

# 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.

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

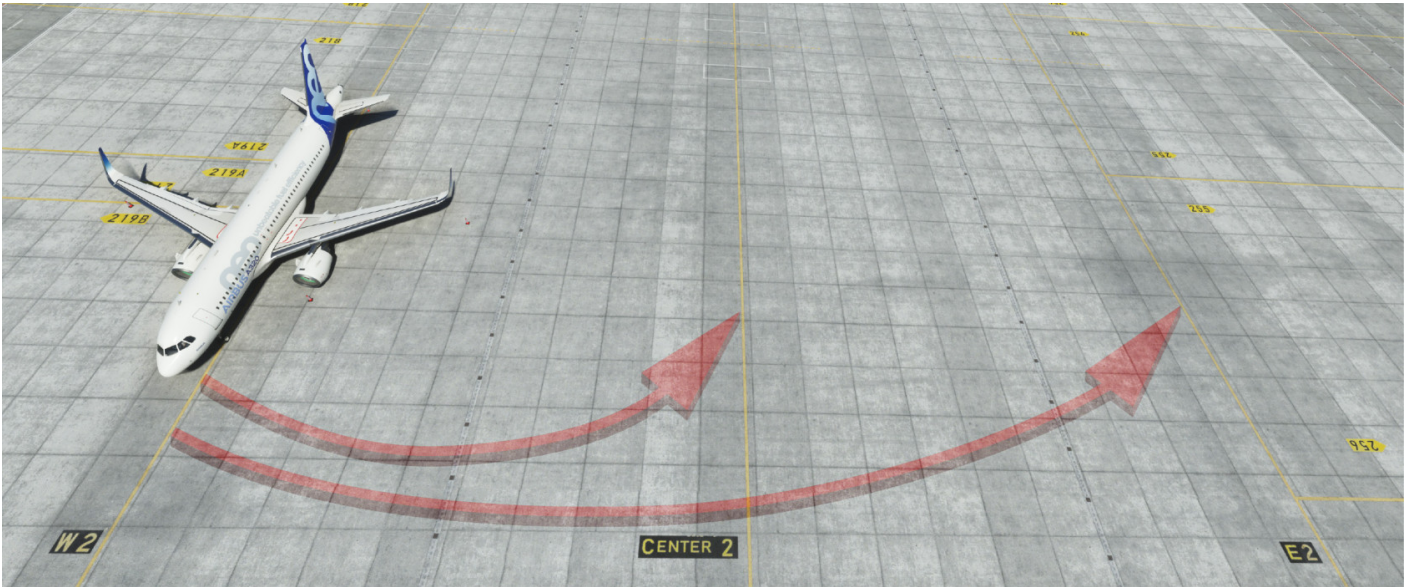
## Pushback

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).

## 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.

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