

STANDARD DEPARTURE  
ROUTES - INSTRUMENT  
(SID)

MUENCHEN  
(SOUTH)  
RWY 08L

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
<b>OBAXA 2T</b>	<b>OBAXA TWO TANGO</b> Climb on RWY track to 6.8 DME DMN (7.7 DME DMS); RT, on R039 OTT to OTT (Δ); LT, on R208 OTT to OBAXA (Δ). MAX IAS 230 kt during initial turn. Cross 8.0 DME OTT (crossing 343° MNW) at or above FL70 MAX IAS 250 kt until OBAXA. <b>GPS/FMS RNAV:</b> [A1900+] - DM071[R] - DM072[K230-; R] - DM090[F070+] - OTT[L] - OBAXA[K250-].	FL 70	Muenchen Radar 127.955	1. Non-Jet ACFT only. 2. Constraint at 8.0 DME OTT (crossing 343° MNW) due to operations. PDG 7.0% (430 ft/NM). If unable to comply, advise ATC prior start-up.
<b>OLASO 2Q</b>	<b>OLASO TWO QUEBEC</b> Climb on course 080° MNW (course 080° MNE) to 6.8 DME DMN (7.7 DME DMS); RT, on track 179° to LAKOL (Δ); RT, on track 253° to OBAXA (Δ); RT, on track 263° to MERSI (Δ); RT, on track 290° to OLASO (Δ). Climb with 3.4% (210 ft/NM) until passing 3700. MAX IAS 230 kt during initial turn. MAX IAS 250 kt until MERSI. <b>GPS/FMS RNAV:</b> [A1900+] - DM071[R] - DM094[K230-; R] - LAKOL[R] - OBAXA[R] - MERSI[K250-; R] - OLASO.			1. After passing 3700 BRNAV equipment necessary. 2. PDG 3.4% (210 ft/NM) due to airspace structure (MVA). If unable to comply, advise ATC prior start-up.
<b>TULSI 2Q</b>	<b>TULSI TWO QUEBEC</b> Climb on course 080° MNW (course 080° MNE) to 6.8 DME DMN (7.7 DME DMS); RT, on track 179° to LAKOL (Δ); RT, on track 217° to MANAL (Δ); LT, on track 179° (Δ) to TULSI (Δ). Climb with 3.4% (210 ft/NM) until passing 3700. MAX IAS 230 kt during initial turn. MAX IAS 250 kt until LAKOL. <b>GPS/FMS RNAV:</b> [A1900+] - DM071[R] - DM094[K230-; R] - LAKOL[K250-; R] - MANAL[L] - TULSI.			1. Jet ACFT only. 2. After passing 3700 BRNAV equipment necessary. 3. PDG 3.4% (210 ft/NM) due to airspace structure (MVA). If unable to comply, advise ATC prior start-up.
<b>TURBU 7Q</b>	<b>TURBU SEVEN QUEBEC</b> Climb on course 080° MNW (course 080° MNE) to 6.8 DME DMN (7.7 DME DMS); RT, on track 179° to LAKOL (Δ); RT, on track 193° to TURBU (Δ). Climb with 3.4% (210 ft/NM) until passing 3700. MAX IAS 230 kt during initial turn. MAX IAS 250 kt until LAKOL. <b>GPS/FMS RNAV:</b> [A1900+] - DM071[R] - DM094[K230-; R] - LAKOL[K250-; R] - TURBU.			1. Jet ACFT only. 2. After passing 3700 BRNAV equipment necessary. 3. PDG 3.4% (210 ft/NM) due to airspace structure (MVA). If unable to comply, advise ATC prior start-up.

- Notes:**
1. 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.
  2. RWY 08L is to be used especially for departures to NW, N and NE.

Contact Muenchen Radar when advised by Tower!