

# VFR Traffic

We ask all pilots to also read the [General section](#) with **information relevant to all pilots**.

Despite Düsseldorf's complex and restrictive airspace as well as the high amount of jetliner traffic, the airport also **sees a lot of VFR traffic**. While controllers will usually be able to accommodate VFR requests, the limited amount of space at Düsseldorf can result in situations where some VFR requests might be denied during periods of high traffic.

Additionally, you should be prepared for the controller to **instruct you to leave the control zone** if the traffic load rises or you fail to comply with instructions promptly and accurately.

## Airspace structure

The Düsseldorf CTR has a **top altitude of 2500 ft MSL, about 2300 ft AGL**. Please pay close attention to setting the correct QNH and your altitude to avoid inadvertently entering **airspace C above**.

The following mandatory reporting points exist around the airport:

Reporting point	Location
<b>E</b>	highway intersection A3 and A46
<b>N</b>	Rhine train bridge Hochfelder
<b>S</b>	lake Silbersee

Keep in mind that ATC might instruct you to use a different reporting point than the one you requested, if necessary.

## Departure

VFR departures have to **initially call Düsseldorf Delivery**.

## Arrival

Contact Düsseldorf Tower **no later than 5 minutes before** reaching your requested CTR entry point.

# Traffic circuits

During periods of high traffic, ATC might need to fit you into **very tight gaps**, resulting in very short to non-existent finals as well as early crosswind turns. Please follow all instructions accurately and immediately to avoid go arounds and ensure separation.

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