1 JEPPESEN EDDM/MUC MUNICH, GERMANY 10 AUG 07 10-1P AIRPORT BRIEFING MUNICH

1. GENERAL

#### 1.1. ATIS

\*ATIS 123.12

#### 1.2. NOISE ABATEMENT PROCEDURES

For additional depiction refer to 10-4 chart.

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,

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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.

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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
- 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

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

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

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. Licensed to Elefant air. Printed on 30 Jan 2008.

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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.
- 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 RWYS WHEN RADIO CONTACT IS TEMPORARILY IMPOSSIBLE

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

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EDDM/MUC MUNICH 10 AUG 07

**XJEPPESEN**7 (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.

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MUNICH, GERMANY AIRPORT BRIEFING

#### 2. ARRIVAL

#### 2.6.1.2. PROCEDURE

ACFT will be guided by the approach control unit by means of radar vectoring and will be cleared for a continuous descent to the intermediate approach altitude in such a way that after reaching this intermediate approach altitude on the localizer course, about 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.

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" JEPPESEN MUNICH, GERMANY EDDM/MUC 10 AUG 07 (10-1P5) AIRPORT BRIEFING MUNICH

#### 3. DEPARTURE

#### 3.1. DE-ICING

#### 3.1.1. GENERAL

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

De-icing notification to the de-icing coordinator is mandatory at least 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.

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#### 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 seguence 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.

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#### 3. DEPARTURE

#### 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 +/- 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 push-

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

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.

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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
	${\sf light}~({\sf JET})~+~{\sf turboprop}$	A10	7415′ / 2260m

The pilot may ask for shortened take-off runs.

CHANGES: Para 3.5.4. withdrawn.

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#### 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 questions about the start-up clearance.

The following time parameters apply:

- t; 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
- t<sub>2</sub> 1 min

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MUNICH, GERMANY JEPPESEN 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 the minimum safe height (1000' above the highest obstacle within a Radar (APP) 123.9 Apt Elev radius of 8 km) and airspace structure (lower limit of the controlled airspace plus a buffer of 500'). Below the MRVA, IFR flights will 127.95 1487' normally be cleared on published IFR procedures only. 128.25 Altitudes in brackets apply for the period from AIRAC date in November \*131.22 until AIRAC date in March in order to meet required obstacle clearance at cold temperatures. 4700 DME VOR MDF 5000 3600 DME 3400 3500) 5400 3000 4000 3300 3500

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CHANGES: New chart

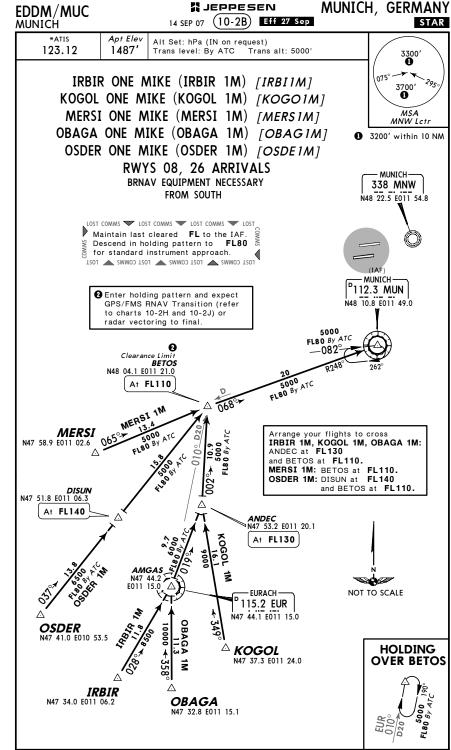
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MUNICH, GERMANY M JEPPESEN EDDM/MUC 14 SEP 07 (10-2) Eff 27 Sep MUNICH Apt Elev Alt Set: hPa (IN on request) 123.12 1487' Trans level: By ATC Trans alt: 5000 BURAM ONE MIKE (BURAM 1M) [BURA1M] 3700′ RIDAR TWO MIKE (RIDAR 2M) [RIDA2M] RENLO TWO MIKE (RENLO 2M) [RENL2M] MSA MNW Letr RWYS 08, 26 ARRIVALS 1 3200' within 10 NM BRNAV EQUIPMENT NECESSARY FROM NORTHWEST LOST COMMS V LOST COMMS LOST COMMS LOST Arrange your flights to cross Maintain last cleared **FL** to the IAF. BURAM/RENLO/RIDAR at FL140 Descend in holding pattern to FL80 and ROKIL at FL110. for standard instrument approach. TO21 COWW2 🕿 FO21 COWW2 🕿 FO21 COWW2 🗻 FO21 **RENLO** 2 Enter holding pattern and expect N48 46.5 E011 03.7 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 5000 FL80 By ATC RIDAR 2M 5000 FL80 By ATC RIDAR MUNICH-N48 35.3 E010 48.2 338 MNW At FL140 N48 22.5 E011 54.8 Clearance Limit ROKIL N48 30.9 E011 12.9 (WLD D5 At FL110 HOLDING **OVER ROKIL** MUNICH: 112.3 MUN NOT TO SCALE N48 10.8 E011 49.0

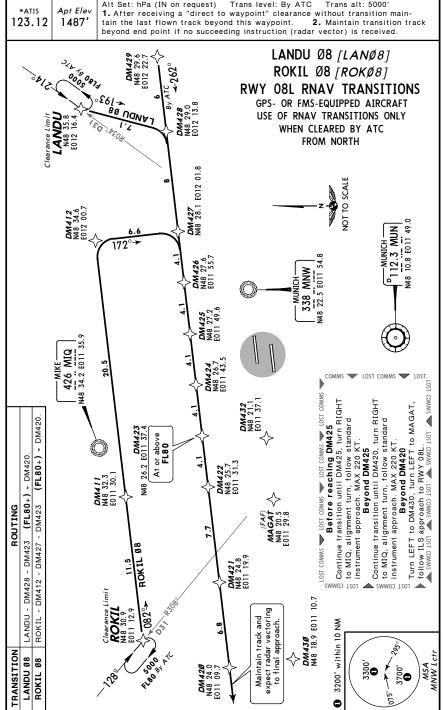
MUNICH, GERMANY I JEPPESEN EDDM/MUC 14 SEP 07 (10-2A) Eff 27 Sep MUNICH Apt Elev Alt Set: hPa (IN on request) 123.12 1487' Trans level: By ATC Trans alt: 5000 BIXEL ONE MIKE (BIXEL 1M) [BIXE1M] DEGIN ONE MIKE (DEGIN 1M) [DEGI1M] MSA VAMAS ONE MIKE (VAMAS 1M) [VAMA1M] MNW Letr BRNAV EQUIPMENT NECESSARY 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 Maintain last cleared **FL** to the IAF. N48 43.4 E012 22.3 N48 41.9 E012 35.1 Descend in holding pattern to FL80 🕏 At FL110 for standard instrument approach. At FL120 TO21 COWW2 🕿 TO21 COWW2 🕿 TO21 COWW2 🗻 TO21 Clearance Limit – MIKĖ – 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 FL80 N48 36.8 DEGIN 1M -265 5000 FL80 By ATC **DEGIN** N48 36.1 E012 42.4 - MUNICH — MOOSBURG-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, DEĞIN 1M: BIXEL/DEGIN at FL120 and LANDU at FL110. NAPSA 3M. VAMAS 1M: (IAF NAPSA/VAMAS/LANDU at FL110. - MUNICH 112.3 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 FL80 By ATC NAPSÁ 3M 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 OClearance limit for Arrivals via airways Q 112/Q 113.

CHANGES: MSA; MIQ frequency; crossings established.

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Notice: After 11 Feb 2008 0901Z, this chart may no longer be valid. Disc 23-2007 MUNICH, GERMANY MJEPPESEN EDDM/MUC (10-2D) Eff 22 Nov 9 NOV 07 RNAV TRANSITION MUNICH Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000' 1. After receiving a "direct to waypoint" clearance without transition main-123.12 1487' tain the last flown track beyond this waypoint. 2. Maintain transition track beyond end point if no succeeding instruction (radar vector) is received.



, 2006, 2007.

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CHANGES: Lost Comms

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MUNICH, GERMANY **MUSEN** EDDM/MUC 9 NOV 07 (10-2E) Eff 22 Nov RNAV TRANSITION MUNICH Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000' Apt Elev 1. After receiving a "direct to waypoint" clearance without transition main-123.12 1487 tain the last flown track beyond this waypoint. 2. Maintain transition track beyond end point if no succeeding instruction (radar vector) is received LANDU 26 [LAN26] *DM439* ♦ 24.5 E012 23.5 ROKIL 26 [ROK26] **RWY 26R RNAV TRANSITIONS** GPS- OR FMS-EQUIPPED AIRCRAFT USE OF RNAV TRANSITIONS ONLY WHEN CLEARED BY ATC LANDU NAB 35.8 NAB 35.8 E012 16.4 FROM NORTH **DM412** N48 34.6 E012 00.7 At or above FL80 **DM425** E011 49.6 **DM424** N48 26.7 E011 43.5 20.5 ILS approach to RWY (FL80+) | ROUTING | ROUTING | LANDU - DM411 - DM422 - DM425 | (FL80+ | PM421 - DM429 | (FL80+ | PM429 426 MIQ N48 34.2 E011 35.9 DM411 N48 32.3 E011 30.1 Turn RIGHT to DMA
GUDEG, follow ILS
SWW00 LS01 3200' within 10 NM TRANSITION LANDU 26 ROKIL 26

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Before reaching DMA55

Continue transition until DM455, turn LEFT

to MUN, alignment turn, follow standard

instrument approach. MAX 220 KT.

Continue transition until DM450, turn LEFT

continue transition until DM450, turn LEFT

to MUN, alignment turn, follow standard

instrument approach. MAX 220 KT.

Beyond DM450

Turn RIGHT to DM440, turn RIGHT to DM440, turn RIGHT to DM440.

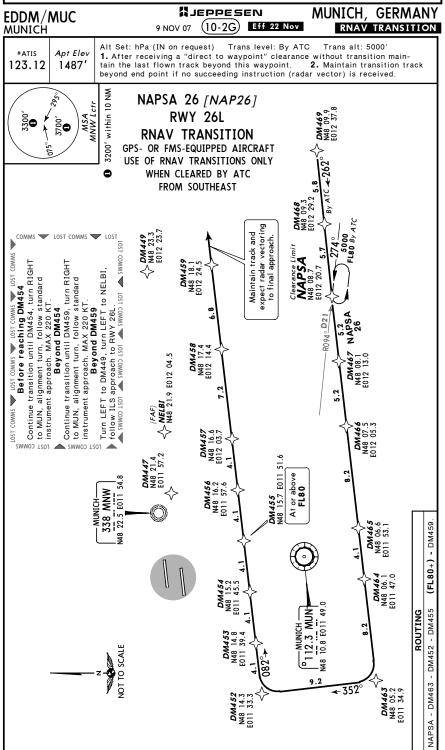
Turn RIGHT to DM440, turn RIGHT to DM450.

Begond DM450

Turn RIGHT to DM440, turn RIGHT to DM450.

SWMOD 1501 ASWWOD 1501 ASWWO 2501 ASSWWO 2501 A P112.3 MUN N48 10.8 E011 49.0 **DM456** N48 16.2 E011 57.6 **DM455** N48 15.7 E011 51.6 *DM442* N48 19.7 E011 36.1 At or above FL80 **DM452** N48 14.3 E011 33.3 NOT TO SCALE (FAF) **BEGEN** N48 19.2 E011 28.9 ROUTING
7 (FL80+) **DM451** N48 13.3 E011 20.7 *DM44@* N48 17.7 E011 10.9 <>

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E011 21.0 ROUTING DM457 - DM453 *DM448* N48 17.7 E011 10.9 ♦

CHANGES: Lost comms.

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Notice: After 11 Feb 2008 0901Z, this chart may no longer be valid. Disc 23-2007 MUNICH, GERMANY **JEPPESEN** EDDM/MUC (10-2J) Eff 22 Nov RNAV TRANSITION 9 NOV 07 MUNICH Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000' Apt Elev \*ATIS 1. After receiving a "direct to waypoint" clearance without transition main-123.12 1487 tain the last flown track beyond this waypoint. 2. Maintain transition track beyond end point if no succeeding instruction (radar vector) is received. BETOS 26 [BET26] Maintain track and expect radar vectoring to final approach. **RWY 26L RNAV TRANSITION DM459** N48 18.1 E012 24.5 *DM449* N48 23.3 E012 23.7 < GPS- OR FMS-EQUIPPED AIRCRAFT USE OF RNAV TRANSITIONS ONLY WHEN CLEARED BY ATC FROM SOUTHWEST  $\Leftrightarrow^{(FAF)}_{\textbf{NELBI}}$ to NELBI, *DMA47* N48 21.4 E011 57.2 **DM455**N48 15.7 E011 51.6
At or above **FL80** Continue transition until DM454, tu to MUN, alignment turn, follow state instrument approach. MAX 220 KT.

Beyond DM454 Turn LEFT to DM449,
follow ILS approach t
SWW00 LS01 SWW00 15 Continue transition us to MUN, alignment tu instrument approach. **DM454** N48 15.2 E011 45.5 P112.3 MUN N48 10.8 E011 49.0 ROUTING DM455 (FL80+) - DM459. DM452 N48 14.3 E011 33.3 BETOS - DM452 **DM451** N48 13.3 E011 20.7 FL80 By ATC within 10 NM ♦ 082°+ 3300, 3200'

JEPPESEN

JeppView 3.5.2.0

EDDM/MUC
MUNICH

AUSEP 07 10-3 Eff 27 Sep

MUNICH, GERMANY
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

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EDDM/MUC MUNICH MUNICH, GERMANY
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	10-3 <b>V</b> 7
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

MUNICH, GERMANY M JEPPESEN EDDM/MUC MUNICH

MUNICH Radar Apt Elev 1487' 123.9

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

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

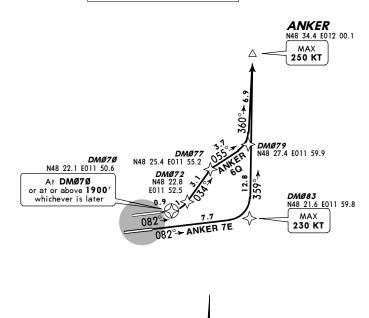
ANKER SEVEN ECHO (ANKER 7E) [ANKE7E] ANKER SIX QUEBEC (ANKER 6Q) [ANKE6Q] RWYS 08R/L RNAV DEPARTURES

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



		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-).

NOT TO SCALE

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EDDM/MUC MUNICH

I JEPPESEN

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

MUNICH, GERMANY RNAV SID

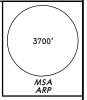
MUNICH Radar 123.9

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.

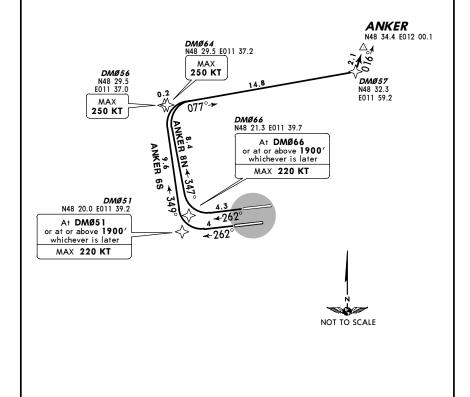
ANKER EIGHT NOVEMBER (ANKER 8N) [ANKE8N] ANKER SIX SIERRA (ANKER 6S) [ANKE6S] RWYS 26R/L RNAV DEPARTURES RNAV (GPS)

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.



Initial climb clearance FL70 ROUTING SID RWY ANKER 8N (1900'+) - DM066 (1900'+; K220-) - DM064 (K250-) - DM057 - ANKER ANKER 6S 26L (1900'+) - DM051 (1900'+; K220-) - DM056 (K250-) - DM057 - ANKER

CHANGES: MSA; SIDs completely revised.

JEPPESEN JeppView 3.5.2.0

Notice: After 11 Feb 2008 0901Z, this chart may no longer be valid. Disc 23-2007 EDDM/MUC

M JEPPESEN

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

MUNICH, GERMANY RNAV SID

MUNICH Radar Apt Elev 1487' 123.9

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 starting turns as published in departure routes.

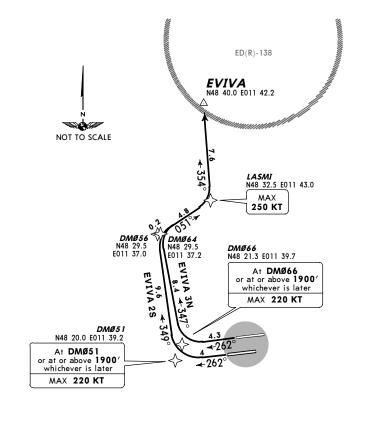
EVIVA THREE NOVEMBER (EVIVA 3N) [EVIV3N] EVIVA TWO SIERRA (EVIVA 2S) [EVIV2S] RWYS 26R/L RNAV DEPARTURES

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.

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EDDM/MUC MUNICH

MUNICH Radar

127.95

M JEPPESEN

MUNICH, GERMANY

1487'

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

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.

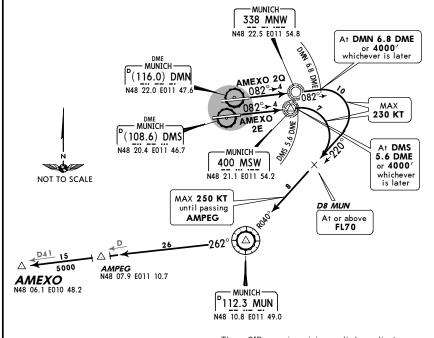
AMEXO TWO ECHO (AMEXO 2E) AMEXO TWO QUEBEC (AMEXO 2Q) RWYS 08R/L DEPARTURES

AVAILABLE FRI 1700 - MON 0800LT AND DURING LEGAL HOLIDAYS

OUTSIDE THESE TIMES ONLY AVAILABLE BY ATC



1 3200' within 10 NM



These SIDs require minimum climb gradients

AMEXO 2E 504' per NM (8.3%) due to airspace structure.

AMEXO 20

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

Gnd speed-KT	75	100	150	200	250	300
504' per NM						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 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.

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EDDM/MUC
MUNICH

MUNICH

MUNICH

MUNICH

MUNICH, GERMANY

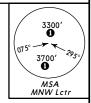
SID

Trans level: By ATC Trans alt: 5000

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

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



1 3200' within 10 NM

#### SPEED RESTRICTION

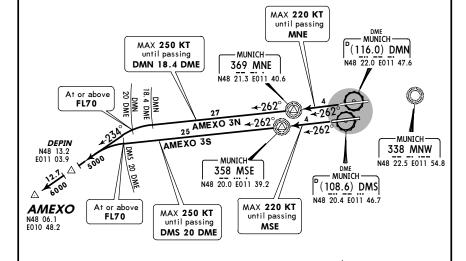
Apt Elev

1487'

MUNICH Radar

127.95

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 🚯, turn LEFT, 234° track to AMEXO.		
After DMN 18.4 DME				

NOT TO SCALE

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

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EDDM/MUC
MUNICH

14 SEP 07 (10-3H)

Eff 27 Sep

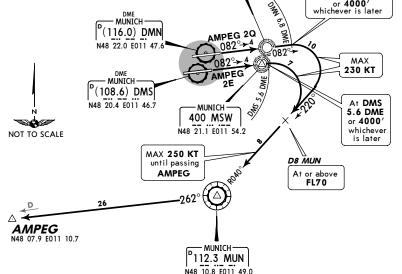
MUNICH, GERMANY
SID

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.





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   3

If unable to comply advise ATC.

Initial climb clearance <b>FL70</b>					
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. © JEPPESEN SANDERSON, INC., 2003, 2007. ALL RIGHTS RESERVED.

SPEED RESTRICTION

MAX 250 KT below FL100

or as by ATC.

Not applicable within airspace C.

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EDDM/MUC
MUNICH

MUNICH

MUNICH

MUNICH

MUNICH, GERMANY

(10-3J)

Eff 27 Sep

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

MUNICH Radar

127.95

298' per NM

If unable to comply advise ATC.

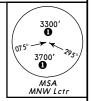
Apt Elev

1487'

NOT AVAILABLE FOR FLIGHTS VIA

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

EXCEPT FOR FLIGHTS DEST LIM\*



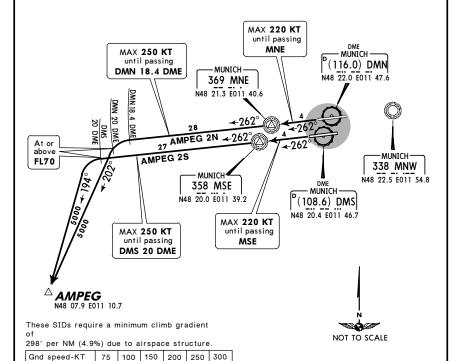
1 3200' within 10 NM

SPEED RESTRICTION

MAX 250 KT below FL100

or as by ATC.

Not applicable within airspace C.



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 6, turn LEFT, 194° track to AMPEG.	
After DMN 18.4 DME			

372 496 744 992 1241 1489

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

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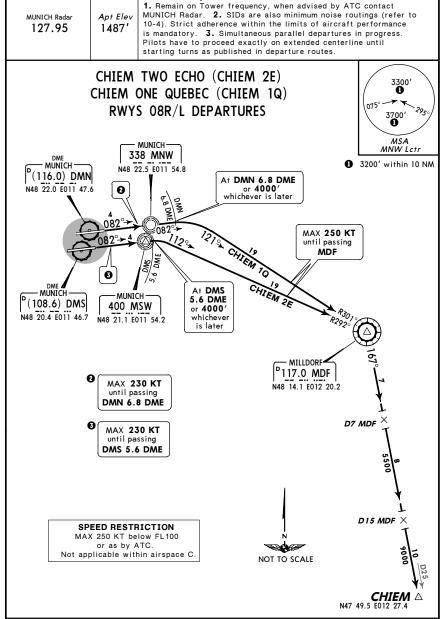
JEPPESEN JeppView 3.5.2.0

EDDM/MUC
MUNICH

14 SEP 07 10-3K Eff 27 Sep

Trans level: By ATC Trans alt: 5000'

MUNICH, GERMANY
SID



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.

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JeppView 3.5.2.0

Trans level: By ATC Trans alt: 5000

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

MUNICH Radar

127.95

Apt Elev

1487'

334' per NM (5.5%) until passing

If unable to comply advise ATC

Gnd speed-KT

334' per NM

413' per NM

High Intensity Radio Transmission Area (HIRTA). CHIEM 3S
413' per NM (6.8%) until passing 4200' due to High Intensity Radio Transmission Area (HIRTA).



SPEED RESTRICTION

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

4200' due to

75 100 150 200 250 300

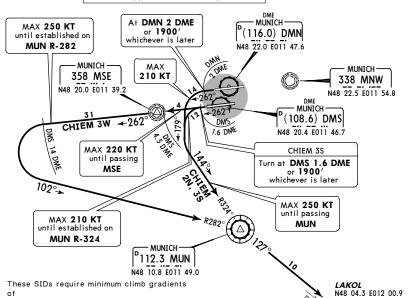
418 557 835 1114 1392 1671

516 689 1033 1377 1722 2066

2 If unable to comply with speed and turn restrictions request SID CHIEM 3W.

1 3200' within 10 NM

CHIEM



	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.			

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

NOT TO SCALE

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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 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 THREE ECHO (EGG 3E) 3200' within 10 NM EGGENFELDEN TWO QUEBEC (EGG 2Q) , 2300 3700 RWYS 08R/L DEPARTURES NOT AVAILABLE FOR FLIGHTS VIA 0 AIRWAYS (U)L 605 & (U)M 749 17.0 MDF runway track to 1900', then via MSW to DMS 5.6 DME , whichever is later, turn RIGHT, intercept MDF R-292 o MDF, turn LEFT, MDF R-058 to EGG. runway track to 1900', then via MNW to DMN 6.8 DME , whichever is later, turn RIGHT, intercept MDF R-301 o MDF, turn LEFT, MDF R-058 to EGG. x 250 KT I passing MDF MAX At DMN 6.8 DME or 4000' whichever is later SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC. 6.8 DME Climb on rur or 4000', v inbound to N Climb on rur or 4000', v inbound to N MAX 230 KT until passing DMN 6.8 DME 230 KT passing 5.6 DME RWY 08R 98 8 20 3E SID EGG 3 EGG

**JEPPESEN** 

JeppView 3.5.2.0

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

MUNICH Radar Apt Elev 127.95 1487'

45.0

DME MUNICH (116.0) DMN N48 22.0 E011 47.6

At DMN 2 DME or 1900' whichever is later

250 KT stablished v R-282

MAX 2: until esta

2 10 KT

358 MSE N48 20.0 E011 3

31 EGG 4W

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

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 starting turns as published in departure routes.

**EGGENFELDEN** THREE NOVEMBER (EGG 3N) 3300, 3700, **EGGENFELDEN** FOUR SIERRA (EGG 4S) **EGGENFELDEN 5**3200′ within 10 NM

NOT TO SCALE

EGG 4S urn at DMS 1.6 DME or 1900' whichever is later

Turn at

220 KT il passing MSE

MAX.

DMS 14 DME

EGG AS

(108.6) DMS N48 20.4 E011 46.7

FOUR WHISKEY (EGG 4W) RWYS 26R/L DEPARTURES NOT AVAILABLE FOR FLIGHTS VIA AIRWAYS (U)L 605 & (U)M 749

₹× T

**₽** ₽ MAX 250 K until passing MEBEK

P 1 12.3 MUN N48 10.8 E0 11 49.

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
ot applicable within airspace C

**MUN R-324** 

Initial

**D25** 

LEFT, intercept 0.35° bearing to EGG.

to DMS 1.6 DME or 1900', whichever

1.5 DME, 179° track, intercept 1.1°

N R-082 to MEBEK, turning to EGG.

162° bearing via MSE to inbound to MUN, turn cept 035° bearing to EGG.

Climb on runway tr turn LEFT within D to MUN, turn LEFT bearing to EGG. Climb on runway tr DMS 14 DME, turn LEFT, MUN R-082 RWY 26R **6** Į.

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EDDM/MUC MUNICH

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

MUNICH, GERMANY

MUNICH Radar 123.9

Apt Elev

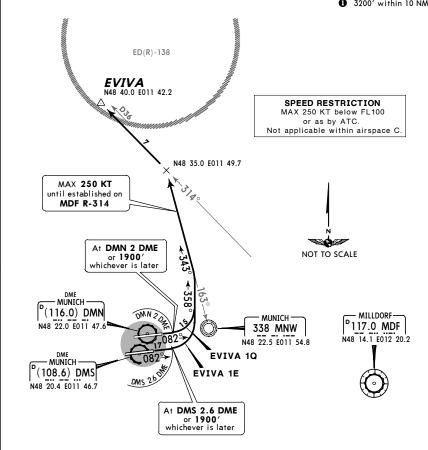
Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to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

# 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







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 **EVIVA 1Q** 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.

M JEPPESEN EDDM/MUC

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

MUNICH Radar Apt Elev 1487' 123.9

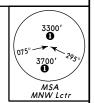
MUNICH

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 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

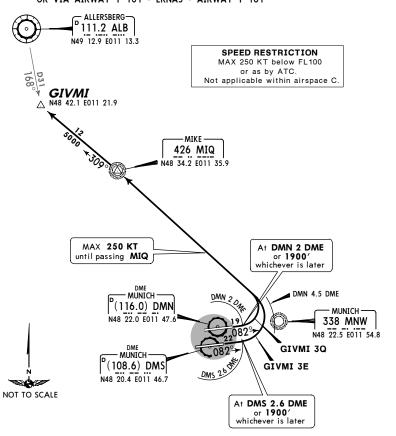
VIA AIRWAY Y 101 - INBED - AIRWAYS (U)L 610 (CLIMB PROFILE RESTRICTION WITHIN AIRWAY Y 101) OR VIA AIRWAY Y 101 - ERNAS - AIRWAY T 161



**JEPPESEN** 

JeppView 3.5.2.0

1 3200' within 10 NM



Initial climb clearance FL70				
SID	RWY	ROUTING		
GIVMI 3E	08R	Climb on runway track to DMS 2.6 DME or turn LEFT to MIQ, 309° bearing to GIVMI.		
GIVMI 3Q	08L	Climb on runway track to DMN 2 DME or 1900', whichever is later, turn LEFT within DMN 4.5 DME to MIQ. 309° bearing to GIVMI.		

CHANGES: MSA; MIQ frequency; chart reindexed.

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MUNICH

JeppView 3.5.2.0 MUNICH, GERMANY M JEPPESEN EDDM/MUC 14 SEP 07 (10-3N3) Eff 27 Sep

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 10-4). Strict adherence within the limits of aircraft performance 123.9 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.

# 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

VIA AIRWAY Y 101 - INBED - AIRWAYS (U)L 610 (CLIMB PROFILE RESTRICTION WITHIN AIRWAY Y 101)

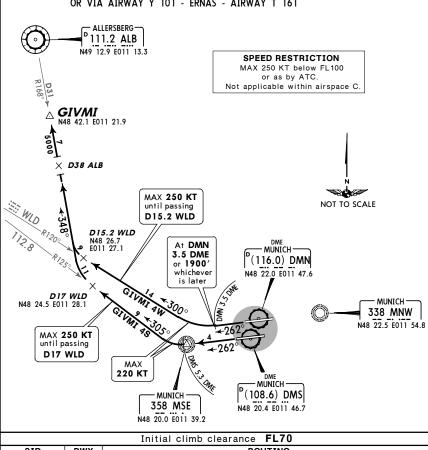
OR VIA AIRWAY Y 101 - ERNAS - AIRWAY T 161



1 3200' within 10 NM

JEPPESEN





SID RWY ROUTING GIVMI 4S 26L Climb on runway track to 1900', then via MSE to DMS 5.3 DME, turn RIGHT, intercept WLD R-125 inbound to D17 WLD, turn RIGHT, intercept ALB R-168 inbound to GIVMI. GIVMI 4W Climb on runway track to DMN 3.5 DME or 1900', whichever is later, turn RIGHT, intercept WLD R-120 inbound to D15.2 WLD, turn RIGHT, intercept ALB R-168 inbound to GIVMI.

CHANGES: MSA: chart reindexed.

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JEPPIES EN

JeppView 3.5.2.0

EDDM/MUC
MUNICH

A SEP 07 10-3N4

Eff 27 Sep

MUNICH, GERMANY

SID

MUNICH Radar Apt Elev MUNICH Radar 2. 127.95 1487' 10-4). Strict adhere

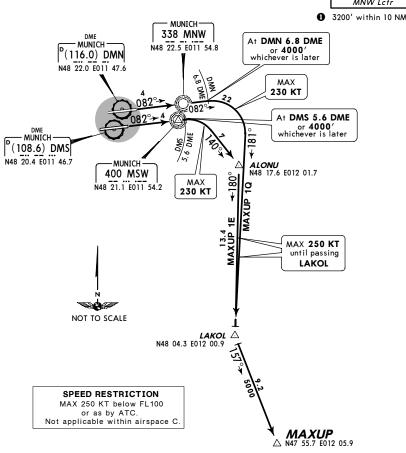
Trans level: By ATC Trans alt: 5000'

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 FL70				
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 DMF				

CHANGES: MSA: chart reindexed.

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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.

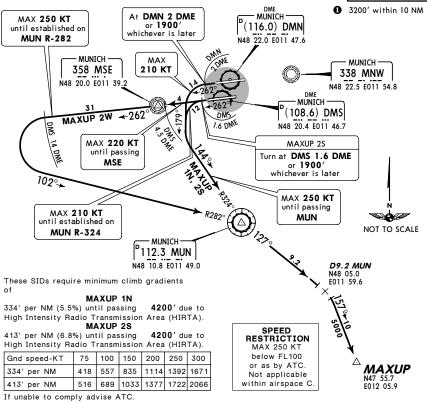
3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

# 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 3, turn RIGHT, 157° track to MAXUP.		
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.		

If unable to comply with speed and turn restrictions request SID MAXUP 2W.
After passing D9.2 MUN BRNAV equipment necessary.

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

MUNICH, GERMANY I JEPPESEN EDDM/MUC 14 SEP 07 (10-3N6) 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 Apt Elev 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) MEBEK ONE QUEBEC (MEBEK 1Q)

RWYS 08R/L DEPARTURES

MUNICH Radar

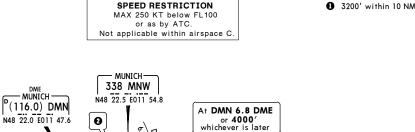
127.95

1487'

NOT AVAILABLE FOR FLIGHTS VIA EGG



SPEED RESTRICTION MAX 250 KT below FL100 or as by ATC.





**MAX 230 KT** until passing DMN 6.8 DME

MAX 230 KT until passing DMS 5.6 DME

N48 14.1 E012 20.2	
NOT TO SCALE	

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.

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EDDM/MUC MUNICH

M JEPPESEN

starting turns as published in departure routes.

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

MUNICH, GERMANY

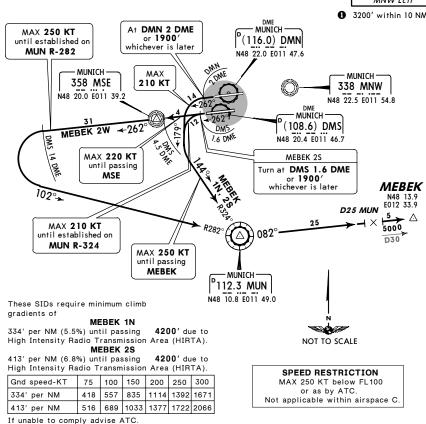
MUNICH Radar 127.95

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

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



NOT AVAILABLE FOR FLIGHTS VIA EGG



Initial climb clearance FL70 ROUTING SID RWY MEBEK 1N Climb on runway track to DMN 2 DME or 1900', whichever is later, turn 26R 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, Ø turn LEFT within DMS 4.5 DME, 179° track, intercept MUN R-324 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.

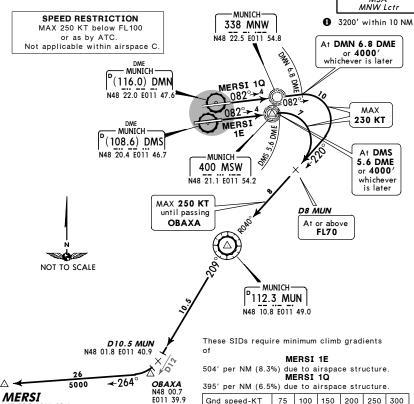
MUNICH, GERMANY M JEPPESEN EDDM/MUC 14 SEP 07 (10-3N8) Eff 27 Sep MUNICH

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 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) MERSI ONE QUEBEC (MERSI 1Q) RWYS 08R/L DEPARTURES ONLY AVAILABLE FOR NON-JET ACFT NOT TO BE FILED IN FLIGHT PLAN





504' per NM	630	841	1261	1681	2101	2522	
395' per NM	494	658	987	1317	1646	1975	

If unable to comply advise ATC

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

CHANGES: MSA; chart reindexed.

N47 58.9 E011 02.6

MUNICH Radar

127.95

Apt Elev

1487'

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MUNICH, GERMANY

EDDM/MUC MUNICH

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

M JEPPESEN

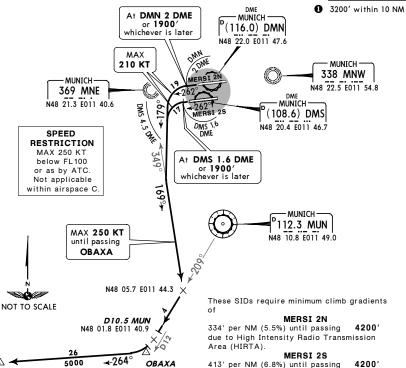
MUNICH Radar 127.95

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.

# 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





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

due to High Intensity Radio Transmission

Area (HIRTA)

Initial climb clearance FL70 RWY ROUTING SID 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 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 169° bearing from MNE, intercept MUN R-209 to D10.5 MUN 2, turn RIGHT, 264° track to

CHANGES: MSA: SIDs renumbered; chart reindexed.

2 After D10.5 MUN BRNAV equipment necessary

**MERSI** 

N47 58.9 E011 02.6

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E011 39.9

**JEPPESEN** JeppView 3.5.2.0

EDDM/MUC MUNICH

# JEPPESEN

MUNICH, GERMANY

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

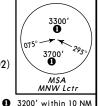
MUNICH Radar Apt Elev 123.9 1487'

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.

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

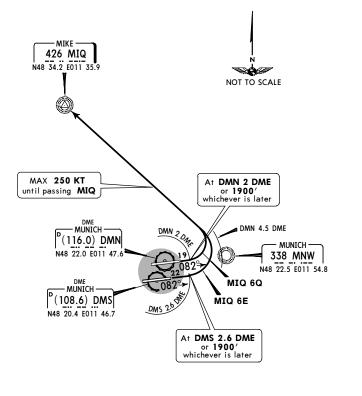
JET ACFT ONLY (CLIMB PROFILE RESTRICTION WITHIN AIRWAY Y 102) MANDATORY FOR FLIGHTS

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



SPEED RESTRICTION MAX 250 KT below FL100

or as by ATC. Not applicable within airspace C.



Initial climb clearance FL70					
SID	RWY	ROUTING			
MIQ 6E	08R	Climb on runway track to DMS 2.6 DME or $$1900^\prime,$$ 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.

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EDDM/MUC MUNICH

M JEPPESEN

MUNICH, GERMANY

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

MUNICH Radar 123.9

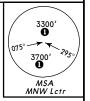
1487'

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.

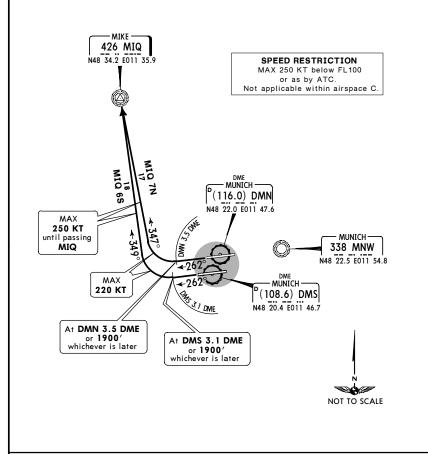
# MIKE SEVEN NOVEMBER (MIQ 7N) MIKE SIX SIERRA (MIQ 6S) RWYS 26R/L DEPARTURES

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)



1 3200' within 10 NM



Initial climb clearance FL70				
SID	RWY	ROUTING		
MIQ 7N	26R	Climb on runway track to DMN 3.5 DME or turn RIGHT, intercept 347° bearing to MIQ.	1900', whichever is later,	
MIQ 6S	26L	Climb on runway track to DMS 3.1 DME or	1900', whichever is later,	

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

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

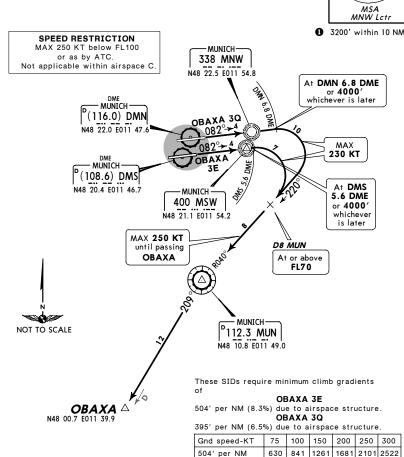
Trans level: By ATC Trans alt: 5000'

MUNICH Radar Apt Elev 127.95 1487'

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

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





	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			

395' per NM

If unable to comply advise ATC

CHANGES: MSA: chart reindexed.

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494 658 987 1317 1646 1975

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EDDM/MUC MUNICH

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

MUNICH, GERMANY

Trans level: By ATC Trans alt: 5000'

MUNICH Radar 127.95

1487'

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

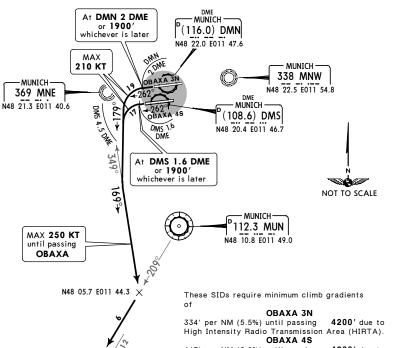
# OBAXA THREE NOVEMBER (OBAXA 3N) OBAXA FOUR SIERRA (OBAXA 4S) RWYS 26R/L DEPARTURES

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



413' per NM (6.8%) until passing 4200' due to OBAXA △ 🗸 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			
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.	

N48 00.7 E011 39.9

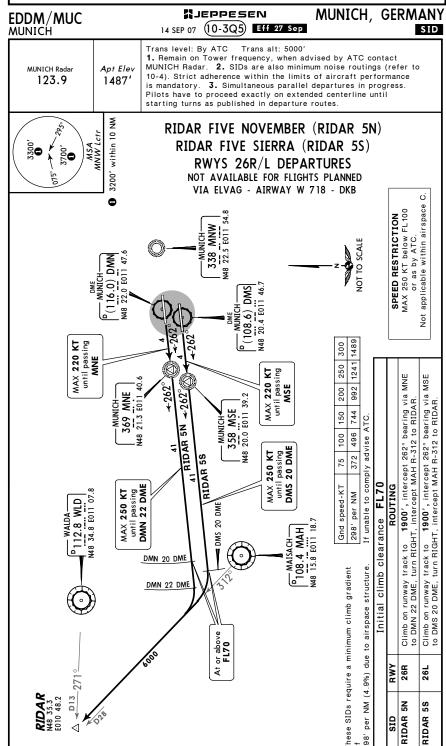
MUNICH, GERMANY **MALEPPESEN** EDDM/MUC (10-3Q4) Eff 27 Sep MUNICH 14 SEP 07 Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings (refer to Apt Elev MUNICH Radar 10-4). Strict adherence within the limits of aircraft performance 123.9 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. RIDAR FOUR ECHO (RIDAR 4E) within 10 RIDAR FOUR QUEBEC (RIDAR 4Q) 3300, 3700, **RWYS 08R/L DEPARTURES** 3200, NOT AVAILABLE FOR FLIGHTS PLANNED VIA ELVAG - AIRWAY W 718 - DKB - MUNICH DMN 4.5 DME SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C At DMN 2 DME or 1900' whichever is later At DMS 2.6 DME or 1900' whichever is later Climb on runway track to DMS 2.6 DME or 1900', whichever is later, turn LEFT to MIQ, intercept WLD R-090 inbound to WLD, WLD R-271 to RIDAR.

Climb on runway track to DMN 2 DME or 1900', whichever is later, turn LEFT within DMN 4.5 DME to MIQ, intercept WLD R-090 inbound to WLD, WLD R-271 to RIDAR. or whiche MUNICH (108.6) DMS MIKE 426 MIQ N48 34.2 E011 35.9 MAX 250 KT until passing MIQ P 108.4 MAH RWY 08R 18 RIDAR 4E RIDAR 40

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CHANGES: MSA; MIQ frequency; chart reindexed.

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

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

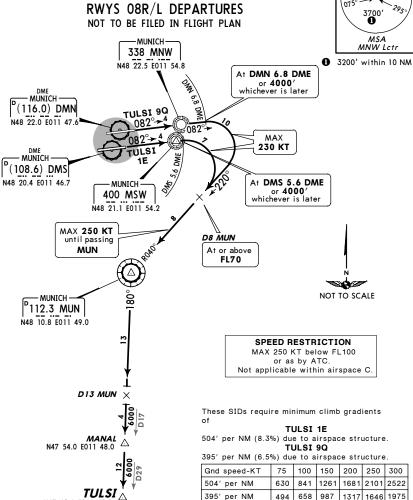
MUNICH Radar

127.95

1487'

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

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



	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 MUN, turn LEFT, MUN R-180 via MANAL to TULSI.			

CHANGES: MSA: chart reindexed.

N47 42.1 E011 47.3

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If unable to comply advise ATC

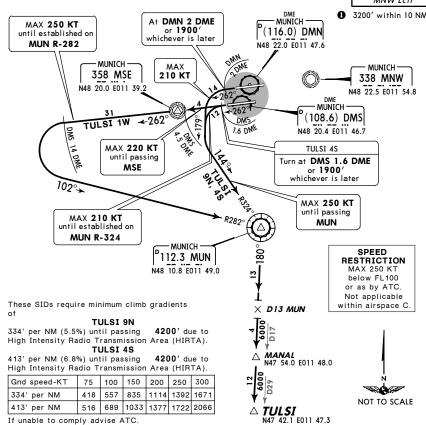
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MUNICH, GERMANY 1 JEPPESEN EDDM/MUC 14 SEP 07 (10-3Q7) Eff 27 Sep MUNICH

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 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) 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. Climb on runway track to DMS 1.6 DME or 1900', whichever is later, **TULSI 4S** Ø turn LEFT within DMS 4.5 DME, 179° track, intercept MUN R-324 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 2 If unable to comply with speed and turn restrictions request SID TULSI 1W.

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

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

Trans level: By ATC Trans alt: 5000'

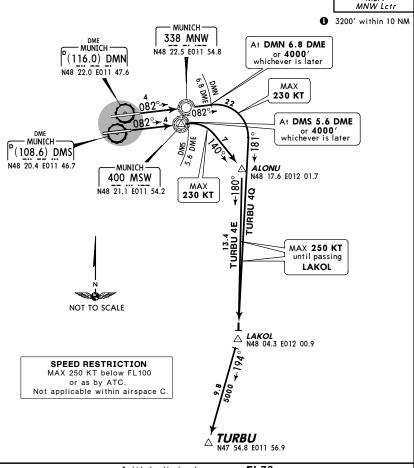
MUNICH Radar Apt Elev 127.95 1487'

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

# 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 2 /DMN 6.8 DME 3 BRNAV equipment necessary.				

CHANGES: MSA; chart reindexed.

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EDDM/MUC MUNICH

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

MUNICH, GERMANY

MUNICH Radar 127.95

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.

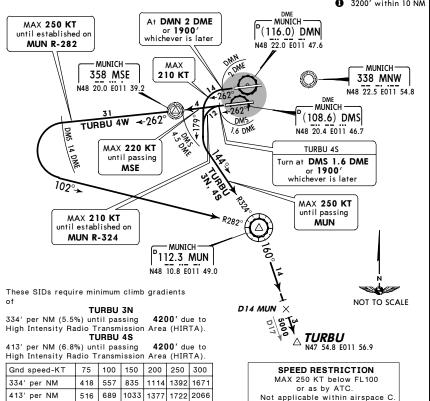
### TURBU THREE NOVEMBER (TURBU 3N) TURBU FOUR SIERRA (TURBU 4S) TURBU FOUR WHISKEY (TURBU 4W) RWYS 26R/L DEPARTURES

ONLY AVAILABLE FOR JET ACFT

NON-JET ACFT SHALL FILE CHIEM OR OBAXA SIDS INSTEAD



1 3200' within 10 NM



#### Initial climb clearance FL70 ROUTING SID RWY **TURBU 3N** Climb on runway track to DMN 2 DME or 1900', whichever is later, turn 26R 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, Ø turn LEFT within DMS 4.5 DME, 179° track, intercept MUN R-324 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.

If unable to comply advise ATC

Notice: After 11 Feb 2008 0901Z, this chart may no longer be valid. Disc 23-2007

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EDDM/MUC MUNICH

M JEPPESEN

MUNICH, GERMANY

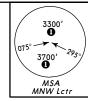
14 SEP 07 (10-3T) Eff 27 Sep RNAV SID (OVERLAY)

Trans level: By ATC Trans alt: 5000'

MUNICH Radar Apt Elev 127.95 1487'

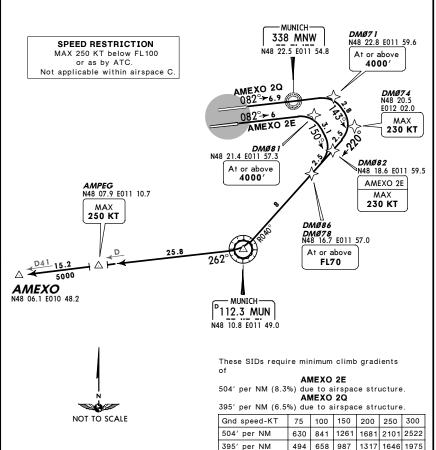
1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline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

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

1 3200' within 10 NM



Initial climb clearance FL70 SID RWY ROUTING AMEXO 2E (1900'+) - DM081 (4000'+) - DM082 (K230-) - DM086 (FL70+) -08R

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

CHANGES: MSA: chart reindexed.

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If unable to comply advise ATC

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EDDM/MUC MUNICH

1 JEPPESEN

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

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.

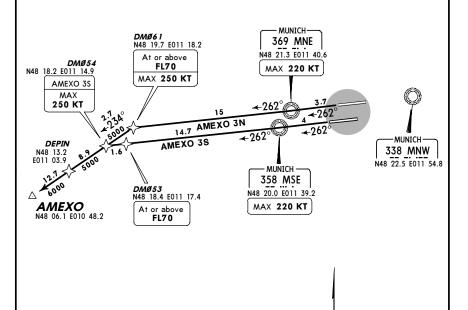
AMEXO THREE NOVEMBER (AMEXO 3N)[AMEX3N] AMEXO THREE SIERRA (AMEXO 3S)[AMEX3S] RWYS 26R/L RNAV DEPARTURES (OVERLAY 10-3G)

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



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 AMEXO 3N (1900'+) - MNE (K220-) - DM061 (FL70+; K250-) - AMEXO AMEXO 3S (1900'+) - MSE (K220-) - DM053 (FL70+) - DM054 (K250-) - AMEXO.

NOT TO SCALE

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75 | 100 | 150 | 200 | 250 | 300

372 496 744 992 1241 1489

These SIDs require a minimum climb gradient

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

If unable to comply advise ATC.

298' per NM

JEPPESEN JeppView 3.5.2.0

Notice: After 11 Feb 2008 0901Z, this chart may no longer be valid. Disc 23-2007

EDDM/MUC MUNICH

MUNICH Radar

127.95

I JEPPESEN

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

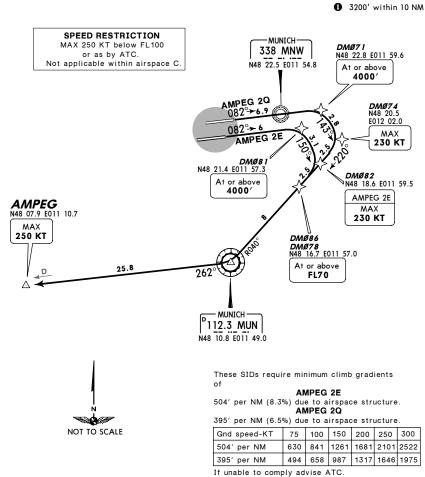
Apt Elev 1487'

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

CHANGES: MSA; restriction established; chart reindexed.

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EDDM/MUC MUNICH

# JEPPESEN

starting turns as published in departure routes.

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

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

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\*** 



1 3200' within 10 NM

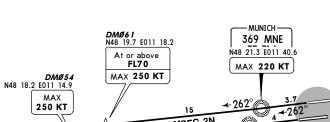
-MUNICH-

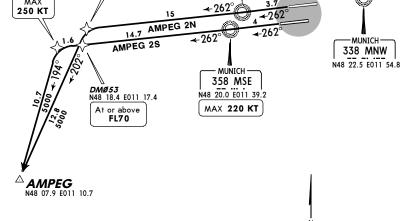
338 MNW

NOT TO SCALE

SPEED RESTRICTION

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





These SIDs require a minimum climb gradient

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	R	OUTING
AMPEG 2N	26R	(1900'+) - MNE (K220-) - DM061	(FL70+; K250-) - AMPEG.
AMDEC 26	261	(1000'.) MOT (KOOO ) DMOEZ	(EL 70.) DMOS4 (KOSO.) AMBEC

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

MUNICH Radar Apt Elev 127.95 1487'

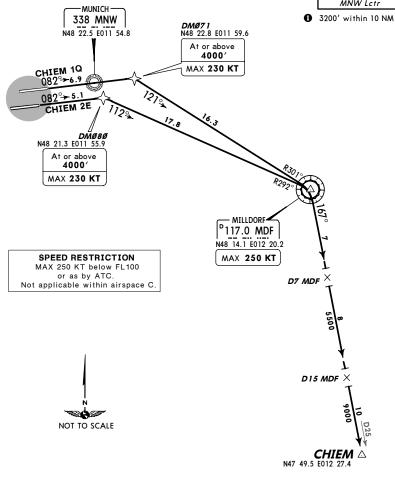
EDDM/MUC

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 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	08R	(1900'+) - DM080 (4000'+; K230-) - MDF (K250-) - CHIEM.			
CHIEM 1Q	08L	(1900'+) - DM071 (4000'+; K230-) - MDF (K250-) - CHIEM.			

CHANGES: MSA: chart reindexed.

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EDDM/MUC MUNICH

M JEPPESEN

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

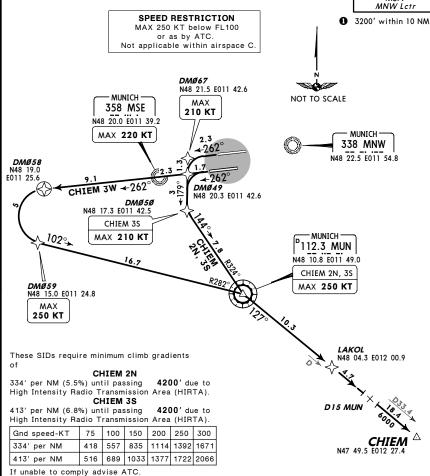
MUNICH Radar 127.95

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** JeppView 3.5.2.0

EDDM/MUC MUNICH

1487'

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

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

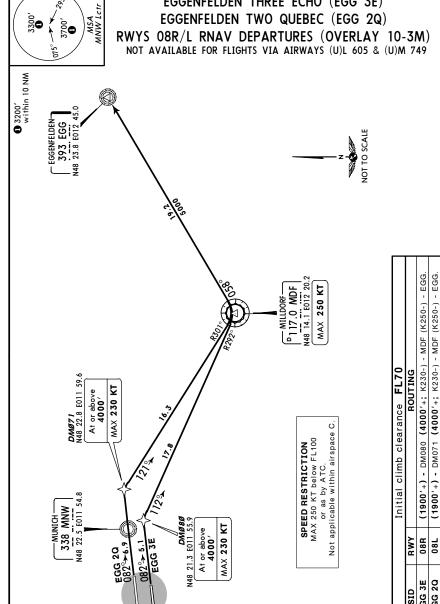
MUNICH Radar. 2. SIDs are also minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.



MUNICH Radar

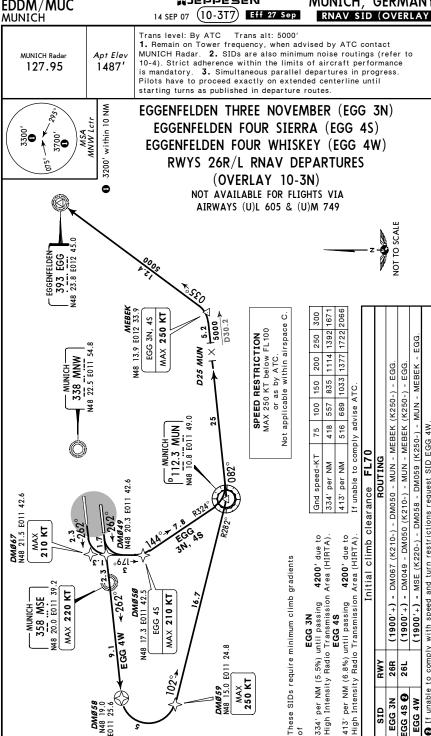
127.95

EGGENFELDEN THREE ECHO (EGG 3E)



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MUNICH, GERMANY MJEPPESEN EDDM/MUC 14 SEP 07 (10-3T7) Eff 27 Sep RNAV SID (OVERLAY)



413' p High

EGG 3N EGG 4S **Ø** EGG 4W

Apt Elev

1487'

Notice: After 11 Feb 2008 0901Z, this chart may no longer be valid. Disc 23-2007

**JEPPESEN** JeppView 3.5.2.0

EDDM/MUC MUNICH

MUNICH Radar

123.9

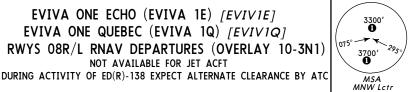
M JEPPESEN

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

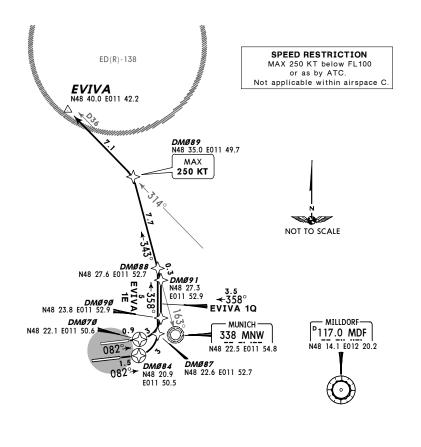
Trans level: By ATC Trans alt: 5000'

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

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.		
FVIVA 10	08L	(1900'+) - DM070 - DM090 - DM091 - DM089 (K250-) - EVIVA		

CHANGES: MSA; chart reindexed.

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EDDM/MUC MUNICH

M JEPPESEN

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

MUNICH Radar 123.9

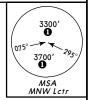
Apt Elev 1487'

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.

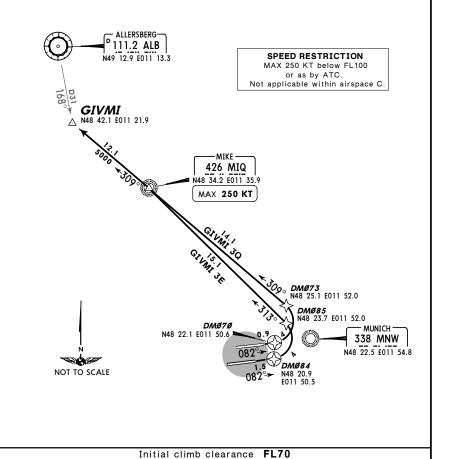
GIVMI THREE ECHO (GIVMI 3E) [GIVM3E] GIVMI THREE QUEBEC (GIVMI 3Q) [GIVM3Q] RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3N2)

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



Apt Elev

1487'

Notice: After 11 Feb 2008 0901Z, this chart may no longer be valid. Disc 23-2007

JEPPESEN JeppView 3.5.2.0

EDDM/MUC MUNICH

MUNICH Radar

123.9

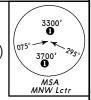
M JEPPESEN

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

Trans level: By ATC Trans alt: 5000'

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

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

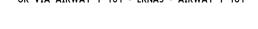


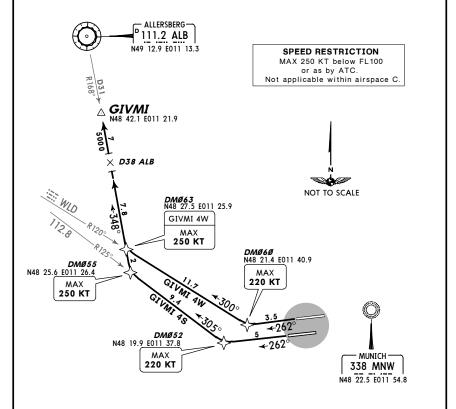
JET ACFT ONLY (EXCEPT FLIGHTS ACCORDING REMARKS OF AIRWAY T 161)

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		ROUTING		
GIVMI 4S	26L	(1900'+) - DM052 (K220-) - DM055 (K250-) - GIVMI.		
GIVMI 4W	26R	(1900'+) - DM060 (K220-) - DM063 (K250-) - GIVMI.		

CHANGES: MSA; chart reindexed.

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EDDM/MUC MUNICH

M JEPPESEN 14 SEP 07 (10-3V1) Eff 27 Sep

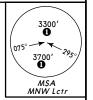
MUNICH, GERMANY RNAV SID (OVERLAY)

MUNICH Radar 127.95

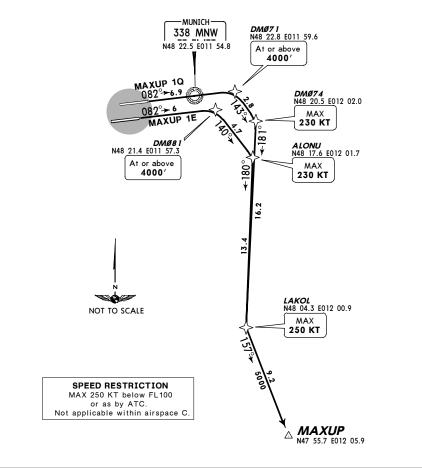
Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to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

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



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-) -		

Apt Elev

1487'

JEPPESEN JeppView 3.5.2.0

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EDDM/MUC MUNICH

MUNICH Radar

127.95

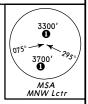
# JEPPESEN

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

Trans level: By ATC Trans alt: 5000'

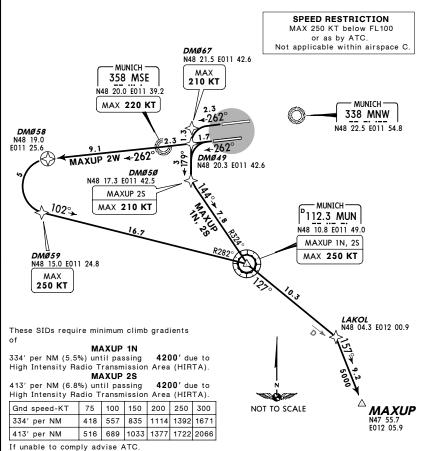
1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline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

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 ACFT NON-JET ACFT SHALL FILE CHIEM OR OBAXA SIDS INSTEAD

1 3200' within 10 NM



Initial climb clearance <b>FL70</b>			
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.			

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EDDM/MUC MUNICH

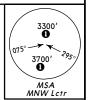
M JEPPESEN

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

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.

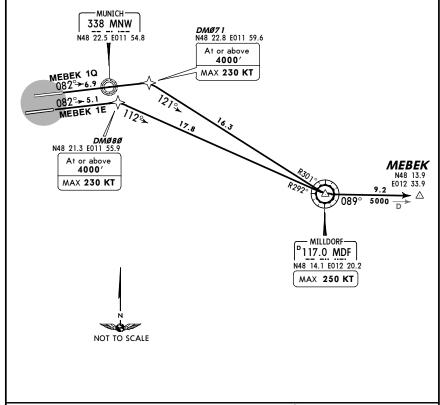
MEBEK ONE ECHO (MEBEK 1E) [MEBE1E] MEBEK ONE QUEBEC (MEBEK 1Q) [MEBE1Q] RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3N6) NOT AVAILABLE FOR FLIGHTS VIA EGG



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

CHANGES: MSA; restriction established; chart reindexed.

JEPPESEN JeppView 3.5.2.0

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EDDM/MUC MUNICH

MUNICH Radar

127.95

I JEPPESEN

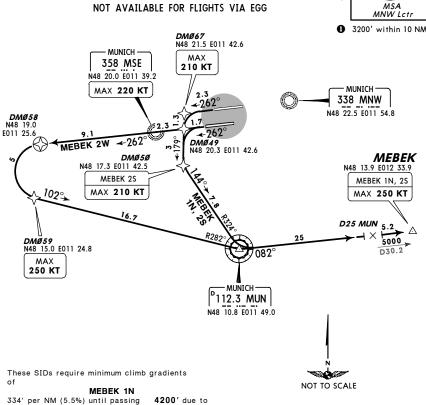
MUNICH, GERMANY 14 SEP 07 (10-3V4) Eff 27 Sep RNAV SID (OVERLAY)

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)





High Intensity Radio Transmission Area (HIRTA).

#### MEBEK 2S

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

3	,					,
Gnd speed-	KT 75	100	150	200	250	300
334' per NN	A 418	557	835	1114	1392	1671
413' per NN	л 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.
A If unable to comply with eneed and turn restrictions request SID MEREK 2W		

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EDDM/MUC MUNICH

M JEPPESEN

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

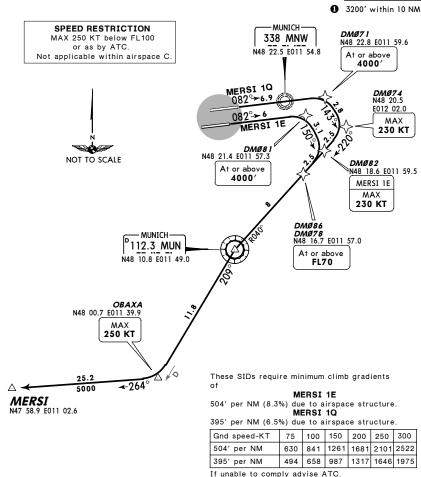
MUNICH Radar 127.95

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.

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

CHANGES: MSA: chart reindexed.

Apt Elev

1487'

**JEPPESEN** JeppView 3.5.2.0

Notice: After 11 Feb 2008 0901Z, this chart may no longer be valid. Disc 23-2007

EDDM/MUC MUNICH

MUNICH Radar

127.95

M JEPPESEN

MUNICH, GERMANY

Trans level: By ATC Trans alt: 5000'

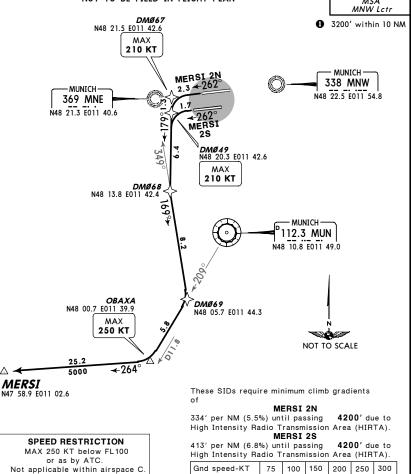
14 SEP 07 (10-3V6) Eff 27 Sep RNAV SID (OVERLAY)

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)



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



Not applicable within airspace C

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

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.

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JEPPESEN JeppView 3.5.2.0

EDDM/MUC MUNICH

123.9

M JEPPESEN 14 SEP 07 (10-3V7) Eff 27 Sep

MUNICH, GERMANY RNAV SID (OVERLAY)

MUNICH Radar

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.

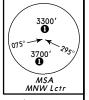
Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

# MIKE 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

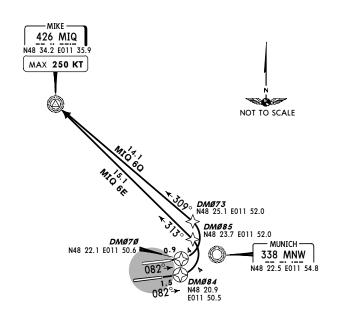
> VIA LASGA (AIRWAYS (U)M 726/T 202) OR SULUS (AIRWAYS (U)L 604/T 852)



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 MIQ 6E (1900'+) - DM084 - DM085 - MIQ (K250-) MIQ 6Q (1900'+) - DM070 - DM073 - MIQ (K250-)

CHANGES: MSA; MIQ frequency; chart reindexed.

Apt Elev

1487'

**JEPPESEN** JeppView 3.5.2.0

Notice: After 11 Feb 2008 0901Z, this chart may no longer be valid. Disc 23-2007

EDDM/MUC MUNICH

MUNICH Radar

123.9

M JEPPESEN

MUNICH, GERMANY

Trans level: By ATC Trans alt: 5000'

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

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)

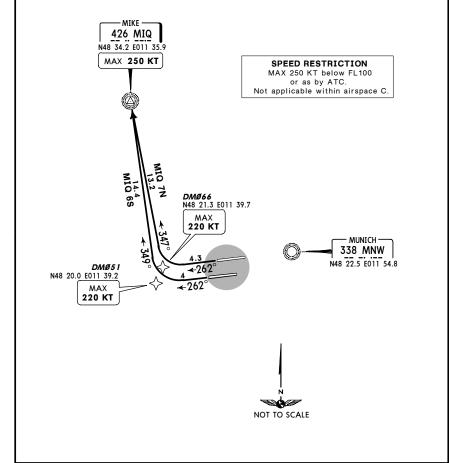
RWYS 26R/L RNAV DEPARTURES (OVERLAY 10-3Q1)

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)



1 3200' within 10 NM



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

CHANGES: MSA; MIQ freq; SID renumb & revised; chart reind. © JEPPESEN SANDERSON, INC., 2004, 2007. ALL RIGHTS RESERVED. Licensed to Elefant air. Printed on 30 Jan 2008 Notice: After 11 Feb 2008 0901Z, this chart may no longer be valid. Disc 23-2007 JEPPESEN JeppView 3.5.2.0

EDDM/MUC MUNICH

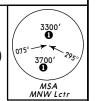
M JEPPESEN

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

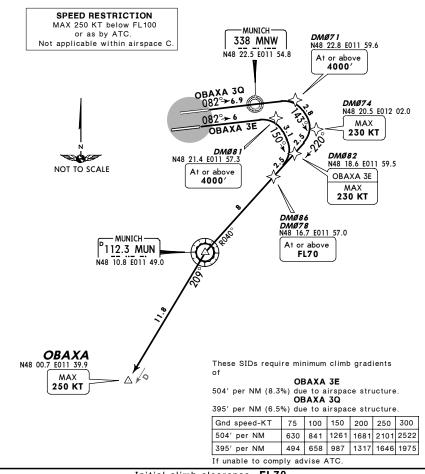
MUNICH Radar 127.95

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



1 3200' within 10 NM



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

CHANGES: MSA: chart reindexed.

M JEPPESEN EDDM/MUC

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

MUNICH Radar Apt Elev 127.95 1487'

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 starting turns as published in departure routes.

OBAXA THREE NOVEMBER (OBAXA 3N) [OBAX3N] OBAXA FOUR SIERRA (OBAXA 4S) [OBAX4S] RWYS 26R/L RNAV DEPARTURES (OVERLAY 10-3Q3) ONLY AVAILABLE FOR NON-JET ACFT

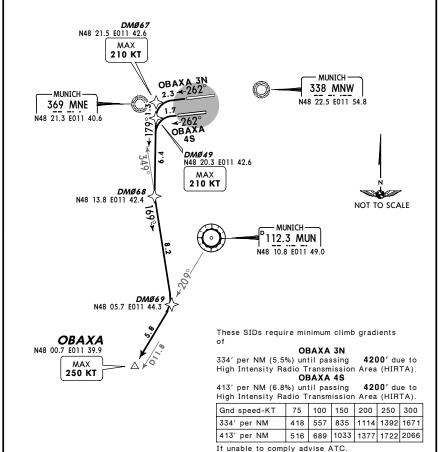


**JEPPESEN** 

JeppView 3.5.2.0

# 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

(1900'+) - DM067 (K210-) - DM068 - DM069 - OBAXA (K250-)

ROUTING

**OBAXA 4S** (1900'+) - DM049 (K210-) - DM068 - DM069 - OBAXA (K250-) CHANGES: MSA: OBAXA 3S renumbered 4S: chart reindexed.

SID

OBAXA 3N

RWY

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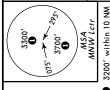
EDDM/MUC MUNICH

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

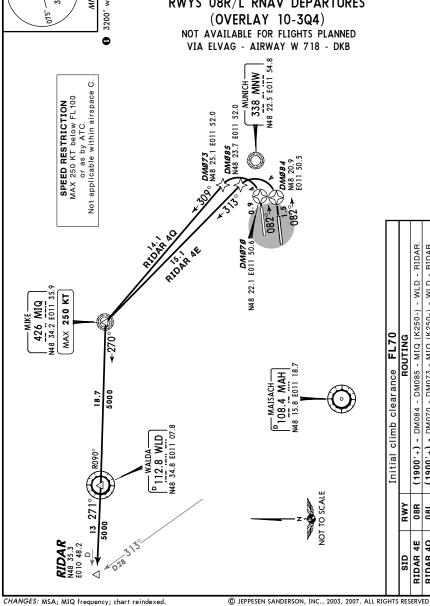
MUNICH Radar 123.9

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.



RIDAR FOUR ECHO (RIDAR 4E) [RIDA4E] RIDAR FOUR QUEBEC (RIDAR 4Q) [RIDA4Q] RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3Q4)



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JEPPES EN

JeppView 3.5.2.0

MUNICH, GERMANY **MALEPPESEN** EDDM/MUC 14 SEP 07 (10-3X2) Eff 27 Sep MUNICH RNAV SID (OVERLAY) Trans level: By ATC Trans alt: 5000 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings (refer to Apt Elev MUNICH Radar 10-4). Strict adherence within the limits of aircraft performance 123.9 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. RIDAR FIVE NOVEMBER (RIDAR 5N) [RIDA5N] RIDAR FIVE SIERRA (RIDAR 5S) [RIDA5S] 3300, 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 FL100
or as by ATC.
Not applicable within airspace DMØ53 N48 18.4 E011 At or above FL70 14.7 RIDAR **DMØ61** N48 19.7 E011 At or above FL70 due ese SIDs

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

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JEPPESEN JeppView 3.5.2.0

EDDM/MUC MUNICH

127.95

JEPPESEN

14 SEP 07 10-3X3 Eff 27 Sep R

MUNICH, GERMANY
RNAV SID (OVERLAY)

Trans level: By ATC Trans alt: 5000'

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

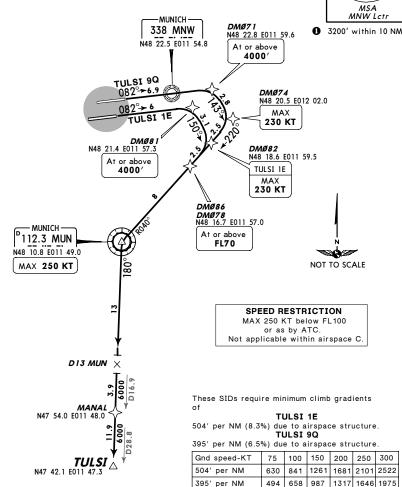
Apt Elev

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.

TULSI ONE ECHO (TULSI 1E) [TULS1E]
TULSI NINE QUEBEC (TULSI 9Q) [TULS9Q]
RWYS 08R/L RNAV DEPARTURES (OVERLAY 10-3Q6)
NOT TO BE FILED IN FLIGHT PLAN





If unable to comply advise ATC.

Apt Elev

1487'

**JEPPESEN** JeppView 3.5.2.0

EDDM/MUC MUNICH

MUNICH Radar

127.95

M JEPPESEN

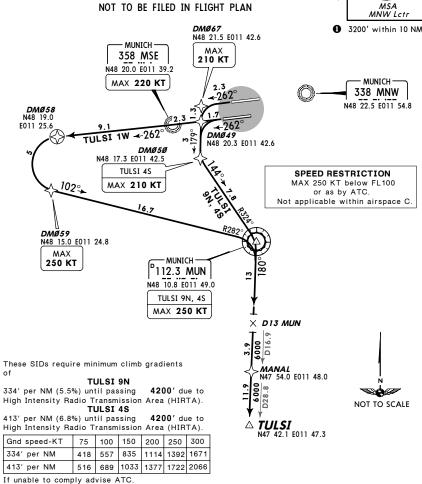
MUNICH, GERMANY 14 SEP 07 (10-3X4) Eff 27 Sep RNAV SID (OVERLAY)

Trans level: By ATC Trans alt: 5000'

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

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)





		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.					

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EDDM/MUC MUNICH

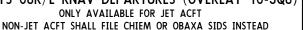
1 JEPPESEN 14 SEP 07 (10-3X5) Eff 27 Sep

MUNICH, GERMANY RNAV SID (OVERLAY)

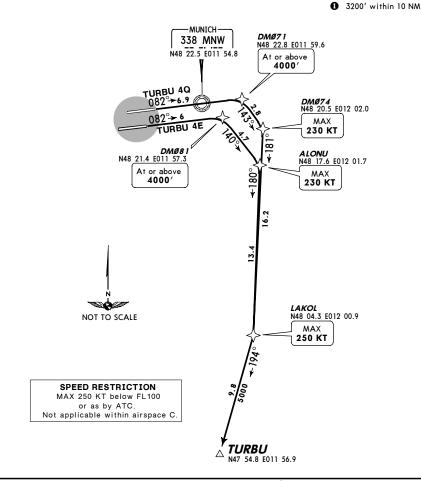
MUNICH Radar 127.95

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.

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







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

CHANGES: New chart.

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Apt Elev

1487'

JEPPESEN JeppView 3.5.2.0

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EDDM/MUC MUNICH

MUNICH Radar

127.95

M JEPPESEN

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

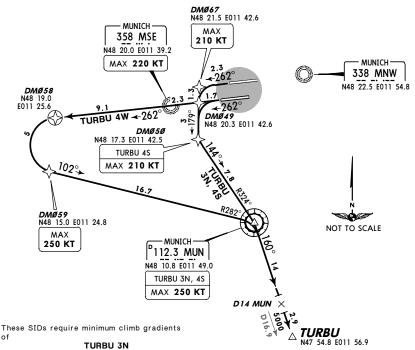
Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Simultaneous parallel departures in progress. Pilots have to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

TURBU 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



of

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.

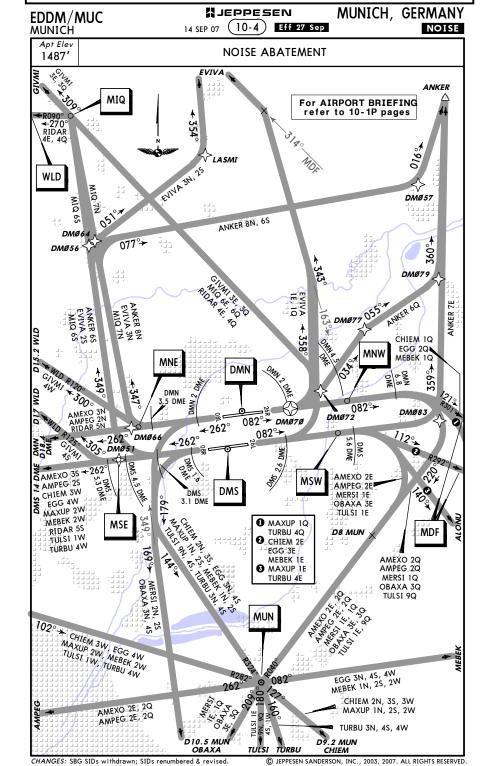
Ιf	unable	to	comply	advise	ATO
----	--------	----	--------	--------	-----

		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.					
2 If unable to comply with speed and turn restrictions request SID TURBU 4W.					

CHANGES: New chart.

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EDDM/MUC Apt Elev 1487' N48 21.2 E011 47.2 (10-9)6 OCT 06 MUNICH MUNICH Delivery (Start-up clearance) MUNICH Ground Rwy 08L/26R | Rwy 08R/26L Apron 3 \*ATIS ACARS: Apron 2 123.12 DCL 1 121.72 121.97 121.82 121.77 **Q** 121.7 **3** 121.92 0 MUNICH Radar (DEP) MUNICH Arrival (DEP)
North South North 123.9 South 127.95 Rwy 08L/26R Rwy 08R/26L 120.5 120.77 118.7 128.02 to 10-1P pages Limit of ATC competence ar BRIEFING refer 1 M M Datalink departure clearance to grant start-up and route clearance will be offered daily from 600-0230 LT by Tower. Outside these times start-up has to be requested via frequency only. ons 3, 10, 11 and helicopter Responsible for apro Responsible for apro Responsible for apro • 000 Taxing outside area of ATC competency only with permission of MUNICH Apronand on its instruction. **S**<sup>2</sup> ∴ <u>7</u> × .

CHANGES: New layout, Variation

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EDDM/MUC

M JEPPESEN 6 OCT 06 (10-9A)

MUNICH, GERMANY MUNICH

	ADDITIONAL RUNWAY INFORMATION										
									JSABLE LENGTH	HS .	I
	├── LANDING BEYOND ──										
RWY								Threshold	Glide Slope	TAKE-OFF	WIDTH
<sup>08L</sup> <b>0</b> <sub>26R</sub>	HIRL	CL	ALSF-II	TDZ	PAPI-L (3.0°)	0	RVR		12,010' 366 1m		197'
26R	HIRL	CL	ALSF-II	TDZ	PAPI-L (3.0°)	0	RVR		12,090' <i>3685m</i>	0	60m
Δ	l										

- groovedHST-A5, A8, A10 & A12
- **1** HST-A9, A6 & A4
- ◆ TAKE-OFF RUN AVAILABLE

RWY 08L:		RWY 26R:	
From rwy head	13,123'(4000m)	From rwy head	13,123'(4000m)
twy Á3 int	12,467'(3800m)	twy Á13 int	12,467'(3800m)
twy A4 int	9252'(2820m)	twy A12 int	9121'(2780m)
twy A6 int	7218′(2200m)	twy A10 int	7415'(2260m)
twy A7 int	6627'(2020m)	twy A7 int	5610'(1710m)

<sup>08R</sup> <b>9</b> <sub>26L</sub>	HIRL CL ALSF-II TDZ PAPI-L (3.0°)	<b>6</b> RVR   1,	12.150' <i>3703m</i>	_	197'
<b>€</b> 26L	HIRL CL ALSF-II TDZ PAPI-L (3.0°)	RVR	12,130 3/03m	U	60m

- **6** grooved
- **6** HST-B7, B10 & B12
- 7 HST-B11, B8, B6 & B4
- TAKE-OFF RUN AVAILABLE

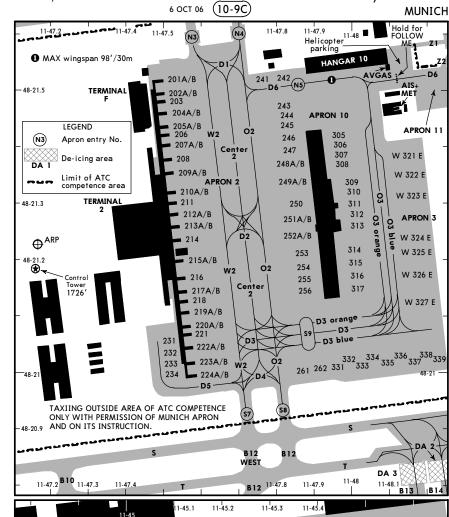
RWY 08R:		RWY 26L:	
From rwy head	13,123' (4000m)	From rwy head	13,123'(4000m)
twy B3 int	12,467' (3800m)	twy B13 int	12,467'(3800m)
twy B4 int	9318' (2840m)	twy B12 int	9252'(2820m)
twy B6 int	7283' (2220m)	twy B10 int	7218'(2200m)
twy B9 int	5479' (1670m)	twy B9 int	6627'(2020m)
,		,	' '

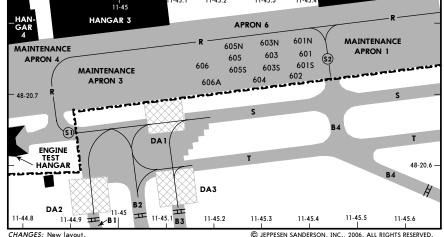
IJ,	JAR-OPS TAKE-OFF I								
	All Rwys LVP must be in Force								
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)			
A B C	125m	150m	200m	250m	400m	500m			
D	150m	200m	250m	300m					

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

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JEPPESEN JeppView 3.5.2.0

EDDM/MUC

CHANGES: Chart reindexed. Coordinates.

**™** JEPPESEN 6 OCT 06 (10-9D)

MUNICH, GERMANY MUNICH

Morrison										
INS 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 21.2 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 21.0 E011 47.5 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									

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**JEPPESEN** JeppView 3.5.2.0

EDDM/MUC

M JEPPESEN 6 OCT 06 (10-9E)

MUNICH, GERMANY MUNICH

# **VISUAL DOCKING GUIDANCE SYSTEM (SAFEGATE)**

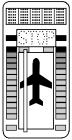
## STANDARD DOCKING PROCEDURE

1. Line-up to center acft symbol with green reference bar.

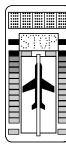
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- 2. Check correct acft type is flashing on display.
- 3. Check green bottom lights are flashing.
- 4. When nosegear passes over first sensor, acft type display and green bottom lights will both change from flashing to steady.
- 5. Green closing rate 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".

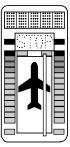
EMERGENCY STOP: All four red STOP position lights and "STOP" will flash.







ON CENTERLINE



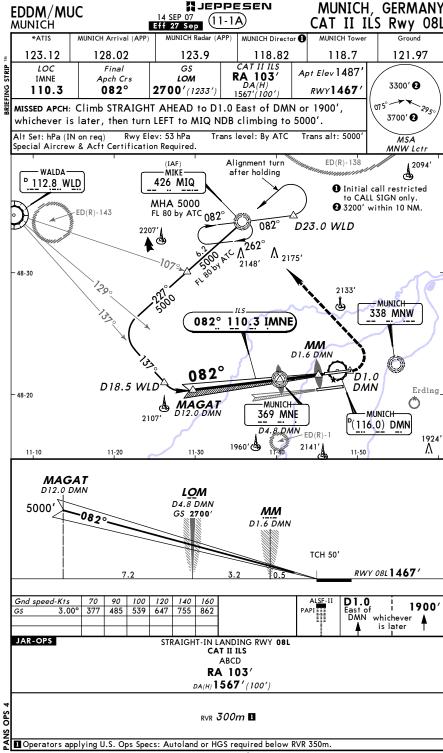
TURN RIGHT

MJEPPESEN. MUNICH, GERMANY EDDM/MUC 14 SEP 07 (11-1) Eff 27 Sep ILS or LOC Rwy 08L MUNICH MUNICH Radar (APP) MUNICH Director 1 MUNICH Tower MUNICH Arrival (APP) 118.82 123.12 128.02 123.9 118.7 121.97 LOC Final GS ILS Apt Elev 1487 IMNE Apch Crs LOM DA(H) 3300' 2 082° |**2700**′(*1233*′) | **1667**′(*200*′) 110.3 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 reg) Rwy Elev: 53 hPa Trans level: By ATC Trans alt: 5000 MSALOC: DME REQUIRED MNW Lctr ED(R)-138 2094 Alignment turn WALDA-MIKÉ: after holding ♨ <sup>□</sup> 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° D23.0 WLD 2207 262° ^2175′ 2148 48-30 2133' MUNICH 338 MNW 082° 110.3 IMNE MM D1.6 DMN 082° DMN D18.5 WLD Erding 48-20 MUNICH  $\bigcirc$ MAGAT 369 MNE – MÚNICH 2107' (116.0) DMN D4.8 DMN 1924 1960' 2141 Λ 11-20 11-30 11-50 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 ΜМ GS 2700' D1.6 DMN MAGAT LOC D12.0 DMN TCH 50' 2700' RWY 08L 1467' 7.2 Gnd speed-Kts 70 90 100 120 140 160 D1.0 East of 1900 ILS GS 3.00° or 377 485 | 539 | 647 | 755 DMN whichever LOC Desc Grad 5.2% is later MAP at MM/D1.6 DMN STRAIGHT-IN LANDING RWY 08L JAR-OPS ILS LOC (GS out) DA(H) 1667' (200') MDA(H) 1870' (403') RVR 900m RVR 1500m RVR 1000m RVR 550m RVR 1000m RVR 1800m RVR 1400m RVR 2000m

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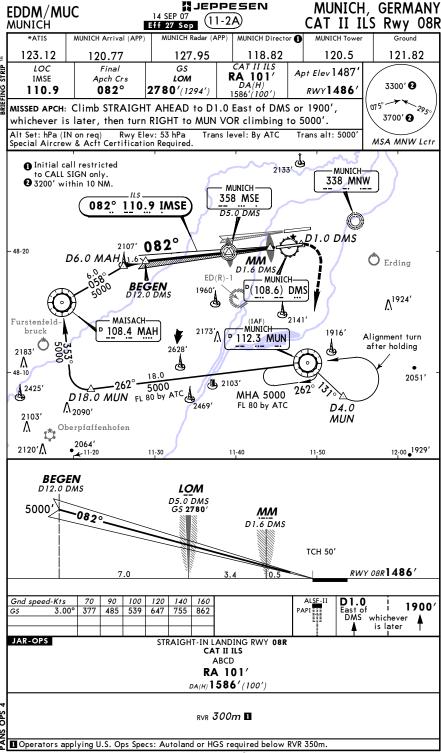
MJEPPESEN

MJEPPESEN MUNICH, GERMANY EDDM/MUC Eff 27 Sep ILS or LOC Rwy 08R 14 SEP 07 (11-2) MUNICH MUNICH Radar (APP) MUNICH Tower MUNICH Arrival (APP) MUNICH Director 1 123.12 120.77 127.95 118.82 120.5 121.82 LOC Final GS ILS Apt Elev 1487 IMSE Apch Crs LOM DA(H) 3300' 🛭 110.9 082° **2780'** (1294') **1686'** (200') RWY1486 MISSED APCH: Climb STRAIGHT AHEAD to D1.0 East of DMS or 1900' 3700'2 whichever is later, then turn RIGHT to MUN VOR climbing to 5000'. Alt Set: hPa (IN on reg) Rwv Elev: 53 hPa Trans level: By ATC LOC: DME REQUIRED. MNW Lctr 2133 1 Initial call restricted MUNICHto CALL SIGN only. 338 MNW @ 3200' within 10 NM. MUNICH 358 MSE 082° 110.9 IMSE D5.0 DMS D1.0 DMS 2107' 082° 48-20 D6.0 MAH 1.65 MM O Erding D1.6 DMS ED(R)-1 <sup>D</sup>(108.6) DMS 1960' **∆**<sup>1924′</sup> MAISACH-Furstenfeld-<sup>p</sup> 108.4 MAH 2173 -MUNICHbruck ↑ P 112.3 MUN Alignment turn 2183' 💍 after holding 2628 Λ 48-10 18.0 2051' 5000 1 2425' D18.0 MUN FL 80 by ATC MHA 5000 FL 80 by ATC 2469 D4.0 Λ<sub>2090′</sub> 2103' MUN Λ Oberpfaffenhofen 2064 2120' -11-20 11-30 11-40 11-50 12-00 • 1929 IOC 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° ΜМ GS 2780' D1.6 DMS **BEGEN** LOC D12.0 DMS TCH 50' 2780 RWY 08R1486' 7.0 100 120 140 160 Gnd speed-Kts 90 D1.0 East of 1900 ILS GS 3.00° or 377 485 539 647 755 DMS whichever LOC Desc Grad 5.2% is later MAP at MM/D1.6 DMS JAR-OPS STRAIGHT-IN LANDING RWY 08R LOC (GS out) MDA(H) ABC: 1880'(394') DA(H) 1686' (200') D:1910'(424') RVR 900m RVR 1500m RVR 1000m RVR 550m RVR 1000m RVR 1800m RVR 1400m RVR 2000m

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**ZJEPPESEN** 

MJEPPESEN. MUNICH, GERMANY EDDM/MUC 14 SEP 07 STANDARD ILS OF LOC RWY 26L MUNICH Eff 27 Sep MUNICH Radar (APP) MUNICH Director 1 MUNICH Arrival (APP) 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′ 🕢 108.3 262° **2790**′(*1320*′) | **1670**′(*200*′) 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 Lctr 2133' 262° 108.3 IMSW - MUNICH-338 MNW D9.0 D12.0 DMS ● Initial call restricted - MUNICHto CALL SIGN only. <sup>D</sup>(108.6) DMS 2 3200' within 10 NM. D11.1 MDF D1.0 DMS 48-20 - MILLDORF-<sup>D</sup> 117.0 MDF MUNICH-ED(R)-1 400 MSW V<sub>1854</sub>, 1960′ D5.1 DMS 2141' 🕒 MHA 5000 1916 D17.4 MUN D3.8 MDF FL 80 by ATC 2628 082° 5000 FL 80 by ATC 2051' 2051' 2103' 48-10 262° - MUNICH-٨ D 112.3 MUN 2469' 2582 12-20 11-40 11-50 12-00 12-10 LOC DMS DME 3.0 4.0 5.0 6.0 7.0 8.0 9.0 10.0 11.0 (GS out) ALTITUDE 2130' 2440' 2760' 3080' 3400 3720' 4040' 4350' 4670' LOM **D9.0** DMS D5.1 DMS ± 5000° ММ GS 2790' D1.6 DMS CAUTION: 4040' **NELBI** LOC TCH 46' 2790 D12.0 DMS RWY 26L 1470' 3.9 Gnd speed-Kts 90 100 120 140 160 D1.0 1900 ILS GS 3.00° or West of 1 170 DMS whichever 377 539 647 755 485 LOC Desc Grad 5.2% is later MAP at MM/D1.6 DMS JAR-OPS STRAIGHT-IN LANDING RWY 26L LOC (GS out) DA(H) 1670' (200') MDA(H) 1870' (400') RVR 900m RVR 1500m RVR 1000m RVR 550m RVR 1000m RVR 1800m RVR 1400m RVR 2000m

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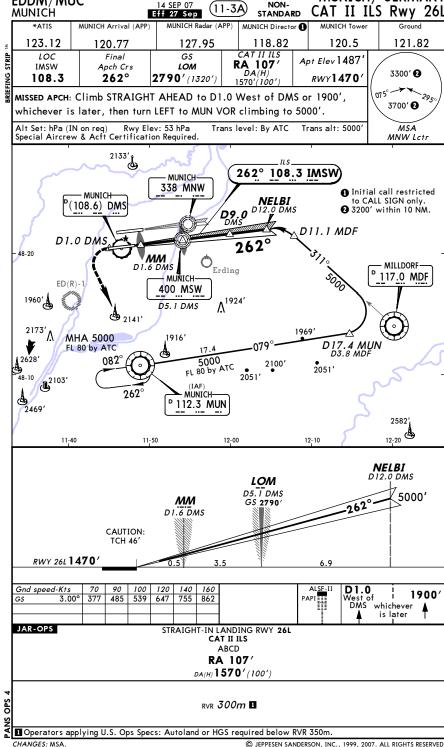
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EDDM/MUC

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MUNICH, GERMANY

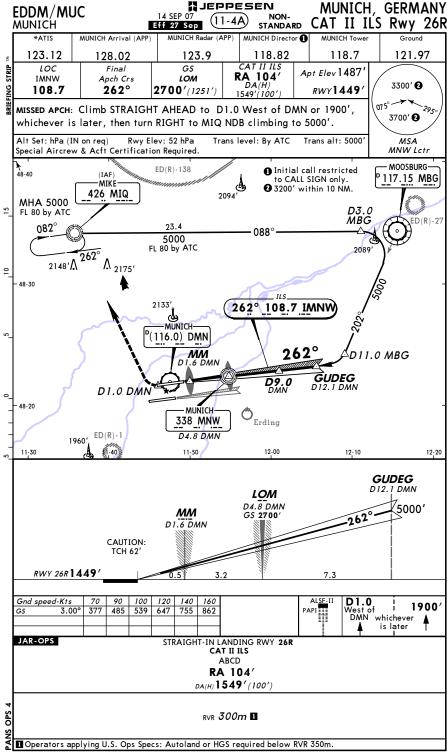


MJEPPESEN.

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EDDM/MUC MUNICH MUNICH Radar (APP) MUNICH Director MUNICH Arrival (APP) 123.12 128.02 123.9 118.82 118.7 121.97 LOC Final GS ILS Apt Elev 1487 **IMNW** Apch Crs LOM DA(H) 3300' 🛭 262° 108.7 **2700'**(1251') **1649'**(200') RWY 1449 MISSED APCH: Climb STRAIGHT AHEAD to D1.0 West of DMN or 1900', 3700' 🛭 whichever is later, then turn RIGHT to MIQ NDB climbing to 5000'. Alt Set: hPa (IN on reg) Rwy Elev: 52 hPa Trans level: By ATC Trans alt: 5000 MSA LOC: DME REQUIRED. MNW Lctr ED(R)-138 - MOOSBURG-48-40 • Initial call restricted (IAF) 117.15 MBG to CALL SIGN only. -MIKE 2 3200' within 10 NM. 426 MIQ MHA 5000 FL 80 by ATC MBG 23.4  $082^{\circ}$ 088 5000 FL 80 by ATC 2089 262° Λ<sub>2175′</sub> 2148' 48-30 2133 262° 108.7 IMNW MUNICH '(116.0) DMN 262° MM 11.0 MBG D1.6 DMN **GUDEG** D12.1 DMN D1.0 DMN 48-20 MINICH  $\bigcirc$ 338 MNW Erding ED(R)-1 D4.8 DMN 1960 11-30 12-10 12-20 LOC DMN DME 3.0 4.0 5.0 6.0 7.0 8.0 10.0 11.0 12.0 (GS out) ALTITUDE 2120' 2440' 2760' 3080' 3390 3710' 4350' 4670' 4990' LOM **D9.0** DMN D4.8 DMN GS 2700' **\*** 5000' ММ D1.6 DMN 4030' GUDEG CAUTION: LOC TCH 62 2700 D12.1 DMN RWY 26R 1449 Gnd speed-Kts 70 90 100 120 140 160 D1.0 1900 ILS GS 3.00° or West of i 190 377 485 539 647 755 LOC Desc Grad 5.2% is later MAP at MM/D1.6 DMN JAR-OPS STRAIGHT-IN LANDING RWY 26R LOC (GS out) ILS DA(H) 1649' (200') MDA(H) 1850' (401') RVR 900m RVR 1500m RVR 1000m RVR 550m RVR 1000m RVR 1800m RVR 1400m RVR 2000m

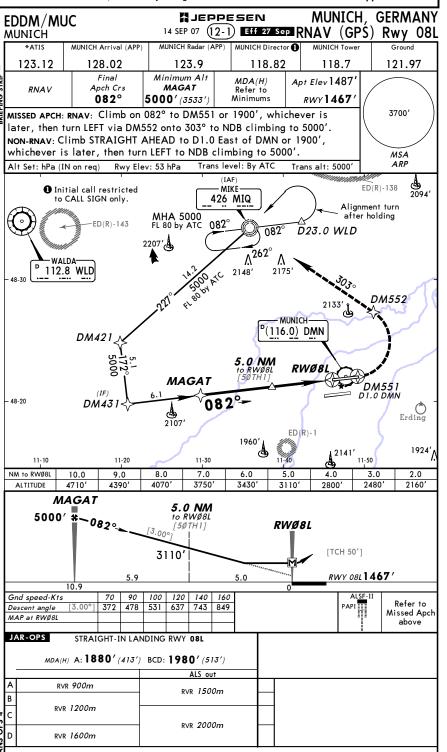
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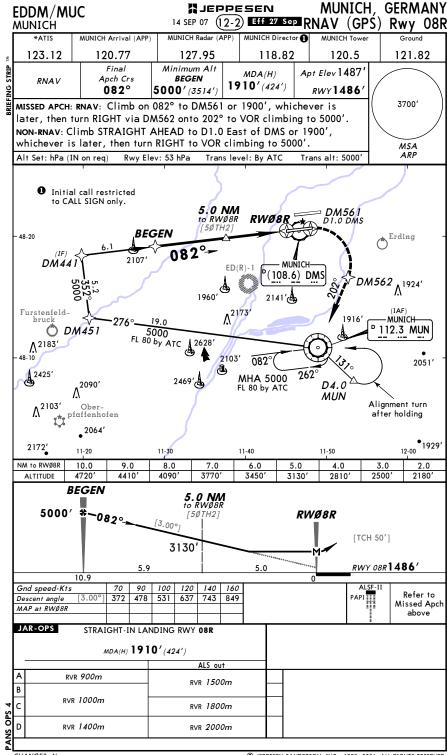


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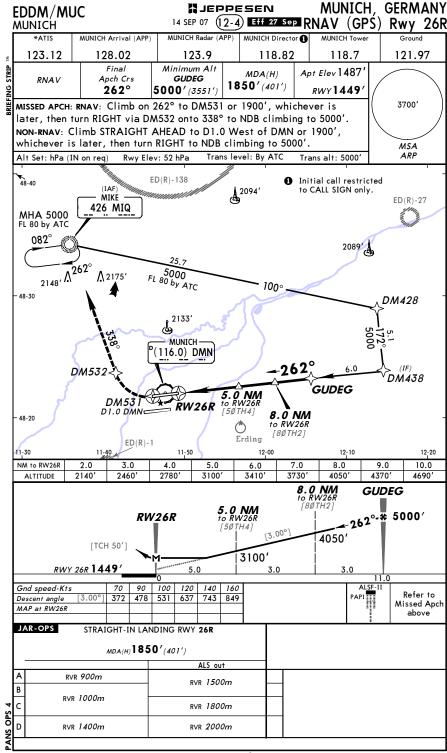
MUNICH, GERMANY MJEPPESEN EDDM/MUC 14 SEP 07 (12-3) Eff 27 Sep RNAV (GPŚ) Rwy 26L MUNICH MUNICH Arrival (APP) MUNICH Radar (APP) MUNICH Director Ground 118.82 123.12 120.77 127.95 120.5 121.82 Final Minimum Alt MDA(H) Apt Elev 1487 RNAV Apch Crs NELBI Refer to 262° Minimums 5000' (3530' RWY 1470 3700' 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 Alt Set: hPa (IN on reg) Rwy Elev: 53 hPa Trans level: By ATC طه<sub>2133′</sub> 1 Initial call restricted to CALL SIGN only. - MUNICH-P(108.6) DMS 5.0 NM 8.0 NM NELBI DM448 to RW26L to RW26L DM54 48-20 RW26L Erding ED(R)-DM458 **∆**<sup>1924′</sup> 1960′ DM542 (a) 2141' 1969′ , kg 08 13 2051 2628 2100' ♨ 2103 2051 262 MHA 5000 (IAF) FL 80 by ATC - MUNICH 2469 <sup>D</sup> 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' **NELBI** 8.0 NM to RW26L [8ØTH1] 5.0 NM RW26L to RW26L [5ØTH3] 4070' [TCH 50" 3120 RWY 26L 1470 2.9 5.0 10.9 90 100 120 140 160 Gnd speed-Kts 70 Refer to 374 481 534 641 748 855 Descent angle [3.00° 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

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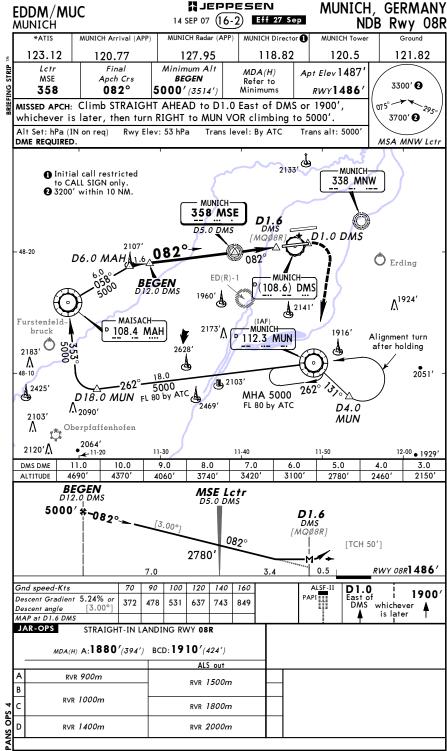
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MUNICH, GERMANY MJEPPESEN EDDM/MUC 14 SEP 07 (16-1) Eff 27 Sep NDB Rwy 08L MUNICH MUNICH Radar (APP) MUNICH Director MUNICH Tower MUNICH Arrival (APP) 123.12 128.02 123.9 118.82 118.7 121.97 Lctr Final Minimum Alt MDA(H) Apt Elev 1487 MNE Apch Crs MAGAT Refer to 3300' 🛭 082° 369 5000' (3533' Minimums 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'. Rwy Elev: 53 hPa Alt Set: hPa (IN on reg) Trans level: By ATC DME REQUIRED MSA MNW Lcti 48-40 (IAF) 2094 MIKE-Alignment turn WALDA-426 MIQ after holding <sup>□</sup> 112.8 WLD • Initial call restricted to CALL SIGN only. MHA 5000 FL 80 by ATC 082° 2 3200' within 10 NM. ED(R)-143 082° D23.0 WLD 2207 Λ<sub>2175′</sub> 2148 48-30 21331 -MUNICH MUNICH 338 MNW 369 MNE **D4.8 DMN D1.6** DMN MAGAT IMQØ8L] D1.0 DMN D18.5 WLD Erding 0820-48-20  $\bigcirc$ -MUNICH 2107' ED(R)-<sup>P</sup>(116.0) DMN 1960' 1924 ♨ Λ 11-20 11-50 DMN DME 11.0 10.0 9.0 8.0 7.0 6.0 5.0 4.0 3.0 ALTITUDE 4670' 4360' 4040' 3720' 3400' 3080 2760' 2450' 2130' **MAGAI** MNE Lctr D4.8 DMN 5000′#-082°-D1.6 DMN [MQØ8L] 082∘ [TCH 50'] 2700 RWY 08L 1467 0.5 Gnd speed-Kts 70 90 100 120 140 160 D1.0 1900 East of i 190 Descent Gradient 5.24% or 372 478 531 637 743 [3.00°] Descent angle is later MAP at D1.6 DMN JAR-OPS STRAIGHT-IN LANDING RWY 08L MDA(H) AB: 1910' (443') CD: 1980' (513') RVR 900m RVR 1500m RVR 1000m RVR 1200m RVR 2000m RVR 1600m

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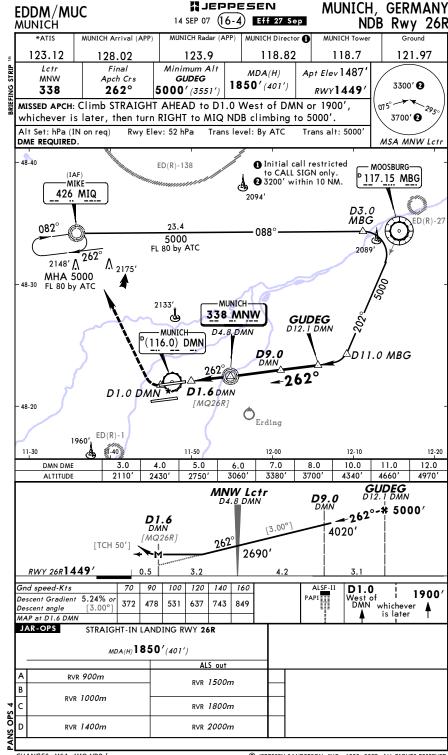


MUNICH, GERMANY MJEPPESEN EDDM/MUC 14 SEP 07 (16-3) Eff 27 Sep NDB Rwy 26L MUNICH MUNICH Arrival (APP) MUNICH Radar (APP) MUNICH Director MUNICH Tower Ground 123.12 120.77 127.95 118.82 120.5 121.82 Lctr Final Minimum Alt MDA(H) Apt Elev 1487 MSW Apch Crs NELBI Refer to 3300' 2 262° 400 5000' (3530') Minimums RWY1470 MISSED APCH: Climb STRAIGHT AHEAD to D1.0 West of DMS or 1900', 3700'**②** whichever is later, then turn LEFT to MUN VOR climbing to 5000'. Rwy Elev: 53 hPa Trans level: By ATC Alt Set: hPa (IN on reg) DME REQUIRED MSA MNW Lctr 2133' ♠ Initial call restricted to CALL SIGN only. - MUNICH-2 3200' within 10 NM. 338 MNW MUNICH <sup>D</sup>(108.6) DMS \_\_262° D11.1 MDF D1.0 DMS D9.0 NELBI 48-20 D1.6 DMSD12.0 DMS O<sub>Erding</sub> MILLDORF-[MQ26L <sup>□</sup> 117.0 MDF -MUÑICH-ED(R)-1 400 MSW 1960′ D5.1 DMS 2141' 2173′ MHA 5000 1916 D17.4 MUN D3.8 MDF FL 80 by ATC 2628 082° 5000 FL 80 by ATC 2051' 2051' 48-10 2103' 262° MUNICHd 112.3 MUN 2469' 2582 12-20 11-50 12-00 12-10 DMS DME 3.0 4.0 5.0 6.0 7.0 8.0 9.0 10.0 11.0 ALTITUDE 2130 2450' 2770 3090' 3400 3720' 4040' 4360' 4680' **NELBI** MSW Lctr **D9.0** D5.1 DMS \_262°-# 5000′ D1.6 DMS[MQ26L] 4040' [TCH 50'] 2800' RWY 26L 1470' ALSF-II 70 90 100 120 140 160 Gnd speed-Kts D1.0 1900 West of Descent Gradient 5.24% or 372 478 531 637 743 849 DMS whichever Descent angle is later MAP at D1.6 DMS JAR-OPS STRAIGHT-IN LANDING RWY 26L MDA(H) AB: 1870' (400') CD: 1980' (510') RVR 900m RVR 1500m RVR 1000m RVR 1200m RVR 2000m RVR 1600m

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