

# 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 Wickede VOR (DOR).

### 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**: FL110
- **BAMSU**: FL160
- **BADGO**: FL140
- **DOMEG**: FL80
- **ESADU**: FL160
- **OSN**: FL160
- **PADBA**: FL70
- **SODNA**: FL110
- 10NM before **TINSA**: FL140

## Approach

### Approach procedures

The approach into Dortmund 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 Dortmund TMA is partly class D and partly class E (with a TMZ below FL65).

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

Especially when landing on runway 24, pilots have to be aware of the restriction on the use of taxiway B. This taxiway is **only available for aircraft up to 30t MTOM**. Heavier aircraft must vacate via taxiway A.

## Taxi

While Dortmund'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**.

## Parking

Stands 5 thru 12 are nose-out parking stands. This **requires a push-in procedure** for all arriving aircraft assigned to one of these stands.

Not all simulators and/or addons support push-in procedures. If you are unable for a push-in procedure, please **inform ATC when you are assigned one the mentioned parking positions**.

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