

# Munster Airport

IATA/ICAO CODE: FMO/EDDG  
 CITY: Munster/Osnabruck  
 COUNTRY: Germany

## AIRPORT CONTACT

No changes reported by the airport in 2011  
[Verify information below with the airport](#)

Name:	Prof. Dipl. Ing. Gerd Stöwer	Klaus Stender
Title:	Airport Director	Director Airport Services
Airport:	Munster/Osnabruck Airport	Munster/Osnabruck Airport
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Name: Franz Josef Thiery  
 Title: Director Airport Operations  
 Airport: Munster/Osnabruck Airport  
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 Email: Franz-Josef.Thiery@fmo.de  
 Airport Web Site: [www.flughafen-fmo.de](http://www.flughafen-fmo.de)

ELEVATION: 160 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
07	7118	-	3	148
25	7118	656	3	148

NOISE ABATEMENT PROCEDURES - [NONE](#)

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

## AIRPORT CURFEWS

## 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 111, 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:

Luftaufsichtsstelle  
Flughafen Münster/Osnabrück  
48252 Greven  
Telefon: 02571/91333  
Telefax: 02571/921029

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 radio telephony. 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. 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.

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

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

PREFERENTIAL RUNWAYS - **NONE**

OPERATING QUOTA - **NONE**

ENGINE RUN-UP RESTRICTIONS

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

APU OPERATING RESTRICTIONS

Up to now there are no pending rules/restrictions regarding APU use, however, it is recommended to use ground power whenever feasible.

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE

7/2011 IATA Airport & Air Navigation Charges Manual

	A/C over 2 tonnes - MTOW International and Domestic
	Rate per tonne
Chapter 3	
Included in Bonus-List	EUR 7.00
Not included in Bonus List	EUR 11.28
Chapter 2	EUR 22.59
Not conforming to ICAO Annex 16	EUR 45.18

Chapter 3 jet aircraft which are included in the Bonus List:	
All types with a MTOW below 25 tonnes, plus	
At Departure	At Landing
A300	A300
A310	A310
A330	A330
A340	A340
A319/230/321	A319/230/321
BAe 146/AVRO RJ-Series	BAe 146/AVRO RJ-Series
B717	B717
B727-100 reengined	B727-100 reengined
B737 types 300 to 800	B737 types 300 to 800
B747-400	B747-400
B757	B757
B767	B767
B777	B777
Canadair RJ	Canadair RJ
Dash 8-400	Dash 8-400
Fokker 70/100	Fokker 70/100
Grumman Gulfstream IV	Grumman Gulfstream IV
L1011	DC10-30
DC10	DC8-70

DC8-70	MD-11
MD-11	MD-80
MD-90	MD-90
TU 204	TU 204

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	2005	Noise reduction windows with fresh air recirculation ventilators
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM  
available

FLIGHT TRACK MONITORING SYSTEM

FANAMOS operated by ATC

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

## CHAPTER 3 RESTRICTIONS - [NONE](#)