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Airport Information For EDDL

Terminal Charts For EDDL

Revision Letter For Cycle 01-2015

Change Notices

Notebook

General Information

Location: Dusseldorf Deu
IATA Code: DUS
Lat/Long: N51° 16.9' E006° 45.4'
Elevation: 147 ft

Airport Use: Public
Magnetic Variation: 1.3°E

Fuel Types: Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0737 Z
Sunset: 1541 Z,

Runway Information

Runway: 05L
Length x Width: 8858 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 116 ft
Lighting: Edge, ALS, Centerline, REIL
Displaced Threshold: 984 ft

Runway: 05R
Length x Width: 9843 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 121 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Displaced Threshold: 985 ft

Runway: 23L
Length x Width: 9843 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 138 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Displaced Threshold: 985 ft

Runway: 23R
Length x Width: 8858 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 124 ft

Lighting: Edge, ALS, Centerline, REIL, TDZ
Displaced Threshold: 984 ft

Communication Information

- ATIS 123.775
- Dusseldorf Tower 118.3
- Dusseldorf Tower 37.835 Military
- Dusseldorf Ground Control 121.9
- Dusseldorf Ground Control 121.6
- Dusseldorf De-Icing Ramp/Taxi Control 135.225
- Dusseldorf De-Icing Ramp/Taxi Control 122.775
- Dusseldorf De-Icing Ramp/Taxi Control 122.125
- Dusseldorf De-Icing Ramp/Taxi Control 121.6
- Dusseldorf Clearance Delivery 121.775
- Dusseldorf Director (Approach Control Radar) 128.65

1. GENERAL

1.1. ATIS

*D-ATIS 115.15 123.77

1.2. NOISE ABATEMENT PROCEDURES

For additional depiction refer to 10-4.

1.2.1. RUNWAY USAGE

Use of RWYs 05L/23R is restricted to MAX 56 hours per week (7 days period, MON-SUN, 0600-2200LT). APT company has to promulgate a weekly schedule of operating hours in advance to permitting ministry and DFS (ATC). Outside these published hours northern RWYs 05L/23R are to be used as alternative RWYs only.

1.2.2. NIGHT FLYING RESTRICTIONS

Turbine-powered ACFT not licensed according to ICAO Annex 16

Take-offs and landings are not permitted between 1900LT (1850LT off blocks)-0800LT.

Turbine-powered ACFT licensed according to ICAO Annex 16, Volume 1, Chapter 2

Take-offs and landings are not permitted between 1900LT (1850LT off blocks)-0800LT.

Turbine-powered ACFT licensed according to ICAO Annex 16, Volume 1, Chapter 3 not included in the Bonus List of the Federal Ministry of Transport, Building and Housing

Scheduled take-offs and landings are not permitted between 2200LT (2150LT off blocks)-0600LT.

Turbine-powered ACFT licensed according to ICAO Annex 16, Volume 1, Chapter 3 included in the Bonus List of the Ministry of Transport, Building and Housing

- Scheduled take-offs are not permitted between 2200LT (2150LT off blocks)-0600LT.
- For delayed take-offs in scheduled air services or scheduled charter services the Aviation Supervision Office may grant exceptional permission in individual cases until 2300LT (2250LT off blocks), if required to maintain the safety of flight operations or to avoid considerable disturbance to the operation of an air carrier.
- Scheduled landings are not permitted between 2300-0600LT.
- Delayed landings in scheduled air services or scheduled charter services are not permitted between 2330-0600LT.
- Delayed landings of ACFT engaged in scheduled air services or scheduled charter services and owned by air carriers who have their local maintenance facilities recognized by the approving authority at Dusseldorf APT are not permitted between 2400-0500LT. If a recognized local main maintenance facility becomes vacant, the approving authority may recognize Dusseldorf APT as the local main maintenance facility at the request of another air carrier.

Propeller-driven ACFT

- Take-offs and landings are not permitted between 2200LT (2150LT off blocks) - 0600LT.
- Excepted are take-offs and landings of propeller-driven ACFT with one of the following noise licenses: ICAO Annex 16, Volume I, Chapter 3, 4, 5, 6 or 10.

1. GENERAL

The following applies to propeller-driven ACFT exceeding 9t MTOM:

- Scheduled take-offs are not permitted between 2200LT (2150LT off blocks)-0600LT.
- For delayed take-offs in scheduled air services or scheduled charter services, the Aviation Supervision Office may grant exceptional permission in individual cases until 2300LT (2250LT off blocks) if required to maintain the safety of flight operations or to avoid considerable disturbance to the operation of an air carrier.
- Scheduled landings are not permitted between 2300LT-0600LT.
- Delayed landings in scheduled air services or scheduled charter services are not permitted between 2330LT-0600LT.

Excluded from the restrictions above are:

- Landings of ACFT provably approaching Dusseldorf APT as alternate aerodrome for meteorological, technical or other safety reasons.
- Take-offs and landings on a mission in disasters or rendering medical assistance as well as in other emergency cases; take-offs, however, only subject to individual permission by the Aviation Supervision Office.
- Flight checks conducted by the DFS (Deutsche Flugsicherung GmbH)

Deviating from the above-mentioned regulations the "Bezirksregierung" Dusseldorf (Aviation Supervision Office at Dusseldorf APT) may grant additional exceptions in justified individual cases, especially if necessary to avoid considerable disturbance of air traffic or in cases of special public interest. If appropriate, applications shall be submitted to:

Luftaufsichtsstelle
Flughafen Dusseldorf
40474 Dusseldorf
Tel: +49-(0)211-4216364
Fax: +49-(0)211-4216493.

Clearance for take-offs during closing times issued by ATC do not comprise the necessary exceptional permission of the Aviation Supervision Office at Dusseldorf APT.

Exceptional permission for night landings during the closing times will not generally be granted by ATC via radio telephony. Accordingly, a landing clearance issued by ATC for safety reasons will not necessarily include the decision of the Aviation Supervision Office about the admissibility of a night landing.

In case of a delayed or premature landing (before 0500LT) not approved by the Aviation Supervision Office the pilot shall appear in person at the Aviation Supervision Office immediately after landing in order to justify the admissibility of the night landing.

1.2.3. REVERSE THRUST

Reverse thrust other than idle should not be used between 2200-0600LT except for safety reasons.

1.2.4. RUN-UP TESTS

Run-ups of turbo-powered engines are generally permitted only with the noise suppressor device specified in the airport regulations.

1.2.5. AUXILIARY POWER UNITS (APU)

Between 2200-0600LT landing ACFT must switch off APU immediately after arriving at the parking position.

Departing ACFT may start the APU no earlier than 30 minutes before TOBT. Exceptions require the approval of duty traffic manager
(Tel: +49-(0)211-421220).

1. GENERAL

1.3. TAXI PROCEDURES

1.3.1. GENERAL

Apron West MAX wingspan 102'/31m.

TWY G2 MAX wingspan 94'/28.5m.

TWY L3 only usable if stand V01 not occupied. Follow-me car required.

Use TWY K with ATC permission only.

RWY 05R exit via TWY L2 not possible.

TWY L2 available for all ACFT except B777 and A340-600.

On TWYs L1 and L2, ACFT with wingspan up to 198'/60.3m can overtake each other. Wingtip clearance is reduced to 39'/12m.

On TWY M and on the apron in front of concourse B, there are two holding points named Checkpoints 1 and 2. These mark the boundary between the two sectors of ground control. The holding points are marked and equipped with yellow inset lighting (clearance bars).

If necessary, ACFT are instructed to stop at a clearly specified clearance bar. Without this instruction, clearance bars may be passed without clearance.

Clearance bars will be replaced by red stop bars in weather conditions lower than CAT I minima. A lighted stop bar shall never be crossed.

1.3.2. TAXIING ON APRON

ACFT are permitted to taxi only at the absolute minimum engine speed.

Within apron area between TWY L5 and P1 parallel taxiing for B747-400/B777/A330/A340 not possible.

Within apron area between TWY P3 and P4 parallel taxiing possible for B747, B777, A330 and A340.

Within apron area on taxilanes T, P4, L7, L8, W and Y wingtip clearance reduced to 25'/7.5m for B747-400, B777 and A330/340.

1.4. PARKING INFORMATION

Stands A01 thru A05, A09, A10, A12 thru A13, A15, A16, B01 thru B04, B06, B08 thru B11 and C01 thru C08 equipped with SAFEGATE Docking Guidance System.

On stands C02 and C03 wingtip clearance for B747-400 may be reduced to 16'/5m.

Push-back required from all stands except from V01 and V61 thru V74.

Landing ACFT have to switch off Auxiliary Power Unit (APU) immediately after arriving at the parking position.

Departing ACFT may start the APU earliest 30min before TOBT. Exceptions require the approval of the duty traffic manager.

2. ARRIVAL

2.1. CAT II/III OPERATIONS

RWYs 05R, 23L and 23R approved for CAT II/III operations, special aircrew and ACFT certification required.

2.2. TAXI PROCEDURES

Arriving ACFT shall taxi to their assigned parking position in accordance with the instructions given by aerodrome control without further guidance.

If the crew discovers that the technical aid for entering a nose-in parking position is not switched on or not in operation, the ACFT shall be stopped immediately. The malfunction shall be reported to ground control. Taxiing can be continued in accordance with instructions given by ground control.

3. DEPARTURE

3.1. DE-ICING

3.1.1. GENERAL

De-icing areas are established at:

- DA-West (area near parking positions V61 thru V71) for take-off RWY 05L or 05R.
- DA-East (area near parking positions V01 thru V08) for take-off RWY 23L or 23R.

After de-icing has been completed contact DUSSELDORF Ground on last assigned frequency.

3.1.2. COMMUNICATIONS

After parking the ACFT on the de-icing pad, the pilot will report flight number and ACFT type to DUSSELDORF De-icing

Pos.1: **130.080**, Pos.2: **130.455**, Pos.3: **130.605** or Pos.4: **130.855**

for the beginning of de-icing. After de-icing has been completed, the pilot-in-command shall report "ready to taxi" to Ground.

3.1.3. TAXIING

The ACFT will be guided by a Follow-me car to a vacant de-icing position.

Taxiing manoeuvres shall be carried out with the absolute minimum number of engine revolutions required only.

3.2. START-UP, PUSH-BACK & TAXI PROCEDURES

3.2.1. START-UP

Pilots shall request approval for starting the engines on the relevant frequency of DUSSELDORF DELIVERY.

3.2.2. PUSH-BACK

ACFT may leave nose-in positions only with the aid of tow tractors. To obtain instructions to push-back from a nose-in parking position, pilots are instructed to obtain a push-back approval from the relevant frequency of DUSSELDORF Ground. To avoid delays, engines shall be started simultaneously with the push-back process. After push-back is completed, "ready to taxi" shall be reported to ground control.

3.2.3. TAXIING

To obtain instructions to taxi from a taxi-out parking position, pilots are instructed to obtain a taxi clearance from the relevant frequency of DUSSELDORF Ground. Push-back approval or permission to taxi out from a parking position may only be requested when the pilot is able to carry this out without delay.

It may become necessary to change the frequency if the TWY leads through two areas of responsibility of ground control.

3.2.4. AIRPORT COLLABORATIVE DECISION MAKING

3.2.4.1. TARGET OFF-BLOCK TIME (TOBT)

TOBT is a reference time used for all ground handling processes except for ACFT push-back and de-icing. This time is used for coordination since it is the best available time for that purpose. TOBT = prediction of "ACFT Ready".

3. DEPARTURE

3.2.4.2. AUTOMATED TOBT

90 minutes before Estimated Off Block Time (EOBT) the system automatically generates a TOBT if the ACFT is on the ground. Otherwise it will be generated when the corresponding arriving ACFT is passing 10NM from touchdown. In this case the automated TOBT is calculated on the basis of the Estimated In-Block Time (EBIT), minimum turn-round time (MTTT), and CTOT.

3.2.4.3. PERSON RESPONSIBLE FOR TOBT

Once the TOBT has been generated, the handling agent, the airline (for flights without handling agents) or the pilot-in-command (for general aviation flights without handling agent) is responsible for TOBT correctness and adherence.

If it becomes obvious that the TOBT cannot be respected, it shall be corrected or re-entered by the person responsible for the TOBT. Since the TOBT is used for various ground processes, it shall be updated by the person responsible for TOBT when deviations of more than 5 minutes (+/-) become obvious.

For deviations of 15 minutes or more, it will still be mandatory to send a delay message (DLA) to the Network Manager.

3.2.4.4. TOBT UPDATE/DELETION

Until issue of the TSAT (TOBT minus 40 minutes) updates of the TOBT are not limited in number. After the TSAT has been issued, the TOBT can be updated up to three times. Thereafter, the TOBT shall be deleted and a new TOBT shall be sent. The new TOBT shall be at least 5 minutes later than the current time.

If a flight is to be taken out of the TOBT/TSAT calculation, the TOBT is to be deleted by way of the reporting routines described. The TOBT shall be re-entered by the person responsible for the TOBT.

If the ACFT is changed, a change message (CHG - type/registration) shall be sent. In this case, the TOBT remains in effect and is allocated to the new ACFT.

3.2.4.5. TOBT REPORTING ROUTINES

The TOBT is reported and/or adjusted in one of the following ways:

- Common Situational Awareness Tool (Web-DUPLO);
- Internal system of the airline/handling agent (via interface);
- By telephone via the Dusseldorf Airport Control Center:
Tel.: +49 211 421 51011.

For General Aviation Flights:

- Via the responsible handling agent.

3.2.4.6. TARGET START-UP APPROVAL TIME (TSAT)

The TSAT is the target time for start-up approval according to the A-CDM procedure. The earliest time for the TSAT calculation is 40 minutes prior to TOBT. The "Pre-Departure Sequence" is a result of the calculated TSATs.

3.2.4.7. TSAT REPORTING ROUTINES

The TSAT is transmitted in one of following ways:

- Common Situational Awareness Tool (Web-DUPLO);
- Interface for e.g. the airlines' or ground handling agents' systems;
- Datalink Clearance (DCL);
- Short Message Service (SMS).

For General Aviation Flights:

- Via the responsible handling agent. When the Datalink procedure (DCL) is used for clearances, the TSAT will additionally be transmitted directly into the cockpit.

3. DEPARTURE

3.2.4.8. START-UP AND PUSH-BACK

Start-up approvals and push-back clearances are issued taking into account the TOBT and TSAT only. The sequence of the start-up request is no longer a factor. The following rules apply:

- The ACFT has to be ready for start-up at TOBT.
- The pilot shall request start-up approval and en-route clearance within the time period of TSAT +/- 5 minutes (not DCL).
- Delivery will issue the start-up approval and en-route clearance depending on the TSAT and the current traffic situation.
- The push-back/taxi clearance has to be requested no later than five minutes after the start-up approval has been issued.

In the case of delays, Delivery has to be informed accordingly. Otherwise the TOBT will be deleted and has to be re-entered.

3.2.4.9. DATALINK CLEARANCE - DCL

For data link departure clearances (DCL) the published procedures and time parameters will remain valid. The TSAT is transmitted via CLD (departure clearance uplink message - issue of the start-up approval and en-route clearance by Delivery) ("start-up approved at TSAT hh:mm"). The push-back/taxi clearance shall be requested at TSAT +/- 5 minutes.

3.2.4.10. TERMS AND DEFINITIONS

TOBT: Target Off-Block Time:

The time that an ACFT operator or ground handler estimates that an ACFT will be ready, boarding bridge removed, and ready for start-up immediately upon reception of clearance from the Tower.

TSAT: Target Start-up Approval Time:

Target time for start-up approval according to the A-CDM procedure taking into account TOBT, CTOT and/or the traffic situation.

3.3. OTHER INFORMATION

3.3.1. DATALINK DEPARTURE CLEARANCE (DCL)

DFS (Deutsche Flugsicherung GmbH) is offering to grant start-up and enroute clearances using Datalink. The procedures are described in a separate AIC.

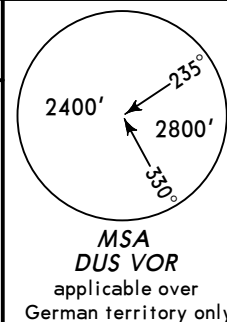
The following temporal parameters apply:

- t_i - 25 min prior to EOBT for unregulated flights.
 - 30 min prior to CTOT for ATFM regulated flights.
- t_f - 11 min prior to EOBT for unregulated flights.
 - 16 min prior to CTOT for ATFM regulated flights.
- t_0 - 1 min
- t_1 - 5 min
- t_2 - 1 min

*D-ATIS
115.15 123.775

Apt Elev
147'

Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'

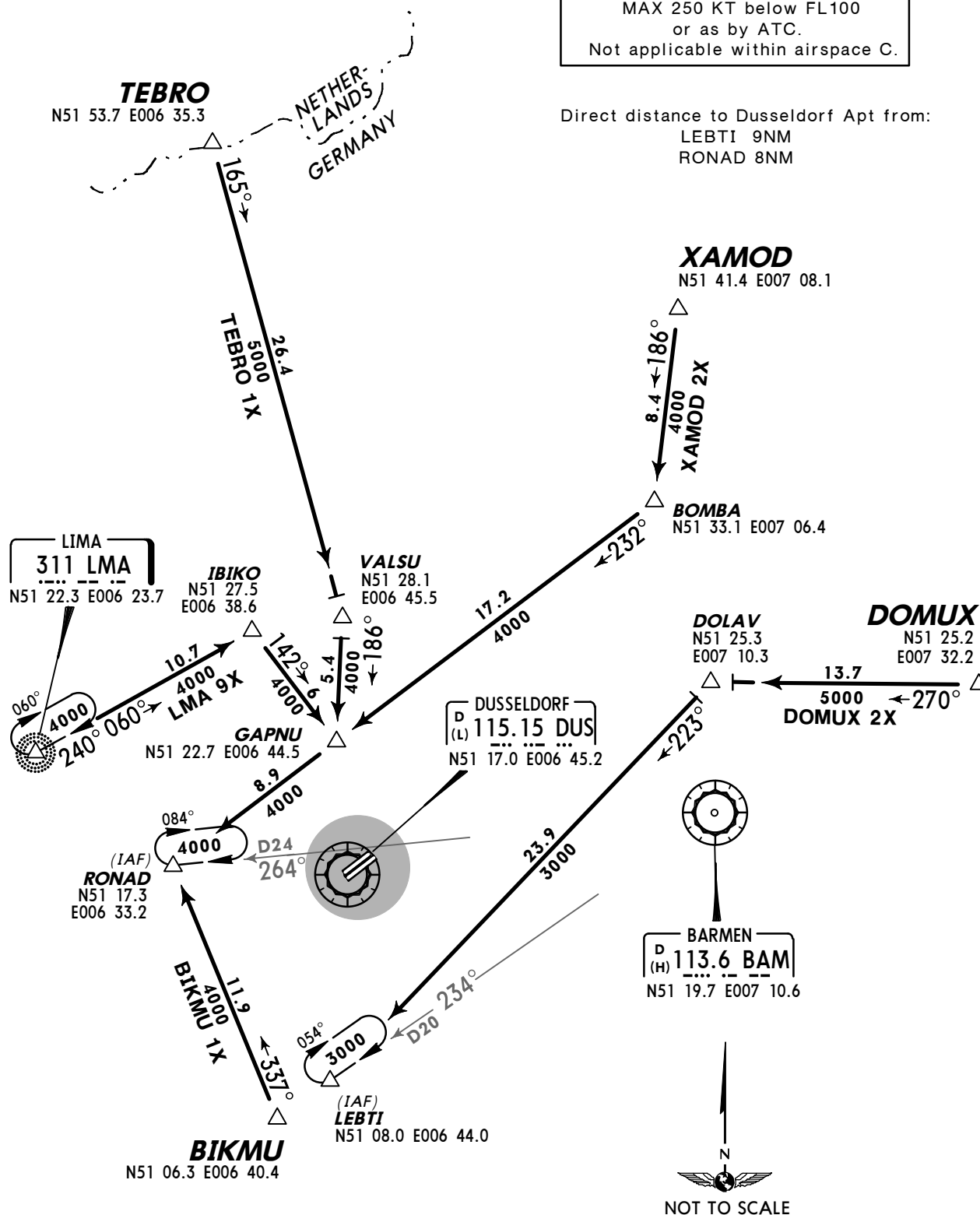


BIKMU ONE X-RAY (BIKMU 1X) [BIKM1X]
DOMUX TWO X-RAY (DOMUX 2X) [DOMU2X]
LIMA NINE X-RAY (LMA 9X)
TEBRO ONE X-RAY (TEBRO 1X) [TEBR1X]
XAMOD TWO X-RAY (XAMOD 2X) [XAMO2X]
RWYS 05L/R ARRIVALS
B-RNAV EQUIPMENT NECESSARY

SPEED RESTRICTION

MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

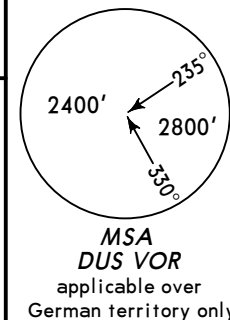
Direct distance to Dusseldorf Apt from:
LEBTI 9NM
RONAD 8NM



*D-ATIS
115.15 123.775

Apt Elev
147'

Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'



BIKMU ONE GOLF (BIKMU 1G) [BIKM1G]

TEBRO ONE GOLF (TEBRO 1G) [TEBR1G]

B-RNAV EQUIPMENT NECESSARY

DOMUX TWO GOLF (DOMUX 2G) [DOMU2G]

LIMA EIGHT GOLF (LMA 8G)

XAMOD TWO GOLF (XAMOD 2G) [XAMO2G]

RWYS 23L/R ARRIVALS

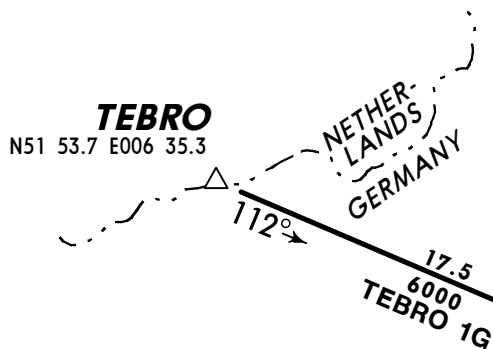
SPEED RESTRICTION

MAX 250 KT below FL100
or as by ATC.

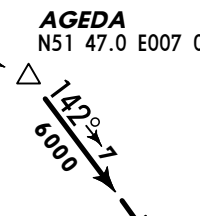
Not applicable within airspace C.

Direct distance to Dusseldorf Apt from:
BAM 16NM
BOT 21NM

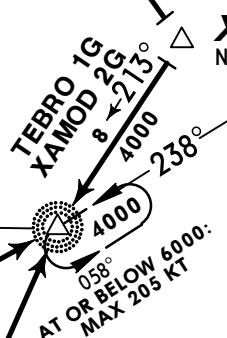
TEBRO
N51 53.7 E006 35.3



AGEDA
N51 47.0 E007 01.3

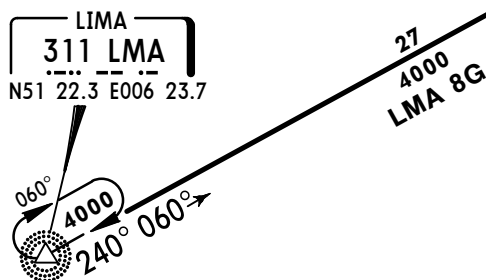


XAMOD
N51 41.4 E007 08.1

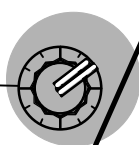


(IAF)
BOTTROP
406.5 BOT
N51 35.1 E007 01.4

LIMA
311 LMA
N51 22.3 E006 23.7



DUSSELDORF
D (L) 115.15 DUS
N51 17.0 E006 45.2

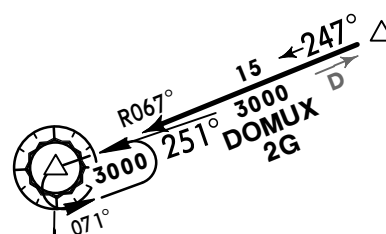


31.7
4000
BIKMU 1G

BIKMU
N51 06.3 E006 40.4



DOMUX
N51 25.2
E007 32.2

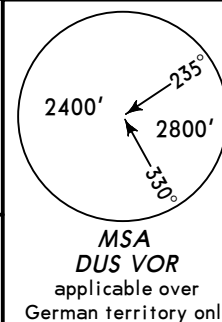


(IAF)
BARMEN
D (H) 113.6 BAM
N51 19.7 E007 10.6



*D-ATIS
115.15
123.775Apt Elev
147'

Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'
1. On downwind expect vectors to final.
2. Speed limits are mandatory from the respective
waypoint throughout the entire transition route
unless cancelled by ATC.
3. Altitude assignments will be issued by ATC.

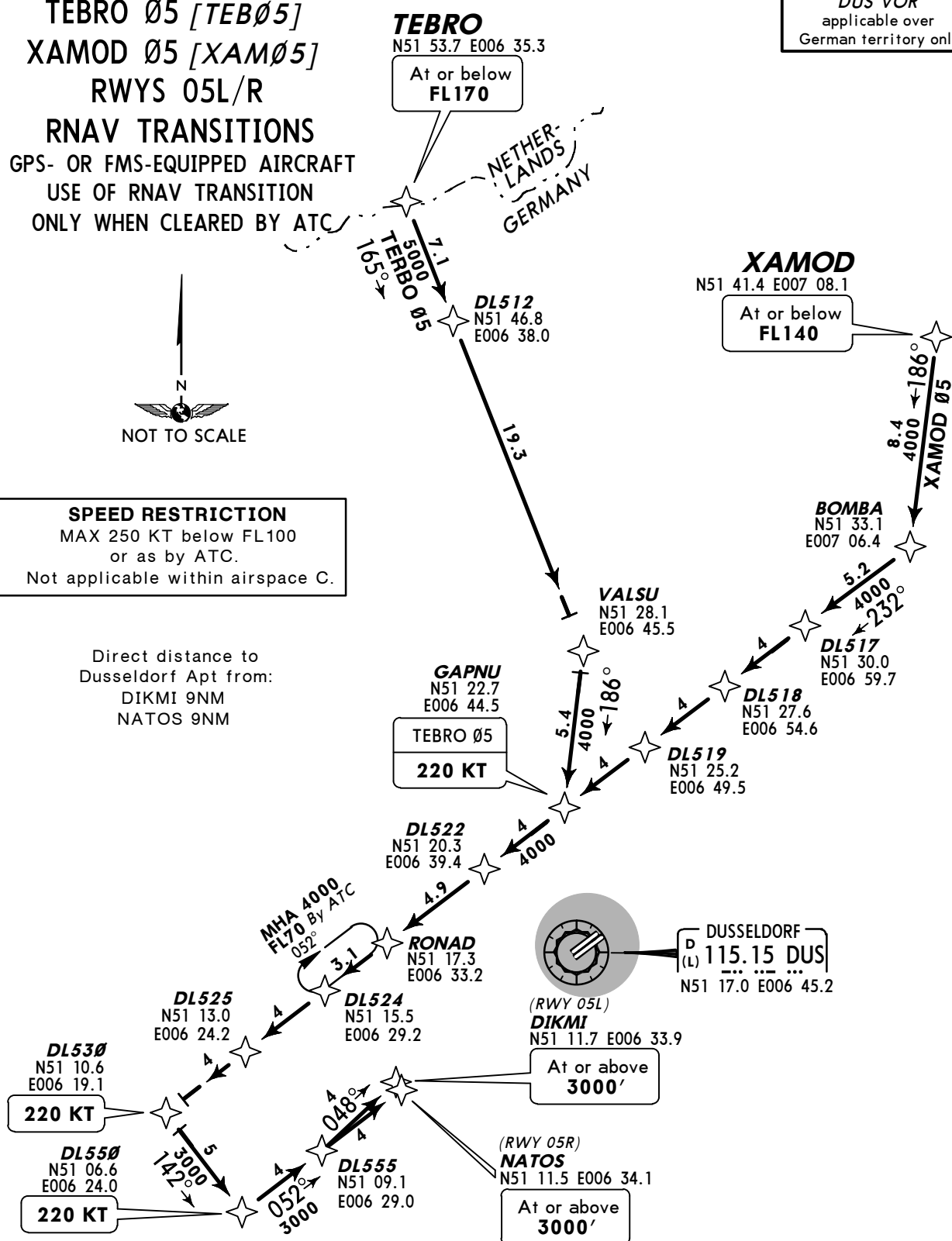


TEBRO 05 [TEB05]
XAMOD 05 [XAM05]
RWYS 05L/R
RNAV TRANSITIONS
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION
ONLY WHEN CLEARED BY ATC



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Direct distance to
Dusseldorf Apt from:
DIKMI 9NM
NATOS 9NM



TRANSITION

ROUTING

TEBRO 05

TEBRO (FL170-) - DL512 - VALSU - GAPNU (K220) - DL530 (K220) - DL550 (K220) - DL555 - DIKMI (05L ①; 3000'+)/NATOS (05R; 3000'+).

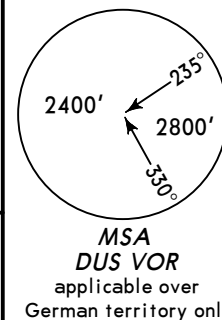
XAMOD 05

XAMOD (FL140-) - BOMBA - DL530 (K220) - DL550 (K220) - DL555 - DIKMI (05L ①; 3000'+)/NATOS (05R; 3000'+).

① Valid for LOST COMM situation.

*D-ATIS
115.15
123.775Apt Elev
147'

Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'
1. On downwind expect vectors to final.
2. Speed limits are mandatory from the respective
waypoint throughout the entire transition route
unless cancelled by ATC.
3. Altitude assignments will be issued by ATC.



TEBRO 23 [TEB23]
XAMOD 23 [XAM23]
RWYS 23L/R RNAV TRANSITIONS

GPS- OR FMS-EQUIPPED AIRCRAFT

USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

TEBRO

N51 53.7 E006 35.3

At or below
FL17017.5
5000
TEBRO 23**SPEED RESTRICTION**MAX 250 KT below FL100
or as by ATC.

Not applicable within airspace C.

Direct distance to
Dusseldorf Apt from:
METMA 10NM
REGNO 10NM

XAMOD

N51 41.4 E007 08.1

TEBRO 23

220 KT

XAMOD 23

At or below
FL140DL430
N51 37.8 E007 16.4

220 KT

DL450
N51 33.8
E007 21.2

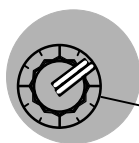
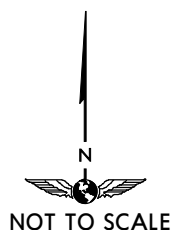
220 KT

DL422
N51 34.2 E006 52.7

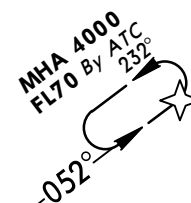
220 KT

DL426
N51 29.4 E006 58.5

220 KT

(RWY 23R)
REGNO
N51 23.2 E006 57.9At or above
3000'(RWY 23L)
METMA
N51 23.0 E006 58.2At or above
3000'

DUSSELDORF
D
(L) 115.15 DUS
N51 17.0 E006 45.2

**HOLDING
OVER DL429****TRANSITION****ROUTING****TEBRO 23**

TEBRO (FL170-) - AGEDA - XAMOD (K220) - DL422 (K220) - DL426 (K220) -
DL430 (K220) - DL450 (K220) - DL455 - METMA (23L; 3000'+)/REGNO (23R
3000'+). ① ;

XAMOD 23

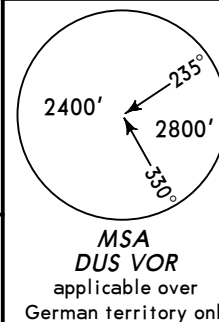
XAMOD (FL140-) - DL422 (K220) - DL426 (K220) - DL430 (K220) - DL450 (K220)
- DL455 - METMA (23L; 3000'+)/REGNO (23R ① ; 3000'+).

① Valid for LOST COMM situation.

*D-ATIS
115.15
123.775

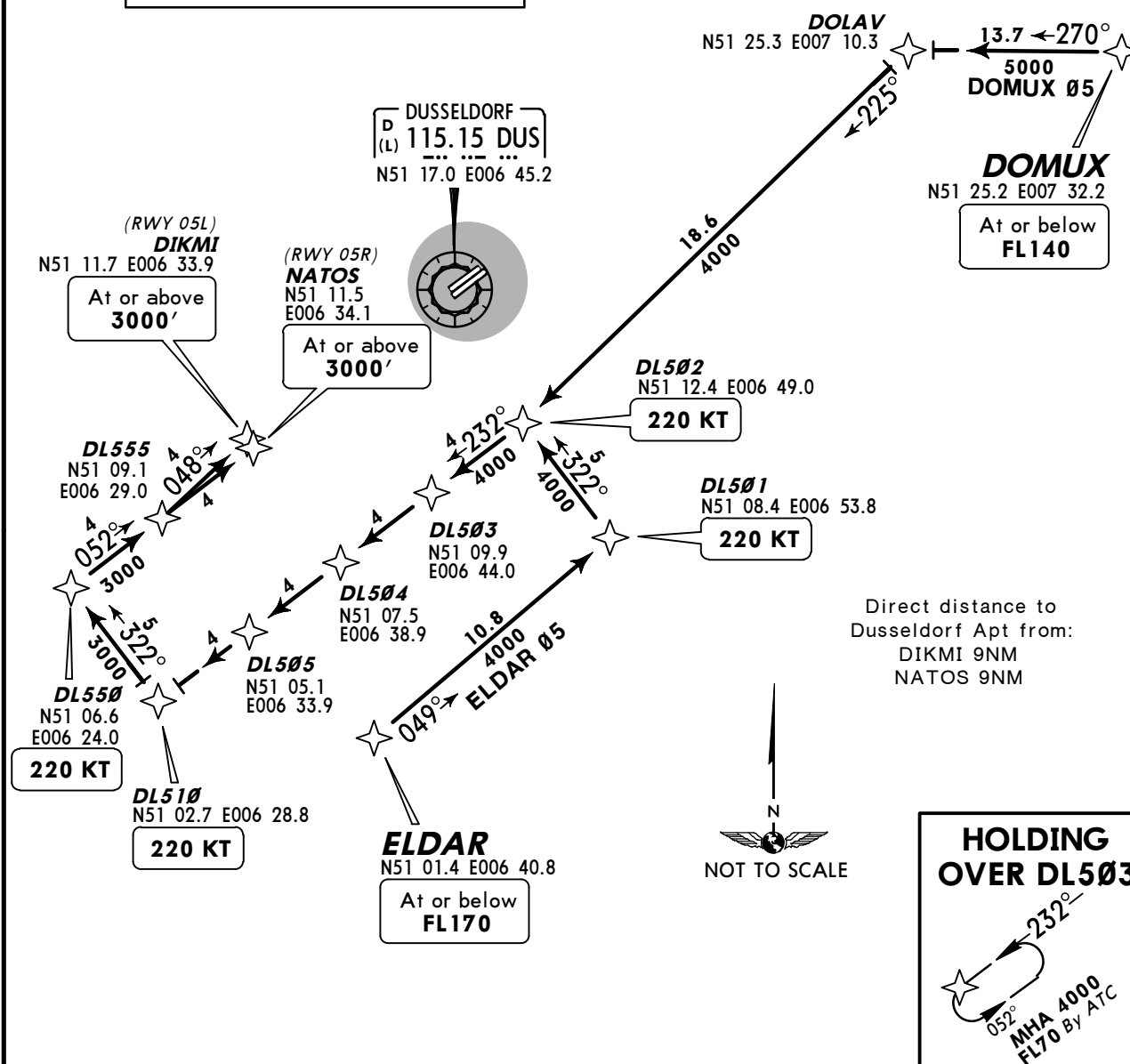
Apt Elev
147'

Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'
1. On downwind expect vectors to final.
2. Speed limits are mandatory from the respective
waypoint throughout the entire transition route
unless cancelled by ATC.
3. Altitude assignments will be issued by ATC.



**DOMUX 05 [DOM05]
ELDAR 05 [ELD05]
RWYS 05L/R RNAV TRANSITIONS**
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



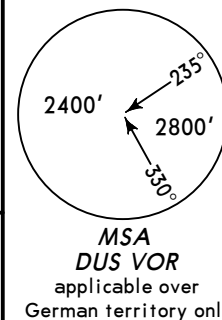
TRANSITION	ROUTING
DOMUX 05	DOMUX (FL140-) - DOLAV - DL502 (K220) - DL510 (K220) - DL550 (K220) - DIKMI (05L; 3000'+)/NATOS (05R ①; 3000'+).
ELDAR 05	ELDAR (FL170-) - DL501 (K220) - DL502 (K220) - DL510 (K220) - DL550 (K220) - DIKMI (05L; 3000'+)/NATOS (05R ①; 3000'+).

① Valid for LOST COMM situation.

*D-ATIS
115.15
123.775

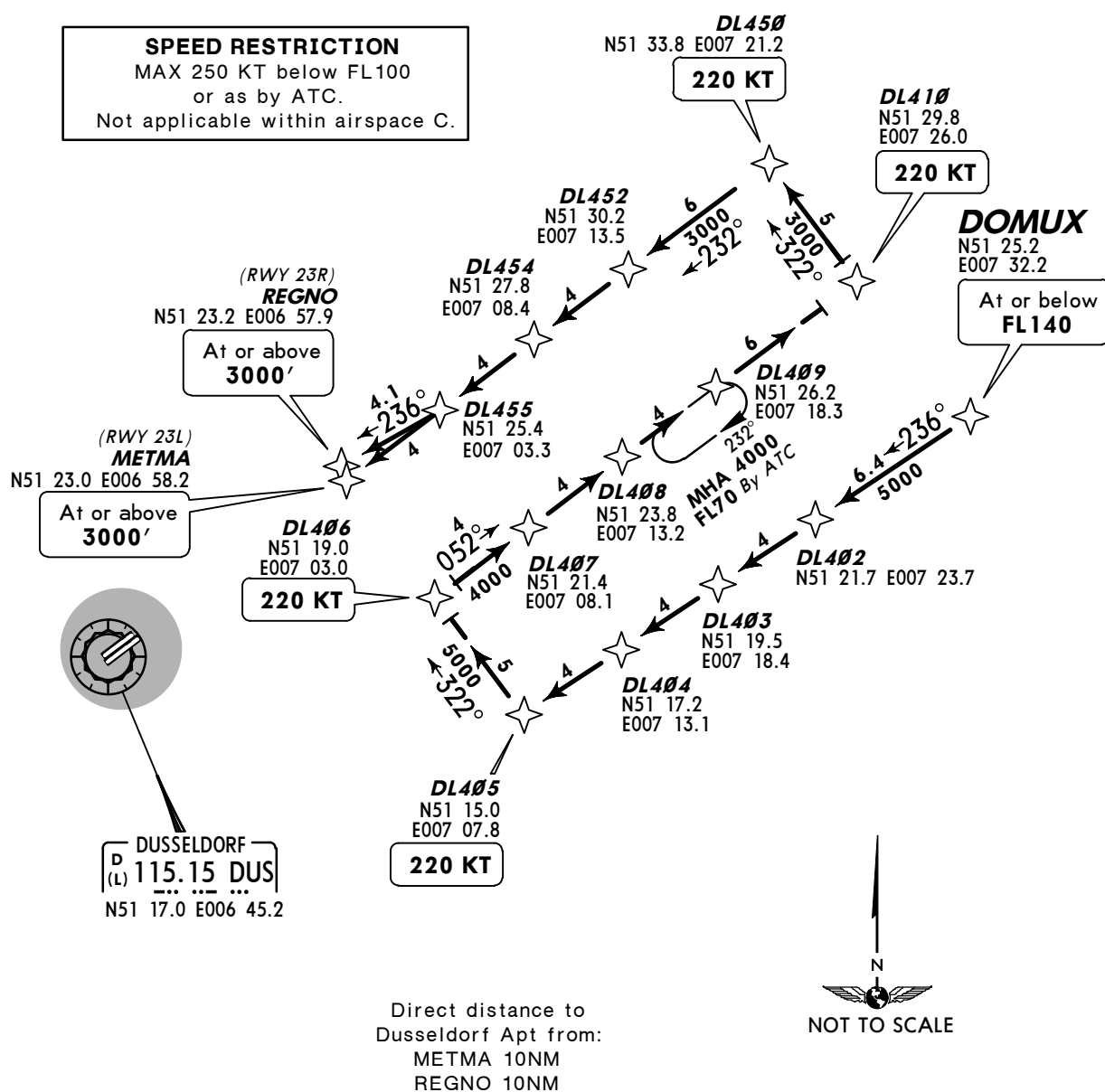
Apt Elev
147'

Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'
1. On downwind expect vectors to final.
2. Speed limits are mandatory from the respective
waypoint throughout the entire transition route
unless cancelled by ATC.
3. Altitude assignments will be issued by ATC.



DOMUX 23 [DOM23]
RWYS 23L/R RNAV TRANSITION
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



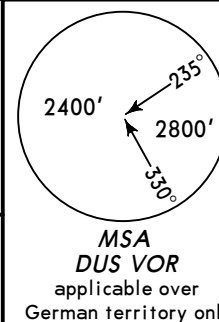
ROUTING

DOMUX (FL140-) - DL405 (K220) - DL406 (K220) - DL410 (K220) - DL450 (K220) - METMA (23L ①; 3000'+)/REGNO (23R; 3000'+).

① Valid for LOST COMM situation.

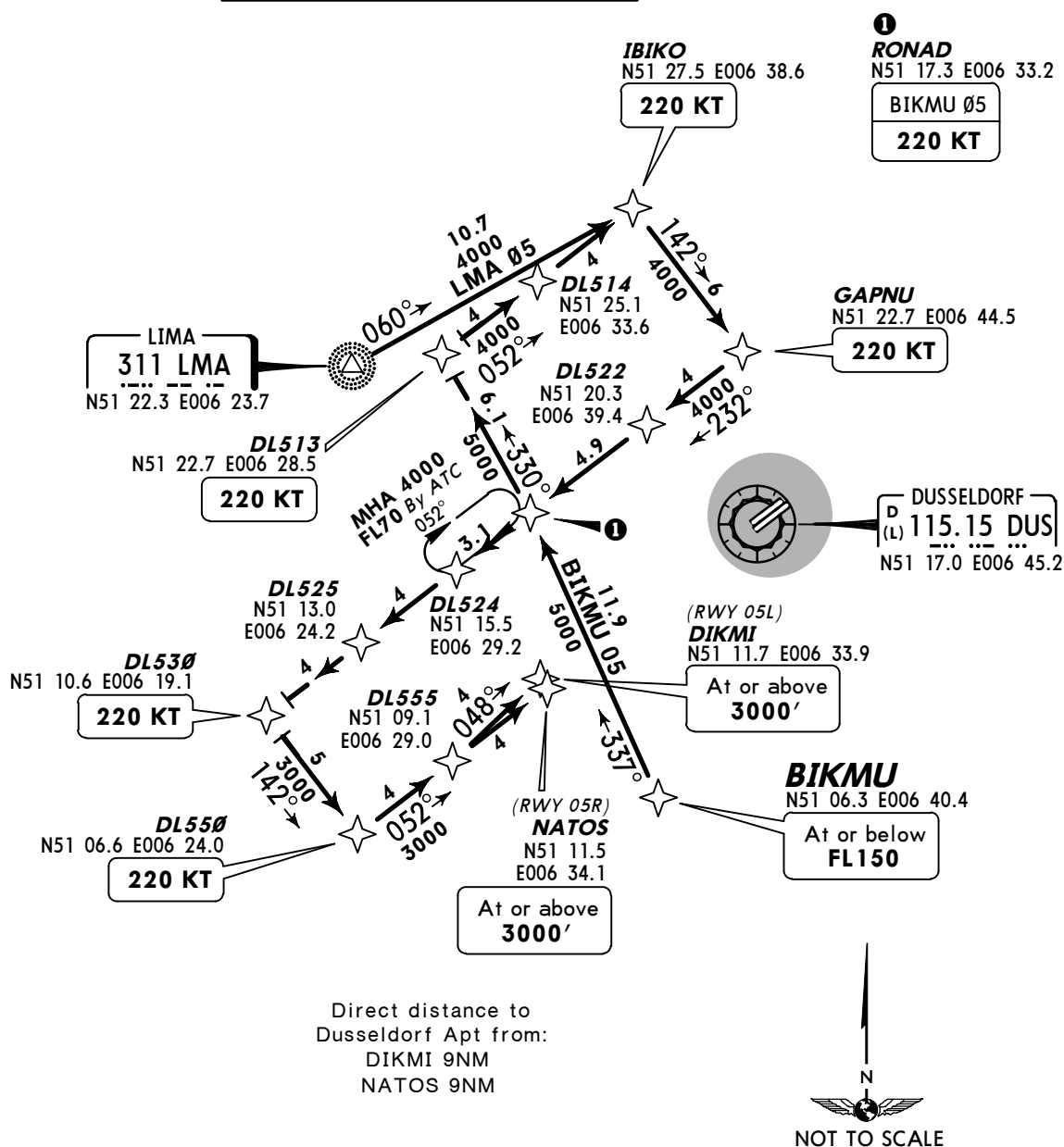
*D-ATIS
115.15
123.775Apt Elev
147'

Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'
1. On downwind expect vectors to final.
2. Speed limits are mandatory from the respective
waypoint throughout the entire transition route
unless cancelled by ATC.
3. Altitude assignments will be issued by ATC.



BIKMU 05 [BIK05], LMA 05
RWYS 05L/R RNAV TRANSITIONS
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

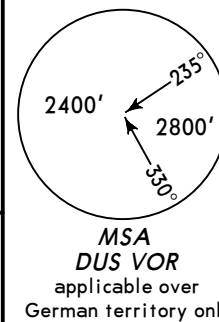


TRANSITION	ROUTING
BIKMU 05	BIKMU (FL150-) - RONAD (K220) - DL513 (K220) - IBIKO (K220) - GAPNU (K220) - DL530 (K220) - DL550 (K220) - DL555 - DIKMI (05L ② ; 3000'+)/ NATOS (05R; 3000'+).
LMA 05	LMA - IBIKO (K220) - GAPNU (K220) - DL530 (K220) - DL550 (K220) - DL555 - DIKMI (05L ② ; 3000'+)/NATOS (05R; 3000'+).

② Valid for LOST COMM situation.

Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'

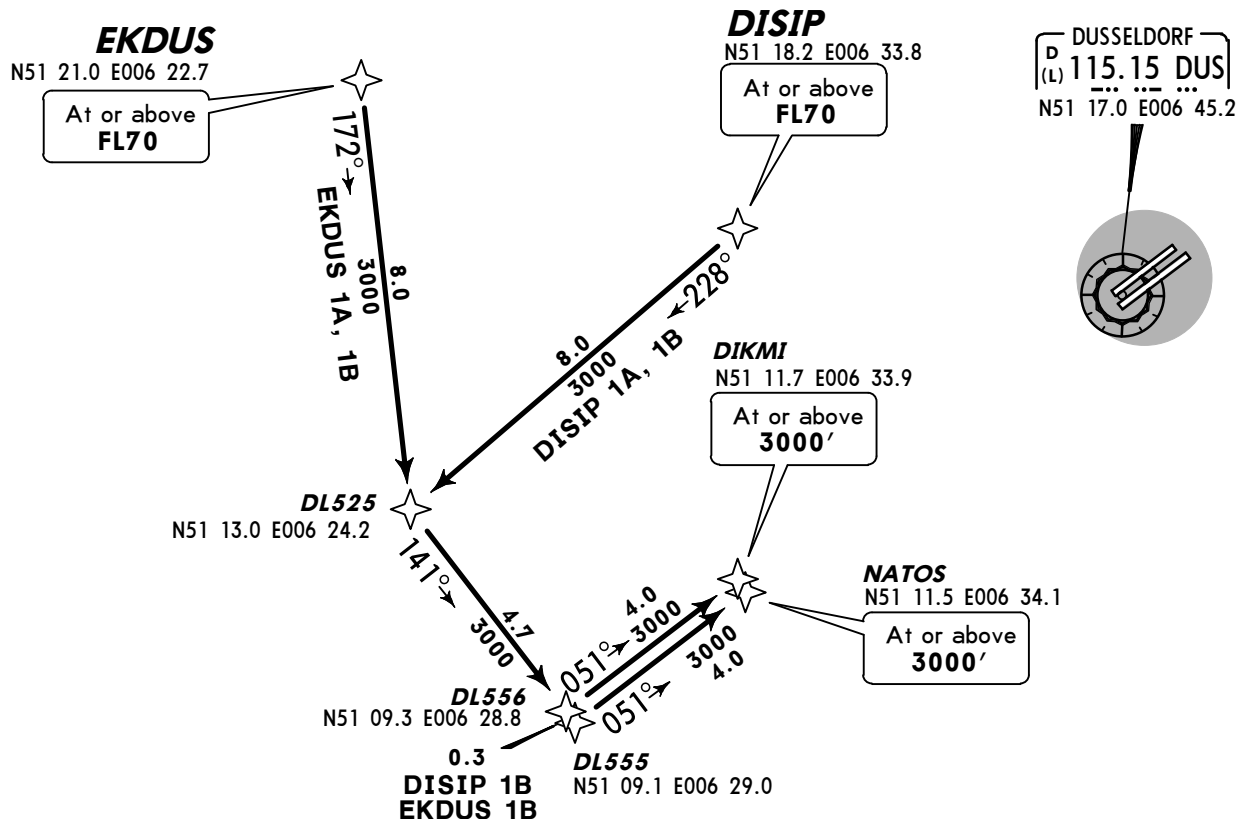
1. On downwind expect vectors to final.
2. Speed limits are mandatory from the respective waypoint throughout the entire transition route unless cancelled by ATC.
3. Altitude assignments will be issued by ATC.



Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'

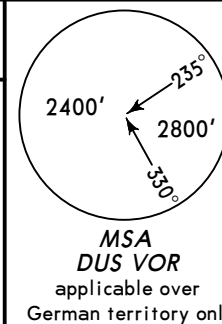
SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

When cleared for "Transition and Profile" aim for a low noise continuous descent arrival (CDA) within the constraints as laid down in the procedure description.



Direct distance to Dusseldorf Apt from:
DIKMI 9NM
NATOS 9NM

TRANSITION	RWY	ROUTING
DISIP 1A	05L	DISIP (FL70+) - DL525 - DL556 - DIKMI (3000+).
DISIP 1B	05R	DISIP (FL70+) - DL525 - DL555 - NATOS (3000+).
EKDUS 1A	05L	EKDUS (FL70+) - DL525 - DL556 - DIKMI (3000+).
EKDUS 1B	05R	EKDUS (FL70+) - DL525 - DL555 - NATOS (3000+).

*D-ATIS
115.15 123.775Apt Elev
147'Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'

RUGAP 1A [RUGA1A]
RUGAP 1B [RUGA1B]
TIVIM 1A [TIVI1A]
TIVIM 1B [TIVI1B]
RWYS 23R/L RNAV TRANSITIONS (CDA)
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY
WHEN CLEARED BY ATC

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

When cleared for "Transition and Profile"
aim for a low noise continuous descent
arrival (CDA) within the constraints as
laid down in the procedure description.



TIVIM
N51 35.7 E006 50.7

At or above
FL70

RUGAP
N51 38.0 E007 08.6

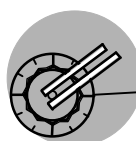
At or above
FL70

REGNO
N51 23.2 E006 57.9

At or above
3000'

METMA
N51 23.0 E006 58.2

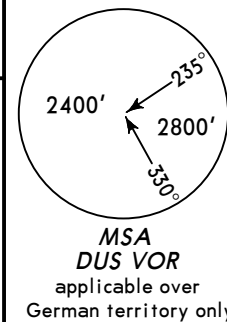
At or above
3000'



DUSSELDORF
D 115.15 DUS
N51 17.0 E006 45.2

Direct distance to
Dusseldorf Apt from:
METMA 10NM
REGNO 10NM

TRANSITION	RWY	ROUTING
RUGAP 1A	23R	RUGAP (FL70+) - DL456 - REGNO (3000+).
RUGAP 1B	23L	RUGAP (FL70+) - DL455 - METMA (3000+).
TIVIM 1A	23R	TIVIM (FL70+) - DL456 - REGNO (3000+).
TIVIM 1B	23L	TIVIM (FL70+) - DL455 - METMA (3000+).

*D-ATIS
115.15 123.775Apt Elev
147'Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'

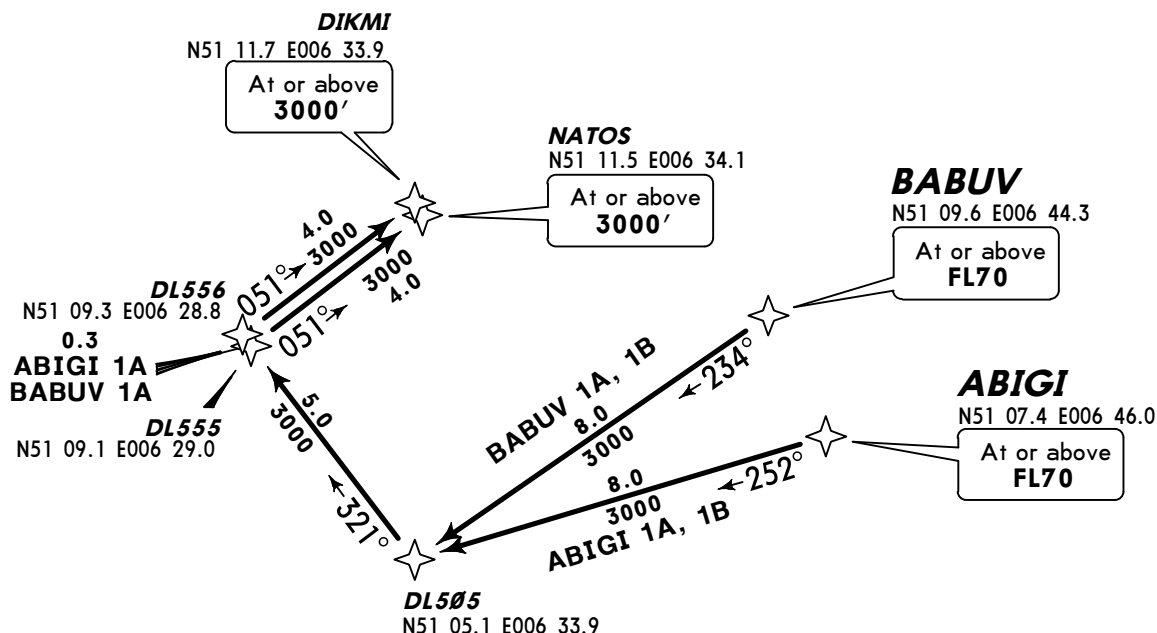
ABIGI 1A [ABIG1A]
ABIGI 1B [ABIG1B]
BABUV 1A [BABU1A]
BABUV 1B [BABU1B]
RWYS 05L/R RNAV TRANSITIONS (CDA)
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY
WHEN CLEARED BY ATC

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

When cleared for "Transition and Profile"
aim for a low noise continuous descent
arrival (CDA) within the constraints as
laid down in the procedure description.

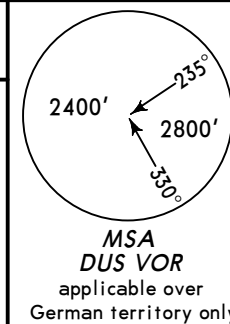


DUSSELDORF
D 115.15 DUS
(L) N51 17.0 E006 45.2



Direct distance to Dusseldorf Apt from:
DIKMI 9NM
NATOS 9NM

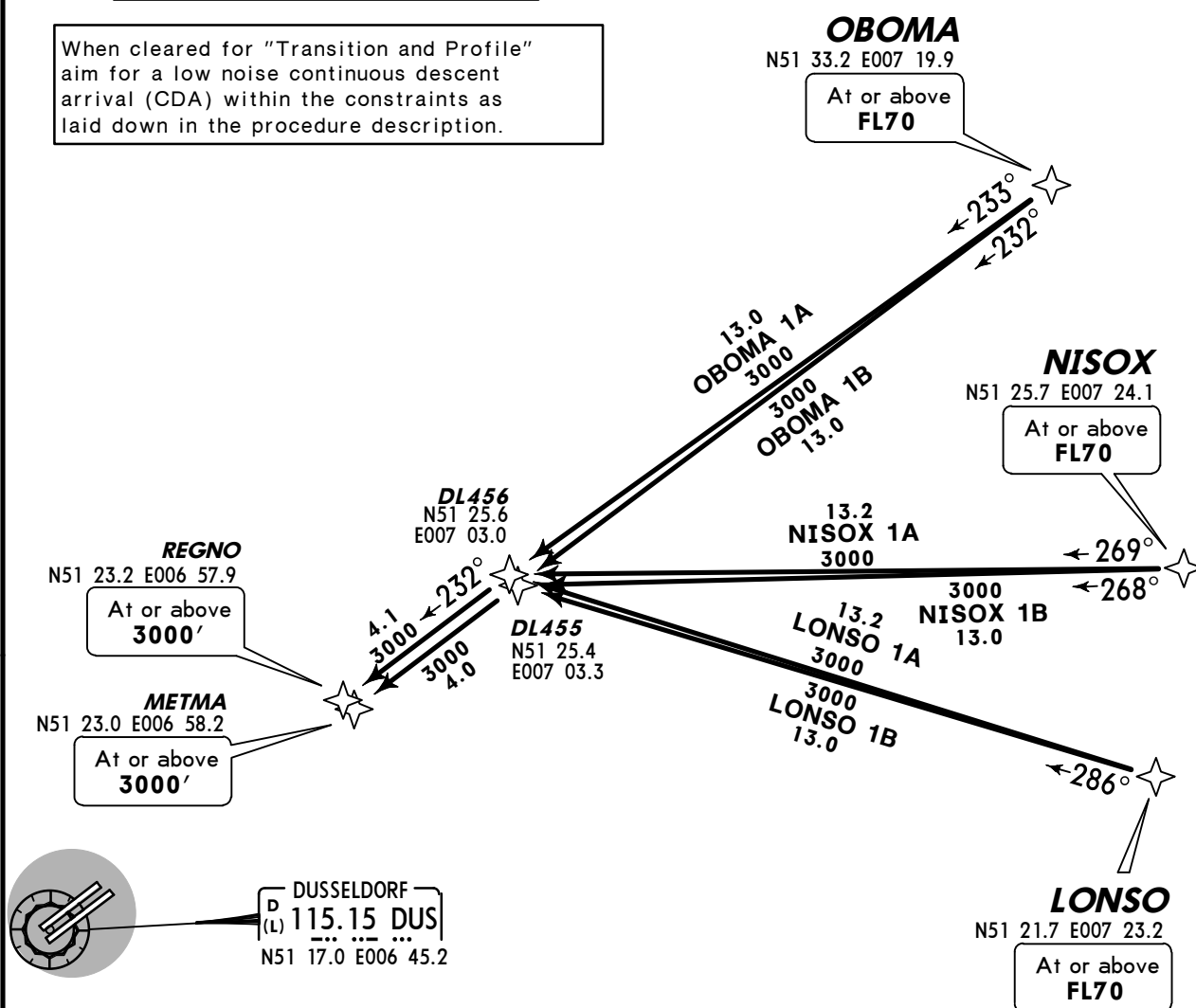
TRANSITION	RWY	ROUTING
ABIGI 1A	05L	ABIGI (FL70+) - DL505 - DL556 - DIKMI (3000+).
ABIGI 1B	05R	ABIGI (FL70+) - DL505 - DL555 - NATOS (3000+).
BABUV 1A	05L	BABUV (FL70+) - DL505 - DL556 - DIKMI (3000+).
BABUV 1B	05R	BABUV (FL70+) - DL505 - DL555 - NATOS (3000+).

*D-ATIS
115.15 123.775Apt Elev
147'Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'

LONSO 1A [LONS1A], LONSO 1B [LONS1B]
NISOX 1A [NISO1A], NISOX 1B [NISO1B]
OBOMA 1A [OBOM1A], OBOMA 1B [OBOM1B]
RWYS 23R/L RNAV TRANSITIONS (CDA)
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY
WHEN CLEARED BY ATC

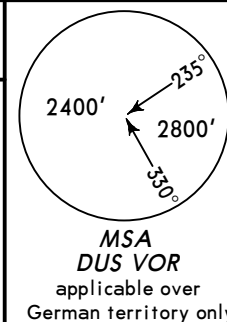
SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

When cleared for "Transition and Profile"
aim for a low noise continuous descent
arrival (CDA) within the constraints as
laid down in the procedure description.



Direct distance to Dusseldorf Apt from:
METMA 10NM
REGNO 10NM

TRANSITION	RWY	ROUTING
LONSO 1A	23R	LONSO (FL70+) - DL456 - REGNO (3000+).
LONSO 1B	23L	LONSO (FL70+) - DL455 - METMA (3000+).
NISOX 1A	23R	NISOX (FL70+) - DL456 - REGNO (3000+).
NISOX 1B	23L	NISOX (FL70+) - DL455 - METMA (3000+).
OBOMA 1A	23R	OBOMA (FL70+) - DL456 - REGNO (3000+).
OBOMA 1B	23L	OBOMA (FL70+) - DL455 - METMA (3000+).

*D-ATIS
115.15 123.775Apt Elev
147'Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'

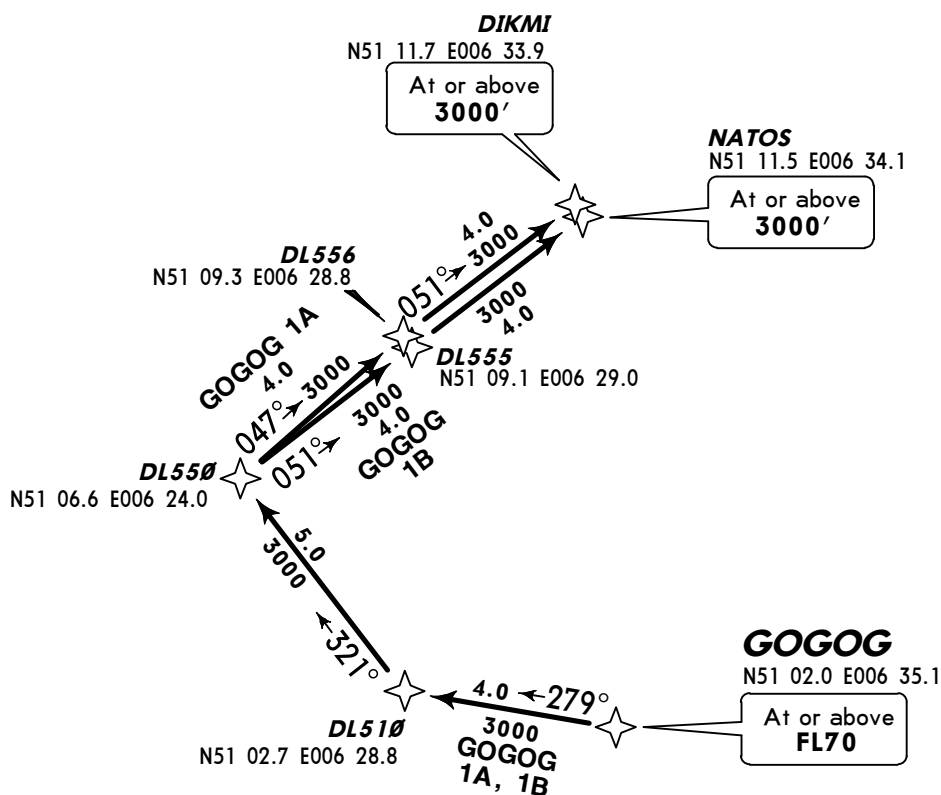
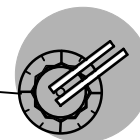
GOGOG 1A [GOGO1A]
GOGOG 1B [GOGO1B]
RWYS 05L/R RNAV TRANSITIONS (CDA)
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY
WHEN CLEARED BY ATC

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

When cleared for "Transition and Profile"
aim for a low noise continuous descent
arrival (CDA) within the constraints as
laid down in the procedure description.

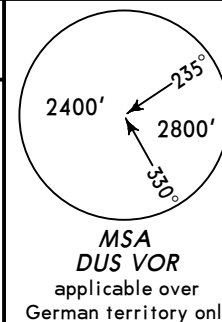


DUSSELDORF
D 115.15 DUS
(L)
N51 17.0 E006 45.2



Direct distance to Dusseldorf Apt from:
DIKMI 9NM
NATOS 9NM

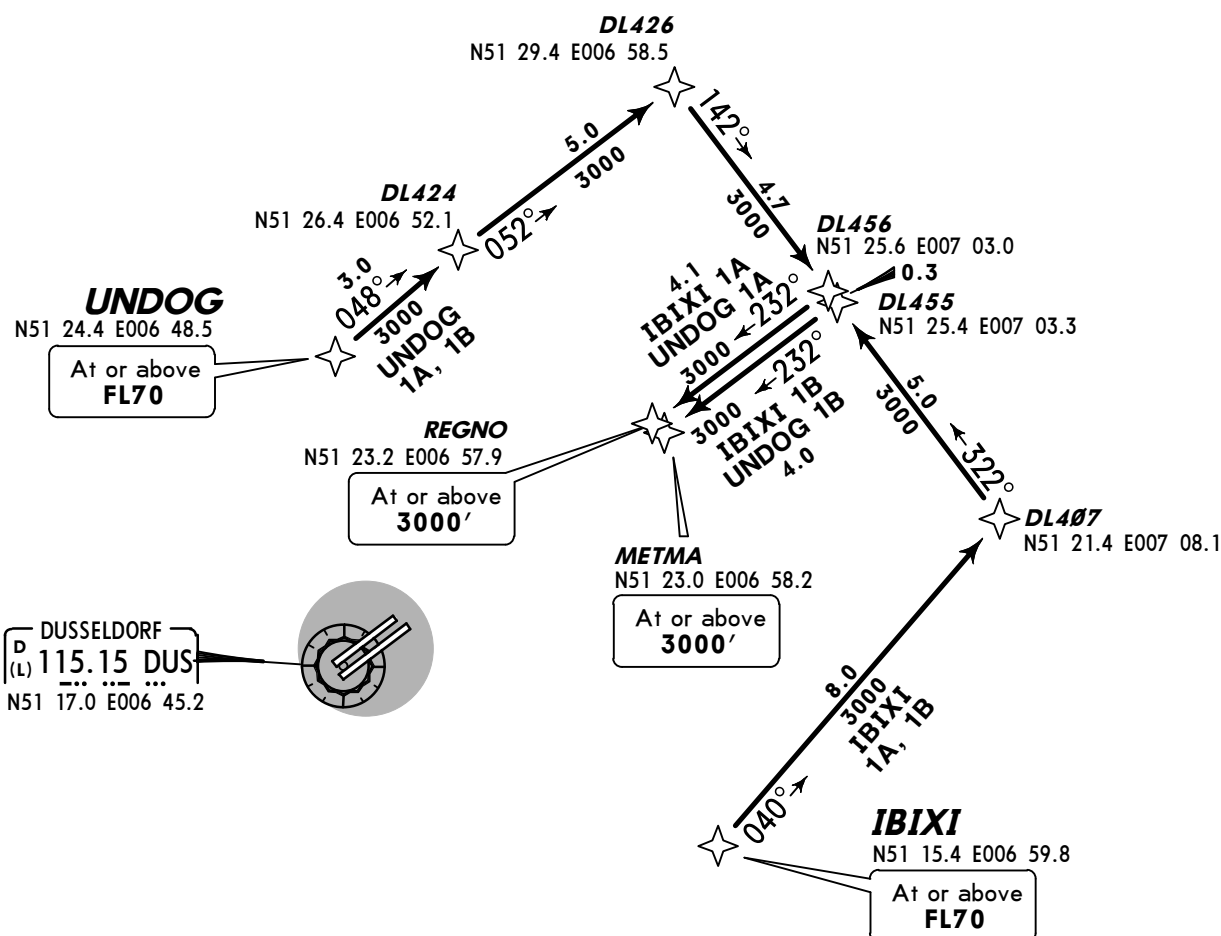
TRANSITION	RWY	ROUTING
GOGOG 1A	05L	GOGOG (FL70+) - DL510 - DL550 - DL556 - DIKMI (3000+).
GOGOG 1B	05R	GOGOG (FL70+) - DL510 - DL550 - DL555 - NATOS (3000+).

*D-ATIS
115.15 123.775Apt Elev
147'Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'

IBIXI 1A [IBIX1A]
IBIXI 1B [IBIX1B]
UNDOG 1A [UNDO1A]
UNDOG 1B [UNDO1B]
RWYS 23R/L RNAV TRANSITIONS (CDA)
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY
WHEN CLEARED BY ATC

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

When cleared for "Transition and Profile"
aim for a low noise continuous descent
arrival (CDA) within the constraints as
laid down in the procedure description.

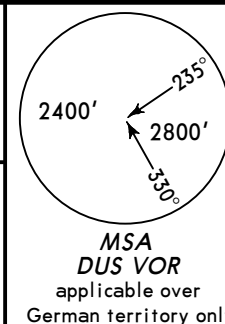


Direct distance to Dusseldorf Apt from:
METMA 10NM
REGNO 10NM

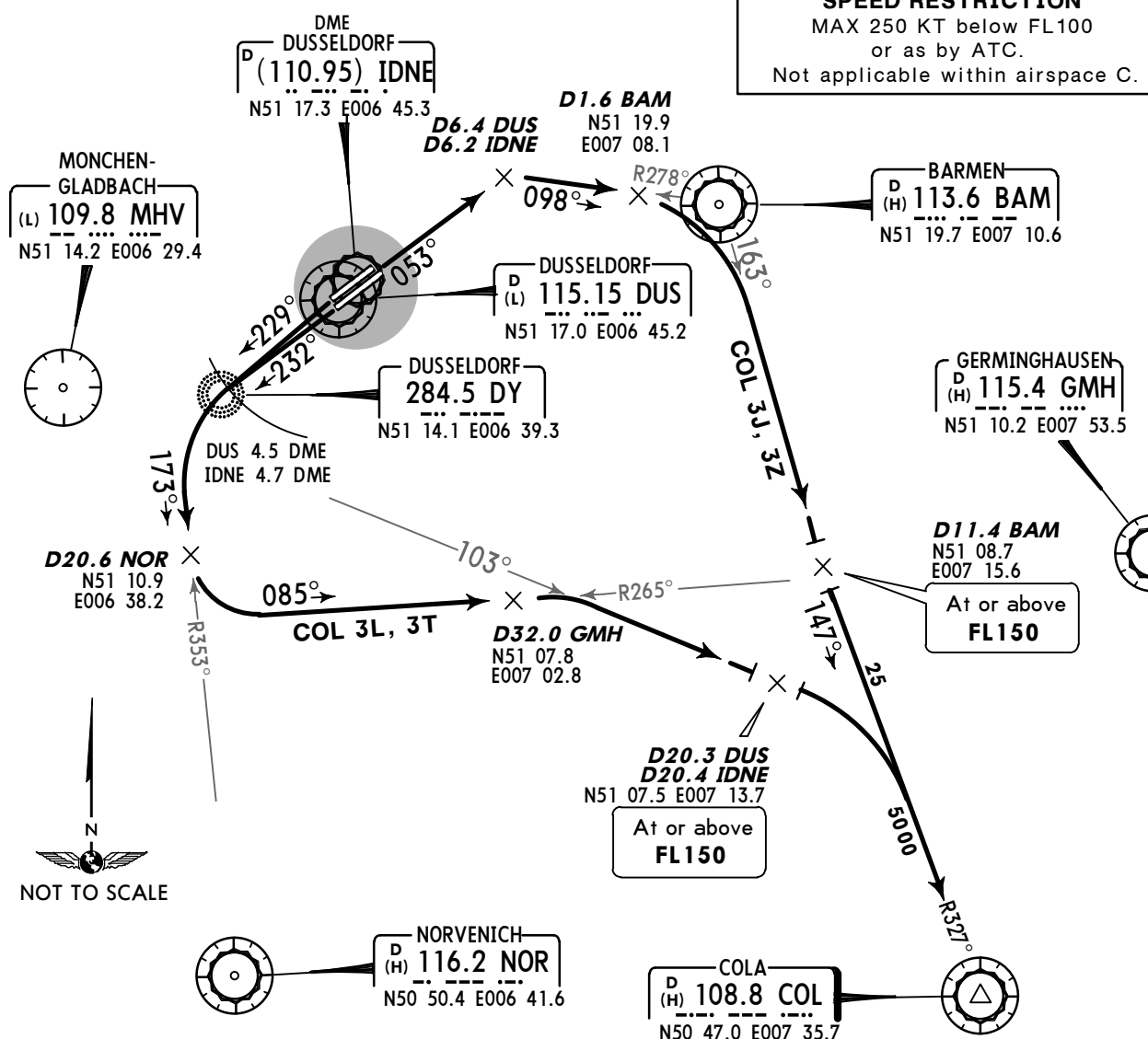
TRANSITION	RWY	ROUTING
IBIXI 1A	23R	IBIXI (FL70+) - DL407 - DL456 - REGNO (3000+).
IBIXI 1B	23L	IBIXI (FL70+) - DL407 - DL455 - METMA (3000+).
UNDOG 1A	23R	UNDOG (FL70+) - DL424 - DL426 - DL456 - REGNO (3000+).
UNDOG 1B	23L	UNDOG (FL70+) - DL424 - DL426 - DL455 - METMA (3000+).

Trans level: By ATC Trans alt: 5000'

1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



These SIDs require a minimum climb gradient of 425' per NM (7%) until passing 3000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise Delivery on start-up request.

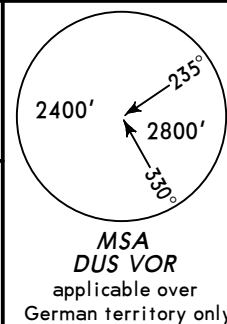
Initial climb clearance **5000'**

SID	RWY	ROUTING
COL 3J	05L	Intercept DUS R-053 to D6.4 DUS/D6.2 IDNE, turn RIGHT, intercept BAM R-278 inbound to D1.6 BAM, turn RIGHT, intercept BAM R-163 to D11.4 BAM, turn LEFT, intercept COL R-327 inbound to COL.
COL 3Z	05R	
COL 3L	23R	Intercept 229° bearing (Rwy 23R)/232° bearing (Rwy 23L) towards DY, at DUS 4.5 DME/IDNE 4.7 DME turn LEFT, intercept NOR R-353 inbound to D20.6 NOR, turn LEFT, intercept GMH R-265 inbound to D32.0 GMH, turn RIGHT, intercept MHV R-103 to D20.3 DUS/D20.4 IDNE, turn RIGHT, intercept COL R-327 inbound to COL.
COL 3T	23L	

*LANGEN
Radar
121.350

Apt Elev
147'

Trans level: By ATC Trans alt: 5000'
1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.



DODEN FIVE JULIETT (DODEN 5J)

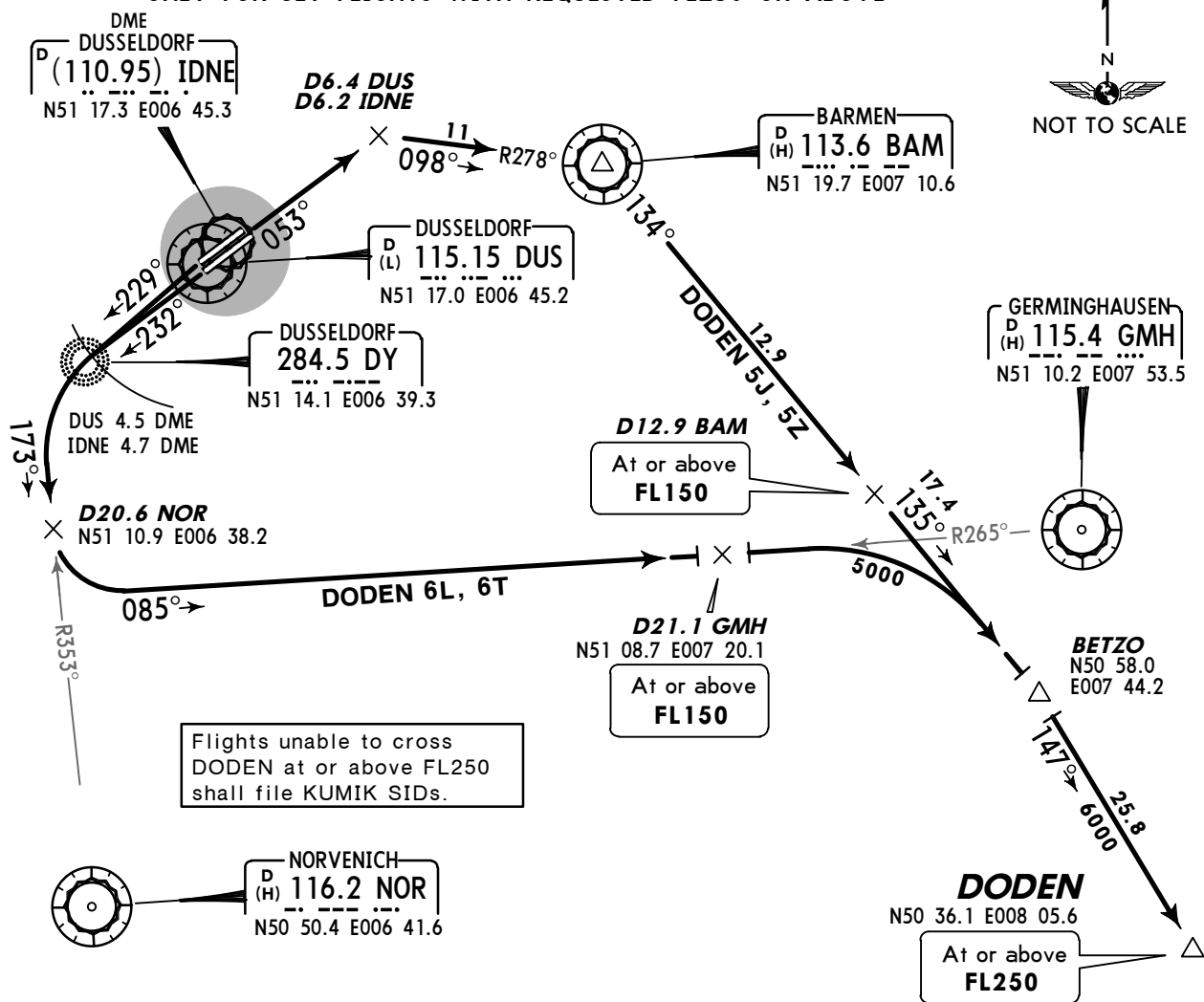
DODEN SIX LIMA (DODEN 6L)

DODEN SIX TANGO (DODEN 6T)

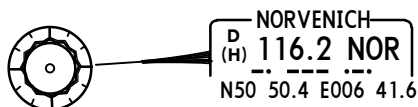
DODEN FIVE ZULU (DODEN 5Z)

RWYS 05L, 23R/L, 05R DEPARTURES

ONLY FOR JET FLIGHTS WITH REQUESTED FL250 OR ABOVE



Flights unable to cross
DODEN at or above FL250
shall file KUMIK SIDs.



DODEN 6L, 6T

These SIDs require a minimum climb gradient of 425' per NM (7%) until passing 3000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise Delivery on start-up request.

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Initial climb clearance **5000'**

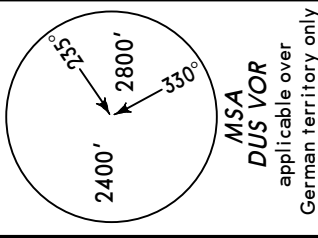
SID	RWY	ROUTING
DODEN 5J	05L	Intercept DUS R-053 to D6.4 DUS/D6.2 IDNE, turn RIGHT, intercept BAM R-278 inbound to BAM, BAM R-134 to D12.9 BAM ①, 135° track to BETZO, turn RIGHT, 147° track to DODEN.
DODEN 5Z	05R	
DODEN 6L	23R	Intercept 229° bearing (Rwy 23R)/232° bearing (Rwy 23L) towards DY, at DUS 4.5 DME/IDNE 4.7 DME turn LEFT, intercept NOR R-353 inbound to D20.6 NOR, turn LEFT, intercept GMH R-265 inbound to D21.1 GMH ②, turn RIGHT, 135° track to BETZO, turn RIGHT, 147° track to DODEN.
DODEN 6T	23L	

BRNAV equipment necessary after: ① D12.9 BAM/ ② D21.1 GMH.

*LANGEN
Radar
121.350

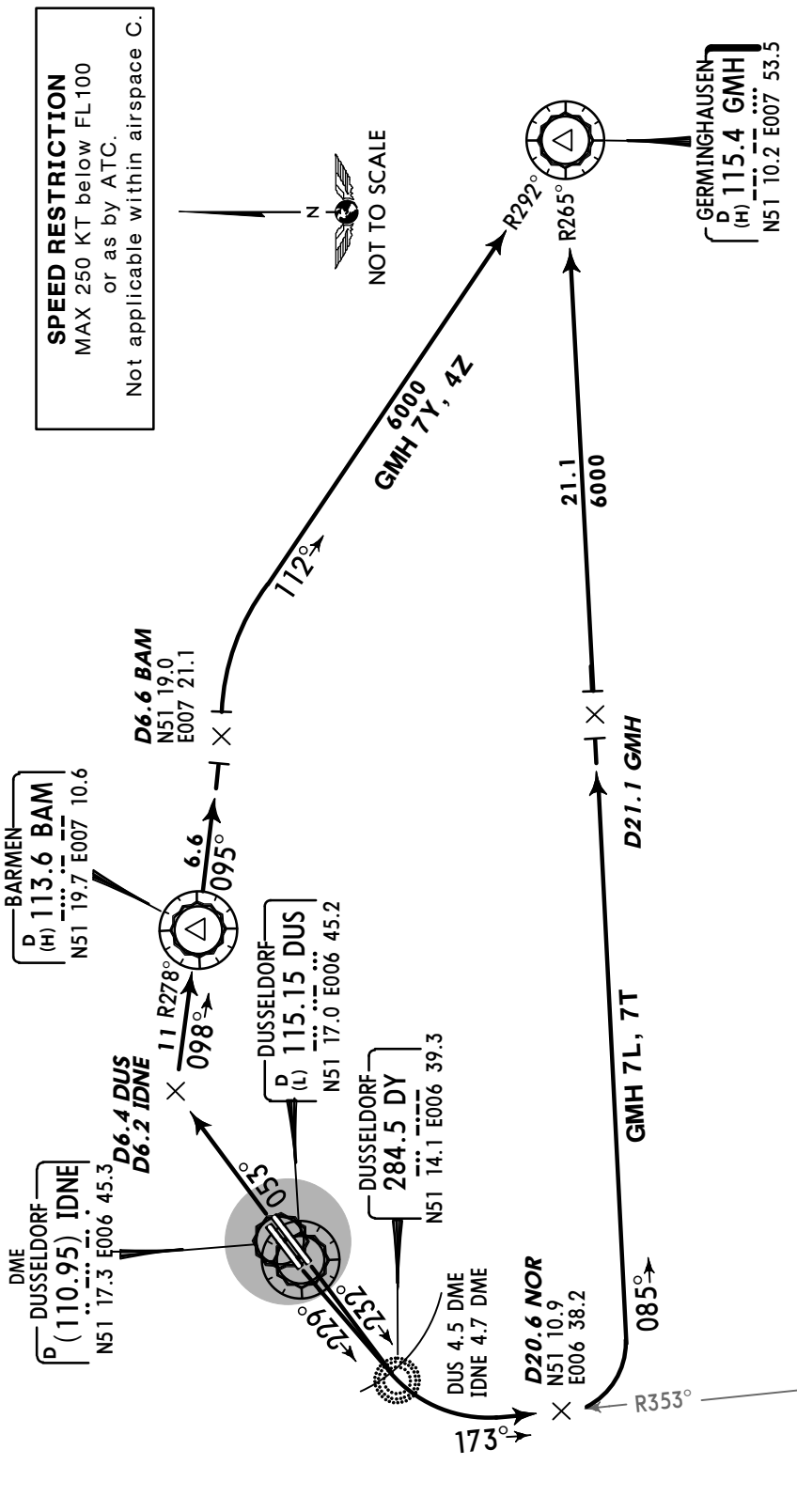
Apt Elev
147'

Trans level: By ATC Trans alt: 5000'
1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.



GERMINGHAUSEN SEVEN LIMA (GMH 7L)
GERMINGHAUSEN SEVEN TANGO (GMH 7T)
GERMINGHAUSEN SEVEN YANKEE (GMH 7Y)
GERMINGHAUSEN FOUR ZULU (GMH 4Z)
RWYS 23R/L, 05L/R DEPARTURES
ONLY FOR FLIGHTS WITH REQUESTED FL140 OR BELOW

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



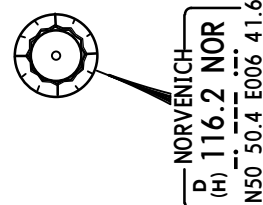
Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise Delivery on start-up request.

GMH 7L, 7T

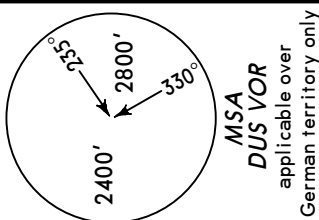
These SIDs require a minimum climb gradient of 425' per NM (7%) until passing 3000' due to airspace structure.

Initial climb clearance 5000'			ROUTING			
SID	RWY					
GMH 7L	23R		Intercept 229° bearing (Rwy 23R)/232° bearing (Rwy 23L) towards DY, at DUS 4.5 DME/IDNE 4.7 DME turn LEFT, intercept NOR R-353 inbound to D20.6 NOR, turn LEFT, intercept GMH R-265 inbound to GMH.			
GMH 7T	23L					
GMH 7Y	05L		Intercept DUS R-053 to D6.4 DUS/D6.2 IDNE, turn RIGHT, intercept BAM R-278 inbound to BAM, BAM R-095 to D6.6 BAM, turn RIGHT, intercept GMH R-292 inbound to GMH.			
GMH 4Z	05R					



Trans level: By ATC Trans alt: 5000'

1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

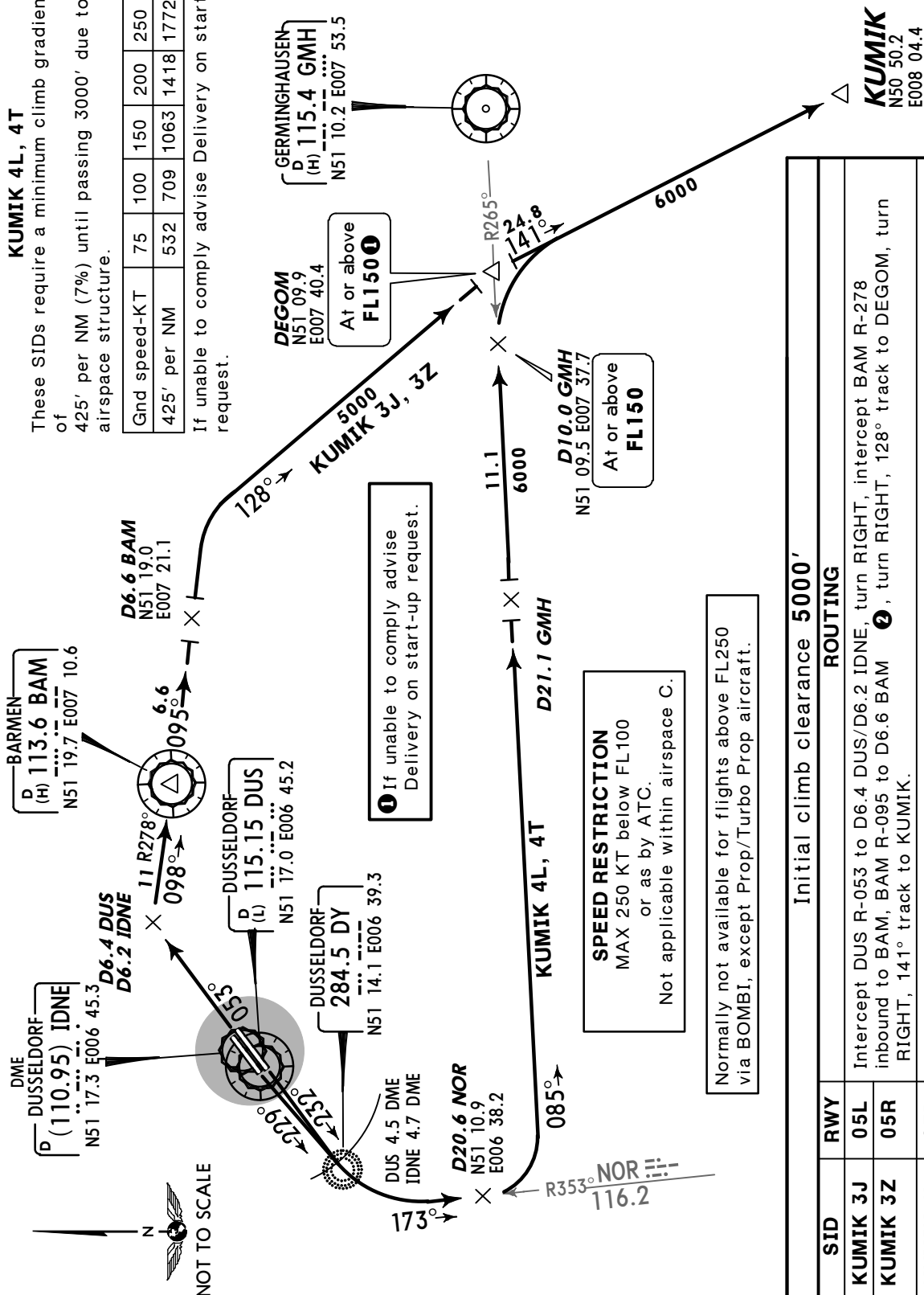


**KUMIK THREE JULIETT (KUMIK 3J)
KUMIK FOUR LIMA (KUMIK 4L)
KUMIK FOUR TANGO (KUMIK 4T)
KUMIK THREE ZULU (KUMIK 3Z)
RWYS 05L, 23R/L, 05R DEPARTURES
ONLY FOR FLIGHTS WITH
REQUESTED FL150 OR ABOVE**

These SIDs require a minimum climb gradient of 425' per NM (7%) until passing 3000' due to airspace structure.

Gnd speed-K T	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise Delivery on start-up request.



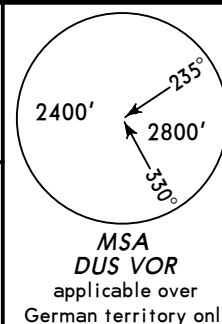
Initial climb clearance 5000'			
SID	RWY	ROUTING	
KUMIK 3J	05L	Intercept DUS R-053 to D6.4 DUS/D6.2 IDNE, turn RIGHT, intercept BAM R-278 inbound to BAM, BAM R-095 to D6.6 BAM ②, turn RIGHT, 128° track to DEGOM, turn RIGHT, 141° track to KUMIK.	
KUMIK 3Z	05R		
KUMIK 4L	23R	Intercept 229° bearing (Rwy 23R)/232° bearing (Rwy 23L) towards DY, at DUS 4.5 DME/IDNE 4.7 DME turn LEFT, intercept NOR R-353 inbound to D20.6 NOR, turn LEFT, intercept GMH R-265 inbound to D10.0 GMH ③, turn RIGHT, 141° track to KUMIK.	
KUMIK 4T	23L		
BRNAV equipment necessary after: ② D6.6 BAM / ③ D10.0 GMH			

BRNAV equipment necessary after: **2** D6.6 BAM / **3** D10.0 GMH.

*LANGEN
Radar
128.50

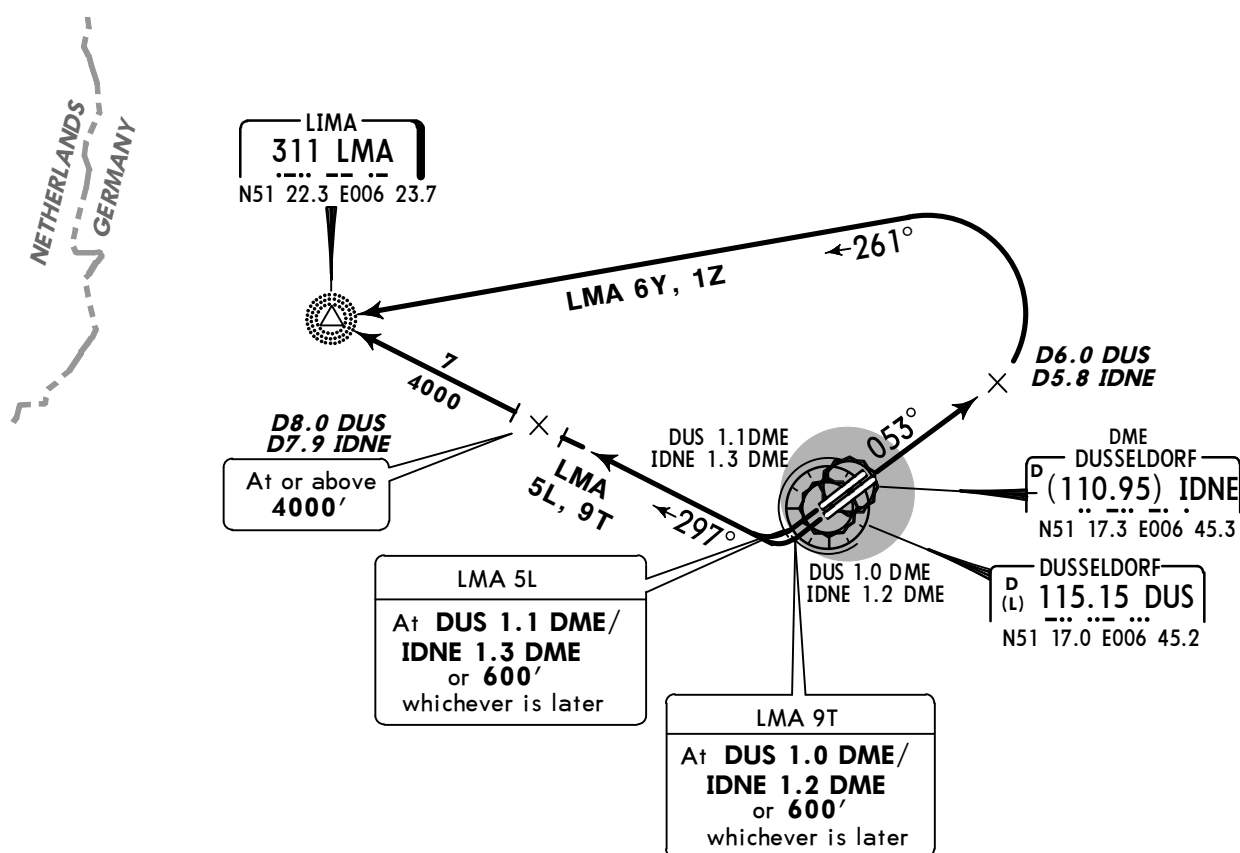
Apt Elev
147'

Trans level: By ATC Trans alt: 5000'
1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.



LIMA FIVE LIMA (LMA 5L)
LIMA NINE TANGO (LMA 9T)
LIMA SIX YANKEE (LMA 6Y)
LIMA ONE ZULU (LMA 1Z)
RWYS 23R/L, 05L/R DEPARTURES
ONLY FOR FLIGHTS TO EDLN

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



These SIDs require minimum climb gradients of
LMA 5L, 9T: 407' per NM (6.7%) due to airspace structure.
LMA 6Y, 1Z: 425' per NM (7%) until passing 3000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127
407' per NM	509	679	1018	1357	1696	2036

If unable to comply advise Delivery on start-up request.



Initial climb clearance **5000'**

SID	RWY	ROUTING
LMA 5L	23R	Climb on runway track to DUS 1.1 DME/IDNE 1.3 DME (Rwy 23R)/ DUS 1.0 DME/IDNE 1.2 DME (Rwy 23L) or 600', whichever is later, turn RIGHT, intercept 297° bearing to LMA.
LMA 9T	23L	
LMA 6Y	05L	Intercept DUS R-053 to D6.0 DUS/D5.8 IDNE, turn LEFT, intercept 261° bearing to LMA.
LMA 1Z	05R	

NETHERLANDS

GERMANY

If unable to comply advise Delivery on start-up request.

Flights intending to proceed via airway Y-850 to BASUM must be able to cross ARTER above FL245. If unable or planning below FL245 continue via airway L-179 to OSN.

NOT TO SCALE

SID	RWY	ROUTING
MEVEL 6J	05L	Intercept DUS R-053 to D6.0 DUS/D5.8 IDNE, turn LEFT, 008° track to DUS
MEVEL 7Z	05R	13.5 DME/IDNE 13.3 DME, turn LEFT, intercept RKN R-169 inbound to D28.2 RKN ❶, turn RIGHT, 052° track to MEVEL.
MEVEL 9L	23R	Climb on runway track to DUS 1.0 DME/IDNE 1.2 DME or 600', whichever is later, turn RIGHT, intercept NOR R-359 to D45.1 NOR ❷, turn RIGHT, 052°
MEVEL 1T	23L	track via LUSIX to MEVEL.

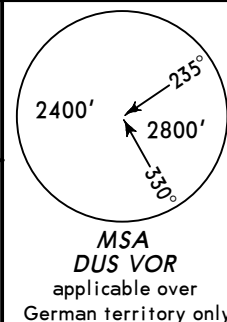
BRNAV equipment necessary after: ❶ D28.2 RKN / ❷ D45.1 NOR.

CHANGES: SIDs renumbered.

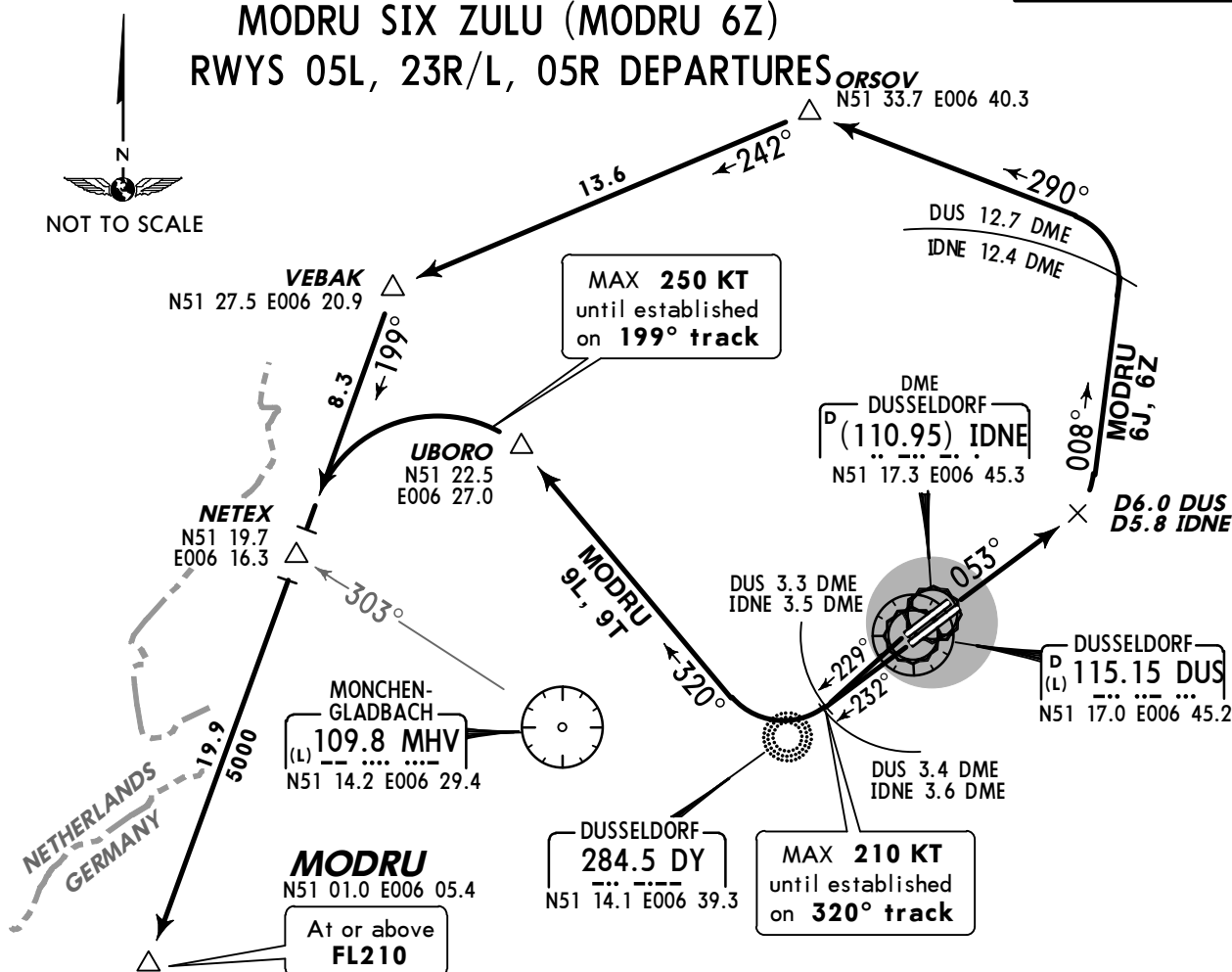
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*LANGEN
Radar
128.50Apt Elev
147'

Trans level: By ATC Trans alt: 5000'
1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.



MODRU SIX JULIETT (MODRU 6J)
MODRU NINE LIMA (MODRU 9L)
MODRU NINE TANGO (MODRU 9T)
MODRU SIX ZULU (MODRU 6Z)
RWYS 05L, 23R/L, 05R DEPARTURES



Flights intending to continue from NETEX via FAMEN or DELOM shall file SID MODRU - NETEX - DCT - FAMEN/DELOM. These flights may leave SID MODRU at NETEX to proceed NETEX DCT FAMEN/DELOM, also in case of radio comm failure.

Only for flights with requested FL210 and above. These flights have to be able to cross MODRU at or above FL210. If unable to comply advise Delivery on start-up request.

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

These SIDs require a minimum climb gradient of 425' per NM (7%) until passing 3000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise Delivery on start-up request.

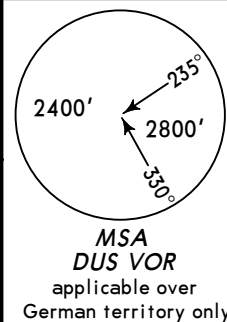
Initial climb clearance **5000'**

SID	RWY	ROUTING
MODRU 6J	05L	Intercept DUS R-053 to D6.0 DUS/D5.8 IDNE, turn LEFT, 008° track to DUS 12.7 DME/IDNE 12.4 DME ①, turn LEFT, 290° track to ORSOV, turn LEFT, 242° track to VEBAK, turn LEFT, 199° track via NETEX to MODRU.
MODRU 6Z	05R	
MODRU 9L	23R	Intercept 229° bearing towards DY, at DUS 3.3 DME/IDNE 3.5 DME ②, turn RIGHT, 320° track to UBORO, turn LEFT, 199° track via NETEX to MODRU.
MODRU 9T	23L	Intercept 232° bearing towards DY, at DUS 3.4 DME/IDNE 3.6 DME ③, turn RIGHT, 320° track to UBORO, turn LEFT, 199° track via NETEX to MODRU.

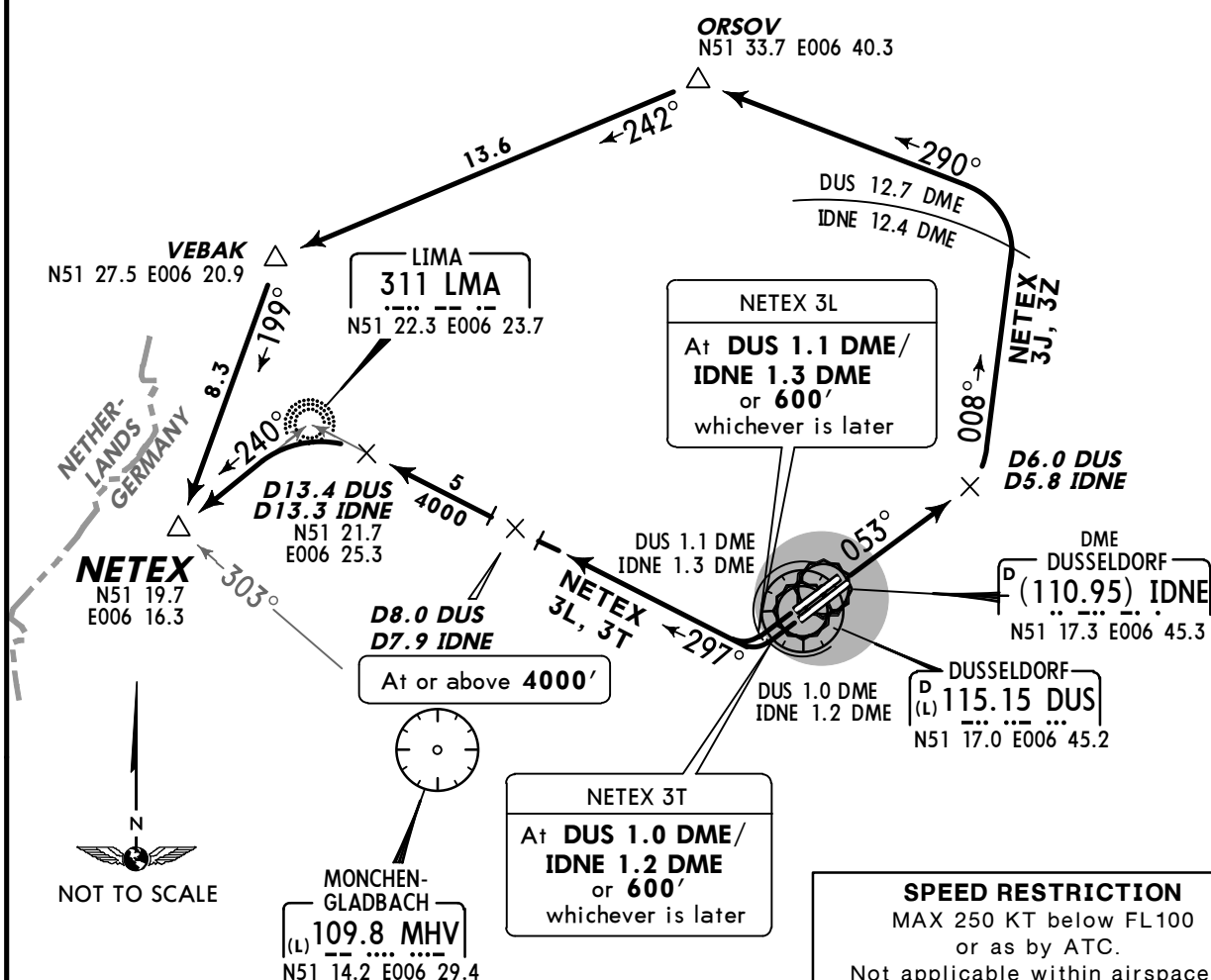
BRNAV equipment necessary after: ① DUS 12.7 DME/IDNE 12.4 DME/ ② DUS 3.3 DME/IDNE 3.5 DME/ ③ DUS 3.4 DME/IDNE 3.6 DME.

Trans level: By ATC Trans alt: 5000'

1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.



FOR FLIGHTS VIA AIRWAY Z-282 - DIBIR - AIRWAY L-179 (IF AVAILABLE)



Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127
407' per NM	509	679	1018	1357	1696	2036

Initial climb clearance **5000'**

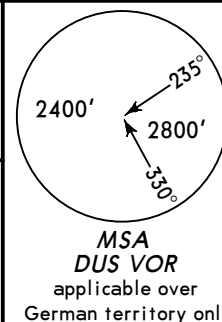
SID	RWY	ROUTING
NETEX 3J	05L	Intercept DUS R-053 to D6.0 DUS/D5.8 IDNE, turn LEFT, 008° track to DUS 12.7 DME/IDNE 12.4 DME ②urn LEFT, 290° track to ORSOV, turn LEFT, 242° track to VEBAK, turn LEFT, 199° track to NETEX.
NETEX 3Z	05R	
NETEX 3L ①	23R	Climb on runway track to DUS 1.1 DME/IDNE 1.3 DME (Rwy 23R)/DUS 1.0 DME/IDNE 1.2 DME (Rwy 23L) or 600', whichever is later, turn RIGHT, intercept 297° bearing towards LMA, at D13.4 DUS/D13.3 IDNE turn LEFT, intercept 240° bearing from LMA to NETEX.
NETEX 3T ①	23L	

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*LANGEN
Radar
121.350Apt Elev
147'

Trans level: By ATC Trans alt: 5000'

1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.



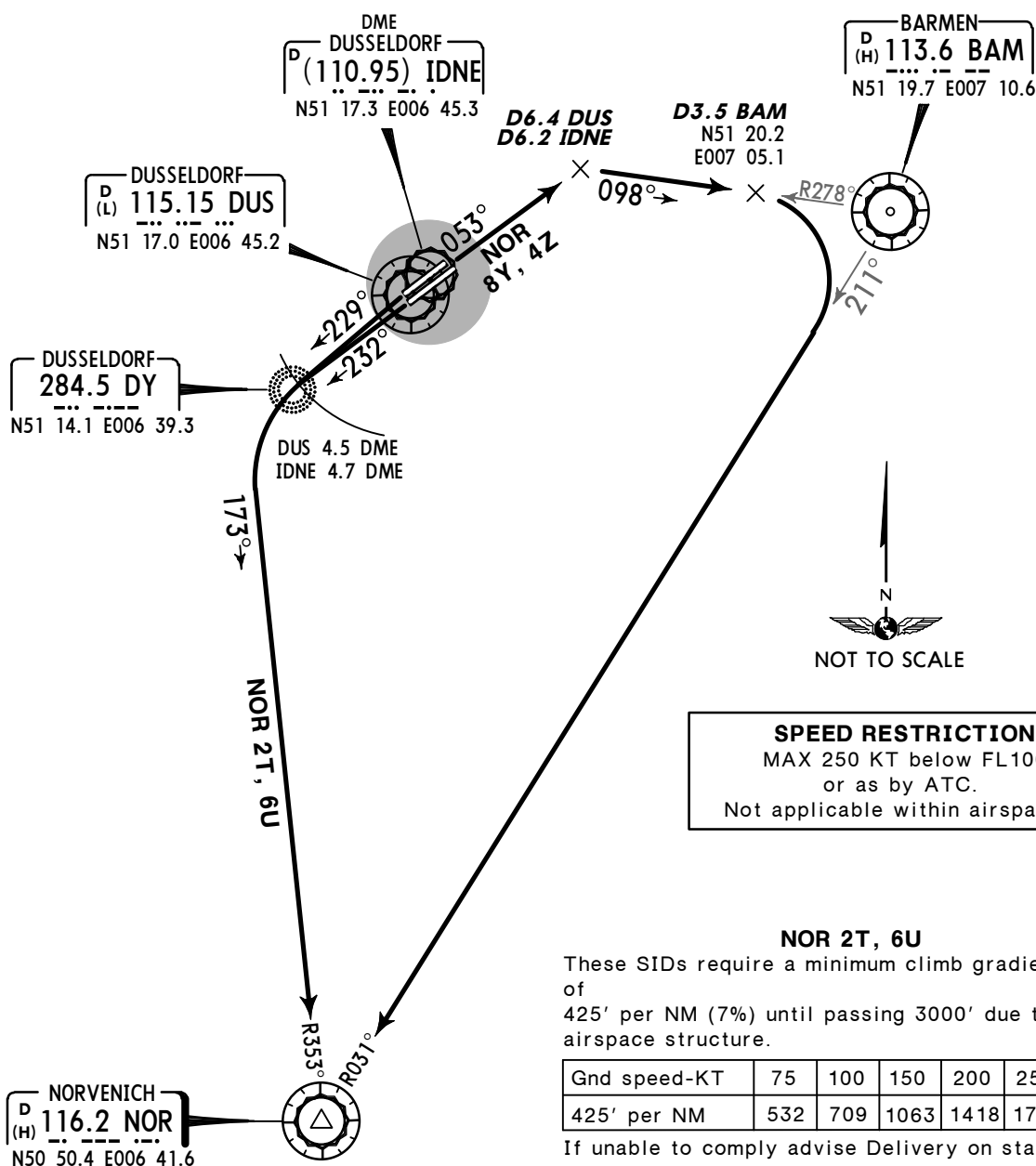
NORVENICH TWO TANGO (NOR 2T)
NORVENICH SIX UNIFORM (NOR 6U)
NORVENICH EIGHT YANKEE (NOR 8Y)
NORVENICH FOUR ZULU (NOR 4Z)

RWYS 23L/R, 05L/R DEPARTURES

FOR FLIGHTS WITH REQUESTED FL90 OR BELOW

FLIGHTS WITH REQUESTED FL100 OR ABOVE SHALL FILE VIA MODRU

ALSO AVAILABLE FOR FLIGHTS VIA AIRWAY Q-760 BETWEEN 0600-0800LT



Initial climb clearance **5000'**

SID	RWY	ROUTING
NOR 2T	23L	Intercept 229° bearing (Rwy 23R)/232° bearing (Rwy 23L) towards DY, at DUS 4.5 DME/IDNE 4.7 DME turn LEFT, intercept NOR R-353 inbound to NOR.
NOR 6U	23R	
NOR 8Y	05L	Intercept DUS R-053 to D6.4 DUS/D6.2 IDNE, turn RIGHT, intercept BAM R-278 inbound to D3.5 BAM, turn RIGHT, intercept BAM R-211 inbound to NOR.
NOR 4Z	05R	

*LANGEN
Radar
121.350

Apt Elev
147'

Trans level: By ATC Trans alt: 5000'
1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

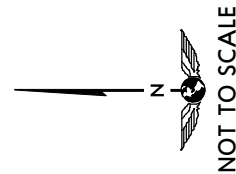
NUDGO

N51 24.8
E008 26.5
N51 21.1
E008 14.8

NUDGO THREE JULIETT (NUDGO 3J)
NUDGO THREE LIMA (NUDGO 3L)
NUDGO THREE TANGO (NUDGO 3T)
NUDGO THREE ZULU (NUDGO 3Z)
RWYS 05L, 23R/L, 05R

DEPARTURES

NOT AVAILABLE FOR FLIGHTS
INTO UPPER AIRSPACE



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

BARMEN
D 113.6 BAM
(H) 113.6 BAM
N51 19.7 E007 10.6

DUSSELDORF
D 110.95 IDNE
(110.95) IDNE
N51 17.3 E006 45.3

DUSSELDORF
D 115.15 DUS
(L) 115.15 DUS
N51 17.0 E006 45.2

DUSSELDORF
D 284.5 DY
N51 14.1 E006 39.3

DUS 4.5 DME
IDNE 4.7 DME

D 20.6 NOR
N51 10.9 E006 38.2

D 21.1 GMH
N51 08.9 E007 24.1

D 18.6 GMH
N51 08.9 E007 24.1

D 8.7 GMH
N51 13.6 E007 40.8

D 8.7 GMH
N51 13.6 E007 40.8

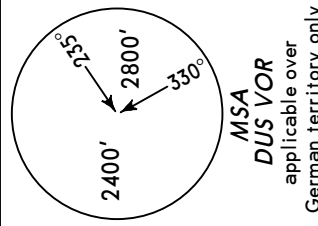
D 8.7 GMH
N51 13.6 E007 40.8

D 8.7 GMH
N51 13.6 E007 40.8

D 8.7 GMH
N51 13.6 E007 40.8

D 8.7 GMH
N51 13.6 E007 40.8

D 8.7 GMH
N51 13.6 E007 40.8



NUDGO 3L, 3T

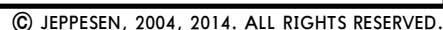
These SIDs require a minimum climb gradient of 425' per NM (7%) until passing 3000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise Delivery on start-up request.

Initial climb clearance 5000'

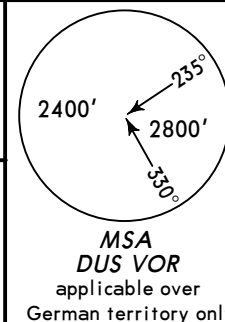
SID	RWY	ROUTING
NUDGO 3J	05L	Intercept DUS R-053 to D6.4 DUS/D6.2 IDNE, turn RIGHT, intercept BAM R-278 inbound to BAM, BAM R-095 to D6.6 BAM, turn RIGHT, intercept GMH R-292 inbound to D8.7 GMH ①, turn LEFT, 067° track to KULIX, turn LEFT, 061° track to NUDGO.
NUDGO 3Z	05R	Intercept 229° bearing (Rwy 23R)/232° bearing (Rwy 23L) towards DY, at DUS 4.5 DME/IDNE 4.7 DME turn LEFT, intercept NOR R-353 inbound to D20.6 NOR, turn LEFT, intercept GMH R-265 inbound to D18.6 GMH ②, turn LEFT, 067° track via MAMIB to KULIX, turn LEFT, 061° track to NUDGO.
NUDGO 3L	23R	BRNAV equipment necessary after: ① D8.7 GMH/ ② D18.6 GMH.
NUDGO 3T	23L	



*LANGEN
Radar
121.350

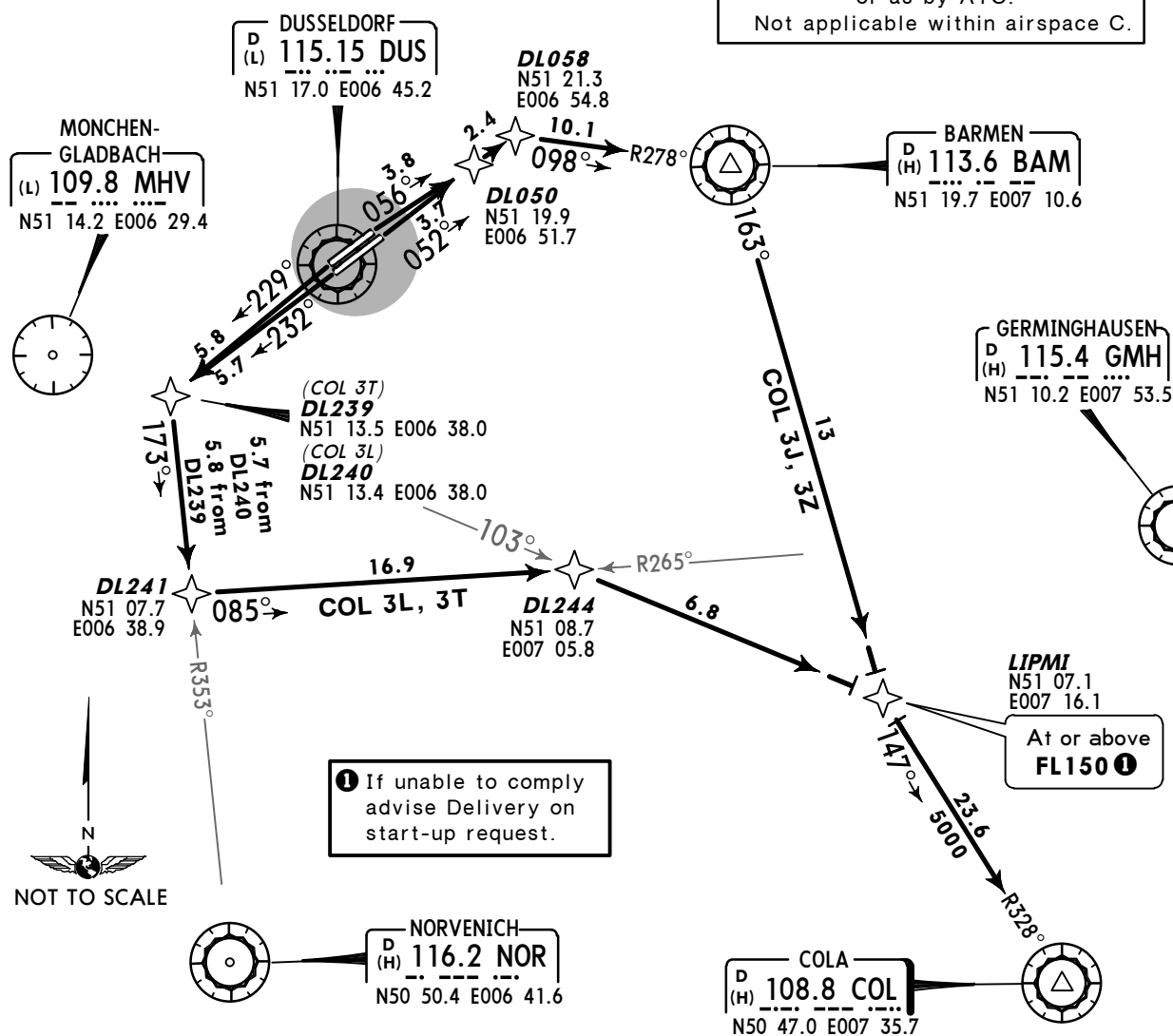
Apt Elev
147'

Trans level: By ATC Trans alt: 5000'
1. Remain on Tower frequency until passing 2000',
then contact LANGEN Radar. 2. SIDs are also noise
abatement procedures. Strict adherence within the
limits of aircraft performance is MANDATORY.



**COLA THREE JULIETT (COL 3J)
COLA THREE LIMA (COL 3L)
COLA THREE TANGO (COL 3T)
COLA THREE ZULU (COL 3Z)
RWYS 05L, 23R/L, 05R
RNAV DEPARTURES (OVERLAY 10-3)**

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



COL 3L, 3T

These SIDs require a minimum climb gradient
of
425' per NM (7%) until passing 3000' due to
airspace structure.

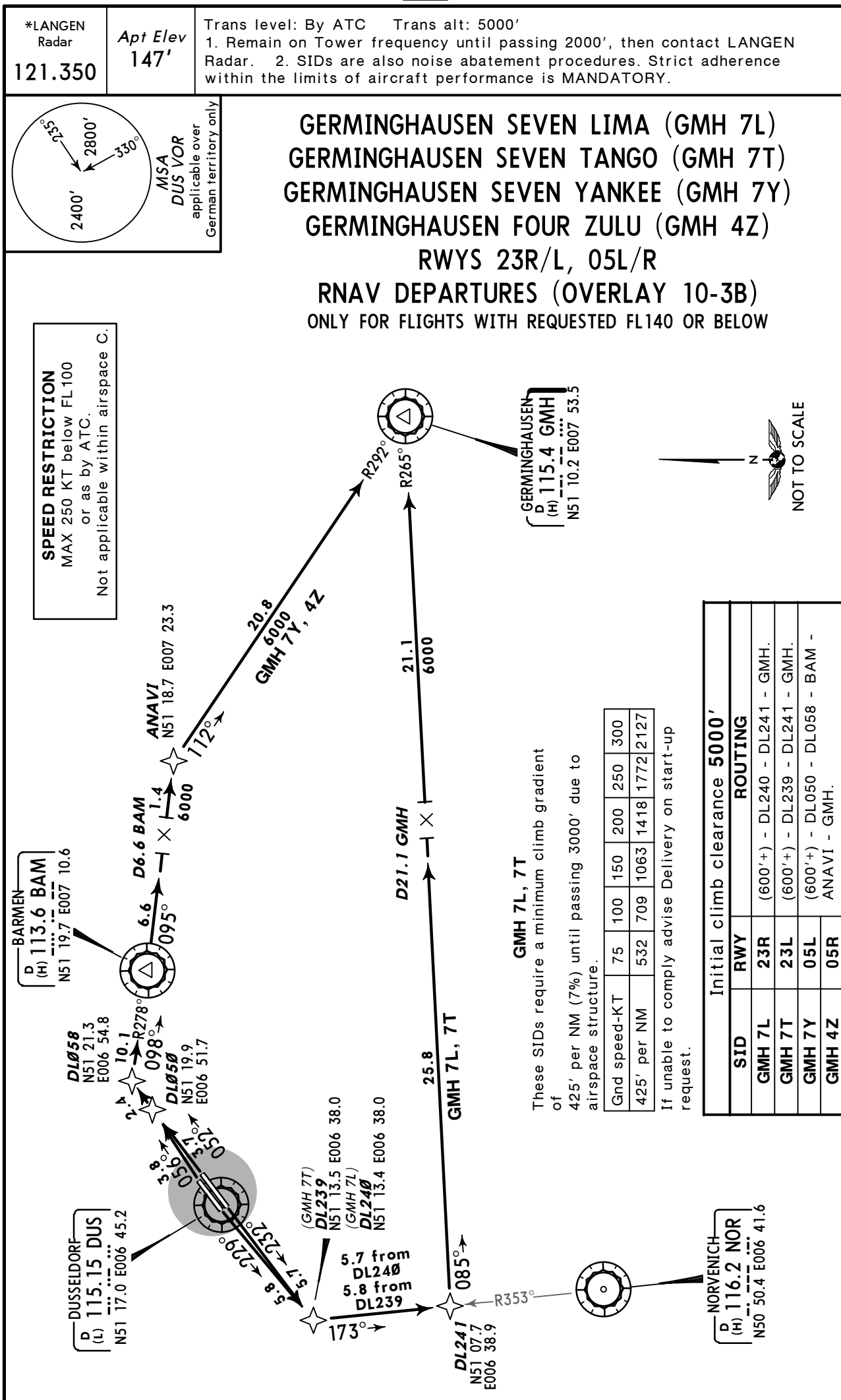
Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise Delivery on start-up
request.

Initial climb clearance 5000'

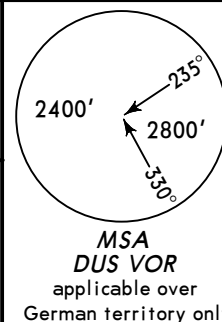
SID	RWY	ROUTING
COL 3J	05L	(600'+) - DL050 - DL058 - BAM - LIPMI (FL150+) - COL.
COL 3L	23R	(600'+) - DL240 - DL241 - DL244 - LIPMI (FL150+) - COL.
COL 3T	23L	(600'+) - DL239 - DL241 - DL244 - LIPMI (FL150+) - COL.
COL 3Z	05R	(600'+) - DL050 - DL058 - BAM - LIPMI (FL150+) - COL.

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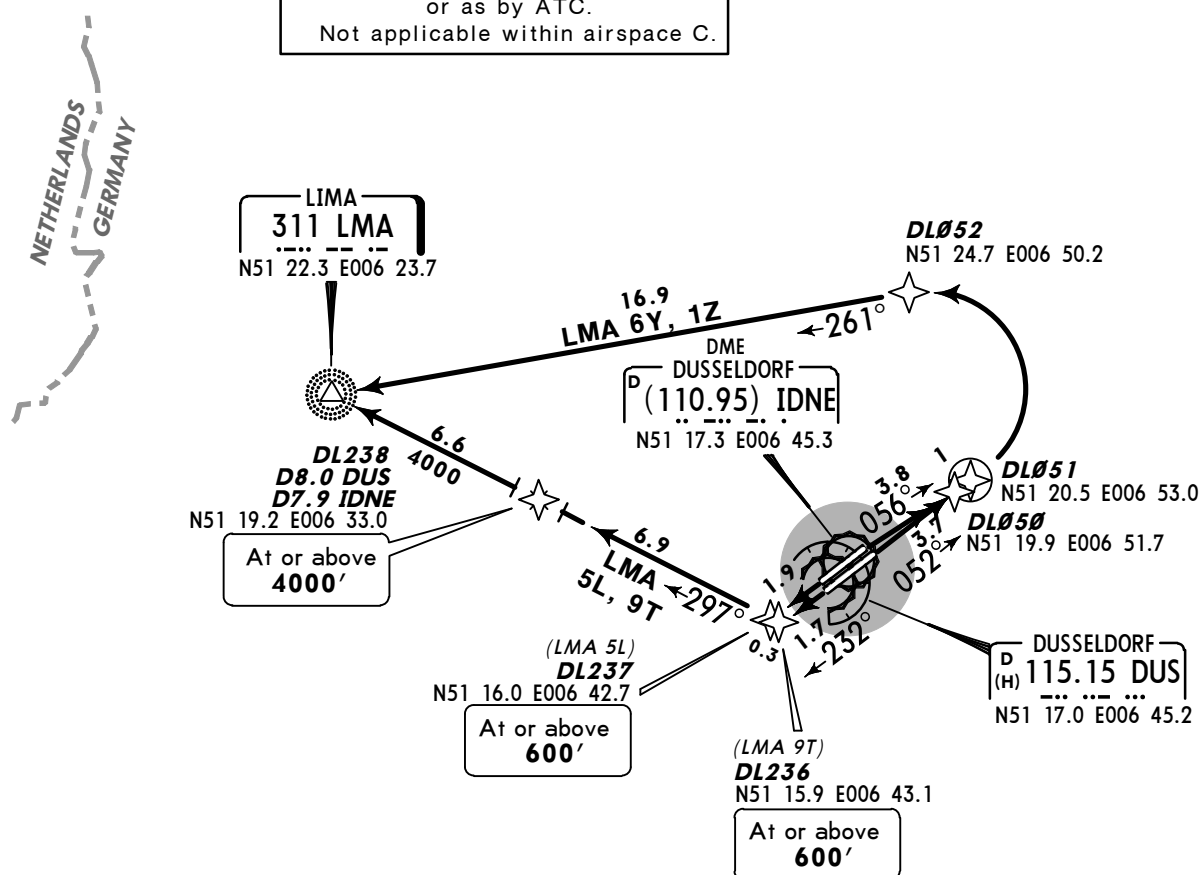
*LANGEN
Radar
128.50Apt Elev
147'

Trans level: By ATC Trans alt: 5000'
1. Remain on Tower frequency until passing 2000',
then contact LANGEN Radar. 2. SIDs are also noise
abatement procedures. Strict adherence within the
limits of aircraft performance is MANDATORY.



LIMA FIVE LIMA (LMA 5L)
LIMA NINE TANGO (LMA 9T)
LIMA SIX YANKEE (LMA 6Y)
LIMA ONE ZULU (LMA 1Z)
RWYS 23R/L, 05L/R
RNAV DEPARTURES (OVERLAY 10-3D)
ONLY FOR FLIGHTS TO EDLN

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



These SIDs require minimum climb gradients
of
LMA 5L, 9T: 407' per NM (6.7%) due to
airspace structure.
LMA 6Y, 1Z: 425' per NM (7%) until passing
3000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
407' per NM	509	679	1018	1357	1696	2036
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise Delivery on start-up
request.

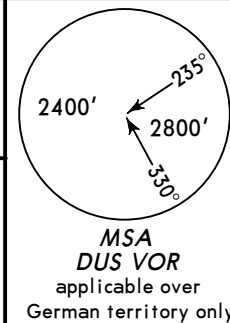
Initial climb clearance **5000'**

SID	RWY	ROUTING
LMA 5L	23R	DL237 (600'+) - DL238 (4000'+) - LMA.
LMA 9T	23L	DL236 (600'+) - DL238 (4000'+) - LMA.
LMA 6Y	05L	(600'+) - DL050 - DL051 - DL052 - LMA.
LMA 1Z	05R	

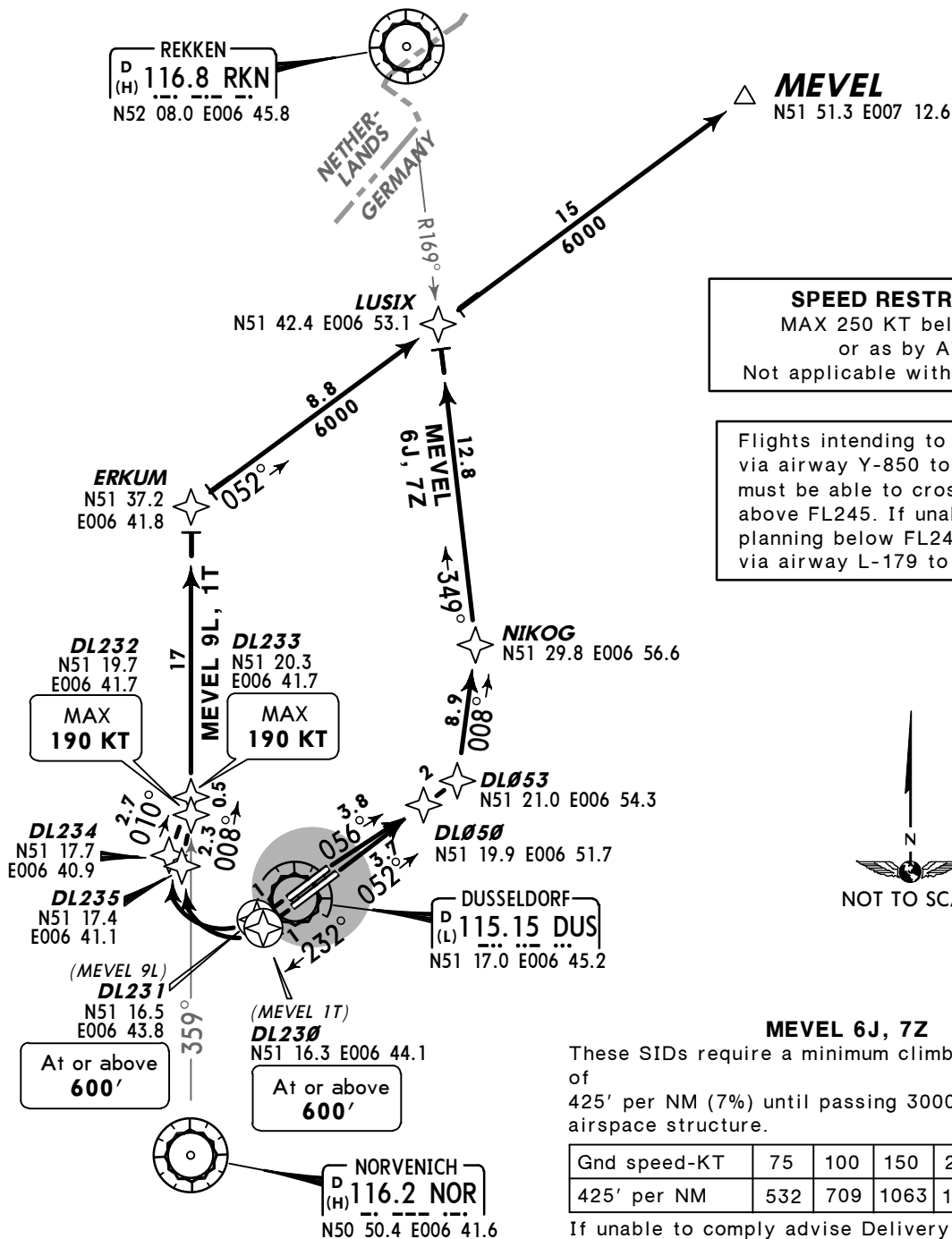
*LANGEN
Radar
128.50

Apt Elev
147'

Trans level: By ATC Trans alt: 5000'
1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.



MEVEL SIX JULIETT (MEVEL 6J) [MEVE6J]
MEVEL NINE LIMA (MEVEL 9L) [MEVE9L]
MEVEL ONE TANGO (MEVEL 1T) [MEVE1T]
MEVEL SEVEN ZULU (MEVEL 7Z) [MEVE7Z]
RWYS 05L, 23R/L, 05R
RNAV DEPARTURES (OVERLAY 10-3E)



MEVEL 6J, 7Z

These SIDs require a minimum climb gradient of 425' per NM (7%) until passing 3000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

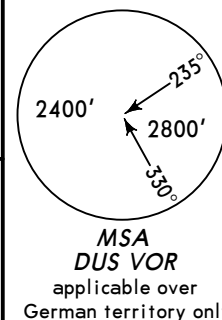
If unable to comply advise Delivery on start-up request.

Initial climb clearance **5000'**

SID	RWY	ROUTING
MEVEL 6J	05L	(600'+) - DL050 - DL053 - NIKOG - LUSIX - MEVEL.
MEVEL 9L	23R	DL231 (600'+) - DL234 - DL233 (K190-) - ERKUM - LUSIX - MEVEL.
MEVEL 1T	23L	DL230 (600'+) - DL235 - DL232 (K190-) - ERKUM - LUSIX - MEVEL.
MEVEL 7Z	05R	(600'+) - DL050 - DL053 - NIKOG - LUSIX - MEVEL.

*LANGEN
Radar
128.50Apt Elev
147'

Trans level: By ATC Trans alt: 5000'
1. Remain on Tower frequency until passing 2000',
then contact LANGEN Radar. 2. SIDs are also noise
abatement procedures. Strict adherence within the
limits of aircraft performance is MANDATORY.

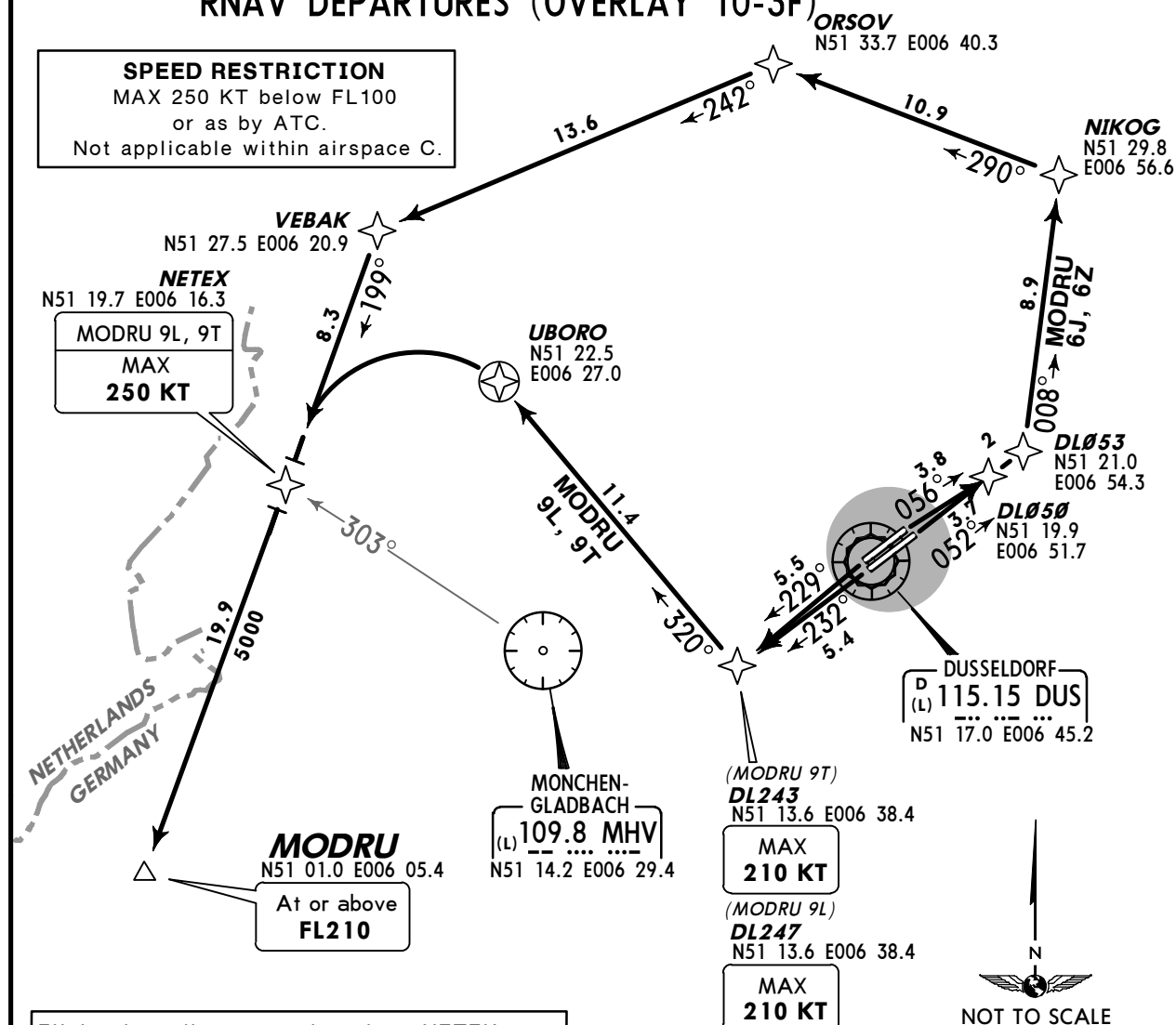


MODRU SIX JULIETT (MODRU 6J) [MODR6J]
MODRU NINE LIMA (MODRU 9L) [MODR9L]
MODRU NINE TANGO (MODRU 9T) [MODR9T]
MODRU SIX ZULU (MODRU 6Z) [MODR6Z]
RWYS 05L, 23R/L, 05R
RNAV DEPARTURES (OVERLAY 10-3F)

SPEED RESTRICTION

MAX 250 KT below FL100
or as by ATC.

Not applicable within airspace C.



Flights intending to continue from NETEX
via FAMEN or DELOM shall file SID
MODRU - NETEX - DCT - FAMEN/DELOM.
These flights may leave SID MODRU at
NETEX to proceed NETEX DCT FAMEN/
DELOM, also in case of radio comm failure.

Only for flights with requested FL210
and above. These flights have to be able
to cross MODRU at or above FL210.
If unable to comply advise Delivery on
start-up request.

These SIDs require a minimum climb gradient
of
425' per NM (7%) until passing 3000' due to
airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

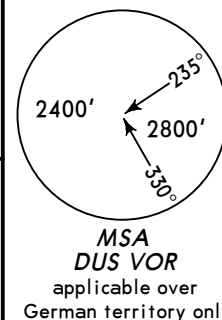
If unable to comply advise Delivery on start-up
request.

Initial climb clearance **5000'**

SID	RWY	ROUTING
MODRU 6J	05L	(600'+) - DL050 - DL053 - NIKOG - ORSOV - VEBAK - NETEX - MODRU (FL210+).
MODRU 6Z	05R	
MODRU 9L	23R	(600'+) - DL247 (K210-) - UBORO - NETEX (K250-) - MODRU (FL210+).
MODRU 9T	23L	(600'+) - DL243 (K210-) - UBORO - NETEX (K250-) - MODRU (FL210+).

*LANGEN
Radar
128.50Apt Elev
147'

Trans level: By ATC Trans alt: 5000'
1. Remain on Tower frequency until passing 2000',
then contact LANGEN Radar. 2. SIDs are also noise
abatement procedures. Strict adherence within the
limits of aircraft performance is MANDATORY.

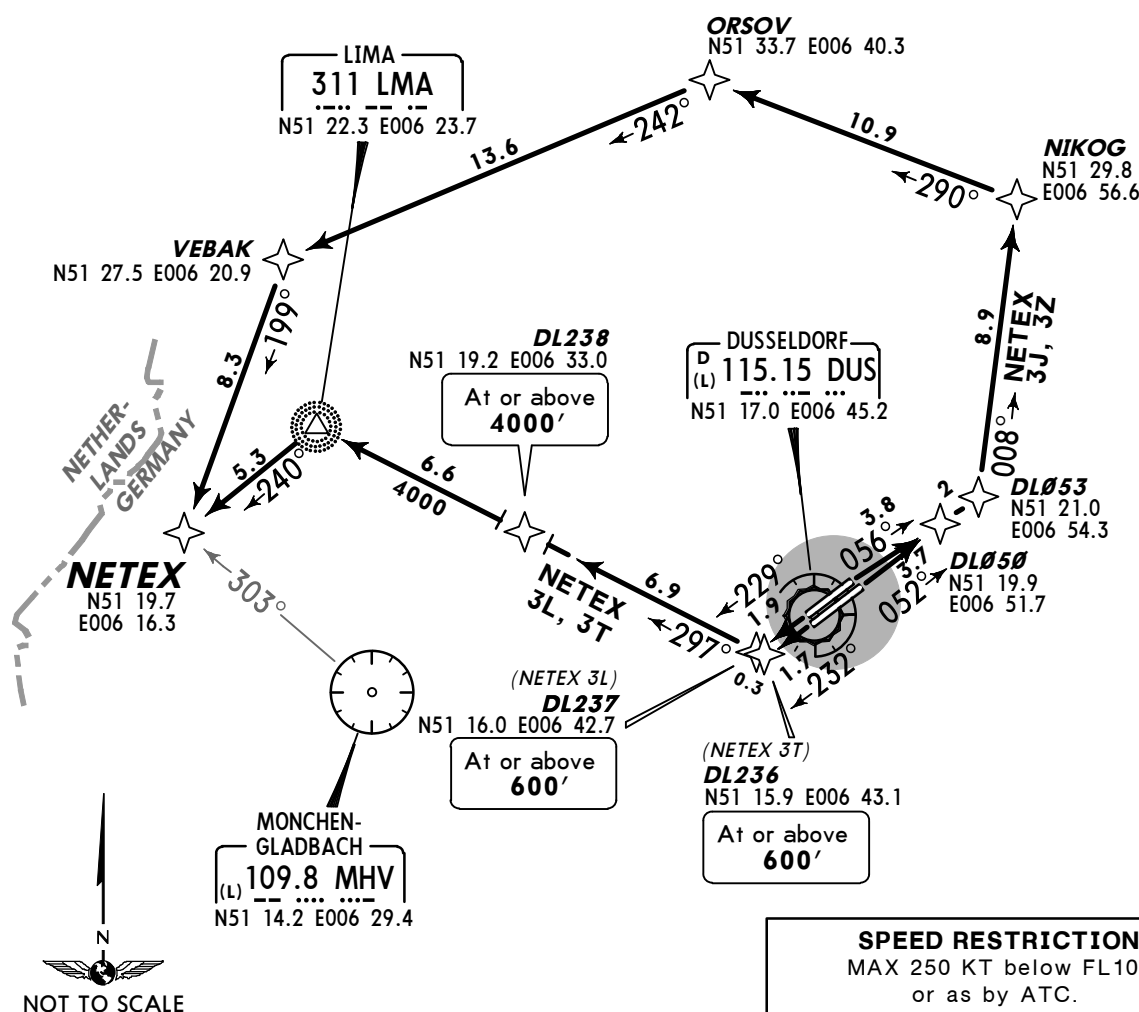


NETEX THREE JULIETT (NETEX 3J)[NETE3J]
NETEX THREE LIMA (NETEX 3L)[NETE3L]
NETEX THREE TANGO (NETEX 3T)[NETE3T]
NETEX THREE ZULU (NETEX 3Z)[NETE3Z]

RWYS 05L, 23R/L, 05R

RNAV DEPARTURES (OVERLAY 10-3G)

FOR FLIGHTS FROM REQUESTED FL100 TO FL200 OR
FOR FLIGHTS VIA AIRWAY Z-282 - DIBIR - AIRWAY L-179 (IF AVAILABLE)



These SIDs require minimum climb gradients
of

NETEX 3J, 3Z: 425' per NM (7%) until passing
3000' due to airspace structure.

NETEX 3L, 3T: 407' per NM (6.7%) until passing
4000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127
407' per NM	509	679	1018	1357	1696	2036

If unable to comply advise Delivery on start-up
request.

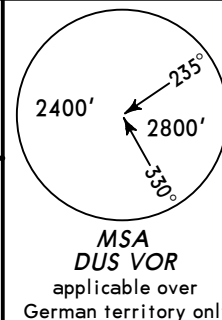
Initial climb clearance **5000'**

SID	RWY	ROUTING
NETEX 3J	05L	(600'+) - DL050 - DL053 - NIKOG - ORSOV - VEBAK - NETEX.
NETEX 3L ①	23R	DL237 (600'+) - DL238 (4000'+) - LMA - NETEX.
NETEX 3T ①	23L	DL236 (600'+) - DL238 (4000'+) - LMA - NETEX.
NETEX 3Z	05R	(600'+) - DL050 - DL053 - NIKOG - ORSOV - VEBAK - NETEX.

① Not available for flights to continue after NETEX via FAMEN/DELOM.

*LANGEN
Radar
121.350Apt Elev
147'

Trans level: By ATC Trans alt: 5000'
1. Remain on Tower frequency until passing 2000',
then contact LANGEN Radar. 2. SIDs are also noise
abatement procedures. Strict adherence within the
limits of aircraft performance is MANDATORY.



NORVENICH TWO TANGO (NOR 2T)
NORVENICH SIX UNIFORM (NOR 6U)
NORVENICH EIGHT YANKEE (NOR 8Y)
NORVENICH FOUR ZULU (NOR 4Z)

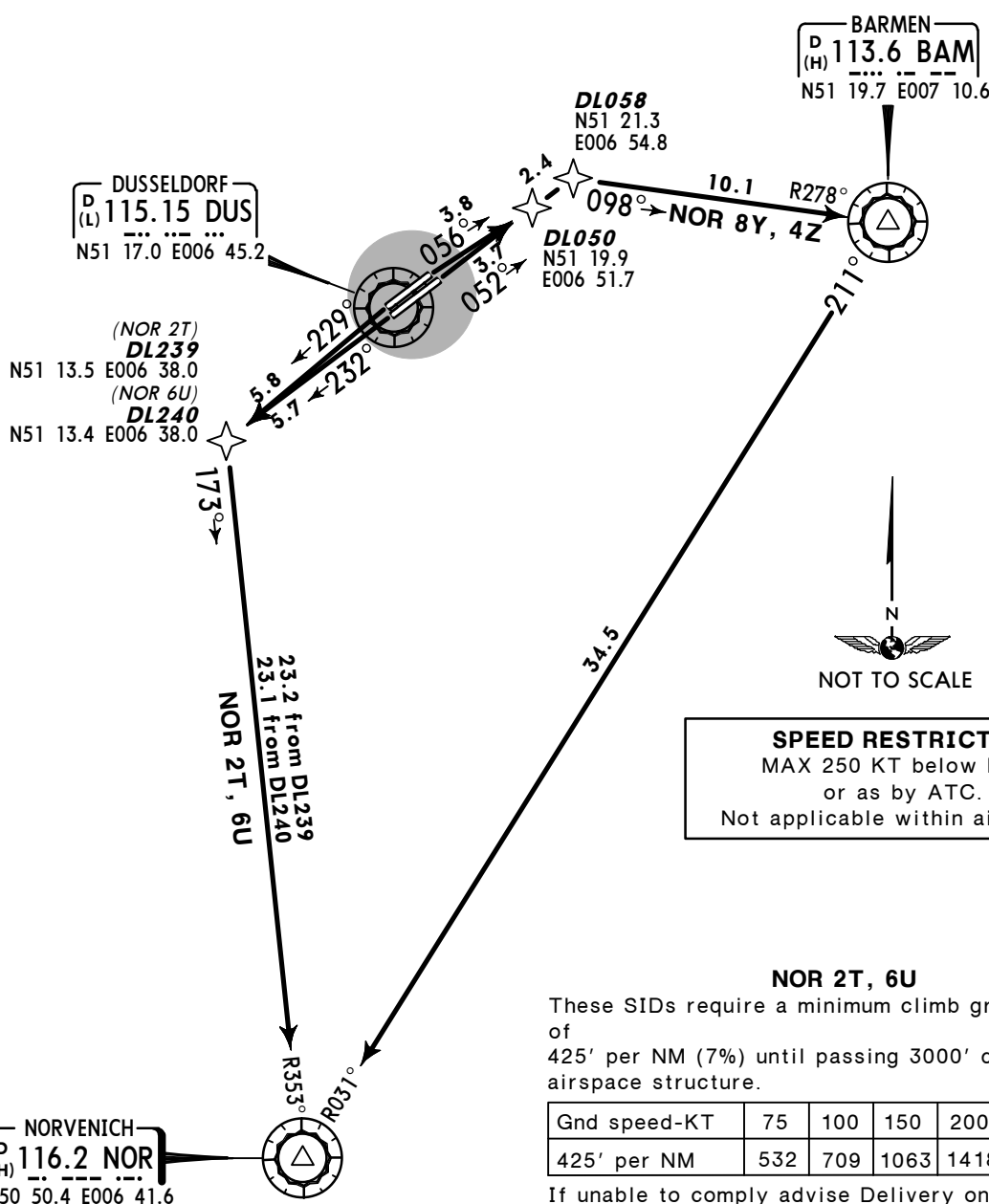
RWYS 23L/R, 05L/R

RNAV DEPARTURES (OVERLAY 10-3H)

FOR FLIGHTS WITH REQUESTED FL90 OR BELOW

FLIGHTS WITH REQUESTED FL100 OR ABOVE SHALL FILE VIA MODRU

ALSO AVAILABLE FOR FLIGHTS VIA AIRWAY Q-760 BETWEEN 0600-0800LT

Initial climb clearance **5000'**

SID	RWY	ROUTING
NOR 2T	23L	(600'+) - DL239 - NOR.
NOR 6U	23R	(600'+) - DL240 - NOR.
NOR 8Y	05L	(600'+) - DL050 - DL058 - BAM - NOR.
NOR 4Z	05R	

*LANGEN
Radar
121.350

Apt Elev
147'

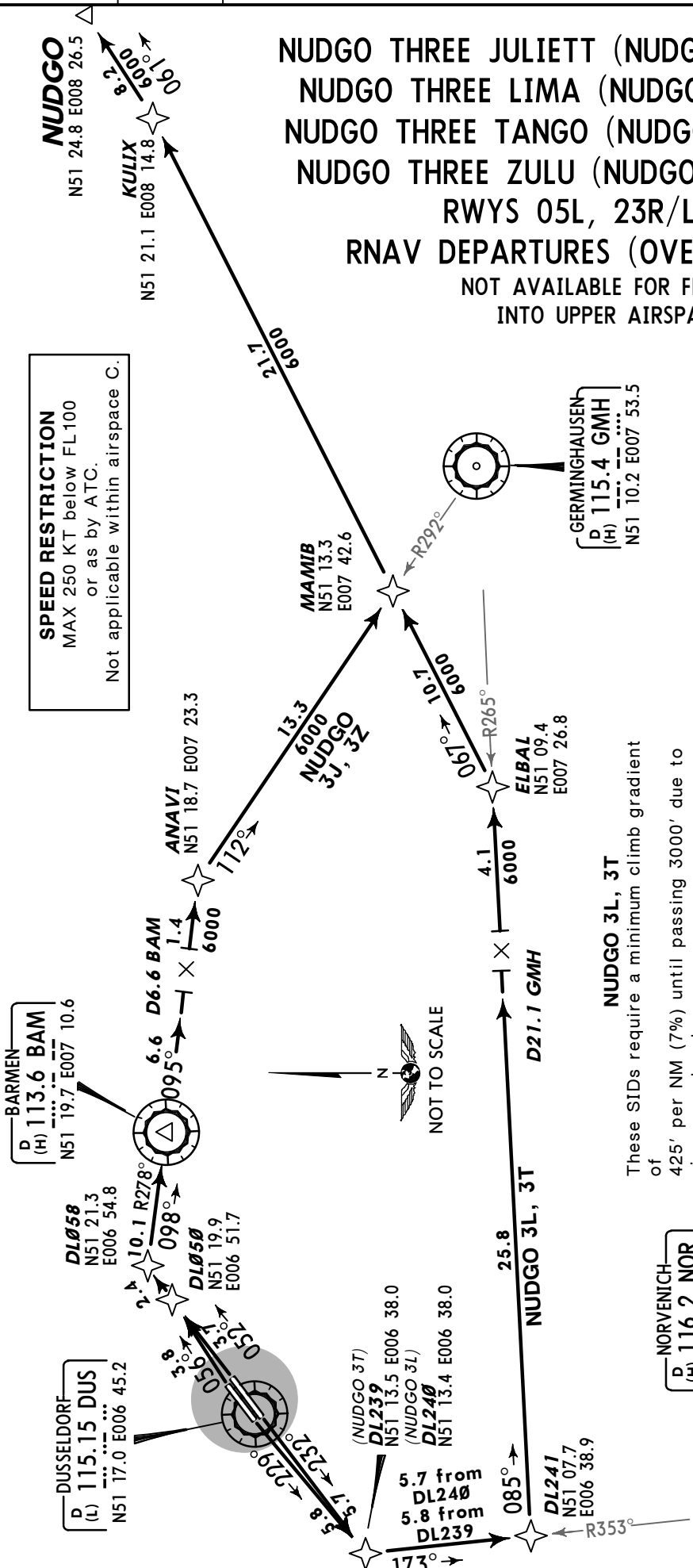
Trans level: By ATC Trans alt: 5000'
1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

NUDGO THREE JULIETT (NUDGO 3J) [NUDG3J]
NUDGO THREE LIMA (NUDGO 3L) [NUDG3L]
NUDGO THREE TANGO (NUDGO 3T) [NUDG3T]
NUDGO THREE ZULU (NUDGO 3Z) [NUDG3Z]
RWYS 05L, 23R/L, 05R

RNAV DEPARTURES (OVERLAY 10-3J)

NOT AVAILABLE FOR FLIGHTS
INTO UPPER AIRSPACE

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace G.



NUDGO 3L, 3T

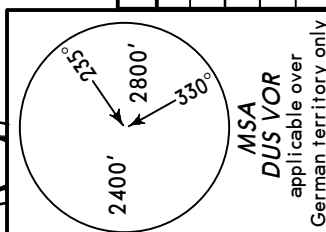
These SIDs require a minimum climb gradient of 425' per NM (7%) until passing 3000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise Delivery on start-up request.

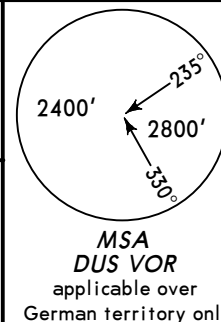
Initial climb clearance 5000'

ROUTING	
SID	RWY
NUDGO 3J	05L
NUDGO 3L	23R
NUDGO 3T	23L
NUDGO 3Z	05R

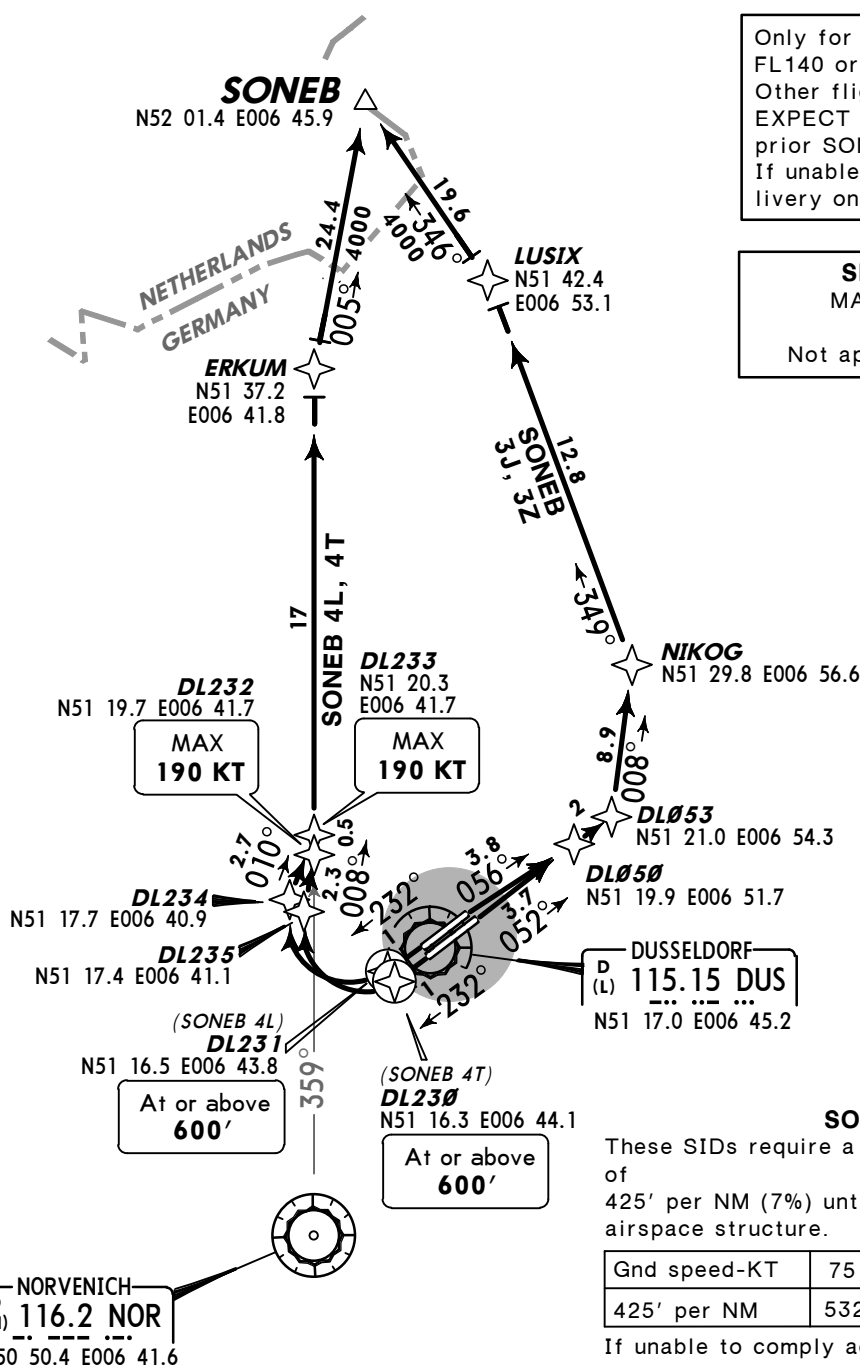


*LANGEN
Radar
128.50Apt Elev
147'

Trans level: By ATC Trans alt: 5000'
1. Remain on Tower frequency until passing 2000',
then contact LANGEN Radar. 2. SIDs are also noise
abatement procedures. Strict adherence within the
limits of aircraft performance is MANDATORY.



SONEB THREE JULIETT (SONEB 3J)[*SONE3J*]
SONEB FOUR LIMA (SONEB 4L)[*SONE4L*]
SONEB FOUR TANGO (SONEB 4T)[*SONE4T*]
SONEB THREE ZULU (SONEB 3Z)[*SONE3Z*]
RWYS 05L, 23R/L, 05R
RNAV DEPARTURES (OVERLAY 10-3K)

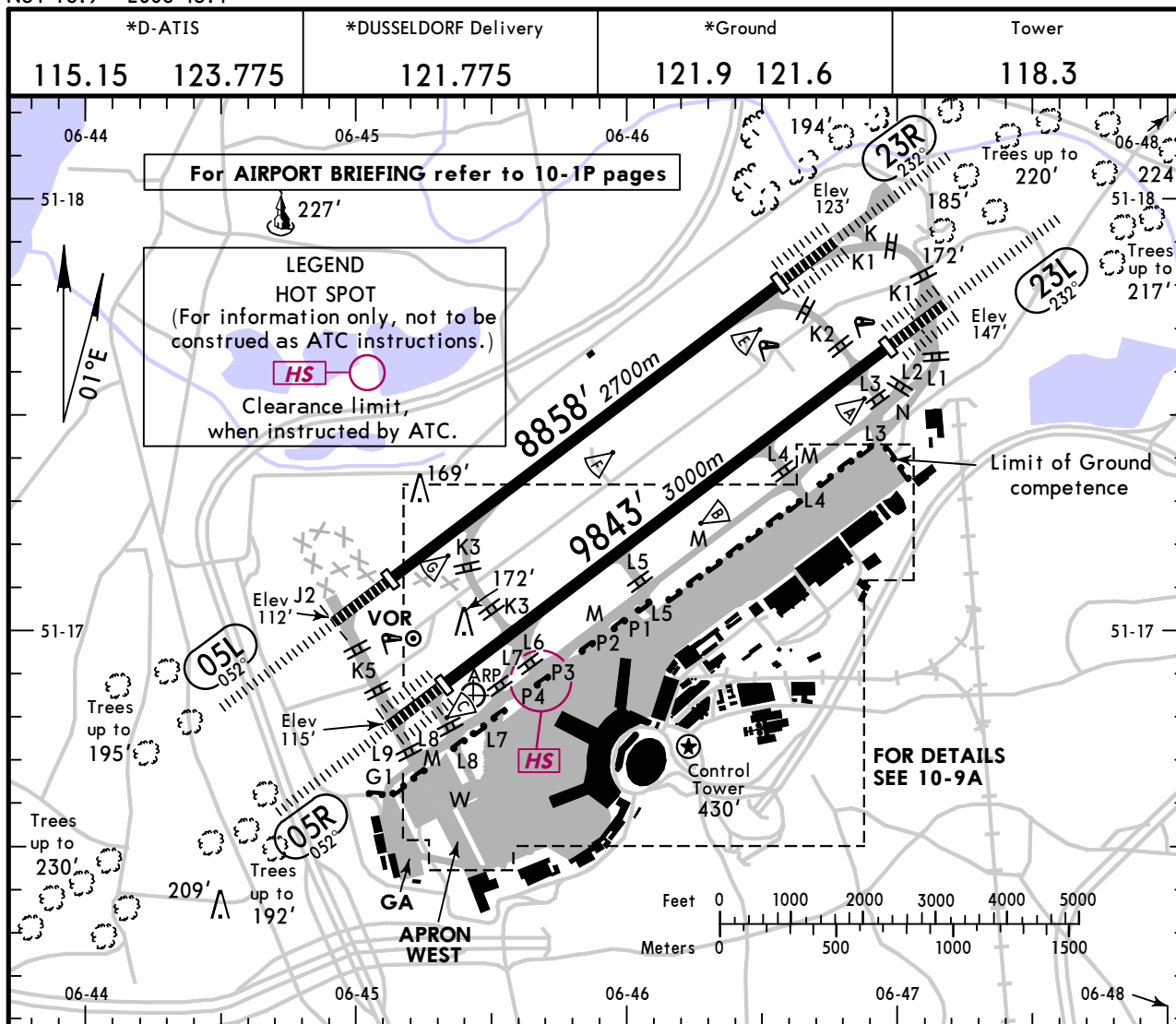


Only for flights with requested
FL140 or above via RKN/TENLI.
Other flights proceed via MEVEL.
EXPECT clearance to cross 10 NM
prior SONEB at or above FL140.
If unable to comply advise De-
livery on start-up request.

SPEED RESTRICTION

MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.





ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		Threshold	Glide Slope	TAKE-OFF	WIDTH
05L	HIRL ① CL ② HIALS SFL PAPI-L(3.0°) REIL RVR	7874' 2400m	6923' 2110m	③ ④	148' 45m
23R	HIRL ① CL ② ALSF-II TDZ PAPI-L(3.0°) REIL RVR		6659' 2030m		

① spacing 60m

② spacing 15m

③ TAKE-OFF RUN AVAILABLE

RWY 05L: From rwy head 7874' (2400m)
twy K3 int 5643' (1720m)

RWY 23R: From rwy head 7874' (2400m)

twy K1 int 7480' (2080m)

twy K2 int 6765' (2062m)

(PPR only) 8530' (2600m)

with paved strip
in front of rwy

④ Additional 984'/300m available as stopway.

05R	HIRL CL(15m) ALSF-II TDZ PAPI-L(3.0°) REIL RVR	8858' 2700m	7844' 2391m	⑤ ⑥	148' 45m
23L			7632' 2326m		

⑤ TAKE-OFF RUN AVAILABLE

RWY 05R: From rwy head 8858' (2700m)
twy L8 int 8120' (2475m)
twy L6 int 6663' (2031m)

RWY 23L: From rwy head 8858' (2700m)

twy L1 int 8678' (2645m)

twy L2 int 8202' (2500m)

twy L3 int 7333' (2235m)

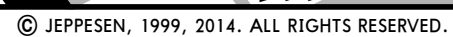
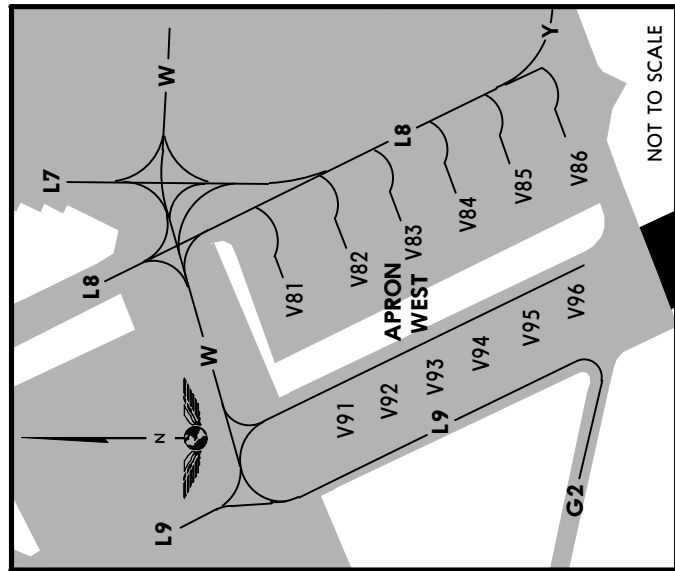
⑥ Additional 984'/300m available as stopway.

Standard

TAKE-OFF ①

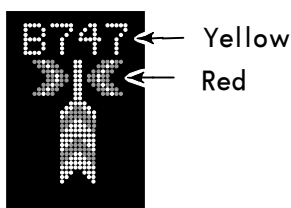
	LVP must be in Force				
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A					NIL (DAY only)
B	125m	150m	200m	250m	400m
C					
D	150m	200m	250m	300m	500m

① Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.



INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
A01, A02	N51 16.9 E006 46.1	V28	N51 17.2 E006 46.2
A03 thru A08	N51 17.0 E006 46.1	V29, V29A	N51 17.1 E006 46.2
A09	N51 16.9 E006 46.1	V38 thru V39A	N51 17.2 E006 46.6
A10 thru A12	N51 17.0 E006 46.0	V40	N51 17.2 E006 46.5
A12A thru A16	N51 16.9 E006 46.0	V41 thru V43	N51 17.1 E006 46.5
B01, B02	N51 16.9 E006 45.9	V44 thru V46	N51 17.1 E006 46.4
B03 thru B06	N51 16.9 E006 45.8	V47 thru V52	N51 17.1 E006 46.3
B07	N51 16.9 E006 45.7	V53	N51 17.0 E006 46.2
B08, B09	N51 16.8 E006 45.8	V61 thru V66	N51 16.8 E006 45.6
B10, B11	N51 16.8 E006 45.9	V67 thru V71	N51 16.7 E006 45.6
C01	N51 16.7 E006 45.9	V72, V73	N51 16.6 E006 45.6
C02	N51 16.7 E006 45.8	V74	N51 16.6 E006 45.4
C03, C04	N51 16.7 E006 45.7	V81	N51 16.7 E006 45.4
C05	N51 16.6 E006 45.8	V82 thru V86	N51 16.6 E006 45.5
C06	N51 16.7 E006 45.8	V91 thru V95	N51 16.6 E006 45.4
C07, C08	N51 16.7 E006 45.9	V96	N51 16.5 E006 45.5
V01	N51 17.5 E006 47.0	V101 thru 104	N51 16.7 E006 45.2
V02 thru V04	N51 17.5 E006 46.9	V105	N51 16.7 E006 45.3
V05 thru V08	N51 17.4 E006 46.8	V106	N51 16.6 E006 45.3
V08A	N51 17.3 E006 46.7	V111, V112	N51 16.8 E006 45.4
V08B, V08C	N51 17.3 E006 46.8	V113 thru 116	N51 16.7 E006 45.4
V11	N51 17.4 E006 46.7		
V11A	N51 17.3 E006 46.6		
V11B	N51 17.2 E006 46.6		
V11C thru V12	N51 17.3 E006 46.6		
V14 thru V16	N51 17.3 E006 46.6		
V17 thru V20	N51 17.3 E006 46.5		
V21	N51 17.3 E006 46.4		
V22 thru V24	N51 17.2 E006 46.4		
V25 thru V27	N51 17.2 E006 46.3		

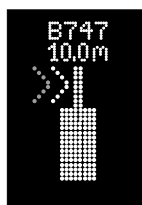
SAFEGATE ACFT DOCKING GUIDANCE SYSTEM (SAFEDOCK)



System is activated and in capture mode, searching an approaching acft.
The lead-in line is to be followed.



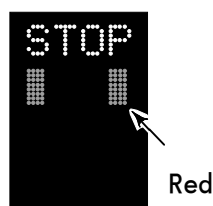
Do not proceed beyond the bridge unless the floating arrows are replaced by a yellow center line indicator and floating arrow to indicate that the system has captured the acft and is actively tracking it.
Red arrows show the direction to turn for azimuth guidance.
Yellow arrows show position in relation to center line.
The absence of any direction arrow indicates the acft on center line.



Digital countdown begins when the acft is 20m from its stop position. When the acft is within the last 12m, the distance-to-go closing rate indicator decreases by about one yellow LED-row per 0.5m of movement.



If the acft is approaching faster than the accepted speed, the system will show "SLOW" as warning to the pilot.



At the stop position the display will show "STOP" with red light squares, following by "OK".



In case of malfunction request assistance from APRON CONTROL.

Stop bar markings are located to the right and left with a 90 degree angle to the guide lines.
Acft has to be stopped with the pilot seat abeam the stop bar (nose wheel).

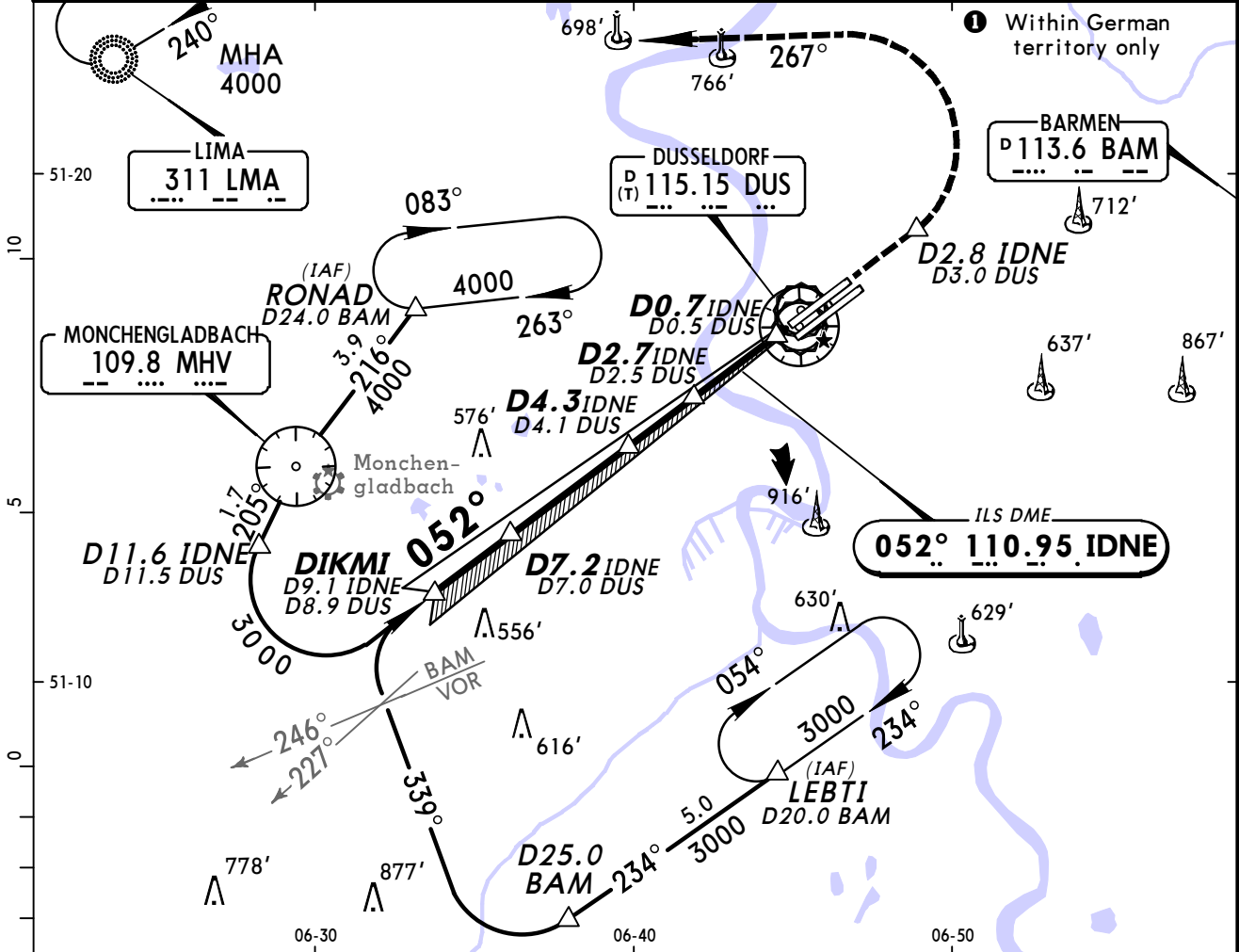
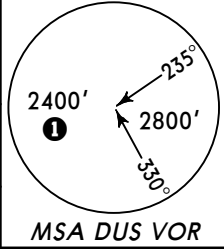
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DUSSELDORF

28 NOV 14
Eff 11 Dec

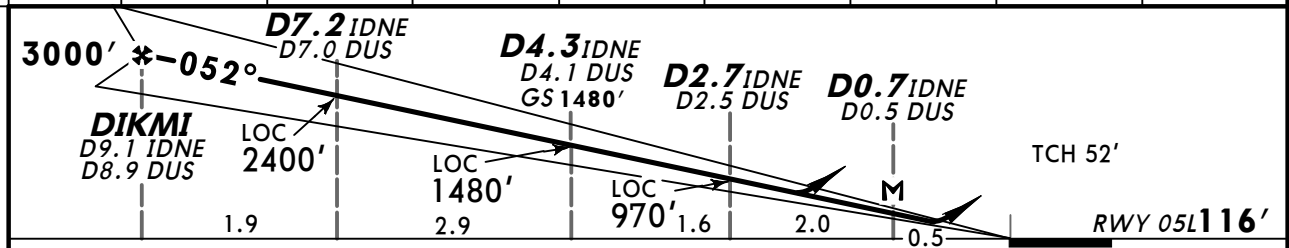
11-1

DUSSELDORF, GERMANY
ILS or LOC Rwy 05L

*D-ATIS 115.150 123.775	LANGEN Radar (APP) 128.550	*DUSSELDORF Director (APP) 128.650	DUSSELDORF Tower 118.3	*Ground 121.9 121.6
LOC IDNE 110.95	Final Apch Crs 052°	GS D4.3 IDNE 1480' (1364')	ILS DA(H) Refer to Minimums	Apt Elev 147' RWY 116'
MISSED APCH: Climb STRAIGHT AHEAD to D2.8 IDNE/D3.0 DUS, then turn LEFT onto 267° to LMA NDB climbing to 4000'.				
Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000'				
LOC: DME required.				



LOC (GS out)	IDNE DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2720'	2400'	2080'	1760'	1450'	1130'	810'



Gnd speed-Kts	70	90	100	120	140	160		
ILS GS or	372	478	531	637	743	849		
LOC Descent Angle 3.00°								
MAP at D0.7 IDNE/D0.5 DUS								

Standard		STRAIGHT-IN LANDING RWY 05L			LOC (GS out)	
		ILS				
DA(H) AB: 316'(200')		C: 333'(217')		D: 343'(227')		
FULL		Limited		ALS out		
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1100m	RVR 1500m	
B					RVR 1800m	
C						
D						

CHANGES: Communications. ILS DME established.

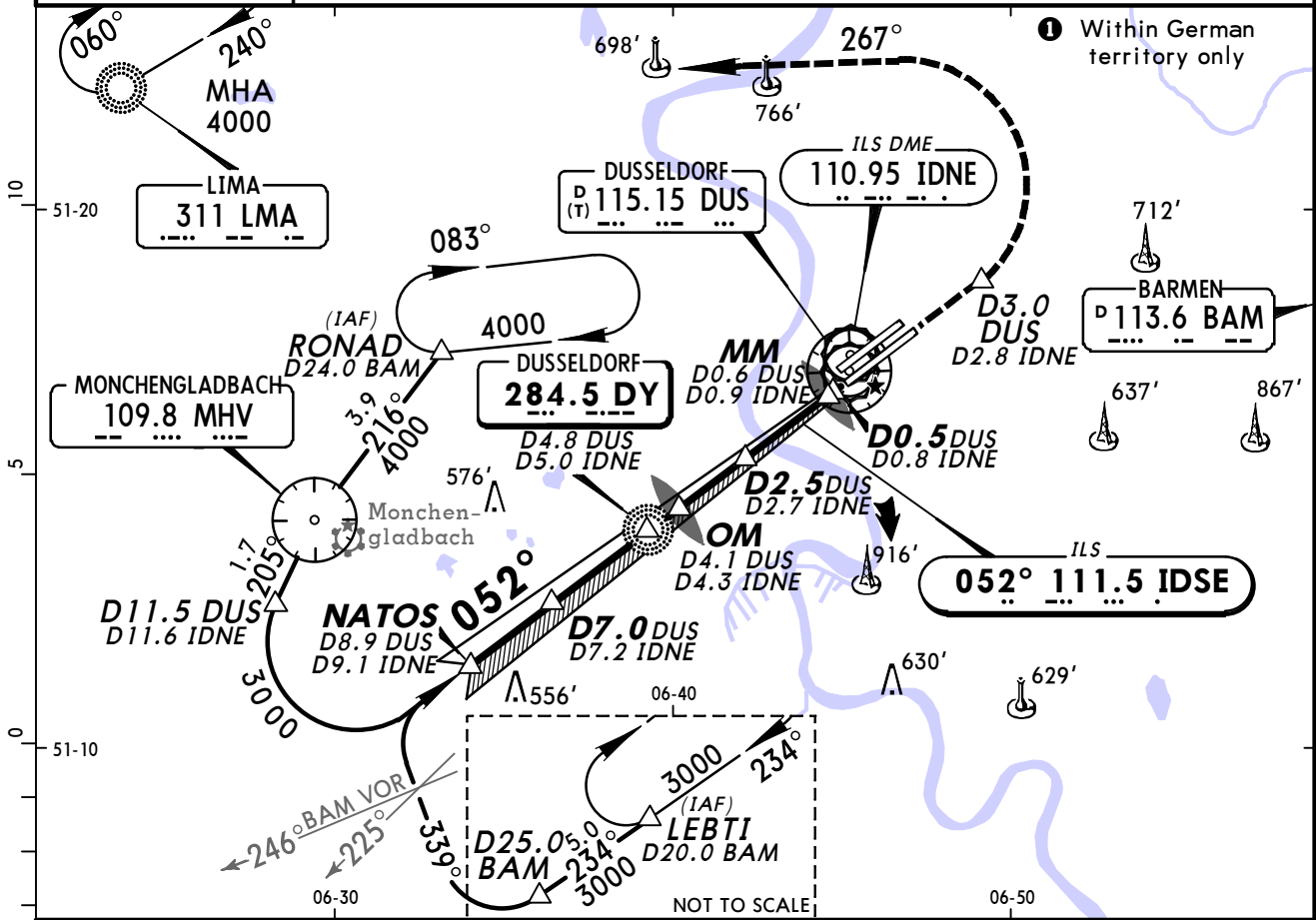
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*D-ATIS 115.150 123.775	LANGEN Radar (APP) 128.550	*DUSSELDORF Director (APP) 128.650	DUSSELDORF Tower 118.3	*Ground 121.9 121.6
LOC IDSE 111.5	Final Aptch Crs 052°	GS OM 1480' (1359')	ILS DA(H) 321' (200')	Apt Elev 147' RWY 121'
NDB DY 284.5		Minimum Alt NATOS 3000' (2879')	NDB DA(H) Refer to Minimums	

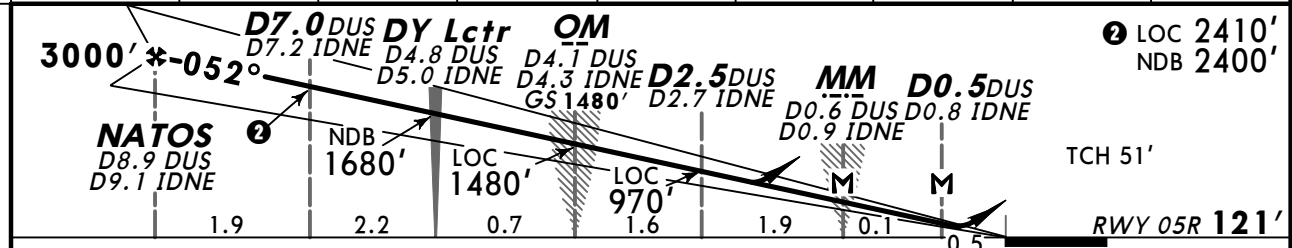
MISSED APCH: Climb STRAIGHT AHEAD to D3.0 DUS/D2.8 IDNE, then turn LEFT onto 267° to LMA NDB climbing to 4000'.

Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000'

LOC or NDB: DME required.



LOC (GS out)	DUS DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
NDB	ALTITUDE	2720'	2410'	2090'	1770'	1450'	1130'	810'
	ALTITUDE	2720'	2400'	2080'	1760'	1440'	1130'	810'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or	372	478	531	637	743	849
LOC or NDB Desc Angle	3.00°					
LOC: MAP at D0.6 DUS/D0.9 IDNE						

NDB: MAP at D0.5 DUS/D0.8 IDNE

ALSIF-II
REIL
PAPI

D3.0 DUS
D2.8 IDNE

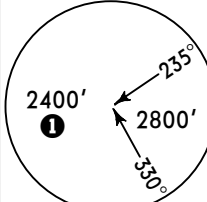
Standard			STRAIGHT-IN LANDING RWY 05R		
ILS			LOC (GS out)		
DA(H) 321' (200')			A: 500' (379')		
			BCD: 570' (449')		
FULL	Limited	ALS out	ALS out		
A			RVR 1000m	RVR 1500m	RVR 1500m
B	RVR 550m	RVR 750m	RVR 1400m	CMV 2100m	RVR 1800m
C					CMV 2400m
D					

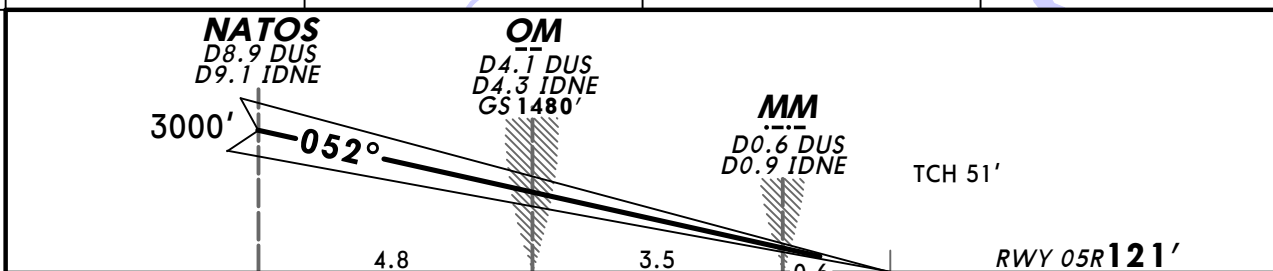
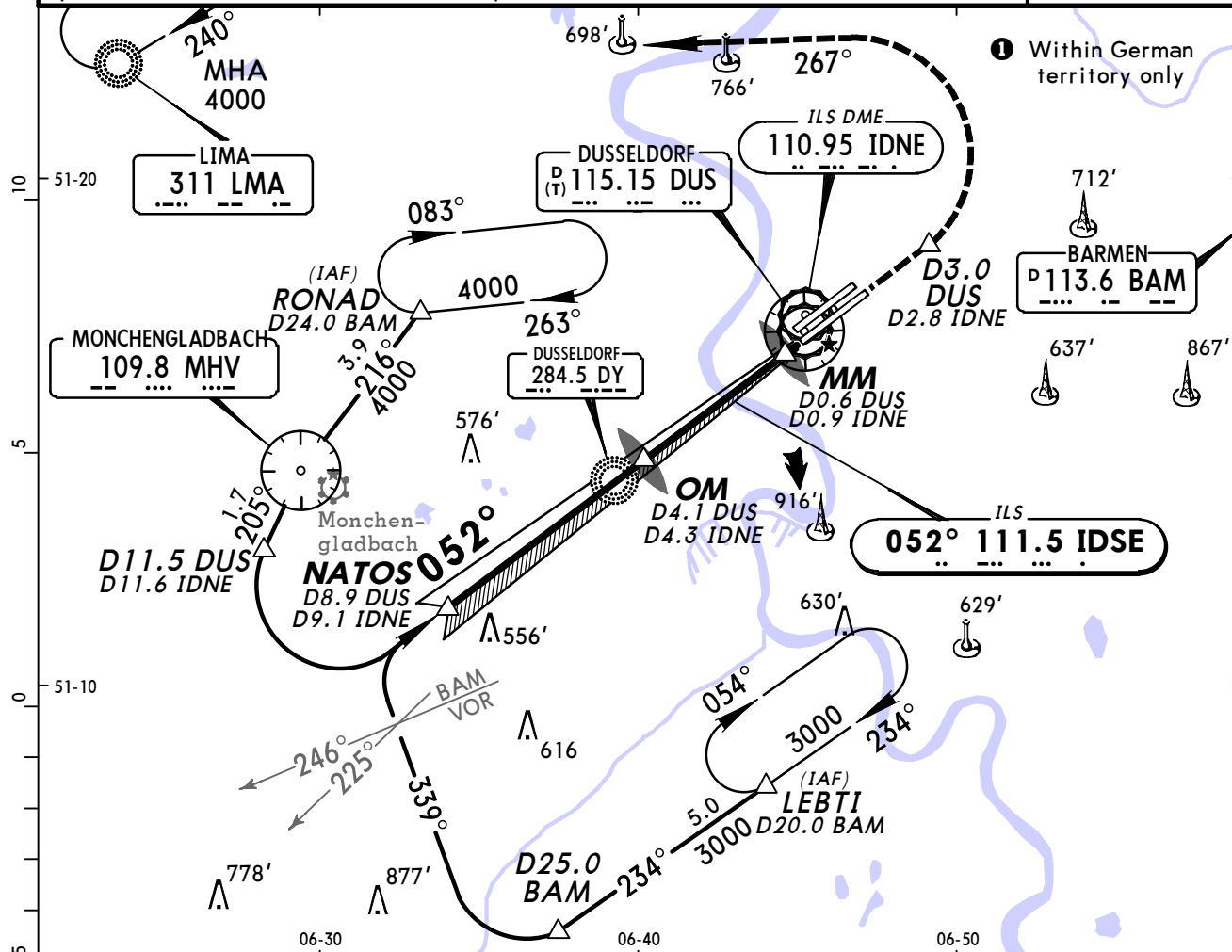
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DUSSELDORF

28 NOV 14
Eff 11 Dec

JEPPSEN
11-2A

DUSSELDORF, GERMANY
CAT II/III ILS Rwy 05R

*D-ATIS 115.150 123.775	LANGEN Radar (APP) 128.550	*DUSSELDORF Director (APP) 128.650	DUSSELDORF Tower 118.3	*Ground 121.9 121.6
LOC IDSE 111.5	Final Apch Crs 052°	GS OM 1480' (1359')	CAT II & IIIA ILS Refer to Minimums Apt Elev 147' RWY 121'	 MISSED APCH: Climb STRAIGHT AHEAD to D3.0 DUS/D2.8 IDNE, then turn LEFT onto 267° to LMA NDB climbing to 4000'. Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000' Special Aircrew & Acft Certification Required. MSA DUS VOR



<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>GS</i> 3.00°	372	478	531	637	743	849

ALSF-II REIL PAPI	D3.0 DUS D2.8 IDNE
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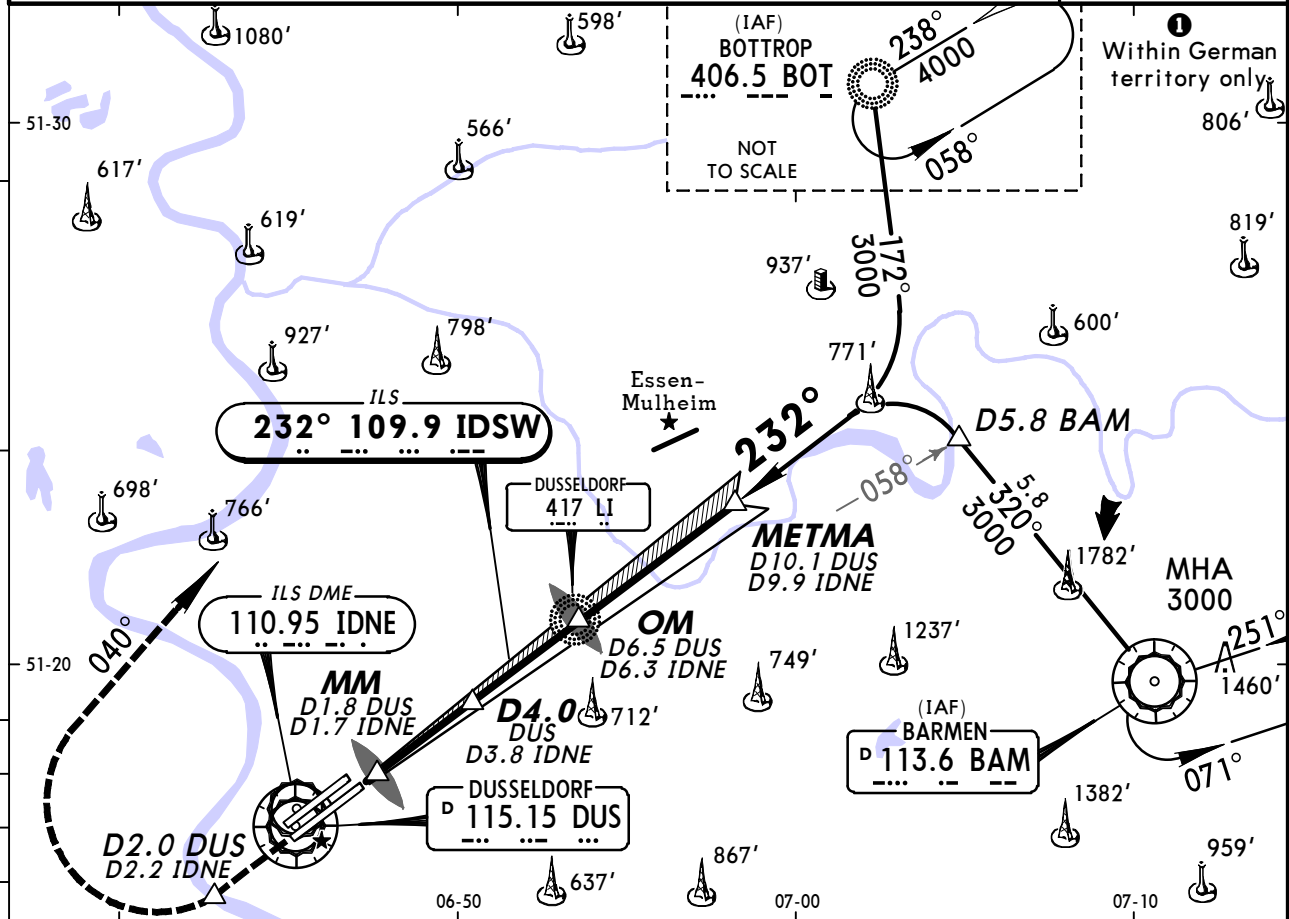
Standard		STRAIGHT-IN LANDING RWY 05R	
CAT IIIA ILS		CAT II ILS	
DH 50'		RA 105' DA(H) 221' (100')	
RVR 200m		RVR 300m 	

 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

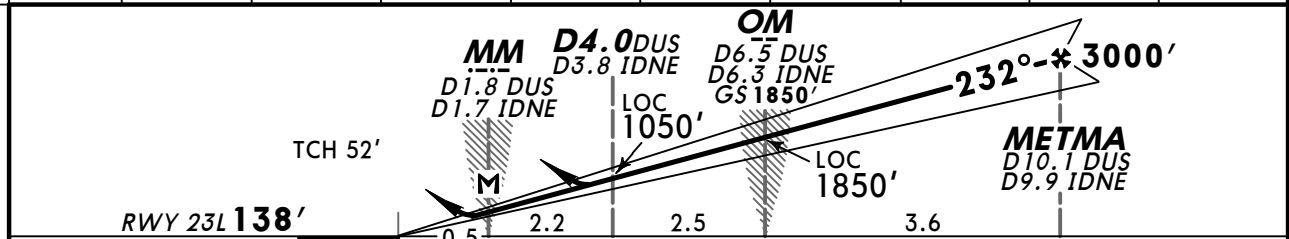
CHANGES: Communications. DME established.

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*D-ATIS	LANGEN Radar (APP)	*DUSSELDORF Director (APP)	DUSSELDORF Tower	*Ground
115.150 123.775	128.550	128.650	118.3	121.9 121.6
LOC IDSW 109.9	Final ApcH Crs 232°	GS OM 1850' (1712')	ILS DA(H) 338' (200')	Apt Elev 147' RWY 138'
MISSED APCH: Climb STRAIGHT AHEAD to D2.0 DUS/D2.2 IDNE, then turn RIGHT onto 040° to BOT NDB climbing to 4000'.				
Alt Set: hPa (IN on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000' 1. LOC: DME required. 2. Do not mistake ESSEN-MULHEIM 9.0 NM NE of DUSSELDORF when approaching rwy 23L.				
				 MSA DUS VOR



LOC (GS out)	DUS DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0
	ALTITUDE	740'	1050'	1370'	1690'	2010'	2330'	2650'	2960'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI	D2.0 DUS D2.2 IDNE
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		
MAP at MM/D1.8 DUS/D2.2 IDNE								

Standard		STRAIGHT-IN LANDING RWY 23L			
ILS <i>DA(H)</i> 338' (200')			LOC (GS out) <i>DA(H)</i> 520' (382')		
FULL		Limited	ALS out	ALS out	
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1100m	RVR 1500m
B					RVR 1800m
C					
D					

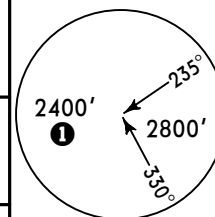
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DUSSELDORF

28 NOV 14
Eff 11 Dec

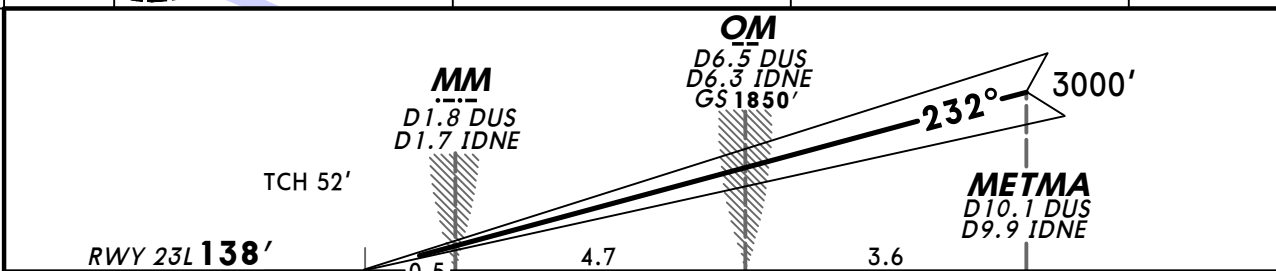
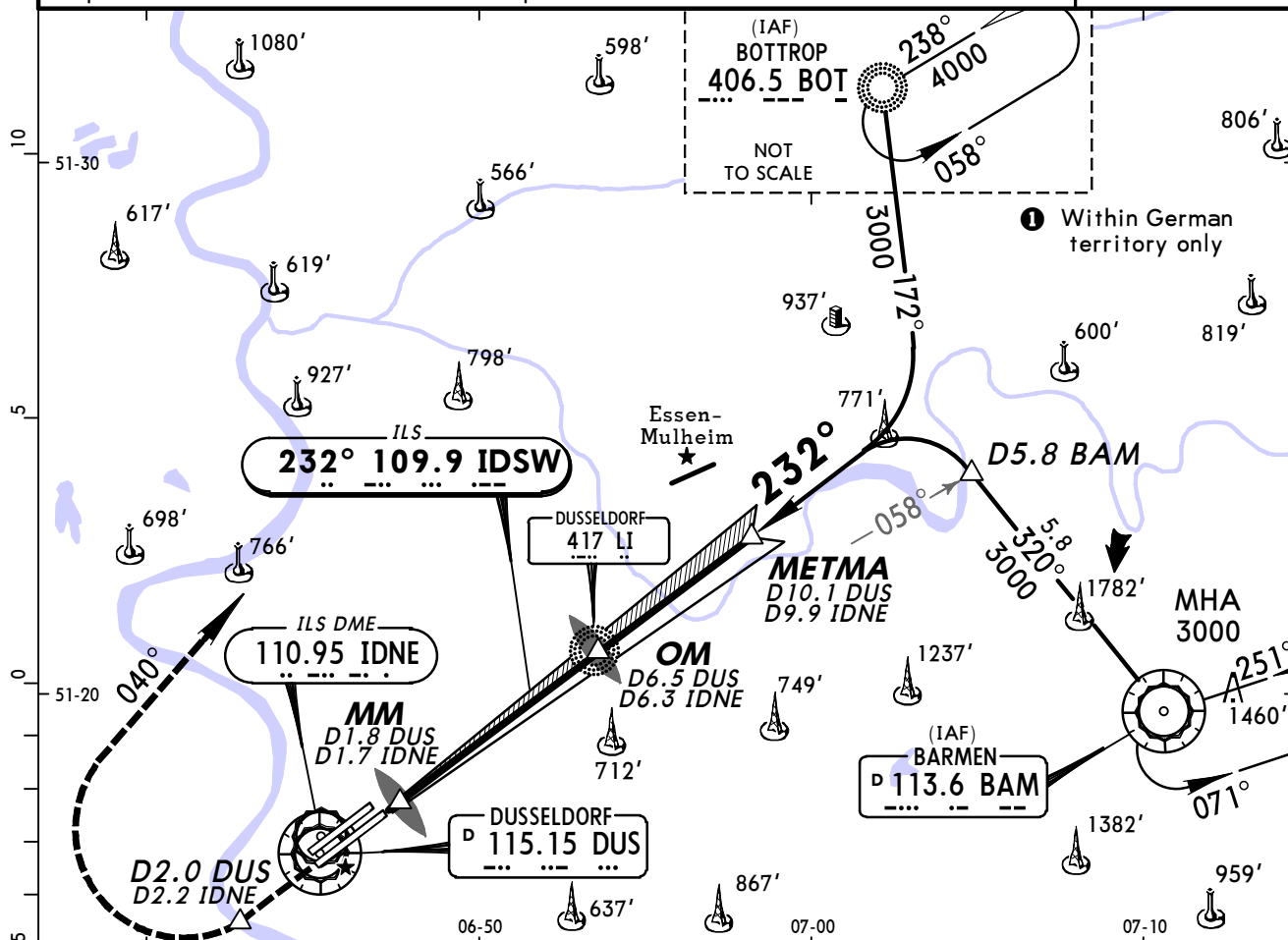
11-3A

DUSSELDORF, GERMANY
CAT II/III ILS Rwy 23L

*D-ATIS 115.150 123.775	LANGEN Radar (APP) 128.550	*DUSSELDORF Director (APP) 128.650	DUSSELDORF Tower 118.3	*Ground 121.9 121.6
LOC IDSW 109.9	Final Apch Crs 232°	GS OM 1850' (1712')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 147' RWY 138'
MISSED APCH: Climb STRAIGHT AHEAD to D2.0 DUS/D2.2 IDNE, then turn RIGHT onto 040° to BOT NDB climbing to 4000'.				
Alt Set: hPa (IN on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000' 1. Do not mistake ESSEN-MULHEIM 9.0 NM NE of DUSSELDORF when approaching rwy 23L. 2. Special Aircrew & Acft Certification Required.				



MSA
DUS VOR



<i>Gnd speed-Kts</i>	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II	D2.0 DUS
REIL PAPI	D2.2 IDNE

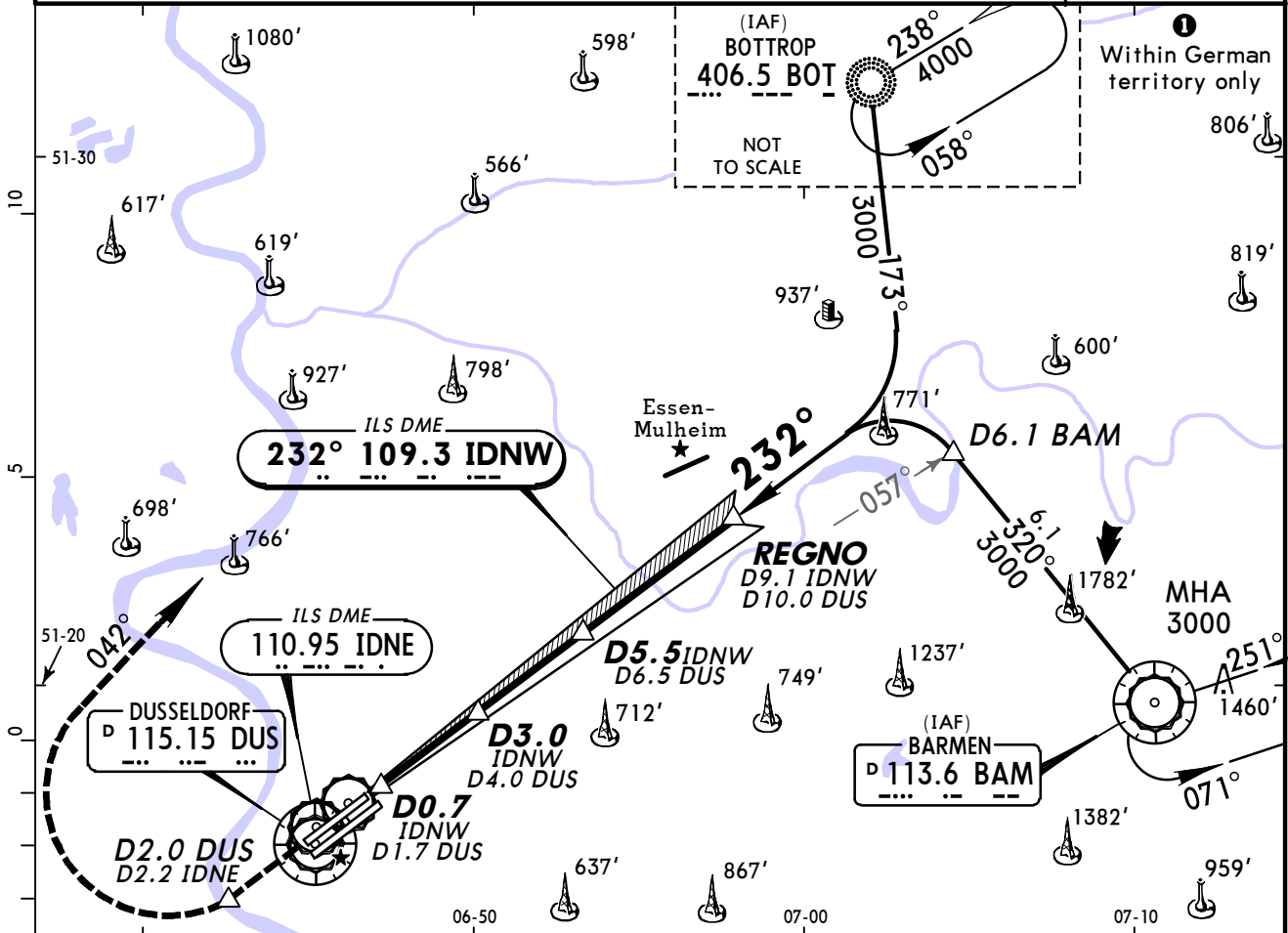
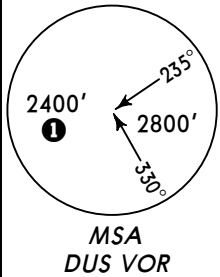
Standard		STRAIGHT-IN LANDING RWY 23L	
CAT IIIA ILS		CAT II ILS	
RA 92'		RA 92'	
DA(H) 238' (100')		DA(H) 238' (100')	
RVR 200m		RVR 300m I	

I Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

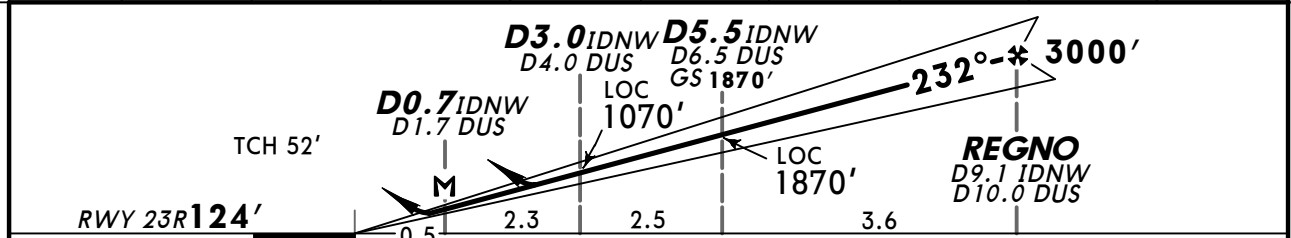
CHANGES: Communications. DME established.

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*D-ATIS 115.150 123.775	LANGEN Radar (APP) 128.550	*DUSSELDORF Director (APP) 128.650	DUSSELDORF Tower 118.3	*Ground 121.9 121.6
LOC IDNW 109.3	Final Apch Crs 232°	GS D5.5 IDNW 1870' (1746')	ILS DA(H) Refer to Minimums	Apt Elev 147' RWY 124'
MISSED APCH: Climb STRAIGHT AHEAD to D2.0 DUS/D2.2 IDNE, then turn RIGHT onto 042° to BOT NDB climbing to 4000'.				
Alt Set: hPa (IN on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000' 1. DME required. 2. Do not mistake ESSEN-MULHEIM 9.0 NM NE of DUSSELDORF when approaching rwy 23R. 3. LACFT: See ATC State pages.				

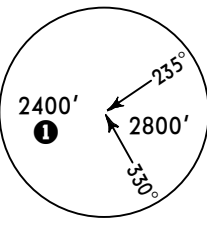


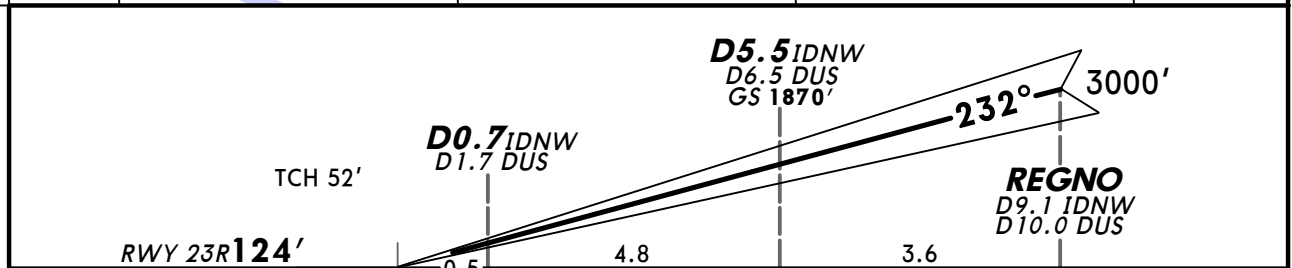
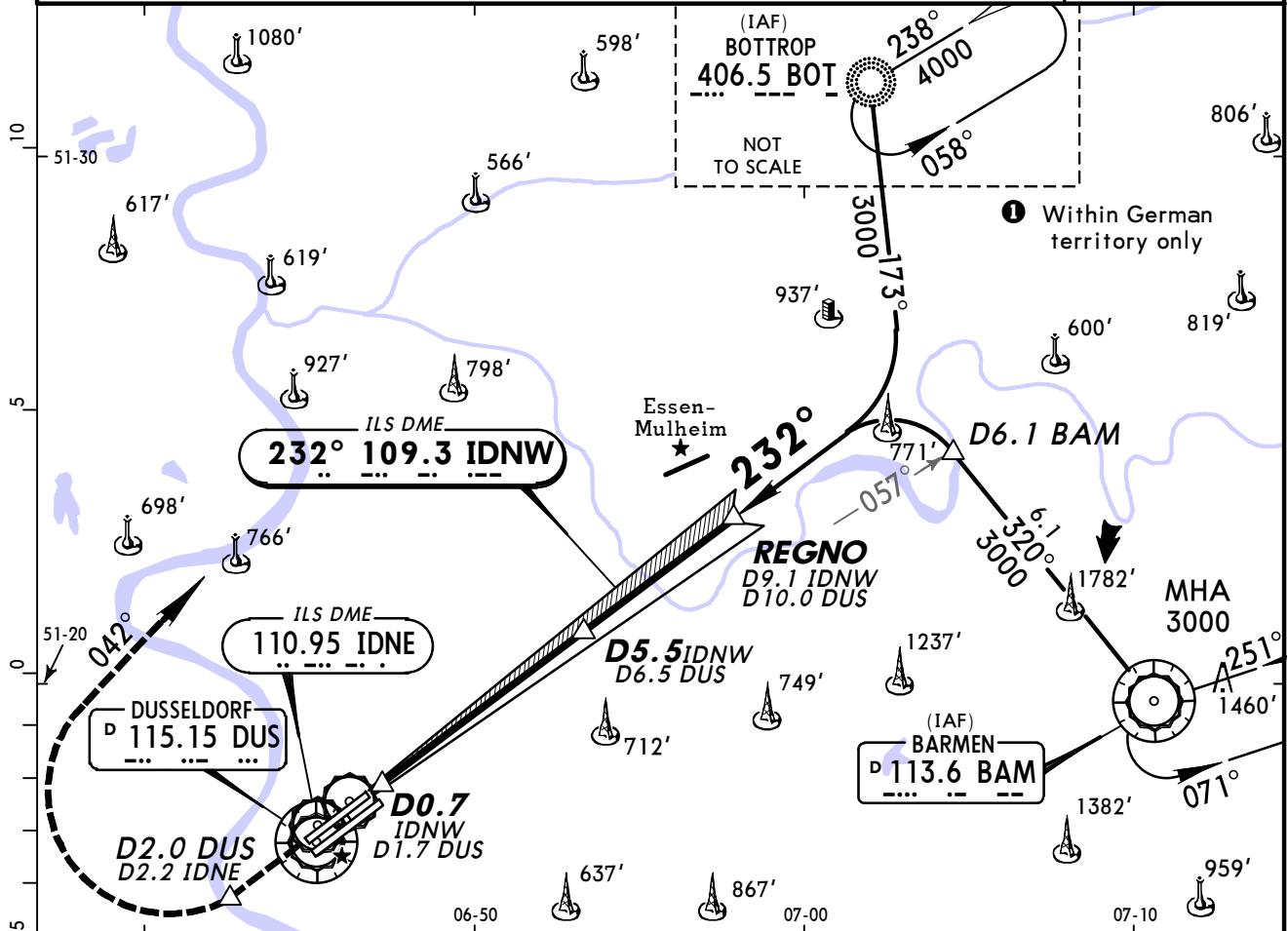
LOC (GS out)	IDNW DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
	ALTITUDE	750'	1070'	1390'	1710'	2030'	2350'	2660'	2980'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI	D2.0 DUS D2.2 IDNE ↑
ILS GS or	372	478	531	637	743	849		
LOC Descent Angle	3.00°							
MAP at D0.7 IDNW/D1.7 DUS								

Standard					STRAIGHT-IN LANDING RWY 23R				
					ILS				
					LOC (GS out)				
					DA(H) A: 324' (200') C: 344' (220') B: 332' (208') D: 354' (230')				
					DA(H) 510' (386')				

*D-ATIS 115.150 123.775	LANGEN Radar (APP) 128.550	*DUSSELDORF Director (APP) 128.650	DUSSELDORF Tower 118.3	*Ground 121.9 121.6
LOC IDNW 109.3	Final Apch Crs 232°	GS D5.5 IDNW 1870' (1746')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 147' RWY 124'
MISSED APCH: Climb STRAIGHT AHEAD to D2.0 DUS/D2.2 IDNE, then turn RIGHT onto 042° to BOT NDB climbing to 4000'.				
Alt Set: hPa (IN on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000' 1. DME required. 2. Do not mistake ESSEN-MULHEIM 9.0 NM NE of DUSSELDORF when approaching rwy 23R. 3. Special Aircrew & Acft Certification Required.				
				 MSA DUS VOR

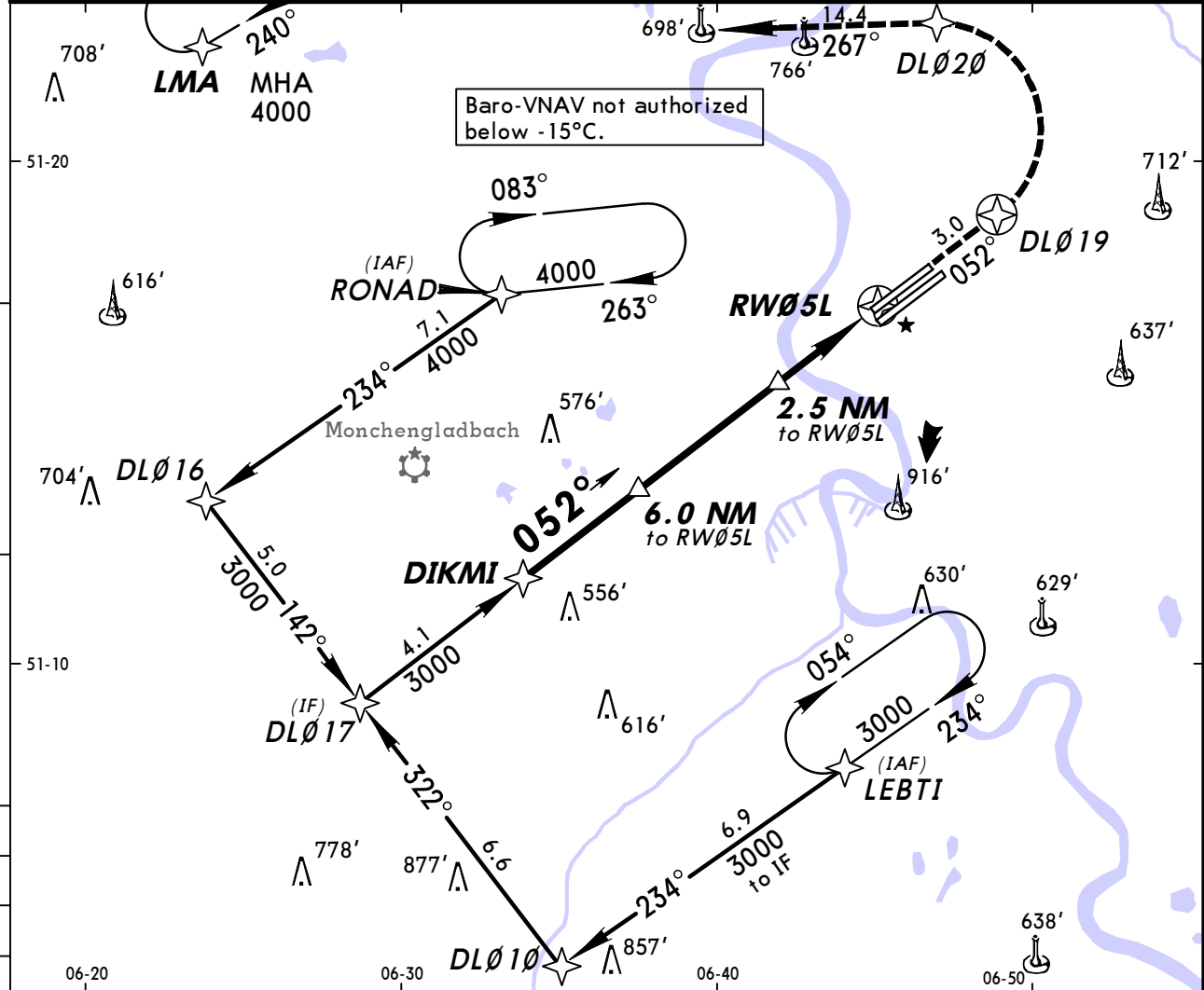


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI	D2.0 DUS D2.2 IDNE 
GS	3.00°	372	478	531	637	743		

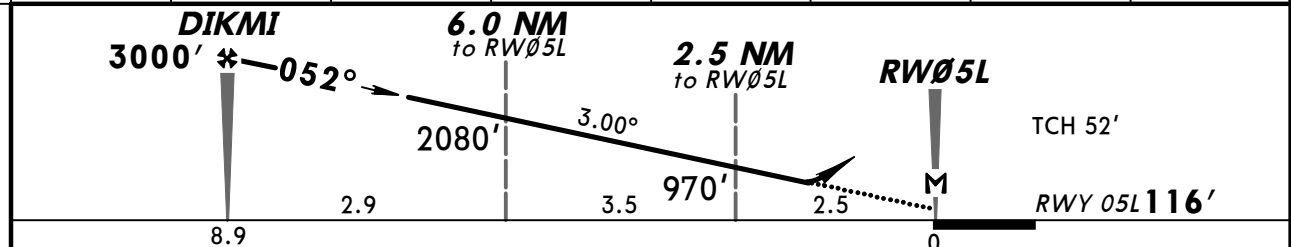
Standard		STRAIGHT-IN LANDING RWY 23R	
CAT IIIA ILS		CAT II ILS	
DH 50'		RA 100' DA(H) 224' (100')	
RVR 200m		RVR 300m I	

I Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

*D-ATIS	LANGEN Radar (APP)	*DUSSELDORF Director (APP)	DUSSELDORF Tower	*Ground
115.150 123.775	128.550	128.650	118.3	121.9 121.6
RNAV	Final Apch Crs 052°	Minimum Alt DIKMI 3000' (2884')	LNAV/VNAV DA(H) 476' (360')	Apt Elev 147' RWY 116'
MISSED APCH: Climb on 052° to DLØ19, then turn LEFT via DLØ2Ø onto 267° to LMA climbing to 4000'.				
Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000'				



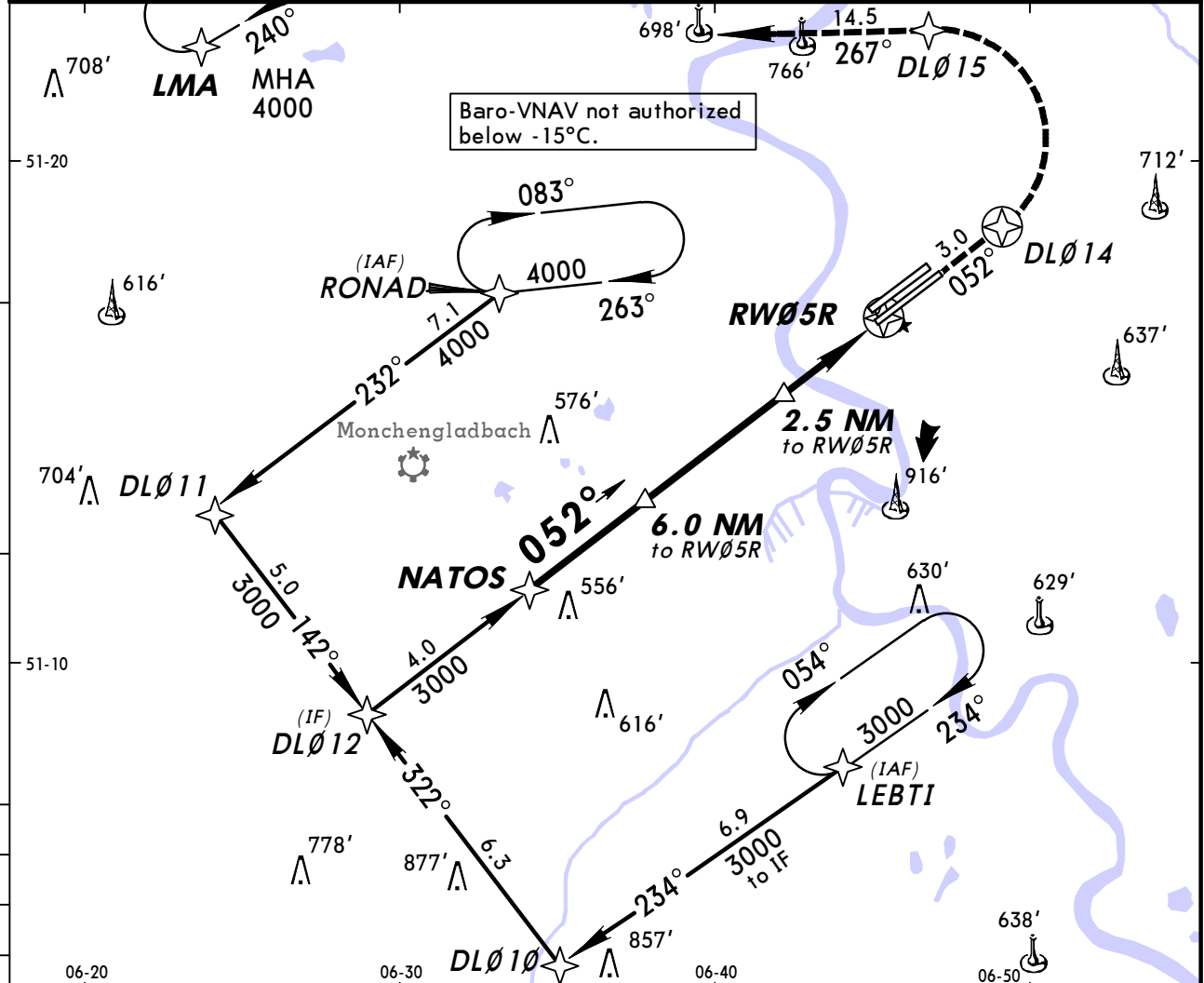
DIST to RWØ5L	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2720'	2400'	2080'	1760'	1450'	1130'	810'



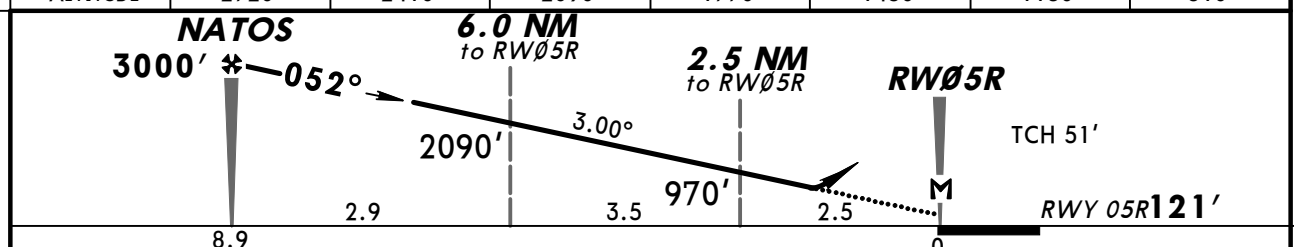
Gnd speed-Kts	70	90	100	120	140	160	DLØ19 on 052°
Descent Angle	3.00°	372	478	531	637	743	
MAP at RWØ5L							

Standard		STRAIGHT-IN LANDING RWY 05L			
LNAV/VNAV		LNAV			
DA(H) 476' (360')		DA(H) 610' (494')			
ALS out		ALS out			
PANS OPS	A	RVR 900m		RVR 1500m	
	B			RVR 1500m	
	C	RVR 1600m		RVR 1500m	
	D			CMV 2300m	

*D-ATIS 115.150 123.775	LANGEN Radar (APP) 128.550	*DUSSELDORF Director (APP) 128.650	DUSSELDORF Tower 118.3	*Ground 121.9 121.6
RNAV	Final Apch Crs 052°	Minimum Alt NATOS 3000' (2879')	LNAV/VNAV DA(H) 541' (420')	Apt Elev 147' RWY 121'
MISSED APCH: Climb on 052° to DLØ14, then turn LEFT via DLØ15 onto 267° to LMA climbing to 4000'.				
Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000'				



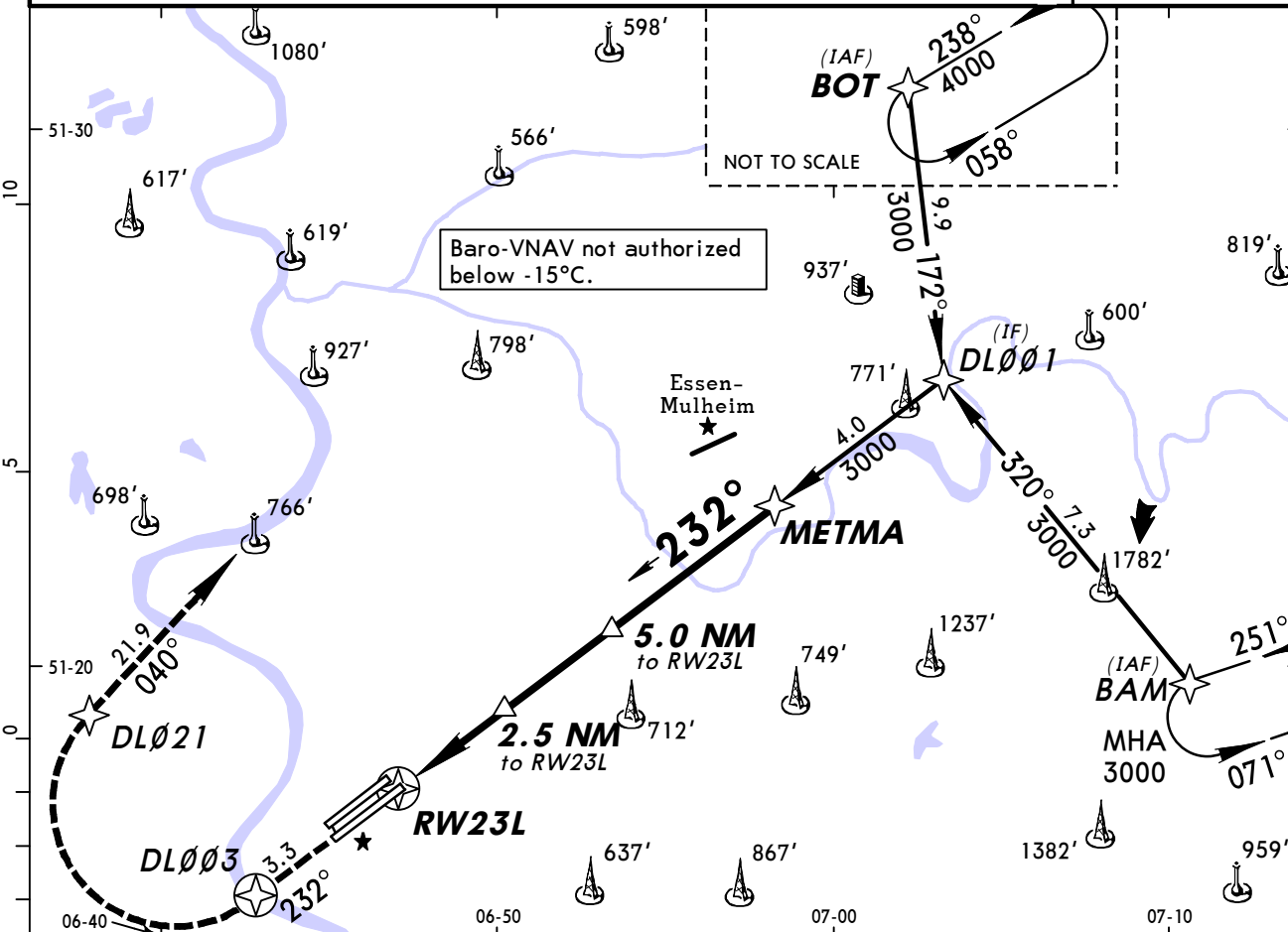
DIST to RWØ5R	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2720'	2410'	2090'	1770'	1450'	1130'	810'



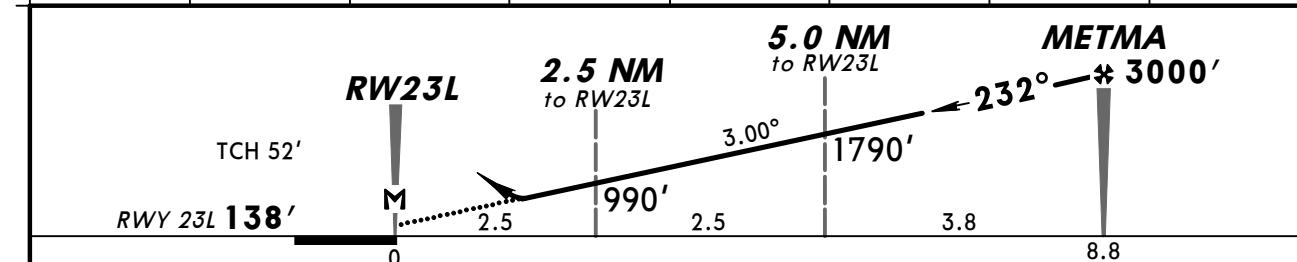
Gnd speed-Kts	70	90	100	120	140	160	ALSII-II REIL PAPI <
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Standard				STRAIGHT-IN LANDING RWY 05R			
LNAV/VNAV DA(H) 541' (420')				LNAV DA(H) 680' (559')			
ALS out				ALS out			
A	RVR 1200m			RVR 1500m			
B				RVR 1500m			
C	RVR 1200m			RVR 1800m			
D				CMV 2400m			

*D-ATIS	LANGEN Radar (APP)	*DUSSELDORF Director (APP)	DUSSELDORF Tower	*Ground
115.150 123.775	128.550	128.650	118.3	121.9 121.6
RNAV	Final Apch Crs 232°	Minimum Alt METMA 3000' (2862')	LNAV/VNAV DA(H) 598' (460')	Apt Elev 147' RWY 138'
MISSED APCH: Climb on 232° to DL003, then turn RIGHT via DL021 onto 040° to BOT climbing to 4000'.				
Alt Set: hPa (IN on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000' Do not mistake ESSEN-MULHEIM 9.0 NM NE of DUSSELDORF when approaching rwy 23L.				2800' MSA Airport (Within German territory only)



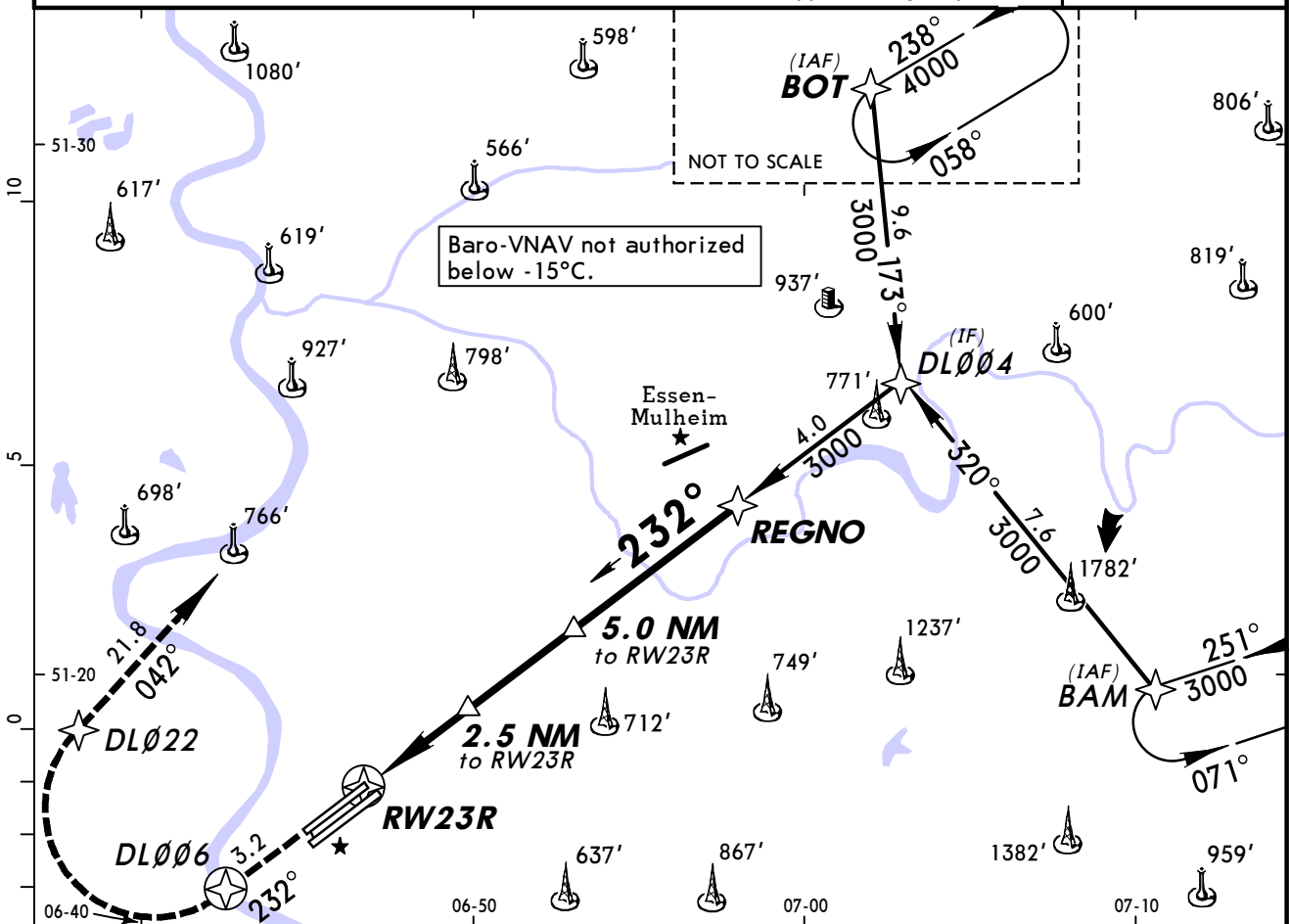
DIST to RWY 23L	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	830'	1150'	1470'	1790'	2110'	2420'	2740'



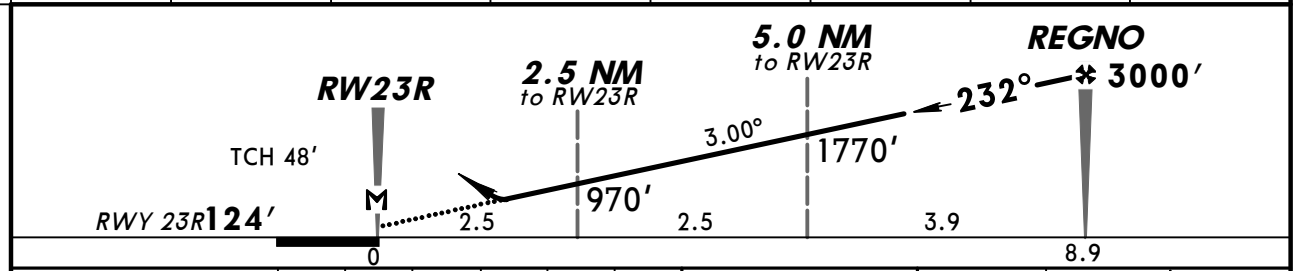
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI <
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Standard		STRAIGHT-IN LANDING RWY 23L				
		LNAV/VNAV		LNAV		
		DA(H) 598' (460')		DA(H) A: 610' (472') BCD: 680' (542')		
		ALS out		ALS out		
PANS OPS	A	RVR 1400m	RVR 1500m		RVR 1500m	
	B					
	C					
	D		CMV 2100m	RVR 1800m	CMV 2400m	

*D-ATIS	LANGEN Radar (APP)	*DUSSELDORF Director (APP)	DUSSELDORF Tower	*Ground
115.150 123.775	128.550	128.650	118.3	121.9 121.6
RNAV	Final Apch Crs 232°	Minimum Alt REGNO 3000' (2876')	LNAV/VNAV DA(H) 624' (500')	Apt Elev 147' RWY 124'
MISSED APCH: Climb on 232° to DL006, then turn RIGHT via DL022 onto 042° to BOT climbing to 4000'.				
Alt Set: hPa (IN on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000' Do not mistake ESSEN-MULHEIM 9.0 NM NE of DUSSELDORF when approaching rwy 23R.				



DIST to RW23R	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	810'	1130'	1450'	1770'	2090'	2410'	2730'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RW23R						

ALSF-II

REIL
PAPI

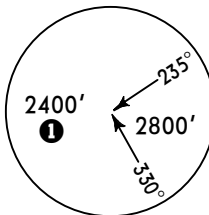
DL006

on

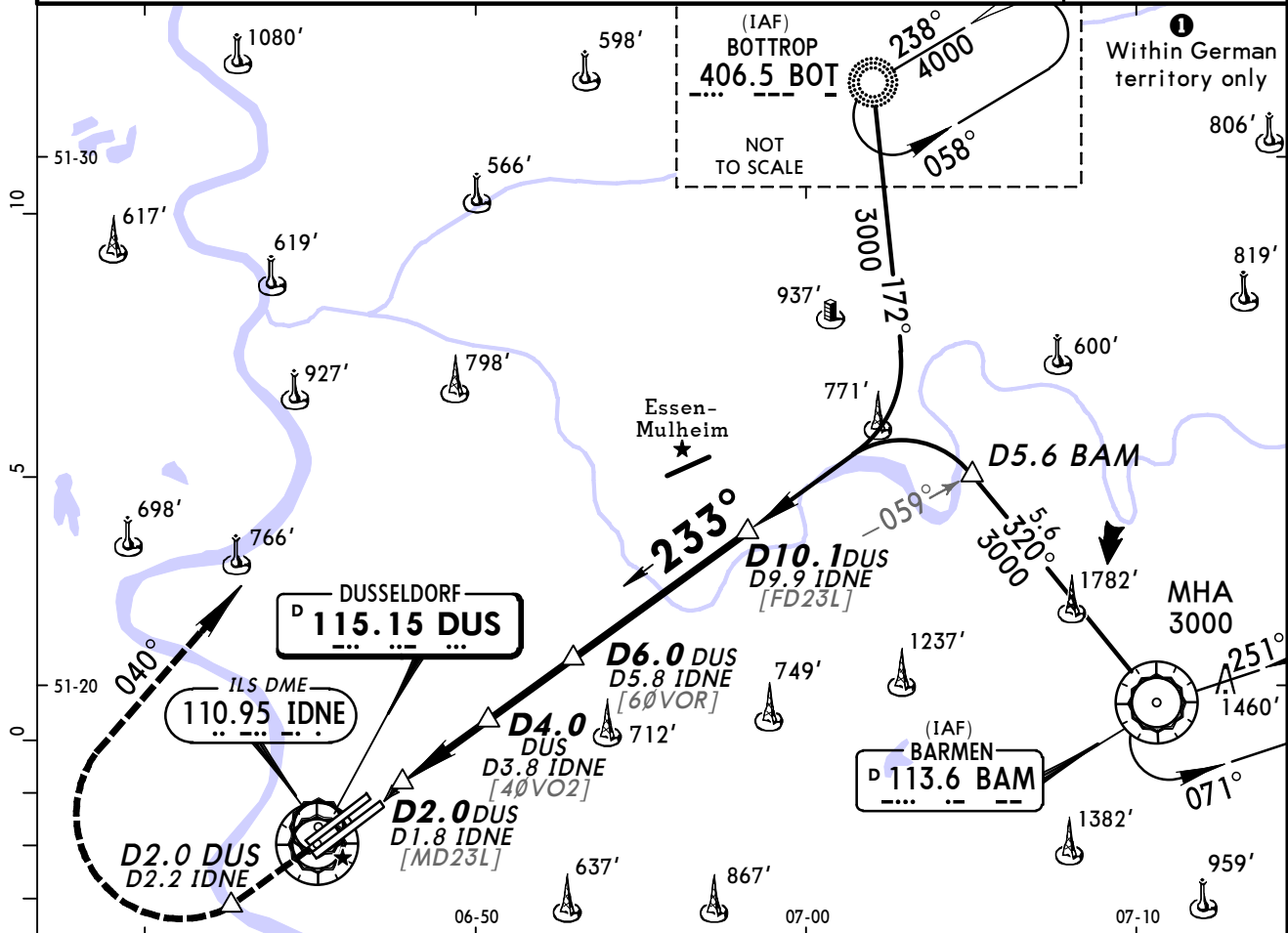
232°

Standard		STRAIGHT-IN LANDING RWY 23R			
LNAV/VNAV		LNAV			
DA(H) 624' (500')		DA(H) 640' (516')			
ALS out		ALS out		ALS out	
A	RVR 1500m		RVR 1500m		
B	RVR 1500m		RVR 1500m		
C	RVR 1500m	CMV 2300m	RVR 1600m	CMV 2400m	
D	RVR 1500m		RVR 1500m		

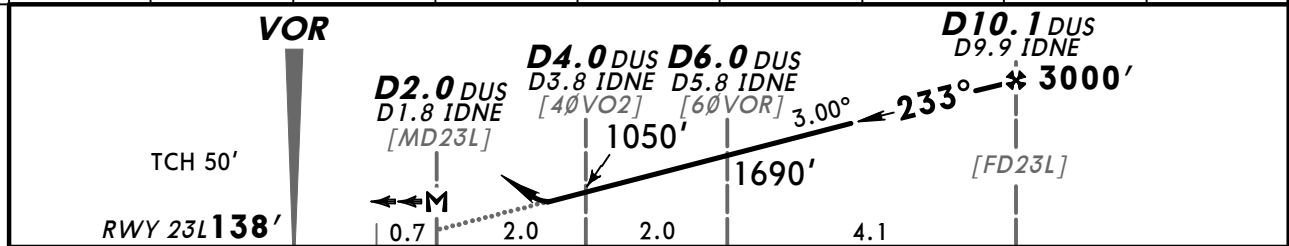
*D-ATIS	LANGEN Radar (APP)	*DUSSELDORF Director (APP)	DUSSELDORF Tower	*Ground
115.150 123.775	128.550	128.650	118.3	121.9 121.6
VOR DUS 115.15	Final Apch Crs 233°	Minimum Alt D10.1 DUS 3000' (2862')	DA(H) 700' (562')	Apt Elev 147' RWY 138'
MISSED APCH: Climb STRAIGHT AHEAD to D2.0 DUS/D2.2 IDNE, then turn RIGHT onto 040° to BOT NDB climbing to 4000'.				
Alt Set: hPa (IN on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000' 1. DME required. 2. Do not mistake ESSEN-MULHEIM 9.0 NM NE of DUSSELDORF when approaching rwy 23L. 3. Final approach track offset 1° from runway centerline.				



MSA
DUS VOR



DUS DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0
ALTITUDE	730'	1050'	1370'	1690'	2010'	2330'	2640'	2960'

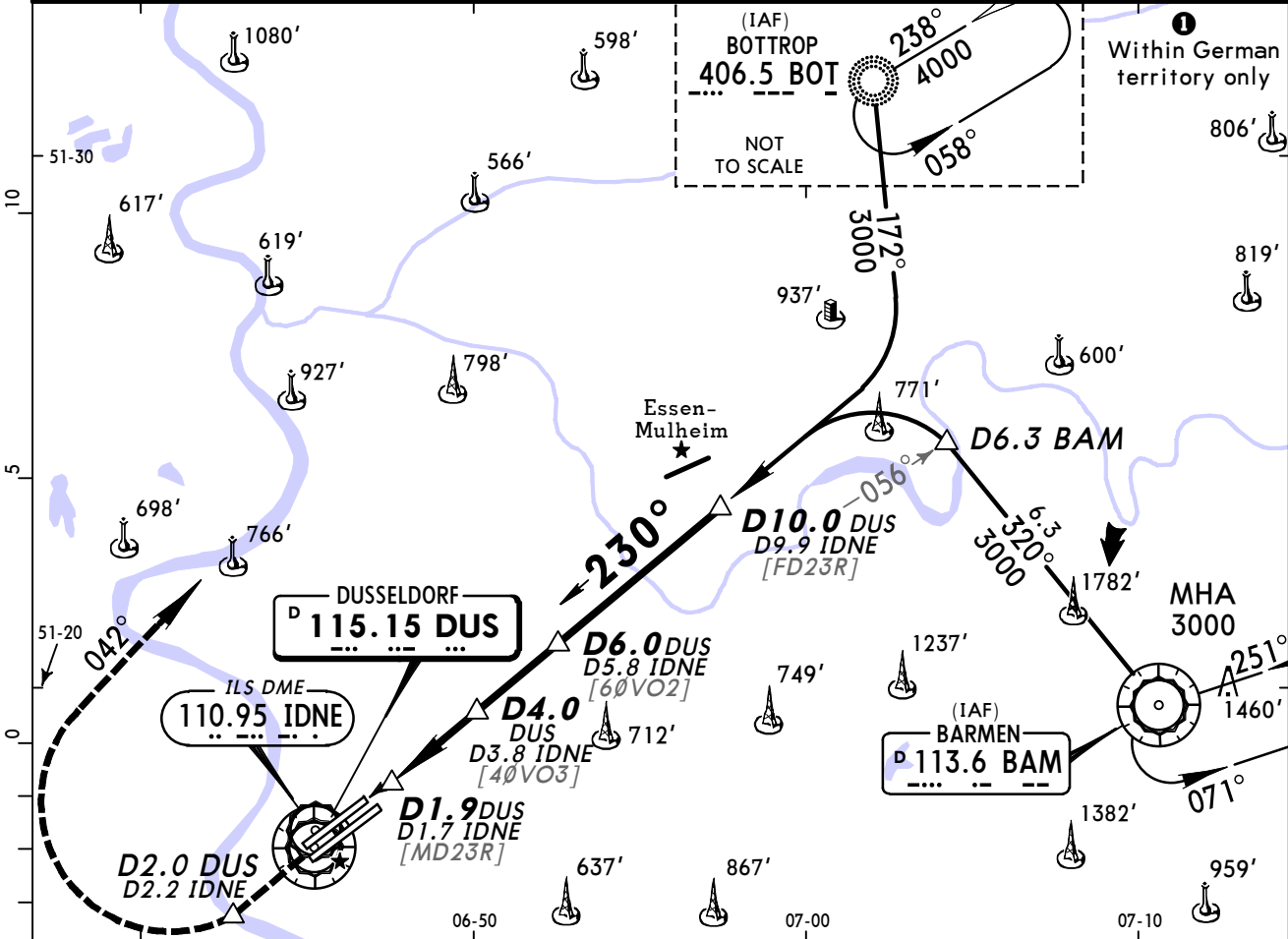
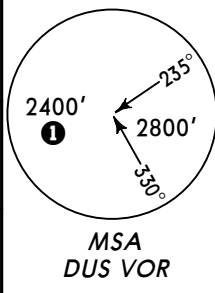


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI	D2.0 DUS D2.2 IDNE ↑
Descent Angle	3.00°	372	478	531	637	743		
MAP at D2.0 DUS/D1.8 IDNE								

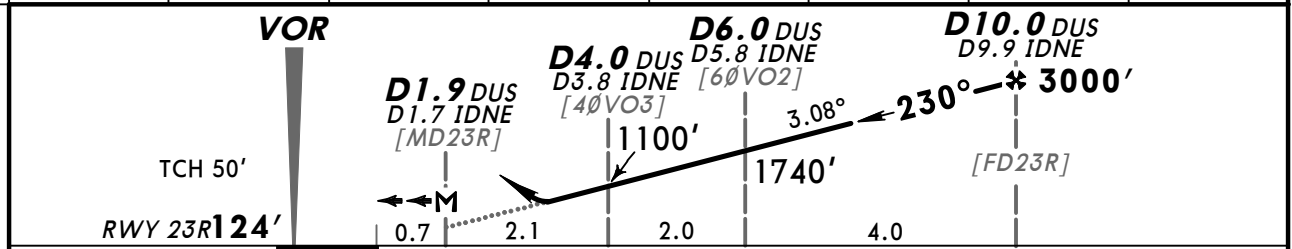
Standard	STRAIGHT-IN LANDING RWY 23L	
DA(H) 700' (562')		ALS out

A	RVR 1500m	
B		
C	RVR 1900m	CMV 2400m
D		

*D-ATIS	LANGEN Radar (APP)	*DUSSELDORF Director (APP)	DUSSELDORF Tower	*Ground
115.150 123.775	128.550	128.650	118.3	121.9 121.6
VOR DUS 115.15	Final Apch Crs 230°	Minimum Alt D10.0 DUS 3000' (2876')	DA(H) 700' (576')	Apt Elev 147' RWY 124'
MISSED APCH: Climb STRAIGHT AHEAD to D2.0 DUS/D2.2 IDNE, then turn RIGHT onto 042° to BOT NDB climbing to 4000'.				
Alt Set: hPa (IN on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000' 1. DME required. 2. Do not mistake ESSEN-MULHEIM 9.0 NM NE of DUSSELDORF when approaching rwy 23R. 3. Final approach track offset 2° from runway centerline.				



DUS DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	780'	1100'	1420'	1740'	2060'	2380'	2690'

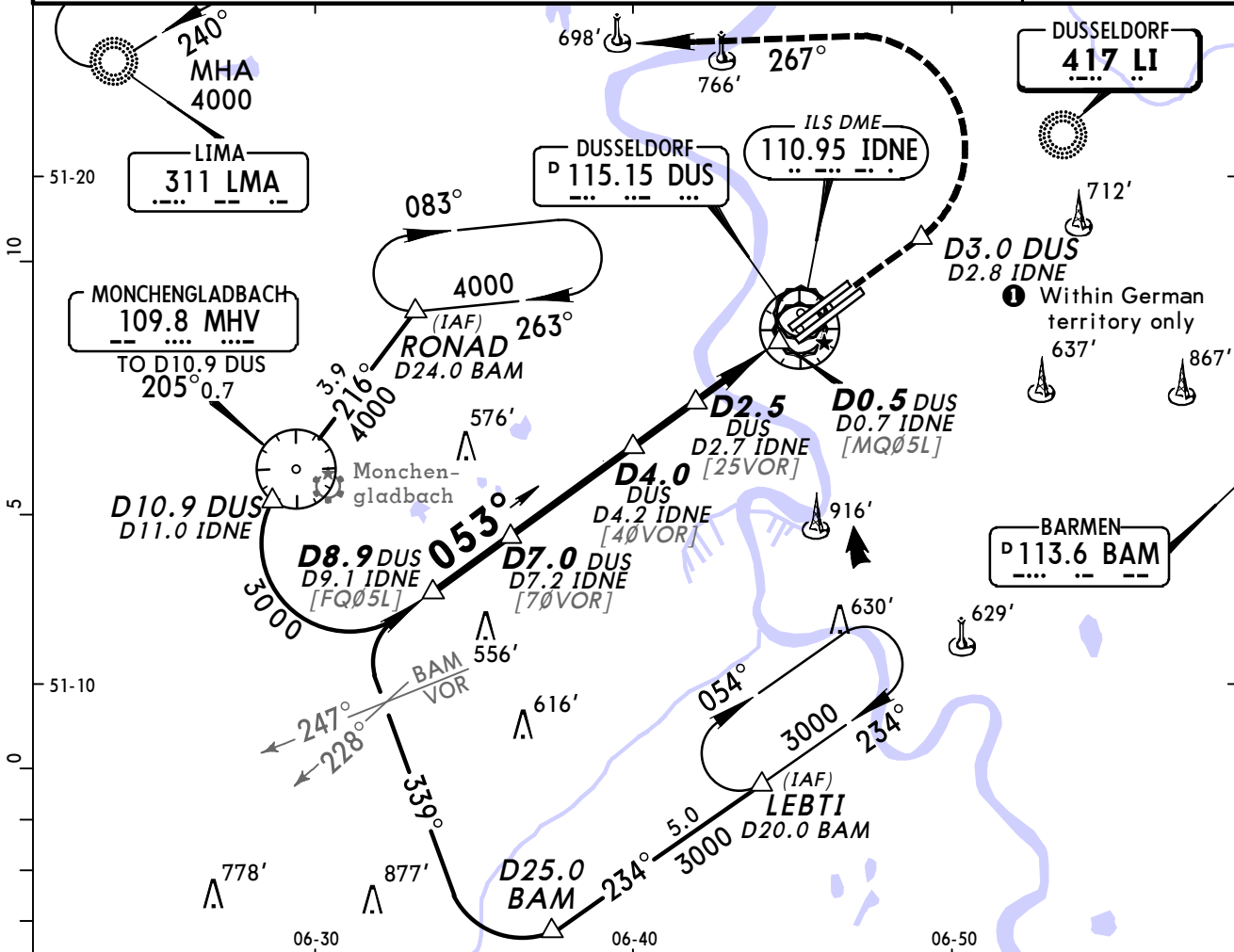
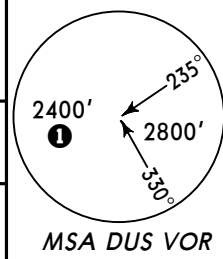


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI	D2.0 DUS D2.2 IDNE ↑
Descent Angle	3.08°	381	490	545	654	763		
MAP at D1.9 DUS/D1.7 IDNE								

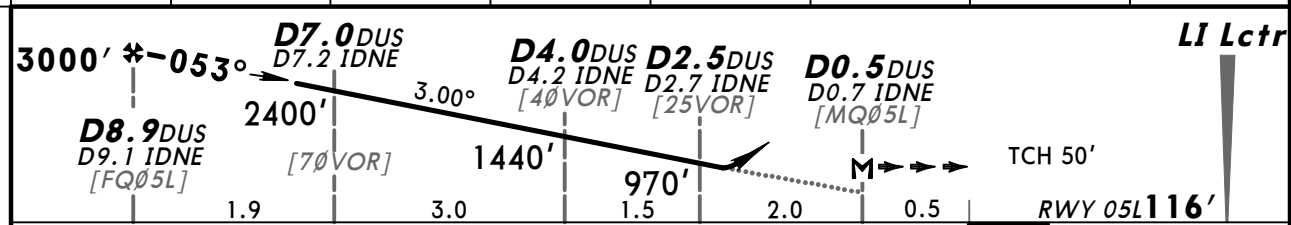
Standard	STRAIGHT-IN LANDING RWY 23R	
	DA(H) 700' (576')	
	ALS out	

A	RVR 1500m	
B		
C		
D	RVR 1900m	CMV 2400m

*D-ATIS	LANGEN Radar (APP)	*DUSSELDORF Director (APP)	DUSSELDORF Tower	*Ground
115.150 123.775	128.550	128.650	118.3	121.9 121.6
Lctr LI 417	Final Apch Crs 053°	Minimum Alt D8.9 DUS 3000' (2884')	DA(H) 680' (564')	Apt Elev 147' RWY 116'
MISSED APCH: Climb STRAIGHT AHEAD to D3.0 DUS/D2.8 IDNE, then turn LEFT onto 267° to LMA NDB climbing to 4000'.				
Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000'				
1. DME required. 2. Final approach track offset 1° from runway centerline. 3. Course fluctuations plus/minus 10° approximately 1.5 NM in front of threshold.				



DUS DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2720'	2400'	2080'	1760'	1440'	1130'	810'



Gnd speed-Kts	70	90	100	120	140	160		HIALS	D3.0 DUS D2.8 IDNE
Descent Angle	3.00°	372	478	531	637	743	849	REIL PAPI	
MAP at D0.5 DUS/D0.7 IDNE									

Standard		STRAIGHT-IN LANDING RWY 05L	
		DA(H) 680' (564')	
		ALS out	
A	RVR 1500m		
B			
C	RVR 1900m	CMV 2400m	
D			

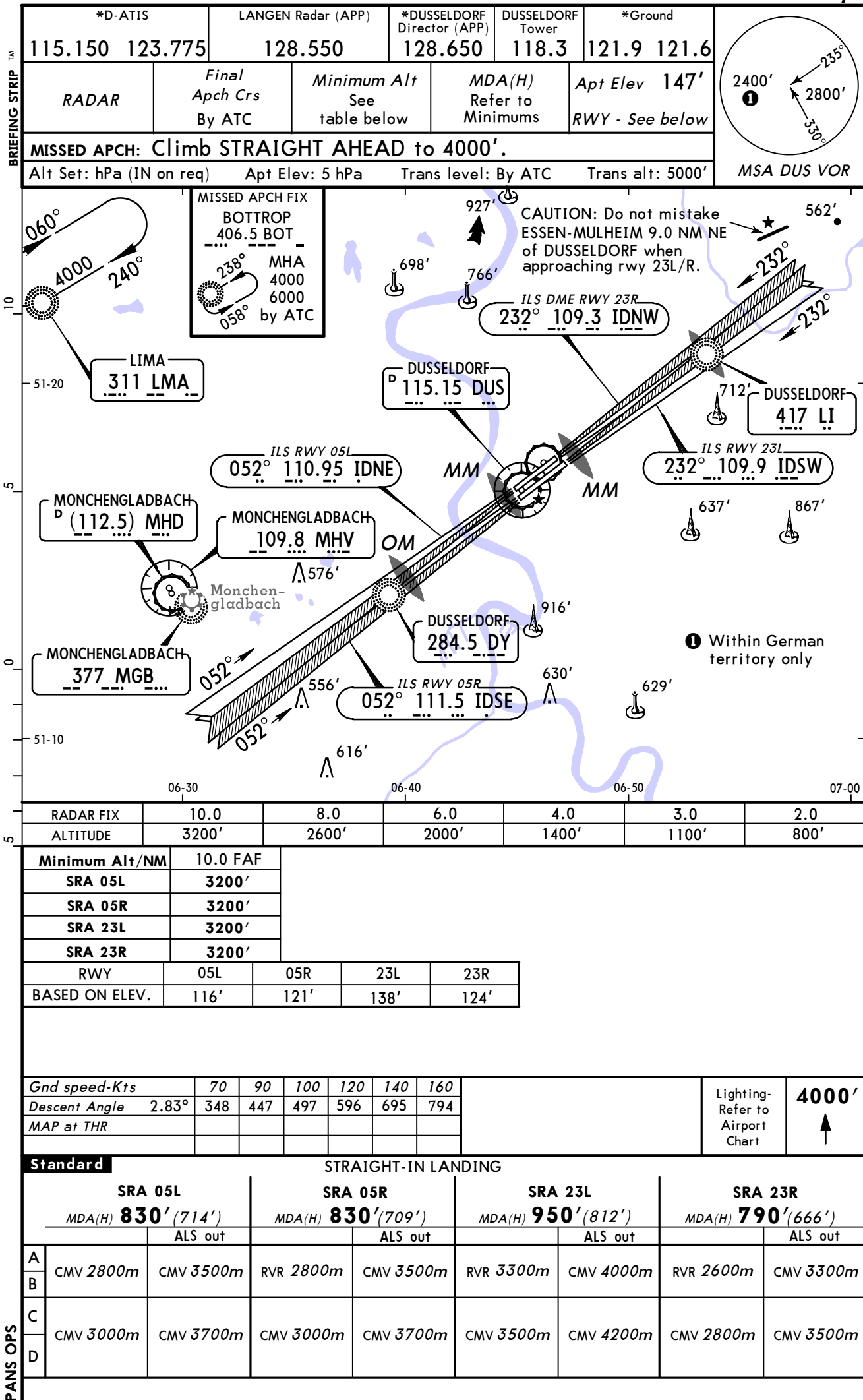


Chart changes since cycle 26-2014

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
DUSSELDORF, (DUSSELDORF - EDDL)				
ADD	DISIP & EKDUS 1A & 1B RNA...	10-2H	05 Dec 2014	11 Dec 2014
ADD	RUGAB & TIVIM 1A & 1B RNA...	10-2J	05 Dec 2014	11 Dec 2014
ADD	ABIGI & BABUV 1A & 1B RNA...	10-2K	05 Dec 2014	11 Dec 2014
ADD	LONSO, NISOX & OBOMA 1A &...	10-2L	05 Dec 2014	11 Dec 2014
ADD	GOGOG 1A & 1B RNAV TRANS	10-2M	05 Dec 2014	11 Dec 2014
ADD	IBIXI & UNDOG 1A & 1B RNA...	10-2N	05 Dec 2014	11 Dec 2014
DEL	COLA 2J, 2L, 2T & 2Z DEPS	10-3	05 Dec 2014	11 Dec 2014
ADD	COLA 3J, 3L, 3T & 3Z DEPS	10-3	05 Dec 2014	11 Dec 2014
DEL	DODEN 4J, 5L, 5T & 4Z DEP...	10-3A	05 Dec 2014	11 Dec 2014
ADD	DODEN 5J, 6L, 6T & 5Z DEP...	10-3A	05 Dec 2014	11 Dec 2014
DEL	GERMINGHAUSEN 6L, 6T, 6Y ...	10-3B	05 Dec 2014	11 Dec 2014
ADD	GERMINGHAUSEN 7L, 7T, 7Y ...	10-3B	05 Dec 2014	11 Dec 2014
DEL	KUMIK 2J, 3L, 3T & 2Z DEP...	10-3C	05 Dec 2014	11 Dec 2014
ADD	KUMIK 3J, 4L, 4T & 3Z DEP...	10-3C	05 Dec 2014	11 Dec 2014
DEL	LIMA 4L, 8T, 5Y & 9Z DEPS	10-3D	05 Dec 2014	11 Dec 2014
ADD	LIMA 5L, 9T, 6Y & 1Z DEPS	10-3D	05 Dec 2014	11 Dec 2014
DEL	MEVEL 5J, 8L, 9T & 6Z DEP...	10-3E	05 Dec 2014	11 Dec 2014
ADD	MEVEL 6J, 9L, 1T & 7Z DEP...	10-3E	05 Dec 2014	11 Dec 2014
DEL	MODRU 5J, 8L, 8T & 5Z DEP...	10-3F	05 Dec 2014	11 Dec 2014
ADD	MODRU 6J, 9L, 9T & 6Z DEP...	10-3F	05 Dec 2014	11 Dec 2014
DEL	NETEX 2J, 2L, 2T & 2Z DEP...	10-3G	05 Dec 2014	11 Dec 2014
ADD	NETEX 3J, 3L, 3T & 3Z DEP...	10-3G	05 Dec 2014	11 Dec 2014
DEL	NORVENICH 1T, 5U, 7Y & 3Z...	10-3H	05 Dec 2014	11 Dec 2014
ADD	NORVENICH 2T, 6U, 8Y & 4Z...	10-3H	05 Dec 2014	11 Dec 2014
DEL	NUDGO 2J, 2L, 2T & 2Z DEP...	10-3J	05 Dec 2014	11 Dec 2014
ADD	NUDGO 3J, 3L, 3T & 3Z DEP...	10-3J	05 Dec 2014	11 Dec 2014
DEL	SONEB 2J, 3L, 3T & 2Z DEP...	10-3K	05 Dec 2014	11 Dec 2014
ADD	SONEB 3J, 4L, 4T & 3Z DEP...	10-3K	05 Dec 2014	11 Dec 2014
DEL	COLA 2J, 2L, 2T & 2Z RNAV...	10-3L	05 Dec 2014	11 Dec 2014
ADD	COLA 3J, 3L, 3T & 3Z RNAV...	10-3L	05 Dec 2014	11 Dec 2014
DEL	DODEN 4J, 5L, 5T & 4Z RNA...	10-3M	05 Dec 2014	11 Dec 2014
ADD	DODEN 5J, 6L, 6T & 5Z RNA...	10-3M	05 Dec 2014	11 Dec 2014
DEL	GERMINGHAUSEN 6L, 6T, 6Y ...	10-3N	05 Dec 2014	11 Dec 2014
ADD	GERMINGHAUSEN 7L, 7T, 7Y ...	10-3N	05 Dec 2014	11 Dec 2014
DEL	KUMIK 2J, 3L, 3T & 2Z RNA...	10-3P	05 Dec 2014	11 Dec 2014
ADD	KUMIK 3J, 4L, 4T & 3Z RNA...	10-3P	05 Dec 2014	11 Dec 2014
DEL	LIMA 4L, 8T, 5Y & 9Z RNAV...	10-3Q	05 Dec 2014	11 Dec 2014
ADD	LIMA 5L, 9T, 6Y & 1Z RNAV...	10-3Q	05 Dec 2014	11 Dec 2014
DEL	MEVEL 5J, 8L, 9T & 6Z RNA...	10-3S	05 Dec 2014	11 Dec 2014
ADD	MEVEL 6J, 9L, 1T & 7Z RNA...	10-3S	05 Dec 2014	11 Dec 2014
DEL	MODRU 5J, 8L, 8T & 5Z RNA...	10-3T	05 Dec 2014	11 Dec 2014
ADD	MODRU 6J, 9L, 9T & 6Z RNA...	10-3T	05 Dec 2014	11 Dec 2014
DEL	NETEX 2J, 2L, 2T & 2Z RNA...	10-3U	05 Dec 2014	11 Dec 2014
ADD	NETEX 3J, 3L, 3T & 3Z RNA...	10-3U	05 Dec 2014	11 Dec 2014
DEL	NORVENICH 1T, 5U, 7Y & 3Z...	10-3V	05 Dec 2014	11 Dec 2014
ADD	NORVENICH 2T, 6U, 8Y & 4Z...	10-3V	05 Dec 2014	11 Dec 2014
DEL	NUDGO 2J, 2L, 2T & 2Z RNA...	10-3W	05 Dec 2014	11 Dec 2014
ADD	NUDGO 3J, 3L, 3T & 3Z RNA...	10-3W	05 Dec 2014	11 Dec 2014
DEL	SONEB 2J, 3L, 3T & 2Z RNA...	10-3X	05 Dec 2014	11 Dec 2014
ADD	SONEB 3J, 4L, 4T & 3Z RNA...	10-3X	05 Dec 2014	11 Dec 2014
REV	ILS OR LOC RWY 05L	11-1	28 Nov 2014	11 Dec 2014
REV	ILS OR LOC OR NDB RWY 05R	11-2	28 Nov 2014	11 Dec 2014
REV	CAT II/III ILS RWY 05R	11-2A	28 Nov 2014	11 Dec 2014

REV	ILS OR LOC RWY 23L	11-3	28 Nov 2014	11 Dec 2014
REV	CAT II/III ILS RWY 23L	11-3A	28 Nov 2014	11 Dec 2014
REV	ILS OR LOC RWY 23R	11-4	28 Nov 2014	11 Dec 2014
REV	CAT II/III ILS RWY 23R	11-4A	28 Nov 2014	11 Dec 2014
REV	RNAV (GPS) RWY 05L	12-1	28 Nov 2014	11 Dec 2014
REV	RNAV (GPS) RWY 05R	12-2	28 Nov 2014	11 Dec 2014
REV	RNAV (GPS) RWY 23L	12-3	28 Nov 2014	11 Dec 2014
REV	RNAV (GPS) RWY 23R	12-4	28 Nov 2014	11 Dec 2014
REV	VOR RWY 23L	13-1	28 Nov 2014	11 Dec 2014
REV	VOR RWY 23R	13-2	28 Nov 2014	11 Dec 2014
REV	NDB RWY 05L	16-1	28 Nov 2014	11 Dec 2014
REV	SRA ALL RWYS	18-1	28 Nov 2014	11 Dec 2014

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EDDL