

Tower

Niederrhein/Weeze Airport is located on German territory, directly on the border with the Netherlands. To the west, the control zones of the Dutch airports De Peel (EHDP) and Volkel (EHVK) border directly on Niederrhein.

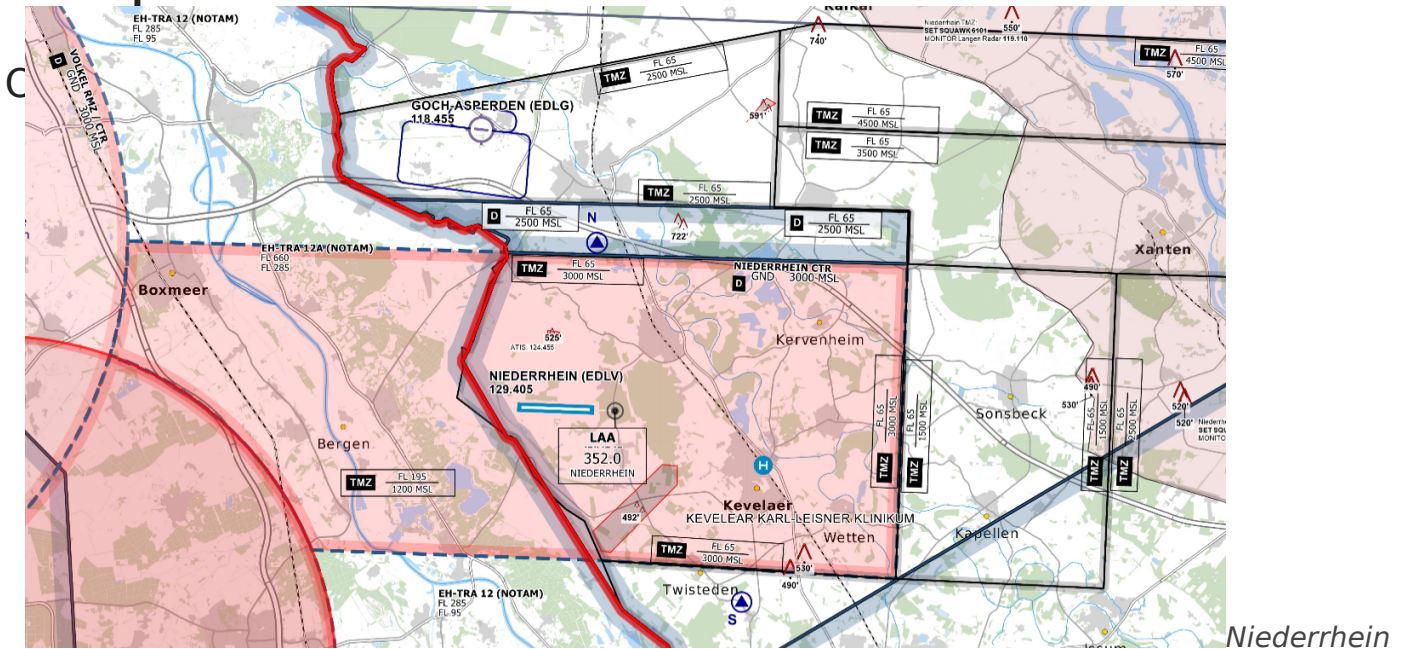
The tower is responsible for all traffic at the airport and within the control zone, including startup and enroute clearances as well as all ground movements.

Enroute clearance

SID restrictions

Waypoint	Remark
SONEB	only for flights with min. RFL140 reclear other flights via ERKUM ...

Airspace



CTR - © openflightmaps.org

CTR

The Western half of the airport's CTR is over Dutch territory and directly borders the CTRs of the Dutch military airfields Volkel and De Peel.

VFR traffic can only enter and exit the CTR over German territory, primarily via reporting points N and S. The maximum altitude for entering and exiting the CTR is 2500ft AMSL. Direct transitions between the CTRs of Niederrhein and Volkel or De Peel are possible after coordination with the responsible Dutch controller.

TMZ

The CTR is surrounded by a TMZ in which VFR pilots must squawk 6101 and monitor the frequency of the responsible radar controller.

Helicopters

All helicopters must take off or land on the active runway at the airport. This is followed or preceded by hovering to/from the target position at the airport.

Direction of Operation

Operating direction 27 is preferred up to a tailwind component of 5 KT. In addition, this is the only runway for which an ILS approach is available.

Opposite departures

In close consultation with the responsible radar controller, departures against the current operating direction are also possible in Niederrhein. This procedure is **mainly used during 27 operations with a slight tailwind**.

Taxiway restrictions

Taxiways **B** and **C** may only be used by aircraft up to **max. code C** (B739/A321) after landing to leave the runway. **No intersection departures** are permitted in Niederrhein!

Parking positions

All parking positions in Niederrhein are designed for **max. code C aircraft** (B739/A321). All larger aircraft block both the taxiway behind the position and the neighbouring positions. If, in exceptional cases, an aircraft larger than code C should land, the taxiway between positions 1 to 6 can be used for parking. Until then, only positions 7 to 9 can be used for other traffic! Pushbacks are required at all parking positions.

GA Terminals 1 and 2 can be used for **general aviation** aircraft.

Auto-handoff

Weeze utilizes an auto-handoff procedure for IFR departures where **Tower will not hand off outbounds to the approach/center controller**. Make sure to set the correct airborne frequency in the ATIS.

Outbounds should contact APP/CTR **immediately when airborne** unless explicitly told to remain on Tower frequency.

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