

# Arriving Traffic

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

## Arrival

### STAR assignment

You can expect to be assigned one of the RNAV transitions corresponding to the runway in use.

All RNAV transitions for Düsseldorf have **altitude restrictions** and most of them also have speed restrictions. Make sure you comply with these unless they are explicitly cancelled by ATC.

### Descent planning

To avoid having to fly unnecessarily long finals, pilots should **plan to cross the following waypoints at the following altitudes**. Remember that all altitude changes require an explicit clearance by ATC.

- **BIKMU**: FL130
- **DENOV**: FL230
- **DOMUX**: FL140
- **ELDAR**: FL80
- **HALME**: FL140
- **IBESA**: FL230
- **KOGES**: FL230
- **PODAT**: FL230
- **PODEN**: FL230
- **ROMIN**: FL230
- **TEBRO**: FL150
- **XAMOD**: FL140

Additionally, pilots should expect the following amount of track miles to touchdown from the respective waypoints and plan their descend profile accordingly:

Waypoint	Runway	Track miles
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BIKMU	05	27 NM
	23	49 NM
DOMUX	05	66 NM
	23	41 NM
TEBRO	05	75 NM
	23	62 NM
XAMOD	05	67 NM
	23	46 NM

## Runway assignment

Düsseldorf will only ever use **one runway for landings**; which of the two runways this currently is **will be stated in the ATIS**. Deviations are only possible for safety reasons, e.g. if the available landing distance on the designated landing runway is too short.

# Approach

## Approach procedures

The approach into Düsseldorf will usually be an **ILS approach**.

Non-jet aircraft up to 5.7t MTOM may request a **visual approach**; a visual approach is not available for aircraft that do not meet this restriction unless specifically assigned by ATC during a swingover to the parallel runway while on final approach.

## Speeds

Pilots should **plan the following speeds**. Keep in mind that ATC instructions always take precedent.

- **Descent phase:** 260 - 300 KIAS
- **Base:** 220 KIAS
- **Turn to final:** 180 - 200 KIAS

There is no **restriction for maximum 250 KIAS below FL100** as the Düsseldorf TMA is class C.

You need to follow all speed instructions precisely to ensure separation until they are cancelled by ATC (**the approach clearance does not cancel your speed instructions**).

If you need to slow down earlier for any reason, **advise ATC immediately**, so they can find an appropriate solution.

# Landing

## HIRO (High Intensity Runway Operations)

Due to the high volume of traffic, it is very important that every aircraft **vacates the runway as quickly as possible** to avoid go-arounds of following traffic. Pilots should use the first available high speed exit. Keep in mind that your aircraft needs to be past the appropriate runway holding point in its entirety before you are considered clear of the runway, so **don't stop moving prematurely**.

If you landed on runway 05L/23R, **you do not need clearance to taxi to the holding point of runway 05R/23L**.

# Taxi

Düsseldorf's complex layout demands a **thorough briefing of expected taxi routes** as well as **correct taxiing**. To avoid delays for yourself and other users, **start taxiing as soon as possible after receiving your taxi clearance** and **request taxi in a timely manner after your pushback**.

Düsseldorf Ground uses so called **checkpoints for handovers between the other Ground stations**; these checkpoints are not located at taxiway intersections but it is nevertheless important to hold short of them when instructed to do so.

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Revision #1

Created 26 June 2024 09:55:19 by 1627359

Updated 26 June 2024 09:57:13 by 1627359