

EDLN - Mönchengladbach Airport

- [Overview](#)
- [Ground](#)
- [Tower](#)

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.

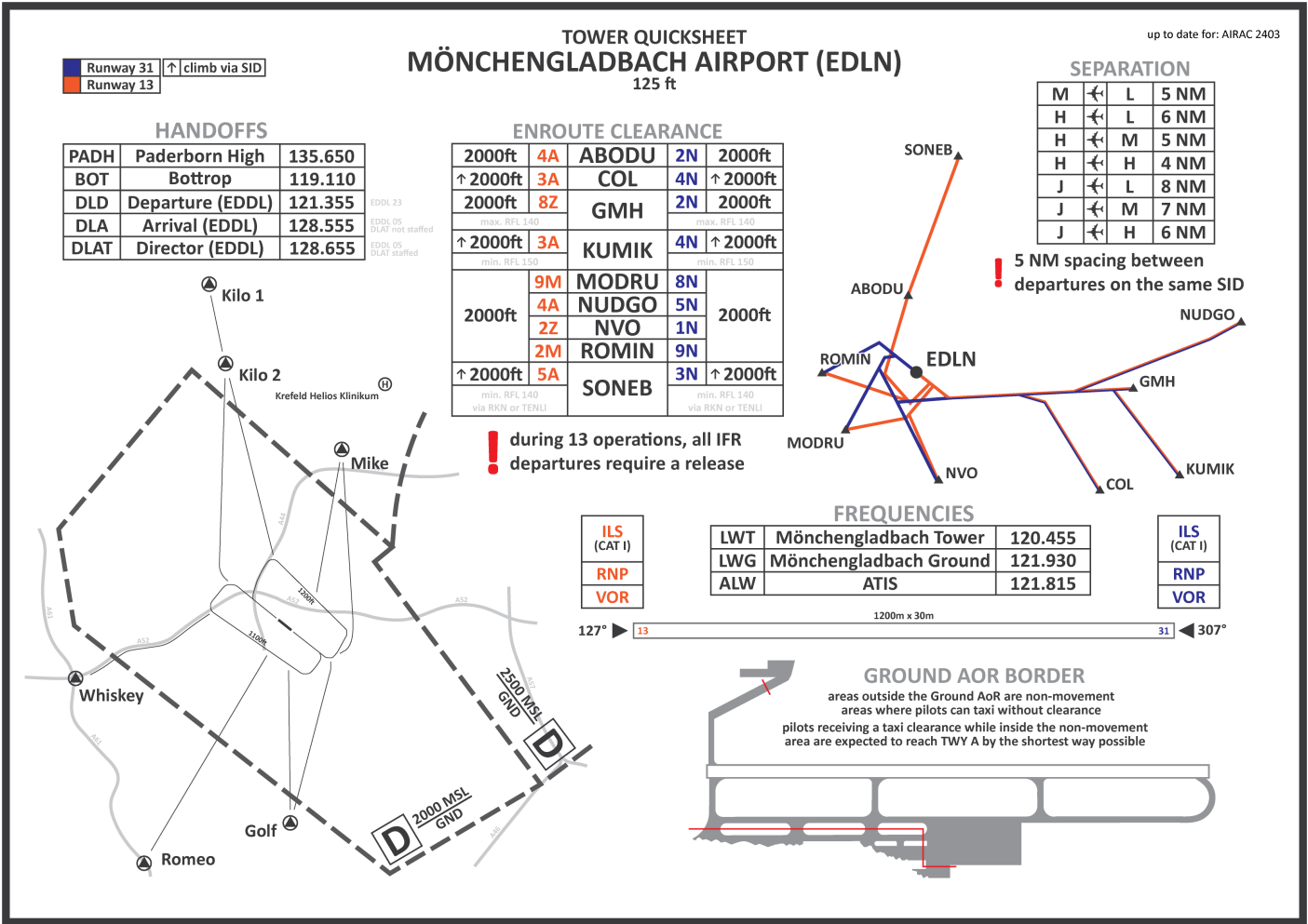
Pilots flying unsuitably large aircraft (e.g. A320, B737, ...) **should be reminded of the small size of the airport and its short runway length** but may not be denied service if they decide to continue the flight as planned regardless.

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> |
| Director (EDDL) | 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> |

| | | | | | |
|------------------|-----|----------|---------|---|----------------------------------|
| Arrival (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



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](#).

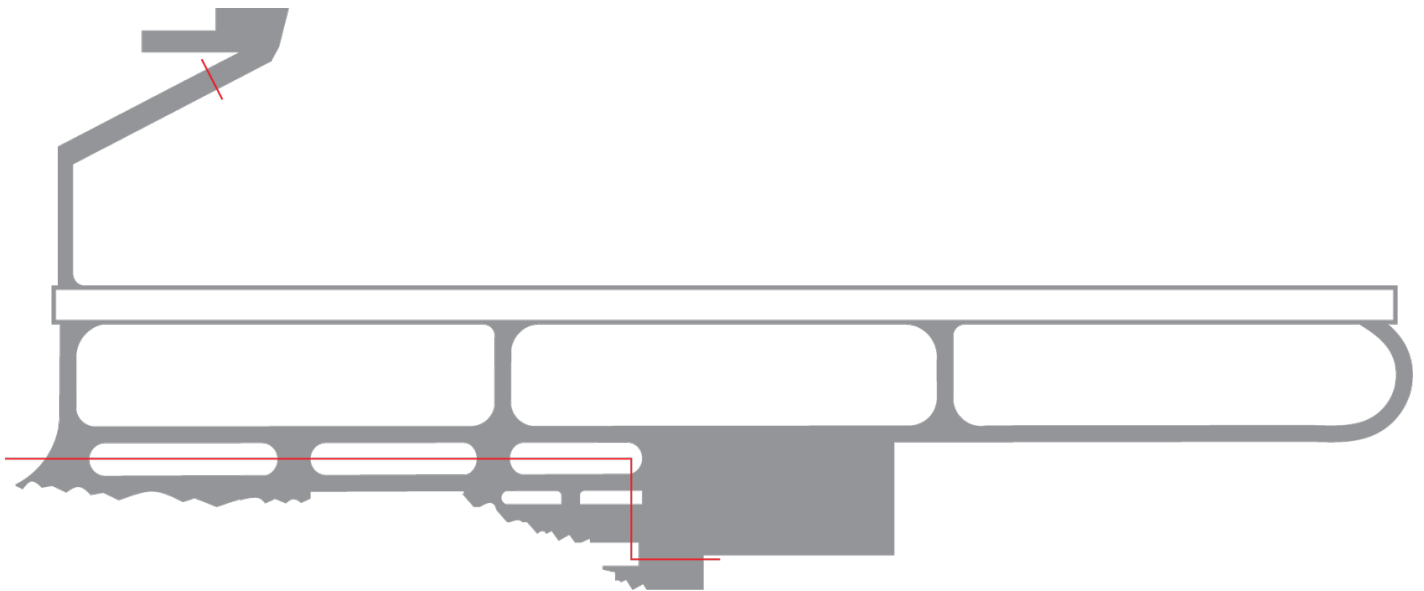
Phraseology example

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

VFR traffic

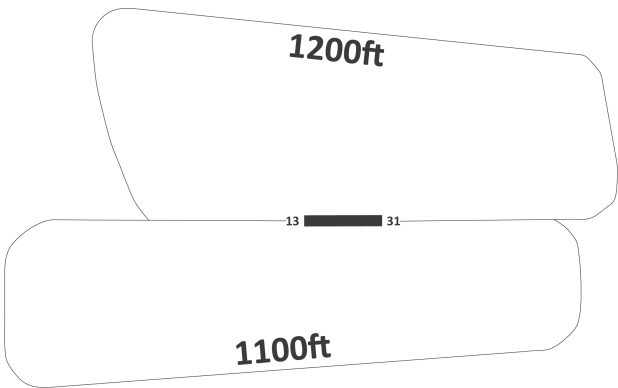
Routes & procedures

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

