

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 Hamm VOR (HMM) or Osnabrück VOR (OSN).

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.

- **BAMSU**: FL190
- **DOMEG**: FL190
- **HMM**: FL140
- **OSN**: FL70
- **QATJA**: FL230
- **SONEB**: FL110

Approach

Approach procedures

The approach into Münster/Osnabrück 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 a **restriction for maximum 250 KIAS below FL100** as the Münster/Osnabrück TMA is partly class D and partly class E (with a TMZ below FL60).

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 Münster/Osnabrück'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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