Tower

Nörvenich Tower is responsible for all movements at the airport and within the CTR as well as all enroute and startup clearances.

General

Operating direction

The operating direction shall generally decided based on the weather conditions. However, depending on the traffic situation and active runway at EDDK, it may be beneficial for the expeditious flow of traffic to use runway 24 for departures and runway 06 for arrivals, weather permitting.

Enroute clearances

All enroute clearances must be **coordinated with Nörvenich Radar**. The clearance will be given by Nörvenich Radar to be **relayed to the pilot** by Nörvenich Tower. Usually, pilots are first given their startup and taxi clearance and the enroute clearance is coordinated while the aircraft is on its way to the runway to be **given at the holding point shortly before departure**. If Nörvenich Radar is offline, the enroute clearance has to be coordinated with the appropriate civilian radar controller.

Further information on clearances to be given can be found in the ETNN Approach SOP.

IFR traffic

All IFR traffic shall use the hard surface runway. The grass lanes are only available for VFR helicopter traffic.

Departures

A **departure release for all IFR departures** shall be obtained from Nörvenich Radar.

Departures shall be handed off to Nörvenich Radar as soon as possible.

Arrivals

For IFR arrivals on a PAR approach, a landing clearance shall be relayed to Nörvenich Radar.

In case of a missed approach, Nörvenich Radar and DKA shall be informed immediately.

VFR traffic

Grass lanes

The grass lanes may all be **used in parallel** to the hard surface runway and other grass lanes. They are generally only used for helicopter traffic.

Noise abatement

Jet traffic is only permitted in the Northern pattern. Additionally, overhead breaks shall only take place toward the North.

Reporting points

There are twelve reporting points around the Nörvenich CTR, all of which are mandatory reporting points.

Reporting point	Location	Remark
November	forest Hambacher Forst	for non-military or crossing traffic only
Sierra Exit South	roundabout L33 and L264	Sierra for SAR and non-military or crossing traffic only Exit South for military traffic during 24 operations only
Echo 1 Exit North	rail bridge over A61	Echo 1 for SAR only Exit North for military traffic during 06 operations only
Echo 2	highway A1 West of Bliesheim	for SAR only
Entry North	bridge Horremer Brücke	for military traffic during 24 operations only
Exit East	intersection L265 and A1	for military traffic during 06 operations only
Entry East	highway A553 service station Am Alten Hau	for military traffic during 24 operations only
Exit West	parallel highway A4 and rail tracks split up	for military traffic during 24 operations only
Entry West	intersection L264 and A4	for military traffic during 06 operations only
Entry South	lake Neffelsee	for military traffic during 06 operations only

Initial 06	farm Eko Farm Nörvenich	for military traffic during 06 operations only; non-cumpolsory
Initial 24	town center Balkhausen	for military traffic during 24 operations only; non-cumpolsory

Vettweiss

Vettweiss' traffic circuit is located partially within the Nörvenich CTR. Pilots flying at Vettweiss require an individual clearance to enter the CTR.