EDDG AD 2.1 Aerodrome location indicator and name

EDDG MUENSTER/OSNABRUECK

EDDG AD 2.2 Aerodrome geographical and administrative data

1	ARP coordinates and site at AD	N 52 08 04.71 E 007 41 05.39 900 m W THR 25 on RWY centre line
2	Direction and distance of ARP from (city)	7,0 km (3.8 NM) NE Greven 25,0 km (13.5 NM) N Münster 28,0 km (15.1 NM) SW Osnabrück
3	Elevation/Reference temperature	159 ft / 21.6°C
4	Geoid undulation at AD ELEV PSN	Not AVBL
5	MAG VAR/date of information and annual change	2.2° E (2022,01) / -
6	AD operator, address, telephone, telefax, telex, AFS, E-mail, website	Flughafen Münster/Osnabrück GmbH Postfach 1364, 48252 Greven Airportallee 1, 48268 Greven Tel.: +49 2571 94 0 (Switchboard) +49 2571 91 333, 94 3870 (Aviation Authority) +49 2571 94 3340, 943341 (Traffic Center) Fax: +49 2571 92 1029 (Aviation Authority) +49 2571 94 9636 (Traffic Center) SITA: FMOAPXH (Traffic Center) FMOKKXH (OPS, Passenger Sevices GmbH) FMOLLXH (Lost and Found) FMOFFXH (Cargo Services)
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Nil

EDDG AD 2.3 Operational hours

1	AD operator	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	AIS-C H24 (see GEN 3.1)
5	ATS Reporting Office (ARO)	AIS-C H24 (see GEN 3.1)
6	MET Briefing Office	H24 See EDDG AD 2.11
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	Nil

EDDG AD 2.4 Handling services and facilities

1	Cargo-handling facilities	manager on duty Tel.: +49 2571 94 -3201 Fax: +49 2571 94 -3219 SITA: FMOFFXH Import Tel.: +49 2571 94 -3203 Export Tel.: +49 2571 94 -3204
2	Fuel/oil types	AVGAS 100 LL, Jet A1, AVGAS UL 91/ EE 80
3	Fuelling facilities/capacity	AVGAS 100 LL: On Fuelling Area; Selfservice Jet A1: 3 tank trucks AVGAS UL 91: On Fuelling Area; Selfservice
4	De-icing facilities	De-icing areas for all aircraft at positions 24 / 25
5	Hangar space for visiting aircraft	O/R up to B 737-900
6	Repair facilities for visiting aircraft	PAD Aviaton Technics, Avionic Workshop for General Aviation
7	Remarks	Nitrogen available (Air Klausheide)

EDDG AD 2.5 Passenger facilities

1	Hotels	Greven, Ladbergen, Münster, Osnabrück
2	Restaurants	Available
3	Transportation	Bus, taxi, rent-a-car
4	Medical facilities	First-aid station, ambulance
5	Bank and Post Office	Cash dispenser, automatic transfer system
6	Tourist Office	Available
7	Remarks	Nil

EDDG AD 2.6 Rescue and fire fighting services

1	AD category for fire fighting	7, O/R CAT 8, 9
2	Rescue equipment	According to ICAO Annex 14 & Regulation (EU) No. 193/2014 ADR.OPS.010; i.a. 4 RFFS Vehicles & 1 fire truck equipped with turnable ladders
3	Capability for removal of disabled aircraft	Available up to 5.7 t MTOW. Aircraft > 5.7 t MTOW: the wreckage removal equipment stored at Frankfurt Main can be made available
4	Remarks	Frequency of airport fire department: 121.555 (MUENSTER RESCUE); only after request on TWR frequency; the rescure frequency is available for communication between the crew of an aircraft and the command functions of the airport fire brigade.

EDDG AD 2.7 Runway surface condition assessment and reporting and snow plan

1	Type(s) of clearing equipment	6 airblast sweepers 8 snow ploughs 1 snow blower 1 sweeper
2	Clearance priorities	First priority: - runway and main taxiways from/to runway - Areas with navigation aids - RFFS emergency routs - remaining taxiways - essential apron areas / aircraft stands Second priority: - apron services roads - remaining apron areas Third priority: - other ground service equipment areas
3	Use of material for movement area surface treatment	NIL
4	Specially prepared winter runways	NIL
5	Remarks	Transmission of information by SNOWTAM and MOTNE. Runway Condition Report is disseminated acc. to ICAO Global Reporting Format. Unit of the airport operator providing information on the progress of the snow removal and the conditions of the movement area: Airport Operations Center Tel.: +49 2571 94-3340 Braking action measured by: 2 x Skiddometer De-/anti-icing fluid for RWY and aircraft movement areas used: KFOR "Aviform L50" Seasonal availability unrestricted. Deicing fluid for aircraft used: SAFEWING MP II FLIGHT

EDDG AD 2.8 Aprons, taxiways and check locations/positions data

1	Designation, surface and strength of aprons	APRON CENTRAL (50 000 m²): ASPH; PCN 75/F/B/W/T APRON EAST (116 000 m²): CONC; PCN 75/R/B/W/T APRON WEST (30 000 m²): ASPH; PCN 68/F/B/X/T
2	Designation, width, surface and strength of taxiways	TWY D, G: 23 m; ASPH; PCN 75/F/B/W/T TWY A, B, C: 23 m; ASPH; PCN 68/F/B/X/T
3	Altimeter checkpoint location and elevation	-
4	VOR checkpoints	NIL
5	INS checkpoints	see AD 2 EDDG 2-7A
6	Remarks	Nil

EDDG AD 2.9 Surface movement guidance and control system and markings

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands	NIL
2	RWY and TWY markings and LGT	White: THR marking, RWY designation, RWY centre line, touch-down zone, fixed distance markings, RWY side lines Yellow: RWY guard lights Yellow: TWY centre line, taxi holding position markings, taxiguide lines (apron), TWY intersection markings Red: Apron safety lines
3	Stop bars	R LIH
4	Remarks	TWY and direction signs available. Clearance bars: Y LIH

EDDG AD 2.10 Aerodrome obstacles

Refer to AD 2 EDDG 2-11 AERODROME OBSTACLE CHART - ICAO TYPE A RWY 07/25

EDDG AD 2.11 Meteorological information provided

1	Associated MET Office	Meteorological Advisory Center (MAC) Essen
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	MAC Essen 24 HR
4	Trend forecast Interval of issuance	TREND 30 MIN
5	Briefing/consultation provided	see No. 10 by phone
6	Flight documentation Language(s) used	Charts, abbreviated plain language text [2] English, German
7	Charts and other information available for briefing or consultation	SWC, W/T charts, SIGMET, METAR/TAF en-route [2]
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	Münster TWR
10	Additional information (limitation of service, etc.)	Individual weather consultation: Tel.: 0900 10 77 22 3 [1] [1] Value-added service prices see GEN 3.5 [2] Provided by: www.flugwetter.de

EDDG AD 2.12 Runway physical characteristics

Designations RWY NR	TRUE BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
07	71.05°	2170 x 45	68/F/B/X/T ASPH	N 52 07 53.466 E 007 40 12.183	THR 156.3 ft
25	251.05°	2170 x 45	68/F/B/X/T ASPH	N 52 08 14.161 E 007 41 50.123	THR 158.7 ft

Slope of RWY-SWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	RESA dimensions (m)	Description, location of arresting system	OFZ
7	8	9	10	11	12	13
see AOC	-	60 x 150	2290 x 300	90 x 90	-	-
see AOC	-	60 x 150	2290 x 300	240 x 90	-	Available

Remarks	
14	
07	Nil
25	Nil

EDDG AD 2.13 Declared distances

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
1	2	3	4	5
07	2170	2230	2170	2170
25	2170	2230	2170	1970

Remarks	
6	
07	Nil
25	Nil

EDDG AD 2.14 Approach and runway lighting

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY centre line LGT LEN, spacing colour, INTST	RWY edge LGT LEN Spacing, colour INTST	RWY end LGT colour WBAR	SWY LGT LEN (M) colour
1	2	3	4	5	6	7	8	9
07	LIL_LIH 420 m Sequence flash available	G LIH	3.0° 50.00 ft	-	Up to 1270 m: W LIH, 1270 – 1870 m: R/W LIH, 1870 – 2170 m: R LIH. 15 m spacing	W LIH	R LIH	-
25	LIL_LIH Sequence flash available	G LIH	3.0° 51.00 ft	W LIH	Up to 1070 m: W LIH, 1070 – 1670 m: R/W LIH, 1670 – 1970 m: R LIH. 15 m spacing	W LIH	R LIH	-

Remarks	
10	
07	Precision approach CAT I no capacitator discharge lights 300 m from THR.
25	Precision approach CAT I no capacitator discharge lights 300 m from THR.

EDDG AD 2.15 Other lighting, secondary power supply

1	ABN/IBN location, characteristics and hours of operation	ABN white/white on TWR
2	LDI location and LGT Anemometer location and LGT	LDI/WDI on the signal area 150 m NNE TWR See Chart AD 2 EDDG 2-5
3	TWY edge and centre line LGT	TWY edge lights of TWYs: B LIL BTN RWY and CAT II/III stop bars, apron TWY Center line lights of TWYs: G LIH , Y/G colour coded BTN RWYand CAT II/III stop bars
4	Secondary power supply including switch-over time	Available
5	Remarks	Nil

EDDG AD 2.16 Helicopter landing area

1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation m/ft	NIL
3	TLOF and FATO area dimensions, surface type, bearing strength and marking	NIL
4	True BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	Not specified; as instructed by TWR

EDDG AD 2.17 ATS airspace

1	Designation and lateral limits	CTR Münster
2	Vertical limits	2500 ft MSL
3	Airspace classification	D
4	ATS unit call sign Language(s)	MUENSTER TOWER English, German
5	Transition altitude	5000 ft MSL
6	Hours of applicability	NIL
7	Remarks	For detailed airspace description see ENR 2.1

EDDG AD 2.18 ATS communication facilities

Service designation	Call sign	Channel/ Frequency (MHZ)	Sat-voice	Logon address	Hours of operation	Remarks
1	2	3	4	5	6	7
		121.500	-	-	H24	Emergency frequencies for all services
		243.000	-	-	H24	
ATIS	MUENSTER/OSNABRUECK ATIS	127.180	-	-	H24	Designated operational coverage 60 NM, FL 200
APP	LANGEN RADAR	129.300	-	-	H24	
	MUENSTER/OSNABRUECK DIRECTOR	129.180	-	-	H24	
		387.825	-	-	H24	
TWR	MUENSTER TOWER	129.805	-	-	H24	
		120.365	-	-	HX	Alternate frequency
		282.125	-	-	H24	
	MUENSTER GROUND	121.880	-	-	0500 (0400) – 2030 (1930)	
		282.125	-	-	0500 (0400) – 2030 (1930)	

EDDG AD 2.19 Radio navigation and landing aids

Type of aid MAG VAR Type of supported OPS VOR/ILS/MLS *declination*	ID	Frequency/ Channel service provider RPI	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Service volume radius GBAS	Remarks
1	2	3	4	5	6	7	8
Hamm							
DVOR/DME *(1° E/2012)*	HMM	115.65 MHz CH103y	H24	N 51 51 24.72 E 007 42 29.86	217	-	Operational coverage sector 112°–157°: 60 NM, 50000 ft MSL sector 157°–112°: 40 NM, 50000 ft MSL DVOR/DME unusable in sector 112°–157°: below 0 – 10 NM 1400 ft MSL 10 – 20 NM 2700 ft MSL 20 – 30 NM 4100 ft MSL 30 – 40 NM 5800 ft MSL 40 – 50 NM 7500 ft MSL 50 – 60 NM 9400 ft MSL DVOR/DME unusable in sector 157°–112°: below 0 – 10 NM 1400 ft MSL 10 – 20 NM 2700 ft MSL 20 – 30 NM 4200 ft MSL 30 – 40 NM 5800 ft MSL In sectors 090°–120° and 170°–260° the DVOR may only be used for the radials in the published en-route, approach and departure procedures and is not permitted for area navigation.
Muenster/Osnabrueck ILS 07 (CAT I)							
LOC *(2° E/2022)*	IMOE	111.75 MHZ	H24	N 52 08 17.83 E 007 42 07.52		-	Usable: Up to 10 NM in the area 011°(L)/034°(R) in relation to RCL MIN interception altitude: 1550 ft MSL. From 10 NM to 17 NM in the area 011°(L)/034°(R) in relation to RCL MIN interception altitude: 2500 ft MSL. From 17 NM to 25 NM in the area 010°(L)/010°(R) in relation to RCL MIN interception altitude: 2500 ft MSL.
GP	-	333.35 MHz	H24	N 52 08 00.71 E 007 40 26.07		-	
DME	IMOE	CH54y (111.75 MHz *)	H24	N 52 08 00.74 E 007 40 26.18	194	-	* Ghost frequency
Muenster/Osnabrueck ILS 25 (CAT III)							
LOC *(2° E/2022)*	IMOW	110.10 MHZ	H24	N 52 07 49.67 E 007 39 54.24		-	Usable: Up to 10 NM in the area 035°(L)/020°(R) in relation to RCL MIN interception altitude: 1550 ft MSL. From 10 NM to 17 NM in the area 035°(L)/020°(R) in relation to RCL MIN interception altitude: 2500 ft MSL. From 17 NM to 25 NM in the area 010°(L)/008°(R) in relation to RCL MIN interception altitude: 2500 ft MSL.
GP	-	334.40 MHz	H24	N 52 08 15.34 E 007 41 31.42		-	
DME	IMOW	CH38x (110.10 MHz *)	H24	N 52 08 15.34 E 007 41 31.42	169	-	* Ghost frequency
Muenster/Osnabrueck							
DME	MOD	CH87y (114.05 MHz *)	H24	N 52 08 16.69 E 007 41 14.07	200	-	Operational coverage sector 0°–360°: 25 NM, 10000 ft MSL DME unusable in sector 265°–315°: below 0 – 25 NM 10000 ft MSL * Ghost frequency

Type of aid MAG VAR Type of supported OPS VOR/ILS/MLS *declination*	ID	Frequency/ Channel service provider RPI	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Service volume radius GBAS	Remarks
1	2	3	4	5	6	7	8
Muenster/Osnabrueck							
NDB	MYN	371.00 KHz	H24	N 52 09 33.58 E 007 47 59.98		-	Operational range sector 0°–360°: 17 NM NDB unusable: in sector — from station 070°–090° — 13 NM 090°–130° — 17 NM 130°–180° — 13 NM 180°–070° — 17 NM 252°, 4.02 NM THR 25
Osnabrueck							
DVOR *(1° E/2012)*	OSN	114.30 MHz	H24	N 52 12 00.49 E 008 17 07.87		-	Operational coverage sector 023°–068°: 80 NM, 50000 ft MSL sector 068°–023°: 60 NM, 50000 ft MSL DVOR unusable in sector 228°–314°: below 0 – 10 NM — 1600 ft MSL 10 – 20 NM — 3000 ft MSL 20 – 30 NM — 4500 ft MSL 30 – 40 NM — 6200 ft MSL 40 – 50 NM — 8000 ft MSL 50 – 60 NM — 9900 ft MSL In sector 314°–228° the DVOR may only be used for the radials in the published en-route, approach and departure procedures and is not permitted for area navigation.

EDDG AD 2.20 Local aerodrome regulations

1. Einschränkung des Nachtflugbetriebs

1.1 Strahlflugzeuge ohne Lärmzulassung nach ICAO Annex 16

1.1.1 Starts und Landungen sind zwischen 2100 (2000) [2050 (1950) off blocks] und 0500 (0400) unzulässig.

1.2 Strahlflugzeuge mit einer Lärmzulassung nach ICAO Annex 16, Band1, Kapitel 2

1.2.1 Starts und Landungen sind zwischen 2100 (2000) [2050 (1950) off blocks] und 0500 (0400) unzulässig.

1.3 Strahlflugzeuge mit einer Lärmzulassung nach ICAO Annex 16, Band 1, Kapitel 3, die nicht in der Bonusliste des Bundesministeriums für Verkehr, Bau- und Wohnungswesen (vgl. Nr. 1.4) enthalten sind

1.3.1 Starts und Landungen sind zwischen 2100 (2000) [2050 (1950) off blocks] und 0500 (0400) unzulässig.

1.4 Strahlflugzeuge mit einer Zulassung nach ICAO Annex 16, Band 1, Kapitel 3, die in der jeweiligen geltenden Fassung der Bonusliste des Bundesministeriums für Verkehr, Bau- und Wohnungswesen enthalten sind

1.4.1 Bei einer Änderung der Bonusliste des Bundesministeriums für Verkehr, Bau- und Wohnungswesen dürfen die in der Neufassung nicht mehr enthaltenen Strahlflugzeugtypen bis zum 31 OCT 2007 weiterhin verwendet werden.

1.4.2 Nach dem Zeitpunkt der letzten Aktualisierung der Bonusliste neu in der Bundesrepublik Deutschland im Luftverkehr eingesetztes, nach ICAO Annex 16, Band 1, Kapitel 3 zertifiziertes Fluggerät mit moderner Triebwerkstechnik (z.B. Boeing B 737-600/700/800/900; Bombardier CRJ 700; Gulfstream V; Tupolev TU-204) gilt bis zur Entscheidung des Bundesministeriums für Verkehr, Bau- und Wohnungswesen über seine Aufnahme als Bonuslisten-Fluggerät.

1.5 Propellerflugzeuge

1.5.1 Planmäßige und verspätete Starts sowie planmäßige Landungen sind zwischen 2100 (2000) [2050 (1950) off blocks] und 0500 (0400) unzulässig.

1.5.2 Verspätete Landungen sind zwischen 2200 (2100) und 0500 (0400) unzulässig.

1.5.3 Von diesen Beschränkungen ausgenommen sind Starts und Landungen von Propellerflugzeugen, die über eine der folgenden Lärmzulassungen verfügen:

ICAO Annex 16, Band 1, Kapitel 3, 5, 6 oder 10 bzw. LSL Kapitel III, V, VI oder X.

LSL = Lärmschutzforderungen für Luftfahrzeuge, Bekanntmachungen des Luftfahrt-Bundesamtes (LBA) vom 1.1.1991 (Bundesanzeiger Nr. 54a vom 19.3.1991).

1.6 Von den Regelungen gemäß 1.1 – 1.5 sind ausgenommen:

1.6.1 Landungen von Luftfahrzeugen aller Art, die den Flughafen Münster/Osnabrück nachweislich aus meteorologischen, technischen oder sonstigen Sicherheitsgründen als Ausweichflughafen anfliegen.

1.6.2 Starts und Landungen im Katastrophen- und medizinischen Hilfeleistungseinsatz sowie in sonstigen Notfällen; Starts jedoch nur vorbehaltlich der Einzelgenehmigung durch die Luftaufsicht.

1.6.3 Vermessungsflüge der DFS Deutsche Flugsicherung GmbH.

1.7 Abweichend von den vorstehend getroffenen Regelungen kann die Bezirksregierung Münster (Luftaufsichtsstelle am Flughafen Münster/Osnabrück) in begründeten Einzelfällen weitere Ausnahmen insbesondere dann zulassen, wenn dies zur Vermeidung erheblicher Störungen im Luftverkehr oder in Fällen besonderen öffentlichen Interesses erforderlich ist. Anträge sind gegebenenfalls zu richten an:

Luftaufsichtsstelle Flughafen Münster/Osnabrück
48252 Greven
Tel.: +49 2571 91333
Fax: +49 2571 921029

Zu 1.1 bis 1.7

In den Sperrzeiten von ATC erteilte Startfreigaben beinhalten nicht die erforderliche Ausnahmegenehmigung der Luftaufsicht auf dem Flughafen Münster/Osnabrück.

ATC übermittelt über Sprechfunk grundsätzlich keine Ausnahmegenehmigungen für Nachtlandungen innerhalb der Sperrzeiten; die aus Sicherheitsgründen erteilte Landefreigabe durch ATC enthält daher noch keine Entscheidung der Luftaufsicht über die Zulässigkeit der Nachtlandung. Bei einer von der Luftaufsicht nicht genehmigten verspäteten/verfrühten [vor 0500 (0400)] Landung hat sich der Luftfahrzeugführer unmittelbar nach der Landung persönlich zur Luftaufsicht zu begeben und die Zulässigkeit der Nachtlandung zu rechtfertigen.

1. Restrictions for night flying

1.1 Jet aircraft not licensed in accordance with ICAO Annex 16

1.1.1 Take-offs and landings are not permitted between 2100 (2000) [2050 (1950) off blocks] and 0500 (0400).

1.2 Jet aircraft licensed in accordance with ICAO Annex 16, Volume 1, Chapter 2

1.2.1 Take-offs and landings are not permitted between 2100 (2000) [2050 (1950) off blocks] and 0500 (0400).

1.3 Jet aircraft licensed in accordance with ICAO Annex 16, Volume 1, Chapter 3, not included in the Bonus List of the Federal Ministry of Transport, Building and Housing.(see No. 1.4)

1.3.1 Take-offs and landings are not permitted between 2100 (2000) [2050 (1950) off blocks] and 0500 (0400).

1.4 Jet aircraft licensed in accordance with ICAO Annex 16, Volume 1, Chapter 3, included in the version of the Bonus List of the Federal Ministry of Transport, Building and Housing, respectively valid

1.4.1 If the Bonus List of the Federal Ministry of Transport, Building and Housing is changed, jet aircraft, no longer included in the new version, may still continue to be operated until 31 OCT 2007.

1.4.2 Aircraft certified according to ICAO Annex 16, Volume 1, Chapter 3 with modern engine technology (e.g. Boeing B 737-600/700/800/900; Bombardier CRJ 700; Gulfstream V; Tupolev TU-204), and operating for the first time as part of air traffic in the Federal Republic of Germany after the time of the last amendment of the Bonus List, count as aircraft included in the Bonus List until the Federal Ministry of Transport, Building and Housing has made a decision regarding their inclusion.

1.5 Propeller-driven aircraft

1.5.1 Scheduled and delayed take-offs as well as scheduled landings are not permitted between 2100 (2000) [2050 (1950) off blocks] and 0500 (0400).

1.5.2 Delayed landings are not permitted between 2200 (2100) and 0500 (0400).

1.5.3 Excluded from these restrictions are take-offs and landings of propeller-driven aircraft with one of the following noise licences:

ICAO Annex 16, Volume 1, Chapter 3, 5, 6 or 10 or the LSL Chapter III, V, VI or X.

LSL = noise requirements for aircraft, Announcements by the Federal Office of Civil Aviation (LBA) of 1 JAN 1991 („Bundesanzeiger" No. 54a of 19 MAR 1991).

1.6 Excluded from the regulations according to 1.1 – 1.5 are:

1.6.1 landings of aircraft of all types provably approaching Münster/Osnabrück Airport as alternate airport for meteorological, technical or other safety reasons.

1.6.2 take-offs and landings on a mission in disasters or rendering medical assistance as well as in other emergency cases; take-offs, however, only subject to individual permission by the Aviation Supervision Office.

1.6.3 calibration flights conducted by DFS Deutsche Flugsicherung GmbH.

1.7 Deviating from the above regulations, the "Bezirksregierung" Münster (aviation supervision office at Münster/Osnabrück Airport) may grant additional exceptions in justified individual cases, especially if necessary to avoid considerable disturbance to air traffic or in cases of special public interest. In this case, applications shall be directed to:

Aviation supervision office Flughafen Münster/Osnabrück
48252 Greven
Tel.: +49 2571 91333
Fax: +49 2571 921029

Regarding 1.1 to 1.7

Clearances for take-offs during closing times issued by ATC do not include the necessary exceptional permission by the aviation supervision office at Münster/Osnabrück Airport.

In general, exceptional permission for night landings during the closing times will not be granted by ATC via radiotelephony. Accordingly, a landing clearance issued by ATC for safety reasons will not necessarily include the decision of the aviation supervision office as to the admissibility of a night landing. In case of a delayed/premature landing [prior to 0500 (0400)] which is not approved by the aviation supervision office, the pilot shall appear in person at the aviation supervision office immediately after landing in order to defend the admissibility of the night landing.

2. Einschränkung der Platzrunden-, Ausbildungs-, Übungs- und Überprüfungsflüge

2.1 Platzrundenflüge sowie zu Ausbildungs-, Übungs- oder Überprüfungszwecken unmittelbar aufeinanderfolgende, wiederholte An- und Abflüge desselben Luftfahrzeugs sind zwischen 2100 (2000) und 0500 (0400) unzulässig.

2.2 Ausnahmen:

2.2.1 Für Ausbildungs-, Übungs- oder Überprüfungsflüge, die nach luftrechtlichen Vorschriften für den Erwerb, die Verlängerung oder Erneuerung einer Erlaubnis oder Berechtigung als Luftfahrer vorgeschrieben sind, kann die Luftaufsicht im Einzelfall bis 2200 (2100) eine Ausnahmegenehmigung erteilen.

2.2.2 Vermessungs- und Kontrollflüge, soweit sie zur Aufrechterhaltung der Flugsicherheit erforderlich sind.

2.3 Wiederholte IFR Anflüge

Unabhängig von weiteren Restriktionen, sind aufgrund Verkehrsflussregelungsgründen wiederholte IFR Anflüge vorab, jedoch frühestens 3 Stunden vor EOBT, mit dem zuständigen ACC Supervisor zu koordinieren.

Langen ACC Supervisor
Tel.: +49 6103 707-6600

3. Probeläufe sind nur auf den ausgewiesenen Abbremsplätzen zulässig.

4. Vor Vogelschwärmen auf dem Flugplatz wird gewarnt.

2. Restriction of circling, training, exercise and check flights

2.1 Between 2100 (2000) and 0500 (0400) circling flights as well as repeated successive approaches and departures of the same aircraft for training, exercise or checking purposes are not permitted.

2.2 Exceptions:

2.2.1 For training, exercise or check flights legally required to obtain, prolong or renew an airman's licence, the Luftaufsicht may grant exceptional permission in individual cases until 2200 (2100).

2.2.2 flight checks and control flights as far as required to maintain flight safety.

2.3 Multiple IFR approaches

Irrespective of other restrictions, multiple IFR approaches require prior coordination with the responsible ACC supervisor no earlier than 3 hours before EOBT, due to traffic flow regulations.

Langen ACC Supervisor
Tel.: +49 6103 707-6600

3. Run-ups are only permitted on marked run-up areas.

4. Caution is advised due to flocks of birds at the aerodrome

EDDG AD 2.21 Noise abatement procedures

NIL

EDDG AD 2.22 Flight procedures

Siehe/see ENR 1.5

EDDG AD 2.23 Additional information

Erweiterter Datenaustausch zum ATM Netzwerk

In Anlehnung an einen Airport-CDM-Prozess erfolgt am Flughafen Münster-Osnabrück ein erweiterter Datenaustauch für Abflüge. Durch einen permanenten und automatisierten Meldungsaustausch mit dem Network Management Operations Center (NMOC) werden lokale Informationen zur Verbesserung der Netzwerkvorhersagen im europäischen Verkehrsflussmanagement (ATFCM) eingebunden.

Vom lokalen ATC-System erfolgt der Meldungsaustausch in das ATM-Netzwerk hierbei auf Basis der europäischen Standards für Airport CDM und nutzt die Meldungstypen:

- ATC Departure Planning Information Message (A-DPI)

- und ggf. Cancel DPI (C-DPI).

Mit der Erteilung der Anlassfreigabe wird ein voraussichtlicher Startzeitpunkt berechnet und an das NMOC gesendet. Der bis zu diesem Zeitpunkt im ATM-Netzwerk vorliegende Abflugzeitpunkt wird durch die Einbeziehung des Zeitpunktes der Anlassfreigabe in seiner Genauigkeit verbessert. Muss nach Erteilen der Anlassfreigabe ein Luftfahrzeug seine Triebwerke aus technischen Gründen wieder abstellen, wird der Flug im ATM-Netzwerk durch eine C-DPI abgemeldet. Eine hierauf folgende Flight Suspension mit dem Kommentar "Suspended by Departure Airport" kann vom AO durch eine Aktualisierung der EOBT (DLA oder CHG) aufgehoben werden.

Die grundsätzlichen Verfahren mit dem NMOC bestehen weiterhin.

Extended data exchange with the ATM network

Münster-Osnabrück Airport is conducting an extended data exchange for departing flights in a similar way to the Airport CDM process. By maintaining a permanent and automated message exchange with the Network Management Operations Centre (NMOC), local information is integrated into the European Air Traffic Flow and Capacity Management (ATFCM) to improve network forecasts.

The message exchange from the local ATC system to the ATM network takes place on the basis of European standards for Airport CDM, using the following message types:

- ATC Departure Planning Information Message (A-DPI)

- and Cancel DPI (C-DPI), as required.

When start-approval is issued, the estimated time of departure is calculated and transmitted to the NMOC. The use of the start-up approval time instead of the time stored earlier in the ATM network improves the accuracy of the departure time. If it becomes necessary for an aircraft to shut down its engines again for technical reasons, the flight will be cancelled in the ATM network by means of a C-DPI. The subsequent flight suspension with the comment "Suspended by departure airport" can be revoked by the aircraft operator by updating the EOBT (DLA or CHG).

The general procedures with the NMOC continue to be applicable.

EDDG AD 2.24 Charts related to an aerodrome

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AD 2 EDDG 2-7	PARKING POSITIONS AND INS REFERENCE POINTS
AD 2 EDDG 2-11	AERODROME OBSTACLE CHART - ICAO TYPE A RWY 07/25
AD 2 EDDG 2-21	PRECISION APPROACH TERRAIN CHART - ICAO RWY 25
AD 2 EDDG 3-1-2	STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 07/25
AD 2 EDDG 4-2-1	INSTRUMENT APPROACH CHART - ICAO ILS CAT II & III OR LOC RWY 25
AD 2 EDDG 4-2-2	INSTRUMENT APPROACH CHART - ICAO ILS OR LOC RWY 07
AD 2 EDDG 4-4-1	INSTRUMENT APPROACH CHART - ICAO NDB RWY 25
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AD 2 EDDG 4-6-1	INSTRUMENT APPROACH CHART - ICAO RNAV (GPS) RWY 25
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AD 2 EDDG 5-7-6	STANDARD DEPARTURE CHART - INSTRUMENT RNAV (GPS) RWY 07
AD 2 EDDG 5-7-7	STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 25
AD 2 EDDG 5-7-8	GPS / FMS RNAV DEPARTURE CHART - INSTRUMENT (OVERLAY) RWY 25

EDDG AD 2.25 Visual segment surface (VSS) penetration

NIL