

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
D	Exit to the NW <i>25 operations</i>	motorway intersection B475/B481
E	Entry/Exit from/to the E	Kattenvenne village
N1	Entry/Exit from/to the N	Dörenthe village
N2	<i>non-compulsory reporting point</i>	Ladbergen industrial district
S	Entry/Exit from/to the S	canal bridges Greven
T	Entry from the NE <i>all operations</i> Exit to the NE <i>07 operations</i>	Habichtswald forest
W	Entry/Exit 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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