

# 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

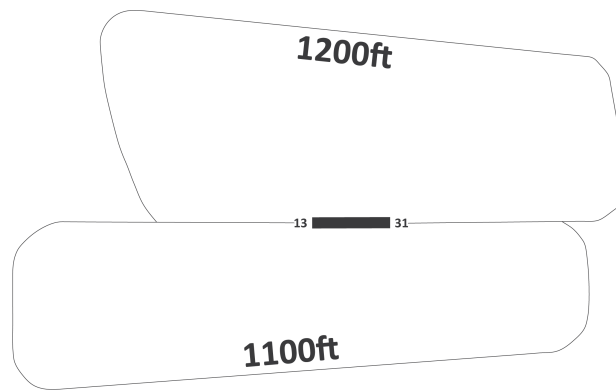
## Routes & procedures

All reporting points at EDLN are compulsory reporting points.

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

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