WITH PARALLEL RWYS WHEN RADIO CONTACT IS TEMPORARILY IMPOSSIBLE

If an ACFT is on a radar vector which leads it to final approach course at an angle of 50° or less, or if ACFT has been cleared to a waypoint located on the final approach course, the pilot shall turn inbound to the final approach of the previously announced RWY and shall adhere to the cleared altitude/flight level, unless the pilot has been instructed by ATC clearance to cross final approach course.

2.4.3. AIR TRAFFIC HANDLING

2.4.3.1. USE OF RWYS

For arriving ACFT via ROKIL/LANDU, RWY 08L/26R will be basically assigned.
For arriving ACFT via NAPSA/BETOS, RWY 08R/26L will be basically assigned.
Pilots, whose flight is supposed to be positioned at the stand-groups 700/800/900 and hangar 1, 3, 4 should duly advise Approach Control. If traffic permits, these flights will be guided to RWY 08R/26L to avoid taxi delay on the ground.

2.4.3.2. FREQUENCY CHANGE

While being transferred from MUNICH Arrival to MUNICH Director, initial call shall be restricted to CALL SIGN only, in order to avoid frequency congestion.

When RWY vacated, contact Ground.

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2. ARRIVAL

2.4.3.3. HIRO HIGH INTENSITY RUNWAY OPERATIONS

To achieve the highest possible rate/hour for arrivals and departures, RWY occupancy times are to be reduced to a minimum.
RWYs shall be vacated via high speed turn-offs.

Whenever RWY conditions permit, the following or earlier high-speed turn-offs shall be used:

RWY	Acft	Turn off intersection	Dist from THR ft/m
08L	heavy medium (JET) medium (PROP) / light	A10 A8 A5	7415′ / 2260m 5610′ / 1710m 4167′ / 1270m
08R	heavy medium (JET + PROP) / light	B10 B7	7218′ / 2200m 5184′ / 1580m
26L	heavy medium (JET) medium (PROP) / light	B6 B8 B11	7283′ / 2220m 5446′ / 1660m 3806′ / 1160m
26R	heavy medium (JET + PROP) / light	A6 A9	7218′ / 2200m 5184′ / 1580m

Plan earlier high-speed turn-offs only if vacating RWY via these exits is assured.
Do not vacate via TWY A7 and/or B9 unless advised by MUNICH Tower!

In the interest of noise abatement, from 2200-0600LT arriving ACFT should leave the RWY during idle thrust via the high-speed turn-offs stated above or later.
It is recommended to name the respective high-speed turn-off during the approach briefing (cockpit).

2.5. TAXI PROCEDURES

ACFT shall establish radio contact with MUNICH Apron prior leaving area of ATC competency and taxi independently as instructed by MUNICH Apron to the position assigned.

Taxiing ACFT should not deviate from centerline marking and lighting, except when advised by the control unit.

2.6. OTHER INFORMATION

2.6.1. FUEL SAVING AND NOISE REDUCING ILS APPROACH PROCEDURES (CONTINOUS DESCENT APPROACH - CDA)

2.6.1.1. GENERAL

For the purpose of fuel-saving and noise abatement during approach the following approach procedure is announced. It may be requested by the pilot or offered by the controller. It can be conducted only in connection with an ILS approach.

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2. ARRIVAL

2.6.1.2. PROCEDURE

ACFT will be guided by the approach control unit by means of radar vectoring and will be cleared for a continuous descent to the intermediate approach altitude in such a way that after reaching this intermediate approach altitude on the localizer course, about 1 NM will be left for intercepting the glide path in level flight. This intermediate approach segment will serve to reduce speed.
Intermediate approach altitude: 5000'. It is assumed that the continuous descent will be performed at a rate of 300 ft/NM (descent angle approx 3°), down to the cleared altitude.

If, for specific reasons (e.g. separation, airspace structure, obstacles), altitudes above the intermediate approach altitude have to be initially assigned, these restrictions will be lifted early enough to allow a continuous descent at a rate of 300 ft/NM.

Details about the distance from touchdown will be transmitted to the pilot together with the clearance for descent and usually at 20, 15 and 10 NM from touchdown. This should enable the pilot to correct the rate of descent as required.

In case of traffic situations allowing no CDA (e.g. approaches of ACFT with different performance data), pilots will be informed by the notice NO CDA POSSIBLE. In this case, approaches must be conducted according to the previous procedures.

2.6.1.3. NOISE ABATEMENT

On approaches in accordance with the CDA, pilots are also expected to use the approach techniques recommended for noise abatement in the vicinity of APTs (see AIR TRAFFIC CONTROL page GERMANY-1).

2.6.2. AIR TRAFFIC HANDLING

2.6.2.1. PROCEDURE

Arriving ACFT will be guided to final by radar vectoring or RNAV guidance (transitions/waypoints).

2.6.2.2. CLEARANCE LIMIT

With no further clearance issued, pilots have to consider the following clearance limits of the respective Standard Arrival Routes: ROKIL (via WLD), LANDU (via DIMGA and DINOG), NAPSA (via SBG) or BETOS (via DISUN).

2.6.2.3. HOLDING PROCEDURE

Expect holding overhead ROKIL/LANDU/TILGO and NAPSA according to the arrival route. RNAV-equipped ACFT are expected to enter published RNAV-holdings.

2.6.2.4. COMM FAILURE PROCEDURE

Only in the case of communication failure have pilots to proceed to the respective Initial Approach Fix MUN/MIQ, to hold overhead and execute a standard instrument approach following the published procedures.
Pilots already cleared for a RNAV-transition should follow the transition and execute a standard instrument approach to the respective RWY.

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3. DEPARTURE

3.1. DATALINK DEPARTURE CLEARANCE (DCL)

DFS (Deutsche Flugsicherung GmbH) is offering to grant start-up and route clearance using Datalink. The procedures for this are described in an AIC.

Deviations from this and depending on the traffic and weather situation, the route clearance can be transmitted via Datalink in advance after receiving a RCD, while start-up clearance will be granted on the frequency listed in the CLD as the occasion arises.

Pilots shall maintain listening watch on this frequency and shall refrain from asking questions about the start-up clearance.

The following time parameters apply:

t_i - 25 min prior to EOBT for unregulated flights.
- 30 min prior CTOT for ATFM regulated flights.

t_t - 11 min prior to EOBT for unregulated flights.
- 16 min prior to CTOT for ATFM regulated flights.

t_0 - 1 min.

t_1 - 5 min.

t_2 - 1 min.

3.2. DE-ICING

3.2.1. GENERAL

Special areas are assigned for the de-icing of ACFT.

De-icing notification to the de-icing coordinator is mandatory at least 15 minutes prior to off-block on frequency 130.6 or via telephone (APT phone 181 - 65 66; external phone 089 - 977 - 65 66).

ATC will arrange the de-icing sequence and assign the respective de-icing area.

During the de-icing treatment the assigned ATC frequency has to be monitored.

With start-up request, Delivery shall be informed about the need of an engine run-up after de-icing in accordance with departure preparations.

The actual TSAT should be taken into account during de-icing procedures.

The de-icing times (except of fanblade de-icing) shall not be taken into consideration when determining the TOBT. The end of fanblade de-icing must be before TOBT.

De-icing for an ACFT shall be requested as early as possible.

3.2.2. COMMERCIAL JET ACFT

The de-icing on the areas listed below is performed with ACFT engines running. The following facilities are also available for ATR 42/72 with operative propeller braking.

MUNICH De-icing:	NORTH 13 (RWY 26R)	**122.550**	SOUTH 13 (RWY 26L)	**130.2**
	NORTH 14 (RWY 26R)	**121.9**	SOUTH 14 (RWY 26L)	**121.6**
	NORTH 15 (RWY 26R)	**121.650**	SOUTH 15 (RWY 26L)	**121.875**
	NORTH 1 (RWY 08L)	**121.650**	SOUTH 1 (RWY 08R)	**121.6**
	NORTH 2 (RWY 08L)	**121.9**	SOUTH 2 (RWY 08R)	**121.875**
	NORTH 3 (RWY 08L)	**122.550**	SOUTH 3 (RWY 08R)	**130.2**

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3. DEPARTURE

3.2.3. COMMERCIAL PROPELLER-DRIVEN ACFT

Propeller-driven ACFT (except ATR 42/72) are de-iced on Aprons 1, 2, 3, 6, 7, 8, 9, 11 and 12 at their respective parking position. De-icing is performed with engines switched off. Information on possible delay shall be obtained from Delivery before starting the de-icing procedure.

3.2.4. GENERAL AVIATION ACFT

On Apron 11 a de-icing area is assigned to General Aviation ACFT.
De-icing is performed with engines switched-off.

3.3. START-UP, PUSH-BACK & TAXI PROCEDURES

3.3.1. START-UP

3.3.1.1. AUTOMATIC TARGET OFF-BLOCK TIME (TOBT)

For ACFT which are not subject to a direct turn-round, the TOBT will be generated at "Actual Off-Block from the directly preceding position" or depending on the EOBT.

The automatic TOBT calculation is based on the Estimated In-Block Time (EIBT), the Minimum Ground Time (MGT) and the EOBT.

For CTOT flights the TOBT cannot be generated automatically, if TOBT plus taxitime is after the end of the slot.

If the TOBT is not generated automatically for a flight, it must be entered by the TOBT-responsible person. In case of changing the ACFT, the original TOBT will remain unchanged.

3.3.1.2. PERSON RESPONSIBLE FOR TOBT

The handling agent, the airline company (for flights without a handling agent) or the Pilot-in-Command (for General Aviation Flights without a handling agent) is responsible for the correctness of and adherence to the TOBT.

3.3.1.3. TOBT CORRECTION/DELETION

If the TOBT cannot be adhered to, it must be corrected by the TOBT responsible person. Until the Target Start-Up Approval Time (TSAT) has been issued, the TOBT can be corrected as often as desired. After the TSAT has been issued, the TOBT may be corrected up to a maximum of three times. The 4th TOBT update can lead to disadvantages for sequencing. If the TOBT is changed to an earlier time, the new TOBT must be 5 minutes later than the actual time.

The TOBT may not be set earlier than 10 minutes before the current EOBT of the ATC flight plan.

As the TOBT is triggering additional processes at the APT, TOBT adaptations of more than 3 minutes shall be done as soon as possible. If a flight is to be withdrawn from the TOBT and/or TSAT calculation, the TOBT shall be cancelled. To set this process in motion again, the TOBT shall be filed anew. It is still mandatory to send a delay message to the IFPS if the EOBT deviates by 15 minutes or more.

3.3.1.4. TOBT DIALOGUE

The TOBT dialogue will take place using the following channels:

- Sequence planner;
- Internal system of the airline/handling agent (via interface);
- CSA Muenchen (internet dialogue);
- FMG traffic operation center following enquiry via phone +49 89 975 21135.

For General Aviation flights:

Phone +49 89 975 21498 (MON - SUN 0530 - 2220 LT)
Outside opening times by calling the FMG traffic operation center:
Phone + 49 89 975 21135.

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3. DEPARTURE

3.3.1.5. TARGET START-UP APPROVAL TIME (TSAT)

The TSAT is published 40 minutes prior to TOBT. The TSAT is the time at which an ACFT may expect start-up clearance at the latest. Changes to the TOBT do not affect the existing TSAT in general, as long as the new TOBT value is not later than TSAT. The TSAT confirmation is accomplished via the TOBT reporting path and the electronic display at the parking position (ADS) if available. The TOBT responsible person must ensure the correct transmission of the TSAT to the pilot.

3.3.1.6. PROCESS

The "Pre-Departure Sequence" will be determined in accordance with TSAT. On reaching the TOBT, the ACFT must be ready for start-up and/or apron de-icing and pilots shall be prepared listening on frequency MUENCHEN DELIVERY.

The pilot can request start-up and enroute clearance 5 minutes or less before the TOBT. Depending on the TSAT as well as on the actual operational traffic situation, Delivery will grant start-up and enroute clearance. Shifting to an earlier TOBT of more than 5 minutes shall be done by the TOBT responsible person. The approval for push-back/taxi shall be requested not later than 5 minutes after start-up approval has been issued. Otherwise, the TOBT will be deleted and must be entered again. For datalink departure clearance (DCL), the published procedures and the time parameters continue to apply.

The TSAT is transmitted ("Start-up approved according to TSAT - hh:mm - ") using CLD (departure clearance uplink message - issuance of start-up approval and enroute clearance by Delivery).

The push-back/taxi request shall be made at TSAT +/- 5 minutes.

3.3.1.7. REMOTE HOLDING

Remote Holding can be requested via CSA Muenchen or Sequence Planner.

3.3.2. PUSH-BACK & TAXIING

To obtain push-back instructions from a nose-in position, pilots must request permission from MUNICH Apron.
In order to avoid delays in taxiing, pilots are instructed to start engines during push-back.
After completion of push-back, "ready to taxi" shall be reported to MUNICH Apron.
To obtain instructions for taxiing from a taxi-out position, pilots must request taxi clearance from MUNICH Apron reporting "ready to taxi".
On initial radio contact with MUNICH Apron, pilots shall report position and RWY assigned.
Permission for push-back or taxiing from a position may only be requested if the pilot can perform the manoeuvre immediately.

3.4. NOISE ABATEMENT PROCEDURES

Between 2200-0600LT departures of ACFT with wake turbulence category "H" and "J" from RWY 26L via MUN shall use a departure route with designator "W" only.

3.5. RWY OPERATIONS

3.5.1. USE OF RWYS

Departing ACFT into N and NE directions have to expect RWY 08L/26R.
Departing ACFT into NW directions have to expect RWY 08L or 26L.
Departing ACFT into SW, S and SE directions have to expect RWY 08R/26L.

3.5.2. FREQUENCY CHANGE

While being transferred from Ground to Tower, initial call shall be omitted and Tower frequency shall be monitored to be ready for further clearances at all times.

After departure, pilots shall change to the pre-selected departure frequency only when advised by Tower.

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3. DEPARTURE

3.5.3. HIGH INTENSITY RWY OPERATIONS

Pilots should ensure that they are able to follow the clearance to the take-off position or the take-off clearance without delay to keep RWY occupation times as short as possible.
Use CAT II/III holding position only during low visibility operation (CAT II/III) or when instructed by Tower. Otherwise taxi forward to CAT I holding position.
Cockpit checks should be completed prior to line-up, and any checks requiring completition on the RWY should be kept to a minimum.
ATC instructions to be ready for immediate departure ("be ready for/expect immediate departure") will be issued if an immediate realization of the succeeding take-off clearance is possible, occupying the RWY as short as possible.
Pilots unable to perform, shall inform ATC accordingly without delay.
Pilots shall prepare for the following take-off runs available:

RWY	ACFT	TWY intersection	TORA ft/m
08L	heavy + medium (JET)	A1 / A2	13,123' / 4000m
	medium (JET)	A3	12,467' / 3800m
	light (JET)	A4	9252' / 2820m
	turboprop	A6	7218' / 2200m
08R	heavy + medium (JET)	B1 / B2	13,123' / 4000m
	medium (JET)	B3	12,467' / 3800m
	light (JET)	B4	9318' / 2840m
	turboprop	B6	7283' / 2220m
26L	heavy + medium (JET)	B14 / B15	13,123' / 4000m
	medium (JET)	B13	12,467' / 3800m
	light (JET)	B12	9121' / 2780m
	turboprop	B10	7218' / 2200m
26R	heavy + medium (JET)	A14 / A15	13,123' / 4000m
	medium (JET)	A13	12,467' / 3800m
	light (JET)	A12	9121' / 2780m
	turboprop	A10	7415' / 2260m

The pilot may ask for shortened take-off runs.

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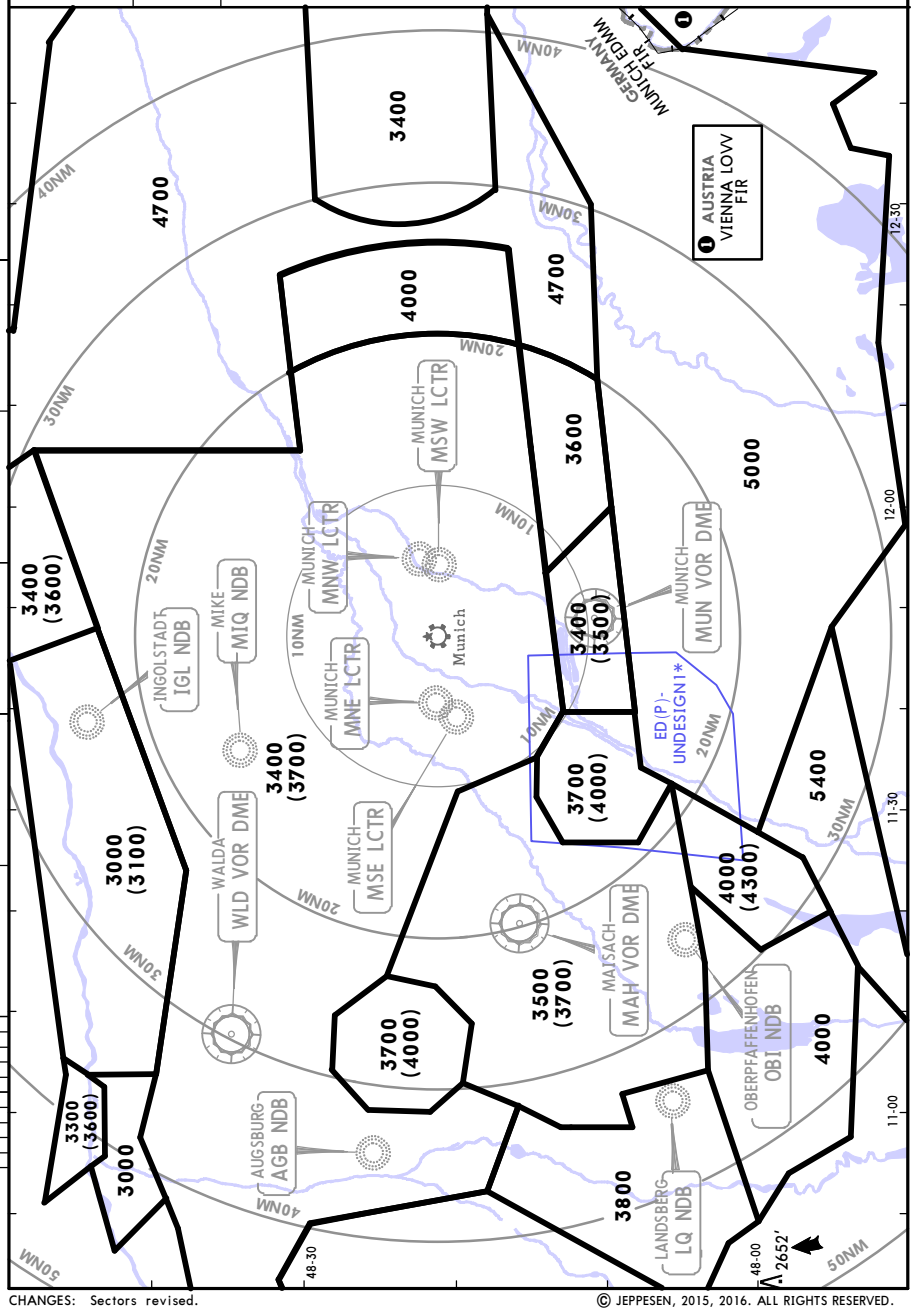
EDDM/MUC
MUNICH

JEPPESEN
3 JUN 16 (10-1R)

MUNICH, GERMANY
RADAR MINIMUM ALTITUDES

MUNICH Radar (APP)	Apt Elev	
123.9 127.950 128.250 *131.225	1487′	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′ The MVA is the lowest altitude which may be used for RADAR vectors for IFR flights taking into account the minimum safe height (1000′ above the highest obstacle within a radius of 8 km) and airspace structure (lower limit of the controlled airspace plus a buffer of 500′). Below the MVA, IFR flights will normally be cleared on published IFR procedures only. Altitudes in brackets apply for the period from AIRAC date in November until AIRAC date in March in order to meet required obstacle clearance at cold temperatures.



CHANGES: Sectors revised.

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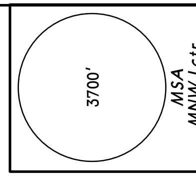
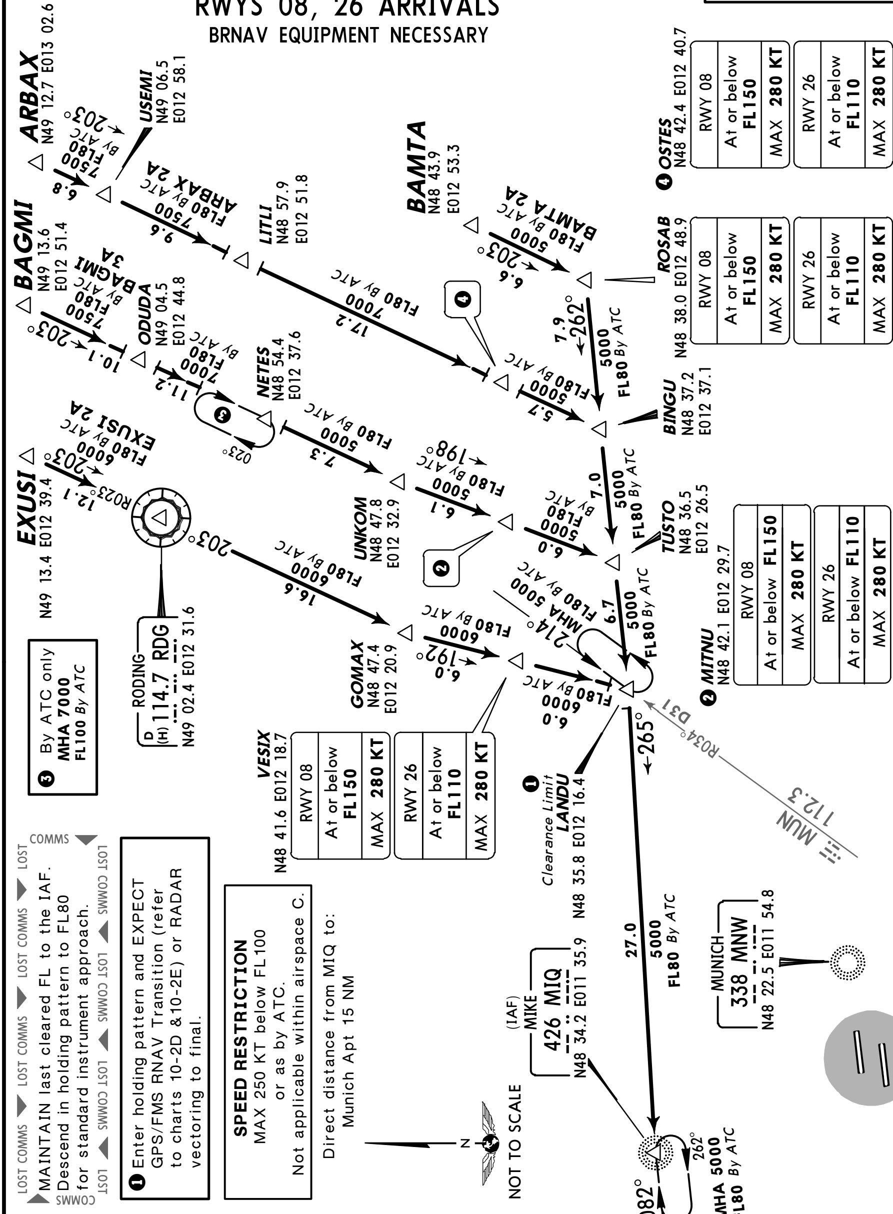
*D-ATIS	Apt Elev	
123.125	1487'	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000' Usage of STAR to the clearance limit is MANDATORY when reaching the first point of a STAR.

ARBAX TWO ALFA (ARBAX 2A) [ARBA2A]
BAGMI THREE ALFA (BAGMI 3A) [BAGM3A]
BAMTA TWO ALFA (BAMTA 2A) [BAMT2A]
EXUSI TWO ALFA (EXUSI 2A) [EXUS2A]
RWYS 08, 26 ARRIVALS

BRNAV EQUIPMENT NECESSARY





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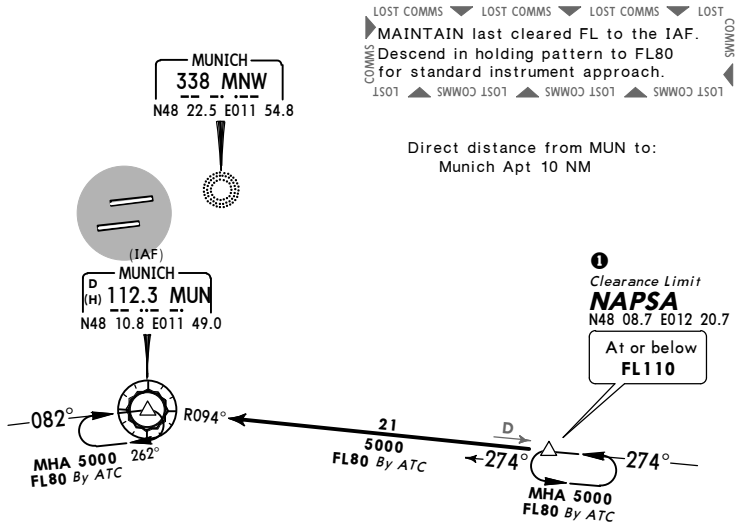
*D-ATIS	Apt Elev	
123.125	1487′	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′ Usage of STAR to the clearance limit is MANDATORY when reaching the first point of a STAR.

3700′
MSA
MNW Lctr

NAPSA ONE ALFA (NAPSA 1A) *[NAPS1A]*
RWYS 08, 26 ARRIVAL



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

N
NOT TO SCALE

❶ Enter holding pattern and EXPECT GPS/FMS RNAV Transition (refer to charts 10-2F and 10-2G) or RADAR vectoring to final.

CHANGES: MSA.

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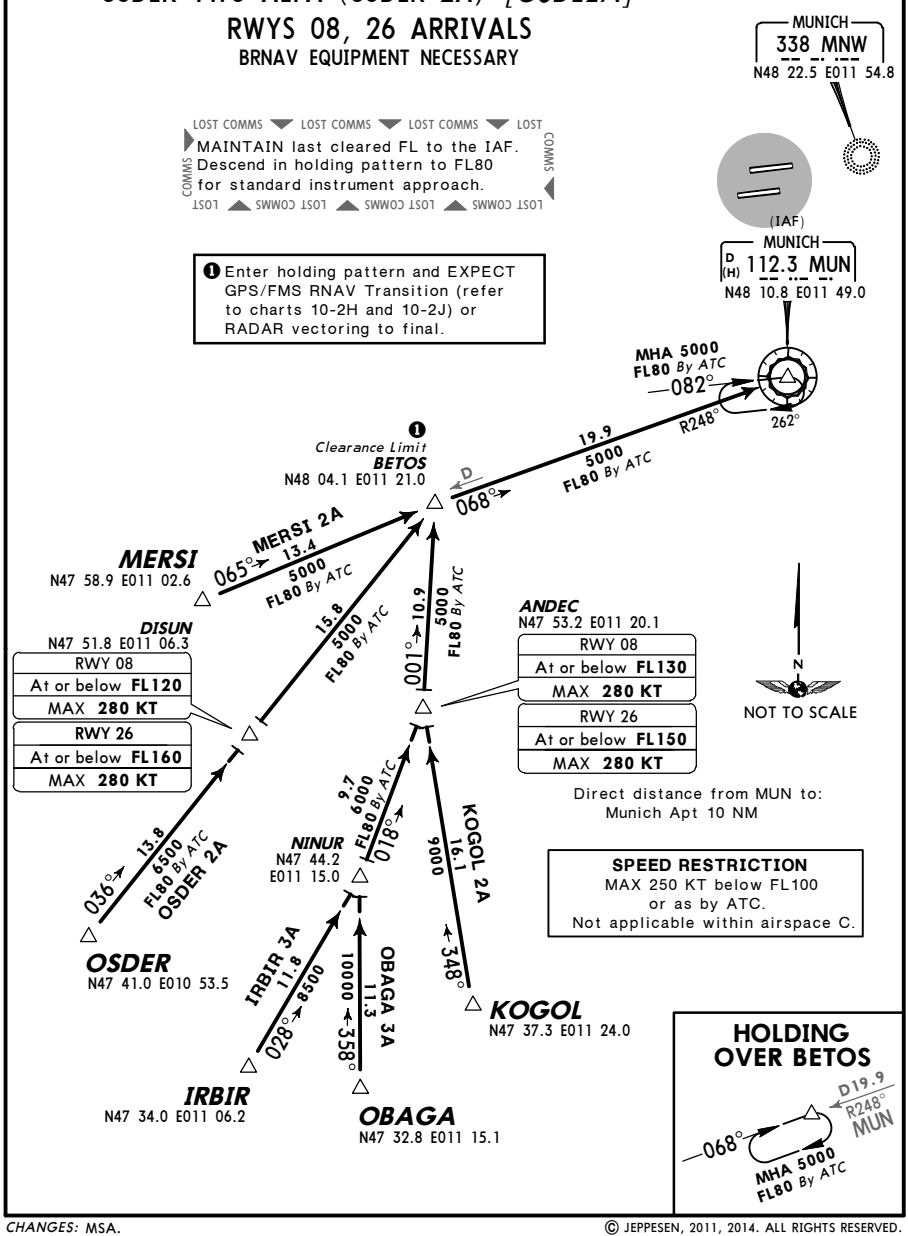
*D-ATIS	Apt Elev	
123.125	1487′	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′ Usage of STAR to the clearance limit is MANDATORY when reaching the first point of a STAR.

3700′
MSA
MNW Lctr

IRBIR THREE ALFA (IRBIR 3A) [IRBI3A]
KOGOL TWO ALFA (KOGOL 2A) [KOGO2A]
MERSI TWO ALFA (MERSI 2A) [MERS2A]
OBAGA THREE ALFA (OBAGA 3A) [OBAG3A]
OSDER TWO ALFA (OSDER 2A) [OSDE2A]
RWYS 08, 26 ARRIVALS
BRNAV EQUIPMENT NECESSARY



CHANGES: MSA.

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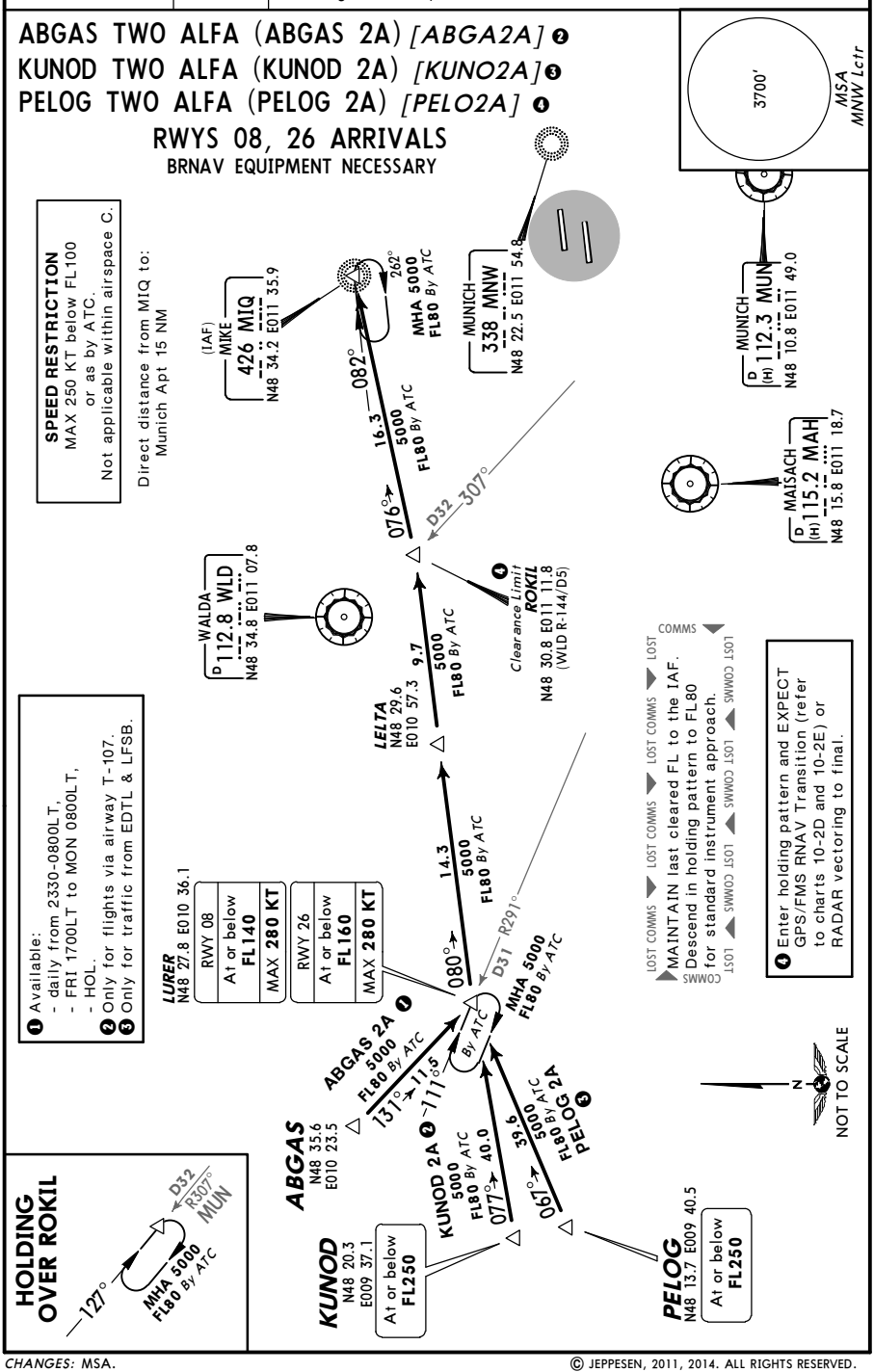
*D-ATIS	Apt Elev	
123.125	1487′	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′ Usage of STAR to the clearance limit is MANDATORY when reaching the first point of a STAR.

ABGAS TWO ALFA (ABGAS 2A) *[ABGA2A]* ❷
KUNOD TWO ALFA (KUNOD 2A) *[KUNO2A]* ❸
PELOG TWO ALFA (PELOG 2A) *[PELO2A]* ❶
RWYS 08, 26 ARRIVALS
BRNAV EQUIPMENT NECESSARY



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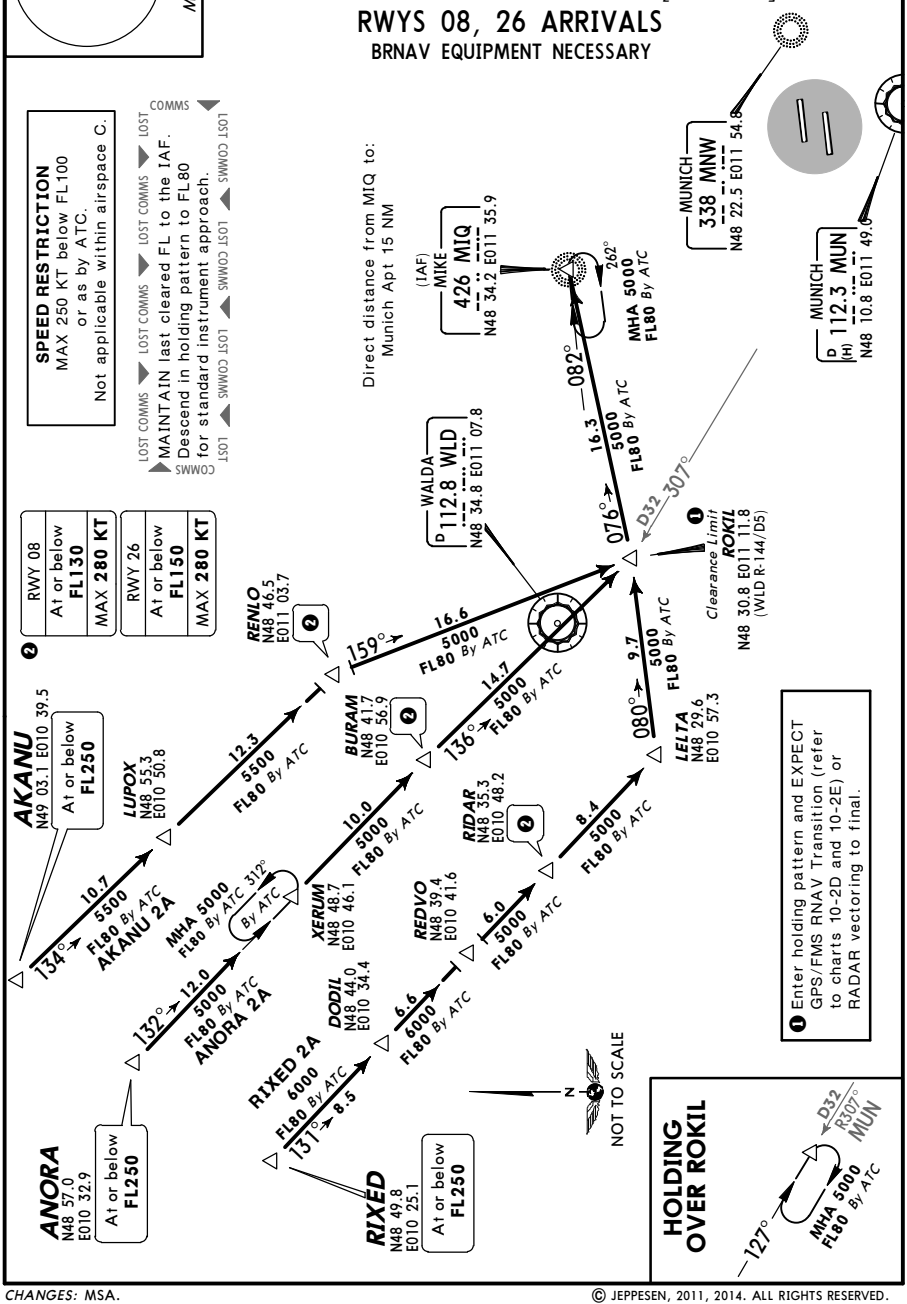
*D-ATIS	Apt Elev	
123.125	1487′	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′ Usage of STAR to the clearance limit is MANDATORY when reaching the first point of a STAR.

MSA MNW Lctr
3700′

AKANU TWO ALFA (AKANU 2A) [AKAN2A]
ANORA TWO ALFA (ANORA 2A) [ANOR2A]
RIXED TWO ALFA (RIXED 2A) [RIXE2A]
RWYS 08, 26 ARRIVALS
BRNAV EQUIPMENT NECESSARY



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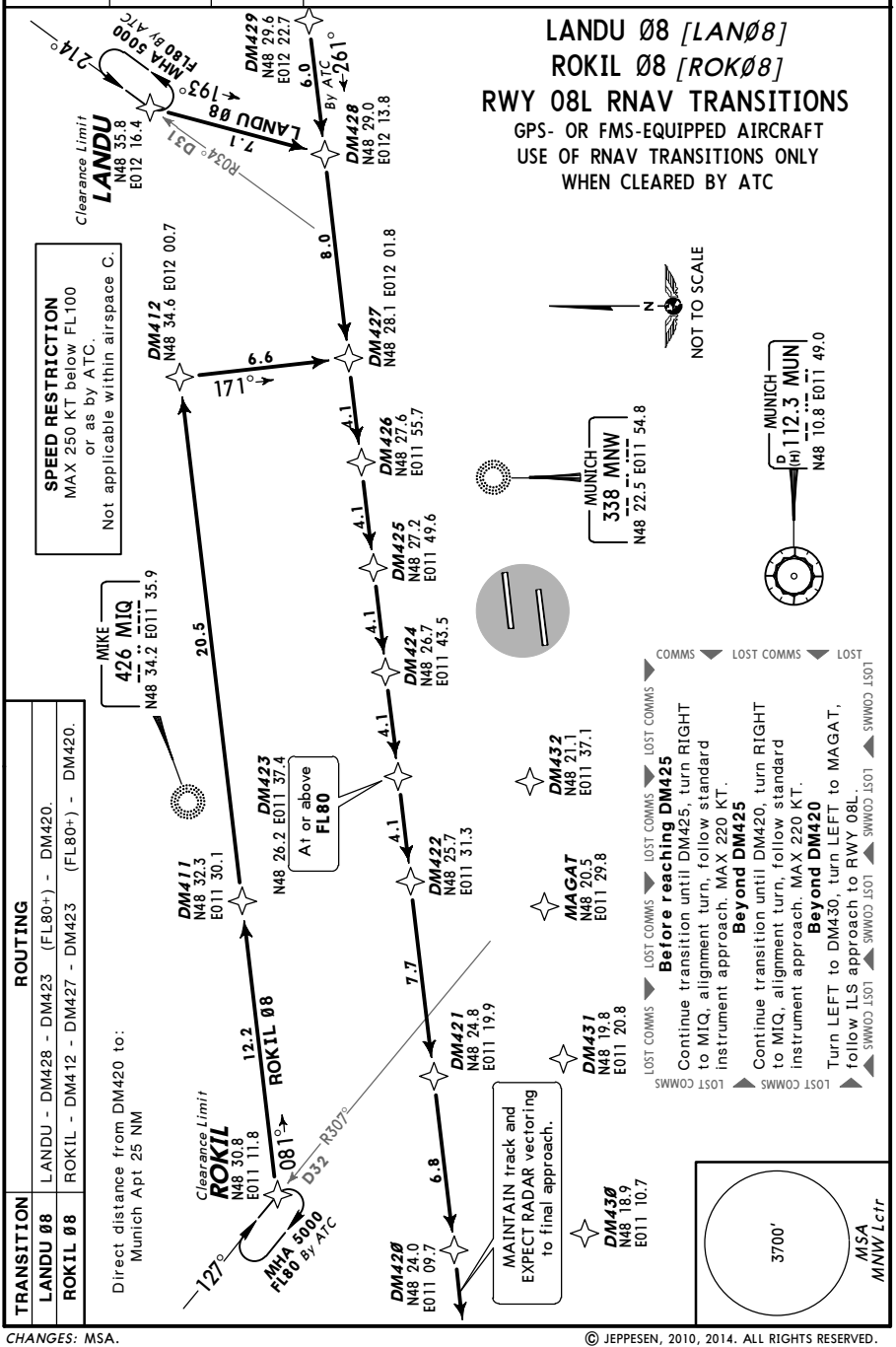
*D-ATIS	MUNICH Director	Apt Elev
123.125	118.825	1487′

Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000′
1. Maintain transition track beyond end point if no succeeding instruction (RADAR vector) is received.
2. On initial contact with MUNICH Director state callsign only.
3. Below FL100 clearance to altitude (QNH) above transition level may be issued.



TRANSITION	ROUTING
LANDU Ø8	LANDU - DM428 - DM423 (FL80+) - DM420.
ROKIL Ø8	ROKIL - DM412 - DM427 - DM423 (FL80+) - DM420.

Direct distance from DM420 to:
Munich Apt 25 NM

CHANGES: MSA.

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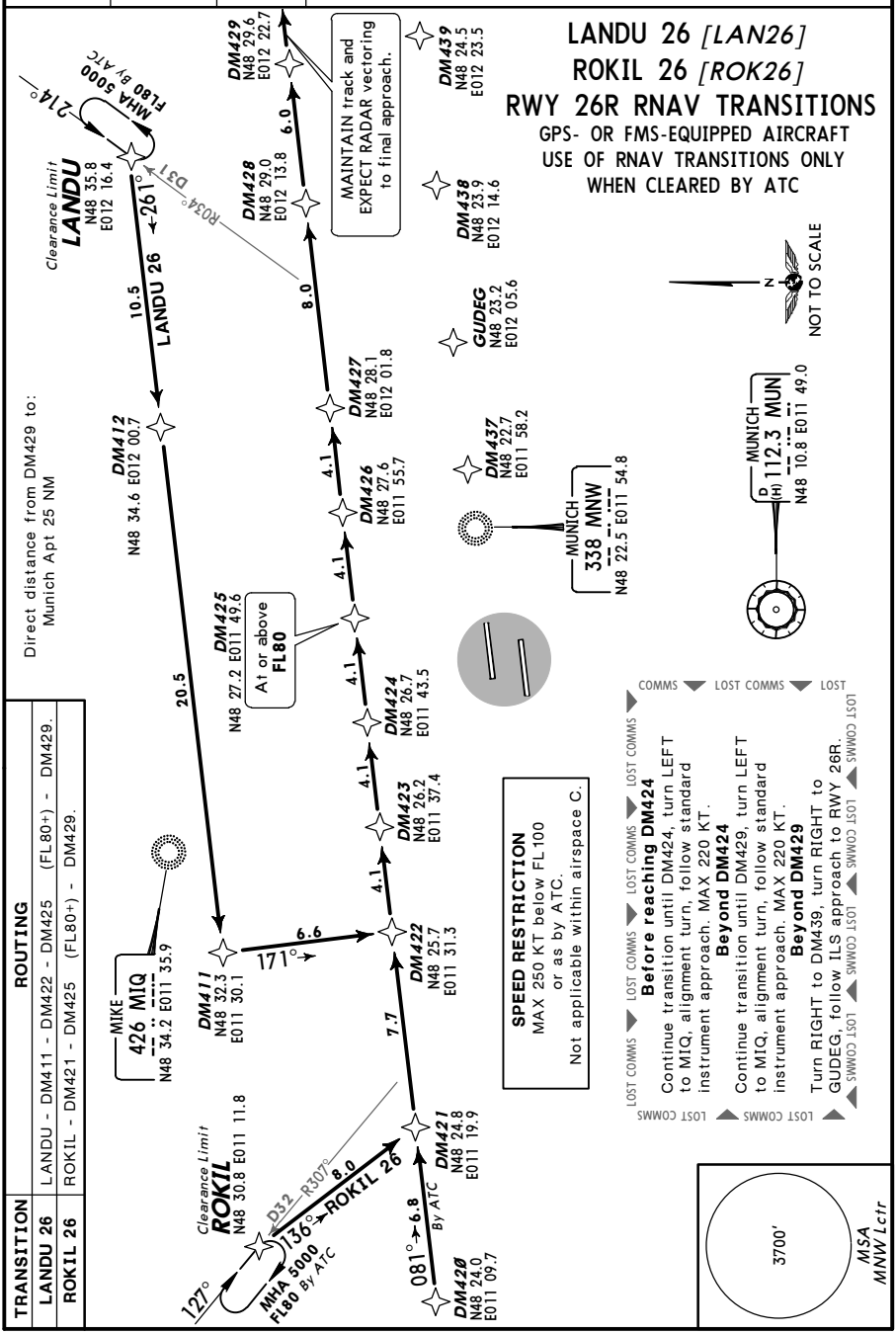
*D-ATIS	MUNICH Director	Apt Elev
123.125	118.825	1487′

Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000′
1. Maintain transition track beyond end point if no succeeding instruction (RADAR vector) is received.
2. On initial contact with MUNICH Director state callsign only.
3. Below FL100 clearance to altitude (QNH) above transition level may be issued.



TRANSITION	ROUTING
LANDU 26	LANDU - DM411 - DM422 - DM425 (FL80+) - DM429.
ROKIL 26	ROKIL - DM421 - DM425 (FL80+) - DM429.

CHANGES: MSA.

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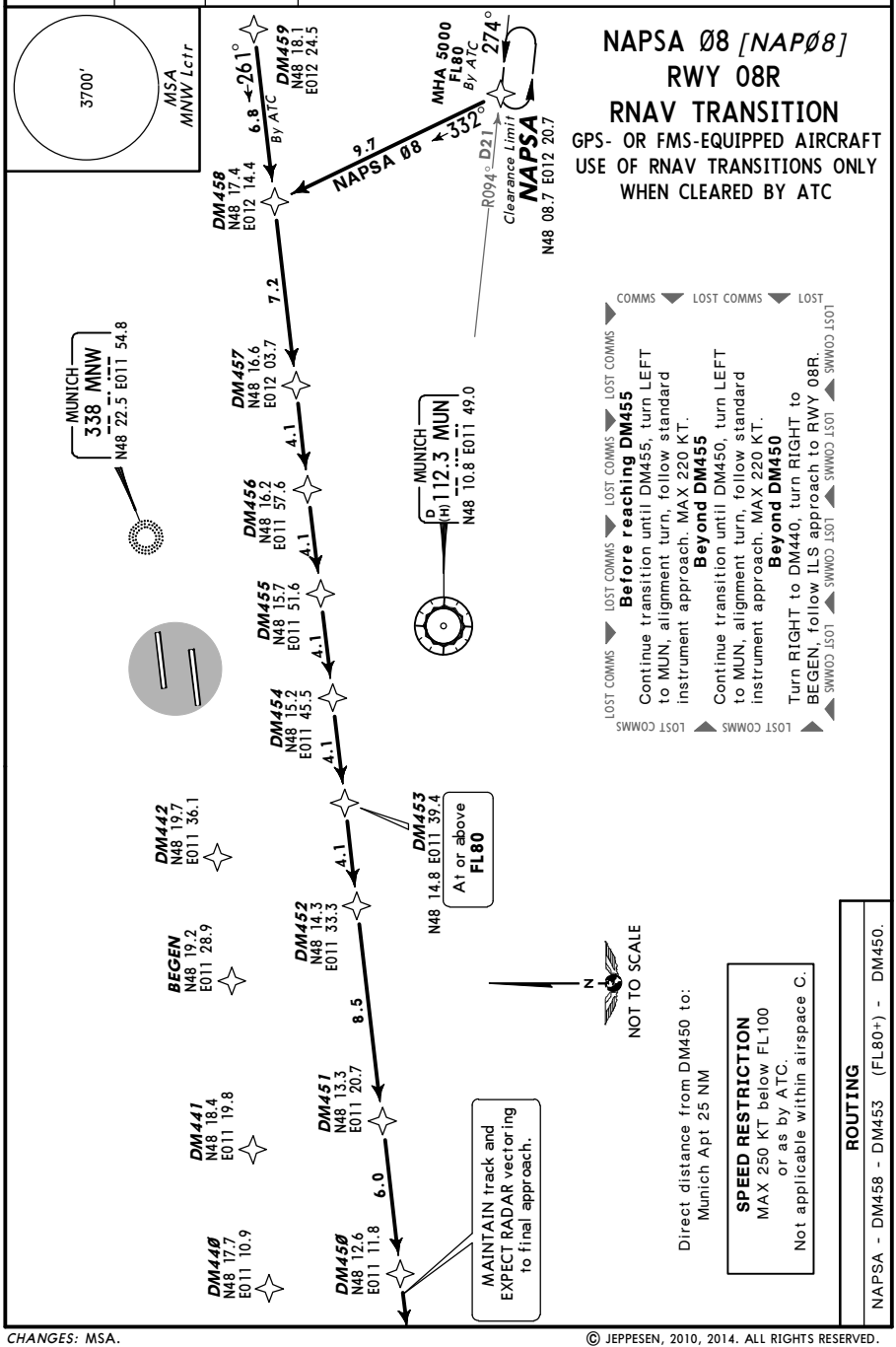
*D-ATIS	MUNICH Director	Apt Elev
123.125	132.3	1487′

Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000′
1. Maintain transition track beyond end point if no succeeding instruction (RADAR vector) is received.
2. On initial contact with MUNICH Director state callsign only.
3. Below FL100 clearance to altitude (QNH) above transition level may be issued.



CHANGES: MSA.

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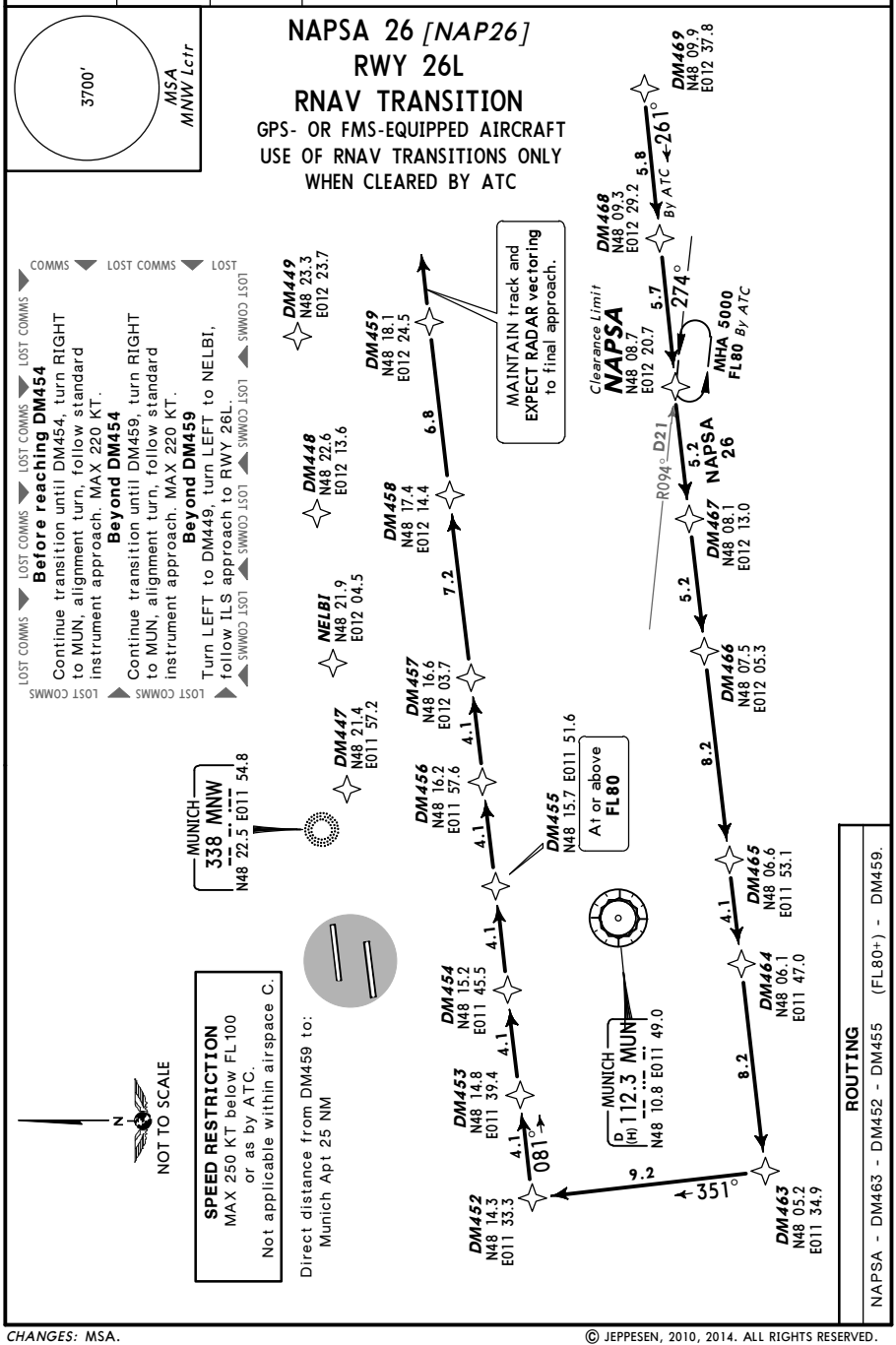
*D-ATIS	MUNICH Director	Apt Elev
123.125	132.3	1487′

Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000′
1. Maintain transition track beyond end point if no succeeding instruction (RADAR vector) is received.
2. On initial contact with MUNICH Director state callsign only.
3. Below FL100 clearance to altitude (QNH) above transition level may be issued.



CHANGES: MSA.

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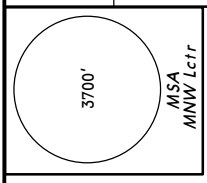
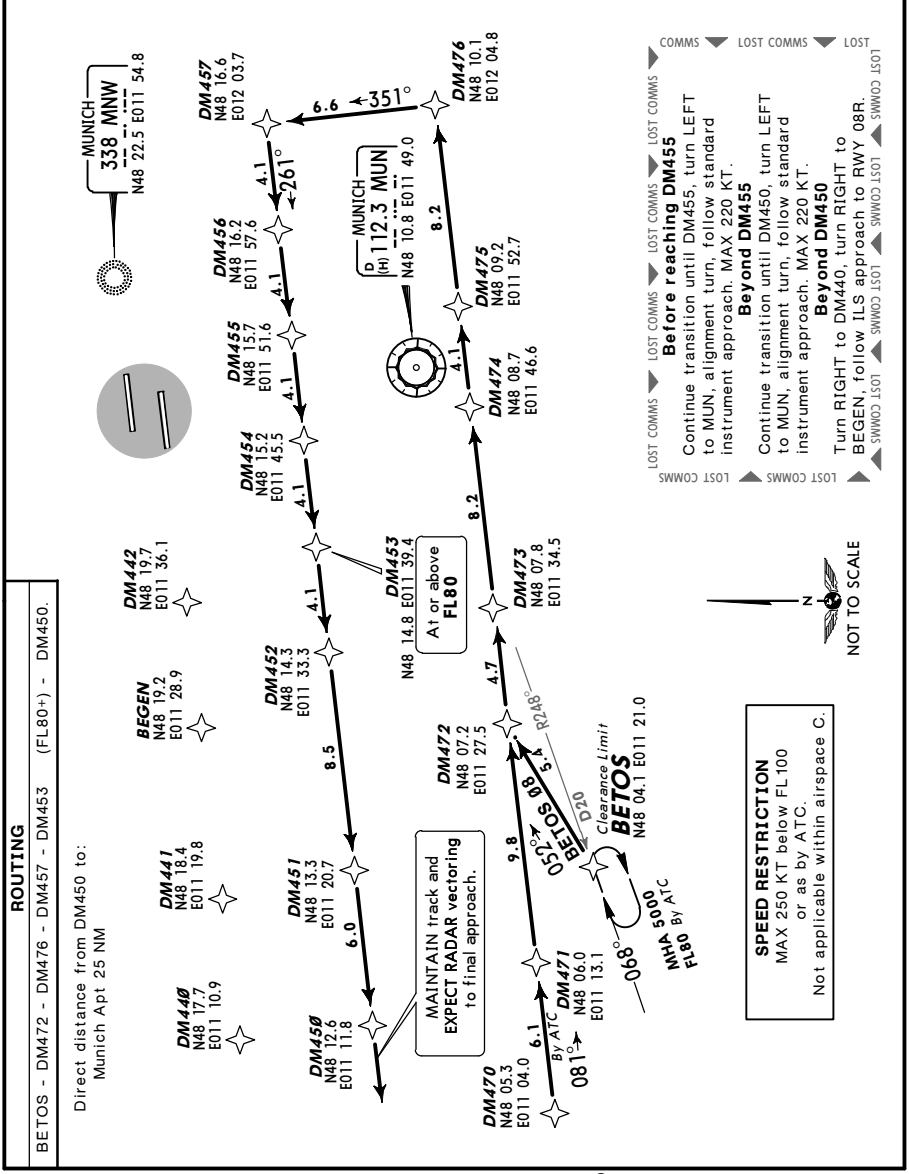
*D-ATIS	MUNICH Director	Apt Elev
123.125	132.3	1487′

Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000′
1. Maintain transition track beyond end point if no succeeding instruction (RADAR vector) is received.
2. On initial contact with MUNICH Director state callsign only.
3. Below FL100 clearance to altitude (QNH) above transition level may be issued.



BETOS Ø8 *[BETØ8]*
RWY 08R RNAV TRANSITION
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITIONS ONLY WHEN CLEARED BY ATC



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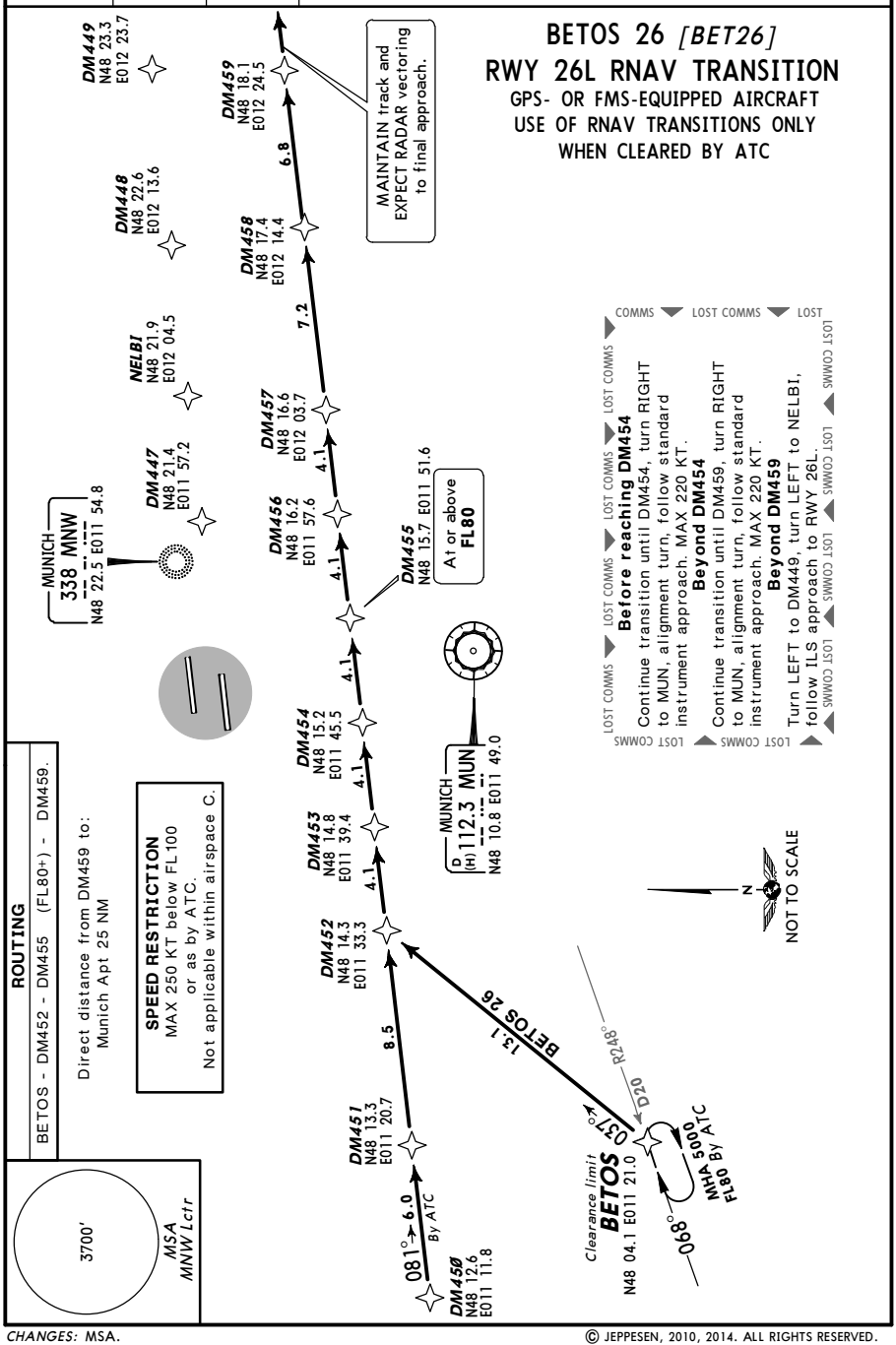
*D-ATIS	MUNICH Director	Apt Elev
123.125	132.3	1487′

Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000′
1. Maintain transition track beyond end point if no succeeding instruction (RADAR vector) is received.
2. On initial contact with MUNICH Director state callsign only.
3. Below FL100 clearance to altitude (QNH) above transition level may be issued.



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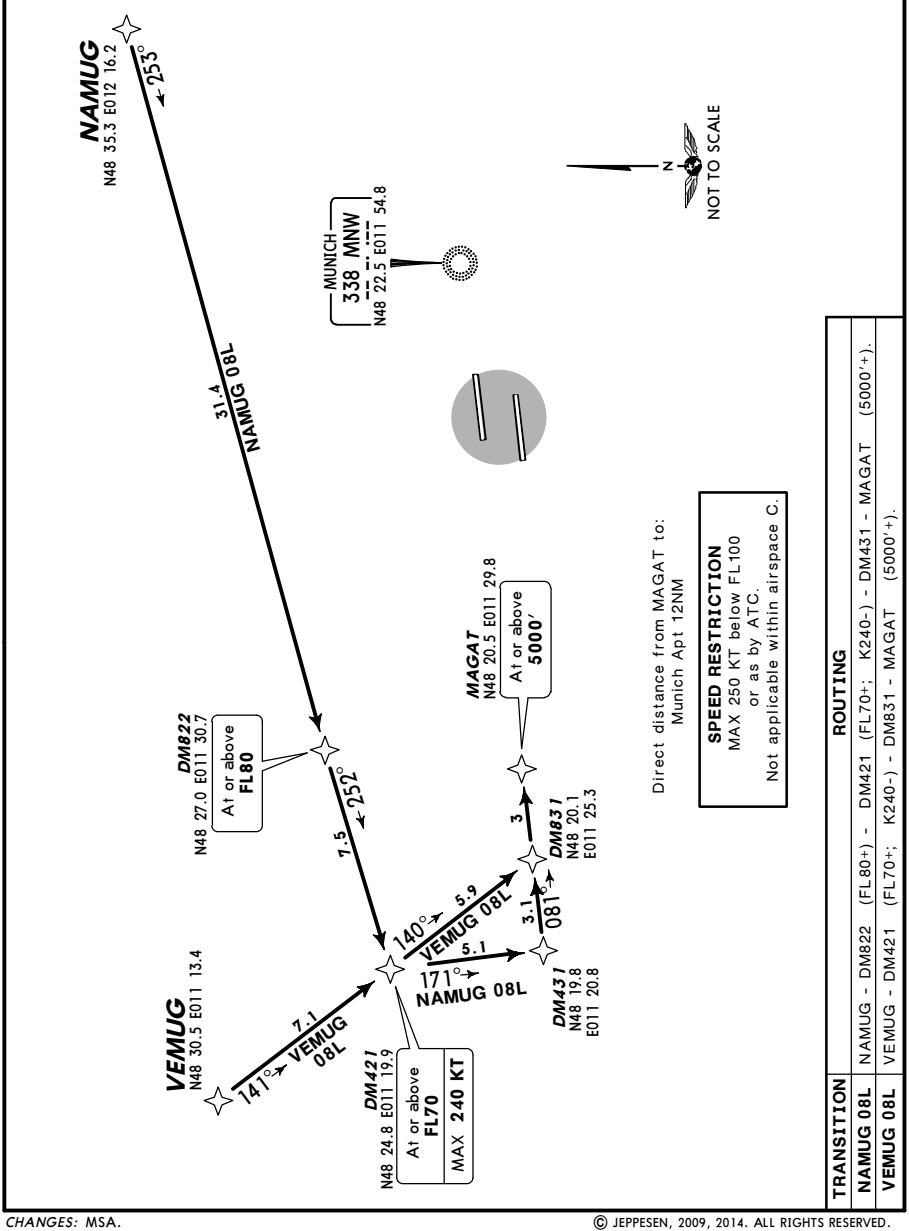
*D-ATIS	Apt Elev	
123.125	1487'	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000' When cleared for "transition and profile" aim for a low noise continuous descent approach (CDA) within the constraints as laid down in the procedure description.

MSA MNW Lctr
3700'

NAMUG 08L [NAØ8L], VEMUG 08L [VEØ8L]
RWY 08L RNAV TRANSITIONS
GPS- OR FMS-EQUIPPED AIRCRAFT
FLY THE TRANSITIONS AS CONTINUOUS DESCENT APPROACH (CDA)
USE OF RNAV TRANSITIONS ONLY WHEN CLEARED BY ATC



TRANSITION	ROUTING
NAMUG 08L	NAMUG - DM822 (FL80+) - DM421 (FL70+; K240-) - DM431 - MAGAT (5000'+).
VEMUG 08L	VEMUG - DM421 (FL70+; K240-) - DM831 - MAGAT (5000'+).

CHANGES: MSA.

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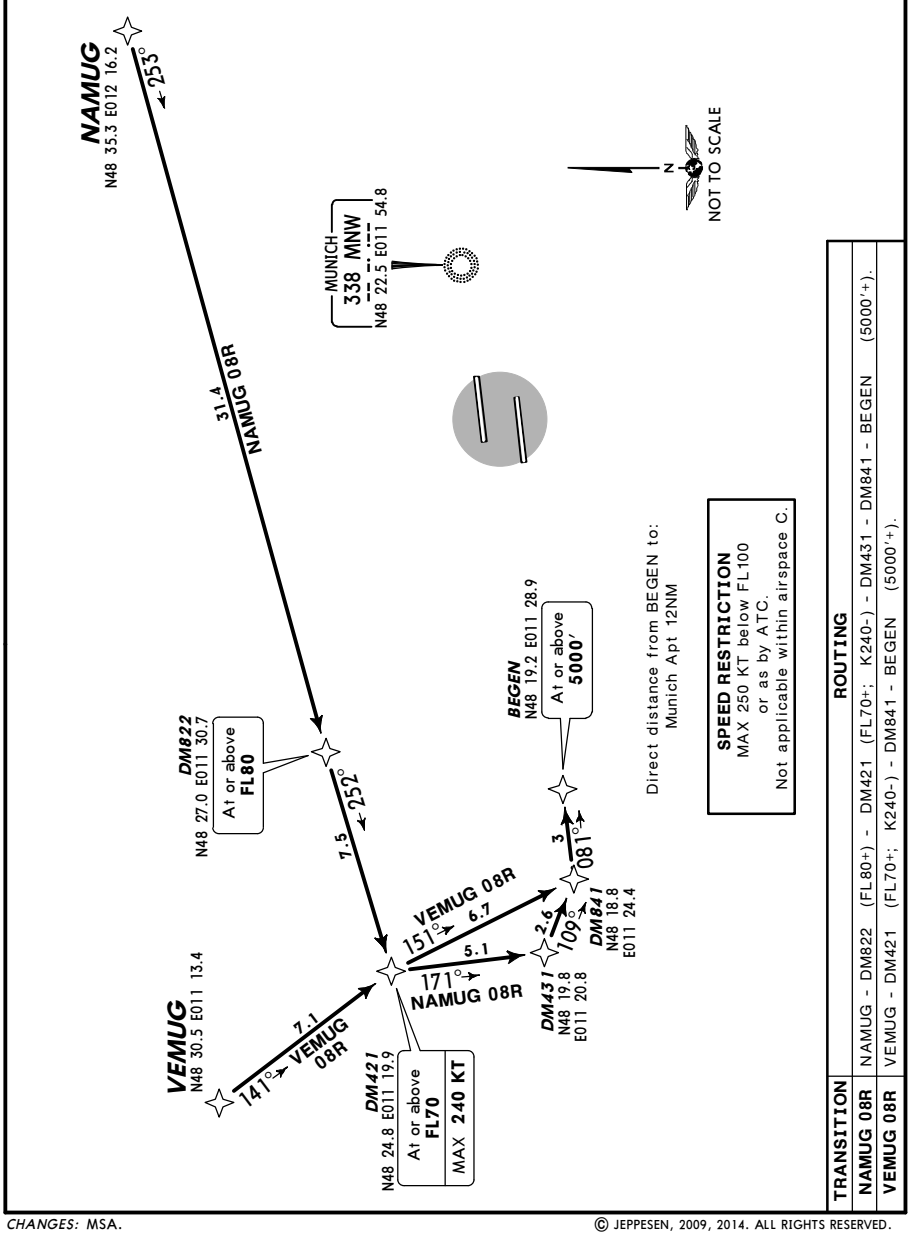
*D-ATIS	Apt Elev	
123.125	1487'	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000' When cleared for "transition and profile" aim for a low noise continuous descent approach (CDA) within the constraints as laid down in the procedure description.

MSA MNW Lctr
3700'

NAMUG 08R *[NAØ8R]*, VEMUG 08R *[VEØ8R]*
RWY 08R RNAV TRANSITIONS
GPS- OR FMS-EQUIPPED AIRCRAFT
FLY THE TRANSITIONS AS CONTINUOUS DESCENT APPROACH (CDA)
USE OF RNAV TRANSITIONS ONLY WHEN CLEARED BY ATC



TRANSITION	ROUTING
NAMUG 08R	NAMUG - DM822 (FL80+) - DM421 (FL70+; K240-) - DM431 - DM841 - BEGEN (5000'+).
VEMUG 08R	VEMUG - DM421 (FL70+; K240-) - DM841 - BEGEN (5000'+).

CHANGES: MSA.

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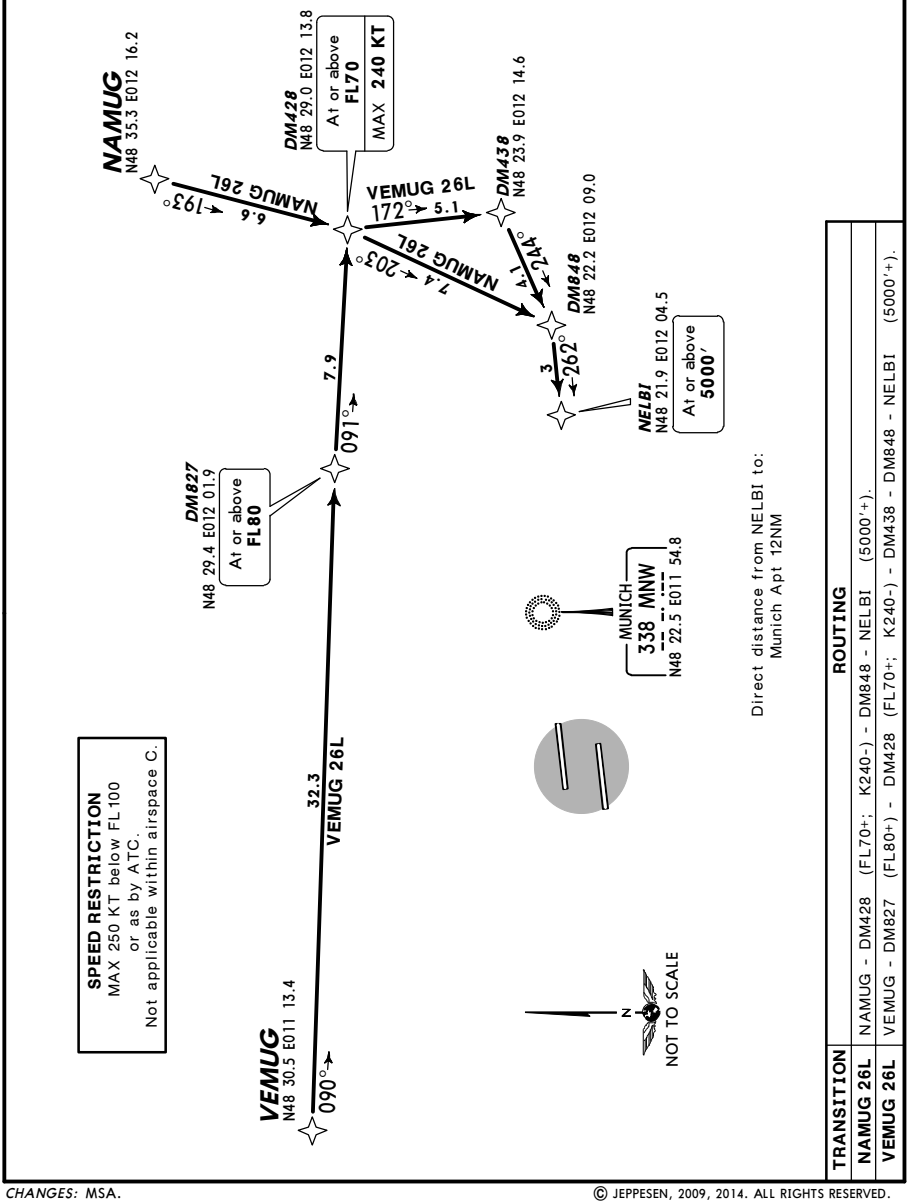
*D-ATIS	Apt Elev	
123.125	1487'	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000' When cleared for "transition and profile" aim for a low noise continuous descent approach (CDA) within the constraints as laid down in the procedure description.

MSA MNW Lctr
3700'

NAMUG 26L *[NA26L]*, VEMUG 26L *[VE26L]*
RWY 26L RNAV TRANSITIONS
GPS- OR FMS-EQUIPPED AIRCRAFT
FLY THE TRANSITIONS AS CONTINUOUS DESCENT APPROACH (CDA)
USE OF RNAV TRANSITIONS ONLY WHEN CLEARED BY ATC



TRANSITION	ROUTING
NAMUG 26L	NAMUG - DM428 (FL70+; K240-) - DM848 - NELBI (5000'+).
VEMUG 26L	VEMUG - DM827 (FL80+) - DM428 (FL70+; K240-) - DM438 - DM848 - NELBI (5000'+).

CHANGES: MSA.

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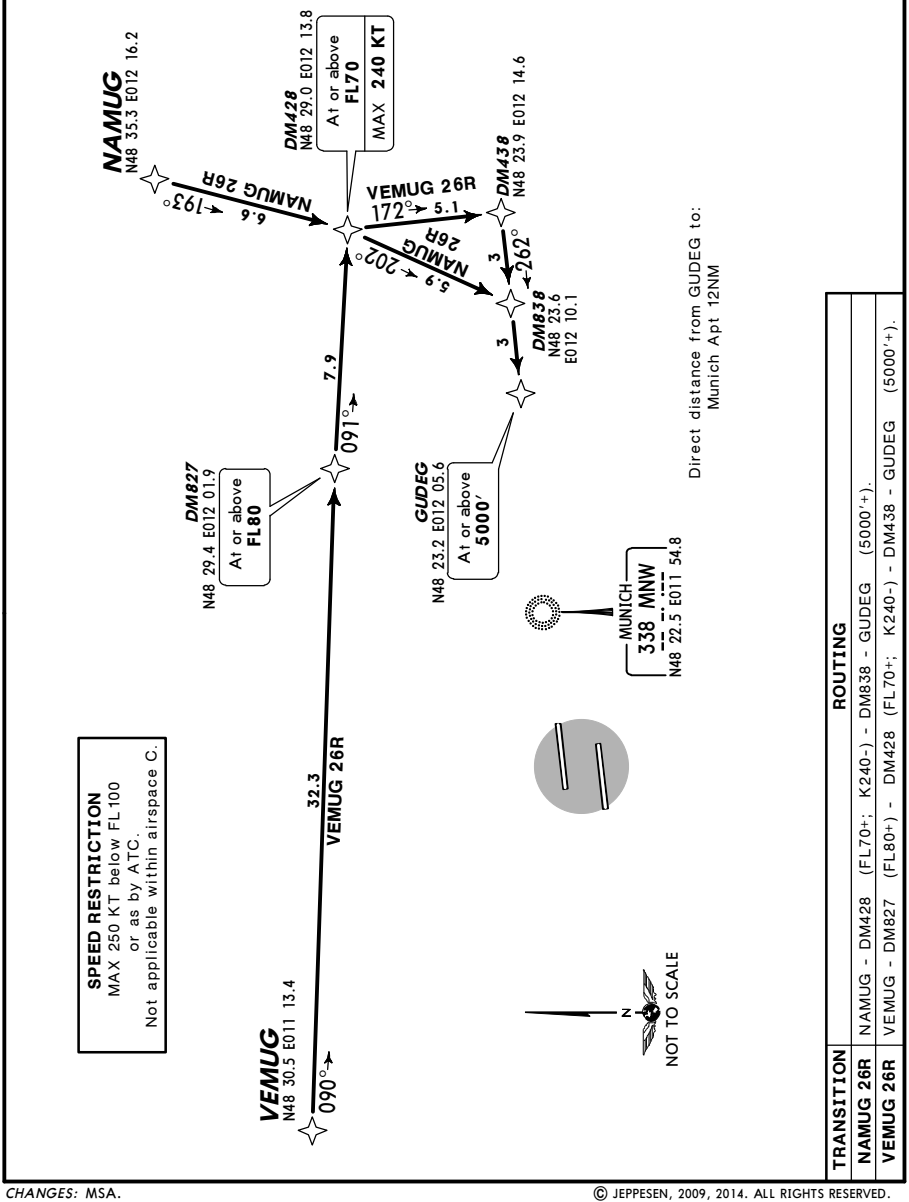
*D-ATIS	Apt Elev	
123.125	1487'	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000' When cleared for "transition and profile" aim for a low noise continuous descent approach (CDA) within the constraints as laid down in the procedure description.

MSA MNW Lctr
3700'

NAMUG 26R *[NA26R]*, VEMUG 26R *[VE26R]*
RWY 26R RNAV TRANSITIONS
GPS- OR FMS-EQUIPPED AIRCRAFT
FLY THE TRANSITIONS AS CONTINUOUS DESCENT APPROACH (CDA)
USE OF RNAV TRANSITIONS ONLY WHEN CLEARED BY ATC



TRANSITION	ROUTING
NAMUG 26R	NAMUG - DM428 (FL70+; K240-) - DM838 - GUDEG (5000'+).
VEMUG 26R	VEMUG - DM827 (FL80+) - DM428 (FL70+; K240-) - DM438 - GUDEG (5000'+).

CHANGES: MSA.

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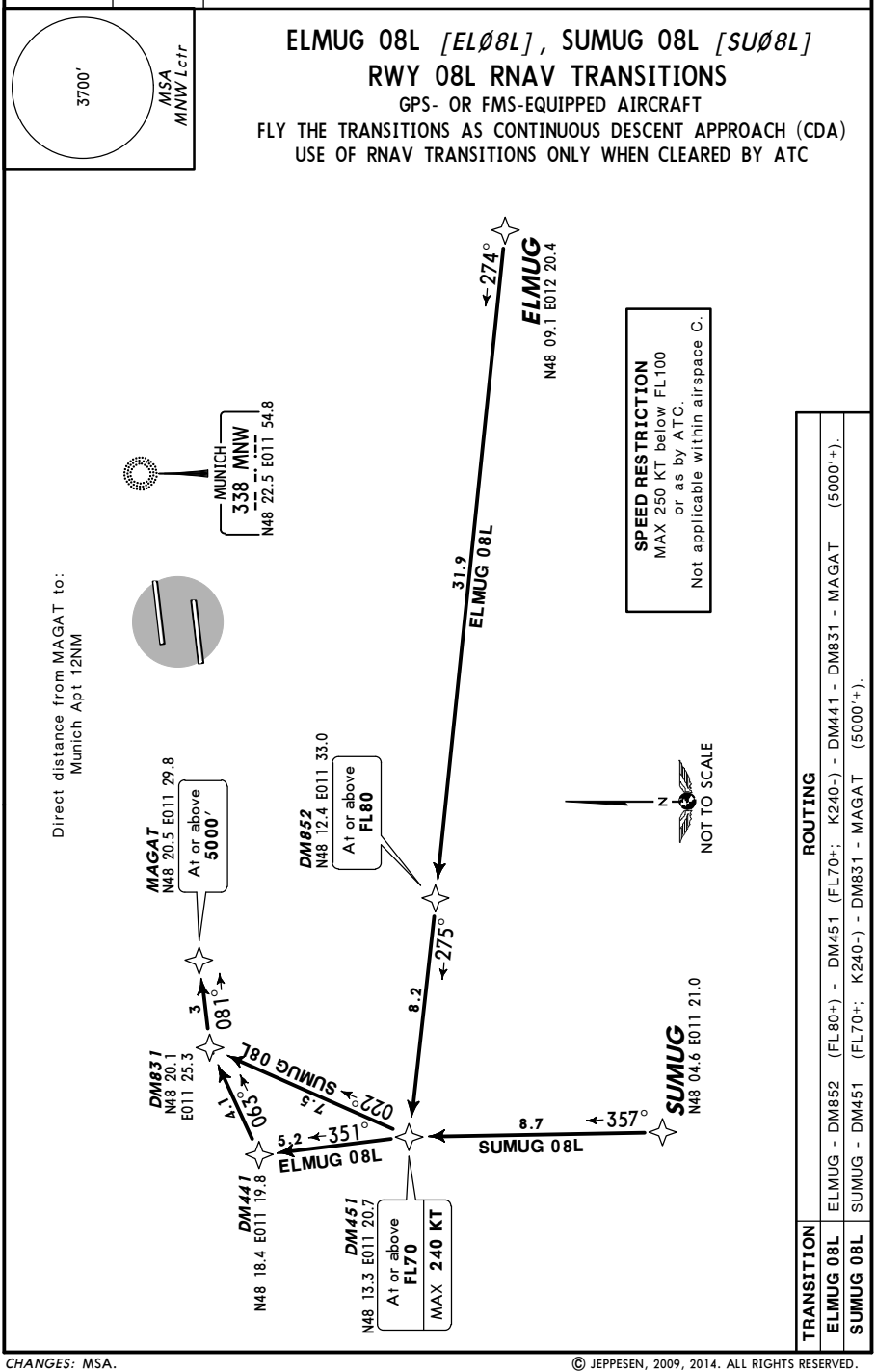
*D-ATIS	Apt Elev	
123.125	1487'	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000' When cleared for "transition and profile" aim for a low noise continuous descent approach (CDA) within the constraints as laid down in the procedure description.



TRANSITION	ROUTING
ELMUG 08L	ELMUG - DM852 (FL80+) - DM451 (FL70+; K240-) - DM441 - DM831 - MAGAT (5000'+).
SUMUG 08L	SUMUG - DM451 (FL70+; K240-) - DM831 - MAGAT (5000'+).

CHANGES: MSA.

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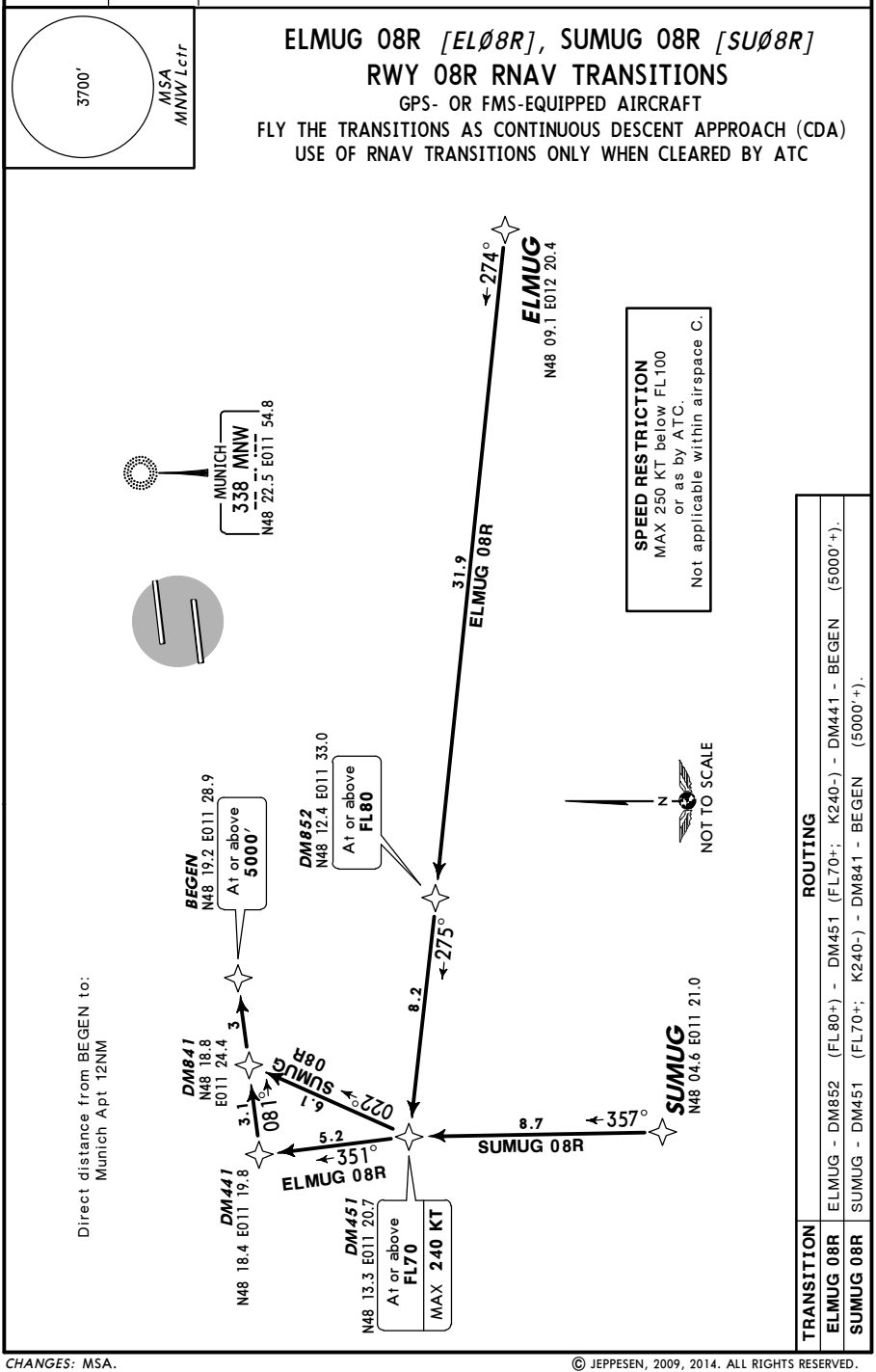
*D-ATIS	Apt Elev	
123.125	1487′	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′ When cleared for "transition and profile" aim for a low noise continuous descent approach (CDA) within the constraints as laid down in the procedure description.



CHANGES: MSA.

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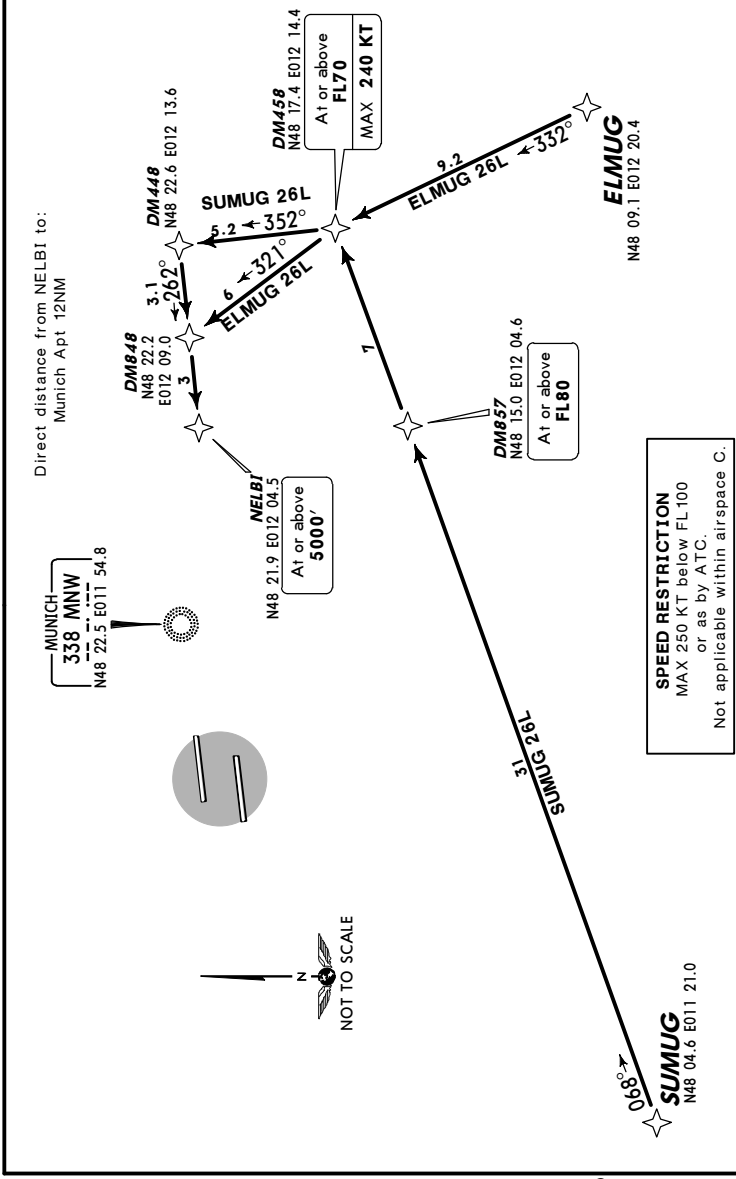
*D-ATIS	Apt Elev	
123.125	1487′	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′ When cleared for "transition and profile" aim for a low noise continuous descent approach (CDA) within the constraints as laid down in the procedure description.

MSA MNW Lctr
3700′

ELMUG 26L *[EL26L]*, SUMUG 26L *[SU26L]*
RWY 26L RNAV TRANSITIONS

GPS- OR FMS-EQUIPPED AIRCRAFT
FLY THE TRANSITIONS AS CONTINUOUS DESCENT APPROACH (CDA)
USE OF RNAV TRANSITIONS ONLY WHEN CLEARED BY ATC



TRANSITION	ROUTING
ELMUG 26L	ELMUG - DM458 (FL70+; K240-) - DM848 - NELBI (5000′+).
SUMUG 26L	SUMUG - DM857 (FL80+) - DM458 (FL70+; K240-) - DM448 - NELBI (5000′+).

CHANGES: MSA.

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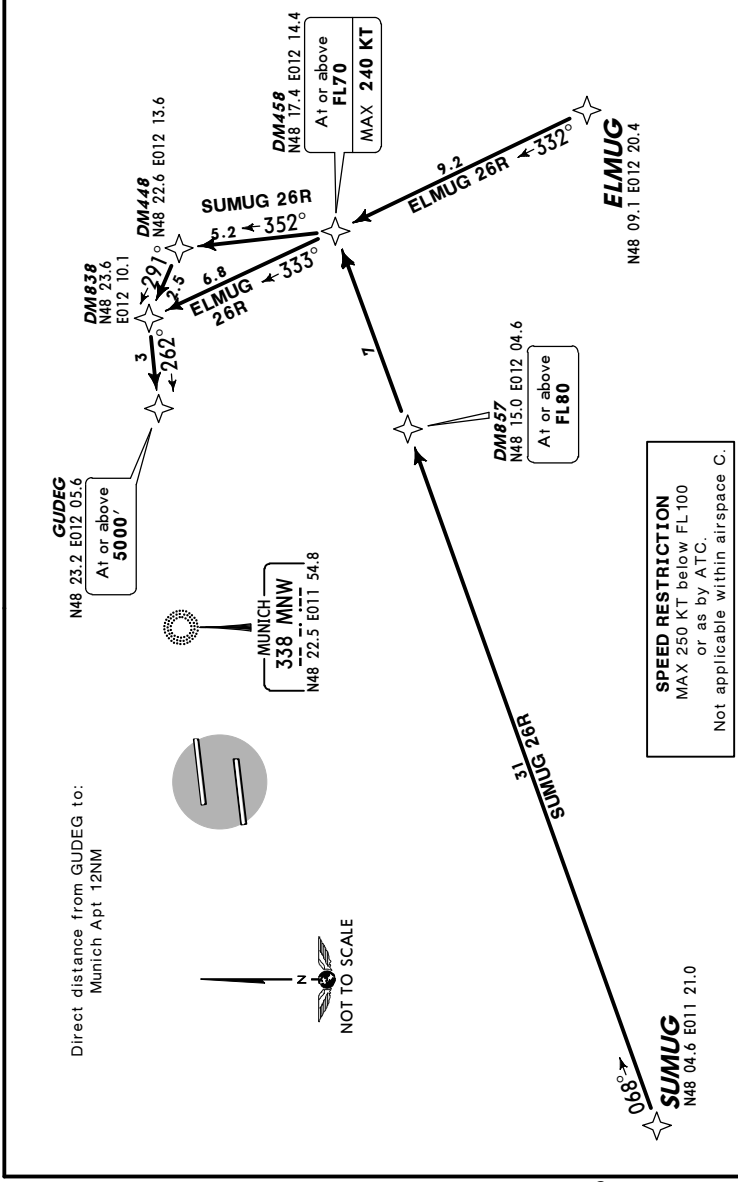
*D-ATIS	Apt Elev	
123.125	1487'	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000' When cleared for "transition and profile" aim for a low noise continuous descent approach (CDA) within the constraints as laid down in the procedure description.

MSA MNW Lctr
3700'

ELMUG 26R *[EL26R]*, SUMUG 26R *[SU26R]*
RWY 26R RNAV TRANSITIONS

GPS- OR FMS-EQUIPPED AIRCRAFT
FLY THE TRANSITIONS AS CONTINUOUS DESCENT APPROACH (CDA)
USE OF RNAV TRANSITIONS ONLY WHEN CLEARED BY ATC



TRANSITION	ROUTING
ELMUG 26R	ELMUG - DM458 (FL70+; K240-) - DM838 - GUDEG (5000'+).
SUMUG 26R	SUMUG - DM857 (FL80+) - DM458 (FL70+; K240-) - DM448 - DM838 - GUDEG (5000'+).

CHANGES: MSA.

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RNAV SID DESIGNATION	REFER TO CHART
ANKER 8E, 7Q	10-3B
ANKER 8N, 6S	10-3C
EVIVA 2E, 2Q	10-3D
EVIVA 3N, 2S	10-3E
INPUD 1E, 1Q	10-3F
INPUD 1N, 1S	10-3G

SID DESIGNATION	REFER TO CHART
ALGAU 1E, 1Q	10-3H
ALGAU 1N, 1S	10-3J
BIBAG 1E, 1Q	10-3K
BIBAG 1N, 1S, 1W	10-3L
GIVMI 4E, 4Q	10-3M
GIVMI 5S, 5W	10-3N
KEMPTEN 3E, 3Q	10-3N1
KEMPTEN 2P, 2T	10-3N2
KEMPTEN 2N, 2S	10-3N3
KIRDI 1E, 1Q	10-3N4
KIRDI 1N, 1S, 1W	10-3N5
MERSI 3E, 3Q	10-3N6
MERSI 4N, 4S	10-3N7
MIKE 7E, 7Q	10-3P
MIKE 8N, 7S	10-3Q
OBAXA 3E, 3Q	10-3Q1
OBAXA 3N, 4S	10-3Q2
OLASO 1E, 1Q	10-3Q2A
OLASO 1N, 1S	10-3Q2B
RIDAR 5E, 5Q	10-3Q3
RIDAR 5N, 5S	10-3Q4
ROTAX 2E, 2Q	10-3Q5
ROTAX 1N, 1S, 1W	10-3Q6
TULSI 1E, 9Q	10-3Q7
TULSI 9N, 4S, 1W	10-3Q8
TURBU 5E, 6Q	10-3Q9
TURBU 4N, 5S, 5W	10-3Q10
VAVOR 2E, 2Q	10-3S
VAVOR 1N, 1S, 1W	10-3T

FOR RNAV SID (OVERLAY) DESIGNATION REFER TO PAGE 10-3A

CHANGES: SIDs renumbered.

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RNAV SID DESIGNATION	REFER TO CHART
ALGAU 1E, 1Q	10-3T1
ALGAU 1N, 1S	10-3T2
BIBAG 1E, 1Q	10-3T3
BIBAG 1N, 1S, 1W	10-3T4
GIVMI 4E, 4Q	10-3T5
GIVMI 5S, 5W	10-3T6
KEMPTEN 3E, 3Q	10-3T7
KEMPTEN 2P, 2T	10-3T8
KEMPTEN 2N, 2S	10-3T9
KIRDI 1E, 1Q	10-3U
KIRDI 1N, 1S, 1W	10-3V
MERSI 3E, 3Q	10-3V1
MERSI 4N, 4S	10-3V2
OBAXA 3E, 3Q	10-3V3
OBAXA 3N, 4S	10-3V4
OLASO 1E, 1Q	10-3V4A
OLASO 1N, 1S	10-3V4B
RIDAR 5E, 5Q	10-3V5
RIDAR 5N, 5S	10-3V6
ROTAX 2E, 2Q	10-3V7
ROTAX 1N, 1S, 1W	10-3V8
TULSI 1E, 9Q	10-3W
TULSI 9N, 4S, 1W	10-3X
TURBU 5E, 6Q	10-3X1
TURBU 4N, 5S, 5W	10-3X2
VAVOR 2E, 2Q	10-3X3
VAVOR 1N, 1S, 1W	10-3X4

CHANGES: SIDs renumbered.

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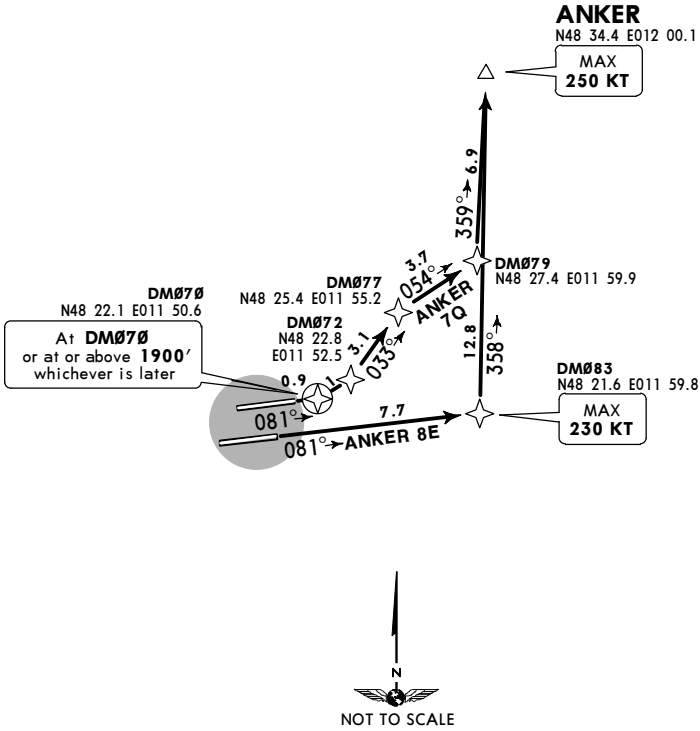
MUNICH Radar	Apt Elev	
123.9	1487′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

ANKER EIGHT ECHO (ANKER 8E) [ANKE8E]
ANKER SEVEN QUEBEC (ANKER 7Q) [ANKE7Q]
RWYS 08R/L RNAV DEPARTURES
RNAV (GPS)

4000′
MSA
ARP

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



Initial climb clearance **FL70**

SID	RWY	ROUTING
ANKER 8E	**08R**	(1900′+) - DM083 (K230-) - ANKER (K250-).
ANKER 7Q	**08L**	(1900′+) - DM070 (1900′+) - DM072 - DM077 - DM079 - ANKER (K250-).

CHANGES: MSA.

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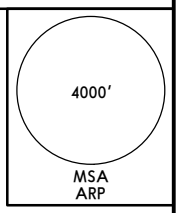
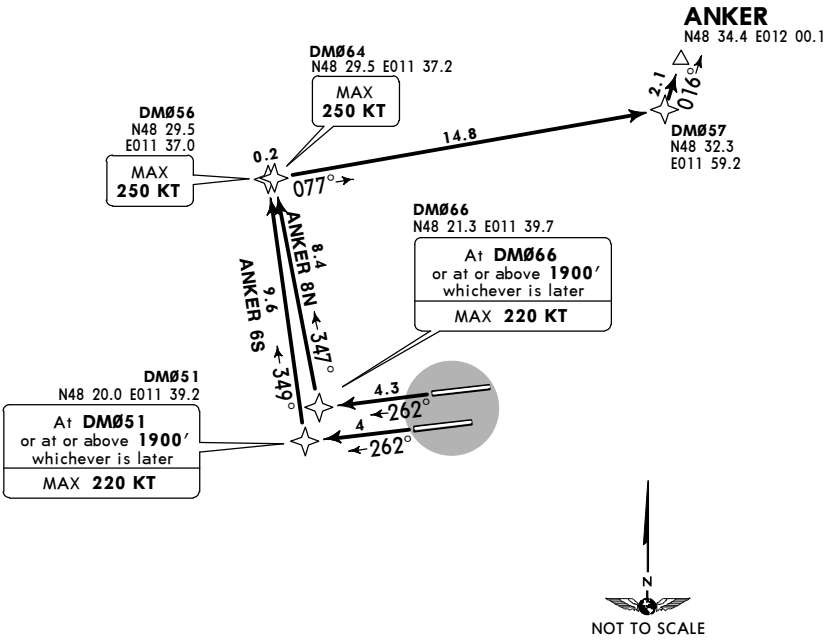
MUNICH Radar	Apt Elev	
123.9	1487′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

ANKER EIGHT NOVEMBER (ANKER 8N) [ANKE8N]
ANKER SIX SIERRA (ANKER 6S) [ANKE6S]
RWYS 26R/L RNAV DEPARTURES
RNAV (GPS)



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



Initial climb clearance **FL70**

SID	RWY	ROUTING
ANKER 8N	**26R**	(1900′+) - DM066 (1900′+; K220-) - DM064 (K250-) - DM057 - ANKER.
ANKER 6S	**26L**	(1900′+) - DM051 (1900′+; K220-) - DM056 (K250-) - DM057 - ANKER.

CHANGES: MSA.

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MUNICH Radar	Apt Elev	
123.9	1487′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

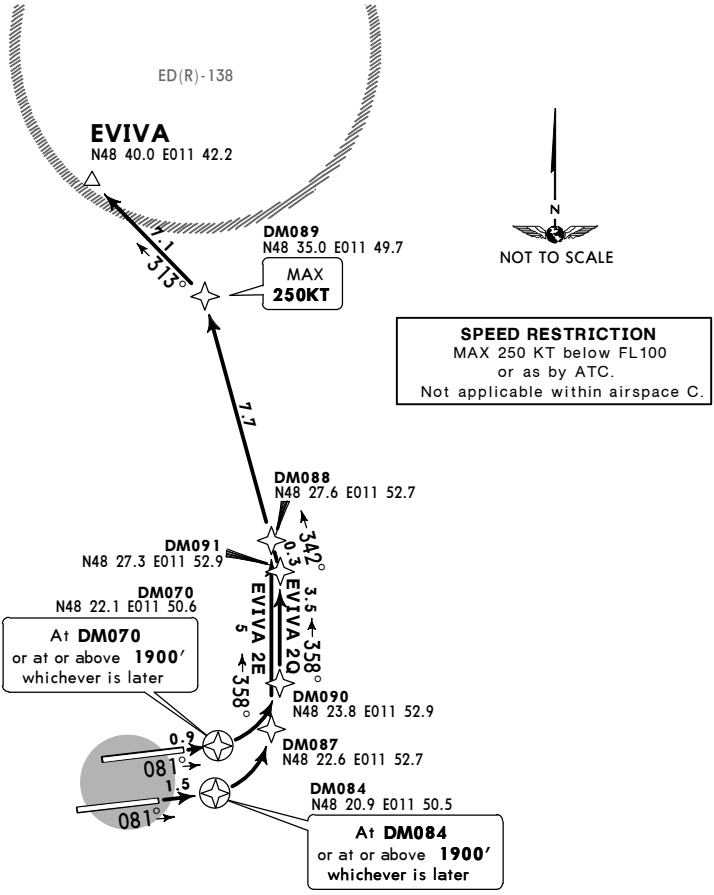
EVIVA TWO ECHO (EVIVA 2E) [EVIV2E]
EVIVA TWO QUEBEC (EVIVA 2Q) [EVIV2Q]
RWYS 08R/L RNAV DEPARTURES

RNAV (GPS)

NOT AVAILABLE FOR JET ACFT

DURING ACTIVITY OF ED(R)-138 EXPECT ALTERNATE CLEARANCE BY ATC

4000′
MSA
ARP



Initial climb clearance **FL70**

SID	RWY	ROUTING
EVIVA 2E	08R	(1900′+) - DM084 (1900′+) - DM087 - DM088 - DM089 (K250-) - EVIVA.
EVIVA 2Q	08L	(1900′+) - DM070 (1900′+) - DM090 - DM091 - DM089 (K250-) - EVIVA.

CHANGES: MSA.

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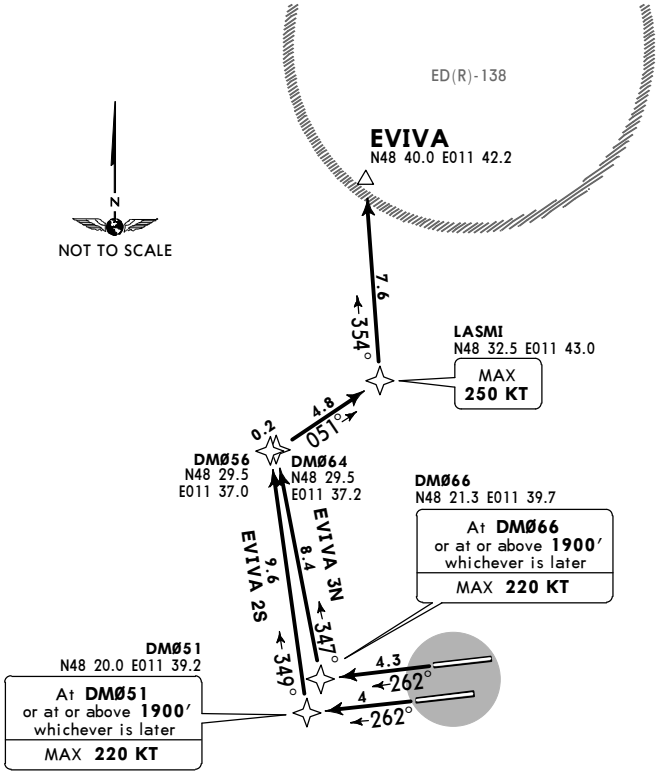
MUNICH Radar	Apt Elev	
123.9	1487′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

EVIVA THREE NOVEMBER (EVIVA 3N) [EVIV3N]
EVIVA TWO SIERRA (EVIVA 2S) [EVIV2S]
RWYS 26R/L RNAV DEPARTURES

RNAV (GPS)
NOT AVAILABLE FOR JET ACFT
DURING ACTIVITY OF ED(R)-138 EXPECT ALTERNATE CLEARANCE BY ATC

4000′
MSA
ARP

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



Initial climb clearance **FL70**

SID	RWY	ROUTING
EVIVA 3N	**26R**	(1900′+) - DM066 (1900′+; K220-) - DM064 - LASMI (K250-) - EVIVA.
EVIVA 2S	**26L**	(1900′+) - DM051 (1900′+; K220-) - DM056 - LASMI (K250-) - EVIVA.

CHANGES: MSA.

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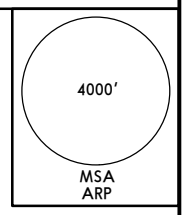
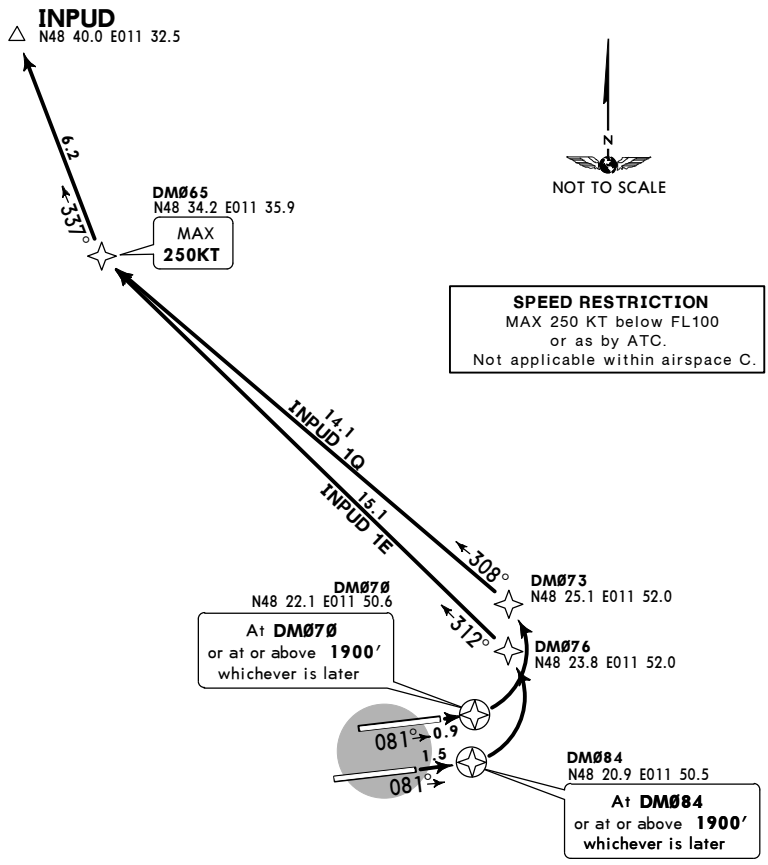
MUNICH Radar	Apt Elev	
123.9	1487′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

INPUD ONE ECHO (INPUD 1E) [INPU1E]
INPUD ONE QUEBEC (INPUD 1Q) [INPU1Q]
RWYS 08R/L DEPARTURES

RNAV (GPS)
JET ACFT ONLY
(CLIMB PROFILE RESTRICTION WITHIN Y-102 -
REFER TO ENROUTE/ENROUTE DATA EUROPE -
AIRWAY RESTRICTIONS - EUROPE LOWER AND UPPER AIRSPACE)
MANDATORY FOR FLIGHTS VIA SULUS CONTINUING VIA (U)L-604/T-852
MANDATORY FOR FLIGHTS VIA LASGA CONTINUING VIA (U)M-726/T-202





Initial climb clearance **FL70**

SID	RWY	ROUTING
INPUD 1E	**08R**	(1900′+) - DM084 (1900′+) - DM076 - DM065 (K250-) - INPUD.
INPUD 1Q	**08L**	(1900′+) - DM070 (1900′+) - DM073 - DM065 (K250-) - INPUD.

CHANGES: MSA.

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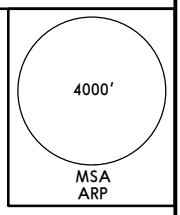
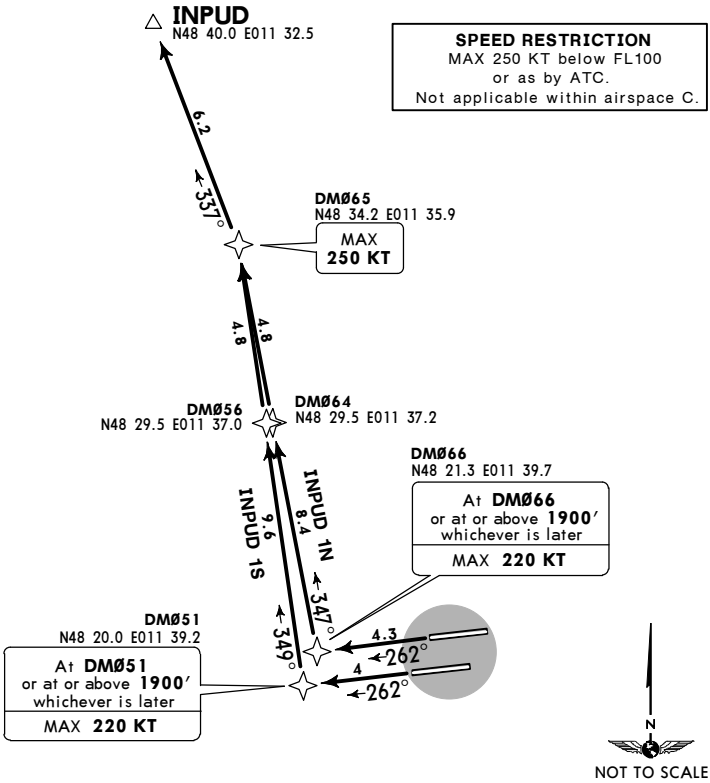
MUNICH Radar	Apt Elev	
123.9	1487′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

INPUD ONE NOVEMBER (INPUD 1N) [INPU1N]
INPUD ONE SIERRA (INPUD 1S) [INPU1S]
RWYS 26R/L DEPARTURES

RNAV (GPS)
JET ACFT ONLY
(CLIMB PROFILE RESTRICTION WITHIN Y-102 -
REFER TO ENROUTE/ENROUTE DATA EUROPE -
AIRWAY RESTRICTIONS - EUROPE LOWER AND UPPER AIRSPACE)
MANDATORY FOR FLIGHTS VIA SULUS CONTINUING VIA (U)L-604/T-852
MANDATORY FOR FLIGHTS VIA LASGA CONTINUING VIA (U)M-726/T-202





Initial climb clearance **FL70**

SID	RWY	ROUTING
INPUD 1N	**26R**	(1900′+) - DM066 (1900′+ ; K220-) - DM065 (K250-) - INPUD.
INPUD 1S	**26L**	(1900′+) - DM051 (1900′+ ; K220-) - DM065 (K250-) - INPUD.

CHANGES: MSA.

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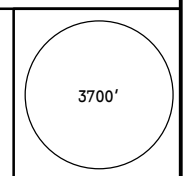
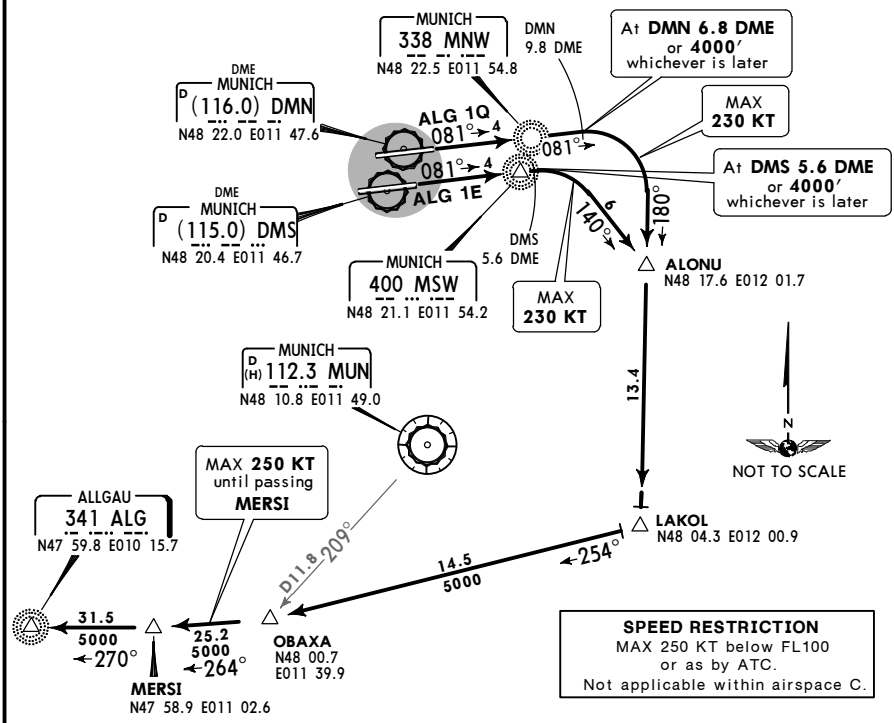
MUNICH Radar	Apt Elev	
127.95	1487′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

ALGAU ONE ECHO (ALG 1E)
ALGAU ONE QUEBEC (ALG 1Q)
RWYS 08R/L DEPARTURES

JET ACFT ONLY
AVAILABLE FOR FLIGHTS DESTINATION EDJA AT OR BELOW FL90
MANDATORY FOR TRAFFIC PROCEEDING VIA MILKA
AT OR ABOVE REQUESTED FL245 DURING FOLLOWING TIMES
DAILY 2330-0800LT
FRI 1700LT TO MON 0800LT
HOL
OUTSIDE THESE TIMES FILE SID MERSI - AIRWAY Y-110





Initial climb clearance **FL70**

SID	RWY	ROUTING
ALG 1E	**08R**	Climb on runway track to 1900′, then via MSW to DMS 5.6 DME ❶ or 4000′, whichever is later, turn RIGHT, 140° track to ALONU, turn RIGHT, 180° track to LAKOL, turn RIGHT, 254° track to OBAXA, turn RIGHT, 264° track to MERSI, turn RIGHT, 270° track to ALG.
ALG 1Q	**08L**	Climb on runway track to 1900′, then via MNW to DMN 6.8 DME ❷ or 4000′, whichever is later, turn RIGHT, 180° track to LAKOL, turn turn RIGHT, 254° track to OBAXA, turn RIGHT, 264° track to MERSI, turn RIGHT, 270° track to ALG.

❶ After DMS 5.6 DME BRNAV equipment necessary.
❷ After DMN 6.8 DME BRNAV equipment necessary.

CHANGES: SIDs renamed.

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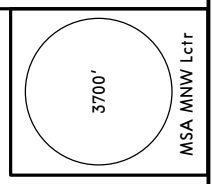
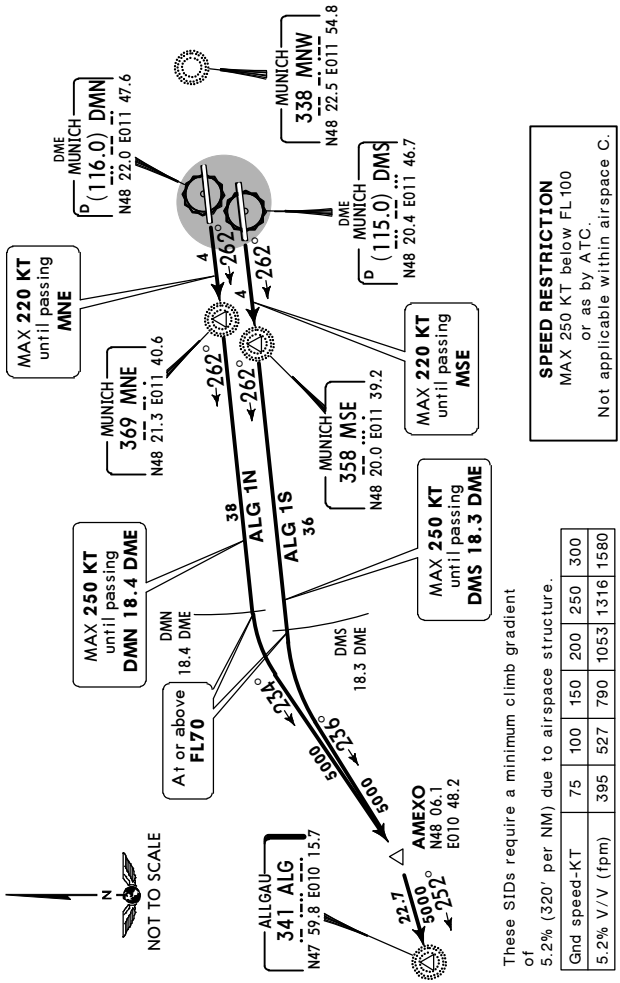
MUNICH Radar	Apt Elev	
127.95	1487′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

ALGAU ONE NOVEMBER (ALG 1N)
ALGAU ONE SIERRA (ALG 1S)
RWYS 26R/L DEPARTURES

JET ACFT ONLY
AVAILABLE FOR FLIGHTS DESTINATION EDJA AT OR BELOW FL90
MANDATORY FOR TRAFFIC PROCEEDING VIA MILKA
AT OR ABOVE REQUESTED FL245 DURING FOLLOWING TIMES
DAILY 2330-0800LT
FRI 1700LT TO MON 0800LT
HOL
OUTSIDE THESE TIMES FILE SID MERSI - AIRWAY Y-110





SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

These SIDs require a minimum climb gradient of
5.2% (320′ per NM) due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1316	1580

If unable to comply advise ATC.

Initial climb clearance **FL70**

SID	RWY	ROUTING
ALG 1N	26R	Climb on runway track to 1900′, intercept 262° bearing via MNE to DMN 18.4 DME ❶, turn LEFT, 234° track to AMEXO, turn RIGHT, 252° track to ALG.
ALG 1S	26L	Climb on runway track to 1900′, intercept 262° bearing via MSE to DMS 18.3 DME ❷, turn LEFT, 236° track to AMEXO, turn RIGHT, 252° track to ALG.

❶ After DMN 18.4 DME BRNAV equipment necessary.
❷ After DMS 18.3 DME BRNAV equipment necessary.

CHANGES: SIDs renamed.

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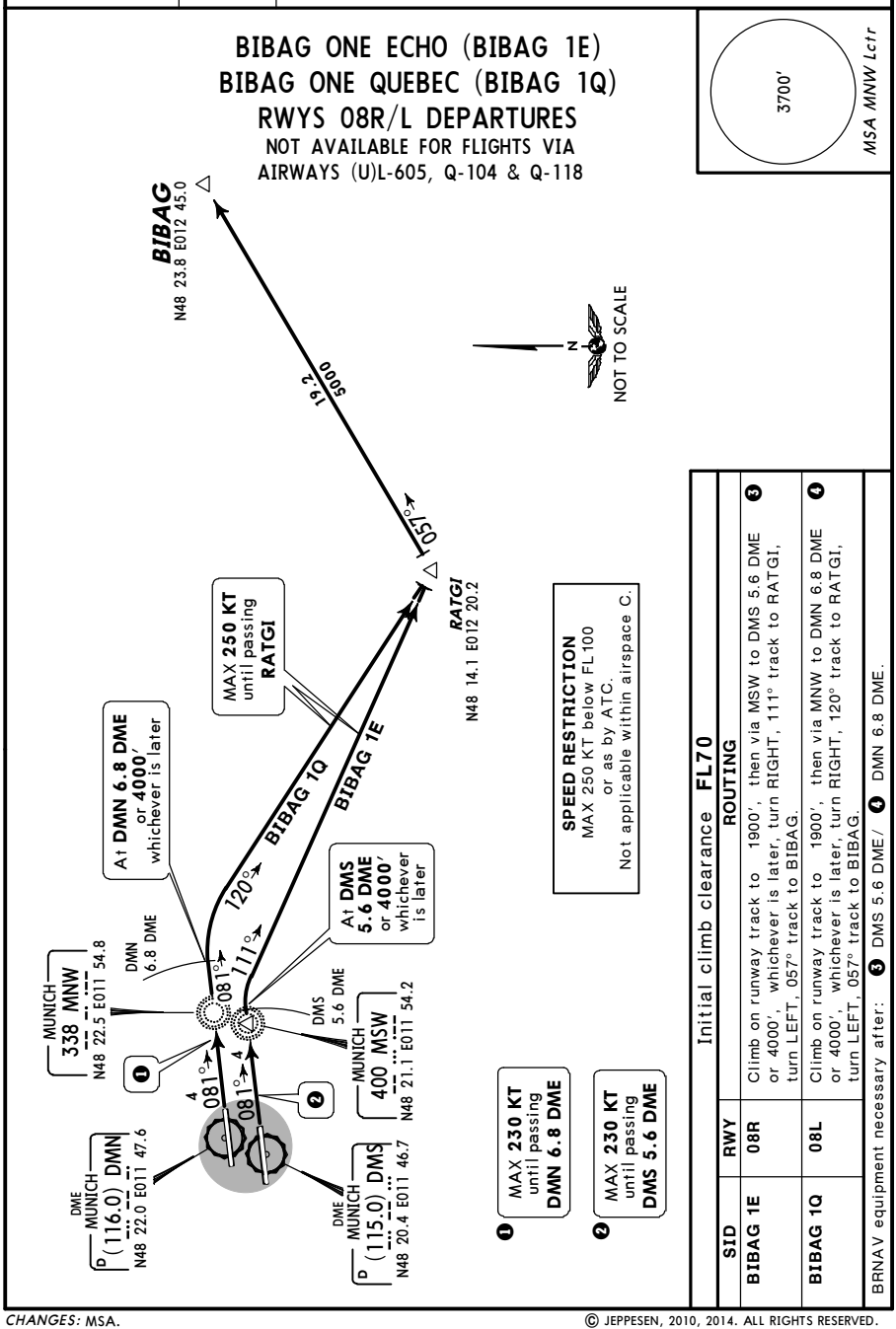
MUNICH Radar	Apt Elev	
127.95	1487′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

BIBAG ONE ECHO (BIBAG 1E)
BIBAG ONE QUEBEC (BIBAG 1Q)
RWYS 08R/L DEPARTURES

NOT AVAILABLE FOR FLIGHTS VIA AIRWAYS (U)L-605, Q-104 & Q-118



Initial climb clearance **FL70**

SID	RWY	ROUTING
BIBAG 1E	08R	Climb on runway track to 1900′, then via MSW to DMS 5.6 DME or 4000′, whichever is later, turn RIGHT, 111° track to RATGI, turn LEFT, 057° track to BIBAG. ❸
BIBAG 1Q	08L	Climb on runway track to 1900′, then via MNW to DMN 6.8 DME or 4000′, whichever is later, turn RIGHT, 120° track to RATGI, turn LEFT, 057° track to BIBAG. ❹

BRNAV equipment necessary after: ❸ DMS 5.6 DME/ ❹ DMN 6.8 DME.

CHANGES: MSA.

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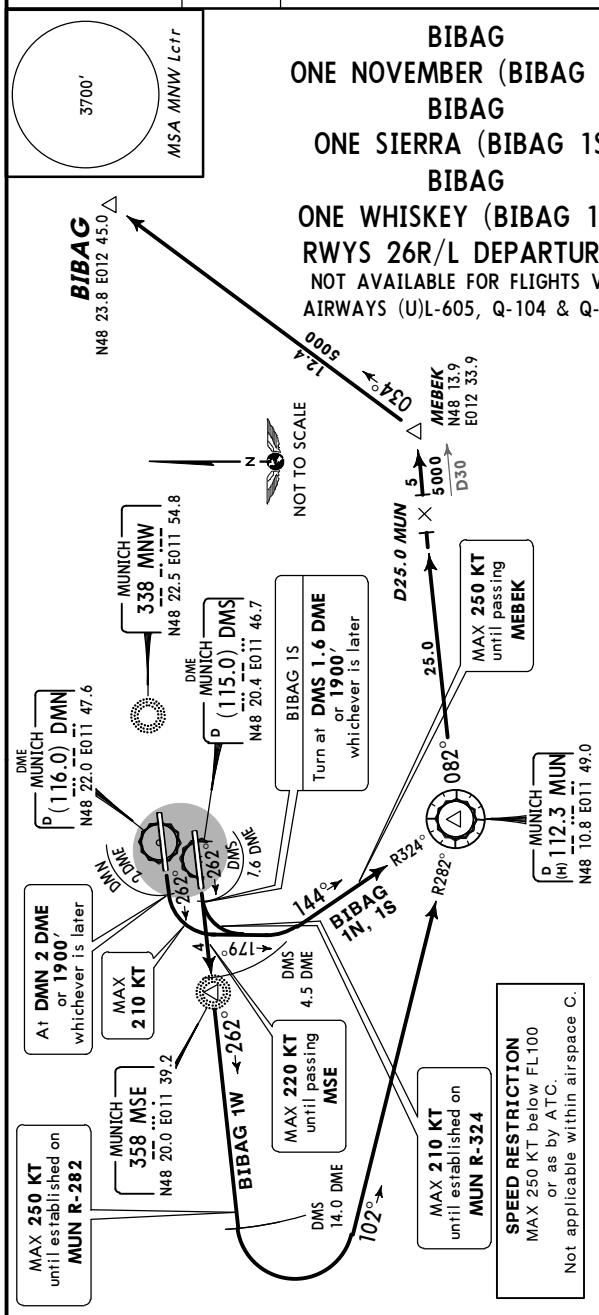
MUNICH Radar	Apt Elev
127.95	1487′

Trans level: By ATC Trans alt: 5000′
1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar.
2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

BIBAG
ONE NOVEMBER (BIBAG 1N)
BIBAG
ONE SIERRA (BIBAG 1S)
BIBAG
ONE WHISKEY (BIBAG 1W)
RWYS 26R/L DEPARTURES

NOT AVAILABLE FOR FLIGHTS VIA AIRWAYS (U)L-605, Q-104 & Q-118



These SIDs require minimum climb gradients of
BIBAG 1N: 5.5% (336′ per NM) until passing 4200′ due to High Intensity Radio Transmission Area (HIRTA).
BIBAG 1S: 6.8% (415′ per NM) until passing 4200′ due to High Intensity Radio Transmission Area (HIRTA).

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.8% V/V (fpm)	516	689	1033	1377	1722	2066

If unable to comply advise ATC.

Initial climb clearance FL70

SID	RWY	ROUTING
BIBAG 1N	26R	Climb on runway track to DMN 2 DME or 1900′, whichever is later, turn LEFT, 179° track, intercept MUN R-324 inbound to MUN, turn LEFT, MUN R-082 to MEBEK ❷, turn LEFT, 034° track to BIBAG.
BIBAG 1S ❶	26L	Climb on runway track to DMS 1.6 DME or 1900′, whichever is later, turn LEFT within DMS 4.5 DME, 179° track, intercept MUN R-324 inbound to MUN, turn LEFT, MUN R-082 to MEBEK ❷, turn LEFT, 034° track to BIBAG.
BIBAG 1W		Climb on runway track to 1900′, intercept 262° bearing via MSE to DMS 14.0 DME, turn LEFT, intercept MUN R-282 inbound to MUN, turn LEFT, MUN R-082 to MEBEK ❷, turn LEFT, 034° track to BIBAG.

❶ If unable to comply with speed and turn restrictions request SID BIBAG 1W.
❷ After MEBEK BRNAV equipment necessary.

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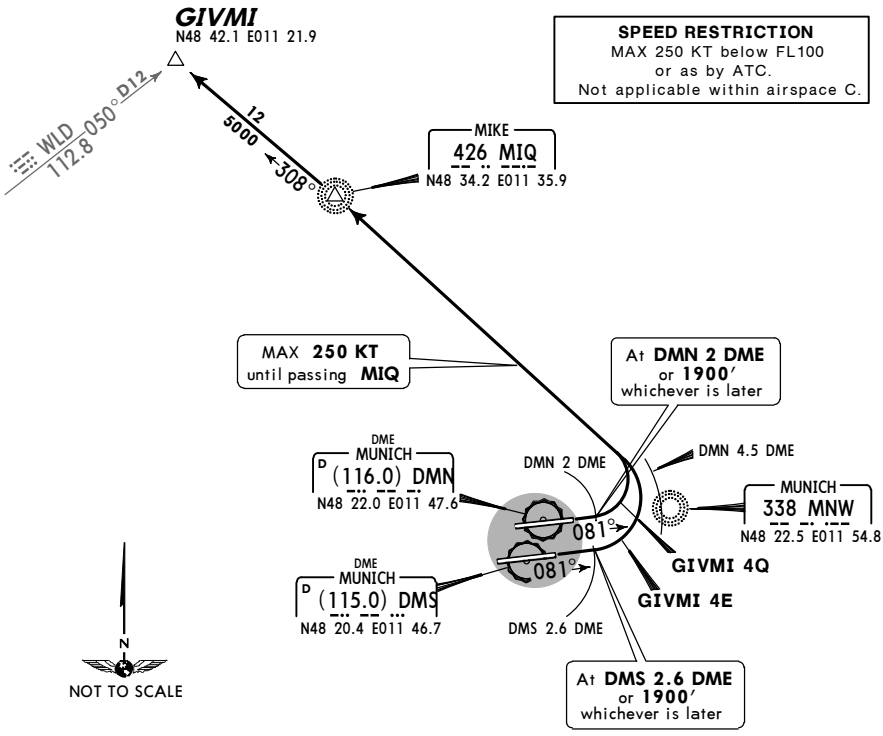
MUNICH Radar	Apt Elev	
123.9	1487′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

GIVMI FOUR ECHO (GIVMI 4E)
GIVMI FOUR QUEBEC (GIVMI 4Q)
RWYS 08R/L DEPARTURES

JET ACFT ONLY (EXCEPT FLIGHTS ACCORDING REMARKS OF AIRWAY T-161)
MANDATORY FOR FLIGHTS
VIA AIRWAY Y-101 - INBED - AIRWAYS (U)L-610
(CLIMB PROFILE RESTRICTION WITHIN Y-101 - REFER TO ENROUTE/ENROUTE DATA EUROPE - AIRWAY RESTRICTIONS - EUROPE LOWER AND UPPER AIRSPACE)
OR VIA AIRWAY Y-101 - ERNAS - AIRWAY T-161

3700′
MSA MNW Lctr



Initial climb clearance **FL70**

SID	RWY	ROUTING
GIVMI 4E	**08R**	Climb on runway track to DMS 2.6 DME or 1900′, whichever is later, turn LEFT to MIQ, 308° bearing to GIVMI.
GIVMI 4Q	**08L**	Climb on runway track to DMN 2 DME or 1900′, whichever is later, turn LEFT within DMN 4.5 DME to MIQ, 308° bearing to GIVMI.

CHANGES: MSA.

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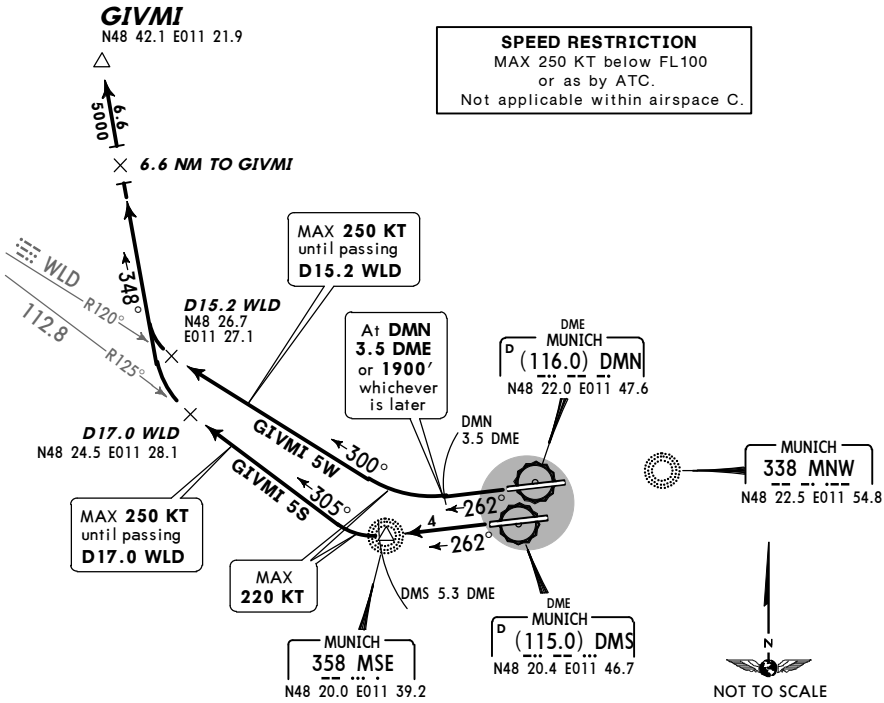
MUNICH Radar	Apt Elev	
123.9	1487′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

GIVMI FIVE SIERRA (GIVMI 5S)
GIVMI FIVE WHISKEY (GIVMI 5W)
RWYS 26L/R DEPARTURES

JET ACFT ONLY (EXCEPT FLIGHTS ACCORDING REMARKS OF AIRWAY T-161)
MANDATORY FOR FLIGHTS
VIA AIRWAY Y-101 - INBED - AIRWAYS (U)L-610
(CLIMB PROFILE RESTRICTION WITHIN Y-101 - REFER TO ENROUTE/ENROUTE DATA EUROPE - AIRWAY RESTRICTIONS - EUROPE LOWER AND UPPER AIRSPACE)
OR VIA AIRWAY Y 101 - ERNAS - AIRWAY T-161

3700′
MSA MNW Lctr



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Initial climb clearance **FL70**

SID	RWY	ROUTING
GIVMI 5S	**26L**	Climb on runway track to 1900′, then via MSE to DMS 5.3 DME, turn RIGHT, intercept WLD R-125 inbound to D17 WLD ❶, turn RIGHT, 348° track to GIVMI.
GIVMI 5W	**26R**	Climb on runway track to DMN 3.5 DME or 1900′, whichever is later, turn RIGHT, intercept WLD R-120 inbound to D15.2 WLD ❷, turn RIGHT, 348° track to GIVMI.

❶ After D17.0 WLD BRNAV equipment necessary.
❷ After D15.2 WLD BRNAV equipment necessary.

CHANGES: MSA.

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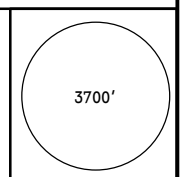
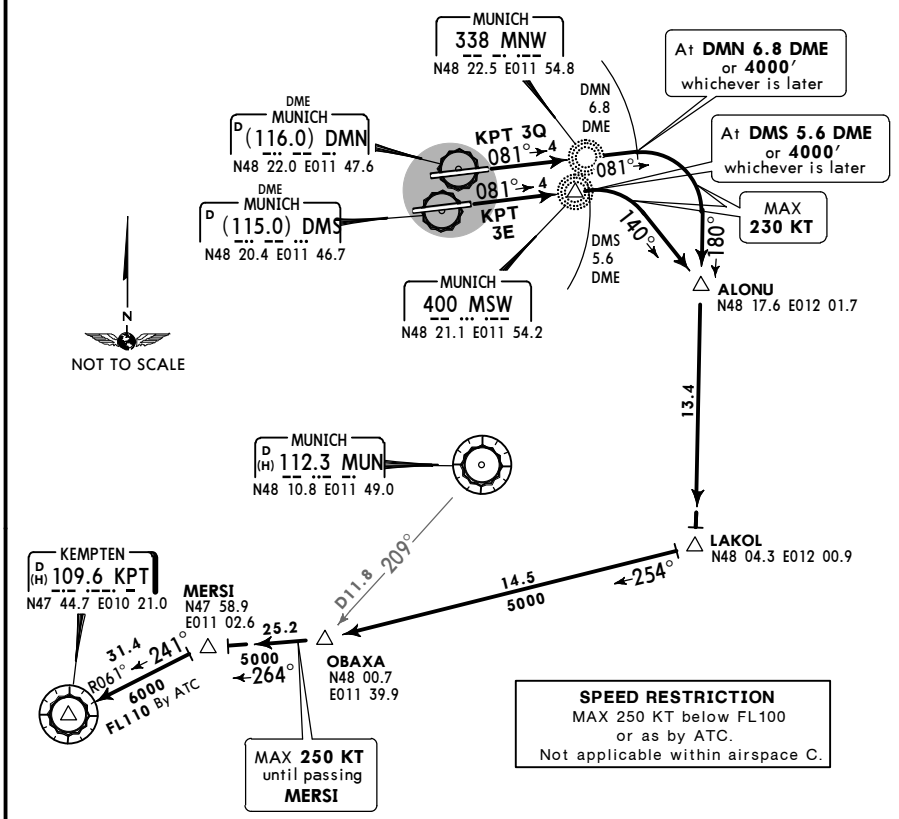
MUNICH Radar	Apt Elev	
127.95	1487′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

KEMPTEN THREE ECHO (KPT 3E)
KEMPTEN THREE QUEBEC (KPT 3Q)
RWYS 08R/L DEPARTURES

MANDATORY FOR JET ACFT TO DESTINATIONS EDNY, LSZH & LIML/C
NOT AVAILABLE FOR TRAFFIC VIA KPT - AIRWAYS Y-740/Z-999
EXCEPT FOR DESTINATION LIML/C





Initial climb clearance **FL70**

SID	RWY	ROUTING
KPT 3E	**08R**	Climb on runway track to 1900′, then via MSW to DMS 5.6 DME ❶ or 4000′, whichever is later, turn RIGHT, 140° track to ALONU, turn RIGHT, 180° track to LAKOL, turn RIGHT, 254° track to OBAXA, turn RIGHT, 264° track to MERSI, turn LEFT, intercept KPT R-061 inbound to KPT.
KPT 3Q	**08L**	Climb on runway track to 1900′, then via MNW to DMN 6.8 DME ❷ or 4000′, whichever is later, turn RIGHT, 180° track to LAKOL, turn RIGHT, 254° track to OBAXA, turn RIGHT, 264° track to MERSI, turn LEFT, intercept KPT R-061 inbound to KPT.

❶ After DMS 5.6 DME BRNAV equipment necessary.
❷ After DMN 6.8 DME BRNAV equipment necessary.

CHANGES: SIDs renumbered.

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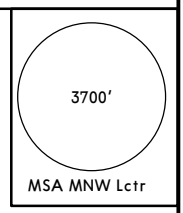
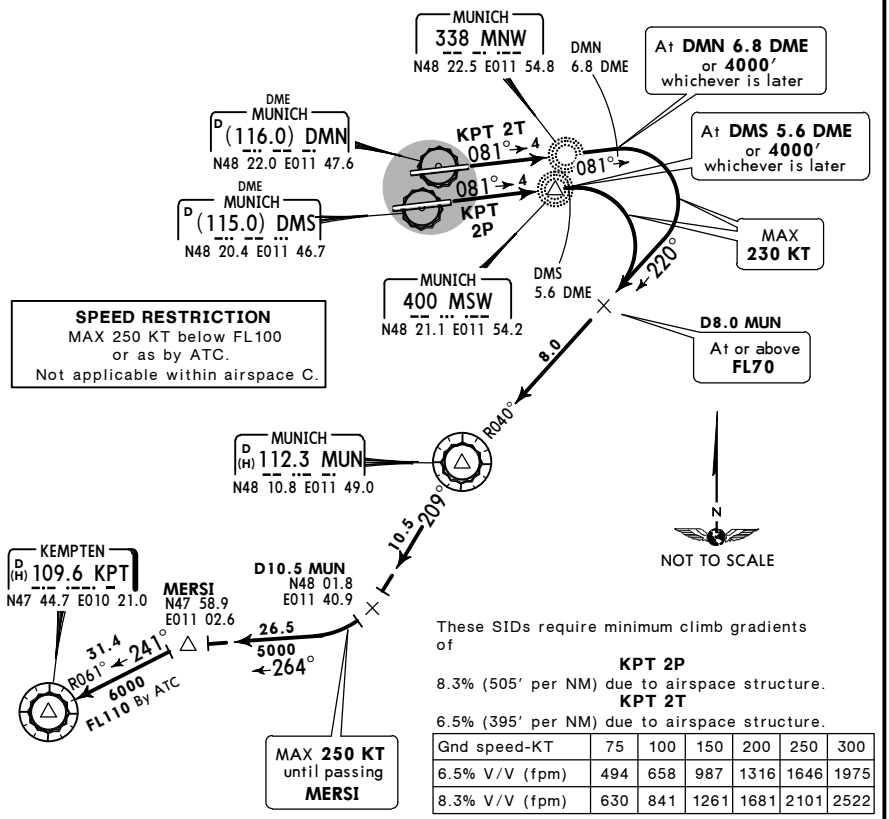
MUNICH Radar	Apt Elev	
127.95	1487′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

KEMPTEN TWO PAPA (KPT 2P)
KEMPTEN TWO TANGO (KPT 2T)
RWYS 08R/L DEPARTURES

ONLY AVAILABLE FOR NON-JET ACFT
NOT AVAILABLE FOR TRAFFIC VIA KPT - AIRWAYS Y-740/Z-999
EXCEPT FOR DESTINATION LIML/C





SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

These SIDs require minimum climb gradients of

KPT 2P
8.3% (505′ per NM) due to airspace structure.

KPT 2T
6.5% (395′ per NM) due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1316	1646	1975
8.3% V/V (fpm)	630	841	1261	1681	2101	2522

If unable to comply advise ATC.

Initial climb clearance **FL70**

SID	RWY	ROUTING
KPT 2P	**08R**	Climb on runway track to 1900′, then via MSW to DMS 5.6 DME or 4000′, whichever is later, turn RIGHT, intercept MUN R-040 inbound to MUN, turn LEFT, MUN R-209 to D10.5 MUN ❶, turn RIGHT, 264° track to MERSI, turn LEFT, intercept KPT R-061 inbound to KPT.
KPT 2T	**08L**	Climb on runway track to 1900′, then via MNW to DMN 6.8 DME or 4000′, whichever is later, turn RIGHT, intercept MUN R-040 inbound to MUN, turn LEFT, MUN R-209 to D10.5 MUN ❶, turn RIGHT, 264° track to MERSI, turn LEFT, intercept KPT R-061 inbound to KPT.

❶ After D10.5 MUN BRNAV equipment necessary.

CHANGES: SIDs renumbered.

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MUNICH Radar	Apt Elev	
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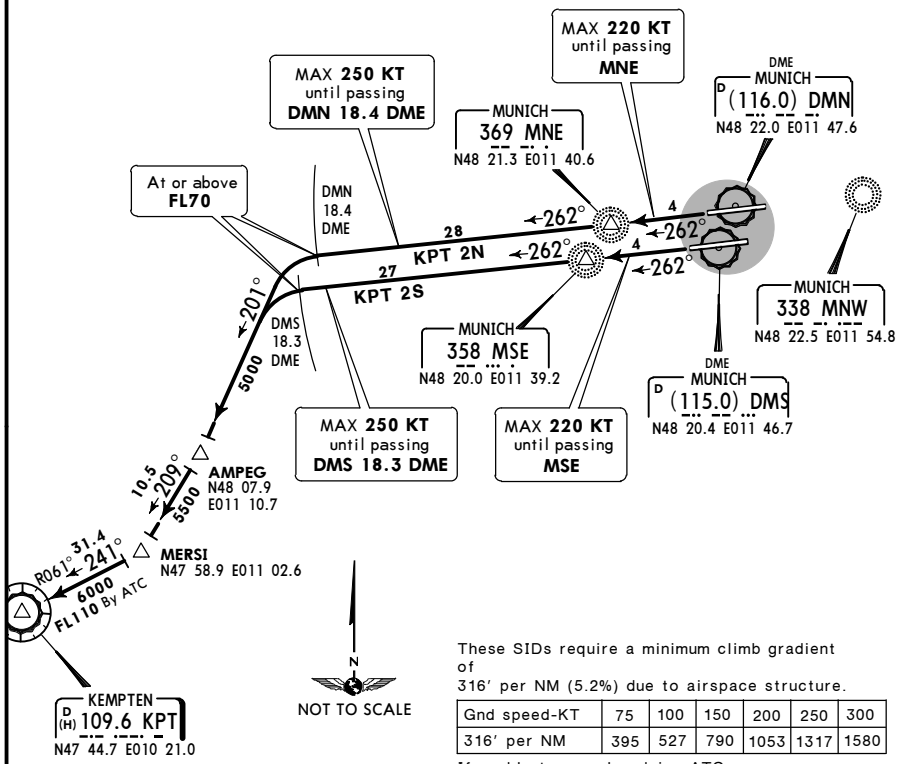
KEMPTEN TWO NOVEMBER (KPT 2N)
KEMPTEN TWO SIERRA (KPT 2S)
RWYS 26R/L DEPARTURES

MANDATORY FOR JET ACFT TO DESTINATIONS EDNY, LSZH & LIML/C
NOT AVAILABLE FOR TRAFFIC VIA KPT - AIRWAYS Y-740/Z-999
EXCEPT FOR DESTINATION LIML/C

3700′
MSA MNW Lctr

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



These SIDs require a minimum climb gradient of
316′ per NM (5.2%) due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
316′ per NM	395	527	790	1053	1317	1580

If unable to comply advise ATC.

Initial climb clearance **FL70**

SID	RWY	ROUTING
KPT 2N	**26R**	Climb on runway track to 1900′, intercept 262° bearing via MNE to DMN 18.4 DME ❶, turn LEFT, 201° track to AMPEG, turn RIGHT, 209° track to MERSI, turn RIGHT, intercept KPT R-061 inbound to KPT.
KPT 2S	**26L**	Climb on runway track to 1900′, intercept 262° bearing via MSE to DMS 18.3 DME ❷, turn LEFT, 201° track to AMPEG, turn RIGHT, 209° track to MERSI, turn RIGHT, intercept KPT R-061 inbound to KPT.

BRNAV equipment necessary after: ❶ DMN 18.4 DME/ ❷ DMS 18.3 DME.

CHANGES: SIDs renumbered.

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3700′
MSA MNW Lctr

KIRDI ONE ECHO (KIRDI 1E)
KIRDI ONE QUEBEC (KIRDI 1Q)
RWYS 08R/L DEPARTURES
NOT AVAILABLE FOR FLIGHTS VIA BIBAG

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

❶ MAX **230 KT** until passing **DMN 6.8 DME**

❷ MAX **230 KT** until passing **DMS 5.6 DME**

MAX **250 KT** until passing **RATGI**

At **DMN 6.8 DME** or **4000′** whichever is later

At **DMS 5.6 DME** or **4000′** whichever is later

KIRDI 1Q
KIRDI 1E

120°
111°
081°
081°
4
081°
4
081°

DMN 6.8 DME
DMS 5.6 DME

MUNICH
338 MNW
N48 22.5 E011 54.8

DME
MUNICH
(116.0) DMN
N48 22.0 E011 47.6

MUNICH
400 MSW
N48 21.1 E011 54.2

DME
MUNICH
(115.0) DMS
N48 20.4 E011 46.7

RATGI
N48 14.1 E012 20.2

9.2
5000
089°

MEBEK
N48 13.9
E012 33.9

10.4
5000
096°

KIRDI
N48 12.5
E012 49.3

N
NOT TO SCALE

Initial climb clearance **FL70**

SID	RWY	ROUTING
KIRDI 1E	08R	Climb on runway track to 1900′, then via MSW to DMS 5.6 DME ❸ or 4000′, whichever is later, turn RIGHT, 111° track to RATGI, turn LEFT, 089° track to MEBEK, turn RIGHT, 096° track to KIRDI.
KIRDI 1Q	08L	Climb on runway track to 1900′, then via MNW to DMN 6.8 DME ❹ or 4000′, whichever is later, turn RIGHT, 120° track to RATGI, turn LEFT, 089° track to MEBEK, turn RIGHT, 096° track to KIRDI.

BRNAV equipment necessary after: ❸ DMS 5.6 DME/ ❹ DMN 6.8 DME.

CHANGES: None.

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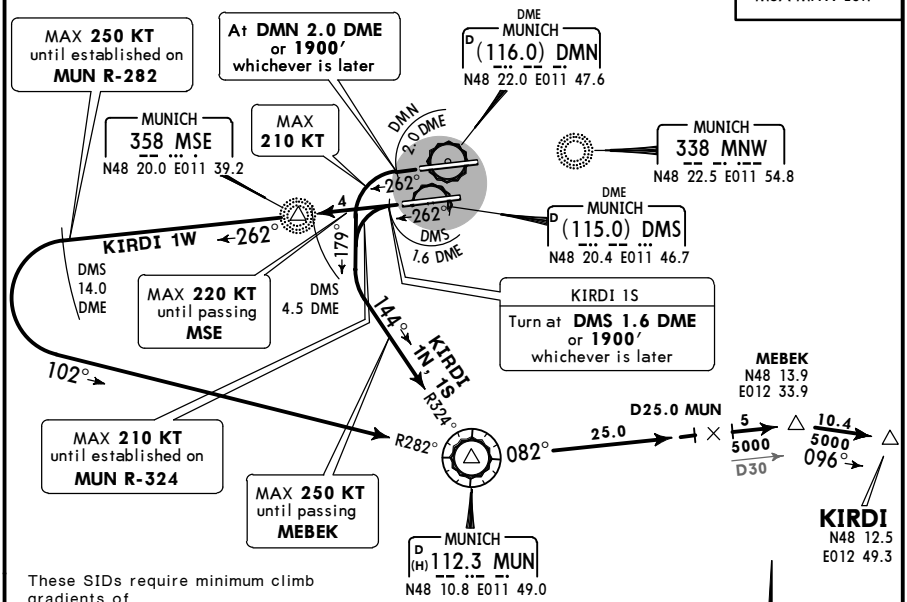
KIRDI ONE NOVEMBER (KIRDI 1N)
KIRDI ONE SIERRA (KIRDI 1S)
KIRDI ONE WHISKEY (KIRDI 1W)
RWYS 26R/L DEPARTURES
NOT AVAILABLE FOR FLIGHTS VIA BIBAG



These SIDs require minimum climb gradients of

KIRDI 1N

5.5% (335′ per NM) until passing 4200′ due to High Intensity Radio Transmission Area (HIRTA).

KIRDI 1S

6.8% (415′ per NM) until passing 4200′ due to High Intensity Radio Transmission Area (HIRTA).

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.8% V/V (fpm)	516	689	1033	1377	1722	2066

If unable to comply advise ATC.

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Initial climb clearance **FL70**

SID	RWY	ROUTING
KIRDI 1N	**26R**	Climb on runway track to DMN 2.0 DME or 1900′, whichever is later, turn LEFT, 179° track, intercept MUN R-324 inbound to MUN, turn LEFT, MUN R-082 to MEBEK ❶ turn RIGHT, 096° track to KIRDI.
KIRDI 1S ❷	**26L**	Climb on runway track to DMS 1.6 DME or 1900′, whichever is later, turn LEFT within DMS 4.5 DME, 179° track, intercept MUN R-324 inbound to MUN, turn LEFT, MUN R-082 to MEBEK ❶, turn RIGHT, 096° track to KIRDI.
KIRDI 1W		Climb on runway track to 1900′, intercept 262° bearing via MSE to DMS 14.0 DME, turn LEFT, intercept MUN R-282 inbound to MUN, turn LEFT, MUN R-082 to MEBEK ❶, turn RIGHT, 096° track to KIRDI.

❶ BRNAV equipment necessary after MEBEK.
❷ If unable to comply with speed and turn restrictions request SID KIRDI 1W.

CHANGES: None.

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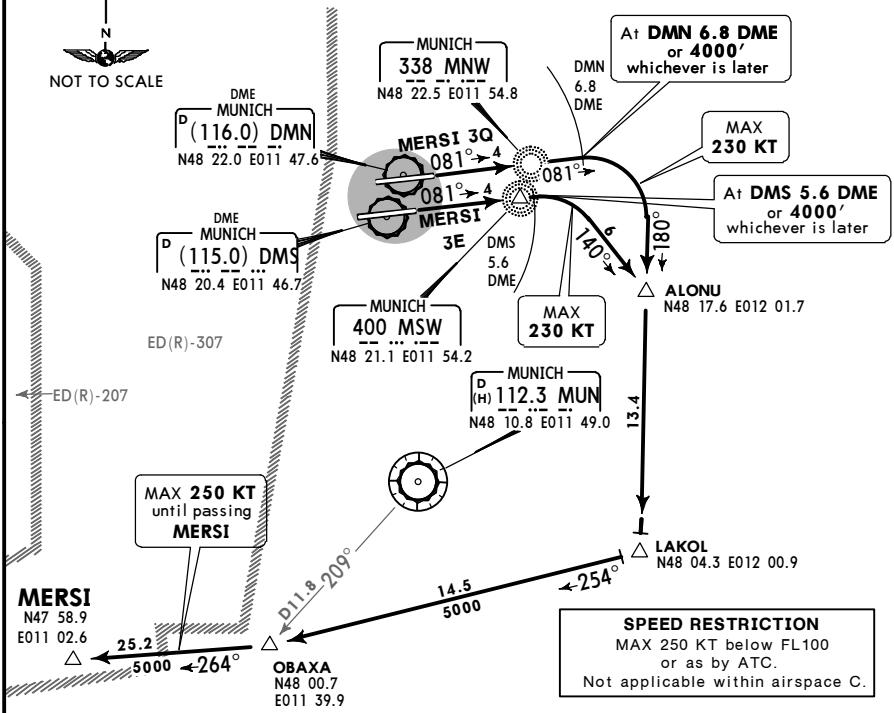
3700′
MSA MNW Lctr

MERSI THREE ECHO (MERSI 3E)
MERSI THREE QUEBEC (MERSI 3Q)
RWYS 08R/L DEPARTURES

JET ACFT ONLY
NOT AVAILABLE FOR FLIGHTS DESTINATION LSZH AND LIML/C
THESE FLIGHTS SHALL FILE KPT SIDS
NOT AVAILABLE FOR TRAFFIC PROCEEDING VIA MILKA
AT OR ABOVE REQUESTED FL245 DURING FOLLOWING TIMES:
DAILY 2330-0800LT/FRI 1700LT TO MON 0800LT/HOL
DURING THESE TIMES FILE SID ALG
DURING ACTIVATION OF ED(R)-207/307 EXPECT RE-ROUTING BY ATC



Initial climb clearance **FL70**

SID	RWY	ROUTING
MERSI 3E	**08R**	Climb on runway track to 1900′, then via MSW to DMS 5.6 DME 4000′, whichever is later, turn RIGHT, 140° track to ALONU, turn RIGHT, 180° track to LAKOL, turn RIGHT, 254° track to OBAXA, turn RIGHT, 264° track to MERSI. ❶ or
MERSI 3Q	**08L**	Climb on runway track to 1900′, then via MNW to DMN 6.8 DME 4000′, whichever is later, turn RIGHT, 180° track to LAKOL, turn RIGHT, 254° track to OBAXA, turn RIGHT, 264° track to MERSI. ❷ or

BRNAV equipment necessary after: ❶ DMS 5.6 DME/ ❷ DMN 6.8 DME.

CHANGES: SIDs renumbered.

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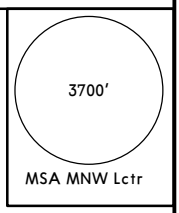
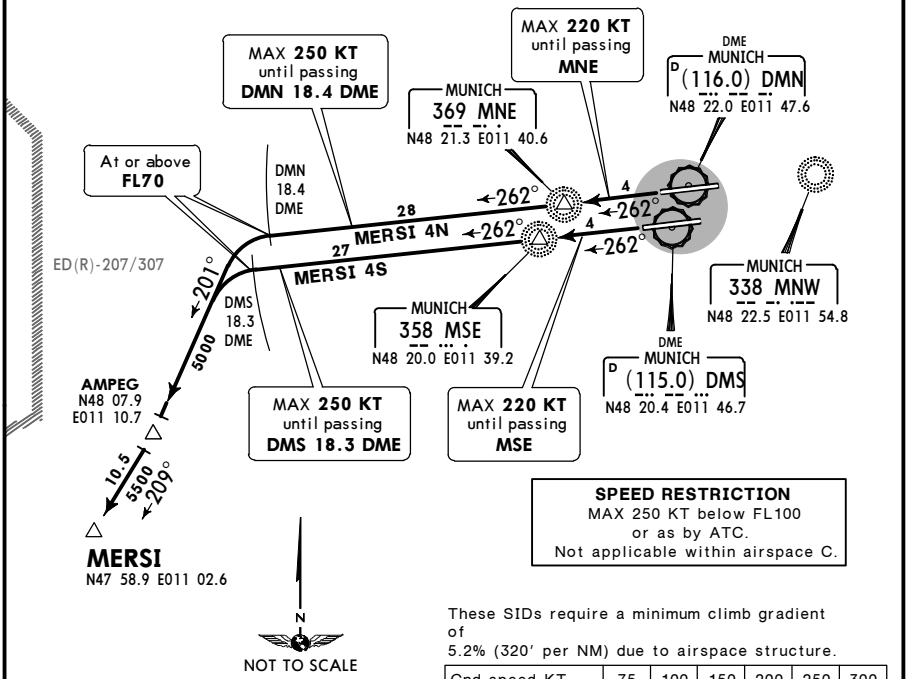
MERSI FOUR NOVEMBER (MERSI 4N)
MERSI FOUR SIERRA (MERSI 4S)
RWYS 26R/L DEPARTURES

JET ACFT ONLY
NOT AVAILABLE FOR FLIGHTS DESTINATION LSZH AND LIML/C
THESE FLIGHTS SHALL FILE KPT SIDS
NOT AVAILABLE FOR TRAFFIC PROCEEDING VIA MILKA
AT OR ABOVE REQUESTED FL245 DURING FOLLOWING TIMES:
DAILY 2330-0800LT/FRI 1700LT TO MON 0800LT/HOL
DURING THESE TIMES FILE SID ALG
DURING ACTIVATION OF ED(R)-207/307 EXPECT RE-ROUTING BY ATC





SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

These SIDs require a minimum climb gradient of
5.2% (320′ per NM) due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1316	1580

If unable to comply advise ATC.

Initial climb clearance **FL70**

SID	RWY	ROUTING
MERSI 4N	**26R**	Climb on runway track to 1900′, intercept 262° bearing via MNE to DMN 18.4 DME ❶, turn LEFT, 201° track to AMPEG, turn RIGHT, 209° track to MERSI.
MERSI 4S	**26L**	Climb on runway track to 1900′, intercept 262° bearing via MSE to DMS 18.3 DME ❷, turn LEFT, 201° track to AMPEG, turn RIGHT, 209° track to MERSI.

❶ After DMN 18.4 DME BRNAV equipment necessary.
❷ After DMS 18.3 DME BRNAV equipment necessary.

CHANGES: SIDs renumbered.

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MUNICH Radar	Apt Elev	
123.9	1487′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

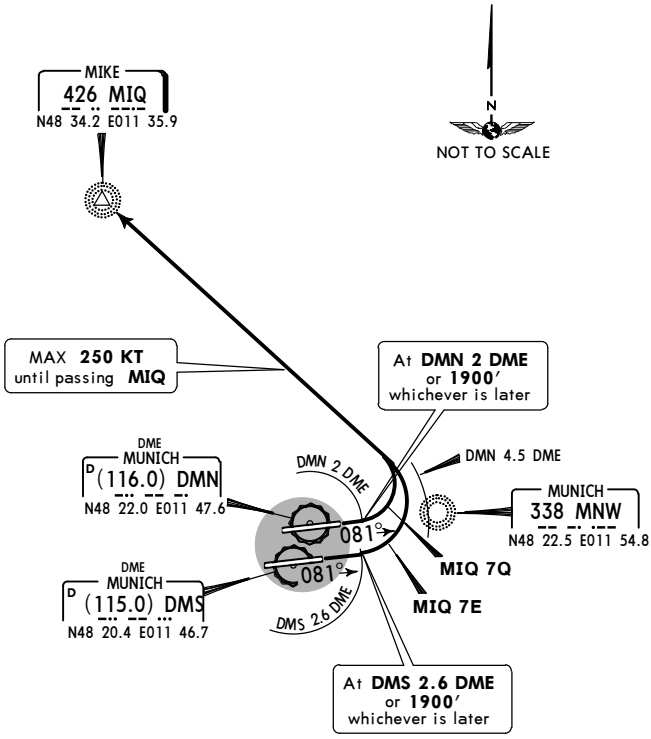
MIKE SEVEN ECHO (MIQ 7E)
MIKE SEVEN QUEBEC (MIQ 7Q)
RWYS 08R/L DEPARTURES

BY ATC

ONLY FOR NON-RNAV EQUIPPED ACFT

3700′
MSA MNW Lctr

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



Initial climb clearance **FL70**

SID	RWY	ROUTING
MIQ 7E	**08R**	Climb on runway track to DMS 2.6 DME or 1900′, whichever is later, turn LEFT to MIQ.
MIQ 7Q	**08L**	Climb on runway track to DMN 2 DME or 1900′, whichever is later, turn LEFT within DMN 4.5 DME to MIQ.

CHANGES: MSA.

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MUNICH Radar	Apt Elev	
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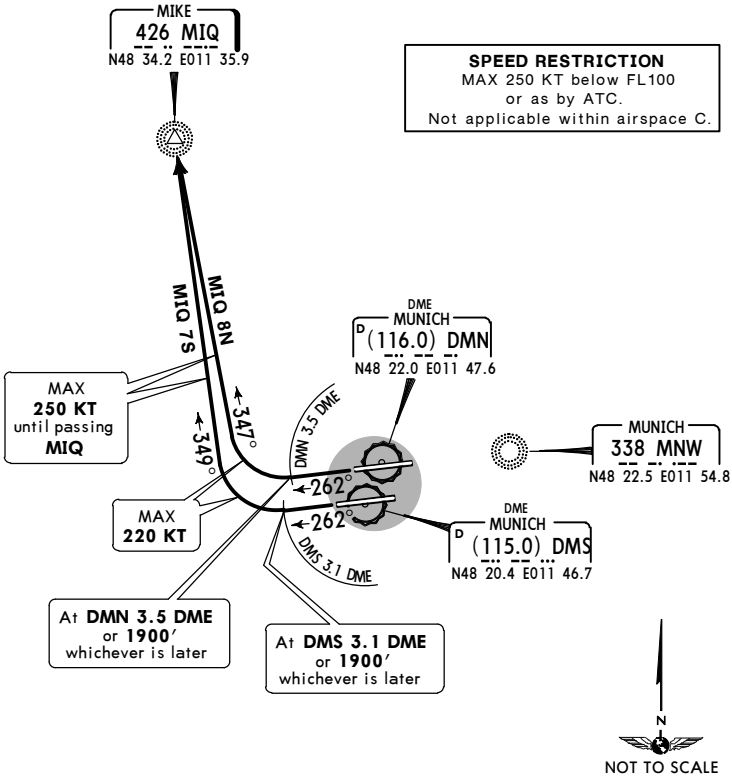
MIKE EIGHT NOVEMBER (MIQ 8N)
MIKE SEVEN SIERRA (MIQ 7S)
RWYS 26R/L DEPARTURES
BY ATC
ONLY FOR NON-RNAV EQUIPPED ACFT

3700′
MSA MNW Lctr



Initial climb clearance **FL70**

SID	RWY	ROUTING
MIQ 8N	**26R**	Climb on runway track to DMN 3.5 DME or 1900′, whichever is later, turn RIGHT, intercept 347° bearing to MIQ.
MIQ 7S	**26L**	Climb on runway track to DMS 3.1 DME or 1900′, whichever is later, turn RIGHT, intercept 349° bearing to MIQ.

CHANGES: MSA.

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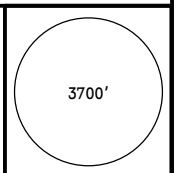
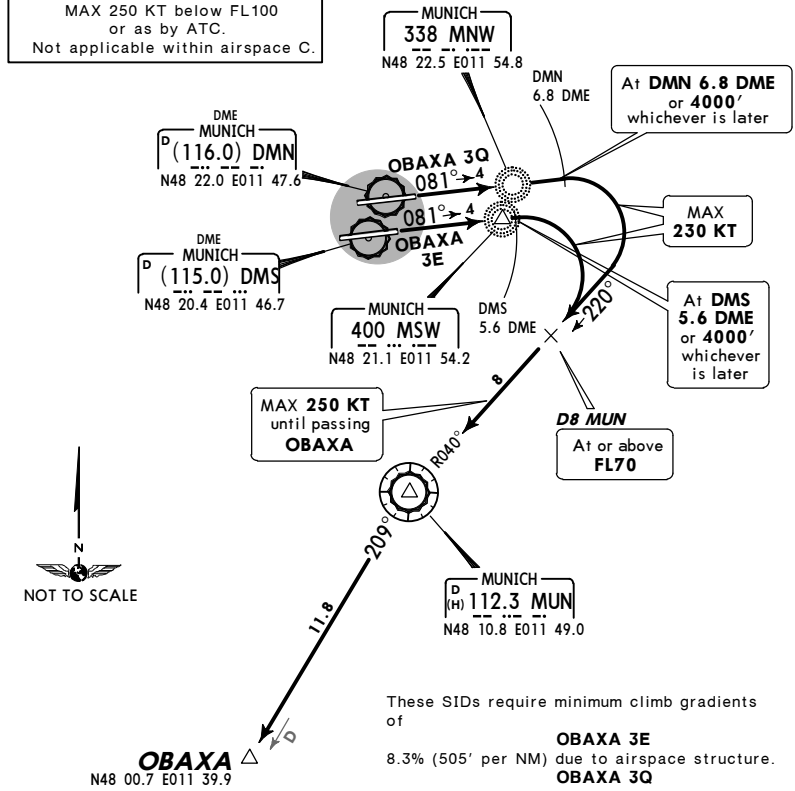
OBAXA THREE ECHO (OBAXA 3E)
OBAXA THREE QUEBEC (OBAXA 3Q)
RWYS 08R/L DEPARTURES
ONLY AVAILABLE FOR NON-JET ACFT



MSA MNW Lctr

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



These SIDs require minimum climb gradients of

OBAXA 3E
8.3% (505′ per NM) due to airspace structure.

OBAXA 3Q
6.5% (395′ per NM) due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1316	1646	1975
8.3% V/V (fpm)	630	841	1261	1681	2101	2522

If unable to comply advise ATC.

Initial climb clearance **FL70**

SID	RWY	ROUTING
OBAXA 3E	**08R**	Climb on runway track to 1900′, then via MSW to DMS 5.6 DME or 4000′, whichever is later, turn RIGHT, intercept MUN R-040 inbound to MUN, turn LEFT, MUN R-209 to OBAXA.
OBAXA 3Q	**08L**	Climb on runway track to 1900′, then via MNW to DMN 6.8 DME or 4000′, whichever is later, turn RIGHT, intercept MUN R-040 inbound to MUN, turn LEFT, MUN R-209 to OBAXA.

CHANGES: MSA.

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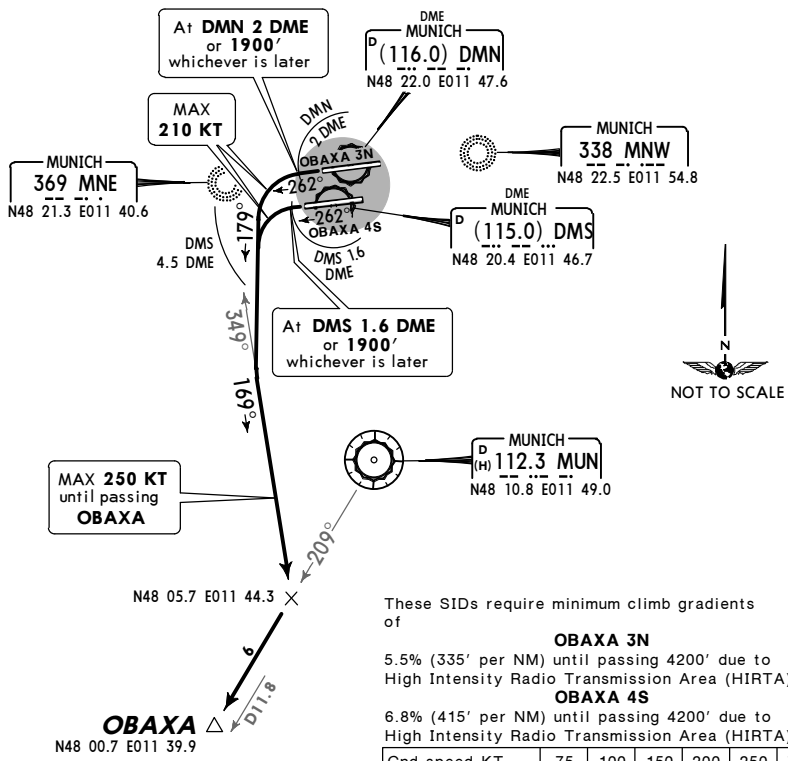
MUNICH Radar	Apt Elev	
127.95	1487′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

OBAXA THREE NOVEMBER (OBAXA 3N)
OBAXA FOUR SIERRA (OBAXA 4S)
RWYS 26R/L DEPARTURES

ONLY AVAILABLE FOR NON-JET ACFT

3700′
MSA MNW Lctr

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



These SIDs require minimum climb gradients of

OBAXA 3N

5.5% (335′ per NM) until passing 4200′ due to High Intensity Radio Transmission Area (HIRTA).

OBAXA 4S

6.8% (415′ per NM) until passing 4200′ due to High Intensity Radio Transmission Area (HIRTA).

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.8% V/V (fpm)	516	689	1033	1377	1722	2066

If unable to comply advise ATC.

Initial climb clearance **FL70**

SID	RWY	ROUTING
OBAXA 3N	**26R**	Climb on runway track to DMN 2 DME or 1900′, whichever is later, turn LEFT, 179° track, intercept 169° bearing from MNE, intercept MUN R-209 to OBAXA.
OBAXA 4S	**26L**	Climb on runway track to DMS 1.6 DME or 1900′, whichever is later, turn LEFT within DMS 4.5 DME, 179° track, intercept 169° bearing from MNE, intercept MUN R-209 to OBAXA.

CHANGES: MSA.

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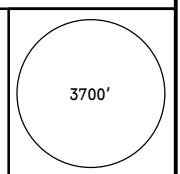
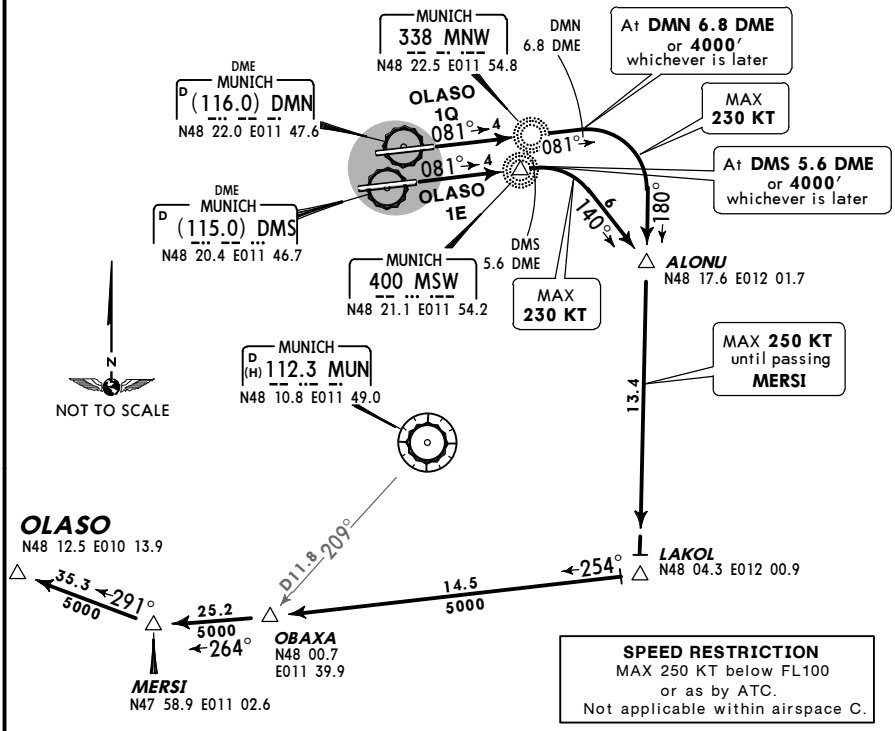
MUNICH Radar	Apt Elev	
127.95	1487′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

OLASO ONE ECHO (OLASO 1E)
OLASO ONE QUEBEC (OLASO 1Q)
RWYS 08R/L DEPARTURES

AVAILABLE
DAILY 2330-0800LT
FRI 1700LT TO MON 0800LT
& BAVARIAN HOL





Initial climb clearance **FL70**

SID	RWY	ROUTING
OLASO 1E	**08R**	Climb on runway track to 1900′, then via MSW to DMS 5.6 DME ❶ or 4000′, whichever is later, turn RIGHT, 140° track to ALONU, turn RIGHT, 180° track to LAKOL, turn RIGHT, 254° track to OBAXA, turn RIGHT, 264° track to MERSI, turn RIGHT, 291° track to OLASO.
OLASO 1Q	**08L**	Climb on runway track to 1900′, then via MNW to DMN 6.8 DME ❷ or 4000′, whichever is later, turn RIGHT, 180° track to LAKOL, turn RIGHT, 254° track to OBAXA, turn RIGHT, 264° track to MERSI, turn RIGHT, 291° track to OLASO.

BRNAV equipment necessary after: ❶ DMS 5.6 DME/ ❷ DMN 6.8 DME.

CHANGES: MSA.

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MUNICH Radar	Apt Elev	
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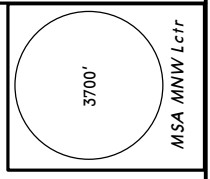
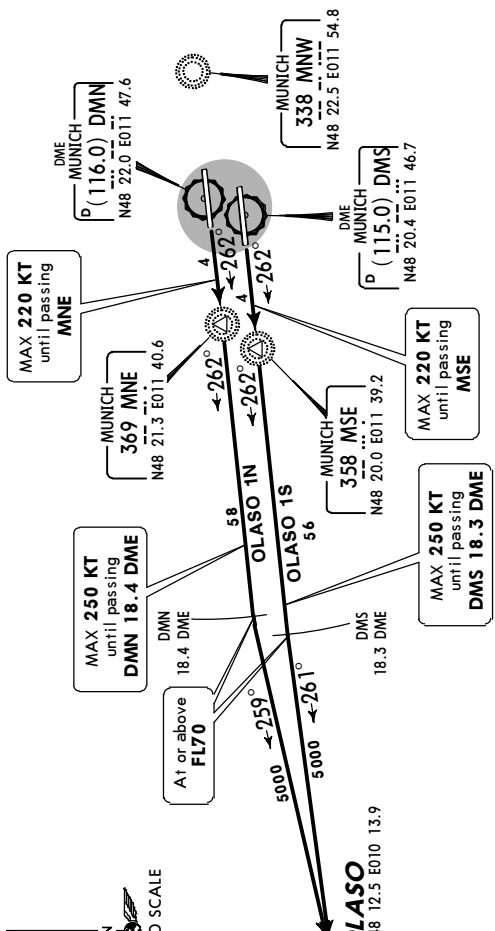
OLASO ONE NOVEMBER (OLASO 1N)
OLASO ONE SIERRA (OLASO 1S)
RWYS 26R/L DEPARTURES

AVAILABLE
DAILY 2330-0800LT
FRI 1700LT TO MON 0800LT
& BAVARIAN HOL





SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

These SIDs require a minimum climb gradient of
5.2% (320′ per NM) due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1316	1580

If unable to comply advise ATC.

Initial climb clearance **FL70**

SID	RWY	ROUTING
OLASO 1N	26R	Climb on runway track to 1900′, intercept 262° bearing via MNE to DMN 18.4 DME ❶, turn LEFT, 259° track to OLASO.
OLASO 1S	26L	Climb on runway track to 1900′, intercept 262° bearing via MSE to DMS 18.3 DME ❷, turn LEFT, 261° track to OLASO.

BRNAV equipment necessary after: ❶ DMN 18.4 DME/ ❷ DMS 18.3 DME.

CHANGES: MSA.

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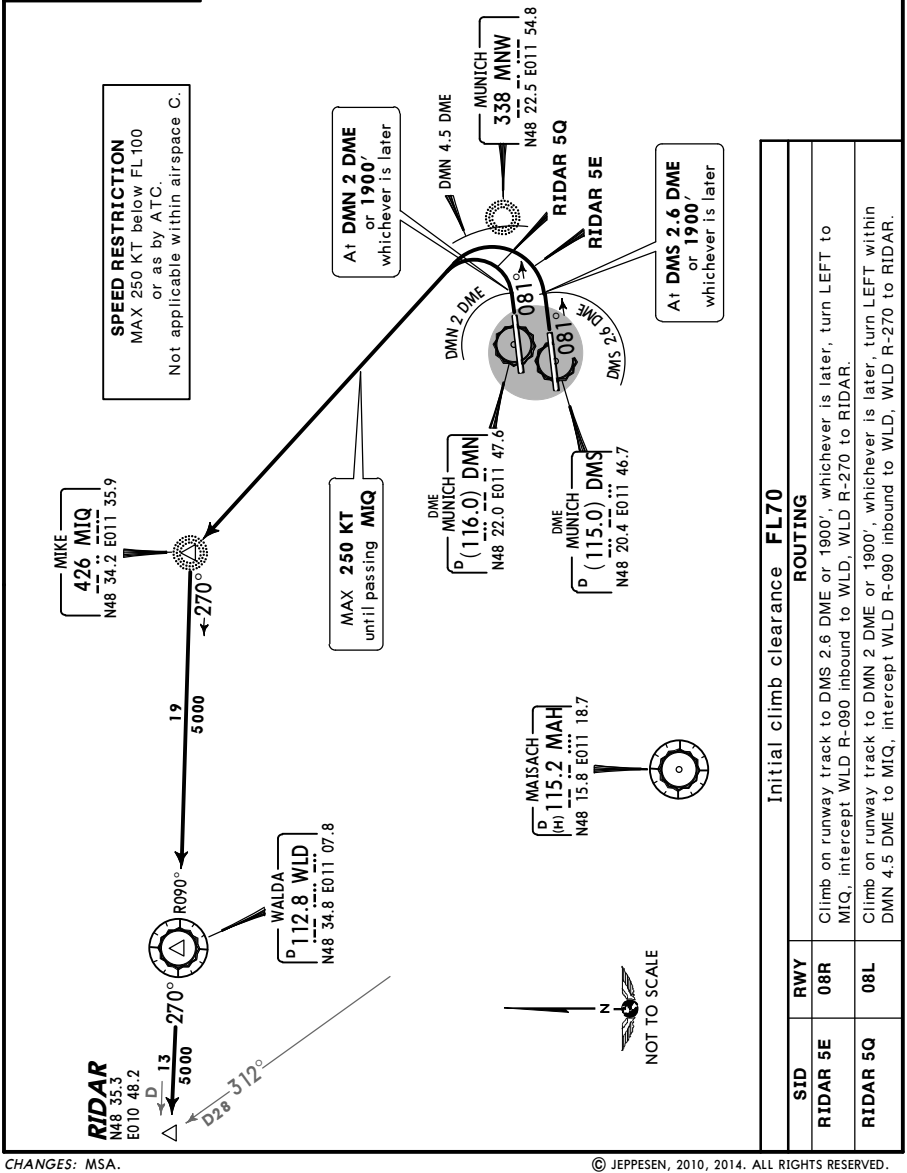
MUNICH Radar	Apt Elev	
123.9	1487′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

3700′ MSA MNW Lctr

RIDAR FIVE ECHO (RIDAR 5E)
RIDAR FIVE QUEBEC (RIDAR 5Q)
RWYS 08R/L DEPARTURES

NOT AVAILABLE FOR FLIGHTS PLANNED
VIA ELVAG - AIRWAY W-718 - DKB



Initial climb clearance **FL70**

SID	RWY	ROUTING
RIDAR 5E	08R	Climb on runway track to DMS 2.6 DME or 1900′, whichever is later, turn LEFT to MIQ, intercept WLD R-090 inbound to WLD, WLD R-270 to RIDAR.
RIDAR 5Q	08L	Climb on runway track to DMN 2 DME or 1900′, whichever is later, turn LEFT within DMN 4.5 DME to MIQ, intercept WLD R-090 inbound to WLD, WLD R-270 to RIDAR.

CHANGES: MSA.

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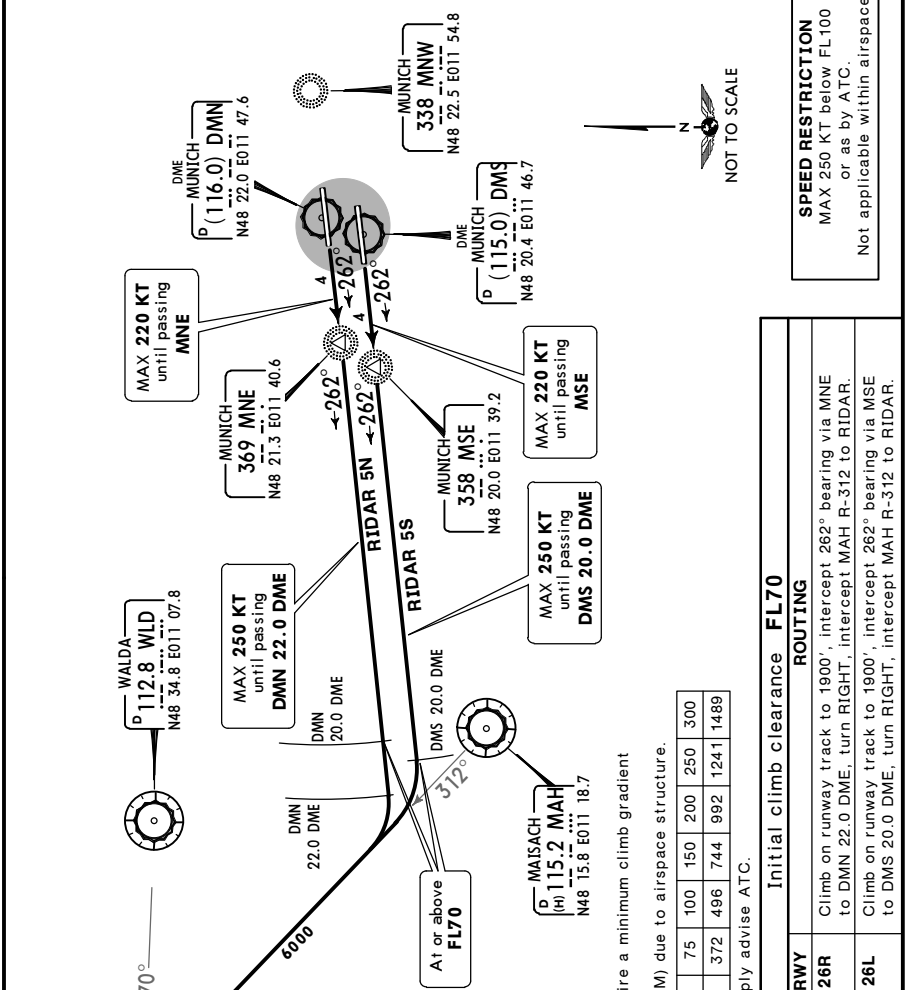
MUNICH Radar	Apt Elev	
123.9	1487′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

3700′
MSA MNW Lctr

RIDAR FIVE NOVEMBER (RIDAR 5N)
RIDAR FIVE SIERRA (RIDAR 5S)
RWYS 26R/L DEPARTURES

NOT AVAILABLE FOR FLIGHTS PLANNED VIA ELVAG - AIRWAY W-718 - DKB



These SIDs require a minimum climb gradient of 4.9% (300′ per NM) due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.9% V/V (fpm)	372	496	744	992	1241	1489

If unable to comply advise ATC.

Initial climb clearance **FL70**

SID	RWY	ROUTING
RIDAR 5N	26R	Climb on runway track to 1900′, intercept 262° bearing via MNE to DMN 22.0 DME, turn RIGHT, intercept MAH R-312 to RIDAR.
RIDAR 5S	26L	Climb on runway track to 1900′, intercept 262° bearing via MSE to DMS 20.0 DME, turn RIGHT, intercept MAH R-312 to RIDAR.

CHANGES: MSA.

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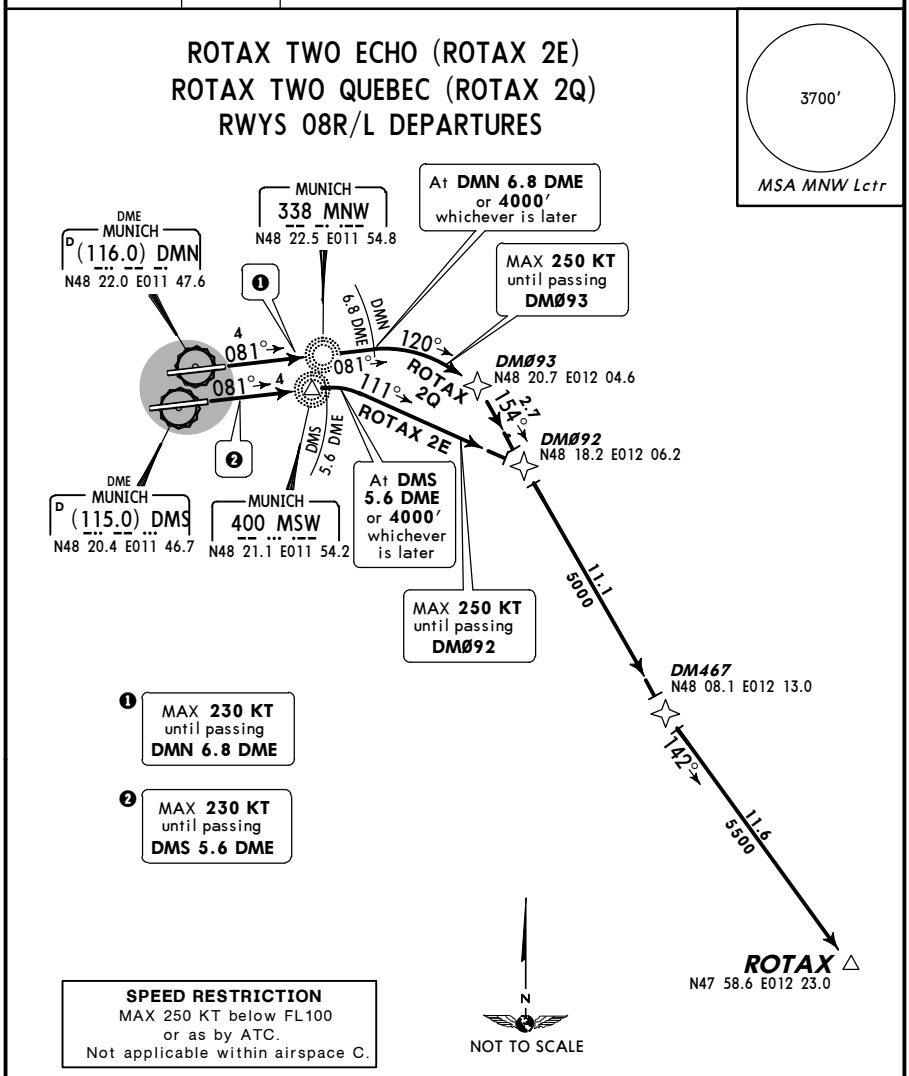

Initial climb clearance **FL70**

SID	RWY	ROUTING
ROTAX 2E	**08R**	Climb on runway track to 1900′, then via MSW to DMS 5.6 DME 4000′, whichever is later, turn RIGHT, 111° track to DM092, turn RIGHT, 154° track to DM467, turn LEFT, 142° track to ROTAX. ❸ or
ROTAX 2Q	**08L**	Climb on runway track to 1900′, then via MNW to DMN 6.8 DME 4000′, whichever is later, turn RIGHT, 120° track to DM093, turn RIGHT, 154° track to DM467, turn LEFT, 142° track to ROTAX. ❹ or

❸ After DMS 5.6 DME BRNAV equipment necessary.
❹ After DMN 6.8 DME BRNAV equipment necessary.

CHANGES: MSA.

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MUNICH Radar	Apt Elev	
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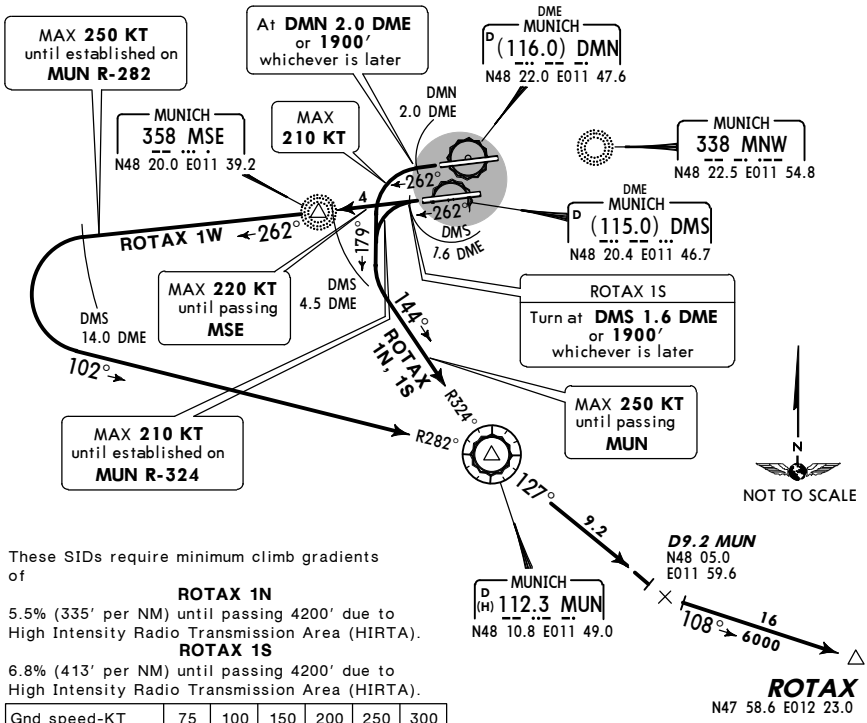
ROTAX ONE NOVEMBER (ROTAX 1N)
ROTAX ONE SIERRA (ROTAX 1S)
ROTAX ONE WHISKEY (ROTAX 1W)
RWYS 26R/L DEPARTURES



These SIDs require minimum climb gradients of

ROTAX 1N

5.5% (335′ per NM) until passing 4200′ due to High Intensity Radio Transmission Area (HIRTA).

ROTAX 1S

6.8% (413′ per NM) until passing 4200′ due to High Intensity Radio Transmission Area (HIRTA).

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.8% V/V (fpm)	516	689	1033	1377	1722	2066

If unable to comply advise ATC.

SPEED RESTRICTION
MAX 250 KT below FL100 or as by ATC.
Not applicable within airspace C.

Initial climb clearance **FL70**

SID	RWY	ROUTING
ROTAX 1N	**26R**	Climb on runway track to DMN 2.0 DME or 1900′, whichever is later, turn LEFT, 179° track, intercept MUN R-324 inbound to MUN, turn LEFT, MUN R-127 to D9.2 MUN ❷, turn LEFT, 108° track to ROTAX.
ROTAX 1S ❶	**26L**	Climb on runway track to DMS 1.6 DME or 1900′, whichever is later, turn LEFT within DMS 4.5 DME, 179° track, intercept MUN R-324 inbound to MUN, turn LEFT, MUN R-127 to D9.2 MUN ❷, turn LEFT, 108° track to ROTAX.
ROTAX 1W		Climb on runway track to 1900′, intercept 262° bearing via MSE to DMS 14.0 DME, turn LEFT, intercept MUN R-282 inbound to MUN, turn RIGHT, MUN R-127 to D9.2 MUN ❷, turn LEFT, 108° track to ROTAX.

❶ If unable to comply with speed and turn restrictions request SID ROTAX 1W.
❷ After D9.2 MUN BRNAV equipment necessary.

CHANGES: MSA.

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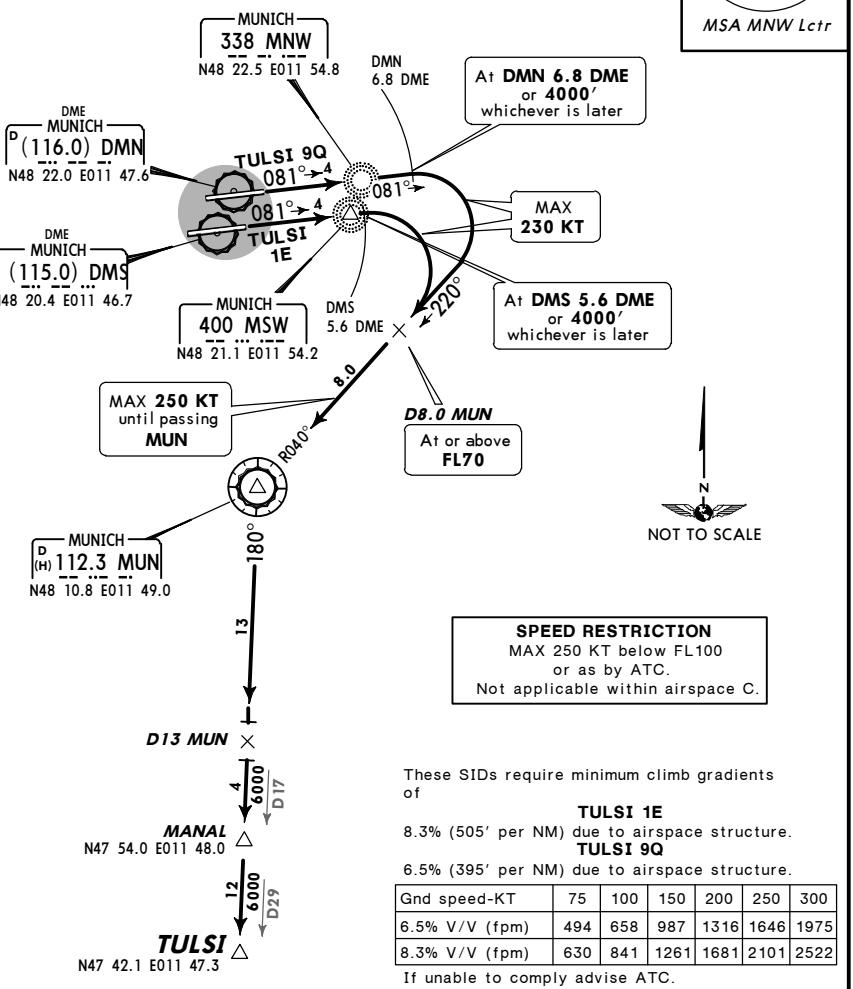
TULSI ONE ECHO (TULSI 1E)
TULSI NINE QUEBEC (TULSI 9Q)
RWYS 08R/L DEPARTURES
NOT TO BE FILED IN FLIGHT PLAN



These SIDs require minimum climb gradients of

TULSI 1E

8.3% (505′ per NM) due to airspace structure.

TULSI 9Q

6.5% (395′ per NM) due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1316	1646	1975
8.3% V/V (fpm)	630	841	1261	1681	2101	2522

If unable to comply advise ATC.

Initial climb clearance **FL70**

SID	RWY	ROUTING
TULSI 1E	**08R**	Climb on runway track to 1900′, then via MSW to DMS 5.6 DME or 4000′, whichever is later, turn RIGHT, intercept MUN R-040 inbound to MUN, turn LEFT, MUN R-180 via MANAL to TULSI.
TULSI 9Q	**08L**	Climb on runway track to 1900′, then via MNW to DMN 6.8 DME or 4000′, whichever is later, turn RIGHT, intercept MUN R-040 inbound to MUN, turn LEFT, MUN R-180 via MANAL to TULSI.

CHANGES: MSA.

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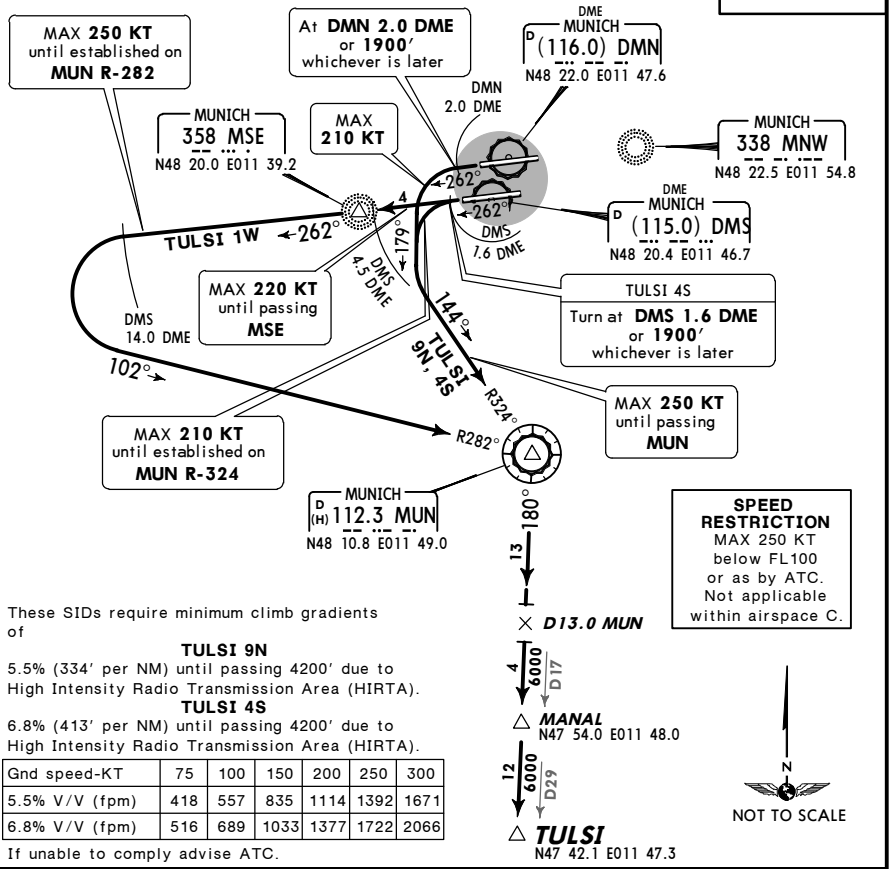
TULSI NINE NOVEMBER (TULSI 9N)
TULSI FOUR SIERRA (TULSI 4S)
TULSI ONE WHISKEY (TULSI 1W)
RWYS 26R/L DEPARTURES

NOT TO BE FILED IN FLIGHT PLAN



SPEED RESTRICTION
MAX 250 KT below FL100 or as by ATC. Not applicable within airspace C.

These SIDs require minimum climb gradients of

TULSI 9N
5.5% (334′ per NM) until passing 4200′ due to High Intensity Radio Transmission Area (HIRTA).

TULSI 4S
6.8% (413′ per NM) until passing 4200′ due to High Intensity Radio Transmission Area (HIRTA).

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.8% V/V (fpm)	516	689	1033	1377	1722	2066

If unable to comply advise ATC.

Initial climb clearance **FL70**

SID	RWY	ROUTING
TULSI 9N	**26R**	Climb on runway track to DMN 2.0 DME or 1900′, whichever is later, turn LEFT, 179° track, intercept MUN R-324 inbound to MUN, turn RIGHT, MUN R-180 via MANAL to TULSI.
TULSI 4S ❶	**26L**	Climb on runway track to DMS 1.6 DME or 1900′, whichever is later, turn LEFT within DMS 4.5 DME, 179° track, intercept MUN R-324 inbound to MUN, turn RIGHT, MUN R-180 via MANAL to TULSI.
TULSI 1W		Climb on runway track to 1900′, intercept 262° bearing via MSE to DMS 14.0 DME, turn LEFT, intercept MUN R-282 inbound to MUN, turn RIGHT, MUN R-180 via MANAL to TULSI.

❶ If unable to comply with speed and turn restrictions request SID TULSI 1W.

CHANGES: MSA.

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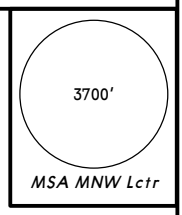
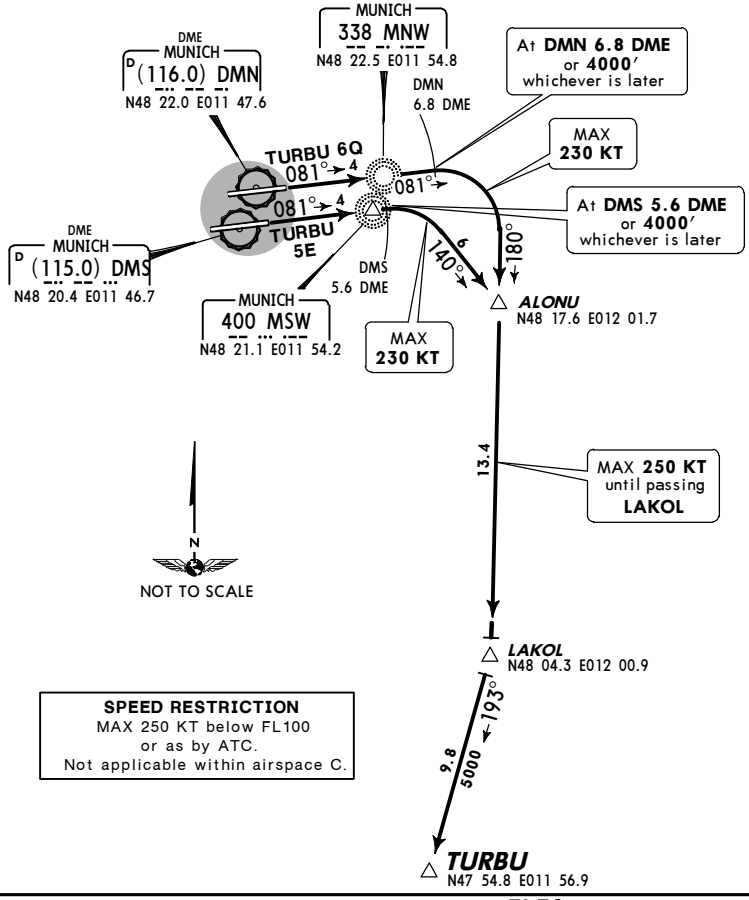
MUNICH Radar	*Apt Elev*	
127.95	1487′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

TURBU FIVE ECHO (TURBU 5E)
TURBU SIX QUEBEC (TURBU 6Q)
RWYS 08R/L DEPARTURES

ONLY AVAILABLE FOR JET ACFT

NON-JET ACFT SHALL FILE OBAXA OR ROTAX SIDS INSTEAD





SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Initial climb clearance **FL70**

SID	RWY	ROUTING
TURBU 5E	**08R**	Climb on runway track to 1900′, then via MSW to DMS 5.6 DME ❶ or 4000′, whichever is later, turn RIGHT, 140° track to ALONU, turn RIGHT, 180° track to LAKOL, turn RIGHT, 193° track to TURBU.
TURBU 6Q	**08L**	Climb on runway track to 1900′, then via MNW to DMN 6.8 DME ❷ or 4000′, whichever is later, turn RIGHT, 180° track to LAKOL, turn RIGHT, 193° track to TURBU.

❶ After DMS 5.6 DME BRNAV equipment necessary.
❷ After DMN 6.8 DME BRNAV equipment necessary.

CHANGES: MSA.

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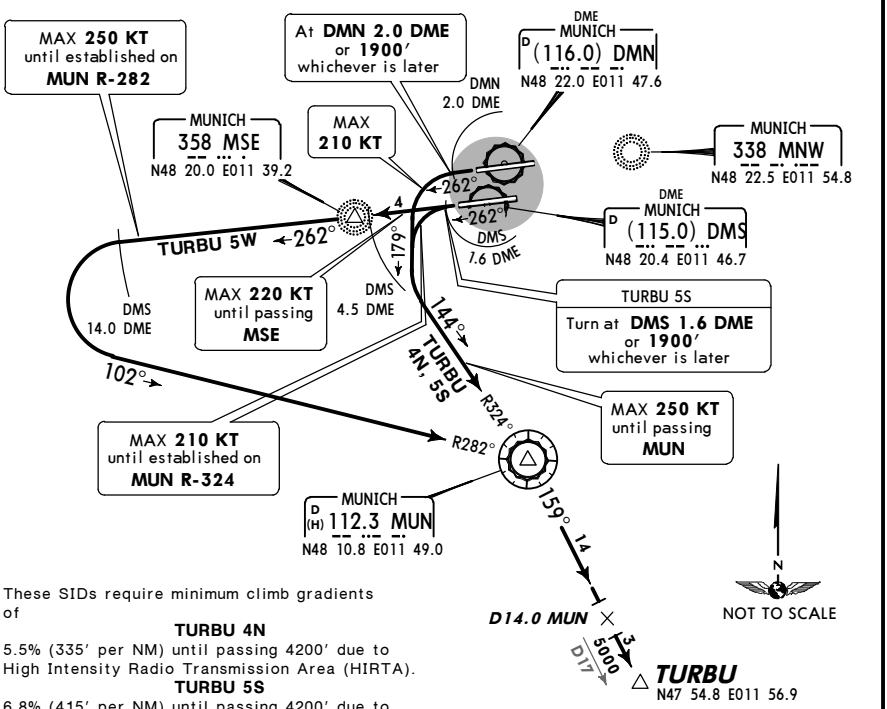
MUNICH Radar	Apt Elev	
127.95	1487′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

TURBU FOUR NOVEMBER (TURBU 4N)
TURBU FIVE SIERRA (TURBU 5S)
TURBU FIVE WHISKEY (TURBU 5W)
RWYS 26R/L DEPARTURES

ONLY AVAILABLE FOR JET ACFT

NON-JET ACFT SHALL FILE OBAXA OR ROTAX SIDS INSTEAD



These SIDs require minimum climb gradients of

TURBU 4N

5.5% (335′ per NM) until passing 4200′ due to High Intensity Radio Transmission Area (HIRTA).

TURBU 5S

6.8% (415′ per NM) until passing 4200′ due to High Intensity Radio Transmission Area (HIRTA).

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.8% V/V (fpm)	516	689	1033	1377	1722	2066

If unable to comply advise ATC.

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Initial climb clearance **FL70**

SID	RWY	ROUTING
TURBU 4N	**26R**	Climb on runway track to DMN 2.0 DME or 1900′, whichever is later, turn LEFT, 179° track, intercept MUN R-324 inbound to MUN, turn RIGHT, MUN R-159 to TURBU.
TURBU 5S ❶	**26L**	Climb on runway track to DMS 1.6 DME or 1900′, whichever is later, turn LEFT within DMS 4.5 DME, 179° track, intercept MUN R-324 inbound to MUN, turn RIGHT, MUN R-159 to TURBU.
TURBU 5W		Climb on runway track to 1900′, intercept 262° bearing via MSE to DMS 14.0 DME, turn LEFT, intercept MUN R-282 inbound to MUN, turn RIGHT, MUN R-159 to TURBU.

❶ If unable to comply with speed and turn restrictions request SID TURBU 5W.

CHANGES: MSA.

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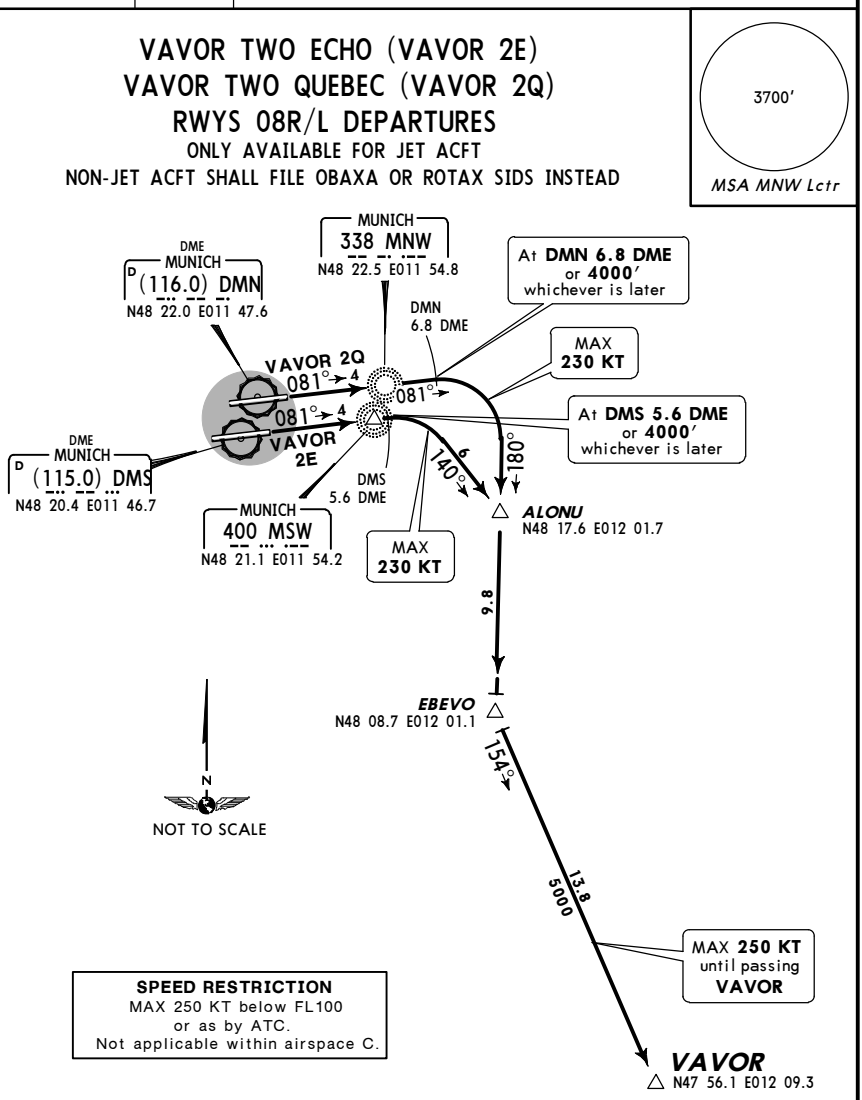
MUNICH Radar	*Apt Elev*	
127.95	1487′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings . Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

VAVOR TWO ECHO (VAVOR 2E)
VAVOR TWO QUEBEC (VAVOR 2Q)
RWYS 08R/L DEPARTURES

ONLY AVAILABLE FOR JET ACFT

NON-JET ACFT SHALL FILE OBAXA OR ROTAX SIDS INSTEAD



Initial climb clearance **FL70**

SID	RWY	ROUTING
VAVOR 2E	**08R**	Climb on runway track to 1900′, then via MSW to DMS 5.6 DME 4000′, whichever is later, turn RIGHT, 140° track to ALONU, turn RIGHT, 180° track to EBEVO, turn LEFT, 154° track to VAVOR. ❶ or
VAVOR 2Q	**08L**	Climb on runway track to 1900′, then via MNW to DMN 6.8 DME 4000′, whichever is later, turn RIGHT, 180° track to EBEVO, turn LEFT, 154° track to VAVOR. ❷ or

BRNAV equipment necessary after: ❶ DMS 5.6 DME/ ❷ DMN 6.8 DME.

CHANGES: MSA.

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MUNICH Radar	Apt Elev	
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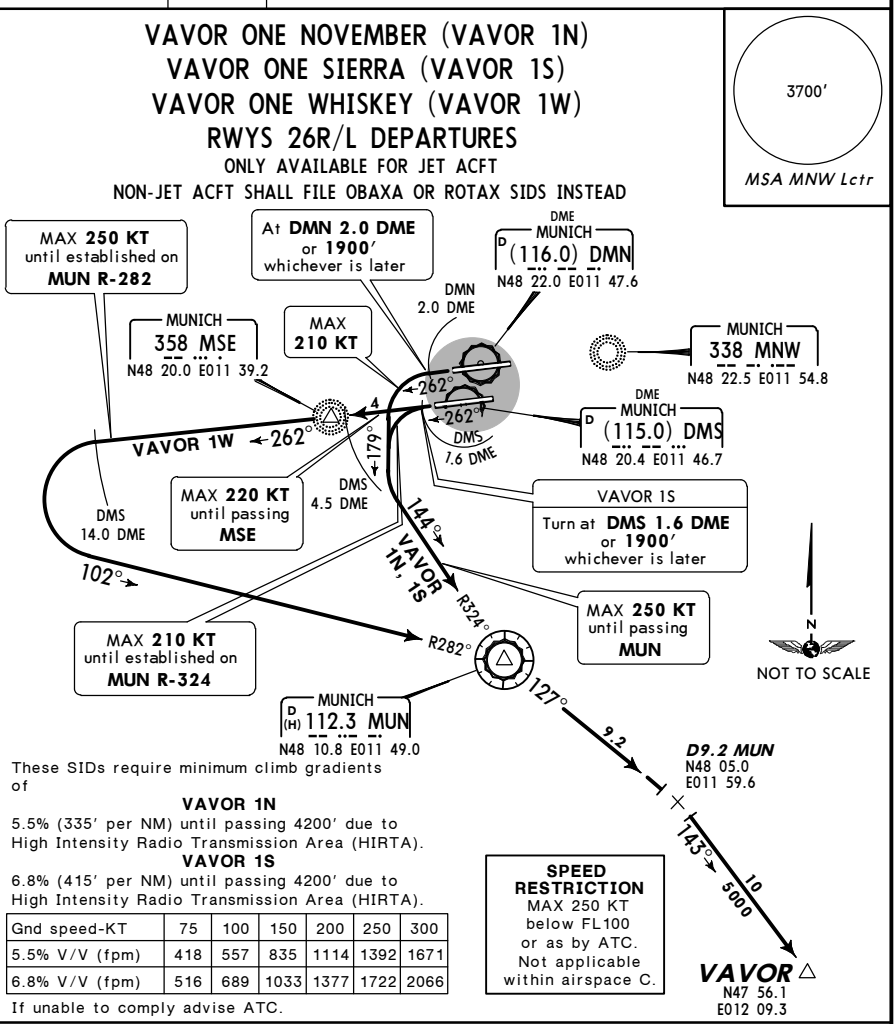
VAVOR ONE NOVEMBER (VAVOR 1N)
VAVOR ONE SIERRA (VAVOR 1S)
VAVOR ONE WHISKEY (VAVOR 1W)
RWYS 26R/L DEPARTURES

ONLY AVAILABLE FOR JET ACFT

NON-JET ACFT SHALL FILE OBAXA OR ROTAX SIDS INSTEAD



These SIDs require minimum climb gradients of

VAVOR 1N

5.5% (335′ per NM) until passing 4200′ due to High Intensity Radio Transmission Area (HIRTA).

VAVOR 1S

6.8% (415′ per NM) until passing 4200′ due to High Intensity Radio Transmission Area (HIRTA).

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.8% V/V (fpm)	516	689	1033	1377	1722	2066

If unable to comply advise ATC.

SPEED RESTRICTION
MAX 250 KT below FL100 or as by ATC. Not applicable within airspace C.

Initial climb clearance **FL70**

SID	RWY	ROUTING
VAVOR 1N	**26R**	Climb on runway track to DMN 2.0 DME or 1900′, whichever is later, turn LEFT, 179° track, intercept MUN R-324 inbound to MUN, turn LEFT, MUN R-127 to D9.2 MUN ❷, turn RIGHT, 143° track to VAVOR.
VAVOR 1S ❶	**26L**	Climb on runway track to DMS 1.6 DME or 1900′, whichever is later, turn LEFT within DMS 4.5 DME, 179° track, intercept MUN R-324 inbound to MUN, turn LEFT, MUN R-127 to D9.2 MUN ❷, turn RIGHT, 143° track to VAVOR.
VAVOR 1W		Climb on runway track to 1900′, intercept 262° bearing via MSE to DMS 14.0 DME, turn LEFT, intercept MUN R-282 inbound to MUN, turn RIGHT, MUN R-127 to D9.2 MUN ❷, turn RIGHT, 143° track to VAVOR.

❶ If unable to comply with speed and turn restrictions request SID VAVOR 1W.
❷ After passing D9.2 MUN BRNAV equipment necessary.

CHANGES: MSA.

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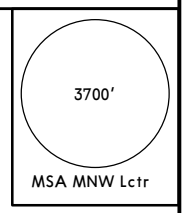
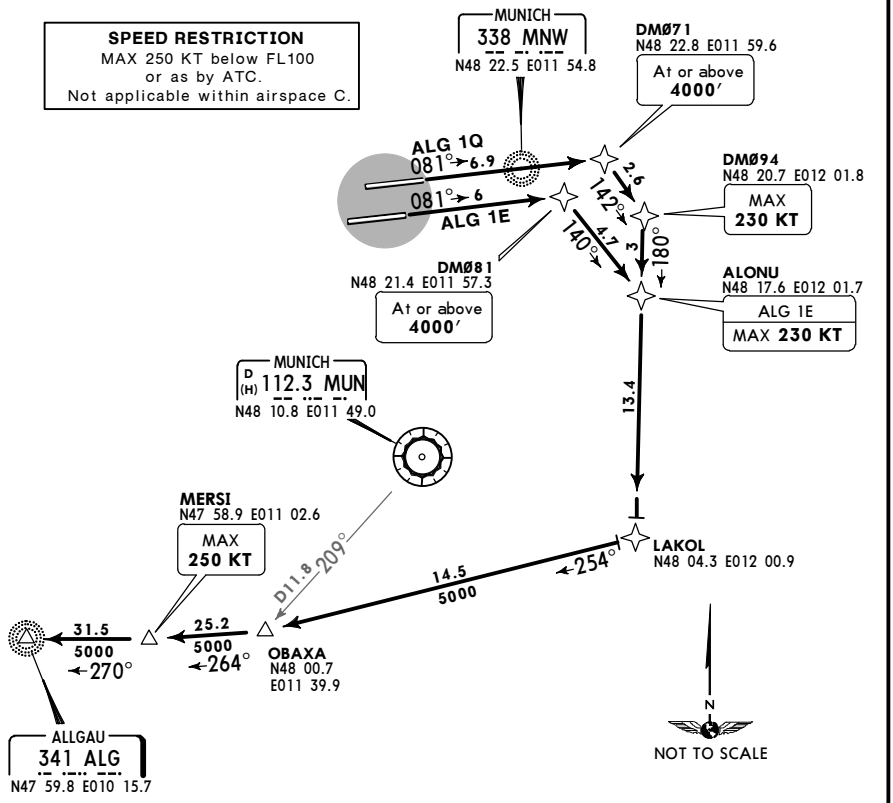
MUNICH Radar	Apt Elev	
127.95	1487′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

ALGAU ONE ECHO (ALG 1E)
ALGAU ONE QUEBEC (ALG 1Q)
RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3H)

JET ACFT ONLY
AVAILABLE FOR FLIGHTS DESTINATION EDJA AT OR BELOW FL90
MANDATORY FOR TRAFFIC PROCEEDING VIA MILKA
AT OR ABOVE REQUESTED FL245 DURING FOLLOWING TIMES
DAILY 2330-0800LT
FRI 1700LT TO MON 0800LT
HOL
OUTSIDE THESE TIMES FILE SID MERSI - AIRWAY Y-110





Initial climb clearance **FL70**

SID	RWY	ROUTING
ALG 1E	**08R**	(1900′+) - DM081 (4000′+) - ALONU (K230-) - LAKOL - OBAXA - MERSI (K250-) - ALG.
ALG 1Q	**08L**	(1900′+) - DM071 (4000′+) - DM094 (K230-) - LAKOL - OBAXA - MERSI (K250-) - ALG.

CHANGES: SIDs renamed.

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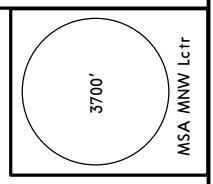
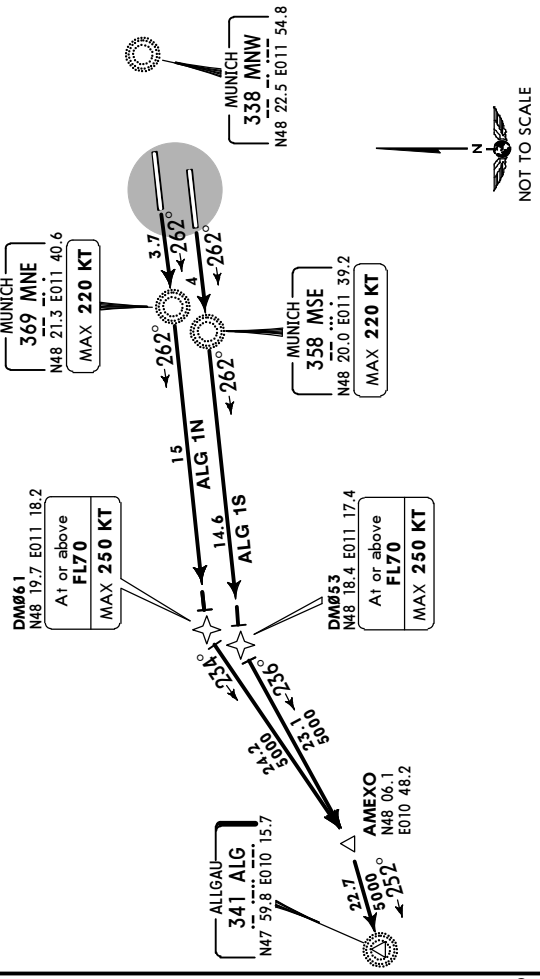
MUNICH Radar	Apt Elev	
127.95	1487′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

ALGAU ONE NOVEMBER (ALG 1N)
ALGAU ONE SIERRA (ALG 1S)
RWYS 26R/L RNAV DEPARTURES (OVERLAY 10-3J)

JET ACFT ONLY
AVAILABLE FOR FLIGHTS DESTINATION EDJA AT OR BELOW FL90
MANDATORY FOR TRAFFIC PROCEEDING VIA MILKA
AT OR ABOVE REQUESTED FL245 DURING FOLLOWING TIMES
DAILY 2330-0800LT
FRI 1700LT TO MON 0800LT
HOL
OUTSIDE THESE TIMES FILE SID MERSI - AIRWAY Y-110





SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

These SIDs require a minimum climb gradient of
5.2% (316′ per NM) due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1316	1580

If unable to comply advise ATC.

Initial climb clearance **FL70**

SID	RWY	ROUTING
ALG 1N	26R	(1900′+) - MNE (K220-) - DM061 (FL70+; K250-) - AMEXO - ALG.
ALG 1S	26L	(1900′+) - MSE (K220-) - DM053 (FL70+; K250-) - AMEXO - ALG.

CHANGES: SIDs renamed.

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MUNICH Radar	Apt Elev	
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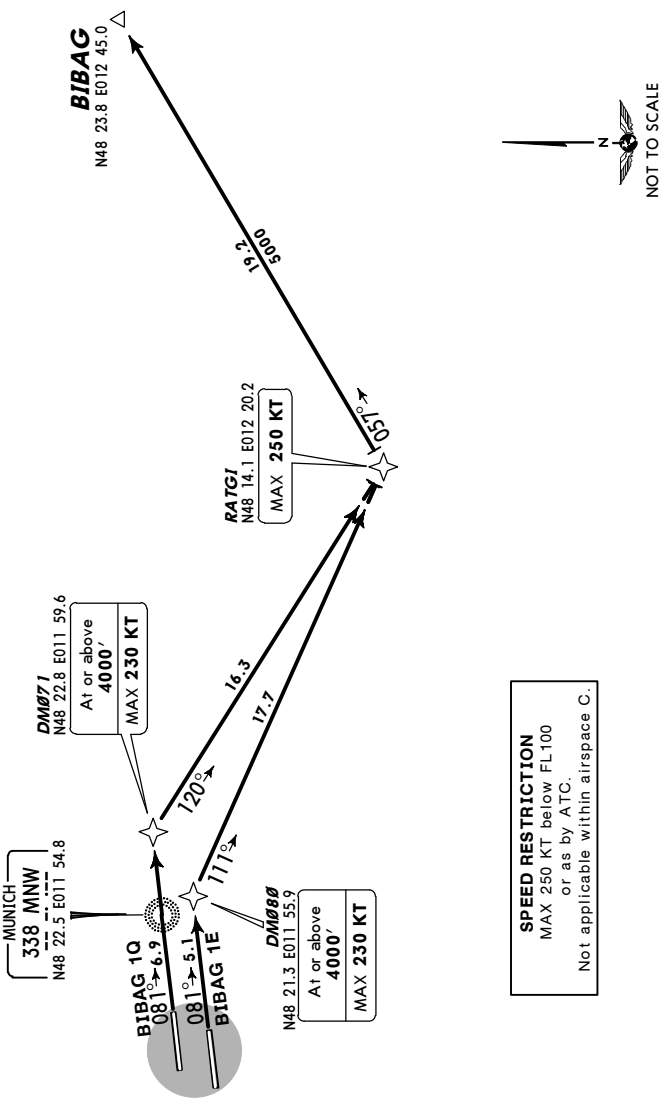
3700′ MSA MNW Lctr

BIBAG ONE ECHO (BIBAG 1E) *[BIBA1E]*
BIBAG ONE QUEBEC (BIBAG 1Q) *[BIBA1Q]*
RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3K)
NOT AVAILABLE FOR FLIGHTS VIA AIRWAYS (U)L-605, Q-104 & Q-118



Initial climb clearance **FL70**

SID	RWY	ROUTING
BIBAG 1E	08R	(1900′+) - DM080 (4000′+; K230-) - RATGI (K250-) - BIBAG.
BIBAG 1Q	08L	(1900′+) - DM071 (4000′+; K230-) - RATGI (K250-) - BIBAG.

CHANGES: MSA.

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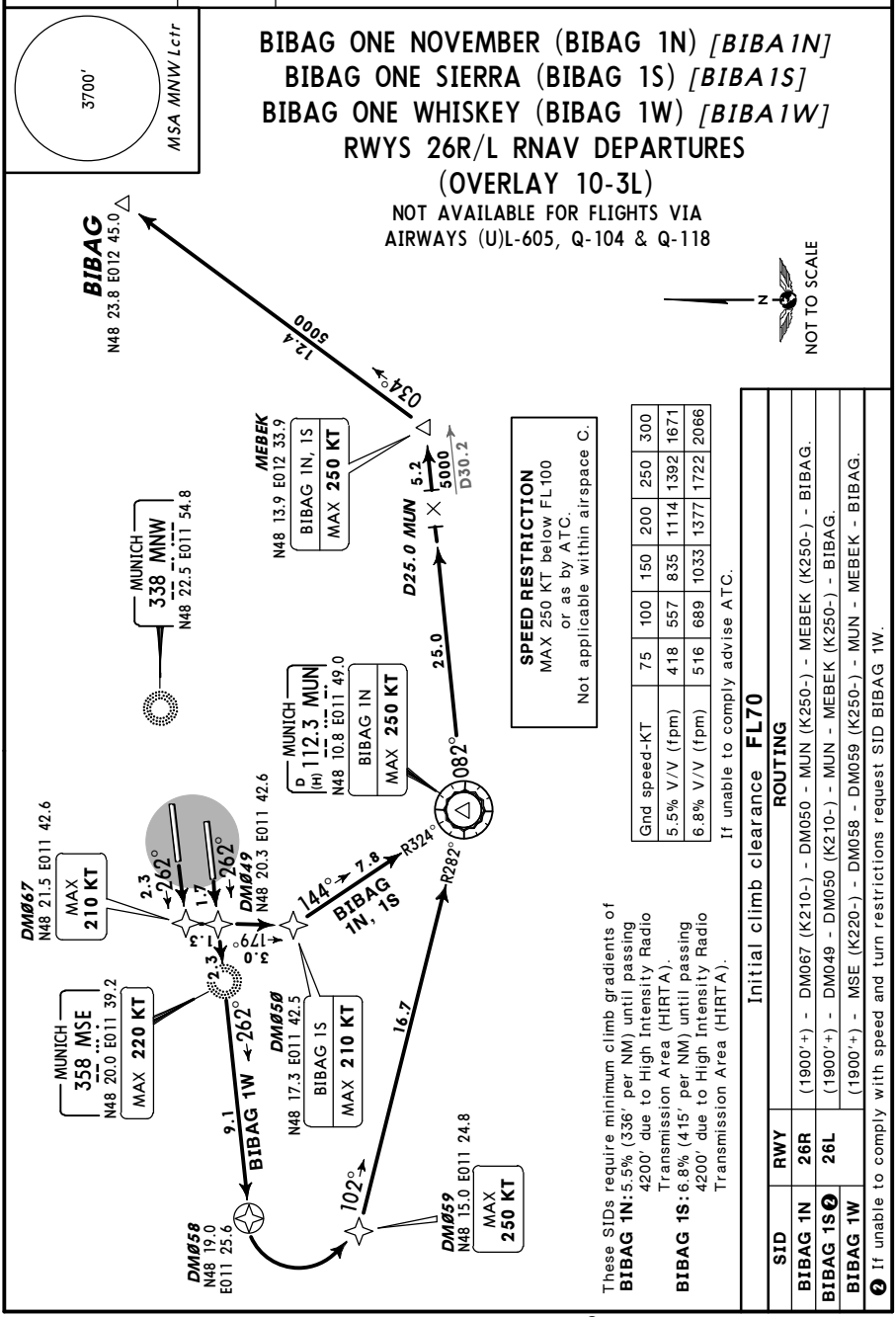
127.95	1487′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

BIBAG ONE NOVEMBER (BIBAG 1N) *[BIBA1N]*
BIBAG ONE SIERRA (BIBAG 1S) *[BIBA1S]*
BIBAG ONE WHISKEY (BIBAG 1W) *[BIBA1W]*
RWYS 26R/L RNAV DEPARTURES
(OVERLAY 10-3L)

NOT AVAILABLE FOR FLIGHTS VIA
AIRWAYS (U)L-605, Q-104 & Q-118



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.8% V/V (fpm)	516	689	1033	1377	1722	2066

If unable to comply advise ATC.

These SIDs require minimum climb gradients of
BIBAG 1N: 5.5% (336′ per NM) until passing 4200′ due to High Intensity Radio Transmission Area (HIRTA).
BIBAG 1S: 6.8% (415′ per NM) until passing 4200′ due to High Intensity Radio Transmission Area (HIRTA).

Initial climb clearance **FL70**

SID	RWY	ROUTING
BIBAG 1N	26R	(1900′+) - DM067 (K210-) - DM050 - MUN (K250-) - MEBEK (K250-) - BIBAG.
BIBAG 1S ❷	26L	(1900′+) - DM049 - DM050 (K210-) - MUN - MEBEK (K250-) - BIBAG.
BIBAG 1W		(1900′+) - MSE (K220-) - DM058 - DM059 (K250-) - MUN - MEBEK - BIBAG.

❷ If unable to comply with speed and turn restrictions request SID BIBAG 1W.

CHANGES: MSA.

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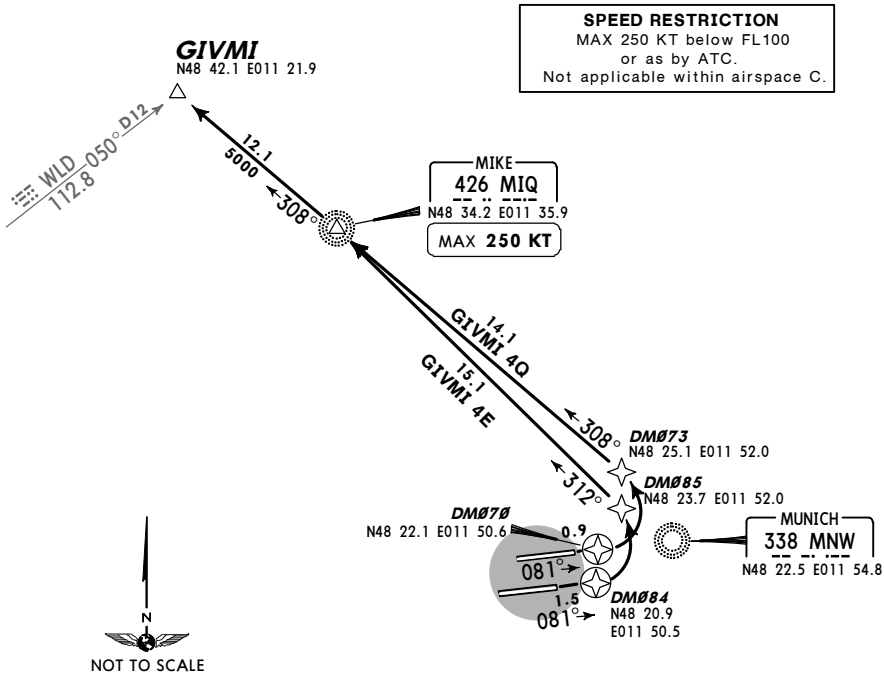
MUNICH Radar	Apt Elev	
123.9	1487′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

GIVMI FOUR ECHO (GIVMI 4E) *[GIVM4E]*
GIVMI FOUR QUEBEC (GIVMI 4Q) *[GIVM4Q]*
RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3M)

JET ACFT ONLY (EXCEPT FLIGHTS ACCORDING
REMARKS OF AIRWAY T-161)
MANDATORY FOR FLIGHTS
VIA AIRWAY Y-101 - INBED - AIRWAYS (U)L-610
(CLIMB PROFILE RESTRICTION WITHIN Y-101 -
REFER TO ENROUTE/ENROUTE DATA EUROPE -
AIRWAY RESTRICTIONS - EUROPE LOWER AND UPPER AIRSPACE)
OR VIA AIRWAY Y-101 - ERNAS - AIRWAY T-161

3700′
MSA MNW Lctr



Initial climb clearance **FL70**

SID	RWY	ROUTING
GIVMI 4E	**08R**	(1900′+) - DM084 - DM085 - MIQ (K250-) - GIVMI.
GIVMI 4Q	**08L**	(1900′+) - DM070 - DM073 - MIQ (K250-) - GIVMI.

CHANGES: MSA.

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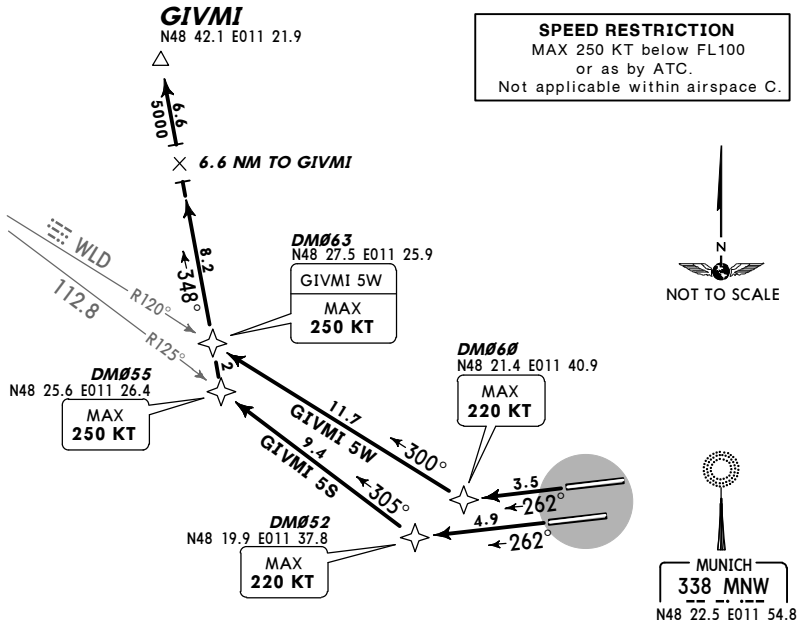
MUNICH Radar	Apt Elev	
123.9	1487′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

GIVMI FIVE SIERRA (GIVMI 5S) *[GIVM5S]*
GIVMI FIVE WHISKEY (GIVMI 5W) *[GIVM5W]*
RWYS 26L/R RNAV DEPARTURES (OVERLAY 10-3N)

JET ACFT ONLY (EXCEPT FLIGHTS ACCORDING
REMARKS OF AIRWAY T-161)
MANDATORY FOR FLIGHTS
VIA AIRWAY Y-101 - INBED - AIRWAYS (U)L-610
(CLIMB PROFILE RESTRICTION WITHIN Y-101 -
REFER TO ENROUTE/ENROUTE DATA EUROPE -
AIRWAY RESTRICTIONS - EUROPE LOWER AND UPPER AIRSPACE)
OR VIA AIRWAY Y-101 - ERNAS - AIRWAY T-161

3700′
MSA MNW Lctr



Initial climb clearance **FL70**

SID	RWY	ROUTING
GIVMI 5S	**26L**	(1900′+) - DM052 (K220-) - DM055 (K250-) - GIVMI.
GIVMI 5W	**26R**	(1900′+) - DM060 (K220-) - DM063 (K250-) - GIVMI.

CHANGES: MSA.

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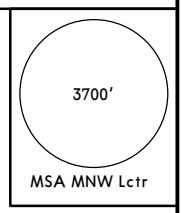
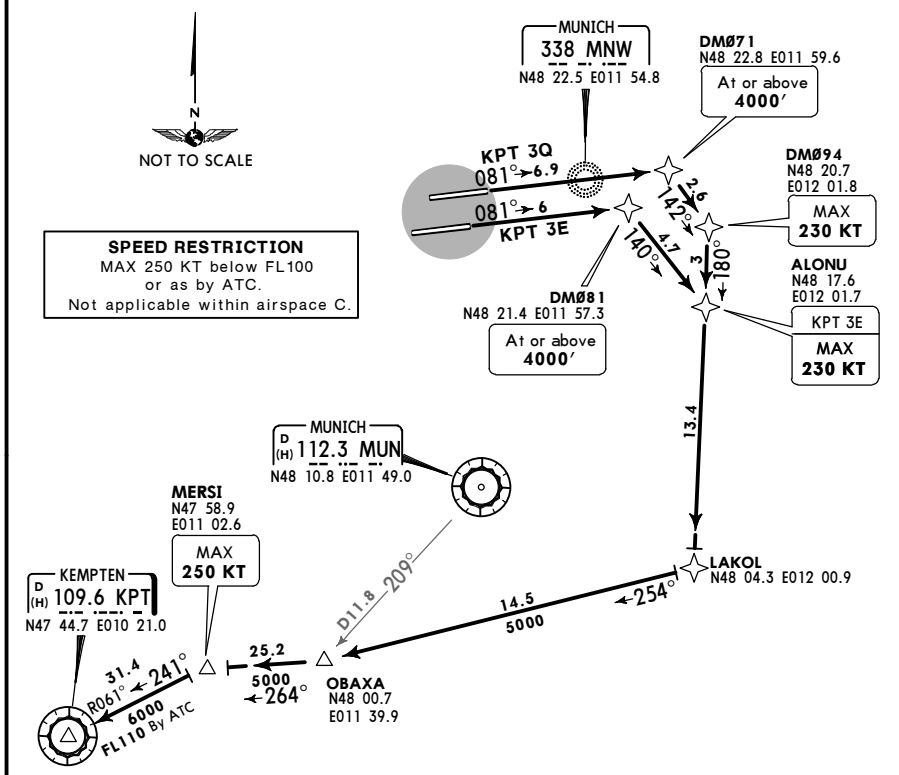
MUNICH Radar	Apt Elev	
127.95	1487′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

KEMPTEN THREE ECHO (KPT 3E)
KEMPTEN THREE QUEBEC (KPT 3Q)
RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3N1)

MANDATORY FOR JET ACFT TO DESTINATIONS EDNY, LSZH & LIML/C
NOT AVAILABLE FOR TRAFFIC VIA KPT - AIRWAYS Y-740/Z-999
EXCEPT FOR DESTINATION LIML/C





Initial climb clearance **FL70**

SID	RWY	ROUTING
KPT 3E	**08R**	(1900′+) - DM081 (4000′+) - ALONU (K230-) - LAKOL - OBAXA - MERSI (K250-) - KPT.
KPT 3Q	**08L**	(1900′+) - DM071 (4000′+) - DM094 (K230-) - LAKOL - OBAXA - MERSI (K250-) - KPT.

CHANGES: SIDs renumered.

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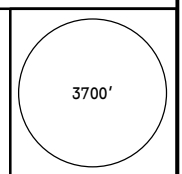
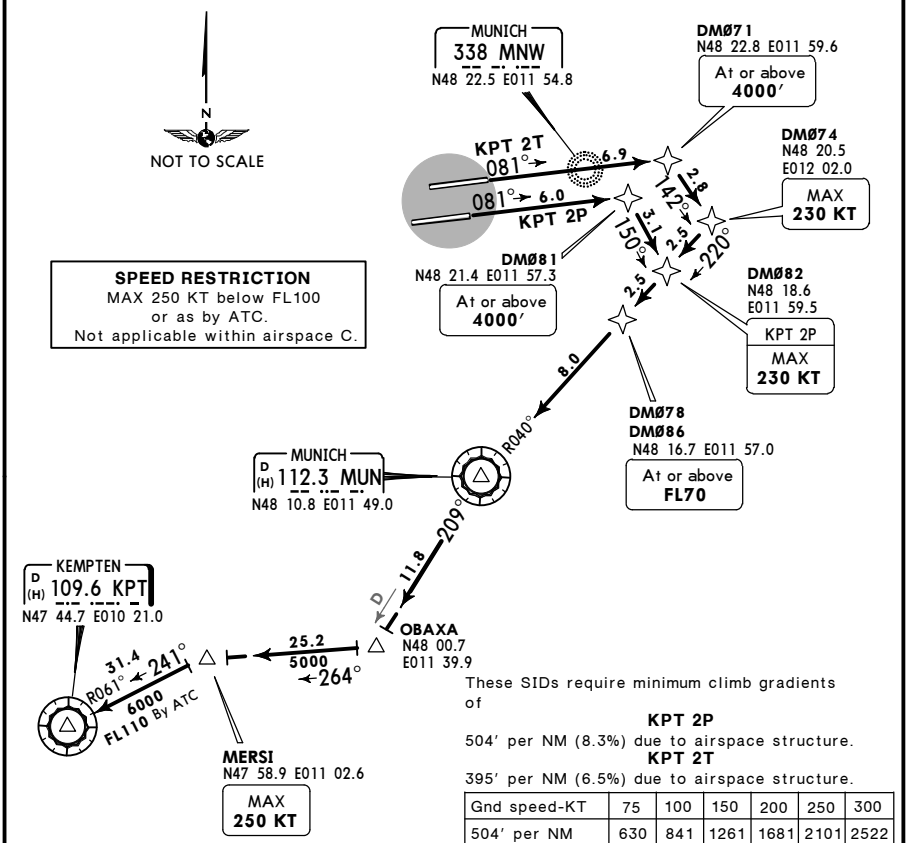
MUNICH Radar	Apt Elev	
127.95	1487′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

KEMPTEN TWO PAPA (KPT 2P)
KEMPTEN TWO TANGO (KPT 2T)
RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3N2)

ONLY AVAILABLE FOR NON-JET ACFT
NOT AVAILABLE FOR TRAFFIC VIA KPT - AIRWAYS Y-740/Z-999
EXCEPT FOR DESTINATION LIML/C





SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

These SIDs require minimum climb gradients of

KPT 2P

504′ per NM (8.3%) due to airspace structure.

KPT 2T

395′ per NM (6.5%) due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
504′ per NM	630	841	1261	1681	2101	2522
395′ per NM	494	658	987	1317	1646	1975

If unable to comply advise ATC.

Initial climb clearance **FL70**

SID	RWY	ROUTING
KPT 2P	**08R**	(1900′+) - DM081 (4000′+) - DM082 (K230-) - DM086 (FL70+) - MUN - OBAXA - MERSI (K250-) - KPT.
KPT 2T	**08L**	(1900′+) - DM071 (4000′+) - DM074 (K230-) - DM078 (FL70+) - MUN - OBAXA - MERSI (K250-) - KPT.

CHANGES: SIDs renumbered.

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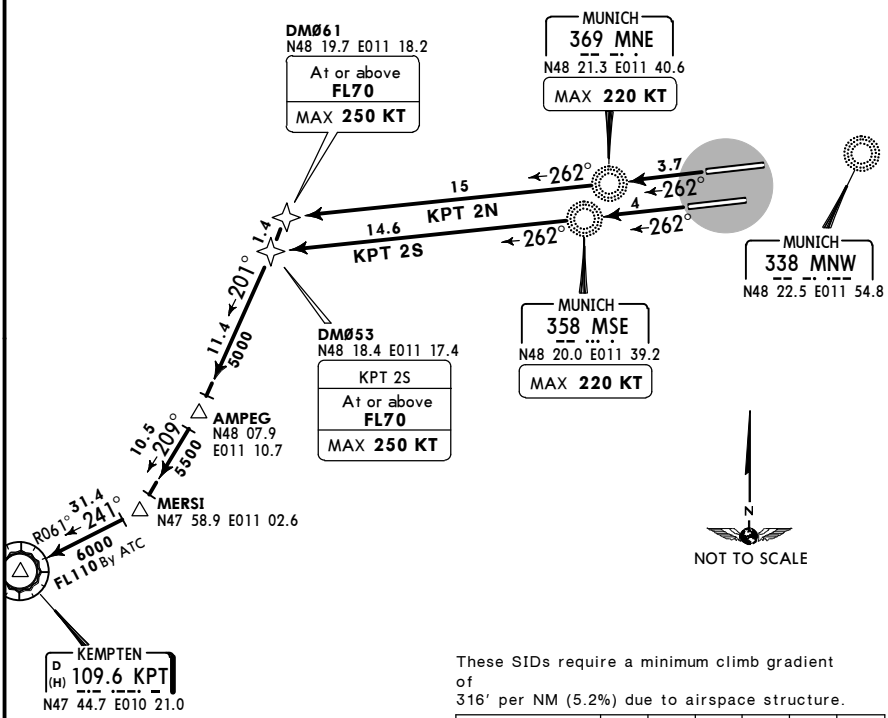
MUNICH Radar	Apt Elev	
127.95	1487′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

KEMPTEN TWO NOVEMBER (KPT 2N)
KEMPTEN TWO SIERRA (KPT 2S)
RWYS 26R/L RNAV DEPARTURES (OVERLAY 10-3N3)

MANDATORY FOR JET ACFT TO DESTINATIONS EDNY, LSZH & LIML/C
NOT AVAILABLE FOR TRAFFIC VIA KPT - AIRWAYS Y-740/Z-999
EXCEPT FOR DESTINATION LIML/C

3700′
MSA MNW Lctr

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



These SIDs require a minimum climb gradient of
316′ per NM (5.2%) due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
316′ per NM	395	527	790	1053	1317	1580

If unable to comply advise ATC.

Initial climb clearance **FL70**

SID	RWY	ROUTING
KPT 2N	26R	(1900′+) - MNE (K220-) - DM061 (FL70+; K250-) - AMPEG - MERSI - KPT.
KPT 2S	26L	(1900′+) - MSE (K220-) - DM053 (FL70+; K250-) - AMPEG - MERSI - KPT.

CHANGES: SIDs renumbered.

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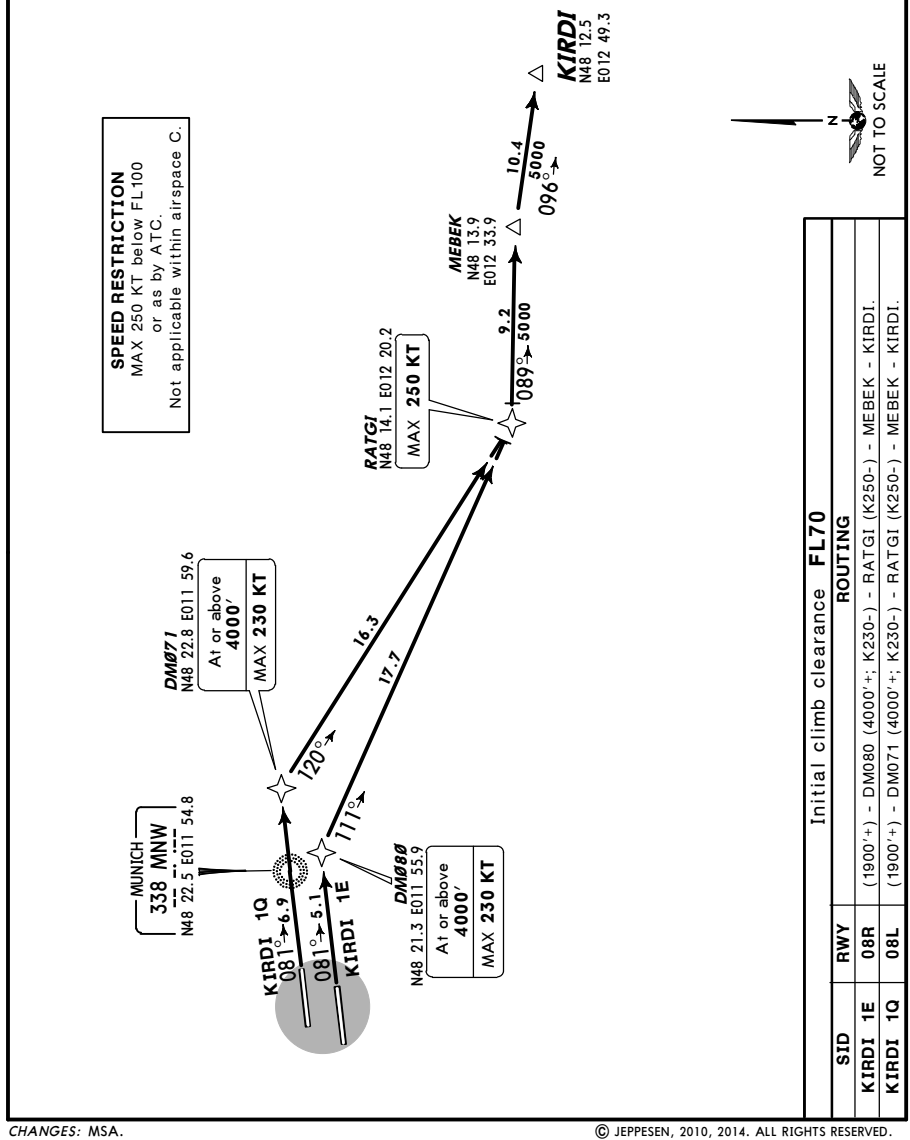
MUNICH Radar	Apt Elev	
127.95	1487′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

3700′
MSA MNW Lctr

KIRDI ONE ECHO (KIRDI 1E) *[KIRD1E]*
KIRDI ONE QUEBEC (KIRDI 1Q) *[KIRD1Q]*
RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3N4)

NOT AVAILABLE FOR FLIGHTS VIA BIBAG



Initial climb clearance **FL70**

SID	RWY	ROUTING
KIRDI 1E	08R	(1900′+) - DM080 (4000′+; K230-) - RATGI (K250-) - MEBEK - KIRDI.
KIRDI 1Q	08L	(1900′+) - DM071 (4000′+; K230-) - RATGI (K250-) - MEBEK - KIRDI.

CHANGES: MSA.

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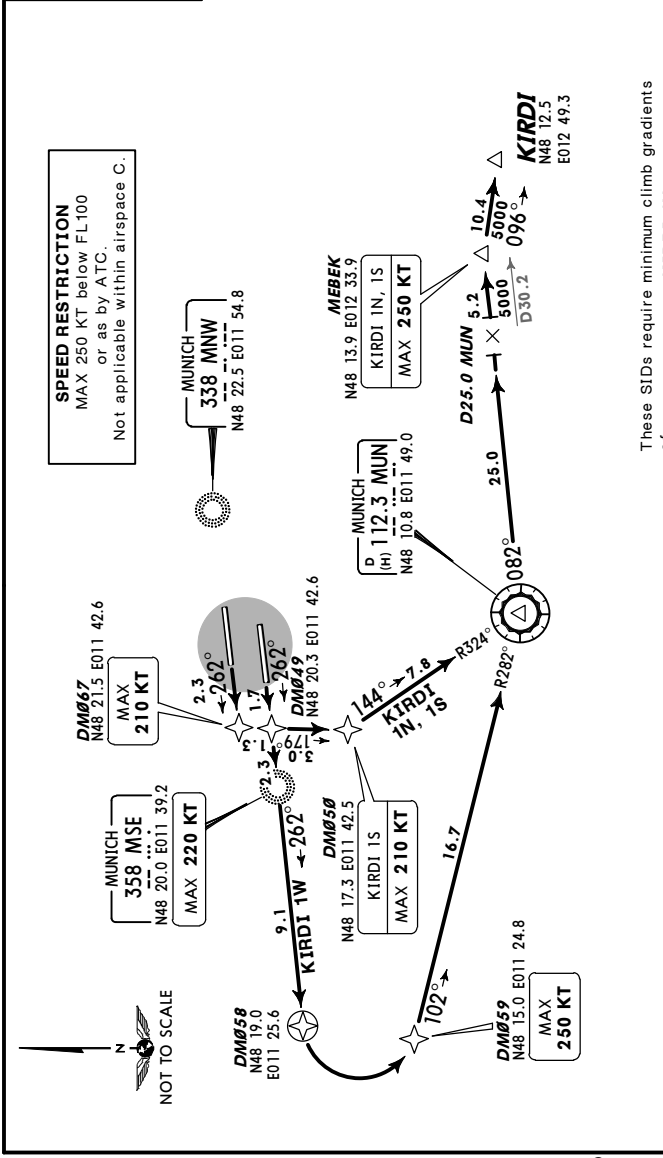
MUNICH Radar	Apt Elev	
127.95	1487′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

3700′ MSA MNW Lctr

KIRDI ONE NOVEMBER (KIRDI 1N) *[KIRD1N]*
KIRDI ONE SIERRA (KIRDI 1S) *[KIRD1S]*
KIRDI ONE WHISKEY (KIRDI 1W) *[KIRD1W]*
RWYS 26R/L RNAV DEPARTURES (OVERLAY 10-3N5)

NOT AVAILABLE FOR FLIGHTS VIA BIBAG



These SIDs require minimum climb gradients of

KIRDI 1N
5.5% (335′ per NM) until passing 4200′ due to High Intensity Radio Transmission Area (HIRTA).

KIRDI 1S
6.8% (415′ per NM) until passing 4200′ due to High Intensity Radio Transmission Area (HIRTA).

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.8% V/V (fpm)	516	689	1033	1377	1722	2066

If unable to comply advise ATC.

Initial climb clearance **FL70**

SID	RWY	ROUTING
KIRDI 1N	26R	(1900′+) - DM067 (K210-) - DM050 - MUN - - MEBEK (K250-) - KIRDI.
KIRDI 1S ❶	26L	(1900′+) - DM049 - DM050 (K210-) - MUN - - MEBEK (K250-) - KIRDI.
KIRDI 1W		(1900′+) - MSE (K220-) - DM058 - DM059 (K250-) - - MUN - MEBEK - KIRDI

❶ If unable to comply with speed and turn restrictions request SID KIRDI 1W.

CHANGES: MSA.

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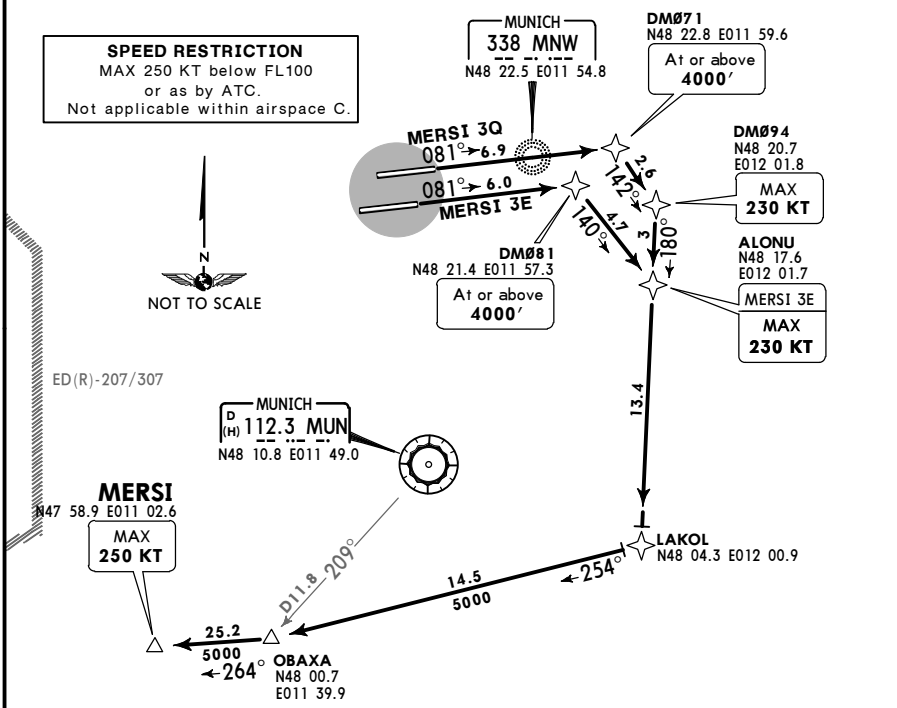
MUNICH Radar	Apt Elev	
127.95	1487′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

MERSI THREE ECHO (MERSI 3E)[MERS3E]
MERSI THREE QUEBEC (MERSI 3Q)[MERS3Q]
RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3N6)

JET ACFT ONLY
NOT AVAILABLE FOR FLIGHTS DESTINATION LSZH AND LIML/C
THESE FLIGHTS SHALL FILE KPT SIDS
NOT AVAILABLE FOR TRAFFIC PROCEEDING VIA MILKA
AT OR ABOVE REQUESTED FL245 DURING FOLLOWING TIMES:
DAILY 2330-0800LT/FRI 1700LT TO MON 0800LT/HOL
DURING THESE TIMES FILE SID ALG
DURING ACTIVATION OF ED(R)-207/307 EXPECT RE-ROUTING BY ATC



Initial climb clearance **FL70**

SID	RWY	ROUTING
MERSI 3E	**08R**	(1900′+) - DM081 (4000′+) - ALONU (K230-) - LAKOL - OBAXA - MERSI (K250-).
MERSI 3Q	**08L**	(1900′+) - DM071 (4000′+) - DM094 (K230-) - LAKOL - OBAXA - MERSI (K250-).

CHANGES: SIDs renumbered.

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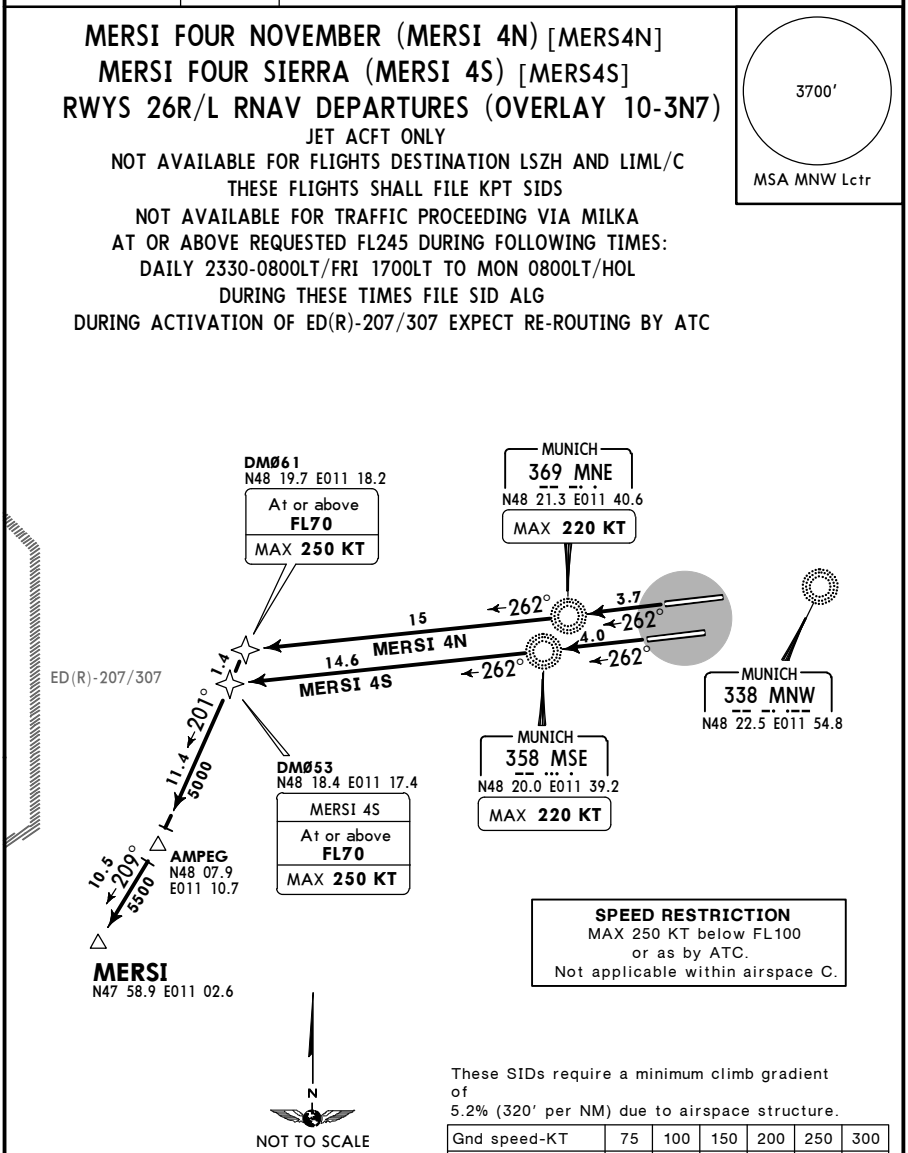
MUNICH Radar	Apt Elev	
127.95	1487′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

MERSI FOUR NOVEMBER (MERSI 4N) [MERS4N]
MERSI FOUR SIERRA (MERSI 4S) [MERS4S]
RWYS 26R/L RNAV DEPARTURES (OVERLAY 10-3N7)

JET ACFT ONLY
NOT AVAILABLE FOR FLIGHTS DESTINATION LSZH AND LIML/C
THESE FLIGHTS SHALL FILE KPT SIDS
NOT AVAILABLE FOR TRAFFIC PROCEEDING VIA MILKA
AT OR ABOVE REQUESTED FL245 DURING FOLLOWING TIMES:
DAILY 2330-0800LT/FRI 1700LT TO MON 0800LT/HOL
DURING THESE TIMES FILE SID ALG
DURING ACTIVATION OF ED(R)-207/307 EXPECT RE-ROUTING BY ATC



These SIDs require a minimum climb gradient of
5.2% (320′ per NM) due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1316	1580

If unable to comply advise ATC.

Initial climb clearance **FL70**

SID	RWY	ROUTING
MERSI 4N	**26R**	(1900′+) - MNE (K220-) - DM061 (FL70+; K250-) - AMPEG - MERSI.
MERSI 4S	**26L**	(1900′+) - MSE (K220-) - DM053 (FL70+; K250-) - AMPEG - MERSI.

CHANGES: SIDs renumbered.

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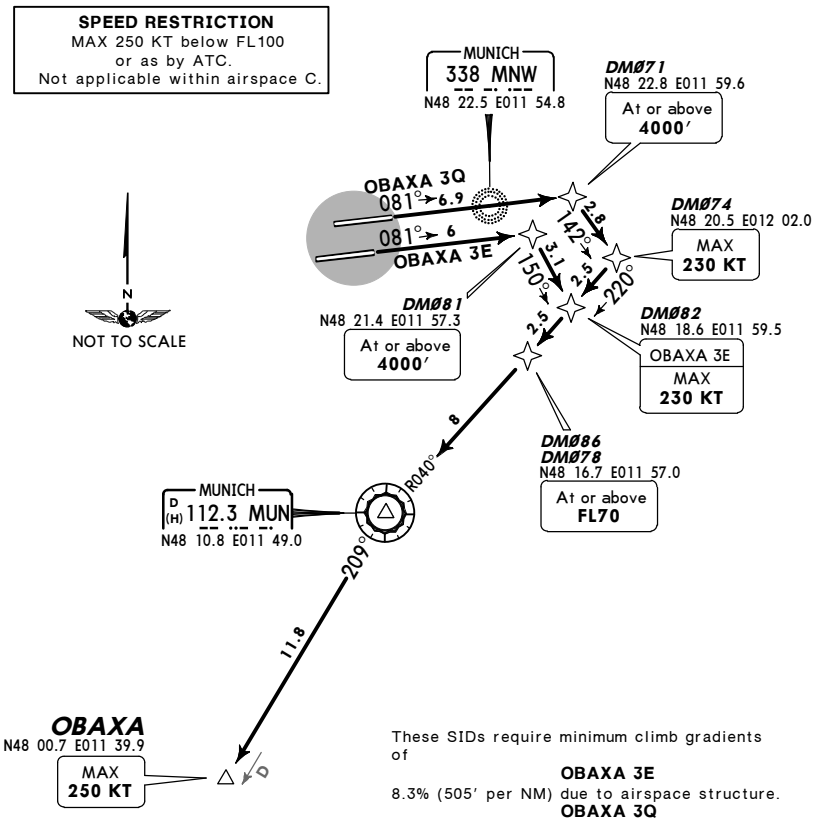
MUNICH Radar	*Apt Elev*	
127.95	1487′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

OBAXA THREE ECHO (OBAXA 3E) *[OBAX3E]*
OBAXA THREE QUEBEC (OBAXA 3Q) *[OBAX3Q]*
RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3Q1)

ONLY AVAILABLE FOR NON-JET ACFT

3700′
MSA MNW Lctr



These SIDs require minimum climb gradients of

OBAXA 3E
8.3% (505′ per NM) due to airspace structure.

OBAXA 3Q
6.5% (395′ per NM) due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1316	1646	1975
8.3% V/V (fpm)	630	841	1261	1681	2101	2522

If unable to comply advise ATC.

Initial climb clearance **FL70**

SID	RWY	ROUTING
OBAXA 3E	**08R**	(1900′+) - DM081 (4000′+) - DM082 (K230-) - DM086 (FL70+) - MUN - OBAXA (K250-).
OBAXA 3Q	**08L**	(1900′+) - DM071 (4000′+) - DM074 (K230-) - DM078 (FL70+) - MUN - OBAXA (K250-).

CHANGES: MSA.

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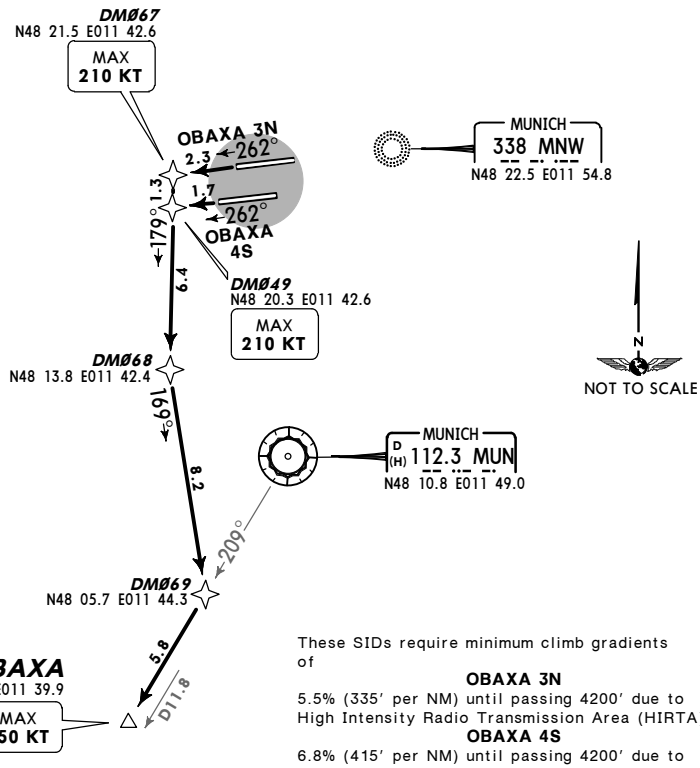
MUNICH Radar	Apt Elev	
127.95	1487′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

OBAXA THREE NOVEMBER (OBAXA 3N) *[OBAX3N]*
OBAXA FOUR SIERRA (OBAXA 4S) *[OBAX4S]*
RWYS 26R/L RNAV DEPARTURES (OVERLAY 10-3Q2)

ONLY AVAILABLE FOR NON-JET ACFT

3700′
MSA MNW Lctr

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



These SIDs require minimum climb gradients of

OBAXA 3N
5.5% (335′ per NM) until passing 4200′ due to High Intensity Radio Transmission Area (HIRTA).

OBAXA 4S
6.8% (415′ per NM) until passing 4200′ due to High Intensity Radio Transmission Area (HIRTA).

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.8% V/V (fpm)	516	689	1033	1377	1722	2066

If unable to comply advise ATC.

Initial climb clearance **FL70**

SID	RWY	ROUTING
OBAXA 3N	**26R**	(1900′+) - DM067 (K210-) - DM068 - DM069 - OBAXA (K250-).
OBAXA 4S	**26L**	(1900′+) - DM049 (K210-) - DM068 - DM069 - OBAXA (K250-).

CHANGES: MSA.

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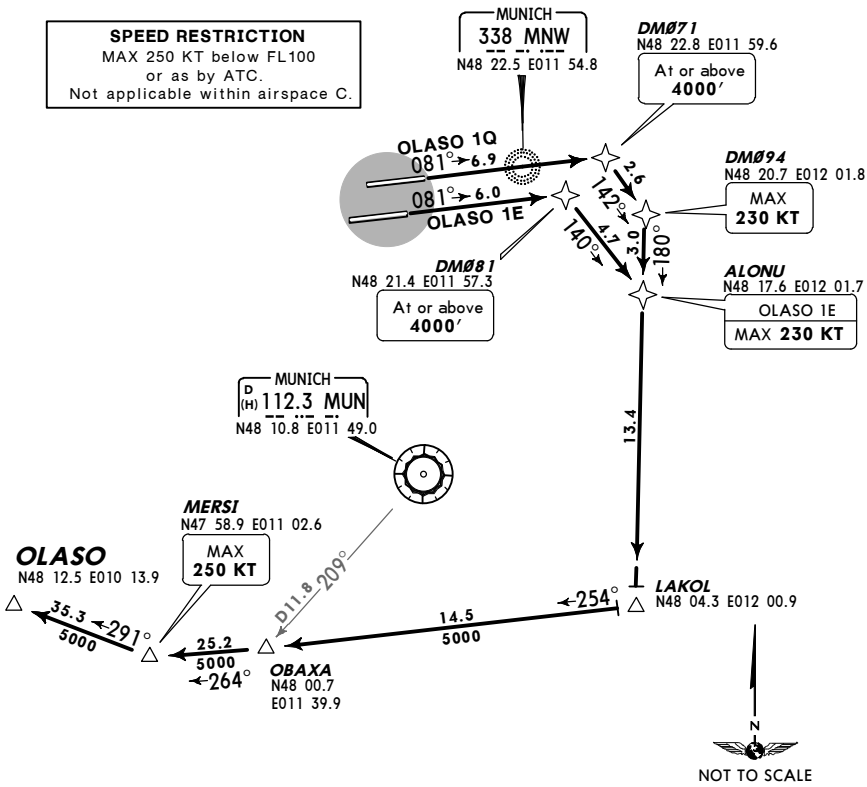
MUNICH Radar	Apt Elev	
127.95	1487′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

OLASO ONE ECHO (OLASO 1E)[OLAS1E]
OLASO ONE QUEBEC (OLASO 1Q)[OLAS1Q]
RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3Q2A)

AVAILABLE
DAILY 2330-0800LT
FRI 1700LT TO MON 0800LT
& BAVARIAN HOL

3700′
MSA MNW Lctr



Initial climb clearance **FL70**

SID	RWY	ROUTING
OLASO 1E	**08R**	(1900′+) - DM081 (4000′+) - ALONU (K230-) - LAKOL - OBAXA - MERSI (K250-) - OLASO.
OLASO 1Q	**08L**	(1900′+) - DM071 (4000′+) - DM094 (K230-) - LAKOL - OBAXA - MERSI (K250-) - OLASO.

CHANGES: MSA.

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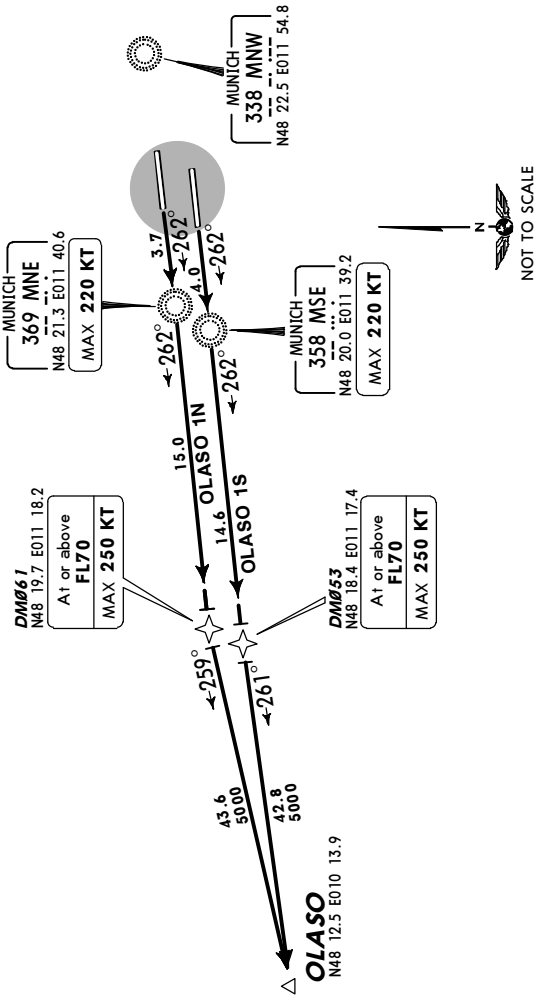
MUNICH Radar	Apt Elev	
127.95	1487′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

OLASO ONE NOVEMBER (OLASO 1N) *[OLAS1N]*
OLASO ONE SIERRA (OLASO 1S) *[OLAS1S]*
RWYS 26R/L RNAV DEPARTURES (OVERLAY 10-3Q2B)

AVAILABLE
DAILY 2330-0800LT
FRI 1700LT TO MON 0800LT
& BAVARIAN HOL

3700′
MSA MNW Lctr



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

These SIDs require a minimum climb gradient of
5.2% (320′ per NM) due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1316	1580

If unable to comply advise ATC.

Initial climb clearance **FL70**

SID	RWY	ROUTING
OLASO 1N	26R	(1900′+) - MNE (K220-) - DM061 (FL70+; K250-) - OLASO.
OLASO 1S	26L	(1900′+) - MSE (K220-) - DM053 (FL70+; K250-) - OLASO

CHANGES: MSA.

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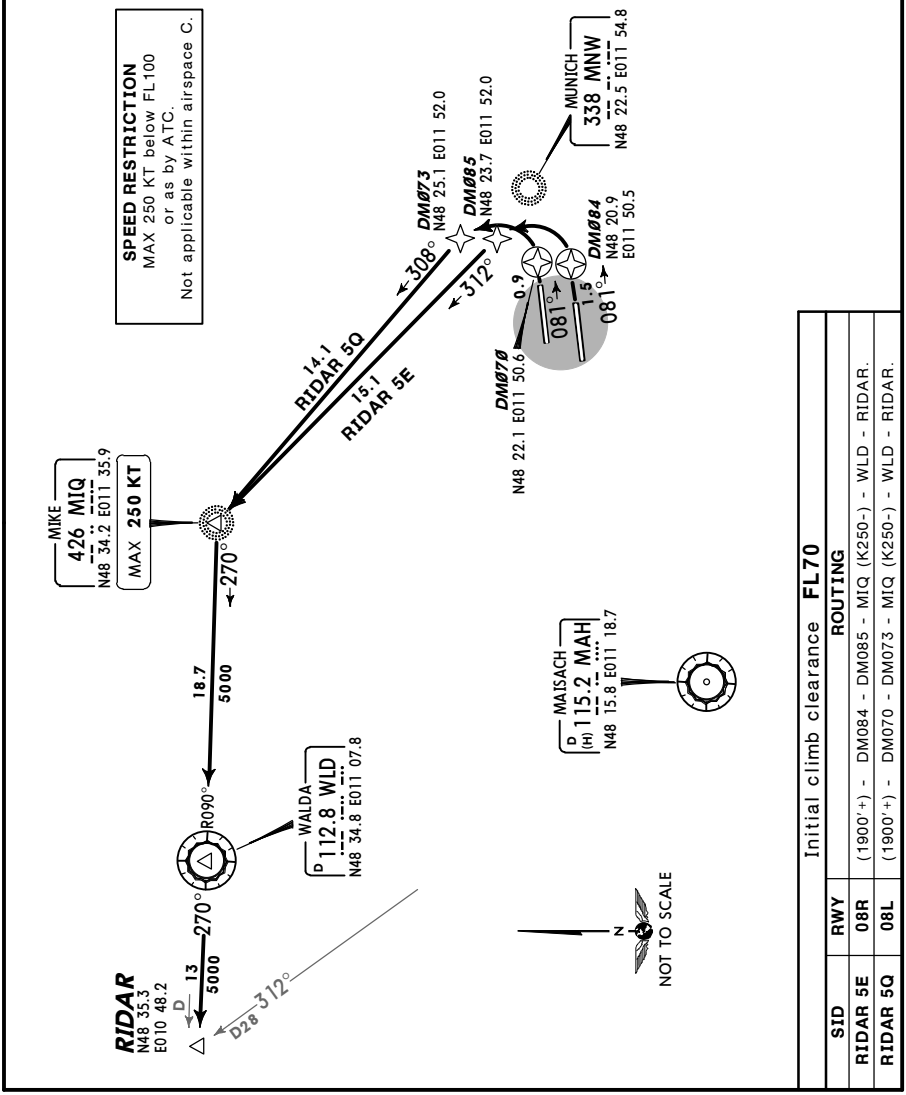
MUNICH Radar	Apt Elev	
123.9	1487′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

3700′ MSA MNW Lctr

RIDAR FIVE ECHO (RIDAR 5E) *[RIDA5E]*
RIDAR FIVE QUEBEC (RIDAR 5Q) *[RIDA5Q]*
RWYS 08R/L RNAV DEPARTURES
(OVERLAY 10-3Q3)

NOT AVAILABLE FOR FLIGHTS PLANNED
VIA ELVAG - AIRWAY W-718 - DKB



Initial climb clearance **FL70**

SID	RWY	ROUTING
RIDAR 5E	08R	(1900′+) - DM084 - DM085 - MIQ (K250-) - WLD - RIDAR.
RIDAR 5Q	08L	(1900′+) - DM070 - DM073 - MIQ (K250-) - WLD - RIDAR.

CHANGES: MSA.

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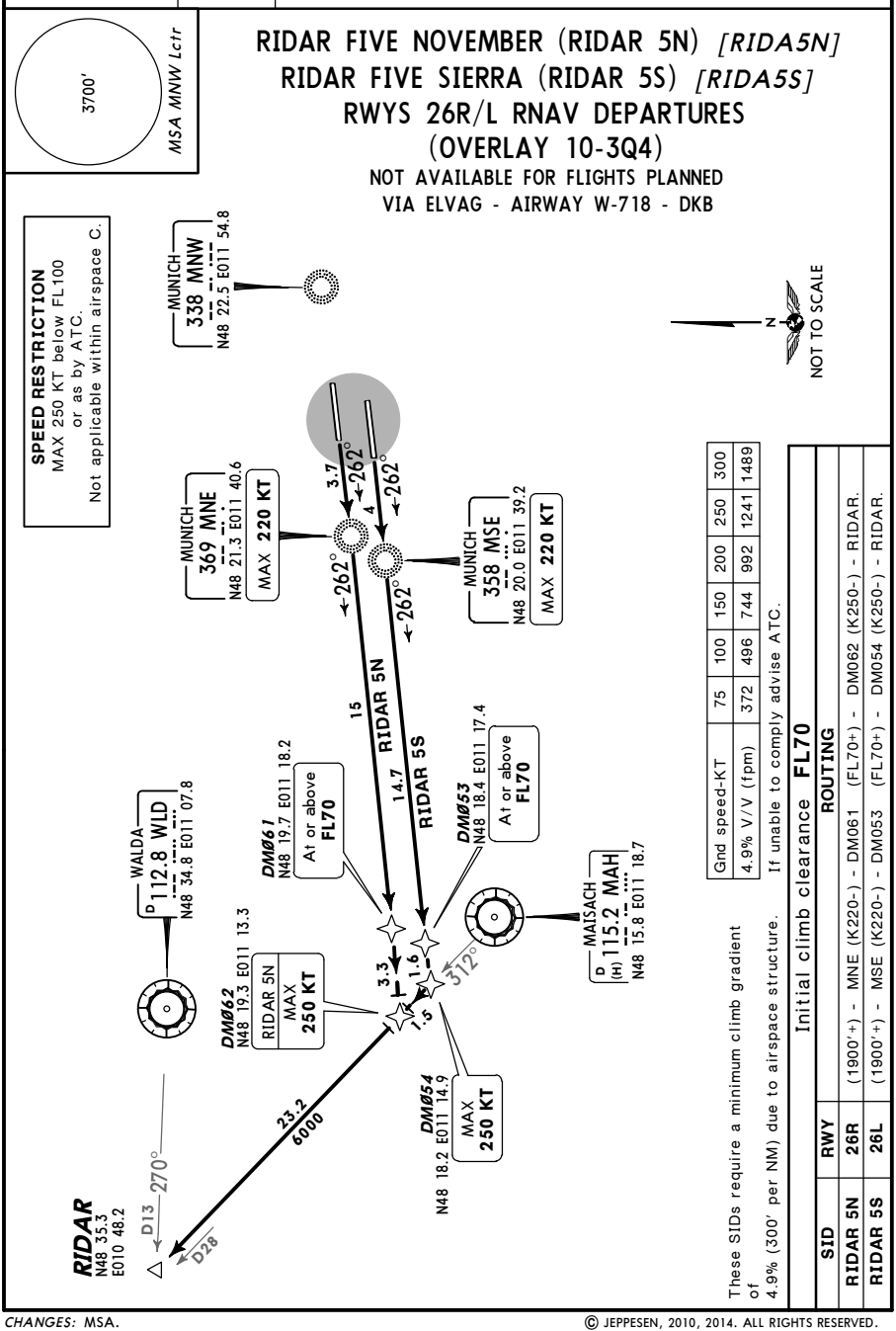
MUNICH Radar	Apt Elev	
123.9	1487′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

RIDAR FIVE NOVEMBER (RIDAR 5N) *[RIDA5N]*
RIDAR FIVE SIERRA (RIDAR 5S) *[RIDA5S]*
RWYS 26R/L RNAV DEPARTURES
(OVERLAY 10-3Q4)

NOT AVAILABLE FOR FLIGHTS PLANNED
VIA ELVAG - AIRWAY W-718 - DKB



Gnd speed-KT	75	100	150	200	250	300
4.9% V/V (fpm)	372	496	744	992	1241	1489

If unable to comply advise ATC.

These SIDs require a minimum climb gradient of 4.9% (300′ per NM) due to airspace structure.

Initial climb clearance **FL70**

SID	RWY	ROUTING
RIDAR 5N	26R	(1900′+) - MNE (K220-) - DM061 (FL70+) - DM062 (K250-) - RIDAR.
RIDAR 5S	26L	(1900′+) - MSE (K220-) - DM053 (FL70+) - DM054 (K250-) - RIDAR.

CHANGES: MSA.

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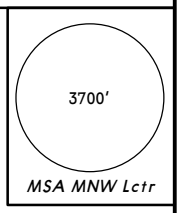
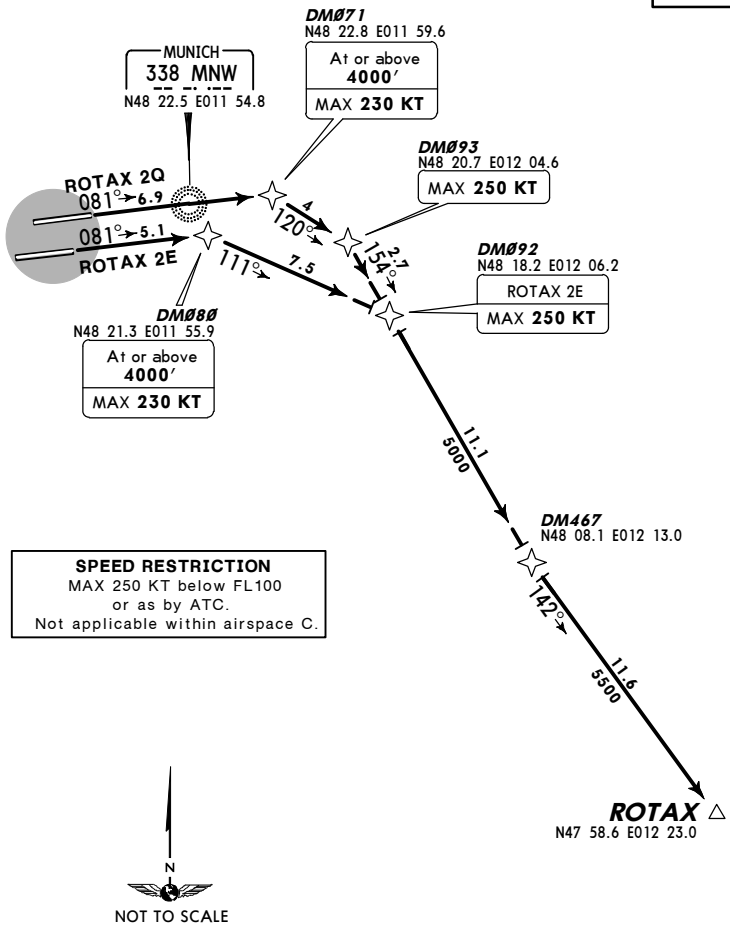
MUNICH Radar	Apt Elev	
127.95	1487′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

ROTAX TWO ECHO (ROTAX 2E) *[ROTA2E]*
ROTAX TWO QUEBEC (ROTAX 2Q) *[ROTA2Q]*
RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3Q5)





Initial climb clearance **FL70**

SID	RWY	ROUTING
ROTAX 2E	**08R**	(1900′+) - DM080 (4000′+; K230-) - DM092 (K250-) - DM467 - ROTAX.
ROTAX 2Q	**08L**	(1900′+) - DM071 (4000′+; K230-) - DM093 (K250-) - DM467 - ROTAX.

CHANGES: MSA.

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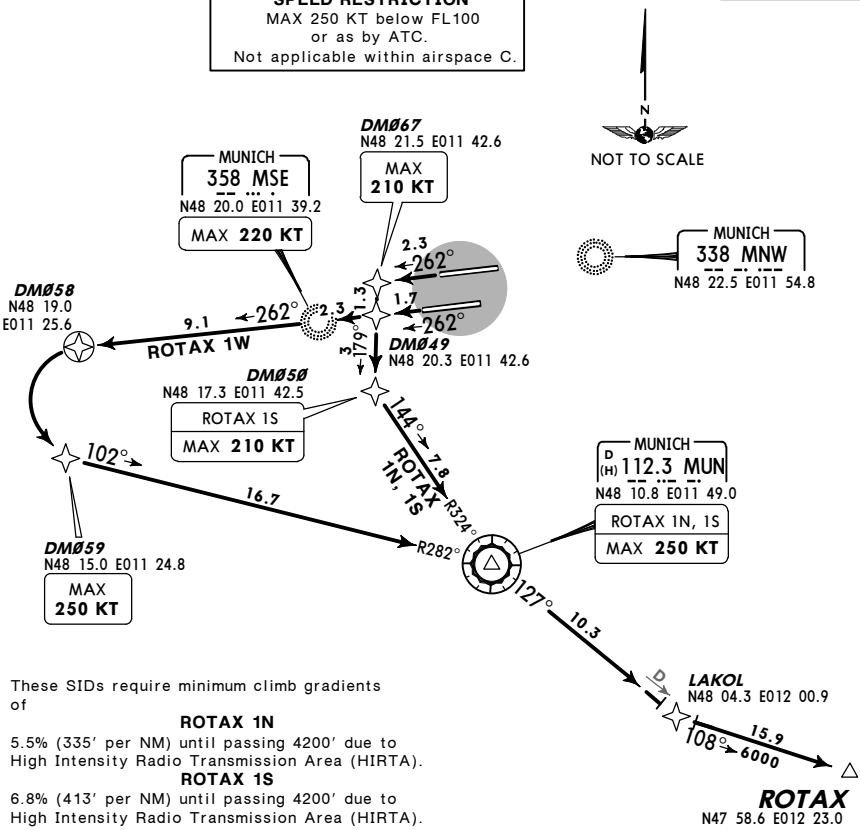
MUNICH Radar	Apt Elev	
127.95	1487′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

ROTAX ONE NOVEMBER (ROTAX 1N) *[ROTA1N]*
ROTAX ONE SIERRA (ROTAX 1S) *[ROTA1S]*
ROTAX ONE WHISKEY (ROTAX 1W) *[ROTA1W]*
RWYS 26R/L RNAV DEPARTURES (OVERLAY 10-3Q6)

3700′
MSA MNW Lctr

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



These SIDs require minimum climb gradients of

ROTAX 1N

5.5% (335′ per NM) until passing 4200′ due to High Intensity Radio Transmission Area (HIRTA).

ROTAX 1S

6.8% (413′ per NM) until passing 4200′ due to High Intensity Radio Transmission Area (HIRTA).

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.8% V/V (fpm)	516	689	1033	1377	1722	2066

If unable to comply advise ATC.

Initial climb clearance **FL70**

SID	RWY	ROUTING
ROTAX 1N	**26R**	(1900′+) - DM067 (K210-) - DM050 - MUN (K250-) - LAKOL - ROTAX.
ROTAX 1S ❶	**26L**	(1900′+) - DM049 - DM050 (K210-) - MUN (K250-) - LAKOL - ROTAX.
ROTAX 1W		(1900′+) - MSE (K220-) - DM058 - DM059 (K250-) - MUN - LAKOL - ROTAX.

❶ If unable to comply with speed and turn restrictions request SID ROTAX 1W.

CHANGES: MSA.

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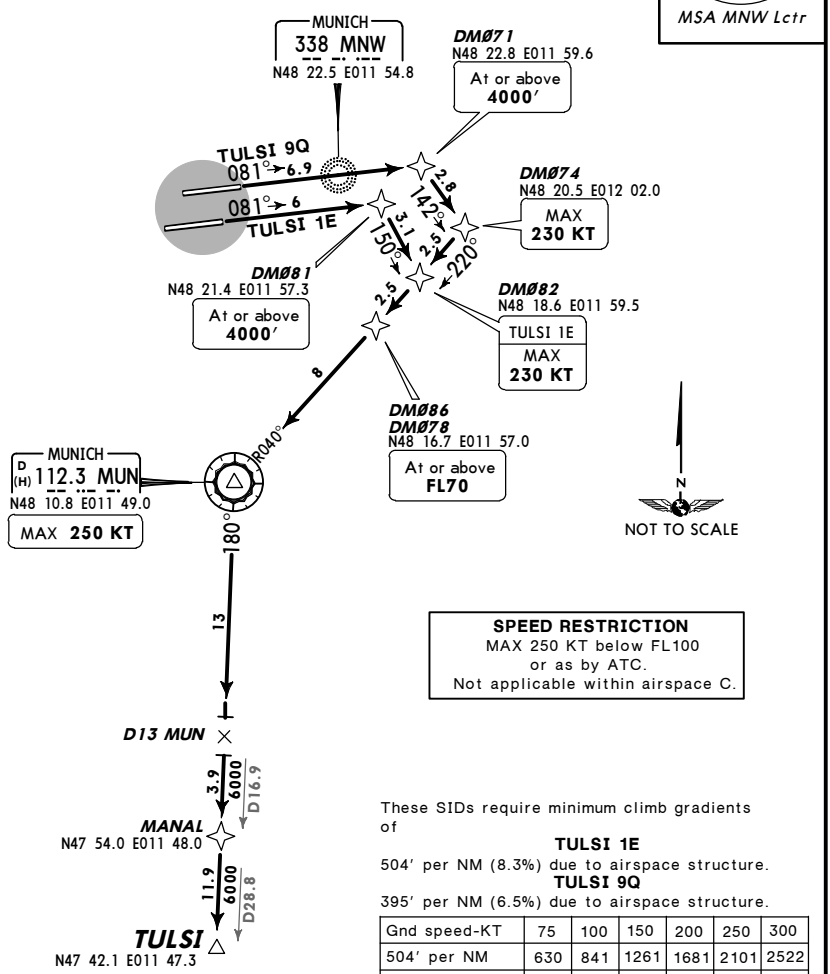
MUNICH Radar	Apt Elev	
127.95	1487′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

TULSI ONE ECHO (TULSI 1E) *[TULS1E]*
TULSI NINE QUEBEC (TULSI 9Q) *[TULS9Q]*
RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3Q7)

NOT TO BE FILED IN FLIGHT PLAN



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

These SIDs require minimum climb gradients of

TULSI 1E

504′ per NM (8.3%) due to airspace structure.

TULSI 9Q

395′ per NM (6.5%) due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
504′ per NM	630	841	1261	1681	2101	2522
395′ per NM	494	658	987	1317	1646	1975

If unable to comply advise ATC.

Initial climb clearance **FL70**

SID	RWY	ROUTING
TULSI 1E	**08R**	(1900′+) - DM081 (4000′+) - DM082 (K230-) - DM086 (FL70+) - MUN (K250-) - MANAL - TULSI.
TULSI 9Q	**08L**	(1900′+) - DM071 (4000′+) - DM074 (K230-) - DM078 (FL70+) - MUN (K250-) - MANAL - TULSI.

CHANGES: MSA.

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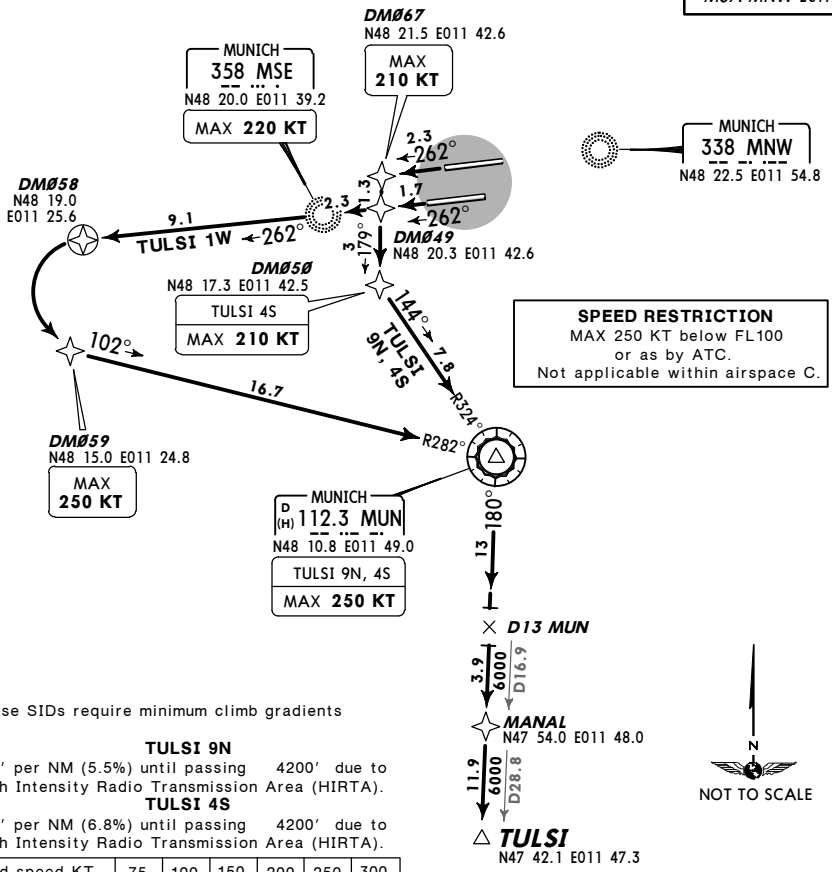
MUNICH Radar	Apt Elev	
127.95	1487′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

TULSI NINE NOVEMBER (TULSI 9N) *[TULS9N]*
TULSI FOUR SIERRA (TULSI 4S) *[TULS4S]*
TULSI ONE WHISKEY (TULSI 1W) *[TULS1W]*
RWYS 26R/L RNAV DEPARTURES (OVERLAY 10-3Q8)

NOT TO BE FILED IN FLIGHT PLAN



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

These SIDs require minimum climb gradients of

TULSI 9N
334′ per NM (5.5%) until passing 4200′ due to High Intensity Radio Transmission Area (HIRTA).

TULSI 4S
413′ per NM (6.8%) until passing 4200′ due to High Intensity Radio Transmission Area (HIRTA).

Gnd speed-KT	75	100	150	200	250	300
413′ per NM	516	689	1033	1377	1722	2066
334′ per NM	418	557	835	1114	1392	1671

If unable to comply advise ATC.

Initial climb clearance **FL70**

SID	RWY	ROUTING
TULSI 9N	**26R**	(1900′+) - DM067 (K210-) - DM050 - MUN (K250-) - MANAL - TULSI.
TULSI 4S ❶	**26L**	(1900′+) - DM049 - DM050 (K210-) - MUN (K250-) - MANAL - TULSI.
TULSI 1W		(1900′+) - MSE (K220-) - DM058 - DM059 (K250-) - MUN - MANAL - TULSI.

❶ If unable to comply with speed and turn restrictions request SID TULSI 1W.

CHANGES: MSA.

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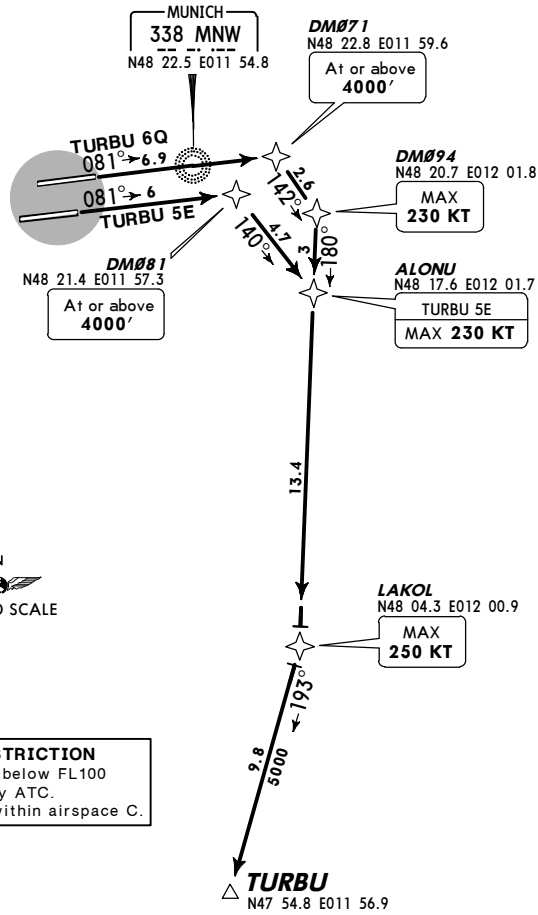
MUNICH Radar	Apt Elev	
127.95	1487′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

TURBU FIVE ECHO (TURBU 5E) *[TURB5E]*
TURBU SIX QUEBEC (TURBU 6Q) *[TURB6Q]*
RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3Q9)

ONLY AVAILABLE FOR JET ACFT

NON-JET ACFT SHALL FILE OBAXA OR ROTAX SIDS INSTEAD

3700′
MSA MNW Lctr



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Initial climb clearance **FL70**

SID	RWY	ROUTING
TURBU 5E	**08R**	(1900′+) - DM081 (4000′+) - ALONU (K230-) - LAKOL (K250-) - TURBU.
TURBU 6Q	**08L**	(1900′+) - DM071 (4000′+) - DM094 (K230-) - LAKOL (K250-) - TURBU.

CHANGES: MSA.

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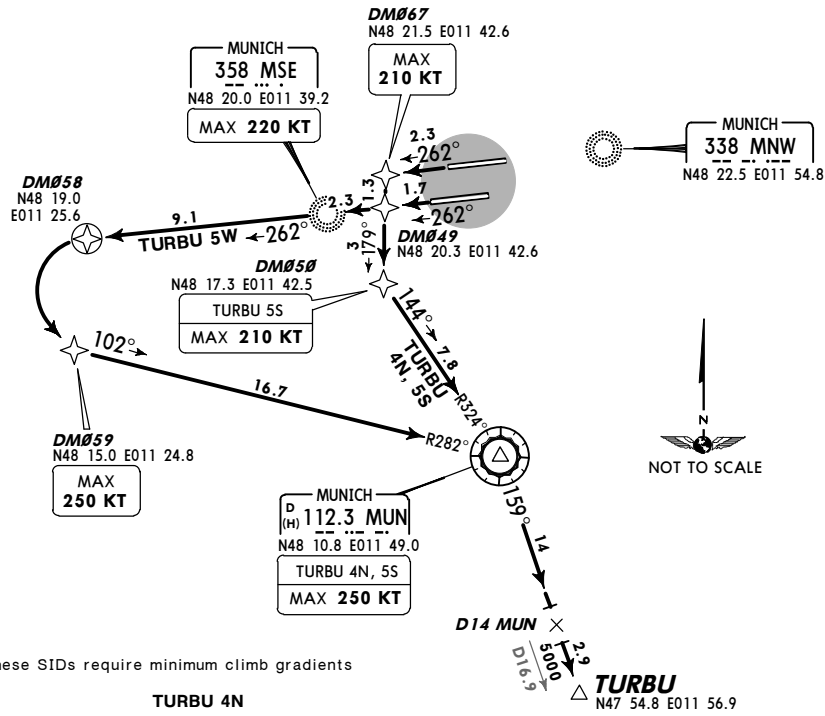
MUNICH Radar	Apt Elev	
127.95	1487′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

TURBU FOUR NOVEMBER (TURBU 4N) *[TURB4N]*
TURBU FIVE SIERRA (TURBU 5S) *[TURB5S]*
TURBU FIVE WHISKEY (TURBU 5W) *[TURB5W]*
RWYS 26R/L RNAV DEPARTURES (OVERLAY 10-3Q10)

ONLY AVAILABLE FOR JET ACFT
NON-JET ACFT SHALL FILE OBAXA OR ROTAX SIDS INSTEAD

3700′
MSA MNW Lctr



These SIDs require minimum climb gradients of

TURBU 4N

5.5% (335′ per NM) until passing 4200′ due to High Intensity Radio Transmission Area (HIRTA).

TURBU 5S

6.8% (415′ per NM) until passing 4200′ due to High Intensity Radio Transmission Area (HIRTA).

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.8% V/V (fpm)	516	689	1033	1377	1722	2066

If unable to comply advise ATC.

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Initial climb clearance **FL70**

SID	RWY	ROUTING
TURBU 4N	**26R**	(1900′+) - DM067 (K210-) - DM050 - MUN (K250-) - TURBU.
TURBU 5S ❶	**26L**	(1900′+) - DM049 - DM050 (K210-) - MUN (K250-) - TURBU.
TURBU 5W		(1900′+) - MSE (K220-) - DM058 - DM059 (K250-) - MUN - TURBU.

❶ If unable to comply with speed and turn restrictions request SID TURBU 5W.

CHANGES: MSA.

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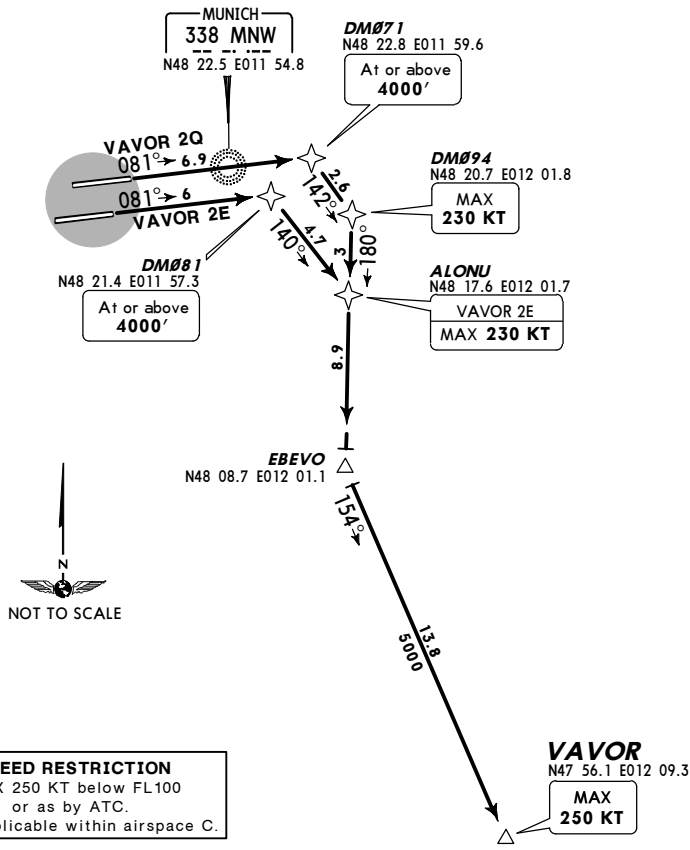
MUNICH Radar	Apt Elev	
127.95	1487′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

VAVOR TWO ECHO (VAVOR 2E) *[VAVO2E]*
VAVOR TWO QUEBEC (VAVOR 2Q) *[VAVO2Q]*
RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3S)

ONLY AVAILABLE FOR JET ACFT

NON-JET ACFT SHALL FILE OBAXA OR ROTAX SIDS INSTEAD

3700′
MSA MNW Lctr



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Initial climb clearance **FL70**

SID	RWY	ROUTING
VAVOR 2E	**08R**	(1900′+) - DM081 (4000′+) - ALONU (K230-) - EBEVO - VAVOR (K250-).
VAVOR 2Q	**08L**	(1900′+) - DM071 (4000′+) - DM094 (K230-) - EBEVO - VAVOR (K250-).

CHANGES: MSA.

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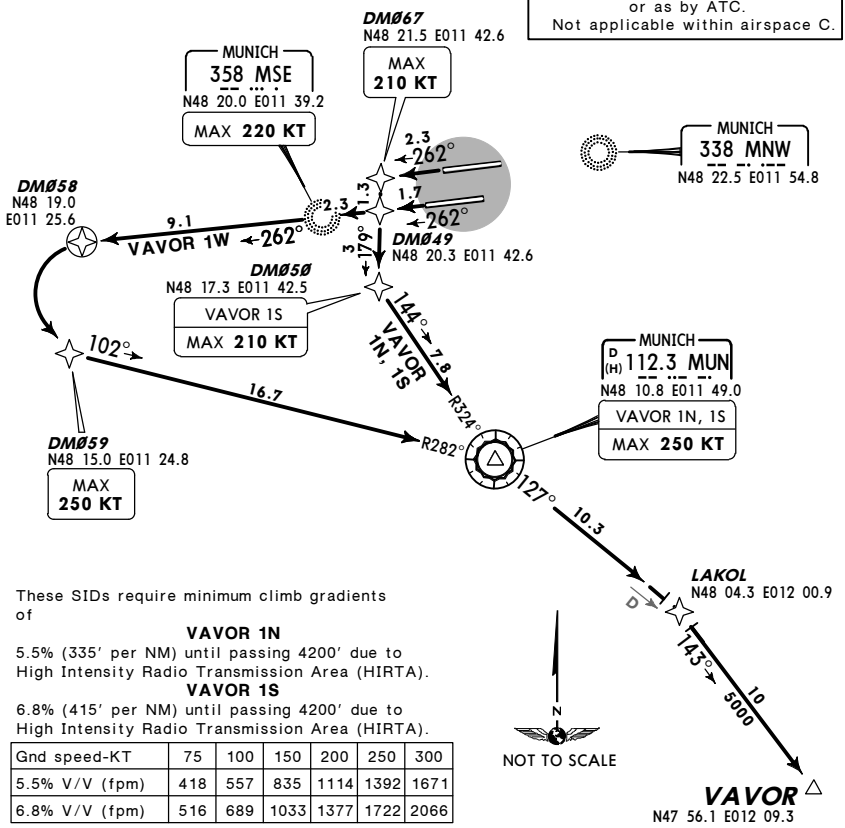
MUNICH Radar	Apt Elev	
127.95	1487′	Trans level: By ATC Trans alt: 5000′ 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

VAVOR ONE NOVEMBER (VAVOR 1N) *[VAVO1N]*
VAVOR ONE SIERRA (VAVOR 1S) *[VAVO1S]*
VAVOR ONE WHISKEY (VAVOR 1W) *[VAVO1W]*
RWYS 26R/L RNAV DEPARTURES (OVERLAY 10-3T)

ONLY AVAILABLE FOR JET ACFT
NON-JET ACFT SHALL FILE OBAXA OR ROTAX SIDS INSTEAD

3700′
MSA MNW Lctr

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



These SIDs require minimum climb gradients of

VAVOR 1N
5.5% (335′ per NM) until passing 4200′ due to High Intensity Radio Transmission Area (HIRTA).

VAVOR 1S
6.8% (415′ per NM) until passing 4200′ due to High Intensity Radio Transmission Area (HIRTA).

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.8% V/V (fpm)	516	689	1033	1377	1722	2066

If unable to comply advise ATC.

Initial climb clearance **FL70**

SID	RWY	ROUTING
VAVOR 1N	**26R**	(1900′+) - DM067 (K210-) - DM050 - MUN (K250-) - LAKOL - VAVOR.
VAVOR 1S ❶	**26L**	(1900′+) - DM049 - DM050 (K210-) - MUN (K250-) - LAKOL - VAVOR.
VAVOR 1W		(1900′+) - MSE (K220-) - DM058 - DM059 (K250-) - MUN - LAKOL - VAVOR.

❶ If unable to comply with speed and turn restrictions request SID VAVOR 1W.

CHANGES: MSA.

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EDDM/MUC

Apt Elev **1487'**
N48 21.2 E011 47.2

JEPPESEN

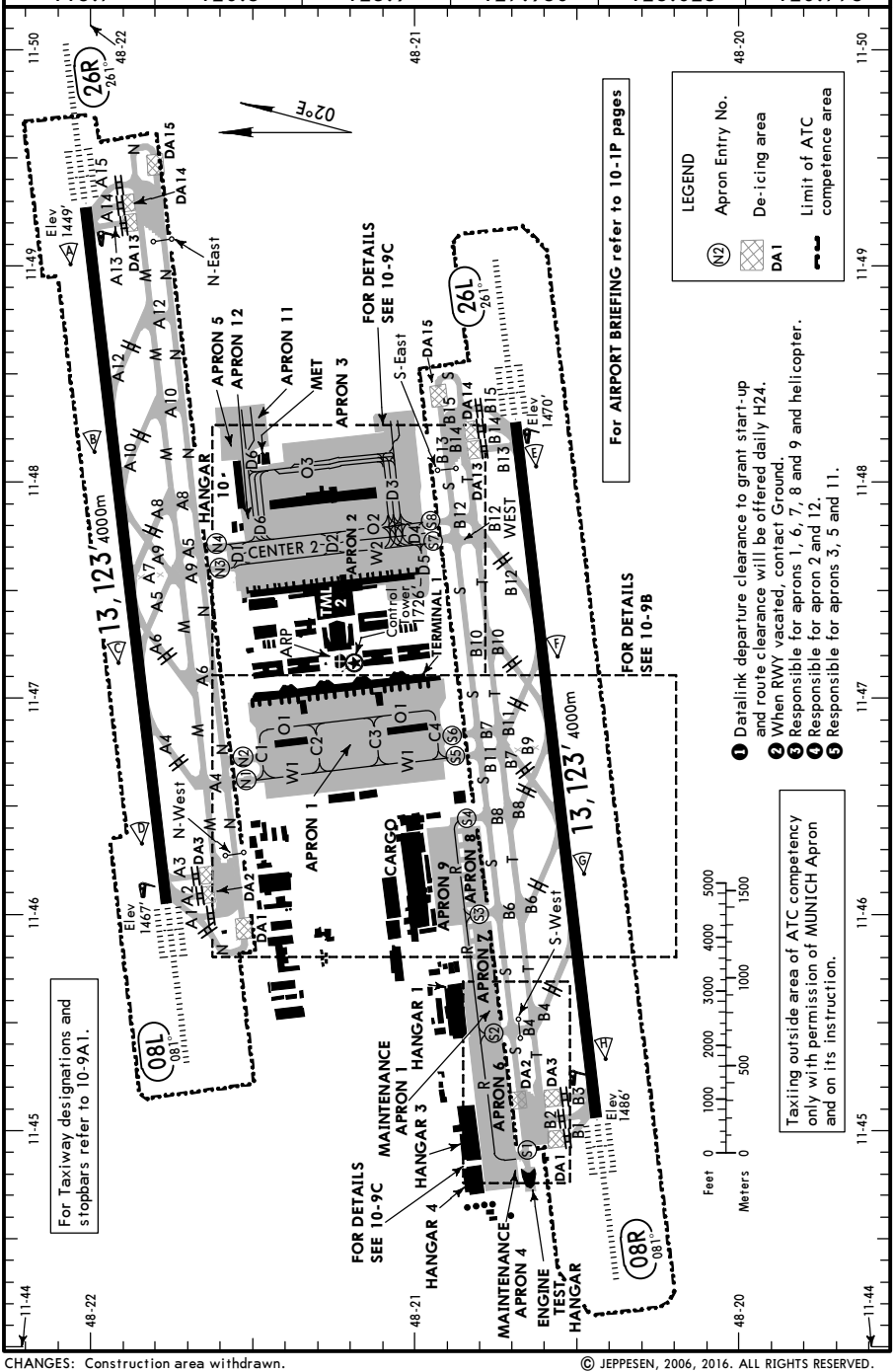
29 APR 16 (10-9)

MUNICH, GERMANY

MUNICH

*D-ATIS	ACARS:	MUNICH Delivery (Start-up clearance)	MUNICH Ground Rwy 08L/26R	MUNICH Ground Rwy 08R/26L	Apron 1	Apron 2	Apron 3
123.125	DCL ❶	121.725	121.975 ❷	121.825	121.775 ❸	121.7 ❹	121.925 ❺

Tower Rwy 08L/26R	Tower Rwy 08R/26L	MUNICH Radar (DEP) North	MUNICH Radar (DEP) South	MUNICH Arrival (DEP) North	MUNICH Arrival (DEP) South
118.7	120.5	123.9	127.950	128.025	120.775



CHANGES: Construction area withdrawn.

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ADDITIONAL RUNWAY INFORMATION

RWY						USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
08L ❸	HIRL CL(15m)	ALSF-II	TDZ	PAPI-L (3.0°)	❶ RVR		11,969'3648m	❹	197' 60m
26R	HIRL CL(15m)	ALSF-II	TDZ	PAPI-L (3.0°)	❷ RVR		12,029'3666m		

❶ HST-A5, A8, A10 & A12
❷ HST-A9, A6 & A4
❸ Rwy grooved.
❹ TAKE-OFF RUN AVAILABLE

RWY 08L:

From rwy head	13,123'(4000m)
twy A3 int	12,467'(3800m)
twy A4 int	9252'(2820m)
twy A6 int	7218'(2200m)
twy A7 int	6627'(2020m)

RWY 26R:

From rwy head	13,123'(4000m)
twy A13 int	12,467'(3800m)
twy A12 int	9121'(2780m)
twy A10 int	7415'(2260m)
twy A7 int	5610'(1710m)

08R ❼	HIRL CL(15m)	ALSF-II	TDZ	PAPI-L (3.0°)	❺ RVR		12,029'3666m	❽	197' 60m
26L	HIRL CL(15m)	ALSF-II	TDZ	PAPI-L (3.0°)	❻ RVR		12,151'3704m		

❺ HST-B7, B10 & B12
❻ HST-B11, B8, B6 & B4
❼ Rwy grooved.
❽ TAKE-OFF RUN AVAILABLE

RWY 08R:

From rwy head	13,123' (4000m)
twy B3 int	12,467' (3800m)
twy B4 int	9318' (2840m)
twy B6 int	7283' (2220m)
twy B9 int	5479' (1670m)

RWY 26L:

From rwy head	13,123'(4000m)
twy B13 int	12,467'(3800m)
twy B12 int	9252'(2820m)
twy B10 int	7218'(2200m)
twy B9 int	6627'(2020m)

Standard TAKE-OFF ❶

	LVP must be in Force					
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	125m	150m	200m	250m	400m	500m
B						
C						
D	150m	200m	250m	300m		

❶ Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

CHANGES: None.

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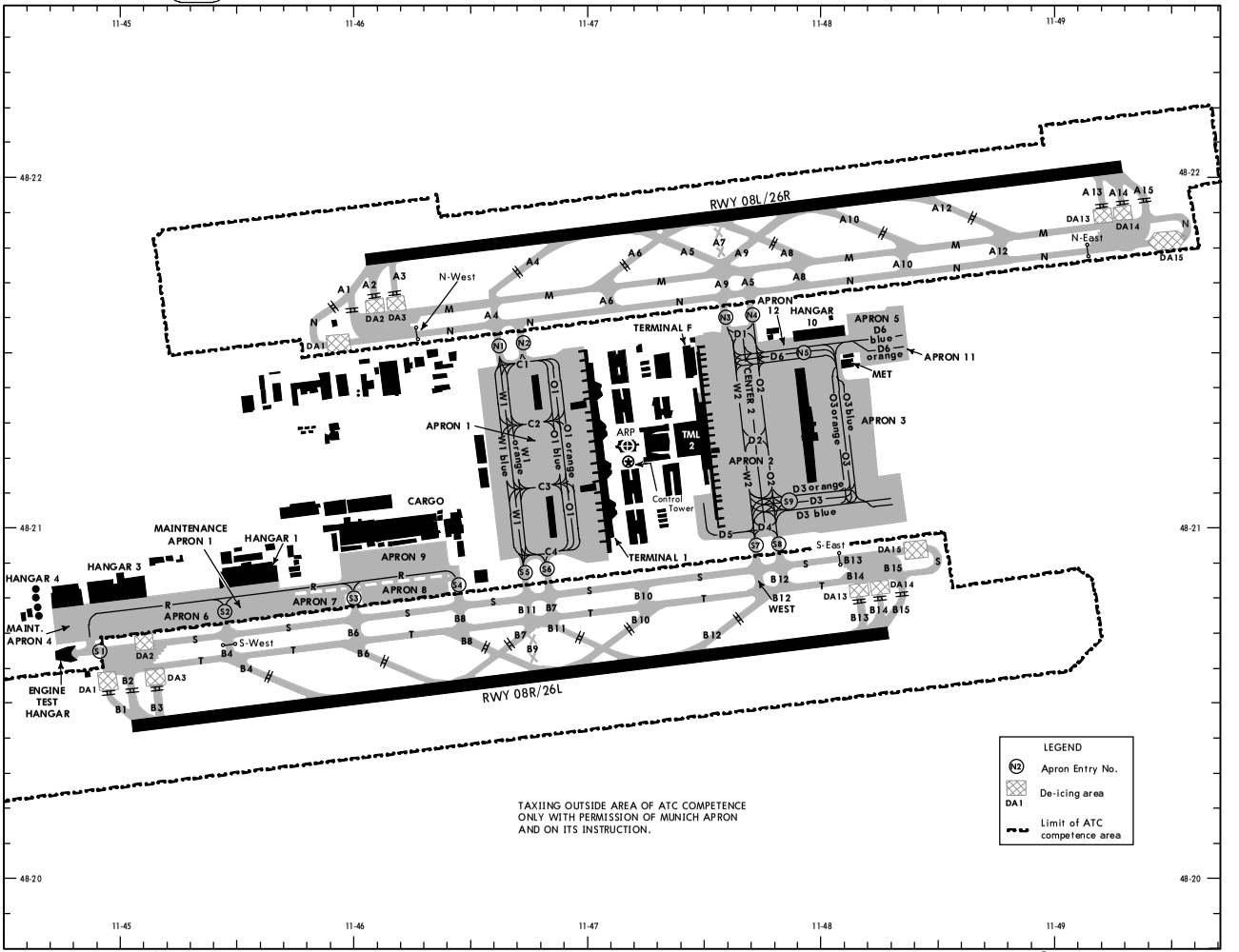

CHANGES: Construction area withdrawn.

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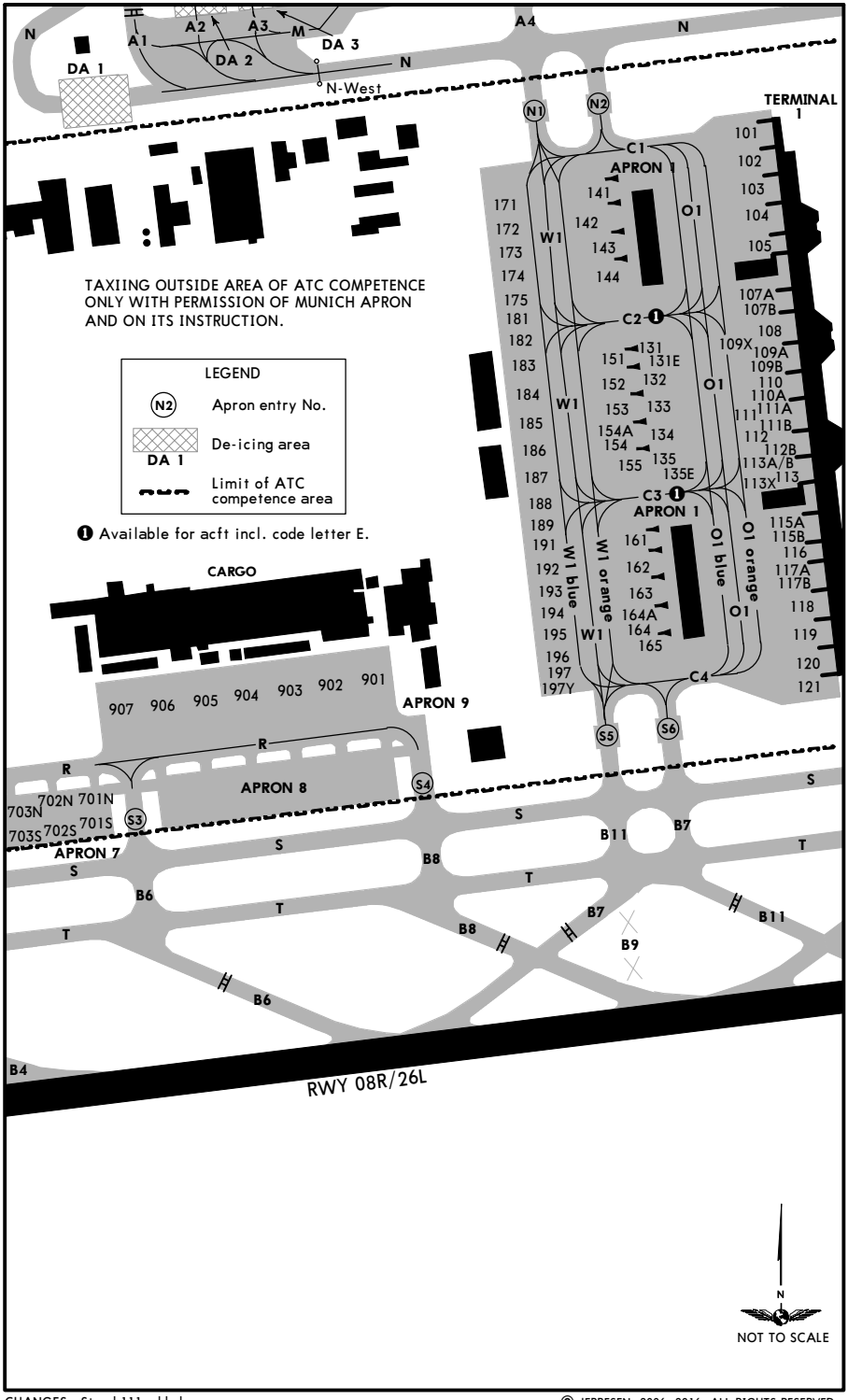

CHANGES: Stand 111 added.

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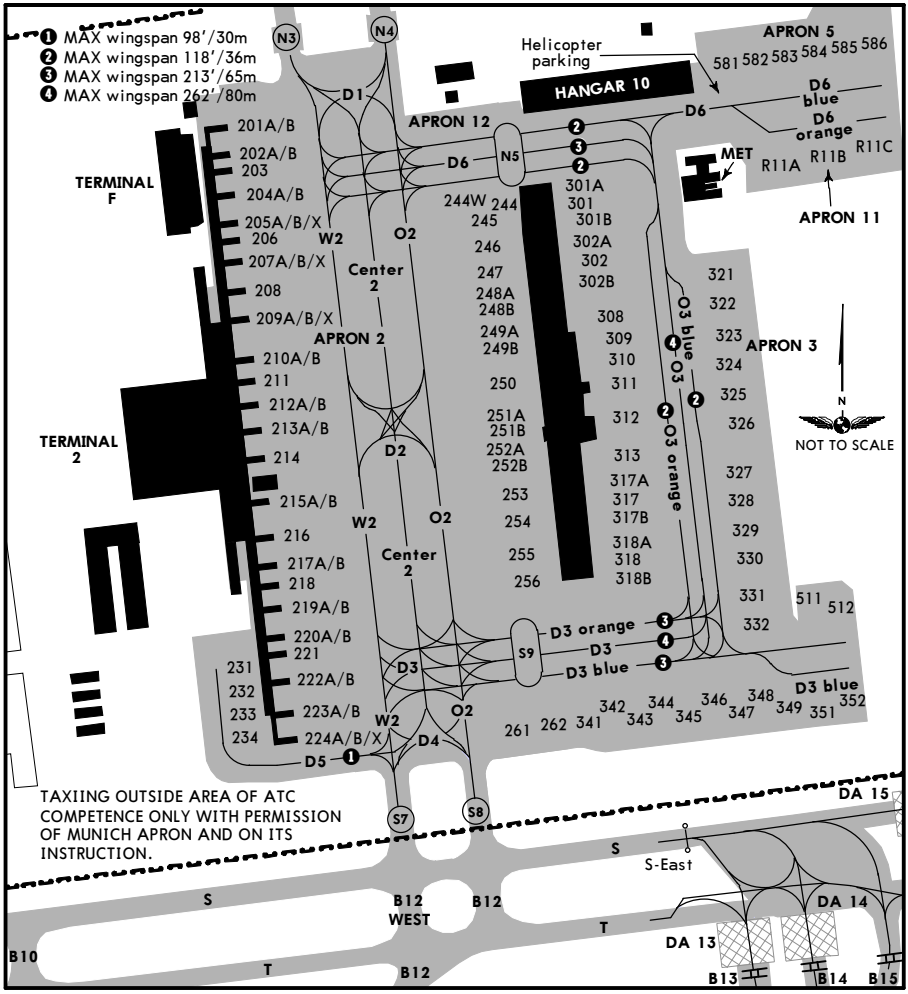

CHANGES: Stands Apron 3. Construction area withdrawn.

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INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
101, 102	N48 21.5 E011 47.0	256	N48 21.1 E011 47.9
103 thru 105	N48 21.4 E011 47.0	261, 262	N48 21.0 E011 47.9
107A thru 109B	N48 21.3 E011 47.0	301 thru 301B	N48 21.4 E011 47.9
110 thru 112	N48 21.2 E011 47.0	302 thru 308	N48 21.4 E011 48.0
113A thru 116	N48 21.1 E011 47.0	309 thru 312	N48 21.3 E011 48.0
117A, 117B	N48 21.0 E011 47.0	313 thru 317B	N48 21.2 E011 48.0
118, 119	N48 21.0 E011 47.1	318	N48 21.1 E011 48.0
120	N48 20.9 E011 47.1	318A	N48 21.2 E011 48.0
121	N48 21.0 E011 47.1	318B	N48 21.1 E011 48.0
131 thru 135	N48 21.2 E011 46.8	321, 322	N48 21.4 E011 48.2
141 thru 143	N48 21.4 E011 46.7	323 thru 326	N48 21.3 E011 48.2
144, 151	N48 21.3 E011 46.8	327	N48 21.2 E011 48.2
152 thru 155	N48 21.2 E011 46.8	328 thru 331	N48 21.1 E011 48.1
161	N48 21.1 E011 46.8	332	N48 21.1 E011 48.2
162 thru 165	N48 21.0 E011 46.8	341 thru 343	N48 21.0 E011 48.0
171 thru 173	N48 21.4 E011 46.6	344 thru 346	N48 21.0 E011 48.1
174 thru 183	N48 21.3 E011 46.6	347 thru 349	N48 21.0 E011 48.2
184 thru 186	N48 21.2 E011 46.6	351, 352	N48 21.0 E011 48.3
187 thru 191	N48 21.1 E011 46.6	511, 512	N48 21.1 E011 48.3
192 thru 196	N48 21.0 E011 46.6	581 thru 583	N48 21.5 E011 48.1
197	N48 20.9 E011 46.6	584 thru 586	N48 21.5 E011 48.2
201A thru 203	N48 21.5 E011 47.5	601	N48 20.7 E011 45.4
204A thru 205A	N48 21.5 E011 47.6	602, 603	N48 20.7 E011 45.3
205B thru 209B	N48 21.4 E011 47.6	604	N48 20.7 E011 45.2
210A thru 214	N48 21.3 E011 47.6	605, 606	N48 20.7 E011 45.1
215A thru 217B	N48 21.2 E011 47.6	607	N48 20.7 E011 45.0
218 thru 222B	N48 21.1 E011 47.6	701N/S, 702N/S	N48 20.8 E011 45.9
223A thru 224B	N48 21.0 E011 47.6	703N/S	N48 20.8 E011 45.8
231	N48 21.1 E011 47.5	901	N48 21.0 E011 46.4
232 thru 234	N48 21.0 E011 47.5	902	N48 20.9 E011 46.3
244 thru 248A	N48 21.4 E011 47.8	903, 904	N48 20.9 E011 46.2
248B thru 250	N48 21.3 E011 47.8	905	N48 20.9 E011 46.1
251A	N48 21.3 E011 47.9	906, 907	N48 20.9 E011 46.0
251B thru 255	N48 21.2 E011 47.9		

CHANGES: Stands.

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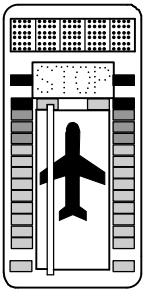
VISUAL DOCKING GUIDANCE SYSTEM (SAFEGATE)

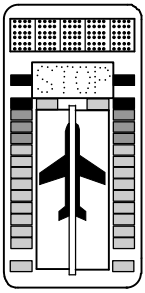
STANDARD DOCKING PROCEDURE

1. Line-up to center acft symbol with green reference bar.
2. Check correct acft type is flashing on display.
3. Check green bottom lights are flashing.
4. When nosegear passes over first sensor, acft type display and green bottom lights will both change from flashing to steady.
5. Green closing rate lights will move upwards in relation to actual acft speed.
6. At 10'/3m before the STOP position yellow lights will illuminate.
7. Reaching the STOP position, all four red lights will illuminate current with the displayed command "STOP".
8. If correctly positioned "OK" is displayed. Beyond 3'/1m of the nominal STOP position, a warning will be displayed in a flashing mode "TOO FAR".

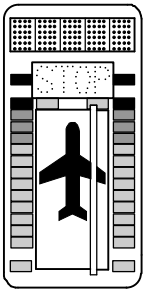
EMERGENCY STOP: All four red STOP position lights and "STOP" will flash.



TURN LEFT



ON CENTERLINE



TURN RIGHT

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EDDM/MUC
MUNICH

JEPPESEN

29 AUG 14 (11-1)

MUNICH, GERMANY
ILS or LOC Rwy 08L

BRIEFING STRIP TM

*D-ATIS	MUNICH Arrival (APP)	MUNICH Radar (APP)	MUNICH Director ❶	MUNICH Tower	Ground
123.12	128.02	123.9	118.82	118.7	121.97

LOC IMNE	Final Apch Crs	GS MNE Lctr	ILS DA(H)	Apt Elev 1487′
109.5	081°	2700′ (1233′)	1667′ (200′)	RWY 1467′

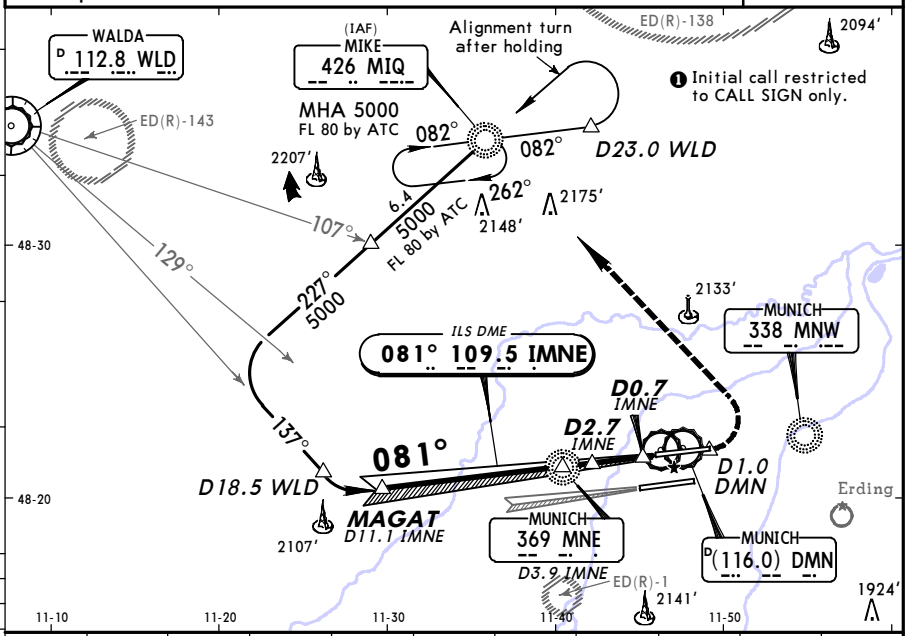
MISSED APCH: Climb STRAIGHT AHEAD to D1.0 East of DMN or 1900′, whichever is later, then turn LEFT to MIQ NDB climbing to 5000′.

3700′

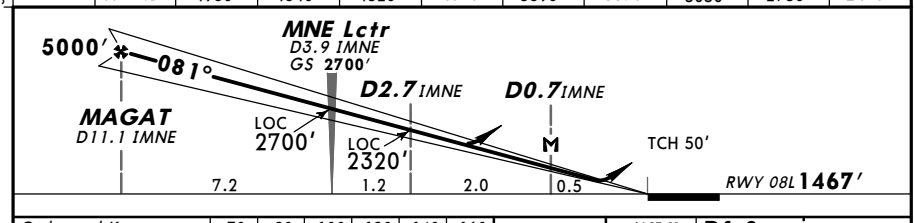
MSA MNW Lctr

Alt Set: hPa (IN on req) Rwy Elev: 53 hPa Trans level: By ATC Trans alt: 5000′

DME required.



LOC (GS out)	IMNE DME	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0
	ALTITUDE	4960′	4640′	4320′	4010′	3690′	3370′	3050′	2730′	2410′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862
MAP at D0.7 IMNE						

ALSF-II PAPI

D1.0 East of DMN whichever is later **1900′**

Standard STRAIGHT-IN LANDING RWY **08L**

PANS OPS

	ILS DA(H) 1667′ (200′) FULL	ILS Limited	ILS ALS out	LOC (GS out) DA(H) 1860′ (393′)	LOC ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1100m	RVR 1500m
B					
C					RVR 1800m
D					

CHANGES: MSA.

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EDDM/MUC
MUNICH

JEPPESEN

29 AUG 14 (11-1A)

MUNICH, GERMANY
CAT II/III ILS Rwy 08L

BRIEFING STRIP

*D-ATIS	MUNICH Arrival (APP)	MUNICH Radar (APP)	MUNICH Director ❶	MUNICH Tower	Ground
123.12	128.02	123.9	118.82	118.7	121.97

LOC	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 1487′
IMNE 109.5	081°	MNE Lctr 2700′ (1233′)	Refer to Minimums	RWY 1467′

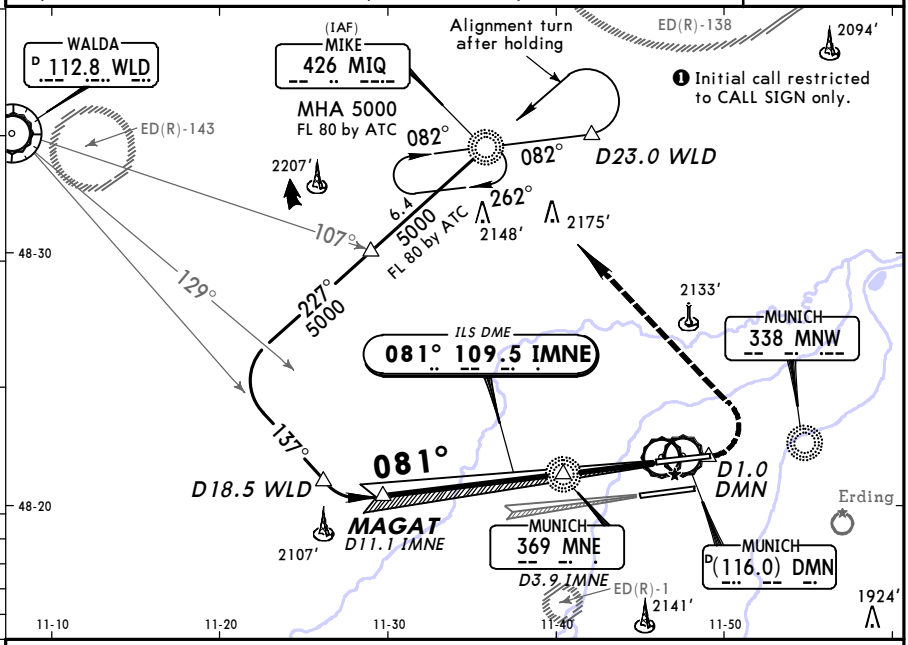
MISSED APCH: Climb STRAIGHT AHEAD to D1.0 East of DMN or 1900′, whichever is later, then turn LEFT to MIQ NDB climbing to 5000′.

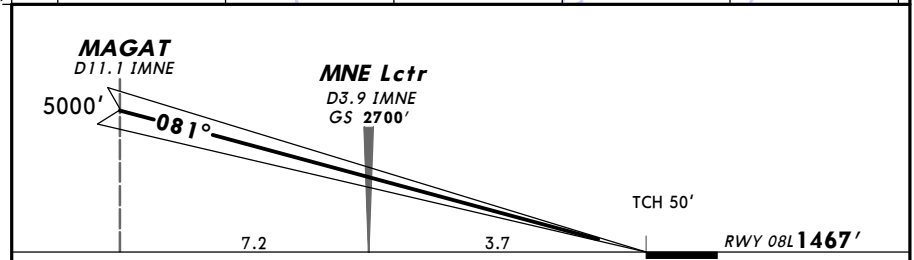
Alt Set: hPa (IN on req) Rwy Elev: 53 hPa Trans level: By ATC Trans alt: 5000′

1. Special Aircrew & Acft Certification Required. 2. **DME required.**

3700′

MSA MNW Lctr





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	485	539	647	755	862

ALSF-II
PAPI

D1.0 East of DMN — **1900′** whichever is later

Standard STRAIGHT-IN LANDING RWY **08L**

CAT IIIA ILS	CAT II ILS ABCD RA 104′
DH 50′	DA(H) 1567′ (100′)
RVR 200m	RVR 300m ❶

❶ Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

PANS OPS

CHANGES: MSA.

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EDDM/MUC
MUNICH

JEPPESEN

29 AUG 14 (11-2)

MUNICH, GERMANY
ILS or LOC Rwy 08R

BRIEFING STRIP

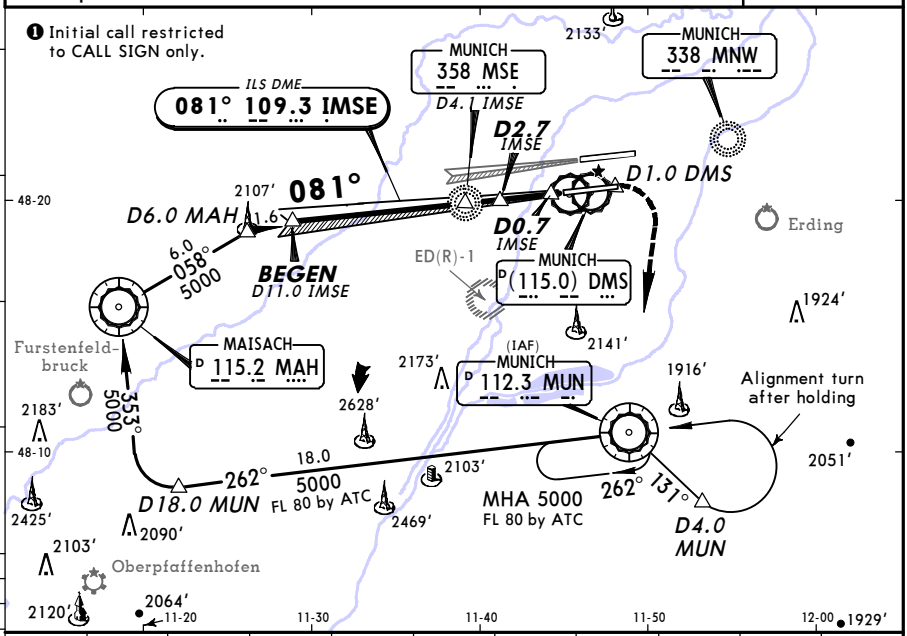
*D-ATIS	MUNICH Arrival (APP)	MUNICH Radar (APP)	MUNICH Director ❶	MUNICH Tower	Ground
123.12	120.77	127.95	132.3	120.5	121.82

LOC IMSE	Final Apch Crs	GS MSE Lctr	ILS DA(H)	Apt Elev 1487′
109.3	081°	2780′ (1294′)	1686′ (200′)	RWY 1486′

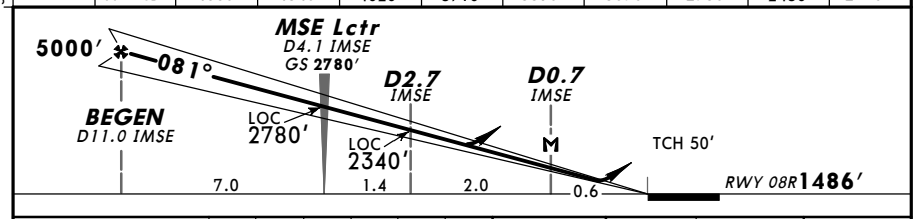
MISSED APCH: Climb STRAIGHT AHEAD to D1.0 East of DMS or 1900′, whichever is later, then turn RIGHT to MUN VOR climbing to 5000′.

3700′
MSA MNW Lctr

Alt Set: hPa (IN on req) Rwy Elev: 53 hPa Trans level: By ATC Trans alt: 5000′
DME required.



LOC (GS out)	IMSE DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	4660′	4340′	4020′	3710′	3390′	3070′	2750′	2430′	2110′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862
MAP at D0.7 IMSE						

ALSF-II
PAPI

D1.0 East of DMS whichever is later **1900′**

PANS OPS

Standard STRAIGHT-IN LANDING RWY **08R**

	ILS DA(H) 1686′ (200′) FULL	ILS Limited	ILS ALS out	LOC (GS out) DA(H) 1870′ (384′)	LOC ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1100m	RVR 1500m
B					
C					RVR 1800m
D					

CHANGES: MSA.

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EDDM/MUC
MUNICH

JEPPESEN

29 AUG 14 (11-2A)

MUNICH, GERMANY
CAT II/III ILS Rwy 08R

BRIEFING STRIP

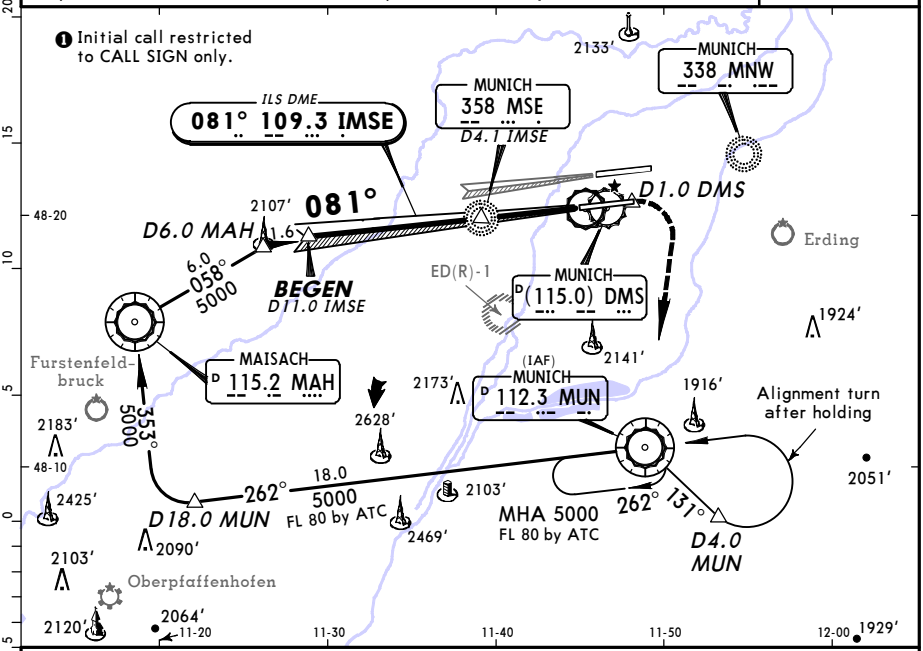
*D-ATIS	MUNICH Arrival (APP)	MUNICH Radar (APP)	MUNICH Director ❶	MUNICH Tower	Ground
123.12	120.77	127.95	132.3	120.5	121.82

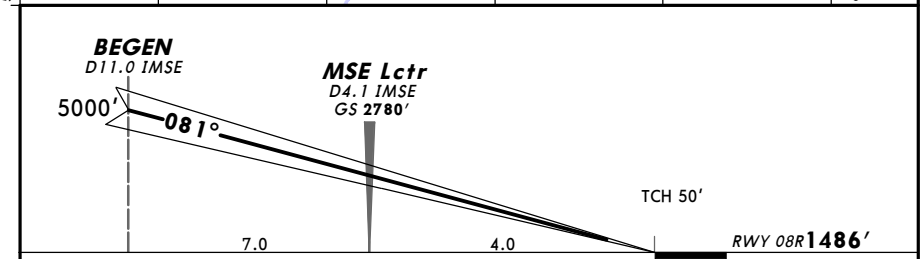
LOC	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 1487′
IMSE 109.3	081°	MSE Lctr 2780′ (1294′)	Refer to Minimums	RWY 1486′

MISSED APCH: Climb STRAIGHT AHEAD to D1.0 East of DMS or 1900′, whichever is later, then turn RIGHT to MUN VOR climbing to 5000′.

Alt Set: hPa (IN on req) Rwy Elev: 53 hPa Trans level: By ATC Trans alt: 5000′
1. Special Aircrew & Acft Certification Required. 2. **DME required.**

3700′
MSA MNW Lctr





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	485	539	647	755	862

ALSF-II
PAPI

D1.0 East of DMS whichever is later **1900′**

Standard STRAIGHT-IN LANDING RWY **08R**

CAT IIIA ILS	CAT II ILS ABCD
DH **50′**	**RA 101′** DA(H) **1586′** (100′)
RVR 200m	RVR 300m ❶

PANS OPS

❶ Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: MSA.

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EDDM/MUC
MUNICH

JEPPESEN

29 AUG 14 (11-3)

MUNICH, GERMANY
ILS or LOC Rwy 26L

BRIEFING STRIP

*D-ATIS	MUNICH Arrival (APP)	MUNICH Radar (APP)	MUNICH Director ❶	MUNICH Tower	Ground
123.12	120.77	127.95	132.3	120.5	121.82

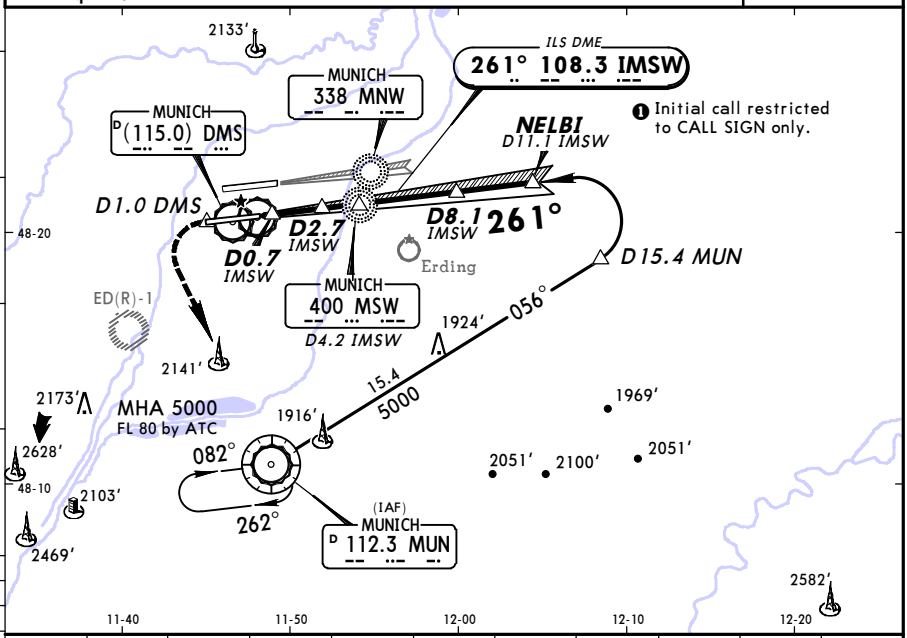
LOC IMSW	Final Apch Crs	GS MSW Lctr	ILS DA(H)	Apt Elev 1487′ / RWY 1470′
108.3	261°	2800′ (1330′)	1670′ (200′)	

MISSED APCH: Climb STRAIGHT AHEAD to D1.0 West of DMS or 1900′, whichever is later, then turn LEFT to MUN VOR climbing to 5000′.

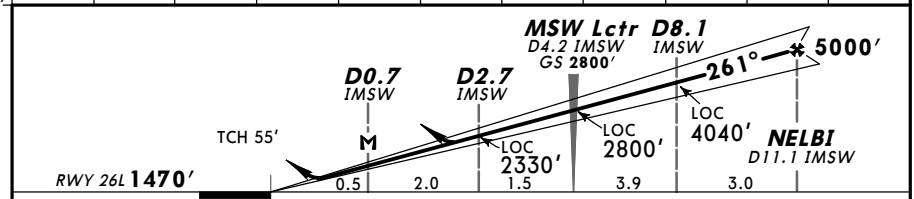
3700′

MSA MNW Lctr

Alt Set: hPa (IN on req) Rwy Elev: 53 hPa Trans level: By ATC Trans alt: 5000′
DME required.



LOC (GS out)	IMSW DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0
	ALTITUDE	2100′	2420′	2740′	3060′	3380′	3700′	4010′	4330′	4650′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862
MAP at D0.7 IMSW						

ALSF-II
PAPI

D1.0 West of DMS whichever is later 1900′

Standard STRAIGHT-IN LANDING RWY **26L**

	ILS DA(H) 1670′ (200′) FULL	ILS DA(H) 1670′ (200′) Limited	ILS DA(H) 1670′ (200′) ALS out	LOC (GS out) DA(H) 1880′ (410′)	LOC (GS out) DA(H) 1880′ (410′) ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1200m	RVR 1500m
B					
C					RVR 1900m
D					

PANS OPS

CHANGES: MSA.

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MUNICH

JEPPESEN

29 AUG 14 (11-3A)

MUNICH, GERMANY
CAT II/III ILS Rwy 26L

BRIEFING STRIP TM

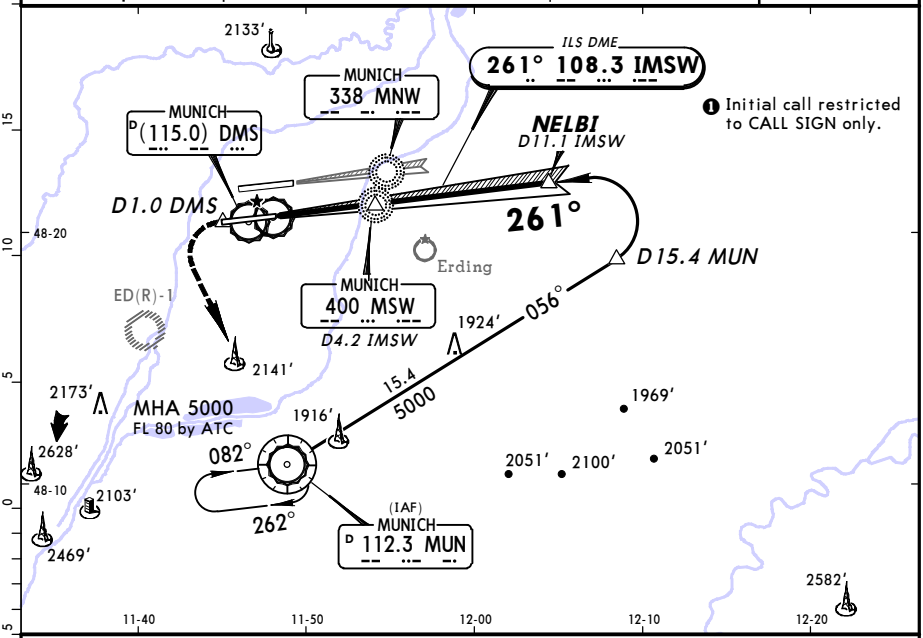
*D-ATIS	MUNICH Arrival (APP)	MUNICH Radar (APP)	MUNICH Director ❶	MUNICH Tower	Ground
123.12	120.77	127.95	132.3	120.5	121.82

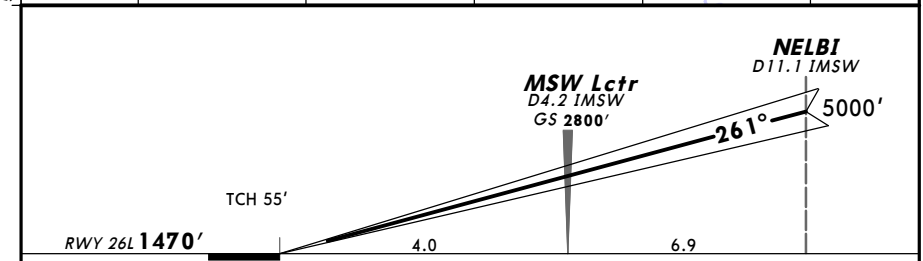
LOC	Final Apch Crs	GS MSW Lctr	CAT II & IIIA ILS Refer to Minimums	Apt Elev 1487′ RWY 1470′
IMSW 108.3	261°	2800′ (1330′)		

MISSED APCH: Climb STRAIGHT AHEAD to D1.0 West of DMS or 1900′, whichever is later, then turn LEFT to MUN VOR climbing to 5000′.

3700′ MSA MNW Lctr

Alt Set: hPa (IN on req) Rwy Elev: 53 hPa Trans level: By ATC Trans alt: 5000′
1. DME required. 2. Special Aircrew & Acft Certification Required.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	485	539	647	755	862

ALSF-II PAPI

D1.0 West of DMS whichever is later 1900′

PANS OPS

Standard STRAIGHT-IN LANDING RWY **26L**

CAT IIIA ILS	CAT II ILS ABCD
DH 50′	RA 106′ DA(H) 1570′ (100′)
RVR 200m	RVR 300m ❶

❶ Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: MSA.

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EDDM/MUC
MUNICH

JEPPESEN

29 AUG 14 (11-4)

MUNICH, GERMANY
ILS or LOC Rwy 26R

BRIEFING STRIP

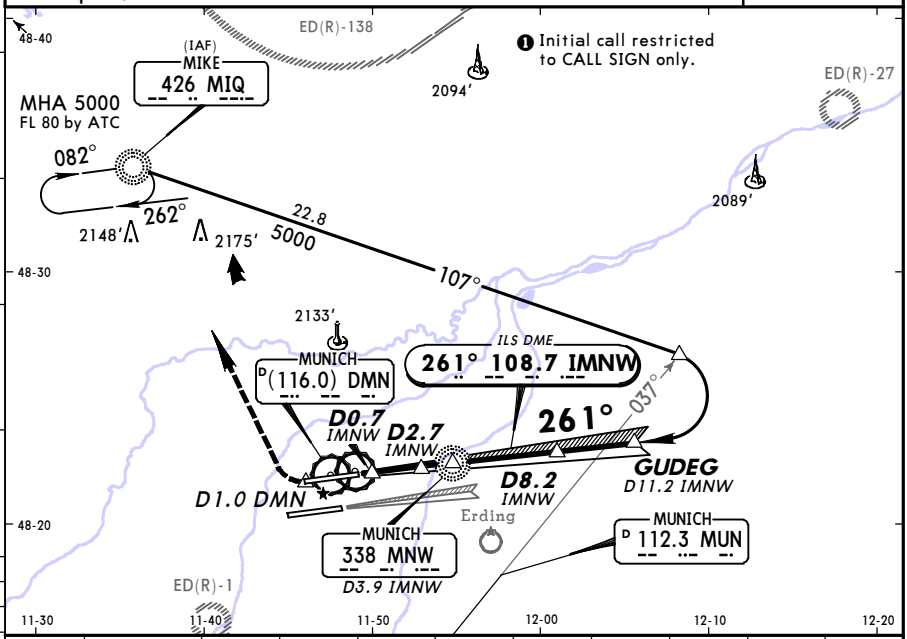
*D-ATIS	MUNICH Arrival (APP)	MUNICH Radar (APP)	MUNICH Director ❶	MUNICH Tower	Ground
123.12	128.02	123.9	118.82	118.7	121.97

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1487′
IMNW 108.7	261°	MNW Lctr 2690′ (1241′)	1649′ (200′)	RWY 1449′

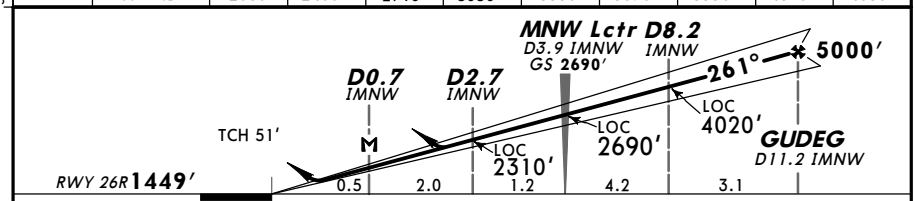
MISSED APCH: Climb STRAIGHT AHEAD to D1.0 West of DMN or 1900′, whichever is later, then turn RIGHT to MIQ NDB climbing to 5000′.

Alt Set: hPa (IN on req) Rwy Elev: 52 hPa Trans level: By ATC Trans alt: 5000′
DME required.

3700′
MSA MNW Lctr



LOC (GS out)	IMNW DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0
	ALTITUDE	2080′	2400′	2710′	3030′	3350′	3670′	3990′	4310′	4630′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862
MAP at D0.7 IMNW						

ALSF-II
PAPI

D1.0 West of DMN whichever is later 1900′

Standard STRAIGHT-IN LANDING RWY 26R

	ILS DA(H) 1649′ (200′) FULL	ILS Limited	ILS ALS out	LOC (GS out) DA(H) 1860′ (411′)	LOC ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1200m	RVR 1500m
B					
C					RVR 1900m
D					

PANS OPS

CHANGES: MSA.

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EDDM/MUC
MUNICH

JEPPESEN

29 AUG 14 (11-4A)

MUNICH, GERMANY
CAT II/III ILS Rwy 26R

BRIEFING STRIP TM

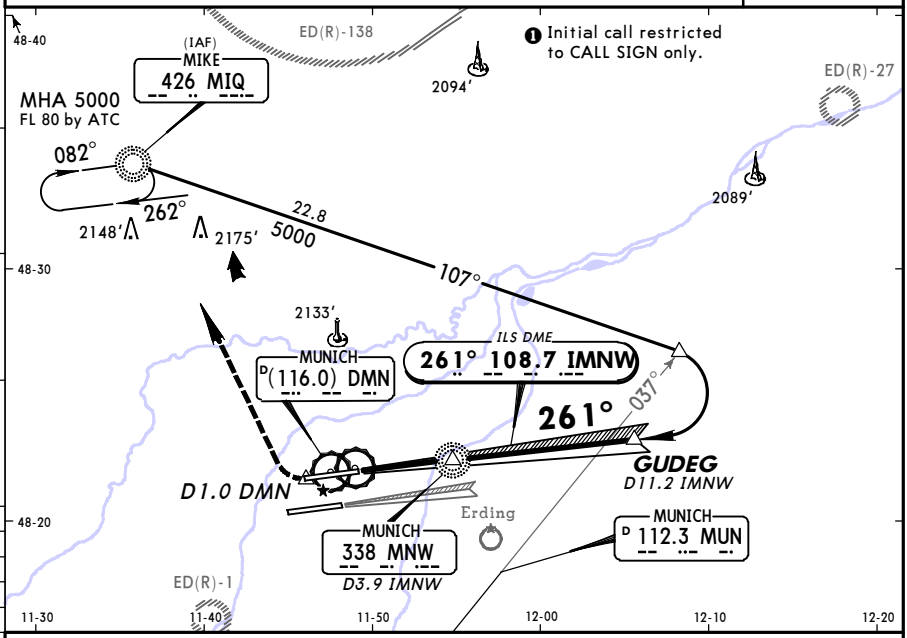
*D-ATIS	MUNICH Arrival (APP)	MUNICH Radar (APP)	MUNICH Director ❶	MUNICH Tower	Ground
123.12	128.02	123.9	118.82	118.7	121.97

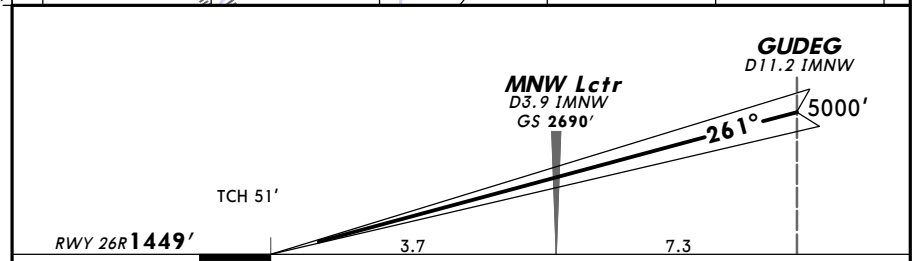
LOC	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 1487′
IMNW **108.7**	**261°**	**MNW Lctr** **2690′** (1241′)	Refer to Minimums	RWY **1449′**

MISSED APCH: Climb STRAIGHT AHEAD to D1.0 West of DMN or 1900′, whichever is later, then turn RIGHT to MIQ NDB climbing to 5000′.

3700′
MSA MNW Lctr

Alt Set: hPa (IN on req) Rwy Elev: 52 hPa Trans level: By ATC Trans alt: 5000′
1. DME required. 2. Special Aircrew & Acft Certification Required.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	485	539	647	755	862

ALSF-II
PAPI

D1.0 West of DMN whichever is later **1900′**

Standard STRAIGHT-IN LANDING RWY **26R**

CAT IIIA ILS	CAT II ILS ABCD
DH **50′**	**RA 105′** DA(H) **1549′** (100′)
RVR 200m	RVR 300m ❶

PANS OPS

❶ Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: MSA.

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EDDM/MUC
MUNICH

JEPPESEN
3 JUL 15 (12-1)

MUNICH, GERMANY
RNAV (GPS) Rwy 08L

BRIEFING STRIP TM

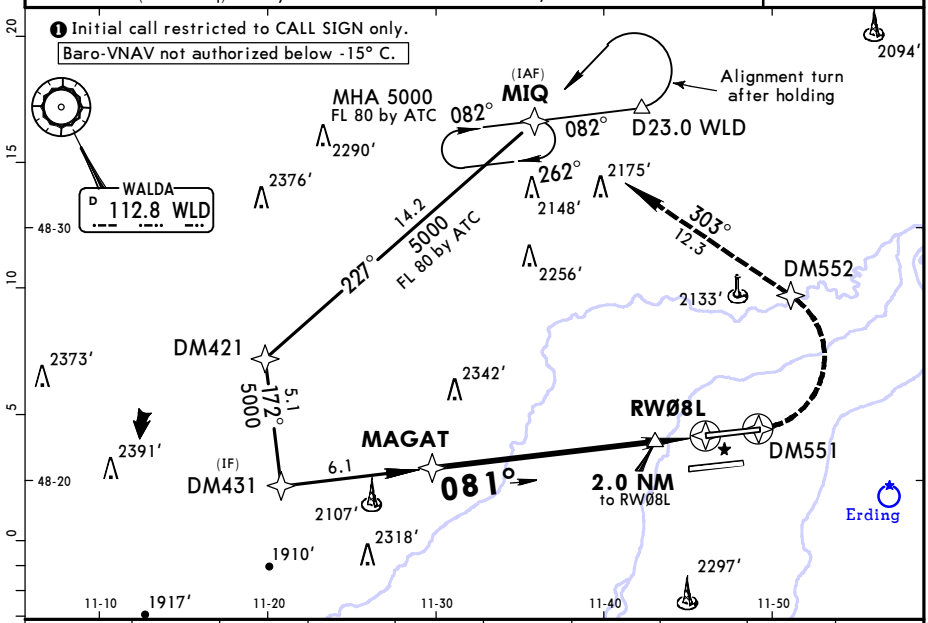
*D-ATIS	MUNICH Arrival (APP)	MUNICH Radar (APP)	MUNICH Director ❶	MUNICH Tower	Ground
123.125	128.025	123.9	118.825	118.7	121.975

RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev 1487′
	081°	**MAGAT** **5000′** (3533′)	**1890′** (423′)	Rwy 1467′

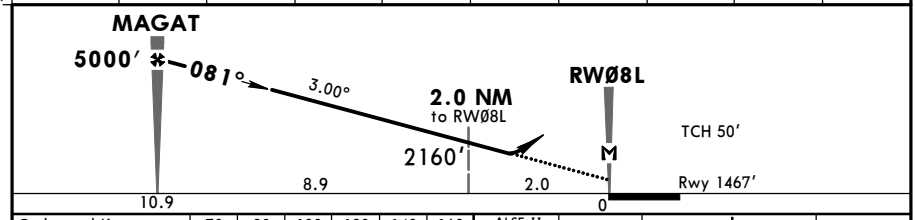
MISSED APCH: Climb on 081° to DM551 or 1900′, whichever is later, then turn LEFT via DM552 onto 303° to MIQ climbing to 5000′.

Alt Set: hPa (IN on req) Rwy Elev: 53 hPa Trans level: By ATC Trans alt: 5000′

MSA ARP 4000′



Dist to RWØ8L	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	4710′	4390′	4070′	3750′	3430′	3110′	2800′	2480′	2160′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RWØ8L							

ALSF-II PAPI

081° | DM551 1900′ whichever is later | DM552 LT

Standard STRAIGHT-IN LANDING RWY **08L**

PANS OPS

	LNAV/VNAV DA(H) **1890′** (423′)		LNAV DA(H) **1950′** (483′)	
		ALS out		ALS out
A	RVR 1300m	RVR 1500m	RVR 1500m	
B				
C		RVR 2000m	RVR 1500m	CMV 2300m
D				

CHANGES: MSA.

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EDDM/MUC
MUNICH

JEPPESEN
3 JUL 15 (12-2)

MUNICH, GERMANY
RNAV (GPS) Rwy 08R

BRIEFING STRIP

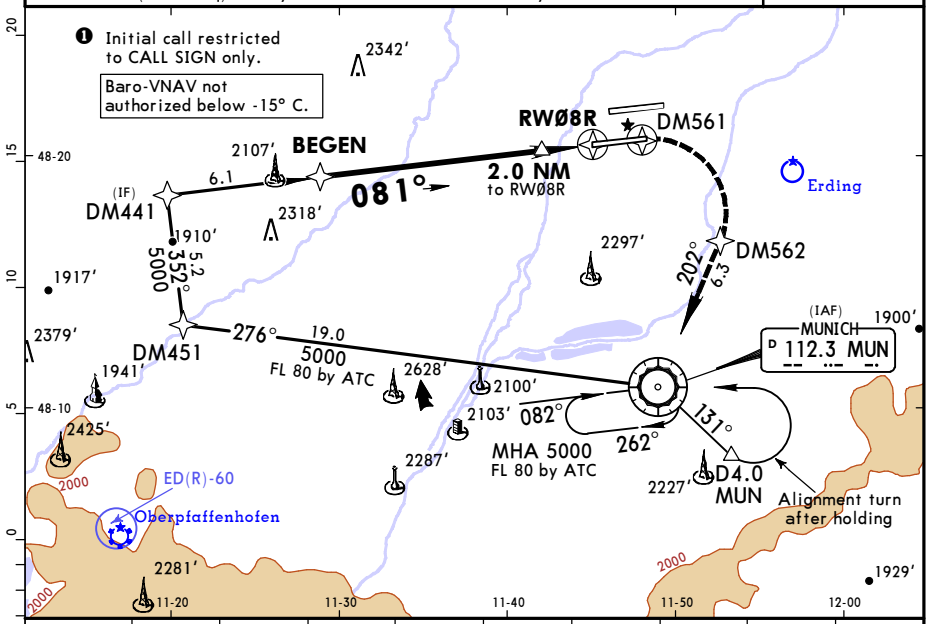
*D-ATIS	MUNICH Arrival (APP)	MUNICH Radar (APP)	MUNICH Director ❶	MUNICH Tower	Ground
123.125	120.775	127.950	132.3	120.5	121.825

RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev 1487′
	081°	**BEGEN** **5000′** (3514′)	**2010′** (524′)	Rwy 1486′

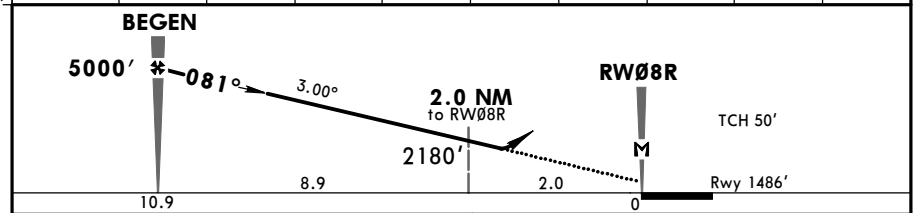
MISSED APCH: Climb on 081° to DM561 or 1900′, whichever is later, then turn RIGHT via DM562 onto 202° to VOR climbing to 5000′.

4000′ MSA ARP

Alt Set: hPa (IN on req) Rwy Elev: 53 hPa Trans level: By ATC Trans alt: 5000′



Dist to RW08R	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	4720′	4410′	4090′	3770′	3450′	3130′	2810′	2500′	2180′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW08R							

ALSF-II
PAPI

081° | DM561 1900′ whichever is later | DM562 RT

Standard STRAIGHT-IN LANDING RWY **08R**

	LNAV/VNAV DA(H) **2010′** (524′)		LNAV DA(H) **2010′** (524′)	
		ALS out		ALS out
A	RVR 1500m		RVR 1500m	
B				
C	RVR 1700m	CMV 2400m	RVR 1700m	CMV 2400m
D				

PANS OPS

CHANGES: MSA.

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EDDM/MUC
MUNICH

JEPPESEN
3 JUL 15 (12-3)

MUNICH, GERMANY
RNAV (GPS) Rwy 26L

BRIEFING STRIP

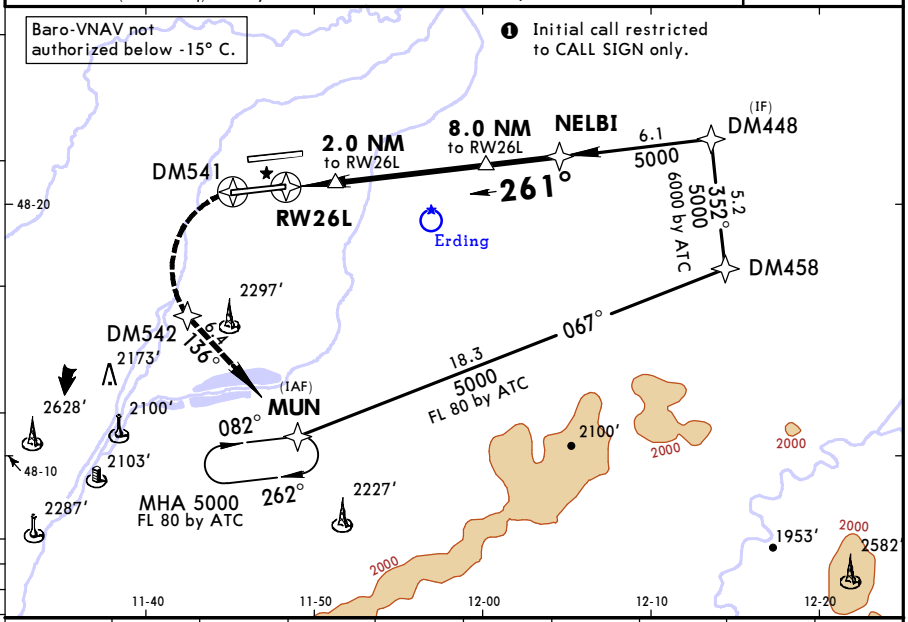
*D-ATIS	MUNICH Arrival (APP)	MUNICH Radar (APP)	MUNICH Director ❶	MUNICH Tower	Ground
123.125	120.775	127.950	132.3	120.5	121.825

RNAV	Final Apch Crs	Minimum Alt NELBI	LNAV/VNAV DA(H)	Apt Elev 1487′
	261°	5000′ (3530′)	1900′ (430′)	Rwy 1470′

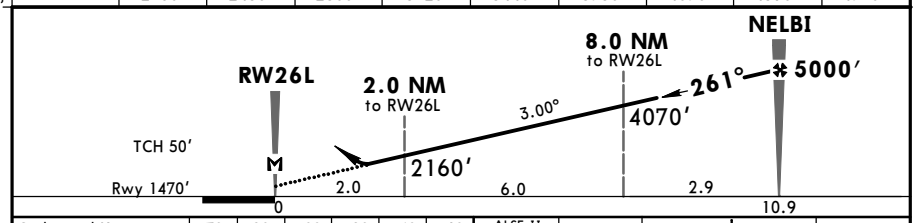
MISSED APCH: Climb on 261° to DM541 or 1900′, whichever is later, then turn LEFT via DM542 onto 136° to MUN climbing to 5000′.

4000′
MSA
ARP

Alt Set: hPa (IN on req) Rwy Elev: 53 hPa Trans level: By ATC Trans alt: 5000′



Dist to RW26L	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0
ALTITUDE	2160′	2480′	2800′	3120′	3440′	3750′	4070′	4390′	4710′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RW26L						

ALSF-II
PAPI

261° | DM541 1900′ whichever is later | DM542 LT

Standard STRAIGHT-IN LANDING RWY **26L**

PANS OPS

	LNAV/VNAV DA(H) 1900′ (430′)		LNAV DA(H) 1980′ (510′)	
		ALS out		ALS out
A	RVR 1300m	RVR 1500m	RVR 1500m	
B				
C		RVR 2000m	RVR 1600m	CMV 2400m
D				

CHANGES: MSA.

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EDDM/MUC
MUNICH

JEPPESEN
3 JUL 15 (12-4)

MUNICH, GERMANY
RNAV (GPS) Rwy 26R

BRIEFING STRIP

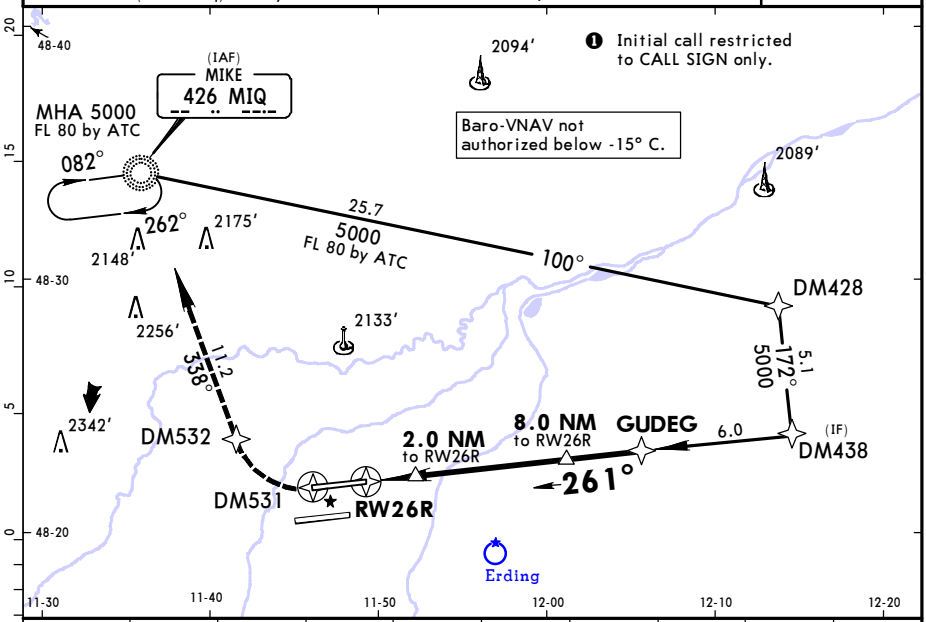
*D-ATIS	MUNICH Arrival (APP)	MUNICH Radar (APP)	MUNICH Director ❶	MUNICH Tower	Ground
123.125	128.025	123.9	118.825	118.7	121.975

RNAV	Final Apch Crs	Minimum Alt GUDEG	LNAV/VNAV DA(H)	Apt Elev 1487′
	261°	5000′ (3551′)	2010′ (561′)	Rwy 1449′

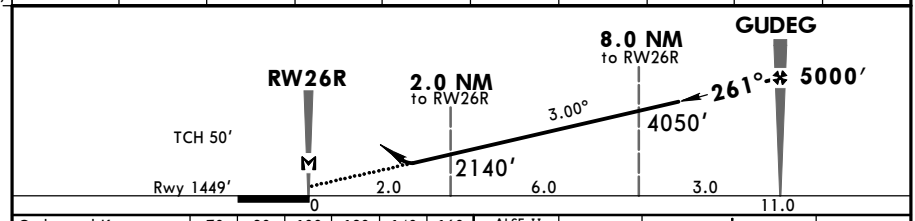
MISSED APCH: Climb on 261° to DM531 or 1900′, whichever is later, then turn RIGHT via DM532 onto 338° to NDB climbing to 5000′.

4000′
MSA
ARP

Alt Set: hPa (IN on req) Rwy Elev: 52 hPa Trans level: By ATC Trans alt: 5000′



Dist to RW26R	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0
ALTITUDE	2140′	2460′	2780′	3100′	3410′	3730′	4050′	4370′	4690′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW26R							

ALSF-II
PAPI

261° | DM531 1900′ whichever is later | DM532 RT

Standard STRAIGHT-IN LANDING RWY **26R**

	LNAV/VNAV DA(H) 2010′(561′)		LNAV DA(H) 2010′(561′)	
		ALS out		ALS out
A	RVR 1500m		RVR 1500m	
B				
C	RVR 1900m	CMV 2400m	RVR 1900m	CMV 2400m
D				

PANS OPS

CHANGES: MSA.

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EDDM/MUC
MUNICH

JEPPESEN

29 AUG 14 (16-1)

MUNICH, GERMANY
NDB Rwy 08L

BRIEFING STRIP TM

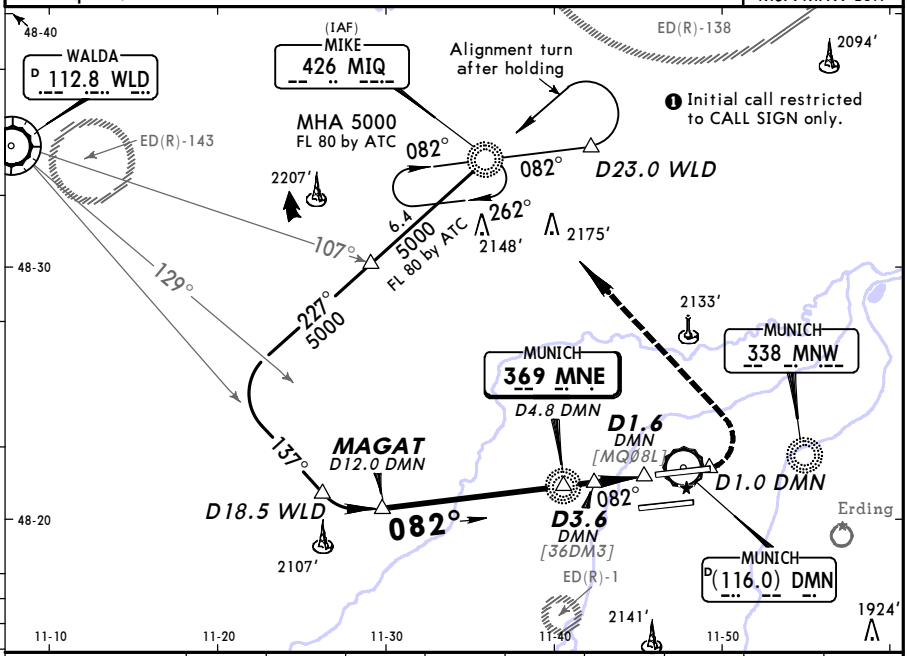
*D-ATIS	MUNICH Arrival (APP)	MUNICH Radar (APP)	MUNICH Director ❶	MUNICH Tower	Ground
123.12	128.02	123.9	118.82	118.7	121.97

Lctr	Final Apch Crs	Minimum Alt MAGAT	DA(H)	Apt Elev / RWY
MNE 369	082°	5000′ (3533′)	2010′ (543′)	Apt Elev 1487′ RWY 1467′

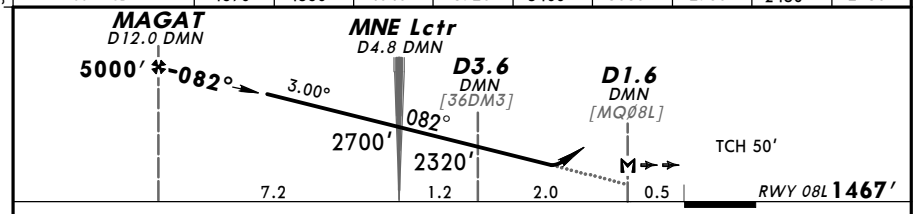
MISSED APCH: Climb STRAIGHT AHEAD to D1.0 East of DMN or 1900′, whichever is later, then turn LEFT to MIQ NDB climbing to 5000′.

Alt Set: hPa (IN on req) Rwy Elev: 53 hPa Trans level: By ATC Trans alt: 5000′
DME required.

3700′
MSA MNW Lctr



DMN DME	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	4670′	4360′	4040′	3720′	3400′	3080′	2760′	2450′	2130′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.6 DMN						

ALSF-II
PAPI

D1.0 East of DMN whichever is later — **1900′**

Standard STRAIGHT-IN LANDING RWY **08L**

DA(H) **2010′** (543′)

		ALS out
A	RVR 1500m	
B		
C	RVR 1800m	CMV 2400m
D		

PANS OPS 4

CHANGES: MSA.

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EDDM/MUC
MUNICH

JEPPESEN

29 AUG 14 (16-2)

MUNICH, GERMANY
NDB Rwy 08R

BRIEFING STRIP

*D-ATIS	MUNICH Arrival (APP)	MUNICH Radar (APP)	MUNICH Director ❶	MUNICH Tower	Ground
123.12	120.77	127.95	132.3	120.5	121.82

Lctr MSE	Final Apch Crs	Minimum Alt BEGEN	DA(H)	Apt Elev 1487′
358	082°	5000′ (3514′)	2050′ (564′)	RWY 1486′

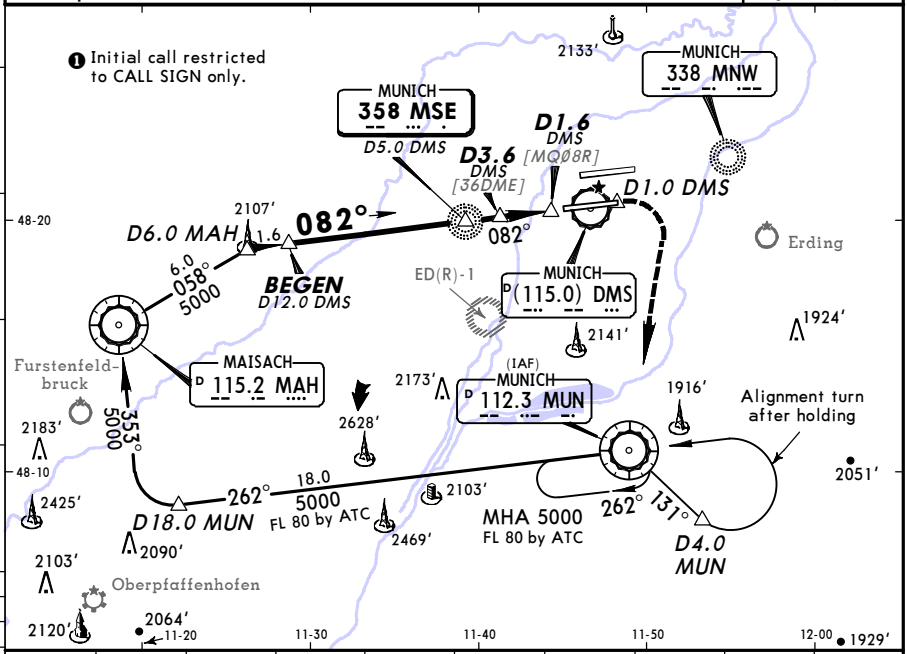
MISSED APCH: Climb STRAIGHT AHEAD to D1.0 East of DMS or 1900′, whichever is later, then turn RIGHT to MUN VOR climbing to 5000′.

Alt Set: hPa (IN on req) Rwy Elev: 53 hPa Trans level: By ATC Trans alt: 5000′

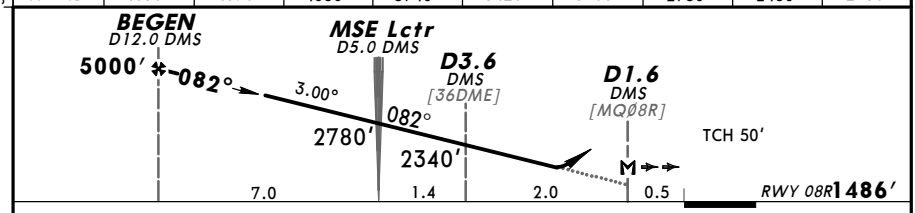
DME required.

3700′

MSA MNW Lctr



DMS DME	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	4690′	4370′	4060′	3740′	3420′	3100′	2780′	2460′	2150′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.6 DMS						

ALSF-II PAPI

D1.0 East of DMS whichever is later **1900′**

Standard STRAIGHT-IN LANDING RWY **08R**

DA(H) **2050′** (564′)

		ALS out
A	RVR 1500m	
B		
C	RVR 1900m	CMV 2400m
D		

PANS OPS 4

CHANGES: MSA.

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EDDM/MUC
MUNICH

JEPPESEN

29 AUG 14 (16-3)

MUNICH, GERMANY
NDB Rwy 26L

BRIEFING STRIP TM

*D-ATIS	MUNICH Arrival (APP)	MUNICH Radar (APP)	MUNICH Director ❶	MUNICH Tower	Ground
123.12	120.77	127.95	132.3	120.5	121.82

Lctr MSW	Final Apch Crs	Minimum Alt NELBI	DA(H)	Apt Elev / RWY
400	262°	5000′ (3530′)	2020′ (550′)	1487′ / 1470′

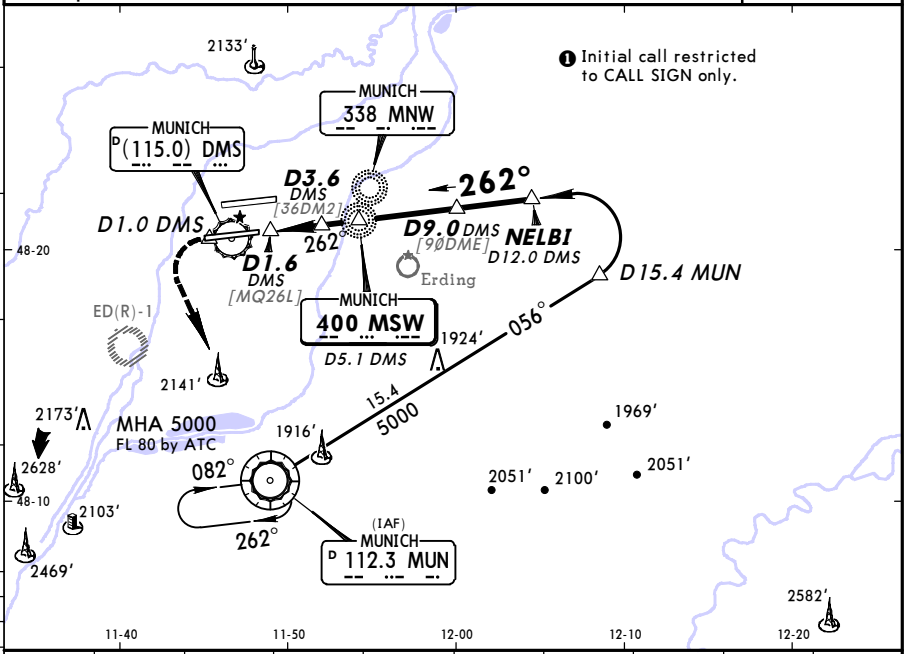
MISSED APCH: Climb STRAIGHT AHEAD to D1.0 West of DMS or 1900′, whichever is later, then turn LEFT to MUN VOR climbing to 5000′.

Alt Set: hPa (IN on req) Rwy Elev: 53 hPa Trans level: By ATC Trans alt: 5000′

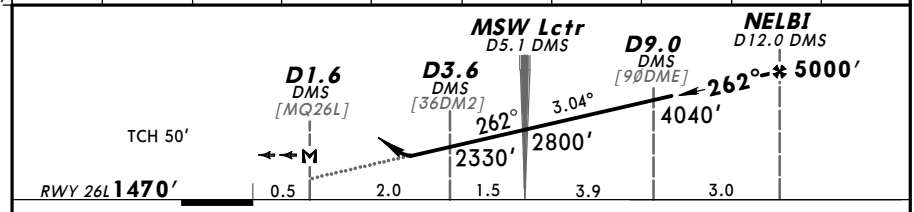
DME required.

3700′

MSA MNW Lctr



DMS DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0
ALTITUDE	2130′	2450′	2770′	3090′	3400′	3720′	4040′	4360′	4680′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.04°	376	484	538	645	753	861
MAP at D1.6 DMS						

ALSF-II PAPI

D1.0 West of DMS whichever is later 1900′

Standard STRAIGHT-IN LANDING RWY **26L**

DA(H) **2020′** (550′)

ALS out

PANS OPS 4

A	RVR 1500m	
B		
C	RVR 1800m	CMV 2400m
D		

CHANGES: MSA.

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EDDM/MUC
MUNICH

JEPPESEN

29 AUG 14 (16-4)

MUNICH, GERMANY
NDB Rwy 26R

BRIEFING STRIP

*D-ATIS	MUNICH Arrival (APP)	MUNICH Radar (APP)	MUNICH Director ❶	MUNICH Tower	Ground
123.12	128.02	123.9	118.82	118.7	121.97

Lctr	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 1487′
MNW 338	262°	GUDEG 5000′ (3551′)	2050′ (601′)	RWY 1449′

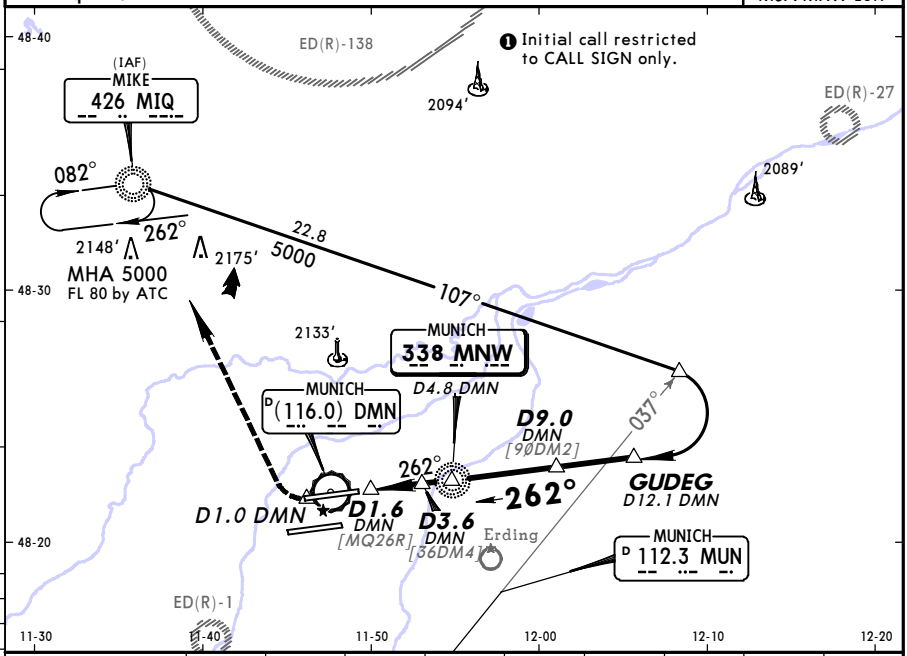
MISSED APCH: Climb STRAIGHT AHEAD to D1.0 West of DMN or 1900′, whichever is later, then turn RIGHT to MIQ NDB climbing to 5000′.

Alt Set: hPa (IN on req) Rwy Elev: 52 hPa Trans level: By ATC Trans alt: 5000′

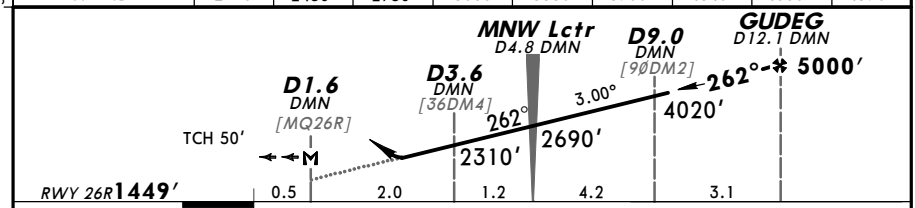
DME required.

3700′

MSA MNW Lctr



DMN DME	3.0	4.0	5.0	6.0	7.0	8.0	10.0	11.0	12.0
ALTITUDE	2110′	2430′	2750′	3060′	3380′	3700′	4340′	4660′	4970′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.6 DMN						

ALSF-II
PAPI

D1.0 West of DMN whichever is later **1900′**

Standard STRAIGHT-IN LANDING RWY **26R**

DA(H) **2050′** (601′)

		ALS out
A	RVR 1500m	
B		
C	CMV 2100m	CMV 2400m
D		

PANS OPS 4

CHANGES: MSA.

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JEPPESEN
JeppView for Windows

Chart changes since cycle 12-2016

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

MUNICH, (MUNICH - EDDM)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EDDM

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(10-1P) Paragraph 1.2, reference to 10-4 chart to be ignored.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

For CDO, report ATIS received when contacting arrival sector; ACFT will be vectored to reach the intermediate approach level on the LOC course with about 1 NM of level flight left until intercepting GS, the purpose of this intermediate approach segment is to reduce speed; assumed descent angle 3°; participants are invited to send regular feedback on CDO performance to cdo-feedback@dfs.de.