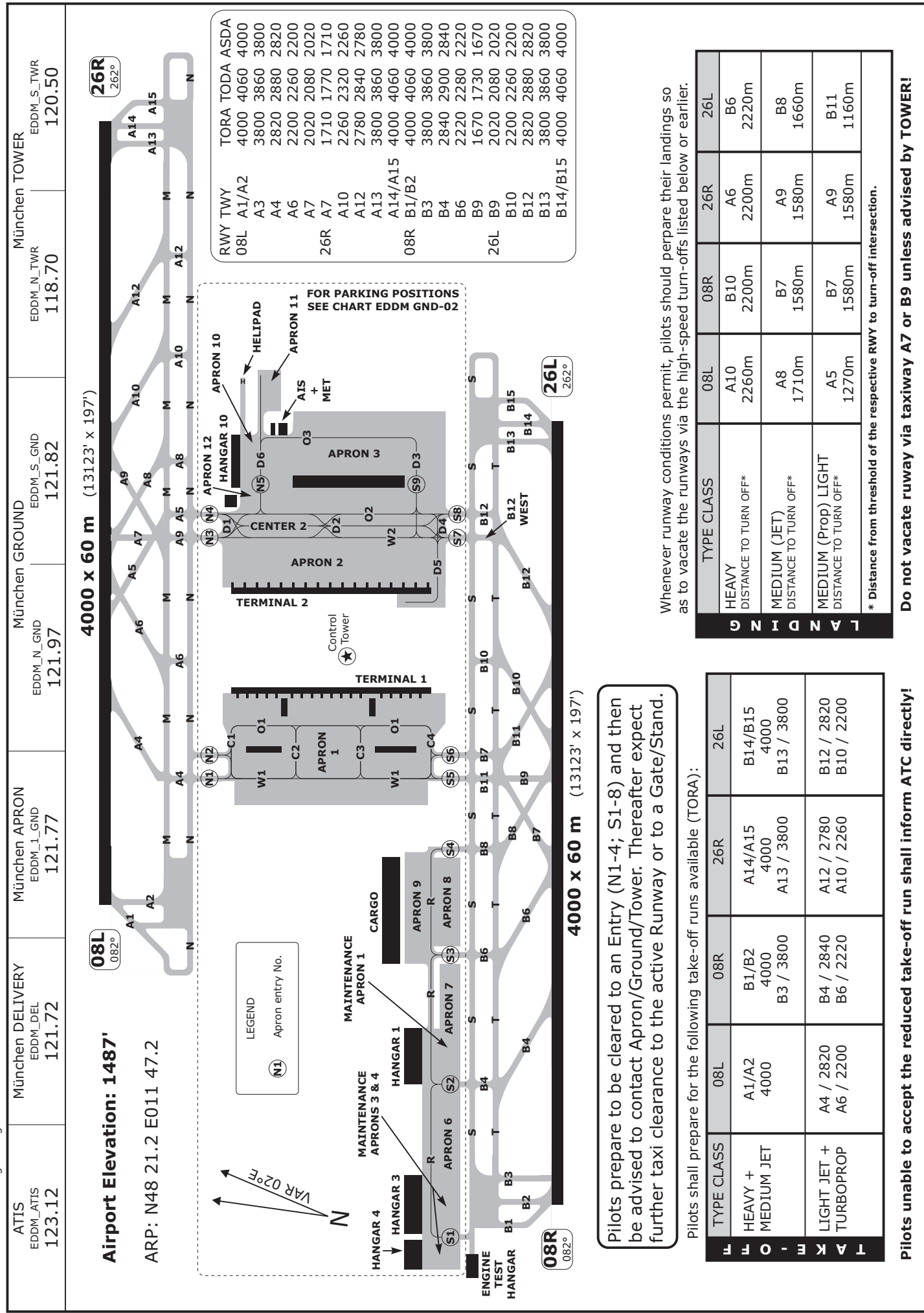


Do not use for real life navigation!

Revision: 2009-11-19 - Change: Design



Pilots prepare to be cleared to an Entry (N1-4; S1-8) and then be advised to contact Apron/Ground/Tower. Thereafter expect further taxi clearance to the active Runway or to a Gate/Stand.

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

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

Whenever runway conditions permit, pilots should prepare their landings so as to vacate the runways via the high-speed turn-offs listed below or earlier.

TYPE CLASS	08L	08R	26R	26L
HEAVY DISTANCE TO TURN OFF*	A10 2260m	B10 2200m	A6 2200m	B6 2220m
MEDIUM (JET) DISTANCE TO TURN OFF*	A8 1710m	B7 1580m	A9 1580m	B8 1660m
MEDIUM (Prop) LIGHT DISTANCE TO TURN OFF*	A5 1270m	B7 1580m	A9 1580m	B11 1160m

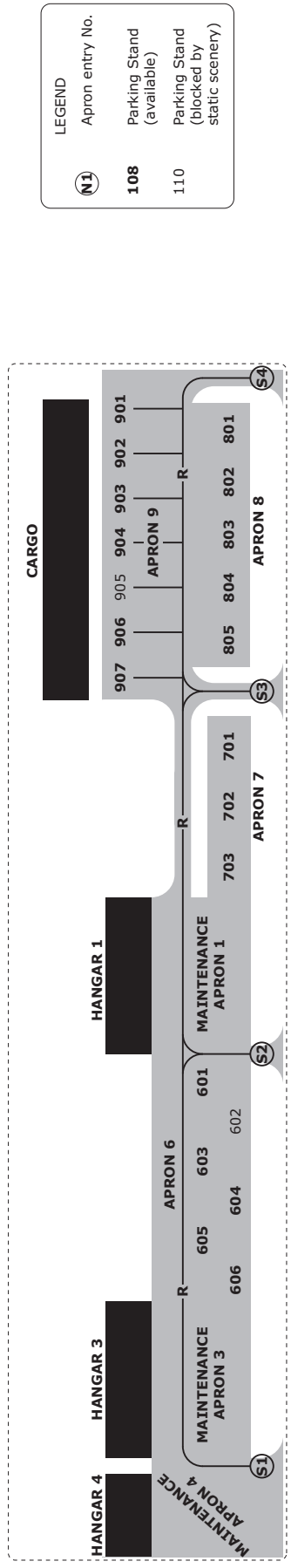
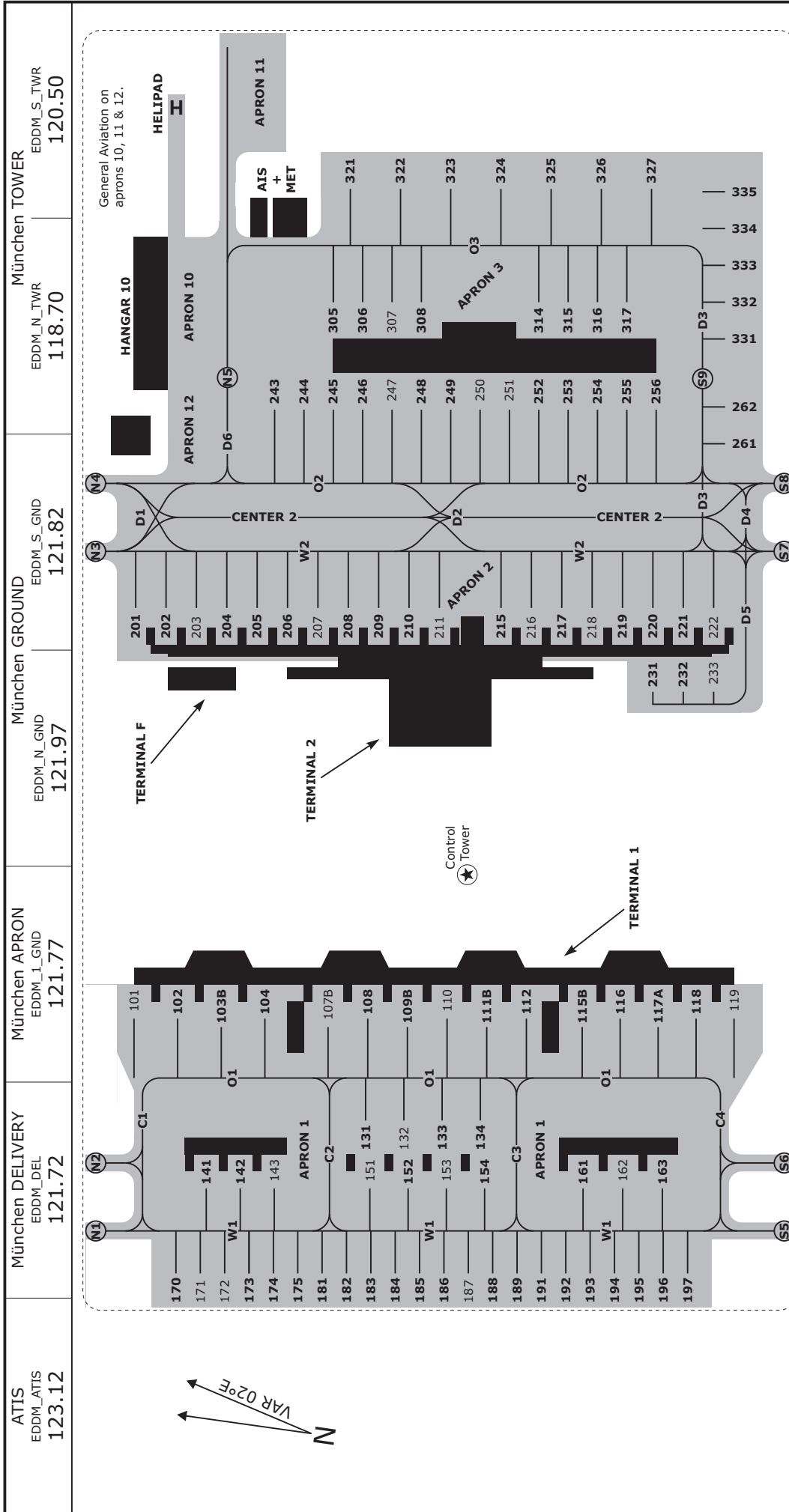
* Distance from threshold of the respective RWY to turn-off intersection.

Pilots unable to accept the reduced take-off run shall inform ATC directly!

Do not vacate runway via taxiway A7 or B9 unless advised by TOWER!

Do not use for real life navigation!

Revision: 2009-11-19 - Change: Design



LEGEND

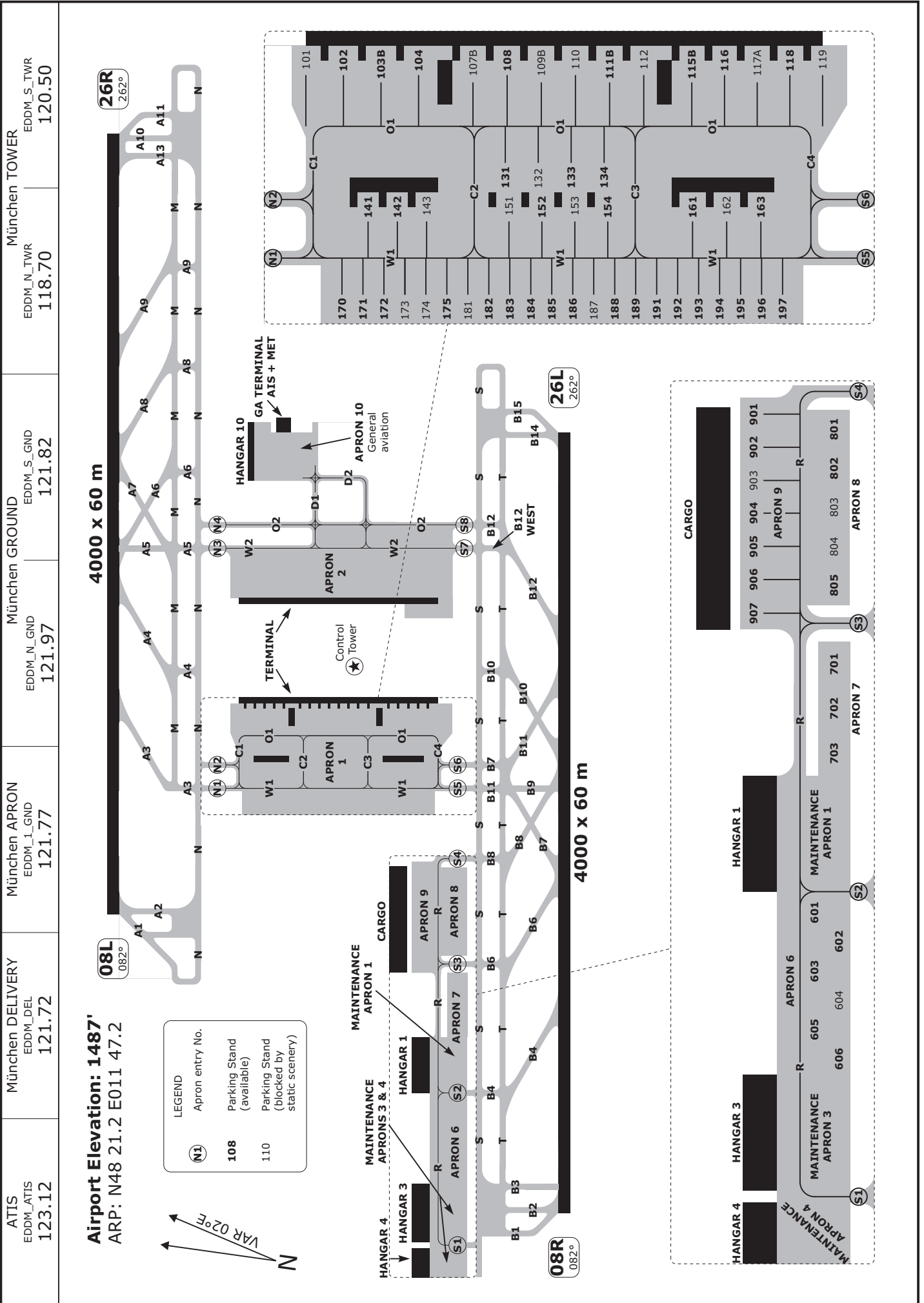
APRON entry No.

108 Parking Stand (available)

110 Parking Stand (blocked by static scenery)

Do not use for real life navigation!

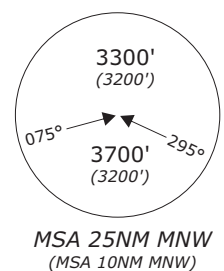
Revision: 2009-11-19 - Change: Design



München DEPARTURE		München ARRIVAL		München RADAR	
EDDM_N_DEP	EDDM_S_DEP	EDDM_N_APP	EDDM_S_APP	EDMM_A_CTR	EDMM_R_CTR
123.90	127.95	128.02	120.77	129.10	132.55
				EDMM_K_CTR	124.05

AMEXO 2E - AMEXO TWO ECHO
AMEXO 4N - AMEXO FOUR NOVEMBER
AMEXO 2Q - AMEXO TWO QUEBEC
AMEXO 4S - AMEXO FOUR SIERRA

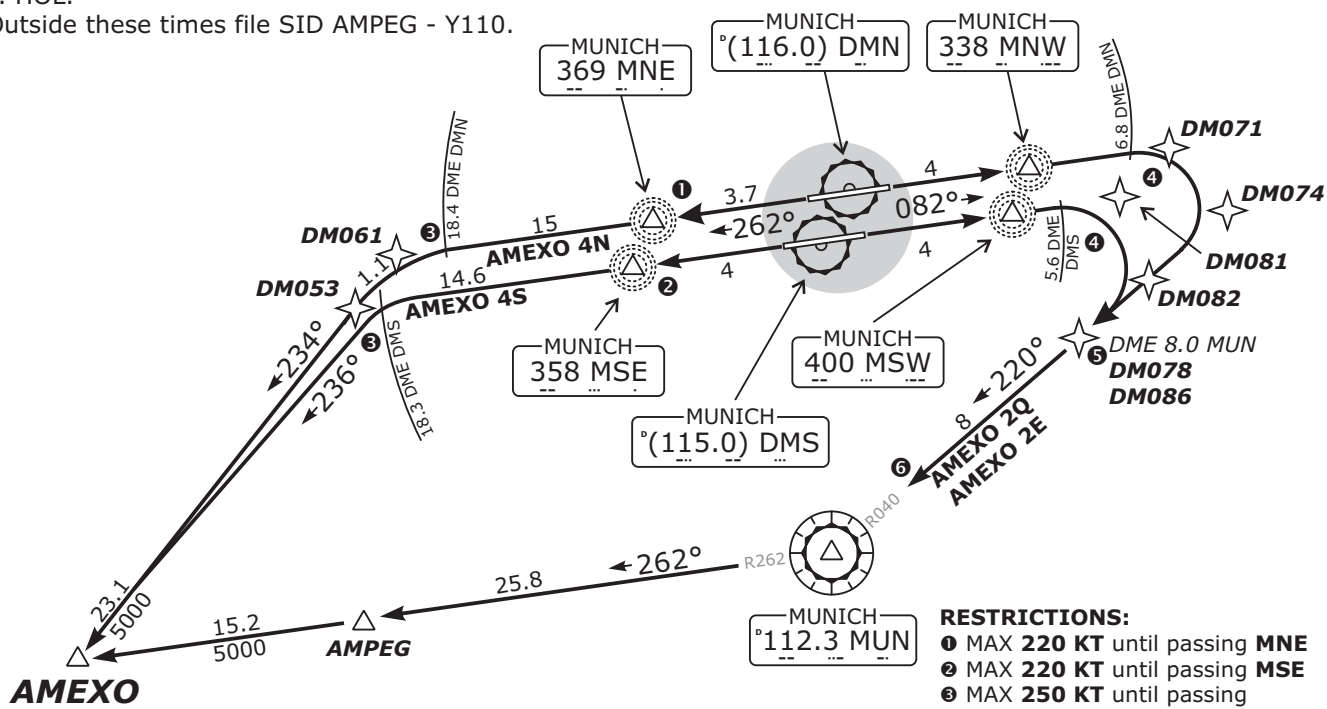
NOT TO SCALE



REMARKS:

1. Jet aircraft only.
2. Available for DEST EDJA at or below FL 90.
3. Mandatory for traffic proceeding via MILKA at or above RFL245 during following times:
 - a. daily 2230(2130) - 0700(0600),
 - b. FRI 1600(1500) - MON 0700(0600),
 - c. HOL.
 Outside these times file SID AMPEG - Y110.

Do not use for real life navigation!



RESTRICTIONS:

- 1 MAX 220 KT until passing MNE
- 2 MAX 220 KT until passing MSE
- 3 MAX 250 KT until passing
- 4 MAX 230 KT during turn
- 5 Cross at FL70 or above
- 6 MAX 250 KT until passing AMPEG
- 7 Cross at 6000ft or above

REMARKS:

NAVAID addition for real frequencies available on <http://www.vacc-sag.org/airport/EDDM> if not installed use old frequencies:
 MAH - 108.4 / DMS - 108.6
 MIQ - 426.5 / MSE - 385.0

Remain on Tower frequency, when advised by ATC contact München Departure, Arrival or Radar.

Initial climb clearance FL70
 TRANS ALT: 5000' • APT ELEV: 1487'

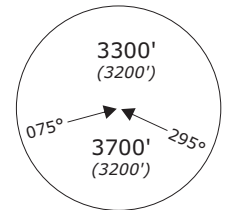
SID	RWY	ROUTING	GPS/FMS RNAV
AMEXO 2E	08R	On runway track to 1900', via LO MSW to 5.6 DME DMS or 4000', whichever is later, RT, on R040 MUN to MUN, RT, R262 MUN via AMPEG to AMEXO.	[A1900+] - DM081 [A4000+; R] - DM082[K230-; R] - DM086 [F070+] - MUN[R] - AMPEG[K250-] - AMEXO.
AMEXO 4N	26R	On runway track to 1900', on track 262° via LO MNE to 18.4 DME DMN, LT, on track 234° to AMEXO. Cross 18.4 DME DMN at FL 70 or above.	[A1900+] - MNE[K220-] - DM061 [F070+;K250-; L] - AMEXO.
AMEXO 2Q	08L	On runway track to 1900', via LO MNW to DME 6.8 DMN or 4000', whichever is later, RT, on R040 MUN to MUN, RT, on R262 MUN via AMPEG to AMEXO.	[A1900+] - DM071[A4000+; R] - DM074[K230-; R] - DM078[F070+] - MUN[R] - AMPEG[K250-] - AMEXO.
AMEXO 4S	26L	On runway track to 1900', on track 262° via LO MSE to 18.3 DME DMS, LT, on track 236° to AMEXO. Cross 18.3 DME DMS at FL 70 or above.	[A1900+] - MSE[K220-] - DM053 [F070+;K250-; L] - AMEXO.

Revision: 2009-11-19 - Change: MSE frequency, Remarks, Design

München DEPARTURE		München ARRIVAL		München RADAR	
EDDM_N_DEP	EDDM_S_DEP	EDDM_N_APP	EDDM_S_APP	EDMM_A_CTR	EDMM_R_CTR
123.90	127.95	128.02	120.77	129.10	132.55
				EDMM_K_CTR	124.05

AMPEG 2E - AMPEG TWO ECHO
AMPEG 3N - AMPEG THREE NOVEMBER
AMPEG 2Q - AMPEG TWO QUEBEC
AMPEG 3S - AMPEG THREE SIERRA

NOT TO SCALE



MSA 25NM MNW
(MSA 10NM MNW)

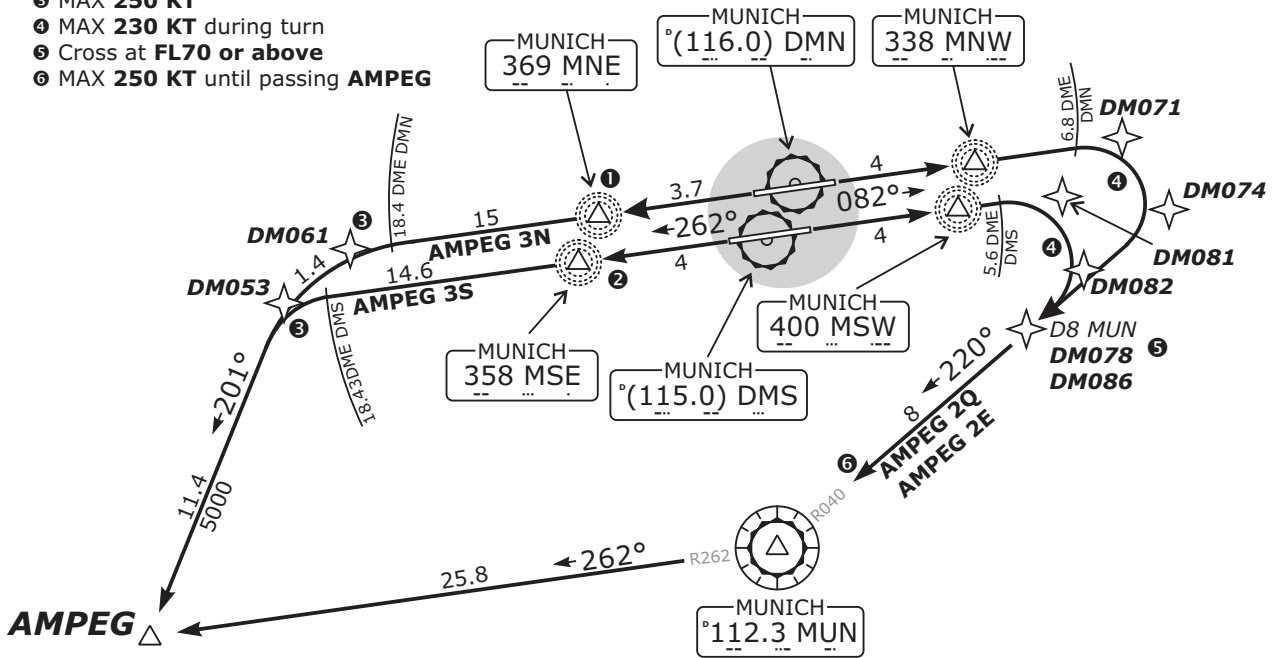
Remarks:

1. Jet ACFT only
2. Not available for DEST LSZH.
3. During activation of ED-R 207/307 expect re-routing by ATC via MERSI - Y100 or radar vectors.

RESTRICTIONS:

- 1 MAX 220 KT until passing MNE
- 2 MAX 220 KT until passing MSE
- 3 MAX 250 KT
- 4 MAX 230 KT during turn
- 5 Cross at FL70 or above
- 6 MAX 250 KT until passing AMPEG

Do not use for real life navigation!



REMARKS:

NAVAID addition for real frequencies available on <http://www.vacc-sag.org/airport/EDDM> if not installed use old frequencies:
 MAH - 108.4 / DMS - 108.6
 MIQ - 426.5 / MSE - 385.0

Remain on Tower frequency, when advised by ATC contact München Departure, Arrival or Radar.

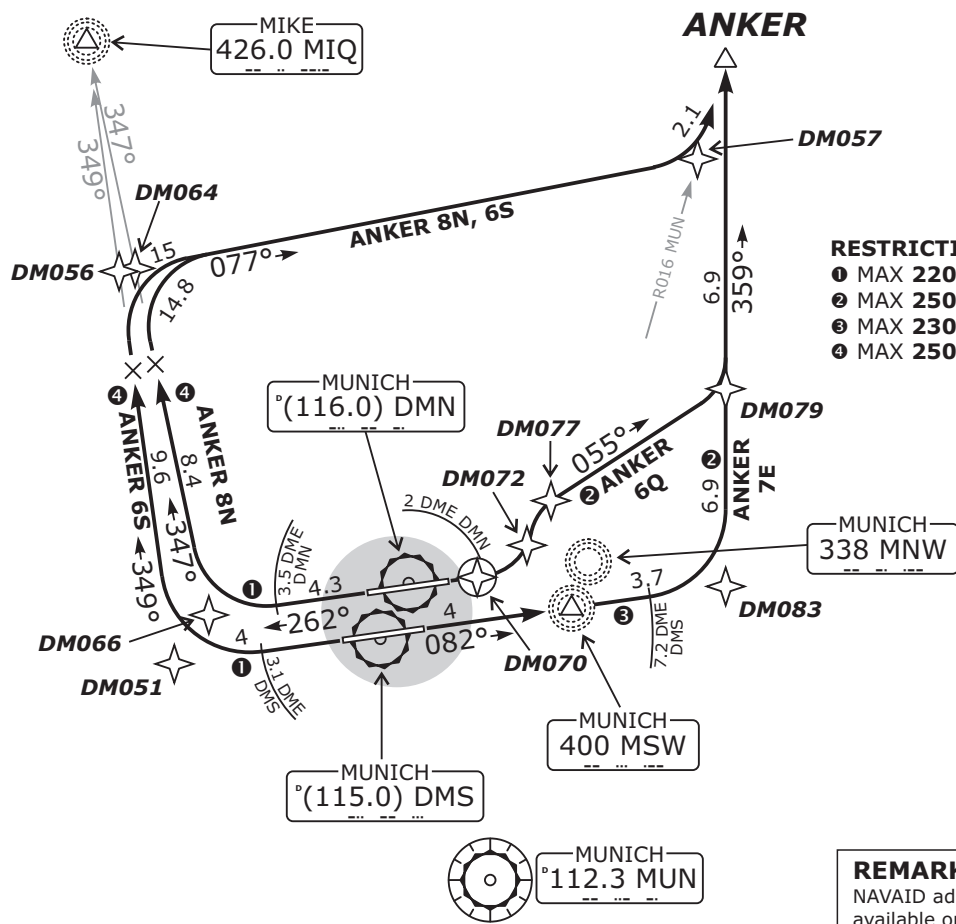
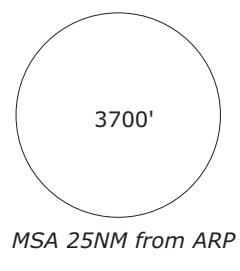
Initial climb clearance FL70
 TRANS ALT: 5000' • APT ELEV: 1487'

SID	RWY	ROUTING	GPS/FMS RNAV
AMPEG 2E	08R	Climb on runway track to 1900' , then via LO MSW to 5.6 DME DMS or 4000' , whichever is later, RT, on R040 MUN to MUN, RT, on R262MUN to AMPEG. Cross 8,0 DME MUN at FL070 or above.	[A1900+] - DM081[A4000+; R] - DM082[K230-; R] - DM086[F070+] - MUN[R] - AMPEG[K250-].
AMPEG 3N	26R	Climb on runway track to 1900' , on track 262° via LO MNE to 18.4 DME DMN, LT, on track 201° to AMPEG. Cross 18,4 DME DMN at FL070 or above.	[A1900+] - MNE[K220-] - DM061[F070;K250-; L] - AMPEG.
AMPEG 2Q	08L	Climb on runway track to 1900' , via LO MNW to 6.8 DME DMN or 4000' , whichever is later, RT, on R040 MUN to MUN, RT, on R262 MUN to AMPEG. Cross 8,0 DME MUN at FL070 or above.	[A1900+] - DM071[A4000+; R] - DM074[K230-; R] - DM078[F070+] - MUN[R] - AMPEG[K250-].
AMPEG 3S	26L	Climb on runway track to 1900' , on track 262° via LO MSE to 18.3 DME DMS, LT, on track 201° to AMPEG. Cross 18,3 DME DMS at FL070 or above.	[A1900+] - MSE[K220-] - DM053[F070;K250-; L] - AMPEG.

München DEPARTURE		München ARRIVAL		München RADAR	
EDDM_N_DEP	EDDM_S_DEP	EDDM_N_APP	EDDM_S_APP	EDMM_A_CTR	EDMM_R_CTR
123.90	127.95	128.02	120.77	129.10	132.55
				EDMM_K_CTR	124.05

ANKER 7E - ANKER SEVEN ECHO
ANKER 8N - ANKER EIGHT NOVEMBER
ANKER 6Q - ANKER SIX QUEBEC
ANKER 6S - ANKER SIX SIERRA

NOT TO SCALE



- RESTRICTIONS:**
- ① MAX 220 KT during turn
 - ② MAX 250 KT until crossing ANKER
 - ③ MAX 230 KT until crossing DMS 7.2 DME
 - ④ MAX 250 KT until crossing DM064/DM056

REMARKS:
 NAVAID addition for real frequencies available on <http://www.vacc-sag.org/airport/EDDM> if not installed use old frequencies:
 MAH - 108.4 / DMS - 108.6
 MIQ - 426.5 / MSE - 385.0

Remain on Tower frequency, when advised by ATC contact München Departure, Arrival or Radar. Initial climb clearance **FL70**
 TRANS ALT: 5000' • APT ELEV: 1487'

SID	RWY	ROUTING	GPS/FMS RNAV
ANKER 7E	08R	Climb on track 082° to DM083, LT, on track 359° to ANKER	[A1900+] - DM083[K230-; L] - ANKER[K250-].
ANKER 8N	26R	Climb on runway track to DM066 or 1900' , whichever is later, RT, on track 347° MIQ to DM064, RT, on track 077° to DM057, LT, on track 016° to ANKER.	[A1900+] - DM066[K220-; R] - DM064[K250-; R] - DM065[L] - ANKER.
ANKER 6Q	08L	Climb on runway track to DM070 or 1900' , whichever is later, LT, via DM072 on track 034° to DM077, RT, on track 055° to DM079, LT, on track 360°	[A1900+] - DM070[L] - DM072 - DM077[R] - DM079[L] - ANKER [K250-].
ANKER 6S	26L	Climb on track 262° to DM051 or 1900' , whichever is later, RT, on track 349° to DM056, RT, on track 077° to DM057, LT, on track 016° to ANKER.	[A1900+] - DM051[K220-; R] - DM056[K250-; R] - DM057[L] - ANKER.

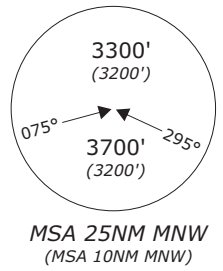
Do not use for real life navigation!

Revision: 2009-11-19 - Change: Remarks withdrawn, Design

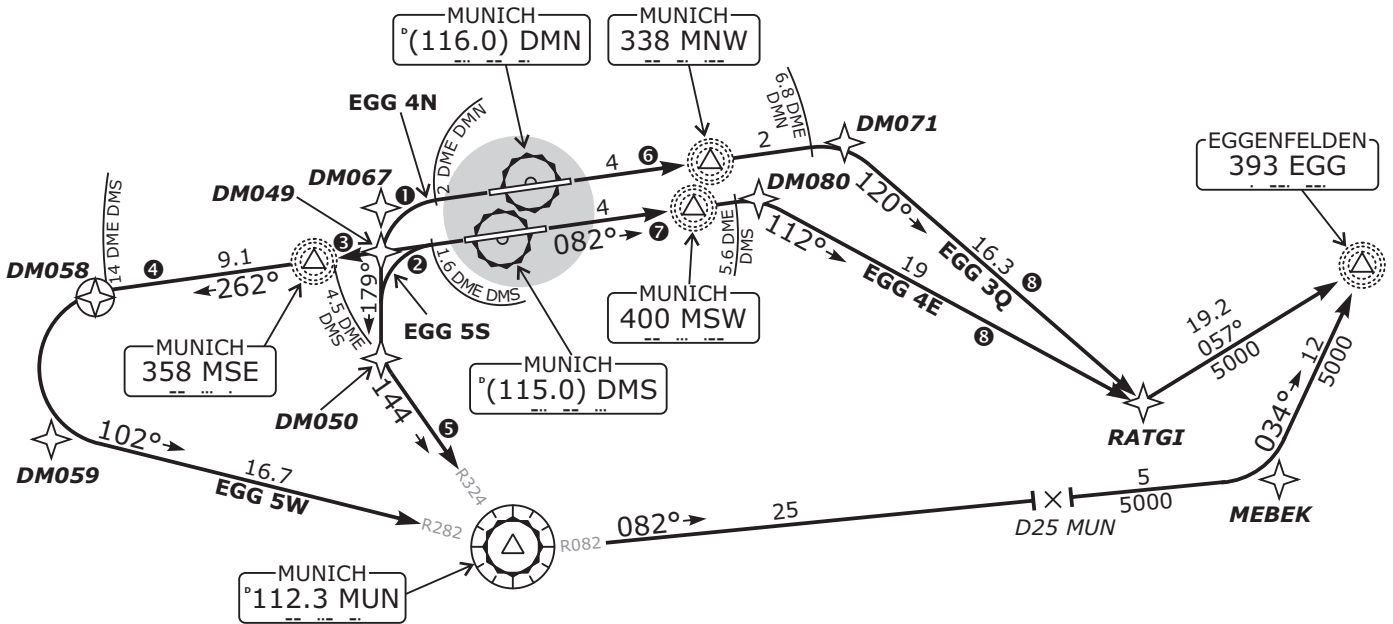
München DEPARTURE		München ARRIVAL		München RADAR	
EDDM_N_DEP	EDDM_S_DEP	EDDM_N_APP	EDDM_S_APP	EDMM_A_CTR	EDMM_R_CTR
123.90	127.95	128.02	120.77	129.10	132.55
				EDMM_K_CTR	124.05

- EGG 4E** - EGGENFELDEN FOUR ECHO
- EGG 4N** - EGGENFELDEN FOUR NOVEMBER
- EGG 3Q** - EGGENFELDEN THREE QUEBEC
- EGG 5S** - EGGENFELDEN FIVE SIERRA
- EGG 5W** - EGGENFELDEN FIVE WHISKEY

NOT TO SCALE



NOT AVAILABLE FOR FLIGHTS VIA (U)L605, Q104 & Q118



RESTRICTIONS:

- ① MAX 210 KT during turn
- ② MAX 210 KT until established on MUN R-324
- ③ MAX 220 KT until passing MSE
- ④ MAX 250 KT until passing DMS 14 DME
- ⑤ MAX 250 KT until passing MEBEK
- ⑥ MAX 230 KT until passing DMN 6.8 DME
- ⑦ MAX 230 KT until passing DMS 5.6 DME
- ⑧ MAX 250 KT until passing RATGI

REMARKS:

NAVAID addition for real frequencies available on <http://www.vacc-sag.org/airport/EDDM> if not installed use old frequencies:
MAH - 108.4 / DMS - 108.6
MIQ - 426.5 / MSE - 385.0

Remain on Tower frequency, when advised by ATC contact München Departure, Arrival or Radar.

Initial climb clearance FL70
TRANS ALT: 5000' • APT ELEV: 1487'

SID	RWY	ROUTING	GPS/FMS RNAV
EGG 4E	08R	On RWY track to 1900, via LO MSW to 5.6 DME DMS or 4000, whichever is later, RT, on track 112° to RATGI, LT, on track 057° to EGG	[A1900+] - DM080[A4000+; K230-; R] - RATGI[K250-; L] - EGG.
EGG 4N	26R	On RWY track to 2.0 DME DMN or 1900, whichever is later, LT, on track 179° to intercept R324 MUN, on R324 MUN to MUN; LT, on R082 MUN to MEBEK, LT, on track 034° EGG to EGG	[A1900+] - DM067[K210-; L] - DM050[L] - MUN[L] - MEBEK[K250-; L] - EGG.
EGG 3Q	08L	On RWY track to 1900, via LO MNW to 6.8 DME DMN or 4000, whichever is later, RT, on track 120° to RATGI, LT, on track 057° to EGG.	[A1900+] - DM071[A4000+; K230-; R] - RATGI[K250-; L] - EGG.
EGG 5S If unable to comply request EGG 5W	26L	On RWY track to 1900, via LO MSE to 14.0 DME DMS or 1900, whichever is later, LT, on track 179° to intercept R324 MUN, on R324 MUN to MUN. Complete LT within 4.5 DME DMS. LT, on R082 MUN to MEBEK, LT, on track 034° EGG to EGG	RNAV: [A1900+] - DM049[L] - DM050[K210-; L] - MUN[L] - MEBEK[K250-; L] - EGG.
EGG 5W		On RWY track to 1900, on track 262° via LO MSE to 14.0 DME DMS, LT, on R282 MUN to MUN, LT, on R082 MUN to MEBEK, LT, on track 034° EGG to EGG.	[A1900+] - MSE[K220-] - DM058[L] - DM059[K250-] - MUN[L] - MEBEK[L] - EGG.

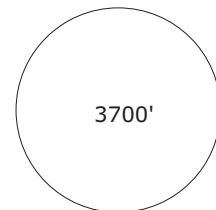
Do not use for real life navigation!

München DEPARTURE		München ARRIVAL		München RADAR	
EDDM_N_DEP	EDDM_S_DEP	EDDM_N_APP	EDDM_S_APP	EDMM_A_CTR	EDMM_R_CTR
123.90	127.95	128.02	120.77	129.10	132.55
					EDMM_K_CTR
					124.05

EVIVA 1E - EVIVA ONE ECHO
EVIVA 3N - EVIVA THREE NOVEMBER
EVIVA 1Q - EVIVA ONE QUEBEC
EVIVA 2S - EVIVA TWO SIERRA

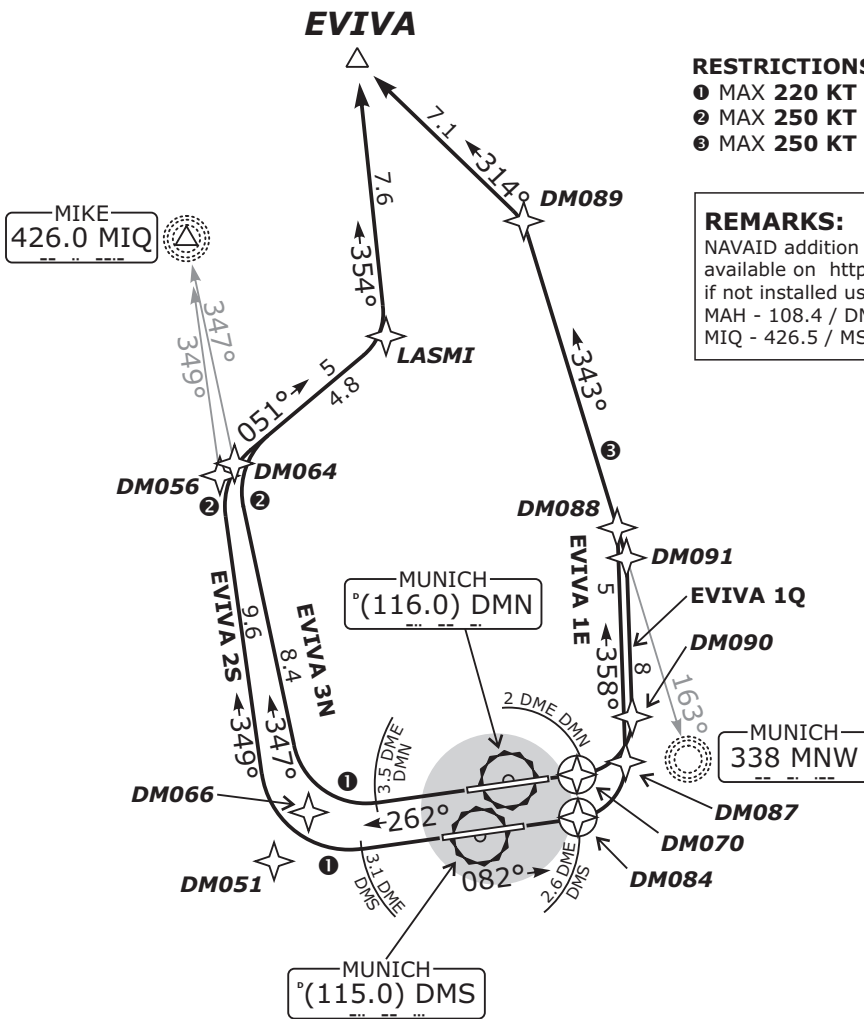
NOT TO SCALE

FOR PROP AIRCRAFT ONLY
 JET AIRCRAFT FILE SID GIVMI OR MIQ



MSA 25NM from ARP

Do not use for real life navigation!



RESTRICTIONS:

- ① MAX 220 KT during turn
- ② MAX 250 KT until passing LASMI
- ③ MAX 250 KT until established on MDF R-314

REMARKS:

NAVAID addition for real frequencies available on <http://www.vacc-sag.org/airport/EDDM> if not installed use old frequencies:
 MAH - 108.4 / DMS - 108.6
 MIQ - 426.5 / MSE - 385.0

Remain on Tower frequency, when advised by ATC contact München Departure, Arrival or Radar.

Initial climb clearance FL70
 TRANS ALT: 5000' • APT ELEV: 1487'

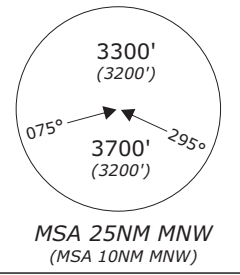
SID	RWY	ROUTING	GPS/FMS RNAV
EVIVA 1E	08R	On RWY track to 2.6 DME DMS or 1900, whichever is later, LT, on track 358° to intercept track 343° MNW, on track 343° MNW to intercept R314 MDF, on R314 MDF to EVIVA.	[A1900+] - DM084[L]- DM087 - DM088[L] - DM089[K250-; L] - EVIVA.
EVIVA 3N	26R	Climb on track 262° to DM066 or 1900, whichever is later, RT, on track 347° to DM064, RT, on track 051° to LASMI, LT, on track 354° to EVIVA.	[A1900+] - DM066[K220-; R] - DM064[R] - LASMI[K250-; L] - EVIVA.
EVIVA 1Q	08L	On RWY track to 2.0 DME DMN or 1900, whichever is later, LT, on track 358° to intercept track 343° MNW, on track 343° MNW to intercept R314 MDF, on R314 MDF to EVIVA.	[A1900+] - DM070[L]- DM090 - DM091[L] - DM089[K250-; L] - EVIVA.
EVIVA 2S	26L	Climb on track 262° to DM051 or 1900, whichever is later, RT, on track 349° to DM056, RT, on track 051° to LASMI, LT, on track 354° to EVIVA.	[A1900+] - DM051[K220-; R] - DM056[R] - LASMI[K250-; L] - EVIVA.

München DEPARTURE		München ARRIVAL		München RADAR	EDMM_K_CTR
EDDM_N_DEP	EDDM_S_DEP	EDDM_N_APP	EDDM_S_APP	EDMM_A_CTR	EDMM_R_CTR
123.90	127.95	128.02	120.77	129.10	132.55
					124.05

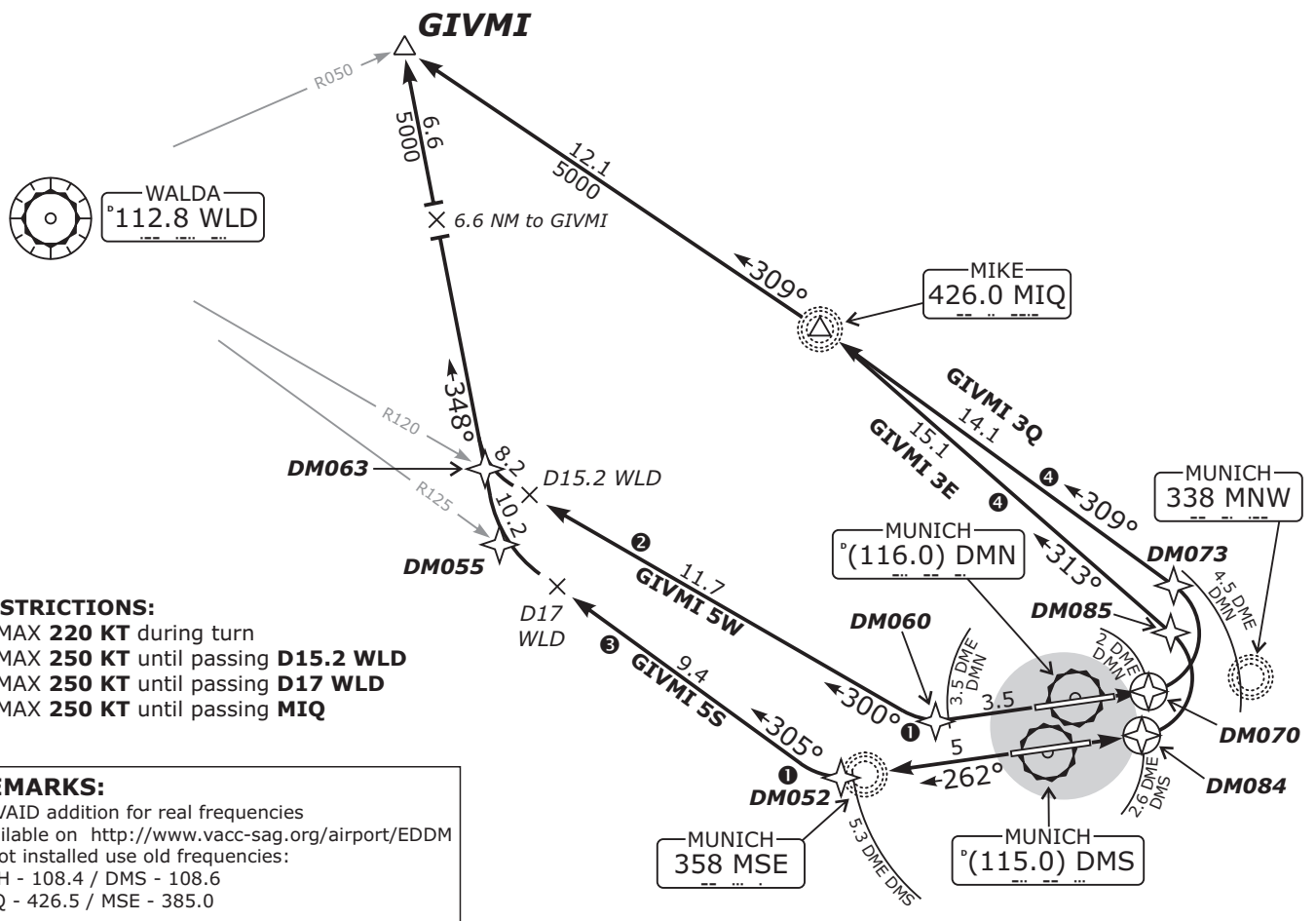
GIVMI 3E - GIVMI THREE ECHO
GIVMI 3Q - GIVMI THREE QUEBEC
GIVMI 5S - GIVMI FIVE SIERRA
GIVMI 5W - GIVMI FIVE WHISKEY

AVAILABLE FOR JET AIRCRAFT ONLY
 PROP AIRCRAFT FILE SID EVIVA
 EXCEPTION: FLIGHTS VIA ATS ROUTE T161
 MANDATORY FOR FLIGHTS VIA
 Y101 - INBED - (U)L610
 Y101 - ERNAS - T161

NOT TO SCALE



Do not use for real life navigation!



- RESTRICTIONS:**
- ① MAX 220 KT during turn
 - ② MAX 250 KT until passing D15.2 WLD
 - ③ MAX 250 KT until passing D17 WLD
 - ④ MAX 250 KT until passing MIQ

REMARKS:
 NAVAID addition for real frequencies available on <http://www.vacc-sag.org/airport/EDDM> if not installed use old frequencies:
 MAH - 108.4 / DMS - 108.6
 MIQ - 426.5 / MSE - 385.0

Remain on Tower frequency, when advised by ATC contact München Departure, Arrival or Radar. Initial climb clearance FL70
 TRANS ALT: 5000' • APT ELEV: 1487'

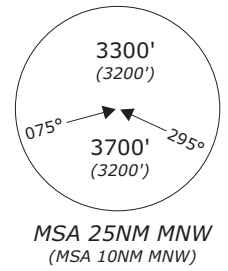
SID	RWY	ROUTING	GPS/FMS RNAV
GIVMI 3E	08R	On RWY track to 2.6 DME DMS or 1900, whichever is later, LT to MIQ, on track 309° MIQ to GIVMI.	[A1900+] - DM084[L]- DM085 - MIQ[K250-; L] - GIVMI.
GIVMI 3Q	08L	On RWY track to 2.0 DME DMN or 1900, whichever is later, LT to MIQ. Complete LT within 4.5 DME DMN. On track 309° MIQ to GIVMI	[A1900+] - DM070[L] - DM073 - MIQ[K250-] - GIVMI.
GIVMI 5S	26L	On RWY track to 1900, via LO MSE to 5.3 DME DMS, RT, on R125 WLD inbound WLD, when crossing 17.0 DME WLD RT, on track 348° to GIVMI	[A1900+] - DM052[K220-; R] - DM055[K250-; R] - GIVMI.
GIVMI 5W	26R	On RWY track to 3.5 DME DMN or 1900, whichever is later, RT, on R120 WLD inbound WLD, when crossing 15.2 DME WLD RT, on track 348° to GIVMI.	[A1900+] - DM060[K220-; R] - DM063[K250-; R] - GIVMI.

Revision: 2009-11-19 - Change: DMS, MSE frequency, Design

München DEPARTURE		München ARRIVAL		München RADAR
EDDM_N_DEP 123.90	EDDM_S_DEP 127.95	EDDM_N_APP 128.02	EDDM_S_APP 120.77	EDMM_A_CTR 129.10
				EDMM_R_CTR 132.55
				EDMM_K_CTR 124.05

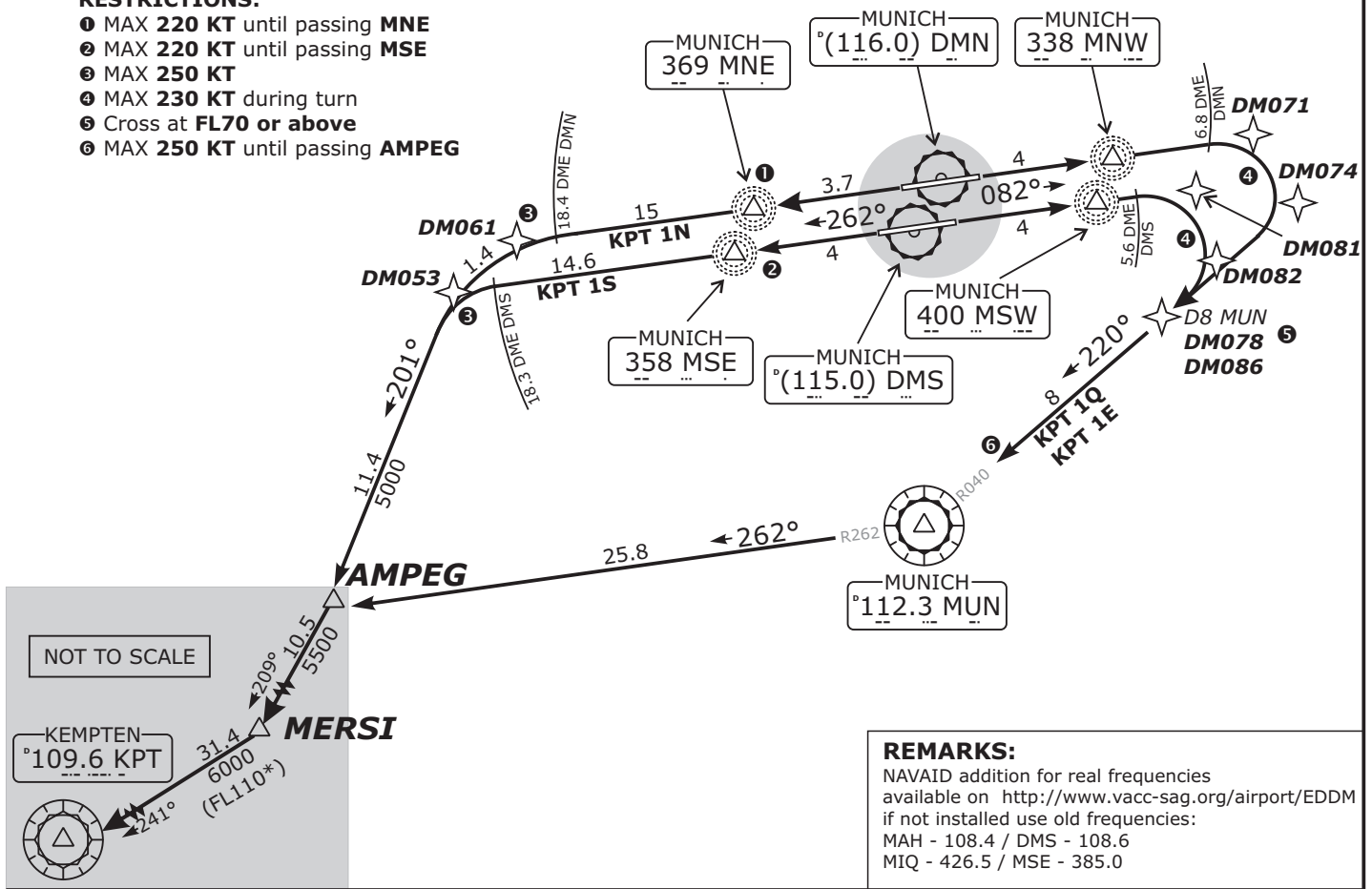
- KPT 1E** - KEMPTEN ONE ECHO
- KPT 1N** - KEMPTEN ONE NOVEMBER
- KPT 1Q** - KEMPTEN ONE QUEBEC
- KPT 1S** - KEMPTEN ONE SIERRA

REMARKS:
1. Mandatory for jet aircraft DEST LSZH, LIM*.
2. Not available for traffic via KPT - Y740/Z999 except for DEST LIM*.



- RESTRICTIONS:**
- ① MAX 220 KT until passing MNE
 - ② MAX 220 KT until passing MSE
 - ③ MAX 250 KT
 - ④ MAX 230 KT during turn
 - ⑤ Cross at FL70 or above
 - ⑥ MAX 250 KT until passing AMPEG

Do not use for real life navigation!



REMARKS:
NAVAID addition for real frequencies available on <http://www.vacc-sag.org/airport/EDDM> if not installed use old frequencies:
MAH - 108.4 / DMS - 108.6
MIQ - 426.5 / MSE - 385.0

Remain on Tower frequency, when advised by ATC contact München Departure, Arrival or Radar. Initial climb clearance FL70
TRANS ALT: 5000' • APT ELEV: 1487'

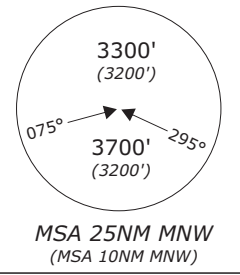
SID	RWY	ROUTING	GPS/FMS RNAV
KPT 1E	08R	Climb on runway track to 1900' , then via LO MSW to 5.6 DME DMS or 4000' , whichever is later, RT, on R040 MUN to MUN, RT, on R262 MUN to AMPEG, LT, on track 209° to MERSI, RT, on track 241° to KPT. Cross 8,0 DME MUN at FL070 or above.	[A1900+] - DM081[A4000+; R] - DM082[K230-; R] - DM086[F070+] - MUN[R] - AMPEG[K250-;L] - MERSI[R] - KPT.
KPT 1N	26R	Climb on runway track to 1900' , on track 262° via LO MNE to 18.4 DME DMN, LT, on track 201° to AMPEG, RT, on track 209° to MERSI, RT, on track 241° to KPT. Cross 18,4 DME DMN at FL070 or above.	[A1900+] - MNE[K220-] - DM061[F070;K250-; L] - AMPEG[R] - MERSI[R] - KPT
KPT 1Q	08L	Climb on runway track to 1900' , via LO MNW to 6.8 DME DMN or 4000' , whichever is later, RT, on R040 MUN to MUN, RT, on R262 MUN to AMPEG, LT, on track 209° to MERSI, RT, on track 241° to KPT.	[A1900+] - DM071[A4000+; R] - DM074[K230-; R] - DM078[F070+] - MUN[R] - AMPEG[K250-;L] - MERSI[R] - KPT.
KPT 1S	26L	Climb on runway track to 1900' , on track 262° via LO MSE to 18.3 DME DMS, LT, on track 201° to AMPEG, RT, on track 209° to MERSI, RT, on track 241° to KPT. Cross 18,3 DME DMS at FL070 or above.	[A1900+] - MSE[K220-] - DM053[F070;K250-; L] - AMPEG[R] - MERSI[R] - KPT.

Revision: 2009-11-19 - Change: DMS, MSE frequency, Remarks, Design

München DEPARTURE		München ARRIVAL		München RADAR	EDMM_K_CTR
EDDM_N_DEP	EDDM_S_DEP	EDDM_N_APP	EDDM_S_APP	EDMM_A_CTR	EDMM_R_CTR
123.90	127.95	128.02	120.77	129.10	132.55
					124.05

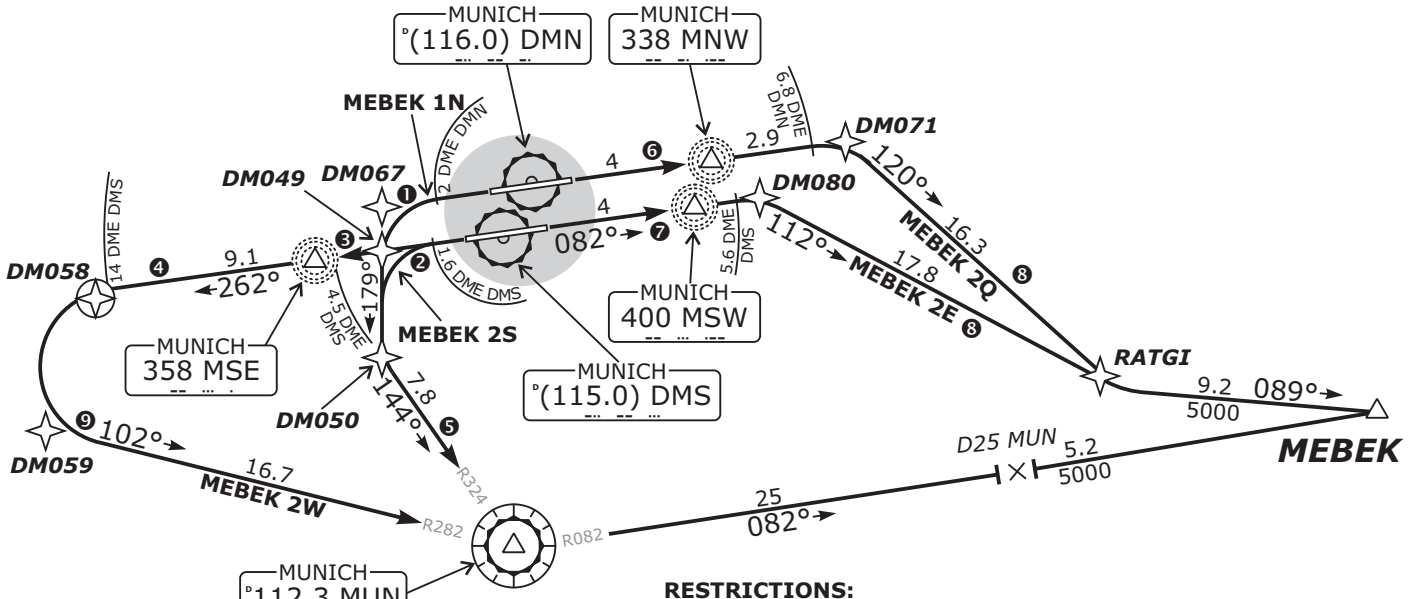
MEBEK 2E - MEBEK TWO ECHO
MEBEK 1N - MEBEK ONE NOVEMBER
MEBEK 2Q - MEBEK TWO QUEBEC
MEBEK 2S - MEBEK TWO SIERRA
MEBEK 2W- MEBEK TWO WHISKEY

NOT TO SCALE



REMARKS:

1. Not available for traffic via EGG



RESTRICTIONS:

- ① MAX 210 KT during turn
- ② MAX 210 KT until established on MUN R-324
- ③ MAX 220 KT until passing MSE
- ④ MAX 250 KT until passing DMS 14 DME
- ⑤ MAX 250 KT until passing MEBEK
- ⑥ MAX 230 KT until passing DMN 6.8 DME
- ⑦ MAX 230 KT until passing DMS 5.6 DME
- ⑧ MAX 250 KT until passing RATGI
- ⑨ MAX 250 KT until established on MUN R-282

REMARKS:

NAVAID addition for real frequencies available on <http://www.vacc-sag.org/airport/EDDM> if not installed use old frequencies:
 MAH - 108.4 / DMS - 108.6
 MIQ - 426.5 / MSE - 385.0

Remain on Tower frequency, when advised by ATC contact München Departure, Arrival or Radar.

Initial climb clearance FL70

TRANS ALT: 5000' • APT ELEV: 1487'

SID	RWY	ROUTING	GPS/FMS RNAV
MEBEK 2E	08R	On RWY track to 1900, via LO MSW to 5.6 DME DMS or 4000, whichever is later, RT, ontrack 112° to RATGI,, LT, on track 089° to MEBEK.	[A1900+] - DM080[A4000+; K230-; R] - RATGI[K250-; L] - MEBEK.
MEBEK 1N	26R	On RWY track to 2.0 DME DMN or 1900, whichever is later, LT, on track 179° to intercept R324 MUN, on R324 MUN to MUN; LT, on R082 MUN to MEBEK.	[A1900+] - DM067[K210-; L] - DM050[L] - MUN[L] - MEBEK [K250-].
MEBEK 2Q	08L	On RWY track to 1900, via LO MNW to 6.8 DME DMN or 4000, whichever is later, RT, ontrack 120° to RATGI,, LT, on track 089° to MEBEK.	[A1900+] - DM071[A4000+; K230-; R] - RATGI[K250-; L] - MEBEK.
MEBEK 2S If unable to comply request MEBEK 2W	26L	On RWY track to 1900, whichever is later, LT, on track 179° to intercept R324 MUN, on R324 MUN to MUN. Complete LT within 4.5 DME DMS. LT, on R082 MUN to MEBEK.	[A1900+] - DM049[L] - DM050 [K210-; L] - MUN[L] - MEBEK [K250-].
MEBEK 2W		On RWY track to 1900, on track 262° via LO MSE to 14.0 DME DMS, LT, on R282 MUN to MUN, LT, on R082 MUN to MEBEK.	[A1900+] - MSE[K220-] - DM058[L] -DM059[K250-] - MUN[L] - MEBEK.

Do not use for real life navigation!

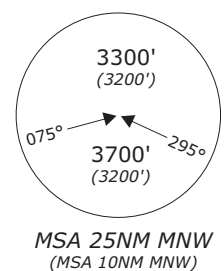
München DEPARTURE		München ARRIVAL		München RADAR	
EDDM_N_DEP	EDDM_S_DEP	EDDM_N_APP	EDDM_S_APP	EDMM_A_CTR	EDMM_R_CTR
123.90	127.95	128.02	120.77	129.10	132.55
				EDMM_K_CTR	124.05

MIQ 6E - MIKE SIX ECHO
MIQ 7N - MIKE SEVEN NOVEMBER
MIQ 6Q - MIKE SIX QUEBEC
MIQ 6S - MIKE SIX SIERRA

AVAILABLE FOR JET AIRCRAFT ONLY
 PROP AIRCRAFT FILE SID EVIVA

MANDATORY FOR FLIGHTS
 VIA LASGA (ATS ROUTES (U)M726 / T202)
 OR SULUS (ATS ROUTES (U)L604 / T852)

NOT TO SCALE



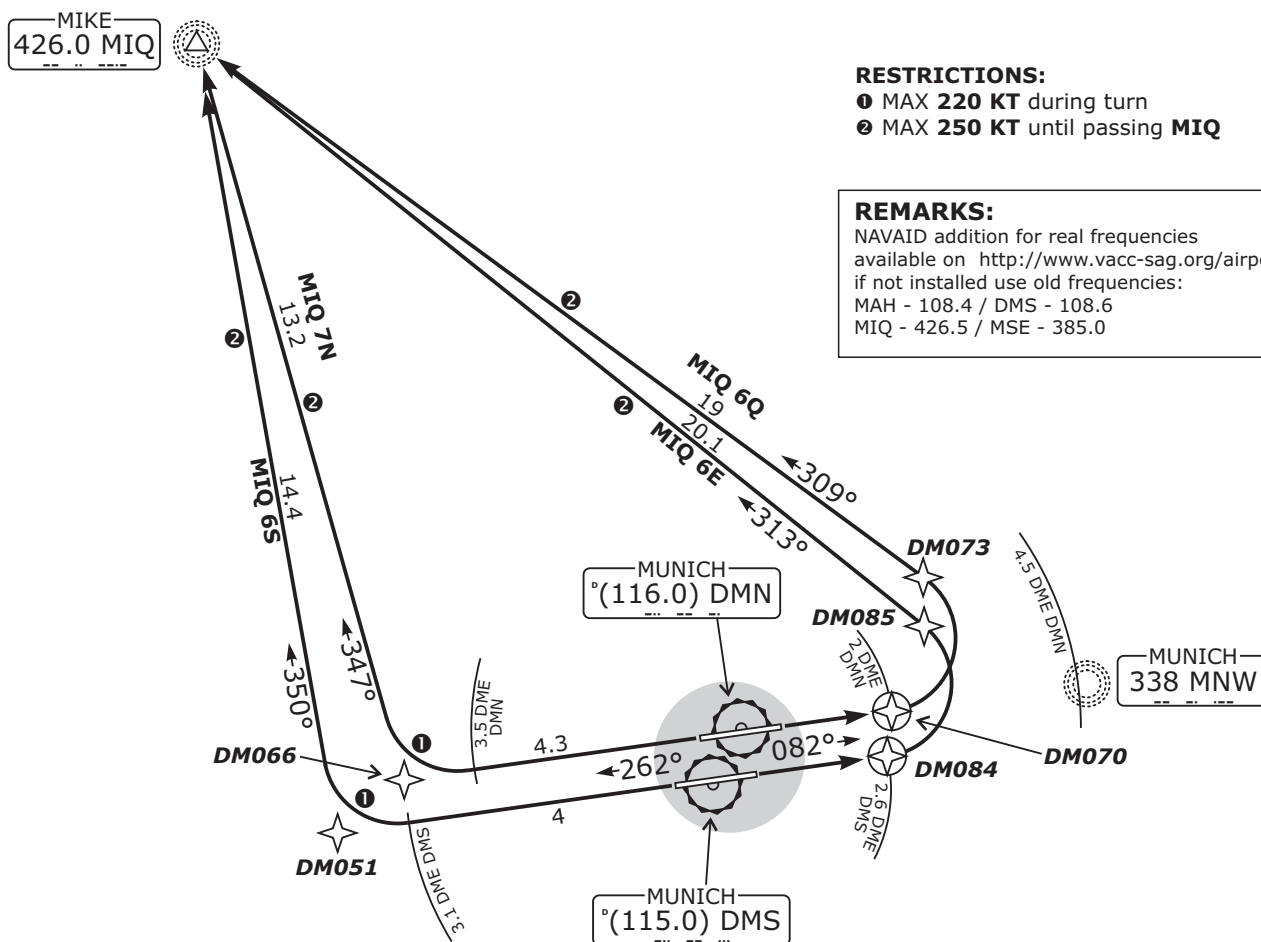
RESTRICTIONS:

- ① MAX 220 KT during turn
- ② MAX 250 KT until passing MIQ

REMARKS:

NAVAID addition for real frequencies available on <http://www.vacc-sag.org/airport/EDDM> if not installed use old frequencies:
 MAH - 108.4 / DMS - 108.6
 MIQ - 426.5 / MSE - 385.0

Do not use for real life navigation!



Remain on Tower frequency, when advised by ATC contact München Departure, Arrival or Radar.

Initial climb clearance FL70
 TRANS ALT: 5000' • APT ELEV: 1487'

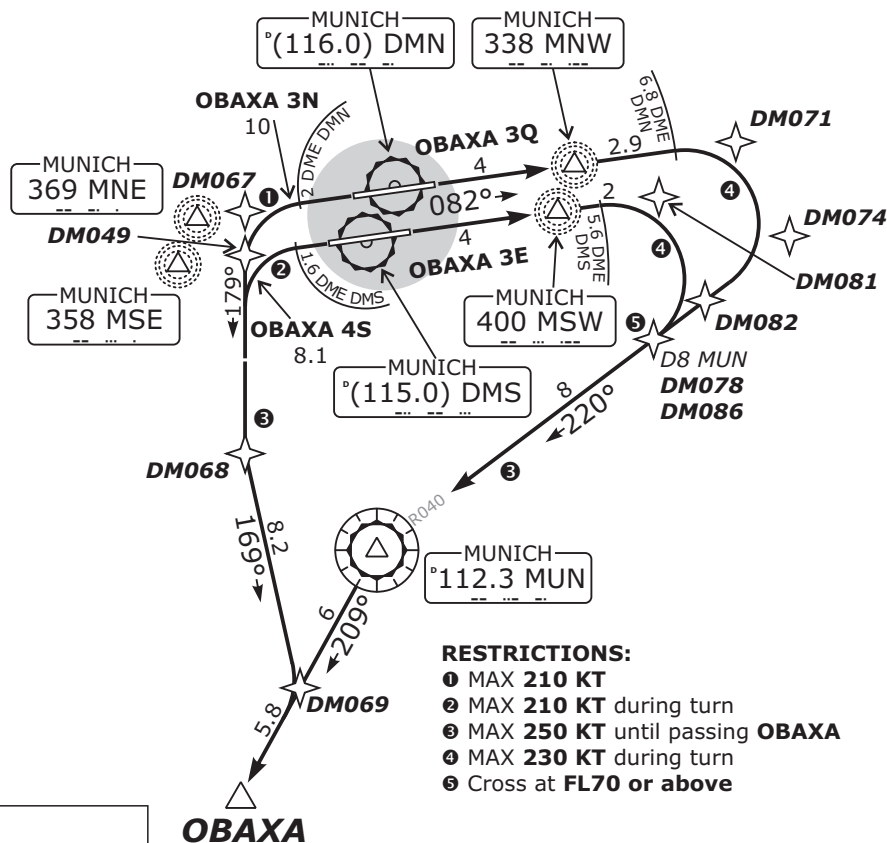
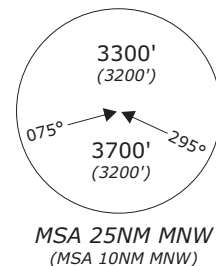
SID	RWY	ROUTING	GPS/FMS RNAV
MIQ 6E	08R	On RWY track to 2.6 DME DMS or 1900, whichever is later, LT to MIQ.	[A1900+] - DM084[L] - DM085 - MIQ[K250-].
MIQ 7N	26R	On RWY track to 3.5 DME DMN or 1900, whichever is later, RT, on track 347° MIQ to MIQ.	[A1900+] - DM066[K220-; R] - MIQ[K250-].
MIQ 6Q	08L	On RWY track to 2.0 DME DMN or 1900, whichever is later, LT to MIQ. Complete LT within 4.5 DME DMN.	[A1900+] - DM070[L]- DM073 - MIQ[K250-].
MIQ 6S	26L	On RWY track to 3.1 DME DMS or 1900, whichever is later, RT, On track 349° MIQ to MIQ.	[A1900+] - DM051[K220-; R] - MIQ[K250-].

München DEPARTURE		München ARRIVAL		München RADAR	
EDDM_N_DEP	EDDM_S_DEP	EDDM_N_APP	EDDM_S_APP	EDMM_A_CTR	EDMM_R_CTR
123.90	127.95	128.02	120.77	129.10	132.55
				EDMM_K_CTR	124.05

OBAXA 3E - OBAXA THREE ECHO
OBAXA 3N - OBAXA THREE NOVEMBER
OBAXA 3Q - OBAXA THREE QUEBEC
OBAXA 4S - OBAXA FOUR SIERRA

NOT TO SCALE

AVAILABLE FOR PROP AIRCRAFT ONLY



- RESTRICTIONS:**
- ① MAX 210 KT
 - ② MAX 210 KT during turn
 - ③ MAX 250 KT until passing OBAXA
 - ④ MAX 230 KT during turn
 - ⑤ Cross at FL70 or above

REMARKS:
 NAVAID addition for real frequencies available on <http://www.vacc-sag.org/airport/EDDM> if not installed use old frequencies:
 MAH - 108.4 / DMS - 108.6
 MIQ - 426.5 / MSE - 385.0

Remain on Tower frequency, when advised by ATC contact Munich Departure, Arrival or Radar.

Initial climb clearance FL70
 TRANS ALT: 5000' • APT ELEV: 1487'

SID	RWY	ROUTING	GPS/FMS RNAV
OBAXA 3E	08R	On RWY track to 1900, via LO MSW to 5.6 DME DMS or 4000, whichever is later, RT, on R040 MUN to MUN. During turn MAX IAS 230 kt. Cross 8.0 DME MUN at FL70 or above. LT, on R209 MUN to OBAXA.	[A1900+] - DM081[A4000+; R] - DM082[K230-; R] - DM086[F070+] - MUN[L] - OBAXA [K250-].
OBAXA 3N	26R	On RWY track to 2.0 DME DMN or 1900, whichever is later, LT, on track 179° to intercept track 169° MNE, on track 169° MNE to intercept R209 MUN to OBAXA.	[A1900+] - DM067[K210-; L] - DM068[L] - DM069[R] - OBAXA [K250-].
OBAXA 3Q	08L	On RWY track to 1900, via LO MNW to 6.8 DME DMN or 4000, whichever is later, RT, on R040 MUN to MUN. During turn MAX IAS 230 kt. Cross 8.0 DME MUN at FL70 or above. LT, on R209 MUN to OBAXA.	[A1900+] - DM071[A4000+; R] - DM074[K230-; R] - DM078[F070+] - MUN[L] - OBAXA [K250-].
OBAXA 4S	26L	On RWY track to 1.6 DME DMS or 1900, whichever is later, LT, on track 179° to intercept track 169° MNE, on track 169° MNE to intercept R209 MUN to OBAXA.	[A1900+] - DM049[K210-; L] - DM068 [L] - DM069[R] - OBAXA [K250-].

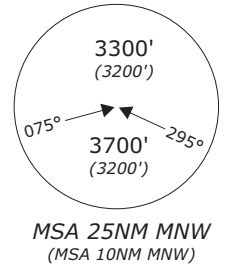
Do not use for real life navigation!

München DEPARTURE		München ARRIVAL		München RADAR	EDMM_K_CTR
EDDM_N_DEP	EDDM_S_DEP	EDDM_N_APP	EDDM_S_APP	EDMM_A_CTR	EDMM_R_CTR
123.90	127.95	128.02	120.77	129.10	132.55
					124.05

RIDAR 4E - RIDAR FOUR ECHO
RIDAR 5N - RIDAR FIVE NOVEMBER
RIDAR 4Q - RIDAR FOUR QUEBEC
RIDAR 5S - RIDAR FIVE SIERRA

NOT AVAILABLE FOR FLIGHTS PLANNED VIA
 ELVAG - W718 - DKB

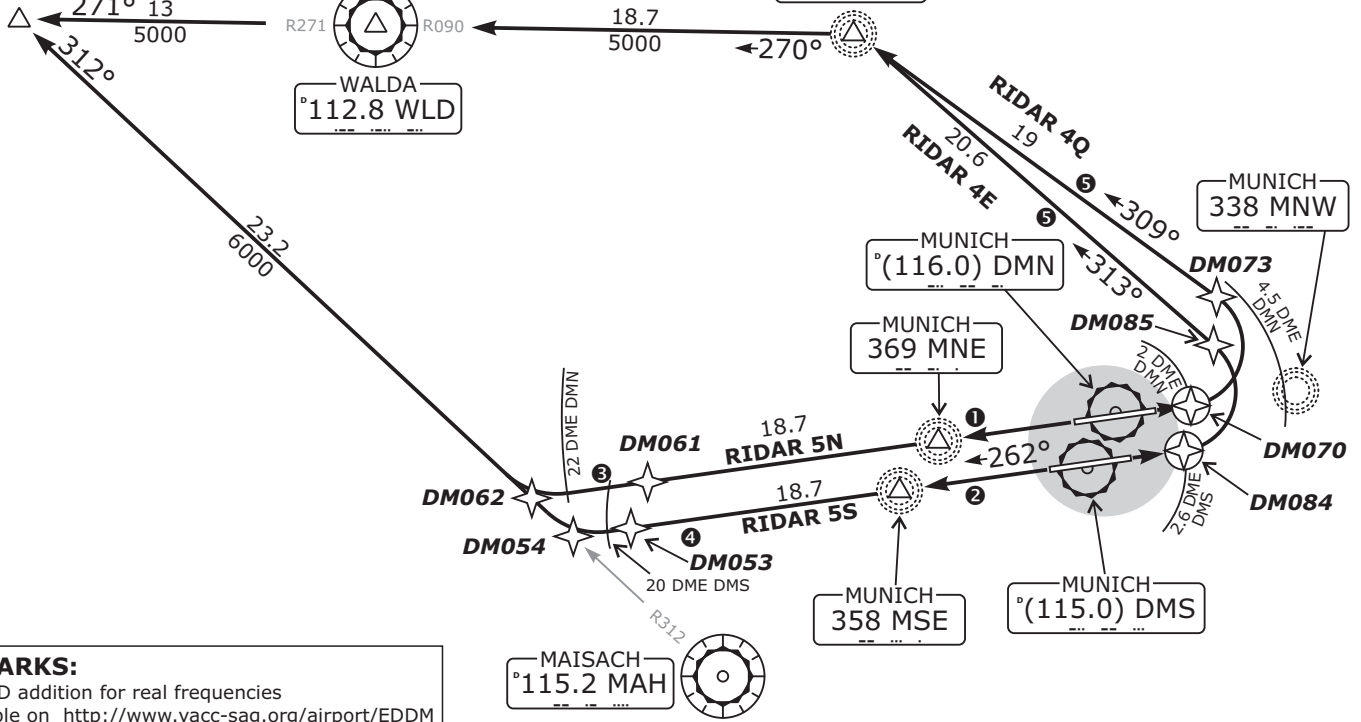
NOT TO SCALE



RESTRICTIONS:

- ① MAX 220 KT until passing MNE
- ② MAX 220 KT until passing MSE
- ③ MAX 250 KT until passing DMN 22 DME
- ④ MAX 250 KT until passing DMS 20 DME
- ⑤ MAX 250 KT until passing MIQ

RIDAR



REMARKS:

NAVAID addition for real frequencies available on <http://www.vacc-sag.org/airport/EDDM> if not installed use old frequencies:
 MAH - 108.4 / DMS - 108.6
 MIQ - 426.5 / MSE - 385.0

Remain on Tower frequency, when advised by ATC contact München Departure, Arrival or Radar.

Initial climb clearance FL70
 TRANS ALT: 5000' • APT ELEV: 1487'

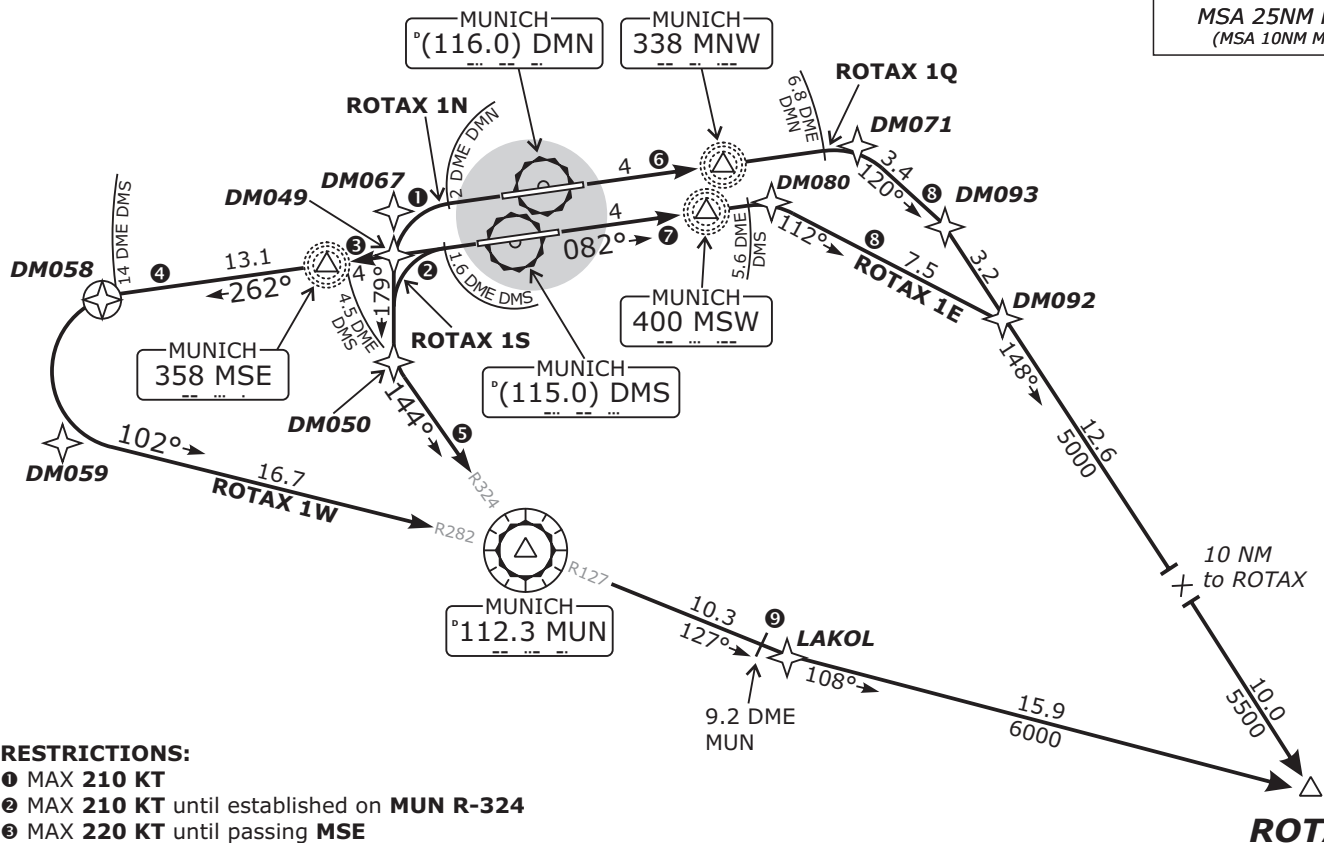
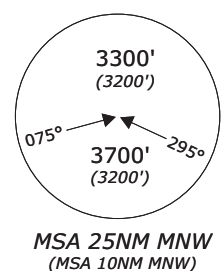
SID	RWY	ROUTING	GPS/FMS RNAV
RIDAR 4E	08R	On RWY track to 2.6 DME DMS or 1900, whichever is later, LT to MIQ; on R090 WLD to WLD; on R271 WLD to RIDAR	[A1900+] - DM084[L] - DM085 - MIQ[K250-; L] - WLD[R] - RIDAR.
RIDAR 5N	26R	On RWY track to 1900, on track 262° via LO MNE to 22.0 DME DMN. Cross 20.0 DME DMN at FL70 or above. RT, on R312 MAH to RIDAR.	[A1900+] - MNE[K220-] - DM061 [F070+] - DM062[K250-; R] - RIDAR.
RIDAR 4Q	08L	On RWY track to 2.0 DME DMN or 1900, whichever is later, LT to MIQ. Complete LT within 4.5 DME DMN. On R090 WLD to WLD, on R271 WLD to RIDAR.	[A1900+] - DM070[L] - DM073 - MIQ[K250-; L] - WLD[R] - RIDAR.
RIDAR 5S	26L	On RWY track to 1900, on track 262° via LO MSE to 20.0 DME DMS. Cross 20.0 DME DMS at FL70 or above. RT, on R312 MAH to RIDAR.	[A1900+] - MSE[K220-] - DM053 [F070+] - DM054[K250-; R] - RIDAR.

Do not use for real life navigation!

München DEPARTURE		München ARRIVAL		München RADAR	
EDDM_N_DEP	EDDM_S_DEP	EDDM_N_APP	EDDM_S_APP	EDMM_A_CTR	EDMM_R_CTR
123.90	127.95	128.02	120.77	129.10	132.55
					EDMM_K_CTR
					124.05

- ROTAX 1E** - ROTAX ONE ECHO
- ROTAX 1N** - ROTAX ONE NOVEMBER
- ROTAX 1Q** - ROTAX ONE QUEBEC
- ROTAX 1S** - ROTAX ONE SIERRA
- ROTAX 1W** - ROTAX ONE WHISKEY

NOT TO SCALE



RESTRICTIONS:

- ① MAX 210 KT
- ② MAX 210 KT until established on MUN R-324
- ③ MAX 220 KT until passing MSE
- ④ MAX 250 KT until established on MUN R-282
- ⑤ MAX 250 KT until passing MUN
- ⑥ MAX 230 KT until passing DMN 6.8 DME
- ⑦ MAX 230 KT until passing DMS 5.6 DME
- ⑧ MAX 250 KT until passing DM093/DM092
- ⑨ After 9.2 DME MUN BRNAV required

REMARKS:

NAVAID addition for real frequencies available on <http://www.vacc-sag.org/airport/EDDM> if not installed use old frequencies:
MAH - 108.4 / DMS - 108.6
MIQ - 426.5 / MSE - 385.0

Remain on Tower frequency, when advised by ATC contact München Departure, Arrival or Radar.

Initial climb clearance FL70

TRANS ALT: 5000' • APT ELEV: 1487'

SID	RWY	ROUTING	GPS/FMS RNAV
ROTAX 1E	08R	On RWY track to 1900, via LO MSW to 5.6 DME DMS or 4000, whichever is later, RT, on track 112° to DM092, RT on track 148° to ROTAX.	[A1900+] - DM080[A4000+; K230-; R] - DM092[K250-; R] - ROTAX.
ROTAX 1N	26R	On RWY track to 2.0 DME DMN or 1900, whichever is later, LT, on track 179° to intercept R324 MUN, on R324 MUN to MUN; LT, on R127 MUN to 9.2 DME MUN, LT on track 108° to ROTAX.	[A1900+] - DM067[K210-; L] - DM050[L] - MUN[K250-; L] - LAKOL - ROTAX.
ROTAX 1Q	08L	On RWY track to 1900, via LO MNW to 6.8 DME DMN or 4000, whichever is later, RT, on track 120° DM093, RT, on track 148° to ROTAX.	[A1900+] - DM071[A4000+; K230-; R] - DM093[K250-; R] - ROTAX.
ROTAX 1S If unable to comply request ROTAX 1W	26L	On RWY track to 1900, via LO MSE to 14.0 DME DMS, LT, on R282 MUN to MUN, RT, on R127 MUN to 9.2 DME MUN, LT on track 108° to ROTAX.	[A1900+] - DM049[L] - DM050[K210-; L] - MUN[K250-; L] - LAKOL - ROTAX.
ROTAX 1W		On RWY track to 1900, on track 262° via LO MSE to 14.0 DME DMS, LT, on R282 MUN to MUN, RT, on R127 MUN to 9.2 DME MUN, LT on track 108° to ROTAX.	[A1900+] - MSE[K220-] - DM058[L] - DM059[K250-] - MUN[R] - LAKOL - ROTAX.

Do not use for real life navigation!

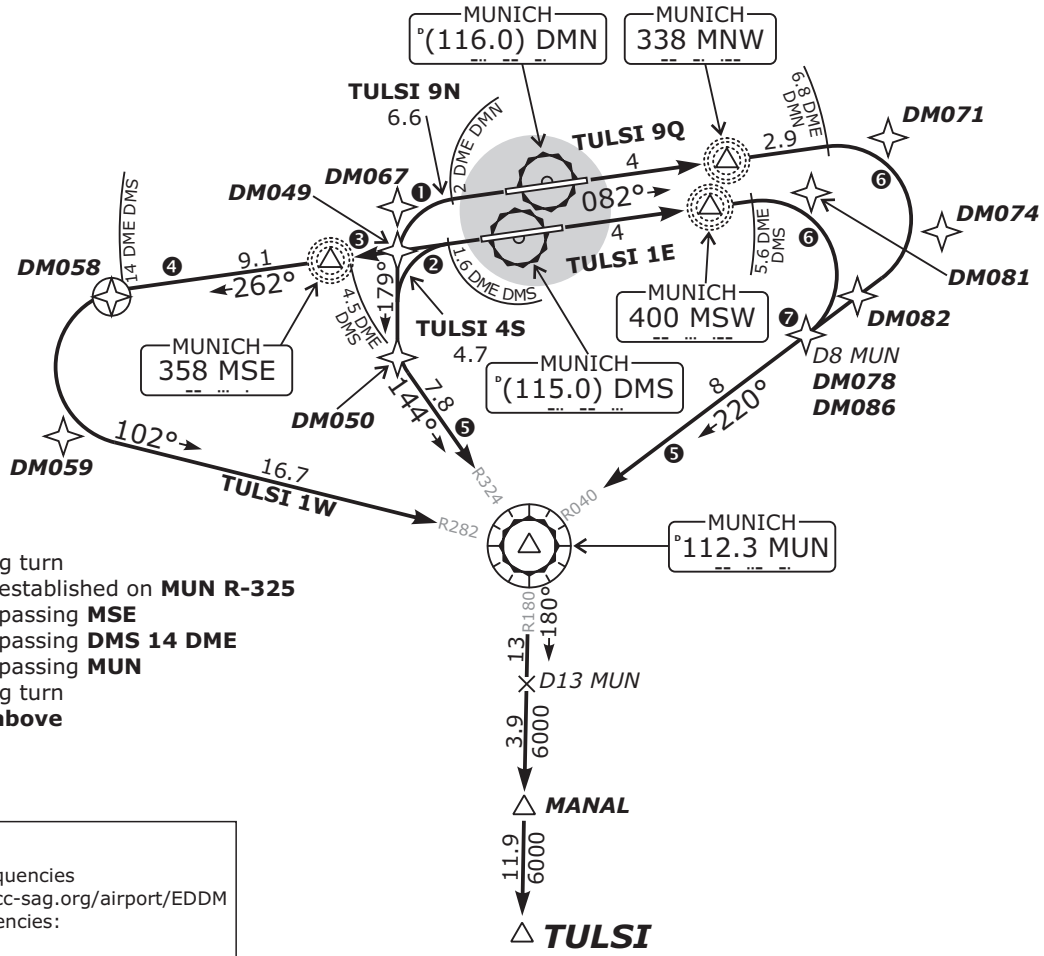
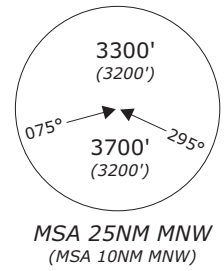
Revision: 2009-11-19 - Change: DMS, MSE frequency, Design

München DEPARTURE		München ARRIVAL		München RADAR	EDMM_K_CTR
EDDM_N_DEP	EDDM_S_DEP	EDDM_N_APP	EDDM_S_APP	EDMM_A_CTR	EDMM_R_CTR
123.90	127.95	128.02	120.77	129.10	132.55
					124.05

TULSI 1E - TULSI ONE ECHO
TULSI 9N - TULSI NINE NOVEMBER
TULSI 9Q - TULSI NINE QUEBEC
TULSI 4S - TULSI FOUR SIERRA
TULSI 1W - TULSI ONE WHISKEY

NOT TO SCALE

NOT TO BE FILED IN FLIGHT PLAN



RESTRICTIONS:

- ① MAX 210 KT during turn
- ② MAX 210 KT until established on MUN R-325
- ③ MAX 220 KT until passing MSE
- ④ MAX 250 KT until passing DMS 14 DME
- ⑤ MAX 250 KT until passing MUN
- ⑥ MAX 230 KT during turn
- ⑦ Cross at FL70 or above

REMARKS:

NAVAID addition for real frequencies available on <http://www.vacc-sag.org/airport/EDDM> if not installed use old frequencies:
 MAH - 108.4 / DMS - 108.6
 MIQ - 426.5 / MSE - 385.0

Remain on Tower frequency, when advised by ATC contact München Departure, Arrival or Radar.

Initial climb clearance FL70
 TRANS ALT: 5000' • APT ELEV: 1487'

SID	RWY	ROUTING	GPS/FMS RNAV
TULSI 1E	08R	On RWY track to 1900, via LO MSW to 5.6 DME DMS or 4000, whichever is later, RT, on R040 MUN to MUN. During turn MAX IAS 230 KT. Cross 8.0 DME MUN at FL70 or above. LT, on R180 MUN via MANAL to TULSI.	[A1900+] - DM081[A4000+; R] - DM082[K230-; R] - DM086[F070+] - MUN[K250-; L] - MANAL - TULSI.
TULSI 9N	26R	On RWY track to 2.0 DME DMN or 1900, whichever is later, LT, on track 179° to intercept R324 MUN, on R324 MUN to MUN; RT, on R180 MUN via MANAL to TULSI.	[A1900+] - DM067[K210-; L] - DM050[L] - MUN[K250-; R] - MANAL - TULSI.
TULSI 9Q	08L	On RWY track to 1900, via LO MNW to 6.8 DME DMN or 4000, whichever is later, RT, on R040 MUN to MUN. During turn MAX IAS 230 kt. Cross 8.0 DME MUN at FL70 or above. LT, on R180 MUN via MANAL to TULSI.	[A1900+] - DM071[A4000+; R] - DM074[K230-; R] - DM078[F070+] - MUN[K250-; L] - MANAL - TULSI.
TULSI 4S If unable to comply request TULSI 1W	26L	On RWY track to 1900, on track 179° to intercept R324 MUN, on R324 MUN to MUN. Complete LT within 4.5 DME DMS. RT, on R180 MUN via MANAL to TULSI.	[A1900+] - DM049[L] - DM050 [K210-; L] - MUN[K250-; R] - MANAL - TULSI.
TULSI 1W		On RWY track to 1900, on track 262° via LO MSE to 14.0 DME DMS, LT, on R282 MUN to MUN, RT, on R180 MUN via MANAL to TULSI.	[A1900+] - MSE[K220-] - DM058[L] - DM059[K250-] - MUN[R] - MANAL - TULSI.

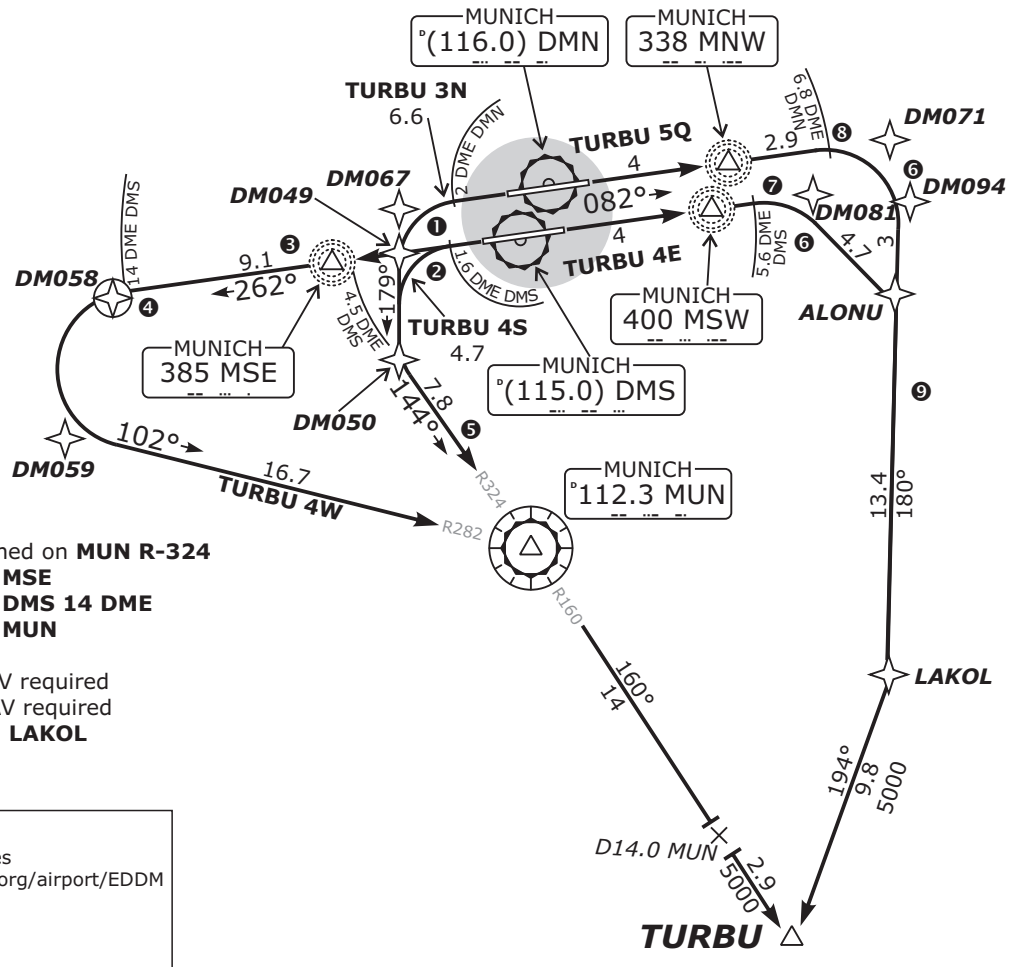
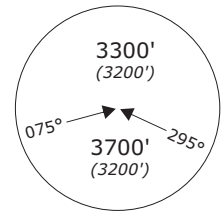
Do not use for real life navigation!

München DEPARTURE		München ARRIVAL		München RADAR	
EDDM_N_DEP	EDDM_S_DEP	EDDM_N_APP	EDDM_S_APP	EDMM_A_CTR	EDMM_R_CTR
123.90	127.95	128.02	120.77	129.10	132.55
					EDMM_K_CTR
					124.05

TURBU 4E - TURBU FOUR ECHO
TURBU 3N - TURBU THREE NOVEMBER
TURBU 5Q - TURBU FIVE QUEBEC
TURBU 4S - TURBU FOUR SIERRA
TURBU 4W - TURBU FOUR WHISKEY

AVAILABLE FOR JET AIRCRAFT ONLY
 PROP AIRCRAFT FILE SID OBAXA OR ROTAX

NOT TO SCALE



- RESTRICTIONS:**
- ❶ MAX 210 KT during turn
 - ❷ MAX 210 KT until established on MUN R-324
 - ❸ MAX 220 KT until passing MSE
 - ❹ MAX 250 KT until passing DMS 14 DME
 - ❺ MAX 250 KT until passing MUN
 - ❻ MAX 230 KT during turn
 - ❼ After DMS 5.6 DME BRNAV required
 - ❽ After DMN 6.8 DME BRNAV required
 - ❾ MAX 250 KT until crossing LAKOL

REMARKS:
 NAVAID addition for real frequencies available on <http://www.vacc-sag.org/airport/EDDM> if not installed use old frequencies:
 MAH - 108.4 / DMS - 108.6
 MIQ - 426.5 / MSE - 385.0

Remain on Tower frequency, when advised by ATC contact München Departure, Arrival or Radar. Initial climb clearance FL70
 TRANS ALT: 5000' • APT ELEV: 1487'

SID	RWY	ROUTING	GPS/FMS RNAV
TURBU 4E	08R	On RWY track to 1900, via LO MSW to 5.6 DME DMS or 4000, whichever is later, RT, on track 140° to ALONU; RT, on track 180° to LAKOL. During turn MAX IAS 230 kt. RT, on track 194° to TURBU.	[A1900+] - DM081[A4000+; R] - ALONU[K230-; R] - LAKOL[K250-; R] - TURBU.
TURBU 3N	26R	On RWY track to 2.0 DME DMN or 1900, whichever is later, LT, on track 179° to intercept R324 MUN, on R324 MUN to MUN; RT, on R160 MUN to TURBU.	[A1900+] - DM067[K210-; L] - DM050[L] - MUN[K250-; R] - TURBU.
TURBU 5Q	08L	On RWY track to 1900, via LO MNW to 6.8 DME DMN or 4000, whichever is later, RT, on track 180° to LAKOL. During turn MAX IAS 230 kt. RT, on track 194° to TURBU.	[A1900+] - DM071[A4000+; R] - DM094[K230-; R] - LAKOL[K250-; R] - TURBU.
TURBU 4S If unable to comply request TURBU 4W	26L	On RWY track to 1.6 DME DMS or 1900, whichever is later, LT, on track 179° to intercept R324 MUN, on R324 MUN to MUN. Complete LT within 4.5 DME DMS, RT, on R160 MUN to TURBU.	[A1900+] - DM049[L] - DM050 [K210-; L] - MUN[K250-; R] - TURBU.
TURBU 4W		On RWY track to 1900, on track 262° via LO MSE to 14.0 DME DMS, LT, on R282 MUN to MUN, RT, on R160 MUN to TURBU.	[A1900+] - MSE[K220-] - DM058[L] - DM059[K250-] - MUN[R] - TURBU.

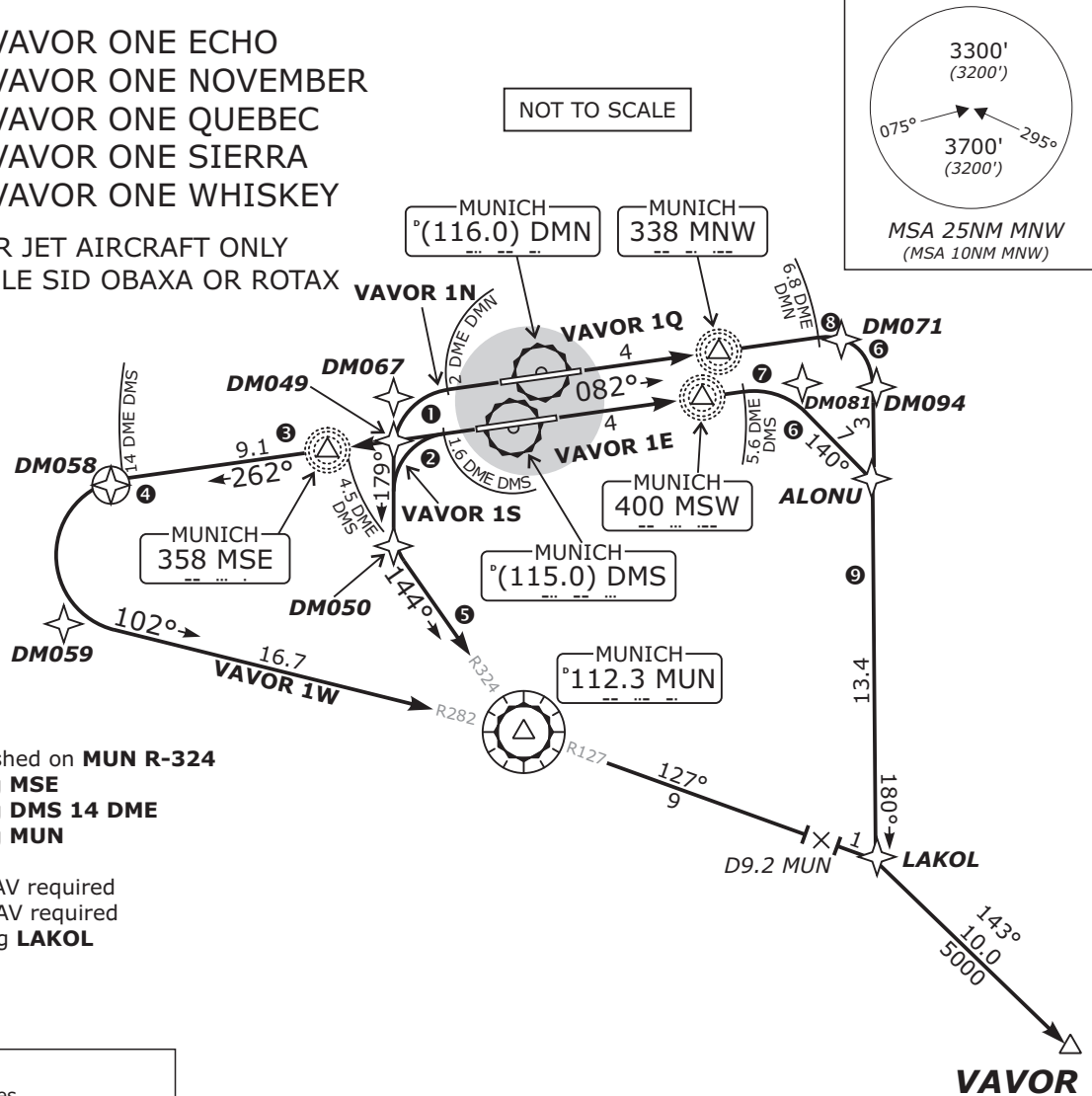
Do not use for real life navigation!

Revision: 2009-11-19 - Change: DMS, MSE frequency, Design

München DEPARTURE		München ARRIVAL		München RADAR	
EDDM_N_DEP	EDDM_S_DEP	EDDM_N_APP	EDDM_S_APP	EDMM_A_CTR	EDMM_R_CTR
123.90	127.95	128.02	120.77	129.10	132.55
			EDMM_K_CTR		
			124.05		

VAVOR 1E - VAVOR ONE ECHO
VAVOR 1N - VAVOR ONE NOVEMBER
VAVOR 1Q - VAVOR ONE QUEBEC
VAVOR 1S - VAVOR ONE SIERRA
VAVOR 1W - VAVOR ONE WHISKEY

AVAILABLE FOR JET AIRCRAFT ONLY
 PROP AIRCRAFT FILE SID OBAXA OR ROTAX



RESTRICTIONS:

- ① MAX 210 KT during turn
- ② MAX 210 KT until established on MUN R-324
- ③ MAX 220 KT until passing MSE
- ④ MAX 250 KT until passing DMS 14 DME
- ⑤ MAX 250 KT until passing MUN
- ⑥ MAX 230 KT during turn
- ⑦ After DMS 5.6 DME BRNAV required
- ⑧ After DMN 6.8 DME BRNAV required
- ⑨ MAX 250 KT until crossing LAKOL

REMARKS:

NAVAID addition for real frequencies available on <http://www.vacc-sag.org/airport/EDDM> if not installed use old frequencies:
 MAH - 108.4 / DMS - 108.6
 MIQ - 426.5 / MSE - 385.0

Do not use for real life navigation!

Remain on Tower frequency, when advised by ATC contact München Departure, Arrival or Radar.

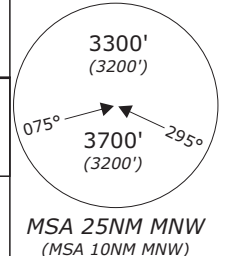
Initial climb clearance FL70
 TRANS ALT: 5000' • APT ELEV: 1487'

SID	RWY	ROUTING	GPS/FMS RNAV
VAVOR 1E	08R	On RWY track to 1900, via LO MSW to 5.6 DME DMS or 4000, whichever is later, RT, on track 140° to ALONU; RT, on track 180° to LAKOL. During turn MAX IAS 230 kt. LT, on track 157° to VAVOR.	[A1900+] - DM081[A4000+; R] - ALONU[K230-; R] - LAKOL[K250-; L] - VAVOR.
VAVOR 1N	26R	On RWY track to 2.0 DME DMN or 1900, whichever is later, LT, on track 179° to intercept R324 MUN, on R324 MUN to MUN; LT, on R127 MUN to 9.2 DME MUN, RT, on track 143° to VAVOR.	[A1900+] - DM067[K210-; L] - DM050[L] - MUN[K250-; L] - LAKOL[R] - VAVOR.
VAVOR 1Q	08L	On RWY track to 1900, via LO MNW to 6.8 DME DMN or 4000, whichever is later, RT, on track 180° to LAKOL, LT, on track 143° to VAVOR.	[A1900+] - DM071[A4000+; R] - DM094[K230-; R] - LAKOL [K250-; L] - VAVOR.
VAVOR 1S If unable to comply request VAVOR 1W	26L	On RWY track to 1900, whichever is later, LT, on track 179° to intercept R324 MUN, on R324 MUN to MUN. Complete LT within 4.5 DME DMS. LT, on R127 MUN to 9.2 DME MUN, RT, on track 143° to VAVOR.	[A1900+] - DM049[L] - DM050 [K210-; L] - MUN[K250-; L] - LAKOL[R] - VAVOR.
VAVOR 1W		On RWY track to 1900, on track 262° via LO MSE to 14.0 DME DMS, LT, on R282 MUN to MUN, RT, on R127 MUN to 9.2 DME MUN, RT, on track 143° to VAVOR.	[A1900+] - MSE[K220-] - DM058[L] - DM059[K250-] - MUN[R] - LAKOL[R] - VAVOR.

Revision: 2009-11-19 - Change: Remarks, Design

Do not use for real life navigation!

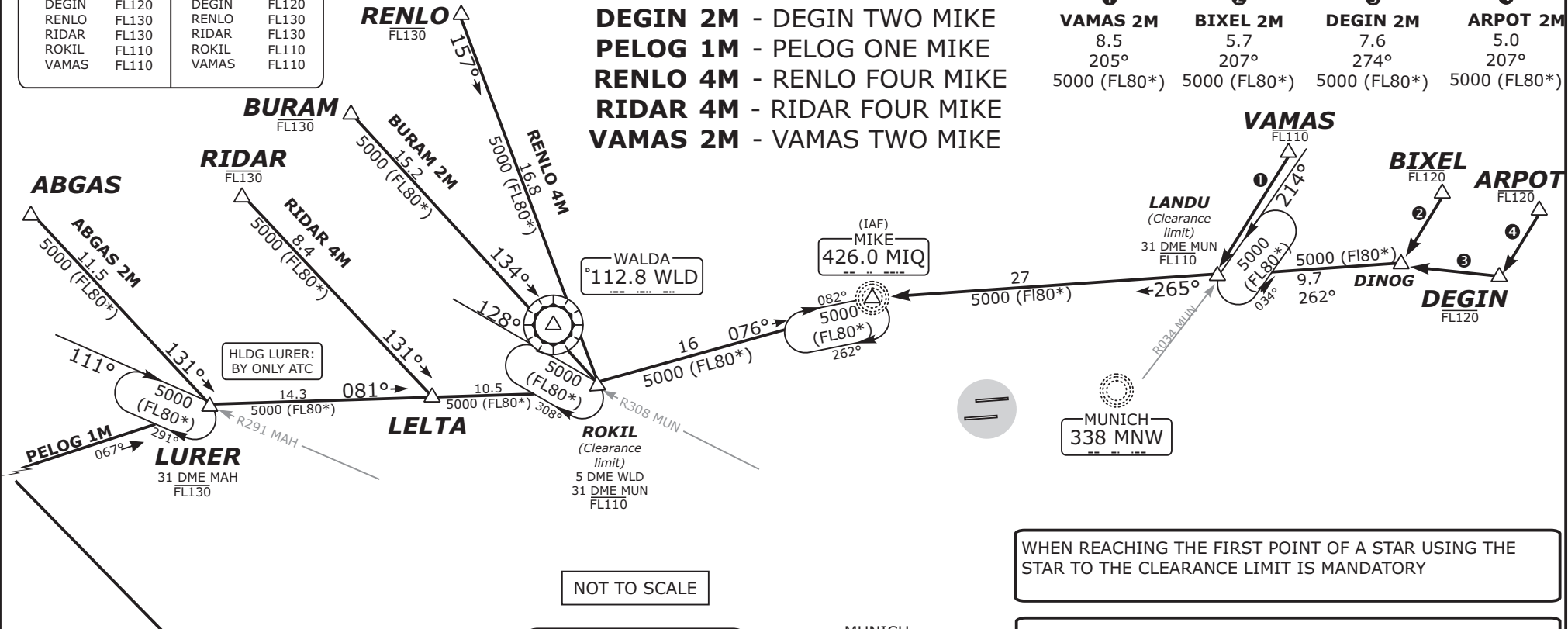
München ATIS EDDM_ATIS 123.12	München ARRIVAL EDDM_N_APP 128.02	München ARRIVAL EDDM_S_APP 120.77	München DIRECTOR EDDM_F_APP 118.82	München TOWER EDDM_N_TWR 118.70	München TOWER EDDM_S_TWR 120.50
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VERTICAL PLANNING INFORMATION			
RWY 26		RWY 08	
PLAN YOUR DESCENT SO AS TO CROSS AT OR BELOW			
LURER FL130	LURER FL130	LURER FL130	LURER FL130
BIXEL FL120	BIXEL FL120	BIXEL FL120	BIXEL FL120
BURAM FL130	BURAM FL130	BURAM FL130	BURAM FL130
DEGIN FL120	DEGIN FL120	DEGIN FL120	DEGIN FL120
RENLO FL130	RENLO FL130	RENLO FL130	RENLO FL130
RIDAR FL130	RIDAR FL130	RIDAR FL130	RIDAR FL130
ROKIL FL110	ROKIL FL110	ROKIL FL110	ROKIL FL110
VAMAS FL110	VAMAS FL110	VAMAS FL110	VAMAS FL110

- ABGAS 2M** - ABGAS TWO MIKE
- ARPOT 2M** - ARPOT TWO MIKE
- BIXEL 2M** - BIXEL TWO MIKE
- BURAM 2M** - BURAM TWO MIKE
- DEGIN 2M** - DEGIN TWO MIKE
- PELOG 1M** - PELOG ONE MIKE
- RENLO 4M** - RENLO FOUR MIKE
- RIDAR 4M** - RIDAR FOUR MIKE
- VAMAS 2M** - VAMAS TWO MIKE

①	②	③	④
VAMAS 2M	BIXEL 2M	DEGIN 2M	ARPOT 2M
8.5 205° 5000 (FL80*)	5.7 207° 5000 (FL80*)	7.6 274° 5000 (FL80*)	5.0 207° 5000 (FL80*)



NOT TO SCALE

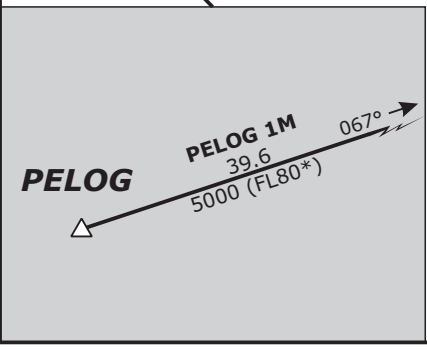
***Operational FL**
Do not descend below this FL without clearance by ATC.

REMARKS:
NAVAID addition for real frequencies available on <http://www.vacc-sag.org/airport/EDDM> if not installed use old frequencies:
MAH - 108.4 / DMS - 108.6
MIQ - 426.5 / MSE - 385.0

WHEN REACHING THE FIRST POINT OF A STAR USING THE STAR TO THE CLEARANCE LIMIT IS MANDATORY

IN CASE OF RADIO COMMUNICATION FAILURE MAINTAIN LAST CLEARED FL TO THE IAF. DESCEND IN HOLDING PATTERN TO FL80 FOR STANDARD INSTRUMENT APPROACH

After **LANDU** and **ROKIL** expect GPS/FMS/RNAV Transition or radar vectoring to final. Otherwise enter **holding** pattern.
For GPS/FMS/RNAV continuation refer to charts **TRAN-01** and **TRAN-02**.
BRNAV equipment necessary.



Do not use for real life navigation!

Revision: 2009-11-19 - Change: Procedure, Design

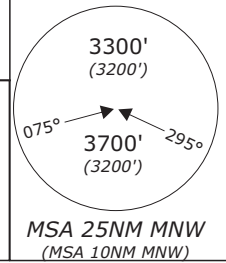
München ATIS
EDDM_ATIS
123.12

München ARRIVAL
EDDM_N_APP
128.02

EDDM_S_APP
120.77

München DIRECTOR
EDDM_F_APP
118.82

München TOWER
EDDM_N_TWR
118.70
EDDM_S_TWR
120.50



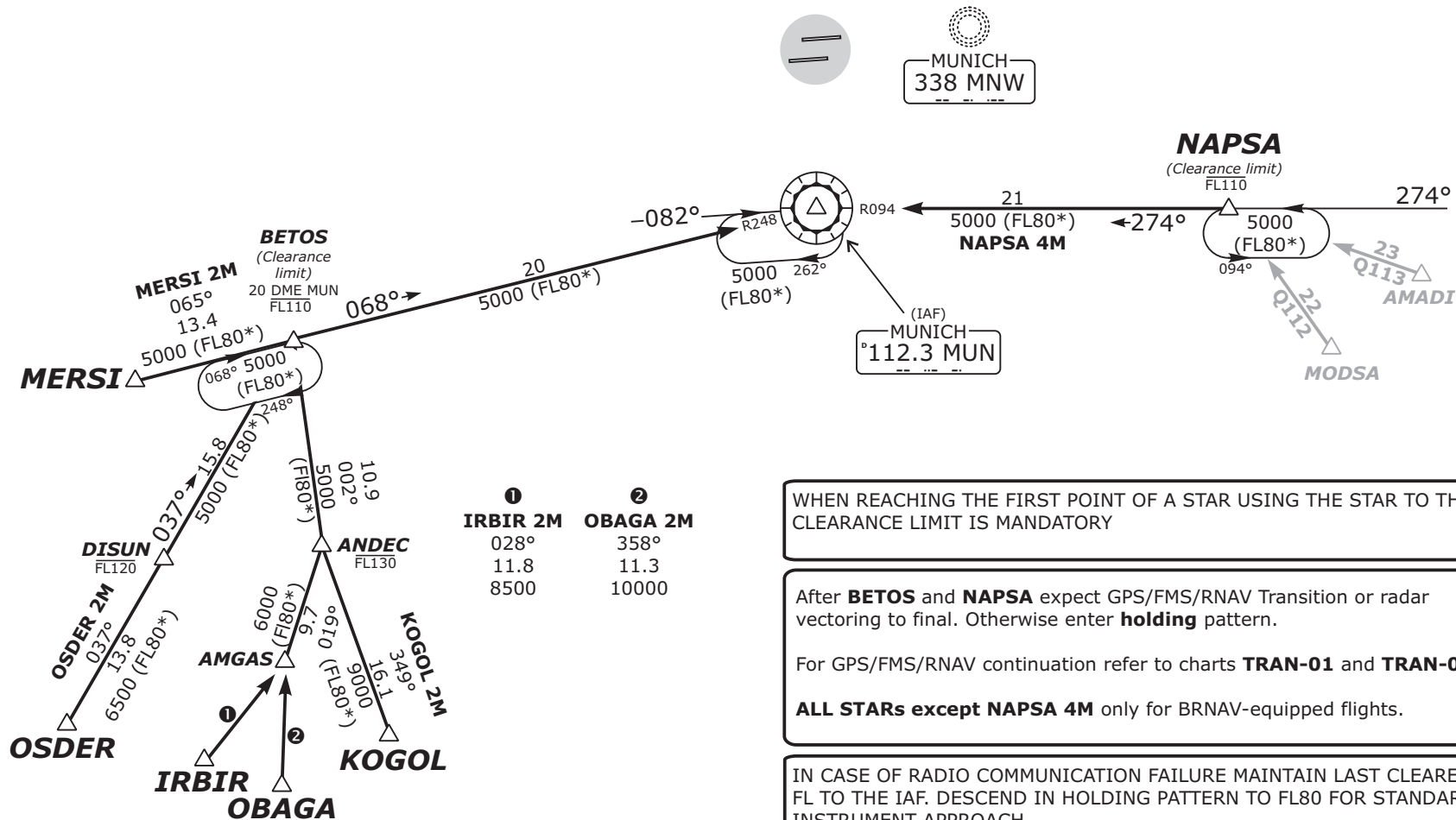
VERTICAL PLANNING INFORMATION			
RWY 26		RWY 08	
PLAN YOUR DESCENT SO AS TO CROSS AT OR BELOW			
ANDEC	FL130	ANDEC	FL130
BETOS	FL110	BETOS	FL110
DISUN	FL120	DISUN	FL120
NAPSA	FL110	NAPSA	FL110

IRBIR 2M - IRBIR TWO MIKE
KOGOL 2M - KOGOL TWO MIKE
MERSI 2M - MERSI TWO MIKE
NAPSA 4M - NAPSA FOUR MIKE
OBAGA 2M - OBAGA TWO MIKE
OSDER 2M - OSDER TWO MIKE

REMARKS:
 NAVAID addition for real frequencies available on <http://www.vacc-sag.org/airport/EDDM> if not installed use old frequencies:
 MAH - 108.4 / DMS - 108.6
 MIQ - 426.5 / MSE - 385.0

***Operational FL**
 Do not descend below this FL without clearance by ATC.

NOT TO SCALE



①	②
IRBIR 2M	OBAGA 2M
028°	358°
11.8	11.3
8500	10000

WHEN REACHING THE FIRST POINT OF A STAR USING THE STAR TO THE CLEARANCE LIMIT IS MANDATORY

After **BETOS** and **NAPSA** expect GPS/FMS/RNAV Transition or radar vectoring to final. Otherwise enter **holding** pattern.
 For GPS/FMS/RNAV continuation refer to charts **TRAN-01** and **TRAN-02**.
ALL STARS except **NAPSA 4M** only for BRNAV-equipped flights.

IN CASE OF RADIO COMMUNICATION FAILURE MAINTAIN LAST CLEARED FL TO THE IAF. DESCEND IN HOLDING PATTERN TO FL80 FOR STANDARD INSTRUMENT APPROACH

München, GERMANY
MÜNCHEN



EFF: 19 NOV 09

EDDM / MUC
ARRIVALS (SOUTH)

Do not use for real life navigation!

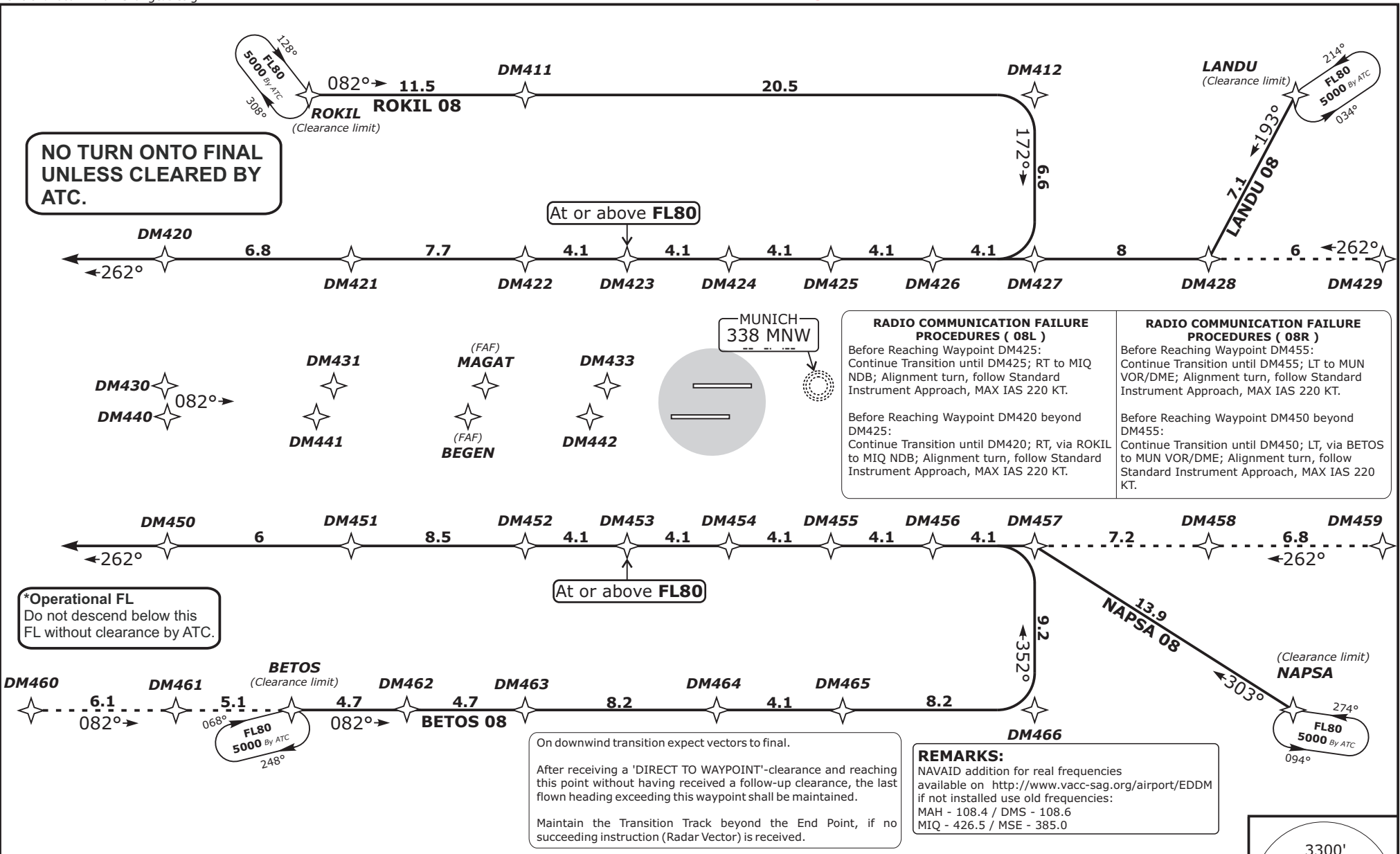
Revision: 2009-11-19 - Change: Design

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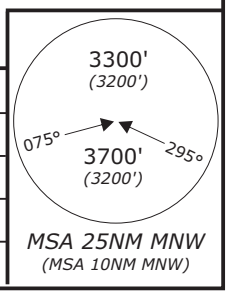
München, GERMANY
MÜNCHEN

VATSIM Germany
EFF: 08 MAY 08

EDDM / MUC
TRANSITIONS RWYS 08



TRANSITION	ROUTING
BETOS 08	BETOS - DM466[L] - DM457[L] - DM453[F080+] - DM450 - FINAL APPROACH 08R [ILS - LOC - NDB - RNAV(GPS)]
LANDU 08	LANDU - DM428[R] - DM423[F080+] - DM420 - FINAL APPROACH 08L [ILS - LOC - NDB - RNAV(GPS)]
NAPSA 08	NAPSA - DM457[L] - DM453[F080+] - DM450 - FINAL APPROACH 08R [ILS - LOC - NDB - RNAV(GPS)]
ROKIL 08	ROKIL - DM412[R] - DM427[R] - DM423[F080+] - DM420 - FINAL APPROACH 08L [ILS - LOC - NDB - RNAV(GPS)]



www.vatsim-germany.org/

Do not use for real life navigation!

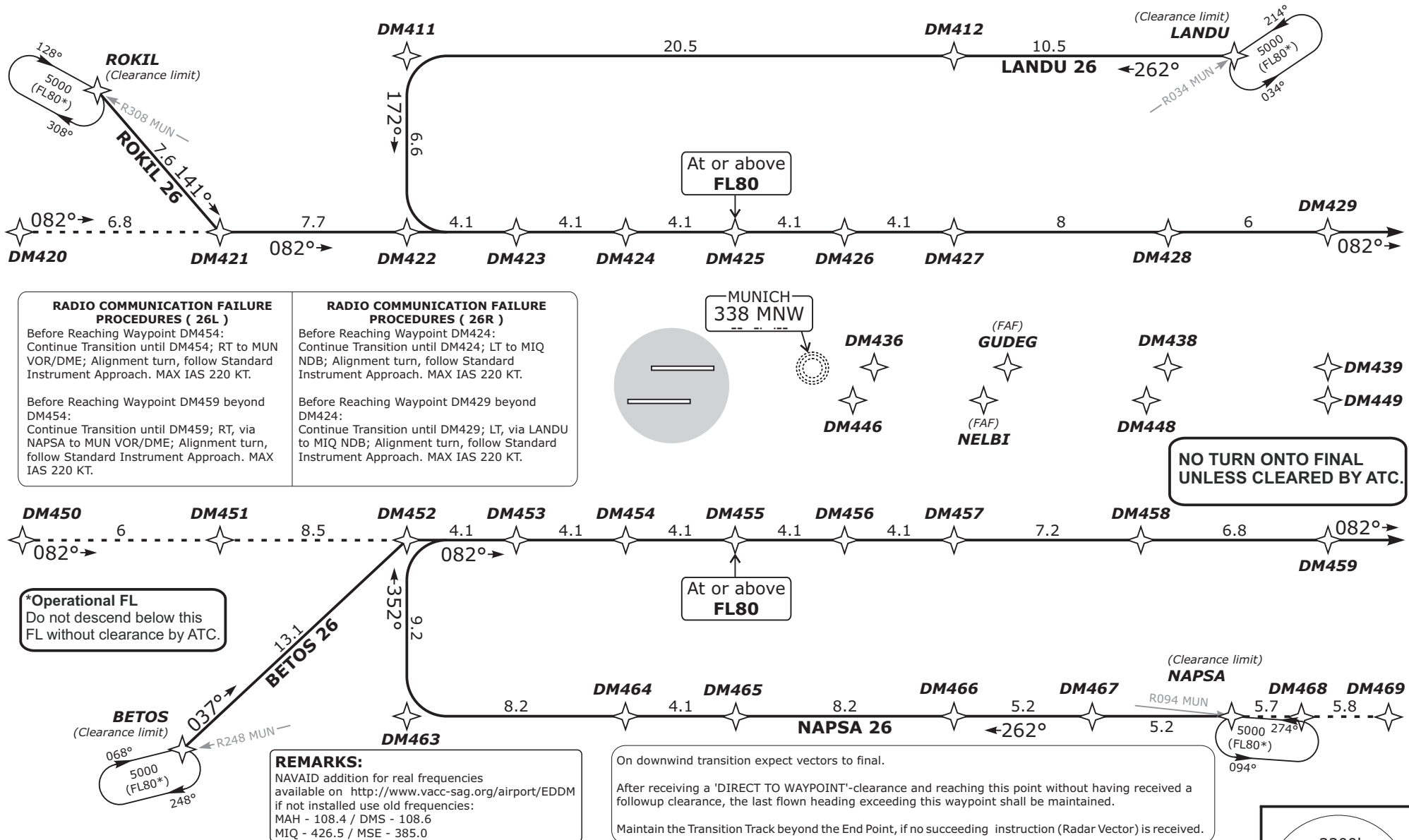
Revision: 2009-11-19 - Change: Design

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München, GERMANY
MÜNCHEN

VATSIM Germany
EFF: 08 MAY 08

EDDM / MUC
TRANSITIONS RWYS 26



RADIO COMMUNICATION FAILURE PROCEDURES (26L)
 Before Reaching Waypoint DM454:
 Continue Transition until DM454; RT to MUN VOR/DME; Alignment turn, follow Standard Instrument Approach. MAX IAS 220 KT.
 Before Reaching Waypoint DM459 beyond DM454:
 Continue Transition until DM459; RT, via NAPSA to MUN VOR/DME; Alignment turn, follow Standard Instrument Approach. MAX IAS 220 KT.

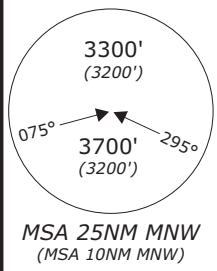
RADIO COMMUNICATION FAILURE PROCEDURES (26R)
 Before Reaching Waypoint DM424:
 Continue Transition until DM424; LT to MIQ NDB; Alignment turn, follow Standard Instrument Approach. MAX IAS 220 KT.
 Before Reaching Waypoint DM429 beyond DM424:
 Continue Transition until DM429; LT, via LANDU to MIQ NDB; Alignment turn, follow Standard Instrument Approach. MAX IAS 220 KT.

***Operational FL**
 Do not descend below this FL without clearance by ATC.

REMARKS:
 NAVAID addition for real frequencies available on <http://www.vacc-sag.org/airport/EDDM> if not installed use old frequencies:
 MAH - 108.4 / DMS - 108.6
 MIQ - 426.5 / MSE - 385.0

On downwind transition expect vectors to final.
 After receiving a 'DIRECT TO WAYPOINT'-clearance and reaching this point without having received a followup clearance, the last flown heading exceeding this waypoint shall be maintained.
 Maintain the Transition Track beyond the End Point, if no succeeding instruction (Radar Vector) is received.

TRANSITION	ROUTING
BETOS 26	BETOS - DM452[R] - DM455[F080+] - DM459 - FINAL APPROACH 26L [ILS - LOC - NDB - RNAV(GPS)]
LANDU 26	LANDU - DM411[L] - DM422[L] - DM425[F080+] - DM429 - FINAL APPROACH 26R [ILS - LOC - NDB - RNAV(GPS)]
NAPSA 26	NAPSA - DM463[R] - DM452[R] - DM455[F080+] - DM459 - FINAL APPROACH 26L [ILS - LOC - NDB - RNAV(GPS)]
ROKIL 26	ROKIL - DM421[L] - DM425[F080+] - DM429 - FINAL APPROACH 26R [ILS - LOC - NDB - RNAV(GPS)]



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Do not use for real life navigation!

Revision: 2009-11-19 - Change: Speed restriction, Design

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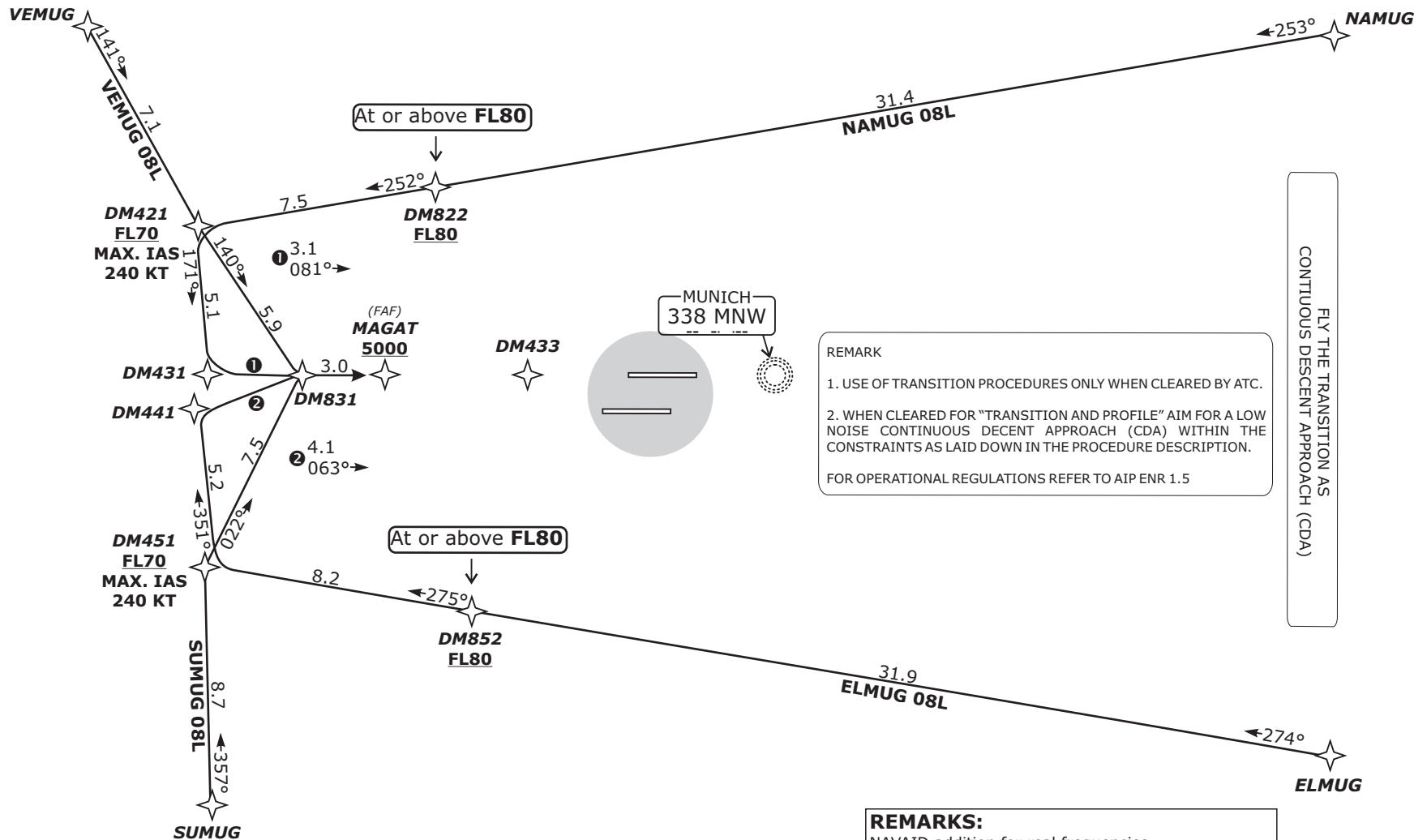
München, GERMANY
MÜNCHEN



EFF: 19 NOV 09

EDDM / MUC
CDA TRANSITIONS RWY 08L

München ATIS EDDM_ATIS 123.12	München ARRIVAL EDDM_N_APP 128.02	München DIRECTOR EDDM_S_APP 120.77	München TOWER EDDM_N_TWR 118.70	München TOWER EDDM_S_TWR 120.50
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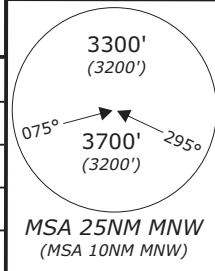


FLY THE TRANSITION AS
CONTINUOUS DESCENT APPROACH (CDA)

REMARK
1. USE OF TRANSITION PROCEDURES ONLY WHEN CLEARED BY ATC.
2. 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.
FOR OPERATIONAL REGULATIONS REFER TO AIP ENR 1.5

REMARKS:
NAVAID addition for real frequencies available on <http://www.vacc-sag.org/airport/EDDM> if not installed use old frequencies:
MAH - 108.4 / DMS - 108.6
MIQ - 426.5 / MSE - 385.0

TRANSITION	ROUTING
ELMUG 08L	ELMUG - DM852[F080+;R] - DM451[F070+;K220;R] - DM441[R] - DM831[R] - MAGAT[A5000+] - FINAL APPROACH 08L [ILS - LOC - NDB]
NAMUG 08L	NAMUG - DM822[F080+;L] - DM421[F070+;K220;L] - DM431[L] - MAGAT[A5000+] - FINAL APPROACH 08L [ILS - LOC - NDB - RNAV(GPS)]
SUMUG 08L	SUMUG - DM451[F070;K220;R] - DM831[R] - MAGAT[A5000+] - FINAL APPROACH 08L [ILS - LOC - NDB]
VEMUG 08L	VEMUG - DM421[F070+;K220;L] - DM831[L] - MAGAT[A5000+] - FINAL APPROACH 08L [ILS - LOC - NDB]



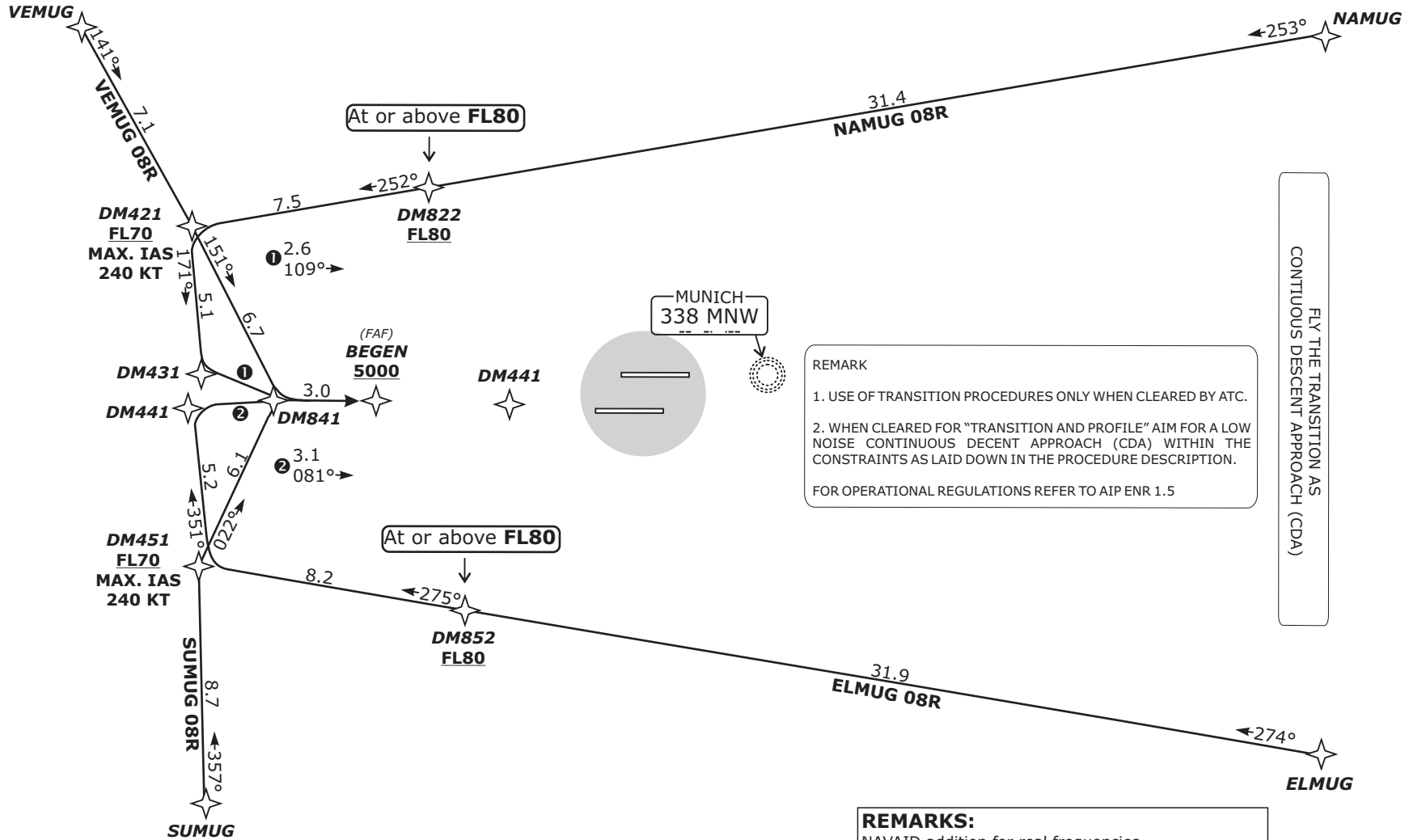
www.vatsim-germany.org/

Do not use for real life navigation!

Revision: 2009-11-19 - Change: Speed restriction, Design

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München ATIS EDDM_ATIS 123.12	München ARRIVAL EDDM_N_APP 128.02	München DIRECTOR EDDM_S_APP 120.77	München TOWER EDDM_N_TWR 118.70	München TOWER EDDM_S_TWR 120.50
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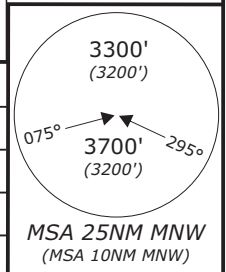


FLY THE TRANSITION AS CONTINUOUS DESCENT APPROACH (CDA)

REMARK
 1. USE OF TRANSITION PROCEDURES ONLY WHEN CLEARED BY ATC.
 2. 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.
 FOR OPERATIONAL REGULATIONS REFER TO AIP ENR 1.5

REMARKS:
 NAVAID addition for real frequencies available on <http://www.vacc-sag.org/airport/EDDM> if not installed use old frequencies:
 MAH - 108.4 / DMS - 108.6
 MIQ - 426.5 / MSE - 385.0

TRANSITION	ROUTING
ELMUG 08R	ELMUG - DM852[F080+;R] - DM451[F070+;K220;R] - DM441[R] - BEGEN[A5000+] - FINAL APPROACH 08R [ILS - LOC - NDB - RNAV(GPS)]
NAMUG 08R	NAMUG - DM822[F080+;L] - DM421[F070+;K220;L] - DM431[L] - DM841[L] - BEGEN[A5000+] - FINAL APPROACH 08R [ILS - LOC - NDB]
SUMUG 08R	SUMUG - DM451[F070;K220;R] - DM841[R] - BEGEN[A5000+] - FINAL APPROACH 08R [ILS - LOC - NDB]
VEMUG 08R	VEMUG - DM421[F070+;K220;R] - DM841[L] - BEGEN[A5000+] - FINAL APPROACH 08R [ILS - LOC - NDB]



München, GERMANY
MÜNCHEN



EDDM / MUC
CDA TRANSITIONS RWY 08R

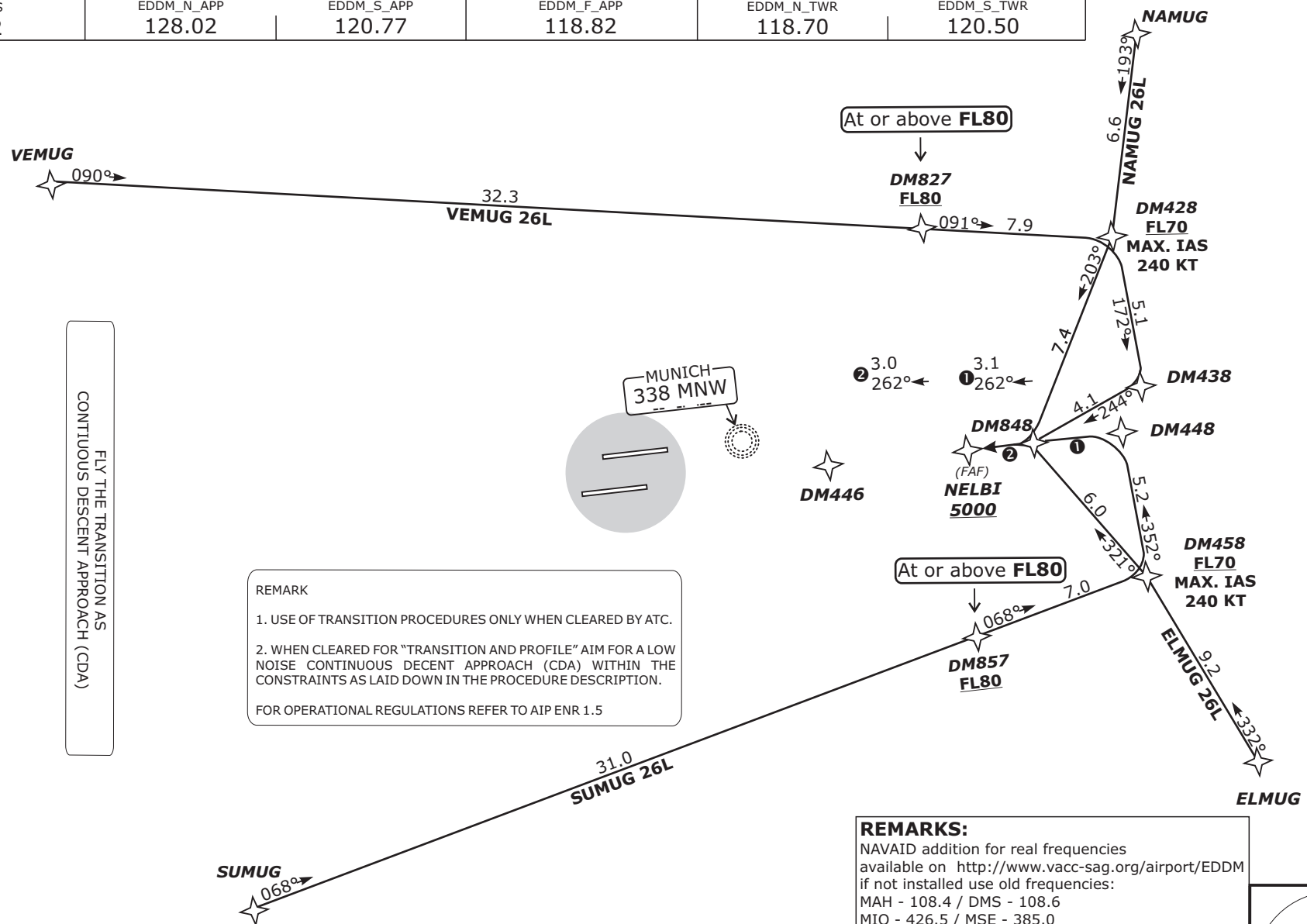
www.vatsim-germany.org/

Do not use for real life navigation!

Revision: 2009-11-19 - Change: Speed restriction, Design

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München ATIS EDDM_ATIS 123.12	München ARRIVAL EDDM_N_APP 128.02	München DIRECTOR EDDM_S_APP 120.77	München TOWER EDDM_F_APP 118.82	München TOWER EDDM_N_TWR 118.70	München TOWER EDDM_S_TWR 120.50
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FLY THE TRANSITION AS CONTINUOUS DESCENT APPROACH (CDA)

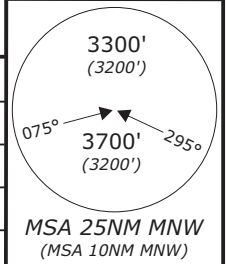
REMARK

1. USE OF TRANSITION PROCEDURES ONLY WHEN CLEARED BY ATC.
2. 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.

FOR OPERATIONAL REGULATIONS REFER TO AIP ENR 1.5

REMARKS:
 NAVAID addition for real frequencies available on <http://www.vacc-sag.org/airport/EDDM> if not installed use old frequencies:
 MAH - 108.4 / DMS - 108.6
 MIQ - 426.5 / MSE - 385.0

TRANSITION	ROUTING
ELMUG 26L	ELMUG - DM458[F070+;K220;L] - DM848[L] - NELBI[A5000+] - FINAL APPROACH 26L [ILS - LOC - NDB]
NAMUG 26L	NAMUG - DM428[F070+;K220;R] - DM848[R] - NELBI[A5000+] - FINAL APPROACH 26L [ILS - LOC - NDB]
SUMUG 26L	SUMUG - DM857[F080+;L] - DM458[F070;K220;L] - DM448[L] - NELBI[A5000+] - FINAL APPROACH 26L [ILS - LOC - NDB - RNAV(GPS)]
VEMUG 26L	VEMUG - DM827[F080+;R] - DM428[F070+;K220;R] - DM438[R] - DM848[R] - NELBI[A5000+] - FINAL APPROACH 26L [ILS - LOC - NDB]



München, GERMANY
 MÜNCHEN
 VATSIM Germany
 EFF: 19 NOV 09
 CDA TRANSITIONS RWY 26L
 EDDM / MUC

www.vatsim-germany.org/

Do not use for real life navigation!

Revision: 2009-11-19 - Change: Speed restriction, Design

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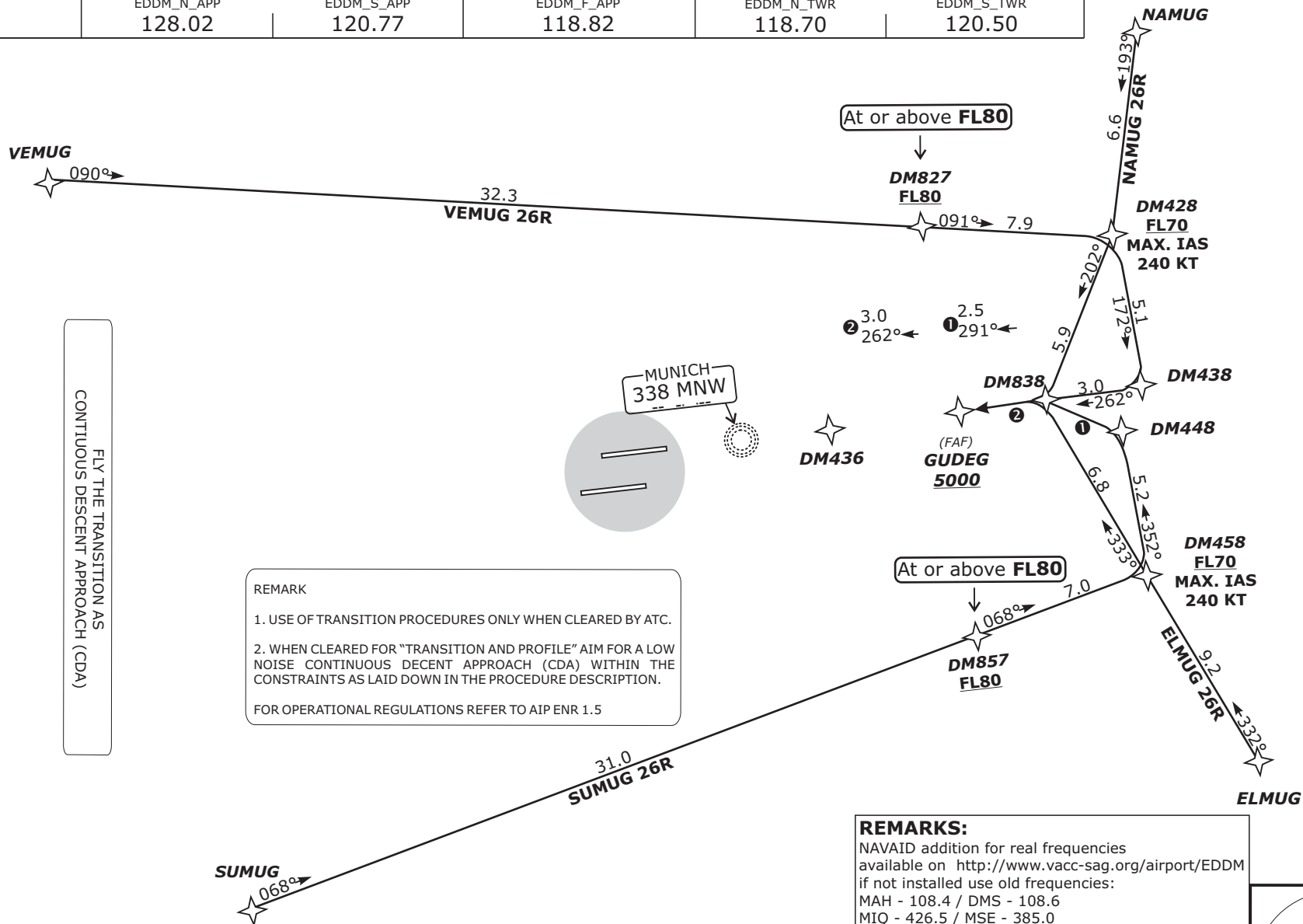
München, GERMANY
MÜNCHEN



Eff: 19 NOV 09

EDDM / MUC
CDA TRANSITIONS RWY 26R

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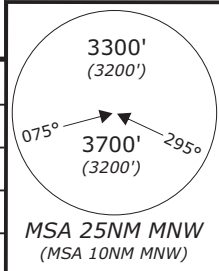
FLY THE TRANSITION AS
CONTINUOUS DESCENT APPROACH (CDA)

REMARK

1. USE OF TRANSITION PROCEDURES ONLY WHEN CLEARED BY ATC.
2. 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.

FOR OPERATIONAL REGULATIONS REFER TO AIP ENR 1.5

REMARKS:
NAVAID addition for real frequencies available on <http://www.vacc-sag.org/airport/EDDM> if not installed use old frequencies:
MAH - 108.4 / DMS - 108.6
MIQ - 426.5 / MSE - 385.0



TRANSITION	ROUTING
ELMUG 26R	ELMUG - DM458[F070+;K220;L] - DM838[L] - GUDEG[A5000+] - FINAL APPROACH 26R [ILS - LOC - NDB]
NAMUG 26R	NAMUG - DM428[F070+;K220;R] - DM838[R] - GUDEG[A5000+] - FINAL APPROACH 26R [ILS - LOC - NDB]
SUMUG 26R	SUMUG - DM857[F080+;L] - DM458[F070;K220;L] - DM448[L] - DM838[L] - GUDEG[A5000+] - FINAL APPROACH 26R [ILS - LOC - NDB]
VEMUG 26R	VEMUG - DM827[F080+;R] - DM428[F070+;K220;R] - DM438[R] - GUDEG[A5000+] - FINAL APPROACH 26R [ILS - LOC - NDB -RNAV(GPS)]

www.vatsim-germany.org/

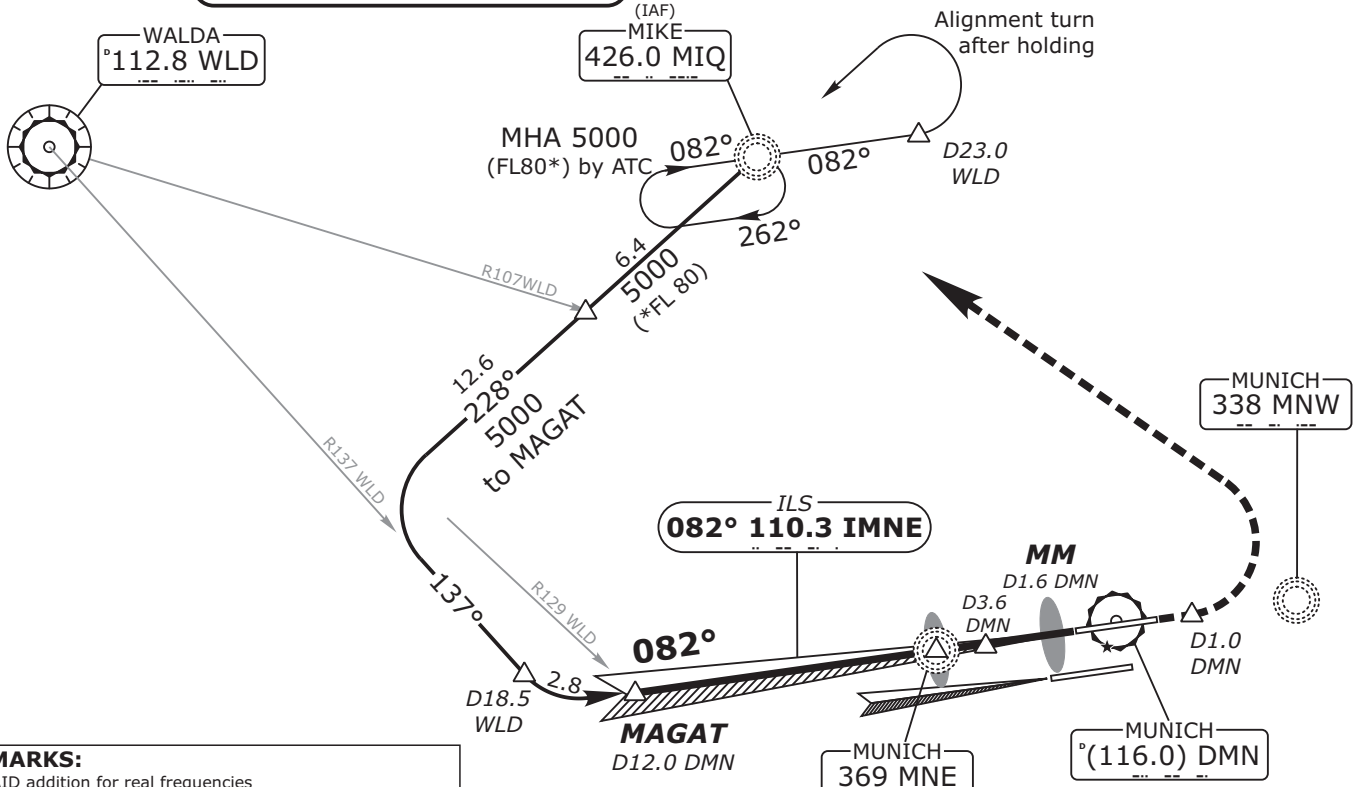
LOC IMNE 110.3	Final Apch Crs 082°	GS LOM 2700'	ILS DA(H) Refer to Minimums	Apt Elev 1487' RWY 1467'	
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MISSED APCH: Climb STRAIGHT AHEAD to D1.0 East of DMN or 1900', whichever is later, LT to MIQ NDB climbing to 5000'.

Alt Set: hPa (IN on req) Rwy Elev: 53 hPa Trans level: By ATC Trans alt: 5000'

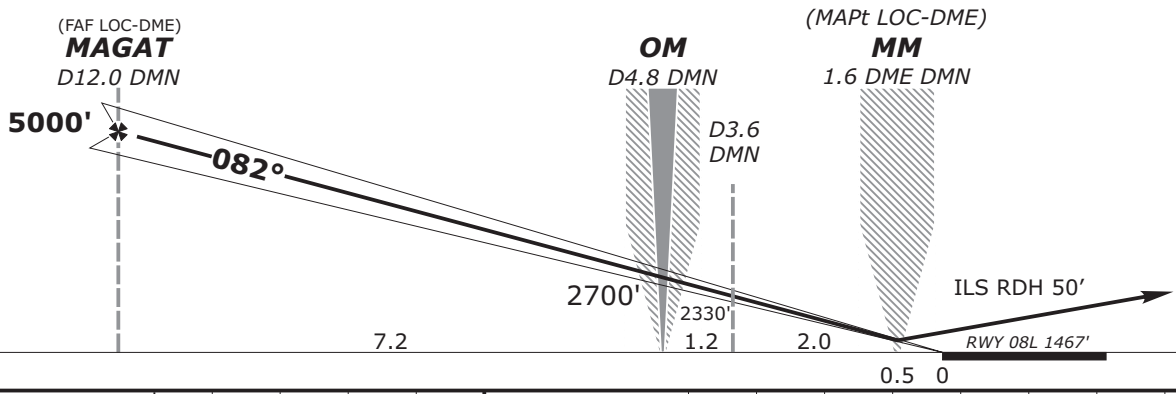
MSA 25NM MNW
(MSA 10NM MNW)

***Operational FL**
Do not descend below this
FL without clearance by ATC.



Do not use for real life navigation!

REMARKS:
NAVAID addition for real frequencies available on <http://www.vacc-sag.org/airport/EDDM> if not installed use old frequencies:
MAH - 108.4 / DMS - 108.6
MIQ - 426.5 / MSE - 385.0



OCA (OCH)		A	B	C	D	D _L	DME DMN	3	4	5	6	7	8	9	10	11	12
		ILS CAT I	DA	1606'	1616'	1625'	1635'		DIST THR	1.9	2.9	3.9	4.9	5.9	6.9	7.9	8.9
	DH	139'	149'	158'	168'		ALTITUDE	2130'	2450'	2760'	3080'	3400'	3720'	4040'	4360'	4670'	5000'
ILS CAT II	DA	1517'	1534'	1547'	1560'												
	DH	50'	67'	80'	93'		GS (3.00°)		kt	80	100	120	140	160	180		
LOC-DME	DA	1880'	1880'	1880'	1880'		OM-THR (3.7 NM)		MIN:SEC	2:47	2:13	1:51	1:35	1:23	1:14		
	DH	410'	410'	410'	410'		Rate of Descent (5.2%)		ft/MIN	420	530	640	740	850	960		

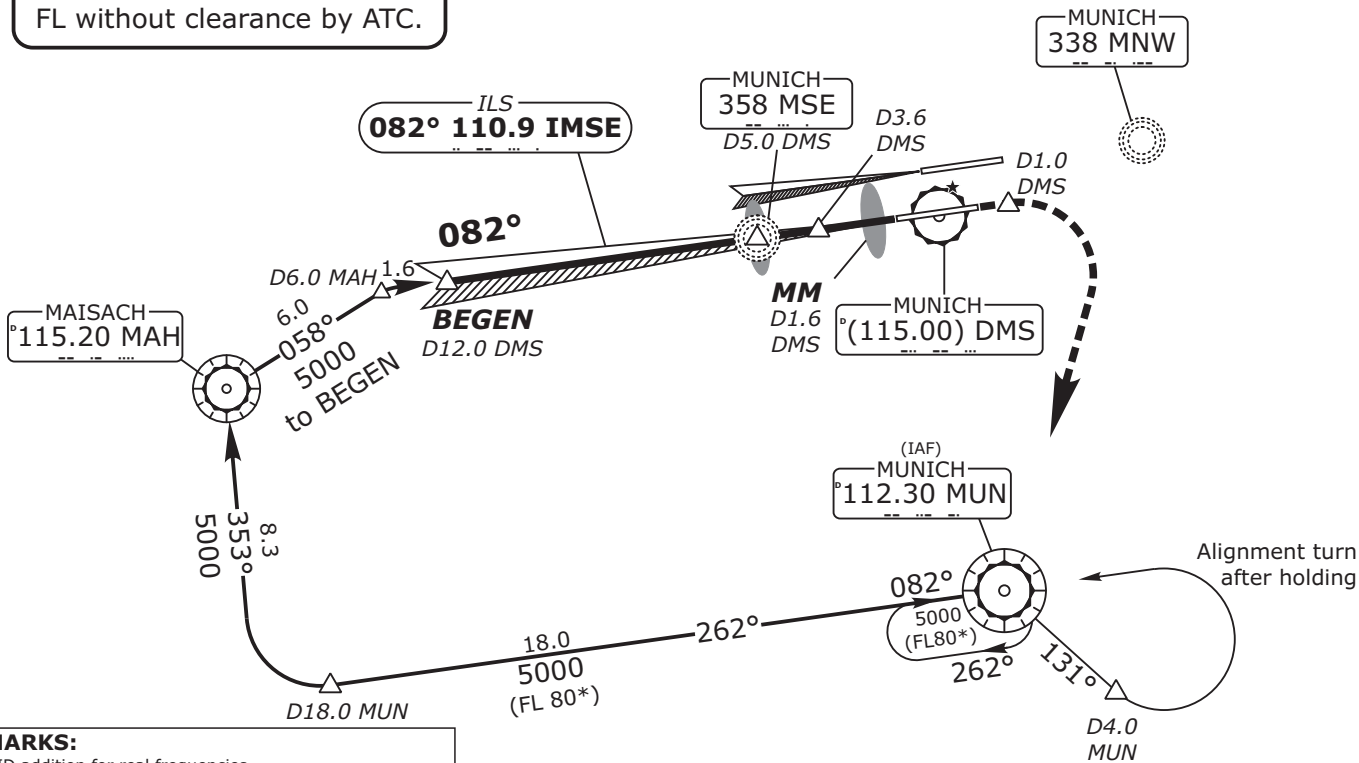
CAT IIIA and CAT IIIB (MNM RVR 75M) Approved.

Revision: 2009-11-19 - Change: Design

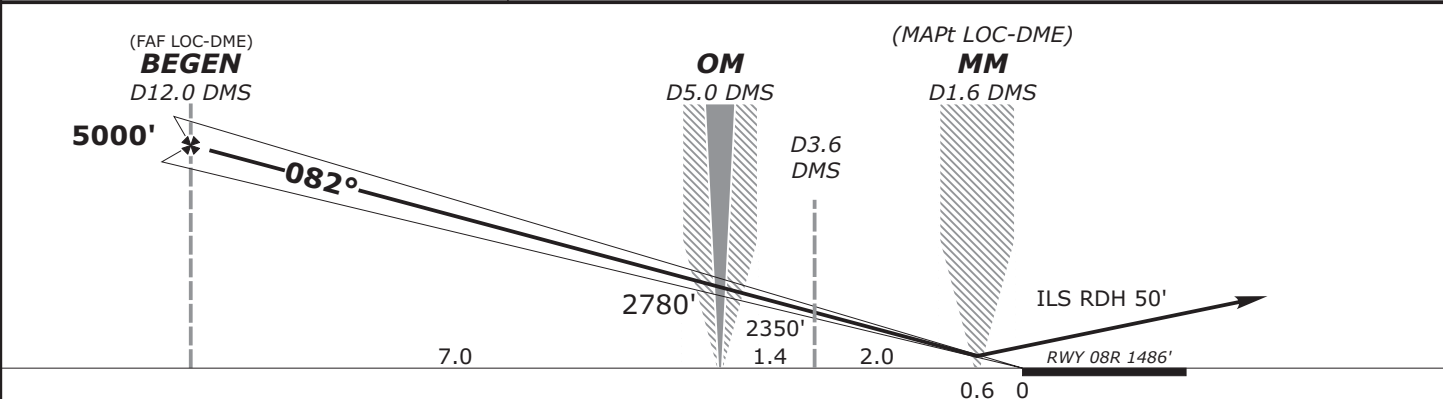
LOC IMSE 110.9	Final Apch Crs 082°	GS LOM 2780'	ILS DA(H) Refer to Minimums	Apt Elev 1487' RWY 1486'	<p>MSA 25NM MNW (MSA 10NM MNW)</p>
<p>MISSED APCH: Climb STRAIGHT AHEAD to D1.0 East of DMS or 1900', whichever is later, RT to MUN VOR/DME climbing to 5000'.</p>					
Alt Set: hPa (IN on req)		Rwy Elev: 53 hPa	Trans level: By ATC		Trans alt: 5000'

Do not use for real life navigation!

***Operational FL**
Do not descend below this FL without clearance by ATC.



REMARKS:
NAVAID addition for real frequencies available on <http://www.vacc-sag.org/airport/EDDM> if not installed use old frequencies:
MAH - 108.4 / DMS - 108.6
MIQ - 426.5 / MSE - 385.0

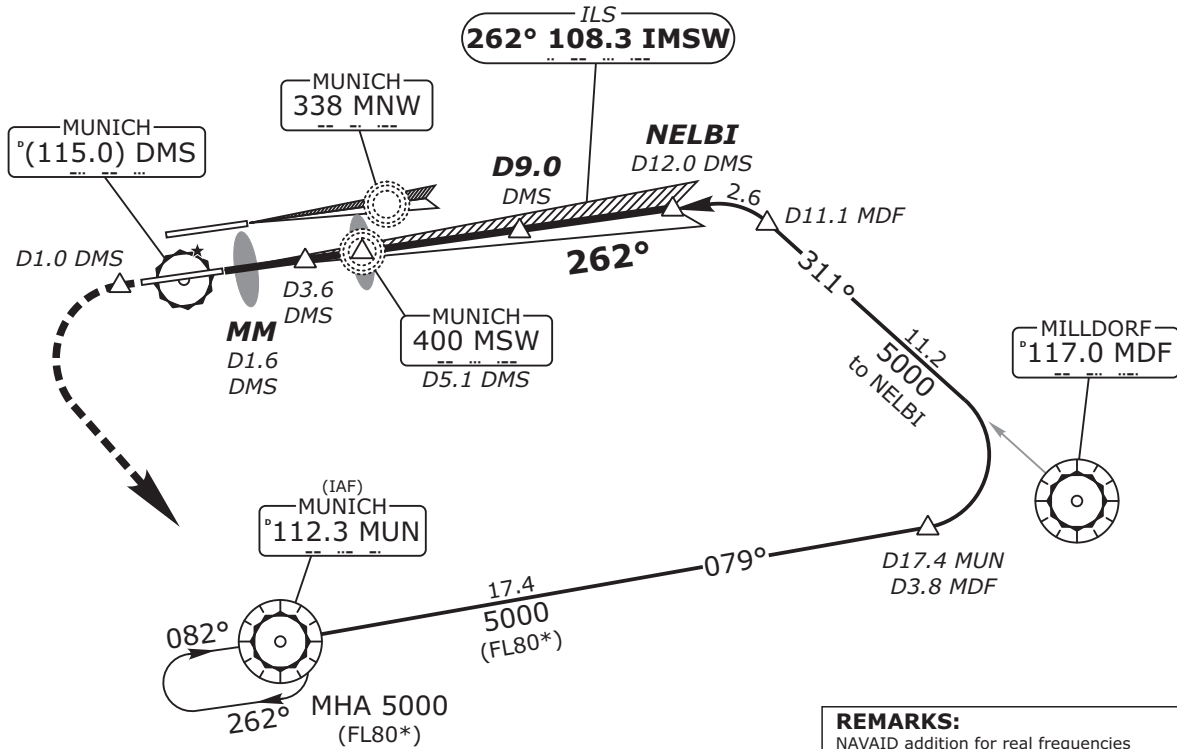


OCA (OCH)		DMS					DME DMS											
		A	B	C	D	D _L	3	4	5	6	7	8	9	10	11	12		
ILS CAT I	DA	1626'	1636'	1646'	1656'		DIST THR	1.9	2.9	3.9	4.9	5.9	6.9	7.9	8.9	9.9	10.9	
	DH	140'	150'	160'	170'		ALTITUDE	2150'	2460'	2780'	3100'	3420'	3740'	4060'	4370'	4690'	5000'	
ILS CAT II	DA	1538'	1554'	1567'	1580'													
	DH	52'	68'	81'	94'		GS (3.00°)	kt			80	100	120	140	160	180		
LOC-DME	DA	1890'	1890'	1890'	1890'			OM-THR (3.7 NM)	MIN:SEC			3:00	2:24	2:00	1:43	1:30	1:20	
	DH	400'	400'	400'	400'			Rate of Descent (5.2%)	ft/MIN			420	530	640	740	850	960	

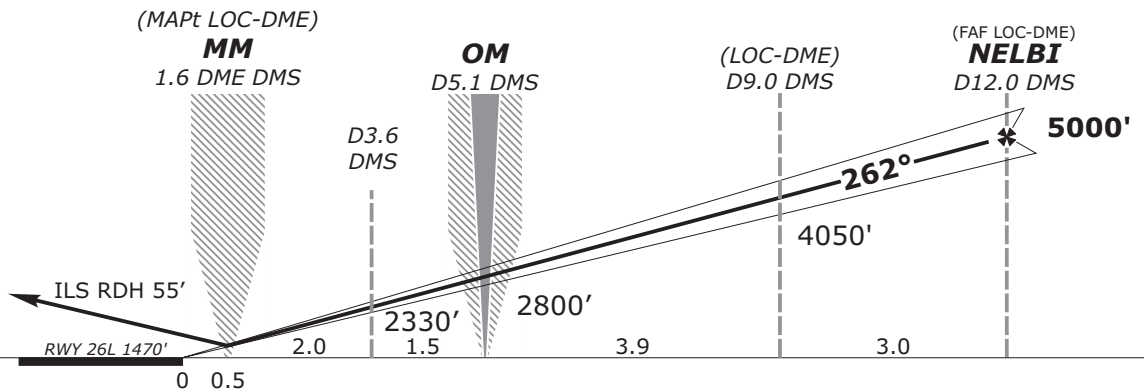
CAT IIIA and CAT IIIB (MNM RVR 75M) Approved.

LOC IMSW 108.3	Final Apch Crs 262°	GS LOM 2800'	ILS DA(H) Refer to Minimums	Apt Elev 1487' RWY 1470'	<p>MSA 25NM MNW (MSA 10NM MNW)</p>
<p>MISSED APCH: Climb STRAIGHT AHEAD to D1.0 West of DMS or 1900', whichever is later, LT to MUN VOR/DME climbing to 5000'.</p>					
Alt Set: hPa (IN on req)		Rwy Elev: 53 hPa	Trans level: By ATC		Trans alt: 5000'

***Operational FL**
Do not descend below this
FL without clearance by ATC.



REMARKS:
NAVAID addition for real frequencies
available on <http://www.vacc-sag.org/airport/EDDM>
if not installed use old frequencies:
MAH - 108.4 / DMS - 108.6
MIQ - 426.5 / MSE - 385.0



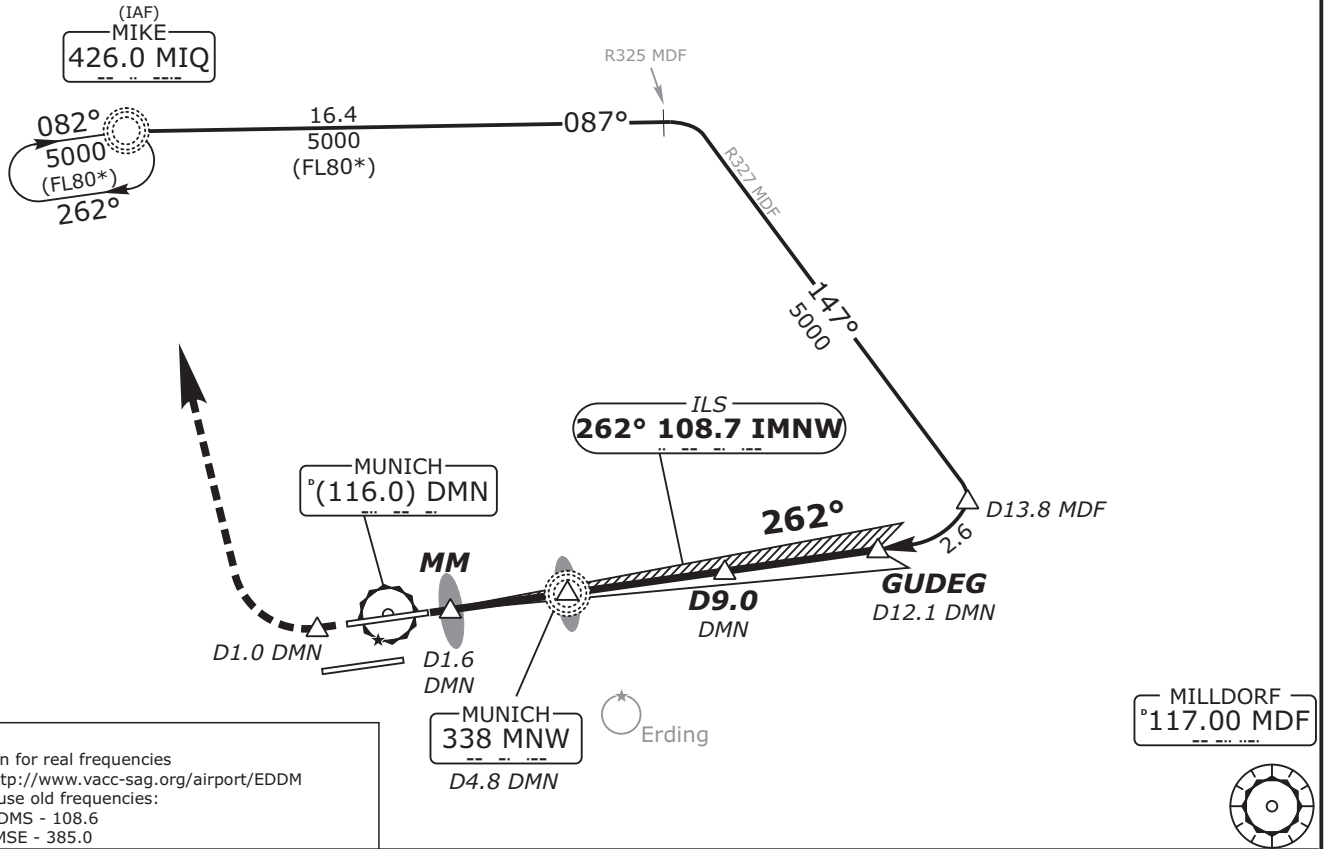
OCA (OCH)	A	B	C	D	D _L	DME DMS	3	4	5	6	7	8	9	10	11	12
ILS CAT I	DA	1609'	1619'	1629'	1639'	DIST THR	1.9	2.9	3.9	4.9	5.9	6.9	7.9	8.9	9.9	10.9
	DH	139'	149'	159'	169'	ALTITUDE	2130'	2450'	2770'	3090'	3410'	3730'	4050'	4360'	4680'	5000'
ILS CAT II	DA	1521'	1537'	1550'	1563'											
	DH	51'	67'	80'	93'	GS (3.00°)			kt	80	100	120	140	160	180	
LOC-DME	DA	1890'	1890'	1890'	1890'	OM-THR (4.0 NM)			MIN:SEC	3:00	2:24	2:00	1:43	1:30	1:20	
	DH	420'	420'	420'	420'	Rate of Descent (5.2%)			ft/MIN	420	530	640	740	850	960	

CAT IIIA and CAT IIIB (MNM RVR 75M) Approved.

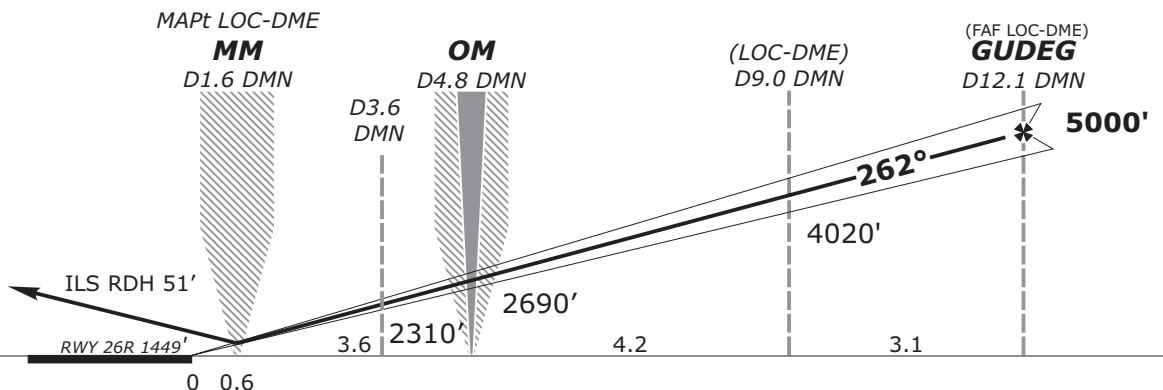
Do not use for real life navigation!

LOC IMNW 108.7	Final Apch Crs 262°	GS LOM 2690'	ILS DA(H) 1649'	Apt Elev 1487' RWY 1449'	<p>MSA 25NM MNW (MSA 10NM MNW)</p>
<p>MISSED APCH: Climb STRAIGHT AHEAD to D1.0 DME West of DMN or 1900', whichever is later, RT to MIQ NDB climbing to 5000'.</p>					
Alt Set: hPa (IN on req)	Rwy Elev: 52 hPa	Trans level: By ATC	Trans alt: 5000'		

***Operational FL**
Do not descend below this FL without clearance by ATC.



REMARKS:
NAVAID addition for real frequencies available on <http://www.vacc-sag.org/airport/EDDM> if not installed use old frequencies:
MAH - 108.4 / DMS - 108.6
MIQ - 426.5 / MSE - 385.0



OCA (OCH)		A	B	C	D	D _L	DME DMN	3	4	5	6	7	8	9	10	11	12
		ILS CAT I	DA	1589'	1598'	1608'	1618'		DIST THR	1.9	2.9	3.9	4.9	5.9	6.9	7.9	8.9
ILS CAT II	DH	140'	149'	159'	169'		ALTITUDE	2110'	2430'	2750'	3070'	3380'	3700'	4020'	4340'	4660'	4980'
	DA	1500'	1516'	1530'	1543'		GS (3.00°)	kt			80	100	120	140	160	180	
LOC-DME	DH	51'	67'	81'	94'		OM-THR (3.7 NM)	MIN:SEC			2:47	2:13	1:51	1:35	1:23	1:14	
	DA	1860'	1860'	1860'	1860'		Rate of Descent (5.2%)	ft/MIN			420	530	640	740	850	960	

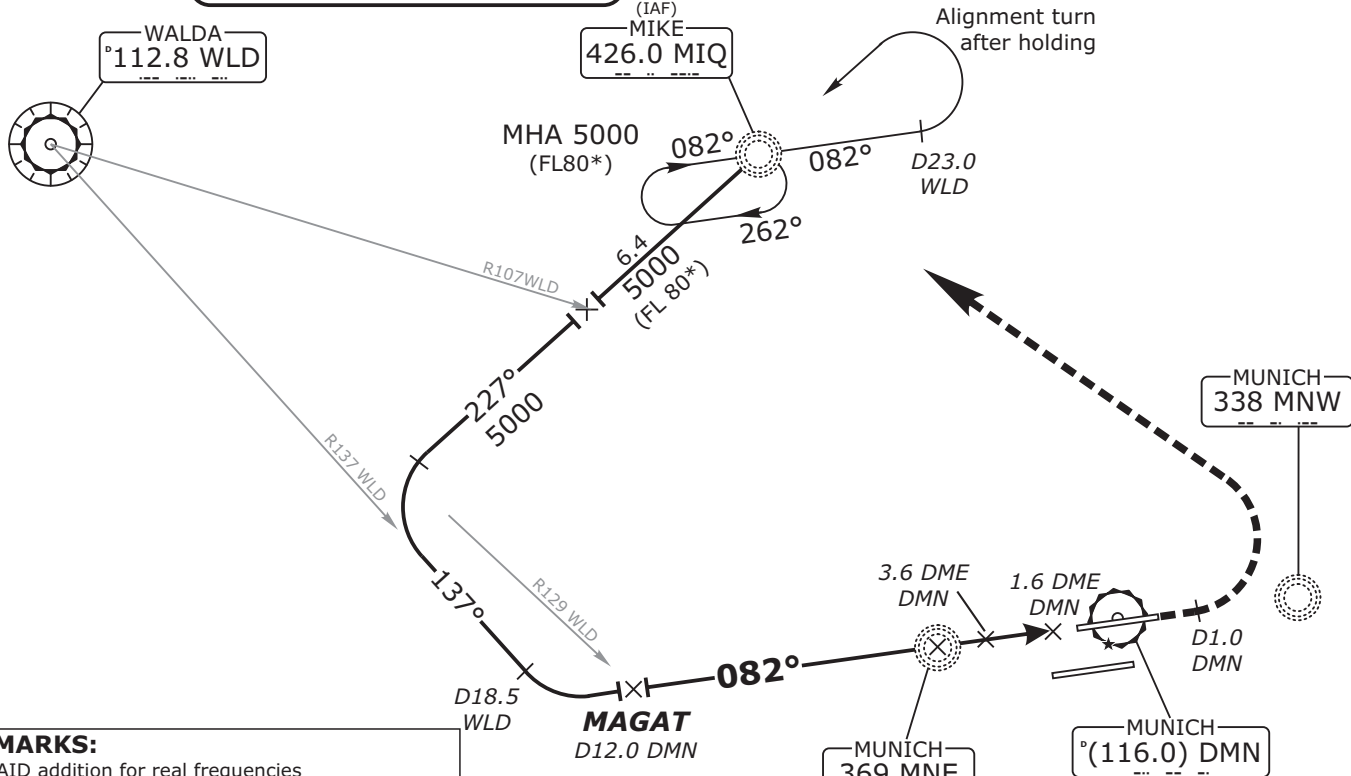
CAT IIIA and CAT IIIB (MNM RVR 75M) Approved.

Do not use for real life navigation!

Revision: 2009-11-19 - Change: Design

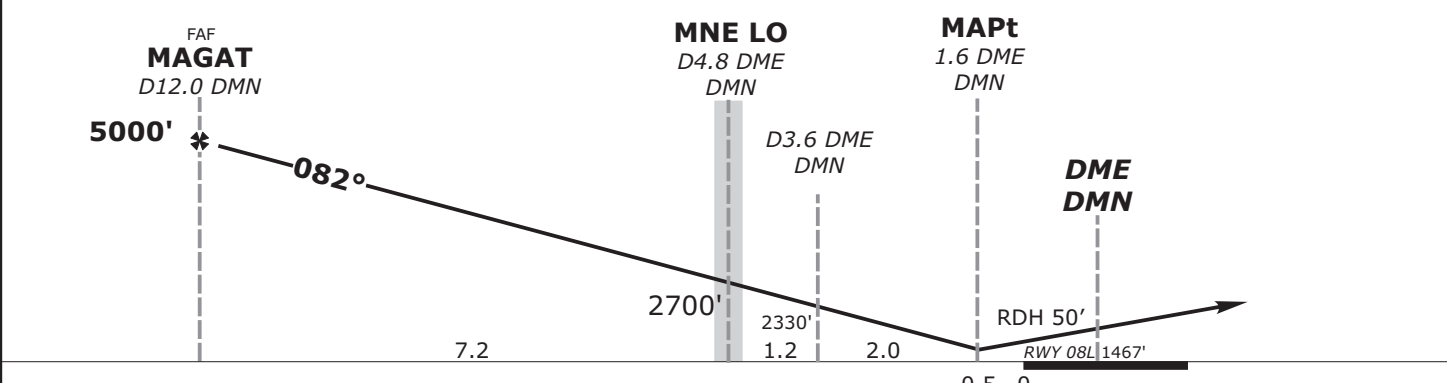
	Final Apch Crs 082°	GS LOM 2700'	MDA(H) 2050'	Apt Elev 1487' RWY 1467'	
MISSED APCH: Climb STRAIGHT AHEAD to D1.0 East of DMN or 1900', whichever is later, LT to MIQ NDB climbing to 5000'.					
Alt Set: hPa (IN on req)	Rwy Elev: 53 hPa	Trans level: By ATC	Trans alt: 5000'		

***Operational FL**
Do not descend below this FL without clearance by ATC.



Do not use for real life navigation!

REMARKS:
NAVAID addition for real frequencies available on <http://www.vacc-sag.org/airport/EDDM> if not installed use old frequencies:
MAH - 108.4 / DMS - 108.6
MIQ - 426.5 / MSE - 385.0



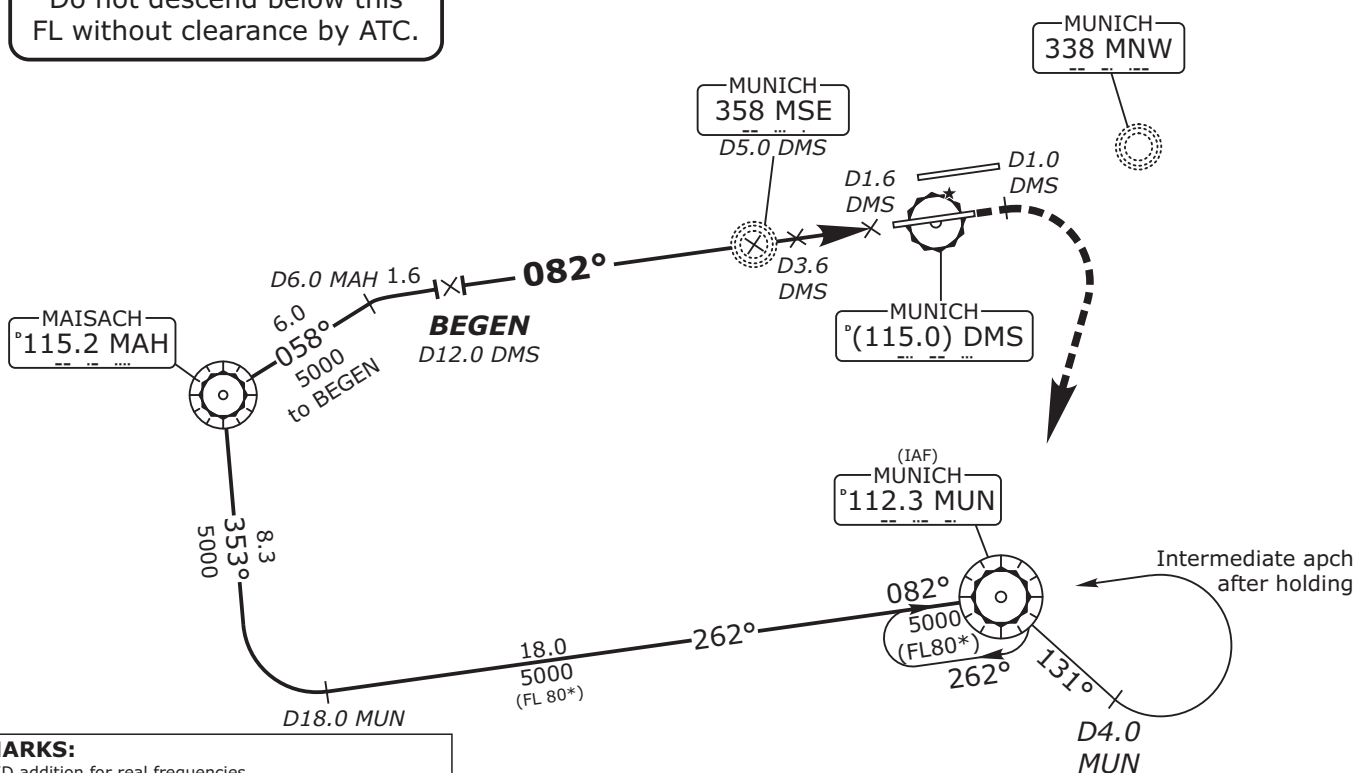
OCA (OCH)	A	B	C	D	DME DMN	3	4	5	6	7	8	9	10	11	12	
	2050'	2050'	2050'	2050'	DIST THR	1.9	2.9	3.9	4.9	5.9	6.9	7.9	8.9	9.9	10.9	
NDB-DME	580'	580'	580'	580'	ALTITUDE	2130'	2450'	2760'	3080'	3400'	3720'	4040'	4360'	4670'	5000'	
						GS	kt		80	100	120	140	160	180		
					MNE - D1.6 DMN (3.2 NM)	MIN:SEC		2:24	1:55	1:36	1:22	1:12	1:04			
					Rate of descent (5.2%)	ft/MIN		420	530	640	740	850	960			

Revision: 2009-11-19 - Change: OCA(H), Design

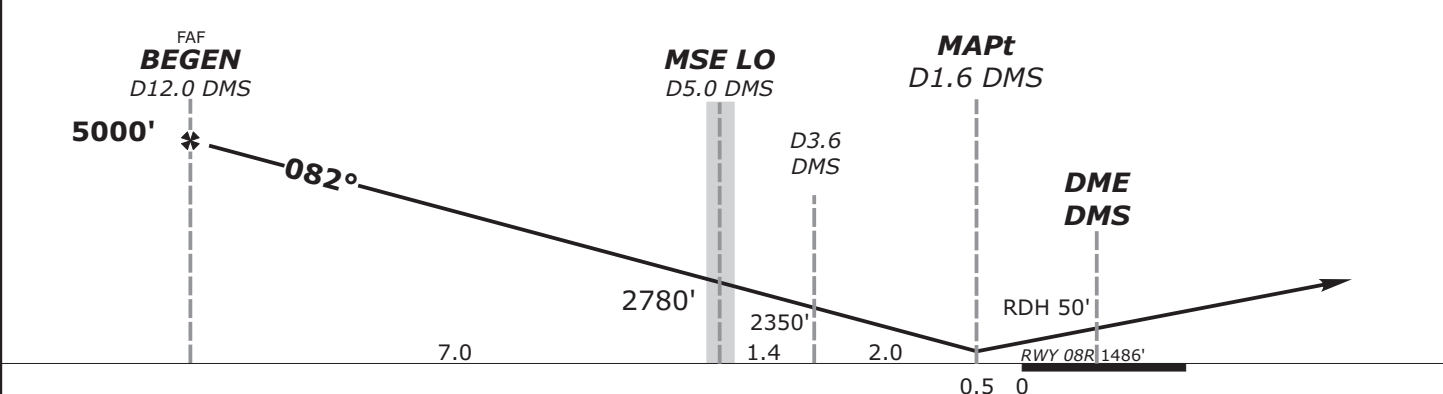
	Final Apch Crs 082°	GS LOM 2780'	MDA(H) 2050'	Apt Elev 1487' RWY 1486'	
<p>MISSED APCH: Climb STRAIGHT AHEAD to D1.0 East of DMS or 1900', whichever is later, RT to MUN VOR/DME climbing to 5000'.</p>					
Alt Set: hPa (IN on req)	Rwy Elev: 53 hPa	Trans level: By ATC	Trans alt: 5000'		MSA 25NM MNW (MSA 10NM MNW)

Do not use for real life navigation!

***Operational FL**
Do not descend below this FL without clearance by ATC.



REMARKS:
NAVAID addition for real frequencies available on <http://www.vacc-sag.org/airport/EDDM> if not installed use old frequencies:
MAH - 108.4 / DMS - 108.6
MIQ - 426.5 / MSE - 385.0



OCA (OCH)	A	B	C	D	DME DMS	3	4	5	6	7	8	9	10	11	12
	2050'	2050'	2050'	2050'		DIST THR	1.9	2.9	3.9	4.9	5.9	6.9	7.9	8.9	9.9
NDB-DME	560'	560'	560'	560'	ALTITUDE	2150'	2460'	2780'	3100'	3420'	3740'	4060'	4370'	4690'	5000'
						GS	kt		80	100	120	140	160	180	
					MNE - D1.6 DMS (3.2 NM)	MIN:SEC		2:33	2:02	1:42	1:27	1:17	1:08		
					Rate of descent (5.2%)	ft/MIN		420	530	640	740	850	960		

Revision: 2009-11-19 - Change: OCA(H), Design

	Final Apch Crs 262°	GS LOM 2800'	MDA(H) 2050'	Apt Elev 1487' RWY 1470'	
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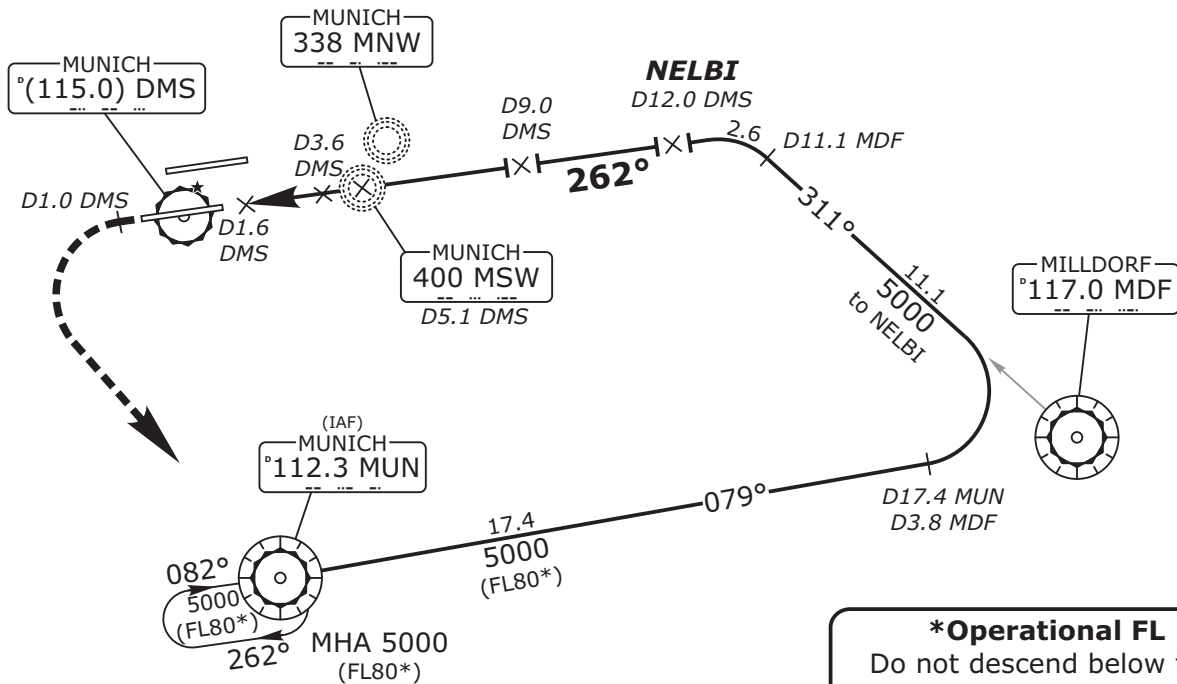
MISSED APCH: Climb STRAIGHT AHEAD to D1.0 West of DMS or 1900', whichever is later, LT to MUN VOR/DME climbing to 5000'.

MSA 25NM MNW
(MSA 10NM MNW)

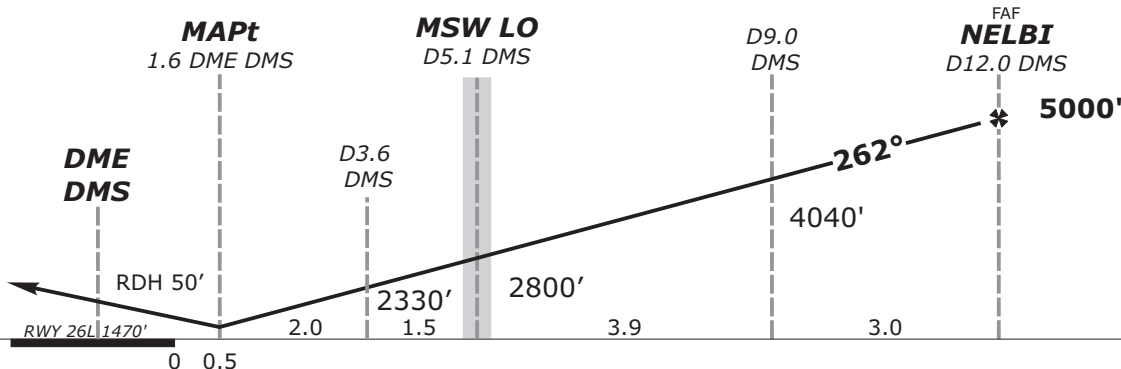
Alt Set: hPa (IN on req) Rwy Elev: 53 hPa Trans level: By ATC Trans alt: 5000'

REMARKS:

NAVAID addition for real frequencies available on <http://www.vacc-sag.org/airport/EDDM> if not installed use old frequencies:
MAH - 108.4 / DMS - 108.6
MIQ - 426.5 / MSE - 385.0



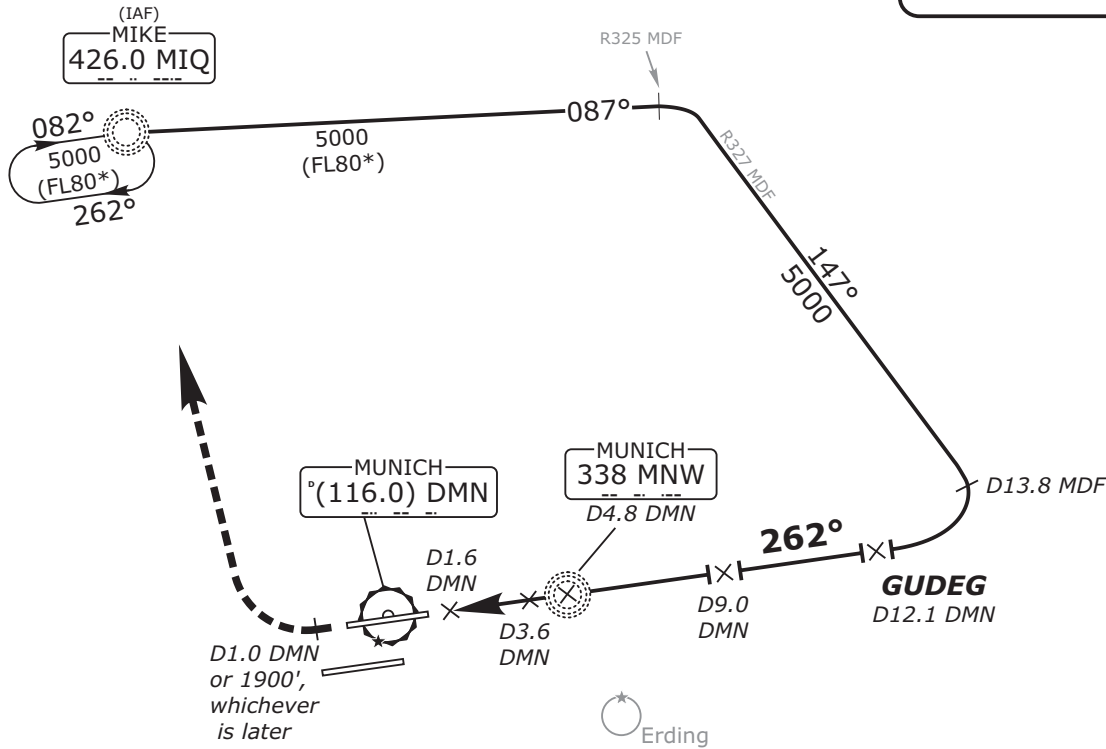
***Operational FL**
Do not descend below this FL without clearance by ATC.



OCA (OCH)	A	B	C	D		DME DMS	3	4	5	6	7	8	9	10	11	12		
	2050'	2050'	2050'	2050'		DIST THR	1.9	2.9	3.9	4.9	5.9	6.9	7.9	8.9	9.9	10.9		
NDB-DME	580'	580'	580'	580'		ALTITUDE	2130'	2450'	2770'	3090'	3400'	3720'	4040'	4360'	4680'	5000'		
							GS	kt						80	100	120	140	160
						MNE - D1.6 DMS (3.2 NM)	MIN:SEC	2:38	2:06	1:45	1:30	1:19	1:10					
						Rate of descent (5.2%)	ft/MIN	420	530	640	740	850	960					

	Final Apch Crs 262°	GS LOM 2960'	MDA(H) 2050'	Apt Elev 1487' RWY 1449'	<p>MSA 25NM MNW (MSA 10NM MNW)</p>
<p>MISSED APCH: Climb STRAIGHT AHEAD to D1.0 West of DMN or 1900', whichever is later, RT to MIQ NDB climbing to 5000'.</p>					
Alt Set: hPa (IN on req)	Rwy Elev: 52 hPa	Trans level: By ATC	Trans alt: 5000'		

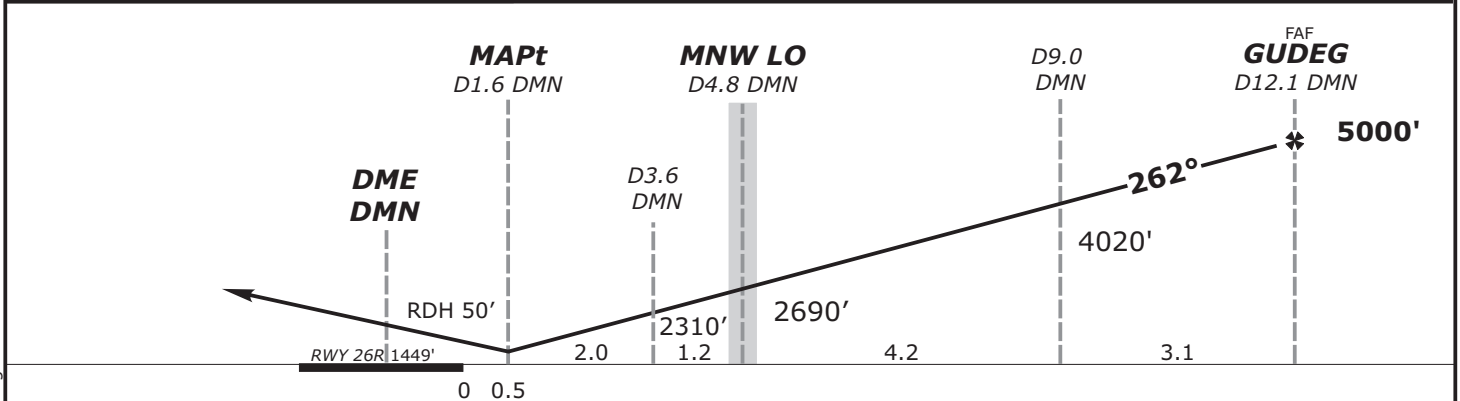
***Operational FL**
Do not descend below this
FL without clearance by ATC.



REMARKS:

NAVAID addition for real frequencies available on <http://www.vacc-sag.org/airport/EDDM> if not installed use old frequencies:
MAH - 108.4 / DMS - 108.6
MIQ - 426.5 / MSE - 385.0

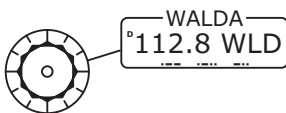
Do not use for real life navigation!



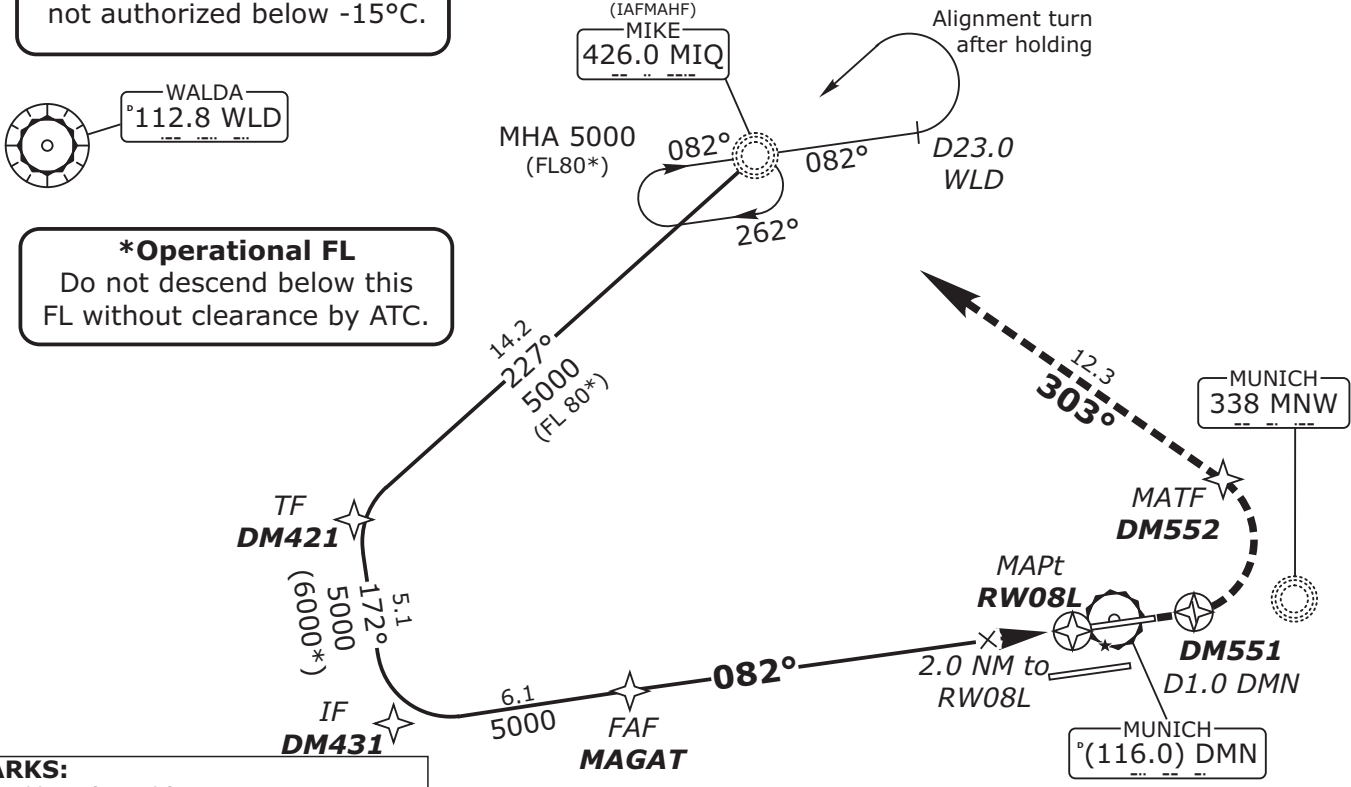
OCA (OCH)	A	B	C	D	DME DMN	3	4	5	6	7	8	9	10	11	12
	2050'	2050'	2050'	2050'	DIST THR	1.9	2.9	3.9	4.9	5.9	6.9	7.9	8.9	9.9	10.9
NDB-DME	600'	600'	600'	600'	ALTITUDE	2110'	2430'	2750'	3060'	3380'	3700'	4020'	4340'	4660'	4970'
						GS	kt		80	100	120	140	160	180	
					MNE - D1.6 DMN (3.2 NM)	MIN:SEC		2:24	1:55	1:36	1:22	1:12	1:04		
					Rate of descent (5.2%)	ft/MIN		420	530	640	740	850	960		

<p>MISSED APCH (RNAV): Climb on track 082° to DM551 or 1900', whichever is later, LT, via DM552 on track 303° to MIQ climbing to 5000'. FMS: <u>DM551</u> - [A1900+;L] - DM552 - MIQ[A5000]</p>	<p>Apt Elev 1487' RWY 1467'</p>	<p>3700'</p> <p>MSA 25NM ARP</p>
<p>MISSED APCH (NON-RNAV): Climb STRAIGHT AHEAD to 1.0 DME East of DMN or 1900', whichever is later, LT to MIQ NDB climbing to 5000'.</p>	<p>Final Apch Crs 082°</p>	
<p>Alt Set: hPa (IN on req) Rwy Elev: 52 hPa Trans level: By ATC Trans alt: 5000'</p>		

BARO-VNAV OPERATIONS
not authorized below -15°C.

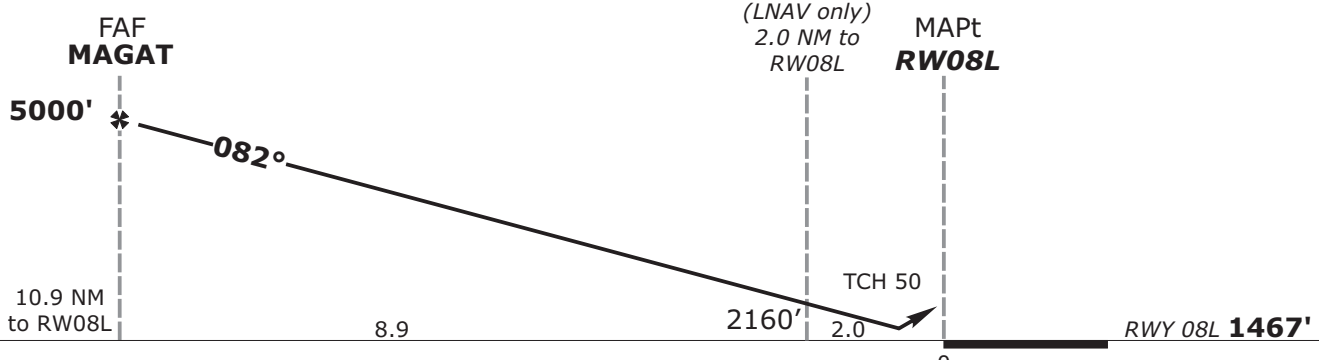


***Operational FL**
Do not descend below this FL without clearance by ATC.



REMARKS:
 NAVAID addition for real frequencies available on <http://www.vacc-sag.org/airport/EDDM>
 if not installed use old frequencies:
 MAH - 108.4 / DMS - 108.6
 MIQ - 426.5 / MSE - 385.0

Do not use for real life navigation!

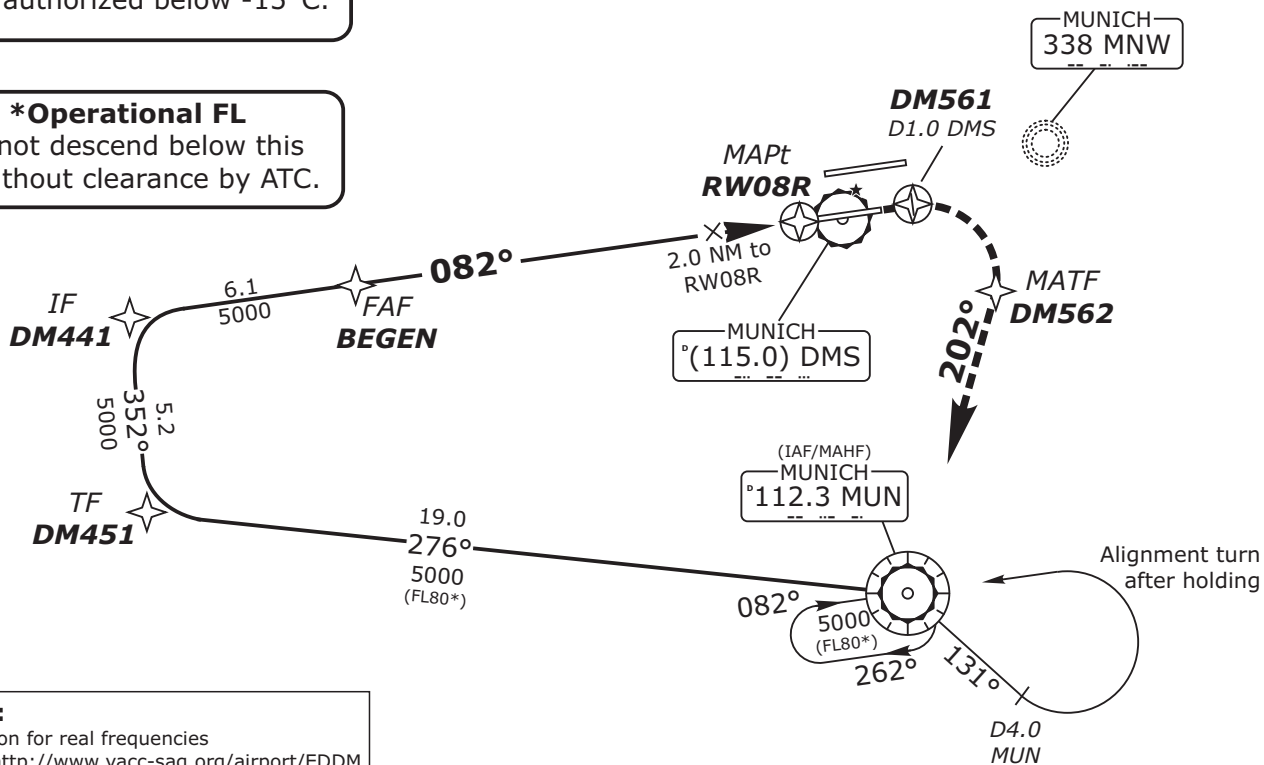


OCA (OCH)	A	B	C	D	DIST THR / RW08L	2	3	4	5	6	7	8	9	10	
	LNAV	1980'	1980'	1980'		1980'	ALTITUDE	2160'	2480'	2800'	3110'	3430'	3750'	4070'	4390'
LNAV/VNAV	1920'	1920'	1920'	1920'	GS	kt				80	100	120	140	160	180
	450'	450'	450'	450'		MAGAT - RW08L (10.9 NM)	MIN:SEC		8:11	6:32	5:27	4:40	4:05	3:38	
Rate of descent (5.2%)						ft/MIN		420	530	640	740	850	960		

<p>MISSED APCH (RNAV): Climb on track 082° to DM561 or 1900', whichever is later, RT, via DM562 on track 202° to MUN climbing to 5000'. FMS: <u>DM561</u> - [A1900+;R] - DM562 - MUN[A5000]</p>	<p>Apt Elev 1487' RWY 1486'</p>	
<p>MISSED APCH (NON-RNAV): Climb STRAIGHT AHEAD to 1.0 DME East of DMS or 1900', whichever is later, RT to MUN VOR/DME climbing to 5000'.</p>	<p>Final Apch Crs 082°</p>	
<p>Alt Set: hPa (IN on req) Rwy Elev: 52 hPa Trans level: By ATC Trans alt: 5000'</p>		

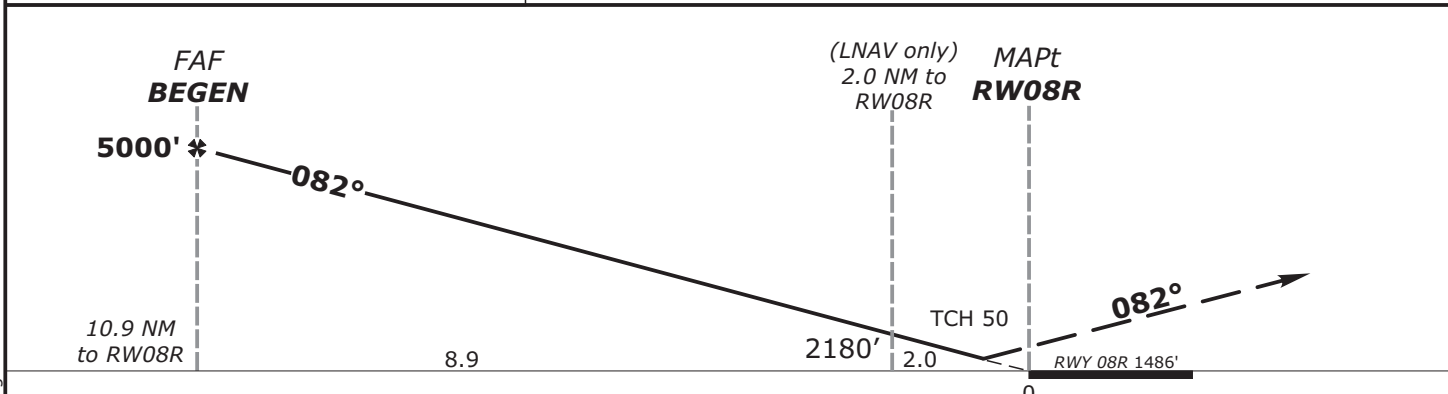
BARO-VNAV OPERATIONS
not authorized below -15°C.

***Operational FL**
Do not descend below this FL without clearance by ATC.



REMARKS:
NAVAID addition for real frequencies available on <http://www.vacc-sag.org/airport/EDDM> if not installed use old frequencies:
MAH - 108.4 / DMS - 108.6
MIQ - 426.5 / MSE - 385.0

Do not use for real life navigation!

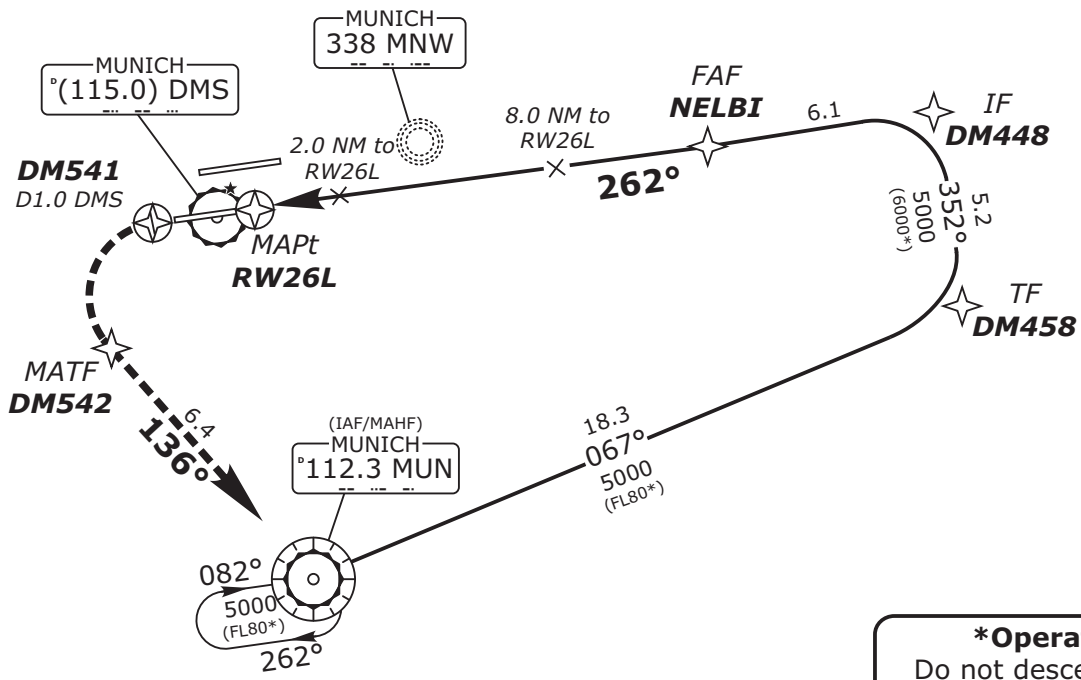


OCA (OCH)	A	B	C	D	DIST THR / RW08R	2	3	4	5	6	7	8	9	10
						ALTITUDE	2180'	2500'	2810'	3130'	3450'	3770'	4090'	4410'
LNAV	2030'	2030'	2030'	2030'										
	540'	540'	540'	540'										
LNAV/VNAV	2030'	2030'	2030'	2030'										
	540'	540'	540'	540'										
GS						kt	80	100	120	140	160	180		
BEGEN - RW08R (10.9 NM)						MIN:SEC	8:11	6:32	5:27	4:40	4:05	3:38		
Rate of descent (5.2%)						ft/MIN	420	530	640	740	850	960		

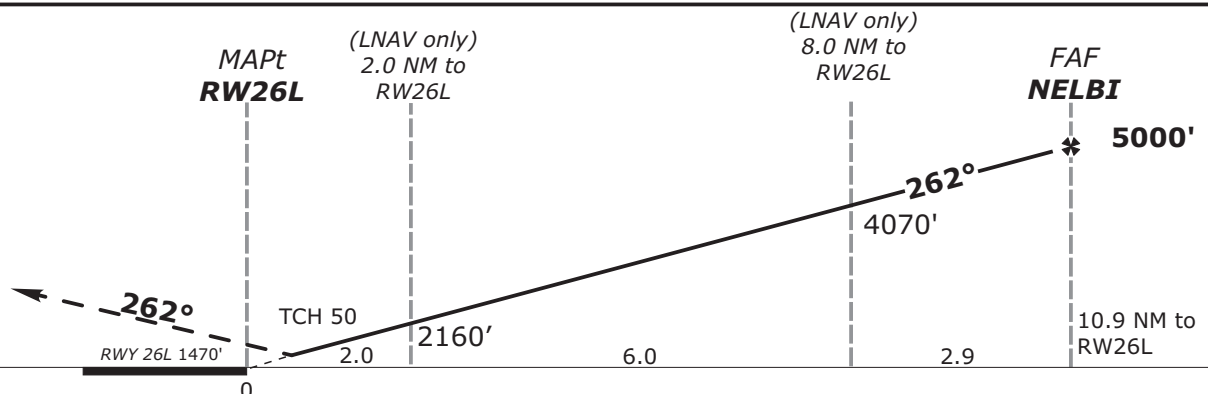
<p>MISSED APCH (RNAV): Climb on track 262° to DM541 or 1900', whichever is later, LT, via DM542 on track 136° to MUN climbing to 5000'. FMS: <u>DM541</u> - [A1900+;L] - DM542 - MUN[A5000]</p>	<p>Apt Elev 1487' RWY 1470'</p>	<p>3700'</p> <p>MSA 25NM ARP</p>	
	<p>MISSED APCH (NON-RNAV): Climb STRAIGHT AHEAD to 1.0 DME West of DMS or 1900', whichever is later, LT to MUN VOR/DME climbing to 5000</p>		<p>Final Apch Crs 262°</p>
Alt Set: hPa (IN on req)	Rwy Elev: 52 hPa	Trans level: By ATC	Trans alt: 5000'

BARO-VNAV OPERATIONS
not authorized below -15°C.

REMARKS:
NAVAID addition for real frequencies available on <http://www.vacc-sag.org/airport/EDDM> if not installed use old frequencies:
MAH - 108.4 / DMS - 108.6
MIQ - 426.5 / MSE - 385.0



***Operational FL**
Do not descend below this FL without clearance by ATC.



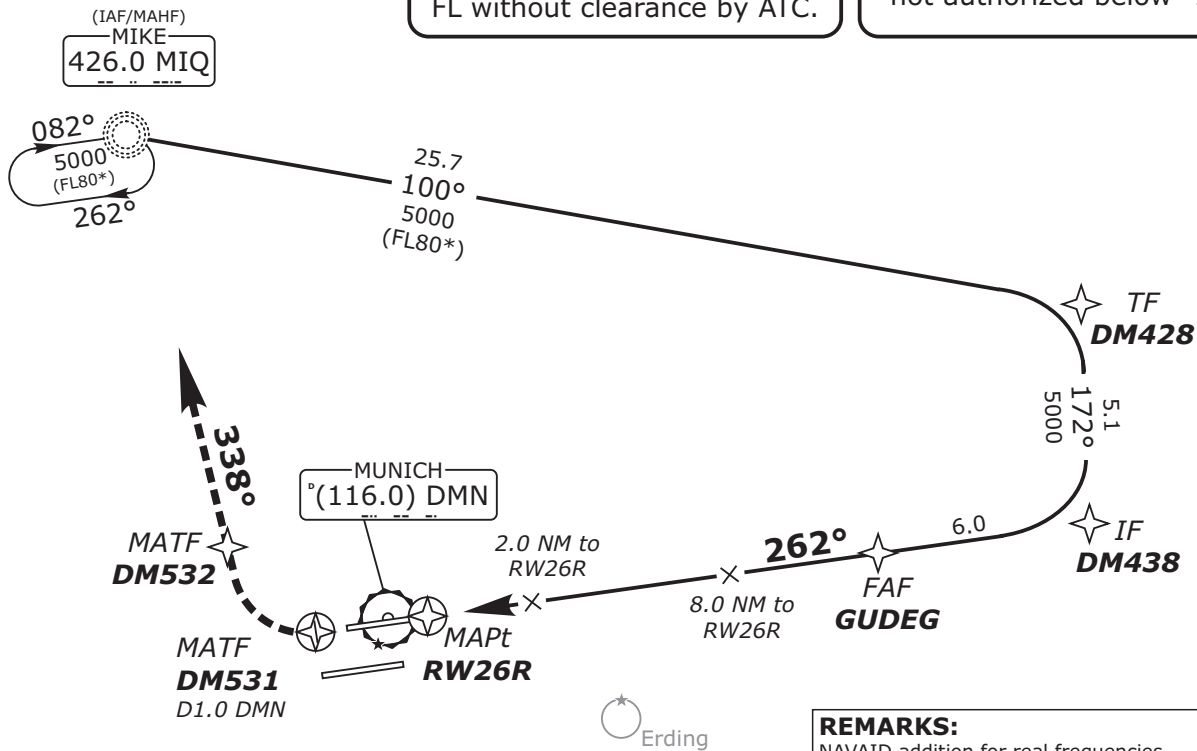
OCA (OCH)	A	B	C	D	DIST THR / RW26L	2	3	4	5	6	7	8	9	10
	LNAV	1980'	1980'	1980'		1980'	ALTITUDE	2160'	2480'	2800'	3120'	3440'	3750'	4070'
LNAV/VNAV	1920'	1920'	1920'	1920'	GS	kt								
	450'	450'	450'	450'		NELBI - RW26L (10.9 NM)	MIN:SEC	8:11	6:32	5:27	4:40	4:05	3:38	
					Rate of descent (5.2%)	ft/MIN	420	530	640	740	850	960		

Do not use for real life navigation!

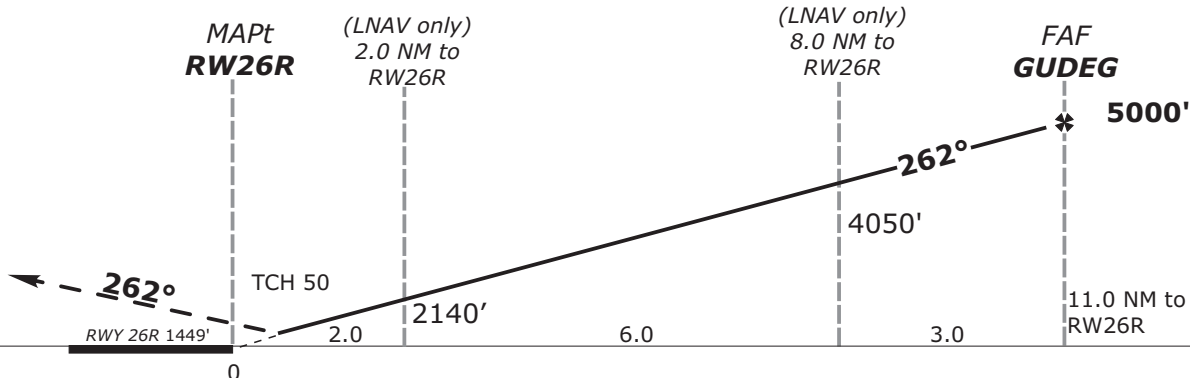
<p>MISSED APCH (RNAV): Climb on track 262° to DM531 or 1900', whichever is later, RT, via DM532 on track 338° to MIQ climbing to 5000'. FMS: DM531 - [A1900+;R] - DM532 - MIQ[A5000]</p>	<p>Apt Elev 1487' RWY 1449'</p>	<p>3700'</p> <p>MSA 25NM ARP</p>	
	<p>MISSED APCH (NON-RNAV): Climb STRAIGHT AHEAD to 1.0 DME West of DMN or 1900', whichever is later, RT, to MIQ NDB climbing to 5000'.</p>		<p>Final Apch Crs 262°</p>
Alt Set: hPa (IN on req)	Rwy Elev: 52 hPa	Trans level: By ATC	Trans alt: 5000'

***Operational FL**
Do not descend below this FL without clearance by ATC.

BARO-VNAV OPERATIONS
not authorized below -15°C.



REMARKS:
NAVAID addition for real frequencies available on <http://www.vacc-sag.org/airport/EDDM> if not installed use old frequencies:
MAH - 108.4 / DMS - 108.6
MIQ - 426.5 / MSE - 385.0



OCA (OCH)	A	B	C	D	DIST THR / RW26R	2	3	4	5	6	7	8	9	10
LNAV	2030'	2030'	2030'	2030'	ALTITUDE	2140'	2460'	2780'	3100'	3410'	3730'	4050'	4370'	4690'
	580'	580'	580'	580'										
LNAV/VNAV	2030'	2030'	2030'	2030'	GS		80	100	120	140	160	180		
	580'	580'	580'	580'	GUDEG - RW26R (11.0 NM)	MIN:SEC	8:15	6:36	5:30	4:43	4:08	3:40		
					Rate of descent (5.2%)	ft/MIN	420	530	640	740	850	960		

Do not use for real life navigation!