EDDG - Münster/Osnabrück Airport

- [Overview](#)
- [Ground](#)
- [Tower](#)
- [Arrival - Sector Hamm](#)

Overview

Traffic at the airport is usually characterized by VFR and holiday flights, mixed with some scheduled flights. A specialty of Münster/Osnabrück are the two uncontrolled grass runways North of the hard surface runway.

Münster/Osnabrück is an unrestricted airport and **part of the S1 minor program**. GND and TWR can be staffed by all controllers with an **S1** rating or higher who have passed the **required moodle courses**. The Hamm sector (APP) and Münster/Osnabrück Director can be staffed by all controllers with an **S3** rating or higher.

Münster/Osnabrück ATC Stations

Station	Station ID	Login	Frequency	Remark	Endorsement
ATIS	ADG	EDDG_ATIS	127.180	--	--
Ground	DGG	EDDG_GND	121.880	--	unrestricted: EDDG GND & TWR CBT
Tower	DGT	EDDG_TWR	129.805	--	unrestricted: EDDG GND & TWR CBT
Director	DGAT	EDDG_F_APP	129.180	relief position	unrestricted: no course
Hamm sector	HMM	EDDG_HMM_APP	129.300	airborne frequency if HMM or PADH is staffed	unrestricted: no course

> All aerodrome stations at Münster/Osnabrück use the **callsign "Münster"**, e.g. "Münster Tower".
> The Director station uses the full airport name as the callsign, i.e. "Münster/Osnabrück Director".
> The normal radar station uses the default "Langen Radar" callsign.

Quickview

MÜNSTER/OSNABRÜCK AIRPORT (EDDG)
159 ft

Runway 25	↑ climb via SID
Runway 07	

ENROUTE CLEARANCE

5000ft	2Y	DOMEG	2Z	5000ft
prop MTOW ≤ 5.7t			jet MTOW ≤ 20t / prop	
5000ft	3E	OSN (Osnabrück)	2C	5000ft
	9E		9X	
			jet MTOW ≤ 20t / prop	
		RKN (Rekken)	2C	5000ft
5000ft ↑	9Y		1C	
jet MTOW ≤ 20t / prop				
5000ft	2E	HMM (Hamm)	1Z	5000ft
	3Y			
prop MTOW ≤ 5.7t non-RNAV only			jet MTOW ≤ 20t / prop non-RNAV only	
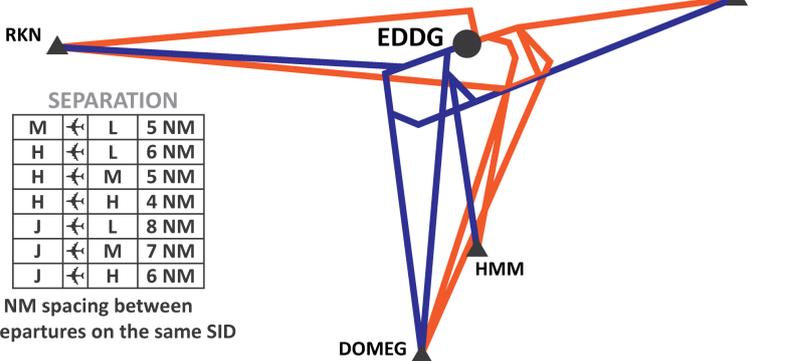
SEPARATION

M	←	L	5 NM
H	←	L	6 NM
H	←	M	5 NM
H	←	H	4 NM
J	←	L	8 NM
J	←	M	7 NM
J	←	H	6 NM

❗ 5 NM spacing between departures on the same SID

RKN ▲   EDDG ●   OSN ▲
HMM ▲   DOMEG ▲

ILS (CAT I) **RNAV** **NDB**

❗ max. MTOW: 2.000kg

LfV Greven DFS

2170m x 45m

ILS (CAT IIIb) **RNAV** **NDB**

070° ▶ 07   25 ◀ 250°

B — 2170m
C — 1292m / 900m
A — 2170m
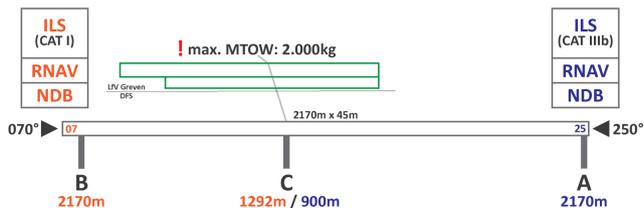
FREQUENCIES

DGT	Münster Tower	129.805
DGG	Münster Ground	121.880
ADG	ATIS	127.180

HANDOFFS

PADH	Paderborn High	135.650
HMM	Hamm	129.300
DGAT	Münster Director	129.180

Tango
November 1
Delta
Glider sector GREVEN 3500 MSL GND
November 2
❗ VFR traffic in CTR 2000ft or below
Echo
Glider sector BORGHORST 2500 MSL GND
Ⓗ Christoph Westfalen
D 2500 MSL GND
Whiskey
Sierra
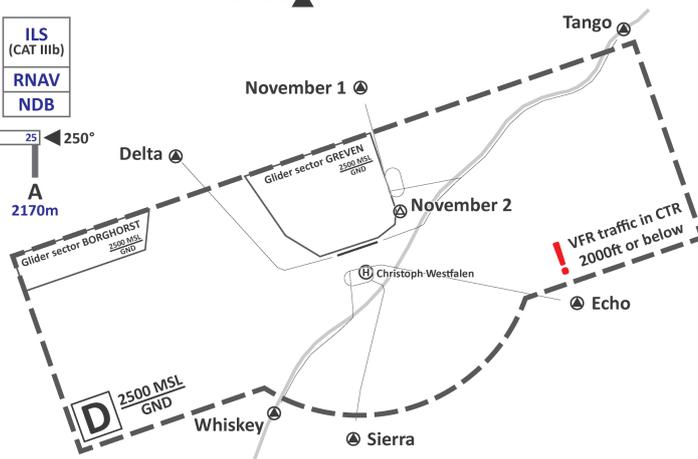
click on the image to open the printable quicksheet

Ground

Münster Ground is responsible for startup and enroute clearance and all aircraft movements at the airport.

Departure Routes

Initial climb for all departure routes is 5000ft AMSL.

Waypoint	RWY 07		RWY 25	
DOMEG	**E**	--	**C**	--
	Y	Prop/Turbuprop up to 5.7 t MTOW	Z	Jet up to 20 t MTOW & Prop/Turboprop
RKN *Rekken*	**E**	-	**C**	--
	Y	Jet up to 20 t MTOW & Prop/Turboprop		
OSN *Osnabrück*	**E**	--	**C**	--
			X	Jet up to 20 t MTOW & Prop/Turboprop
HMM *Hamm*	Y	Prop/Turbuprop up to 5.7 t MTOW	Z	Jet up to 20 t MTOW & Prop/Turboprop

Bold Designator are primarily used.
Departures via **HMM** are NON-RNAV only!

Vectored Departures: If pilots are unable to fly a standard instrument departure (even an older version of the current SID), a vectored departure can be coordinated between Ground and Radar.

Primary **runway heading** and an initial climb of **5000 ft** should be used. Other coordinations are always possible. At Euroscope the SID with RVxxxxx should be selected (xxxxx = first waypoint).

Parking Positions

For aircraft up to Code C (A321/B739) stands 9 to 10 and 13 to 14 are taxi out positions. Gates 11 and 12 are approved as taxi out gates, but due to the short distance between the gates, a normal pushback is always required. All aircraft with a wingspan of more than 36 m always need a pushback out of stands 9 - 14. Stands 12-14 are available for flights to destinations inside the Schengen-area, as well as destinations outside the Schengen-area.

Stands 21 and 24 are suitable for "heavy" aircraft, but they have to park with facing NNW towards the runway, oppsotite to the markings at the ground.

The **GAT** is placed on the western part of the apron, on stands 101 - 406. The wingspan limitation for stands 301-303 is 20 m, for stands 401 - 406 it is 12 m.

DE-Icing is possible at stands 24 and 25.

Tower

Münster Tower is responsible for the runway and traffic within the D control zone.

Runway in use: Runway 25 is used up to a tailwind component of 5 KT.

Approaches: For both runways ILS (25 CAT III, 07 CAT I), RNAV and NDB approaches are available.

Control Zone

The control zone of Münster/Osnabrück reaches from ground up to 2500 ft AMSL.
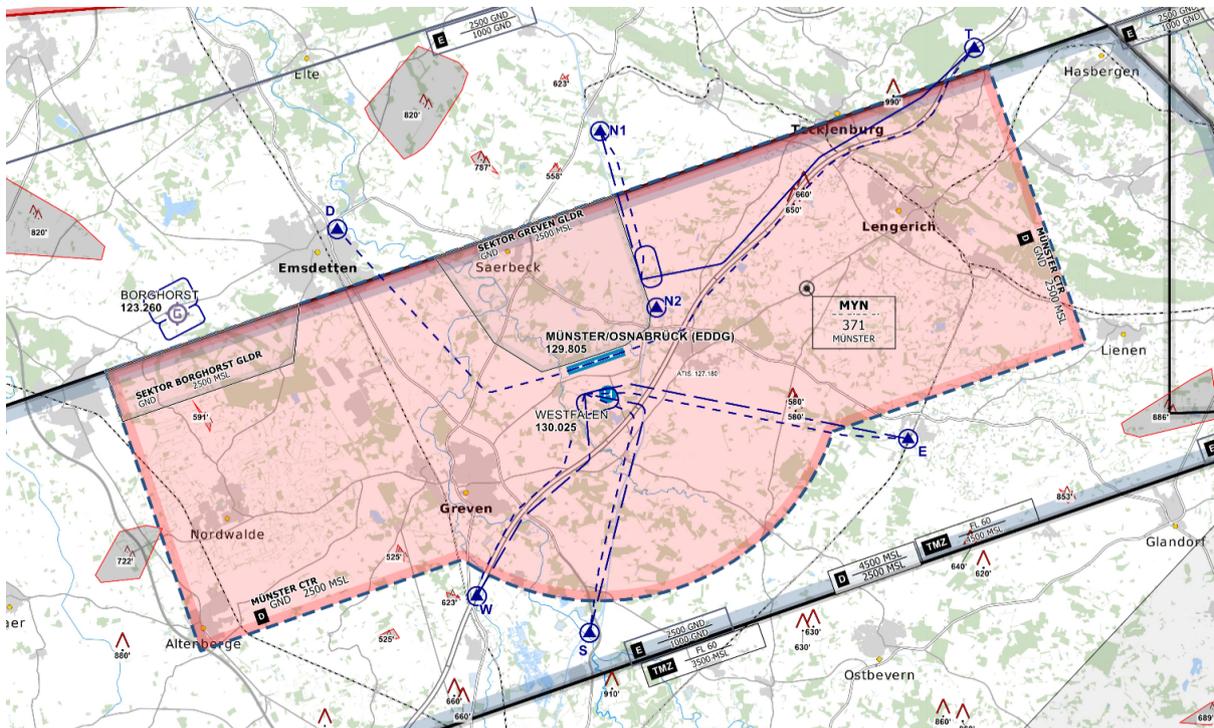
Münster/Osnabrück Control Zone (D-CTR) - © openflightmaps.org

VRP: The following visual reporting points are available at Münster.

VRP	Entry / Exit
D	exit rwy 25
N1 - N2	both
T	exit rwy 07 + entry
E	both
S	both

w	both

Special: **All VFR routes** leading into or out of the control zone via the VRPs, have a **maximum altitude of 2.000ft MSL**. Overflights of villages Ladbergen and Greven shall be avoided, as far as possible. Corresponding information can be found on the Navigraph VFR chart or the VFR AIP, of the DFS.

TMZ: Outside the control zone is a TMZ where all VFR aircraft must set transponder code 6104.

Helicopter: The helipad for Christoph Westfalen is located south of the airport between the runway and the highway. There is no clearance required for take-off and landing but for entering and leaving the CTR.

...an use the bypass area at ...

Bypass Area at each runway

end

Gras Runway: North of the runway paved runway there is the gras runway of the "Luftfahrtvereinigung". Due to historical reasons pilots can depart at this runway on own discretion like at small airfields with information service. Parallel landings and take-offs are possible and traffic informations should be provided! Nevertheless this traffic is controlled inside the control zone.

> **Pilot:** DEABC, C172, nördliche Abstellfläche, VFR über S, erbitte Rollen, Abflug über Gras.
> **ATC:** DEABC melden Sie abflugbereit Piste 25 Gras, QNH 1014.

> " **ATC:** DEABC, Verkehr Boeing 737 im kurzen Endanflug Piste 25, fliegen sie in die rechte Platzrunde Piste 25, Wind 230 Grad mit 5 Knoten, Start nach eigenem Ermessen.

Auto-Handoff

Münster/Osnabrück utilizes an auto-handoff procedure for IFR departures where **Tower will not hand off outbounds to the approach/center controller**. Make sure to set the correct departure frequency in the ATIS.

> Outbounds should contact APP/CTR **immediately when airborne** unless explicitly told to remain on Tower frequency.

Arrival - Sector Hamm

Responsible for all arrivals and departures into Münster/Osnabrück is Langen Sector Hamm (HMM). Most of the time this sector also covers sector Paderborn Low (PADL) which is responsible for Dortmund EDLW and Paderborn/Lippstadt EDLP.
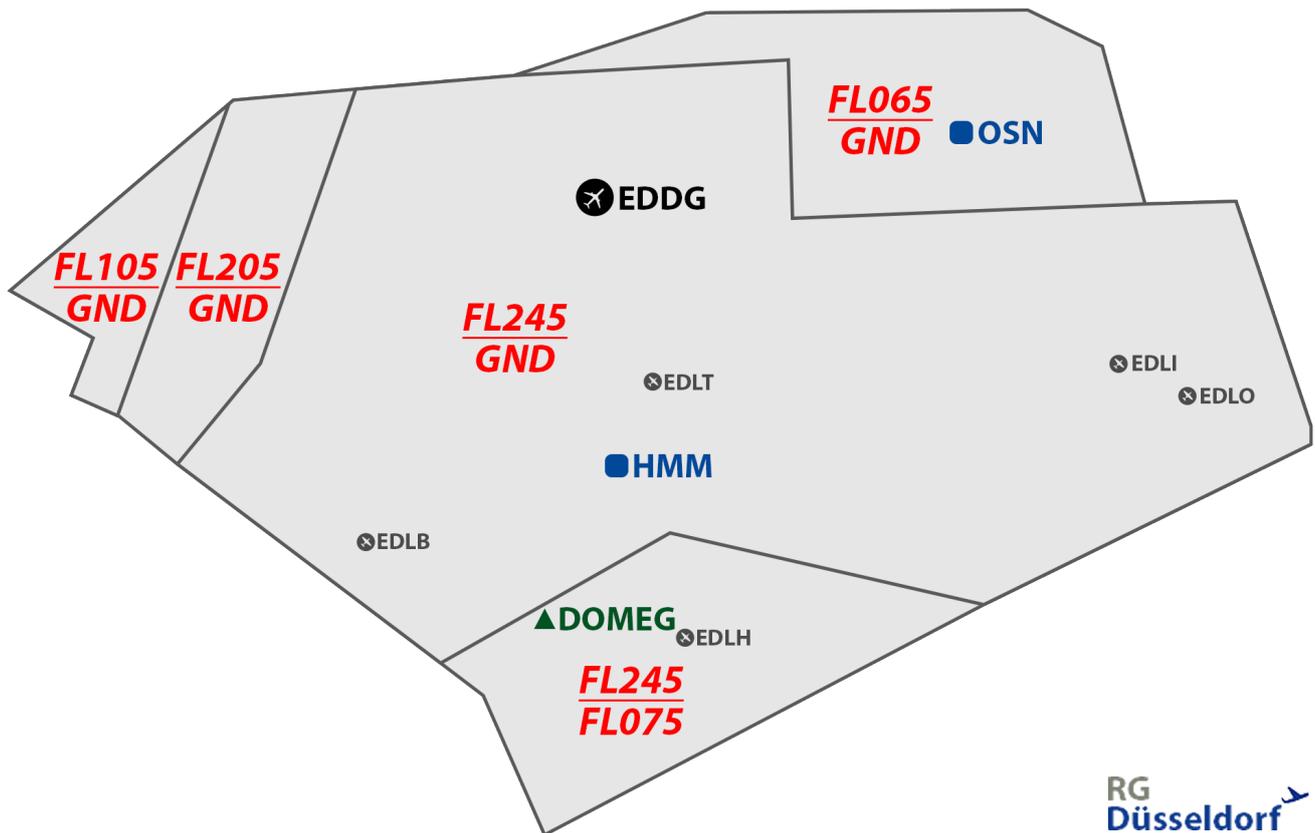
Langen Sector Hamm HMM

Münster Arrivals/Departures

Inbounds: All flights into Münster have to use BAMSU (inside DLA sector) or DOMEG as last waypoint. All STARs end at HMM, thereafter the published ILS, RNP or NDB approach can be cleared. If using vectors to the final, the MVA need to be taken into account. Inbounds via BASUM are already cleared for the STAR by the previous controller. It's also possible to coordinate directs with the previous controller to HMM without using the published arrival, especially when coming from Amsterdam FIR.

Inbounds from Amsterdam via **SONEB Z841 DOMEG** will enter the sector from the west and are released for turns and descend. Inbounds on the **BAMSU STAR** will enter the sector descending to

reach level at HMM.

Traffic Flows

Inbounds Düsseldorf: One of the main duties at Hamm is to sequence the inbound flow into Düsseldorf EDDL. Three routings entering the sector coming from Bremen/Maastricht via OSN, RORUS and DENOL, merging at HMM to continue via T851 to **HALME**. Inbounds to **EDLV** and **EDLN** will leave the sector via **SOVUX**.

After coordination with Düsseldorf Arrival, sector Hamm may already clear the appropriate arrival/transition for the inbound via HALME.

Outbounds Düsseldorf: Outbounds Düsseldorf will enter sector Hamm via **MEVEL** and will leave the sector climbing FL240 to Maastricht in north-eastern direction.

Inbounds Amsterdam EHAM and EHAA FIR: Most of the inbounds to Amsterdam EHAM and the EHAA FIR (e.g. EHRD, EHLE...) will overfly sector Hamm towards **NORKU** and will always stay clear of the sector. Some lower routings lead via **HMM T281 NORKU** as well as **HMM L602 RKN** and are transfered according to the LoA.

Inbounds Dortmund and Paderborn: If sector Paderborn Low PADL is staffed, inbound traffic to Dortmund EDLW and Paderborn/Lippstadt EDLP need to be coordinated individually. Usually FL80 is used.

> **Active runways for EDDL** has to be set for correct level assignments and sector borders! **Only** set the **DEP RWY**, no need to activate the airport itself.

Handoff Levels

All levels for inbound, outbound and transfering traffic for sectors HMM and PADL are available at the **Quicksheet**. All levels that are not listed need to be coordinated individually!

Restricted Area

There are several ED-Rs within the eastern part of sectors PADL and HMM. The military **ED-R 203A** "Münsterland" reaches from **FL80 up to FL150**. Above this is the **ED-R 203B** between **FL150 to FL200**. Both ED-Rs are regular active. Additionally ED-R 162 "Lanta Paderborn" is located within the mentioned ED-Rs reaching from 3.500 ft AMSL up to FL125. All restricted areas are automatically activated in Euroscope according the real world airspace use plan. When active, all flights should stay outside the active ED-Rs.
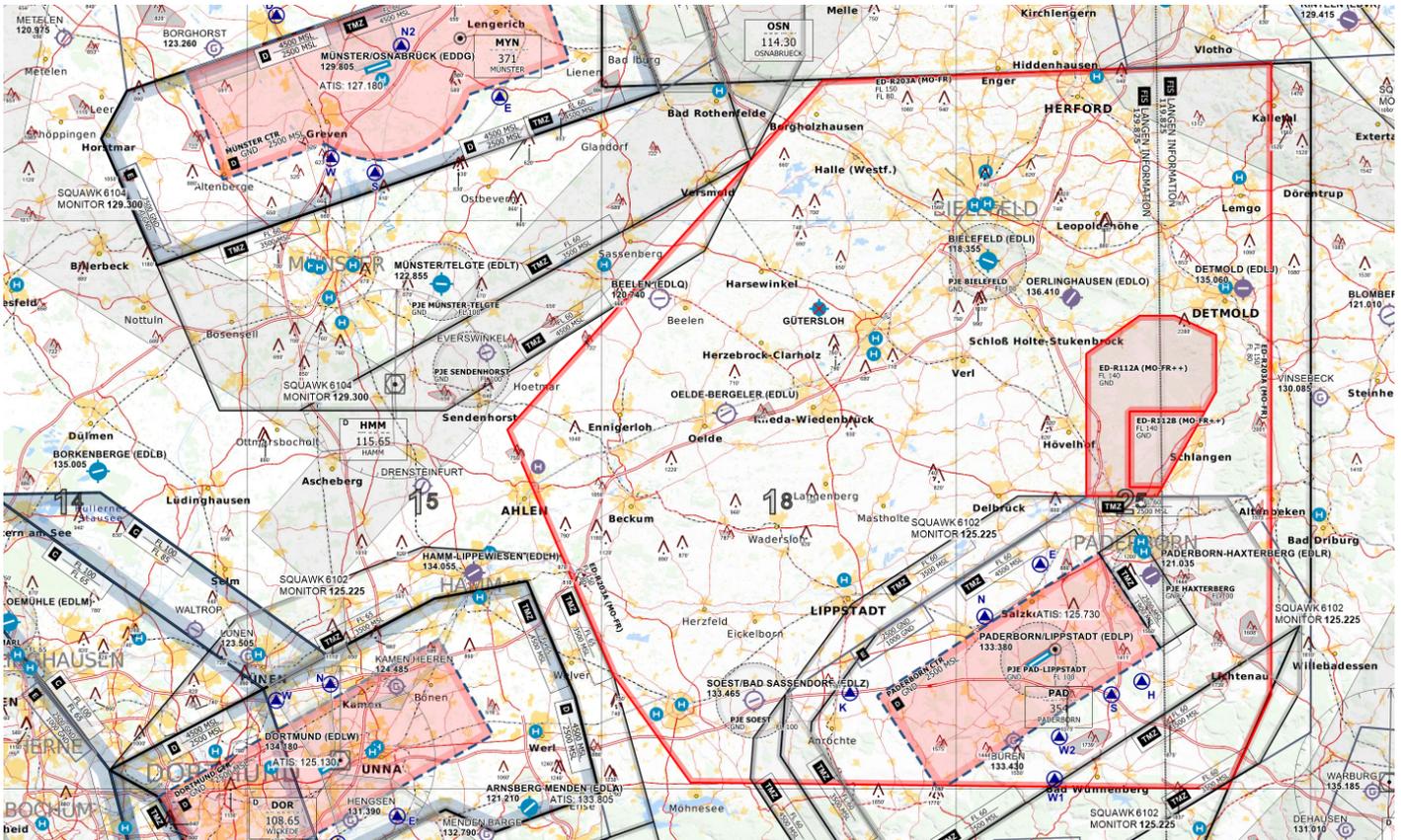
ED-R 203A from FL80 to FL150 (red area) - © openflightmaps.org

VFR Traffic

In real life the sector is known for a lot of VFR and training flights due to many flight schools located in this area.

FIS: All VFR traffic that are provided with Flight Information Service should get Squawk 7742.

TMZ: VFR Ttraffic within the TMZ of Münster not using flight information services should set transpondercode 6104.

Holdings

If holdings are required (e.g. for Düsseldorf inbounds) **HMM** VOR (257° L | 5000+) should be used for that up to FL240.

Sector Hamm should not use holdings at OSN VOR (207° R | 5000+) for transfering traffic, this traffic need to hold above FL70 within the responsibility of Bremen Radar.