

# General

## Before you fly...

Welcome to Mönchengladbach! This small airport primarily hosts private jets, business charters, and other general aviation aircraft. It is **not big enough for airliner traffic** except for some small regional turboprop aircraft.

Although the airport has a simple layout and low traffic levels on VATSIM, 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**, Mönchengladbach can be a great airport to get used to more complex airspaces once you have gotten a bit more comfortable with flying on the network. It rarely gets very busy, so making smaller mistakes will usually not have a negative impact on anybody else's experience on the network, at least on the ground; but the airport's location **within the Köln/Düsseldorf TMA, Germany's most complex airspace**, as well as its CTR's border with the Düsseldorf CTR leave little room for navigational errors or altitude busts. Additionally, when flying IFR, you may experience **busier frequencies during departure and arrival** and should already be experienced enough to be comfortable with these frequencies.

## ATIS

Mönchengladbach's ATIS is broadcast from the Mönchengladbach VOR in the real world. Due to limitations with VATSIM's audio system, implementing such VOR-hosted ATISes is currently not possible. Thus, the fictional frequency **121.815** is used on VATSIM instead of the one you will find on your charts.

## Parking position

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

Most **business jets and turboprops** park on the main apron in front of the Tower or on the commercial apron in the Southwest.

**Smaller general aviation aircraft** will usually park inside or in front of the hangars.

**Maintenance flights** will often park North of the runway.

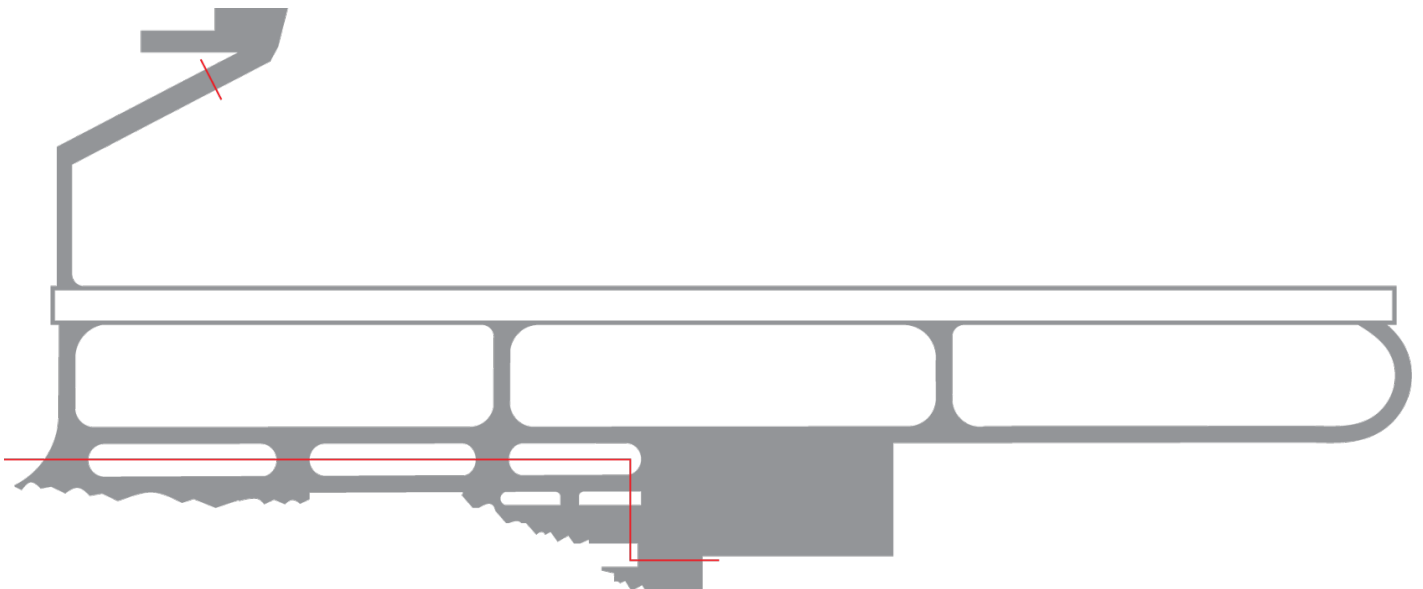


Mönchengladbach is **not equipped to handle A380 aircraft**. To maintain realism and prevent inconveniences for controllers and other pilots, we ask pilots to choose a different airport when flying the A380.

## Non-movement area

Mönchengladbach is one of the very rare airports in Germany which have non-movement areas on its apron. **Only taxiways A, B, C, D, and F as well as the main apron in front of the Tower are controlled**. Pilots are allowed to taxi without clearance in the non-movement area, e.g. to taxi from the hangar to the run-up area. However, before initiating movement toward the movement area and before entering the movement area, you are still required to acquire a taxi clearance from ATC.

When you receive a taxi clearance into the movement area while you are in the non-movement area, you are expected to reach the first cleared taxiway on the shortest way possible; likewise when cleared to a parking position in the non-movement area, you are expected to take the shortest path between the last cleared taxiway and your parking position.



*only areas on the runway side of the red line are controlled*

## 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!

Be aware that **some frequencies in use might not be shown in the controller list of your pilot client**, so it is important that you listen carefully to what ATC says.

## Auto-handoff

Mönchengladbach utilizes an auto-handoff procedure for IFR departures where **Tower will not hand off outbounds to the approach controller**. As the airborne frequency changes depending on the operating direction and staffed positions at Düsseldorf, it will always be given to you by the Ground controller during your enroute clearance; should the frequency change again before you depart, ATC will advise you of the updated airborne frequency.

Contact the airborne frequency **immediately when airborne** unless explicitly told to remain on Tower frequency.

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