

List of pages in this Trip Kit

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General Information

Location: MUNICH DEU
ICAO/IATA: EDDM / MUC
Lat/Long: N48° 21.23', E011° 47.17'
Elevation: 1487 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 3.0° E

Fuel Types: Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0439 Z
Sunset: 1742 Z

Runway Information

Runway: 08L
Length x Width: 13123 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 1467 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 08R
Length x Width: 13123 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 1486 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 26L
Length x Width: 13123 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 1470 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 26R
Length x Width: 13123 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 1449 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 123.130
Munich Tower: 118.705
Munich Tower: 119.405 Secondary
Munich Tower: 120.505
Munich Ground: 121.830
Munich Ground: 121.980
Munich Apron Ramp/Taxi: 121.710
Munich Apron Ramp/Taxi: 121.780
Munich Apron Ramp/Taxi: 121.930
Munich Clearance Delivery: 121.730
Munich Arrival: 120.780 Between 33573932 ft and 33563932 ft
Munich Arrival: 128.030 Between 33573932 ft and 33563932 ft
Munich De-Icing Operations: 121.880
Munich De-Icing Operations: 121.890
Munich De-Icing Operations: 121.990
Munich Radar: 123.905 At or below 33563932 ft
Munich Radar: 126.455 Secondary
Munich Radar: 127.955 At or below 33563932 ft
Munich Radar: 132.555
Munich De-Icing Operations: 121.840
Munich De-Icing Operations: 121.790
Munich Radar: 136.230
Munich Direct (Approach Control Radar): 118.830
Munich Direct (Approach Control Radar): 132.305
Munich De-Icing Operations: 121.590
Munich De-Icing Operations: 121.640
Munich De-Icing Operations: 121.660
Munich De-Icing Operations: 121.680
Munich De-Icing Operations: 121.740

EDDM/MUC
MUNICH

JEPPESEN

10 SEP 21

10-1P

MUNICH, GERMANY
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

D-ATIS 123.130

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

Pilots shall reduce noise disturbance caused by ACFT 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 services

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:

Airport Coordinator of the Federal Republic of Germany
Terminal 2 (FAC II), Bereich E, HBK Nr. 37
60549 Frankfurt/Main
Tel.: +49 (0)69 257585 120
Fax: +49 (0)69 690-50811
E-mail: FRAZTXH@FHKD.ORG
Internet: www.fhkd.org

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.

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MUNICH, GERMANY
AIRPORT BRIEFING

1. GENERAL

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 meteorological, technical and other flight safety reasons;
- Flights that have been approved in justified exceptional cases by the "Bayerisches Staatsministerium fuer Wohnen, Bau und Verkehr" or upon its instruction - by the Luftaufsicht at MUNICH APT, in substantiated individual cases to avoid serious disruptions to air traffic or in cases of special public interest.

Modified Bonus List:

Beginning with the summer flight plan 2002, take-offs and landings in the period from 2200-0600LT are only allowed with ACFT that are listed in the actual bonus list of the "Bundesministerium fuer Verkehr, Bau- und Wohnungswesen".

This list has been extended by the authorizing agency to include the ACFT types B737-600/700/800. Flights according to paragraphs 1.2.2.1 b) and 1.2.2.2. are exempt from this regulation. The authorizing agency reserves the Right to modify the list beginning in the year 2004.

1.2.2.4. Between 2200-0600LT

Departures of ACFT with wake turbulence category "H" and "J" from RWY 26L via OTT shall use a departure route with designator "W" only.

Between 2200-0600LT

When dual RWY operations are applied, departing ACFT of type B747 shall use RWY 08L/26R.

When single RWY operations are applied, the open RWY shall be used for departures.

1.2.2.5. Between 2200-0600LT

Munich APT may not be indicated as a planned alternate APT in the ATC flight plan.

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 run-up enclosure.
- The operating period of the engine run-up enclosure 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 center, comprising the following data:

- ACFT identification, period of use, expected time for towing and planned change of position.
- ACFT shall not taxi under their own power into or out of the engine run-up enclosure.

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).

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.

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Eff 25 Mar

MUNICH, GERMANY
AIRPORT BRIEFING**1. GENERAL****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. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM**1.4.1. OPERATION OF MODE S TRANSPONDERS WHEN ACFT IS ON THE GROUND**

ACFT operators shall ensure that Mode S transponders are able to operate when the ACFT is on the ground.

Pilots shall select AUTO mode and assigned Mode A code.

If AUTO mode is not available, select ON (e.g. XPDR) and assigned Mode A code under the following conditions:

- From the request for push-back or taxi, whichever is earlier;
- After landing, continuously until the ACFT is fully parked on stand;
- When fully parked on stand, select STBY.

Whenever the ACFT is capable of reporting ACFT ident (i.e. callsign used in flight), the ACFT ident should also be entered from the request for push-back or taxi, whichever is earlier (through the FMS or the transponder control panel).

ACFT crew shall use the format for entry of the ACFT ident as defined in item 7 of the ICAO flight plan (e.g. AFR6380, SAS589, BAW68PG).

To ensure that the performance of systems based on SSR frequencies (including airborne TCAS units and SSR radars) is not compromised, TCAS should be selected when approaching the holding point. It shall be deselected after vacating the RWY.

For ACFT taxiing without flight plan, Mode A code 2000 shall be selected.

1.5. TAXI PROCEDURES

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

1.6. PARKING INFORMATION

Push-back required on stands 353 thru 372B.

Marshaller required to position ACFT on stands 371 and 372.

Visual Docking Guidance System available at stands 110, 111A, 111B, 112, 113A, 113B, 113X, 115A, 115B, 116, 117A, 117B, 118, 119, 120, 121, 135, 155, 161 thru 164Y, 181 thru 189, 201 thru 224, 231 thru 234, 244 thru 256, 301 thru 302B, 308 thru 313, 317 thru 318B, 353 thru 356, 371A, 371B, 372A and 372B.

1.7. OTHER

For APT Collaborative Decision Making (ACDM) see ATC pages Germany.

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Eff 25 Mar

MUNICH, GERMANY

AIRPORT BRIEFING

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 air-crew and ACFT certification required.

2.4. RWY OPERATIONS

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

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

- a) One approach radar system (ASR) is in operation.
- b) Both parallel ILS systems are in operation; or one of the two ILS systems is in operation while the LOC of the other is in operation.
- c) Radar separation of at least 3NM, and/or 1000' vertical separation is maintained until both ACFT are stabilized on the LOC course within 25NM.
- d) For radar vectoring to the Instrument Landing System (ILS), a course is allocated, showing an angle of not more than 30° to the LOC 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 immediately.

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.

2.4.3. AIR TRAFFIC HANDLING

2.4.3.1. USE OF RWYs

For arriving ACFT via ROKIL/LANDU, RWY 08L/26R will be basically assigned. For arriving ACFT via NAPSA/BETOS, RWY 08R/26L will be 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.

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.

When RWY vacated, contact Ground.

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MUNICH, GERMANY
AIRPORT BRIEFING

2. ARRIVAL

2.4.3.3. HIRO HIGH INTENSITY RWY 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.

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 to leaving area of ATC competency and taxi independently as instructed by MUNICH Apron to the position assigned.

Taxiing ACFT should not deviate from centerline marking and lighting, except when advised by the control unit.

2.6. OTHER INFORMATION

2.6.1. AIR TRAFFIC HANDLING

2.6.1.1. PROCEDURE

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

2.6.1.2. CLEARANCE LIMIT

If no further clearance is issued, the following clearance limits shall be observed: BETOS/LANDU/NAPSA/ROKIL.

2.6.1.3. HOLDING PROCEDURE

In line with the clearance limits, holdings will be over BETOS/LANDU/NAPSA and ROKIL. RNAV-equipped ACFT are expected to enter published RNAV-holdings.

3. DEPARTURE

3.1. DATALINK DEPARTURE CLEARANCE (DCL)

In addition to clearances via radio, DFS Deutsche Flugsicherung GmbH offers to issue start-up approval and enroute clearance by means of data link (Eurocae Standard ED85A).

The following time parameters apply to data link departure clearances (DCL):

- t_i 30 minutes prior to TOBT (earliest point in time for cockpit RCD message).
- t_f TSAT (latest point in time for cockpit RCD message).
- t₀ 1 minute (defined standard).
- t₁ 5 minutes (defined standard).
- t₂ 1 minute (defined standard).

The clearance (CLD - departure clearance uplink message) issued by the Tower is based on TSAT - "Start-up approved according TSAT". The TSAT issued at this point in time by means of the TSAT reporting channels applies. In addition, the pilot shall monitor TSAT updates. After completion of the data link process, the pilots shall maintain continuous air-ground voice communication watch on the frequency given in the CLD and shall refrain from asking questions about the start-up approval.

Depending on the traffic and weather situation, the process can be altered and the enroute clearance can be transmitted separately via data link (CLD) after receiving an RCD, while start-up approval will be issued at a later point in time.

Pilots are obliged to state during their initial call (RCD) whether only an enroute clearance (Request ENROUTE CLEARANCE) or a combined enroute and start-up approval (Request START-UP and ENROUTE CLEARANCE) is requested.

Pilots shall maintain continuous air-ground voice communication watch on frequency MUNICH Delivery throughout the complete process.

3.2. DE-ICING

3.2.1. GENERAL

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

De-icing notification to the de-icing coordinator is mandatory at least 20 minutes prior to off-block on frequency 121.990 or via telephone (APT phone 98666; external phone +49 89 975 98666).

ATC will arrange the de-icing sequence and assign the respective de-icing area.

Before de-icing, the pilot shall switch off the SatCom system.

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.

3.2.2. 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 braking.

MUNICH De-icing:	NORTH 13 (RWY 26R)	121.840	SOUTH 13 (RWY 26L)	121.890
	NORTH 14 (RWY 26R)	121.740	SOUTH 14 (RWY 26L)	121.790
	NORTH 15 (RWY 26R)	121.590	SOUTH 15 (RWY 26L)	121.660
	NORTH 1 (RWY 08L)	121.590	SOUTH 1 (RWY 08R)	121.790
	NORTH 2 (RWY 08L)	121.740	SOUTH 2 (RWY 08R)	121.660
	NORTH 3 (RWY 08L)	121.840	SOUTH 3 (RWY 08R)	121.890

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MUNICH, GERMANY
AIRPORT BRIEFING

3. DEPARTURE

3.2.3. COMMERCIAL PROPELLER-DRIVEN ACFT

Propeller-driven ACFT (except ATR 42/72) are de-iced on aprons 1, 2, 3, 6, 7, 8, 9, 12 and 13 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.

3.3. PUSH-BACK AND TAXI PROCEDURES

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-back.

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.

Permission for push-back or taxiing from a position may only be requested if the pilot can perform the maneuver immediately.

3.4. RWY OPERATIONS

3.4.1. USE OF RWYS

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.

3.4.2. 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.

3.4.3. 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 completion 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.

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MUNICH, GERMANY
AIRPORT BRIEFING

3. DEPARTURE

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

RWY	ACFT	TWY intersection	TORA ft/m
08L	heavy +	A1 / A2	13,123' / 4000m
	medium (JET)	A3	12,467' / 3800m
	light (JET) +	A4	9252' / 2820m
	turboprop	A6	7218' / 2200m
08R	heavy +	B1 / B2	13,123' / 4000m
	medium (JET)	B3	12,467' / 3800m
	light (JET) +	B4	9318' / 2840m
	turboprop	B6	7283' / 2220m
26L	heavy +	B14 / B15	13,123' / 4000m
	medium (JET)	B13	12,467' / 3800m
	light (JET) +	B12	9252' / 2820m
	turboprop	B10	7218' / 2200m
26R	heavy +	A14 / A15	13,123' / 4000m
	medium (JET)	A13	12,467' / 3800m
	light (JET) +	A12	9121' / 2780m
	turboprop	A10	7415' / 2260m

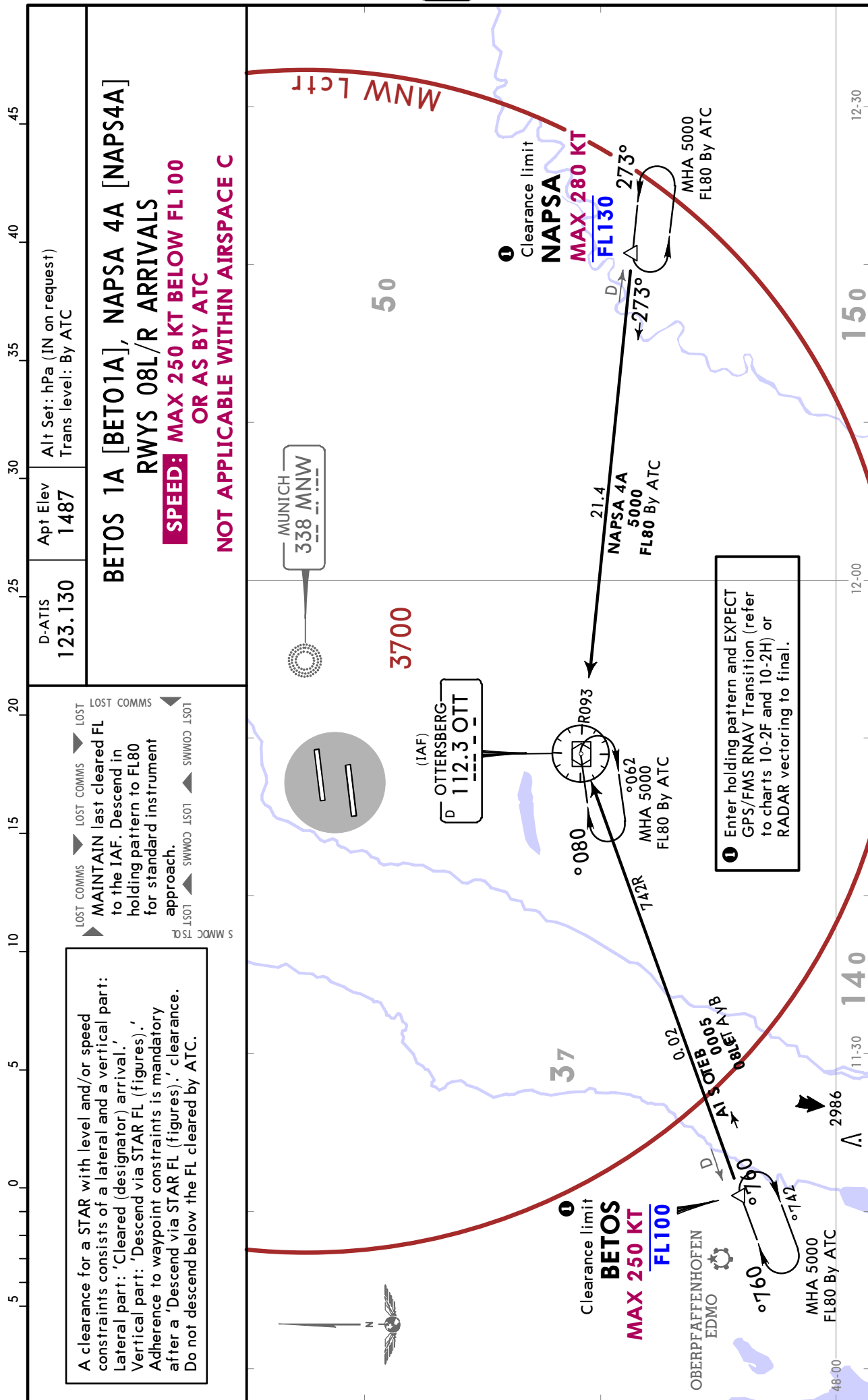
The pilot may ask for shortened take-off runs.

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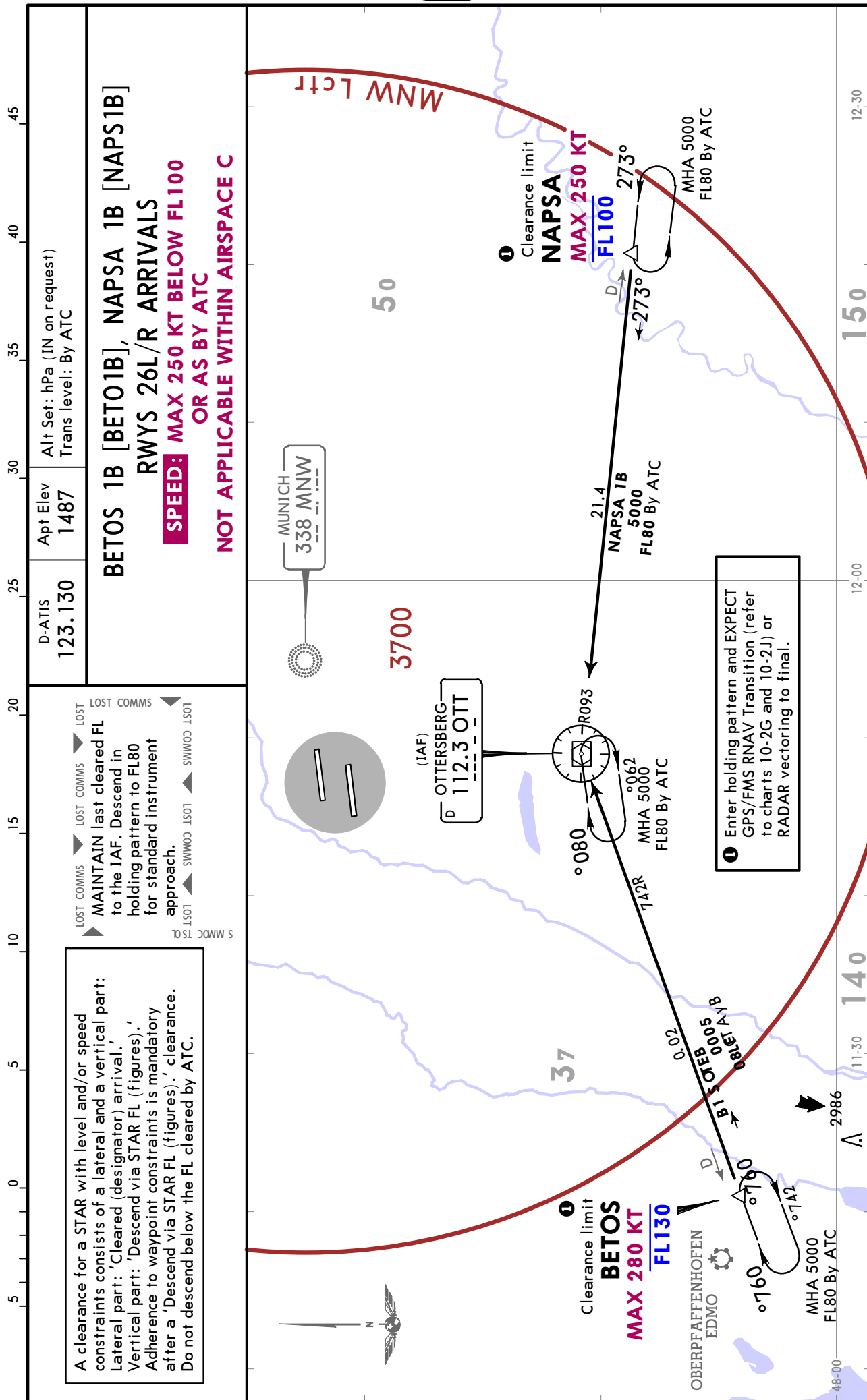
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Eff 25 Mar**STAR**

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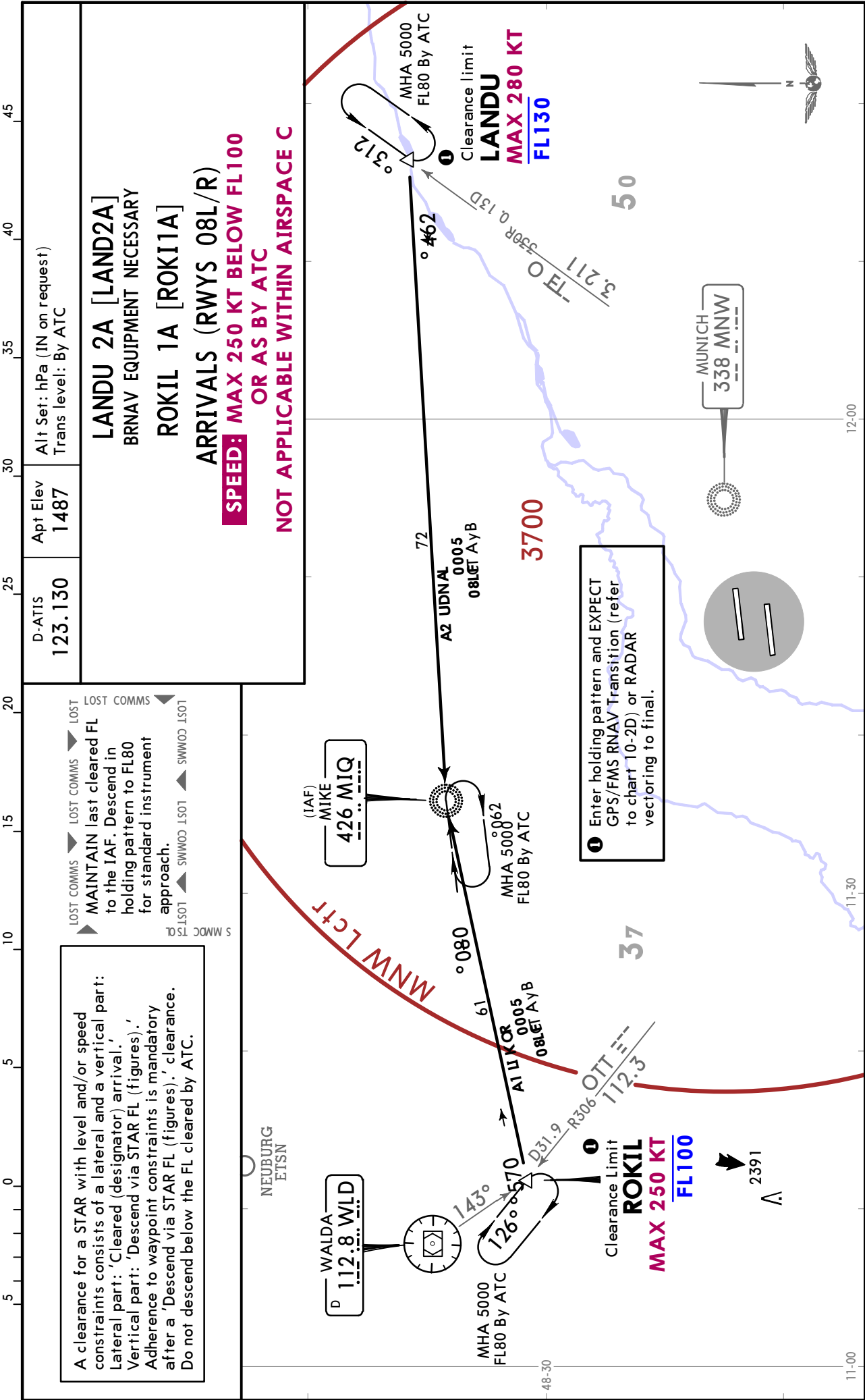
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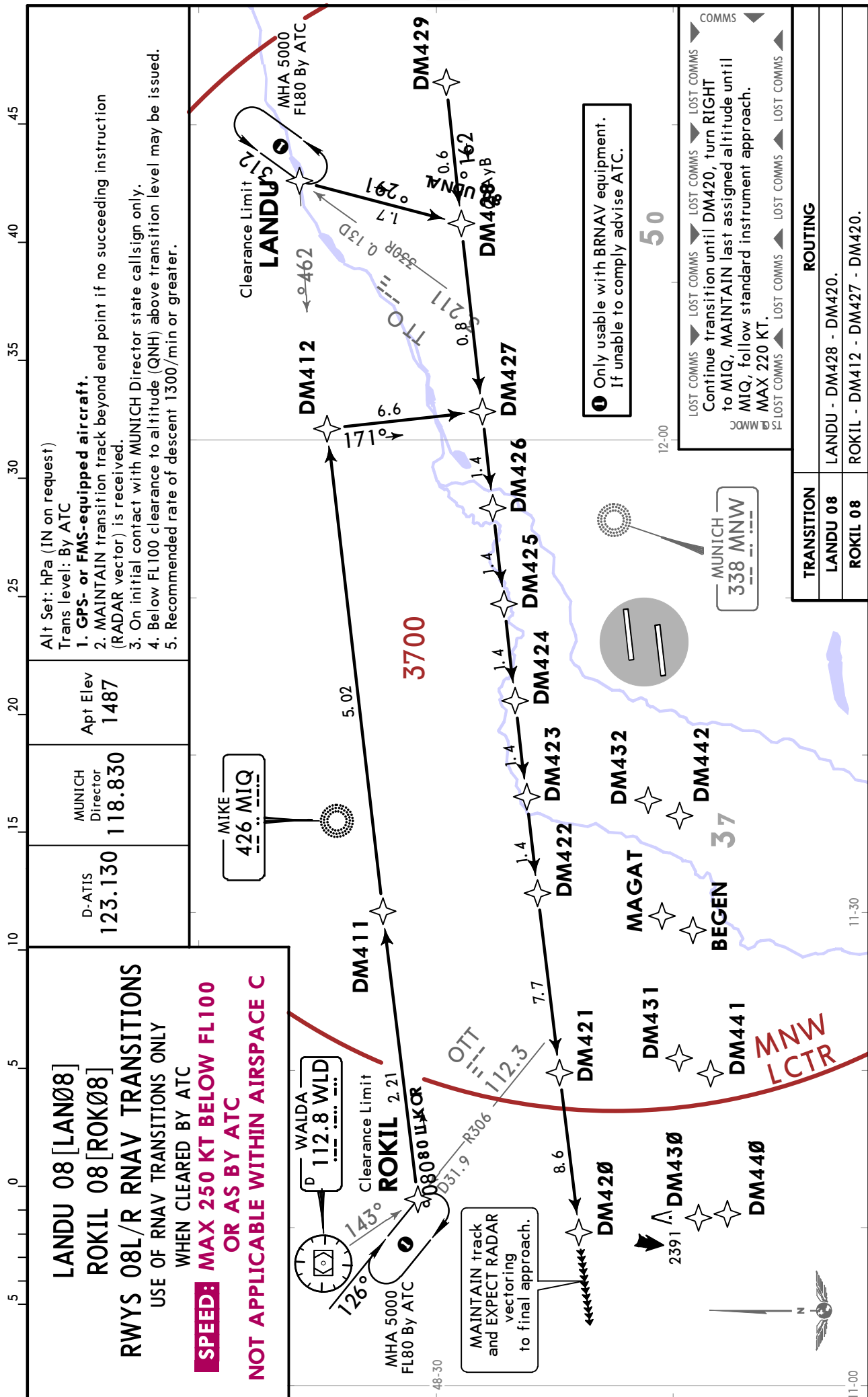
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MUNICH

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MUNICH, GERMANY

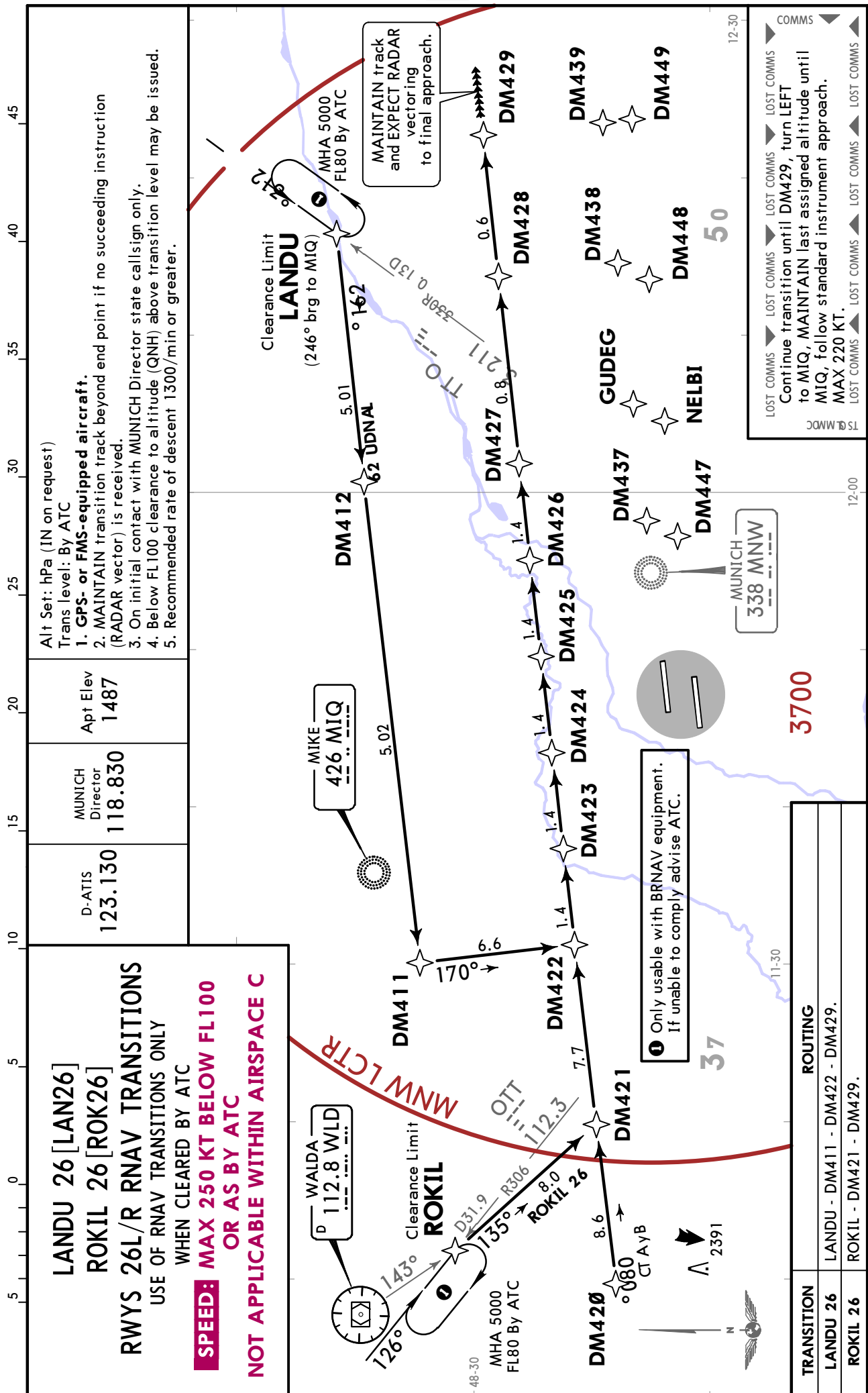
RNAV TRANSITION



EDDM/MUC
MUNICH

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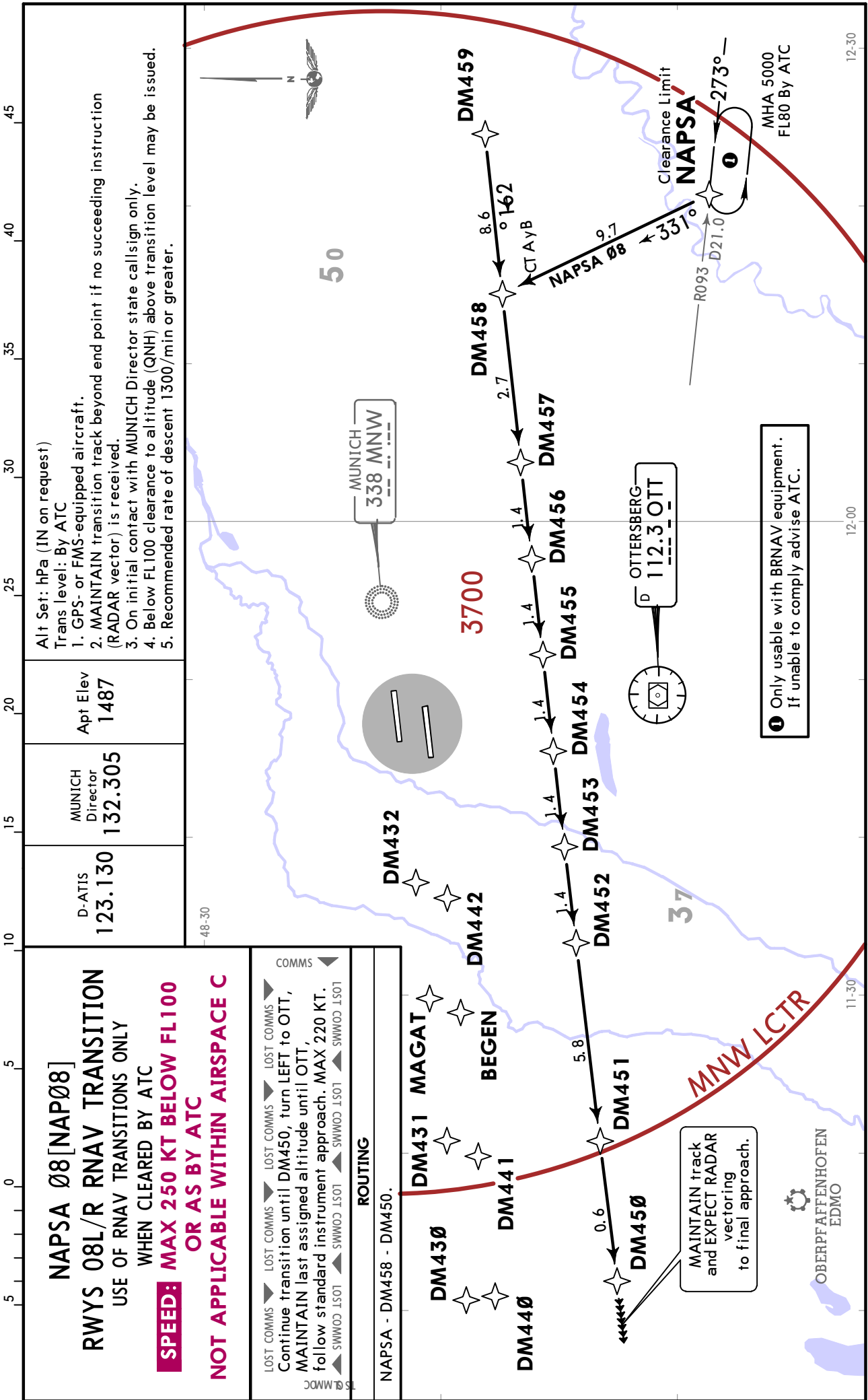
MUNICH, GERMANY
RNAV TRANSITION



EDDM/MUC
MUNICH

JEPPESSEN
20 DEC 19 10-2F Eff 2 Jan

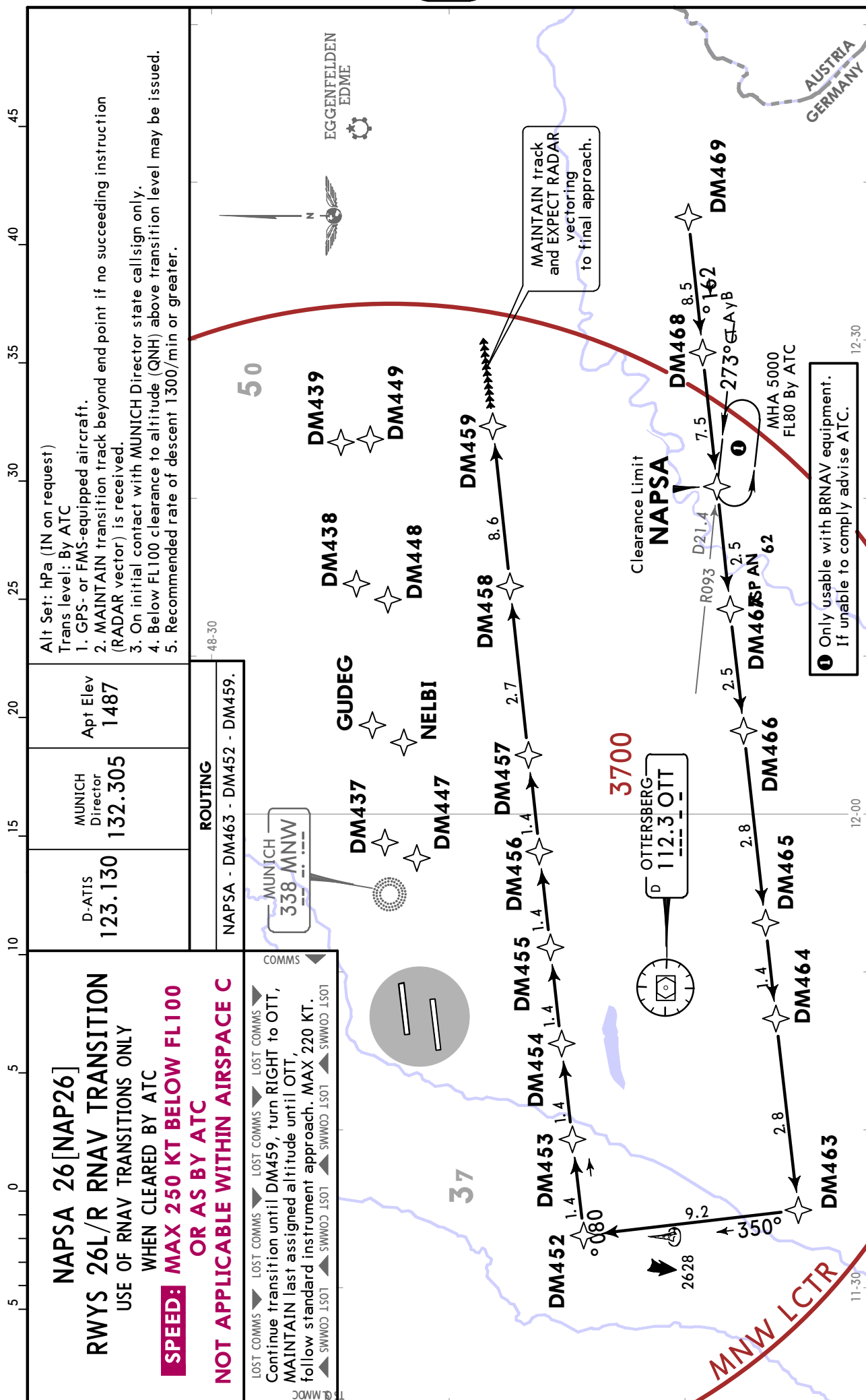
MUNICH, GERMANY
RNAV TRANSITION



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MUNICH

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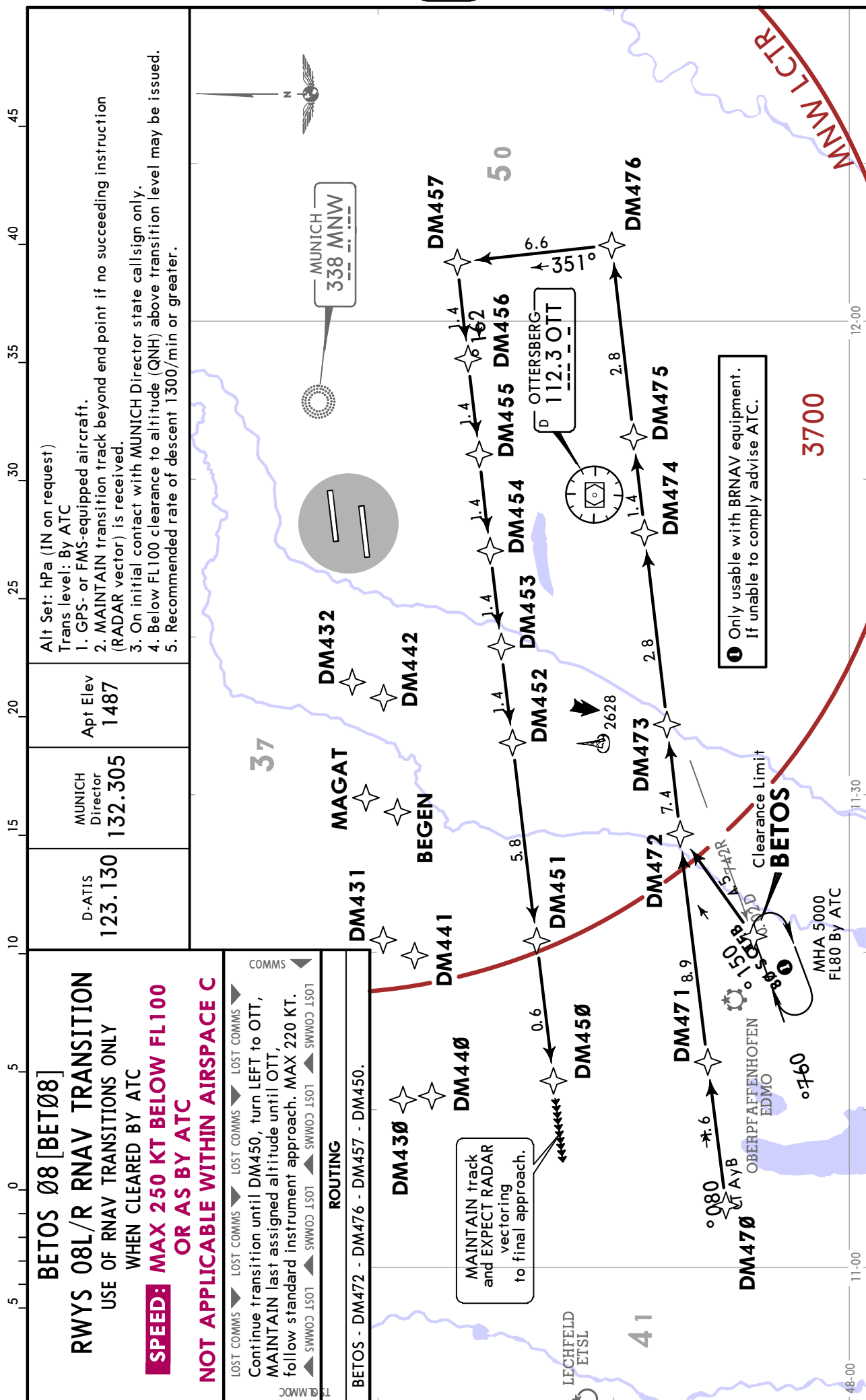
MUNICH, GERMANY
RNAV TRANSITION



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MUNICH

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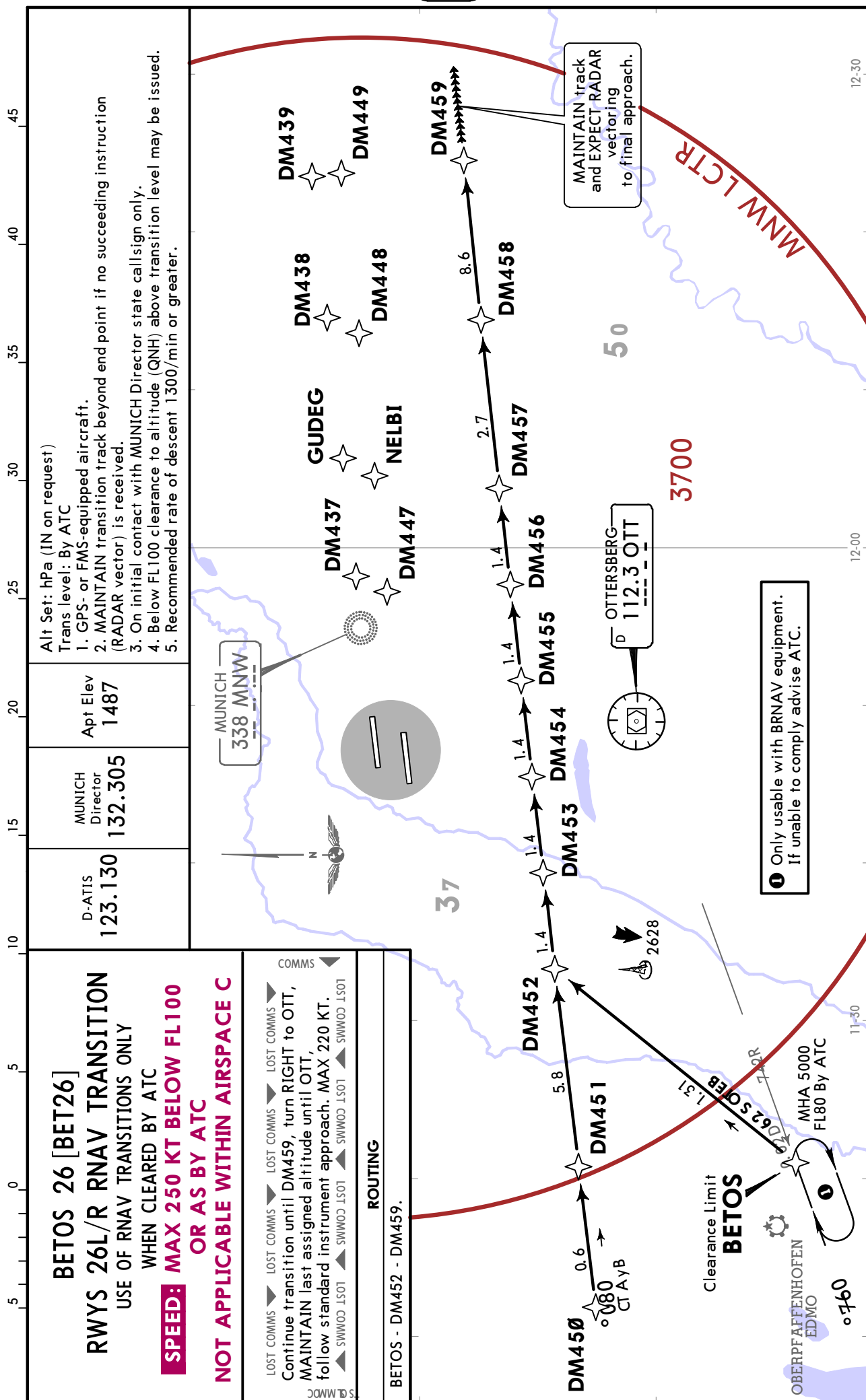
MUNICH, GERMANY
RNAV TRANSITION



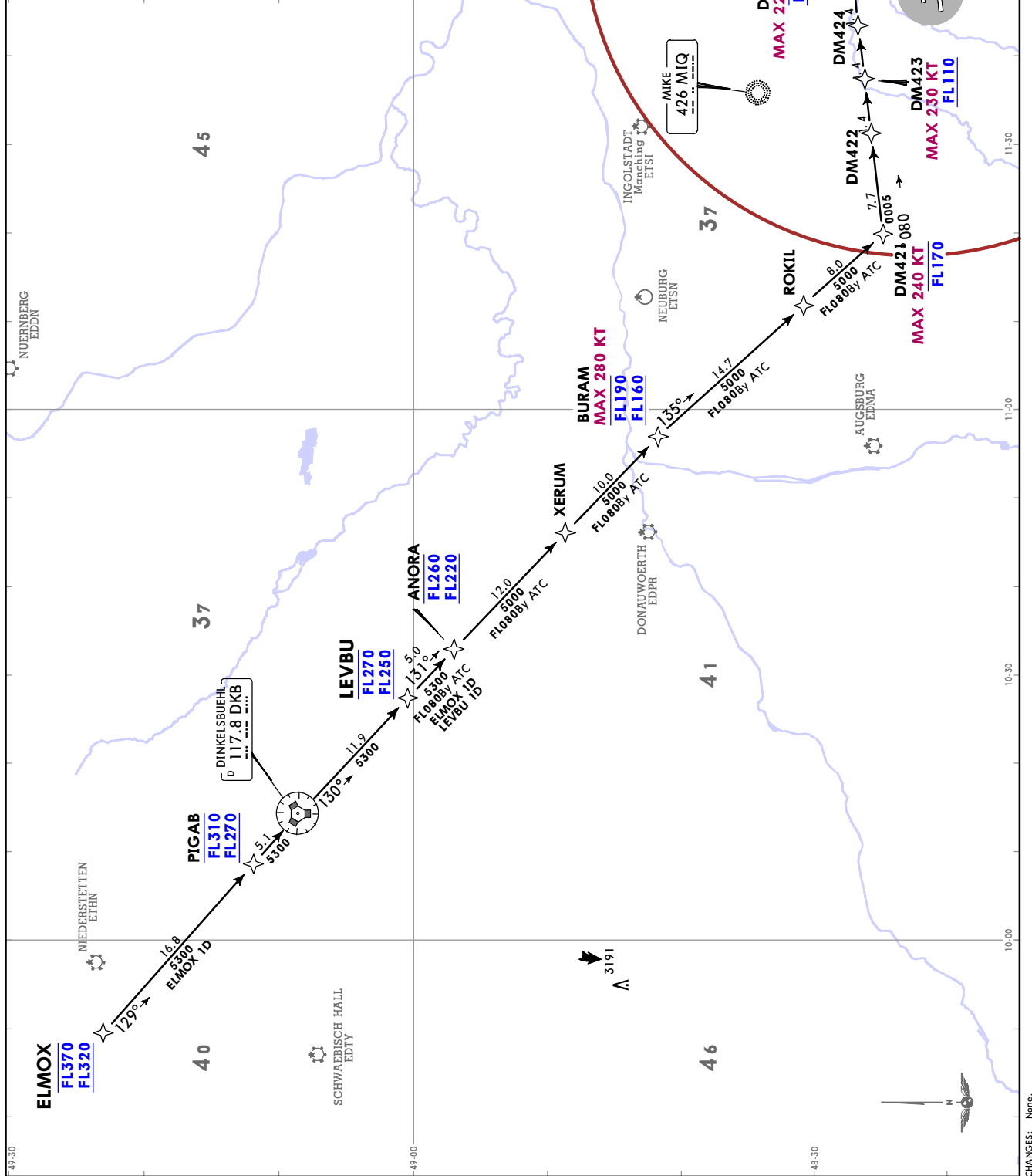
EDDM/MUC
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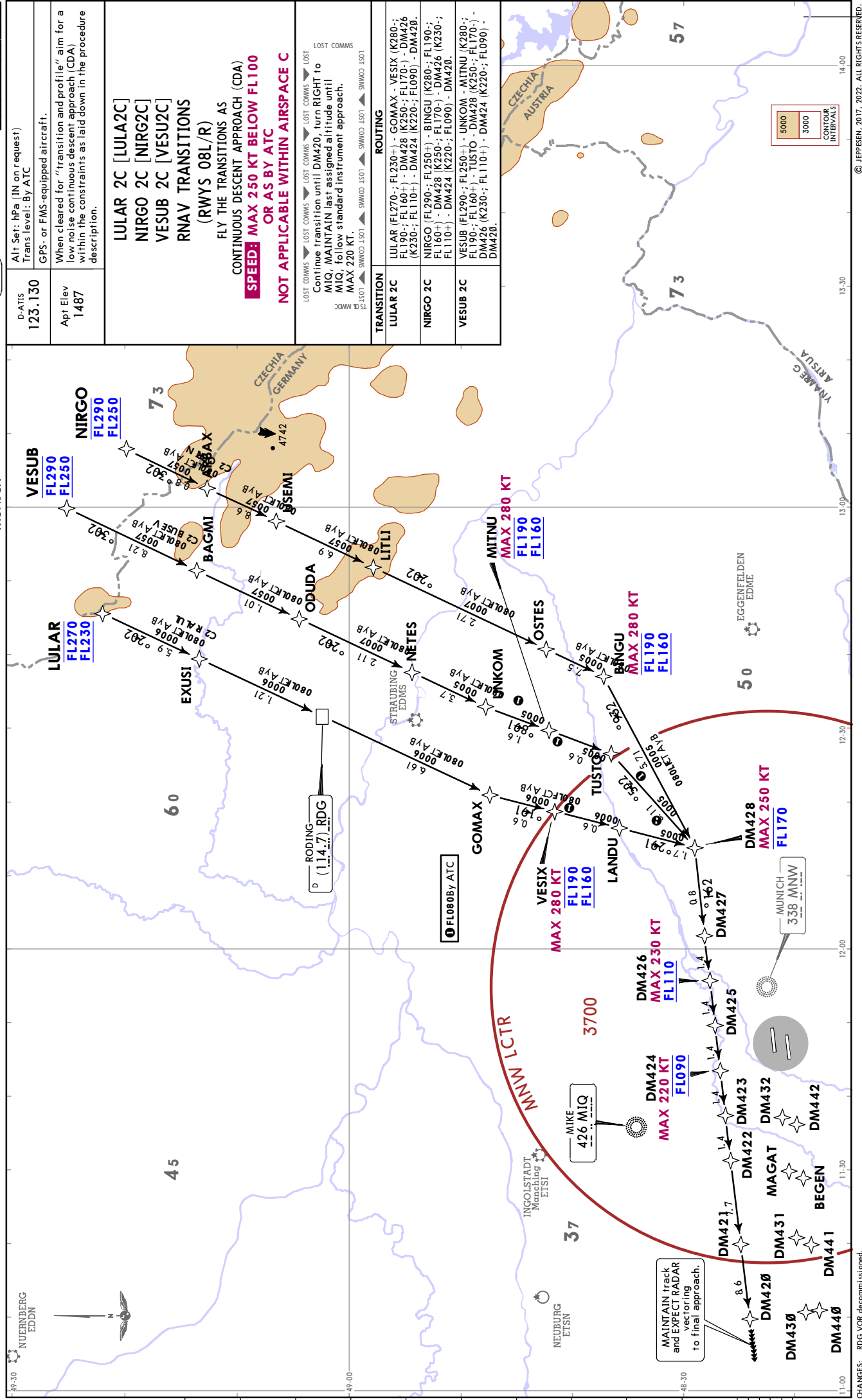
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RNAV TRANSITION



D-ATIS 123.130	Alt Set: hPa (IN on request) Trans level: By ATC
Apt Elev 1487	GPS- or FMS-equipped aircraft. When cleared for "transition and profile" aim for a low noise continuous descent approach (CDA) within the constraints as laid down in the procedure description.
ELMOX 1D [ELM01D] LEVBU 1D [LEVB1D] RNAV TRANSITIONS (RWYS 26L/R) FLY THE TRANSITIONS AS CONTINUOUS DESCENT APPROACH (CDA) SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C	
LOST COMMS LOST COMMS LOST COMMS Continue transition until DM429, turn LEFT to MIQ, MAINTAIN last assigned altitude until MIQ, follow standard instrument approach. MAX 220 KT.	
TRANSITION ELMOX 1D	ROUTING ELMOX (FL370+; FL320+) - PICAB (FL310+; FL270+) - DKB - LEVB (FL270+; FL250+) - ANORA (FL260+; FL220+) - BURAM (K280+; FL190+; FL160+) - DM421 (K240+; FL170+) - DM423 (K230+; FL110+) - DM425 (K220+; FL090) - DM429.
LEVBU 1D	LEVB (FL270+; FL250+) - ANORA (FL260+; FL220+) - BURAM (K280+; FL190+; FL160+) - DM421 (K240+; FL170+) - DM423 (K230+; FL110+) - DM425 (K220+; FL090) - DM429.







EDDM/MUC
MUNICH

 **JEPPesen**
24 SEP 21 **10-3** **Eff 7 Oct**
MUNICH, GERMANY
SID

RNAV SID DESIGNATION	REFER TO CHART
AKINI 1E, 1Q	10-3B
AKINI 1N, 1S	10-3C
ANKER 9E, 9Q	10-3C1
ANKER 9N, 7S	10-3C2
EVIVA 4E, 4Q	10-3D
EVIVA 5N, 4S	10-3E
INPUT 3E, 3Q	10-3F
INPUT 2N, 2S	10-3G
SID DESIGNATION	REFER TO CHART
ALLGAEU 2E, 2Q	10-3H
ALLGAEU 2N, 2S	10-3J
BIBAG 2E, 2Q	10-3K
BIBAG 4N, 3S, 3W	10-3L
GIVMI 6E, 6Q	10-3M
GIVMI 1N, 6S	10-3N
KIRDI 2E, 2Q	10-3N1
KIRDI 4N, 3S, 3W	10-3N2
MERSI 4E, 4Q	10-3N3
MERSI 6N, 5S	10-3N4
MERSI 2P, 2T	10-3N5
MIKE 8E, 9Q	10-3P
MIKE 9N, 8S	10-3Q
OBAXA 2P, 2T	10-3Q1
OBAXA 6N, 6S	10-3Q2
OLASO 2E, 2Q	10-3Q2A
OLASO 2N, 2S	10-3Q2B
RIDAR 7E, 7Q	10-3Q3
RIDAR 6N, 6S	10-3Q4
ROTAX 4E, 4Q	10-3Q5
ROTAX 4N, 3S, 3W	10-3Q6
TULSI 3E, 2Q	10-3Q7
TULSI 4N, 7S, 4W	10-3Q8
TURBU 6E, 7Q	10-3Q9
TURBU 7N, 7S, 7W	10-3Q10
VAVOR 3E, 3Q	10-3S
VAVOR 4N, 3S, 3W	10-3T
FOR RNAV SID (OVERLAY) DESIGNATION REFER TO PAGE 10-3A	

EDDM/MUC
MUNICH

 **JEPPESSEN**
24 SEP 21 **10-3A** **Eff 7 Oct**

MUNICH, GERMANY
RNAV SID (OVERLAY)

RNAV SID DESIGNATION	REFER TO CHART
ALLGAEU 2E, 2Q	10-3T1
ALLGAEU 2N, 2S	10-3T2
BIBAG 2E, 2Q	10-3T3
BIBAG 4N, 3S, 3W	10-3T4
GIVMI 6E, 6Q	10-3T5
GIVMI 1N, 6S	10-3T6
KIRDI 2E, 2Q	10-3T7
KIRDI 4N, 3S, 3W	10-3T8
MERSI 4E, 4Q	10-3T9
MERSI 6N, 5S	10-3U
MERSI 2P, 2T	10-3V
OBAXA 2P, 2T	10-3V1
OBAXA 6N, 6S	10-3V2
OLASO 2E, 2Q	10-3V3
OLASO 2N, 2S	10-3V4
RIDAR 7E, 7Q	10-3V5
RIDAR 6N, 6S	10-3V6
ROTAX 4E, 4Q	10-3V7
ROTAX 4N, 3S, 3W	10-3V8
TULSI 3E, 2Q	10-3W
TULSI 4N, 7S, 4W	10-3X
TURBU 6E, 7Q	10-3X1
TURBU 7N, 7S, 7W	10-3X2
VAVOR 3E, 3Q	10-3X3
VAVOR 4N, 3S, 3W	10-3X4

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EDDM/MUC
MUNICH

JEPPESSEN
17 MAY 19 **10-3C** Eff 23 May

MUNICH, GERMANY
RNAV SID

MUNICH
Radar (APP)
123.905

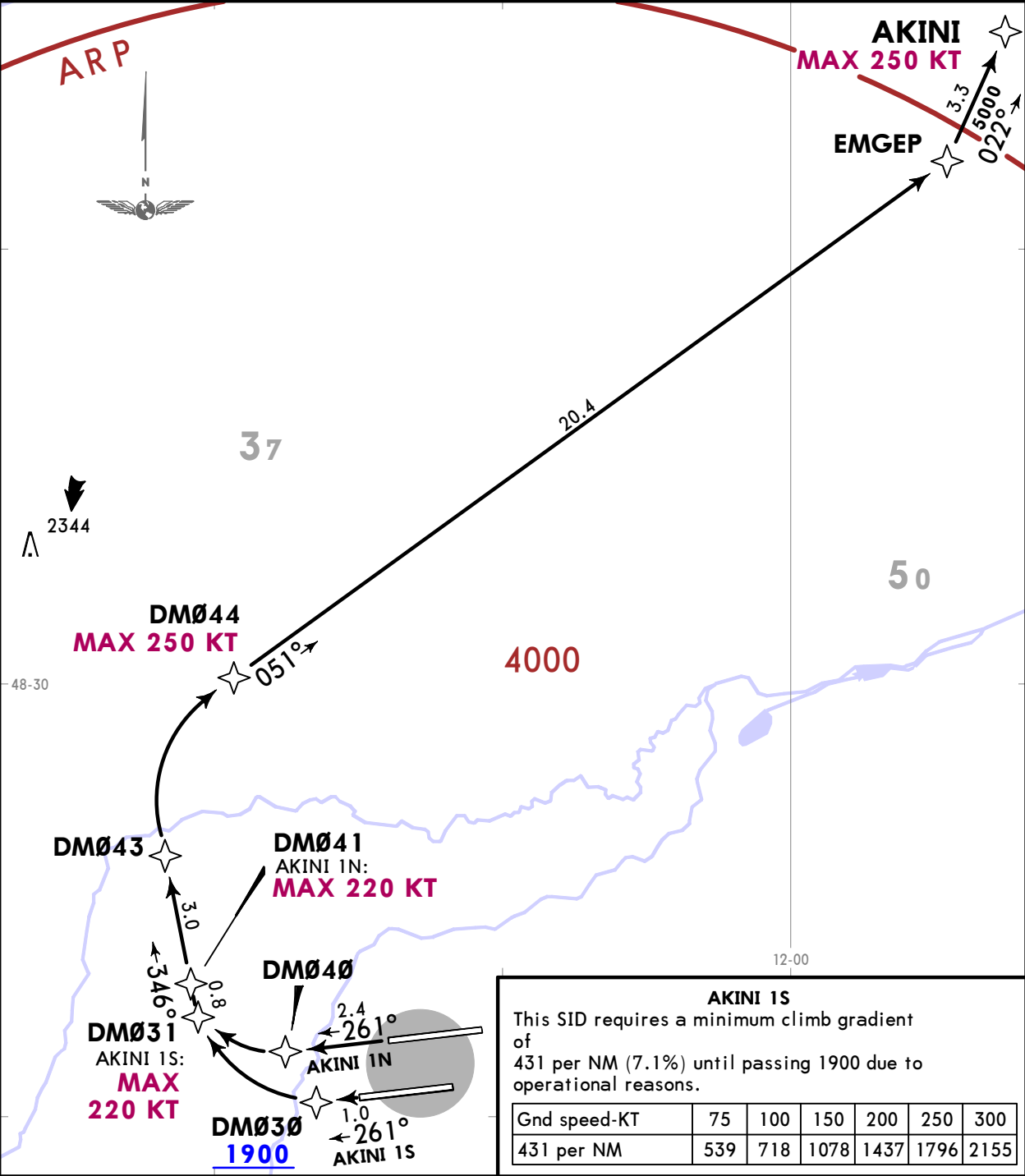
Apt Elev
1487

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

AKINI 1N [AKIN1N], AKINI 1S [AKIN1S]
RNP DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

25
20
15
10
5
0
5



Initial climb clearance **FL70**

SID	RWY	ROUTING
AKINI 1N	26R	On 261° track to DM040, turn RIGHT to DM041, to DM043, turn RIGHT to DM044, to EMGEP, to AKINI.
AKINI 1S	26L	On 261° track to DM030, turn RIGHT to DM031, to DM043, turn RIGHT to DM044, to EMGEP, to AKINI.

EDDM/MUC
MUNICH

JEPPESSEN
2 AUG 19 **10-3C1** Eff 15 Aug

MUNICH, GERMANY
RNAV SID

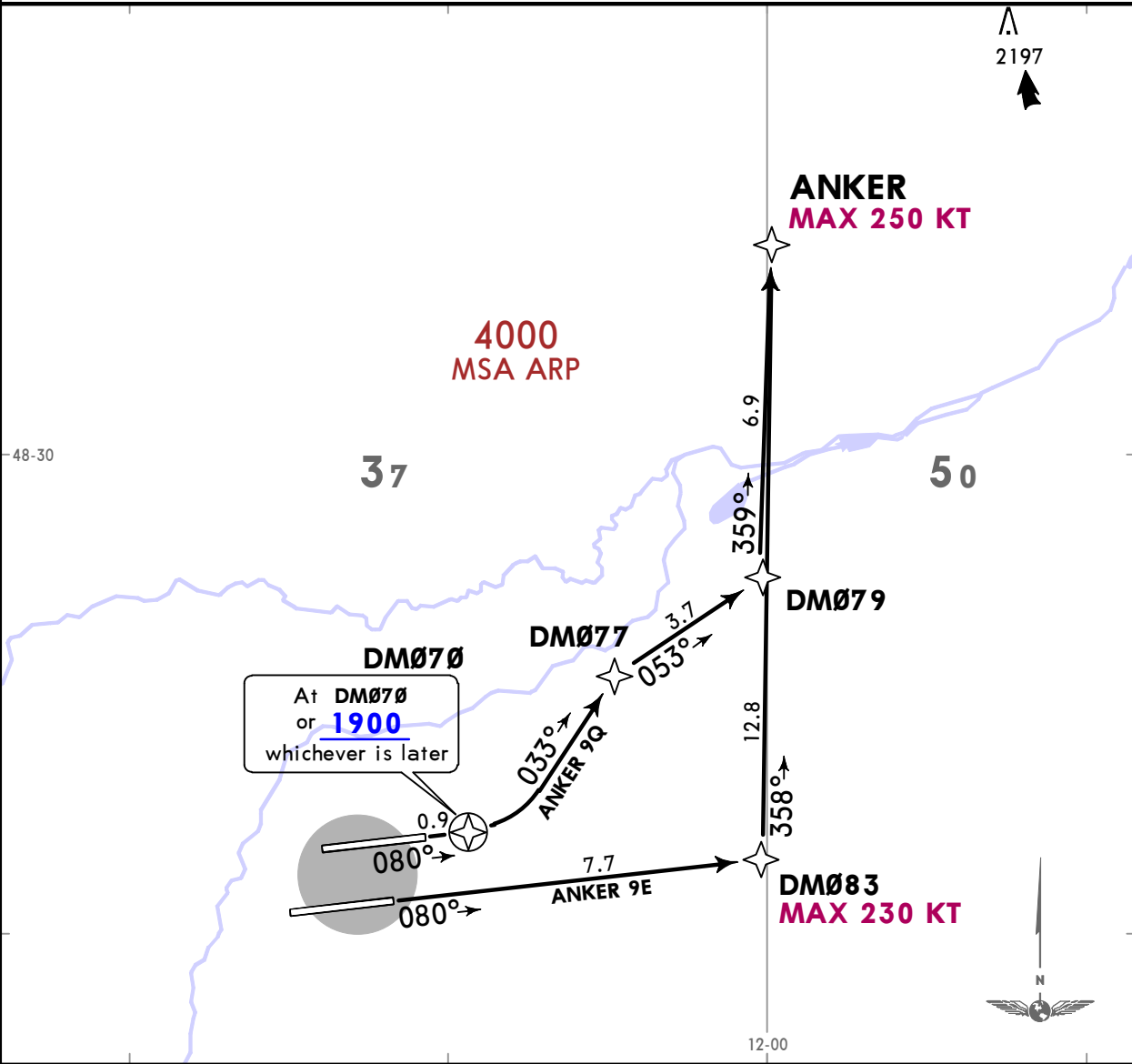
MUNICH
Radar (APP)
123.905

Apt Elev
1487

- Trans alt: 5000
1. RNAV-1 or RNP-1 or A-RNP equivalent.
 2. GPS required.
 3. DME/DME, DME/DME/IRU not authorized.
 4. Remain on Tower frequency, when advised by ATC contact MUNICH Radar.
 5. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
 6. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

ANKER 9E [ANKE9E]
ANKER 9Q [ANKE9Q]
RNAV DEPARTURES
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

25
20
15
10
5
0
5



ANKER 9Q
This SID requires a minimum climb gradient of 435 per NM (7.2%) until passing 1900 due to noise abatement.

Gnd speed-KT	75	100	150	200	250	300
435 per NM	544	725	1088	1450	1813	2175

Initial climb clearance FL70

SID	RWY	ROUTING
ANKER 9E	08R	Climb on 080° track to DM083, turn LEFT to ANKER.
ANKER 9Q	08L	Climb on 080° track to DM070 or 1900, whichever is later, turn LEFT, 033° track to DM077, turn RIGHT to DM079, turn LEFT to ANKER.

EDDM/MUC
MUNICH

JEPPESEN
2 AUG 19 10-3C2 Eff 15 Aug

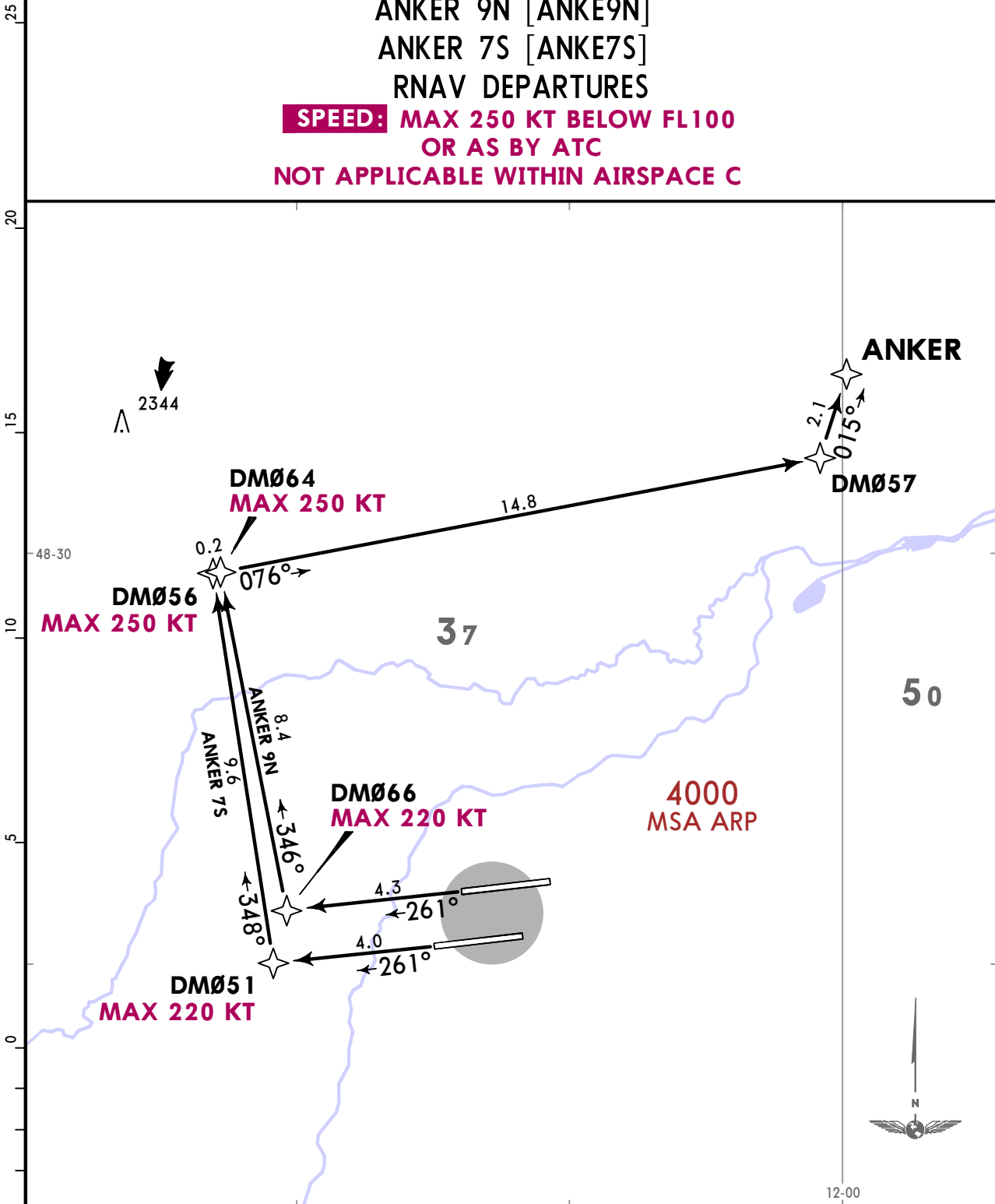
MUNICH, GERMANY
RNAV SID

MUNICH
Radar (APP)
123.905

Apt Elev
1487

- Trans alt: 5000
1. RNAV-1 or RNP-1 or A-RNP equivalent.
 2. GPS required.
 3. DME/DME, DME/DME/IRU not authorized.
 4. Remain on Tower frequency, when advised by ATC contact MUNICH Radar.
 5. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
 6. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

ANKER 9N [ANKE9N]
ANKER 7S [ANKE7S]
RNAV DEPARTURES
**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C**



Initial climb clearance FL70		
SID	RWY	ROUTING
ANKER 9N	26R	Climb on 261° track to DM066, turn RIGHT to DM064, turn RIGHT to DM057, turn LEFT to ANKER.
ANKER 7S	26L	Climb on 261° track to DM051, turn RIGHT to DM056, turn RIGHT to DM057, turn LEFT to ANKER.

EDDM/MUC
MUNICH

JEPPESSEN
2 AUG 19 **10-3D** **Eff 15 Aug**

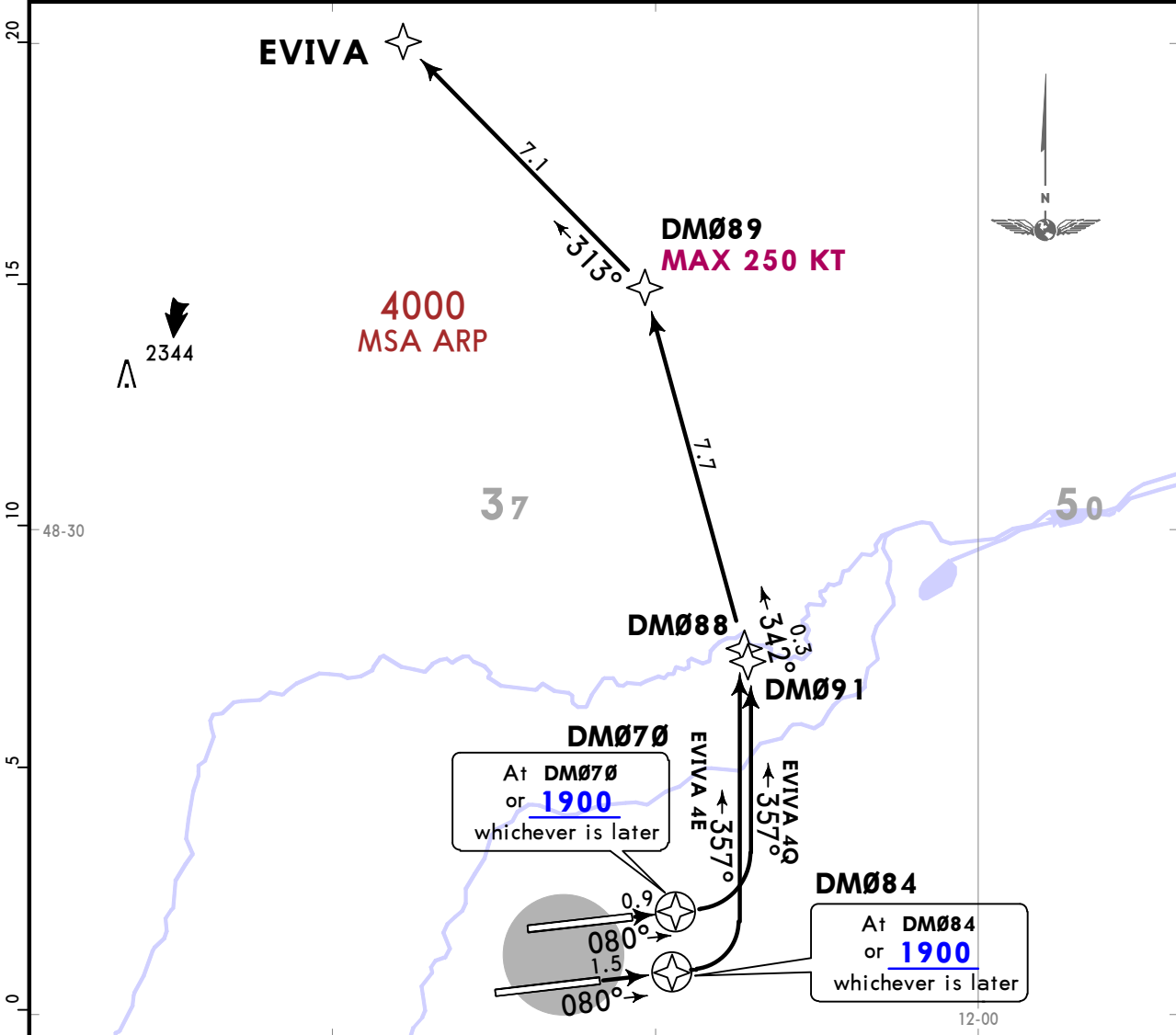
MUNICH, GERMANY
RNAV SID

MUNICH
Radar (APP)
123.905

Apt Elev
1487

- Trans alt: 5000
1. RNAV-1 or RNP-1 or A-RNP equivalent.
 2. GPS required.
 3. DME/DME, DME/DME/IRU not authorized.
 4. Remain on Tower frequency, when advised by ATC contact MUNICH Radar.
 5. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
 6. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

EVIVA 4E [EVIV4E]
EVIVA 4Q [EVIV4Q]
RNAV DEPARTURES
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients
of

- EVIVA 4E:** 265 per NM (4.4.%) until passing 1900
due to noise abatement.
- EVIVA 4Q:** 435 per NM (7.2.%) until passing 1900
due to noise abatement.

Gnd speed-KT	75	100	150	200	250	300
265 per NM	331	442	663	883	1104	1325
435 per NM	544	725	1088	1450	1813	2175

Initial climb clearance FL70

SID	RWY	ROUTING
EVIVA 4E	08R	Climb on 080° track to DM084 or 1900, whichever is later, turn LEFT, 357° track to DM088, turn LEFT to DM089, turn LEFT to EVIVA.
EVIVA 4Q	08L	Climb on 080° track to DM070 or 1900, whichever is later, turn LEFT, 357° track to DM091, turn LEFT to DM089, turn LEFT to EVIVA.

EDDM/MUC
MUNICH

JEPPESSEN
2 AUG 19 **10-3E** **Eff 15 Aug**

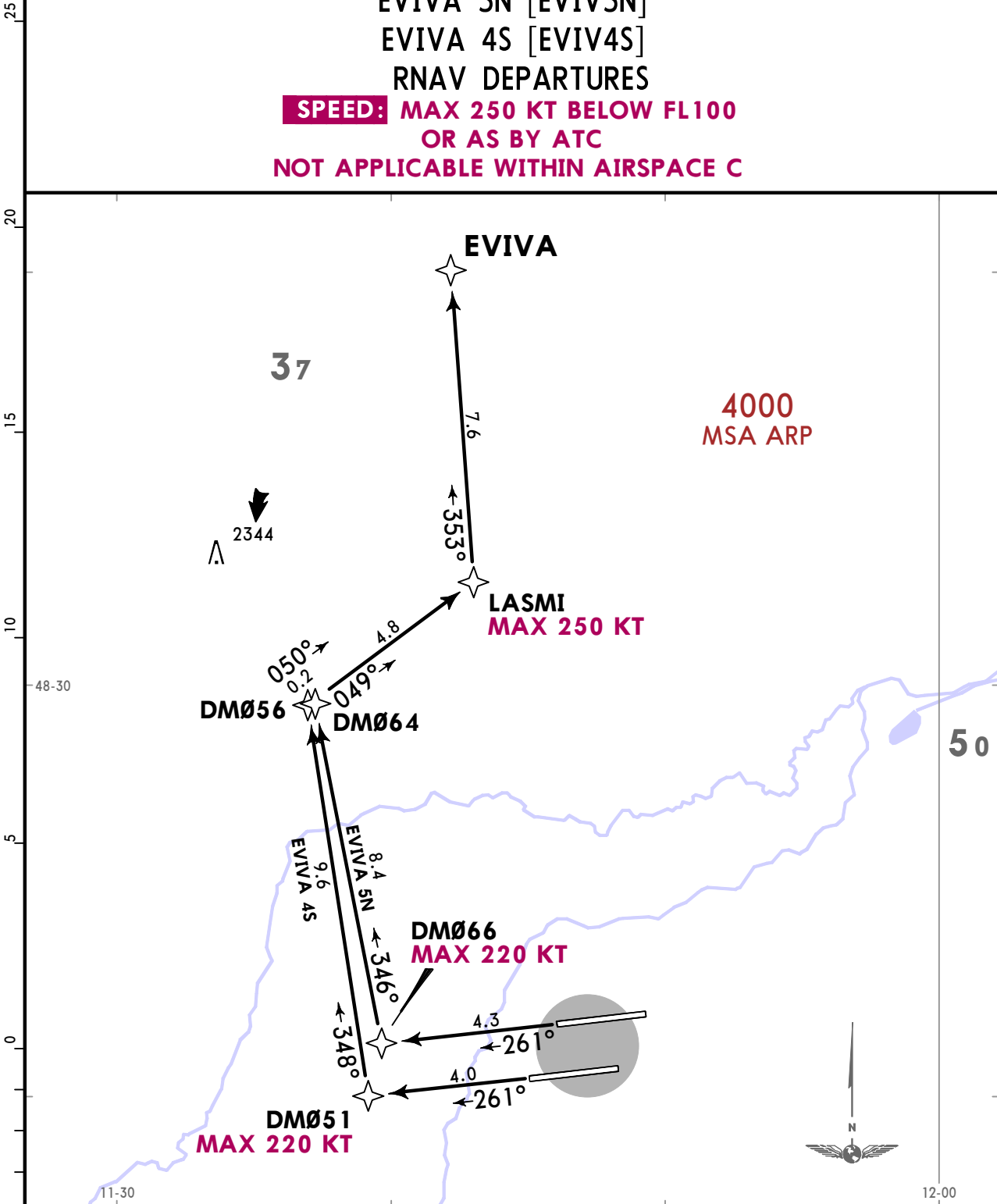
MUNICH, GERMANY
RNAV SID

MUNICH
Radar (APP)
123.905

Apt Elev
1487

- Trans alt: 5000
1. RNAV-1 or RNP-1 or A-RNP equivalent.
 2. GPS required.
 3. DME/DME, DME/DME/IRU not authorized.
 4. Remain on Tower frequency, when advised by ATC contact MUNICH Radar.
 5. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
 6. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

EVIVA 5N [EVIV5N]
EVIVA 4S [EVIV4S]
RNAV DEPARTURES
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance FL70		
SID	RWY	ROUTING
EVIVA 5N	26R	Climb on 261° track to DM066, turn RIGHT to DM064, turn RIGHT to LASMI, turn LEFT to EVIVA.
EVIVA 4S	26L	Climb on 261° track to DM051, turn RIGHT to DM056, turn RIGHT to LASMI, turn LEFT to EVIVA.

EDDM/MUC
MUNICH

JEPPESSEN
2 AUG 19 10-3F Eff 15 Aug

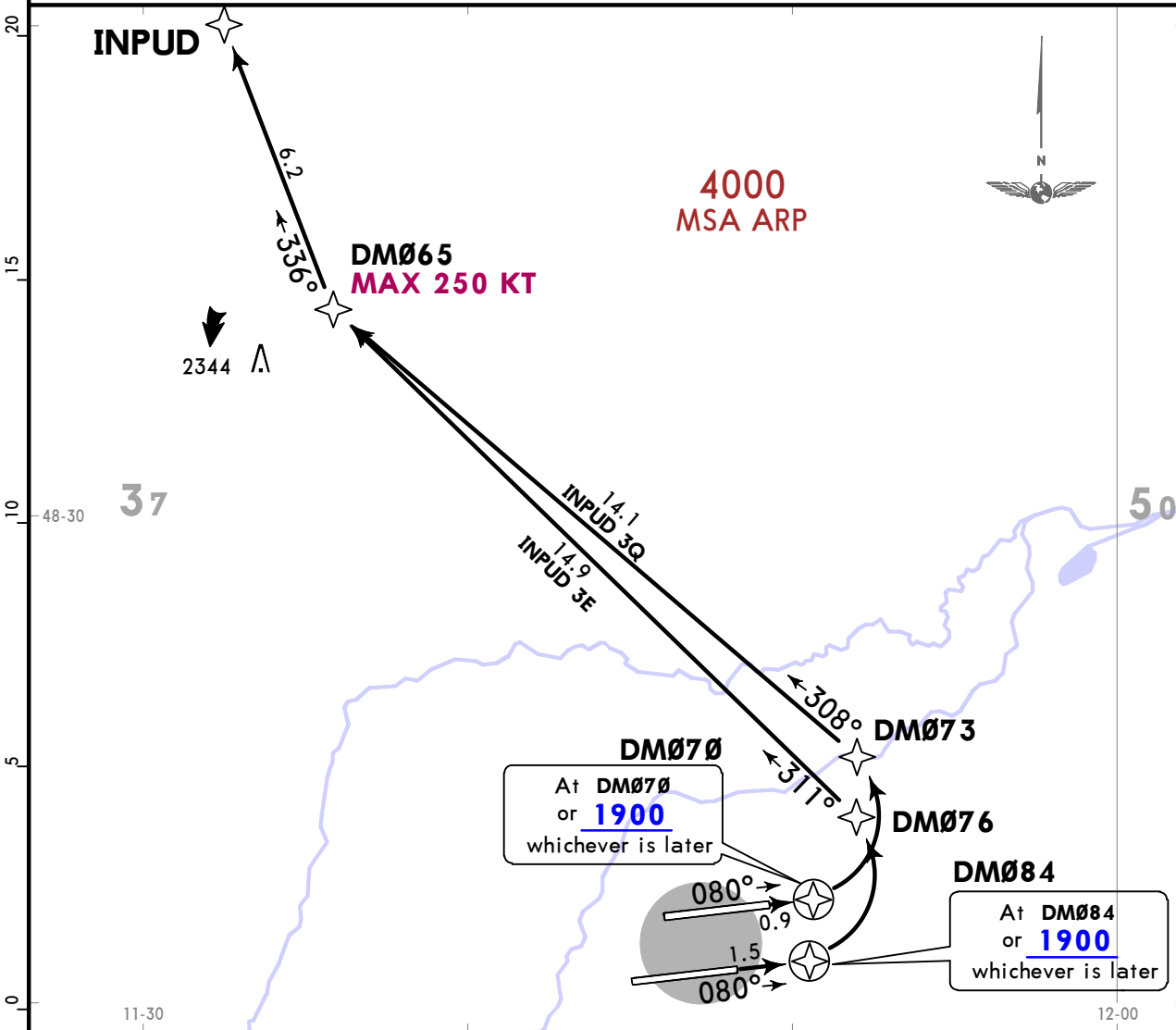
MUNICH, GERMANY
RNAV SID

MUNICH
Radar (APP)
123.905

Apt Elev
1487

- Trans alt: 5000
1. RNAV-1 or RNP-1 or A-RNP equivalent.
 2. GPS required.
 3. DME/DME, DME/DME/IRU not authorized.
 4. Remain on Tower frequency, when advised by ATC contact MUNICH Radar.
 5. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
 6. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

INPUT 3E [INPU3E]
INPUT 3Q [INPU3Q]
RNAV DEPARTURES
**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C**



These SIDs require minimum climb gradients of

INPUT 3E: 265 per NM (4.4%) until passing 1900 due to noise abatement.

INPUT 3Q: 435 per NM (7.2%) until passing 1900 due to noise abatement.

Gnd speed-KT	75	100	150	200	250	300
265 per NM	331	442	663	883	1104	1325
435 per NM	544	725	1088	1450	1813	2175

Initial climb clearance **FL70**

SID	RWY	ROUTING
INPUT 3E	08R	Climb on 080° track to DM084 or 1900, whichever is later, turn LEFT, direct to DM076, to DM065, turn RIGHT to INPUT.
INPUT 3Q	08L	Climb on 080° track to DM070 or 1900, whichever is later, turn LEFT, direct to DM073, to DM065, turn RIGHT to INPUT.

EDDM/MUC
MUNICH

JEPPESSEN

MUNICH, GERMANY

2 AUG 19

10-3G

Eff 15 Aug

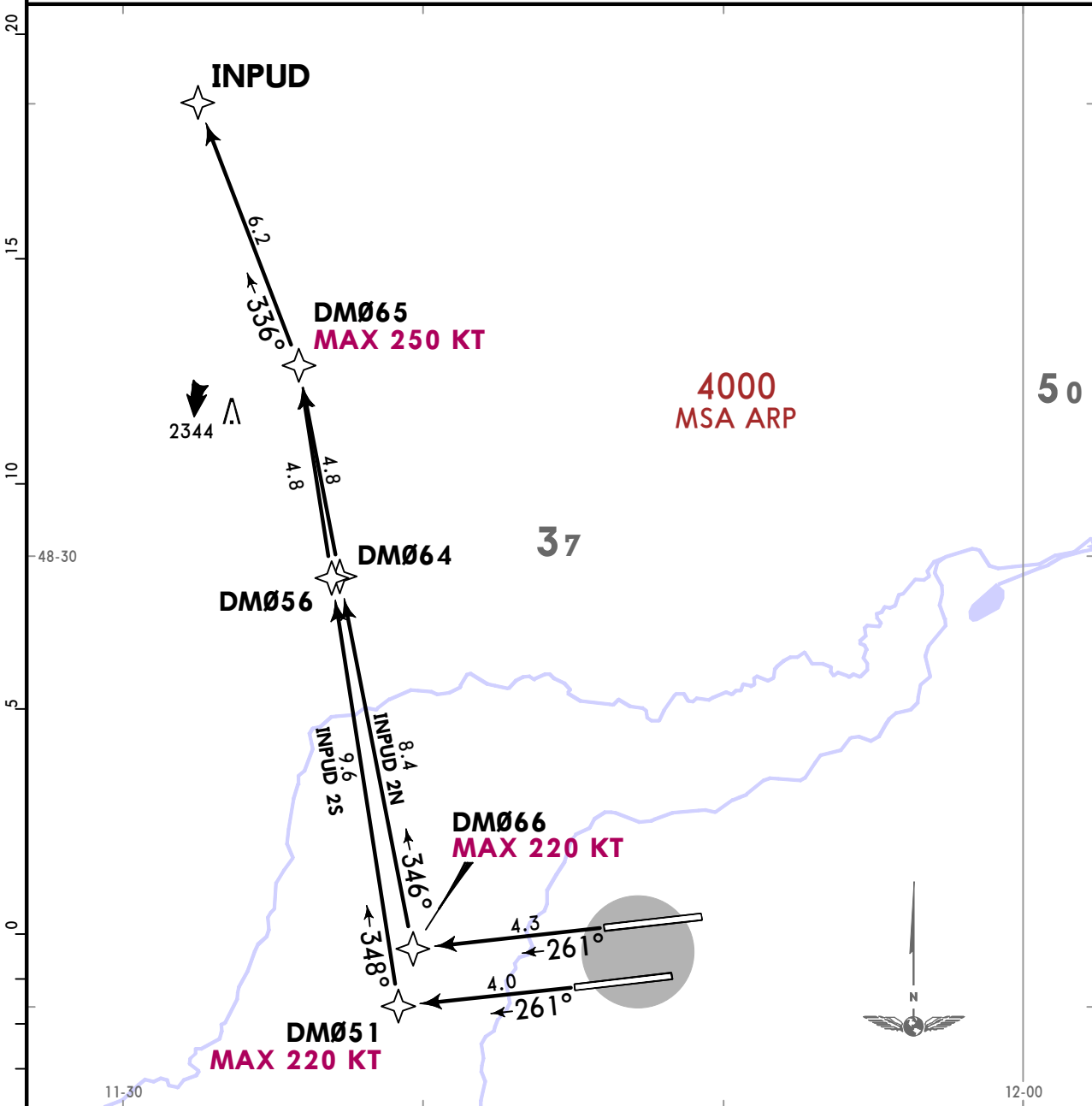
RNAV SID

MUNICH
Radar (APP)
123.905

Apt Elev
1487

- Trans alt: 5000
1. RNAV-1 or RNP-1 or A-RNP equivalent.
 2. GPS required.
 3. DME/DME, DME/DME/IRU not authorized.
 4. Remain on Tower frequency, when advised by ATC contact MUNICH Radar.
 5. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
 6. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes.

INPUT 2N [INPU2N]
INPUT 2S [INPU2S]
RNAV DEPARTURES
**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C**



Initial climb clearance FL70		
SID	RWY	ROUTING
INPUT 2N	26R	Climb on 261° track to DM066, turn RIGHT via DM064 to DM065, turn LEFT to INPUD.
INPUT 2S	26L	Climb on 261° track to DM051, turn RIGHT via DM056 to DM065, turn LEFT to INPUD.

EDDM/MUC
MUNICH

JEPPESSEN
20 DEC 19 (10-3H) Eff 2 Jan

MUNICH, GERMANY

SID

MUNICH Radar
127.955

Apt Elev
1487

Trans alt: 5000

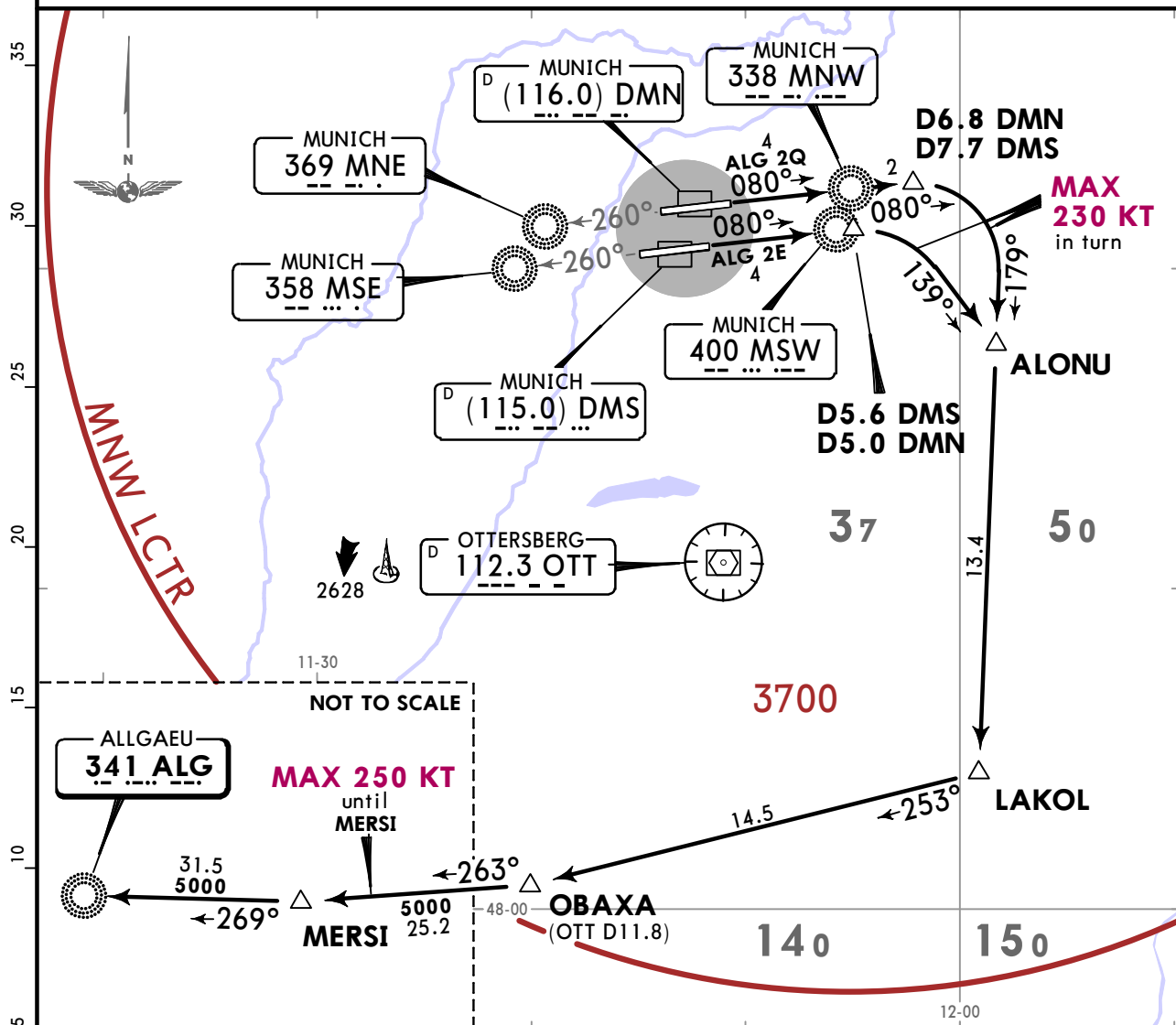
1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar.
2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting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

ALLGAEU 2E (ALG 2E), ALLGAEU 2Q (ALG 2Q)

DEPARTURES

JET ACFT ONLY

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of

ALG 2E:	235 per NM (3.8%) until passing 3700 due to airspace structure (MVA).
ALG 2Q:	210 per NM (3.4%) until passing 3700 due to airspace structure (MVA).

Gnd speed-KT	75	100	150	200	250	300
210 per NM	263	350	525	700	875	1050
235 per NM	294	392	588	783	979	1175

If unable to comply advise ATC prior start-up.

Initial climb clearance	FL70
-------------------------	-------------

SID	RWY	ROUTING
ALG 2E ①	08R	Climb on 080° bearing to MSW/from MSE to D5.6 DMS (D5.0 DMN), turn RIGHT, 139° track to ALONU, turn RIGHT, 179° track to LAKOL, turn RIGHT, 253° track to OBAXA, turn RIGHT, 263° track to MERSI, turn RIGHT, 269° track to ALG.
ALG 2Q ①	08L	Climb on 080° bearing to MNW/from MNE to D6.8 DMN (D7.7 DMS), turn RIGHT, 179° track to LAKOL, turn RIGHT, 253° track to OBAXA, turn RIGHT, 263° track to MERSI, turn RIGHT, 269° track to ALG.

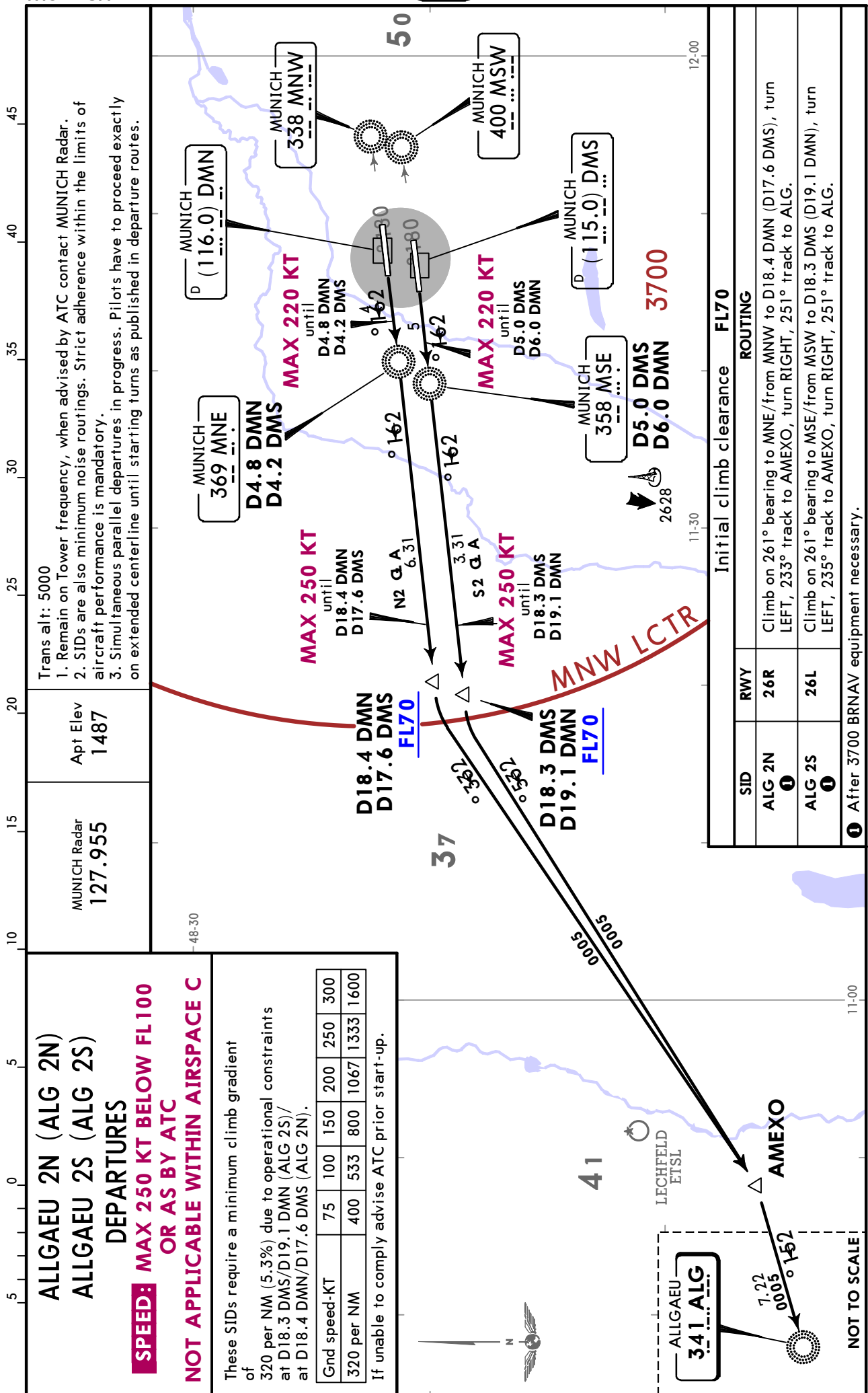
① After 3700 BRNAV equipment necessary.

EDDM/MUC
MUNICH

JEPPESSEN
20 DEC 19 **10-3J** **Eff 2 Jan**

MUNICH, GERMANY

SID



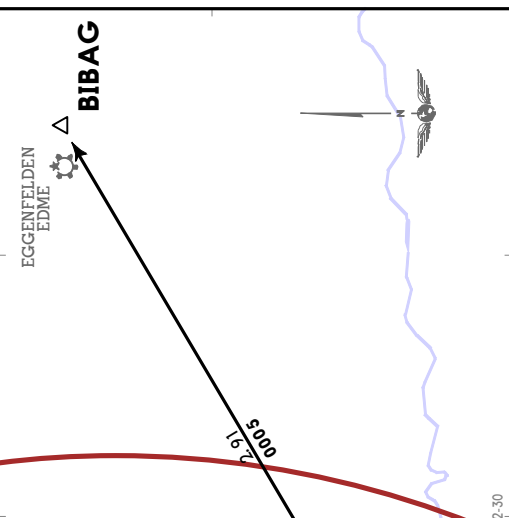
MUNICH Radar
127.955

Trans alt: 5000

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

BIBAG 2E
BIBAG 2Q
DEPARTURES
(RWYS 08L/R)

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of

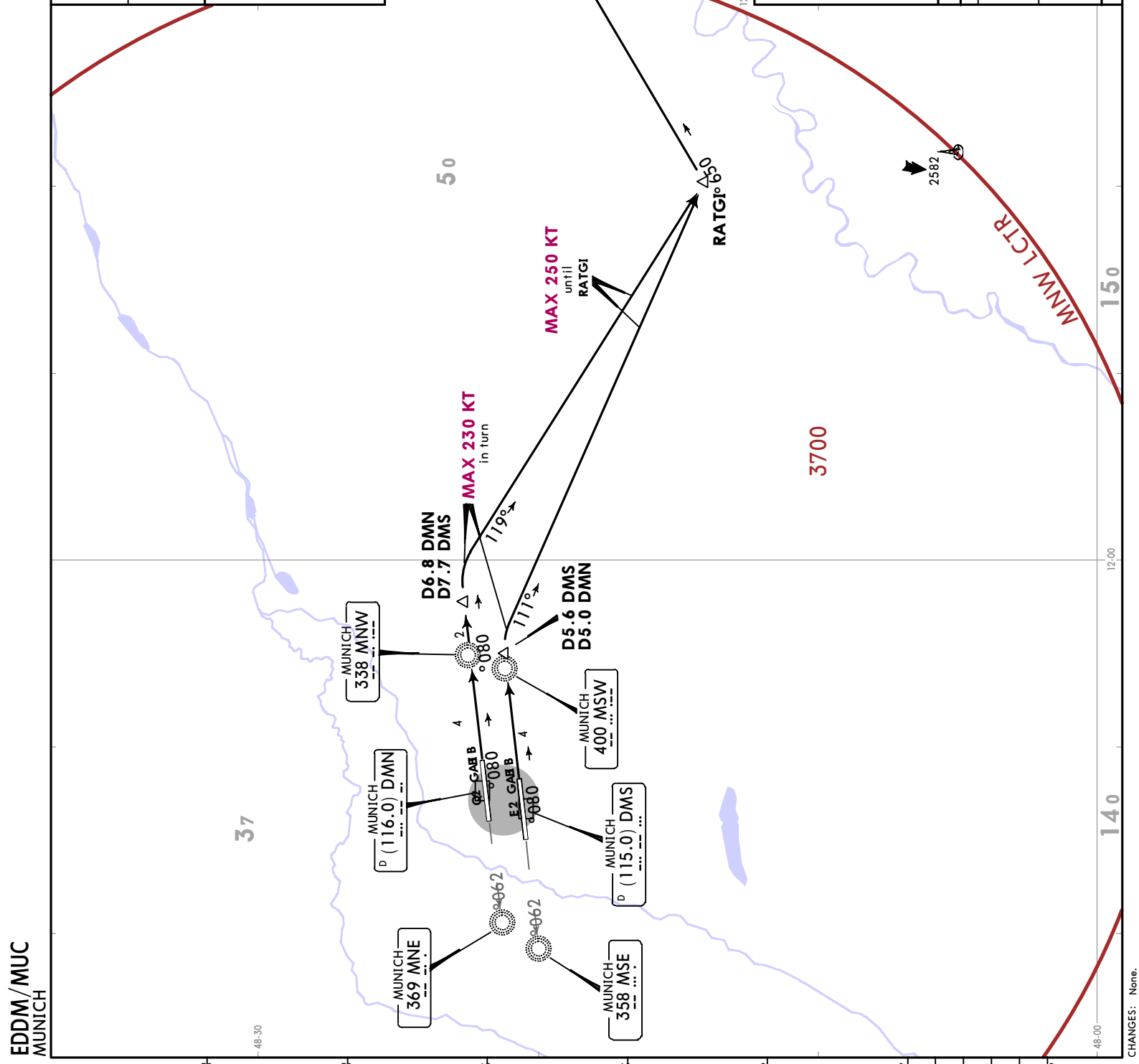
BIBAG 2E: 235 per NM (3.8%) until passing 3700 due to airspace structure (MVA).

BIBAG 2Q: 210 per NM (3.4%) until passing 3700 due to airspace structure (MVA).

Gnd speed-KT	75	100	150	200	250	300
210 per NM	263	350	525	700	875	1050
235 per NM	294	392	588	783	979	1175

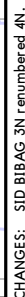
If unable to comply advise ATC prior start-up.

Initial climb clearance		FL70
SID	RWY	ROUTING
BIBAG 2E ①	08R	Climb on 080° bearing to MSW/from MSE to D5.6 DMS (D5.0 DMN), turn RIGHT, 111° track to RATGI, turn LEFT, 056° track to BIBAG.
BIBAG 2Q ①	08L	Climb on 080° bearing to MNW/from MNE to D6.8 DMN (D7.7 DMS), turn RIGHT, 119° track to RATGI, turn LEFT, 056° track to BIBAG.
① After 3700 BRNAV equipment necessary.		



BIBAG 4N, BIBAG 3S, BIBAG 3W
DEPARTURES
(RWYS 26L/R)
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

Apt Elev
1487



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EDDM/MUC
MUNICH

JEPPESSEN
17 MAY 19 **10-3M** **Eff 23 May**

MUNICH, GERMANY

SID

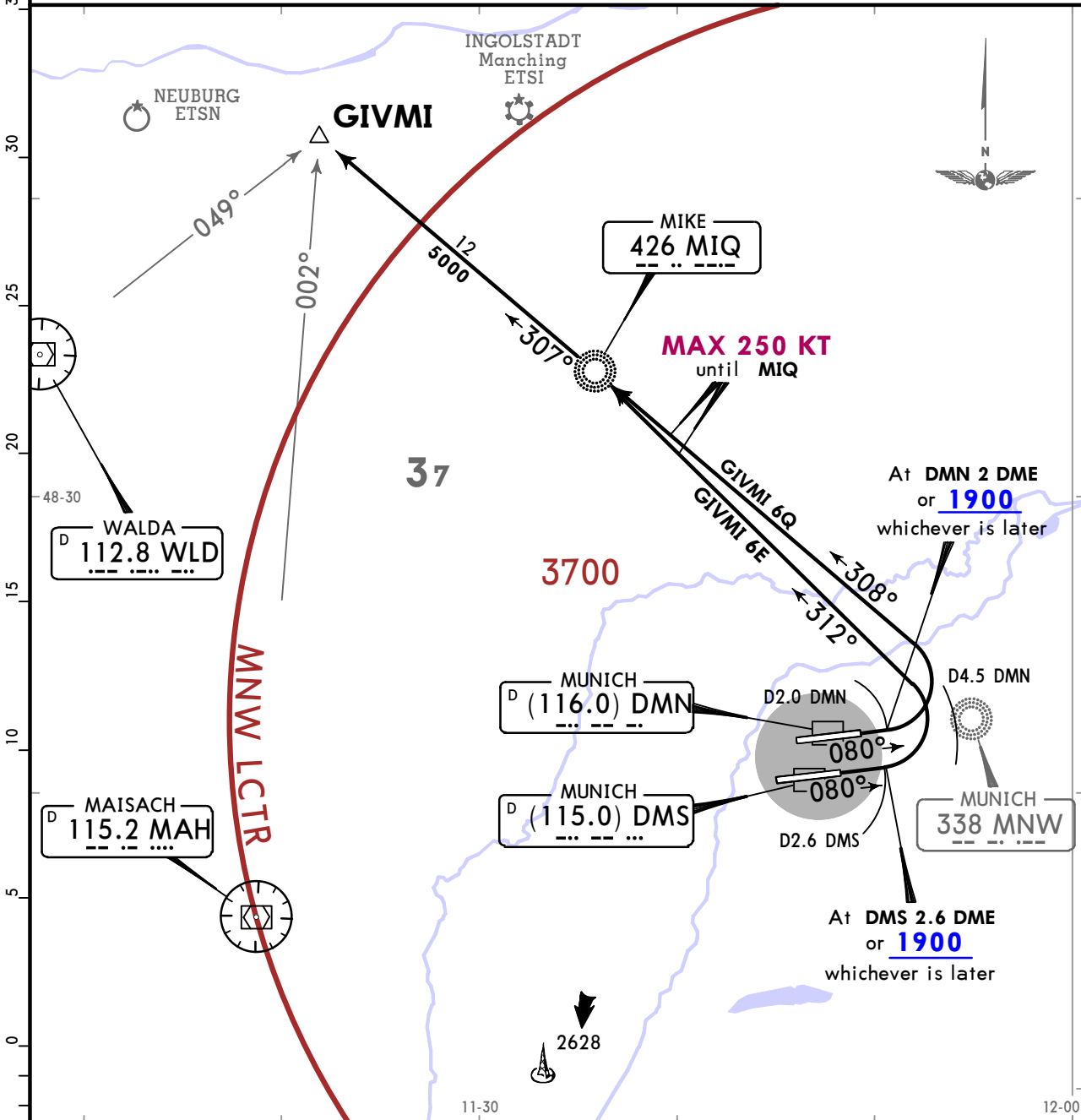
MUNICH
Radar (APP)
123.905

Apt Elev
1487

Trans alt: 5000
1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar.
2. SIDs are also minimum noise routings. 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 6E
GIVMI 6Q
DEPARTURES

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **FL70**

SID	RWY	ROUTING
GIVMI 6E	08R	Climb on runway track to D2.6 DMS or 1900, whichever is later, turn LEFT, intercept 312° bearing to MIQ, 307° bearing to GIVMI.
GIVMI 6Q	08L	Climb on runway track to D2.0 DMN or 1900, whichever is later, turn LEFT within D4.5 DMN, intercept 308° bearing to MIQ, 307° bearing to GIVMI.

EDDM/MUC
MUNICH

JEPPESSEN
17 MAY 19 10-3N Eff 23 May

MUNICH, GERMANY

SID

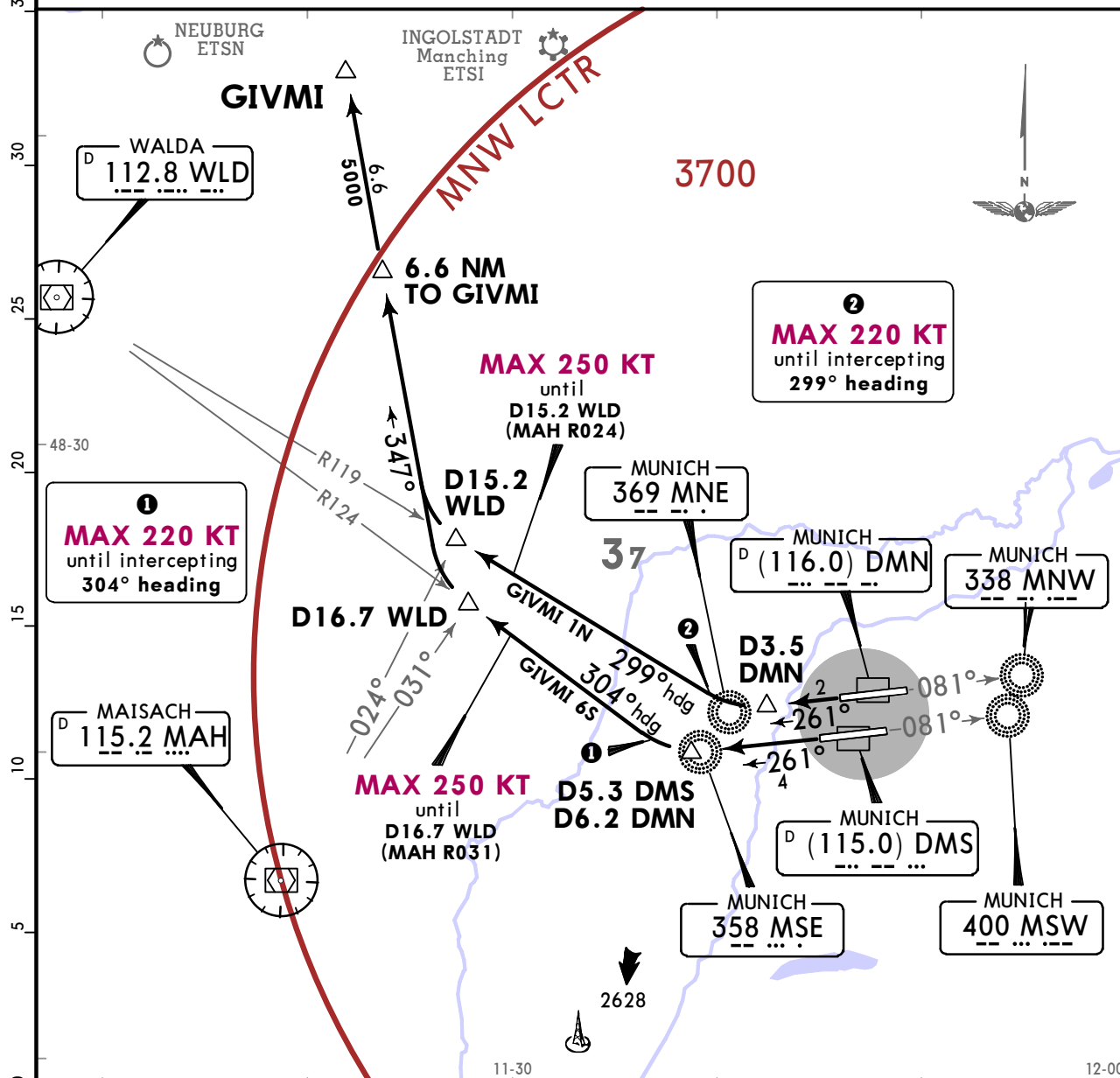
MUNICH
Radar (APP)
123.905

Apt Elev
1487

Trans alt: 5000
1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar.
2. SIDs are also minimum noise routings. 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 1N
GIVMI 6S
DEPARTURES

**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C**



Initial climb clearance FL70

SID	RWY	ROUTING
GIVMI 1N	26R	Climb on 261° bearing to MNE/from MNW to D3.5 DMN, turn RIGHT, 299° heading, intercept WLD R119 inbound to D15.2 WLD (MAH R024) ③, turn RIGHT, 347° track to GIVMI.
GIVMI 6S	26L	Climb on 261° bearing to MSE/from MSW to D5.3 DMS (D6.2 DMN), turn RIGHT, 304° heading, intercept WLD R124 inbound to D16.7 WLD (MAH R031) ④, turn RIGHT, 347° track to GIVMI.

③ After D15.2 WLD (MAH R024) BRNAV equipment necessary.

④ After D16.7 WLD (MAH R031) BRNAV equipment necessary.

CHANGES: None.

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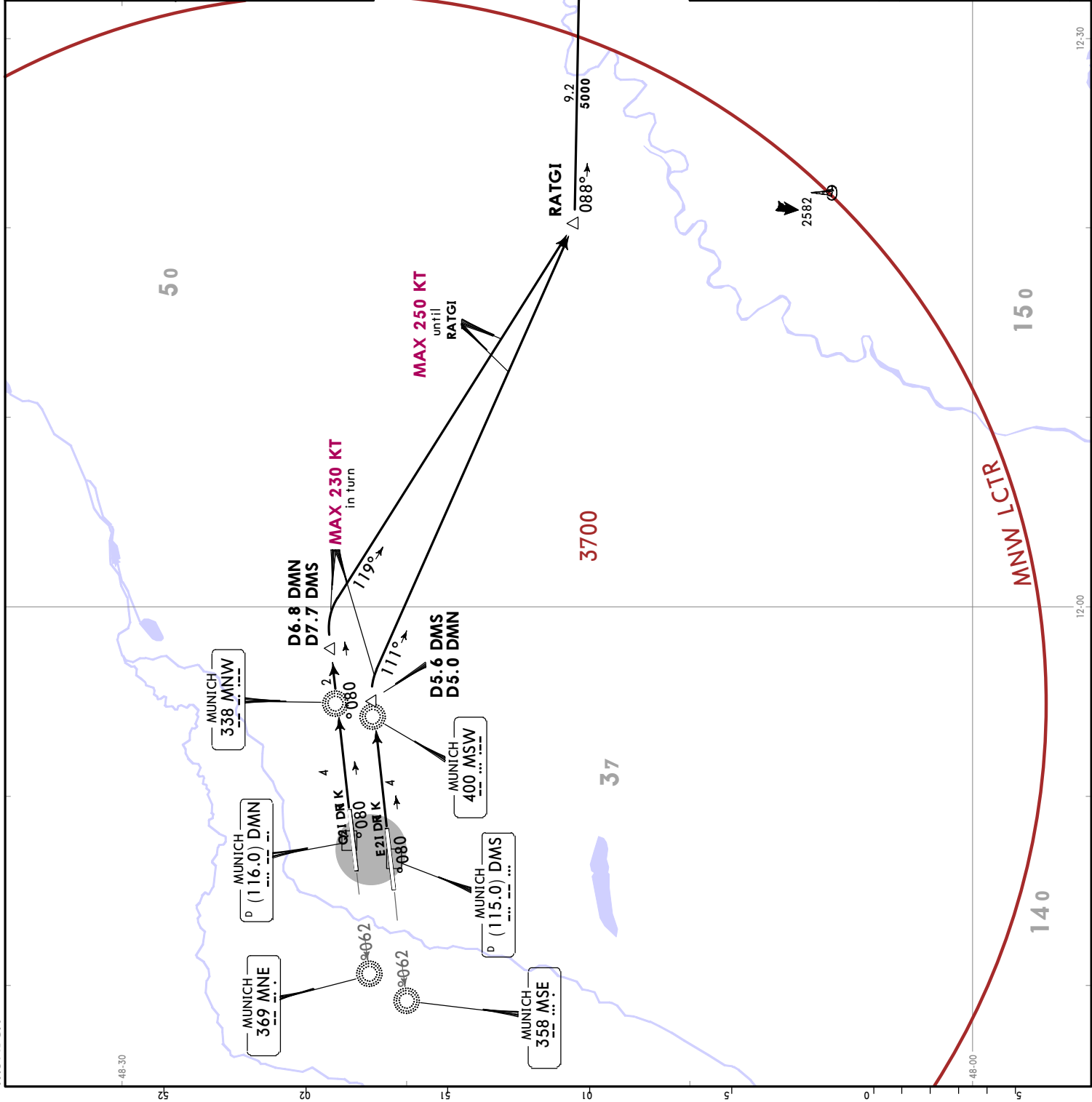
MUNICH Radar
127.955

Apt Elev
1487

Trans alt: 5000
1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar.
2. SIDs are also minimum noise routings. 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.

KIRDI 2E
KIRDI 2Q
DEPARTURES
(RWYS 08L/R)

NOT AVAILABLE FOR FLIGHTS VIA BIBAG
**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC**
NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of

KIRDI 2E: 235 per NM (3.8%) until passing 3700 due to airspace structure (MVA).

KIRDI 2Q: 210 per NM (3.4%) until passing 3700 due to airspace structure (MVA).

Gnd speed-KT	75	100	150	200	250	300
210 per NM	263	350	525	700	875	1050
235 per NM	294	392	588	783	979	1175

If unable to comply advise ATC prior start-up.

Initial climb clearance FL70

ROUTING

KIRDI 2E ①	08R	Climb on 080° bearing to MSW/ from MSE to D5.6 DMS (D5.0 DMN), turn RIGHT, 111° track to RATGI, turn LEFT, 088° track to MEBEK, turn RIGHT, 095° track to KIRDI.
KIRDI 2Q ①	08L	Climb on 080° bearing to MNW/ from MNE to D6.8 DMN (D7.7 DMS), turn RIGHT, 119° track to RATGI, turn LEFT, 088° track to MEBEK, turn RIGHT, 095° track to KIRDI.

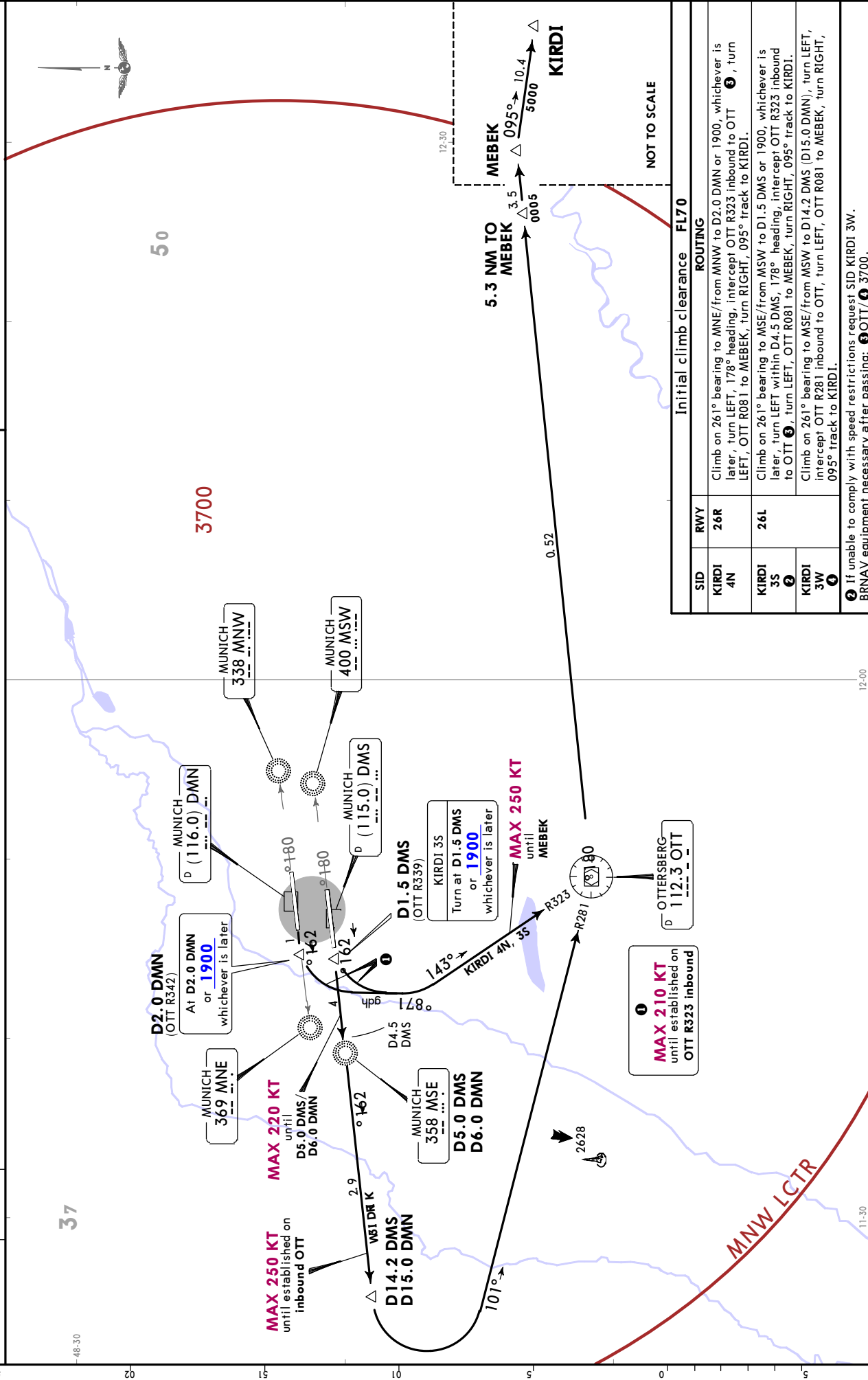
① After 3700 BRNAV equipment necessary.

Trans alt: 5000

1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar.
2. SIDs are also minimum noise routings. 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	Apt Elev
127.955	1487

KIRDI 4N, KIRDI 3S, KIRDI 3W
DEPARTURES
(RWYS 26L/R)
NOT AVAILABLE FOR FLIGHTS VIA BIBAG
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



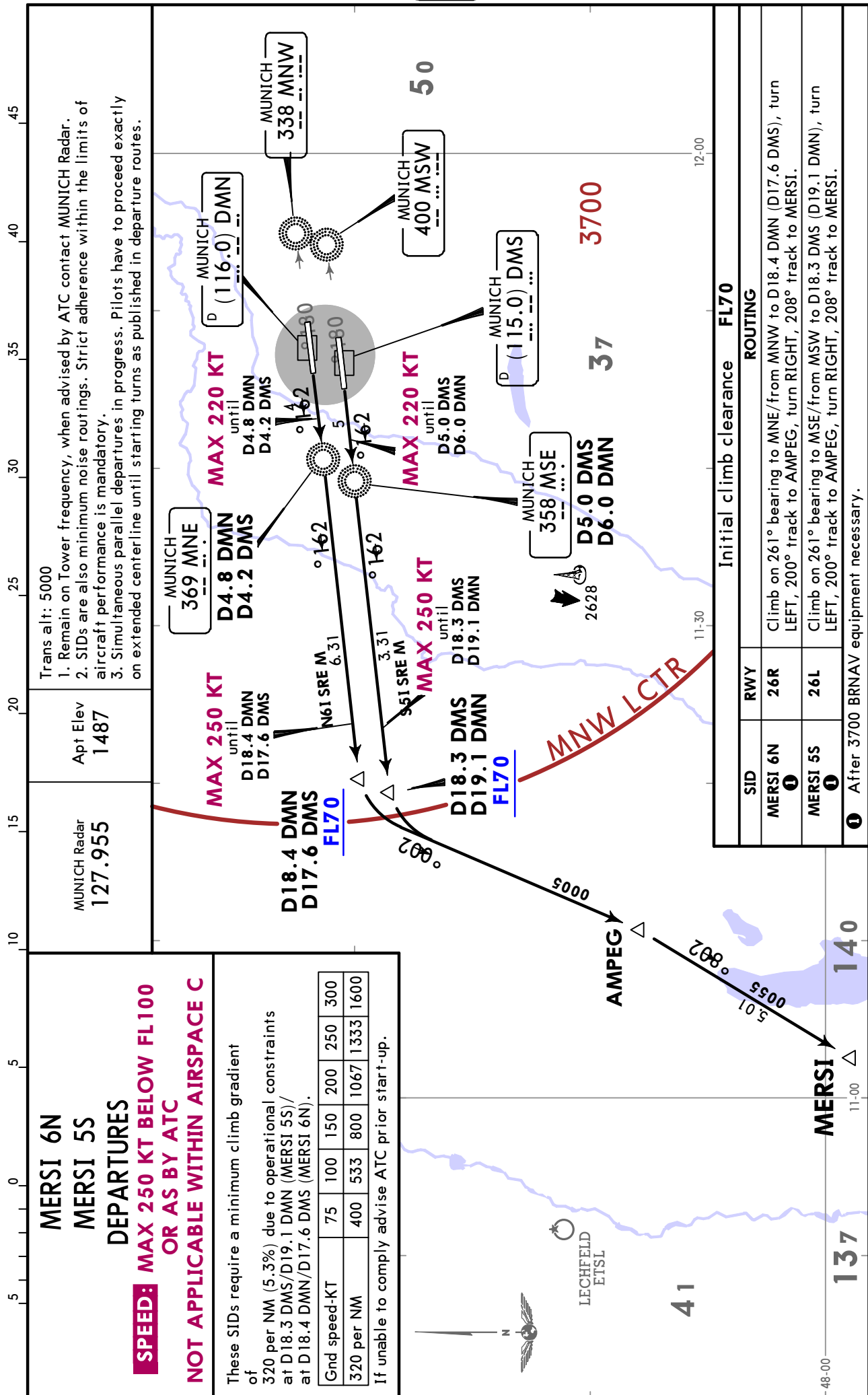
CHANGES: SID KIRDI 3N renumbered 4N.

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EDDM/MUC
MUNICH

JEPPESSEN
20 DEC 19 **10-3N4** **Eff 2 Jan**

MUNICH, GERMANY

SID

EDDM/MUC
MUNICHJEPPESSEN
20 DEC 19 10-3N5 Eff 2 Jan

MUNICH, GERMANY

SID

MUNICH Radar
127.955Apt Elev
1487

Trans alt: 5000

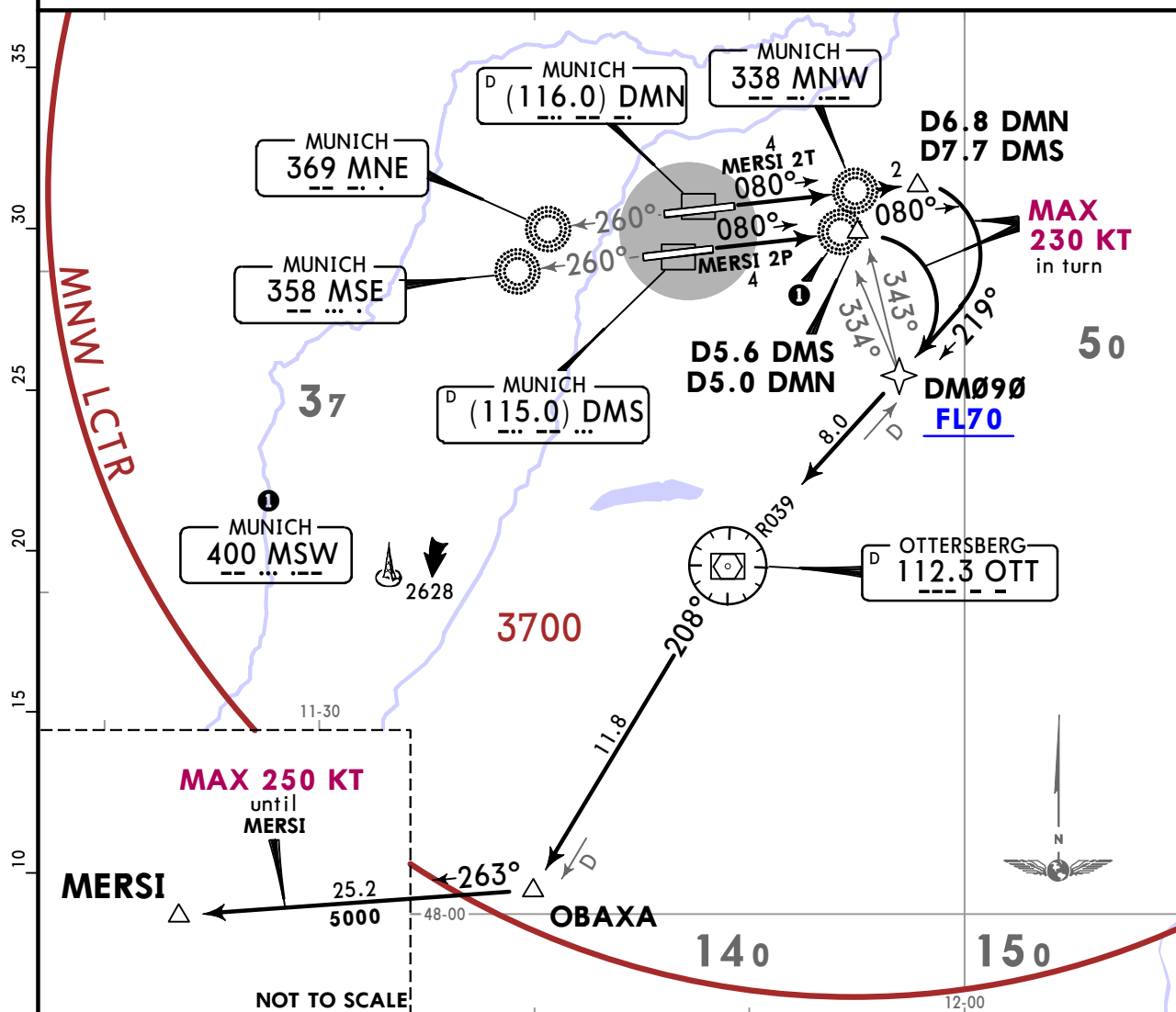
1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar.
2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
3. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting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

MERSI 2P, MERSI 2T

DEPARTURES

NON-JET ACFT ONLY

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of

MERSI 2P: 570 per NM (9.4%) due to operational constraints at DM090.

MERSI 2T: 430 per NM (7.0%) due to operational constraints at DM090.

Gnd speed-KT	75	100	150	200	250	300
430 per NM	538	717	1075	1433	1792	2150
570 per NM	713	950	1425	1900	2375	2850

If unable to comply advise ATC prior start-up.

Initial climb clearance **FL70**

SID	RWY	ROUTING
MERSI 2P	08R	Climb on 080° bearing to MSW/from MSE to D5.6 DMS (D5.0 DMN) ②, turn RIGHT, intercept OTT R039 inbound via DM090 to OTT, turn LEFT, OTT R208 to OBAXA, turn RIGHT, 263° track to MERSI.
MERSI 2T	08L	Climb on 080° bearing to MNW/from MNE to D6.8 DMN (D7.7 DMS) ③, turn RIGHT, intercept OTT R039 inbound via DM090 to OTT, turn LEFT, OTT R208 to OBAXA, turn RIGHT, 263° track to MERSI.

② After D5.6 DMS (D5.0 DMN) BRNAV equipment necessary.

③ After D6.8 DMN (D7.7 DMS) BRNAV equipment necessary.

EDDM/MUC
MUNICH

JEPPESSEN
17 MAY 19 **10-3P** Eff 23 May

MUNICH, GERMANY
SID

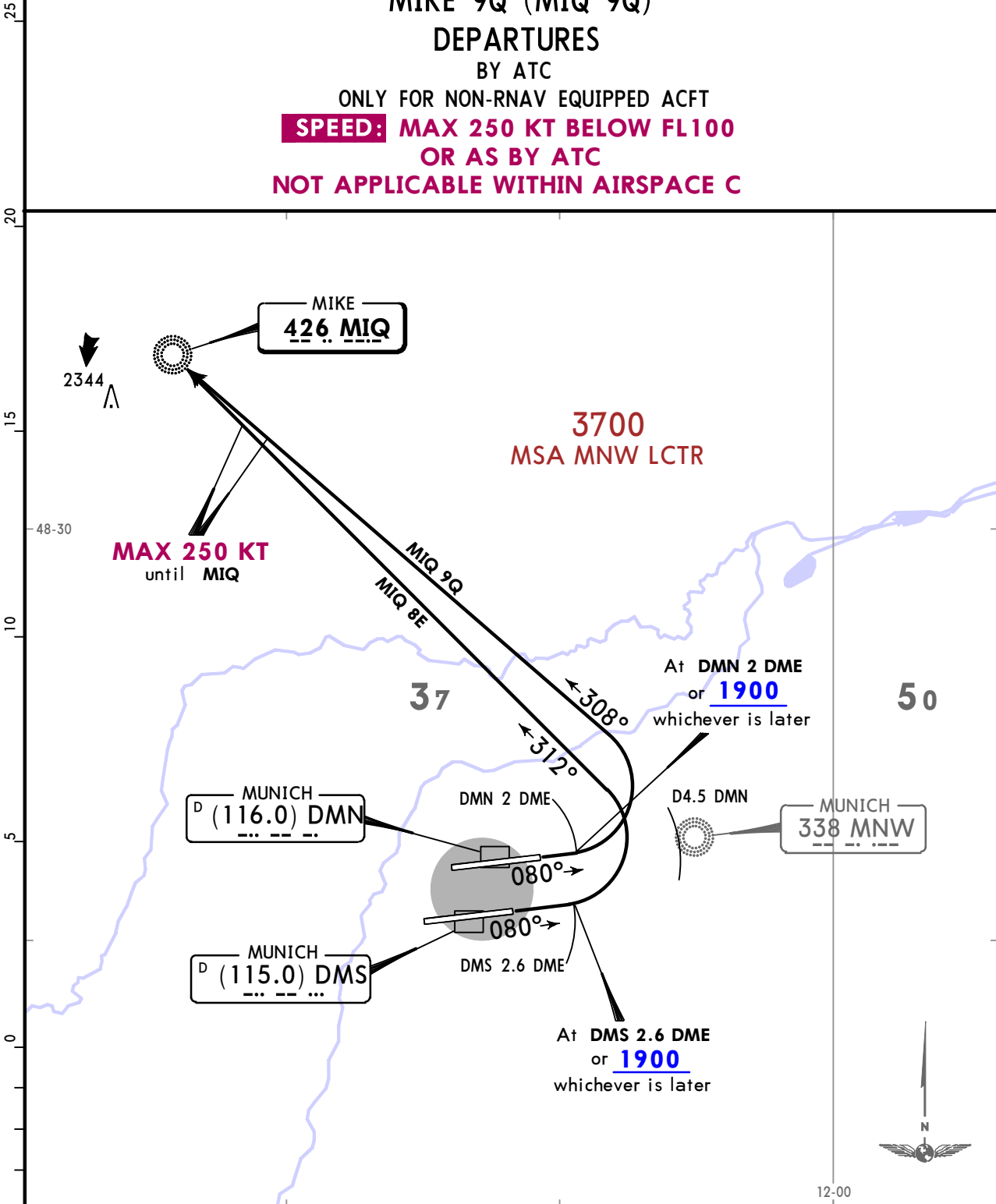
MUNICH
Radar (APP)
123.905

Apt Elev
1487

Trans alt: 5000
1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar.
2. SIDs are also minimum noise routings. 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 8E (MIQ 8E)
MIKE 9Q (MIQ 9Q)
DEPARTURES
BY ATC

ONLY FOR NON-RNAV EQUIPPED ACFT
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



EDDM/MUC
MUNICH



17 MAY 19

10-3Q

Eff 23 May

MUNICH, GERMANY

SID

MUNICH
Radar (APP)
123.905

Apt Elev
1487

- Trans alt: 5000
1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar.
 2. SIDs are also minimum noise routings. 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 9N (MIQ 9N)
MIKE 8S (MIQ 8S)

DEPARTURES
BY ATC

ONLY FOR NON-RNAV EQUIPPED ACFT

**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C**

25

20

15

10

5

0

5

WLD
112.8

089°
2344

MIKE
426 MIQ

3700
MSA MNW LCTR

MAX 250 KT
until MIQ

37

MAX 220 KT
until established inbound
MIQ

MUNICH
358 MSE

D3.5
DMN

D3.1 DMS
D4.1 DMN

MUNICH
D (116.0) DMN

MUNICH
338 MNW

MUNICH
D (115.0) DMS

11-30

12-00

Initial climb clearance FL70

SID	RWY	ROUTING
MIQ 9N	26R	Climb on runway track to D3.5 DMN, turn RIGHT, intercept 346° bearing to MIQ.
MIQ 8S	26L	Climb on runway track to D3.1 DMS (D4.1 DMN), turn RIGHT, intercept 348° bearing to MIQ/348° bearing from MSE to MIQ.

EDDM/MUC
MUNICH

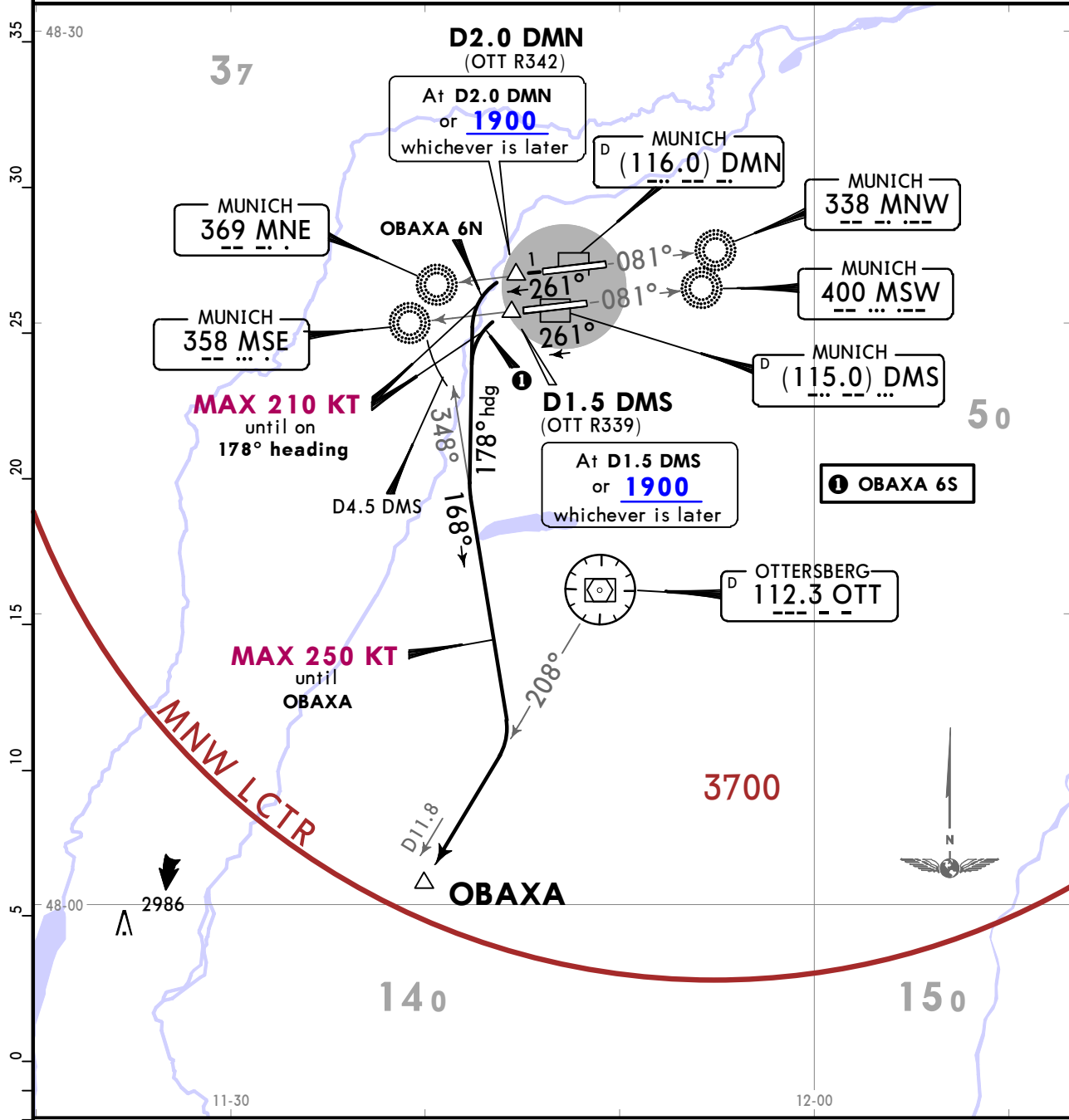
JEPPESSEN
24 SEP 21 **(10-3Q2)** **Eff 7 Oct**

MUNICH, GERMANY
SID

MUNICH Radar 127.955	Apt Elev 1487	Trans alt: 5000 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. 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.
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OBAXA 6N, OBAXA 6S
DEPARTURES
(RWYS 26L/R)
NON-JET ACFT ONLY

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance FL70		
SID	RWY	ROUTING
OBAXA 6N	26R	Climb on 261° bearing to MNE/from MNW to D2.0 DMN or 1900, whichever is later, turn LEFT, 178° heading, intercept 168° bearing from MNE, intercept OTT R208 to OBAXA.
OBAXA 6S	26L	Climb on 261° bearing to MSE/from MSW to D1.5 DMS or 1900, whichever is later, turn LEFT within D4.5 DMS, 178° heading, intercept 168° bearing from MNE, intercept OTT R208 to OBAXA.

EDDM/MUC
MUNICH

JEPPESEN
20 DEC 19 10-3Q2A

Eff 2 Jan

MUNICH, GERMANY

SID

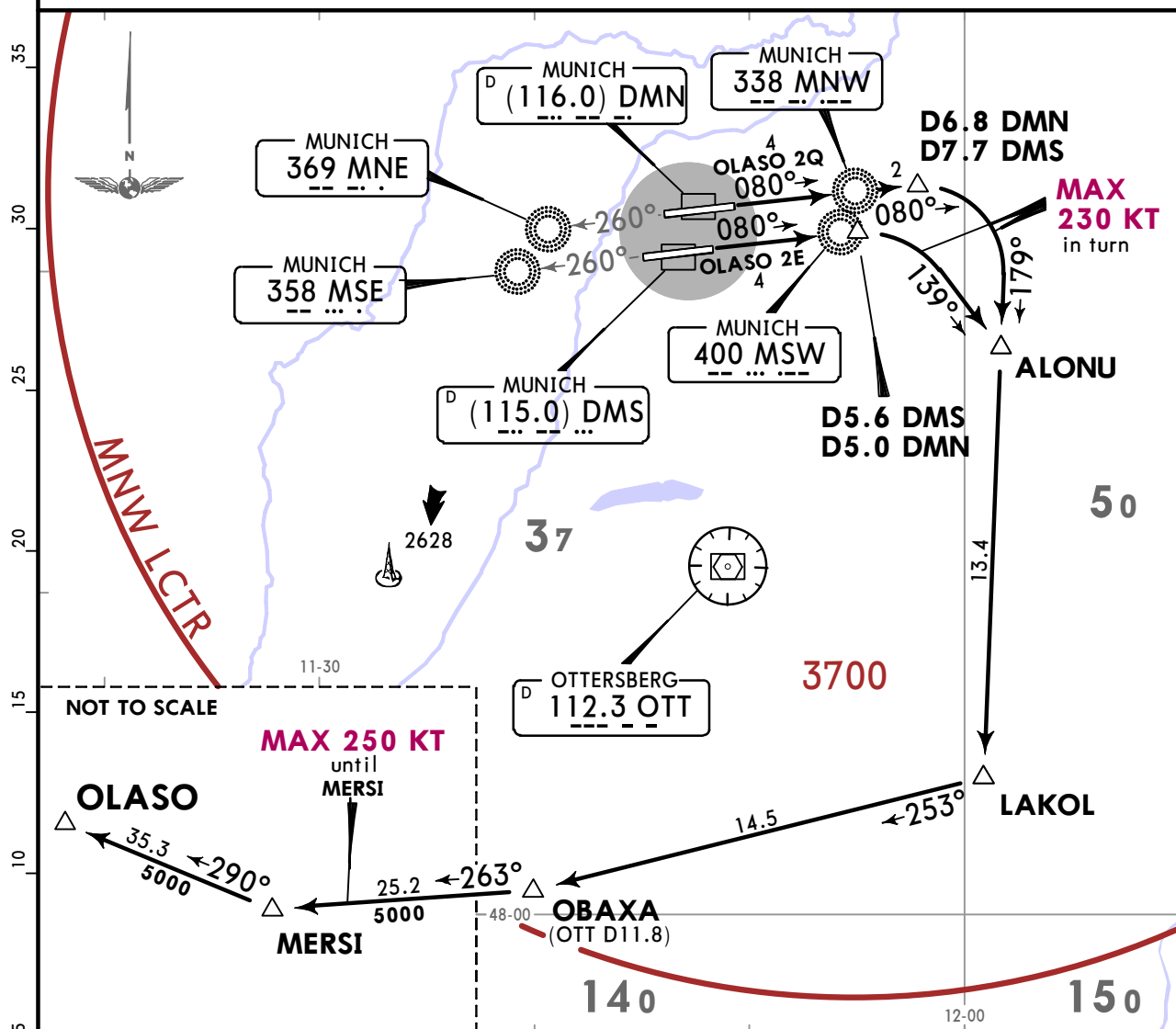
MUNICH Radar
127.955

Apt Elev
1487

Trans alt: 5000
1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar.
2. SIDs are also minimum noise routings. 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.

OLASO 2E, OLASO 2Q DEPARTURES

**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C**



These SIDs require minimum climb gradients of

OLASO 2E: 235 per NM (3.8%) until passing 3700 due to airspace structure (MVA).

OLASO 2Q: 210 per NM (3.4%) until passing 3700 due to airspace structure (MVA).

Gnd speed-KT	75	100	150	200	250	300
210 per NM	263	350	525	700	875	1050
235 per NM	294	392	588	783	979	1175

If unable to comply advise ATC prior start-up.

Initial climb clearance FL70

SID	RWY	ROUTING
OLASO 2E ①	08R	Climb on 080° bearing to MSW/from MSE to D5.6 DMS (D5.0 DMN), turn RIGHT, 139° track to ALONU, turn RIGHT, 179° track to LAKOL, turn RIGHT, 253° track to OBAXA, turn RIGHT, 263° track to MERSI, turn RIGHT, 290° track to OLASO.
OLASO 2Q ①	08L	Climb on 080° bearing to MNW/from MNE to D6.8 DMN (D7.7 DMS), turn RIGHT, 179° track to LAKOL, turn RIGHT, 253° track to OBAXA, turn RIGHT, 263° track to MERSI, turn RIGHT, 290° track to OLASO.

① After 3700 BRNAV equipment necessary.

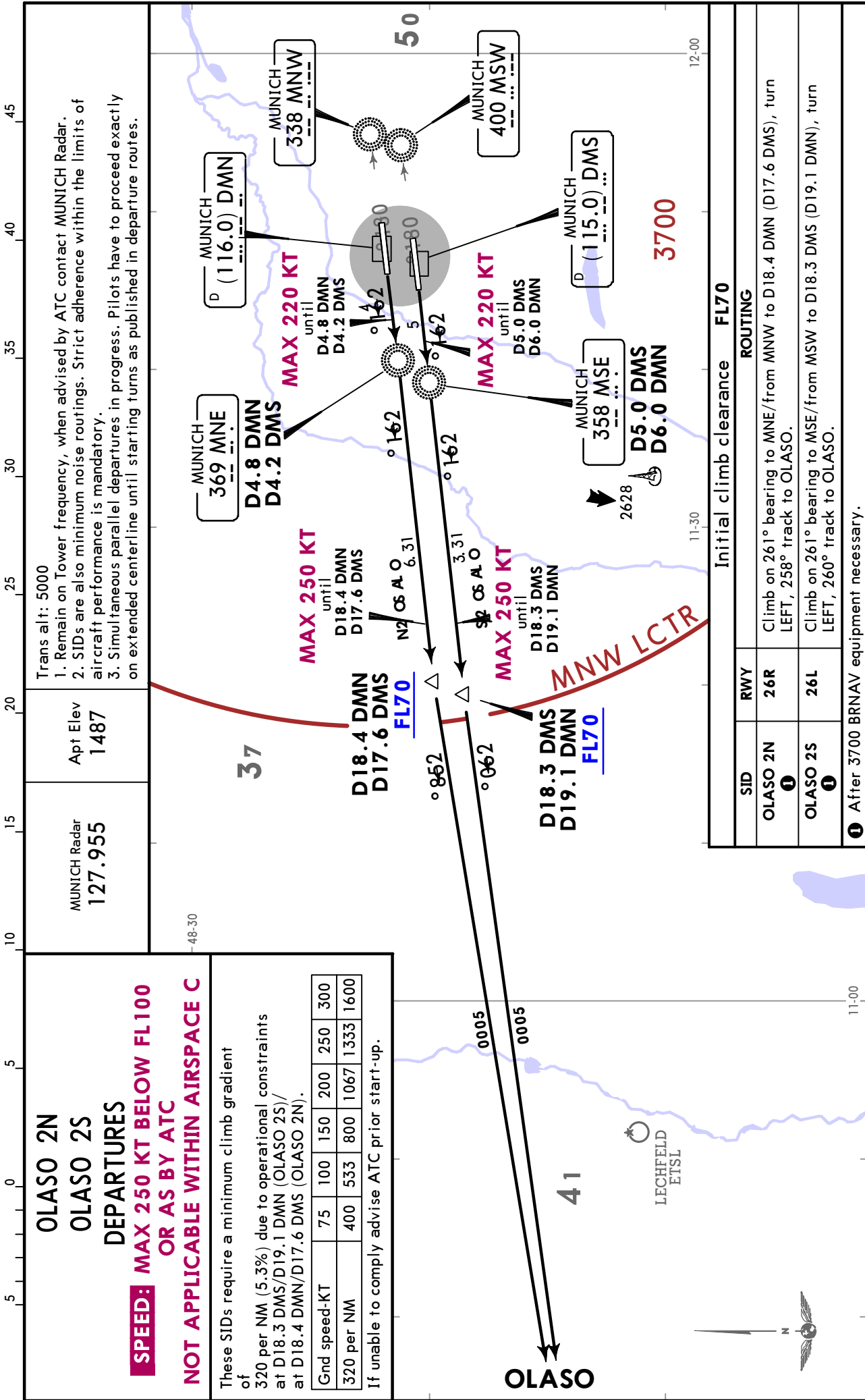
EDDM/MUC
MUNICH

JEPPESSEN
20 DEC 19 10-3Q2B

Eff 2 Jan

MUNICH, GERMANY

SID



EDDM/MUC
MUNICH

JEPPESSEN

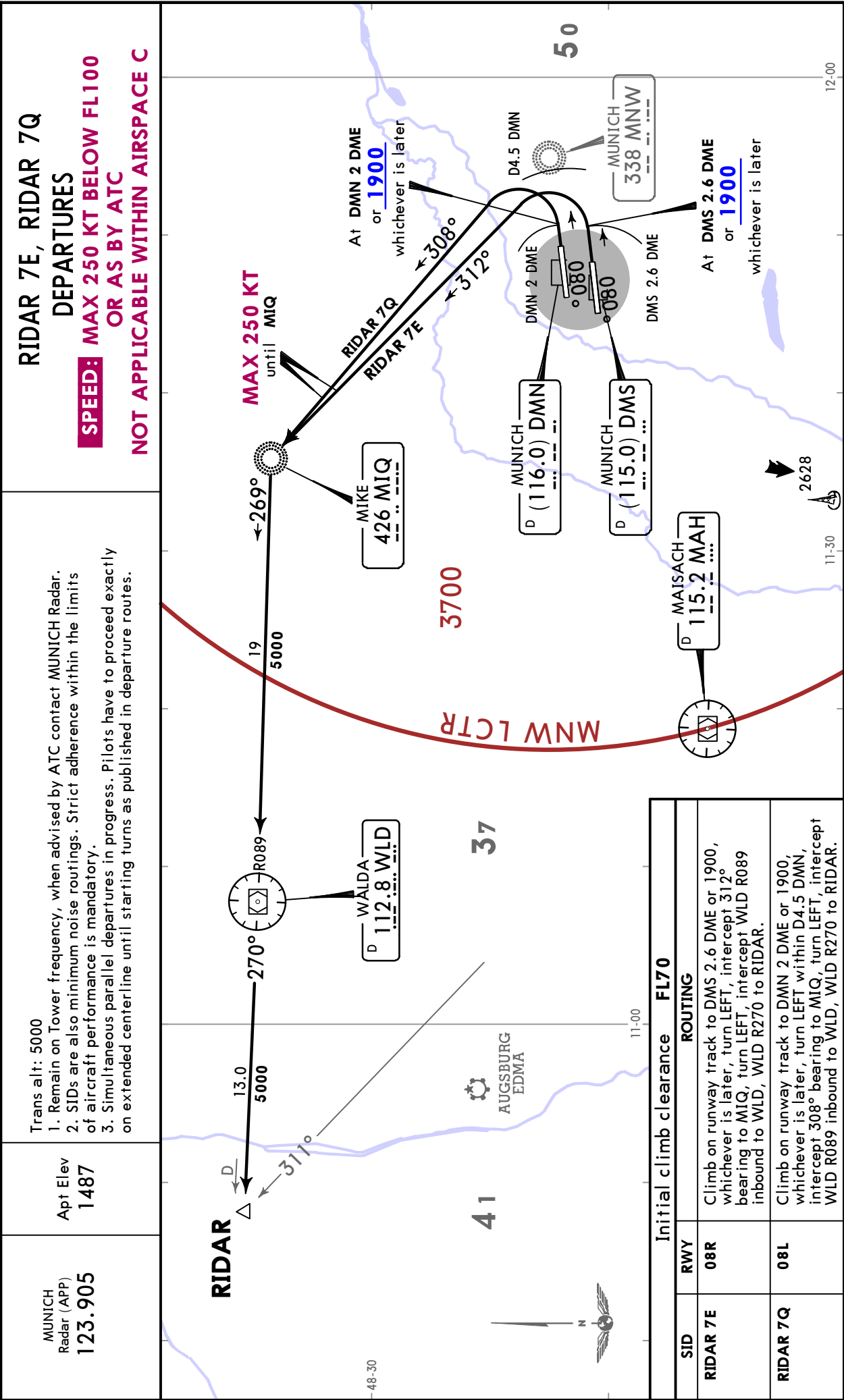
MUNICH, GERMANY

17 MAY 19

10-3Q3

Eff 23 May

SID



EDDM/MUC
MUNICH

JEPPESSEN

MUNICH, GERMANY

17 MAY 19

10-3Q4

Eff 23 May

SID

RIDAR 6N, RIDAR 6S

DEPARTURES

SPEED: MAX 250 KT BELOW FL100

OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

Trans alt: 5000

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

Apt Elev
1487

MUNICH
Radar (APP)
123.905

RIDAR

← 270°
D28.2

41

WALDA
112.8 WLD

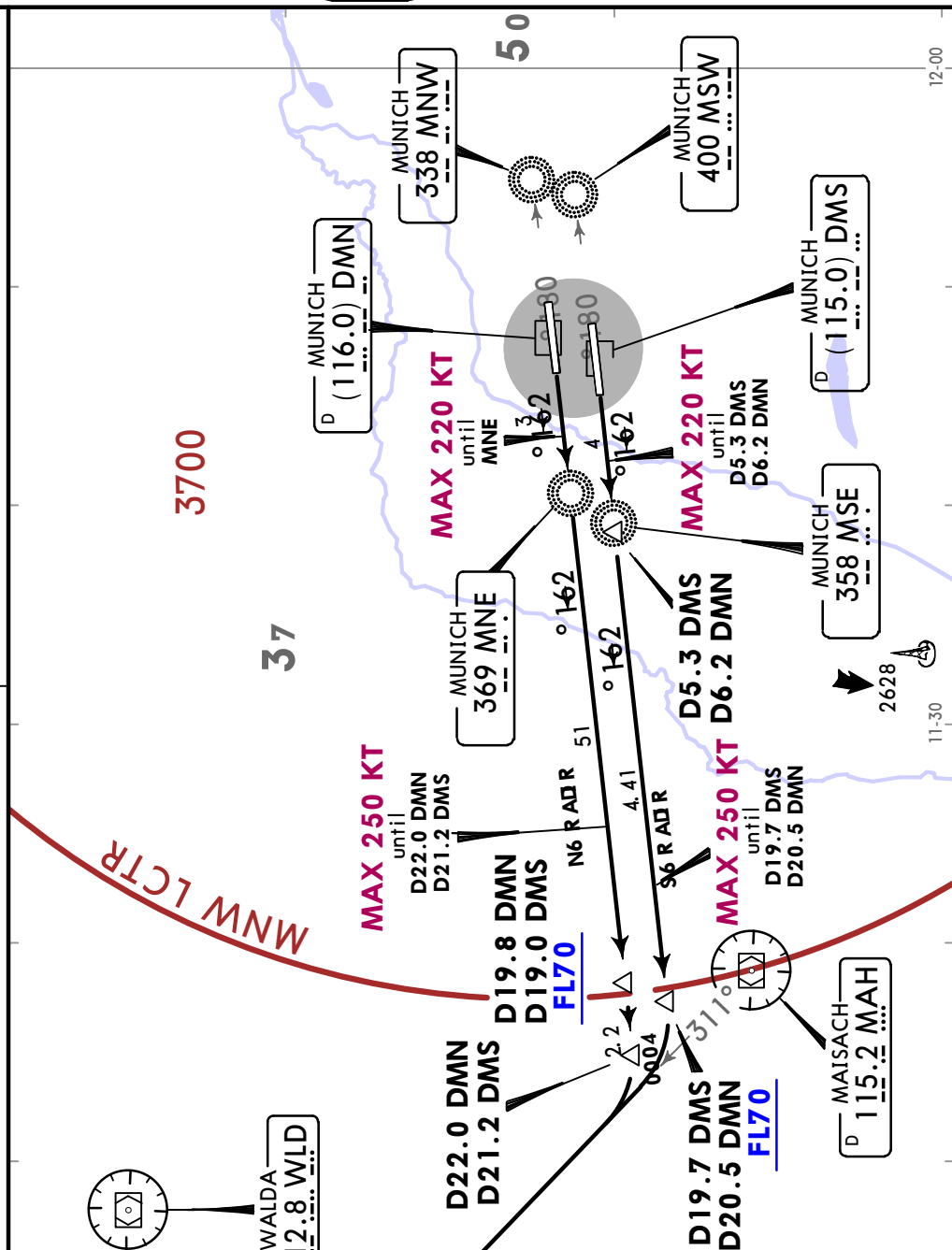
AUGSBURG
EDMA

These SIDs require a minimum climb gradient of 300 per NM (4.9%) due to operational constraints at D19.7 DMS/D20.5 DMN (RIDAR 6S)/at D19.8 DMN/D19.0 DMS (RIDAR 6N).

Gnd speed-KT	75	100	150	200	250	300
300 per NM	375	500	750	1000	1250	1500

If unable to comply advise ATC prior start-up.

Initial climb clearance		FL70
SID	RWY	ROUTING
RIDAR 6N	26R	Climb on 261° bearing to MNE/from MNW to D22.0 DMN (D21.2 DMS), turn RIGHT, intercept MAH R311 to RIDAR.
RIDAR 6S	26L	Climb on 261° bearing to MSE/from MSW to D19.7 DMS (D20.5 DMN), turn RIGHT, intercept MAH R311 to RIDAR.



EDDM/MUC
MUNICH

24 SEP 21 10-30Z
JEPPesenMUNICH, GERMANY
Eff 7 Oct

SID

MUNICH Radar
127.955

Apt Elev
1487

Trans alt: 5000
1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar.
2. SIDs are also minimum noise routings. 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..

ROTAX 4E
ROTAX 4Q
DEPARTURES
(RWYS 08L/R)
**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C**

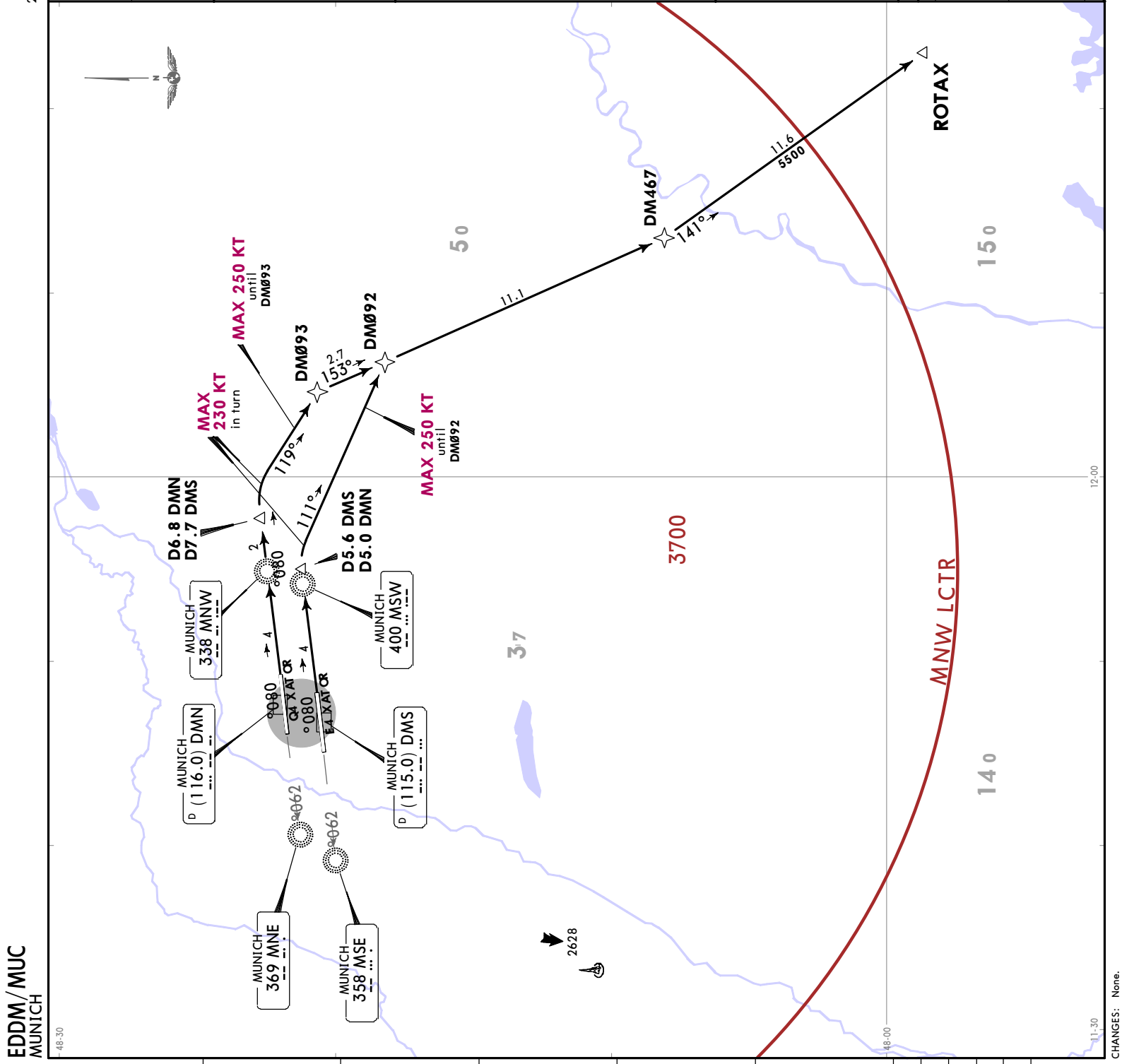
These SIDs require minimum climb gradients of
ROTAX 4E: 235 per NM (3.8%) until passing 3700 due to airspace structure (MVA).
ROTAX 4Q: 210 per NM (3.4%) until passing 3700 due to airspace structure (MVA).

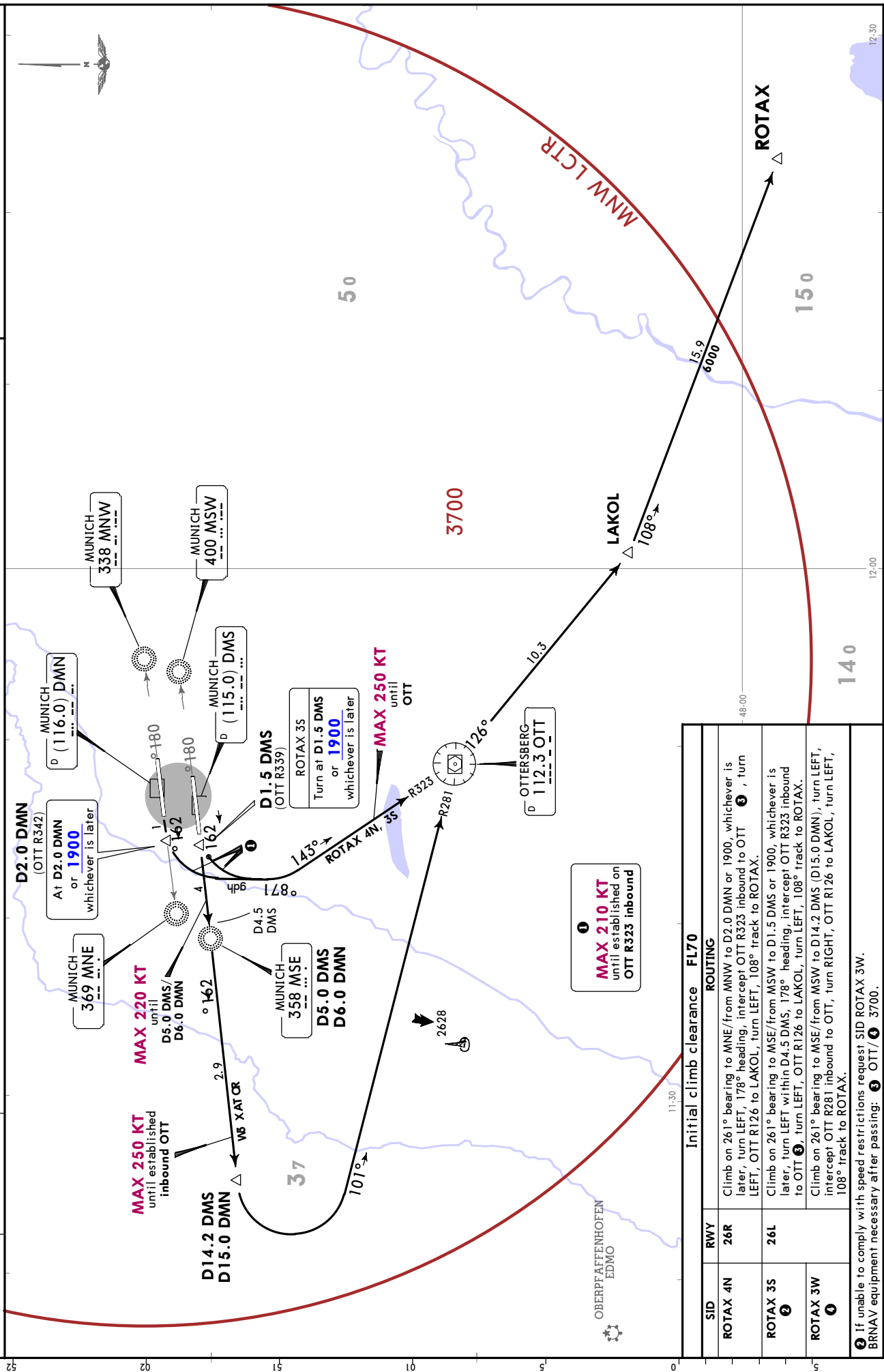
Gnd speed-KT	75	100	150	200	250	300
210 per NM	263	350	525	700	875	1050
235 per NM	294	392	588	783	979	1175

If unable to comply advise ATC prior start-up.

SID	RWY	ROUTING
ROTAX 4E ①	08R	Climb on 080° bearing to MSW/ from MSE to D5.6 DMS (D5.0 DMN), turn RIGHT, 111° track to DM092, turn RIGHT, 153° track to DM467, turn LEFT, 141° track to ROTAX.
ROTAX 4Q ①	08L	Climb on 080° bearing to MNW/ from MNE to D6.8 DMN (D7.7 DMS), turn RIGHT, 119° track to DM093, turn RIGHT, 153° track to DM467, turn LEFT, 141° track to ROTAX.

① After 3700 BRNAV equipment necessary.



MUNICH Radar
127.955

Initial climb clearance			FL70	ROUTING
SID	RWY			
ROTAX 4N	26R		Climb on 261° bearing to MNE/ from MNW to D2.0 DMN or 1900, whichever is later, turn LEFT, 178° heading, intercept OTT R323 inbound to OTT 3, turn LEFT, OTT R126 to LAKOL, turn LEFT, 108° track to ROTAX.	
ROTAX 3S 2	26L		Climb on 261° bearing to MSE/ from MSW to D1.5 DMS or 1900, whichever is later, turn LEFT within D4.5 DMS, 178° heading, intercept OTT R323 inbound to OTT 3, turn LEFT, OTT R126 to LAKOL, turn LEFT, 108° track to ROTAX.	
ROTAX 3W 1			Climb on 261° bearing to MSE/ from MSW to D14.2 DMS (D15.0 DMN), turn LEFT, intercept OTT R281 inbound to OTT, turn RIGHT, OTT R126 to LAKOL, turn LEFT, 108° track to ROTAX.	
2 If unable to comply with speed restrictions request SID ROTAX 3W. BRNAV equipment necessary after passing: 3 OTT/ 4 3700.				

CHANGES: SIN DOT AY 33 numbered IN
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Trans alt: 5000

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

2. SIDs are also minimum noise routings. 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
127.955

Apt Elev
1487

TULSI 3E
TULSI 2Q
DEPARTURES
(RWYS 08L/R)
JET ACFT ONLY

**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC**

NOT APPLICABLE WITHIN AIRSPACE C

These SIDs require minimum climb gradients of

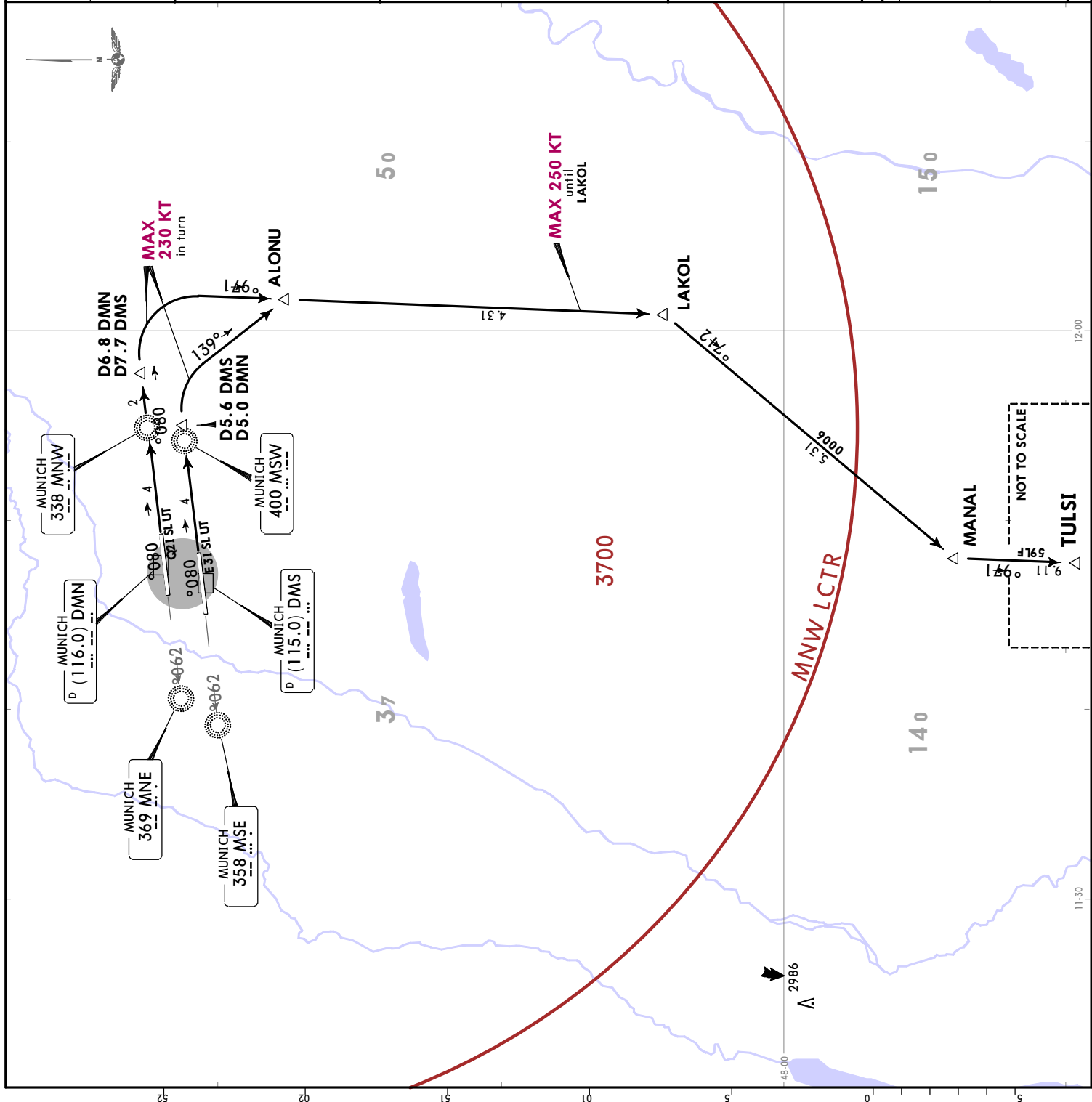
TULSI 3E: 235 per NM (3.8%) until passing 3700 due to airspace structure (MVA).

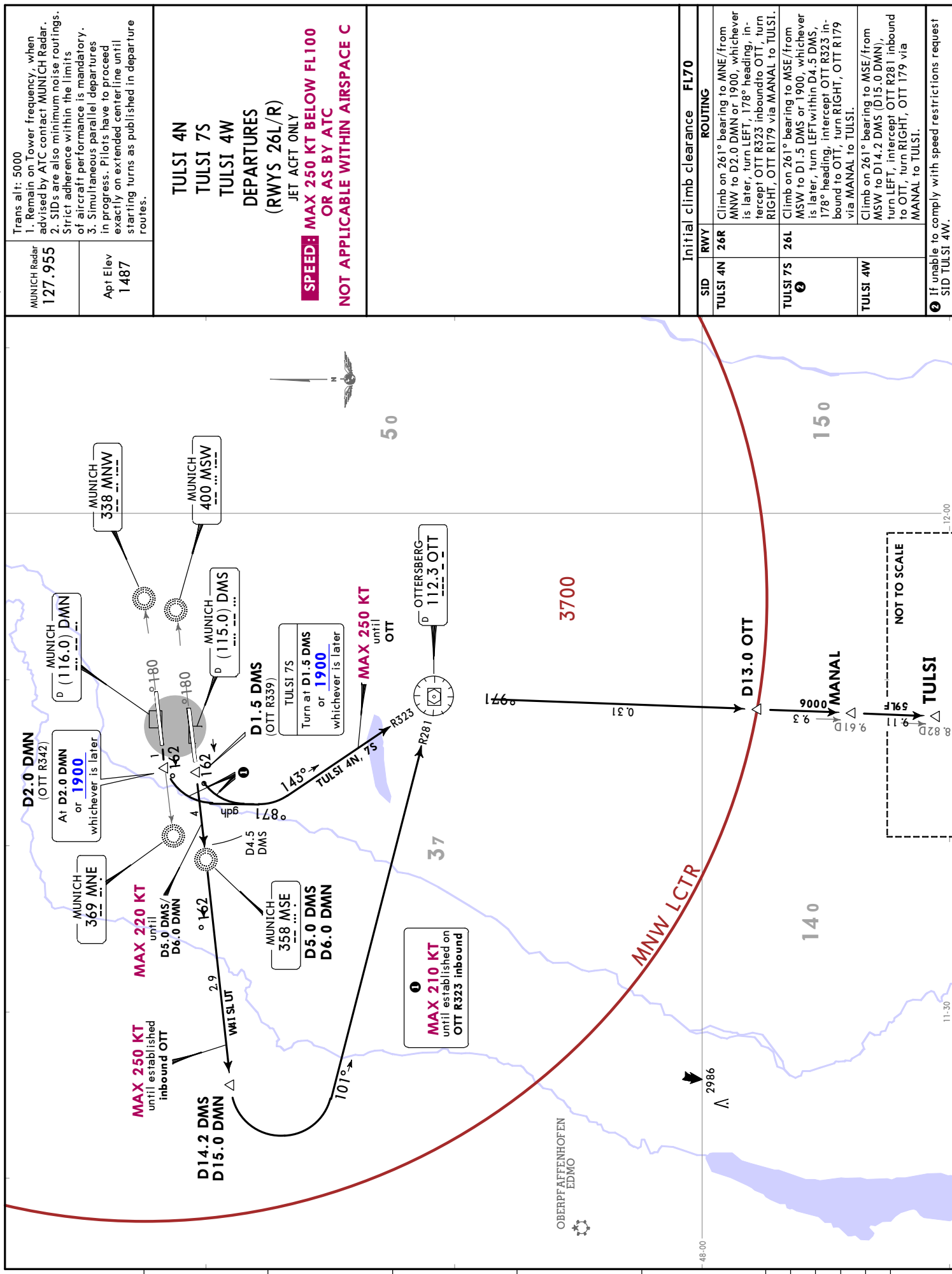
TULSI 2Q: 210 per NM (3.4%) until passing 3700 due to airspace structure (MVA).

Grnd speed-KT	75	100	150	200	250	300
210 per NM	263	350	525	700	875	1050
235 per NM	294	392	588	783	979	1175

If unable to comply advise ATC prior start-up.

SID	RWY	Initial climb clearance	ROUTING
TULSI 3E ①	08R		Climb on 080° bearing to MSW/from MSE to D5.6 DMS (D5.0 DMN), turn RIGHT, 139° track to ALONU, turn RIGHT, 179° track to LAKOL, turn RIGHT, 217° track to MANAL, turn LEFT, 179° track to TULSI.
TULSI 2Q ①	08L		Climb on 080° bearing to MNW/from MNE to D6.8 DMN (D7.7 DMS), turn RIGHT, 179° track to LAKOL, turn RIGHT, 217° track to MANAL, turn LEFT, 179° track to TULSI.
①			After 3700 BRNAV equipment necessary.







The first step in the process of identifying a problem is to recognize that there is a problem. This can be done by looking at the current situation and comparing it to what you want or need. Once you have identified the problem, the next step is to define it clearly. This involves stating the problem in specific terms and identifying the goals you want to achieve. After defining the problem, you should brainstorm potential solutions. This can be done individually or in a group. Once you have generated several ideas, you should evaluate them based on their feasibility, effectiveness, and cost. The final step in the process is to choose a solution and implement it. This may involve making changes to your current situation or developing new strategies.

These SIDs require minimum climb gradients of

TURBU 6E:	235 per NM (3.8%) until passing 3700 due to airspace structure (MVA).
TURBU 7Q:	210 per NM (3.4%) until passing 3700 due to airspace structure (MVA).

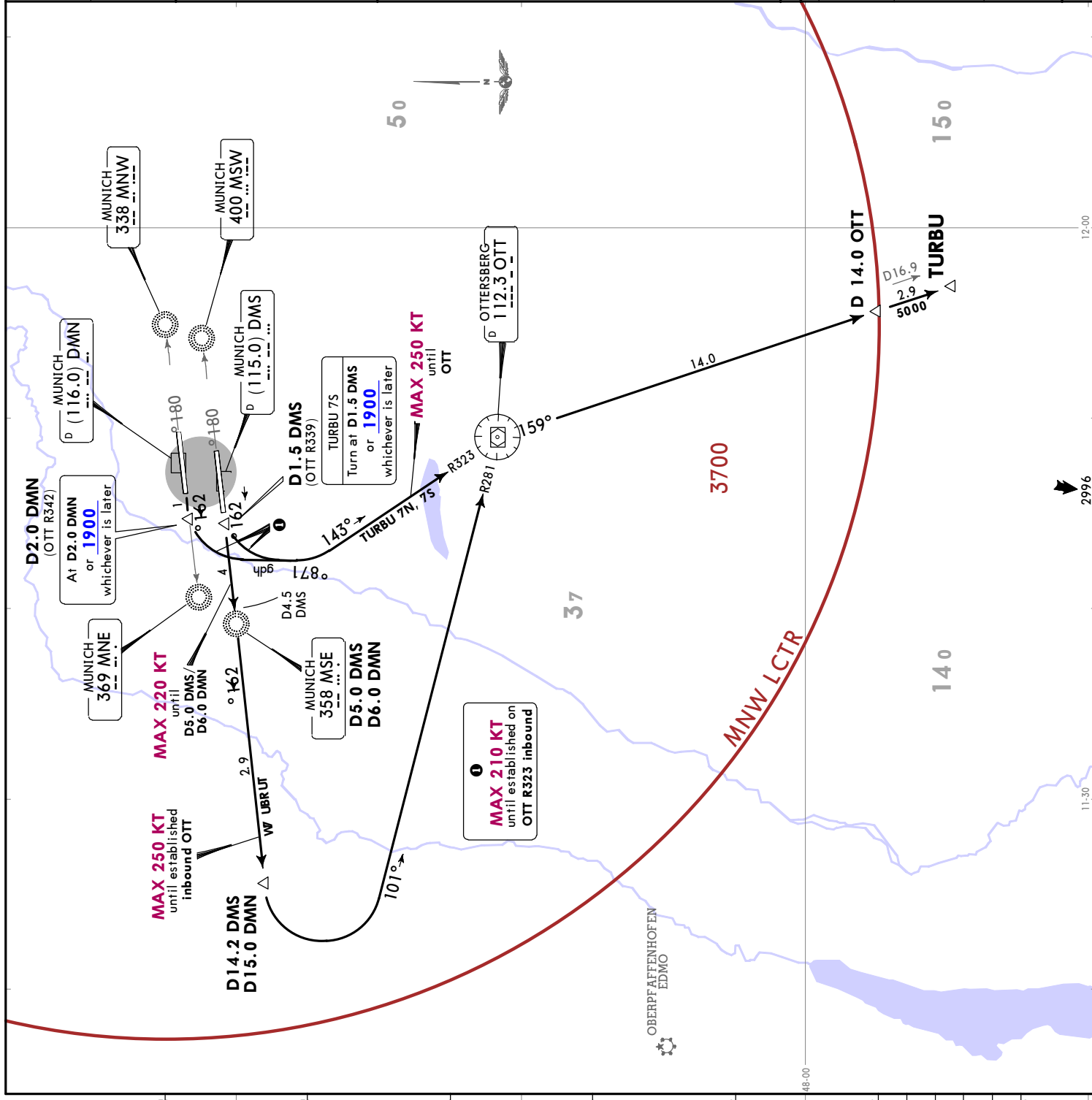
Gnd speed-KT	75	100	150	200	250	300
210 per NM	263	350	525	700	875	1050
235 per NM	294	392	588	763	979	1175

If unable to comply advise ATC prior start-up.

Initial climb clearance		FL70
SID	RWY	ROUTING
TURBU 6E ①	08R	Climb on 080° bearing to MSW/ from MSE to D5.6 DMS (D5.0 DWN), turn RIGHT, 139° track to ALONU, turn RIGHT, 179° track to LAKOL, turn RIGHT, 193° track to TURBU.
TURBU 7Q ①	08L	Climb on 080° bearing to MNW/ from MNE to D6.8 DWN (D7.7 DMS), turn RIGHT, 179° track to LAKOL, turn RIGHT, 193° track to TURBU.

① After 3700 BRNAV equipment necessary.

MUNICH Radar 127.955		Trans alt: 5000 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. 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.	
Apt Elev 1487		TURBU 7N, TURBU 7S, TURBU 7W DEPARTURES (RWYS 26L/R) JET ACFT ONLY SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C	
SID		Initial climb clearance FL70	
TURBU 7N		ROUTING	
TURBU 7S		Climb on 261° bearing to MNE / from MNW to D2.0 DMN or 1900, whichever is later, turn LEFT, 178° heading, intercept OTT R323 inbound to OTT, turn RIGHT, OTT R159 to TURBU.	
TURBU 7W		Climb on 261° bearing to MSE / from MSW to D1.5 DMS or 1900, whichever is later, turn LEFT within D4.5 DMS, 178° heading, intercept OTT R323 inbound to OTT, turn RIGHT, OTT R159 to TURBU.	
2		If unable to comply with speed restrictions request SID TURBU 7W.	



MUNICH Radar
127.955

Apt Elev
1487

Trans alt: 5000
1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar.
2. SIDs are also minimum noise routings. 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.

VAVOR 3E
VAVOR 3Q
DEPARTURES
(RWYS 08L/R)
JET ACFT ONLY

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

These SIDs require minimum climb gradients of

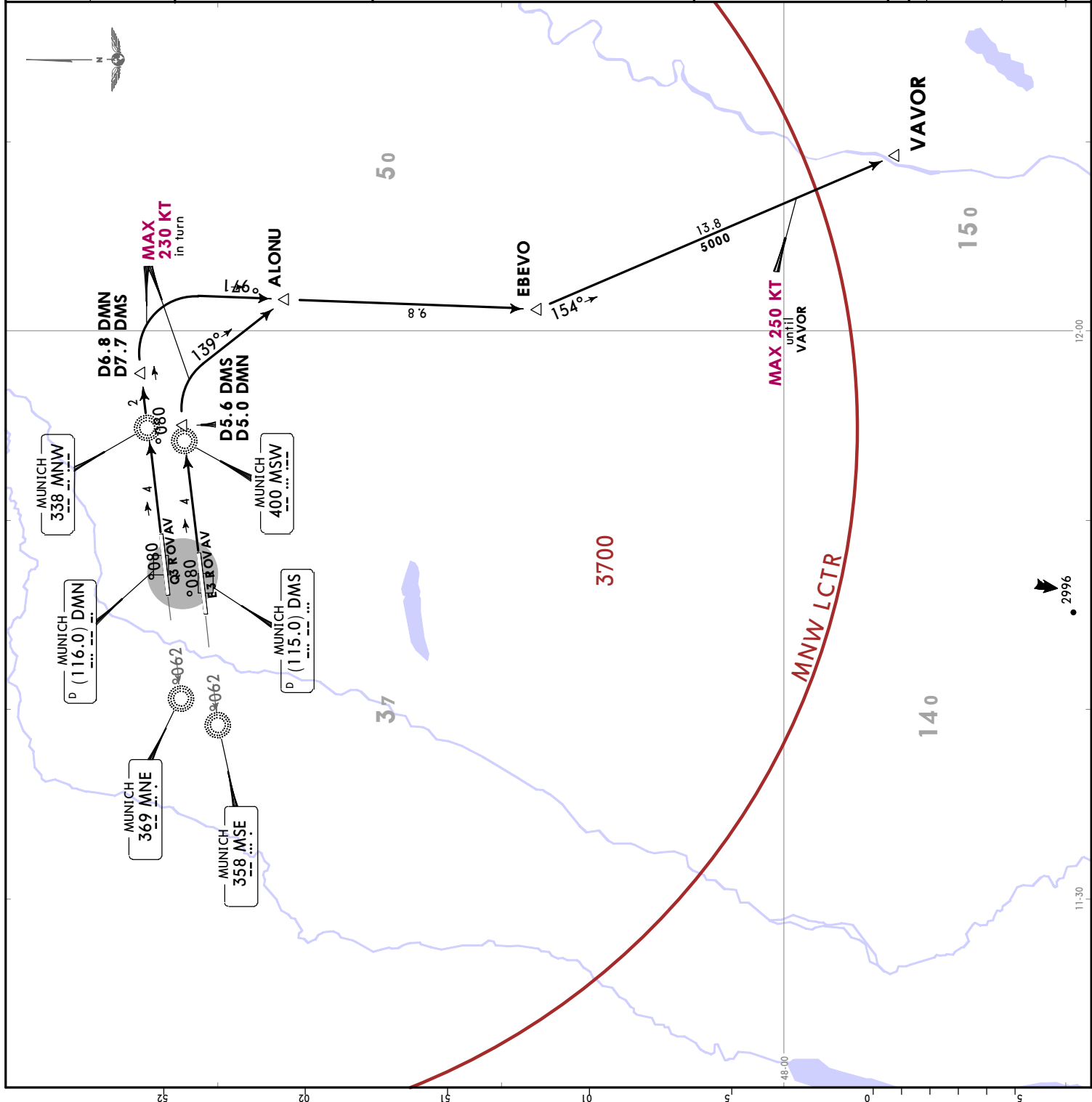
VAVOR 3E: 235 per NM (3.8%) until passing 3700 due to airspace structure (MVA).

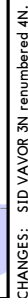
VAVOR 3Q: 210 per NM (3.4%) until passing 3700 due to airspace structure (MVA).

Grnd speed-KT	75	100	150	200	250	300
210 per NM	263	350	525	700	875	1050
235 per NM	294	392	588	783	979	1175

If unable to comply advise ATC prior start-up.

Initial climb clearance		FL70
SID	RWY	ROUTING
VAVOR 3E ①	08R	Climb on 080° bearing to MSW/from MSE to D5.6 DMS (D5.0 DMN), turn RIGHT, 139° track to ALONU, turn RIGHT, 179° track to EBEVO, turn LEFT, 154° track to VAVOR.
VAVOR 3Q ①	08L	Climb on 080° bearing to MNW/from MNE to D6.8 DMN (D7.7 DMS), turn RIGHT, 179° track to EBEVO, turn LEFT, 154° track to VAVOR.
① After 3700 BRNAV equipment necessary.		





VAVOR 4N, VAVOR 3S, VAVOR 3W
 DEPARTURES
 (RWYS 26L/R)
 JET ACFT ONLY
**SPEED: MAX 250 KT BELOW FL100
 OR AS BY ATC**
NOT APPLICABLE WITHIN AIRSPACE C

Initial		climb clearance	FL70
SID	RWY	ROUTING	
VAVOR 4N	26R	Climb on 261° bearing to MNE/ from MNW to D2.0 DMN or 1900, whichever is later, turn LEFT, 178° heading, intercept OTT R323 inbound to OTT ③, turn LEFT, OTT R126 to LAKOL, turn RIGHT, 143° track to VAVOR.	
VAVOR 3S	26L	Climb on 261° bearing to MSE/ from MSW to D1.5 DMS or 1900, whichever is later, turn LEFT with- in D4.5 DMS, 178° heading, intercept OTT R323 inbound to OTT ③, turn LEFT, OTT R126 to LAKOL, turn RIGHT, 143° track to VAVOR.	
VAVOR 3W	④	Climb on 261° bearing to MSE/ from MSW to D14.2 DMS (D15.0 DMN), turn LEFT, intercept OTT R281 inbound to OTT, turn RIGHT, OTT R126 to LAKOL, turn RIGHT, 143° track to VAVOR.	
② If unable to comply with speed restrictions request SID VAVOR 3W. BRNAV equipment necessary after passing:			
③ OTT	④ 3700		

EDDM/MUC
MUNICH

JEPPESEN
20 DEC 19 10-3T1 Eff 2 Jan

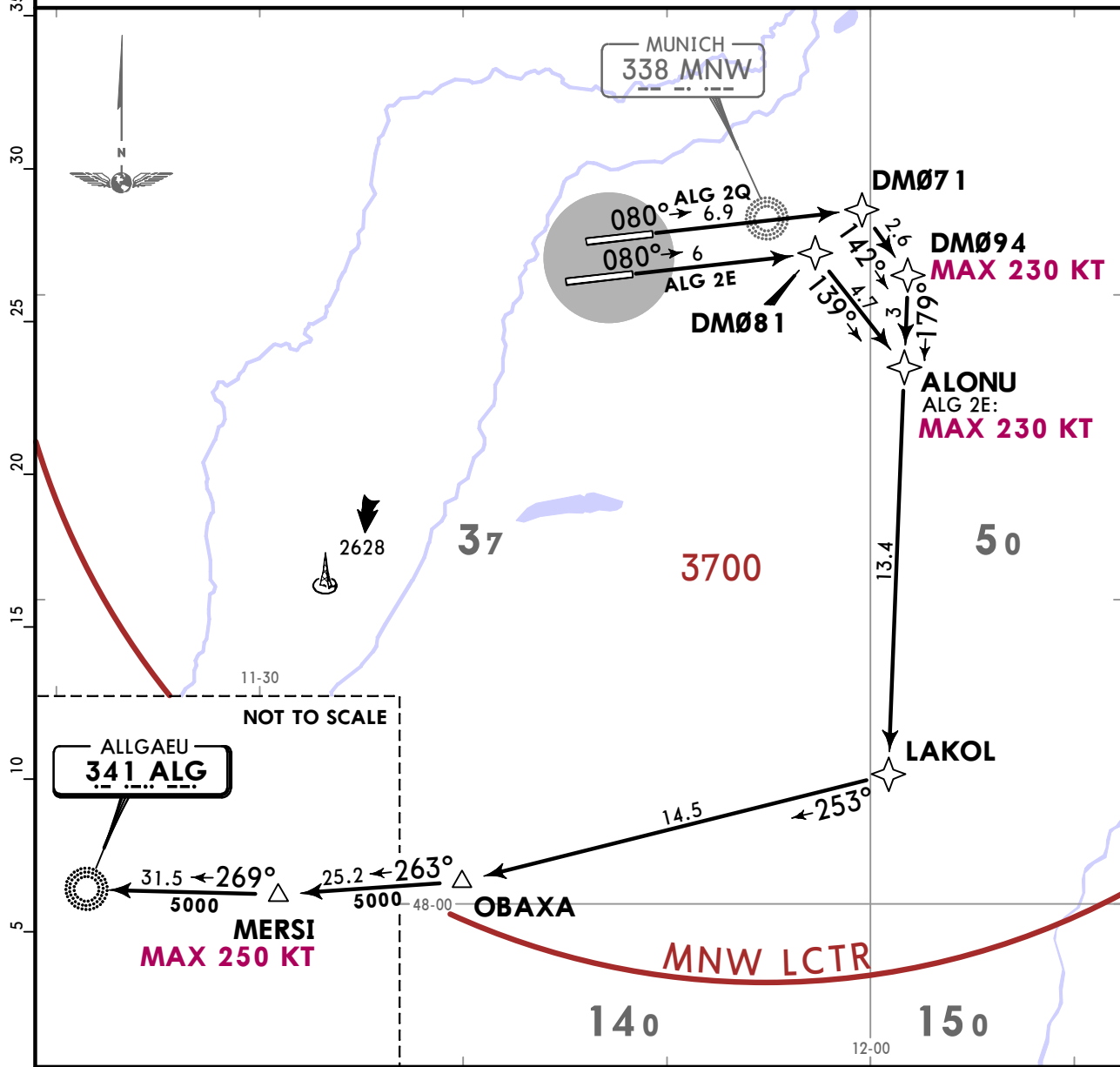
MUNICH, GERMANY
RNAV SID (OVERLAY)

MUNICH Radar
127.955

Apt Elev
1487

- Trans alt: 5000
1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar.
 2. SIDs are also minimum noise routings. 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.

ALLGAEU 2E (ALG 2E), ALLGAEU 2Q (ALG 2Q)
RNAV DEPARTURES (OVERLAY 10-3H)
JET ACFT ONLY
**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C**



These SIDs require minimum climb gradients of

ALG 2E: 235 per NM (3.8%) until passing 3700 due to airspace structure (MVA).

ALG 2Q: 210 per NM (3.4%) until passing 3700 due to airspace structure (MVA).

Gnd speed-KT	75	100	150	200	250	300
210 per NM	263	350	525	700	875	1050
235 per NM	294	392	588	783	979	1175

If unable to comply advise ATC prior start-up.

Initial climb clearance **FL70**

SID	RWY	ROUTING
ALG 2E	08R	(1900+) - DM081 - ALONU (K230-) - LAKOL - OBAXA - MERSI (K250-) - ALG.
ALG 2Q	08L	(1900+) - DM071 - DM094 (K230-) - LAKOL - OBAXA - MERSI (K250-) - ALG.

CHANGES: Communication.

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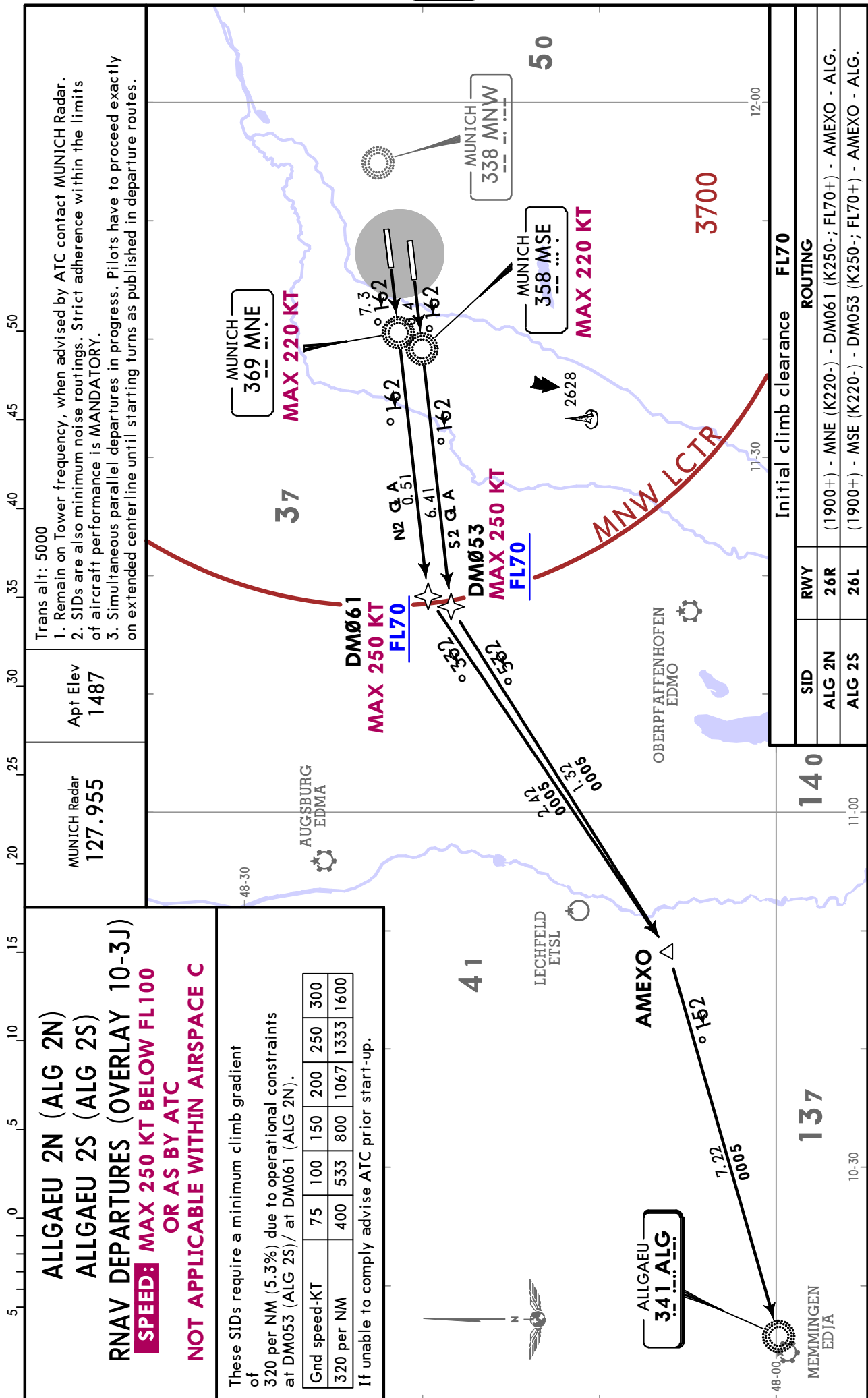
EDDM/MUC
MUNICH

20 DEC 19

(10-3T2

Eff 2 Jan

MUNICH, GERMANY

RNAV SID (OVERLAY)

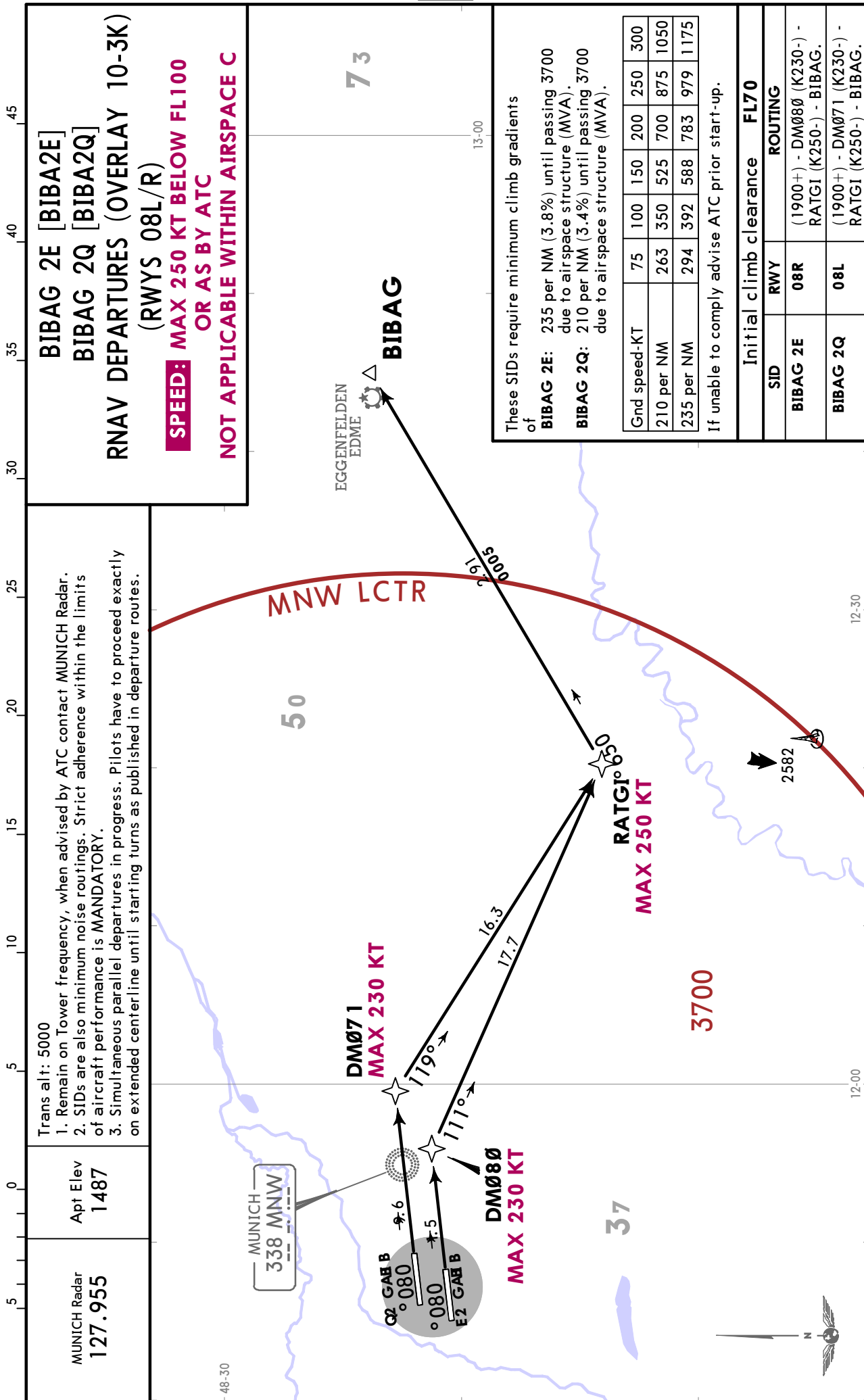
EDDM/MUC
MUNICH

JEPPESSEN
24 SEP 21 10-3T3

Eff 7 Oct

MUNICH, GERMANY

RNAV SID (OVERLAY)



CHANGES: None.

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EDDM/MUC
MUNICH

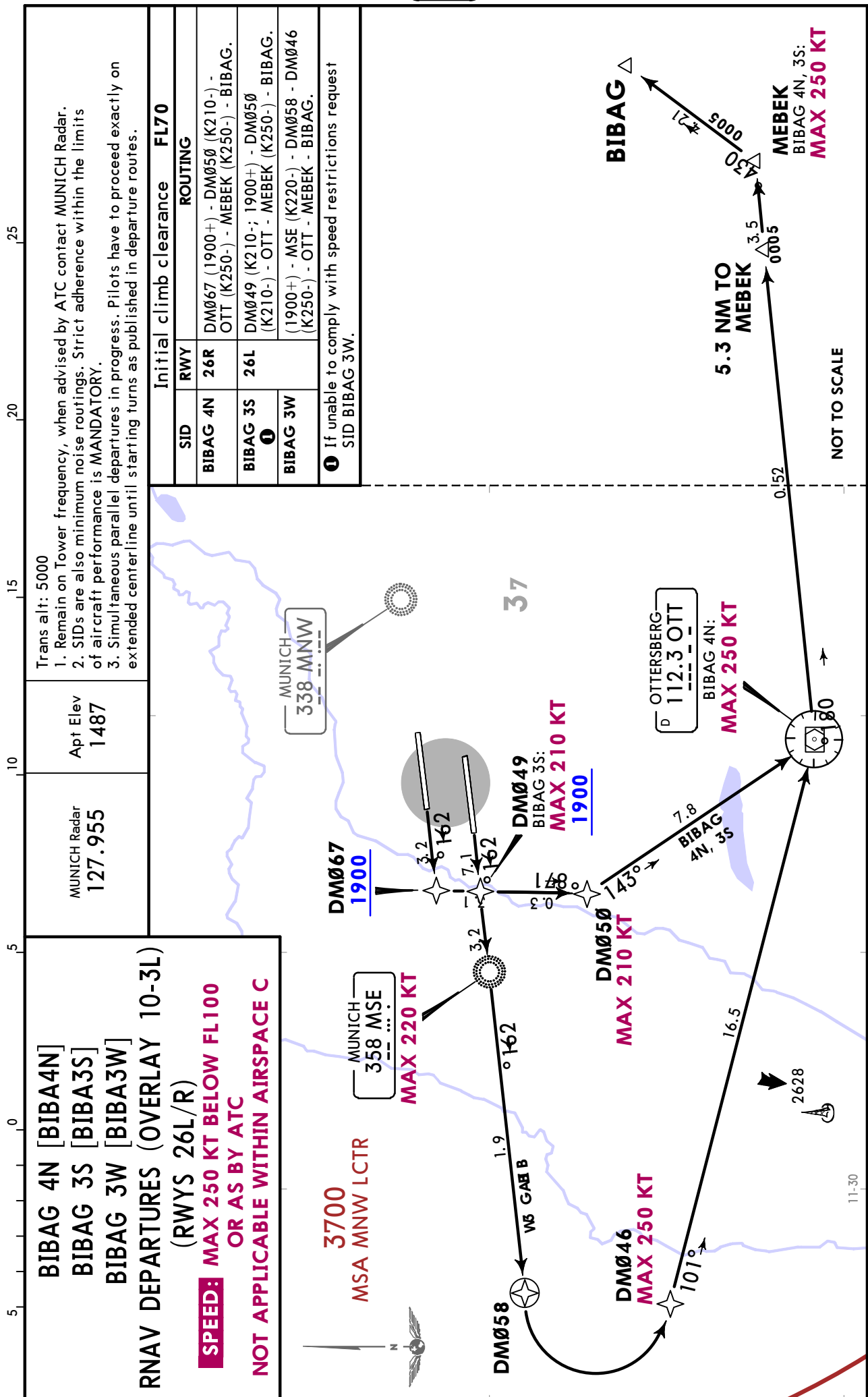
24 SEP 21

(10-3T4)

Eff 7 Oct

MUNICH, GERMANY

RNAV SID (OVERLAY)



EDDM/MUC
MUNICH

JEPPESSEN
17 MAY 19 10-3T5

Eff 23 May

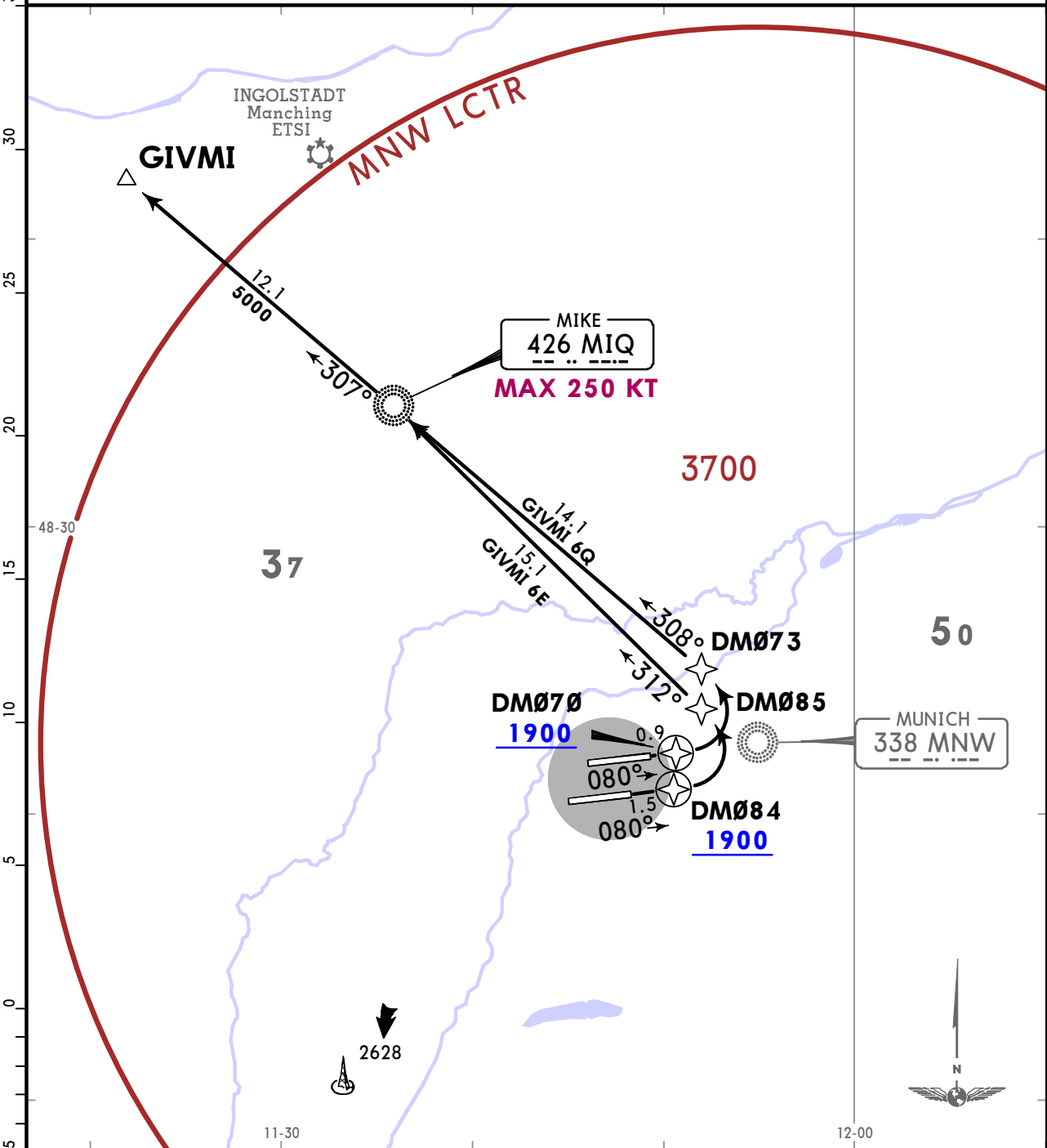
MUNICH, GERMANY
RNAV SID (OVERLAY)

MUNICH
Radar (APP)
123.905

Apt Elev
1487

- Trans alt: 5000
1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar.
 2. SIDs are also minimum noise routings. 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 6E [GIVM6E]
GIVMI 6Q [GIVM6Q]
RNAV DEPARTURES (OVERLAY 10-3M)
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



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

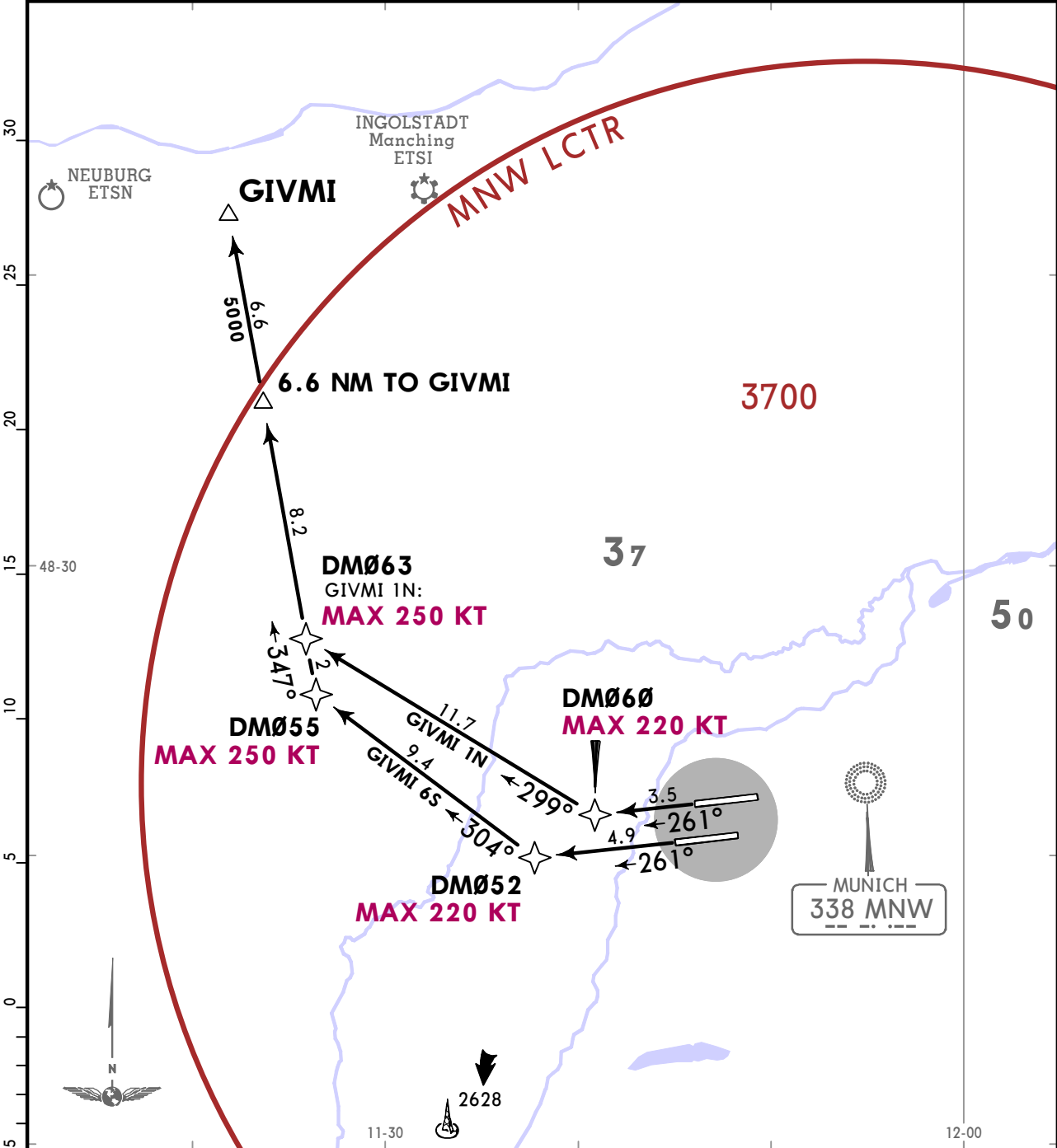
EDDM/MUC
MUNICH

JEPPESSEN
17 MAY 19 10-3T6 Eff 23 May

MUNICH, GERMANY
RNAV SID (OVERLAY)

MUNICH Radar (APP) 123.905	Apt Elev 1487	Trans alt: 5000 1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar. 2. SIDs are also minimum noise routings. 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.
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GIVMI 1N [GIVM1N]
GIVMI 6S [GIVM6S]
RNAV DEPARTURES (OVERLAY 10-3N)
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



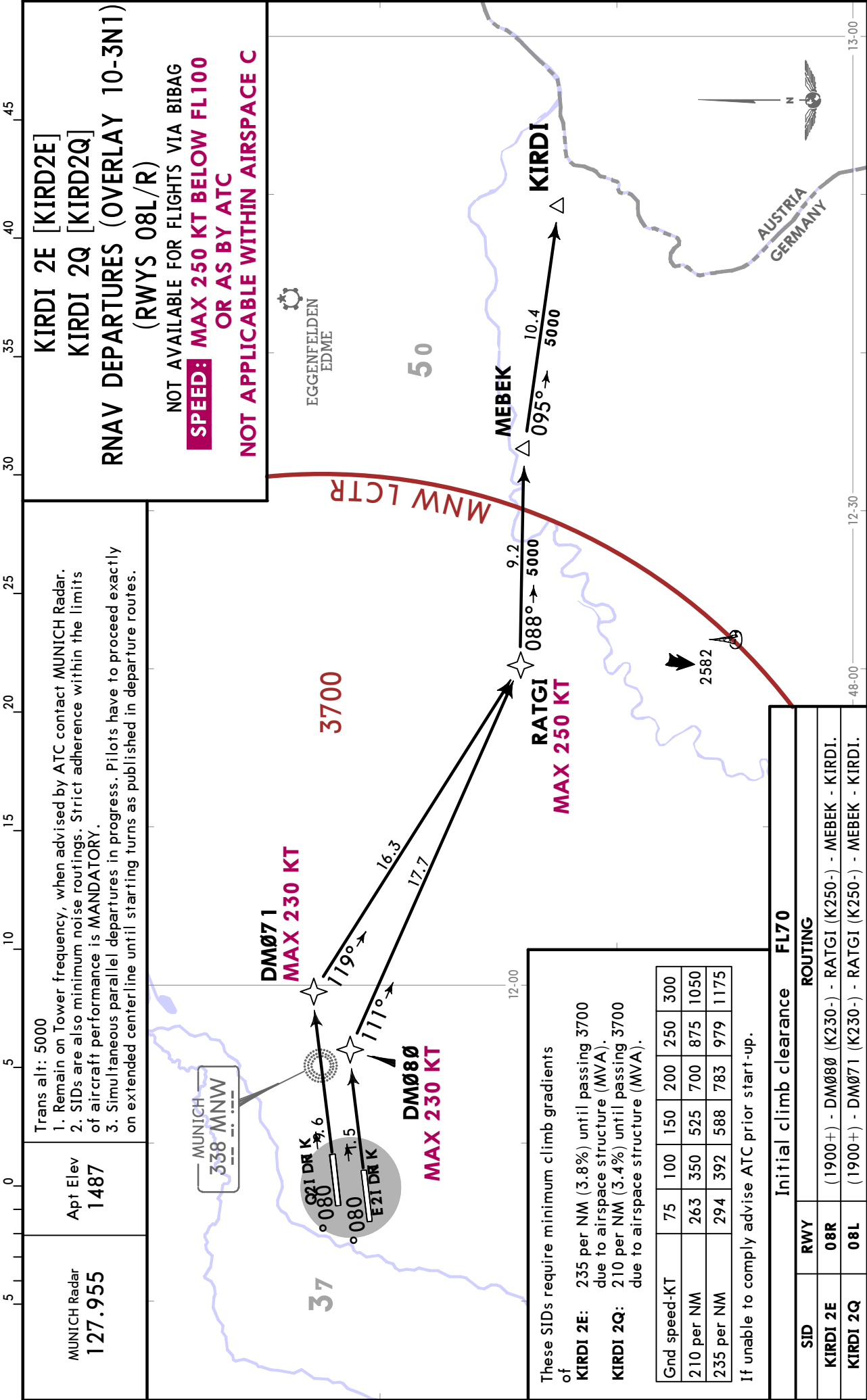
Initial climb clearance FL70		
SID	RWY	ROUTING
GIVMI 1N	26R	(1900+) - DM060 (K220-) - DM063 (K250-) - GIVMI.
GIVMI 6S	26L	(1900+) - DM052 (K220-) - DM055 (K250-) - GIVMI.

EDDM/MUC
MUNICH

JEPPESSEN
24 SEP 21 10-3T7

Eff 7 Oct

MUNICH, GERMANY
RNAV SID (OVERLAY)



EDDM/MUC
MUNICH

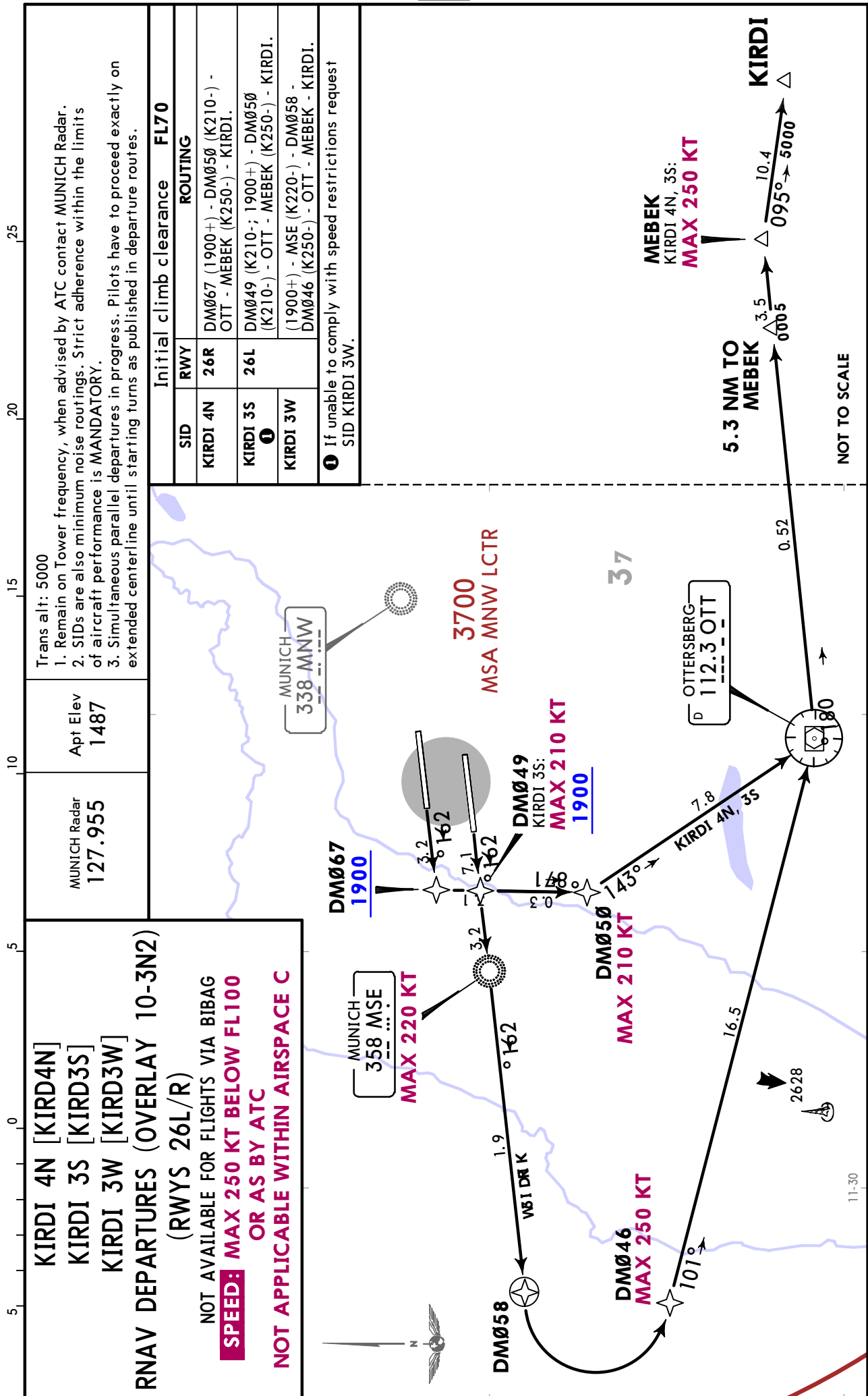
24 SEP 21

(10-3T8

Eff 7 Oct

MUNICH, GERMANY

RNAV SID (OVERLAY)

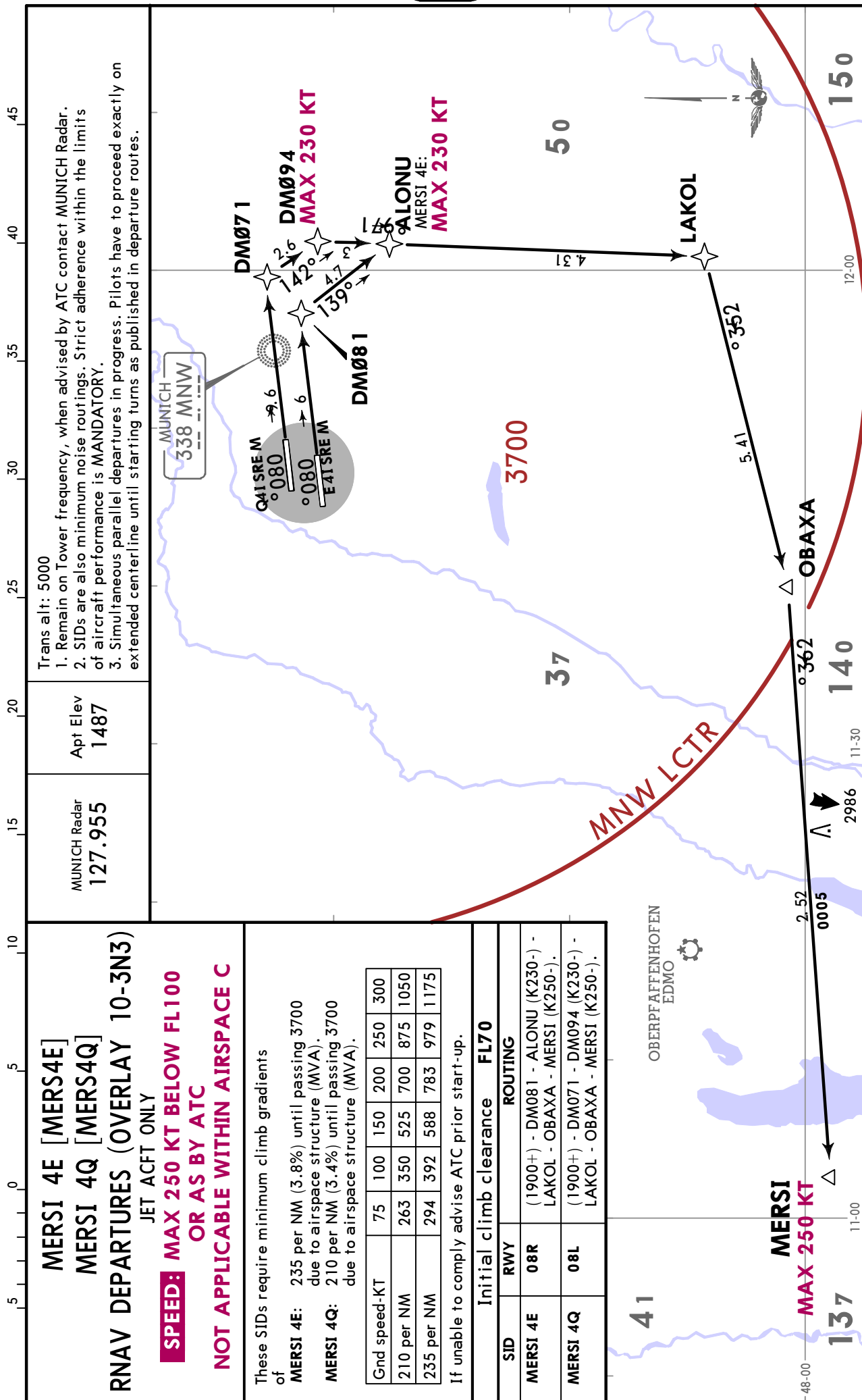


EDDM/MUC
MUNICH

JEPPESEN
20 DEC 19 (10-3T9) 

MUNICH, GERMANY

RNAV SID (OVERLAY)



EDDM/MUC
MUNICH

JEPPESSEN

20 DEC 19

10-3U

Eff 2 Jan

MUNICH, GERMANY

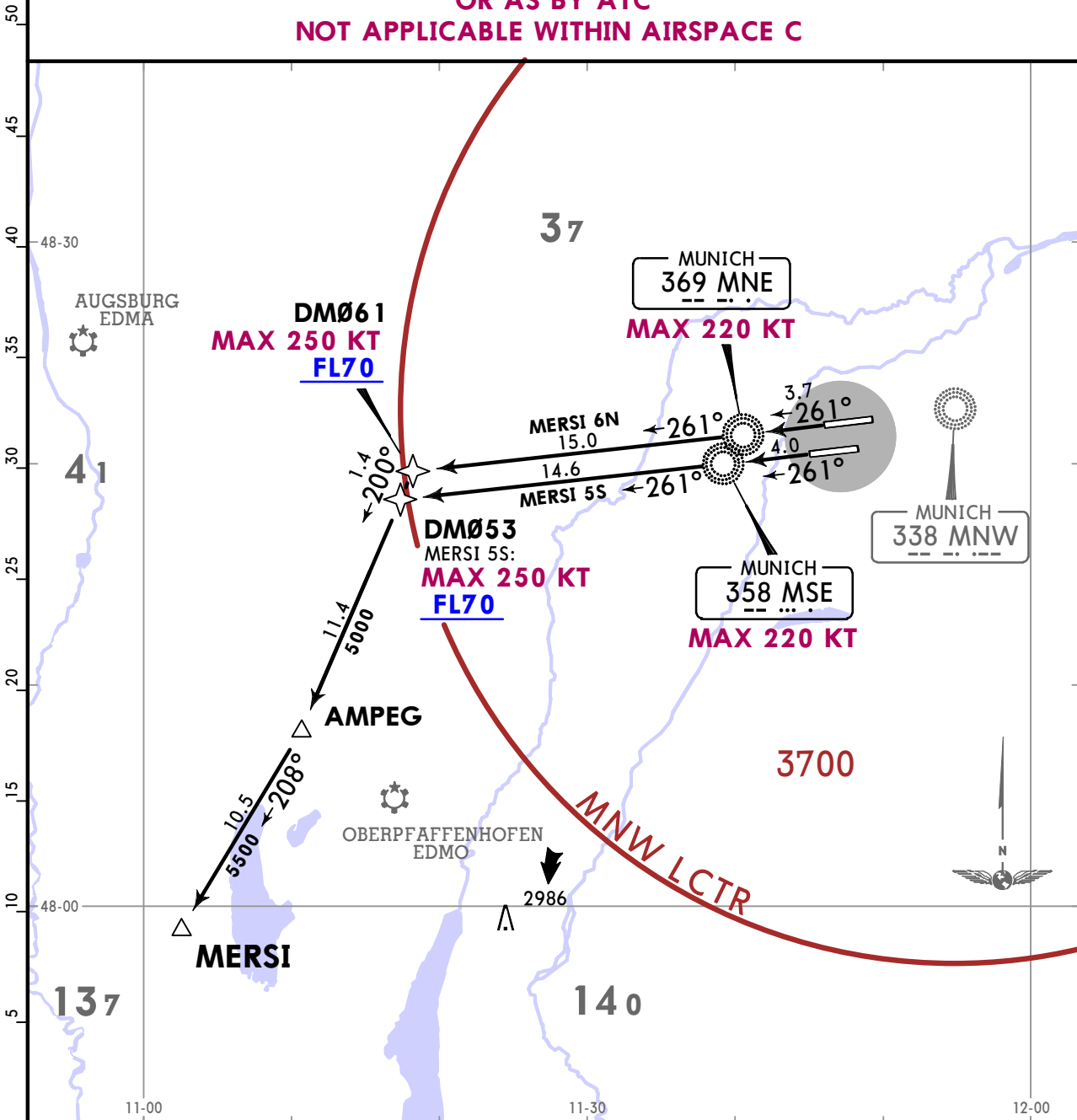
RNAV SID (OVERLAY)

MUNICH Radar
127.955

Apt Elev
1487

Trans alt: 5000
1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar.
2. SIDs are also minimum noise routings. 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 6N [MERS6N]
MERSI 5S [MERS5S]
RNAV DEPARTURES (OVERLAY 10-3N4)
**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC**
NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require a minimum climb gradient of 320 per NM (5.3%) due to operational constraints at DM053 (MERSI 5S)/ at DM061 (MERSI 6N).

Gnd speed-KT	75	100	150	200	250	300
320 per NM	400	533	800	1067	1333	1600

If unable to comply advise ATC prior start-up.

Initial climb clearance **FL70**

SID	RWY	ROUTING
MERSI 6N	26R	(1900+) - MNE (K220-) - DM061 (K250-; FL70+) - AMPEG - MERSI.
MERSI 5S	26L	(1900+) - MSE (K220-) - DM053 (K250-; FL70+) - AMPEG - MERSI.

EDDM/MUC
MUNICH

JEPPESSEN
24 SEP 21 10-3V1 Eff 7 Oct

MUNICH, GERMANY
RNAV SID (OVERLAY)

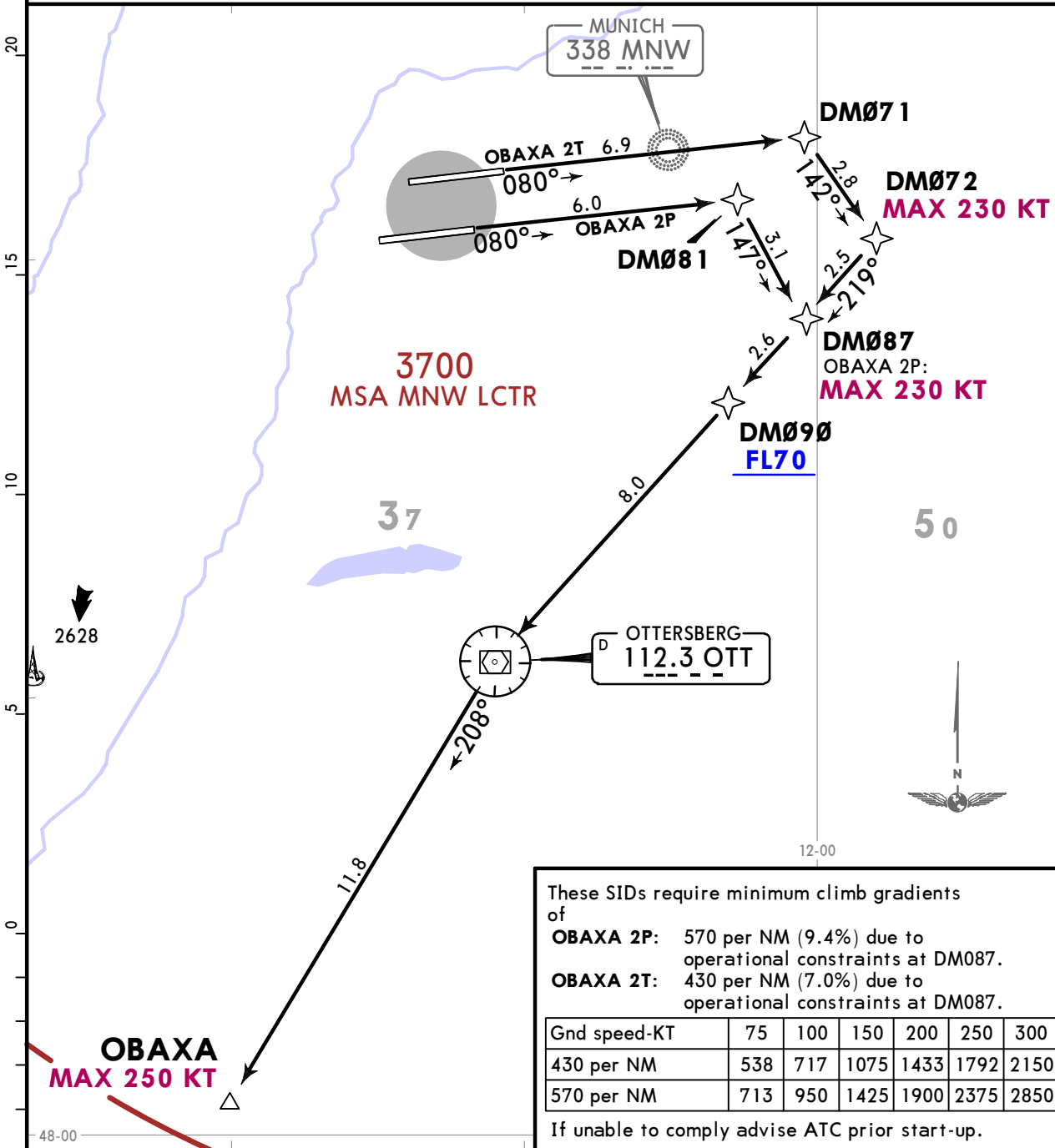
MUNICH Radar
127.955

Apt Elev
1487

- Trans alt: 5000
1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar.
 2. SIDs are also minimum noise routings. 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 2P [OBAX2P], OBAXA 2T [OBAX2T]
RNAV DEPARTURES (OVERLAY 10-3Q1)
(RWYS 08L/R)
NON-JET ACFT ONLY

**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C**



Initial climb clearance			FL70
SID	RWY	ROUTING	
OBAXA 2P	08R	(1900+) - DM081 - DM087 (K230-) - DM090 (FL70+) - OTT - OBAXA (K250-).	
OBAXA 2T	08L	(1900+) - DM071 - DM072 (K230-) - DM090 (FL70+) - OTT - OBAXA (K250-).	

EDDM/MUC
MUNICH

JEPPESSEN
24 SEP 21 10-3V2 Eff 7 Oct

MUNICH, GERMANY
RNAV SID (OVERLAY)

MUNICH Radar
127.955

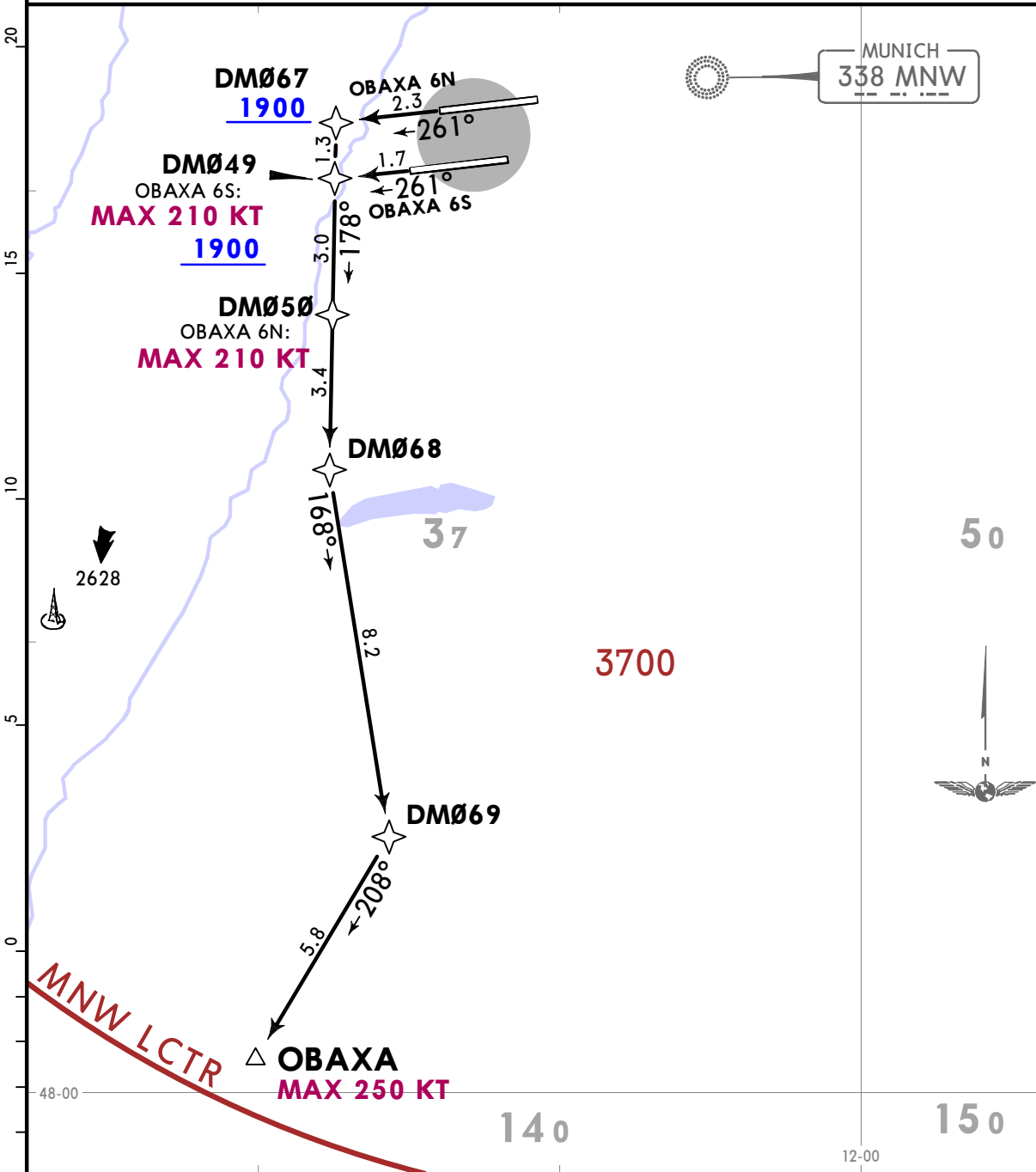
Apt Elev
1487

- Trans alt: 5000
1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar.
 2. SIDs are also minimum noise routings. 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 6N [OBAX6N], OBAXA 6S [OBAX6S]
RNAV DEPARTURES (OVERLAY 10-3Q2)
(RWYS 26L/R)

NON-JET ACFT ONLY

**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C**

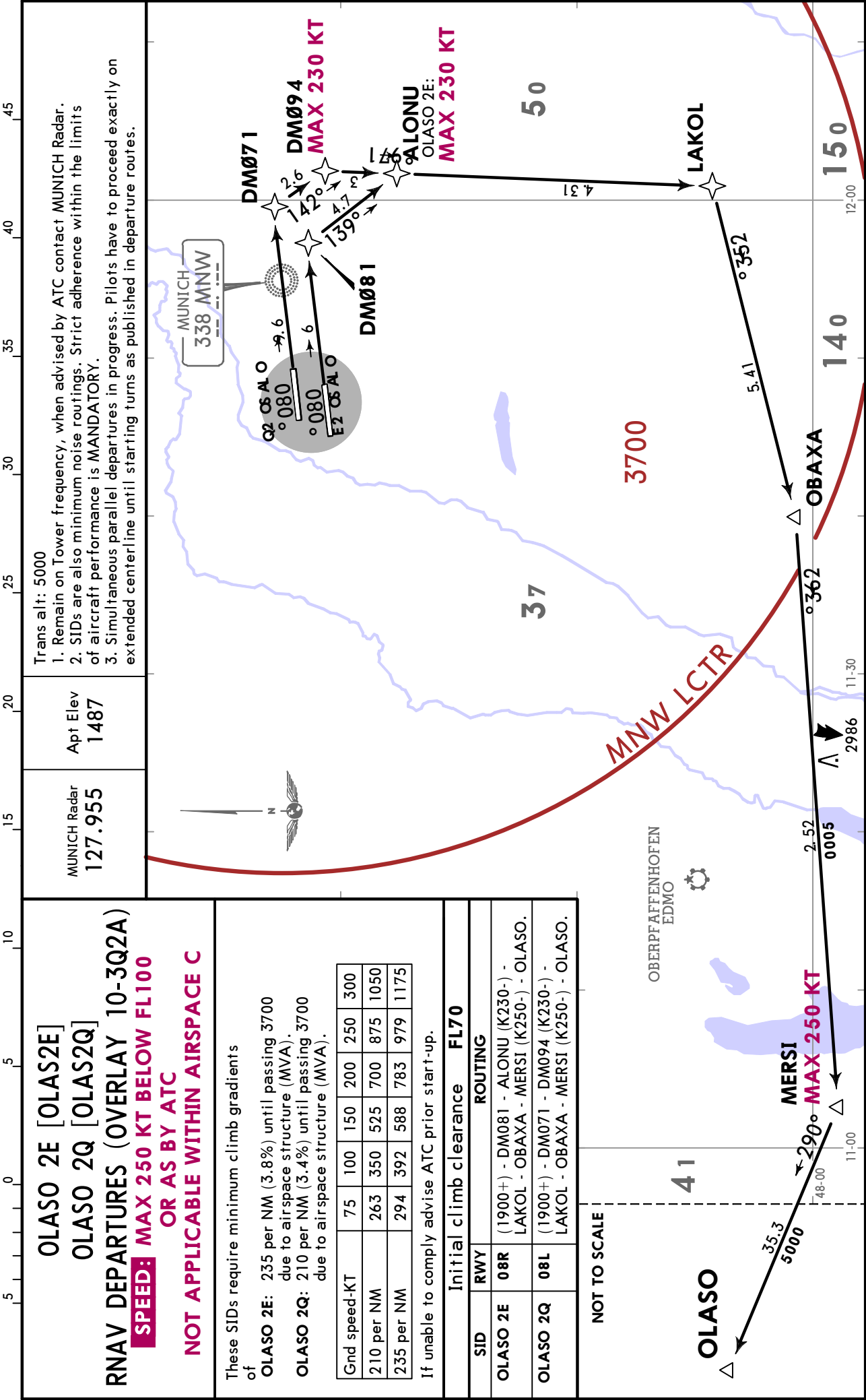


Initial climb clearance			FL70
SID	RWY	ROUTING	
OBAXA 6N	26R	DM067 (1900+) - DM050 (K210-) - DM068 - DM069 - OBAXA (K250-).	
OBAXA 6S	26L	DM049 (K210-; 1900+) - DM068 - DM069 - OBAXA (K250-).	

EDDM/MUC
MUNICH

JEPPESSEN
20 DEC 19 10-3V3 Eff 2 Jan

MUNICH, GERMANY
RNAV SID (OVERLAY)

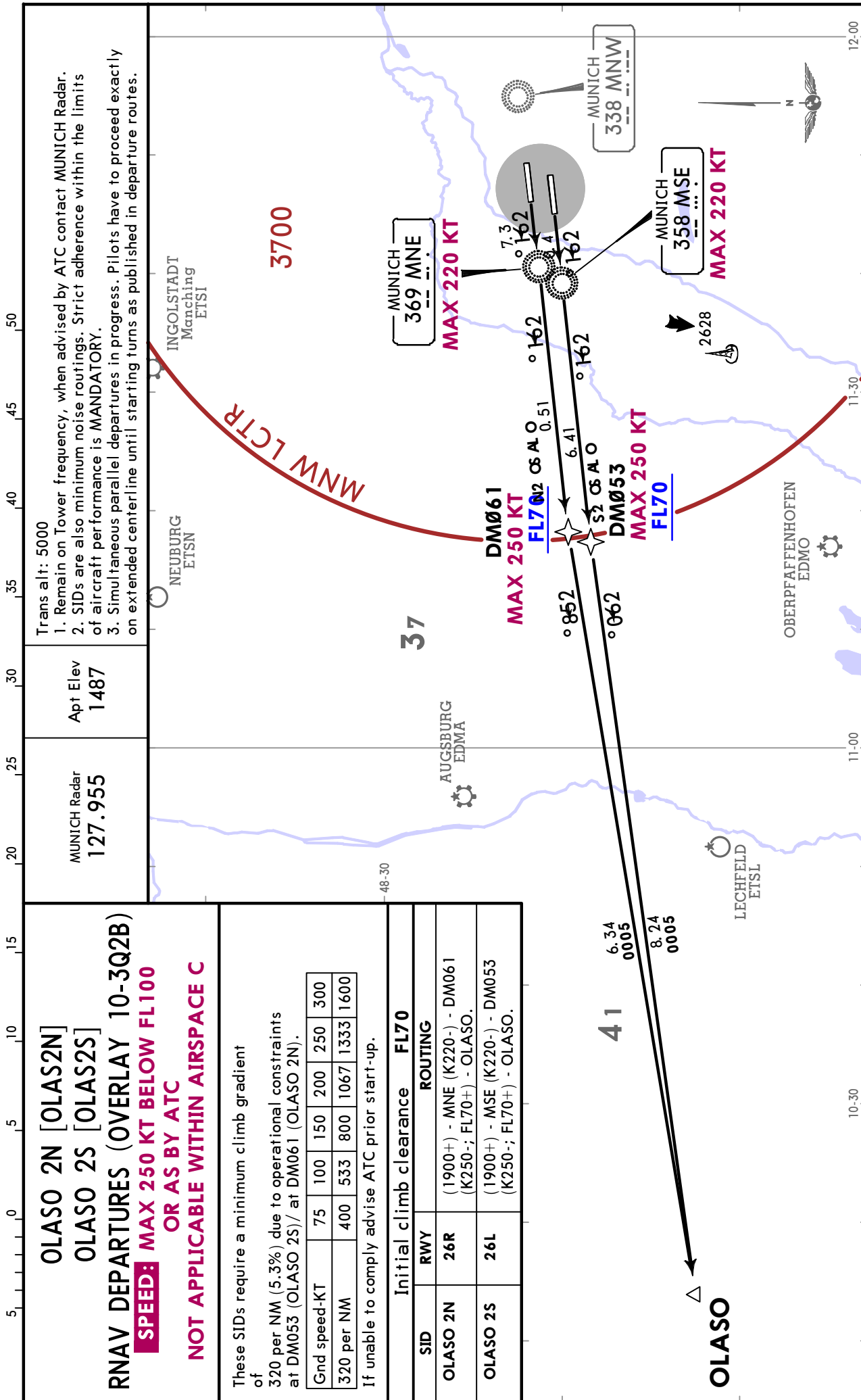


EDDM/MUC
MUNICH

JEPPESSEN
20 DEC 19 10-3V4

Eff 2 Jan

MUNICH, GERMANY
RNAV SID (OVERLAY)



EDDM/MUC
MUNICH



JEPPESSEN

MUNICH, GERMANY

17 MAY 19

10-3V5

Eff 23 May

RNAV SID (OVERLAY)

RIDAR 7E [RIDA7E]
RIDAR 7Q [RIDA7Q]
RNAV DEPARTURES
(OVERLAY 10-3Q3)

**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C**

Trans alt: 5000
1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar.
2. SIDs are also minimum noise routings. 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.

Apt Elev
1487

MUNICH
Radar (APP)
123.905

DONAUWOERTH
EDPR

NEUBURG
ETSN

INGOLSTADT
Manching
ETSI

RIDAR
△

13

5000

270°

R089

5000

18.7

5000

269°

MIKE
426 MIQ

MAX 250 KT

WALDA
D 112.8 WLD

AUGSBURG
EDMA

2391

11-00

41

37

3700

50

MUNICH
338 MNW

DM073

DM085

DM084

1900

1900

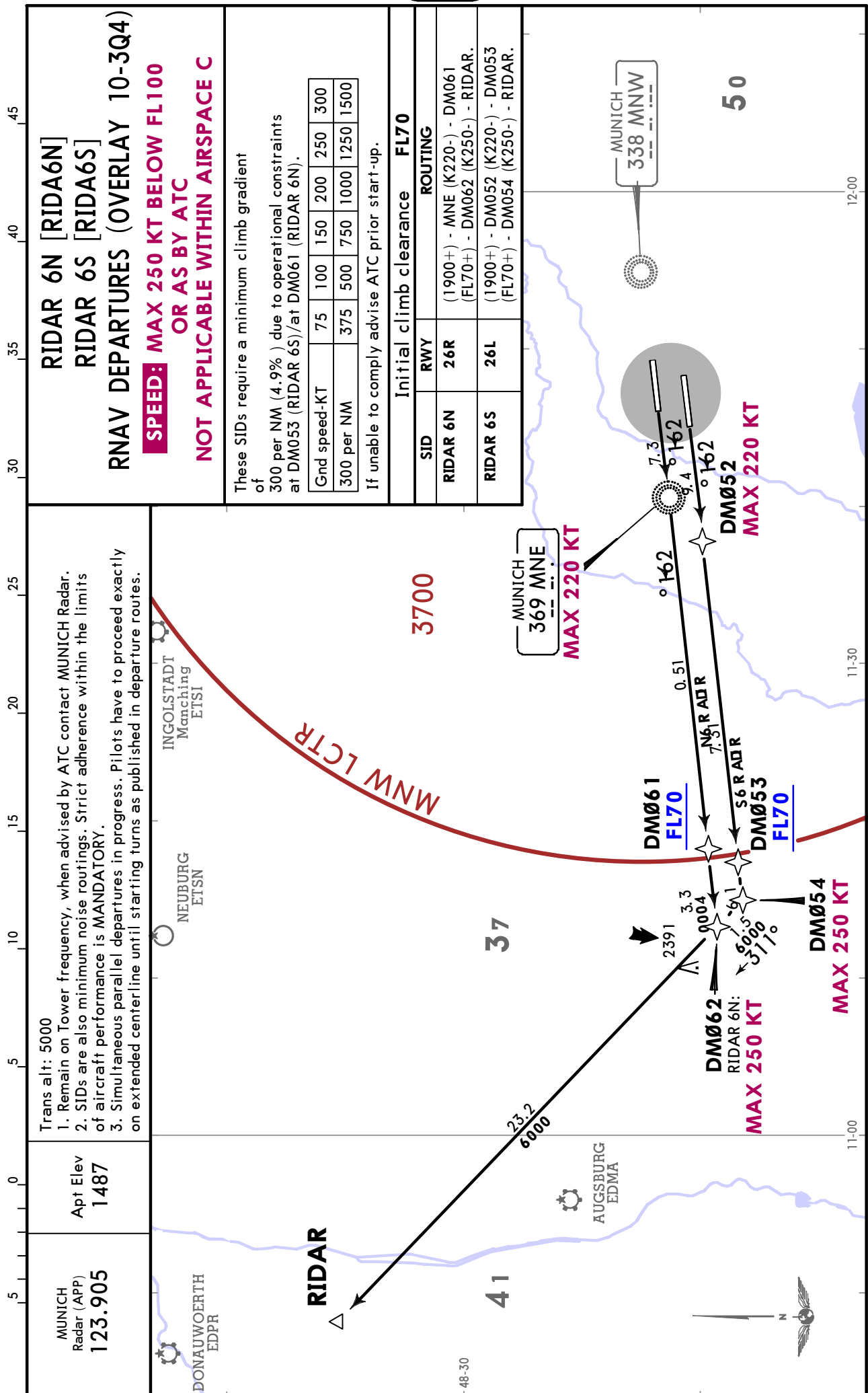
Initial climb clearance FL70		
SID	RWY	ROUTING
RIDAR 7E	08R	DM084 (1900+) - MIQ (K250-) - WLD - RIDAR.
RIDAR 7Q	08L	DM070 (1900+) - DM073 - MIQ (K250-) - WLD - RIDAR.

EDDM/MUC
MUNICH

~~MUNICH, GERMANY~~

17 MAY 19

10-3V6

Eff 23 May**RNAV SID (OVERLAY)**

EDDM/MUC
MUNICH

JEPPESSEN
24 SEP 21 10-3V7 Eff 7 Oct

MUNICH, GERMANY
RNAV SID (OVERLAY)

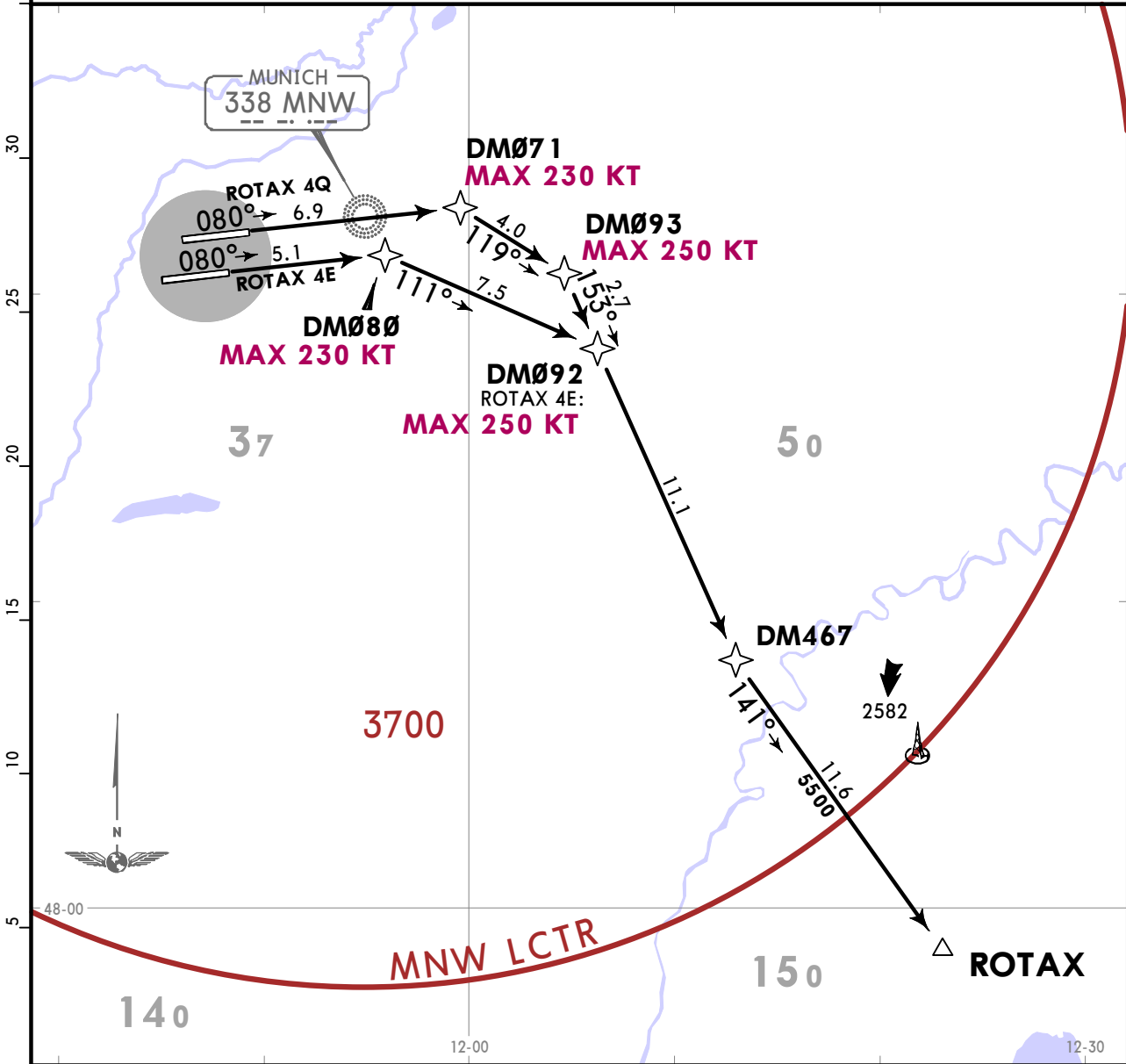
MUNICH Radar
127.955

Apt Elev
1487

- Trans alt: 5000
1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar.
 2. SIDs are also minimum noise routings. 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.

ROTAX 4E [ROTA4E], ROTAX 4Q [ROTA4Q]
RNAV DEPARTURES (OVERLAY 10-3Q5)
(RWYS 08L/R)

**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C**



These SIDs require minimum climb gradients of

ROTAX 4E: 235 per NM (3.8%) until passing 3700 due to airspace structure (MVA).

ROTAX 4Q: 210 per NM (3.4%) until passing 3700 due to airspace structure (MVA).

Gnd speed-KT	75	100	150	200	250	300
210 per NM	263	350	525	700	875	1050
235 per NM	294	392	588	783	979	1175

If unable to comply advise ATC prior start-up.

Initial climb clearance **FL70**

SID	RWY	ROUTING
ROTAX 4E	08R	(1900+) - DM080 (K230-) - DM092 (K250-) - DM467 - ROTAX.
ROTAX 4Q	08L	(1900+) - DM071 (K230-) - DM093 (K250-) - DM467 - ROTAX.

EDDM/MUC
MUNICH

JEPPESSEN

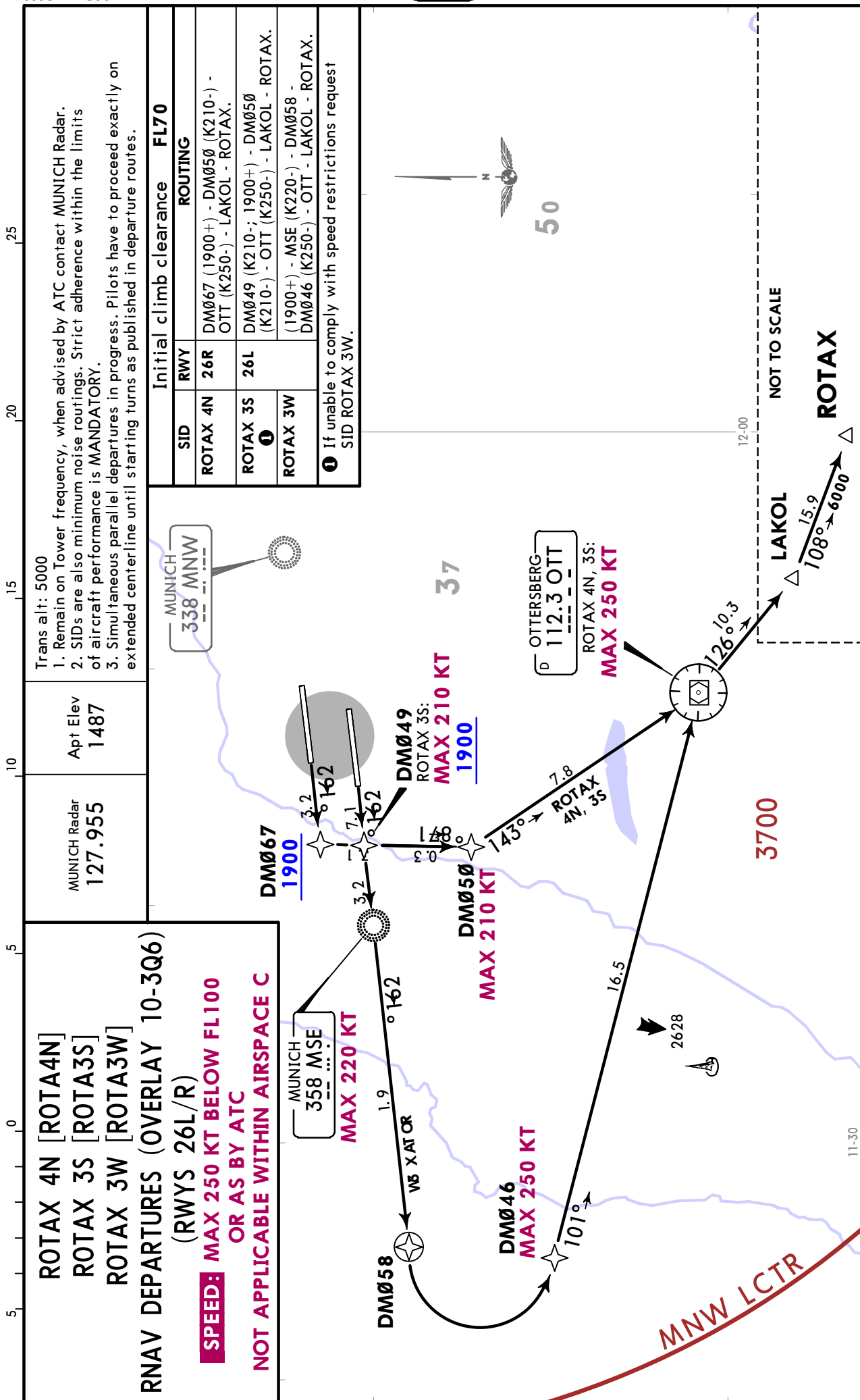
24 SEP 21

10-3V8

Eff 7 Oct

MUNICH, GERMANY

RNAV SID (OVERLAY)



EDDM/MUC
MUNICH

JEPPESSEN

MUNICH, GERMANY

24 SEP 21

10-3W

Eff 7 Oct

RNAV SID (OVERLAY)

MUNICH Radar
127.955

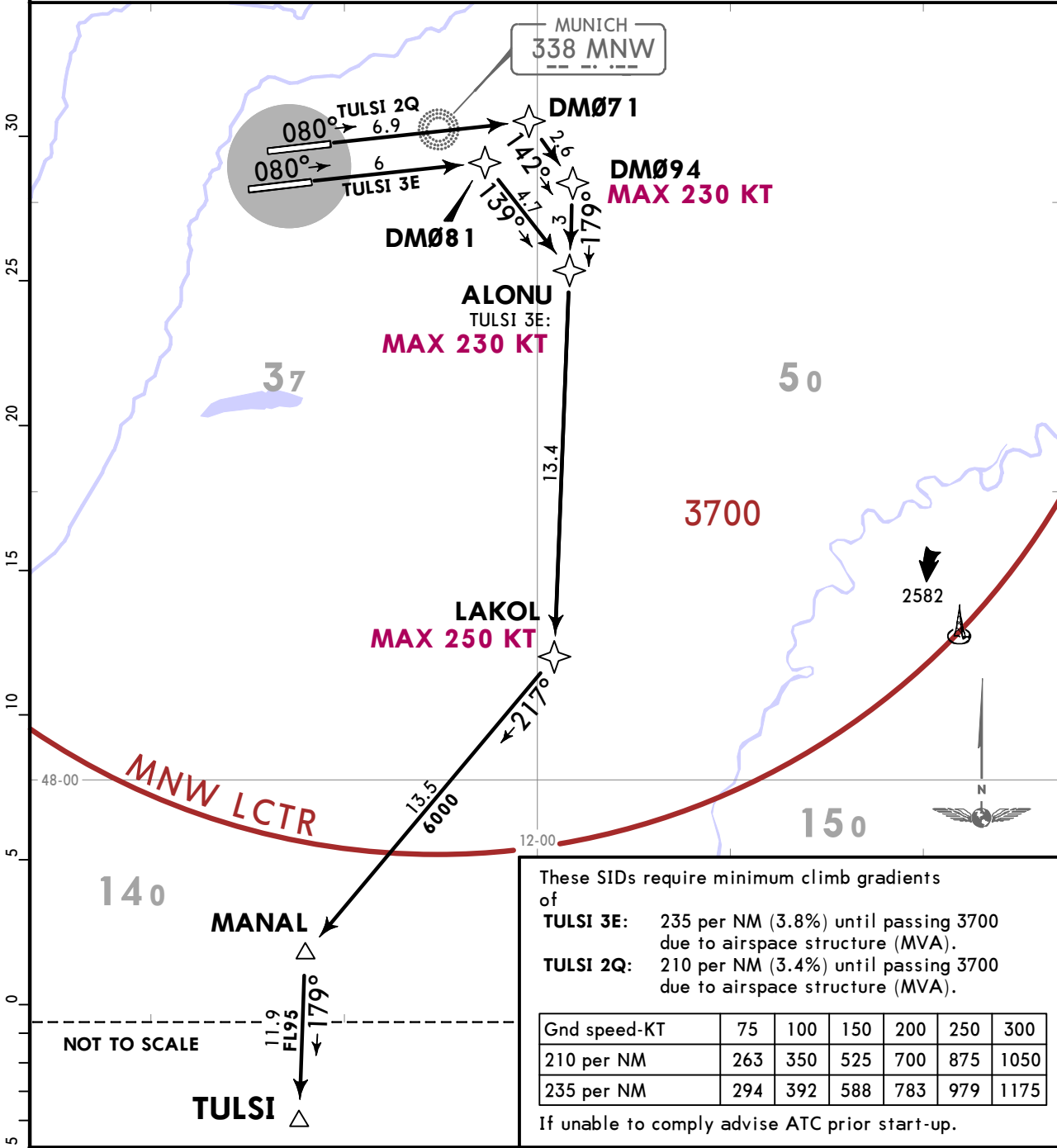
Apt Elev
1487

Trans alt: 5000
1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar.
2. SIDs are also minimum noise routings. 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 3E [TULS3E], TULSI 2Q [TULS2Q]
RNAV DEPARTURES (OVERLAY 10-3Q7)
(RWYS 08L/R)

JET ACFT ONLY

**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C**



These SIDs require minimum climb gradients of
TULSI 3E: 235 per NM (3.8%) until passing 3700 due to airspace structure (MVA).
TULSI 2Q: 210 per NM (3.4%) until passing 3700 due to airspace structure (MVA).

Gnd speed-KT	75	100	150	200	250	300
210 per NM	263	350	525	700	875	1050
235 per NM	294	392	588	783	979	1175

If unable to comply advise ATC prior start-up.

Initial climb clearance **FL70**

SID	RWY	ROUTING
TULSI 3E	08R	(1900+) - DM081 - ALONU (K230-) - LAKOL (K250-) - MANAL - TULSI.
TULSI 2Q	08L	(1900+) - DM071 - DM094 (K230-) - LAKOL (K250-) - MANAL - TULSI.

EDDM/MUC
MUNICH

JEPPESSEN
24 SEP 21 10-3X1 Eff 7 Oct

MUNICH, GERMANY
RNAV SID (OVERLAY)

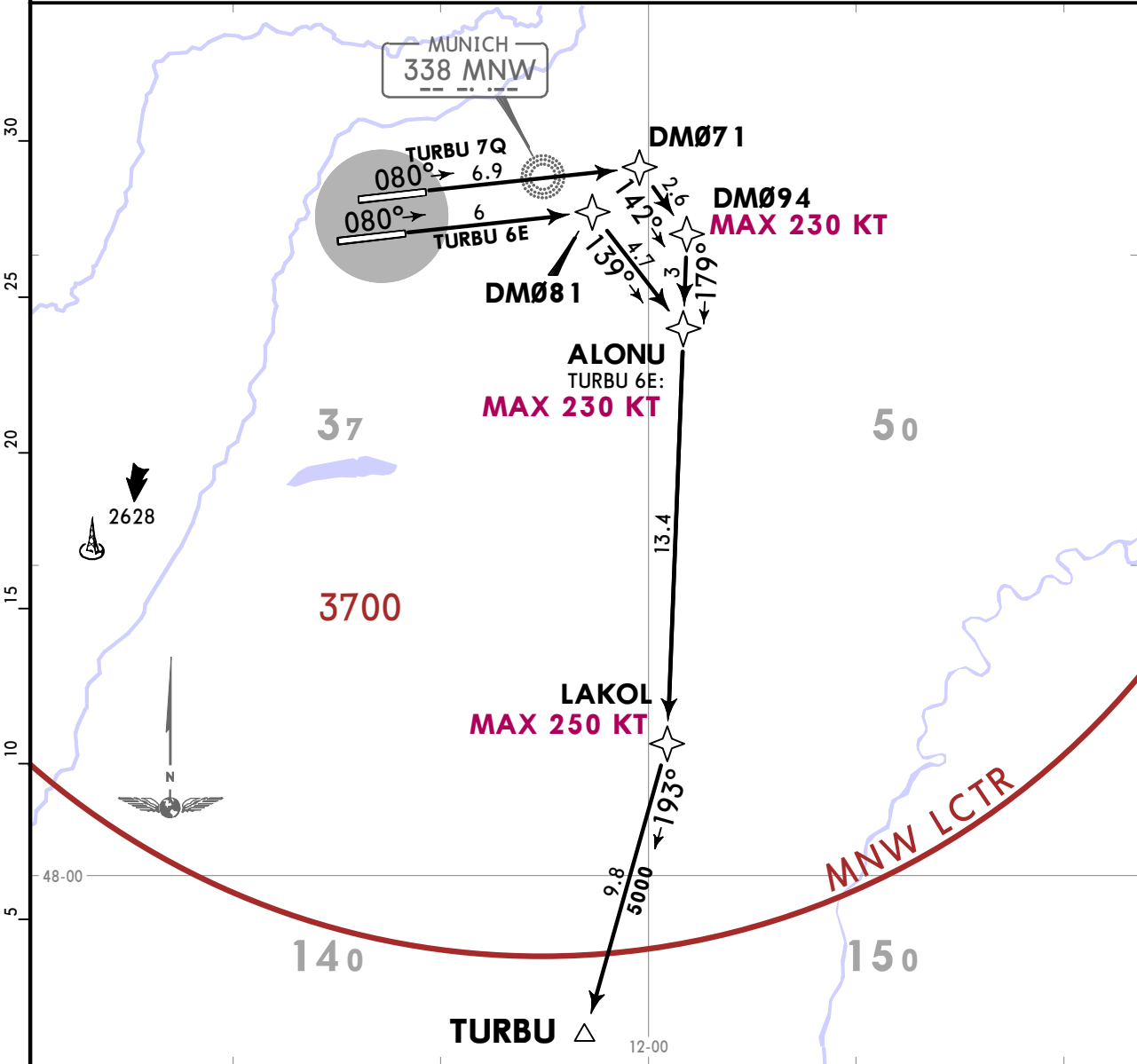
MUNICH Radar
127.955

Apt Elev
1487

- Trans alt: 5000
1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar.
 2. SIDs are also minimum noise routings. 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 6E [TURB6E], TURBU 7Q [TURB7Q]
RNAV DEPARTURES (OVERLAY 10-3Q9)
(RWYS 08L/R)
JET ACFT ONLY

**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C**



These SIDs require minimum climb gradients of

TURBU 6E: 235 per NM (3.8%) until passing 3700 due to airspace structure (MVA).

TURBU 7Q: 210 per NM (3.4%) until passing 3700 due to airspace structure (MVA).

Gnd speed-KT	75	100	150	200	250	300
210 per NM	263	350	525	700	875	1050
235 per NM	294	392	588	783	979	1175

If unable to comply advise ATC prior start-up.

Initial climb clearance **FL70**

SID	RWY	ROUTING
TURBU 6E	08R	(1900+) - DMØ81 - ALONU (K230-) - LAKOL (K250-) - TURBU.
TURBU 7Q	08L	(1900+) - DMØ71 - DMØ94 (K230-) - LAKOL (K250-) - TURBU.

EDDM/MUC
MUNICH

JEPPESSEN
24 SEP 21 10-3X3 Eff 7 Oct

MUNICH, GERMANY
RNAV SID (OVERLAY)

MUNICH Radar
127.955

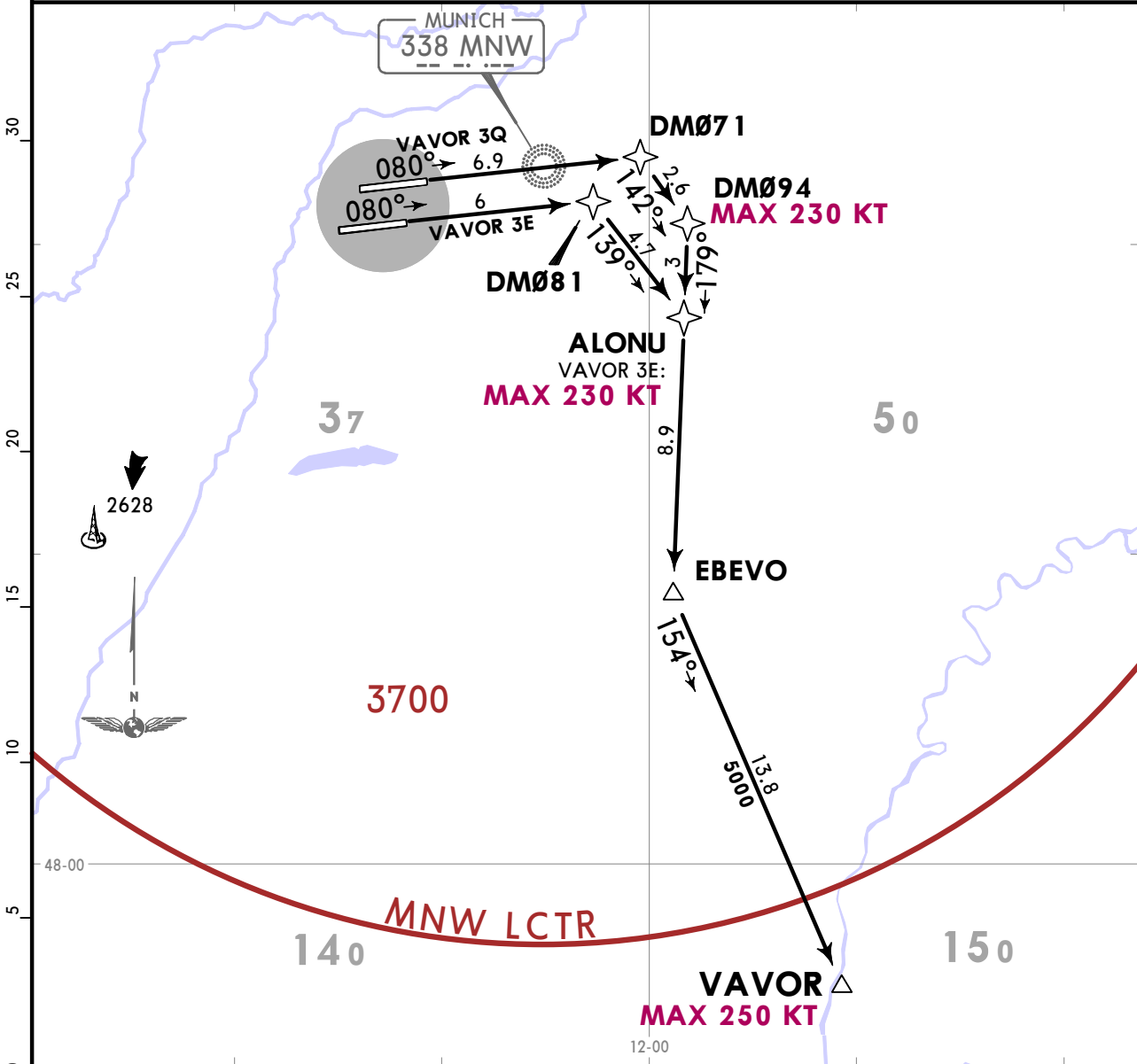
Apt Elev
1487

Trans alt: 5000
1. Remain on Tower frequency, when advised by ATC contact MUNICH Radar.
2. SIDs are also minimum noise routings. 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.

VAVOR 3E [VAV03E], VAVOR 3Q [VAV03Q]
RNAV DEPARTURES (OVERLAY 10-3S)
(RWYS 08L/R)

JET ACFT ONLY

**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C**



These SIDs require minimum climb gradients of
VAVOR 3E: 235 per NM (3.8%) until passing 3700 due to airspace structure (MVA).
VAVOR 3Q: 210 per NM (3.4%) until passing 3700 due to airspace structure (MVA).

Gnd speed-KT	75	100	150	200	250	300
210 per NM	263	350	525	700	875	1050
235 per NM	294	392	588	783	979	1175

If unable to comply advise ATC prior start-up.

Initial climb clearance **FL70**

SID	RWY	ROUTING
VAVOR 3E	08R	(1900+) - DM081 - ALONU (K230-) - EBEVO - VAVOR (K250-).
VAVOR 3Q	08L	(1900+) - DM071 - DM094 (K230-) - EBEVO - VAVOR (K250-).

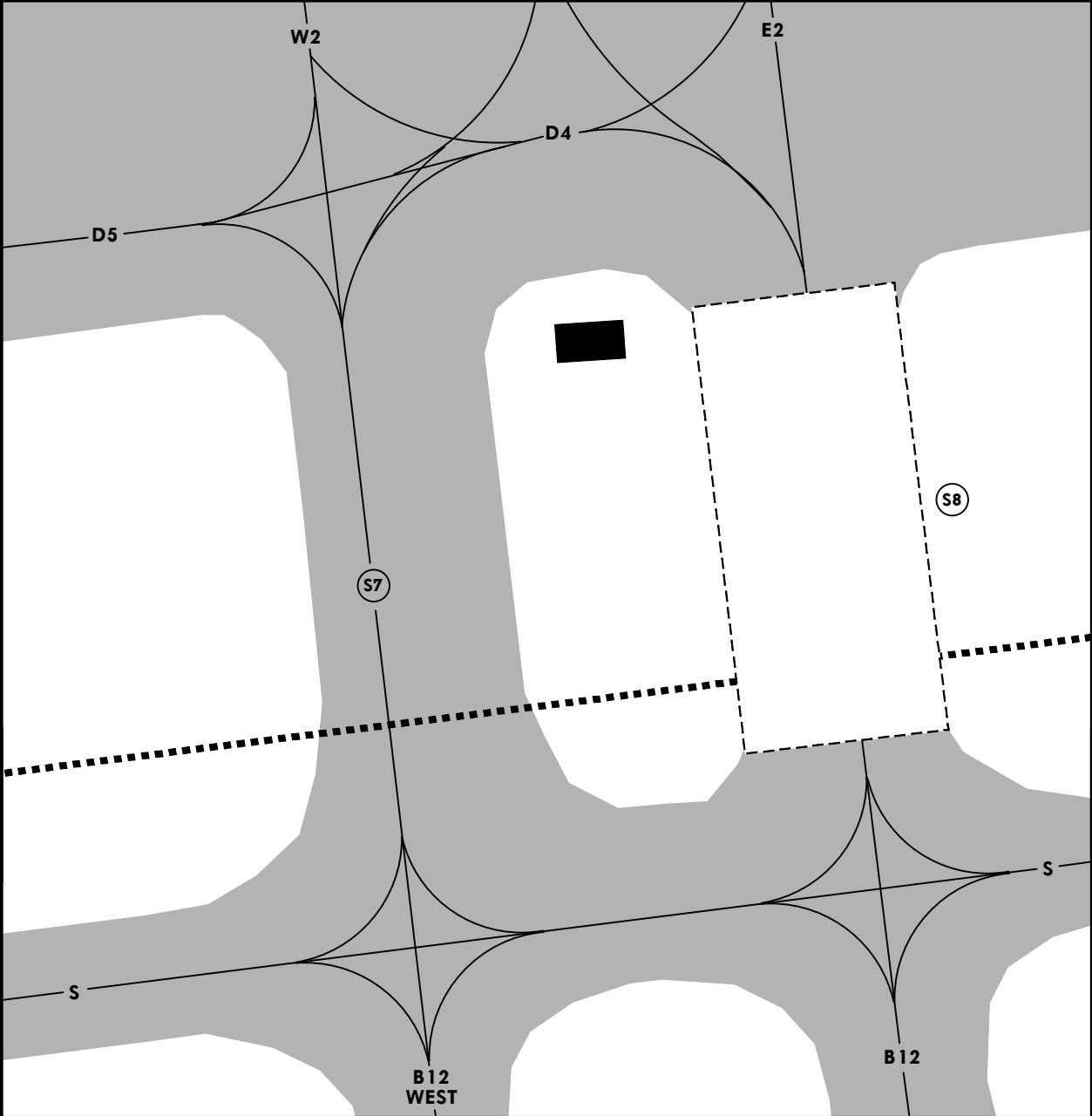
EDDM/MUC

MUNICH, GERMANY

MUNICH

CONSTRUCTION WORKS ON APRON ENTRY S8
REFER ALSO TO LATEST NOTAMS

TWY bridge entry S8 on apron 2 will be closed.
Arriving ACFT will be stopped regardless of their landing direction clear of the intersection
between TWY B12 West and TWY S.
Arriving and departing ACFT will be separated on TWY bridge Entry S7.



LEGEND



Construction area



Limit of ATC competence area

EDDM/MUC

JEPPesen
12 MAY 23 (10-8A)

Eff 22 May

MUNICH, GERMANY

MUNICH

CONSTRUCTION WORKS PHASE 1 AND 2

REFER ALSO TO LATEST NOTAMS

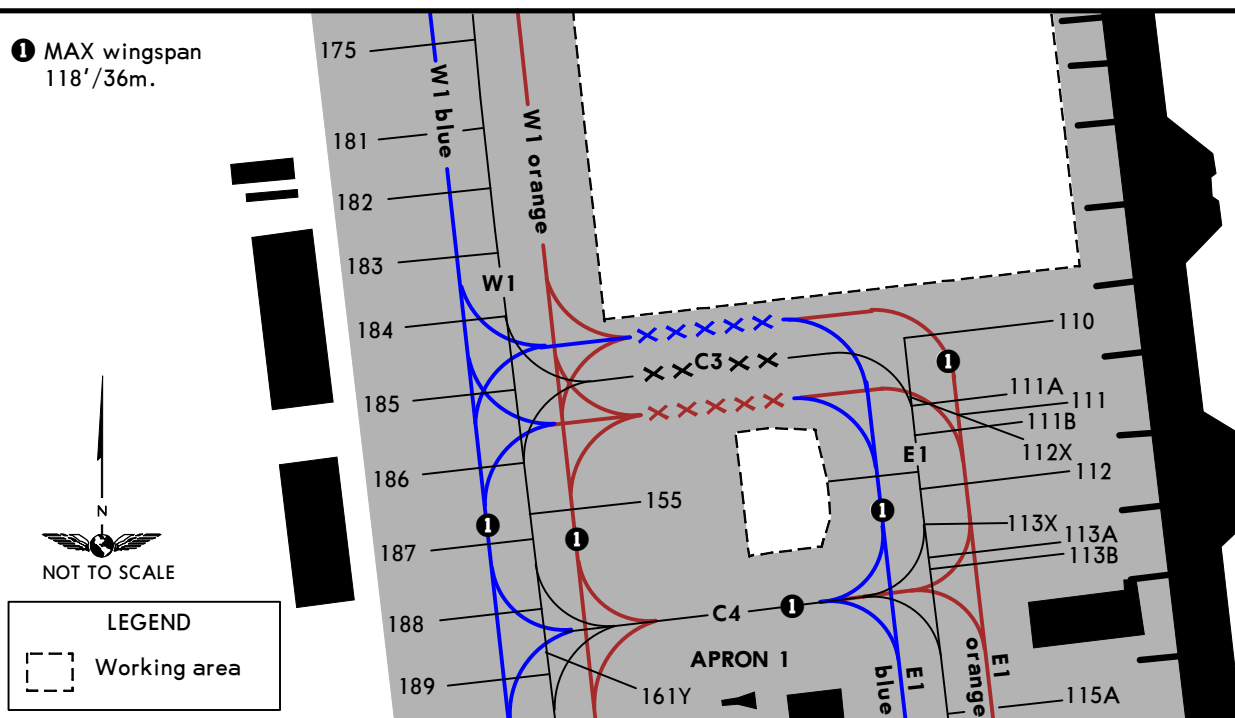
GENERAL

Construction work in the area of taxilanes C3 and C4 will be conducted on apron 1.

PHASE 1

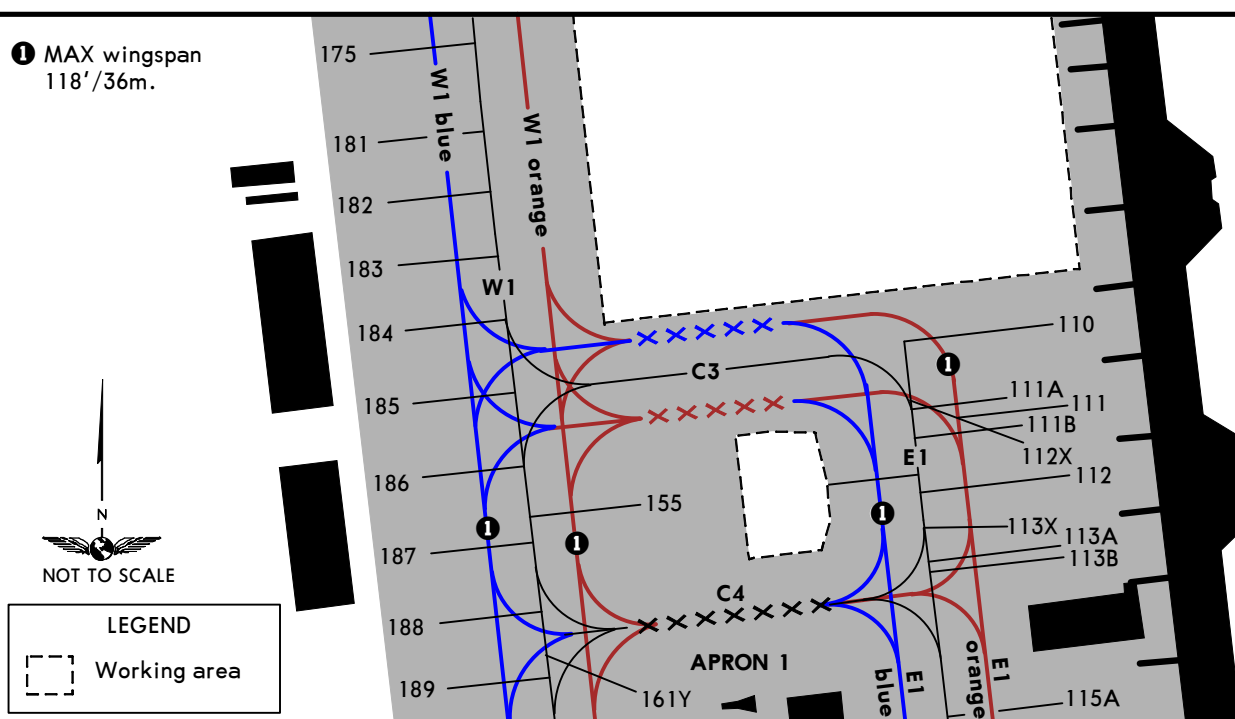
Taxilane C3 and the colour-coded alternative taxi guide lines C3 blue line and C3 orange line will be closed to taxiing traffic between taxilane E1 and taxilane W1. A push-back of ACFT from stand 110 to taxilane C3 centre is possible.

In order to protect the construction site from the effects of jet thrusts generated by taxiing ACFT, a blast fence will be erected approximately 50m West of the intersection of taxilanes E1 and C3.



PHASE 2

The colour-coded alternative taxi guide lines C3 blue line and C3 orange line will be closed to taxiing traffic. Taxilane C3 Centre Line can be used without restrictions by ACFT up to ICAO code letter F. Taxilane C4 will be closed to taxiing traffic.



EDDM/MUC

JEPPesen
12 MAY 23 (10-8B) Eff 22 May

MUNICH, GERMANY

MUNICH

CONSTRUCTION WORKS PHASE 3

REFER ALSO TO LATEST NOTAMS

The colour-coded alternative taxi guide lines C3 blue line and C3 orange line can be used by ACFT up to ICAO code letter C and taxilane C3 (Centre line) by ACFT up to ICAO code letter F. The southern alternative taxi guide line of taxilane C3 will be colour-coded in blue (C3 blue line). The northern alternative taxi guide line of taxilane C3 will be colour-coded in orange (C3 orange line).

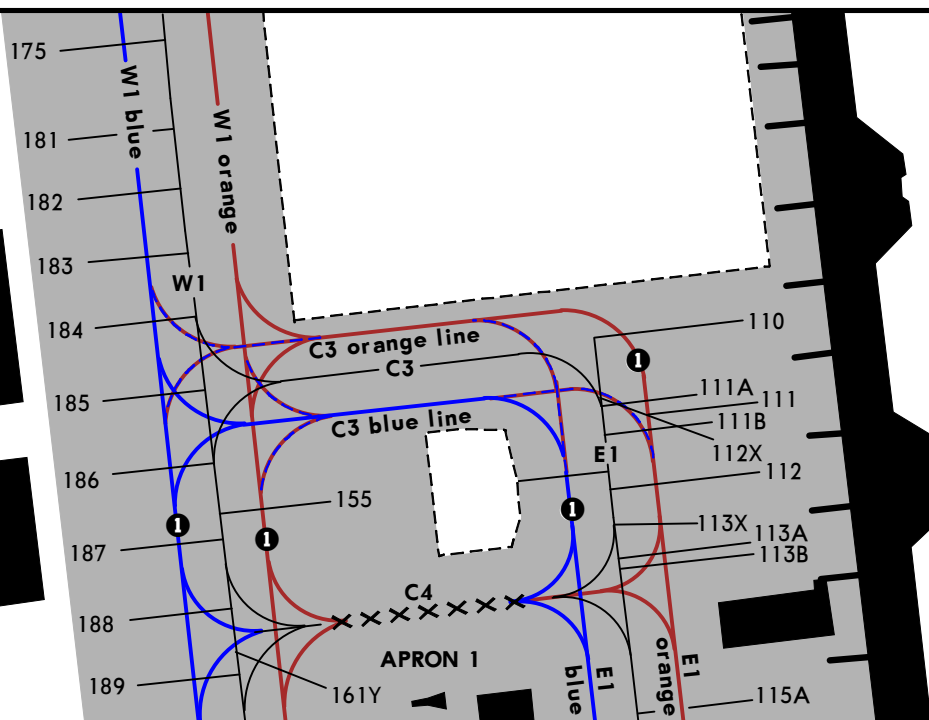
The change from one colour-coded alternative taxi guide line to a differently colour-coded alternative taxi guide line will be marked with a taxi guide line dotted in the two colours. Taxilane C4 will be closed to taxiing traffic.

1 MAX wingspan
118'/36m.



LEGEND

Working area



During the construction work, the colour coding of the alternative taxi guide lines of taxilane C3 will be changed.

The southern alternative taxi guide line of taxilane C3 will be colour-coded in blue (C3 blue line). The northern alternative taxi guide line of taxilane C3 will be colour-coded in orange (C3 orange line).

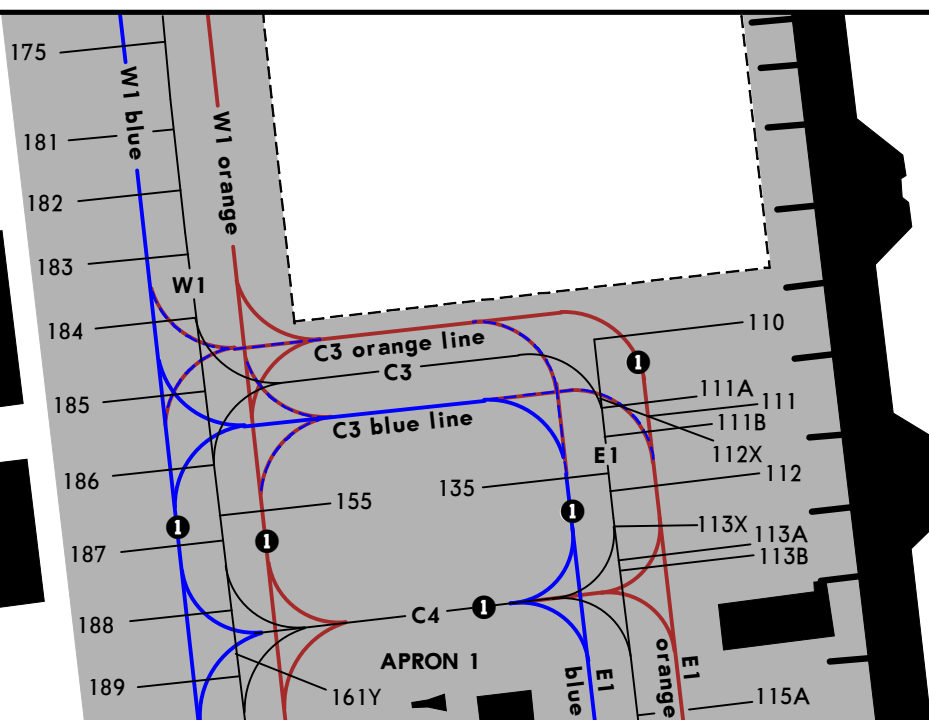
The change from one colour-coded alternative taxi guide line to a differently colour-coded alternative taxi guide line will be marked with a taxi guide line dotted in the two colours. The colour-coded alternative taxi guide lines C3 blue line and C3 orange line can be used by ACFT up to ICAO code letter C and taxilane C3 (Centre line) by ACFT up to ICAO code letter F.

1 MAX wingspan
118'/36m.



LEGEND

Working area



EDDM/MUC

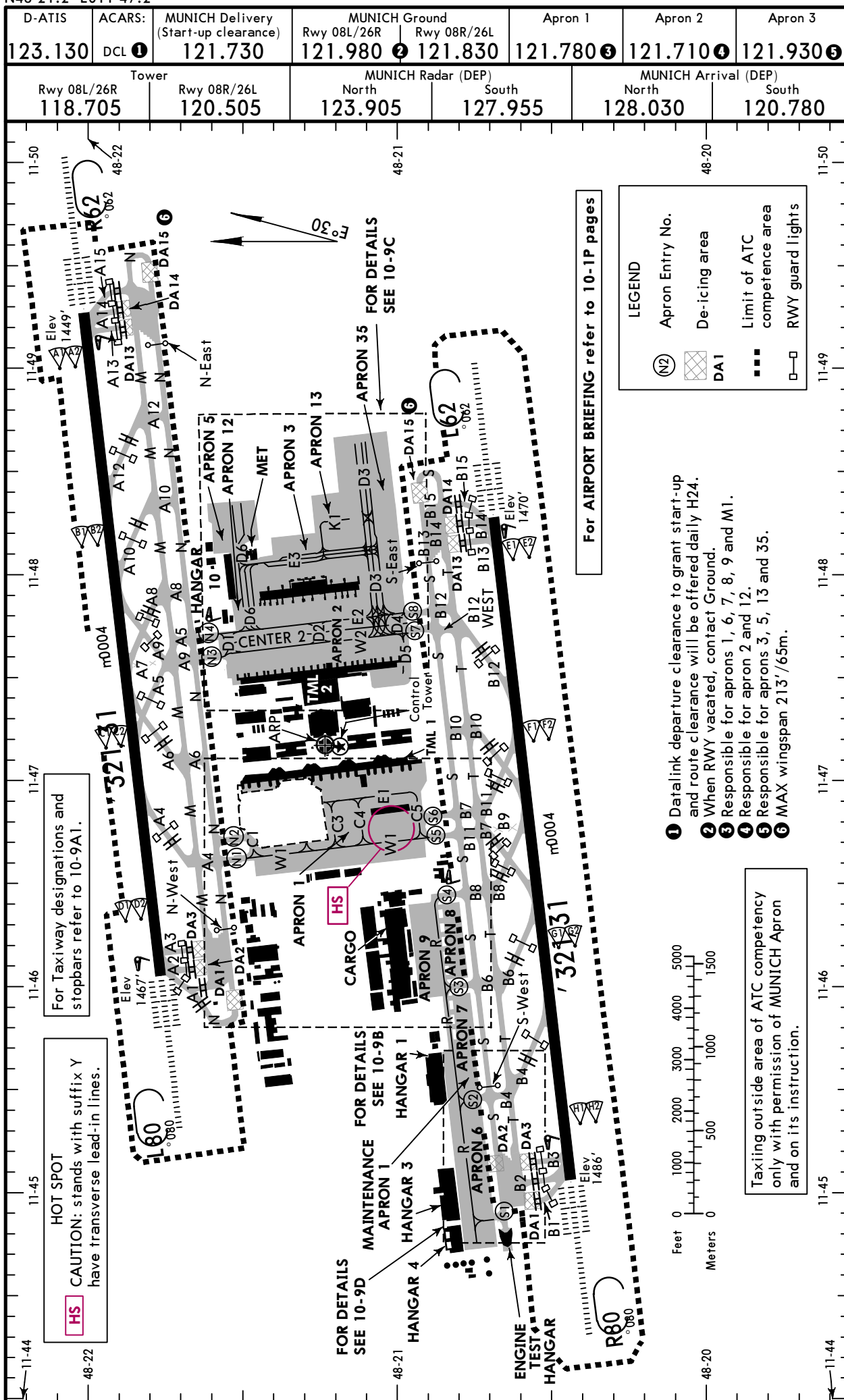
Apt Elev **1487'**
N48 21.2 E011 47.2

JEPPESSEN

25 NOV 22 **(10-9)**

MUNICH, GERMANY

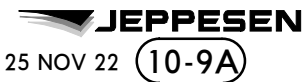
MUNICH



CHANGES: Twy O2 renamed to E2.

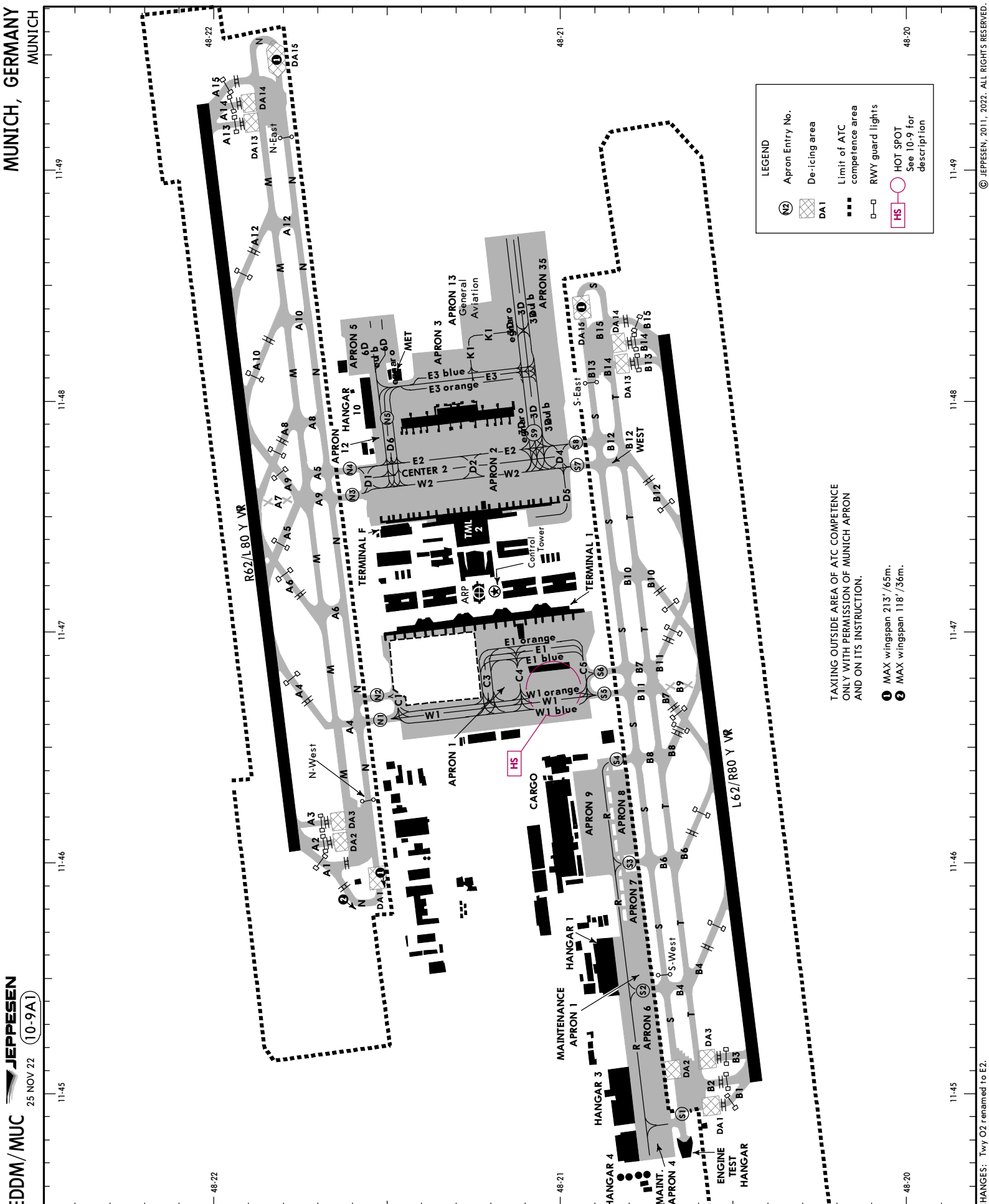
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EDDM/MUC



MUNICH, GERMANY
MUNICH

ADDITIONAL RUNWAY INFORMATION									
RWY						USABLE LENGTHS		TAKE-OFF	WIDTH
						LANDING BEYOND			
						Threshold	Glide Slope		
08L ① 26R	HIRL ② CL(15m) ALSF-II TDZ PAPI-L (3.0°) ③ RVR						11,969'3648m	⑤	197' 60m
	HIRL ② CL(15m) ALSF-II TDZ PAPI-L (3.0°) ④ RVR						12,029'3666m		
① Rwy grooved. ② spacing 60m ③ HST-A5, A8, A10 & A12 ④ HST-A9, A6 & A4 ⑤ TAKE-OFF RUN AVAILABLE RWY 08L: From rwy head13,123'(4000m)twy A3 int12,467'(3800m)twy A4 int9252'(2820m)twy A6 int7218'(2200m) RWY 26R: From rwy head13,123'(4000m)twy A13 int12,467'(3800m)twy A12 int9121'(2780m)twy A10 int7415'(2260m)									
08R ⑥ 26L	HIRL ⑦ CL(15m) ALSF-II TDZ PAPI-L (3.0°) ⑧ RVR						12,029'3666m	⑩	197' 60m
	HIRL ⑦ CL(15m) ALSF-II TDZ PAPI-L (3.0°) ⑨ RVR						12,151'3704m		
⑥ Rwy grooved. ⑦ spacing 60m ⑧ HST-B7, B10 & B12 ⑨ HST-B11, B8, B6 & B4 ⑩ TAKE-OFF RUN AVAILABLE RWY 08R: From rwy head13,123' (4000m)twy B3 int12,467' (3800m)twy B4 int9318' (2840m)twy B6 int7283' (2220m) RWY 26L: From rwy head13,123'(4000m)twy B13 int12,467'(3800m)twy B12 int9252'(2820m)twy B10 int7218'(2200m)									
Standard TAKE-OFF									
Low Visibility Take-off									
	① HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)			
A									
B	TDZ, MID, RO	TDZ, MID, RO							
C	RVR 125m	RVR 150m	RVR 200m	RVR 300m	400m	500m			
D									
① RWY 08L, 08R, 26L, 26R: RVR 75m with approved guidance system or HUD/HUDLS.									



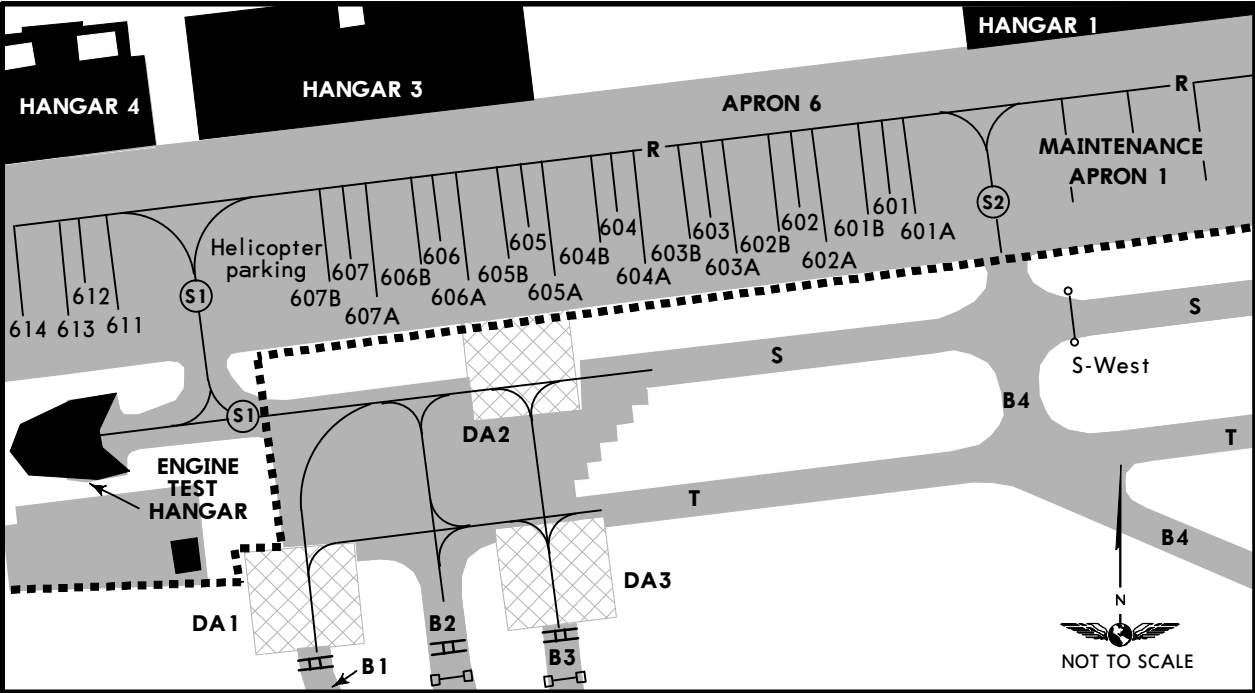




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25 JUN 21 **JEPPESEN**
10-9D

MUNICH, GERMANY
MUNICH



LEGEND

S2

Apron entry No.

DA 1

De-icing area

Limit of ATC competence area

RWY guard lights

EDDM/MUC


JEPPesen
25 JUN 21 (10-9E)

MUNICH, GERMANY
MUNICH

INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
110 thru 112X	N48 21.2 E011 47.0	372A thru 372B	N48 21.0 E011 48.7
113A thru 116	N48 21.1 E011 47.0	511	N48 21.2 E011 48.2
117A thru 118	N48 21.0 E011 47.0	512, 513	N48 21.2 E011 48.3
119	N48 21.0 E011 47.1	514 thru 516	N48 21.2 E011 48.4
120, 121	N48 20.9 E011 47.1	517 thru 519	N48 21.2 E011 48.5
135	N48 21.2 E011 46.8	520, 521	N48 21.2 E011 48.6
155	N48 21.2 E011 46.8	522, 523	N48 21.2 E011 48.7
161, 161Y	N48 21.1 E011 46.8	581	N48 21.6 E011 48.1
162 thru 164Y	N48 21.0 E011 46.8	582 thru 584	N48 21.6 E011 48.2
171	N48 21.4 E011 46.5	585, 586	N48 21.6 E011 48.3
172 thru 174	N48 21.4 E011 46.6	591, 592	N48 21.5 E011 48.2
175 thru 182	N48 21.3 E011 46.6	593 thru 595	N48 21.5 E011 48.3
183 thru 186	N48 21.2 E011 46.6	601 thru 601B	N48 20.7 E011 45.4
187 thru 191	N48 21.1 E011 46.6	602 thru 603A	N48 20.7 E011 45.3
192 thru 194	N48 21.0 E011 46.6	603B thru 604B	N48 20.7 E011 45.2
195, 196	N48 20.9 E011 46.6	605 thru 606A	N48 20.7 E011 45.1
201 thru 204B	N48 21.5 E011 47.5	606B thru 607B	N48 20.7 E011 45.0
205A thru 209B	N48 21.4 E011 47.5	611 thru 614	N48 20.7 E011 44.8
210A thru 212A	N48 21.3 E011 47.5	701A thru 701D	N48 20.8 E011 45.9
212B thru 213B	N48 21.3 E011 47.6	702A thru 703D	N48 20.8 E011 45.8
214 thru 217B	N48 21.2 E011 47.6	801A thru 801C	N48 20.8 E011 46.3
218 thru 222B	N48 21.1 E011 47.6	801D	N48 20.8 E011 46.4
223A thru 224B	N48 21.0 E011 47.6	802A thru 802D	N48 20.8 E011 46.3
231	N48 21.1 E011 47.5	803A thru 803D	N48 20.8 E011 46.3
232 thru 234	N48 21.0 E011 47.5	804A thru 805D	N48 20.8 E011 46.1
244	N48 21.4 E011 47.8	901	N48 20.9 E011 46.4
245 thru 248A	N48 21.4 E011 47.9	902	N48 20.9 E011 46.3
248B thru 251A	N48 21.3 E011 47.9	903, 904	N48 20.9 E011 46.2
251B thru 254	N48 21.2 E011 47.9	905	N48 20.9 E011 46.1
255, 256	N48 21.1 E011 47.9	906, 907	N48 20.9 E011 46.0
261 thru 263	N48 21.0 E011 47.9	G11 thru G14	N48 21.2 E011 48.2
301 thru 302B	N48 21.4 E011 47.9	G21	N48 21.3 E011 48.3
308	N48 21.4 E011 48.0	G22 thru G24	N48 21.2 E011 48.3
309 thru 312	N48 21.3 E011 48.0	M11	N48 20.8 E011 45.5
313 thru 317B	N48 21.2 E011 48.0	M12	N48 20.7 E011 45.5
318	N48 21.1 E011 48.0	M13 thru M16	N48 20.8 E011 45.6
318A	N48 21.2 E011 48.0	M17 thru M19	N48 20.8 E011 45.7
318B	N48 21.1 E011 48.0	Z1, Z2	N48 21.5 E011 47.8
321, 322	N48 21.4 E011 48.2		
323 thru 325	N48 21.3 E011 48.2		
327 thru 329	N48 21.2 E011 48.2		
330	N48 21.1 E011 48.2		
341 thru 343	N48 21.0 E011 48.0		
344 thru 346	N48 21.0 E011 48.1		
347 thru 349	N48 21.0 E011 48.2		
352, 352A, 352B	N48 21.0 E011 48.3		
353A	N48 21.0 E011 48.3		
353 thru 354B	N48 21.0 E011 48.4		
355A thru 356A	N48 21.0 E011 48.5		
356, thru 371B	N48 21.0 E011 48.6		

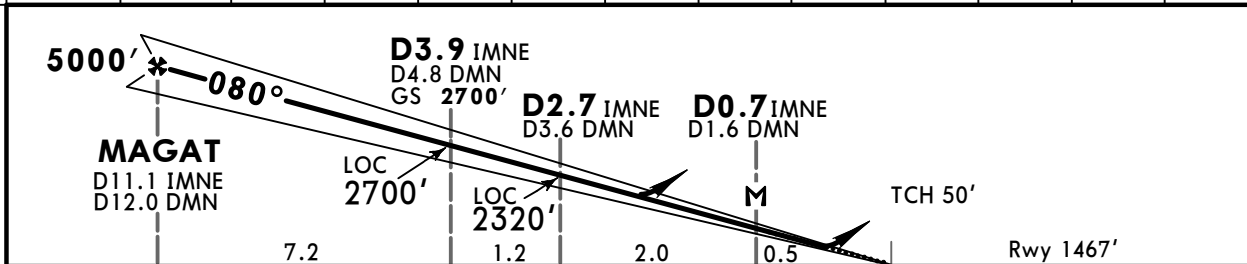
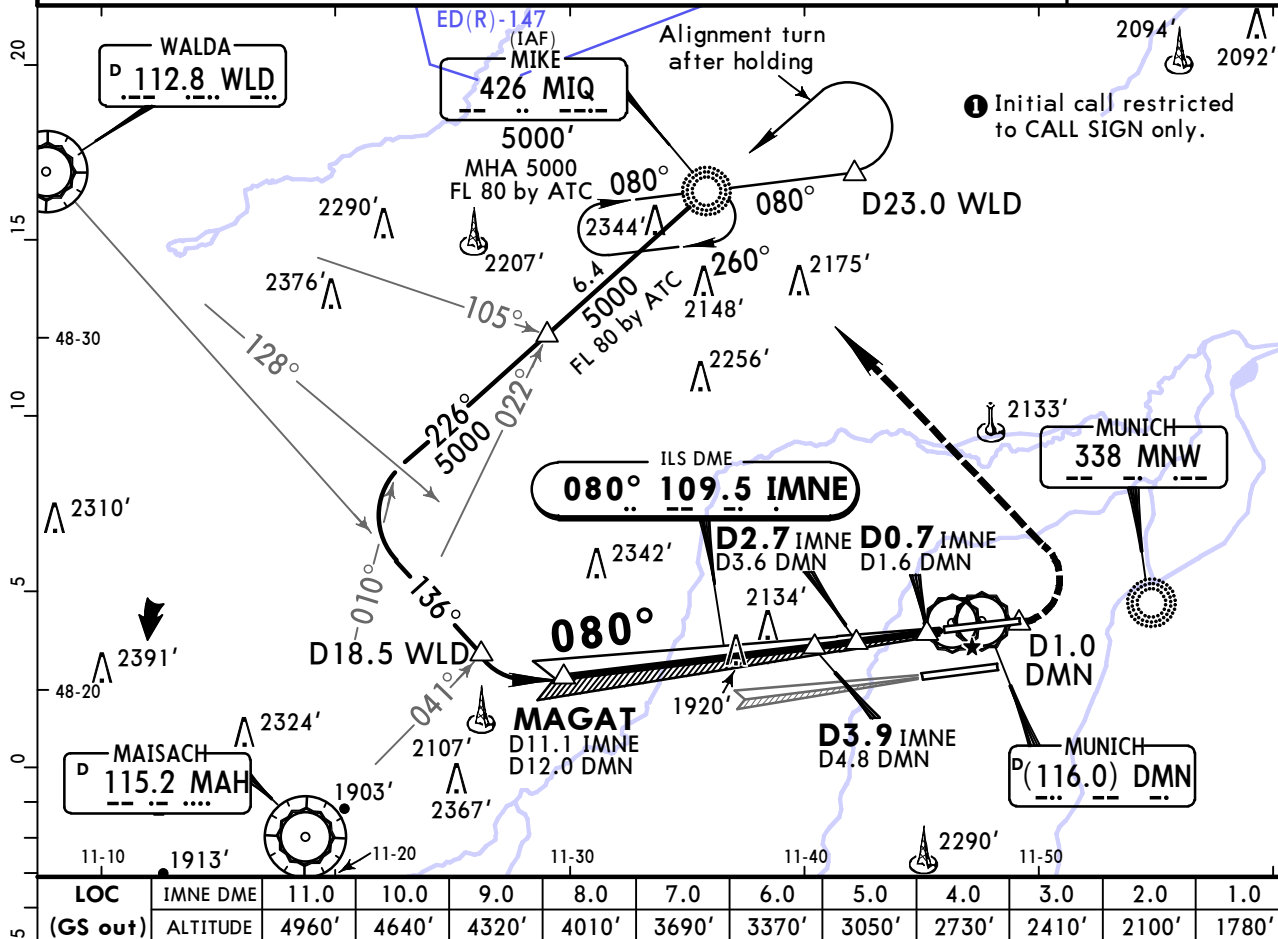
EDDM/MUC
MUNICH

JEPPESSEN
1 JUL 22 (11-1)

MUNICH, GERMANY
ILS or LOC Rwy 08L

BRIEFING STRIP

D-ATIS	MUNICH Arrival (APP)	MUNICH Radar (APP)	MUNICH Director ①	MUNICH Tower	Ground
123.130	128.030	123.905	118.830	118.705	121.980
LOC IMNE 109.5	Final Apch Crs 080°	GS D3.9 IMNE 2700' (1233')	ILS DA(H) 1667' (200')	Apt Elev 1487' Rwy 1467'	3700 MSA MNW Lctr
MISSED APCH: Climb STRAIGHT AHEAD to D1.0 East of DMN or 1900', whichever is later, then turn LEFT direct to MIQ NDB climbing to 5000'.					
Alt Set: hPa (IN on req) Rwy Elev: 53 hPa Trans level: By ATC Trans alt: 5000'					
DME required.					



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	D1.0 East of DMN 1900' whichever is later
ILS GS or	3.00°	372	478	531	637	743		
LOC Descent Angle								
MAP at D0.7 IMNE/ D1.6 DMN								

Standard		STRAIGHT-IN LANDING RWY 08L			
ILS			LOC (GS out)		
DA(H) 1667' (200')			CDFA		
DA/MDA(H) 1870' (403')					
FULL		TDZ or CL out	ALS out		ALS out
A	RVR 550m	RVR 550m 1	RVR 1200m	RVR 1200m	RVR 1500m
B					RVR 1900m
C					
D					
1 W/o HUD/AP/FD: RVR 750m.					

CHANGES: LOC (GS out) minimums.

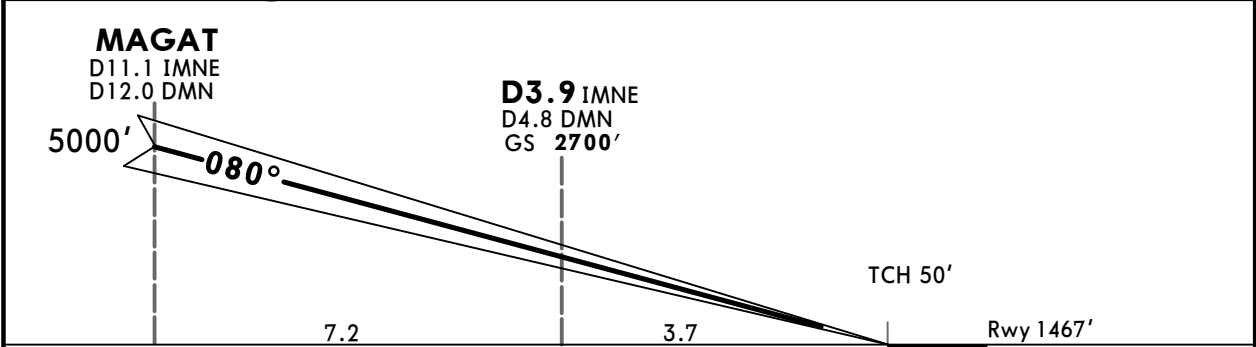
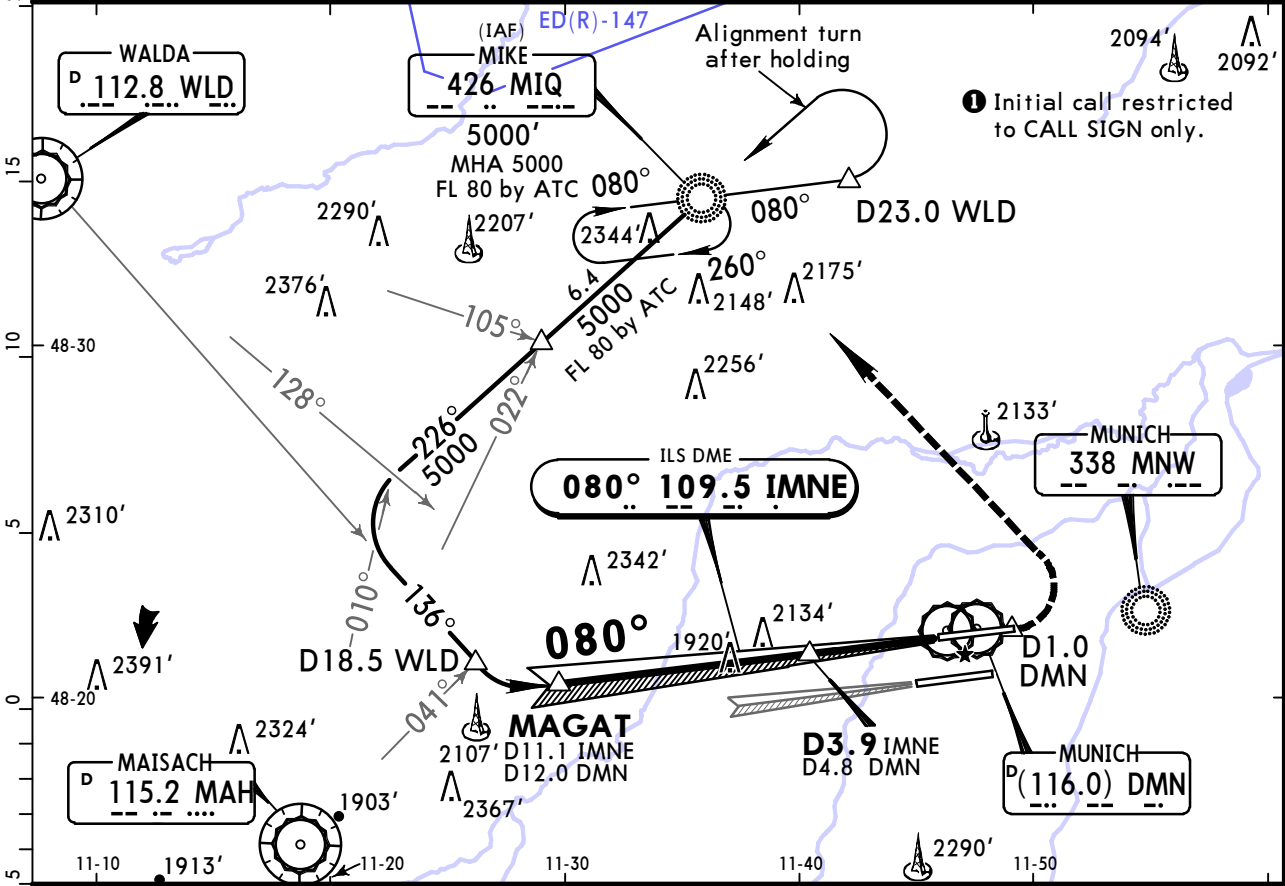
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EDDM/MUC
MUNICH

1 JUL 22 **11-1A**

MUNICH, GERMANY
CAT II/III ILS Rwy 08L

D-ATIS	MUNICH Arrival (APP)	MUNICH Radar (APP)	MUNICH Director ①	MUNICH Tower	Ground
123.130	128.030	123.905	118.830	118.705	121.980
LOC IMNE 109.5	Final Apch Crs 080°	GS D3.9 IMNE 2700'(1233')	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 1487' Rwy 1467'	3700 MSA MNW Lctr
MISSED APCH: Climb STRAIGHT AHEAD to D1.0 East of DMN or 1900', whichever is later, then turn LEFT direct to MIQ NDB climbing to 5000'.					
Alt Set: hPa (IN on req) Rwy Elev: 53 hPa Trans level: By ATC Trans alt: 5000'					
1. Special Aircrew & Acft Certification Required. 2. DME required.					



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	D1.0 East of DMN ↑ whichever is later ↑ 1900'
GS	3.00°	372	478	531	637	743		

Standard			STRAIGHT-IN LANDING RWY 08L		
CAT IIIB ILS		CAT IIIA ILS		CAT II ILS ABCD RA 104' DA(H) 1567' (100')	
RVR 75m		RVR 200m		RVR 300m	

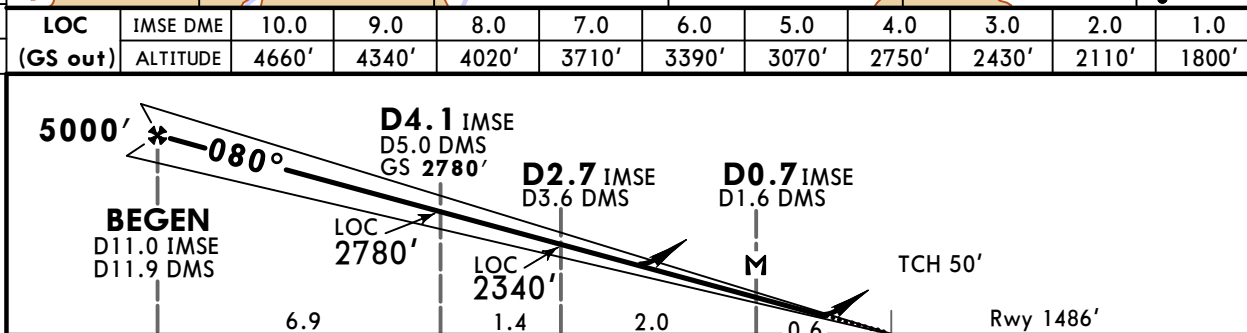
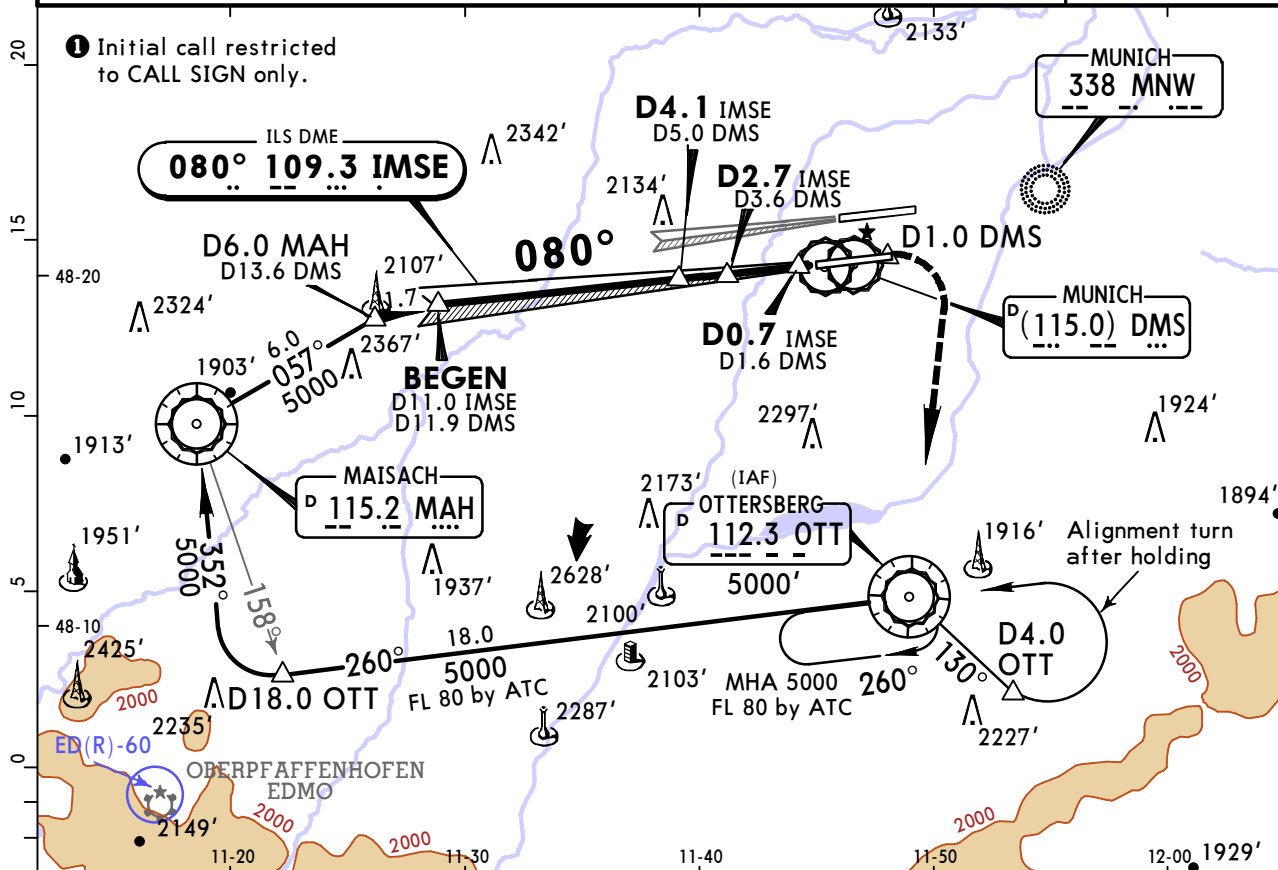
EDDM/MUC
MUNICH

JEPPESSEN
27 DEC 19 11-2 Eff 2 Jan

MUNICH, GERMANY
ILS or LOC Rwy 08R

BRIEFING STRIP

D-ATIS	MUNICH Arrival (APP)	MUNICH Radar (APP)	MUNICH Director ①	MUNICH Tower	Ground
123.130	120.780	127.955	132.305	120.505	121.830
LOC IMSE 109.3	Final Apch Crs 080°	GS D4.1 IMSE 2780' (1294')	ILS DA(H) 1686' (200')	Apt Elev 1487' Rwy 1486'	3700 MSA MNW Lctr
MISSED APCH: Climb STRAIGHT AHEAD to D1.0 East of DMS or 1900', whichever is later, then turn RIGHT direct to OTT VOR climbing to 5000'.					
Alt Set: hPa (IN on req) Rwy Elev: 53 hPa Trans level: By ATC Trans alt: 5000'					
DME required.					



ALSIF-II PAPI	D1.0 East of DMS ↑	1900' ↑
whichever is later		

STRAIGHT-IN LANDING RWY 08R			
ILS			LOC (GS out)
DA(H) 1686' (200')			CDFA DA/MDA(H) 1880' (394')
FULL	TDZ or CL out	ALS out	ALS out
A			RVR 1500m
B			
C	RVR 550m	RVR 550m ①	RVR 1200m
D			RVR 1100m
RVR 1800m			

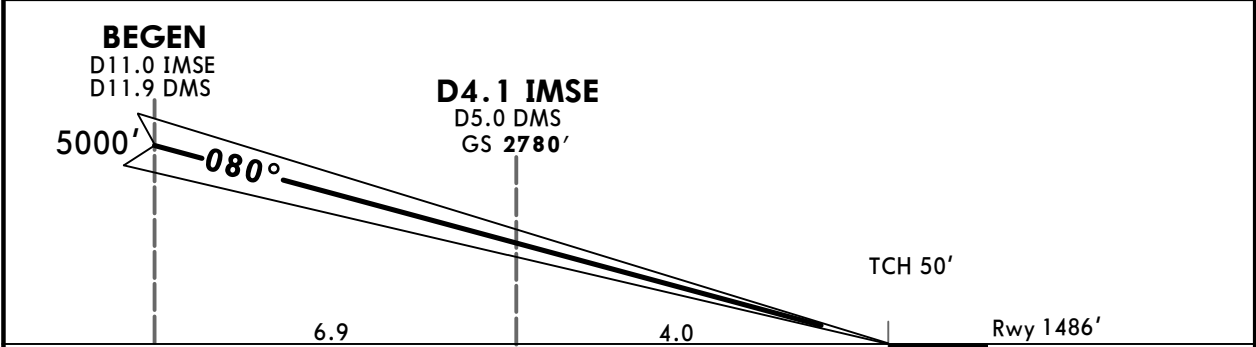
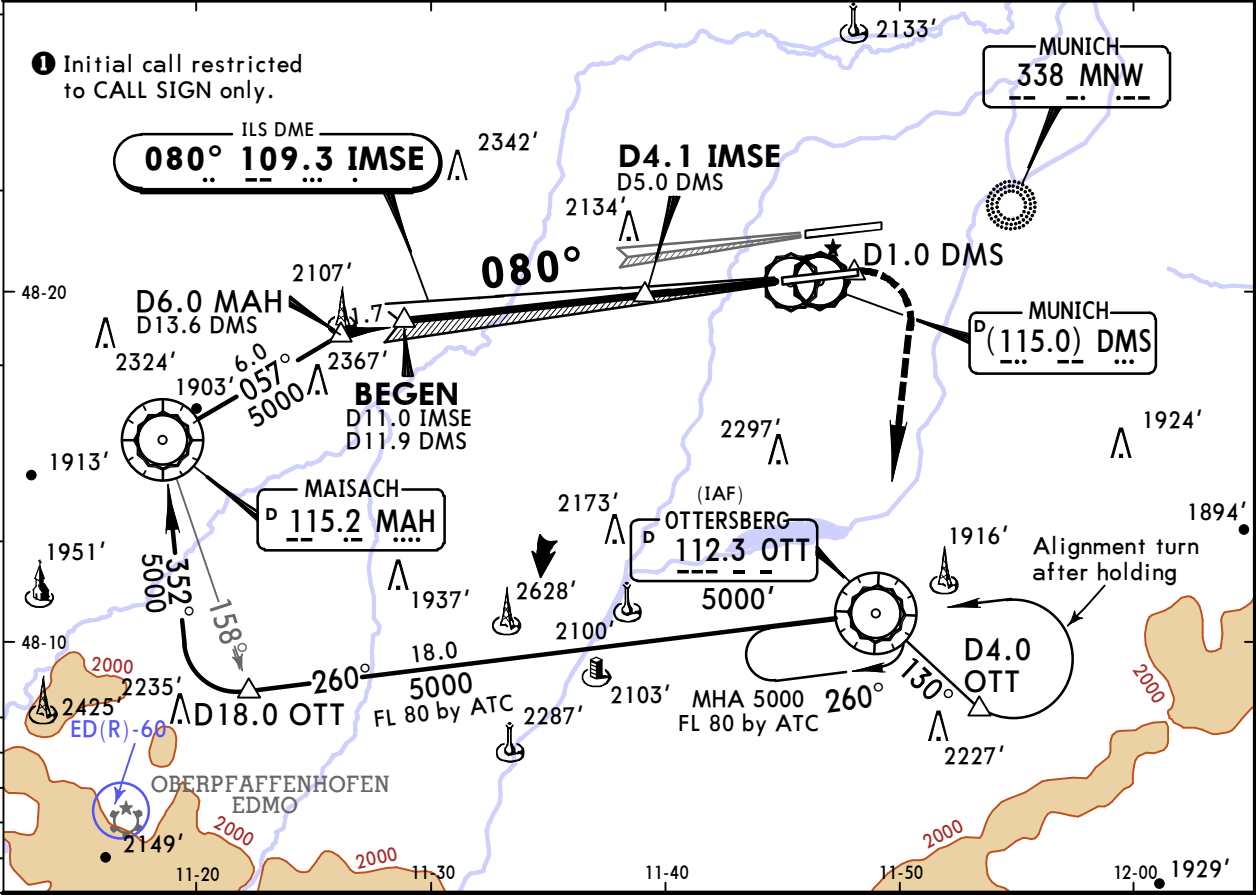
EDDM/MUC
MUNICH

27 DEC 19
Eff 2 Jan

11-2A

MUNICH, GERMANY
CAT II/III ILS Rwy 08R

D-ATIS	MUNICH Arrival (APP)	MUNICH Radar (APP)	MUNICH Director ❶	MUNICH Tower	Ground
123.130	120.780	127.955	132.305	120.505	121.830
LOC IMSE 109.3	Final Aptch Crs 080°	GS D4.1 IMSE 2780'(1294')	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 1487' Rwy 1486'	3700 MSA MNW Lctr
MISSED APCH: Climb STRAIGHT AHEAD to D1.0 East of DMS or 1900', whichever is later, then turn RIGHT direct to OTT VOR climbing to 5000'.					
Alt Set: hPa (IN on req) Rwy Elev: 53 hPa Trans level: By ATC Trans alt: 5000'					
1. Special Aircrew & Acft Certification Required. 2. DME required.					



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	D1.0 East of DMS whichever is later	1900'
GS	3.00°	372	478	531	637	743			

Standard			STRAIGHT-IN LANDING RWY 08R		
CAT IIIB ILS		CAT IIIA ILS		CAT II ILS	
		DH 50'		RA 101' DA(H) 1586'(100')	
RVR 75m		RVR 200m		RVR 300m	

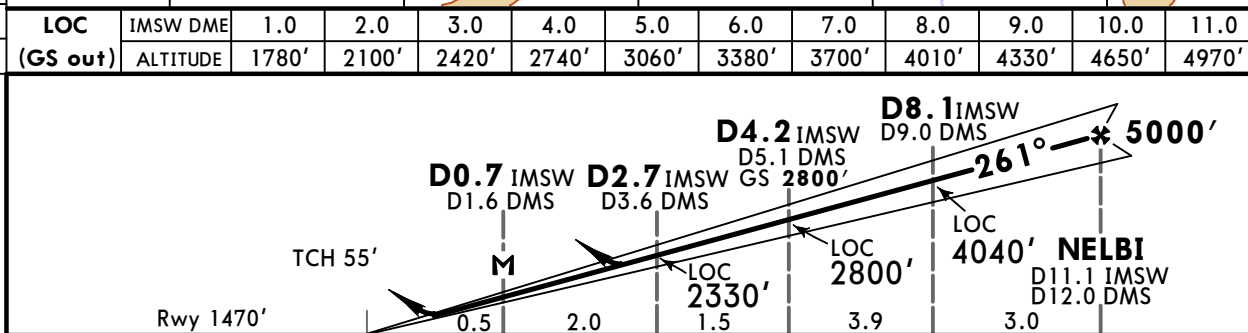
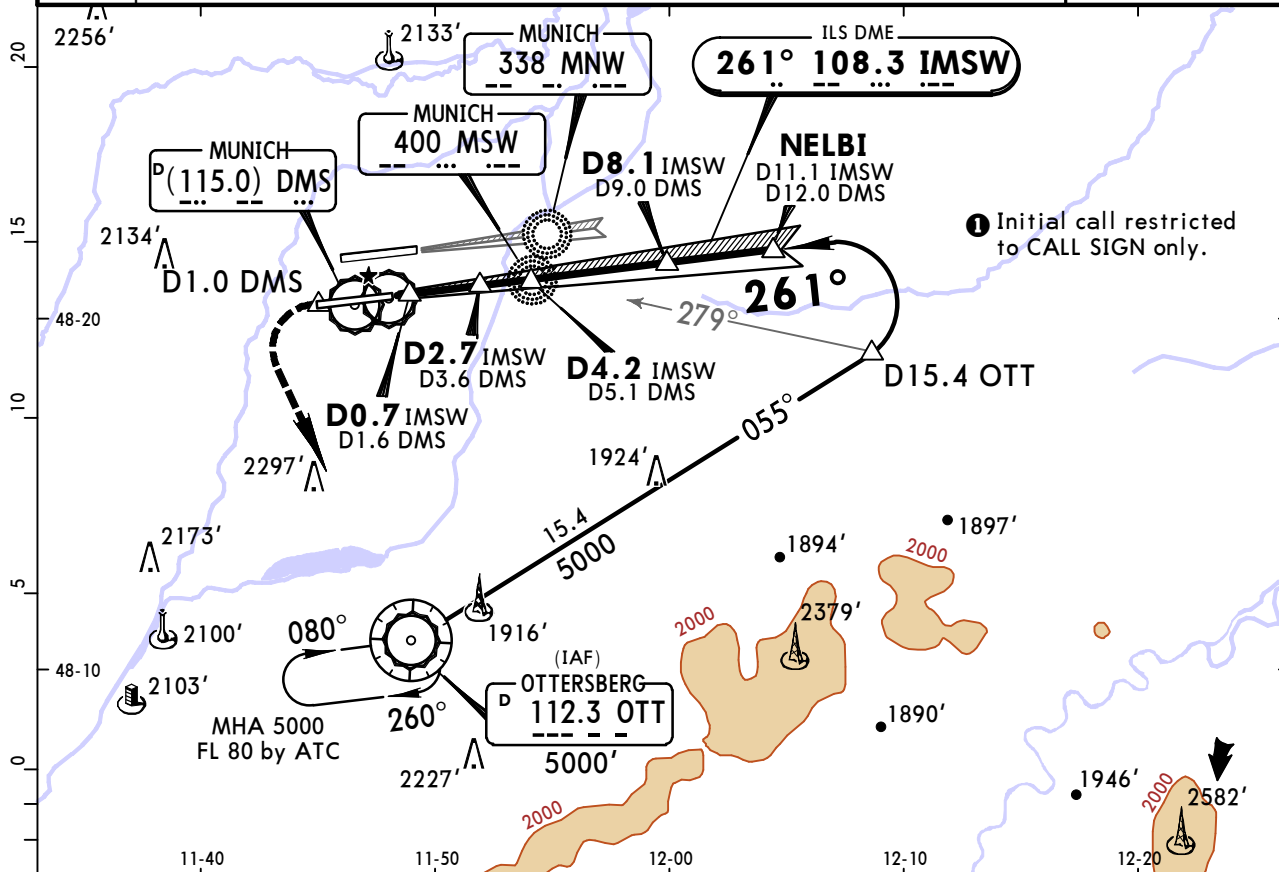
EDDM/MUC
MUNICH

JEPPesen
27 DEC 19 **(11-3)** Eff 2 Jan

MUNICH, GERMANY
ILS or LOC Rwy 26L

BRIEFING STRIP™

D-ATIS	MUNICH Arrival (APP)	MUNICH Radar (APP)	MUNICH Director ①	MUNICH Tower	Ground
123.130	120.780	127.955	132.305	120.505	121.830
LOC IMSW 108.3	Final Apch Crs 261°	GS D4.2 IMSW 2800' (1330')	ILS DA(H) 1670' (200')	Apt Elev 1487' Rwy 1470'	3700 MSA MNW Lctr
MISSED APCH: Climb STRAIGHT AHEAD to D1.0 West of DMS or 1900', whichever is later, then turn LEFT direct to OTT VOR climbing to 5000'.					
Alt Set: hPa (IN on req) Rwy Elev: 53 hPa Trans level: By ATC Trans alt: 5000'					
DME required.					



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	D1.0 West of DMS whichever is later 1900'
ILS GS or	3.00°	372	478	531	637	743		
LOC Descent Angle								
MAP at D0.7 IMSW/D1.6 DMS								

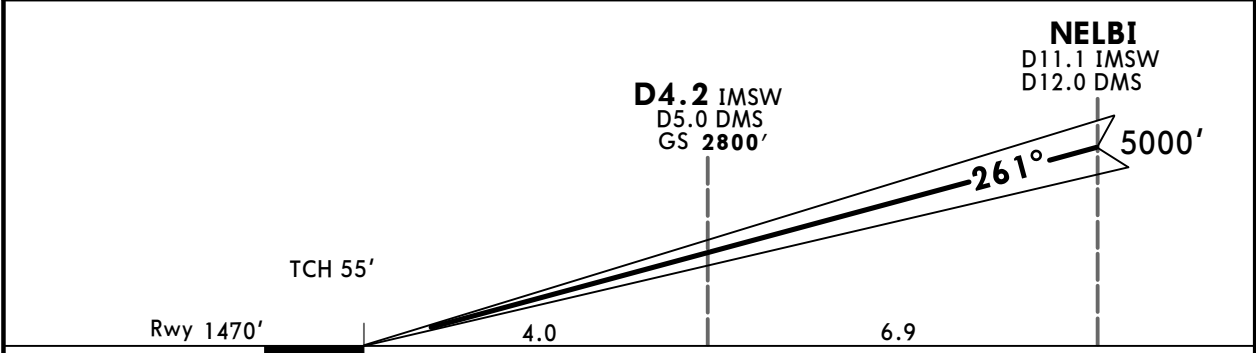
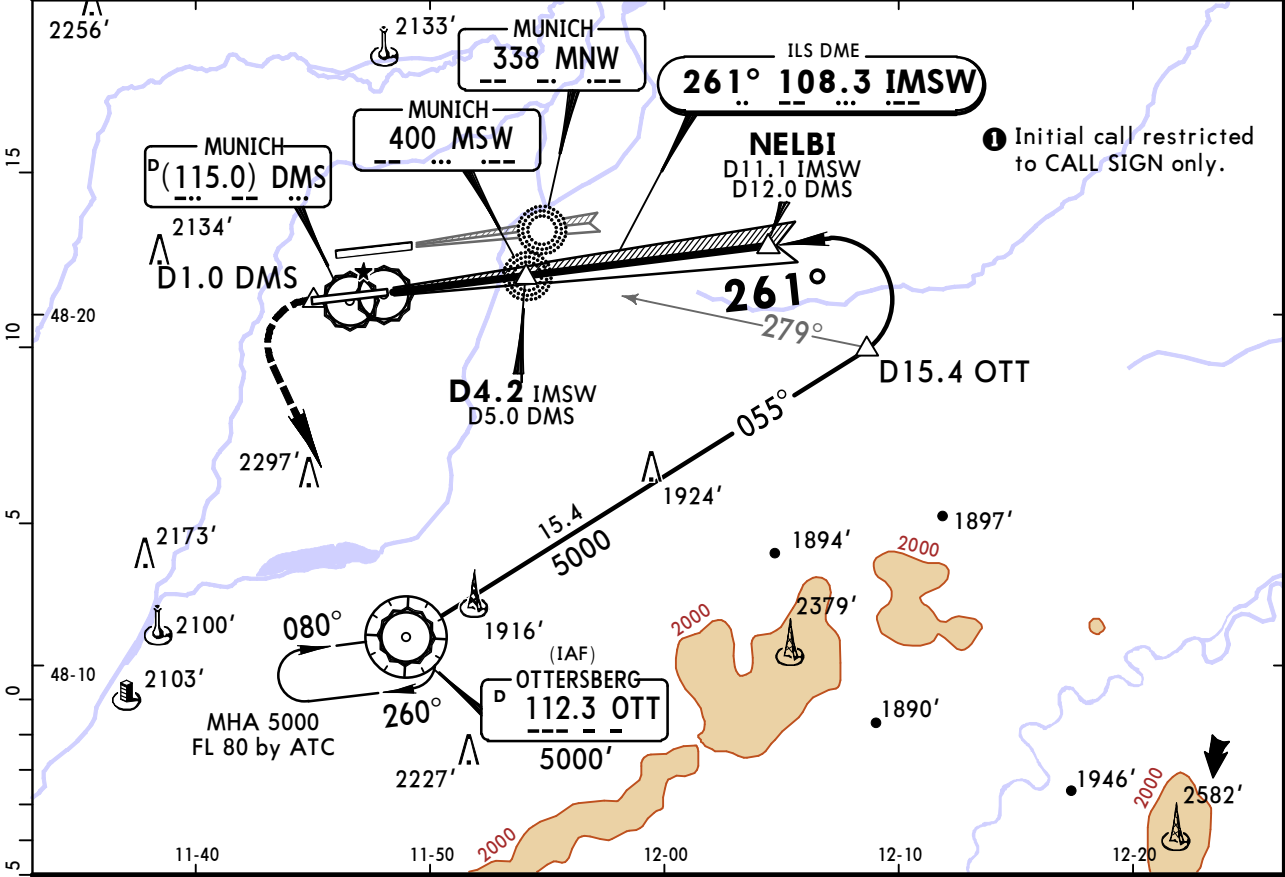
Standard		STRAIGHT-IN LANDING RWY 26L		
ILS			LOC (GS out)	
DA(H) 1670' (200')			CDFA	
DA/MDA(H) 1880' (410')				
FULL		TDZ or CL out	ALS out	ALS out
A	RVR 550m	RVR 550m 1	RVR 1200m	RVR 1200m
B				
C				
D				
1 W/o HUD/AP/FD: RVR 750m.				

EDDM/MUC
MUNICH

JEPPESSEN
27 DEC 19
Eff 2 Jan 11-3A

MUNICH, GERMANY
CAT II/III ILS Rwy 26L

D-ATIS	MUNICH Arrival (APP)	MUNICH Radar (APP)	MUNICH Director ①	MUNICH Tower	Ground
123.130	120.780	127.955	132.305	120.505	121.830
LOC IMSW 108.3	Final Apch Crs 261°	GS D4.2 IMSW 2800' (1330')	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 1487' Rwy 1470'	3700 MSA MNW Lctr
MISSED APCH: Climb STRAIGHT AHEAD to D1.0 West of DMS or 1900', whichever is later, then turn LEFT direct to OTT VOR climbing to 5000'.					
Alt Set: hPa (IN on req) Rwy Elev: 53 hPa Trans level: By ATC Trans alt: 5000'					
1. DME required. 2. Special Aircrew & Acft Certification Required.					



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	D1.0 West of DMS whichever is later 1900'
GS	3.00°	372	478	531	637	743		

Standard			STRAIGHT-IN LANDING RWY 26L		
CAT IIIB ILS		CAT IIIA ILS		CAT II ILS ABCD RA 106' DA(H) 1570' (100')	
RVR 75m		RVR 200m		RVR 300m	

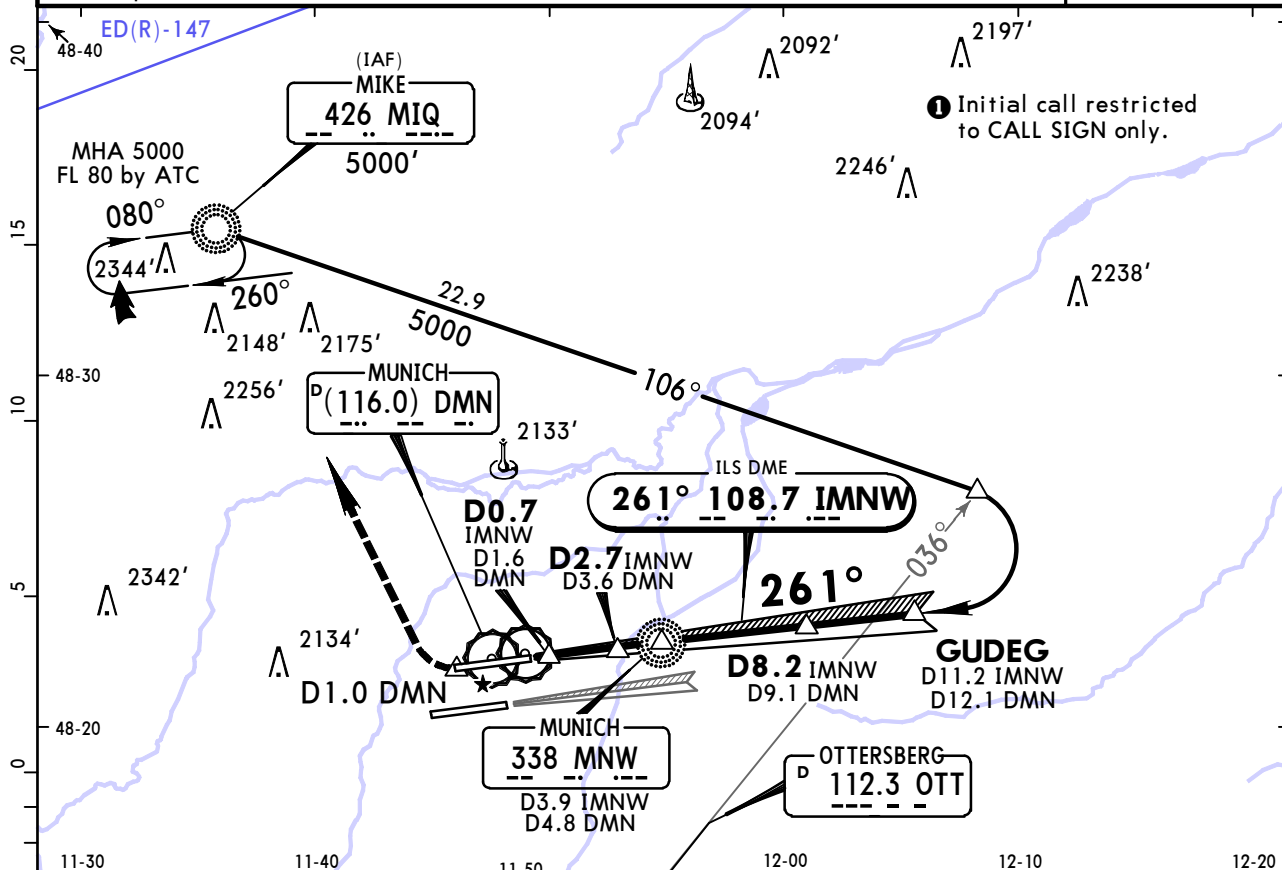
EDDM/MUC
MUNICH

JEPPESEN
17 MAY 19 11-4 Eff 23 May

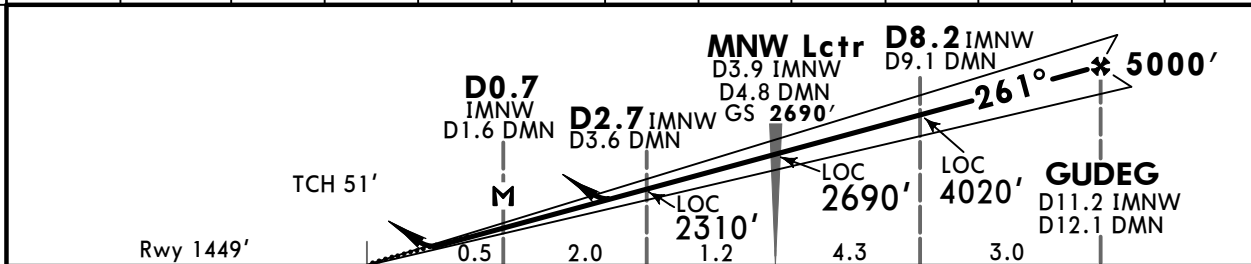
MUNICH, GERMANY
ILS or LOC Rwy 26R

BRIEFING STRIP

*D-ATIS	MUNICH Arrival (APP)	MUNICH Radar (APP)	MUNICH Director ①	MUNICH Tower	Ground
123.130	128.030	123.905	118.830	118.705	121.980
LOC IMNW 108.7	Final Apch Crs 261°	GS MNW Lctr 2690'(1241')	ILS DA(H) 1649'(200')	Apt Elev 1487' Rwy 1449'	3700 MSA MNW Lctr
MISSED APCH: Climb STRAIGHT AHEAD to D1.0 West of DMN or 1900', whichever is later, then turn RIGHT direct to MIQ NDB climbing to 5000'.					
Alt Set: hPa (IN on req) Rwy Elev: 52 hPa Trans level: By ATC Trans alt: 5000'					
DME required.					



LOC	IMNW DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0
(GS out)	ALTITUDE	1760'	2080'	2400'	2710'	3030'	3350'	3670'	3990'	4310'	4630'	4940'



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	D1.0 West of DMN ↑ 1900'
ILS GS or	372	478	531	637	743	849		
LOC Descent Angle	3.00°							
MAP at D0.7 IMNW/ D1.6 DMN								↑ whichever is later ↑

Standard		STRAIGHT-IN LANDING RWY 26R			
ILS			LOC (GS out)		
DA(H) 1649' (200')			CDFA		
DA/MDA(H) 1860' (411')					
FULL		TDZ or CL out	ALS out	ALS out	
A	RVR 550m	RVR 550m 1	RVR 1200m	RVR 1500m	
B				RVR 1900m	
C					
D					
1 W/o HUD/AP/FD: RVR 750m.					

CHANGES: OTT VOR established.

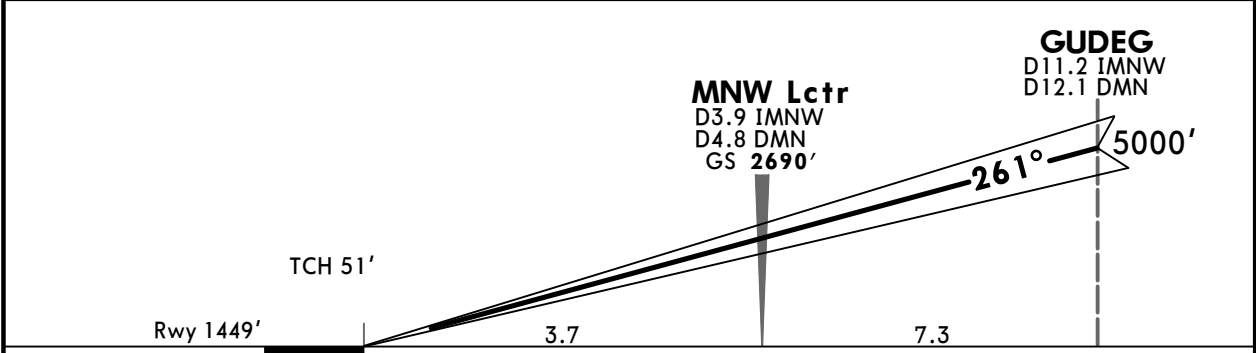
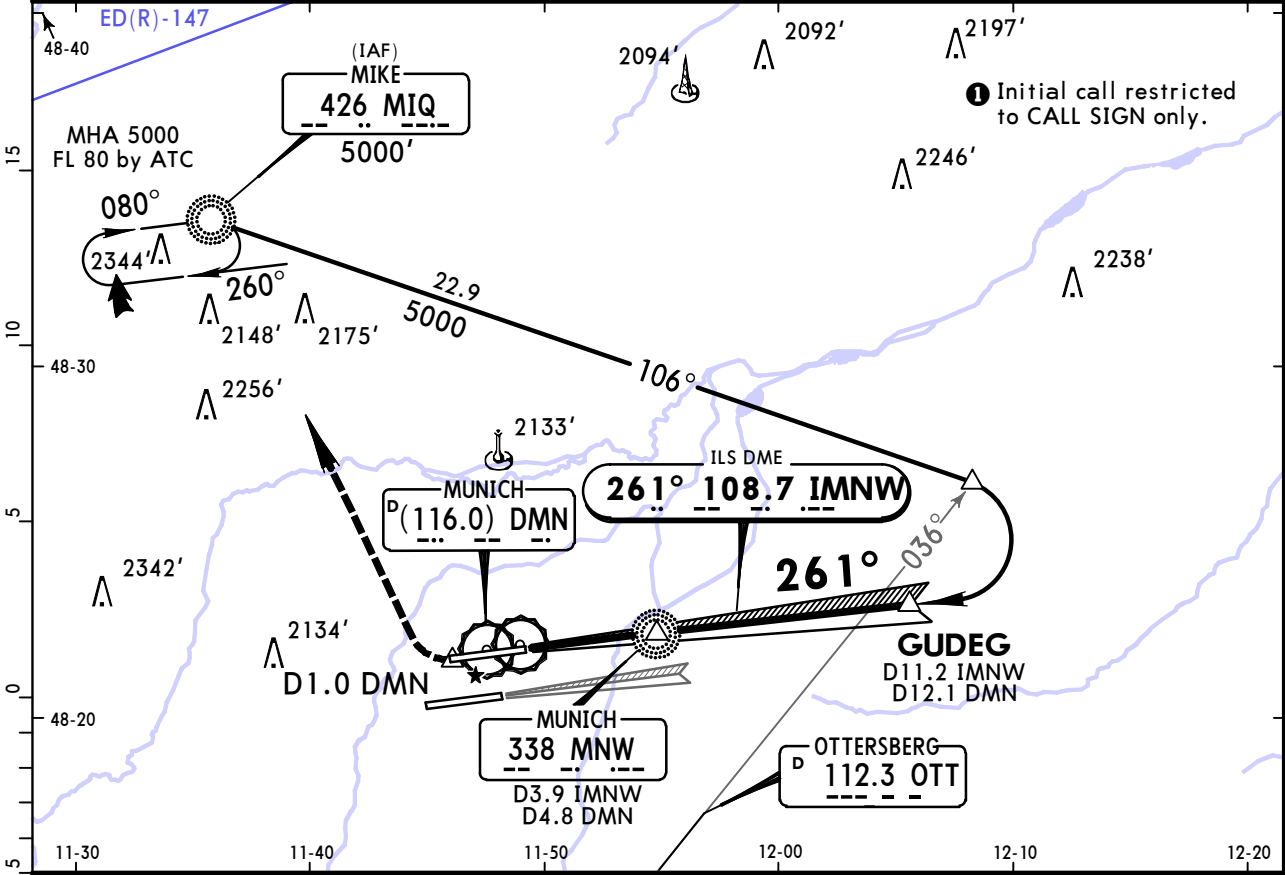
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EDDM/MUC
MUNICH

17 MAY 19
Eff 23 May 11-4A

MUNICH, GERMANY
CAT II/III ILS Rwy 26R

*D-ATIS	MUNICH Arrival (APP)	MUNICH Radar (APP)	MUNICH Director ❶	MUNICH Tower	Ground
123.130	128.030	123.905	118.830	118.705	121.980
LOC IMNW 108.7	Final Apch Crs 261°	GS MNW Lctr 2690'(1241')	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 1487' Rwy 1449'	3700 MSA MNW Lctr
MISSED APCH: Climb STRAIGHT AHEAD to D1.0 West of DMN or 1900', whichever is later, then turn RIGHT direct to MIQ NDB climbing to 5000'.					
Alt Set: hPa (IN on req) Rwy Elev: 52 hPa Trans level: By ATC Trans alt: 5000'					
1. DME required. 2. Special Aircrew & Acft Certification Required.					



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	D1.0 West of DMN whichever is later	1900'
GS	3.00°	372	478	531	637	743			

Standard			STRAIGHT-IN LANDING RWY 26R		
CAT IIIB ILS		CAT IIIA ILS		CAT II ILS ABCD	
		DH 50'		RA 105'	
				DA(H) 1549'(100')	
RVR 75m		RVR 200m		RVR 300m	

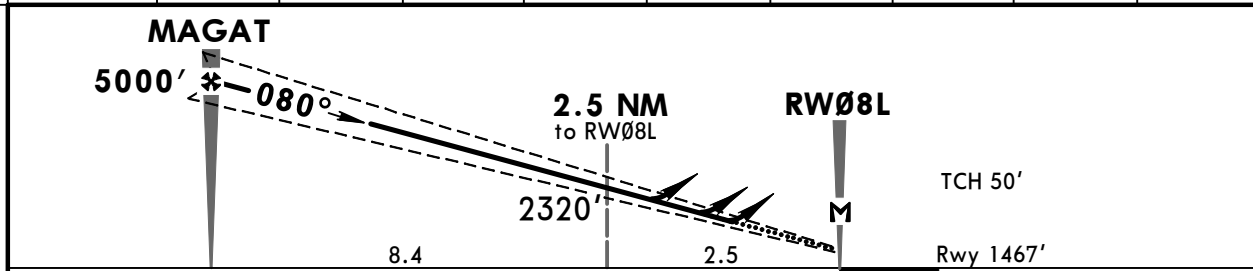
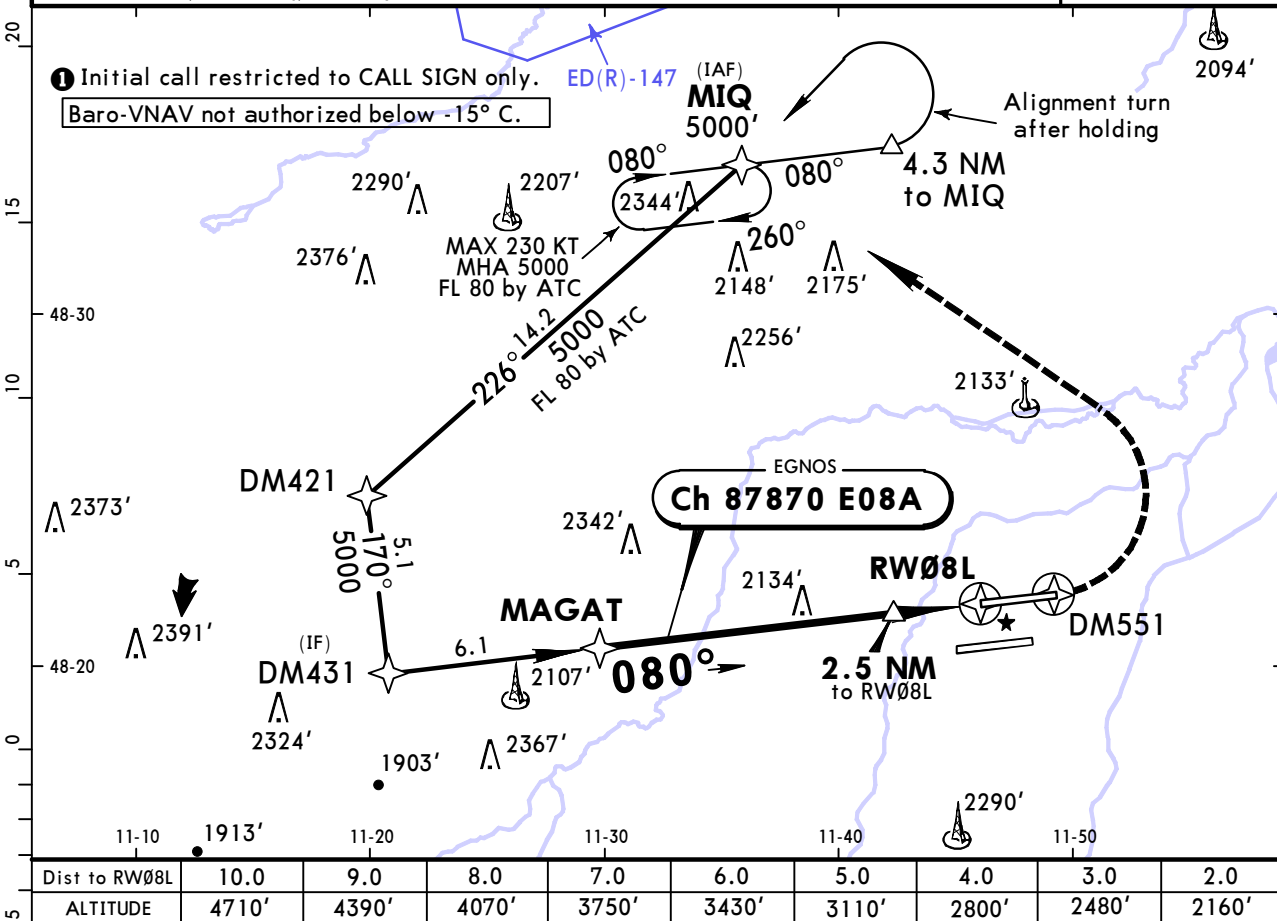
EDDM/MUC
MUNICH

JEPPESEN
1 JUL 22 (12-1)

MUNICH, GERMANY
RNP Rwy 08L

BRIEFING STRIP™

D-ATIS	MUNICH Arrival (APP)	MUNICH Radar (APP)	MUNICH Director ①	MUNICH Tower	Ground
123.130	128.030	123.905	118.830	118.705	121.980
EGNOS Ch 87870 E08A	Final ApcH Crs 080°	Minimum Alt MAGAT 5000' (3533')	LPV DA(H) 1667' (200')	Apt Elev 1487' Rwy 1467'	4000 MSA ARP
MISSED APCH: Climb on 080° to DM551 or 1900', whichever is later, then turn LEFT direct to MIQ climbing to 5000'.					
Alt Set: hPa (IN on req) Rwy Elev: 53 hPa Trans level: By ATC Trans alt: 5000'					



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	080°	DM551	1900'	MIQ
Glide Path Angle	3.00°	372	478	531	637	743	849	PAPI	↑	whichever is later	LT
MAP at RW08L											

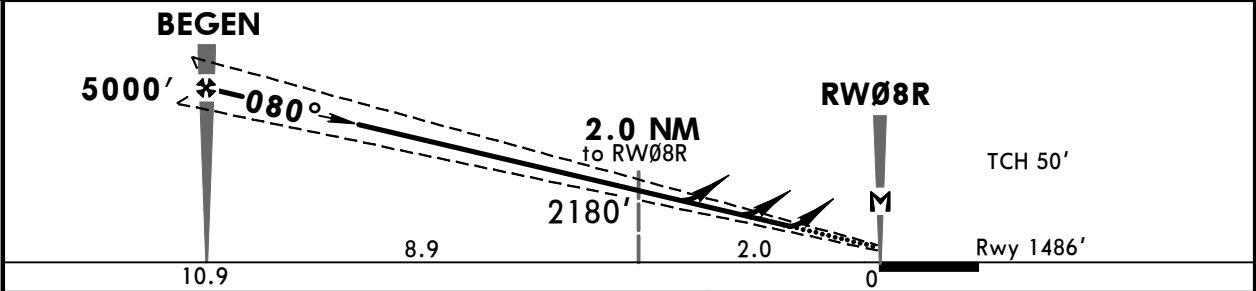
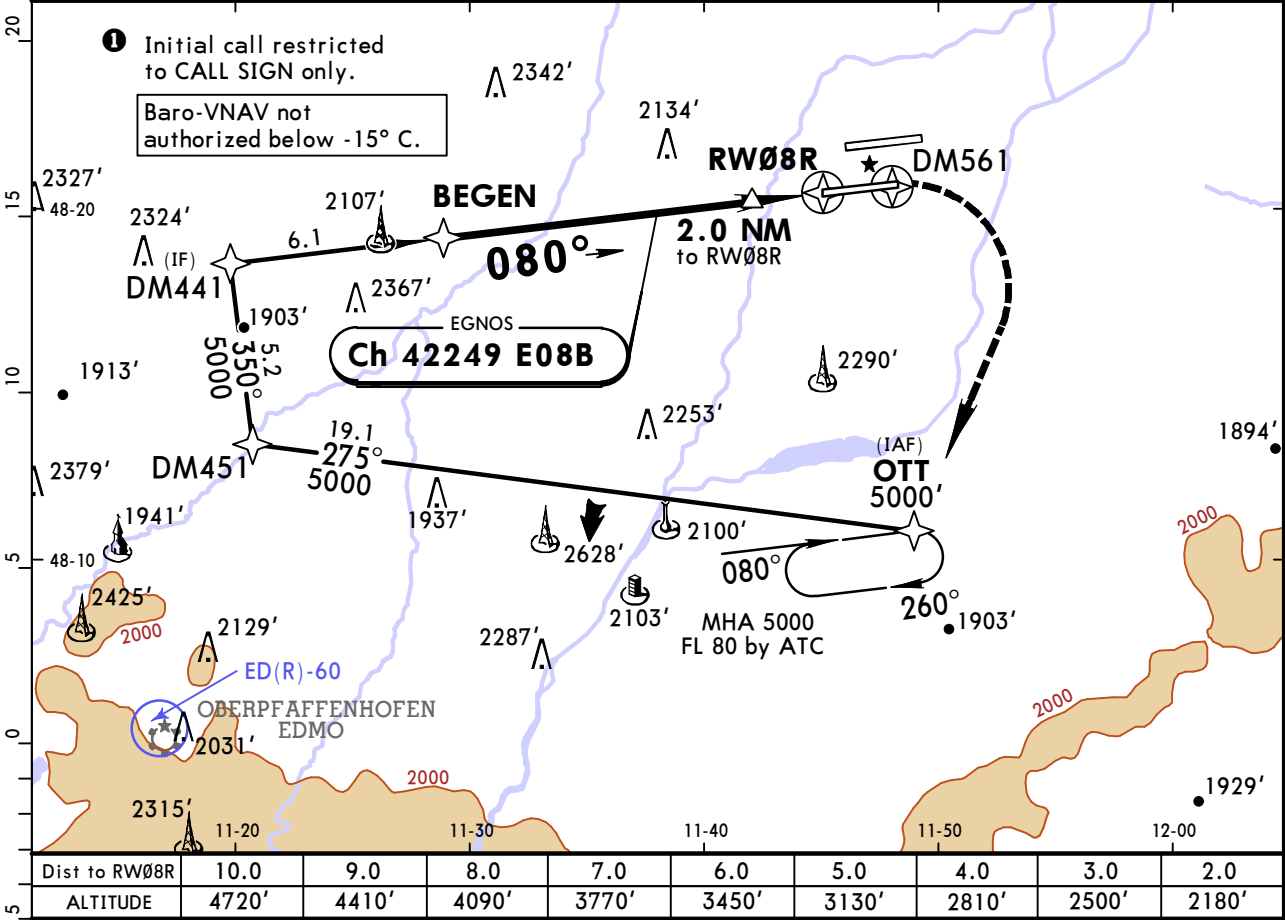
LPV CAT I			STRAIGHT-IN LANDING RWY 08L		LNAV	
DA(H) 1667' (200')			A: 1784' (317') C: 1802' (335')		LNAV CDFA	
			DA(H) B: 1793' (326') D: 1868' (401')		DA/MDA(H) 1950' (483')	
TDZ or CL out			ALS out		ALS out	
A			RVR 750m ②		RVR 1400m	
B			RVR 800m		RVR 1500m	
C	RVR 550m	RVR 550m ①	RVR 1200m		RVR 1500m	
D			RVR 1200m		RVR 1900m	

EDDM/MUC
MUNICH

JEPPESEN
1 JUL 22 12-2

MUNICH, GERMANY
RNP Rwy 08R

D-ATIS	MUNICH Arrival (APP)	MUNICH Radar (APP)	MUNICH Director ①	MUNICH Tower	Ground
123.130	120.780	127.955	132.305	120.505	121.830
EGNOS Ch 42249 E08B	Final ApcH Crs 080°	Minimum Alt BEGEN 5000' (3514')	LPV DA(H) 1686' (200')	Apt Elev 1487' Rwy 1486'	4000 MSA ARP
MISSED APCH: Climb on 080° to DM561 or 1900', whichever is later, then turn RIGHT direct to OTT climbing to 5000'.					
Alt Set: hPa (IN on req) Rwy Elev: 53 hPa Trans level: By ATC Trans alt: 5000'					



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	080°	DM561	1900'	OTT
Glide Path Angle	3.00°	372	478	531	637	743	PAPI	↑	which ever is later		RT
MAP at RWY08R											

LPV CAT I			STRAIGHT-IN LANDING RWY 08R			LNAV	
DA(H) 1686' (200')			A: 1909' (423') C: 1925' (439')			CDFA	
			DA(H) B: 1917' (431') D: 1934' (448')			DA/MDA(H) 2010' (524')	
	TDZ or CL out	ALS out		ALS out			ALS out
A							
B	RVR 550m	RVR 550m ①	RVR 1200m	RVR 1300m	RVR 1500m	RVR 1500m	
C					RVR 2000m	RVR 1700m	RVR 2400m
D				RVR 1400m	RVR 2100m		

① W/o HUD/AP/FD: RVR 750m.

CHANGES: None.

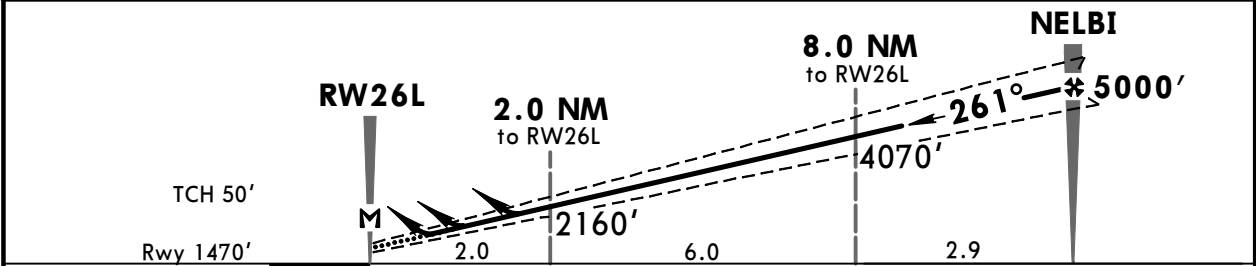
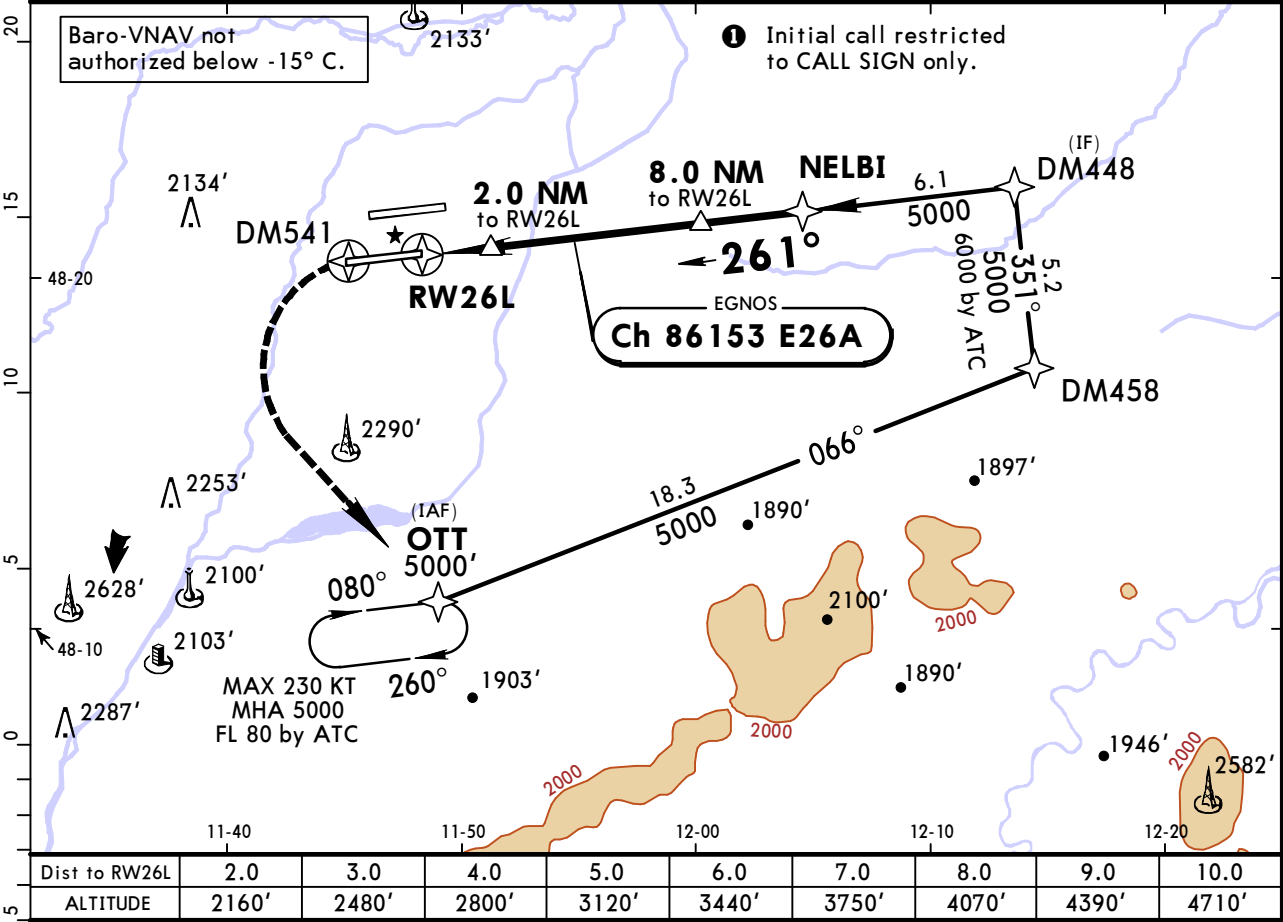
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EDDM/MUC
MUNICH

JEPPESEN
1 JUL 22 (12-3)

MUNICH, GERMANY
RNP Rwy 26L

D-ATIS	MUNICH Arrival (APP)	MUNICH Radar (APP)	MUNICH Director ①	MUNICH Tower	Ground
123.130	120.780	127.955	132.305	120.505	121.830
EGNOS Ch 86153 E26A	Final Apch Crs 261°	Minimum Alt NELBI 5000' (3530')	LPV DA(H) 1670' (200')	Apt Elev 1487' Rwy 1470'	4000 MSA ARP
MISSED APCH: Climb on 260° to DM541 or 1900', whichever is later, then turn LEFT direct to OTT climbing to 5000'.					
Alt Set: hPa (IN on req) Rwy Elev: 53 hPa Trans level: By ATC Trans alt: 5000'					



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	260°	DM541	1900'	OTT
Glide Path Angle	3.00°	372	478	531	637	743	849	↑	whichever is later		LT
MAP at RW26L											

LPV CAT I			STRAIGHT-IN LANDING RWY 26L		LNAV	
DA(H) 1670' (200')			A: 1785' (315') C: 1803' (333')		LNAV CDFA	
DA(H) B: 1794' (324') D: 1889' (419')			DA/MDA(H) 1980' (510')			
TDZ or CL out		ALS out	ALS out			
A			RVR 750m ②	RVR 1400m	RVR 1500m	
B	RVR 550m	RVR 550m ①	RVR 800m	RVR 1500m	RVR 1600m	RVR 2400m
C			RVR 1200m	RVR 1900m		
D						

① W/o HUD/AP/FD: RVR 750m. ② With TDZ & CL & HUD: RVR 700m

CHANGES: LNAV/VNAV Minimums.

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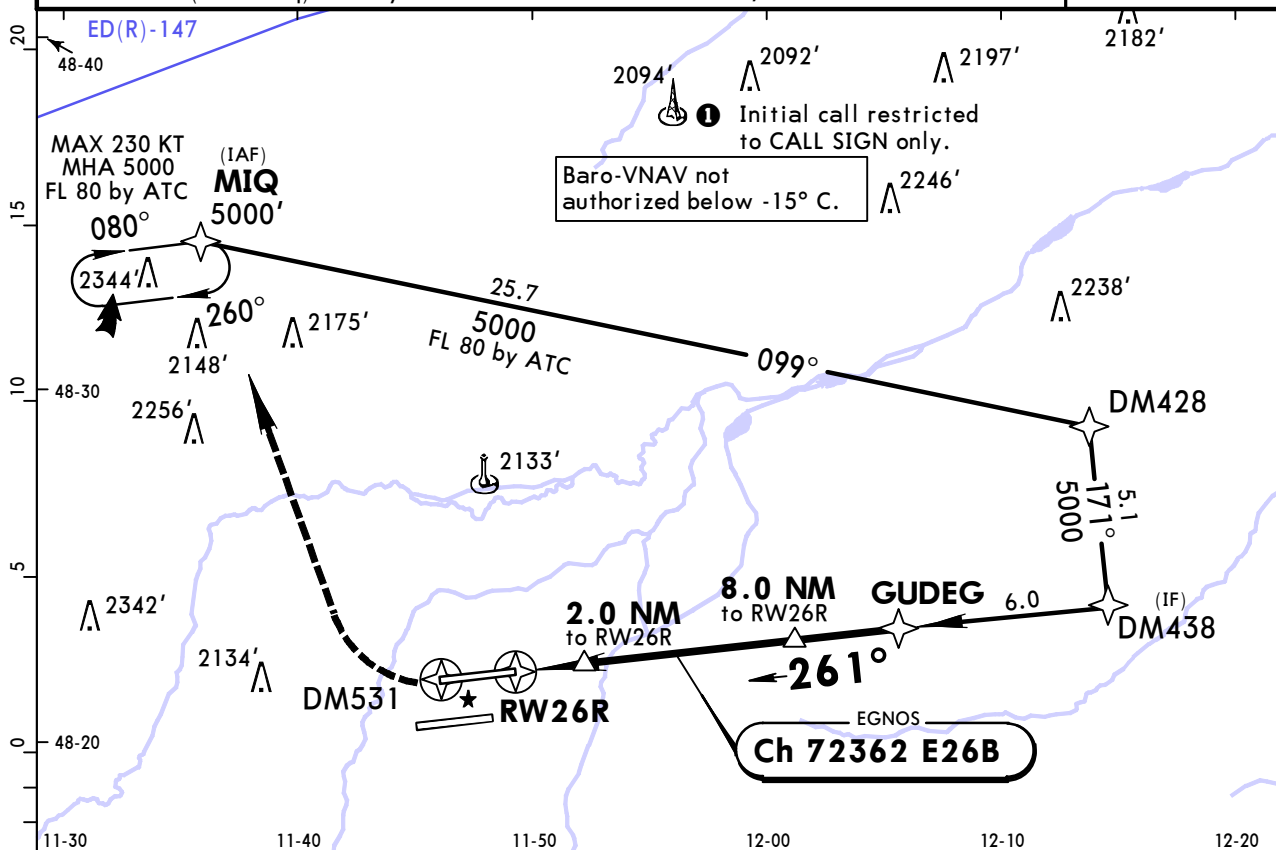
EDDM/MUC
MUNICH

JEPPESEN
1 JUL 22 (12-4)

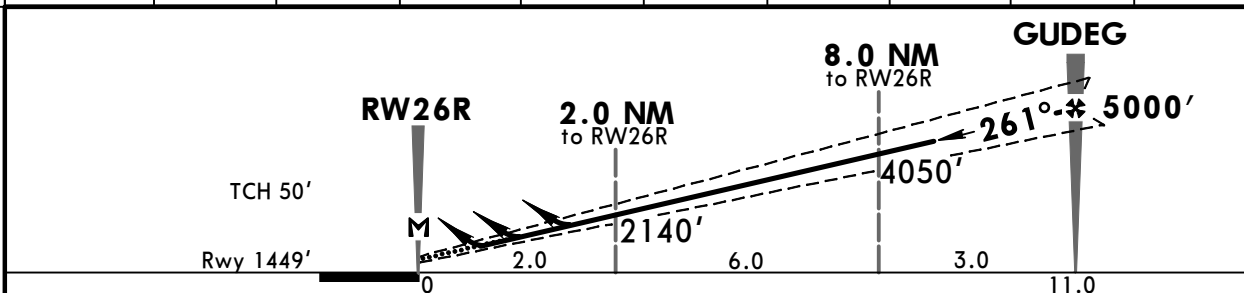
MUNICH, GERMANY
RNP Rwy 26R

BRIEFING STRIP

D-ATIS	MUNICH Arrival (APP)	MUNICH Radar (APP)	MUNICH Director ①	MUNICH Tower	Ground
123.130	128.030	123.905	118.830	118.705	121.980
EGNOS Ch 72362 E26B	Final Apch Crs 261°	Minimum Alt GUDEG 5000' (3551')	LPV DA(H) 1649' (200')	Apt Elev 1487' Rwy 1449'	4000 MSA ARP
MISSED APCH: Climb on 260° to DM531 or 1900', whichever is later, then turn RIGHT direct to MIQ climbing to 5000'.					
Alt Set: hPa (IN on req) Rwy Elev: 52 hPa Trans level: By ATC Trans alt: 5000'					



Dist to RW26R	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0
ALTITUDE	2140'	2460'	2780'	3100'	3410'	3730'	4050'	4370'	4690'



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	260° ↑	DM531 1900' whichever is later	MIQ RT
Glide Path Angle	3.00°	372	478	531	637	743				
MAP at RW26R										

Standard			STRAIGHT-IN LANDING RWY 26R		
LPV CAT I			LNAV/VNAV		
DA(H) 1649' (200')			A: 1908' (459') C: 1925' (476') DA(H) B: 1917' (468') D: 1933' (484')		
DA/MDA(H) 2010' (561')			DA/MDA(H) 2010' (561')		
TDZ or CL out			ALS out		
ALS out			ALS out		
A			RVR 1400m	RVR 1500m	RVR 1500m
B	RVR 550m	RVR 550m ①	RVR 1200m	RVR 1500m	RVR 1500m
C			RVR 1500m	RVR 2200m	RVR 1900m
D				RVR 2300m	RVR 2400m

① W/o HUD/AP/FD: RVR 750m.

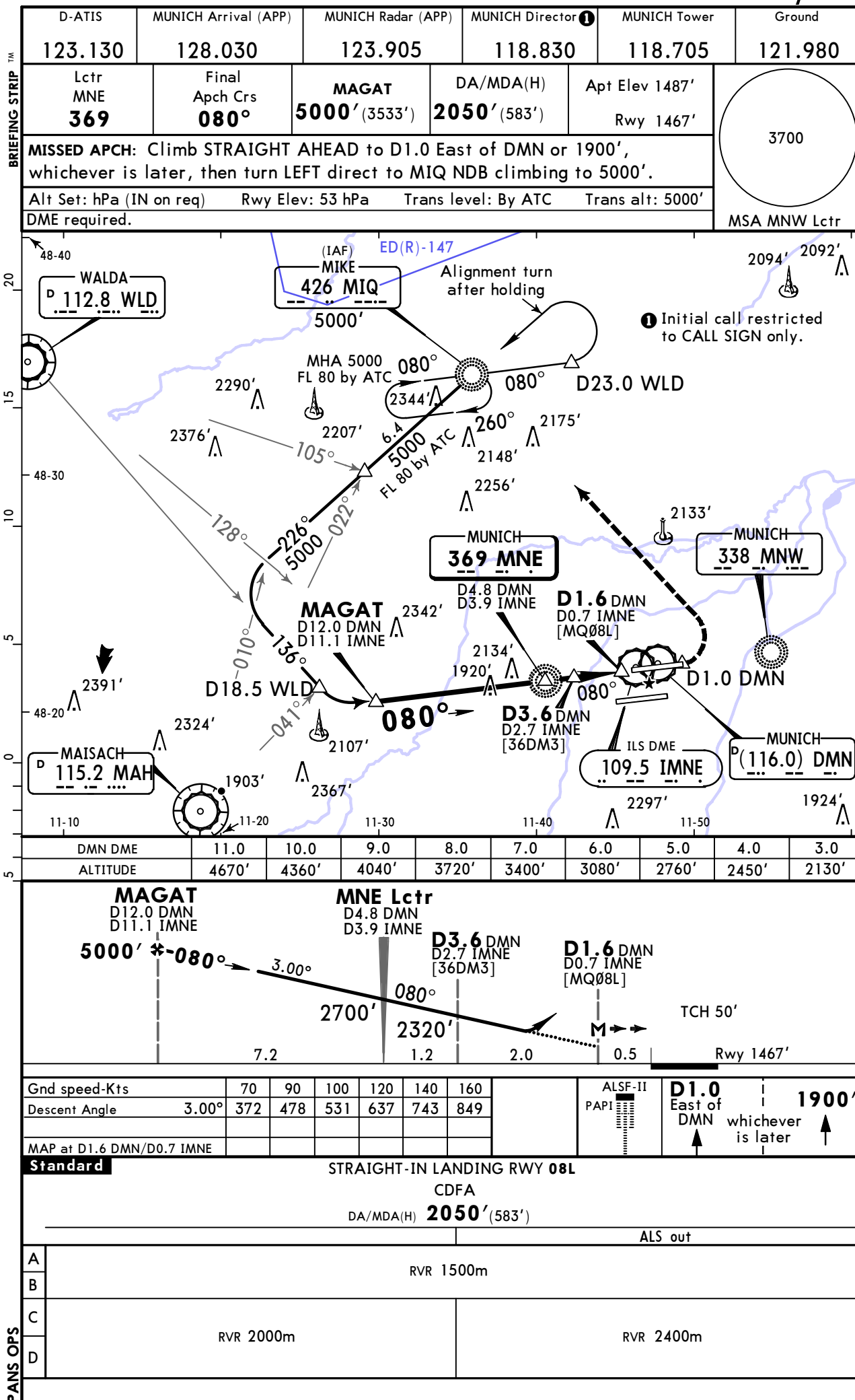
CHANGES: None.

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MUNICH

JEPPesen
31 JUL 20 **(16-1)**

MUNICH, GERMANY
NDB Rwy 08L



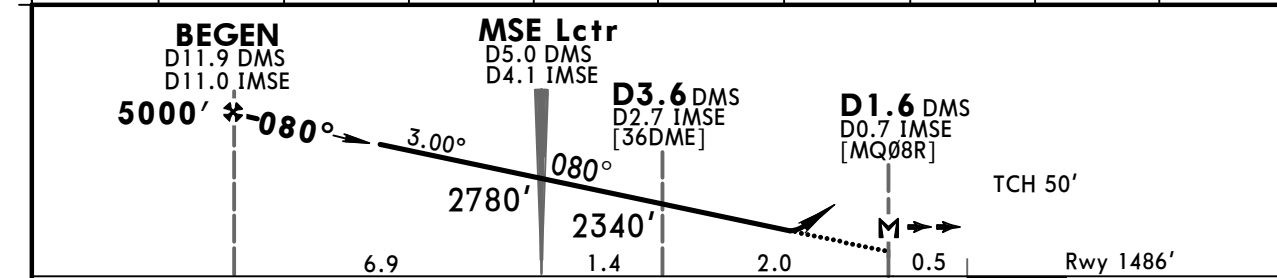
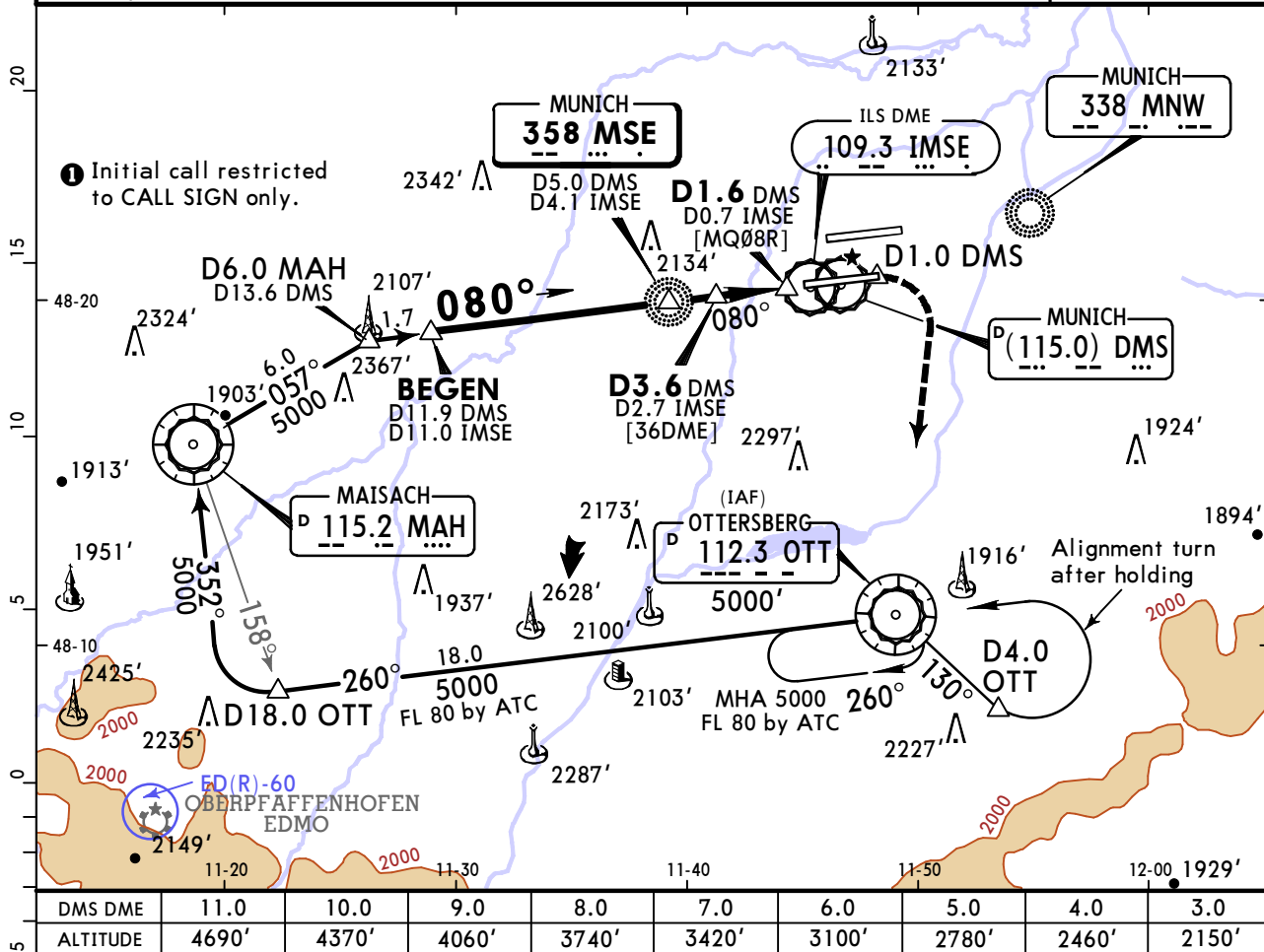
EDDM/MUC
MUNICH

JEPPesen
31 JUL 20 **(16-2)**

MUNICH, GERMANY
NDB Rwy 08R

BRIEFING STRIP

D-ATIS	MUNICH Arrival (APP)	MUNICH Radar (APP)	MUNICH Director①	MUNICH Tower	Ground
123.130	120.780	127.955	132.305	120.505	121.830
Lctr MSE 358	Final ApcH Crs 080°	BEGEN 5000'(3514')	DA/MDA(H) 2050'(564')	Apt Elev 1487' Rwy 1486'	3700 MSA MNW Lctr
MISSED APCH: Climb STRAIGHT AHEAD to D1.0 East of DMS or 1900', whichever is later, then turn RIGHT direct to OTT VOR climbing to 5000'.					
Alt Set: hPa (IN on req) Rwy Elev: 53 hPa Trans level: By ATC Trans alt: 5000'					
DME required.					



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	D1.0 East of DMS ↑ whichever is later ↑ 1900'
Descent Angle	3.00°	372	478	531	637	743		
MAP at D1.6 DMS/D0.7 IMSE								

Standard		STRAIGHT-IN LANDING RWY 08R	
		CDFA	
		DA/MDA(H) 2050' (564')	
		ALS out	

A	RVR 1500m	
B		
C	RVR 1900m	RVR 2400m
D		

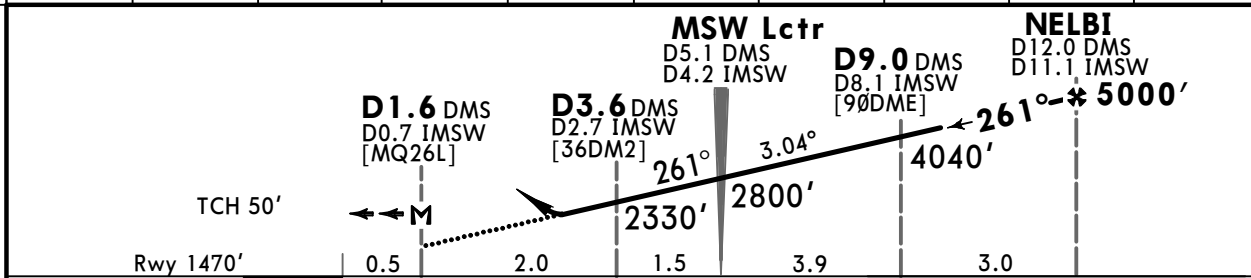
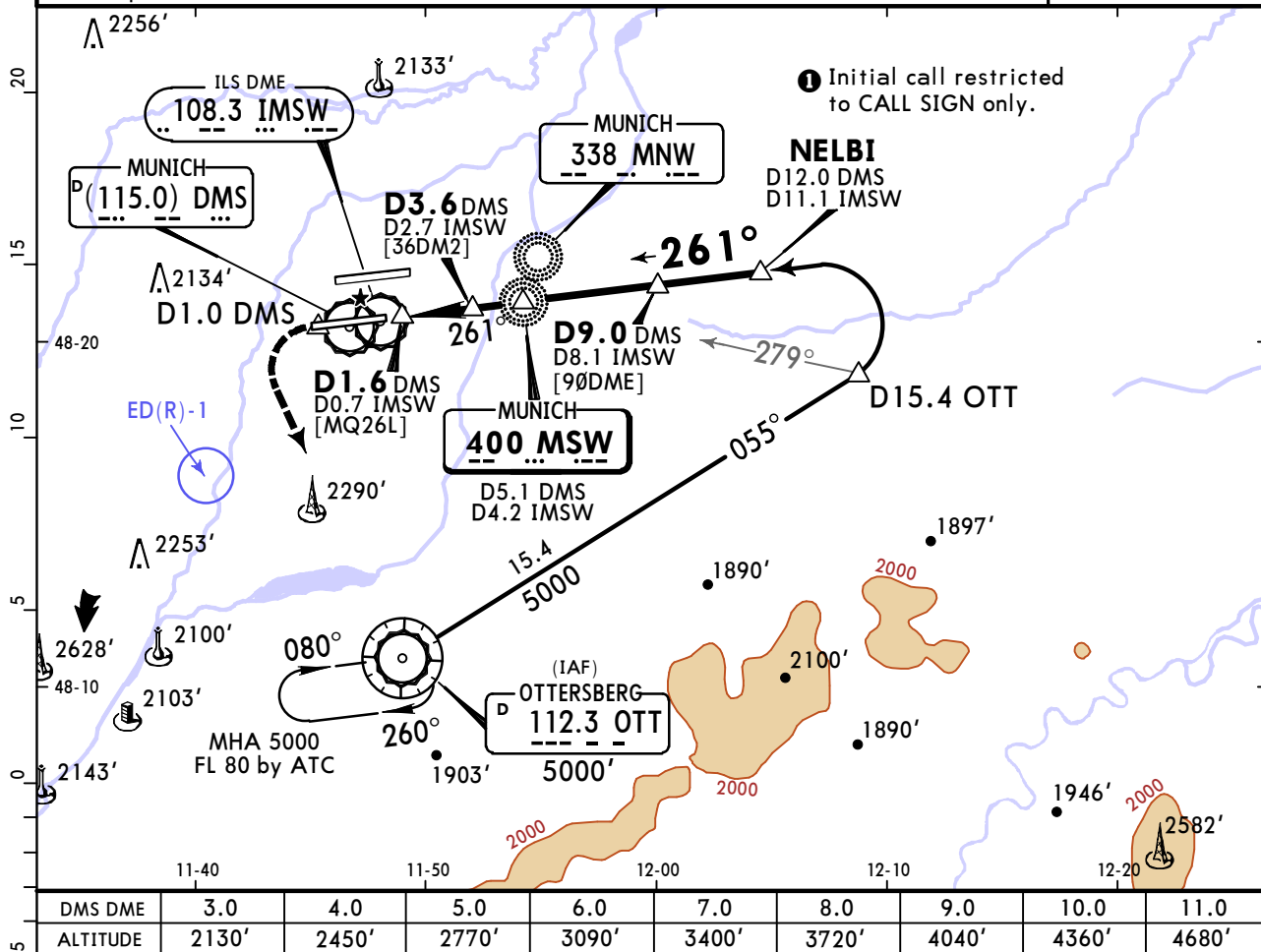
EDDM/MUC
MUNICH

JEPPESSEN
10 DEC 21 (16-3)

MUNICH, GERMANY
NDB Rwy 26L

BRIEFING STRIP

D-ATIS	MUNICH Arrival (APP)	MUNICH Radar (APP)	MUNICH Director①	MUNICH Tower	Ground
123.130	120.780	127.955	132.305	120.505	121.830
Lctr MSW 400	Final Apch Crs 261°	NELBI 5000'(3530')	DA/MDA(H) 2050'(580')	Apt Elev 1487' Rwy 1470'	3700 MSA MNW Lctr
MISSED APCH: Climb STRAIGHT AHEAD to D1.0 West of DMS or 1900', whichever is later, then turn LEFT direct to OTT VOR climbing to 5000'.					
Alt Set: hPa (IN on req) Rwy Elev: 53 hPa Trans level: By ATC Trans alt: 5000'					
DME required.					



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	D1.0 West of DMS which ever is later	1900'
Descent Angle	3.04°	376	484	538	645	753			
MAP at D1.6 DMS/D0.7 IMCW									

Standard STRAIGHT-IN LANDING RWY 26L									
CDFA									
DA/MDA(H) 2050' (580')									
ALS out									

A	RVR 1500m								
B									
C									
D	RVR 1900m				RVR 2400m				

EDDM/MUC
MUNICH

JEPPesen
10 DEC 21 (16-4)

MUNICH, GERMANY
NDB Rwy 26R

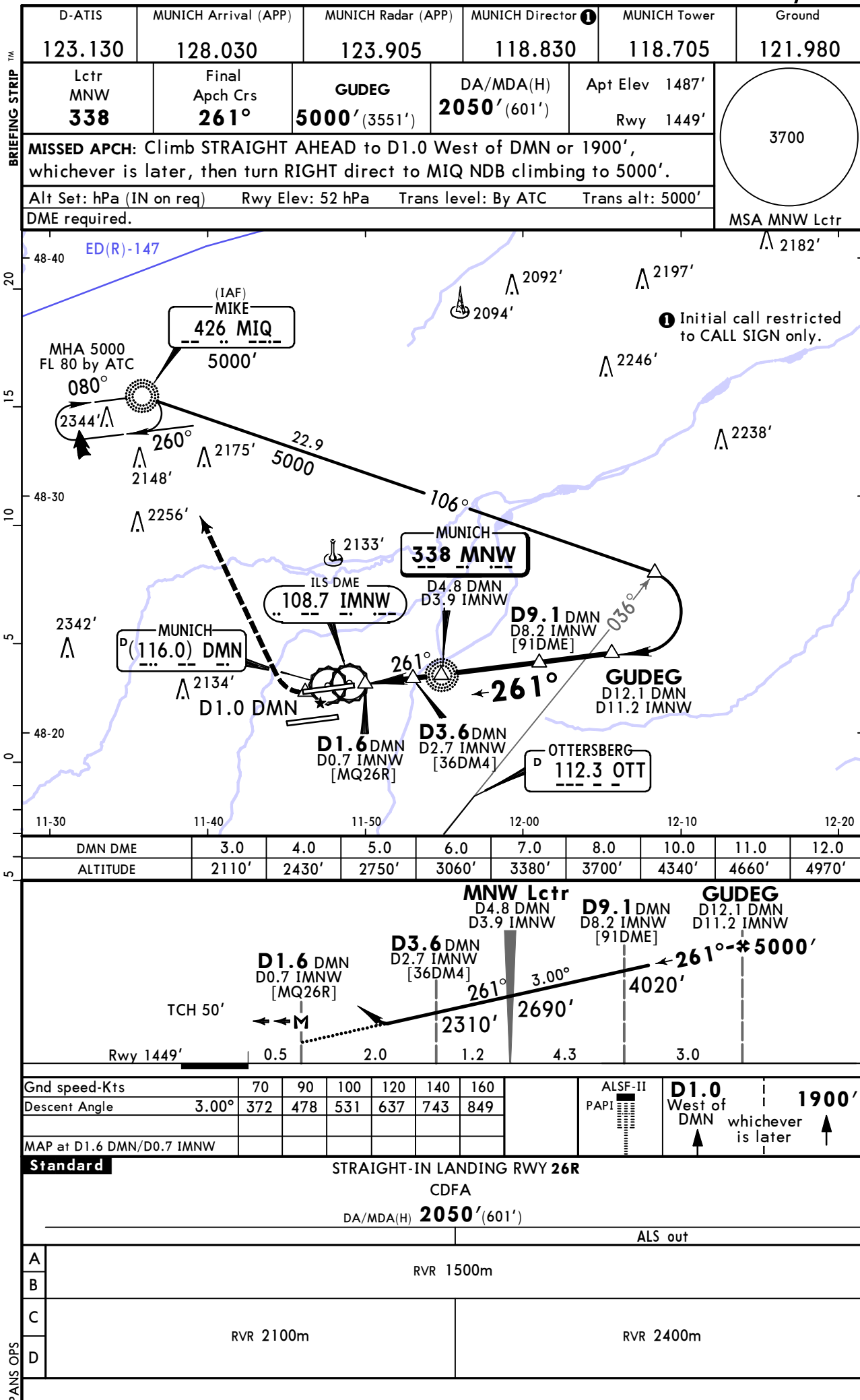


Chart changes since cycle 15-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
MUNICH, (MUNICH - EDDM)				

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EDDM

Type: Terminal
Effectivity: Temporary
Begin Date: 20230502
End Date: 20230818

For construction works on apron entry S8 (based on SUP 010-23) refer to temporary chart 10-8 and latest NOTAMs.

Type: Terminal
Effectivity: Temporary
Begin Date: 20230522
End Date: 20231102

Construction works on Apron 1, PHASES 1, 2 & 3 (based on SUP 04-23). Refer to temp charts 10-8A and 10-8B and latest NOTAMs.

Chart Change Notices for Country DEU

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Location/airport name changed from Monchengladbach to Moenchengladbach.

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: 20210326
End Date: No end date

Use of SID RNAV OVERLAY: Pilots of GPS/FMS-RNAV-equipped aircraft should, if possible, use the defined supplementary GPS/FMS/RNAV procedures which are published as "OVERLAY" to a conventional procedure. Please refer also to ATC Germany pages for additional information.

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Location/airport name changed from Buchel to Buechel, Buckeburg to Bueckeburg, Norvenich to Noervenich.

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Jeppesen charted take-off minimums are determined according to the available RWY lights. In Germany, Low Visibility Procedures (LVP) are only available for the following airports: EDDB, EDDC, EDDE, EDDF, EDDG, EDDH, EDDK, EDDL, EDDM, EDDN, EDDP, EDDR, EDDS, EDDV, EDDW, EDFH, EDHI, EDHL, EDJA, EDLN, EDLP, EDLV, EDLW, EDMA, EDNY, EDQM, EDSB, EDTL, EDTY, EDVE, EDVK. All other German airports are not approved for Low Visibility Take-off Operations (LVTO) with an RVR below 400m because of missing LVP.