EDLV - Niederrhein Airport

- [Overview](#)
- [Tower](#)

Overview

Niederrhein is a small airport at Germany's border with the Netherlands. It hosts primarily Ryanair flights to and from various destinations; additionally, due to its history as a military air base, it still has some basic military infrastructure and thus sees occasional military flights.

Niederrhein is an unrestricted airport and **part of the S1 minor program**. TWR can be staffed by all controllers with an **S1** rating or higher who have passed the **required moodle courses**. Further information on the radar stations can be found in the EDDL SOP.

Niederrhein ATC Stations

Station	Station ID	Login	Frequency	Remarks	Endorsement
ATIS	ALV	EDLV_ATIS	124.455	--	--
Tower	LVT	EDLV_TWR	129.405	--	unrestricted: EDLV CBT
Bottrop sector	BOT	EDDL_BOT_APP	119.110	airborne frequency if BOT, DLD, DLA, or PADH is staffed	Tier 1: EDDL_APP

Quickview

TOWER QUICKSHEET
NIEDERRHEIN AIRPORT (EDLV)
106 ft

Runway 27	↑ climb via SID
Runway 09	

ENROUTE CLEARANCE

	1R	**ERKUM**	1S	
5000ft	2R	**VEBAK**	4S	5000ft
	2R	**SONEB**	3S	
min. RFL 140				min. RFL 140

FREQUENCIES

LVT	Niederrhein Tower	129.405
ALV	ATIS	124.455

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

! 5 NM spacing between departures on the same SID

HANDOFFS

PADH	Paderborn High	135.650
DLA	Arrival (EDDL)	128.555
DLD	Departure (EDDL)	121.355
BOT	Bottrop	119.110

RNP
NDB

ILS (CAT IIIa)
NDB

092° ▶ | 09 | 2440m x 45m | 27 | ◀ 272°

November

FL65 / 2500 MSL **D**

! VFR traffic in CTR 2500ft or below

3000 MSL / GND **D**

3000 MSL / GND **D**

Kevelear Karl-Leisner Klinikum Ⓗ

3000 MSL / GND **D**

Sierra

SONEB ▲
ERKUM ▲
VEBAK ▲
EDLV ●
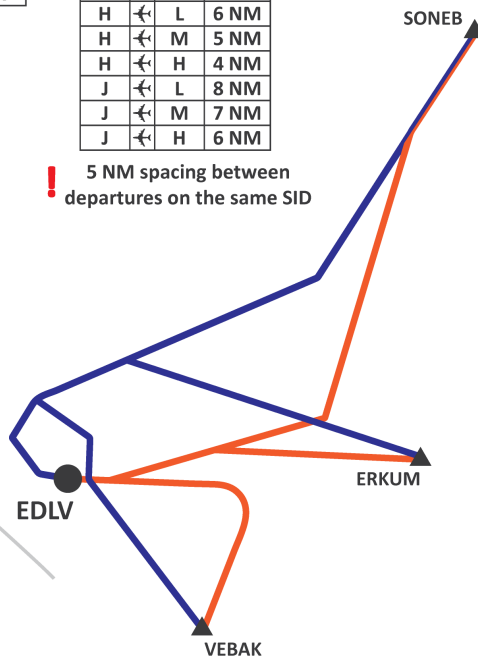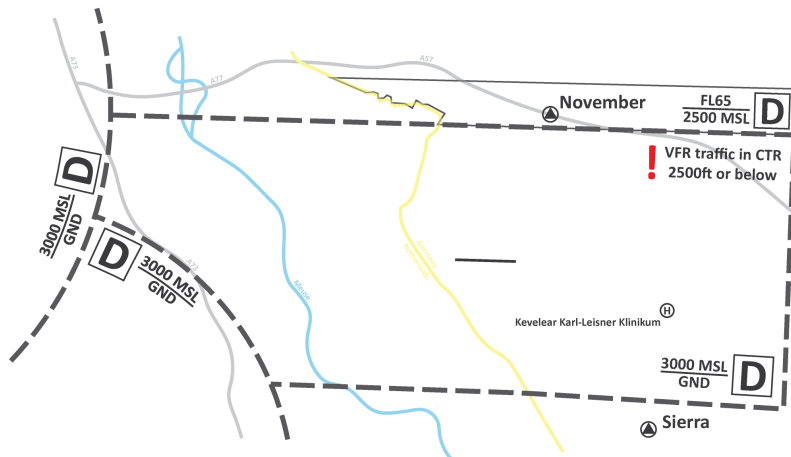
click on the image to open the printable quicksheet

Tower

Niederrhein/Weeze Airport is located on German territory, directly on the border with the Netherlands. To the west, the control zones of the Dutch airports De Peel (EHDP) and Volkel (EHVK) border directly on Niederrhein.

The tower is responsible for all traffic at the airport and within the control zone, including startup and enroute clearances as well as all ground movements.
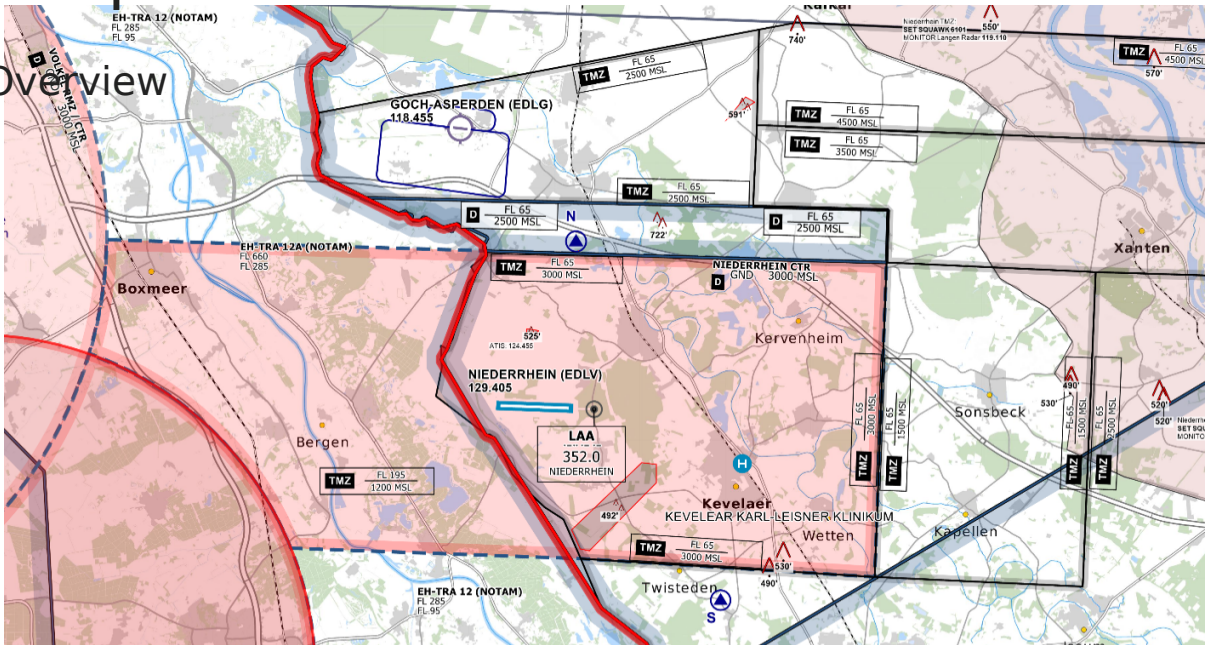
Enroute clearance

SID restrictions

Waypoint	Remark
SONEB	only for flights with **min. RFL140** reclear other flights via **ERKUM ...**

Airspace

Overview

Niederrhein CTR - © openflightmaps.org

CTR

The Western half of the airport's CTR is over Dutch territory and directly borders the CTRs of the Dutch military airfields Volkel and De Peel.

VFR traffic can only enter and exit the CTR over German territory, primarily via reporting points N and S. The maximum altitude for entering and exiting the CTR is 2500ft AMSL. Direct transitions between the CTRs of Niederrhein and Volkel or De Peel are possible after coordination with the responsible Dutch controller.

TMZ

The CTR is surrounded by a TMZ in which VFR pilots must squawk 6101 and monitor the frequency of the responsible radar controller.

Helicopters

All helicopters must take off or land on the active runway at the airport. This is followed or preceded by hovering to/from the target position at the airport.

Direction of Operation

Operating direction 27 is preferred up to a tailwind component of 5 KT. In addition, this is the only runway for which an ILS approach is available.

Opposite departures

In close consultation with the responsible radar controller, departures against the current operating direction are also possible in Niederrhein. This procedure is **mainly used during 27 operations with a slight tailwind**.

Taxiway restrictions

Taxiways **B** and **C** may only be used by aircraft up to **max. code C** (B739/A321) after landing to leave the runway. **No intersection departures** are permitted in Niederrhein!

Parking positions

All parking positions in Niederrhein are designed for **max. code C aircraft** (B739/A321). All larger aircraft block both the taxiway behind the position and the neighbouring positions. If, in exceptional cases, an aircraft larger than code C should land, the taxiway between positions 1 to 6 can be used for parking. Until then, only positions 7 to 9 can be used for other traffic! Pushbacks are required at all parking positions.

GA Terminals 1 and 2 can be used for **general aviation** aircraft.

Auto-handoff

Weeze utilizes an auto-handoff procedure for IFR departures where **Tower will not hand off outbounds to the approach/center controller**. Make sure to set the correct airborne frequency in the ATIS.

> Outbounds should contact APP/CTR **immediately when airborne** unless explicitly told to remain on Tower frequency.