

# VFR Traffic

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

Münster/Osnabrück'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 Münster/Osnabrück can result in situations where some VFR requests might be denied during periods of high traffic.

## Airspace Structure

### CTR

The Münster/Osnabrück 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 D above**.

The following mandatory reporting points exist around the airport:

Reporting point	Use	Location
<b>D</b>	<b>Exit</b> to the NW <i>25 operations</i>	motorway intersection B475/B481
<b>E</b>	<b>Entry/Exit</b> from/to the E	Kattenvenne village
<b>N1</b>	<b>Entry/Exit</b> from/to the N	Dörenthe village
<b>N2</b>	<i>non-compulsory reporting point</i>	Ladbergen industrial district
<b>S</b>	<b>Entry/Exit</b> from/to the S	canal bridges Greven
<b>T</b>	<b>Entry</b> from the NE <i>all operations</i> <b>Exit</b> to the NE <i>07 operations</i>	Habichtswald forest
<b>W</b>	<b>Entry/Exit</b> from/to the SW	highway A1 bridge South of golf course Aldrupe Heide

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

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

There is also a **published VFR holding North of N2**.

## Airspace D

The Münster/Osnabrück TMA is partly class D, directly above the CTR, reaching up to 4500ft. All aircraft intending to enter this part of the TMA **require a clearance from the responsible controller**.

## TMZ

The Münster/Osnabrück TMA is partly class E with a partial transponder mandatory zone reaching up to FL60. All VFR aircraft inside the TMZ have to **squawk 6104** and **monitor 129.300**.

Even when no dedicated controller is covering 129.300, **you still have to set the squawk and monitor the frequency**. During top down service at Münster/Osnabrück, **most controllers will use 129.300 as a secondary frequency** and even if they don't, they can quickly activate it if they need to speak to you.

# Luftfahrtvereinigung Greven

The LfV Greven is based North of the field and operates two grass runways parallel to the main hard surface runway; additionally, it is connected to the main airport area by a hard surface taxiway opposite to taxiway C.

## LfV Greven AoR

While the area belonging to the LfV Greven is uncontrolled, **all movements require ATC approval**. For taxi, pilots need to request approval from Münster Ground; for runway operations, pilots need to request approval from Münster Tower.

ATC will not give clearances in the LfV Greven AoR. Only approvals are given, which means **pilots are still responsible to make sure the action is safe**.

Technically, all aircraft who can safely take off from and/or land on the grass runways are allowed to do so, but **usually, they are only used by gliders, TMGs, and ultralights**. Whenever possible, pilots shall use the Northern grass runway; the Southern runway is primarily used for glider landings.

The runways are named **07 Grass** and **25 Grass**.

All **approaches to the grass runways are conducted at an angle** to stay as far away from the hard surface runway for as long as possible.

## Hard surface runway

Aircraft parked at the LfV Greven hangar intending to use Münster/Osnabrück's hard surface runway have to **taxi to the airport fence where they will get a taxi clearance to enter the controlled area** of the airport from Münster Tower. Aircraft able to depart directly from the intersection may request an intersection departure.

# Christoph Westfalen

The **rescue helicopter Christoph Westfalen is stationed at its own helipad** in the industrial district just South of the airport. The helipad is uncontrolled, so the helicopter may depart on the pilot's discretion. However, they are **required to contact Münster Tower immediately after departure** (or, if possible, even before departure). Landings are also conducted on the pilot's discretion.

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