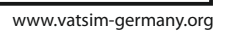


Revision: 2017-02-02 - Change: Variation



Revision: 2017-02-02 - Change: Variation



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

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

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:

LANDING					
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.

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

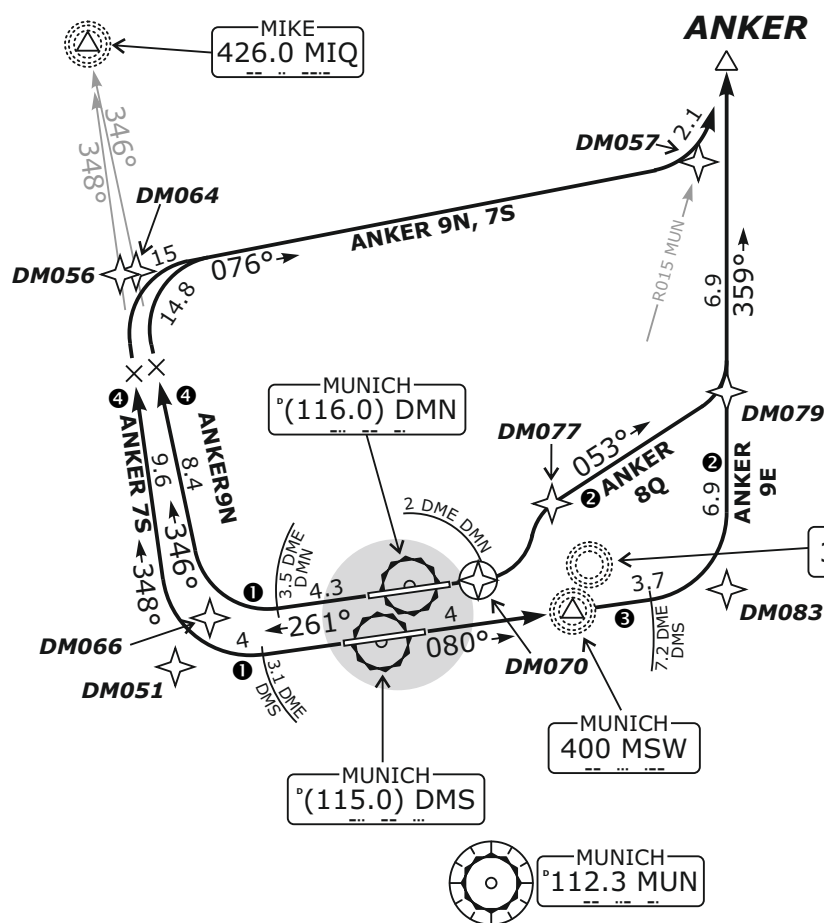
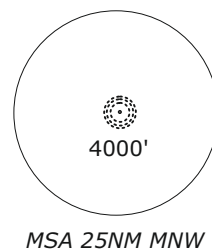
Do not vacate runway via taxiway A7 or B9 unless advised by TOWER!

Contact München Radar when advised by Tower.			Initial climb clearance FL70
SID	RWY	ROUTING	GPS/FMS RNAV
ALGOI 2E	08R	Climb on course 080° MSW (course 080° MSE) to 5.6 DME DMS (5.0 DME DMN); RT, on track 139° to ALONU; RT, on track 179° to LAKOL; RT, on track 253° to OBAXA; RT, on track 263° to MERSI; RT, on track 269° to ALG	[A1900+] - DM081[R] -ALONU[K230-; R] LAKOL[R] - OBAXA[R] - MERSI[K250-; R] ALG
ALGOI 2N	26R	Climb on course 261° MNE (course 261° MNW) to 18.4 DME DMN (17.6 DME DMS); LT, on track 233° to AMEXO; RT, on track 251° to ALG. MAX IAS 220 kt until 4.8 DME DMN (4.2 DME DMS). Cross 18.4 DME DMN (17.6 DME DMS) at FL70 or above. MAX IAS 250 kt until 18.4 DME DMN (17.6 DME DMS).	[A1900+] - MNE[K220-] - DM061 [F070+;K250-; L] - AMEXO[R] - ALG.
ALGOI 2Q	08L	Climb on course 080° MNW (course 080° MNE) to 6.8 DME DMN (7.7 DME DMS); RT, on track 179° to LAKOL; RT, on track 253° to OBAXA; RT, on track 263° to MERSI; RT, on track 269° to ALG.	[A1900+] - DM071[R] - DM094[K230-; R] - LAKOL[R] - OBAXA[R] - MERSI[K250-; R] - ALG.
ALGOI 2S	26L	Climb on course 261° MSE (course 261° MSW) to 18.3 DME DMS (19.1 DME DMN); LT, on track 235° to AMEXO, RT, on track 251° to ALG. MAX IAS 220 kt until 5.0 DME DMS (6.0 DME DMN). Cross 18.3 DME DMS (19.1 DME DMN) at FL70 or above. MAX IAS 250 kt until 18.3 DME DMS (19.1 DME DMN).	[A1900+] - MSE[K220-] - DM053[F070+; K250-;L] - AMEXO[R] - ALG.

München RADAR EDDM_N_APP 123.90	München RADAR EDDM_S_APP 127.95	München RADAR EDDM_1_APP 128.02	München RADAR EDDM_2_APP 120.77	München RADAR EDMM_CTR 124.05	München RADAR EDMM_R_CTR 132.55	München RADAR EDMM_K_CTR 134.15
Apt Elev: 1487'		Trans level: By ATC		Trans alt: 5000'		

ANKER 9E - ANKER NINE ECHO
ANKER 9N - ANKER NINE NOVEMBER
ANKER 8Q - ANKER EIGHT QUEBEC
ANKER 7S - ANKER SEVEN SIERRA

NOT TO SCALE

**REMARKS:**

1. RNAV-1 OR RNP-1 OR A-RNP EQUIVALENT.
2. GPS REQUIRED
3. DME/DME, DME/DME/IRU NOT AUTHORIZED

RESTRICTIONS:

- 1 MAX 220 KT during turn
- 2 MAX 250 KT until crossing ANKER
- 3 MAX 230 KT until crossing DM083
- 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 / ILS08R - 110.9
MIQ - 426.5 / MSE - 385.0 / ILS08L - 110.3

Contact München Radar when advised by Tower.

Initial climb clearance FL70

SID	RWY	ROUTING	GPS/FMS RNAV
ANKER 9E	08R	Climb on course 080° to DM083; LT, to ANKER. MAX IAS 230 kt until DM083. MAX IAS 250 kt until ANKER.	[A1900+] - DM083[K230-; L] - ANKER[K250-].
ANKER 9N	26R	Climb on course 261° to DM066; RT, to DM064; RT, to DM057; LT, to ANKER. MAX IAS 220 kt until DM066. MAX IAS 250 kt until DM064.	[A1900+] - DM066[K220-; R] - DM064[K250-; R] - DM057[L] - ANKER.
ANKER 8Q	08L	Climb on course 080° to DM070; or 1900, whichever is later; LT, on course 033° to DM077; RT, to DM079; LT, to ANKER. MAX IAS 250 kt until ANKER.	[A1900+] - DM070[L] - DM077[R] - DM079[L] - ANKER [K250-].
ANKER 7S	26L	Climb on course 261° to DM051; RT, to DM056; RT, to DM057; LT, to ANKER. MAX IAS 220 kt until DM051. MAX IAS 250 kt until DM056.	[A1900+] - DM051[K220-; R] - DM056[K250-; R] - DM057[L] - ANKER.

München RADAR EDDM_N_APP 123.90	München RADAR EDDM_S_APP 127.95	München RADAR EDDM_1_APP 128.02	München RADAR EDDM_2_APP 120.77	München RADAR EDMM_CTR 124.05	München RADAR EDMM_R_CTR 132.55	München RADAR EDMM_K_CTR 134.15
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Apt Elev: 1487'

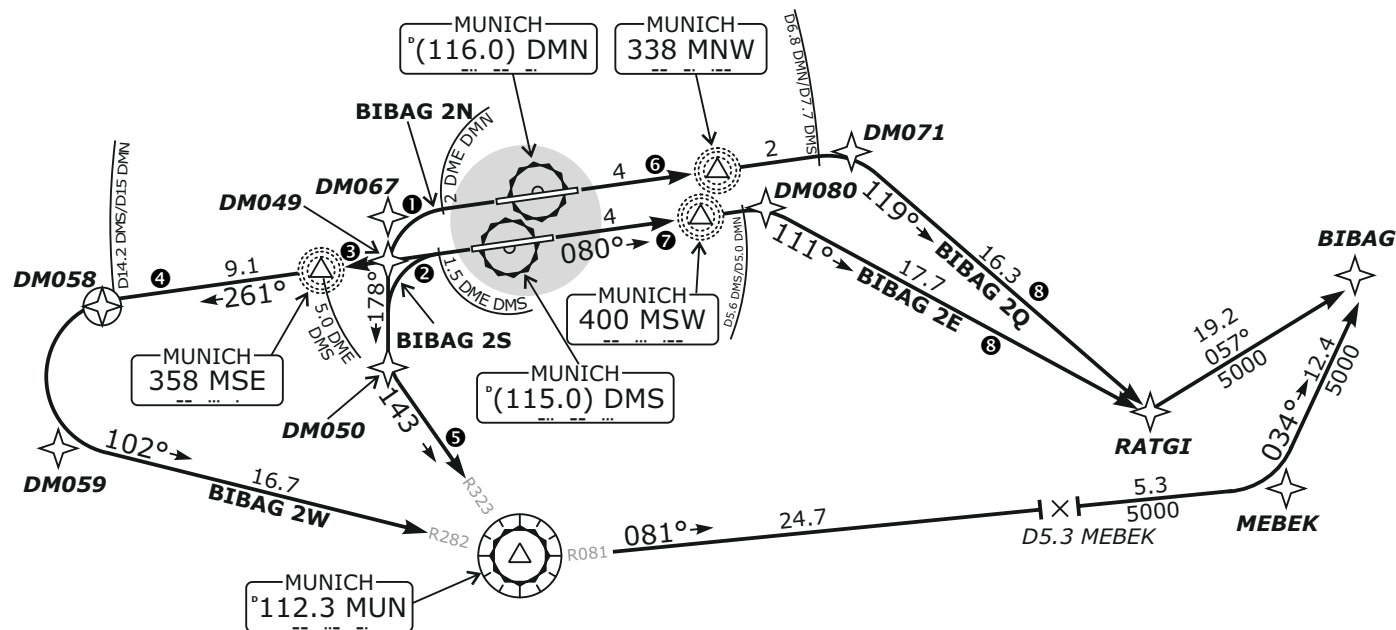
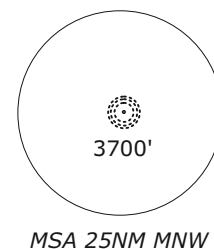
Trans level: By ATC

Trans alt: 5000'

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

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

NOT TO SCALE

**RESTRICTIONS:**

- ① MAX 210 KT during turn
- ② MAX 210 KT until established on MUN R-323
- 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 / ILS08R - 110.9
MIQ - 426.5 / MSE - 385.0 / ILS08L - 110.3

Pilots of GPS/FMS-RNAV-equipped aircraft shall, if possible, use the supplementary GPS/FMS RNAV procedures which are described following the text "GPS / FMS RNAV" and charted. The ground-based navigation aids required for the use of the respective conventional flight procedure and the associated aircraft equipment shall remain in operation at all times.

Contact München Radar when advised by Tower.**Initial climb clearance FL70**

SID	RWY	ROUTING	GPS/FMS RNAV
BIBAG 2E	08R	Climb on course 080° MSW (course 080° MSE) to 5.6 DME DMS (5.0 DME DMN); RT, on track 111° to RATGI; LT, on track 056° to BIBAG. Climb with 3.8% (235 ft/NM) until passing 3700.	[A1900+] - DM080[K230-; R] - RATGI[K250-; L] - BIBAG.
BIBAG 2N	26R	Climb on course 261° MNE (course 261° MNW) to 2.0 DME DMN or 1900, whichever is later; LT, on heading 178° to intercept R323 MUN, on R323 MUN to MUN; LT, on track 081° to MEBEK, LT, on track 034° to BIBAG.	DM067[K210-; L] - [A1900+] - DM050[L] - MUN[K250-; L] - MEBEK[K250-; L] - BIBAG.
BIBAG 2Q	08L	Climb on course 080° MNW (course 080° MNE) to 6.8 DME DMN (7.7 DME DMS); RT, on track 119° to RATGI, LT, on track 056° to BIBAG. Climb with 3.4% (210 ft/NM) until passing 3700.	[A1900+] - DM071[K230-; R] - RATGI[K250-; L] - BIBAG.
BIBAG 2S If unable to comply request BIBAG 2W	26L	Climb on course 261° MSE (course 261° MSW) to 1.5 DME DMS; or 1900, whichever is later; LT, on heading 178° to intercept R323 MUN; on R323 MUN to MUN; LT, on track 081° to MEBEK; LT, on track 034° to BIBAG. Climb with 6.8% (415 ft/NM) or more until passing 4200.	DM049[K210-; L] - [A1900+] - DM050[K210-; L] - MUN[L] - MEBEK[K250-; L] - BIBAG.
BIBAG 2W		Climb on course 261° MSE (course 261° from MSW) to 14.2 DME DMS (15.0 DME DMN); LT, on track 102° to MUN; LT, on track 081° to MEBEK; LT, on track 034° to BIBAG.	[A1900+] - MSE[K220-] - DM058[L] - DM059[K250-] - MUN[L] - MEBEK[L] - BIBAG.

München RADAR		München RADAR		München RADAR	
EDDM_N_APP	EDDM_S_APP	EDDM_1_APP	EDDM_2_APP	EDMM_CTR	EDMM_R_CTR
123.90	127.95	128.02	120.77	124.05	132.55
EDMM_K_CTR					
134.15					

Apt Elev: 1487'

Trans level: By ATC

Trans alt: 5000'

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

NOT TO SCALE

REMARKS:

1. RNAV-1 OR RNP-1 OR A-RNP EQUIVALENT.
2. GPS REQUIRED
3. DME/DME. DME/DME/IRU NOT AUTHORIZED

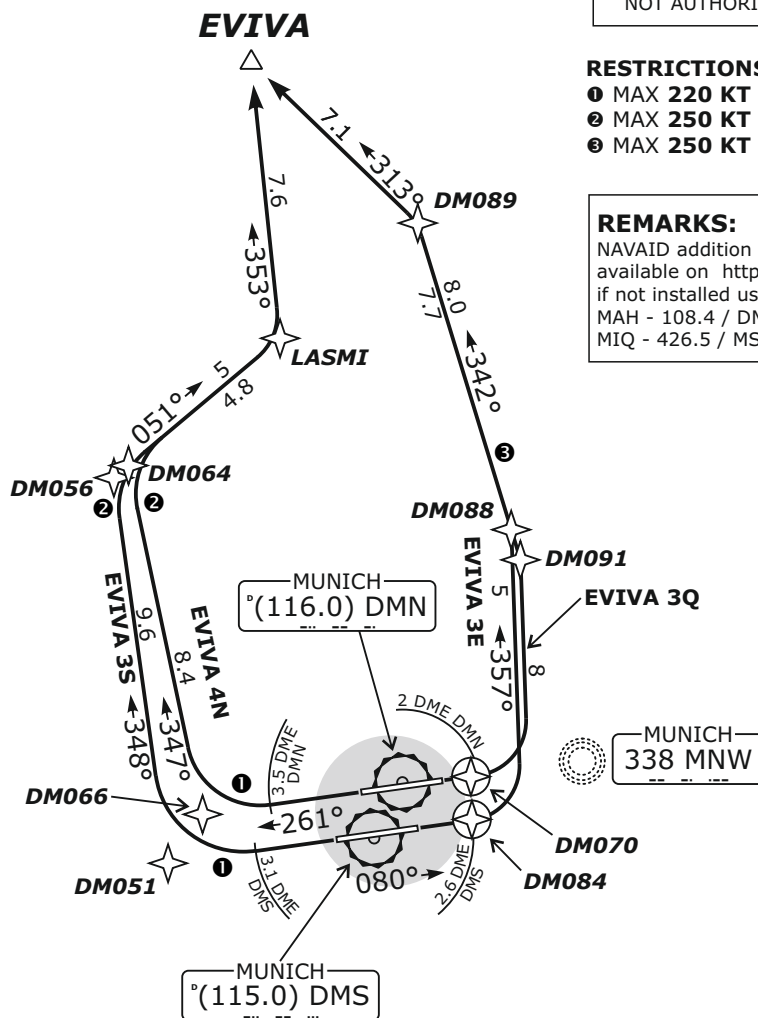
MSA 25NM from ARP

RESTRICTIONS:

- ① MAX 220 KT during turn
- ② MAX 250 KT until passing **LASMI**
- ③ MAX 250 KT until **DM089**

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 / ILS08R - 110.9
MIQ - 426.5 / MSE - 385.0 / ILS08L - 110.3



Contact München Radar when advised by Tower.

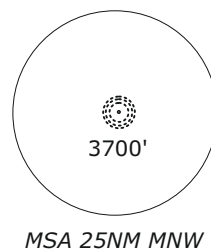
Initial climb clearance FL70

SID	RWY	ROUTING	GPS/FMS RNAV
EVIVA 3E	08R	Climb on course 080° to DM084; or 1900, whichever is later; LT, course 357° to DM088; LT, to DM089; LT, to EVIVA.	[A1900+] - DM084[L]-DM088[L] - DM089[K250-; L] - EVIVA.
EVIVA 4N	26R	Climb on course 261° to DM066; RT, to DM064; RT, to LASMI; LT, to EVIVA. MAX IAS 220 kt until DM066. MAX IAS 250 kt until LASMI.	[A1900+] - DM066[K220-; R] - DM064[R] - LASMI[K250-; L] - EVIVA.
EVIVA 3Q	08L	Climb on course 080° to DM070; or 1900, whichever is later; LT, on course 357° to DM091; LT, to DM089; LT, to EVIVA. MAX IAS 250 kt until DM089.	[A1900+] - DM070[L]-DM091[L] - DM089[K250-; L] - EVIVA.
EVIVA 3S	26L	Climb on course 261° to DM051; RT, to DM056; RT, to LASMI; LT, to EVIVA. MAX IAS 220 kt until DM051. MAX IAS 250 kt until LASMI.	[A1900+] - DM051[K220-; R] - DM056[R] - LASMI[K250-; L] - EVIVA.

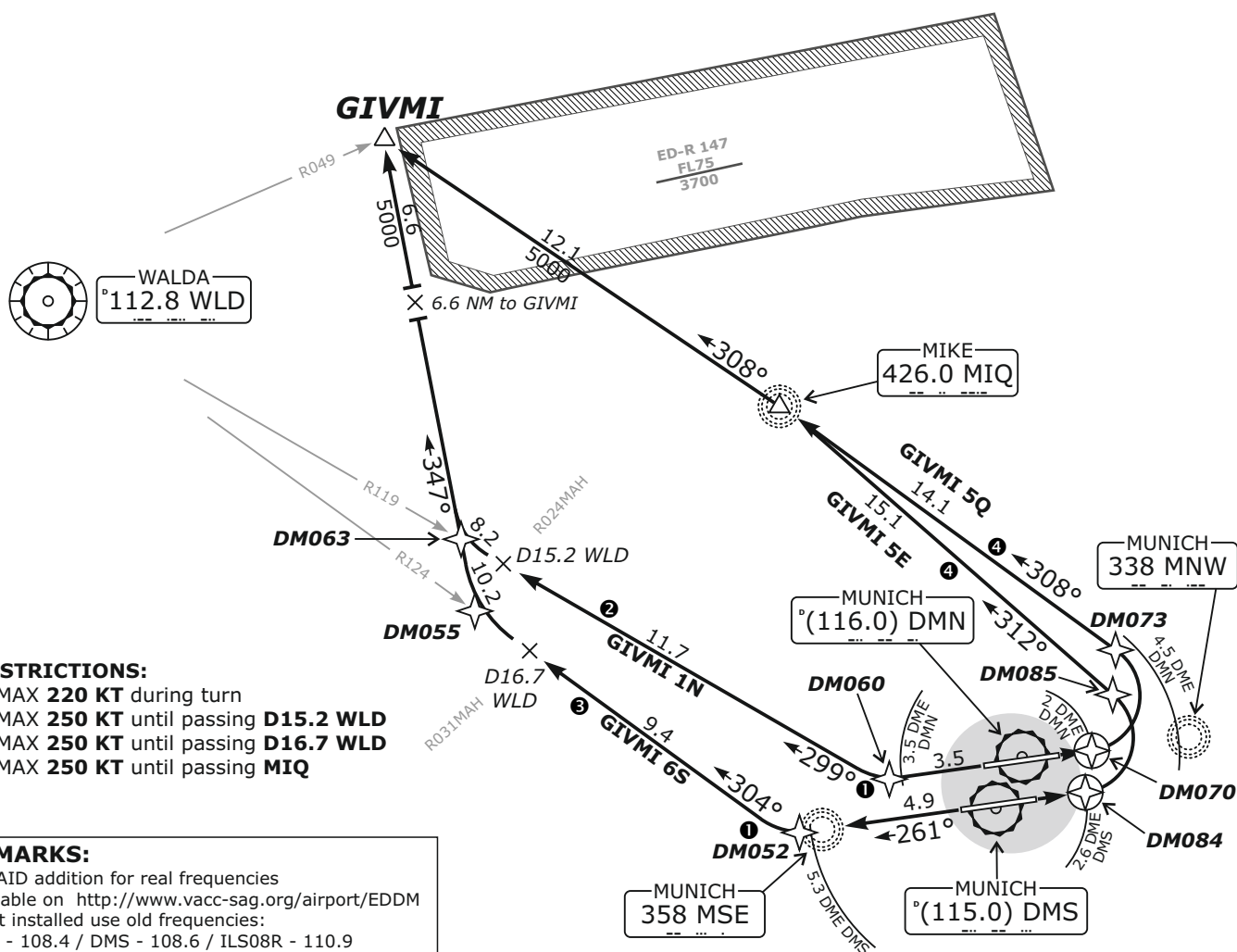
München RADAR		München RADAR		München RADAR		EDMM_K_CTR
EDDM_N_APP	EDDM_S_APP	EDDM_1_APP	EDDM_2_APP	EDMM_CTR	EDMM_R_CTR	
123.90	127.95	128.02	120.77	124.05	132.55	134.15
Apt Elev: 1487'		Trans level: By ATC		Trans alt: 5000'		

GIVMI 5E - GIVMI FIVE ECHO
GIVMI 5Q - GIVMI FIVE QUEBEC
GIVMI 6S - GIVMI SIX SIERRA
GIVMI 1N - GIVMI ONE NOVEMBER

NOT TO SCALE



Pilots of GPS/FMS-RNAV-equipped aircraft shall, if possible, use the supplementary GPS/FMS RNAV procedures which are described following the text "GPS / FMS RNAV:" and charted. The ground-based navigation aids required for the use of the respective conventional flight procedure and the associated aircraft equipment shall remain in operation at all times

**RESTRICTIONS:**

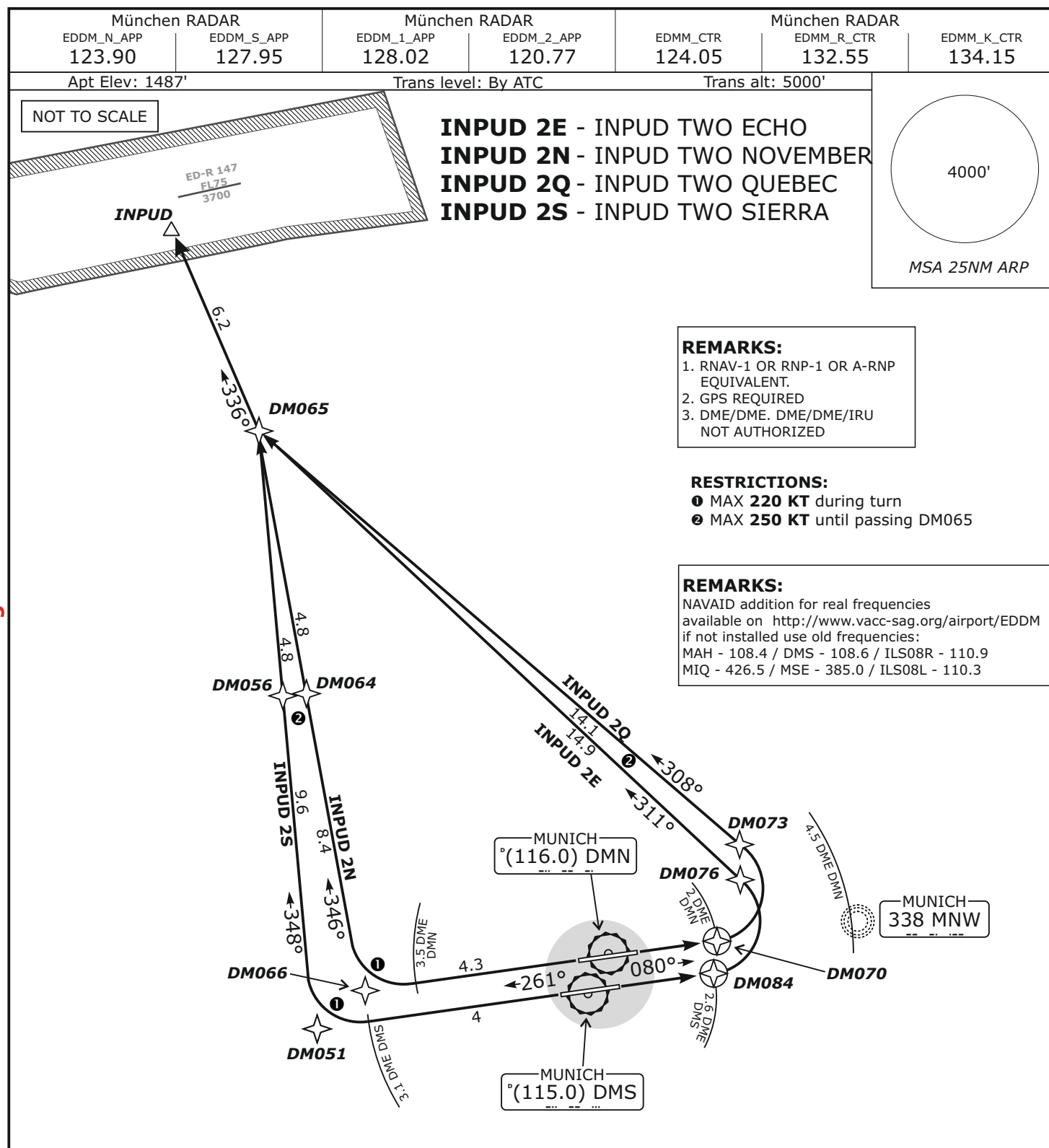
- 1 MAX 220 KT during turn
- 2 MAX 250 KT until passing D15.2 WLD
- 3 MAX 250 KT until passing D16.7 WLD
- 4 MAX 250 KT until passing MIQ

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 / ILS08R - 110.9
MIQ - 426.5 / MSE - 385.0 / ILS08L - 110.3

Contact München Radar when advised by Tower.**Initial climb clearance FL70**

SID	RWY	ROUTING	GPS/FMS RNAV
GIVMI 5E	08R	Climb on RWY track to 2.6 DME DMS; or 1900, whichever is later; LT, on course 312° MIQ to MIQ; LT, on course 308° MIQ to GIVMI.	DM084[L] - [A1900+] - DM085 - MIQ[K250-; L] - GIVMI.
GIVMI 5Q	08L	Climb on RWY track to 2.0 DME DMN; or 1900, whichever is later; LT, on course 308° MIQ via MIQ to GIVMI	DM070[L] - [A1900+] - DM073 - MIQ[K250-] - GIVMI.
GIVMI 6S	26L	Climb on course 261° MSE (course 261° MSW) to 5.3 DME DMS (6.2 DME DMN); RT, on heading 304° to intercept R124 WLD; on R124 WLD to 16.7 DME WLD (crossing R031 MAH); RT, on track 347° to GIVMI.	[A1900+] - DM052[K220-; R] - DM055[K250-; R] - GIVMI.
GIVMI 1N	26R	Climb on course 261° MNE (course 261° MNW) to 3.5 DME DMN; RT, on heading 299° to intercept R119 WLD; on R119 WLD to 15.2 DME WLD (crossing R024 MAH); RT, on track 347° to GIVMI.	[A1900+] - DM060[K220-; R] - DM063[K250-; R] - GIVMI.

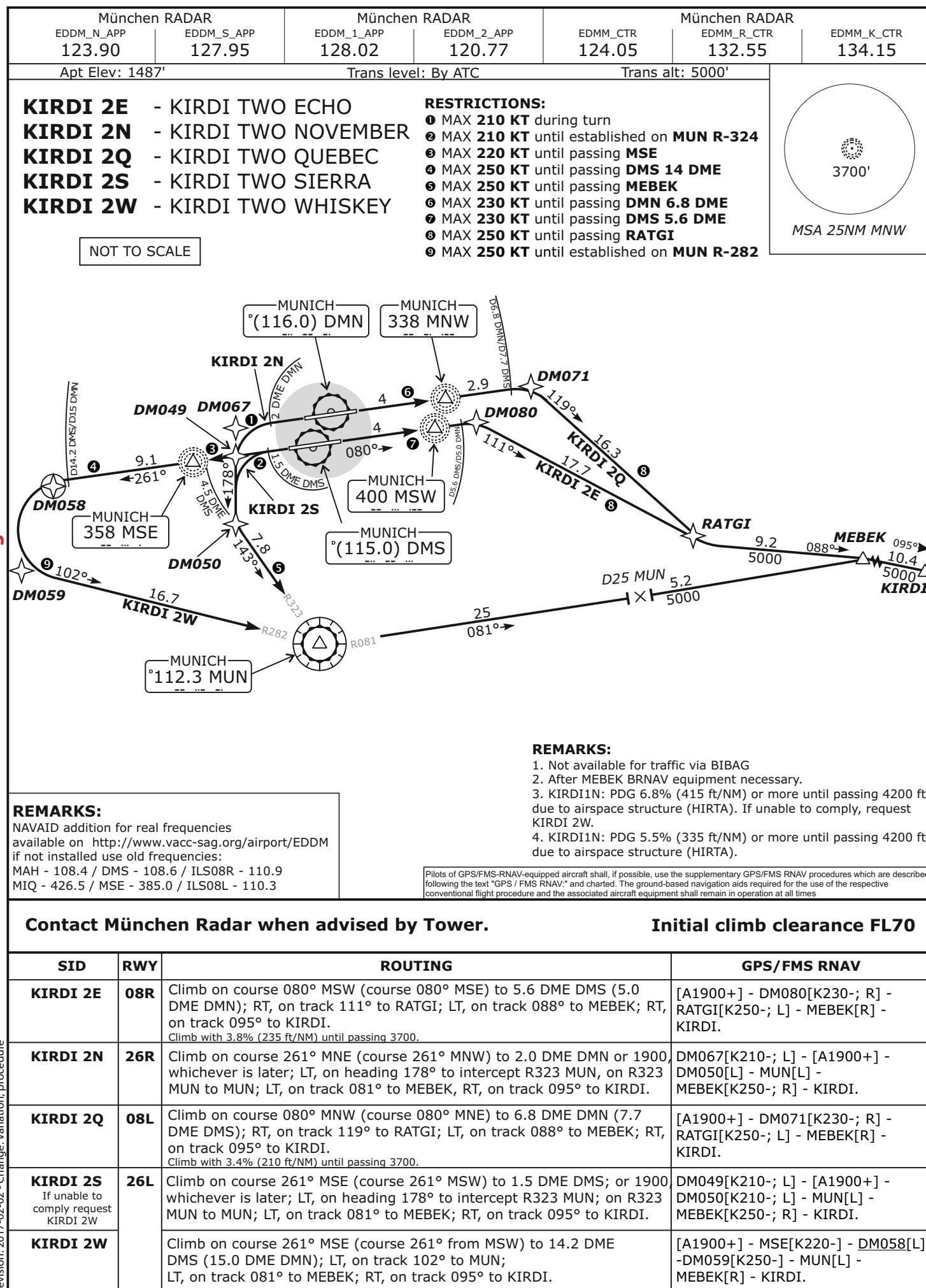


Do not use for real life navigation!

Contact München Radar when advised by Tower.

Initial climb clearance FL70

SID	RWY	ROUTING	GPS/FMS RNAV
INPUD 2E	08R	Climb on course 080° to DM084; or 1900, whichever is later; LT, direct to DM076; to DM065; RT, to INPUD. MAX IAS 250 kt until DM065.	[A1900+] - DM084[L]- DM076 - DM065[K250-; R] - INPUD.
INPUD 2N	26R	Climb on course 261° to DM066; RT, via DM064 to DM065; LT, to INPUD. MAX IAS 220 kt until DM066. MAX IAS 250 kt until DM065.	[A1900+] - DM066[K220-; R] - DM064 - DM065[K250-; L] - INPUD.
INPUD 2Q	08L	Climb on course 080° to DM070; or 1900, whichever is later; LT, direct to DM073; to DM065; RT, to INPUD. MAX IAS 250 kt until DM065.	[A1900+] - DM070[L]- DM073 - DM065[K250-; R] - INPUD.
INPUD 2S	26L	Climb on course 261° to DM051; RT, via DM056 to DM065; LT, to INPUD. MAX IAS 220 kt until DM051. MAX IAS 250 kt until DM065.	[A1900+] - DM051[K220-; R] - DM056 - DM065[K250-; L] - INPUD.



München RADAR EDDM_N_APP 123.90	EDDM_S_APP 127.95	München RADAR EDDM_1_APP 128.02	EDDM_2_APP 120.77	München RADAR EDMM_CTR 124.05	EDMM_R_CTR 132.55	EDMM_K_CTR 134.15
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Apt Elev: 1487'

Trans level: By ATC

Trans alt: 5000'

MERSI 4E - MERSI FOUR ECHO
MERSI 5N - MERSI FIVE NOVEMBER
MERSI 4Q - MERSI FOUR QUEBEC
MERSI 5S - MERSI FIVE SIERRA
MERSI 1T - MERSI ONE TANGO

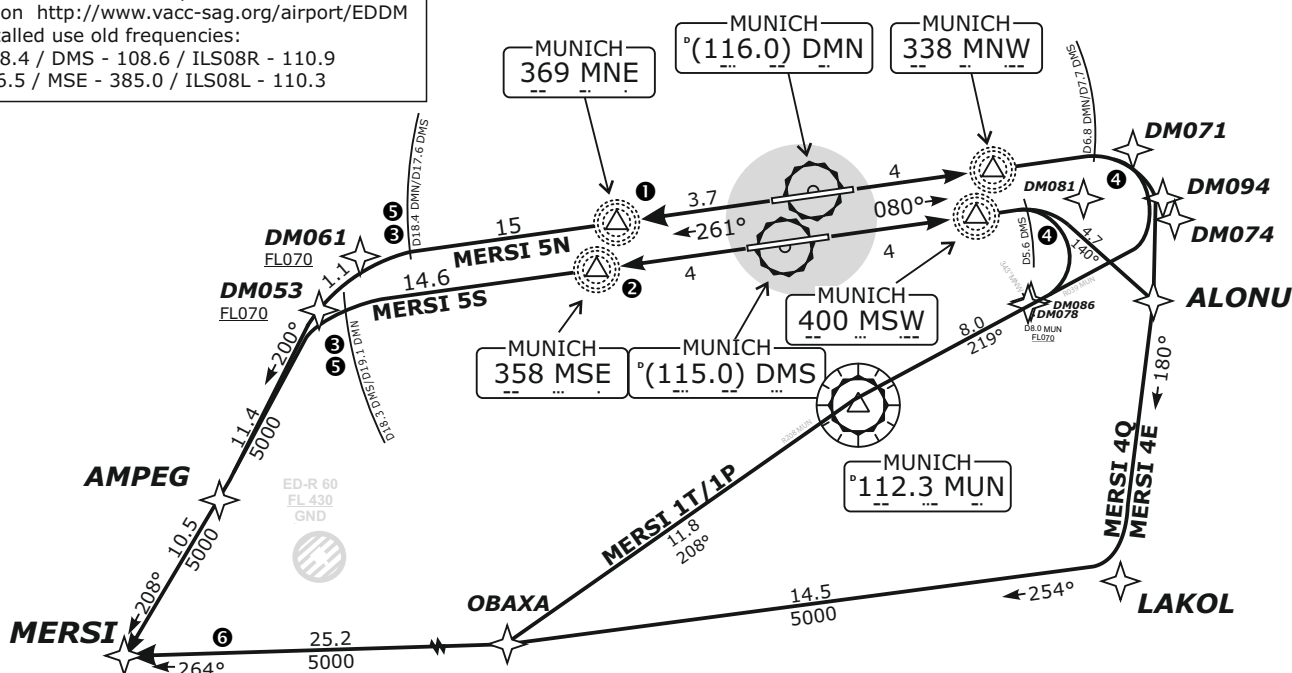
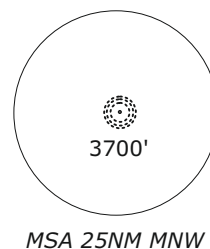
NOT TO SCALE

REMARKS:

1. After passing 3700 BRNAV
equipment necessary.

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 / ILS08R - 110.9
MIQ - 426.5 / MSE - 385.0 / ILS08L - 110.3

**RESTRICTIONS:**

- ① MAX 220 KT
- ② MAX 220 KT
- ③ MAX 250 KT until passing respective DME
- ④ MAX 230 KT during turn
- ⑤ Cross at FL70 or above
- ⑥ MAX 250KT until passing MERSI

Pilots of GPS/FMS-RNAV-equipped aircraft shall, if possible, use the supplementary GPS/FMS RNAV procedures which are described following the text "GPS / FMS RNAV:" and charted. The ground-based navigation aids required for the use of the respective conventional flight procedure and the associated aircraft equipment shall remain in operation at all times

Contact München Radar when advised by Tower.**Initial climb clearance FL70**

SID	RWY	ROUTING	GPS/FMS RNAV
MERSI 4E	08R	Climb on course 080° MSW (course 080° MSE) to 5.6 DME DMS (5.0 DME DMN); RT, on track 139° to ALONU; RT, on track 179° to LAKOL; RT, on track 253° to OBAXA; RT, on track 263° to MERSI.	[A1900+] - DM081[R] - ALONU[K230-; R] - LAKOL[R] - OBAXA[R] - MERSI[K250-].
MERSI 5N	26R	Climb on course 261° MNE (course 261° MNW) to 18.4 DME DMN (17.6 DME DMS); LT, on track 201° to AMPEG; RT, on track 208° to MERSI. MAX IAS 220 kt until 4.8 DME DMN (4.2 DME DMS). Cross 18.4 DME DMN (17.6 DME DMS) at FL70 or above. MAX IAS 250 kt until 18.4 DME DMN (17.6 DME DMS).	[A1900+] - MNE[K220-] - DM061[F070+; K250-; L] - AMPEG[R] - MERSI.
MERSI 4Q	08L	Climb on course 080° MNW (course 080° MNE) to 6.8 DME DMN (7.7 DME DMS); RT, on track 179° to LAKOL; RT, on track 253° to OBAXA; RT, on track 263° to MERSI.	[A1900+] - DM071[R] - DM094[K230-; R] - LAKOL[R] - OBAXA[R] - MERSI[K250-].
MERSI 5S	26L	Climb on course 261° MSE (course 261° MSW) to 18.3 DME DMS (19.1 DME DMN); LT, on track 200° to AMPEG; RT, on track 208° to MERSI. MAX IAS 220 kt until 5.0 DME DMS (6.0 DME DMN). Cross 18.3 DME DMS (19.1 DME DMN) at FL70 or above.	[A1900+] - MSE[K220-] - DM053[F070+; K250-; L] - AMPEG[R] - MERSI.
MERSI 1T Non-Jet ACFT only!	08L	Climb on course 080° MNW (course 080° MNE) to 6.8 DME DMN (7.7 DME DMS); RT, on track 219° via DM078 to MUN; LT, on track 208° to OBAXA; RT, on track 263° to MERSI.	[A1900+] - DM071[R] - DM074[K230-; R] - DM078[F070+] - MUN[L] - OBAXA[R] - MERSI[K250-].
MERSI 1P Non-Jet ACFT only!	08R	Climb on course 080° MSW (course 080° MSE) to 5.6 DME DMS (5.0 DME DMN); RT, on track 219° via DM086 to MUN; LT, on track 208° to OBAXA; RT, on track 263° to MERSI.	[A1900+] - DM071[R] - DM074[K230-; R] - DM086[F070+] - MUN[L] - OBAXA[R] - MERSI[K250-].

MSA 25NM MNW

www.vatsim-germany.org

München RADAR		München RADAR		München RADAR	
EDDM_N_APP	EDDM_S_APP	EDDM_1_APP	EDDM_2_APP	EDMM_CTR	EDMM_R_CTR
123.90	127.95	128.02	120.77	124.05	132.55
Apt Elev: 1487'		Trans level: By ATC		Trans alt: 5000'	

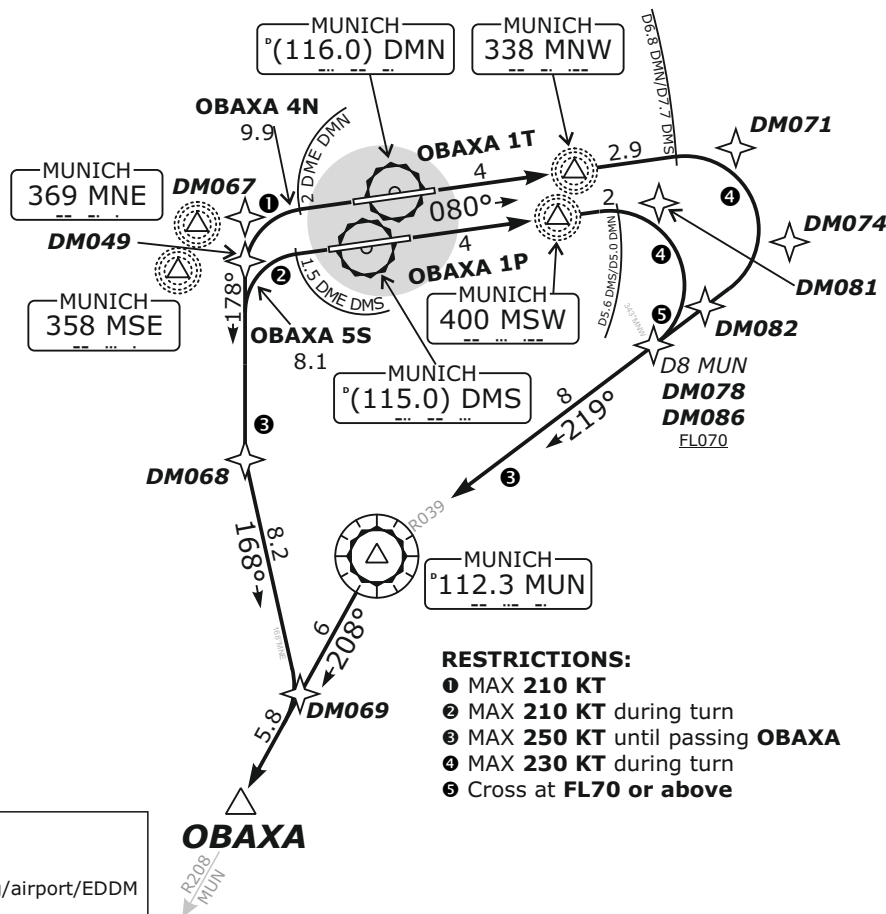
OBAXA 1P - OBAXA ONE PAPA
OBAXA 1T - OBAXA ONE TANGO
OBAXA 4N - OBAXA FOUR NOVEMBER
OBAXA 5S - OBAXA FIVE SIERRA

AVAILABLE FOR PROP AIRCRAFT ONLY

NOT TO SCALE

3700'

MSA 25NM MNW



REMARKS:

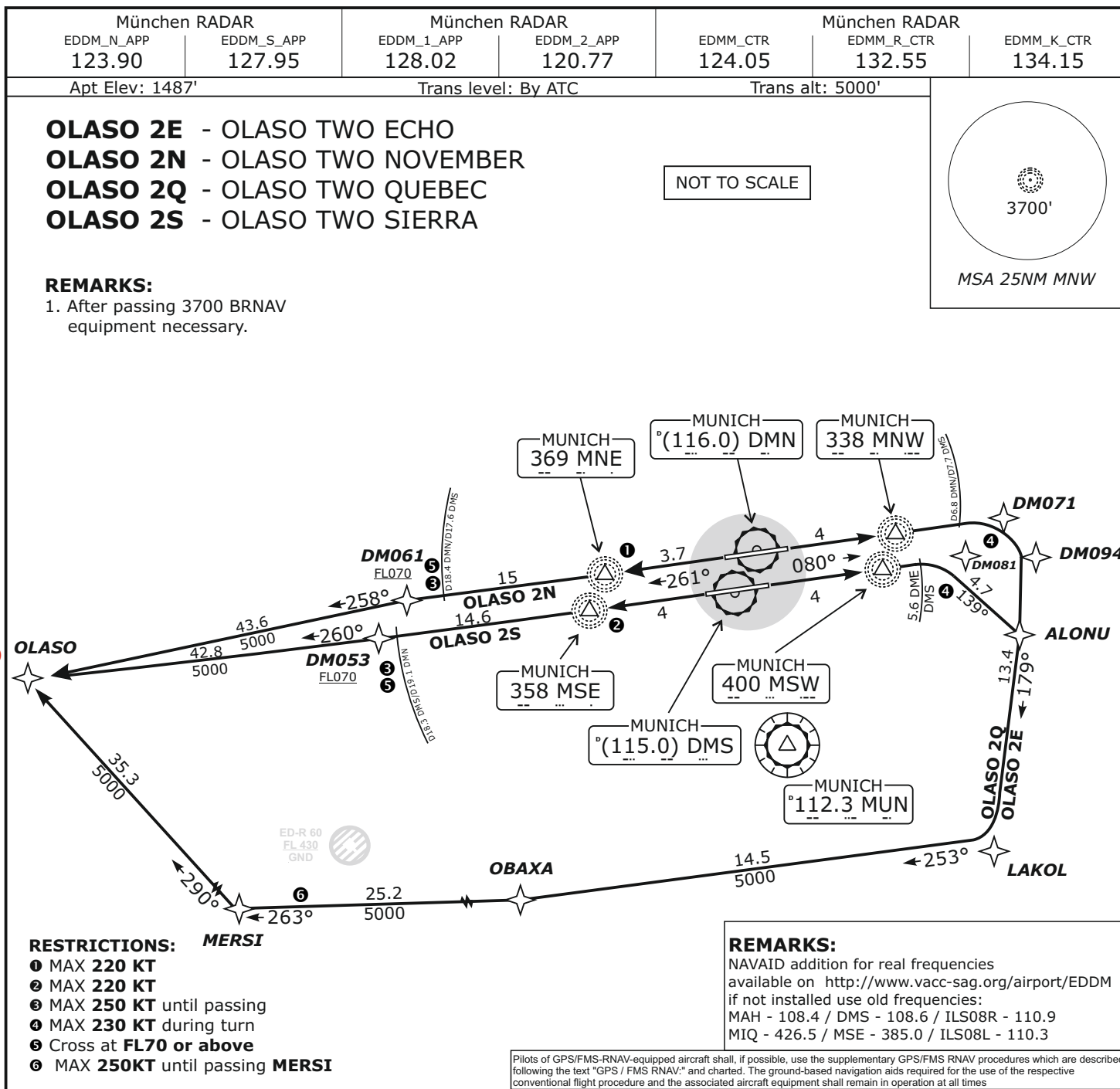
NAVAID addition for real frequencies available on <http://www.vacc-sag.org/airport/EDDM> if not installed use old frequencies:
MAH - 108.4 / DMS - 108.6 / ILS08R - 110.9
MIQ - 426.5 / MSE - 385.0 / ILS08L - 110.3

Pilots of GPS/FMS-RNAV-equipped aircraft shall, if possible, use the supplementary GPS/FMS RNAV procedures which are described following the text "GPS / FMS RNAV:" and charted. The ground-based navigation aids required for the use of the respective conventional flight procedure and the associated aircraft equipment shall remain in operation at all times

Contact München Radar when advised by Tower.

Initial climb clearance FL70

SID	RWY	ROUTING	GPS/FMS RNAV
OBAXA 1P	08R	Climb on RWY track to 5.6 DME DMS (5.0 DME DMN); RT, on R039 MUN to MUN; LT, on R208 MUN to OBAXA. MAX IAS 230 kt during initial turn. Cross 8.0 DME MUN (crossing 335° MSW) at FL70 or above.	[A1900+] - DM081[R] - DM082[K230-; R] - DM086[F070+] - MUN[L] - OBAXA[K250-].
OBAXA 4N	26R	Climb on course 261° MNE (course 261° MNW) to 2.0 DME DMN or 1900, whichever is later; LT, on heading 178° to intercept course 168° from MNE; on course 168° MNE to intercept R208 MUN; on R208 MUN to OBAXA	DM067[K210-; L] - [A1900+] - DM068[L] - DM069[R] - OBAXA[K250-].
OBAXA 1T	08L	Climb on RWY track to 6.8 DME DMN (7.7 DME DMS); RT, on R039 MUN to MUN; LT, on R208 MUN to OBAXA. MAX IAS 230 kt during initial turn. Cross 8.0 DME MUN (crossing 343° MNW) at FL70 or above	[A1900+] - DM071[R] - DM074[K230-; R] - DM078[F070+] - MUN[L] - OBAXA[K250-].
OBAXA 5S	26L	Climb on course 261° MSE (course 261° MSW) to 1.5 DME DMS; or 1900, whichever is later; LT, on heading 178° to intercept course 168° from MNE; on course 168° MNE to intercept R208 MUN; on R208 MUN to OBAXA.	DM049[K210-; L] - [A1900+] - DM068[L] - DM069[R] - OBAXA[K250-].



Do not use for real life navigation!

Contact München Radar when advised by Tower.

Initial climb clearance FL70

SID	RWY	ROUTING	GPS/FMS RNAV
OLASO 2E	08R	Climb on course 080° MSW (course 080° MSE) to 5.6 DME DMS (5.0 DME DMN); RT, on track 139° to ALONU; RT, on track 179° to LAKOL; RT, on track 253° to OBAXA; RT, on track 263° to MERSI; RT, on track 290° to OLASO	[A1900+] - DM081[R] - ALONU[K230-; R] - LAKOL[R] - OBAXA[R] - MERSI[K250-; R] - OLASO.
OLASO 2N	26R	Climb on course 261° MNE (course 261° MNW) to 18.4 DME DMN (17.6 DME DMS); LT, on track 258° to OLASO.	[A1900+] - MNE[K220-] - DM061[F070+; K250-; L] - OLASO.
OLASO 2Q	08L	Climb on course 080° MNW (course 080° MNE) to 6.8 DME DMN (7.7 DME DMS); RT, on track 179° to LAKOL; RT, on track 253° to OBAXA; RT, on track 263° to MERSI; RT, on track 290° to OLASO.	[A1900+] - DM071[R] - DM094[K230-; R] - LAKOL[R] - OBAXA[R] - MERSI[K250-; R] - OLASO
OLASO 2S	26L	Climb on course 261° MSE (course 261° MSW) to 18.3 DME DMS (19.1 DME DMN); LT, on track 260° to OLASO.	[A1900+] - MSE[K220-] - DM053[F070+; K250-; L] - OLASO.

München RADAR		München RADAR		München RADAR		EDMM_K_CTR 134.15
EDDM_N_APP 123.90	EDDM_S_APP 127.95	EDDM_1_APP 128.02	EDDM_2_APP 120.77	EDMM_CTR 124.05	EDMM_R_CTR 132.55	

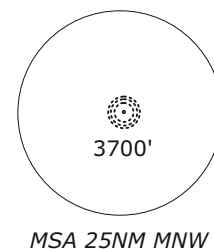
Apt Elev: 1487'

Trans level: By ATC

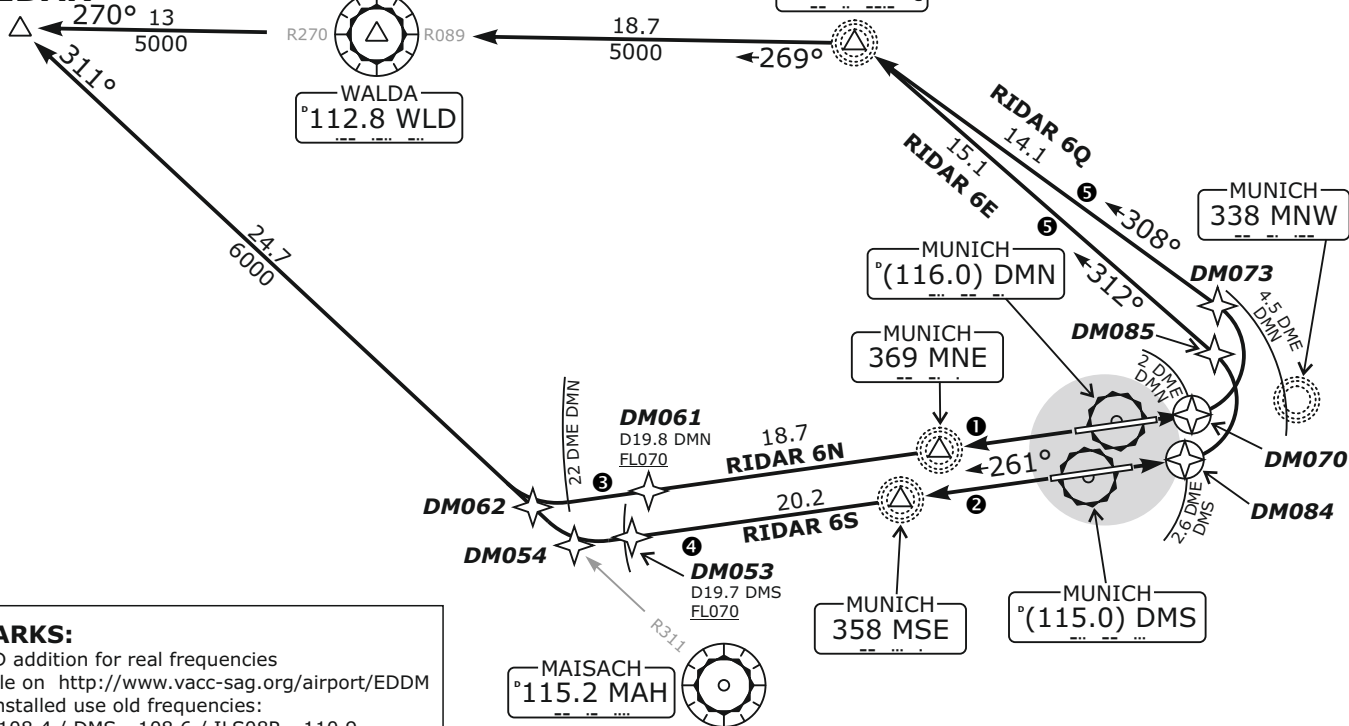
Trans alt: 5000'

RIDAR 6E - RIDAR SIX ECHO
RIDAR 6N - RIDAR SIX NOVEMBER
RIDAR 6Q - RIDAR SIX QUEBEC
RIDAR 6S - RIDAR SIX SIERRA

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 19.7 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 / ILS08R - 110.9
MIQ - 426.5 / MSE - 385.0 / ILS08L - 110.3

Pilots of GPS/FMS-RNAV-equipped aircraft shall, if possible, use the supplementary GPS/FMS RNAV procedures which are described following the text "GPS / FMS RNAV:" and charted. The ground-based navigation aids required for the use of the respective conventional flight procedure and the associated aircraft equipment shall remain in operation at all times

Contact München Radar when advised by Tower.**Initial climb clearance FL70**

SID	RWY	ROUTING	GPS/FMS RNAV
RIDAR 6E	08R	Climb on RWY track to 2.6 DME DMS; or 1900, whichever is later; LT, on course 312° MIQ to MIQ; LT, on R089 WLD to WLD; on R270 WLD to RIDAR.	DM084[L] - [A1900+] - DM085 - MIQ[K250-; L] - WLD[R] - RIDAR.
RIDAR 6N	26R	Climb on course 261° MNE (course 261° MNW) to 22.0 DME DMN (21.2 DME DMS); RT, on R311 MAH to RIDAR.	[A1900+] - MNE[K220-] - DM061 [F070+] - DM062[K250-; R] - RIDAR.
RIDAR 6Q	08L	Climb on RWY track to 2.0 DME DMN; or 1900, whichever is later; LT, on course 308° MIQ to MIQ; LT, on R089 WLD to WLD; on R270 WLD to RIDAR.	DM070[L] - [A1900+] - DM073 - MIQ[K250-; L] - WLD[R] - RIDAR.
RIDAR 6S	26L	Climb on course 261° MSE (course 261° MSW) to 19.7 DME DMS (20.5 DME DMN); RT, on R311 MAH to RIDAR.	[A1900+] - DM052[K220-] - DM053[F070+] - DM054[K250-; R] - RIDAR.

München RADAR
EDDM_N_APP
123.90
EDDM_S_APP
127.95München RADAR
EDDM_1_APP
128.02
EDDM_2_APP
120.77München RADAR
EDMM_CTR
124.05
EDMM_R_CTR
132.55EDMM_K_CTR
134.15

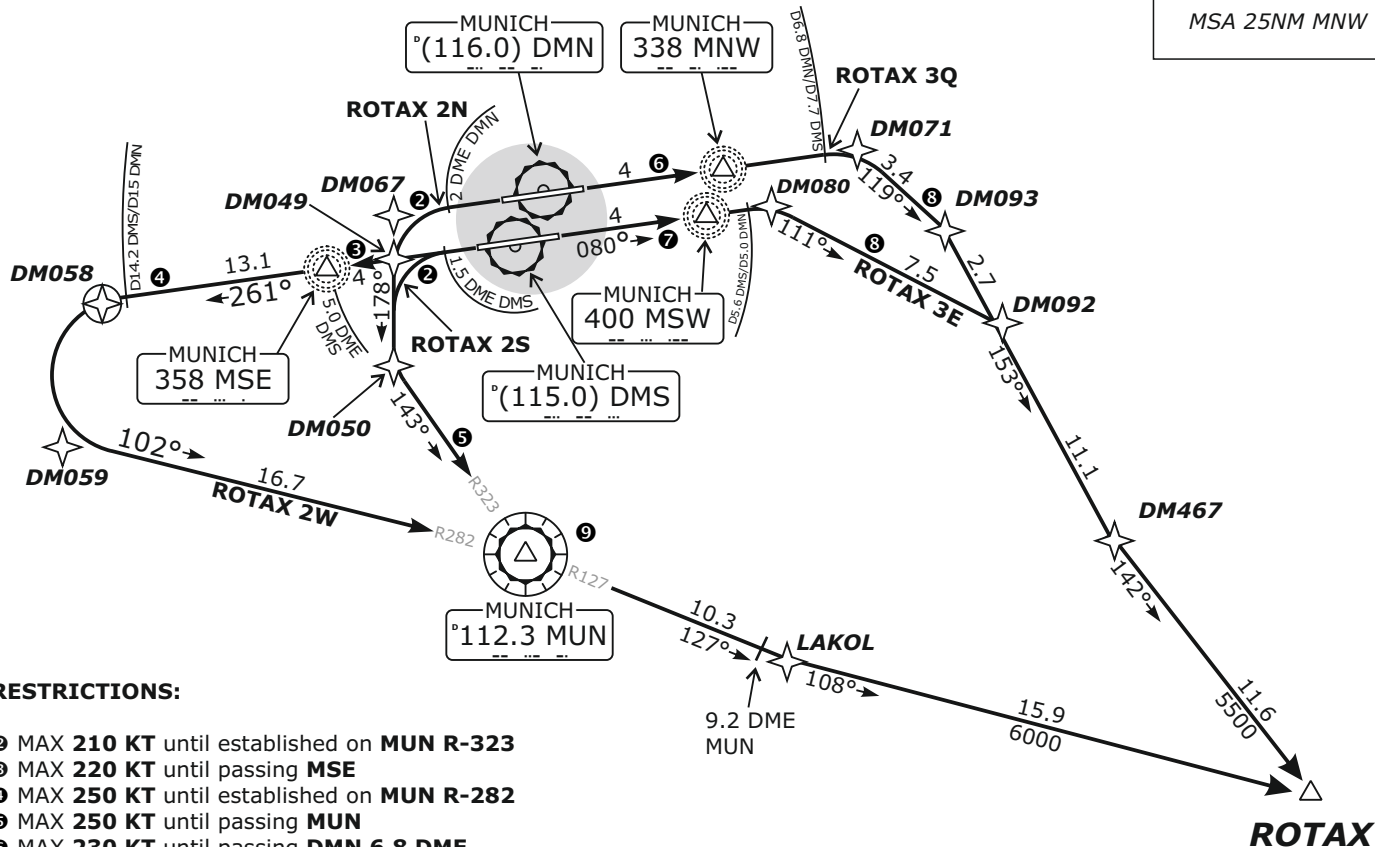
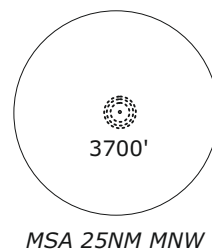
Apt Elev: 1487'

Trans level: By ATC

Trans alt: 5000'

ROTAX 3E - ROTAX THREE ECHO
ROTAX 2N - ROTAX TWO NOVEMBER
ROTAX 3Q - ROTAX THREE QUEBEC
ROTAX 2S - ROTAX TWO SIERRA
ROTAX 2W - ROTAX TWO WHISKEY

NOT TO SCALE



RESTRICTIONS:

- ① MAX 210 KT until established on MUN R-323
- ② MAX 220 KT until passing MSE
- ③ MAX 250 KT until established on MUN R-282
- ④ MAX 250 KT until passing MUN
- ⑤ MAX 230 KT until passing DMN 6.8 DME
- ⑥ MAX 230 KT until passing DMS 5.6 DME
- ⑦ MAX 250 KT until passing DM093/DM092
- ⑧ After 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 / ILS08R - 110.9
MIQ - 426.5 / MSE - 385.0 / ILS08L - 110.3

Pilots of GPS/FMS-RNAV-equipped aircraft shall, if possible, use the supplementary GPS/FMS RNAV procedures which are described following the text "GPS / FMS RNAV:" and charted. The ground-based navigation aids required for the use of the respective conventional flight procedure and the associated aircraft equipment shall remain in operation at all times

Contact München Radar when advised by Tower.

Initial climb clearance FL70

SID	RWY	ROUTING	GPS/FMS RNAV
ROTAX 3E	08R	Climb on course 080° MSW (course 080° MSE) to 5.6 DME DMS (5.0 DME DMN); RT, on track 111° to DM092; RT, on track 153° to DM467; LT, on track 142° to ROTAX. Climb with 3.8% (235 ft/NM) until passing 3700.	GPS/FMS RNAV: [A1900+] - DM080[K230-; R] - DM092[K250-; R] - DM467[L] - ROTAX.
ROTAX 2N	26R	Climb on course 261° MNE (course 261° MNW) to 2.0 DME DMN or 1900, whichever is later; LT, on heading 178° to intercept R323 MUN, on R323 MUN to MUN; LT, on track 127° to LAKOL, LT, on track 108° to ROTAX. Climb with 5.5% (335 ft/NM) or more until passing 4200.	[A1900+] - DM067[K210-; L] - DM050[L] - MUN[K250-; L] - LAKOL - ROTAX.
ROTAX 3Q	08L	Climb on course 080° MNW (course 080° MNE) to 6.8 DME DMN (7.7 DME DMS); RT, on track 119° to DM093; RT, on track 153° to DM467; LT, on track 142° to ROTAX. Climb with 3.4% (210 ft/NM) until passing 3700.	[A1900+] - DM071[K230-; R] - DM093[K250-; R] - DM467[L] - ROTAX.
ROTAX 2S If unable to comply request ROTAX 2W	26L	Climb on course 261° MSE (course 261° MSW) to 1.5 DME DMS; or 1900, whichever is later; LT, on heading 178° to intercept R323 MUN; on R323 MUN to MUN; LT, on track 127° to LAKOL; LT, on track 108° to ROTAX. Climb with 6.8% (415 ft/NM) or more until passing 4200.	DM049[K210-; L] - [A1900+] - DM050[K210-; L] - MUN[K250-; L] - LAKOL[L] - ROTAX.
ROTAX 2W		Climb on course 261° MSE (course 261° MSW) to 14.2 DME DMS (15.0 DME DMN); LT, on track 102° to MUN; RT, on track 127° to LAKOL; LT, on track 108° to ROTAX.	[A1900+] - MSE[K220-] - DM058[L] - DM059[K250-] - MUN[R] - LAKOL[L] - ROTAX.



3700'

MSA 25NM MNW

Pilots of GPS/FMS-RNAV-equipped aircraft shall, if possible, use the supplementary GPS/FMS RNAV procedures which are described following the text "GPS / FMS RNAV:" and charted. The ground-based navigation aids required for the use of the respective conventional flight procedure and the associated aircraft equipment shall remain in operation at all times.

Initial climb clearance FL70

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München RADAR	München RADAR	München RADAR	München RADAR	München RADAR	München RADAR
EDDM_N_APP	EDDM_S_APP	EDDM_1_APP	EDDM_2_APP	EDMM_CTR	EDMM_R_CTR
123.90	127.95	128.02	120.77	124.05	132.55
Apt Elev: 1487'		Trans level: By ATC		Trans alt: 5000'	
				EDMM_K_CTR	134.15

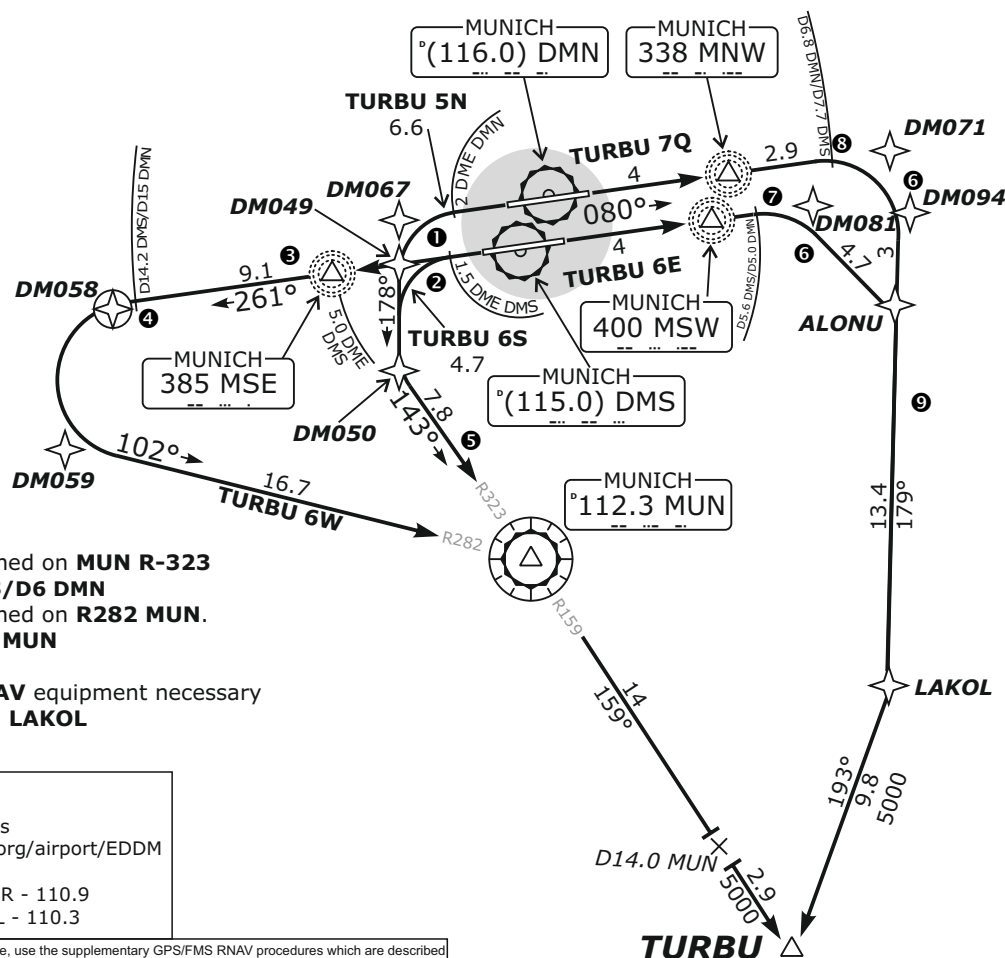
TURBU 6E - TURBU SIX ECHO
TURBU 5N - TURBU FIVE NOVEMBER
TURBU 7Q - TURBU SEVEN QUEBEC
TURBU 6S - TURBU SIX SIERRA
TURBU 6W - TURBU SIX WHISKEY

AVAILABLE FOR JET AIRCRAFT ONLY

NOT TO SCALE

3700'

MSA 25NM MNW



RESTRICTIONS:

- 1 MAX 210 KT during turn
- 2 MAX 210 KT until established on MUN R-323
- 3 MAX 220 KT until D5 DMS/D6 DMN
- 4 MAX 250 KT until established on R282 MUN.
- 5 MAX 250 KT until passing MUN
- 6 MAX 230 KT during turn
- 7 After passing 3700 BRNAV equipment necessary
- 8 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 / ILS08R - 110.9
MIQ - 426.5 / MSE - 385.0 / ILS08L - 110.3

Pilots of GPS/FMS-RNAV-equipped aircraft shall, if possible, use the supplementary GPS/FMS RNAV procedures which are described following the text "GPS / FMS RNAV:" and charted. The ground-based navigation aids required for the use of the respective conventional flight procedure and the associated aircraft equipment shall remain in operation at all times

Contact München Radar when advised by Tower.

Initial climb clearance FL70

SID	RWY	ROUTING	GPS/FMS RNAV
TURBU 6E	08R	Climb on course 080° MSW (course 080° MSE) to D5.6 DMS (D5 DMN); RT, on track 139° to ALONU; RT, on track 179° to LAKOL; RT, on track 193° to TURBU. Climb with 3.8% (235 ft/NM) until passing 3700.	[A1900+] - DM081[R] - ALONU[K230-; R] - LAKOL[K250-; R] - TURBU.
TURBU 5N	26R	Climb on course 261° MNE (course 261° MNW) to D2 DMN or 1900, whichever is later; LT, on heading 178° to intercept R323 MUN, on R323 MUN to MUN; RT, on R159 MUN to TURBU. Climb with 5.5% (335 ft/NM) or more until passing 4200.	DM067[K210-; L] - [A1900+] - DM050[L] - MUN[K250-; R] - TURBU.
TURBU 7Q	08L	Climb on course 080° MNW (course 080° MNE) to D6.8 DMN (D7.7 DMS); RT, on track 179° to LAKOL; RT, on track 193° to TURBU. Climb with 3.4% (210 ft/NM) until passing 3700.	[A1900+] - DM071[R] - DM094[K230-; R] - LAKOL[K250-; R] - TURBU.
TURBU 6S If unable to comply request TURBU 6W	26L	Climb on course 261° MSE (course 261° MSW) to D1.5 DMS; or 1900, whichever is later; LT, on heading 178° to intercept R323 MUN; on R323 MUN to MUN; RT, on R159 MUN to TURBU. Climb with 6.8% (415 ft/NM) or more until passing 4200.	[A1900+] - DM049[L] - DM050 [K210-; L] - MUN[K250-; R] - TURBU.
TURBU 6W		Climb on course 261° MSE (course 261° MSW) to D14.2 DMS (D15 DMN); LT, on R282 MUN to MUN; RT, on R159 MUN to TURBU.	[A1900+] - MSE[K220-] - DM058[L] - DM059[K250-] - MUN[R] - TURBU.

München RADAR EDDM_N_APP 123.90	EDDM_S_APP 127.95	München RADAR EDDM_1_APP 128.02	EDDM_2_APP 120.77	EDMM_CTR 124.05	München RADAR EDMM_R_CTR 132.55	EDMM_K_CTR 134.15
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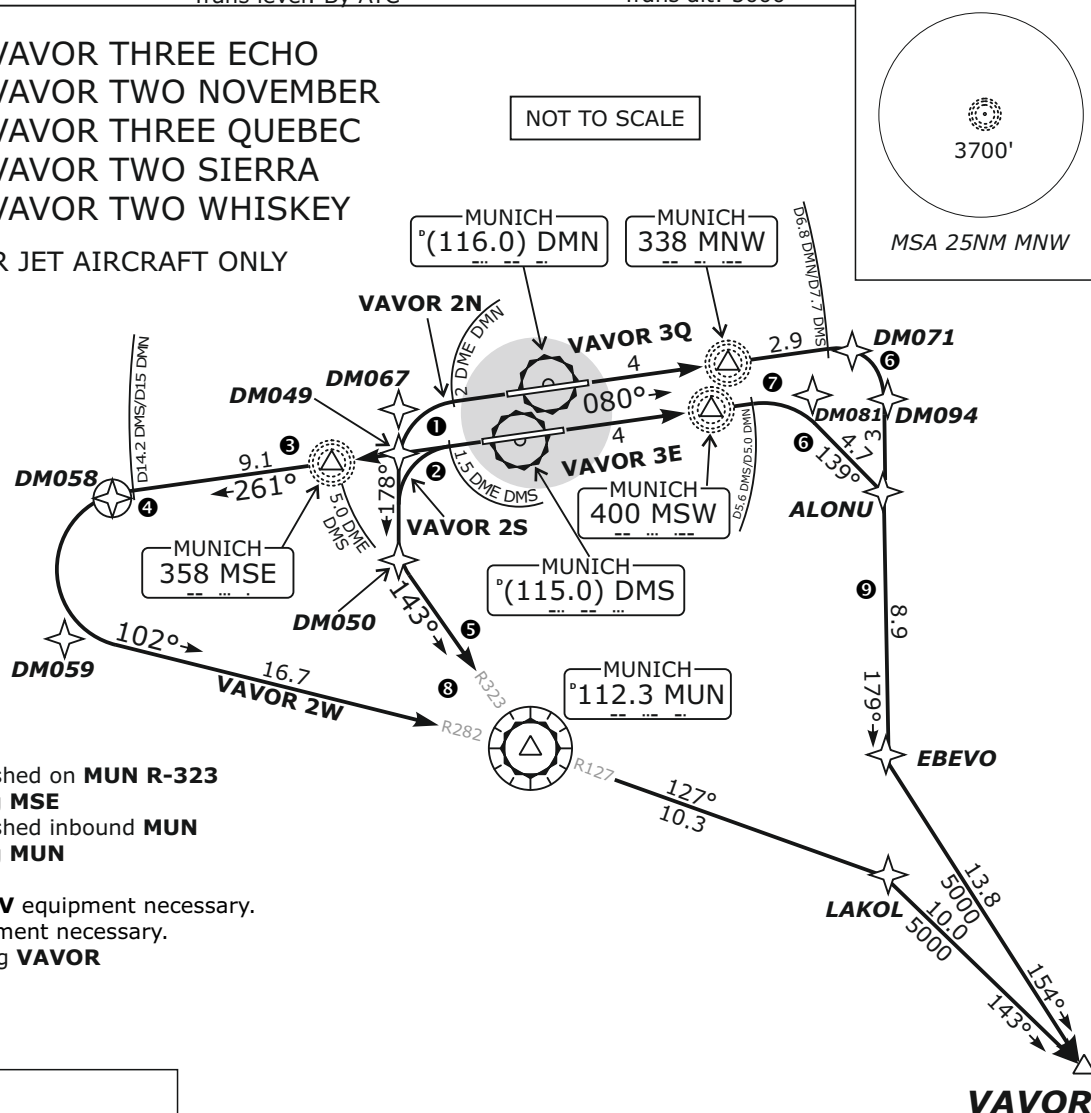
Apt Elev: 1487'

Trans level: By ATC

Trans alt: 5000'

VAVOR 3E - VAVOR THREE ECHO
VAVOR 2N - VAVOR TWO NOVEMBER
VAVOR 3Q - VAVOR THREE QUEBEC
VAVOR 2S - VAVOR TWO SIERRA
VAVOR 2W - VAVOR TWO WHISKEY

AVAILABLE FOR JET AIRCRAFT ONLY

**RESTRICTIONS:**

- 1 MAX 210 KT during turn
- 2 MAX 210 KT until established on MUN R-323
- 3 MAX 220 KT until passing MSE
- 4 MAX 250 KT until established inbound MUN
- 5 MAX 250 KT until passing MUN
- 6 MAX 230 KT during turn
- 7 After passing 3700 BRNAV equipment necessary.
- 8 After MUN BRNAV equipment necessary.
- 9 MAX 250 KT until crossing VAVOR

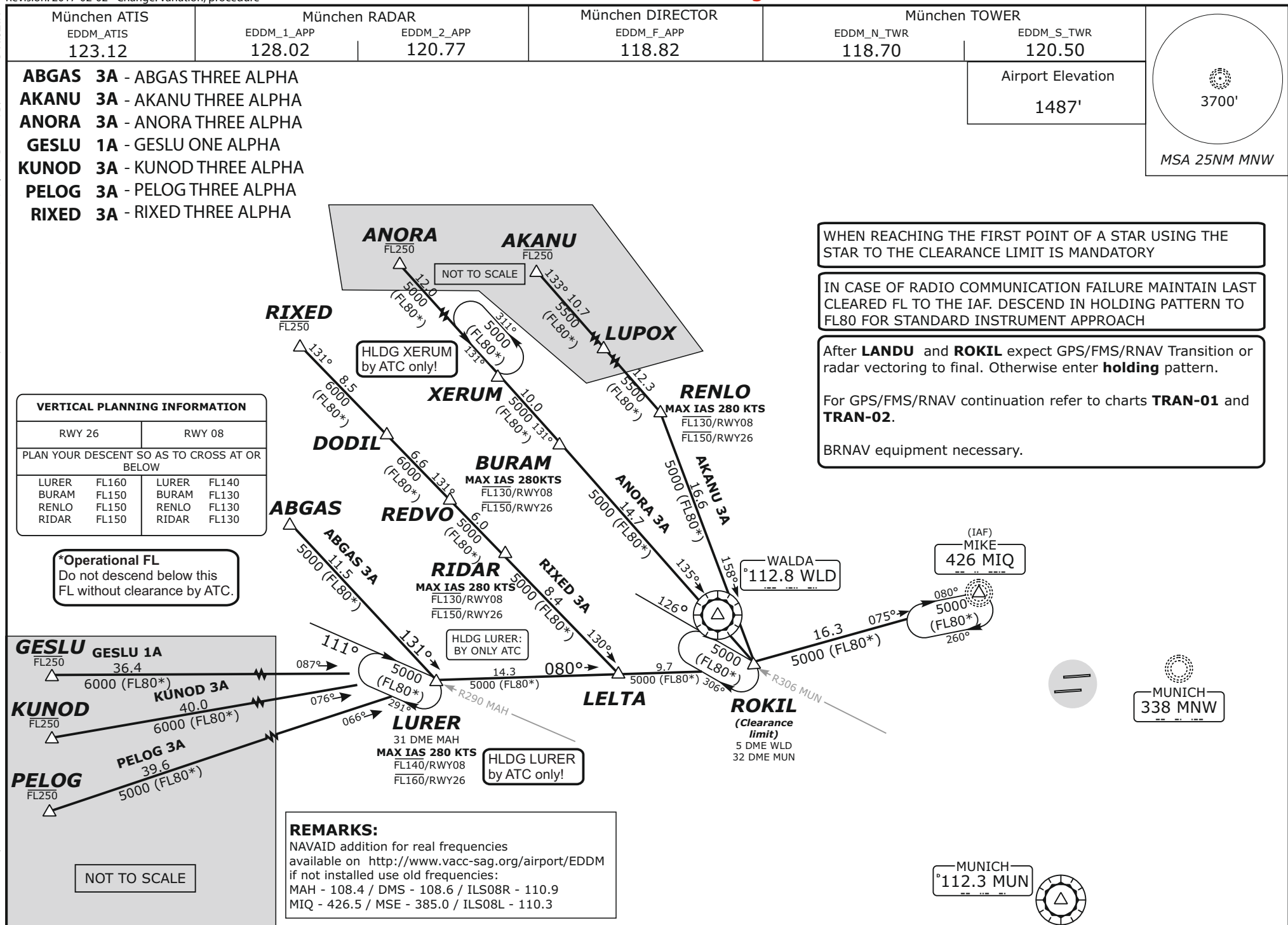
REMARKS:

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 / ILS08R - 110.9
MIQ - 426.5 / MSE - 385.0 / ILS08L - 110.3

Pilots of GPS/FMS-RNAV-equipped aircraft shall, if possible, use the supplementary GPS/FMS RNAV procedures which are described following the text "GPS / FMS RNAV:" and charted. The ground-based navigation aids required for the use of the respective conventional flight procedure and the associated aircraft equipment shall remain in operation at all times.

Contact München Radar when advised by Tower.**Initial climb clearance FL70**

SID	RWY	ROUTING	GPS/FMS RNAV
VAVOR 3E	08R	Climb on course 080° MSW (course 080° MSE) to D5.6 DMS (D5 DMN); RT, on track 139° to ALONU; RT, on track 179° to EBEVO; LT, on track 154° to VAVOR. Climb with 3.8% (235 ft/NM) until passing 3700.	RNAV: [A1900+] - DM081[A4000+; R] - ALONU[K230-; R] - EBEVO[L] - VAVOR[K250-].
VAVOR 2N	26R	Climb on course 261° MNE (course 261° MNW) to D2 DMN or 1900, whichever is later; LT, on heading 178° to intercept R323 MUN, on R323 MUN to MUN; LT, on track 127° to LAKOL; RT, on track 143° to VAVOR. Climb with 5.5% (335 ft/NM) or more until passing 4200.	DM067[K210-; L] - [A1900+] - DM050[L] - MUN[K250-; L] - LAKOL[R] - VAVOR.
VAVOR 3Q	08L	Climb on course 080° MNW (course 080° MNE) to 6.8 DME DMN (7.7 DME DMS); RT, on track 179° to EBEVO; LT, on track 154° to VAVOR. Climb with 3.4% (210 ft/NM) until passing 3700.	[A1900+] - DM071[R] - DM094[K230-; R] - EBEVO[L] - VAVOR[K250-].
VAVOR 2S If unable to comply request VAVOR 2W	26L	Climb on course 261° MSE (course 261° MSW) to 1.5 DME DMS; or 1900, whichever is later; LT, on heading 178° to intercept R323 MUN; on R323 MUN to MUN; LT, on track 127° to LAKOL; RT, on track 143° to VAVOR. Climb with 6.8% (415 ft/NM) or more until passing 4200.	DM049[K210-; L] - [A1900+] - DM050[K210-; L] - MUN[K250-; L] - LAKOL[R] - VAVOR.
VAVOR 2W		Climb on course 261° MSE (course 261° MSW) to 14.2 DME DMS (15.0 DME DMN); LT, on track 102° to MUN; RT, on track 127° to LAKOL; RT, on track 143° to VAVOR.	[A1900+] - MSE[K220-] - DM058[L] - DM059[K250-] - MUN[R] - LAKOL[R] - VAVOR.



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 / ILS08R - 110.9
MIQ - 426.5 / MSE - 385.0 / ILS08L - 110.3

Do not use for real life navigation!

Revision: 2017-02-02 - Change: variation, procedure

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München, GERMANY
MÜNCHEN



Eff: 02 FEB 17

EDDM / MUC
ARRIVALS (S)

München ATIS
EDDM_ATIS
123.12

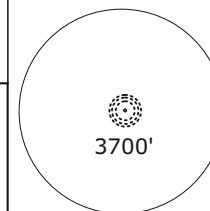
München ARRIVAL
EDDM_1_APP
128.02

München ARRIVAL
EDDM_2_APP
120.77

München DIRECTOR
EDDM_F_APP
118.82

München TOWER
EDDM_N_TWR
118.70

München TOWER
EDDM_S_TWR
120.50



MSA 25NM MNW

VERTICAL PLANNING INFORMATION

RWY 26

RWY 08

PLAN YOUR DESCENT SO AS TO CROSS AT OR BELOW

ANDEC FL150
DISUN FL160
NAPSA FL110

ANDEC FL130
DISUN FL120
NAPSA FL110

*Operational FL

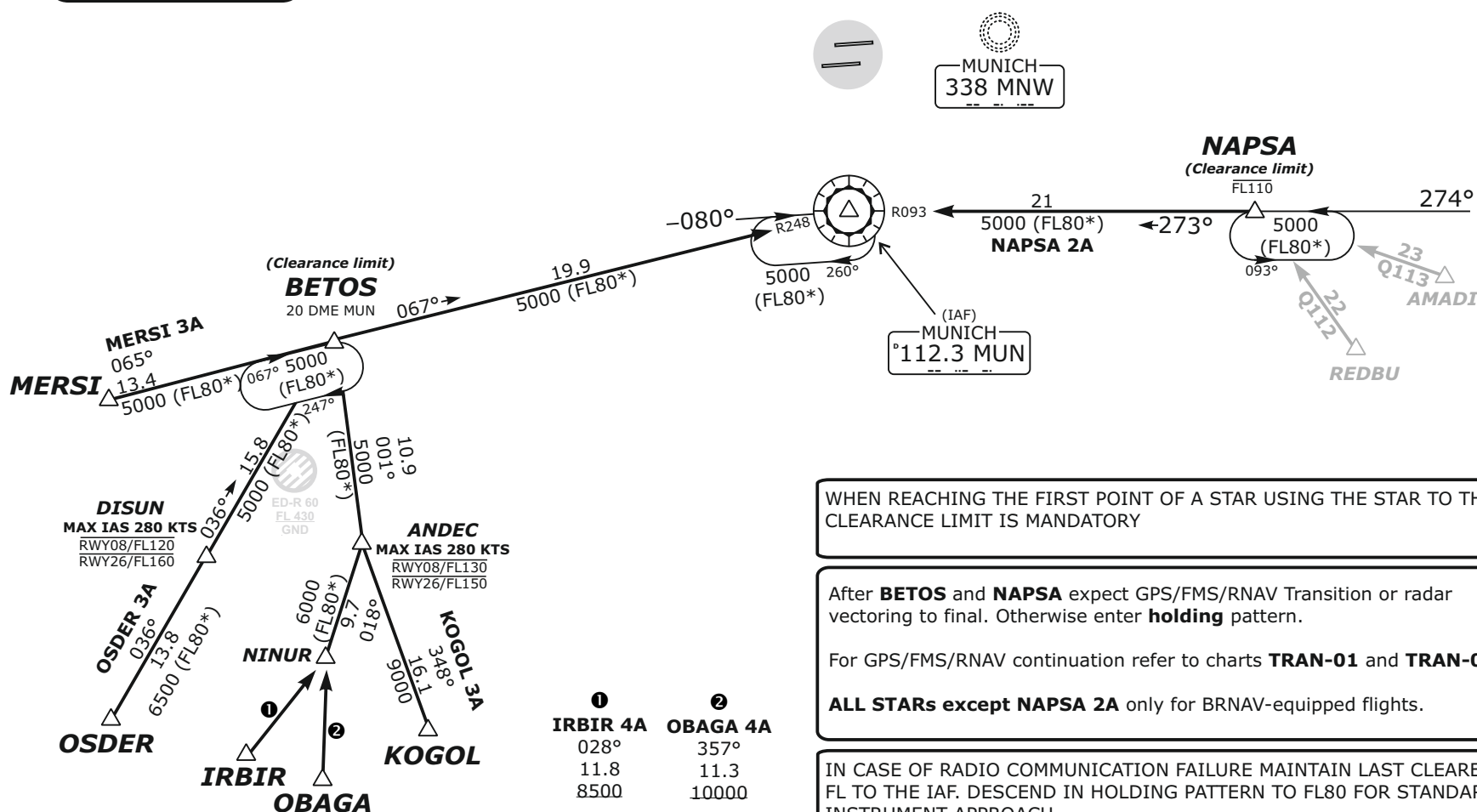
Do not descend below this
FL without clearance by ATC.

IRBIR 4A - IRBIR FOUR ALPHA
KOGOL 3A - KOGOL THREE ALPHA
MERSI 3A - MERSI THREE ALPHA
NAPSA 2A - NAPSA TWO ALPHA
OBAGA 4A - OBAGA FOUR ALPHA
OSDER 3A - OSDER THREE ALPHA

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 / ILS08R - 110.9
MIQ - 426.5 / MSE - 385.0 / ILS08L - 110.3

NOT TO SCALE



www.vatsim-germany.org

Do not use for real life navigation!

Revision: 2017-02-02 - Change: variation, procedure

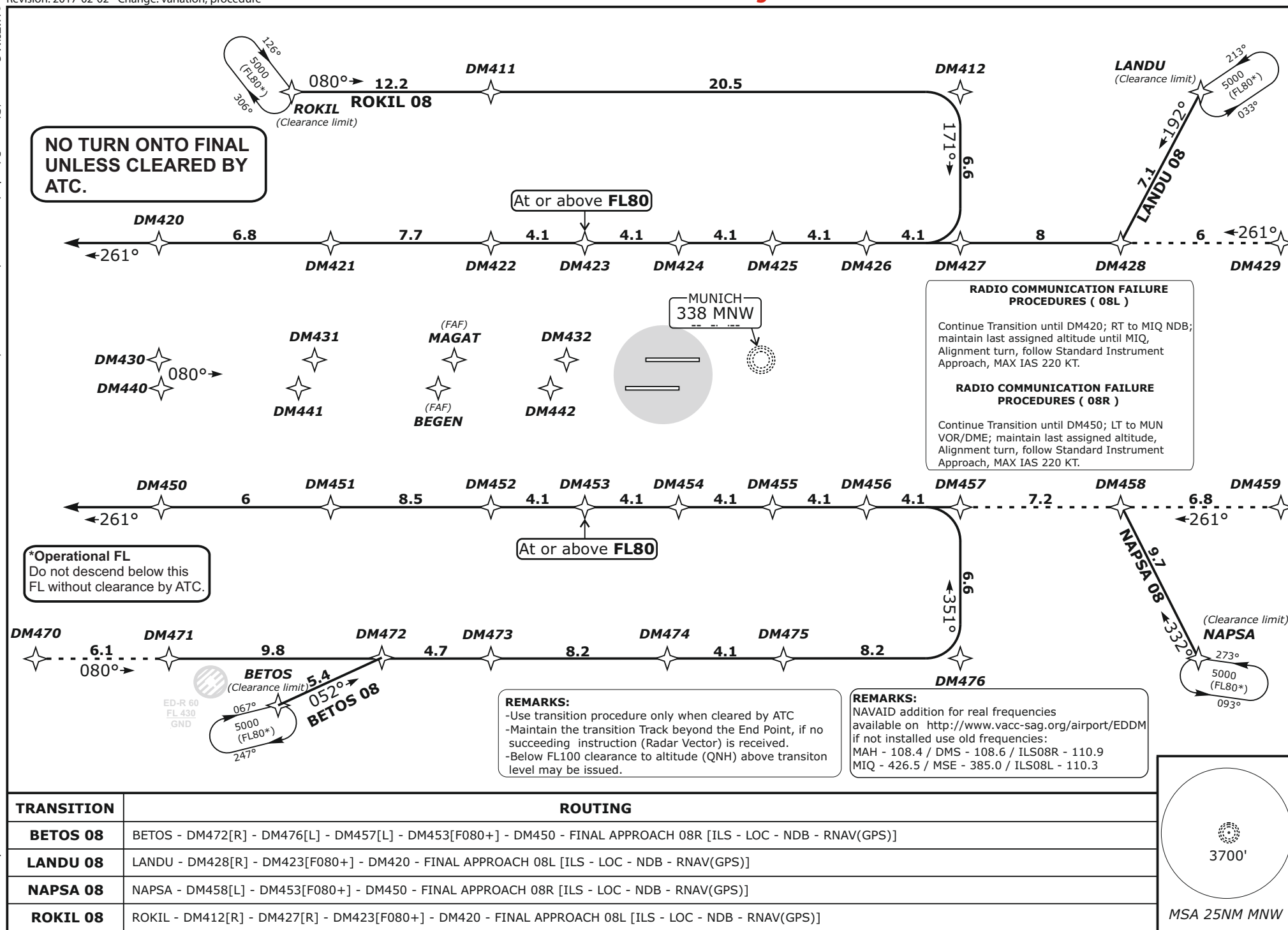
© VATSIM Germany / Dietmar Brinschwitz <naw@vatsim-germany.org> Datenquelle: DFS GmbH

München, GERMANY
MÜNCHEN



Eff: 02 FEB 17

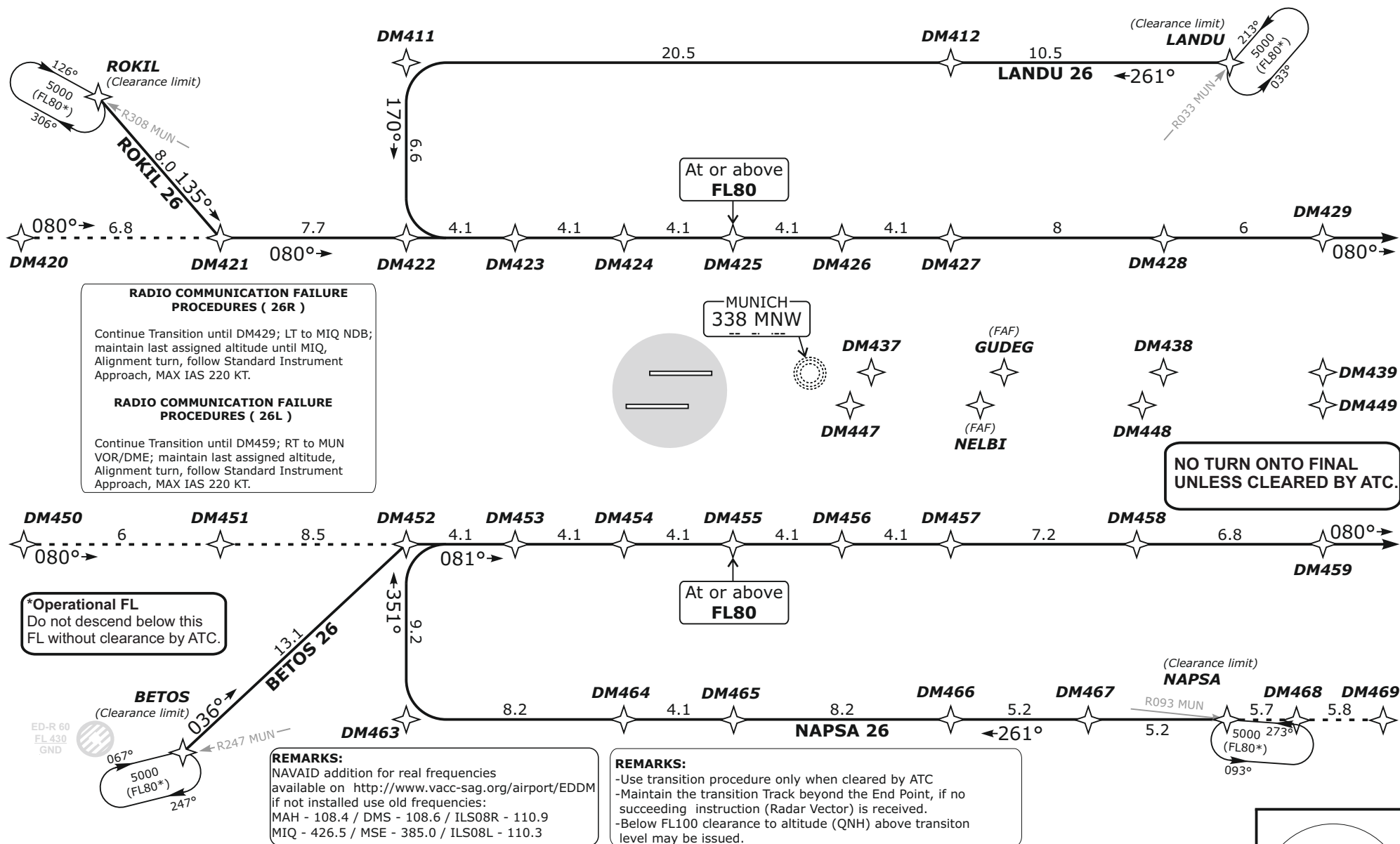
EDDM / MUC
TRANSITIONS RWYS 08



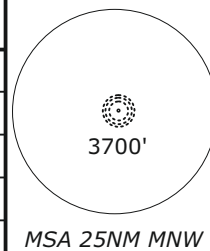
Do not use for real life navigation!

Revision: 2017-07-02 - Change: variation, procedure

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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)]



München, GERMANY
MÜNCHEN



Eff: 02 FEB 17

EDDM / MUC
TRANSITIONS RWYS 26

Do not use for real life navigation!

Revision: 2017-02-02 - Change: New chart

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München, GERMANY
MÜNCHEN



EFF: 02 FEB 17

EDDM / MUC
CDO TRANSITIONS RWY 08L

München ATIS
EDDM_ATIS
123.12

München RADAR
EDDM_1_APP 128.02
EDDM_2_APP 120.77

München DIRECTOR
EDDM_F_APP
118.82

München TOWER
EDDM_N_TWR 118.70
EDDM_S_TWR 120.50

RADIO COMMUNICATION FAILURE PROCEDURES

Continue Transition until DM420; RT to MIQ NDB;
maintain last assigned altitude until MIQ,
Alignment turn, follow Standard Instrument
Approach, MAX IAS 220 KT.

FLY THE TRANSITION AS CONTINUOUS
DESCENT OPERATION (CDO)

NOT TO SCALE

REMARK

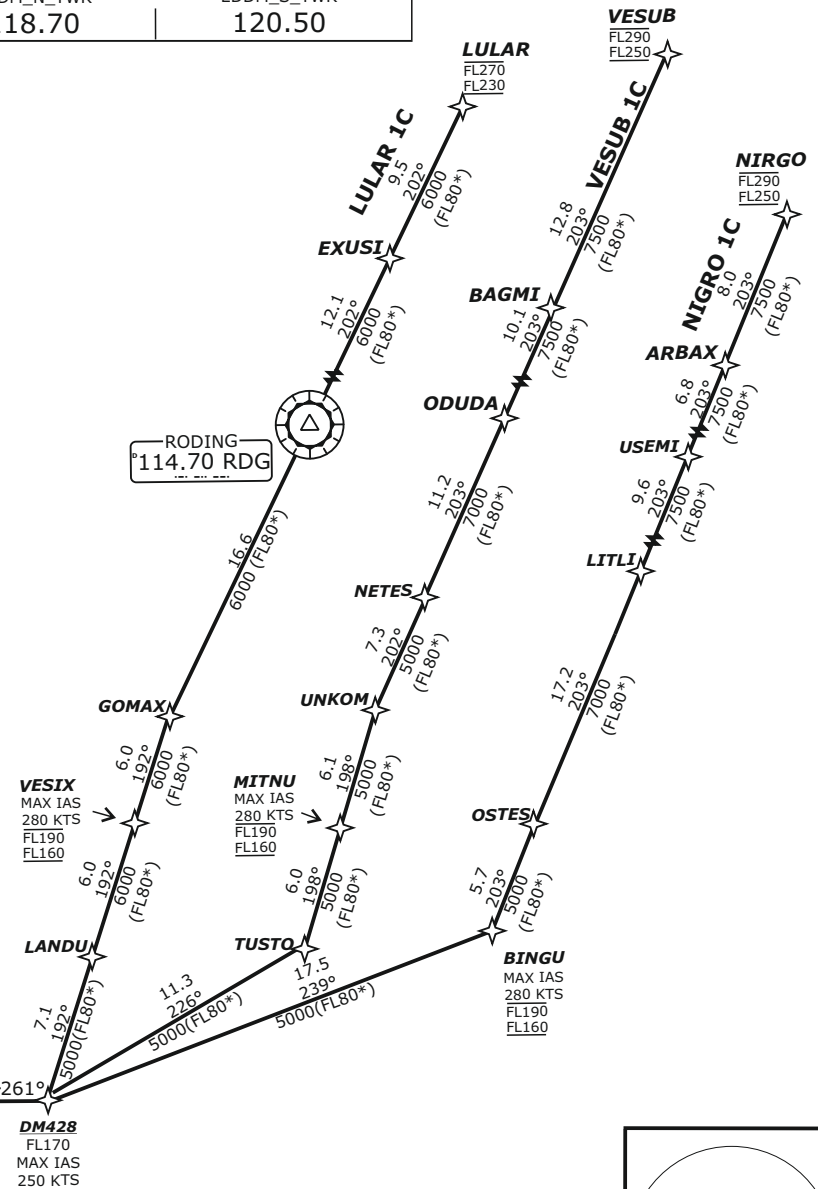
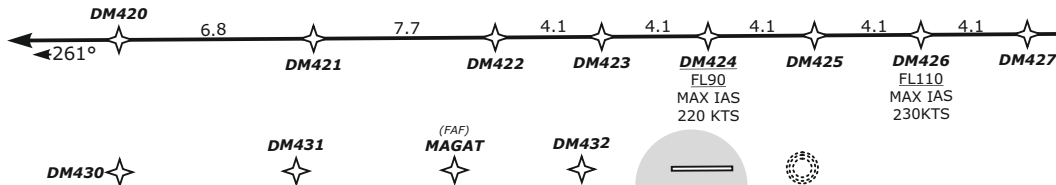
1. USE OF TRANSITION PROCEDURES ONLY
WHEN CLEARED BY ATC.
„- WHEN CLEARED FOR „TRANSITION AND
PROFILE“ AIM FOR A LOW NOISE CONTINUOUS
DESCENT OPERATION (CDO) WITHIN THE
CONSTRAINTS AS LAID DOWN IN THE
PROCEDURE DESCRIPTION

FOR OPERATIONAL REGULATIONS REFER TO AIP
ENR 1.5

NO TURN ONTO FINAL
UNLESS CLEARED BY ATC.

MAINTAIN TRACK AND EXPECT VECTORS
TO FINAL APPROACH

(IAF)
MIKE
426 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 / ILS08R - 110.9
MIQ - 426.5 / MSE - 385.0 / ILS08L - 110.3

3700'

MSA 25NM MNW

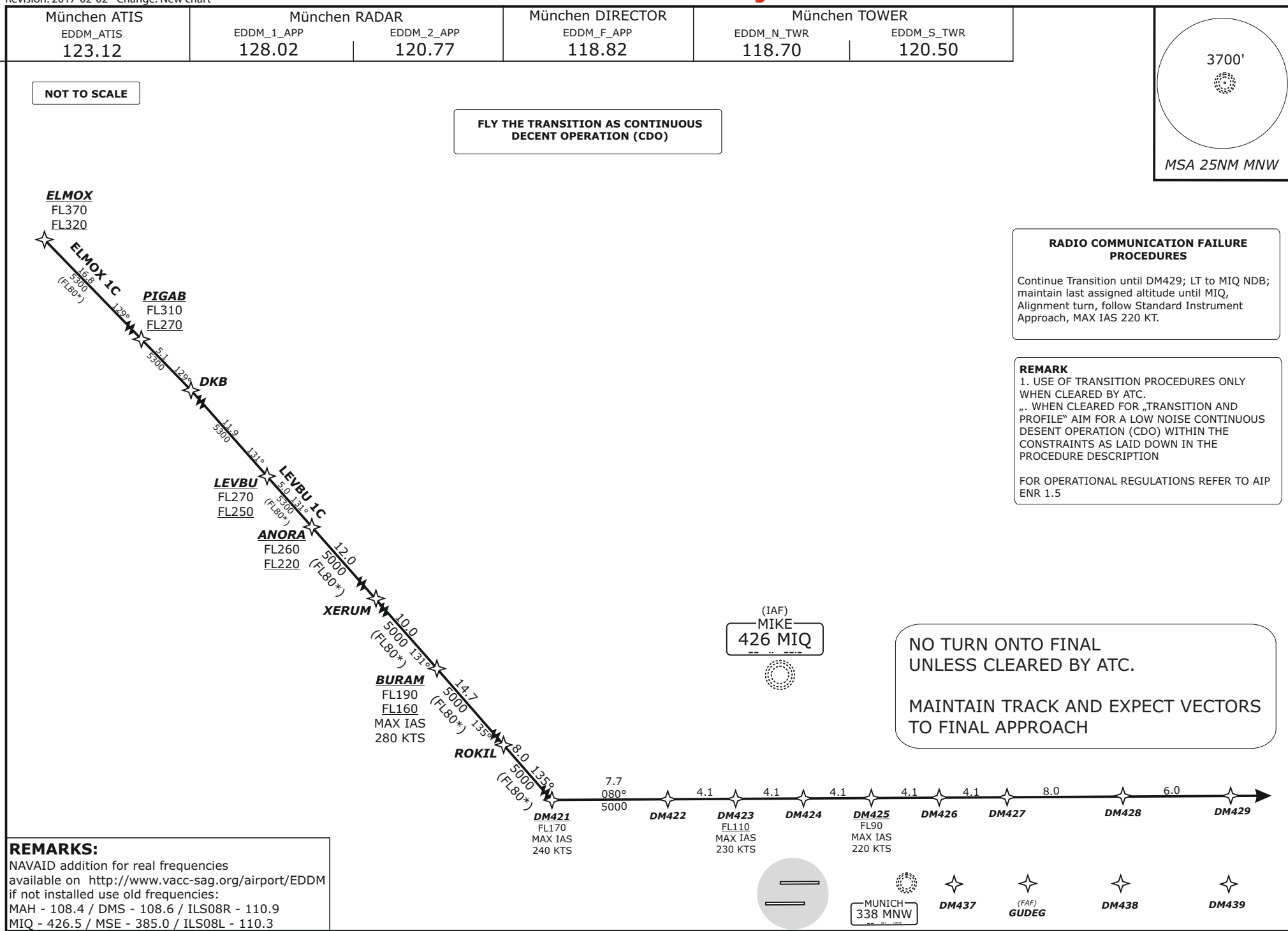
www.vatsim-germany.org

Do not use for real life navigation!

Revision: 2017-02-02 - Change: New chart

© VATSIM Germany / Dietmar Brinschwitz <nav@vatsim-germany.org> / Datenquelle: DFS GmbH

www.vatsim-germany.org

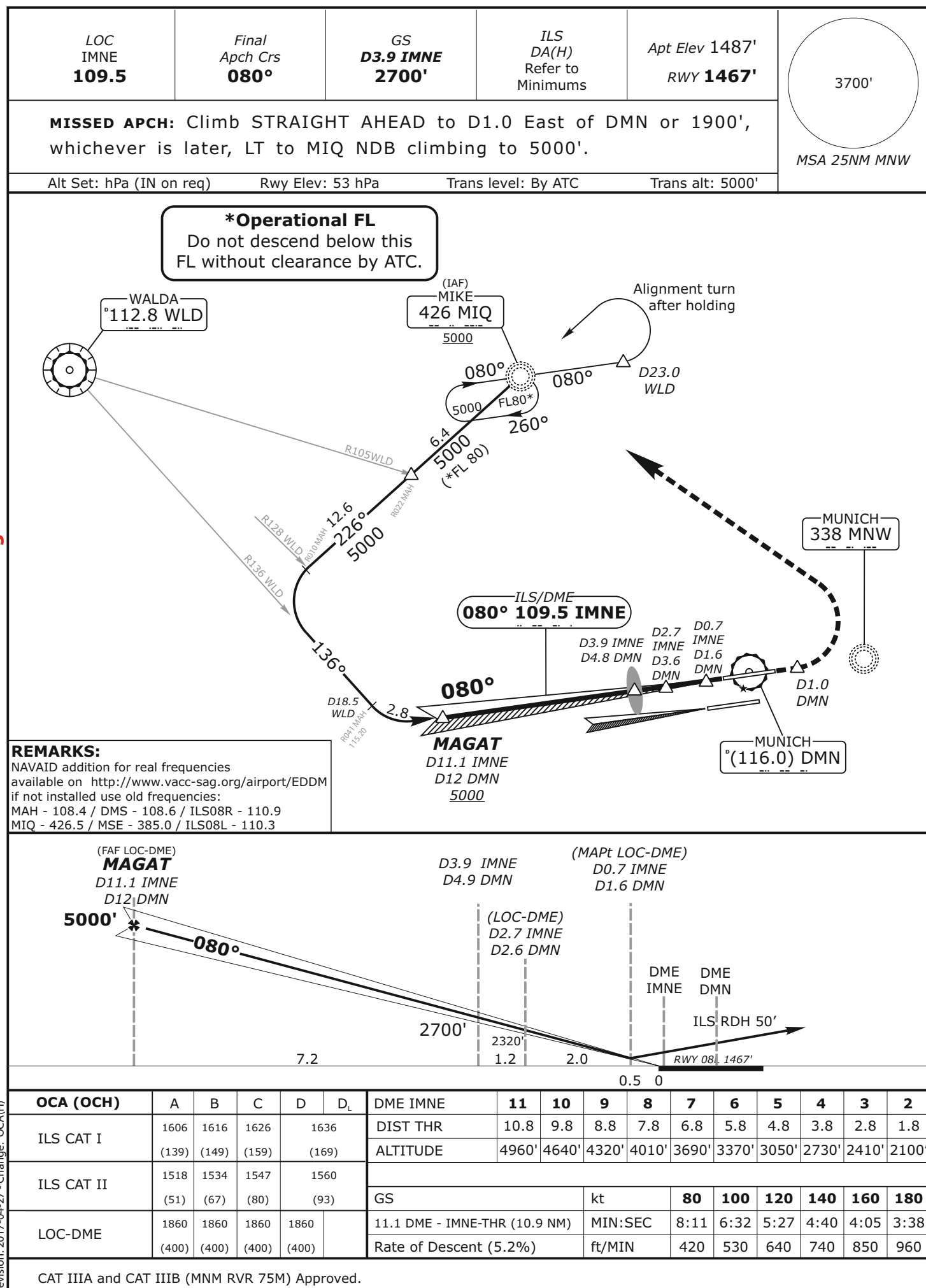


München, GERMANY
MÜNCHEN

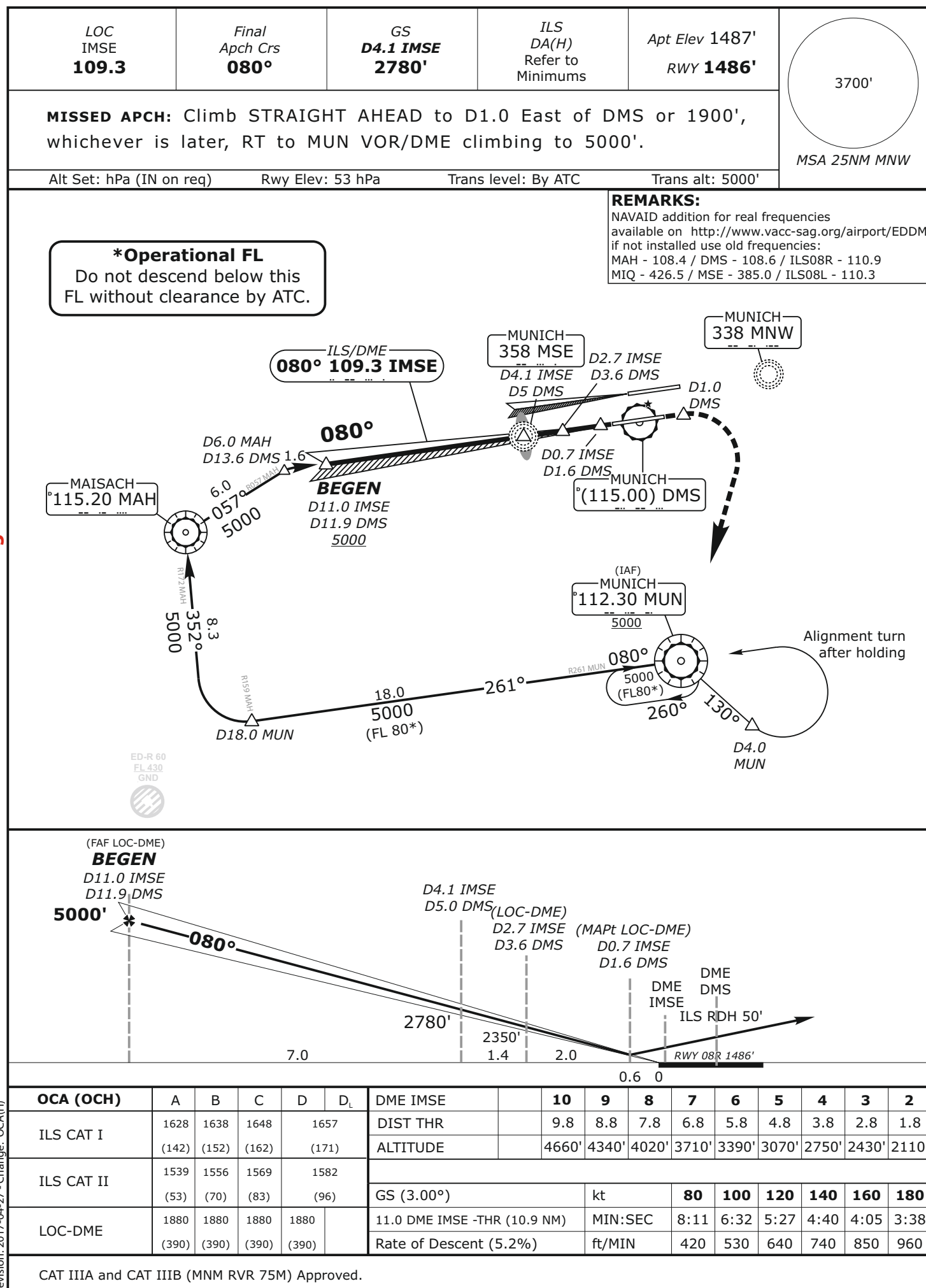


Eff: 02 FEB 17

EDDM / MUC
CDO TRANSITIONS RWY 26R



Do not use for real life navigation!



LOC
IMSW
108.3Final
Apch Crs
261°GS
LOM
2800'ILS
DA(H)
Refer to
MinimumsApt Elev 1487'
RWY 1470'

3700'

MISSED APCH: Climb STRAIGHT AHEAD to D1.0 West of DMS or 1900',
whichever is later, LT to MUN VOR/DME climbing to 5000'.

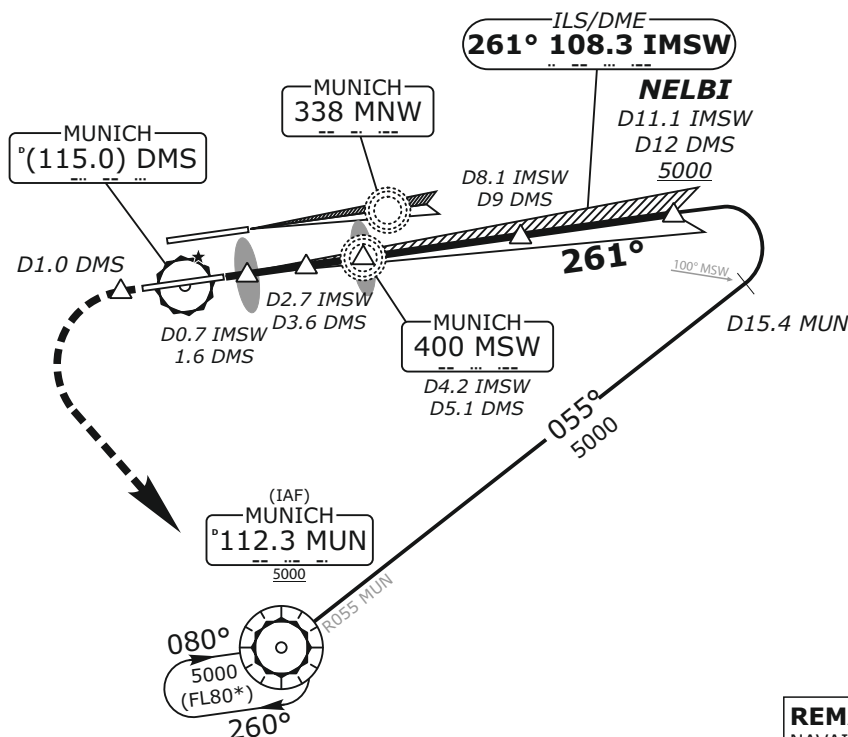
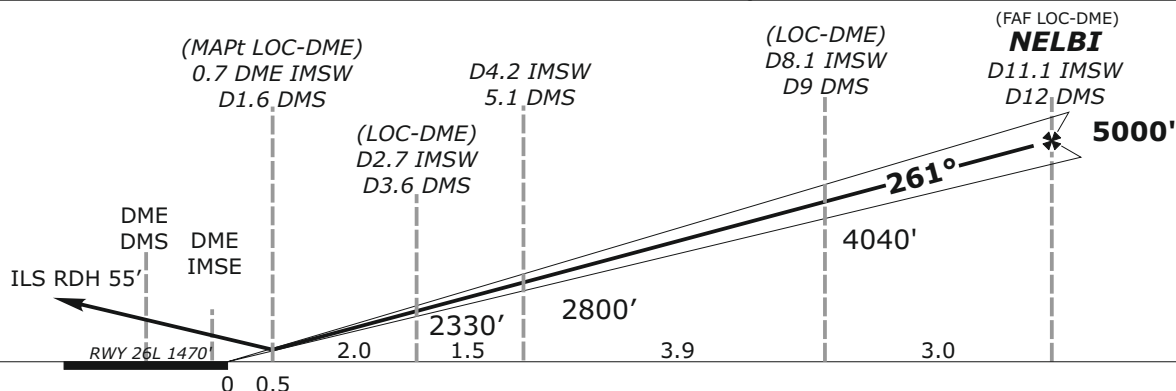
MSA 25NM MNW

Alt Set: hPa (IN on req)

Rwy Elev: 53 hPa

Trans level: By ATC

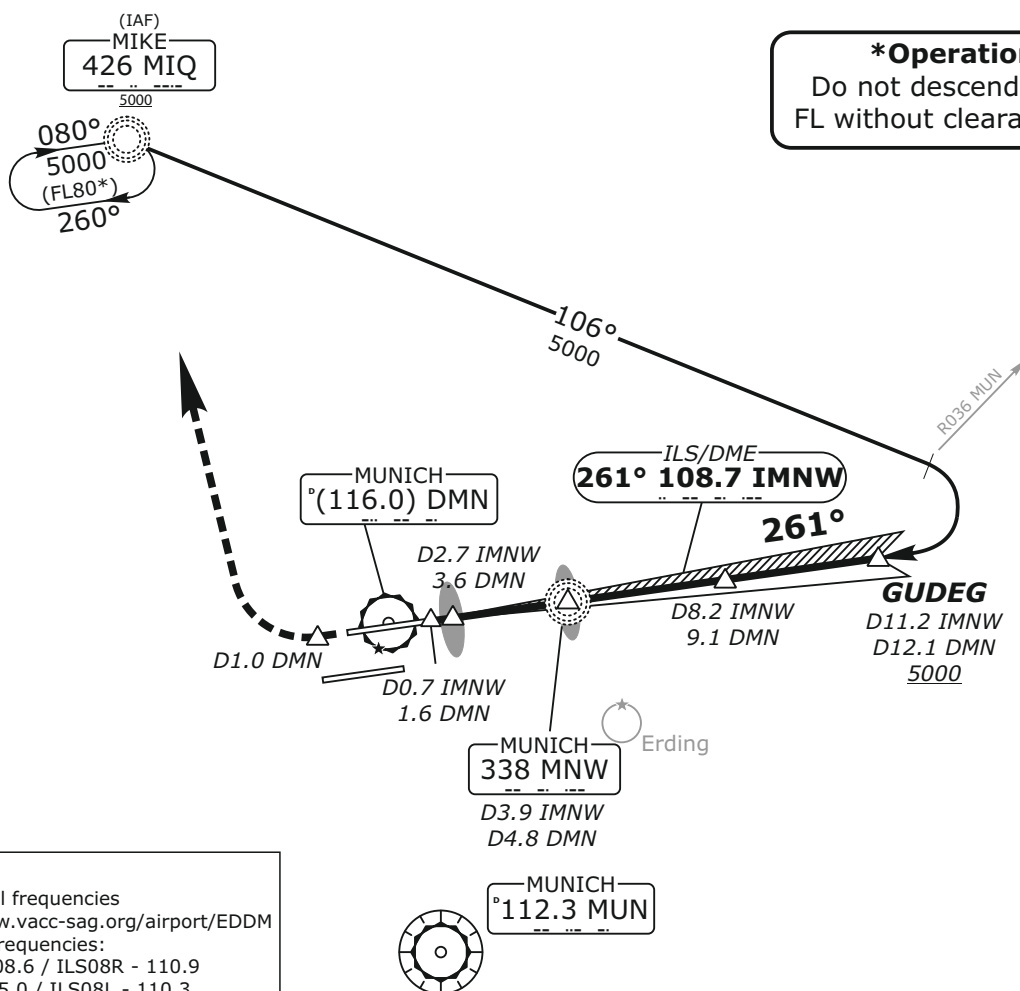
Trans alt: 5000'

***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 / ILS08R - 110.9
MIO - 426.5 / MSE - 385.0 / ILS08L - 110.3**OCA (OCH)**

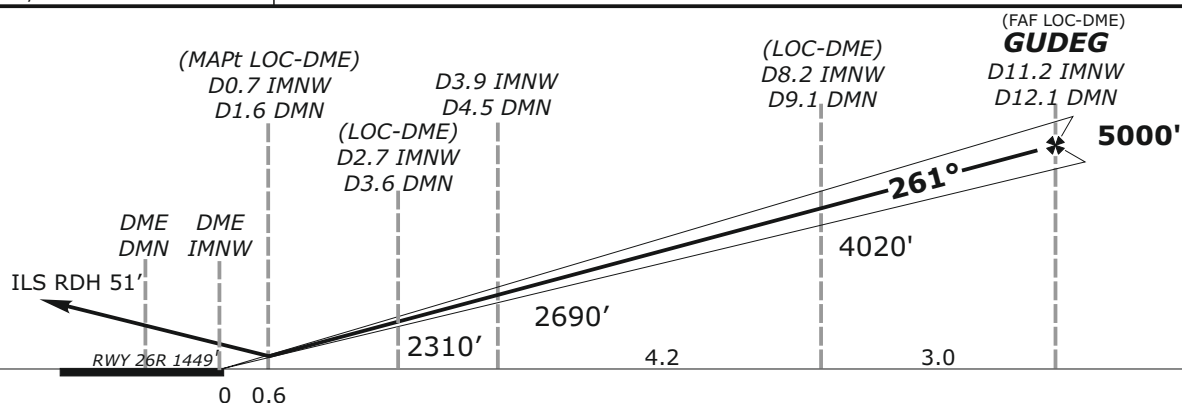
	A	B	C	D	D _L	DME IMSW	1	2	3	4	5	6	7	8	9	10	11
ILS CAT I	1612 (142)	1622 (152)	1632 (162)	1642 (172)		DIST THR	0.8	1.8	2.8	3.8	4.8	5.8	6.8	7.8	8.8	9.8	10.8
ILS CAT II	1523 (53)	1540 (70)	1553 (83)	1566 (96)		ALTITUDE	1780'	2100'	2420'	2740'	3060'	3380'	3700'	4010'	4330'	4650'	4970'
LOC-DME	1880 (410)	1880 (410)	1880 (410)	1880 (410)		GS (3.00°)	kt					80	100	120	140	160	180
						D11.1 IMSW - THR (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

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

LOC IMNW 108.7	Final Apch Crs 261°	GS LOM 2690'	ILS DA(H) 1649'	Apt Elev 1487' RWY 1449'	3700' MSA 25NM MNW
MISSED APCH: Climb STRAIGHT AHEAD to D1.0 DME West of DMN or 1900', whichever is later, RT to MIQ NDB climbing to 5000'.					
Alt Set: hPa (IN on req)		Rwy Elev: 52 hPa	Trans level: By ATC		Trans alt: 5000'

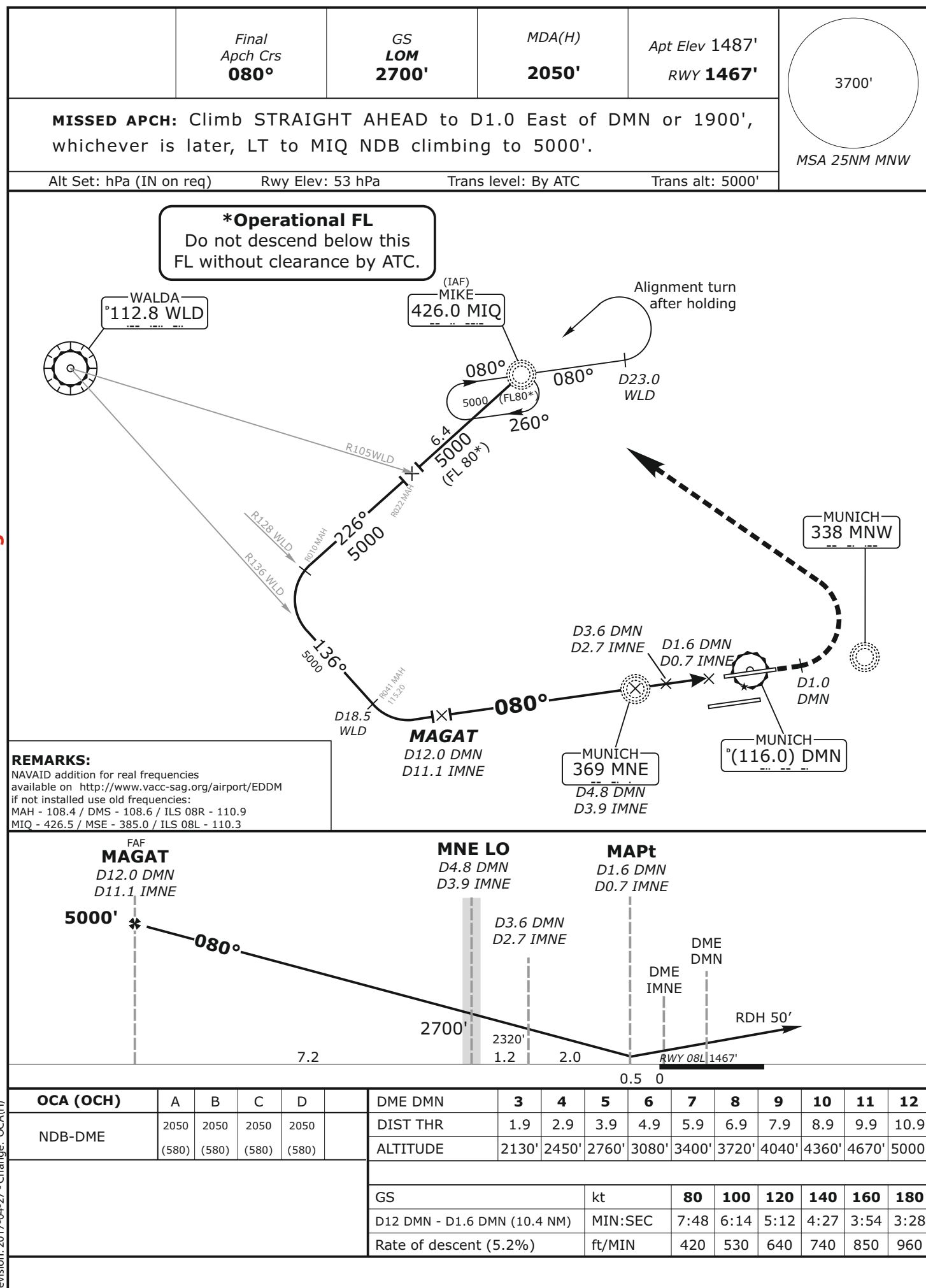
**REMARKS:**

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 / ILS08R - 110.9
MIQ - 426.5 / MSE - 385.0 / ILS08L - 110.3

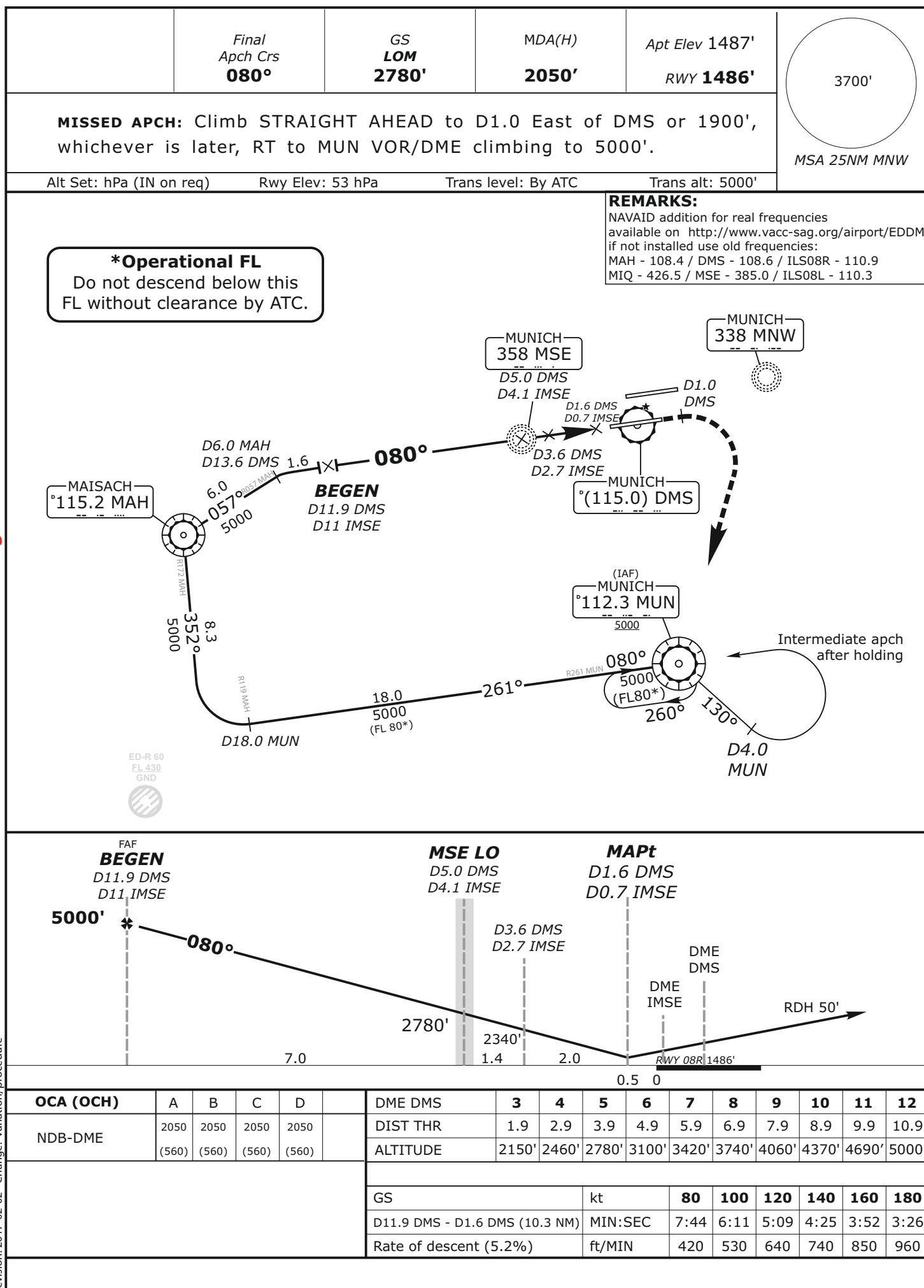


OCA (OCH)	A	B	C	D	D _L	DME IMNW	1	2	3	4	5	6	7	8	9	10	11
ILS CAT I	1590 (141)	1600 (151)	1610 (161)	1620 (171)		DIST THR	0.8	1.8	2.8	3.8	4.8	5.8	6.8	7.8	8.8	9.8	10.8
ILS CAT II	1502 (53)	1518 (69)	1531 (82)	1544 (95)		ALTITUDE	1780'	2080'	2400'	2710'	3030'	3350'	3670'	3990'	4310'	4630'	4940'
LOC-DME	1860 (410)	1860 (410)	1860 (410)	1860 (410)		GS (3.00°)	kt		80	100	120	140	160	180			
						D11.2 IMNW - THR (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			

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



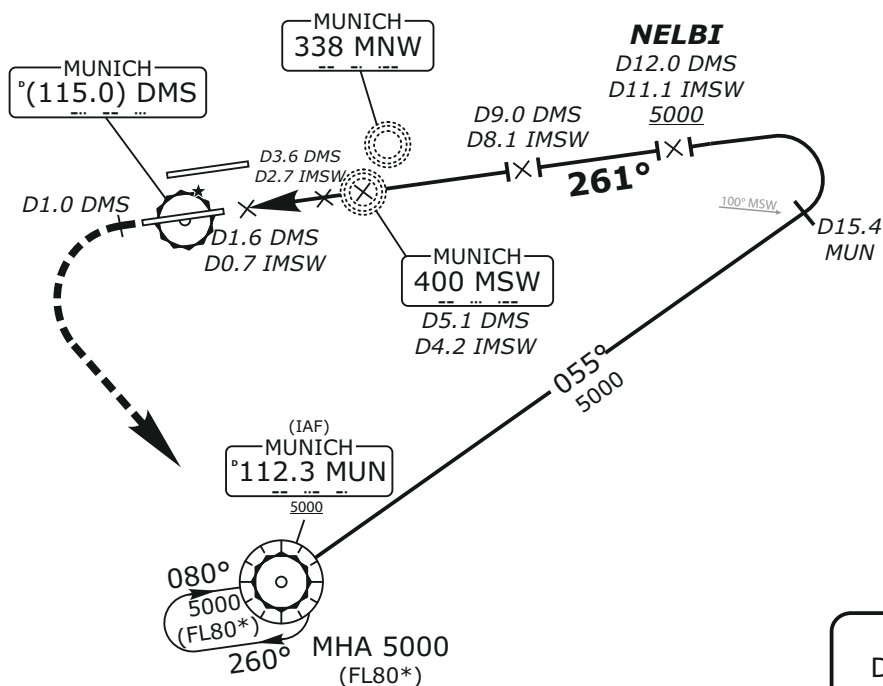
Do not use for real life navigation!



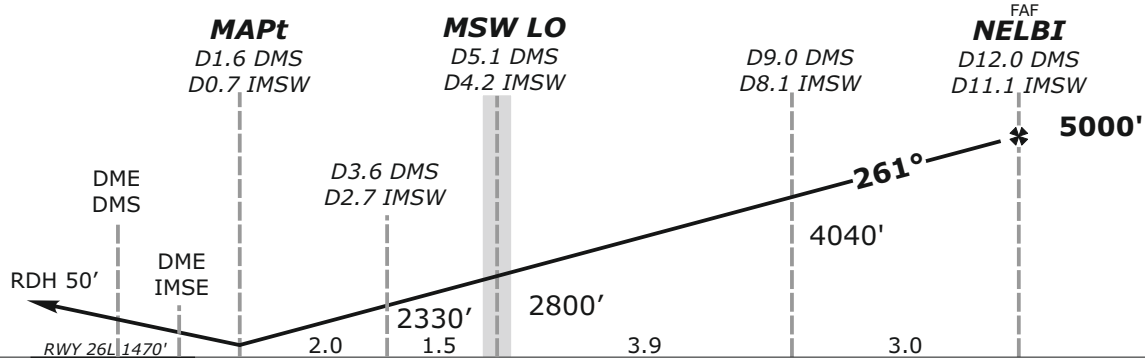
	Final Apch Crs 261°	GS LOM 2800'	MDA(H) 2050'	Apt Elev 1487' RWY 1470'	3700' MSA 25NM MNW
MISSED APCH: Climb STRAIGHT AHEAD to D1.0 West of DMS or 1900', whichever is later, LT to MUN VOR/DME climbing to 5000'.					
Alt Set: hPa (IN on req)	Rwy Elev: 53 hPa	Trans level: By ATC	Trans alt: 5000'		

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 / ILS08R - 110.9
MIQ - 426.5 / MSE - 385.0 / ILS08L - 110.3

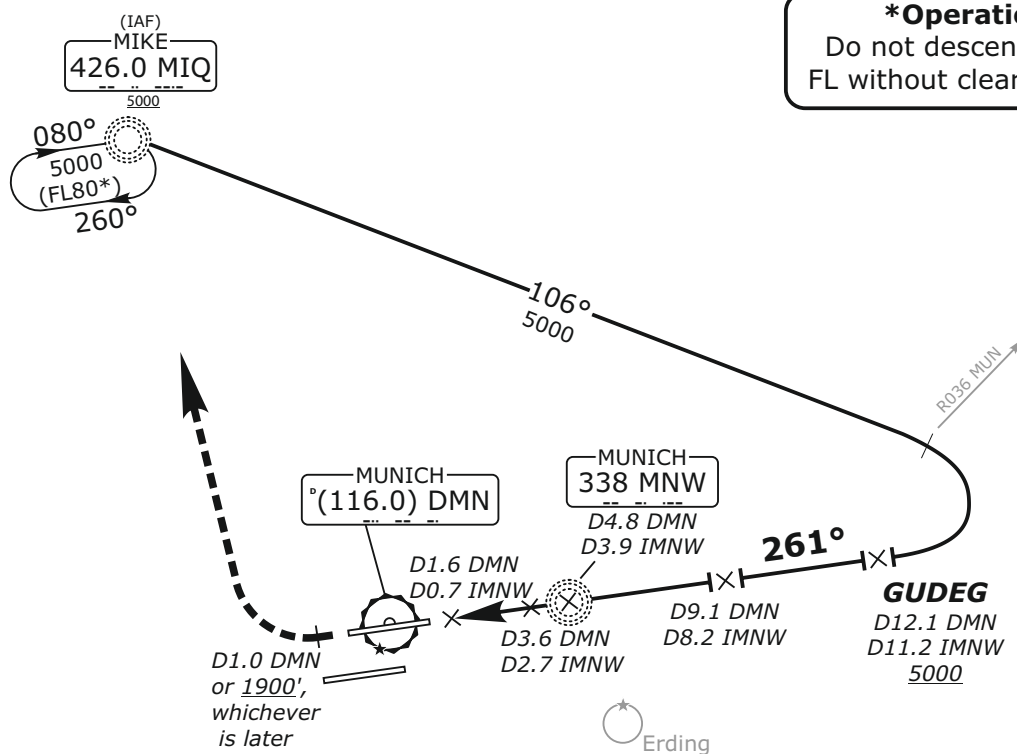
***Operational FL**

Do not descend below this FL without clearance by ATC.



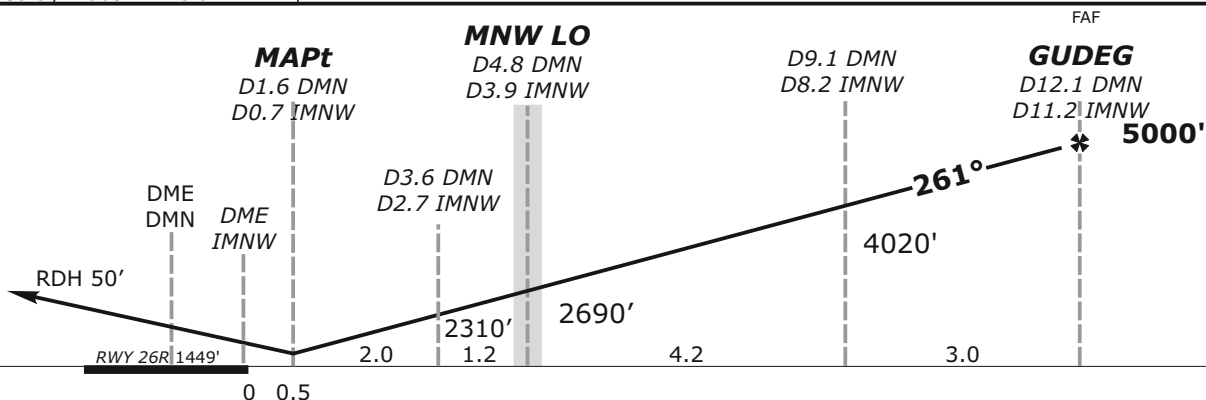
OCA (OCH)	A	B	C	D	DME DMS	3	4	5	6	7	8	9	10	11	12
NDB-DME	2020 (550)	2020 (550)	2020 (550)	2020 (550)	DIST THR	1.9	2.9	3.9	4.9	5.9	6.9	7.9	8.9	9.9	10.9
					ALTITUDE	2130'	2450'	2770'	3090'	3400'	3720'	4040'	4360'	4680'	5000'
					GS		kt	80	100	120	140	160	180		
					D12.0 DMS - D1.6 DMS (10.4 NM)	MIN:SEC	7:48	6:14	5:12	4:27	3:54	3:28			
					Rate of descent (5.2%)	ft/MIN	420	530	640	740	850	960			

	Final Apch Crs 261°	GS LOM 2960'	MDA(H) 2050'	Apt Elev 1487' RWY 1449'	3700' MSA 25NM MNW
MISSED APCH: Climb STRAIGHT AHEAD to D1.0 West of DMN or 1900', whichever is later, RT to MIQ NDB climbing to 5000'.					
Alt Set: hPa (IN on req)	Rwy Elev: 52 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 / ILS08R - 110.9
MIQ - 426.5 / MSE - 385.0 / ILS08L - 110.3



OCA (OCH)	A	B	C	D		DME DMN	3	4	5	6	7	8	9	10	11	12
NDB-DME	2050 (600)	2050 (600)	2050 (600)	2050 (600)		DIST THR	1.9	2.9	3.9	4.9	5.9	6.9	7.9	8.9	9.9	10.9
						ALTITUDE	2110'	2430'	2750'	3060'	3380'	3700'	4020'	4340'	4660'	4970'
						GS		kt		80	100	120	140	160	180	
						D12.0 DMN - D1.6 DMN (10.5 NM)		MIN:SEC		7:53	6:18	5:15	4:30	3:56	3:30	
						Rate of descent (5.2%)		ft/MIN		420	530	640	740	850	960	

MISSED APCH (RNAV): Climb on track 081° to DM551 or 1900', whichever is later, LT, direct to MIQ climbing to 5000'.

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

Apt Elev 1487'

RWY **1467'**

Final
Apch Crs
080°

4000'

MSA 25NM ARP

Alt Set: hPa (IN on req)

Rwy Elev: 52 hPa

Trans level: By ATC

Trans alt: 5000'

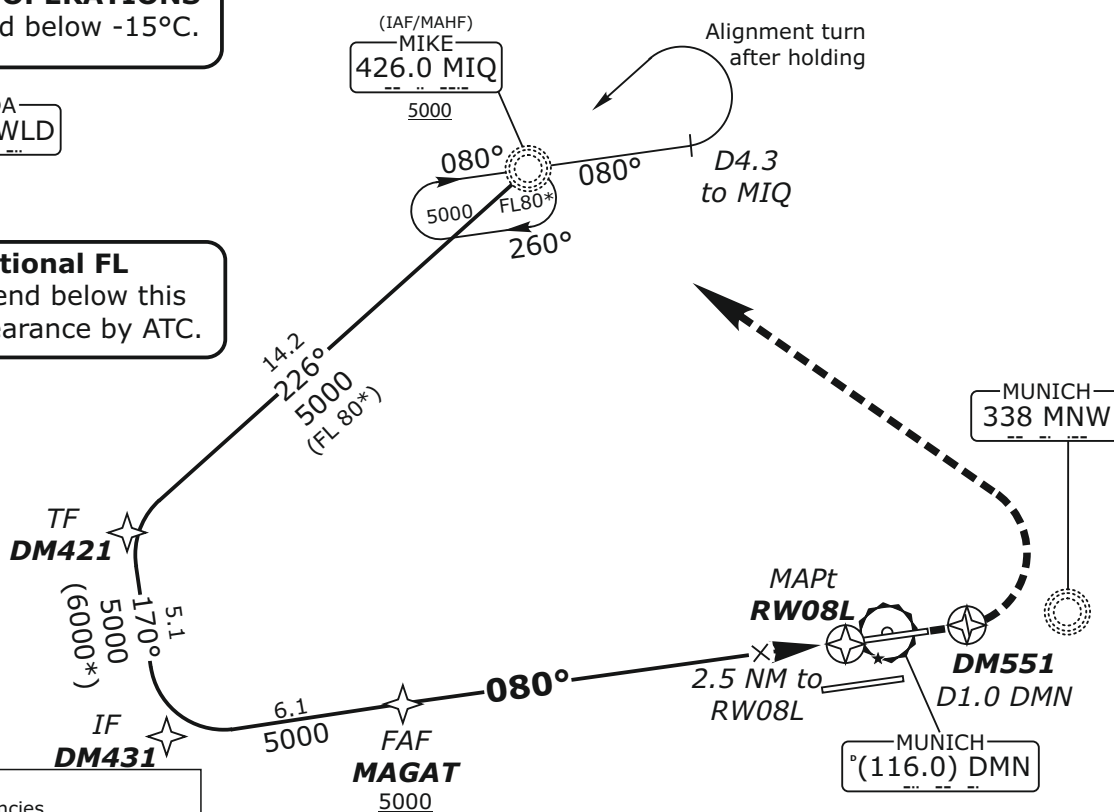
BARO-VNAV OPERATIONS
not authorized below -15°C.



WALDA
°112.8 WLD

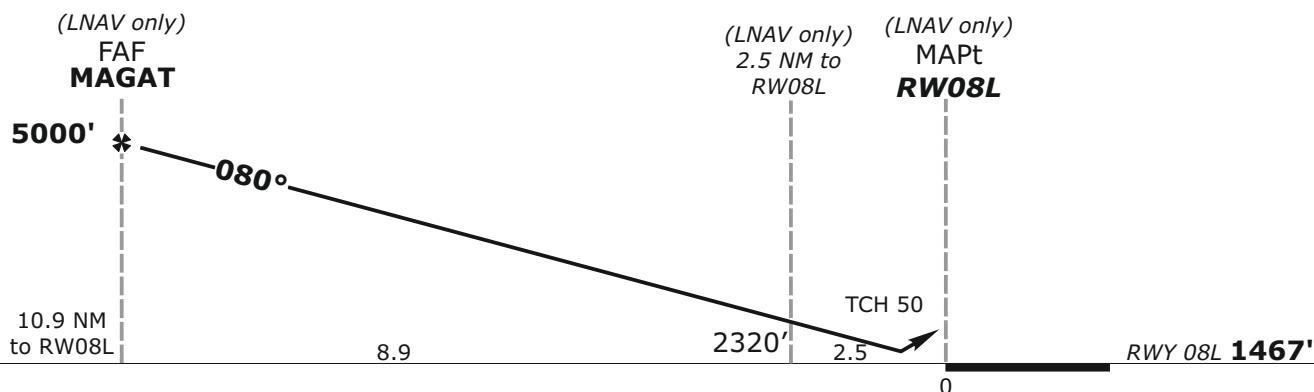
***Operational FL**

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 / ILS08R - 110.9
MIQ - 426.5 / MSE - 385.0 / ILS08L - 110.3



OCA (OCH)	A	B	C	D	DIST THR / RW08L	2	3	4	5	6	7	8	9	10
RNAV	1950 (480)	1950 (480)	1950 (480)	1950 (480)	ALTITUDE	2160'	2480'	2800'	3110'	3430'	3750'	4070'	4390'	4710'
RNAV/VNAV	1784 (317)	1793 (326)	1802 (335)	1848 (381)	GS	kt			80	100	120	140	160	180
					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	

MISSED APCH (RNAV): Climb on track 081° to DM561 or 1900', whichever is later, RT, direct to MUN climbing to 5000'.

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

Apt Elev 1487'

RWY **1486'**

Final
Apch Crs
080°

4000'

MSA 25NM ARP

Alt Set: hPa (IN on req)

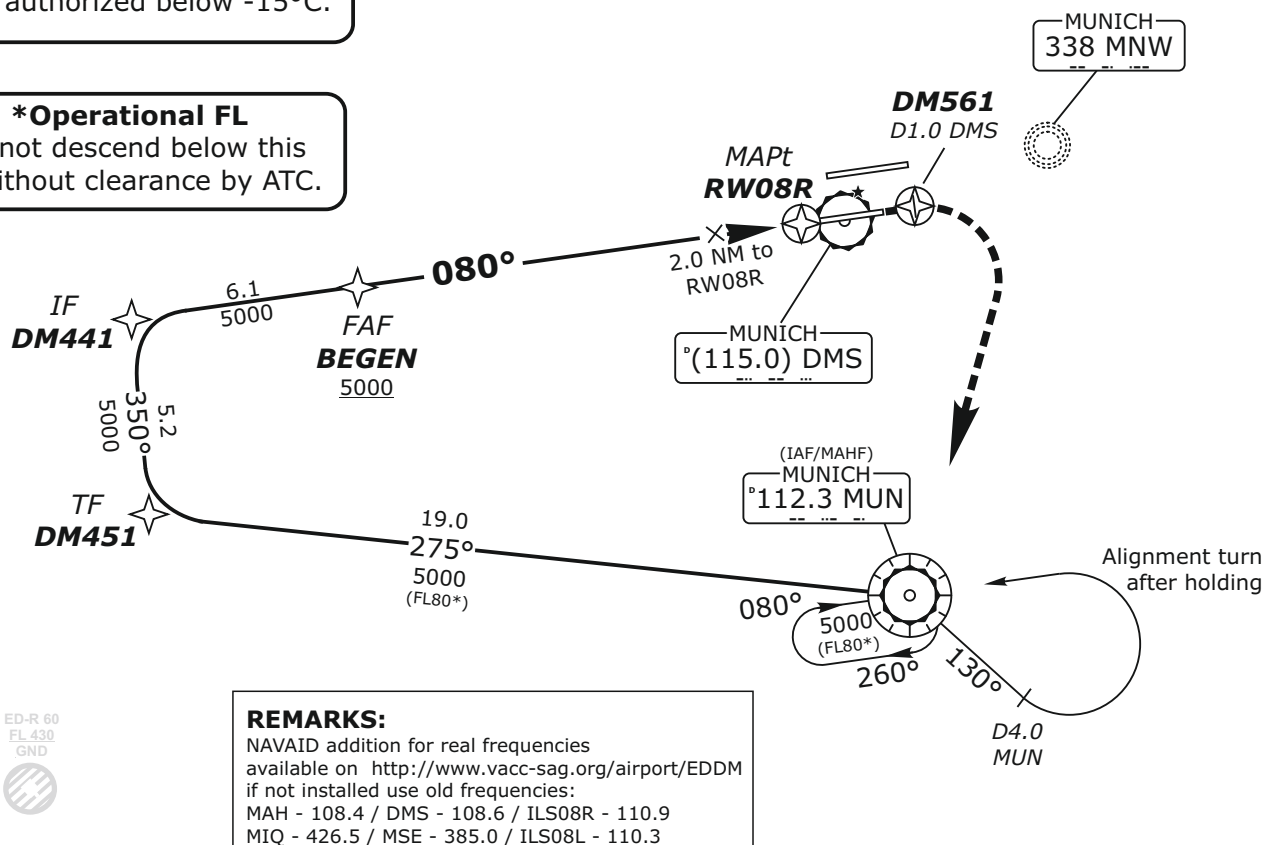
Rwy Elev: 52 hPa

Trans level: By ATC

Trans alt: 5000'

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

***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 / ILS08R - 110.9
MIQ - 426.5 / MSE - 385.0 / ILS08L - 110.3

(LNAV only)
FAF
BEGEN

5000' *
080°

10.9 NM
to RW08R

8.9

(LNAV only)
2.0 NM to
MAPt
RW08R

2180'
2.0

TCH 50

080°
RWY 08R 1486'

OCA (OCH)

A

B

C

D

DIST THR / RW08R

2

3

4

5

6

7

8

9

10

LNAV

2010

2010

2010

2010

ALTITUDE

2180'

2500'

2810'

3130'

3450'

3770'

4090'

4410'

4720'

LNAV/VNAV

1909

1917

1926

1934

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

MISSED APCH (RNAV): Climb on track 262° to DM541 or 1900', whichever is later, LT, direct to MUN climbing to 5000'.

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

Apt Elev 1487'

RWY **1470'**

Final
Apch Crs
261°

4000'

MSA 25NM ARP

Alt Set: hPa (IN on req)

Rwy Elev: 52 hPa

Trans level: By ATC

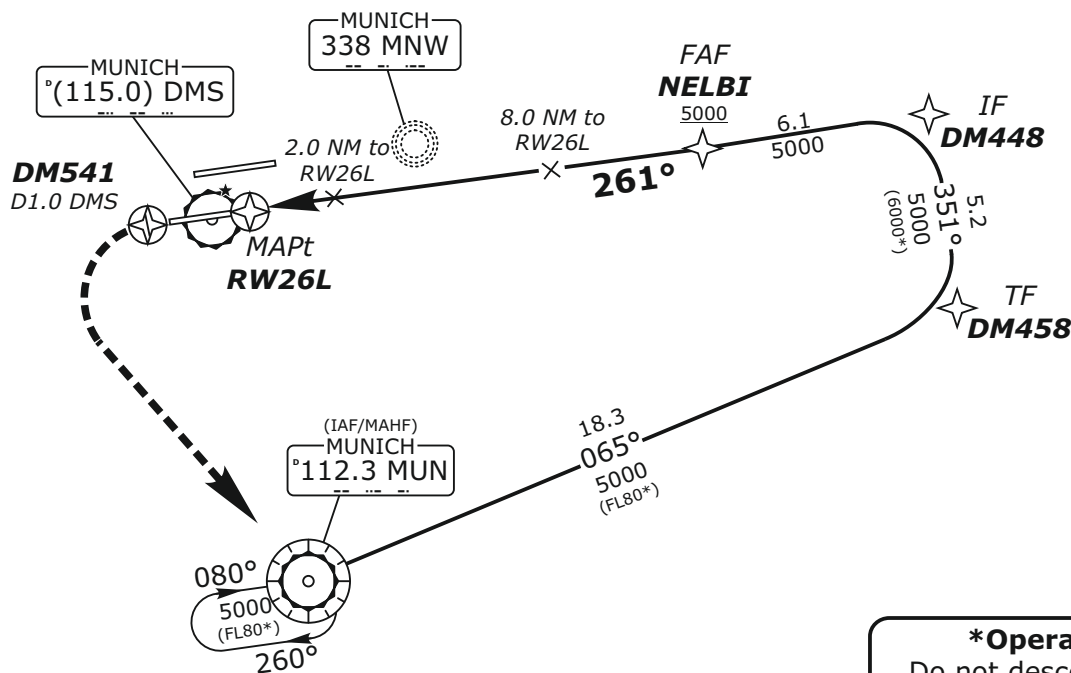
Trans alt: 5000'

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

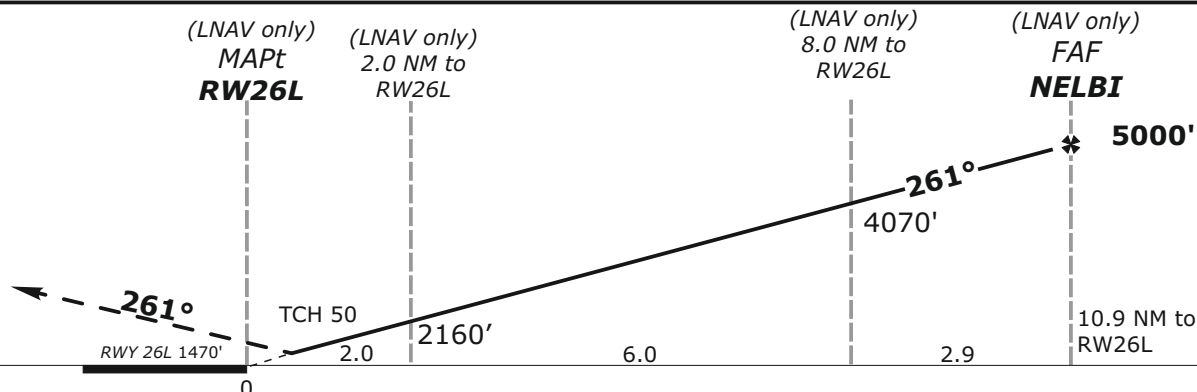
REMARKS:

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 / ILS08R - 110.9
MIQ - 426.5 / MSE - 385.0 / ILS08L - 110.3



***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 (510)	1980 (510)	1980 (510)	1980 (510)	ALTITUDE	2160'	2480'	2800'	3120'	3440'	3750'	4070'	4390'	4710'
LNAV/VNAV	1783 (313)	1792 (322)	1801 (331)	1888 (418)	GS	kt		80	100	120	140	160	180	
					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	

MISSED APCH (RNAV): Climb on track 261° to DM531 or 1900', whichever is later, RT, direct to MIQ climbing to 5000'.

FMS: DM531 - [A1900+;R] - MIQ[A5000]

Apt Elev 1487'

RWY **1449'**

Final
Apch Crs
261°

4000'

MSA 25NM ARP

Alt Set: hPa (IN on req)

Rwy Elev: 52 hPa

Trans level: By ATC

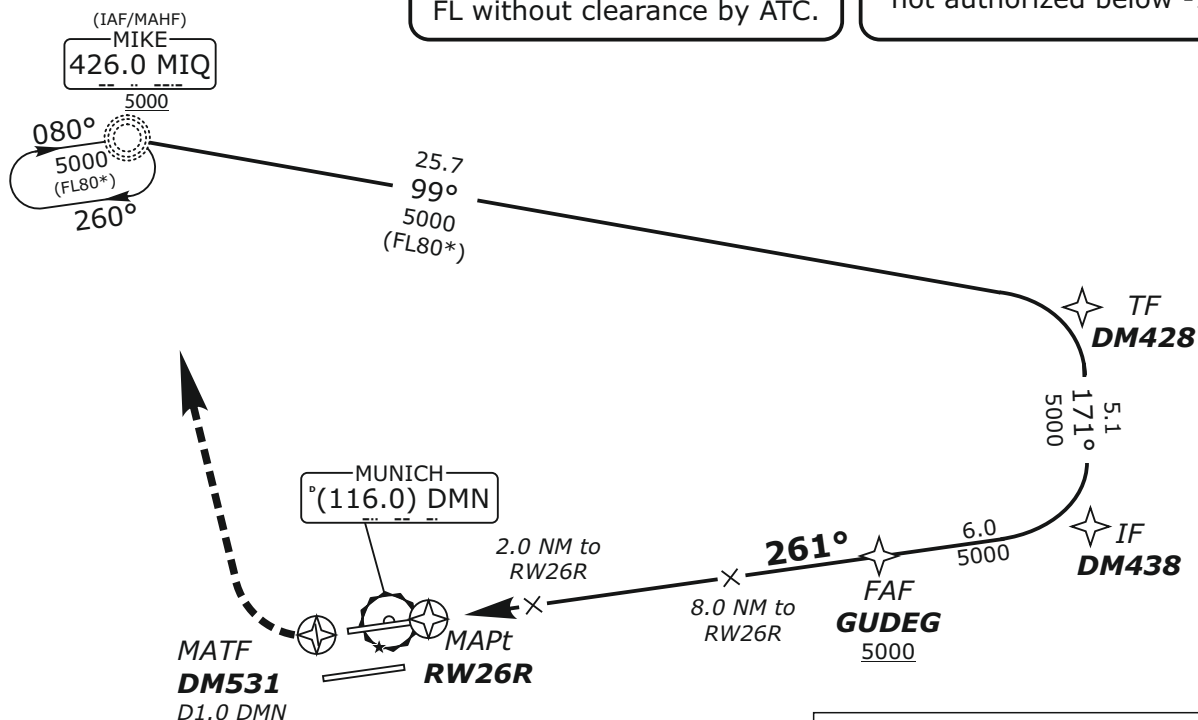
Trans alt: 5000'

***Operational FL**

Do not descend below this
FL without clearance by ATC.

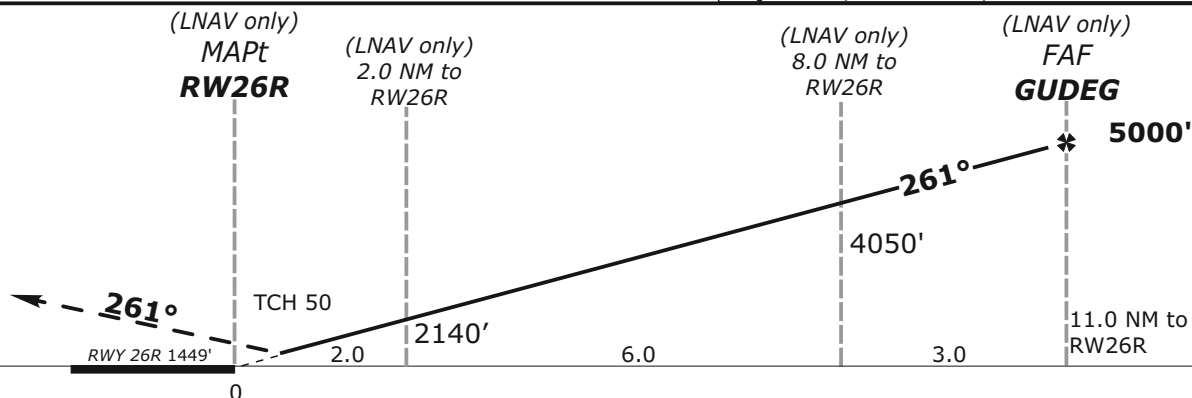
BARO-VNAV OPERATIONS

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 / ILS08R - 110.9
MIQ - 426.5 / MSE - 385.0 / ILS08L - 110.3



OCA (OCH)	A	B	C	D	DIST THR / RW26R	2	3	4	5	6	7	8	9	10
LNAV	2010 (560)	2010 (560)	2010 (560)	2010 (560)	ALTITUDE	2140'	2460'	2780'	3100'	3410'	3730'	4050'	4370'	4690'
LNAV/VNAV	1908 (459)	1917 (468)	1925 (476)	1933 (484)	GS	kt	80	100	120	140	160	180		
					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!