

STANDARD DEPARTURE
ROUTES – INSTRUMENT
(SID)

MÜNCHEN
(SOUTH)
RWY 26R

Designator	Route	After Take-Off		Remarks
		Climb to	Contact	
1	2	3	4	5
MERSI 3N	MERSI THREE NOVEMBER On RWY track to 1900, on track 262° via LO MNE to 18.4 DME DMN, LT, on track 201° to AMPEG (Δ), RT, on track 209° to MERSI (Δ). Cross 18.4 DME DMN at FL70 or above. MAX IAS 220 kt until crossing LO MNE. MAX IAS 250 kt until crossing 18.4 DME DMN. GPS/FMS RNAV: [A1900+] - MNE[K220] - DM061[F070+; K250-; L] - AMPEG[R] - MERSI.	FL 70	München Radar 127.950	<ol style="list-style-type: none"> Jet aircraft only. Not available for DEST LSZH and LIM*. These flights shall file SID KPT. Not available for traffic proceeding via MILKA at or above RFL245 during the following times: <ol style="list-style-type: none"> daily 2230(2130) - 0700(0600), FRI 1600(1500) - MON 0700(0600), HOL. During these times file SID ALG. During activation of ED-R 207/307 expect re-routing by ATC. After 18.4 DME DMN BRNAV equipment necessary. PDG 5.2% (320 ft/NM) or more due to airspace structure. If unable to comply, advise ATC.
OBAXA 3N	OBAXA THREE NOVEMBER 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 (Δ). Climb with 5.5% (355 ft/NM) or more until passing 4200. Departure turn limited to 210 kt IAS. MAX IAS 250 kt until OBAXA. GPS/FMS RNAV: [A1900+] - DM067[K210-; L] - DM068[L] - DM069[R] - OBAXA[K250-].			<ol style="list-style-type: none"> Only available for non-jet ACFT. PDG due to High Intensity Radio Transmission Area (HIRTA).
OLASO 1N	OLASO ONE NOVEMBER On RWY track to 1900, on track 262° via LO MNE to 18.4 DME DMN, LT, on track 259° to OLASO (Δ). Cross 18.4 DME DMN at FL70 or above. MAX IAS 220 kt until crossing LO MNE. MAX IAS 250 kt until crossing 18.4 DME DMN. GPS/FMS RNAV: [A1900+] - MNE[K220] - DM061[F070+; K250-; L] - OLASO.			<ol style="list-style-type: none"> Available during following times: <ol style="list-style-type: none"> daily 2230(2130) - 0700(0600), FRI 1600(1500) - MON 0700(0600), Bavarian HOL. After 18.4 DME DMN BRNAV equipment necessary. PDG 5.2% (320 ft/NM) or more due to airspace structure. If unable to comply, advise ATC.
ROTAX 1N	ROTAX ONE NOVEMBER 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 (Δ); LT, on R127 MUN to 9.2 DME MUN, LT, on track 108° to ROTAX (Δ). Climb with 5.5% (335 ft/NM) or more until passing 4200. Departure turn limited to 210 kt IAS. MAX IAS 250 kt until crossing MUN. GPS/FMS RNAV: [A1900+] - DM067[K210-; L] - DM050[L] - MUN[K250-; L] - LAKOL[L] - ROTAX.			<ol style="list-style-type: none"> PDG due to High Intensity Radio Transmission Area (HIRTA). After 9.2 DME MUN BRNAV equipment necessary.
TULSI 9N	TULSI NINE NOVEMBER 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 (Δ); RT, on R180 MUN via MANAL (Δ) to TULSI (Δ). Climb with 5.5% (335 ft/NM) or more until passing 4200. Departure turn limited to 210 kt IAS. MAX IAS 250 kt until crossing MUN. GPS/FMS RNAV: [A1900+] - DM067[K210-; L] - DM050[L] - MUN[K250-; R] - MANAL - TULSI.			<ol style="list-style-type: none"> Not to be filed in FPL. PDG due to High Intensity Radio Transmission Area (HIRTA).
TURBU 4N	TURBU FOUR NOVEMBER 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 (Δ); RT, on R159 MUN to TURBU (Δ). Climb with 5.5% (335 ft/NM) or more until passing 4200. Departure turn limited to 210 kt IAS. MAX IAS 250 kt until crossing MUN. GPS/FMS RNAV: [A1900+] - DM067[K210-; L] - DM050[L] - MUN[K250-; R] - TURBU.			<ol style="list-style-type: none"> Only available for jet ACFT. Non-jet ACFT shall file SID OBAXA or ROTAX. PDG due to High Intensity Radio Transmission Area (HIRTA).
VAVOR 1N	VAVOR ONE NOVEMBER 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 (Δ); LT, on R127 MUN to 9.2 DME MUN, RT, on track 143° to VAVOR (Δ). Climb with 5.5% (335 ft/NM) or more until passing 4200. Departure turn limited to 210 kt IAS. MAX IAS 250 kt until crossing MUN. GPS/FMS RNAV: [A1900+] - DM067[K210-; L] - DM050[L] - MUN[K250-; L] - LAKOL[R] - VAVOR.			<ol style="list-style-type: none"> Only available for jet ACFT. Non-jet ACFT shall file SID OBAXA or ROTAX. PDG due to High Intensity Radio Transmission Area (HIRTA). After 9.2 DME MUN BRNAV equipment necessary.
<p>Notes:</p> <ol style="list-style-type: none"> Attention departing aircraft: Simultaneous parallel departure 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. RWY 26R is to be used especially for departures to N and NE. 				
<div style="border: 1px solid black; padding: 5px; display: inline-block;">Contact München Radar when advised by Tower!</div>				