

ETNN - Nörvenich

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General

Before you fly...

Welcome to Nörvenich! This air base is **located within one of the most complex airspaces in Germany**, just West of Köln/Bonn airport. It is **home to the German Air Force's 31st tactical air wing** and one of the German Army's search and rescue helicopters, SAR41.

The air base is **not used for civilian purposes**, it is a pure military air base. Because of this, you should expect controllers to apply **military procedures and phraseology**. Although the air base has a relatively simple layout, due to the military procedures and complex airspace structure in this area, you should still **prepare yourself thoroughly to keep it fun for everyone** and avoid mistakes which might lead to delays for yourself and other users.

If you are new to VATSIM or not familiar with military procedures, you might want to avoid the air base until you have become more familiar with military aviation. While the air base is usually not very busy on VATSIM, it might be used by vSOAs for military operations, which may prohibit use of the airspace surrounding it for other pilots, especially if they are simulating civilian flights.

Parking Positions

Please make sure you choose an appropriate stand for your aircraft type.

Eurofighters of the 31st tactical air wing usually park at one of the hangars in the Southeast. **Tornados of the 33rd tactical air wing** and **other aircraft normally stationed at Büchel air base** (which is currently closed due to construction work) usually park in one of the shelter loops North of the runways.

SAR41 is parked next to the helipad in the Southeast.

Communication

Military communication

Controllers at Nörvenich air base will utilize military phraseology, which may **differ significantly from what you are used to from civilian flying**. Anyone staffing Nörvenich Tower or Nörvenich Radar is required to be familiar with this phraseology and will expect pilots to be as well; however, controllers covering these positions topdown are currently not required to take the military controller course and might thus not be familiar with military phraseology. Nevertheless, you as the

pilot should always expect to be confronted with military phraseology.

If you are unsure what the controller wants you to do or receive an instruction that you are unable to comply with for any reason, **hold position and inform ATC immediately**. Not doing so will most likely result in you doing something else than ATC expects, thus causing major problems and delays; on the other hand, **controllers have no problem with you asking for an explanation or a different instruction**.

Handoffs

When instructed to contact another controller, do so as soon as possible. This will avoid you having to stop moving or level off. Please do not hold your position to switch the frequency, keep moving on the ground!

Charts & Scenery

Charts

You can find **current charts for all procedures** at Nörvenich in the [German MILAIS](#).

For a better overview over the airspace structure around Köln/Bonn, we recommend [openflightmaps](#).

Airport Scenery

Please inform ATC immediately if you are unable to comply with an instruction due to an outdated scenery.

Simulator	Freeware	Payware
MSFS	flightsim.to	-
X-Plane	xplane.org	-
Prepare3D V4/V5	-	-

Departing Traffic

We ask all pilots to also read the [General section](#) with **information relevant to all pilots**.

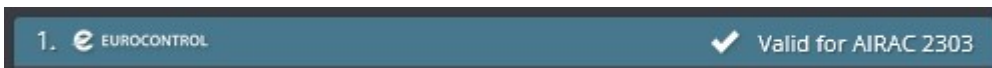
Preparation

A thorough preparation is important for any flight. We ask you to **conduct a thorough briefing to avoid delays and keep it fun for everyone**.

Route planning

You can find valid routes for many destinations in the [AeroNav Global Route Database](#).

When planning a route via SimBrief, please use routes with the Eurocontrol icon, as those will generally be valid.



When filing an invalid flight plan, you will usually have to **file a completely new flight plan** before ATC can issue your enroute clearance.

Taxi

No startup clearance is required for operational air traffic. Pilots may make their **initial call when ready for taxi**. Pushbacks are not required from any position.

Other traffic requires a normal startup clearance.

While Nörvenich's layout is relatively simple, it is still important to conduct a **thorough briefing of expected taxi routes** as well as **correct taxiing**. To avoid delays for yourself and other users, **start taxiing as soon as possible after receiving your taxi clearance**.

Enroute Clearance

Unlike at civilian airports, pilots departing Nörvenich under IFR will usually **receive their enroute clearance during taxi or at the last chance area**. Pilots can expect to be cleared **via an OLD followed by radar vectors or a direct to an initial waypoint**.

OIDs differ from the SIDs you might be used to from civilian flying. Please **make sure you are familiar with the concept before flying from Nörvenich.**

Takeoff

ATC will never assume you are ready for departure. To receive your lineup and takeoff clearance, you are **required to report ready for departure**. Only use the absolute minimum amount of time necessary on the runway before beginning your takeoff roll. If you take too long, **ATC will have to cancel your takeoff clearance** and potentially issue a go around for another aircraft.

Formation departures have to first request lineup and then report ready for departure once all elements are lined up and ready for departure.

Instrument departures

When departing under IFR, follow your enroute clearance and **contact the departure frequency when advised by Tower**.

Visual departures

Military fighter jets are required to depart using one of the four jet departure routes.

These aircraft are prohibited from climbing above 1000ft before reaching the departure end of the runway and shall climb up to 2500ft thereafter if weather permits.

SAR helicopters are required to depart using one of the three SAR helicopter exit routes

. These routes are not available for any other traffic than SAR helicopters.

Any other traffic is required to depart using one of the standard departure routes. Jet aircraft may only utilize the Northern pattern after departure.

Reporting Point	Location
N	forest Hambacher Forst
S	roundabout L33 and L264
E1	rail bridge over A61
E2	highway A1 West of Bliesheim
Exit North	rail bridge over A61
Exit East	intersection L265 and A1
Exit South	roundabout L33 and L264
Exit West	parallel highway A4 and rail tracks split up

Arriving Traffic

We ask all pilots to also read the [General section](#) with **information relevant to all pilots**.

Arrival

Descent planning

To avoid having to fly unnecessarily long finals, pilots should **plan to cross 25 DME NVO no higher than FL100**. Remember that all altitude changes require an explicit clearance by ATC.

Approach

Instrument arrivals

The primarily used approach procedure at Nörvenich air base is the **TACAN approach**. An ILS approach is also available during 24 operations for aircraft unable to receive TACAN.

During adverse weather conditions, **PAR and SRA approaches may be available** depending on staffing and traffic levels.

Visual arrivals

All visual arrivals have to contact Nörvenich Tower no later than 5 minutes before reaching the desired CTR entry point and have to **enter the CTR at 2500ft**.

Military fighter jets are required to arrive using one of the four jet arrival routes via the initial for the runway in use. Unless otherwise instructed, they shall then perform an overhead break maneuver.

SAR helicopters are required to arrive using one of the three SAR helicopter entry routes. These routes are not available for any other traffic than SAR helicopters.

Any other traffic is required to arrive using one of the standard arrival routes. Jet aircraft may only utilize the Northern pattern before arrival.

Reporting Point	Location
N	forest Hambacher Forst
S	roundabout L33 and L264

E1	rail bridge over A61
E2	highway A1 West of Bliesheim
Entry North	bridge Horremer Brücke
Entry East	highway A553 service station Am Alten Hau
Entry South	lake Neffelsee
Entry West	intersection L264 and A4
Initial 06 (non-compulsory reporting point)	farm Eko Farm Nörvenich
Initial 24 (non-compulsory reporting point)	town center Balkhausen

Landing

SAR41 can expect to land on the SAR helipad in the Southeast; all other helicopters can expect to land on one of the two helicopter lanes North and South of the runway.

All fixed wing aircraft can expect to land on the hard surface runway.