

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/Turboprop up to 5.7 t MTOW | Z | Jet up to 20 t MTOW & Prop/Turboprop |
| RKN <i>Rekken</i> | E | - | C | -- |
| | Y | Jet up to 20 t MTOW & Prop/Turboprop | | |
| OSN <i>Osnabrück</i> | E | -- | C | -- |
| | | | X | Jet up to 20 t MTOW & Prop/Turboprop |
| HMM <i>Hamm</i> | Y | Prop/Turboprop 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, opposite 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.

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