(c) JEPPESEN SANDERSON, INC., 2018, ALL RIGHTS RESERVED

List of pages in this Trip Kit

Trip Kit Index
Airport Information For EDDM
Terminal Charts For EDDM
Revision Letter For Cycle 12-2018
Change Notices
Notebook

(c) JEPPESEN SANDERSON, INC., 2018, ALL RIGHTS RESERVED

General Information

Location: MUNICH DEU
ICAO/IATA: EDDM / MUC
Lat/Long: N48° 21.2', E011° 47.2'
Elevation: 1487 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 3.0° E

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

Sunrise: 0317 Z
Sunset: 1917 Z

Runway Information

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

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

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

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

Communication Information

ATIS: 123.130
Munich Tower: 118.705
Munich Tower: 119.405 Secondary
Munich Tower: 120.505
Munich Ground: 121.830
Munich Ground: 121.980
Munich Apron Ramp/Taxi: 121.710
Munich Apron Ramp/Taxi: 121.780
Munich Apron Ramp/Taxi: 121.930
Munich Clearance Delivery: 121.730

(c) JEPPESEN SANDERSON, INC., 2018, ALL RIGHTS RESERVED

Munich Arrival: 128.025 Between 33573932 ft and 33563932 ft
Munich Arrival: 120.775 Between 33573932 ft and 33563932 ft
Munich De-Icing Operations: 121.640
Munich De-Icing Operations: 121.660
Munich De-Icing Operations: 121.680
Munich De-Icing Operations: 121.740
Munich De-Icing Operations: 121.790
Munich De-Icing Operations: 121.840
Munich De-Icing Operations: 121.880
Munich Direct (Approach Control Radar): 118.825
Munich Direct (Approach Control Radar): 132.300
Munich De-Icing Operations: 121.590
Munich De-Icing Operations: 121.890
Munich De-Icing Operations: 121.990
Munich Radar: 123.900 At or below 33563932 ft
Munich Radar: 126.450 Secondary
Munich Radar: 127.950 At or below 33563932 ft
Munich Radar: 131.225

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

1. GENERAL

1.1. ATIS

*D-ATIS 123.130

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

Pilots shall reduce noise disturbance caused by ACFT 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
60549 Frankfurt/Main
Tel. (069) 257 58 51 20
Telefax: (069) 69 05 08 11, SITA: FRAZTXH, AFTN: EDDFYHYX
Mail: www.fhkd.org

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.

© JEPPESEN, 2004, 2018. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

1. GENERAL

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 des Innern, fuer Bau und Verkehr" or upon its instruction - by the Luftaufsicht at MUNICH APT, in substantiated individual cases to avoid serious disruptions to air traffic or in cases of special public interest.

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

1.2.2.4. Between 2200-0600LT

Departures of ACFT with wake turbulence category "H" and "J" from RWY 26L via MUN shall use a departure route with designator "W" only.

Between 2200-0600LT
When dual RWY operations are applied, departing ACFT of type B747 shall use RWY 08L/26R.
When single RWY operations are applied, the open RWY shall be used for departures.

1.2.2.5. Between 2200-0600LT

Munich APT may not be indicated as a planned alternate APT in the ATC flight plan.

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 run-up enclosure.
- The operating period of the engine run-up enclosure 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 center, 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 run-up enclosure.

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).

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.

© JEPPESEN, 2004, 2018. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

1. GENERAL

1.3.3. GUIDANCE WITHIN AREA OF APRON CONTROL RESPONSIBILITY

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

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

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

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

Pilots shall select AUTO mode and assigned Mode A code.

If AUTO mode is not available, select ON (e.g. XPDR) and assigned Mode A code under the following conditions:
- From the request for push-back or taxi, whichever is earlier;
- After landing, continuously until the ACFT is fully parked on stand;
- When fully parked on stand, select STBY.

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

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

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

1.5. TAXI PROCEDURES

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

1.6. PARKING INFORMATION

Visual Docking Guidance System available at stands 101, 102, 103, 104, 105, 107A, 107B, 108, 109B, 110, 111A, 111B, 112, 113A, 113B, 113X, 115A, 115B, 116, 117A, 117B, 118, 119, 120, 121, 131, 132, 135, 141-144, 151, 152, 155, 161-165, 181-189, 201-224, 231-234, 244-256, 301-302B, 308-313, 317-318B.

1.7. OTHER

For APT Collaborative Decision Making (ACDM) see ATC pages Germany.

© JEPPESEN, 2004, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

2. ARRIVAL

2.1. SPEED RESTRICTIONS

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

2.2. NOISE ABATEMENT PROCEDURES

2.2.1. REVERSE THRUST

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

2.3. CAT II/III OPERATIONS

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

2.4. RWY OPERATIONS

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

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

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

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

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

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

2.4.3. AIR TRAFFIC HANDLING

2.4.3.1. USE OF RWY s

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

2.4.3.2. FREQUENCY CHANGE

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

When RWY vacated, contact Ground.

© JEPPESEN, 2004, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

2. ARRIVAL

2.4.3.3. HIRO HIGH INTENSITY RWY OPERATIONS

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

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

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

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

In the interest of noise abatement, from 2200-0600LT arriving ACFT should leave the RWY during idle thrust via the high-speed turn-offs stated above or later.

It is recommended to name the respective high-speed turn-off during the approach briefing (cockpit).

2.5. TAXI PROCEDURES

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

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

2.6. OTHER INFORMATION

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

2.6.1.1. GENERAL

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

© JEPPESEN, 2004, 2012. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

2. ARRIVAL

2.6.1.2. PROCEDURE

ACFT will be guided by the approach control unit by means of radar vectoring and will be cleared for a continuous descent to the intermediate approach altitude in such a way that after reaching this intermediate approach altitude on the localizer course, about 1NM will be left for intercepting the GS 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 300ft/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 300ft/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 10NM from touchdown. This should enable the pilot to correct the rate of descent as required.

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

2.6.1.3. NOISE ABATEMENT

On approaches in accordance with the CDA, pilots are also expected to use the approach techniques recommended for noise abatement in the vicinity of APTs.

2.6.2. AIR TRAFFIC HANDLING

2.6.2.1. PROCEDURE

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

2.6.2.2. CLEARANCE LIMIT

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

2.6.2.3. HOLDING PROCEDURE

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

2.6.2.4. COMM FAILURE PROCEDURE

Only in the case of communication failure have pilots to proceed to the respective Initial Approach Fix MUN/MIQ, to hold overhead and execute a standard instrument approach following the published procedures.

Pilots already cleared for a RNAV-transition should follow the transition and execute a standard instrument approach to the respective RWY.

© JEPPESEN, 2004, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

3. DEPARTURE

3.1. DE-ICING

3.1.1. GENERAL

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

De-icing notification to the de-icing coordinator is mandatory at least 20 minutes prior to off-block on frequency 121.990 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. The de-icing pad may be opposite to the departure direction.

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

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

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

3.1.2. COMMERCIAL JET ACFT

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

MUNICH De-icing:	NORTH 13 (RWY 26R)	**121.840**	SOUTH 13 (RWY 26L)	**121.890**
	NORTH 14 (RWY 26R)	**121.740**	SOUTH 14 (RWY 26L)	**121.790**
	NORTH 15 (RWY 26R)	**121.590**	SOUTH 15 (RWY 26L)	**121.660**
	NORTH 1 (RWY 08L)	**121.590**	SOUTH 1 (RWY 08R)	**121.790**
	NORTH 2 (RWY 08L)	**121.740**	SOUTH 2 (RWY 08R)	**121.660**
	NORTH 3 (RWY 08L)	**121.840**	SOUTH 3 (RWY 08R)	**121.890**

3.1.3. COMMERCIAL PROPELLER-DRIVEN ACFT

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

3.1.4. GENERAL AVIATION ACFT

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

3.2. PUSH-BACK AND TAXI PROCEDURES

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.

© JEPPESEN, 2004, 2018. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

3. DEPARTURE

3.3. RWY OPERATIONS

3.3.1. 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.

3.3.2. FREQUENCY CHANGE

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

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

3.3.3. HIGH INTENSITY RWY OPERATIONS

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

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

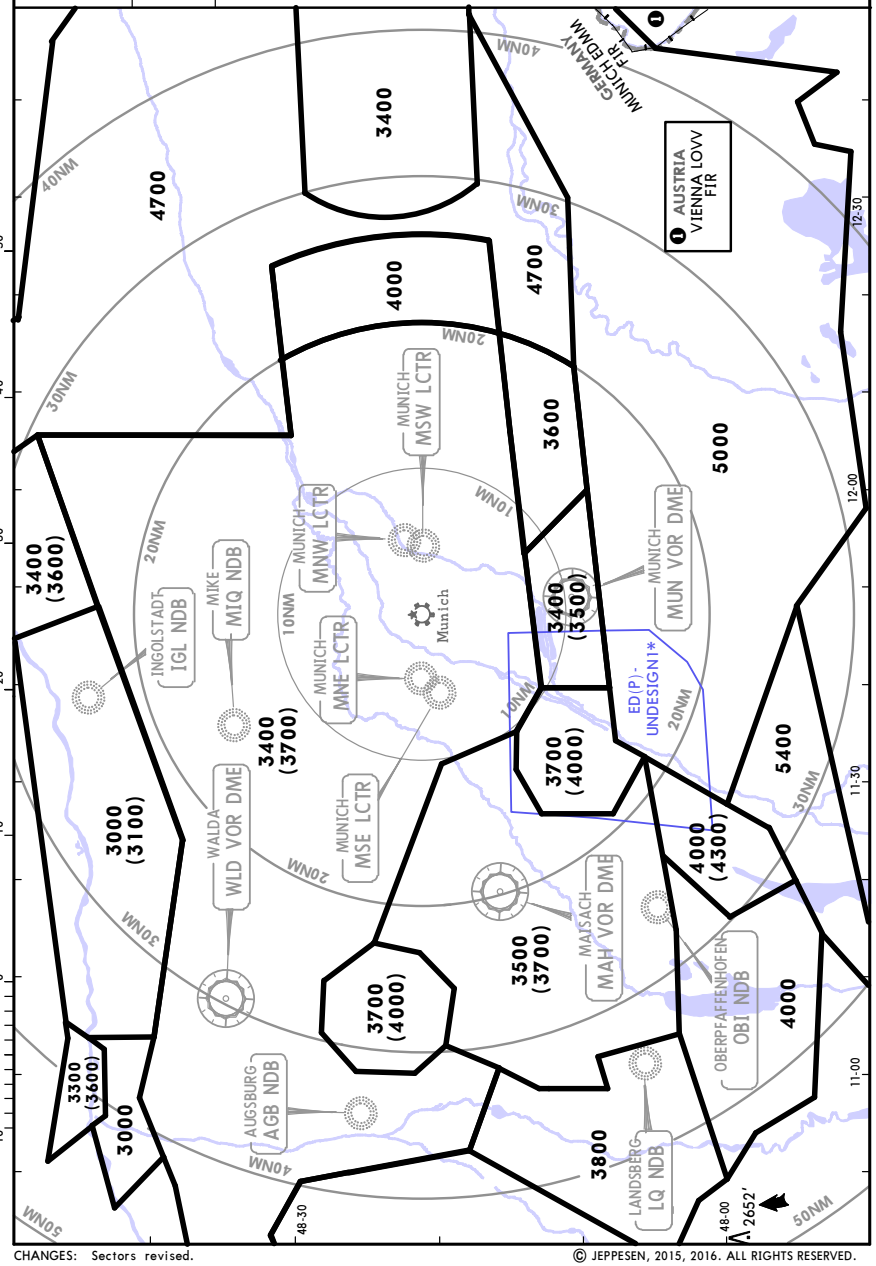
RWY	ACFT	TWY intersection	TORA ft/m
08L	heavy + medium (JET) light (JET) turboprop	A1 / A2 A3 A4 A6	13,123' / 4000m 12,467' / 3800m 9252' / 2820m 7218' / 2200m
08R	heavy + medium (JET) light (JET) turboprop	B1 / B2 B3 B4 B6	13,123' / 4000m 12,467' / 3800m 9318' / 2840m 7283' / 2220m
26L	heavy + medium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

The pilot may ask for shortened take-off runs.

© JEPPESEN, 2004, 2018. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

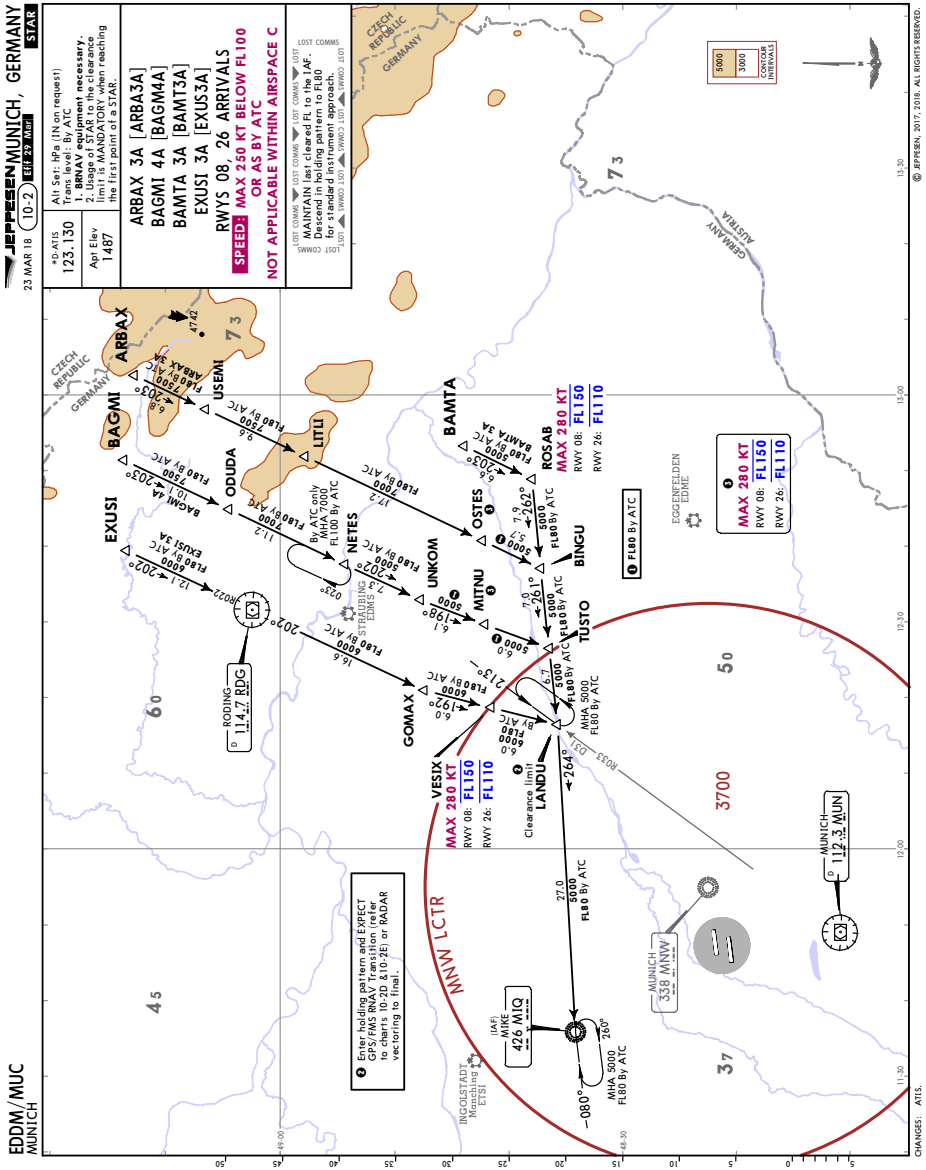
MUNICH Radar (APP)	Apt Elev	
123.9 127.950 128.250 *131.225	1487'	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000' The MVA is the lowest altitude which may be used for RADAR vectors for IFR flights taking into account the minimum safe height (1000' above the highest obstacle within a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



CHANGES: Sectors revised.

© JEPPESEN, 2015, 2016. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid



Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

EDDM/MUC
MUNICH

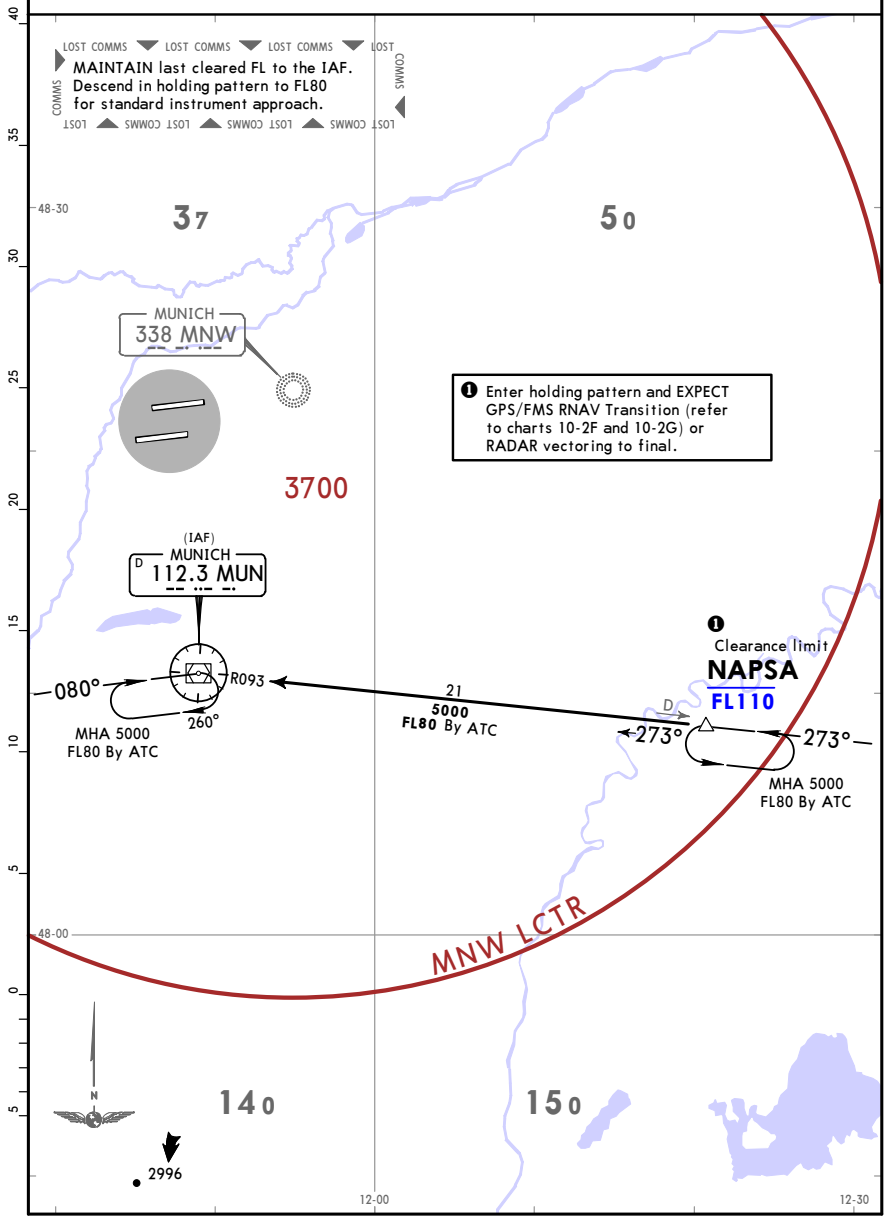
JEPPESEN
23 MAR 18 (10-2A) Eff 29 Mar

MUNICH, GERMANY
STAR

*D-ATIS	Apt Elev	
123.130	1487	Alt Set: hPa (IN on request) Trans level: By ATC

NAPSA 2A [NAPS2A]
RWYS 08, 26 ARRIVAL

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



CHANGES: ATIS.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

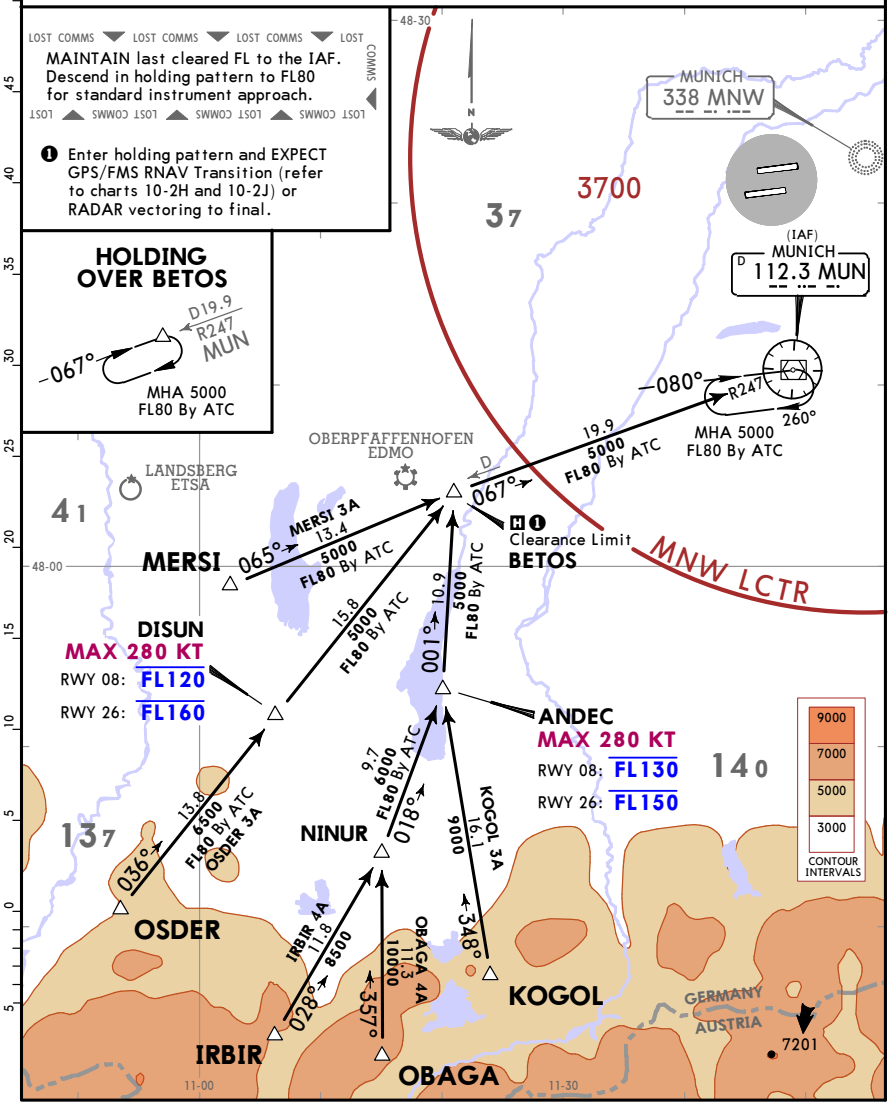
EDDM/MUC MUNICH — MUNICH, GERMANY

JEPPESEN 23 MAR 18 (10-2B) Eff 29 Mar — STAR

*D-ATIS	Apt Elev	
123.130	1487	Alt Set: hPa (IN on request) Trans level: By ATC **1. BRNAV equipment necessary.** 2. Usage of STAR to the clearance limit is MANDATORY when reaching the first point of a STAR.

IRBIR 4A [IRBI4A], KOGOL 3A [KOGO3A]
MERSI 3A [MERS3A], OBAGA 4A [OBAG4A]
OSDER 3A [OSDE3A]
RWYS 08, 26 ARRIVALS

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



CHANGES: ATIS.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

EDDM/MUC MUNICH — MUNICH, GERMANY

JEPPESEN 23 MAR 18 (10-2C) Eff 29 Mar — STAR

ABGAS 3A [ABGA3A] ❶
GESLU 1A [GESL1A] ❷
KUNOD 3A [KUNO3A]
PELOG 3A [PELO3A]
RWYS 08, 26 ARRIVALS

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

Alt Set: hPa (IN on request)
Trans level: By ATC
1. BRNAV equipment necessary.
2. Usage of STAR to the clearance limit is MANDATORY when reaching the first point of a STAR.

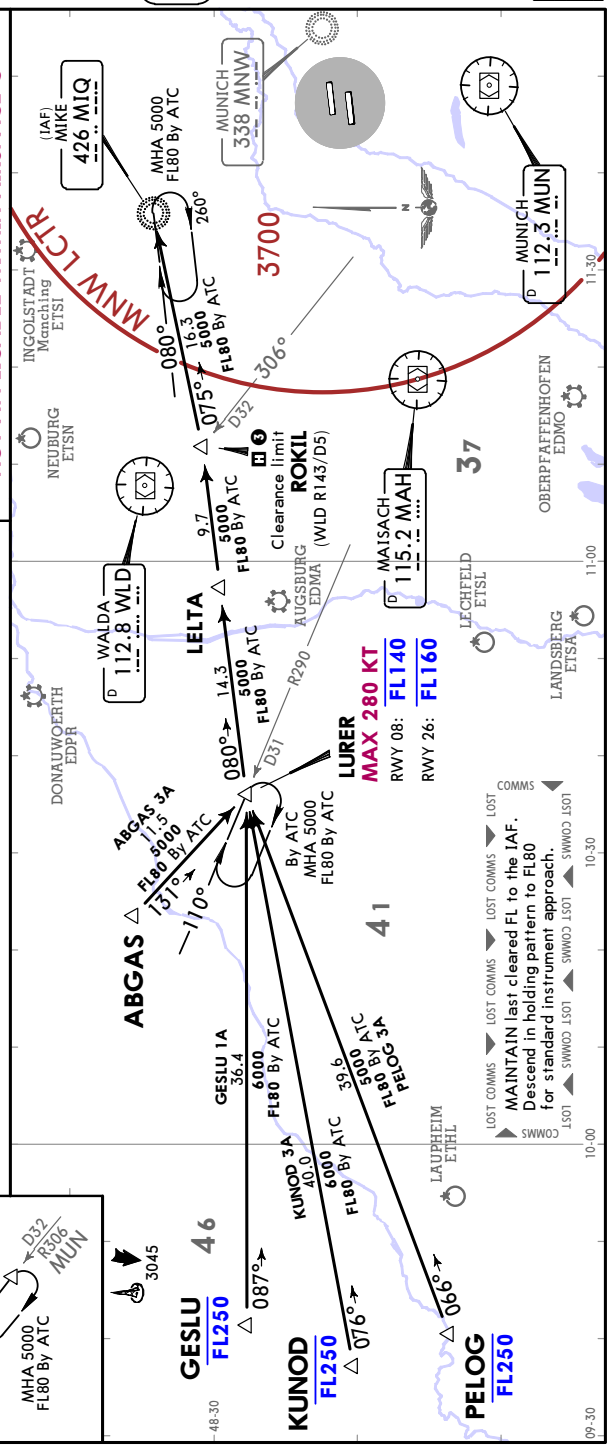
❶ Available:
- daily from 2330-0800LT,
- FRI 1700LT to MON 0800LT,
- HOL.

❷ Only for flights via airway T-107.

❸ Enter holding pattern and EXPECT GPS/FMS RNAV Transition (refer to charts 10-2D and 10-2E) or RADAR vectoring to final.

*D-ATIS	Apt Elev
123.130	1487

HOLDING OVER ROKIL
D32
R306
MUN
126°
MHA 5000
FL80 By ATC



CHANGES: ATIS.

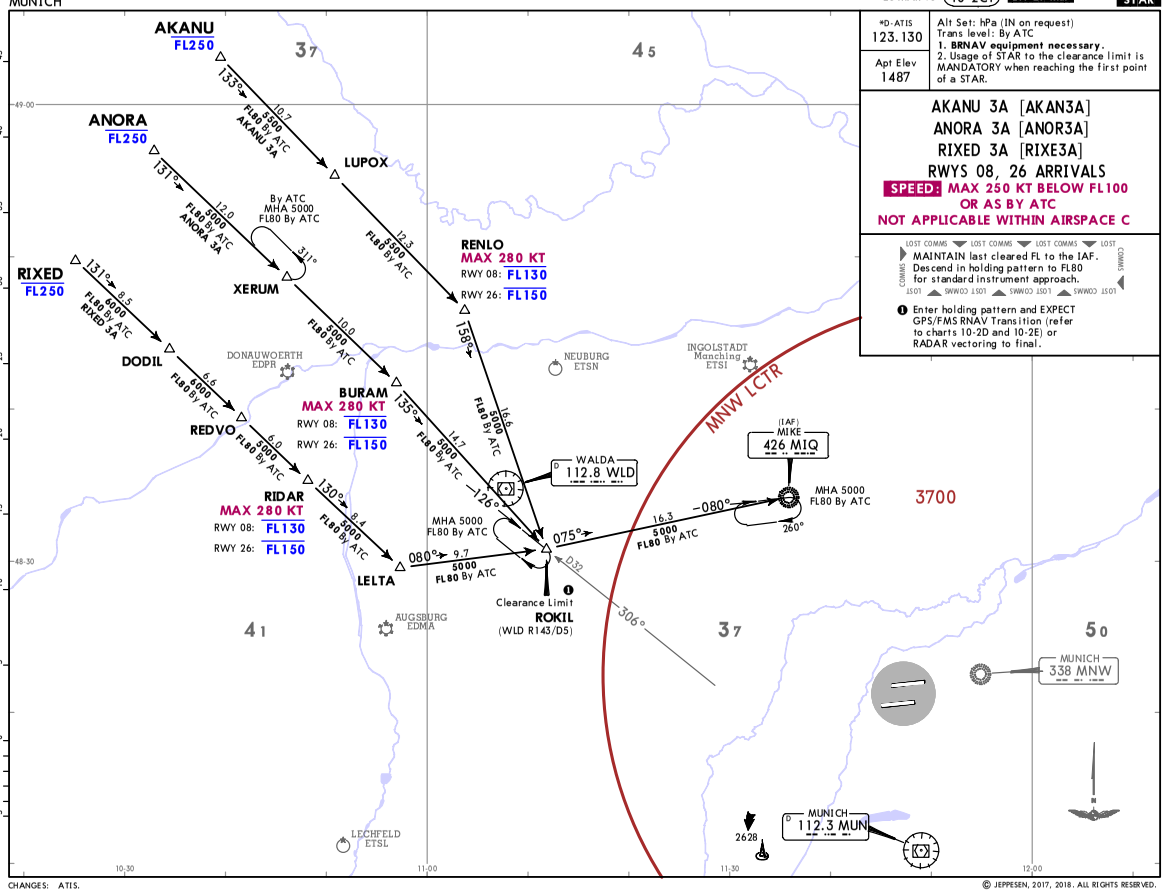
© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

JEPPESEN MUNICH, GERMANY
23 MAR 18 (10-2C1) Eff 29 Mar STAR

*D-ATIS	Alt Set: hPa (IN on request)
123.130	Trans level: By ATC
Apt Elev 1487	**1. BRNAV equipment necessary.** 2. Usage of STAR to the clearance limit is MANDATORY when reaching the first point of a STAR.

AKANU 3A [AKAN3A]
ANORA 3A [ANOR3A]
RIXED 3A [RIXE3A]
RWYS 08, 26 ARRIVALS
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
MAINTAIN last cleared FL to the IAF. Descend in holding pattern to FL80 for standard instrument approach.
Enter holding pattern and EXPECT GPS/FMS RNAV Transition (refer to charts 10-2D and 10-2E) or RADAR vectoring to final.



CHANGES: ATIS.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

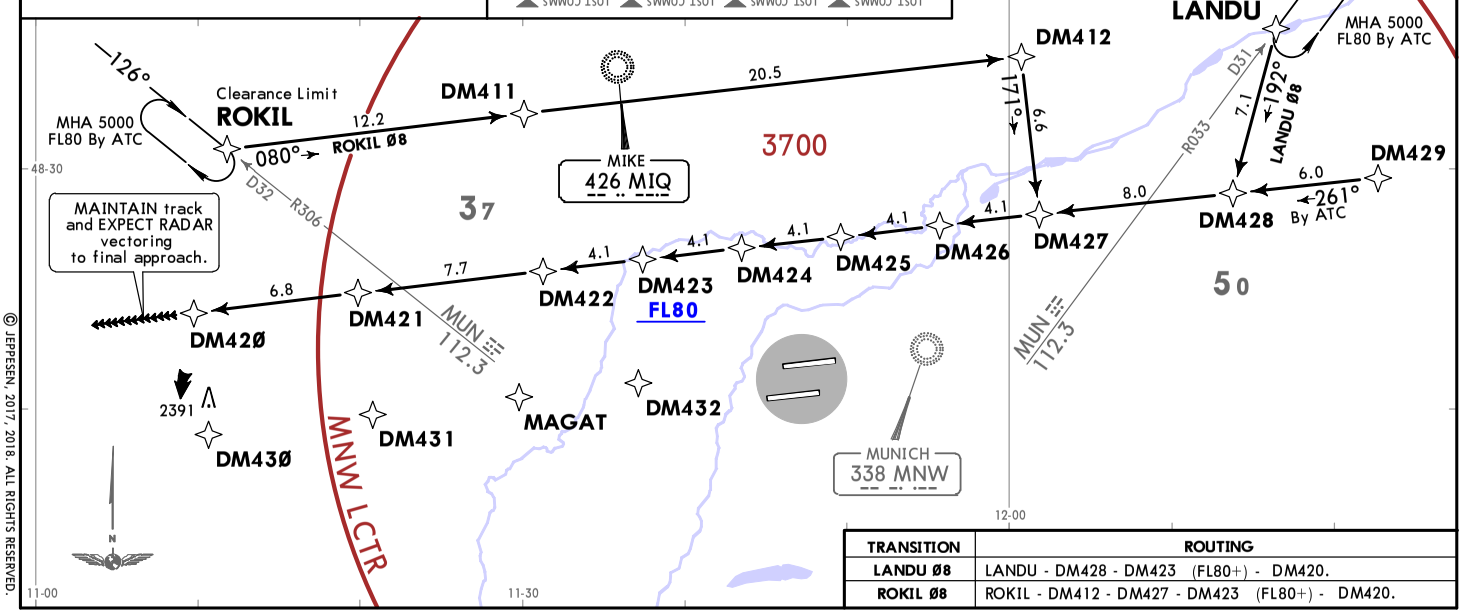
LANDU Ø8 [LANØ8]
ROKIL Ø8 [ROKØ8]
RWY 08L RNAV TRANSITIONS

USE OF RNAV TRANSITIONS ONLY
WHEN CLEARED BY ATC
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

*D-ATIS	MUNICH Director	Apt Elev
123.130	118.825	1487

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

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Continue transition until DM420, turn RIGHT to MIQ, MAINTAIN last assigned altitude until MIQ, follow standard instrument approach. MAX 220 KT.



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

JEPPESEN
23 MAR 18 (10-2D) Eff 29 Mar
MUNICH, GERMANY
RNAV TRANSITION

CHANGES: ATIS.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

EDDM/MUC
MUNICH

JEPPESEN
23 MAR 18 (10-2E) Eff 29 Mar

MUNICH, GERMANY
RNAV TRANSITION

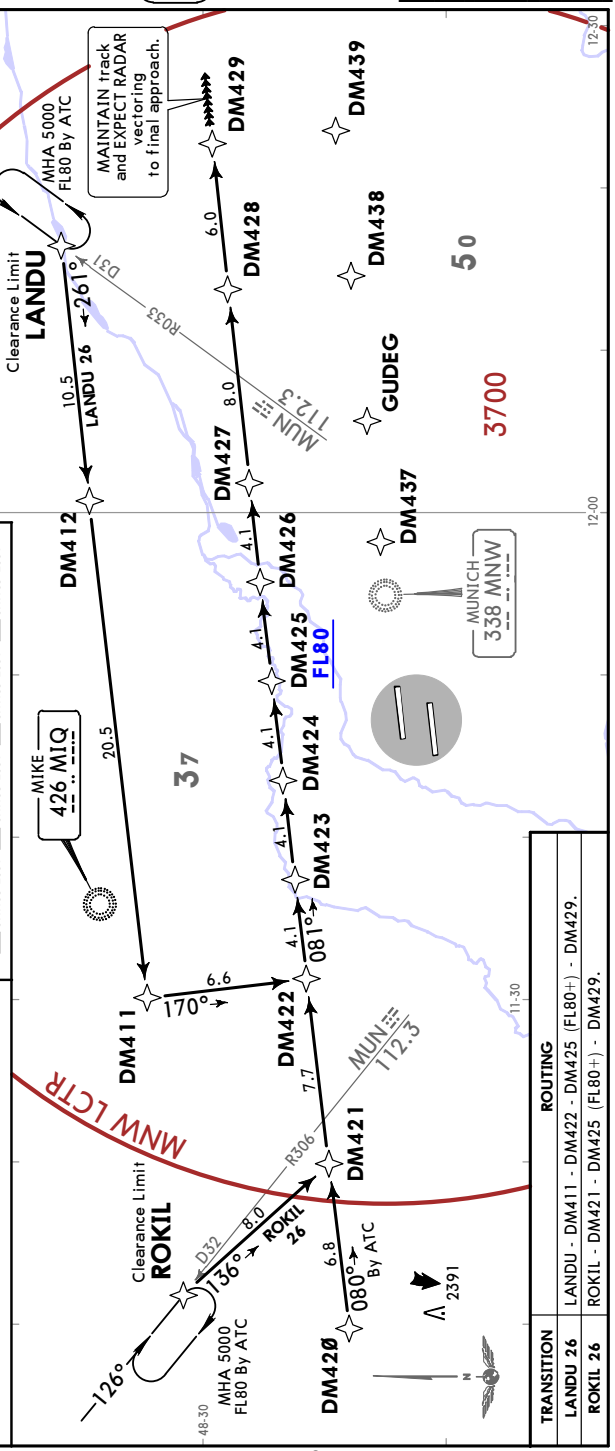
LANDU 26 [LAN26]
ROKIL 26 [ROK26]
RWY 26R RNAV TRANSITIONS
USE OF RNAV TRANSITIONS ONLY
WHEN CLEARED BY ATC

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

*D-ATIS	MUNICH Director	Apt Elev
123.130	118.825	1487

Alt Set: hPa (IN on request)
Trans level: By ATC
1. **GPS- or FMS-equipped aircraft.**
2. MAINTAIN transition track beyond end point if no succeeding instruction (RADAR vector) is received.
3. On initial contact with MUNICH Director state callsign only.
4. Below FL100 clearance to altitude (QNH) above transition level may be issued.

LOST COMMS: Continue transition until DM429, turn LEFT to MIQ, MAINTAIN last assigned altitude until MIQ, follow standard instrument approach. MAX 220 KT.



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

CHANGES: ATIS.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

EDDM/MUC
MUNICH

JEPPESEN
23 MAR 18 (10-2F) Eff 29 Mar

MUNICH, GERMANY
RNAV TRANSITION

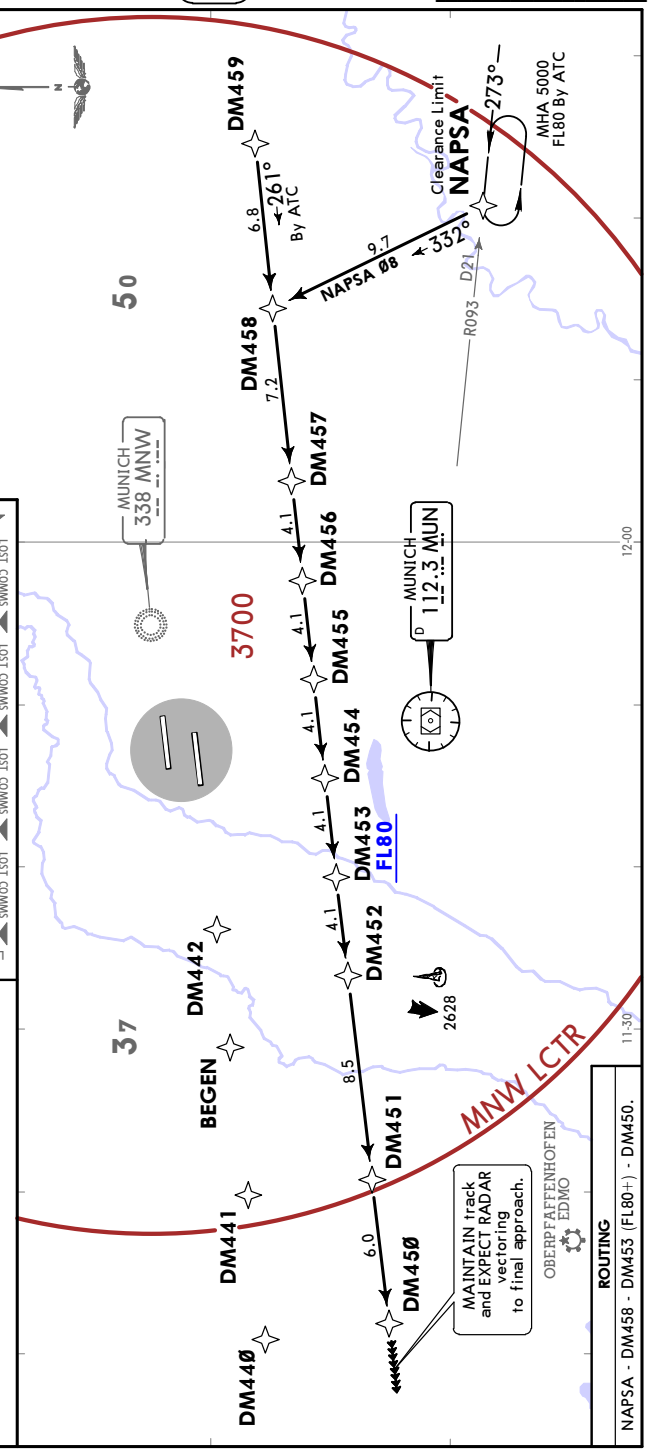
NAPSA Ø8 [NAPØ8]
RWY 08R RNAV TRANSITION
USE OF RNAV TRANSITIONS ONLY
WHEN CLEARED BY ATC

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

*D-ATIS	MUNICH Director	Apt Elev
123.130	132.3	1487

Alt Set: hPa (IN on request)
Trans level: By ATC
1. **GPS- or FMS-equipped aircraft.**
2. MAINTAIN transition track beyond end point if no succeeding instruction (RADAR vector) is received.
3. On initial contact with MUNICH Director state callsign only.
4. Below FL100 clearance to altitude (QNH) above transition level may be issued.

LOST COMMS: Continue transition until DM450, turn LEFT to MUN, MAINTAIN last assigned altitude until MUN, follow standard instrument approach. MAX 220 KT.



ROUTING
NAPSA - DM458 - DM453 (FL80+) - DM450.

CHANGES: ATIS.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 00002, this chart may no longer be valid

CHANGES: ATIS.

NAPSA 26 [NAP26]
RWY 26L RNAV TRANSITION

USE OF RNAV TRANSITIONS ONLY
WHEN CLEARED BY ATC

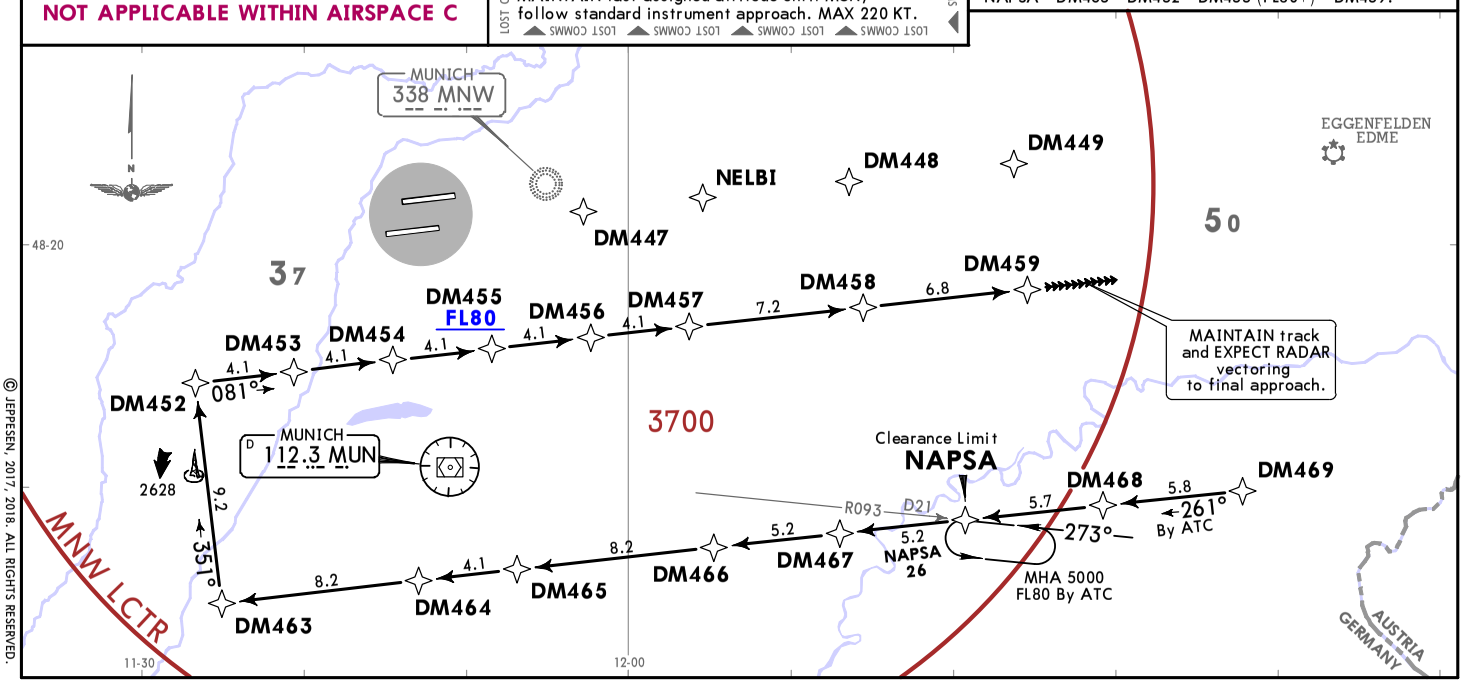
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

*D-ATIS	MUNICH Director	Apt Elev
123.130	132.3	1487

Alt Set: hPa (IN on request)
Trans level: By ATC
1. **GPS- or FMS-equipped aircraft.**
2. MAINTAIN transition track beyond end point if no succeeding instruction (RADAR vector) is received.
3. On initial contact with MUNICH Director state callsign only.
4. Below FL100 clearance to altitude (QNH) above transition level may be issued.

LOST COMMS: Continue transition until DM459, turn RIGHT to MUN, MAINTAIN last assigned altitude until MUN, follow standard instrument approach. MAX 220 KT. (LOST COMMS)

ROUTING
NAPSA - DM463 - DM452 - DM455 (FL80+) - DM459.



© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 00002, this chart may no longer be valid

CHANGES: ATIS.

BETOS Ø8 [BETØ8]
RWY 08R RNAV TRANSITION

USE OF RNAV TRANSITIONS ONLY
WHEN CLEARED BY ATC

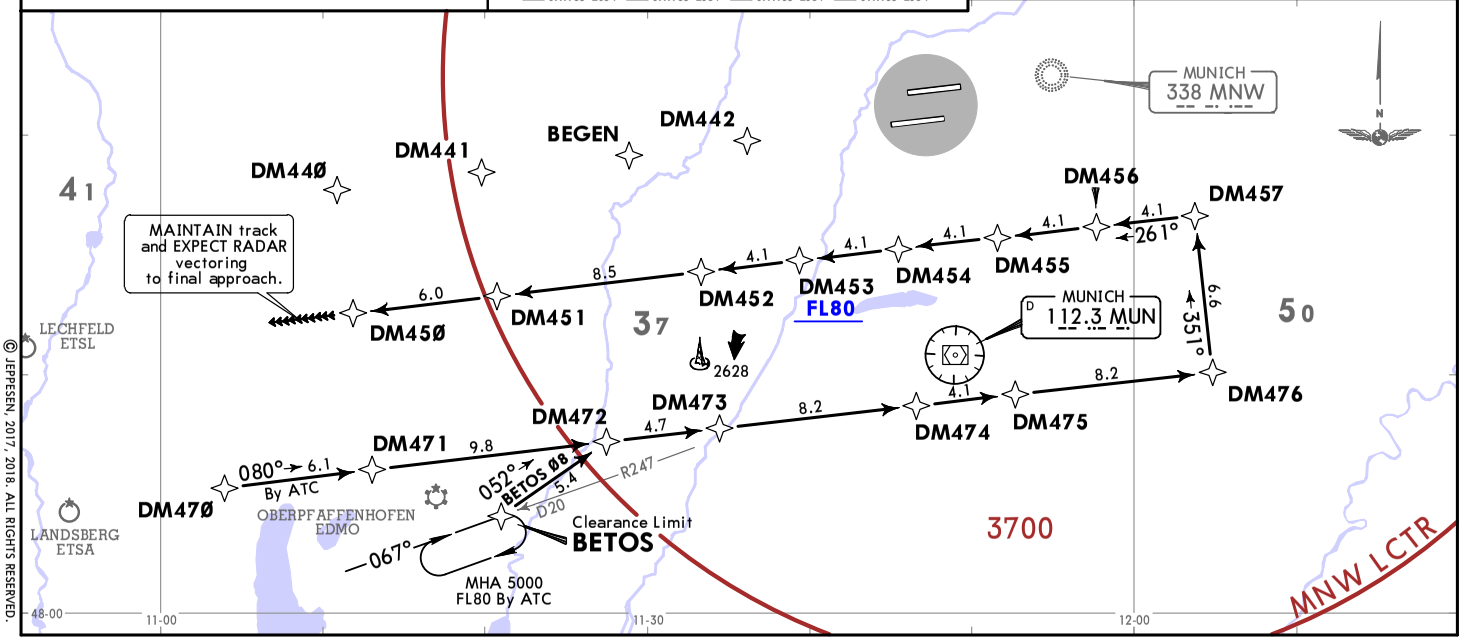
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

*D-ATIS	MUNICH Director	Apt Elev
123.130	132.3	1487

Alt Set: hPa (IN on request)
Trans level: By ATC
1. **GPS- or FMS-equipped aircraft.**
2. MAINTAIN transition track beyond end point if no succeeding instruction (RADAR vector) is received.
3. On initial contact with MUNICH Director state callsign only.
4. Below FL100 clearance to altitude (QNH) above transition level may be issued.

LOST COMMS: Continue transition until DM450, turn LEFT to MUN, MAINTAIN last assigned altitude until MUN, follow standard instrument approach. MAX 220 KT. (LOST COMMS)

ROUTING
BETOS - DM472 - DM476 - DM457 - DM453 (FL80+) - DM450.



© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 00002, this chart may no longer be valid

EDDM/MUC MUNICH

BETOS 26 [BET26]
RWY 26L RNAV TRANSITION

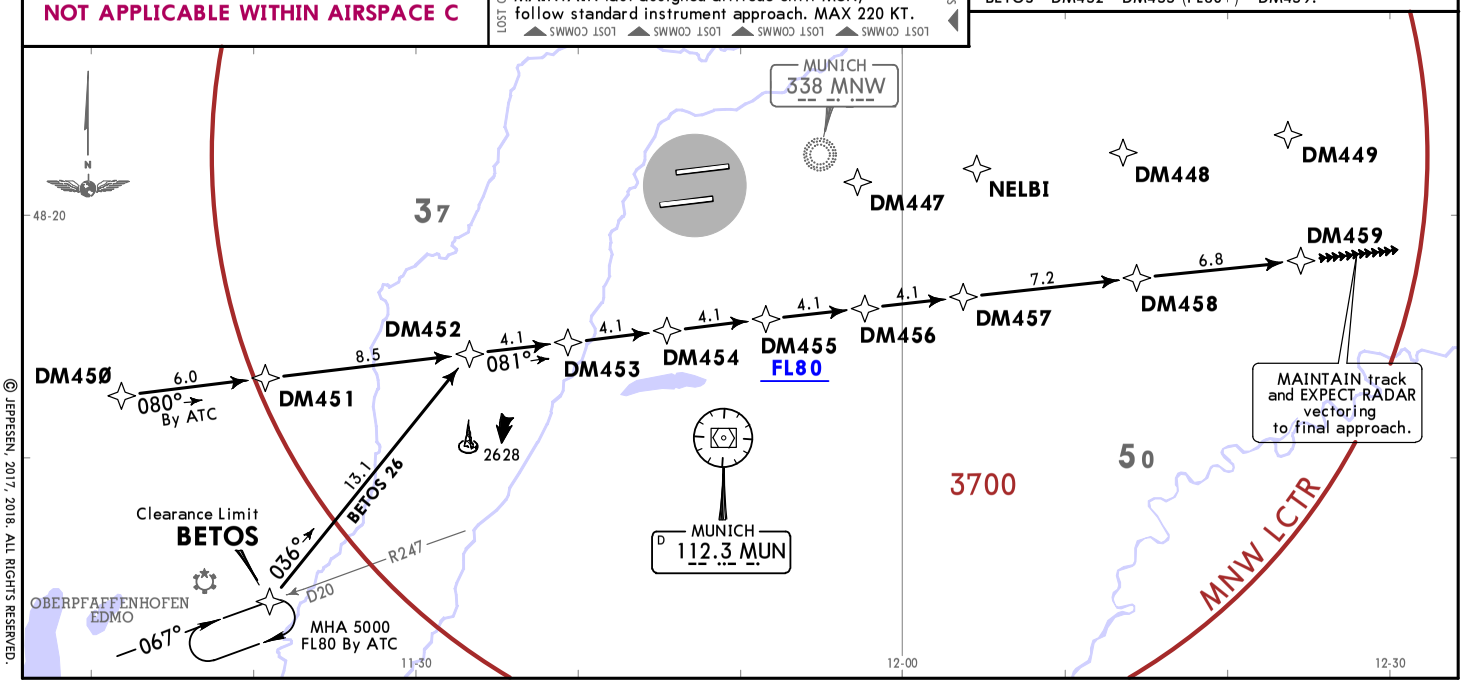
USE OF RNAV TRANSITIONS ONLY
WHEN CLEARED BY ATC
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

*D-ATIS	MUNICH Director	Apt Elev
123.130	132.3	1487

Alt Set: hPa (IN on request)
Trans level: By ATC
1. **GPS- or FMS-equipped aircraft.**
2. MAINTAIN transition track beyond end point if no succeeding instruction (RADAR vector) is received.
3. On initial contact with MUNICH Director state callsign only.
4. Below FL100 clearance to altitude (QNH) above transition level may be issued.

LOST COMMS: Continue transition until DM459, turn RIGHT to MUN, MAINTAIN last assigned altitude until MUN, follow standard instrument approach. MAX 220 KT. COMMS

ROUTING
BETOS - DM452 - DM455 (FL80+) - DM459.



23 MAR 18 (10-2J) Eff 29 Mar

JEPPESEN MUNICH, GERMANY RNAV TRANSITION

CHANGES: ATIS.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 00002, this chart may no longer be valid

EDDM/MUC MUNICH

JEPPESEN MUNICH, GERMANY RNAV TRANSITION
23 MAR 18 Eff 29 Mar (10-2K)

*D-ATIS	Apt Elev
123.130	1487

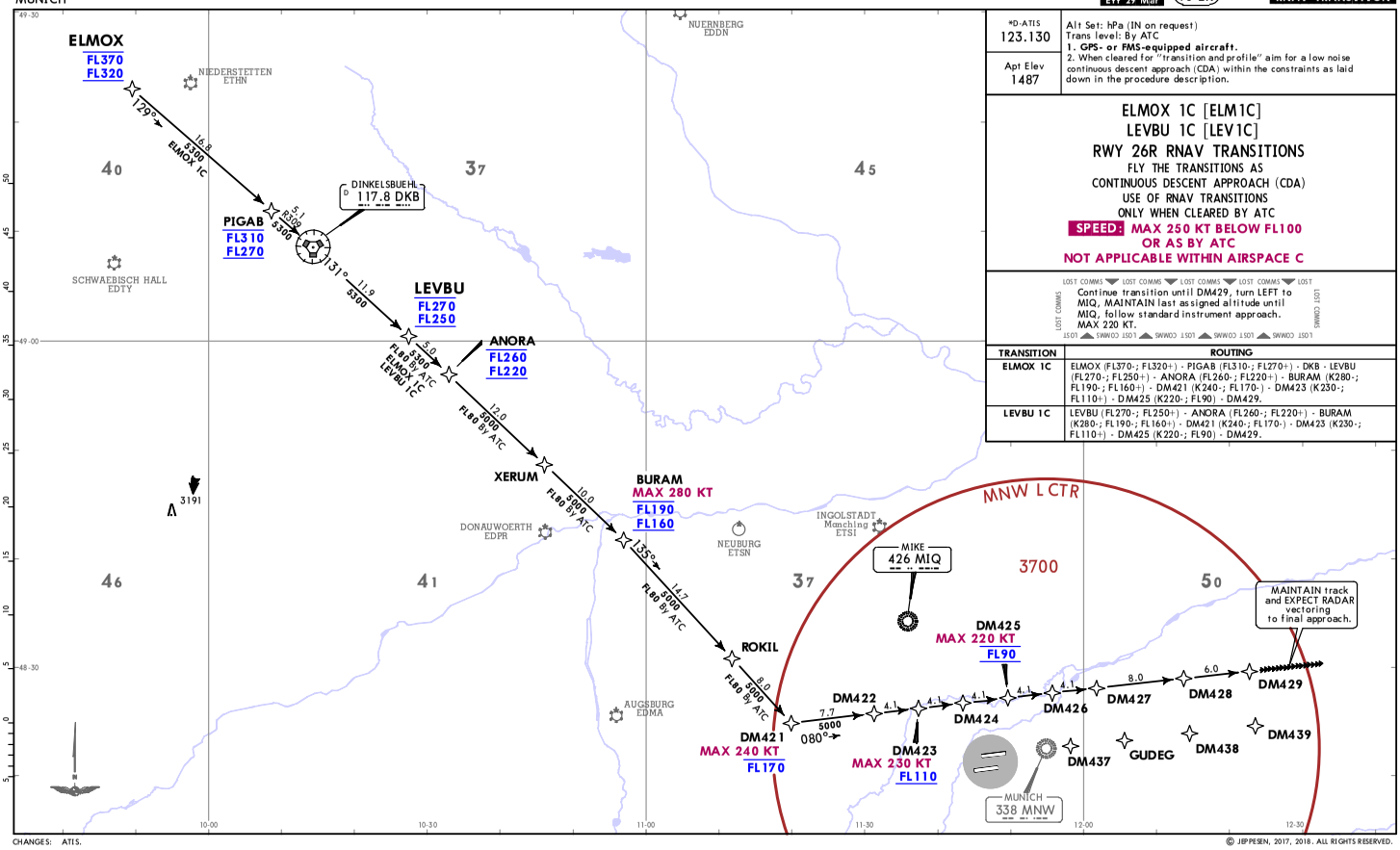
Alt Set: hPa (IN on request)
Trans level: By ATC
1. **GPS- or FMS-equipped aircraft.**
2. When cleared for "transition and profile" aim for a low noise continuous descent approach (CDA) within the constraints as laid down in the procedure description.

ELMOX 1C [ELM1C]
LEVBU 1C [LEV1C]
RWY 26R RNAV TRANSITIONS

FLY THE TRANSITIONS AS
CONTINUOUS DESCENT APPROACH (CDA)
USE OF RNAV TRANSITIONS
ONLY WHEN CLEARED BY ATC
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

LOST COMMS: Continue transition until DM429, turn LEFT to MIQ, MAINTAIN last assigned altitude until MIQ, follow standard instrument approach. MAX 220 KT. COMMS

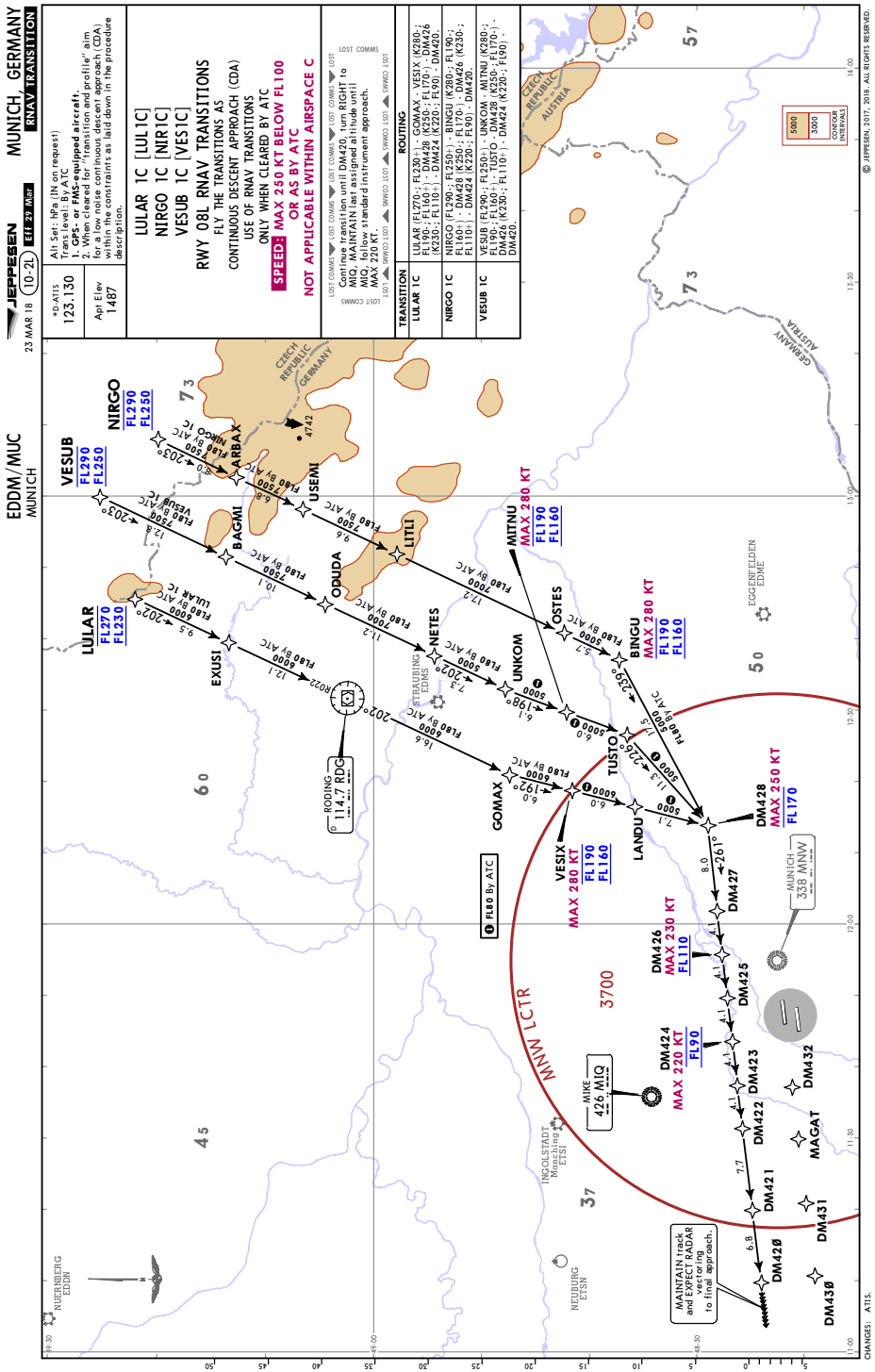
TRANSITION	ROUTING
ELMOX 1C	ELMOX (FL370-; FL320+) - PIGAB (FL310-; FL270+) - DKB - LEVBU (FL270-; FL250+) - ANORA (FL260-; FL220+) - BURAM (K280-; FL190-; FL160+) - DM421 (K240-; FL170-) - DM423 (K230-; FL110+) - DM425 (K220-; FL90) - DM429.
LEVBU 1C	LEVBU (FL270-; FL250+) - ANORA (FL260-; FL220+) - BURAM (K280-; FL190-; FL160+) - DM421 (K240-; FL170-) - DM423 (K230-; FL110+) - DM425 (K220-; FL90) - DM429.



CHANGES: ATIS.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid



Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

EDDM/MUC
MUNICH

JEPPESEN
27 JAN 17 (10-3) Eff 2 Feb

MUNICH, GERMANY
SID

RNAV SID DESIGNATION	REFER TO CHART
ANKER 9E, 8Q	10-3B
ANKER 9N, 7S	10-3C
EVIVA 3E, 3Q	10-3D
EVIVA 4N, 3S	10-3E
INPUD 2E, 2Q	10-3F
INPUD 2N, 2S	10-3G

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

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

CHANGES: SIDs renumbered, established & withdrawn.

© JEPPESEN, 2003, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

RNAV SID DESIGNATION	REFER TO CHART
ALLGAU 2E, 2Q	10-3T1
ALLGAU 2N, 2S	10-3T2
BIBAG 2E, 2Q	10-3T3
BIBAG 2N, 2S, 2W	10-3T4
GIVMI 5E, 5Q	10-3T5
GIVMI 1N, 6S	10-3T6
KIRDI 2E, 2Q	10-3T7
KIRDI 2N, 2S, 2W	10-3T8
MERSI 4E, 4Q	10-3T9
MERSI 5N, 5S	10-3U
MERSI 1P, 1T	10-3V
OBAXA 1P, 1T	10-3V1
OBAXA 4N, 5S	10-3V2
OLASO 2E, 2Q	10-3V3
OLASO 2N, 2S	10-3V4
RIDAR 6E, 6Q	10-3V5
RIDAR 6N, 6S	10-3V6
ROTAX 3E, 3Q	10-3V7
ROTAX 2N, 2S, 2W	10-3V8
TULSI 2E, 1Q	10-3W
TULSI 1N, 5S, 2W	10-3X
TURBU 6E, 7Q	10-3X1
TURBU 5N, 6S, 6W	10-3X2
VAVOR 3E, 3Q	10-3X3
VAVOR 2N, 2S, 2W	10-3X4

CHANGES: RNAV SIDs renumbered, established & withdrawn.

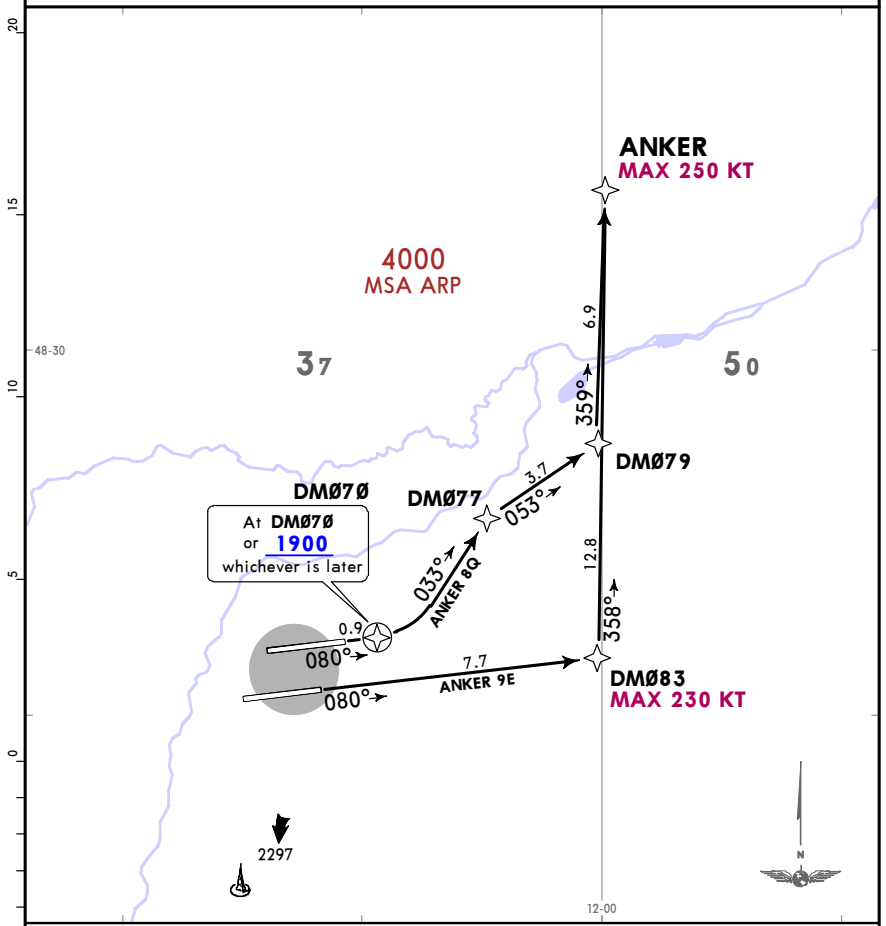
© JEPPESEN, 2003, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

MUNICH Radar	Apt Elev	
123.9	1487	Trans alt: 5000 **1. RNAV-1 or RNP-1 or A-RNP equivalent.** **2. GPS required.** **3. DME/DME, DME/DME/IRU not authorized.** 4. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 5. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 6. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

ANKER 9E [ANKE9E]
ANKER 8Q [ANKE8Q]
RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **FL70**

SID	RWY	ROUTING
ANKER 9E	**08R**	Climb on 080° track to DM083, turn LEFT to ANKER.
ANKER 8Q	**08L**	Climb on 080° track to DM070 or at or above 1900, whichever is later, turn LEFT, 033° track to DM077, turn RIGHT to DM079, turn LEFT to ANKER.

CHANGES: New format.

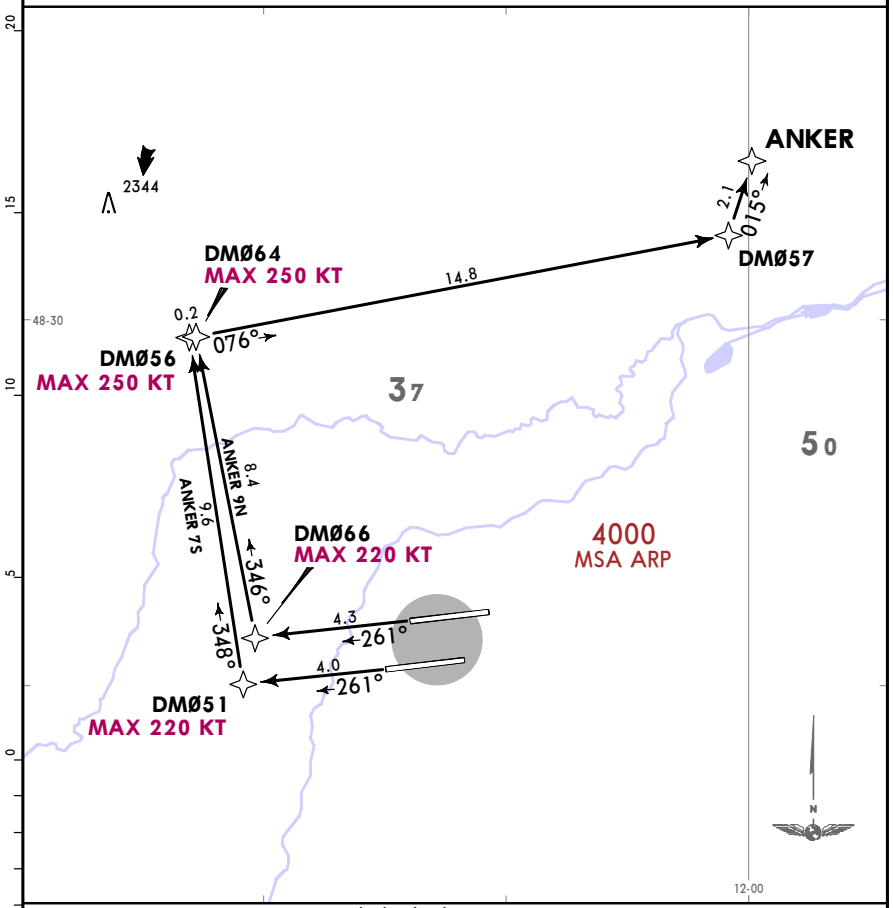
© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

MUNICH Radar	Apt Elev	
123.9	1487	Trans alt: 5000 **1. RNAV-1 or RNP-1 or A-RNP equivalent.** **2. GPS required.** **3. DME/DME, DME/DME/IRU not authorized.** 4. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 5. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 6. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

ANKER 9N [ANKE9N]
ANKER 7S [ANKE7S]
RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **FL70**

SID	RWY	ROUTING
ANKER 9N	**26R**	Climb on 261° track to DM066, turn RIGHT to DM064, turn RIGHT to DM057, turn LEFT to ANKER.
ANKER 7S	**26L**	Climb on 261° track to DM051, turn RIGHT to DM056, turn RIGHT to DM057, turn LEFT to ANKER.

CHANGES: New format.

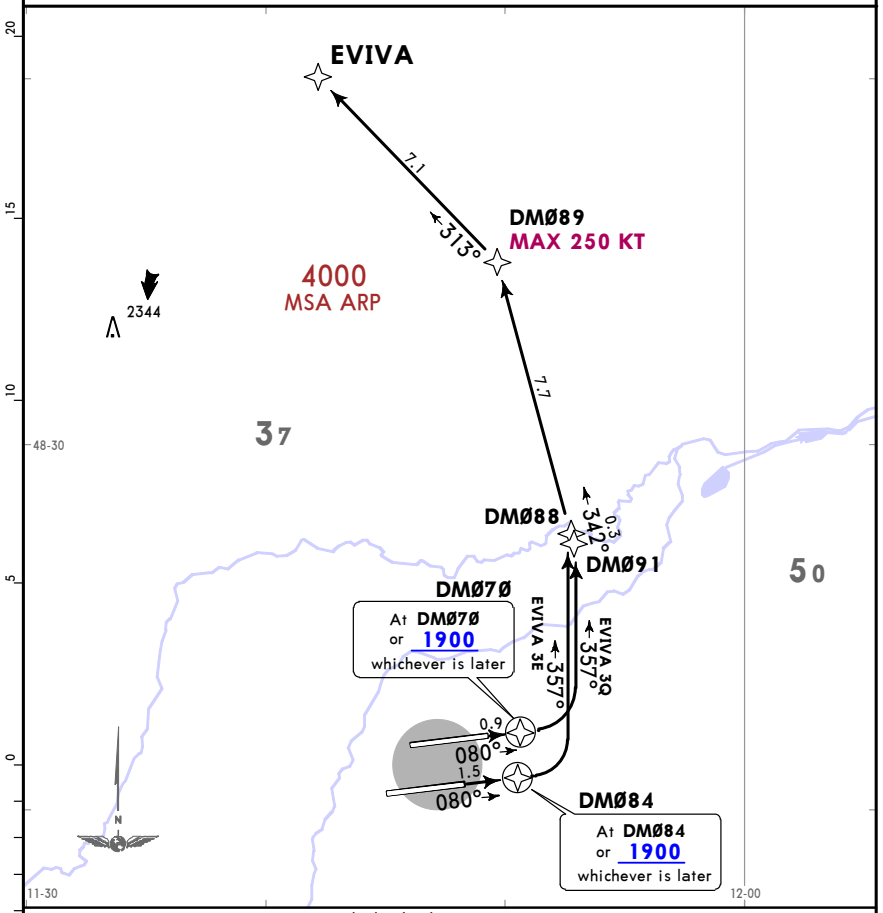
© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

MUNICH Radar	Apt Elev	
123.9	1487	Trans alt: 5000 **1. RNAV-1 or RNP-1 or A-RNP equivalent.** **2. GPS required.** **3. DME/DME, DME/DME/IRU not authorized.** 4. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 5. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 6. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

EVIVA 3E [EVIV3E]
EVIVA 3Q [EVIV3Q]
RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **FL70**

SID	RWY	ROUTING
EVIVA 3E	**08R**	Climb on 080° track to DM084 or at or above 1900, whichever is later, turn LEFT, 357° track to DM088, turn LEFT to DM089, turn LEFT to EVIVA.
EVIVA 3Q	**08L**	Climb on 080° track to DM070 or at or above 1900, whichever is later, turn LEFT, 357° track to DM091, turn LEFT to DM089, turn LEFT to EVIVA.

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

EDDM/MUC
MUNICH

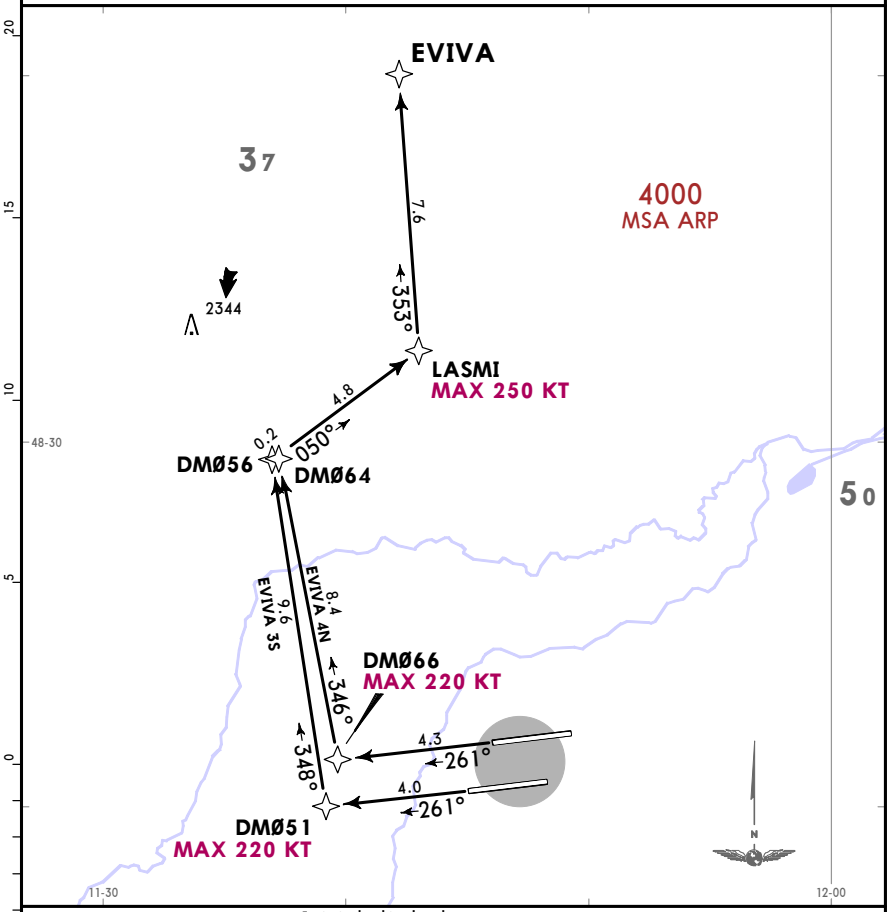
JEPPESEN
7 JUL 17 (10-3E)

MUNICH, GERMANY
RNAV SID

MUNICH Radar	Apt Elev	
123.9	1487	Trans alt: 5000 **1. RNAV-1 or RNP-1 or A-RNP equivalent.** **2. GPS required.** **3. DME/DME, DME/DME/IRU not authorized.** 4. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 5. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 6. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

EVIVA 4N [EVIV4N]
EVIVA 3S [EVIV3S]
RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **FL70**

SID	RWY	ROUTING
EVIVA 4N	**26R**	Climb on 261° track to DM066, turn RIGHT to DM064, turn RIGHT to LASMI, turn LEFT to EVIVA.
EVIVA 3S	**26L**	Climb on 261° track to DM051, turn RIGHT to DM056, turn RIGHT to LASMI, turn LEFT to EVIVA.

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

EDDM/MUC
MUNICH

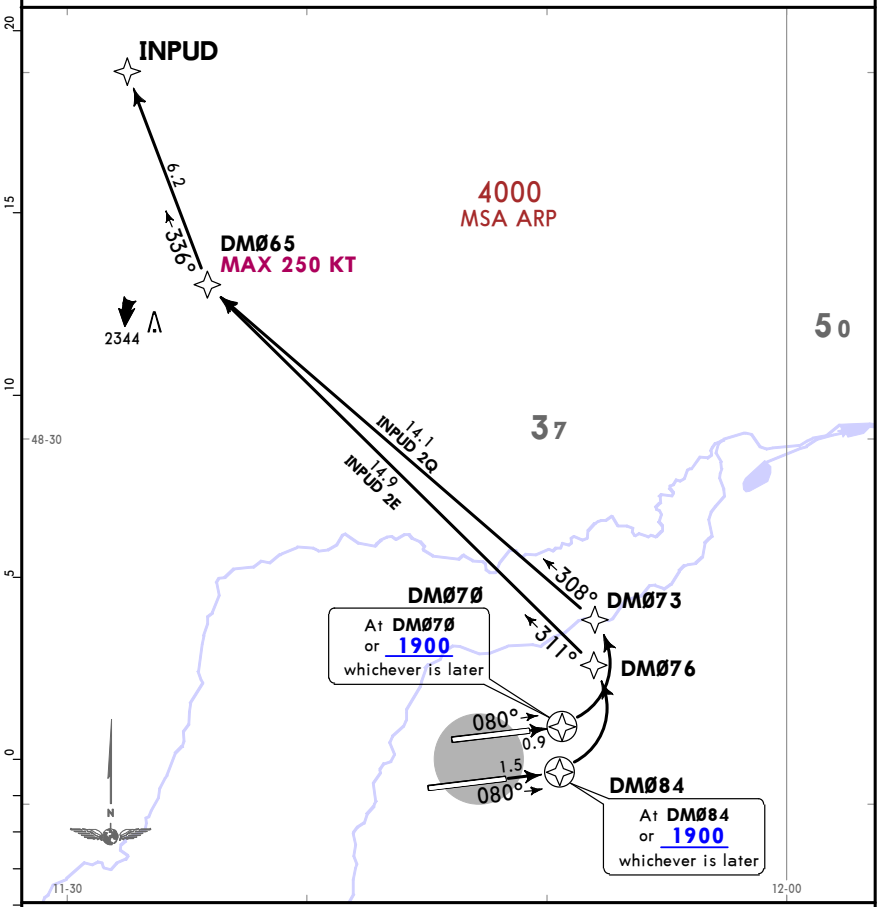
JEPPESEN
7 JUL 17 (10-3F)

MUNICH, GERMANY
RNAV SID

MUNICH Radar	Apt Elev	
123.9	1487	Trans alt: 5000 **1. RNAV-1 or RNP-1 or A-RNP equivalent.** **2. GPS required.** **3. DME/DME, DME/DME/IRU not authorized.** 4. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 5. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 6. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

INPUD 2E [INPU2E]
INPUD 2Q [INPU2Q]
RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **FL70**

SID	RWY	ROUTING
INPUD 2E	**08R**	Climb on 080° track to DM084 or at or above 1900, whichever is later, turn LEFT, direct to DM076, to DM065, turn RIGHT to INPUD.
INPUD 2Q	**08L**	Climb on 080° track to DM070 or at or above 1900, whichever is later, turn LEFT, direct to DM073, to DM065, turn RIGHT to INPUD.

CHANGES: New format.

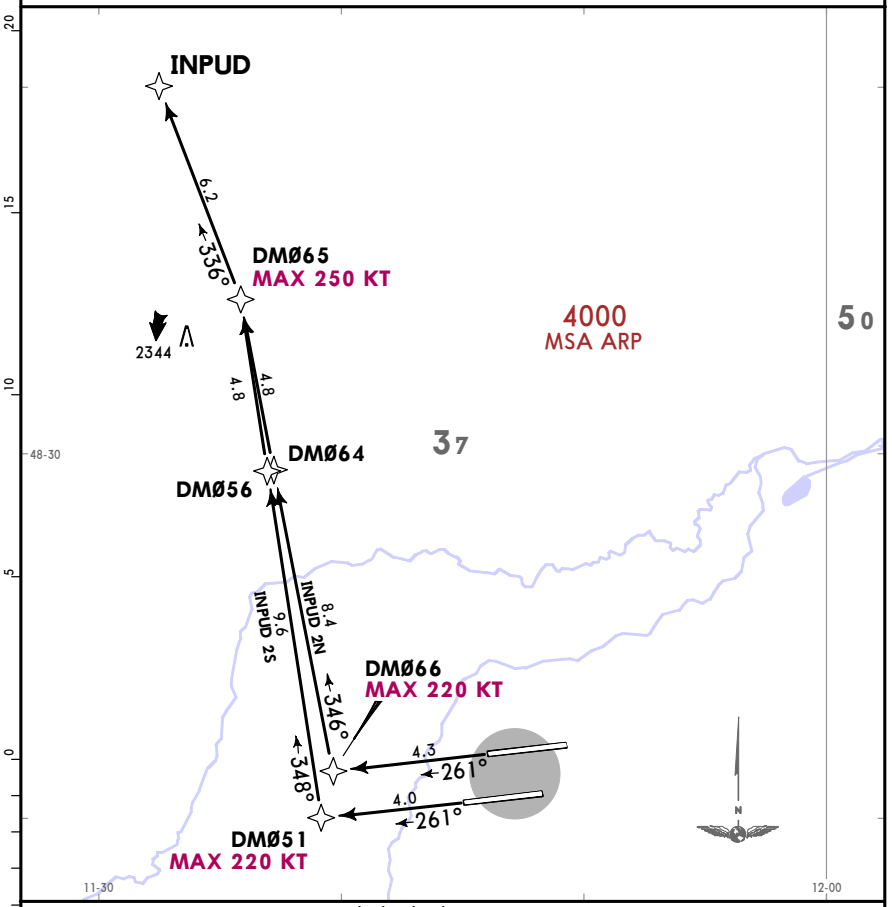
© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

MUNICH Radar	Apt Elev	
123.9	1487	Trans alt: 5000 **1. RNAV-1 or RNP-1 or A-RNP equivalent.** **2. GPS required.** **3. DME/DME, DME/DME/IRU not authorized.** 4. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 5. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 6. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

INPUD 2N [INPU2N]
INPUD 2S [INPU2S]
RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **FL70**

SID	RWY	ROUTING
INPUD 2N	**26R**	Climb on 261° track to DM066, turn RIGHT via DM064 to DM065, turn LEFT to INPUD.
INPUD 2S	**26L**	Climb on 261° track to DM051, turn RIGHT via DM056 to DM065, turn LEFT to INPUD.

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

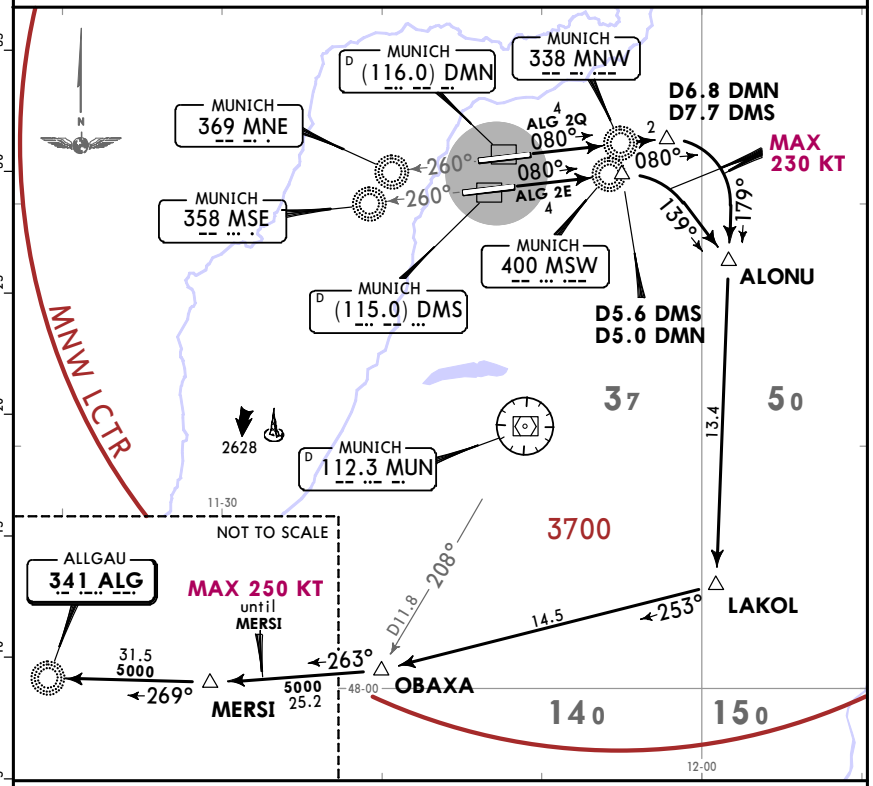
Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

MUNICH Radar	Apt Elev	
127.950	1487	Trans alt: 5000 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

ALLGAU 2E (ALG 2E), ALLGAU 2Q (ALG 2Q)
DEPARTURES

JET ACFT ONLY

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of
ALG 2E: 235 per NM (3.8%) until passing 3700 due to airspace structure (MVA).
ALG 2Q: 210 per NM (3.4%) until passing 3700 due to airspace structure (MVA).

Gnd speed-KT	75	100	150	200	250	300
210 per NM	263	350	525	700	875	1050
235 per NM	294	392	588	783	979	1175

If unable to comply advise ATC prior start-up.

Initial climb clearance **FL70**

SID	RWY	ROUTING
ALG 2E ❶	**08R**	Climb on 080° bearing to MSW/from MSE to D5.6 DMS (D5.0 DMN), turn RIGHT, 139° track to ALONU, turn RIGHT, 179° track to LAKOL, turn RIGHT, 253° track to OBAXA, turn RIGHT, 263° track to MERSI, turn RIGHT, 269° track to ALG.
ALG 2Q ❶	**08L**	Climb on 080° bearing to MNW/from MNE to D6.8 DMN (D7.7 DMS), turn RIGHT, 179° track to LAKOL, turn RIGHT, 253° track to OBAXA, turn RIGHT, 263° track to MERSI, turn RIGHT, 269° track to ALG.

❶ After 3700 BRNAV equipment necessary.

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 00002, this chart may no longer be valid

ALLGAU 2N (ALG 2N)
ALLGAU 2S (ALG 2S)
DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

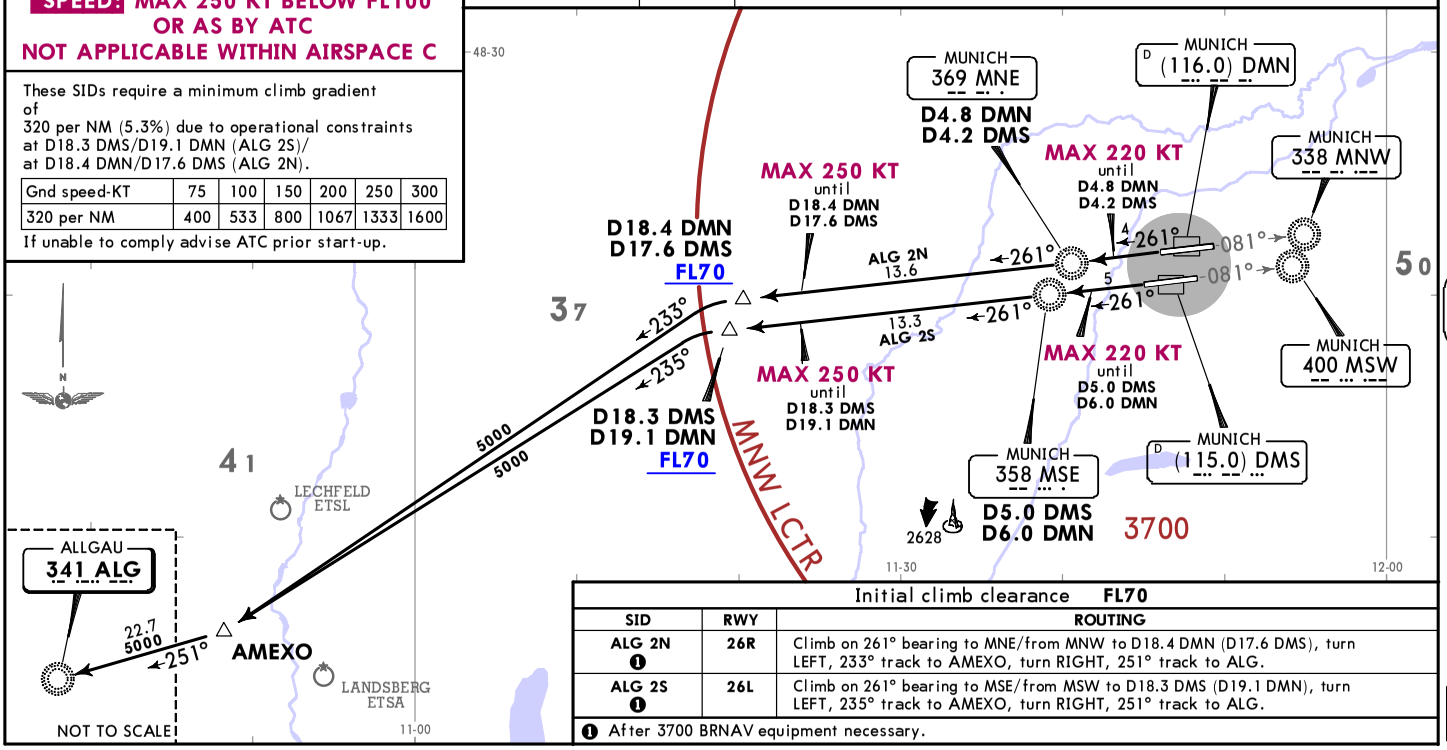
MUNICH Radar	Apt Elev
127.950	1487

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

These SIDs require a minimum climb gradient of
320 per NM (5.3%) due to operational constraints
at D18.3 DMS/D19.1 DMN (ALG 2S)/
at D18.4 DMN/D17.6 DMS (ALG 2N).

Gnd speed-KT	75	100	150	200	250	300
320 per NM	400	533	800	1067	1333	1600

If unable to comply advise ATC prior start-up.



Initial climb clearance FL70		
SID	**RWY**	**ROUTING**
ALG 2N ❶	**26R**	Climb on 261° bearing to MNE/from MNW to D18.4 DMN (D17.6 DMS), turn LEFT, 233° track to AMEXO, turn RIGHT, 251° track to ALG.
ALG 2S ❶	**26L**	Climb on 261° bearing to MSE/from MSW to D18.3 DMS (D19.1 DMN), turn LEFT, 235° track to AMEXO, turn RIGHT, 251° track to ALG.

❶ After 3700 BRNAV equipment necessary.

JEPPESEN 7 JUL 17 (10-3J)

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 00002, this chart may no longer be valid

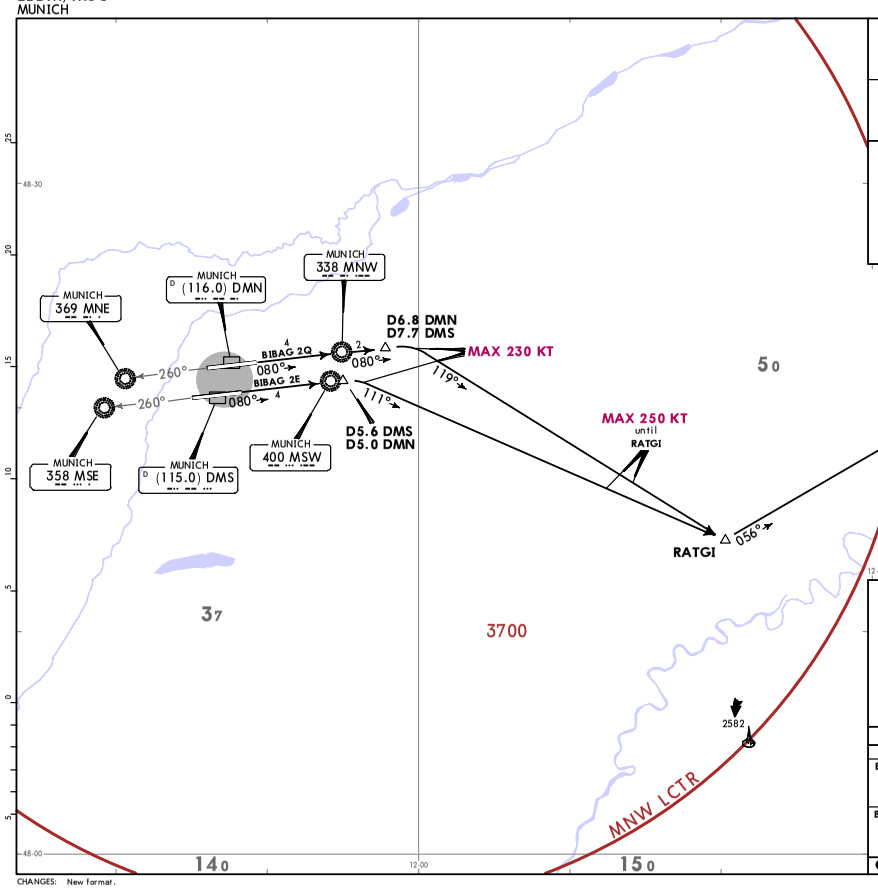
JEPPESEN 7 JUL 17 (10-3K)

MUNICH Radar	Apt Elev
127.950	1487

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

BIBAG 2E
BIBAG 2Q
DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of
BIBAG 2E: 235 per NM (3.8%) until passing 3700 due to airspace structure (MVA).
BIBAG 2Q: 210 per NM (3.4%) until passing 3700 due to airspace structure (MVA).

Gnd speed-KT	75	100	150	200	250	300
210 per NM	263	350	525	700	875	1050
235 per NM	294	392	588	783	979	1175

If unable to comply advise ATC prior start-up.

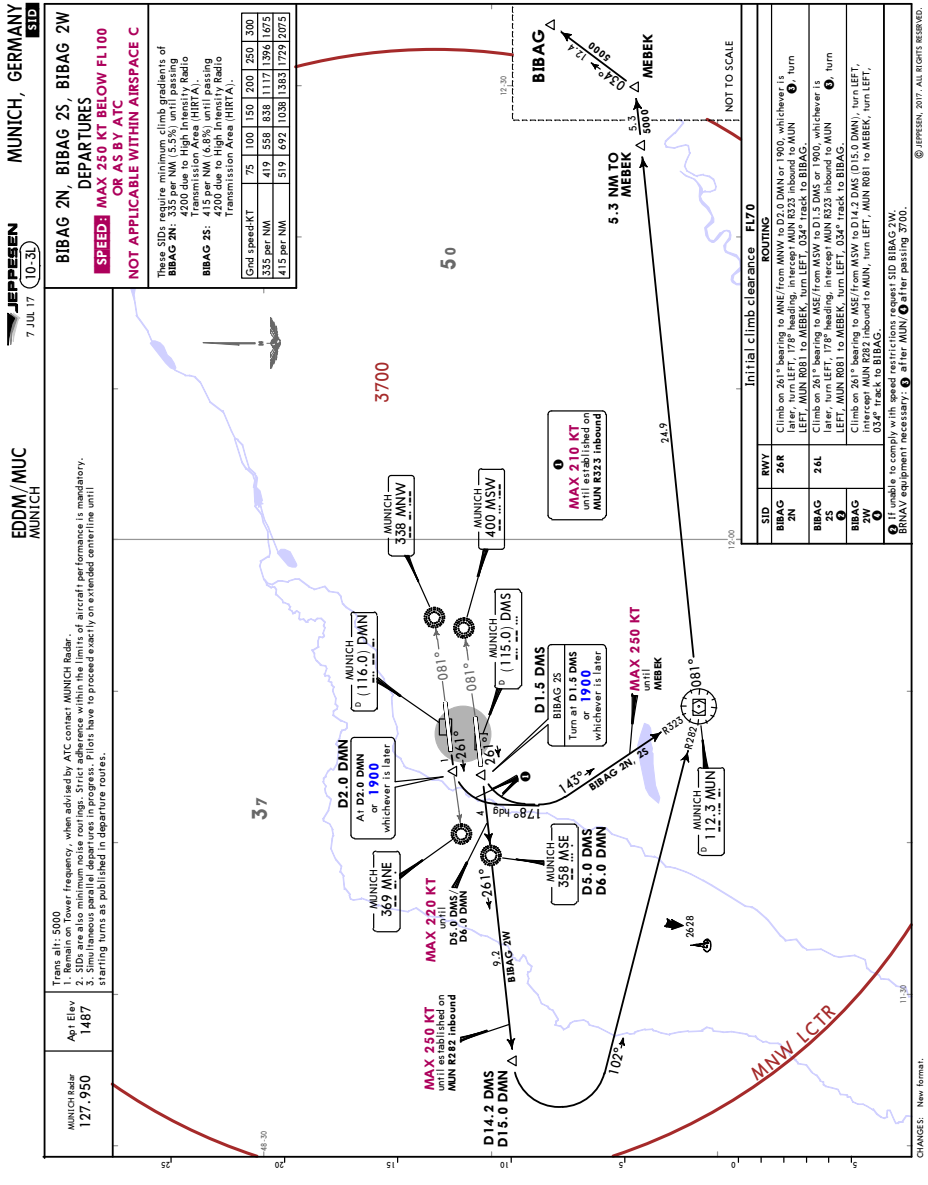
Initial climb clearance FL70		
SID	**RWY**	**ROUTING**
BIBAG 2E ❶	**08R**	Climb on 080° bearing to MSW/from MSE to D5.6 DMS (D5.0 DMN), turn RIGHT, 111° track to RATGI, turn LEFT, 056° track to BIBAG.
BIBAG 2Q ❶	**08L**	Climb on 080° bearing to MNW/from MNE to D6.8 DMN (D7.7 DMS), turn RIGHT, 119° track to RATGI, turn LEFT, 056° track to BIBAG.

❶ After 3700 BRNAV equipment necessary.

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid



Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

EDDM/MUC
MUNICH

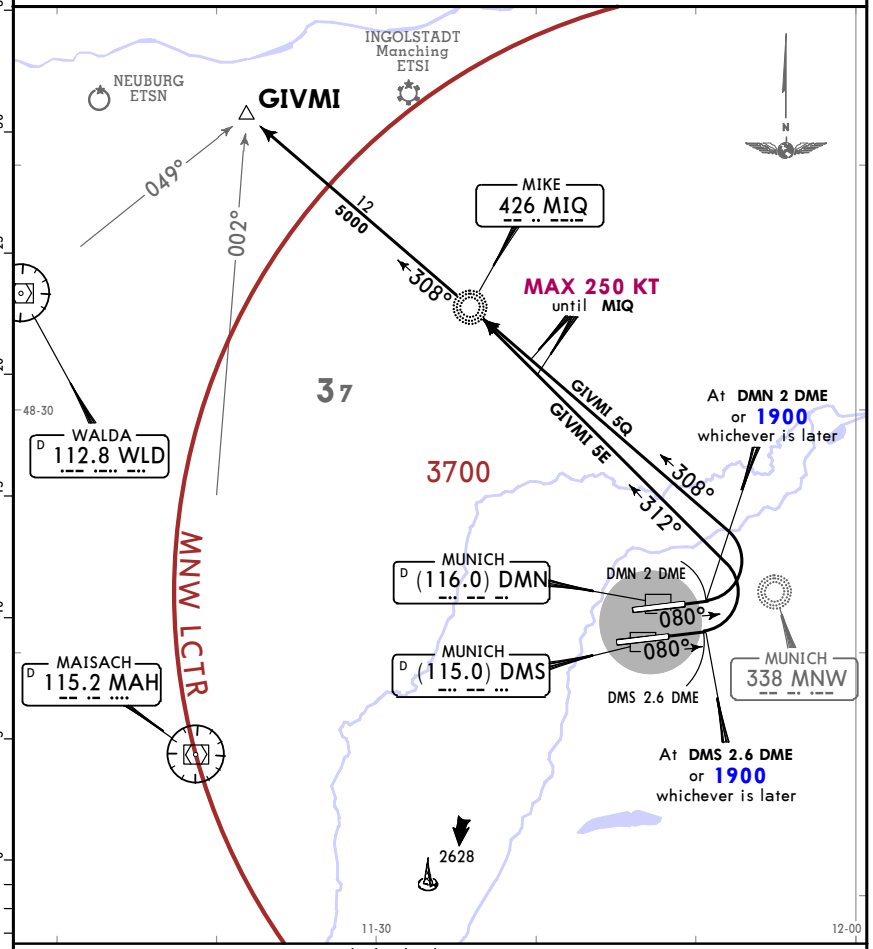
JEPPESEN
7 JUL 17 (10-3M)

MUNICH, GERMANY
SID

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

GIVMI 5E
GIVMI 5Q
DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance FL70

SID	RWY	ROUTING
GIVMI 5E	08R	Climb on runway track to DMS 2.6 DME or 1900, whichever is later, turn LEFT, intercept 312° bearing to MIQ, 308° bearing to GIVMI.
GIVMI 5Q	08L	Climb on runway track to DMN 2 DME or 1900, whichever is later, turn LEFT, intercept 308° bearing to MIQ, continue on 308° bearing to GIVMI.

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

EDDM/MUC
MUNICH

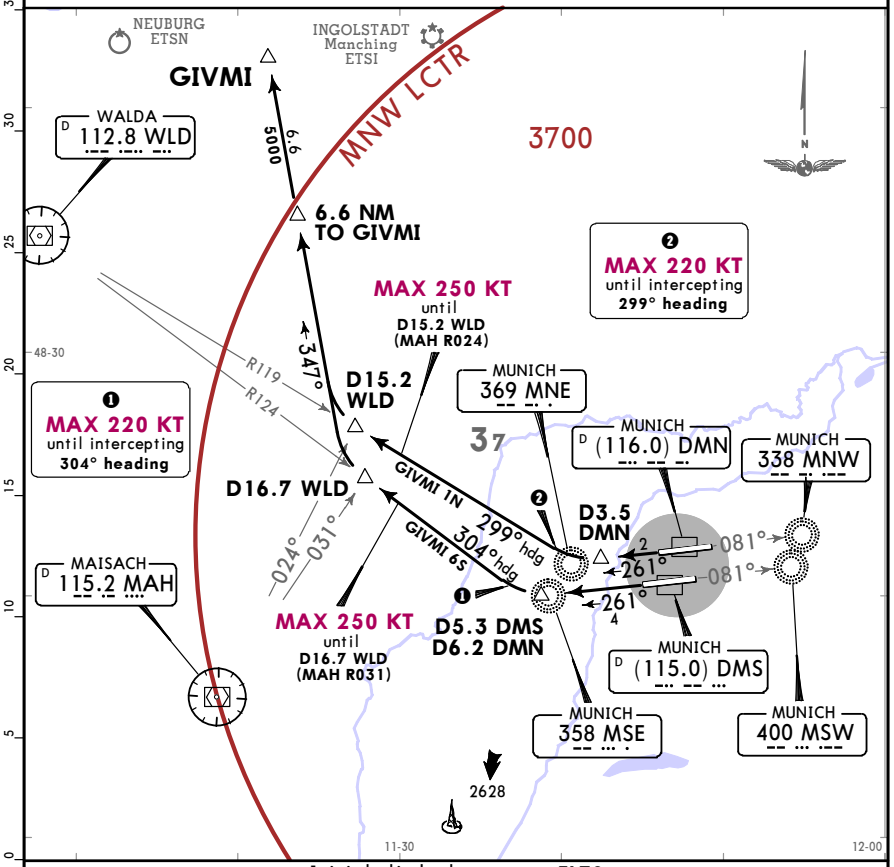
JEPPESEN
7 JUL 17 (10-3N)

MUNICH, GERMANY
SID

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

GIVMI 1N
GIVMI 6S
DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance FL70

SID	RWY	ROUTING
GIVMI 1N	26R	Climb on 261° bearing to MNE/from MNW to D3.5 DMN, turn RIGHT, 299° heading, intercept WLD R119 inbound to D15.2 WLD (MAH R024) ❸, turn RIGHT, 347° track to GIVMI.
GIVMI 6S	26L	Climb on 261° bearing to MSE/from MSW to D5.3 DMS (D6.2 DMN), turn RIGHT, 304° heading, intercept WLD R124 inbound to D16.7 WLD (MAH R031) ❹, turn RIGHT, 347° track to GIVMI.

❸ After D15.2 WLD (MAH R024) BRNAV equipment necessary.
❹ After D16.7 WLD (MAH R031) BRNAV equipment necessary.

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

EDDM/MUC
MUNICH

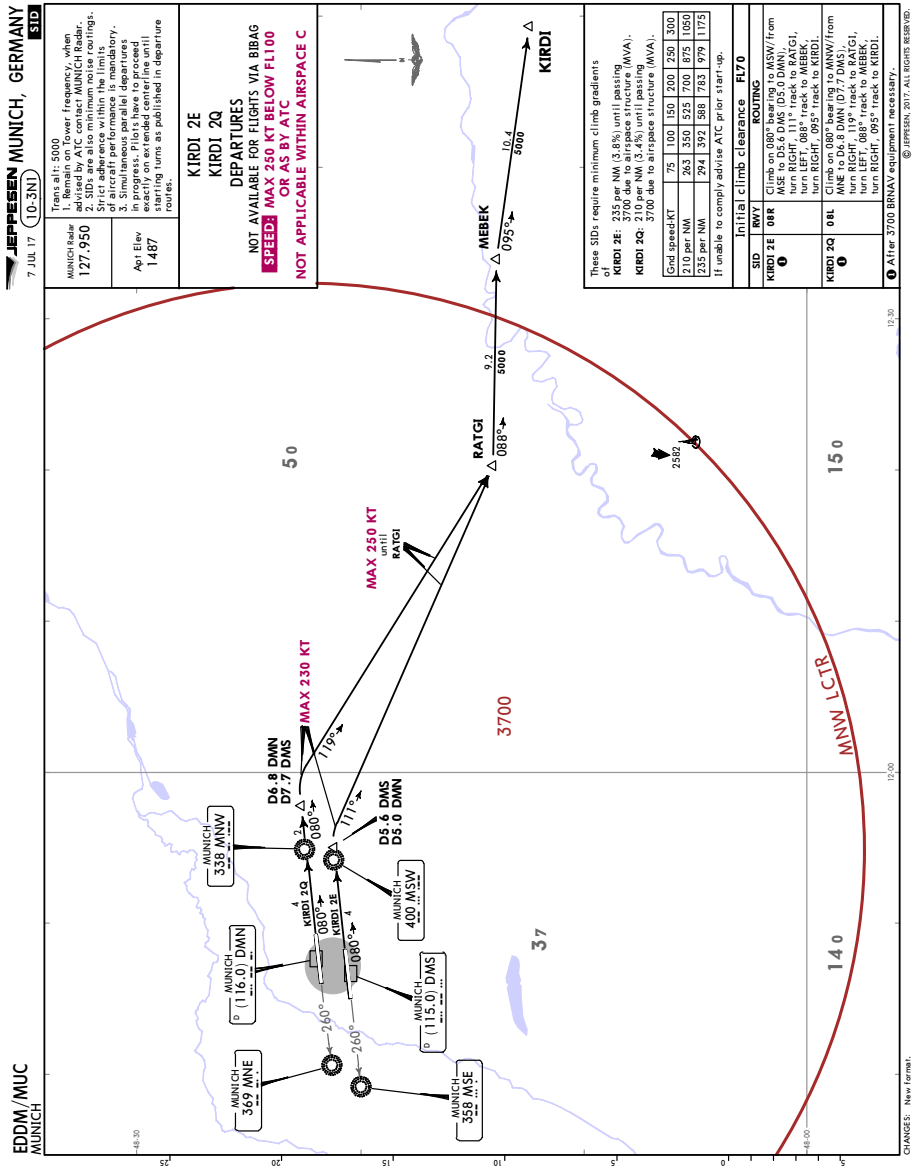
JEPPESEN
7 JUL 17 (10-3N)

MUNICH, GERMANY
SID

MUNICH Radar 127.950	Apt Elev 1487	Trans alt: 5000 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

KIRDI 2E
KIRDI 2Q
DEPARTURES

NOT AVAILABLE FOR FLIGHTS VIA BIBAG
SPEED MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of:
KIRDI 2E: 235 per NM (3.8%) until passing 3700 due to airspace structure (MVA).
KIRDI 2Q: 210 per NM (3.4%) until passing 3700 due to airspace structure (MVA).

Gnd speed-KT	75	100	150	200	250	300
210 per NM	263	350	525	700	875	1050
235 per NM	294	392	588	783	979	1175

If unable to comply advise ATC prior start-up.

Initial climb clearance FL70

SID	RWY	ROUTING
KIRDI 2E ❶	08R	Climb on 080° bearing to MSW/from MSE to D5.6 DMS (D5.0 DMN), turn RIGHT, 111° track to RATGI, turn LEFT, 088° track to MEBEK, turn RIGHT, 095° track to KIRDI.
KIRDI 2Q ❶	08L	Climb on 080° bearing to MNW/from MNE to D6.8 DMN (D7.7 DMS), turn RIGHT, 119° track to RATGI, turn LEFT, 088° track to MEBEK, turn RIGHT, 095° track to KIRDI.

❶ After 3700 BRNAV equipment necessary.

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

EDDM/MUC
MUNICH

JEPPESEN
7 JUL 17 (10-3N2)

MUNICH, GERMANY
SID

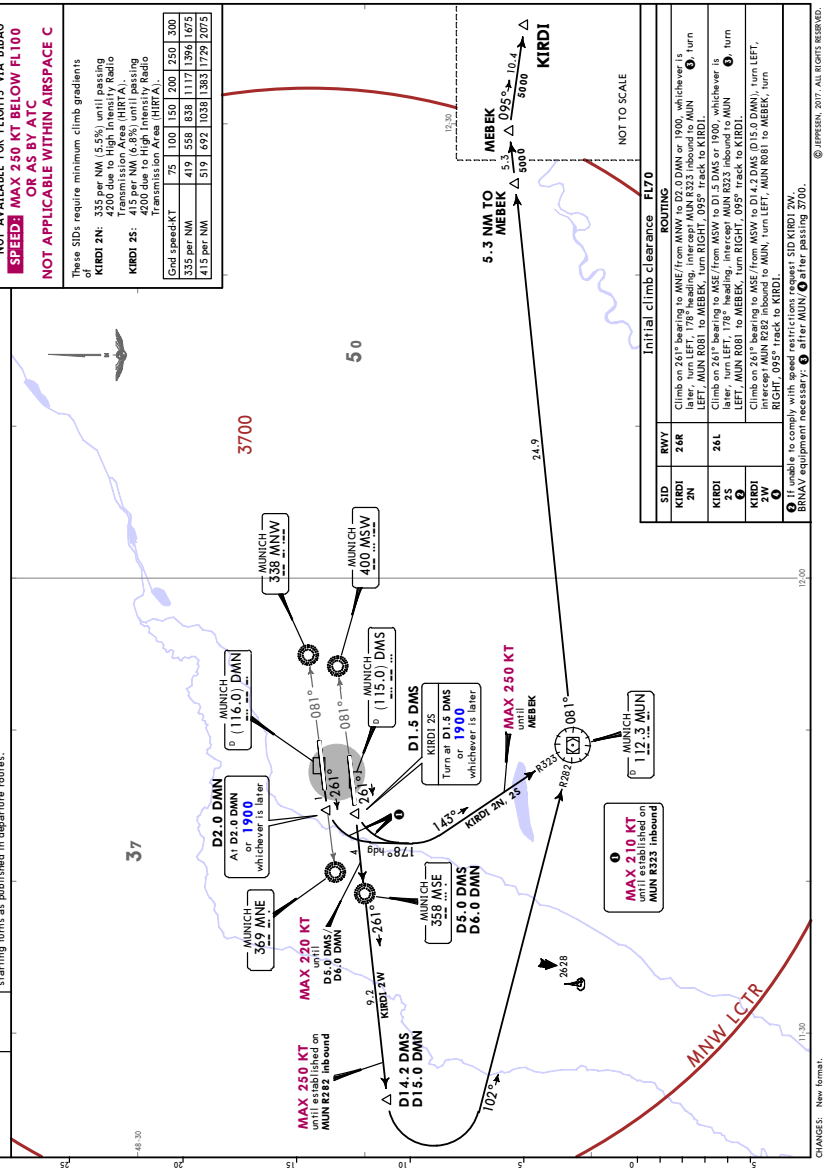
KIRDI 2N, KIRDI 2S, KIRDI 2W
DEPARTURES
NOT AVAILABLE FOR FLIGHTS VIA BIBAG
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

These SIDs require minimum climb gradients of
KIRDI 2N: 335 per NM (5.5%) until passing 4200 due to High Intensity Radio Transmission Area (HIRTA).
KIRDI 2S: 415 per NM (6.8%) until passing 4200 due to High Intensity Radio Transmission Area (HIRTA).

Gnd speed-KT	75	100	150	200	250	300
335 per NM	419	558	838	1117	1396	1675
415 per NM	519	692	1038	1383	1729	2075

MUNICH Radar 127.950 | Apt Elev 1487

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



Initial climb clearance FL70

SID	RWY	ROUTING
KIRDI 2N	26R	Climb on 261° bearing to MNE/from MNW to D2.0 DMN or 1900, whichever is later, turn LEFT, 178° heading, intercept MUN R323 inbound MUN ❶, turn LEFT, MUN R081 to MEBEK, turn RIGHT, 095° track to KIRDI.
KIRDI 2S ❷	26L	Climb on 261° bearing to MSE/from MSW to D1.5 DMS or 1900, whichever is later, turn LEFT, 178° heading, intercept MUN R323 inbound to MUN LEFT, MUN R081 to MEBEK, turn RIGHT, 095° track to KIRDI.
KIRDI 2W ❷		Climb on 261° bearing to MSE/from MSW to D14.2 DMS (D15.0 DMN), turn LEFT, intercept MUN R282 inbound to MUN, turn LEFT, MUN R081 to MEBEK, turn RIGHT, 095° track to KIRDI.

❶ If unable to comply with speed restrictions request SID KIRDI 2W.
BRNAV equipment necessary: ❶ after MUN ❷ after passing 3700.

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

EDDM/MUC
MUNICH

JEPPESEN
7 JUL 17 (10-3N3)

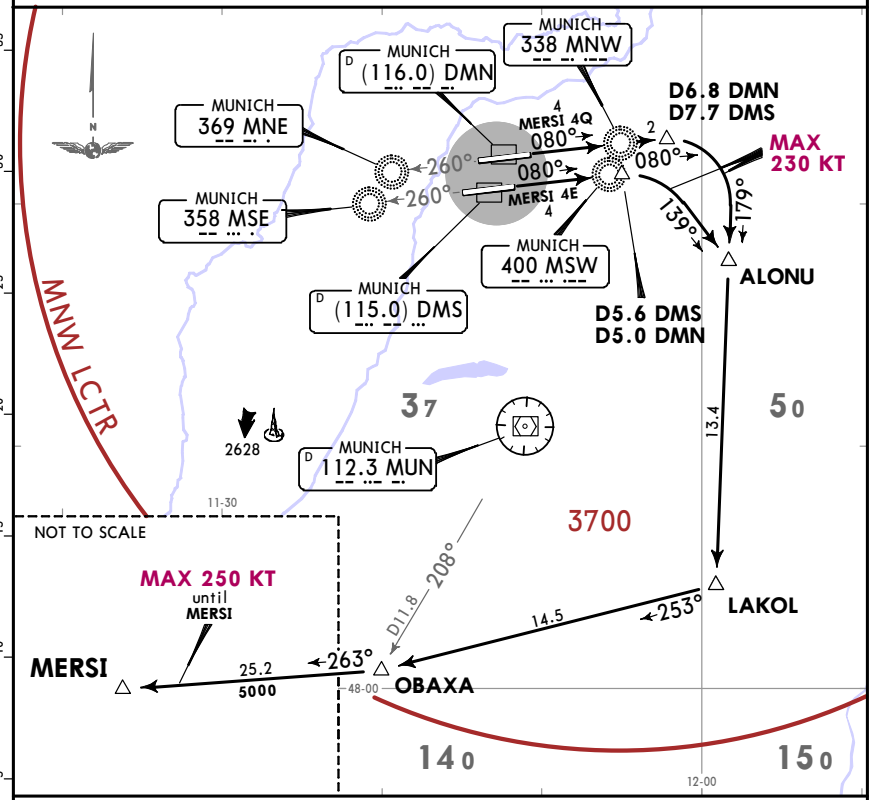
MUNICH, GERMANY
SID

MUNICH Radar	Apt Elev	
127.950	1487	Trans alt: 5000 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

MERSI 4E, MERSI 4Q DEPARTURES

JET ACFT ONLY

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of
MERSI 4E: 235 per NM (3.8%) until passing 3700 due to airspace structure (MVA).
MERSI 4Q: 210 per NM (3.4%) until passing 3700 due to airspace structure (MVA).

Gnd speed-KT	75	100	150	200	250	300
210 per NM	263	350	525	700	875	1050
235 per NM	294	392	588	783	979	1175

If unable to comply advise ATC prior start-up.

Initial climb clearance FL70

SID	RWY	ROUTING
MERSI 4E ❶	08R	Climb on 080° bearing to MSW/from MSE to D5.6 DMS (D5.0 DMN), turn RIGHT, 139° track to ALONU, turn RIGHT, 179° track to LAKOL, turn RIGHT, 253° track to OBAXA, turn RIGHT, 263° track to MERSI.
MERSI 4Q ❶	08L	Climb on 080° bearing to MNW/from MNE to D6.8 DMN (D7.7 DMS), turn RIGHT, 179° track to LAKOL, turn RIGHT, 253° track to OBAXA, turn RIGHT, 263° track to MERSI.

❶ After 3700 BRNAV equipment necessary.

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

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

MUNICH Radar	Apt Elev
127.950	1487

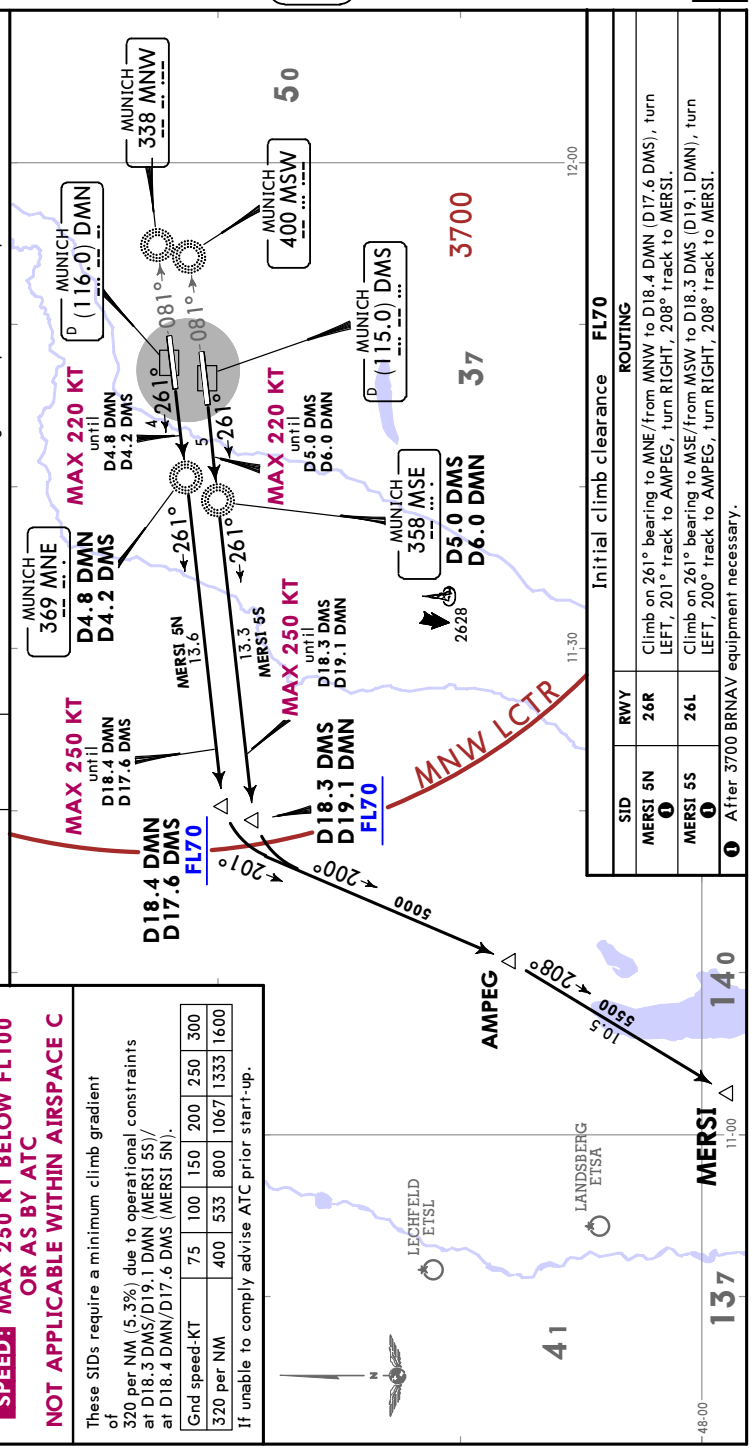
MERSI 5N
MERSI 5S
DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

These SIDs require a minimum climb gradient of
320 per NM (5.3%) due to operational constraints at D18.3 DMS/D19.1 DMN (MERSI 5S)/ at D18.4 DMN/D17.6 DMS (MERSI 5N).

Gnd speed-KT	75	100	150	200	250	300
320 per NM	400	533	800	1067	1333	1600

If unable to comply advise ATC prior start-up.



Initial climb clearance FL70

SID	RWY	ROUTING
MERSI 5N ❶	26R	Climb on 261° bearing to MNE/from MNW to D18.4 DMN (D17.6 DMS), turn LEFT, 201° track to AMPEG, turn RIGHT, 208° track to MERSI.
MERSI 5S ❶	26L	Climb on 261° bearing to MSE/from MSW to D18.3 DMS (D19.1 DMN), turn LEFT, 200° track to AMPEG, turn RIGHT, 208° track to MERSI.

❶ After 3700 BRNAV equipment necessary.

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

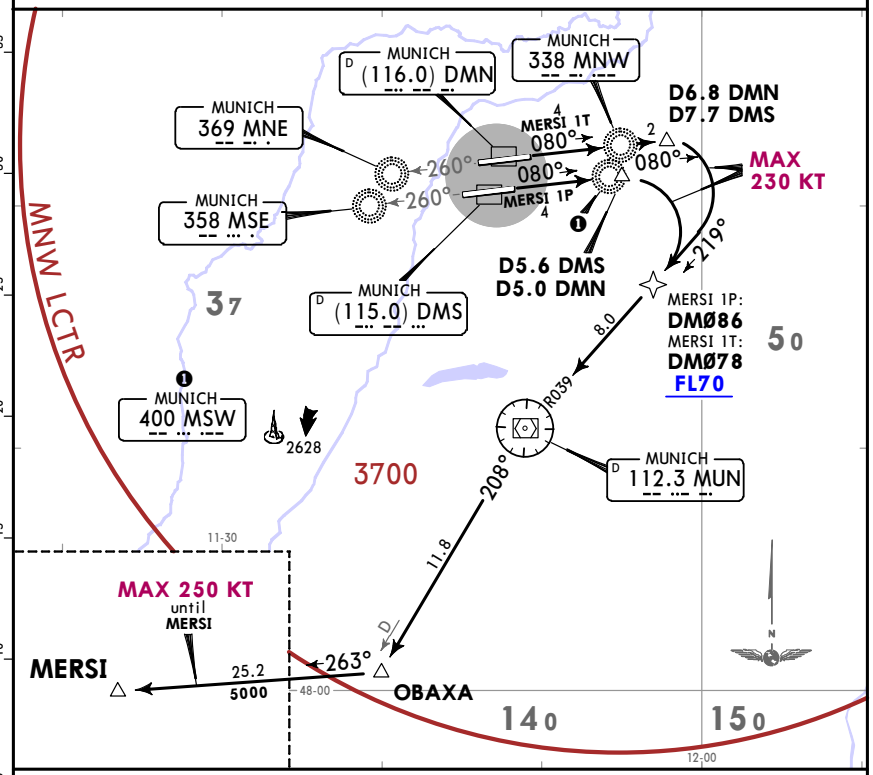
MUNICH Radar	Apt Elev
127.950	1487

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

MERSI 1P, MERSI 1T
DEPARTURES

NON-JET ACFT ONLY

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of
MERSI 1P: 570 per NM (9.4%) due to operational constraints at DM086.
MERSI 1T: 430 per NM (7.0%) due to operational constraints at DM078.

Gnd speed-KT	75	100	150	200	250	300
430 per NM	538	717	1075	1433	1792	2150
570 per NM	713	950	1425	1900	2375	2850

If unable to comply advise ATC prior start-up.

Initial climb clearance FL70

SID	RWY	ROUTING
MERSI 1P	08R	Climb on 080° bearing to MSW/from MSE to D5.6 DMS (D5.0 DMN) ❷, turn RIGHT, intercept MUN R039 inbound via DM086 to MUN, turn LEFT, MUN R208 to OBAXA, turn RIGHT, 263° track to MERSI.
MERSI 1T	08L	Climb on 080° bearing to MNW/from MNE to D6.8 DMN (D7.7 DMS) ❸, turn RIGHT, intercept MUN R039 inbound via DM078 to MUN, turn LEFT, MUN R208 to OBAXA, turn RIGHT, 263° track to MERSI.

❷ After D5.6 DMS (D5.0 DMN) BRNAV equipment necessary.
❸ After D6.8 DMN (D7.7 DMS) BRNAV equipment necessary.

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

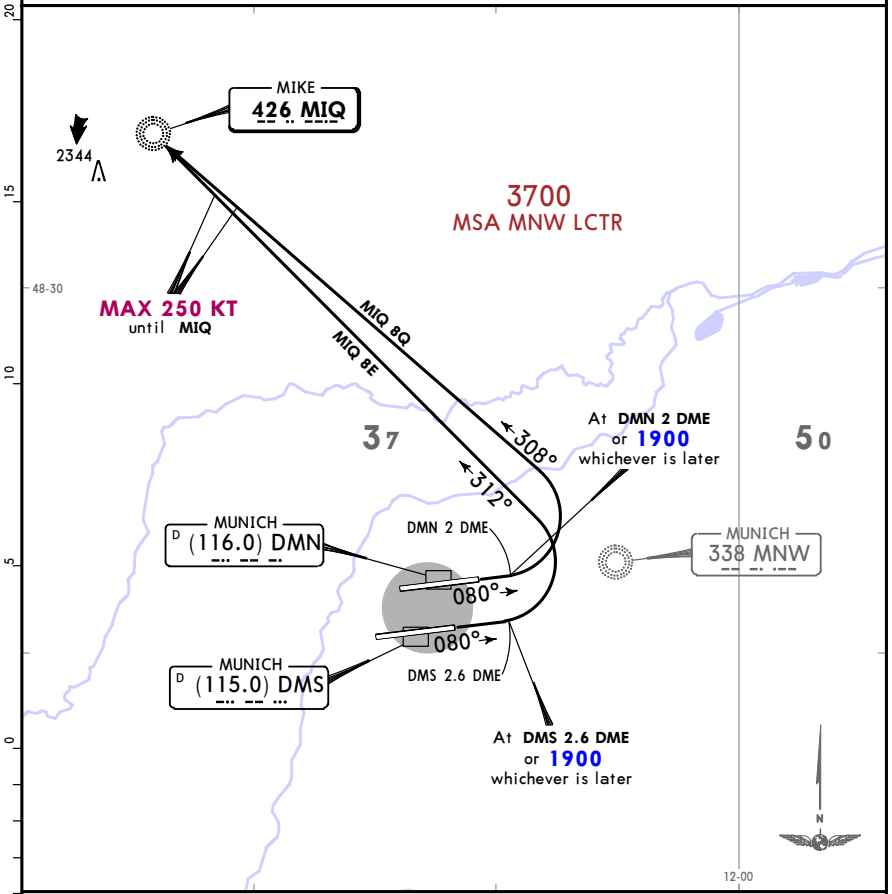
MUNICH Radar	Apt Elev	
123.9	1487	Trans alt: 5000 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed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

MIKE 8E (MIQ 8E)
MIKE 8Q (MIQ 8Q)
DEPARTURES

BY ATC

ONLY FOR NON-RNAV EQUIPPED ACFT

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **FL70**

SID	RWY	ROUTING
MIQ 8E	**08R**	Climb on runway track to DMS 2.6 DME or 1900, whichever is later, turn LEFT, intercept 312° bearing to MIQ.
MIQ 8Q	**08L**	Climb on runway track to DMN 2 DME or 1900, whichever is later, turn LEFT, intercept 308° bearing to MIQ.

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

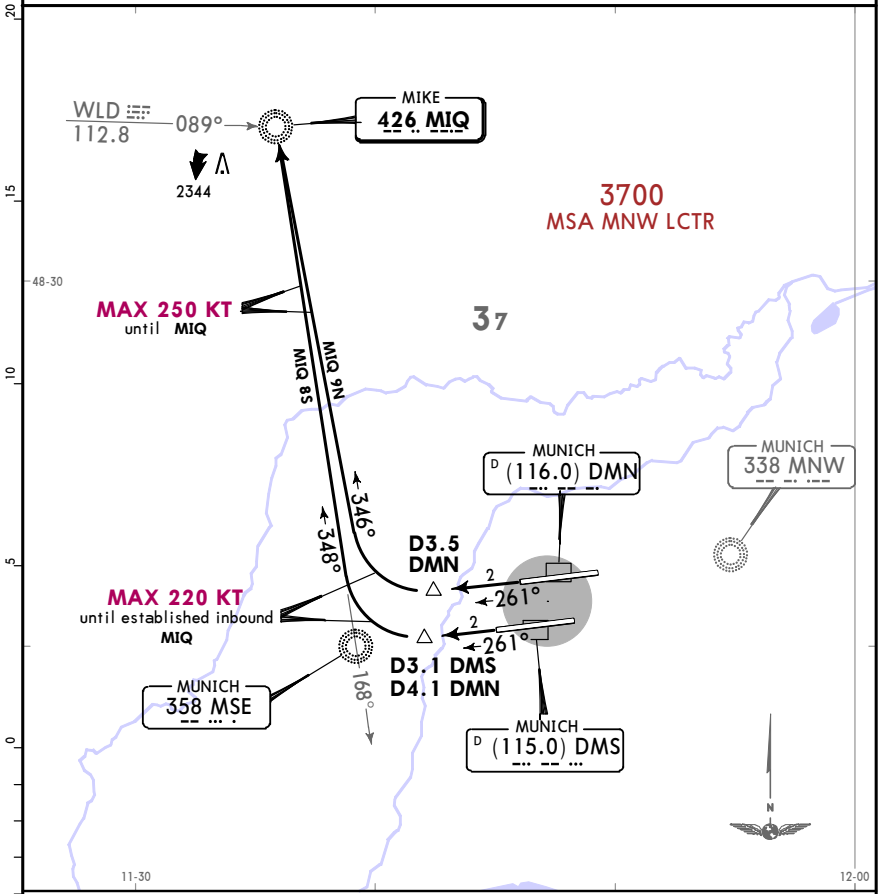
MUNICH Radar	Apt Elev	
123.9	1487	Trans alt: 5000 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed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

MIKE 9N (MIQ 9N)
MIKE 8S (MIQ 8S)
DEPARTURES

BY ATC

ONLY FOR NON-RNAV EQUIPPED ACFT

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **FL70**

SID	RWY	ROUTING
MIQ 9N	**26R**	Climb on runway track to D3.5 DMN, turn RIGHT, intercept 346° bearing to MIQ.
MIQ 8S	**26L**	Climb on runway track to D3.1 DMS (D4.1 DMN), turn RIGHT, intercept 348° bearing to MIQ/348° bearing from MSE to MIQ.

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

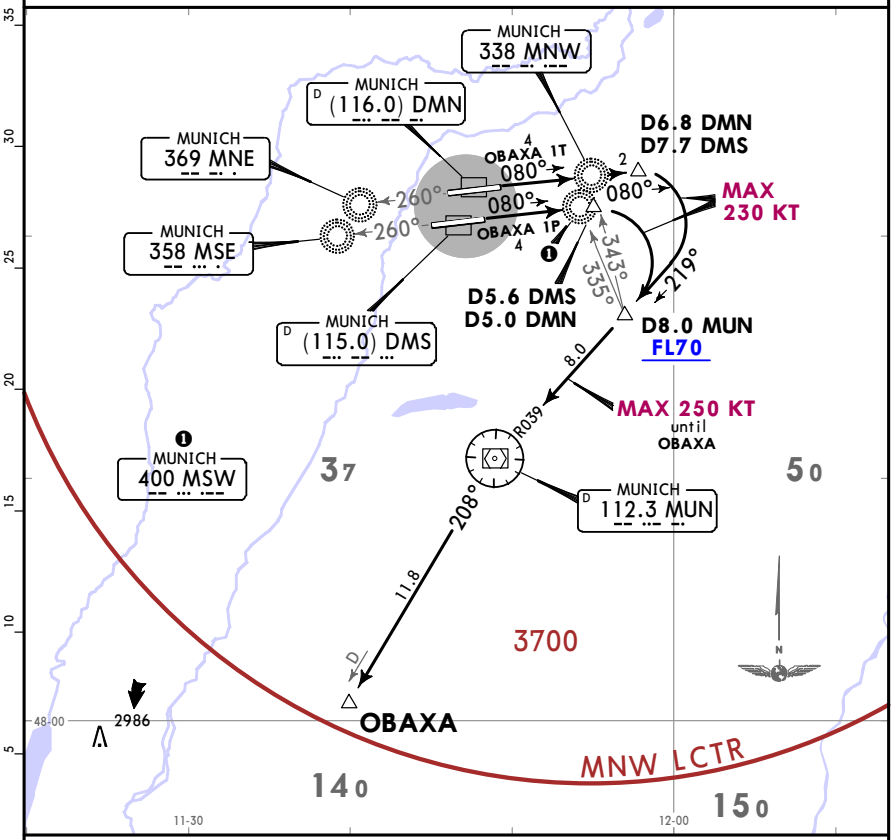
MUNICH Radar	Apt Elev	
127.950	1487	Trans alt: 5000 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

OBAXA 1P, OBAXA 1T DEPARTURES

NON-JET ACFT ONLY

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of

OBAXA 1P: 570 per NM (9.4%) due to operational constraints at D8.0 MUN.

OBAXA 1T: 430 per NM (7.0%) due to operational constraints at D8.0 MUN.

Gnd speed-KT	75	100	150	200	250	300
430 per NM	538	717	1075	1433	1792	2150
570 per NM	713	950	1425	1900	2375	2850

If unable to comply advise ATC prior start-up.

Initial climb clearance **FL70**

SID	RWY	ROUTING
OBAXA 1P	**08R**	Climb on 080° bearing to MSW/from MSE to D5.6 DMS (D5.0 DMN), turn RIGHT, intercept MUN R039 inbound to MUN, turn LEFT, MUN R208 to OBAXA.
OBAXA 1T	**08L**	Climb on 080° bearing to MNW/from MNE to D6.8 DMN (D7.7 DMS), turn RIGHT, intercept MUN R039 inbound to MUN, turn LEFT, MUN R208 to OBAXA.

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

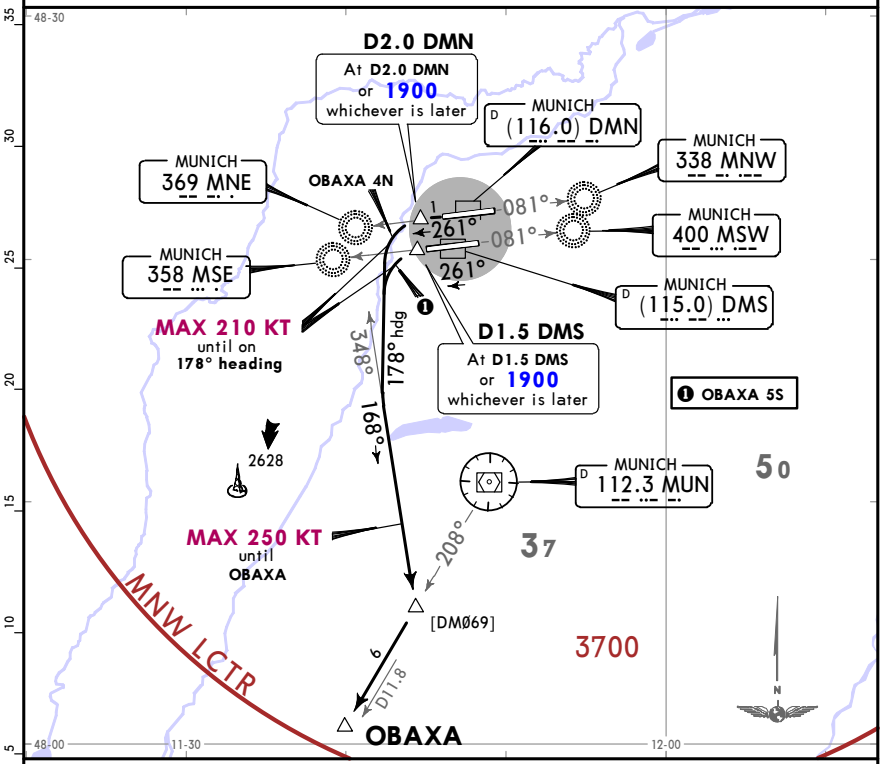
MUNICH Radar	Apt Elev	
127.950	1487	Trans alt: 5000 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

OBAXA 4N, OBAXA 5S DEPARTURES

NON-JET ACFT ONLY

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of

OBAXA 4N: 335 per NM (5.5%) until passing 4200 due to High Intensity Radio Transmission Area (HIRTA).

OBAXA 5S: 415 per NM (6.8%) until passing 4200 due to High Intensity Radio Transmission Area (HIRTA).

Gnd speed-KT	75	100	150	200	250	300
335 per NM	419	558	838	1117	1396	1675
415 per NM	519	692	1038	1383	1729	2075

Initial climb clearance **FL70**

SID	RWY	ROUTING
OBAXA 4N	**26R**	Climb on 261° bearing to MNE/from MNW to D2.0 DMN or 1900, whichever is later, turn LEFT, 178° heading, intercept 168° bearing from MNE, intercept MUN R208 to OBAXA.
OBAXA 5S	**26L**	Climb on 261° bearing to MSE/from MSW to D1.5 DMS or 1900, whichever is later, turn LEFT, 178° heading, intercept 168° bearing from MNE, intercept MUN R208 to OBAXA.

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

EDDM/MUC
MUNICH

JEPPESEN
7 JUL 17 (10-3Q2A)

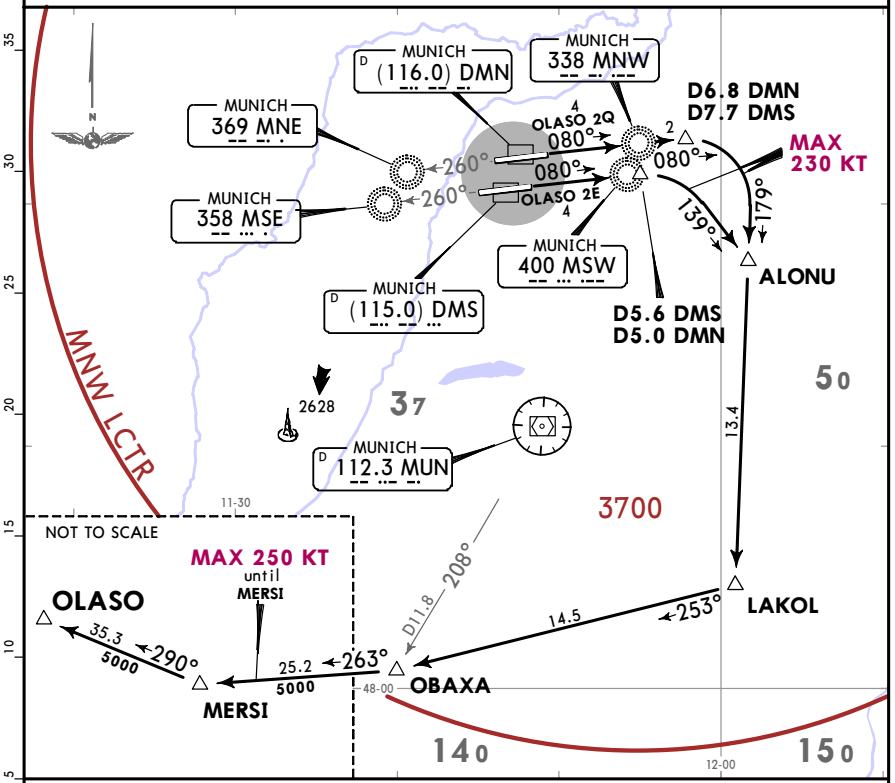
MUNICH, GERMANY
SID

MUNICH Radar	Apt Elev
127.950	1487

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

OLASO 2E, OLASO 2Q DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of
OLASO 2E: 235 per NM (3.8%) until passing 3700 due to airspace structure (MVA).
OLASO 2Q: 210 per NM (3.4%) until passing 3700 due to airspace structure (MVA).

Gnd speed-KT	75	100	150	200	250	300
210 per NM	263	350	525	700	875	1050
235 per NM	294	392	588	783	979	1175

If unable to comply advise ATC prior start-up.

Initial climb clearance FL70

SID	RWY	ROUTING
OLASO 2E ❶	08R	Climb on 080° bearing to MSW/from MSE to D5.6 DMS (D5.0 DMN), turn RIGHT, 139° track to ALONU, turn RIGHT, 179° track to LAKOL, turn RIGHT, 253° track to OBAXA, turn RIGHT, 263° track to MERSI, turn RIGHT, 290° track to OLASO.
OLASO 2Q ❶	08L	Climb on 080° bearing to MNW/from MNE to D6.8 DMN (D7.7 DMS), turn RIGHT, 179° track to LAKOL, turn RIGHT, 253° track to OBAXA, turn RIGHT, 263° track to MERSI, turn RIGHT, 290° track to OLASO.

❶ After 3700 BRNAV equipment necessary.

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

EDDM/MUC
MUNICH

JEPPESEN
7 JUL 17 (10-3Q2B)

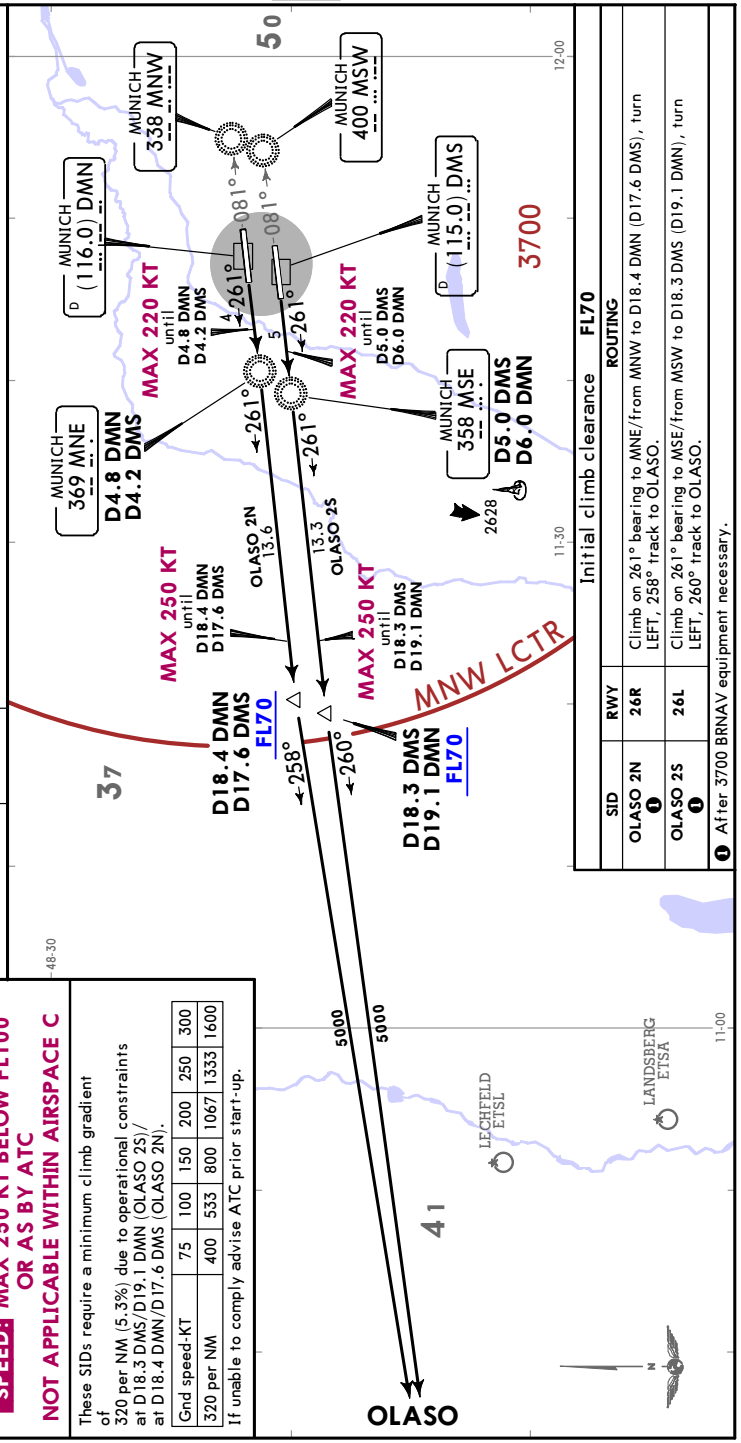
MUNICH, GERMANY
SID

MUNICH Radar	Apt Elev
127.950	1487

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

OLASO 2N, OLASO 2S DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require a minimum climb gradient of 320 per NM (5.3%) due to operational constraints at D18.3 DMS/D19.1 DMN (OLASO 2S)/ at D18.4 DMN/D17.6 DMS (OLASO 2N).

Gnd speed-KT	75	100	150	200	250	300
320 per NM	400	533	800	1067	1333	1600

If unable to comply advise ATC prior start-up.

Initial climb clearance FL70

SID	RWY	ROUTING
OLASO 2N ❶	26R	Climb on 261° bearing to MNE/from MNW to D18.4 DMN (D17.6 DMS), turn LEFT, 258° track to OLASO.
OLASO 2S ❶	26L	Climb on 261° bearing to MSE/from MSW to D18.3 DMS (D19.1 DMN), turn LEFT, 260° track to OLASO.

❶ After 3700 BRNAV equipment necessary.

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 00002, this chart may no longer be valid

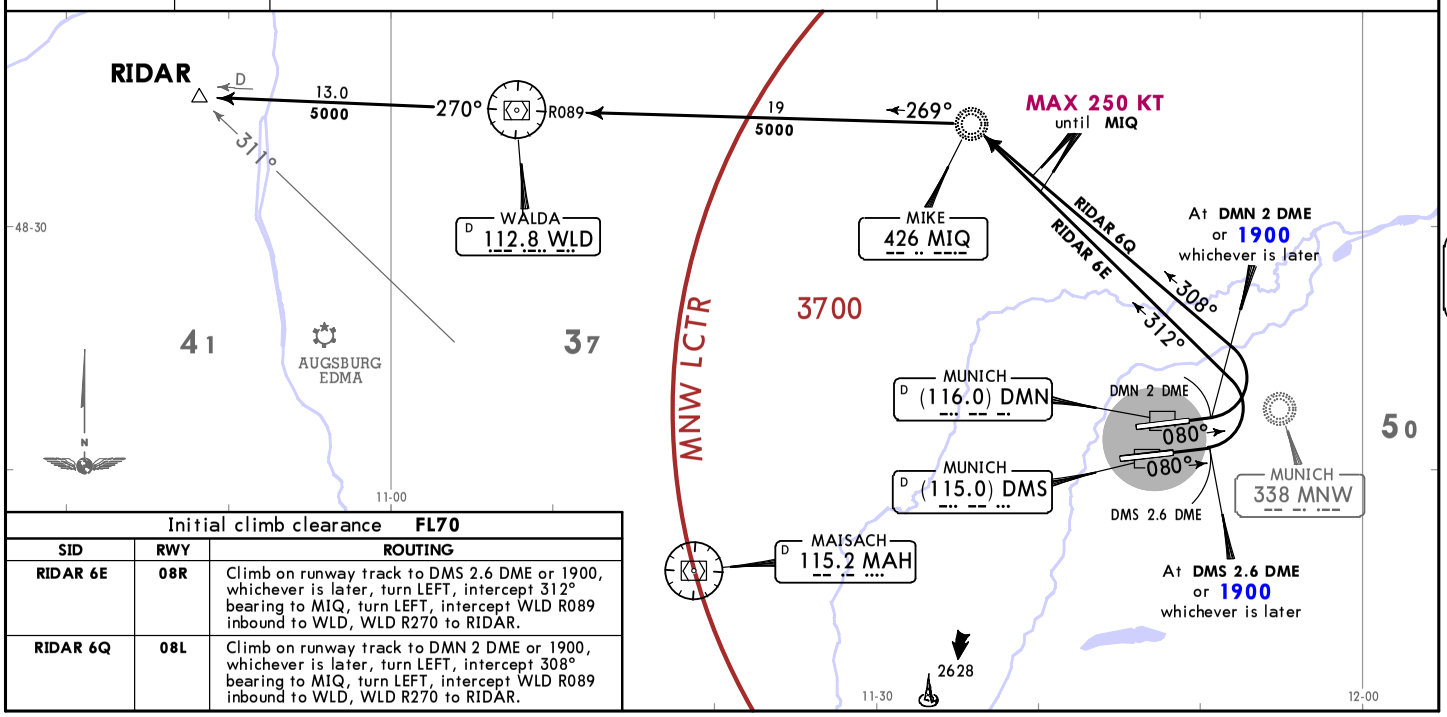
CHANGES: None.

MUNICH Radar	Apt Elev
123.9	1487

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

RIDAR 6E, RIDAR 6Q DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **FL70**

SID	RWY	ROUTING
RIDAR 6E	**08R**	Climb on runway track to DMS 2.6 DME or 1900, whichever is later, turn LEFT, intercept 312° bearing to MIQ, turn LEFT, intercept WLD R089 inbound to WLD, WLD R270 to RIDAR.
RIDAR 6Q	**08L**	Climb on runway track to DMN 2 DME or 1900, whichever is later, turn LEFT, intercept 308° bearing to MIQ, turn LEFT, intercept WLD R089 inbound to WLD, WLD R270 to RIDAR.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 00002, this chart may no longer be valid

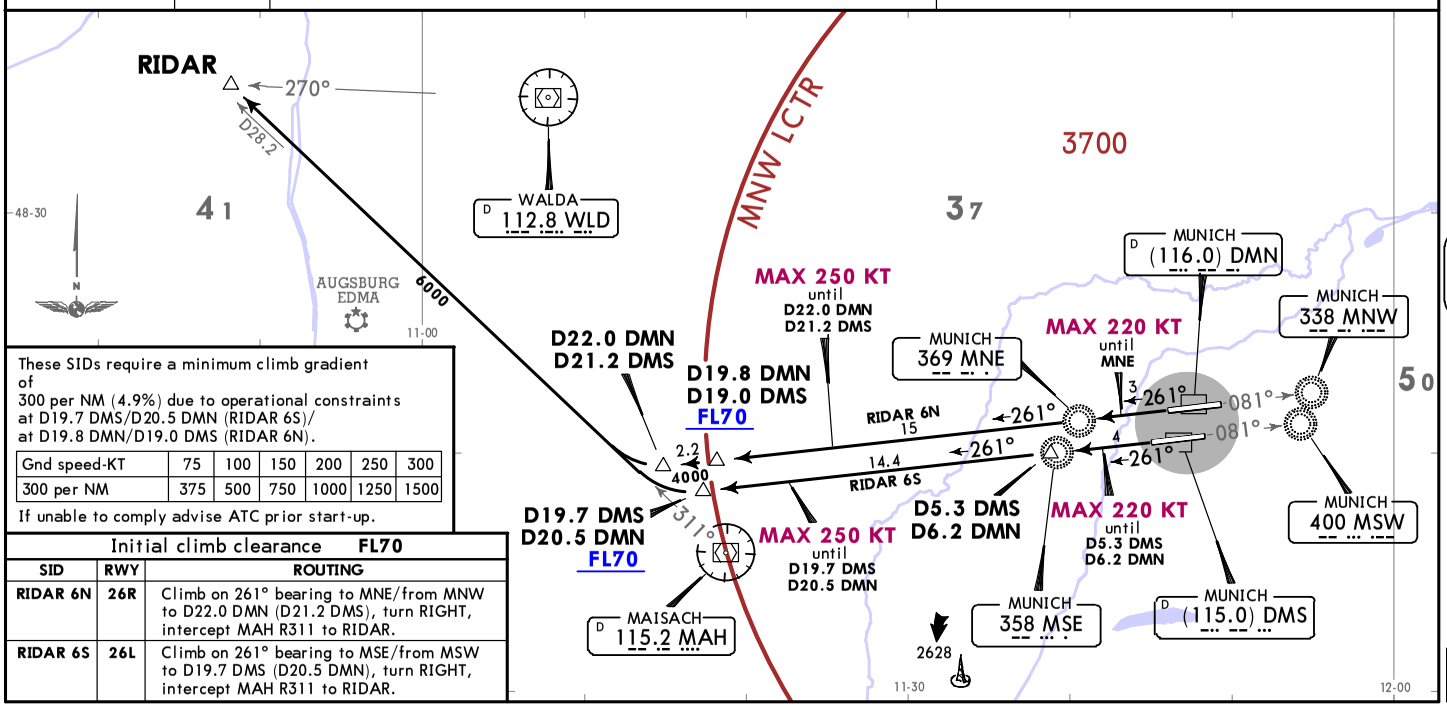
CHANGES: Reissue.

MUNICH Radar	Apt Elev
123.9	1487

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

RIDAR 6N, RIDAR 6S DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require a minimum climb gradient of 300 per NM (4.9%) due to operational constraints at D19.7 DMS/D20.5 DMN (RIDAR 6S)/ at D19.8 DMN/D19.0 DMS (RIDAR 6N).

Gnd speed-KT	75	100	150	200	250	300
300 per NM	375	500	750	1000	1250	1500

If unable to comply advise ATC prior start-up.

Initial climb clearance **FL70**

SID	RWY	ROUTING
RIDAR 6N	**26R**	Climb on 261° bearing to MNE/from MNW to D22.0 DMN (D21.2 DMS), turn RIGHT, intercept MAH R311 to RIDAR.
RIDAR 6S	**26L**	Climb on 261° bearing to MSE/from MSW to D19.7 DMS (D20.5 DMN), turn RIGHT, intercept MAH R311 to RIDAR.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

MUNICH Radar	Apt Elev
127.950	1487

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

ROTAX 3E
ROTAX 3Q
DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

These SIDs require minimum climb gradients of
ROTAX 3E: 235 per NM (3.8%) until passing 3700 due to airspace structure (MVA).
ROTAX 3Q: 210 per NM (3.4%) until passing 3700 due to airspace structure (MVA).

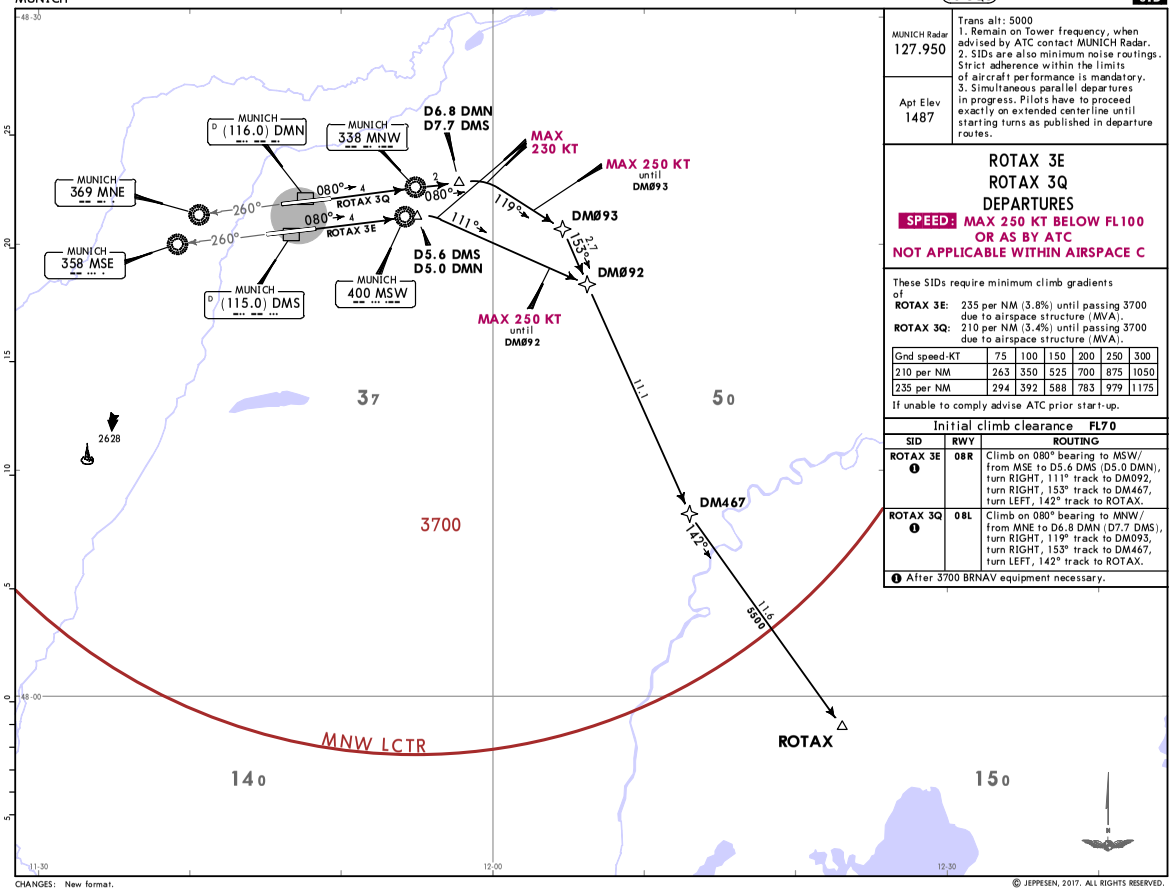
Gnd speed-KT	75	100	150	200	250	300
210 per NM	263	350	525	700	875	1050
235 per NM	294	392	588	783	979	1175

If unable to comply advise ATC prior start-up.

Initial climb clearance FL70

SID	RWY	ROUTING
ROTAX 3E ❶	08R	Climb on 080° bearing to MSW/ from MSE to D5.6 DMS (D5.0 DMN), turn RIGHT, 111° track to DM092, turn RIGHT, 153° track to DM467, turn LEFT, 142° track to ROTAX.
ROTAX 3Q ❶	08L	Climb on 080° bearing to MNW/ from MNE to D6.8 DMN (D7.7 DMS), turn RIGHT, 119° track to DM093, turn RIGHT, 153° track to DM467, turn LEFT, 142° track to ROTAX.

❶ After 3700 BRNAV equipment necessary.



© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 00002, this chart may no longer be valid

MUNICH Radar	Apt Elev
127.950	1487

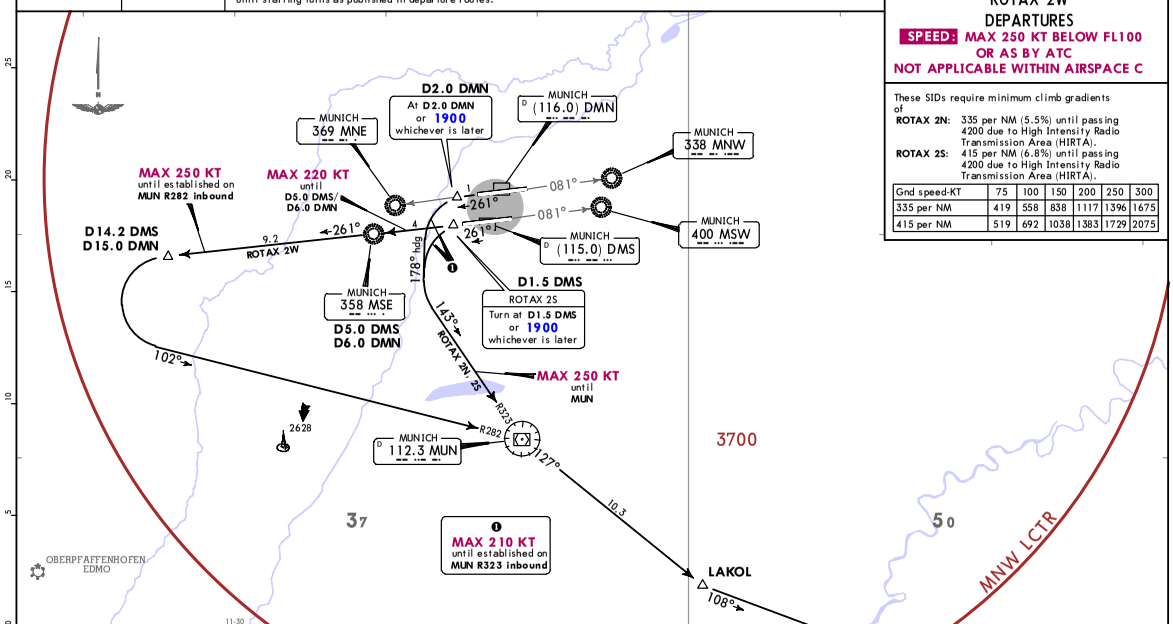
Trans alt: 5000
1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar.
2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline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

ROTAX 2N
ROTAX 2S
ROTAX 2W
DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

These SIDs require minimum climb gradients of
ROTAX 2N: 335 per NM (5.5%) until passing 4200 due to High Intensity Radio Transmission Area (HIRTA).
ROTAX 2S: 415 per NM (6.8%) until passing 4200 due to High Intensity Radio Transmission Area (HIRTA).

Gnd speed-KT	75	100	150	200	250	300
335 per NM	419	558	838	1117	1396	1675
415 per NM	519	692	1038	1383	1729	2075



Initial climb clearance FL70

SID	RWY	ROUTING
ROTAX 2N	26R	Climb on 261° bearing to MNE/from MNW to D2.0 DMN or 1900, whichever is later, turn LEFT, 178° heading, intercept MUN R323 inbound to MUN ❸, turn LEFT, MUN R127 to LAKOL, turn LEFT, 108° track to ROTAX.
ROTAX 2S ❷	26L	Climb on 261° bearing to MSE/from MSW to D1.5 DMS or 1900, whichever is later, turn LEFT, 178° heading, intercept MUN R323 inbound to MUN ❸, turn LEFT, MUN R127 to LAKOL, turn LEFT, 108° track to ROTAX.
ROTAX 2W ❹		Climb on 261° bearing to MSE/from MSW to D14.2 DMS (D15.0 DMN), turn LEFT, intercept MUN R282 inbound to MUN, turn RIGHT, MUN R127 to LAKOL, turn LEFT, 108° track to ROTAX.

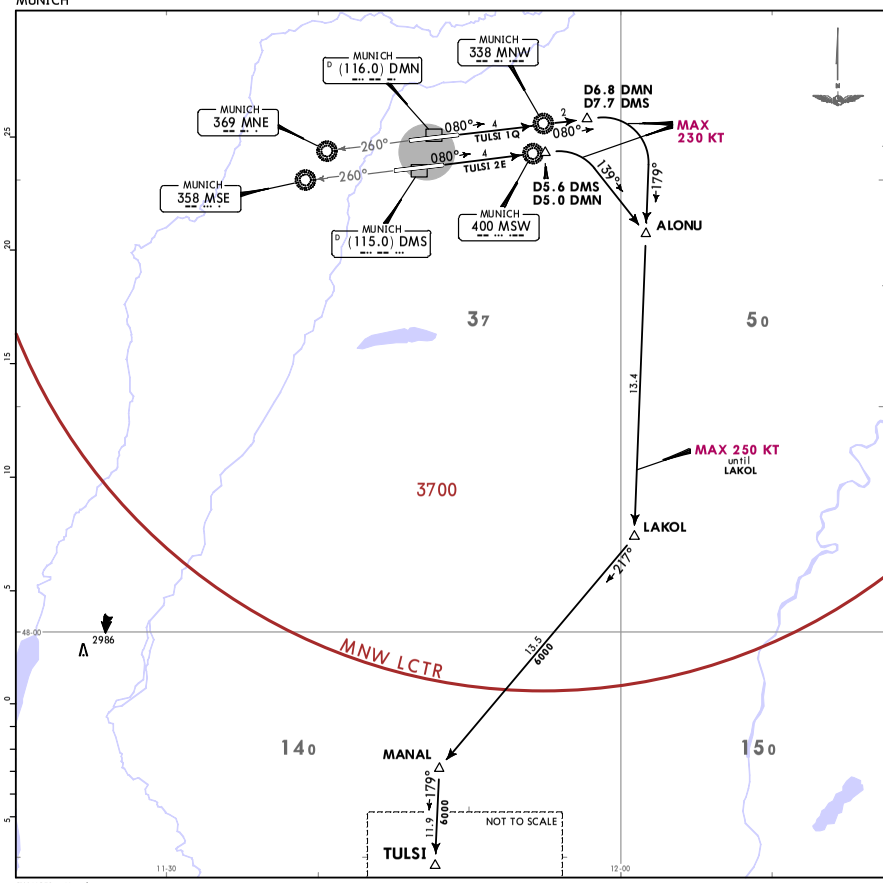
❷ If unable to comply with speed restrictions request SID ROTAX 2W.
BRNAV equipment necessary: ❸ after MUN/ ❹ after passing 3700.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 00002, this chart may no longer be valid

JEPPESEN MUNICH, GERMANY

7 JUL 17 (10-3Q7) SID



MUNICH Radar 127.950	Trans alt: 5000 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.
Apt Elev 1487	

TULSI 2E
TULSI 1Q
DEPARTURES

JET ACFT ONLY

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

These SIDs require minimum climb gradients of

TULSI 2E: 235 per NM (3.8%) until passing 3700 due to airspace structure (MVA).

TULSI 1Q: 210 per NM (3.4%) until passing 3700 due to airspace structure (MVA).

Gnd speed-KT	75	100	150	200	250	300
210 per NM	263	350	525	700	875	1050
235 per NM	294	392	588	783	979	1175

If unable to comply advise ATC prior start-up.

Initial climb clearance **FL70**

SID	RWY	ROUTING
TULSI 2E ❶	08R	Climb on 080° bearing to MSW/from MSE to D5.6 DMS (D5.0 DMN), turn RIGHT, 139° track to ALONU, turn RIGHT, 179° track to LAKOL, turn RIGHT, 217° track to MANAL, turn LEFT, 179° track to TULSI.
TULSI 1Q ❶	08L	Climb on 080° bearing to MNW/from MNE to D6.8 DMN (D7.7 DMS), turn RIGHT, 179° track to LAKOL, turn RIGHT, 217° track to MANAL, turn LEFT, 179° track to TULSI.

❶ After 3700 BRNAV equipment necessary.

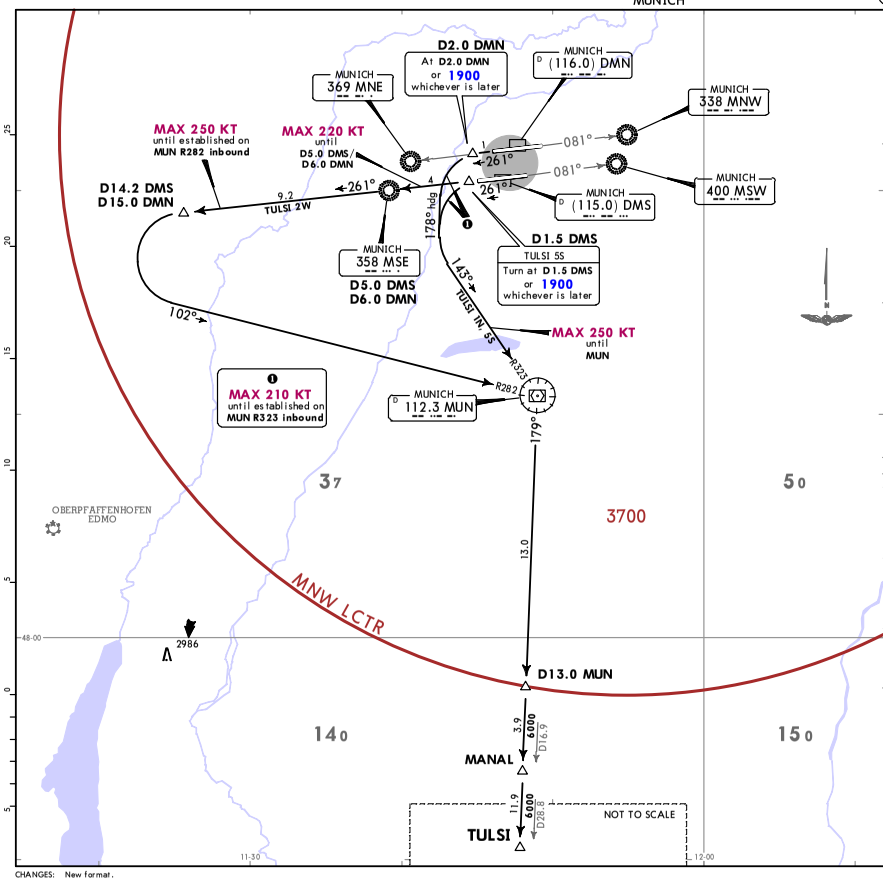
CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

JEPPESEN MUNICH, GERMANY

7 JUL 17 (10-3Q8) SID



MUNICH Radar 127.950	Trans alt: 5000 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.
Apt Elev 1487	

TULSI 1N
TULSI 5S
TULSI 2W
DEPARTURES

JET ACFT ONLY

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

These SIDs require minimum climb gradients of

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

TULSI 5S: 415 per NM (6.8%) until passing 4200 due to High Intensity Radio Transmission Area (HIRTA).

Gnd speed-KT	75	100	150	200	250	300
335 per NM	419	558	838	1117	1396	1675
415 per NM	519	692	1038	1383	1729	2075

Initial climb clearance **FL70**

SID	RWY	ROUTING
TULSI 1N	26R	Climb on 261° bearing to MNE/from MNW to D2.0 DMN or 1900, whichever is later, turn LEFT, 178° heading, intercept MUN R323 inbound to MUN, turn RIGHT, MUN R179 via MANAL to TULSI.
TULSI 5S ❷	26L	Climb on 261° bearing to MSE/from MSW to D1.5 DMS or 1900, whichever is later, turn LEFT, 178° heading, intercept MUN R323 inbound to MUN, turn RIGHT, MUN R179 via MANAL to TULSI.
TULSI 2W		Climb on 261° bearing to MSE/from MSW to D14.2 DMS (D15.0 DMN), turn LEFT, intercept MUN R282 inbound to MUN, turn RIGHT, MUN R179 via MANAL to TULSI.

❷ If unable to comply with speed restrictions request SID TULSI 2W.

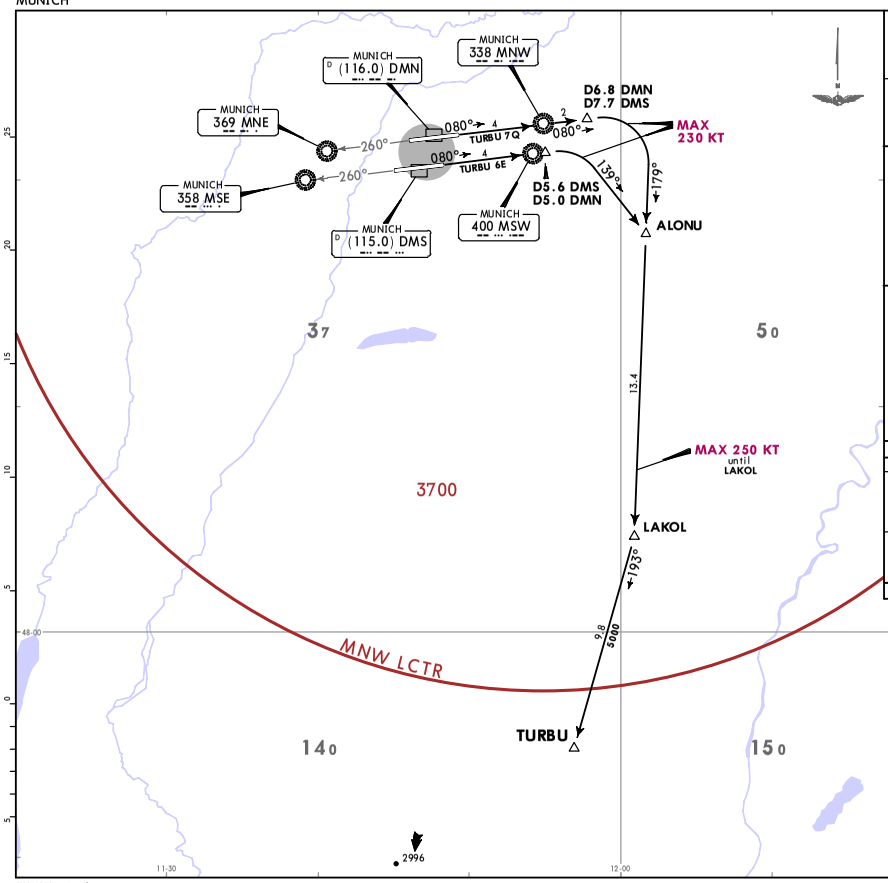
CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

JEPPESEN MUNICH, GERMANY

7 JUL 17 (10-3Q9) SID



MUNICH Radar 127.950	Trans alt: 5000 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.
Apt Elev 1487	

TURBU 6E
TURBU 7Q
DEPARTURES

JET ACFT ONLY

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

These SIDs require minimum climb gradients of

TURBU 6E: 235 per NM (3.8%) until passing 3700 due to airspace structure (MVA).

TURBU 7Q: 210 per NM (3.4%) until passing 3700 due to airspace structure (MVA).

Gnd speed-KT	75	100	150	200	250	300
210 per NM	263	350	525	700	875	1050
235 per NM	294	392	588	783	979	1175

If unable to comply advise ATC prior start-up.

Initial climb clearance **FL70**

SID	RWY	ROUTING
TURBU 6E ❶	**08R**	Climb on 080° bearing to MSW/from MSE to D5.6 DMS (D5.0 DMN), turn RIGHT, 139° track to ALONU, turn RIGHT, 179° track to LAKOL, turn RIGHT, 193° track to TURBU.
TURBU 7Q ❶	**08L**	Climb on 080° bearing to MNW/from MNE to D6.8 DMN (D7.7 DMS), turn RIGHT, 179° track to LAKOL, turn RIGHT, 193° track to TURBU.

❶ After 3700 BRNAV equipment necessary.

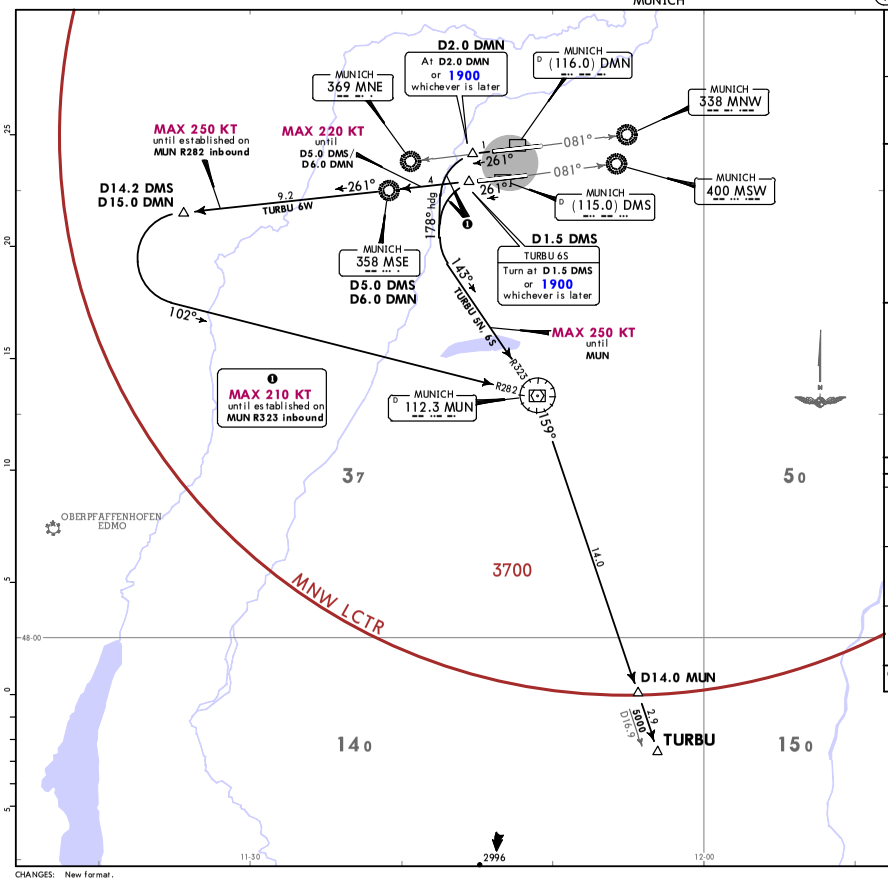
CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

JEPPESEN MUNICH, GERMANY

7 JUL 17 (10-3Q10) SID



MUNICH Radar 127.950	Trans alt: 5000 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.
Apt Elev 1487	

TURBU 5N
TURBU 6S
TURBU 6W
DEPARTURES

JET ACFT ONLY

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

These SIDs require minimum climb gradients of

TURBU 5N: 335 per NM (5.5%) until passing 4200 due to High Intensity Radio Transmission Area (HIRTA).

TURBU 6S: 415 per NM (6.8%) until passing 4200 due to High Intensity Radio Transmission Area (HIRTA).

Gnd speed-KT	75	100	150	200	250	300
335 per NM	419	558	838	1117	1396	1675
415 per NM	519	692	1038	1383	1729	2075

Initial climb clearance **FL70**

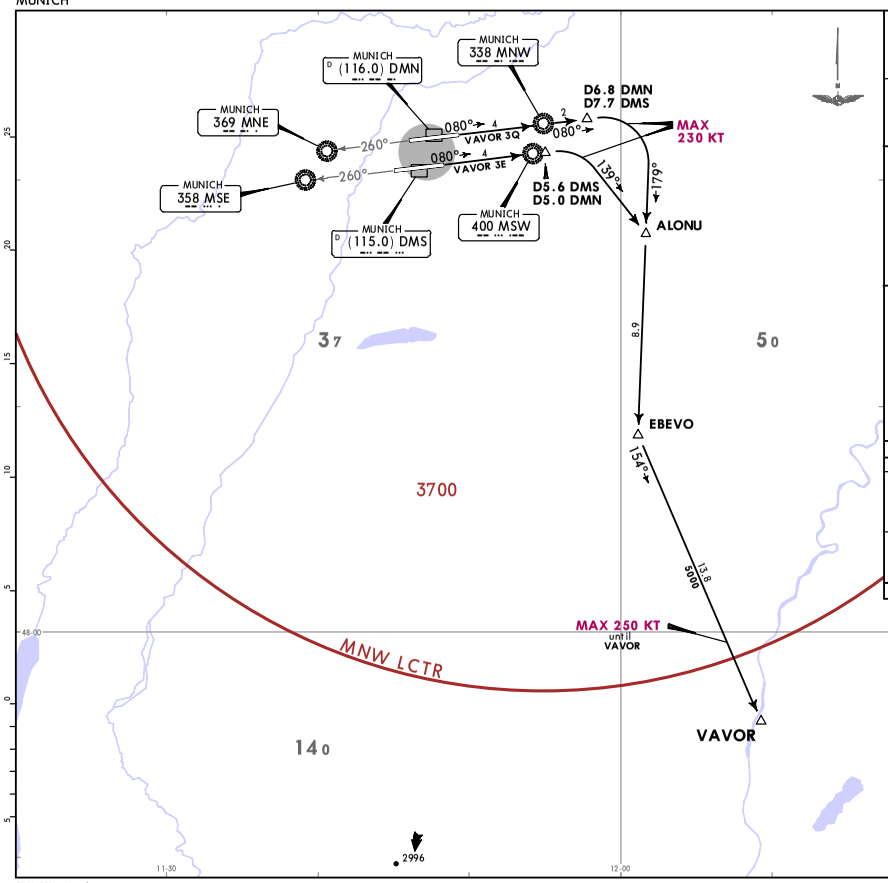
SID	RWY	ROUTING
TURBU 5N	**26R**	Climb on 261° bearing to MNE/from MNW to D2.0 DMN or 1900, whichever is later, turn LEFT, 178° heading, intercept MUN R323 inbound to MUN, turn RIGHT, MUN R159 to TURBU.
TURBU 6S ❷	**26L**	Climb on 261° bearing to MSE/from MSW to D1.5 DMS or 1900, whichever is later, turn LEFT, 178° heading, intercept MUN R323 inbound to MUN, turn RIGHT, MUN R159 to TURBU.
TURBU 6W		Climb on 261° bearing to MSE/from MSW to D14.2 DMS (D15.0 DMN), turn LEFT, intercept MUN R282 inbound to MUN, turn RIGHT, MUN R159 to TURBU.

❷ If unable to comply with speed restrictions request SID TURBU 6W.

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid



MUNICH Radar	Trans alt: 5000 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.
127.950	
Apt Elev 1487	

VAVOR 3E
VAVOR 3Q
DEPARTURES

JET ACFT ONLY

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

These SIDs require minimum climb gradients of

VAVOR 3E: 235 per NM (3.8%) until passing 3700 due to airspace structure (MVA).

VAVOR 3Q: 210 per NM (3.4%) until passing 3700 due to airspace structure (MVA).

Gnd speed-KT	75	100	150	200	250	300
210 per NM	263	350	525	700	875	1050
235 per NM	294	392	588	783	979	1175

If unable to comply advise ATC prior start-up.

Initial climb clearance **FL70**

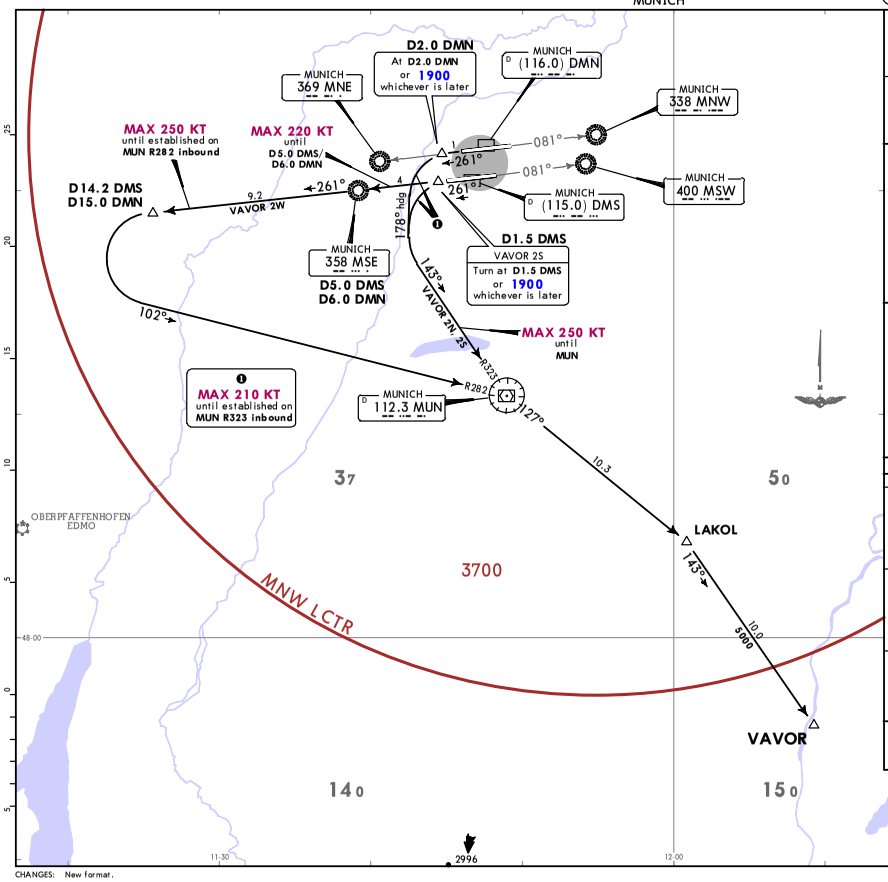
SID	RWY	ROUTING
VAVOR 3E ❶	08R	Climb on 080° bearing to MSW/from MSE to D5.6 DMS (D5.0 DMN), turn RIGHT, 139° track to ALONU, turn RIGHT, 179° track to EBEVO, turn LEFT, 154° track to VAVOR.
VAVOR 3Q ❶	08L	Climb on 080° bearing to MNW/from MNE to D6.8 DMN (D7.7 DMS), turn RIGHT, 179° track to EBEVO, turn LEFT, 154° track to VAVOR.

❶ After 3700 BRNAV equipment necessary.

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid



MUNICH Radar	Trans alt: 5000 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.
127.950	
Apt Elev 1487	

VAVOR 2N
VAVOR 2S
VAVOR 2W
DEPARTURES

JET ACFT ONLY

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

These SIDs require minimum climb gradients of

VAVOR 2N: 335 per NM (5.5%) until passing 4200 due to High Intensity Radio Transmission Area (HIRTA).

VAVOR 2S: 415 per NM (6.8%) until passing 4200 due to High Intensity Radio Transmission Area (HIRTA).

Gnd speed-KT	75	100	150	200	250	300
335 per NM	419	558	838	1117	1396	1675
415 per NM	519	692	1038	1383	1729	2075

Initial climb clearance **FL70**

SID	RWY	ROUTING
VAVOR 2N	26R	Climb on 261° bearing to MNE/from MNW to D2.0 DMN or 1900, whichever is later, turn LEFT, 178° heading, intercept MUN R323 inbound to MUN ❸, turn LEFT, MUN R127 to LAKOL, turn RIGHT, 143° track to VAVOR.
VAVOR 2S ❷	26L	Climb on 261° bearing to MSE/from MSW to D1.5 DMS or 1900, whichever is later, turn LEFT, 178° heading, intercept MUN R323 inbound to MUN ❸, turn LEFT, MUN R127 to LAKOL, turn RIGHT, 143° track to VAVOR.
VAVOR 2W ❹		Climb on 261° bearing to MSE/from MSW to D14.2 DMS (D15.0 DMN), turn LEFT, intercept MUN R282 inbound to MUN, turn RIGHT, MUN R127 to LAKOL, turn RIGHT, 143° track to VAVOR.

❷ If unable to comply with speed restrictions request SID VAVOR 2W.

BRNAV equipment necessary: ❸ after MUN/ ❹ after passing 3700.

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

EDDM/MUC
MUNICH

JEPPESEN
7 JUL 17 (10-3T1)

MUNICH, GERMANY
RNAV SID (OVERLAY)

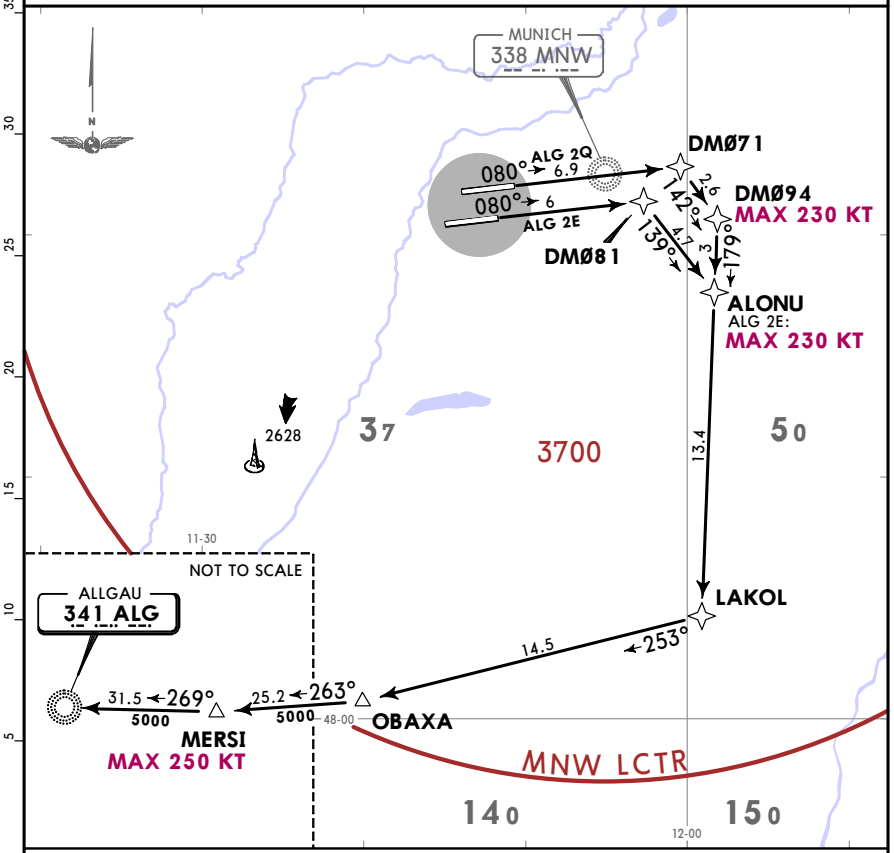
MUNICH Radar	Apt Elev	
127.950	1487	Trans alt: 5000 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is MANDATORY. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

ALLGAU 2E (ALG 2E), ALLGAU 2Q (ALG 2Q) RNAV DEPARTURES (OVERLAY 10-3H)

JET ACFT ONLY

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of

ALG 2E: 235 per NM (3.8%) until passing 3700 due to airspace structure (MVA).

ALG 2Q: 210 per NM (3.4%) until passing 3700 due to airspace structure (MVA).

Gnd speed-KT	75	100	150	200	250	300
210 per NM	263	350	525	700	875	1050
235 per NM	294	392	588	783	979	1175

If unable to comply advise ATC prior start-up.

Initial climb clearance **FL70**

SID	RWY	ROUTING
ALG 2E	08R	(1900+) - DM081 - ALONU (K230-) - LAKOL - OBAXA - MERSI (K250-) - ALG.
ALG 2Q	08L	(1900+) - DM071 - DM094 (K230-) - LAKOL - OBAXA - MERSI (K250-) - ALG.

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

EDDM/MUC
MUNICH

JEPPESEN
7 JUL 17 (10-3T2)

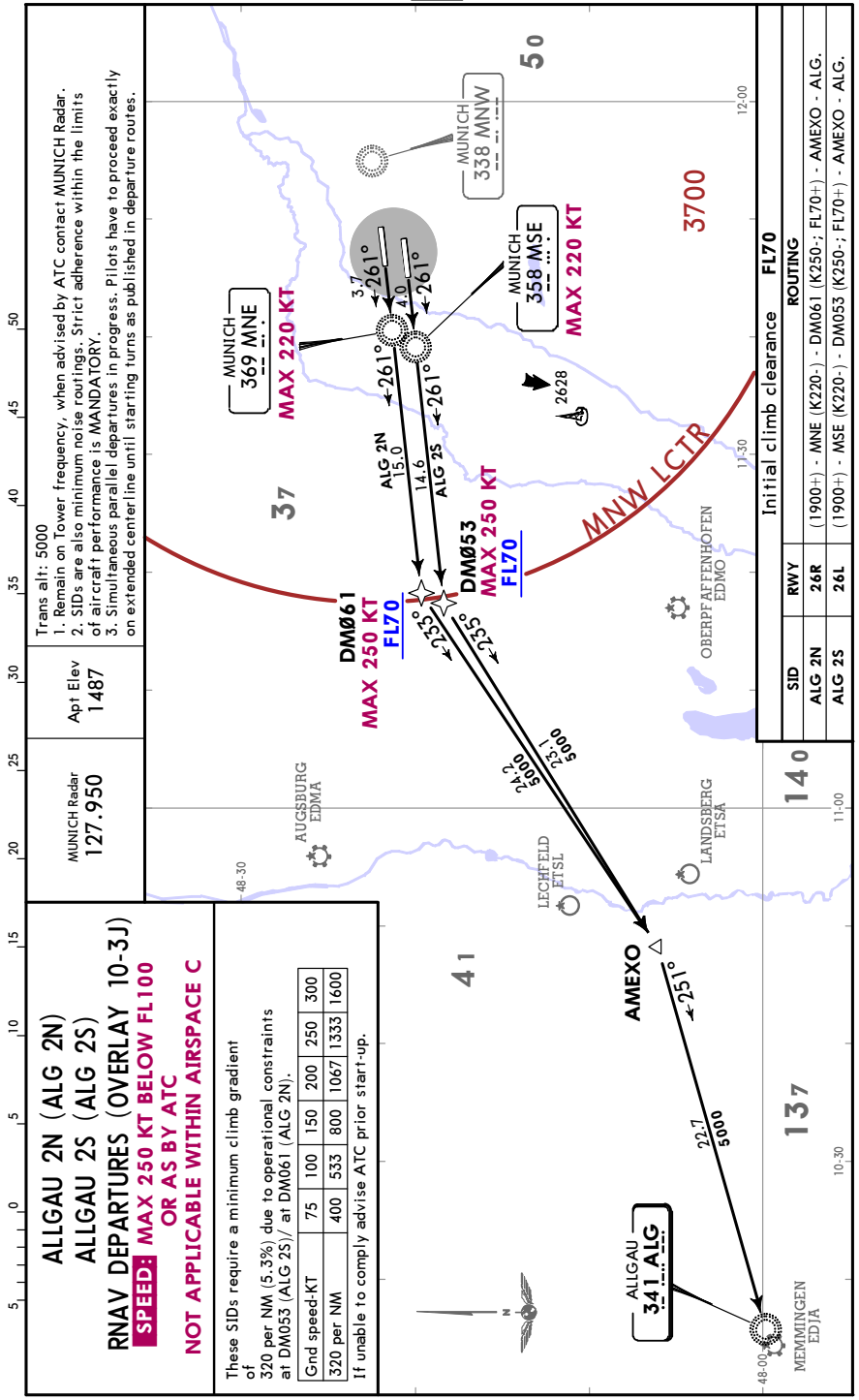
MUNICH, GERMANY
RNAV SID (OVERLAY)

MUNICH Radar	Apt Elev	
127.950	1487	Trans alt: 5000 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is MANDATORY. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

ALLGAU 2N (ALG 2N) ALLGAU 2S (ALG 2S) RNAV DEPARTURES (OVERLAY 10-3J)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require a minimum climb gradient of 320 per NM (5.3%) due to operational constraints at DM053 (ALG 2S)/ at DM061 (ALG 2N).

Gnd speed-KT	75	100	150	200	250	300
320 per NM	400	533	800	1067	1333	1600

If unable to comply advise ATC prior start-up.

Initial climb clearance **FL70**

SID	RWY	ROUTING
ALG 2N	26R	(1900+) - MNE (K220-) - DM061 (K250-; FL70+) - AMEXO - ALG.
ALG 2S	26L	(1900+) - MSE (K220-) - DM053 (K250-; FL70+) - AMEXO - ALG.

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

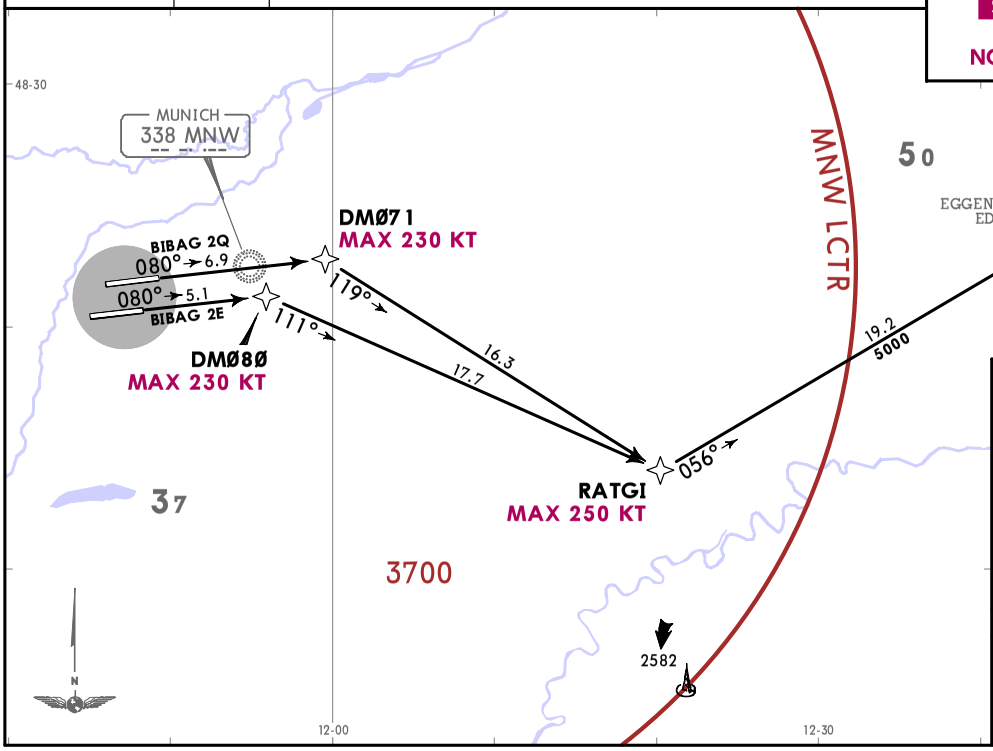
Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 00002, this chart may no longer be valid

BIBAG 2E [BIBA2E]
BIBAG 2Q [BIBA2Q]
RNAV DEPARTURES (OVERLAY 10-3K)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

MUNICH Radar	Apt Elev
127.950	1487

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



These SIDs require minimum climb gradients of
BIBAG 2E: 235 per NM (3.8%) until passing 3700 due to airspace structure (MVA).
BIBAG 2Q: 210 per NM (3.4%) until passing 3700 due to airspace structure (MVA).

Gnd speed-KT	75	100	150	200	250	300
210 per NM	263	350	525	700	875	1050
235 per NM	294	392	588	783	979	1175

If unable to comply advise ATC prior start-up.

Initial climb clearance **FL70**

SID	RWY	ROUTING
BIBAG 2E	08R	(1900+) - DM080 (K230-) - RATGI (K250-) - BIBAG.
BIBAG 2Q	08L	(1900+) - DM071 (K230-) - RATGI (K250-) - BIBAG.

JEPPESEN
7 JUL 17
10-3T3

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

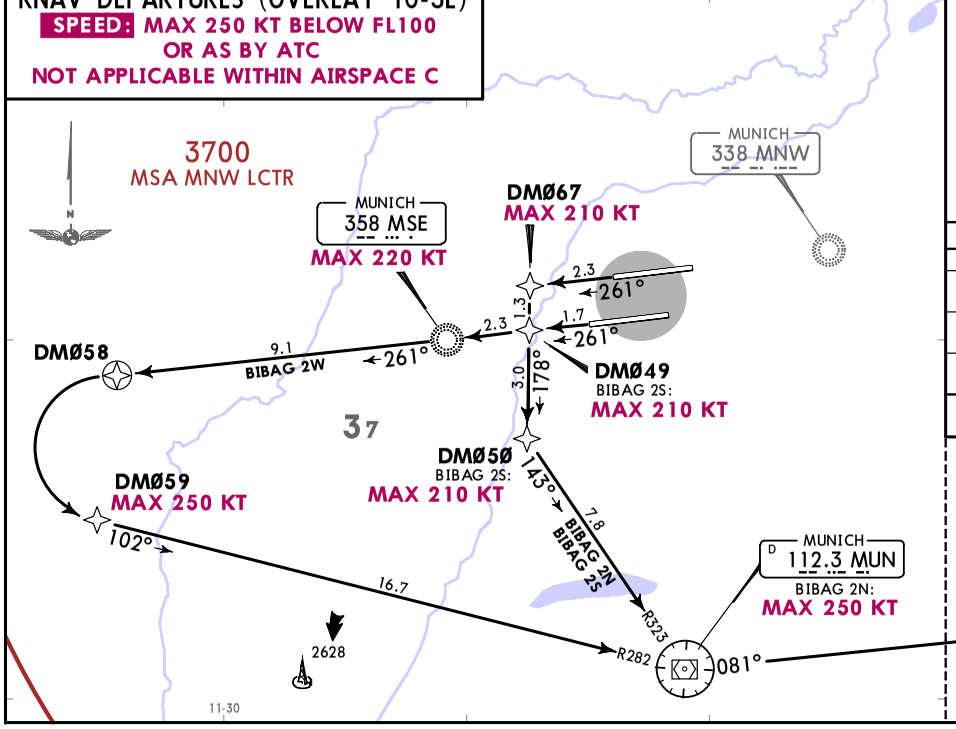
Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 00002, this chart may no longer be valid

BIBAG 2N [BIBA2N]
BIBAG 2S [BIBA2S]
BIBAG 2W [BIBA2W]
RNAV DEPARTURES (OVERLAY 10-3L)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

MUNICH Radar	Apt Elev
127.950	1487

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



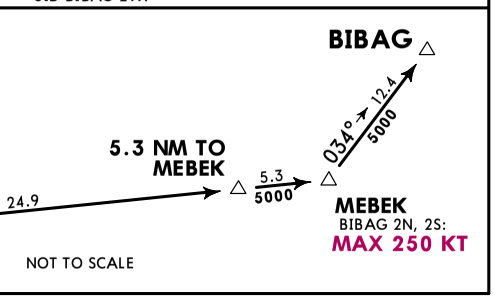
These SIDs require minimum climb gradients of
BIBAG 2N: 335 per NM (5.5%) until passing 4200 due to High Intensity Radio Transmission Area (HIRTA).
BIBAG 2S: 415 per NM (6.8%) until passing 4200 due to High Intensity Radio Transmission Area (HIRTA).

Gnd speed-KT	75	100	150	200	250	300
335 per NM	419	558	838	1117	1396	1675
415 per NM	519	692	1038	1383	1729	2075

Initial climb clearance **FL70**

SID	RWY	ROUTING
BIBAG 2N	26R	DM067 (K210-) - (1900+) - DM050 - MUN (K250-) - MEBEK (K250-) - BIBAG.
BIBAG 2S ❶	26L	DM049 (K210-) - (1900+) - DM050 (K210-) - MUN - MEBEK (K250-) - BIBAG.
BIBAG 2W		(1900+) - MSE (K220-) - DM058 - DM059 (K250-) - MUN - MEBEK - BIBAG.

❶ If unable to comply with speed restrictions request SID BIBAG 2W.



JEPPESEN
7 JUL 17
10-3T4

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

EDDM/MUC
MUNICH

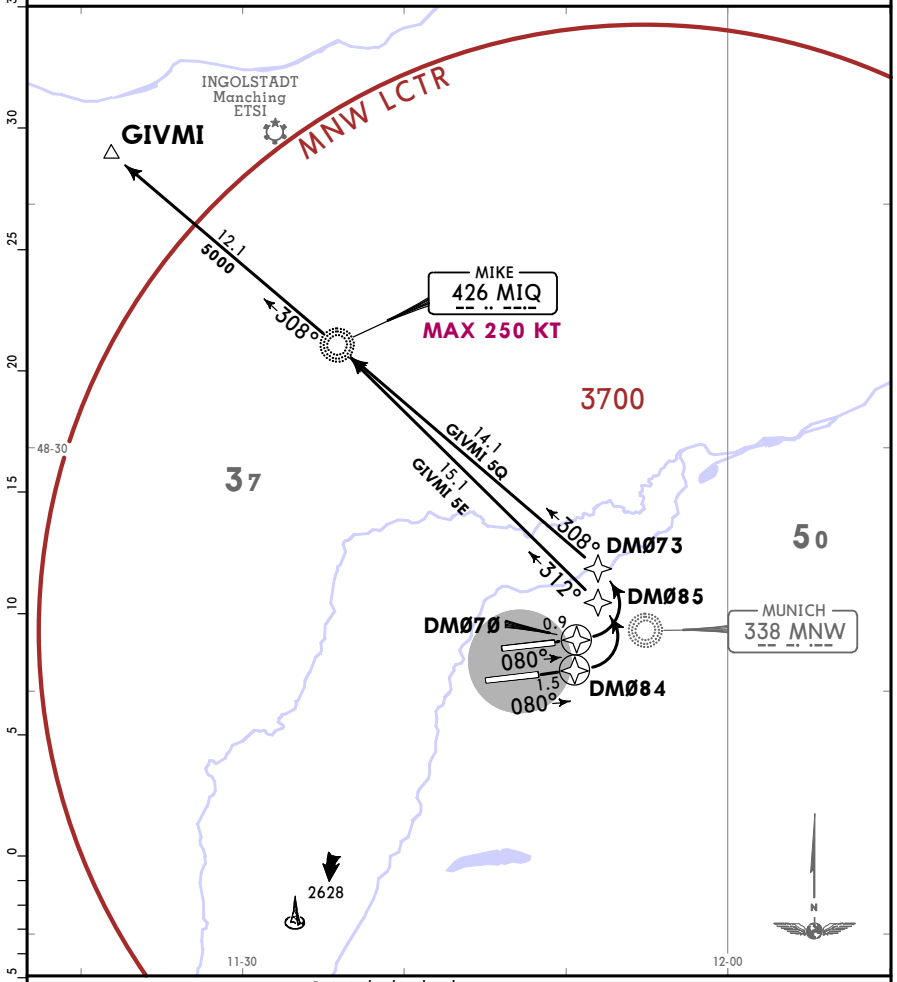
JEPPESEN
7 JUL 17 (10-3T5)

MUNICH, GERMANY
RNAV SID (OVERLAY)

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

GIVMI 5E [GIVM5E]
GIVMI 5Q [GIVM5Q]
RNAV DEPARTURES (OVERLAY 10-3M)

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **FL70**

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

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

EDDM/MUC
MUNICH

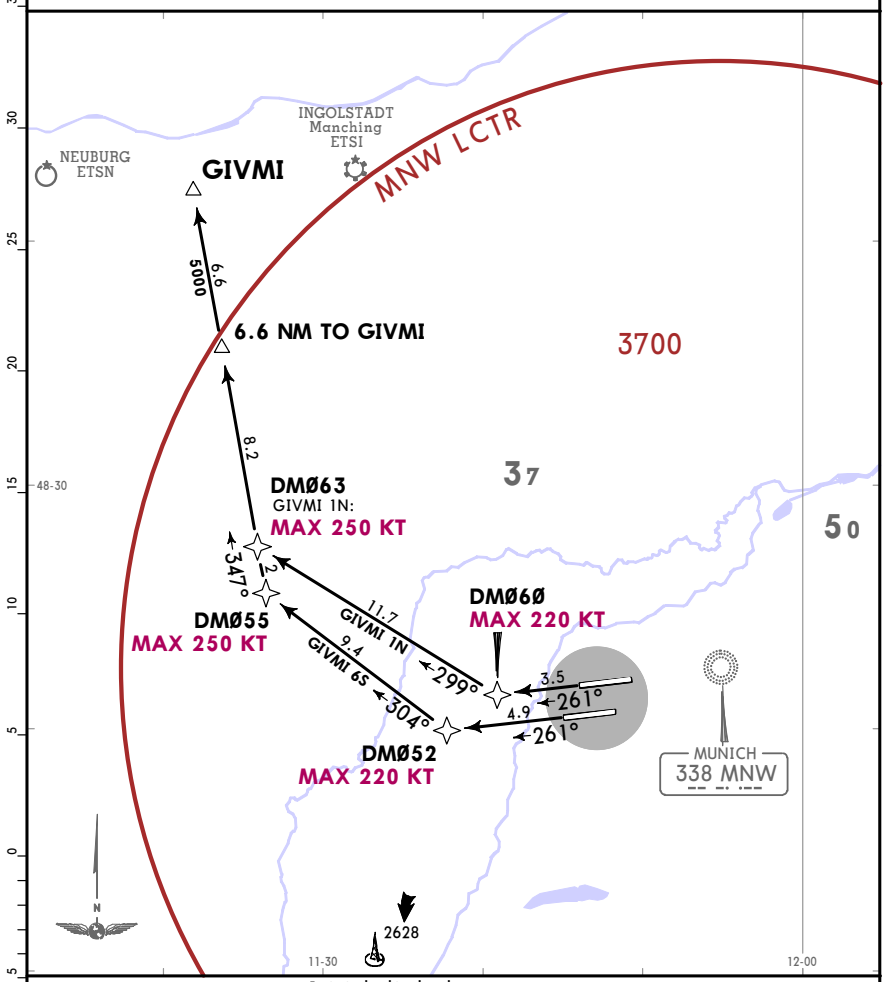
JEPPESEN
7 JUL 17 (10-3T6)

MUNICH, GERMANY
RNAV SID (OVERLAY)

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

GIVMI 1N [GIVM1N]
GIVMI 6S [GIVM6S]
RNAV DEPARTURES (OVERLAY 10-3N)

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **FL70**

SID	RWY	ROUTING
GIVMI 1N	26R	(1900+) - DM060 (K220-) - DM063 (K250-) - GIVMI.
GIVMI 6S	26L	(1900+) - DM052 (K220-) - DM055 (K250-) - GIVMI.

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

KIRDI 2E [KIRD2E]
KIRDI 2Q [KIRD2Q]
RNAV DEPARTURES (OVERLAY 10-3N1)

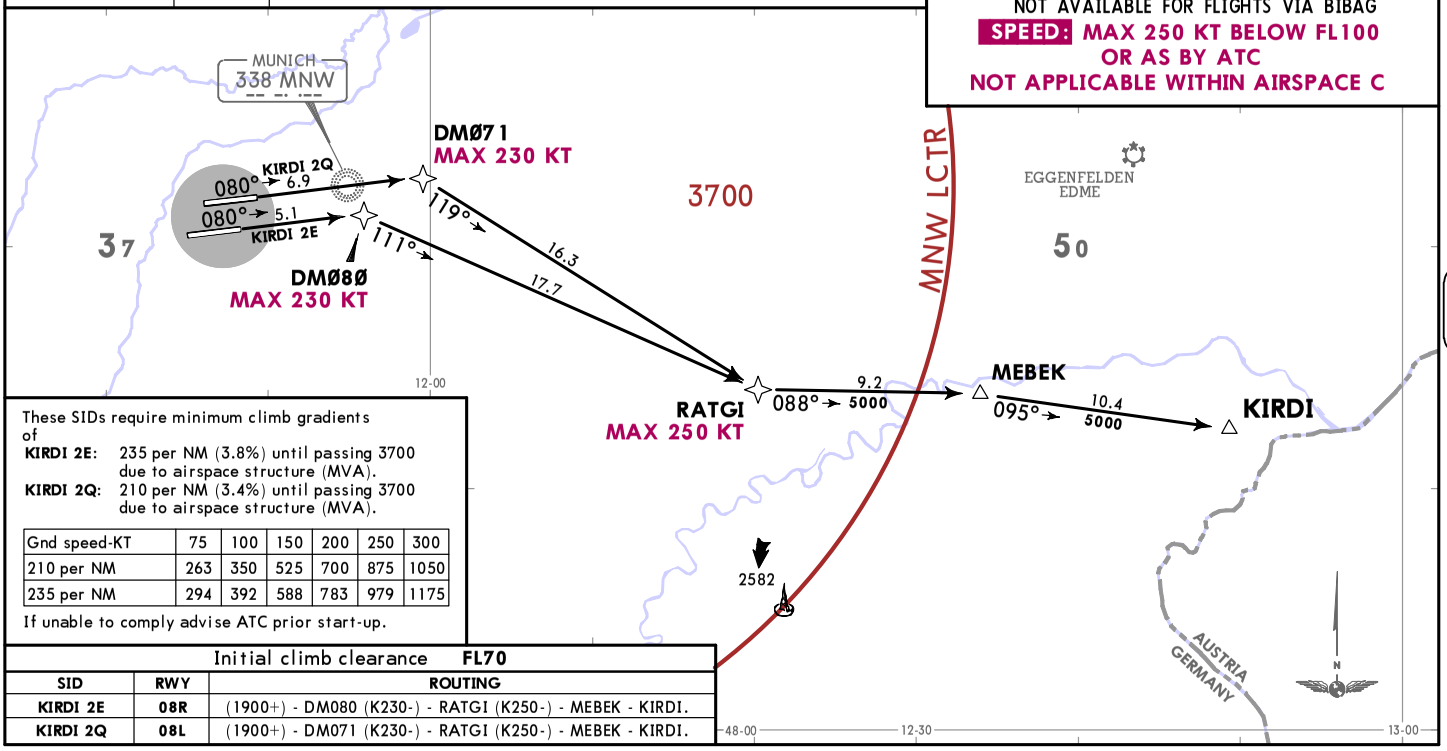
NOT AVAILABLE FOR FLIGHTS VIA BIBAG

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

MUNICH Radar	Apt Elev
127.950	1487

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



These SIDs require minimum climb gradients of
KIRDI 2E: 235 per NM (3.8%) until passing 3700 due to airspace structure (MVA).
KIRDI 2Q: 210 per NM (3.4%) until passing 3700 due to airspace structure (MVA).

Gnd speed-KT	75	100	150	200	250	300
210 per NM	263	350	525	700	875	1050
235 per NM	294	392	588	783	979	1175

If unable to comply advise ATC prior start-up.

Initial climb clearance **FL70**

SID	RWY	ROUTING
KIRDI 2E	08R	(1900+) - DM080 (K230-) - RATGI (K250-) - MEBEK - KIRDI.
KIRDI 2Q	08L	(1900+) - DM071 (K230-) - RATGI (K250-) - MEBEK - KIRDI.

CHANGES: New format.
© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

KIRDI 2N [KIRD2N]
KIRDI 2S [KIRD2S]
KIRDI 2W [KIRD2W]
RNAV DEPARTURES (OVERLAY 10-3N2)

NOT AVAILABLE FOR FLIGHTS VIA BIBAG

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

MUNICH Radar	Apt Elev
127.950	1487

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

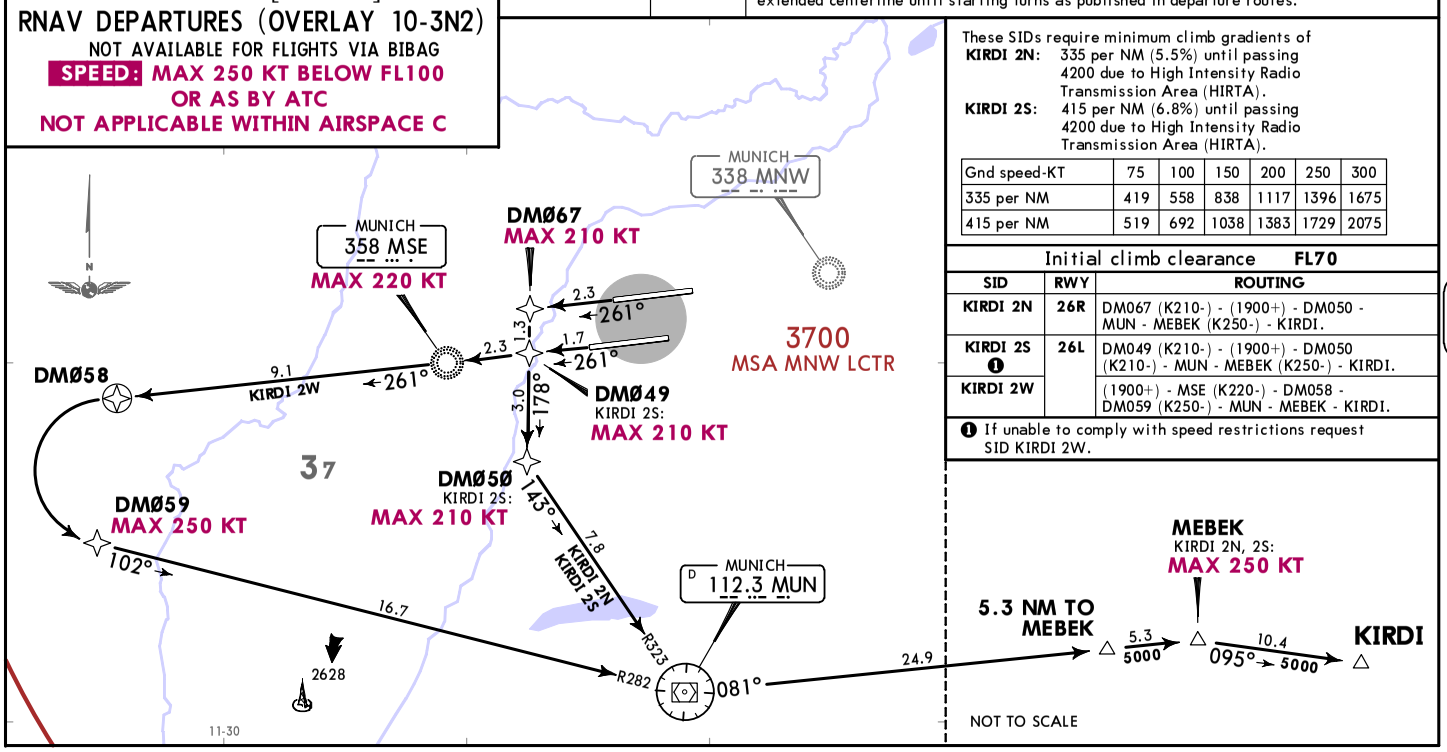
These SIDs require minimum climb gradients of
KIRDI 2N: 335 per NM (5.5%) until passing 4200 due to High Intensity Radio Transmission Area (HIRTA).
KIRDI 2S: 415 per NM (6.8%) until passing 4200 due to High Intensity Radio Transmission Area (HIRTA).

Gnd speed-KT	75	100	150	200	250	300
335 per NM	419	558	838	1117	1396	1675
415 per NM	519	692	1038	1383	1729	2075

Initial climb clearance **FL70**

SID	RWY	ROUTING
KIRDI 2N	26R	DM067 (K210-) - (1900+) - DM050 - MUN - MEBEK (K250-) - KIRDI.
KIRDI 2S ❶	26L	DM049 (K210-) - (1900+) - DM050 (K210-) - MUN - MEBEK (K250-) - KIRDI.
KIRDI 2W		(1900+) - MSE (K220-) - DM058 - DM059 (K250-) - MUN - MEBEK - KIRDI.

❶ If unable to comply with speed restrictions request SID KIRDI 2W.



CHANGES: New format.
© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

MUNICH Radar	Apt Elev
127.950	1487

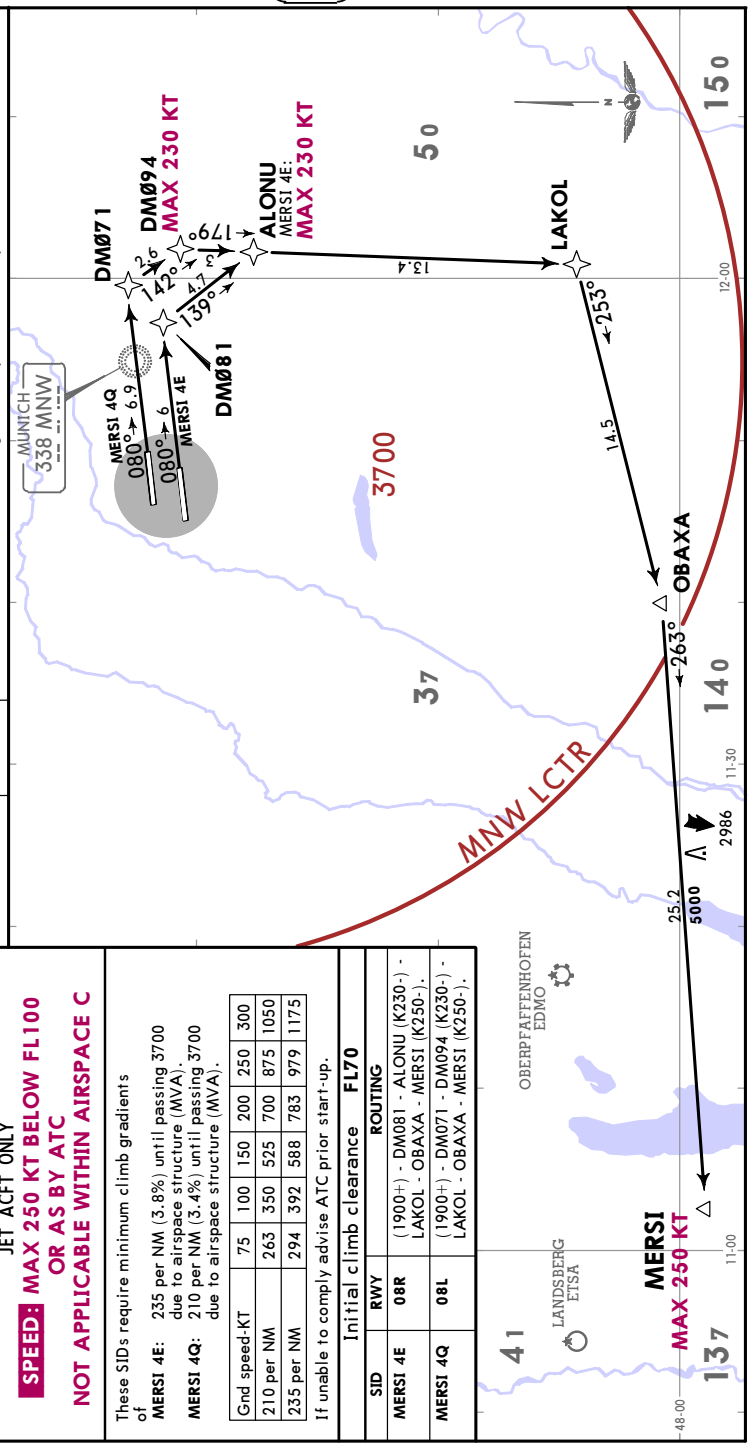
Trans alt: 5000
1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar.
2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is MANDATORY.
3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline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

MERSI 4E [MERS4E]
MERSI 4Q [MERS4Q]
RNAV DEPARTURES (OVERLAY 10-3N3)

JET ACFT ONLY

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of
MERSI 4E: 235 per NM (3.8%) until passing 3700 due to airspace structure (MVA).
MERSI 4Q: 210 per NM (3.4%) until passing 3700 due to airspace structure (MVA).

Gnd speed-KT	75	100	150	200	250	300
210 per NM	263	350	525	700	875	1050
235 per NM	294	392	588	783	979	1175

If unable to comply advise ATC prior start-up.

Initial climb clearance **FL70**

SID	RWY	ROUTING
MERSI 4E	08R	(1900+) - DM081 - ALONU (K230-) - LAKOL - OBAXA - MERSI (K250-).
MERSI 4Q	08L	(1900+) - DM071 - DM094 (K230-) - LAKOL - OBAXA - MERSI (K250-).

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

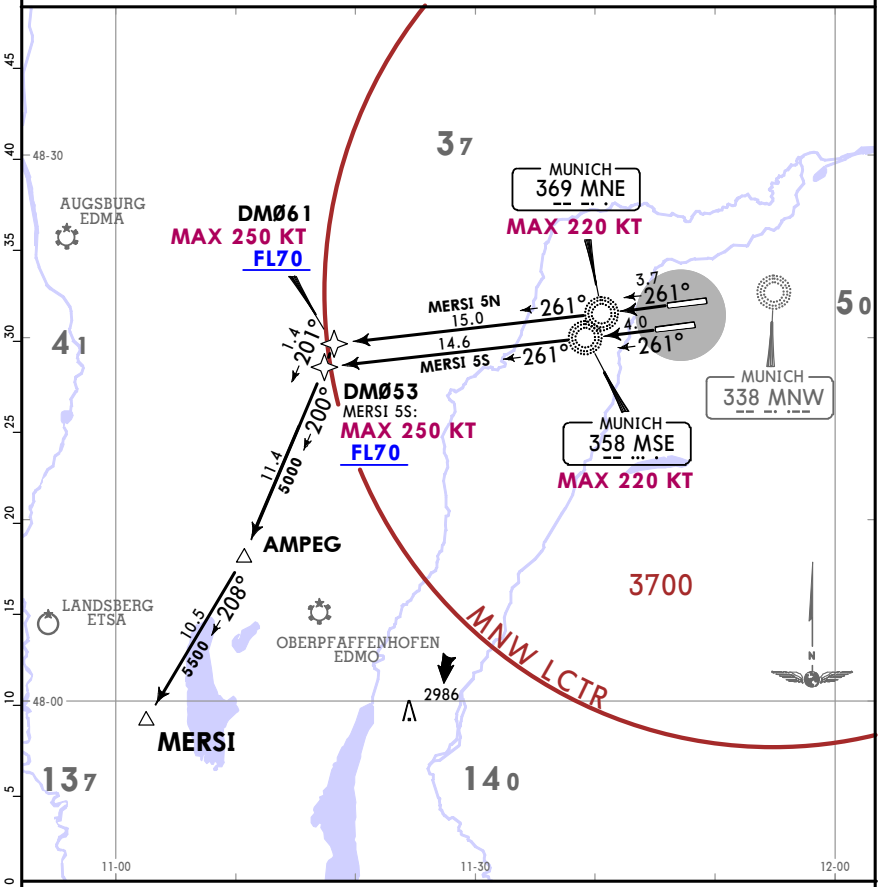
MUNICH Radar	Apt Elev
127.950	1487

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

MERSI 5N [MERS5N]
MERSI 5S [MERS5S]
RNAV DEPARTURES (OVERLAY 10-3N4)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require a minimum climb gradient of 320 per NM (5.3%) due to operational constraints at DM053 (MERSI 5S)/ at DM061 (MERSI 5N).

Gnd speed-KT	75	100	150	200	250	300
320 per NM	400	533	800	1067	1333	1600

If unable to comply advise ATC prior start-up.

Initial climb clearance **FL70**

SID	RWY	ROUTING
MERSI 5N	26R	(1900+) - MNE (K220-) - DM061 (K250-; FL70+) - AMPEG - MERSI.
MERSI 5S	26L	(1900+) - MSE (K220-) - DM053 (K250-; FL70+) - AMPEG - MERSI.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

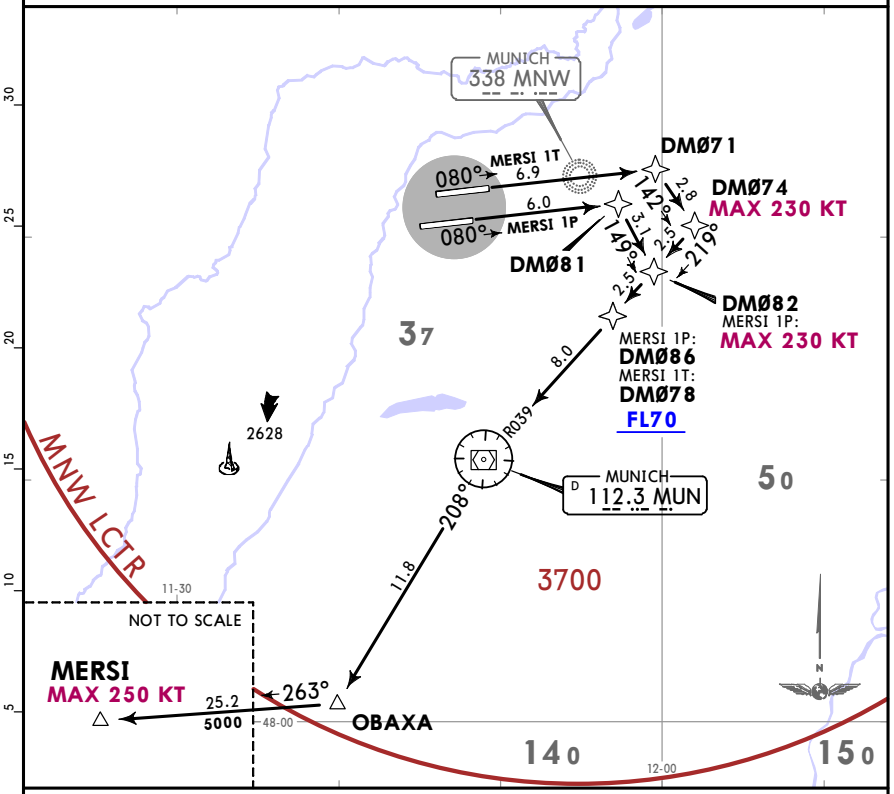
MUNICH Radar	Apt Elev	
127.950	1487	Trans alt: 5000 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is MANDATORY. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

MERSI 1P [MERS1P]
MERSI 1T [MERS1T]
RNAV DEPARTURES (OVERLAY 10-3N5)

NON-JET ACFT ONLY

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of
MERSI 1P: 570 per NM (9.4%) due to operational constraints at DM086.
MERSI 1T: 430 per NM (7.0%) due to operational constraints at DM078.

Gnd speed-KT	75	100	150	200	250	300
430 per NM	538	717	1075	1433	1792	2150
570 per NM	713	950	1425	1900	2375	2850

If unable to comply advise ATC prior start-up.

Initial climb clearance **FL70**

SID	RWY	ROUTING
MERSI 1P	**08R**	(1900+) - DM081 - DM082 (K230-) - DM086 (FL70+) - MUN - OBAXA - MERSI (K250-).
MERSI 1T	**08L**	(1900+) - DM071 - DM074 (K230-) - DM078 (FL70+) - MUN - OBAXA - MERSI (K250-).

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

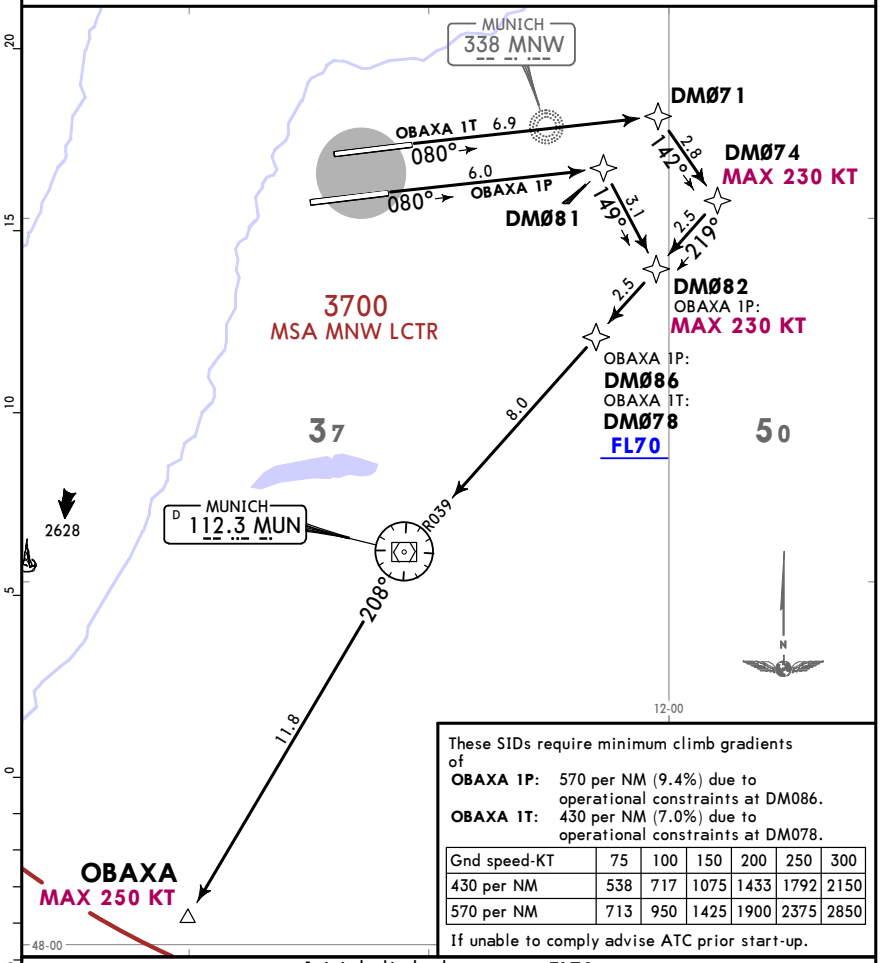
MUNICH Radar	Apt Elev	
127.950	1487	Trans alt: 5000 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is MANDATORY. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

OBAXA 1P [OBAX1P]
OBAXA 1T [OBAX1T]
RNAV DEPARTURES (OVERLAY 10-3Q1)

NON-JET ACFT ONLY

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of
OBAXA 1P: 570 per NM (9.4%) due to operational constraints at DM086.
OBAXA 1T: 430 per NM (7.0%) due to operational constraints at DM078.

Gnd speed-KT	75	100	150	200	250	300
430 per NM	538	717	1075	1433	1792	2150
570 per NM	713	950	1425	1900	2375	2850

If unable to comply advise ATC prior start-up.

Initial climb clearance **FL70**

SID	RWY	ROUTING
OBAXA 1P	**08R**	(1900+) - DM081 - DM082 (K230-) - DM086 (FL70+) - MUN - OBAXA (K250-).
OBAXA 1T	**08L**	(1900+) - DM071 - DM074 (K230-) - DM078 (FL70+) - MUN - OBAXA (K250-).

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

EDDM/MUC
MUNICH

JEPPESEN
7 JUL 17 (10-3V2)

MUNICH, GERMANY
RNAV SID (OVERLAY)

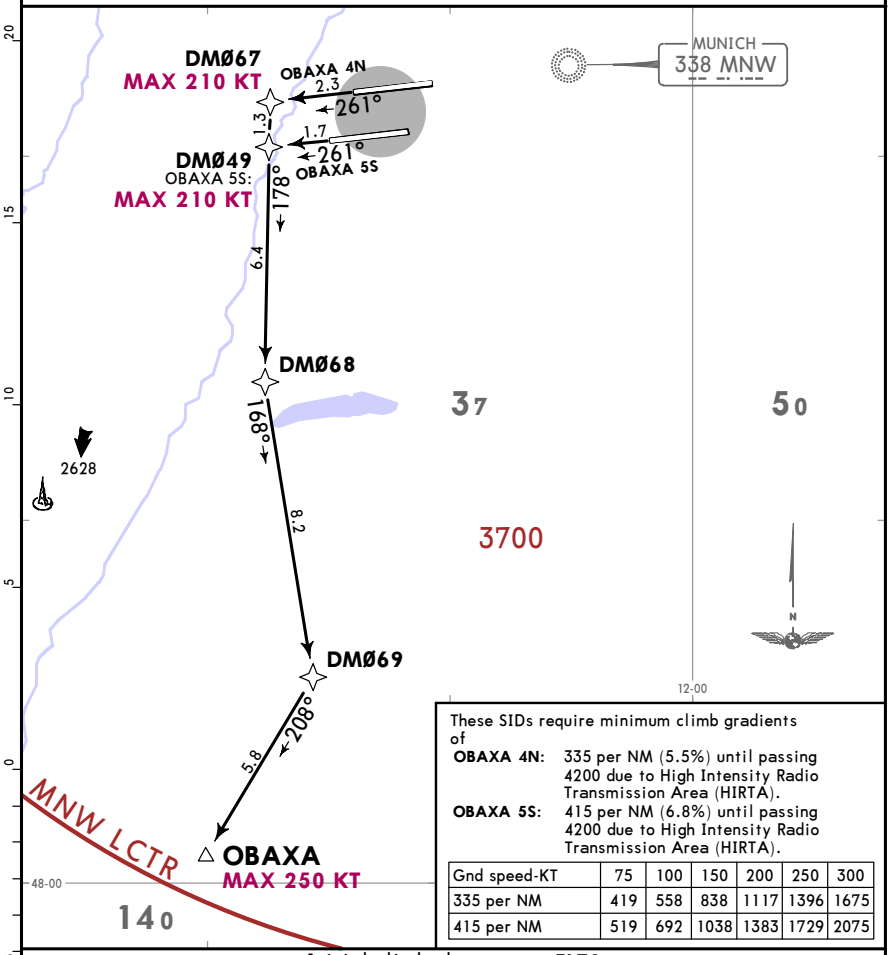
MUNICH Radar	Apt Elev
127.950	1487

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

OBAXA 4N [OBAX4N]
OBAXA 5S [OBAX5S]
RNAV DEPARTURES (OVERLAY 10-3Q2)

NON-JET ACFT ONLY

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of
OBAXA 4N: 335 per NM (5.5%) until passing 4200 due to High Intensity Radio Transmission Area (HIRTA).
OBAXA 5S: 415 per NM (6.8%) until passing 4200 due to High Intensity Radio Transmission Area (HIRTA).

Gnd speed-KT	75	100	150	200	250	300
335 per NM	419	558	838	1117	1396	1675
415 per NM	519	692	1038	1383	1729	2075

Initial climb clearance **FL70**

SID	RWY	ROUTING
OBAXA 4N	26R	DM067 (K210-) - (1900+) - DM068 - DM069 - OBAXA (K250-).
OBAXA 5S	26L	DM049 (K210-) - (1900+) - DM068 - DM069 - OBAXA (K250-).

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

EDDM/MUC
MUNICH

JEPPESEN
7 JUL 17 (10-3V3)

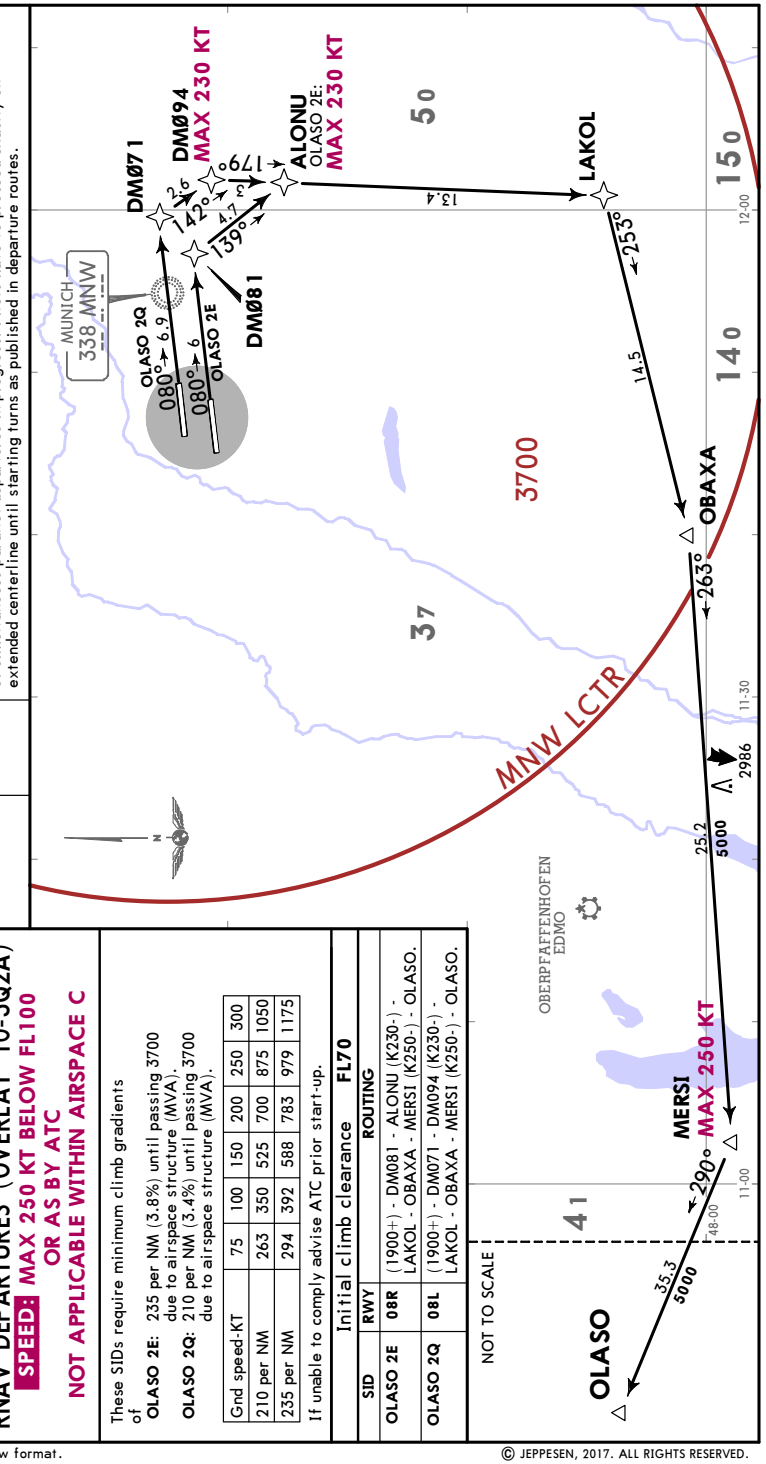
MUNICH, GERMANY
RNAV SID (OVERLAY)

MUNICH Radar	Apt Elev
127.950	1487

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

OLASO 2E [OLAS2E]
OLASO 2Q [OLAS2Q]
RNAV DEPARTURES (OVERLAY 10-3Q2A)

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of
OLASO 2E: 235 per NM (3.8%) until passing 3700 due to airspace structure (MVA).
OLASO 2Q: 210 per NM (3.4%) until passing 3700 due to airspace structure (MVA).

Gnd speed-KT	75	100	150	200	250	300
210 per NM	263	350	525	700	875	1050
235 per NM	294	392	588	783	979	1175

If unable to comply advise ATC prior start-up.

Initial climb clearance **FL70**

SID	RWY	ROUTING
OLASO 2E	08R	(1900+) - DM081 - ALONU (K230-) - LAKOL - OBAXA - MERSI (K250-) - OLASO.
OLASO 2Q	08L	(1900+) - DM071 - DM094 (K230-) - LAKOL - OBAXA - MERSI (K250-) - OLASO.

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

OLASO 2N [OLAS2N]
OLASO 2S [OLAS2S]
RNAV DEPARTURES (OVERLAY 10-3Q2B)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

MUNICH Radar	Apt Elev
127.950	1487

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

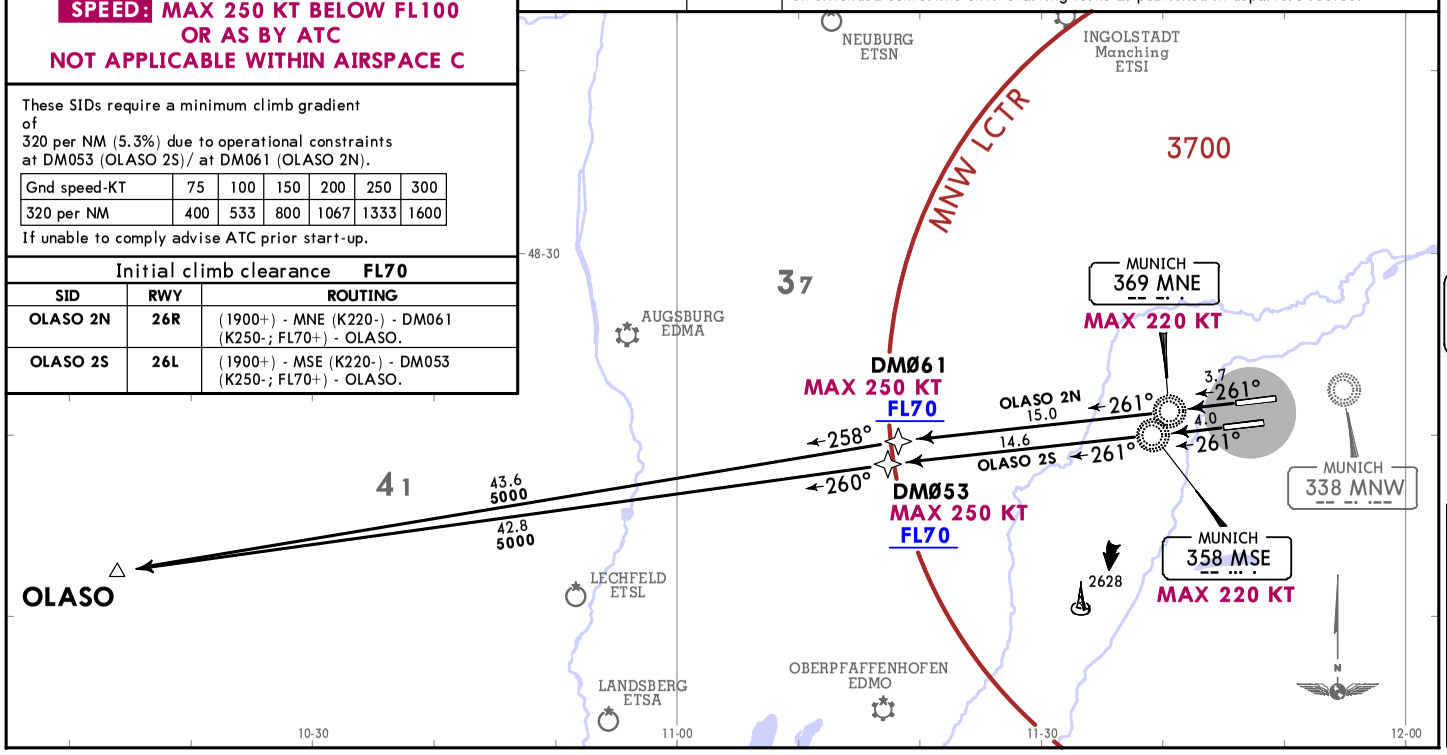
These SIDs require a minimum climb gradient of
320 per NM (5.3%) due to operational constraints at DM053 (OLASO 2S)/ at DM061 (OLASO 2N).

Gnd speed-KT	75	100	150	200	250	300
320 per NM	400	533	800	1067	1333	1600

If unable to comply advise ATC prior start-up.

Initial climb clearance **FL70**

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



CHANGES: New format.
© JEPPESEN, 2017. ALL RIGHTS RESERVED.

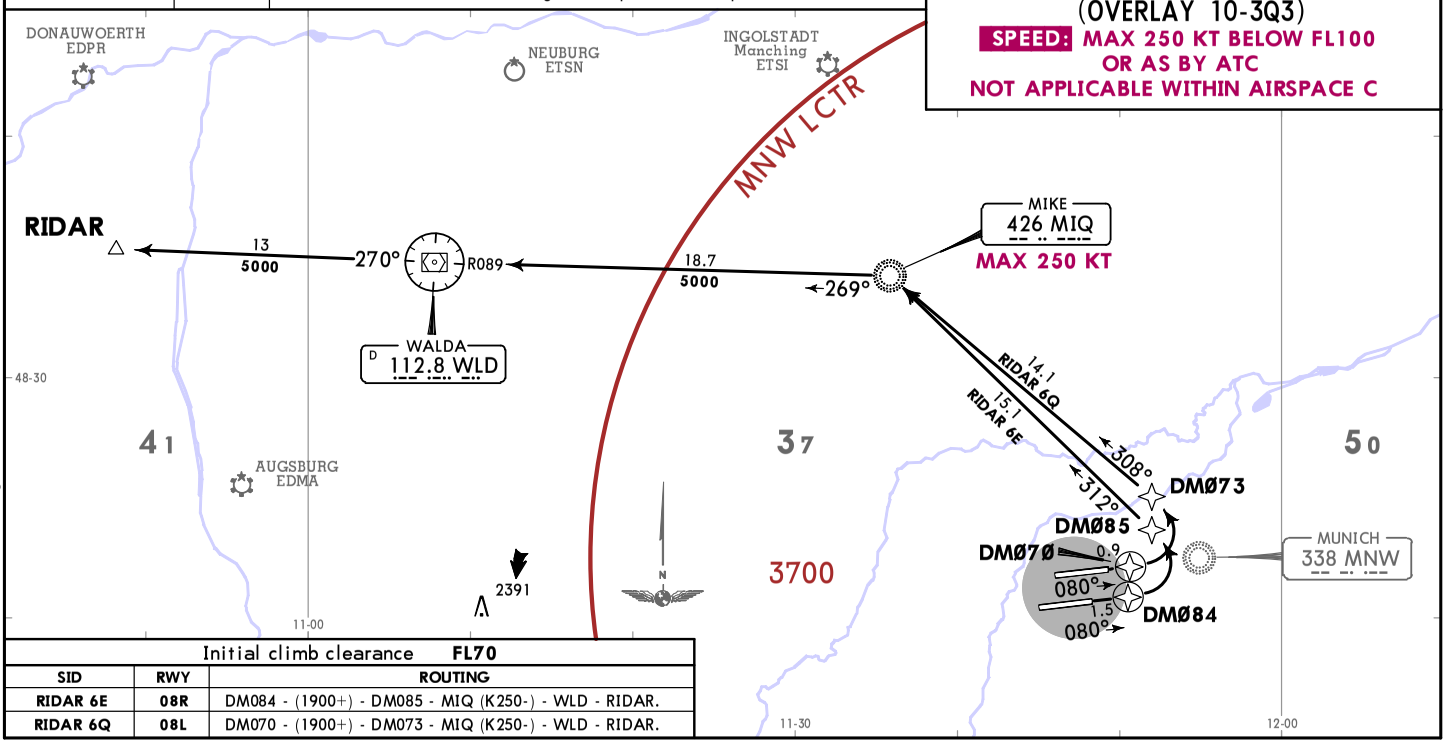
Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

RIDAR 6E [RIDA6E]
RIDAR 6Q [RIDA6Q]
RNAV DEPARTURES
(OVERLAY 10-3Q3)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

MUNICH Radar	Apt Elev
123.9	1487

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



Initial climb clearance **FL70**

SID	RWY	ROUTING
RIDAR 6E	08R	DM084 - (1900+) - DM085 - MIQ (K250-) - WLD - RIDAR.
RIDAR 6Q	08L	DM070 - (1900+) - DM073 - MIQ (K250-) - WLD - RIDAR.

CHANGES: New format.
© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

RIDAR 6N [RIDA6N]
RIDAR 6S [RIDA6S]
RNAV DEPARTURES (OVERLAY 10-3Q4)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

These SIDs require a minimum climb gradient of 300 per NM (4.9%) due to operational constraints at DM053 (RIDAR 6S)/at DM061 (RIDAR 6N).

Gnd speed-KT	75	100	150	200	250	300
300 per NM	375	500	750	1000	1250	1500

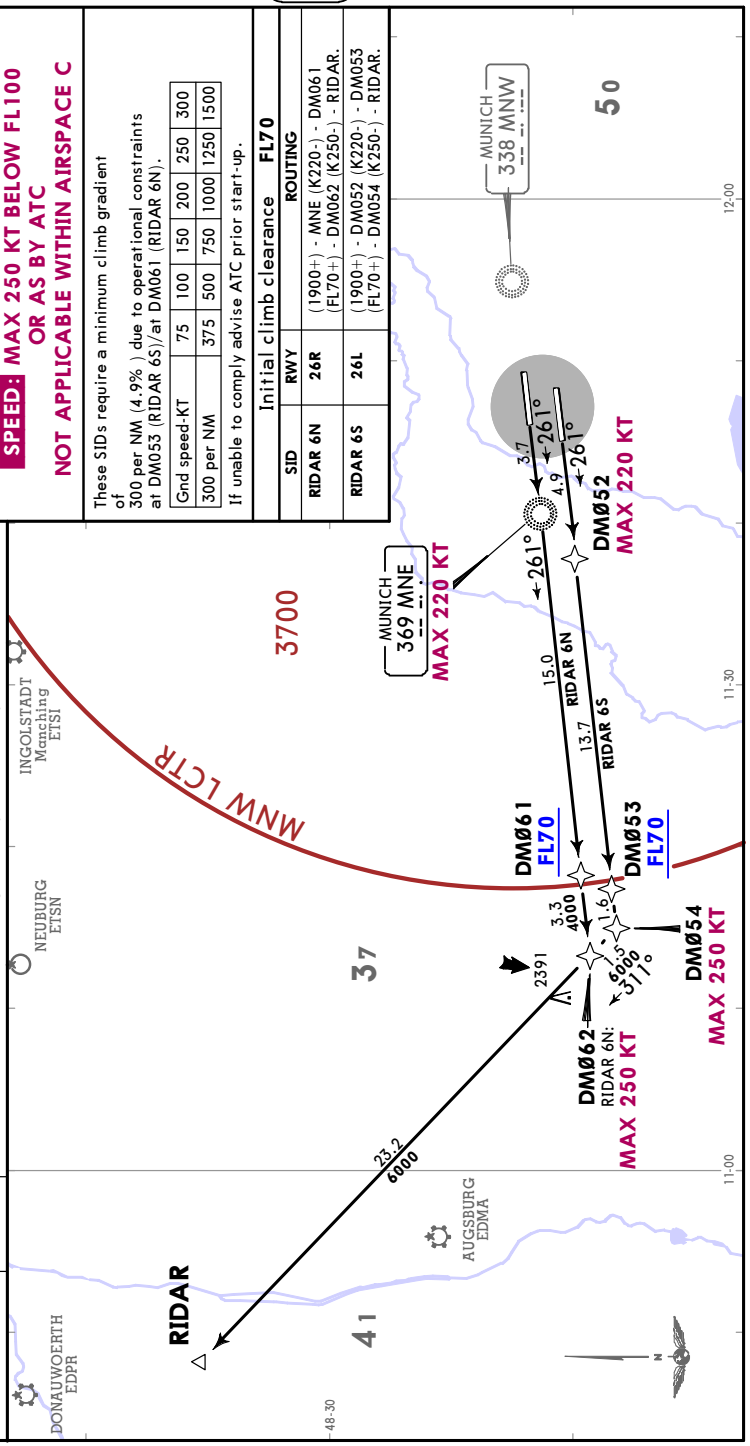
If unable to comply advise ATC prior start-up.

Initial climb clearance **FL70**

SID	RWY	ROUTING
RIDAR 6N	26R	(1900+) - MNE (K220-) - DM061 (FL70+) - DM062 (K250-) - RIDAR.
RIDAR 6S	26L	(1900+) - DM052 (K220-) - DM053 (FL70+) - DM054 (K250-) - RIDAR.

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

MUNICH Radar 123.9 | Apt Elev 1487



© JEPPESEN, 2017. ALL RIGHTS RESERVED.

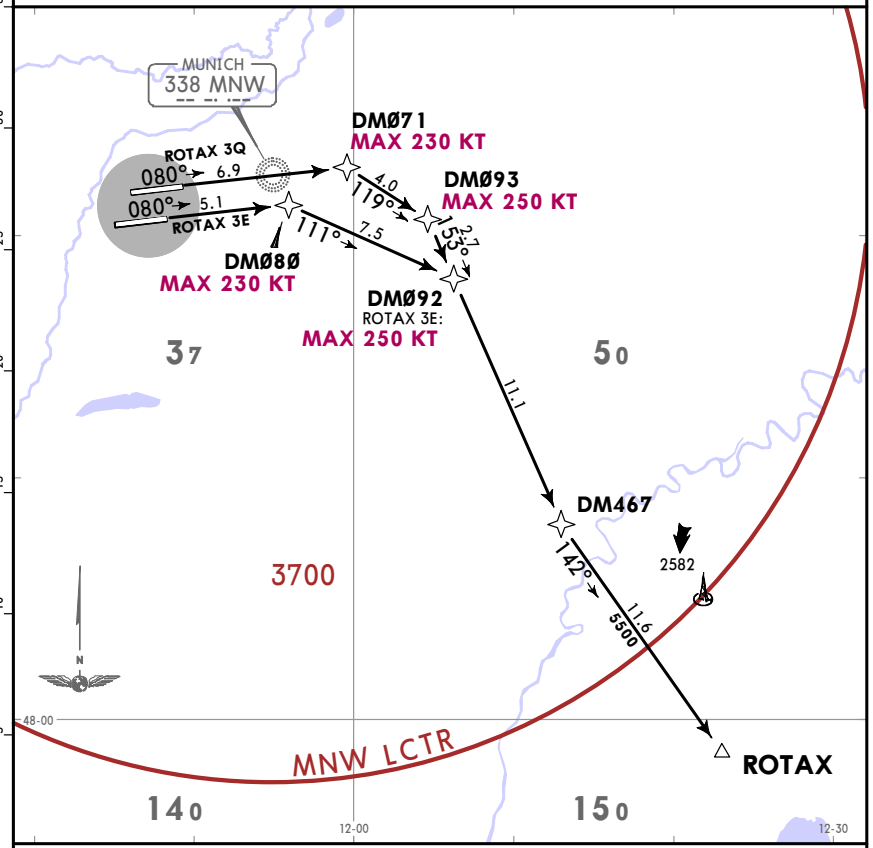
Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

MUNICH Radar 127.950 | Apt Elev 1487

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

ROTAX 3E [ROTA3E]
ROTAX 3Q [ROTA3Q]
RNAV DEPARTURES (OVERLAY 10-3Q5)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of
ROTAX 3E: 235 per NM (3.8%) until passing 3700 due to airspace structure (MVA).
ROTAX 3Q: 210 per NM (3.4%) until passing 3700 due to airspace structure (MVA).

Gnd speed-KT	75	100	150	200	250	300
210 per NM	263	350	525	700	875	1050
235 per NM	294	392	588	783	979	1175

If unable to comply advise ATC prior start-up.

Initial climb clearance **FL70**

SID	RWY	ROUTING
ROTAX 3E	08R	(1900+) - DM080 (K230-) - DM092 (K250-) - DM467 - ROTAX.
ROTAX 3Q	08L	(1900+) - DM071 (K230-) - DM093 (K250-) - DM467 - ROTAX.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

MUNICH Radar 127.950

Apt Elev 1487

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

ROTAX 2N [ROTA2N]
ROTAX 2S [ROTA2S]
ROTAX 2W [ROTA2W]
RNAV DEPARTURES (OVERLAY 10-3Q6)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

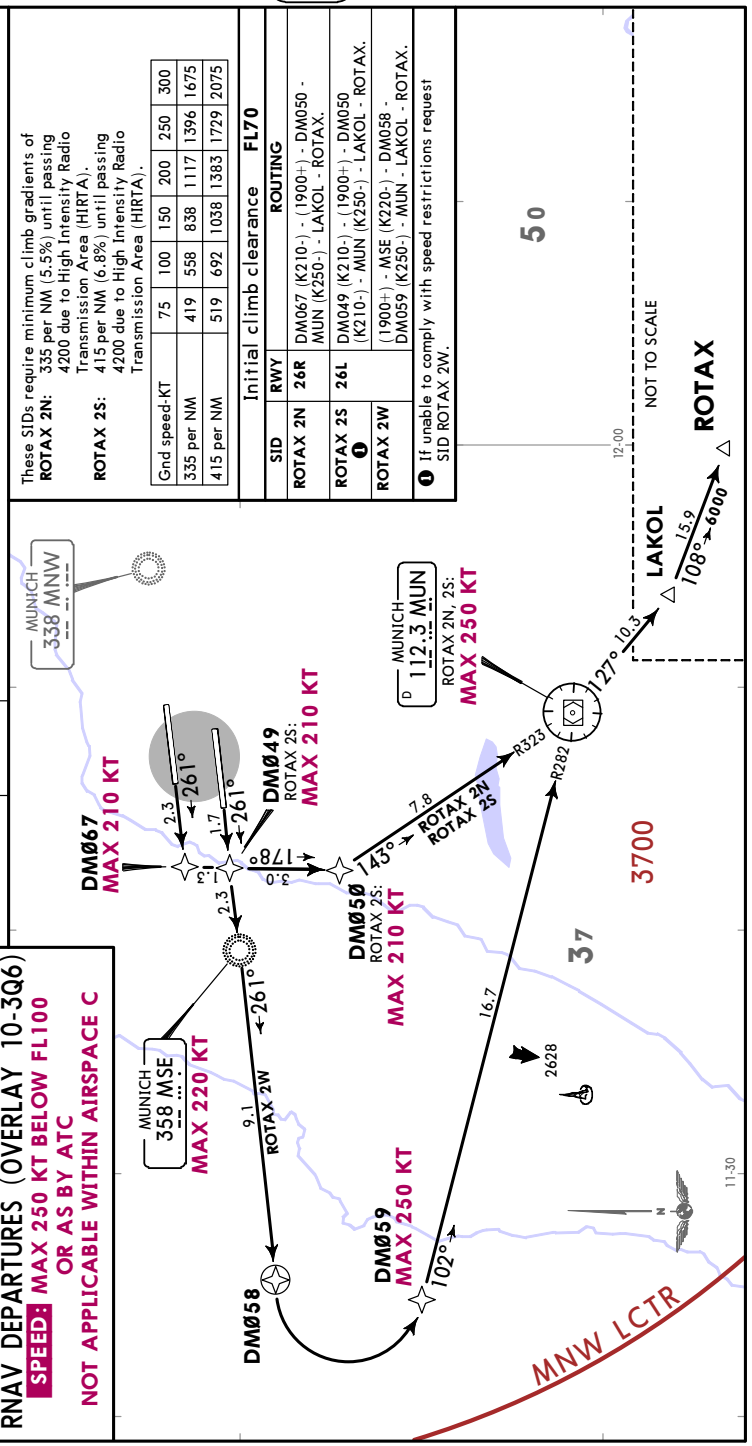
These SIDs require minimum climb gradients of
ROTAX 2N: 335 per NM (5.5%) until passing 4200 due to High Intensity Radio Transmission Area (HIRTA).
ROTAX 2S: 415 per NM (6.8%) until passing 4200 due to High Intensity Radio Transmission Area (HIRTA).

Gnd speed-KT	75	100	150	200	250	300
335 per NM	419	558	838	1117	1396	1675
415 per NM	519	692	1038	1383	1729	2075

Initial climb clearance **FL70**

SID	RWY	ROUTING
ROTAX 2N	26R	DM067 (K210-) - (1900+) - DM050 - MUN (K250-) - LAKOL - ROTAX.
ROTAX 2S ❶	26L	DM049 (K210-) - (1900+) - DM050 (K210-) - MUN (K250-) - LAKOL - ROTAX.
ROTAX 2W		(1900+) - MSE (K220-) - DM058 - DM059 (K250-) - MUN - LAKOL - ROTAX.

❶ If unable to comply with speed restrictions request SID ROTAX 2W.



© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

MUNICH Radar 127.950

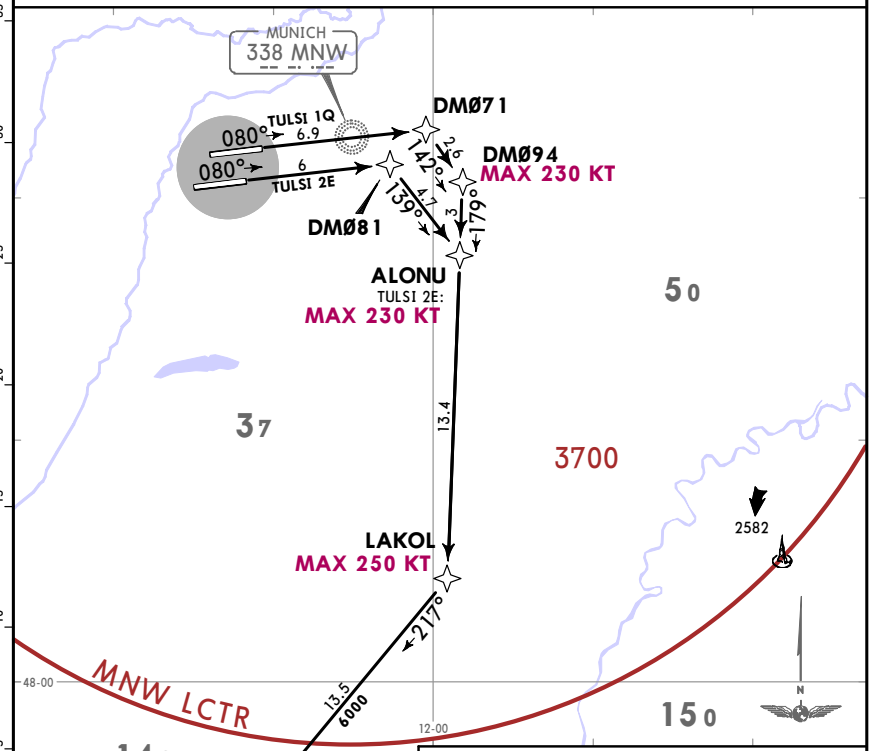
Apt Elev 1487

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

TULSI 2E [TULS2E], TULSI 1Q [TULS1Q]
RNAV DEPARTURES (OVERLAY 10-3Q7)

JET ACFT ONLY

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of
TULSI 2E: 235 per NM (3.8%) until passing 3700 due to airspace structure (MVA).
TULSI 1Q: 210 per NM (3.4%) until passing 3700 due to airspace structure (MVA).

Gnd speed-KT	75	100	150	200	250	300
210 per NM	263	350	525	700	875	1050
235 per NM	294	392	588	783	979	1175

If unable to comply advise ATC prior start-up.

Initial climb clearance **FL70**

SID	RWY	ROUTING
TULSI 2E	08R	(1900+) - DM081 - ALONU (K230-) - LAKOL (K250-) - MANAL - TULSI.
TULSI 1Q	08L	(1900+) - DM071 - DM094 (K230-) - LAKOL (K250-) - MANAL - TULSI.

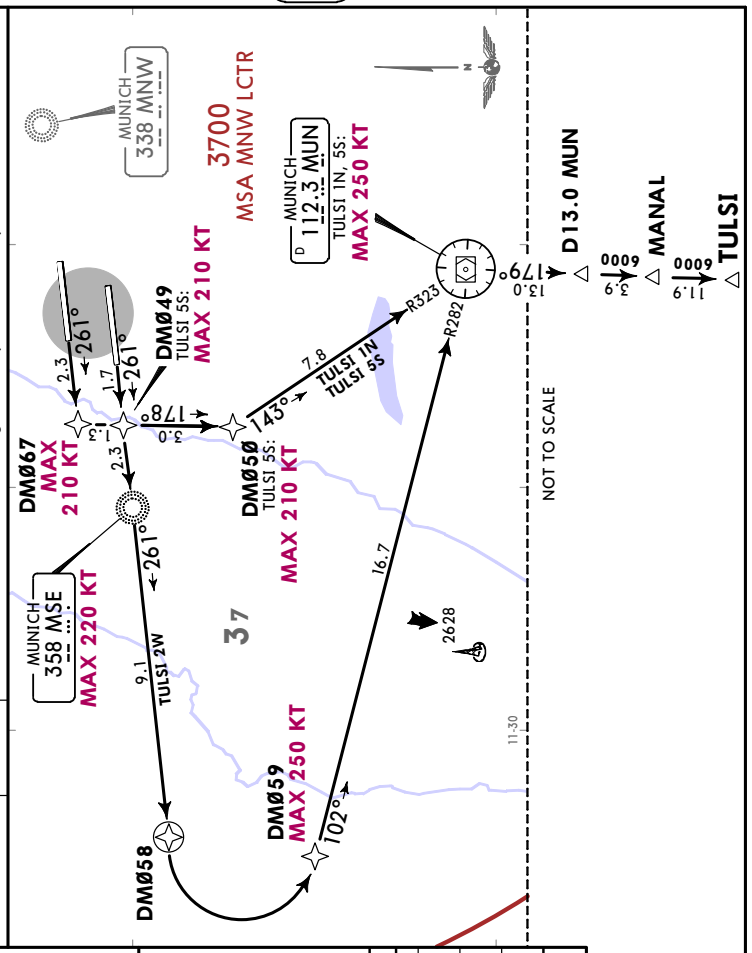
© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

MUNICH Radar 127.950

Apt Elev 1487

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



TULSI 1N [TULS1N]
TULSI 5S [TULS5S]
TULSI 2W [TULS2W]

JET ACFT ONLY

RNAV DEPARTURES (OVERLAY 10-3Q8)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

These SIDs require minimum climb gradients of
TULSI 1N: 335 per NM (5.5%) until passing 4200 due to High Intensity Radio Transmission Area (HIRTA).
TULSI 5S: 415 per NM (6.8%) until passing 4200 due to High Intensity Radio Transmission Area (HIRTA).

Gnd speed-KT	75	100	150	200	250	300
335 per NM	419	558	838	1117	1396	1675
415 per NM	519	692	1038	1383	1729	2075

Initial climb clearance **FL70**

SID	RWY	ROUTING
TULSI 1N	26R	DM067 (K210-) - (1900+) - DM050 - MUN (K250-) - MANAL - TULSI.
TULSI 5S ❶	26L	DM049 (K210-) - (1900+) - DM050 (K210-) - MUN (K250-) - MANAL - TULSI.
TULSI 2W		(1900+) - MSE (K220-) - DM058 - DM059 (K250-) - MUN - MANAL - TULSI.

❶ If unable to comply with speed restrictions request SID TULSI 2W.

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

MUNICH Radar 127.950

Apt Elev 1487

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

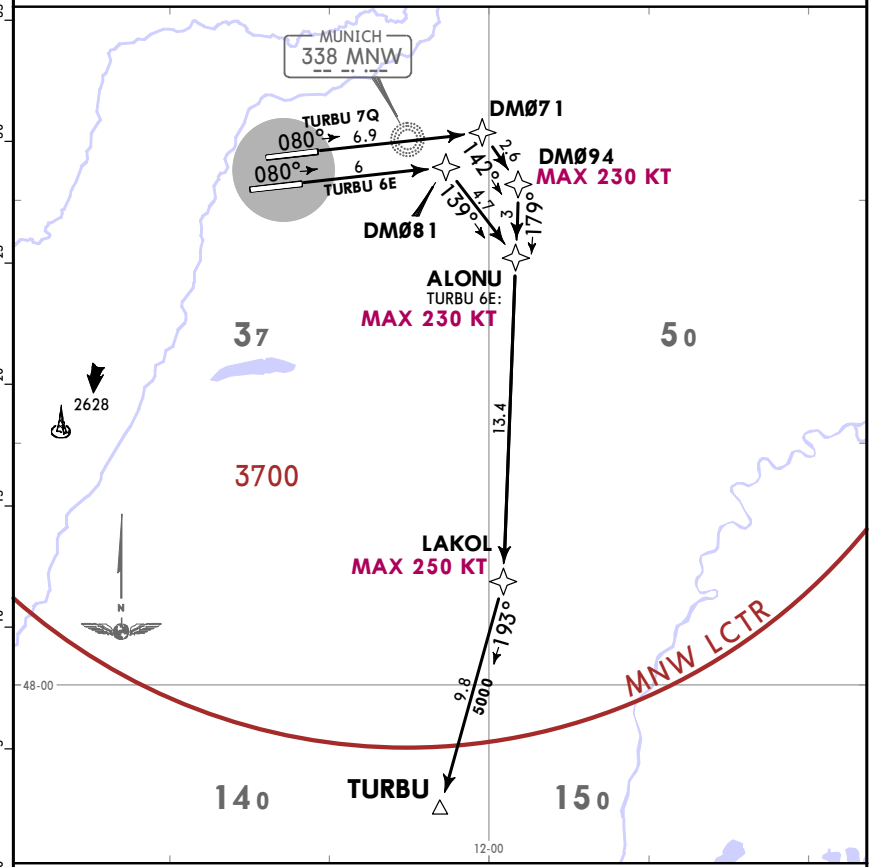
TURBU 6E [TURB6E], TURBU 7Q [TURB7Q]

RNAV DEPARTURES (OVERLAY 10-3Q9)

JET ACFT ONLY

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of
TURBU 6E: 235 per NM (3.8%) until passing 3700 due to airspace structure (MVA).
TURBU 7Q: 210 per NM (3.4%) until passing 3700 due to airspace structure (MVA).

Gnd speed-KT	75	100	150	200	250	300
210 per NM	263	350	525	700	875	1050
235 per NM	294	392	588	783	979	1175

If unable to comply advise ATC prior start-up.

Initial climb clearance **FL70**

SID	RWY	ROUTING
TURBU 6E	08R	(1900+) - DM081 - ALONU (K230-) - LAKOL (K250-) - TURBU.
TURBU 7Q	08L	(1900+) - DM071 - DM094 (K230-) - LAKOL (K250-) - TURBU.

CHANGES: New format.

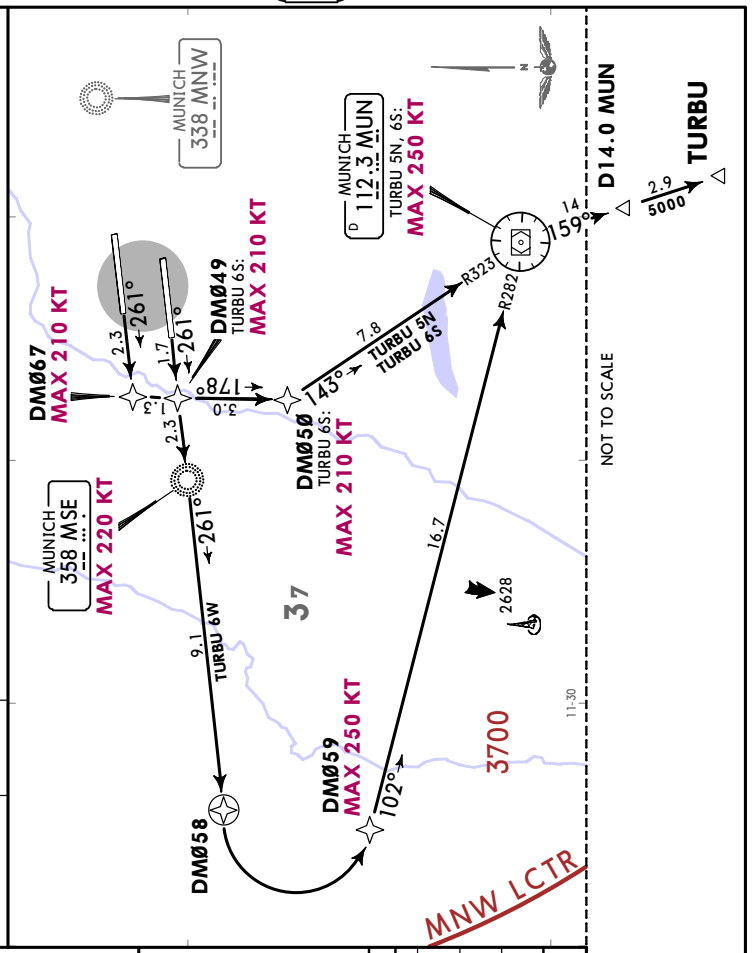
© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

MUNICH Radar 127.950

Apt Elev 1487

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



TURBU 5N [TURB5N]
TURBU 6S [TURB6S]
TURBU 6W [TURB6W]
RNAV DEPARTURES (OVERLAY 10-3Q10)

JET ACFT ONLY

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

These SIDs require minimum climb gradients of
TURBU 5N: 335 per NM (5.5%) until passing 4200 due to High Intensity Radio Transmission Area (HIRTA).
TURBU 6S: 415 per NM (6.8%) until passing 4200 due to High Intensity Radio Transmission Area (HIRTA).

Gnd speed-KT	75	100	150	200	250	300
335 per NM	419	558	838	1117	1396	1675
415 per NM	519	692	1038	1383	1729	2075

Initial climb clearance **FL70**

SID	RWY	ROUTING
TURBU 5N	26R	DM067 (K210-) - (1900+) - DM050 - MUN (K250-) - TURBU.
TURBU 6S ❶	26L	DM049 (K210-) - (1900+) - DM050 (K210-) - MUN (K250-) - TURBU.
TURBU 6W		(1900+) - MSE (K220-) - DM058 - DM059 (K250-) - MUN - TURBU.

❶ If unable to comply with speed restrictions request SID TURBU 6W.

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

MUNICH Radar 127.950

Apt Elev 1487

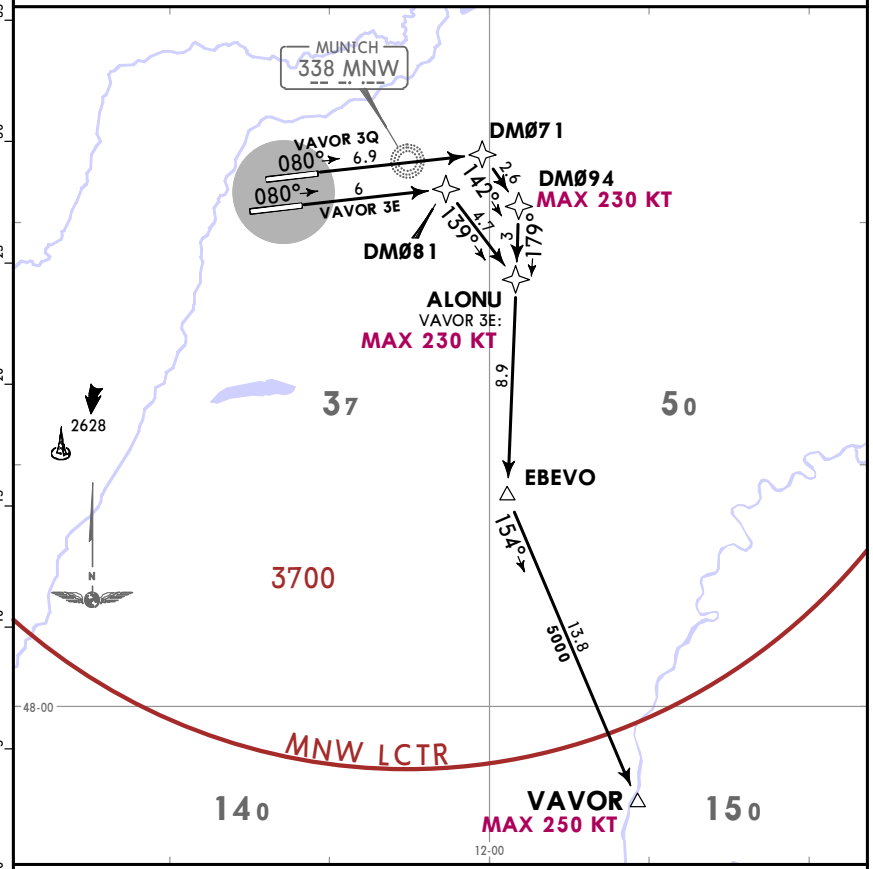
Trans alt: 5000
1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar.
2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is MANDATORY.
3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline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

VAVOR 3E [VAVO3E], VAVOR 3Q [VAVO3Q]
RNAV DEPARTURES (OVERLAY 10-3S)

JET ACFT ONLY

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of
VAVOR 3E: 235 per NM (3.8%) until passing 3700 due to airspace structure (MVA).
VAVOR 3Q: 210 per NM (3.4%) until passing 3700 due to airspace structure (MVA).

Gnd speed-KT	75	100	150	200	250	300
210 per NM	263	350	525	700	875	1050
235 per NM	294	392	588	783	979	1175

If unable to comply advise ATC prior start-up.

Initial climb clearance **FL70**

SID	RWY	ROUTING
VAVOR 3E	08R	(1900+) - DM081 - ALONU (K230-) - EBEVO - VAVOR (K250-).
VAVOR 3Q	08L	(1900+) - DM071 - DM094 (K230-) - EBEVO - VAVOR (K250-).

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 00002, this chart may no longer be valid

EDDM/MUC MUNICH

JEPPESEN 7 JUL 17 (10-3X4)

MUNICH, GERMANY

RNAV SID (OVERLAY)

VAVOR 2N [VAVO2N]
VAVOR 2S [VAVO2S]
VAVOR 2W [VAVO2W]
RNAV DEPARTURES (OVERLAY 10-3T)

JET ACFT ONLY

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

These SIDs require minimum climb gradients of
VAVOR 2N: 335 per NM (5.5%) until passing 4200 due to High Intensity Radio Transmission Area (HIRTA).
VAVOR 2S: 415 per NM (6.8%) until passing 4200 due to High Intensity Radio Transmission Area (HIRTA).

Gnd speed-KT	75	100	150	200	250	300
335 per NM	419	558	838	1117	1396	1675
415 per NM	519	692	1038	1383	1729	2075

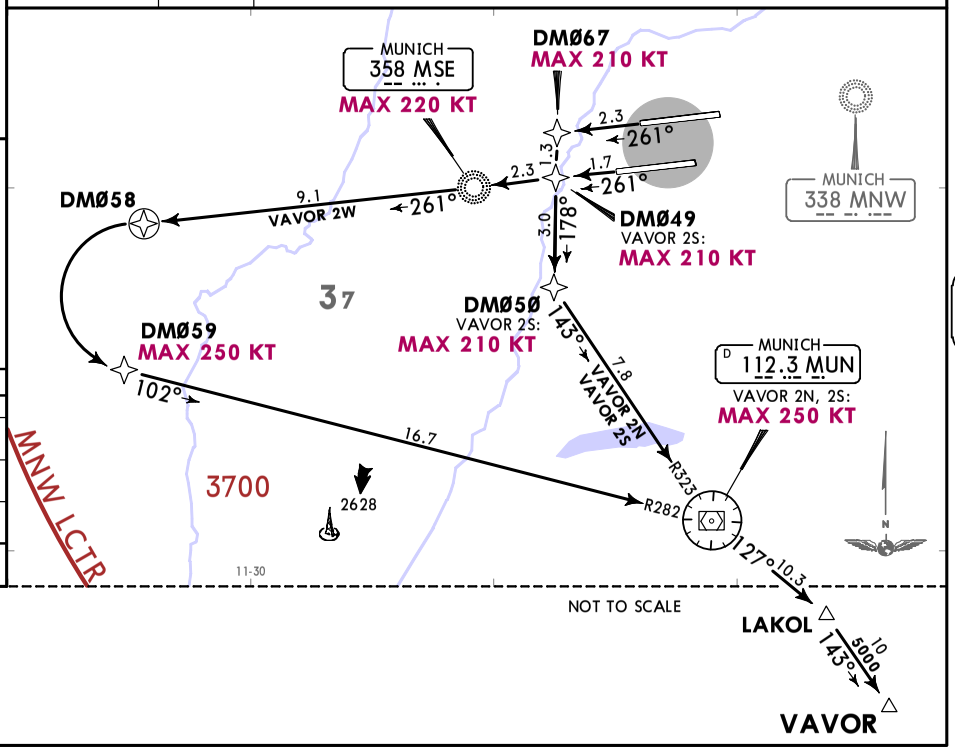
Initial climb clearance **FL70**

SID	RWY	ROUTING
VAVOR 2N	26R	DM067 (K210-) - (1900+) - DM050 - MUN (K250-) - LAKOL - VAVOR.
VAVOR 2S ❶	26L	DM049 (K210-) - (1900+) - DM050 (K210-) - MUN (K250-) - LAKOL - VAVOR.
VAVOR 2W		(1900+) - MSE (K220-) - DM058 - DM059 (K250-) - MUN - LAKOL - VAVOR.

❶ If unable to comply with speed restrictions request SID VAVOR 2W.

MUNICH Radar	Apt Elev
127.950	1487

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



CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 00002, this chart may no longer be valid

EDDM/MUC MUNICH

Apt Elev 1487′
N48 21.2 E011 47.2

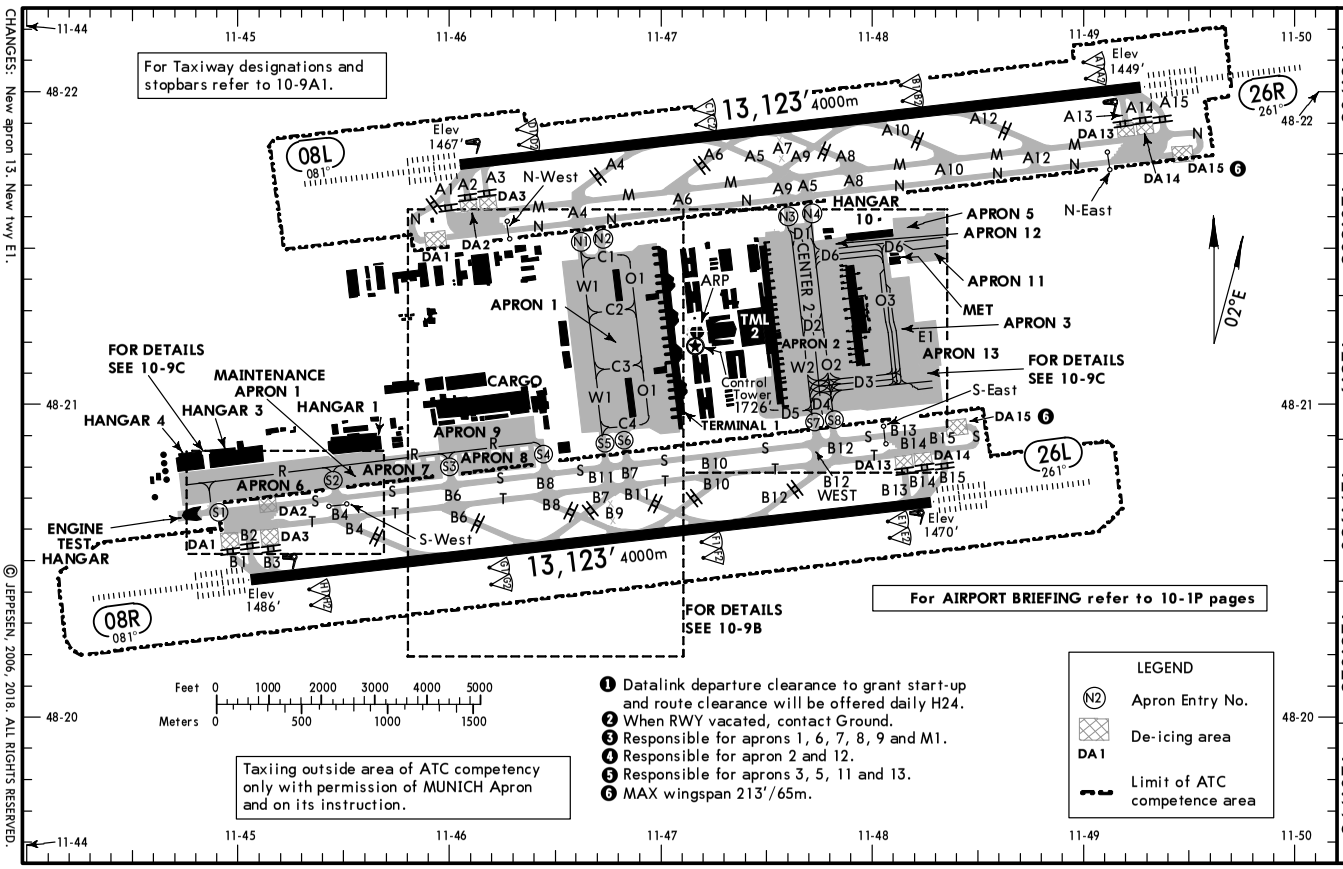
JEPPESEN 11 MAY 18 (10-9)

MUNICH, GERMANY

*D-ATIS	ACARS:	MUNICH Delivery (Start-up clearance)	MUNICH Ground Rwy 08L/26R	Rwy 08R/26L	Apron 1	Apron 2	Apron 3
123.130	DCL ❶	121.730	121.980 ❷	121.830	121.780 ❸	121.710 ❹	121.930 ❺

Tower Rwy 08L/26R	Rwy 08R/26L	MUNICH Radar (DEP) North	South	MUNICH Arrival (DEP) North	South
118.705	120.505	123.9	127.950	128.025	120.775

For Taxiway designations and stopbars refer to 10-9A1.



For AIRPORT BRIEFING refer to 10-1P pages

❶ Datalink departure clearance to grant start-up and route clearance will be offered daily H24.
❷ When RWY vacated, contact Ground.
❸ Responsible for aprons 1, 6, 7, 8, 9 and M1.
❹ Responsible for apron 2 and 12.
❺ Responsible for aprons 3, 5, 11 and 13.
❻ MAX wingspan 213′/65m.

LEGEND
N2 Apron Entry No.
De-icing area
DA1
Limit of ATC competence area

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

CHANGES: New apron 13. New twy E1.

© JEPPESEN, 2006, 2018. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

EDDM/MUC

JEPPESEN

11 MAY 18 (10-9A)

MUNICH, GERMANY

MUNICH

ADDITIONAL RUNWAY INFORMATION

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

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

RWY 08L:		RWY 26R:	
From rwy head	13,123'(4000m)	From rwy head	13,123'(4000m)
twy A3 int	12,467'(3800m)	twy A13 int	12,467'(3800m)
twy A4 int	9252'(2820m)	twy A12 int	9121'(2780m)
twy A6 int	7218'(2200m)	twy A10 int	7415'(2260m)
twy A7 int	6627'(2020m)	twy A7 int	5610'(1710m)

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

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

RWY 08R:		RWY 26L:	
From rwy head	13,123' (4000m)	From rwy head	13,123'(4000m)
twy B3 int	12,467' (3800m)	twy B13 int	12,467'(3800m)
twy B4 int	9318' (2840m)	twy B12 int	9252'(2820m)
twy B6 int	7283' (2220m)	twy B10 int	7218'(2200m)
twy B9 int	5479' (1670m)	twy B9 int	6627'(2020m)

Standard TAKE-OFF

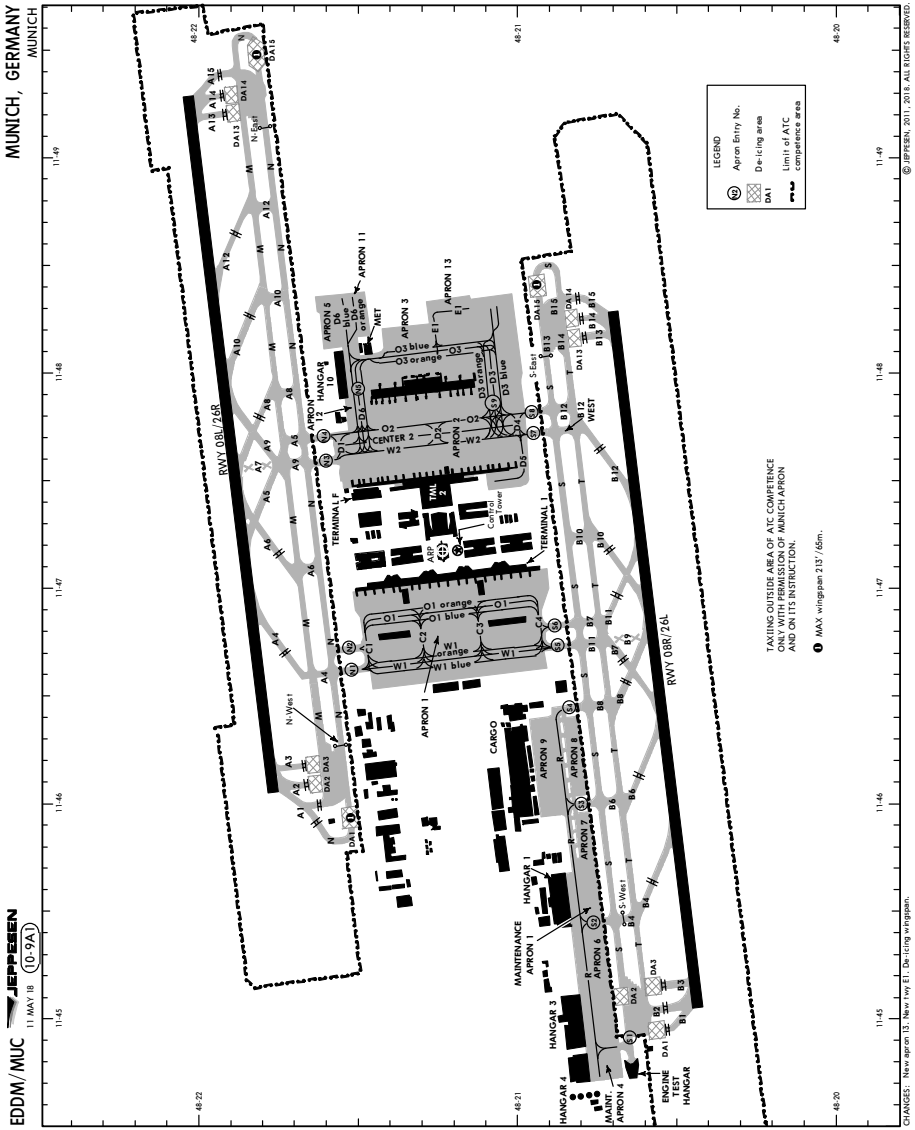
	Low Visibility Take-off					
	❶ HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A						
B	TDZ, MID, RO RVR 125m	TDZ, MID, RO RVR 150m	RVR 200m	RVR 300m	400m	500m
C						
D						

❶ RWY 08L, 08R, 26L, 26R: RVR 75m with approved guidance system or HUD/HUDLS.

CHANGES: None.

© JEPPESEN, 2006, 2014. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid



Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

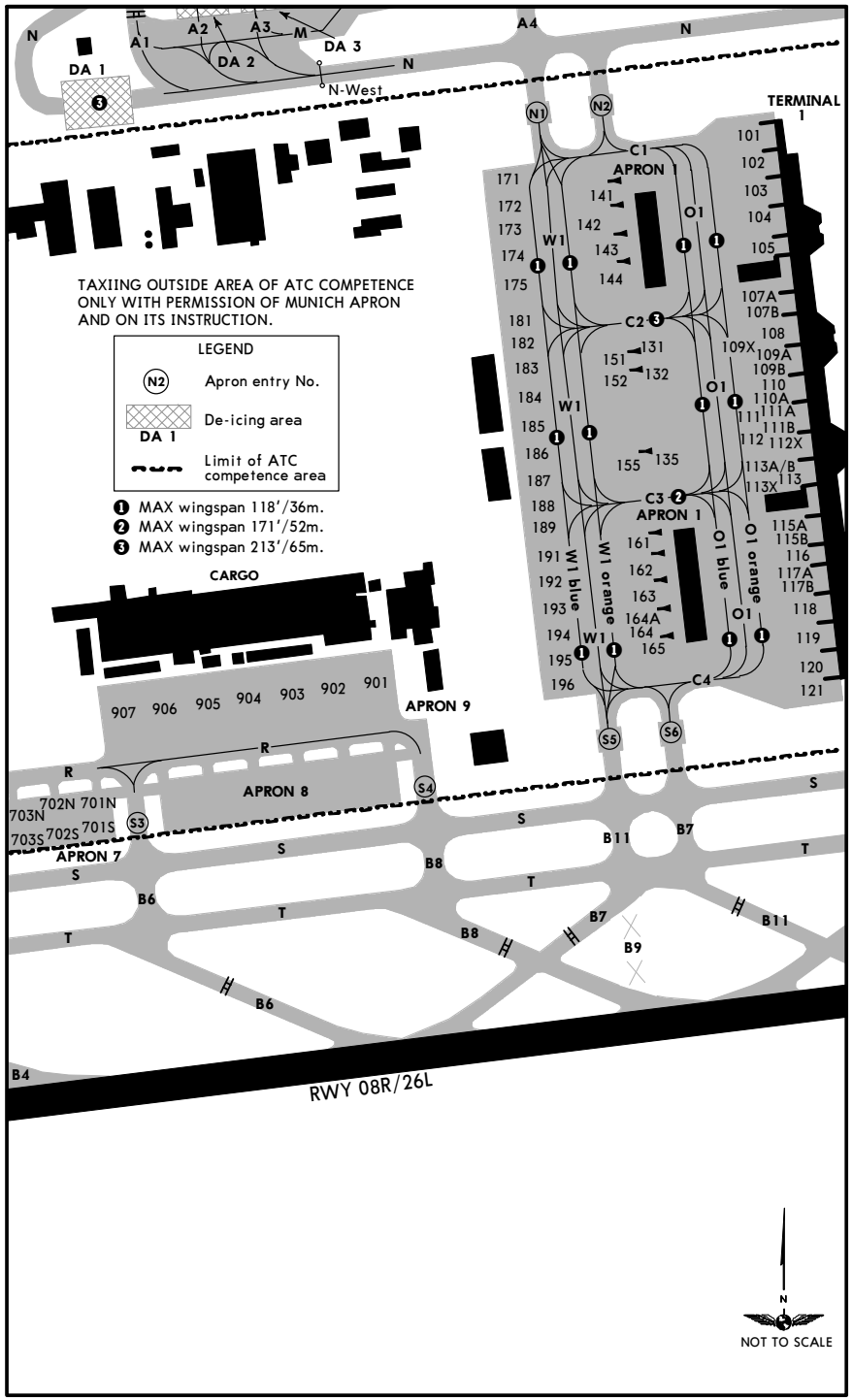
EDDM/MUC

JEPPESEN

11 MAY 18 (10-9B)

MUNICH, GERMANY

MUNICH



CHANGES: None.

© JEPPESEN, 2006, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

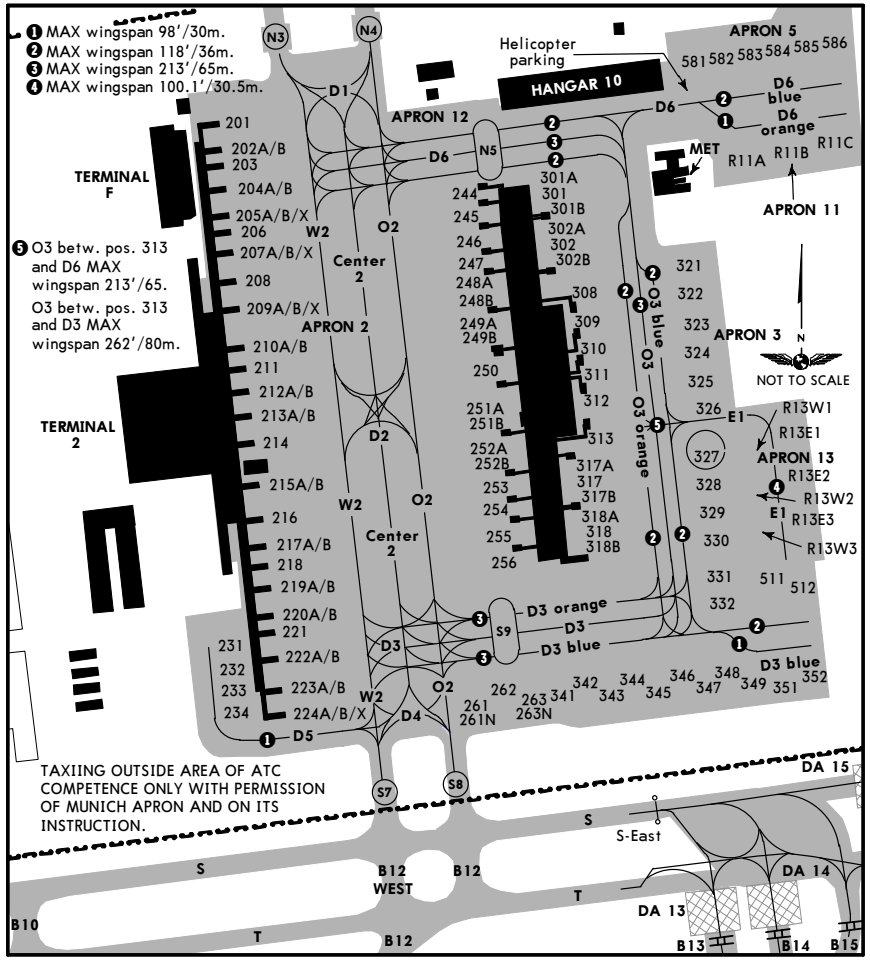
EDDM/MUC

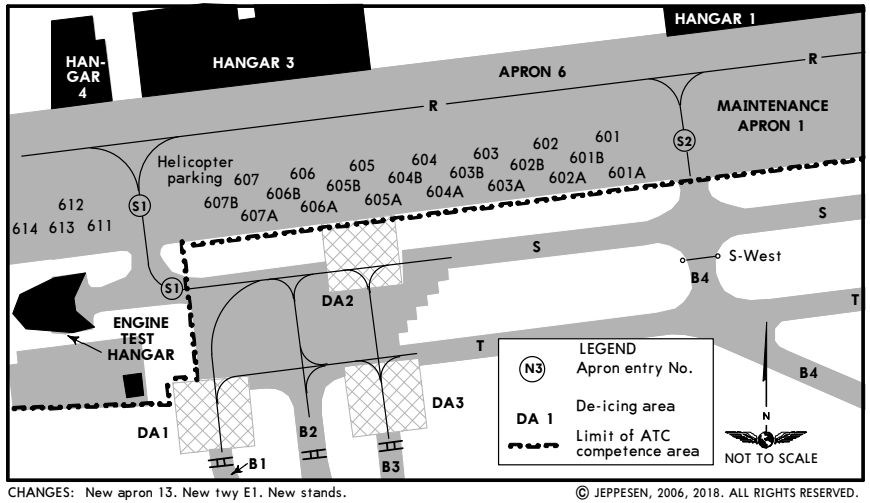
JEPPESEN

11 MAY 18 (10-9C)

MUNICH, GERMANY

MUNICH





CHANGES: New apron 13. New twy E1. New stands.

© JEPPESEN, 2006, 2018. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

EDDM/MUC

JEPPESEN

11 MAY 18 (10-9D)

MUNICH, GERMANY

MUNICH

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
101, 102	N48 21.5 E011 47.0	309 thru 312	N48 21.3 E011 48.0
103 thru 105	N48 21.4 E011 47.0	313 thru 317B	N48 21.2 E011 48.0
107A thru 109B	N48 21.3 E011 47.0	318	N48 21.1 E011 48.0
110 thru 112	N48 21.2 E011 47.0	318A	N48 21.2 E011 48.0
112X	N48 21.3 E011 47.0	318B	N48 21.1 E011 48.0
113A thru 116	N48 21.1 E011 47.0	321, 322	N48 21.4 E011 48.2
117A, 117B	N48 21.0 E011 47.0	323 thru 326	N48 21.3 E011 48.2
118, 119	N48 21.0 E011 47.1	327	N48 21.2 E011 48.2
120	N48 20.9 E011 47.1	328 thru 331	N48 21.1 E011 48.1
121	N48 21.0 E011 47.1	332	N48 21.1 E011 48.2
131	N48 21.3 E011 46.8	341 thru 343	N48 21.0 E011 48.0
132, 135	N48 21.2 E011 46.8	344 thru 346	N48 21.0 E011 48.1
141 thru 143	N48 21.4 E011 46.7	347 thru 349	N48 21.0 E011 48.2
144, 151	N48 21.3 E011 46.8	351, 352	N48 21.0 E011 48.3
152, 155	N48 21.2 E011 46.8	511, 512	N48 21.1 E011 48.3
161	N48 21.1 E011 46.8	581 thru 583	N48 21.5 E011 48.1
162 thru 165	N48 21.0 E011 46.8	584 thru 586	N48 21.5 E011 48.2
171 thru 174	N48 21.4 E011 46.6	601 thru 601B	N48 20.7 E011 45.4
175 thru 183	N48 21.3 E011 46.6	602 thru 603A	N48 20.7 E011 45.3
184 thru 186	N48 21.2 E011 46.6	603B thru 604B	N48 20.7 E011 45.2
187 thru 191	N48 21.1 E011 46.6	605 thru 606A	N48 20.7 E011 45.1
192 thru 195	N48 21.0 E011 46.6	606B thru 607B	N48 20.7 E011 45.0
196	N48 20.9 E011 46.6	611 thru 614	N48 20.7 E011 44.8
201 thru 203	N48 21.5 E011 47.5	701N/S	N48 20.8 E011 45.9
204A thru 205A	N48 21.5 E011 47.6	702N	N48 20.8 E011 45.8
205B thru 209B	N48 21.4 E011 47.6	702S	N48 20.8 E011 45.9
210A thru 214	N48 21.3 E011 47.6	703N/S	N48 20.8 E011 45.8
215A thru 217B	N48 21.2 E011 47.6	901	N48 21.0 E011 46.4
218 thru 222B	N48 21.1 E011 47.6	902	N48 20.9 E011 46.3
223A thru 224B	N48 21.0 E011 47.6	903, 904	N48 20.9 E011 46.2
231	N48 21.1 E011 47.5	905	N48 20.9 E011 46.1
232 thru 234	N48 21.0 E011 47.5	906, 907	N48 20.9 E011 46.0
244 thru 248A	N48 21.4 E011 47.8	R13E1 thru R13E3	N48 21.2 E011 48.3
248B thru 250	N48 21.3 E011 47.8	R13W1 thru R13W3	N48 21.2 E011 48.2
251A	N48 21.3 E011 47.9		
251B thru 255	N48 21.2 E011 47.9		
256	N48 21.1 E011 47.9		
261 thru 263	N48 21.0 E011 47.9		
301 thru 301B	N48 21.4 E011 47.9		
302 thru 308	N48 21.4 E011 48.0		

CHANGES: Stands and coordinates.

© JEPPESEN, 2004, 2018. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

EDDM/MUC

MUNICH

JEPPESEN

23 MAR 18 (11-1) Eff 29 Mar

MUNICH, GERMANY

ILS or LOC Rwy 08L

BRIEFING STRIP

*D-ATIS	MUNICH Arrival (APP)	MUNICH Radar (APP)	MUNICH Director ❶	MUNICH Tower	Ground
123.130	128.025	123.9	118.825	118.705	121.980

LOC IMNE	Final Apch Crs	GS D3.9 IMNE	ILS DA(H)	Apt Elev 1487′
109.5	080°	2700′(1233′)	1667′(200′)	Rwy 1467′

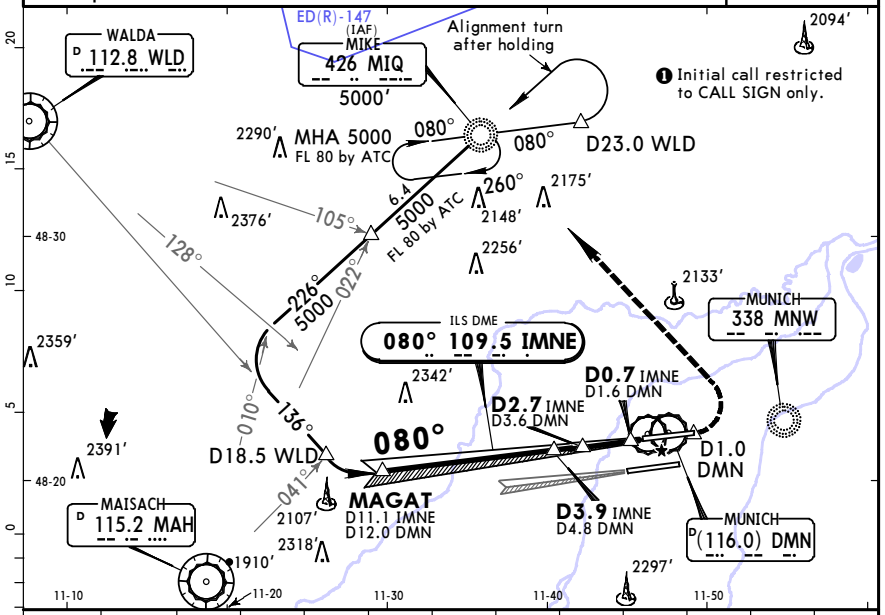
MISSED APCH: Climb STRAIGHT AHEAD to D1.0 East of DMN or 1900′, whichever is later, then turn LEFT direct to MIQ NDB climbing to 5000′.

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

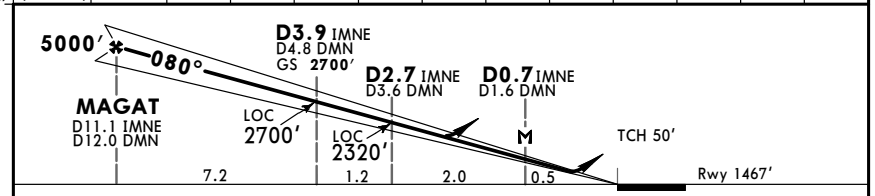
DME required.

3700

MSA MNW Lctr



LOC (GS out)	IMNE DME	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	4960′	4640′	4320′	4010′	3690′	3370′	3050′	2730′	2410′	2100′	1780′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.7 IMNE/ D1.6 DMN							

ALSF-II PAPI

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

PANS OPS

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

	ILS DA(H) 1667′(200′) FULL	ILS TDZ or CL out	ILS ALS out	LOC (GS out) CDFA DA/MDA(H) 1860′ (393′)	LOC (GS out) ALS out
A	RVR 550m	RVR 550m ❶	RVR 1200m	RVR 1100m	RVR 1500m
B					
C					RVR 1800m
D					

❶ W/o HUD/AP/FD: RVR 750m.

CHANGES: Communications.

© JEPPESEN, 1999, 2018. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

EDDM/MUC
MUNICH

JEPPESEN
23 MAR 18 (11-1A) Eff 29 Mar

MUNICH, GERMANY
CAT II/III ILS Rwy 08L

*D-ATIS	MUNICH Arrival (APP)	MUNICH Radar (APP)	MUNICH Director ❶	MUNICH Tower	Ground
123.130	128.025	123.9	118.825	118.705	121.980

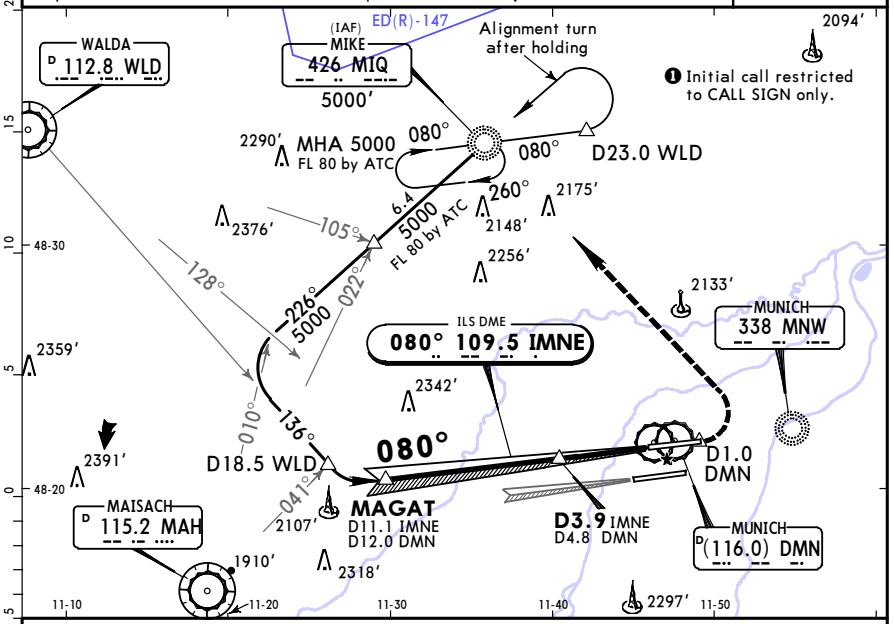
BRIEFING STRIP

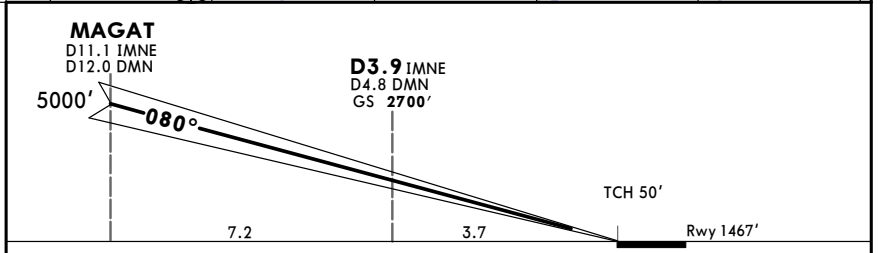
LOC IMNE	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev 1487′
109.5	080°	D3.9 IMNE 2700′(1233′)		Rwy 1467′

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

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

3700
MSA MNW Lctr





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II
PAPI
D1.0 East of DMN whichever is later
1900′

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

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

PANS OPS

❶ CAT IIIB: Mim RVR 75m.

CHANGES: Communications.

© JEPPESEN, 1999, 2018. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

EDDM/MUC
MUNICH

JEPPESEN
23 MAR 18 (11-2) Eff 29 Mar

MUNICH, GERMANY
ILS or LOC Rwy 08R

*D-ATIS	MUNICH Arrival (APP)	MUNICH Radar (APP)	MUNICH Director ❶	MUNICH Tower	Ground
123.130	120.775	127.950	132.3	120.505	121.830

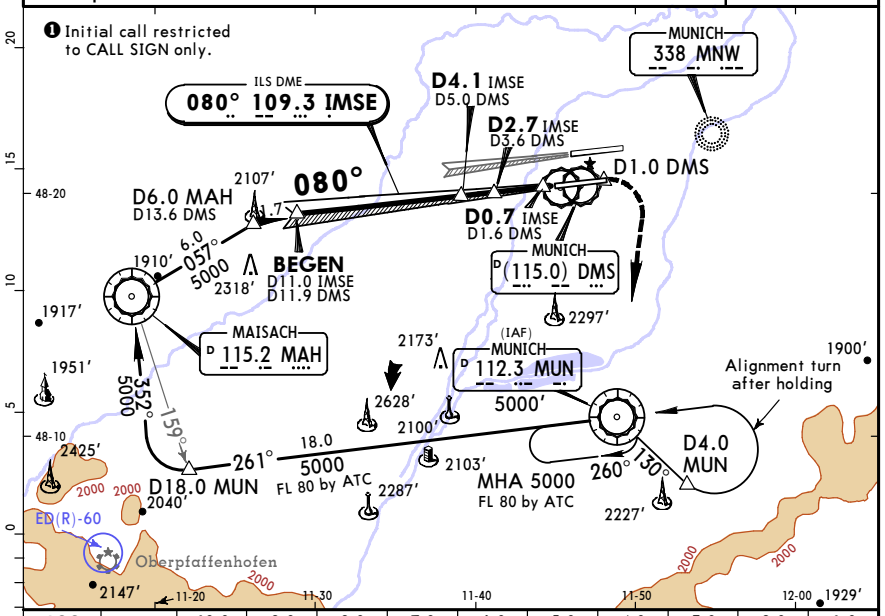
BRIEFING STRIP

LOC IMSE	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1487′
109.3	080°	D4.1 IMSE 2780′(1294′)	1686′(200′)	Rwy 1486′

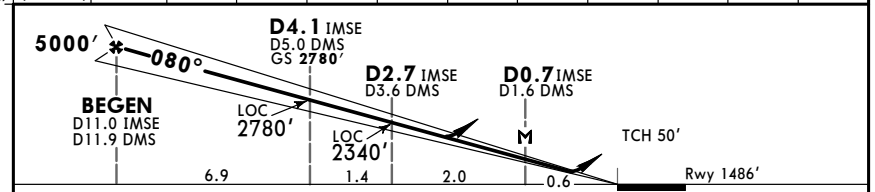
MISSED APCH: Climb STRAIGHT AHEAD to D1.0 East of DMS or 1900′, whichever is later, then turn RIGHT direct to MUN VOR climbing to 5000′.

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

3700
MSA MNW Lctr



LOC (GS out)	IMSE DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	4660′	4340′	4020′	3710′	3390′	3070′	2750′	2430′	2110′	1800′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.7 IMSE/ D1.6 DMS							

ALSF-II
PAPI
D1.0 East of DMS whichever is later
1900′

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

	ILS DA(H) 1686′(200′)			LOC (GS out) CDFA DA/MDA(H) 1880′(394′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 550m	RVR 550m ❶	RVR 1200m	RVR 1100m	RVR 1500m
B					
C					RVR 1800m
D					

PANS OPS

❶ W/o HUD/AP/FD: RVR 750m

CHANGES: Communications.

© JEPPESEN, 1999, 2018. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

EDDM/MUC
MUNICH

JEPPESEN
23 MAR 18 (11-2A) Eff 29 Mar

MUNICH, GERMANY
CAT II/III ILS Rwy 08R

*D-ATIS	MUNICH Arrival (APP)	MUNICH Radar (APP)	MUNICH Director ❶	MUNICH Tower	Ground
123.130	120.775	127.950	132.3	120.505	121.830

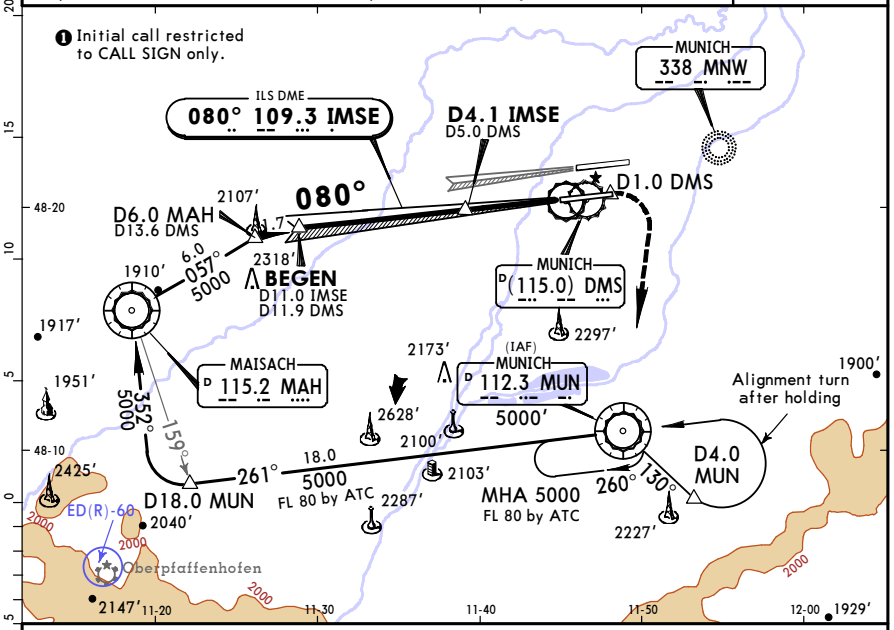
BRIEFING STRIP

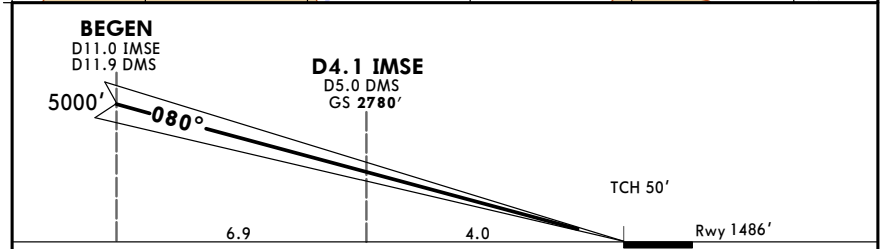
LOC IMSE	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev 1487′
109.3	080°	D4.1 IMSE 2780′(1294′)		Rwy 1486′

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

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

3700
MSA MNW Lctr





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II
PAPI
D1.0 East of DMS whichever is later
1900′

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

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

PANS OPS

❶ CAT IIIB: Mim RVR 75m

CHANGES: Communications.

© JEPPESEN, 1999, 2018. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

EDDM/MUC
MUNICH

JEPPESEN
23 MAR 18 (11-3) Eff 29 Mar

MUNICH, GERMANY
ILS or LOC Rwy 26L

*D-ATIS	MUNICH Arrival (APP)	MUNICH Radar (APP)	MUNICH Director ❶	MUNICH Tower	Ground
123.130	120.775	127.950	132.3	120.505	121.830

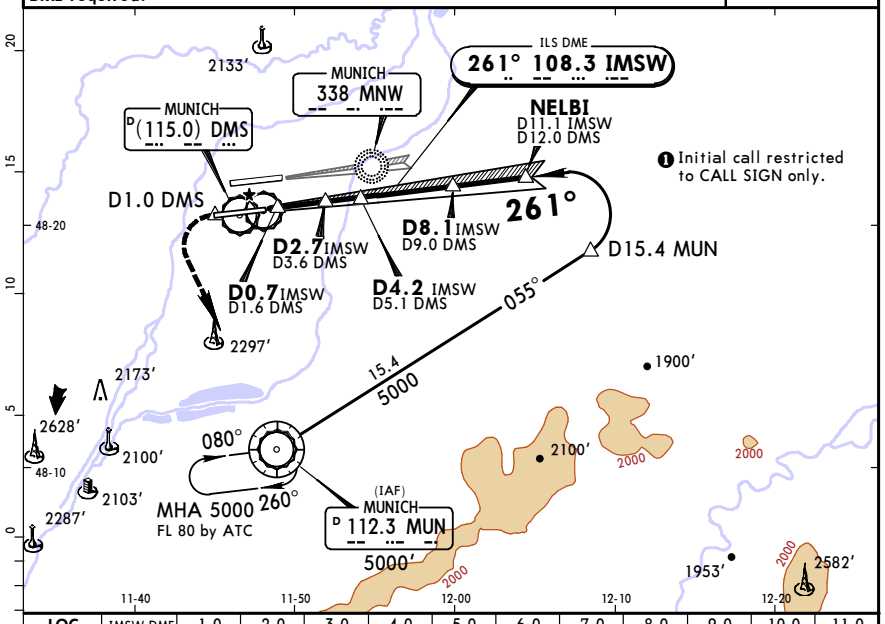
BRIEFING STRIP

LOC IMSW	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1487′
108.3	261°	D4.2 IMSW 2800′(1330′)	1670′(200′)	Rwy 1470′

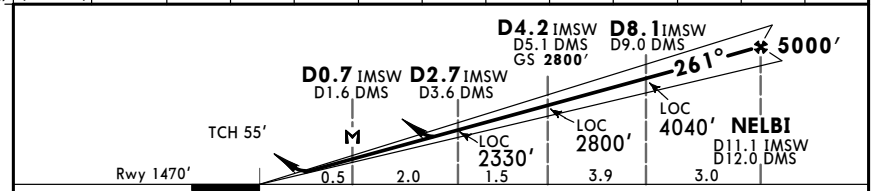
MISSED APCH: Climb STRAIGHT AHEAD to D1.0 West of DMS or 1900′, whichever is later, then turn LEFT direct to MUN VOR climbing to 5000′.

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

3700
MSA MNW Lctr



LOC (GS out)	IMSW DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0
	ALTITUDE	1780′	2100′	2420′	2740′	3060′	3380′	3700′	4010′	4330′	4650′	4970′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.7 IMSW/D1.6 DMS							

ALSF-II
PAPI
D1.0 West of DMS whichever is later
1900′

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

	ILS DA(H) 1670′(200′)			LOC (GS out) CDFA DA/MDA(H) 1880′(410′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 550m	RVR 550m ❶	RVR 1200m	RVR 1200m	RVR 1500m
B					
C					RVR 1900m
D					

PANS OPS

❶ W/o HUD/AP/FD: RVR 750m.

CHANGES: Communications.

© JEPPESEN, 1999, 2018. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

EDDM/MUC
MUNICH

JEPPESEN
23 MAR 18 **Eff 29 Mar** (11-3A)

MUNICH, GERMANY
CAT II/III ILS Rwy 26L

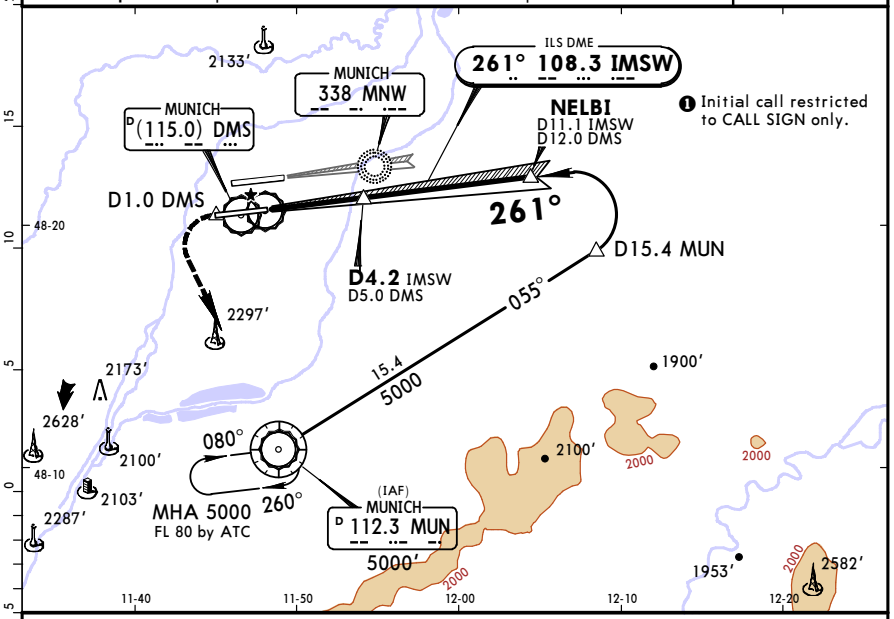
*D-ATIS	MUNICH Arrival (APP)	MUNICH Radar (APP)	MUNICH Director ❶	MUNICH Tower	Ground
123.130	120.775	127.950	132.3	120.505	121.830

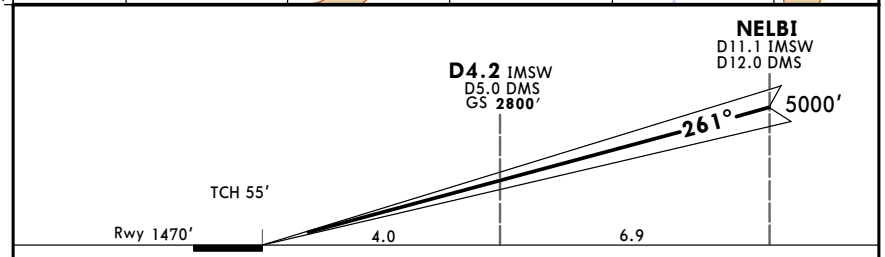
LOC IMSW	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev 1487′
108.3	**261°**	**D4.2 IMSW** **2800′** (1330′)		Rwy 1470′

3700′ MSA MNW Lctr

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

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





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II PAPI **D1.0** West of DMS whichever is later **1900′**

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

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

❶ CAT IIIB: Mim RVR 75m.

PANS OPS

CHANGES: Communications.

© JEPPESEN, 1999, 2018. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

EDDM/MUC
MUNICH

JEPPESEN
23 MAR 18 (11-4) **Eff 29 Mar**

MUNICH, GERMANY
ILS or LOC Rwy 26R

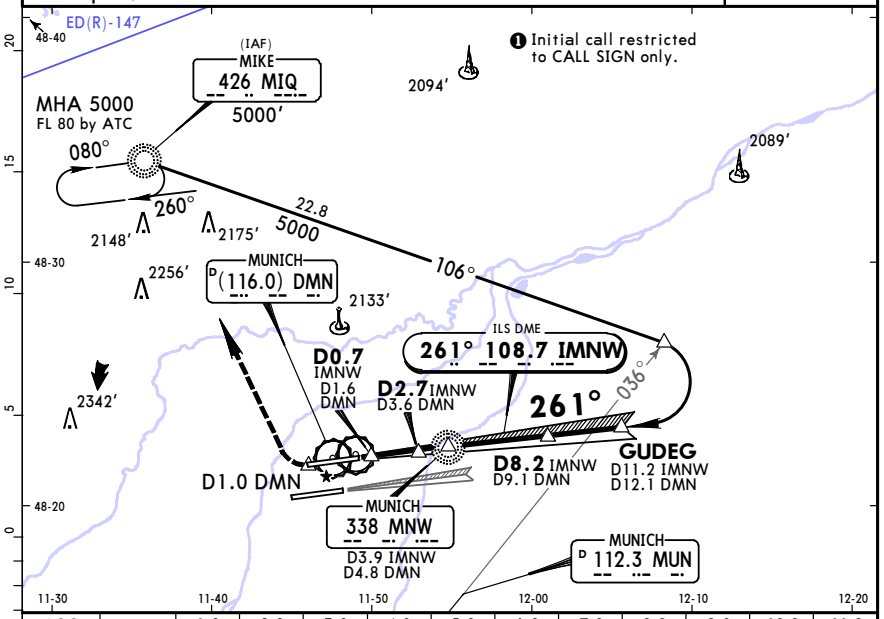
*D-ATIS	MUNICH Arrival (APP)	MUNICH Radar (APP)	MUNICH Director ❶	MUNICH Tower	Ground
123.130	128.025	123.9	118.825	118.705	121.980

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

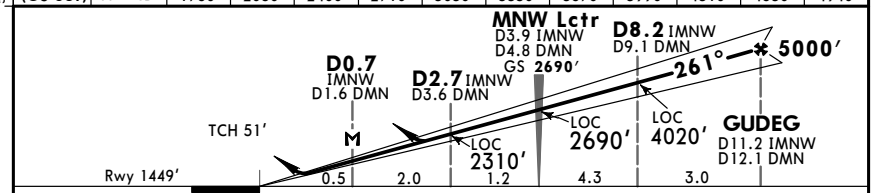
3700 MSA MNW Lctr

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

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



LOC (GS out)	IMNW DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0
	ALTITUDE	1760′	2080′	2400′	2710′	3030′	3350′	3670′	3990′	4310′	4630′	4940′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.7 IMNW/ D1.6 DMN							

ALSF-II PAPI **D1.0** West of DMN whichever is later **1900′**

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

	ILS DA(H) **1649′** (200′)			LOC (GS out) CDFA DA/MDA(H) **1860′** (411′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 550m	RVR 550m ❶	RVR 1200m	RVR 1200m	RVR 1500m
B					
C					RVR 1900m
D					

❶ W/o HUD/AP/FD: RVR 750m.

PANS OPS

CHANGES: Communications.

© JEPPESEN, 1999, 2018. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

EDDM/MUC
MUNICH

JEPPESEN
23 MAR 18
Eff 29 Mar
(11-4A)

MUNICH, GERMANY
CAT II/III ILS Rwy 26R

BRIEFING STRIP

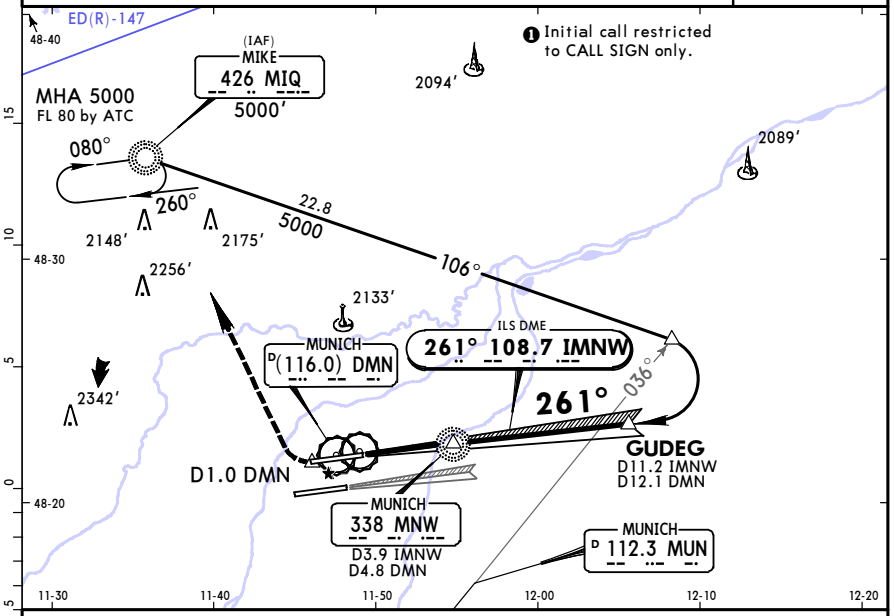
*D-ATIS	MUNICH Arrival (APP)	MUNICH Radar (APP)	MUNICH Director ❶	MUNICH Tower	Ground
123.130	128.025	123.9	118.825	118.705	121.980

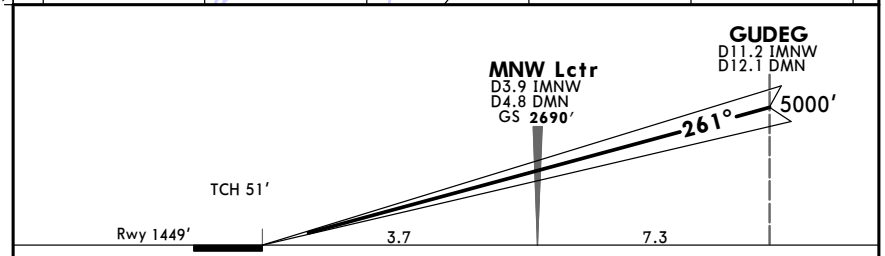
LOC IMNW	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev 1487′
108.7	**261°**	**MNW Lctr** **2690′**(1241′)		Rwy 1449′

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

3700
MSA MNW Lctr

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





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II PAPI

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

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

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

PANS OPS

❶ CAT IIIB: Mim RVR 75m.

CHANGES: Communications.

© JEPPESEN, 1999, 2018. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

EDDM/MUC
MUNICH

JEPPESEN
23 MAR 18
Eff 29 Mar
(12-1)

MUNICH, GERMANY
RNP Rwy 08L

BRIEFING STRIP

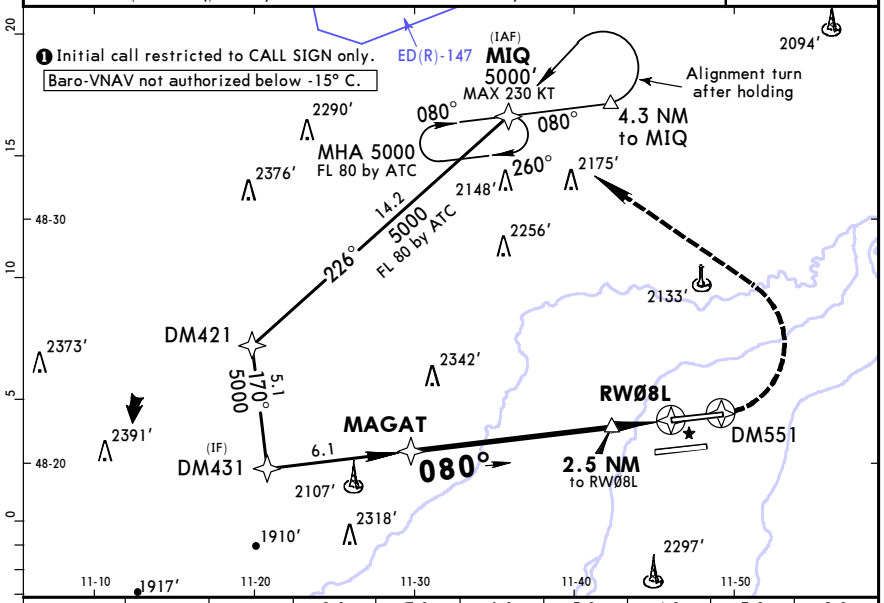
*D-ATIS	MUNICH Arrival (APP)	MUNICH Radar (APP)	MUNICH Director ❶	MUNICH Tower	Ground
123.130	128.025	123.9	118.825	118.705	121.980

RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 1487′
	080°	**MAGAT** **5000′**(3533′)		Rwy 1467′

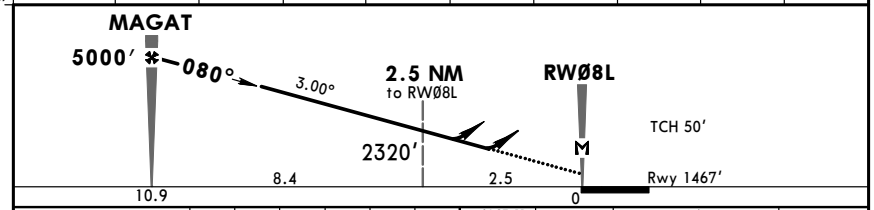
MISSED APCH: Climb on 081° to DM551 or 1900′, whichever is later, then turn LEFT direct to MIQ climbing to 5000′.

4000
MSA ARP

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



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



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

ALSF-II PAPI

081° **DM551** **1900′** whichever is later **MIQ** LT

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

	LNAV/VNAV		LNAV CDFA
DA(H)	A: **1784′**(317′) B: **1793′**(326′)	C: **1802′**(335′) D: **1848′**(381′)	DA/MDA(H) **1950′**(483′)
	ALS out		ALS out
A	RVR 750m ❶	RVR 1400m	RVR 1500m
B	RVR 800m	RVR 1500m	
C			RVR 1500m / RVR 2300m
D	RVR 1100m	RVR 1800m	

PANS OPS

❶ With TDZ & CL & HUD: RVR 700m

CHANGES: Communications.

© JEPPESEN, 1998, 2018. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

EDDM/MUC
MUNICH

JEPPESEN
23 MAR 18
Eff 29 Mar
(12-2)

MUNICH, GERMANY
RNP Rwy 08R

BRIEFING STRIP

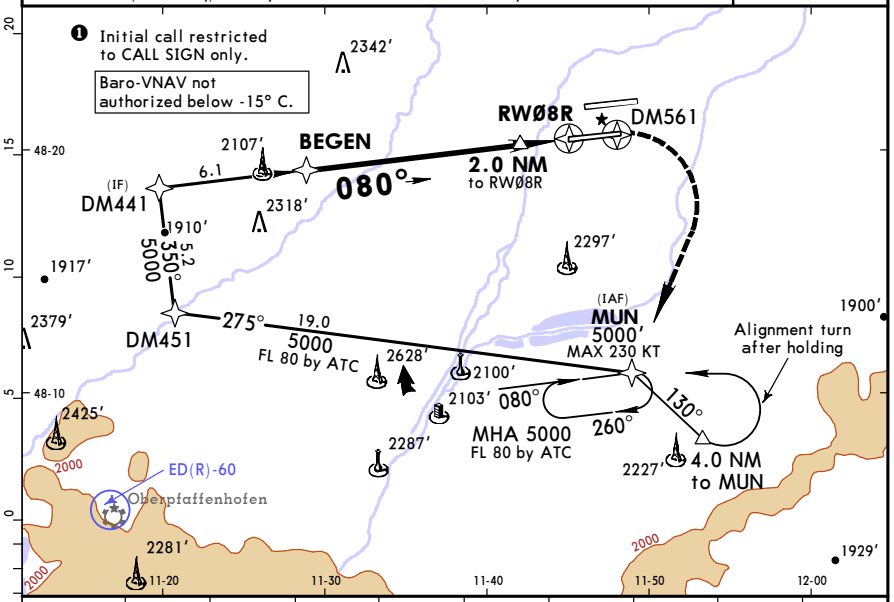
*D-ATIS	MUNICH Arrival (APP)	MUNICH Radar (APP)	MUNICH Director ❶	MUNICH Tower	Ground
123.130	120.775	127.950	132.3	120.505	121.830

RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 1487′
	080°	BEGEN 5000′ (3514′)		Rwy 1486′

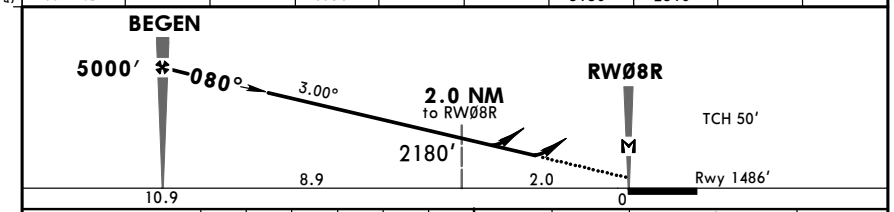
MISSED APCH: Climb on 081° to DM561 or 1900′, whichever is later, then turn RIGHT direct to MUN climbing to 5000′.

MSA ARP: 4000

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



Dist to RWØ8R	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	4720′	4410′	4090′	3770′	3450′	3130′	2810′	2500′	2180′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA						
LNAV: MAP at RWØ8R						

ALSF-II PAPI | 081° | DM561 1900′ whichever is later | MUN RT

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

	LNAV/VNAV	LNAV CDFA
DA(H)	A: 1909′ (423′) C: 1925′ (439′) B: 1917′ (431′) D: 1934′ (448′)	DA/MDA(H) 2010′ (524′)

PANS OPS		ALS out		ALS out
A	RVR 1300m	RVR 1500m	RVR 1500m	
B				
C		RVR 2000m	RVR 1700m	RVR 2400m
D	RVR 1400m	RVR 2100m		

CHANGES: Communications.

© JEPPESEN, 1998, 2018. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

EDDM/MUC
MUNICH

JEPPESEN
23 MAR 18
Eff 29 Mar
(12-3)

MUNICH, GERMANY
RNP Rwy 26L

BRIEFING STRIP

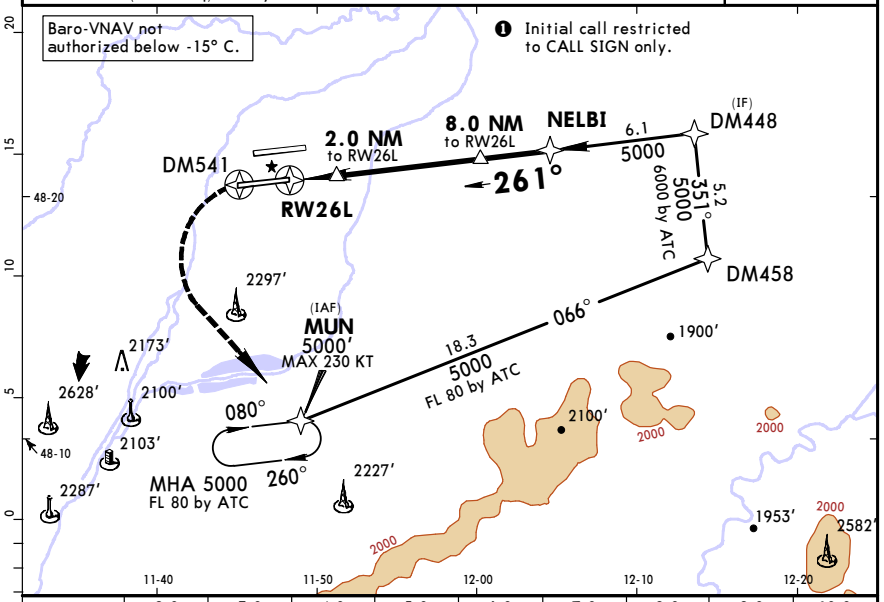
*D-ATIS	MUNICH Arrival (APP)	MUNICH Radar (APP)	MUNICH Director ❶	MUNICH Tower	Ground
123.130	120.775	127.950	132.3	120.505	121.830

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

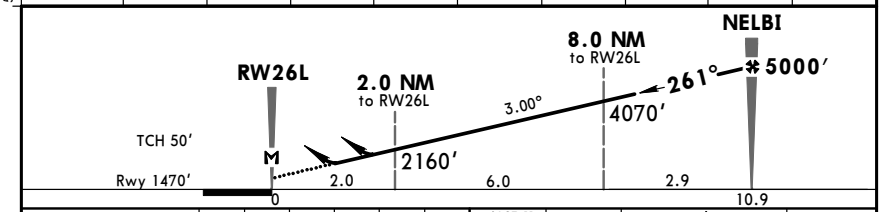
MISSED APCH: Climb on 261° to DM541 or 1900′, whichever is later, then turn LEFT direct to MUN climbing to 5000′.

MSA ARP: 4000

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



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



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

ALSF-II PAPI | 261° | DM541 1900′ whichever is later | MUN LT

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

	LNAV/VNAV	LNAV CDFA
DA(H)	A: 1783′ (313′) C: 1801′ (331′) B: 1792′ (322′) D: 1888′ (418′)	DA/MDA(H) 1980′ (510′)

PANS OPS		ALS out		ALS out
A	RVR 750m ❶	RVR 1400m	RVR 1500m	
B	RVR 800m	RVR 1500m		
C			RVR 1600m	RVR 2400m
D	RVR 1200m	RVR 1900m		

❶ With TDZ & CL & HUD: RVR 700m

CHANGES: Communications.

© JEPPESEN, 1998, 2018. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

EDDM/MUC
MUNICH

JEPPESEN
23 MAR 18 (12-4) Eff 29 Mar

MUNICH, GERMANY
RNP Rwy 26R

BRIEFING STRIP

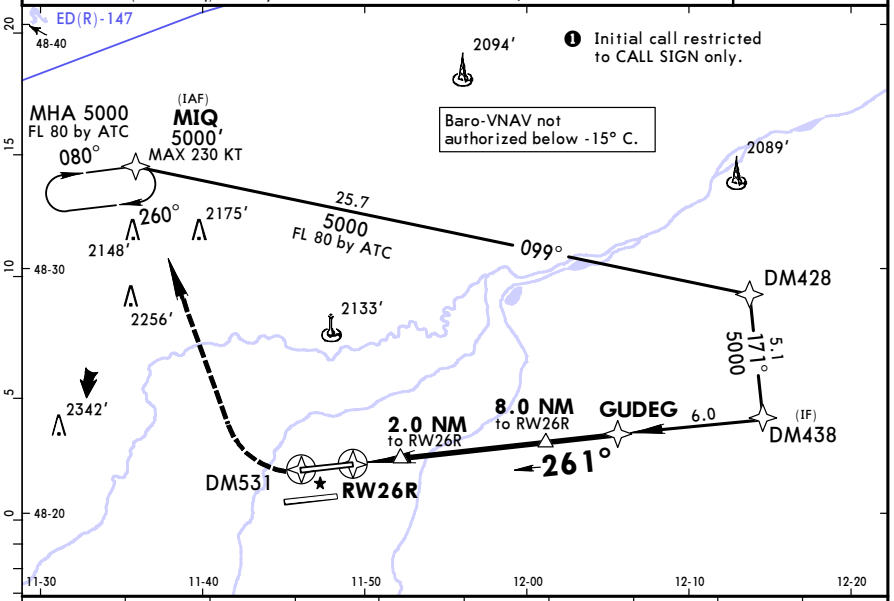
*D-ATIS	MUNICH Arrival (APP)	MUNICH Radar (APP)	MUNICH Director ❶	MUNICH Tower	Ground
123.130	128.025	123.9	118.825	118.705	121.980

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

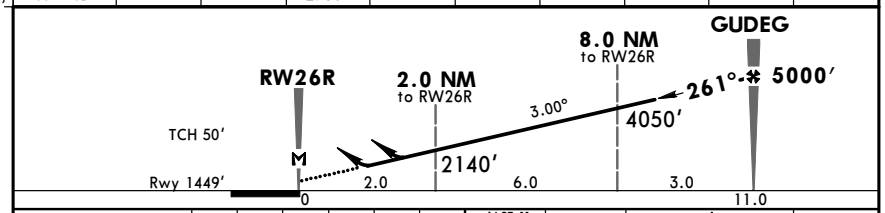
MSA ARP: 4000

MISSED APCH: Climb on 261° to DM531 or 1900′, whichever is later, then turn RIGHT direct to MIQ climbing to 5000′.

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



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



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

ALSF-II PAPI | 261° | DM531 | 1900′ whichever is later | MIQ RT

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

	LNAV/VNAV		LNAV
DA(H)	A: 1908′ (459′)	C: 1925′ (476′)	CDFA
	B: 1917′ (468′)	D: 1933′ (484′)	DA/MDA(H) 2010′ (561′)

PANS OPS		ALS out		ALS out
A	RVR 1400m	RVR 1500m	RVR 1500m	
B	RVR 1500m			
C		RVR 2200m	RVR 1900m	RVR 2400m
D		RVR 2300m		

CHANGES: Communications.

© JEPPESEN, 1998, 2018. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

EDDM/MUC
MUNICH

JEPPESEN
23 MAR 18 (16-1) Eff 29 Mar

MUNICH, GERMANY
NDB Rwy 08L

BRIEFING STRIP

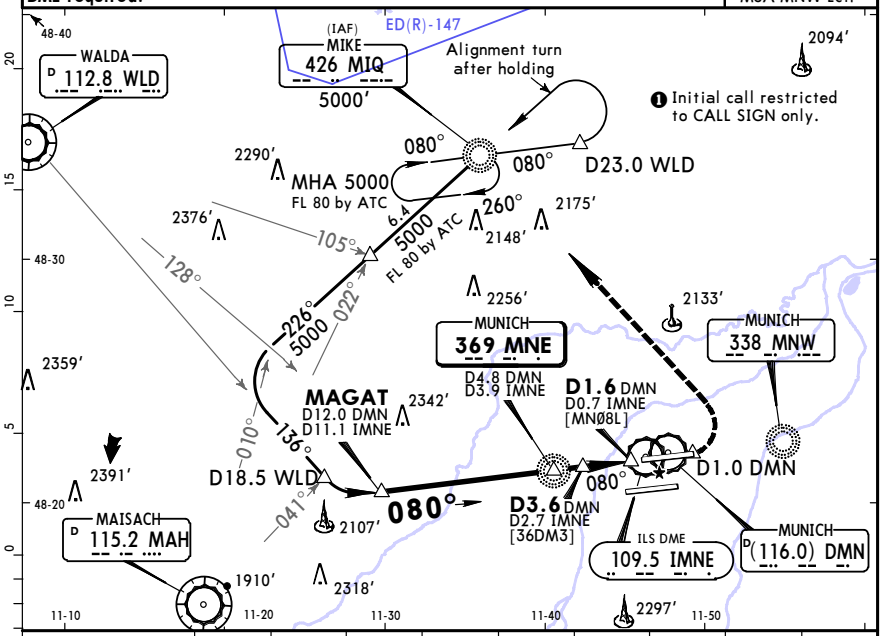
*D-ATIS	MUNICH Arrival (APP)	MUNICH Radar (APP)	MUNICH Director ❶	MUNICH Tower	Ground
123.130	128.025	123.9	118.825	118.705	121.980

Lctr MNE	Final Apch Crs	Minimum Alt	DA/MDA(H)	Apt Elev 1487′
369	080°	MAGAT 5000′ (3533′)	2050′ (583′)	Rwy 1467′

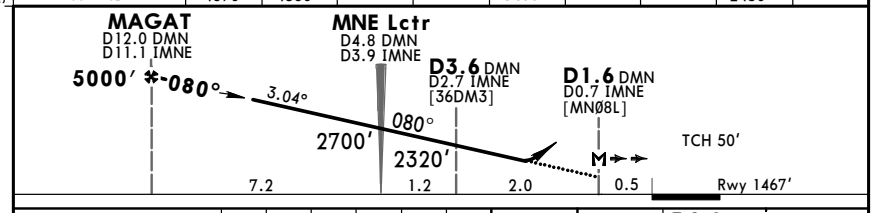
MSA MNW Lctr: 3700

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

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



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



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.04°	376	484	538	645	753	861
MAP at D1.6 DMN/D0.7 IMNE						

ALSF-II PAPI | D1.0 East of DMN | 1900′ whichever is later

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

CDFA
DA/MDA(H) 2050′ (583′)

PANS OPS		ALS out
A	RVR 1500m	
B		
C	RVR 2000m	RVR 2400m
D		

CHANGES: Communications.

© JEPPESEN, 1999, 2018. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

EDDM/MUC
MUNICH

JEPPESEN
23 MAR 18 (16-2) Eff 29 Mar

MUNICH, GERMANY
NDB Rwy 08R

BRIEFING STRIP

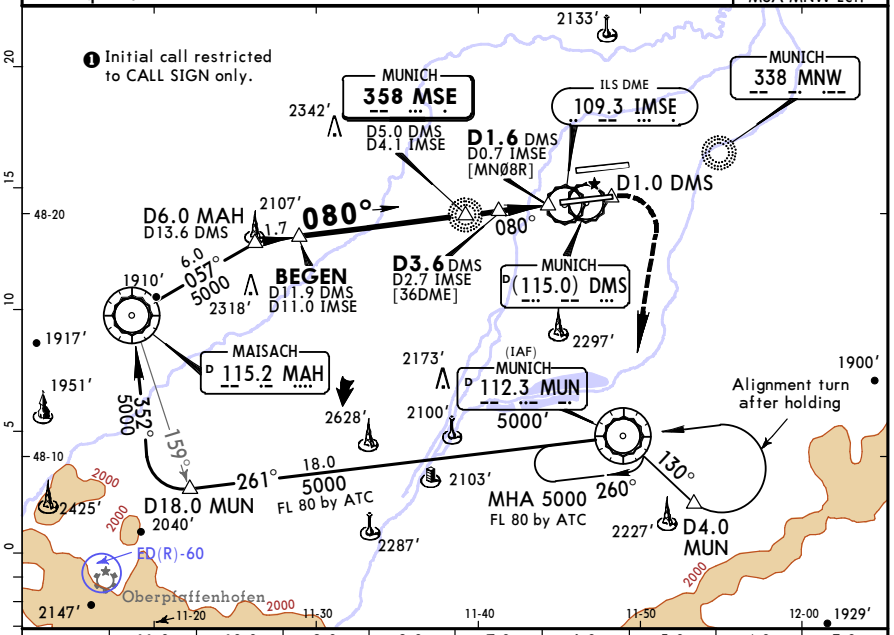
*D-ATIS	MUNICH Arrival (APP)	MUNICH Radar (APP)	MUNICH Director ❶	MUNICH Tower	Ground
123.130	120.775	127.950	132.3	120.505	121.830

Lctr MSE	Final Apch Crs	Minimum Alt	DA/MDA(H)	Apt Elev 1487′
358	080°	BEGEN 5000′ (3514′)	2050′ (564′)	Rwy 1486′

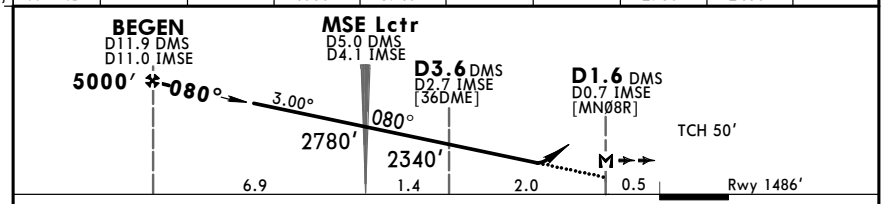
MISSED APCH: Climb STRAIGHT AHEAD to D1.0 East of DMS or 1900′, whichever is later, then turn RIGHT direct to MUN VOR climbing to 5000′.

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

3700
MSA MNW Lctr



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



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.6 DMS/D0.7 IMSE							

ALSF-II PAPI
D1.0 East of DMS whichever is later **1900′**

Standard
STRAIGHT-IN LANDING RWY **08R**
CDFA
DA/MDA(H) **2050′** (564′)

PANS OPS		
A	RVR 1500m	
B		
C	RVR 1900m	RVR 2400m
D		

ALS out

CHANGES: Communications.

© JEPPESEN, 1999, 2018. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

EDDM/MUC
MUNICH

JEPPESEN
23 MAR 18 (16-3) Eff 29 Mar

MUNICH, GERMANY
NDB Rwy 26L

BRIEFING STRIP

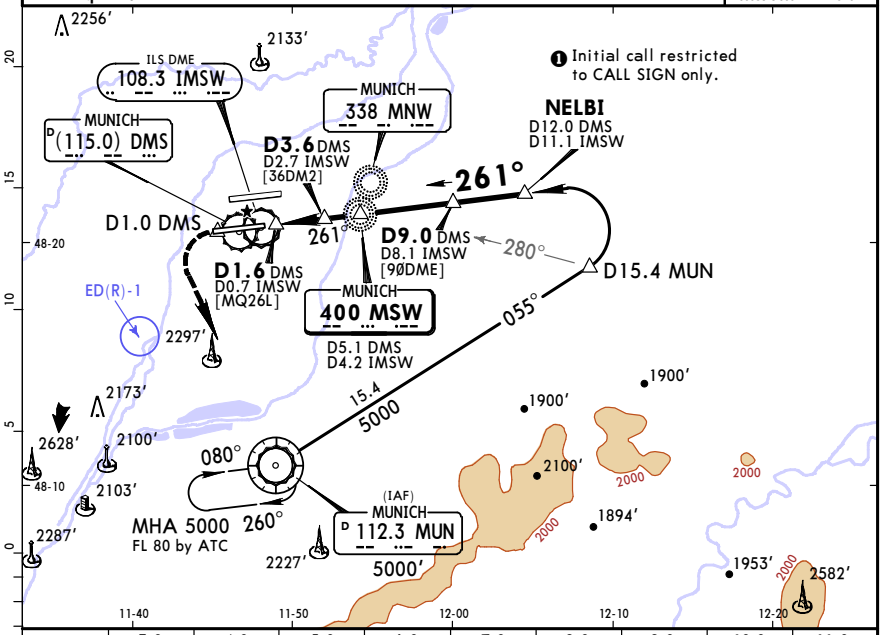
*D-ATIS	MUNICH Arrival (APP)	MUNICH Radar (APP)	MUNICH Director ❶	MUNICH Tower	Ground
123.130	120.775	127.950	132.3	120.505	121.830

Lctr MSW	Final Apch Crs	Minimum Alt	DA/MDA(H)	Apt Elev 1487′
400	261°	NELBI 5000′ (3530′)	2020′ (550′)	Rwy 1470′

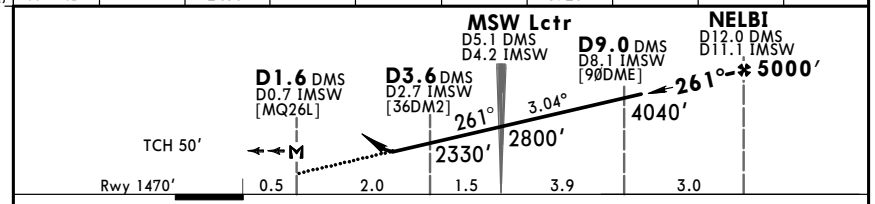
MISSED APCH: Climb STRAIGHT AHEAD to D1.0 West of DMS or 1900′, whichever is later, then turn LEFT direct to MUN VOR climbing to 5000′.

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

3700
MSA MNW Lctr



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



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.04°	376	484	538	645	753	861
MAP at D1.6 DMS/D0.7 IMSW							

ALSF-II PAPI
D1.0 West of DMS whichever is later **1900′**

Standard
STRAIGHT-IN LANDING RWY **26L**
CDFA
DA/MDA(H) **2020′** (550′)

PANS OPS		
A	RVR 1500m	
B		
C	RVR 1800m	RVR 2400m
D		

ALS out

CHANGES: Communications.

© JEPPESEN, 1999, 2018. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

EDDM/MUC
MUNICH

JEPPESEN

23 MAR 18 (16-4) Eff 29 Mar

MUNICH, GERMANY
NDB Rwy 26R

BRIEFING STRIP

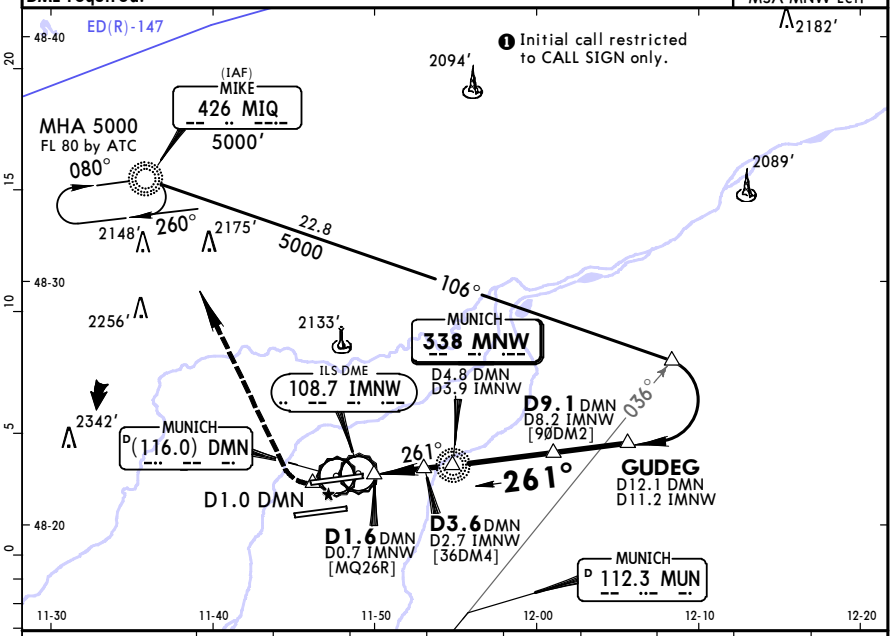
*D-ATIS	MUNICH Arrival (APP)	MUNICH Radar (APP)	MUNICH Director ❶	MUNICH Tower	Ground
123.130	128.025	123.9	118.825	118.705	121.980

Lctr MNW	Final Apch Crs	Minimum Alt	DA/MDA(H)	Apt Elev / Rwy
338	261°	GUDEG 5000′ (3551′)	2050′ (601′)	Apt Elev 1487′ / Rwy 1449′

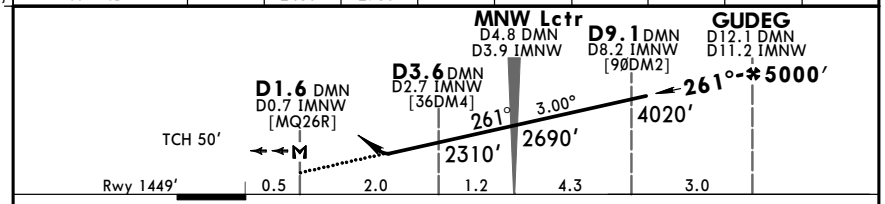
MISSED APCH: Climb STRAIGHT AHEAD to D1.0 West of DMN or 1900′, whichever is later, then turn RIGHT direct to MIQ NDB climbing to 5000′.

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

3700
MSA MNW Lctr



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



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.6 DMN/D0.7 IMNW							

ALSF-II
PAPI

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

Standard

STRAIGHT-IN LANDING RWY **26R**
CDFA
DA/MDA(H) **2050′** (601′)

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

PANS OPS

CHANGES: Communications.

© JEPPESEN, 1999, 2018. ALL RIGHTS RESERVED.

Revision Letter For Cycle 12-2018
Printed on 03 Jul 2018
Page 1
(c) JEPPESEN SANDERSON, INC., 2018, ALL RIGHTS RESERVED

JEPPESEN
JeppView for Windows

Chart changes since cycle 11-2018

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

MUNICH, (MUNICH - EDDM)

(c) JEPPESEN SANDERSON, INC., 2018, ALL RIGHTS RESERVED

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EDDM

Chart Change Notices for Country DEU

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Jeppesen charted take-off minimums are determined according to the available RWY lights only. A Low Visibility Procedure (LVP) may or may not be established at the departure airport. Pilots are reminded to check the availability of LVP with ATC before using the charted minimums. Otherwise, according to SPA.LVO.115, the take-off is restricted to a minimum visibility of 800m.

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: 20170330
End Date: No end date

Location/airport name changed from Donauworth to Donauwoerth, Dusseldorf to Duesseldorf, Lubeck to Luebeck, Monchengladbach to Moenchengladbach, Nurnberg to Nuernberg, Schonefeld to Schoenefeld, Schwabisch Hall to Schwaebisch Hall, Zweibrucken to Zweibruecken.

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

The following Take-off minima according to Commission Regulation No. 965/2012 (EASA Air Operations Regulation) are applicable for Low Visibility Take-off Operations within Germany for CAT ABCD aircraft. RVR below 150m can only be used for selected runways which are already specified on current Jeppesen charts. 1. With RL and RCLM during day or with RL or CL during night: RVR 300m 2. With RL andCL: RVR 200m 3. With RL and CL and TDZ, MID and RO RVR:

(c) JEPPESEN SANDERSON, INC., 2018, ALL RIGHTS RESERVED

RVR 150m 4. With HIRL and CL and TDZ, MID and RO RVR: RVR 125m 5. On CAT III RWYs with approved guidance system or HUD/HUDLS: RVR 75m