

VFR Traffic

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

Mönchengladbach'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, pilots should keep the **airport's location within the Köln/Düsseldorf TMA, Germany's most complex airspace**, as well as its **direct border to the Düsseldorf CTR** in mind.

Airspace Structure

CTR

The Mönchengladbach CTR has a **top altitude of 2000 ft MSL, about 1800 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	Use	Location
G	Entry/Exit from/to the S	industrial district Giesenkirchen-Nord
K1	Entry/Exit from/to the N on K route	quarry lake Kempen
K2	Entry/Exit from/to the N on K route	roundabout NW of St. Tönis
M	Entry/Exit from/to the NE	DHL distribution center Krefeld
R	Entry from the SW	highway A61 exit Wickrath
W	Entry/Exit from/to the W	highway intersection A52/A61

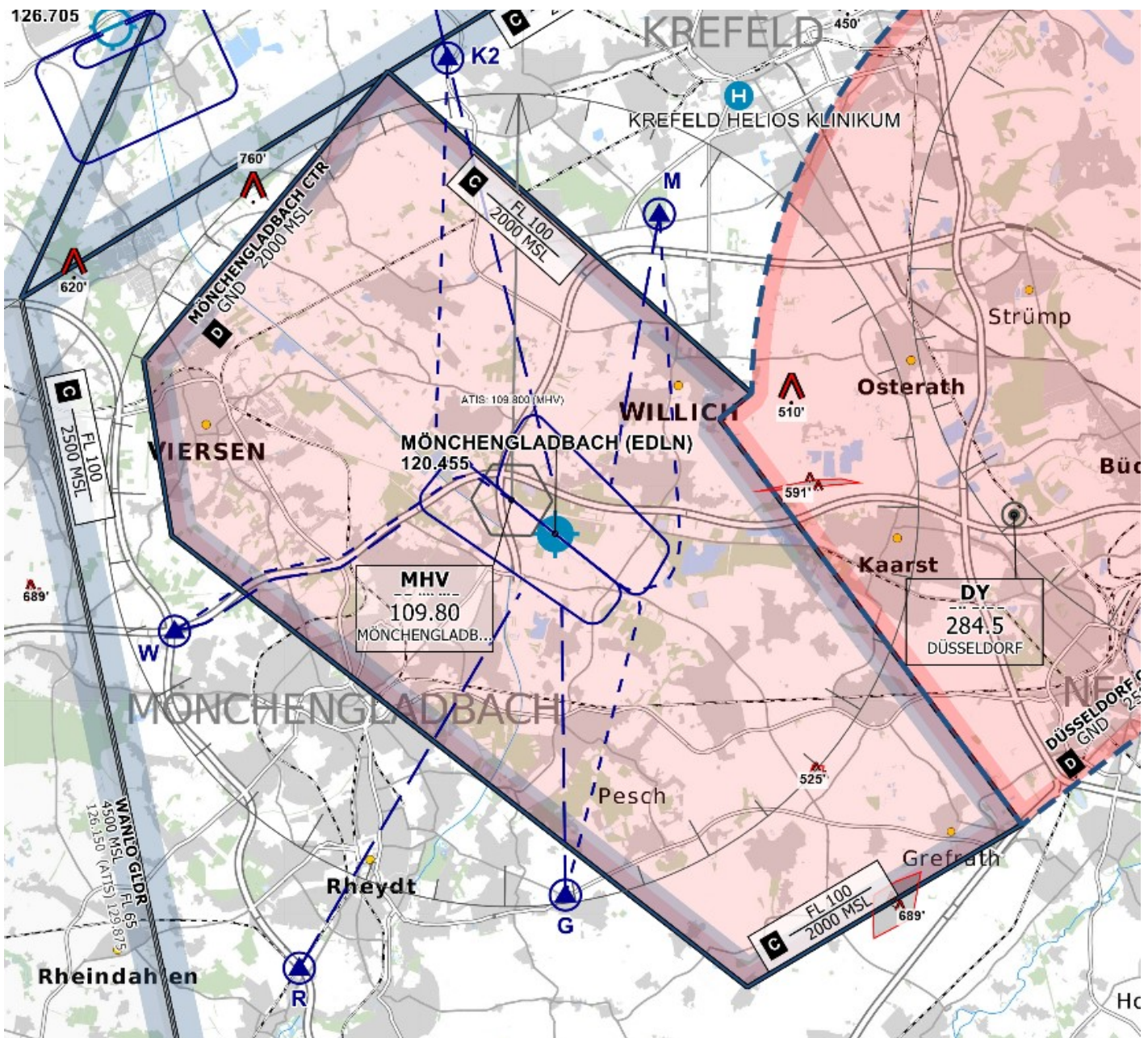
Keep in mind that ATC might instruct you to use a different reporting point than the one you requested, if necessary.

Departure & Arrival

The **maximum altitude** for all departures and arrivals is 2000 ft AMSL.

Traffic circuit

Mönchengladbach has a **recommended (albeit not mandatory) traffic circuit in the North and in the South**. Pilots should follow these circuits whenever no contrary instruction has been given by ATC. More information can be found on the [airport's website](#). The Northern circuit is at an altitude of **1200ft AMSL**, the Southern circuit is at an altitude of **1100ft AMSL**.



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