

MÜNCHEN  
(SOUTH)  
RWY 26L

STANDARD DEPARTURE  
ROUTES – INSTRUMENT  
(SID)

Designator	Route	After Take-Off		Remarks
		Climb to	Contact	
1	2	3	4	5
<b>BIBAG 1S</b>	<b>BIBAG ONE SIERRA</b> 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 (Δ). Complete LT within 4.5 DME DMS. LT, on R082 MUN to MEBEK (Δ), LT, on track 034° to BIBAG (Δ). Climb with 6.8% (415 ft/NM) or more until passing 4200. MAX IAS 210 kt until established on R324 MUN, MAX IAS 250 kt until crossing MEBEK. <b>GPS/FMS RNAV:</b> [A1900+] - DM049[L] - DM050[K210-; L] - MUN[L] - MEBEK[K250-; L] - BIBAG.	FL 70	München Radar 127.950	1. PDG due to High Intensity Radio Transmission Area (HIRTA). 2. If unable to comply with speed and turn restrictions, request BIBAG 1W. 3. After MEBEK BRNAV equipment necessary. 4. Not available for flights intending to proceed via (U)L605, Q104 and Q118.
<b>BIBAG 1W</b>	<b>BIBAG ONE WHISKEY</b> On RWY track to 1900, on track 262° via LO MSE to 14.0 DME DMS, LT, on R282 MUN to MUN (Δ), LT, on R082 MUN to MEBEK (Δ), LT, on track 034° to BIBAG (Δ). MAX IAS 220 kt until crossing LO MSE. MAX IAS 250 kt until established on R282 MUN. <b>GPS/FMS RNAV:</b> [A1900+] - MSE[K220-] - DM058[L] - DM059[K250-] - MUN[L] - MEBEK[L] - BIBAG.			1. After MEBEK BRNAV equipment necessary. 2. Not available for flights intending to proceed via (U)L605, Q104 and Q118.
<b>ALG 1S</b>	<b>ALGOI ONE SIERRA</b> On RWY track to 1900, on track 262° via LO MSE to 18.3 DME DMS, LT, on track 236° to AMEXO (Δ), RT, on track 252° to ALG (Δ). Cross 18.3 DME DMS at FL70 or above. MAX IAS 220 kt until crossing LO MSE. MAX IAS 250 kt until crossing 18.3 DME DMS. <b>GPS/FMS RNAV:</b> [A1900+] - MSE[K220-] - DM053[F070+; K250-; L] - AMEXO[R] - ALG.			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 MERSI - Y110. 4. After 18.3 DME DMS BRNAV equipment necessary. 5. PDG 5.2% (320 ft/NM) or more due to airspace structure. If unable to comply, advise ATC.
<b>KPT 1S</b>	<b>KEMPTEN ONE SIERRA</b> On RWY track to 1900, on track 262° via LO MSE to 18.3 DME DMS, LT, on track 201° to AMPEG (Δ); RT, on track 209° to MERSI (Δ), RT, on track 241° to KPT (Δ). Cross 18.3 DME DMS at FL70 or above. MAX IAS 220 kt until crossing LO MSE. MAX IAS 250 kt until crossing 18.3 DME DMS. <b>GPS/FMS RNAV:</b> [A1900+] - MSE[K220-] - DM053[F070+; K250-; L] - AMPEG[R] - MERSI[R] - KPT.			1. Mandatory for jet aircraft DEST EDNY, LSZH, LIM*. 2. Not available for traffic via KPT - Y740/ Z999 except for DEST LIM*. 3. After 18.3 DME DMS BRNAV equipment necessary. 4. PDG 5.2% (320 ft/NM) or more due to airspace structure. If unable to comply, advise ATC.

**Notes:** 1. Attention departing aircraft: Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centreline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.  
2. RWY 26L is to be used especially for departures to SW, S, SE, E and NW.

(Sample: DM058 fly-over way point)

Contact München Radar when advised by Tower!