VFR Traffic

We ask all pilots to also read the <u>General section</u> with **information relevant to all pilots**.

Niederrhein's airspace and general traffic levels make the airport **very friendly to VFR traffic** in the real world. As this is similar on VATSIM, controllers will usually be able to accommodate VFR requests. However, the limited amount of space at Niederrhein and its proximity to Dutch territory can result in situations where some VFR requests might be denied, especially during periods of high traffic. Pilots should also keep the **airport's vicinity to the Köln/Düsseldorf TMA, Germany's most complex airspace**, in mind.

Airspace Structure

CTR

The Niederrhein CTR has a **top altitude of 3000 ft MSL, about 2900 ft AGL**. Please pay close attention to setting the correct QNH and your altitude to avoid inadvertently entering the **TMA above**.

The following mandatory reporting points exist around the airport - it is not possible to enter or exit the CTR on the Dutch side:

Reporting point	Use	Location	Restrictions
N	**Entry/Exit** from/to the N	intersection highway A57/motorway B67	max. 2500 ft
S	**Entry/Exit** from/to the S	garden centers North of Lüllingen	max. 2500 ft

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

TMZ

The Niederrhein TMA is partly class E with a partial transponder mandatory zone reaching up to FL65. All VFR aircraft inside the TMZ have to **squawk 6101** and **monitor 119.110**.

Even when no dedicated controller is covering 119.110, **you still have to set the squawk and monitor the frequency**. During top down service at Niederrhein, **most controllers**

will use 119.110 as a secondary frequency and even if they don't, they can quickly activate it if they need to speak to you.