

**This aeronautical chart is intended for flight simulation use ONLY and will vary from actual navigational charts.**

*ATIS <b>123.12</b>				MUNICH Departure (R)	
MUNICH Delivery	<b>121.72</b>	(Start-up clearance)	Tower	<b>118.7</b>	North <b>123.9</b>
MUNICH Ground	<b>121.77</b>	Rwy 08L/26R	Rwy 08L/26R	<b>120.5</b>	South <b>127.95</b>
Agron West	<b>121.77</b>	East <b>121.92</b>	Rwy 08R/26L		
		Rwy 08R/26L	<b>121.82</b>		

EDDM

10-9

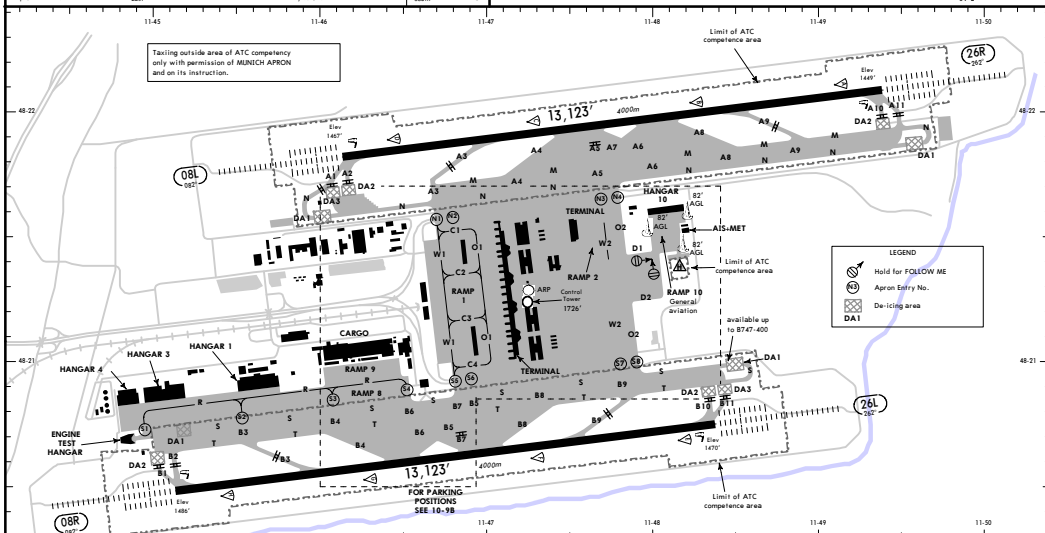
**AIRPORT**

MUNICH GERMANY

MUNICH

352.9\*/10.5 From MUN 112.3

N48 21.3 E011 47.3

Var 01°F Elev **1486'**

### LOW VISIBILITY PROCEDURES DURING CAT II OR III OPERATIONS

Whenever operation of CAT II or III low visibility procedures is announced, taxiing is restricted to taxiways with operating centerline lights for all aircraft.

Taxiway centerline lights within the ILS sensitive area from RWY 08R/26L towards TWY T and from RWY 08L/26R towards TWY M are colour-coded (yellow-green). After landing pilots are requested to report "clear of colour-coded centerline lights" to indicate that the aircraft has vacated the ILS sensitive area.

**STOP BARS:**

Stop bars are installed at CAT II/III holding positions, taxiway intersections, junctions and sections. Taxiing across stop bars is strictly prohibited when they are switched on. Clearances of any kind do not cover permission for taxiing across an operating stop bar.

**GUIDANCE WITHIN AREA OF APRON CONTROL COMPETENCY:**

Within area of Apron Control competency aircraft may be guided by means of segmented green taxiway centerline lights, even if all-weather operations CAT II or III are not active. Unless otherwise instructed, taxiing is permitted for aircraft only on taxiways with operating centerline lights.

Taxi guidance lines to the parking positions are yellow-lighted.

Taxiing across operating red stop bars is not permitted.

