

# EDLW - Dortmund Airport

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# Overview

Traffic at Dortmund is usually characterized by low cost and VFR flights, mixed with some holiday destinations. One specialty at the airport are the nose out parking positions where arriving traffic is pushed backwards into the stand.

**Dortmund is an unrestricted airport** and **part of the S1 minor program**. GND and TWR can be staffed by all controllers with an **S1** rating or higher who have passed the **required moodle courses**. Further information on the Paderborn Low sector can be found in the [EDLP SOP](#).

## Dortmund ATC Stations

Station	Station ID	Login	Frequency	Remark	Endorsement
ATIS	ALW	EDLW_ATIS	125.130	--	--
Ground	LWG	EDLW_GND	121.830	--	unrestricted: <u>EDLW CBT</u>
Tower	LWT	EDLW_TWR	134.180	--	unrestricted: <u>EDLW CBT</u>
Paderborn Low sector	PADL	EDLP_PAL_APP	125.225	airborne frequency if PADL, HMM, or PADH is staffed	unrestricted: no course

## Quickview

# TOWER QUICKSHEET DORTMUND AIRPORT (EDLW) 425 ft

up to date for: AIRAC 2403

Runway 24 ↑ climb via SID  
Runway 06

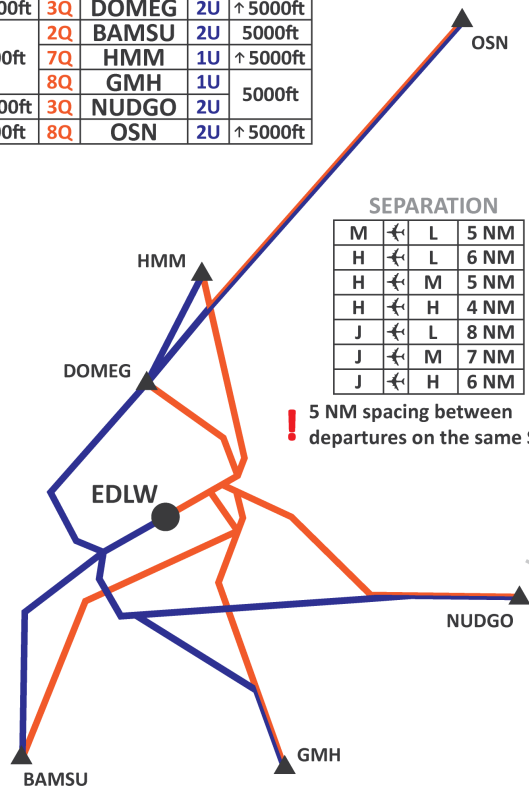
## ENROUTE CLEARANCE

↑ 5000ft	3Q	DOMEG	2U	↑ 5000ft
5000ft	2Q	BAMSU	2U	5000ft
	7Q	HMM	1U	↑ 5000ft
	8Q	GMH	1U	5000ft
↑ 5000ft	3Q	NUDGO	2U	
5000ft	8Q	OSN	2U	↑ 5000ft

## SEPARATION

M	↔	L	5 NM
H	↔	L	6 NM
H	↔	M	5 NM
H	↔	H	4 NM
J	↔	L	8 NM
J	↔	M	7 NM
J	↔	H	6 NM

! 5 NM spacing between departures on the same SID



## FREQUENCIES

ILS (CAT II)
RNP
VOR
NDB

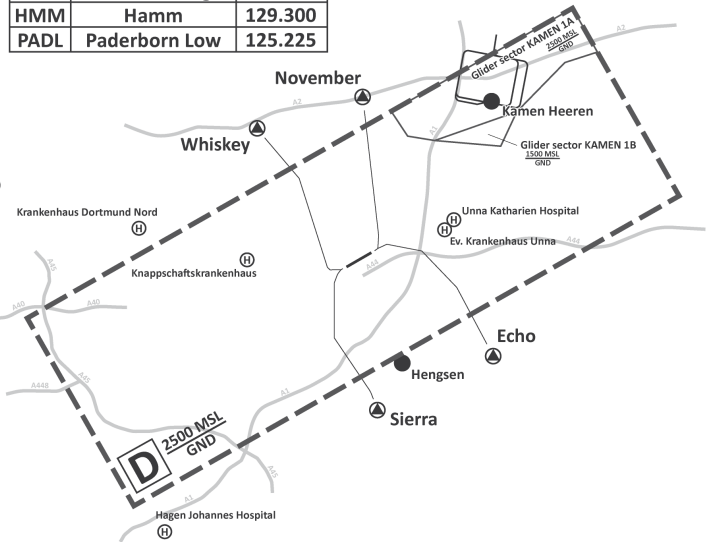
LWT	Dortmund Tower	134.180
LWG	Dortmund Ground	121.830
ALW	ATIS	125.130

ILS (CAT II)
RNP
VOR
NDB



## HANDOFFS

PADH	Paderborn High	135.650
HMM	Hamm	129.300
PADL	Paderborn Low	125.225



[click on the image to open the printable quicksheet](#)

# Ground

Dortmund Ground is responsible for startup and enroute clearance and all aircraft movements at the airport.

## Departure Routes

Dortmund has a quiet simple structure for departure routes. There are no specific restrictions to keep in mind, except some climb restrictions, which make the "Climb via SID 5.000ft" phrase, with the initial climb in the IFR clearance necessary. The affected SIDs, are listed below and marked as \*↑:

SID	Runway	
	06	24
BAMSU	2Q	2U
DOMEG	3Q*↑	2U*↑
OSN	8Q	2U*↑
GMH	8Q	1U
NUDGO	3Q*↑	2U
HMM	7Q	1U*↑

**Vectored Departures:** In the event that a pilot does not have a departure route available for Dortmund (also not an older route), a vectored departure can be offered to the pilot in close coordination with the responsible radar controller. Especially in 24 operations, it is imperative to ensure that the aircraft does not enter the Düsseldorf Arrival sector.

The following instructions shall be used:

- “ **RWY 06:** EWG123, cleared to Berlin, on RWY-Heading climb 5.000ft.....
- RWY 24:** EWG123, cleared to Berlin, on RWY-Heading climb 5.000ft, when passing 3.000ft, turn right heading 030.....

# Parking Positions

Stands 0 - 2 are apron positions with bus boarding/deboarding. Only stands 3 and 4 are equipped with a jetway that is able to connect to the aircraft.

**Nose In Positions:** Positions 5 - 12 can be used nose in (towards the terminal) or nose out (towards the taxiway). For nose in position there is no difference to any other positions, the aircraft can taxi in the normal way and a pushback is required to leave the stand. That is the **recommended procedure** as pilots might not be able to push in the gate.

**Nose Out Positions:** On pilots request these positions can be used nose out, and the aircraft has to taxi from A coming on the yellow line in front of the stand. The aircraft has to hold abeam the next stand (hold abeam stand 6 to be pushed into stand 5). After shutting down the engines the aircraft is then pushed into the stand with the tail close to the terminal building. All of these stands are walk in positions for the passengers, there is no jetway to connect to the aircraft.

“ EWG123, taxi via A and the yellow line, hold abeam stand 6, expect push in procedure for stand 5.

To leave a nose out stand there is no pushback required and the aircraft can leave it with own power. If you are unsure of the facing before pushback you may ask the pilot.

Nose Out parking is only available for X-Plane pilots and with MSFS Pushback tools (Toolbar Pushback and the PMDG 737 tug)! GSX will not support the push into the stand.

The **GAT** is located at the west side of the airport.

## Taxiway Restrictions

Taxiway **B** can only be used for aircraft with a MTOW **less than 30 tons** (e.g. DH8D).

Most of the landings on runway 24 has to vacate via taxiway A. On Vatsim it might be helpful to inform the pilot about that. Take in mind that it will take longer to vacate the runway at the end and the spacing for outbound traffic might be adjusted if necessary.

# Tower

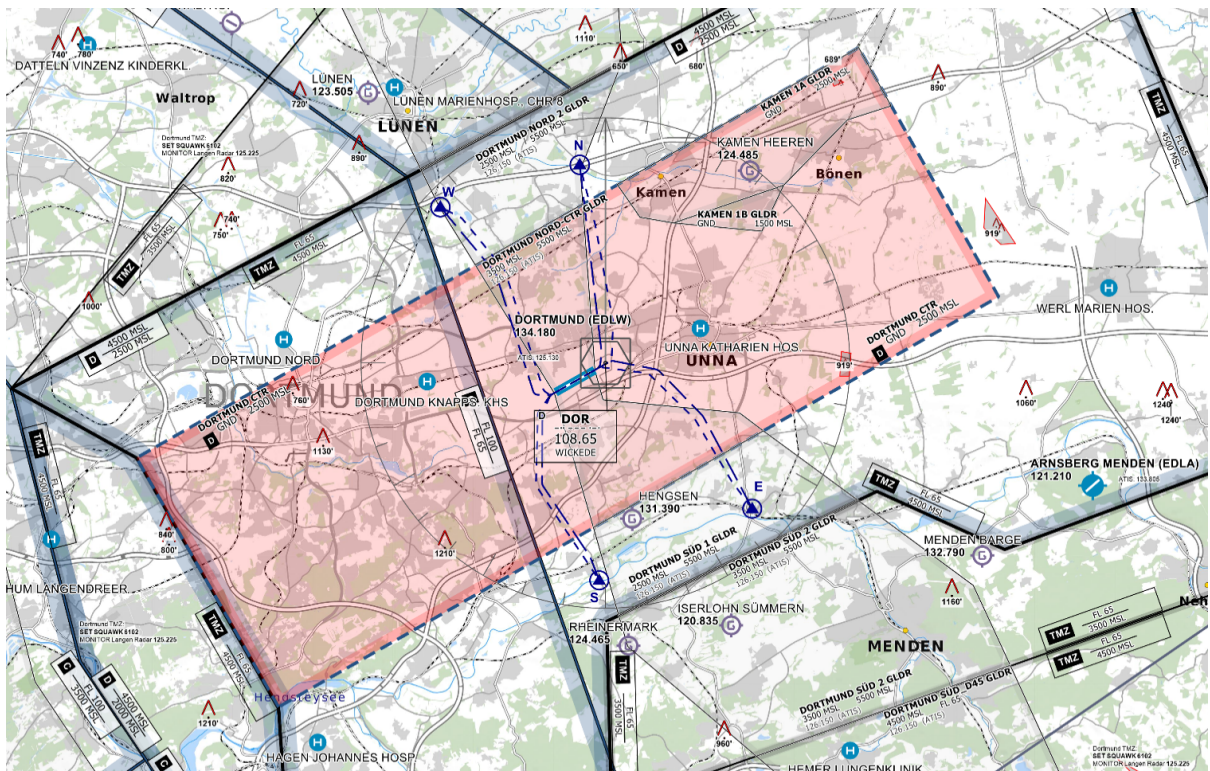
Dortmund Tower is responsible for all aircraft within the control zone and at the active runway.

**Approaches:** For both runways ILS (CAT II), RNP, VOR and NDB approaches are available.

# Control Zone

The control zone of Dortmund reaches up to 2500 ft AMSL.

24 Operations	06 Operations
VFR Entry: N and E VFR Exit: W and S	VFR Entry: W and S VFR Exit: N and E



Dortmund Control Zone (D-CTR) - © [openflightmaps.org](https://openflightmaps.org)

**TMZ:** Outside the control zone is a TMZ where all VFR aircraft must set transponder code 6102.

**Helicopter:** The Helipad west of the GAT can be used for all helicopter landings and departures.

# Direction of Operation

Operating direction 24 is preferred up to a tailwind component of 5 KT.

# Auto Handoff

Dortmund utilizes an auto-handoff procedure for IFR departures where **Tower will not hand off outbounds to the approach/center controller**. Make sure to set the correct departure frequency in the ATIS.

Outbounds should contact APP/CTR **immediately when airborne** unless explicitly told to remain on Tower frequency.