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Revision Letter For Cycle 07-2012

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## General Information

Location: Niederrhein Deu  
IATA Code: NRN  
Lat/Long: N51° 36.1' E006° 08.5'  
Elevation: 106 ft

Airport Use: Public  
Magnetic Variation: 0.7°E

Fuel Types: 100 Octane (LL), Jet A-1  
Repair Types: Minor Airframe, Minor Engine  
Customs: Yes  
Airport Type: IFR  
Landing Fee: No  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: Yes

Sunrise: 0410 Z  
Sunset: 1856 Z,

## Runway Information

Runway: 09  
Length x Width: 8005 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 95 ft  
Lighting: Edge, ALS, Centerline  
Stopway: 902 ft

Runway: 27  
Length x Width: 8005 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 105 ft  
Lighting: Edge, ALS, Centerline, TDZ  
Stopway: 902 ft

## Communication Information

ATIS 124.45  
Niederrhein Tower 129.4 MF Air-Ground

\*ATIS  
124.45

Apt Elev  
106'

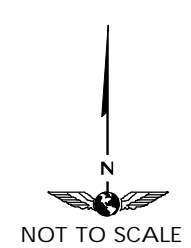
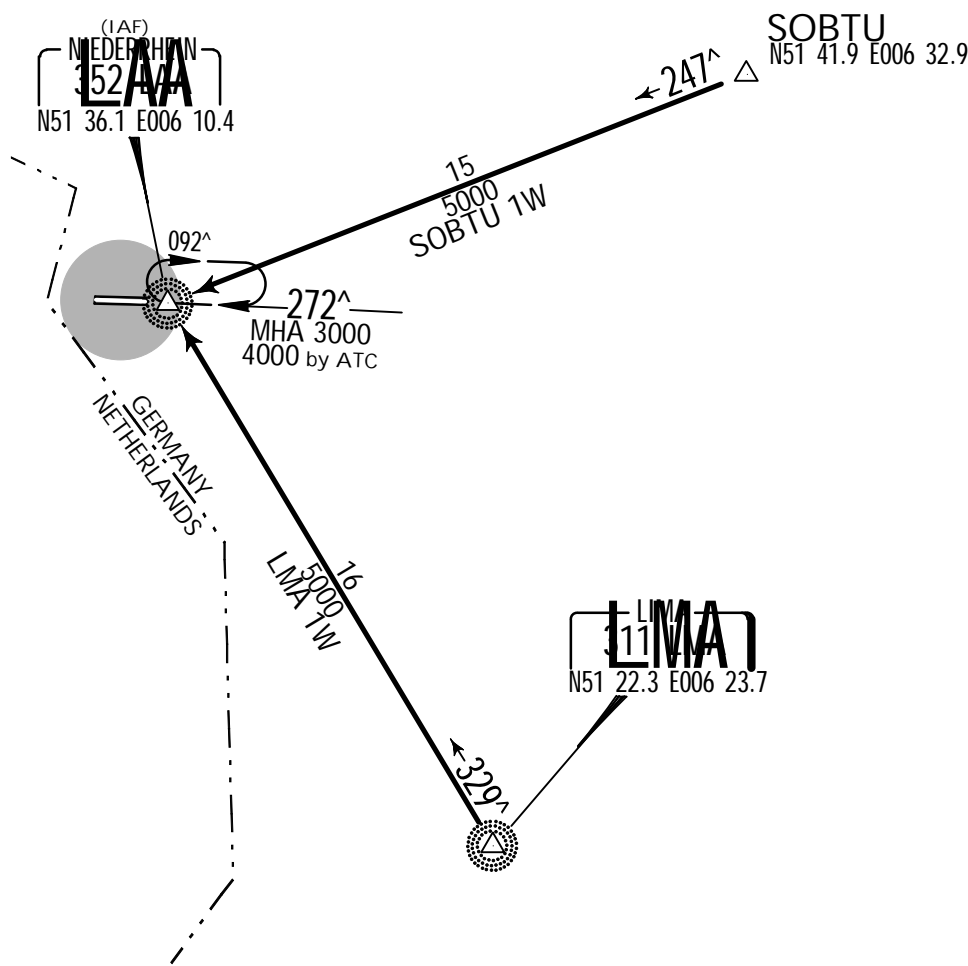
Alt Set: hPa (IN on request)  
Trans level: By ATC Trans alt: 5000'  
CAUTION: EXPECT intensive glider activities in the vicinity of airport.

2200'

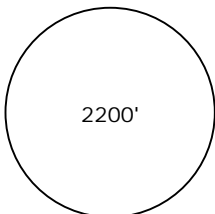
MSA  
LAA NDB  
applicable  
over German  
territory only

LIMA ONE WHISKEY (LMA 1W)  
SOBTU ONE WHISKEY (SOBTU 1W) [SOBT1W]  
RWYS 09, 27 ARRIVALS

SPEED RESTRICTION  
MAX 250 KT below FL100  
or as by ATC.  
Not applicable within airspace C.



LANGEN Radar 128.5	Apt Elev 106'	Trans level: By ATC Trans alt: 5000' 1. Contact LANGEN Radar immediately after take-off. 2. WARNING: EXPECT close-in obstacles. 3. CAUTION: EXPECT intensive glider activities in the vicinity of airport. 4. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
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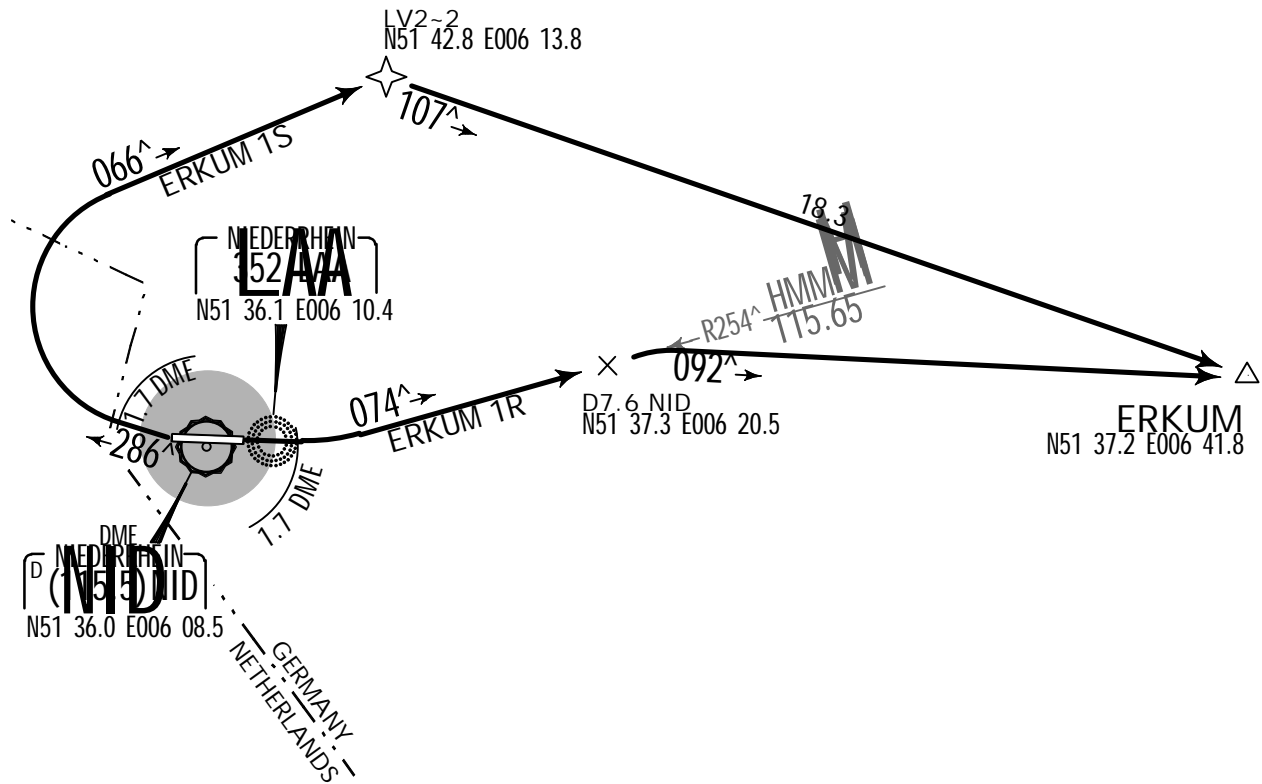


2200'

MSA  
LAA NDB  
applicable  
over German  
territory only

## ERKUM ONE ROMEO (ERKUM 1R) ERKUM ONE SIERRA (ERKUM 1S) RWYS 09, 27 DEPARTURES

SPEED RESTRICTION  
MAX 250 KT below FL100  
or as by ATC.  
Not applicable within airspace C.



These SIDs require a minimum climb gradient of

ERKUM 1R  
425' per NM (7%) up to 3000' due to navaid coverage.

ERKUM 1S  
425' per NM (7%) up to 3000' due to airspace structure. If unable to comply advise ATC.



Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

Initial climb clearance 5000'

SID	RWY	ROUTING
ERKUM 1R	09	Climb on runway track to NID 1.7 DME, turn LEFT, intercept HMM R-254 inbound to D7.6 NID 1 turn RIGHT, 092° track to ERKUM.
ERKUM 1S 2	27	Climb on 286° track to NID 1.7 DME, turn RIGHT, 066° track to LV202, turn RIGHT, 107° track to ERKUM.
BRNAV equipment necessary after: 1 D7.6 NID/ 2 passing 2000'.		

LANGEN  
Radar  
128.5

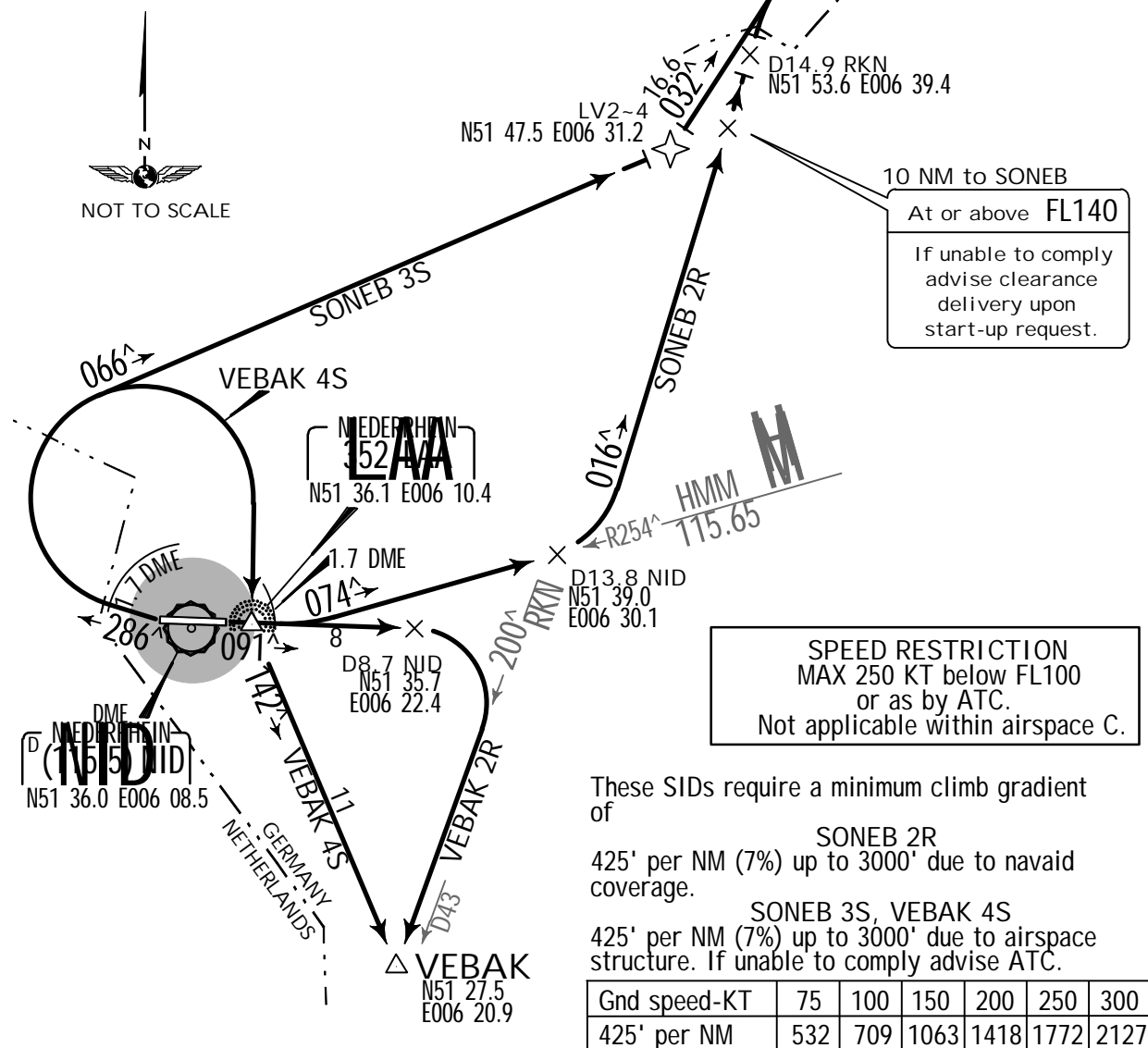
Apt Elev  
106'

Trans level: By ATC Trans alt: 5000'  
1. Contact LANGEN Radar immediately after take-off.  
2. WARNING: EXPECT close-in obstacles.  
3. CAUTION: EXPECT intensive glider activities in the vicinity of airport. 4. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.

2200'

MSA  
LAA NDB  
applicable  
over German  
territory only

SONEB TWO ROMEO (SONEB 2R)  
SONEB THREE SIERRA (SONEB 3S)  
VEBAK TWO ROMEO (VEBAK 2R)  
VEBAK FOUR SIERRA (VEBAK 4S)  
RWYS 09, 27 DEPARTURES



Initial climb clearance 5000'

SID	RWY	ROUTING
SONEB 2R 1	09	Climb on runway track to NID 1.7 DME, turn LEFT, intercept HMM R-254 inbound to D13.8 NID, turn LEFT, intercept RKN R-196 inbound to D14.9 RKN, turn RIGHT, 032^ track to SONEB. 2
SONEB 3S 13	27	Climb on 286^ track to NID 1.7 DME, turn RIGHT, 066^ track to LV204, turn LEFT, 032^ track to SONEB.
VEBAK 2R	09	Climb on 091^ bearing via LAA to D8.7 NID, turn RIGHT, intercept RKN R-200 to VEBAK.
VEBAK 4S	27	Climb on 286^ track to NID 1.7 DME, turn RIGHT to LAA, 142^ bearing to VEBAK.

1 For flights with RFL140 or above. Other flights proceed via ERKUM.  
BRNAV equipment necessary after: 2 D14.9 RKN/ 3 passing 2000'.

LANGEN  
Radar  
128.5  
Apt Elev  
106'

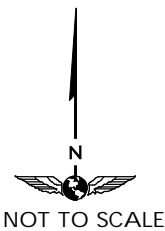
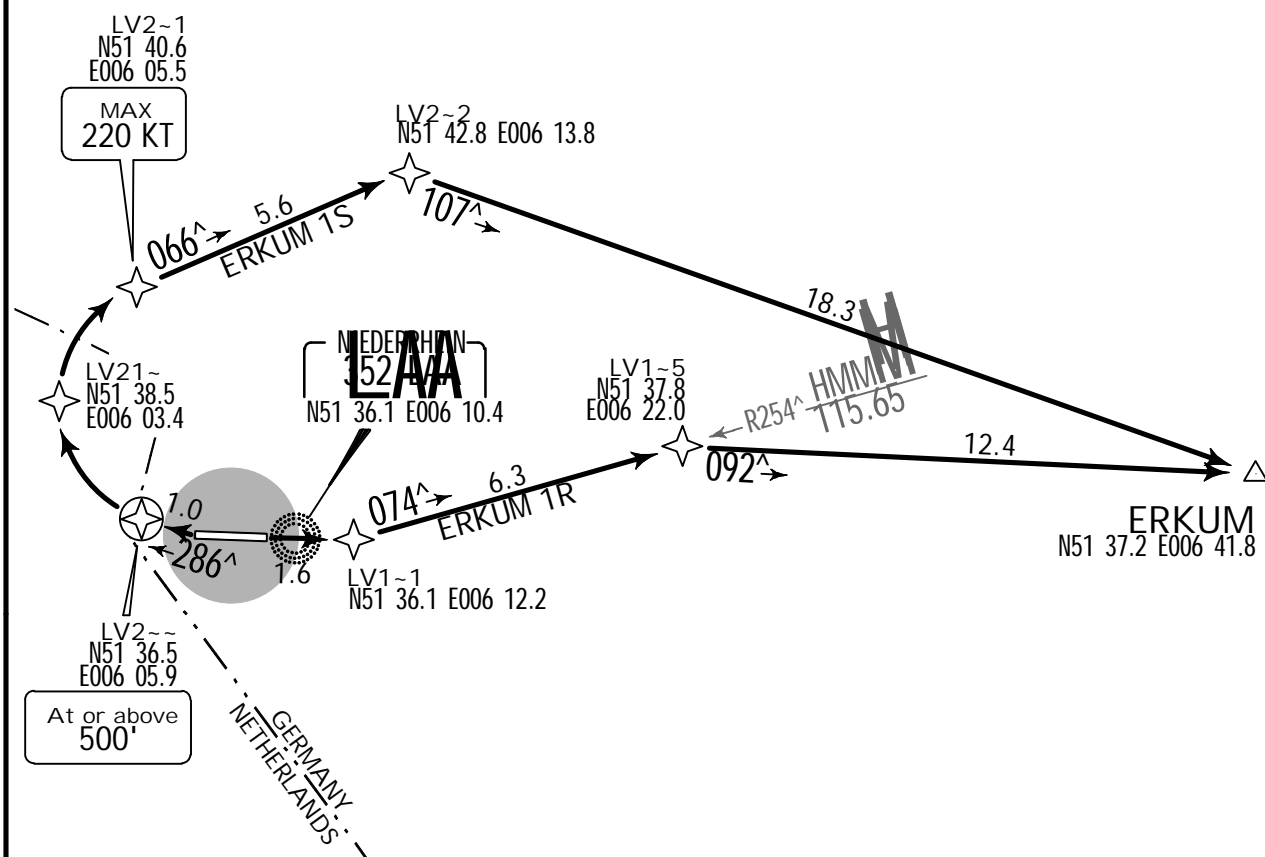
Trans level: By ATC Trans alt: 5000'  
1. Contact LANGEN Radar immediately after take-off.  
2. WARNING: EXPECT close-in obstacles.  
3. CAUTION: EXPECT intensive glider activities in the vicinity of airport. 4. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.

2200'

MSA  
LAA NDB  
applicable  
over German  
territory only

**ERKUM ONE ROMEO (ERKUM 1R) [ERKU1R]**  
**ERKUM ONE SIERRA (ERKUM 1S) [ERKU1S]**  
**RWYS 09, 27 RNAV DEPARTURES (OVERLAY 10-3)**

SPEED RESTRICTION  
MAX 250 KT below FL100  
or as by ATC.  
Not applicable within airspace C.



These SIDs require a minimum climb gradient of

ERKUM 1R  
425' per NM (7%) up to 3000' due to navaid coverage.

ERKUM 1S  
425' per NM (7%) up to 3000' due to airspace structure. If unable to comply advise ATC.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

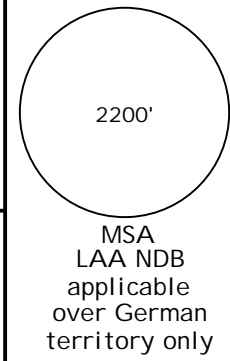
Initial climb clearance 5000'

SID	RWY	ROUTING
ERKUM 1R	09	(500'+) - LV101 - LV105 - ERKUM.
ERKUM 1S	27	LV200 (500'+) - LV210 - LV201 (K220-) - LV202 - ERKUM.

LANGEN  
Radar  
128.5

Apt Elev  
106'

Trans level: By ATC Trans alt: 5000'  
1. Contact LANGEN Radar immediately after take-off.  
2. WARNING: EXPECT close-in obstacles.  
3. CAUTION: EXPECT intensive glider activities in the vicinity of airport. 4. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.



**SONEB TWO ROMEO (SONEB 2R) [SONE2R]**  
**SONEB THREE SIERRA (SONEB 3S) [SONE3S]**  
**VEBAK TWO ROMEO (VEBAK 2R) [VEBA2R]**  
**VEBAK FOUR SIERRA (VEBAK 4S) [VEBA4S]**  
**RWYS 09, 27 RNAV DEPARTURES (OVERLAY 10-3A)**

**SPEED RESTRICTION**  
 MAX 250 KT below FL100  
 or as by ATC.  
 Not applicable within airspace C.

These SIDs require a minimum climb gradient of

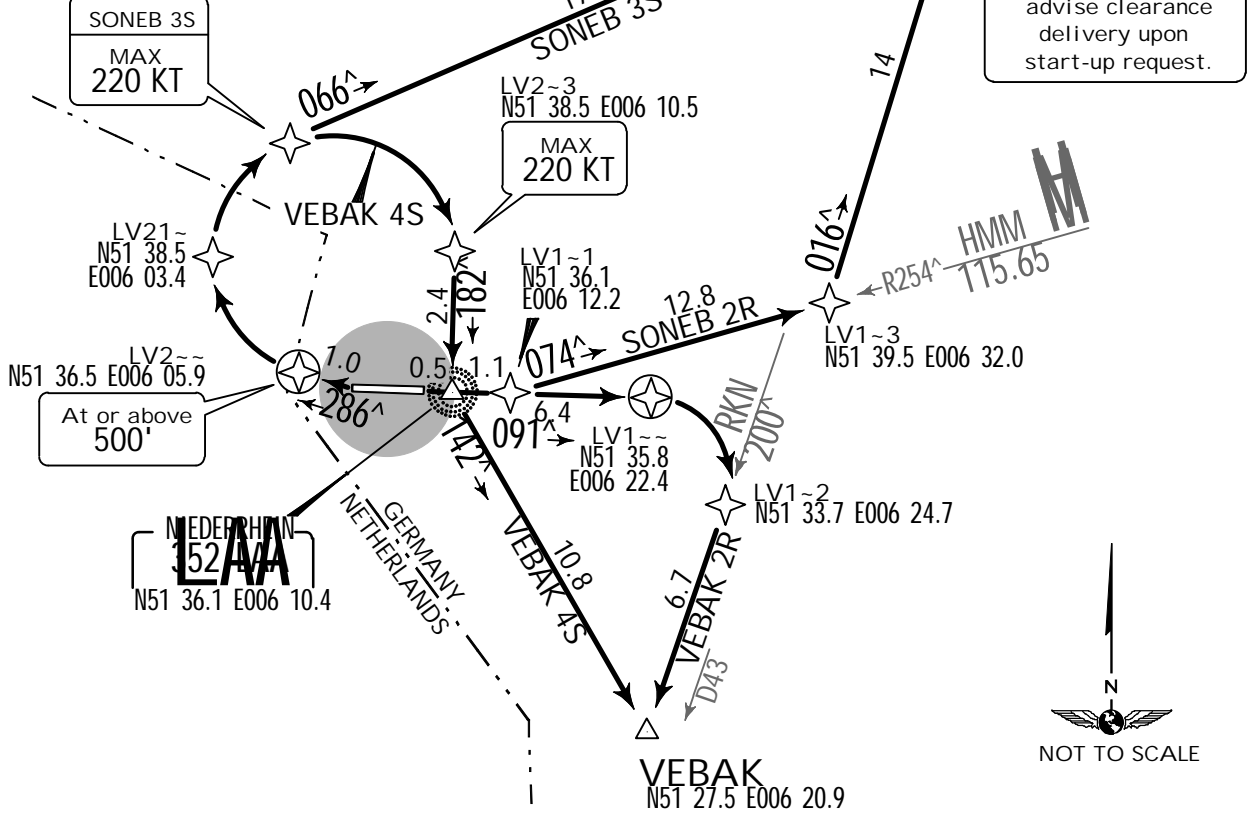
SONEB 2R  
 425' per NM (7%) up to 3000' due to navaid coverage.

SONEB 3S, VEBAK 4S  
 425' per NM (7%) up to 3000' due to airspace structure. If unable to comply advise ATC.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

LV2-1  
N51 40.6 E006 05.5

SONEB 3S  
MAX  
220 KT



LV2-2  
N51 36.5 E006 05.9  
At or above  
500'

NIEDERRHEIN  
LAA  
N51 36.1 E006 10.4



Initial climb clearance 5000'

SID	RWY	ROUTING
SONEB 2R 1	09	(500'+) - LAA - LV101 - LV103 - LV104 - SONEB.
SONEB 3S 1	27	LV200 (500'+) - LV210 - LV201 (K220-) - LV204 - SONEB.
VEBAK 2R	09	(500'+) - LAA - LV100 - LV102 - VEBAK.
VEBAK 4S	27	LV200 (500'+) - LV210 - LV201 - LV203 (K220-) - LAA - VEBAK.

1 For flights with RFL140 or above. Other flights proceed via ERKUM.

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**NOISE ABATEMENT**

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<b>SUMMER</b>	<b>: LT minus 2 HOURS</b>	<b>= UTC (Z)</b>
<b>WINTER</b>	<b>: LT minus 1 HOUR</b>	<b>= UTC (Z)</b>

**GENERAL**

The following types of aircraft are authorized to use the aerodrome:

1. Aeroplanes, with the exception of:
  - aeroplane without noise certification according to ICAO Annex 16.
  - jet aeroplanes with noise certification according to ICAO Annex 16, Volume 1, Chapter 2.
  - jet aeroplanes with a maximum permissible take-off mass (MTOW) exceeding 300t.
  - military jet aeroplanes,
  - supersonic aeroplanes.
2. Aeroplanes of the type Boeing B-757
3. Rotorcraft
4. Powered gliders able to take-off unaided
5. Free balloons

Take-offs or landing clearances, as well as other clearances, issued by ATC do not automatically include permission by the Aviation Supervision Office which may be required. Exceptional permission will not be issued by ATC via radiotelephony.

Aviation Supervision Office

Tel.: (+49) 2837-666 620

Fax: (+49) 2837-666 623

**NIGHT FLYING RESTRICTIONS**

Flight operations are permitted between 0600-2200LT.

Between 2200-0000LT flight operations are permitted for aircraft which are employed on scheduled air services or scheduled charter services and operated for air carriers which regularly park their aircraft at Niederrhein Airport during the night or maintain approved maintenance facilities (Base-Carriers) and are

- certified according to ICAO Annex 16 Volume 1, Chapter 3 and included in the valid Bonus List (" Bonus list for departing and landing aeroplanes" of 18.02.2003 of the Federal Ministry of Traffic, Building and Urban Affairs (NfL I-83/03) of the competent Federal Ministry or certified according to ICAO Annex 16, Volume 1, Chapter 4 or according to stricter noise certification criteria or
- certified according to ICAO Annex 16, Volume 1, Chapter 4, Chapter 10 and LSL (noise protection requirements for aircraft, publications by the Federal Office of Civil Aviation (LBA) of 1.1.1991 (Federal Gazette No 54a of 19.03.1991), NfL II-4/97) Chapter X or according to stricter noise certification criteria only as follows:
  - scheduled take-offs until 2300LT.
  - delayed take-offs
    - from RWY 09 between 2300-2330LT if the scheduled take-off time is prior 2300LT,
    - from RWY 27 between 2300-2330LT if the scheduled take-off time is prior 2300LT, as far as technical problems of the aircraft or the aeronautical engineering basic equipment are concerned or extreme meteorological conditions prevail which justify a delay of the scheduled take-off.
  - scheduled landing
    - on RWY 27 until 2330LT,
    - on RWY 09 until 2300LT.
  - delayed landings
    - on RWY 27 between 2330-0000LT if the scheduled landing is prior 2330LT.
    - on RWY 09 between 2330-0000LT if the scheduled landing is prior 2300LT and if delay is due to unexpected circumstances unforeseen on departure; subject to permission by the local Aviation Supervision Office.



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**NOISE ABATEMENT**

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**NIGHT FLYING RESTRICTIONS (cont'd)**

At weekends and public holidays and legal holidays in the UK and the Netherlands, flight operations are permitted only between 0800-2000LT and for aircraft which are not:

- certified according to Annex 16, Volume 1, Chapter 3 and are included in the valid Bonus List (" Bonus list for departing and landing aircraft" of 18.02.2003 of the Federal Ministry of Traffic, Building and Urban Affairs (NfL I-83/03) of the competent Federal Ministry or certified according to ICAO Annex 16, Volume 1, Chapter 4  
or according to stricter noise certification criteria or
- certified according to ICAO Annex 16, Volume 1, Chapter 4, Chapter 10 and LSL Chapter X or according to stricter noise certification criteria.

**EXCEPTIONS**

The following are exempt from the afore-mentioned restrictions:

- Landings of aircraft provably approaching Niederrhein Airport as alternate aerodrome for meteorological, technical or other safety reasons.  
Written proof that landings have taken place for meteorological, technical or other safety reasons shall be submitted to the local Aviation Supervision Office within 24 hours after the landing in question.
- Take-offs and landings of aircraft on disaster missions and/or aircraft rendering medical assistance as well as in other emergency cases. Take-offs, however, are subject to permission by the Aviation Supervision Office. Written proof that the flights were conducted on disaster missions and/or while rendering medical assistance as well as in other emergency cases shall be submitted to the local Aviation Supervision Office within 24 hours after the landing in question and not later than 30 minutes prior the planned take-off. In the case that these take-offs and landings are planned between 2200-0600LT PPR shall be obtained by telephone (+49) 2837 666 600) by 2100LT.

**RESTRICTIONS OF FLIGHT OPERATIONS**

The following restrictions apply in addition:

- flights of jet aeroplanes, propeller-driven aeroplanes and helicopters with a maximum permissible take-off mass (MTOM) exceeding 5.700 kg are prohibited as far as traffic circuit flights are concerned or touch-and-go flights of the same aircraft for training purposes with a period of less than one hour, unless routings, published as IFR arrival and departure procedures, are used. Functional check flights are exempt from this restriction after prior permission by the Aviation Supervision Office at the following times:
  - between 0800-1200LT and
  - between 1500-1900LT.

Traffic circuit flights as well as multiple approaches and departures of the same aircraft for training, exercise or inspection purposes are prohibited over the territory of the Netherlands. Multiple approaches and departures shall be understood as more than two approaches and/or departures of the same aircraft within a period of one hour beginning with the first movement.

- visual approaches or approaches in visual meteorological conditions (VMC) of IFR flights approaching the aerodrome are prohibited. Exceptions may be granted by ATC to propeller-driven aeroplanes with a maximum permissible take-off mass (MTOM) of up to 5.700 kg.
- Intersection take-offs are prohibited

**REVERSE THRUST**

Thrust reversal after landing is permitted only if required for safety reasons.

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## NOISE ABATEMENT

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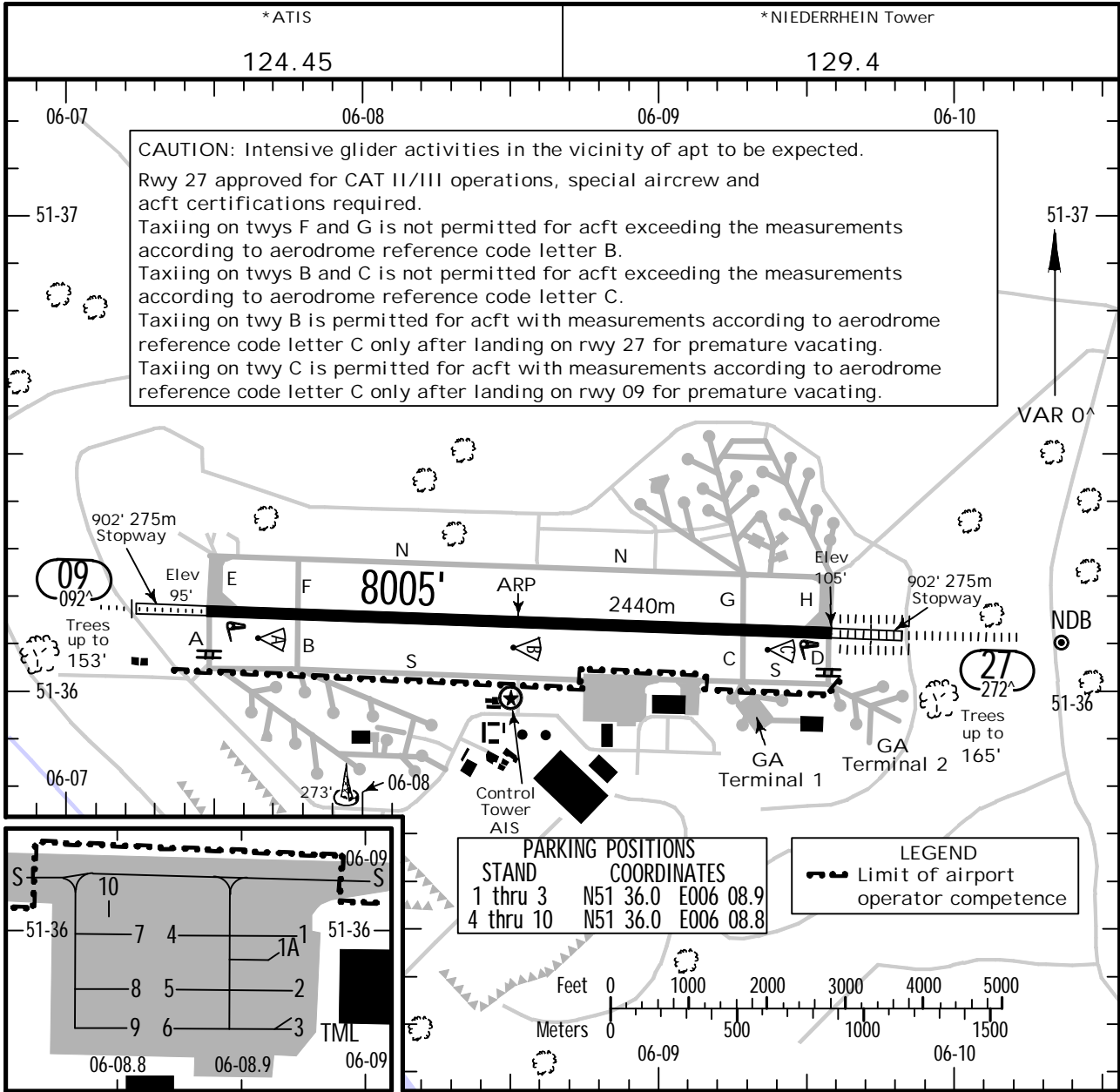
### RUN-UP TESTS

Engine test-runs and ground run-ups are permissible only after previous consent by the Aviation Supervision Office and detailed instructions from the airport operator.

As a rule, engine test-runs and ground run-ups are prohibited.

- at weekends and public holidays (and legal holidays in the UK and the Netherlands) as well as
- on workdays between 2000-0800LT.

Engine test-runs and engine ground run-ups by aircraft outside the times established above may be granted by the Aviation Supervision Office in justified cases. Permission must be given in writing.



ADDITIONAL RUNWAY INFORMATION

RWY						USABLE LENGTHS			WIDTH
	HIRL(60m)	CL(15m)	HIALS	PAPI-L (3.0°)	RVR	Threshold	Glide Slope	TAKE-OFF	
09	HIRL(60m)	CL(15m)	HIALS	PAPI-L (3.0°)	RVR				148'
27	HIRL(60m)	CL(15m)	HIALS-II	TDZ PAPI-L 1	RVR		7051' 2149m		45m

1 angle 3.0°

Standard.

TAKE-OFF 1

All Rwys

LVP must be in force

	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

1 Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

## LOW VISIBILITY PROCEDURES (LVP)

During all-weather operations CAT II, CAT IIIA and CAT IIIB or Low Visibility Take-off:

- a) unaided taxiing is only permitted on twys A, S and D,
- b) the rwy may only be entered and vacated via twys A and D,
- c) twys B, C, E, F, N, G and H shall not be used,
- d) after landing, pilots may, in individual cases, expect backtrack on the rwy in accordance with special instructions issued by the local air navigation service provider,
- e) acft may only enter or leave the GA Terminal 1 and GA Terminal 2 areas when following a follow-me car,
- f) taxiing on the apron is only permitted when following a follow-me car (to/from junction twy S/apron)

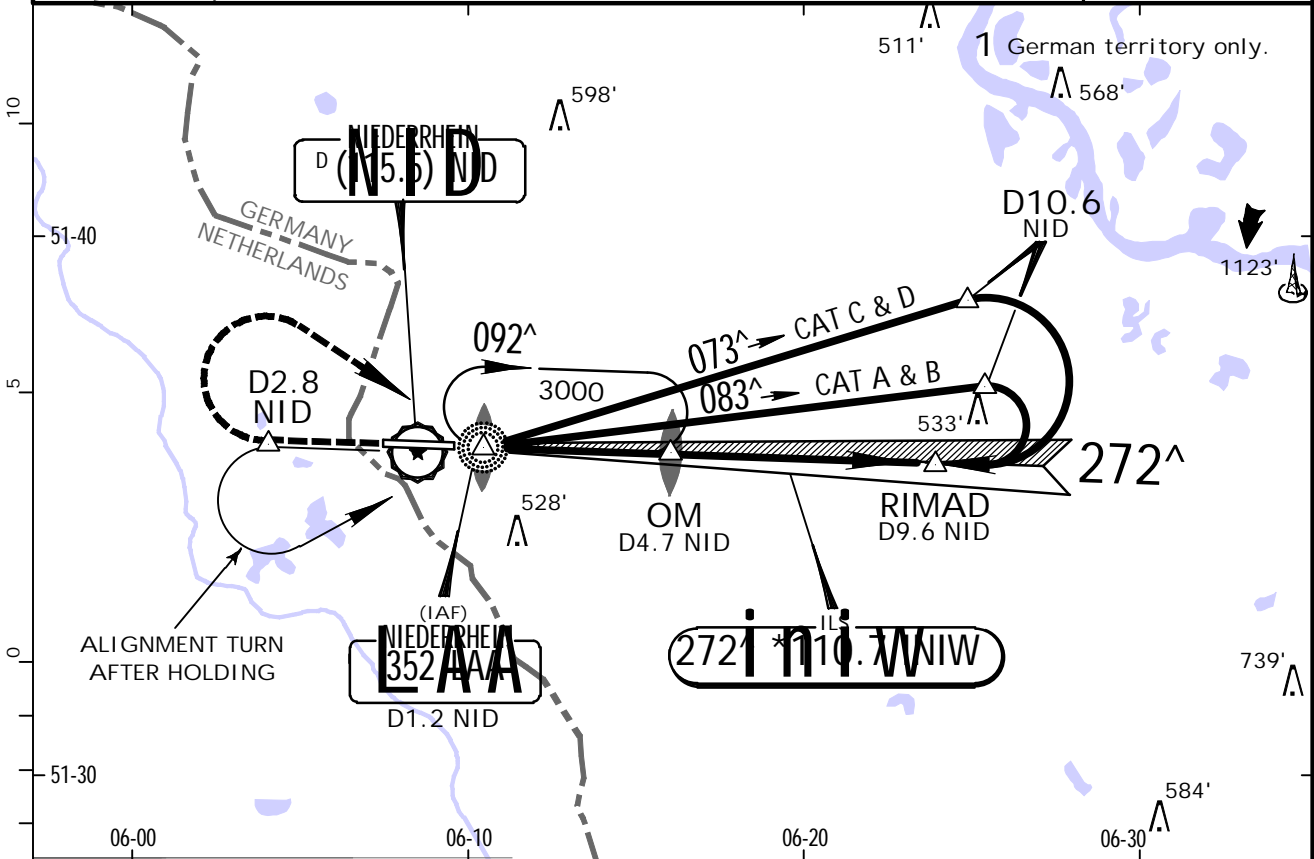
Lighted stop bars are installed at the CAT II/III holding positions on twys A and D to prevent unauthorised entry onto the rwy and to mark the critical/sensitive areas. Taxiing across the stop bars is strictly prohibited, when they are switched on.

Arriving acft shall stop at the junction of twy S to the apron until they are met by a follow-me car and led to the parking position.

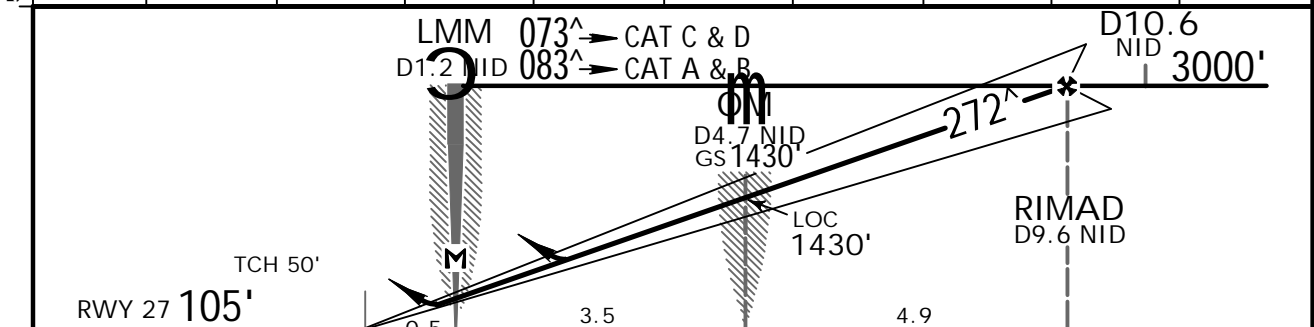
Additional radiotelephony procedures during all-weather operations CAT II, CAT IIIA and CAT IIIB or Low Visibility Take-off:

- a) Acft taxiing from the apron to take-off will be instructed to report their direction of movement upon reaching the twy centerline of twy S.  
(Example: CALL SIGN TAXI VIA SIERRA EASTBOUND/WESTBOUND)
- b) Acft taxiing to take-off will be instructed to report reaching the appropriate CAT II/III holding position.  
(Example: CALL SIGN HOLDING AT CAT II/III HOLDING POINT)
- c) Departing acft will be instructed to report rolling.  
(Example: CALL SIGN REPORT ROLLING)
- d) Departing acft will be instructed to report airborne.  
(Example: CALL SIGN REPORT AIRBORNE)
- e) After landing, acft will be instructed to report vacating the green-and-yellow coded twy centerline on twys A and D.  
(Example: CALL SIGN REPORT COLOUR-CODED CENTERLINE VACATED)

* ATIS 124.45		LANGEN Radar (APP) 128.5		*NIEDERRHEIN Tower 129.4	
LOC INIW <b>*110.7</b>	Final Apch Crs <b>272<sup>^</sup></b>	GS OM <b>1430'</b> (1325')	ILS DA(H) <b>305'</b> (200')	Apt Elev 106' RWY 105'	2200' 1  MSA LAA NDB
MISSED APCH: Climb STRAIGHT AHEAD to D2.8 NID, then turn RIGHT to NDB climbing to 3000'. Climb in holding to 4000'.					
Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000' LOC: DME required.					



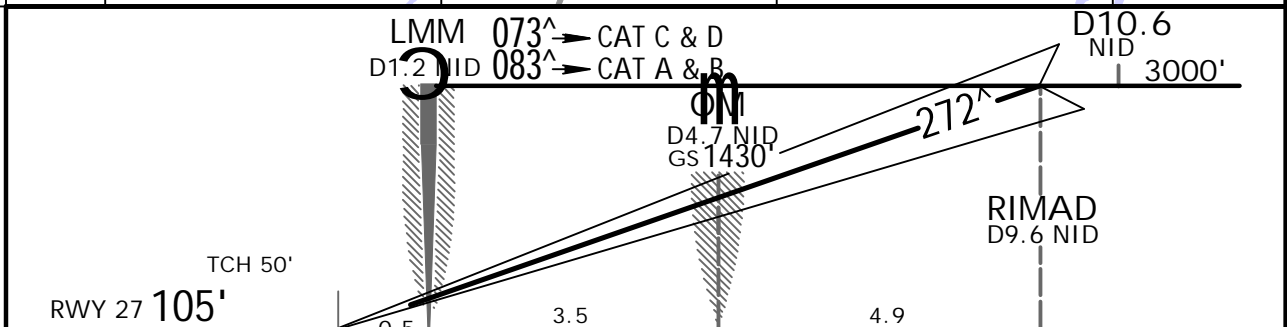
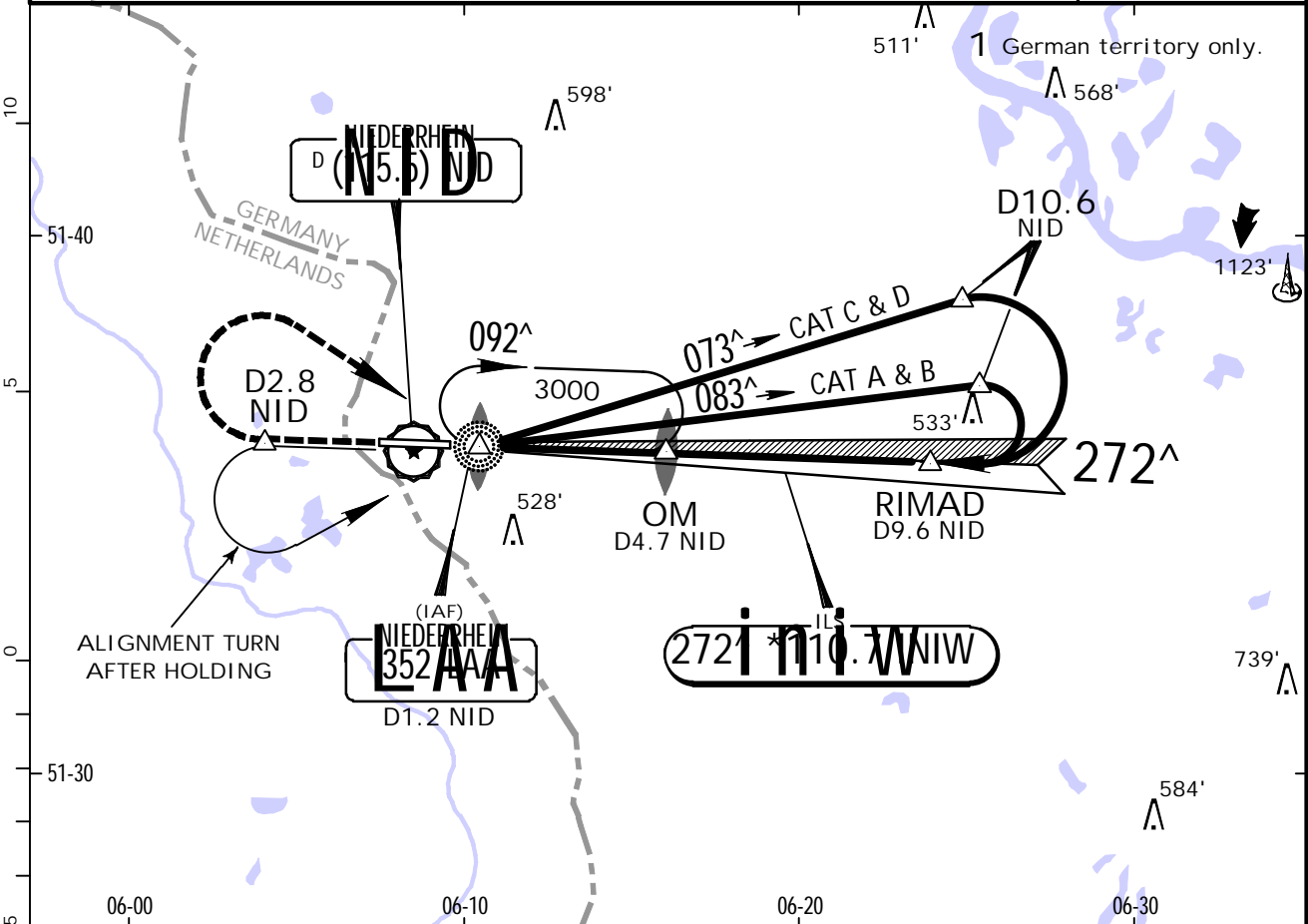
LOC (GS out)	NID DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
	ALTITUDE	570'	890'	1210'	1530'	1850'	2170'	2480'	2800'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	D2.8 NID ↑
ILS GS or LOC Descent Angle 3.00 <sup>^</sup>	377	484	538	646	753	861		
MAP at LMM/D1.2 NID								

Standard.				STRAIGHT-IN LANDING RWY 27			
FULL		Limited		ALS out		ALS out	
RVR 550m		RVR 750m		RVR 1200m		RVR 1400m	
						RVR 1500m	
						CMV 2100m	

* ATIS 124.45		LANGEN Radar (APP) 128.5		* NIEDERRHEIN Tower 129.4	
LOC INIW *110.7	Final Apch Crs 272 <sup>^</sup>	GS OM 1430' (1325')	CAT II ILS RA 105' DA(H) 205' (100')	Apt Elev 106'	RWY 105'
MISSED APCH: Climb STRAIGHT AHEAD to D2.8 NID, then turn RIGHT to NDB climbing to 3000'. Climb in holding to 4000'.					2200' 1  MSA LAA NDB
Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000' Special Aircrew & Aircraft Certification Required.					



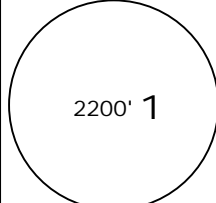
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	D2.8 NID ↑
GS	3.00 <sup>^</sup>	377	484	538	646	753		

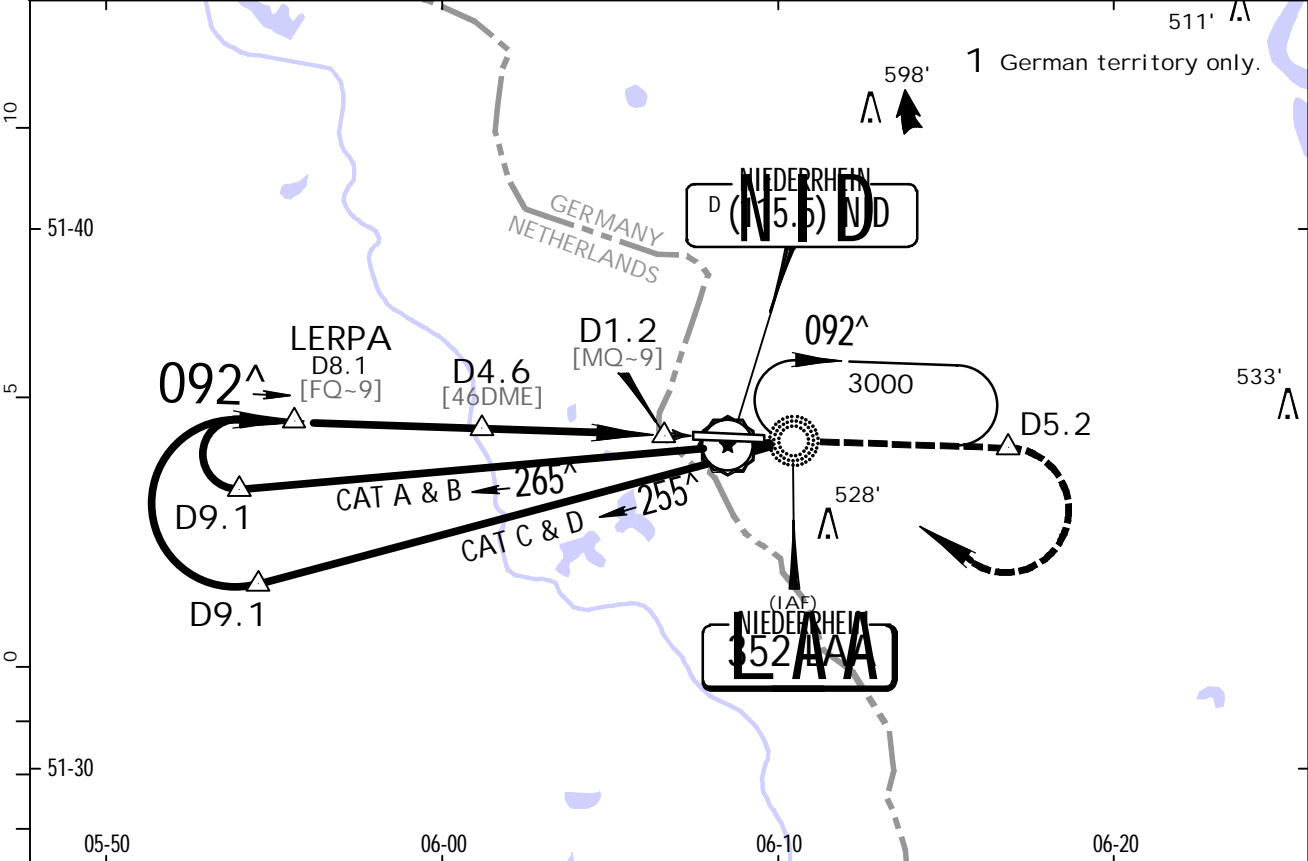
Standard. STRAIGHT-IN LANDING RWY 27  
CAT II ILS  
ABCD  
RA 105'  
DA(H) 205' (100')

RVR 300m 1

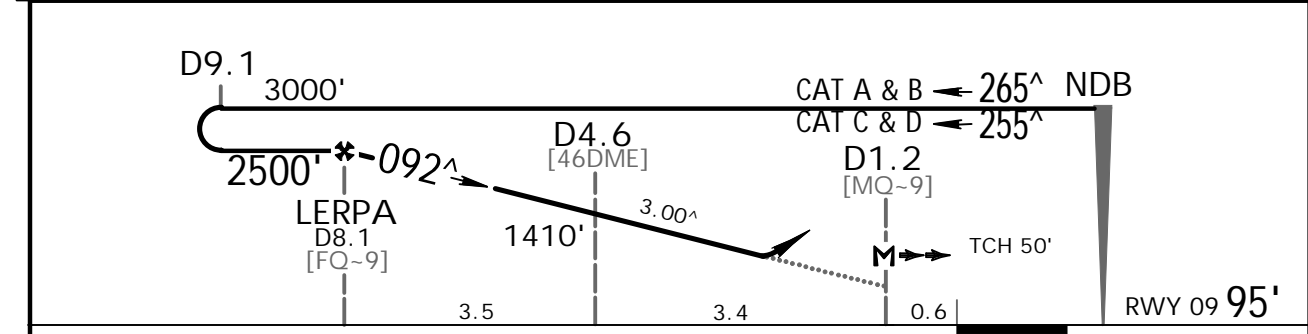
1 Operators applying U.S. Ops Specs: Autoland or HGS required below 350m.

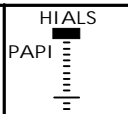
PANS OPS 4

* ATIS 124.45		LANGEN Radar (APP) 128.5			*NIEDERRHEIN Tower 129.4		
NDB LAA <b>352</b>	Final Apch Crs <b>092<sup>^</sup></b>	Minimum Alt LERPA <b>2500'</b> (2405')	DA(H) <b>680'</b> (585')	Apt Elev RWY <b>106'</b> <b>95'</b>	 2200' 1 MSA LAA NDB		
MISSED APCH: Climb STRAIGHT AHEAD to D5.2, then turn RIGHT to NDB climbing to 4000'.							
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: By ATC			
DME required.				Trans alt: 5000'			



NID DME	7.0	6.0	5.0	4.0	3.0
ALTITUDE	2160'	1840'	1520'	1200'	880'

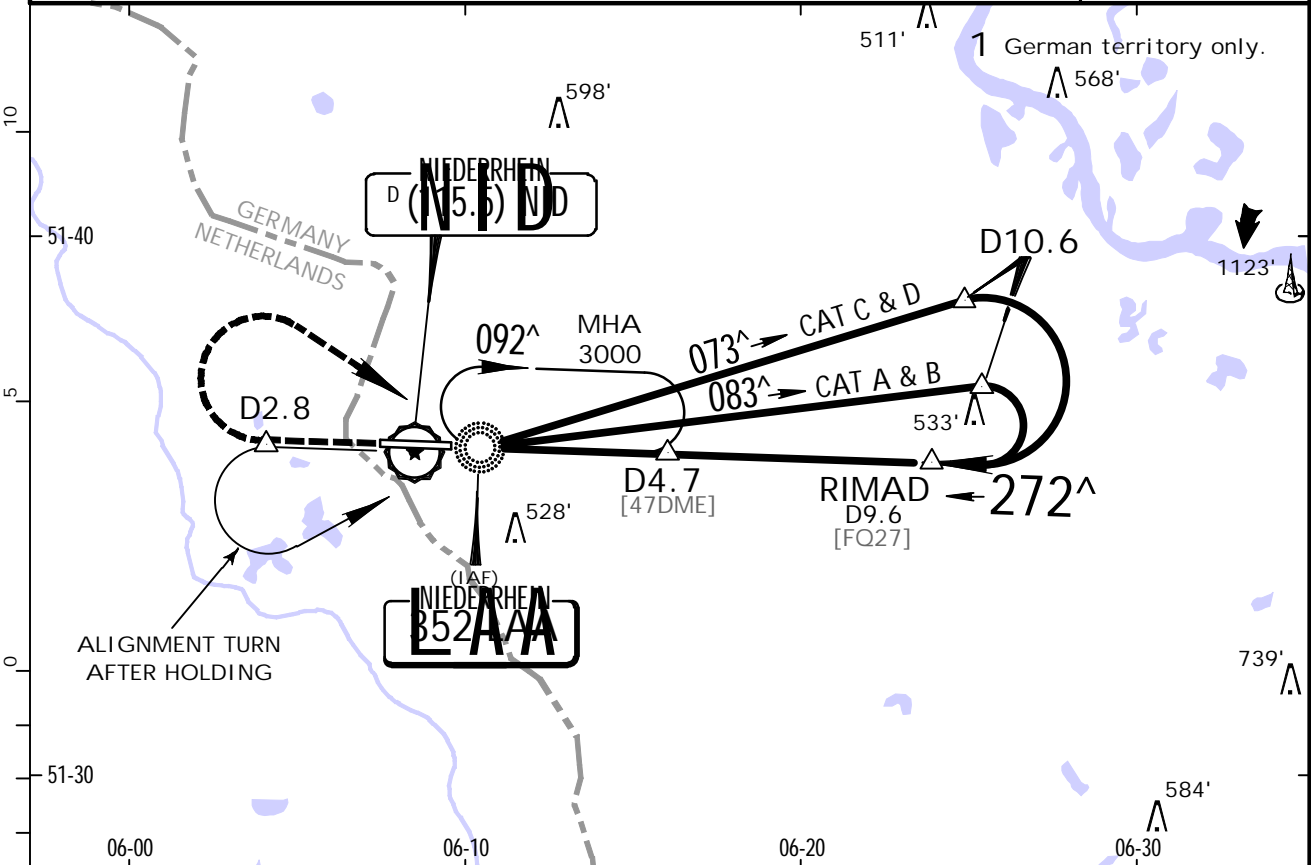


Gnd speed-Kts	70	90	100	120	140	160	 D5.2 ↑	
Descent Angle	3.00 <sup>^</sup>	372	478	531	637	743		849
MAP at D1.2								

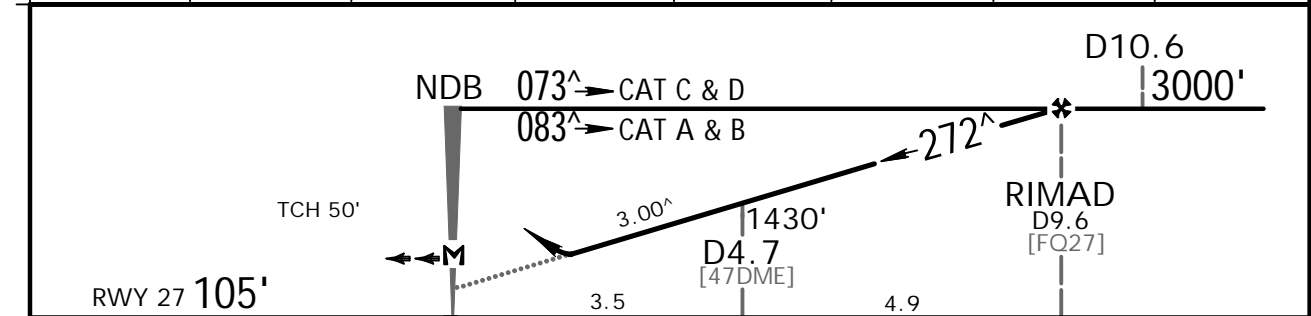
Standard. STRAIGHT-IN LANDING RWY 09  
DA(H) **680'** (585')  
ALS out

A	RVR 1500m	
B		
C	CMV 2300m	CMV 2400m
D		

* ATIS 124.45		LANGEN Radar (APP) 128.5			*NIEDERRHEIN Tower 129.4	
NDB LAA <b>352</b>	Final Apch Crs <b>272<sup>^</sup></b>	Minimum Alt RIMAD <b>3000'</b> (2895')	DA(H) <b>610'</b> (505')	Apt Elev RWY <b>106'</b> <b>105'</b>	2200' 1 MSA LAA NDB	
MISSED APCH: Climb STRAIGHT AHEAD to D2.8 NID, then turn RIGHT to NDB climbing to 3000'. Climb in holding to 4000'.						
Alt Set: hPa DME required.		Rwy Elev: 4 hPa	Trans level: By ATC	Trans alt: 5000'		



NID DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	890'	1210'	1530'	1850'	2170'	2480'	2800'



Gnd speed-Kts	70	90	100	120	140	160	HI ALS-II PAPI	D2.8 ↑	
Descent Angle	3.00 <sup>^</sup>	372	478	531	637	743			849
MAP at NDB									

Standard. STRAIGHT-IN LANDING RWY 27  
DA(H) **610'** (505')

		ALS out	
A	RVR 1500m	RVR 1500m	
B	RVR 1500m	RVR 1500m	
C	RVR 1600m	cmv 2400m	
D	RVR 1600m	cmv 2400m	



**Chart changes since cycle 06-2012**

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
<b>NIEDERRHEIN, (NIEDERRHEIN - EDLV)</b>				
DEL	JAA MNMS	10-9X	30 Mar 2012	

## TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EDLV