Airport Information **EDDM (Munich)**

JEPPESEN
JeppView 3.5.2.0

General Info

Munich, DEU

N 48° 21.2' E 11° 47.2' Mag Var: 0.0°W

Elevation: 1487'

Public, Control Tower, IFR, Landing Fee, Rotating Beacon, Customs

Fuel: 100LL, Jet A-1

Repairs: Major Airframe, Major Engine

Time Zone Info: GMT+1:00 uses DST

Runway Info

Runway 08L-26R 13123' x 197' concrete Runway 08R-26L 13123' x 197' concrete

Runway 08L (82.0°M) TDZE 1467'
Lights: Edge, ALS, Centerline, TDZ
Runway 08R (82.0°M) TDZE 1486'
Lights: Edge, ALS, Centerline, TDZ
Runway 26L (262.0°M) TDZE 1470'
Lights: Edge, ALS, Centerline, TDZ
Runway 26R (262.0°M) TDZE 1449'
Lights: Edge, ALS, Centerline, TDZ

Airport Information **EDDM (Munich)**

JEPPESEN
JeppView 3.5.2.0

Communications Info

ATIS **123.125**

Munich Tower 120.5

Munich Tower 118.7

Munich Tower 119.4

Munich Tower **278.55** Military

Munich Ground Control 121.975

Munich Ground Control 121.825

Munich Apron 3 Ramp/Taxi Control 121.925

Munich Apron 2 Ramp/Taxi Control 121.7

Munich Apron 1 Ramp/Taxi Control 121.775

De-Icing South DA2 Ramp/Taxi Control 121.6

De-Icing South DA1 Ramp/Taxi Control 121.875

De-Icing North/South DA3 Ramp/Taxi Control 135.225

De-Icing North DA2 Ramp/Taxi Control 121.9

De-Icing North DA1 Ramp/Taxi Control 121.65

De-Icing Coordinator Ramp/Taxi Control 130.6

Munich Clearance Delivery 121.725

Munich Clearance Delivery 378.35

Munich Radar South Approach Control 127.95 TCA

Munich Radar North Approach Control 123.9 TCA

Munich Radar Approach Control 131.225 TCA

Munich Radar Approach Control 128.25 TCA

Munich Radar Approach Control 338.80 TCA

Munich Radar Approach Control 262.75 TCA Military

Munich Director Approach Control 118.825 TCA

Munich Arrival South Approach Control 120.775 TCA

Munich Arrival North Approach Control 128.025 TCA

Munich Arrival North Approach Control 259.55 Military

Notebook Info

Licensed to max. Printed on 16 Feb 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008

JEPPESEN

JeppView 3.5.2.0

EDDM/MUC MUNICH 3 JEPPESEN
10 AUG 07 (10-1P)

MUNICH, GERMANY AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

*ATIS 123.12

1.2. NOISE ABATEMENT PROCEDURES

For additional depiction refer to 10-4 chart.

1.2.1. **GENERAL**

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

1.2.2. NIGHT FLYING RESTRICTIONS

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

Restrictions regarding operating times:

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

1.2.2.1.In commercial scheduled air service and charter service s

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

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

- b) Delayed landings and take-offs in the period from 2200-2400LT, provided the scheduled time of arrival or departure at or from MUNICH APT is planned before 2200LT or in the case of flight movements stated in paragraph 1.2.2.1., 1.2.2.2. and 1.2.2.3. before 2330LT and provided the arrival or departure is before 2400LT. Early landings in the period from 0500-0600LT, provided the scheduled arrival time is planned after 0600LT.
- c) Flights by airlines whose ACFT are mainly maintained at MUNICH APT in the period from 2200-2330LT for all landings and for scheduled take-offs of flights in intercontinental traffic and from 0500-0600LT for take-offs for ferry flights (empty flights) and for landings in intercontinental traffic.

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

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

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

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

Flughafenkoordinator der Bundesrepublik Deutschland

FAC 2 - TERMINAL 2 BEREICH E, HBK 37

60549 Frankfurt/Main

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

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

2200-0600LT. Exceptions:

Above stated restrictions regarding operating times do not apply to:

- Flights for providing assistance in emergencies and disasters and for executing police duties.
- Landings for meteorolgical, technical and other flight safety reasons,

Licensed to max. Printed on 16 Feb 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008

JEPPESEN

JEPPESEN

ANUNCY

JEPPESEN

ANUNCY

JEPPESEN

ANUNCY

JEPPESEN

EDDM/MUC MUNICH

10 AUG 07 (10-1P1)

MUNICH, GERMANY
AIRPORT BRIFFING

1. GENERAL

- Flights that have been approved in justified exceptional cases by the "Bayerisches Staatsministerium fuer Wirtschaft, Verkehr und Technologie" or upon its instruction - by the Luftaufsicht at MUNICH APT, in substantiated individual cases to avoid serious disruptions to air traffic or in cases of special public interest.

Modified Bonus List:

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

1.2.3. RUN-UP TESTS

Validity of the engine test hangar regulations remains unaffected.

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

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

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

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

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

1.3.1. **GENERAL**

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

TWY centerline lights within the ILS sensitive area from RWY 08R/26L towards TWY T and from RWY 08L/26R towards TWY M are colour-coded (yellow-green). After landing pilots are requested to report vacating the colour-coded centerline lights to indicate that the ACFT has vacated the ILS sensitive area.

1.3.2. STOP BARS

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

1.3.3. GUIDANCE WITHIN AREA OF APRON CONTROL RESPONSIBILITY

Within area of Apron Control responsibility ACFT may be guided by means of segmented green TWY centerline lights, even if all-weather operations CAT II/III are not active. Unless otherwise instructed, taxiing is permitted for ACFT only on TWYs with operating centerline lights.

Taxi guidance lines to the parking positions are yellow-lighted.

Taxiing across operating red stop bars is not permitted.

1.4. TAXI PROCEDURES

CHANGES: Parking information moved to 10-1P2.

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

© JEPPESEN SANDERSON, INC., 2004, 2007. ALL RIGHTS RESERVED.

Apron 10 and 11: When taxiing, pilots shall observe the restriction of the MAX permissible wingspans for the relevant taxiing corridors.

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

EDDM/MUC

MUNICH

3 JEPPESEN 10 AUG 07 (10-1P2)

MUNICH, GERMANY AIRPORT BRIEFING

1. GENERAL

1.5. PARKING INFORMATION

Visual Docking Guidance System available at stands 101, 102, 103, 104, 105, 107A, 107B, 108, 109B, 110, 111A, 111B, 112, 113A, 113B, 115A, 115B, 116, 117B, 118, 119, 120, 131-135, 141-144, 151-155, 161-165, 181-189, 201-224, 231-234, 243-256, 305-317, 901-907.

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. RUNWAY OPERATIONS

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

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

- 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 maneuver, but also the ACFT on the parallel approach, even if the latter is flying on the correct final approach.

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

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

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.

Licensed to max. Printed on 16 Feb 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008

JEPPESEN

JeppView 3.5.2.0

EDDM/MUC
MUNICH

10 AUG 07

10-1P3

MUNICH, GERMANY
AIRPORT BRIEFING

2. ARRIVAL

2.4.3. AIR TRAFFIC HANDLING

2.4.3.1. USE OF RWYs

For arriving ACFT via ROKIL/LANDU, RWY 08L/26R will basically assigned. For arriving ACFT via NAPSA/BETOS, RWY 08R/26L will 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. When RWY vacated, contact Ground.

2.4.3.2. FREQUENCY CHANGE

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

2.4.3.3. HIRO (HIGH INTENSITY RUNWAY OPERATIONS)

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

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

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

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

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

2.5. TAXI PROCEDURES

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

Apron 10 and 11: ACFT will be taken over and guided by a follow-me car.

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 Licensed to max. Printed on 16 Feb 2008. JeppView 3.5.2.0 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008

EDDM/MUC

11 JEPPESEN 10 AUG 07 (10-1P4)

MUNICH, GERMANY AIRPORT BRIEFING

2. ARRIVAL

2.6.1.2. PROCEDURE

MUNICH

ACFT will be guided by the approach control unit by means of radar vectoring and will be cleared for a continuous descent to the intermediate approach altitude in such a way that after reaching this intermediate approach altitude on the localizer course, about 1 NM will be left for intercepting the glide path in level flight. This intermediate approach segment will serve to reduce speed.

Intermediate approach altitude: 5000'. It is assumed that the continuous descent will be performed at a rate of 300 ft/NM (descent angle approx 3°), down to the cleared altitude.

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

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

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

2.6.1.3. NOISE ABATEMENT

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

2.6.2. AIR TRAFFIC HANDLING

2.6.2.1. PROCEDURE

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

2.6.2.2. CLEARANCE LIMIT

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

2.6.2.3. HOLDING PROCEDURE

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

2.6.2.4. COMM FAILURE PROCEDURE

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

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

CHANGES: Air traffic handling.

© JEPPESEN SANDERSON, INC., 2004, 2007. ALL RIGHTS RESERVED.

Licensed to max. Printed on 16 Feb 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008 **JEPPESEN** JeppView 3.5.2.0

MUNICH, GERMANY 10 AUG 07 (10-1P5)

AIRPORT BRIEFING

3. DEPARTURE

1 JEPPESEN

3.1. DE-ICING

3.1.1. **GENERAL**

EDDM/MUC

MUNICH

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

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

ATC will arrange the de-icing sequence and assign the respective de-icing area. During the de-icing treatment the assigned ATC frequency has to be monitored. With start-up request, Delivery shall be informed about the need of an engine run-up after de-icing in accordance with departure preparations.

The actual TSAT should be taken into account during de-icing procedures. The deicing times shall not be taken into consideration when determining the TOBT. They will be considered when calculating the TSAT on the basis of the application for

De-icing must, therefore, be applied for as early as possible.

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

MUNICH De-icing:	NORTH DA 1 (Rwy 08L/26R) NORTH DA 2 (Rwy 08L/26R) NORTH DA 3 (Rwy 08L/26R)	121.65 121.9 131.45
	SOUTH DA 1 (Rwy 08R/26L) SOUTH DA 2 (Rwy 08R/26L) SOUTH DA 3 (Rwy 08R/26L)	121.87 121.6 135.22

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 and 9 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 10 a de-icing area is assigned to General Aviation ACFT. De-icing is performed with engines switched-off.

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

3.2.1. START-UP

3.2.1.1. DEFINITIONS

TOBT: Target Off-Block Time

The time which is binding and announced by the airline company/handling agent, at which the entire ground handling will be finished, the ACFT doors shut, the passenger gangways pushed back from the ACFT, the start-up clearance received and at which the push-back/taxi clearance can be given.

TOBT is a reference time used for all ground handling processes except for ACFT push-back and de-icing. This time is used for coordination purposes, since it is the most available time.

TSAT: Target Start-Up Approval Time

Calculated time at which start-up clearance can be expected at the latest. The TSAT includes all relevant parameters such as CTOT, variable taxiing time etc.

SEPL: Sequence planner

IT system for calculating the TOBT and TSAT.

EDDM/MUC MUNICH 3 JEPPESEN 10 AUG 07 (10-1P6)

MUNICH, GERMANY AIRPORT BRIEFING

3. DEPARTURE

MGT: Minimum Ground Time

The Minimum Ground Time is a minimum Turn-Round time for ACFT depending on the airline, type of ACFT and destination.

RMT: Remaining Time

The Remaining Time is the period between TSAT and the targetted take-off time.

3.2.1.2. AUTOMATIC TARGET OFF-BLOCK TIME (TOBT)

For ACFT not subject to a direct turn-round flight, the TOBT will be generated as of the time "Actual Off-Block from the directly preceding position".

Important dependencies for the primary generated TOBT:

(Estimated Inblock Time (EIBT) + Minimum Ground Time (MGT) smaller or equal than EOBT) (EIBT + Minimum Ground Time (MGT) more or equal than EOBT) (TOBT + Remaining Time (RMT) smaller or equal than CTOT)

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

3.2.1.3. PERSON RESPONSIBLE FOR TOBT

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

3.2.1.4. TOBT CORRECTION/DELETION

If the TOBT cannot be adhered to, it must be corrected by the TOBT responsible person. Until the Target Start-Up Approval Time (TSAT) has been issued, the TOBT can be corrected as often as desired. After the TSAT has been issued, the TOBT may be corrected up to a maximum of three times. TOBT must then be deleted and filed anew. If TOBT is changed to an earlier time, the new TOBT must be 5 minutes later than the actual time.

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

3.2.1.5. TOBT DIALOGUE

The TOBT dialogue will take place using the following channels:

- Dialogue sequence planner (SEPL)
- Internal system of the airline/handling agent (via interface)
- HTML masks
- Internet dialogue WEASEL
- FMG traffic operation center following enquiry by telephone +49 89 975 21135

For General Aviation flights:

Phone +49 89 975 21498 (MON - SUN 0530 - 2220 LT)

Outside opening times by telephoning the FMG traffic operation center:

Phone + 49 89 975 21135

3.2.1.6. TARGET START-UP APPROVAL TIME (TSAT)

TSAT will be calculated 40 minutes prior to TOBT. TSAT is the time at which the ACFT may expect the start-up and enroute clearance, at the latest. Changes to the TOBT do not affect the TSAT in general, as long as the newly calculated TOBT does not come after the calculated TSAT. The TSAT confirmation message is accomplished via the TOBT reporting path. The TOBT responsible person must ensure the correct transmission of the TSAT to the pilot.

CHANGES: Editorial. © JEPPESEN SANDERSON, INC., 2004, 2007. ALL RIGHTS RESERVED.

Licensed to max. Printed on 16 Feb 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008

JEPPESEN
JeppView 3.5.2.0

EDDM/MUC MUNICH

10 AUG 07 (10-1P7)

MUNICH, GERMANY
AIRPORT BRIEFING

3. DEPARTURE

1 JEPPESEN

3.2.1.7. PROCESS

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

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

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

3.2.1.8. REMOTE HOLDING

Remote Holding can be applied for via the TOBT reporting channels.

3.2.2. PUSH-BACK & TAXIING

To obtain push-back instructions from a nose-in position, pilots must request permission from MUNICH Apron.

In order to avoid delays in taxiing, pilots are instructed to start engines during pushback.

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.

Aprons 10 and 11: Taxiing maneuvers shall be performed without a Follow-me car on the pilots own responsibility.

3.3. SPEED RESTRICTIONS

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

3.4. NOISE ABATEMENT PROCEDURES

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

3.5. RWY OPERATIONS

3.5.1. USE OF RWYs

CHANGES: None.

Departing ACFT into N and NE directions have to expect RWY 08L/26R.

Departing ACFT into NW directions have to expect RWY 08L or 26L.

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

3.5.2. FREQUENCY CHANGE

While being transferred from Ground to Tower, initial call shall be omitted and Tower frequency shall be monitored to be ready for further clearances at all times. After departure, pilots shall change to the pre-selected departure frequency only when advised by Tower.

© JEPPESEN SANDERSON, INC., 2004, 2007. ALL RIGHTS RESERVED.

JEPPESEN JeppView 3.5.2.0

EDDM/MUC MUNICH

JEPPESEN

(10-1P8) Eff 7 Jun

MUNICH, GERMANY AIRPORT BRIEFING

3. DEPARTURE

3.5.3. HIGH INTENSITY RWY OPERATIONS

Pilots should ensure that they are able to follow the clearance to the take-off position or the take-off clearance without delay to keep RWY occupation times as short as possible.

Use CAT II/III holding position only during low visibility operation (CAT II/III) or when instructed by Tower. Otherwise taxi forward to CAT I holding position. Cockpit checks should be completed prior to line-up and any checks requiring completition on the RWY should be kept to a minimum.

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

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

RWY	ACFT	TWY intersection	TORA ft/m
08L	heavy + medium (JET)	A1 / A2	13,123' / 4000m
	light (JET) + turboprop	A4	9252' / 2820m
	light (JET) + turboprop	A6	7218' / 2200m
08R	heavy + medium (JET)	B1 /B2	13,123' / 4000m
	heavy + medium (JET)	В3	12,467' / 3800m
	light (JET) + turboprop	B4	9318' / 2840m
	light (JET) + turboprop	В6	7283' / 2220m
26L	heavy + medium (JET)	B14 / B15	13,123' / 4000m
	heavy + medium (JET)	B13	12,467' / 3800m
	light (JET) + turboprop	B12	9252' / 2820m
	light (JET) + turboprop	B10	7218' / 2200m
26R	heavy + medium (JET)	A14 / A15	13,123' / 4000m
	heavy + medium (JET)	A13	12,467' / 3800m
	light (JET) + turboprop	A12	9121' / 2780m
	light (JET) + turboprop	A10	7415′ / 2260m

The pilot may ask for shortened take-off runs.

CHANGES: Para 3.5.4. withdrawn.

© JEPPESEN SANDERSON, INC., 2006, 2007. ALL RIGHTS RESERVED.

Licensed to max. Printed on 16 Feb 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008 **JEPPESEN** JeppView 3.5.2.0

EDDM/MUC

MUNICH

M JEPPESEN (10-1P9) Eff 7 Jun MUNICH, GERMANY AIRPORT BRIEFING

3. DEPARTURE

3.6. OTHER INFORMATION

3.6.1. DATALINK DEPARTURE CLEARANCE (DCL)

DFS (Deutsche Flugsicherung GmbH) is offering to grant start-up and route clearance using Datalink. The procedures for this are described in an AIC. Deviations from this and depending on the traffic and weather situation, the route clearance can be transmitted via Datalink in advance after receiving a RCD, while start-up clearance will be granted on the frequency listed in the CLD as the occasion arises.

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

The following time parameters apply:

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

Apt Elev

JEPPESEN JeppView 3.5.2.0

MUNICH, GERMANY **MUSE N** EDDM/MUC 3 AUG 07 (10-1R) RADAR MINIMUM ALTITUDES MUNICH Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000' The MRVA (Minimum Radar Vectoring Altitude) is the lowest altitude MUNICH which may be used for radar vectors for IFR flights taking into account Radar (APP) 123.9

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 MRVA, IFR flights will normally be cleared on published IFR procedures only. Altitudes in brackets apply for the period from AIRAC date in November

127.95 1487 128.25 *131.22 until AIRAC date in March in order to meet required obstacle clearance at cold temperatures.

4700

5000 3600 400 600) MNE 3000 3100) 000

3300 3500)

000

© JEPPESEN SANDERSON, INC., 2007. ALL RIGHTS RESERVED. CHANGES: New chart

Licensed to max. Printed on 16 Feb 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008 JEPPESEN JeppView 3.5.2.0

MUNICH, GERMANY M JEPPESEN EDDM/MUC Eff 27 Sep (10-2) 14 SEP 07 MUNICH Apt Elev Alt Set: hPa (IN on request) 123.12 1487 Trans level: By ATC Trans alt: 5000 BURAM ONE MIKE (BURAM 1M) [BURA1M] RIDAR TWO MIKE (RIDAR 2M) [RIDA2M] RENLO TWO MIKE (RENLO 2M) [RENL2M] MSA MNW Letr RWYS 08, 26 ARRIVALS 1 3200' within 10 NM BRNAV EQUIPMENT NECESSARY FROM NORTHWEST LOST COMMS LOST COMMS LOST COMMS LOST Arrange your flights to cross
BURAM/RENLO/RIDAR at FL140 Maintain last cleared **FL** to the IAF. Descend in holding pattern to FL80 and ROKIL at FL110. for standard instrument approach. TO21 COWWS A TO21 COWWS TO21 COWWS TO21 **RENLO** N48 46.5 E011 03.7 2 Enter holding pattern and expect GPS/FMS RNAV Transition (refer At FL140 to charts 10-2D and 10-2E) or radar vectoring to final. **BURAM** N48 41.7 E010 56.9 At FL140 MIKE 426 MIQ N48 34.2 E011 35.9 -WALDA-D 112.8 WLD N48 34.8 E011 07.8 RIDAR 2M 5000 FL80 By ATC FL80 By ATC **RIDAR** N48 35.3 E010 48.2 MUNICH-338 MNW At FL140 / O N48 22.5 E011 54.8 Clearance Limit **ROKIL** N48 30.9 E011 12.9 At FL110 HOLDING **OVER ROKIL** 112.3 MUN NOT TO SCALE

Licensed to max. Printed on 16 Feb 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008

JEPPESEN

JeppView 3.5.2.0

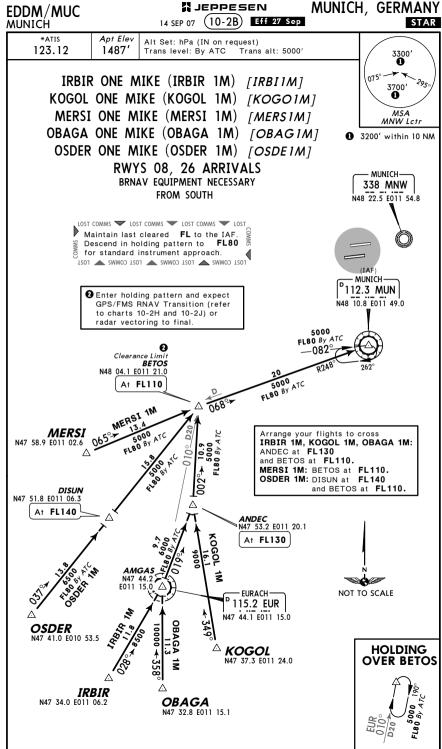
MUNICH, GERMANY M JEPPESEN EDDM/MUC 14 SEP 07 (10-2A) Eff 27 Sep STAR MUNICH Apt Elev Alt Set: hPa (IN on request) 123.12 1487 Trans level: By ATC Trans alt: 5000 3300' BIXEL ONE MIKE (BIXEL 1M) [BIXE1M] 3700′ DEGIN ONE MIKE (DEGIN 1M) [DEGI1M] MSA VAMAS ONE MIKE (VAMAS 1M) [VAMA1M] MNW Letr BRNAV EQUIPMENT NECESSARY 1 3200' within 10 NM NAPSA THREE MIKE (NAPSA 3M) [NAPS3M] RWYS 08, 26 ARRIVALS FROM NORTHEAST & EAST VAMAS LOST COMMS V LOST COMMS LOST COMMS LOST BIXEL N48 43.4 E012 22.3 Maintain last cleared **FL** to the IAF. N48 41.9 E012 35.1 Descend in holding pattern to FL80 \$ At FL110 for standard instrument approach. At FL120 TO21 COWWS
TO21 COWWS
TO21 COWWS
TO21 COWWS Clearance Limi MIKÉ-LANDU 426 MIQ N48 35.8 E012 16.4 (MBG R-019/D2) N48 34.2 E011 35.9 At FL110 DINOG FL80 By ATC 5000 FL80 By ATC **-**265° N48 36.8 DEGIN 1M 5000 FL80 By ATC **DEGIN** MUNICH- MOOSBURG-E012 42.4 338 MNW 117.15 MBG At FL120 N48 22.5 E011 54.8 N48 34.4 E012 15.7 Arrange your flights to cross BIXEL 1M, DEGIN 1M: BIXEL/DEGIN at FL120 and LANDU at FL110. NAPSA 3M, VAMAS 1M: NAPSA/VAMAS/LANDU at FL110. - MUNICH-^D112.3 MUN N48 10.8 E011 49.0 Clearance Limit NOT TO SCALE NAPSA N48 08.7 E012 20.7 At FL110 5000 FL80 By ATC NAPSA 3M 5000 FL80 By ATC **HOLDINGS OVER** LANDU 2 Enter holding pattern and expect GPS/FMS RNAV Transition (refer to charts 10-2D, 10-2E, 10-2F and 10-2G) or radar vectoring to final. 3 Clearance limit for Arrivals via airways T 105/T 106. 5000 4 Clearance limit for Arrivals via airways Q 112/Q 113.

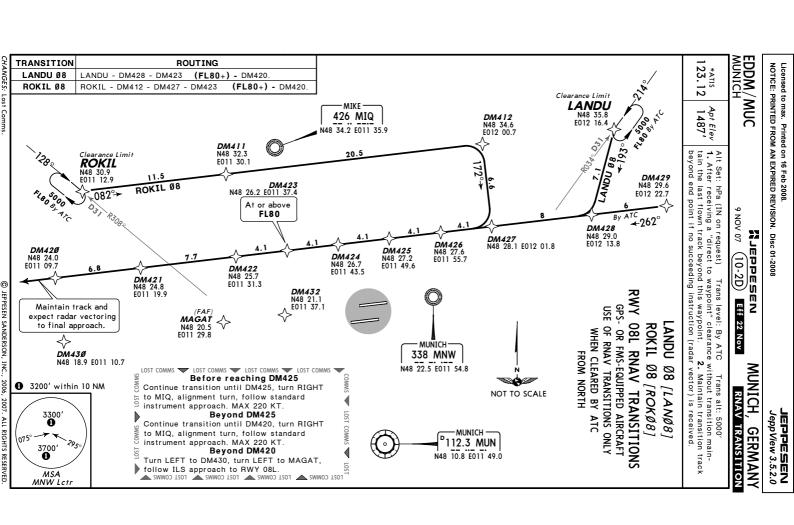
CHANGES: MSA; MIQ frequency; crossings established

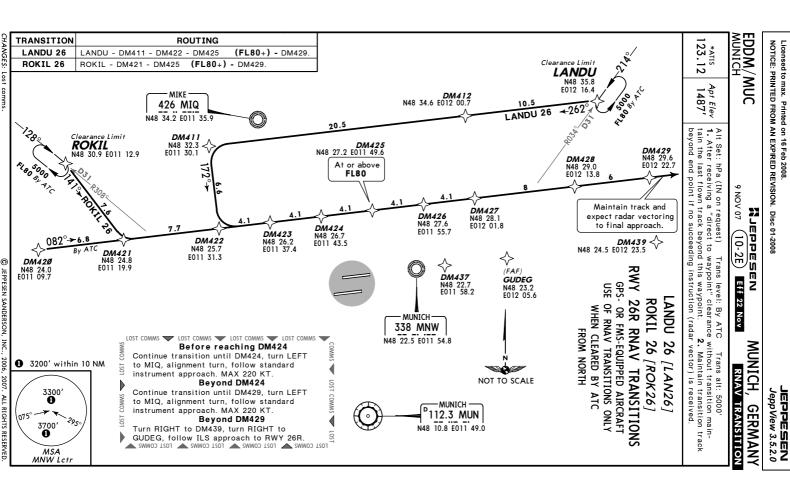
Licensed to max. Printed on 16 Feb 2008.

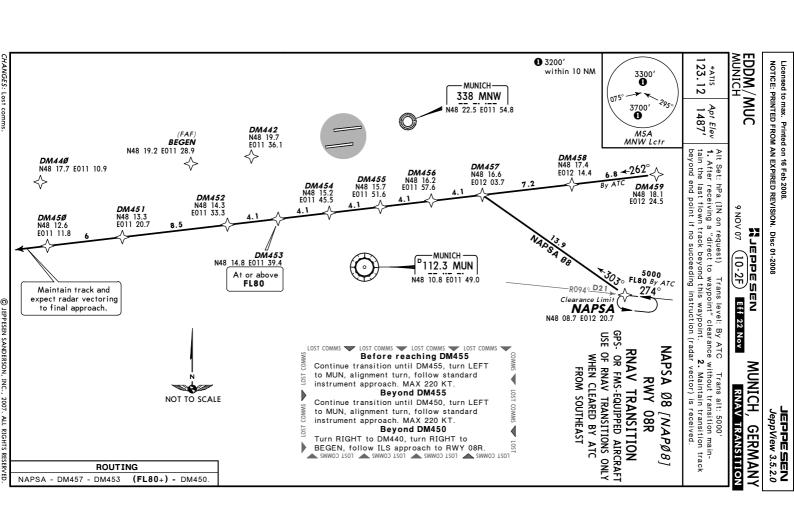
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008

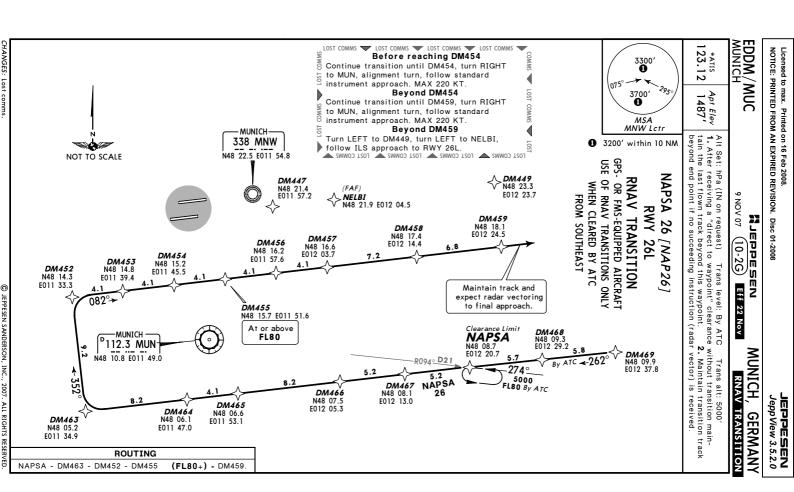
JEPPESEN JeppView 3.5.2.0

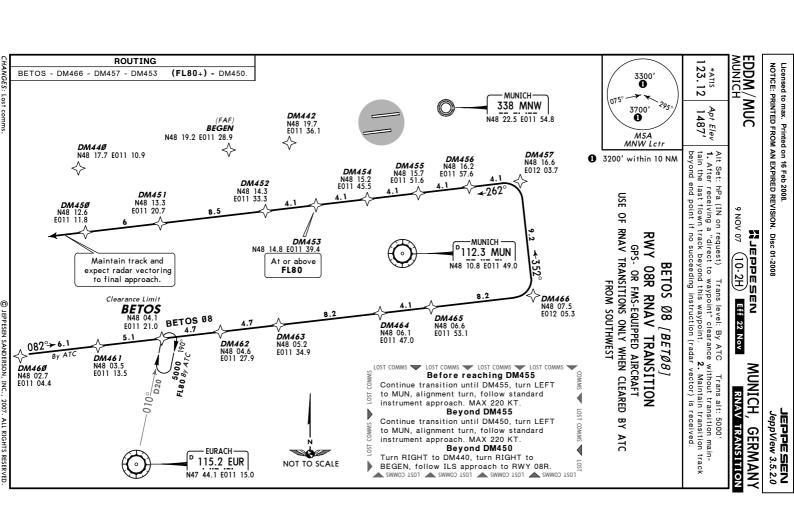


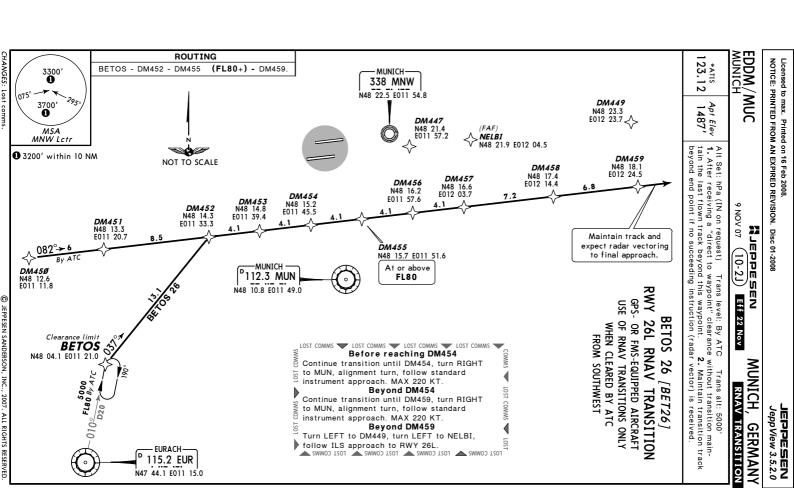












JEPPESEN

JeppView 3.5.2.0

 ↓ JEPPESEN MUNICH, GERMANY EDDM/MUC 14 SEP 07 (10-3) Eff 27 Sep RNAV SID

MUNICH 14 SEP 07 (10-3)	27 Sep RNAV SID
RNAV SID DESIGNATION	REFER TO CHART
ANKER 7E, 6Q	10-3B
ANKER 8N, 6S	10-3C
EVIVA 3N, 2S	10-3D
	•
SID DESIGNATION	REFER TO CHART
AMEXO 2E, 2Q	10-3F
AMEXO 3N, 3S	10-3G
AMPEG 2E, 2Q	10-3H
AMPEG 2N, 2S	10-3J
CHIEM 2E, 1Q	10-3K
CHIEM 2N, 3S, 3W	10-3L
EGG 3E, 2Q	10-3M
EGG 3N, 4S, 4W	10-3N
EVIVA 1E, 1Q	10-3N1
GIVMI 3E, 3Q	10-3N2
GIVMI 4S, 4W	10-3N3
MAXUP 1E, 1Q	10-3N4
MAXUP 1N, 2S, 2W	10-3N5
MEBEK 1E, 1Q	10-3N6
MEBEK 1N, 2S, 2W	10-3N7
MERSI 1E, 1Q	10-3N8
MERSI 2N, 2S	10-3P
MIQ 6E, 6Q	10-3Q
MIQ 7N, 6S	10-3Q1
OBAXA 3E, 3Q	10-3Q2
OBAXA 3N, 4S	10-3Q3
RIDAR 4E, 4Q	10-3Q4
RIDAR 5N, 5S	10-3Q5
TULSI 1E, 9Q	10-3Q6
TULSI 9N, 4S, 1W	10-3Q7
TURBU 4E, 4Q	10-3Q8
TURBU 3N, 4S, 4W	10-3\$

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

Licensed to max. Printed on 16 Feb 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008 JEPPESEN JeppView 3.5.2.0

EDDM/MUC MUNICH

MUNICH, GERMANY M JEPPESEN 14 SEP 07 (10-3A) Eff 27 Sep RNAV SID (OVERLAY)

RNAV SID DESIGNATION	REFER TO CHART
AMEXO 2E, 2Q	10-3T
AMEXO 3N, 3S	10-3T1
AMPEG 2E, 2Q	10-3T2
AMPEG 2N, 2S	10-3T3
CHIEM 2E, 1Q	10-3T4
CHIEM 2N, 3S, 3W	10-3T5
EGG 3E, 2Q	10-3T6
EGG 3N, 4S, 4W	10-3T7
EVIVA 1E, 1Q	10-3T8
GIVMI 3E, 3Q	10-3U
GIVMI 4S, 4W	10-3V
MAXUP 1E, 1Q	10-3V1
MAXUP 1N, 2S, 2W	10-3V2
MEBEK 1E, 1Q	10-3V3
MEBEK 1N, 2S, 2W	10-3V4
MERSI 1E, 1Q	10-3V5
MERSI 2N, 2S	10-3V6
MIQ 6E, 6Q	10-3V7
MIQ 7N, 6S	10-3V8
OBAXA 3E, 3Q	10-3W
OBAXA 3N, 4S	10-3X
RIDAR 4E, 4Q	10-3X1
RIDAR 5N, 5S	10-3X2
TULSI 1E, 9Q	10-3X3
TULSI 9N, 4S, 1W	10-3X4
TURBU 4E, 4Q	10-3X5
TURBU 3N, 4S, 4W	10-3X6

JEPPESEN JeppView 3.5.2.0

EDDM/MUC MUNICH

M JEPPESEN

(10-3B) Eff 27 Sep

MUNICH, GERMANY RNAV SID

MUNICH Radar 123.9

Apt Elev 1487'

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

ANKER SEVEN ECHO (ANKER 7E) [ANKE7E] ANKER SIX QUEBEC (ANKER 6Q) [ANKE6Q] RWYS 08R/L RNAV DEPARTURES

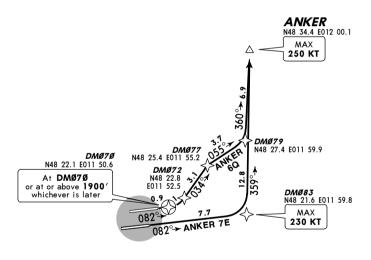
14 SEP 07

RNAV (GPS)

NOT AVAILABLE FOR FLIGHTS VIA AIRWAY (U)Z 30 FILE EGG SIDS INSTEAD



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





Initial climb clearance FL70							
SID RWY ROUTING							
ANKER 7E	08R	(1900'+) - DM083 (K230-) - ANKER (K250-).					
ANKER 6Q	08L	(1900'+) - DM070 (1900'+) - DM072 - DM077 - DM079 - ANKER (K250-).					

CHANGES: MSA; SIDs completely revised.

© JEPPESEN SANDERSON, INC., 2003, 2007. ALL RIGHTS RESERVED.

Licensed to max. Printed on 16 Feb 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008

Apt Elev

1487'

JEPPESEN JeppView 3.5.2.0

EDDM/MUC MUNICH

M JEPPESEN 14 SEP 07 (10-3C) Eff 27 Sep

MUNICH, GERMANY RNAV SID

MUNICH Radar 123.9

Trans level: By ATC Trans alt: 5000

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

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

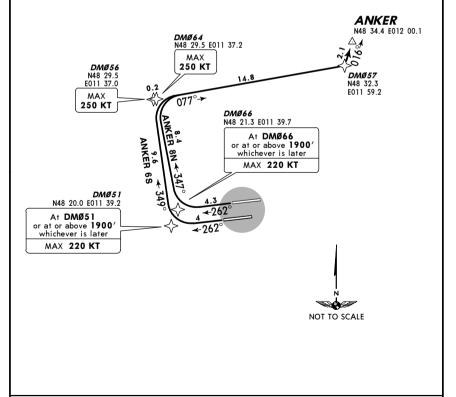
RNAV (GPS)

NOT AVAILABLE FOR FLIGHTS VIA AIRWAY (U)Z 30 FILE EGG SIDS INSTEAD



SPEED RESTRICTION

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



CHANGES: MSA; SIDs completely revised.

© JEPPESEN SANDERSON, INC., 2003, 2007. ALL RIGHTS RESERVED.

JEPPESEN JeppView 3.5.2.0

EDDM/MUC MUNICH JEPPESEN

14 SEP 07 (10-3D) Eff 27 Sep

MUNICH, GERMANY

MUNICH Radar 123.9 Apt Elev 1487' Trans level: By ATC Trans alt: 5000'

1. Remain on Tower frequency, when advised by ATC contact
MUNICH Radar. 2. SIDs are also minimum noise routings (ref

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

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

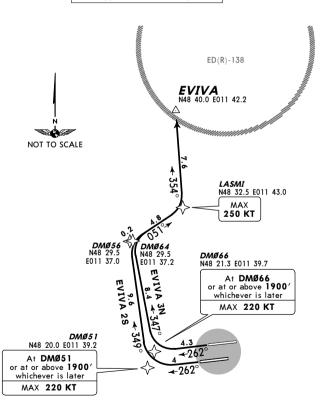
RNAV (GPS)

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



SPEED RESTRICTION MAX 250 KT below FL100

or as by ATC.
Not applicable within airspace C.



Initial climb clearance FL70							
SID RWY ROUTING							
EVIVA 3N	26R	(1900'+) - DM066 (1900'+; K220-) - DM064 - LASMI (K250-) - EVIVA.					
EVIVA 2S	26L	(1900'+) - DM051 (1900'+; K220-) - DM056 - LASMI (K250-) - EVIVA.					

CHANGES: MSA; SIDs completely revised.

© JEPPESEN SANDERSON, INC., 2003, 2007. ALL RIGHTS RESERVED.

Licensed to max. Printed on 16 Feb 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008

JEPPESEN JeppView 3.5.2.0

EDDM/MUC MUNICH **☼ JEPPESEN**14 SEP 07 (10-3F) **Eff**

10-3F Eff 27 Sep

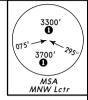
MUNICH, GERMANY

MUNICH Radar
127.95

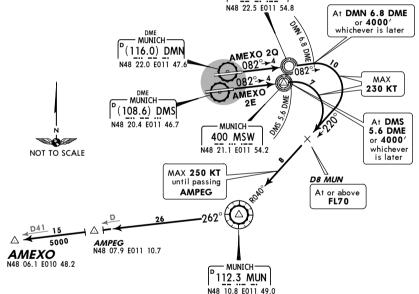
Trans level: By ATC Trans alt: 5000'
1. Remain on Tower frequency, when advised by ATC contact
MUNICH Radar. 2. SIDs are also minimum noise routings (refer to
10-4). Strict adherence within the limits of aircraft performance
is mandatory. 3. Simultaneous parallel departures in progress.
Pilots have to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

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

AVAILABLE FRI 1700 - MON 0800LT
AND DURING LEGAL HOLIDAYS
OUTSIDE THESE TIMES ONLY AVAILABLE BY ATC



MUNICH—338 MNW



These SIDs require minimum climb gradients of

AMEXO 2E

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

AMEXO 2Q

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

Gnd speed-KT	75	100	150	200	250	300
						2522
395' per NM	494	658	987	1317	1646	1975

If unable to comply advise ATC

		Initial climb clearance FL70				
SID RWY ROUTING						
AMEXO 2E	08R	Climb on runway track to 1900', then via MSW to DMS 5.6 DME or 4000', whichever is later, turn RIGHT, intercept MUN R-040 inbound to MUN, turn RIGHT, MUN R-262 via AMPEG to AMEXO.				
AMEXO 2Q	08L	Climb on runway track to 1900', then via MNW to DMN 6.8 DME or 4000', whichever is later, turn RIGHT, intercept MUN R-040 inbound to MUN, turn RIGHT, MUN R-262 via AMPEG to AMEXO.				

CHANGES: MSA: chart reindexed.

SPEED RESTRICTION

MAX 250 KT below FL100

Not applicable within airspace C

or as by ATC.

© JEPPESEN SANDERSON, INC., 2003, 2007. ALL RIGHTS RESERVED.

JEPPESEN
JeppView 3.5.2.0

EDDM/MUC MUNICH **X** JEPPESEN

(10-3G) Eff 27 Sep

MUNICH, GERMANY

MUNICH Radar 127.95 Apt Elev 1487' Trans level: By ATC Trans alt: 5000'

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

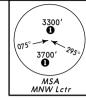
2. SIDs are also minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.

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

AMEXO THREE NOVEMBER (AMEXO 3N) AMEXO THREE SIERRA (AMEXO 3S) RWYS 26R/L DEPARTURES

14 SEP 07

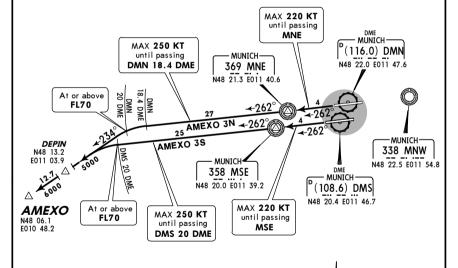
AVAILABLE FRI 1700 - MON 0800LT
AND DURING LEGAL HOLIDAYS
OUTSIDE THESE TIMES ONLY AVAILABLE BY ATC



1 3200' within 10 NM

SPEED RESTRICTION MAX 250 KT below FL100

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



These SIDs require a minimum climb gradient of

298' per NM (4.9%) due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
298' per NM	372	496	744	992	1241	1489

If unable to comply advise ATC.

		Initial climb clearance FL70		
SID RWY ROUTING				
AMEXO 3N	26R	Climb on runway track to 1900', intercept 262° bearing via MNE to		
		DMN 18.4 DME 2, turn LEFT, 234° track to AMEXO.		
AMEXO 3S	26L	Climb on runway track to 1900', intercept 262° bearing via MSE to		
		DMS 20 DME 3, turn LEFT, 234° track to AMEXO.		
After DMN 18.4 DMF 2 /DMS 20 DMF 5 BRNAV equipment necessary				

CHANGES: MSA: SIDs renumbered & revised; chart reindexed. © JEPPESEN

© JEPPESEN SANDERSON, INC., 2003, 2007. ALL RIGHTS RESERVED.

NOT TO SCALE

Licensed to max. Printed on 16 Feb 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008

JEPPESEN JeppView 3.5.2.0

EDDM/MUC MUNICH ↓ JEPPESEN

14 SEP 07 (10-3H) Eff 27 Sep

MUNICH, GERMANY

Trans level: By ATC Trans alt: 5000'

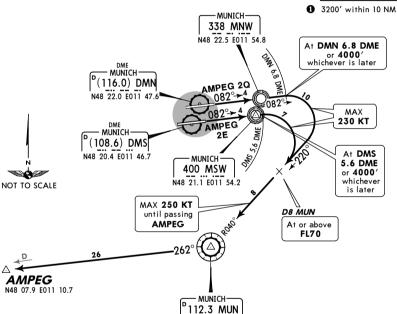
Remain on Tower frequency, when advised by ATC contact MUNICH Radar.
 SIDs are also minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.
 Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until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

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

NOT AVAILABLE FOR FLIGHTS VIA KPT - AIRWAYS (U)M 738 - GIMOS - AIRWAY UY 740

EXCEPT FOR FLIGHTS DEST LIM*





N48 10.8 E011 49.0

These SIDs require minimum climb gradients of

AMPEG 2E

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

AMPEG 2Q

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

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

If unable to comply advise ATC

		Initial climb clearance FL70
SID	RWY	ROUTING
AMPEG 2E	08R	Climb on runway track to 1900', then via MSW to DMS 5.6 DME or 4000', whichever is later, turn RIGHT, intercept MUN R-040 inbound to MUN, turn RIGHT, MUN R-262 to AMPEG.
AMPEG 2Q	08L	Climb on runway track to 1900', then via MNW to DMN 6.8 DME or 4000', whichever is later, turn RIGHT, intercept MUN R-040 inbound to MUN, turn RIGHT, MUN R-262 to AMPEG.

CHANGES: MSA: restriction established: chart reindexed.

SPEED RESTRICTION

or as by ATC.

Not applicable within airspace C

MAX 250 KT below FL100

hart reindexed. © JEPPESEN SANDERSON, INC., 2003, 2007, ALL RIGHTS RESERVED.

JEPPESEN JeppView 3.5.2.0

EDDM/MUC MUNICH **X** JEPPESEN

MUNICH, GERMANY

14 SEP 07 (10-3J) Eff 27 Sep

SID

MUNICH Radar 127.95

Apt Elev 1487' Trans level: By ATC Trans alt: 5000'

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

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

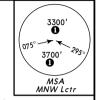
3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

AMPEG TWO NOVEMBER (AMPEG 2N) AMPEG TWO SIERRA (AMPEG 2S) RWYS 26R/L DEPARTURES

NOT AVAILABLE FOR FLIGHTS VIA

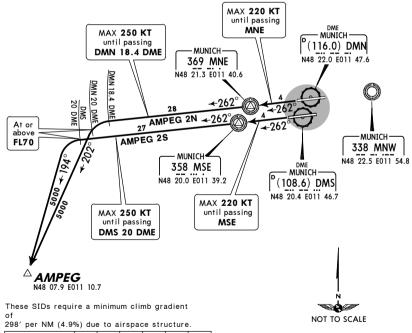
KPT - AIRWAYS (U)M 738 - GIMOS - AIRWAY UY 740

EXCEPT FOR FLIGHTS DEST LIM*



1 3200' within 10 NM

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



Gnd speed-KT	75	100	150	200	250	300
298' per NM	372	496	744	992	1241	1489
If unable to comp	oly ad	vise A	TC.			
			Ir	nitial	clim	nb cl

		Initial climb clearance FL70
SID	RWY	ROUTING
AMPEG 2N	26R	Climb on runway track to 1900', intercept 262° bearing via MNE to DMN 18.4 DME (2), turn LEFT, 202° track to AMPEG.
AMPEG 2S	26L	Climb on runway track to 1900', intercept 262° bearing via MSE to DMS 20 DME 3, turn LEFT, 194° track to AMPEG.
After DMN 18	4 DMF	2 /DMS 20 DMF B BRNAV equipment necessary

CHANGES: MSA: SIDs renumbered & revised; chart reindexed.

© JEPPESEN SANDERSON, INC., 2003, 2007. ALL RIGHTS RESERVED.

Licensed to max. Printed on 16 Feb 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008

JEPPESEN JeppView 3.5.2.0

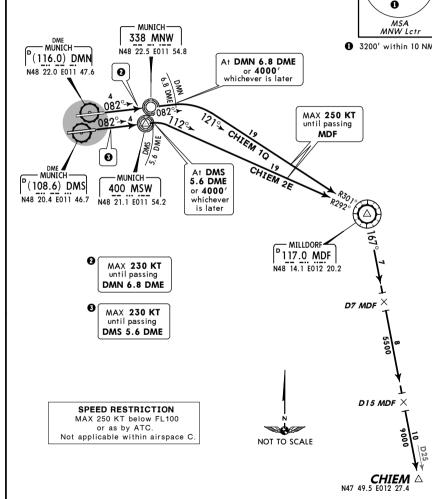
EDDM/MUC
MUNICH

SIPPESEN
MUNICH, GERMANY

14 SEP 07 10-3K Eff 27 Sep

MUNICH, SID

Trans level: By ATC Trans alt: 5000 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings (refer to MUNICH Radar Apt Elev 10-4). Strict adherence within the limits of aircraft performance 127.95 14871 is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes. CHIEM TWO ECHO (CHIEM 2E) 3300′ CHIEM ONE QUEBEC (CHIEM 1Q) RWYS 08R/L DEPARTURES 3700' O



Initial climb clearance FL70

SID RWY ROUTING

CHIEM 2E 08R Climb on runway track to 1900', then via MSW to DMS 5.6 DME or 4000', whichever is later, turn RIGHT, intercept MDF R-292 inbound to MDF, turn RIGHT, MDF R-167 to CHIEM.

CHIEM 1Q 08L Climb on runway track to 1900', then via MNW to DMN 6.8 DME or 4000', whichever is later, turn RIGHT, intercept MDF R-301 inbound to MDF, turn RIGHT, MDF R-167 to CHIEM.

CHANGES: MSA: chart reindexed.

© JEPPESEN SANDERSON, INC., 2003, 2007, ALL RIGHTS RESERVED.

JEPPESEN JeppView 3.5.2.0

MUNICH, GERMANY # JEPPESEN EDDM/MUC (10-3L) Eff 27 Sep 14 SEP 07 MUNICH

MUNICH Radar Apt Elev 1487 127.95

Trans level: By ATC Trans alt: 5000

SID

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

CHIEM TWO NOVEMBER (CHIEM 2N) CHIEM THREE SIERRA (CHIEM 3S) CHIEM THREE WHISKEY (CHIEM 3W) RWYS 26R/L DEPARTURES

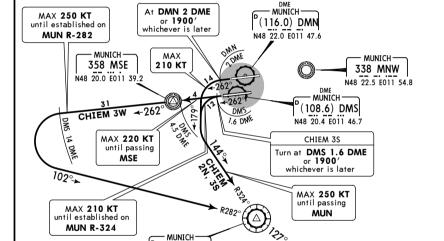


SPEED RESTRICTION MAX 250 KT below FL100 or as by ATC. Not applicable within airspace C.

1 3200' within 10 NM

LAKOL N48 04.3 E012 00.9

N47 49.5 E012 27.4



N48 10.8 E011 49.0 These SIDs require minimum climb gradients

CHIEM 2N

112.3 MUN

334' per NM (5.5%) until passing 4200' due to High Intensity Radio Transmission Area (HIRTA). CHIEM 3S

413' per NM (6.8%) until passing 4200' due to

High Intensity Ra	idio I	ransm	ission	Area	(HIR	IA).
Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671
413' per NM	516	689	1033	1377	1722	2066

If unable to comply advise ATC.

	Initial climb clearance FL70				
SID	RWY	ROUTING			
CHIEM 2N	26R	Climb on runway track to DMN 2 DME or 1900', whichever is later, turn LEFT, 179° track, intercept MUN R-324 inbound to MUN, turn LEFT, MUN R-127 via LAKOL to CHIEM.			
CHIEM 3S	26L	Climb on runway track to DMS 1.6 DME or 1900', whichever is later, turn LEFT within DMS 4.5 DME, 179° track, intercept MUN R-324 inbound to MUN, turn LEFT, MUN R-127 via LAKOL to CHIEM.			
CHIEM 3W		Climb on runway track to 1900', intercept 262° bearing via MSE to DMS 14 DME, turn LEFT, intercept MUN R-282 inbound to MUN, turn RIGHT, MUN R-127 via LAKOL to CHIEM.			
A If unable to	o comply	with eneed and turn restrictions request SID CHIEM 3W			

NOT TO SCALE

© JEPPESEN SANDERSON, INC., 2003, 2007. ALL RIGHTS RESERVED. CHANGES: MSA: SIDs renumbered & revised; chart reindexed.

Licensed to max. Printed on 16 Feb 2008 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008 JEPPESEN JeppView 3.5.2.0

MUNICH, GERMANY MJEPPESEN EDDM/MUC (10-3M) Eff 27 Sep 14 SEP 07 MUNICH Trans level: By ATC Trans alt: 5000 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings (refer to MUNICH Radar Apt Elev 10-4). Strict adherence within the limits of aircraft performance 1487' 127.95 is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes. EGGENFELDEN THREE ECHO (EGG 3E) EGGENFELDEN TWO QUEBEC (EGG 2Q) ,000 • 3700, © RWYS 08R/L DEPARTURES NOT AVAILABLE FOR FLIGHTS VIA 0 AIRWAYS (U)L 605 & (U)M 749 6.8 DME R-301 x 250 KT | passing MDF DMN 6 1900', then via MNW to rr, turn RIGHT, intercept MDF R-058 to EGG. to **1900'**, then via MSW to s later, turn RIGHT, intercept EFT, MDF R-058 to EGG. At DMN 6.8 DME or 4000′ whichever is later SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
t applicable within airspace C climb 338 MNW 22.5 E011 54.8 6.8 DME Initial imb on r 4000', sound to 4000', :: 2 5 E E E E E E MAX 230 KT until passing DMN 6.8 DME 230 KT passing 5.6 DME RWY 08R 08L SIG EGG

CHANGES: MSA; chart reindexed.

© JEPPESEN SANDERSON, INC., 2003, 2007. ALL RIGHTS RESERVED.

JEPPESEN

Licensed to max. Printed on 16 Feb 2008 JeppView 3.5.2.0 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008 MUNICH, GERMANY MJEPPESEN. EDDM/MUC (10-3N) Eff 27 Sep MUNICH Trans level: By ATC Trans alt: 5000 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings (refer to MUNICH Radar Apt Elev 10-4). Strict adherence within the limits of aircraft performance 127.95 1487' is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes. **EGGENFELDEN** 250 300 1 1392 1671 1722 2066 4200' due to Area (HIRTA). THREE NOVEMBER (EGG 3N) 3700′ **⊕ EGGENFELDEN** FOUR SIERRA (EGG 4S) **EGGENFELDEN ©** 3200′ within 10 NM FOUR WHISKEY (EGG 4W) RWYS 26R/L DEPARTURES NOT AVAILABLE FOR FLIGHTS VIA AIRWAYS (U)L 605 & (U)M 749 Gnd speed-KT 334' per NM 413' per NM NOT TO 338 MNW 348 22.5 E011 54 to DMS 1.6 DME or 1900', whichever is later, 4.5 DME, 179° track, intercept MUN R-324 inbound N R-082 to MEBEK, turn LEFT, intercept 035° Climb on runway track to 1900', intercept 262° bearing via MSE to DMS 14 DME, turn LEFT, intercept MUN R-282 inbound to MUN, turn LEFT, MUN R-082 to MEBEK, turn LEFT, intercept 035° bearing to EGG AX 250 KT til passing MEBEK EGG 4S rn at DMS 1.6 DME or 1900′ whichever is later (108.6) DMS DME MUNICH (116.0) DMN N48 22.0 E011 47.6 Turn at (△)} 082° P 1 12.3 MUN N48 10.8 E011 49. At DMN 2 DME or 1900' whichever is later Climb on runway track to E turn LEFT within DMS 4.5 t to MUN, turn LEFT, MUN R bearing to EGG. MAX 210 KT

CHANGES: MSA: SIDs renumbered & revised: chart reindexed.

₽ ë

MAX

31 EGG 4W

358 MSE 048 20.0 E011 3

6

0 KT lished

MAX 2 tillesta MUN

220 il pass MSE

© JEPPESEN SANDERSON, INC., 2003, 2007. ALL RIGHTS RESERVED.

RWY 26R

Climb CLEFT, R-082

EGG 4

🛭 If unab

by ATC.

or as b applicable

SPEED RESTRICTION MAX 250 KT below FL100

MAX 210 KT until established o MUN R-324

Licensed to max. Printed on 16 Feb 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008 **JEPPESEN** JeppView 3.5.2.0

EDDM/MUC MUNICH

M JEPPESEN 14 SEP 07 (10-3N1) Eff 27 Sep

MUNICH, GERMANY

MUNICH Radar Apt Elev 123.9 1487'

Trans level: By ATC Trans alt: 5000

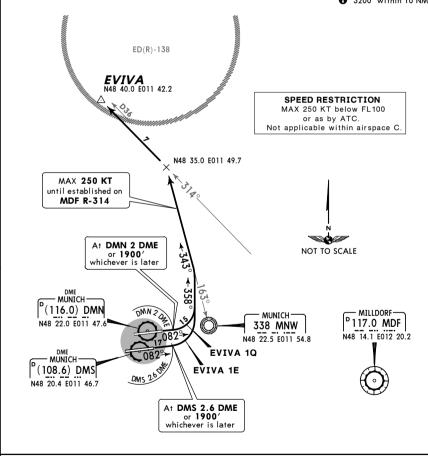
1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline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

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

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



1 3200' within 10 NM



		Initial climb clearance FL70
SID	RWY	ROUTING
EVIVA 1E	08R	Climb on runway track to DMS 2.6 DME or 1900', whichever is later, turn LEFT, 358° track, intercept 343° bearing from MNW, intercept MDF R-314 to EVIVA.
EVIVA 1Q	08L	Climb on runway track to DMN 2 DME or 1900', whichever is later, turn LEFT, 358° track, intercept 343° bearing from MNW, intercept MDF R-314 to EVIVA.

JEPPESEN JeppView 3.5.2.0

EDDM/MUC MUNICH

JEPPESEN

MUNICH, GERMANY

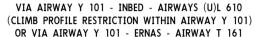
14 SEP 07 (10-3N2) Eff 27 Sep

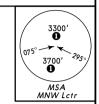
MUNICH Radar Apt Elev 1487 123.9

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

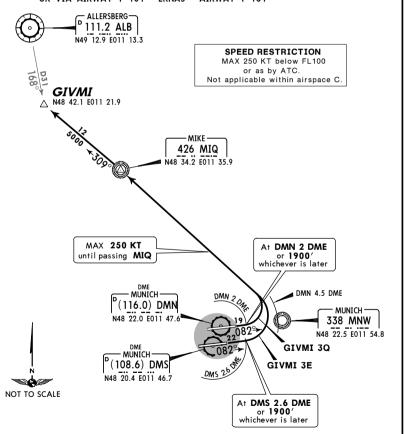
GIVMI THREE ECHO (GIVMI 3E) GIVMI THREE QUEBEC (GIVMI 3Q) RWYS 08R/L DEPARTURES

JET ACFT ONLY (EXCEPT FLIGHTS ACCORDING REMARKS OF AIRWAY T 161) MANDATORY FOR FLIGHTS





1 3200' within 10 NM



Initial climb clearance FL70 RWY ROUTING SID GIVMI 3E Climb on runway track to DMS 2.6 DME or 1900', whichever is later, turn LEFT to MIQ, 309° bearing to GIVMI GIVMI 3Q Climb on runway track to DMN 2 DME or 1900', whichever is later, turn LEFT within DMN 4.5 DME to MIQ, 309° bearing to GIVMI.

CHANGES: MSA; MIQ frequency; chart reindexed.

© JEPPESEN SANDERSON, INC., 2007, ALL RIGHTS RESERVED.

Licensed to max. Printed on 16 Feb 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008 **JEPPESEN** JeppView 3.5.2.0

EDDM/MUC MUNICH

M JEPPESEN 14 SEP 07 (10-3N3) Eff 27 Sep

MUNICH, GERMANY

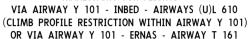
MUNICH Radar 123.9

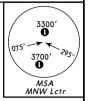
Apt Elev 1487'

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

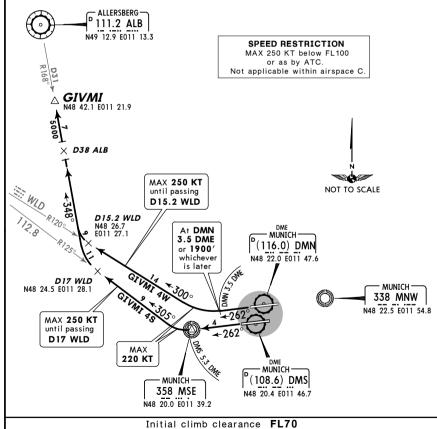
GIVMI FOUR SIERRA (GIVMI 4S) GIVMI FOUR WHISKEY (GIVMI 4W) RWYS 26L/R DEPARTURES

JET ACFT ONLY (EXCEPT FLIGHTS ACCORDING REMARKS OF AIRWAY T 161) MANDATORY FOR FLIGHTS





1 3200' within 10 NM



CHANGES: MSA: chart reindexed.

© JEPPESEN SANDERSON, INC., 2007, ALL RIGHTS RESERVED.

JEPPESEN
JeppView 3.5.2.0

EDDM/MUC
MUNICH

14 SEP 07 (10-3N4)

Eff 27 Sop

MUNICH, GERMANY

SID

MUNICH Radar 127.95 Apt Elev 1487' Trans level: By ATC Trans alt: 5000'

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

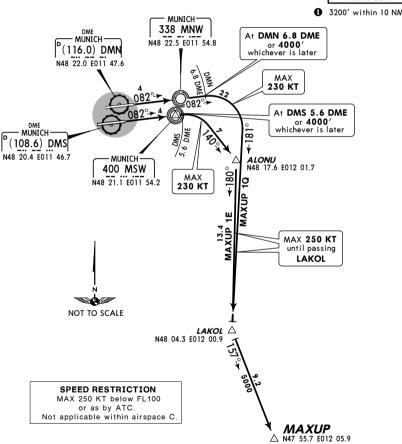
2. SIDs are also minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.

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

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

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





		Initial climb clearance FL/U	
SID	RWY	ROUTING	
MAXUP 1E	08R	Climb on runway track to 1900', then via MSW to DMS 5.6 DME 4000', whichever is later, turn RIGHT, 140° track to ALONU, turn RIGHT, 180° track to LAKOL, turn LEFT, 157° track to MAXUP.	2 or
MAXUP 1Q	08L	Climb on runway track to 1900', then via MNW to DMN 6.8 DME 4000', whichever is later, turn RIGHT, 181° track to LAKOL, turn LEFT, 157° track to MAXUP.	3 or
After DMS 5.6	DME 6	DMN 6.8 DME BRNAV equipment necessary.	

CHANGES: MSA: chart reindexed.

© JEPPESEN SANDERSON, INC., 2007, ALL RIGHTS RESERVED.

Licensed to max. Printed on 16 Feb 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008

JEPPESEN JeppView 3.5.2.0

EDDM/MUC MUNICH JEPPESEN

14 SEP 07 (10-3N5) Eff 27 Sep

MUNICH, GERMANY

MUNICH Radar 127.95 Apt Elev 1487'

Trans level: By ATC Trans alt: 5000′

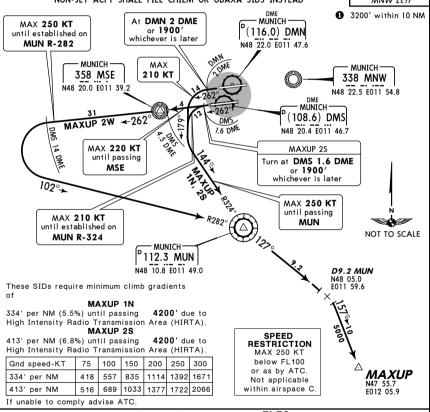
1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline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

MAXUP ONE NOVEMBER (MAXUP 1N) MAXUP TWO SIERRA (MAXUP 2S) MAXUP TWO WHISKEY (MAXUP 2W) RWYS 26R/L DEPARTURES

ONLY AVAILABLE FOR JET ACFT

NON-JET ACFT SHALL FILE CHIEM OR OBAXA SIDS INSTEAD





Initial climb clearance FL70					
SID	RWY	ROUTING			
MAXUP 1N	26R	Climb on runway track to DMN 2 DME or 1900', whichever is later, turn LEFT, 179° track, intercept MUN R-324 inbound to MUN, turn LEFT, MUN R-127 to D9.2 MUN §, turn RIGHT, 157° track to MAXUP.			
MAXUP 2S	26L	Climb on runway track to DMS 1.6 DME or 1900', whichever is later, turn LEFT within DMS 4.5 DME, 179° track, intercept MUN R-324 inbound to MUN, turn LEFT, MUN R-127 to D9.2 MUN			
MAXUP 2W		Climb on runway track to 1900', intercept 262° bearing via MSE to DMS 14 DME, turn LEFT, intercept MUN R-282 inbound to MUN, turn RIGHT, MUN R-127 to D9.2 MUN , turn RIGHT, 157° track to MAXUP.			

3 After passing D9.2 MUN BRNAV equipment necessary.

CHANGES: MSA; SIDs renumbered & revised; chart reindexed.

© JEPPESEN SANDERSON, INC., 2007. ALL RIGHTS RESERVED.

JEPPESEN JeppView 3.5.2.0

EDDM/MUC

MUNICH

14 SEP 07 (10-3N6) Eff 27 Sep

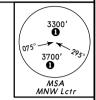
MUNICH, GERMANY

SID

Trans level: By ATC Trans alt: 5000'

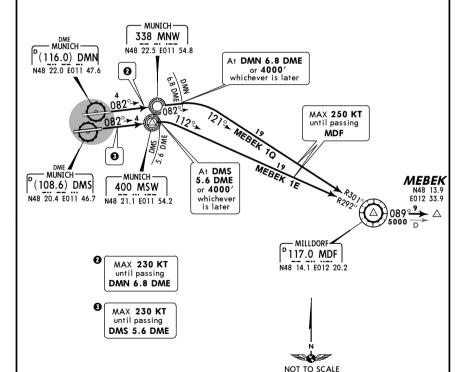
Remain on Tower frequency, when advised by ATC contact MUNICH Radar.
 SIDs are also minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.
 Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until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

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



1 3200' within 10 NM

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



	Initial climb clearance FL70				
SID	RWY	ROUTING			
MEBEK 1E	08R	Climb on runway track to 1900', then via MSW to DMS 5.6 DME or 4000', whichever is later, turn RIGHT, intercept MDF R-292 inbound to MDF, turn LEFT, MDF R-089 to MEBEK.			
MEBEK 1Q	08L	Climb on runway track to 1900', then via MNW to DMN 6.8 DME or 4000', whichever is later, turn RIGHT, intercept MDF R-301 inbound to MDF, turn LEFT, MDF R-089 to MEBEK.			

CHANGES: MSA: restriction established: chart reindexed.

© JEPPESEN SANDERSON, INC., 2007. ALL RIGHTS RESERVED.

Licensed to max. Printed on 16 Feb 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008

JEPPESEN JeppView 3.5.2.0

EDDM/MUC MUNICH JEPPESEN

14 SEP 07 (10-3N7) Eff 27 Sep

Eff 27 Sep

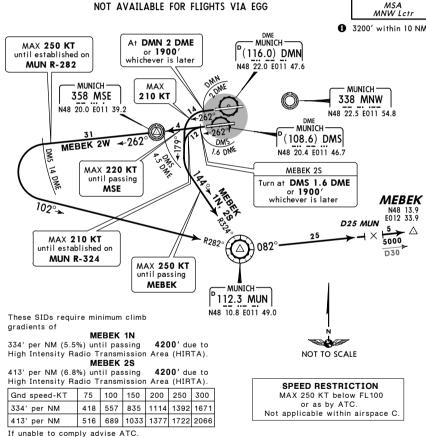
MUNICH, GERMANY

Trans level: By ATC Trans alt: 5000′

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

MEBEK ONE NOVEMBER (MEBEK 1N)
MEBEK TWO SIERRA (MEBEK 2S)
MEBEK TWO WHISKEY (MEBEK 2W)
RWYS 26R/L DEPARTURES





Initial climb clearance FL70 ROUTING SID RWY MEBEK 1N 26R Climb on runway track to DMN 2 DME or 1900', whichever is later, turn LEFT, 179° track, intercept MUN R-324 inbound to MUN, turn LEFT, MUN R-082 to MEBEK MEBEK 2S 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 Ø inbound to MUN, turn LEFT, MUN R-082 to MEBEK MEBEK 2W Climb on runway track to 1900', intercept 262° bearing via MSE to DMS 14 DME, turn LEFT, intercept MUN R-282 inbound to MUN, turn LEFT, MUN R-082 to MEBEK

2 If unable to comply with speed and turn restrictions request SID MEBEK 2W.

CHANGES: MSA: SIDs renumbered & revised; chart reindexed.

ed; chart reindexed. © JEPPESEN SANDERSON, INC., 2007. ALL RIGHTS RESERVED.

JEPPESEN JeppView 3.5.2.0

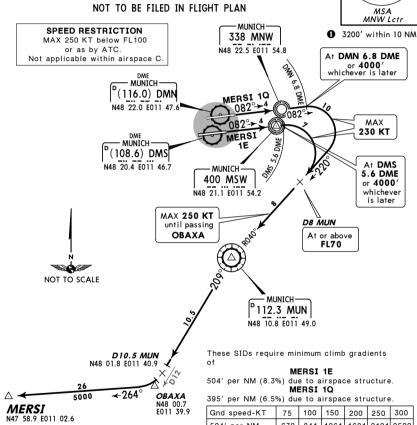
MUNICH, GERMANY # JEPPESEN EDDM/MUC 14 SEP 07 (10-3N8) Eff 27 Sep MUNICH

MUNICH Radar Apt Elev 1487 127.95

Trans level: By ATC Trans alt: 5000

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

MERSI ONE ECHO (MERSI 1E) 3300' MERSI ONE QUEBEC (MERSI 1Q) RWYS 08R/L DEPARTURES 3700' Õ ONLY AVAILABLE FOR NON-JET ACFT NOT TO BE FILED IN FLIGHT PLAN MSA



SID	RWY		ROUTING	à					
		Initial climb cl	earance FL7	0					
			If unable to comp	oly ad	vise A	ATC.			
			395' per NM	494	658	987	1317	1646	1975
147 30.7 2011 02.0			504' per NM	630	841	1261	1681	2101	2522
N47 58.9 E011 02.6		EU11 39.9	Gnd speed-KT	75	100	150	200	250	300

		Initial Climb Clearance FL70
SID	RWY	ROUTING
MERSI 1E	08R	Climb on runway track to 1900', then via MSW to DMS 5.6 DME or 4000', whichever is later, turn RIGHT, intercept MUN R-040 inbound to MUN, turn LEFT, MUN R-209 to D10.5 MUN 2, turn RIGHT, 264° track to MERSI.
MERSI 1Q	08L	Climb on runway track to 1900', then via MNW to DMN 6.8 DME or 4000', whichever is later, turn RIGHT, intercept MUN R-040 inbound to MUN, turn LEFT, MUN R-209 to D10.5 MUN (2), turn RIGHT, 264° track to MERSI.
After D10	5 MIIN RE	RNAV aguinment necessary

© JEPPESEN SANDERSON, INC., 2007, ALL RIGHTS RESERVED. CHANGES: MSA: chart reindexed.

Licensed to max. Printed on 16 Feb 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008 **JEPPESEN** JeppView 3.5.2.0

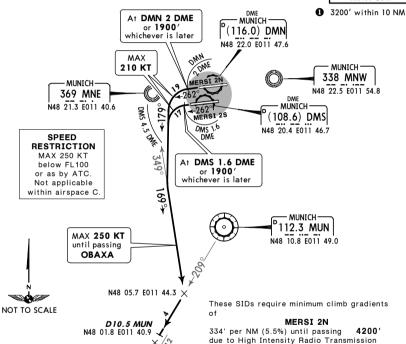
MUNICH, GERMANY N JEPPESEN EDDM/MUC (10-3P) Eff 27 Sep 14 SEP 07 MUNICH

MUNICH Radar Apt Elev 1487' 127.95

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

MERSI TWO NOVEMBER (MERSI 2N) MERSI TWO SIERRA (MERSI 2S) RWYS 26R/L DEPARTURES ONLY AVAILABLE FOR NON-JET ACFT NOT TO BE FILED IN FLIGHT PLAN





75 | 100 | 150 | 200 | 250 | 300 Gnd speed-KT 334' per NM 418 557 835 1114 1392 1671 516 689 1033 1377 1722 2066 413' per NM If unable to comply advise ATC

MERSI 2S

413' per NM (6.8%) until passing 4200'

due to High Intensity Radio Transmission

Area (HIRTA).

Area (HIRTA)

Initial climb clearance FL70					
SID	RWY	ROUTING			
MERSI 2N	26R	Climb on runway track to DMN 2 DME or 1900', whichever is later, turn LEFT, 179° track, intercept 169° bearing from MNE, intercept MUN R-209 to D10.5 MUN 2, turn RIGHT, 264° track to MERSI.			
MERSI 2S	26L	Climb on runway track to DMS 1.6 DME or turn LEFT within DMS 4.5 DME, 179° track, intercept 169° bearing from MNE, intercept MUN R-209 to D10.5 MUN (2), turn RIGHT, 264° track to MERSI.			

~264°

OBAXA

E011 39.9

5000

MERSI

N47 58.9 E011 02.6

CHANGES: MSA: SIDs renumbered; chart reindexed.

© JEPPESEN SANDERSON, INC., 2003, 2007. ALL RIGHTS RESERVED.

JEPPESEN JeppView 3.5.2.0

EDDM/MUC MUNICH

M JEPPESEN

MUNICH, GERMANY

14 SEP 07 (10-3Q) Eff 27 Sep

MUNICH Radar Apt Elev 1487' 123.9

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

MIKE SIX ECHO (MIQ 6E) MIKE SIX QUEBEC (MIQ 6Q) RWYS 08R/L DEPARTURES

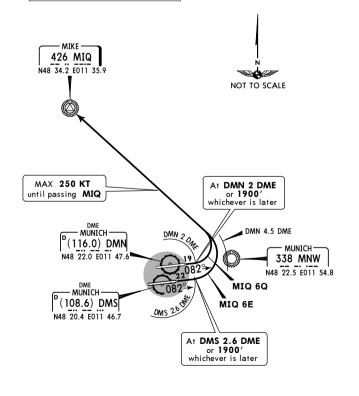
JET ACFT ONLY (CLIMB PROFILE RESTRICTION WITHIN AIRWAY Y 102) MANDATORY FOR FLIGHTS

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



1 3200' within 10 NM





		Initial climb clearance FL70						
SID	RWY	ROUTING						
MIQ 6E	08R	Climb on runway track to DMS 2.6 DME or 1900', whichever is later, turn LEFT to MIQ.						
MIQ 6Q	08L	Climb on runway track to DMN 2 DME or 1900', whichever is later, turn						

CHANGES: MSA; MIQ frequency; chart reindexed.

© JEPPESEN SANDERSON, INC., 2003, 2007. ALL RIGHTS RESERVED.

Licensed to max. Printed on 16 Feb 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008 **JEPPESEN** JeppView 3.5.2.0

EDDM/MUC MUNICH

N JEPPESEN 14 SEP 07 (10-3Q1) Eff 27 Sep

starting turns as published in departure routes.

Trans level: By ATC Trans alt: 5000'

MUNICH, GERMANY

1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings (refer to MUNICH Radar Apt Elev 10-4). Strict adherence within the limits of aircraft performance 1487' 123.9 is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until

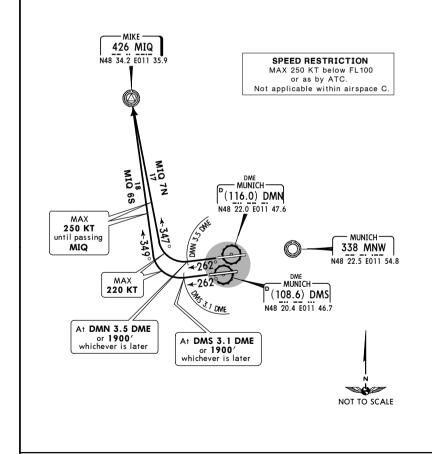
> MIKE SEVEN NOVEMBER (MIQ 7N) MIKE SIX SIERRA (MIQ 6S) RWYS 26R/L DEPARTURES

JET ACFT ONLY (CLIMB PROFILE RESTRICTION WITHIN AIRWAY Y 102) MANDATORY FOR FLIGHTS

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



■ 3200' within 10 NM



CHANGES: MSA; MIQ freq; MIQ 5S renumb & revised; chart reindexed. © JEPPESEN SANDERSON, INC., 2007. ALL RIGHTS RESERVED.

JEPPESEN JeppView 3.5.2.0

MUNICH, GERMANY M JEPPESEN EDDM/MUC 14 SEP 07 (10-3Q2) Eff 27 Sep MUNICH

MUNICH Radar 127.95

Apt Elev 1487

Trans level: By ATC Trans alt: 5000

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

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



whichever is later

1 3200' within 10 NM SPEED RESTRICTION MAX 250 KT below FL100 - MUNICHor as by ATC. 338 MNW Not applicable within airspace C. N48 22.5 E011 54.8 At DMN 6.8 DME or 4000' whichever is later MUNICH-(116.0) DMN OBAXA 3Q N48 22.0 E011 47. MAX 230 KT DME - MUNICHr (108.6) DMS A+ DMS N48 20.4 E011 46.7 - MUNICH -5.6 DME 400 MSW or 4000'

N48 21.1 E011 54.2

MAX 250 KT

until passing

OBAXA At or above FL70 - MUNICH -112.3 MUN N48 10.8 E011 49.0

> OBAXA 3E 504' per NM (8.3%) due to airspace structure. OBAXA 3Q

These SIDs require minimum climb gradients

D8 MUN

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

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

If unable to comply advise ATC.

Initial climb clearance FL70							
SID	RWY	ROUTING					
OBAXA 3E	08R	Climb on runway track to 1900', then via MSW to DMS 5.6 DME or 4000', whichever is later, turn RIGHT, intercept MUN R-040 inbound to MUN, turn LEFT. MUN R-209 to OBAXA.					
OBAXA 3Q	08L	Climb on runway track to 1900', then via MNW to DMN 6.8 DME or 4000', whichever is later, turn RIGHT, intercept MUN R-040 inbound to MUN, turn LEFT, MUN R-209 to OBAXA.					

CHANGES: MSA: chart reindexed.

NOT TO SCALE

OBAXA

N48 00.7 E011 39.

© JEPPESEN SANDERSON, INC., 2007. ALL RIGHTS RESERVED.

Licensed to max. Printed on 16 Feb 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008 **JEPPESEN** JeppView 3.5.2.0

EDDM/MUC MUNICH

N JEPPESEN 14 SEP 07 (10-3Q3) Eff 27 Sep

MUNICH, GERMANY

MUNICH Radar 127.95

Apt Elev 1487'

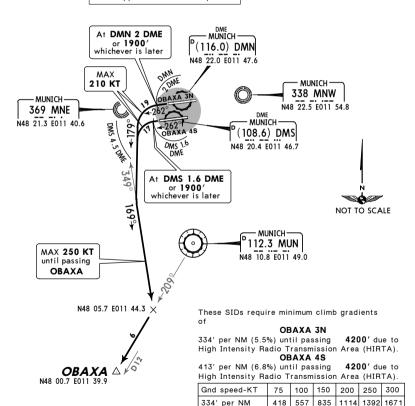
Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to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

OBAXA THREE NOVEMBER (OBAXA 3N) OBAXA FOUR SIERRA (OBAXA 4S) RWYS 26R/L DEPARTURES ONLY AVAILABLE FOR NON-JET ACFT



SPEED RESTRICTION MAX 250 KT below FL100

or as by ATC. Not applicable within airspace C 1 3200' within 10 NM



Initial climb clearance FL70 RWY ROUTING SID OBAXA 3N 26R Climb on runway track to DMN 2 DME or 1900', whichever is later. turn LEFT, 179° track, intercept 169° bearing from MNE, intercept MUN R-209 to OBAXA **OBAXA 4S** 26L Climb on runway track to DMS 1.6 DME or 1900', whichever is later, turn LEFT within DMS 4.5 DME, 179° track, intercept 169° bearing from MNE, intercept MUN R-209 to OBAXA

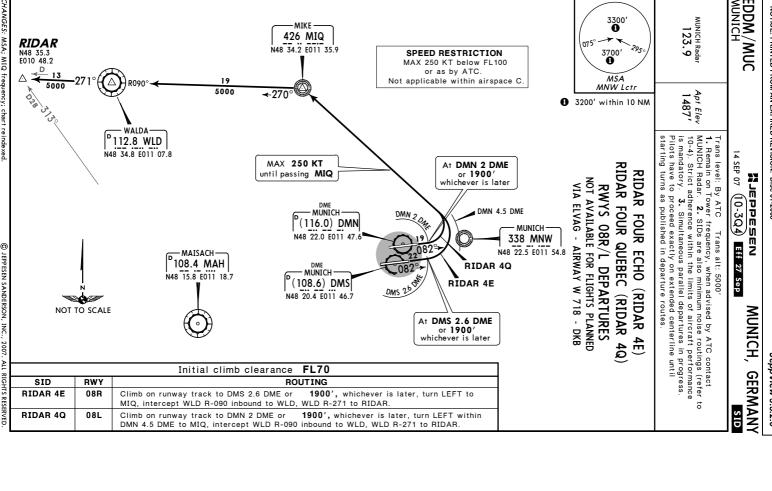
413' per NM

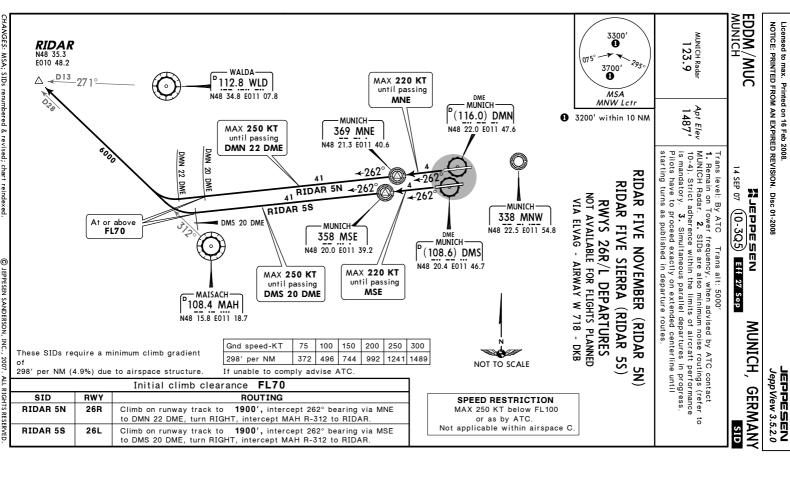
If unable to comply advise ATC.

CHANGES: MSA: SID OBAXA 3S renumbered 4S; chart reindexed.

516 689 1033 1377 1722 2066





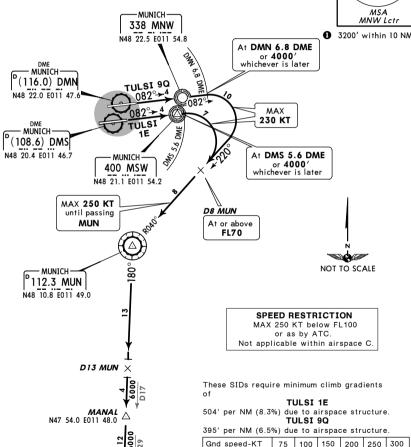


JEPPESEN Licensed to max. Printed on 16 Feb 2008. JeppView 3.5.2.0 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008

MUNICH, GERMANY I JEPPESEN EDDM/MUC 14 SEP 07 (10-3Q6) Eff 27 Sep MUNICH

Trans level: By ATC Trans alt: 5000 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings (refer to MUNICH Radar Apt Elev 10-4). Strict adherence within the limits of aircraft performance 1487 127.95 is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

TULSI ONE ECHO (TULSI 1E) 3300' TULSI NINE QUEBEC (TULSI 9Q) RWYS 08R/L DEPARTURES 3700' Õ NOT TO BE FILED IN FLIGHT PLAN MSA -MUNICH-MNW Lctr



'	N47 42.1 E	If unable to comply advise ATC.						
	Initial climb clearance FL70							
SID RWY ROUTING								
TULSI 1E	08R	Climb on runway track to 1900', then via MSW to DMS 5.6 DME or						
		4000', whichever is later, turn RIGHT, intercept MUN R-040 inbound to						
	MUN, turn LEFT, MUN R-180 via MANAL to TULSI.							
TULSI 9Q	08L	Climb on runway track to 1900', then via MNW to DMN 6.8 DME or						
		4000', whichever is later, turn RIGHT, intercept MUN R-040 inbound to						

504' per NM

395' per NM

CHANGES: MSA: chart reindexed.

TULSI

N47 42 1 F011 47 3

MUN, turn LEFT, MUN R-180 via MANAL to TULSI. © JEPPESEN SANDERSON, INC., 2007, ALL RIGHTS RESERVED.

630 841 1261 1681 2101 2522

494 658 987 1317 1646 1975

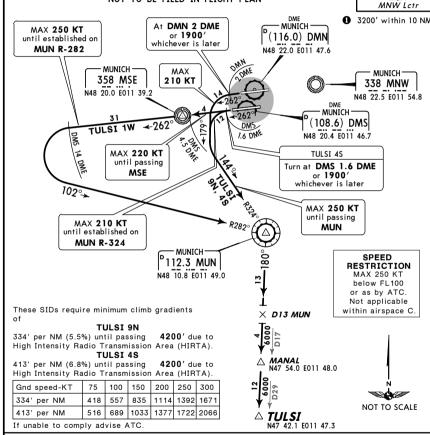
Licensed to max. Printed on 16 Feb 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008 **JEPPESEN** JeppView 3.5.2.0

M JEPPESEN MUNICH, GERMANY EDDM/MUC 14 SEP 07 (10-3Q7) Eff 27 Sep MUNICH

Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings (refer to MUNICH Radar Apt Elev 10-4). Strict adherence within the limits of aircraft performance 127.95 1487' is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes. TULSI NINE NOVEMBER (TULSI 9N) 3300' TULSI FOUR SIERRA (TULSI 4S)

TULSI ONE WHISKEY (TULSI 1W) RWYS 26R/L DEPARTURES NOT TO BE FILED IN FLIGHT PLAN





Initial climb clearance FL70 ROUTING SID RWY **TULSI 9N** 26R Climb on runway track to DMN 2 DME or 1900', whichever is later, turn LEFT, 179° track, intercept MUN R-324 inbound to MUN, turn RIGHT, MUN R-180 via MANAL to TULSI. **TULSI 4S** Climb on runway track to DMS 1.6 DME or 1900', whichever is later, 26L turn LEFT within DMS 4.5 DME, 179° track, intercept MUN R-324 Ø inbound to MUN, turn RIGHT, MUN R-180 via MANAL to TULSI **TULSI 1W** Climb on runway track to 1900', intercept 262° bearing via MSE to DMS 14 DME, turn LEFT, intercept MUN R-282 inbound to MUN, turn RIGHT, MUN R-180 via MANAL to TULSI

CHANGES: MSA: SIDs renumbered & revised: chart reindexed.

© JEPPESEN SANDERSON, INC., 2007. ALL RIGHTS RESERVED.

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

JEPPESEN JeppView 3.5.2.0

EDDM/MUC 14 SEP 07 (10-3Q8) Eff 27 Sep MUNICH

M JEPPESEN

MUNICH, GERMANY

MUNICH Radar 127.95

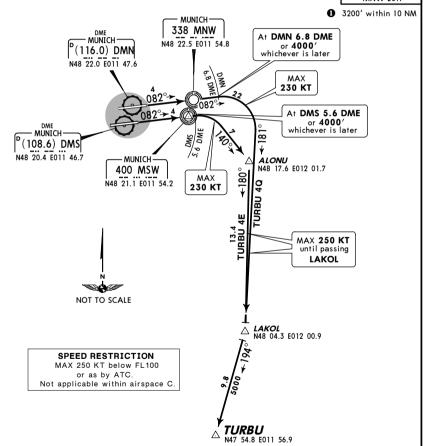
Apt Elev 1487

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

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

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





Initial climb clearance FL70						
SID RWY ROUTING						
TURBU 4E	08R	Climb on runway track to 1900', then via MSW to DMS 5.6 DME 4000', whichever is later, turn RIGHT, 140° track to ALONU, turn RIGHT, 180° track to LAKOL, turn RIGHT, 194° track to TURBU.	2 or			
TURBU 4Q	08L	Climb on runway track to 1900', then via MNW to DMN 6.8 DME 4000', whichever is later, turn RIGHT, 181° track to LAKOL, turn RIGHT, 194° track to TURBU.	3 or			
After DMS 5 6	DME 6	/DMN 6.8 DMF B BRNAV equipment necessary				

CHANGES: MSA: chart reindexed.

© JEPPESEN SANDERSON, INC., 2007, ALL RIGHTS RESERVED

Licensed to max. Printed on 16 Feb 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008 **JEPPESEN** JeppView 3.5.2.0

EDDM/MUC MUNICH

MUNICH Radar

127.95

M JEPPESEN

14 SEP 07 (10-3S) Eff 27 Sep

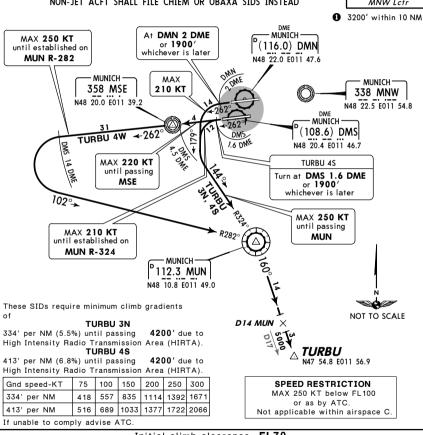
MUNICH, GERMANY

Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings (refer to Apt Elev 10-4). Strict adherence within the limits of aircraft performance 1487' 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 THREE NOVEMBER (TURBU 3N) TURBU FOUR SIERRA (TURBU 4S) TURBU FOUR WHISKEY (TURBU 4W) RWYS 26R/L DEPARTURES

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





Initial climb clearance FL70 ROUTING SID RWY **TURBU 3N** 26R Climb on runway track to DMN 2 DME or 1900', whichever is later, turn LEFT, 179° track, intercept MUN R-324 inbound to MUN, turn RIGHT, MUN R-160 to TURBU. **TURBU 4S** 26L Climb on runway track to DMS 1.6 DME or 1900', whichever is later, turn LEFT within DMS 4.5 DME, 179° track, intercept MUN R-324 Ø inbound to MUN, turn RIGHT, MUN R-160 to TURBU **TURBU 4W** Climb on runway track to 1900', intercept 262° bearing via MSE to DMS 14 DME, turn LEFT, intercept MUN R-282 inbound to MUN, turn RIGHT, MUN R-160 to TURBU. 2 If unable to comply with speed and turn restrictions request SID TURBU 4W.

CHANGES: MSA: SIDs renumbered & revised: chart reindexed.

© JEPPESEN SANDERSON, INC., 2003, 2007. ALL RIGHTS RESERVED.

JEPPESEN JeppView 3.5.2.0

EDDM/MUC MUNICH

M JEPPESEN

MUNICH, GERMANY 14 SEP 07 (10-3T) Eff 27 Sep RNAV SID (OVERLAY)

MUNICH Radar 127.95

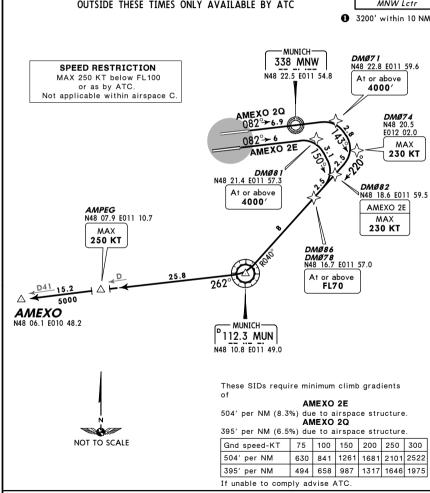
Apt Elev 1487

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

AMEXO TWO ECHO (AMEXO 2E) [AMEX2E] AMEXO TWO QUEBEC (AMEXO 2Q) [AMEX2Q] RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3F)

AVAILABLE FRI 1700 - MON 0800LT AND DURING LEGAL HOLIDAYS OUTSIDE THESE TIMES ONLY AVAILABLE BY ATC





Initial climb clearance FL70 RWY ROUTING SID (1900'+) - DM081 (4000'+) - DM082 (K230-) - DM086 (FL70+) -

AMEXO 2E MUN - AMPEG (K250-) - AMEXO. AMEXO 2Q (1900'+) - DM071 (4000'+) - DM074 (K230-) - DM078 (FL70+) -MUN - AMPEG (K250-) - AMEXO.

CHANGES: MSA: chart reindexed

© JEPPESEN SANDERSON, INC., 2003, 2007. ALL RIGHTS RESERVED.

Licensed to max. Printed on 16 Feb 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008 **JEPPESEN** JeppView 3.5.2.0

EDDM/MUC MUNICH

M JEPPESEN

MUNICH, GERMANY 14 SEP 07 (10-3T1) Eff 27 Sep RNAV SID (OVERLAY)

MUNICH Radar 127.95

Apt Elev 1487'

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

AMEXO THREE NOVEMBER (AMEXO 3N)[AMEX3N] AMEXO THREE SIERRA (AMEXO 3S)[AMEX3S] RWYS 26R/L RNAV DEPARTURES (OVERLAY 10-3G)

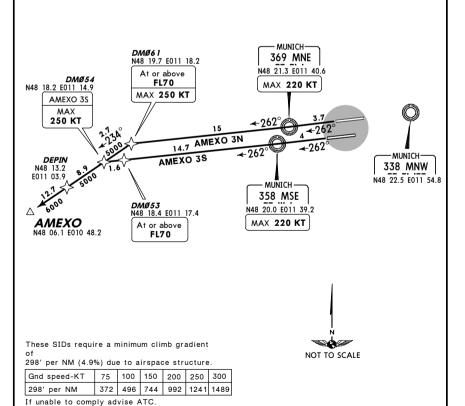
> AVAILABLE FRI 1700 - MON 0800LT AND DURING LEGAL HOLIDAYS OUTSIDE THESE TIMES ONLY AVAILABLE BY ATC



3200' within 10 NM



or as by ATC. Not applicable within airspace C.



Initial climb clearance FL70 RWY ROUTING (1900'+) - MNE (K220-) - DM061 (FL70+: K250-) - AMEXO (1900'+) - MSE (K220-) - DM053 (FL70+) - DM054 (K250-) - AMEXO

© JEPPESEN SANDERSON, INC., 2006, 2007. ALL RIGHTS RESERVED. CHANGES: MSA; SIDs renumbered & revised; chart reindexed.

SID

AMEXO 3N

AMEXO 3S

JEPPESEN JeppView 3.5.2.0

EDDM/MUC MUNICH

M JEPPESEN

14 SEP 07 (10-3T2) Eff 27 Sep RNAV SID (OVERLAY)

MUNICH, GERMANY

MUNICH Radar 127.95

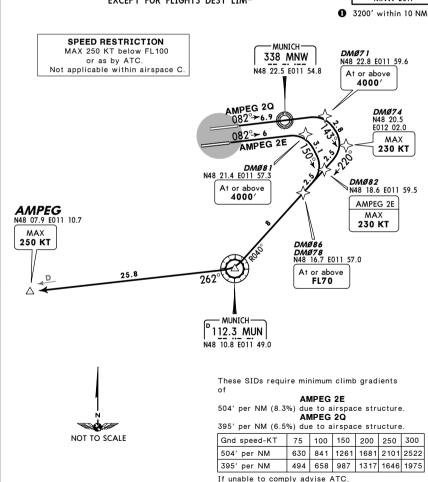
Apt Elev 1487'

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

AMPEG TWO ECHO (AMPEG 2E) [AMPE2E] AMPEG TWO QUEBEC (AMPEG 2Q) [AMPE2Q] RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3H)

NOT AVAILABLE FOR FLIGHTS VIA KPT - AIRWAYS (U)M 738 - GIMOS - AIRWAY UY 740 **EXCEPT FOR FLIGHTS DEST LIM***





Initial climb clearance FL70 RWY ROUTING SID AMPEG 2E (1900'+) - DM081 (4000'+) - DM082 (K230-) - DM086 (FL70+) -MUN - AMPEG (K250-) AMPEG 2Q (1900'+) - DM071 (4000'+) - DM074 (K230-) - DM078 (FL70+) -

CHANGES: MSA; restriction established; chart reindexed.

MUN - AMPEG (K250-)

© JEPPESEN SANDERSON, INC., 2006, 2007. ALL RIGHTS RESERVED.

Licensed to max. Printed on 16 Feb 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008 **JEPPESEN** JeppView 3.5.2.0

EDDM/MUC MUNICH

M JEPPESEN

MUNICH, GERMANY 14 SEP 07 (10-3T3) Eff 27 Sep RNAV SID (OVERLAY)

MUNICH Radar 127.95

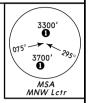
Apt Elev 1487'

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

AMPEG TWO NOVEMBER (AMPEG 2N) [AMPE2N] AMPEG TWO SIERRA (AMPEG 2S) [AMPE2S] RWYS 26R/L RNAV DEPARTURES (OVERLAY 10-3J)

NOT AVAILABLE FOR FLIGHTS VIA

KPT - AIRWAYS (U)M 738 - GIMOS - AIRWAY UY 740 EXCEPT FOR FLIGHTS DEST LIM*

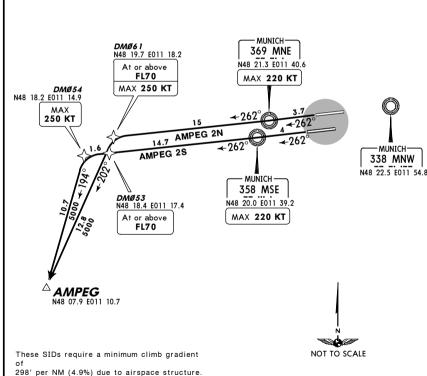


■ 3200' within 10 NM

SPEED RESTRICTION

MAX 250 KT below FL100 or as by ATC.

Not applicable within airspace C



Gnd speed-KT	75	100	150	200	250	300
298' per NM	372	496	744	992	1241	1489

If unable to comply advise ATC.

Initial climb clearance FL70						
SID	RWY	R	OUTING			
AMPEG 2N	26R	(1900'+) - MNE (K220-) - DM061	(FL70+; K250-) - AMPEG.			
AMPEG 2S	26L	(1900'+) - MSE (K220-) - DM053	(FL70+) - DM054 (K250-) - AMPEG.			

© JEPPESEN SANDERSON, INC., 2006, 2007. ALL RIGHTS RESERVED. CHANGES: MSA; SIDs renumbered & revised; chart reindexed.

JEPPESEN JeppView 3.5.2.0

EDDM/MUC MUNICH

M JEPPESEN

MUNICH, GERMANY 14 SEP 07 (10-3T4) Eff 27 Sep RNAV SID (OVERLAY)

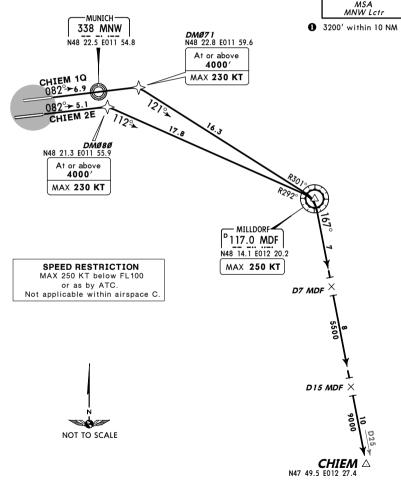
MUNICH Radar 127.95

Apt Elev 1487'

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

CHIEM TWO ECHO (CHIEM 2E) [CHIE2E] CHIEM ONE QUEBEC (CHIEM 1Q) [CHIE1Q] RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3K)





Initial climb clearance FL70

SID RWY ROUTING **CHIEM 2E** (1900'+) - DM080 (4000'+; K230-) - MDF (K250-) - CHIEM (1900'+) - DM071 (4000'+; K230-) - MDF (K250-) - CHIEM CHIEM 1Q 08L

CHANGES: MSA: chart reindexed.

© JEPPESEN SANDERSON, INC., 2006, 2007. ALL RIGHTS RESERVED

Licensed to max. Printed on 16 Feb 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008 **JEPPESEN** JeppView 3.5.2.0

EDDM/MUC MUNICH

M JEPPESEN

MUNICH, GERMANY 14 SEP 07 (10-3T5) Eff 27 Sep RNAV SID (OVERLAY)

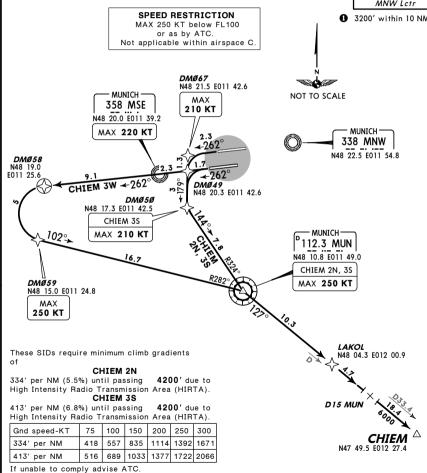
MUNICH Radar 127.95

Apt Elev 1487'

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

CHIEM TWO NOVEMBER (CHIEM 2N) [CHIE2N] CHIEM THREE SIERRA (CHIEM 3S) [CHIE3S] CHIEM THREE WHISKEY (CHIEM 3W) [CHIE3W] RWYS 26R/L RNAV DEPARTURES (OVERLAY 10-3L)





Initial climb clearance FL70 SID RWY ROUTING CHIEM 2N 26R (1900'+) - DM067 (K210-) - DM050 - MUN (K250-) - LAKOL - CHIEM. CHIEM 3S @ (1900'+) - DM049 - DM050 (K210-) - MUN (K250-) - LAKOL - CHIEM. **CHIEM 3W** (1900'+) - MSE (K220-) - DM058 - DM059 (K250-) - MUN - LAKOL -CHIEM. ② If unable to comply with speed and turn restrictions request SID CHIEM 3W

CHANGES: MSA; RNAV SIDs renumbered; chart reindexed.

© JEPPESEN SANDERSON, INC., 2006, 2007. ALL RIGHTS RESERVED.

JEPPESEN JeppView 3.5.2.0

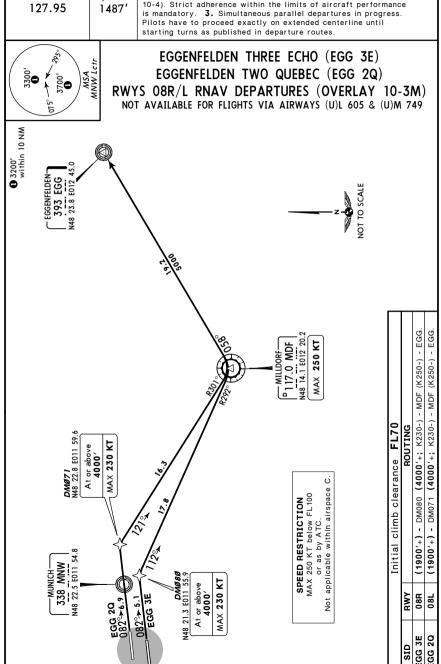
MUNICH, GERMANY **MALEPPESEN** 14 SEP 07 (10-3T6) Eff 27 Sep RNAV SID (OVERLAY)

Apt Elev MUNICH Radar 1487'

EDDM/MUC

MUNICH

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



CHANGES: MSA: chart reindexed.

© JEPPESEN SANDERSON, INC., 2006, 2007. ALL RIGHTS RESERVED

Licensed to max. Printed on 16 Feb 2008 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008

CHANGES: MSA; RNAV SIDs renumbered; chart reindexed.

JEPPESEN JeppView 3.5.2.0

MUNICH, GERMANY MJEPPESEN EDDM/MUC 14 SEP 07 (10-3T7) Eff 27 Sep RNAV SID (OVERLAY) MUNICH Trans level: By ATC Trans alt: 5000 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings (refer to MUNICH Radar 1487' 10-4). Strict adherence within the limits of aircraft performance 127.95 is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes. EGGENFELDEN THREE NOVEMBER (EGG 3N) EGGENFELDEN FOUR SIERRA (EGG 4S) within 2300 3700, EGGENFELDEN FOUR WHISKEY (EGG 4W) RWYS 26R/L RNAV DEPARTURES (OVERLAY 10-3N) NOT AVAILABLE FOR FLIGHTS VIA AIRWAYS (U)L 605 & (U)M 749 NOT TO MEBEK N48 13.9 E012 33.9 EGG 3N, 4S MAX 250 KT SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
t applicable within airspace C × D25 MUN EGG. MUN - MEBEK (K250-) -MUN - MEBEK (K250-) -(1900'+) - DM067 (K210-) - (1900'+) - DM049 - DM050 **4200**' due to Area (HIRTA). ntil passing 4200' due to Transmission Area (HIRTA). EGG 4S These SIDs require minimum climb gradients of **DMØ5Ø** E011 42.5 210 KT **₹**262° -- MUNICH ---358 MSE 3 20.0 E011 3 WAX per NM (6.8%) unti Intensity Radio Tr MAX 250 KT EGG 3N 334' _F High 413' p High 1

© JEPPESEN SANDERSON, INC.

2006, 2007, ALL RIGHTS RESERVED

JEPPESEN JeppView 3.5.2.0

EDDM/MUC MUNICH

M JEPPESEN

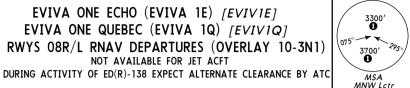
MUNICH, GERMANY 14 SEP 07 (10-3T8) Eff 27 Sep RNAV SID (OVERLAY)

MUNICH Radar 123.9

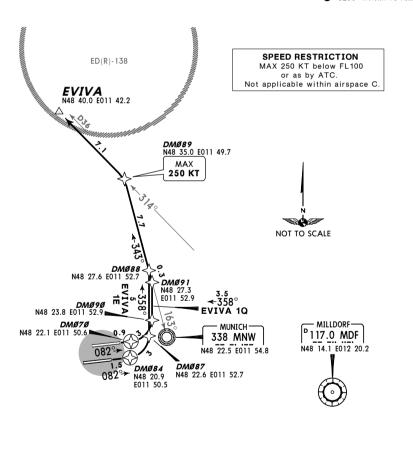
Apt Elev 1487'

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

EVIVA ONE ECHO (EVIVA 1E) [EVIV1E] EVIVA ONE QUEBEC (EVIVA 1Q) [EVIV1Q] RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3N1) NOT AVAILABLE FOR JET ACFT



1 3200' within 10 NM



Initial climb clearance FL70 SID RWY ROUTING **EVIVA 1E** 08R (1900'+) - DM084 - DM087 - DM088 - DM089 (K250-) - EVIVA **EVIVA 1Q** 08L (1900'+) - DM070 - DM090 - DM091 - DM089 (K250-) - EVIVA

CHANGES: MSA: chart reindexed.

© JEPPESEN SANDERSON, INC., 2006, 2007. ALL RIGHTS RESERVED.

Licensed to max. Printed on 16 Feb 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008 **JEPPESEN** JeppView 3.5.2.0

EDDM/MUC MUNICH

N JEPPESEN

MUNICH, GERMANY 14 SEP 07 (10-3U) Eff 27 Sep RNAV SID (OVERLAY)

MUNICH Radar 123.9

Apt Elev 1487'

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

GIVMI THREE ECHO (GIVMI 3E) [GIVM3E] GIVMI THREE QUEBEC (GIVMI 3Q) [GIVM3Q] RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3N2)

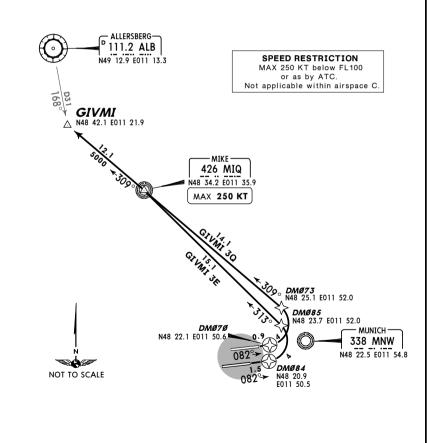
JET ACFT ONLY (EXCEPT FLIGHTS ACCORDING

REMARKS OF AIRWAY T 161)

3300' O MSA MNW Letr

MANDATORY FOR FLIGHTS VIA AIRWAY Y 101 - INBED - AIRWAYS (U)L 610 (CLIMB PROFILE RESTRICTION WITHIN AIRWAY Y 101) OR VIA AIRWAY Y 101 - ERNAS - AIRWAY T 161

1 3200' within 10 NM



Initial climb clearance FL70 SID RWY ROUTING GIVMI 3E (1900'+) - DM084 - DM085 - MIQ (K250-) - GIVMI GIVMI 3Q 08L (1900'+) - DM070 - DM073 - MIQ (K250-) - GIVMI

CHANGES: MSA; MIQ frequency; chart reindexed.

© JEPPESEN SANDERSON, INC., 2003, 2007. ALL RIGHTS RESERVED.

JEPPESEN JeppView 3.5.2.0

EDDM/MUC MUNICH

JEPPESEN

MUNICH, GERMANY 14 SEP 07 (10-3V) Eff 27 Sep RNAV SID (OVERLAY)

MUNICH Radar 123.9

Apt Elev 1487'

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

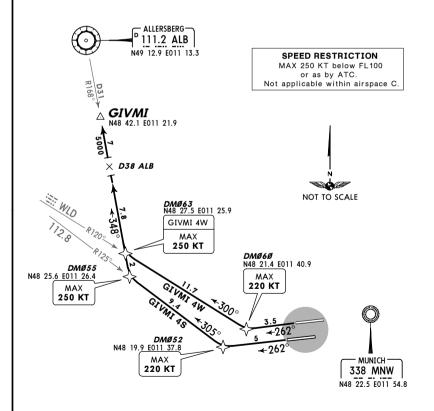
GIVMI FOUR SIERRA (GIVMI 4S) [GIVM4S] GIVMI FOUR WHISKEY (GIVMI 4W) [GIVM4W] RWYS 26L/R RNAV DEPARTURES (OVERLAY 10-3N3) JET ACFT ONLY (EXCEPT FLIGHTS ACCORDING

3300' 3700' Õ MNW Lctr

REMARKS OF AIRWAY T 161) MANDATORY FOR FLIGHTS

VIA AIRWAY Y 101 - INBED - AIRWAYS (U)L 610 (CLIMB PROFILE RESTRICTION WITHIN AIRWAY Y 101) 1 3200' within 10 NM

OR VIA AIRWAY Y 101 - ERNAS - AIRWAY T 161



Initial climb clearance FL70						
SID	RWY	ROUTING				
GIVMI 4S	26L	(1900'+) - DM052 (K220-) - DM055 (K250-) - GIVMI.				
GIVMI 4W	26R	(1900'+) - DM060 (K220-) - DM063 (K250-) - GIVMI				

CHANGES: MSA: chart reindexed.

© JEPPESEN SANDERSON, INC., 2003, 2007. ALL RIGHTS RESERVED.

Licensed to max. Printed on 16 Feb 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008

JEPPESEN JeppView 3.5.2.0

EDDM/MUC MUNICH

M JEPPESEN

MUNICH, GERMANY 14 SEP 07 (10-3V1) Eff 27 Sep RNAV SID (OVERLAY)

MUNICH Radar 127.95

Apt Elev 1487'

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

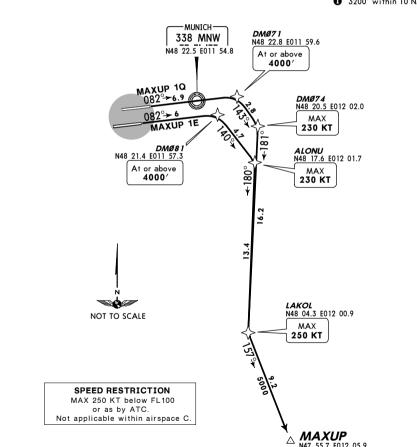
MAXUP ONE ECHO (MAXUP 1E) [MAXU1E] MAXUP ONE QUEBEC (MAXUP 1Q) [MAXU1Q] RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3N4) ONLY AVAILABLE FOR JET ACFT

NON-JET ACFT SHALL FILE CHIEM OR OBAXA SIDS INSTEAD



3300'

1 3200' within 10 NM



	Initial climb clearance FL70					
SID	RWY	ROUTING				
MAXUP 1E	08R	(1900'+) - DM081 (4000'+) - ALONU (K230-) - LAKOL (K250-) - MAXUP.				
MAXUP 1Q	08L	(1900'+) - DM071 (4000'+) - DM074 (K230-) - LAKOL (K250-) -				

CHANGES: MSA: chart reindexed.

© JEPPESEN SANDERSON, INC., 2004, 2007. ALL RIGHTS RESERVED.

JEPPESEN JeppView 3.5.2.0

EDDM/MUC MUNICH

M JEPPESEN

MUNICH, GERMANY 14 SEP 07 (10-3V2) Eff 27 Sep RNAV SID (OVERLAY)

MUNICH Radar 127.95

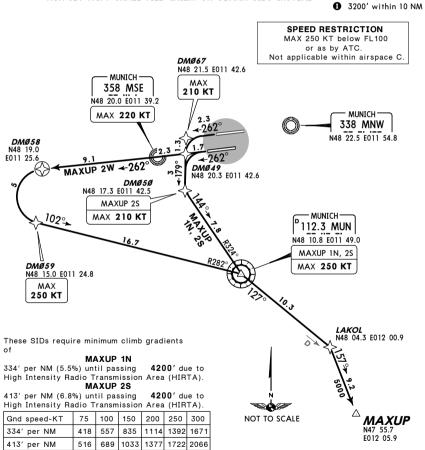
Apt Elev 1487

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

MAXUP ONE NOVEMBER (MAXUP 1N) [MAXU1N] MAXUP TWO SIERRA (MAXUP 2S) [MAXU2S] MAXUP TWO WHISKEY (MAXUP 2W) [MAXU2W] RWYS 26R/L RNAV DEPARTURES (OVERLAY 10-3N5) ONLY AVAILABLE FOR JET ACET



NON-JET ACFT SHALL FILE CHIEM OR OBAXA SIDS INSTEAD



Initial climb clearance FL70						
SID	SID RWY ROUTING					
MAXUP 1N	26R	(1900'+) - DM067 (K210-) - DM050 - MUN (K250-) - LAKOL - MAXUP.				
MAXUP 2S 2	26L	(1900'+) - DM049 - DM050 (K210-) - MUN (K250-) - LAKOL - MAXUP.				
MAXUP 2W		(1900'+) - MSE (K220-) - DM058 - DM059 (K250-) - MUN - LAKOL - MAXUP.				
② If unable to comply with speed and turn restrictions request SID MAXUP 2W.						

CHANGES: MSA; RNAV SIDs renumbered; chart reindexed.

If unable to comply advise ATC

© JEPPESEN SANDERSON, INC., 2004, 2007. ALL RIGHTS RESERVED.

Licensed to max. Printed on 16 Feb 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008

1487'

JEPPESEN JeppView 3.5.2.0

EDDM/MUC MUNICH

M JEPPESEN

MUNICH, GERMANY 14 SEP 07 (10-3V3) Eff 27 Sep RNAV SID (OVERLAY)

MUNICH Radar 127.95

Apt Elev

Trans level: By ATC Trans alt: 5000'

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

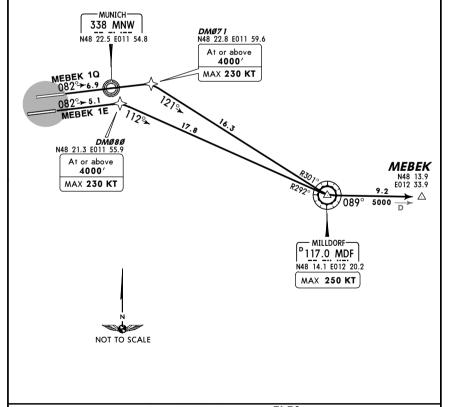
MEBEK ONE ECHO (MEBEK 1E) [MEBE1E] MEBEK ONE QUEBEC (MEBEK 1Q) [MEBE1Q] RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3N6) NOT AVAILABLE FOR FLIGHTS VIA EGG



1 3200' within 10 NM

SPEED RESTRICTION MAX 250 KT below FL100

or as by ATC Not applicable within airspace C.



Initial climb clearance FL70 SID RWY ROUTING MEBEK 1E (1900'+) - DM080 (4000'+; K230-) - MDF (K250-) - MEBEK

© JEPPESEN SANDERSON, INC., 2004, 2007. ALL RIGHTS RESERVED.

MEBEK 1Q 08L (1900'+) - DM071 (4000'+; K230-) - MDF (K250-) - MEBEK

CHANGES: MSA; restriction established; chart reindexed.

JEPPESEN JeppView 3.5.2.0

EDDM/MUC MUNICH

JEPPESEN

MUNICH, GERMANY 14 SEP 07 (10-3V4) Eff 27 Sep RNAV SID (OVERLAY)

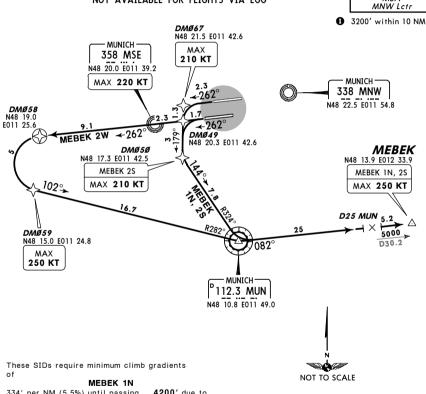
MUNICH Radar 127.95

Apt Elev 1487

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

MEBEK ONE NOVEMBER (MEBEK 1N) [MEBE1N] MEBEK TWO SIERRA (MEBEK 2S) [MEBE2S] MEBEK TWO WHISKEY (MEBEK 2W) [MEBE2W] RWYS 26R/L RNAV DEPARTURES (OVERLAY 10-3N7) NOT AVAILABLE FOR FLIGHTS VIA EGG





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

MEBEK 2S

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

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

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

If unable to comply advise ATC

Initial climb clearance FL70						
SID RWY ROUTING						
MEBEK 1N	26R	(1900'+) - DM067 (K210-) - DM050 - MUN - MEBEK (K250-).				
MEBEK 2S 2	26L	(1900'+) - DM049 - DM050 (K210-) - MUN - MEBEK (K250-).				
MEBEK 2W (1900'+) - MSE (K220-) - DM058 - DM059 (K250-) - MUN - MEBEK.						
If unable to comply with speed and turn restrictions request SID MEREK 2W						

CHANGES: MSA; SIDs renumbered; restriction; chart reindexed. © JEPPESEN SANDERSON, INC., 2004, 2007. ALL RIGHTS RESERVED.

Licensed to max. Printed on 16 Feb 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008 **JEPPESEN** JeppView 3.5.2.0

EDDM/MUC MUNICH

M JEPPESEN

MUNICH, GERMANY 14 SEP 07 (10-3V5) Eff 27 Sep RNAV SID (OVERLAY)

MUNICH Radar 127.95

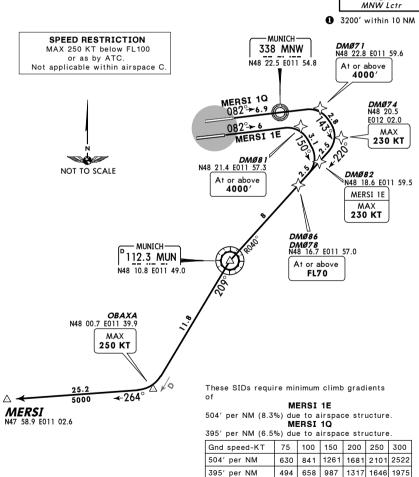
Apt Elev 1487'

Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance 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 ONE ECHO (MERSI 1E) [MERS1E] MERSI ONE QUEBEC (MERSI 1Q) [MERS1Q] RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3N8)

> ONLY AVAILABLE FOR NON-JET ACFT NOT TO BE FILED IN FLIGHT PLAN





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

CHANGES: MSA: chart reindexed.

© JEPPESEN SANDERSON, INC., 2004, 2007, ALL RIGHTS RESERVED.

If unable to comply advise ATC

JEPPESEN JeppView 3.5.2.0

EDDM/MUC MUNICH

M JEPPESEN

MUNICH, GERMANY 14 SEP 07 (10-3V6) Eff 27 Sep RNAV SID (OVERLAY)

MUNICH Radar 127.95

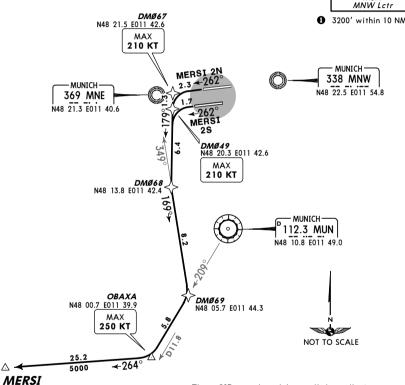
Apt Elev 1487'

Trans level: By ATC Trans alt: 5000 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance 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 TWO NOVEMBER (MERSI 2N) [MERS2N] MERSI TWO SIERRA (MERSI 2S) [MERS2S] RWYS 26R/L RNAV DEPARTURES (OVERLAY 10-3P)

O ONLY AVAILABLE FOR NON-JET ACFT NOT TO BE FILED IN FLIGHT PLAN





SPEED RESTRICTION

or as by ATC. Not applicable within airspace C.

MAX 250 KT below FL100

N47 58.9 E011 02.6

These SIDs require minimum climb gradients

MERSI 2N

334' per NM (5.5%) until passing 4200' due to High Intensity Radio Transmission Area (HIRTA). MERSI 2S

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

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

If unable to comply advise ATC.

Initial climb clearance FL70							
SID	RWY	ROUTING					
MERSI 2N	26R	(1900'+) - DM067 (K210-) - DM068 - DM069 - OBAXA (K250-) - MERSI.					
MERSI 2S	26L	(1900'+) - DM049 (K210-) - DM068 - DM069 - OBAXA (K250-) - MERSI.					

CHANGES: MSA; RNAV SIDs renumbered; chart reindexed.

© JEPPESEN SANDERSON, INC., 2004, 2007. ALL RIGHTS RESERVED.

Licensed to max. Printed on 16 Feb 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008

Apt Elev

1487'

JEPPESEN JeppView 3.5.2.0

EDDM/MUC MUNICH

M JEPPESEN

MUNICH, GERMANY 14 SEP 07 (10-3V7) Eff 27 Sep RNAV SID (OVERLAY)

MUNICH Radar 123.9

Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency, when advised by ATC contact

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

MIKE SIX ECHO (MIQ 6E) MIKE SIX QUEBEC (MIQ 6Q)

RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3Q) JET ACFT ONLY (CLIMB PROFILE RESTRICTION WITHIN AIRWAY Y 102)

MANDATORY FOR FLIGHTS

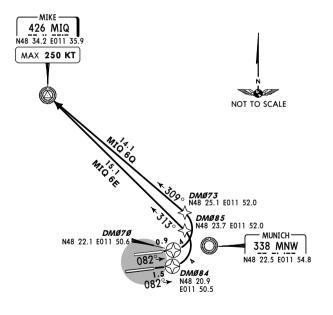
VIA LASGA (AIRWAYS (U)M 726/T 202) OR SULUS (AIRWAYS (U)L 604/T 852)



■ 3200' within 10 NM

SPEED RESTRICTION

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



Initial climb clearance FL70 SID RWY MIQ 6E (1900'+) - DM084 - DM085 - MIQ (K250-) MIQ 6Q 08L (1900'+) - DM070 - DM073 - MIQ (K250-)

CHANGES: MSA; MIQ frequency; chart reindexed.

© JEPPESEN SANDERSON, INC., 2004, 2007. ALL RIGHTS RESERVED.

JEPPESEN JeppView 3.5.2.0

EDDM/MUC MUNICH

M JEPPESEN

MUNICH, GERMANY 14 SEP 07 (10-3V8) Eff 27 Sep RNAV SID (OVERLAY)

MUNICH Radar 123.9

Apt Elev 1487

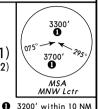
Trans level: By ATC Trans alt: 5000 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to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

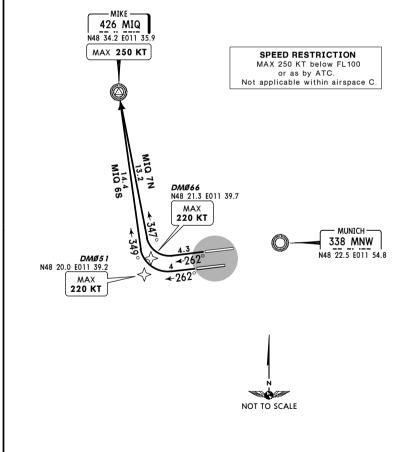
MIKE SEVEN NOVEMBER (MIQ 7N) MIKE SIX SIERRA (MIQ 6S)

RWYS 26R/L RNAV DEPARTURES (OVERLAY 10-3Q1) JET ACFT ONLY (CLIMB PROFILE RESTRICTION WITHIN AIRWAY Y 102)

MANDATORY FOR FLIGHTS

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





Initial climb clearance FL70 SID RWY MIQ 7N (1900'+) - DM066 (K220-) - MIQ (K250-) MIQ 6S 26L (1900'+) - DM051 (K220-) - MIQ (K250-)

© JEPPESEN SANDERSON, INC., 2004, 2007. ALL RIGHTS RESERVED. CHANGES: MSA; MIQ freq; SID renumb & revised; chart reind.

Licensed to max. Printed on 16 Feb 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008 **JEPPESEN** JeppView 3.5.2.0

EDDM/MUC MUNICH

M JEPPESEN

MUNICH, GERMANY 14 SEP 07 (10-3W) Eff 27 Sep RNAV SID (OVERLAY)

MUNICH Radar 127.95

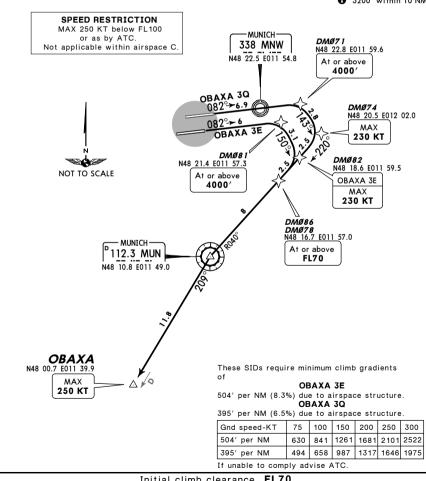
Apt Elev 1487'

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

OBAXA THREE ECHO (OBAXA 3E) [OBAX3E] OBAXA THREE QUEBEC (OBAXA 3Q) [OBAX3Q] RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3Q2) ONLY AVAILABLE FOR NON-JET ACFT



■ 3200' within 10 NM



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

CHANGES: MSA: chart reindexed.

© JEPPESEN SANDERSON, INC., 2003, 2007. ALL RIGHTS RESERVED.

JEPPESEN JeppView 3.5.2.0

EDDM/MUC MUNICH

M JEPPESEN

(10-3X) Eff 27 Sep

MUNICH, GERMANY RNAV SID (OVERLAY)

MUNICH Radar 127.95

Apt Elev 1487

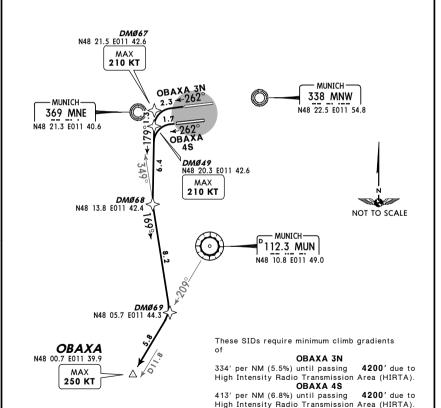
Trans level: By ATC Trans alt: 5000 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to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

OBAXA THREE NOVEMBER (OBAXA 3N) [OBAX3N] OBAXA FOUR SIERRA (OBAXA 4S) [OBAX45] RWYS 26R/L RNAV DEPARTURES (OVERLAY 10-3Q3) ONLY AVAILABLE FOR NON-JET ACFT



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

1 3200' within 10 NM



Initial climb clearance FL70 SID RWY ROUTING OBAXA 3N (1900'+) - DM067 (K210-) - DM068 - DM069 - OBAXA (K250-) **OBAXA 4S** 26L (1900'+) - DM049 (K210-) - DM068 - DM069 - OBAXA (K250-)

Gnd speed-KT

334' per NM 413' per NM

CHANGES: MSA; OBAXA 3S renumbered 4S; chart reindexed.

© JEPPESEN SANDERSON, INC., 2003, 2007. ALL RIGHTS RESERVED

100 | 150 | 200 | 250 | 300 418 557 835 1114 1392 1671

516 689 1033 1377 1722 2066

75

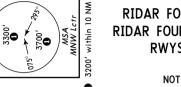
If unable to comply advise ATC

Licensed to max. Printed on 16 Feb 2008 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008 **JEPPESEN** JeppView 3.5.2.0

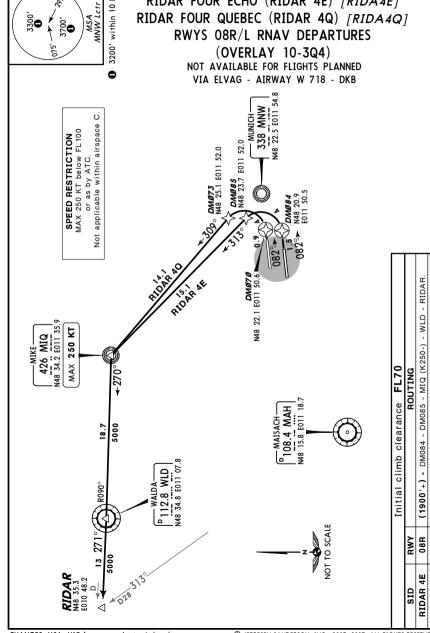
MUNICH, GERMANY MJEPPESEN EDDM/MUC 14 SEP 07 (10-3X1) Eff 27 Sep RNAV SID (OVERLAY) MUNICH

MUNICH Radar Apt Elev 123.9

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



RIDAR FOUR ECHO (RIDAR 4E) [RIDA4E] RWYS 08R/L RNAV DEPARTURES



JEPPESEN

Licensed to max. Printed on 16 Feb 2008 JeppView 3.5.2.0 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008 MUNICH, GERMANY **MALEPPESEN** EDDM/MUC 14 SEP 07 (10-3X2) Eff 27 Sep RNAV SID (OVERLAY) MUNICH Trans level: By ATC Trans alt: 5000 1. Remain on Tower frequency, when advised by ATC contact Apt Elev MUNICH Radar. 2. SIDs are also minimum noise routings (refer to MUNICH Radar 10-4). Strict adherence within the limits of aircraft performance 14871 123.9 is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes. within 10 NM RIDAR FIVE NOVEMBER (RIDAR 5N) [RIDA5N] RIDAR FIVE SIERRA (RIDAR 5S) [RIDA5S] 2300 3700, RWYS 26R/L RNAV DEPARTURES (OVERLAY 10-3Q5) NOT AVAILABLE FOR FLIGHTS PLANNED VIA ELVAG - AIRWAY W 718 - DKB SPEED RESTRICTION
MAX 250 KT below FL 100
or as by ATC.
Not applicable within airspace C 220 KT MAX DMØ53 N48 18.4 E011 1 At or above FL70 **DMØ6 1** N48 19.7 E011 18.2 14.7 RIDAR At or above FL70

CHANGES: MSA; SIDs renumbered & revised; chart reindexed.

© JEPPESEN SANDERSON, INC., 2003, 2007. ALL RIGHTS RESERVED.

Licensed to max. Printed on 16 Feb 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008 **JEPPESEN** JeppView 3.5.2.0

EDDM/MUC MUNICH

M JEPPESEN

MUNICH, GERMANY 14 SEP 07 (10-3X3) Eff 27 Sep RNAV SID (OVERLAY)

MUNICH Radar Apt Elev 127.95

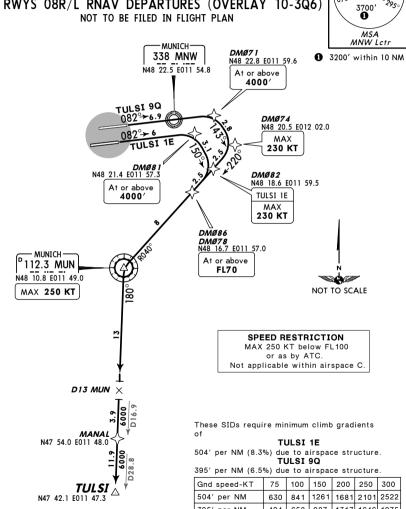
Trans level: By ATC Trans alt: 5000 1. Remain on Tower frequency, when advised by ATC contact

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

starting turns as published in departure routes.

TULSI ONE ECHO (TULSI 1E) [TULS1E] TULSI NINE QUEBEC (TULSI 9Q) [TULS9Q] RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3Q6)





494 658 987 1317 1646 1975 395' per NM If unable to comply advise ATC.

Initial climb clearance FL70 SID RWY ROUTING TULSI 1E (1900'+) - DM081 (4000'+) - DM082 (K230-) - DM086 (FL70+) -MUN (K250-) - MANAL - TULSI (1900'+) - DM071 (4000'+) - DM074 (K230-) - DM078 (FL70+) -**TULSI 9Q** MUN (K250-) - MANAL - TULSI.

CHANGES: MSA: chart reindexed.

© JEPPESEN SANDERSON, INC., 2003, 2007. ALL RIGHTS RESERVED.

JEPPESEN JeppView 3.5.2.0

EDDM/MUC MUNICH

M JEPPESEN

MUNICH, GERMANY 14 SEP 07 (10-3X4) Eff 27 Sep RNAV SID (OVERLAY)

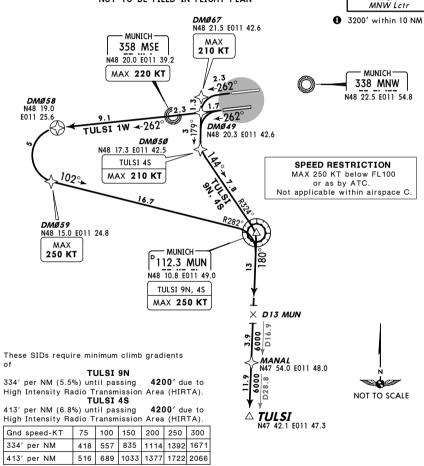
MUNICH Radar 127.95

Apt Elev 1487'

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

TULSI NINE NOVEMBER (TULSI 9N) [TULS9N] TULSI FOUR SIERRA (TULSI 4S) [TULS4S] TULSI ONE WHISKEY (TULSI 1W) [TULS1W] RWYS 26R/L RNAV DEPARTURES (OVERLAY 10-3Q7) NOT TO BE FILED IN FLIGHT PLAN





Initial climb clearance FL70							
SID	RWY	ROUTING					
TULSI 9N	26R	(1900'+) - DM067 (K210-) - DM050 - MUN (K250-) - MANAL - TULSI.					
TULSI 4S 2	26L	(1900'+) - DM049 - DM050 (K210-) - MUN (K250-) - MANAL - TULSI.					
TULSI 1W		(1900'+) - MSE (K220-) - DM058 - DM059 (K250-) - MUN - MANAL -					
		TULSI.					
2 If unable to comply with speed and turn restrictions request SID TULSI 1W							

CHANGES: MSA: RNAV SIDs renumbered: chart reindexed.

If unable to comply advise ATC

© JEPPESEN SANDERSON, INC., 2003, 2007. ALL RIGHTS RESERVED.

Licensed to max. Printed on 16 Feb 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008 **JEPPESEN** JeppView 3.5.2.0

EDDM/MUC MUNICH

M JEPPESEN

MUNICH, GERMANY 14 SEP 07 (10-3X5) Eff 27 Sep RNAV SID (OVERLAY)

MUNICH Radar 127.95

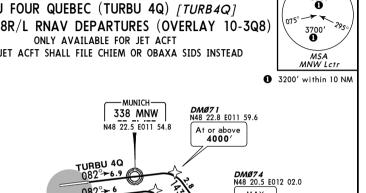
Apt Elev 1487'

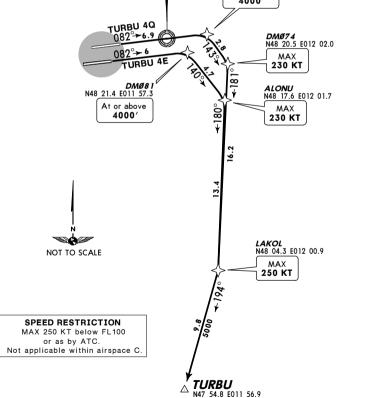
Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to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

TURBU FOUR ECHO (TURBU 4E) [TURB4E] TURBU FOUR QUEBEC (TURBU 4Q) [TURB4Q] RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3Q8)

NON-JET ACFT SHALL FILE CHIEM OR OBAXA SIDS INSTEAD







Initial climb clearance FL70								
SID	RWY	ROUTING						
TURBU 4E	08R	(1900'+) - DM081 (4000'+) - ALONU (K230-) - LAKOL (K250-) - TURBU.						
TURBU 4Q	08L	(1900'+) - DM071 (4000'+) - DM074 (K230-) - LAKOL (K250-) - TURBU.						

CHANGES: New chart.

© JEPPESEN SANDERSON, INC., 2007. ALL RIGHTS RESERVED.

JEPPESEN JeppView 3.5.2.0

EDDM/MUC MUNICH

M JEPPESEN

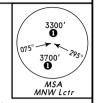
MUNICH, GERMANY 14 SEP 07 (10-3X6) Eff 27 Sep RNAV SID (OVERLAY)

MUNICH Radar 127.95

Apt Elev 1487'

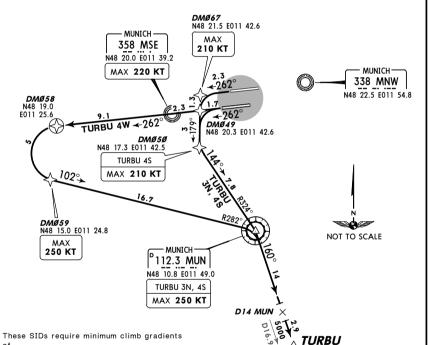
Trans level: By ATC Trans alt: 5000 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to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

TURBU THREE NOVEMBER (TURBU 3N) [TURB3N] TURBU FOUR SIERRA (TURBU 4S) [TURB4S] TURBU FOUR WHISKEY (TURBU 4W) [TURB4W] RWYS 26R/L RNAV DEPARTURES (OVERLAY 10-3S)



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

1 3200' within 10 NM



TURBU 3N

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

TURBU 4S

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

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

SPEED RESTRICTION

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

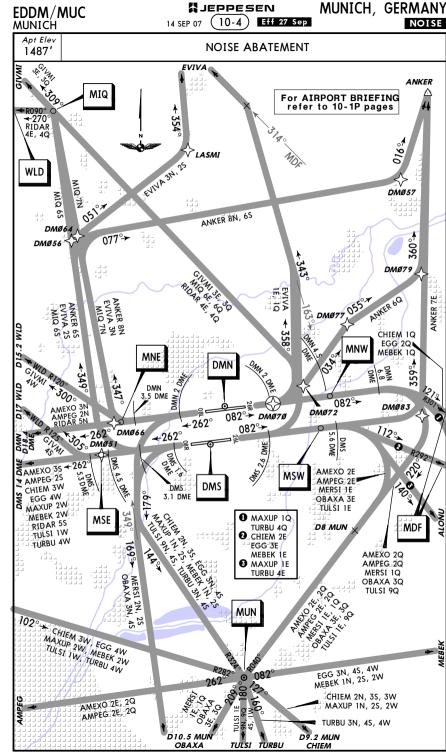
N47 54.8 E011 56.9

If unable to comply advise ATC

Initial climb clearance FL70								
SID	RWY	ROUTING						
TURBU 3N	26R	(1900'+) - DM067 (K210-) - DM050 - MUN (K250-) - TURBU.						
TURBU 4S 2	26L	(1900'+) - DM049 - DM050 (K210-) - MUN (K250-) - TURBU.						
TURBU 4W		(1900'+) - MSE (K220-) - DM058 - DM059 (K250-) - MUN - TURBU.						
A If weekle to comply with aread and two rectrictions request CID TURBULAW								

CHANGES: New chart © JEPPESEN SANDERSON, INC., 2007, ALL RIGHTS RESERVED

Licensed to max. Printed on 16 Feb 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008 **JEPPESEN** JeppView 3.5.2.0



CHANGES: SBG SIDs withdrawn; SIDs renumbered & revised.

© JEPPESEN SANDERSON, INC., 2003, 2007. ALL RIGHTS RESERVED.

JEPPESEN Licensed to max. Printed on 16 Feb 2008. JeppView 3.5.2.0 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008

EDDM/MUC Apt Elev 1487' N48 21.2 E011 47.2 MUNICH, GERMANY MILEPPESEN 6 OCT 06 (10-9) MUNICH MUNICH Delivery (Start-up clearance) 121.72 MUNICH Ground Rwy 08L/26R | Rwy 08R/26L 121.97 | 121.82 *ATIS ACARS: Apron 3 Apron 1 Apron 2 121.77 @ 121.7 **9** 123.12 DCL 1 121.92 **Q** MUNICH Arrival (DEP)
North South
28.02 120.77 MUNICH Radar (DEP)
North South
123.9 127.95 Rwy 08L/26R 118.7 Rwy 08R/26L 120.5 128.02 Limit of ATC competence ar De-icing area BRIEFING refer ₩ F ן ן 792 10, 11 and helicopter 123 Responsible for apro Responsible for apro Responsible for apro 000 • area of ATC competenc) ssion of MUNICH Apron Taxiing outside area of only with permission o and on its instruction. **98**

© JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.

CHANGES: New layout, Variation

Licensed to max. Printed on 16 Feb 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008

EDDM/MUC

M JEPPESEN

MUNICH, GERMANY

JEPPESEN

JeppView 3.5.2.0

		,				6	6 OCT 06	(1)	0-9A				,	Μ	UNICH
Г						AD	DITIONA	AL RUI	NWAY :	INFOR <i>N</i>	ATION	ISABLE LENGT	ruc .		
Ι.		ı									ANDING	BEYOND —	Η		
08	RWY L	HIRL	CL	ALSF-	II TDZ	PAPI-	L (3.0°)	0	RVR	Thre	shold	Glide Slope 12,010'3661n	_	KE-OFF	WIDTH 197'
	L _{26R}	HIRL					L (3.0°)	Ö	RVR			12,090' <i>3685</i> n	_	0	60m
08 08 08 08 08 08 08 08 08 08 08 08 08 0	HST-A HST-A TAKE RWY From	A5, A8, A9, A6, OFF RU OBL: Trwy he twy A3 twy A6 Wy A6 HIRL HIRL HIRL Yed 37, B10 311, B8,	A1 & A A B A B A B A B A B A B A B A B A B	ALSF-1 ALSF-1 ALSF-1 ALSF-1 ALSF-1 ALSF-1 AVAILA	2 3,123' 2,467' 9252' 7218' 6627' II TDZ II TDZ ABLE ABLE 7283'	(4000m (3800m (2820m (2200m (2020m))))) L (3.0°) L (3.0°)	RV Fr	VY 26R: FOM FWY A TWY A TWY A TWY A TWY RVR RVR	y head 13 int 12 int 10 int A7 int	13	3,123′(4000m 2,467′(3800m 7415′(2260m 5610′(1710m 12,150′ <i>3703n</i> 3,123′(4000m 2,467′(3800m 9252′(2820m 7218′(2200m 6627′(2020m)))))))))))	•	197' 60m
L		•													
1	rk-OP	5							KE-OFI						
				1	LVP	must b	e in For		ill Rwy	S					
	Н	ved Opera IRL, CL lt. RVR re			RL, CL ult. RVR	req	RL 8	& CL	R	or RL	only)	RCLM (DAY or RL	only)	N (DAY	
A B C		125m			150m			0m		250r		400m		50	0m
D		150m	nlv	ing II S	200m			0m	low 304	300r		uidance syste	am ros	uirod	

■ Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

JEPPESEN Licensed to max. Printed on 16 Feb 2008. JeppView 3.5.2.0 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008 MUNICH, GERMANY EDDM/MUC JEPPESEN 6 OCT 06 (10-9B) MUNICH 11-46.4 11-46.5 11-46.7 11-46.8 N 11-46.9 11-45.9 DA 3 DA 1 -48-21.5 102 APRON 170 171 104 142 172 143 173 174 TAXIING OUTSIDE AREA OF ATC COMPETENCE 175 ONLY WITH PERMISSION OF MUNICH APRON - 48-21.3 AND ON ITS INSTRUCTION. 181 108 182 **LEGEND** 152A 132 152B 153 133 Apron entry No. 48-21.2 185 154A 134 De-icing area 186 155 135 DA 1 187 Limit of ATC competence area 48-21.1 APRON 189 CARGO 163 164A 164B 118 194 195 W1 119 196 120 907M 905N 904N 903N 902N 907N 906N 905 904 903 902 907 1 906 19055 9045 9035 9025 121 APRON 9 - 48-20.9 805N 804N 803N 802N 801N 805\$ 804\$ 803\$ 802\$ 801\$ 703S^{702S}^{701S} APRON 8 APRON 7 48-20.7 48-20.7 48-20.6 RWY 08R/26L 48-20.5 48-20.4 48-20.4 -48-20.3 48-20.3 48-20.2 48-20 2 11-45.9

11-46.1 11-46.2 11-46.3 11-46.4 11-46.5 11-46.6 11-46.7 11-46.8 11-46.9

© JEPPESEN SANDERSON, INC., 2006, ALL RIGHTS RESERVED.

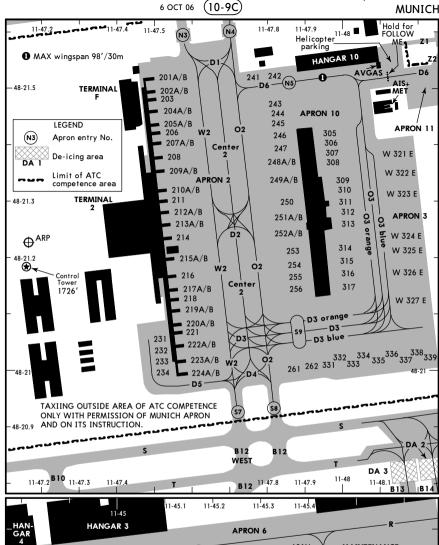
CHANGES: New layout.

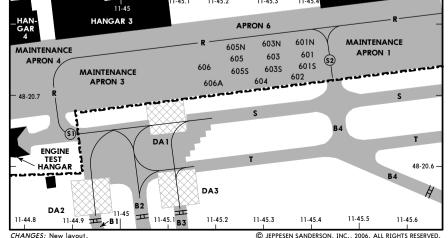
JEPPESEN Licensed to max. Printed on 16 Feb 2008. JeppView 3.5.2.0 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008

M JEPPESEN

MUNICH, GERMANY

EDDM/MUC





JEPPESEN JeppView 3.5.2.0

EDDM/MUC

M JEPPESEN 6 OCT 06 (10-9D)

MUNICH, GERMANY MUNICH

MICHAEL MICHAEL											
	INS COORDINATES STAND No. COORDINATES STAND No. COORDINATES										
STAND No.	COORDINATES	STAND No.	COORDINATES								
101, 102 103A thru 105 107A thru 109B 110 thru 112 113A thru 116	N48 21.5 E011 47.0 N48 21.4 E011 47.0 N48 21.3 E011 47.0 N48 21.3 E011 47.0 N48 21.1 E011 47.0	256 261, 262 305 thru 308 309 thru 312 313 thru 316	N48 21.1 E011 47.9 N48 21.0 E011 47.9 N48 21.4 E011 48.0 N48 21.3 E011 48.0 N48 21.2 E011 48.0								
117A, 117B 118, 119 120 131 132 thru 135	N48 21.0 E011 47.0 N48 21.0 E011 47.1 N48 20.9 E011 47.1 N48 21.3 E011 46.8 N48 21.2 E011 46.8	317 321W/E 322W/E, 323W/E 324E thru 326W 327W/E	N48 21.1 E011 48.0 N48 21.4 E011 48.1 N48 21.3 E011 48.2 N48 21.2 E011 48.2 N48 21.1 E011 48.2								
141 thru 143 144, 151 152 thru 155 161 162 thru 165	N48 21.4 E011 46.7 N48 21.3 E011 46.8 N48 21.2 E011 46.8 N48 21.1 E011 46.8 N48 21.0 E011 46.8	331 thru 333 334 thru 336 337 thru 339 601 602 thru 604	N48 21.0 E011 48.0 N48 21.0 E011 48.1 N48 21.0 E011 48.2 N48 20.8 E011 45.4 N48 20.7 E011 45.3								
170 thru 173 174 thru 183 184 thru 186 187 thru 191 192 thru 196	N48 21.4 E011 46.6 N48 21.3 E011 46.6 N48 21.2 E011 46.6 N48 21.1 E011 46.6 N48 21.0 E011 46.6	605, 606 701N/S, 702N/S 703N/S 801N/S 802N/S	N48 20.7 E011 45.2 N48 20.8 E011 45.9 N48 20.8 E011 45.8 N48 20.8 E011 46.4 N48 20.8 E011 46.3								
197 201A thru 203 204A thru 205A 205B thru 209B 210A thru 214	N48 20.9 E011 46.6 N48 21.5 E011 47.5 N48 21.5 E011 47.6 N48 21.4 E011 47.6 N48 21.3 E011 47.6	803N/S, 804N/S 805N/S 901 902 903, 904	N48 20.8 E011 46.2 N48 20.8 E011 46.1 N48 21.0 E011 46.4 N48 20.9 E011 46.3 N48 20.9 E011 46.2								
215A thru 217B 218 thru 222B 223A thru 224B 231 232 thru 234	N48 21.2 E011 47.6 N48 21.1 E011 47.6 N48 21.0 E011 47.6 N48 21.1 E011 47.5 N48 21.0 E011 47.5	905, 906 907	N48 20.9 E011 46.1 N48 20.9 E011 46.0								
241 thru 243 244 thru 248A 248B thru 250 251A 251B thru 255	N48 21.5 E011 47.8 N48 21.4 E011 47.8 N48 21.3 E011 47.8 N48 21.3 E011 47.9 N48 21.2 E011 47.9										

CHANGES: Chart reindexed. Coordinates.

© JEPPESEN SANDERSON, INC., 2004, 2006. ALL RIGHTS RESERVED.

Licensed to max. Printed on 16 Feb 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008 **JEPPESEN** JeppView 3.5.2.0

EDDM/MUC

M JEPPESEN 6 OCT 06 (10-9E)

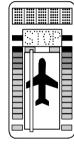
MUNICH, GERMANY MUNICH

VISUAL DOCKING GUIDANCE SYSTEM (SAFEGATE)

STANDARD DOCKING PROCEDURE

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

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

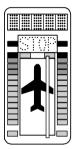


TURN LEFT

CHANGES: Chart reindexed.



ON CENTERLINE



TURN RIGHT

JEPPESEN JeppView 3.5.2.0

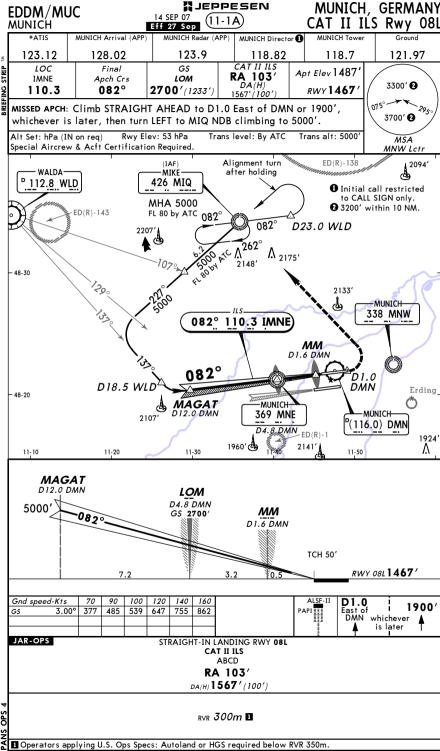
MJEPPESEN MUNICH, GERMANY EDDM/MUC 14 SEP 07 (11-1) Eff 27 Sep ILS or LOC Rwy 08L MUNICH MUNICH Arrival (APP) MUNICH Radar (APP) MUNICH Director 123.12 128.02 123.9 118.82 118.7 121.97 LOC Final GS ILS Apt Elev 1487 IMNE Apch Crs LOM DA(H) 3300' 🛭 2700'(1233') 110.3 082° 1667'(200') RWY 1467 MISSED APCH: Climb STRAIGHT AHEAD to D1.0 East of DMN or 1900' 3700' 🚱 whichever is later, then turn LEFT to MIQ NDB climbing to 5000'. Alt Set: hPa (IN on rea) Rwy Elev: 53 hPa Trans level: By ATC Trans alt: 5000' MSA LOC: DME REQUIRED MNW Lctr ED(R)-138 2094 Alignment turn WALDA--MIKÉafter holding D 112.8 WLD 426 MIQ ● Initial call restricted to CALL SIGN only. MHA 5000 2 3200' within 10 NM. ED(R)-143 FL 80 by ATC 082° 082° D23.0 WLD ^2175′ 262° 2148 48-30 21331 -MUNICH-338 MNW 082° 110.3 IMNE) MM D1.6 DMN 082° D18.5 WLD Erding 48-20 MUNICH MAGAT 369 MNE D12.0 DMN -MUNICH-P(116.0) DMN D4.8.DMN 1924 1960' 🕙 11-20 11-30 LOC DMN DME 11.0 10.0 9.0 8.0 7.0 6.0 5.0 4.0 3.0 (GS out) ALTITUDE 4670' 4360' 4040' 3720' 3400' 3080' 2760' 2450' 2130' LOM 5000/#-0820. D4.8 DMN ММ GS 2700' D1.6 DMN MAGAT D12.0 DMN 2700 TCH 50' RWY 08L 1467' 7.2 70 90 100 120 140 160 Gnd speed-Kts D1.0 1900 ILS GS 3.00° or East of DMN whichever 647 755 377 485 539 862 LOC Desc Grad 5.2% is later MAP at MM/D1.6 DMN STRAIGHT-IN LANDING RWY 08L ILS LOC (GS out) DA(H) 1667' (200') MDA(H) 1870' (403') ALS out RVR 900m RVR 1500m RVR 1000m RVR 550m RVR 1000m RVR 1800m RVR 1400m RVR 2000m

© JEPPESEN SANDERSON, INC., 1999, 2007, ALL RIGHTS RESERVED.

CHANGES: MSA. MIQ NDB frequency

Licensed to max. Printed on 16 Feb 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008



CHANGES: MSA.

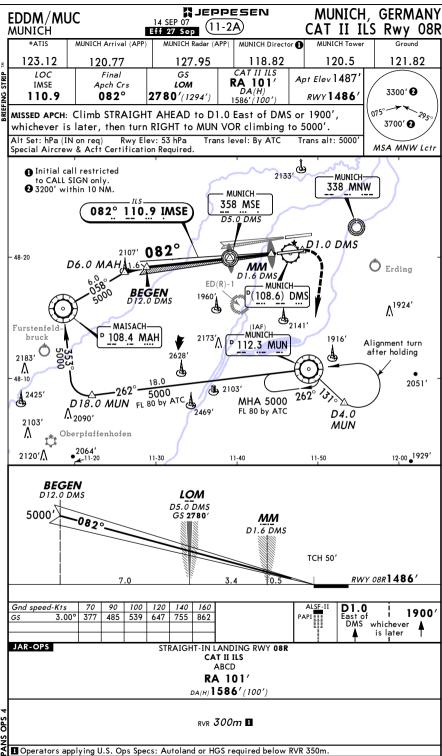
JEPPESEN JeppView 3.5.2.0

MJEPPESEN MUNICH, GERMANY EDDM/MUC 14 SEP 07 (11-2) Eff 27 Sep ILS or LOC Rwy 08R MUNICH MUNICH Arrival (APP) MUNICH Radar (APP) MUNICH Director 123.12 120.77 127.95 118.82 120.5 121.82 LOC Final GS ILS Apt Elev 1487 IMSE Apch Crs LOM DA(H) 3300' 🛭 110.9 082° **2780'** (1294') | **1686'** (200') RWY 1486 MISSED APCH: Climb STRAIGHT AHEAD to D1.0 East of DMS or 1900' 3700' A whichever is later, then turn RIGHT to MUN VOR climbing to 5000'. Alt Set: hPa (IN on reg) Rwy Elev: 53 hPa Trans level: By ATC Trans alt: 5000' MSA LOC: DME REQUIRED. MNW Lctr 2133 1 Initial call restricted MUNICHto CALL SIGN only. 338 MNW 2 3200' within 10 NM. MUNICH 358 MSE 082° 110.9 IMSE D5.0 DMS D1.0 DMS 2107' 082° 48-20 D6.0 MAH 1.6 MM O Erding D1.6 DMS ED(R)-1 BEGEN (108.6) DMS 1960 $\Lambda^{1924'}$ MAISACH-(IAF) Furstenfeld 108.4 MAH MUNICH bruck Alignment turn ^D 112.3 MUN 2183' 💍 after holding 2628' Λ 48-10 2103 2051 5000 A 2425' 262 D18.0 MUN FL 80 by ATC MHA 5000 FL 80 by ATC 24691 D4.0 Λ_{2090′} 2103 MUN Oberpfaffenhofen 2064' 2120' 12-00 • 1929' 11-40 LOC DMS DME 11.0 10.0 9.0 8.0 7.0 6.0 5.0 4.0 3.0 (GS out) ALTITUDE 4690' 4370' 4060 3740' 3420' 3100' 2780' 2460' 2150' LOM D5.0 DMS 5000 *-082° ММ GS 2780' D1.6 DMS **BEGEN** LOC D12.0 DMS TCH 50' 2780 RWY 08R1486' 7.0 Gnd speed-Kts 70 90 100 120 140 160 D1.0 1900 ILS GS 3.00° or East of DMS 377 485 539 647 755 862 whichever LOC Desc Grad 5.2% is later MAP at MM/D1.6 DMS JAR-OPS STRAIGHT-IN LANDING RWY 08R LOC (GS out) ILS MDA(H) ABC: 1880'(394') DA(H) 1686' (200') D: 1910'(424') FULL ALS out ALS out RVR 900m RVR 1500m RVR 1000m RVR 550m RVR 1000m RVR 1800m RVR 1400m RVR 2000m

© JEPPESEN SANDERSON, INC., 1999, 2007. ALL RIGHTS RESERVED.

Licensed to max. Printed on 16 Feb 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008



CHANGES: MSA.

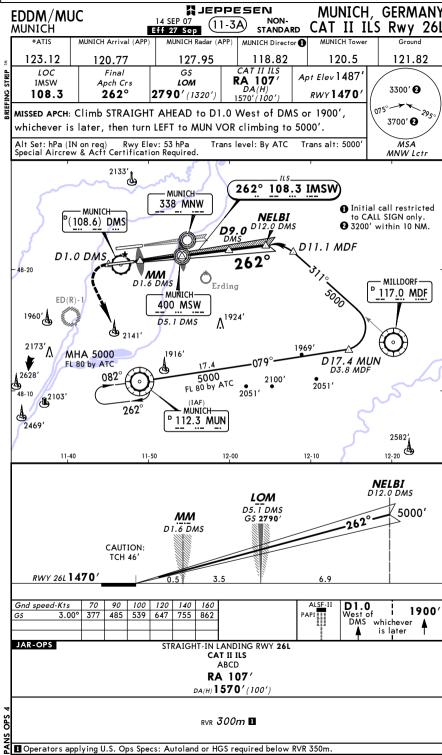
JEPPESEN
JeppView 3.5.2.0

MJEPPESEN MUNICH, GERMANY EDDM/MUC 14 SEP 07 NONstandard ILS or LOC Rwy 26L MUNICH Eff 27 Sep MUNICH Arrival (APP) MUNICH Radar (APP) MUNICH Director 123.12 120.77 127.95 118.82 120.5 121.82 LOC Final GS ILS Apt Elev 1487 IMSW Apch Crs LOM DA(H) 3300' 2 2790'(1320') 1670' (200') 108.3 262° RWY 1470 MISSED APCH: Climb STRAIGHT AHEAD to D1.0 West of DMS or 1900' 3700' 🛭 whichever is later, then turn LEFT to MUN VOR climbing to 5000'. Alt Set: hPa (IN on reg) Rwy Elev: 53 hPa Trans level: By ATC Trans alt: 5000 MSA LOC: DME REQUIRED. MNW Letr 2133' 262° 108.3 IMSW - MUNICH-338 MNW ♠ Initial call restricted - MUNICH-NELBI D9.0 DI2.0 DMS to CALL SIGN only. (108.6) DMS 2 3200' within 10 NM. D11.1 MDF D1.0 DMS 'мм Ô MILLDORF-D1.6 DMS 117.0 MDF MUNICH-ED(R)-1 400 MSW ∆^{1924′} 1960′ D5.1 DMS 2141' 🕲 MHA 5000 1916 D17.4 MUN D3.8 MDF FL 80 by ATC 26281 082° 5000 FL 80 by ATC 2051 2103' 48-10 2051' 262 MUNICH-4 112.3 MUN 2469' 2582 11-40 12-00 12-10 DMS DME 3.0 4.0 5.0 6.0 7.0 8.0 9.0 10.0 11.0 LOC (GS out) ALTITUDE 2130' 2440' 2760' 30801 3400' 3720' 4040' 4350' 4670' LOM **D9.0** DMS -262° -* 5000' D5.1 DMS ΜМ GS 2790' D1.6 DMS LOC CAUTION: 4040' **NELBI** LOC 2790 TCH 46 D12.0 DMS RWY 26L 1470 3.9 Gnd speed-Kts 70 90 100 120 140 160 D1.0 1900 ILS GS 3.00° or West of DMS whichever 377 485 539 647 755 862 LOC Desc Grad 5.2% is later MAP at MM/D1.6 DMS STRAIGHT-IN LANDING RWY 26L ILS LOC (GS out) DA(H) 1670' (200') MDA(H) 1870' (400') ALS out RVR 900m RVR 1500m RVR 1000m RVR 550m RVR 1000m RVR 1800m RVR 1400m RVR 2000m

© JEPPESEN SANDERSON, INC., 1999, 2007, ALL RIGHTS RESERVED

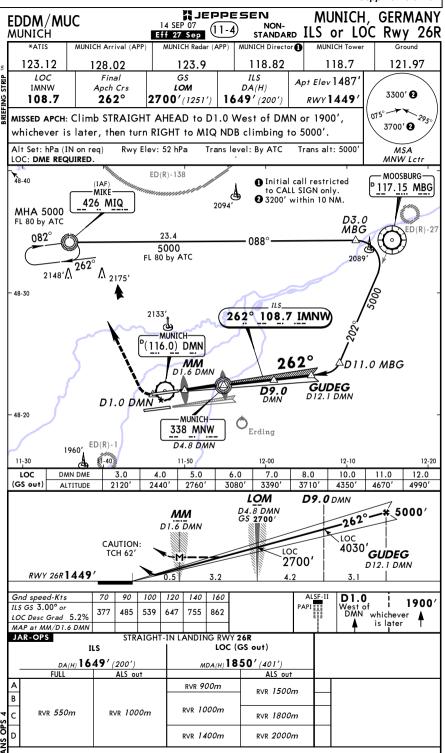
Licensed to max. Printed on 16 Feb 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008



CHANGES: MSA. MIQ NDB frequency

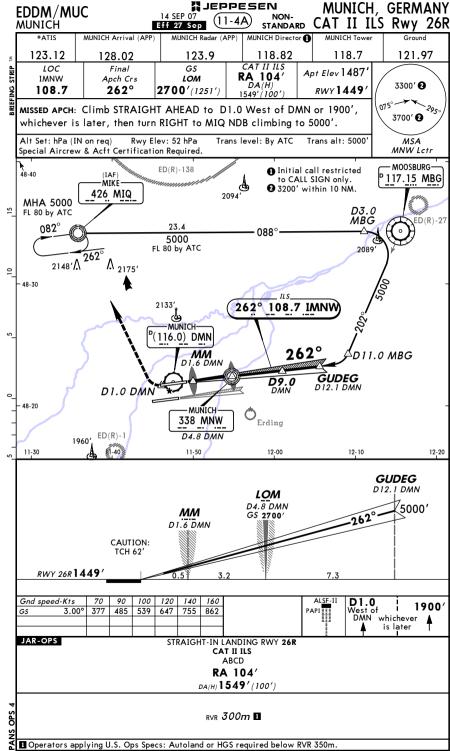
JEPPESEN JeppView 3.5.2.0



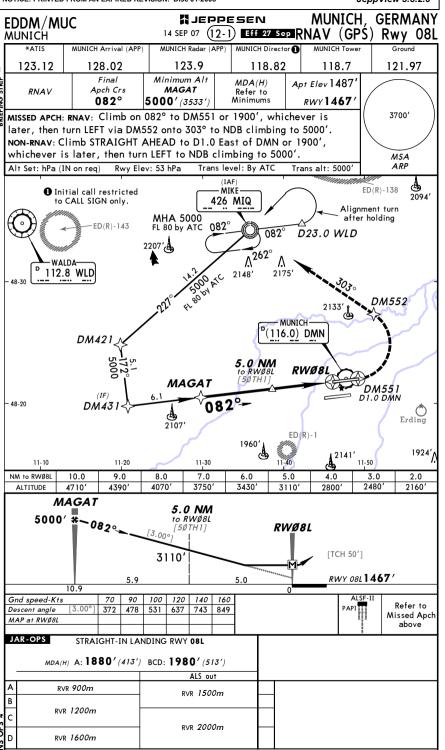
© JEPPESEN SANDERSON, INC., 1999, 2007, ALL RIGHTS RESERVED.

Licensed to max. Printed on 16 Feb 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008



JEPPESEN
JeppView 3.5.2.0



© JEPPESEN SANDERSON, INC., 1998, 2007. ALL RIGHTS RESERVED.

CHANGES: MIQ NDB frequency.

Licensed to max. Printed on 16 Feb 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008

CHANGES: None.

	EDDM/M MUNICH	UC			SEP 07 (12-2			MUNIC NAV (G	PŚ)	GERMAN Rwy 08
	*ATIS	MUNICH	Arrival (AP	´	IICH Radar	(APP)	MUNICH Dire	ctor 🕕	MUNICH Tov	ver	Ground
ΤM	123.12		0.77		127.95		118.8	2	120.5		121.82
BRIEFING STRIP	RNAV	A	Final och Crs	В	mum Alt EGEN	19	MDA(H) 10' (424')	'	t Elev 1487	1/	
FIN)82°	_	(3514')				RWY 1486	4/	700/
BRI	MISSED APCH later, then NON-RNAV: (turn RIC	HT via l	DM562	onto 202	° to '	VOR climb	ing to	o 5000'.		3700′
	whichever										MSA
Į	Alt Set: hPa (IN on req) Rwy I	Elev: 53 h	Pa Tra	ns lev	el: By ATC	Tra	ans alt: 5000	<u>′ </u>	ARP
	to C	al call res ALL SIGN	only.	EGEN	5.0 to RV	NM VØ8R FH2]	RWØ81		= DM561	s	Fuding
	– 48-20 DM 44	<> <u></u>	2107	\Rightarrow	82° —	ED(F		JUNICH-	ms &	° ЭМ5€	² Λ ^{1924'}
	Furstenfeld- bruck D	M451	−276° <u>−</u> FL 8	19.0 5000 ³⁰ by ATC		Λ ²¹⁷	73'		1916	I -	MUNICH 12.3 MUN
	- 48-10 2425'	2090′			~ /		082°C		D4.0	\bigcup	2051'
	<u>a</u> 2103'	Ober- pfaffenho	fen			F	L 80 by ATC	•	MUN		nment turn er holding
	2172′	2064'		11-30	/	1	1-40		11-50		•1929
1	NM 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'	250	0' 2180'
		BEGEN #-0{	820	[3.00°]	5.0 N/ to RWØ8 [5ØTH2]	R		RV	/Ø8R ■	CH 50	'1
				31	30'	_		la.	M		,
		10.9	5.	.9			5.0		- RV	NY 081	R1486′
	Gnd speed-Kt	s	70 90		120 140	160				ALSF-II	Refer to
	Descent angle MAP at RWØ8R	[3.00°]	372 478	8 531	637 743	849	-		PAF	PI	Missed Apc
	JAR-OPS	STRAI	IGHT-IN L	ANDING I	RWY 08R						above
		Λ	иDA(H) 19	10′(424							
	A R	VR <i>900m</i>			ALS o						
4	B R\	/R 1000m			RVR 180		\dashv				
ANS OPS 4		/R 1400m			RVR 200						
¥	-			1							

CHANGES: None.

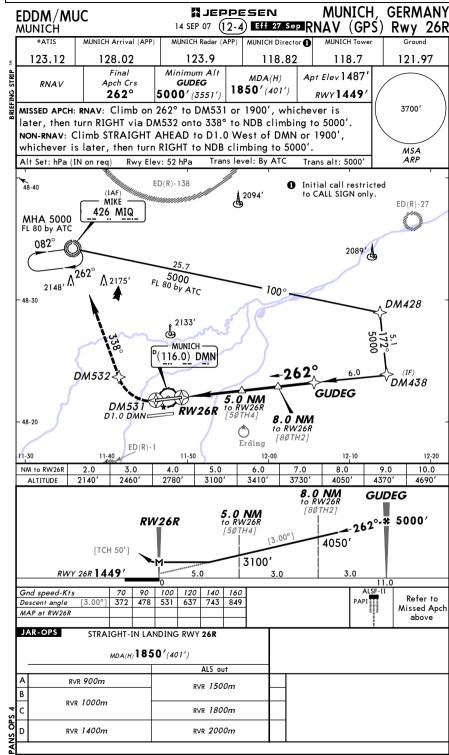
JEPPESEN JeppView 3.5.2.0

MUNICH, GERMANY **ZJEPPESEN** EDDM/MUC 14 SEP 07 (12-3) Eff 27 Sep RNAV (GPS) Rwv 26L MUNICH MUNICH Arrival (APP) MUNICH Radar (APP) MUNICH Director 123.12 120.77 127.95 118.82 120.5 121.82 Final Minimum Alt MDA(H) Apt Elev 1487 RNAV Apch Crs NELBI Refer to Minimums 262° 5000' (3530') RWY 1470 3700' MISSED APCH: RNAV: Climb on 262° to DM541 or 1900', whichever is later, then turn LEFT via DM542 onto 136° to VOR climbing to 5000'. NON-RNAV: Climb STRAIGHT AHEAD to D1.0 West of DMS or 1900'. whichever is later, then turn LEFT to VOR climbing to 5000'. MSA ARP Rwy Elev: 53 hPa Trans level: By ATC Alt Set: hPa (IN on reg) Initial call restricted to CALL SIGN only. - MUNICH-P(108.6) DMS 5.0 NM 8.0 NM to RW26L to RW26L NELBI DM448 [8ØTH1] DM54 D1.0 DMS 48-20 RW26L Ů Erdina ED(R)-1 DM458 **∆**1924′ 1960′ 🛦 DM542 (A) 2141 5000 FL 80 by A1 1969 2628 2051 082 2100 ♨ 2051 48-10 262° MHA 5000 FL 80 by ATC · MUNICH-2469 D 112.3 MUN 2582' 11-40 11-50 12-00 12-10 12-20 NM 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' 8.0 NM **NELBI** -262°—# 5000′ [8ØTH1] 5.0 NM RW26L to RW26L [5ØTH3] 4070′ [TCH 50" 3120 RWY 26L 1470 5.0 10.9 Gnd speed-Kts 70 90 100 120 140 160 Refer to 374 481 534 641 748 855 [3.00°] Descent angle Missed Apch MAP at RW26L above JAR-OPS STRAIGHT-IN LANDING RWY 26L MDA(H) A: 1870' (400') BCD: 1980' (510') RVR 900m RVR 1500m RVR 1200m RVR 2000m RVR 1600m

© JEPPESEN SANDERSON, INC., 1998, 2006. ALL RIGHTS RESERVED.

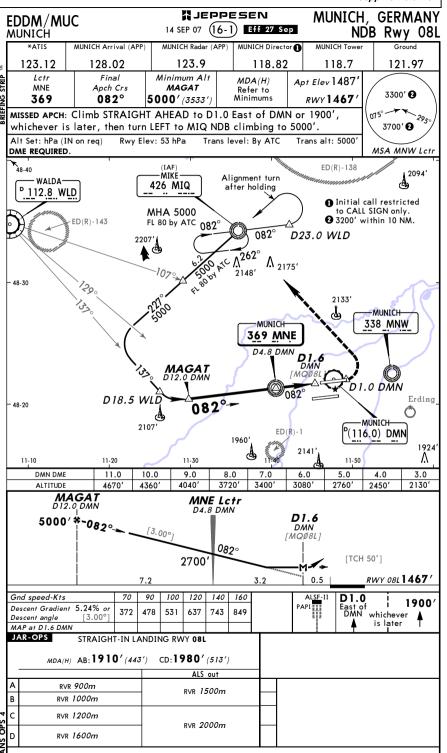
Licensed to max. Printed on 16 Feb 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008



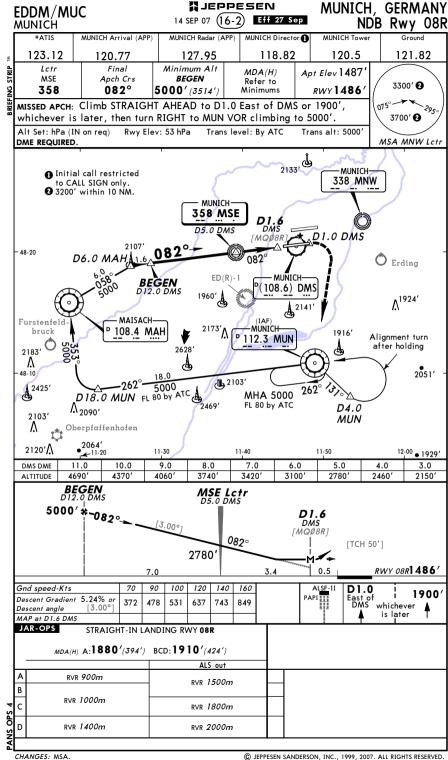
CHANGES: MSA. MIQ NDB frequency.

JEPPESEN JeppView 3.5.2.0



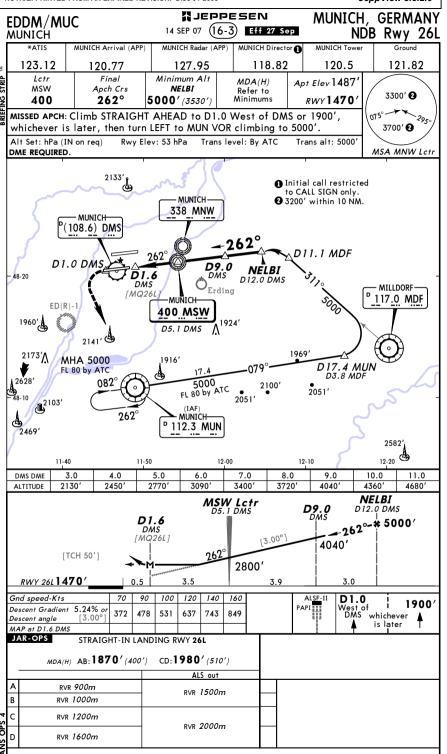
© JEPPESEN SANDERSON, INC., 1999, 2007. ALL RIGHTS RESERVED.

Licensed to max. Printed on 16 Feb 2008 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008



CHANGES: MSA.

JEPPESEN JeppView 3.5.2.0



© JEPPESEN SANDERSON, INC., 1999, 2007. ALL RIGHTS RESERVED.

Licensed to max. Printed on 16 Feb 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008

Feb 2008.

PIRED REVISION. Disc 01-2008

JEPPESEN

JeppView 3.5.2.0

