

Düsseldorf RG Airports

Note: Not for real navigation!

Mönchengladbach (EDLN / MGL)

Effective: 11 MAR 2010

Elevation 125 ft

(Changes are marked yellow)

NAVAIDS:

MHD 112.50
MHV 109.80
ILS 13 108.95 / 129° (IMGE)
ILS 31 110.55 / 309° (IMGW)

Communication:

Station	VATSIM Freq.
ATIS	nil
Delivery	nil
Ground	121.92
Tower	118.12
Radar	128.50, 133.35

Standard Instrument Arrival Routes (Transition Altitude 5000ft)

RWY 13/31 *Note: In case of radio communication failure proceed to MHV for standard approach*

Route	Procedure	Remarks
VEBAK 1J (VEBAK ONE JULIETT)	VEBAK (Δ) - LMA (Δ) - MHV (Δ)	Clearance limit LMA. Radar vectoring will be provided onto final approach track. In case of lost communication proceed to MHV for standard approach.
NOR 4J (NÖRVENICH FOUR JULIETT)	NOR (Δ) - GESBI (Δ) - MHV (Δ)	Clearance limit GESBI. Radar vectoring will be provided onto final approach track. In case of lost communication proceed to MHV for standard approach.
LMA 2J (LIMA TWO JULIETT)	LMA (Δ) - MHV (Δ)	Clearance limit LMA. Radar vectoring will be provided onto final approach track. In case of lost communication proceed to MHV for standard approach.
GESBI 2J (GESBI TWO JULIETT)	GESBI (Δ) - MHV (Δ)	Clearance limit GESBI. Radar vectoring will be provided onto final approach track. In case of lost communication proceed to MHV for standard approach.

Standard Instrument Departure Routes

Route	Procedure	Remarks
RWY 13	(After takeoff climb to 2000 ft., contact Langen Radar.)	
ROMIN 8M (ROMIN EIGHT MIKE)	On R128 MHV to 3.5 DME MHD - RT on R225 DUS to 13 DME DUS - RT on track 287° to ROMIN (▲) GPS/FMS RNAV: [A600+] - LN131[R] - LN132[R] - ROMIN	After 13 DME DUS BRNAV equipment necessary.
SONEB 2A (SONEB TWO ALPHA)	On R128 MHV to 3.5 DME MHD - RT on R225 DUS to 13 DME DUS - RT on track 319° to intercept track 016° LMA - on track 016° LMA via LMA (Δ) to ABODU (Δ) - RT on track 020° to SONEB (Δ). GPS/FMS RNAV: [A600+] - LN131[R] - LN133[R] - LN134[R] - LMA - ABODU[R] - SONEB	1. After ABODU BRNAV equipment necessary. 2. Only for flights with RFL140 or above. Other flights proceed via MEVEL. Expect clearance to cross 10 NM prior SONEB at FL140 or above. If unable, advise DEL.
ABODU 1M (ABODU ONE MIKE)	On R128 MHV to 3.5 DME MHD - RT on R225 DUS to 13 DME DUS - RT on track 319° to intercept track 016° LMA - on track 016° LMA via LMA (Δ) to ABODU (Δ). GPS/FMS RNAV: [A600+] - LN131[R] - LN133[R] - LN134[R] - LMA - ABODU	Flights intending to proceed via Y850 to BASUM must be able to cross ARTER above FL245. If unable or planning below FL245, continue via L179 to OSN.
NOR 7Z (NÖRVENICH SEVEN ZULU)	On R128 MHV to 4.1 DME MHD - RT on R220 DUS to 15.4 DME DUS - LT on R327 NOR to NOR (Δ) GPS/FMS RNAV: [A600+] - LN135[R] - LN136[L] - NOR	
GMH 7Z (GERMINGHAUSEN SEVEN ZULU)	On R128 MHV to 9.3 DME MHD - LT on R266 GMH to GMH (Δ) GPS/FMS RNAV: [A600+] - LN138[L] - GMH	Only for flights with RFL140 or below.
MODRU 7M (MODRU SEVEN MIKE)	On R128 MHV to 4.1 DME MHD - RT on R220 DUS to 17 DME DUS - RT on track 260° to MODRU (Δ) GPS/FMS RNAV: [A600+] - LN135[R] - LN137[R] - MODRU	After 17 DME DUS BRNAV equipment necessary.
NUDGO 3A (NUDGO THREE ALPHA)	On R128 MHV to 9.3 DME MHD - LT on R266 GMH to 18.6 DME GMH - LT on track 068° via NAMIB (Δ) to KULIX - LT on track 062° to NUDGO (Δ) GPS/FMS RNAV: [A600+] - LN138[L] - ELBAL[L] - NAMIB - KULIX[L] - NUDGO	1. Not available for flights into upper airspace. 2. After 18.6 DME GMH BRNAV equipment necessary.
KUMIK 2A (KUMIK TWO ALPHA)	On R128 MHV to 9.3 DME MHD - LT on R266 GMH to 10 DME GMH - RT on track 142° to KUMIK (Δ) Cross 10 DME GMH at FL150 or above. GPS/FMS RNAV: [A600+] - LN138[L] - DEGOM[F150+;R] - KUMIK	1. After 10 DME GMH BRNAV equipment necessary. 2. Only for flights with RFL 150 or above. 3. Flights unable to cross DEGOM at FL150 or above shall advise Delivery.

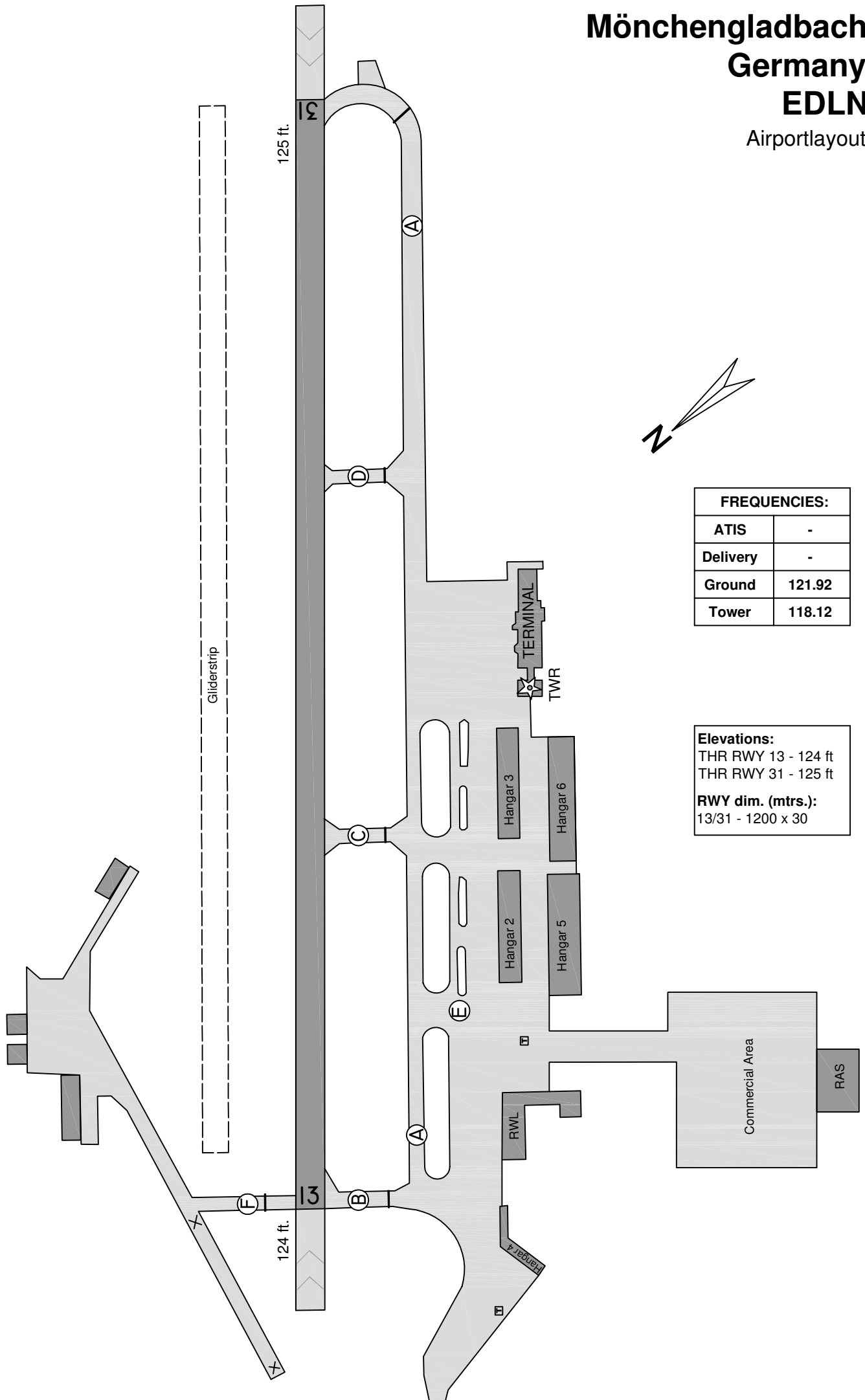
COL 2A	(COL TWO ALPHA)	On R128 MHV to 9.3 DME MHD - LT on R266 GMH to 31 DME GMH - RT on R103 MHV to 20.3 DME DUS; RT on R328 COL to COL (Δ) Cross 20.3 DME DUS at FL150 or above. GPS/FMS RNAV: [A600+] - LN138[L] - LN316[R] - LIPMI[F150+;R] - COL	Flights unable to cross LIPMI at FL150 or above shall advise clearance delivery upon startup request.
RWY 31		(After takeoff climb to 2000 ft., contact Langen Radar.)	
ROMIN 8N	(ROMIN EIGHT NOVEMBER)	On rwy track to 8.6 DME MHD; LT on track 241° LMA to ROMIN(▲) GPS/FMS RNAV: [A600+] - LN310[L] - ROMIN	
SONEB 2N	(SONEB TWO NOVEMBER)	On runway track to 5.2 DME MHD - RT on track 012° LMA to LMA (Δ) - on track 016° LMA to ABODU - RT on track 020° to SONEB (Δ). GPS/FMS RNAV: [A600+] - LN311[R] - LMA[R] - ABODU[R] - SONEB	1. After ABODU BRNAV equipment necessary. 2. Only for flights with RFL140 or above. Other flights proceed via MEVEL. Expect clearance to cross 10 NM prior SONEB at FL140 or above. If unable, advice DEL.
ABODU 1N	(ABODU ONE NOVEMBER)	On runway track to 5.2 DME MHD - RT on track 012° LMA to LMA (Δ) - on track 01° LMA to ABODU (Δ). GPS/FMS RNAV: [A600+] - LN311[R] - LMA[L] - ABODU	Flights intending to proceed via Y850 to BASUM must be able to cross ARTER above FL245. If unable or planning below FL245, continue via L179 to OSN.
NOR 8N	(NÖRVENICH EIGHT NOVEMBER)	On runway track to 5.2 DME MHD - LT on R330 NOR to NOR (Δ). GPS/FMS RNAV: [A600+] - LN313[L] - LN314 - NOR	
GMH 9N	(GERMINGHAUS EN NINE NOVEMBER)	On runway track to 5.2 DME MHD - LT on R330 NOR to 20.5 DME NOR - LT on R266 GMH to GMH (Δ) GPS/FMS RNAV: [A600+] - LN313[L] - LN314 - LN315[L] - GMH	Only for flights with RFL140 or below.
MODRU 7N	(MODRU SEVEN NOVEMBER)	On runway track to 5.2 DME MHD - LT on track 209° LMA to MODRU(Δ) GPS/FMS RNAV: [A600+] - LN313[L] - LN317 - MODRU	
NUDGO 3N	(NUDGO THREE NOVEMBER)	On rwy track to 5.2 DME MHD - LT on R330 NOR to 20.5 DME NOR - LT on R266 GMH to 18.6 DME GMH - LT on track 068° via NAMIB (Δ) to KULIX (Δ) - LT on track 062° to NUDGO (Δ) Cross 10 DME GMH at FL150 or above. GPS/FMS RNAV: [A600+] - LN313[L] - LN314 - LN315[L] - ELBAL[L] - NAMIB - KULIX[L] - NUDGO	1. Not available for flights into upper airspace. 2. After 18.6 DME GMH BRNAV equipment necessary.
KUMIK 2N	(KUMIK TWO NOVEMBER)	On rwy track to 5.2 DME MHD - LT on R330 NOR to 20.5 DME NOR - LT on R266 GMH to 10 DME GMH - RT on track 142° to KUMIK (Δ) Cross 10 DME GMH at FL150 or above. GPS/FMS RNAV: [A600+] - LN313[L] - LN314 - LN315[L] - DEGOM[F150+;R] - KUMIK	1. After 10 DME GMH BRNAV equipment necessary. 2. Only for flights with RFL 150 or above. 3. Flights unable to cross DEGOM at FL150 or above shall advise Delivery.
COL 2N	(COLA TWO NOVEMBER)	On rwy track to 5.2 DME MHD - LT on R330 NOR to 20.5 DME NOR - LT on R266 GMH to 31 DME GMH - RT on R103 MHV to 20.3 DME DUS; RT on R328 COL to COL (Δ) Cross 20.3 DME DUS at FL150 or above. GPS/FMS RNAV: [A600+] - LN313[L] - LN314 - LN315[L] - LN316[R] - LIPMI[F150+;R] - COL	Flights unable to cross LIPMI at FL150 or above shall advise clearance delivery upon startup request.

VFR Entry / Exit Points

TANGO	north of airport	MAX 1500 MSL - track 168° to / track 005° from RWY 13	(N 51° 19,7' E006° 28,1')
MIKE	east of airport	MAX 1500 MSL - track 185° to / track 355° from RWY 31	(N 51° 17,7' E006° 32,3')
GOLF	south of airport	MAX 2000 MSL - track 360° to / track 195° from RWY 31	(N 51° 09,4' E006° 30,5')
ROMEO	southwest of airport	MAX 2000 MSL - track 032° to / track 195° from RWY 13	(N 51° 08,6' E006° 25,4')
WHISKEY	west of airport	MAX 2000 MSL - follow highway east (only if Brünnen CTR not active)	(N 51° 12,9' E006° 22,9')

Mönchengladbach Germany EDLN

Airport layout



FREQUENCIES:

ATIS	-
Delivery	-
Ground	121.92
Tower	118.12

Elevations:
THR RWY 13 - 124 ft
THR RWY 31 - 125 ft

RWY dim. (mtrs.):
13/31 - 1200 x 30

Corrections: Commercial Area added

VATSIM Germany Standard Instrument Arrival Chart

MÖNCHENGLADBACH EDLN

Transition Altitude: 5000 ft.

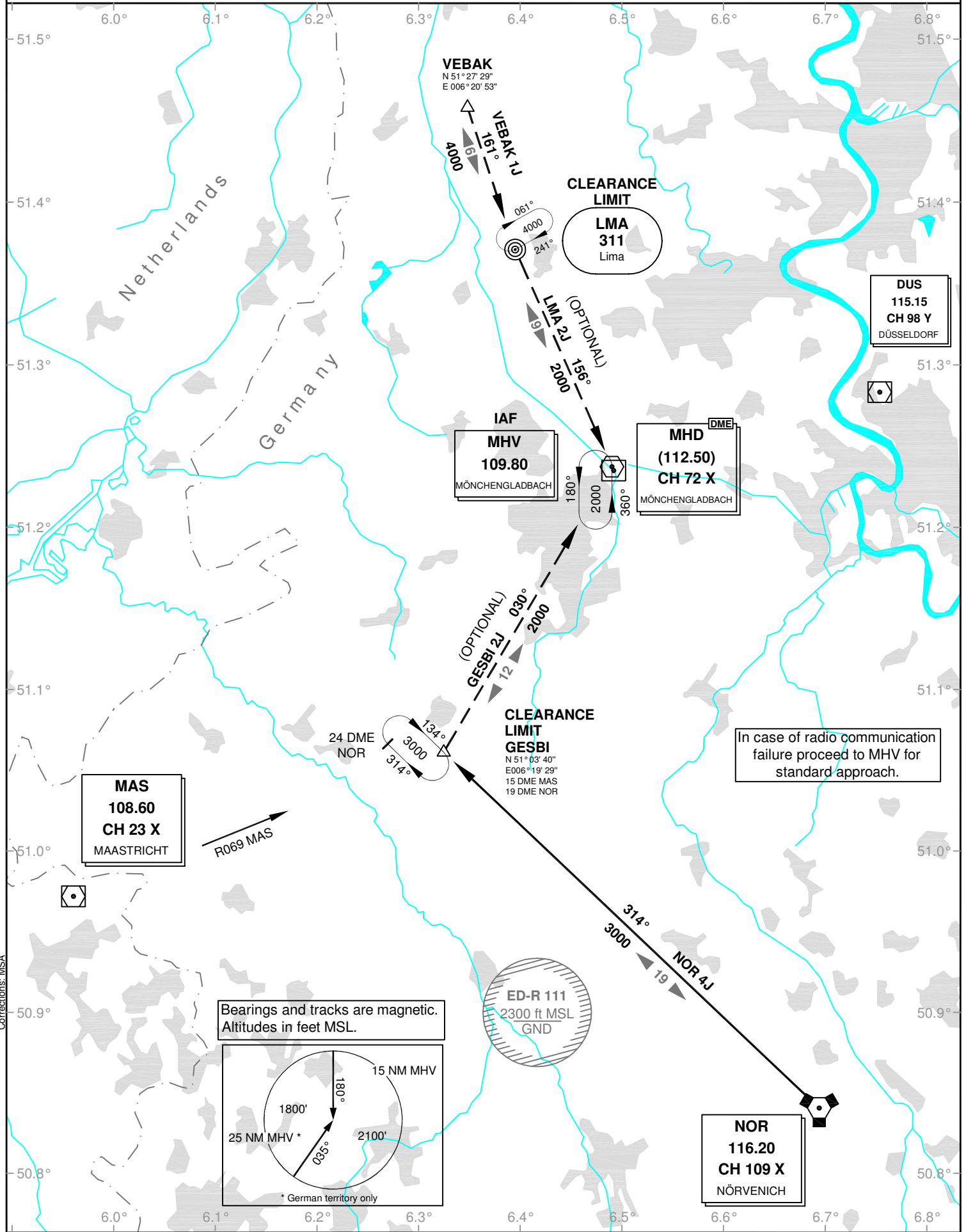
ATIS 109.80

Langen Radar 128.50

Tower 118.12

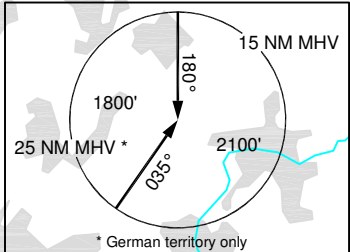
STAR RWY 13 / 31

VAR: 0°



In case of radio communication failure proceed to MHV for standard approach.

Bearings and tracks are magnetic. Altitudes in feet MSL.



VATSIM Germany Instrument Approach Chart

MÖNCHENGLADBACH EDLN

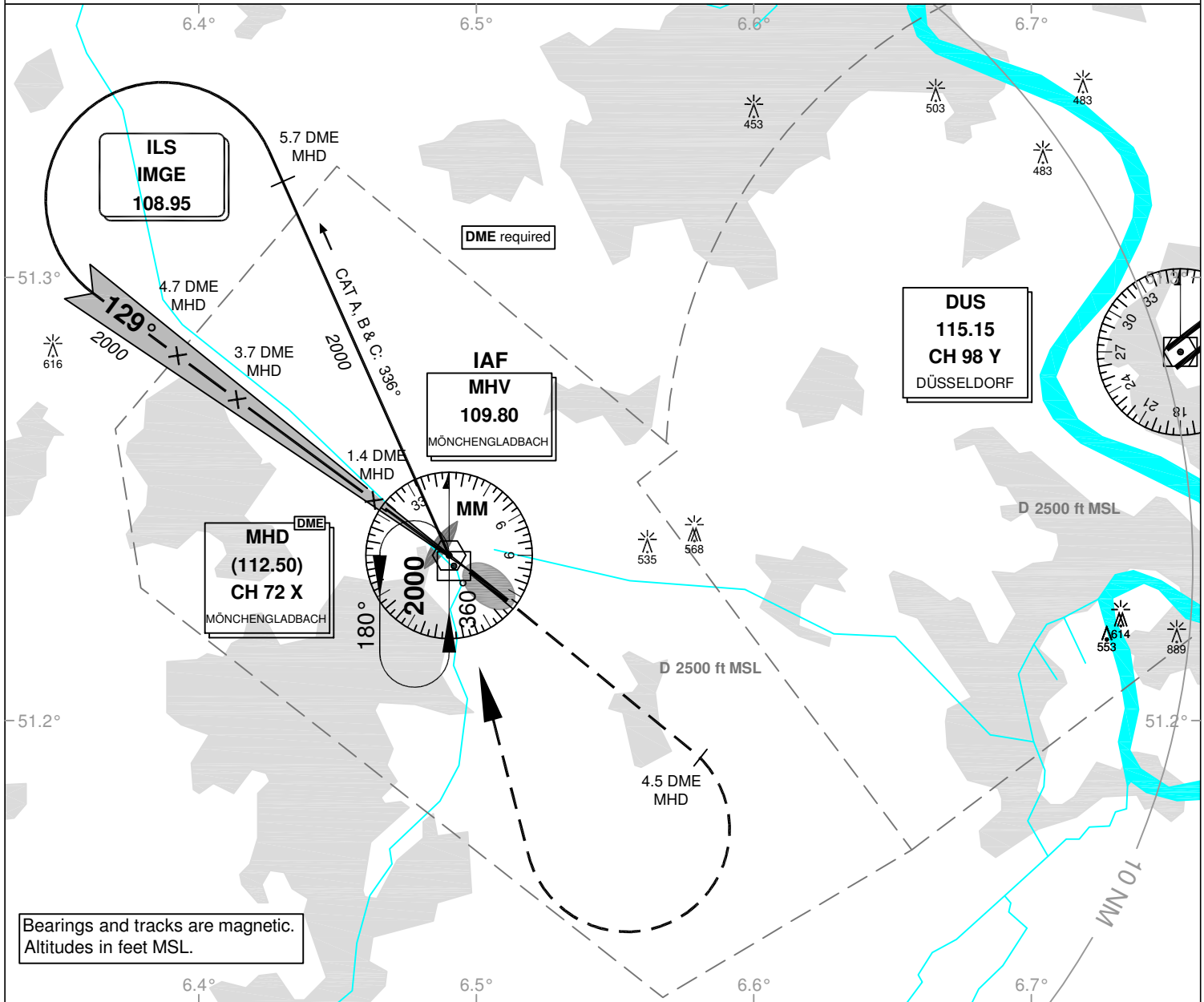
Elevation: THR13 124 ft.

ATIS 109.80

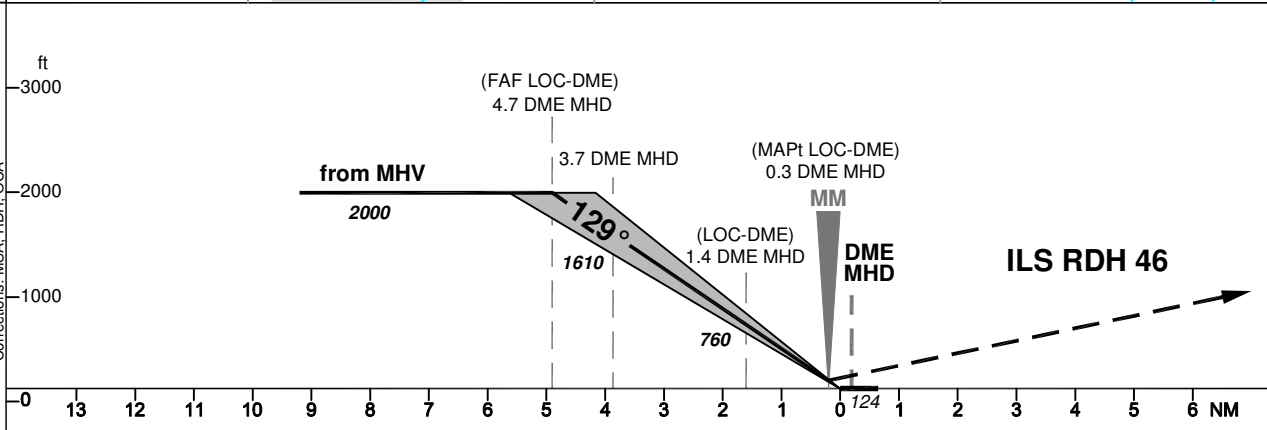
Langen Radar 128.50
Tower 118.12
Ground 121.92

**ILS or LOC
RWY 13**

VAR: 0°



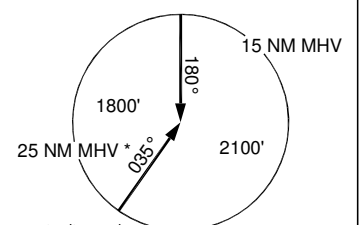
Bearings and tracks are magnetic.
Altitudes in feet MSL.



OCA (OCH)	ILS CAT I	LOC DME
CAT A	362 (238)	530 (410)
CAT B	374 (250)	530 (410)
CAT C	386 (262)	530 (410)
CAT D		
CAT E		
Large Aircraft		

MISSED APPROACH: Climb straight ahead to 4.5 DME MHD or 1500 whichever is later; RT to MHV climbing to 2000.

DME VOR MHD	4	3	2	1			
DME THR	4.2	3.2	2.2	1.2			
ALTITUDE	1720	1350	980	610			



* German territory only

VATSIM Germany Instrument Approach Chart

MÖNCHENGLADBACH EDLN

Elevation: THR31 125 ft.

ATIS 109.80

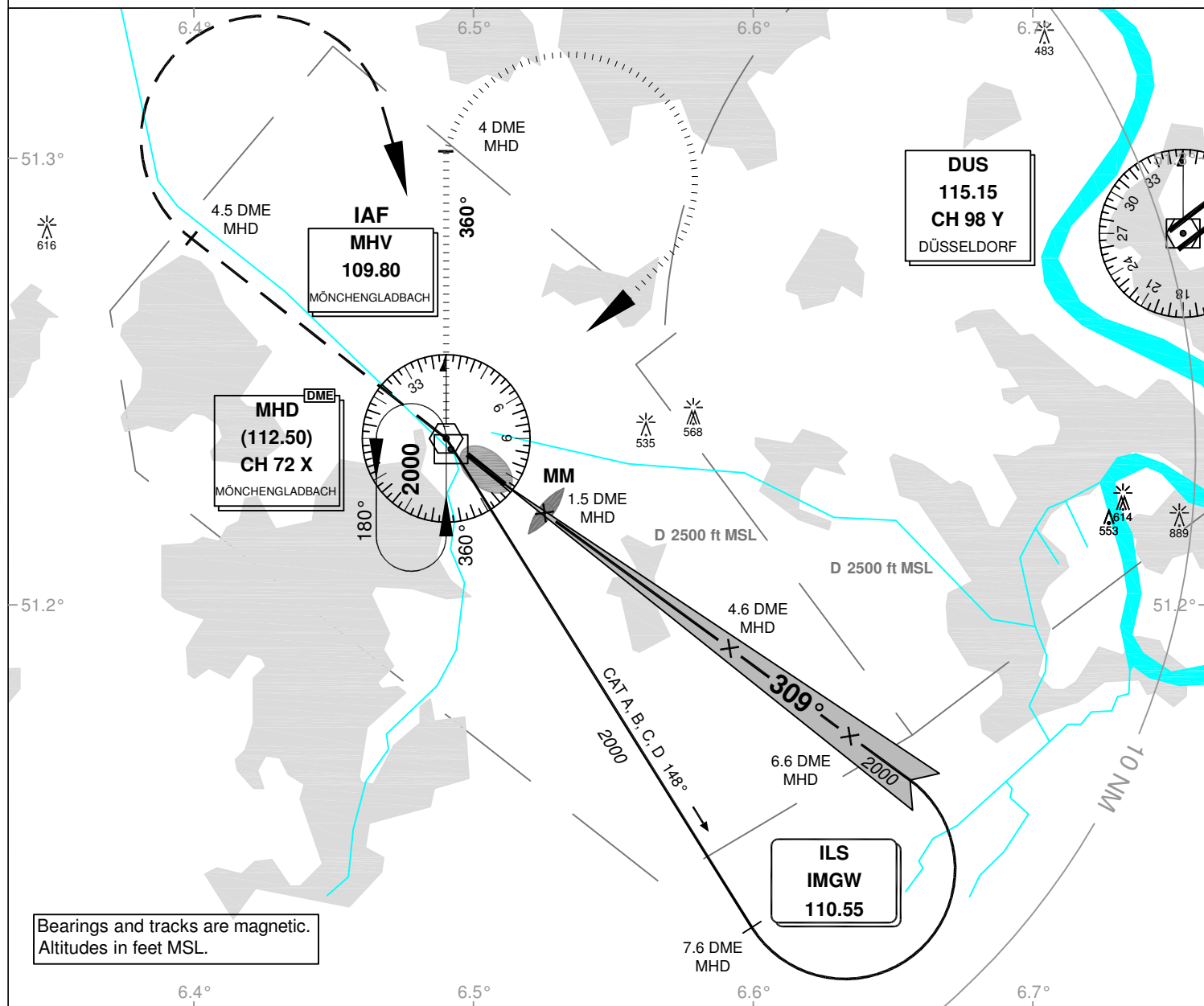
Langen Radar 128.50

Tower 118.12

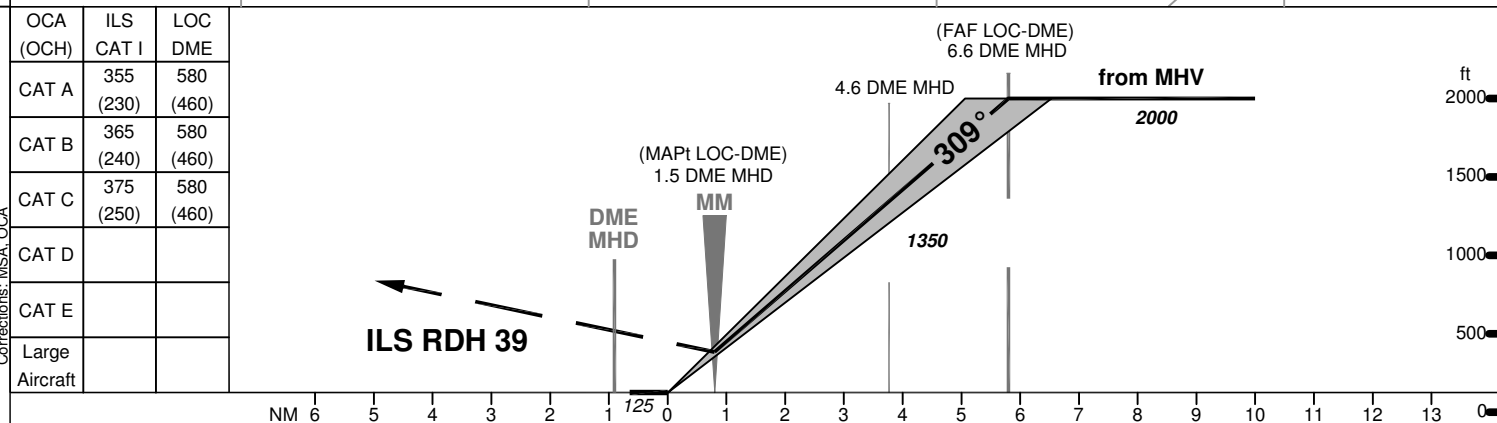
Ground 121.92

**ILS or LOC
RWY 31**

VAR: 0°

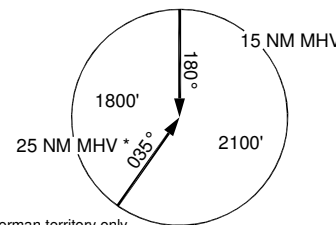


Bearings and tracks are magnetic.
Altitudes in feet MSL.



MISSED APPROACH: Climb straight ahead to 4.5 DME MHD or 1500 whichever is later; RT to MHV climbing to 2000.

DME VOR MHD	3	4	5	6			
DME THR	2.1	3.1	4.1	5.1			
ALTITUDE	840	1160	1470	1790			



* German territory only

VATSIM Germany Standard Instrument Departure Chart

MÖNCHENGLADBACH EDLN

Transition Altitude: 5000 ft.

ATIS 109.80 (MHV)

Langen Radar 133.77

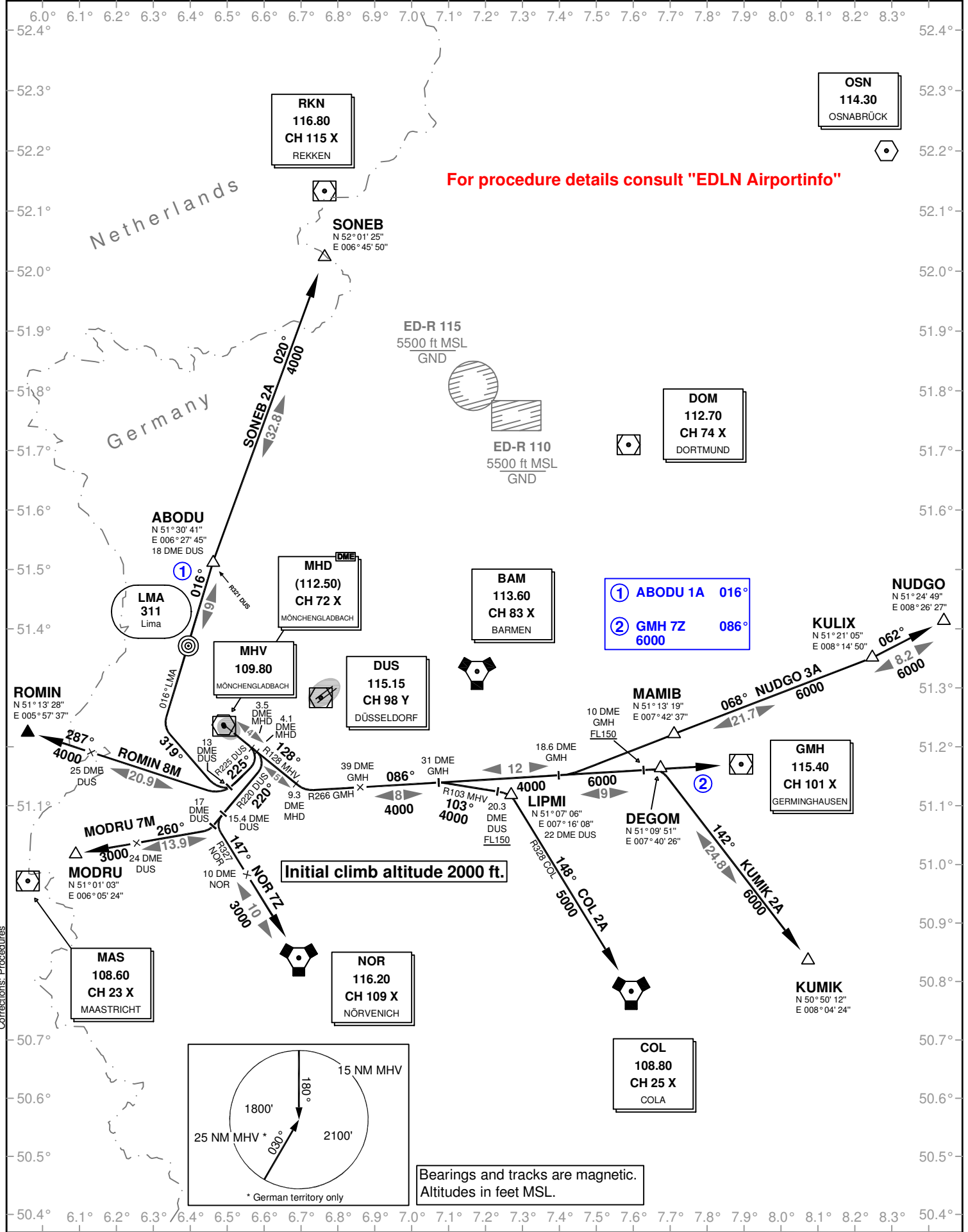
Ground 121.92

128.55

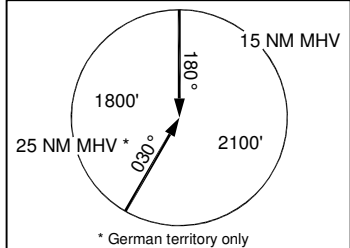
Tower 118.12

SID RWY 13

VAR: 0°



For procedure details consult "EDLN Airportinfo"



Bearings and tracks are magnetic.
Altitudes in feet MSL.

Corrections: Procedures

VATSIM Germany Standard Instrument Departure Chart

MÖNCHENGLADBACH EDLN

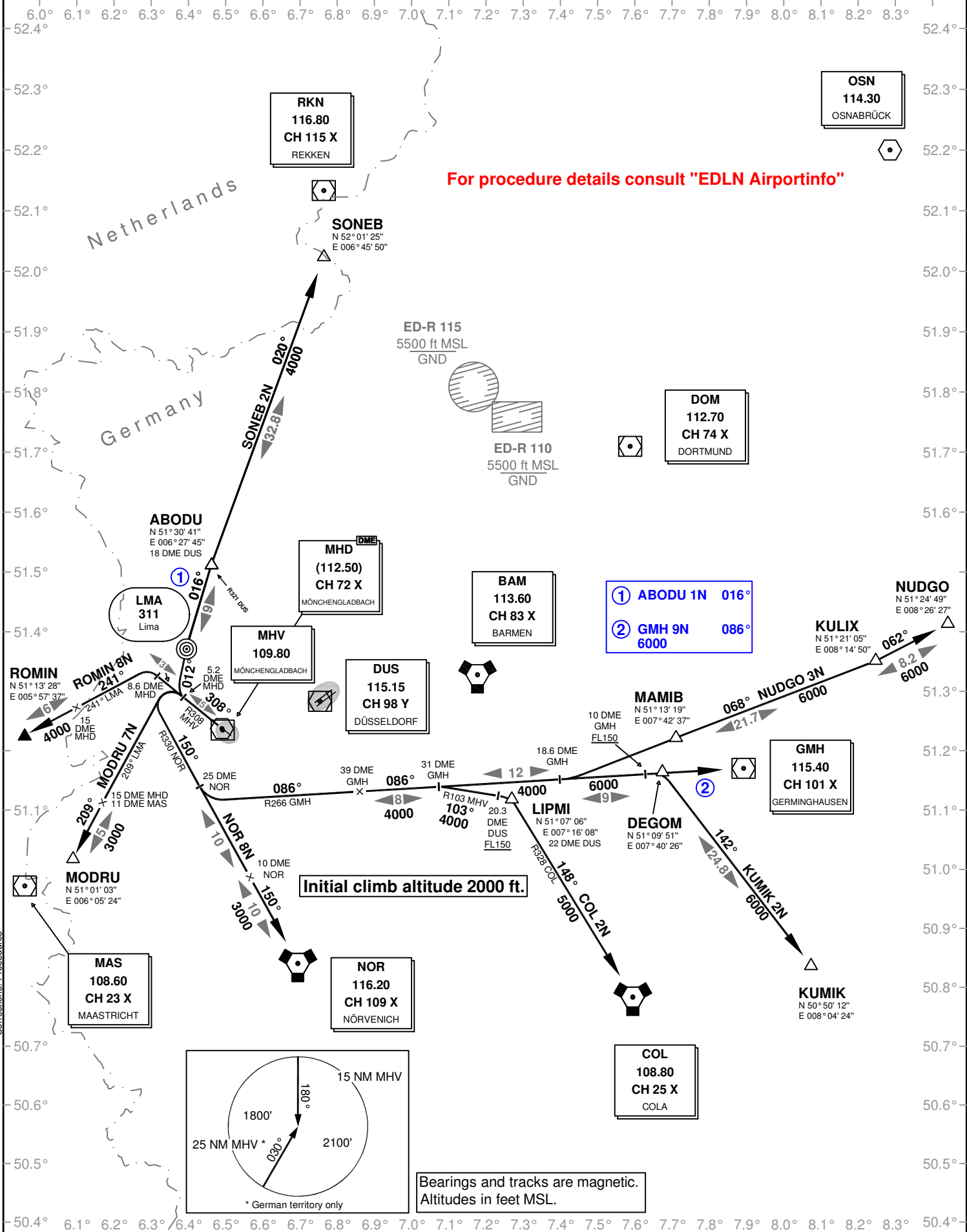
Transition Altitude: 5000 ft.

ATIS 109.80 (MHV)
Ground 121.92
Tower 118.12

Langen Radar 133.77
128.55

SID RWY 31

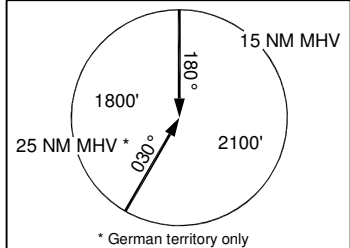
VAR: 0°



For procedure details consult "EDLN Airportinfo"

Initial climb altitude 2000 ft.

Bearings and tracks are magnetic.
Altitudes in feet MSL.



Corrections: Procedures