

EDLW AD 2.1 Aerodrome location indicator and name

EDLW DORTMUND

EDLW AD 2.2 Aerodrome geographical and administrative data

1	ARP coordinates and site at AD	N 51 31 05.93 E 007 36 44.07 875 m SW of THR 24 on RWY centre line
2	Direction and distance of ARP from (city)	10 km (5.4 NM) E Dortmund
3	Elevation/Reference temperature	425 ft / 21.9°C
4	Geoid undulation at AD ELEV PSN	43 m
5	MAG VAR/date of information and annual change	1.7° E (2018,01) / -
6	AD operator, address, telephone, telefax, telex, AFS, E-mail, website	FLUGHAFEN DORTMUND GMBH Postfach 130261, 44312 DORTMUND Tel.: +49 231 9213-01 +49 231 9213-104 (outside operating hours) Fax: +49 231 9213-168 +49 6543 509-142 (OPS) SITA: DTMAPXH
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Nil

EDLW AD 2.3 Operational hours

1	AD operator	0500 (0400) – 2200 (2100)
2	Customs and immigration	Passengers clearance: 0600 (0500) – 2200 (2100) Cargo: Mon – Fri 0630 (0530) – 2000 (1900)
3	Health and sanitation	-
4	AIS Briefing Office	AIS-C H24 (see GEN 3.1)
5	ATS Reporting Office (ARO)	AIS-C H24 (see GEN 3.1)
6	MET Briefing Office	H24 See EDLW AD 2.11
7	ATS	0445 (0345) – 2200 (2100) until 2230 (2130): PPR
8	Fuelling	0500 (0400) – 2200 (2100)
9	Handling	0500 (0400) – 2200 (2100)
10	Security	0500 (0400) – 2200 (2100)
11	De-icing	0500 (0400) – 2200 (2100)
12	Remarks	Nil

EDLW AD 2.4 Handling services and facilities

1	Cargo-handling facilities	Cargo handling: Flughafen Cargo Service Tel.: +49 231 9213-500 Fax: +49 31 9213-555
2	Fuel/oil types	AVGAS 100 LL, Jet A1/ 80, 100, D-80, D-100
3	Fuelling facilities/capacity	AVGAS 100 LL: Fuel pumps Jet A1: Fuel pumps, Fuel truck / pits
4	De-icing facilities	-
5	Hangar space for visiting aircraft	O/R
6	Repair facilities for visiting aircraft	LGW Luftfahrtgesellschaft Walter mbH Telex: 8 22 122 Tel.: +49 231 9213-180 +49 231 9213-182
7	Remarks	Oxygen and related servicing not available

EDLW AD 2.5 Passenger facilities

1	Hotels	Dortmund / Holzwickede
2	Restaurants	Available, Tel.: +49 231 9213830
3	Transportation	Bus, taxi, rent-a-car
4	Medical facilities	First-aid
5	Bank and Post Office	Banking terminal
6	Tourist Office	-
7	Remarks	Nil

EDLW AD 2.6 Rescue and fire fighting services

1	AD category for fire fighting	7
2	Rescue equipment	Available
3	Capability for removal of disabled aircraft	Available up to 5.7 t MTOW
4	Remarks	DORTMUND RESCUE 121.555 MHz Contact DORTMUND RESCUE only after initiation and clearance by ATC, when the aircraft is on ground. DORTMUND RESCUE available only in case of an emergency situation. GERMAN or ENGLISH language only.

EDLW AD 2.7 Seasonal availability – clearing

1	Types of clearing equipment	6 airblast sweeper with snow plough 1 runway sprayer (liquid) 1 runway sprayer with rotary snow loader (solid) 1 towed sprayer unit (liquid) back up 1 tractor with plough
2	Clearance priorities	RWY and appropriate TWYs Apron Remaining parts of the movement area
3	Remarks	Transmission of information by SNOWTAM. Unit of the airport operator providing information on the progress of the snow removal and the conditions of the movement area: Airport control center Tel.: Tel.: +49 231 9213-650 Braking action measured by: Saab SFT high pressure tire De/anti icing fluid for aircraft used: Kilfrost ISO Type II Brandname Kilfrost ABC-K plus De-/anti-icing fluid for RWY used: KAC and NAAC Seasonal availability unrestricted.

EDLW AD 2.8 Aprons, taxiways and check locations data

1	Designation, surface and strength of aprons	ASPH; PCN 49/F/C/W/T
2	Designation, width, surface and strength of taxiways	TWY M: 23 m; ASPH; PCN 49/F/C/W/T The width of TWY M is reduced to 18 m alongside the apron. TWY A, C, D, K: 23 m; ASPH; PCN 49/F/C/W/T TWY L: 20 m; ASPH; PCN 49/F/C/W/T Longitudinal slope on eastern part 3 % TWY B: 15 m; ASPH; PCN 49/F/C/W/T Only usable up to 30 t MTOW; MAX main gear track width: 4.5 m
3	Altimeter checkpoint location and elevation	-
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

EDLW AD 2.9 Surface movement guidance and control system and markings

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands	Available
2	RWY and TWY markings and LGT	RWY designation, RWY centre line, THR marking, RWY edge line TWY centre line, taxi holding position, taxiing guide line (apron). RWY, TWY lighted.
3	Stop bars	R LIM
4	Remarks	TWY signs available

EDLW AD 2.10 Aerodrome obstacles

Refer to AD 2 EDLW 2-11 AERODROME OBSTACLE CHART - ICAO TYPE A RWY 06/24

EDLW AD 2.11 Meteorological information provided

1	Associated MET Office	Meteorological Advisory Center (MAC) Essen
2	Hours of service MET Office outside hours	H24 -
3	Office responsible for TAF preparation Periods of validity	MAC Essen 24 HR
4	Trend forecast Interval of issuance	-
5	Briefing/consultation provided	see No. 10 by phone
6	Flight documentation Language(s) used	Charts, abbreviated plain language text ²⁾ English, German
7	Charts and other information available for briefing or consultation	SWC, W/T Charts, SIGMET, METAR/TAF en-route ²⁾
8	Supplementary equipment available for providing information	-
9	ATS units provided with information	-
10	Additional information (limitation of service, etc.)	Individual weather consultation: Tel.: 0900 10 77 22 3 ¹⁾ ¹⁾ Value-added service prices see GEN 3.5 ²⁾ Provided by: www.flugwetter.de

EDLW AD 2.12 Runway physical characteristics

Designations RWY NR	TRUE BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
06	60.57°	2000 x 45	49/F/C/W/T ASPH	N 51 30 57.659 E 007 36 20.393	THR 417.7 ft
24	240.58°	2000 x 45	49/F/C/W/T ASPH	N 51 31 19.913 E 007 37 23.627	THR 401.4 ft

Slope of RWY-SWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	RESA dimensions (m)	Description, location of arresting system	OFZ
7	8	9	10	11	12	13
see AOC	-	60 x 150	2120 x 300	240 x 90	-	Available
see AOC	-	60 x 150	2120 x 300	240 x 90	-	Available

Remarks	
14	
06	Nil
24	Nil

EDLW AD 2.13 Declared distances

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
1	2	3	4	5
06	2000	2060	2000	1700
24	2000	2060	2000	1700

Remarks	
6	
06	Nil
24	Nil

EDLW AD 2.14 Approach and runway lighting

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY centre line LGT LEN, spacing colour, INTST	RWY edge LGT LEN Spacing, colour INTST	RWY end LGT colour WBAR	SWY LGT LEN (M) colour
1	2	3	4	5	6	7	8	9
06	ALSAF LIH 900 m Sequence flash available	G LIH	3.0° 53.00 ft	W LIH	Up to 1100 m: W LIH; 1100 – 1700 m: R/W LIH; 1700 – 2000 m: R LIH. 15 m spacing.	Up to 300 m: R LIH 300 – 1400 m W LIH; 1400 – 2000 m: Y LIH. 60 m spacing.	R LIH	-

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY centre line LGT LEN, spacing colour, INTST	RWY edge LGT LEN Spacing, colour INTST	RWY end LGT colour WBAR	SWY LGT LEN (M) colour
1	2	3	4	5	6	7	8	9
24	ALSAF LIH 900 m Sequence flash available	G LIH	3.0° 53.00 ft	W LIH	Up to 1100 m: W LIH; 1100 – 1700 m: R/W LIH; 1700 – 2000 m: R LIH. 15 m spacing.	Up to 300 m: R LIH 300 – 1400 m W LIH; 1400 – 2000 m: Y LIH. 60 m spacing.	R LIH	-

Remarks	
10	
06	EFAS ends 300 m prior THR. PAPI located 140 m behind aiming point marking.
24	EFAS ends 300 m prior THR. PAPI located 90 m behind aiming point marking.

EDLW AD 2.15 Other lighting, secondary power supply

1	ABN/IBN location, characteristics and hours of operation	ABN white/white on TWR
2	LDI location and LGT Anemometer location and LGT	See Chart AD 2 EDLW 2-5
3	TWY edge and centre line LGT	TWY edge lights of TWYs: B LIL TWY Center line lights of TWYs A, C, D, L, M: G LIL
4	Secondary power supply including switch-over time	Available
5	Remarks	Nil

EDLW AD 2.16 Helicopter landing area

1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation m/ft	NIL
3	TLOF and FATO area dimensions, surface type, bearing strength and marking	NIL
4	True BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	Not specified; according to directions from TWR

EDLW AD 2.17 ATS airspace

1	Designation and lateral limits	CTR Dortmund
2	Vertical limits	2500 ft MSL
3	Airspace classification	D
4	ATS unit call sign Language(s)	DORTMUND TOWER English, German
5	Transition altitude	5000 ft MSL
6	Hours of applicability	NIL
7	Remarks	For detailed airspace description see ENR 2.1

EDLW AD 2.18 ATS communication facilities

Service designation	Call sign	Channel/ Frequency (MHZ)	Sat-voice	Logon address	Hours of operation	Remarks
1	2	3	4	5	6	7
ATIS	DORTMUND ATIS	121.500 125.130	- -	- -	H24 0450 (0350) – 2050 (1950)	Emergency frequencies for all services Designated operational coverage 60 NM, FL 200
APP	LANGEN RADAR	125.225	-	-	H24	
TWR	DORTMUND TOWER	134.180	-	-	0445 (0345) – 2200 (2100) until 2230 (2130) PPR	Designated operational coverage 25 NM, 4000 ft AGL
	DORTMUND GROUND	121.830	-	-	0445 (0345) – 2200 (2100) until 2230 (2130) PPR	

EDLW AD 2.19 Radio navigation and landing aids

Type of aid MAG VAR Type of supported OPS VOR/ILS/MLS declination	ID	Frequency/ Channel service provider RPI	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Service volume radius GBAS	Remarks
1	2	3	4	5	6	7	8
Barmen DVOR/DME (2° E/2018)	BAM	114.00 MHz CH87x	H24	N 51 19 39.93 E 007 10 37.14	867	-	Operational coverage sector 292°–338°: 60 NM, FL 500 sector 338°–292°: 40 NM, FL 500 DVOR/DME unusable in sector 0°–360°: below 0 – 10 NM 2500 ft MSL 10 – 20 NM 4600 ft MSL 20 – 30 NM 6200 ft MSL 30 – 40 NM 8300 ft MSL DVOR/DME unusable in sector 292°–338°: below 40 – 50 NM 10400 ft MSL 50 – 60 NM 12000 ft MSL The DVOR may only be used for the radials in the published en-route, approach and departure procedures and is not permitted for area navigation.
Bottrop NDB	BOT	406.50 KHz	H24	N 51 35 08.89 E 007 01 22.84		-	Operational range sector 0°–360°: 30 NM NDB unusable: in sector from station 0°–360° 20 NM 040°–042° 14 NM 042°–040° 20 NM

Type of aid MAG VAR Type of supported OPS VOR/ILS/MLS declination	ID	Frequency/ Channel service provider RPI	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Service volume radius GBAS	Remarks																				
1	2	3	4	5	6	7	8																				
Dortmund-Wickede ILS 06 (CAT II)																											
LOC (2° E/2018)	IDWE	109.15 MHz	H24	N 51 31 29.60 E 007 37 51.19		-	Usable: Up to 17 NM in the area 035°(L)/035°(R) in relation to RCL MIN interception altitude: 0 ft MSL. From 17 NM to 25 NM in the area 010°(L)/ 010°(R) in relation to RCL MIN interception altitude: 0 ft MSL.																				
GP	-	331.25 MHz	H24	N 51 31 06.85 E 007 36 33.85		-																					
OM	dashes	75.00 MHz	H24	N 51 28 57.68 E 007 30 33.12		-	4.13 NM THR 06																				
MM	dot- dash	75.00 MHz	H24	N 51 30 40.92 E 007 35 32.89		-	0.57 NM THR 06																				
Dortmund-Wickede ILS 24 (CAT II)																											
LOC (2° E/2018)	IDWW	111.30 MHz	H24	N 51 30 47.97 E 007 35 52.86		-	Usable: Up to 17 NM in the area 035°(L)/035°(R) in relation to RCL MIN interception altitude: 0 ft MSL. From 17 NM to 25 NM in the area 010°(L)/ 010°(R) in relation to RCL MIN interception altitude: 0 ft MSL.																				
GP	-	332.30 MHz	H24	N 51 31 18.26 E 007 37 05.93		-																					
DME	IDWW	CH50x (111.30 MHz *)	H24	N 51 31 18.22 E 007 37 05.92	397	-	Operational coverage sector 025°–095°: 25 NM, 10000 ft MSL DME IDWW usable only for arrival and departure procedures. * Ghost frequency																				
Dortmund-Wickede NDB																											
	DWI	357.00 KHz	H24	N 51 31 34.06 E 007 38 03.76		-	Operational range sector 0°–360°: 25 NM																				
Hamm DVOR/DME (1° E/2012)																											
	HMM	115.65 MHz CH103y	H24	N 51 51 24.72 E 007 42 29.86	217	-	Operational coverage sector 112°–157°: 60 NM, 50000 ft MSL sector 157°–112°: 40 NM, 50000 ft MSL DVOR/DME unusable in sector 112°–157°: below <table><tr><td>0 – 10 NM</td><td>1400 ft MSL</td></tr><tr><td>10 – 20 NM</td><td>2700 ft MSL</td></tr><tr><td>20 – 30 NM</td><td>4100 ft MSL</td></tr><tr><td>30 – 40 NM</td><td>5800 ft MSL</td></tr><tr><td>40 – 50 NM</td><td>7500 ft MSL</td></tr><tr><td>50 – 60 NM</td><td>9400 ft MSL</td></tr></table> DVOR/DME unusable in sector 157°–112°: below <table><tr><td>0 – 10 NM</td><td>1400 ft MSL</td></tr><tr><td>10 – 20 NM</td><td>2700 ft MSL</td></tr><tr><td>20 – 30 NM</td><td>4200 ft MSL</td></tr><tr><td>30 – 40 NM</td><td>5800 ft MSL</td></tr></table> In sectors 090°–120° and 170°–260° the DVOR may only be used for the radials in the published en-route, approach and departure procedures and is not permitted for area navigation.	0 – 10 NM	1400 ft MSL	10 – 20 NM	2700 ft MSL	20 – 30 NM	4100 ft MSL	30 – 40 NM	5800 ft MSL	40 – 50 NM	7500 ft MSL	50 – 60 NM	9400 ft MSL	0 – 10 NM	1400 ft MSL	10 – 20 NM	2700 ft MSL	20 – 30 NM	4200 ft MSL	30 – 40 NM	5800 ft MSL
0 – 10 NM	1400 ft MSL																										
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20 – 30 NM	4100 ft MSL																										
30 – 40 NM	5800 ft MSL																										
40 – 50 NM	7500 ft MSL																										
50 – 60 NM	9400 ft MSL																										
0 – 10 NM	1400 ft MSL																										
10 – 20 NM	2700 ft MSL																										
20 – 30 NM	4200 ft MSL																										
30 – 40 NM	5800 ft MSL																										
Wickede DVOR/DME (1° E/2012)																											
	DOR	108.65 MHz CH23y	H24	N 51 31 31.23 E 007 37 51.80	415	-	Operational coverage sector 0°–360°: 25 NM, FL 100 In addition, DVOR/DME can be used for the published en-route, approach and departure procedures.																				

EDLW AD 2.20 Local aerodrome regulations

1. Start bei geringer Sicht (LVTO) sowie Allwetterflugbetrieb nach CAT II ist in beiden Startrichtungen durch TWR verfügbar. In diesem Fall gelten die folgenden Regelungen für Luftfahrzeuge:

– Sobald das LVTO-Verfahren bzw. Allwetterflugbetrieb nach CAT II angekündigt ist, erfolgt das Zu- und Abrollen zu/von der RWY grundsätzlich nur über die TWYs M und A bzw. D.

– TWY C darf nur nach ausdrücklicher Anweisung durch die Platzkontrollstelle genutzt werden; TWY B ist geschlossen (keine Mittellinie).

– TWY L - westlich von „STOP 1“ und TWY K dürfen nur bei Führung durch ein Leitfahrzeug genutzt werden.

– Bei Sichtweiten von weniger als 200 m werden Luftfahrzeuge im Bereich des Vorfeldes von Leitfahrzeugen geführt (ab/bis Einmündung A/M bzw. M/ Vorfeld nördlich vor dem TWR).

Für den Startlauf werden die Anflugbefeuerung, die grünen Lampen der versetzten Schwelle, die roten Seitenreihen und die Aufsetzzone ausgeschaltet; die 300 m lange weiße Mittellinie (15 m Lampenabstand) vom Beginn der RWY bis zur versetzten Schwelle wird zugeschaltet.

Zum Schutz der RWY gegen unberechtigtes Einrollen und zur Markierung der ILS critical/sensitive areas sind die Rollhalte A/B/C und D mit Haltebalken ausgestattet.

2. Trainings- und Übungsanflüge

IFR-An- und Abflüge zu Übungs- oder Testzwecken bedürfen, unabhängig von anderen Beschränkungen, aus Verkehrsflussregelungsgründen der vorherigen Zustimmung (PPR) der Anflugkontrolle.

Anfragen sind zu richten an:

Langen ACC
Tel.: +49 6103 707 6600

3. Flugzeuge im planmäßigen Verkehr (scheduled flights), deren planmäßige Landung gemäß Flugplan bis 2200 (2100) am Flughafen Dortmund vorgesehen ist, dürfen nach vorheriger Genehmigung (PPR) durch den Flughafenbetreiber noch bis 2230 (2130) landen.

Flugzeuge im planmäßigen Verkehr (scheduled flights), deren planmäßiger Start gemäß Flugplan bis 2130 (2030) am Flughafen Dortmund vorgesehen ist, dürfen nach vorheriger Genehmigung (PPR) durch den Flughafenbetreiber noch bis 2200 (2100) starten.

Es werden nur Flugzeuge für eine verspätete Landung zugelassen, die aufgrund ihrer besonders lärmarmen Bauweise in der Bonusliste (für Landungen) des Bundesministeriums für Verkehr, Bau und Stadtentwicklung bzw. in neueren Regelungen, die die Bonuslisten ablösen, enthalten sind. Sofern die Zahl von 20 Verspätungen in einem Monat überschritten wird, werden weitere Spätlandungen in dem betreffenden Monat nur noch mit Zustimmung der Luftaufsicht zugelassen.

4. Für Flugzeuge bis 2.000 kg MTOW im nicht gewerblichen Verkehr ist die Landeplatz-Lärmschutzverordnung (Landeplatz-LärmschutzV) vom 5 JAN 1999 (BGBl I 35) in der jeweils gültigen Fassung für den Flughafen Dortmund entsprechend anzuwenden.

Darüber hinaus – gilt für alle Luftfahrzeuge – sind wiederholte An- und Abflüge desselben Luftfahrzeuges innerhalb eines Zeitraumes von weniger als einer Stunde zu folgenden Zeiten nicht zulässig:

– Sat vor 0600 (0500), von 1130 (1030) bis 1330 (1230) und nach 1900 (1800);

– Sun, HOL vor 0800 (0700), von 1130 (1030) bis 1330 (1230) und nach 1800 (1700).

Ausgenommen von der zeitlichen Beschränkung sind Luftfahrzeugen der Bundeswehr, der Bundespolizei und der Polizei (§ 30 LuftVG).

Abweichend von dieser Regelung kann die Luftaufsicht für den Flughafen Dortmund in begründeten Einzelfällen Ausnahmen von diesen Beschränkungszeiten zulassen, wenn dies zur Aufrechterhaltung der Sicherheit des Luftverkehrs oder zur Vermeidung von Störungen des Luftverkehrs erforderlich erscheint.

Zur Vermeidung von Bodenlärm dürfen alle im Zusammenhang mit dem Betrieb von Luftfahrzeugen stehenden Bewegungen aus eigener Kraft nur zwischen 0500 (0400) und 2200 (2100) erfolgen. Das Abrollen nach der Landung mit eigenen Triebwerken ist in jedem Fall bis zur ersten Abstellposition gestattet.

Nach 2130 (2030) ist die Nutzung der APU nicht gestattet. Die Energieversorgung erfolgt danach ausschließlich über GPU.

Alle Triebwerksprobeläufe dürfen ausschließlich innerhalb der Lärmschutzkabine durchgeführt werden. Hierzu zählt nicht der Lauf der Triebwerke im Leerlauf.

1. Low visibility take-off (LVTO) as well as all-weather operations CAT II are available for both take-off directions after approval by TWR. In this case, the following regulations for aircraft apply:

– As soon as the LVTO procedure or all-weather operations CAT II has been announced, taxiing to/from the RWY will, as a rule, only be conducted via TWYs M and A or D, as appropriate.

– TWY C may only be used at the explicit instruction of the TWR; TWY B is closed (no centreline).

– TWY L - west of "STOP 1" and TWY K may only be used when guided by a follow-me car.

– At visual ranges of less than 200 m, aircraft in the apron area will be guided by follow-me cars (from/to junction A/M or M/apron north in front of the TWR).

For the take-off run, the approach lighting, the green lights of the displaced threshold, the red side-row lights and the touchdown zone lights will be switched off; the white centreline lights (300 m in length, 15 m distance between the lights) will be switched on from the beginning of the RWY up to the displaced threshold.

To protect the RWY from being entered by unauthorised taxiing aircraft and to mark the ILS critical/sensitive areas, stop bars are provided at the runway-holding positions A/B/C and D.

2. Training and exercise approaches

IFR approaches and departures for training or examination purposes require, regardless of other restrictions, prior permission (PPR) from Approach Control due to flow management reasons.

Enquiries shall be directed to:

Langen ACC
Tel.: +49 6103 707 6600

3. Scheduled flights that were expected to land at Dortmund Airport by 2200 (2100) according to their flight plan, may land up until 2230 (2130) upon prior permission (PPR) of the airport operator.

Scheduled flights that were expected to take off at Dortmund Airport by 2130 (2030) according to their flight plan, may take off up until 2200 (2100) upon prior permission (PPR) of the airport operator.

Delayed landings will only be permitted if the aircraft, owing to their noise-reducing design, are on the bonus list (for landings) published by the Federal Ministry of Transport, Building and Urban Development or new regulations superseding the bonus list. If the number of delays amounts to more than 20 in one month, additional delayed landings during this month may only be permitted with the consent of the aviation supervision authority.

4. For aircraft up to 2,000 kg MTOW in non-commercial air transport, the current version of the Ordinance for Noise Abatement at Airfields (Landeplatz-LärmschutzV) of 5 JAN 1999 shall be applied to Dortmund Airport accordingly.

In addition - and this applies to all aircraft - repeated approaches and departures of the same aircraft within a period of less than one hour are not permitted at the following times:

– Sat prior to 0600 (0500), from 1130 (1030) until 1330 (1230) and after 1900 (1800);

– Sun, HOL prior to 0800 (0700), from 1130 (1030) until 1330 (1230) and after

Exempt from these time restrictions are aircraft of the Bundeswehr, Federal Police and the Police (Art. 30 LuftVG).

Deviating from this regulation, the aviation supervision authority for Dortmund Airport may grant exceptions from these time restrictions in justified exceptional cases if this is deemed necessary to maintain the safety of air traffic or to avoid disruptions in air traffic.

To avoid ground noise, all self-powered movements in connection with the operation of aircraft may only be conducted between 0500 (0400) and 2200 (2100). Taxiing off the runway after landing using the aircraft's own engines is always permitted up to the first aircraft stand.

After 2130 (2030), the APU shall not be used. From then on, power may only be provided by the GPU.

All engine test runs may only be conducted inside the noise protection hangar. This does not include idle runs.

Nicht betroffen von dieser Regelung sind Überprüfungen der Triebwerke im Rahmen der vom Hersteller vorgesehenen Vorflugkontrolle, die der unmittelbaren Vorbereitung des Starts dienen. Diese Probeläufe sind aber nur in der Betriebszeit zulässig.

Sofern die Halle nachweisbar aus technischen Gründen nicht benutzbar und eine Instandsetzung nicht rechtzeitig möglich ist, können in dringenden Fällen mit Zustimmung der Flughafen Dortmund GmbH für die Zeit von 0500 (0400) bis 2100 (2000) Ausnahmen zugelassen werden; in der Zeit von 0500 (0400) bis 0700 (0600) und 1900 (1800) bis 2100 (2000) ist zusätzlich die Zustimmung der Luftaufsicht einzuholen.

Exempt from this regulation are engine tests within the scope of the preflight check required by the manufacturer prior to take-off. These test runs are, however, only permitted during operating hours.

If the hangar is found to be unusable for technical reasons, and it is not possible to repair it in time, exceptions may be permitted in urgent cases with the consent of Dortmund Airport GmbH between 0500 (0400) and 2100 (2000); in the period between 0500 (0400) and 0700 (0600) as well as between 1900 (1800) and 2100 (2000), the consent of the aviation supervision authority shall be obtained in addition.

EDLW AD 2.21 Noise abatement procedures

NIL

EDLW AD 2.22 Flight procedures

NIL

EDLW AD 2.23 Additional information

NIL

EDLW AD 2.24 Charts related to the aerodrome

Page	Type of chart
AD 2 EDLW 2-5	AERODROME CHART - ICAO
AD 2 EDLW 2-7	PARKING POSITIONS AND INS REFERENCE POINTS
AD 2 EDLW 2-11	AERODROME OBSTACLE CHART - ICAO TYPE A RWY 06/24
AD 2 EDLW 2-23	PRECISION APPROACH TERRAIN CHART - ICAO RWY 24
AD 2 EDLW 2-21	PRECISION APPROACH TERRAIN CHART - ICAO RWY 06
AD 2 EDLW 2-23	PRECISION APPROACH TERRAIN CHART - ICAO RWY 24
AD 2 EDLW 3-1-2	STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 06/24
AD 2 EDLW 4-2-1	INSTRUMENT APPROACH CHART - ICAO ILS CAT II OR LOC RWY 24
AD 2 EDLW 4-2-2	INSTRUMENT APPROACH CHART - ICAO ILS CAT II OR LOC RWY 06
AD 2 EDLW 4-3-1	INSTRUMENT APPROACH CHART - ICAO VOR RWY 24
AD 2 EDLW 4-3-2	INSTRUMENT APPROACH CHART - ICAO VOR RWY 06
AD 2 EDLW 4-4-1	INSTRUMENT APPROACH CHART - ICAO NDB RWY 24
AD 2 EDLW 4-4-2	INSTRUMENT APPROACH CHART - ICAO NDB RWY 06
AD 2 EDLW 4-6-1	INSTRUMENT APPROACH CHART - ICAO RNP RWY 24
AD 2 EDLW 4-6-5	INSTRUMENT APPROACH CHART - ICAO RNP RWY 06
AD 2 EDLW 5-7-3	STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 24
AD 2 EDLW 5-7-4	GPS / FMS RNAV DEPARTURE CHART - INSTRUMENT (OVERLAY) RWY 24
AD 2 EDLW 5-7-5	STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 06
AD 2 EDLW 5-7-6	GPS / FMS RNAV DEPARTURE CHART - INSTRUMENT (OVERLAY) RWY 06