

# Munich Pilot Briefing

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## 1 General

- Listen to the instructions carefully! If you missed something or did not understand a radio call, don't hesitate to ask!
- Expect early hand-offs, especially on the ground. Continue to the respective clearance limit and contact the next controller on your way. Do not stop just because you are instructed to change the frequency!
- The preferred runways for take-off and landing are runways 26L and 26R, up to a tailwind component of 3 kts
- Charts can be found at <http://www.vatsim-germany.org/airport/EDDM>
- A list of sceneries is available at <http://www.vatsim-germany.org/airport/EDDM>

## 2 Airport Overview

### 2.1 Parking

Now we want to give you an idea about how the real Munich airport operates. This includes an overview about which major airline is parked at which gates or stands. You can use the listings in tables 1 and 2 to add more realism to the simulation. Of course, you are still free to pick a different stand of your choice.

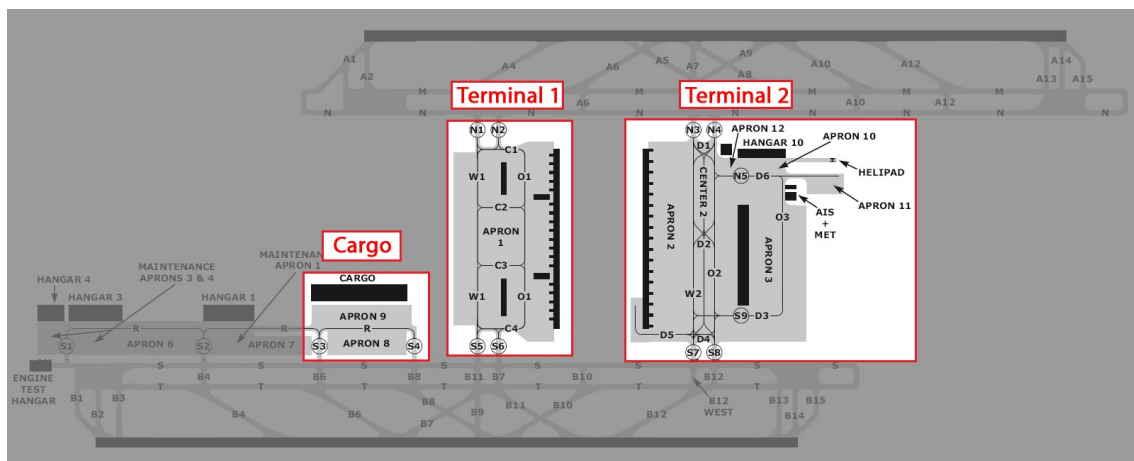


Figure 1: General Layout

## 2.1.1 Terminal 1

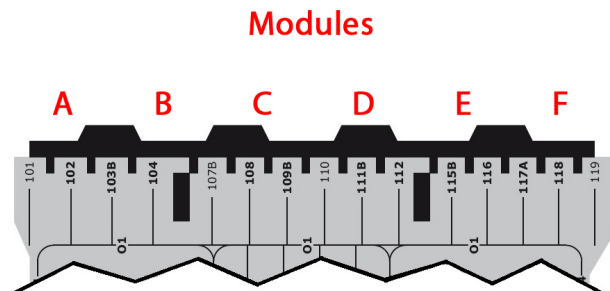


Figure 2: Terminal 1

-A-	-B-	-C-	-D-	-E-	-F-
BER	AWE	AFL	ADH	AIZ	
NLY	BAW	BAL	AFR	ELY	
	BGM	EIN	AZA	ISR	
	CFG	ETD	BTI		
	CYP	FHY	FIN		
	DAL	GMI	GWJ		
	EZY	HAY	IBE		
	MON	KRP	ICE		
	QTR	LBT	KLM		
	RAM	OHY	NAX		
	RJA	PGT	OLT		
	SBI	POT	ROT		
	SYL	SDM	SAT		
	TAR	SHY	TUI		
	THY	SXD	VLG		
		SXS	VOE		
		UAE			
		UTA			

Table 1: Terminal 1 - Airlineübersicht

Note: Module F is being used for all flights with increased security demands, regardless of the operator (e.g. state flights).

### 2.1.2 Terminal 2

Terminal 2 and the remote stands at and around Apron 3 are being used exclusively by Lufthansa and Star Alliance as well as other Lufthansa partner airlines. Most Lufthansa and Star Alliance wide-body aircraft are parked directly at the terminal, whereas medium-sized planes like the A320 are intermixed with the wide-bodies or parked at stands 243-256 at the satellite terminal. Small aircraft like an Embraer or ATR usually use positions 308-313 and 321-332.

### 2.1.3 Cargo

Our cargo terminal is located to the south. The parking positions available are 901-907, with all of them being usable by wide-body aircraft. To prevent long taxi times all cargo traffic should expect to depart from runway 08R/26L.

### 2.1.4 General Aviation

We do have a separate apron and terminal available exclusively for all general aviation flights. It is located at the eastern end of taxiway D6 and is called Apron 11. Sometimes larger GA aircraft can also be found at the western edge of the Terminal 1 area.

## 2.2 Ground Controller Responsibility

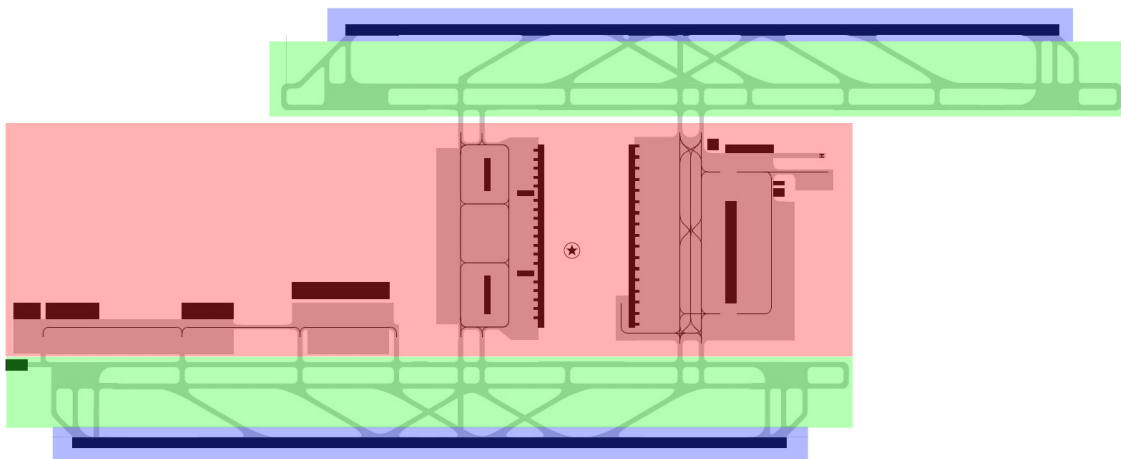


Figure 3: Ground Controller Responsibility

Figure 3 shows the basic layout of Munich Airport, with the respective areas of responsibility for ATC highlighted. Note: Multiple apron, ground and tower controllers can be online at the same time.

- Red: Apron – EDDM\_\*Number\*\_GND
- Green: Ground – EDDM\_\*Letter\*\_GND
- Blue: Tower – EDDM\_\*Letter\*\_TWR

## 3 Departure

### 3.1 Delivery

After your initial call the Delivery controller will give you the start-up clearance and an en-route clearance, including a specific Standard Instrument Departure route (SID) and the transponder code (squawk) and initial cleared altitude (FL070). Each SID designator refers to exactly one runway, as depicted on the charts. If you are unable to follow a SID, inform the controller and expect vectors for your departure. Listen carefully to Delivery for the Apron frequency you need to use next.

### 3.2 Apron

Contact the Apron controller for push-back, as the clearance given to you by Delivery only authorizes you for start-up. Use the frequency given to you by Delivery, do not rely on login names! Never push back without clearance! Ensure that you push back in the proper direction (e. g. „facing north“, „facing south“, „straight back“). Apron's area of responsibility ends when you reach the „bridges“ or, as we call them, „entries“. Therefore, expect your taxi clearance to be issued in two parts, one clearance to the entry, one from the entry to the runway. Without further clearance you have to hold at the entry point.

„DLH123 taxi to entry N4 via W2 and D1.“

### 3.3 Ground

„München Ground“ will guide you from the entries to the runway. Expect intersection take offs if you fly a small plane. If you want to shorten taxi time and are willing to accept a shorter runway length for departure, you can always request an intersection departure on this frequency regardless of your aircraft size. The hand-off from Ground to Tower usually works a little different than at other airports. Most of the time ground will advise you to „Standby for Tower“ on a specific frequency. You do not have to contact Tower in this case, just tune to the frequency and listen closely - Tower will call you when it's your turn.

### 3.4 Tower

As stated in the charts remain on the Tower frequency until further advised.

### 3.5 Departure

As stated on the charts the initial climb altitude out of Munich is FL70, with a transition altitude of 5000 feet.



## 4 Arrival

### 4.1 Arrival

Even if you did not file a STAR in your flight plan, which should be done, we expect you to continue on the STAR matching your route until you reach the clearance limit BETOS, NAPSA, LANDU or ROKIL. Expect RNAV transitions! Tell the Approach controller immediately if your aircraft is not equipped for the transitions. If your aircraft is equipped with an FMC please check also chapter 5.2 regarding the peculiarities of entering the RNAV transitions.

### 4.2 Director

If Director is online, you will have to contact him with your call sign only.

„München Director, Lufthansa 123”

### 4.3 Tower

Tower will give you the landing clearance. If no ground controller is online Tower will also give you taxi instructions to the apron entry (N1-4 or S1-8).

### 4.4 Ground

The ground controller will guide you from the runway to the apron entry (N1-4 or S1-8) via taxi instructions. Without further clearance you have to hold at the entry point.

„DLH123 taxi to entry N4 via A6 and N.”

### 4.5 Apron

The apron controller will guide you to your parking position (see tables 1 and 2). If you want a different parking position, feel free to request it.

## 5 Miscellaneous

### 5.1 ILS frequencies

Due to some major changes since AIRAC 1011, some ILS and other navaid frequencies have been changed. Most notably the ILS approaches to runways 08L (IMNE 109.50MHz) and 08R (IMSE 109.30MHz) create problems with aircraft having tuned their receivers to the wrong frequencies. Please tune the frequencies according to your scenery. FS9 payware and FSX free- and payware sceneries linked on the homepage are up-to-date.

### 5.2 FMC operation

The FMCs of most, if not all, aircraft, even payware add-ons, do not correctly handle the RNAV transitions when approaching EDDM. All RNAV transition start at the next-to-last way point of a STAR. The FMC, however, just appends the transition to the last way point of the STAR. So the FMC guides you to the last way point of the STAR (MIQ NDB or MUN VOR) and back to the previous way point, then along the transition. To avoid that, after having entered the STAR and transition in the FMC, the pilot has to compare the way point list in the FMC with the published arrival charts (see chapter 1) and remove unnecessary way points (usually the endpoints of the STAR). How to do that should be detailed in the manual of your aircraft or add-on FMC.

### 5.3 Feedback and Community

We are very interested in any kind of feedback, be it a positive experience you had in Munich or a negative one. We want to constantly improve our service to you, and we need your help to do this! Also, please consider giving us your opinion on the material we provide, including this briefing - was it helpful, where did you miss information we should add, etc. The feedback form is located at <http://www.vatsim-germany.org/>. Thank you very much for your help, we really appreciate it.

## 6 Airline Overview

ICAO	Name	Terminal
ACA	Air Canada	2
ADH	Air One	1
ADR	Adria Airways	2
AEA	Air Europa	2
AFL	Aeroflot Russian Airlines	1
AFR	Air France	1
AIZ	Arkia Israel Airlines	1
AMC	Air Malta	2
ANA	All Nippon Airways	2
AUA	Austrian Airlines	2
AWE	US Airways	1
AZA	Alitalia	1
BAL	Belle Air Europe	1
BAW	British Airways	1
BER	Air Berlin	1
BGM	Bugulma Air Enterprise	1
BTI	Air Baltic	1
CCA	Air China	2
CFG	Condor Flugdienst	1
CTN	Croatia Airlines	2
CYP	Cyprus Airways	1
DAL	Delta Air Lines	1
DLA	Air Dolomiti	2
DLH	Deutsche Lufthansa	2
EIN	Aer Lingus	1
ELY	El Al Israel Airlines	1
ETD	Etihad Airways	1
EZY	easyJet	1
FHY	Free Bird Airlines	1
FIN	Finnair	1
GMI	Germania	1
GWI	Germanwings	1
HAY	Hamburg Airways	1

IBE	Iberia Airlines	1
ICE	Icelandair	1
ISR	Israir	1
KLM	KLM Royal Dutch Airlines	1
KRP	Carpatair	1
LBT	Nouvel Air Tunisie	1
LGL	Luxair	2
LOT	LOT Polish Airlines	2
LOW	Air Lowland	1
MON	Monarch Airlines	1
MSR	Egyptair	2
NAX	Norwegian Air Shuttle	1
NLY	Niki	1
OHY	Onur Air	1
OLT	Ostfriesische Lufttransport	1
OMA	Oman Air	2
PGT	Pegasus Airlines	1
POT	Polet	1
QTR	Qatar Airways	1
RAM	Royal Air Maroc	1
RJA	Royal Jordanian	1
ROT	Tarom	1
SAA	South African Airways	2
SAS	Scandinavian Airlines	2
SAT	SATA Air Acores	1
SBI	S7 Airlines	1
SDM	Rossiya	1
SHY	SkyLine	1
SIA	Singapore Airlines	2
SWR	Swiss International Air Lines	2
SXD	SunExpress Germany	1
SXS	SunExpress	1
SYL	Aircompany Yakutia	1

TAP	TAP Portugal	2
TAR	Tunisair	1
THA	Thai Airways International	2
THY	Turkish Airlines	1
TUI	Tuninter	1
UAE	Emirates Airline	1
UAL	United Airlines	2
UTA	UTair Aviation	1
VLG	Vueling Airlines	1
VOE	Volotea	1

Table 2: Airlines &amp; Terminals