

## Niederrhein Weeze Airport

IATA/ICAO CODE:     NRN/EDLV  
CITY:                 Weeze  
COUNTRY:             Germany

### AIRPORT CONTACT

Information updated by the airport 2/2011

Name:	Ludger van Bebber	Ernst van den Berg
Title:	Managing Director	Operations Manager
Airport:	Niederrhein Weeze Airport	
Address:	Airport Weeze Flughafen Niederrhein GmbH Flughafen-Ring 60 D- 47652 Weeze Germany	
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Airport Web Site: [www.airport-weeze.de](http://www.airport-weeze.de)

ELEVATION: 106 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
09/27	2440	-	3 deg.	45

### NOISE ABATEMENT PROCEDURES

For noise protection reasons, intersection take-offs are not permitted. Pilots shall reduce noise disturbance caused by aircraft engines to a minimum at the airport and in the vicinity.

### CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

### AIRPORT CURFEWS

**2200-0600LT closed to not home based carrier**

See AIP Germany AD2 EDLV 2.20 Local Flying Restrictions for details.

#### 1. Authorized aircraft

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

1. Aeroplanes with the exception of

– aeroplanes without noise certification according to ICAO Annex 16 pursuant to the Agreement on International Civil Aviation (ICAO Agreement),

- jet aeroplanes with noise certification according to ICAO Annex 16, Volume 1, Chapter 2 pursuant to the Agreement on International Civil Aviation (ICAO Agreement),
- aeroplanes, the dimensions of which are greater than ICAO Code Letter C (max. wing span less than 36 m and wheel track of the main undercarriage less than 9 m),
- jet aeroplanes with a maximum permissible take-off mass (MTOM) exceeding 300 t,
- 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

2. VFR flight operations

2.1 VFR flight operations are permitted:

- a) on workdays (Monday to Friday) between 0500 (0400) and 2100 (2000),
- b) at weekends (Saturday and Sunday) and public holidays (see GEN 2.1, and legal holidays of the Kingdom of the Netherlands) between 0700 (0600) and 1900 (1800).

2.2 VFR flight operations are prohibited:

- with aircraft, the maximum permissible take-off mass (MTOM) of which exceeds 5.700 kg,
- with jet aeroplanes.

### **2.3 Exceptions**

The following are exempt from the afore-mentioned restrictions for VFR flight operations:

1. 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.
2. Take-offs and landings of aircraft on disaster missions and/or aircraft rendering medical assistance as well as in other emergency cases. Takeoffs, 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 Aviation Supervision Office within 24 hours after the landing in question and not later than 30 minutes prior to the planned takeoff.

In the case of landings and take-offs of aircraft on disaster missions and/or aircraft rendering medical assistance, as well as in other emergency cases, which are planned between 2100 (2000) and 0500 (0400), PPR shall be obtained by telephone (+49) 2837 666 600 by 2000 (1900).

3. Calibration flights by or commissioned by the competent air navigation services company.

**Remarks:**

- Take-off 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.
- VFR flight operations over the territory of the Netherlands are permitted during daylight hours (SR–SS) only, irrespective of the afore-mentioned restrictions.

**3. IFR flight operations**

3.1 The following applies to IFR flight operations:

a) Flight operations are permitted between 0500 (0400) and 2100 (2000).

b) Between 2100 (2000) and 2300 (2200), 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\*\* there (so-called Base Carriers) and are certified according to

1) 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 (AZ: LS 11/28.35.00-03) of the Federal Ministry of Traffic, Building and Urban Affairs (BMVBS) - NfL I-83/03.) of the competent Federal Ministry or certified according to ICAO Annex 16, Volume 1, **Chapter 4** or

2) 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 2200 (2100),
  - delayed take-offs until 2230 (2130) if the scheduled take-off time is prior to 2200 (2100),
  - scheduled landings until 2230 (2130),
  - delayed landings until 2300 (2200) if the scheduled landing time is prior to 2230 (2130).
- c) At weekends (Saturday and Sunday) and public holidays, and legal holidays in the Kingdom of the Netherlands), flight operations are permitted only between 0700 (0600) and 1900 (1800) for aircraft which are not

1) certified according to ICAO 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 (AZ: LS 11/28.35.00-03) of the Federal Ministry for Traffic, Building and Urban Affairs (BMVBS) - 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

2) certified according to ICAO Annex 16, Volume 1, **Chapter 4**, Chapter 10 and LSL Chapter X or according to stricter noise certification criteria.

3.2 IFR flight operations with rotorcraft are permitted:

a) on workdays (Monday to Friday) between 0500 (0400) and 2100 (2000),

b) at weekends (Saturday and Sunday) and public holidays and legal holidays in the Kingdom of the Netherlands) between 0700 (0600) and 1900 (1800).

### 3.3 Exceptions

The following are exempt from the afore-mentioned restrictions for IFR flight operations:

1. 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.

2. Take-offs and landings of aircraft on disaster missions and/or aircraft rendering medical assistance as well as in other emergency cases. Takeoffs, 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 Aviation Supervision Office within 24 hours after the landing in question and not later than 30 minutes prior to the planned takeoff.

In the case of landings or take-offs of aircraft on disaster missions and/or rendering medical assistance, as well as in other emergency cases, which are planned between 2100 (2000) and 0500 (0400), PPR shall be obtained by telephone (+49) 2837 666 600 by 2000 (1900).

3. Calibration flights by or commissioned by the competent air navigation services company.

#### **Remark:**

Take-off 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

Luftaufsicht / Aviation Supervision Office:

Tel.: (+49) 2837-666 620

Fax: (+49) 2837-666 623

### 4. Restrictions of flight operations

The following restrictions apply in addition:

a) 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 within 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 0700 (0600) and 1100 (1000)

and

– between 1400 (1300) and 1800 (1700).

b) 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.

c) Intersection take-offs are prohibited.

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

**Remark:**

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

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**5. Bilateral restrictions of flight operations**

Unless already restricted elsewhere, the following additional restrictions apply to VFR and IFR flights resulting from the "Treaty between the Federal Republic of Germany and the Kingdom of the Netherlands concerning the exercising of air traffic control by the Federal Republic of Germany over the territory of the Netherlands and the effects of civil operations at Niederrhein Airport on the territory of the Kingdom of the Netherlands":

a) Approaching and departing traffic over the territory of the Netherlands (approaches to RWY 09, departures from RWY 27) to and from Niederrhein Airport may, as a rule, be conducted between 0500 (0400) and 2200 (2100) only. This does not apply to:

– Aircraft in emergency situations or employed on a rescue or aid mission.

In the case of landings or take-offs of aircraft on disaster missions and rendering medical assistance, or in other emergency cases, which are planned between 2100 (2000) and 0500 (0400), PPR shall be requested by telephone (++49) 2837 666 600 by 2000 (1900).

– Landings of scheduled flights between 2200 (2100) and 2300 (2200) which should have landed on schedule prior to 2200 (2100) if the delay is due to unexpected circumstances unforeseen on departure; subject to permission by the Aviation Supervision Office,

– Take-offs of scheduled flights between 2200 (2100) and 2300 (2200) which should have departed on schedule prior to 2200 (2100), as far as

1) technical problems of the aircraft or the aeronautical engineering basic equipment are concerned or

2) extreme meteorological conditions prevail which justify a delay of the scheduled take-off; are subject to permission by the Aviation Supervision Office.

b) VFR traffic circuit flights and approaches and departures for training purposes are prohibited over the territory of the Netherlands.

**Remark:**

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

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PREFERENTIAL RUNWAYS - [NONE](#)

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Engine test runs and engine ground run-ups

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.

a) at weekends (Saturday and Sunday) and public holidays and legal holidays in the Kingdom of the Netherlands) as well as

b) on workdays (Monday to Friday) between 1900 (1800) and 0700 (0600)

Idle test runs are not affected by this regulation.

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.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-

Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM

The airport has 3 noise monitors.

FLIGHT TRACK MONITORING SYSTEM - Available

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS - [NONE](#)