ETNN - Nörvenich Airbase

- Overview
- Tower
- Approach

Overview

Nörvenich is a Bundeswehr base in Nörvenich. Originally built as an RAF base after World War II, it was transferred to the German military almost immediately after construction was completed and became the first airport of the newly formed German Luftwaffe. Today, it is home to the Taktische Luftwaffengeschwader 31 and a SAR helicopter from the Transporthubschrauberregiment 30. Additionally, it serves as an alternate for aircraft stationed at Geilenkirchen and Büchel air base.

As Nörvenich is a military airport, charts can't be found in the normal AIP. They are accessible through the MIL AIP, GEMIL FLIP VAD, and CENOR FLIP in the milais.

Nörvenich is an unrestricted airport. The Tower position can be staffed by all controllers with an **S2** rating or higher. The radar position can be staffed by all controllers with an **S3** rating or higher, although it is **recommended to hold the EDDK_APP Tier 1 endorsement** for familiarity with the surrounding airspace. Additionally, controllers should closely familiarize themselves with military procedures before staffing the airport.

Nörvenich ATC Stations

Station	Station ID	Login	Frequency	Remarks	Endorsement
Tower	TNNT	ETNN_TWR	136.205	military station	unrestricted: no course
Arrival	TNNA	ETNN_APP	129.055	military station	unrestricted: no course
Arrival (EDDK)	DKA	EDDK_APP	135.350	--	Tier 1: EDDK_APP

Quickview

TOWER QUICKSHEET

FLIEGERHORST NÖRVENICH (ETNN)

380 ft

up to date for: AIRAC 2405

Runway 24 ↑ climb via SID
Runway 06

ENROUTE CLEARANCE

min. 3000ft ↑ NN106	any	NN224	min. 4000ft ↑
		NN124	

! IFR departures require departure release by Nörvenich Radar prior to takeoff clearance

HANDOFFS

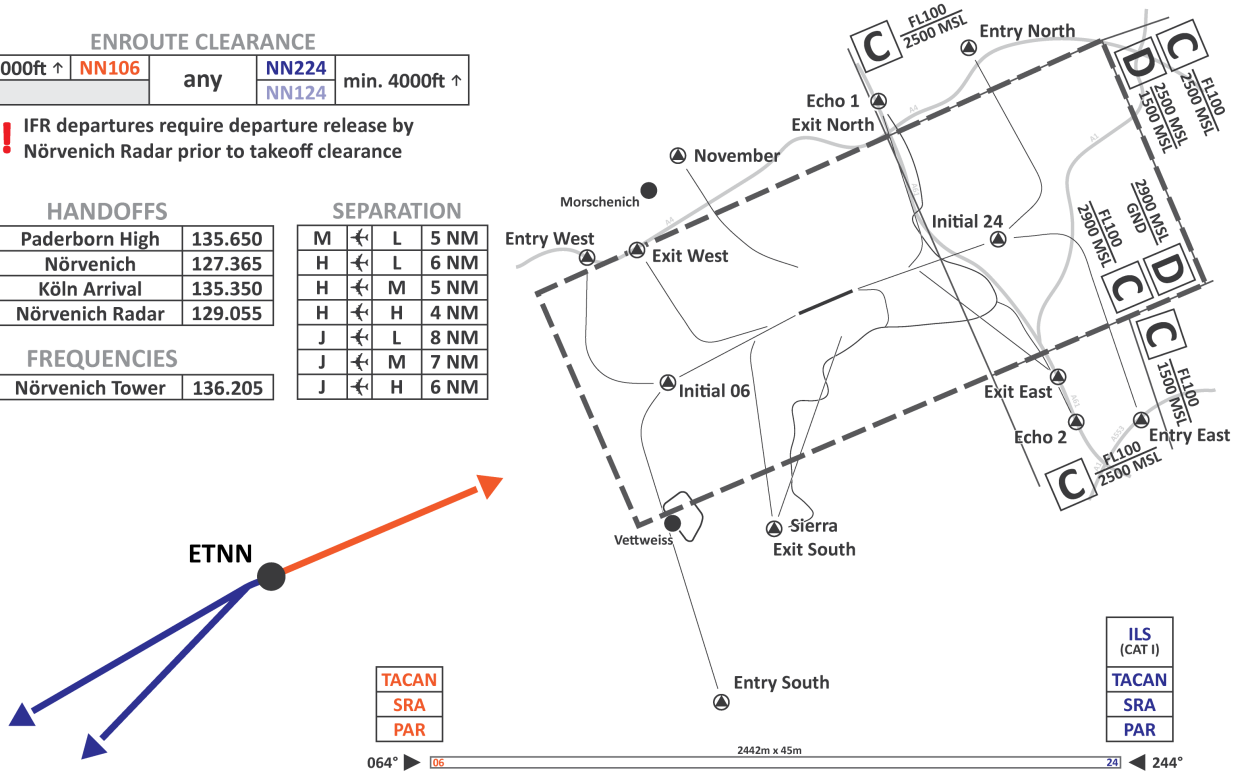
PADH	Paderborn High	135.650
NOR	Nörvenich	127.365
DKA	Köln Arrival	135.350
TNNA	Nörvenich Radar	129.055

FREQUENCIES

TNNT	Nörvenich Tower	136.205

SEPARATION

M	✈	L	5 NM
H	✈	L	6 NM
H	✈	M	5 NM
H	✈	H	4 NM
J	✈	L	8 NM
J	✈	M	7 NM
J	✈	H	6 NM



click on the image to open the printable quicksheet

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.

Approach

Nörvenich Radar is responsible for all airborne traffic within the Nörvenich approach sector as well as coordinating all enroute clearances for IFR departures out of Nörvenich airport.

> Nörvenich Radar shall **always inform the controller of EDGG sector Köln Arrival** when opening and closing the position.

Airspace

The airspace controlled by Nörvenich Radar is class E which is lowered to 1000ft AGL in the majority of the area of responsibility with a small section of class E starting only from 2500ft AGL in the South. Additionally, within the Eastern sector, parts of the area of responsibility are class C within the Köln/Bonn TMA.

Airspace boundary

Nörvenich Radar may use the entire lateral range of the sector. Langen Radar is responsible for maintaining full lateral separation to the sector border.

Departure procedures

Enroute clearances

Enroute clearances must **always be coordinated with all concerned adjacent sectors**. Exact routings to the first fix in the flight plan must be adapted to the individual traffic situation but **usually a DCT to the first waypoint is the best solution**. The initial climb shall always be at least 3000ft during 06 operations and 4000ft during 24 operations and should not exceed 5000ft. Initial flight levels beyond the upper boundary of the Nörvenich Radar sector must be coordinated with all concerned sectors. All IFR departures shall use the applicable OID for the departure runway; during 24 operations, NN224 shall be used primarily.

The enroute clearance will be requested by Nörvenich Tower and has to be communicated to Nörvenich Tower once it has been coordinated. Nörvenich Tower will then relay the clearance to the pilot.

Departure release

Nörvenich Radar shall obtain a further departure release from DKA before granting a departure release to Nörvenich Tower. If possible, Nörvenich Radar should also instruct Nörvenich Tower to hand off departures directly to DKA.

Transfer to civilian ATC

Handoffs for departures shall always be **coordinated individually** (preferably while coordinating the enroute clearance) and then take place as agreed, but **usually a handoff at the sector border is the best solution**.

Arrival procedures

Transfer from civilian ATC

Civilian ATC will hand off traffic from the South inbound IZWOK at FL70 and traffic from the North inbound NVO at 5000ft. All inbounds are fully released.

Approach

Nörvenich has a TACAN approach to both runways. Civilian aircraft types will usually not be able to fly TACAN approaches and will thus have to use the ILS 24 with a circling during 06 operations.

During 24 operations, the **ILS approach should be used primarily**; however, there is also a PAR approach available for both runways.

> Since **Nörvenich Precision is currently not implemented on VATSIM**, PAR approaches can only be conducted if traffic levels permit - if necessary, Nörvenich Radar can coordinate with civilian ATC to keep other inbound traffic outside of the airspace while a PAR approach is taking place; whether this is possible, however, depends on the current workload of civilian ATC.

Additionally, in order to move traffic onto final approach during 24 operations, Nörvenich Radar needs to activate sector A (the Easternmost sector which is not part of Nörvenich Radar's airspace by default). **Nörvenich Radar shall inform DKA immediately when activating and deactivating sector A** and shall make sure to open the sector only for the absolute minimum amount of time required.

> **TNNA**: DKA, Nörvenich Radar.
> **DKA**: Go ahead.
> **TNNA**: Sector A now active.
> **DKA**: Roger.

> **TNNA**: DKA, Nörvenich Radar.
> **DKA**: Go ahead.
> **TNNA**: Sector A deactivated.
> **DKA**: Roger.