

STANDARD DEPARTURE
ROUTES - INSTRUMENT
(SID)

MUENCHEN
(NORTH)
RWY 26R

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 1N	GIVMI ONE NOVEMBER Climb on course 261° MNE (course 261° MNW) to 3.5 DME DMN; RT, on heading 299° to intercept R119 WLD; on R119 WLD to 15.2 DME WLD (crossing R024 MAH); RT, on track 347° to GIVMI (Δ). MAX IAS 220 kt until established on heading 299°. MAX IAS 250 kt until 15.2 DME WLD (crossing R024 MAH). GPS/FMS RNAV: [A1900+] - DM060[K220-; R] - DM063[K250-; R] - GIVMI.	FL 70	Muenchen Radar 123.905	After 15.2 DME WLD (crossing R024 MAH) BRNAV equipment necessary.
MIQ 9N	MIKE NINE NOVEMBER Climb on RWY track to 3.5 DME DMN; RT, on course 346° MIQ to MIQ (Δ). 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 6N	RIDAR SIX NOVEMBER Climb on course 261° MNE (course 261° MNW) to 22.0 DME DMN (21.2 DME DMS); RT, on R311 MAH to RIDAR (Δ); MAX IAS 220 kt until MNE. Cross 19.8 DME DMN (19.0 DME DMS) at FL70 or above. MAX IAS 250 kt until 22.0 DME DMN (21.2 DME DMS). GPS/FMS RNAV: [A1900+] - MNE[K220-] - DM061[F070+] - DM062[K250-; R] - RIDAR.			Constraint at 19.8 DME DMN (19.0 DME DMS) 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 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 26R is to be used especially for departures to N and NE.

Contact Muenchen Radar when advised by Tower!