

EDDM/MUC
MÜNCHEN

EDDM SID-14
Eff: 15 MAR 2007

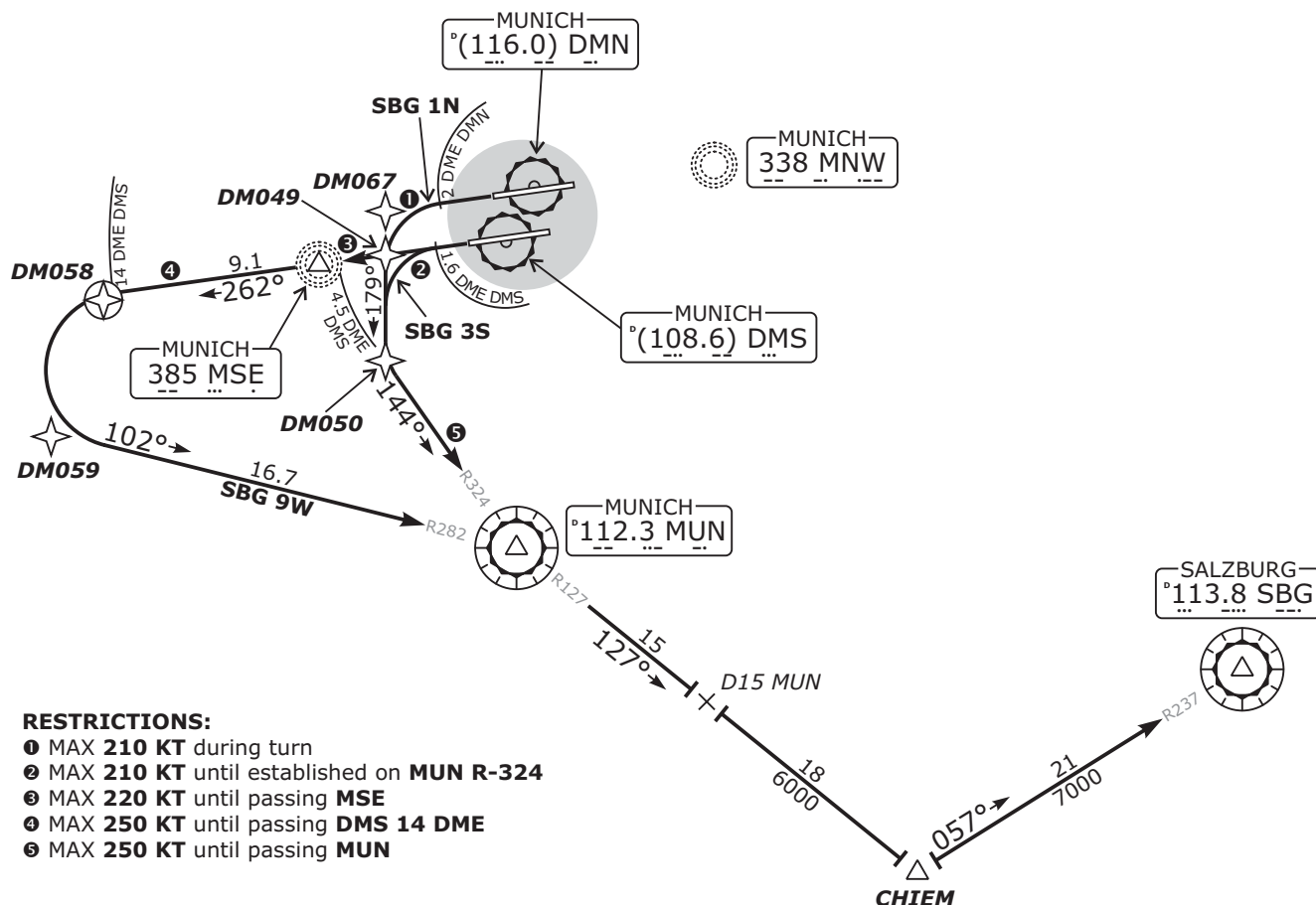
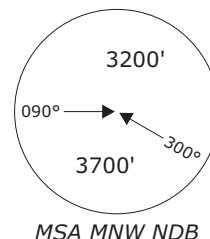
MÜNCHEN, GERMANY
SBG DEPARTURES

München DEPARTURE		München ARRIVAL		München RADAR		
EDDM_N_DEP	EDDM_S_DEP	EDDM_N_APP	EDDM_S_APP	EDMM_N_CTR	EDMM_S_CTR	EDMM_W_CTR
123.90	127.95	128.02	120.77	129.10	124.05	124.82

SBG 1N - SALZBURG ONE NOVEMBER
SBG 3S - SALZBURG THREE SIERRA
SBG 9W - SALZBURG NINE WHISKEY

NOT TO BE FILED IN FLIGHT PLAN

NOT TO SCALE



RESTRICTIONS:

- ① MAX 210 KT during turn
- ② MAX 210 KT until established on MUN R-324
- ③ MAX 220 KT until passing MSE
- ④ MAX 250 KT until passing DMS 14 DME
- ⑤ MAX 250 KT until passing MUN

Remain on Tower frequency, when advised by
ATC contact München Departure, Arrival or Radar.

Initial climb clearance FL70
TRANS ALT: 5000' • APT ELEV: 1487'

SID	RWY	ROUTING	GPS/FMS RNAV
SBG 1N	26R	Climb on runway track to DMN 2 DME or 1900' , whichever is later, turn LEFT, 179° track, intercept MUN R-324 inbound to MUN, MUN R-127 to CHIEM, intercept SBG R-237 inbound to SBG.	[A1900+] - DM067[K210-; L] - DM050[L] - MUN[K250-; L] - CHIEM[L] - SBG.
SBG 3S If unable to comply request SBG 9W	26L	Climb on runway track to DMS 1.6 DME or 1900' , whichever is later, turn LEFT within DMS 4.5 DME, 179° track, intercept MUN R-324 inbound to MUN, MUN R-127 to CHIEM, intercept SBG R-237 inbound to SBG.	[A1900+] - DM049[L] - DM050[K210-; L] - MUN[K250-; L] - CHIEM[L] - SBG.
SBG 9W		Climb on runway track to 1900' , intercept 262° bearing via MSE to DMS 14 DME, turn LEFT, intercept MUN R-282 inbound to MUN, MUN R-127 to CHIEM, intercept SBG R-237 inbound to SBG.	[A1900+] - MSE[K220-] - DM058[L] - DM059[K250-] - MUN[R] - CHIEM[L] - SBG.