

STANDARD DEPARTURE  
ROUTES – INSTRUMENT  
(SID)

LEIPZIG/HALLE  
RWY 08L

Designator	Route	After Take-Off		Remarks
		Climb to	Contact	
1	2	3	4	5
<b>LELMA 3Q</b>	<b>LELMA THREE QUEBEC</b> On RWY track via ZIG to 8.7 DME LND, LT, on R037 LEG to 14.5 DME LEG, LT, on track 019° to LELMA (Δ). <b>GPS/FMS RNAV:</b> ZIG[A900+] - DP534[L] - DP529[L] - LELMA.	FL 70	München Radar 126.175	After 14.5 DME LEG BRNAV equipment necessary. If unable to comply request ALTN route by ATC.
<b>MAG 2Q</b>	<b>MAGDEBURG TWO QUEBEC</b> On RWY track to ZIG (2.0 DME LND) or 900, whichever is later, LT, on track 338° to intercept R146 inbound MAG, on R146 MAG via PENEM (Δ) to MAG (Δ). Climb with 7.0% (425 ft/NM) or more until passing 2000. MAX IAS 210 kt until established on R146 MAG.			1. Will be assigned for NON-RNAV equipped aircraft by ATC only. RNAV equipped aircraft shall file SID ODLUN - Y235 - MAG. 2. No access to (U)Z20 and UN746. 3. No access to (U)L986, except NON-PRNAV equipped aircraft. 4. PDG due to navaid coverage (MAG). If unable to comply advise ATC.
<b>NAMUB 1H</b>	<b>NAMUB ONE HOTEL</b> On RWY track via ZIG to 9.1 DME LND or 3800, whichever is later, RT, on track 174° to AKASO (Δ), RT, on track 264° to KULUT (Δ), RT, on track 268° to NAMUB (Δ). <b>GPS/FMS RNAV:</b> ZIG[A900+] - DP536[A3800+] - R] - AKASO[R] - KULUT[R] - NAMUB.			When passing 3800 BRNAV equipment necessary. If unable to comply request ALTN route by ATC.
<b>NAMUB 2Z</b>	<b>NAMUB TWO ZULU</b> On RWY track to ZIG (2.0 DME LND) or 900, whichever is later, LT, on track 269° to intercept R285 LEG, on R285 LEG to DOLIT (Δ); LT, on track 194° to NAMUB (Δ). MAX IAS 210 kt until established on R285 LEG. <b>GPS/FMS RNAV:</b> ZIG[A900+] - L] - DP530 - DP532[K210-; R] - DOLIT[L] - NAMUB.			1. Only available between 2100 (2000) and 0500 (0400). 2. After DOLIT BRNAV equipment necessary. If unable to comply request ALTN route by ATC.
<b>ODLUN 1Q</b>	<b>ODLUN ONE QUEBEC</b> On RWY track to ZIG (2.0 DME LND) or 900, whichever is later, LT, on track 338° to intercept R146 inbound MAG, on R146 MAG to 21.8 DME MAG; LT, on track 310° to ODLUN (Δ). Climb with 7.0% (425 ft/NM) or more until passing 2000. MAX IAS 210 kt until established on R146 MAG. <b>GPS/FMS RNAV:</b> ZIG[A900+] - L] - DP531 - DP533[K210-; L] - PENEM[L] - ODLUN.			1. After 21.8 DME MAG BRNAV equipment necessary. If unable to comply request ALTN route by ATC. 2. PDG due to navaid coverage (MAG). If unable to comply advise ATC.
<b>ORTAG 1Q</b>	<b>ORTAG ONE QUEBEC</b> On RWY track to ZIG (2.0 DME LND) or 900, whichever is later, LT, on track 338° to intercept R146 inbound MAG, on R146 MAG to 21.8 DME MAG; LT, on track 264° to GIGUB (Δ); LT, on track 212° to ORTAG (Δ). Climb with 7.0% (425 ft/NM) or more until passing 2000. MAX IAS 210 kt until established on R146 MAG. <b>GPS/FMS RNAV:</b> ZIG[A900+] - L] - DP531 - DP533[K210-; L] - PENEM[L] - GIGUB[L] - ORTAG.			1. After 21.8 DME MAG BRNAV equipment necessary. If unable to comply request ALTN route by ATC. 2. PDG due to navaid coverage (MAG). If unable to comply advise ATC.
<b>TORPU 1Q</b>	<b>TORPU ONE QUEBEC</b> On RWY track via ZIG to 10.1 DME LND or 3800, whichever is later, RT, on track 120° to TORPU (Δ). <b>GPS/FMS RNAV:</b> ZIG[A900+] - DP535[A3800+; R] - TORPU.			When passing 3800 BRNAV equipment necessary. If unable to comply request ALTN route by ATC.
<b>UMBAL 1Q</b>	<b>UMBAL ONE QUEBEC</b> On RWY track to ZIG (2.0 DME LND) or 900, whichever is later, LT, on track 338° to intercept R146 inbound MAG, on R146 MAG to 21.8 DME MAG; RT, on track 027° to UMBAL (Δ). Climb with 7.0% (425 ft/NM) or more until passing 2000. MAX IAS 210 kt until established on R146 MAG. <b>GPS/FMS RNAV:</b> ZIG[A900+; L] - DP531 - DP533[K210-; L] - PENEM[R] - UMBAL.			1. Only available between 2200 (2100) and 0500 (0400). 2. No access to (U)Z20. 3. After 21.8 DME MAG BRNAV equipment necessary. If unable to comply request ALTN route by ATC. 4. PDG due to navaid coverage (MAG). If unable to comply advise ATC.

**Notes:** 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.

(ZIG fly-over way point)

Contact München Radar when advised by Tower!