

# EDDG - Münster/Osnabrück

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# General

## Before you fly...

Welcome to Münster/Osnabrück! This small airport primarily hosts airline flights from or to holiday destinations but features some short haul domestic flights to other German airports as well. Among VFR pilots, it is a favorite due to its **relatively simple airspace structure and airport layout** and is frequently used for training flights. Additionally, it has two uncontrolled grass runways directly parallel to the hard surface runway, as well as a rescue helicopter stationed at a helipad just South of the field, creating a very dynamic environment.

Although the airport has a relatively simple layout and low traffic levels on VATSIM, you should still **prepare yourself thoroughly** to **keep it fun for everyone** and avoid mistakes which might lead to delays for yourself and other users.

**If you are new to VATSIM**, Münster/Osnabrück is a perfect airport to get started on the network. Controllers will almost always have enough spare capacity to answer questions or quickly explain a procedure to you. It rarely gets very busy, so making smaller mistakes will usually not have a negative impact on anybody else's experience on the network. However, you should **be prepared for some more unusual situations** when there is glider and/or rescue helicopter traffic.

## Parking position

Please make sure you choose an appropriate stand for your aircraft type.

**Passenger flights** park at positions 9 thru 14, with **flights to non-Schengen destinations** generally using positions 12 thru 14.

**Heavy aircraft** can only park at stands 21 and 24 facing North towards the runway.

**Business jets** park at positions 18A thru 19E.

**General aviation aircraft** park positions 101 thru 406, with stands 301 thru 303 being limited to max. 20m wingspan, and stands 401 thru 406 to max. 12m wingspan.

All stands are taxi-out positions. However, **on stands 9 thru 14, pushback is mandatory for aircraft with a wingspan of 36m or more** and ATC may require any other aircraft on these stands to do a pushback depending on the traffic situation.

As **aircraft deicing is conducted on positions 24 and 25**, we ask all pilots to only use these stands for parking when absolutely necessary, especially during colder temperatures.

Münster/Osnabrück is **not equipped to handle A380 aircraft**. To maintain realism and prevent inconveniences for controllers and other pilots, we ask pilots to choose a different airport when flying the A380.

# Handoffs

**When instructed to contact another controller, do so as soon as possible.** This will avoid you having to stop moving or level off. Please do not hold your position to switch the frequency, keep moving on the ground!

Be aware that **some frequencies in use might not be shown in the controller list of your pilot client**, so it is important that you listen carefully to what ATC says.

## Auto-handoff

Münster/Osnabrück utilizes an auto-handoff procedure for IFR departures where **Tower will not hand off outbounds to the approach controller**. The current airborne frequency will always be noted in the ATIS.

Contact the airborne frequency **immediately when airborne** unless explicitly told to remain on Tower frequency.

# Charts & Scenery

## Charts

You can find **current IFR charts** for Münster/Osnabrück on [chartfox](#) (requires VATSIM login).

You can find **current VFR charts** for Münster/Osnabrück in the [AIP VFR](#).

For a better overview over the airspace structure around Münster/Osnabrück, we recommend [openflightmaps](#).

## Airport Scenery

Sim	Freeware	Payware
MSFS	<a href="#">flightsim.to</a>	<a href="#">M'M Simulation (Orbx)</a>
X-Plane	<a href="#">X-Plane forums</a>	--
Prepare3D V4/V5	--	--

# Departing Traffic

We ask all pilots to also read the [General section](#) with **information relevant to all pilots**.

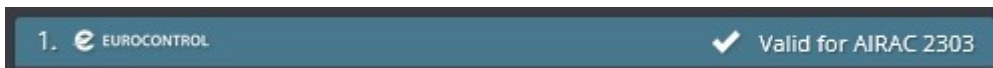
## Preparation

A thorough preparation is important for any flight. We ask you to **conduct a thorough briefing to avoid delays and keep it fun for everyone**.

### Route planning

You can find valid routes for many destinations in the [AeroNav Global Route Database](#).

When planning a route via SimBrief, please use routes with the Eurocontrol icon, as those will generally be valid.



When filing an invalid flight plan, you will usually have to **file a completely new flight plan** before ATC can issue your enroute clearance.

### SID assignment

ATC will assign SIDs according to the table below. If the first waypoint of your flight plan is not listed here, **please check which AIRAC you are using** - if your AIRAC cycle is too outdated, it might take some time until the controllers can coordinate a solution for you. Please also make sure you are **complying with the restrictions** for each of the available initial waypoints.

Default SID assignment			
Waypoint	07	25	Restrictions
DOMEG	E	C	

<b>HMM</b>	Y	Z	<b>07 operations:</b> only (turbo-)prop up to 5.7t MTOM <b>25 operations:</b> jet aircraft only up to 20t MTOM
<b>OSN</b>	E	C	
<b>RKN</b>	E	C	

## Enroute Clearance

Clearance requests in Germany are very short. Please **avoid unnecessarily long clearance requests** to reduce frequency congestion.

“ **Pilot:** Münster Ground, Lufthansa 5EK, stand 12, request enroute clearance, information M.

## Datalink Clearance (DCL)

Münster/Osnabrück also offers electronic datalink clearances (also known as PDC or Pre-Departure Clearance) on VATSIM using the [Hoppie ACARS system](#). The station code is **EDDG**. If your aircraft does not have a direct integration of the Hoppie system, you can also use [easyCPDLC](#).

Requesting clearance electronically is **preferred over voice clearances** as it reduces frequency congestion thus avoiding delays. Because of this, we ask all pilots able to use the Hoppie ACARS system to do so.

## Startup

Startup approval is the "go" from the controller's side to start your engines. It is also an **assurance that you will be cleared to start moving within the next 20 minutes**. It can be requested and approved together with pushback.

## Pushback

Only request pushback if you are actually ready to start pushing back. If you take longer than **1 - 2 minutes to start moving**, ATC might have to cancel your pushback clearance to avoid delays for other pilots.

Keep in mind that some positions on Münster/Osnabrück's apron are **taxi-out stands**. If you are parked on one of these taxi-out stands, you won't need a pushback.

If you are unsure about your pushback instruction or unable to comply for any reason, **hold position and inform ATC immediately**.

## Taxi

While Münster/Osnabrück's layout is relatively simple, it is still important to conduct a **thorough briefing of expected taxi routes** as well as **correct taxiing**. To avoid delays for yourself and other users, **start taxiing as soon as possible after receiving your taxi clearance** and **request taxi in a timely manner after your pushback**.

If you are unsure about your taxi instructions, **hold position and inform ATC immediately**.

## Run-up

There are run-up areas at runway intersections A and B, called A1 and B1. **If you require a run-up, inform Münster Ground as early as possible** so they can issue an appropriate instruction.

## Takeoff

Münster/Osnabrück has only one runway which needs to be used for both departures and arrivals. While there is usually not too much other traffic, it is still important to **begin your takeoff roll as soon as you receive your clearance** and be prepared for immediate takeoff clearances. If you take too long, **ATC might have to cancel your takeoff clearance** and issue a go around for an arriving aircraft.

## Auto-handoff

Münster/Osnabrück utilizes an auto-handoff procedure for IFR departures where **Tower will not hand off outbounds to the approach controller**. The current airborne frequency will always be noted in the ATIS.

Contact the airborne frequency **immediately when airborne** unless explicitly told to remain on Tower frequency.





# Arriving Traffic

We ask all pilots to also read the [General section](#) with **information relevant to all pilots**.

## Arrival

### STAR assignment

You can usually expect not to fly out your STAR and instead to get radar vectors. However, you should be prepared to fly the STAR followed by a standard approach via the Hamm VOR (HMM) or Osnabrück VOR (OSN).

### Descent planning

To avoid having to fly unnecessarily long finals, pilots should **plan to cross the following waypoints at the following altitudes**. Remember that all altitude changes require an explicit clearance by ATC.

- **BAMSU**: FL190
- **DOMEG**: FL190
- **HMM**: FL140
- **OSN**: FL70
- **QATJA**: FL230
- **SONEB**: FL110

## Approach

### Approach procedures

The approach into Münster/Osnabrück will usually be an **ILS approach**.

### Speeds

Pilots should **plan the following speeds**. Keep in mind that ATC instructions always take precedent.

- **Descent phase**: 250 - 300 KIAS
- **Base**: 220 KIAS
- **Turn to final**: 180 - 200 KIAS

There is a **restriction for maximum 250 KIAS below FL100** as the Münster/Osnabrück TMA is partly class D and partly class E (with a TMZ below FL60).

You need to follow all speed instructions precisely until they are cancelled by ATC to ensure separation. If you need to slow down earlier for any reason, **advise ATC immediately**, so they can issue an appropriate instruction.

## Taxi

While Münster/Osnabrück's layout is relatively simple, it is still important to conduct a **thorough briefing of expected taxi routes** as well as **correct taxiing**. To avoid delays for yourself and other users, **start taxiing as soon as possible after receiving your taxi clearance**.

If you are unsure about your taxi instructions, **hold position and inform ATC immediately**.

# VFR Traffic

We ask all pilots to also read the [General section](#) with **information relevant to all pilots**.

Münster/Osnabrück's airspace and general traffic levels make the airport **very friendly to VFR traffic** in the real world. As this is similar on VATSIM, controllers will usually be able to accommodate VFR requests. However, the limited amount of space at Münster/Osnabrück can result in situations where some VFR requests might be denied during periods of high traffic.

## Airspace Structure

### CTR

The Münster/Osnabrück CTR has a **top altitude of 2500 ft MSL, about 2300 ft AGL**. Please pay close attention to setting the correct QNH and your altitude to avoid inadvertently entering **airspace D above**.

The following mandatory reporting points exist around the airport:

Reporting point	Use	Location
<b>D</b>	<b>Exit</b> to the NW <i>25 operations</i>	motorway intersection B475/B481
<b>E</b>	<b>Entry/Exit</b> from/to the E	Kattenvenne village
<b>N1</b>	<b>Entry/Exit</b> from/to the N	Dörenthe village
<b>N2</b>	<i>non-compulsory reporting point</i>	Ladbergen industrial district
<b>S</b>	<b>Entry/Exit</b> from/to the S	canal bridges Greven
<b>T</b>	<b>Entry</b> from the NE <i>all operations</i> <b>Exit</b> to the NE <i>07 operations</i>	Habichtswald forest
<b>W</b>	<b>Entry/Exit</b> from/to the SW	highway A1 bridge South of golf course Aldrupe Heide

The **maximum altitude for all VFR arrivals and departures is 2000ft**.

Keep in mind that ATC might instruct you to use a different reporting point than the one you requested, if necessary.

There is also a **published VFR holding North of N2**.

## Airspace D

The Münster/Osnabrück TMA is partly class D, directly above the CTR, reaching up to 4500ft. All aircraft intending to enter this part of the TMA **require a clearance from the responsible controller**.

## TMZ

The Münster/Osnabrück TMA is partly class E with a partial transponder mandatory zone reaching up to FL60. All VFR aircraft inside the TMZ have to **squawk 6104** and **monitor 129.300**.

Even when no dedicated controller is covering 129.300, **you still have to set the squawk and monitor the frequency**. During top down service at Münster/Osnabrück, **most controllers will use 129.300 as a secondary frequency** and even if they don't, they can quickly activate it if they need to speak to you.

# Luftfahrtvereinigung Greven

The LfV Greven is based North of the field and operates two grass runways parallel to the main hard surface runway; additionally, it is connected to the main airport area by a hard surface taxiway opposite to taxiway C.

## LfV Greven AoR

While the area belonging to the LfV Greven is uncontrolled, **all movements require ATC approval**. For taxi, pilots need to request approval from Münster Ground; for runway operations, pilots need to request approval from Münster Tower.

ATC will not give clearances in the LfV Greven AoR. Only approvals are given, which means **pilots are still responsible to make sure the action is safe**.

Technically, all aircraft who can safely take off from and/or land on the grass runways are allowed to do so, but **usually, they are only used by gliders, TMGs, and ultralights**. Whenever possible, pilots shall use the Northern grass runway; the Southern runway is primarily used for glider landings.

The runways are named **07 Grass** and **25 Grass**.

All **approaches to the grass runways are conducted at an angle** to stay as far away from the hard surface runway for as long as possible.

## Hard surface runway

Aircraft parked at the LfV Greven hangar intending to use Münster/Osnabrück's hard surface runway have to **taxi to the airport fence where they will get a taxi clearance to enter the controlled area** of the airport from Münster Tower. Aircraft able to depart directly from the intersection may request an intersection departure.

## Christoph Westfalen

The **rescue helicopter Christoph Westfalen is stationed at its own helipad** in the industrial district just South of the airport. The helipad is uncontrolled, so the helicopter may depart on the pilot's discretion. However, they are **required to contact Münster Tower immediately after departure** (or, if possible, even before departure). Landings are also conducted on the pilot's discretion.