

Delivery

Responsibilities

München Delivery is responsible for issuing enroute and startup clearances for departing IFR traffic in Munich. In addition, Delivery receives the first call of departing VFR flights.

The startup and enroute clearance can be given together in one radio message. Afterwards, Delivery hands over the pilots to the next responsible station (depending on the manned stations, usually Apron 1/2/3).

If startup clearance can not be issued together with enroute clearance, the pilot shall standby on Delivery frequency for startup. Afterwards, pilots shall be handed over to the next station, too. If possible, the pilot shall be informed about an expected time for startup if the expected delay exceeds 10 minutes.

München Delivery is additionally issuing startup clearances for VFR departures. The VFR flight makes his initial call on Delivery frequency, receives startup clearance and will be handed over to the next responsible station.

SID Assignment

The table below offers an overview of the SID assignment rules..

Departures on the preferred SID are released, clearance can be issued without further coordination. Should traffic be cleared on a non-preferred SID, Delivery shall get approval from Tower prior issuing enroute clearance.

Restrictions exist on all SIDs, thus the phrase "Climb via SID to (level)" shall be used.

Should a pilot report unable to fly a SID, Delivery shall initiate coordination with Tower and Approach (Low sector) about an alternating departure procedure (e.g. vectored departure). Usually the instruction for a vectored departure will be "Fly runway track, climb to Flight Level 70".

Traffic parking on aprons 6-9, especially cargo, should be cleared onto SIDs off the southern runway (RWY 08R/26L) to minimize taxi times.

All departures: **Contact Muenchen Radar when advised by Tower!**

Route	RWY 08L	RWY 08R	RWY 26L	RWY 26R	Max. init. Climb	Remarks
AKINI	1Q	1E	1S	1N	FL 70	
ALG "Allgäu"	2Q#	2E#	2S	2N		
ANKER	9Q	9E	7S	9N		
BIBAG	2Q	2E	3S / 3W	4N		
EVIVA	4Q	4E	4S	5N		
GIVMI	6Q	6E	6S	1N		
INPUD	3Q	3E	2S	2N		
KIRDI	2Q	2E	3S / 3W	4N		
MERSI	4Q# / 2T*	4E# / 2P*	5S	6N		
MIQ "Mike"	9Q	8E	8S	9N		by ATC for non-RNAV only
OBAXA (Non-Jet)	2T*	2P*	6S*	6N*		
OLASO	2Q	2E	2S	2N		
RIDAR	7Q	7E	6S	6N		
ROTAX	4Q	4E	3S / 3W	4N		
TULSI (Jet)	2Q	3E	7S / 4W	4N		by ATC only
TURBU (Jet)	7Q	6E	7S / 7W	7N		
VAVOR (Jet)	3Q	3E	3S / 3W	4N		
	preferred runway / SID					

W-SIDs= Noise-Protection-SIDs: for A/Cs of WTC H and J between 2200-0600 lcl

= Jet only

** = Non-Jet only*

TULSI-Departure

Pilots flying from EDDM to LOWI shall file this route: "TURBU Y107 RTT". If a route via TULSI has been filed, it can be cleared nevertheless after obtaining approval from Approach.

A TULSI departure to any other destination than LOWI should be recleared onto another SID (possible reclearance solutions are included in the Quicksheet), however can be cleared nevertheless after obtaining approval from Approach.

Noise Abatement Procedures

Aircraft of Wake Turbulence Category "H" and "J" departing off runway 26L and flying a SID via OTT shall be cleared onto SIDs with designator "W" between 22h and 06h local time.

Departures of aircraft category B747 shall be cleared of runway 08L/26R between 22h and 06h local time. During single (use of) runway operations the active departure runway can be used nevertheless.

Special Procedures

IFR Visual Departures off runway 08R

During active runway 08R, single and two-engine propelled aircraft as well as type DHC7, who fly a SID via VOR OTT (OBAXA#P, MERSI#P), can be offered a visual departure off runway 08R.

Following criteria shall be met:

- the pilots accepts or requests the procedure,
- ceiling not below 3400 ft (summer) resp. 3700 ft (winter),
- only during the day,
- initial climb restricted to 5000 ft,
- take-off run commences from full length (intersections B1-B3).

Phraseology example:

"[...] after departure turn right direct OTT, climb to *altitude* 5000 feet, maintain own visual reference to terrain until passing 3400/3700 feet"

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