

# Arriving Traffic

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

## Arrival

### STAR assignment

You can usually expect not to fly your entire STAR and instead to get radar vectors.

### 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.

- **ARPEG**: FL250
- **EKSAK**: FL260
- **RASVO**: FL200
- **TEBRO**: FL170
- **NVO**: FL70

## Approach

### Approach procedures

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

### Speeds

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

- **Descent phase**: 250 - 300 KIAS
- **Base**: 220 KIAS
- **Turn to final**: 180 - 200 KIAS

There is no restriction for maximum 250 KIAS below FL100 as the Köln/Düsseldorf TMA, which covers Mönchengladbach, is class C.

You need to follow all speed instructions precisely until they are cancelled by ATC to ensure separation. If you need to slow down earlier for any reason, **advise ATC immediately**, so they can issue an appropriate instruction.

# Taxi

While Mönchengladbach's layout is relatively simple, it is still important to conduct 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**.

If you are unsure about your taxi instructions, **hold position and inform ATC immediately**.

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Revision #2

Created 13 December 2023 21:41:16 by 1627359

Updated 14 December 2023 00:20:19 by 1627359