EDDM

Airport information:

Country: Germany
City: MUNCHEN
Coordinates: N 48° 21.2', E011 47.2
Elevation: 1487
Customs: Customs
Fuel: 100LL, Jet A1
RFF: CAT 9; CAT 10 O/R, no foaming of RWY
hours: H24

Runways:

Runway 08L
    Takeoff length: 4000, Landing length: 4000
Runway 08R
    Takeoff length: 4000, Landing length: 4000
Runway 26L
    Takeoff length: 4000, Landing length: 4000
Runway 26R
    Takeoff length: 4000, Landing length: 4000

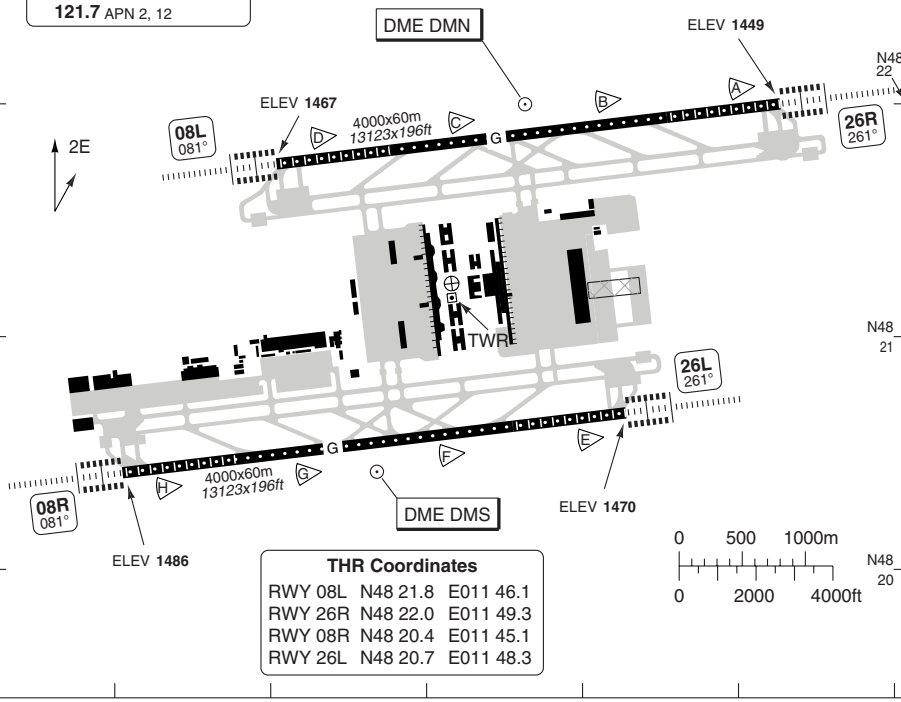
AERODROME MUNCHEN

Munchen GND	APN ❶	DLV (D)	TWR	RAD	ATIS (D)
121.825 08R/26L **121.975** 08L/26R	**121.775** **121.925** **121.7**	**121.725**	**118.7** **120.5** **119.4**	**131.225**	**123.125**

AD Elev **1487**	ARP: N48 21.2 E011 47.2	RFF: CAT 9. O/R 10	AD HR: H24

E011 45 E011 46 E011 47 E011 48 E011 49 E011 50

❶ **121.775** APN 1, 6, 7, 8, 9
121.925 APN 3, 5, 10
121.7 APN 2, 12



THR Coordinates

RWY 08L	N48 21.8	E011 46.1
RWY 26R	N48 22.0	E011 49.3
RWY 08R	N48 20.4	E011 45.1
RWY 26L	N48 20.7	E011 48.3

RWY	Slope	TORA m/*ft*	LDA m/*ft*	ALS	REDL	RCLL	Additional
08L	- 0.1	4000 / *13123*	4000 / *13123*	H-B	H ❷	15m	P 3° (55)
26R	+0.1	4000 / *13123*	4000 / *13123*	H-B	H ❷	15m	P 3° (55)
08R	- 0.1	4000 / *13123*	4000 / *13123*	H-B	H ❷	15m	P 3° (53)
26L	+0.1	4000 / *13123*	4000 / *13123*	H-B	H ❷	15m	P 3° (52)

❷ White.

EU OPS **TAKE OFF MINIMA**

RWY	Facilities			RVR A B C	RVR D
All	HRCLL + HREDL + Multiple RVR + HUD	*Ap.O*	*LVTO*	**75** m	**75** m
	HRCLL + HREDL + Multiple RVR	*Ap.O*	*LVTO*	**125** m	**150** m
	RCLL + REDL + Multiple RVR		*LVTO*	**150** m	**200** m
	RCLL + REDL		*LVTO*	**200** m	**250** m
	RCL (day only) or RCL + REDL		*LVTO*	**250** m	**300** m
	RCL (day only) or RCL + REDL			**400** m	**400** m
	NIL (day only)			**500** m	**500** m

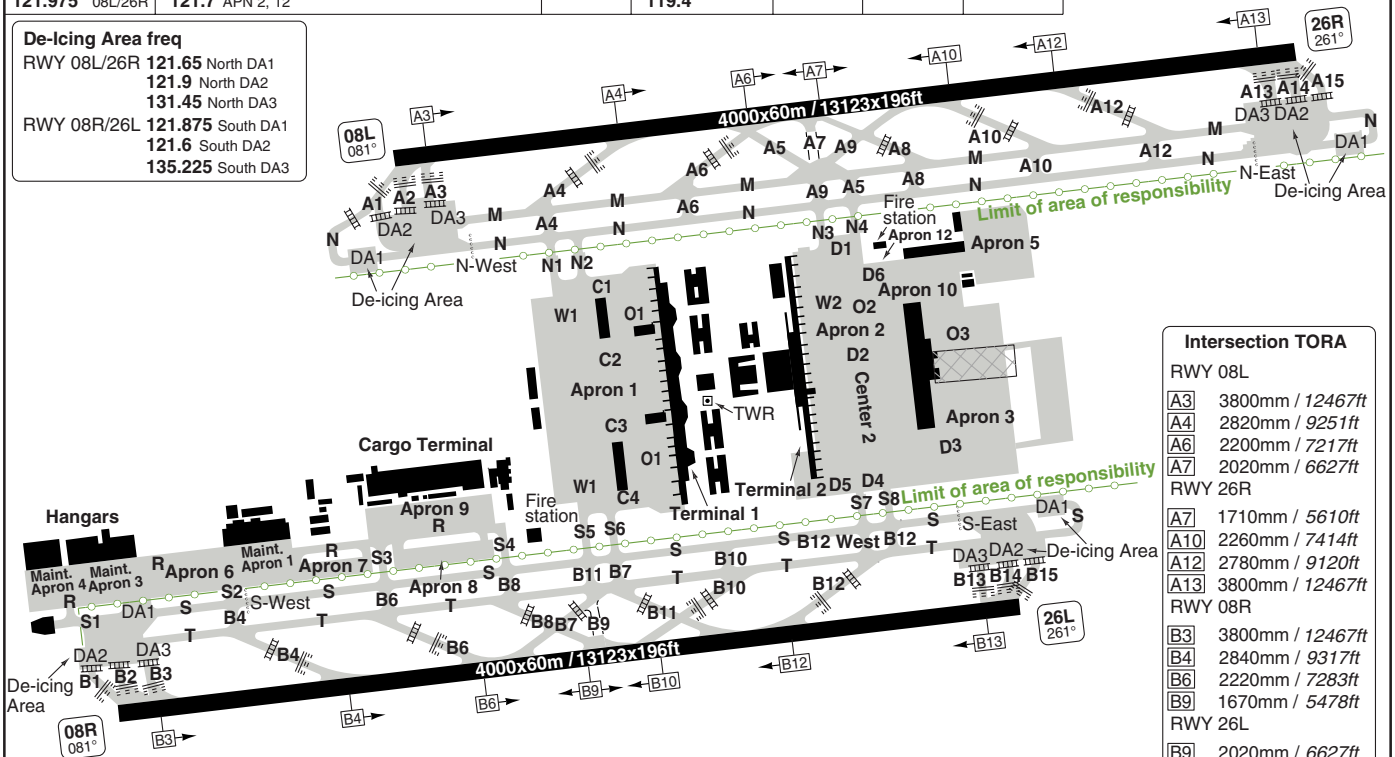
Change: APN 5, APN freq

Munchen GND	APN	DLV (D)	TWR	RAD	De-icing	ATIS (D)
121.825 08R/26L **121.975** 08L/26R	**121.775** APN 1, 6, 7, 8, 9 **121.925** APN 3, 5, 10 **121.7** APN 2, 12	**121.725**	**118.7** **120.5** **119.4**	**131.225**	**130.6**	**123.125**

De-Icing Area freq

RWY 08L/26R **121.65** North DA1
121.9 North DA2
131.45 North DA3

RWY 08R/26L **121.875** South DA1
121.6 South DA2
135.225 South DA3



Intersection TORA

RWY 08L

A3	3800mm / *12467ft*
A4	2820mm / *9251ft*
A6	2200mm / *7217ft*
A7	2020mm / *6627ft*

RWY 26R

A7	1710mm / *5610ft*
A10	2260mm / *7414ft*
A12	2780mm / *9120ft*
A13	3800mm / *12467ft*

RWY 08R

B3	3800mm / *12467ft*
B4	2840mm / *9317ft*
B6	2220mm / *7283ft*
B9	1670mm / *5478ft*

RWY 26L

B9	2020mm / *6627ft*
B10	2200mm / *7217ft*
B12	2820mm / *9251ft*
B13	3800mm / *12467ft*

Change: APN 5, APN freq, renumbered

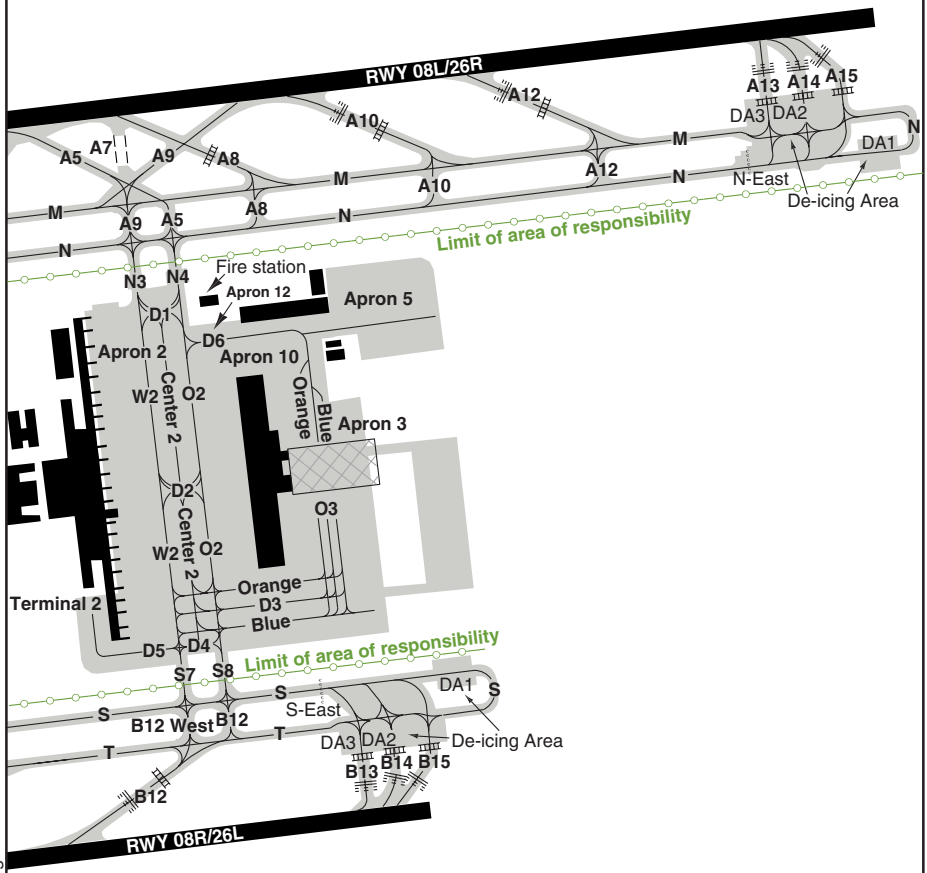
GROUND Taxi East

MUNCHEN

Munchen GND	APN ❶	DLV (D)	TWR	RAD	De-icing	ATIS (D)
121.825 08R/26L	**121.775** **121.925**	**121.725**	**118.7** **120.5**	**131.225**	**130.6**	**123.125**
121.975 08L/26R	**121.7**		**119.4**			

❶ **121.775** APN 1, 6, 7, 8, 9
121.925 APN 3, 5, 10
121.7 APN 2, 12

De-Icing Area freq
RWY 08L/26R **121.65** North DA1
121.9 North DA2
131.45 North DA3
RWY 08R/26L **121.875** South DA1
121.6 South DA2
135.225 South DA3



Change: Completely revised

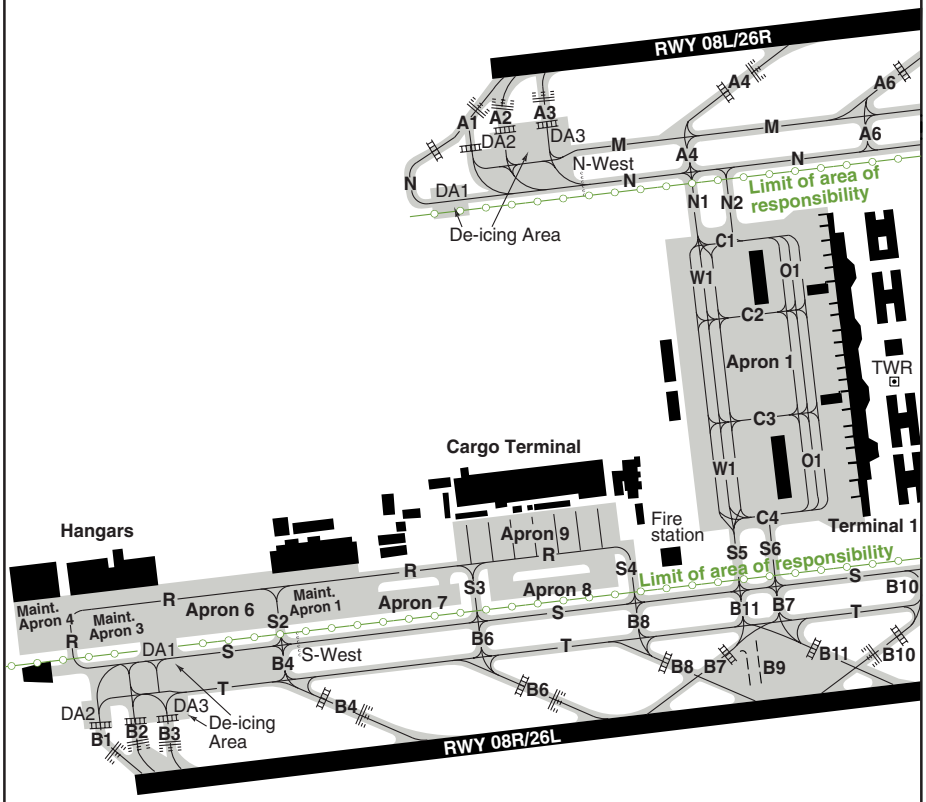
GROUND Taxi West

MUNCHEN

Munchen GND	APN ❶	DLV (D)	TWR	RAD	De-icing	ATIS (D)
121.825 08R/26L	**121.775** **121.925**	**121.725**	**118.7** **120.5**	**131.225**	**130.6**	**123.125**
121.975 08L/26R	**121.7**		**119.4**			

❶ **121.775** APN 1, 6, 7, 8, 9
121.925 APN 3, 5, 10
121.7 APN 2, 12

De-Icing Area freq
RWY 08L/26R **121.65** North DA1
121.9 North DA2
131.45 North DA3
RWY 08R/26L **121.875** South DA1
121.6 South DA2
135.225 South DA3

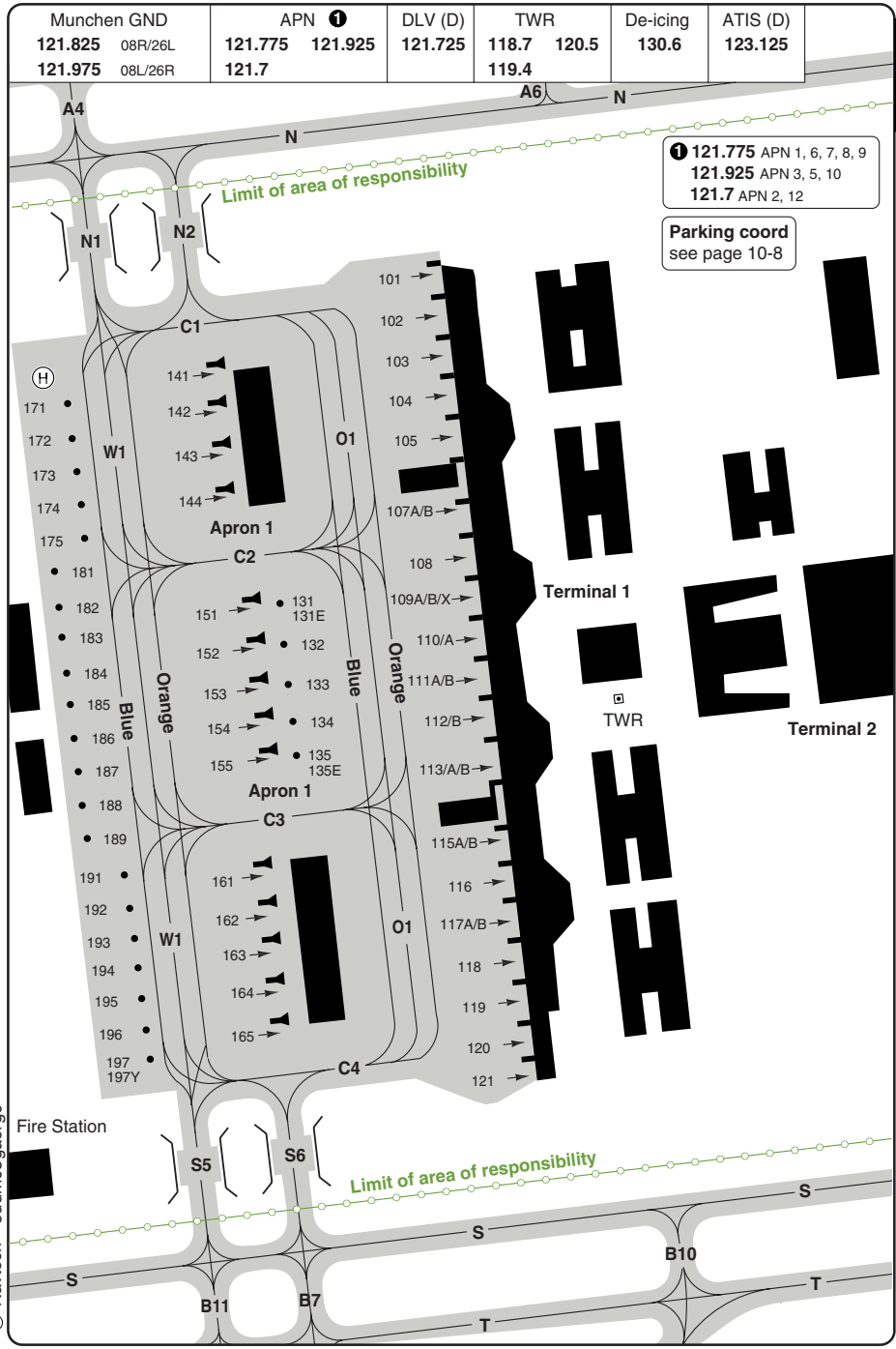


Change: Completely revised

GROUND Parking Apron 1

MUNCHEN

Munchen GND	APN ❶	DLV (D)	TWR	De-icing	ATIS (D)
121.825 08R/26L 121.975 08L/26R	121.775 121.925 121.7	121.725	118.7 120.5 119.4	130.6	123.125



Change: APN freq, Stands, renumbered

GROUND Parking Apron 2 and 3

MUNCHEN

Munchen GND		APN ❶		DLV (D)	TWR		De-icing	ATIS (D)
121.825	08R/26L	121.775	121.925	121.725	118.7	120.5	130.6	123.125
121.975	08L/26R	121.7			119.4			

❶ 121.775 APN 1, 6, 7, 8, 9
121.925 APN 3, 5, 10
121.7 APN 2, 12

Parking coord
see page 10-8

Limit of area of responsibility

N

N3

N4

Fire Station

Apron 12

D1

ENTRY N5

D6

Apron 10

D6

Apron 5

591 592 593 594 595

201A/B
202A/B
203
204A/B
205A/B/X
206
207A/B/X
208
209A/B/X
210A/B
211
212A/B
213A/B
214

W2

Center 2

O2

Apron 2

243/W
244/W
245
246
247
248A/B
249A/B
250
251A/B
252A/B
253
254
255
256

305
306
307
308
310
311

Orange

O3

Blue

Apron 3

W E 321
W E 322
323
324
W E 325
W E 326
W E 327

Terminal 2

215A/B
216
217A/B
218
219A/B
220A/B
221
222A/B
223A/B
224A/B/X

D2

D4

D5

314
315
316
317

ENTRY S9

Orange

D3

Blue

231
232
233
234

261 262 341 342 343 344 345 346 347 348

S7

S8

Limit of area of responsibility

S

De-icing Area

B12 West

B12

T

DA3

DA2

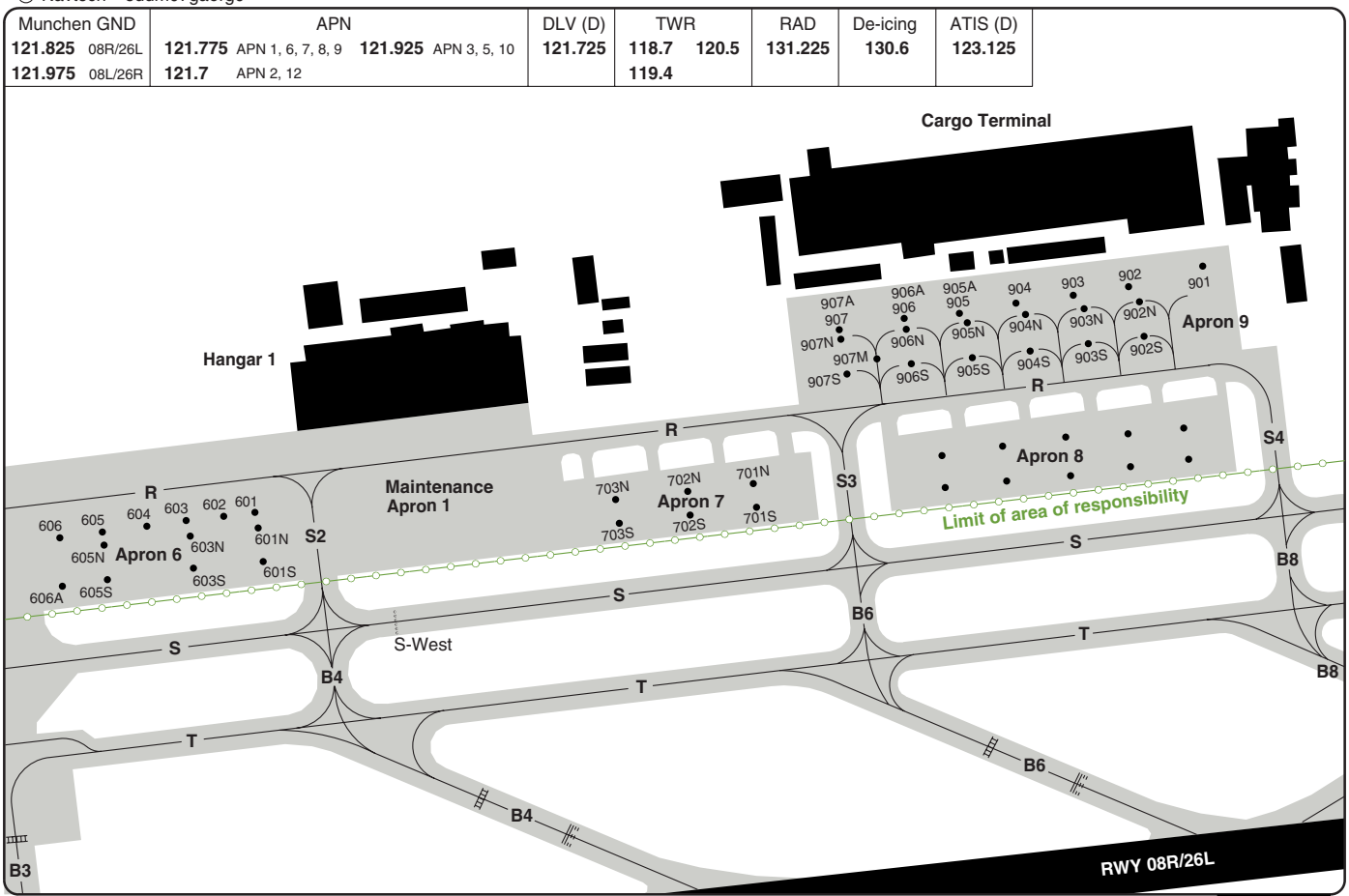
B13

B14

B12

Change: APN 5, 12, APN freq, Stands, WIP, renumbered

Munchen GND	APN	DLV (D)	TWR	RAD	De-icing	ATIS (D)
121.825 08R/26L	**121.775** APN 1, 6, 7, 8, 9 **121.925** APN 3, 5, 10	**121.725**	**118.7** **120.5**	**131.225**	**130.6**	**123.125**
121.975 08L/26R	**121.7** APN 2, 12		**119.4**			



Change: APN Freq, Stands, renumbered

GENERAL Parking position coordinates

MUNCHEN

Apron 1

101, 102	N48 21.5 E011 47.0
103 - 105	N48 21.4 E011 47.0
107 - 109	N48 21.3 E011 47.0
110 - 112	N48 21.2 E011 47.0
113 - 116	N48 21.1 E011 47.0
117	N48 21.0 E011 47.0
118 - 120	N48 21.0 E011 47.1
121	N48 21.0 E011 47.2
131	N48 21.3 E011 46.8
132 - 135	N48 21.2 E011 46.8
141 - 143	N48 21.4 E011 46.7
144, 151	N48 21.3 E011 46.8
152 - 155	N48 21.2 E011 46.8
161	N48 21.1 E011 46.8
162 - 165	N48 21.0 E011 46.8
171 - 173	N48 21.4 E011 46.6
174, 175	N48 21.3 E011 46.6
181 - 183	N48 21.3 E011 46.6
184 - 186	N48 21.2 E011 46.6
187 - 191	N48 21.1 E011 46.6
192 - 196	N48 21.0 E011 46.6
197	N48 20.9 E011 46.6

Apron 2

201 - 205A	N48 21.5 E011 47.5
205B - 209	N48 21.4 E011 47.6
210 - 214	N48 21.3 E011 47.6
215 - 217	N48 21.2 E011 47.6
218 - 222	N48 21.1 E011 47.6
223, 224	N48 21.0 E011 47.6
231	N48 21.1 E011 47.5
232 - 234	N48 21.0 E011 47.5
243	N48 21.5 E011 47.8
244 - 248A	N48 21.4 E011 47.8
248B - 250	N48 21.3 E011 47.9
251A	N48 21.3 E011 47.8
251B - 255	N48 21.2 E011 47.9
256	N48 21.1 E011 47.9
261, 262	N48 21.1 E011 47.9

Apron 3

305 - 308	N48 21.4 E011 48.0
309 - 312	N48 21.3 E011 48.0
313 - 316	N48 21.2 E011 48.0
317	N48 21.1 E011 48.0
321	N48 21.4 E011 48.1
322, 323	N48 21.3 E011 48.2
324 - 326	N48 21.2 E011 48.2
327	N48 21.1 E011 48.2
341 - 343	N48 21.0 E011 48.0
344 - 346	N48 21.0 E011 48.1
347, 348	N48 21.0 E011 48.2

Apron 6

601	N48 20.8 E011 45.4
602 - 604	N48 20.7 E011 45.3
605, 606	N48 20.7 E011 45.2

Apron 7

701 - 702	N48 20.8 E011 45.9
703	N48 20.8 E011 45.8

Apron 9

901	N48 21.0 E011 46.4
902	N48 20.9 E011 46.3
903 - 904	N48 20.9 E011 46.2
905	N48 20.9 E011 46.1
906 - 907	N48 20.9 E011 46.0

Changes: Stands renumbered

GENERAL

1. NIGHT FLIGHT RESTRICTION

1.1 Non-Noise certificated ACFT:
No TKOF/LDG 21-05.

1.2 Noise certificated ACFT:
ICAO Annex 16, Chapter 2.
No TKOF/LDG 21-05.

1.3 Noise certificated ACFT:
ICAO Annex 16, Chapter 3.
No TKOF 2230-05.
No LDG 2230-04.

1.4 Exception:
TKOF/LDG 21-05 are only allowed with ACFT that are listed in the actual bonus list of the "Bundesministerium für Verkehr, Bau- und Wohnungswesen". The list can be obtained from CAA.

2. SPEED

MAX 250kt below FL100.

3. TAXI

TWY O1, O3 and W1, blue and orange taxi lines, MAX wingspan 36m/*118ft.*

TWY D3, blue and orange taxi lines, MAX wingspan 52m/*170ft.*

4. LOW VISIBILITY PROCEDURES

Whenever CAT 2 or 3 OPS LVP is announced, taxiing is restricted to TWYs with operating CLL for all ACFT.

ARRIVAL

1. FREQUENCY CHANGE

When transferred from Munchen ARR to Munchen DIR initial call shall be restricted to call sign only in order to avoid FREQ congestion.

2. COM

When RWY vacated, CTC GND.

3. NOISE ABATEMENT PROCEDURE

3.1 Arrange flight to leave IAF at a speed which permits OPS in clean configuration. Maintain speed until 12nm from TDP 210kt ± 10kt recommended.

3.2 Recommended 160kt±10kt to OM with intermediate flap setting.

3.3 Landing configuration shall be established shortly prior to over the OM.

3.4 Between 21-05 do not use more than idle reverse.

4. HIGH INTENSITY RWY OPR - HIRO

In order to reduce RWY Occupancy Time, whenever RWY condition permit, LDG ACFT shall vacate RWY via high speed turn-off for respective RWY or earlier.

HIGH SPEED TURN-OFFS:

RWY 08L

EXIT	LDA	ACFT CAT
A10	2260m/*7414ft*	Heavy
A8	1710m/*5610ft*	Medium Jet
A5	1270m/*4166ft*	Medium Prop + Light

RWY 08R

EXIT	LDA	ACFT CAT
B10	2200m/*7217ft*	Heavy
B7	1580m/*5183ft*	Medium Jet/Prop + Light

RWY 26L

EXIT	LDA	ACFT CAT
B6	2220m/*7283ft*	Heavy
B8	1660m/*5446ft*	Medium Jet
B11	1160m/*3805ft*	Medium Prop + Light

RWY 26R

EXIT	LDA	ACFT CAT
A6	2200m/*7217ft*	Heavy
A9	1580m/*5183ft*	Medium Jet/Prop + Light

- It is recommended to nominate high speed turn-off during APCH briefing in cockpit.
- Do not vacate RWY via TWY A7 or B9 unless advised by TWR.
- 21-05, ACFT should vacate RWY during idle thrust via high speed turn-off, for respective RWY, or later.

5. LOW VISIBILITY PROCEDURES

After LDG, report to TWR when vacating the ILS sensitive area, marked by yellow/green TWY CLL.

6. FLIGHT PROCEDURES

6.1 **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 the final approach course at an angle of 50° or less, or if the 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.

6.2 **Reduced Radar Separation Minima on Parallel RWY Systems**

During approaches a radar separation minimum of 2.5nm is applied on final between 10nm and touchdown, provided the following conditions are met:

- The preceding ACFT is of the same or lower weight category. ACFT of the weight category HEAVY, including the B757 as preceding ACFT are excluded from this procedure.
- The turn-off points of the RWY are discernible visually or by means of surface movement radar from the control tower.
- The RWY is dry.

6.3 **Independent Parallel Approaches on the Parallel RWY System 26L/26R and 08L/08R**

Following the conditions and procedures described below, independent parallel approaches may be conducted for approaches on the parallel RWY system 26L/26R and 08L/08R in all meteorological conditions:

- One approach radar system (ASR) is in operation.
- a) Both parallel ILS systems are in operation; or
  b) One of the two ILS systems is in operation while the localizer of the other is in operation.
- Radar separation of at least 3nm and/or 1000ft vertical separation is maintained until both ACFT are stabilized on the localizer course within 25nm from touchdown.
- For radar vectoring to the ILS a course is allocated, showing an angle of not more than 30° to the localizer course.
- 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”.
- If the air traffic controller ascertains deviations in one of the approaching ACFT’s course which reduce the lateral separation, not only will the deviating ACFT be requested to perform an evasive manoeuvre, but also the ACFT on the parallel approach, even if the latter is flying on the correct final approach.

DEPARTURE

1. PUSH-BACK

Contact APN for push-back.
PSN and RWY assigned shall be indicated.
After push-back, report to APN “Ready to taxi”.
Permission for push-back or taxi from PSN may only be requested if the pilot can perform the manoeuvre immediately.

2. CDM (COLLABORATIVE DECISION MAKING)

Procedure applies to all flights.

A TOBT (Target Off-Block Time) will be generated taking into consideration EOBT (FPL), MGT (MNM Ground Time) and CTOT - after automatic generation of TOBT. Handling agent is responsible for the correctness of and adherence to the TOBT.

A TSAT (Target Start-up Approval Time) will be calculated 40min prior to TOBT at the earliest.

After TSAT calculation TOBT may be corrected MAX 3 times.
TOBT must then be DEL and a new filed by Handling agent. On reaching TOBT ACFT must be ready for Start-up and/or APN de-icing.

3. NOISE ABATEMENT PROCEDURE

3.1 Noise certified aircraft in accordance with ICAO Annex 16, Chapter 2:

a) TKOF to 1500ft GND
- take-off power
- take-off flaps
- climb at V2+10kt.

b) At 1500ft GND
- reduce power to not less than climb power.

c) From 1500ft GND to 3000ft GND
- climb at V2+10kt

d) At 3000ft GND
- acceleration during climb and retraction of flaps
- normal transition to enroute climb.

3.2 Noise certified aircraft in accordance with ICAO Annex 16, Chapter 3:

a) TKOF to 1500ft GND
- take-off power
- take-off flaps
- Climb at V2+10kt

b) At 1500ft GND
- reduce power to not less than climb power
- acceleration during climb and retraction of flaps
- normal transition to enroute climb.

3.3 Extremely noise sensitive area.
Strict adherence to SID/NAP necessary in order to avoid noise violations.

4. FREQUENCY CHANGE

When transferred from GND to TWR initial call shall be omitted and TWR freq shall be monitored to be ready for further clearance at all times.

5. HIGH INTENSITY RWY OPR - HIRO

DEP shall prepare for the following TKOF runs:

RWY 08L

ENTRY	TKOF	ACFT CAT
A1/A2	4000m/*13123ft*	Heavy + Medium Jet
A4	2820m/*9251ft*	Light Jet + Turboprop
A6	2200m/*7217ft*	Light Jet + Turboprop

RWY 08R

ENTRY	TKOF	ACFT CAT
B1/B2	4000m/*13123ft*	Heavy + Medium Jet
B3	3800m/*12467ft*	Heavy + Medium Jet
B4	2840m/ *9317ft*	Light Jet + Turboprop
B6	2220m/ *7283ft*	Light Jet + Turboprop

RWY 26L

ENTRY	TKOF	ACFT CAT
B14/B15	4000m/*13123ft*	Heavy + Medium Jet
B13	3800m/*12467ft*	Heavy + Medium Jet
B12	2820m/ *9251ft*	Light Jet + Turboprop
B10	2200m/ 7217ft	Light Jet + Turboprop

RWY 26R

ENTRY	TKOF	ACFT CAT
A14/A15	4000m/*13123ft*	Heavy + MediumJet
A13	3800m/*12467ft*	Heavy + Medium Jet
A12	2780m/ *9120ft*	Light Jet + Turboprop
A10	2260m/ *7414ft*	Light Jet + Turboprop

6. TKOF

Wake turbulence separation is provided using distance - based separation minima.

7. DE-ICING

7.1 Pilots shall notify München De-icing Co-ordinator at least 15min prior to off-block.

During de-icing, monitor assigned ATC FREQ.

Inform DLV if ENG run-up is needed after de-icing.

7.2 JET ACFT
Perform de-icing with ENG running.

7.3 PROP ACFT
On apron ramp 1-3, 6-9 de-icing is performed on respective parking PSN (except ATR 42/ 72).

On apron ramp 10 de-icing is performed on the de-icing area. Perform de-icing with ENG switched off.

8. DATALINK

OPR 05-2130.
Air Traffic Flow Management (ATFM) regulated flights:
Earliest 30min prior CTOT request start-up approval and en-route clearance via DLK.
To be obtained latest 16min prior CTOT.

Flights not regulated by ATFM:
Earliest 25min prior EOBT request start-up approval and en-route clearance via DLK.
To be obtained latest 11min prior EOBT.

GENERAL Parking position coordinates

MUNCHEN

Stands Apron 1

101 - 102	N48 21.5 E011 47.0
103 - 105	N48 21.4 E011 47.0
107 - 109	N48 21.3 E011 47.0
110 - 112	N48 21.2 E011 47.0
113 - 116	N48 21.1 E011 47.0
117	N48 21.0 E011 47.0
118 - 120	N48 21.0 E011 47.1
131	N48 21.3 E011 46.8
132 - 135	N48 21.2 E011 46.8
141 - 143	N48 21.4 E011 46.7
144, 151	N48 21.3 E011 46.8
152 - 155	N48 21.2 E011 46.8
161	N48 21.1 E011 46.8
162 - 165	N48 21.0 E011 46.8
170 - 173	N48 21.4 E011 46.6
174 - 175	N48 21.3 E011 46.6
181 - 183	N48 21.3 E011 46.6
184 - 186	N48 21.2 E011 46.6
187 - 191	N48 21.1 E011 46.6
192 - 196	N48 21.0 E011 46.6
197	N48 20.9 E011 46.6

Stands Apron 2

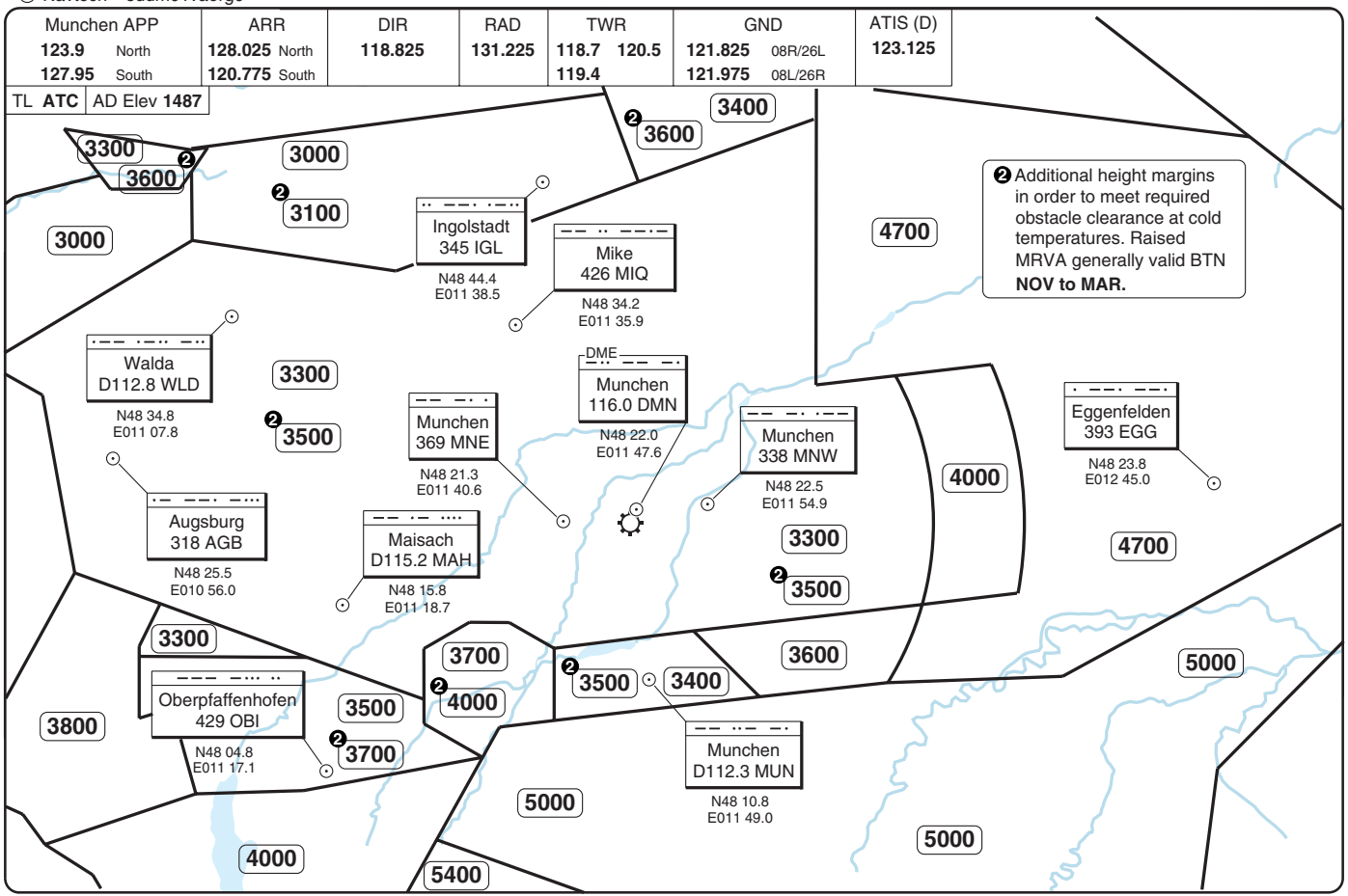
201 - 205A	N48 21.5 E011 47.5
205B - 209	N48 21.4 E011 47.6
210 - 214	N48 21.3 E011 47.6
215 - 217	N48 21.2 E011 47.6
218 - 222	N48 21.1 E011 47.6
223, 224	N48 21.0 E011 47.6
231	N48 21.1 E011 47.5
232 - 234	N48 21.0 E011 47.5
241 - 243	N48 21.5 E011 47.8
244 - 248A	N48 21.4 E011 47.8
251A	N48 21.3 E011 47.8
248B - 250	N48 21.3 E011 47.9
251B - 255	N48 21.2 E011 47.9
256	N48 21.1 E011 47.9
261, 262	N48 21.1 E011 47.9

Stands Apron 3

305 - 308	N48 21.4 E011 48.0
309 - 312	N48 21.3 E011 48.0
313 - 316	N48 21.2 E011 48.0
317	N48 21.1 E011 48.0
321	N48 21.4 E011 48.1
322 - 323	N48 21.3 E011 48.2
324 - 326	N48 21.2 E011 48.2
327	N48 21.1 E011 48.2
341 - 343	N48 21.0 E011 48.0
344 - 346	N48 21.0 E011 48.1
347 - 348	N48 21.0 E011 48.2

Munchen APP	ARR	DIR	RAD	TWR	GND	ATIS (D)
123.9 North	128.025 North	118.825	131.225	118.7 120.5	121.825 08R/26L	123.125
127.95 South	120.775 South			119.4	121.975 08L/26R	

TL **ATC** | AD Elev **1487**



RADAR Minimum Altitudes

20 - 1 | 13 JUL 11

Germany - EDDM / MUC

MUNCHEN

Change: MDF removed, ALT.

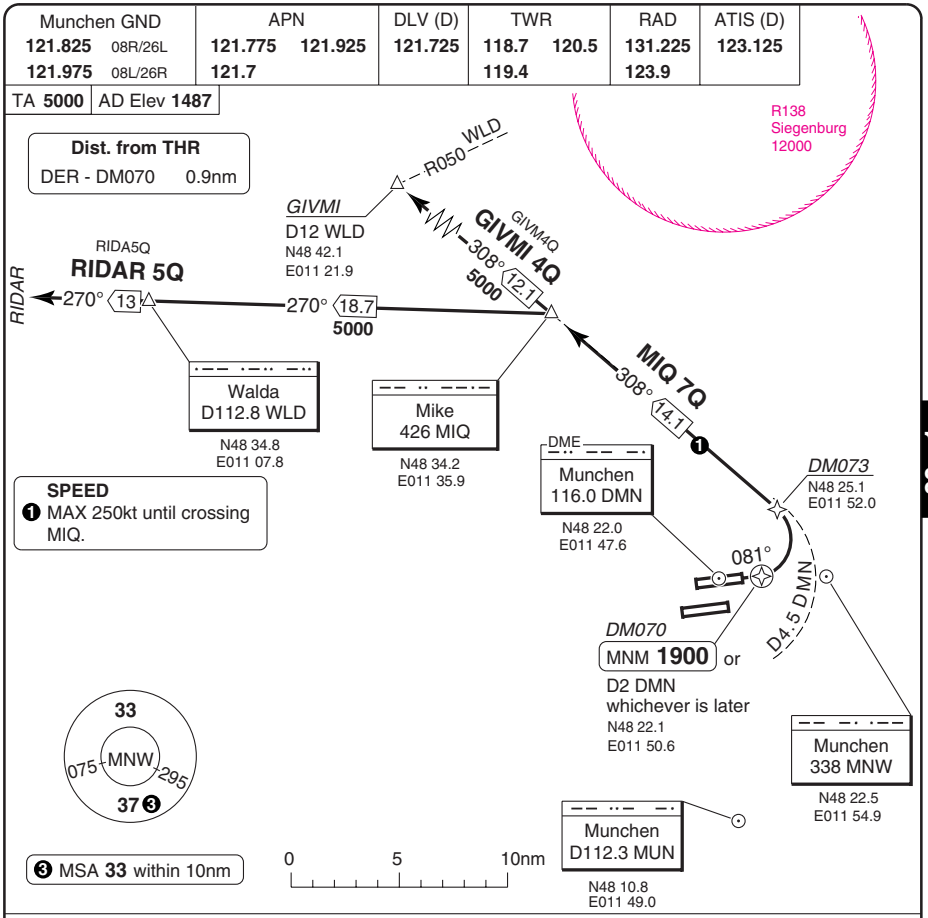
Reverse side blank

SID RWY 08L RNAV GPS/FMS Overlay North

MUNCHEN

Munchen GND		APN		DLV (D)	TWR		RAD	ATIS (D)
121.825	08R/26L	121.775	121.925	121.725	118.7	120.5	131.225	123.125
121.975	08L/26R	121.7			119.4		123.9	

TA **5000** | AD Elev **1487**



NOTE: During simultaneous parallel DEP: Climb initially exactly on extended CL until first turn.

COM: When advised by TWR, contact Munchen RAD 123.9.

ALT RESTRICTION: Climb to **FL70**

INITIAL CLIMB: (Except RNAV) Climb on 081° - at D2 DMN or **1900**, whichever is later, turn left (complete turn within D4.5 DMN) - follow SID.

SID	Routeing
GIVMI 4Q (Jet only)	MIQ - GIVMI. RNAV: DM070 MNM **1900** - DM073 - MIQ - GIVMI.
MIKE 7Q	MIQ.
RIDAR 5Q	MIQ - WLD - RIDAR. RNAV: DM070 MNM **1900** - DM073 - MIQ - WLD - RIDAR.

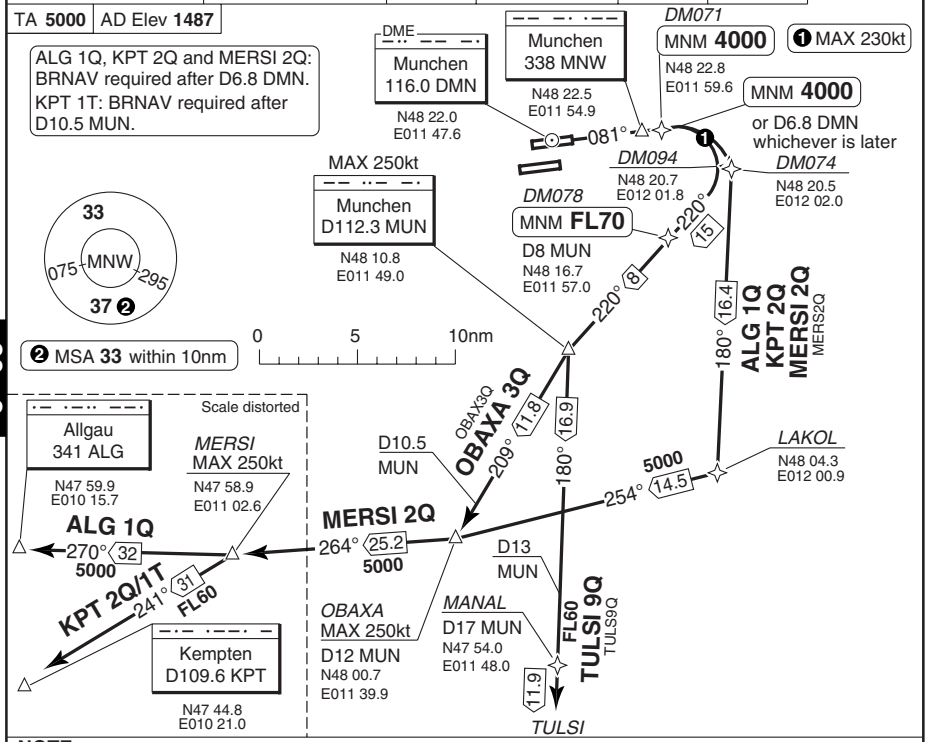
Change: MSA

SID RWY 08L RNAV GPS/FMS Overlay Southwest

MUNCHEN

Munchen GND		APN		DLV (D)	TWR		RAD	ATIS (D)
121.825	08R/26L	121.775	121.925	121.725	118.7	120.5	131.225	123.125
121.975	08L/26R	121.7			119.4		127.95	

TA **5000** | AD Elev **1487**



NOTE: During simultaneous parallel DEP: Climb initially exactly on extended CL until first turn.
COM: When advised by TWR, contact Munchen RAD 127.95.
MNM CLIMB GRADIENT: KPT 1T, OBAXA 3Q and TULSI 9Q: 6.5% .
ALT RESTRICTION: Climb to **FL70** .
INITIAL CLIMB: Climb on 081° - at D6.8 DMN or **4000** , whichever is later, turn right (MAX 230kt) - follow SID.
RNAV: DM071 MNM **4000**

SID	Routeing	Altitudes
ALG 1Q (Jet only)	180° - LAKOL - 254° - OBAXO - 264° - MERSI (MAX 250kt) - 270° - ALG. RNAV: DM094 (MAX 230KT) - LAKOL - OBAXA - MERSI (MAX 250kt) - ALG.	
KPT 2Q	180° - LAKOL - 254° - OBAXO - 264° - MERSI (MAX 250kt) - 241° - KPT. RNAV: DM094 (MAX 230KT) - LAKOL - OBAXA - MERSI (MAX 250kt) - KPT.	
KPT 1T (Prop only)	220°/R040 MUN - MUN - R209 MUN - D10.5 MUN - 264° - MERSI(MAX 250kt) - KPT. RNAV: DM074 (MAX 230kt) - DM078 - MUN - OBAXA - MERSI(MAX 250kt) - KPT.	D8 MUN MNM **FL70** DM078 MNM **FL70**
MERSI 2Q (Jet only)	180° - LAKOL - 254° - OBAXO - 264° - MERSI (MAX 250kt). RNAV: DM094 (MAX 230KT) - LAKOL - OBAXA - MERSI (MAX 250kt).	
OBAXA 3Q (Prop only)	220°/R040 MUN - MUN - R209 MUN - OBAXA (MAX 250kt). RNAV: DM074 (MAX 230kt) - DM078 - MUN - OBAXA (MAX 250kt).	D8 MUN MNM **FL70** DM078 MNM **FL70**
TULSI 9Q	220°/R040 MUN - MUN (MAX 250kt) - R180 MUN - MANAL - TULSI. RNAV: DM074 (MAX 230kt) - DM078 - MUN (MAX 250kt) - MANAL - TULSI.	D8 MUN MNM **FL70** DM078 MNM **FL70**

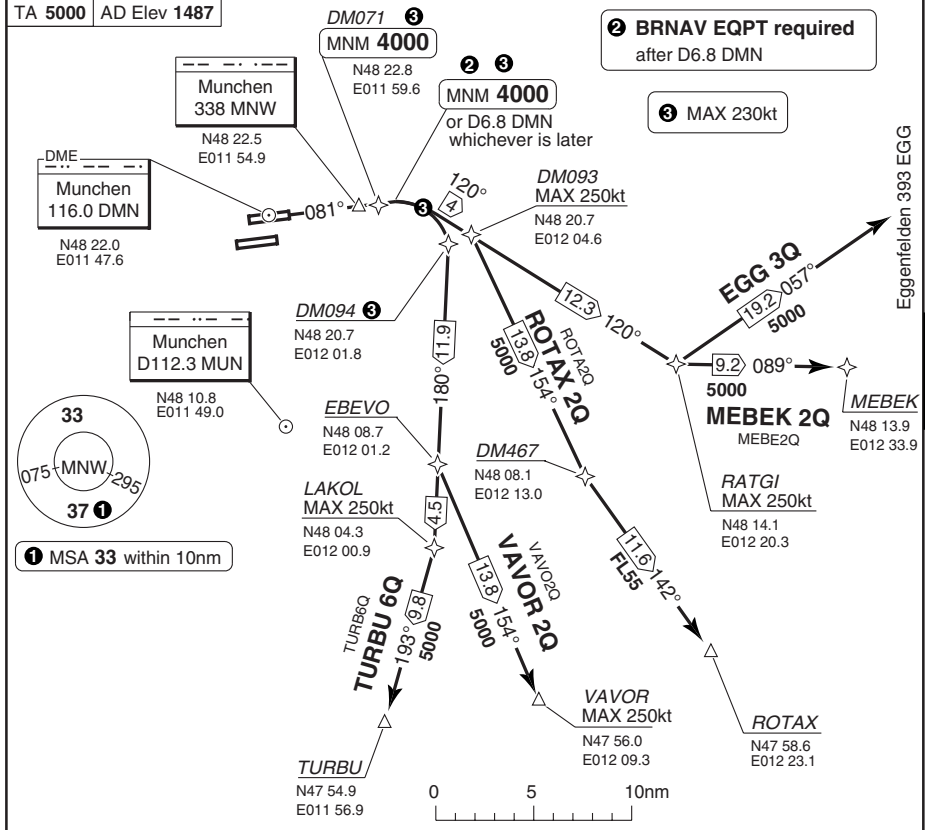
Change: MSA

SID RWY 08L RNAV GPS/FMS Overlay Southeast

MUNCHEN

Munchen GND		APN		DLV (D)	TWR		RAD	ATIS (D)
121.825	08R/26L	**121.775**	**121.925**	**121.725**	**118.7**	**120.5**	**131.225**	**123.125**
121.975	08L/26R	**121.7**			**119.4**		**127.95**	

TA **5000** | AD Elev **1487**



NOTE: During simultaneous parallel DEP: Climb initially exactly on extended CL until first turn.
COM: When advised by TWR, contact Munchen RAD 127.95.
ALT RESTRICTION: Climb to **FL70**.
INITIAL CLIMB: Climb on 081° - at D6.8 DMN or **4000**, whichever is later, turn right (MAX 230kt) - follow SID.
RNAV: DM071 MNM **4000** (MAX 230kt) - follow SID.

SID	Routeing
EGG 3Q	120° - RATGI (MAX 250kt) - 057° - EGG RNAV: RATGI (MAX 250kt) - EGG
MEBEK 2Q	120° - RATGI (MAX 250kt) - 089° - MEBEK RNAV: RATGI (MAX 250kt) - MEBEK
ROTAX 2Q	120° - DM093 (MAX 250kt) - 154° - DM467 - 142° - ROTAX RNAV: DM093 (MAX 250kt) - DM467 - ROTAX
TURBU 6Q (Jet only)	180° - LAKOL (MAX 250kt) - 193° - TURBU RNAV: DM094 (MAX 230kt) - LAKOL (MAX 250kt) - TURBU
VAVOR 2Q (Jet only)	180° - EBEVO - 154° - VAVOR (MAX 250kt) RNAV: DM094 (MAX 230kt) - EBEVO - VAVOR (MAX 250kt)

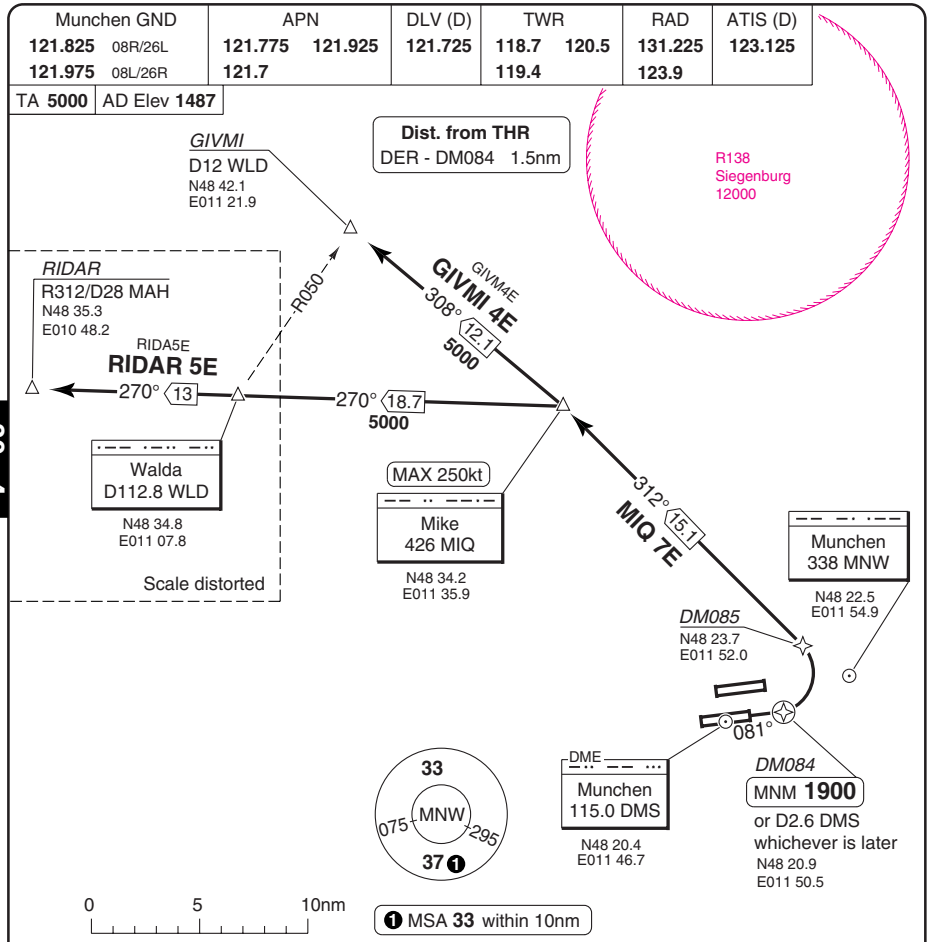
Change: MSA

SID RWY 08R RNAV GPS/FMS Overlay North

MUNCHEN

Munchen GND	APN	DLV (D)	TWR	RAD	ATIS (D)
121.825 08R/26L	**121.775** **121.925**	**121.725**	**118.7** **120.5**	**131.225**	**123.125**
121.975 08L/26R	**121.7**		**119.4**	**123.9**	

TA **5000** | AD Elev **1487**



NOTE: During simultaneous parallel DEP: Climb initially exactly on extended CL until first turn.

COM: When advised by TWR, contact Munchen RAD 123.9.

ALT RESTRICTION: Climb to FL70

INITIAL CLIMB: (Except RNAV) Climb on 081° - at D2.6 DMS or **1900**, whichever is later, turn left - follow SID.

SID	Routeing
GIVMI 4E (Jet only)	MIQ (MAX 250kt) - 308° - GIVMI RNAV: DM084 MNM **1900** - DM085 - MIQ (MAX 250kt) - GIVMI.
MIQ 7E	MIQ (MAX 250kt)
RIDAR 5E	MIQ (MAX 250kt) - WLD - RIDAR. RNAV: DM084 MNM **1900** - DM085 - MIQ (MAX 250kt) - WLD - RIDAR.

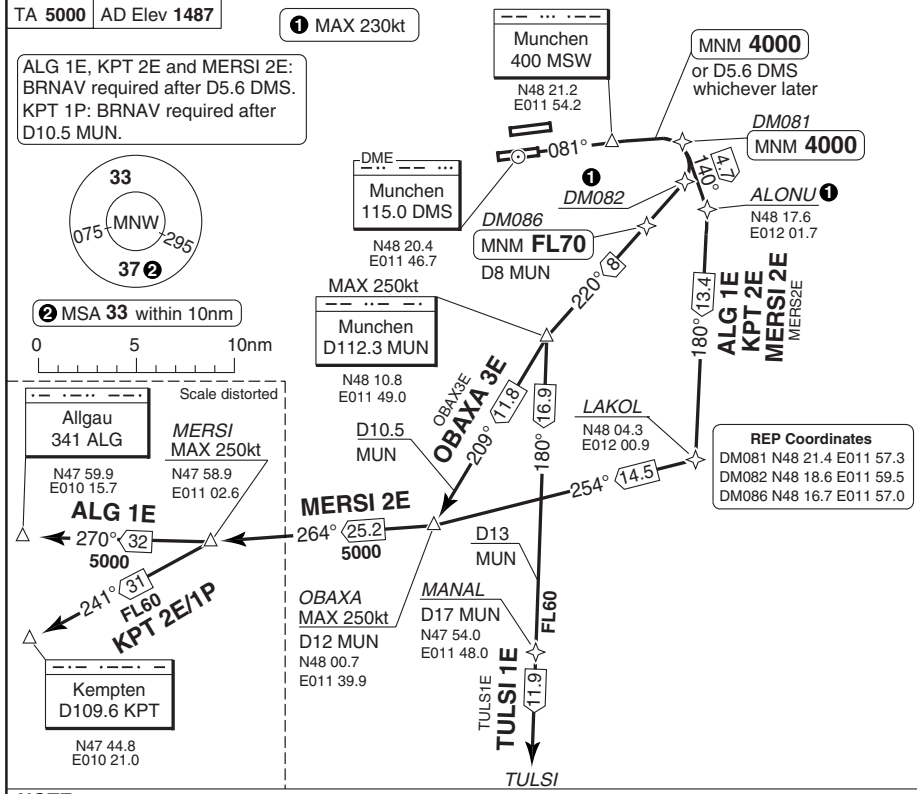
Change: MSA

SID RWY 08R RNAV GPS/FMS Overlay Southwest

MUNCHEN

Munchen GND		APN		DLV (D)	TWR		RAD	ATIS (D)
121.825	08R/26L	**121.775**	**121.925**	**121.725**	**118.7**	**120.5**	**131.225**	**123.125**
121.975	08L/26R	**121.7**			**119.4**		**127.95**	

TA **5000** | AD Elev **1487**



NOTE: During simultaneous parallel DEP: Climb initially exactly on extended CL until first turn.
COM: When advised by TWR, contact Munchen RAD 127.95.
MNM CLIMB GRADIENT: KPT 1P: 6.5% OBAXA 3E and TULSI 1E: 8.3% .
ALT RESTRICTION: Climb to **FL70** .
INITIAL CLIMB: (Except RNAV) Climb on 081° to - at D5.6 DMS or **4000** , whichever is later, turn right (MAX 230kt) - follow SID.

SID	Routeing	Altitudes
ALG 1E	140° - ALONU (MAX 230kt) - 180° - LAKOL - 254° - OBAXA - 264° - MERSI (MAX 250kt) - 270° - ALG. RNAV: DM081 - ALONU - LAKOL - OBAXA - MERSI - ALG.	DM081 MNM **4000**
KPT 2E	140° - ALONU (MAX 230kt) - 180° - LAKOL - 254° - OBAXA - 264° - MERSI (MAX 250kt) - 241° - KPT. RNAV: DM081 - ALONU - LAKOL - OBAXA - MERSI - KPT.	DM081 MNM **4000**
KPT 1P (Prop only)	220°/R040 MUN - MUN - D10.5 MUN - 264° - MERSI (MAX250kt) - KPT. RNAV: DM081 - DM082 - DM086 - MUN - OBAXA - MERSI - KPT.	D8 MUN MNM **FL70** DM081 MNM **4000**
MERSI 2E (Jet only)	140° - ALONU (MAX 230kt) - 180° - LAKOL - 254° - OBAXA - 264° - MERSI (MAX 250kt). RNAV: DM081 - ALONU - LAKOL - OBAXA - MERSI.	DM081 MNM **4000**
OBAXA 3E (Prop only)	220°/R040 MUN - MUN (MAX 250kt) - R209 MUN - OBAXA. RNAV: DM081 - DM082 - DM086 - MUN - OBAXA.	D8 MUN MNM **FL70** DM081 MNM **4000**
TULSI 1E	220°/R040 MUN - MUN (MAX 250kt) - R180 MUN - MANAL - TULSI. RNAV: DM081 - DM082 - DM086 - MUN - MANAL - TULSI.	D8 MUN MNM **FL70** DM081 MNM **4000**

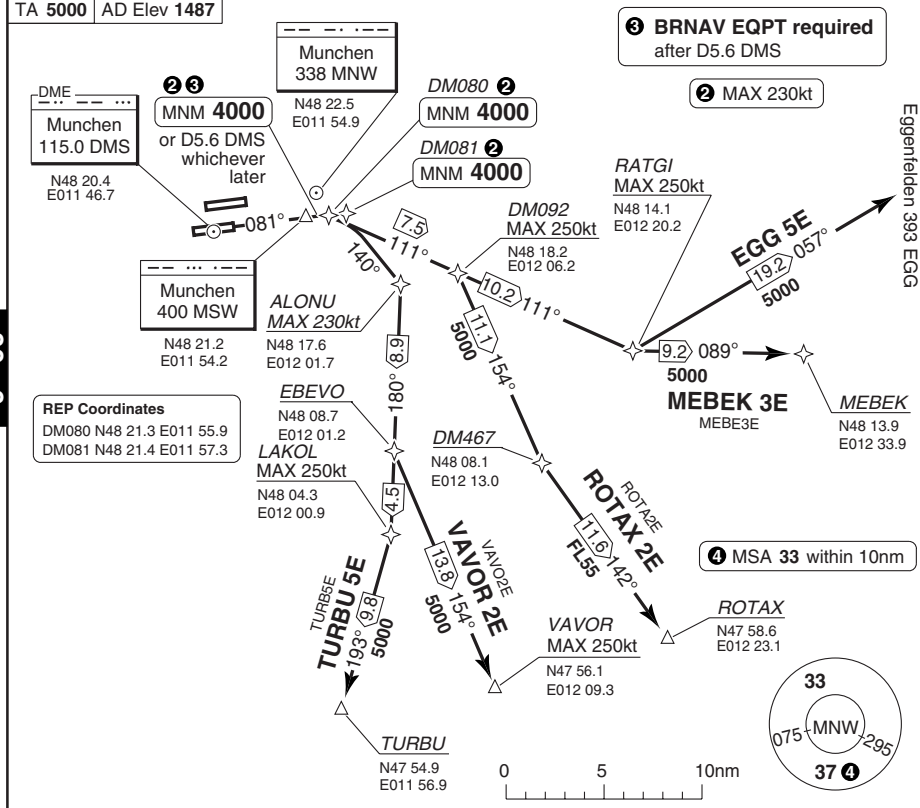
Change: MSA

SID RWY 08R RNAV GPS/FMS Overlay Southeast

MUNCHEN

Munchen GND	APN	DLV (D)	TWR	RAD	ATIS (D)
121.825 08R/25L	**121.775** **121.925**	**121.725**	**118.7** **120.5**	**131.225**	**123.125**
121.975 08L/26R	**121.7**		**119.4**	**127.95**	

TA **5000** | AD Elev **1487**



NOTE: During simultaneous parallel DEP: Climb initially exactly on extended CL until first turn.

COM: When advised by TWR, contact Munchen RAD 127.95.

ALT RESTRICTION: Climb to **FL70**.

INITIAL CLIMB: Climb on 081° - at D5.6 DMS or **4000**, whichever is later, turn right (MAX 230kt) - follow SID.

SID	Routeing	Altitudes
EGG 5E	111° - RATGI (MAX 250kt) - 057° - EGG RNAV: DM080 - RATGI - EGG	DM080 MNM **4000**
MEBEK 3E	111° - RATGI (MAX 250kt) - 089° - MEBEK RNAV: DM080 - RATGI - MEBEK	DM080 MNM **4000**
ROTAX 2E	111° - DM092 (MAX 250kt) - 154° - DM467 - 142° - ROTAX RNAV: DM080 - DM092 - DM467 - ROTAX	DM080 MNM **4000**
TURBU 5E (Jet only)	140° - ALONU (MAX 230kt) - 180° - LAKOL (MAX 250kt) - 193° - TURBU RNAV: DM081 - ALONU - LAKOL - TURBU	DM081 MNM **4000**
VAVOR 2E (Jet only)	140° - ALONU (MAX230kt) - 180° - EBEVO - 154° - VAVOR (MAX 250kt) RNAV: DM081 - ALONU - EBEVO - VAVOR	DM081 MNM **4000**

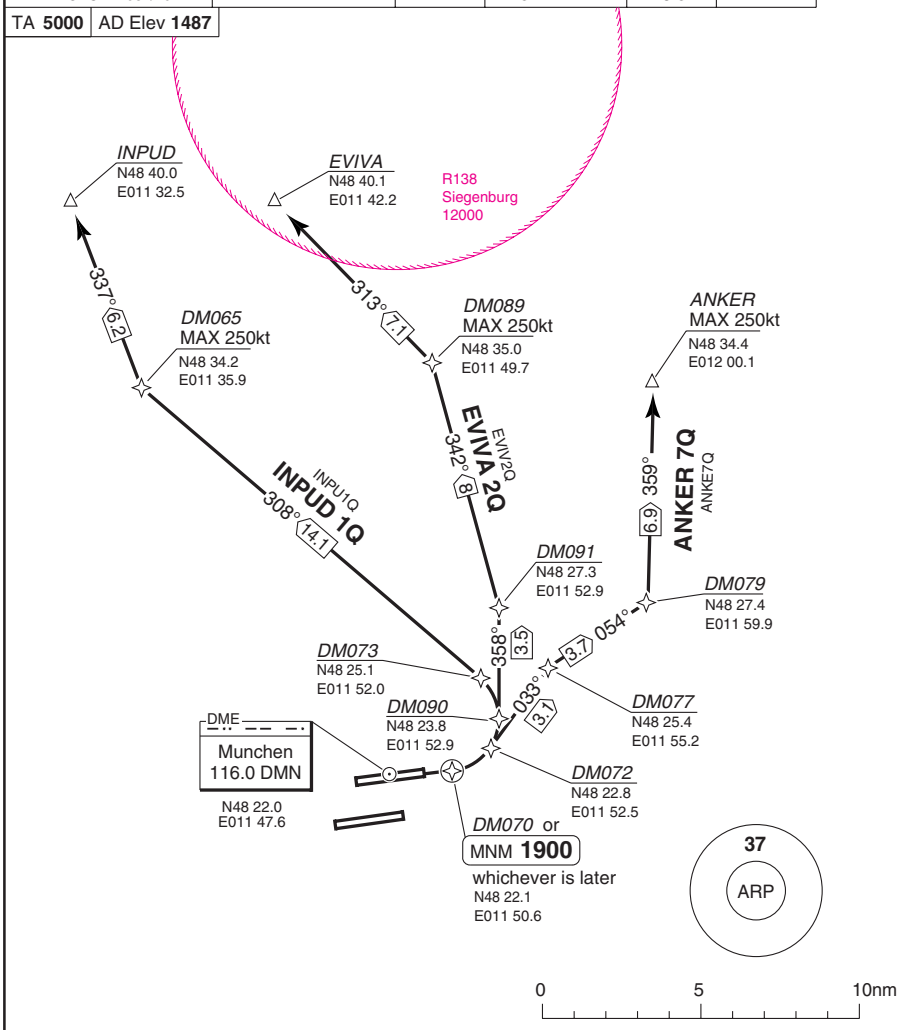
Change: MSA

SID RWY 08L RNAV GPS ANKER 7Q, EVIVA 2Q, INPUD 1Q

MUNCHEN

Munchen GND		APN		DLV (D)	TWR		RAD	ATIS (D)
121.825	08R/26L	**121.775**	**121.925**	**121.725**	**118.7**	**120.5**	**131.225**	**123.125**
121.975	08L/26R	**121.7**			**119.4**		**123.9**	

TA **5000** | AD Elev **1487**



NOTE: During simultaneous parallel DEP: Climb initially exactly on extended CL until first turn.

COM: When advised by TWR, contact Munchen RAD 123.9.

ALT RESTRICTION: Climb to **FL70**

SID	Routeing	Altitudes
ANKER 7Q	DM070 - DM072 - DM077 - DM079 - ANKER (MAX 250kt)	DM070 MNM **1900**
EVIVA 2Q (Prop only)	DM070 - DM090 - DM091 - DM089 (MAX 250kt) - EVIVA	DM070 MNM **1900**
INPUD 1Q (Jet only)	DM070 - DM073 - DM065 (MAX 250kt) - INPUD	DM070 MNM **1900**

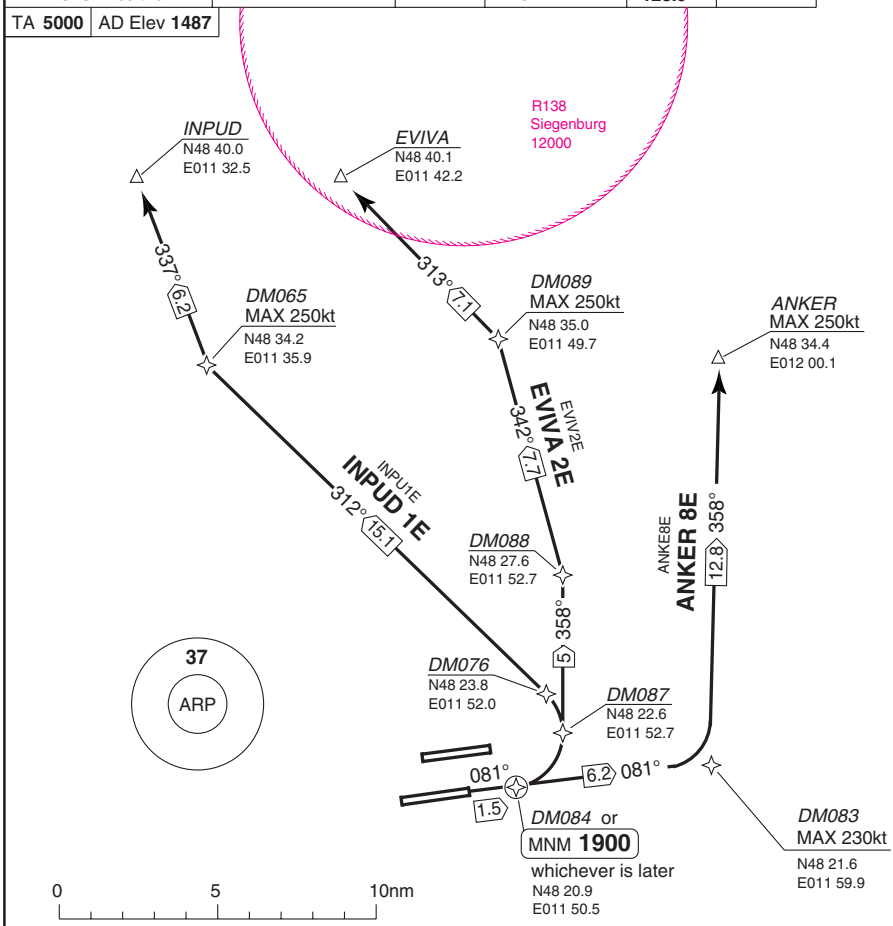
Change: EVIVA 2Q and INPUD 1Q added.

SID RWY 08R RNAV GPS ANKER 8E, EVIVA 2E, INPUD 1E

MUNCHEN

Munchen GND		APN		DLV (D)	TWR		RAD	ATIS (D)
121.825	08R/26L	**121.775**	**121.925**	**121.725**	**118.7**	**120.5**	**131.225**	**123.125**
121.975	08L/26R	**121.7**			**119.4**		**123.9**	

TA **5000** | AD Elev **1487**



NOTE: During simultaneous parallel DEP: Climb initially exactly on extended CL until first turn.

COM: When advised by TWR, contact Munchen RAD 123.9.

ALT RESTRICTION: Climb to **FL70**

SID	Routeing	Altitudes
ANKER 8E	DM083 - ANKER	
EVIVA 2E (Prop only)	DM084 - DM087 - DM088 - DM089 - EVIVA	DM084 MNM **1900**
INPUD 1E (Jet only)	DM084 - DM076 - DM065 - INPUD	DM084 MNM **1900**

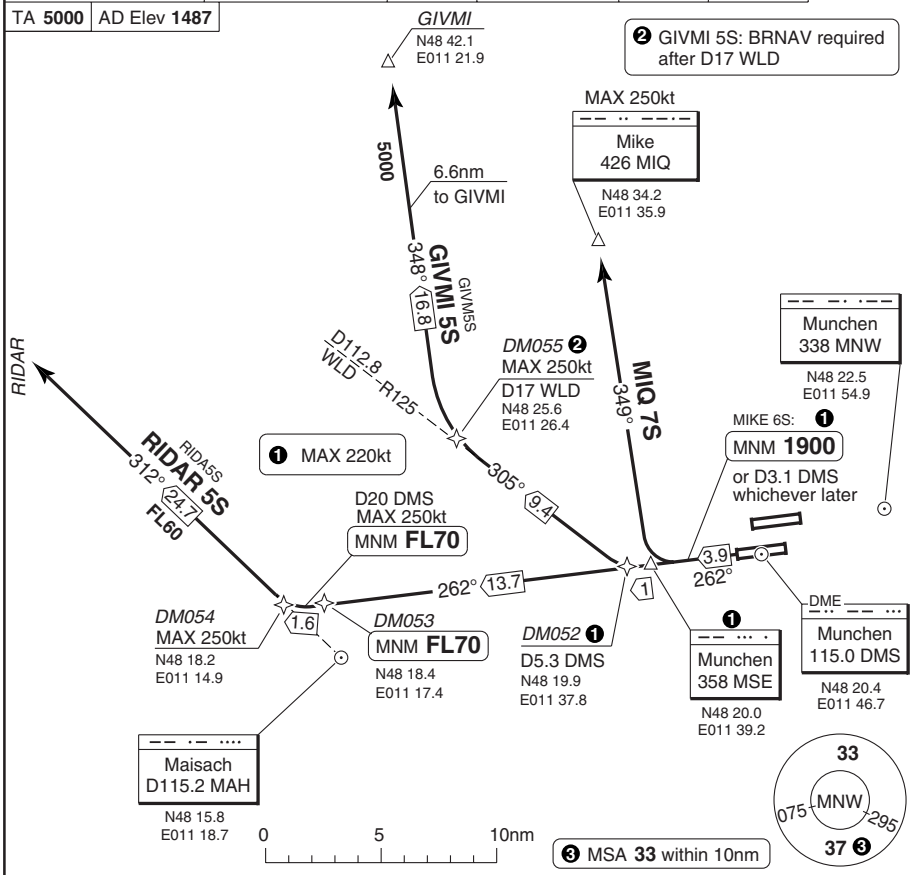
Change: EVIVA 2E and INPUD 1E added.

SID RWY 26L RNAV GPS/FMS Overlay North

MUNCHEN

Munchen GND		APN		DLV (D)	TWR		RAD		ATIS (D)
121.825	08R/26L	**121.775**	**121.925**	**121.725**	**118.7**	**120.5**	**131.225**		**123.125**
121.975	08L/26R	**121.7**			**119.4**		**123.9**		

TA **5000** | AD Elev **1487**



NOTE: During simultaneous parallel DEP: Climb initially exactly on extended CL until first turn.

COM: When advised by TWR, contact Munchen RAD 123.9.

ALT RESTRICTION: Climb to **FL70**.

SID	MNM Climb	Routeing	Altitudes
GIVMI 5S		Climb on 262° via MSE - at D5.3 DMS turn right (MAX 220kt) - R125 WLD - at D17 WLD turn right (MAX 250kt) - 348° - GIVMI RNAV: DM052 (MAX 220kt) - DM055 (MAX 250kt) - GIVMI	
MIQ 7S (Jet only)		Climb on 262° - at D3.1 DMS or **1900**, whichever is later, turn right (MAX 220kt in turn) - 349° to MIQ - MIQ (MAX 250kt)	
RIDAR 5S	4.9%	Climb on 262° via MSE (MAX 220kt) - at D20 DMS turn right (MAX 250kt) - RIDAR RNAV: MSE (MAX 220kt) - DM053 - DM054 (MAX 250kt) - RIDAR	D20 DMS MNM **FL70** DM053 MNM **FL70**

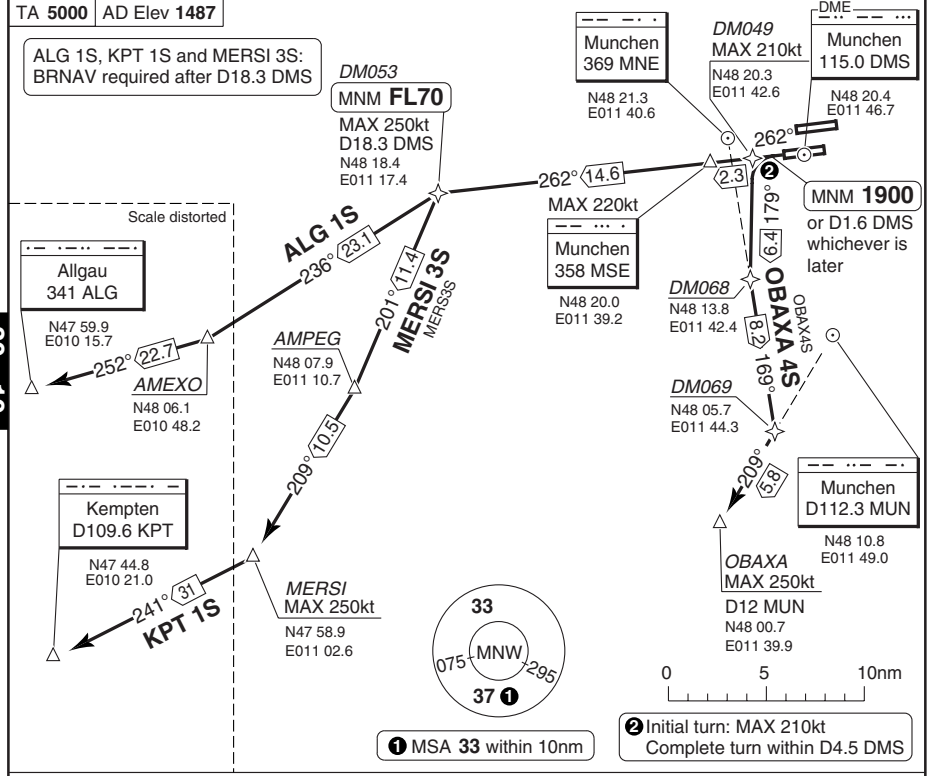
Change: MSA

SID RWY 26L RNAV GPS/FMS Overlay West

MUNCHEN

Munchen GND		APN		DLV (D)	TWR		RAD	ATIS (D)
121.825	08R/26L	**121.775**	**121.925**	**121.725**	**118.7**	**120.5**	**131.225**	**123.125**
121.975	08L/26R	**121.7**			**119.4**		**127.95**	

TA **5000** | AD Elev **1487**



NOTE: During simultaneous parallel DEP: Climb initially exactly on extended CL until first turn.
COM: When advised by TWR, contact Munchen RAD 127.95.
ALT RESTRICTION: Climb to **FL70**.

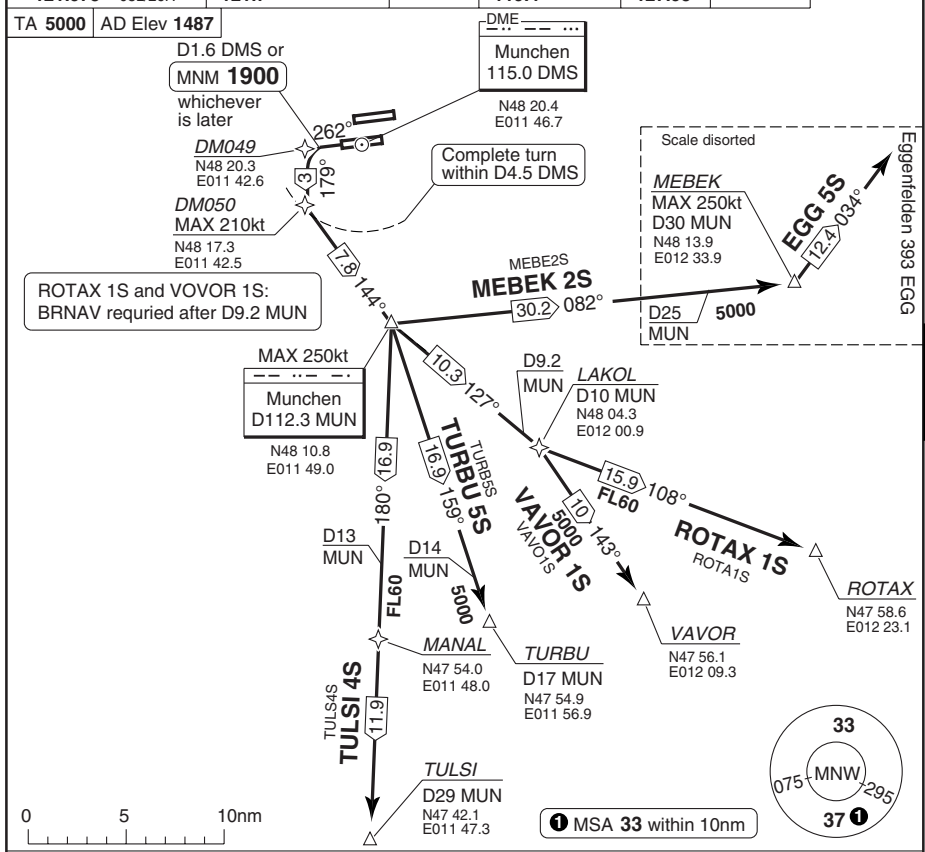
SID	MNM Climb	Routeing	Altitudes
ALG 1S (Jet only)	5.2%	Climb on 262° via MSE (MAX 220kt) - at D18.3 DMS (MAX 250kt) turn left - 236° - AMEXO - 252° - ALG RNAV: MSE - DM053 - AMEXO - ALG	D18.3 DMS MNM **FL70** DM053 MNM **FL70**
KPT 1S (Jet only)	5.2%	Climb on 262° via MSE (MAX 220kt) - at D18.3 DMS (MAX 250kt) turn left - 201° - AMPEG - 209° - MERSI - 241° - KPT RNAV: MSE - DM053 - AMPEG - MERSI - KPT	D18.3 DMS MNM **FL70** DM053 MNM **FL70**
MERSI 3S (Jet only)	5.2%	Climb on 262° via MSE (MAX 220kt) - at D18.3 DMS (MAX 250kt) turn left - 201° - AMPEG - 209° - MERSI RNAV: MSE - DM053 - AMPEG - MERSI	D18.3 DMS MNM **FL70** DM053 MNM **FL70**
OBAXA 4S (Prop only)	6.8% to 4200	Climb on 262° - at D1.6 or **1900** , whichever later, turn left 179° (MAX 210kt) (complete turn within D4.5 DMS) - intercept 169° from MNE - intercept R209 MUN - OBAXA (MAX 250kt) RNAV: DM049 - DM068 - DM069 - OBAXA	DM049 MNM **1900**

Change: MSA

SID RWY 26L RNAV GPS/FMS Overlay East S-SID
MUNCHEN

Munchen GND		APN		DLV (D)	TWR		RAD	ATIS (D)
121.825	08R/26L	121.775	121.925	121.725	118.7	120.5	131.225	123.125
121.975	08L/26R	121.7			119.4		127.95	

TA 5000 | AD Elev 1487



NOTE: During simultaneous parallel DEP: Climb initially exactly on extended CL until first turn.
COM: When advised by TWR, contact Munchen RAD 127.95.
SPEED: MAX 210kt until established on 144°/R324 MUN. MAX 250kt until MEBEK/MUN.
MNM CLIMB GRADIENT: 6.8 % until passing 4200.
ALT RESTRICTION: Climb to FL70.
INITIAL CLIMB: Climb on 262° - at D1.6 DMS or **1900**, whichever is later, turn left (MAX 210kt, complete turn within D4.5 DMS) - 179° - 144°/R324 MUN - MUN - follow SID.
INITIAL CLIMB RNAV: DM049 - DM050 (MAX 210kt) - MUN (MAX 250kt) - follow SID.

SID	Routeing
EGG 5S	R082 MUN - MEBEK (MAX 250kt) - 034° - EGG RNAV: MEBEK - EGG
MEBEK 2S	R082 MUN - MEBEK (MAX 250kt) RNAV: MEBEK
ROTAX 1S	R127 MUN - D9.2 MUN - 108° - ROTAX RNAV: LAKOL - ROTAX
TULSI 4S	R180 MUN - MANAL - 180° - TULSI RNAV: MANAL - TULSI
TURBU 5S (Jet only)	R159 MUN - TURBU RNAV: TURBU
VAVOR 1S (Jet only)	R127 MUN - D9.2 MUN - 143° - VAVOR RNAV: LAKOL - VAVOR

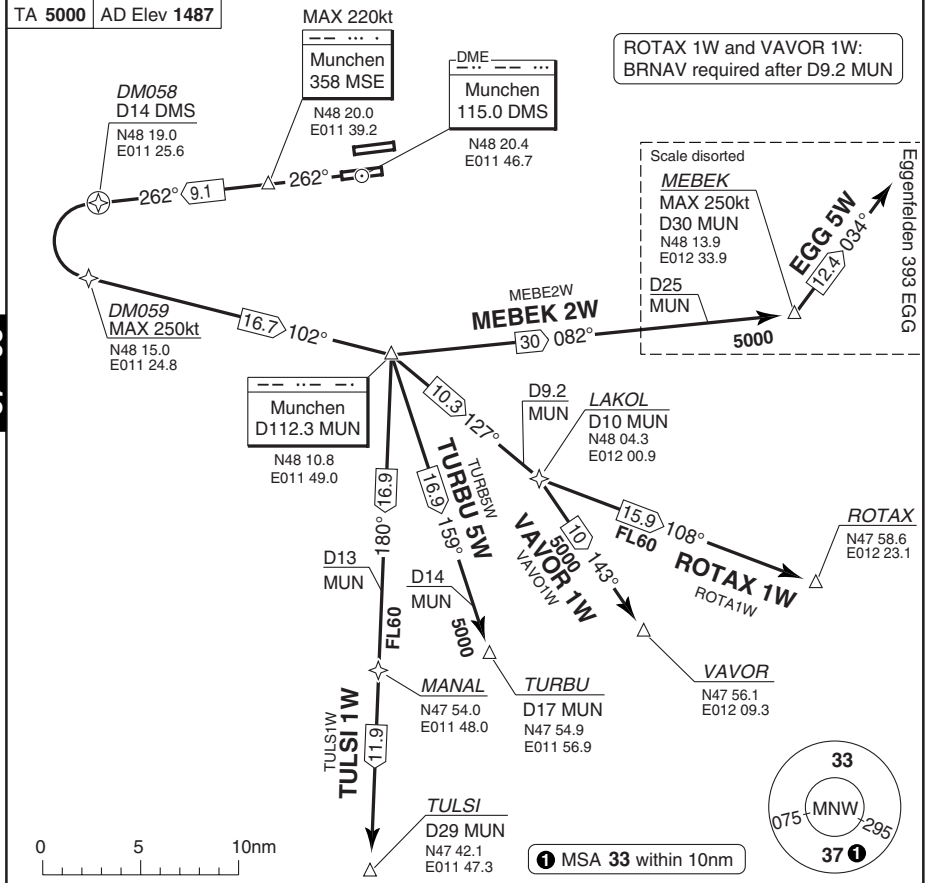
Change: MSA

SID RWY 26L RNAV GPS/FMS Overlay East W-SID

MUNCHEN

Munchen GND		APN		DLV (D)	TWR		RAD	ATIS (D)
121.825	08R/26L	121.775	121.925	121.725	118.7	120.5	131.225	123.125
121.975	08L/26R	121.7			119.4		127.95	

TA 5000 | AD Elev 1487



NOTE: During simultaneous parallel DEP: Climb initially exactly on extended CL until first turn.
COM: When advised by TWR, contact Munchen RAD 127.95.
SPEED: MAX 220kt until crossing MSE. MAX 250kt until established on 102°/R282 MUN.
ALT RESTRICTION: Climb to **FL70** .
INITIAL CLIMB: Climb on 262° via MSE - at D14 DMS turn left - 102°/R282 MUN - MUN follow SID.
INITIAL CLIMB RNAV: MSE (MAX 220kt) - DM058 - DM059 (MAX 250kt) - MUN - follow SID.

SID	Routeing
EGG 5W	R082 MUN - MEBEK (MAX 250kt) - 034° - EGG RNAV: MEBEK - EGG
MEBEK 2W	R082 MUN - MEBEK (MAX 250kt) RNAV: MEBEK
ROTAX 1W	R127 MUN - D9.2 MUN - 108° - ROTAX RNAV: LAKOL - ROTAX
TULSI 1W	R180 MUN - MANAL - 180° - TULSI RNAV: MANAL - TULSI
TURBU 5W (Jet only)	R159 MUN - TURBU RNAV: TURBU
VAVOR 1W (Jet only)	R127 MUN - D9.2 MUN - 143° - VAVOR RNAV: LAKOL - VAVOR

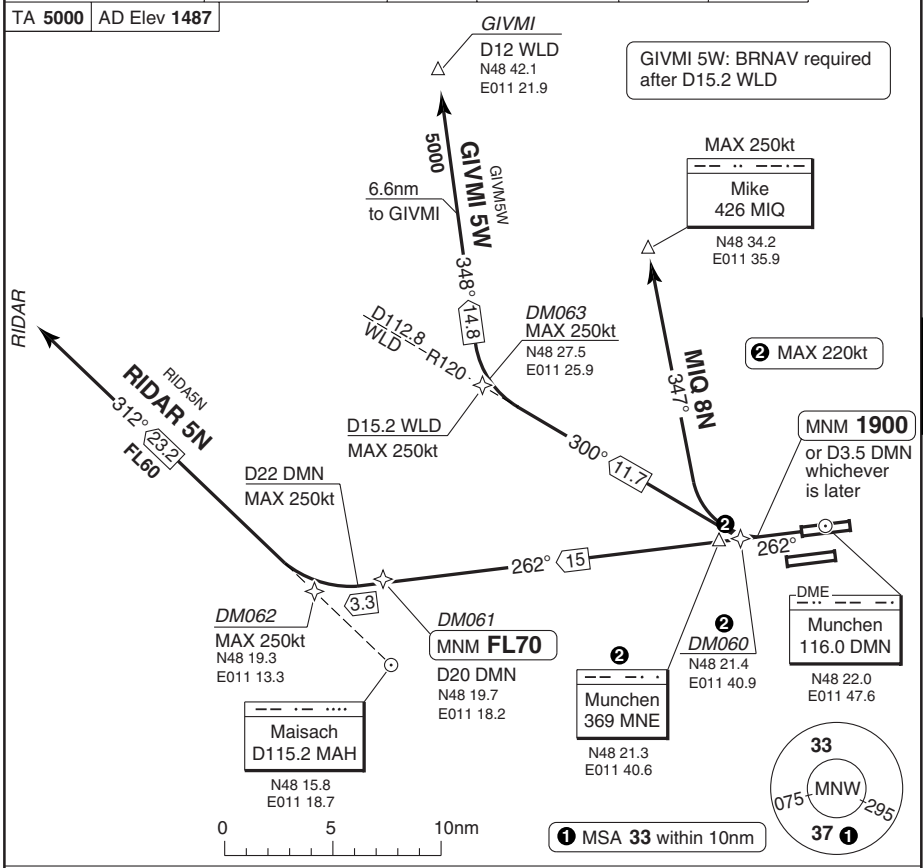
Change: MSA

SID RWY 26R RNAV GPS/FMS Overlay North

MUNCHEN

Munchen GND		APN		DLV (D)	TWR		RAD	ATIS (D)
121.825	08R/26L	121.775	121.925	121.725	118.7	120.5	131.225	123.125
121.975	08L/26R	121.7			119.4		123.9	

TA **5000** | AD Elev **1487**



NOTE: During simultaneous parallel DEP: Climb initially exactly on extended CL until first turn.

COM: When advised by TWR, contact Munchen RAD 123.9.

ALT RESTRICTION: Climb to **FL70**.

SID	MNM Climb	Routeing	Altitudes
GIVMI 5W (Jet only)		Climb on 262° - at D3.5 DMN or **1900** , whichever is later, turn right (MAX 220kt) - 300°/R120 WLD - at D15.2 WLD turn right (MAX 250kt) - 348° - GIVMI RNAV: DM060 (MAX 220kt) - DM063 (MAX 250kt) - GIVMI	
MIQ 8N		Climb on 262° - at D3.5 DMN or **1900** , whichever is later, turn right (MAX 220kt) - 347° to MIQ - MIQ (MAX 250kt)	
RIDAR 5N	4.9%	Climb on 262° to **1900** via MNE (MAX 220kt) - at D22 DMN turn right (MAX 250kt) - R312 MAH - RIDAR RNAV: MNE (MAX 220kt) - DM061 - DM062 (MAX 250kt) - RIDAR	D20 DMN MNM **FL70** DM061 MNM **FL70**

Change: MSA

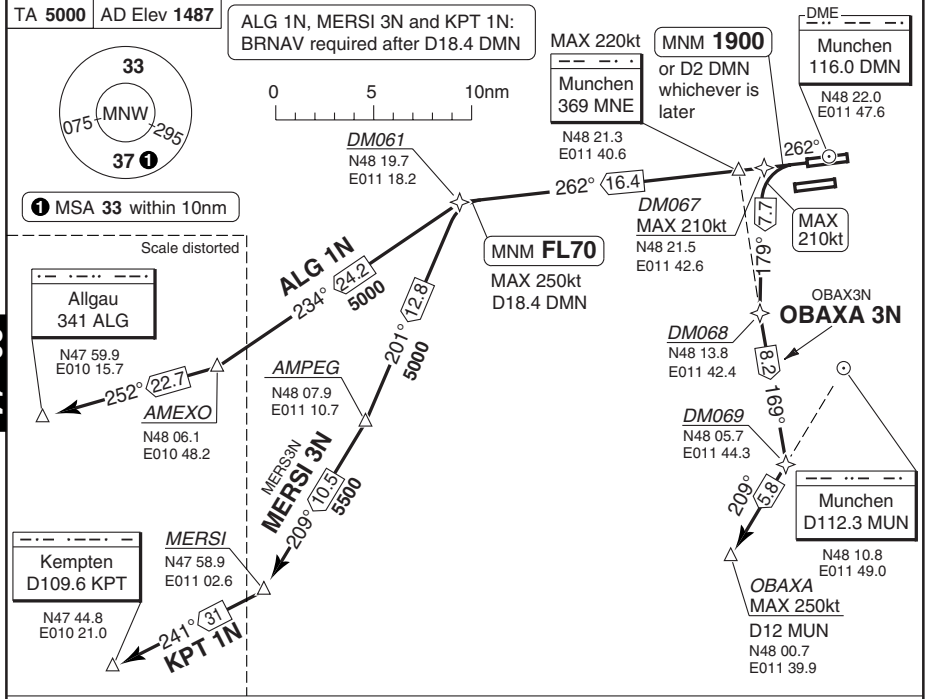
SID RWY 26R RNAV GPS/FMS Overlay West

MUNCHEN

Munchen GND		APN		DLV (D)	TWR		RAD		ATIS (D)
121.825	08R/26L	**121.775**	**121.925**	**121.725**	**118.7**	**120.5**	**131.225**		**123.125**
121.975	08L/26R	**121.7**			**119.4**		**127.95**		

TA **5000** | AD Elev **1487**

ALG 1N, MERSI 3N and KPT 1N: BRNAV required after D18.4 DMN



NOTE: During simultaneous parallel DEP: Climb initially exactly on extended CL until first turn.
COM: When advised by TWR, contact Munchen RAD 127.95.
ALT RESTRICTION: Climb to **FL70**.

SID	MNM Climb	Routeing	Altitudes
ALG 1N (Jet only)	5.2%	Climb on 262° via MNE (MAX 220kt) - at D18.4 DMN (MAX 250kt) - turn left - 234° - AMEXO - 252° ALG RNAV: MNE - DM061 - AMEXO - ALG	D18.4 DMN MNM **FL70** DM061 MNM **FL70**
KPT 1N	5.2%	Climb on 262° via MNE (MAX 220kt) - at D18.4 DMN (MAX 250kt) - turn left - 201° - AMPEG - 209° - MERSI - 241° - KPT RNAV: MNE - DM061 - AMPEG - MERSI - KPT	D18.4 DMN MNM **FL70** DM061 MNM **FL70**
MERSI 3N (Jet only)	5.2%	Climb on 262° via MNE (MAX 220kt) - at D18.4 DMN (MAX 250kt) - turn left - 201° - AMPEG - 209° - MERSI RNAV: MNE - DM061 - AMPEG - MERSI	D18.4 DMN MNM **FL70** DM061 MNM **FL70**
OBAXA 3N (Prop only)		Climb on 262° - at D2 DMN or **1900**, whichever later, turn left - 179° (MAX 210kt) - 169° from MNE - R209 MUN - OBAXA (MAX 250kt) RNAV: DM067 - DM068 - DM069 - OBAXA	

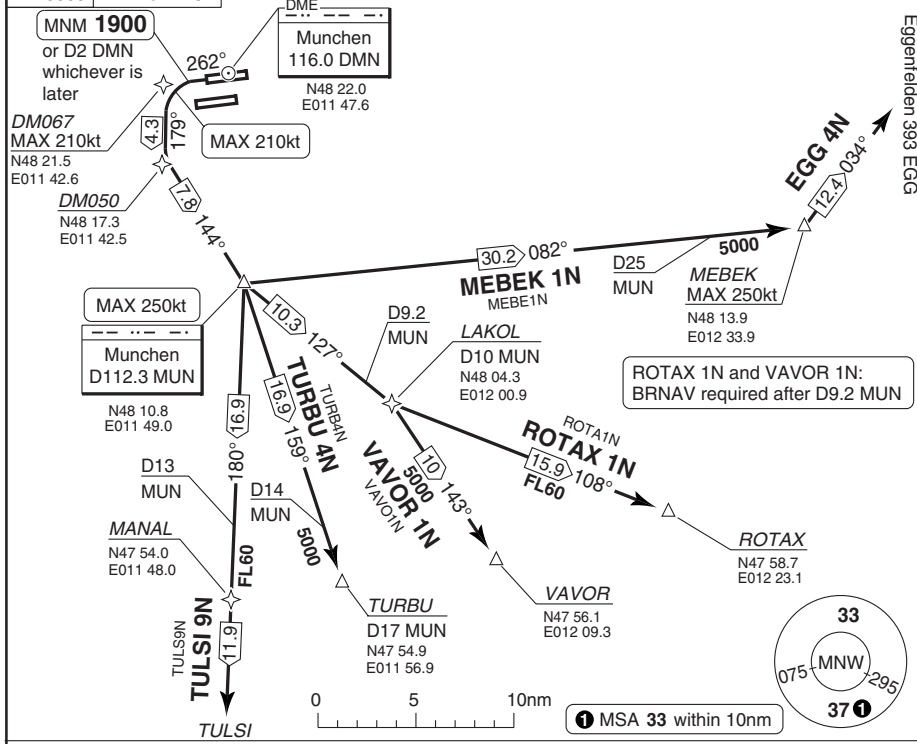
Change: MSA

SID RWY 26R RNAV GPS/FMS Overlay East

MUNCHEN

Munchen GND		APN		DLV (D)	TWR		RAD	ATIS (D)
121.825	08R/26L	121.775	121.925	121.725	118.7	120.5	131.225	123.125
121.975	08L/26R	121.7			119.4		127.95	

TA 5000 | AD Elev 1487



NOTE: During simultaneous parallel DEP: Climb initially exactly on extended CL until first turn.

COM: When advised by TWR, contact Munchen RAD 127.95.

SPEED: MAX 210kt during initial turn.

MNM CLIMB GRADIENT: 5.5% up to 4200.

ALT RESTRICTION: Climb to FL70.

INITIAL CLIMB: Climb on 262° - at D2 DMN or **1900**, whichever later, turn left - 179° - 144°/R324 MUN - MUN (MAX 250kt) - follow SID.
RNAV: DM067 - DM050 - MUN - follow SID.

SID	Routeing
EGG 4N	R082 MUN - MEBEK (MAX 250kt) - 034° - EGG RNAV: MEBEK - EGG
MEBEK 1N	R082 MUN - MEBEK (MAX 250kt) RNAV: MEBEK
ROTAX 1N	R127 MUN - D9.2 MUN - 108° - ROTAX RNAV: LAKOL - ROTAX
TULSI 9N	R180 MUN - MANAL - TULSI RNAV: MANAL - TULSI
TURBU 4N (Jet only)	R159 MUN - TURBU RNAV: TURBU
VAVOR 1N (Jet only)	R127 MUN - D9.2 MUN - 143° - VAVOR RNAV: LAKOL - VAVOR

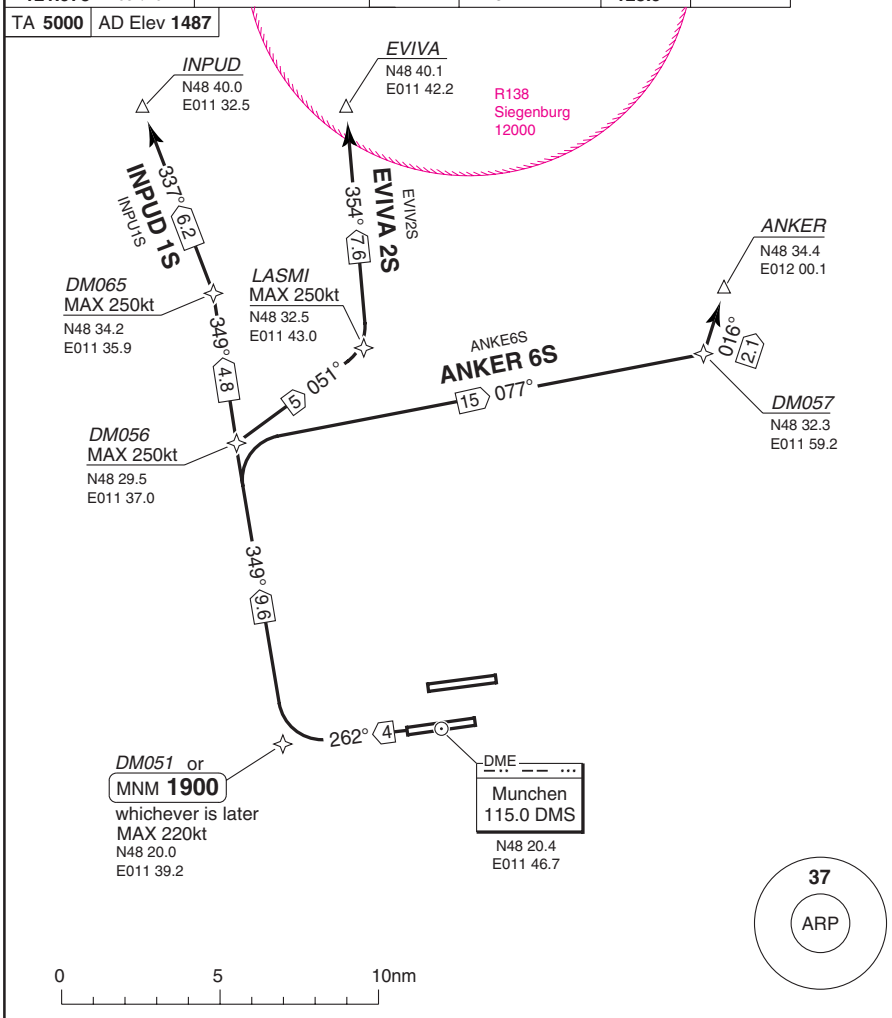
Change: MSA

SID RWY 26L RNAV GPS ANKER 6S, EVIVA 2S, INPUD 1S

MUNCHEN

Munchen GND		APN		DLV (D)	TWR		RAD	ATIS (D)
121.825	08R/26L	121.775	121.925	121.725	118.7	120.5	131.225	123.125
121.975	08L/26R	121.7			119.4		123.9	

TA 5000 | AD Elev 1487



NOTE: During simultaneous parallel DEP: Climb initially exactly on extended CL until first turn.

COM: When advised by TWR, contact Munchen RAD 123.9.

ALT RESTRICTION: Climb to **FL70**.

SID	Routeing
ANKER 6S	DM051 (MAX 220kt) - DM056 (MAX 250kt) - DM057 - ANKER
EVIVA 2S (Prop only)	DM051 (MAX 220kt) - DM056 - LASMI (MAX 250kt) - EVIVA
INPUD 1S	DM051 (MAX 220kt) - DM065 (MAX 250kt) - INPUD

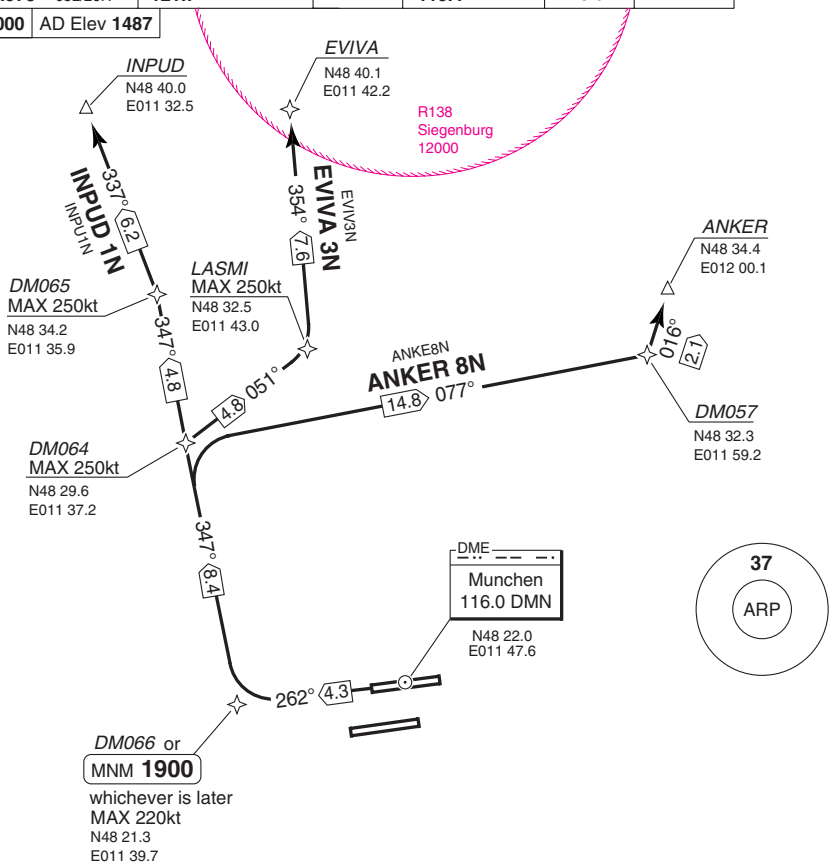
Change: INPUD 1S added.

SID RWY 26R RNAV GPS ANKER 8N, EVIVA 3N, INPUD 1N

MUNCHEN

Munchen GND	APN	DLV (D)	TWR	RAD	ATIS (D)
121.825 08R/26L	121.775 121.925	121.725	118.7 120.5	131.225	123.125
121.975 08L/26R	121.7		119.4	123.9	

TA 5000 | AD Elev 1487



NOTE: During simultaneous parallel DEP: Climb initially exactly on extended CL until first turn.

COM: When advised by TWR, contact Munchen RAD 123.9.

ALT RESTRICTION: Climb to **FL70**.

SID	Routeing
ANKER 8N	DM066 (MAX 220kt) - DM064 (MAX 250kt) - DM057 - ANKER
EVIVA 3N (Prop only)	DM066 (MAX 220kt) - DM064 - LASMI (MAX 250kt) - EVIVA
INPUD 1N	DM066 (MAX 220kt) - DM065 (MAX 250kt) - INPUD

Change: INPUD 1N added.

Munchen APP	ARR	RAD	DIR	TWR	GND	APN	ATIS (D)
123.9 N	128.025 N	131.225	118.825 N	118.7 120.5	121.825 08R/26L	121.775 121.925	123.125
127.95 S	120.775 S		132.3 S	119.4	121.975 08L/26R	121.7	

TL **ATC** | AD Elev **1487**

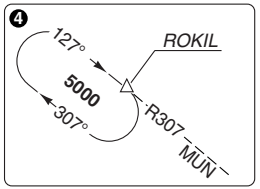
Change: MSA

BRNAV EQPT required

❶ **When reaching the first point of a STAR** using the STAR to the CLR-limit is mandatory.

❷ Avbl daily 2230-0700, FRI 16-MON 07, HOL.

❹ **When reaching the CLR-limit** enter the HP. Expect GPS/FMS RNAV transition or Radar vectors to final.



RENLO ❶
MAX **FL130**
N48 46.5
E011 03.7

BURAM ❶
MAX **FL130**
N48 41.7
E010 56.9

RIDAR ❶
MAX **FL130**
N48 35.3
E010 48.2

ABGAS ❶
N48 35.6
E010 23.5

RENL1A **RENLO 1A** 16.6 5000 159°

BURA1A **BURAM 1A** 14.7 5000 136°

RIDA1A **RIDAR 1A** 8.4 5000 131°

ABGA1A **ABGAS 1A** ❷ 11.5 5000 131°

Walda
D112.8 WLD
N48 34.8
E011 07.8

IAF
Mike
426 MIQ
N48 34.2
E011 35.9

082° 5000 262°

16.3 076°

9.7 080°

14.3 080°

R307 MUN

R291 MAH

LELTA
N48 29.6
E010 57.3

ROKIL ❹
CLR-limit
MAX **FL110**
D5/R144 WLD
D32 MUN
N48 30.8
E011 11.8

❻ Only for flights via T107

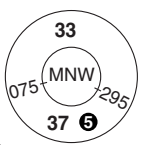
PELO1A **PELOG 1A** ❻ 40 067° 5000

LURER ❸
MAX **FL130**
D31 MAH
N48 27.8
E010 36.1

PELOG ❶
N48 13.7
E009 40.5

Munchen
338 MNW
N48 22.5
E011 54.9

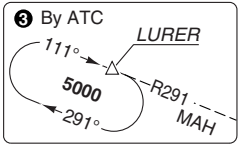
❺ MSA **33** within 10nm

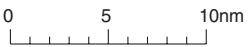


Maisach
D115.2 MAH
N48 15.8
E011 18.7

Munchen
D112.3 MUN
N48 10.8
E011 49.0

❸ By ATC





Munchen APP	ARR	RAD	DIR	TWR	GND	APN	ATIS (D)
123.9 N	128.025 N	131.225	118.825 N	118.7 120.5	121.825 08R/26L	121.775 121.925	123.125
127.95 S	120.775 S		132.3 S	119.4	121.975 08L/26R	121.7	

TL **ATC** | AD Elev **1487**

BRNAV EQPT required

❶ **When reaching the first point of a STAR** using the STAR to the CLR-limit is mandatory

❷ **When reaching the CLR-limit** enter the HP. Expect GPS/FMS RNAV transition or Radar vectors to final.

STAR ARBAX 1A, BAGMI 1A, BAMTA 1A, EXUSI 1A

EXUSI ❶ N49 13.4 E012 39.4
BAGMI ❶ N49 13.6 E012 51.4
ARBAX ❶ N49 12.7 E013 02.6
203° 12.1 6000
203° 10.1 7500
203° 6.8 7500
Roding D114.7 RDG N49 02.4 E012 31.6
ODUDA N49 04.5 E012 44.8
USEMI N49 06.5 E012 58.1
EXUS1A EXUSI 1A 16.6
BAGM1A BAGMI 1A 11.2 7000
ARBA1A ARBAX 1A 9.6
NETES N48 54.4 E012 37.6
LITLI N48 57.9 E012 51.8
GOMAX N48 47.4 E012 20.9
UNKOM N48 47.8 E012 32.9
7.3 5000
17.2 7000
OSTES MAX FL110 N48 42.4 E012 40.7
VESIX MAX FL110 N48 41.6 E012 18.7
192° 6
198° 6.1
❸ MAX FL110
MITNU N48 42.1 E012 29.7
6
5.7 5000
BAMT1A BAMTA 1A 6.6 5000
BAMTA N48 43.9 E012 53.3
IAF Mike 426 MIQ N48 34.2 E011 35.9
265° 27 5000
262° 6.7
7
262° 7.9
ROSAB MAX FL110 N48 38.0 E012 48.9
TUSTO N48 36.5 E012 26.5
BINGU N48 37.2 E012 37.1
LANDU ❷ CLR-limit MAX FL110
D31 MUN N48 35.8 E012 16.4
R034 D112.3 MUN
Munchen 338 MNW N48 22.5 E011 54.9
❷ LANDU 214° 5000 034° MUN R034
082° 5000 262°
0 5 10 15nm
❹ MSA 33 within 10nm
33 MNW 075 295 37 ❹

Change: MSA

STAR IRBIR 2A, KOGOL 1A, MERSI 1A, OBAGA 2A, OSDER 1A

MUNCHEN

Munchen APP	ARR	RAD	DIR	TWR	GND
123.9 N **127.95** S	**128.025** N **120.775** S	**131.225**	**118.825** N **132.3** S	**118.7** **120.5** **119.4**	**121.825** 08R/26L **121.975** 08L/26R

APN	ATIS (D)
121.775 **121.925** **121.7**	**123.125**

TL **ATC** | AD Elev **1487**

BRNAV EQPT required

❶ When reaching the first point of a STAR
using the STAR to the CLR-limit is mandatory

❷ When reaching the CLR-limit
enter the HP. Expect GPS/FMS RNAV transition or Radar vectors to final.

Munchen
338 MNW
N48 22.5
E011 54.9

IAF
Munchen
D112.3 MUN
N48 10.8
E011 49.0

BETOS ❷
CLR-limit
MAX **FL110**
D20 MUN
N48 04.1
E011 21.0

082° 5000 262°

19.9 068°

MERSI ❶
N47 58.9
E011 02.6

MERS1A
MERSI 1A
13.4 065°
5000

15.8 036°
5000

10.9 001°
5000

DISUN
MAX **FL120**
N47 51.8
E011 06.3

ANDEC
MAX **FL130**
N47 53.2
E011 20.1

OSDE1A
OSDER 1A
13.8 036°
FL65

NINUR
N47 44.2
E011 15.0

9.7 018°
FL60

348° 16.1
FL90
KOGO1A
KOGOL 1A

IRBI2A
IRBIR 2A
11.8 028°
FL85

358° 11.3
FL100
OBAG2A
OBAGA 2A

OSDER ❶
N47 41.0
E010 53.5

IRBIR ❶
N47 34.0
E011 06.2

KOGOL ❶
N47 37.3
E011 24.0

OBAGA ❶
N47 32.8
E011 15.1

❷
BETOS
R248 MUN
068° 5000 248°

0 5 10nm

33
075 MNW 295
37 ❸

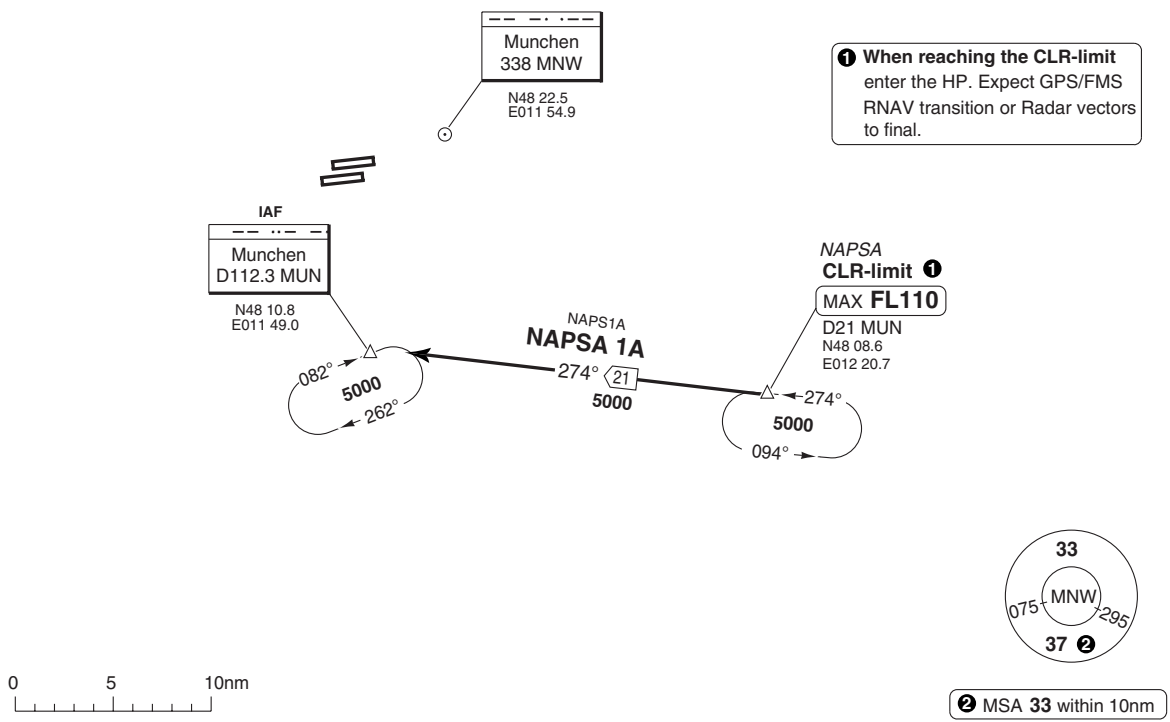
❸ MSA **33** within 10nm

40 - 3

Change: MSA

Munchen APP	ARR	RAD	DIR	TWR	GND	APN	ATIS (D)
123.9 N	**128.025** N	**131.225**	**118.825** N	**118.7** **120.5**	**121.825** 08R/26L	**121.775** **121.925**	**123.125**
127.95 S	**120.775** S		**132.3** S	**119.4**	**121.975** 08L/26R	**121.7**	

TL **ATC** | AD Elev **1487**



Munchen APP	ARR	RAD	DIR	TWR	GND	APN	ATIS (D)
123.9 N	**128.025** N	**131.225**	**118.825** N	**118.7** **120.5**	**121.825** 08R/26L	**121.775** **121.925**	**123.125**
127.95 S	**120.775** S		**132.3** S	**119.4**	**121.975** 08L/26R	**121.7**	

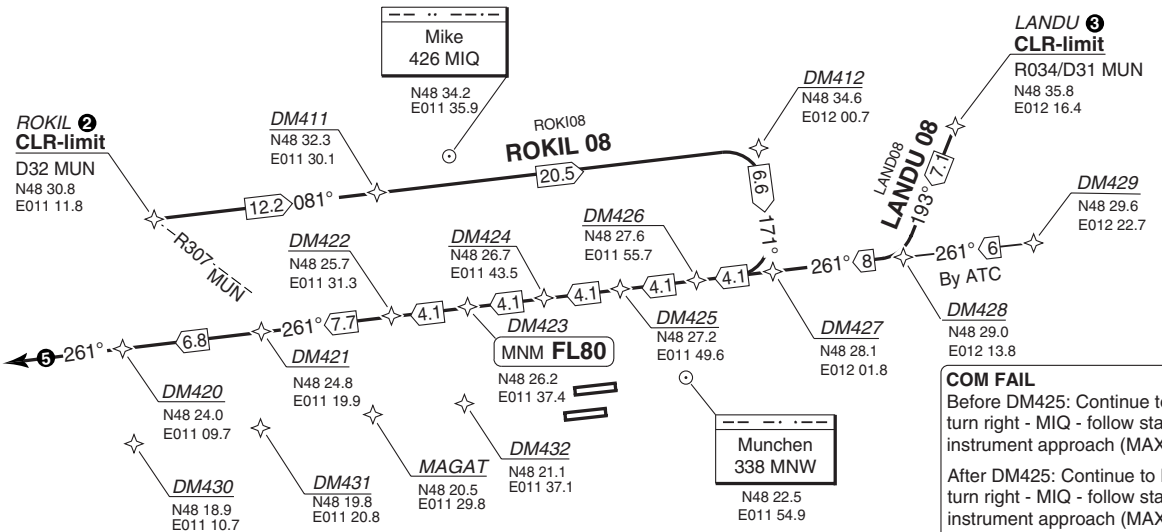
TL **ATC** | AD Elev **1487**

ARRIVAL ❶ RWY 08L RNAV GPS/FMS LANDU, ROKIL

Germany - EDDM / MUC

MUNCHEN

❶ TRANSITION TO FINAL APPROACH



COM FAIL

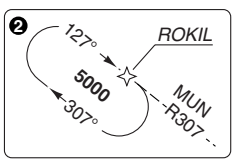
Before DM425: Continue to DM425 - turn right - MIQ - follow standard instrument approach (MAX 220kt).

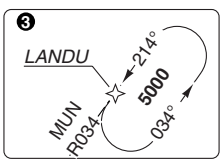
After DM425: Continue to DM420 - turn right - MIQ - follow standard instrument approach (MAX 220kt).

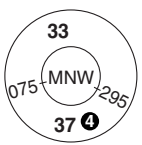
After DM420: turn left - DM430 - turn left - MAGAT - ILS RWY 08L

❺ Maintain track and expect radar vectoring to final APCH

0 5 10nm







❹ MSA **33** within 10nm

Change: MSA

ARRIVAL ❶ RWY 08R RNAV

Munchen APP	ARR	RAD	DIR	TWR	GND	APN	ATIS (D)
123.9 N	**128.025** N	**131.225**	**118.825** N	**118.7** **120.5**	**121.825** 08R/26L	**121.775** **121.925**	**123.125**
127.95 S	**120.775** S		**132.3** S	**119.4**	**121.975** 08L/26R	**121.7**	

TL **ATC** | AD Elev **1487**

❶ TRANSITION TO FINAL APPROACH

❸ Maintain track and expect radar vectoring to final APCH

DM440 N48 17.7 E011 10.9
DM441 N48 18.4 E011 19.8
BEGEN N48 19.2 E011 28.9
DM442 N48 19.7 E011 36.1
DM450 N48 12.6 E011 11.8
DM451 N48 13.3 E011 20.7
DM452 N48 14.3 E011 33.3
DM453 MNM **FL80** N48 14.8 E011 39.4
DM454 N48 15.2 E011 45.5
DM455 N48 15.7 E011 51.6
DM456 N48 16.2 E011 57.6
DM457 N48 16.6 E012 03.7
DM458 N48 17.4 E012 14.4
DM459 N48 18.2 E012 24.6
Munchen 338 MNW N48 22.5 E011 54.9
Munchen D112.3 MUN N48 10.8 E011 49.0
DM470 N48 05.3 E011 04.0
DM471 N48 06.0 E011 13.1
DM472 N48 07.2 E011 27.5
DM473 N48 07.8 E011 34.5
DM474 N48 08.7 E011 46.6
DM475 N48 09.2 E011 52.7
DM476 N48 10.1 E012 04.8
NAPSA **CLR-limit** D21 MUN N48 08.7 E012 20.7
BETOS **CLR-limit** D20 MUN N48 04.1 E011 21.0

261° 8.5 4.1 4.1 4.1 4.1 4.1 261° 7.2 261° 6.8 ATC
261° 6 351° 6.6 332° 9.7 NAPS08 NAPSA 08
ATC 6.1 081° 9.8 4.7 8.2 081° 4.1 8.2 081° 5.4 052°
R094 MUN 274° 5000 094°
R248 MUN 068° 5000 248°
BETO08 BETOS 08

COM FAIL
Before DM455: Continue to DM455 - turn left - MUN - follow standard instrument approach (MAX 220kt).

After DM455: Continue to DM450 - turn left - MUN - follow standard instrument approach (MAX 220kt).

After DM450: Turn right - DM440 - turn right - BEGEN - ILS RWY 08R.

33 MNW 075 295 37 ❷

❷ MSA **33** within 10nm

0 5 10nm

Change: MSA

Change: MSA

ARRIVAL❶ RWY 26L RNAV GPS/FMS BETOS, NAPSA

❶ TRANSITION TO FINAL APPROACH

Munchen APP	ARR	RAD	DIR	TWR	GND	APN	ATIS (D)
123.9 N **127.95** S	**128.025** N **120.775** S	**131.225**	**118.825** N **132.3** S	**118.7** **120.5** **119.4**	**121.825** 08R/26L **121.975** 08L/26R	**121.775** **121.925** **121.7**	**123.125**

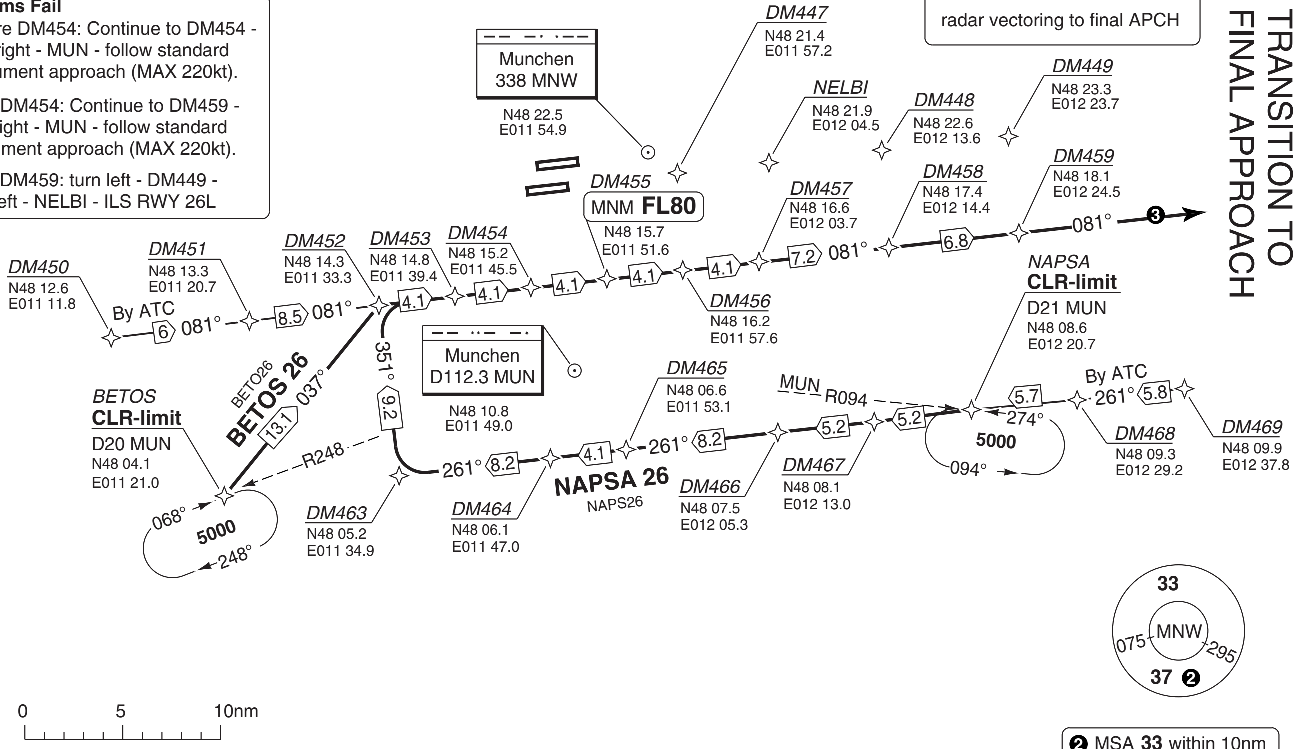
TL **ATC** | AD Elev **1487**

Comms Fail
Before DM454: Continue to DM454 - turn right - MUN - follow standard instrument approach (MAX 220kt).

After DM454: Continue to DM459 - turn right - MUN - follow standard instrument approach (MAX 220kt).

After DM459: turn left - DM449 - turn left - NELBI - ILS RWY 26L

❸ Maintain track and expect radar vectoring to final APCH


Munchen
338 MNW
N48 22.5
E011 54.9
DM447
N48 21.4
E011 57.2
NELBI
N48 21.9
E012 04.5
DM448
N48 22.6
E012 13.6
DM449
N48 23.3
E012 23.7
DM455
MNM FL80
N48 15.7
E011 51.6
DM457
N48 16.6
E012 03.7
DM458
N48 17.4
E012 14.4
DM459
N48 18.1
E012 24.5
DM450
N48 12.6
E011 11.8
DM451
N48 13.3
E011 20.7
DM452
N48 14.3
E011 33.3
DM453
N48 14.8
E011 39.4
DM454
N48 15.2
E011 45.5
By ATC
6
081°
8.5
4.1
7.2
6.8
❸
DM456
N48 16.2
E011 57.6
Munchen
D112.3 MUN
N48 10.8
E011 49.0
351°
9.2
BETOS
CLR-limit
D20 MUN
N48 04.1
E011 21.0
BETO26
BETOS 26
13.1
037°
R248
068°
5000
248°
DM463
N48 05.2
E011 34.9
DM464
N48 06.1
E011 47.0
261°
8.2
NAPSA 26
NAPS26
DM465
N48 06.6
E011 53.1
DM466
N48 07.5
E012 05.3
DM467
N48 08.1
E012 13.0
5.2
MUN R094
NAPSA
CLR-limit
D21 MUN
N48 08.6
E012 20.7
274°
094°
By ATC
5.7
5.8
DM468
N48 09.3
E012 29.2
DM469
N48 09.9
E012 37.8
33
MNW
075
295
37 ❷
0
5
10nm

❷ MSA **33** within 10nm

ARRIVAL ❶ RWY 26R RNAV GPS/FMS LANDU, ROKIL

Munchen APP	ARR	RAD	DIR	TWR	GND	APN	ATIS (D)
123.9 N	**128.025** N	**131.225**	**118.825** N	**118.7** **120.5**	**121.825** 08R/26L	**121.775** **121.925**	**123.125**
127.95 S	**120.775** S		**132.3** S	**119.4**	**121.975** 08L/26R	**121.7**	

TL **ATC** | AD Elev **1487**

COM FAIL
Before DM424: Continue to DM424 - turn left - MIQ - follow standard instruction approach (MAX 220kt).

After DM424: Continue to DM429 - turn left - MIQ - follow standard instruction approach (MAX 220kt).

After DM429: turn right - DM439 - turn right - GUDEG - ILS RWY 26R

❸ Maintain track and expect radar vectoring to final APCH

❶ TRANSITION TO FINAL APPROACH

Mike
426 MIQ
N48 34.2
E011 35.9

DM412
N48 34.6
E012 00.7

LANDU
CLR-limit
D31 MUN
N48 35.8
E012 16.4

LAND26
LANDU 26

261° 10.5 20.5

214° 5000 034°

MUN R034

ROKIL
CLR-limit
D32 MUN
N48 30.9
E011 12.9

127° 5000 307°

DM411
N48 32.3
E011 30.1

6.6 171°

DM425
MNM **FL80**
N48 27.2
E011 49.6

DM426
N48 27.6
E011 55.7

8 081° 6 081° ❸

MUN R307 136° 8

ROKIL 26
ROKI26

6.8 081° By ATC 7.7 081°

4.1 4.1 4.1 4.1 4.1

DM423
N48 26.2
E011 37.4

DM424
N48 26.7
E011 43.5

DM427
N48 28.1
E012 01.8

DM428
N48 29.0
E012 13.8

DM429
N48 29.6
E012 22.7

DM420
N48 24.0
E011 09.7

DM421
N48 24.8
E011 19.9

DM422
N48 25.7
E011 31.3

DM437
N48 22.7
E011 58.2

GUDEG
N48 23.2
E012 05.6

DM438
N48 23.9
E012 14.6

DM439
N48 24.5
E012 23.5

Munchen
D112.3 MUN
N48 10.8
E011 49.0

Munchen
338 MNW
N48 22.5
E011 54.9

33
075 MNW 295
37 ❷

0 5 10nm

❷ MSA **33** within 10nm

Change: MSA

ARRIVAL ❶ RWY 08L RNAV GPS/FMS ❷

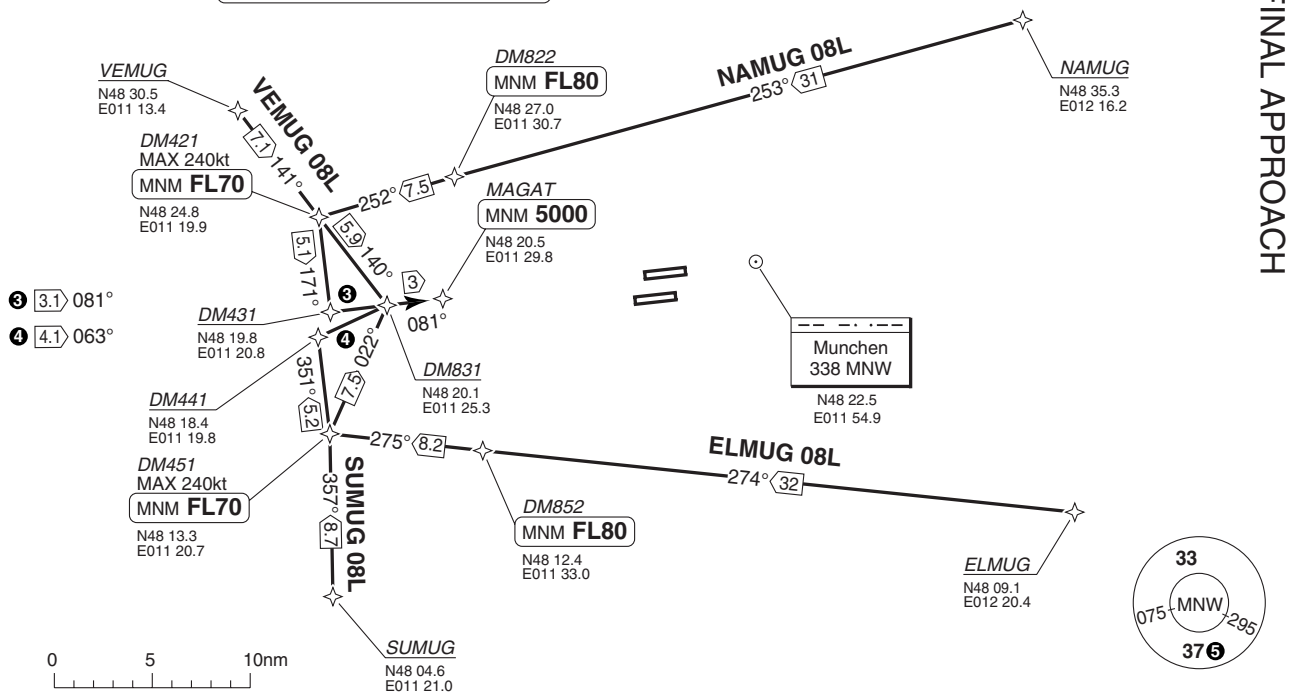
❶ TRANSITION TO FINAL APPROACH

❷ ELMUG, NAMUG, SUMUG, VEMUG

Munchen APP	ARR	RAD	DIR	TWR	GND	APN	ATIS (D)
123.9 N	**128.025** N	**131.225**	**118.825** N	**118.7** **120.5**	**121.825** 08R/26L	**121.775** **121.925**	**123.125**
127.95 S	**120.775** S		**132.3** S	**119.4**	**121.975** 08L/26R	**121.7**	

TL **ATC** | AD Elev **1487**

Fly the transitions as Continuous Descent Approach, CDA.



❺ MSA **33** within 10nm

Change: MSA

Munchen APP	ARR	RAD	DIR	TWR	GND	APN	ATIS (D)
123.9 N	**128.025** N	**131.225**	**118.825** N	**118.7** **120.5**	**121.825** 08R/26L	**121.775** **121.925**	**123.125**
127.95 S	**120.775** S		**132.3** S	**119.4**	**121.975** 08L/26R	**121.7**	

TL **ATC** | AD Elev **1487**

Fly the transitions as Continuous Descent Approach, CDA.

ARRIVAL ❶ RWY 08R RNAV GPS/FMS ❷

40 - 10 | 17 FEB 12

❷ ELMUG, NAMUG, SUMUG, VEMUG.

❶ TRANSITION TO FINAL APPROACH

VEMUG
N48 30.5
E011 13.4

VEMUG 08R 141° 7.1

DM421
MAX 240kt
MNM **FL70**
N48 24.8
E011 19.9

DM822
MNM **FL80**
N48 27.0
E011 30.7

NAMUG 08R 253° 31

NAMUG
N48 35.3
E012 16.2

252° 7.5

5.1 171° 6.7 151°

BEGEN
MNM **5000**
N48 19.2
E011 28.9

❸ 2.6 109°

❹ 3.1 081°

DM431
N48 19.8
E011 20.8

❸ 3 081°

DM441
N48 18.4
E011 19.8

351° 5.2 022° 6.1

DM841
N48 18.8
E011 24.4

Munchen
338 MNW
N48 22.5
E011 54.9

DM451
MAX 240kt
MNM **FL70**
N48 13.3
E011 20.7

275° 8.2

ELMUG 08R 274° 32

DM852
MNM **FL80**
N48 12.4
E011 33.0

ELMUG
N48 09.1
E012 20.4

357° 8.7 **SUMUG 08R**

SUMUG
N48 04.6
E011 21.0

0 5 10nm

33
075 MNW 295
37 ❺

❺ MSA **33** within 10nm

Change: MSA

Munchen APP	ARR	RAD	DIR	TWR	GND	APN	ATIS (D)
123.9 N	**128.025** N	**131.225**	**118.825** N	**118.7** **120.5**	**121.825** 08R/26L	**121.775** **121.925**	**123.125**
127.95 S	**120.775** S		**132.3** S	**119.4**	**121.975** 08L/26R	**121.7**	

TL **ATC** | AD Elev **1487**

Fly the transitions as Continuous Descent Approach, CDA.

ARRIVAL ❶ RWY 26L RNAV GPS/FMS ❷

❶ TRANSITION TO FINAL APPROACH

❷ ELMUG, NAMUG, SUMUG, VEMUG

Germany - EDDM / MUC

MUNCHEN

VEMUG
N48 30.5
E011 13.4

VEMUG 26L
32 090°

DM827
MNM **FL80**
N48 29.4
E012 01.9

7.9 091°

NAMUG
N48 35.3
E012 16.2

NAMUG 26L
9 193°

DM428
MAX 240kt
MNM **FL70**
N48 29.0
E012 13.8

NELBI
MNM **5000**
N48 21.9
E012 04.5

262° 3

7.4 203°

5.1 172°

❸ 244° 4.1

❹ 262° 3.1

DM438
N48 23.9
E012 14.6

DM448
N48 22.6
E012 13.6

DM848
N48 22.2
E012 09.0

321° 6

352° 5.2

DM458
MAX 240kt
MNM **FL70**
N48 17.4
E012 14.4

Munchen
338 MNW
N48 22.5
E011 54.9

7 068°

332° 9.2

ELMUG 26L

ELMUG
N48 09.1
E012 20.4

SUMUG 26L
31 068°

DM857
MNM **FL80**
N48 15.0
E012 04.6

SUMUG
N48 04.6
E011 21.0

0 5 10nm

33
075 MNW 295
37 ❺

❺ MSA **33** within 10nm

Munchen APP	ARR	RAD	DIR	TWR	GND	APN	ATIS (D)
123.9 N	128.025 N	131.225	118.825 N	118.7 120.5	121.825 08R/26L	121.775 121.925	123.125
127.95 S	120.775 S		132.3 S	119.4	121.975 08L/26R	121.7	

TL **ATC** | AD Elev **1487**

40 - 12 | 17 FEB 12

ARRIVAL ❶ RWY 26R RNAV GPS/FMS ❷

❶ TRANSITION TO FINAL APPROACH

❷ ELMUG, NAMUG, SUMUG, VEMUG.

Fly the transitions as Continuous Descent Approach, CDA.

VEMUG
N48 30.5
E011 13.4

VEMUG 26R
32 090°

DM827
MNM **FL80**
N48 29.4
E012 01.9

7.9 091°

NAMUG
N48 35.3
E012 16.2

NAMUG 26R
193° 9.6

DM428
MAX 240kt
MNM **FL70**
N48 29.0
E012 13.8

5.1 172°

DM438
N48 23.9
E012 14.6

❸ 262° 3

❹ 291° 2.5

GUDEG
MNM **5000**
N48 23.2
E012 05.6

262° 3

5.9 202° ❸

❹

DM838
N48 23.6
E012 10.1

333° 6.8

DM448
N48 22.6
E012 13.6

352° 5.2

Munchen
338 MNW
N48 22.5
E011 54.9

7 068°

DM458
MAX 240kt
MNM **FL70**
N48 17.4
E012 14.4

332° 9.2

ELMUG 26R

SUMUG 26R
31 068°

DM857
MNM **FL80**
N48 15.0
E012 04.6

ELMUG
N48 09.1
E012 20.4

SUMUG
N48 04.6
E011 21.0

0 5 10nm

33
075 MNW 295
37 ❺

❺ MSA **33** within 10nm

Change: MSA

Germany - EDDM / MUC

ILS RWY 08L

MUNCHEN

Munchen APP	ARR	RAD	DIR	TWR	GND	APN	ATIS (D)
123.9 N	128.025 N	131.225	118.825 08L/26R	118.7 120.5	121.825 08R/26L	121.775 121.925	123.125
127.95 S	120.775 S		132.3 08R/26L	119.4	121.975 08L/26R	121.7	

ILS **109.5 IMNE** | FAT **082°** | THR Elev **1467** | AD Elev **1487** | TL **ATC** | TA **5000**

E011 20 E011 30 E011 40 E011 50

2094

2E

IAF
Mike
426 MIQ

DME required

2207

082° 082°

D23
WLD

1696

5000

2148 2175

262°

1749

N48 30

PANS OPS

WLD R129 1736 227°

D112.8
WLD

10nm

2133

DME
Munchen
116.0 DMN

Munchen
369 MNE

Munchen
338 MNW

D3.9 IMNE

D2.7
IMNE

ILS
109.5 IMNE

1475
1631
1667
1727
1618

137°

Later of
1900
and D1 DMN

N48 20

D18.5
WLD

082°

2107

1742

MAGAT
D11.1 IMNE

1526

33
MNW
075 295
37 ❶

Erding
ETSE

❶ MSA **33** within 10nm

2141

50 - 1

MAPt | MM / D0.7 IMNE

D11.1 IMNE
MAGAT

D3.9 IMNE
MNE

D2.7
IMNE

IMNE

3°

See Chart

5000

082°

2320

2700

IMNE reads D0.2 at THR

Climb on 082°, at D1 after DMN or **1900**, whichever later, turn left to MIQ climbing to **5000**.

nm 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1 0

TCH 50

ACFT	CAT IIIB	ACFT	CAT II ⓐ	ILS+DME ⓐ	LOC+DME
EU OPS ALL	Available	A	*RA* **103** 300m	**1670** (200) 550m	**1860** (400) 1100m
		B			
		C			
		D			

Note: Circling NA.
ⓐ Incl Cat D_L.

GS	80	100	120	140	160
ROD 3.0°	430	540	650	760	860

DME IMNE	3.0° ALT
11	**5000**
9	**4350**
7	**3710**
6	**3390**
5	**3060**
4	**2740**
3	**2420**
1.3	**1860**

LDA 4000x60
13123x196ft
P 3° (55)

G

FALS

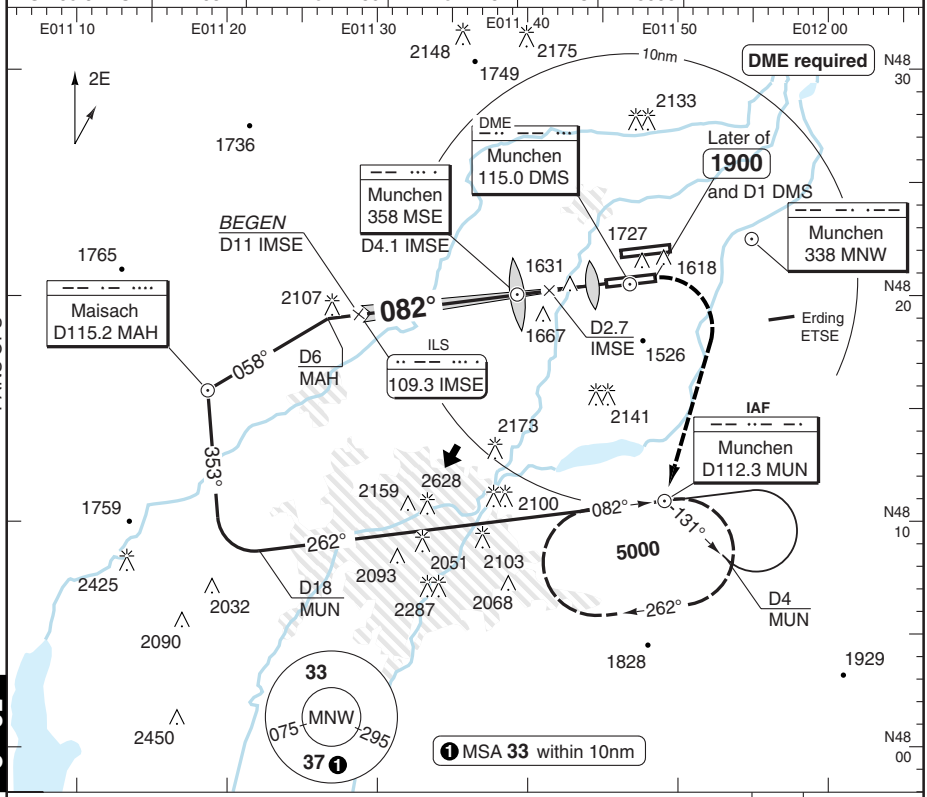
Change: Min

ILS RWY 08R

MUNCHEN

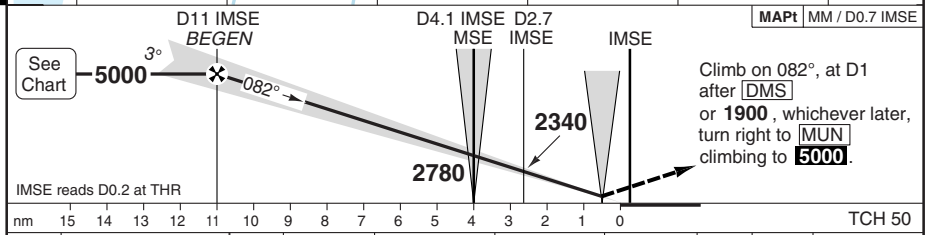
Munchen APP	ARR	RAD	DIR	TWR	GND	APN	ATIS (D)
123.9 N	128.025 N	131.225	118.825 08L/26R	118.7 120.5	121.825 08R/26L	121.775 121.925	123.125
127.95 S	120.775 S		132.3 08R/26L	119.4	121.975 08L/26R	121.7	

ILS **109.3 IMSE** | FAT **082°** | THR Elev **1486** | AD Elev **1487** | TL **ATC** | TA **5000**



PANS OPS

50 - 2



ACFT	CAT IIIB	ACFT	CAT II ⓐ	ILS+DME ⓐ	LOC+DME
EU OPS ALL	Available	A, B, C, D	RA 101 300m	1690 (200) 550m	1870 (380) 1000m

Note: Circling NA.
ⓐ Incl Cat D_L.

GS	80	100	120	140	160
ROD 3.0°	430	540	650	760	860

DME IMSE	3.0° ALT
11	5000
9	4370
7	3730
6	3400
5	3080
4	2760
3	2440
1.2	1870

LDA 4000x60
13123x196ft
P 3° (53)
G
FALS

Change: Min

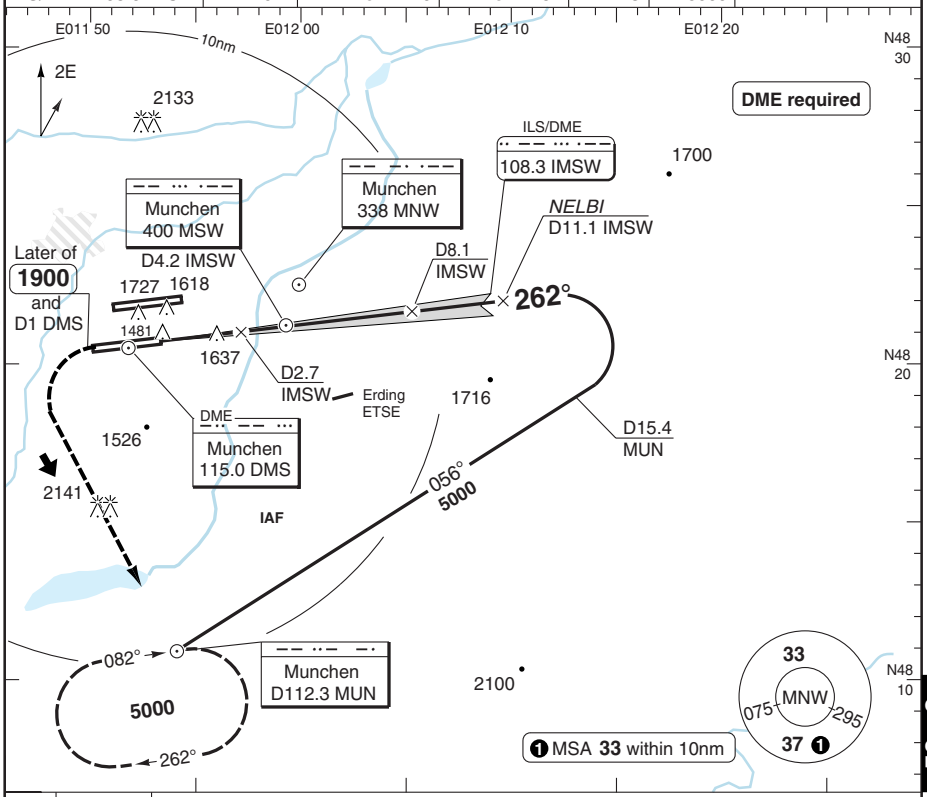
Germany - EDDM / MUC

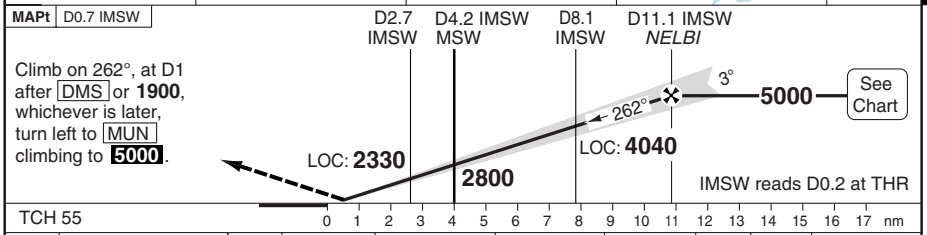
ILS RWY 26L

MUNCHEN

Munchen APP	ARR	RAD	DIR	TWR	GND	APN	ATIS (D)
123.9 N	128.025 N	131.225	118.825 08L/26R	118.7 120.5	121.825 08R/26L	121.775 121.925	123.125
127.95 S	120.775 S		132.3 08R/26L	119.4	121.975 08L/26R	121.7	

ILS/DME **108.3 IMSW** | FAT **262°** | THR Elev **1470** | AD Elev **1487** | TL **ATC** | TA **5000**





ACFT	CAT IIIB	ACFT	CAT II ⓐ	ILS+DME ⓐ	LOC+DME
EU OPS ALL	Available	A	RA 107 300m	1670 (200) 550m	1880 (410) 1200m
		B			
		C			
		D			

Note: Circling NA.
ⓐ Incl Cat D_L.

DME IMSW	3° ALT
10.9	5000
9	4370
7	3730
6	3400
5	3080
4	2760
3	2430
1.3	1880

LDA 4000x60
13123x196ft
P 3° (52)

GS	80	100	120	140	160
ROD 3°	440	550	650	760	870

FALS

Change: Min

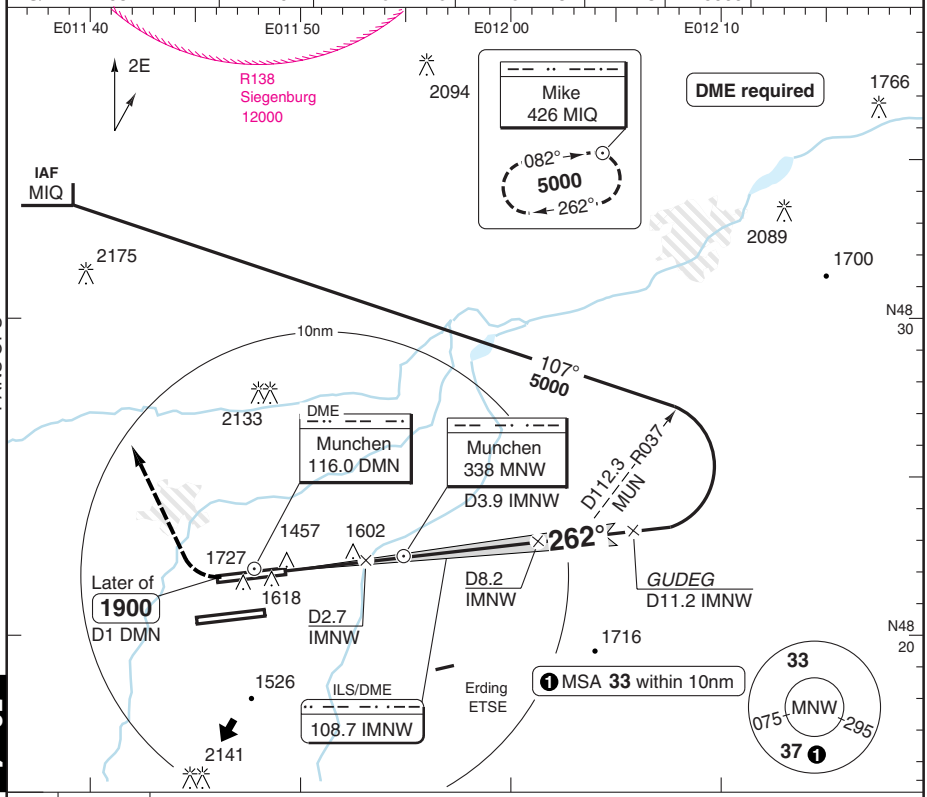
Germany - EDDM / MUC

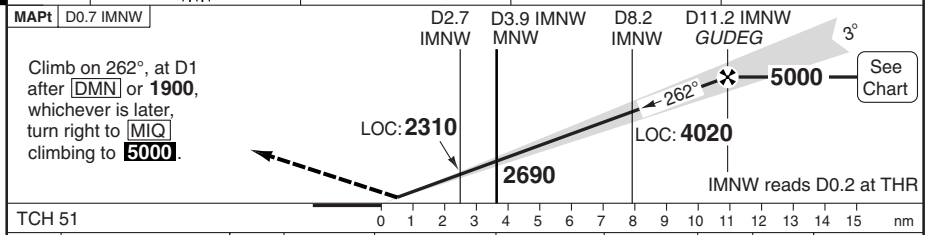
ILS RWY 26R

MUNCHEN

Munchen APP	ARR	RAD	DIR	TWR	GND	APN	ATIS (D)
123.9 N	128.025 N	131.225	118.825 08L/26R	118.7 120.5	121.825 08R/26L	121.775 121.925	123.125
127.95 S	120.775 S		132.3 08R/26L	119.4	121.975 08L/26R	121.7	

ILS/DME **108.7 IMNW** | FAT **262°** | THR Elev **1449** | AD Elev **1487** | TL **ATC** | TA **5000**





ACFT	CAT IIIB	ACFT	CAT II ⓐ	ILS+DME ⓐ	LOC+DME
EU OPS ALL	Available	A	*RA* **105** 300m	**1650** (200) 550m	**1860** (410) 1200m
		B			
		C			
		D			

Note:
Circling NA
ⓐ Incl Cat D_L.

DME IMNW	3.1° ALT
11.2	5000
10	4630
8	3990
6	3350
5	3030
4	2710
3	2400
2	2080

LDA 4000x60
13123x196ft
P 3° (55)

GS	80	100	120	140	160
ROD 3°	420	530	640	740	850

PANS OPS

50 - 4

FALS

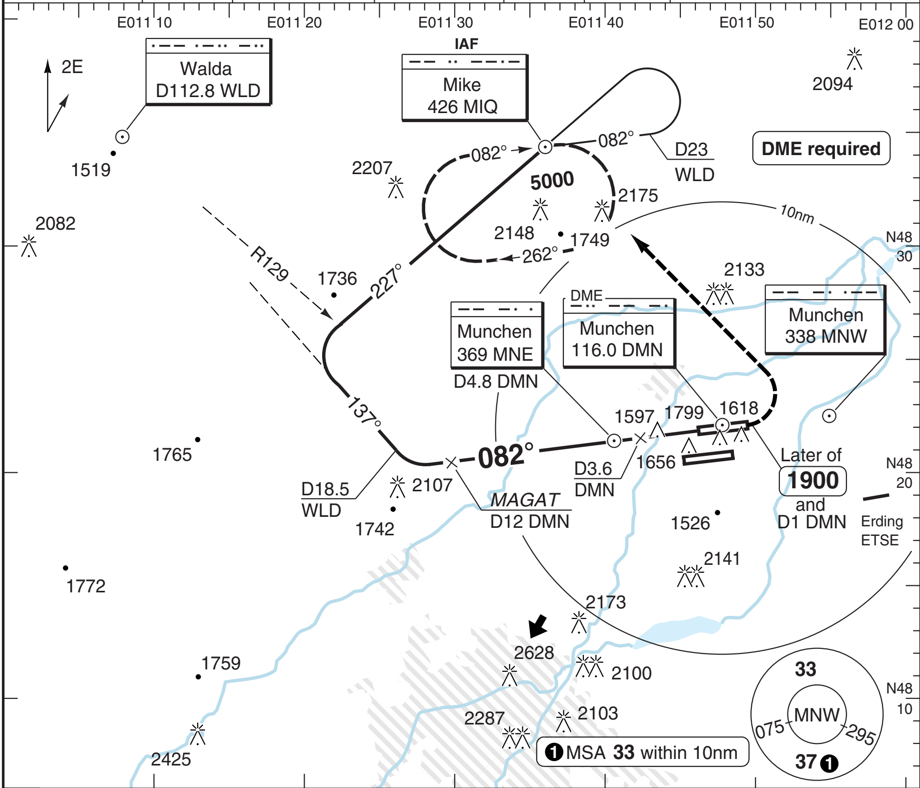
Change: MSA

NDB RWY 08L

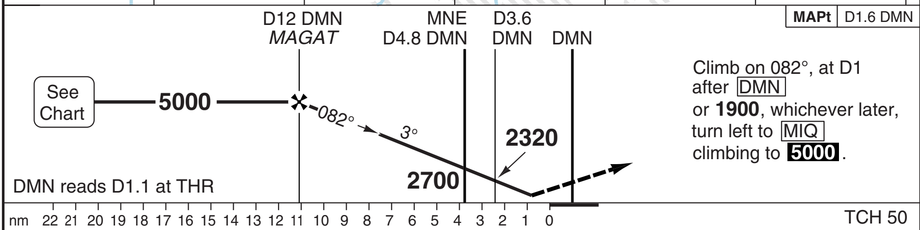
MUNCHEN

Munchen APP	ARR	RAD	DIR	TWR	GND	APN	ATIS (D)
123.9 N **127.95** S	**128.025** N **120.775** S	**131.225**	**118.825** 08L/26R **132.3** 08R/26L	**118.7 120.5** **119.4**	**121.825** 08R/26L **121.975** 08L/26R	**121.775 121.925** **121.7**	**123.125**

NDB **369 MNE**	FAT **082°**	THR Elev **1467**	AD Elev **1487**	TL **ATC**	TA **5000**



MAPt	D1.6 DMN



Climb on 082°, at D1 after DMN or **1900**, whichever later, turn left to MIQ climbing to **5000**.

ACFT	NDB+DME
A	**2010** (540) 1500m
B	
C	**2010** (540) 1700m
D	

EU OPS

Note: Circling NA

GS	80	100	120	140	160
ROD 3.0°	430	540	650	760	860

DME DMN	3.0° ALT
12	**5000**
10	**4380**
8	**3740**
7	**3420**
6	**3100**
5	**2770**
3	**2130**
2.6	**2010**

LDA 4000x60
13123x196ft
P 3° (55)
G
FALS

Change: Min

NDB RWY 08R

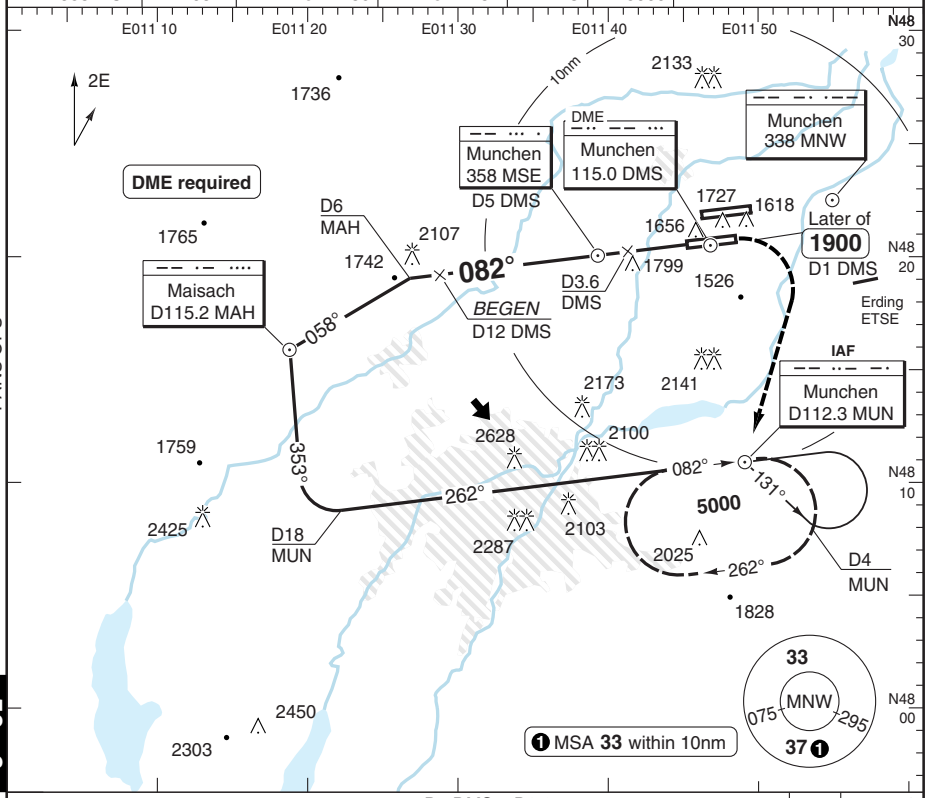
MUNCHEN

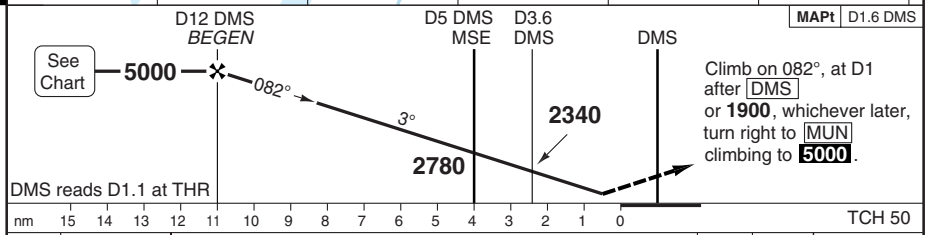
Munchen APP	ARR	RAD	DIR	TWR	GND	APN	ATIS (D)
123.9 N	128.025 N	131.225	118.825 08L/26R	118.7 120.5	121.825 08R/26L	121.775 121.925	123.125
127.95 S	120.775 S		132.3 08R/26L	119.4	121.975 08L/26R	121.7	

NDB 358 MSE	FAT 082°	THR Elev 1486	AD Elev 1487	TL ATC	TA 5000

PANS OPS

50 - 6





ACFT	NDB+DME
A	2050 (560) 1500m
B	
C	2050 (560) 1800m
D	

EU OPS

Note: Circling NA.

GS	80	100	120	140	160
ROD 3°	420	530	640	740	850

DME DMS	3° ALT
12	5000
10	4370
8	3790
6	3100
5	2780
4	2460
3	2150

LDA 4000x60
13123x196ft
P 3° (53)
G
FALS

Change: MSA

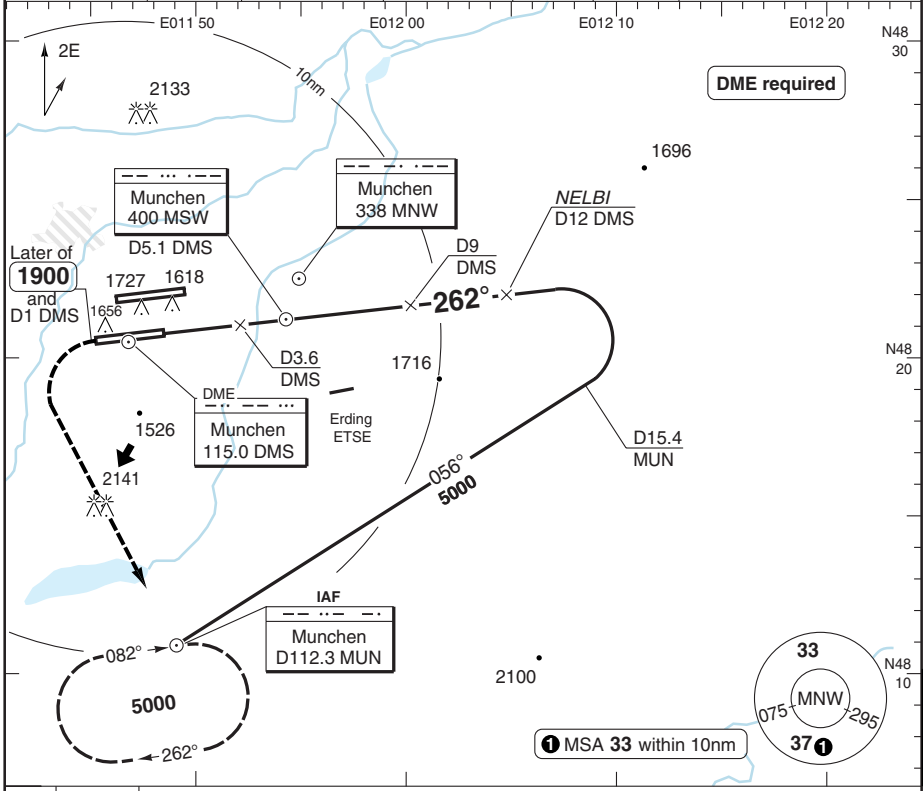
Germany - EDDM / MUC

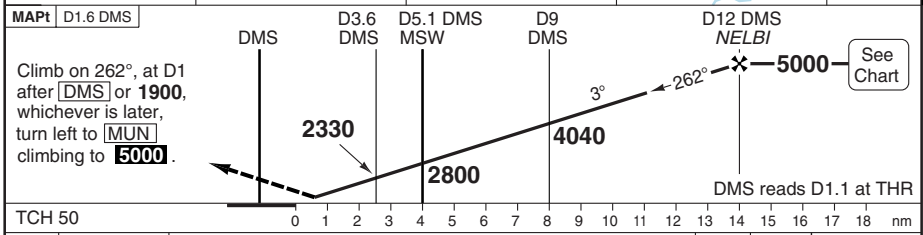
NDB RWY 26L

MUNCHEN

Munchen APP	ARR	RAD	DIR	TWR	GND	APN	ATIS (D)
123.9 N	128.025 N	131.225	118.825 08L/26R	118.7 120.5	121.825 08R/26L	121.775 121.925	123.125
127.95 S	120.775 S		132.3 08R/26L	119.4	121.975 08L/26R	121.7	

NDB **400 MSW** | FAT **262°** | THR Elev **1470** | AD Elev **1487** | TL **ATC** | TA **5000**





ACFT	NDB+DME
A	**2020** (550) 1500m
B	
C	**2020** (550) 1800m
D	

EU OPS

Note: Circling NA

GS	80	100	120	140	160
ROD 3.0°	430	540	650	760	860

DME DMS	3.0° ALT
11.9	5000
10	4380
8	3740
7	3420
6	3100
5	2780
4	2460
2.7	2020

LDA 4000x60
13123x196ft
P 3° (52)
G
FALS

Change: Min

Germany - EDDM / MUC

NDB RWY 26R

MUNCHEN

Munchen APP	ARR	RAD	DIR	TWR	GND	APN	ATIS (D)
123.9 N	128.025 N	131.225	118.825 08L/26R	118.7 120.5	121.825 08R/26L	121.775 121.925	123.125
127.95 S	120.775 S		132.3 08R/26L	119.4	121.975 08L/26R	121.7	

NDB **338 MNW** | FAT **262°** | THR Elev **1449** | AD Elev **1487** | TL **ATC** | TA **5000**

E011 40 E011 50 E012 00 E012 10

2E

R138
Siegenburg
12000

2094

Mike
426 MIQ
082°
5000
262°

DME required

1766

IAF
MIQ

2089

2175

10nm

1700

N48 30

107°
5000

2133

Munchen
338 MNW
D4.8 DMN

D112.3 MUN R037

1696

Later of
1900
D1 DMN

1601

1457

262°

1727

1618

D3.6
DMN

D9
DMN

GUDEG
D12.1 DMN

DME
Munchen
116.0 DMN

1716

N48 20

1526

Erding
ETSE

❶ MSA **33** within 10nm

33
MNW
075°
295°
37 ❶

2141

PANS OPS

50 - 8

MAPt D1.6 DMN

DMN D3.6 DMN D4.8 DMN MNW D9 DMN D12.1 DMN GUDEG

Climb on 262°, at D1 after DMN or **1900**, whichever is later, turn right to MIQ climbing to **5000**.

2310

3°

2690

262°

4020

5000

See Chart

DMN reads D1.1 at THR

TCH 50

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 nm

ACFT	NDB+DME
A	**2050** (600) 1500m
B	
C	**2050** (600) 2000m
D	

EU OPS

Note: Circling NA.

GS	80	100	120	140	160
ROD 3°	420	530	630	740	850

DME DMN	3.1° ALT
11.9	5000
9	4070
7	3420
6	3090
5	2770
4	2440
3	2120
2.8	2050

LDA 4000x60
13123x196ft
P 3° (55)

FALS

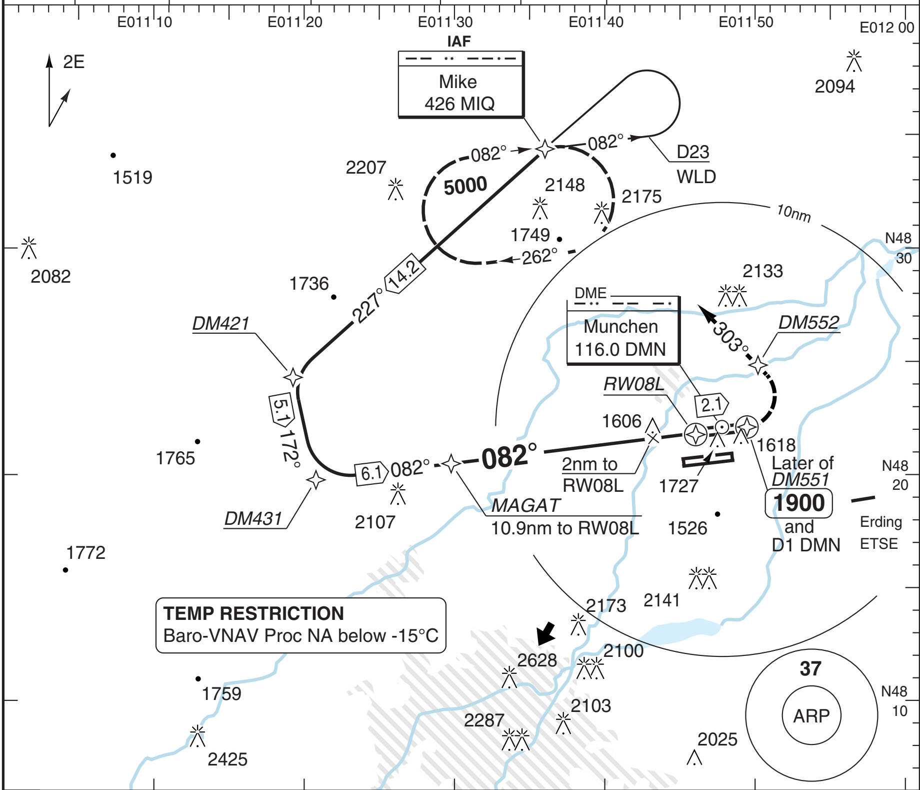
Change: MSA

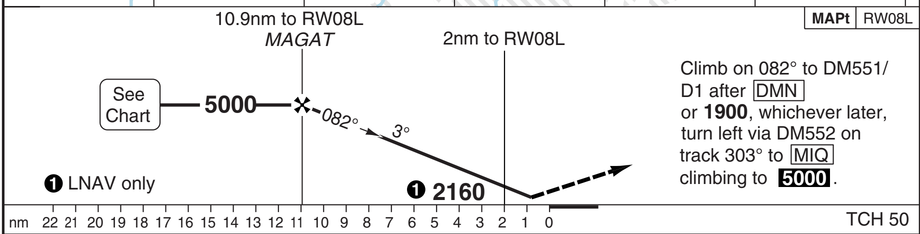
RNAV (GPS) RWY 08L

MUNCHEN

Munchen APP	ARR	RAD	DIR	TWR	GND	APN	ATIS (D)
123.9 N 127.95 S	128.025 N 120.775 S	131.225	118.825 08L/26R 132.3 08R/26L	118.7 120.5 119.4	121.825 08R/26L 121.975 08L/26R	121.775 121.925 121.7	123.125

RNAV	FAT 082°	THR Elev 1467	AD Elev 1487	TL ATC	TA 5000





Climb on 082° to DM551/ D1 after DMN or **1900**, whichever later, turn left via DM552 on track 303° to MIQ climbing to **5000**.

ACFT	LNAV/VNAV	LNAV
A	**1890** (430) 1300m	**1950** (480) 1500m
B		
C		
D		

EU OPS

Note: Circling NA

THR 08L	3.0° ALT
10.9	**5000**
9	**4410**
7	**3770**
6	**3450**
5	**3130**
4	**2810**
3	**2490**
1.4	**1950**

LDA 4000x60
13123x196ft
P 3° (55)
G
FALS

GS	80	100	120	140	160
ROD 3.0°	430	540	650	760	860

Change: Min

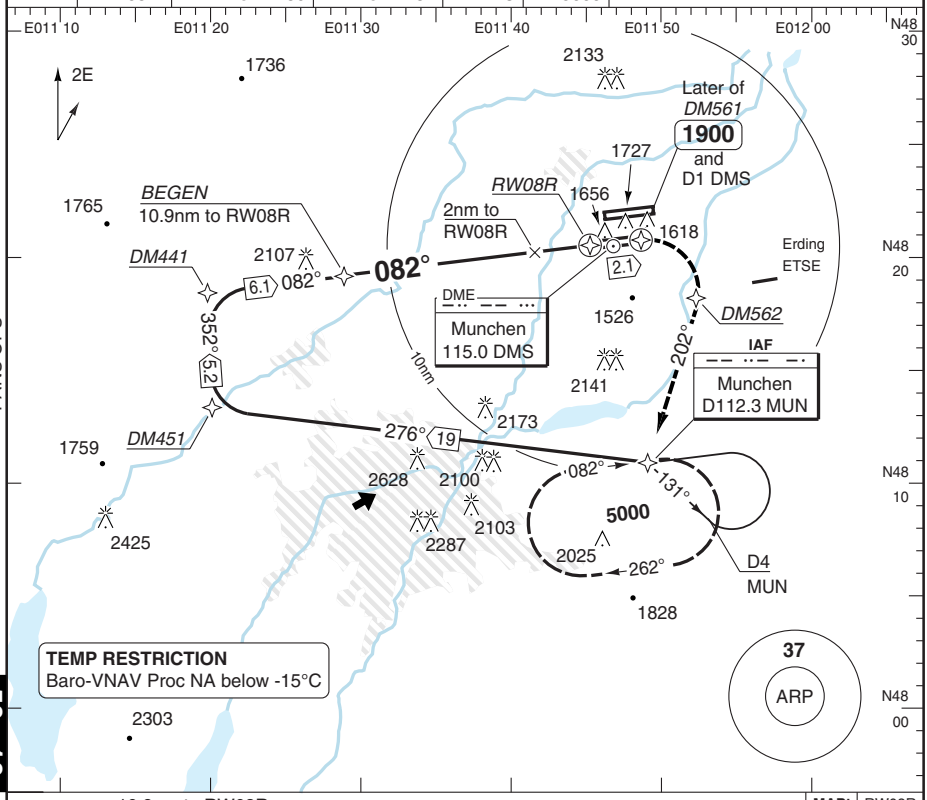
Germany - EDDM / MUC

RNAV (GPS) RWY 08R

MUNCHEN

Munchen APP	ARR	RAD	DIR	TWR	GND	APN	ATIS (D)
123.9 N	128.025 N	131.225	118.825 08L/26R	118.7 120.5	121.825 08R/26L	121.775 121.925	123.125
127.95 S	120.775 S		132.3 08R/26L	119.4	121.975 08L/26R	121.7	

RNAV	FAT 082°	THR Elev 1486	AD Elev 1487	TL ATC	TA 5000



PANS OPS

50 - 10

ACFT	LNAV/VNAV	LNAV
A	2010 (520) 1500m	2010 (520) 1500m
B		
C	2010 (520) 1600m	2010 (520) 1600m
D		

EU OPS

Note: Circling NA

GS	80	100	120	140	160
ROD 3.0°	440	540	650	760	860

THR 08R	3.0° ALT
10.8	5000
9	4440
7	3790
6	3470
5	3150
4	2830
3	2510
1.5	2010

LDA 4000x60
13123x196ft
P 3° (53)

FALS

Change: Min

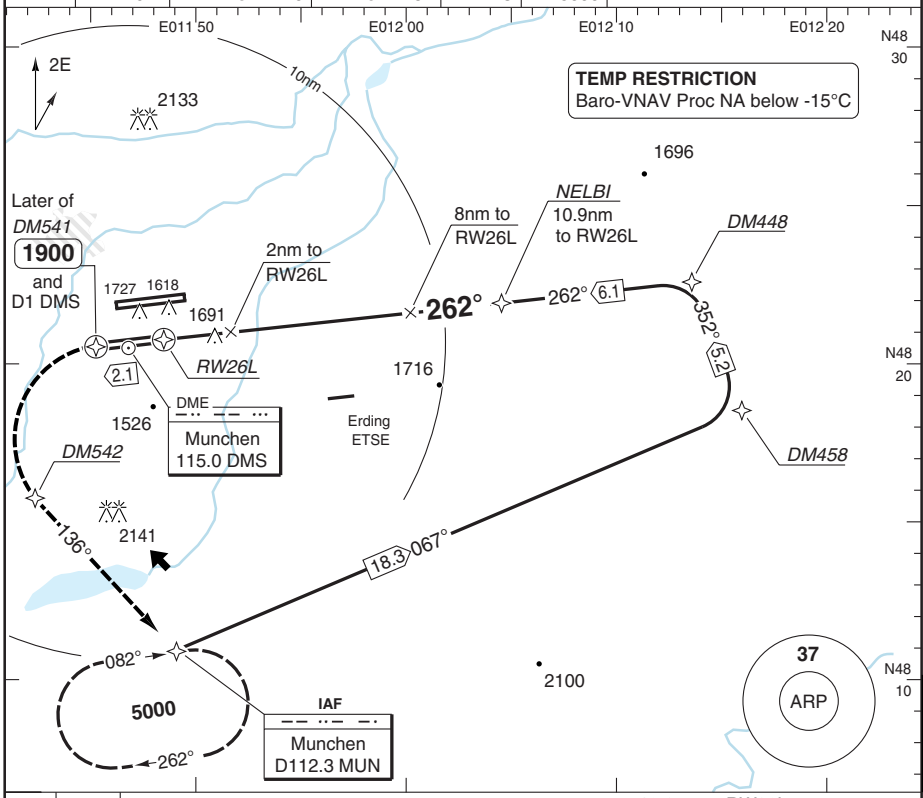
Germany - EDDM / MUC

RNAV (GPS) RWY 26L

MUNCHEN

Munchen APP	ARR	RAD	DIR	TWR	GND	APN	ATIS (D)
123.9 N	128.025 N	131.225	118.825 08L/26R	118.7 120.5	121.825 08R/26L	121.775 121.925	123.125
127.95 S	120.775 S		132.3 08R/26L	119.4	121.975 08L/26R	121.7	

RNAV | FAT 262° | THR Elev 1470 | AD Elev 1487 | TL ATC | TA 5000

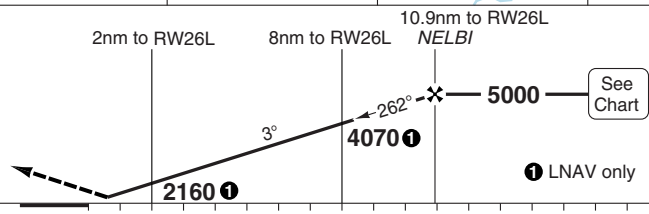


PANS OPS

50 - 11

MAPt | RW26L

Climb on 262° to DM541/ D1 after DMS or **1900**, whichever later, turn left on track 136° to MUN via DM542 climbing to **5000**.



TCH 50

ACFT	LNAV/VNAV	LNAV
A	1900 (430) 1300m	1980 (510) 1500m
B		
C		1980 (510) 1600m
D		

EU OPS

Note: Circling NA

GS	80	100	120	140	160
ROD 3.0°	430	540	650	750	860

THR 26L	3.0° ALT
10.9	5000
9	4410
7	3770
6	3450
5	3130
4	2810
3	2490
1.4	1980

LDA 4000x60
13123x196ft
P 3° (52)
G
FALS

Change: Min

Germany - EDDM / MUC

RNAV (GPS) RWY 26R

MUNCHEN

Munchen APP	ARR	RAD	DIR	TWR	GND	APN	ATIS (D)
123.9 N	128.025 N	131.225	118.825 08L/26R	118.7 120.5	121.825 08R/26L	121.775 121.925	123.125
127.95 S	120.775 S		132.3 08R/26L	119.4	121.975 08L/26R	121.7	

RNAV | FAT 262° | THR Elev 1449 | AD Elev 1487 | TL ATC | TA 5000

E011 40 E011 50 E012 00 E012 10

2E

R-138
Siegenburg
GND - 12000

2094

TEMP RESTRICTION
Baro-VNAV Proc NA below -15°C

IAF
Mike
426 MIQ
082°
5000
262°

1766

IAF
MIQ

25.7
100°

10nm

DM428
N48 30

2133

DME
Munchen
116.0 DMN

5.1
172°

8nm to RW26R

2nm to RW26R

2.1
1601

262°
6

DM438

DM532

GUDEG
11nm to RW26R

Later of
DM531
1900
and
D1 DMN

1727
1618

RW26R

1716

N48 20

37
ARP

1526

Erding
ETSE

MAPt | RW26R

Climb on 262° to DM531/ D1 after DMN or **1900**, whichever later, turn right to MIQ on track 338° via DM532 climbing to **5000**.

2nm to RW26R
8nm to RW26R
11nm to RW26R GUDEG
262°
5000
See Chart
3°
4050 ❶
2140 ❶
❶ LNAV only

TCH 50

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 nm

ACFT	LNAV/VNAV	LNAV
A	**2010** (560) 1500m	**2010** (560) 1500m
B		
C	**2010** (560) 1800m	**2010** (560) 1800m
D		

Note: Circling NA

GS	80	100	120	140	160
ROD 3.0°	430	540	650	750	860

THR 26R	3.0° ALT
11	5000
9	4390
7	3750
6	3430
5	3110
4	2790
3	2470
1.6	2010

LDA 4000x60
13123x196ft
P 3° (55)
G
FALS

Change: Min

PANS OPS

50 - 12

EU OPS

JAR-OPS Landing Minima

MUNCHEN

The following Minima is for Public Transport aircraft and conforms to JAR-OPS1 regulations.

STRAIGHT-IN APPROACH		C				D			
R/W	Procedure	**DA/ MDA QNH ft**	DH/ MDH QFE ft	**RVR** m	RVR No ALS m	**DA/ MDA QNH ft**	DH/ MDH QFE ft	**RVR** m	RVR No ALS m
08L	ILS/DME (1)	**1670**	200	550	1000	**1670**	200	550	1000
08L	LOC/DME	**1880**	410	1000	1800	**1880**	410	1400	2000
08L	NDB/DME	**2050**	580	1200	2000	**2050**	580	1600	2000
08L	RNAV (L/VNAV)	**1920**	450	1200	2000	**1920**	450	1600	2000
08L	RNAV (LNAV)	**1980**	510	1200	2000	**1980**	510	1600	2000
08R	ILS/DME (1)	**1690**	200	550	1000	**1690**	200	550	1000
08R	LOC/DME	**1890**	400	1000	1800	**1890**	400	1400	2000
08R	NDB/DME	**2050**	560	1200	2000	**2050**	560	1600	2000
08R	RNAV (L/VNAV)	**2030**	540	1200	2000	**2030**	540	1600	2000
08R	RNAV (LNAV)	**2030**	540	1200	2000	**2030**	540	1600	2000
26L	ILS/DME (1)	**1670**	200	550	1000	**1670**	200	550	1000
26L	LOC/DME	**1890**	420	1000	1800	**1890**	420	1400	2000
26L	NDB/DME	**2050**	580	1200	2000	**2050**	580	1600	2000
26L	RNAV (L/VNAV)	**1920**	450	1200	2000	**1920**	450	1600	2000
26L	RNAV (LNAV)	**1980**	510	1200	2000	**1980**	510	1600	2000
26R	ILS/DME (1)	**1650**	200	550	1000	**1650**	200	550	1000
26R	LOC/DME	**1860**	410	1000	1800	**1860**	410	1400	2000
26R	NDB/DME	**2050**	600	1200	2000	**2050**	600	1600	2000
26R	RNAV (L/VNAV)	**2030**	580	1200	2000	**2030**	580	1600	2000
26R	RNAV (LNAV)	**2030**	580	1200	2000	**2030**	580	1600	2000

Notes:
(1) Includes Cat DL.

CIRCLING		C			D		
R/W	Procedure	**MDA QNH ft**	MDH QFE ft	Vis m	**MDA QNH ft**	MDH QFE ft	Vis m
Not Authorised							

Notes:

TAKE-OFF		C	D
Runway	**Facilities**	m	m
08L, 08R, 26L, 26R	RCLL(H)+REDL(H)+Multi RVR (1)	125	150
08L, 08R, 26L, 26R	RCLL+REDL+Multi RVR	150	200
08L, 08R, 26L, 26R	RCLL+REDL	200	250
08L, 08R, 26L, 26R	RCL and/or REDL (2)	250	300
All	Nil (Day only)	500	500

Notes:
(1) Subject to Approval.
(2) For night operations, at least runway edge and end lights required.

JAR-OPS Landing Minima

MUNCHEN

The following Minima is for Public Transport aircraft and conforms to JAR-OPS1 regulations.

STRAIGHT-IN APPROACH		A				B			
R/W	Procedure	**DA/ MDA QNH** ft	DH/ MDH QFE ft	**RVR** m	RVR No ALS m	**DA/ MDA QNH** ft	DH/ MDH QFE ft	**RVR** m	RVR No ALS m
08L	ILS/DME	**1670**	200	550	1000	**1670**	200	550	1000
08L	LOC/DME	**1880**	410	900	1500	**1880**	410	1000	1500
08L	NDB/DME	**2050**	580	1000	1500	**2050**	580	1200	1500
08L	RNAV (L/VNAV)	**1920**	450	1000	1500	**1920**	450	1200	1500
08L	RNAV (LNAV)	**1980**	510	1000	1500	**1980**	510	1200	1500
08R	ILS/DME	**1690**	200	550	1000	**1690**	200	550	1000
08R	LOC/DME	**1890**	400	900	1500	**1890**	400	1000	1500
08R	NDB/DME	**2050**	560	1000	1500	**2050**	560	1200	1500
08R	RNAV (L/VNAV)	**2030**	540	1000	1500	**2030**	540	1200	1500
08R	RNAV (LNAV)	**2030**	540	1000	1500	**2030**	540	1200	1500
26L	ILS/DME	**1670**	200	550	1000	**1670**	200	550	1000
26L	LOC/DME	**1890**	420	900	1500	**1890**	420	1000	1500
26L	NDB/DME	**2050**	580	1000	1500	**2050**	580	1200	1500
26L	RNAV (L/VNAV)	**1920**	450	1000	1500	**1920**	450	1200	1500
26L	RNAV (LNAV)	**1980**	510	1000	1500	**1980**	510	1200	1500
26R	ILS/DME	**1650**	200	550	1000	**1650**	200	550	1000
26R	LOC/DME	**1860**	410	900	1500	**1860**	410	1000	1500
26R	NDB/DME	**2050**	600	1000	1500	**2050**	600	1200	1500
26R	RNAV (L/VNAV)	**2030**	580	1000	1500	**2030**	580	1200	1500
26R	RNAV (LNAV)	**2030**	580	1000	1500	**2030**	580	1200	1500

Notes:

CIRCLING		A			B		
R/W	Procedure	**MDA QNH** ft	MDH QFE ft	Vis m	**MDA QNH** ft	MDH QFE ft	Vis m

Not Authorised

Notes:

TAKE-OFF		A	B
Runway	**Facilities**	m	m
08L, 08R, 26L, 26R	RCLL(H)+REDL(H)+Multi RVR (1)	125	125
08L, 08R, 26L, 26R	RCLL+REDL+Multi RVR	150	150
08L, 08R, 26L, 26R	RCLL+REDL	200	200
08L, 08R, 26L, 26R	RCL and/or REDL (2)	250	250
All	Nil (Day only)	500	500

Notes:

(1) Subject to Approval.

(2) For night operations, at least runway edge and end lights required.

JAR-OPS Landing Minima

MUNCHEN

The following Minima is for Public Transport aircraft and conforms to JAR-OPS1 regulations.

CAT II

Special aircrew and aircraft certification required.

	C				D			
Runways	**DA QNH ft**	DH QFE ft	**RA ft**	RVR m	**DA QNH ft**	DH QFE ft	**RA ft**	RVR m
08L (**1**)(2)	**1567**	100	103	300	**1567**	100	103	350
08R (**1**)(2)	**1586**	100	101	300	**1586**	100	101	350
26L (**1**)(2)	**1570**	100	105	300	**1570**	100	105	350
26R (**1**)(2)	**1549**	100	105	300	**1549**	100	105	350

Notes:

1) Cat D RVR may be reduced to 300m when conducting autoland.

2) Includes Cat DL aeroplanes.

	A				B			
Runways	**DA QNH ft**	DH QFE ft	**RA ft**	RVR m	**DA QNH ft**	DH QFE ft	**RA ft**	RVR m
08L	**1567**	100	103	300	**1567**	100	103	300
08R	**1586**	100	101	300	**1586**	100	101	300
26L	**1570**	100	105	300	**1570**	100	105	300
26R	**1549**	100	105	300	**1549**	100	105	300

Notes: