

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	flightsim.to	M'M Simulation (Orbx)
X-Plane	X-Plane forums	--
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.

1.  EUROCONTROL

✓ Valid for AIRAC 2303

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	

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

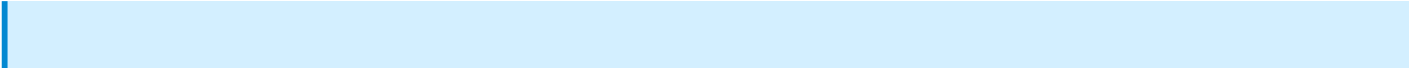
CTR

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
D	Exit to the NW <i>25 operations</i>	motorway intersection B475/B481
E	Entry/Exit from/to the E	Kattenvenne village
N1	Entry/Exit from/to the N	Dörenthe village
N2	<i>non-compulsory reporting point</i>	Ladbergen industrial district
S	Entry/Exit from/to the S	canal bridges Greven
T	Entry from the NE <i>all operations</i> Exit to the NE <i>07 operations</i>	Habichtswald forest
W	Entry/Exit 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.