

Airports München

FIR - EDMM

EDDM

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EDDM - München

Charts and Scenery

IFR Charts for Munich Airport are available at <https://chartfox.org/EDDM> (VATSIM Login required).

VFR Charts: We suggest to use <https://www.openflightmaps.org/ed-germany/>. The German VFR AIP has also recently been made available.

Airport Scenery

Sim	Freeware	Payware
Microsoft Flight Simulator 2024	GAYA scenery is included With SU1, the bridges have been fixed and can be used.	<u>Aerosoft - SimWings</u> Be sure to disable the default GAYA scenery! <u>GSX Profile</u>
Microsoft Flight Simulator 2020	GAYA scenery as part of World Update 18	<u>Aerosoft - SimWings</u> Be sure to disable the default GAYA scenery! <u>GSX Profile</u>
X-Plane 11	X-Plane Default Scenery	<u>X-Plane Store - SFD</u>
Prepar3D V4/V5	--	<u>Aerosoft - SimWings</u>

Departing from Munich

Due to ongoing construction on **Apron 1**, please do not spawn on positions **101-109** and **141-144**.

Delivery

Call München Delivery for en-route and startup clearance. Your clearance will look something like this:

“ **ATC:** `CALLSIGN`, (startup approved) cleared to `DESTINATION` `DEPARTURE`, flight planned route, climb via SID flight level 70, squawk `XXXX`.

If you are unable to follow a SID, inform the controller and expect vectors for your departure.

The phrase "startup approved"

The clearance "startup approved" carries a special meaning in Germany. **It does not refer to engine start, and is absolutely not a clearance to push back!** Rather it means you can begin the final preparations to depart, i.e. start the APU and call your pushback truck.

Especially when the airport is busy and A-CDM measures are in force, startup is **not** given with your clearance, but at a later time, this is your TSAT, the target startup approval time.

The only exception to the above: When at a taxi-out position, and startup clearance is received, do start the engines, as your next request will be to taxi.

Initial Climb

All standard instrument departures out of Munich have an **initial climb clearance of FL070**.

Please note that there is a **difference** between **7000 feet** and **FL070**! As the Transition Altitude is 5000 feet in Germany, your initial climb is "flight level 70"—a precise read-back is appreciated.

Departure Runway

Each SID designator refers to exactly one runway, as stated on the charts and below.

Usually, **departures to the north** can expect the **northern runway** while **departures to the south** will depart out of the **southern runway**. You can find a list with the SID fixes and designators for each runway below. Traffic parking at the Cargo Apron can usually expect the southern runway for departure if traffic allows.

Northern Runway 08L/26R	AKINI, ANKER, EVIVA, GIVMI, INPUD, MIQ, RIDAR (08L) Preferred SID designators: Q, T (08L); N (26R)
Southern Runway 08R/26L	ALG, BIBAG, KIRDI, MERSI, OBAXA, OLASO, ROTAX, TULSI, TURBU, VAVOR, RIDAR (26L) Preferred SID designators: E, P (08R); S, W (26L)

SIDs marked in red require explicit ATC approval.

Due to operational reasons, other departure routes may be given (for instance during low-visibility operations).

Datalink

En-route Clearance is also available via Datalink (PDC/DCL via Hoppie ACARS System), the station name is **EDDM**. You need to call Delivery to request startup thereafter! **Especially during events this procedure is preferred for the en-route clearance.** If you don't have an aircraft with integrated CPDLC/PDC function you can use the stand-alone tool easyCPDLC.

VFR Traffic

Call München Delivery for departure information and to request startup clearance.

Handoff

Listen carefully to Delivery for the **correct Apron frequency** you need to contact next.

Apron

Pushback

You always have to call Apron for pushback as **the startup clearance does not include the pushback!** You might not find the frequency issued by Delivery online, just tune it in and call when ready for push (do **not** rely on the controller login).

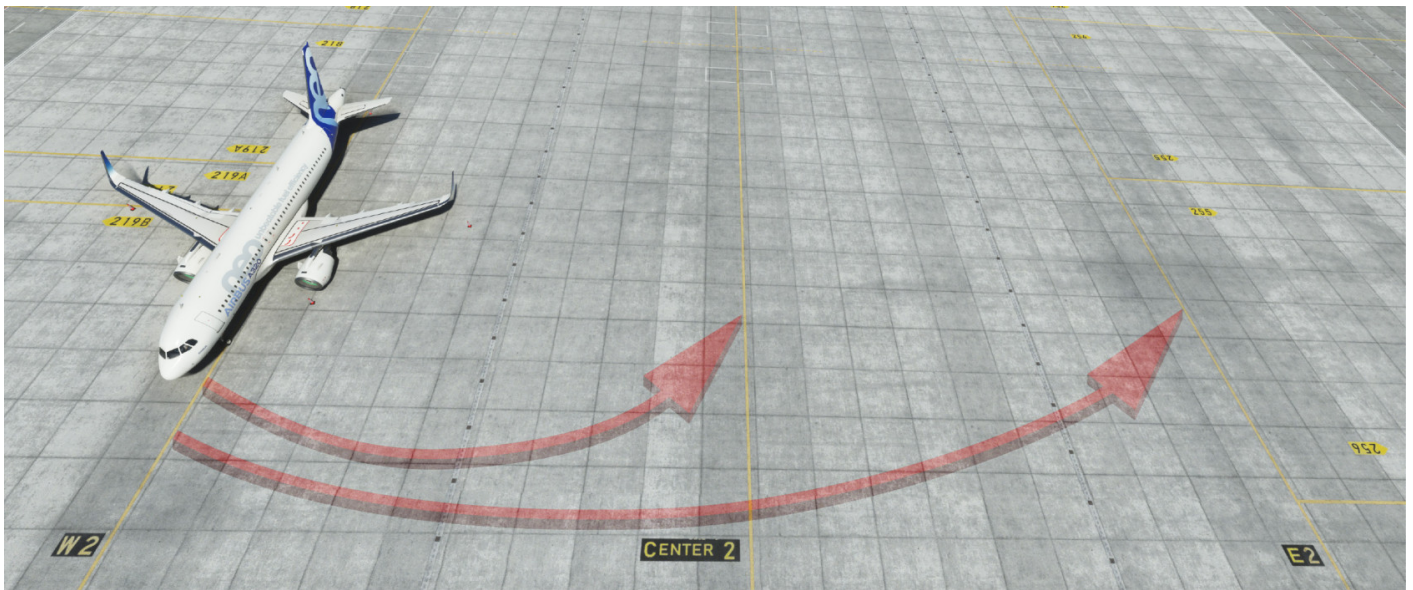
Starting on the main apron 2 (parking positions 201–224 or 244–256)? Unless instructed otherwise, when cleared for pushback **use the closest line behind you** (W2 or E2). Please **never**

push onto Center 2, as this blocks the whole apron for heavy aircraft.

Special Procedures

Pushback procedures in Munich might be special for unfamiliar pilots. Apron can do a lot to increase the efficiency on the ground, so your cooperation is vital.

- **Colored lines** (blue and orange) are used most of the time when available for medium aircraft.
- You might get **pushed facing away from your departure runway** (e.g. facing south for runway 26R), you can expect a **U-Turn** for taxi. These U-Turns should be performed from your present position, **you do not need to follow the taxi lane**:



- In case you get an instruction to **swing over to another taxi lane**, do so immediately, you do not have to follow the taxiway guidelines.

Always **report if you are unable** to comply with the instruction or if you are unsure what to do!

Taxi

Your taxi routing towards the departure runway always consists out of two parts. The first taxi instruction will lead you to the so called (apron) **entries** (e.g. N3, N4). **You have to hold at the entry unless instructed otherwise.** Further taxi will be with Ground after a frequency change.

“ **ATC:** DLH123 taxi to entry N4 via W2 and D1.

Entries N1-N4 and S5-S8 are located on bridges. When cleared for the entry, you can always **taxi onto the respective bridge** and hold there.

Ground

München Ground will guide you from the apron entries to the runway. The controller might ask you if you are able for an intersection departure. if not, you can always ask the controller to shorten the taxi time.

Handoff to Tower

Ground can tell you to contact Tower as usual or advise you to "stand by for Tower on ...". **If instructed to stand by or monitor**, just tune in to the given frequency, **do not call in**, but listen closely—Tower will call you when it's your turn.

Tower

As stated in the charts, remain on the Tower frequency until further advised. Expect a handoff to München Radar, again listen carefully for the given frequency as multiple stations may be open.

Arriving in Munich

Arrival

Regardless of your filed flight plan and any arrival contained therein, **your en-route clearance ends at the clearance limit! You are not cleared to fly the filed arrival (nor will you be, see below).**

The clearance limits for EDDM arrivals are: **BETOS**, **NAPSA**, **LANDU**, or **ROKIL**.

If you receive no further clearance after passing the limits, **hold** at the respective clearance limit **as published** (details are noted in the section *Arrival Details* below).

RNAV Transitions and STARs

Expect RNAV transitions—not the STARs!

Tell the approach controller immediately if your aircraft is not equipped for the transitions.

The RNAV transitions are:

BETOS08, NAPSA08, LANDU08, ROKIL08 for runways 08L/08R and

BETOS26, NAPSA26, LANDU26, ROKIL26 for runways 26L/26R.

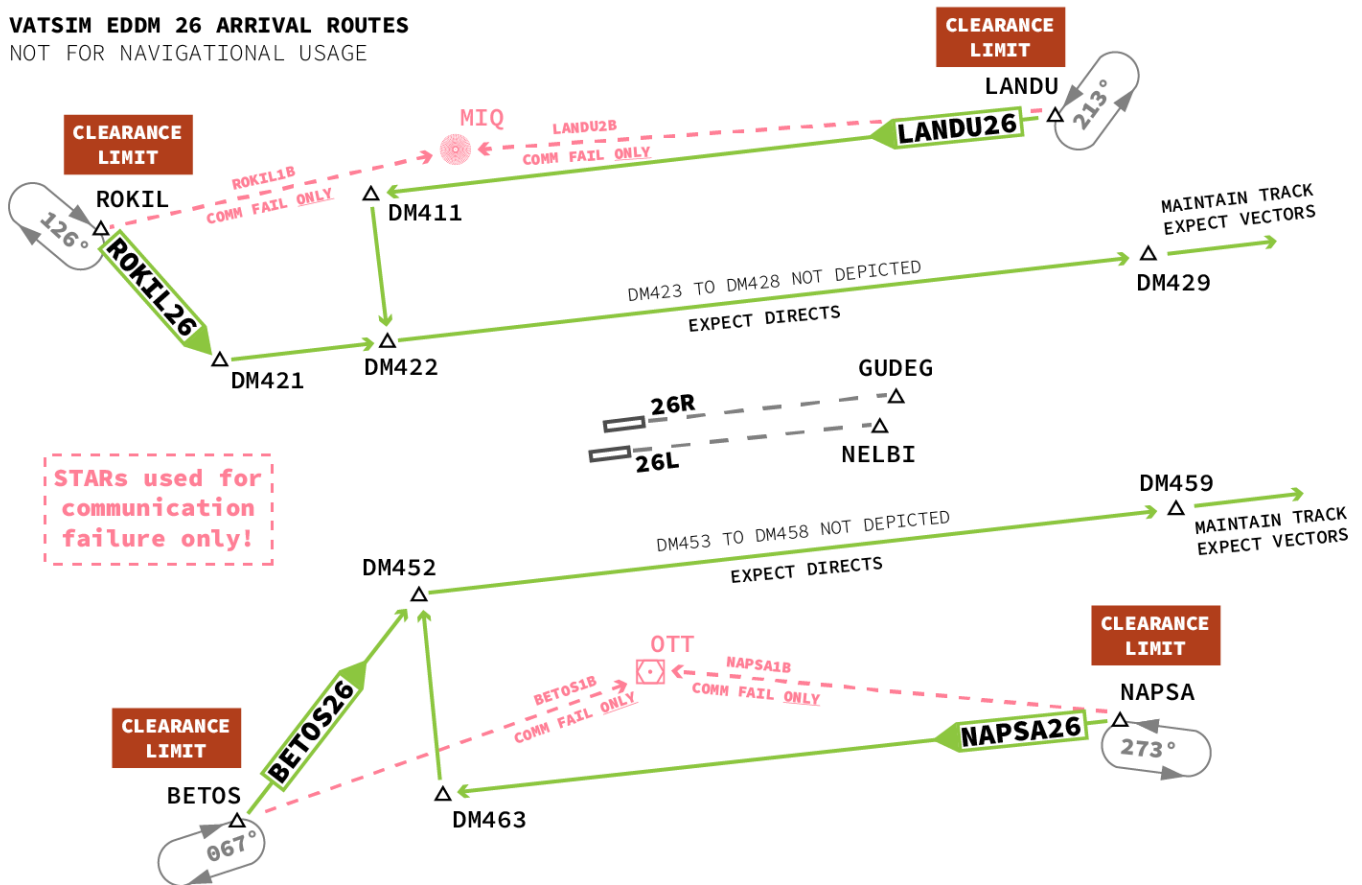
The STARs have letters in their designators (e.g. BETOS 1A) and

are only used for communication failure and other non-standard situations – even though they technically have to be filed in Germany.

You will **not** fly via MIQ or OTT on the RNAV transitions.

26 Operations

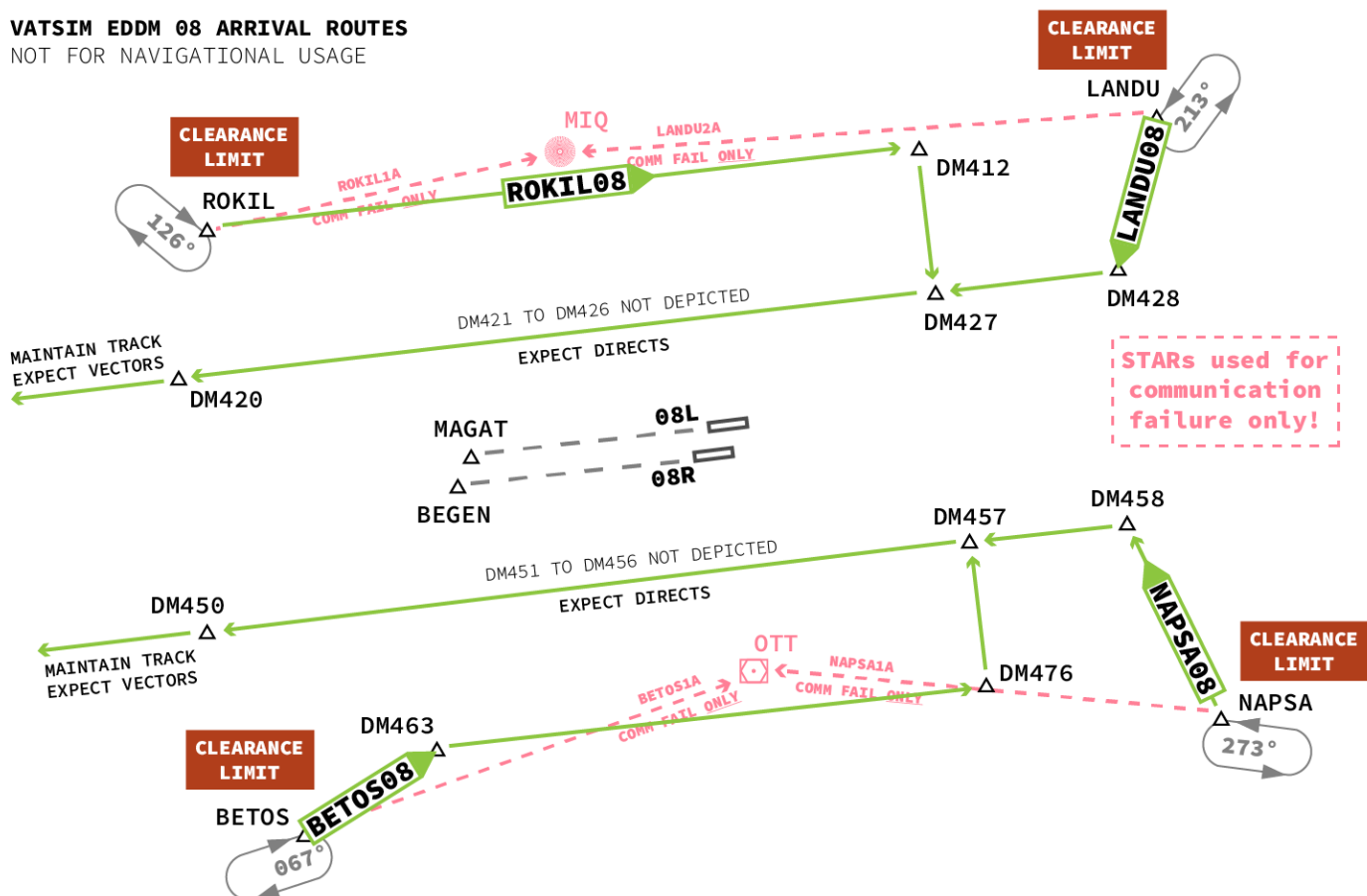
VATSIM EDDM 26 ARRIVAL ROUTES
NOT FOR NAVIGATIONAL USAGE



08 Operations

VATSIM EDDM 08 ARRIVAL ROUTES

NOT FOR NAVIGATIONAL USAGE



FMC Operation

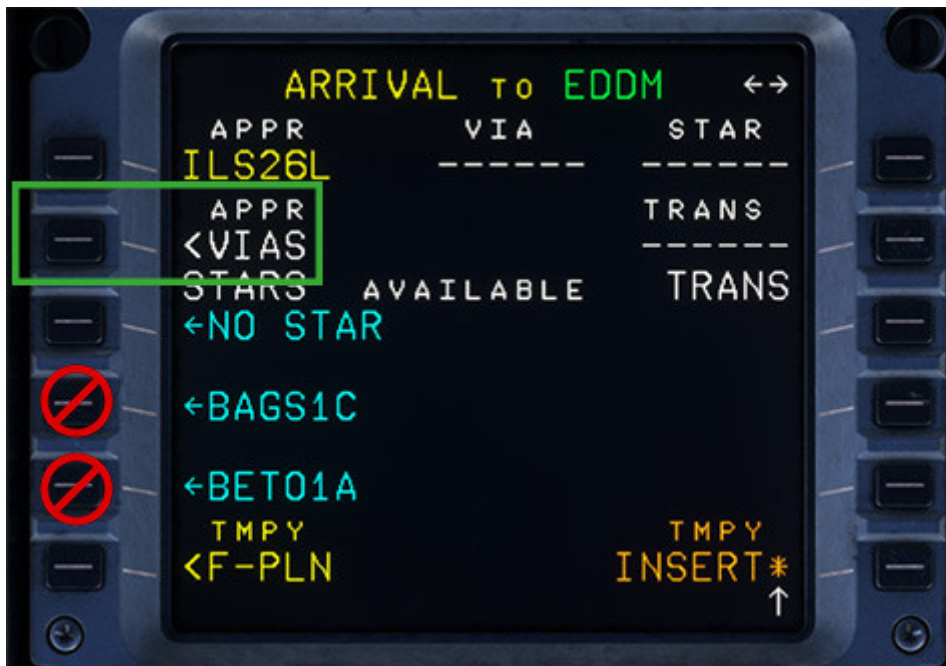
Expand the section below to learn how to set up your airplane for the RNAV transitions:

Airbus

On the F-PLN page, select the arrival runway, as usual, you have four runways to choose from. **If you are not given a runway** when cleared for the transition, choose any matching the landing direction as per ATIS and be prepared to change it later.



Then, do not select any STAR on this page, instead select the L2 key to open the VIAS selection.



Now, you can select the cleared RNAV transition, sometimes abbreviated (LANDU becomes LAN, etc.):



Finally, check that your FMC is correctly displaying the up- and downwind as per the published charts. If things are programmed correctly, you will not have MIQ or OTT in your flight plan. **If you are unsure, or things look weird, inform your controller!**



Arrival Details

To learn about **descent planning** (even without Center control) and **clearances to be expected**, expand the appropriate section below:

Arrivals from North West via ROKIL (EDGG/EDUU)

Route	Descent Planning	Runways 08	Runways 26	Clearance Limit	Expect
GESLU T107 ROKIL	GESLU max FL250	ROKIL @FL100 max IAS 250 kts	ROKIL @FL130 max IAS 280 kts	ROKIL 126° right turns	Transition (ROKIL08/ROKIL 26), waypoints (DM4xx) or vectors to northern runway (08L/26R).
L173 RIXED Y161 LELTA T106 ROKIL	GUPIN max FL170				
DKB T104 ROKIL	DKB max FL250				

Arrivals from North East via LANDU (EDMM/EDUU/LKAA)

Route	Descent Planning	Runways 08	Runways 26	Clearance Limit	Expect
SODRO T703 LULAR T105 LANDU	SODRO max FL310 ARMUT max FL270	LANDU @FL130 max IAS 280 kts	LANDU @FL100 max IAS 250 kts	LANDU 213° left turns	Transition (LANDU08/LANDU26), waypoints (DM4xx) or vectors to northern runway (08L/26R).
VESUB T106 TUSTO T108 LANDU	VESUB max FL250				
NIRGO T108 LANDU	NIRGO max FL250				
BAVRI T110 BINGU T108 LANDU	BAVRI max FL250				

Arrivals from South West via BETOS (LIPP/LIMM/LSAS)


Route	Descent Planning	Runways 08	Runways 26	Clearance Limit	Expect
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IVKAL T102 NINUR T101 BETOS	IVKAL max FL300	BETOS @FL100 max IAS 250 kts	BETOS @FL130 max IAS 280 kts	BETOS 067° right turns	Transition (BETOS08/BETO S26), waypoints (DM4xx) or vectors to southern runway (08R/26L).
SOTOV T101 BETOS	SOTOV max FL300				
NUNRI T103 BETOS	NUNRI max FL290				

Arrivals from South East via NAPSA (LOVV)					
Route	Descent Planning	Runways 08	Runways 26	Clearance Limit	Expect
MATIG DCT AMADI Q113 NAPSA	AMADI @FL130	NAPSA @FL130 max IAS 280 kts	NAPSA @FL100 max IAS 250 kts	NAPSA 273° left turns	Transition (NAPSA08/NAPS A26), waypoints (DM4xx) or vectors to southern runway (08R/26L).
VATET DCT REDBU Q112 NAPSA	REDBU @FL140				
RASTA DCT REDBU Q112 NAPSA					

Final Approach: München Arrival

If München Arrival (this station was formerly known as Director) is online, you are instructed to contact them with your **callsign only, do not report your current or cleared altitude, or inbound waypoint:**

 **Pilot:** München Arrival, Lufthansa 123

Landing and Vacating: Tower and Ground

München Tower will give you the landing clearance. **Vacate as soon as possible and be sure to cross the holding point.** The dashed line from your direction indicates that you can (and in fact must) cross it without further clearance to fully vacate the runway. **Hold short of T or M,** if you see a EDDM_ **N**_GND or EDDM_ **S**_GND online, switch to the respective frequency: 121.980 if you

have landed on the northern runway (08L/26R) or 121.830 if you have landed on the southern runway (08R/26L). If unsure, Tower will also hand you over.

EDDM_1/2/3_GND are only responsible for the aprons, please do not contact them after vacating unless instructed.

If no Ground controller is online, remain on Tower frequency, as Tower will then also give you taxi instructions to the apron entry (N1-N4 or S1-S8).

Without further clearance you have to hold at the apron entry point:

“ **ATC:** Lufthansa 123, taxi to entry N4 via A6 and N

Most apron entries are on bridges in Munich, a clearance "to" an entry instructs you to taxi into the entry, and thus onto the bridge whereas a "hold short" clearance wants you to hold short of the entry.

Parking: Apron

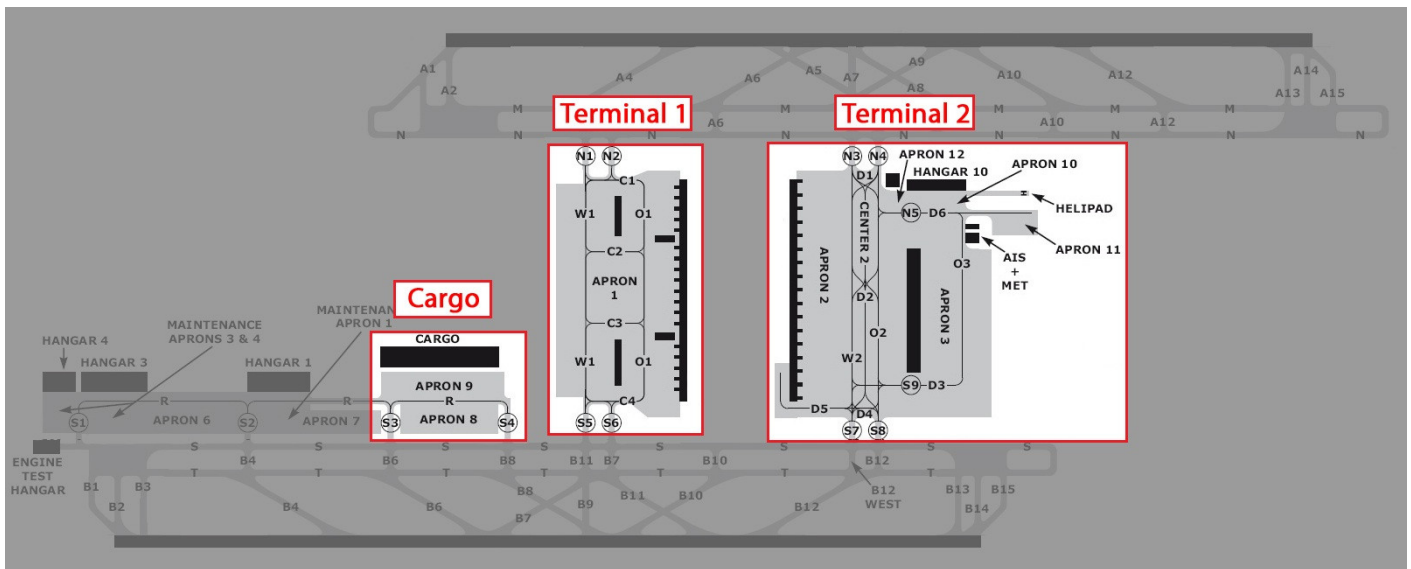
Munich **Apron is**—as usual in Europe—**controlled**. Clearances are required for all movements.

The Apron controller will guide you to your parking position. If you would like to park at a different parking position, feel free to request it. See the next section for the available parking areas and default assignments.

Parking Positions

Parking

There are three main parts of the apron, Terminal 1, Terminal 2 and the Cargo area.



Terminal 1

Terminal 1 is used for all airlines not part of the Star Alliance. The northern part of Terminal 1 is under constructions. Stands 101-109 should not be used and will not be assigned by Apron.

Stands 118-121 are used for all flights with increased security demands, regardless of the operator (e.g. state flights).

Terminal 2

Terminal 2 and the remote stands at and around Apron 3 are being used exclusively by Lufthansa and Star Alliance as well as other Lufthansa partner airlines. Most Lufthansa and Star Alliance wide-body aircraft are parked directly at the terminal, whereas medium-sized planes like the A320 are intermixed with the wide-bodies or parked at stands 243-256 at the satellite terminal.

Cargo

Our cargo terminal is located to the south. The parking positions available are 901-907, with all of them being usable by wide-body aircraft. Usually to prevent long taxi times all cargo traffic should expect to depart from runway 08R/26L.

General Aviation

Parking for General Aviation is located on apron 13 (positions G11-G26) or on aprons 7 and 8 (positions 701-703, 801-905).

Airline Overview

Expand the section below for a list of airlines and the terminal they are parking at:

Airline Terminals		
ICAO	Name	Terminal
ACA	Air Canada	2
ADH	Air One	1
ADR	Adria Airways	2
AEA	Air Europa	2
AFL	Aeroflot Russian Airlines	1
AFR	Air France	1
AIZ	Arkia Israel Airlines	1
AMC	Air Malta	2
ANA	All Nippon Airways	2
AUA	Austrian Airlines	2
AWE	US Airways	1
AZA	Alitalia	1
BAL	Belle Air Europe	1
BAW	British Airways	1
BER	Air Berlin	1
BGM	Bugulma Air Enterprise	1
BTI	Air Baltic	1
CCA	Air China	2

CFG	Condor Flugdienst	1
CTN	Croatia Airlines	2
CYP	Cyprus Airways	1
DAL	Delta Air Lines	1
DLA	Air Dolomiti	2
DLH	Deutsche Lufthansa	2
EIN	Aer Lingus	1
ELY	El Al Israel Airlines	1
ETD	Etihad Airways	1
EZY	easyJet	1
FHY	Free Bird Airlines	1
FIN	Finnair	1
GMI	Germania	1
GWI	Germanwings	1
HAY	Hamburg Airways	1
IBE	Iberia Airlines	1
ICE	Icelandair	1
ISR	Israir	1
KLM	KLM Royal Dutch Airlines	1
KRP	Carpatair	1
LBT	Nouvel Air Tunisie	1
LGL	Luxair	2
LOT	LOT Polish Airlines	2
LOW	Air Lowland	1
MON	Monarch Airlines	1
MSR	Egyptair	2
NAX	Norwegian Air Shuttle	1
NLY	Niki	1
OHY	Onur Air	1
OLT	Ostfriesische Lufttransport	1
OMA	Oman Air	2
PGT	Pegasus Airlines	1

POT	Polet	1
QTR	Qatar Airways	1
RAM	Royal Air Maroc	1
RJA	Royal Jordanian	1
ROT	Tarom	1
SAA	South African Airways	2
SAS	Scandinavian Airlines	2
SAT	SATA Air Acores	1
SBI	S7 Airlines	1
SDM	Rossiya	1
SHY	SkyLine	1
SIA	Singapore Airlines	2
SWR	Swiss International Air Lines	2
SXD	SunExpress Germany	1
SXS	SunExpress	1
SYL	Aircompany Yakutia	1
TAP	TAP Portugal	2
TAR	Tunisair	1
THA	Thai Airways International	2
THY	Turkish Airlines	1
TUI	Tuninter	1
UAE	Emirates Airline	1
UAL	United Airlines	2
UTA	UTair Aviation	1
VLG	Vueling Airlines	1
VOE	Volotea	1

Final Words

We hope you had a great time visiting Munich!

If you have any feedback – positive or negative – please let us know here:

<https://feedback.vatger.de/> We are always striving to improve our service. Also, if any of our provided documentation can be improved, please get in touch.

Happy landings and thank you for visiting and your input!