

List of pages in this Trip Kit

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- Terminal Charts For EDDG
- Revision Letter For Cycle 16-2023
- Change Notices
- Notebook

General Information

Location: MUENSTER/OSNABRUECK DEU
ICAO/IATA: EDDG / FMO
Lat/Long: N52° 08.08', E007° 41.09'
Elevation: 159 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 1.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0452 Z
Sunset: 1803 Z

Runway Information

Runway: 07
Length x Width: 7119 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 156 ft
Lighting: Edge, ALS, Centerline

Runway: 25
Length x Width: 7119 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 159 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 656 ft

Communication Information

ATIS: 127.180
Muenster Tower: 120.365 Secondary
Muenster Tower: 129.805
Muenster Ground: 121.880
Muenster Rescue Emergency: 121.555
Langen Radar Radar: 129.300 RCO
Muenster/Osnabrueck Direct (Approach Control Radar): 129.180

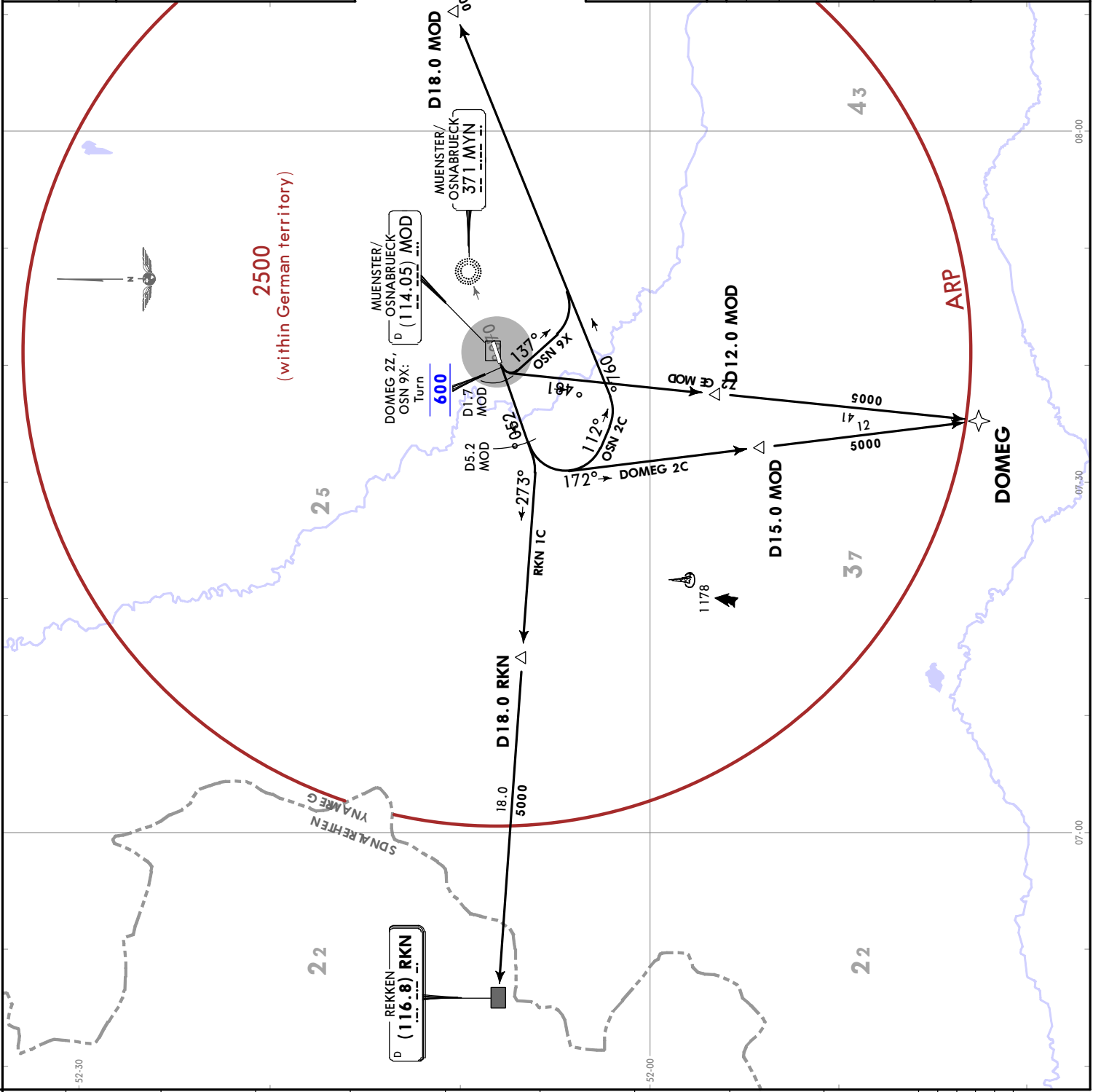
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LANGEN
Radar (APP)
129.3

Apt Elev
159

Trans alt: 5000
1. Contact LANGEN Radar IMMEDIATELY after take-off.
2. SIDs are also minimum noise routings.
Strict adherence within the limits of aircraft performance is MANDATORY.

DOME G 2C
DOME G 2Z
OSNABRUECK 2C (OSN 2C)
OSNABRUECK 9X (OSN 9X)
REKEN 1C (RKN 1C)
RWY 25 DEPARTURES
**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC**
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance		5000
SID		ROUTING
DOME G 2C	1	Climb on 250° bearing from MYN to D5.2 MOD, turn LEFT, 172° track to DOME G.
DOME G 2Z	1, 2	Climb on 250° bearing from MYN to 600, turn LEFT (complete turn within D1.7 MOD), 184° track to DOME G.
OSN 2C		Climb on 250° bearing from MYN to D5.2 MOD, turn LEFT, 112° track, intercept OSN R247 inbound to OSN.
OSN 9X	3	Climb on 250° bearing from MYN to 600, turn LEFT (complete turn within D1.7 MOD), 137° track, intercept OSN R247 inbound to OSN.
RKN 1C	4	Climb on 250° bearing from MYN to D5.2 MOD, turn RIGHT, 273° track to RKN.

BRNAV equipment necessary after passing
1 2000/2 2300.
2 For JET aircraft up to 20t MTOW & PROP/TURBOPROP aircraft. If unable to comply file SID DOME G 2C.
3 For JET aircraft up to 20t MTOW & PROP/TURBOPROP aircraft. If unable to comply file SID OSN 2C.

EDDG/FMO
MUNSTER/OSNABRUECK

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MUNSTER/OSNABRUECK, GERMANY

10-3B

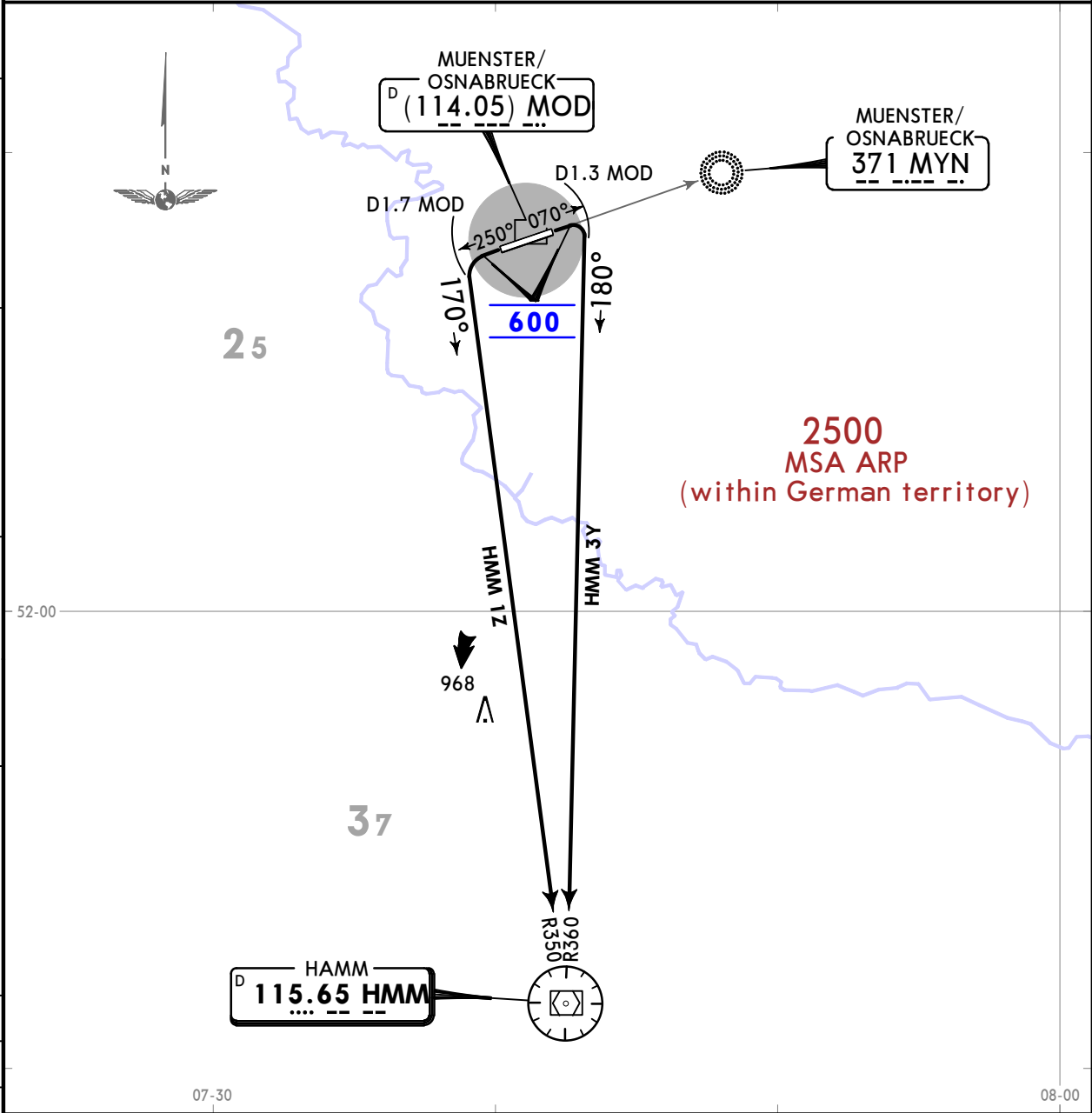
6 MAR 20

SID

LANGEN Radar (APP) 129.3	Apt Elev 159	Trans alt: 5000 1. Contact LANGEN Radar IMMEDIATELY after take-off. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is MANDATORY. 3. RWY 07: EXPECT close-in obstacles.
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HAMM 3Y (HMM 3Y)
HAMM 1Z (HMM 1Z)
DEPARTURES
FOR NON RNAV FLIGHTS ONLY
NO RNAV OVERLAY EXISTING

**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C**



Initial climb clearance 5000		
SID	RWY	ROUTING
HMM 3Y ①	07	Climb on 070° bearing towards MYN, at 600 turn RIGHT (complete turn within D1.3 MOD), intercept HMM R360 inbound to HAMM.
HMM 1Z ②	25	Climb on 250° bearing from MYN to 600, turn LEFT (complete turn within D1.7 MOD), intercept HMM R350 inbound to HAMM.
① For PROP/TURBOPROP aircraft up to 5.7t MTOW. ② For JET aircraft up to 20t MTOW & PROP/TURBOPROP aircraft.		

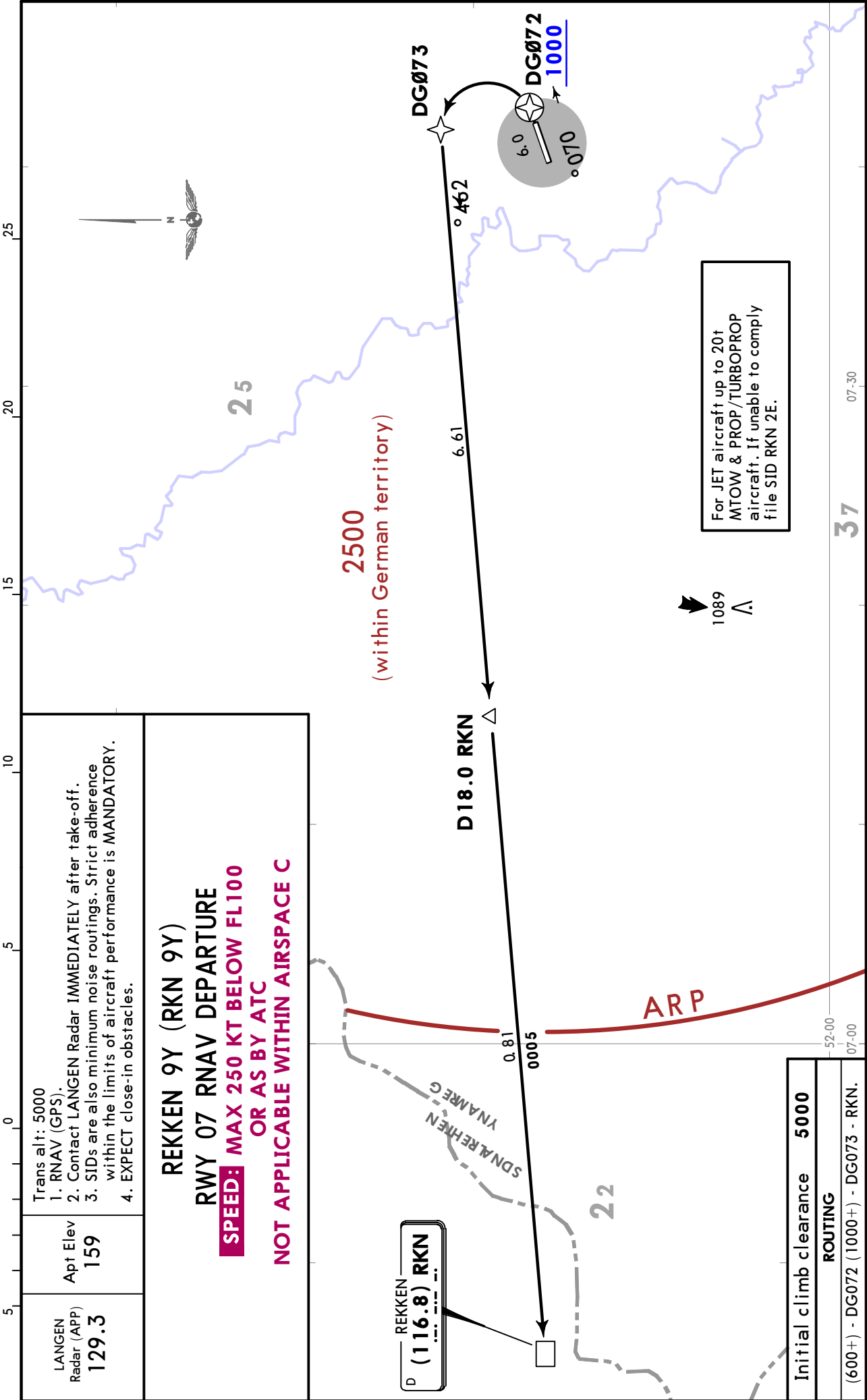
EDDG/FMO
MUNSTER/OSNABRUECK

JEPPesen MUNSTER/OSNABRUECK, GERMANY

10-3C

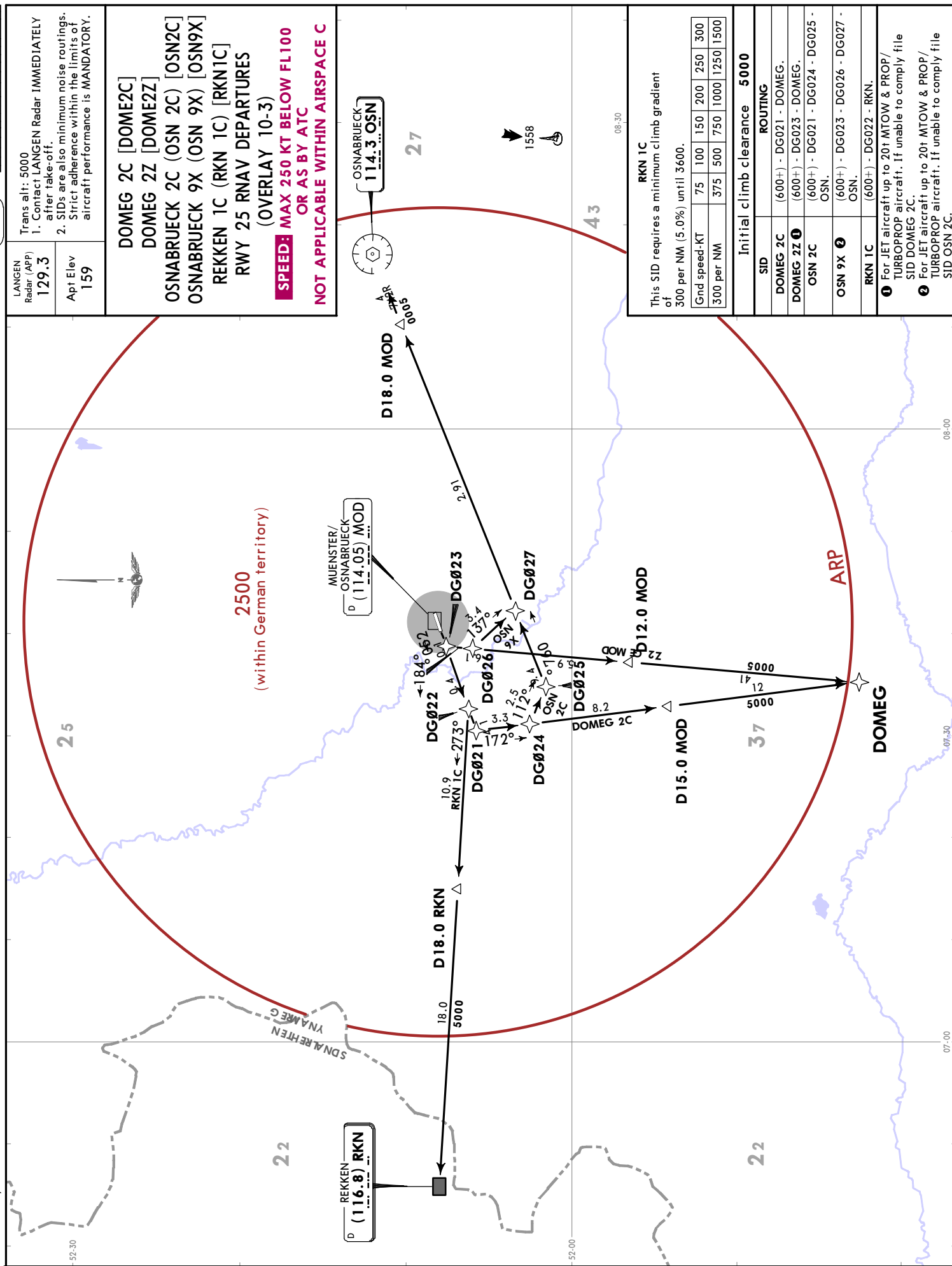
6 MAR 20

RNAV SID



6 MAR 20 (10-3D)

RNAV SID (OVERLAY)



CHANGES: MSA:

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Trans alt: 5000

LANGEN
Radar (APP)
129.3

Apt Elev
159

1. Contact LANGEN Radar IMMEDIATELY after take-off.

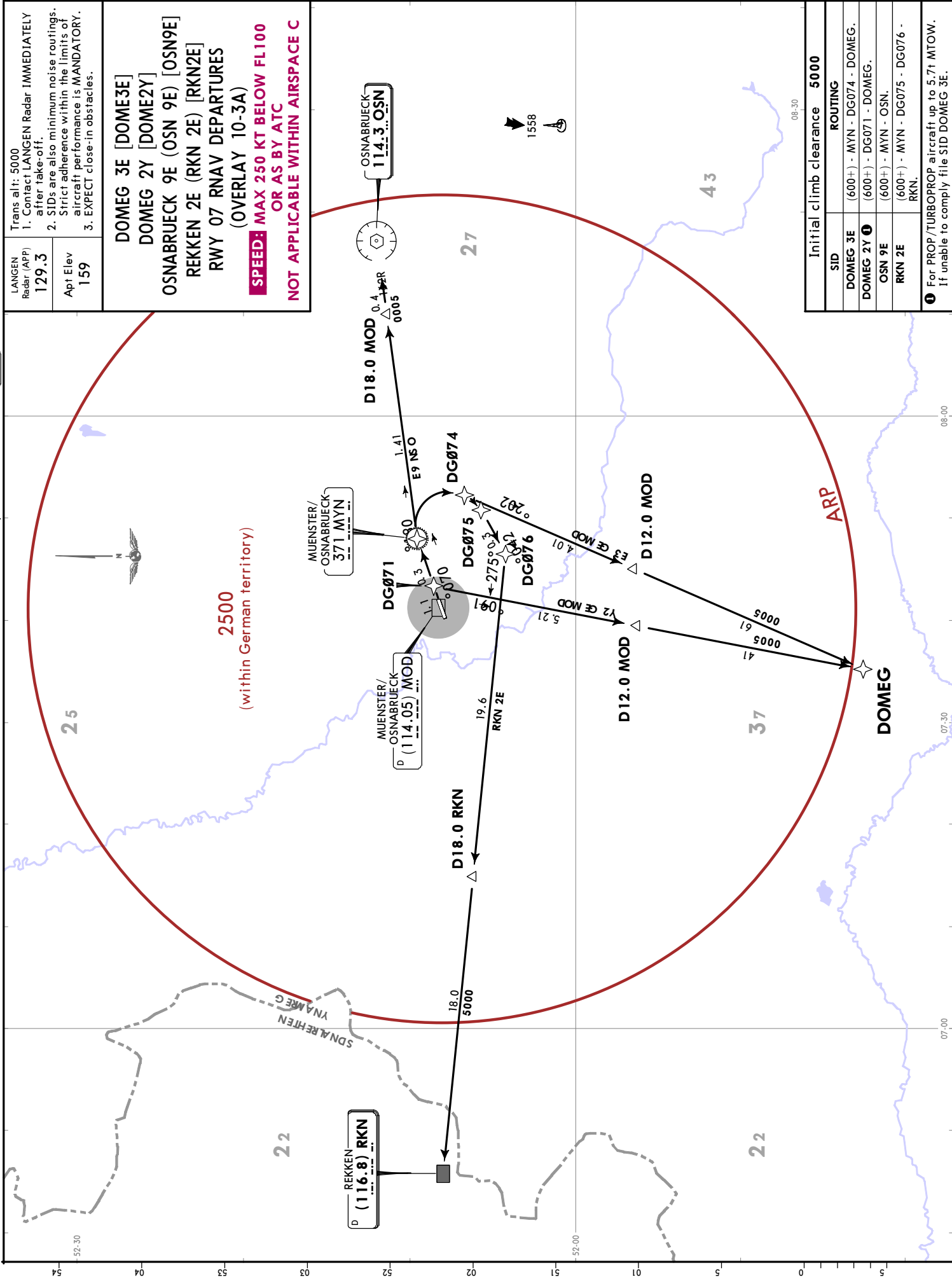
2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is MANDATORY.

3. EXPECT close-in obstacles.

DOMEG 3E [DOME3E]
DOMEG 2Y [DOME2Y]
OSNABRUECK 9E (OSN 9E) [OSN9E]
REKKEN 2E (RKN 2E) [RKN2E]
RWY 07 RNAV DEPARTURES
(OVERLAY 10-3A)

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



EDDG/FMO

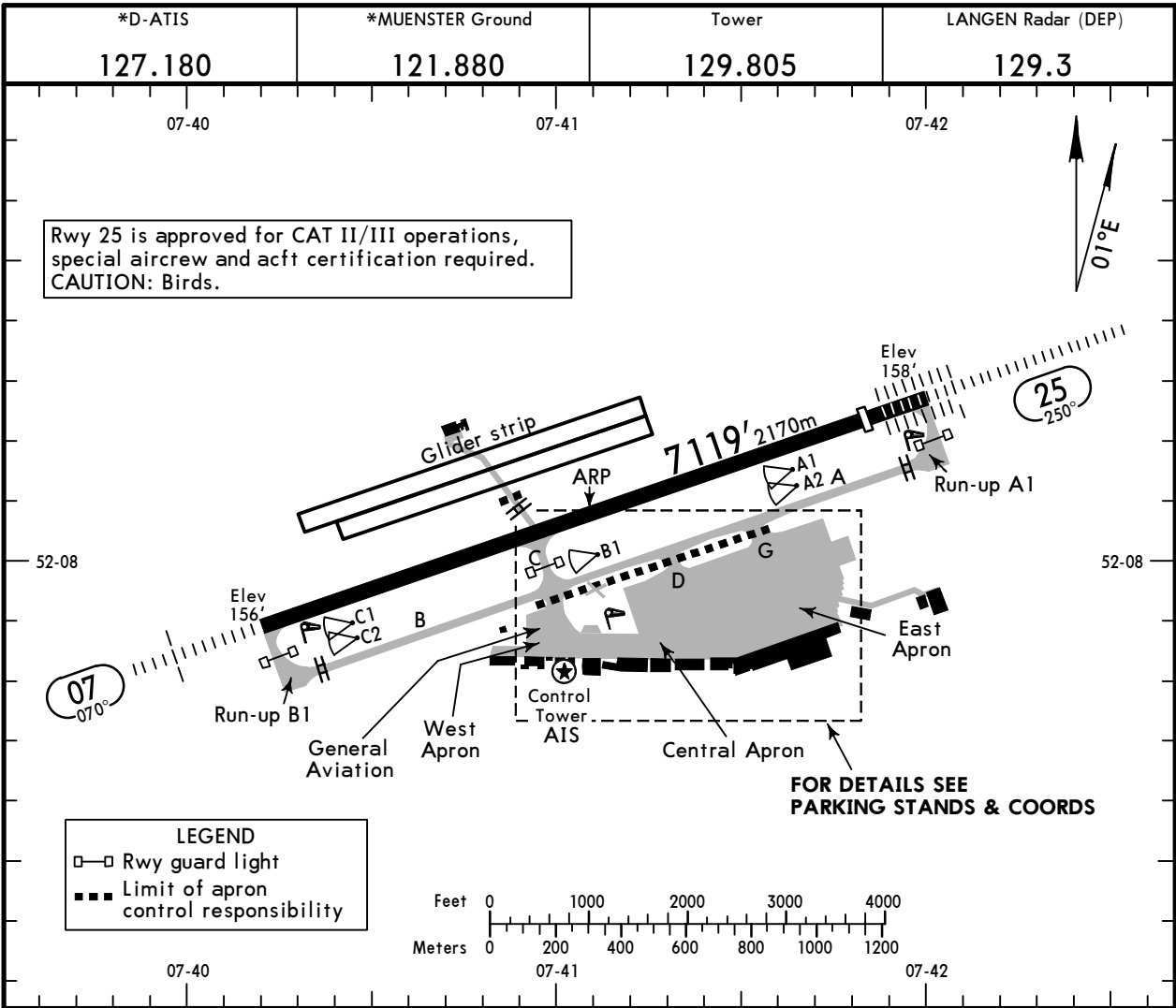
Apt Elev 159'
N52 08.1 E007 41.1



JEPPESEN MÜNSTER/OSNABRUECK, GERMANY

25 NOV 22 10-9

MÜNSTER/OSNABRUECK



ADDITIONAL RUNWAY INFORMATION							
RWY					USABLE LENGTHS		
					LANDING BEYOND	TAKE-OFF	
					Threshold	Glide Slope	
07	HIRL CL ① HIALS SFL PAPI-L (3.0°)	RVR				6025' 1836m	
25	HIRL CL ① ALSF-II TDZ PAPI-L (3.0°)	RVR	6463' 1970m		5370' 1637m	②	148' 45m

①	spacing 15m.
②	TAKE-OFF RUN AVAILABLE
RWY 07	
From rwy head	7119' (2170m)
twy C int	4199' (1280m)
RWY 25	
From rwy head	7119' (2170m)
twy C int	2920' (890m)

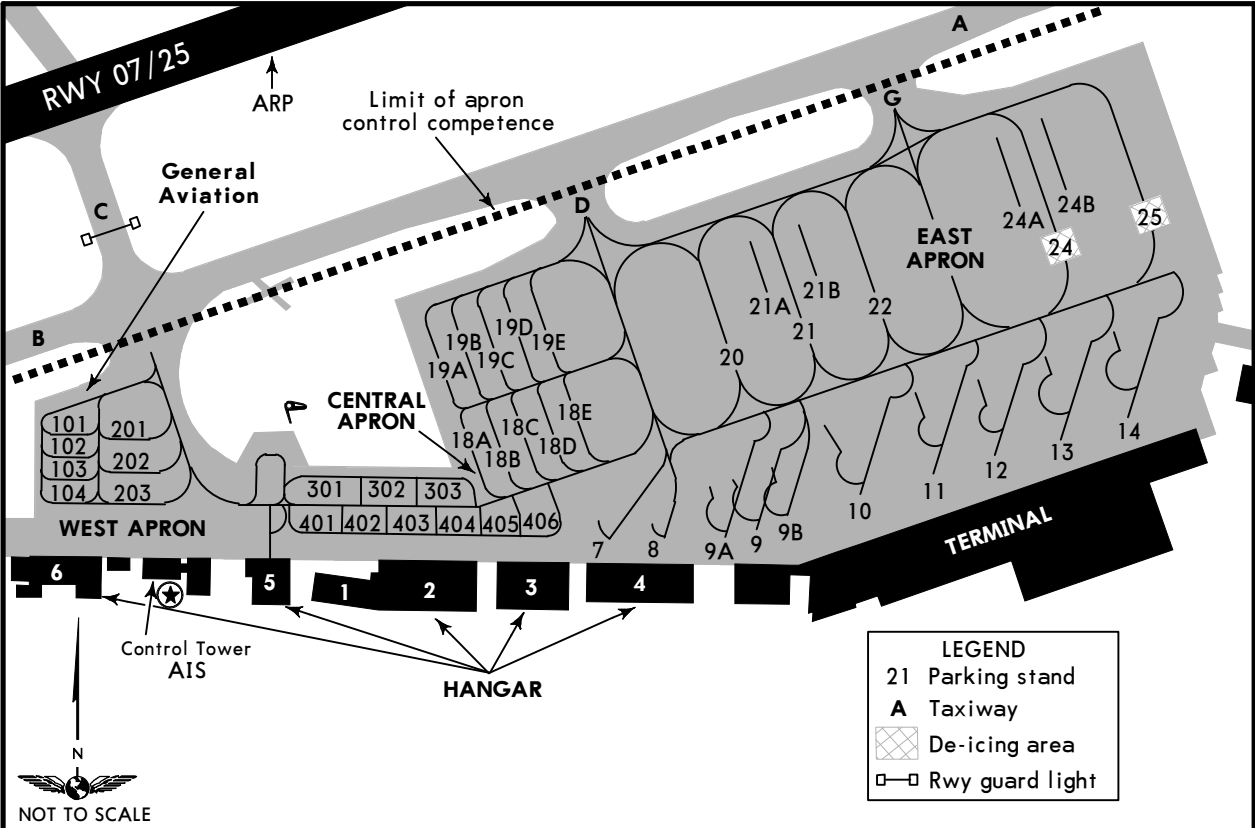
Standard TAKE-OFF						
Low Visibility Take-off						
	HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A						
B	TDZ, MID, RO	TDZ, MID, RO				
C	RVR 125m	RVR 150m	RVR 200m	RVR 300m	400m	500m
D						

EDDG/FMO

JEPPesenMuenster/OSNABRUECK, GERMANY

25 NOV 22 (10-9A)

MUENSTER/OSNABRUECK



INS COORDINATES					
STAND No.	COORDINATES		STAND No.	COORDINATES	
7	N52 07.8	E007 41.3	20	N52 07.9	E007 41.4
8	N52 07.8	E007 41.4	21 thru 21B	N52 07.9	E007 41.5
9 thru 9B	N52 07.9	E007 41.4	22	N52 08.0	E007 41.5
10	N52 07.9	E007 41.5	24 thru 25	N52 08.0	E007 41.7
11, 12	N52 07.9	E007 41.6	101 thru 104	N52 07.9	E007 40.9
13, 14	N52 07.9	E007 41.7	201 thru 203	N52 07.9	E007 41.0
18A	N52 07.9	E007 41.2	301	N52 07.9	E007 41.1
18B thru 18E	N52 07.9	E007 41.3	302, 303	N52 07.9	E007 41.2
19A,19B	N52 07.9	E007 41.2	401	N52 07.8	E007 41.1
19C thru 19E	N52 07.9	E007 41.3	402 thru 404	N52 07.8	E007 41.2
			405, 406	N52 07.8	E007 41.3

Restriction for NIGHT flying

Take-offs and landings are not permitted between 2200 LT (2150 off blocks) and 0600 LT for Jet acft

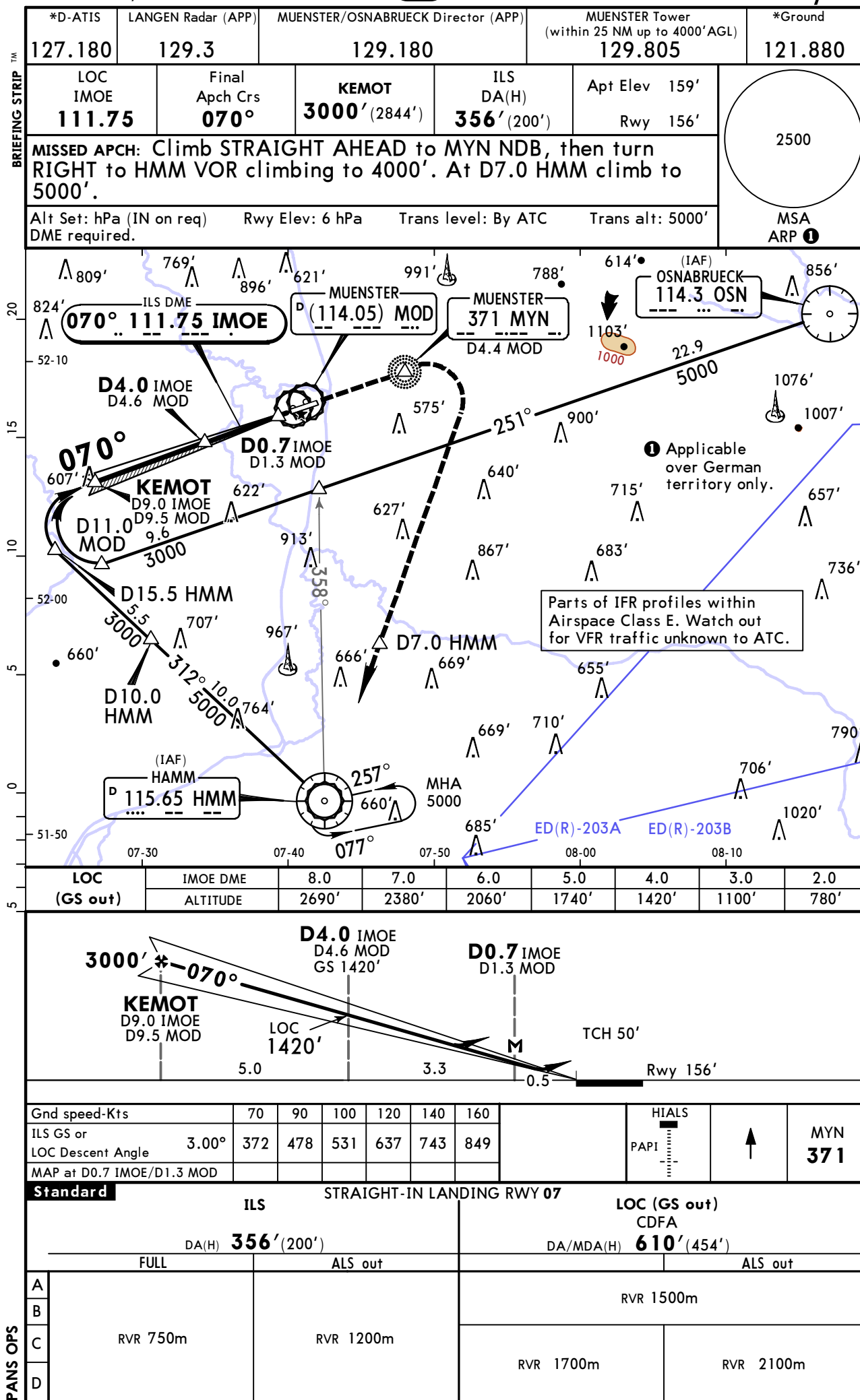
- not licensed in accordance with ICAO Annex 16
- licensed in accordance with ICAO Annex 16, Volume 1, Chapter 2
- licensed in accordance with ICAO Annex 16, Volume 1, Chapter 3, not included in the Bonus List of the Federal Ministry of Transport, Building and Housing.

In case of a delayed/premature landing (prior to 0600 LT) 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.

EDDG/FMO
MUENSTER/OSNABRUECK

16 APR 21

(11-1)

Eff 22 Apr
JEPPesen MUENSTER/OSNABRUECK, GERMANY
ILS or LOC Rwy 07


CHANGES: Director (APP) frequency.

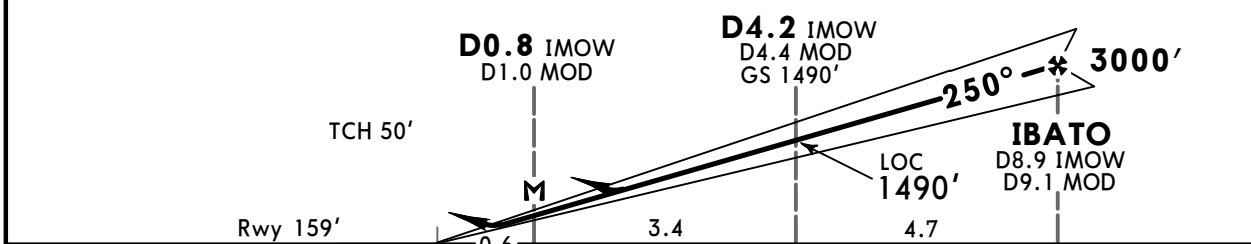
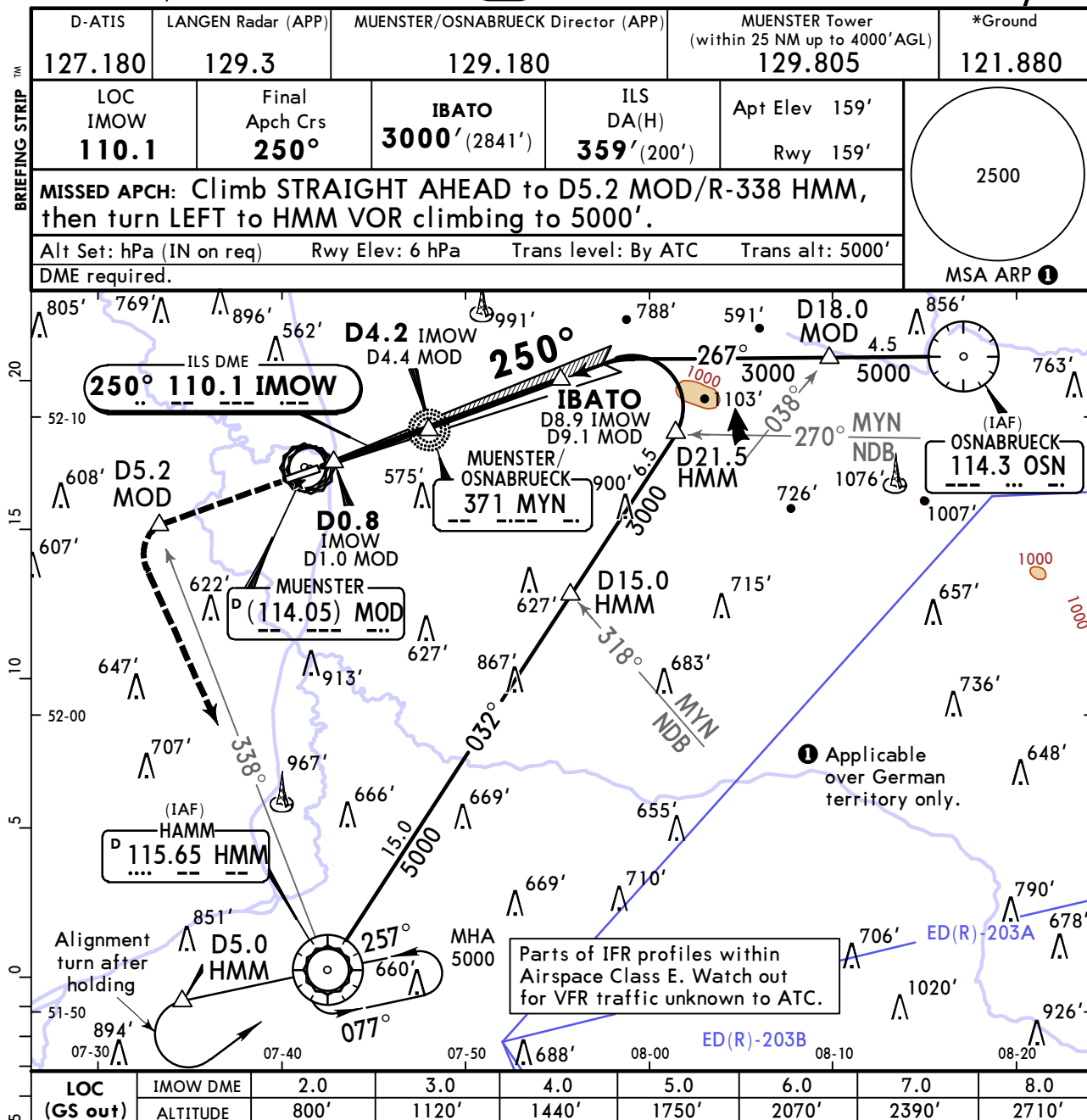
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EDDG/FMO

MUNSTER/OSNABRUECK 16 DEC 22 (11-2)

JEPPESEN MUNSTER/OSNABRUECK, GERMANY

ILS or LOC Rwy 25



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	D5.2 MOD
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	PAPI	
MAP at D0.8 IMOW/D1.0 MOD								

Standard ILS STRAIGHT-IN LANDING RWY 25				LOC (GS out) CDFA	
DA(H) 359' (200')				DA/MDA(H) 610' (451')	
FULL	TDZ or CL out	ALS out		ALS out	
A				RVR 1500m	
B				RVR 2100m	
C	RVR 550m	RVR 550m 1	RVR 1200m	RVR 1400m	
D				RVR 2100m	

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: D-ATIS full-time.

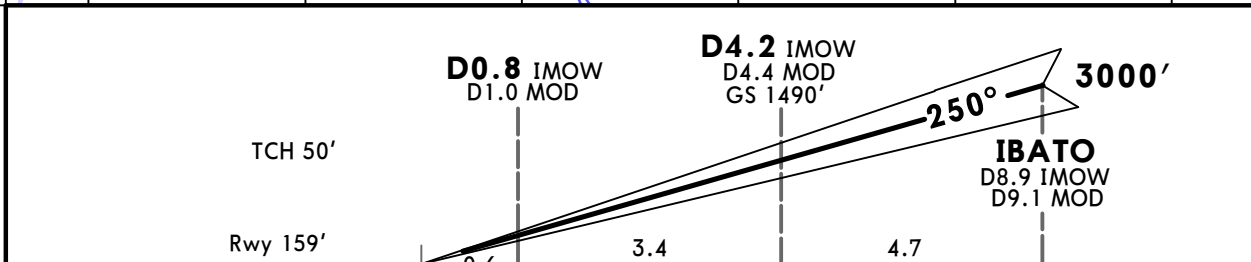
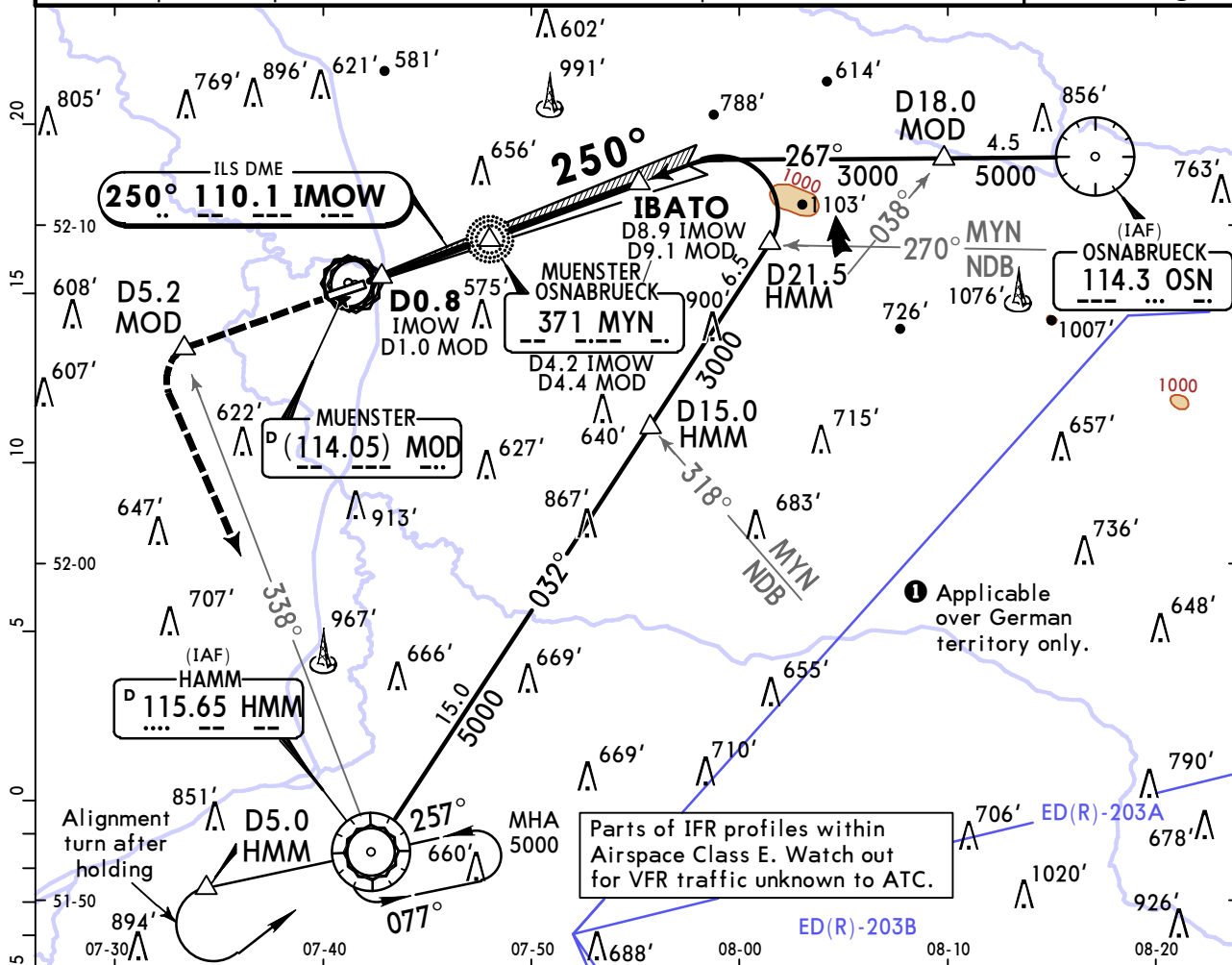
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EDDG/FMO MUENSTER/OSNABRUECK, GERMANY

MUENSTER/OSNABRUECK 16 DEC 22 (11-2A) CAT II/III ILS Rwy 25

BRIEFING STRIP™

D-ATIS	LANGEN Radar (APP)	MUENSTER/OSNABRUECK Director (APP)		MUENSTER Tower (within 25 NM up to 4000' AGL)	*Ground
127.180	129.3	129.180		129.805	121.880
LOC IMOW 110.1	Final Apch Crs 250°	IBATO 3000' (2841')	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 159' Rwy 159'	2500 MSA ARP ①
MISSED APCH: Climb STRAIGHT AHEAD to D5.2 MOD/R-338 HMM, then turn LEFT to HMM VOR climbing to 5000'.					
Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000'					
1. DME required. 2. Special Aircrew & Acft Certification Required.					

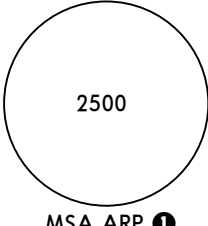


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	D5.2 MOD
GS	3.00°	372	478	531	637	743		

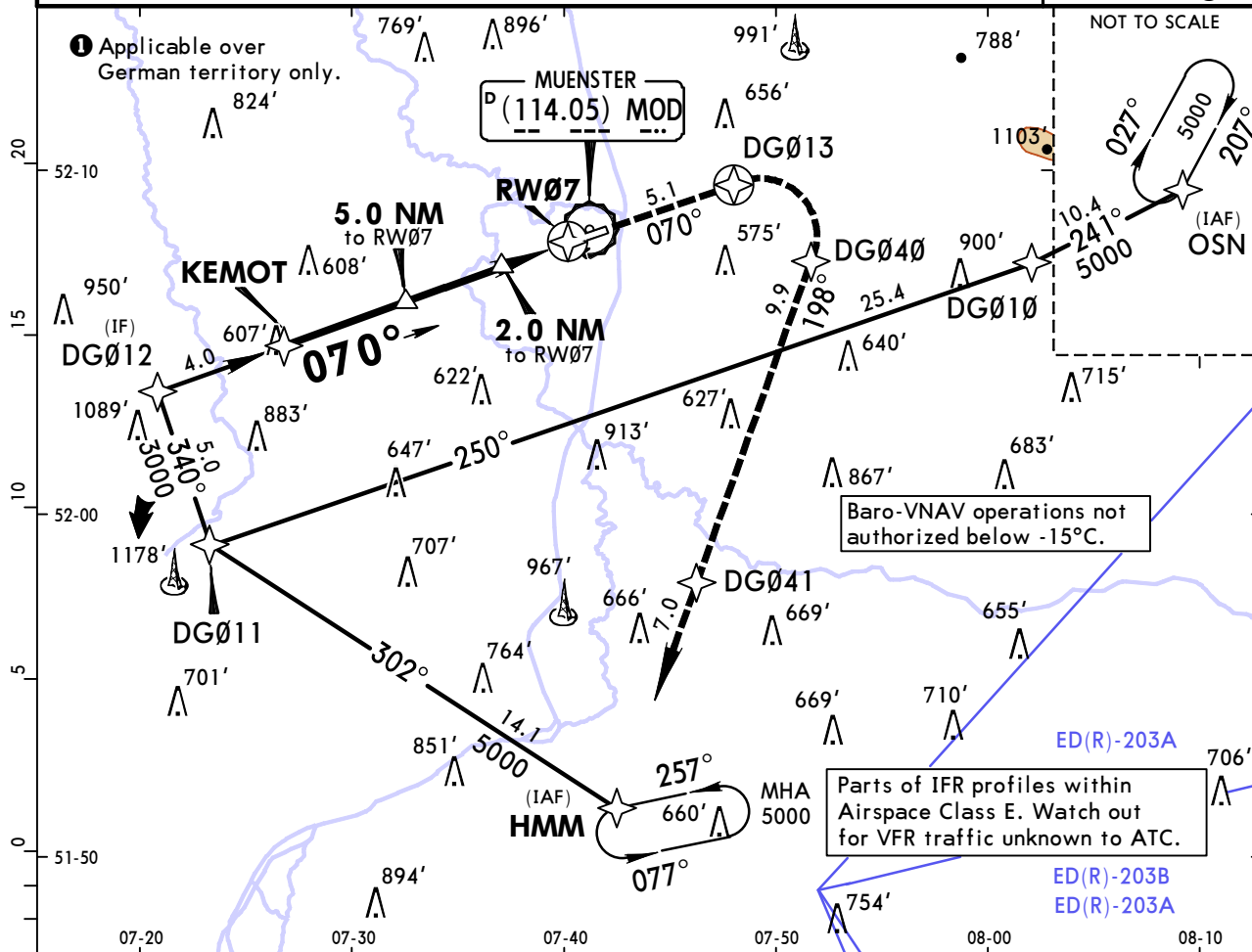
Standard			STRAIGHT-IN LANDING RWY 25		
CAT IIIB ILS		CAT IIIA ILS		CAT II ILS	
		DH 50'		ABC RA 102' DA(H) 259' (100')	D RA 121' DA(H) 271' (112')
RVR 175m		RVR 200m		RVR 300m	

EDDG/FMO MUENSTER/OSNABRUECK 16 APR 21 12-1 Eff 22 Apr RNAV (GPS) Rwy 07

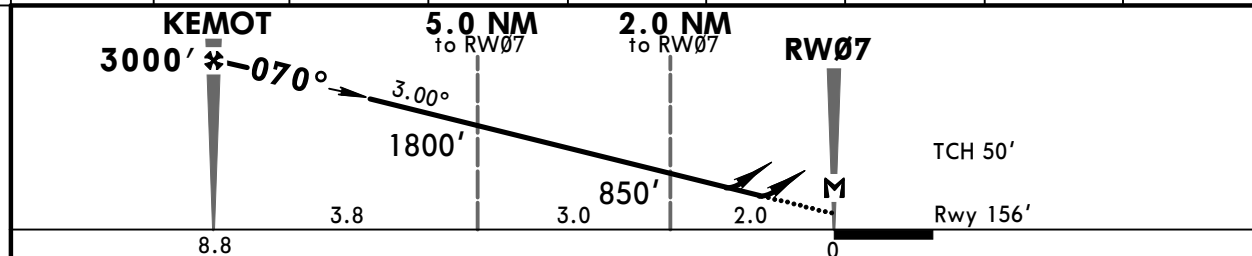
*D-ATIS	LANGEN Radar (APP)	MUENSTER/OSNABRUECK Director (APP)	MUENSTER Tower (within 25 NM up to 4000' AGL)	*Ground
127.180	129.3	129.180	129.805	121.880

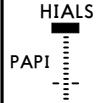
RNAV	Final Apch Crs 070°	KEMOT 3000' (2844')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 159' Rwy 156'	
MISSED APCH: Climb on 070° to DGØ13, then turn RIGHT via DGØ4Ø on 198° to HMM to 4000'. At DGØ41 climb to 5000'.					

Alt Set: hPa (IN on req)		Rwy Elev: 6 hPa	Trans level: By ATC	Trans alt: 5000'	MSA ARP 1
--------------------------	--	-----------------	---------------------	------------------	-----------



DIST to RWØ7	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2760'	2440'	2120'	1800'	1480'	1170'	850'	530'



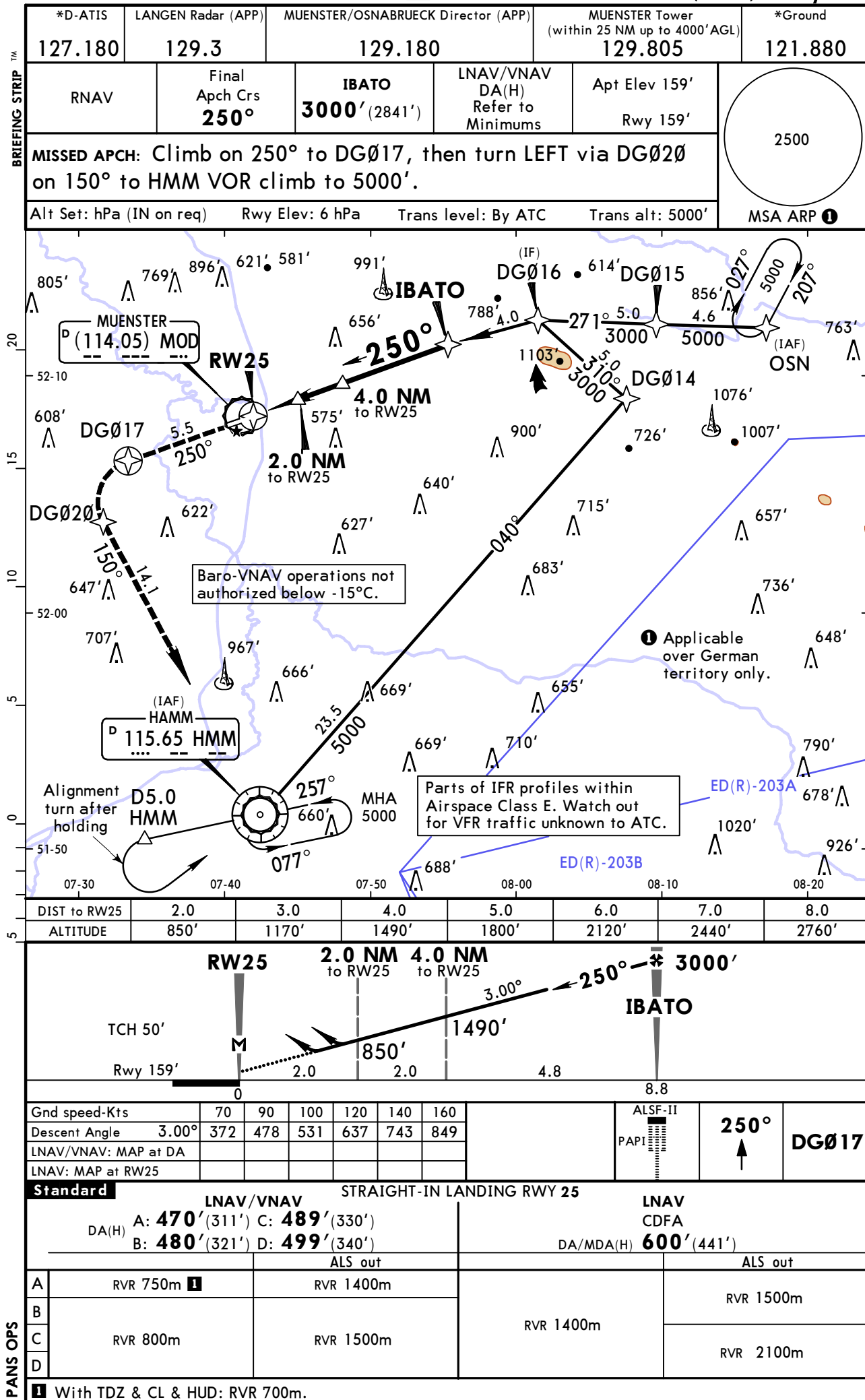
Gnd speed-Kts	70	90	100	120	140	160		070° ↑	DGØ13
Descent Angle 3.00°	372	478	531	637	743	849			
LNAV/VNAV: MAP at DA									
LNAV: MAP at RWØ7									

Standard		STRAIGHT-IN LANDING RWY 07		LNAV	
LNAV/VNAV		DA(H)		CDFA	
ABC: 406' (250')		D: 470' (314')		DA/MDA(H) 560' (404')	
ALS out		ALS out		ALS out	
A	RVR 800m	RVR 1300m	RVR 1500m	RVR 1500m	RVR 1900m
B					
C					
D	RVR 1000m	RVR 1400m			

CHANGES: Director (APP) frequency.

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EDDG/FMO MUENSTER/OSNABRUECK 16 APR 21 12-2 Eff 22 Apr RNAV (GPS) Rwy 25



EDDG/FMO

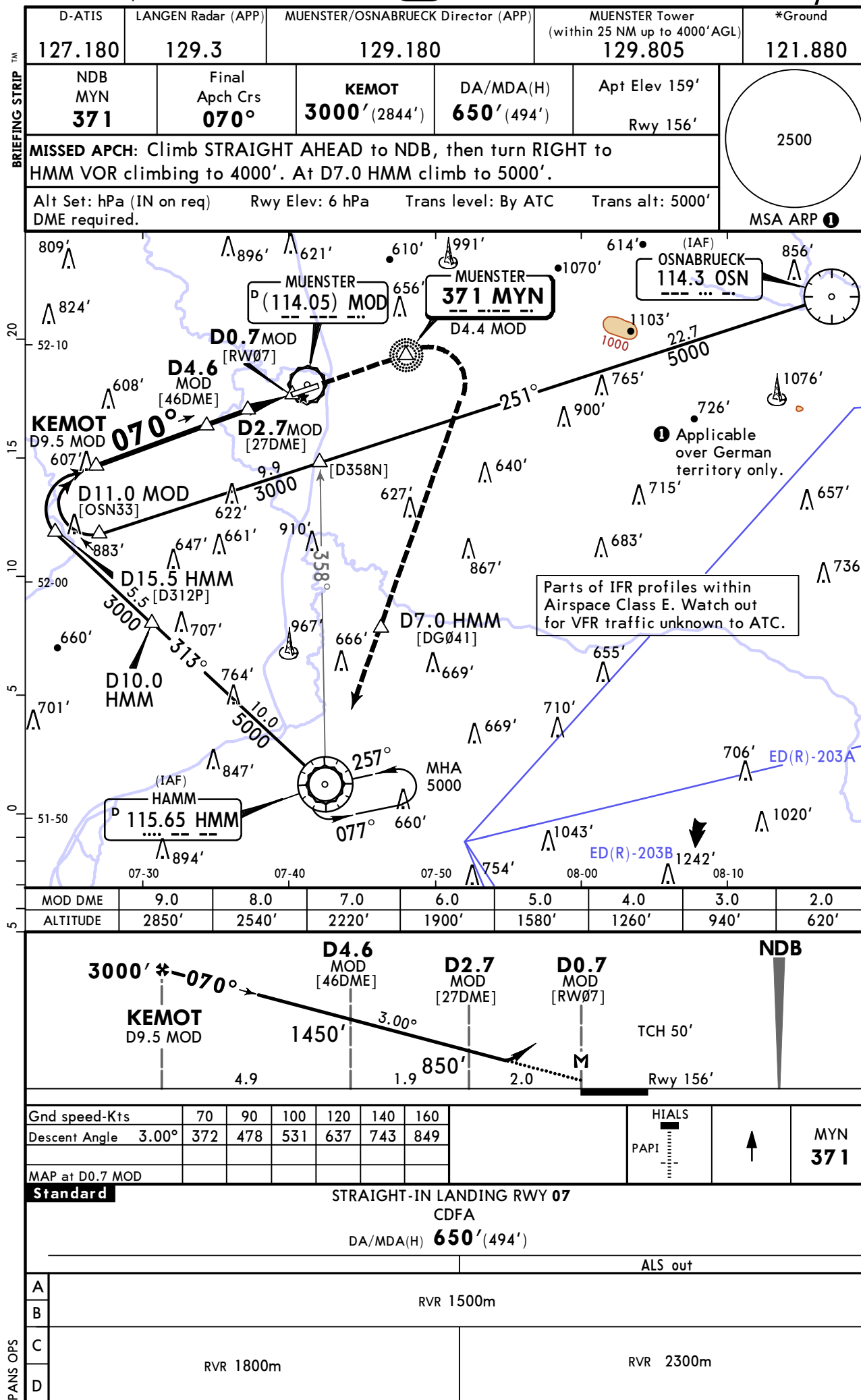
MUENSTER/OSNABRUECK

16 DEC 22

(16-1)

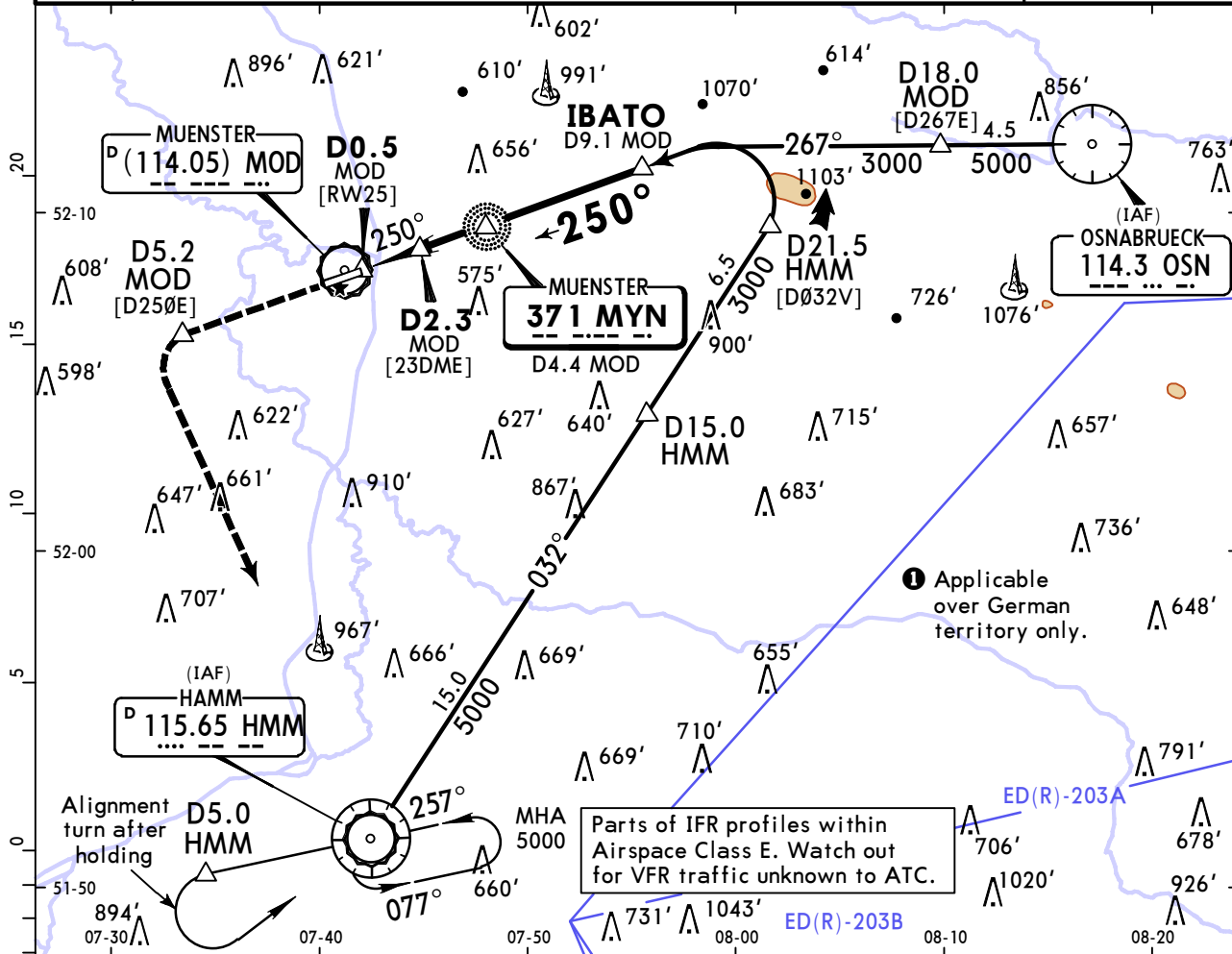
JEPPESEN MUENSTER/OSNABRUECK, GERMANY

NDB Rwy 07

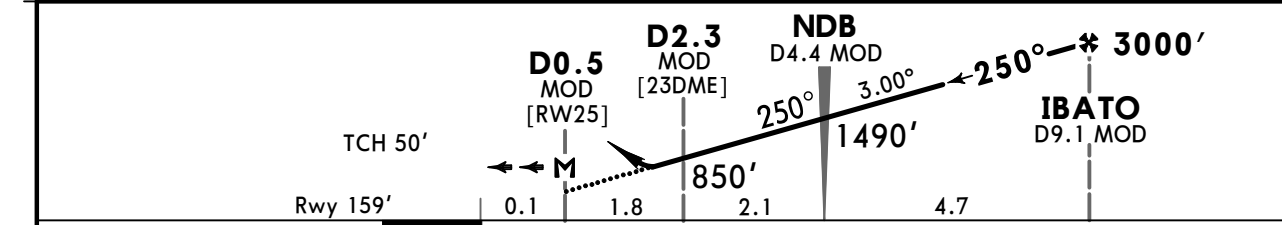


EDDG/FMO
MUNSTER/OSNABRUECK 16 DEC 22 **16-2**
JEPPESEN MUNSTER/OSNABRUECK, GERMANY
NDB Rwy 25

D-ATIS	LANGEN Radar (APP)	MUNSTER/OSNABRUECK Director (APP)	MUNSTER Tower (within 25 NM up to 4000' AGL)	*Ground
127.180	129.3	129.180	129.805	121.880
NDB MYN 371	Final Apch Crs 250°	IBATO 3000' (2841')	DA/MDA(H) 680' (521')	Apt Elev 159' Rwy 159'
MISSED APCH: Climb STRAIGHT AHEAD to D5.2 MOD, then turn LEFT to HMM VOR climbing to 5000'.				
Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000'				
DME required.				
MSA ARP 1				



MOD DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	720'	1040'	1360'	1680'	2000'	2310'	2630'	2950'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	D5.2 MOD
Descent Angle 3.00°	372	478	531	637	743	849	PAPI	
MAP at D0.5 MOD								

Standard		STRAIGHT-IN LANDING RWY 25	
		CDFA	
		DA/MDA(H) 680' (521')	
		ALS out	
A	RVR 1500m		
B			
C	RVR 1700m	RVR 2400m	
D			

Chart changes since cycle 15-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
MUNSTER/OSNABRUECK, (MUNSTER/OSNABRUECK - EDDG)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EDDG

Chart Change Notices for Country DEU

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Location/airport name changed from Monchengladbach to Moenchengladbach.

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: 20210326
End Date: No end date

Use of SID RNAV OVERLAY: Pilots of GPS/FMS-RNAV-equipped aircraft should, if possible, use the defined supplementary GPS/FMS/RNAV procedures which are published as "OVERLAY" to a conventional procedure. Please refer also to ATC Germany pages for additional information.

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Location/airport name changed from Buchel to Buechel, Buckeburg to Bueckeburg, Norvenich to Noervenich.

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Jeppesen charted take-off minimums are determined according to the available RWY lights. In Germany, Low Visibility Procedures (LVP) are only available for the following airports: EDDB, EDDC, EDDE, EDDF, EDDG, EDDH, EDDK, EDDL, EDDM, EDDN, EDDP, EDDR, EDDS, EDDV, EDDW, EDFH, EDHI, EDHL, EDJA, EDLN, EDLP, EDLV, EDLW, EDMA, EDNY, EDQM, EDSB, EDTL, EDTY, EDVE, EDVK. All other German airports are not approved for Low Visibility Take-off Operations (LVTO) with an RVR below 400m because of missing LVP.