

STANDARD DEPARTURE
ROUTES - INSTRUMENT
(SID)

MUENCHEN
(NORTH)
RWY 26L

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 in addition on "CHART - INSTRUMENT (OVERLAY)". When using these supplementary GPS/FMS RNAV procedures, the pilot shall check and ensure that the underlying conventional flight procedures are adhered to by monitoring the information of the ground-based navigation aids. 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.

Designator	Route	After Take-Off		Remarks
		Climb to	Contact	
1	2	3	4	5
GIVMI 6S	GIVMI SIX SIERRA 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 (△). MAX IAS 220 kt until established on heading 304°. MAX IAS 250 kt until 16.7 DME WLD (crossing R031 MAH). GPS/FMS RNAV: [A1900+] - DM052[K220-; R] - DM055[K250-; R] - GIVMI.	FL 70	Muenchen Radar 123.905	After 16.7 DME WLD (crossing R031 MAH) BRNAV equipment necessary.
MIQ 8S	MIKE EIGHT SIERRA Climb on RWY track to 3.1 DME DMS (4.1 DME DMN); RT, on course 348° MIQ (course 348° MSE) to MIQ (△). MAX IAS 220 kt until established inbound MIQ. MAX IAS 250 kt until MIQ.			Will be assigned for NON-RNAV equipped ACFT by ATC only.
RIDAR 6S	RIDAR SIX SIERRA Climb on course 261° MSE (course 261° MSW) to 19.7 DME DMS (20.5 DME DMN); RT, on R311 MAH to RIDAR (△). MAX IAS 220 kt until 5.3 DME DMS (6.2 DME DMN) Cross 19.7 DME DMS (20.5 DME DMN) at FL70 or above. MAX IAS 250 kt until 19.7 DME DMS (20.5 DME DMN). GPS/FMS RNAV: [A1900+] - DM052[K220-] - DM053[F070+] - DM054[K250-; R] - RIDAR.			Constraint at 19.7 DME DMS (20.5 DME DMN) due to operations. PDG 4.9% (300 ft/NM). If unable to comply, advise ATC prior start-up.

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.

Contact Muenchen Radar when advised by Tower!