

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).

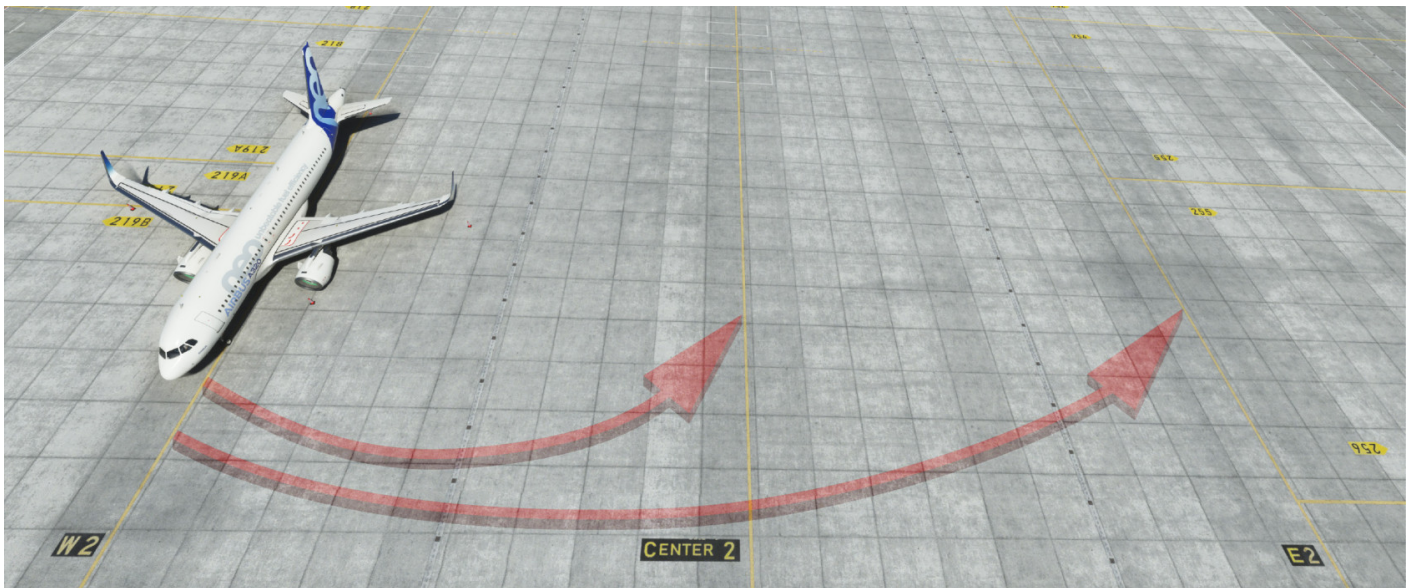
Starting on the main apron 2 (parking positions 201–224 or 244–256)? Unless instructed otherwise, when cleared for pushback **use the closest line behind you** (W2 or E2). Please **never**

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.

Revision #15

Created 26 October 2022 17:06:09 by 1288197

Updated 20 August 2024 04:05:19 by 1586741