

# 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 out your STAR and instead to get radar vectors. However, you should be prepared to fly the STAR followed by a standard approach via the Niederrhein NDB (LAA) or - during 09 operations - a standard approach via the Lima NDB (LMA) or the SOBTU waypoint.

### 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
- **DENOV**: FL250
- **EKSAK**: FL260
- **ENUGA**: FL240
- **IBESA**: FL250
- **KOGES**: FL250
- **NAZAF**: FL120
- **PODAT**: FL250
- **PODEN**: FL250
- **ROMIN**: FL230
- **TEBRO**: FL170

## Approach

### Approach procedures

The approach into Niederrhein will usually be an **ILS approach** during 27 operations and an **RNP approach** during 09 operations.

### 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 a **restriction for maximum 250 KIAS below FL100** as the Niederrhein TMA is class E (with a TMZ below FL65) over German territory and partly class E (with class B above FL95) over Dutch territory.

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.

## Landing

Unless otherwise instructed by ATC, pilots shall **always vacate the runway to the South**. Pilots of aircraft with code letter D or higher must vacate the runway at the end as all runway exits in-between are only approved up to code letter C.

When vacating to the North, pilots of aircraft with code letter C or higher must vacate the runway at the end as all runway exits in-between are only approved up to code letter B.

## Taxi

While Niederrhein'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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