# Düsseldorf RG Airports

Note: Not for real navigation!

## Niederrhein (EDLV / NRN)

Elevation 106 ft

Effective: **16 DEC 2010**

(Changes are marked yellow)

**NAVAIDS:**

| | |
|---|---|
| **NID** | (115.50) |
| **ILS 27** | 110.70 / 272° (INIW) |
| **LAA** | 352.0 |

**Communication:**

| **Station** | **Freq.** |
|---|---|
| ATIS | 124.45 |
| Delivery | nil |
| Ground | nil |
| Tower | 129.40 |
| Radar | 128.50 |

## Standard Instrument Arrival Routes

### RWY 09/RWY27

| | | | |
|---|---|---|---|
| SOBTU 1W | SOBTU ONE WHISKEY | SOBTU (Δ) - LAA (Δ) | MNM IFR Cruisinglevel 5000 ft. |
| LMA 1W | LIMA ONE WHISKEY | LMA (Δ) - LAA (Δ) | MNM IFR Cruisinglevel 5000 ft. |

## Standard Instrument Departure Routes

### RWY 09

**(After takeoff climb to 5000 ft., contact Langen Radar.)**

| | | | |
|---|---|---|---|
| VEBAK 2R | VEBAK TWO ROMEO | Climb on track 091° via LAA to 8.7 DME NID; RT on R200 RKN to VEBAK (Δ)<br>**GPS/FMS RNAV:**<br>[A500+] - LAA - LV100[R] - LV102 - VEBAK | |
| ERKUM 1R | ERKUM ONE ROMEO | Climb on runwaytrack to 1.7 DME NID; LT on R254 HMM to 7.6 DME NID; RT on track 092° to ERKUM (Δ)<br>Climb with 7% (425ft/NM) or more until passing 3000.<br>**GPS/FMS RNAV:**<br>[A500+] - LV101[L] - LV105[R] - ERKUM | 1. PDG due to Navaid coverage.<br>2. After 7.6 DME NID BRNAV equipment necessary. |
| SONEB 2R | SONEB TWO ROMEO | Climb on runwaytrack to 1.7 DME NID; LT on R254 HMM to 13.8 DME NID; LT on R196 RKN to 14.9 DME RKN - RT on track 032° to SONEB (Δ).<br>Climb with 7% (425ft/NM) or more until passing 3000.<br>**GPS/FMS RNAV:**<br>[A500+] - LAA - LV101[L] - LV103[L] - LV104[R] - SONEB | 1. PDG due to Navaid coverage.<br>2. After 14.9 DME RKN BRNAV equipment necessary.<br>3. Only for flights with RFL140 or above. Other flights proceed via ERKUM. If unable advise clearances delivery. |

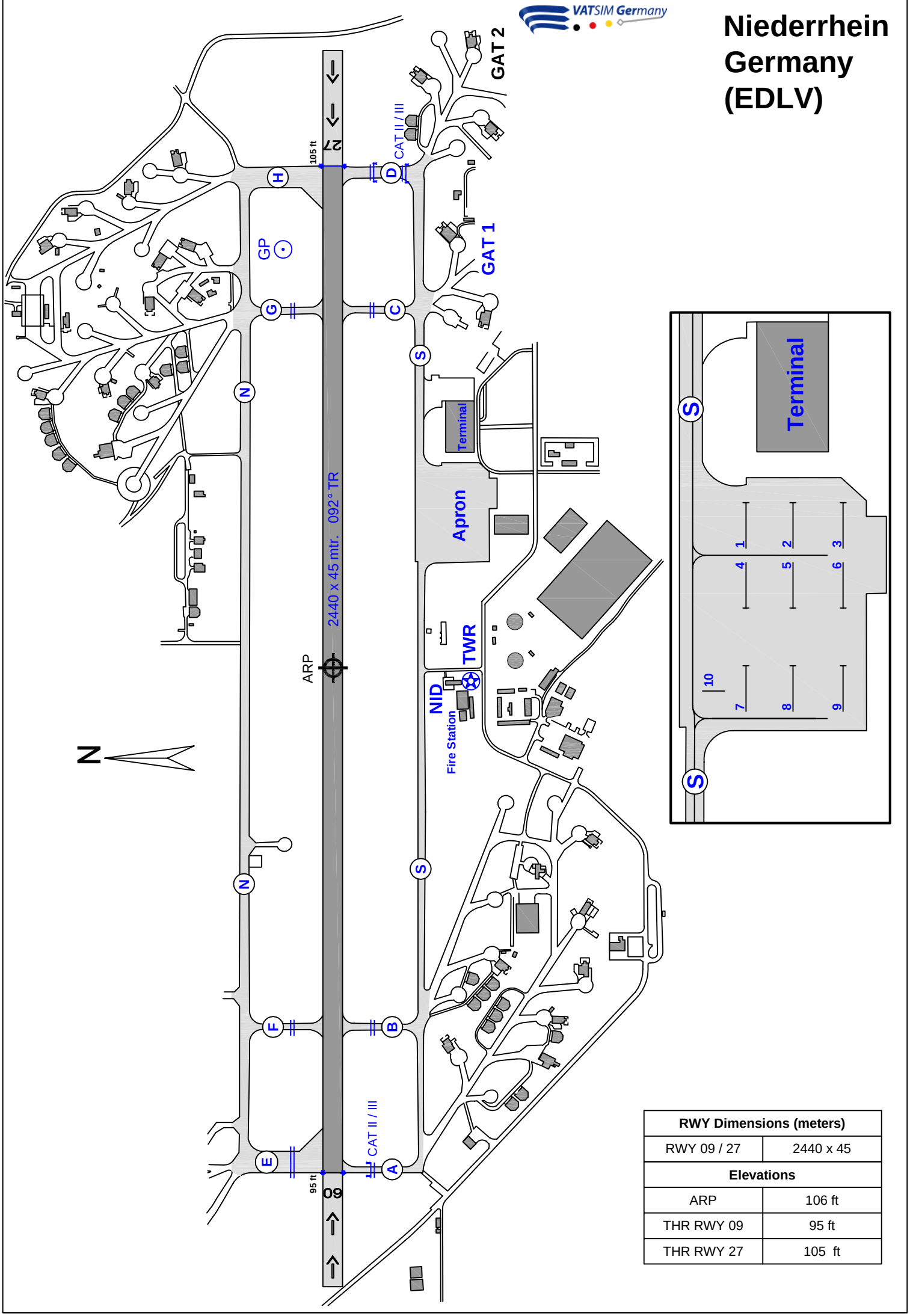
### RWY 27

**(After takeoff climb to 5000 ft., contact Langen Radar.)**

| | | | |
|---|---|---|---|
| VEBAK 4S | VEBAK FOUR SIERRA | Climb on track 286° to 1.7 DME NID - RT to LAA - on track 142° LAA to VEBAK (Δ).<br>Climb with 7% (425ft/NM) or more until passing 3000ft.<br>**GPS/FMS RNAV:**<br>LV200[A500+;R] - LV210[R] - LV201[R] - LV203[K220-] - LAA[L-VEBAK | PDG due to airspace structure; if unable to comply advise ATC. |
| ERKUM 1S | ERKUM ONE SIERRA | Climb on track 286° to 1.7 DME NID - RT on track 066° to LV202; RT on track 107° to ERKUM (Δ).<br>Climb with 7% (425ft/NM) or more until passing 3000ft.<br>**GPS/FMS RNAV:**<br>LV200[A500+;R] - LV210[R] - LV201[K220-] - LV202[R] - ERKUM | 1. PDG due to airspace structure; if unable to comply advise ATC.<br>2. After passing 2000 ft. BRNAV Equipment necessary. |
| SONEB 3S | SONEB THREE SIERRA | Climb on track 286° to 1.7 DME NID; RT on track 066° to LV204; LT on track 032° to SONEB (Δ).<br>Climb with 7% (425ft/NM) or more until passing 3000ft.<br>**GPS/FMS RNAV:**<br>LV200[A500+;R] - LV210[R] - LV201[K220-] - LV204[L] - SONEB | 1. PDG due to airspace structure. If unable to comply advise ATC.<br>2. After passing 2000ft BRNAV equipment necessary.<br>3. Only for flights with RFL140 or above. Other flights proceed via ERKUM. If unable advise clearances delivery. |

**Remark: Underlined RNAV-Waypoints are fly-over waypoints (Δ)**

# Niederrhein Germany (EDLV)




| RWY Dimensions (meters) | |
|---|---|
| RWY 09 / 27 | 2440 x 45 |
| **Elevations** | |
| ARP | 106 ft |
| THR RWY 09 | 95 ft |
| THR RWY 27 | 105 ft |

# VATSIM Germany
# Standard Instrument Arrival Chart

VATSIM Germany

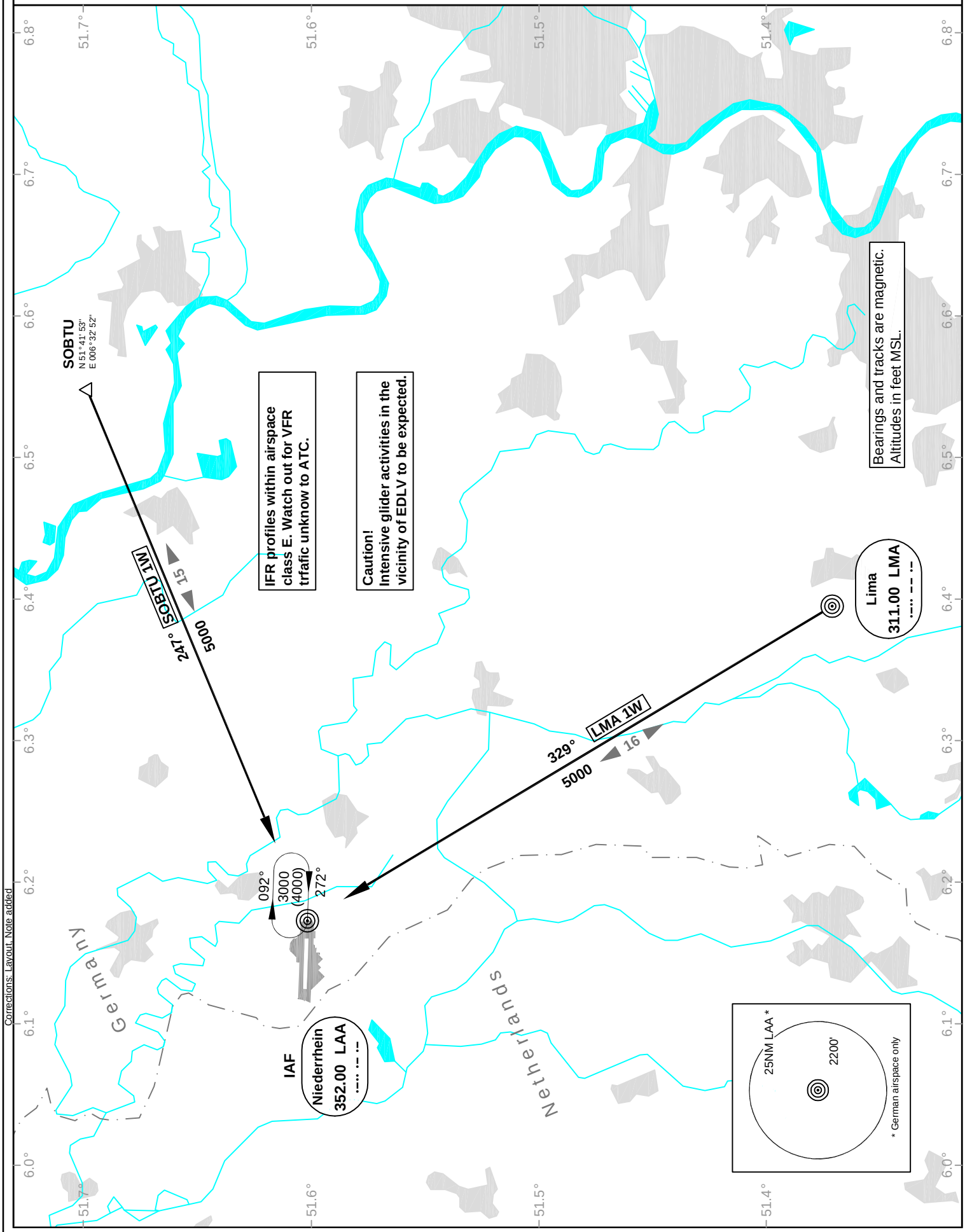
## NIEDERRHEIN
## EDLV
## STAR
## RWY 09/27

Transition Altitude: 5000 ft.

ATIS 124.450

Langen Radar 128.500
Tower 129.400

VAR: 0°




Corrections: Layout, Note added



EFFECTIVE 25 JUN 2015, released 06.03.2016

Quelle: DFS GmbH

www.vatsim-germany.org

# VATSIM Germany
# Instrument Approach Chart

VATSIM Germany

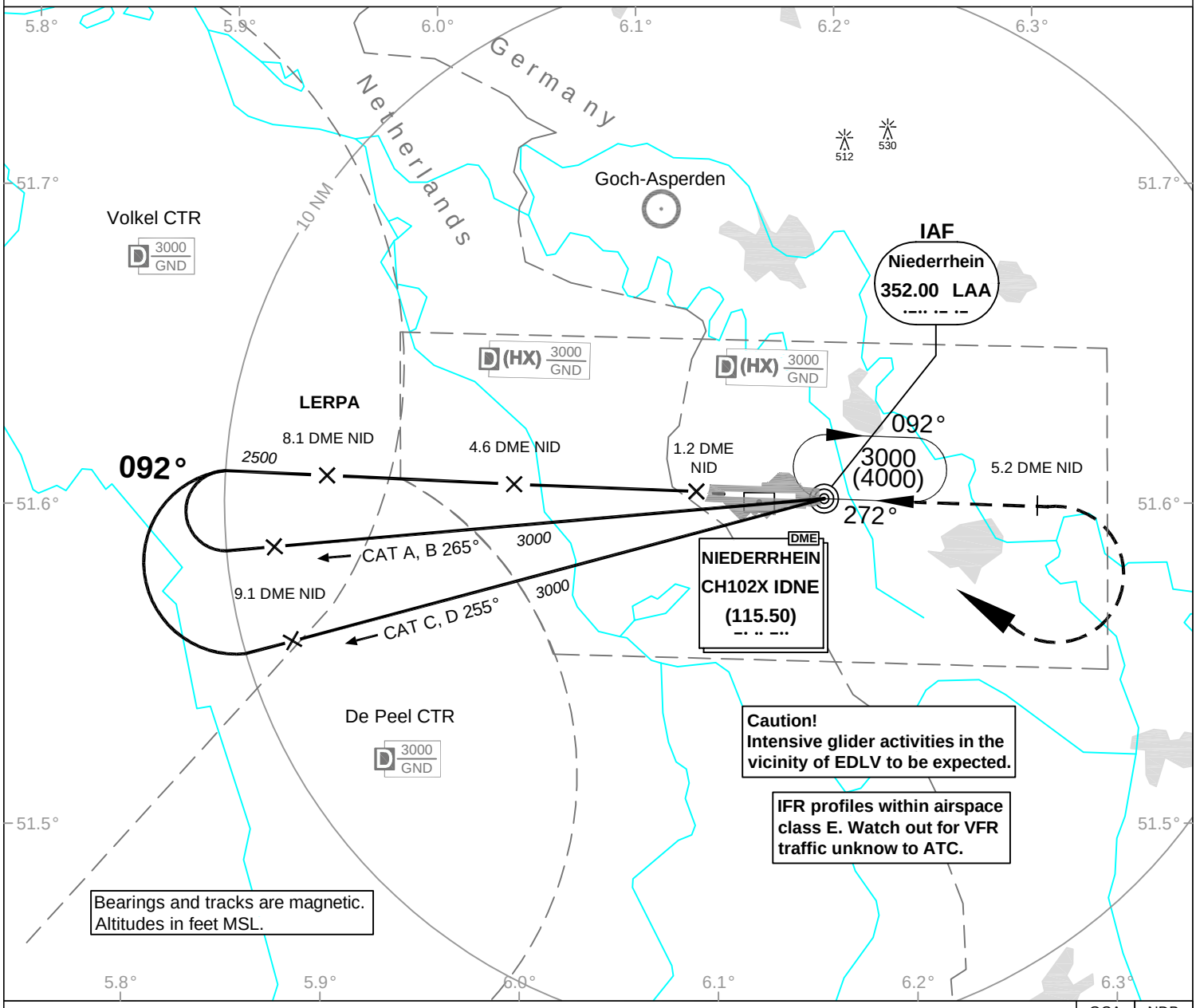
## NIEDERRHEIN
## EDLV

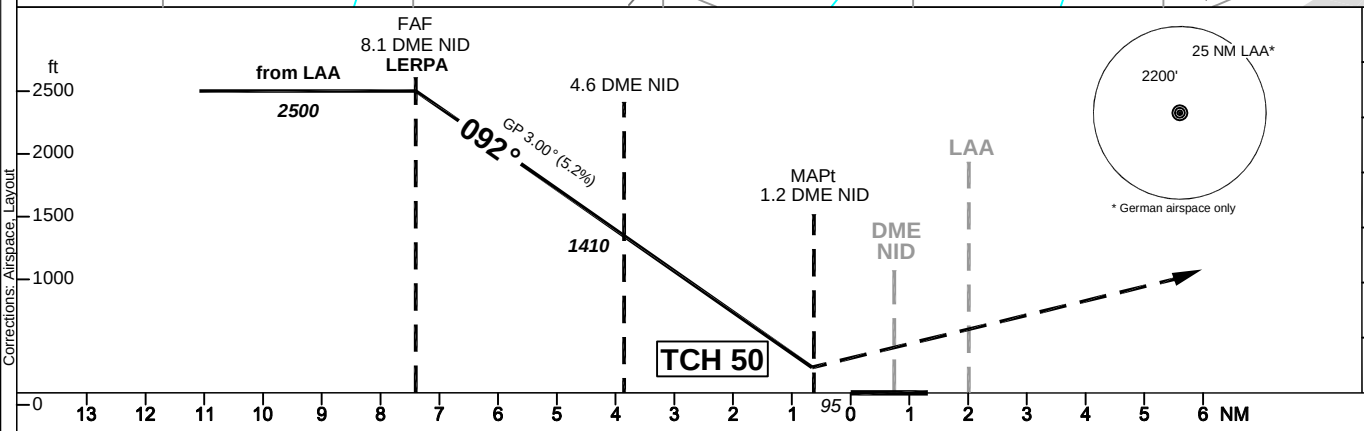
Elevation: THR09 ELEV 106

VAR: 0°

ATIS 124.450
Arrival 128.500
Tower 129.400

## NDB-DME
## RWY 09




| OCA (OCH) | NDB DME |
|---|---|
| CAT A | 680 (580) |
| CAT B | 680 (580) |
| CAT C | 680 (580) |
| CAT D | 680 (580) |
| CAT E | |
| Large Aircraft | |

Corrections: Airspace Layout

**MISSED APPROACH:** Climb straight ahead to 5.2 DME NID; RT inbd LAA climbing to 4000.

| DME NID | 7 | 6 | 5 | 4 | 3 | | |
|---|---|---|---|---|---|---|---|
| DME THR | 6.3 | 5.3 | 4.3 | 3.3 | 2.3 | | |
| ALTITUDE | 2160 | 1840 | 1520 | 1200 | 880 | | |

| GS | kt | 80 | 100 | 120 | 140 | 160 | 180 |
|---|---|---|---|---|---|---|---|
| 4.6 DME NID - MAPt (3.4 NM) | MIN:SEC | 2:33 | 2:02 | 1:42 | 1:27 | 1:17 | 1:08 |
| Rate of descent (5.2%) | ft / MIN | 420 | 530 | 640 | 740 | 850 | 960 |

Timing not authorized for defining the MAPt.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