

# 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.

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