

STANDARD DEPARTURE  
ROUTES - INSTRUMENT  
(SID)

MUENCHEN  
(SOUTH)  
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
<b>KIRDI 3S</b>	<b>KIRDI THREE SIERRA</b> Climb on course 261° MSE (course 261° MSW) to 1.5 DME DMS (crossing R339 OTT); or 1900, whichever is later; LT, on heading 178° to intercept R323 OTT; on R323 OTT to OTT; LT, on track 081° to MEBEK (△), RT, on track 095° to KIRDI (△). MAX IAS 210 kt until established on R323 OTT, MAX IAS 250 kt until MEBEK. Complete first departure turn within 4.5 DME DMS. <b>GPS/FMS RNAV:</b> DM049[A1900+; K210-; L] - DM050[K210-; L] - OTT[L] - MEBEK[K250-; R] - KIRDI.	FL 70	Muenchen Radar 127.955	1. After OTT BRNAV equipment necessary. 2. If unable to comply with speed restrictions, request SID KIRDI W. 3. Not available for flights via BIBAG.
<b>KIRDI 3W</b>	<b>KIRDI THREE WHISKEY</b> Climb on course 261° MSE (course 261° from MSW) to 14.2 DME DMS (15.0 DME DMN); LT, on track 101° to OTT; LT, on track 081° to MEBEK (△), RT, on track 095° to KIRDI (△). MAX IAS 220 kt until 5.0 DME DMS (6.0 DME DMN). MAX IAS 250 kt until established inbound OTT. <b>GPS/FMS RNAV:</b> [A1900+] - MSE[K220-] - <u>DM058[L]</u> - DM046[K250-] - OTT[L] - MEBEK[R] - KIRDI.			1. After passing 3700 BRNAV equipment necessary. 2. Not available for flights via BIBAG.
<b>BIBAG 3S</b>	<b>BIBAG THREE SIERRA</b> Climb on course 261° MSE (course 261° MSW) to 1.5 DME DMS (crossing R339 OTT); or 1900, whichever is later; LT, on heading 178° to intercept R323 OTT; on R323 OTT to OTT; LT, on track 081° to MEBEK (△), LT, on track 034° to BIBAG (△). MAX IAS 210 kt until established on R323 OTT, MAX IAS 250 kt until MEBEK. Complete first departure turn within 4.5 DME DMS. <b>GPS/FMS RNAV:</b> DM049[A1900+; K210-; L] - DM050[K210-; L] - OTT[L] - MEBEK[K250-; L] - BIBAG.			1. After OTT BRNAV equipment necessary. 2. If unable to comply with speed restrictions, request SID BIBAG W.
<b>BIBAG 3W</b>	<b>BIBAG THREE WHISKEY</b> Climb on course 261° MSE (course 261° from MSW) to 14.2 DME DMS (15.0 DME DMN); LT, on track 101° to OTT; LT, on track 081° to MEBEK (△); LT, on track 034° to BIBAG (△). MAX IAS 220 kt until 5.0 DME DMS (6.0 DME DMN). MAX IAS 250 kt until established inbound OTT. <b>GPS/FMS RNAV:</b> [A1900+] - MSE[K220-] - DM058[L] - DM046[K250-] - OTT[L] - MEBEK[L] - BIBAG.			After passing 3700 BRNAV equipment necessary.

**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 Muenchen Radar when advised by Tower!