

Ground

Area of Responsibility Ground

Ground can be divided into two sectors:

Sector	Login	Station ID	Frequency	Area of Responsibility
North Ground	EDDM_N_GND	MGN	121.980	Taxiways N and M, all intersections of runway 08L/26R
South Ground	EDDM_S_GND	MGS	121.830	Taxiways S and T, all intersections of runway 08R/26L

If only one ground station is staffed, it covers the AoR of the other ground station as well.

Ground and Apron, resp. two Ground may only be staffed if Delivery is staffed, too.

Ground is usually only staffed after Tower, Apron and Delivery are already staffed.

Handover

Ground issues a taxi clearance to an entry or a holdingpoint and hands the aircraft over to the next responsible station at the clearance limit.

FROM	TO	ENTRY / HOLDINGPOINT
MGN	MP	N1, N2
MGN	MP2	N3, N4
MGN	MTN	A1-A15
MGS	MP	S1-S6
MGS	MP2	S7, S8
MGS	MTS	B1-B15

The handover from Ground to Tower can be instructed as "Contact" or "Standby for". It should be coordinated at the beginning of a session how Tower wants to receive handovers from ground.

“ Contact München Tower *on* (frequency)
Standby for München Tower *on* (frequency)

Departing traffic

Ground receives departing traffic from Apron depending to operation direction at the respective entries. Ground then issues a taxi clearance to a suitable holding point of the departure runway. Ground shall create an efficient departure sequence by assigning a suitable runway intersection, taking SID, WTC and other factors into account. The handover from Ground to Tower should be made as soon as possible.

Arriving traffic

Incoming traffic should actually call Ground on its own after leaving the runway. Unfortunately, this rarely works on VATSIM, so incoming traffic is usually handed over by Tower. The traffic receives taxi clearance from Ground to one of the entries as a transfer point. The choice of the entry depends on the planned parking position (Terminal 1 or 2) and the operating direction. Shortly before reaching the entry, the traffic is transferred to the responsible Apron controller.

Ground movement control

Taxi

In order to optimize the flow of traffic, the following taxi routing is recommended:

- N/S opposite to runway direction
- M/T in runway direction

Holding Points

The efficient sequencing of traffic at the holding points allows the tower to make optimum use of the available capacity at all times. To achieve this, Ground must route the traffic to the holding points correctly sorted in advance.

Sorting by SID

Departures should be processed in such a way that different SIDs depart one after the other, so that a closer spacing can be used (3NM on different SID vs 5NM on same SID).

The three holding points at the beginning of the departure runway should each be used for a different SID, allowing Tower to create an efficient mix of different SIDs.

The goal is to avoid having traffic at the front of all holding points that will fly the same SID.

The most used SIDs in the northern RWY-System often are GIVMI and INPUD, the most used SIDs in the southern RWY-System often are MERSI, KIRDI and TURBU.

Intersection Departures

Pilots have to prepare the following intersections for departure, depending on the aircraft category:

Aircraft Category	08L	TORA	08R	TORA	26R	TORA	26L	TORA
Heavy+	A1/A2	4000 m	B1/B2	4000 m	A14/A15	4000 m	B14/B15	4000 m
Medium Jet	A3	3800 m	B3	3800 m	A13	3800 m	B13	3800 m
Light Jet	A4	2820 m	B4	2840 m	A12	2780 m	B12	2820 m
Turboprop	A6	2200 m	B6	2220 m	A10	2260 m	B10	2200 m

These intersections can be assigned to pilots without prior consent. If an intersection departure is not possible for any reason, the pilot must actively report "unable".