GENERAL

Operational Hours

ATS Hours / AD ADMIN Hours: H24

Night Flight Restrictions: No TKOF/LDG 2100-0500‡.
Exceptions:
- Early LDG between 0400-0500‡
- Delayed TKOF/LDG until 2300‡
- ACFT types included in the Bonus List published by the Ministry of Transport.
- EMERG

Note: AD not AVBL as ALTN during restricted time period.

Airport Information

RFF: CAT 10, no foaming of RWY AVBL
PCN: All RWYs: 90/R/A/W/T

Operation

Preferential RWY
RWY 08L for DEP to NW, N, NE.
RWY 08R for DEP to SW, S, SE.
RWY 26L for DEP to SW, S, SE, NW.
RWY 26R for DEP to N, NE.

ARR ACFT
RWY 26R/08L will be assigned via ROKIL/LANDU.
RWY 26L/08R will be assigned via NAPSA/BETOS.

Transponder OPS
Select assigned transponder Mode A. If AUTO mode is not AVBL, select ON (e.g. XPDR) and the assigned Mode A under the following conditions:
- from the REQ for push-back or taxi, whichever is earlier, select ACFT identification feature if AVBL
- after LDG, continuously until fully parked on stand
- when fully parked on stand, select STBY

TCAS should be selected when approaching HLDG point and should be deselected after vacating the RWY.
For ACFT taxiing without a FPL, Mode A code 2000 shall be selected.

CAT II/III OPS / Low Visibility Procedures
Taxiing is restricted to TWYs with operating CLL for all ACFT.

TWY CLL 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)

Procedures at Stop Bars
- Taxiing across the stop bars is strictly prohibited when they are switched on. CLRs of any kind do not cover permission for taxiing across an operating stop bar.

ACFT Guidance within the Area of Competency of Apron Control
- ACFT may be guided by means of segmented green TWY CLL, even if allweather OPS CAT II or III are not active. Unless otherwise instructed, taxiing is permitted for ACFT only on TWYs with operating CLL.
- Taxi guidance lines to the parking PSNs are yellow-lighted.
- Taxiing across operating red stop bars is not permitted.

GENERAL

TWY Restrictions

TWY O3 yellow (between stand 313 and D3) MAX wingspan 80m / 262ft.
TWY C2, D6 yellow, D3 blue/orange, O3 yellow (between stand 313 and D6) MAX wingspan 65m / 213ft.
TWY C3 MAX wingspan 52m / 171ft.
TWY W1 blue/orange, O1 blue/orange, D6 blue/orange, O3 blue/orange MAX wingspan 36m / 118ft.
TWY D5, D6 (APN 11), D3 blue (between stands 349, 352) MAX wingspan 30m / 98ft.

TWY A7 and B9 CLSD.

Taxi/Parking

Taxi only with MNM PWR on APNs.

Follow-me O/R.

A taxi time of 12min generally has to be taken into account.
Taxi times including de-icing may exceed 30min.

ACFT supposed to be positioned at stand groups 700/800/900 should advise APP CONTROL. If TFC permitts, these ACFT will be guided to RWY 08R/26L to avoid taxi delay.

Non-marked parking areas may also be assigned for parking.

JET ACFT leave nose-in PSNs only with push-back. Reverse thrust shall not be used.
PROP ACFT may leave nose-in PSNs under own PWR.

Visual Docking Guidance System "SAFEGATE" parking stands:
PSN 101, 102, 103, 104, 105, 107A/B, 108, 109B, 110, 111A/B, 112, 113A/B/X, 115A/B, 116, 117A, 117B, 118, 119, 120, 121, 131, 132, 135, 141-144, 151, 152, 155, 161-165, 181-189, 201-224, 231-234, 244-256, 301, 301A/B, 302, 302A/B, 308-313, 317, 317A/B, 318, 318A/B.
PSNs without SAFEGATE, ACFTs are guided by marshaller.

Stands 170-175, 191-196, 321-332, 341-352, 511, 512, 581-586, 601-614, 701-703, APN 8, 11, 12 without underground refuelling device.

Warnings

DMS DME unusable:
0-10NM below 2600ft.
10-20NM below 3800ft.
20-25NM below 4500ft.

MNE NDB unusable:
060°-300° 22NM from station.
300°-060° 19NM from station.

MSW NDB unusable:
140°-305° 14.9NM from station.
305°-140° 18NM from station.

MIQ NDB unusable:
070°-080° 23.5NM from station.
080°-310° 16.5NM from station.
310°-335° 22NM from station.
335°-070° 17NM from station.

GENERAL

WLD DVOR/DME unusable:
0-10NM below 2500ft.
10-20NM below 3700ft.
20-30NM below 5100ft.

BAY VOR unusable: for RNAV.

MUN VOR/DME unusable:
0-10NM below 2800ft.
10-20NM below 4100ft.
20-30NM below 5500ft.

ARRIVAL

Communication

While being transferred from ARR to DIR, initial call shall be restricted to call sign only.

When RWY vacated contact GND immediately.

Contact APRON on the latest at the change-over points depicted on the chart, and taxi independently by apron control assigned.

COM Failure: See CRAR and in addition;
Proceed to IAF MUN/MIQ, hold overhead and descent in HP to FL80 and execute a standard instrument APCH following the published procedures.

If already cleared for RNAV-transition follow transition and execute standard instrument APCH to respective RWY.

RWY 08L, RWY 08L (EAST), RWY 08L (WEST)
Continue on TR until DM420, RT to MIQ NDB, maintain last assigned ALT until MIQ, follow standard INSTR APCH with MAX IAS 220KT.

RWY 08R
Continue on TR until DM450, LT to MUN VOR, maintain last assigned ALT until MUN, follow standard INSTR APCH with MAX IAS 220KT.

RWY 26L
Continue on TR until DM459, RT to MUN VOR, maintain last assigned ALT until MUN, follow standard INSTR APCH with MAX IAS 220KT.

RWY 26R, RWY 26R (WEST), RWY 26R (EAST)
Continue on TR until DM429, LT to MIQ NDB, maintain last assigned ALT until MIQ, follow standard INSTR APCH with MAX IAS 220KT.

ARRIVAL

Arrival Procedure

FMS RNAV Transitions

For FMS RNAV transitions leading with vectoring to all instrument APCHs refer to ILS IACs.
For new CDO transition and profile PROCs which may be cleared for trial purposes when no independent parallel APCHs are in use refer to separate special IACs "CDO Transitions".

Arriving ACFT will be guided to final by radar vectoring or RNAV guidance.

Clearance Limits

Pilots have to consider the following clearance limits of the STAR:

ROKIL (via WLD) LANDU (via DIMGA and DINOG)
NAPSA (via SBG) BETOS (via DISUN)

Arrival Note

ABGAS 3A:

- Daily 2230-0700‡
- FRI 1600-MON 0700‡
- HOL

GESLU 1A:

Only for flights via T107.

Continuous descent APCH (only in connection with an ILS APCH)
It may be requested by the pilot or offered by the controller. APCH techniques as published in CRAR with a descent rate of 300ft/NM.

RWY	Interm. APCH ALT (ft)
26L/R	5000
08L/R	5000

Independent Parallel APCHs

Independent Parallel APCHs on parallel RWY system 08L/R and 26L/R. Following the PROCs and COND described below, independent parallel APCHs may be conducted in all MET COND:

- One APCH Radar System (ASR) is in operation
- Both parallel ILS systems are in operation; or one of two ILS systems is in operation while the LOC of the other is in operation.
- If conditions above mentioned no longer apply, radar and/or vertical separation will be provided immediately.
- Radar separation of at least 3NM and/or 1000ft vertical separation is maintained until both ACFT are stabilized on LOC within 25NM from touchdown;
- Using radar vectors an intercepting course to LOC of not more than 30° will be applied;
- After a change of FREQ to AD control the tower controller will supervise the APCH with ASR until touchdown or until pilot-in-command reports "Aerodrome in sight";
- If one ACFT deviates from the course and the lateral separation is reduced, ATC will not only advise the deviating ACFT to perform an evasive manoeuver, but also the ACFT on the parallel APCH, even if the latter is flying on the correct final APCH.

ARRIVAL

Avoidance of unintended crossing of final APCH course with parallel RWYs when radio contact is temporarily impossible: If on radar vector which leads to final APCH course at an angle of 50° or less, or if cleared to a waypoint located on final APCH course, turn inbound to final APCH of previously announced RWY and adhere to cleared ALT/FL, unless instructed by ATC clearance to cross final APCH course.

HIRO (High Intensity RWY Operation)
RWYs shall be vacated via the following high speed turn offs or earlier:

TYPE CLASS	RWY 08L	RWY 08R	RWY 26R	RWY 26L
HEAVY Distance to turn-off	A10 2260	B10 2200	A6 2200	B6 2220
MEDIUM (JET) Distance to turn-off	A8 1710	B7 1580	A9 1580	B8 1660
MEDIUM (PROP) LIGHT Distance to turn-off	A5 1270	B7 1580	A9 1580	B11 1160

Plan earlier high-speed turn-offs only if vacating RWY at these exit is assured.

Do not vacate RWY via A7 or B9 unless adviced by TWR.

For NAP between 2100-0500‡ leave RWY with idle reverse earliest via high speed exit.

Visual APCH: Not permitted, except on final APCH.

Reverse
Reverse thrust not AVBL on any RWY.
Exception: Idle thrust or safety reasons.

Non-standard GP intercept position on RWY 26L
GP intercepts RWY 26L at *320m / 1049ft* after landing threshold.
Remaining DIST beyond GP is *3680m / 12074ft*.

DEPARTURE

Take-off Minima

RWY		08L/26R, 08R/26L	
All ACFT	ft - m/km	0 - 75R	-

Communication

On initial contact with APN, report PSN, RWY and "ready for taxi".
After DEP, change to pre-selected DEP FREQ only when advised by TWR.

COM Failure: See CRAR.

DEPARTURE

Departure Procedure

HIRO (High Intensity RWY Operation)
Cockpit checks should be completed prior to line-up and any checks requiring completion on the RWY should be kept to a MNM.
Pilots should be prepared to taxi directly from the hold after the proceeding DEP has commenced its TKOF roll or as soon as the preceding ARR has crossed ahead of them.
DEPs shall prepare for the following TKOF runs. (TORA)

TYPE CLASS	RWY 08L	RWY 08R	RWY 26R	RWY 26L
HEAVY + TORA	A1/A2 4000m	B1/B2 4000m	A14/A15 4000m	B14/B15 4000m
MEDIUM JET TORA	A3 3800m	B3 3800m	A13 3800m	B13 3800m
LIGHT JET TORA	A4 2820m*	B4 2840m*	A12 2780m*	B12 2820m*
TURBOPROP TORA	A6 2200m*	B6 2220m*	A10 2260m*	B10 2220m*

*Available TORA is calculated from the intersection of the TWY CL and RWY CL.

Departure Notes
Between 2100-0500‡, 4-ENG Jet ACFT of wake turbulence category H and J departing from RWY 26L and via MUN shall use DEP route W.

During dual RWY OPS, departing B747 must use RWY 08L/26R between 2100-0500‡.

BIBAG 2S
If unable to comply with speed and turn restriction, request BIBAG W.

KIRDI 2S
Not AVBL for flights via BIBAG.
If unable to comply with speed and turn restrictions, request KIRDI W.

KIRDI 2E, 2Q, 2N, 2W
Not AVBL for flights via BIBAG.

ROTAX 2S
If unable to comply with speed and turn restrictions, request ROTAX W.

TULSI 5S
If unable to comply with speed and turn restrictions, request TULSI W.

TURBU 6S
If unable to comply with speed and turn restrictions, request TURBU W.

VAVOR 2S
If unable to comply with speed and turn restrictions, request VAVOR W.

Start-up/Push-back
REQ CLR 5min before expected start-up time on DLV. (APN designation shall be indicated).

To avoid delays in taxiing, start ENG during push-back (Nose-in PSN: REQ push-back on APN).

DEPARTURE

ATC Slot, Clearance

Pilots are obliged to state during their initial call whether only an ENRT CLR (Request EN-ROUTE CLEARANCE) or a combined ENRT and start-up approval (Request START-UP and EN-ROUTE CLEARANCE) is required.

Airport Collaborative Decision Making (CDM)

CDM concept in use at this airport. See GenPart/RAR/RAR In-Flight and in addition:
TOBT may not be set earlier than 10min before current EOBT of ATC flight plan.

Datalink Departure Clearance (DCL)

See CRAR Germany and in addition:

ti: 30min prior to TOBT (earliest point in time for cockpit RDC message)

tt: TSAT (latest point in time for cockpit RDC message).

t0: 1min

t1: 5min

t2: 1min

De-Icing

Special areas are assigned for de-icing of ACFT.

De-icing notification to the DE-ICING COORDINATOR is mandatory at least 20min prior to off-block on FREQ 121.990 or via telephone (181-6566, external +49 (0)89/977 6566).

If de-icing needed REQ start-up only if assured that ready for taxi within 5min.

If after de-icing ENG run-up is needed inform DLV when REQ start up.

De-icing of ACFT is performed with running ENG.

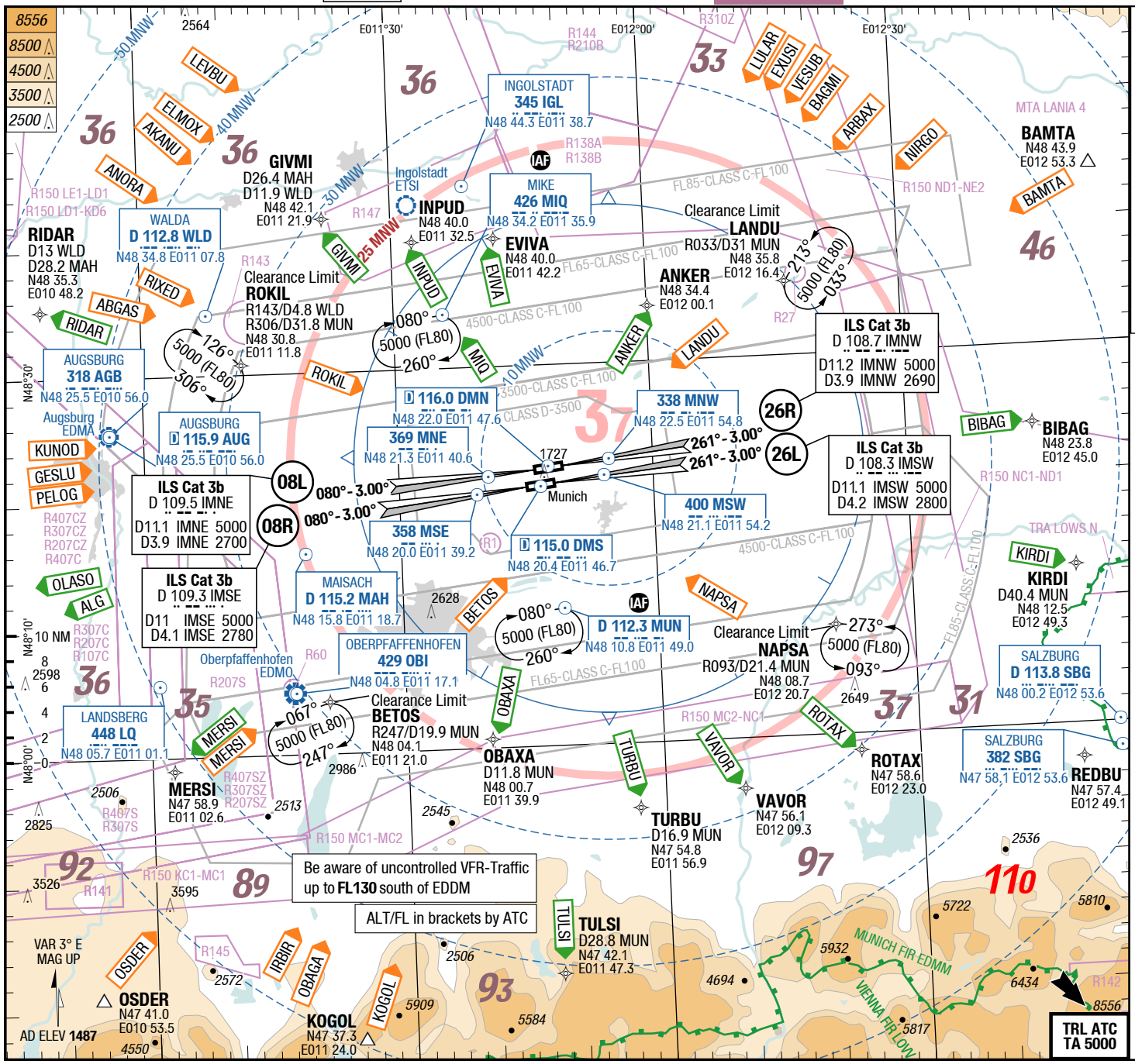
PROP ACFT are de-iced on APN RAMP 1, 2, 3, 6, 7, 8, 9, 12 and 13 at parking PSN. De-icing is performed with ENG switched off.

The ATC FREQ has to be monitored during de-icing.

In snow and ice COND TWY A7 and B9 will be CLSD.

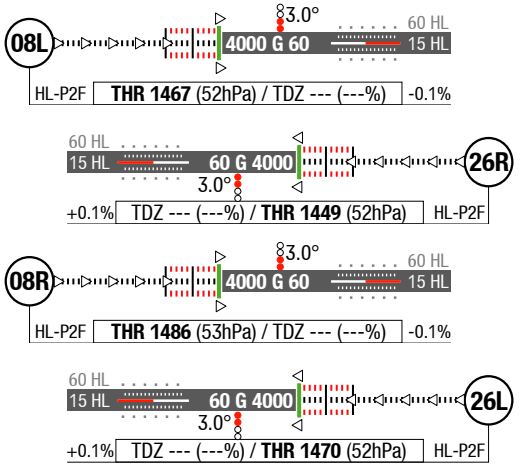
Warnings

Simultaneous parallel DEP in progress. Proceed exactly on extended CL until starting turns as published in DEP routes and remain on TWR FREQ until further advised.

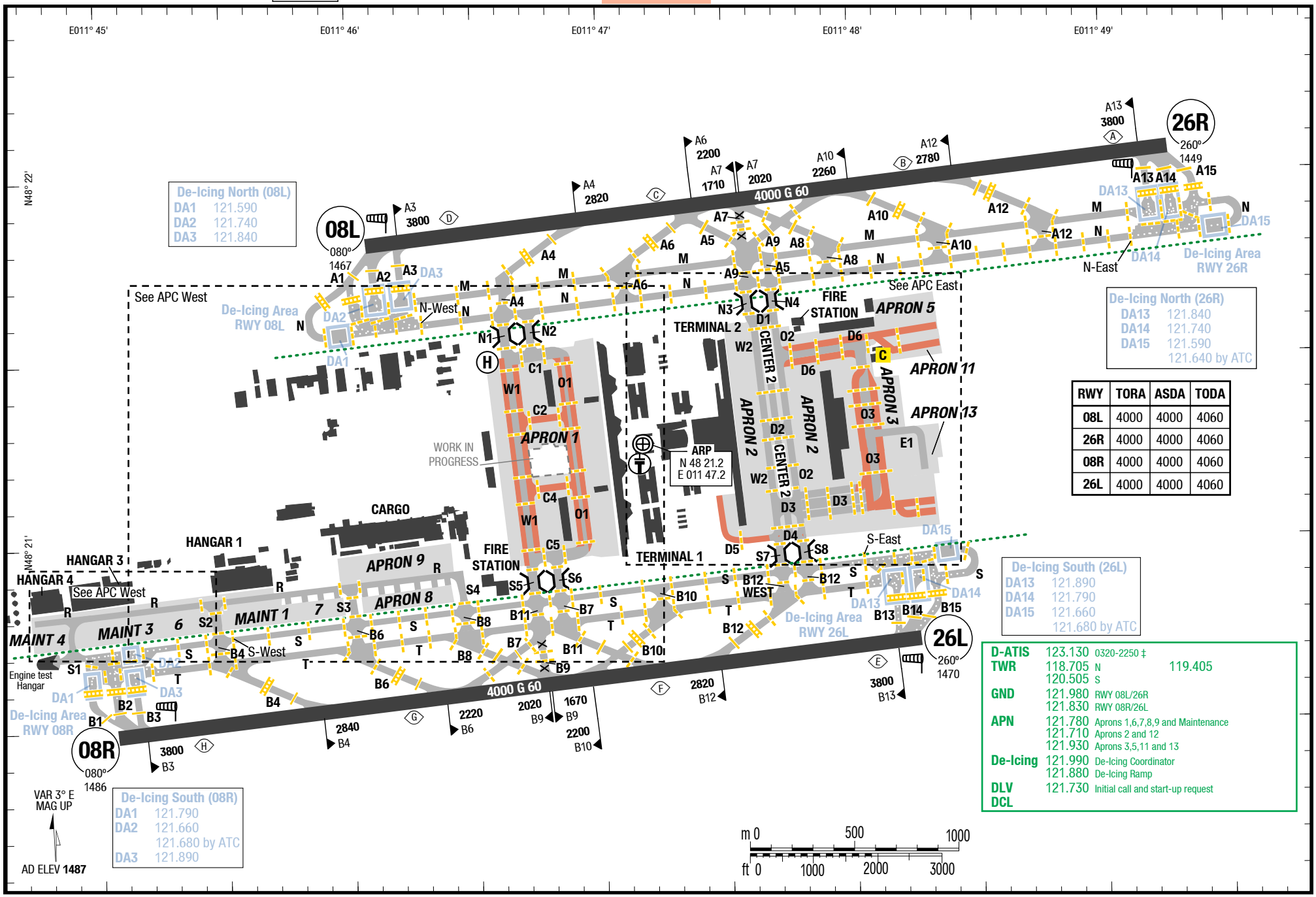


D-ATIS	123.130 0320-2250 ‡	
ARR	128.025 N	120.775 S
RAD	123.900 N	127.950 S
	128.250	126.450
	132.550	134.085
	136.225	
DIR	118.825 N	132.300 S
TWR	118.705 N	119.405
	120.505 S	
GND	121.980 RWY 08L/26R	121.830 RWY 08R/26L
APN	121.780 Aprons 1,6,7,8,9, Maintenance	
	121.710 Aprons 2 and 12	
	121.930 Aprons 3,5,11 and 13	
DLV	121.730 Initial call and start-up request	
DCL		

Landing RWY system:



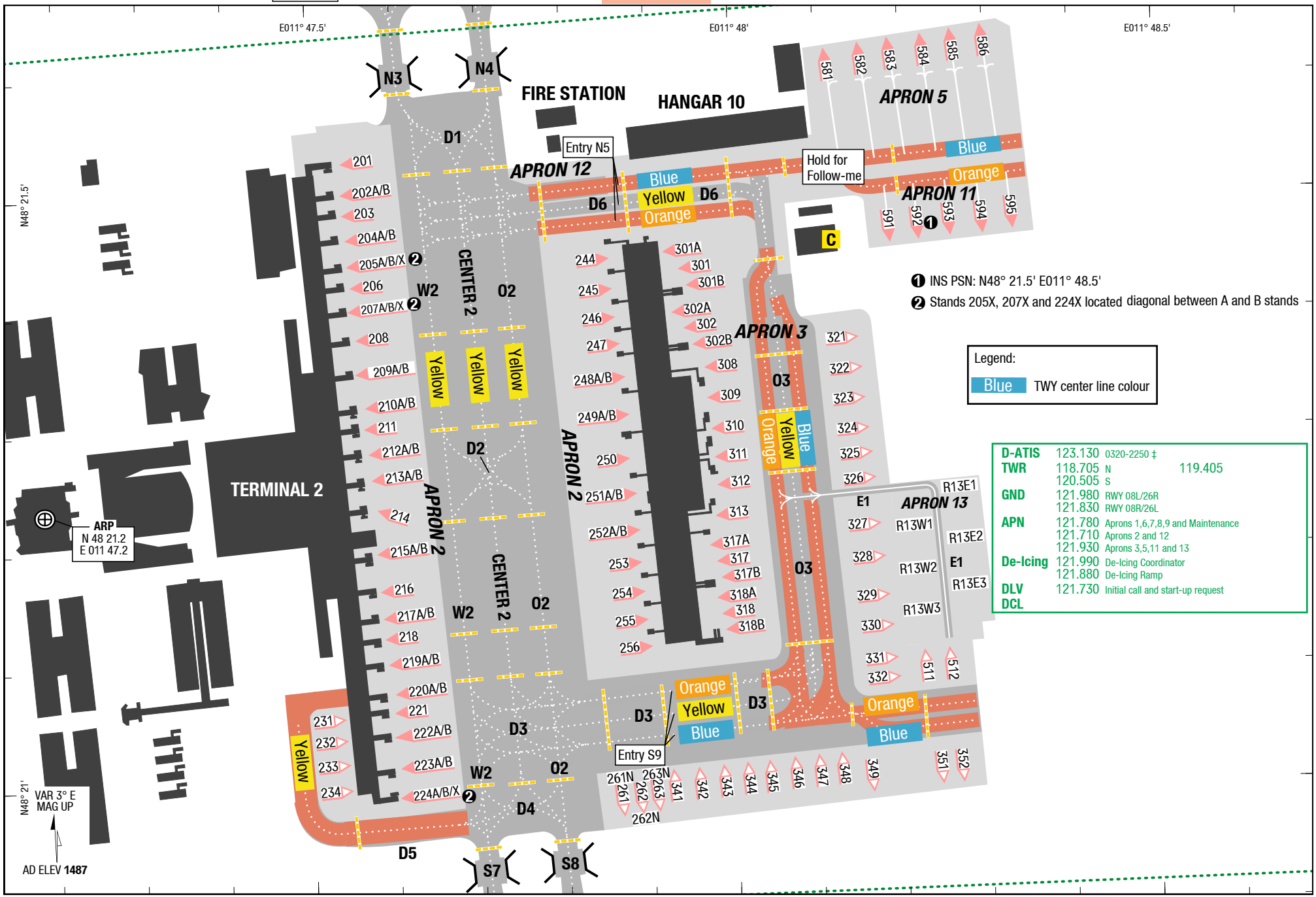
Changes: Nil



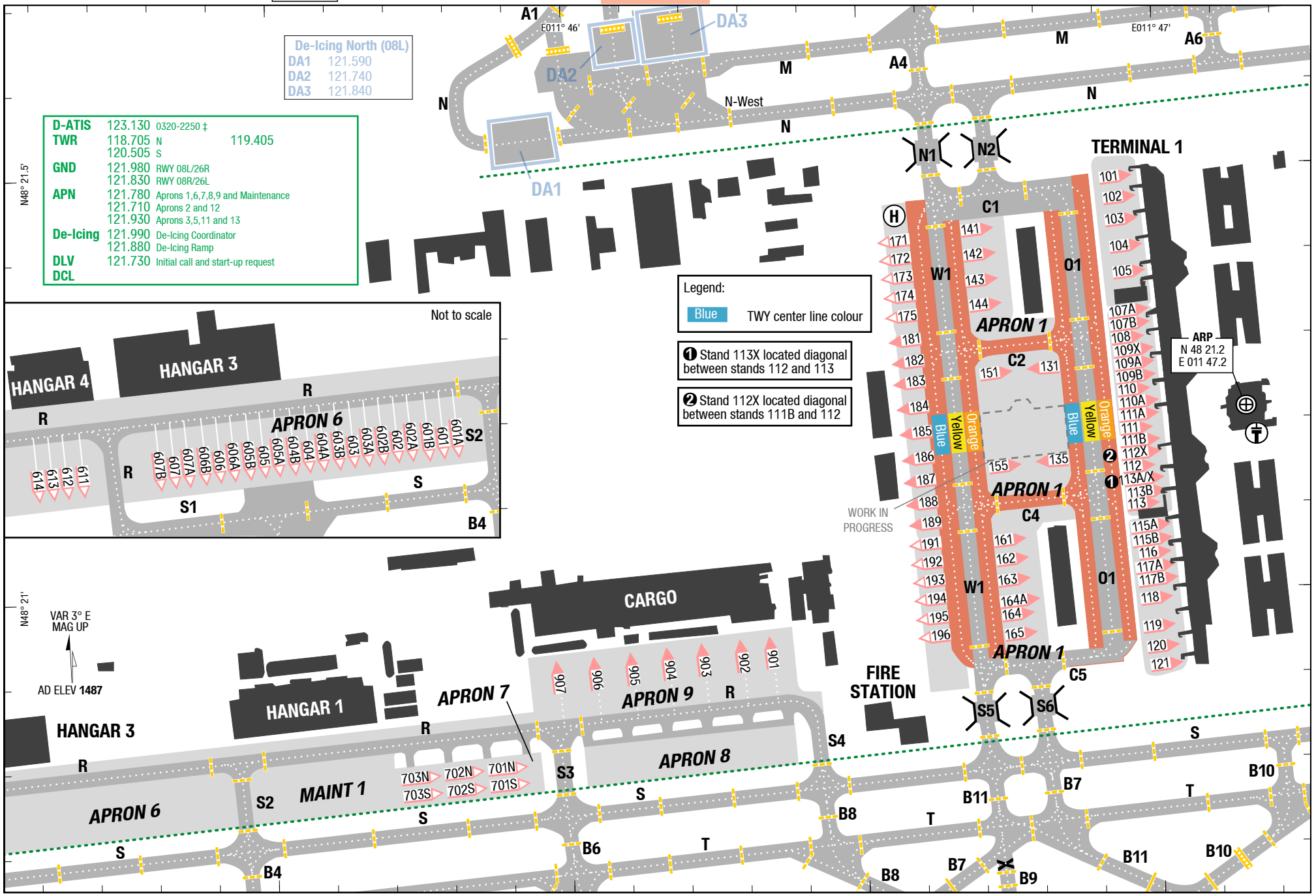
RWY	TORA	ASDA	TODA
08L	4000	4000	4060
26R	4000	4000	4060
08R	4000	4000	4060
26L	4000	4000	4060

D-ATIS	123.130	0320-2250 ‡
TWR	118.705	N 119.405
	120.505	S
GND	121.980	RWY 08L/26R
	121.830	RWY 08R/26L
APN	121.780	Aprons 1,6,7,8,9 and Maintenance
	121.710	Aprons 2 and 12
	121.930	Aprons 3,5,11 and 13
De-Icing	121.990	De-Icing Coordinator
	121.880	De-Icing Ramp
DLV DCL	121.730	Initial call and start-up request

Changes: TWY C4 and C5



Changes: Nil

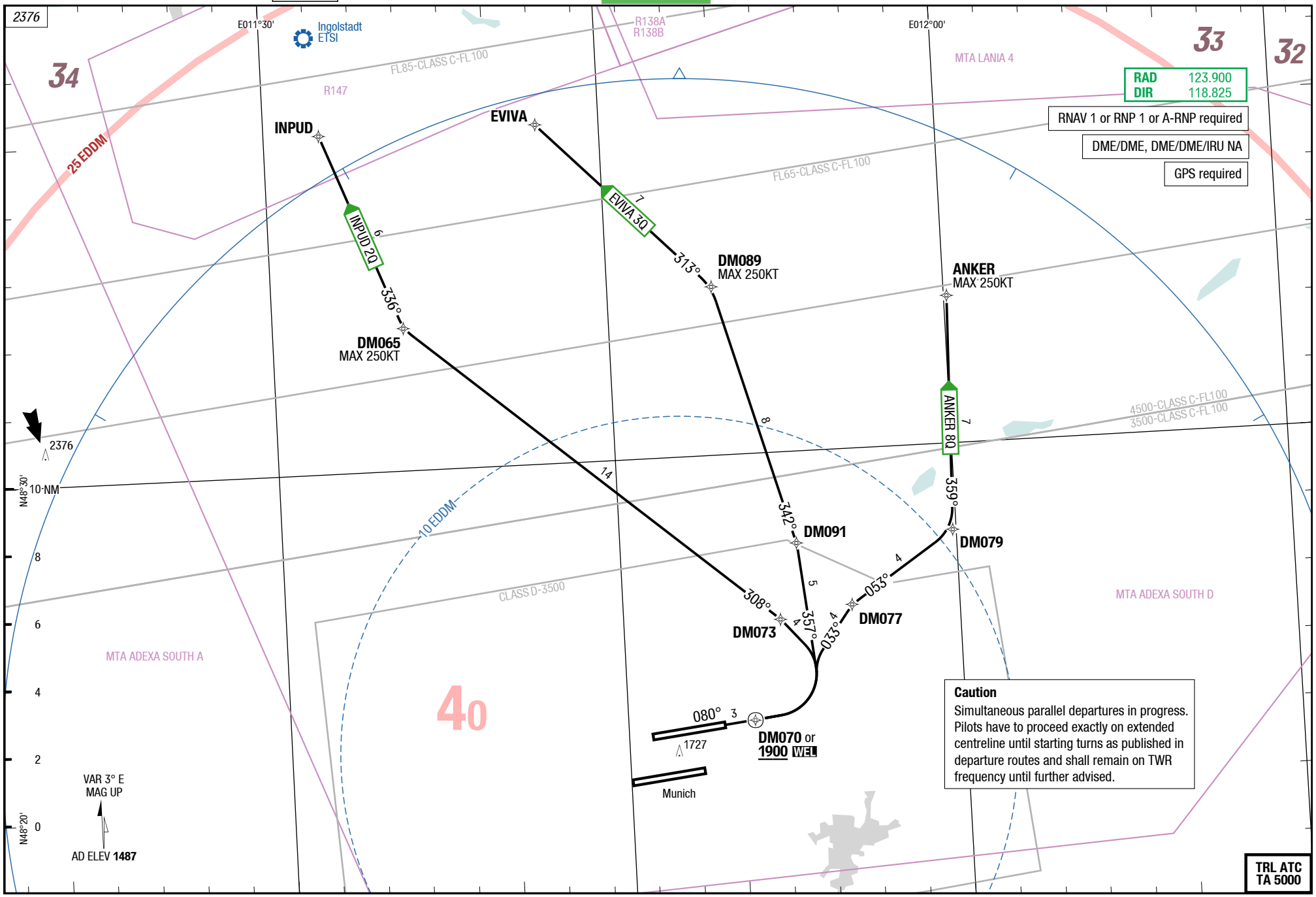


Changes: TWY C4 and C5, Parking Stands 132, 152 withdrawn

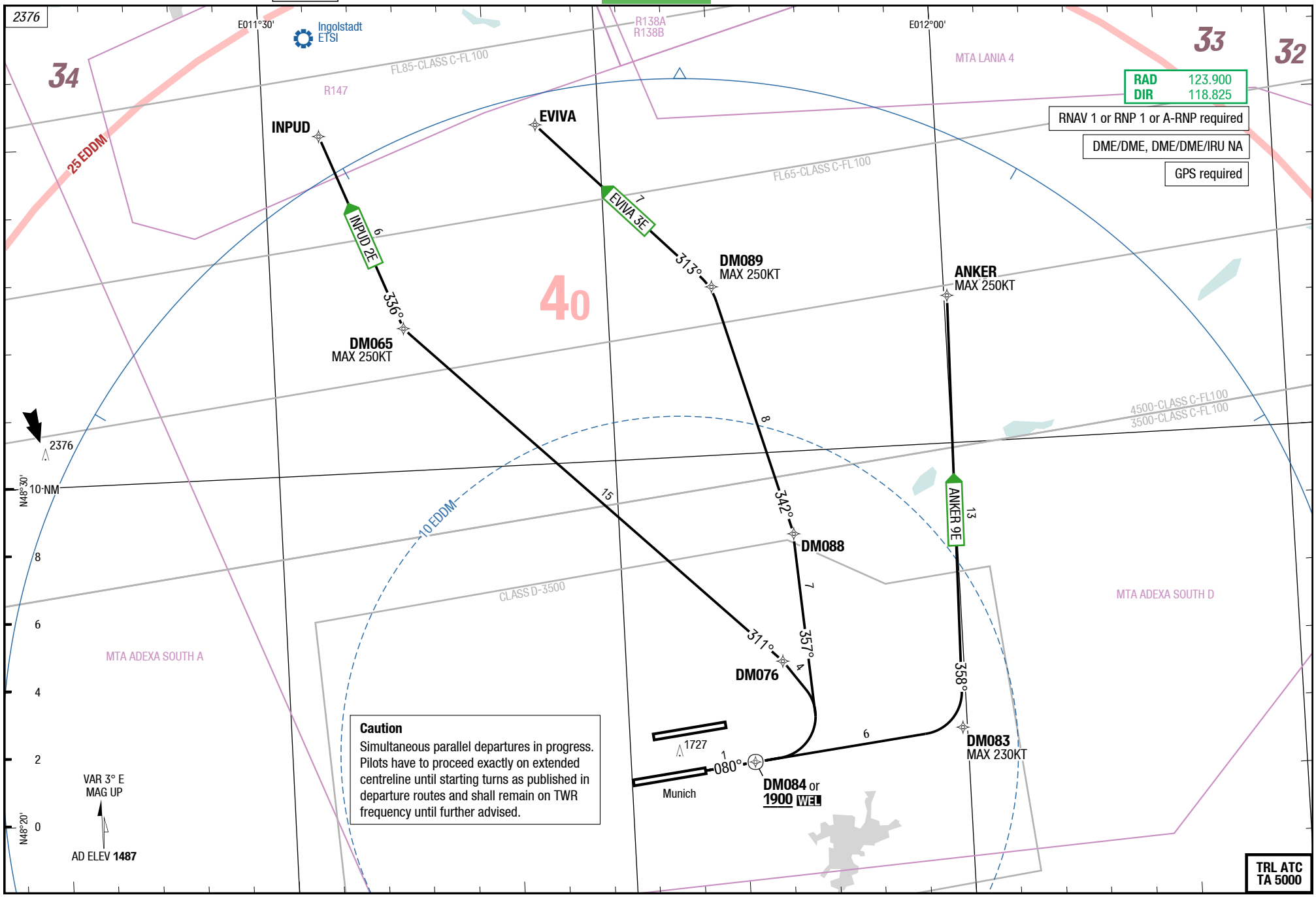
Stand Coordinates

101, 102	N48 21.5 E011 47.0	**256**	N48 21.1 E011 47.9
103-105	N48 21.4 E011 47.0	**261-263**	N48 21.0 E011 47.9
107A-109B	N48 21.3 E011 47.0	**261N, 262N, 263N**	Not published
109X, 110A	Not published	**301-301B**	N48 21.4 E011 47.9
110-112	N48 21.2 E011 47.0	**302-308**	N48 21.4 E011 48.0
112X	N48 21.3 E011 47.0	**309-312**	N48 21.3 E011 48.0
113	Not published	**313-317B, 318A**	N48 21.2 E011 48.0
113A-116	N48 21.1 E011 47.0	**318, 318B**	N48 21.1 E011 48.0
117A, 117B	N48 21.0 E011 47.0	**321, 322**	N48 21.4 E011 48.2
118-121	N48 21.0 E011 47.1	**323-326**	N48 21.3 E011 48.2
120	N48 20.9 E011 47.1	**327-330**	N48 21.2 E011 48.2
131	N48 21.3 E011 46.8	**331, 332**	N48 21.1 E011 48.2
135	N48 21.2 E011 46.8	**341-343**	N48 21.0 E011 48.0
141-143	N48 21.4 E011 46.7	**344-346**	N48 21.0 E011 48.1
144, 151	N48 21.3 E011 46.8	**347-349**	N48 21.0 E011 48.2
155	N48 21.2 E011 46.8	**351, 352**	N48 21.0 E011 48.3
161	N48 21.1 E011 46.8	**511, 512**	N48 21.1 E011 48.3
162-165	N48 21.0 E011 46.8	**581**	N48 21.6 E011 48.1
164A	Not published	**582-584**	N48 21.6 E011 48.2
171-174	N48 21.4 E011 46.6	**585, 586**	N48 21.6 E011 48.3
175-183	N48 21.3 E011 46.6	**591, 592**	N48 21.5 E011 48.2
184-186	N48 21.2 E011 46.6	**593-595**	N48 21.5 E011 48.3
187-191	N48 21.1 E011 46.6	**601-601B**	N48 20.7 E011 45.4
192-195	N48 21.0 E011 46.6	**602-603A**	N48 20.7 E011 45.3
196	N48 20.9 E011 46.6	**603B-604B**	N48 20.7 E011 45.2
201-203	N48 21.5 E011 47.5	**605-606B**	N48 20.7 E011 45.1
204A-205A	N48 21.5 E011 47.5	**607-607B**	N48 20.7 E011 45.0
205B-209B	N48 21.4 E011 47.5	**611-614**	N48 20.7 E011 44.8
205X	Not published	**701N, 701S**	N48 20.8 E011 45.9
210A	N48 21.3 E011 47.5	**702N, 703N, 703S**	N48 20.8 E011 45.8
210B-214	N48 21.3 E011 47.6	**702S**	N48 20.8 E011 45.9
215A-217B	N48 21.2 E011 47.6	**901**	N48 21.0 E011 46.4
218-222B	N48 21.1 E011 47.6	**902**	N48 20.9 E011 46.3
223A-224B	N48 21.0 E011 47.6	**903, 904**	N48 20.9 E011 46.2
224X	Not published	**905**	N48 20.9 E011 46.1
231	N48 21.1 E011 47.5	**906, 907**	N48 20.9 E011 46.0
232-234	N48 21.0 E011 47.5	**R13E1-R13E3**	N48 21.2 E011 48.3
244-248B	N48 21.4 E011 47.9	**R13W1-R13W3**	N48 21.2 E011 48.2
249A-251B	N48 21.3 E011 47.9		
252A-255	N48 21.2 E011 47.9		

Changes: Parking Stands 132, 152 withdrawn



Changes: New



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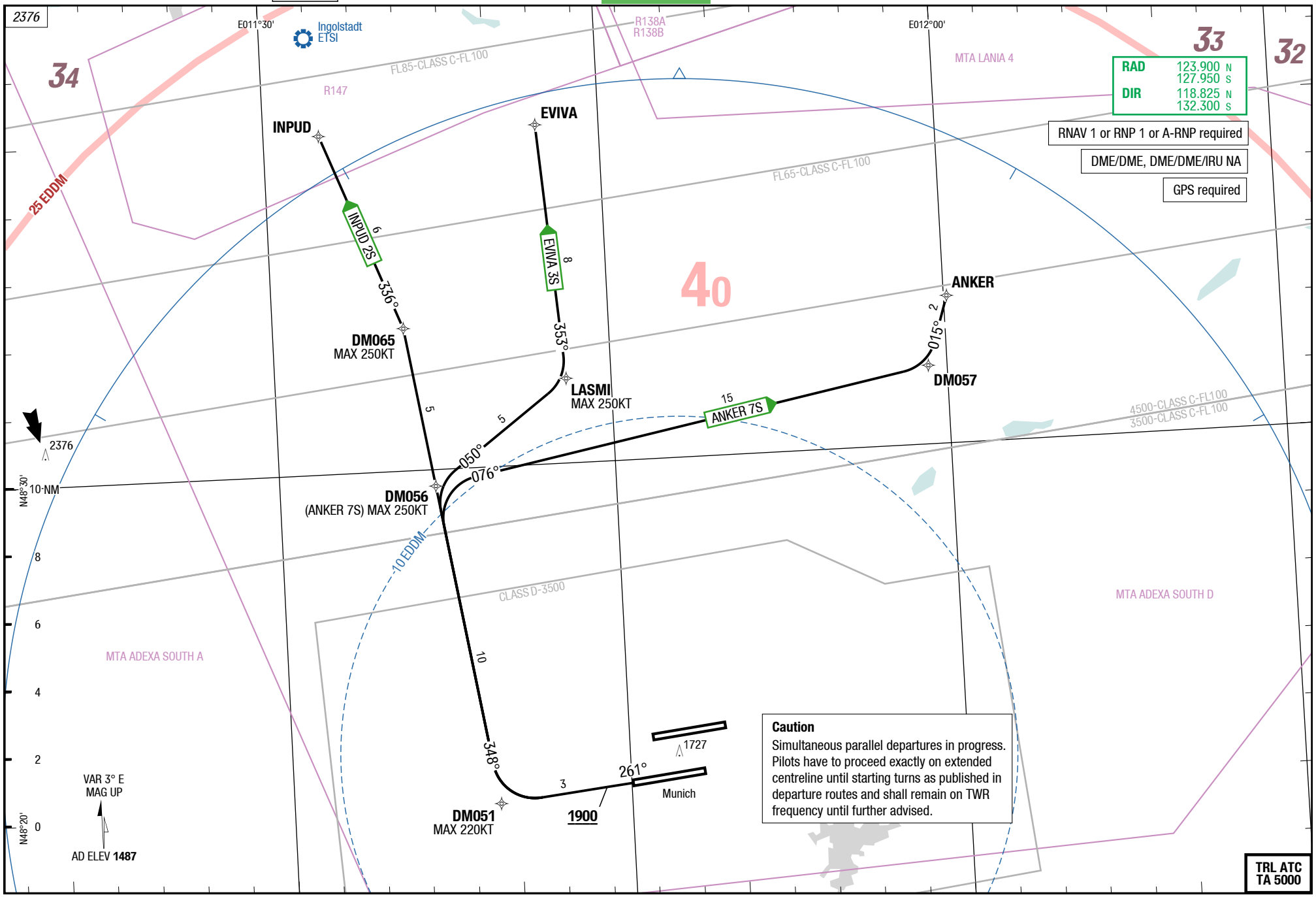

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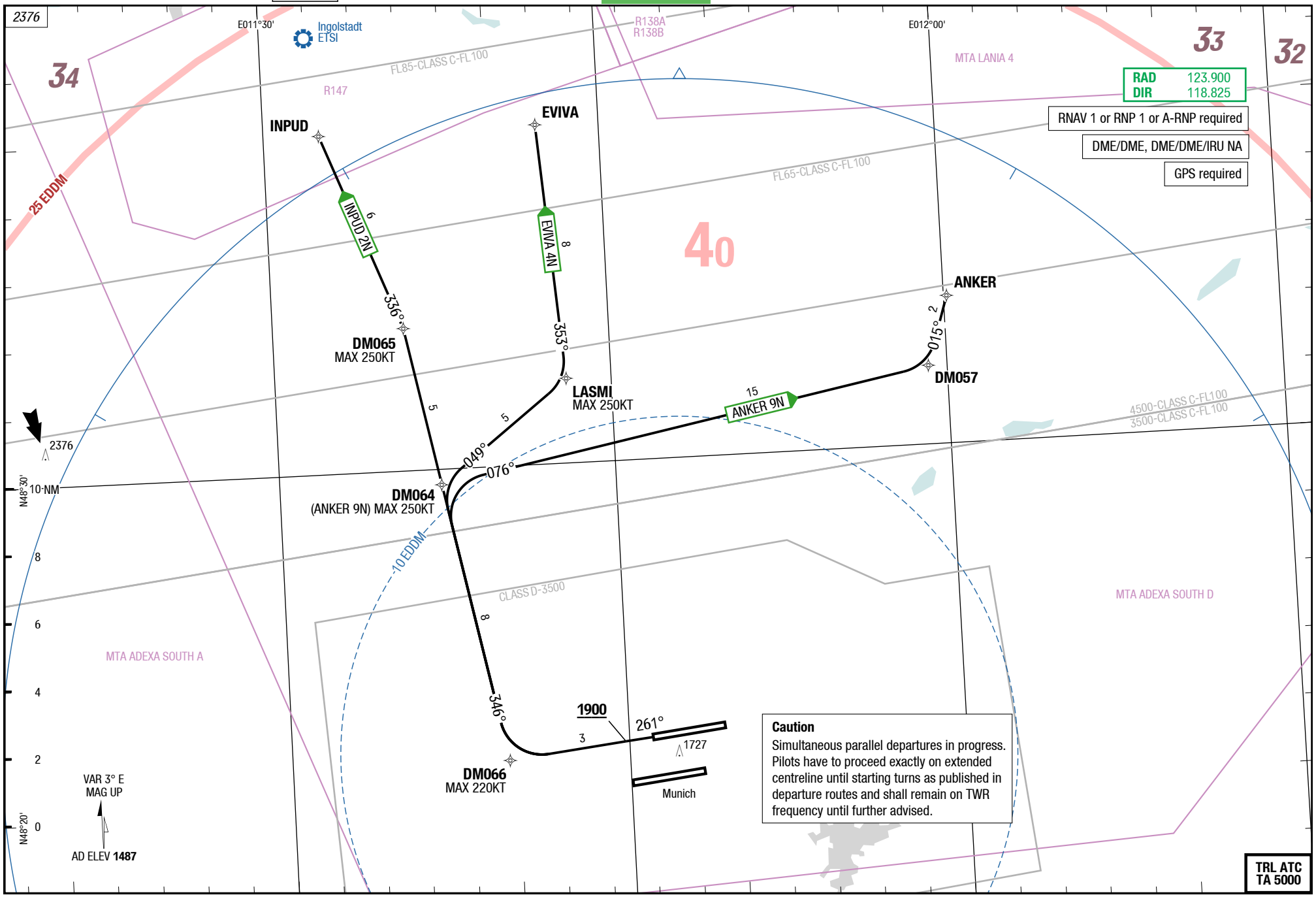
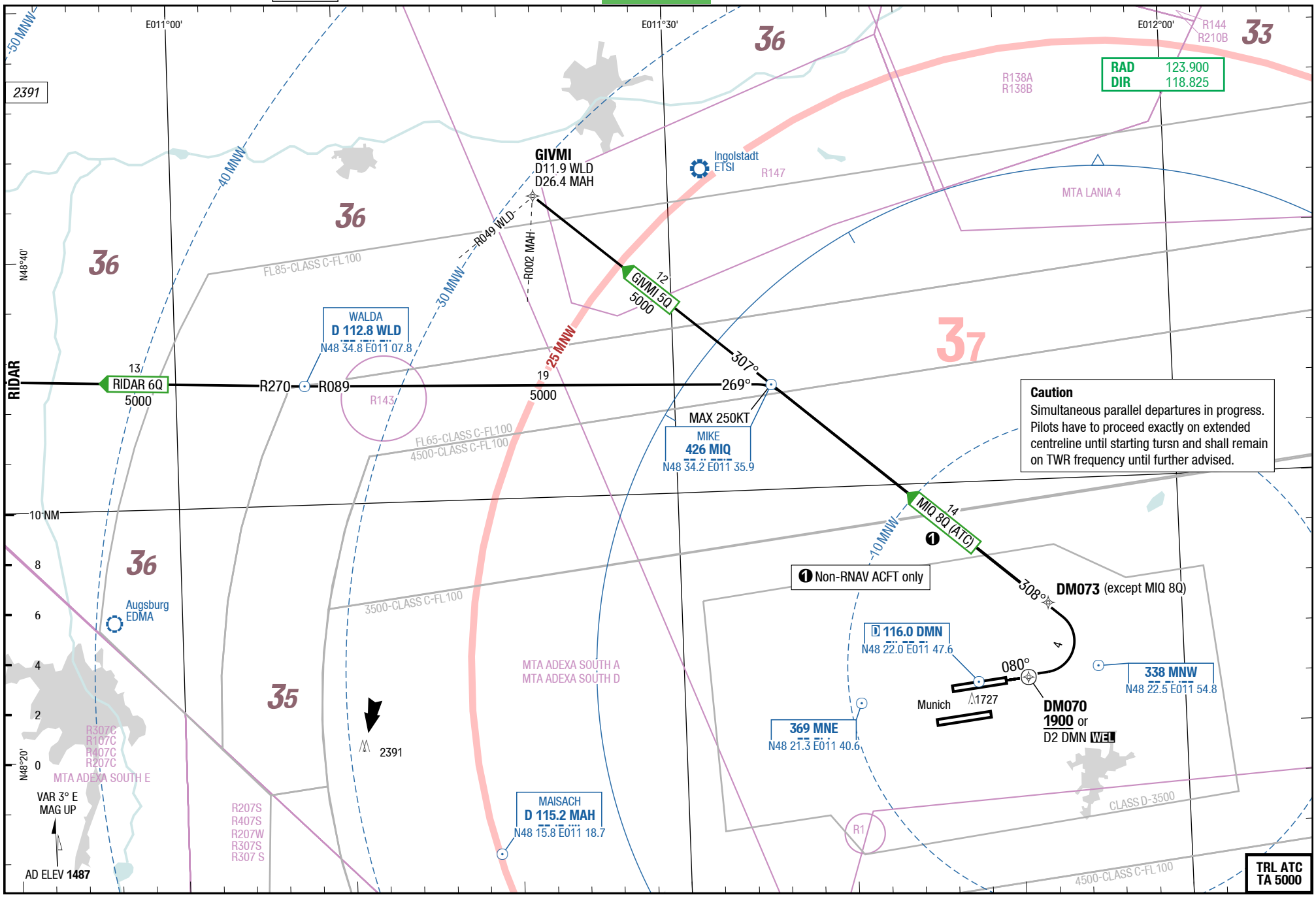
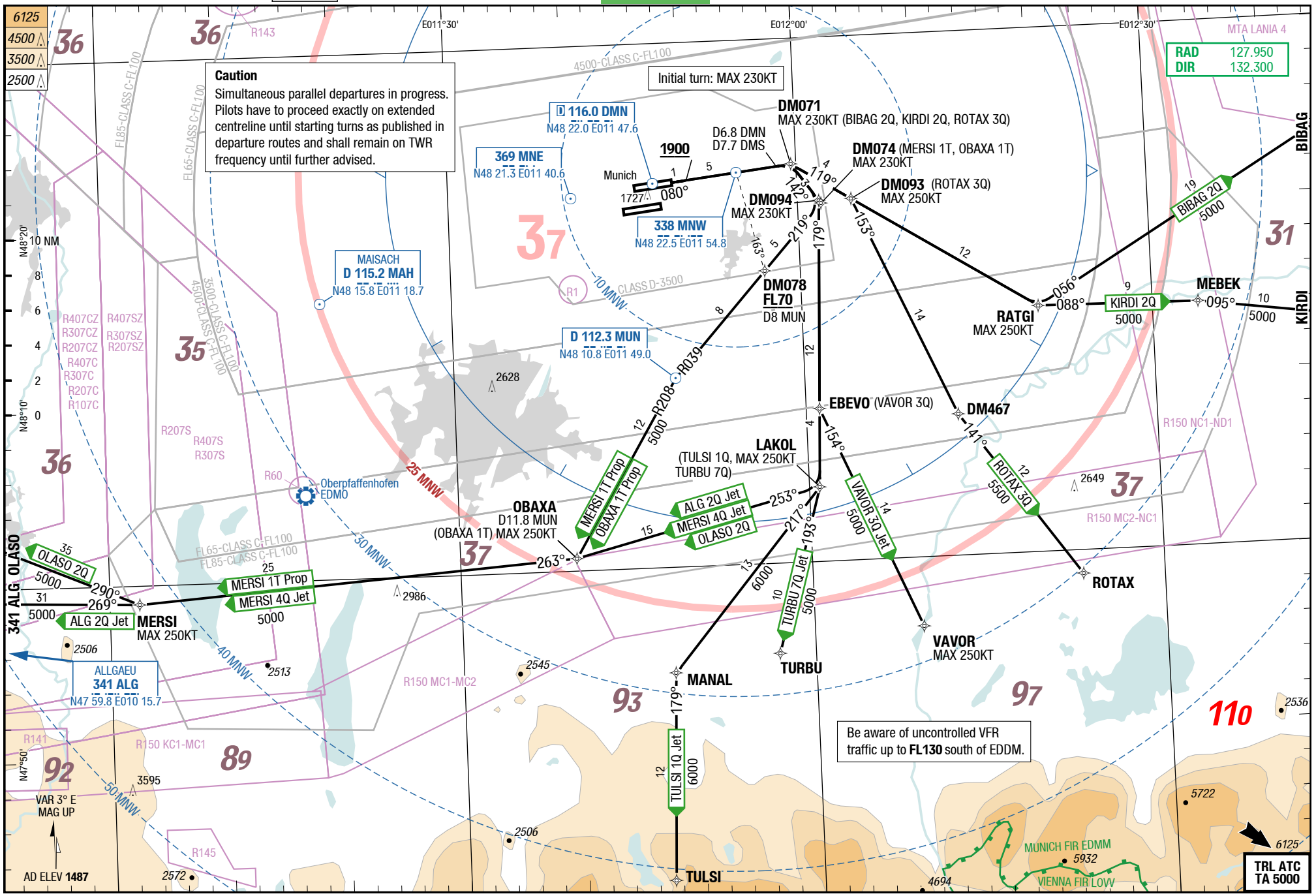


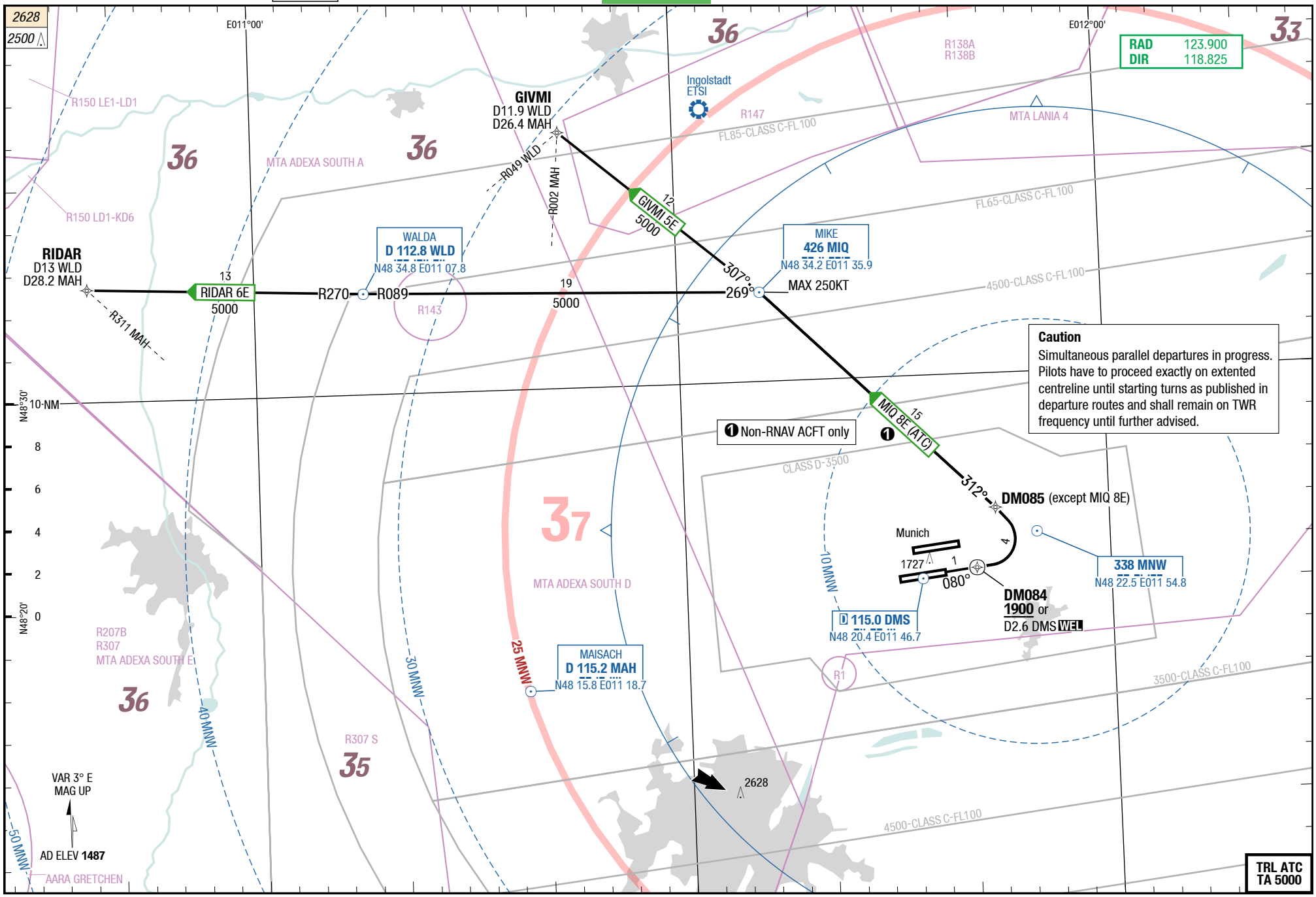
Changes: new



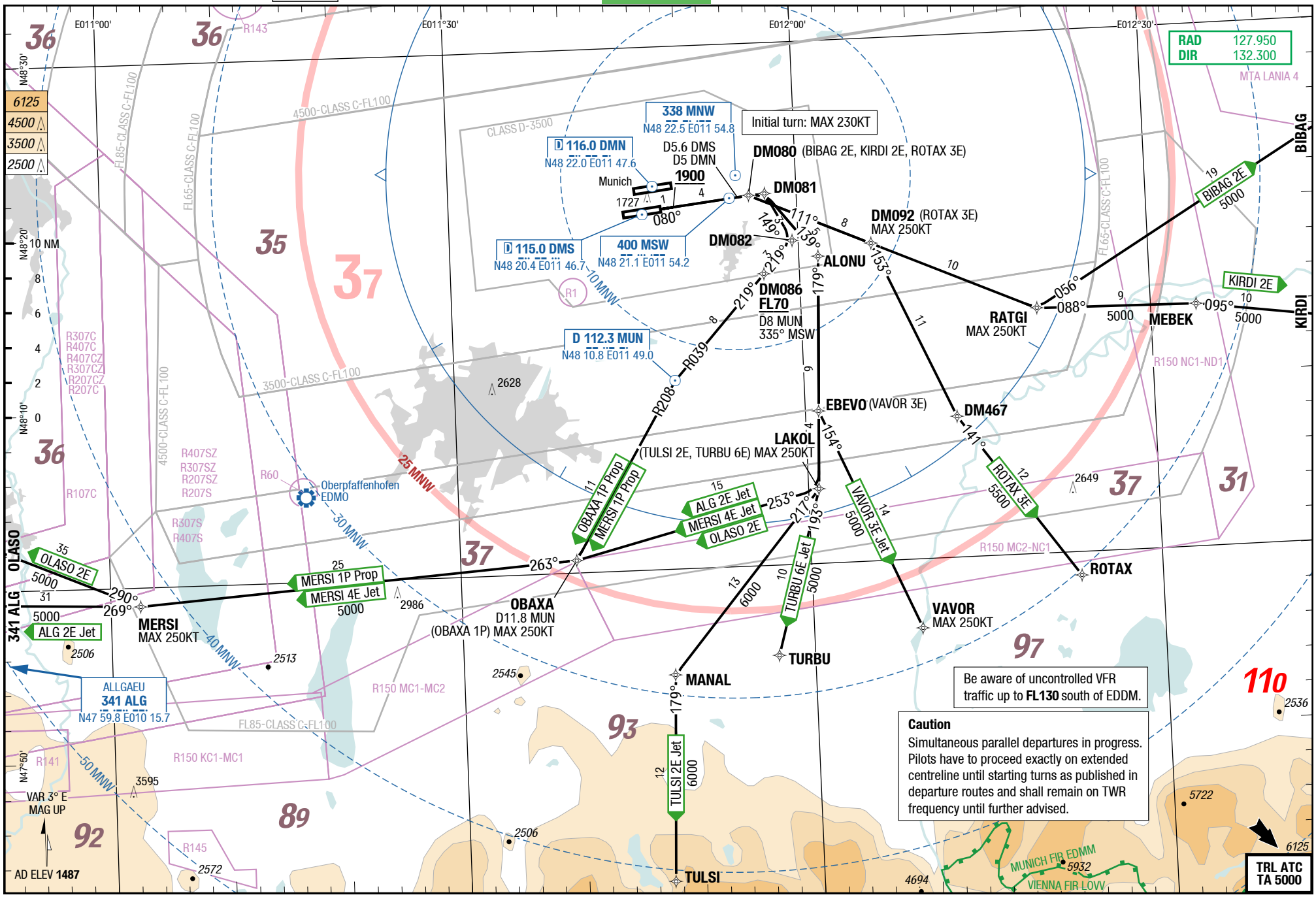
Changes: Nil



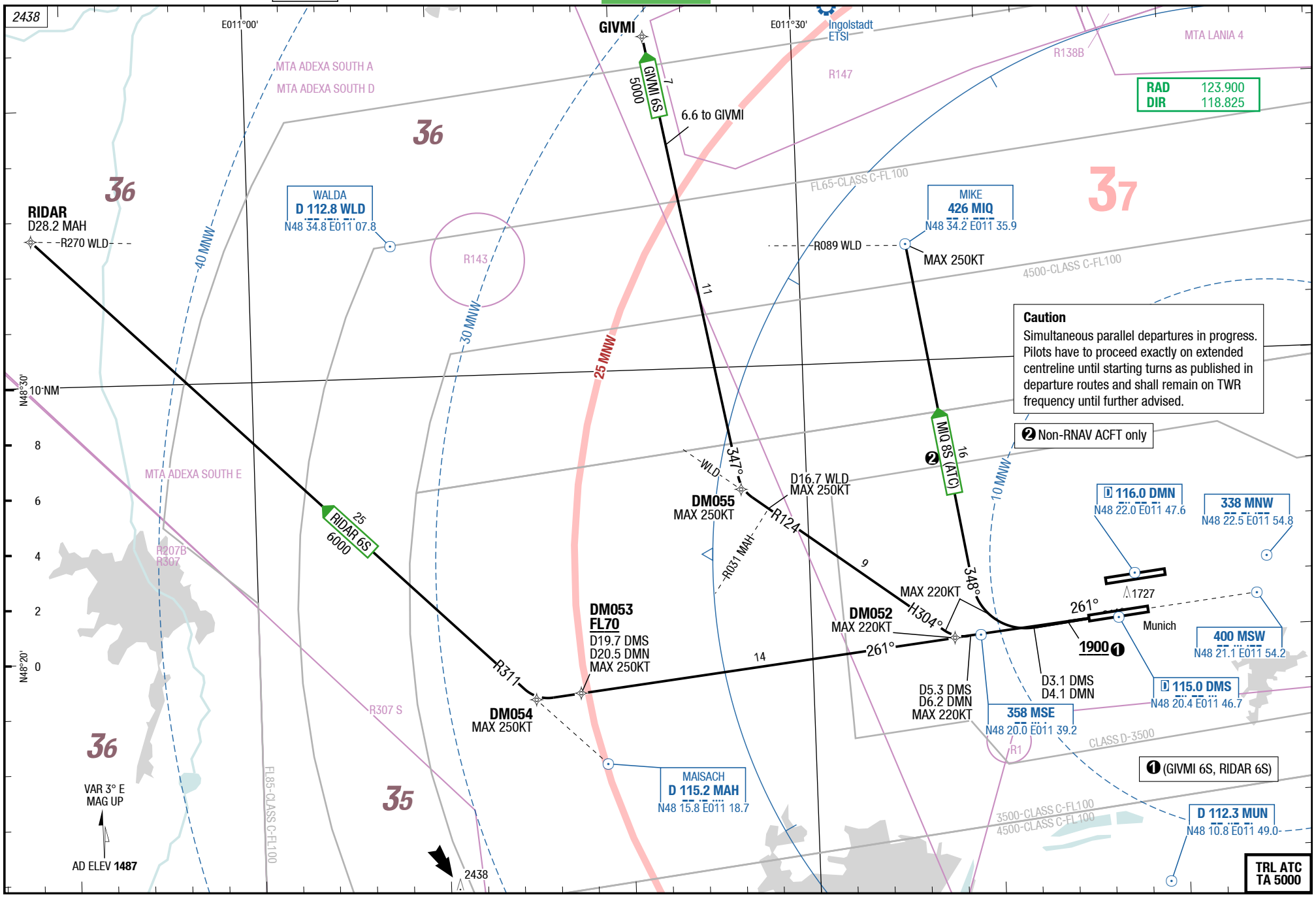
Changes: WPT , ASP, SUAs


2628
2500
E011°00'
E012°00'
RAD 123.900
DIR 118.825
Ingolstadt
ETSI
R150 LE1-LD1
R150 LD1-KD6
R138A
R138B
R147
MTA LANIA 4
MTA ADEXA SOUTH A
FL85-CLASS C-FL100
FL65-CLASS C-FL100
4500-CLASS C-FL100
GIVMI
D11.9 WLD
D26.4 MAH
R049 WLD
R002 MAH
GIVMI 5E
5000
12
WALDA
D 112.8 WLD
N48 34.8 E011 07.8
MIKE
426 MIQ
N48 34.2 E011 35.9
MAX 250KT
RIDAR
D13 WLD
D28.2 MAH
R311 MAH
13
RIDAR 6E
5000
R270
R089
R143
19
5000
307°
269°
Caution
Simultaneous parallel departures in progress. Pilots have to proceed exactly on extented centreline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.
❶ Non-RNAV ACFT only
MIQ 8E (ATC)
15
312°
DM085 (except MIQ 8E)
Munich
1727
080°
DM084
1900 or
D2.6 DMS WEL
338 MNW
N48 22.5 E011 54.8
D 115.0 DMS
N48 20.4 E011 46.7
10 MNW
CLASS D-3500
3500-CLASS C-FL100
MAISACH
D 115.2 MAH
N48 15.8 E011 18.7
25 MNW
30 MNW
40 MNW
50 MNW
MTA ADEXA SOUTH D
MTA ADEXA SOUTH E
R207B
R307
R307 S
R1
10-NM
N48°30'
N48°20'
VAR 3° E
MAG UP
AD ELEV 1487
AARA GRETCHEN
TRL ATC
TA 5000
© Lido 2018

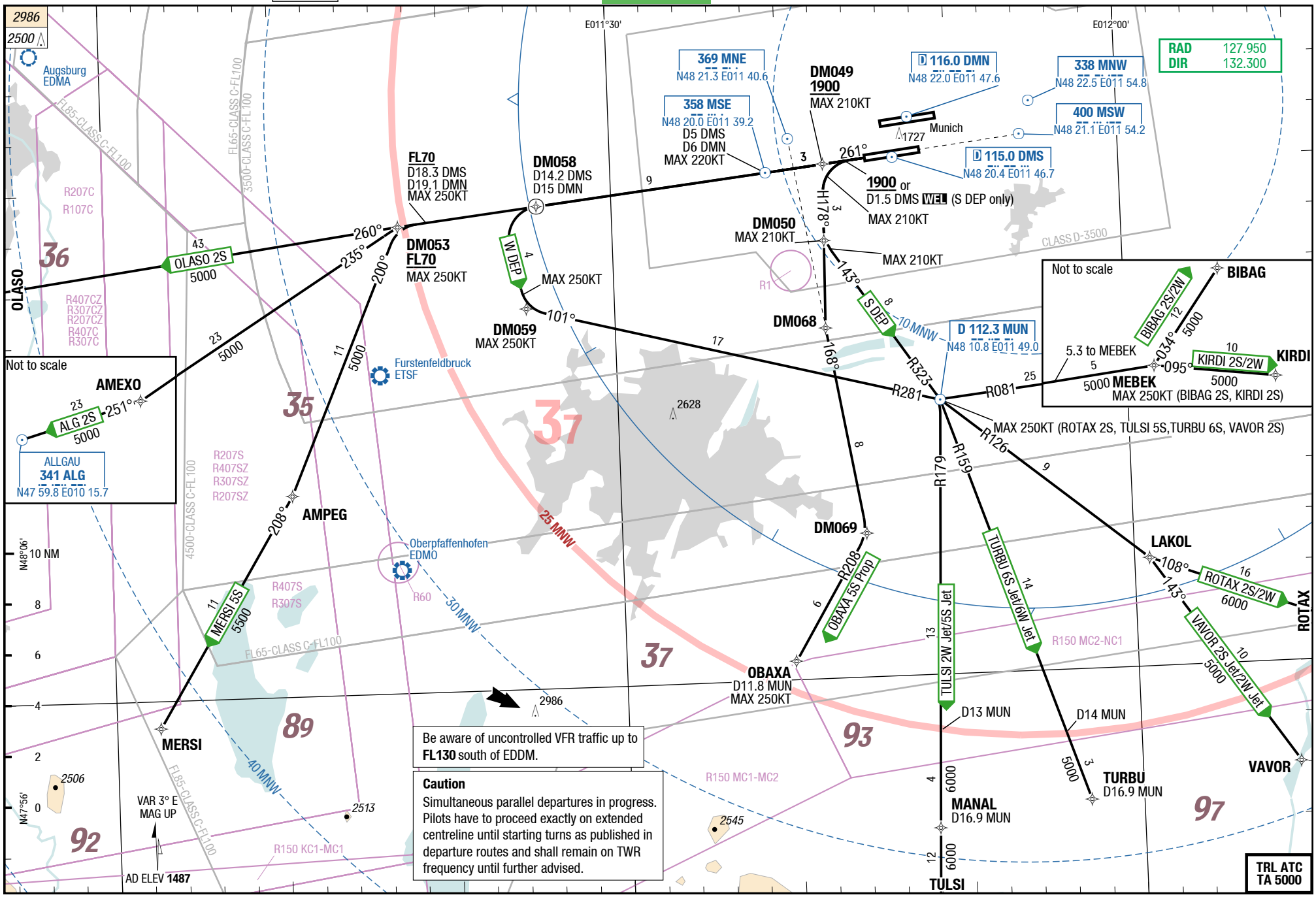
Changes: Nil



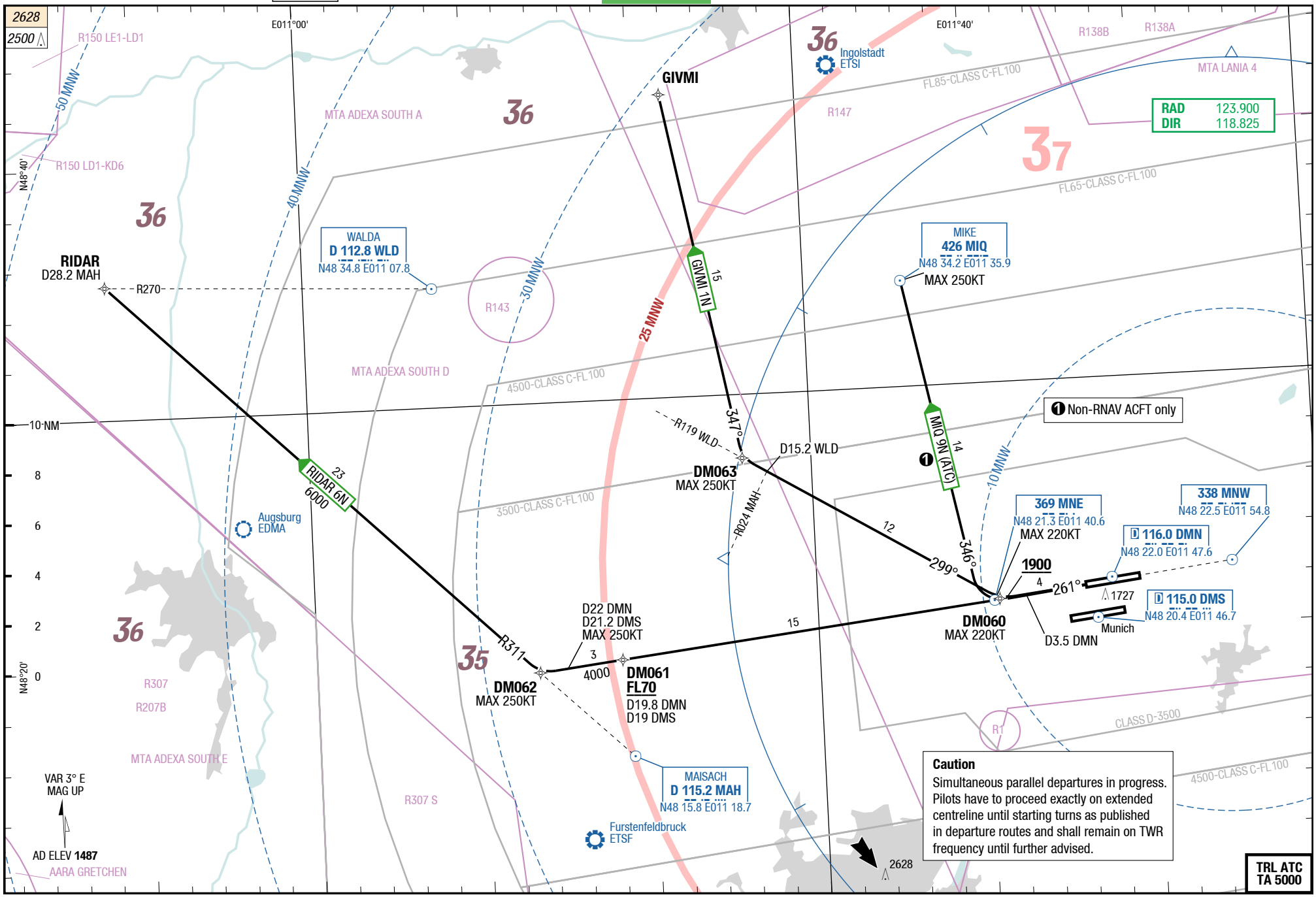
Changes: Editorial



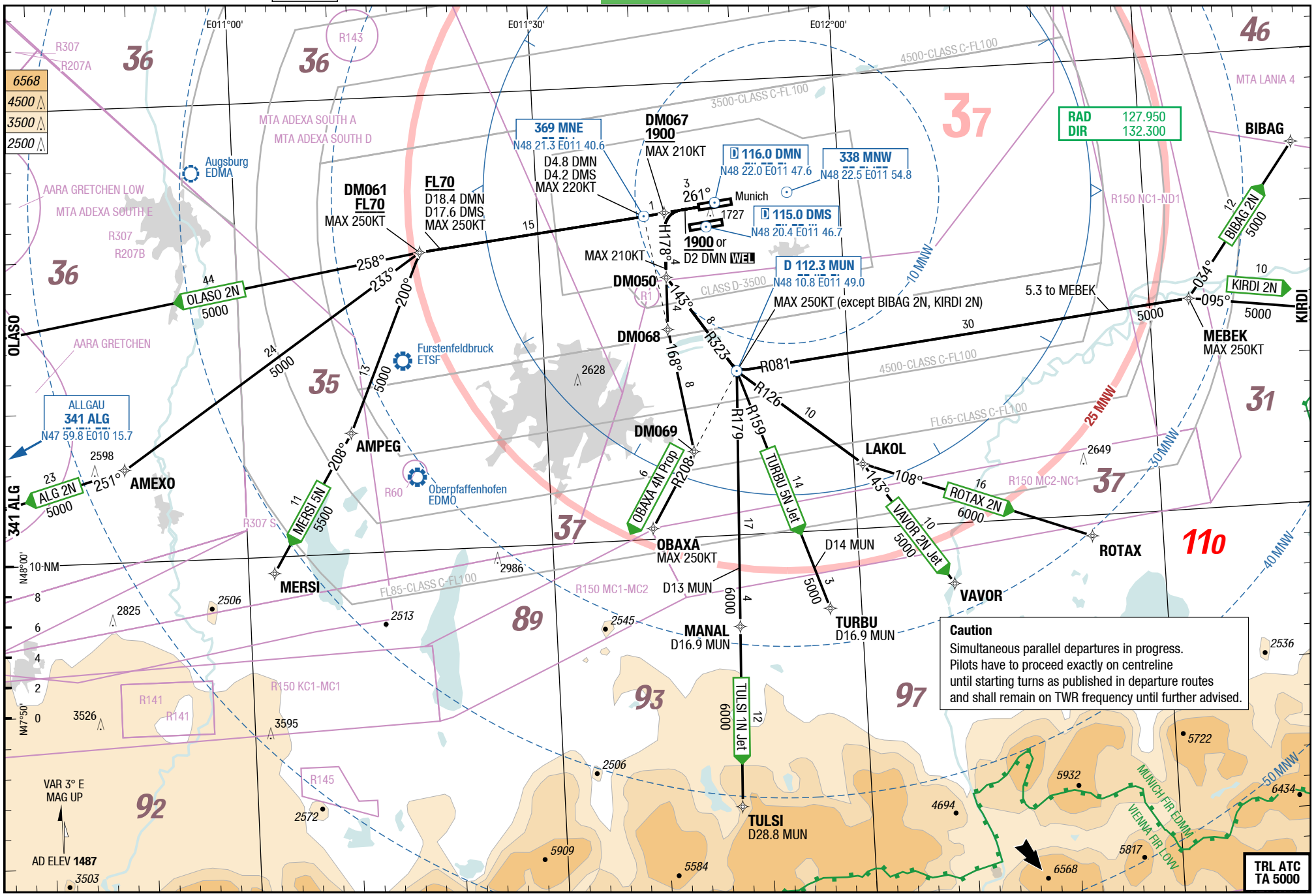
Changes: Nil



Changes: Note



Changes: Nil



Changes: Note

ANKER 8Q / EVIVA 3Q / INPUD 2Q

RWY 08L (080°)

When instructed, contact Munich RAD.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08L	
ANKER 8Q **123.900** ①	at DM070 or MNM **1900**, whichever is later, **LT** 033° to DM077 - **RT** to DM079 - **LT** to ANKER (MAX 250KT) **FMS** DM070 or MNM 1900 WEL [L] - DM077 - DM079 - ANKER [K250-]	initial climb **FL70**
EVIVA 3Q **123.900** ①	at DM070 or MNM **1900**, whichever is later, **LT** 357° to DM091 - **LT** to DM089 (MAX 250KT) - **LT** to EVIVA **FMS** DM070 or MNM 1900 WEL [L] - DM091 - DM089 [K250-] - EVIVA	initial climb **FL70**
INPUD 2Q **123.900** ①	at DM070 or MNM **1900**, whichever is later, **LT** direct DM073 - DM065 (MAX 250KT) - **RT** to INPUD **FMS** DM070 or MNM 1900 WEL [L] - DM073 - DM065 [K250-] - INPUD	initial climb **FL70**

① Caution: Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centreline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.

Changes: New

ANKER 9E / EVIVA 3E / INPUD 2E

RWY 08R (080°)

When instructed, contact Munich RAD.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08R	
ANKER 9E **123.900** ①	at DM083 (MAX 230KT) **LT** to ANKER (MAX 250KT) **FMS** [A1900+] - DM083 [K230-] - ANKER [K250-]	Initial climb **FL70**
EVIVA 3E **123.900** ①	at DM084 or MNM **1900**, whichever is later, **LT** 357° to DM088 - **LT** to DM089 (MAX 250KT) - **LT** to EVIVA **FMS** DM084 or MNM 1900 WEL [L] - DM088 - DM089 [K250-] - EVIVA	Initial climb **FL70**
INPUD 2E **123.900** ①	at DM084 or MNM **1900**, whichever is later, **LT** direct DM076 - DM065 (MAX 250KT) - **RT** to INPUD **FMS** DM084 or MNM 1900 WEL [L] - DM076 - DM065 [K250-] - INPUD	Initial climb **FL70**

① Caution: Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centreline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.

Changes: New

ANKER 7S / EVIVA 3S / INPUD 2S

RWY 26L (260°)

When instructed, contact Munich RAD.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26L	
ANKER 7S **123.900** ①	261° to DM051 (MAX 220KT) - **RT** to DM056 (MAX 250KT) - **RT** to DM057 - **LT** to ANKER **FMS** [A1900+] - DM051 [K220-] - DM056 [K250-] - DM057 - ANKER	initial climb **FL70**
EVIVA 3S **123.900** ①	261° to DM051 (MAX 220KT) - **RT** to DM056 - **RT** to LASMI (MAX 250KT) - **LT** to EVIVA **FMS** [A1900+] - DM051 [K220-] - DM056 - LASMI [K250-] - EVIVA	initial climb **FL70**
INPUD 2S **123.900** ①	261° to DM051 (MAX 220KT) - **RT** to DM056 - DM065 (MAX 250KT) - **LT** to INPUD **FMS** [A1900+] - DM051 [K220-] - DM056 - DM065 [K250-] - INPUD	initial climb **FL70**

① Caution: Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centreline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.

Changes: New

ANKER 9N / EVIVA 4N / INPUD 2N

RWY 26R (260°)

When instructed, contact Munich RAD.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26R	
ANKER 9N **123.900** ①	261° to DM066 (MAX 220KT) - **RT** to DM064 (MAX 250KT) - **RT** to DM057 - **LT** to ANKER **FMS** [A1900+] - DM066 [K220-] - DM064 [K250-] - DM057 - ANKER	initial climb **FL70**
EVIVA 4N **123.900** ①	261° to DM066 (MAX 220KT) - **RT** to DM064 - **RT** to LASMI (MAX 250KT) - **LT** to EVIVA **FMS** [A1900+] - DM066 [K220-] - DM064 - LASMI [K250-] - EVIVA	initial climb **FL70**
INPUD 2N **123.900** ①	261° to DM066 (MAX 220KT) - **RT** to DM064 - DM065 (MAX 250KT) - **LT** to INPUD **FMS** [A1900+] - DM066 [K220-] - DM064 - DM065 [K250-] - INPUD	initial climb **FL70**

① Caution: Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centreline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.

Changes: New

GIVMI 5Q / MIKE 8Q / RIDAR 6Q

RWY 08L (080°)

When instructed, contact Munich RAD.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08L	
GIVMI 5Q **123.900** ①	at D2 **DMN** or MNM **1900**, whichever is later, **LT** 308° to **MIQ** (MAX 250KT) - QDR 307 **MIQ** to GIVMI **FMS** DM070 [L] - [A1900+] - DM073 - MIQ [K250-] - GIVMI	initial climb **FL70**
MIKE 8Q **MIQ 8Q** (ATC) **123.900** ①②	at D2 **DMN** or MNM **1900**, whichever is later, **LT** 308° to **MIQ** (MAX 250KT)	initial climb **FL70**
RIDAR 6Q **123.900** ①	at D2 **DMN** or MNM **1900**, whichever is later, **LT** 308° to **MIQ** (MAX 250KT) - intercept R089 **WLD** to **WLD** - R270 **WLD** to RIDAR **FMS** DM070 [L] - [A1900+] - DM073 - MIQ [K250- ;L] - WLD [R] - RIDAR	initial climb **FL70**

① Caution: Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centreline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.

② Non-RNAV ACFT only.

ALLGAU 2Q / BIBAG 2Q / KIRDI 2Q / MERSI 1T

RWY 08L (080°)

When instructed, contact Munich RAD.

	GS	120	150	180	210	240	270
3.4%	ft/MIN	500	600	700	800	900	1000
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08L	
ALLGAU 2Q **ALG 2Q** (Jet only) 3.4% to 3700 **127.950** ①③④	at D6.8 **DMN** (D7.7 **DMS**) **RT** (MAX 230KT) 179° to LAKOL - **RT** 253° to OBAXA - **RT** 263° to MERSI (MAX 250KT) - **RT** intercept QDM 269 **ALG** to **ALG** **FMS** [A1900+] - DM071 [R] - DM094 [K230**-** ;R] - LAKOL [R] - OBAXA [R] - MERSI [K250**-** ;R] - ALG	Initial climb **FL70**
BIBAG 2Q 3.4% to 3700 **127.950** ①③④	at D6.8 **DMN** (D7.7 **DMS**) **RT** (MAX 230KT) 119° to RATGI (MAX 250KT) - **LT** 056° to BIBAG **FMS** [A1900+] - DM071 [K230**-** **;**R] - RATGI [K250**-** **;**L] - BIBAG	Initial climb **FL70**
KIRDI 2Q 3.4%to 3700 **127.950** ①③④	at D6.8 **DMN** (D7.7 **DMS**) **RT** (MAX 230KT) 119° to RATGI (MAX 250KT) - **LT** 088° to MEBEK - **RT** 095° to KIRDI **FMS** [A1900+] - DM071 [K230**-** **;**R] - RATGI [K250**-** **;**L] - MEBEK [R] - KIRDI	Initial climb **FL70**
MERSI 1T (Prop only) 7.0% to DM078 **127.950** ①②⑤	at D6.8 **DMN** (D7.7 **DMS**) **RT** (MAX 230KT) 219° to DM078 - R039 **MUN** to **MUN** - **LT** R208 **MUN** to OBAXA - **RT** 263° to MERSI (MAX 250KT) **FMS** [A1900+] - DM071 [R] - DM074 [K230**-** ;R] - DM078 - MUN [L] -OBAXA [R] - MERSI [K250**-**]	DM078 MNM **FL70** DM078 MNM **FL70** Initial climb **FL70**

① Caution: Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centreline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.

② After D6.8 DMN (D7.7 DMS) B-RNAV equipment necessary.

③ After passing 3700 B-RNAV equipment necessary.

④ Climb gradient 3.4% due to airspace structure. If unable to comply, advise ATC prior start-up.

⑤ Climb gradient 7.0% due to operations. If unable to comply, advise ATC prior start-up.

MERSI 4Q / OBAXA 1T / OLASO 2Q / ROTAX 3Q

RWY 08L (080°)

When instructed, contact Munich RAD.

	GS	120	150	180	210	240	270
3.4%	ft/MIN	500	600	700	800	900	1000
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08L	
MERSI 4Q (Jet only) 3.4% to 3700 **127.950** ①②③	at D6.8 **DMN** (D7.7 **DMS**) **RT** (MAX 230KT) 179° to LAKOL - **RT** 253° to OBAXA - **RT** 263° to MERSI (MAX 250KT) **FMS** [A1900+] - DM071 [R] - DM094 [K230**-** ;R] - LAKOL [R] - OBAXA [R] - MERSI [K250**-**]	Initial climb **FL70**
OBAXA 1T (Prop only) 7.0% to D8 MUN **127.950** ①④	at D6.8 **DMN** (D7.7 **DMS**) **RT** (MAX 230KT) 219° to D8 **MUN**/QDR 163 **MNW** - R039 **MUN** to **MUN** - **LT** R208 **MUN** to OBAXA (MAX 250KT) **FMS** [A1900+] - DM071 [R] - DM074 [K230**-** ;R] -DM078 - MUN [L] -OBAXA [K250**-**]	D8 **MUN**/QDR 163 **MNW** MNM **FL70** DM078 MNM **FL70** Initial climb **FL70**
OLASO 2Q 3.4% to 3700 **127.950** ①②③	at D6.8 **DMN** (D7.7 **DMS**) **RT** (MAX 230KT) 179° to LAKOL - **RT** 253° to OBAXA - **RT** 263° to MERSI (MAX 250KT) - **RT** 290° to OLASO **FMS** [A1900+] - DM071 [R] - DM094 [K230**-** ;R] - LAKOL [R] - OBAXA [R] - MERSI [K250**-** **;**R] - OLASO	Initial climb **FL70**
ROTAX 3Q 3.4% to 3700 **127.950** ①②③	at D6.8 **DMN** (D7.7 **DMS**) **RT** (MAX 230KT) 119° to DM093 (MAX 250KT) - **RT** 153° to DM467 - **LT** 141° to ROTAX **FMS** [A1900+] - DM071 [K230**-** **;**R] - DM093 [K250**-** **;**R] - DM467 [L] - ROTAX	Initial climb **FL70**

① Caution: Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centreline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.

② After passing 3700 B-RNAV equipment necessary.

③ Climb gradient 3.4% due to airspace structure. If unable to comply, advise ATC prior start-up.

④ Climb gradient 7.0% due to operations. If unable to comply, advise ATC prior start-up.

Changes: WPT

13-JUL-2017

MUC-EDDM

TULSI 1Q / TURBU 7Q / VAVOR 3Q

RWY 08L (080°)

When instructed, contact Munich RAD.

	GS	120	150	180	210	240	270
3.4%	ft/MIN	500	600	700	800	900	1000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08L	
TULSI 1Q (Jet only) 3.4% to 3700 **127.950** ①②③	at D6.8 **DMN** (D7.7 **DMS**) **RT** (MAX 230KT) 179° to LAKOL (MAX 250KT) - **RT** 217° to MANAL - **LT** 179° to TULSI **FMS** [A1900+] - DM071 [R] - DM094 [K230**-** ;R] - LAKOL [K250- ;R] -MANAL [L] - TULSI	initial climb **FL70**
TURBU 7Q (Jet only) 3.4% to 3700 **127.950** ①②③	at D6.8 **DMN** (D7.7 **DMS**) **RT** (MAX 230KT) 179° to LAKOL (MAX 250KT) - **RT** 193° to TURBU **FMS** [A1900+] - DM071 [R] - DM094 [K230**-** ;R] - LAKOL [K250- ;R] -TURBU	initial climb **FL70**
VAVOR 3Q (Jet only) 3.4% to 3700 **127.950** ①②③	at D6.8 **DMN** (D7.7 **DMS**) **RT** (MAX 230KT) 179° to EBEVO - **LT** 154° to VAVOR (MAX 250KT) **FMS** [A1900+] - DM071 [R] - DM094 [K230**-** **;**R] - EBEVO [L] - VAVOR [K250**-**]	initial climb **FL70**

① Caution: Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centreline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.

② After passing 3700 B-RNAV equipment necessary.

③ Climb gradient 3.4% due to airspace structure. If unable to comply, advise ATC prior start-up.

GIVMI 5E / MIKE 8E / RIDAR 6E

RWY 08R (080°)

When instructed, contact Munich RAD.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08R	
GIVMI 5E **123.900** ①	at D2.6 **DMS** or MNM **1900**, whichever is later, **LT** QDM 312 **MIQ** to **MIQ** (MAX 250KT) - QDR 307 **MIQ** to GIVMI **FMS** DM084 [L] - [A1900+] - DM085 - MIQ [K250**-** ;L] - GIVMI	initial climb **FL70**
MIKE 8E **MIQ 8E** (ATC) **123.900** ①②	at D2.6 **DMS** or MNM **1900**, whichever is later, **LT** QDM 312 **MIQ** to **MIQ** (MAX 250KT)	initial climb **FL70**
RIDAR 6E **123.900** ①	at D2.6 **DMS** or MNM **1900**, whichever is later, **LT** QDM 312 **MIQ** to **MIQ** (MAX 250KT) - intercept R089 **WLD** to **WLD** - R270 **WLD** to RIDAR **FMS** DM084 [L] - [A1900+] - DM085 - MIQ [K250**-** ;L] - WLD [R] - RIDAR	initial climb **FL70**

① Caution: Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centreline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.

② Non-RNAV aircraft only.

Changes: Completely revised

ALLGAU 2E / BIBAG 2E / KIRDI 2E / MERSI 1P

RWY 08R (080°)

When instructed, contact Munich RAD.

	GS	120	150	180	210	240	270
3.8%	ft/MIN	500	600	700	900	1000	1100
9.4%	ft/MIN	1200	1500	1800	2000	2300	2600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08R	
ALLGAU 2E **ALG 2E** (Jet only) 3.8% to 3700 **127.950** ①③④	at D5.6 **DMS** / D5 **DMN RT** (MAX 230KT) 139° to ALONU - **RT** 179° to LAKOL - **RT** 253° to OBAXA - **RT** 263°to MERSI (MAX 250KT) - **RT** intercept QDM 269 **ALG** to **ALG** **FMS** [A1900+] - DM081 [R] - ALONU [K230- ;R] - LAKOL [R] - OBAXA [R] - MERSI [K250- ;R] - ALG	Initial climb **FL70**
BIBAG 2E 3.8% to 3700 **127.950** ①③④	at D5.6 **DMS /** D5 **DMN RT** (MAX 230KT) 111° to RATGI (MAX 250KT) - **LT** 056° to BIBAG **FMS** [A1900+] - DM080 [K230- ;R] - RATGI [K250- ;L] - BIBAG	Initial climb **FL70**
KIRDI 2E 3.8% to 3700 **127.950** ①③④	at D5.6 **DMS /** D5 **DMN RT** (MAX 230KT) 111° to RATGI (MAX 250KT) - **LT** 088° to MEBEK - **RT** 095° to KIRDI **FMS** [A1900+] - DM080 [K230- ;R] - RATGI [K250- ;L] - MEBEK [R] - KIRDI	Initial climb **FL70**
MERSI 1P (Prop only) 9.4% to DM086 **127.950** ①②⑤	at D5.6 **DMS** / D5 **DMN RT** (MAX 230KT) 219° to DM086 - intercept R039 **MUN** to **MUN** - R208 **MUN** to OBAXA - **RT** 263° to MERSI (MAX 250KT) **FMS** [A1900+] - DM081 [R] - DM082 [K230- ;R] - DM086 - MUN [L] - OBAXA [R] - MERSI [K250-]	DM086 MNM **FL70** DM086 MNM **FL70** Initial climb **FL70**

① Caution: Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centreline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.

② After D5.6 DMS/D5 DMN B-RNAV equipment necessary.

③ After passing 3700 BRNAV equipment necessary

④ Climb gradient 3.8% due to airspace structure. If unable to comply, advise ATC.

⑤ Climb gradient 9.4% due to operations. If unable to comply, advise ATC.

Changes: Completely revised

MERSI 4E / OBAXA 1P / OLASO 2E / ROTAX 3E

RWY 08R (080°)

When instructed, contact Munich RAD.

	GS	120	150	180	210	240	270
3.8%	ft/MIN	500	600	700	900	1000	1100
9.4%	ft/MIN	1200	1500	1800	2000	2300	2600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08R	
MERSI 4E (Jet only) 3.8% to 3700 **127.950** ①②③	at D5.6 **DMS** / D5 **DMN RT** (MAX 230KT) 139° to ALONU - **RT** 179° to LAKOL - **RT** 253° to OBAXA - **RT** 263° to MERSI (MAX 250KT) **FMS** [A1900+] - DM081 [R] - ALONU [K230- ;R] - LAKOL [R] - OBAXA [R] - MERSI [K250-]	Initial climb **FL70**
OBAXA 1P (Prop only) 9.4% to D8 MUN **127.950** ①④	at D5.6 **DMS** / D5 **DMN RT** (MAX 230KT) intercept R039 **MUN** to **MUN** - R208 **MUN** to OBAXA **FMS** [A1900+] - DM081 [R] - DM082 [K230- ;R] - DM086 - MUN [L] - OBAXA [K250-]	335° **MSW**/D8 **MUN** MNM **FL70** DM086 MNM **FL70** Initial climb **FL70**
OLASO 2E 3.8% to 3700 **127.950** ①②③	at D5.6 **DMS** / D5 **DMN RT** (MAX 230KT) 139° to ALONU - **RT** 179° to LAKOL - **RT** 253° to OBAXA - **RT** 263° to MERSI (MAX 250KT) - **RT** 290° to OLASO **FMS** [A1900+] - DM081 [R] - ALONU [K230- ;R] - LAKOL [R] - OBAXA [R] - MERSI [K250- ;R] - OLASO	Initial climb **FL70**
ROTAX 3E 3.8% to 3700 **127.950** ①②③	at D5.6 **DMS /** D5 **DMN RT** (MAX 230KT) 111° to DM092 (MAX 250KT) - **RT** 153° to DM467 - **LT** 141° to ROTAX **FMS** [A1900+] - DM080 [K230- ;R] - DM092 [K250- ;R] - DM467 [L] - ROTAX	Initial climb **FL70**

① Caution: Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centreline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.

② After passing 3700 BRNAV equipment necessary

③ Climb gradient 3.8% due to airspace structure. If unable to comply, advise ATC.

④ Climb gradient 9.4% due to operations. If unable to comply, advise ATC.

Changes: Completely revised

MUC-EDDM

TULSI 2E / TURBU 6E / VAVOR 3E

RWY 08R (080°)

When instructed, contact Munich RAD.

	GS	120	150	180	210	240	270
3.8%	ft/MIN	500	600	700	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08R	
TULSI 2E (Jet only) 3.8% to 3700 **127.950** ①②③	at D5.6 **DMS** / D5 **DMN RT** (MAX 230KT) 139° to ALONU - **RT** 179° to LAKOL (MAX 250KT) - **RT** 217° to MANAL - **LT** 179° to TULSI **FMS** [A1900+] - DM081 [R] -ALONU [K230**-** ;R] - LAKOL [K250**-** ;R] - MANAL [L] - TULSI	initial climb **FL70**
TURBU 6E (Jet only) 3.8% to 3700 **127.950** ①②③	at D5.6 **DMS** / D5 **DMN RT** (MAX 230KT) 139° to ALONU - **RT** 179° to LAKOL (MAX 250KT) - **RT** 193° to TURBU **FMS** [A1900+] - DM081 [R] - ALONU [K230**-** ;R] - LAKOL [K250**-** ;R] - TURBU	initial climb **FL70**
VAVOR 3E (Jet only) 3.8% to 3700 **127.950** ①②③	at D5.6 **DMS** / D5 **DMN RT** (MAX 230KT) 139° to ALONU - **RT** 179° to EBEVO - **LT** 154° to VAVOR (MAX 250KT) **FMS** [A1900+] - DM081 [R] - ALONU [K230**-** ;R] - EBEVO [L] - VAVOR [K250**-**]	initial climb **FL70**

① Caution: Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centreline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.

② After passing 3700 BRNAV equipment necessary

③ Climb gradient 3.8% due to airspace structure. If unable to comply, advise ATC.

Changes: Completely revised

GIVMI 6S / MIKE 8S / RIDAR 6S

RWY 26L (260°)

When instructed, contact Munich RAD.

	GS	120	150	180	210	240	270
4.9%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26L	
GIVMI 6S **123.900** ①③	QDM 261 **MSE/**QDR 261 **MSW** - at D5.3 **DMS**/D6.2 **DMN RT** (MAX 220KT) HDG 304° **-** intercept R124 **WLD** inbound - at D16.7 **WLD** (crossing R031 **MAH**) (MAX 250KT) **RT** 347° to GIVMI **FMS** [A1900+] - DM052 [K220**-** ;R] - DM055 [K250**-** ;R] - GIVMI	 initial climb **FL70**
MIKE 8S **MIQ 8S** (ATC) **123.900** ①④	at D3.1 **DMS**/D4.1 **DMN RT** (MAX 220KT) intercept QDM 348 **MIQ**/QDR 348 **MSE** to **MIQ** (MAX 250KT)	 initial climb **FL70**
RIDAR 6S 4.9% to D19.7 DMS/ D20.5 DMN **123.900** ①②	QDM 261 **MSE**/QDR 261 **MSW -** D5.3 **DMS**/D6.2 **DMN** (MAX 220KT) - at D19.7 **DMS**/D20.5 **DMN** (MAX 250KT) **RT** intercept R311 **MAH** to RIDAR **FMS** [A1900+] - DM052 [K220**-**] - DM053 - DM054 [K250**-** ;R] - RIDAR	D19.7 **DMS**/D20.5 **DMN** MNM **FL70** DM053 MNM **FL70** initial climb **FL70**

① Caution: Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centreline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.

② Climb gradient 4.9% due to operations. If unable to comply, advise ATC prior start-up.

③ After D16.7 WLD (crossing R031 MAH) BRNAV equipment necessary.

④ Non-RNAV ACFT only.

ALLGAU 2S / BIBAG 2S / BIBAG 2W

RWY 26L (260°)

When instructed, contact Munich RAD.

	GS	120	150	180	210	240	270
5.3%	ft/MIN	700	900	1000	1200	1300	1500
6.8%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26L	
ALLGAU 2S **ALG 2S** 5.3% to D18.3DMS/ D19.1 DMN **127.950** ①④⑤	QDM 261 **MSE**/QDR 261 **MSW** - D5 **DMS**/D6 **DMN** (MAX 220KT) - at D18.3 **DMS**/D19.1 **DMN** (MAX 250KT) **LT** 235° to AMEXO - **RT** intercept QDM 251 **ALG** to **ALG** **FMS** [A1900+] - MSE [K220-] - DM053 [K250- ; L] - AMEXO [R] - ALG	D18.3 **DMS**/D19.1 **DMN** MNM **FL70** DM053 MNM **FL70** Initial climb **FL70**
BIBAG 2S 6.8% to 4200 **127.950** ①②③	at D1.5 **DMS** or MNM **1900**, whichever is later, **LT** HDG 178° (MAX 210KT) intercept R323 **MUN** to **MUN** - R081 **MUN** to MEBEK (MAX 250KT) - **LT** 034° to BIBAG **FMS** DM049 [K210- ;L] - DM050 [K210- ;L] - MUN [L] - MEBEK [K250- ;L] - BIBAG	DM049 MNM **1900** Initial climb **FL70**
BIBAG 2W **127.950** ①⑤	QDM 261 **MSE**/QDR 261 **MSW** - D5 **DMS**/D6 **DMN** (MAX 220KT) - at D14.2 **DMS**/D15 **DMN LT** 101° (MAX 250KT) intercept R281 **MUN** to **MUN** - R081 **MUN** to MEBEK - **LT** 034° to BIBAG **FMS** [A1900+] - MSE [K220-] - DM058 [L] - DM059 [K250-] - MUN [L] - MEBEK [L] - BIBAG	Initial climb **FL70**

① Attention departing aircraft: Simultaneous parallel departures in progress. Proceed exactly on extended centerline until starting turns as published and remain on TWR frequency until further advised.

② If unable to comply with speed and turn restrictions, request BIBAG W.

③ After MUN B-RNAV equipment necessary.

④ Climb gradient 5.3% due to airspace structure. If unable to comply, advise ATC.

⑤ After passsing 3700 B-RNAV equipment necessary.

MUC-EDDM

KIRDI 2S / KIRDI 2W / MERSI 5S

RWY 26L (260°)

When instructed, contact Munich RAD.

	GS	120	150	180	210	240	270
5.3%	ft/MIN	700	900	1000	1200	1300	1500
6.8%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26L	
KIRDI 2S 6.8% to 4200 **127.950** ①②③	QDM 261 **MSE**/QDR 261 **MSW -** at D1.5 **DMS** or MNM **1900**, whichever is later, **LT** HDG 178° (MAX 210KT) intercept R323 **MUN** to **MUN** - R081 **MUN** to MEBEK (MAX 250KT) - **RT** 095° to KIRDI **FMS** DM049 [K210- ;L] - DM050 [K210- ;L] - MUN [L] - MEBEK [K250- ;R] - KIRDI	DM049 MNM **1900** Initial climb **FL70**
KIRDI 2W **127.950** ①⑤	QDM 261 **MSE**/QDR 261 **MSW** - D5 **DMS**/D6 **DMN** (MAX 220KT) - at D14.2 **DMS**/D15 **DMN LT** 101° (MAX 250KT) intercept R281 **MUN** to **MUN** - R081 **MUN** to MEBEK - **RT** 095° to KIRDI **FMS** [A1900+] - MSE [K220-] - DM058 [L] -DM059 [K250-] - MUN [L] - MEBEK [R] - KIRDI	Initial climb **FL70**
MERSI 5S 5.3% to D18.3 DMS/ D19.1 DMN **127.950** ①④⑤	QDM 261 **MSE**/QDR 261 **MSW** - D5 **DMS**/D6 **DMN** (MAX 220KT) - at D18.3 **DMS**/D19.1 **DMN** (MAX 250KT) **LT** 200° to AMPEG - **RT** 208° to MERSI **FMS** [A1900+] - MSE [K220-] - DM053 [K250- ; L] - AMPEG [R] - MERSI	D18.3 **DMS**/D19.1 **DMN** MNM **FL70** DM053 MNM **FL70** Initial climb **FL70**

① Attention departing aircraft: Simultaneous parallel departures in progress. Proceed exactly on extended centerline until starting turns as published and remain on TWR frequency until further advised.

② After MUN B-RNAV equipment necessary.

③ If unable to comply with speed and turn restrictions, request KIRDI W.

④ Climb gradient 5.3% due to airspace structure. If unable to comply, advise ATC.

⑤ After passsing 3700 B-RNAV equipment necessary.

OBAXA 5S / OLASO 2S / ROTAX 2S

RWY 26L (260°)

When instructed, contact Munich RAD.

	GS	120	150	180	210	240	270
5.3%	ft/MIN	700	900	1000	1200	1300	1500
6.8%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26L	
OBAXA 5S (Prop only) 6.8% to 4200 **127.950** ①	QDM 261 **MSE**/QDR 261 **MSW -** at D1.5 **DMS** or MNM **1900**, whichever is later, **LT** HDG 178°(MAX 210KT) intercept QDR 168 **MNE** - intercept R208 **MUN** to OBAXA (MAX 250KT) **FMS** DM049 [K210**-** ;L] - DM068 [L] - DM069 [R] - OBAXA [K250-]	DM049 MNM **1900** Initial climb **FL70**
OLASO 2S 5.3% to D18.3 DMS/ D19.1 DMN **127.950** ①④⑤	QDM 261 **MSE**/QDR 261 **MSW** - D5 **DMS**/D6 **DMN** (MAX 220KT) - at D18.3 **DMS**/D19.1 **DMN** (MAX 250KT) - 260° to OLASO **FMS** [A1900+] - MSE [K220-] -DM053 [K250- ;L] - OLASO	D18.3 **DMS**/D19.1 **DMN** MNM **FL70** DM053 MNM **FL70** Initial climb **FL70**
ROTAX 2S 6.8% to 4200 **127.950** ①②③	QDM 261 **MSE**/QDR 261 **MSW -** at D1.5 **DMS** or MNM **1900**, whichever is later, **LT** HDG 178° (MAX 210KT) intercept R323 **MUN** to **MUN** (MAX 250KT) - R126 **MUN** to LAKOL- **LT** 108° to ROTAX **FMS** DM049 [K210**-** ;L] - DM050 [K210**-** ;L] - MUN [K250**-** ;L] - LAKOL [L] - ROTAX	DM049 MNM **1900** Initial climb **FL70**

① Attention departing aircraft: Simultaneous parallel departures in progress. Proceed exactly on extended centerline until starting turns as published and remain on TWR frequency until further advised.

② After MUN B-RNAV equipment necessary.

③ If unable to comply with speed and turn restrictions, request ROTAX W.

④ Climb gradient 5.3% due to airspace structure. If unable to comply, advise ATC.

⑤ After passsing 3700 B-RNAV equipment necessary.

ROTAX 2W / TULSI 2W / TULSI 5S / TURBU 6S

RWY 26L (260°)

When instructed, contact Munich RAD.

	GS	120	150	180	210	240	270
6.8%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26L	
ROTAX 2W **127.950** ①②	QDM 261 **MSE**/QDR 261 **MSW -** D5 **DMS**/D6 **DMN** (MAX 220KT) - at D14.2 **DMS**/D15 **DMN LT** 101° (MAX 250KT) intercept R281 **MUN** to **MUN** - R126 **MUN** to LAKOL - **LT** 108° to ROTAX **FMS** [A1900+] - MSE [K220-] - DM058 [L] - DM059 [K250-] - MUN [R] - LAKOL [L] - ROTAX	Initial climb **FL70**
TULSI 2W (Jet only) **127.950** ①	QDM 261 **MSE**/QDR 261 **MSW -** D5 **DMS**/D6 **DMN** (MAX 220KT) - at D14.2 **DMS**/D15 **DMN LT** 101° (MAX 250KT) intercept R281 **MUN** to **MUN** - R179 **MUN** to MANAL - TULSI **FMS** [A1900+] - MSE [K220-] - DM058 [L] - DM059 [K250-] - MUN [R] - MANAL - TULSI	Initial climb **FL70**
TULSI 5S (Jet only) 6.8% to 4200 **127.950** ①	QDM 261 **MSE**/QDR 261 **MSW -** at D1.5 **DMS** or MNM **1900**, whichever is later, **LT** HDG 178° (MAX 210KT) intercept R323 **MUN** to **MUN** (MAX 250KT) - R179 **MUN** to MANAL - TULSI **FMS** DM049 [K210- ;L] - DM050 [K210- ;L] - MUN [K250- ;R] - MANAL - TULSI	DM049 MNM **1900** Initial climb **FL70**
TURBU 6S (Jet only) 6.8% to 4200 **127.950** ①③	QDM 261 **MSE**/QDR 261 **MSW -** at D1.5 **DMS** or MNM **1900**, whichever is later, **LT** HDG 178°(MAX 210KT) intercept R323 **MUN** to **MUN** (MAX 250KT) - R159 **MUN** to TURBU **FMS** DM049 [K210- ;L] - DM050 [K210- ;L] - MUN [K250- ;R] - TURBU	DM049 MNM **1900** Initial climb **FL70**

① Attention departing aircraft: Simultaneous parallel departures in progress. Proceed exactly on extended centerline until starting turns as published and remain on TWR frequency until further advised.

② After passsing 3700 B-RNAV equipment necessary.

③ If unable to comply with speed and turn restrictions, request TURBU W.

Changes: Note

TURBU 6W / VAVOR 2S / VAVOR 2W

RWY 26L (260°)

When instructed, contact Munich RAD.

	GS	120	150	180	210	240	270
6.8%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26L	
TURBU 6W (Jet only) **127.950** ①	QDM 261 **MSE**/QDR 261 **MSW -** D5 **DMS**/D6 **DMN** (MAX 220KT) - at D14.2 **DMS**/D15 **DMN LT** 101° (MAX 250KT) intercept R281 **MUN** to **MUN** - R159 **MUN** to TURBU **FMS** [A1900+] - MSE [K220-] - DM058 [L] - DM059 [K250-] - MUN [R] - TURBU	Initial climb **FL70**
VAVOR 2S (Jet only) 6.8% to 4200 **127.950** ①②④	QDM 261 **MSE**/QDR 261 **MSW -** at D1.5 **DMS** or MNM **1900**, whichever is later, **LT** HDG 178° (MAX 210KT) intercept R323 **MUN** to **MUN** (MAX 250KT) - R126 **MUN** to LAKOL - **RT** 143° to VAVOR **FMS** DM049 [K210- ;L] - DM050 [K210- ;L] - MUN [K250- ;L] - LAKOL [R] - VAVOR	DM049 MNM **1900** Initial climb **FL70**
VAVOR 2W (Jet only) **127.950** ①③	QDM 261 **MSE**/QDR 261 **MSW -** D5 **DMS**/D6 **DMN** (MAX 220KT) - at D14.2 **DMS**/D15 **DMN LT** 101° (MAX 250KT) intercept R281 **MUN** to **MUN** - R126 **MUN** to LAKOL - **RT** 143° to VAVOR **FMS** [A1900+] - MSE [K220-] - DM058 [L] - DM059 [K250-] - MUN [R] - LAKOL [R] - VAVOR	Initial climb **FL70**

① Attention departing aircraft: Simultaneous parallel departures in progress. Proceed exactly on extended centerline until starting turns as published and remain on TWR frequency until further advised.

② After MUN B-RNAV equipment necessary.

③ After passsing 3700 B-RNAV equipment necessary.

④ If unable to comply with speed and turn restrictions, request VAVOR W.

GIVMI 1N / MIKE 9N / RIDAR 6N

RWY 26R (260°)

When instructed, contact Munich RAD.

	GS	120	150	180	210	240	270
4.9%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26R	
GIVMI 1N **123.900** ①②	QDM 261 **MNE**/QDR 261 **MNW** - at D3.5 **DMN RT** (MAX 220KT) intercept R119 **WLD** - crossing R024 **MAH** (D15.2 **WLD**) (MAX 250KT) **RT** 347° to GIVMI **FMS** [A1900+] - DM060 [K220- ;R] - DM063 [K250- ;R] - GIVMI	Initial climb **FL70**
MIKE 9N **MIQ 9N** (ATC) **123.900** ①③	at D3.5 **DMN RT** 346° (MAX 220KT) to **MIQ** (MAX 250KT)	Initial climb **FL70**
RIDAR 6N 4.9% to D19.8 DMN/ D19 DMS **123.900** ①②④	QDM 261 **MNE**/QDR 261 **MNW** (**MNE** MAX 220KT) - at D22 **DMN**/D21.2 **DMS** (MAX 250KT) **RT** intercept R311 **MAH** to RIDAR **FMS** [A1900+] - MNE [K220-] - DM061 - DM062 [K250- ;R] - RIDAR	D19.8 **DMN**/D19 **DMS** MNM **FL70** DM061 MNM **FL70** Initial climb **FL70**

① Caution: Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centreline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.

② After D15.2 WLD (R024 MAH) BRNAV equipment necessary.

③ Non-RNAV ACFT only.

④ Climb gradient required due to operations. If unable to comply, advise ATC.

MUC-EDDM

ALLGAU 2N / BIBAG 2N / KIRDI 2N

RWY 26R (260°)

When instructed, contact Munich RAD.

	GS	120	150	180	210	240	270
5.3%	ft/MIN	700	900	1000	1200	1300	1500
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26R	
ALLGAU 2N **ALG 2N** 5.3% to D18.4 DMN/ D17.6 DMS **127.950** ①③④	QDM 261 **MNE**/QDR 261 **MNW** (D4.8 **DMN**/D4.2 **DMS** MAX 220KT) - at D18.4 **DMN**/D17.6 **DMS** (MAX 250KT) **LT** 233° to AMEXO - **RT** 251° to **ALG** **FMS** [A1900+] - MNE [K220-] - DM061 [K250- ;L] - AMEXO [R] - ALG	D18.4 **DMN**/D17.6 **DMS** MNM **FL70** DM061 MNM **FL70** Initial climb **FL70**
BIBAG 2N 5.5% to 4200 **127.950** ①②	QDM 261 **MNE**/QDR 261 **MNW** - at D2 **DMN** or MNM **1900**, whichever is later, **LT** HDG 178° (MAX 210KT) - intercept R323 **MUN** to **MUN** - **LT** R081 **MUN** to MEBEK (MAX 250KT) - **LT** 034° to BIBAG **FMS** DM067 [K210- ;L] - DM050 [L] - MUN [K250- ;L] - MEBEK [K250- ;L] - BIBAG	DM067 MNM **1900** Initial climb **FL70**
KIRDI 2N 5.5% to 4200 **127.950** ①②	QDM 261 **MNE**/QDR 261 **MNW** - at D2 **DMN** or MNM **1900**, whichever is later, **LT** HDG 178° (MAX 210KT) - intercept R323 **MUN** to **MUN** - **LT** R081 **MUN** to MEBEK (MAX 250KT) - **RT** 095° to KIRDI **FMS** DM067 [K210- ;L] - DM050 [L] - MUN [L] - MEBEK [K250- ;R] - KIRDI	DM067 MNM **1900** Initial climb **FL70**

① Caution: Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centreline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.

② After MUN BRNAV equipment necessary.

③ After 3700 BRNAV equipment necessary.

④ Climb gradient required due to operations. If unable to comply, advise ATC.

Changes: Note

MUC-EDDM

MERSI 5N / OBAXA 4N / OLASO 2N

RWY 26R (260°)

When instructed, contact Munich RAD.

	GS	120	150	180	210	240	270
5.3%	ft/MIN	700	900	1000	1200	1300	1500
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26R	
MERSI 5N 5.3% to D18.4 DMN/ D17.6 DMS **127.950** ①②③	QDM 261 **MNE**/QDR 261 **MNW** (D4.8 **DMN**/D4.2 **DMS** MAX 220KT) - at D18.4 **DMN**/D17.6 **DMS** (MAX 250KT) **LT** 200° to AMPEG - **RT** 208° to MERSI **FMS** [A1900+] - MNE [K220-] - DM061 [K250- ;L] - AMPEG [R] - MERSI	D18.4 **DMN**/D17.6 **DMS** MNM **FL70** DM061 MNM **FL70** Initial climb **FL70**
OBAXA 4N (Prop only) 5.5% to 4200 **127.950** ①	QDM 261 **MNE**/QDR 261 **MNW** - at D2 **DMN** or MNM **1900**, whichever is later, **LT** HDG 178° (MAX 210KT) - intercept QDR 168 **MNE** - intercept R208 **MUN** to OBAXA **FMS** DM067 [K210- ;L] - DM068 [L] - DM069 [R] - OBAXA [K250-]	DM067 MNM **1900** Initial climb **FL70**
OLASO 2N 5.3% to D18.4 DMN/ D17.6 DMS **127.950** ①②③	QDM 261 **MNE**/QDR 261 **MNW** (D4.8 **DMN**/D4.2 **DMS** MAX 220KT) - at D18.4 **DMN**/D17.6 **DMS** (MAX 250KT) **LT** 258° to OLASO **FMS** [A1900+] - MNE [K220-] - DM061 [K250- ;L] - OLASO	D18.4 **DMN**/D17.6 **DMS** MNM **FL70** DM061 MNM **FL70** Initial climb **FL70**

① Caution: Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centreline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.

② After 3700 BRNAV equipment necessary.

③ Climb gradient required due to operations. If unable to comply, advise ATC.

Changes: Note

MUC-EDDM

5-220 **SIDs RWY 26R South (RNAV Overlay)**

ROTAX 2N / TULSI 1N / TURBU 5N / VAVOR 2N

RWY 26R (260°)

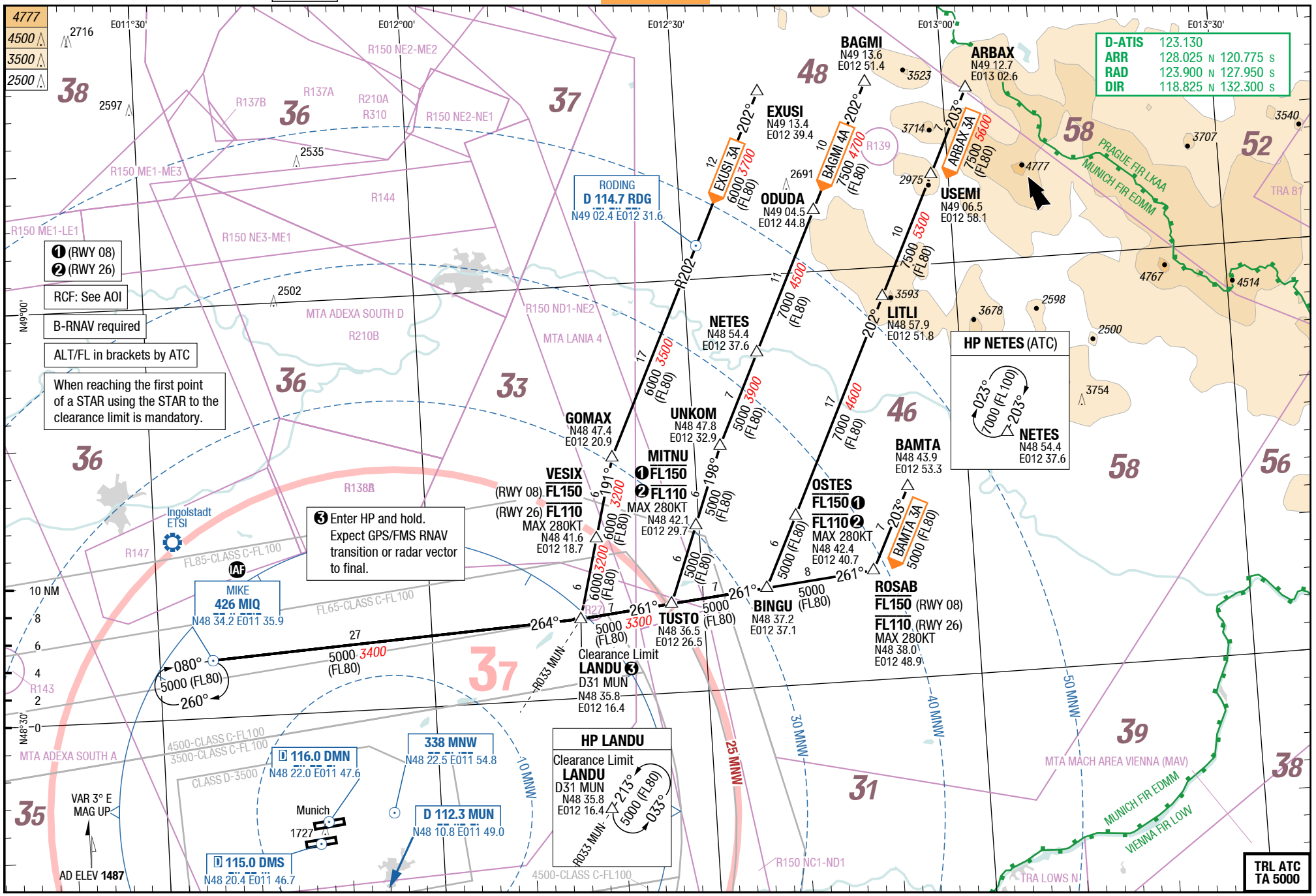
When instructed, contact Munich RAD.

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26R	
ROTAX 2N 5.5% to 4200 **127.950** ①②	QDM 261 **MNE**/QDR 261 **MNW** - at D2 **DMN** or MNM **1900**, whichever is later, **LT** HDG 178° (MAX 210KT) - intercept R323 **MUN** to **MUN** (MAX 250KT) - **LT** R126 **MUN** to LAKOL - **LT** 108° to ROTAX **FMS** DM067 [K210**-** ;L] - DM050 [L] - MUN [K250**-** ;L] - LAKOL [L] - ROTAX	DM067 MNM **1900** initial climb **FL70**
TULSI 1N (Jet only) 5.5% to 4200 **127.950** ①	QDM 261 **MNE**/QDR 261 **MNW** - at D2 **DMN** or MNM **1900**, whichever is later, **LT** HDG 178° (MAX 210KT) - intercept R323 **MUN** to **MUN** (MAX 250KT) - **RT** R179 **MUN** to MANAL - TULSI **FMS** DM067 [K210**-**] - DM050 [L] - MUN [K250**-** ;R] - MANAL - TULSI	DM067 MNM **1900** initial climb **FL70**
TURBU 5N (Jet only) 5.5% to 4200 **127.950** ①	QDM 261 **MNE**/QDR 261 **MNW** - at D2 **DMN** or MNM **1900**, whichever is later, **LT** HDG 178° (MAX 210KT) - intercept R323 **MUN** to **MUN** (MAX 250KT) - **RT** R159 **MUN** to TURBU **FMS** DM067 [K210**-**] - DM050 [L] - MUN [K250**-** ;R] - TURBU	DM067 MNM **1900** initial climb **FL70**
VAVOR 2N (Jet only) 5.5% to 4200 **127.950** ①②	QDM 261 **MNE**/QDR 261 **MNW** - at D2 **DMN** or MNM **1900**, whichever is later, **LT** HDG 178° (MAX 210KT) - intercept R323 **MUN** to **MUN** (MAX 250KT) - **LT** R126 **MUN** to LAKOL - **RT** 143° to VAVOR **FMS** DM067 [K210**-** ;L] - DM050 [L] - MUN [K250**-** ;L] - LAKOL [R] - VAVOR	DM067 MNM **1900** initial climb **FL70**

① Caution: Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centreline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.

② After MUN BRNAV equipment necessary.



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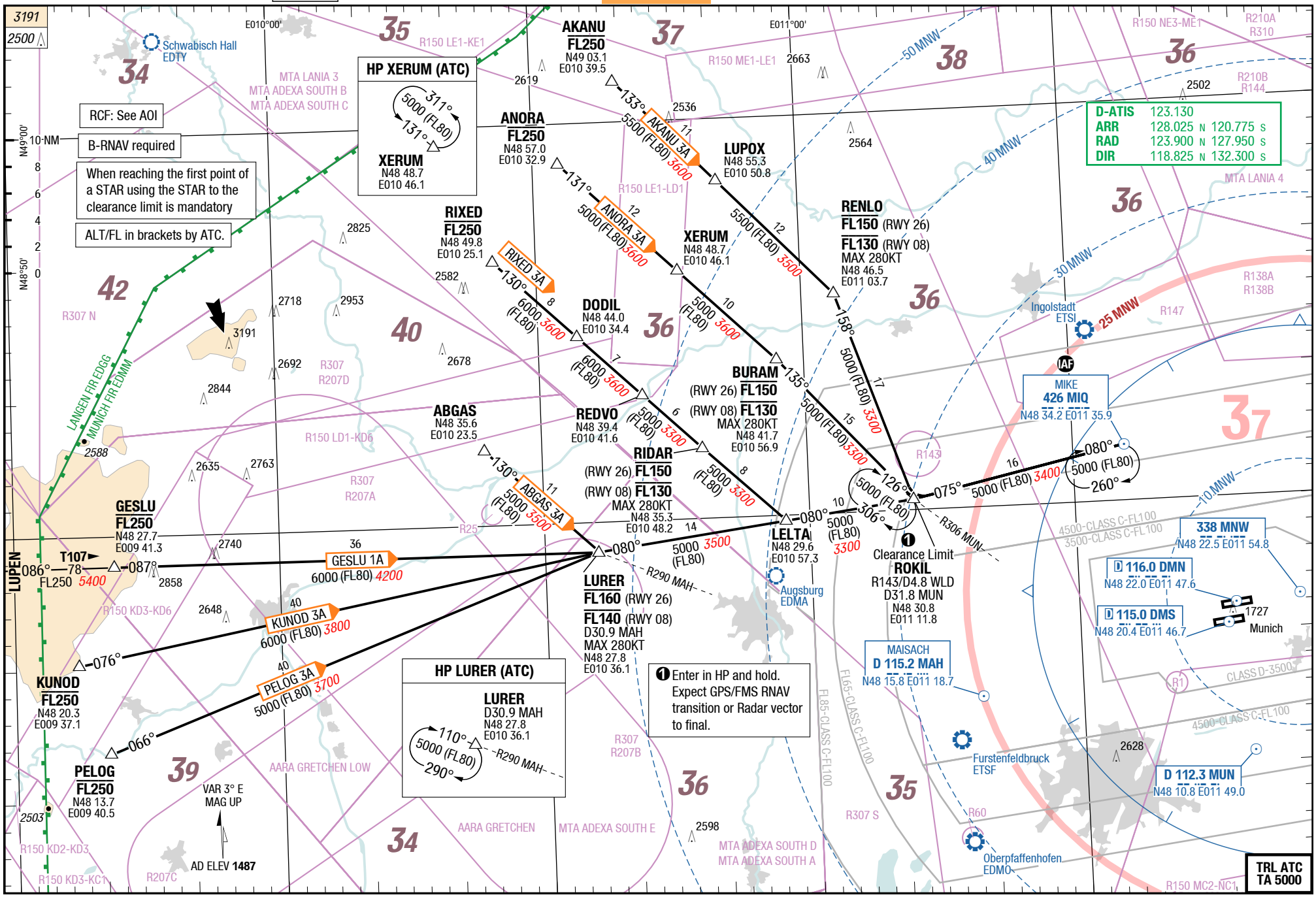

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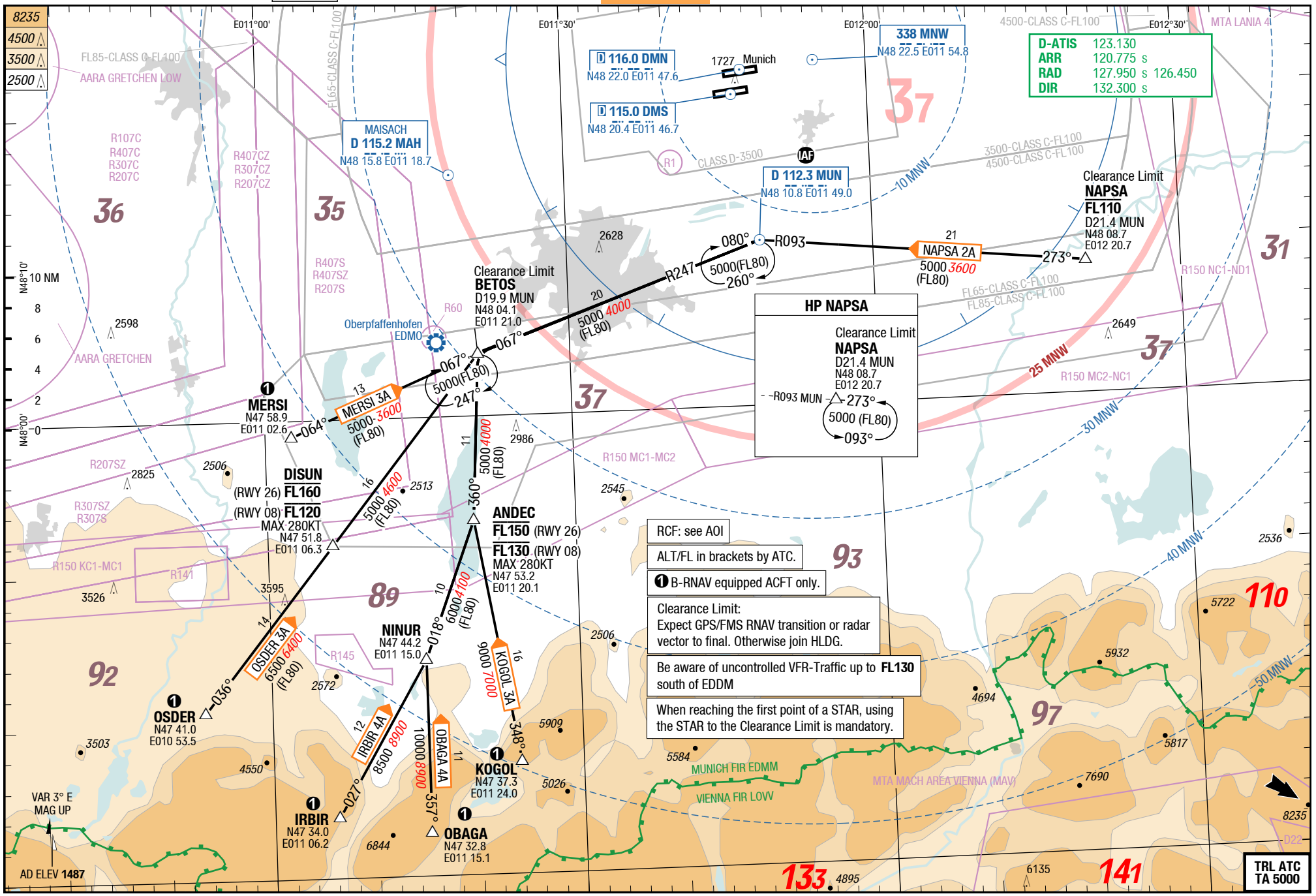

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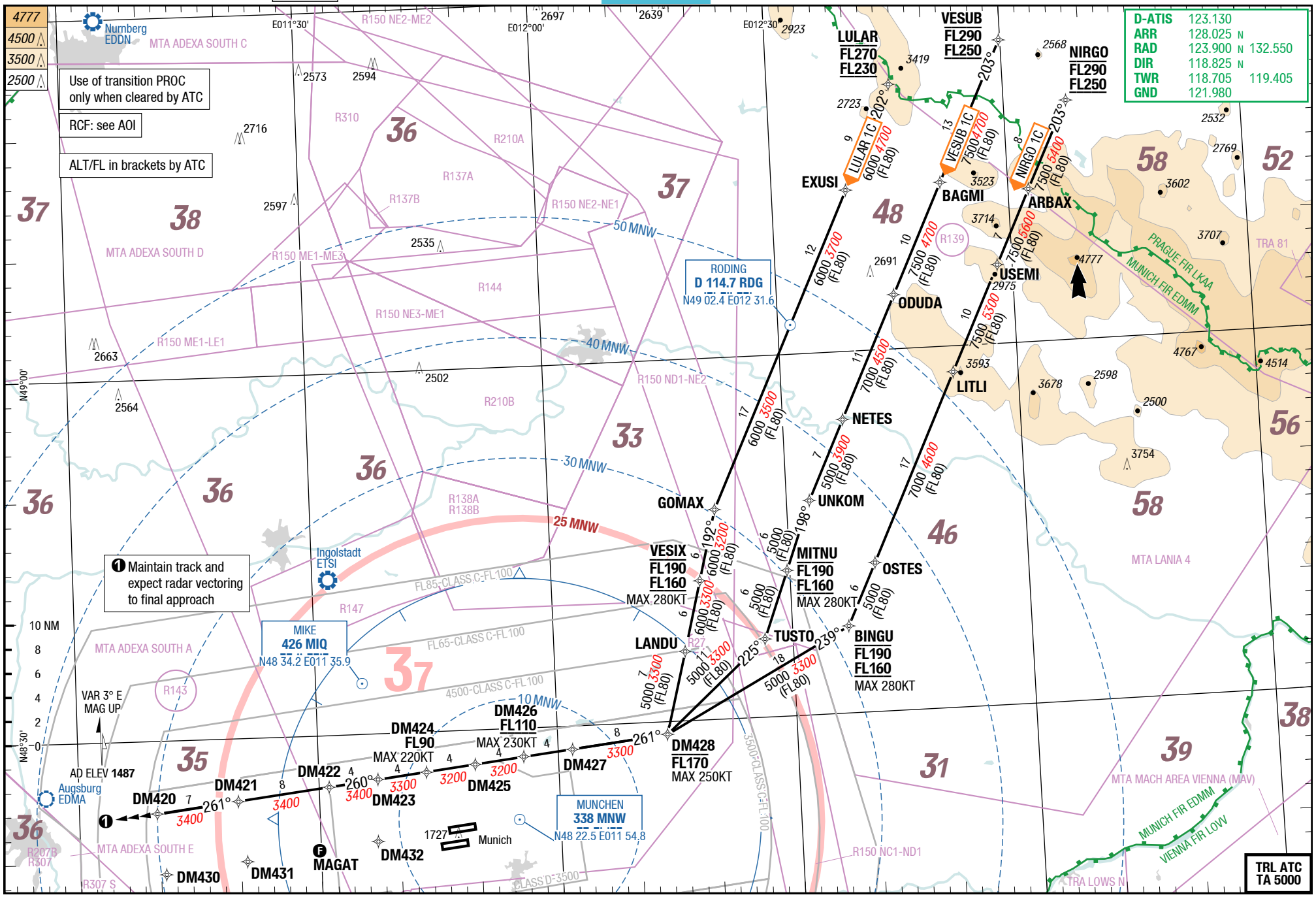

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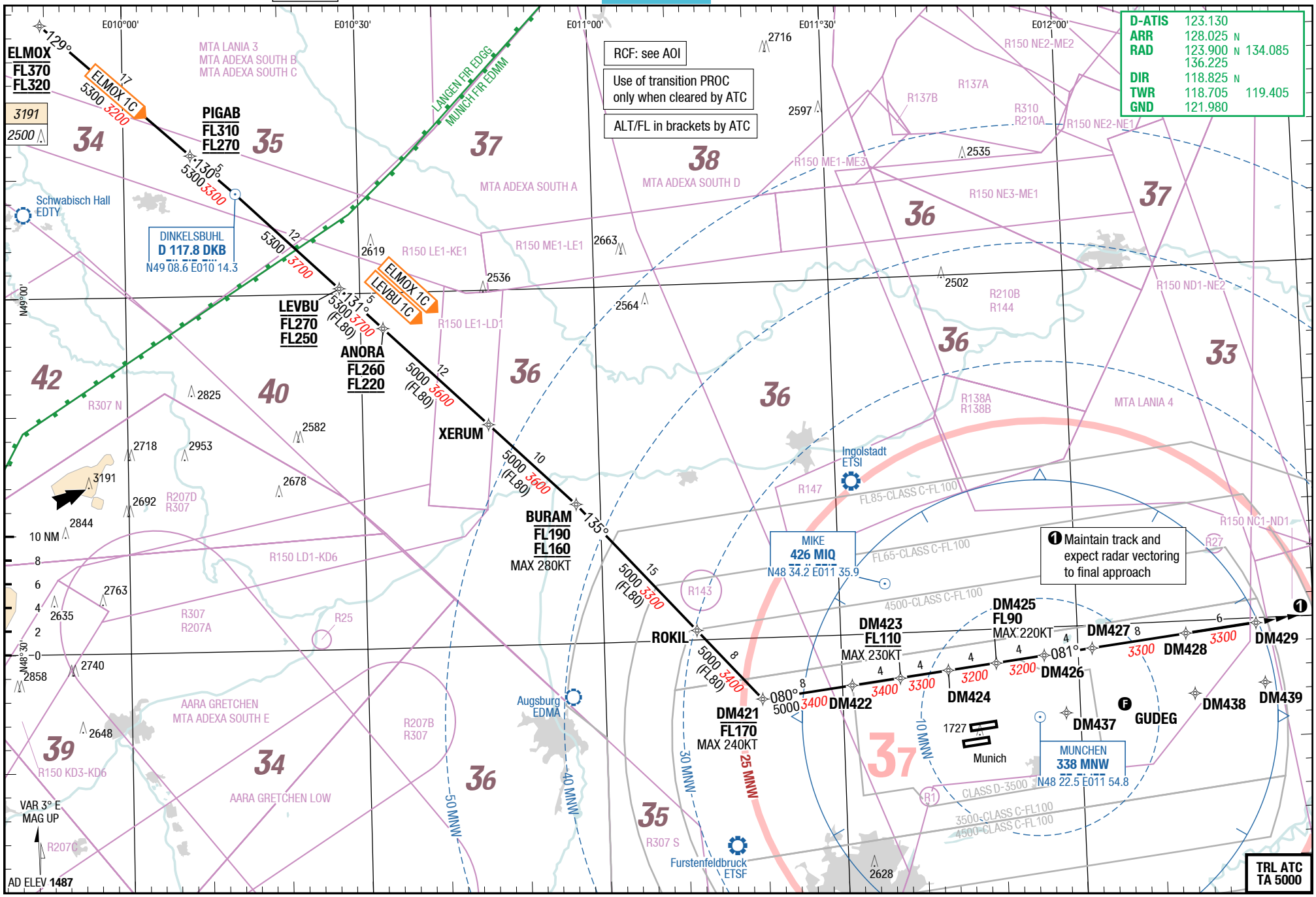
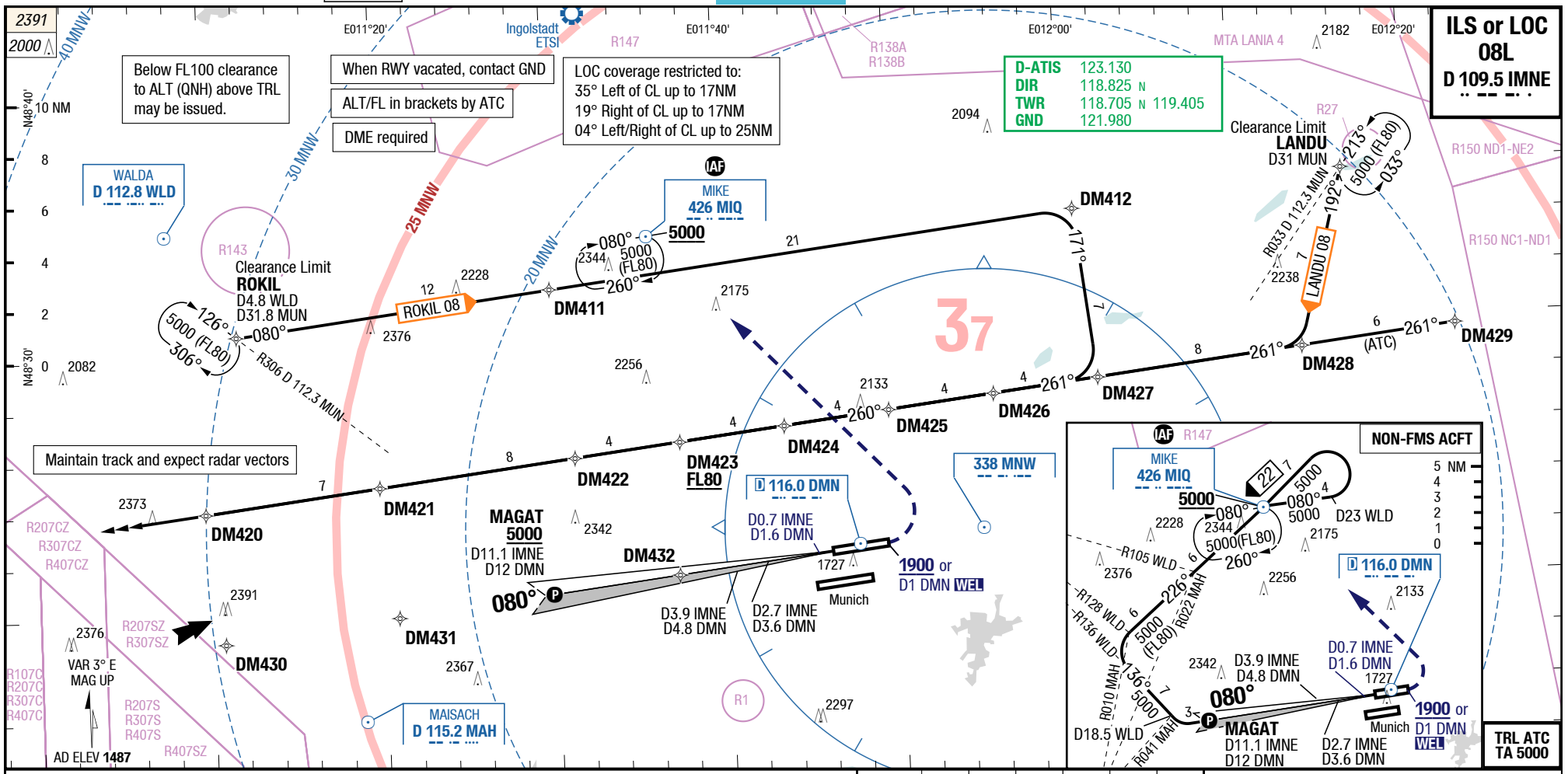
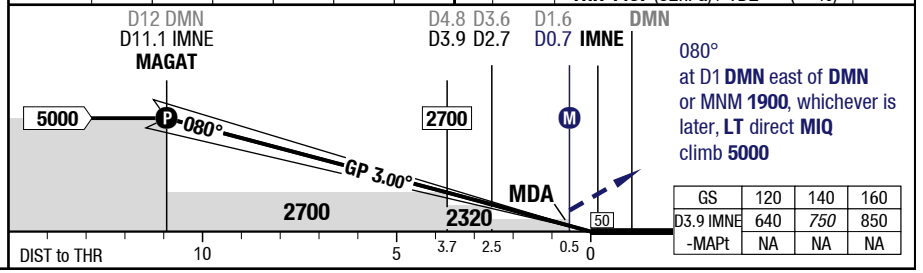


Changes: FREQ



LOC 3.01° D IMNE	11.1	10	8	6	4	2
	5000	4660	4020	3380	2740	2100

08L 3.0° 60 HL 4000 G 60 15 HL
HL-P2F **THR 1467** (52hPa) / TDZ --- (---%) -0.1%

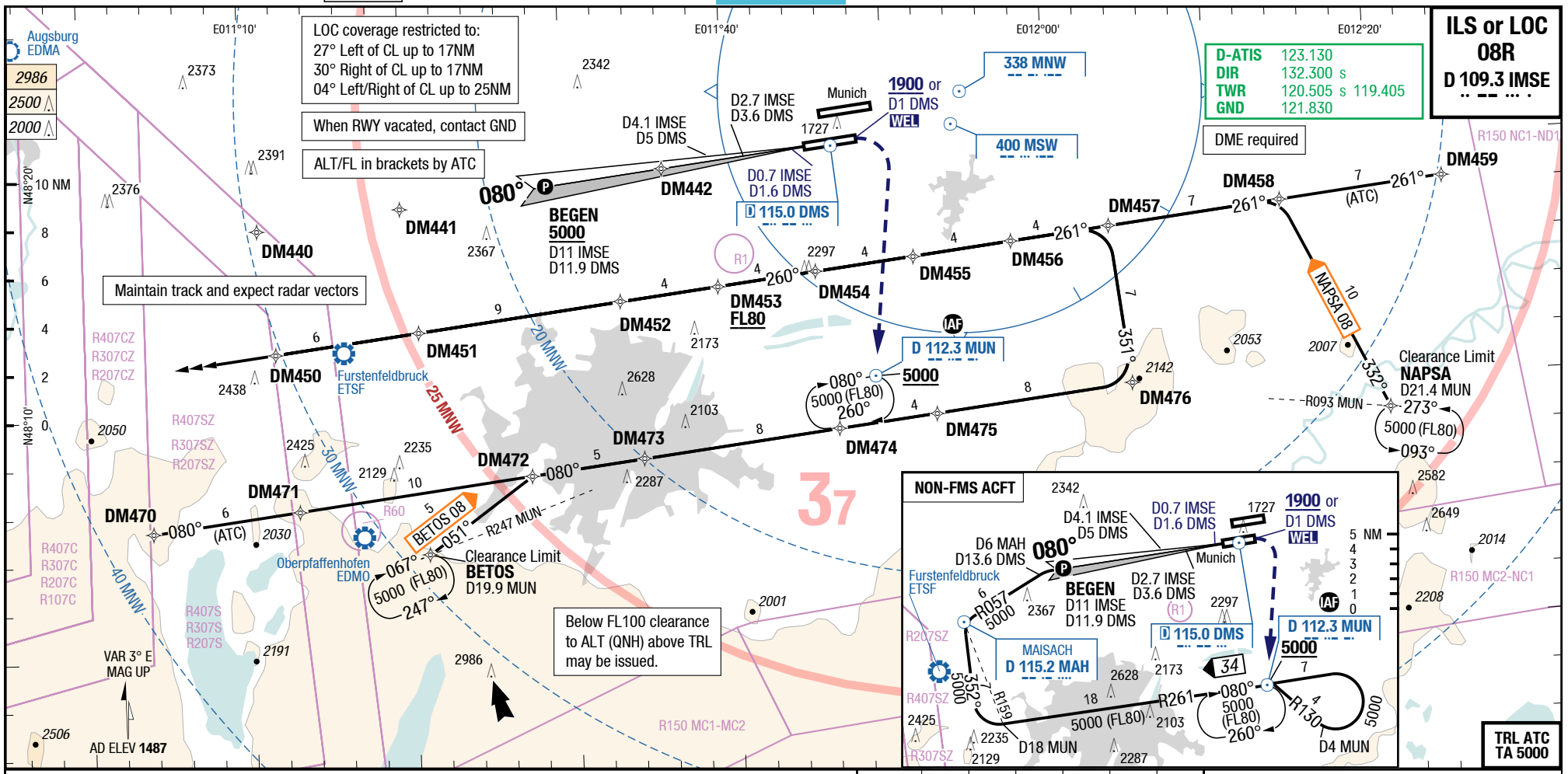


GS	120	140	160
D3.9 IMNE	640	*750*	850
-MAPt	NA	NA	NA

08L		Cat 3b DME	Cat 2 DME	Cat 1 DME LTS 1)	Cat 1 DME 1)	LOC DME	Circling
C	ft - m/km ft	0 - 75R **Company**	100 - 300R **103** RA	200 - 400 **1670**	200 - 550 **1670**	400 - 1.1 **1860**	Not published
D	ft - m/km ft	0 - 75R **Company**	100 - 300R **103** RA 2)	200 - 400 **1670**	200 - 550 **1670**	400 - 1.1 **1860**	Not published

1) With EVS 350m, wo EVS use STD
2) If not conducting autoland RVR 350m required

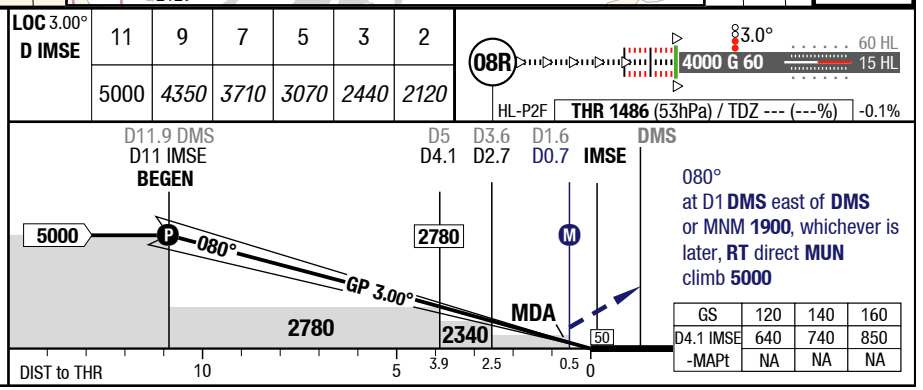
Changes: APL



08R		Cat 3b DME	Cat 2 DME	Cat 1 DME LTS 1)	Cat 1 DME 1)	LOC DME	Circling
C	ft - m/km ft	0 - 75R **Company**	100 - 300R **102** RA	200 - 400 **1690**	200 - 550 **1690**	400 - 1.1 **1880**	Not published
D	ft - m/km ft	0 - 75R **Company**	100 - 300R **102** RA 2)	200 - 400 **1690**	200 - 550 **1690**	400 - 1.1 **1880**	Not published

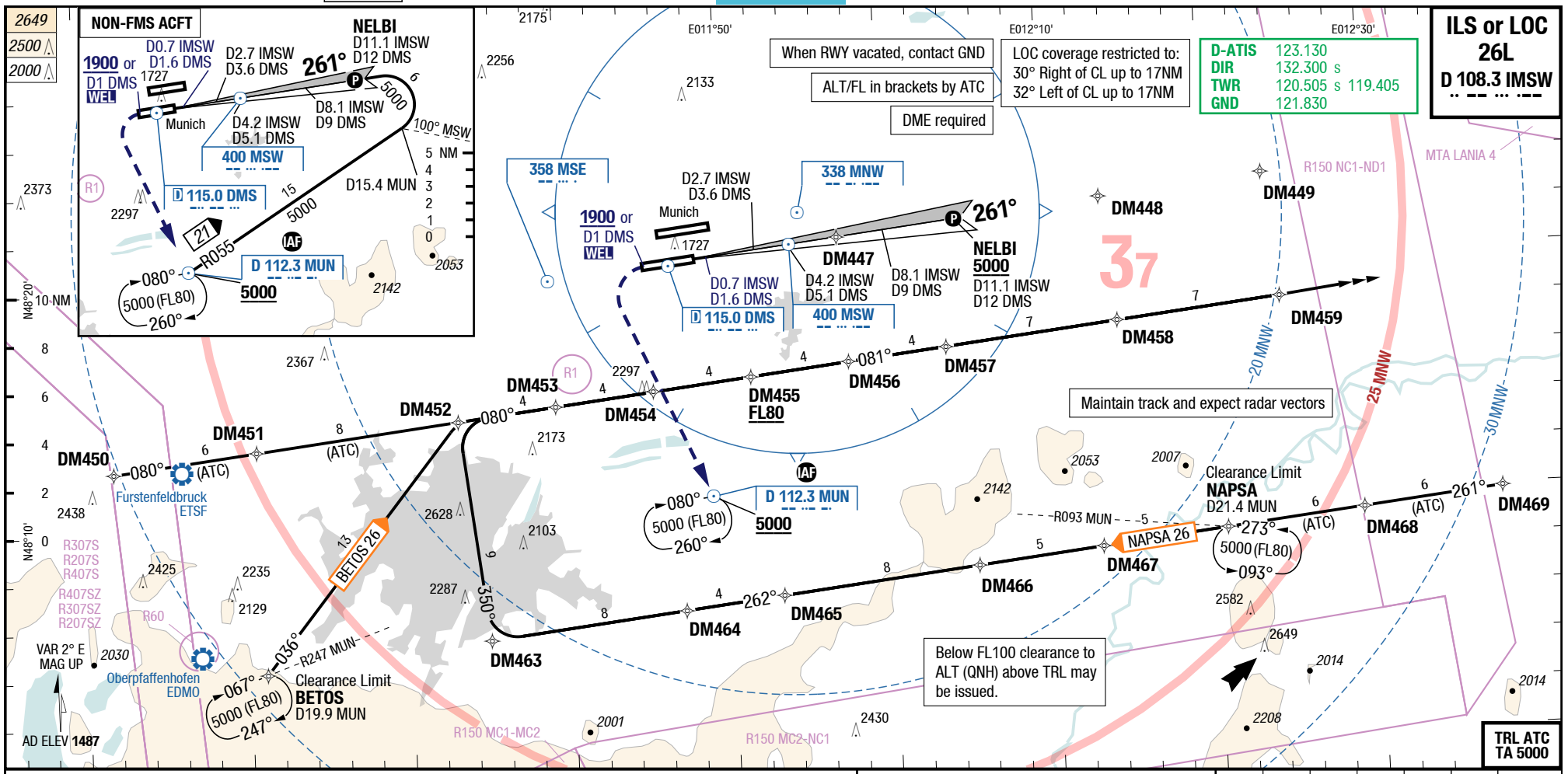
1) With EVS 350m
2) If not conducting autoland RVR 350m required

LOC 3.00° D IMSE	11	9	7	5	3	2
	5000	4350	3710	3070	2440	2120



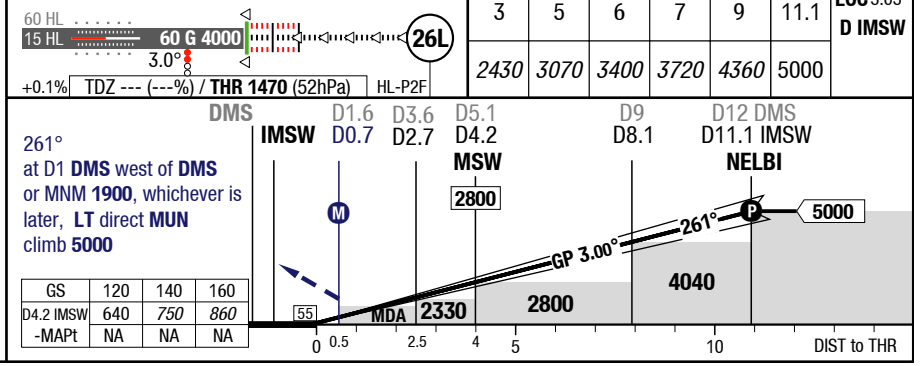
GS	120	140	160
D4.1 IMSE	640	740	850
-MAPt	NA	NA	NA

Changes: APL

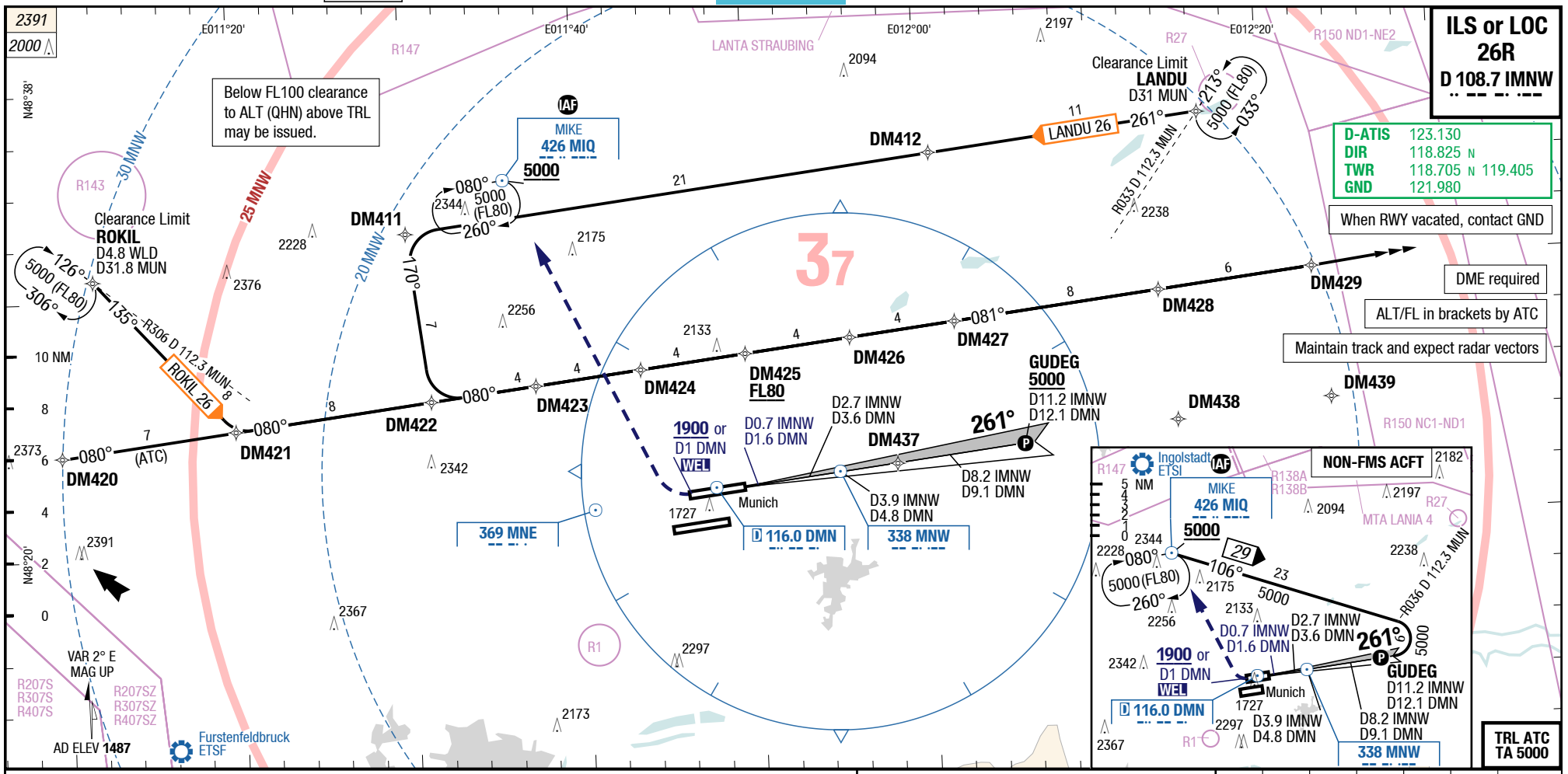


26L		Cat 3b DME	Cat 2 DME	Cat 1 DME LTS 1)	Cat 1 DME 1)	LOC DME	Circling
C	ft - m/km ft	0 - 75R **Company**	100 - 300R **106** RA	200 - 400 **1670**	200 - 550 **1670**	410 - 1.2 **1880**	Not published
D	ft - m/km ft	0 - 75R **Company**	100 - 300R **106** RA 2)	200 - 400 **1670**	200 - 550 **1670**	410 - 1.2 **1880**	Not published

1) With EVS 350m, wo EVS use STD
2) If not conducting autoland RVR 350m required

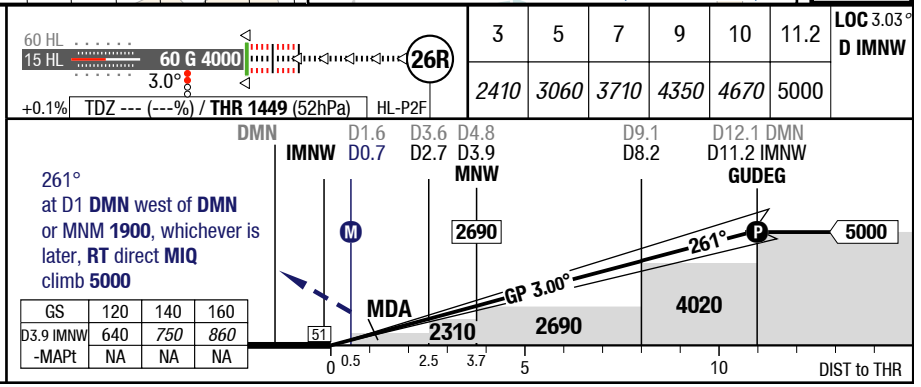


Changes: APL

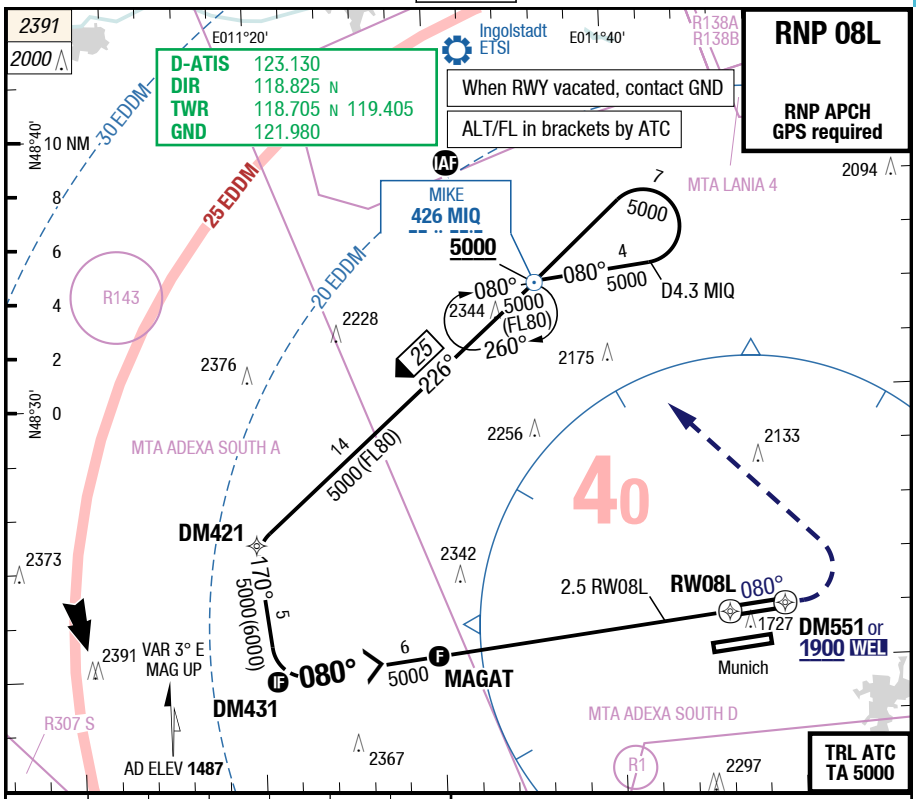


26R		Cat 3b DME	Cat 2 DME	Cat 1 DME LTS 1)	Cat 1 DME 1)	LOC DME	Circling
C	ft - m/km ft	0 - 75R **Company**	100 - 300R **106** RA	200 - 400 **1650**	200 - 550 **1650**	420 - 1.2 **1860**	Not published
D	ft - m/km ft	0 - 75R **Company**	100 - 300R **106** RA 2)	200 - 400 **1650**	200 - 550 **1650**	420 - 1.2 **1860**	Not published

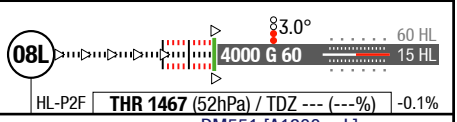
1) With EVS 350m, wo EVS use STD
2) If not conducting autoland RVR 350m required

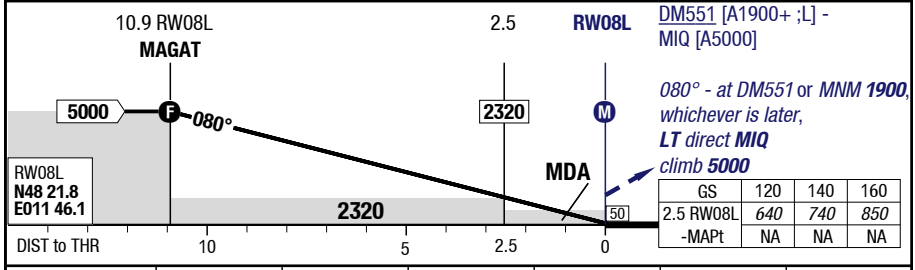


Changes: APL



3.00° RW08L	10.9	10	8	6	4	2
	5000	*4710*	*4070*	*3430*	*2790*	*2160*





DM551 [A1900+ ;L] - MIQ [A5000]

*080° - at DM551 or MNM **1900**, whichever is later, **LT** direct **MIQ** climb **5000***

GS	120	140	160
2.5 RW08L	*640*	*740*	*850*
-MAPt	NA	NA	NA

08L		**RNP** VNAV 1)	**RNP** LNAV				**Circling**
C	ft - m/km ft	340 - 800 **1810** 2)	490 - 1.5 **1950**				Not published
D	ft - m/km ft	390 - 1.1 **1850** 3)	490 - 1.5 **1950**				Not published

1) Uncompensated Baro VNAV NA below -15°C (5°F)
2) With EVS 550m
3) With EVS 750m

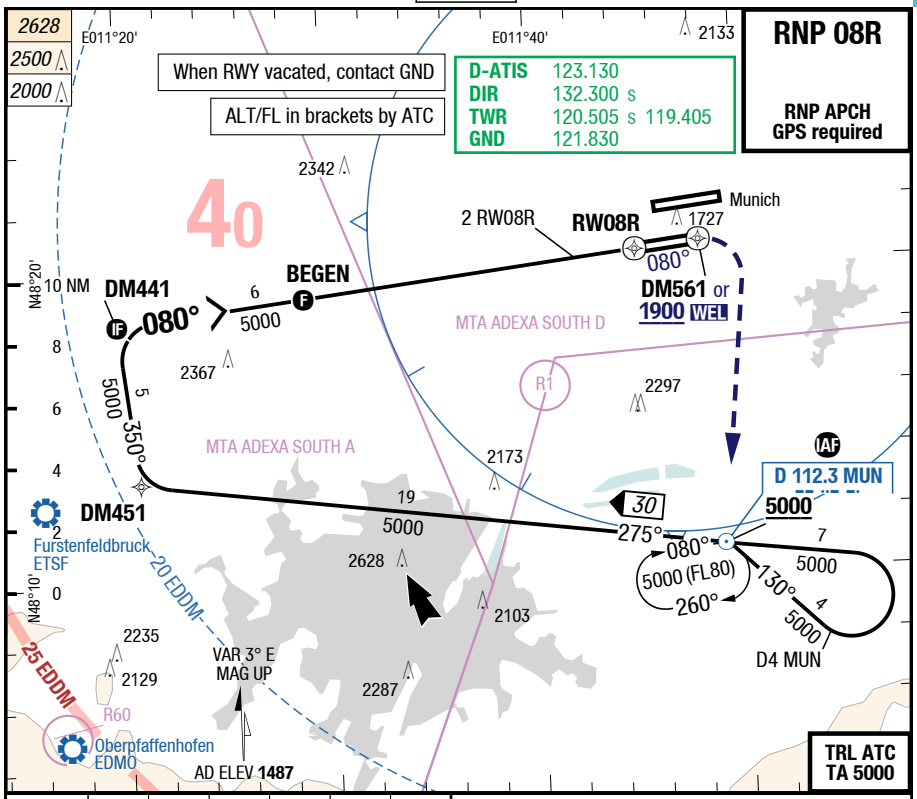
Changes: APL

12-JUL-2018

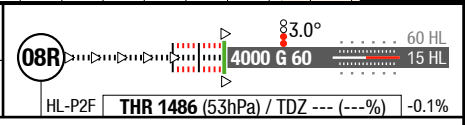
MUC-EDDM

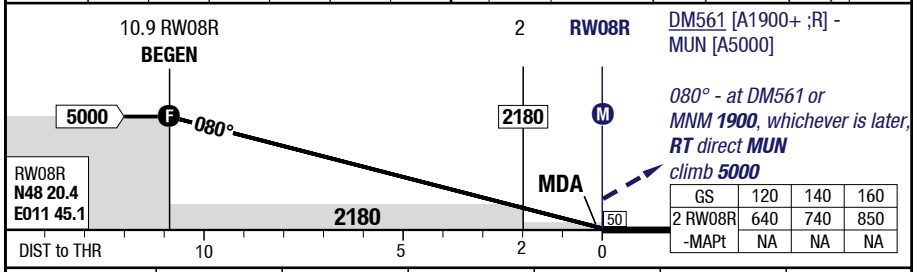
7-80

RNP 08R



3.00° RW08R	10.9	10	8	6	4	3
	5000	*4720*	*4090*	*3450*	*2810*	*2500*





DM561 [A1900+ ;R] - MUN [A5000]

*080° - at DM561 or MNM **1900**, whichever is later, **RT** direct **MUN** climb **5000***

GS	120	140	160
2 RW08R	640	740	850
-MAPt	NA	NA	NA

08R		RNP VNAV 1) 2)	RNP LNAV				Circling
C	ft - m/km ft	440 - 1.3 **1930**	530 - 1.7 **2010**				Not published
D	ft - m/km ft	450 - 1.4 **1940**	530 - 1.7 **2010**				Not published

1) Uncompensated Baro VNAV NA below -15°C (5°F)
2) With EVS 900m

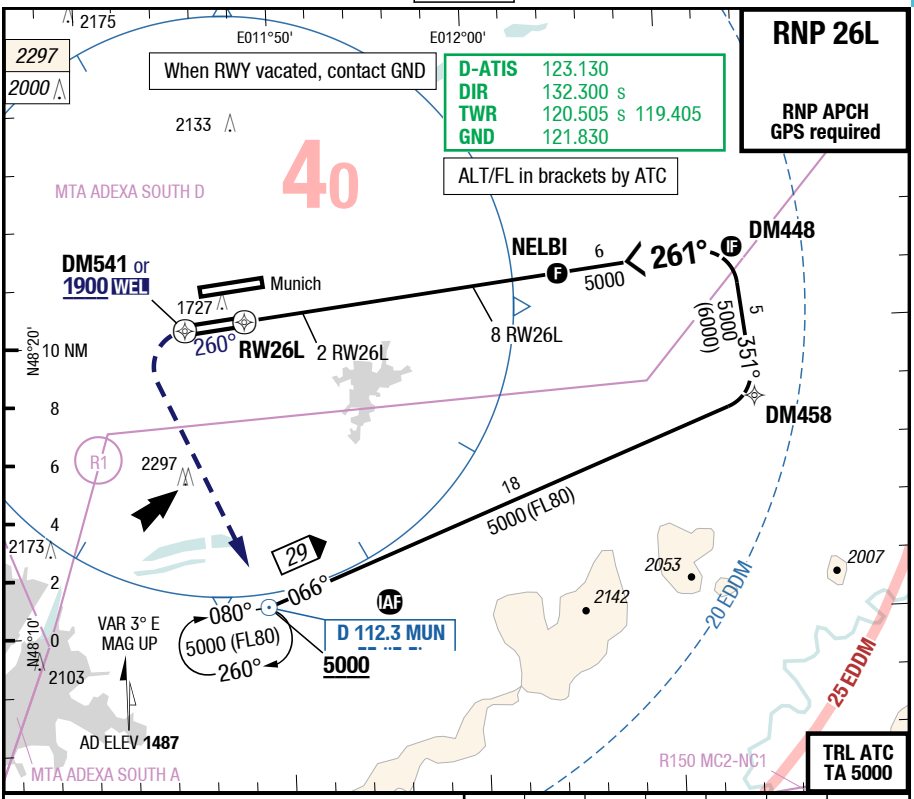
Changes: APL

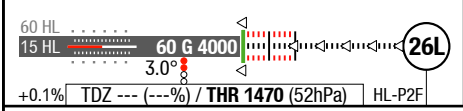
12-JUL-2018

MUC-EDDM

7-90

RNP 26L





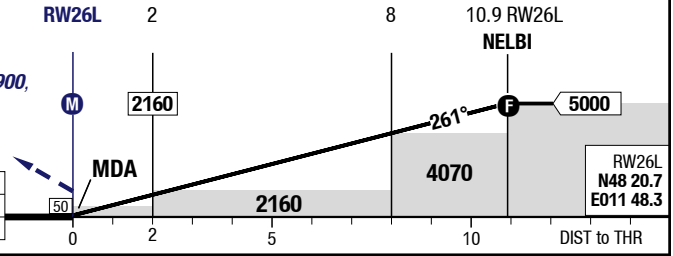
3	4	6	7	10	10.9
2480	2800	3430	3750	4710	5000

3.00°
RW26L
261°
RWY 260°

DM541 [A1900+ ;L] -
MUN [A5000]

*260° - at DM541 or MNM **1900**, whichever is later,*
LT** direct **MUN
*climb **5000***

GS	120	140	160
2 RW26L	640	740	850
-MAPt	NA	NA	NA



26L		RNP VNAV 1)	RNP LNAV				Circling
C	ft - m/km ft	340 - 800 **1810** 2)	510 - 1.6 **1980**				Not published
D	ft - m/km ft	420 - 1.2 **1890** 3)	510 - 1.6 **1980**				Not published

1) Uncompensated Baro VNAV NA below -15°C (5°F)
2) With EVS 550m
3) With EVS 800m

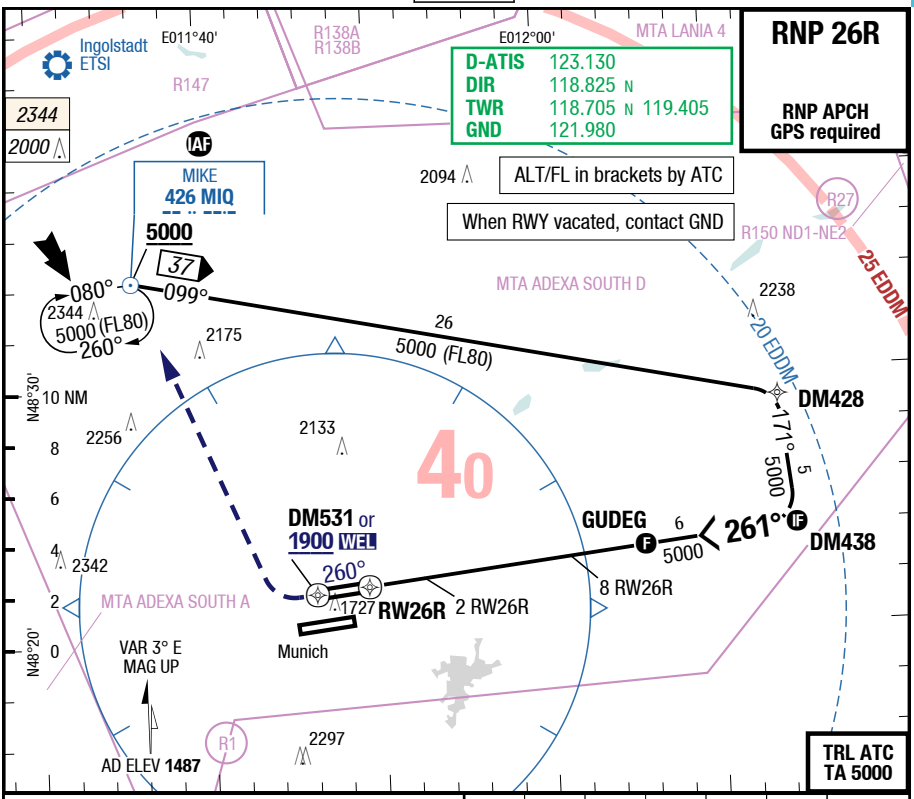
Changes: APL

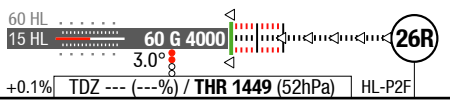
12-JUL-2018

MUC-EDDM

7-100

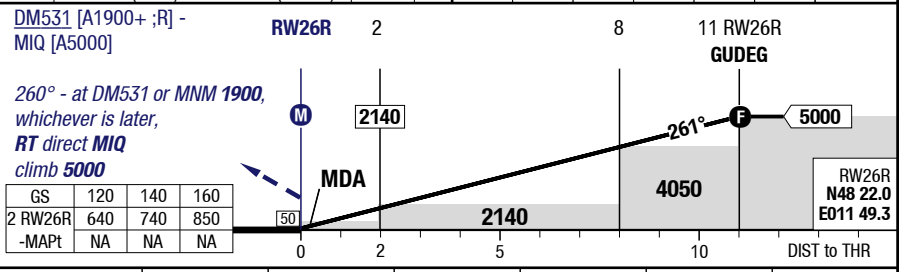
RNP 26R





3	4	6	7	10	11
2460	*2780*	*3410*	*3730*	*4690*	5000

3.00°
RW26R
261°
RWY 260°



GS	120	140	160
2 RW26R	640	740	850
-MAPt	NA	NA	NA

26R		RNP VNAV 1) 2)	RNP LNAV				Circling
C	ft - m/km ft	480 - 1.5 **1930**	570 - 1.9 **2010**				Not published
D	ft - m/km ft	490 - 1.5 **1940**	570 - 1.9 **2010**				Not published

1) Uncompensated Baro VNAV NA below -15°C (5°F)
2) With EVS 1.0km

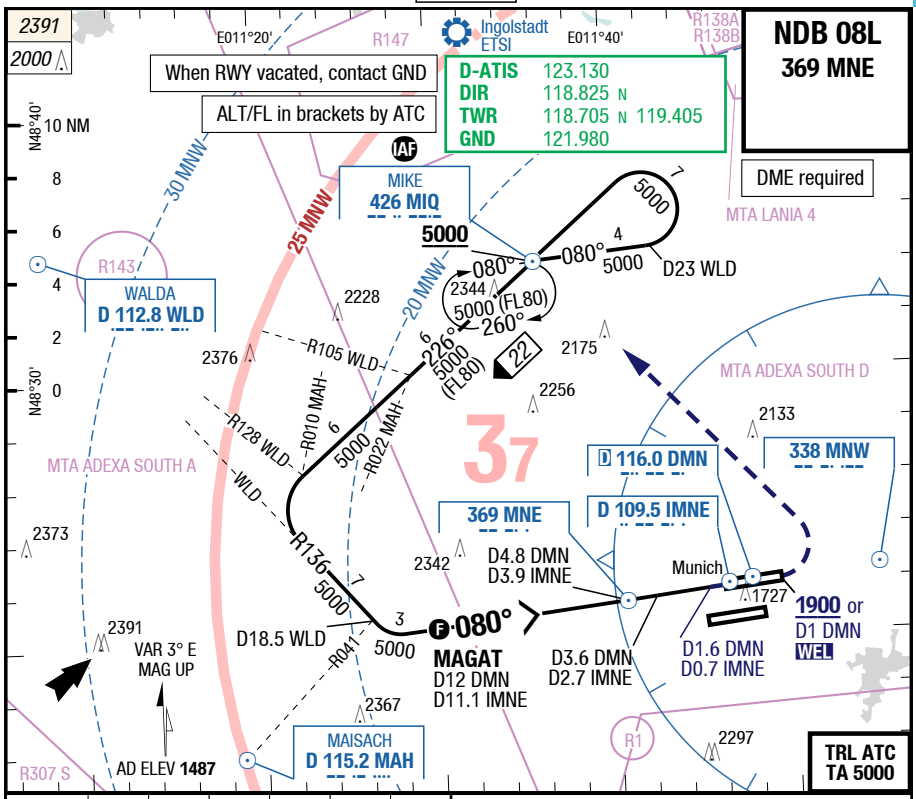
Changes: APL

12-JUL-2018

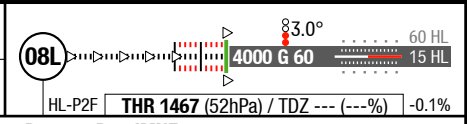
MUC-EDDM

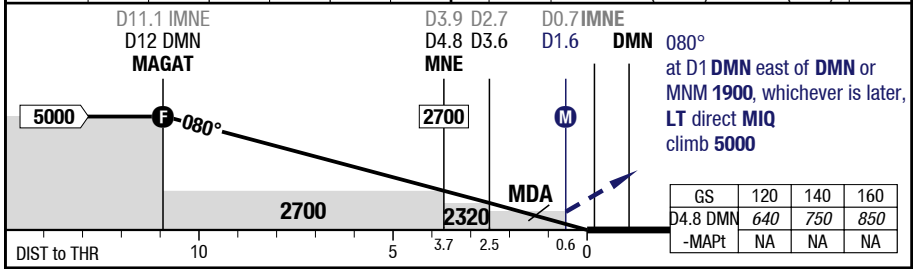
7-110

NDB 08L



3.02° D DMN	12	10	8	7	6	4
	5000	*4380*	*3740*	*3420*	*3100*	*2460*





GS	120	140	160
D4.8 DMN	*640*	*750*	*850*
-MAPt	NA	NA	NA

08L		NDB DME					Circling
C	ft - m/km ft	590 - 2.0 **2050**					Not published
D	ft - m/km ft	590 - 2.0 **2050**					Not published

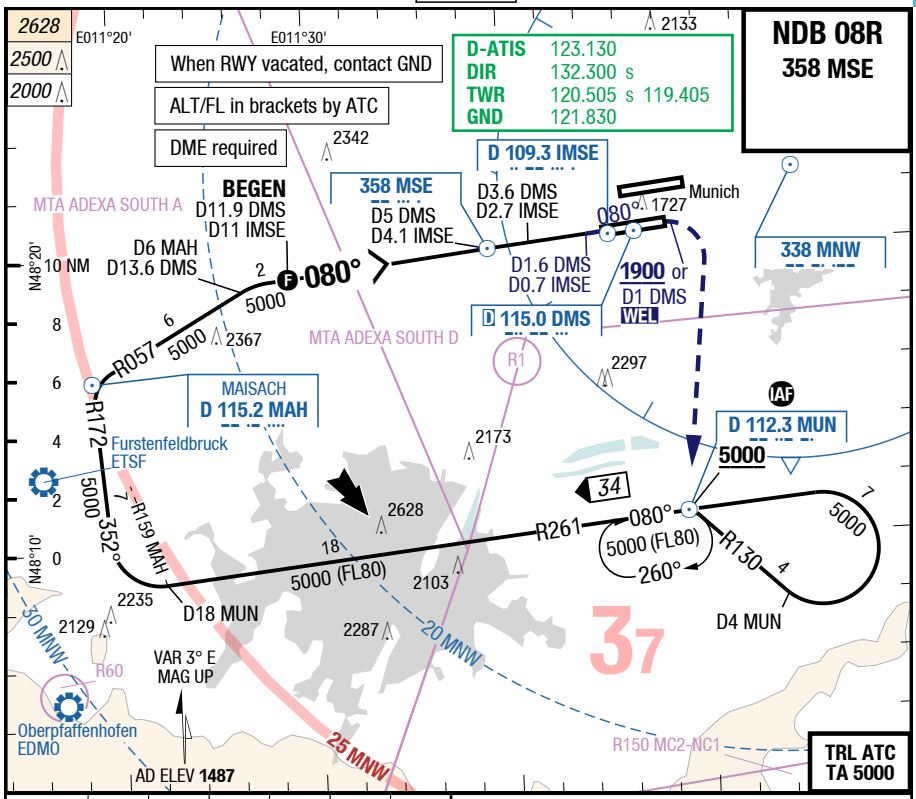
Changes: APL

12-JUL-2018

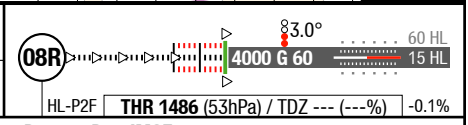
MUC-EDDM

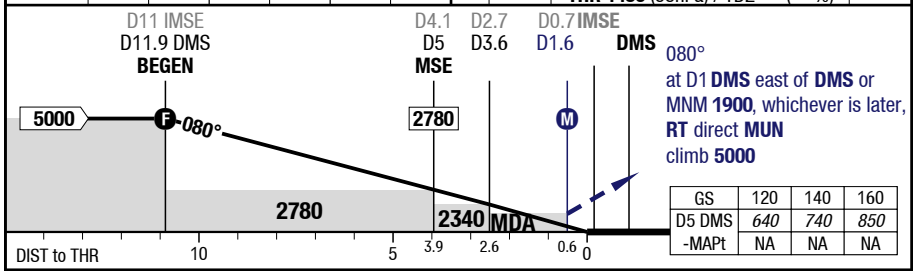
7-120

NDB 08R



3.00° D DMS	11.9	10	8	7	6	4
	5000	*4390*	*3750*	*3430*	*3110*	*2470*





GS	120	140	160
D5 DMS	*640*	*740*	*850*
-MAPt	NA	NA	NA

08R		NDB DME					Circling
C	ft - m/km ft	570 - 1.9 **2050**					Not published
D	ft - m/km ft	570 - 1.9 **2050**					Not published

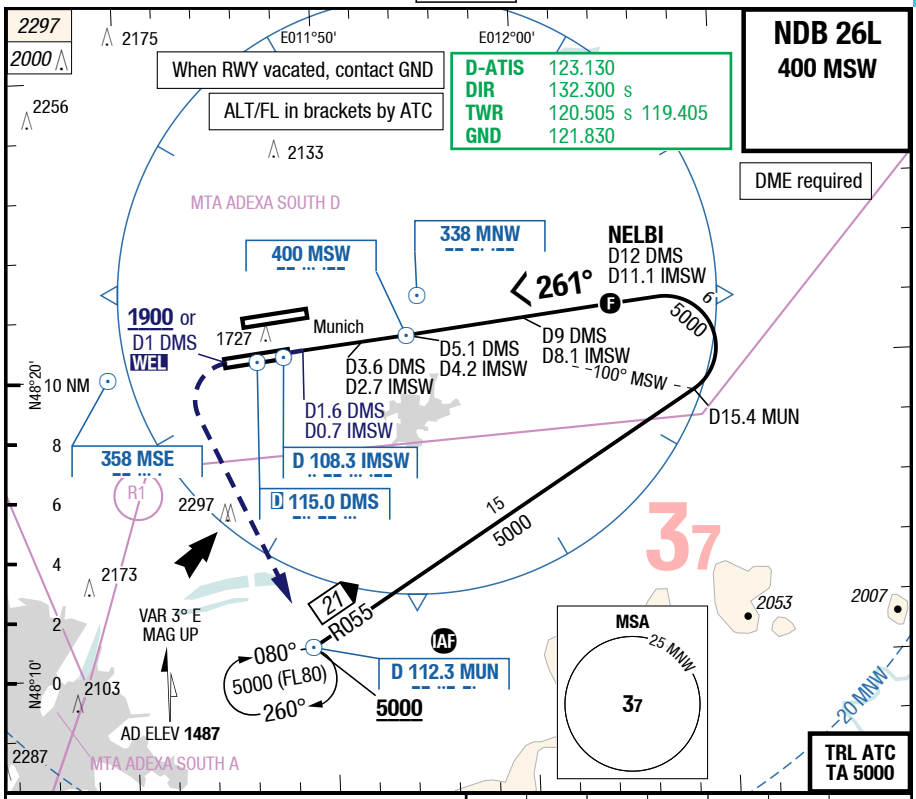
Changes: APL

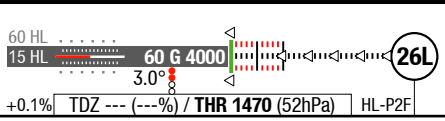
12-JUL-2018

MUC-EDDM

7-130

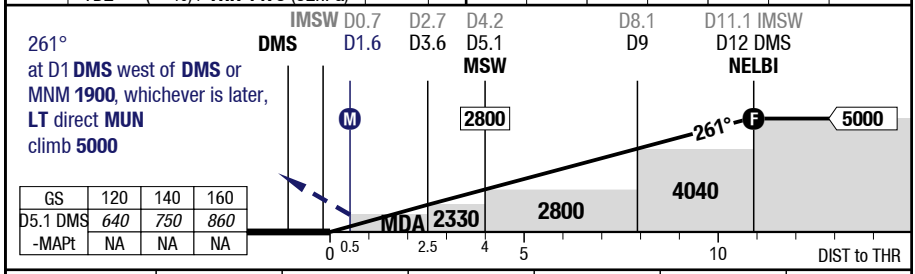
NDB 26L





3	4	6	8	10	12
2140	2460	3110	3750	4390	5000

3.03°
D DMS
261°
RWY 260°



GS	120	140	160
D5.1 DMS	*640*	*750*	*860*
-MAPt	NA	NA	NA

26L		NDB DME					Circling
C	ft - m/km ft	550 - 1.8 **2020**					Not published
D	ft - m/km ft	550 - 1.8 **2020**					Not published

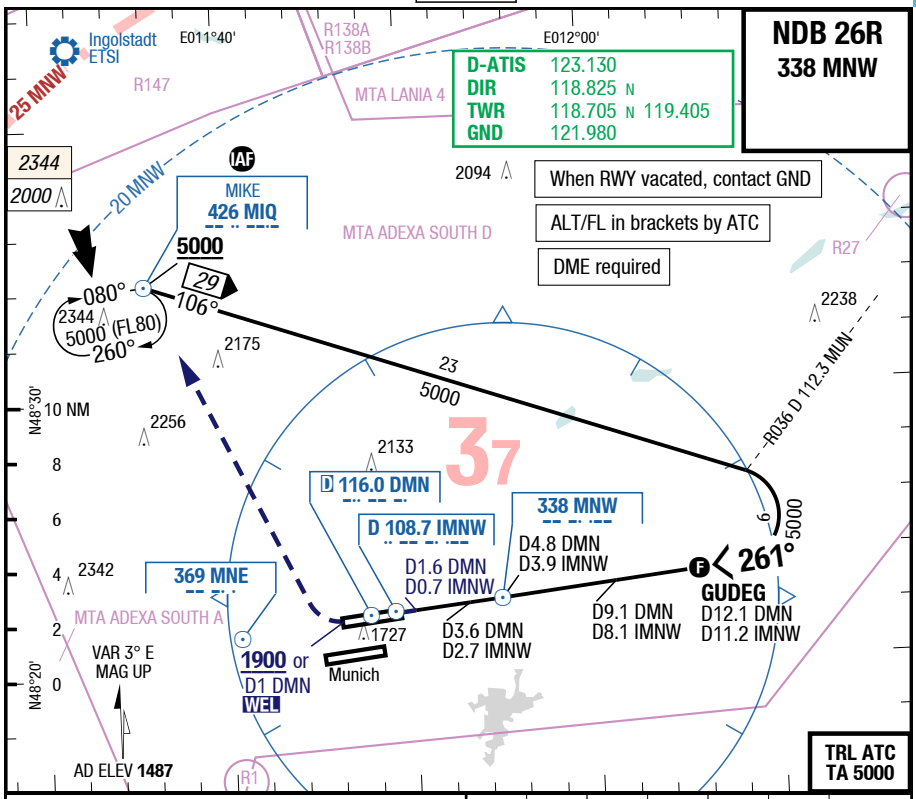
Changes: APL

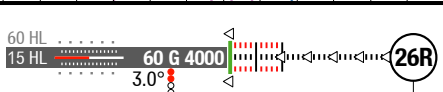
12-JUL-2018

MUC-EDDM

7-140

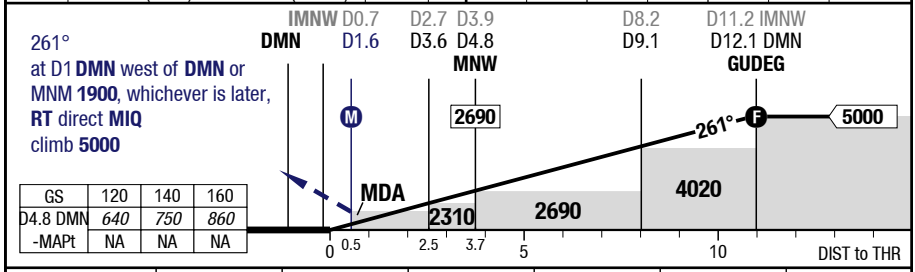
NDB 26R





3	4	6	8	10	12.1
2120	*2440*	*3080*	*3730*	*4370*	5000

3.03°
D DMN
261°
RWY 260°



GS	120	140	160
D4.8 DMN	*640*	*750*	*860*
-MAPt	NA	NA	NA

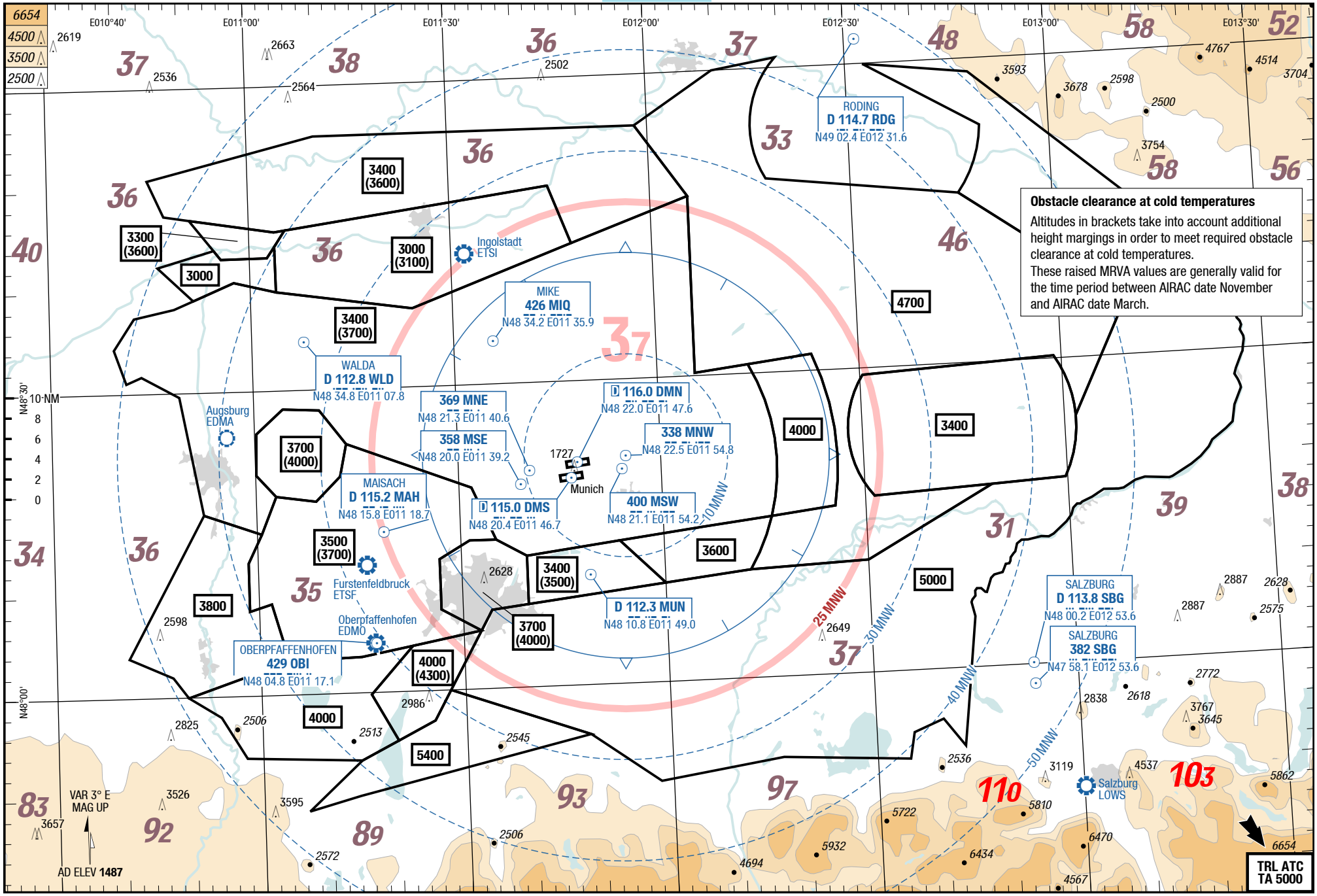
26R		NDB DME					Circling
C	ft - m/km ft	610 - 2.1 **2050**					Not published
D	ft - m/km ft	610 - 2.1 **2050**					Not published

Changes: APL

Germany **Munich**
NIL
MRC

MRC MRC

Munich Germany
NIL
MRC



Changes: MGA, OBST, VAR