

EDLN - Mönchengladbach Airport

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Overview

Mönchengladbach is a small airport in Western Germany. Traffic mostly consists of general aviation VFR flights as well as private jets and business charters. The maintenance center located in the Northern part of the airport also attracts maintenance flights for various smaller aircraft.

Mönchengladbach is an unrestricted airport and part of the S1 minor program. GND and TWR can be staffed by all controllers with an **S1** rating or higher who have passed the **required moodle courses**. Further information on the radar stations can be found in the EDDL SOP.

Aircraft size

Mönchengladbach is **too small for most passenger aircraft**, even though there are no specific type restrictions.

Pilots flying unsuitably large aircraft (e.g. A320, B737, ...) **should be reminded of the small size of the airport and its short runway length** but may not be denied service if they decide to continue the flight as planned regardless.

Stations

Station	Station ID	Login	Frequency	Remarks	Endorsement
ATIS	ALN	EDLN_ATIS	121.815	fictional frequency, real ATIS on MHV VOR	--
Ground	LNG	EDLN_GND	121.930	--	unrestricted: <u>EDLN CBT</u>
Tower	LNT	EDLN_TWR	120.455	--	unrestricted: <u>EDLN CBT</u>
Arrival EDDL (Feeder)	DLAT	EDDL_F_APP	128.655	airborne frequency during 13 operations at EDLN and 05 operations at EDDL if DLAT is staffed	Tier 1: <u>EDDL_APP</u>

Approach EDDL	DLA	EDDL_APP	128.555	airborne frequency during 05 operations at EDDL if DLA or PADH is staffed except when DLAT is the applicable airborne frequency	Tier 1: EDDL_APP
Departure EDDL	DLD	EDDL_APP	121.355	airborne frequency during 23 operations at EDDL if DLA or PADH is staffed	Tier 1: EDDL_APP

Quickview

Runway 31

Runway 13

↑ climb via SID

TOWER QUICKSHEET

MÖNCHENGLADBACH AIRPORT (EDLN)

125 ft

up to date for: AIRAC 2403

HANDOFFS

PADH	Paderborn High	135.650
BOT	Bottrop	119.110
DLD	Departure (EDDL)	121.355
DLA	Arrival (EDDL)	128.555
DLAT	Director (EDDL)	128.655

EDDL 23

EDDL 05

DLAT not staffed

EDDL 05

DLAT staffed

ENROUTE CLEARANCE

2000ft	4A	ABODU	2N	2000ft
↑ 2000ft	3A	COL	4N	↑ 2000ft
2000ft	8Z	GMH	2N	2000ft
max. RFL 140				
↑ 2000ft	3A	KUMIK	4N	↑ 2000ft
min. RFL 150				
2000ft	9M	MODRU	8N	2000ft
	4A	NUDGO	5N	
	2Z	NVO	1N	
	2M	ROMIN	9N	
↑ 2000ft	5A	SONEB	3N	↑ 2000ft
min. RFL 140				
via RKN or TENLI				

!

during 13 operations, all IFR departures require a release

SEPARATION

M	←	L	5 NM
H	←	L	6 NM
H	←	M	5 NM
H	←	H	4 NM
J	←	L	8 NM
J	←	M	7 NM
J	←	H	6 NM

!

5 NM spacing between departures on the same SID

FREQUENCIES

LWT	Mönchengladbach Tower	120.455
LWG	Mönchengladbach Ground	121.930
ALW	ATIS	121.815

ILS (CAT I)

RNP

VOR

ILS (CAT I)

RNP

VOR

GROUND AOR BORDER

areas outside the Ground AoR are non-movement

areas where pilots can taxi without clearance

pilots receiving a taxi clearance while inside the non-movement area are expected to reach TWY A by the shortest way possible

Kilo 1

Kilo 2

Mike

Whiskey

Golf

Romeo

Krefeld Helios Klinikum

AS1

AS2

AS3

AS4

AS5

AS6

AS7

AS8

AS9

AS10

AS11

AS12

AS13

AS14

AS15

AS16

AS17

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AS92

AS93

AS94

AS95

AS96

AS97

AS98

AS99

AS100

1200m

2500 MSL GND

2000 MSL GND

click on the image to open the printable quicksheet

Ground

Mönchengladbach Ground is responsible for all enroute and startup clearances at the airport as well as [ground movements within the Ground AoR](#).

Enroute clearance

SID restrictions

Waypoint	Remark
GMH	only for flights with max. RFL140
KUMIK	only for flights with min. RFL150
SONEB	only for flights with min. RFL140 and via RKN or TENLI reclear other flights via ABODU L179 MEVEL ...

Airborne frequency

Mönchengladbach utilizes an **auto-handoff for all IFR departures** whereby pilots are required to switch to the airborne frequency immediately when airborne. As the airborne frequency changes with the operating direction and staffing at EDDL, it **shall be given together with the enroute clearance**. The possible airborne frequencies are 121.355 (DLD), 128.555 (DLA), and 128.655 (DLAT). An explanation of when which frequency is in use can be found in the [overview](#).

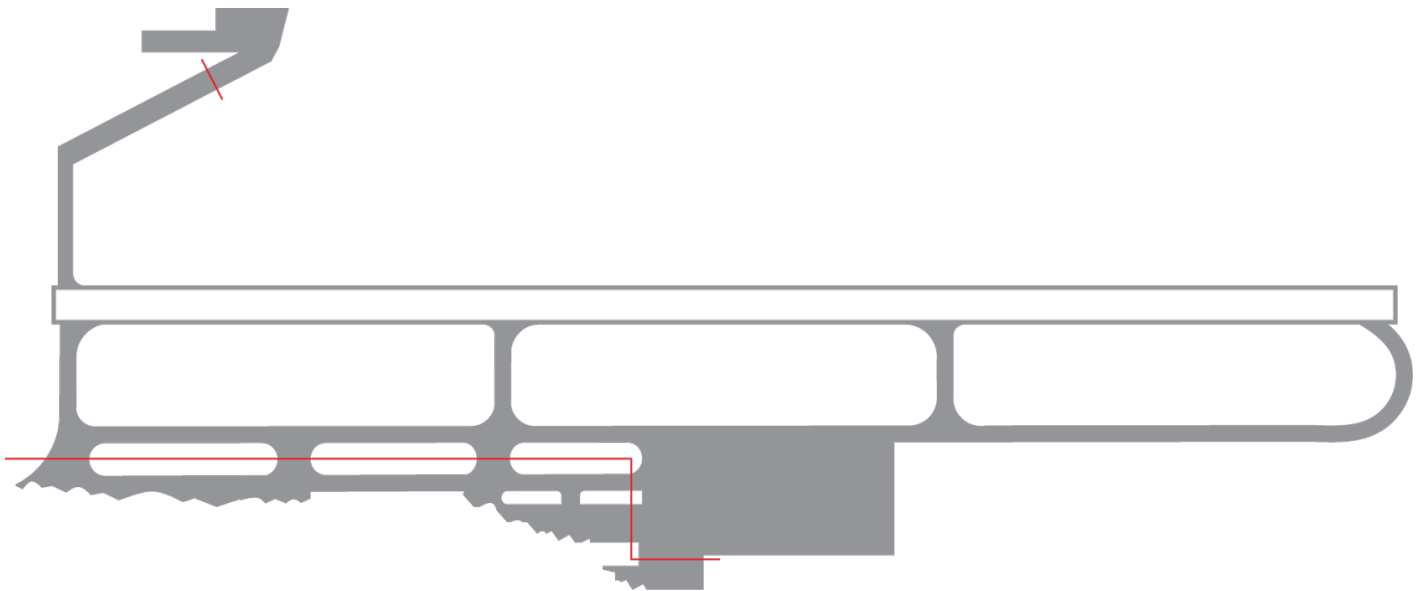
Phraseology example

“ **ATC:** Sylt Air 730G, cleared to Palma de Mallorca, MODRU9M departure, flight planned route, climb to altitude 2000ft, airborne frequency is Langen Radar on 128.555, squawk 2014.
Pilot: Cleared to Palma de Mallorca, MODRU9M departure, flight planned route, climb to altitude 2000ft, airborne frequency Langen Radar on 128.555, squawk 2014, Sylt Air 730G.

The responsible radar controller will always keep Mönchengladbach Tower and Ground up to date which station is currently responsible for Mönchengladbach departures.

Ground AoR

Mönchengladbach Ground only controls **taxiways A, B, C, D, and F** as well as the **apron in front of the terminal**. All other areas are non-movement areas. When giving a pilot inside the non-movement area a taxi clearance into the movement area, they are expected to reach the movement area on the shortest way possible.



only the areas on the runway side of the red line are controlled; pilots can taxi without clearance outside of this area

Parking positions

The parking positions in front of the terminal are named A1 thru A6 from West to East; however, the stand numbers are not shown on charts, so pilots should be expected to not know where the individual stands are located. Additionally, apron and hangar designations are **not shown on the popular Jeppesen/Navigraph** charts ([though Navigraph shows most labels in the world map](#)) so inbound pilots not using the AIP/Chartfox might need to be guided to their destination through progressive taxi instructions or be pointed to the appropriate chart material.

[Pilots familiar with the airport may also inform controllers where they are going to park. This shall be accommodated whenever possible.](#)

Tower

Mönchengladbach Tower is responsible for all runway movements and traffic within the CTR.

Departure release

During 13 operations, **Mönchengladbach Tower has to obtain a departure release for all IFR departures** from the controller covering the currently applicable airborne frequency. The **departing aircraft has to be airborne within two minutes of this release**, otherwise the release is automatically void and a new release has to be obtained.

During 31 operations, a departure release is not required unless the radar controller requests a hold for release.

Takeoff

Intersection departures

Intersection departures are not possible. All aircraft must depart from full length.

Auto-handoff

Mönchengladbach utilizes an **auto-handoff for all IFR departures** whereby pilots are required to switch to the airborne frequency immediately when airborne. [The airborne frequency changes with the operating direction and staffing at EDDL and is given to pilots by Mönchengladbach Ground during the enroute clearance. However, if the frequency changes between the enroute clearance and the departure, Mönchengladbach Tower shall inform the pilot of the revised airborne frequency as early as possible but at the latest with the takeoff clearance.](#) The possible airborne frequencies are 121.355 (DLD), 128.555 (DLA), and 128.655 (DLAT). An explanation of when which frequency is in use can be found in the [overview](#).

Phraseology example

“ **ATC:** Sylt Air 730G, [revised](#) airborne frequency is Düsseldorf Arrival on 128.655, wind 090 degrees 3 knots, runway 13, cleared for takeoff.
Pilot: [Revised](#) airborne frequency Düsseldorf Arrival on 128.655, runway 13, cleared for takeoff, Sylt Air 730G.

VFR traffic

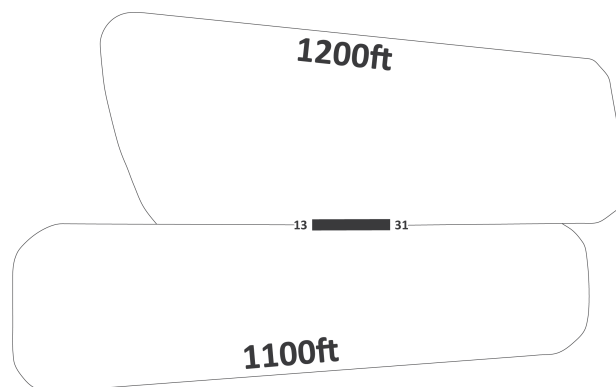
Routes & procedures

All reporting points at EDLN are compulsory reporting points.

Reporting point	Use	Location
G	Exit to the SW (13 ops) Entry from the SW (31 ops)	industrial district Giesenkirchen-Nord
K1	Exit to the N (31 ops) Entry from the N (13 ops)	quarry lake Kempen
K2	Exit to the N (31 ops) Entry from the N (13 ops)	roundabout NW of St. Tönis
M	Exit to the N (13 ops) Entry from the N (31 ops)	DHL distribution center Krefeld
E	Entry from the SW (13 ops)	highway A61 exit Wickrath
W	Exit & Entry from the West	highway intersection A52/A61

Recommended traffic circuit

Mönchengladbach has a recommended traffic circuit in the North and the South. These circuits are not published in the AIP and **pilots should thus not be expected to follow them**. Additionally, ATC instructions always overrule the recommended traffic circuit.



the recommended circuit is at 1200ft AMSL in the Northeast and 1100ft AMSL in the Southwest; the downwind for both circuits is not perfectly parallel to the runway

