

# Apron

## Areas of Responsibility Apron

The Munich Apron can be divided into three areas of responsibility:

Sector	Login	Station ID	Frequency	AoR
<b>Apron 1</b>	EDDM_1_GND	MP	121.780	Apron 1, 6-8 (GAT), 9 (Cargo) and Maintenance
<b>Apron 2</b>	EDDM_2_GND	MP2	121.710	Apron 2 and 12
<b>Apron 3</b>	EDDM_3_GND	MP3	121.930	Apron 3, 5, 35 and 13 (GAT)

If more than one Apron is staffed, Delivery must also be staffed. If only one Apron is staffed, it covers all other Apron stations. If Aprons 1 and 2 are staffed, Apron 2 covers Apron 3.

## Handovers Apron - Ground

Depending on the runways in use, Apron only gives taxi clearance up to the respective entry and then transfers the traffic to the next station shortly before the aircraft reaches it.

FROM	TO	ENTRY
MP	MGN	N1, N2
MP	MGS	S1-S6
MP2	MGN	N3, N4
MP2	MGS	S7, S8
MP2	MP3	N5, S9
MP3	MP2	N5, S9

## Orange/Yellow/Blue lines

Taxiways W1, C3, E1, D3, D6 and E3 not only have the standard "yellow line", but also colored lines, "orange line" and "blue line" (see charts). These colored lines have limitations regarding the wingspan of the aircraft and should always be used for pushback or taxiing if the aircraft meets the limitations and the pilot is able to do so. Especially with the use of these colored lines, traffic can be handled as efficiently as possible.

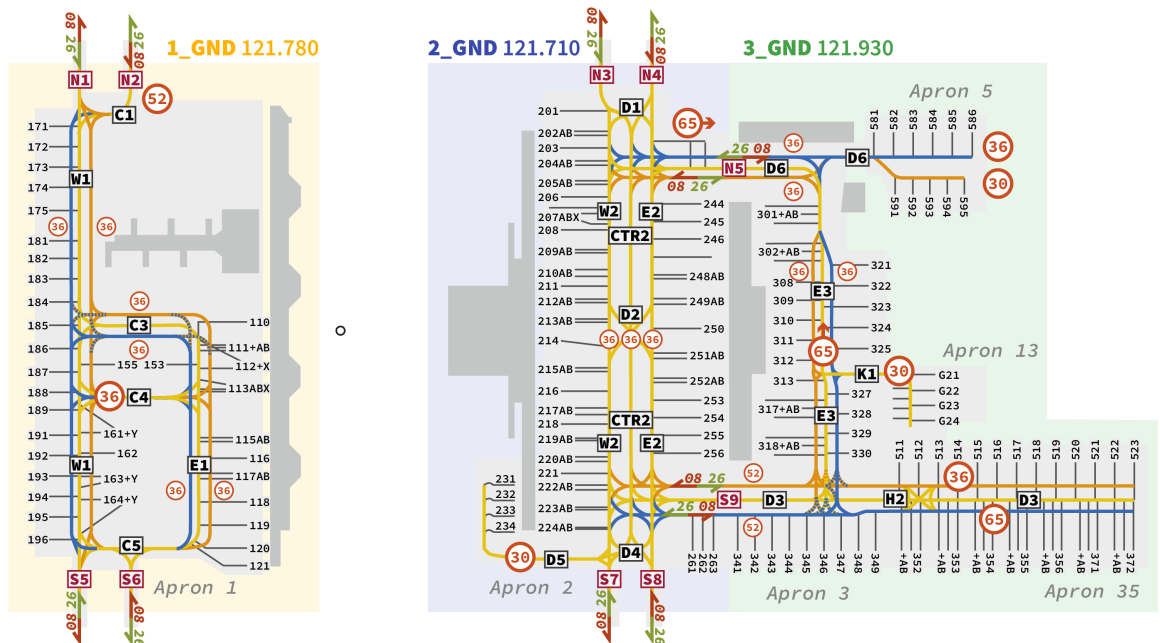
# Taxiway restrictions

- **W1, E1, C3, D6, E3 orange/blue** can be used **simultaneously** by aircraft with **max. 36 m** wingspan (B739/A321).
- **C4** can be used by aircraft with **max. 36 m** wingspan
- **D3 orange/blue** can be used **simultaneously** by aircraft with **max. 52m** wingspan (MD11)
- **K1** can be used by aircraft with **max. 30.5 m** wingspan
- **D6, E3, D3 orange, D3 blue** can be used (individually) by aircraft with **max. 65 m** wingspan
- **D6** on Apron 5 can be used by aircraft with **max. 30 m** wingspan (DH8D)
- **E3** between parking positions 313 and D3 can be used by aircraft with max. 80 m wingspan, between positions 313 and D6 E3 can be used by aircraft with max. 65 m wingspan
- **W2, CTR2 and E2** can be used simultaneously by aircraft with max. 36m wingspan, W2 and E2 can be used simultaneously without limitations
- **D3** is not to be used for "swingover" between W2 and E2 (D1, D2 and D4 are intended for this purpose)
- **Entry N2** can only be used by aircraft with **max. 52m** wingspan

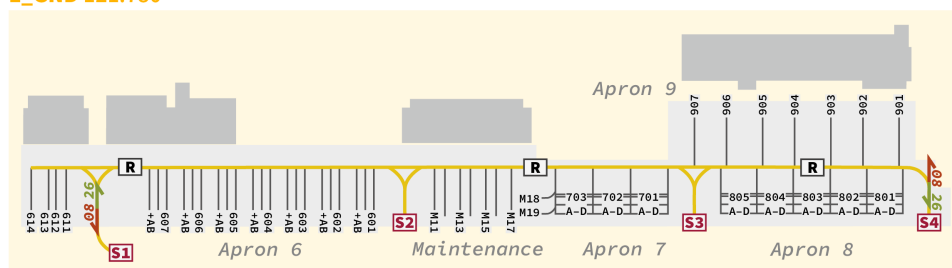
This chart provides an overview:

## EDDM Apron Reference

N\_GND 121.980  
S\_GND 121.830  
N\_TWR 118.705  
S\_TWR 120.505  
DEL 121.730  
ATIS 123.130



1\_GND 121.780



### LEGEND

- D3** Taxiway designator
- S8** Apron entry designator
- 36** Wing span limit
- 36 36** Wing span limit when used **independently**
- Ø8 26** Traffic flow direction depending on RWY config

## Taxi Restrictions Apron München

Common aircraft types and their maximum wingspan can be found in this list:

Max Wingspan	A/C Types
30 m	AT72 / CRJX / DH8D / RJ1H / etc.
36 m	B739 / A321 / BCS3 / E195 / etc.
52 m	B753 / B763 / A306 / etc.
65 m	A333 / A346 / A35K / B744 / B77W / B78X / etc.
80 m	A124 / A388 / B748 / etc.
>80 m	A225

## Usage of the entries

The different entries are used differently depending on the runways in use.

### 08-Operations:

- **Departures** leave the apron via entries N1, N3, S1-S3, S5 and S7
- **Arrivals** enter the apron via entries N2, N4, S4, S6 and S8

### 26-Operations:

- **Departures** leave the apron via entries N2, N4, S4, S6 and S8
- **Arrivals** enter the apron via entries N1, N3, S1-S3, S5 and S7

Taxi clearances deviating from the above-mentioned standard procedures are possible after coordination with the station responsible for the ground sector concerned.

## Gate assignment

Gates are usually assigned automatically. Lufthansa and Star Alliance Airlines park on Aprons 2 and 3, other airlines on Apron 1. The general aviation parking area (GAT) is located to the east of Apron 3 on Apron 13. Business aviation can also use aprons 6 to 8, and if a pilot's scenery does not have anything else, resort to Apron 5.

## Special procedures

The following special procedures are generally not to be used for low visibility operations. If visibility is 200 meters or more on the apron, taxiing into parking positions from CTR2 is permitted, but not below.

## Swingover

A "swingover" refers to the **immediate** change of taxiways. This "swingover" can also take place without following the taxi lanes.

“DLH123, swing over on E2, taxi to Entry S8 via E2.

## 180-Turn

For example, an aircraft taxiing south on W2 can make a 180° turn to the left onto E2 and then taxi north on E2. This can also be applied to the opposite compass directions and can be done on taxi lines W2, CTR2 and E2. If the wingspan is less than or equal to 36 metres, this procedure can also be applied to blue and orange lines.

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