

EDDM/MUC
MUNICH

17 JUN 05

JEPPESEN
10-1P1

MUNICH, GERMANY
AIRPORT BRIEFING

1. 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 list of the "Bundesministerium fuer Verkehr, Bau- und Wohnungswesen". This list has been extended by the authorizing agency to include the ACFT types B737-600/700/800. Flights according to paragraphs 1.2.2.1 b) and 1.2.2.2. are exempt from this regulation. The authorizing agency reserves the Right to modify the list beginning in the year 2004.

1.2.3. RUN-UP TESTS

Validity of the engine test hangar regulations remains unaffected.
- Engine test runs for maintenance reasons are only permitted in the engine test hangar.

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

- In order to ensure compliance with the existing noise abatement conditions, facility restrictions may be imposed, if necessary.

Use of the engine test hangar shall always be announced via phone ext. 21131 to the FMG traffic centre, comprising the following data:

ACFT identification, period of use, expected time for towing and planned change of position.

ACFT shall not taxi under their own power into or out of the engine test hangar.

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

1.3.1. GENERAL

Whenever operation of CAT II/III LVP is announced, taxiing is restricted to TWYs with operating centerline lights for all ACFT.

TWY centerline lights within the ILS sensitive area from RWY 08R/26L towards TWY T and from RWY 08L/26R towards TWY M are colour-coded (yellow-green).

After landing pilots are requested to report vacating the colour-coded centerline lights to indicate that the ACFT has vacated the ILS sensitive area.

1.3.2. STOP BARS

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

1.3.3. GUIDANCE WITHIN AREA OF APRON CONTROL 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, taxiing is permitted for ACFT only on TWYs with operating centerline lights.
Taxi guidance lines to the parking positions are yellow-lighted.
Taxiing across operating red stop bars is not permitted.

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 Guidance System available at stands 101, 102, 103A, 103B, 104, 105, 107A, 107B, 108, 109A, 109B, 109X, 110, 111A, 111B, 112, 112B, 113A, 113B, 115A, 115B, 116, 117A, 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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AIRPORT BRIEFING

2. ARRIVAL

2.1. SPEED RESTRICTIONS

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

2.2. NOISE ABATEMENT PROCEDURES

2.2.1. REVERSE THRUST

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

2.3. CAT II/III OPERATIONS

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

2.4. RUNWAY OPERATIONS

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

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

- One approach radar system (ASR) is in operation.
- Both parallel ILS systems are in operation; or one of the two ILS systems is in operation while the localizer of the other is in operation.
- Radar separation of at least 3 NM, and/or 1000' vertical separation is maintained until both ACFT are stabilized on the localizer course within 25 NM.
- For radar vectoring to the Instrument Landing System (ILS), a course is allocated, showing an angle of not more than 30° to the localizer course.

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

f) If the air-traffic controller ascertains deviations in one of the approaching ACFTs course which reduce the lateral separation, not only will the deviating ACFT be requested to perform an evasive 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 immediately.

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

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

2.4.3 AIR TRAFFIC HANDLING

2.4.3.1. USE OF RWYs

Arriving ACFT via ROKIL/LANDU have to expect RWY 08L/26R.

Arriving ACFT via NAPSAB/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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MUNICH, GERMANY
AIRPORT BRIEFING

2. ARRIVAL

2.4.3.3. HIRO (HIGH INTENSITY RUNWAY OPERATIONS)

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

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

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

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

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

2.5. TAXI PROCEDURES

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

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 (CONTINUOUS 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

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

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

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

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2. 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
 Arriving ACFT will be guided to final by radar vectoring or RNAV guidance (transitions/waypoints).

2.6.2.2. CLEARANCE LIMIT

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

2.6.2.3. HOLDING PROCEDURE

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

2.6.2.4. COMM FAILURE PROCEDURE

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

3. 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 areas is depicted on chart 10-9.
 De-icing notification to the de-icing coordinator is mandatory at least 15 minutes prior to off-block on frequency 130.6 or via telephone (APT phone 181 - 65 66; external phone 089 - 977 - 65 66).
 ATC will arrange the de-icing sequence and assign the respective de-icing area. During the de-icing treatment the assigned ATC frequency has to be monitored.

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.

MUNICH De-icing:	NORTH DA1 (Rwy 08L/26R)	121.65
	NORTH DA2 (Rwy 08L/26R)	121.9
	NORTH DA3 (Rwy 08L/26R)	131.45
	SOUTH DA1 (Rwy 08R/26L)	121.87
	SOUTH DA2 (Rwy 08R/26L)	121.6
	SOUTH DA3 (Rwy 08R/26L)	135.22

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 de-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 push-back.
 After completion of push-back "ready to taxi" shall be reported to MUNICH Apron. To obtain instructions for taxiing from a taxi-out position, pilots must request taxi clearance from MUNICH Apron reporting "ready to taxi".
 On initial radio contact with MUNICH Apron, pilots shall report position and RWY assigned.
 Permission for push-back or taxiing from a position may only be requested if the pilot can perform the 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.

3. 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 times.

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

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

RWY	Act	Twy Intersection	TORA ft/m
08L	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)	B3	12,467' / 3800m
	light (JET) + turboprop	B4	9318' / 2840m
	light (JET) + turboprop	B6	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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3. DEPARTURE

3.4.4. CTOT (CALCULATED TAKE-OFF TIME)

Pilots shall be ready for take-off at the RWY Holding Point not later than the CTOT. At MUNICH APT, a taxi time of 12 minutes generally has to be taken into account. Additionally, delays in excess of 10 minutes can be expected at the RWY Holding Point, especially during peak hours.

If ACFT de-icing is required at the respective remote de-icing areas near the 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 not suffice to comply with a CTOT.

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 CEU.

3.5. OTHER INFORMATION

3.5.1. DATAINK DEPARTURE CLEARANCE (DCL)

DFS Deutsche Flugsicherung GmbH is offering to grant start-up and route clearance at MUNICH APT using Dataink. 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 Dataink in advance after receiving a RCD, while start-up clearance will be granted on the frequency listed in the CLD as the occasion arises.

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

The following time parameters apply:

- t₁ 25 min prior to EOBT for unregulated flights.
- t₁ 30 min prior to CTOT for ATFM regulated flights.
- t₁ 11 min prior to EOBT for unregulated flights.
- t₁ 16 min prior to CTOT for ATFM regulated flights.
- t₀ 1 min
- t₁ 5 min
- t₂ 1 min

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MUNICH, GERMANY
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

*ATIS 123.12

1.2. NOISE ABATEMENT PROCEDURES

For additional depiction refer to 10-4 chart.

1.2.1. GENERAL

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

1.2.2. NIGHT FLYING RESTRICTIONS

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

Restrictions regarding operating times:

Night flights are only permitted with the following provisions and with ACFT not exceeding the noise limits as stipulated by Annex 16 Section 3 of the ICAO Convention:

1.2.2.1. In commercial scheduled air service and charter 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.

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

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

Early landings in the period from 0500-0600LT, provided the scheduled arrival time is planned after 0600LT.

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

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

1.2.2.2. Scheduled take-offs or landings of ACFT that do not generate

on average an individual noise level exceeding 75 dB(A) at any single noise measuring point in the vicinity of MUNICH APT, in the period from 2200-2330LT and from 0500-0600LT.

This regulation shall also apply with lower priority to passenger flights by airlines with ACFT with a maximum take-off weight of more than 12t, provided such flights are carried out regularly and are reported to the APT Coordinator of the Federal Republic of Germany the day before to the following address:

Flughafenkoordinator der Bundesrepublik Deutschland
FAC 2 - TERMINAL 2 BEREICH E, HBK 37
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, SITÄ: FRAZTXH, AFTN: EDDFVHXX

1.2.2.3. Flights that are performed for services pursuant to para 4 No. 1 a PostG

(Postal Act) dated 22nd December 1997 (Official Federal Gazette I, page 3294) or are carried out as surveying flights for the calibration of navigational aids from 2200-0600LT.

Exceptions:

Above stated restrictions regarding operating times do not apply to:

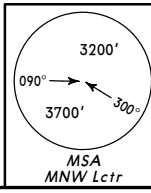
- Flights for providing assistance in emergencies and disasters and for executing police duties,
- Landings for meteorological, technical and other flight safety reasons,
- Flights that have been approved in justified exceptional cases by the "Bayerisches Staatsministerium fuer Wirtschaft, Verkehr und Technologie" or upon its instruction - by the Luftaufsicht at MUNICH APT, in substantiated individual cases to avoid serious disruptions to air traffic or in cases of special public interest.

*ATIS 123.12
Apt Elev 1487'
Alt Set: hPa (IN on request)
Trans level: By ATC
Trans alt: 5000'

LANDU TWO MIKE (LANDU 2M) [LAND2M]
WALDA FIVE MIKE (WLD 5M)
RWYS 08L/R, 26L/R ARRIVALS
FROM NORTH

1 Expect GPS/FMS/RNAV Transition or radar vectoring to final. Otherwise enter holding pattern. For GPS/FMS/RNAV continuation and RNAV holding pattern refer to charts 10-2B and 10-2C.

2 Clearance limit for Arrivals via T 105/T 106.

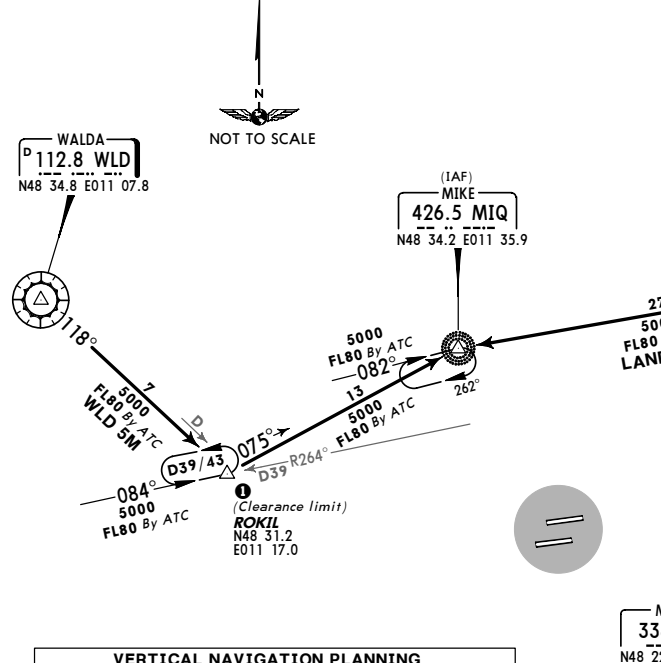


LOST COMMS
Maintain last cleared FL to the IAF. Descent in holding pattern to FL80 for standard instrument approach.

VERTICAL NAVIGATION PLANNING

Pilots should expect to cross:

	Rwys 08L/R	Rwys 26L/R
LANDU	At FL110	At FL110
WLD	At FL110	At or below FL160

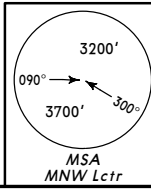


*ATIS 123.12
Apt Elev 1487'
Alt Set: hPa (IN on request)
Trans level: By ATC
Trans alt: 5000'

ANDEC FIVE MIKE (ANDEC 5M) [ANDEC5M]
NAPSA ONE MIKE (NAPSA 1M) [NAPSA1M]
SALZBURG FOUR MIKE (SBG 4M)
RWYS 08L/R, 26 L/R ARRIVALS
DISUN THREE MIKE (DISUN 3M) [DISUN3M]
RWYS 08L/R, 26 L/R RNAV ARRIVAL
FROM SOUTH

1 Only available for flights from LOWS, via LNZ or with flight plan Z.
2 Expect GPS/FMS/RNAV Transition or radar vectoring to final. Otherwise enter holding pattern. For GPS/FMS/RNAV continuation and RNAV holding pattern refer to charts 10-2D and 10-2E.

3 Clearance limit for Arrivals via Q 112/Q 113.
4 Clearance limit for Arrivals via T 103.



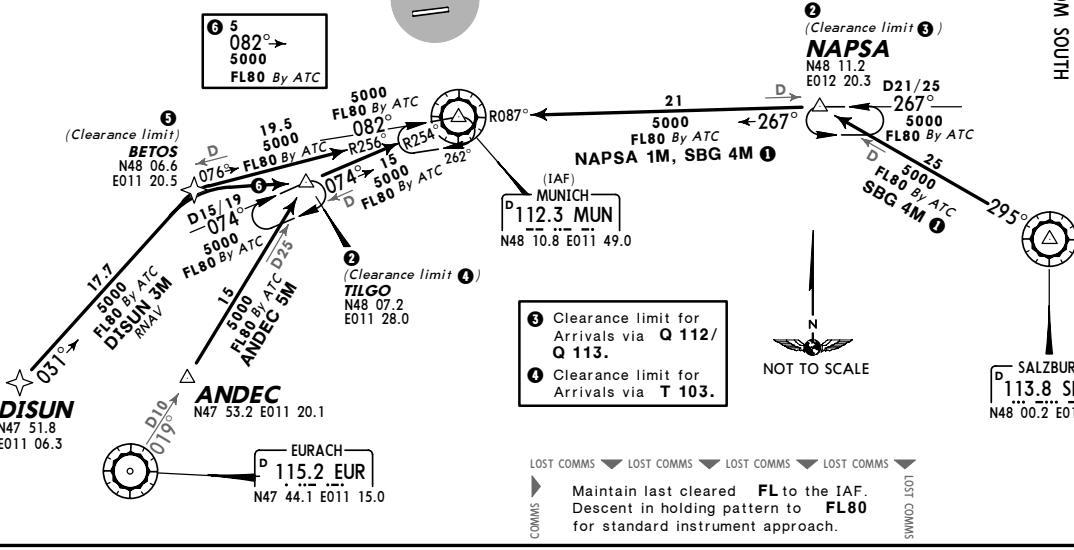
LOST COMMS
Maintain last cleared FL to the IAF. Descent in holding pattern to FL80 for standard instrument approach.

VERTICAL NAVIGATION PLANNING

Pilots should expect to cross:

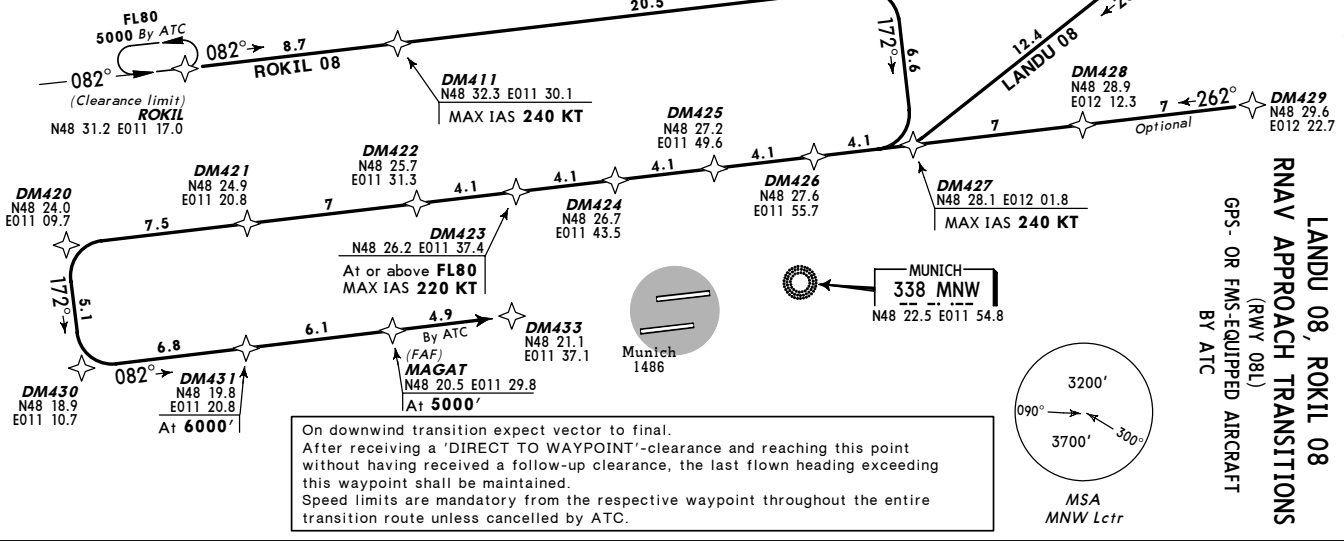
	Rwys 08L/R	Rwys 26L/R
ANDEC	At FL130	At FL130
DISUN	At FL140	At FL140
SBG	At or below FL160	At FL130

5 Expect GPS/FMS/RNAV Transition or radar vectoring to final. Otherwise proceed to TILGO and enter holding pattern. For GPS/FMS/RNAV continuation and RNAV holding pattern refer to charts 10-2D and 10-2E.



- GPS/FMS CLEARANCE PHRASEOLOGY**
- "Cleared xxx Transition":**
Authorization to fly the lateral GPS/FMS-route. Altitude & speed assignments will be issued by ATC.
 - "Cleared xxx Transition and Profile":**
Authorization to fly the GPS/FMS-route as published, including the vertical constraints depicted on the procedure.
 - "Cleared direct Waypoint xxx":**
Authorization to fly from the present position to one or a combination of waypoints. Altitude & speed assignments will be issued by ATC.

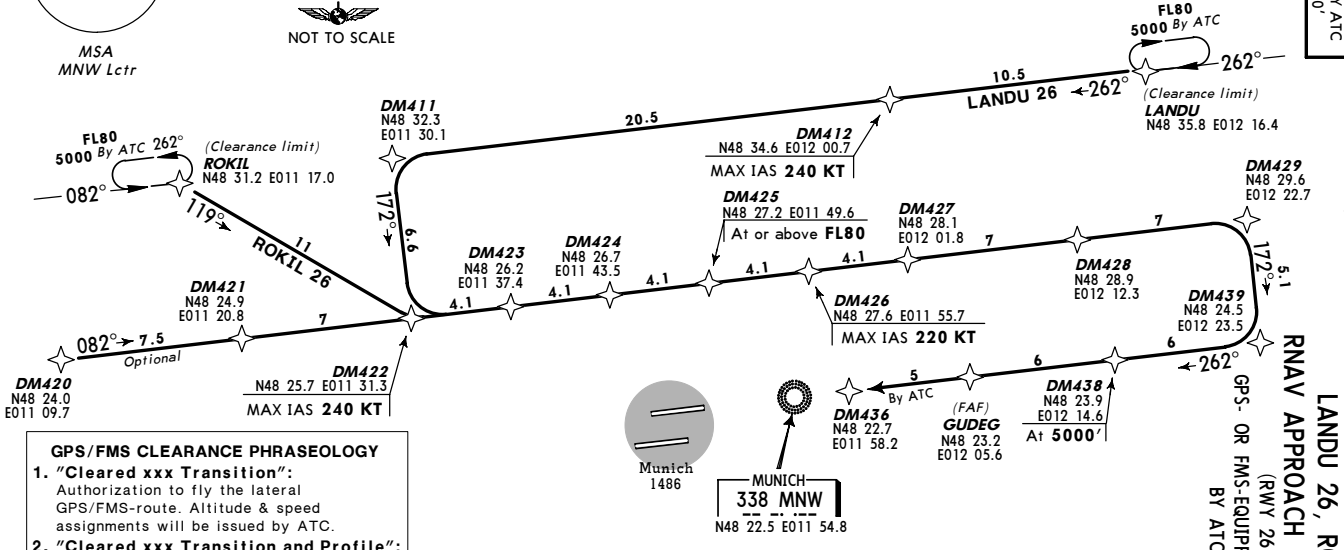
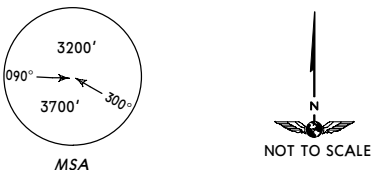
TRANSITION	ROUTING
LANDU 08	LANDU - DM427(K240-) - DM423 (FL80+; K220-) - DM420 - DM430 - DM431 (6000') - MAGAT (5000')
ROKIL 08	ROKIL - DM411(K240-) - DM412 - DM427 - DM423 (FL80+; K220-) - DM420 - DM430 - DM431 (6000') - MAGAT (5000')



On downwind transition expect vector to final.
After receiving a 'DIRECT TO WAYPOINT'-clearance and reaching this point without having received a follow-up clearance, the last flown heading exceeding this waypoint shall be maintained.
Speed limits are mandatory from the respective waypoint throughout the entire transition route unless cancelled by ATC.

JEPPESEN 3 MAY 02 (10-2B) EFF 16 MAY
 * ATIS 123.12
 TRANS LEVEL: BY ATC
 TRANS ALT: 5000'
MUNICH, GERMANY
 RNAV TRANSITION
 LANDU 08, ROKIL 08
 RNAV APPROACH TRANSITIONS
 (RWY 08L)
 GPS- OR FMS-EQUIPPED AIRCRAFT
 BY ATC

TRANSITION	ROUTING
LANDU 26	LANDU - DM412(K240-) - DM411 - DM422 - DM425 (FL80+) - DM426(K220-) - DM429 - DM439 - DM438 (5000') - GUEDEG
ROKIL 26	ROKIL - DM422(K240-) - DM425 (FL80+) - DM426(K220-) - DM429 - DM439 - DM438 (5000') - GUEDEG

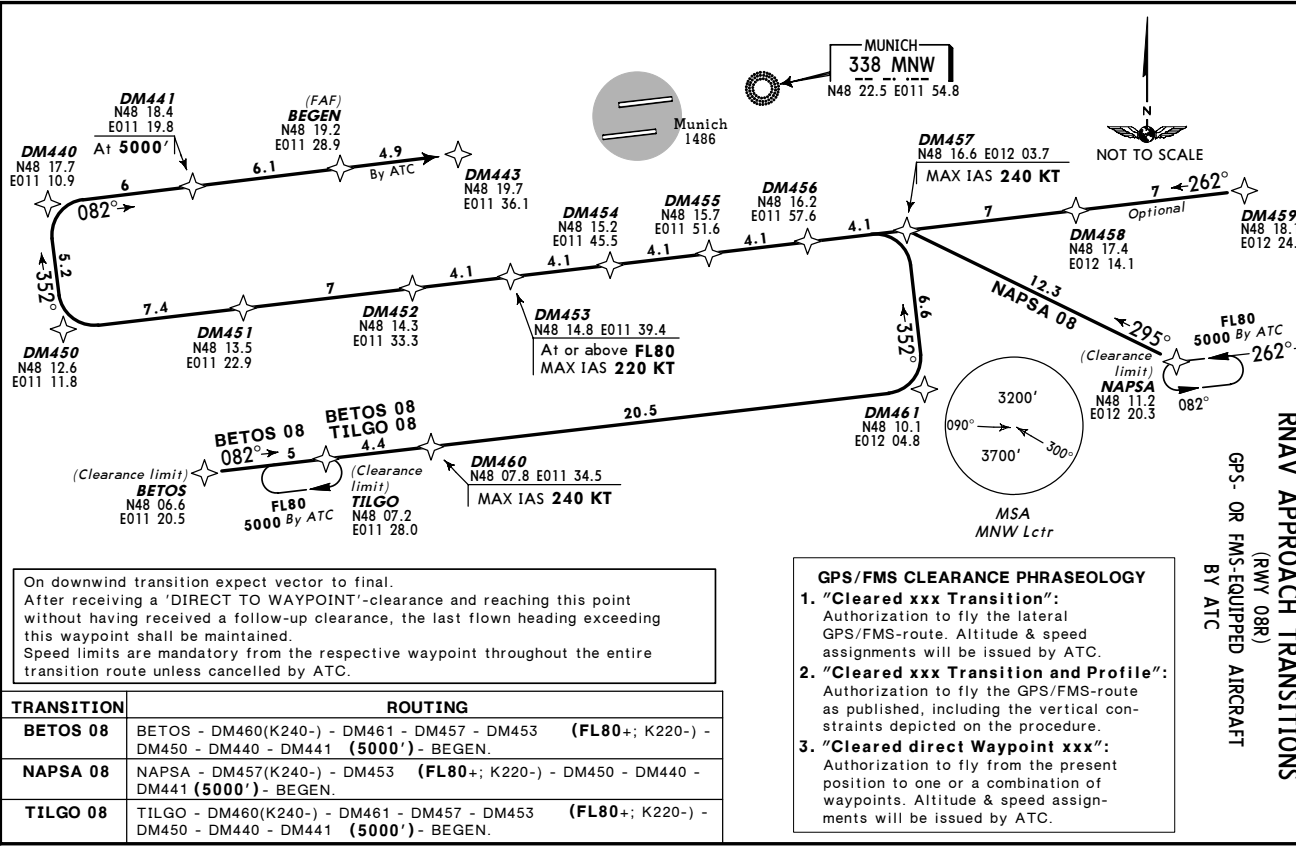


On downwind transition expect vector to final.
After receiving a 'DIRECT TO WAYPOINT'-clearance and reaching this point without having received a follow-up clearance, the last flown heading exceeding this waypoint shall be maintained.
Speed limits are mandatory from the respective waypoint throughout the entire transition route unless cancelled by ATC.

JEPPESEN 3 MAY 02 (10-2C) EFF 16 MAY
 * ATIS 123.12
 TRANS LEVEL: BY ATC
 TRANS ALT: 5000'
MUNICH, GERMANY
 RNAV TRANSITION
 LANDU 26, ROKIL 26
 RNAV APPROACH TRANSITIONS
 (RWY 26R)
 GPS- OR FMS-EQUIPPED AIRCRAFT
 BY ATC

- GPS/FMS CLEARANCE PHRASEOLOGY**
- "Cleared xxx Transition":**
Authorization to fly the lateral GPS/FMS-route. Altitude & speed assignments will be issued by ATC.
 - "Cleared xxx Transition and Profile":**
Authorization to fly the GPS/FMS-route as published, including the vertical constraints depicted on the procedure.
 - "Cleared direct Waypoint xxx":**
Authorization to fly from the present position to one or a combination of waypoints. Altitude & speed assignments will be issued by ATC.

JEPPESSEN 3 MAY 02 (10-2D) **EF 16 MAY**
 * ATIS 123.12
 TRANS LEVEL: BY ATC
 TRANS ALTI: 5000
MUNICH, GERMANY
MUNICH

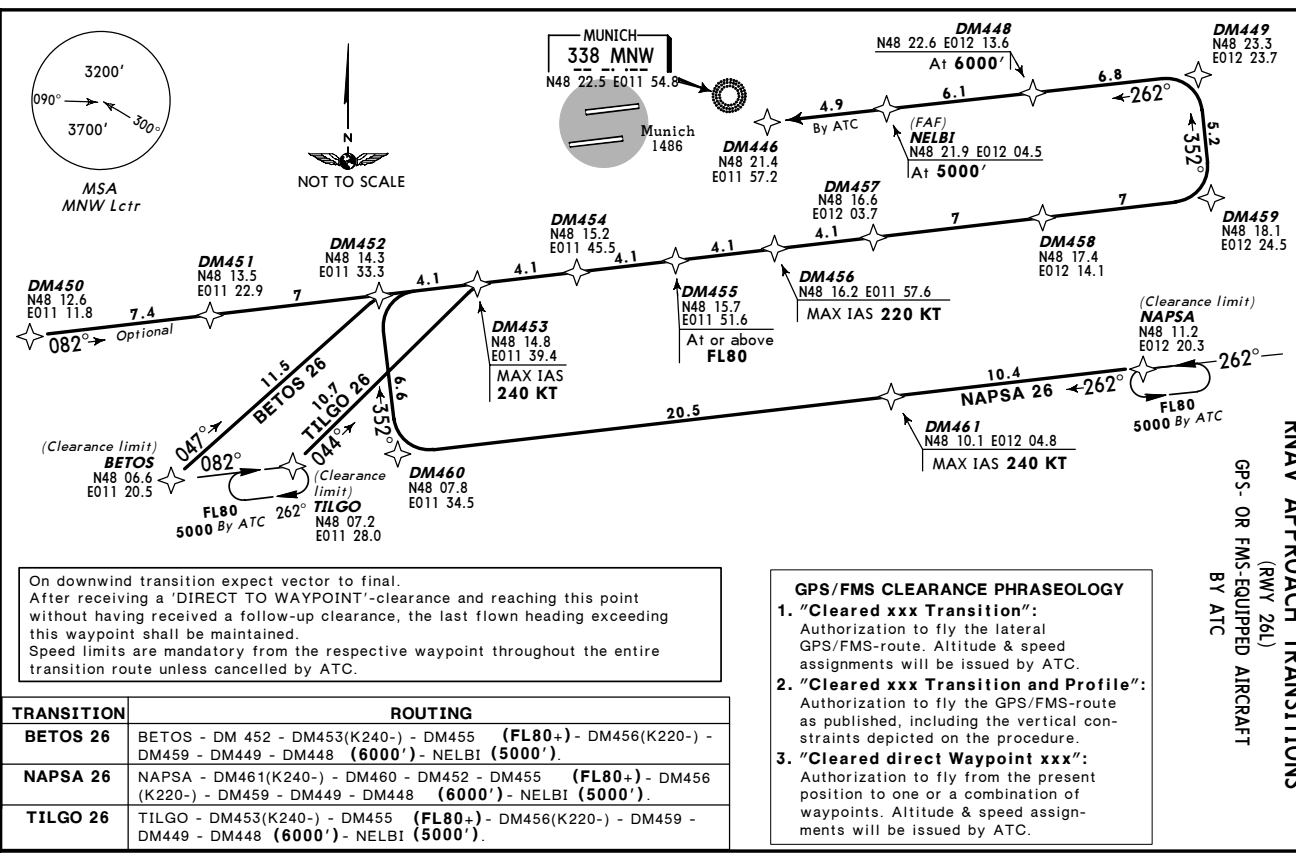


On downwind transition expect vector to final.
 After receiving a 'DIRECT TO WAYPOINT'-clearance and reaching this point without having received a follow-up clearance, the last flown heading exceeding this waypoint shall be maintained.
 Speed limits are mandatory from the respective waypoint throughout the entire transition route unless cancelled by ATC.

- GPS/FMS CLEARANCE PHRASEOLOGY**
- "Cleared xxx Transition":**
 Authorization to fly the lateral GPS/FMS-route. Altitude & speed assignments will be issued by ATC.
 - "Cleared xxx Transition and Profile":**
 Authorization to fly the GPS/FMS-route as published, including the vertical constraints depicted on the procedure.
 - "Cleared direct Waypoint xxx":**
 Authorization to fly from the present position to one or a combination of waypoints. Altitude & speed assignments will be issued by ATC.

TRANSITION	ROUTING
BETOS 08	BETOS - DM460(K240-) - DM461 - DM457 - DM453 (FL80+; K220-) - DM450 - DM440 - DM441 (5000') - BEGEN.
NAPSA 08	NAPSA - DM457(K240-) - DM453 (FL80+; K220-) - DM450 - DM440 - DM441 (5000') - BEGEN.
TILGO 08	TILGO - DM460(K240-) - DM461 - DM457 - DM453 (FL80+; K220-) - DM450 - DM440 - DM441 (5000') - BEGEN.

JEPPESSEN 3 MAY 02 (10-2E) **EF 16 MAY**
 * ATIS 123.12
 TRANS LEVEL: BY ATC
 TRANS ALTI: 5000
MUNICH, GERMANY
MUNICH



On downwind transition expect vector to final.
 After receiving a 'DIRECT TO WAYPOINT'-clearance and reaching this point without having received a follow-up clearance, the last flown heading exceeding this waypoint shall be maintained.
 Speed limits are mandatory from the respective waypoint throughout the entire transition route unless cancelled by ATC.

- GPS/FMS CLEARANCE PHRASEOLOGY**
- "Cleared xxx Transition":**
 Authorization to fly the lateral GPS/FMS-route. Altitude & speed assignments will be issued by ATC.
 - "Cleared xxx Transition and Profile":**
 Authorization to fly the GPS/FMS-route as published, including the vertical constraints depicted on the procedure.
 - "Cleared direct Waypoint xxx":**
 Authorization to fly from the present position to one or a combination of waypoints. Altitude & speed assignments will be issued by ATC.

TRANSITION	ROUTING
BETOS 26	BETOS - DM 452 - DM453(K240-) - DM455 (FL80+) - DM456(K220-) - DM459 - DM449 - DM448 (6000') - NELBI (5000').
NAPSA 26	NAPSA - DM461(K240-) - DM460 - DM452 - DM455 (FL80+) - DM456 (K220-) - DM459 - DM449 - DM448 (6000') - NELBI (5000').
TILGO 26	TILGO - DM453(K240-) - DM455 (FL80+) - DM456(K220-) - DM459 - DM449 - DM448 (6000') - NELBI (5000').

SID DESIGNATION	REFER TO CHART
ANKER 5E, 6N, 5Q, 5S	10-3B
EGG 1E, 1Q	10-3C
EGG 1N, 1S, 1W	10-3D
EVIVA 1E, 1N, 1Q, 1S	10-3E
GIVMI 3E, 3Q, 3S, 4W	10-3E1
KPT 9E, 7Q	10-3F
KPT 9N, 2S	10-3G
KIRDI 5E, 5Q	10-3H
KIRDI 8N, 2S, 6W	10-3J
MIQ 6E, 6N, 6Q, 5S	10-3K
NEGRA 2E, 1S	10-3L
OBAXA 1E, 1Q	10-3L1
OBAXA 1N, 1S, 1W	10-3L2
RIDAR 4E, 3N, 4Q, 3S	10-3M
SBG 8N, 1S, 7W	10-3N
TULSI 8E, 7Q	10-3P
TULSI 7N, 1S, 7W	10-3Q
TURBU 2E, 2Q	10-3S
TURBU 1N, 1S, 1W	10-3T
UNKEN 7E, 6Q	10-3U
UNKEN 8N, 1S, 7W	10-3V

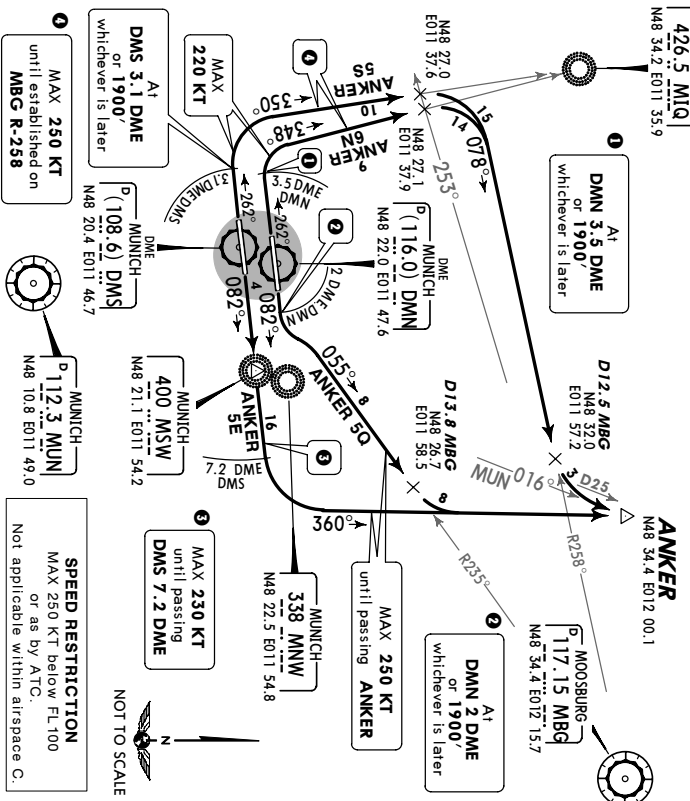
FOR RNAV SID DESIGNATION REFER TO PAGE 10-3A

RNAV SID DESIGNATION	REFER TO CHART
ANKER 5E, 6N, 5Q, 5S	10-3V1
EGG 1E, 1Q	10-3V2
EGG 1N, 1S, 1W	10-3V3
EVIVA 1E, 1N, 1Q, 1S	10-3V4
GIVMI 3E, 3Q, 3S, 4W	10-3V4-1
KPT 9E, 7Q	10-3V5
KPT 9N, 2S	10-3V6
KIRDI 5E, 5Q	10-3V7
KIRDI 8N, 2S, 6W	10-3V8
MIQ 6E, 6N, 6Q, 5S	10-3W
NEGRA 2E, 1S	10-3X
OBAXA 1E, 1Q	10-3X1
OBAXA 1N, 1S, 1W	10-3X2
RIDAR 4E, 3N, 4Q, 3S	10-3X2-1
SBG 8N, 1S, 7W	10-3X2-2
TULSI 8E, 7Q	10-3X3
TULSI 7N, 1S, 7W	10-3X4
TURBU 2E, 2Q	10-3X5
TURBU 1N, 1S, 1W	10-3X6
UNKEN 7E, 6Q	10-3X7
UNKEN 8N, 1S, 7W	10-3X8

EDDM/MUC
MUNICH
 25 JUN 04 (10-3B) EFT 8 JUL 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 10-4B). 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 ECHO (ANKER 5E)
ANKER SIX NOVEMBER (ANKER 6N)
ANKER FIVE QUEBEC (ANKER 5Q)
ANKER FIVE SIERRA (ANKER 5S)
RWYS 08R, 26R, 08L, 26L DEPARTURES
 NOT AVAILABLE FOR FLIGHTS VIA AIRWAY (U) 2 30
 FILE SIDS EGG 1E (ANKER 5E, 5Q) OR EGG 1S, 1W (ANKER 6N, 5S)
 ON CHARTS 10-3C & 10-3D



Initial climb clearance **FL70**

ROUTING

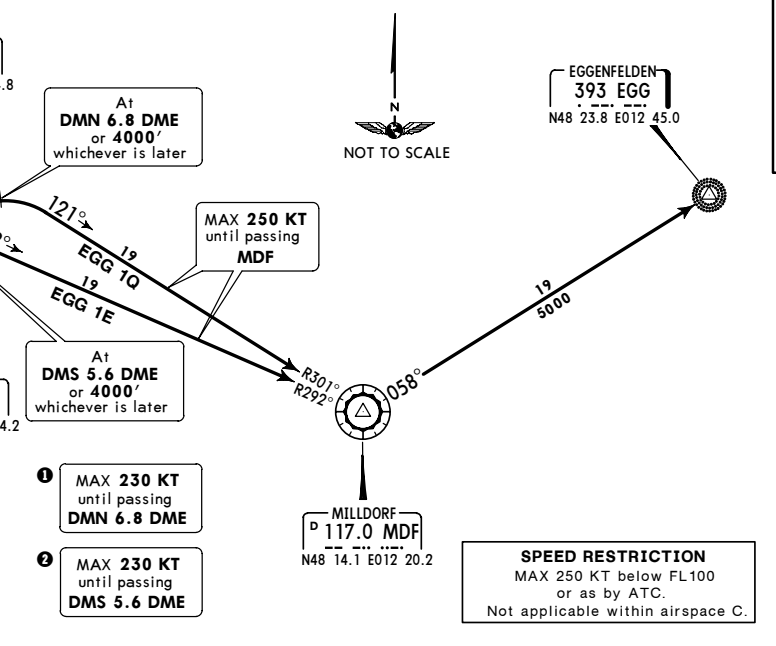
SID	RWY	ROUTING
ANKER 5E	08R	Climb on runway track to 1900', then via MSW to DMS 7.2 DME, turn LEFT, 360° track to ANKER.
ANKER 6N	26R	Climb on runway track to DMN 3.5 DME or 1900', whichever is later, turn RIGHT, intercept 348° bearing towards MIO, when passing MBG R-253 turn RIGHT, intercept MBG R-258 inbound to D12.5 MBG, turn LEFT, intercept MUN R-016 to ANKER.
ANKER 5Q	08L	Climb on runway track to DMN 2 DME or 1900', whichever is later, turn LEFT, intercept MBG R-235 inbound to D13.8 MBG, turn LEFT, 1360° track to ANKER.
ANKER 5S	26L	Climb on runway track to DMS 3.1 DME or 1900', whichever is later, turn RIGHT, intercept 350° bearing towards MIO, when passing MBG R-253 turn RIGHT, intercept MBG R-258 inbound to D12.5 MBG, turn LEFT, intercept MUN R-016 to ANKER.

CHANGES: SIDs renumbered & revised. © JEPPESEN SANDERSON, INC., 2003, 2004. ALL RIGHTS RESERVED.

EDDM/MUC
MUNICH
 25 JUN 04 (10-3C) EFT 8 JUL 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 10-4B). 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.

EGGENFELDEN ONE ECHO (EGG 1E)
EGGENFELDEN ONE QUEBEC (EGG 1Q)
RWYS 08R/L DEPARTURES
 NOT AVAILABLE FOR FLIGHTS VIA (U) 605 & (U)M 749
 FOR SIDS RWYS 26R/L REFER TO CHART 10-3D



Initial climb clearance **FL70**

ROUTING

SID	RWY	ROUTING
EGG 1E	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-058 to EGG.
EGG 1Q	08L	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-058 to EGG.

CHANGES: see other side. © JEPPESEN SANDERSON, INC., 2003, 2004. ALL RIGHTS RESERVED.

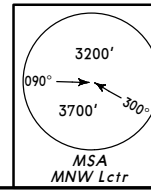
EDDM/MUC
MUNICH
4 FEB 05 (10-3D) EFF 17 Feb
JEPPesen
MUNICH, GERMANY
SID

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 is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

EGGENFELDEN ONE NOVEMBER (EGG 1N)
EGGENFELDEN ONE SIERRA (EGG 1S)
EGGENFELDEN ONE WHISKEY (EGG 1W)
RWYS 26R/L DEPARTURES
NOT AVAILABLE FOR FLIGHTS
VIA AIRWAYS (U) L 605 & (U) M 749



At DMN 2 DME or 1900' whichever is later

At DMN 2 DME or 1900' whichever is later

At DMN 2 DME or 1900' whichever is later

At DMN 2 DME or 1900' whichever is later

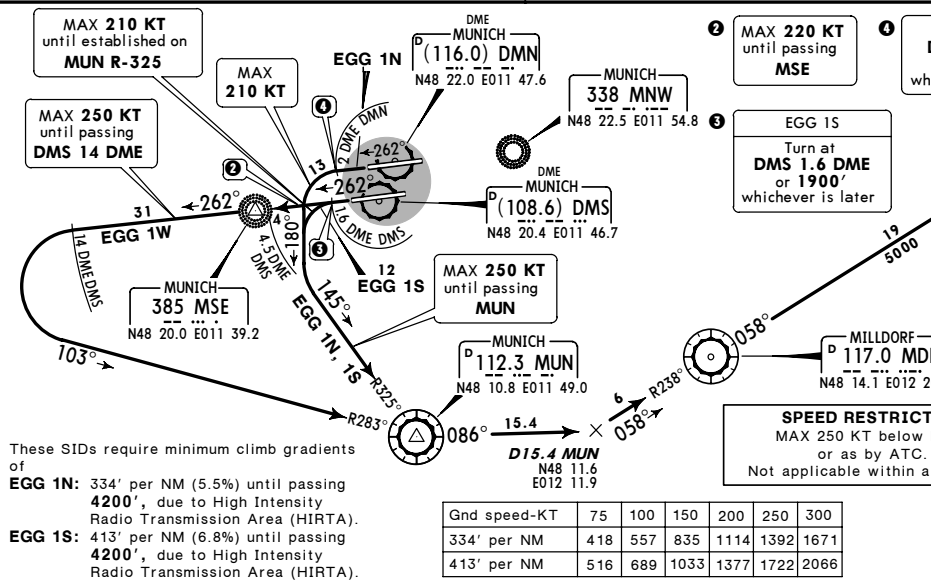
At DMN 2 DME or 1900' whichever is later

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

Initial climb clearance FL70

SID	RWY	ROUTING
EGG 1N	26R	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 1S	26L	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.
EGG 1W		Climb on runway track to 1900', intercept 262° bearing via MSE to DMS 4.5 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.

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



These SIDs require minimum climb gradients of
EGG 1N: 334' per NM (5.5%) until passing 4200', due to High Intensity Radio Transmission Area (HIRTA).
EGG 1S: 413' per NM (6.8%) until passing 4200', due to High Intensity Radio Transmission Area (HIRTA).

EDDM/MUC
MUNICH
4 FEB 05 (10-3E1) EFF 17 Feb
JEPPesen
MUNICH, GERMANY
SID

MUNICH Radar
123.9
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 is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

ALLERSBERG
P 111.2 ALB
N49 12.9 E011 13.3

GIVMI THREE ECHO (GIVMI 3E)
GIVMI THREE QUEBEC (GIVMI 3Q)
GIVMI THREE SIERRA (GIVMI 3S)
GIVMI FOUR WHISKEY (GIVMI 4W)
RWYS 08R/L, 26L/R DEPARTURES
JET ONLY (EXCEPTION: ALL FLIGHTS ALLOWED IF IN ACCORDANCE WITH REMARKS OF AIRWAY T 161)
MANDATORY FOR FLIGHTS
VIA Y 101 - LANGI - UL 610
OR VIA Y 101 - LANGI - Z 104 - WUR - Z 104/Z 12
OR VIA Y 101 - ERNAS - T 161

At DMN 3.5 DME or 1900' whichever is later

At DMN 2 DME or 1900' whichever is later

At DMN 2 DME or 1900' whichever is later

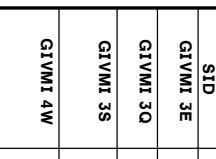
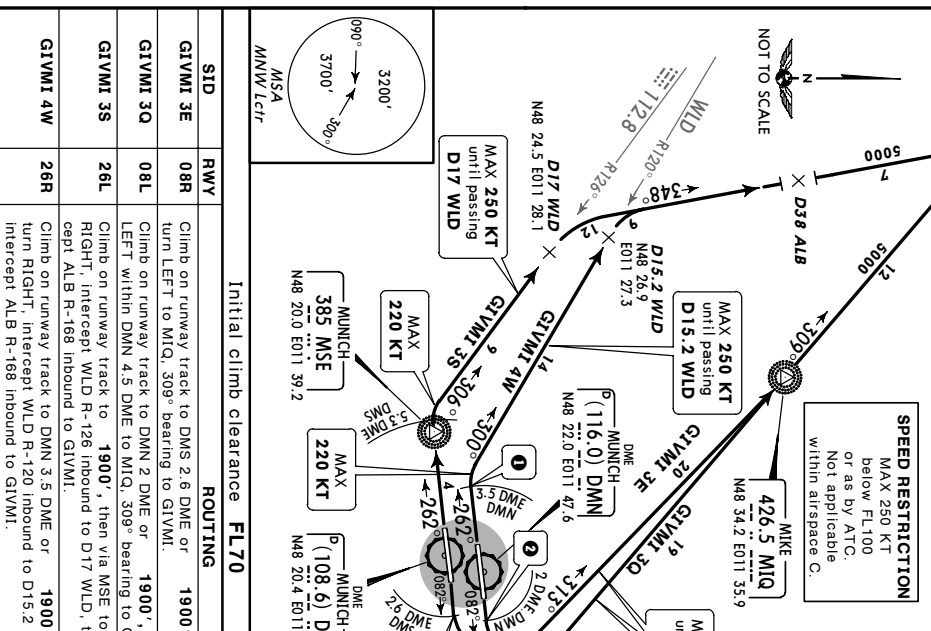
At DMN 2 DME or 1900' whichever is later

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

Initial climb clearance FL70

SID	RWY	ROUTING
GIVMI 3E	08R	Climb on runway track to DMS 2.6 DME or 1900', whichever is later, turn LEFT to MIQ, 309° bearing to GIVMI.
GIVMI 3Q	08L	Climb on runway track to DMN 2 DME or 1900', whichever is later, turn LEFT within DMN 4.5 DME to MIQ, 309° bearing to GIVMI.
GIVMI 3S	26L	Climb on runway track to 1900', then via MSE to DMS 5.3 DME, turn RIGHT, intercept WLD R-126 inbound to GIVMI.
GIVMI 4W	26R	Climb on runway track to DMN 3.5 DME or 1900', whichever is later, turn RIGHT, intercept WLD R-120 inbound to D15.2 WLD, turn RIGHT, intercept ALB R-168 inbound to GIVMI.

1 If unable to comply with speed and turn restrictions request SID GIVMI 4W.



MSA
3200'
3700'
MNW Lcfr

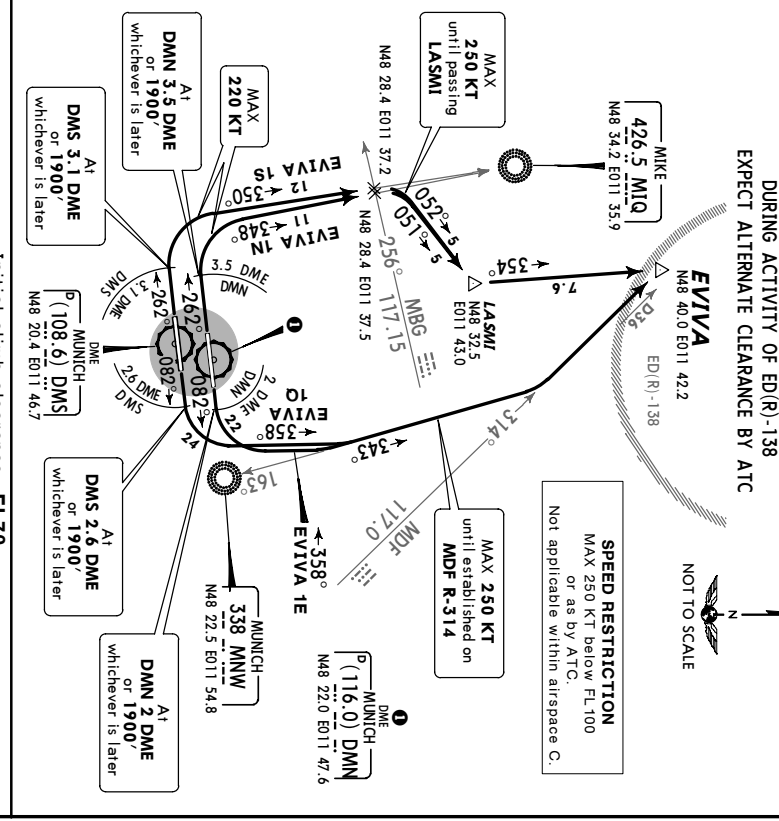
EDDM/MUC
MUNICH

JEPPESSEN
 4 FEB 05 (10-3E) EFF 17 Feb

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 turns as published in departure routes.

EVIVA ONE ECHO (EVIVA 1E)
EVIVA ONE NOVEMBER (EVIVA 1N)
EVIVA ONE QUEBEC (EVIVA 1Q)
EVIVA ONE SIERRA (EVIVA 1S)
RWYS 08R, 26R, 08L, 26L DEPARTURES
 NOT AVAILABLE FOR JET
 DURING ACTIVITY OF ED(R)-138
 EXPECT ALTERNATE CLEARANCE BY ATC



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

CHANGES: GIVM SIDs transferred, EVIVA SIDs established. © JEPPESSEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED.

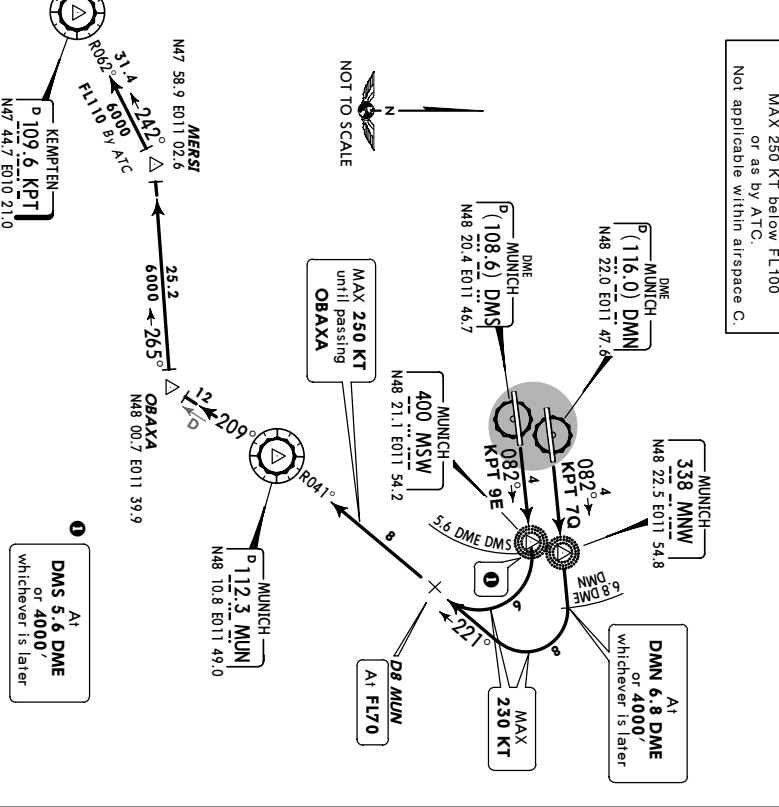
EDDM/MUC
MUNICH

JEPPESSEN
 8 APR 05 (10-3F) EFF 12 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 turns as published in departure routes.

KEMPTEN NINE ECHO (KPT 9E)
KEMPTEN SEVEN QUEBEC (KPT 7Q)
RWYS 08R/L DEPARTURES
 NOT AVAILABLE FOR JET
 DURING ACTIVITY OF ED(R)-138
 EXPECT ALTERNATE CLEARANCE BY ATC

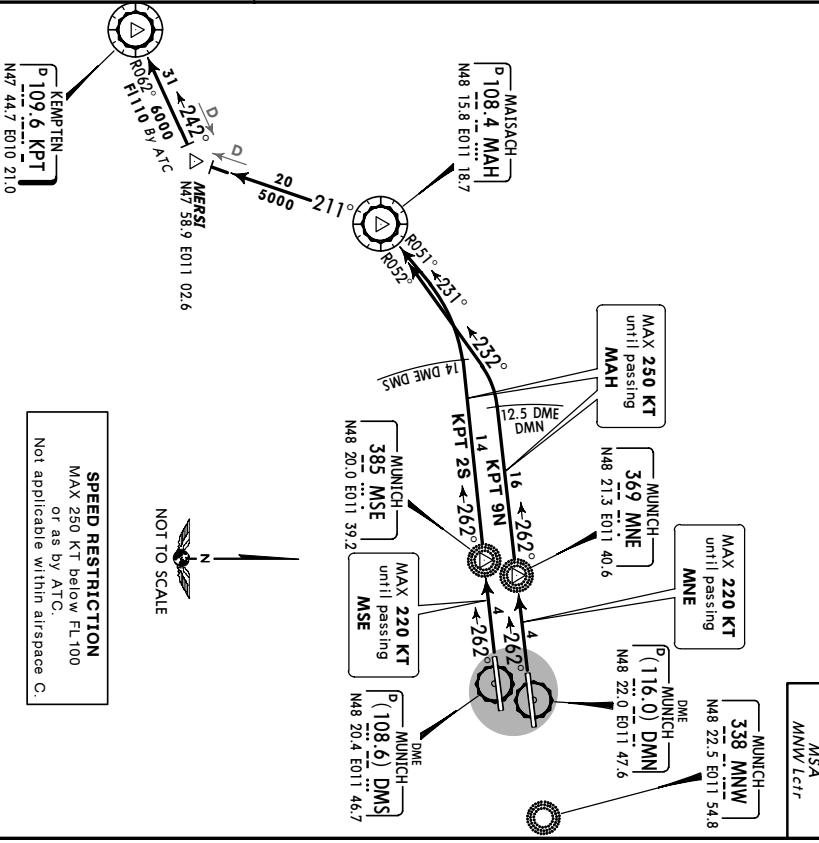


SID	RWY	ROUTING
KPT 9E	08R	Climb on runway track to 1900', then via MSW to DMS 5.6 DME or 4000', whichever is later, turn RIGHT, intercept MUN R-041 inbound to MUN, MUN R-209 to OBAXA, turn RIGHT, 265° track to MERSI, turn LEFT, intercept KPT R-082 inbound to KPT.
KPT 7Q	08L	Climb on runway track to 1900', then via MNW to DMN 6.8 DME or 4000', whichever is later, turn RIGHT, intercept MUN R-041 inbound to MUN, MUN R-209 to OBAXA, turn RIGHT, 265° track to MERSI, turn LEFT, intercept KPT R-082 inbound to KPT.

CHANGES: SIDs KPT 8E, 6G renumbered 9E, 7Q & revised. © JEPPESSEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED.

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.

**KEMPTEN NINE NOVEMBER (KPT 9N)
 KEMPTEN TWO SIERRA (KPT 2S)
 RWYS 26R/L DEPARTURES**



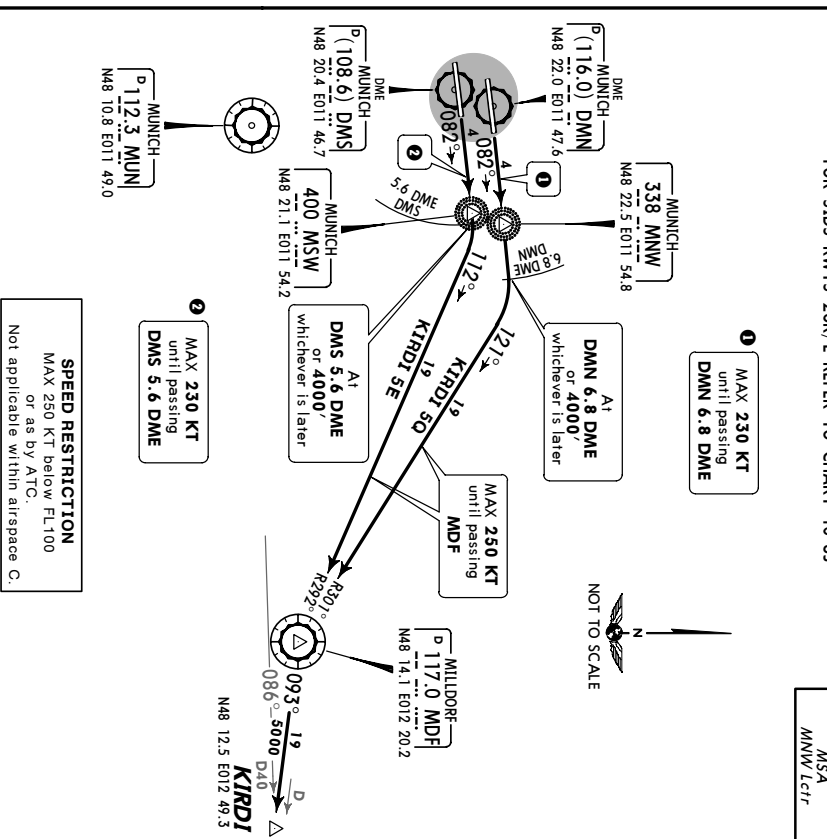
Initial climb clearance **FL70**

SID	RWY	ROUTING
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-082 inbound to KPT.
KPT 2S	26L	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-082 inbound to KPT.

CHANGES: SIDs KPT 8N, 1S renumbered 9N, 2S. © JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED.

Trans level: By ATC Trans alt: 5000'

**KIRDI FIVE ECHO (KIRDI 5E)
 KIRDI FIVE QUEBEC (KIRDI 5Q)
 RWYS 08R/L DEPARTURES**
 FOR SIDS RWYS 26R/L REFER TO CHART 10-31



Initial climb clearance **FL70**

SID	RWY	ROUTING
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.
KIRDI 5Q	08L	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.

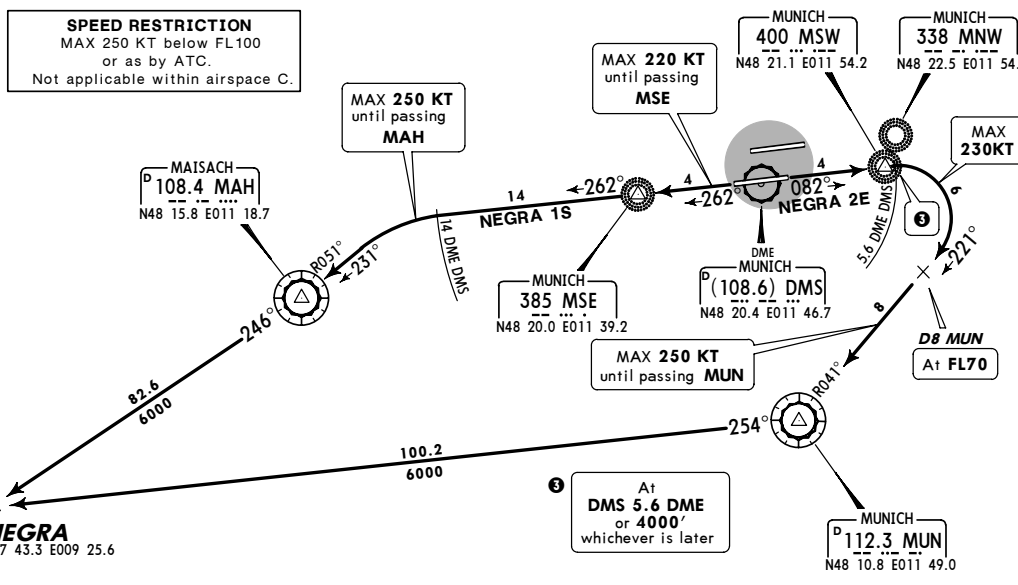
CHANGES: Chart re-indexed. © JEPPESEN SANDERSON, INC., 2003, 2004. ALL RIGHTS RESERVED.

MUNICH Radar
127.95
Apri 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 is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

NEGRA TWO ECHO (NEGRA 2E)
NEGRA ONE SIERRA (NEGRA 1S)
RWYS 08R, 26L DEPARTURES
AVAILABLE SAT, SUN & HOL
ON WORKING DAYS NOT TO BE FILED IN FLIGHT PLAN
WILL BE ASSIGNED BY ATC ONLY IF ED(R)-207 IS NOT ACTIVE



Initial climb clearance FL70		
SID	RWY	ROUTING
NEGRA 2E	08R	Climb on runway track to 1900', then via MSW to DMS 5.6 DME or 4000', whichever is later, turn RIGHT, intercept MUN R-041 inbound to MUN ①, MUN R-254 to NEGRA.
NEGRA 1S	26L	Climb on runway track to 1900', intercept 262° bearing via MSE to MAH 14 DME, turn LEFT, intercept MAH R-051 inbound to MAH ②, MAH R-246 to NEGRA.

① After MUN BRNAV equipment necessary.
② After MAH BRNAV equipment necessary.

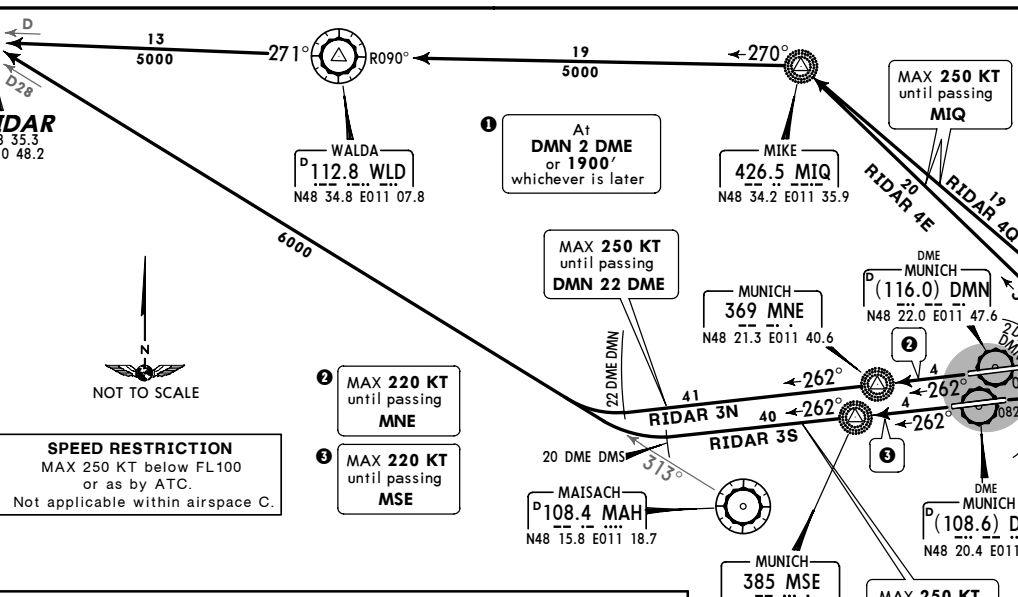


MUNICH Radar
123.9
Apri Elev
1487'

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.

RIDAR FOUR ECHO (RIDAR 4E)
RIDAR THREE NOVEMBER (RIDAR 3N)
RIDAR FOUR QUEBEC (RIDAR 4Q)
RIDAR THREE SIERRA (RIDAR 3S)
RWYS 08R, 26R, 08L, 26L DEPARTURES



Initial climb clearance FL70		
SID	RWY	ROUTING
RIDAR 4E	08R	Climb on runway track to DMS 2.6 DME or 1900', whichever is later, turn LEFT to MIQ, intercept WLD R-090 inbound to WLD, WLD R-271 to RIDAR.
RIDAR 3N	26R	Climb on runway track to 1900', intercept 262° bearing via MNE to DMN 22 DME, turn RIGHT, intercept MAH R-313 to RIDAR.
RIDAR 4Q	08L	Climb on runway track to DMN 2 DME or 1900', whichever is later, turn LEFT within DMN 4.5 DME to MIQ, intercept WLD R-090 inbound to WLD, WLD R-271 to RIDAR.
RIDAR 3S	26L	Climb on runway track to 1900', intercept 262° bearing via MSE to DMS 20 DME, turn RIGHT, intercept MAH R-313 to RIDAR.



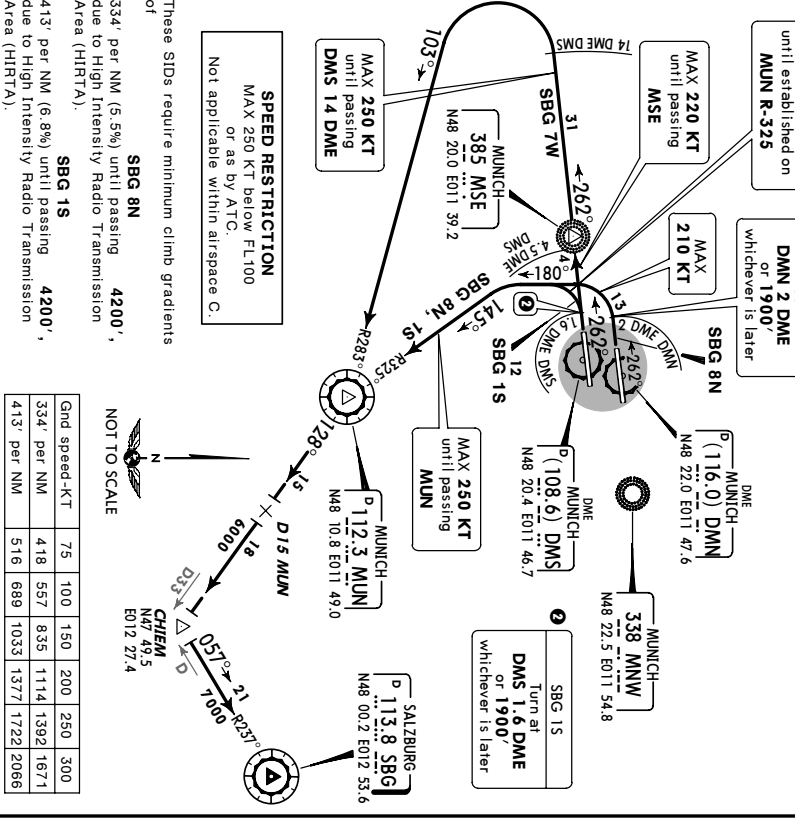
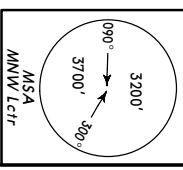
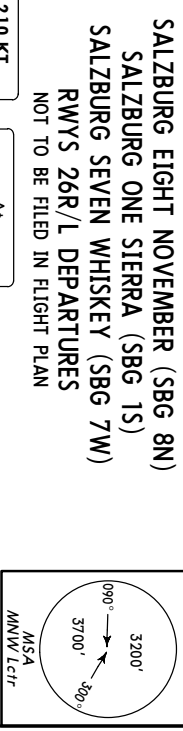
EDDM/MUC
MUNICH

JEPPESSEN 10-3N EFF 19 Feb

MUNICH, GERMANY SID

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.



SID	RWY	ROUTING
SBG 8N	26R	Climb on runway track to DMN 2 DME or 1900', whichever is later, turn LEFT, 180° track, intercept MUN R-325 inbound to SBG, MUN R-128 to CHEIM, intercept SBG R-237 inbound to SBG.
SBG 1S	26L	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 CHEIM, intercept SBG R-237 inbound to SBG.
SBG 7W	1	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 CHEIM, intercept SBG R-237 inbound to SBG.

CHANGES: SIDs renumbered & revised; chart reindexed. © JEPPESSEN SANDERSON, INC., 2003, 2004, 2005. ALL RIGHTS RESERVED.

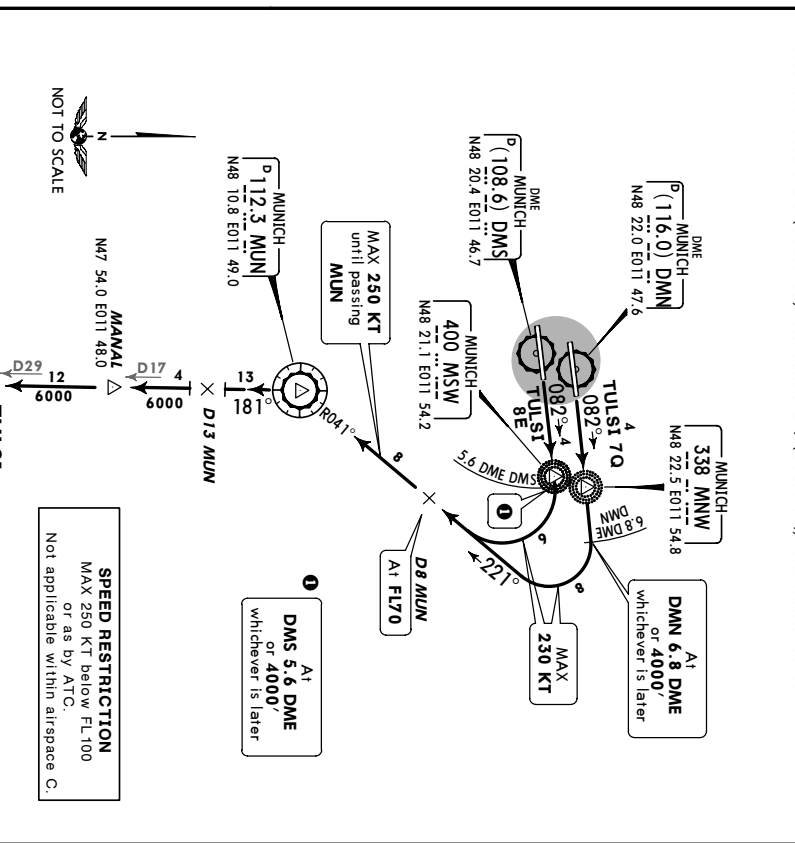
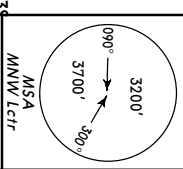
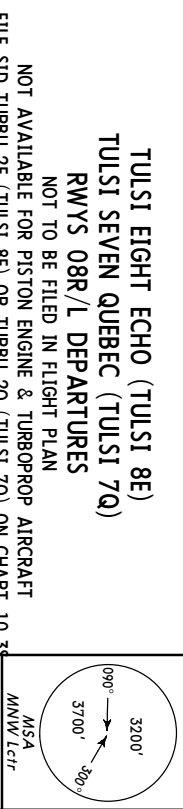
EDDM/MUC
MUNICH

JEPPESSEN 10-3P EFF 12 Apr

MUNICH, GERMANY SID

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.



SID	RWY	ROUTING
TULSI 8E	08R	Climb on runway track to 1900', then via MSW to DMS 5.6 DME or 4000', whichever is later, turn RIGHT, intercept MUN R-041 inbound to MUN, MUN R-181 via MANAL to TULSI.
TULSI 7Q	08L	Climb on runway track to 1900', then via MNW to DMN 6.8 DME or 4000', whichever is later, turn RIGHT, intercept MUN R-041 inbound to MUN, MUN R-181 via MANAL to TULSI.

CHANGES: SIDs TULSI 7E, 6Q renumbered 8E, 7Q & revised. © JEPPESSEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED.

EDDM/MUC
MUNICH

EDDM/MUC
MUNICH

8 APR 05 (10-30) EFF 14 APR

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 turns as published in departure routes.

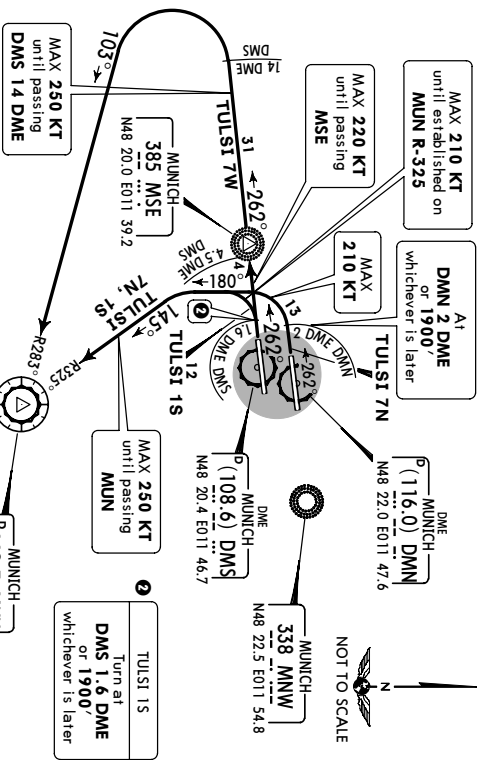
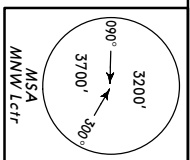
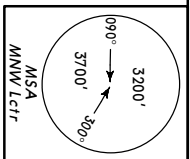
Trans level: By ATC. Trans alt: 5000'.
1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have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

TULSI SEVEN NOVEMBER (TULSI 7N)
TULSI ONE SIERRA (TULSI 1S)
TULSI SEVEN WHISKEY (TULSI 7W)
RWYS 26R/L DEPARTURES

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

NOT TO BE FILED IN FLIGHT PLAN
NOT AVAILABLE FOR PISTON ENGINE & TURBOPROP AIRCRAFT
FILE SID TURBU 1N (TULSI 7N) OR TURBU 1S, 1W (TULSI 1S, 7W)
ON CHART 10-3T

MANDATORY FOR PISTON ENGINE & TURBOPROP AIRCRAFT
NOT AVAILABLE FOR JET AIRCRAFT
FILE SIDS OBAXA 1E/UNKEN 7E (TURBU 2E)
OR OBAXA 1Q/UNKEN 6Q (TURBU 2Q)
ON CHARTS 10-3L1 & 10-3U



These SIDs require minimum climb gradients of

TULSI 7N 4200',
334' per NM (5.5%) until passing due to High Intensity Radio Transmission Area (HIRTA).

TULSI 1S 4200',
413' per NM (6.8%) until passing due to High Intensity Radio Transmission Area (HIRTA).

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

Initial climb clearance **FL70**

ROUTING

SID **RWY**
TULSI 7N **26R** 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-181 via MANUAL to TULSI.

TULSI 1S **26L** 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-181 via MANUAL to TULSI.

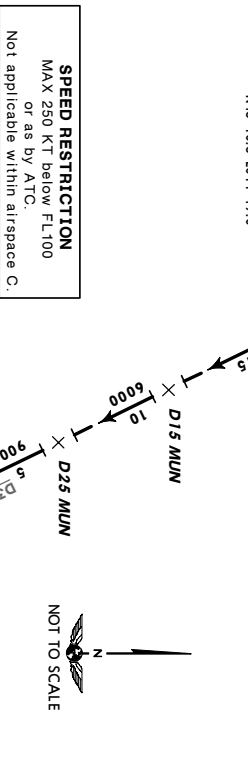
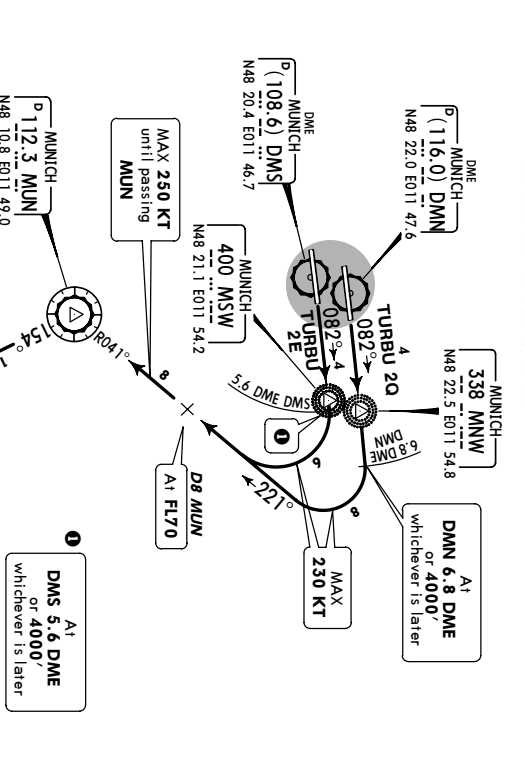
TULSI 7W Climb on runway track to 1900', intercept 282° bearing via MSE to DMS 14 DME, turn LEFT, intercept MUN R-283 inbound to MUN, MUN R-181 via MANUAL to TULSI.

① If unable to comply with speed and turn restrictions request SID TULSI 7W.
CHANGES: Restriction in chart heading established.
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SID **RWY**
TURBU 2E **08R** Climb on runway track to 1900', then via MSW to DMS 5.6 DME or 4000', whichever is later, turn RIGHT, intercept MUN R-041 inbound to MUN, MUN R-154 to TURBU.

TURBU 2Q **08L** Climb on runway track to 1900', then via MNW to DMN 6.8 DME or 4000', whichever is later, turn RIGHT, intercept MUN R-041 inbound to MUN, MUN R-154 to TURBU.

① If unable to comply with speed and turn restrictions request SID TURBU 2Q.
CHANGES: SID reference in chart heading.
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Initial climb clearance **FL70**
ROUTING

EDDM/MUC
MUNICH

25 JUN 04 (10-3V1) Eff 8 Jul RNAV SID (OVERLAY)

JEPPESSEN
 MUNICH, GERMANY

Trans alt: 5000'

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

2. SIDs are also minimum noise routings (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory.

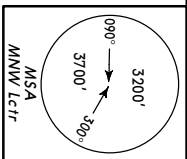
3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

MUNICH Radar
 123.9

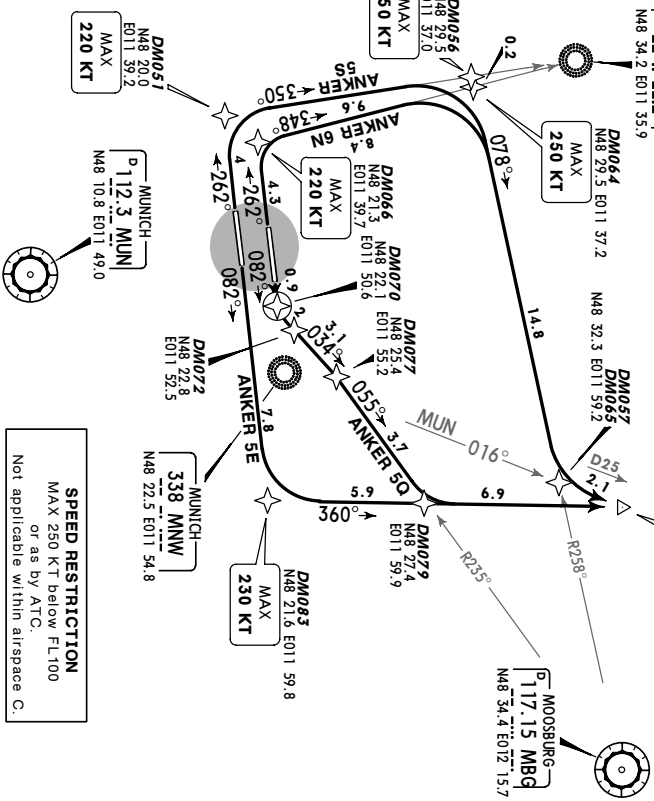
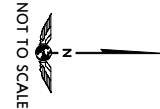
Apt Elev
 1487'

ANKER FIVE ECHO (ANKER 5E) [ANKES5E]
ANKER SIX NOVEMBER (ANKER 6N) [ANKEN6N]
ANKER FIVE QUEBEC (ANKER 5Q) [ANKES5Q]
ANKER FIVE SIERRA (ANKER 5S) [ANKES5S]
 RWYS 08R, 26R, 08L, 26L

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



ANKER
 N48 34.4 E012 00.1
 ANKER SE, 5Q
 MAX 250 KT



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

Initial climb clearance **FL70**

ROUTING

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

CHANGES: RNAV SIDs renumbered & revised.

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EDDM/MUC
MUNICH

25 JUN 04 (10-3V2) Eff 8 Jul RNAV SID (OVERLAY)

JEPPESSEN
 MUNICH, GERMANY

Trans alt: 5000'

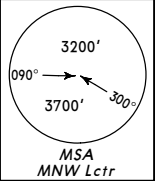
1. Remain on Tower frequency, when advised by ATC contact

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.

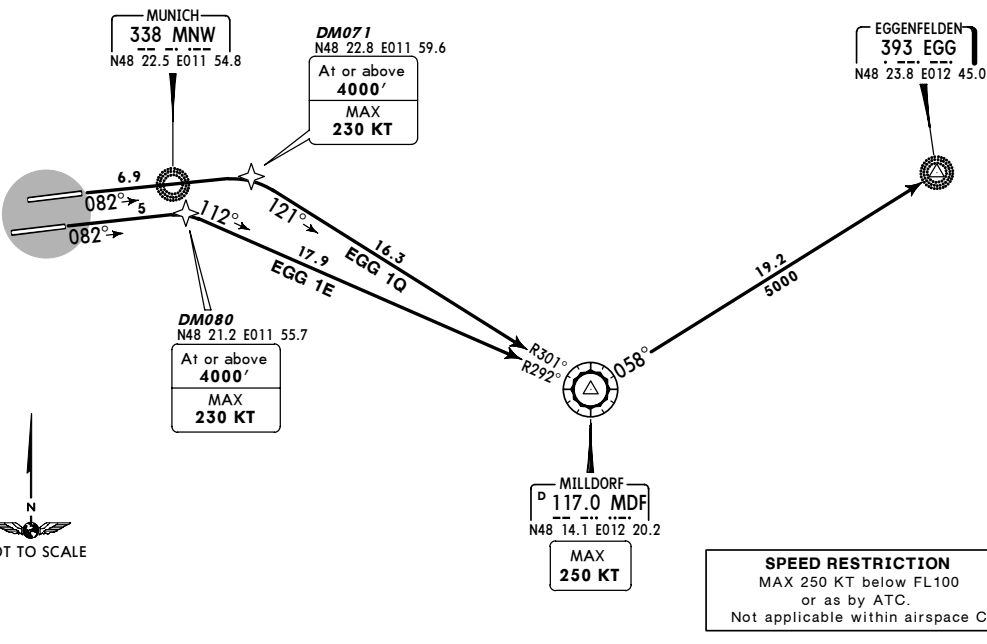
MUNICH Radar
 127.95

Apt Elev
 1487'



EGGENFELDEN ONE ECHO (EGG 1E)
EGGENFELDEN ONE QUEBEC (EGG 1Q)
RNAV 08R/L RNAV DEPARTURES (OVERLAY 10-3C)
 NOT AVAILABLE FOR FLIGHTS VIA (U)I 605 & (U)M 749
 FOR RNAV SIDS RWYS 26R/L REFER TO CHART 10-3V3

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



Initial climb clearance **FL70**

ROUTING

SID	RWY	ROUTING
EGG 1E	08R	(1900'+) - DM080 (4000'+; K230-) - MDF (K250-) - EGG.
EGG 1Q	08L	(1900'+) - DM071 (4000'+; K230-) - MDF (K250-) - EGG.

CHANGES: See other side.

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EDDM/MUC
MUNICH

JEPPesen
4 FEB 05 (10-3V3) EFF 17 Feb RNAV SID (OVERLAY)

MUNICH, GERMANY
RNAV SID (OVERLAY)

MUNICH Radar
127.95

Ap't 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 is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

EGGENFELDEN ONE NOVEMBER (EGG 1N)
EGGENFELDEN ONE SIERRA (EGG 1S)
EGGENFELDEN ONE WHISKEY (EGG 1W)
RWYS 26R/L RNAV DEPARTURES
(OVERLAY 10-3D)
NOT AVAILABLE FOR FLIGHTS
VIA AIRWAYS (U) L 605 & (U) M 749

EGGENFELDEN
393 EGG
N48 23.8 E012 45.0

MILLDORF
D 117.0 MDF
N48 14.1 E012 20.2

MUNICH
338 MNW
N48 22.5 E011 54.8

MUNICH
D 112.3 MUN
N48 10.8 E011 49.0

EGG 1S
DM050
N48 17.3 E011 42.5

DM067
N48 21.5 E011 42.6

DM049
N48 20.2 E011 42.6

DM058
N48 18.8 E011 22.6

DM059
N48 15.4 E011 22.3

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

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

These SIDs require minimum climb gradients of

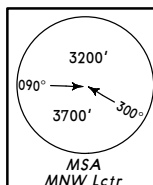
EGG 1N: 334' per NM (5.5%) until passing 4200', due to High Intensity Radio Transmission Area (HIRTA).

EGG 1S: 413' per NM (6.8%) until passing 4200', due to High Intensity Radio Transmission Area (HIRTA).

Initial climb clearance **FL70**

SID	RWY	ROUTING
EGG 1N	26R	(1900'+) - DM067 (K210- ①) - DM050 - MUN (K250-) - DM068 - MDF - EGG.
EGG 1S	26L	(1900'+) - DM049 (K210- ①) - DM050 (K210-) - MUN (K250-) - DM068 - MDF - EGG.
EGG 1W		(1900'+) - MSE (K220-) - DM058 - DM059 (K250-) - MUN - DM068 - MDF - EGG.

- ① To enhance tracking accuracy speed should be kept constant.
- ② If unable to comply with speed and turn restrictions request RNAV SID EGG 1W.



EDDM/MUC
MUNICH

JEPPesen
4 FEB 05 (10-3V4) EFF 17 Feb RNAV SID (OVERLAY)

MUNICH, GERMANY
RNAV SID (OVERLAY)

MUNICH Radar
123.9

Ap't Elev
1487'

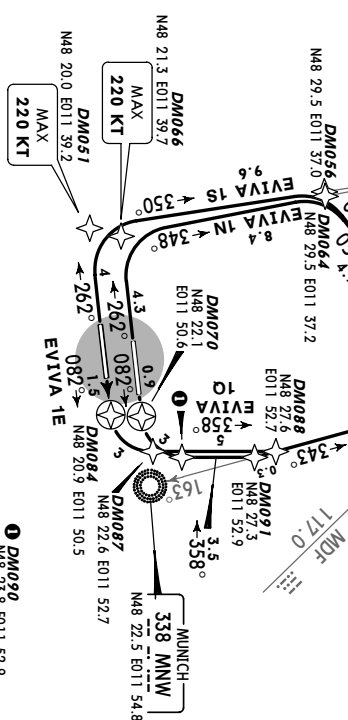
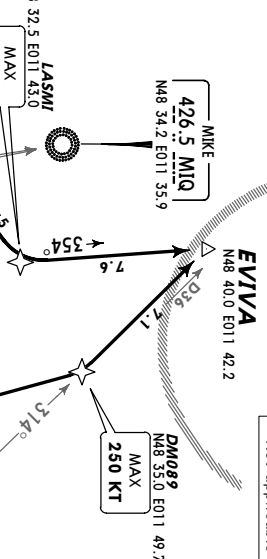
Trans level: By ATC Trans alt: 5000'

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 is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

EVIVA ONE ECHO (EVIVA 1E) [EVIV1E]
EVIVA ONE NOVEMBER (EVIVA 1N) [EVIV1N]
EVIVA ONE QUEBEC (EVIVA 1Q) [EVIV1Q]
EVIVA ONE SIERRA (EVIVA 1S) [EVIV1S]
RWYS 08R, 26R, 08L, 26L
RNAV DEPARTURES (OVERLAY 10-3E)
NOT AVAILABLE FOR JET
DURING ACTIVITY OF ED(R)-138
EXPECT ALTERNATE CLEARANCE BY ATC

MIKE
426.5 MIQ
N48 34.2 E011 35.9

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



Initial climb clearance **FL70**

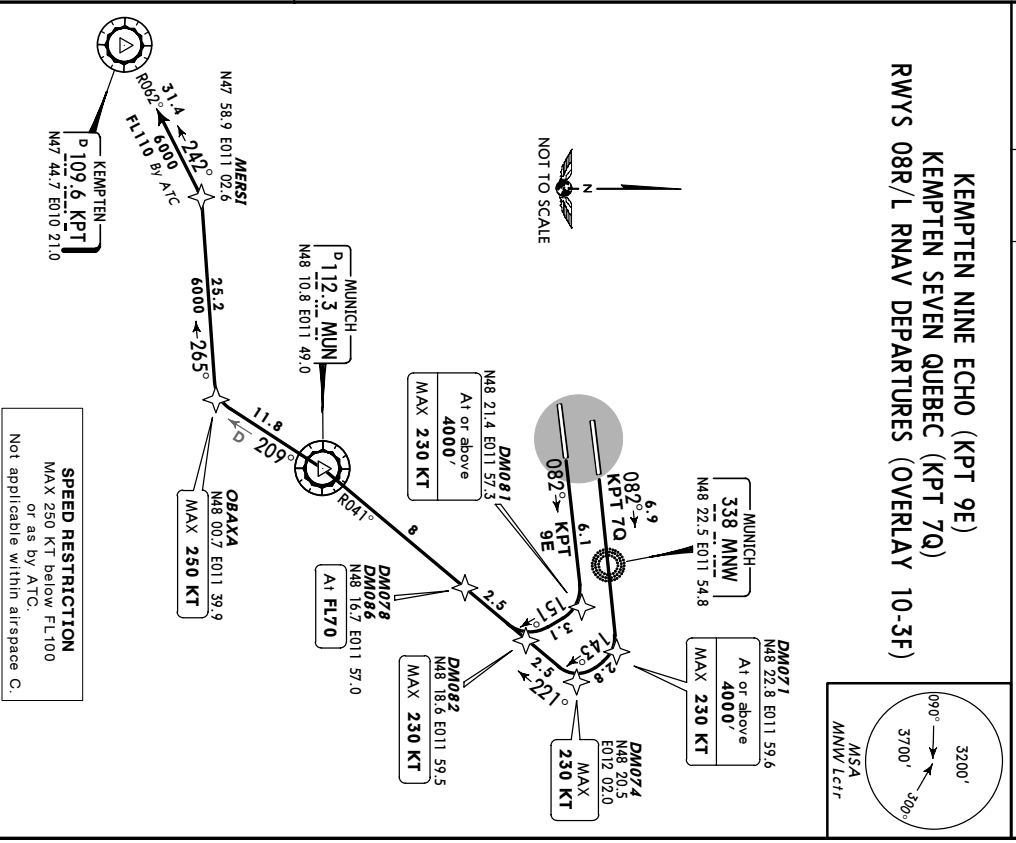
SID	RWY	ROUTING
EVIVA 1E	08R	(1900'+) - DM084 - DM087 - DM088 - DM089 (K250-) - EVIVA.
EVIVA 1N	26R	(1900'+) - DM066 (K220-) - DM064 - LASMI (K250-) - EVIVA.
EVIVA 1Q	08L	(1900'+) - DM070 - DM090 - DM091 - DM089 (K250-) - EVIVA.
EVIVA 1S	26L	(1900'+) - DM051 (K220-) - DM056 - LASMI (K250-) - EVIVA.

EDDM/MUC
MUNICH
JEPPesen
 8 APR 05 (10-3V5) **EFF 14 APR**
RNAV SID (OVERLAY)
MUNICH, GERMANY

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 Radar
 127.95
 Apt Elev
 1487'

KEMPTEN NINE ECHO (KPT 9E)
KEMPTEN SEVEN QUEBEC (KPT 7Q)
RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3F)



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

Initial climb clearance **FL70**

ROUTING

SID	RWY	ROUTING
KPT 9E	08R	(1900'+) - DM081 (4000'+; K230-) - DM082 (K230-) - DM086 (FL70) - MUN - OBAXA (K250-) - MERSI - KPT.
KPT 7Q	08L	(1900'+) - DM071 (4000'+; K230-) - DM074 (K230-) - DM078 (FL70) - MUN - OBAXA (K250-) - MERSI - KPT.

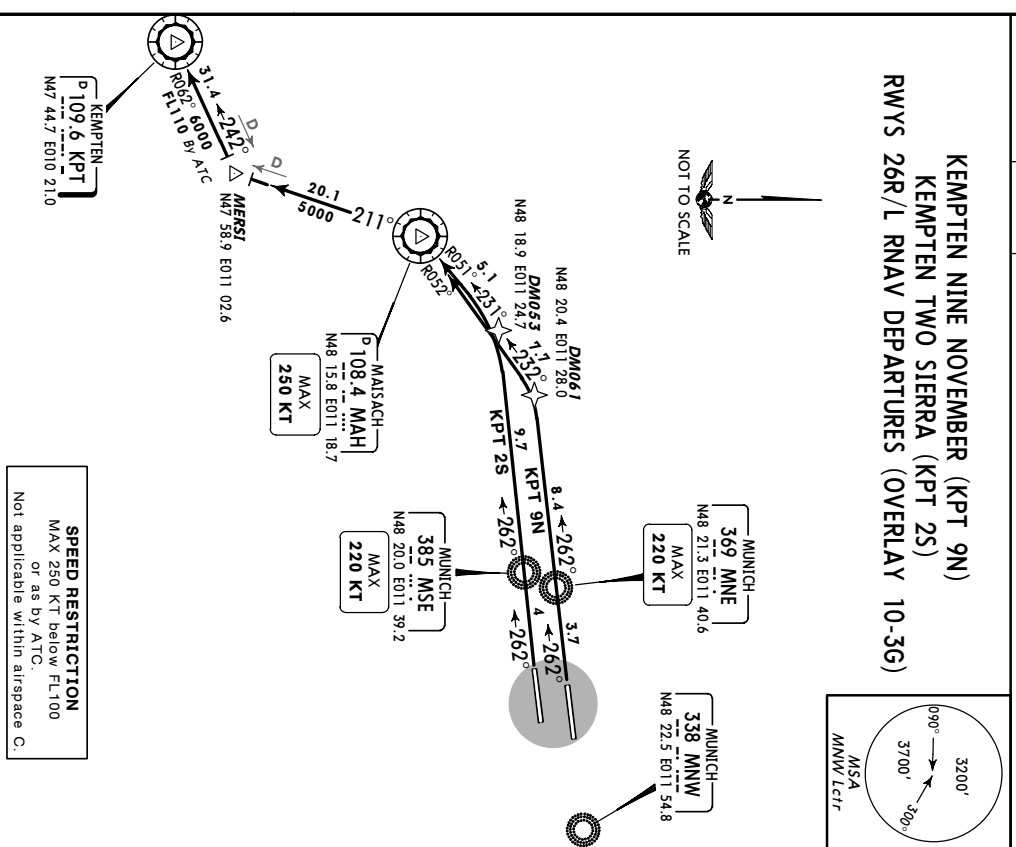
CHANGES: RNAV SIDs KPT 9E, 7Q & revised. © JEPPesen SANDERSON, INC., 2004, 2005. ALL RIGHTS RESERVED.

EDDM/MUC
MUNICH
JEPPesen
 8 APR 05 (10-3V6) **EFF 14 APR**
RNAV SID (OVERLAY)
MUNICH, GERMANY

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 Radar
 127.95
 Apt Elev
 1487'

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



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

Initial climb clearance **FL70**

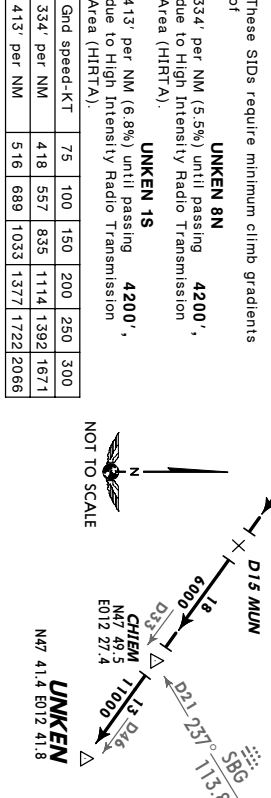
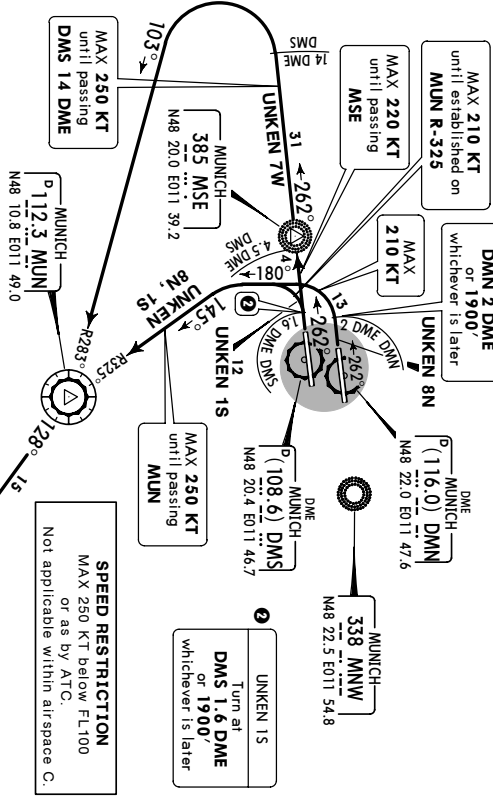
ROUTING

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

CHANGES: RNAV SIDs KPT 9N, 2S & revised. © JEPPesen SANDERSON, INC., 2004, 2005. ALL RIGHTS RESERVED.

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.

UNKEN EIGHT NOVEMBER (UNKEN 8N)
UNKEN ONE SIERRA (UNKEN 1S)
UNKEN SEVEN WHISKEY (UNKEN 7W)
RWYS 26R/L DEPARTURES
 NOT AVAILABLE FOR PISTON ENGINE & TURBOPROP AIRCRAFT
 FILE SID TURBU 1N (UNKEN 8N) OR TURBU 1S, 1W (UNKEN 1S, 7W)
 ON CHART 10-3T

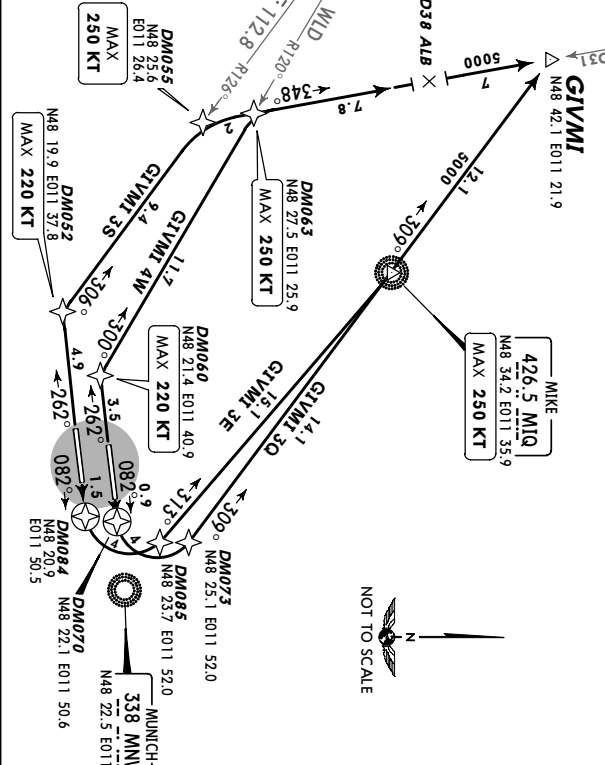
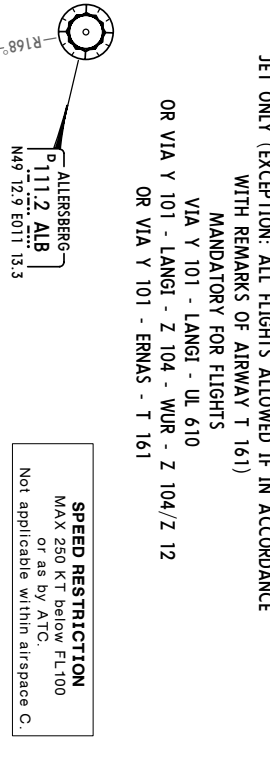


SID	RWY	Initial climb clearance	FL70	ROUTING
UNKEN 8N	26R	Climb on runway track to DMS 2 DME or 1900', whichever is later, turn LEFT, 180° track, intercept MUN R-325 inbound to MUN, MUN R-128 via CHEIM to UNKEN.		
UNKEN 1S	26L	Climb on runway track to DMS 1.6 DME or 1900', whichever is later, turn LEFT within DMS 4.5 DME, 180° track, intercept MUN R-325 in-bound to MUN, MUN R-128 via CHEIM to UNKEN.		
UNKEN 7W	26L	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 via CHEIM to UNKEN.		

① If unable to comply with speed and turn restrictions request SID UNKEN 7W.
 CHANGES: see other side.
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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.

GIVMI THREE ECHO (GIVMI 3E) [GIVM3E]
GIVMI THREE QUEBEC (GIVMI 3Q) [GIVM3Q]
GIVMI THREE SIERRA (GIVMI 3S) [GIVM3S]
GIVMI FOUR WHISKEY (GIVMI 4W) [GIVM4W]
RWYS 08R/L, 26L/R
RNAV DEPARTURES (OVERLAY 10-3E1)
 JET ONLY (EXCEPTION: ALL FLIGHTS ALLOWED IF IN ACCORDANCE WITH REMARKS OF AIRWAY T 161)
 MANDATORY FOR FLIGHTS
 VIA Y 101 - LANGI - UL 610
 OR VIA Y 101 - LANGI - Z 104 - WUR - Z 104/Z 12
 OR VIA Y 101 - ERNAS - T 161



SID	RWY	Initial climb clearance	FL70	ROUTING
GIVMI 3E	08R	(1900'+) - DM084 - DM085 - MIQ (K250-) - GIVMI.		
GIVMI 3Q	08L	(1900'+) - DM070 - DM073 - MIQ (K250-) - GIVMI.		
GIVMI 3S	26L	(1900'+) - DM052 (K220-) - DM055 (K250-) - GIVMI.		
GIVMI 4W	26R	(1900'+) - DM060 (K220-) - DM063 (K250-) - GIVMI.		

CHANGES: New chart.
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EDDM/MUC
MUNICH

JEPPESSEN
 4 FEB 05 (10-3W) EFF 17 Feb RNAV SID (OVERLAY)

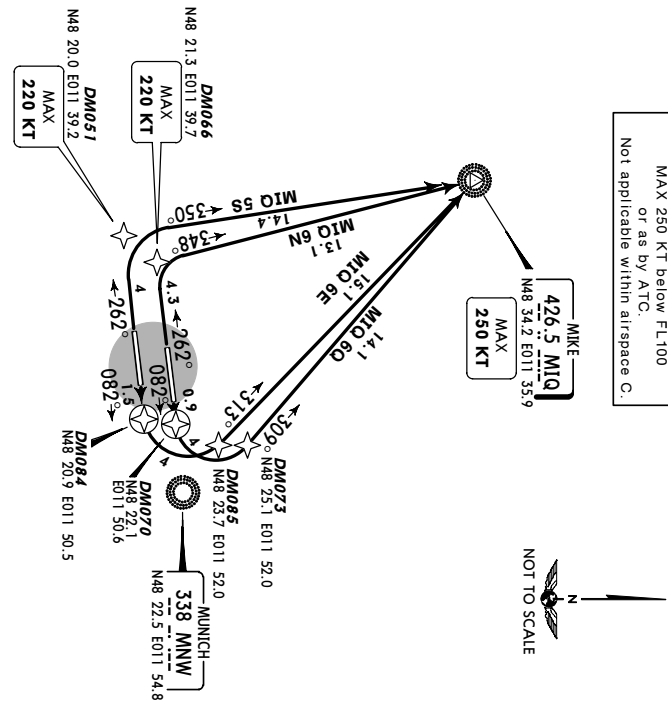
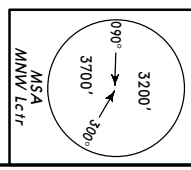
MUNICH Radar	123.9	Aprt Elev	1487'
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Trans level: By ATC Trans alt: 5000'
 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft 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.

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

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

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



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	(1900'+) - DM051 (K220-) - MIQ (K250-).

Initial climb clearance **FL70**

CHANGES: SID availability.
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EDDM/MUC
MUNICH

JEPPESSEN
 8 APR 05 (10-3X1) EFF 14 Apr RNAV SID (OVERLAY)

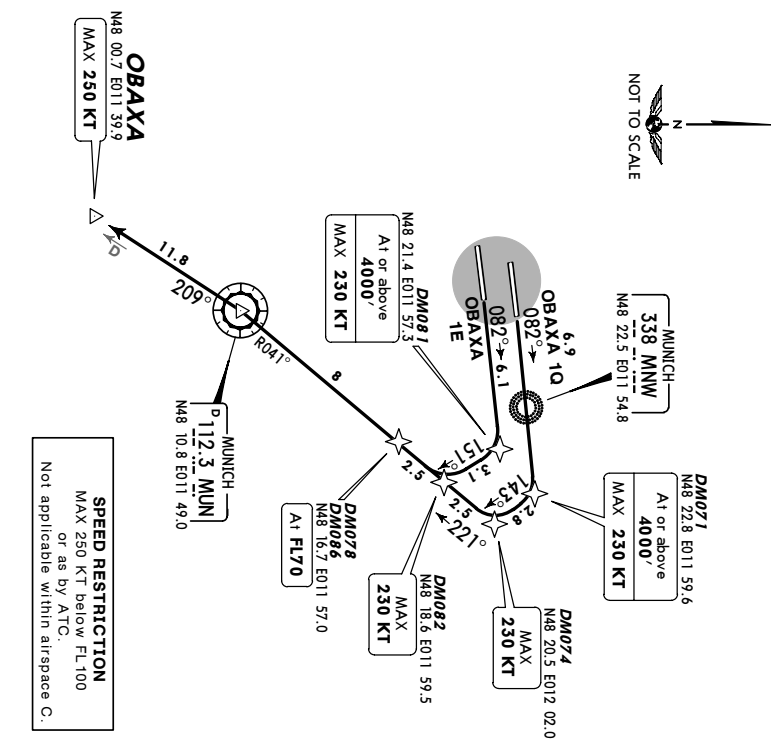
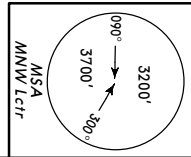
MUNICH Radar	127.95	Aprt Elev	1487'
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Trans level: By ATC Trans alt: 5000'
 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft 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.

OBAXA ONE ECHO (OBAXA 1E) [OBAX1E]
OBAXA ONE QUEBEC (OBAXA 1Q) [OBAX1Q]
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)
ON CHART 10-3X5

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

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



SID	RWY	ROUTING
OBAXA 1E	08R	(1900'+) - DM081 (4000'+) K230- - DM082 (K230-) - DM086 (FL70) - MUN - OBAXA (K250-).
OBAXA 1Q	08L	(1900'+) - DM071 (4000'+) K230- - DM074 (K230-) - DM078 (FL70) - MUN - OBAXA (K250-).

Initial climb clearance **FL70**

CHANGES: RDPAR SIDS transferred; OBAXA SIDS established.
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EDDM/MUC
MUNICH

EDDM/MUC
MUNICH

MUNICH Radar	127.95	Apr Elev	1487'
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MUNICH Radar	127.95	Apr Elev	1487'
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8 APR 05 (10-3X4) EFF 14 APR RNAV SID (OVERLAY)

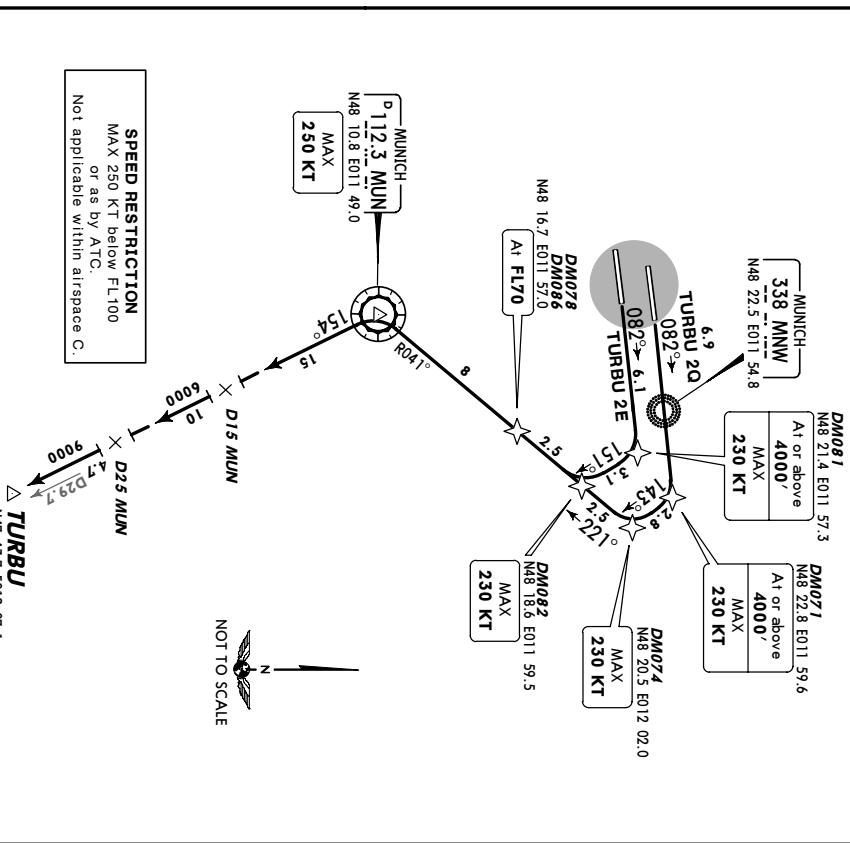
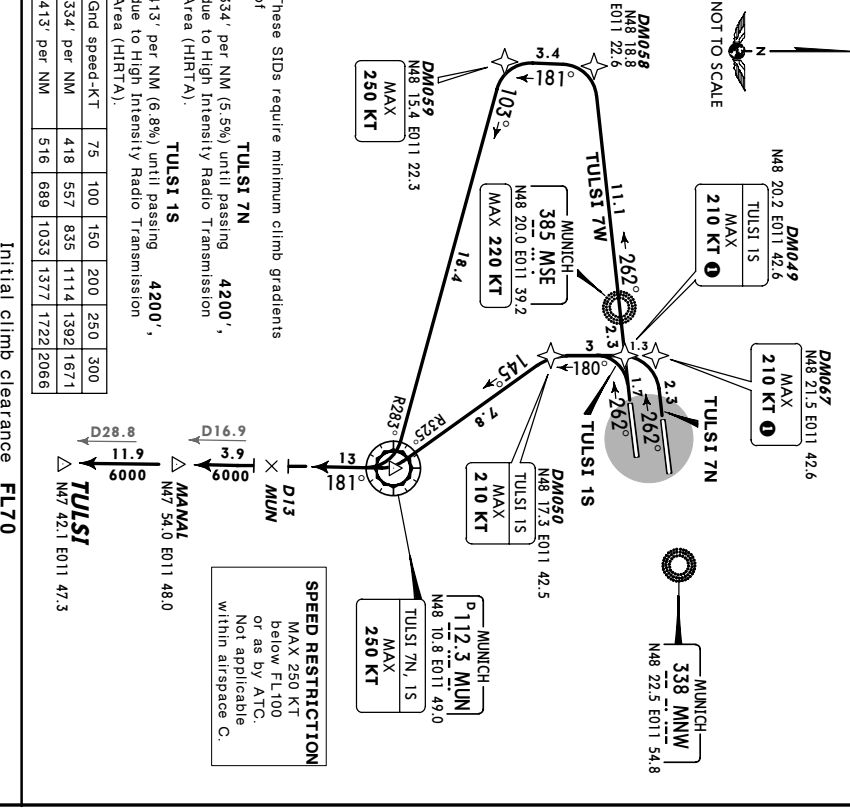
Trans level: By ATC Trans alt: 5000'

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.

8 APR 05 (10-3X5) EFF 14 APR RNAV SID (OVERLAY)

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.



Initial climb clearance **FL70**

SID	RWY	ROUTING
TULSI 7N	28R	(1900' +) - DM067 (K210- 0) - DM050 - MUN (K250-) - MANAL - TULSI.
TULSI 1S	26L	(1900' +) - DM049 (K210- 0) - DM050 (K210-) - MUN (K250-) - MANAL - TULSI.
TULSI 7W	0	(1900' +) - MSE (K220-) - DM058 - DM059 (K250-) - MUN - MANAL - TULSI.

① To enhance tracking accuracy speed should be kept constant.
② If unable to comply with speed and turn restrictions request RNAV SID TULSI 7W.

Initial climb clearance **FL70**

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

CHANGES: SID reference in chart heading.

These SIDs require minimum climb gradients of

TULSI 7N 4200', 334' per NM (5.5%) until passing 4200', due to High Intensity Radio Transmission Area (HIRTA).

TULSI 1S 4200', 413' per NM (6.8%) until passing 4200', due to High Intensity Radio Transmission Area (HIRTA).

TULSI 7W 4200', 413' per NM (6.8%) until passing 4200', due to High Intensity Radio Transmission Area (HIRTA).

These SIDs require minimum climb gradients of

TURBU 2E 4000', 334' per NM (5.5%) until passing 4000', due to High Intensity Radio Transmission Area (HIRTA).

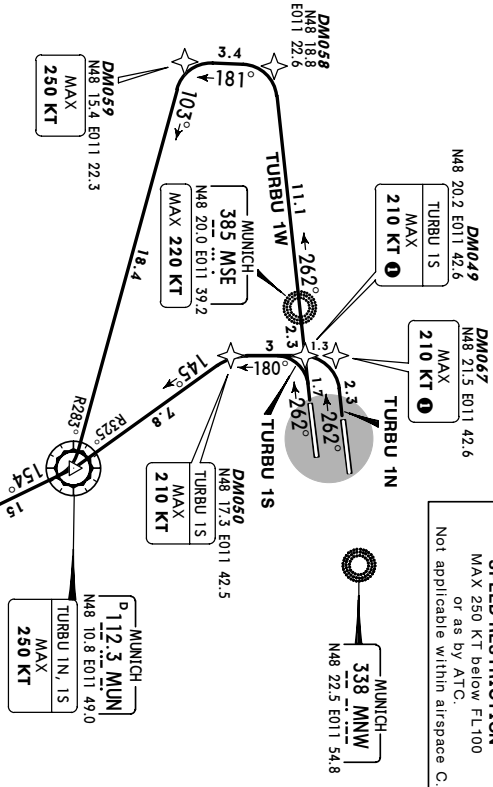
TURBU 2Q 4000', 413' per NM (6.8%) until passing 4000', due to High Intensity Radio Transmission Area (HIRTA).

EDDM/MUC
MUNICH

JEPPESSEN **MUNICH, GERMANY**
 8 APR 05 (10-3X6) **EFF 14 APR** **RNAV SID (OVERLAY)**

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.

TURBU ONE NOVEMBER (TURBU 1N) [TURB 1N]
TURBU ONE SIERRA (TURBU 1S) [TURB 1S]
TURBU ONE WHISKEY (TURBU 1W) [TURB 1W]
RWYS 26R/L RNAV DEPARTURES (OVERLAY 10-3T)
MANDATORY FOR PISTON ENGINE & TURBOPROP AIRCRAFT
NOT AVAILABLE FOR JET AIRCRAFT
 FILE RNAV SIDS OBAXA 1N/UNKEN 8N (TURBU 1N)
 OR OBAXA 1S, 1W/UNKEN 1S, 7W (TURBU 1S, 1W)
 ON CHARTS 10-3X2 & 10-3X8



These SIDs require minimum climb gradients of

TURBU 1N 4200',
 334' per NM (5.5%) until passing due to High Intensity Radio Transmission Area (HIRTA).

TURBU 1S 4200',
 413' per NM (6.8%) until passing due to High Intensity Radio Transmission Area (HIRTA).

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

Initial climb clearance FL70

ROUTING

TURBU 1N 26R (1900+/-) - DM067 (K210-1) - DM050 - MUN (K250-) - TURBU.

TURBU 1S 26L (1900+/-) - DM049 (K210-1) - DM050 (K210-) - MUN (K250-) - TURBU.

TURBU 1W (1900+/-) - MSE (K220-) - DM058 (K250-) - MUN - TURBU.

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.

CHANGES: SID reference in chart heading.

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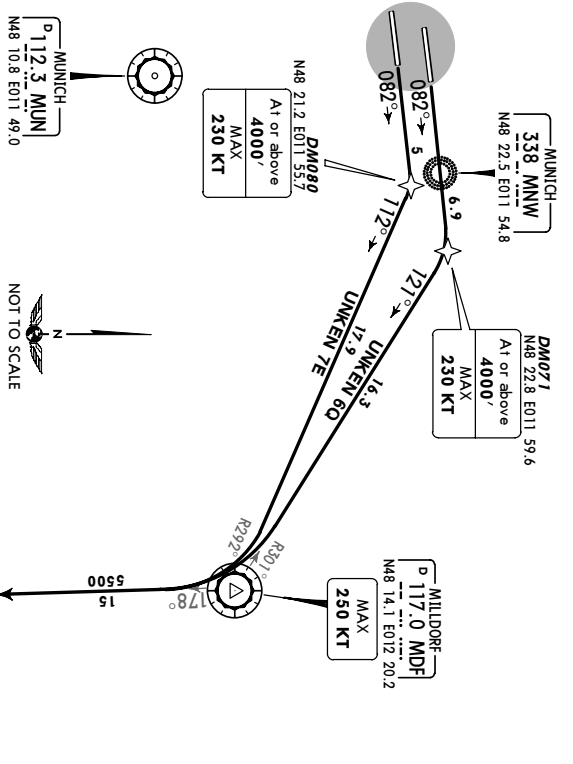
SID	RWY	ROUTING
TURBU 1N	26R	(1900+/-) - DM067 (K210-1) - DM050 - MUN (K250-) - TURBU.
TURBU 1S	26L	(1900+/-) - DM049 (K210-1) - DM050 (K210-) - MUN (K250-) - TURBU.
TURBU 1W		(1900+/-) - MSE (K220-) - DM058 (K250-) - MUN - TURBU.

EDDM/MUC
MUNICH

JEPPESSEN **MUNICH, GERMANY**
 25 JUN 04 (10-3X7) **EFF 8 JUL** **RNAV SID (OVERLAY)**

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.

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



Initial climb clearance FL70

ROUTING

UNKEN 7E 08R (1900+/-) - DM080 (4000'+; K230-) - MDF (K250-) - DM076 - UNKEN.

UNKEN 6Q 08L (1900+/-) - DM071 (4000'+; K230-) - MDF (K250-) - DM076 - UNKEN.

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

CHANGES: Restriction in chart heading.

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

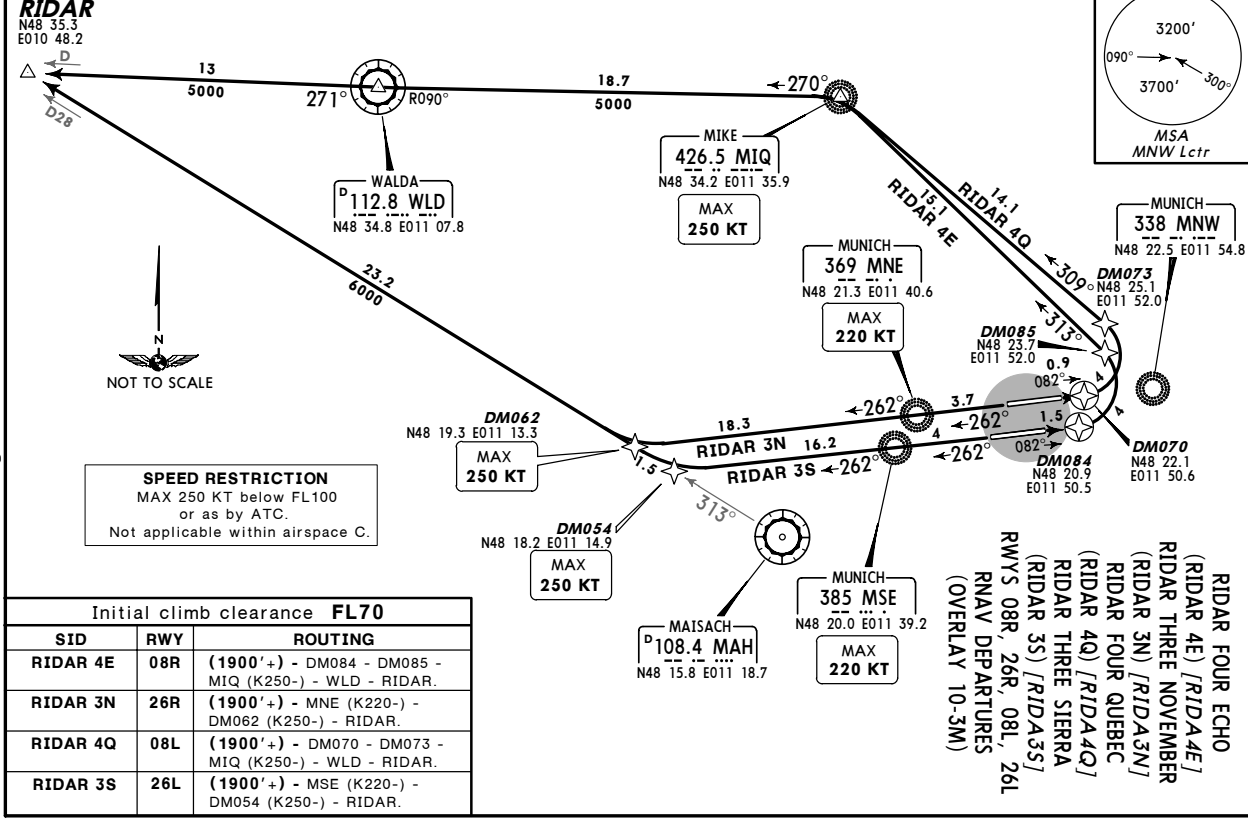
EDDM/MUC
MUNICH

JEPPesen **MUNICH, GERMANY**
8 APR 05 (10-3X2-1) Eff 14 Apr RNAV SID (OVERLAY)

MUNICH Radar
123.9
Apt Elev
1487'

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.

RIDAR FOUR ECHO
(RIDAR 4E) [RIDA4E]
RIDAR THREE NOVEMBER
(RIDAR 3N) [RIDA3N]
RIDAR FOUR QUEBEC
(RIDAR 4Q) [RIDA4Q]
RIDAR THREE SIERRA
(RIDAR 3S) [RIDA3S]
RWYS 08R, 26R, 08L, 26L
RNAV DEPARTURES
(OVERLAY 10-3M)



Initial climb clearance **FL70**

SID	RWY	ROUTING
RIDAR 4E	08R	(1900'+) - DM084 - DM085 - MIQ (K250-) - WLD - RIDAR.
RIDAR 3N	26R	(1900'+) - MNE (K220-) - DM062 (K250-) - RIDAR.
RIDAR 4Q	08L	(1900'+) - DM070 - DM073 - MIQ (K250-) - WLD - RIDAR.
RIDAR 3S	26L	(1900'+) - MSE (K220-) - DM054 (K250-) - RIDAR.

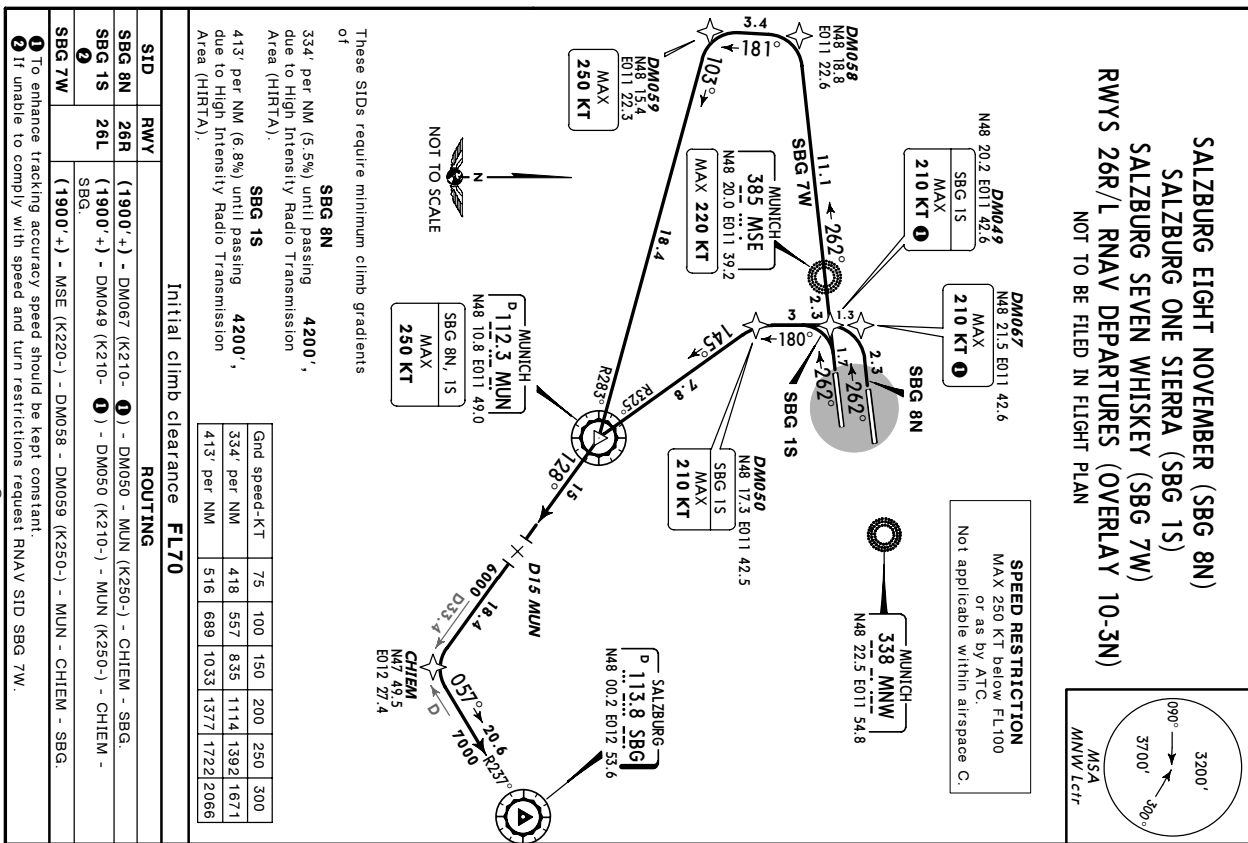
EDDM/MUC
MUNICH

JEPPesen **MUNICH, GERMANY**
8 APR 05 (10-3X2-2) Eff 14 Apr RNAV SID (OVERLAY)

MUNICH Radar
127.95
Apt Elev
1487'

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.

SALZBURG EIGHT NOVEMBER (SBG 8N)
SALZBURG ONE SIERRA (SBG 1S)
SALZBURG SEVEN WHISKEY (SBG 7W)
RWYS 26R/L RNAV DEPARTURES (OVERLAY 10-3N)
NOT TO BE FILED IN FLIGHT PLAN



Initial climb clearance **FL70**

SID	RWY	ROUTING
SBG 8N	26R	(1900'+) - DM067 (K210- ①) - DM050 - MUN (K250-) - CHEM - SBG.
SBG 1S	26L	(1900'+) - DM049 (K210- ①) - DM050 (K210-) - MUN (K250-) - CHEM - SBG.
SBG 7W	SBG	(1900'+) - MSE (K220-) - DM059 (K250-) - MUN - CHEM - SBG.

① To enhance tracking accuracy speed should be kept constant.
② If unable to comply with speed and turn restrictions request RNAV SID SBG 7W.

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

EDDM/MUC
 Apr Elev 1487'
 N48 21.2 E011 47.2

JEPPesen **MUNICH, GERMANY**
 10-9 14 JAN 05

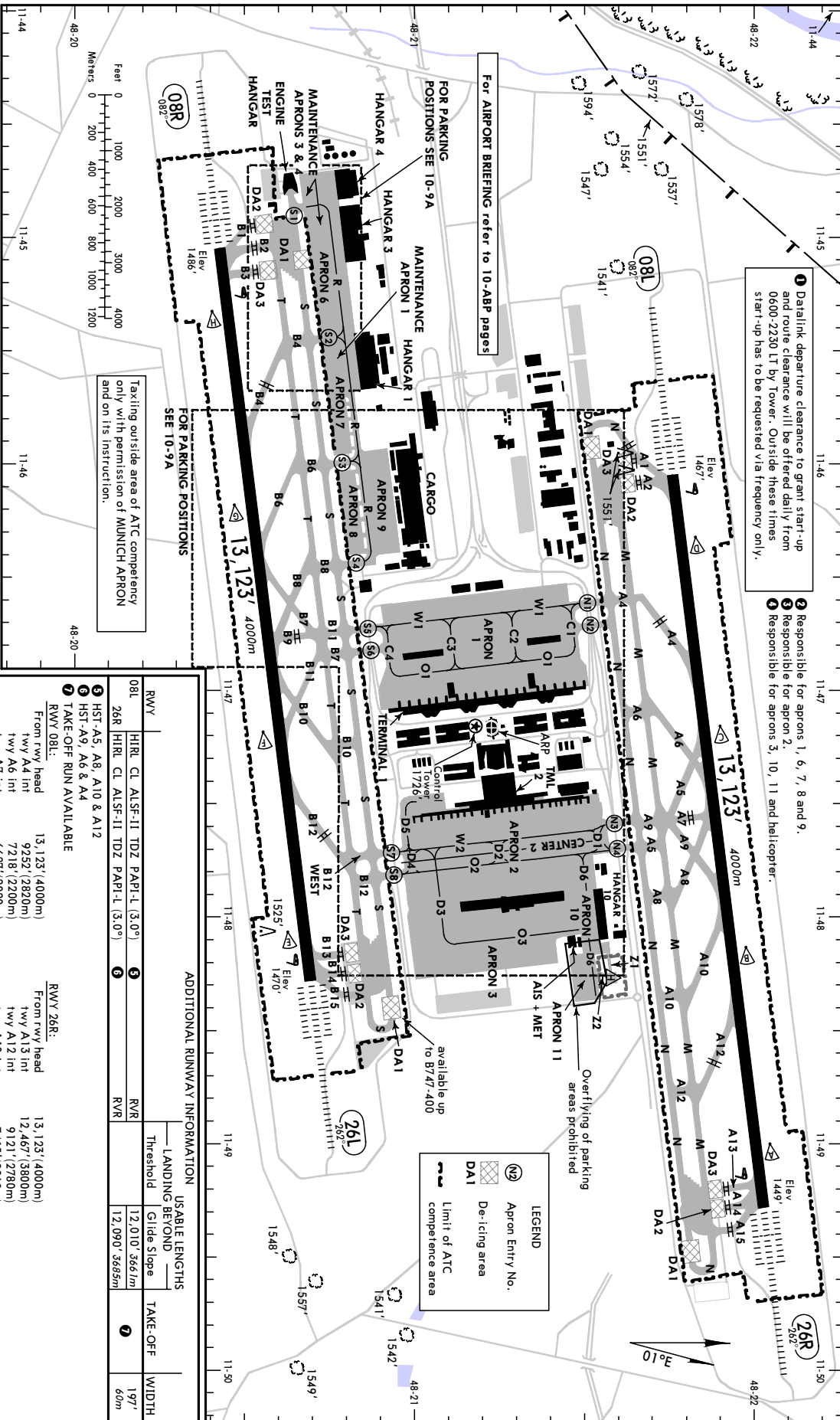
ACARS: MUNICH Delivery	Rwy 08L/26R	MUNICH-Ground	Rwy 08R/26L	Apron 1	Apron 2	Apron 3	Rwy 08L/26R	Tower	Rwy 08R/26L	MUNICH Radar (DEP)	North	South	MUNICH Arrival (DEP)	North	South
123.12 DCI	121.72	121.97	121.82	121.77	121.7	121.92	118.7	120.5	123.9	127.95	128.02	120.77	128.02	120.77	

1 Datalink departure clearance to grant start-up and route clearance will be offered daily from 0600-2230 LT by Tower. Outside these times start-up has to be requested via frequency only.

2 Responsible for aprons 1, 6, 7, 8 and 9.

3 Responsible for apron 2.

4 Responsible for aprons 3, 10, 11 and helicopter.



LEGEND

- (N) Apron Entry No.
- DAI De-icing area
- Limit of ATC competence area

Taxiing outside area of ATC competency only with permission of MUNICH APRON and on its instruction.

JAR OPS									
LVP must be in Force All Rwys									
A	Approved Operators & multi RVR req	RL CL	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)			
B	125m	150m	200m	250m	400m	500m			
C	150m	200m	250m	300m					
D	150m	200m	250m	300m					
1 Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.									
CHANGES: DCL note added.									

ADDITIONAL RUNWAY INFORMATION																		
RWY	THR	CL	ALSF-II	TDZ	PAPL-L	(3.0°)	THR	CL	ALSF-II	TDZ	PAPL-L	(3.0°)	THR	CL	ALSF-II	TDZ	PAPL-L	(3.0°)
08R	HR	CL	ALSF-II	TDZ	PAPL-L	(3.0°)	HR	CL	ALSF-II	TDZ	PAPL-L	(3.0°)	HR	CL	ALSF-II	TDZ	PAPL-L	(3.0°)
26L	HR	CL	ALSF-II	TDZ	PAPL-L	(3.0°)	HR	CL	ALSF-II	TDZ	PAPL-L	(3.0°)	HR	CL	ALSF-II	TDZ	PAPL-L	(3.0°)
USABLE LENGTHS																		
LANDING BEYOND										GLIDE SLOPE	TAKE-OFF	WIDTH						
RWY 08R:										12,010' (3661m)	12,090' (3685m)	197'						
RWY 26R:										12,010' (3661m)	12,090' (3685m)	197'						
RWY 26L:										12,010' (3661m)	12,090' (3685m)	197'						

EDDM/MUC

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

CHANGES: Chart reindexed. Coordinates. © JEPPESSEN SANDERSON, INC., 2004. ALL RIGHTS RESERVED.

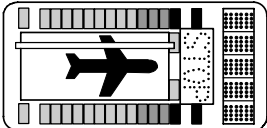
EDDM/MUC

VISUAL DOCKING GUIDANCE SYSTEM (SAFE GATE)

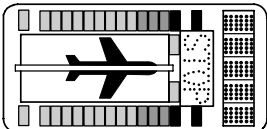
STANDARD DOCKING PROCEDURE

1. Line-up to center acti symbol with green reference bar.
2. Check correct acti type is flashing on display.
3. Check green bottom lights are flashing.
4. When nosegear passes over first sensor, acti type display and green bottom lights will both change from flashing to steady.
5. Green closing rate lights will move upwards in relation to actual acti speed.
6. At 107.3m before the STOP position yellow lights will illuminate.
7. Reaching the STOP position, all four red lights will illuminate current with the displayed command "STOP".
8. If correctly positioned "OK" is displayed. Beyond 37.1m of the nominal STOP position, a warning will be displayed in a flashing mode "TOO FAR".

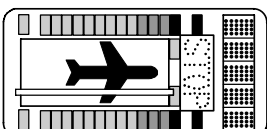
EMERGENCY STOP: All four red STOP position lights and "STOP" will flash.



TURN LEFT



ON CENTERLINE



TURN RIGHT

CHANGES: None. © JEPPESSEN SANDERSON, INC., 2004. ALL RIGHTS RESERVED.

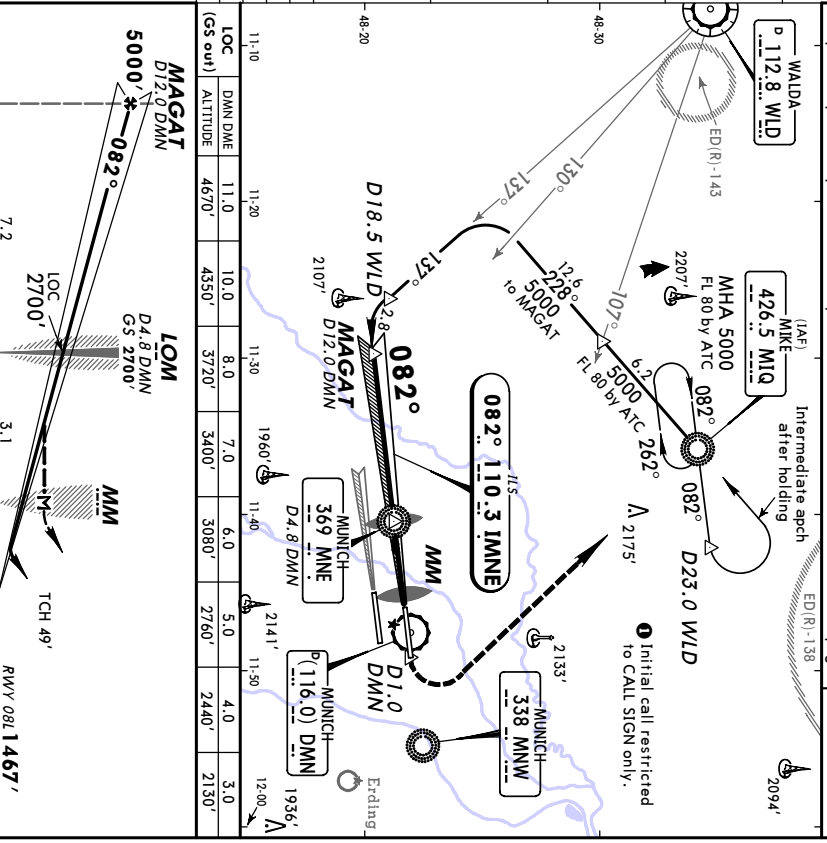
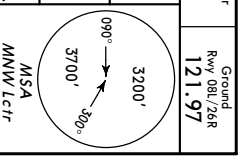
EDDM/MUC
MUNICH

JEPPRESEN
MUNICH, GERMANY
ILS Rwy 08L

4 APR 03 (1-1) **EFF 17 APR**

*ATIS	MUNICH Arrival (APP) Rwy 08L/26R	MUNICH Radar (APP) ①	MUNICH Director	MUNICH Tower	Ground
123.12	128.02	123.9	118.82	118.7	Rwy 08L/26R 121.97
LOC TIME	Final Aptch Crs	GS	DA(H)	Apt Elev	
110.3	082°	2700' (1233')	1667' (200')	1487'	
		LOM		RWY 1467'	

MISSED APCH: Climb STRAIGHT AHEAD until passing 1900' and D1.0 East of DMN, then turn LEFT to MIQ NDB climbing to 5000'.
 Alt Set: hPa (IN on req) Rwy Elev: 53 hPa Trans level: By ATC Trans alt: 5000'
 Independent parallel apch auth with rwy 08R. For further instructions refer to 10-9 pages



LOC	DMN DME	11.0	10.0	8.0	7.0	6.0	5.0	4.0	3.0
GS out	ALTITUDE	4670'	4350'	3720'	3400'	3080'	2760'	2440'	2130'
MAGAT D12.0 DMN 5000' * 082°									
LOM D4.8 DMN GS 2700'									
TCH 49'									
RWY 08L 1467'									

Grnd speed-Kts	70	90	100	120	140	160	HAIAS	1900'	D1.0	5000'	MIQ
LOC Desc Grad	5.2%	377	485	539	647	755	862	1900'	D1.0	5000'	426.5
MAP at MM	STRAGHT-IN LANDING RWY 08L LOC (GS out)										
JAR-OPS											
ILS											
DA(H) 1667' (200')											
MOD(H) 1870' (403')											
FULL											
AIS out											
MM out											
AIS out											
RVR 900m											
RVR 1500m											
RVR 500m											
RVR 1000m											
RVR 1800m											
RVR 1400m											
RVR 2000m											
NOT AUTH											

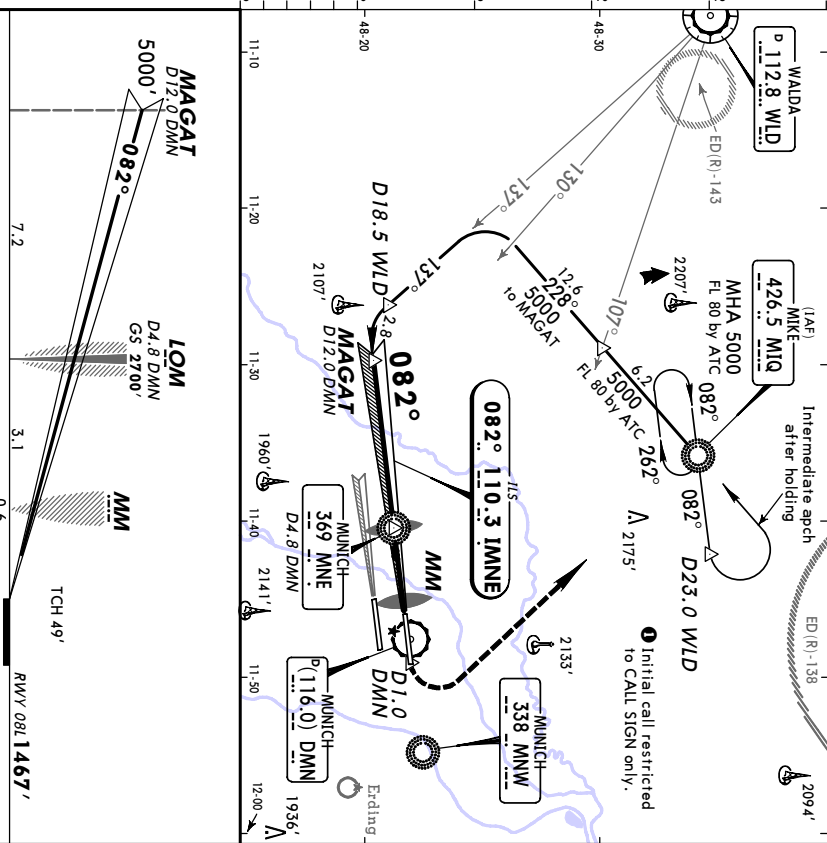
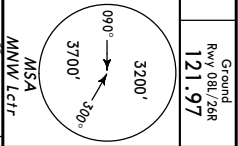
EDDM/MUC
MUNICH

JEPPRESEN
MUNICH, GERMANY
CAT II ILS Rwy 08L

4 APR 03 (1-1A) **EFF 17 APR**

*ATIS	MUNICH Arrival (APP) Rwy 08L/26R	MUNICH Radar (APP) ①	MUNICH Director	MUNICH Tower	Ground
123.12	128.02	123.9	118.82	118.7	Rwy 08L/26R 121.97
LOC TIME	Final Aptch Crs	GS	DA(H)	Apt Elev	
110.3	082°	2700' (1233')	1567' (100')	1487'	
		LOM		RWY 1467'	

MISSED APCH: Climb STRAIGHT AHEAD until passing 1900' and D1.0 East of DMN, then turn LEFT to MIQ NDB climbing to 5000'.
 Alt Set: hPa (IN on req) Rwy Elev: 53 hPa Trans level: By ATC Trans alt: 5000'
 1. Special Aircrew & Actt Certification Required. 2. Independent parallel apch with rwy 08R. For further instructions refer to 10-9 pages.



LOC	DMN DME	11.0	10.0	8.0	7.0	6.0	5.0	4.0	3.0
GS	ALTITUDE	4670'	4350'	3720'	3400'	3080'	2760'	2440'	2130'
MAGAT D12.0 DMN 5000' * 082°									
LOM D4.8 DMN GS 2700'									
TCH 49'									
RWY 08L 1467'									

Grnd speed-Kts	70	90	100	120	140	160	HAIAS	1900'	D1.0	5000'	MIQ
LOC Desc Grad	5.2%	377	485	539	647	755	862	1900'	D1.0	5000'	426.5
MAP at MM	STRAGHT-IN LANDING RWY 08L LOC (GS out)										
JAR-OPS											
CAT II ILS											
DA(H) 1567' (100')											
RA 103'											
ABCD											
RVR 300m											

EDDM/MUC
MUNICH

JEPPERSEN

4 APR 03 **(1-2)** **EFF 17 APR**

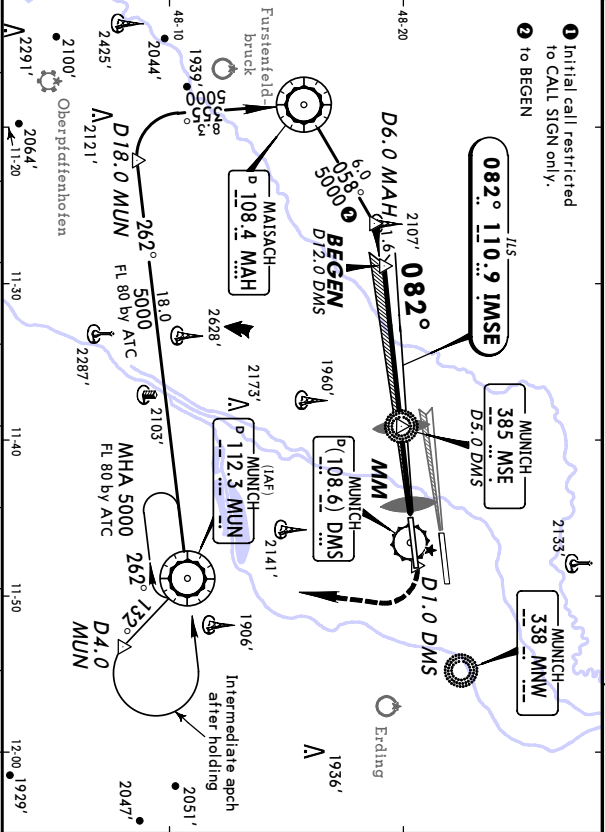
MUNICH, GERMANY
ILS RWY 08R

*ATIS	MUNICH Arrival (APP) Rwy 08R/26L	MUNICH Radar (APP) 1	MUNICH Director	MUNICH Tower	Ground
123.12	120.77	127.95	118.82	Rwy 08R/26L 120.5	Rwy 08R/26L 121.82
LOC IMSE 110.9	Final Apch Crs 082°	GS 2780' (1294')	ILS DA(H) 1686' (200')	Apch Elev 1487' RWY 1486'	

MISSED APCH: Climb STRAIGHT AHEAD until passing 1900' and D1.0 East of DMS, then turn RIGHT to MUN VOR climbing to 5000'.

Alt Ser: Fpa (IN on red) Rwy Elev: 53 Hpa Trans level: By ATC Trans alt: 5000'
 1. Special Alt crew & Actt Certification Required. 2. Independent parallel apch auth with rwy 08L. For further instructions refer to 10-9 pages.

MSA MMW Lctr



LOC	DMS DME	11.0	10.0	9.0	8.0	7.0	6.0	4.0	3.0
GS out	ALTIMETER	4690'	4370'	4060'	3740'	3420'	3100'	2460'	2140'

BEGEN
 D12.0 DMS
 5000'

LOM
 D5.0 DMS
 GS 2780'

MM
 TCH 49'

RWY 08R 1486'

JAR-OPS	ILS	STRAGHT-IN LANDING RWY 08R	LOC (GS out)	1900'	D1.0	5000'	MUN	112.3
DA(H)	1686' (200')	MDA(H)	1880' (394')					
FULL	ALS out	MM out	ALS out					
A	RVR 900m							
B	RVR 550m	RVR 1000m						
C	RVR 1000m	RVR 1800m						
D	RVR 1400m	RVR 2000m						

CHANGES: Missed approach.

EDDM/MUC
MUNICH

JEPPERSEN

4 APR 03 **(1-2A)** **EFF 17 APR**

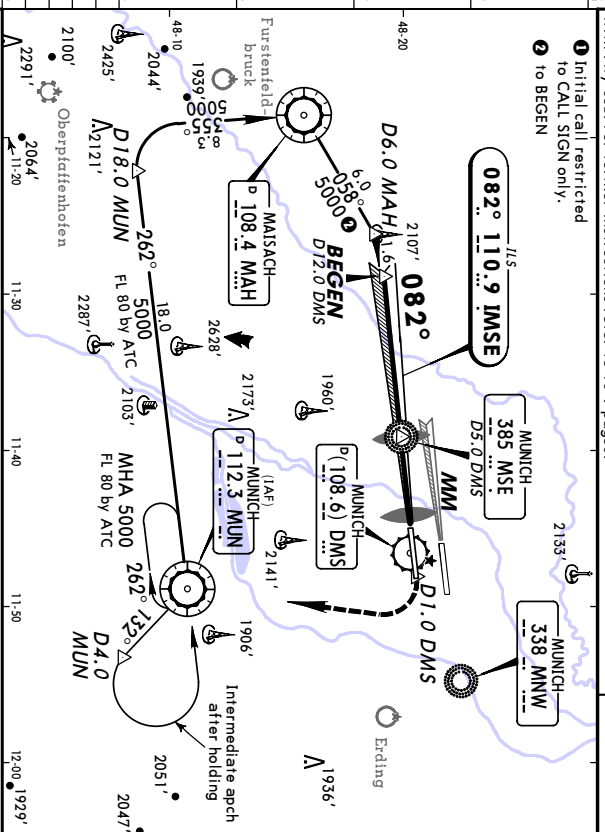
MUNICH, GERMANY
CAT II ILS RWY 08R

*ATIS	MUNICH Arrival (APP) Rwy 08R/26L	MUNICH Radar (APP) 1	MUNICH Director	MUNICH Tower	Ground
123.12	120.77	127.95	118.82	Rwy 08R/26L 120.5	Rwy 08R/26L 121.82
LOC IMSE 110.9	Final Apch Crs 082°	GS 2780' (1294')	CAT II ILS DA(H) RA 102' 1586' (100')	Apch Elev 1487' RWY 1486'	

MISSED APCH: Climb STRAIGHT AHEAD until passing 1900' and D1.0 East of DMS, then turn RIGHT to MUN VOR climbing to 5000'.

Alt Ser: Fpa (IN on red) Rwy Elev: 53 Hpa Trans level: By ATC Trans alt: 5000'
 1. Special Alt crew & Actt Certification Required. 2. Independent parallel apch auth with rwy 08L. For further instructions refer to 10-9 pages.

MSA MMW Lctr



LOC	DMS DME	11.0	10.0	9.0	8.0	7.0	6.0	4.0	3.0
GS	ALTIMETER	3.00'	377	485	539	647	755	862	

BEGEN
 D12.0 DMS
 5000'

LOM
 D5.0 DMS
 GS 2780'

MM
 TCH 49'

RWY 08R 1486'

JAR-OPS	CAT II ILS	STRAGHT-IN LANDING RWY 08R	LOC (GS out)	1900'	D1.0	5000'	MUN	112.3
DA(H)	1586' (100')	ABCD	RA 102'					
FULL	ALS out	MM out	ALS out					
A	RVR 300m							

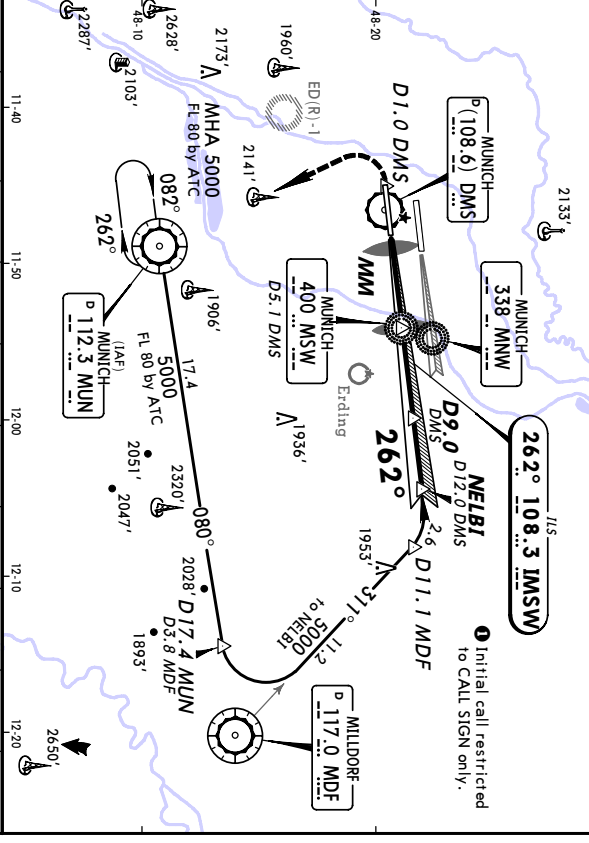
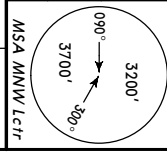
Operators applying U.S. Ops Specs: CAT III authorization required below RVR 350m.

CHANGES: Missed approach.

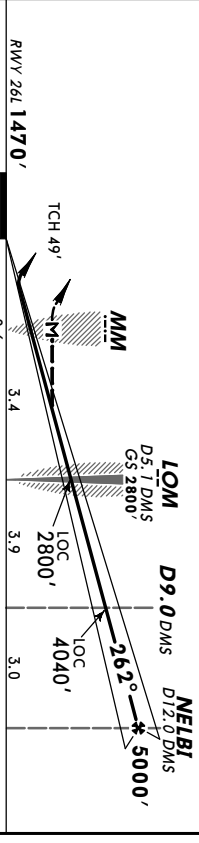
EDDM/MUC
MUNICH
 23 APR 04 (11-3) **JEPPERSEN**
MUNICH, GERMANY
ILS Rwy 26L

* ATIS	MUNICH Actual (APP) Rwy 08R/26L	MUNICH Radar (APP) 1	MUNICH Director	MUNICH Tower	Ground
123.12	120.77	127.95	118.82	120.5	Rwy 08R/26L 121.82
LOC 108.3	Final Apch Crs 262°	GS 2800' (1330')	ILS DA(H) 1670' (200')	Apch Elev 1487'	Rwy 1470'

MISSED APCH: Climb STRAIGHT AHEAD until passing 1900' and D1.0 West of DMS, then turn LEFT to MUN VOR climbing to 5000'.
 Alt Set: hPa (IN on req). Rwy Elev: 53 Hpa. Trans level: By ATC. Trans alt: 5000'.
 I: Special Aircrew & Acti Certification Required. 2. Independent parallel apch auth with rwy 26R. For further instructions refer to 10-9 pages.
 MSA MMW Lctr



LOC	DMS	DME	2130'	2450'	2770'	3080'	3400'	3720'	4360'	4680'
(GS out)	ALTITUDE									



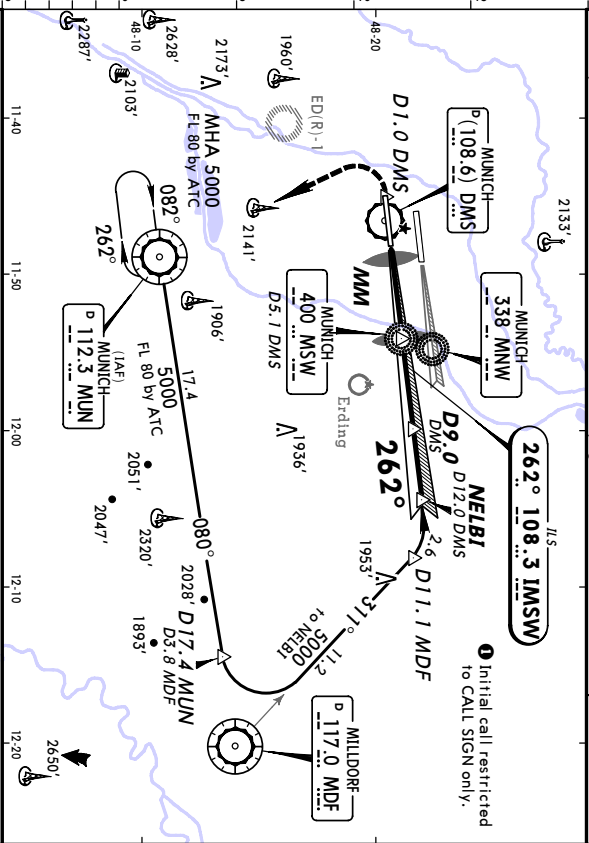
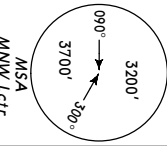
Grnd speed-Kts	70	90	100	120	140	160	ALSIF II	1900'	D1.0	5000'	MUN
ILS GS 3.00° or LOC Desc Grad 5.2%	377	485	539	647	755	862	PAPI				112.3
MAP at MM	STRAIGHT-IN LANDING Rwy 26L LOC (GS out)										

JAR-OPS		ILS		STRAIGHT-IN LANDING Rwy 26L		LOC (GS out)	
FULL		ALS out		RVR 900m		ALS out	
DA(H) 1670' (200')		MVA(H) 1870' (400')		RVR 1000m		RVR 1500m	
RVR 550m		RVR 1000m		NOT AUTH		RVR 1800m	
RVR 1400m		RVR 2000m					

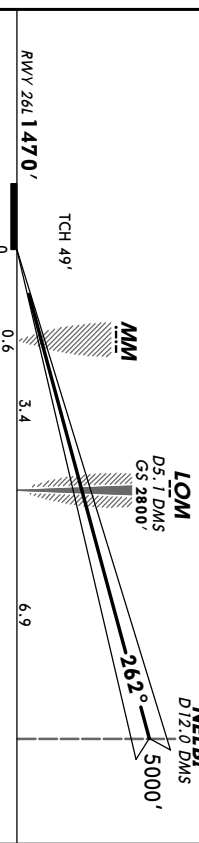
EDDM/MUC
MUNICH
 23 APR 04 (11-3A) **JEPPERSEN**
MUNICH, GERMANY
CAT II ILS Rwy 26L

* ATIS	MUNICH Actual (APP) Rwy 08R/26L	MUNICH Radar (APP) 1	MUNICH Director	MUNICH Tower	Ground
123.12	120.77	127.95	118.82	120.5	Rwy 08R/26L 121.82
LOC 108.3	Final Apch Crs 262°	GS 2800' (1330')	CAT II ILS DA(H) RA 107' 1570' (100')	Apch Elev 1487'	Rwy 1470'

MISSED APCH: Climb STRAIGHT AHEAD until passing 1900' and D1.0 West of DMS, then turn LEFT to MUN VOR climbing to 5000'.
 Alt Set: hPa (IN on req). Rwy Elev: 53 Hpa. Trans level: By ATC. Trans alt: 5000'.
 I: Special Aircrew & Acti Certification Required. 2. Independent parallel apch auth with rwy 26R. For further instructions refer to 10-9 pages.
 MSA MMW Lctr



LOC	DMS	DME	2130'	2450'	2770'	3080'	3400'	3720'	4360'	4680'
(GS out)	ALTITUDE									

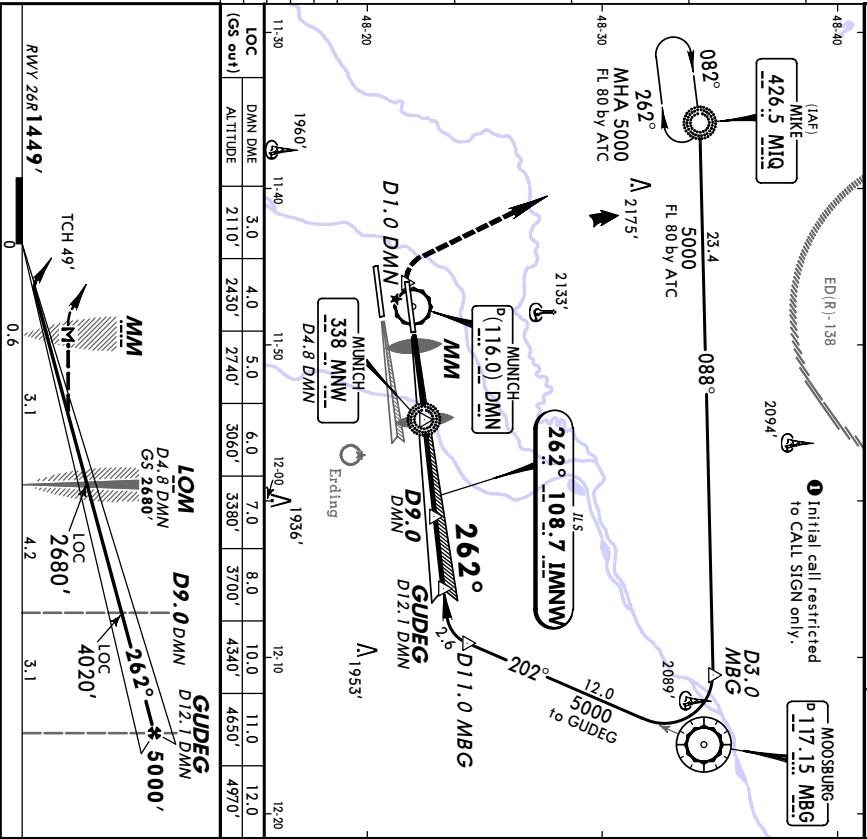


Grnd speed-Kts	70	90	100	120	140	160	ALSIF II	1900'	D1.0	5000'	MUN
GS 3.00°	377	485	539	647	755	862	PAPI				112.3
MAP at MM	STRAIGHT-IN LANDING Rwy 26L LOC (GS out)										

JAR-OPS		CAT II ILS		STRAIGHT-IN LANDING Rwy 26L		LOC (GS out)	
FULL		ALS out		RVR 300m		ALS out	
DA(H) 1570' (100')		RA 107'		RVR 1000m		RVR 1500m	
RVR 550m		RVR 1000m		NOT AUTH		RVR 1800m	
RVR 1400m		RVR 2000m					

EDDM/MUC
MUNICH
JEPPesen 4 APR 03 (1-4) **EFF 17 Apr**
MUNICH, GERMANY
ILS RWY 26R

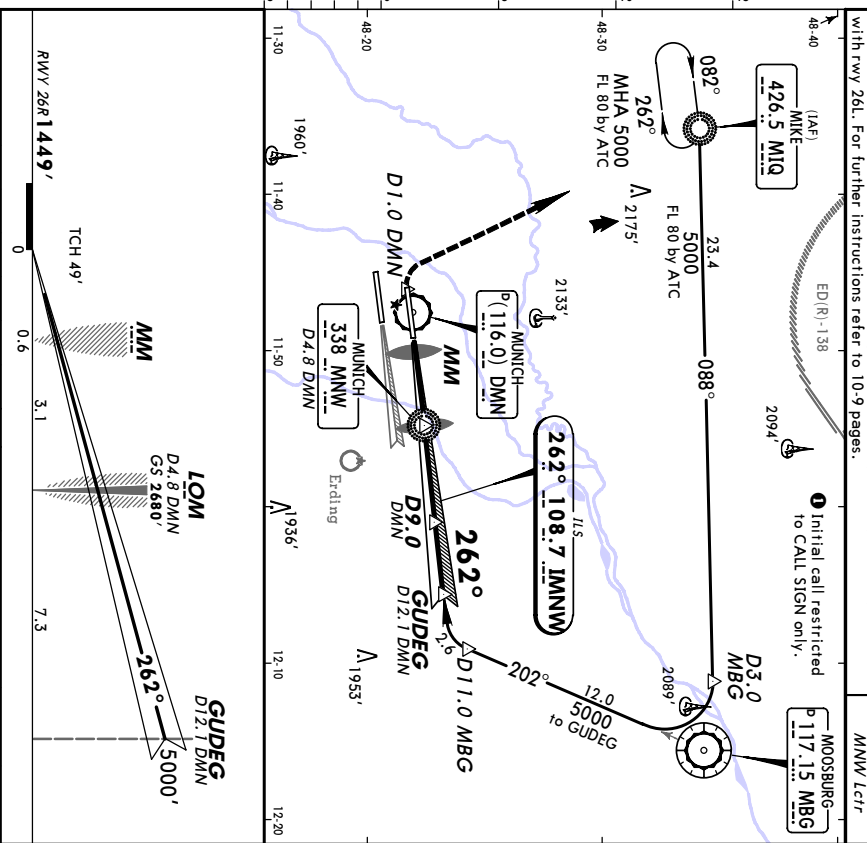
* ATIS	MUNICH Actual (APP)	MUNICH Radar (APP)	MUNICH Director	MUNICH Tower	Ground Rwy 08L/26R
123.12	128.02	123.9	118.82	118.7	121.97
LOC	Final	GS	ILS	Apri Elev	
108.7	262°	2680' (1231')	DA(H) 1649' (200')	RWY 1449'	
IMNW	Apch Crs	LOM	DA(H)	Apri Elev	
				1487'	
MISSED APCH: Climb STRAIGHT AHEAD until passing 1900' and D1.0 West of DMN, then turn RIGHT to MIQ NDB climbing to 5000'.					
Air 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.					
					MSA MMW Lctr



Grnd speed-Kts	70	90	100	120	140	160	HLAS	1900'	D1.0	5000'	MIQ	
ILS GS 3.00% or	377	485	539	647	755	862	PAPI				426.5	
LOC Desc Grad 5.2%												
MAP at MM												
JAR-OPS STRAIGHT-IN LANDING RWY 26R LOC (GS out)												
ILS												
DA(H) 1649' (200')												
FULL ALS out												
MDA(H) 1850' (401')												
MM out												
ALS out												
A	RVR 900m						RVR 1500m					
B	RVR 550m						RVR 1000m		NOT AUTH			
C	RVR 1000m						RVR 1800m					
D	RVR 1400m						RVR 2000m					

EDDM/MUC
MUNICH
JEPPesen 4 APR 03 (1-4A) **EFF 17 Apr**
MUNICH, GERMANY
CAT II ILS RWY 26R

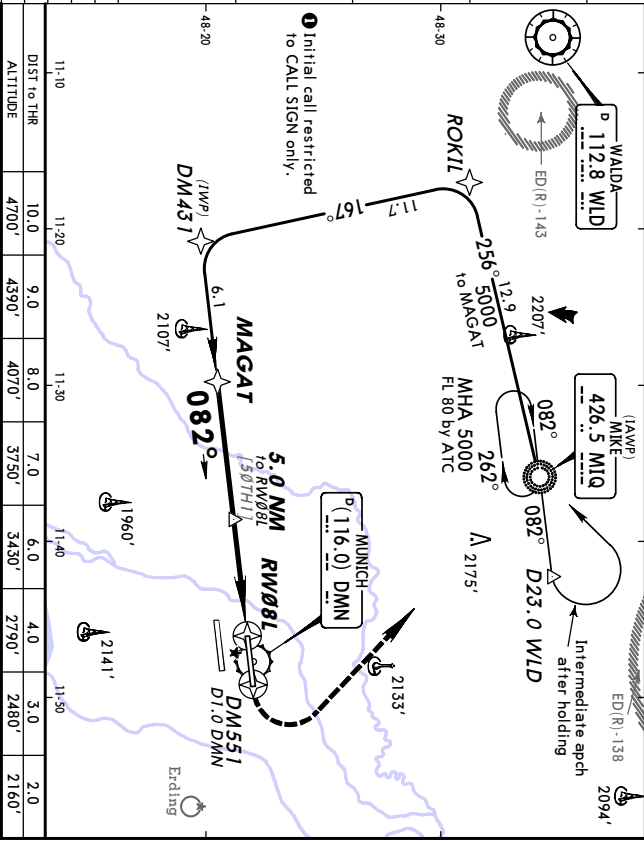
* ATIS	MUNICH Actual (APP)	MUNICH Radar (APP)	MUNICH Director	MUNICH Tower	Ground Rwy 08L/26R
123.12	128.02	123.9	118.82	118.7	121.97
LOC	Final	GS	ILS	Apri Elev	
108.7	262°	2680' (1231')	DA(H) RA 107' 1549' (100')	RWY 1449'	
IMNW	Apch Crs	LOM	DA(H)	Apri Elev	
				1487'	
MISSED APCH: Climb STRAIGHT AHEAD until passing 1900' and D1.0 West of DMN, then turn RIGHT to MIQ NDB climbing to 5000'.					
Air Set: hPa (IN on req) Rwy Elev: 52 hPa Trans level: By ATC Trans alt: 5000'					
1. Special Aircrew & Acti Certification Required. 2. Independent parallel apch auth with rwy 26L. For further instructions refer to 10-9 pages.					
					MSA MMW Lctr



Grnd speed-Kts	70	90	100	120	140	160	HLAS	1900'	D1.0	5000'	MIQ
GS	3.00%	377	485	539	647	755	862	PAPI			426.5
JAR-OPS STRAIGHT-IN LANDING RWY 26R CAT II ILS											
ABC											
DA(H) RA 107' 1549' (100')											
RVR 300m											

EDDM/MUC MUNICH **4 APR 03** **JEPPESSEN (12-1)** **MUNICH GERMANY**
MUNICH (GP\$) RWY 08L

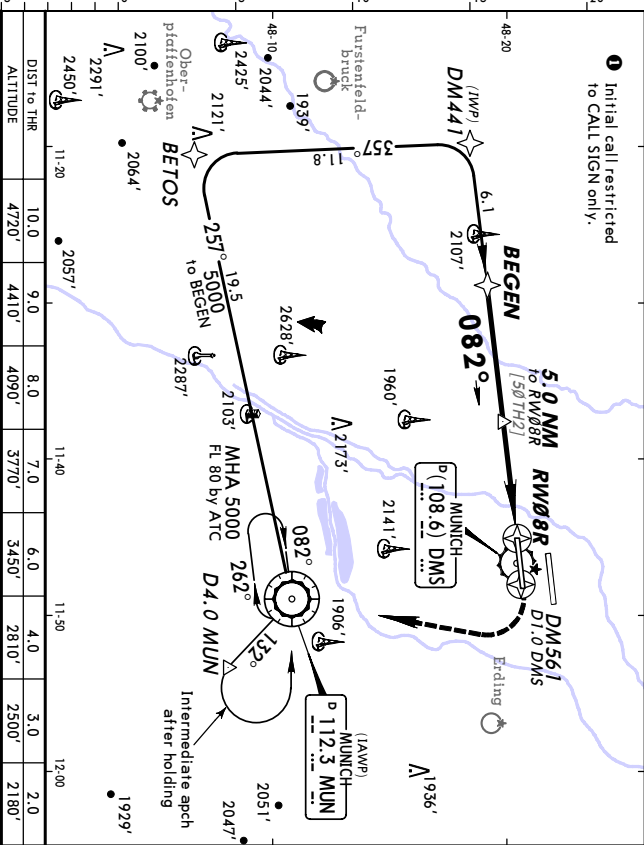
*A/TIS	MUNICH Arrival (APP)	MUNICH Radar (APP)	MUNICH Director	MUNICH Tower	Ground
123.12	MUNICH 08L/26R 128.02	MUNICH Radar (APP) 123.9	MUNICH Director 118.82	MUNICH Tower 118.7	Rwy 08L/26R 121.97
GPS	Final Aptch Crs 082°	Minimum Alt MAGAT 5000' (3533')	MDA(H) Refer to Minimums RWY 1467'	Apt Elev 1487'	
MISSED APCH: Climb STRAIGHT AHEAD until passing 1900' and DM551/ D1.0 East of DMN, then turn LEFT to MIQ NDB, climbing to 5000'. Alt Set: hPa (IN on req) Rwy Elev: 53 fPa Trans level: By ATC Trans alt: 5000' GPS qualification required.					MISA APP



DIST to THR	11-10	11-20	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0																																	
ALTITUDE	4700'	4390'	4070'	3750'	3430'	2790'	2480'	2160'																																			
MAGAT 5000' \pm 082° to RWY 08L [507H1]																																											
[TCH 49']																																											
RWY 08L 1467'																																											
Grnd speed-Kts	70	90	100	120	140	160																																					
Descent angle	[3.00°]	372	478	531	637	743	849																																				
MAP at RWY 08L	<table border="1"> <tr> <th>JAR OPS</th> <td colspan="10">STRAIGHT-IN LANDING RWY 08L</td> </tr> <tr> <td colspan="11">MDA(H) A: 1870' (403') BCD: 1980' (513')</td> </tr> <tr> <td colspan="11">ALS out</td> </tr> </table>										JAR OPS	STRAIGHT-IN LANDING RWY 08L										MDA(H) A: 1870' (403') BCD: 1980' (513')											ALS out										
JAR OPS	STRAIGHT-IN LANDING RWY 08L																																										
MDA(H) A: 1870' (403') BCD: 1980' (513')																																											
ALS out																																											

EDDM/MUC MUNICH **4 APR 03** **JEPPESSEN (12-2)** **MUNICH GERMANY**
MUNICH (GP\$) RWY 08R

*A/TIS	MUNICH Arrival (APP)	MUNICH Radar (APP)	MUNICH Director	MUNICH Tower	Ground
123.12	MUNICH 08R/26L 120.77	MUNICH Radar (APP) 127.95	MUNICH Director 118.82	MUNICH Tower 120.5	Rwy 08R/26L 121.82
GPS	Final Aptch Crs 082°	Minimum Alt BEGEN 5000' (3514')	MDA(H) Refer to Minimums RWY 1486'	Apt Elev 1487'	
MISSED APCH: Climb STRAIGHT AHEAD until passing 1900' and DM561/ D1.0 East of DMS, then turn RIGHT to MUN VOR climbing to 5000'. Alt Set: hPa (IN on req) Rwy Elev: 53 fPa Trans level: By ATC Trans alt: 5000' GPS qualification required.					MISA APP



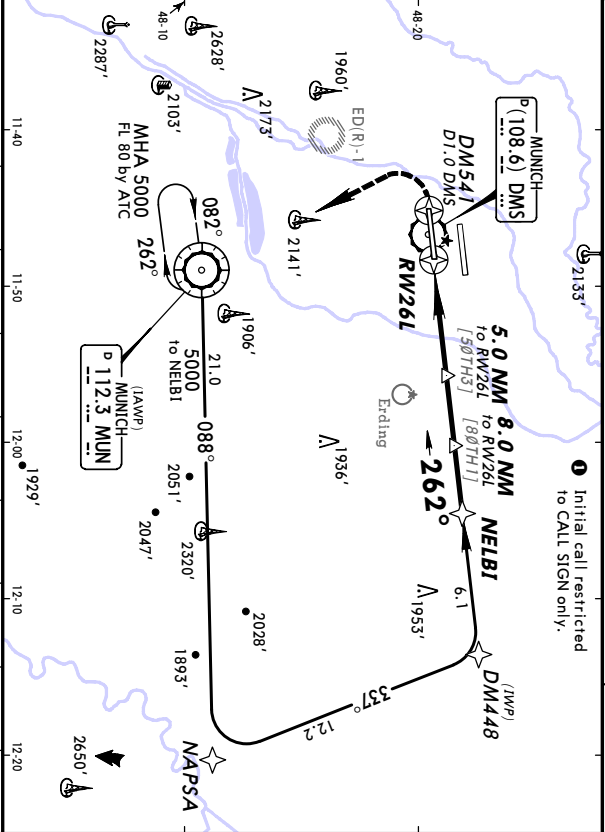
DIST to THR	11-10	11-20	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0																																	
ALTITUDE	4720'	4410'	4090'	3770'	3450'	2810'	2500'	2180'																																			
BEGEN 5000' \pm 082° to RWY 08R [507H2]																																											
[TCH 49']																																											
RWY 08R 1486'																																											
Grnd speed-Kts	70	90	100	120	140	160																																					
Descent angle	[3.00°]	372	478	531	637	743	849																																				
MAP at RWY 08R	<table border="1"> <tr> <th>JAR OPS</th> <td colspan="10">STRAIGHT-IN LANDING RWY 08R</td> </tr> <tr> <td colspan="11">MDA(H) 1910' (424')</td> </tr> <tr> <td colspan="11">ALS out</td> </tr> </table>										JAR OPS	STRAIGHT-IN LANDING RWY 08R										MDA(H) 1910' (424')											ALS out										
JAR OPS	STRAIGHT-IN LANDING RWY 08R																																										
MDA(H) 1910' (424')																																											
ALS out																																											

EDDM/MUC **MUNICH GERMANY**
MUNICH **RNAV (GP\$) RWY 26L**

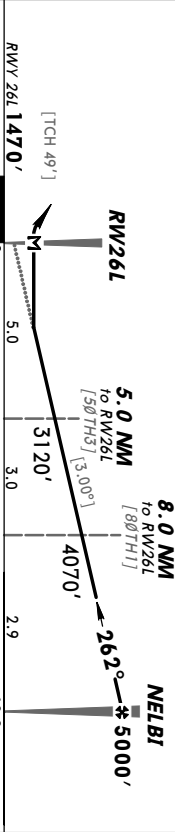
23 APR 04 (12-3) **JEPPesen**

* ATIS	MUNICH Actual (APP) Rwy 08R/26L	MUNICH Radar (APP) 127.95	MUNICH Director	MUNICH Tower Rwy 08R/26L	Ground Rwy 08R/26L
123.12	120.77	127.95	118.82	120.5	121.82
GPS	Final Apch Crs 262°	Minimum Alt 5000' (3530')	MDA(H) Refer to Minimums	ApI Elev 1487' Rwy 1470'	3700'

MISSED APCH: Climb STRAIGHT AHEAD until passing 1900' and DM541/
 D1.0 West of DMS, then turn LEFT to MUN VOR climbing to 5000'.
 Alt Set: hPa (IN on req) Rwy Elev: 53 hPa Trans level: By ATC Trans alt: 5000'
 GPS qualification required.



DIST to THR	1.0	2.0	3.0	4.0	6.0	7.0	9.0	10.0
ALTITUDE	1840'	2160'	2480'	2800'	3430'	3750'	4390'	4710'



Grnd speed-Kts	70	90	100	120	140	160	ASE-II	1900'	
Descent angle	3.00°	3.74	4.81	5.34	6.41	7.48	8.55	D1.0 and West of DMS	
MAP at RW26L								PAR	1900'

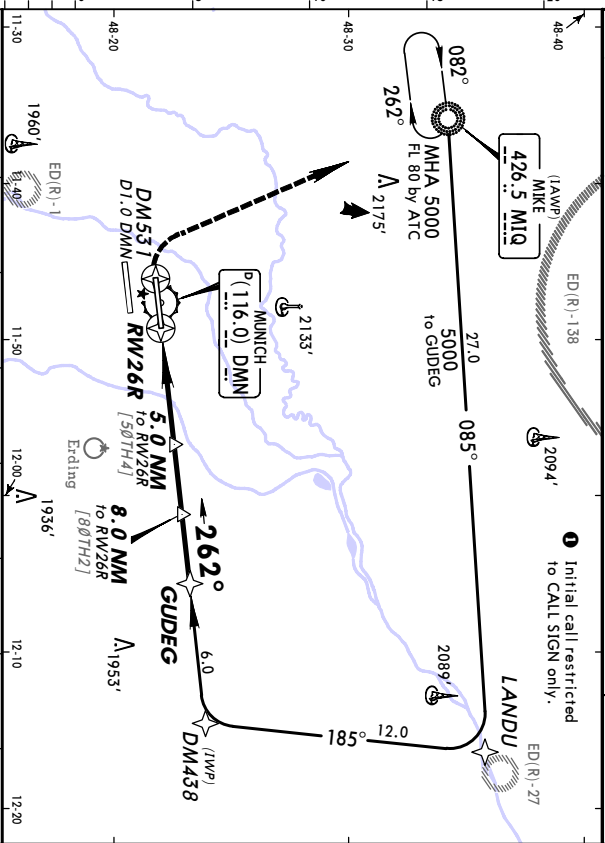
JAR OPS		STRAIGHT-IN LANDING RWY 26L	
MDA(H): A: 1870' (400'), BCD: 1980' (510')		ALS out	
A	RVR 900m	ALS out	
B	RVR 1200m	RVR 1500m	
C	RVR 1600m	RVR 2000m	
D	RVR 1600m	RVR 2000m	

EDDM/MUC **MUNICH GERMANY**
MUNICH **RNAV (GP\$) RWY 26R**

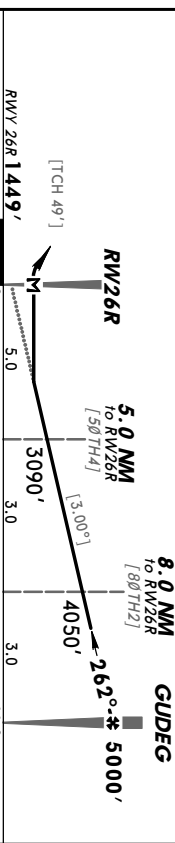
23 APR 04 (12-4) **JEPPesen**

* ATIS	MUNICH Actual (APP) Rwy 08L/26R	MUNICH Radar (APP) 123.9	MUNICH Director	MUNICH Tower Rwy 08L/26R	Ground Rwy 08L/26R
123.12	128.02	123.9	118.82	118.7	121.97
GPS	Final Apch Crs 262°	Minimum Alt 5000' (3511')	MDA(H) Refer to Minimums	ApI Elev 1487' Rwy 1449'	3700'

MISSED APCH: Climb STRAIGHT AHEAD until passing 1900' and DM531/
 D1.0 West of DMN, then turn RIGHT to MIQ NDB climbing to 5000'.
 Alt Set: hPa (IN on req) Rwy Elev: 52 hPa Trans level: By ATC Trans alt: 5000'
 GPS qualification required.



DIST to THR	2.0	3.0	4.0	6.0	7.0	9.0	10.0
ALTITUDE	2140'	2460'	2780'	3410'	3730'	4370'	4690'



Grnd speed-Kts	70	90	100	120	140	160	ASE-II	1900'	
Descent angle	3.00°	3.72	4.78	5.31	6.37	7.43	8.49	D1.0 and West of DMN	
MAP at RW26R								PAR	1900'

JAR OPS		STRAIGHT-IN LANDING RWY 26R	
MDA(H): A: 1850' (401')		ALS out	
A	RVR 900m	ALS out	
B	RVR 1000m	RVR 1500m	
C	RVR 1400m	RVR 2000m	
D	RVR 1400m	RVR 2000m	

EDDM/MUC
MUNICH

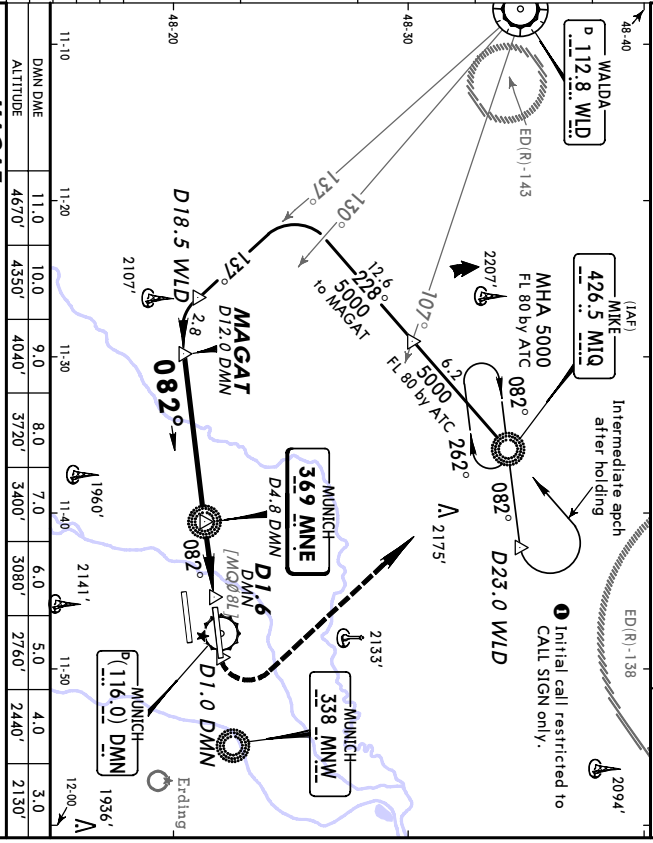
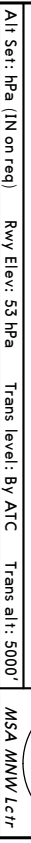
JEPPESEN
4 APR 03 (6-1) **EFF 17 APR**
MUNICH, GERMANY
NDB DME Rwy 08L

*ATIS	MUNICH Arrival (APP)	MUNICH Radar (APP)	MUNICH Director	MUNICH Tower	Ground
123.12	Rwy 08L/26R	Rwy 08L/26L	Rwy 08L/26L	Rwy 08L/26L	Rwy 08L/26L
123.02		123.9	118.82	118.7	121.97

Lctr	Final	Minimum Alt	MDA(H)	Apt Elev
MSE	Apch Crs	MAGAT	Refer to Minimums	Rwy 1487'
385	082°	5000' (3514')		

MISSED APCH: Climb STRAIGHT AHEAD until passing 1900' and D1.0 East of DMS, then turn RIGHT to MUN VOR climbing to 5000'.
MISA MNW Lctr

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



Grid speed-Kts	70	90	100	120	140	160
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849
MAP at D1.6 DMS						

JAR-OPS STRAIGHT-IN LANDING Rwy 08L

MDA(H) AB: **1910' (443')** CD: **1980' (513')**

ALS out

A	RVR 900m					
B	RVR 1000m					
C	RVR 1200m					
D	RVR 1600m					

HAAS **1900'** and East of DMS

EDDM/MUC
MUNICH

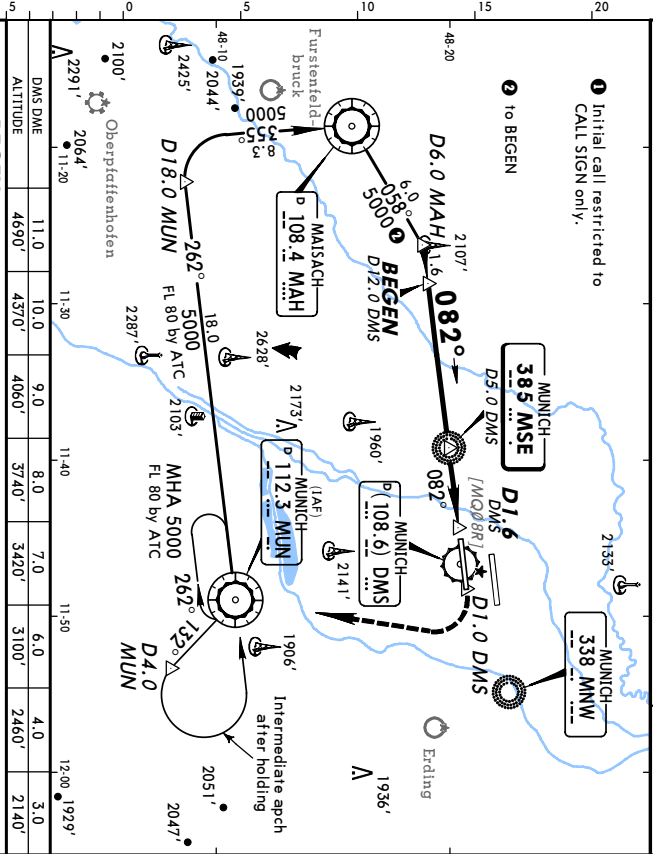
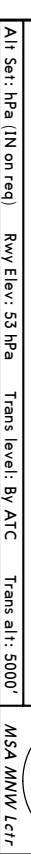
JEPPESEN
4 APR 03 (6-2) **EFF 17 APR**
MUNICH, GERMANY
NDB DME Rwy 08R

*ATIS	MUNICH Arrival (APP)	MUNICH Radar (APP)	MUNICH Director	MUNICH Tower	Ground
123.12	Rwy 08R/26L	Rwy 08R/26L	Rwy 08R/26L	Rwy 08R/26L	Rwy 08R/26L
120.77		127.95	118.82	120.5	121.82

Lctr	Final	Minimum Alt	MDA(H)	Apt Elev
MSE	Apch Crs	BEGEN	Refer to Minimums	Rwy 1486'
385	082°	5000' (3514')		

MISSED APCH: Climb STRAIGHT AHEAD until passing 1900' and D1.0 East of DMS, then turn RIGHT to MUN VOR climbing to 5000'.
MISA MNW Lctr

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



Grid speed-Kts	70	90	100	120	140	160
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849
MAP at D1.6 DMS						

JAR-OPS STRAIGHT-IN LANDING Rwy 08R

MDA(H) A: **1880' (594')** BCD: **1910' (424')**

ALS out

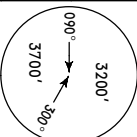
A	RVR 900m					
B	RVR 1000m					
C	RVR 1800m					
D	RVR 1400m					

HAAS **1900'** and East of DMS

EDDM/MUC
MUNICH

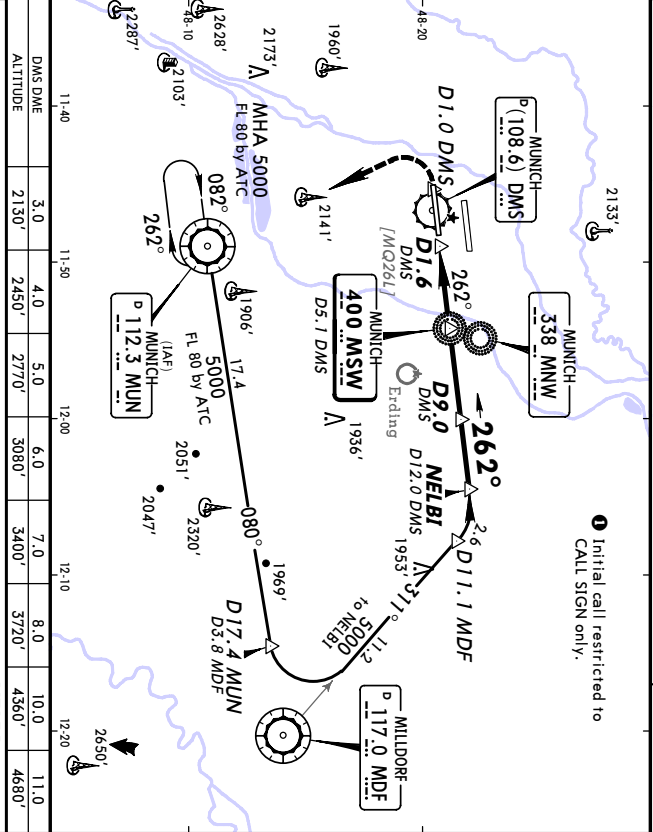
4 APR 03 (6-3) **JEPPesen** **EFF 17 APR** **MUNICH, GERMANY**
NDB DME Rwy 26L

* ATIS	MUNICH Arrival (APP) Rwy 08R/26L	MUNICH Radar (APP) 127.95	MUNICH Director	MUNICH Tower Rwy 08R/26L	Ground Rwy 08R/26L
123.12			118.82	120.5	121.82
Lctr	Final	Minimum Alt	MDA(H) Refer to Minimums	Appt Elev 1487'	
MSW 400	Apch Crs 262°	5000' (3530')		Rwy 1470'	



MISSED APCH: Climb STRAIGHT AHEAD until passing 1900' and D1.0 West of DMS, then turn LEFT to MUN VOR climbing to 5000'.

All Set: hPa (IN on req) Rwy Elev: 53 hPa Trans level: By ATC Trans alt: 5000' MSA MMW Lctr



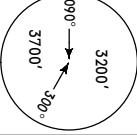
DMS DME	3.0	4.0	5.0	6.0	7.0	8.0	10.0	11.0
ALTITUDE	2130'	2450'	2770'	3080'	3400'	3720'	4360'	4680'

PANS OPS	STRAIGHT-IN LANDING Rwy 26L						HIAS 1900'	D1.0 aptd West of DMS
	MDA(H) AB: 1830' (360') CD: 1980' (510')							
	ALS out							
	A	RVR 900m						
B	RVR 1000m							
C	RVR 1200m							
D	RVR 1600m							

EDDM/MUC
MUNICH

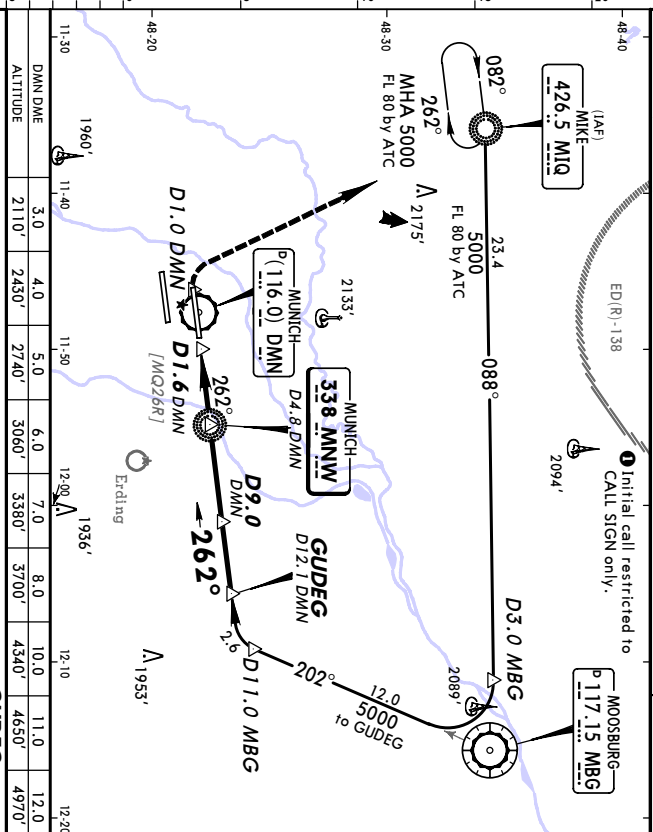
4 APR 03 (6-4) **JEPPesen** **EFF 17 APR** **MUNICH, GERMANY**
NDB DME Rwy 26R

* ATIS	MUNICH Arrival (APP) Rwy 08L/26R	MUNICH Radar (APP) 123.9	MUNICH Director	MUNICH Tower Rwy 08L/26R	Ground Rwy 08L/26R
123.12			118.82	118.7	121.97
Lctr	Final	Minimum Alt	MDA(H) Refer to Minimums	Appt Elev 1487'	
MNW 338	Apch Crs 262°	5000' (3511')		Rwy 1449'	



MISSED APCH: Climb STRAIGHT AHEAD until passing 1900' and D1.0 West of DMN, then turn RIGHT to MIQ NDB climbing to 5000'.

All Set: hPa (IN on req) Rwy Elev: 52 hPa Trans level: By ATC Trans alt: 5000' MSA MMW Lctr



DMN DME	3.0	4.0	5.0	6.0	7.0	8.0	10.0	12.0
ALTITUDE	2110'	2430'	2740'	3060'	3380'	3700'	4340'	4970'

PANS OPS	STRAIGHT-IN LANDING Rwy 26R						HIAS 1900'	D1.0 aptd West of DMN
	MDA(H) 1850' (401')							
	ALS out							
	A	RVR 900m						
B	RVR 1000m							
C	RVR 1800m							
D	RVR 1400m							