

MUNICH (MUC/EDDM)

Elevation 1487ft

CATEGORY A

AV brief – not required

GENERAL

- Munich lies approximately 40 nm to the N of the Austrian Alps.

Threats

CFIT

- MSAs within 30 nm are low, rising rapidly outside this to 11,000ft to the SE.
- The terrain is nicely illustrated on the Lido charts, present from the SE clockwise through to the S of the airfield.

Runway Excursion

- False LOC capture has been reported on ILS 26L/R.

Mid Air Collision

- Often inbound traffic is descending down above the departures, so a risk of TCAS TAs if high rates of climb/descent. On arrival ATC sometimes ask for a minimum rate of descent which can compound the problem.

GROUND

A32N A350 B747 B777 B787

Not Applicable

A380

- On Ramp 1 the Twys C2 and C3 are closed for A380 aircraft.
- There are no other special procedures regarding A380 ground movement in Munich.

Parking

- The following stands are suitable for A380:
- Terminal 1, Ramp 1 – 110, 113, 142 (Remote), 153 (Remote) and 163 (Remote).
- Terminal 2, Ramp 2 (Star Alliance Terminal) – 224 and 250 (Remote).
- Ramp 9 (Cargo) – 902 to 907.
- There are no parking stands where push back is not required.

ALL

DEPARTURE

- German ATC uses a distance-based system for Wake-Vortex separation on take-off, which does not conform to the requirements of ICAO PANS ATM. If cleared for take-off with less than the required time separation behind a preceding aircraft, crews must refuse the clearance and report via ASR.

WEATHER

- Snow in winter is common, especially between November and March, due to the proximity of the Alps.

OPERATIONAL INFORMATION

Handling Agent	Menzies (Pax) Swissportlosch (Ramp)
Handling Agent VHF	131.965
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use APU for air-conditioning (Keep ground power connected to reduce APU fuel burn)