

# 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 <b>max. RFL140</b>
KUMIK	only for flights with <b>min. RFL150</b>
SONEB	only for flights with <b>min. RFL140</b> and <b>via RKN or TENLI</b> reclear other flights via <b>ABODU L179 MEVEL ...</b>

### 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](#).

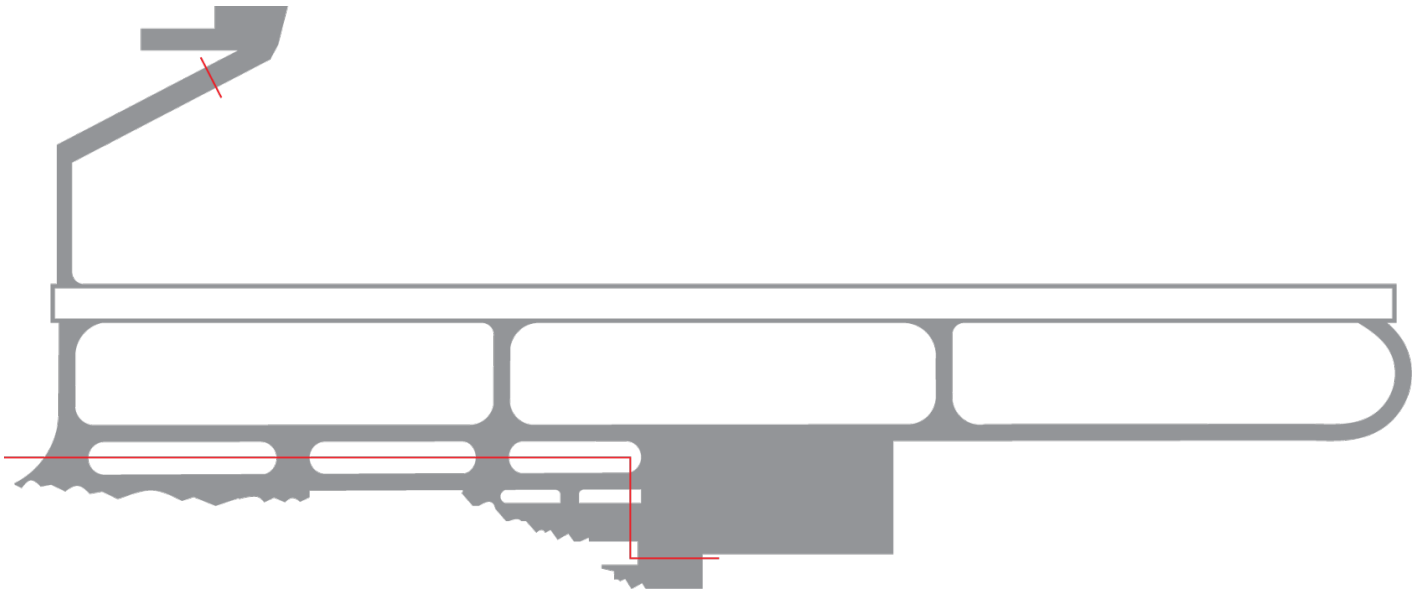
### Phraseology example

“ **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.

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