EDDM/MUC

MUNICH

17 JUN 05 JEPPESEN (10-1P1)

MUNICH, GERMANY AIRPORT BRIEFING

### GENERAL

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 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. list of the "Bundesministerium tuer Verkehr, Bau- und Wohnungswesen

### 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
- The operating period of the engine test hangar is H24.

test hangar

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 change of position. ACFT identification, period of use, expected time for towing and planned to the FMG traffic centre, comprising the following data:

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 COMPETENCY

Within area of Apron Control competency 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, taxling is permitted for Taxi guidance lines to the parking positions are yellow-lighted. Taxiing across operating red stop bars is not permitted. ACFT only on TWYs with operating centerline lights.

## 1.4. TAXI PROCEDURES

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

Apron 10: When taxiing, pilots shall observe the restriction of the MAX permissible wingspans for the relevant taxiing corridors.

TWY D3 orange and blue MAX wingspan 170'/52m.
TWY W1, O1, O3 orange and blue MAX wingspan 118'/36m.

## 1.5. PARKING INFORMATION

Visual Docking Goidance System available at stands 101, 102, 103A, 103B, 104, 105, 107A, 107B, 108, 109A, 109B, 109X, 110, 111A, 111B, 112, 112B, 113A, 113B, 115A, 113B, 115A, 117B, 118, 119, 120, 121, 131-135, 141-144, 151-155, 161-165, 181-189, 201-224, 231-234, 243-256, 305-317, 901-907.

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### 1 JUL 05

EDDM/MUC MUNICH

### PEDDESEN 10-1P2)

### MUNICH, GERMANY AIRPORT BRIEFING

### 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

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

## 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. RUNWAY OPERATIONS

# 2.4.1. INDEPENDENT PARALLEL APPROACHES ON RWY's 08L/08R AND 26L/26R

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

a) One approach radar system (ASR) is in operation.b) Both parallel ILS systems are in operation; or

in operation. one of the two ILS systems is in operation while the localizer of the other is

- 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
- 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. 25 NM
- e) After a change of frequency to aerodrome control, the air-traffic controller until touchdown or until the pilot-in-command reports "aerodrome in sight". at the aerodrome will take over the supervision of approaches with ASR
- 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 maneuver, 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 immediatly.

## 2.4.2. AVOIDANCE OF AN UNINTENDED CROSSING OF THE FINAL APPROACH COURSE WITH PARALLEL RWY'S WHEN RADIO CONTACT IS TEMPORARILY IMPOSSIBLE

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. If an ACFT is on a radar vector which leads it to final approach course at an angle

## 2.4.3 AIR TRAFFIC HANDLING

### 2.4.3.1. USE OF RWYs

Arriving ACFT via ROKIL/LANDU have to expect RWY 08L/26R.
Arriving ACFT via NAPSA/BETOS/TILGO have to expect RWY 08R/26L.
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. When RWY vacated, contact 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.

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1 JUL 05 NEDDESEN 10-1P3)

MUNICH, GERMANY AIRPORT BRIEFING

### 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. RWY's shall be vacated via high speed turn-offs.

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

RWY	Acft	Turn off intersection	Dist from THR ft/m
180	heavy	A10	7415' / 2260m
	medium (JET)	Α8	5610' / 1710m
	medium (PROP) / light	A5	4167' / 1270m
08R	heavy	B10	7218' / 2200m
	medium (JET + PROP) / light	В7	5184' / 1580m
26L	heavy	В6	7283' / 2220m
	medium (JET)	В8	5446' / 1660m
	medium (PROP) / light	B11	3806′ / 1160m
26R	heavy	A6	7218' / 2200m
	medium (JET + PROP) / light	А9	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.

## 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.

Apron 10: ACFT will be taken over and guided by a follow-me car

## 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.

## 2.6.1.2. PROCEDURE

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:  $5000^\circ$ . It is assumed that the continuous descent will be performed at a rate of 300 ft/NM (descent angle approx  $3^\circ$ ), 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 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 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.

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PEDDESEN (10-1P4)

MUNICH, GERMANY AIRPORT BRIEFING

### ARRIVAL

In case of traffic situations allowing no CDA (e.g. approaches of aircraft 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

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

## 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), BETOS (via DISUN) or TILGO (via ANDEC).

## 2.6.2.3. HOLDING PROCEDURE

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

## 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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17 JUN 05 Nasaddar 1 (10-1P5)

MUNICH, GERMANY AIRPORT BRIEFING

### DEPARTURE

### 3.1. DE-ICING

### 3.1.1. GENERAL

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

prior to off-block on frequency 130.6 or via telephone (APT phone 181 - 65 66; areas is depicted on chart 10-9.

De-icing notification to the de-icing coordinator is mandatory at least 15 minutes 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.

### 3.1.2. JET ACFT (COMMERCIAL 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.

135 99	SOUTH DA3 (Rwy 08R/261)	
121.6	SOUTH DA2 (Rwy 08R/26L)	
121.87	SOUTH DA1 (Rwy 08R/26L)	
131.45	NORTH DA3 (Rwy 08L/26R)	
121.9	NORTH DA2 (Rwy 08L/26R)	
121.65	NORTH DA1 (Rwy 08L/26R)	IICH De-icing:

3.1.3. PROPELLER-DRIVEN ACFT (COMMERCIAL ACFT)

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

## 3.1.4. GENERAL AVIATION ACFT

On apron 10 a de-icing area is assigned to General Aviation ACFT. On this de-icing area those General Aviation ACFT are de-iced which cannot be de-iced according to para 3.1.2. above. De-icing is performed with engines switched-off.

# 3.2. START-UP, PUSH-BACK & TAXI PROCEDURES

### 3.2.1. START-UP

Pilots shall request start-up clearance 5 min prior to expected start-up time from MUNICH Delivery.

On initial radio contact the respective apron designation shall always be indicated. After starting the engines, pilots will receive instruction to establish contact on the frequency of MUNICH Apron.

## 3.2.2. 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

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 After completion of push-back "ready to taxi" shall be reported to MUNICH Apron.

Permission for push-back or taxiing from a position may only be requested if the pilot can perform the maneuver immediately.

Apron 10: Taxiing maneuvers shall be performed without a follow-me car on the pilots own responsibility.

## 3.3. SPEED RESTRICTIONS

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

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NEDDE SEN 10-1P6)

### MUNICH, GERMANY AIRPORT BRIEFING

### DEPARTURE

## 3.4. RWY OPERATIONS

## 3.4.1. 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.

## 3.4.2. FREQUENCY CHANGE

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

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

3.4.3. HIRO (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 TWR. 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. take-off clearance is possible, occupying the RWY as short as possible. Pilots unable to perform, shall inform ATC accordingly without delay. immediate departure") will be issued if an immediate realization of the succeeding ATC instructions to be ready for immediate departure ("be ready for/expect

Pilots shall prepare for the following take-off runs available:

RWY	Acft	Twy intersection	TORA ft/m
180	heavy + medium (JET)	A1 / A2	13,123' / 4000m
	$light\ (JET) + turboprop$	A4	9252' / 2820m
	$light\ (JET) + turboprop$	A6	7218' / 2200m
08R	heavy + medium (JET)	B1 /B2	13,123' / 4000m
	heavy + medium (JET)	В3	12,467' / 3800m
	$light\ (JET) + turboprop$	В4	9318' / 2840m
	$light\ (JET) + turboprop$	В6	7283' / 2220m
26L	heavy + medium (JET)	B14 / B15	13,123' / 4000m
	heavy + medium (JET)	B13	12,467' / 3800m
	$light\ (JET) + turboprop$	B12	9252' / 2820m
	$light\ (JET) + turboprop$	B10	7218' / 2200m
26R	heavy + medium (JET)	A14 / A15	13,123′ / 4000m
	heavy + medium (JET)	A13	12,467' / 3800m
	$light\ (JET) + turboprop$	A12	9121' / 2780m
	$light\ (JET) + turboprop$	A10	7415' / 2260m

The pilot may ask for shortened take-off runs.

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17 JUN 05 PEPPESEN (10-1P7)

MUNICH, GERMANY AIRPORT BRIEFING

### DEPARTURE

## 3.4.4. CTOT (CALCULATED TAKE-OFF TIME)

RWYs, taxi times, including de-icing, may exceed 30 minutes. Pilots shall be ready to start engines duly in advance of their CTOT and shall request start-up with ATC accordingly.

Start-up clearance may be withheld by ATC if the necessary taxi time does Pilots, who are aware that they cannot comply with the CTOT, shall duly apply for a new CTOT via the airline operator or handling agent.
In exceptional cases, ATC (MUNICH Delivery) will handle coordination with the CTOT. At MUNICH APT, a taxi time of 12 minutes generally has to be taken not suttice to comply with a CTOT. If ACFT de-icing is required at the respective remote de-icing areas near the the RWY Holding Point, especially during peak hours. into account. Additionally, delays in excess of 10 minutes can be expected at Pilots shall be ready for take-off at the RWY Holding Point not later than the

## 3.5. OTHER INFORMATION

## 3.5.1. DATALINK DEPARTURE CLEARANCE (DCL)

DFS Deutsche Flugsicherung GmbH is offering to grant start-up and route clearance at MUNICH APT 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 asking questions about the start-up clearance. Pilots shall maintain listening watch on this frequency and shall refrain from CLD as the occasion arises.

The following time parameters apply:

- 25 min prior to EOBT for unregulated flights.
  30 min prior to CTOT for ATFM regulated flights.
- 11 min prior to EOBT for unregulated flights.
  16 min prior to CTOT for ATFM regulated flights.
- 5 min
- 1 min

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### 17 JUN 05

EDDM/MUC MUNICH

### Nasaddar N 10-1P

### MUNICH, GERMANY AIRPORT BRIEFING

### 1.1. ATIS

\*ATIS 123.12

## 1.2. NOISE ABATEMENT PROCEDURES

For additional depiction refer to 10-4 chart.

### .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

tor noise abatement reasons: rom 2200-0600LT, flight operations are subject to the following restrictions

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 services
- 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.
- 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 Intercontinental flights shall have priority; in exceptional cases and if there is
- 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.
- 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. Early landings in the period from 0500-0600LT, provided the scheduled arrival time is planned after 0600LT.
- in intercontinental traffic may be planned up to 2400LT. In exceptional cases and if there is a particular traffic-related interest, flights
- .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 2200-2330.T and from 0500-0600LT

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 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,

Flughafenkoordinator der Bundesrepublik Deutschland FAC 2 - TERMINAL 2 BEREICH E, HBK 37 tollowing address:

60549 Frankfurt/Main

Tel. (069) 690-53081, -5 23 41, -3 20 51, -5 23 31, -2 95 01, -4 56 01, -5 23 51 Telefax: (069) 69 05 08 11, SITA: FRAZTXH, AFTN: EDDFYHYX

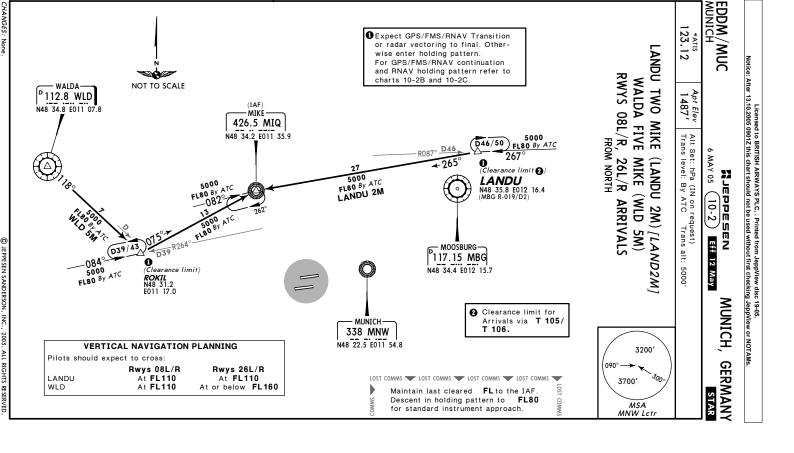
1.2.2.3. Flights that are performed for services pursuant to para 4 No. 1 a PostG (Postal Act) dated 22nd December 1997 (Official Federal Gazette I, page 3794) or are carried out as surveying flights for the calibration of navigational aids from 2200-0600LT.

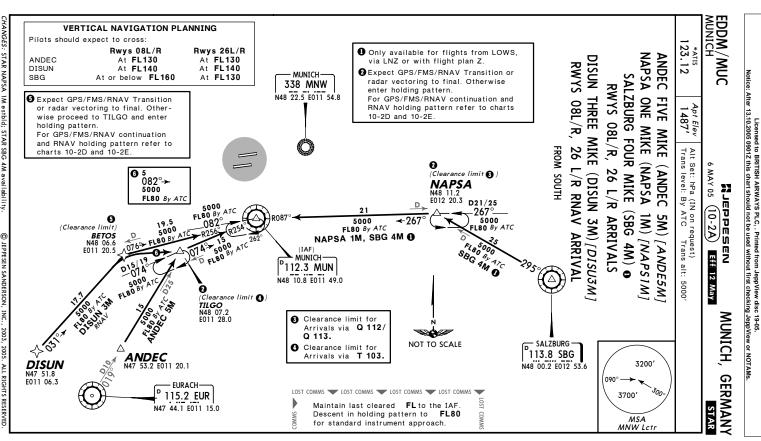
Exceptions: Above stated restrictions regarding operating times do not apply to:
- Flights for providing assistance in emergencies and disasters and for executing police duties

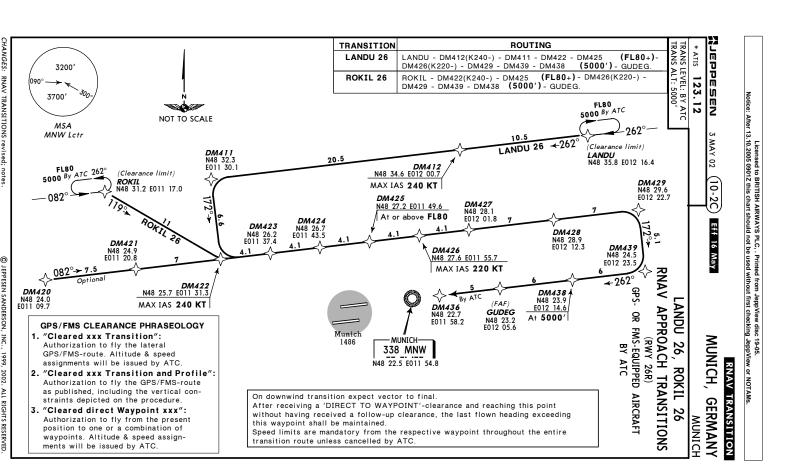
Flights that have been approved in justified exceptional cases by the "Bayerisches Staatsministerium fuer Wirtschaft, Verkehr und Technologie" or upon its instruction - by the Luftaufsicht at MUNICH APT, in substantiated Landings for meteorolgical, technical and other flight safety reasons individual cases to avoid serious disruptions to air traffic or in cases of special

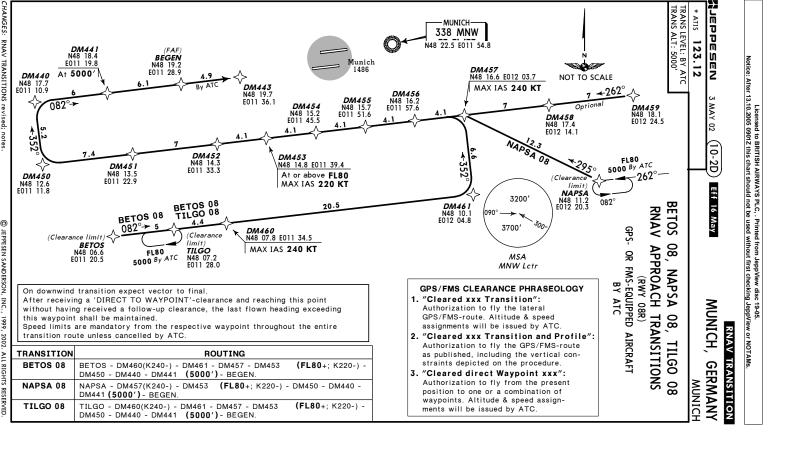
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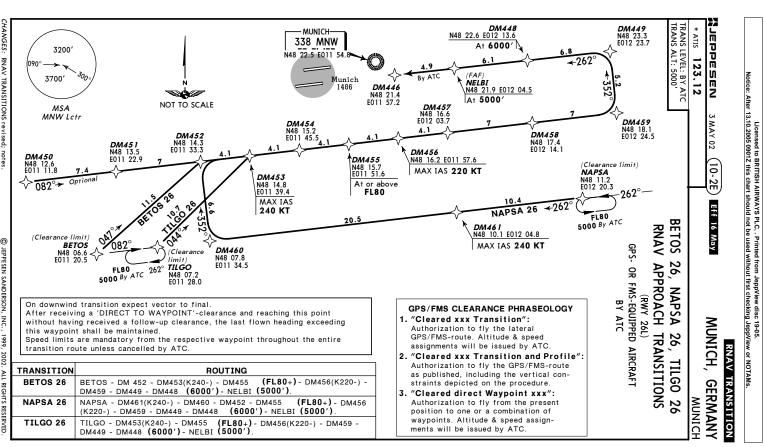
public interest.











EDDM/MUC B APR 05 (10-3) LEFF IA APT MUNICH, GERMANY

10-3V	UNKEN 8N, 1S, 7W
10-3U	UNKEN 7E, 6Q
10-3T	TURBU 1N, 1S, 1W
10-35	TURBU 2E, 2Q
10-3Q	TULSI 7N, 1S, 7W
10-3P	TULSI 8E, 7Q
10-3N	SBG 8N, 1S, 7W
M2-01	RIDAR 4E, 3N, 4Q, 3S
10-3L2	OBAXA 1N, 1S, 1W
10-3L1	OBAXA 1E, 1Q
10-3L	NEGRA 2E, 1S
10- <b>3</b> K	MIQ 6E, 6N, 6Q, 5S
10-3J	KIRDI 8N, 2S, 6W
10-3H	KIRDI 5E, 5Q
10-3G	KPT 9N, 2S
10-3F	KPT 9E, 7Q
135-01	GIVMI 3E, 3Q, 3S, 4W
10-3E	EVIVA 1E, 1N, 1Q, 1S
10-3D	EGG 1N, 1S, 1W
10-3C	EGG 1E, 1Q
10-3B	ANKER 5E, 6N, 5Q, 5S
REFER TO CHART	SID DESIGNATION

FOR RNAV SID DESIGNATION REFER TO PAGE 10-3A

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8 APR 05 (10-3A) Eff 14 Apr MUNICH, GERMANY RNAV SID

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8X2-01	UNKEN 8N, 1S, 7W
10-3X7	UNKEN 7E, 6Q
10-3X6	TURBU 1N, 1S, 1W
10-3X5	TURBU 2E, 2Q
10-3X4	TULSI 7N, 1S, 7W
10-3X3	TULSI 8E, 7Q
10-3X2-2	SBG 8N, 1S, 7W
10-3X2-1	RIDAR 4E, 3N, 4Q, 3S
10-3X2	OBAXA 1N, 1S, 1W
10-3X1	OBAXA 1E, 1Q
10-3X	NEGRA 2E, 1S
10-3W	MIQ 6E, 6N, 6Q, 5S
8A£-01	KIRDI 8N, 2S, 6W
7VS-01	KIRDI 5E, 5Q
9A2-01	KPT 9N, 2S
5A2-01	KPT 9E, 7Q
1-478-01	GIVMI 3E, 3Q, 3S, 4W
10-3V4	EVIVA 1E, 1N, 1Q, 1S
2A2-01	EGG 1N, 1S, 1W
10-3V2	EGG 1E, 1Q
10-3V1	ANKER 5E, 6N, 5Q, 5S
REFER TO CHART	RNAV SID DESIGNATION

25 NaSaddar .

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MUNICH Radar 123.9

Apt Elev 1487'

MUNICH Radar.

turns as published in departure routes.

JUN 04 (10-3B) Eff 8 Jul

MUNICH, GERMANY SID

MUNICH Radar. 2. SIDs are also minimum noise routings (refer to 10-4B). 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 Trans level: By ATC Trans alt: 5000'

1. Remain on Tower frequency, when advised by ATC contact

FILE SIDS EGG 1E (ANKER 5E, 5Q) OR EGG 1S, 1W (ANKER 6N, 5S) RWYS 08R, 26R, 08L, 26L DEPARTURES NOT AVAILABLE FOR FLIGHTS VIA AIRWAY (U)Z 30 ANKER SIX NOVEMBER (ANKER 6N ANKER FIVE QUEBEC (ANKER 5Q) ANKER FIVE SIERRA (ANKER 5S) ANKER FIVE ECHO (ANKER 5E)

3700′ 1 3200

3200

3700

MIKE 426.5 MIQ
N48 34.2 E011 35.9 At
DMS 3.1 DME
or 1900'
whichever is later N48 27.0 E011 37.6 MAX 220 KT 0 01 N48 27.1 E011 37.9 0 \_253° 0 At DMN 3.5 DME or 1900' whichever is later D MUNICH DMS DMS N48 20.4 E011 46.7 MUNICH MU ON CHARTS 10-3C & 10-3D 0 400 MSW | N48 10.8 E011 49.0 **D12.5 MBG** N48 32.0 E011 57.2 D13.8 MBG N48 26.7 E011 58.5 ANKER MUNICH-0 MUN 016 . 1 D23 7.2 DMI 360°→ **ANKER** N48 34.4 E012 00.1 MAX 230 KT until passing DMS 7.2 DME 338 MNW | N48 22.5 E011 54.8 until passing MAX 250 KT MUNICH-MOOSBURG 117.15 MBG N48 34.4 E012 15.7 At
DMN 2 DME
or 1900'
whichever is later ANKER NOT TO SCALE

**ANKER 5E** ANKER ANKER 6N ANKER SID 5 Q 58 26L 180 26R 08R R₩Y Climb on runway track to DMN 2 DME or 1900', whichever LEFT, intercept MBG R-235 inbound to D13.8 MBG, turn LEFT, track to ANKER. Climb on runway track to DMN 3.5 DME or 1900', whichever turn RIGHT, intercept 348' bearing towards MIQ, when passing R-253 turn RIGHT, intercept MBG R-258 inbound to D12.5 MBG, LEFT, intercept MUN R-016 to ANKER. turn RIGHT, intercept 350° bearing towards MIQ, when passing MBG R-253 turn RIGHT, intercept MBG R-258 inbound to D12.5 MBG, turn LEFT, intercept MUN R-016 to ANKER. Climb on runway track to LEFT, 360° track to ANKER Climb on runway track to DMS 3.1 DME or Initial climb clearance **FL70** 1900', then via MSW to DMS 7.2 DME, turn OUTING 1900', whichever is later 1900', whichever is later, is later, turn 360° MBG

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CHANGES: See other

DME MUNICH

(116.0) DMN

N48 22.0 E011 47.6

until established on

(C)

N48

SPEED RESTRICTION

MAX 250 KT below FL 100

or as by ATC.

Not applicable within airspace C.

338 MNW

N48 22.5 E011 54.8

MUNICH 400 MSW

0

,082°

Ø

RWY

08R

08L

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

1E

At
DMS 5.6 DME
or 4000'
whichever is later

MAX 230 KT until passing
DMN 6.8 DME

MAX 230 KT until passing DMS 5.6 DME

FL70

ROUTING

0

Initial climb clearance

Climb on runway track to

MAX 250 KT MBG R-258

MUNICH (108.6) DMS N48 20.4 E011 46.7 SID EGG 1E EGG 1Q

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Notice: After 13.10.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.

EDDM/MUC MUNICH

25 JUN 04 (10-3C)

Eff 8 Jul

PEDDESEN

MUNICH, GERMANY

SID

MUNICH Radar 127.95 MSA MNW Lcti Apt Elev 1487' MUNICH Radar. 2. SIDs are also minimum noise routings (refer to 10-4B). 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 Trans level: By ATC Trans alt: 5000'

1. Remain on Tower frequency, when advised by ATC contact as published in departure routes. EGGENFELDEN ONE ECHO (EGG E

NOT AVAILABLE FOR FLIGHTS VIA (U)L 605 & (U)M 749 EGGENFELDEN ONE QUEBEC (EGG FOR SIDS RWYS 26R/L REFER TO CHART 10-3D **RWYS 08R/L DEPARTURES** SPEED RESTRICTION MAX 250 KT below FL100 or as by ATC. Not applicable within airspace C. <u>a</u>

EGGENFELDEN 393 EGG

N48 23.8 E012

N48 14.1 E012 20.2

Climb on runway track to 1900', then via MSW to DMS 5.6 DME or 4000', whichever is later, turn RIGHT, intercept MDF R-292 inbound to MDF, MDF R-058 to EGG. n runway track to 1900', then via MNW to DMN 6.8 DME or whichever is later, turn RIGHT, intercept MDF R-301 inbound MDF R-058 to EGG.

MILLDORF 117.0 MDF

NOT TO SCALE

MAX 250 KT until passing MDF

MUNICH EDDM/MUC MAX 210 KT until established on DME MUNICH MAX 220 KT until passing At
DMN 2 DME
or 1900'
whichever is later EGGENFELDEN 393 EGG N48 23.8 E012 45.0 MUNICH Radar 127.95 (116.0) DMN EGG 1N **MUN R-325** MSE MAX MUNICH N48 22.0 E011 47.6 210 KT 338 MNW MAX 250 KT until passing DMS 14 DME N48 22.5 E011 54.8 3 Notice: After 13.10.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs EGG 1S Turn at

DMS 1.6 DME

or 1900'
whichever is later EGGENFELDEN ONE NOVEMBER (EGG EGGENFELDEN ONE WHISKEY (EGG 1W) DME Apt Elev 1487' EGGENFELDEN ONE SIERRA (EGG (1<u>08.6)</u> DMS Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 19-05. VIA AIRWAYS (U)L 605 & (U)M 749 **RWYS 26R/L DEPARTURES** OME DAS N48 20.4 E011 46. 14 DMEDMS EGG NOT AVAILABLE FOR FLIGHTS have to proceed exactly on extended centerline until starting turns as published in departure routes. 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 Trans level: By ATC Trans alt: 5000'

1. Remain on Tower frequency, when advised by ATC contact 12 EGG MAX 250 KT until passing MUN (E. 18 FOGIN MUNICH 385 MSE 4 FEB 05 N48 20.0 E011 39.2 -MILLDORF 117.0 MDF MUNICH Nacabe Sen 103 D112.3 MUN N48 14.1 E012 20.2 10.8 E011 49.0 (10-3D)SPEED RESTRICTION

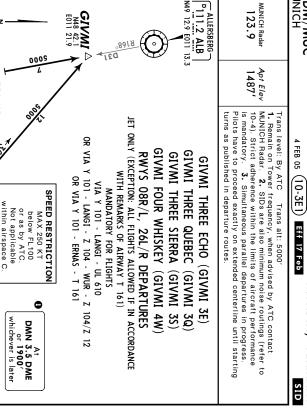
MAX 250 KT below FL100

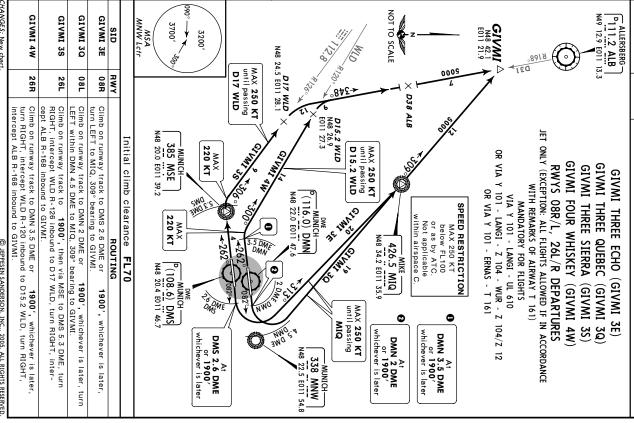
or as by ATC.

Not applicable within airspace C R28.3 These SIDs require minimum climb gradients **D15.4 MUN** N48 11.6 E012 11.9 Eff 17 Feb per NM (5.5%) until passing EGG **4200'**, due to High Intensity Radio Transmission Area (HIRTA) Gnd speed-KT 75 100 150 200 250 300 413' per NM (6.8%) until passing 4200', due to High Intensity Radio Transmission Area (HIRTA) FGG 1S 334' per NM 418 557 835 1114 1392 1671 1S) 413' per NM 1033 1377 1722 2066 Z 516 689 Initial climb clearance FL70 MUNICH, GERMANY SID RWY ROUTING Climb on runway track to DMN 2 DME or 1900', whichever is later, turn LEFT, 180° track, intercept MUN R-325 inbound to MUN, MUN R-086 to D15.4 MUN, turn LEFT, intercept MDF R-238 inbound to MDF, MDF R-058 to EGG. EGG 1N 26R Climb on runway track to DMS 1.6 DME or 1900', whichever is later, turn LEFT within DMS 4.5 DME, 180° track, intercept MUN R-325 inbound to MUN, MUN R-086 to D15.4 MUN, turn LEFT, intercept MDF R-238 inbound to MDF, MDF R-058 to EGG. 3200 EGG 1S 26L NOT TO SCALE Climb on runway track to **1900',** intercept 262° bearing via MSE to DMS 14 DME, turn LEFT, intercept MUN R-283 inbound to MUN, MUN R-086 to D15.4 MUN, turn LEFT, intercept MDF R-238 inbound to MDF, MDF R-058 to EGG. 3700' EGG 1W MSA MNW Lct ❶ If unable to comply with speed and turn restrictions request SID EGG 1W

ANGES: None







MUNICH EDDM/MUC MUNICH Radar 123.9 Notice: After 13.10.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs. 1487′ Apt Elev Trans level: By ATC Trans alt: 5000

1. Remain on Tower frequency, when advised by ATC contact 4 FEB 05 (10-3E) Eff 17 Feb PEPPESEN MUNICH, GERMANY SID

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.

DMN 3.5 DME 250 KT until passing LASMI whichever is later N48 28.4 E011 37.2 MAX MAX **220 KT** DMS 3.1 DME or 1900' whichever is later RWYS 08R, 26R, 08L, 26L DEPARTURES 426.5 MIQ N48 34.2 E011 35.9 EVIVA ONE NOVEMBER (EVIVA 1N) EVIVA ONE QUEBEC (EVIVA 1Q) - MIKE -EVIVA ONE SIERRA (EVIVA 1S) EVIVA ONE ECHO (EVIVA 1E) EXPECT ALTERNATE CLEARANCE BY ATC 12 -EVIVA .18 <u>+320°</u> DURING ACTIVITY OF ED(R)-138 EVIVA 114 845-11 N48 28.4 E011 37.5 NOT AVAILABLE FOR JET 256° 117.15 Initial climb clearance FL70 △ N48 32.5 △ E011 43.0 **EVIVA** N48 40.0 E011 42.2 MUNICH DMS 0.4 E011 46.7 NBG ED(R)-138 OME MADO +358° +358° +40° At
DMS 2.6 DME
or 1900'
whichever is later O LILIN or as by ATC. Not applicable within airspace C. MAX 250 KT until established on EVIVA 1E SPEED RESTRICTION
MAX 250 KT below FL100 MDF R-314 NOT TO SCALE 338 MNW | N48 22.5 E011 54.8 - MUNICH-DMN 2 DME or 1900' whichever is later DME MUNICH (116.0) DMN 148 22.0 E011 47.6 1 3700′ 3200′

EVIVA 1E EVIVA 1S EVIVA 1N EVIVA 1Q 2 After passing MBG R-256 BRNAV equipment necessary. SID 26L 08R RWY 26R Climb on runway track to DMS 3.1 DME or 1900', whichever is late RIGHT, intercept 350° bearing towards MIQ, when passing MBG R-256 turn RIGHT, 052° track to LASMI, turn LEFT, 354° track to EVIVA. Climb on runway track to DMN 2 DME or 19 358° track, intercept 343° bearing from MNW, Climb on runway track to DMN 3.5 DME or 1900', whichever is late RIGHT, intercept 348° bearing towards MIQ, when passing MBG R-256 turn RIGHT, 051° track to LASMI, turn LEFT, 354° track to EVIVA. Climb on runway track to DMS 2.6 DME or 1900', whichever is later, turn LEFT, 358° track, intercept 343° bearing from MNW, intercept MDF R-314 to EVIVA. ROUTING 1900', whichever is later, turn LEFT, NW, intercept MDF R-314 to EVIVA. 1900', whichever is later, turn when passing MBG R-256 1900', whichever is later, turn when bassing MBG R-256

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CHANGES: SIUS RFI &E, 6Q renumbered 9E, 7Q & revised

After OBAXA BRNAV equipment necessary

MUN, MUN R-209 to OBAXA **②** LEFT, intercept KPT R-062 inbour

KPT 7Q

180

Climb on runway track to 1900', then via MNW to DMN 6.8 DME or 4000', whichever is later, turn RIGHT, intercept MUN R-041 inbound

whichever is later, turn RIGHT, intercept MUN R-041 inbound to UN R-209 to OBAXA ②, turn RIGHT, 265° track to MERSI, turn

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EDDM/MUC 8 APR 05 (10-3F) LEDDESEN. Eff 14 Apr

MUNICH

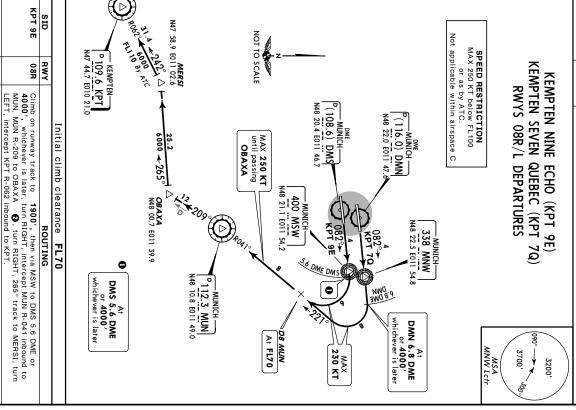
MUNICH Radar 127.95 Apt Elev 1487′

MUNICH, GERMANY

SID

MUNICH Radar. 2. SIDs are also minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance Pilots have to proceed exactly on extended centerline until starting is mandatory. 3. Simultaneous parallel departures in progress. Trans level: By ATC Trans alt: 5000'

1. Remain on Tower frequency, when advised by ATC contact turns as published in departure routes.



MUNICH EDDM/MUC

8 APR 05 (10-3G) Eff 14 Apr 2 JEPPESEN

MUNICH, GERMANY

SID

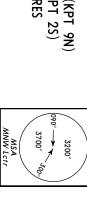
MUNICH Radar. 2. SIDs are also minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting Trans level: By ATC Trans alt: 5000′

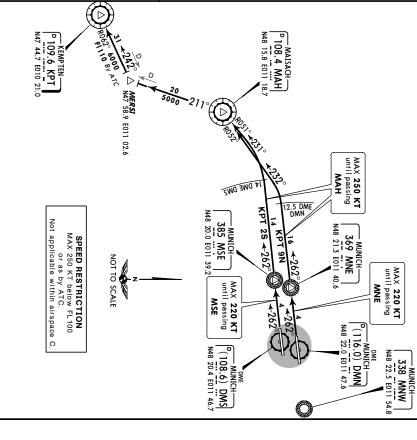
1. Remain on Tower frequency, when advised by ATC contact turns as published in departure routes.

MUNICH Radar 127.95

Apt Elev 1487'







CHANGES: SIDs KPT 8N, 1S re Climb on runway track to 1900', intercept 262° bearing via MSE to DMS 14 DME, turn LEFT, intercept MAH R-051 inbound to MAH, MAH R-211 to MERSI, intercept KPT R-062 inbound to KPT. © JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED

KPT 2S

26L

KPT 9N

26R

Climb on runway track to 1900', intercept 262° bearing via MNE to DMN 12.5 DME, turn LEFT, intercept MAH R-052 inbound to MAH, MAH R-211 to MERSI, intercept KPT R-062 inbound to KPT.

ROUTING

SID

RWY

Initial climb clearance **FL70** 

CHANGES: Chart reindexed Climb on runway track to 1900', then via MNW to DMN 6.8 DME or 4000', whichever is later, turn RIGHT, intercept MDF R-301 inbound to MDF, MDF R-093 to KIRDI. © JEPPESEN SANDERSON, INC., 2003, 2004. ALL RIGHTS RESERVED

KIRDI 5Q

180

KIRDI 5E

08R

Climb on runway track to 1900', then via MSW to DMS 5.6 DME or 4000', whichever is later, turn RIGHT, intercept MDF R-292 inbound to MDF, MDF R-093 to KIRDI.

ROUTING

SID

В₩Υ

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Notice: After 13.10.2005 0801Z this chart should not be used without first checking JeppView or NOTAMs.

EDDM/MUC MUNICH

MUNICH Radar 127.95

1487′ Apt Elev

MUNICH Radar. 2. SIDs are also minimum noise routings (refer to 10-4B). 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.

6 FEB 04 (10-3H)

LEDDESEN

Eff 19 Feb

MUNICH, GERMANY

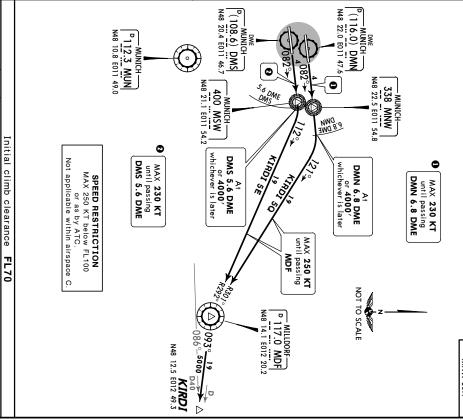
SID

Trans level: By ATC Trans alt: 5000'

1. Remain on Tower frequency, when advised by ATC contact

3700′ 3200′





Notice: After 13.10.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.

MUNICH EDDM/MUC 6 FEB 04 (10-3J) Eff 19 Feb 2 JEPPESEN MUNICH, GERMANY SID

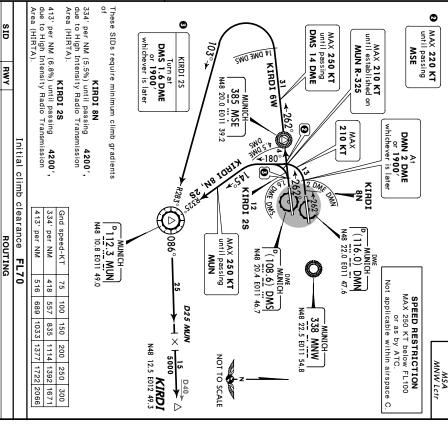
MUNICH Radar. 2. SIDs are also minimum noise routings (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting Trans level: By ATC Trans alt: 5000'

1. Remain on Tower frequency, when advised by ATC contact

MUNICH Radar 127.95

KIRDI EIGHT NOVEMBER (KIRDI 8N) Apt Elev 1487' KIRDI SIX WHISKEY (KIRDI 6W) KIRDI TWO SIERRA (KIRDI 2S) RWYS 26R/L DEPARTURES turns as published in departure routes.





CHANGES: SIDs renumbered & revised; chart reindexed. ① If unable to comply with speed and turn restrictions request SID KIRDI 6W © JEPPESEN SANDERSON, INC., 2003, 2004. ALL RIGHTS RESERVED

KIRDI 2S

Climb on runway track to DMS 1.6 DME or 1900', whichever is later, turn LEFT within DMS 4.5 DME, 180° track, intercept MUN R-325 inbound to MUN, MUN R-086 to KIRDI.

Climb on runway track to 1900', intercept 262° bearing via MSE to DMS 14 DME, turn LEFT, intercept MUN R-283 inbound to MUN, MUN R-086 to

Climb on runway track to DMN 2 DME or **1900'**, whichever is later, turn LEFT, 180° track, intercept MUN R-325 inbound to MUN, MUN R-086 to

KIRDI 8N

26R

KIRDI 6W

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Notice: After 13.10.2005 0801Z this chart should not be used without first checking JeppView or NOTAMs.

## 

EDDM/MUC MUNICH

MUNICH Radar 123.9

1487′ Apt Elev

4 FEB 05 (10-3K) Eff 17 Feb

MUNICH, GERMANY

SID

RWYS 08R, 26R, 08L, 26L DEPARTURES MIKE SIX NOVEMBER (MIQ 6N) MIKE FIVE SIERRA (MIQ 5S) MIKE SIX QUEBEC (MIQ 6Q) MIKE SIX ECHO (MIQ 6E) 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. JET ONLY MSA MNW Lct 3700′ ļ 3200′

VIA LASGA (AIRWAYS (U)M 726/T 202)
OR SULUS (AIRWAYS (U)L 604/T 852) 426.5 MIQ N48 34.2 E011 35.9 - MIKE-Not applicable within airspace C. SPEED RESTRICTION
MAX 250 KT below FL100 or as by ATC.

MANDATORY FOR FLIGHTS

At
DMN 3.5 DME
or 1900'
whichever is later until passing MAX 250 KT Mg At
DMS 3.1 DME
or 1900'
whichever is later MAX 220 KT 845 18 Of (116.0) DMN O NE N48 22.0 E01 MAX 250 KT until passing MIQ - MUNICH -60 Cin D MUNICH DMS DMS N48 20.4 E011 46.7 OMS OME At
DMN 2 DME
or 1900'
whichever is later DMS 2.6 DME or 1900' whichever is later N48 22.5 E011 54.8 338 MNW NOT TO SCALE 

CHANGES: SID availability MIQ 6N MIQ 5S MIQ 6Q 26L 26R Climb on runway track to DMS 3.1 DME or turn RIGHT, intercept 350° bearing to MIQ. Climb on runway track to DMN 2 DME or LEFT within DMN 4.5 DME to MIQ. Climb on runway track to DMN 3.5 DME or turn RIGHT, intercept 348° bearing to MIQ. Climb on runway track to DMS 2.6 DME or turn LEFT to MIQ. 1900', whichever is later, turn 1900', whichever is later, 1900', whichever is later,

MIQ 6E

SID

RWY 08R

Initial climb clearance FL70

ROUTING

1900', whichever is later

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MUNICH EDDM/MUC

8 APR 05 (10-3L1) Eff 14 Apr PEPPESEN

MUNICH, GERMANY SID

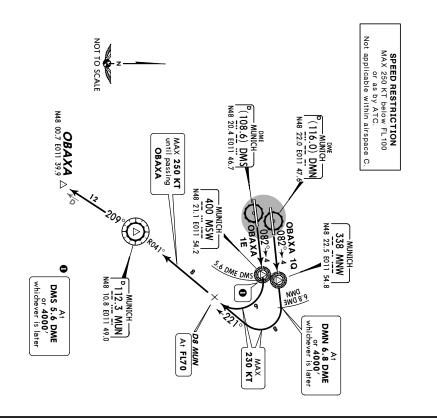
Apt Elev 1487' MUNICH Radar. 2. SIDs are also minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting Trans level: By ATC Trans alt: 5000'

1. Remain on Tower frequency, when advised by ATC contact turns as published in departure routes.

MUNICH Radar 127.95

NOT AVAILABLE FOR PISTON ENGINE & TURBOPROP AIRCRAFT FILE SIDS TURBU 2E (OBAXA 1E) OR TURBU 2Q (OBAXA 1Q) OBAXA ONE QUEBEC (OBAXA 1Q) OBAXA ONE ECHO (OBAXA 1E) RWYS 08R/L DEPARTURES ON CHART 10-3S





CHANGES: New char OBAXA 1Q OBAXA 1E RWY 180 08R Climb on runway track to Climb on runway track to  $1900^{\prime}, \text{ then via MSW to DMS 5.6 DME or } 4000^{\prime}, \text{ whichever is later, turn RIGHT, intercept MUN R-041 inbound to}$  $4000^{\prime},\;$  whichever is later, turn RIGHT, intercept MUN R-041 inbound to MUN, MUN R-209 to OBAXA. MUN, MUN R-209 to OBAXA Initial climb clearance **FL70** 1900', then via MNW to DMN 6.8 DME or ROUTING © JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED

334' per NM (5.5%) until passing 4200', due to High Intensity Radio Transmission

OBAXA 1N

Area (HIRTA)

OBAXA 1S

Climb on runway track to DMS 1.6 DME or 1900', whichever is later, turn LEFT within DMS 4.5 DME, 180° track, intercept MUN R-325 in-

bound to MUN, MUN R-209 to OBAXA

Climb on runway track to 1900', intercept 262° bearing via MSE to DMS 14 DME, turn LEFT, intercept MUN R-283 inbound to D4 MUN, turn

Climb on runway track to DMN 2 DME or 1900', whichever is later, turn LEFT, 180° track, intercept MUN R-325 inbound to MUN, MUN R-209 to

ROUTING

Initial climb clearance FL70

413' per NM 334' per NM Gnd speed-KT

OBAXA 1W

OBAXA 1N

26R RWY

SID

• If unable to comply with speed and turn restrictions request SID OBAXA 1W.

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intercept MUN R-209 to OBAXA

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Notice: After 13.10.2005 09012 this chart should not be used without first checking JeppView or NOTAMs.

EDDM/MUC MUNICH

## LEDDESEN.

8 APR 05 (10-3L2) Eff 14 Apr

MUNICH, GERMANY

SID

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

MUNICH Radar 127.95

1487′ Apt Elev

turns as published in departure routes.

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

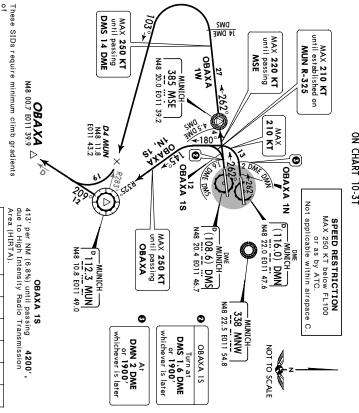
NOT AVAILABLE FOR PISTON ENGINE & TURBOPROP AIRCRAFT

MSA MNW Lcti

3700′

3200′

FILE SIDS TURBU IN (OBAXA IN) OR TURBU IS, IW (OBAXA IS, ₹



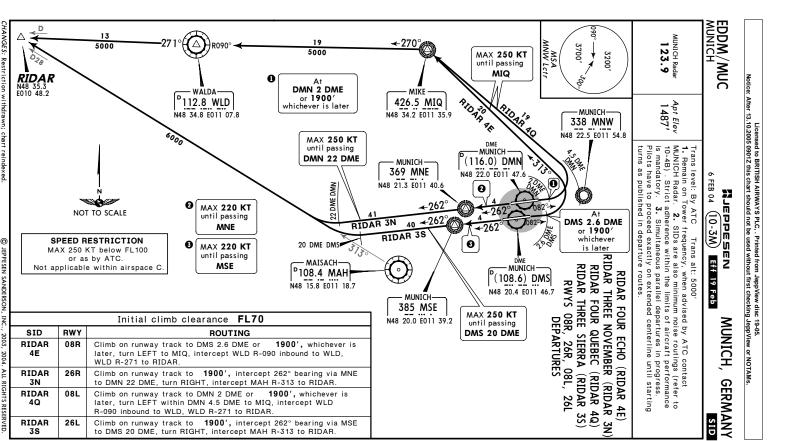
EDDM/MUC MUNICH Radar 127.95 MUNICH— MUNICH SPEED RESTRICTION 400 MSW MAX 250 KT below FL100 or as by ATC. Not applicable within airspace C. MAX 220 KT N48 21.1 E011 54.2 N48 22.5 E011 54.8 AVAILABLE SAT, SUN & HOL

ON WORKING DAYS NOT TO BE FILED IN FLIGHT PLAN

L BE ASSIGNED BY ATC ONLY IT ENVEY AND TO THE until passing Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 19-05.

Notice: After 13.10.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs MAX 250 KT until passing MSE ASSIGNED BY ATC ONLY IF ED(R)-207 IS NOT ACTIVE NEGRA ONE SIERRA (NEGRA 1S) NEGRA TWO ECHO (NEGRA 2E) RWYS 08R, 26L DEPARTURES MAX 230KT Apt Elev 1487' MAH MAISACH— 108.4 MAH 7 082°→ NEGRA 2E DMS NEGRA 1S N48 15.8 E011 18.7 0 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 as published in departure routes. MUNICH <sup>B</sup>(108.6) DMS 4 FEB 05 385 MSE N48 20.4 E011 46. MIEDDESEN. N48 20.0 E011 39.2 D8 MUN MAX 250 KT until passing MUN (10-3L)At FL70 Eff 17 Feb 100.2 6000 Ø At
DMS 5.6 DME
or 4000'
whichever is later MIINTCH **NEGRA** N47 43.3 E009 25.6 <sup>D</sup>112.3\_MUN 10.8 E011 49.0 MUNICH, GERMANY Initial climb clearance FL70 ROUTING SID RWY NEGRA 2E 08R 1900', then via MSW to DMS 5.6 DME or Climb on runway track to 3200 4000', whichever is later, turn RIGHT, intercept MUN R-041 inbound to MUN 1, MUN R-254 to NEGRA. Climb on runway track to 1900', intercept 262° bearing via 14 DME, turn LEFT, intercept MAH R-051 inbound to MAH turns NEGRA 1S 26L 3700 ② , MAH R-246 to NEGRA NOT TO SCALE After MUN BRNAV equipment necessary. After MAH BRNAV equipment necessary MSA MNW Lct



Notice: After 13.10.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.

MUNICH EDDM/MUC 6 FEB 04 (10-3N) Eff 19 Feb 2 JEPPESEN MUNICH, GERMANY

Apt Elev 1487'

MUNICH Radar

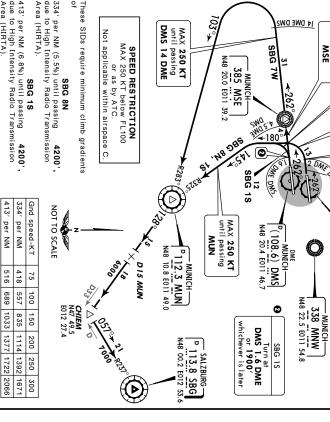
127.95

MUNICH Radar. 2. SIDs are also minimum noise routings (refer to as published in departure routes. 10-4B). 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 Trans level: By ATC Trans alt: 5000'

1. Remain on Tower frequency, when advised by ATC contact

MAX 210 KT until established on SALZBURG EIGHT NOVEMBER (SBG 8N) SALZBURG SEVEN WHISKEY (SBG 7W) SALZBURG ONE SIERRA (SBG 1S) RWYS 26R/L DEPARTURES NOT TO BE FILED IN FLIGHT PLAN At
DMN 2 DME
or 1900'
whichever is later MSA MNW Lctr





/03°,

14 DWE DW

MAX 220 KT until passing

210 KT

SBG 8N

MUNICH (116.0) DMN

MUN R-325

CHANGES: SIDs renumbered & revised; chart reindexed.

① If unable to comply with speed and turn restrictions request SID SBG 7W

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

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

Initial climb clearance FL70 413' per NM

Climb on runway track to DMN 2 DME or 1900', whichever is later, turn LEFT, 180° track, intercept MUN R-325 inbound to MUN, MUN R-128 to CHIEM, intercept SBG R-237 inbound to SBG. Climb on runway track to DMS 1.6 DME or 1900', whichever is later, turn LEFT within DMS 4.5 DME, 180° track, intercept MUN R-325 inbound to MUN, MUN R-128 to CHIEM, intercept SBG R-237 inbound to SBG. ROUTING

SBG SBG 7W

ż

SBG 8N

SID

R₩Y 26R

Climb on runway track to 1900', intercept 262' bearing via MSE to DMS 14 DME, turn LEFT, intercept MUN R-283 inbound to MUN, MUN R-128 to CHIEM, intercept SBG R-237 inbound to SBG.

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CHANGES: SIDs TULSI 7E, 6Q reni

TULSI 7Q

180

Climb on runway track to 1900', then via MNW to DMN 6.8 DME or Climb on runway track to 1900', then via MSW to DMS 5.6 DME or 4000', whichever is later, turn RIGHT, intercept MUN R-041 inbound to MUN, MUN R-181 via MANAL to TULSI.

**4000'**, whichever is later, turn RIGHT, intercept MUN R-041 inbound to MUN, MUN R-181 via MANAL to TULSI.

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TULSI 8E SID

RWY 08R

Initial climb clearance FL70

ROUTING

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EDDM/MUC MUNICH

MUNICH Radar 127.95

Apt Elev 1487′

> 8 APR 05 (10-3P)

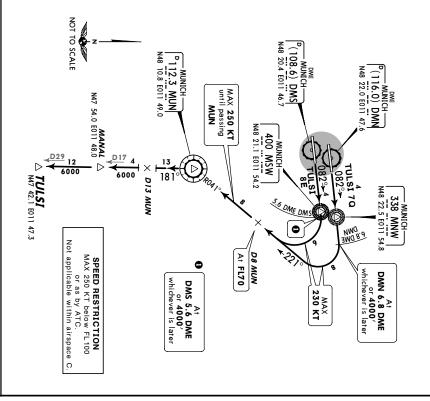
Eff 14 Apr

MUNICH, GERMANY

SID

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





MUNICH EDDM/MUC

8 APR 05 (10-3Q) Eff 14 Apr 2 JEPPESEN

MUNICH, GERMANY SID

TULSI 1S TULSI 7N TULSI 7W These SIDs require minimum climb gradients of 413' per NM (6.8%) until passing 4200 due to High Intensity Radio Transmission 334' per NM (5.5%) until passing 4200 due to High Intensity Radio Transmission Area (HIRTA). 413' per NM 334' per NM Gnd speed-KT MUNICH Radar 127.95 SID DMS 14 DME FILE SID TURBU 1N (TULSI 7N) OR TURBU 1S, 1W (TULSI 1S, 7W) MAX 250 KT DW2 26R RWY NOT AVAILABLE FOR PISTON ENGINE & TURBOPROP AIRCRAFT 26L MAX 220 KT until passing MAX 210 KT until established on MUN R-325 TULSI SEVEN NOVEMBER (TULSI 7N) TULSI SEVEN WHISKEY (TULSI 7W) 418 557 835 1114 1392 1671 516 689 1033 1377 1722 2066 TULSI 7W Apt Elev 1487' 75 | 100 | 150 | 200 | 250 | 300 Climb on runway track to DMS 1.6 DME or 1900', whichever is later, turn LEFT within DMS 4.5 DME, 180° track, intercept MUN R-325 inbound to MUN, Climb on runway track to DMN 2 DME or  $1900^{\prime}, \$  whichever is later, turn LEFT,  $180^{\circ}$  track, intercept MUN R-325 inbound to MUN, MUN R-181 via MANAL to TULSI 7N Climb on runway track to 1900', intercept 262° bearing via MSE to DMS 14 DME, turn LEFT, intercept MUN R-283 inbound to MUN, MUN R-181 via MANAL 385 MSE | N48 20.0 E011 39.2 MUN R-181 via MANAL to TULSI TULSI ONE SIERRA (TULSI 1S) RWYS 26R/L DEPARTURES MUNICH NOT TO BE FILED IN FLIGHT PLAN 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 MUNICH Radar. 2. SIDs are also minimum noise routings (refer to turns as published in departure routes. Trans level: By ATC Trans alt: 5000'

1. Remain on Tower frequency, when advised by ATC contact Initial climb clearance FL70 ON CHART 10-3T 210 KT 4200', DMN 2 DME or 1900 ' whichever is later 4200', Midal R283° WE DES TULSI 7N TULSI 1S <u>√D29</u> 12 NA7 54.0 E011 48.0 **∀▼ TULSI**△ N47 42.1 E011 47.3 ROUTING L D13 MUN 181 MAX 250 KT until passing (108.6) DMS N48 20.4 E011 46.7 N48 22.0 E011 47.6 MUNICH-MUNICH — D 112.3 MUN N48 10.8 E011 49.0 SPEED RESTRICTION
MAX 250 KT below FL100 or as by ATC.
Not applicable within airspace C. 0 N48 22.5 E011 54.8 Turn at
DMS 1.6 DME
or 1900'
whichever is later 338 MNW NOT TO SCALE MUNICH-SI ISTNI ا الر MSA MNW Lctr 3700′ 3200′

CHANGES: Restriction in chart heading established ① If unable to comply with speed and turn restrictions request SID TULSI 7W

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CHANGES: SID reference in chart heading.  $4000^{\prime}, \ \mbox{whichever}$  is later, turn RIGHT, intercept MUN R-041 inbound to MUN, MUN R-154 to TURBU. © JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED

TURBU 2Q

08L

Climb on runway track to 1900', then via MNW to DMN 6.8 DME or

to MUN, MUN R-154 to TURBU

TURBU 2E SID

08R

RWY

8 APR 05 (10-35) LEDDESEN. Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 19-05.

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EDDM/MUC

MUNICH

MUNICH Radar 127.95

1487′ Apt Elev

Eff 14 Apr

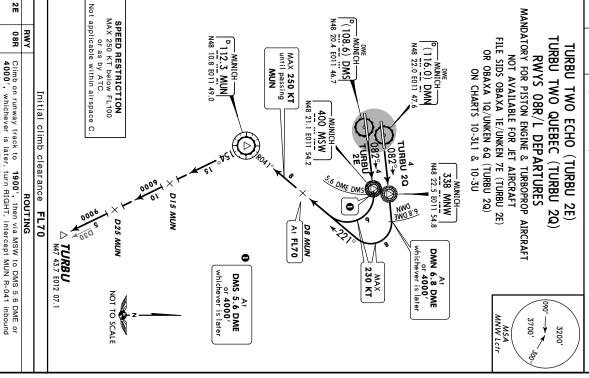
MUNICH, GERMANY

SID

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 as published in departure routes. have to proceed exactly on extended centerline until starting turns



Notice: After 13.10.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.

NaSaddar 1

MUNICH, GERMANY

TURBU 1S MUNICH EDDM/MUC TURBU 1N TURBU 1W These SIDs require minimum climb gradients ① If unable to comply with speed and turn restrictions request SID TURBU 1W. due to High Intensity Radio Transmission Area (HIRTA). TURBU 1N 334' per NM (5.5%) until passing 413' per NM (6.8%) until passing Area (HIRTA). due to High Intensity Radio Transmission 413' per NM 334' per NM Gnd speed-KT MUNICH Radar 127.95 SID MSA MNW Lctr 3700′ DMS 14 DME MAX 250 KT until passing 3200 MAX 220 KT until passing MAX 210 KT until established on 26R MUN R-325 RWY 261 TURBU 1W | 385 MSE | N48 20.0 E011 39.2 516 689 1033 1377 1722 2066 418 | 557 | 835 | 1114 | 1392 | 1671 Climb on runway track to DMS 1.6 DME or 1900', whichever is later, turn LEFT within DMS 4.5 DME, 180° track, intercept MUN R-325 inbound to MUN, Climb on runway track to DMN 2 DME or 1900', whichever is later, turn LEFT, 180° track, intercept MUN R-325 inbound to MUN, MUN R-154 to TURBU. TURBU 1S MUNIC 1487′ Apt Elev Climb on runway track to 1900', intercept 262° bearing via MSE to DMS 14 DME, turn LEFT, intercept MUN R-283 inbound to MUN, MUN R-154 to TURBU. 100 P112.3 MUN N48 10.8 E011 49.0 150 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 210 KT MUNICHas published in departure routes. 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 Initial climb clearance FL70 200 250 300 4200', MANDATORY FOR PISTON ENGINE & TURBOPROP AIRCRAFT NOT AVAILABLE FOR JET AIRCRAFT 8 APR 05 (10-3T) Eff 14 Apr 4200' OWEGAN OR OBAXA 1S, 1W/UNKEN 1S, 7W (TURBU 1S, 1W) ~R283° ME DAS TURBU 1S TURBU 1N TURBU ONE NOVEMBER (TURBU 1N) TURBU ONE WHISKEY (TURBU 1W) FILE SIDS OBAXA IN/UNKEN 8N (TURBU 1N) TURBU ONE SIERRA (TURBU 1S) **RWYS 26R/L DEPARTURES** ON CHARTS 10-3L2 & 10-3V MAX 250 KT MUNICH MUNICH (116.0) DMN N48 22.0 E011 47.6 MUNICH (108.6) DMS ROUTING D15 MUN N47 43.7 E012 07.1 Not applicable within airspace C. D25 MUN SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC. 338 MNW | N48 22.5 E011 54.8 0 0 DMN 2 DME or 1900' whichever is later Turn at
DMS 1.6 DME
or 1900'
whichever is later NOT TO SCALE TURBU 1S SID

SID reference in chart heading.

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UNKEN 7E

SID

RWY 08R

60 EN

180

Climb on runway track to 1900', then via MNW to DMN 6.8 DME or 4000', whichever is later, turn RIGHT, intercept MDF R-301 inbound to D3 MDF, turn RIGHT, intercept MDF R-178 to D19 MDF, turn LEFT, intercept MUN R-128 to UNKEN.

C JEPPESEN SANDERSON, INC.

Climb on runway track to 1900', then via MSW to DMS 5.6 DME or 4000', whichever is later, turn RIGHT, intercept MDF R-292 inbound to D3 MDF, turn RIGHT, intercept MDF R-178 to D19 MDF, turn LEFT, intercept MUN R-128 to UNKEN.

ROUTING

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EDDM/MUC MUNICH

MUNICH Rada

127.95

25 JUN 04 (10-3U) **JEDDESEN** 

Eff 8 Jul

MUNICH, GERMANY

SID

(116.0) DMN N48 22.0 E011 47.6 MUNICH DMS 108.6 DMS N48 20.4 E011 46.7 FILE SID TURBU 2E (UNKEN 7E) OR TURBU 2Q (UNKEN 6Q) ON CHART 10-3 FOR SIDS RWYS 26R/L REFER TO CHART 10-3V NOT TO SCALE D 112.3 MUN N48 10.8 E011 49.0 NOT AVAILABLE FOR PISTON ENGINE & TURBOPROP AIRCRAFT - MUNICH - $\bigcirc$ 082~ UNKEN SIX QUEBEC (UNKEN 6Q) Apt Elev N48 22.5 E011 54.8 UNKEN SEVEN ECHO (UNKEN 7E) 1487′ 0 338 MNW 0 **RWYS 08R/L DEPARTURES** MUNICH-DMS 5.6 DME or 4000 ' whichever is later MUNICH Radar. 2. SIDs are also minimum noise routings (refer to 10-4B). 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 Trans level: By ATC Trans alt: 5000'

1. Remain on Tower frequency, when advised by ATC contact turns as published in departure routes. Not applicable within airspace C Initial climb clearance FL70 400 MSW | N48 21.1 E011 54.2 0 SPEED RESTRICTION
MAX 250 KT below FL100 DMN 6.8 DME MAX 230 KT until passing DMS 5.6 DME MAX 230 KT or as by ATC. until passing MUNICH-UNKEN ZE At
DMN 6.8 DME
or 4000'
whichever is later **D3 MDF** N48 15.3 E012 16.1 MAX 250 KT until passing ABEAM MDF R292/1 **D3 MDF** N48 15.7 E012 16.4 જ્યું Ş 0099 ۷١ .84 imes D15 MDF MILLDORF 117.0 MDF N48 14.1 E012 20.2 N47 55.1 E012 20.7 N47 41.4 E012 41.8 MSA MNW Lcti 3700′ 3200′

MUNICH EDDM/MUC

25 JUN 04 (10-3V1) Eff 8 Jul PEPPESEN

MUNICH, GERMANY RNAV SID (OVERLAY)

MUNICH Radar ANKER FIVE ECHO (ANKER 5E) [ANKE5E] Apt Elev 1487' MUNICH Radar. 2. SIDs are also minimum noise routings (refer to 10-4B). 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 FIVE QUEBEC (ANKER 5Q) [ANKE5Q] ANKER SIX NOVEMBER (ANKER 6N) [ANKE6N] ANKER FIVE SIERRA (ANKER 5S) [ANKE5S] RWYS 08R, 26R, 08L, 26L

MSA MNW Lcti 3700′ 3200'

3200

3700

MSA MNW Lc

393 EGG 393 EGG 8 23.8 E012 45.0

FILE RNAV SID EGG 1E (ANKER 5E, 5Q) OR EGG 1S, 1W (ANKER 6N, 5S) NOT AVAILABLE FOR FLIGHTS VIA AIRWAY (U)Z 30 ON CHARTS 10-3V2 & 10-3V3

RNAV DEPARTURES (OVERLAY 10-3B)

DM064 N48 29.5 E011 37.2 DM065 DM065 N48 32.3 E011 59.2 ANKER 5E, 5Q MAX **250 KT ANKER** N48 34.4 E012 00. NOT TO SCALE

426.5 MIQ 448 34.2 E011 35.9

250 KT ΜAX **PAKER** ←320, 845-NKEH 6N MAX 250 KT ΑA N48 25.4 E011 55.2 MUN 016 338 MNW N48 22.5 E011 54.8 360° N48 27.4 E011 59.9 230 KT DM083 N48 21.6 E011 59.8 MA× MOOSBURG 117.15 MBG N48 34.4 E0 12 15.7

ANKER 6N **ANKER 5Q ANKER 5S** ANKER 5E SID 08R 26R 180 (1900'+) - DM070 - DM072 - DM077 - DM079 - ANKER (K250-) (1900'+) - DM066 (K220-) - DM064 (K250-) - DM065 - ANKER (1900'+) - DM051 (K220-) - DM056 (K250-) - DM057 - ANKER (1900'+) - DM083 (K230-) - ANKER (K250-) Initial climb clearance **FL70** ROUTING

MAX 220 KT

MUNICH 112.3 MUN N48 10.8 E011 49.

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

MUNICH—

N48 22.5 E011 54.8

082°<del>></del>

082°→

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EDDM/MUC

MUNICH Radar 127.95

1487′

25 JUN 04 (10-3V2) Eff 8 Jul PEPPESEN

MUNICH, GERMANY RNAV SID (OVERLAY)

Apt Elev RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3C) as published in departure routes. 10-4B). Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots MUNICH Radar. Trans level: By ATC Trans alt: 5000'

1. Remain on Tower frequency, when advised by ATC contact have to proceed exactly on extended centerline until starting turns NOT AVAILABLE FOR FLIGHTS VIA (U)L 605 & (U)M 749 FOR RNAV SIDS RWYS 26R/L REFER TO CHART 10-3V3 EGGENFELDEN ONE QUEBEC (EGG 1Q) EGGENFELDEN ONE ECHO (EGG 1E) 2. SIDs are also minimum noise routings (refer to SPEED RESTRICTION MAX 250 KT below FL100 or as by ATC. Not applicable within airspace C

**DM080** N48 21.2 E011 55.7 or abo MAX 230 KT MILLDORF 117.0 MDF N48 14.1 E012 20.2 NOT TO SCALE 250 KT Initial climb clearance FL70 SID RWY ROUTING EGG 1E 08R (1900'+) - DM080 (4000'+; K230-) - MDF (K250-) - EGG EGG 1Q 08L (1900'+) - DM071 (4000'+; K230-) - MDF (K250-)

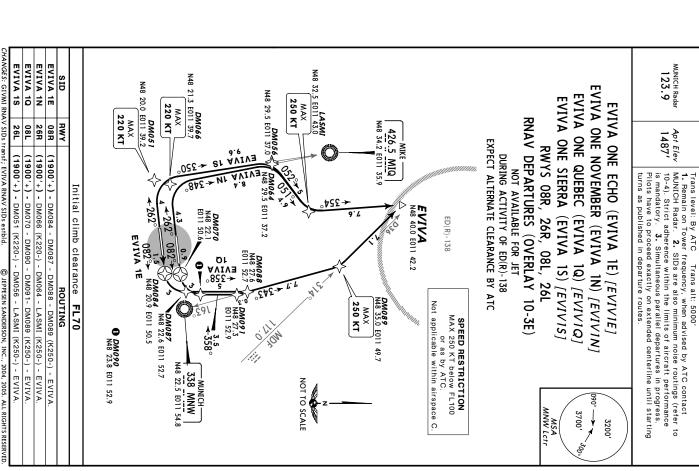
**DM071** N48 22.8 E011 59.6

At or above 4000'

MAX 230 KT

MUNICH EDDM/MUC **DM067** N48 21.5 E011 42.6 MUNICH Radar 127.95 **DM049** N48 20.2 E011 42.6 MAX 210 KT () EGGENFELDEN 393 EGG EGG 1S MAX N48 23.8 E012 45.0 Notice: After 13.10.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs 210 KT ( EGG 1N 338 MNW Apt Elev 1487' N48 22.5 E011 54.8 <del>7-262</del> **DM058** N48 18.8 E011 22.6 EGGENFELDEN ONE NOVEMBER (EGG EGGENFELDEN ONE WHISKEY (EGG 1W) EGGENFELDEN ONE SIERRA (EGG 1S) Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 19-05. **RWYS 26R/L RNAV DEPARTURES** MUNICH EGG 1W <sup>D</sup>1<u>12.3 MU</u>N EGG 1S 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. MUNICH VIA AIRWAYS (U)L 605 & (U)M 749 **DM050** N48 17.3 N48 10.8 E011 49.0 181 385 MSE E011 42.5 NOT AVAILABLE FOR FLIGHTS EGG 1N, 1S N48 20.0 E011 39.2 EGG 1S 4 FEB 05 (10-3V3) Eff 17 Feb (OVERLAY 10-3D) MAX **250 KT** MAX 210 KT MAX 220 KT MILLDORF Nacabe Sen 117.0 MDF 14.1 E012 20.2 **DM059** N48 15.4 E011 22.3 MAX **250 KT** Δ **DM068** N48 11.6 E012 13.9 SPEED RESTRICTION MAX 250 KT below FL100 or as by ATC. Not applicable within airspace C.  $334^{\prime}$  per NM (5.5%) until passing  $4200^{\prime}$ , due to High Intensity Radio Transmission Area (HIRTA).  $413^{\prime}$  per NM (6.8%) until passing  $4200^{\prime}$ , due to High Intensity Radio Transmission Area (HIRTA). EGG Gnd speed-KT 75 100 150 200 250 300 FGG 1S: 418 557 835 1114 1392 1671 334' per NM MUNICH, GERMANY 516 689 1033 1377 1722 2066 413' per NM RNAV SID (OVERLAY) Initial climb clearance FL70 RWY ROUTING SID EGG 1N 26R (1900'+) - DM067 (K210-**0**) DM050 - MUN (K250-) - DM068 - MDF - EGG 3200 EGG 1S (1900'+) - DM049 (K210-MDF - EGG. 26L 0) - DM050 (K210-) - MUN (K250-) - DM068 NOT TO SCALE 37001 EGG 1W (1900'+) - MSE (K220-) - DM058 - DM059 (K250-) - MUN - DM068 - MDF - To enhance tracking accuracy speed should be kept constant.
 If unable to comply with speed and turn restrictions request RNAV SID EGG 1W MSA MNW Lcti



EDDM/MUC

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4 FEB 05 (10-3V4) Eff 17 Feb

NEDDE SEN

MUNICH, GERMANY

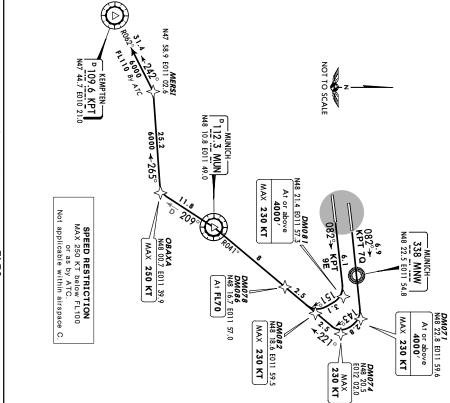
MUNICH EDDM/MUC

N JEDDESEN

MUNICH, GERMANY RNAV SID (OVERLAY)

8 APR 05 (10-3V5) Eff 14 Apr

Trans level: By ATC Trans alt: 5000



CHANGES: RNAV SIDs KPT 8E MUNICH Radar 127.95 KPT 7Q KPT 9E SID RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3F) KEMPTEN SEVEN QUEBEC (KPT 7Q) R₩Y 08R Apt Elev 1487' KEMPTEN NINE ECHO (KPT 9E) (1900'+) - DM071 (4000'+; K230-) - DM074 (K230-) - DM078 (FL70) - MUN - OBAXA (K250-) - MERSI - KPT. (1900'+) - DM081 (4000'+; K230-) - DM082 (K230-) - DM086 MUN - OBAXA (K250-) - MERSI - KPT. 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 perforance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes. Initial climb clearance **FL70** © JEPPESEN SANDERSON, INC., 2004, 2005. ALL RIGHTS RESERVED ROUTING 090° -> 1 MSA MNW Lctr 3700′ (FL70) -3200′

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EDDM/MUC MUNICH

### JEDDESEN

8 APR 05 (10-3V6) Eff 14 Apr

MUNICH, GERMANY RNAV SID (OVERLAY)

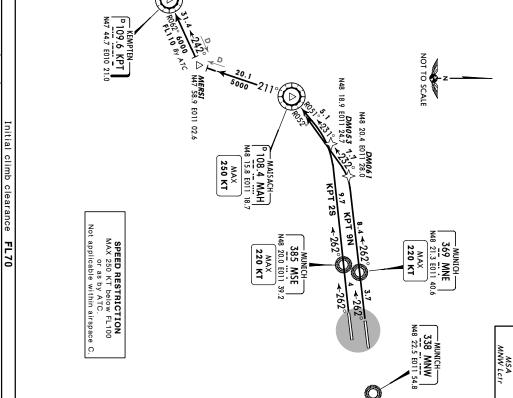
MUNICH Radar 127.95 1487′ Apt Elev

1. Aemain on Tower frequency, when advised by ATC contact
1. Hemain 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.

### RWYS 26R/L RNAV DEPARTURES (OVERLAY 10-3G) KEMPTEN NINE NOVEMBER (KPT 9N) KEMPTEN TWO SIERRA (KPT 2S)

3700′

3200′



KPT 2S KPT 9N SID RWY 26L (1900'+) - MSE (K220-) - DM053 - MAH (K250-) - MERSI - KPT 26R (1900'+) - MNE (K220-) - DM061 - MAH (K250-) - MERSI - KPT ROUTING

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6 FEB 04 (10-3V7) Eff 19 Feb # JEDDESEN

MUNICH EDDM/MUC

MUNICH, GERMANY RNAV SID (OVERLAY)

> EDDM/MUC MUNICH

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6 FEB 04 (10-3V8) Eff 19 Feb

RNAV SID (OVERLAY) MUNICH, GERMANY

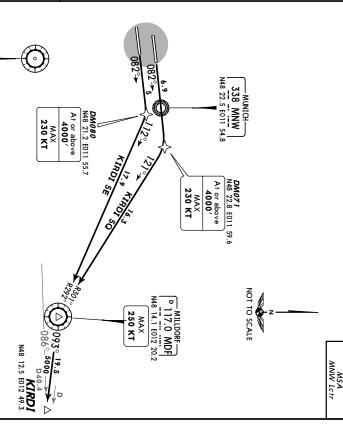
MUNICH Radar 127.95 Apt Elev 1487'

MUNICH Radar. 2. SIDs are also minimum noise routings (refer to 10-48). 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 Trans level: By ATC Trans alt: 5000'

1. Remain on Tower frequency, when advised by ATC contact

RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3H) KIRDI FIVE QUEBEC (KIRDI 5Q) [KIRD5Q] KIRDI FIVE ECHO (KIRDI 5E) [KIRD5E] FOR RNAV SIDS RWYS 26R/L REFER TO CHART 10-3V8 turns as published in departure routes.





KIRDI 5Q KIRDI 5E SID

08R 08L R₩Y

(1900'+) - DM080 (4000'+; K230-) - MDF (K250-) - KIRDI. (1900'+) - DM071 (4000'+; K230-) - MDF (K250-) - KIRDI.

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To enhance tracking accuracy speed should be kept constant.

If unable to comply with speed and turn restrictions request RNAV SID KIRDI 6W.

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Initial climb clearance **FL70** 

ROUTING

N48 10.8 E011 49.0 112.3 MUN MUNICH —

Not applicable within airspace C

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.

413' per NM (6.8%) until passing 4200 due to High Intensity Radio Transmission Area (HIRTA). KIRDI 8N
334' per NM (5.5%) until passing 4200 due to High Intensity Radio Transmission Area (HIDTA) These SIDs require minimum climb gradients of Area (HIRTA). KIRDI 28 🕢 **DM058** N48 18.8 E011 22.6 MUNICH Radar **127.95** KIRDI 6W KIRDI 8N SID MAX **250 KT DM059** N48 15.4 E011 22.3 RWYS 26R/L RNAV DEPARTURES (OVERLAY 10-3J) KIRDI EIGHT NOVEMBER (KIRDI 8N) [KIRD8N] KIRDI SIX WHISKEY (KIRDI 6W) [KIRD6W] KIRDI TWO SIERRA (KIRDI 2S) [KIRD2S] KIRDI 6W DM049 N48 20.2 E011 42.6 26R RWY 26L 385 MSE | N48 20.0 E011 39.2 1487′ Apt Elev MAX 220 KT 210 KT 🕕 KIRDI 2S × × - MUNICH (1900'+) - DM049 (K210- 1) - DM050 (K210-) - MUN (K250-) - KIRDI (1900'+) - MSE (K220-) - DM058 - DM059 (K250-) - MUN - KIRDI (1900'+) - DM067 (K210- ●) - DM050 - MUN (K250-) - KIRDI. Not applicable within airspace C. MUNICH Radar. 2. SIDs are also minimum noise routings (refer to 10-49). 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 SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC. turns as published in departure routes. Trans level: By ATC Trans alt: 5000'

1. Remain on Tower frequency, when advised by ATC contact Initial climb clearance FL70 4200′ 210 KT 🕶 **DM0 67** N48 21.5 E011 42.6 4200', MΑ×  $^{lack}$ R283° $((\triangle)$ KIRDI 8N KIRDI 2S 413' per NM 334' per NM Gnd speed-KT | 75 | 100 | 150 | 210 KT **DM050** N48 17.3 E011 42.5 KIRDI 2S H086 ROUTING P112.3 MUN N48 10.8 E011 49.0 KIRDI 8N, 2S 250 KT MAX MUNICH — 516 | 689 | 1033 | 1377 | 1722 | 2066 418 557  $\longrightarrow \rightarrow \times |\underbrace{15.4}_{5000} \xrightarrow{\text{D40.4}} \triangle$ 338 MNW N48 22.5 E011 54.8 D25 MUN NOT TO SCALE 
 150
 200
 250
 300

 835
 1114
 1392
 1671
 -MUNICH-**KIRDI** N48 12.5 E012 49.3 MSA MNW Lctr 3700′ 3200′

Notice: After 13.10.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs

MUNICH EDDM/MUC These SIDs require minimum climb gradients of 413' per NM (6.8%) until passing 4200 due to High Intensity Radio Transmission 334' per NM (5.5%) until passing 4200 due to High Intensity Radio Transmission Area (HIRTA). UNKEN 1S Area (HIRTA) ① If unable to comply with speed and turn restrictions request SID UNKEN 7W. 413' per NM 334' per NM Gnd speed-KT UNKEN 7W UNKEN 8N 127.95 MUNICH Radar MAX 250 KT until passing DMS 14 DME MSA MNW Lctr 3700′ SID 3200' MAX 220 KT until passing MAX 210 KT until established on MUN R-325 UNKEN 7W **MSE** 385 MSE | N48 20.0 E011 39.2 RWY 26R UNKEN 1S Apt Elev 1487' 516 418 75 | 100 | 150 | 200 | 250 | 300 UNKEN 8N - MUNICH P112.3 MUN N48 10.8 E011 49.0 689 1033 1377 1722 2066 557 Climb on runway track to DMS 1.6 DME or 1900', whichever is later, turn LEFT within DMS 4.5 DME, 180° track, intercept MUN R-325 inbound to MUN, MUN R-128 via CHIEM to UNKEN. Climb on runway track to DMN 2 DME or **1900'**, whichever is later, turn LEFT, 180° track, intercept MUN R-325 inbound to MUN, MUN R-128 via Climb on runway track to 1900', intercept 262° bearing via MSE to DMS 14 DME, turn LEFT, intercept MUN R-283 inbound to MUN, MUN R-128 CHIEM to UNKEN. -MUNICH-FILE SID TURBU IN (UNKEN 8N) OR TURBU 1S, 1W (UNKEN 1S, 7W) 835 At
DMN 2 DME
or 1900'
whichever is later 210 KT MUNICH Radar. 2. SIDs are also minimum noise routings (refer to is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting Trans level: By ATC Trans alt: 5000'

1. Remain on Tower frequency, when advised by ATC contact turns as published in departure routes. 10-4B) . Strict adherence within the limits of aircraft performance × × NOT AVAILABLE FOR PISTON ENGINE & TURBOPROP AIRCRAFT Initial climb clearance FL70 1114 1392 1671 4200' 25 JUN 04 (10-3V) Eff 8 Jul UNKEN EIGHT NOVEMBER (UNKEN 8N UNKEN SEVEN WHISKEY (UNKEN 7W) 2 DMF ONN UNKEN 8N OME DAS UNKEN ONE SIERRA (UNKEN 1S) 1EDDESEN **UNKEN 1S** RWYS 26R/L DEPARTURES MAX 250 KT until passing ON CHART 10-3T © JEPPESEN SANDERSON, INC., 2003, 2004. ALL RIGHTS RESERVED NOT TO SCALE MUNICH MUNICH MUNICH MINICH MI MUNICH MUNICH (108.6) DMS ROUTING Š Not applicable within airspace C. SPEED RESTRICTION
MAX 250 KT below FL100 D15 MUN MUNICH, GERMANY 338 MNW | N48 22.5 E011 54.8 or as by ATC. 0 **UNKEN** N47 41.4 E012 41.8 DMS 1.6 DME or 1900' whichever is later UNKEN 1S 113.8 58% SID

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EDDM/MUC

MUNICH Radar

123.9

1487′ Apt Elev

## 4 FEB 05 (10-3V4-1) Eff 17 Feb RNAV SID (OVERLAY) NEDDESEN.

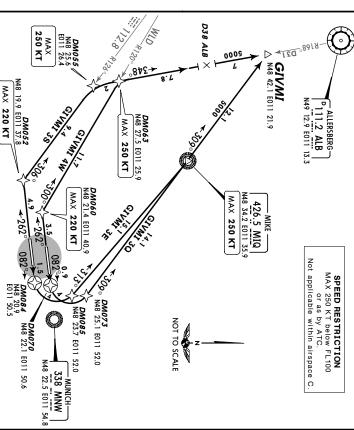
MUNICH, GERMANY

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

GIVMI FOUR WHISKEY (GIVMI 4W) [GIVM4W] GIVMI THREE QUEBEC (GIVMI 3Q) GIVMI THREE SIERRA (GIVMI 3S) GIVMI THREE ECHO (GIVMI 3E) RNAV DEPARTURES (OVERLAY 10-3E1) RWYS 08R/L, 26L/R [GIVM3E] [GIVM3S] [GIVM3Q]

3700′ ļ MSA MNW Lct 3200'

JET ONLY (EXCEPTION: ALL FLIGHTS ALLOWED IF IN ACCORDANCE OR VIA Y 101 - LANGI - Z 104 - WUR - Z 104/Z 12 WITH REMARKS OF AIRWAY T 161) OR VIA Y 101 - ERNAS - T 161 VIA Y 101 - LANGI - UL 610 MANDATORY FOR FLIGHTS



GIVMI 4W GIVMI 3Q GIVMI 3S GIVMI 3E RWY 180 08R (1900'+) - DM052 (K220-) - DM055 (K250-) - GIVMI (1900'+) - DM070 - DM073 - MIQ (K250-) - GIVMI (1900'+) - DM084 - DM085 - MIQ (K250-) - GIVMI (1900'+) - DM060 (K220-) - DM063 (K250-) - GIVMI ROUTING

Initial climb clearance FL70

MUNICH EDDM/MUC

PEDDESEN

MUNICH, GERMANY RNAV SID (OVERLAY)

4 FEB 05 (10-3W) Eff 17 Feb

MUNICH Radar. 2. SIDs are also minimum noise routings (refer to 10-4), Strict adherence within the limits of alroralt performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting Trans level: By ATC Trans alt: 5000'

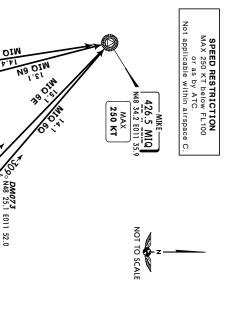
1. Remain on Tower frequency, when advised by ATC contact

MUNICH Radar 123.9

RNAV DEPARTURES (OVERLAY 10-3K) MIKE SIX NOVEMBER (MIQ 6N) MIKE FIVE SIERRA (MIQ 5S) MIKE SIX QUEBEC (MIQ 6Q) RWYS 08R, 26R, 08L, 26L

VIA LASGA (AIRWAYS (U)M 726/T 202)
OR SULUS (AIRWAYS (U)L 604/T 852)

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



		Initial climb clearance <b>FL/U</b>
SID	RWY	ROUTING
MIQ 6E	08R	(1900'+) - DM084 - DM085 - MIQ (K250-).
MIQ 6N	26R	(1900'+) - DM066 (K220-) - MIQ (K250-).
MIQ 6Q	08L	(1900'+) - DM070 - DM073 - MIQ (K250-).
MIQ 5S	26L	26L (1900'+) - DM051 (K220-) - MIQ (K250-).

DM051 N48 20.0 E011 39.2

M X X

**DM066** N48 21.3 E011 39.7

220 KT MA X

Apt Elev 1487' MIKE SIX ECHO (MIQ 6E) MANDATORY FOR FLIGHTS turns as published in departure routes. JET ONLY **★262** © JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED **DM084** N48 20.9 E011 50.5 **DM085** N48 23.7 E011 52.0 DM070 N48 22.1 E011 50.6

N48 22.5 E011 54.8 338 MNW MUNICH-090° -> 1 MSA MNW Lctr 3700′ 3200′

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EDDM/MUC MUNICH

LEDDESEN.

8 APR 05 (10-3X1) Eff 14 Apr

MUNICH, GERMANY RNAV SID (OVERLAY)

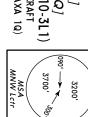
MUNICH Radar 127.95 Apt Elev 1487′

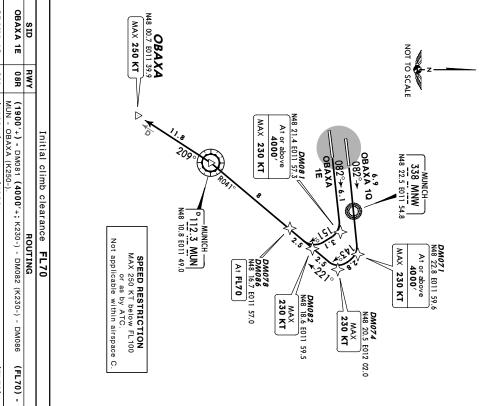
Trans level: By ATC Trans alt: 5000'

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 Pilots have to proceed exactly on extended centerline until starting is mandatory. 3. Simultaneous parallel departures in progress.

turns as published in departure routes.

RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3L1)
NOT AVAILABLE FOR PISTON ENGINE & TURBOPROP AIRCRAFT
FILE RNAV SIDS TURBU 2E (OBAXA 1E) OR TURBU 2Q (OBAXA 1Q) OBAXA ONE QUEBEC (OBAXA 1Q) [OBAXIQ] OBAXA ONE ECHO (OBAXA 1E) [OBAX1E] ON CHART 10-3X5





CHANGES: RIDAR SIDs transfe OBAXA 1Q 180 (1900'+) - DM071 (4000'+; K230-) - DM074 (K230-) - DM078 MUN - OBAXA (K250-) © JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED (FL70) -

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### MUNICH EDDM/MUC

RNAV SID (OVERLAY)

MUNICH Radar 127.95

OBAXA ONE WHISKEY (OBAXA 1W) [OBAX1W] OBAXA ONE NOVEMBER (OBAXA 1N) *[OBAX1N]* RWYS 26R/L RNAV DEPARTURES (OVERLAY 10-3L2) OBAXA ONE SIERRA (OBAXA 1S) [OBAX1S] NOT AVAILABLE FOR PISTON ENGINE & TURBOPROP AIRCRAFT

3700′ 3200′

SPEED RESTRICTION
MAX 250 KT **DM058** N48 18.8 E011 22.6 within airspace C below FL100 or as by ATC. NOT TO SCALE **DM059** N48 15.4 E011 22.3 MAX 250 KT -181 OBAXA 1N OBAXA 1W **OBAXA** N48 00.7 E011 39.9 OBAXA IN, IS 385 MSE | N48 20.0 E011 39. DMO 49 N48 20.2 E011 42.6 MAX **220 KT** 250 KT NAX 210 KT O MUNICH OBAXA 1S 413' per NM (6.8%) until passing 4200 due to High Intensity Radio Transmission Area (HIRTA). Gnd speed-KT 210 KT **0** DM067 N48 21.5 E011 42.6 OBAXA 1N OBAXA 1S OBAXA 1S **DM050** N48 17.3 E011 42.5 OBAXA 1S 210 KT 100 N48 22.5 E011 54.8 150 -MUNICH-N48 10.8 E011 49.0 200 MUNICH -250 300

These SIDs require minimum climb gradients of

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

SID	RWY	ROUTING
OBAXA 1N	26R	OBAXA 1N 26R (1900'+) - DM067 (K210- 1) - DM050 - MUN - OBAXA (K250-).
OBAXA 1S 🕢	26L	OBAXA 1S@   26L   (1900'+) - DM049 (K210- 0) - DM050 (K210-) - MUN - OBAXA (K250
OBAXA 1W		(1900'+) - MSE (K220-) - DM058 - DM059 (K250-) - MUN - OBAXA.
O To onbonce	t o o laine	To exhaust tracking assured should be least assets.

CHANGES: SBG SIDs transferred; OBAXA SIDs established. © JEPPESEN SANDERSON, INC

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413' per NM 334' per NM

To enhance tracking accuracy speed should be kept constant.
 If unable to comply with speed and turn restrictions request RNAV SID OBAXA 1W.

FILE RNAV SIDS TURBU IN (OBAXA IN) OR TURBU IS, IW (OBAXA IS, Apt Elev 1487' turns as published in departure routes. ON CHART 10-3X6 8 APR 05 (10-3X2) Eff 14 Apr PEPPESEN

Initial climb clearance

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 MUNICH, GERMANY

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MUNICH EDDM/MUC

MUNICH Radar 127.95

1487′ Apt Elev

### 

8 APR 05 (10-3X3) Eff 14 Apr

RNAV SID (OVERLAY) MUNICH, GERMANY

RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3P) TULSI SEVEN QUEBEC (TULSI 7Q) [TULS7Q] TULSI EIGHT ECHO (TULSI 8E) [TULS8E] 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. Trans level: By ATC Trans alt: 5000'

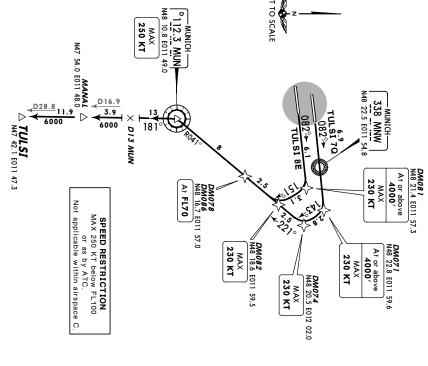
1. Remain on Tower frequency, when advised by ATC contact

NOT AVAILABLE FOR PISTON ENGINE & TURBOPROP AIRCRAFT OR TURBU 2Q (TULSI 7Q) ON CHART 10-3X5 FILE RNAV SID TURBU 2E (TULSI 8E) MSA MNW Lctr

NOT TO BE FILED IN FLIGHT PLAN

3700′

3200′



250 KT

M A

- MUNICH -

NOT TO SCALE

CHANGES: RNAV SIDS TULSI 7E ULSI 7Q 180 (1900'+) - DM071 (4000'+; K230-) - DM074 (K230-) - DM078 (FL70) -(1900'+) - DM081 (4000'+; K230-) - DM082 (K230-) - DM086 MUN (K250-) - MANAL - TULSI. © JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED

(FL70) -

Initial climb clearance FL70

TULSI 8E

08R R₩Y

Notice: After 13.10.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs

MUNICH EDDM/MUC

MUNICH Radar 127.95

Apt Elev 1487' turns as published in departure routes.

TULSI SEVEN NOVEMBER (TULSI 7N) [TULS7N] RWYS 26R/L RNAV DEPARTURES (OVERLAY 10-3Q) TULSI SEVEN WHISKEY (TULSI 7W) [TULS7W] NOT AVAILABLE FOR PISTON ENGINE & TURBOPROP AIRCRAFT TULSI ONE SIERRA (TULSI 1S) [TULS1S] NOT TO BE FILED IN FLIGHT PLAN

FILE RNAV SID TURBU IN (TULSI 7N) OR TURBU 1S, 1W (TULSI 1S, 7W) ON CHART 10-3X6

These SIDs require minimum climb gradients of 334' per NM (5.5%) until passing 4200 due to High Intensity Radio Transmission Area (HIRTA). NOT TO SCALE DM059 N48 15.4 E011 22.3 250 KT ΜA TULSI 7N DM049 N48 20.2 E011 42.6 N48 20.0 E011 39 MAX 220 KT 210 KT **0** 385 MSE SI ISTOL × × 4200', DM067 N48 21.5 E011 42.6 210 KT 🗨 × × TULSI 7N TULSI 1S 3.9 × 2 10 KT **DM050** N48 17.3 E011 42.5 TULSI 1S 18 D13 SPEED RESTRICTION
MAX 250 KT MUNICH 112.3 MUN N48 10.8 E011 49.0 Not applicable within airspace C. TULSI 7N, 1S below FL100 or as by ATC. MAX **250 KT** 338 MNW N48 22.5 E011 54.8

		Initial climb clearance <b>FL70</b>
SID	RWY	DNITUOR
TULSI 7N	26R	TULSI 7N 26R (1900'+) - DM067 (K210- 1) - DM050 - MUN (K250-) - MANAL - TULSI.
TULSI 1S	26L	TULSI 1S   26L   (1900'+) - DM049 (K210- 1) - DM050 (K210-) - MUN (K250-) - MANAL -
- 10 mz		TULSI.
TULSI 7W		(1900'+) - MSE (K220-) - DM058 - DM059 (K250-) - MUN - MANAL - TULSI.
🚺 To enhar	nce trac	To enhance tracking accuracy speed should be kept constant.

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413' per NM (6.8%) until passing 4200', due to High Intensity Radio Transmission 413' per NM Area (HIRTA) 334' per NM Gnd speed-KT 516 | 689 | 1033 | 1377 | 1722 | 2066 418 | 557 | 835 | 1114 | 1392 | 1671 TULSI 1S 100 150 200 250 300

**②** If unable to comply with speed and turn restrictions request RNAV SID TULSI 7W.

CHANGES: Restriction in chart heading established.

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1. Remain on Tower frequency, when advised by ATC contact 8 APR 05 (10-3X4) Eff 14 Apr PEPPESEN  $\triangleright$ △ MANAL N47 54.0 E011 48.0 **TULSI** N47 42.1 E011 47.3 MUNICH, GERMANY RNAV SID (OVERLAY) J K 3700′ 3200′

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### EDDM/MUC MUNICH

### 8 APR 05 (10-3X5) Eff 14 Apr NEDDE SEN

### RNAV SID (OVERLAY) MUNICH, GERMANY

MUNICH Radar 127.95 1487′ Apt Elev

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.

FILE RNAV SIDS OBAXA 1E/UNKEN 7E (TURBU 2E)
OR OBAXA 1Q/UNKEN 6Q (TURBU 2Q) ON CHARTS 10-3X1 & 10-3X7 RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3S) TURBU TWO QUEBEC (TURBU 2Q) [TURB2Q] TURBU TWO ECHO (TURBU 2E) [TURB2E] MANDATORY FOR PISTON ENGINE & TURBOPROP AIRCRAFT NOT AVAILABLE FOR JET AIRCRAFT 3700′ 3200′

D112.3 MUN N48 10.8 E011 49.0 SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C. MAX 250 KT **DM078 DM086** N48 16.7 E011 57.0 At FL70 N48 22.5 E011 338 MNW TURBU 20 082°→ TURBU 2E D15 MUN DMO81 N48 21.4 E011 57.3 At or above 4000' MAX **230 KT** D25 MUN △ **TURBU**N47 43.7 E012 07.1 **DM082** N48 18.6 E011 59.5 At or above 4000' **DM071** N48 22.8 E011 59.6 MAX **230 KT** MAX **230 KT** NOT TO SCALE **DM074** N48 20.5 E012 02.0 230 KT Μ Α Χ

TURBU 2Q TURBU 2E 180 08R (1900'+) - DM071 (4000'+; K230-) - DM074 (K230-) - DM078 MUN (K250-) - TURBU. (1900'+) - DM081 (4000'+; K230-) - DM082 (K230-) - DM086 MUN (K250-) - TURBU. (FL70) -(FL70) -

RWY

Initial climb clearance FL70

ROUTING

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CHANGES: SID reference

MUNICH EDDM/MUC 1EDDESEN

8 APR 05 (10-3X6) Eff 14 Apr

MUNICH, GERMANY RNAV SID (OVERLAY)

MUNICH Radar 127.95 RWYS 26R/L RNAV DEPARTURES (OVERLAY 10-3T) TURBU ONE WHISKEY (TURBU 1W) [TURB1W] TURBU ONE NOVEMBER (TURBU 1N) [TURB 1N] TURBU ONE SIERRA (TURBU 1S) [TURB 1S] MANDATORY FOR PISTON ENGINE & TURBOPROP AIRCRAFT Apt Elev 1487' 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 as published in departure routes. have to proceed exactly on extended centerline until starting turns Trans level: By ATC Trans alt: 5000'

1. Remain on Tower frequency, when advised by ATC contact

\* 3700′ 3200'

TURBU 1W 385 MSE N48 20.0 E011 39.2 210 KT O MAX 220 KT TURBU 1S 210 KT 🕶 TURBU 1N TURBU 1S 2 10 KT **DM050** N48 17.3 E011 42.5 TURBU 1S Not applicable within airspace C. P112.3 MUN N48 10.8 E011 49.0 -MUNICH — 338 MNW N48 22.5 E011 54.8

These SIDs require minimum climb gradients of

TURBU 1N

Area (HIRTA). TURBU 1S

334' per NM Area (HIRTA) Gnd speed-KT 418

26L 26R RWY

TURBU 1S 🕢 TURBU 1W TURBU 1N SID (1900'+) - DM049 (K210- ) - DM050 (K210-) - MUN (K250-) - TURBU (1900'+) - DM067 (K210- 🕕 ) - DM050 - MUN (K250-) - TURBU. (1900'+) - MSE (K220-) - DM058 - DM059 (K250-) - MUN - TURBU ROUTING

① To enhance tracking accuracy speed should be kept constant.
② If unable to comply with speed and turn restrictions request RNAV SID TURBU 1W. 413' per NM (6.8%) until passing 4200 due to High Intensity Radio Transmission 334' per NM (5.5%) until passing 4200 due to High Intensity Radio Transmission SID reference in chart heading. **DM059** N48 15.4 E011 22.3 250 KT × × OR OBAXA 1S, 1W/UNKEN 1S, 7W (TURBU 1S, 1W) FILE RNAV SIDS OBAXA IN/UNKEN 8N (TURBU IN) **DM049** N48 20.2 E011 42.6 NOT AVAILABLE FOR JET AIRCRAFT ON CHARTS 10-3X2 & 10-3X8 Initial climb clearance FL70 4200' **DM067** N48 21.5 E011 42.6 × × © JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED NOT TO SCALE SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC. D15 MUN NAT 43.7 6012 07.11 TURBU IN, IS D25 MUN MAX 250 KT

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EDDM/MUC MUNICH

25 JUN 04 (10-3X7) Eff 8 Jul LEDDESEN

MUNICH, GERMANY RNAV SID (OVERLAY)

MUNICH Radar **127.95** Apt Elev 1487′

Trans level: By ATC Trans alt: 5000'

1. Remain on Tower frequency, when advised by ATC contact

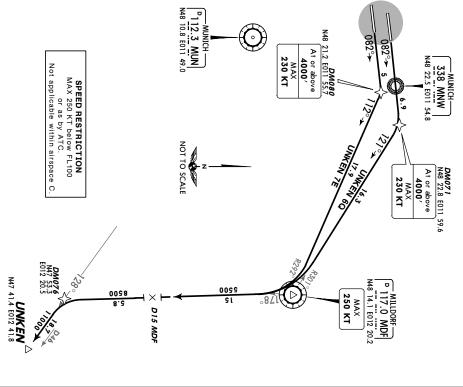
MUNICH Radar. 2. SIDs are also minimum noise routings (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3U) UNKEN SIX QUEBEC (UNKEN 6Q) [UNKE6Q] NOT AVAILABLE FOR PISTON ENGINE & TURBOPROP AIRCRAFT UNKEN SEVEN ECHO (UNKEN 7E) [UNKE7E] FOR RNAV SIDS RWYS 26R/L REFER TO CHART 10-3X8 FILE RNAV SID TURBU 2E (UNKEN 7E)
OR TURBU 2Q (UNKEN 6Q) ON CHART 10-3X5

MSA MNW Lctr

3700′

3200'



UNKEN 6Q UNKEN 7E SID 08L 08R RWY (1900'+) - DM080 (4000'+; K230-) - MDF (K250-) - DM076 - UNKEN. (1900'+) - DM071 (4000'+; K230-) - MDF (K250-) - DM076 - UNKEN. Initial climb clearance FL70 ROUTING

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EDDM/MUC

25 JUN 04 (10-3X8) Eff 8 Jul PEPPESEN

MUNICH, GERMANY RNAV SID (OVERLAY)

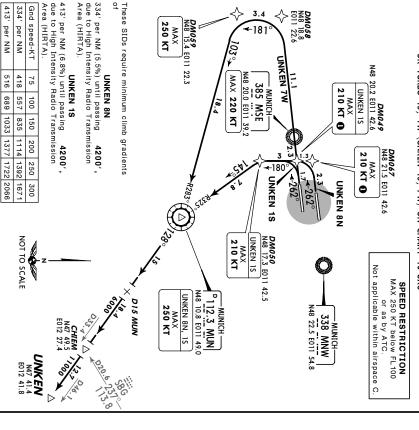
MUNICH Radar 127.95 Apt Elev 1487'

MUNICH Radar. 10-4B) . Strict a MUNICH Radar. 2. SIDs are also minimum noise routings (refer to 10-4B). 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. 

RWYS 26R/L RNAV DEPARTURES (OVERLAY 10-3V) UNKEN EIGHT NOVEMBER (UNKEN 8N) [UNKE8N] UNKEN SEVEN WHISKEY (UNKEN 7W) [UNKE7W] NOT AVAILABLE FOR PISTON ENGINE & TURBOPROP AIRCRAFT UNKEN ONE SIERRA (UNKEN 1S) [UNKE1S] OR TURBU 1S, 1W (UNKEN 1S, 7W) ON CHART 10-3X6 FILE RNAV SID TURBU IN (UNKEN 8N)



**RWYS** 



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PEPPESEN

MUNICH, GERMANY

(10-3X)

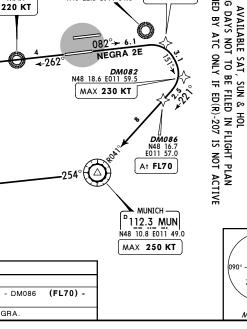
Eff 17 Feb

EDDM/MUC

MUNICH Radar 127.95

WILL BE ASSIGNED BY ATC ONLY IF ED(R)-207 IS NOT ACTIVE 08R, 26L RNAV DEPARTURES (OVERLAY 10-3L) NEGRA ONE SIERRA (NEGRA 1S) [NEGR1S] NEGRA TWO ECHO (NEGRA 2E) [NEGR2E] ON WORKING DAYS NOT TO BE FILED IN FLIGHT PLAN Apt Elev 1487' AVAILABLE SAT, SUN & HOL 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 as published in departure routes. have to proceed exactly on extended centerline until starting turns 4 FEB 05 RNAV SID (OVERLAY) 3200 3700 MSA MNW Lct



**DM081** N48 21.4 E011 57.3

MUNICH

338 MNW

N48 22.5 E011 54.8

At or above **4000**′

MAX 230 KT

(1900'+) - DM081 (4000'+; K230-) - DM082 (K230-) - DM086 - DM053 - MAH (K250-) - NEGRA

-- MUNICH-385 MSE

MAX

NEGRA

FL70

ROUTING

100.2 6000 148 20.0 E011 39.2

SPEED RESTRICTION

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

**DM053** N48 18.9 E011 24.7

Initial climb clearance

MUN (K250-) - NEGRA

(1900'+) - MSE (K220-)

CHANGES: None.

**NEGRA** N47 43.3 E009 25.6

SID **NEGRA 2E** 

RWY 08R **NEGRA 1S** 26L

NOT TO SCALE

MAISACH 108.4 MAH

N48 15.8 E011 18.7

MAX 250 KT

UNKEN 1S

(1900'+) - DM049 (K210-(1900'+) - DM067 (K210-

D) - DM050 - MUN (K250-) - CHIEM - UNKEN.
 D) - DM050 (K210-) - MUN (K250-) - CHIEM -

1900'+) - MSE (K220-) - DM058 - DM059 (K250-) - MUN - CHIEM -

UNKEN 8N

SID

R₩Y 26L 26R

Initial climb clearance **FL70** 

ROUTING

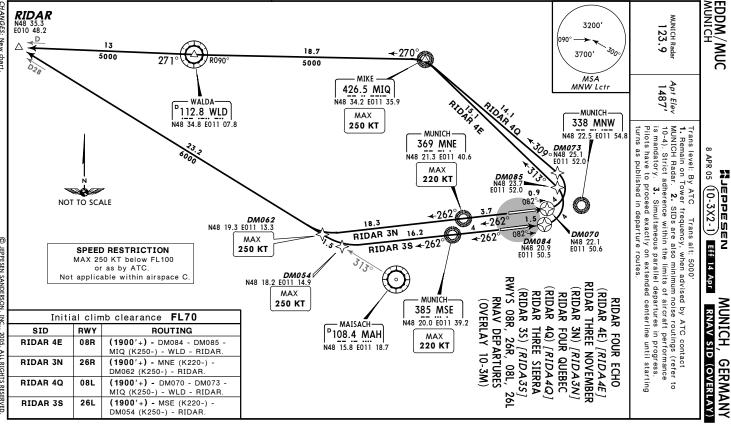
UNKEN 7W

To enhance tracking accuracy speed should be kept constant.
 If unable to comply with speed and turn restrictions request RNAV SID UNKEN 7W

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413' per NM



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EDDM/MUC

\*\*NOTICE\*\*

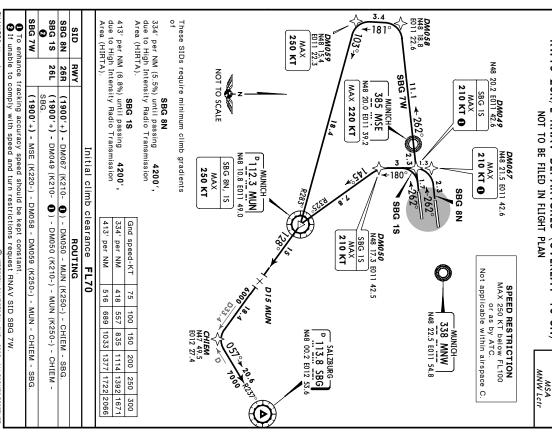
\*\*NOTICE\*

\*\*N

# 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 1487') 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. SALZBURG EIGHT NOVEMBER (SBG 8N) SALZBURG SEVEN WHISKEY (SBG 7W) MUNICH, GERMANY RNAV SID (OVERLAY) RNAV SID (OVERLAY) Trans level: By ATC contact 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. SALZBURG SIGHT NOVEMBER (SBG 8N) SALZBURG SEVEN WHISKEY (SBG 7W)

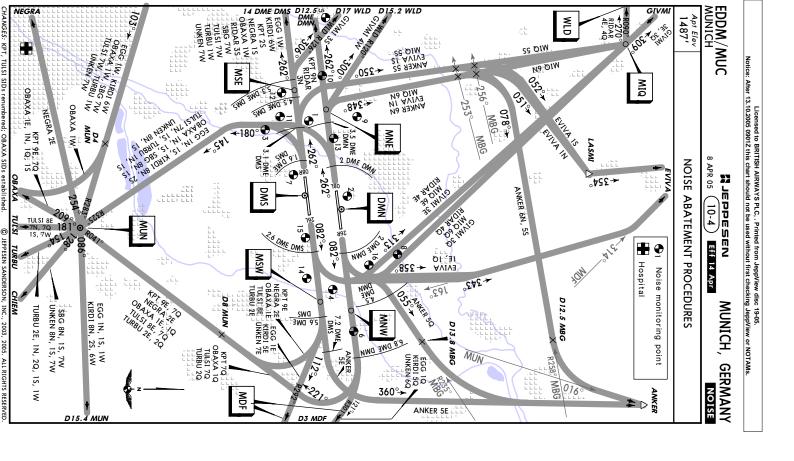
RWYS 26R/L RNAV DEPARTURES (OVERLAY 10-3N)

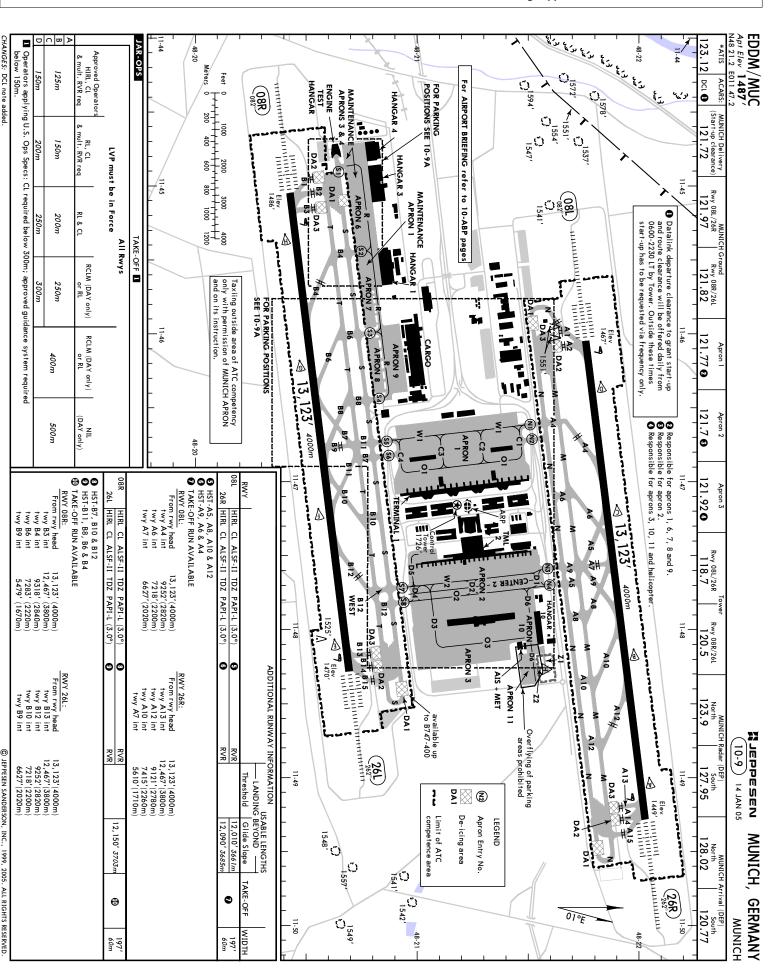
MUNICH Radar 127.95

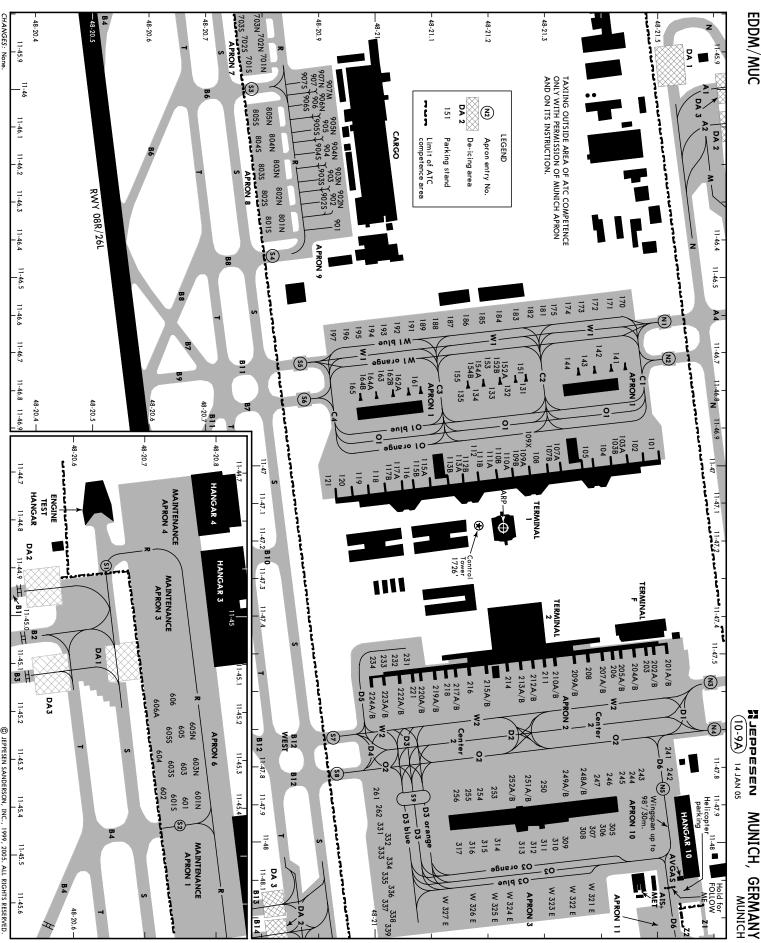


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2005







EDDM/MUC

24 DEC 04 (10-9B) Masaddar

MUNICH, GERMANY MUNICH

241 thru 243 244 thru 247 248A thru 251B 252A thru 254 255, 256	210A thru 213B 214 thru 217B 218 thru 222B 218 thru 222B 223A thru 224B 231 thru 234	185 thru 188 189 thru 193 194 thru 197 201A thru 204B 205A thru 209B	164A thru 165 170, 171 172 thru 174 175, 181 182 thru 184	143, 144 151 152A thru 153 154A thru 155 161 thru 163	115A thru 118 119 thru 121 131 thru 133 134, 135 134, 135 141, 142	101 102 thru 104 105 thru 107B 108 thru 111A 111B thru 113B	STAND No.	
N48 21.5 E011 47.8 N48 21.4 E011 47.8 N48 21.3 E011 47.8 N48 21.3 E011 47.9 N48 21.3 E011 47.9 N48 21.2 E011 47.9	N48 21.3 E011 47.6 N48 21.2 E011 47.6 N48 21.1 E011 47.6 N48 21.0 E011 47.6 N48 21.0 E011 47.5	N48 21.2 E011 46.7 N48 21.1 E011 46.7 N48 21.0 E011 46.7 N48 21.0 E011 47.5 N48 21.5 E011 47.5 N48 21.4 E011 47.6	N48 21.0 E011 46.9 N48 21.5 E011 46.6 N48 21.4 E011 46.6 N48 21.4 E011 46.7 N48 21.3 E011 46.7	N48 21.4 E011 46.8 N48 21.3 E011 46.8 N48 21.3 E011 46.9 N48 21.2 E011 46.9 N48 21.1 E011 46.9	N48 21.1 E011 47.1 N48 21.0 E011 47.1 N48 21.3 E011 46.9 N48 21.2 E011 46.9 N48 21.5 E011 46.8	N48 21.5 E011 47.0 N48 21.5 E011 47.1 N48 21.4 E011 47.1 N48 21.3 E011 47.1 N48 21.3 E011 47.1 N48 21.2 E011 47.1	COORDINATES	INS COO
	905 906, 907	803N thru 804S 805N/S 901 902 902 903, 904	605 thru 606 701N/S 702N thru 703S 801N/S 802N/S	331 thru 333 334 thru 337 338, 339 601, 601N/S 602 thru 604	321W/E 322W/E 323W/E 323W thru 326E 324W thru 326E 327W/E	261, 262 305 thru 308 309 thru 311 312 thru 316 317	STAND No.	COORDINATES
	N48 21.0 E011 46.2 N48 21.0 E011 46.1	N48 20.8 E011 46.2 N48 20.8 E011 46.1 N48 21.0 E011 46.5 N48 21.0 E011 46.4 N48 21.0 E011 46.3	N48 20.7 E011 45.2 N48 20.8 E011 46.0 N48 20.8 E011 45.9 N48 20.8 E011 46.4 N48 20.8 E011 46.3	N48 21.0 E011 48.0 N48 21.0 E011 48.1 N48 21.0 E011 48.2 N48 20.7 E011 45.4 N48 20.7 E011 45.3	N48 21.4 E011 48.1 N48 21.3 E011 48.1 N48 21.3 E011 48.2 N48 21.3 E011 48.2 N48 21.1 E011 48.2	N48 21.0 E011 47.9 N48 21.4 E011 48.0 N48 21.3 E011 48.0 N48 21.2 E011 48.0 N48 21.1 E011 48.0	COORDINATES	

CHANGES: None.

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### EDDM/MUC

24 DEC 04 (10-9C) Nasaddar 1

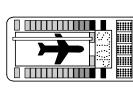
MUNICH, GERMANY MUNICH

## VISUAL DOCKING GUIDANCE SYSTEM (SAFEGATE)

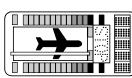
STANDARD DOCKING PROCEDURE

- Line-up to center acft symbol with green reference bar.
   Check correct acft type is flashing on display.
   Check green bottom lights are flashing.
   When nosegear passes over first sensor, acft type display and green bottom lights will both change from flashing to steady.
- Green closing rate lights will move upwards in relation to actual acft speed. At 10'/3m before the STOP position yellow lights will illuminate. Reaching the STOP position, all four red lights will illuminate current with the displayed command "STOP".
- 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.







ON CENTERLINE

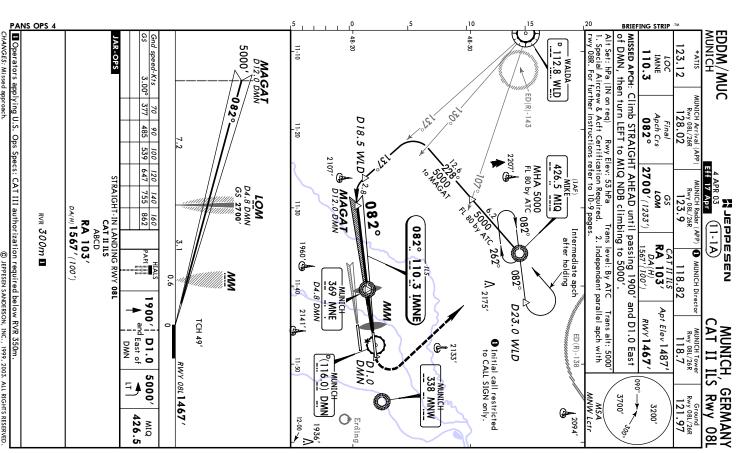
TURN LEFT

TURN RIGHT

EDDM/MUC MUNICH Gnd speed-Kts
ILS GS 3.00° or LOC (GS out) of DMN, then turn LEFT to MIQ NDB climbing to 5000'. MISSED APCH: Climb STRAIGHT AHEAD until passing 1900' and D1.0 East WALDA D 112.8. WLD Alt Set: hPa (IN on req) Rwy Elev: 53 hPa Trans level: By ATC Trans alt: 5000 Independent parallel apch auth with rwy 08R. For further instructions refer to 10-9 pages 5000/#\_\_082°\_ JAR-OPS OC Desc Grad 5.2% 11-10 123.12 IMNE 110.3 \*ATIS RVR 550m MAGAT D12.0 DMN DA(H) 1667' (200')
ALS out ALTITUDE MUNICH Arrival ( Rwy 08L/26R 128.02 ED(R)-143 Final Apch Crs 082° 377 11.0 4670' D18.5 WLD RVR 1000m 485 90 STRAIGHT-IN LANDING RWY 08L LOC (GS out) 539 10.0 4350 MHA 5000 FL 80 by ATC 2700 2700′(1233′) 426.5 MIQ 647 **LOM**D4.8 DMN
GS 2700' MAGAT D12.0 DMN 4 APR 03 (11-1) RVR 1000m RVR 1400m IUNICH Radar (APP) MUNICH Director Rwy 08L/26R 118.82 RVR 900m <u>8</u> 082° 78500 AC 262° Nacabe Sen 755 11-30 8.0 3720 862 082º (110.3 IMNE) Intermediate apch after holding 1667′(200′) MM out (403') 1960′ 🖎 PAPI DA(H)FE NOT Eff 17 Apr 082° 369 MNE D4.8 DMN 1900′ D23.0 WLD Apt Elev 1487' RVR 2000m RVR 1800m RVR 1500m RWY1467' and East of DMN ALS out TCH 49' ED(R)-138 MUNICH, GERMANY MUNICH Tower Rwy 08L/26R 118.7 2760 2141 D1.0 5000 Initial call restricted to CALL SIGN only. 0 2133' (116.0) DMN DAI.O RWY 081 1467' 2440' 338 MNW Rwy 081 3700′ Ground Rwy 08L/26R 121.97 MSA MNW Lctr 3200′ MIQ **426.5** O Erding 12-00 1936

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EDDM/MUC MUNICH 2425 Furstenfeld-bruck - 48-20 Gnd speed-Kts ILS GS 3.00° or MISSED APCH: Climb STRAIGHT AHEAD until passing 1900' and D1.0 East Alt Set: hPa (IN on req) Rwy Elev: 53 hPa Trans level: By ATC Trans alt: 5000' Independent parallel apch auth with rwy 08L. For further instructions refer to 10-9 pages. of DMS, then turn RIGHT to MUN VOR climbing to 5000' AR-OPS OC Desc Grad 5.2% 5000/ \* 0820 Initial call restricted to CALL SIGN only. to BEGEN 123.12 •2100′ 2044 2291′ 110.9 0009 0009 0009 \*ATIS IMSE RVR 550m BEGEN D12.0 DMS Oberpfaffenhofen DA(H) 1686' (200')
ALS out ALTITUDE 2064′ D6.0 MAH 1.67 D 18.0 MUN MUNICH Arrival ( Rwy 08R/26L 120.77 082° 110.9 IMSE Final Apch Crs **082**° D 108.4 MAH 377 RVR 1000m STRAIGHT-IN LANDING RWY 08R LOC (65 out)

MDA(H) ABC: 1880 (394')

D: 1910 (424')

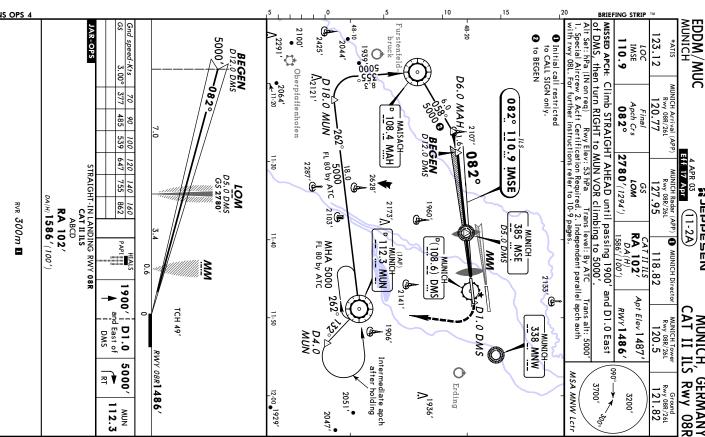
MM out 485 2107' **082°** 262 BEGEN D12.0 DMS 5000 FL 80 by ATC 539 100 2780' 2780'(1294') 1686'(200') 647 4 APR 03 (11-2) RVR 1000m **LOM** D5.0 DMS GS **2780**' RVR 1400m **6**8 RVR 900m NICH Radar (APP) MUNICH Directo œ 127.95 PEPPESEN 755 862 2287 2173' P 112.3 MUN 1960′ 2103 D5.0 DMS PAPI MHA 5000 FL 80 by ATC P(108.6) DMS A NOT Ž 118.82 Eff 17 Apr 2133 (3)<sub>2141</sub> 1900′ 7.0 3420 Apt Elev 1487' 262 RVR 2000m RVR 1800m RVR 1500m RWY1486' and East of DMS D1.0 DMS ALS out TCH 49 MUNICH Tower Rwy 08R/26L 120.5 MUNICH, GERMANY D1.0 338 MNW **@** D4.0 MUN RWY 08R1486' Intermediate apch 5000′ 4.0 2460' O Erding ⊴ ₹ MSA MNW Lctr Ground Rwy 08R/26L 121.82 Rwy 08R 3700′ 12-00 1929' 3200′ 1936′ 112.3 Š 2051′

Notice: After 13:10:2005 09012 this chart should not be used without first checking JeppView or NOTAMS.

\*\*EDDM / MUC\*\*

\*\*JEPPESEN\*\*

MUNICH, GERMANY



■ Operators applying U.S. Ops Specs: CAT III authorization required below RVR 350m. CHANGES: Missed approach.

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PANS OPS 4 48-10 C 2287' MUNICH EDDM/MUC MISSED APCH: Climb STRAIGHT AHEAD until passing 1900' and D1.0 West of DMS, then turn LEFT to MUN VOR climbing to 5000'. LOC (GS out) 48-20 Alt Set: hPa (IN on req) Rwy Elev: 53 hPa Trans level: By ATC Trans alt: 5000' Independent parallel apch auth with rwy 26R. For further instructions refer to 10-9 pages. ILS GS 3.00° or JAR-OPS OC Desc Grad 5.2% 1960′ 2173'A MHA 5000 FL 80 by ATC 123.12 108.3 MSWI 70C \*ATIS RWY 261 1470' RVR 550m **€**2103′ DA(H) 1670' (200')
ALS out ED(R)-1 D1.0 DMS. DMS DME MUNICH (108.6) DMS MUNICH Arrival Rwy 08R/26L Final Apch Crs **262°** 377 RVR 1000m 2133′ **(b** TCH 49' 485 STRAIGHT-IN LANDING RWY 26L
| LOC (GS out) 539 2800'(1330') 1670'(200') **(** D5. 1 DMS 400 MSW 338 MNW 2450 D 112.3 MUN 23 APR 04 (11-3) 647 755 862 RVR 1000m RVR 1400m įξ 5000 FL 80 by ATC RVR 900m NICH Radar (APP) Rwy 08R/26L 127.95 NaSaddar 1 Erding ۸<sup>1936′</sup> MM out (400') 262° **NELBI** 9.0 D12.0 DMS PAPI 262° 108.3 IMSW MUNICH Directo **LOM** D5. 1 DMS GS **2800**' 2051′ F F N 2320' 118.82 80 1900' D1.0 5000' 2800' 1953′ S 011.1 MDF Apt Elev 1487' 2028' **D** 17. 4 MUN D3.8 MDF RVR 2000m RVR 1800m RVR 1500m **D9.0** DMS RWY1470' and West of ALS out MUNICH, GERMANY MUNICH Tower Rwy 08R/26L 120.5 • Initial call restricted to CALL SIGN only. DMS 4040′ 262°-# 5000' **NELBI** D12.0 DMS - MILLDORF MSA MNW Lctr  $\bigcirc$ Ground Rwy 08R/26L 121.82 Rwy 26 3700′ 3200′ 112.3 M

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PEPPESEN

MUNICH, GERMANY

-\**\**2287' EDDM/MUC MUNICH 45 10 Alt Set: hPa (IN on req) Rwy Elev: 53 hPa Trans level:
1. Special Aircrew & Acft Certification Required. 2. Indepenwith rwy 26R. For further instructions refer to to 10-9 pages. MISSED APCH: Climb STRAIGHT AHEAD until passing 1900' Grid speed-Kts 70 90 100 120 140 160 GS 3.00° 377 485 539 647 755 862 of DMS, then turn LEFT to MUN VOR climbing to 5000'. AR-OPS 1960′ 2173'A MHA 5000 FL 80 by ATC **3**2103' 123.12 108.3 MSWI 207 \*ATIS RWY 261 1470' D1.0 DMS, MUNICH DMS MUNICH Arrival ( Rwy 08R/26L 120.77 Final Apch Crs **262°** 2133′ C9 2141' TCH 49' 2800'(1330') 338 MNW 400 MSW D5. 1 DMS D 112.3 MUN 23 APR 04 (11-3A) STRAIGHT-IN LANDING RWY 26L
CAT II ILS 1906′ MUNICH-MUNICH Radar (, Rwy 08R/26L į≩ 5000 FL 80 by ATC 0.6 W01 127.95 DA(H) 1570' (100') RVR 300m **RA 107**′ Trans level: By ATC Trans alt: 5000'
. 2. Independent parallel apch auth 3.4 N<sup>1936′</sup> ABCD NELBI D9.0 D12.0 DMS 12-00 RA 107' 262° 262° 108.3 IMSW MUNICH Directo PAPI **LOM** D5. 1 DMS GS **2800**' 2051′ 118.82 <sup>48</sup>2320′ ₹%, D11.1 MDF 1900' D1.0 5000' and D1.0 West Apt Elev 1487' 2028' **D 17. Ā MUN** D3.8 MDF and West of DMS RWY 1470' CAT II ILS Rwy 261 MUNICH Tower Rwy 08R/26L 120.5 Initial call restricted to CALL SIGN only. **NELBI** D12.0 DMS 117.0 MDF **©** 12-20 Ground Rwy 08R/26L 121.82 MSA MNW Lctr 3700′ 5000′ 3200′ MUN 112.3

■ Operators applying U.S. Ops Specs: CAT III authorization required below RVR 350m. CHANGES: See other side.

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PANS OPS 4 EDDM/MUC MUNICH - 48-30 - 48-20 Alt Set: hPa (IN on req) Rwy Elev: 52 hPa Trans level: By ATC Trans alt: 5000' Independent parallel apch auth with rwy 26L. For further instructions refer to 10-9 pages. wissed APCH: Climb STRAIGHT AHEAD until passing 1900' and D1.0 West of DMN, then turn RIGHT to MIQ NDB climbing to 5000'. ILS GS 3.00° or (GS out) JAR-OPS OC Desc Grad 5.2% 6 MHA 5000 A 2175' 123.12 RWY 26R 1449' 108.7 MNWI 70C \*ATIS RVR 550m 426.5 MIQ DA(H) 1649' (200')
ALS out ALTITUDE MUNICH Arrival ()
Rwy 08L/26R
128.02 Final Apch Crs **262°** 377 DI.O DMN RVR 1000m 5000 FL 80 by ATC 485 TCH 49' STRAIGHT-IN LANDING RWY 26R
| LOC (GS out) 539 2680'(1231') DA(H) ED(R)-138 2430 647 755 RVR 1000m 338 MNW 4 APR 03 (11-4) RVR 1400m įξ RVR 900m 116.0) DMN NICH Radar (APP) Rwy 08L/26R D4.8 DMI  $\mathcal{G}\mathcal{S}$ 11-50 123.9 LEPPESEN MUNICH-. 880 880 862 2094 MM out (401') 262° 108.7 IMNW OErding PAPI **LOM** D4.8 DMN GS **2680**' MUNICH Directo 1936 F F N 118.82 Eff 17 Apr Initial call restricted to CALL SIGN only. D9.0 262° 2680' 1900' D1.0 5000' Apt Elev 1487' GUDEG D12.1 DMN RVR 2000m RVR 1800m RVR 1500m D9.0 DMN D12.1 DMN RWY1449' and West of ALS out MUNICH, GERMANY MUNICH Tower Rwy 08L/26R 118.7 DMN 10.0 4340'  $\Lambda_{1953'}$ 2089 4020' D3.0 MBG 262°-# 5000' D11.0 MBG to GUDEG MOOSBURG NO 117.15 MBG ਕੁ₹ MSA MNW Lctr Ground Rwy 08L/26R 121.97 Rwy 26R 3700′ 3200′ 426.5 ΜIQ

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>
> Notice: After 13.10.2005 0801Z this chart should not be used without first checking JeppView or NOTAMs. APR 03 (11.4)

MUNICH, GERMANY

MHA 5000 A 2175 EDDM/MUC MUNICH - 48-20 48-40 MISSED APCH: Climb STRAIGHT AHEAD until passing 1900'and D1.0 West of DMN, then turn RIGHT to MIQ NDB climbing to 5000'. Grid speed-Kts 70 90 100 120 140 160 GS 3.00° 377 485 539 647 755 862 Alt Set: hPa (IN on req) AR-OPS It Set: hPa (IN on req) Rwy Elev: 52 hPa Trans level: By ATC Trans alt: 5000 Special Aircrew & Acft Certification Required. 2. Independent parallel apch auth th rwy 26L. For further instructions refer to 10-9 pages 123.12 108.7 MNWI 2007 \*ATIS RWY 26R 1449' 426.5 MIQ 1960′ MUNICH Arrival ( Rwy 08L/26R Final Apch Crs **262**° 128.02 D1.0 DMN 5000 FL 80 by ATC TCH 49' APP 2680'(1231') Eff 17 Apr (11-4A) ED(R)-138 STRAIGHT-IN LANDING RWY 26R
CAT II ILS (116.0) DMN Rwy 08L/26R 123.9 338 MNW Žį 0.6 W07 D4.8 DMN 11-50 2 88 DA(H) 1549' (100') RVR 300m **RA 107**′ 2094 ABCD 262° 108.7 IMNW CAT II ILS **RA 107**'

DA(H) Erding MUNICH Directo PAPI D4.8 DMN GS **2680**' WÖ 118.82 Initial call restricted to CALL SIGN only. **D9.0** N1936' 262° 1900' D1.0 5000' Apt Elev 1487' GUDEG D12.1 DMN RWY 1449' CAT II ILS Rwy 26R and West of MUNICH Tower Rwy 08L/26R 118.7 7.3 DMN Λ<sub>1953′</sub> D3.0 МВG 12-10 D11.0 MBG to GUDEG GUDEG D12. Į DMN P 117.15 MBG ਕੁ₹ **₹**5000′ MSA MNW Lctr Ground Rwy 08L/26R **121.97** 3700′ 3200′ MIQ **426.5** 

■ Operators applying U.S. Ops Specs: CAT III authorization required below RVR 350m. CHANGES: Missed approach.

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MISSED APCH: Climb STRAIGHT AHEAD until passing 1900' and DM551/D1.0 East of DMN, then turn LEFT to MIQ NDB, climbing to 5000'. EDDM/MUC MUNICH D  $\overline{\mathbb{G}}$ ∩ B > Descent angle MAP at RWØ8L - 48-20 Initial call restricted to CALL SIGN only. - 48-30 Alt Set: hPa (IN on req) GPS qualification required. JAR-OPS and speed-Kts 123.12 \*ATIS GPS 5000' #-082° DIST to THR MDA(H) A: 1870' (403') BCD: 1980' (513') Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 19-05.

Notice: After 13.10.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs. RVR 1600m RVR 1200m MAGAT b 112.8 WLD RVR 900m ROKIL MUNICH Arrival ( Rwy 08L/26R 128.02 STRAIGHT-IN LANDING RWY 08L — ED(R)-143 Final Apch Crs **082**° 
 70
 90
 100
 120
 140
 160

 372
 478
 531
 637
 743
 849
 Rwy Elev: 53 hPa 11-20 TO MAGAT 5000' (3533') Eff 17 Apr 4390 9.0 Minimum Alt

MAGAT 2107 MUNICH Radar (APP) Rwy 08L/26R 123.9 **5.0 NM** to RWØ8L [5ØTH1] MAGAT Nasaddar 12 RVR 2000m RVR 1500m 8.0 4070 262 MHA 5000 FL 80 by ATC Trans level: By ATC 082°-MIKE 426.5 MIQ MDA(H) Refer to Minimums MUNICH Director 5.0 NM to RWØ8L [5ØTH]] 7.0 3750 D(116.0) DMN 118.82 8 Λ 2175′ RWØ8L 6.0 3430 Trans alt: 5000' RWØ8L Apt Elev 1487' D23.0 WLD RNAV (GPS) PAPI RWY1467' MUNICH, MUNICH Tower Rwy 08L/26R 118.7 [TCH 49'] 4.0 2790 RWY 081 1467' Intermediate apch after holding 1900/i DM551
D1.0
and East of DMN DM551 3.0 2480 ED(R)-138 GERMANY Rwy 081 Ground Rwy 08L/26R 121.97 MSA ARP 3700′ Erding 2094

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Missed approach. Note. TCH.

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Apt elev

Missed approach. Note. TCH.

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EDDM/MUC MUNICH 2425' - 48-10 2044' Furstenfeld-bruck MISSED APCH: Climb STRAIGHT AHEAD until passing 1900' and DM561/D1.0 East of DMS, then turn RIGHT to MUN VOR climbing to 5000'. - 48-20 Alt Set: hPa (IN on req) GPS qualification required. Ober-pfaffenhofen MAP at RWØ8R Descent angle Gnd speed-Kts AR-OPS 2100, 123.12 2450′ • Initial call restricted to CALL SIGN only. \*ATIS 2291' 5000' #-082° DIST to THR DM441 GPS 2121 1939 R√R RVR 1000m RVR 900m BEGEN 2064 BETOS 1400m MUNICH Arrival ( Rwy 08R/26L 120.77 11-20 STRAIGHT-IN LANDING RWY 08R Final Apch Crs **082**° MDA(H) 1910′ (424′) 372 478 531 Rwy Elev: 53 hPa Trans level: By ATC 2107' 90 100 120 478 531 637 to BEGEN BEGEN 5.9 5000' (3514') Eff 17 Apr (12-2) Minimum Alt BEGEN 082°-3130 Rwy 08R/26L 127.95 **5.0 NM** to RWØ8R [5ØTH2] œ, RVR 2000m RVR 1800m RVR 1500m 743 5.0 NM 8.0 2103 160 849 MDA(H) **1910'** (424') **^2173**′ MHA 5000 FL 80 by ATC MUNICH Direct RWØ8R 0 (108.6) DMS 2141′ 118.82 RW<u>Ø</u>8R Apt Elev 1487' Trans alt: 5000' D4.0 MUN RNAV (GPS) PAPI RWY1486 1906′ DM 561 D1.0 DMS MUNICH, MUNICH Tower Rwy 08R/26L 120.5 Erding 💍 [TCH 49'] RWY 08R 1486' 1900' DM561

A and D1.0

East of DMS Intermediate apch after holding b 112.3 MUN 3.0 2500 GERMANY Rwy 08R Ground Rwy 08R/26L 121.82 ۸<sup>1936′</sup> NSA ARP 3700′ 12-00 2051′ 1929′ 2047

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PANS OPS 4 MISSED APCH: Climb STRAIGHT AHEAD until passing 1900' and DM541/D1.0 West of DMS, then turn LEFT to MUN VOR climbing to 5000'. طِ رُ EDDM/MUC MUNICH ر طه<sub>2287</sub> - 48-20 GPS qualification required MAP at RW26L Descent angle Alt Set: hPa (IN on req) 3nd speed-Kts JAR-OPS 123.12 \*ATIS RWY 261 1470' 1960′ GPS DIST to THR 2103′ ALTITUDE MDA(H) A: 1870' (400') BCD: 1980' (510') RVR 1600m RVR 1200m RVR 900m ED(R)-DM541 D1.0 DMS P(108.6) DMS MHA 5000 FL 80 by ATC [TCH 49'] MUNICH Arrival ( Rwy 08R/26L 120.77 [3.00°] 374 481 534 641 748 855 STRAIGHT-IN LANDING RWY 26L Final Apch Crs **262°** 1.0 RW261 (3) 2141' Rwy Elev: 53 hPa Trans level: By ATC Trans alt: 5000' 262° (b) 2133' RW261 2.0 2160' 5000' (3530') 11-50 Minimum Alt **NELBI** 23 APR 04 (12-3) MUNICH Radar (APP) Rwy 08R/26L 127.95 5.0 NM 8.0 NM to RW261 to RW261 [50TH3] [80TH1] 5000 to NELBI RVR 2000m RVR 1500m P 112.3 MUNICH 3.0 2480' ALS out Erding 5.0 NM to RW261 [5ØTH3]<sub>13</sub> 3120′ 1929′ Ņ1936′ -262° 4.0 2800' MDA(H) Refer to Minimums MUNICH Directo 5.00° 2051′ 118.82 Initial call restricted to CALL SIGN only. **8.0 NM** to RW261 [8ØTH1] • 20*4*7′ 6.0 3430' NELBI 2320' 4070′ Apt Elev 1487' RNAV (GPS) RWY 1470' M<sub>1953′</sub> PAPI MUNICH Tower Rwy 08R/26L 120.5 3750' ALSF-II 2028′ 262°-# 5000' • 1893′ 1900' DM541
D1.0
and West of DMS NELBI 9.0 4390' Rwy 261 Ground Rwy 08R/26L 121.82 MSA ARP 2650′ NAPSA 3700′ 12-20

CHANGES: MDA(H)

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CHANGES: See other side

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EDDM/MUC 23 APR 04 (12-4) Nacabe Sen MUNICH, GERMANY RNAV (GPS) Rwy 26R

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Notice: After 13.10.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.

RVR 2000m	D RVR 1400m
RVR 1800m	C RVR 1000m
RVR 1500m	A RVR 900m
ALS out	
401')	MDA(H) 1850'(401')
26R	JAR-OPS STRAIGHT-IN LANDING RWY
T West of DMN	MAT di KWZOK
531 637 743 849 PAPI PAPI And D1.0	[3.00°] <b>372 478</b>
11.0	
*******5.0 3.0 3.0 3.0	RWY 26R <b>1449</b> ′ -
1000	[TCH 49']
[50TH4] [3.00°] 262	
5.0 NM [80TH2]	
8.0 NM GUDEG	
2460' 2780' 3410' 3730' 4370' 4690'	ALTITUDE 2140'
12:00	<b>(4)</b>
1936′	1960' <sub>A</sub> ED(R)-1
Erding [8ØTH2]	
RW26R to RW26R	DM531
	A.
-262° 60	
B(116.0) DMN	(°)
\$\frac{133}{2133}\tag{2133}	
185	-48-30
50 12	λ 2175'
Œ	F 4
27.0 085° 2089' Y	082°
	MIM C:07#
to CALL SIGN only.	MIKE MIC
	Mr.
52 hPa Trans level: By ATC Trans alt: 5000'  MSA ARP	Alt Set: hPa (IN on req) Rwy Elev: 52 hPa GPS qualification required.
MIQ NDB climbing	D1.0 West of DMN, then turn RIGHT to
bassing 1900' and	E E E
)	°.
MDA(H) Apt Elev 1487'	_
118.82 Rwy 08L/26R Rv	123.12 Rwy 08L/26R
APP) MINICH Director	*ATIS MUNICH Arrival (APP)

PANS OPS 4 EDDM/MUC MUNICH - 48-30 Descent Gradient 5.24% or Descent angle [3.00°] MALDA D 112.8. WLD of DMN, then turn LEFT to MIQ NDB climbing to 5000'. MISSED APCH: Climb STRAIGHT AHEAD until passing 1900' and D1.0 East Descent angle Alt Set: hPa (IN on req) JAR-OPS and speed-Kts 123.12 \*ATIS MNE 369 5000′#-082°-MDA(H) AB: 1910' (443') MAGAT D12.0 DMN RVR 1600m RVR 1200m RVR 1000m RVR 900m MUNICH Arrival ( Rwy 08L/26R 128.02 ED(R)-143 STRAIGHT-IN LANDING RWY 08L Final Apch Crs **082°** D18.5 WLL OS/ 372 Rwy Elev: 53 hPa 70 90 100 120 140 160 2107′ 10.0 4350' 426.5 MIQ 478 531 637 MHA 5000 FL 80 by ATC 082° 5000' (3533') Minimum Alt

MAGAT CD: 1980' (513') MAGAI D12.0 DMN 4 APR 03 (16-1) 9.0 4040' 2700′ 18500 AC 262° #JEPPE SEN RVR 2000m RVR 1500m 0820-MNE Lctr D4.8 DMN ALS out Trans level: By ATC 743 Intermediate apch after holding 849 MDA(H) Refer to Minimums MUNICH 369 MNE Eff 17 Apr 118.82 8 83 83 Λ 2175′ D23.0 WLD Apt Elev 1487' 'rans alt: 5000' RWY1467' MUNICH, GERMANY MUNICH Tower Rwy 08L/26R 118.7 • Initial call restricted to CALL SIGN only. PAPI ED(R)-138 NDB DME Rwy 081 œ 2133′ P(116.0) DMN D1.0 DMN [TCH 49'] 1900' D1.0

A and East of DMN 338 MNW RWY 081 1467' 2440′ MSA MNW Lctr Ground Rwy 08L/26R 121.97 3700′ 3200′ O Erding 12-00 1936′

CHANGES: Apt elev. Missed approach. Note. VNAV

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CHANGES: Apt elev. Missed approach. Note. VNAV

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ANS OPS						5	0		<sub>1</sub> 5	10	15		20	BR	IEFING STRIF	тм	
D RVR I		A RVR	MDA(H)	Gnd speed-Kts  Descent Gradient: Descent angle MAP at D1.6 DMS JAR-OPS	5000′	ALTITUDE	2100' Oberpf	_	Furstenfeld- bruck 00055 1939/	<b>(</b>		CALL SIG	<b>0</b> Initial	of DMS, then turn R Alt Set: hPa (IN on req)		2	) M
1400m	RVR 1000m	RVR 900m	A:1880'(394')	5.24% or 372 (3.00°) 372 STRAIGHT-IN LA	4	4690'	Oberpfaffenhofen 2064' • 11-20	D18.0 MUN	MAISACH— 108.4 MAH	5000	2107' D6.0 MAH 1.6	GN only.	str	turn RIGHT to	Apch Crs 082°	MUNICH Arrival (APP) Rwy 08R/26L 120.77	
RVR 2000m	RVR 1800m	RVR <i>1500m</i>	BCD: <b>1910</b> '(424')	70 90 100 120 140 [3.00°] 372 478 531 637 743 STRAIGHT-IN LANDING RWY 08R	<b>MSE</b> D5:01 2780'	4370' 4060'	2287'	ュー	MÄH 2628, 5123,V	EGEN 2.0 DMS	082°	MUNICH— 385 MSE	-	MISSED APCH: Climb SIRAIGHI AHEAD until passing 1900 of DMS, then turn RIGHT to MUN VOR climbing to 5000'.  Alt Set: hPa (IN on req) Rwy Elev: 53 hPa Trans level: By ATC	BEGEN 5000' (3514')	-	4 Ap
3	3	3		849	82°	8.0 7.0 3740' 3420'	11.40	MHA 5000 FL 80 by ATC	P 112.3 M	1960' (108.6) DMS	IS [MODBR]	·₩	133′	. a		P)  MUNICH Director	
				PAPI	D1.6 DMS [MQØBR] [TCH 49']	3100′	<i>MUN</i>	267° 151	1986	DMS DMS 2141'	DI.O DMS		HDINNW 822	Trans alt: 5000'	Apt Elev 1487' RWY 1486'	MUNICH Tower Rwy 08R/26L 120.5	MUNIC
				1900' D1.0    and East of DMS	9'] RWY 08R <b>1 486'</b>	4.0 3.0 2460' 2140'	12-00	2051,	Intermediate apch after holding	1936' A	Erding			MSA MNW Letr	3200′	Ground Rwy 08R/26L 121.82	i i i i i i i i i i i i i i i i i i i

EDDM/MUC MUNICH £2287' D of DMS, then turn LEFT to MUN VOR climbing to 5000'. MISSED APCH: Climb STRAIGHT AHEAD until passing 1900' and D1.0 West 
 Descent Gradient
 5.24% or [3.00°]
 372
 478
 531
 637
 743
 849

 Descent angle
 [3.00°]
 372
 478
 531
 637
 743
 849
 Alt Set: hPa (IN on req) Descent angle 3nd speed-Kts JAR-OPS 2173'A MHA 5000 FL 80 by ATC 1960′ 123.12 RWY 261 1470' 400 \*ATIS **2**103' DMS DME MDA(H) AB: 1830' (360') Apt elev. Missed approach. Note. VNAV. D1.0 DMS RVR 900m RVR 1000m RVR 1600m RVR 1200m MUNICH DMS [TCH 49'] MUNICH Arrival Rwy 08R/26L STRAIGHT-IN LANDING RWY 26L Final Apch Crs **262°** 2133′ **(b** 2141′ Rwy Elev: 53 hPa 90 100 120 140 160 AUNICH Radar (APP) (R Rwy 08R) Z6L 127.95 Minimum Alt NELBI . **∆**1906′ 5000'(3530') 4.0 2450' CD: 1980' (510') MUNICH— D 112.3 MUNICH 400 MSW D5.1 DMS 4 APR 03 (16-3) 5000 FL 80 by ATC 3.5 BLEDDESEN RVR 2000m RVR 1500m ALS out MSW Lctr D5.1 DMS \_262° 1936 MDA(H) Refer to Minimums MUNICH Director 2800′ © JEPPESEN SANDERSON, INC., Eff 17 Apr 118.82 2320' Initial call restricted to CALL SIGN only. %D11.1 MDF Apt Elev 1487' **D9.0** RWY1470' HI ALS MUNICH Tower Rwy 08R/26L 120.5 MUNICH, GERMANY D 17. 4 MUN D3.8 MDF NDB DME Rwy 26L \_\_262°-# 5000' , 1999, 2003. ALL RIGHTS RESERVED **NELBI** D12.0 DMS 1900' D1.0 A and West of DMS D 117.0 MDF  $\bigcirc$ MSA MNW Lctr 12-20 Ground Rwy 08R/26L 121.82 3700′ 3200′

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ANS O	PS 4					,5		15	10	15	20	BRIEF	ING STRIP TM	
D RVR		A RVR <i>900m</i>		Gnd speed-Kts  Descent Gradient 5.  Descent angle  MAP at D1.6 DMN  JAR-OPS	RWY 26R <b>1449</b> ′	ALTITUDE	960		202 MHA 5000 -48-30 FL 80 by ATC	082°	-48-40 (IAF)  MIKE  426.5 MIQ  -26.5 MIQ	_	123.12 Letr MNW 338	<b>⊢</b> ≧
1400m	000m	00m	мра(н) <b>1850′</b> (401′)	70 90 100 12  [3.00°] 372 478 531 63	[TCH 49']	3.0 4 2110' 24	11-40		↑ 2175'	23.4 5000 FL 80 by ATC	AL PROPERTY OF THE PARTY OF THE	imb STRAIGHT turn RIGHT to	Final Apch Crs 262°	≽I
RVR 2000m	RVR 1800m	RVR <i>1500m</i>	D'(401') ALS out	100 120 140 3 531 637 743	MANN DA:.6 DMN [MG28R] 762°	4.0 5.0 2430' 2740' 3		S.O) DMIN	2133' MUI 338_	088°—	ED(R)-138	B =	Minimum Alt GUDEG 5000' (3551')	4 APR 03 (6 MUNICH Radar (APP) Rwy 08L/26R
	7	,		849	2680'	6.0 7.0 3060' 3380' 3	Erding 1936'	<b>D9.0</b>	MUNICH GL		O Initial call restricted to CALL SIGN only.		MDA(H) 1850' (401')	
				PAPI HIALS 19	D9.0 002.11 DMN 262°-# 4020' 3.1	8.0 10.0 3700' 4340'	A <sub>1953</sub> ,	15/	GUDEG	D3.0 MBG	<u> </u>			MUNICH, G  NDB DME  **Rwy 08L/26R**  **Rwy 08L/26R*
				900' D1.0	52°-# 5000'	11.0 12.0 4650' 4970'	-	DII.O MBG	10 GUDEG	0	MOSBURG 17.15 MBG	3700' 300°	3200'	GERMANY NE Rwy 26R Ground Rwy 081/26R

CHANGES: Apt elev. Missed approach. Note. VNAV

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