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Terminal Charts For EDDL

Revision Letter For Cycle 01-2016

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Notebook

General Information

Location: DUSSELDORF DEU
ICAO/IATA: EDDL / DUS
Lat/Long: N51° 16.86', E006° 45.44'
Elevation: 147 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 1.0° 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: 0735 Z
Sunset: 1546 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
ATIS: 115.150
Dusseldorf Tower: 118.300
Dusseldorf Tower: 37.835 Military
Dusseldorf Ground: 121.600
Dusseldorf Ground: 121.900
Dusseldorf De-Icing Ramp/Taxi: 135.225
Dusseldorf De-Icing Ramp/Taxi: 122.775
Dusseldorf De-Icing Ramp/Taxi: 122.125
Dusseldorf De-Icing Ramp/Taxi: 121.600
Dusseldorf Clearance Delivery: 121.775
Dusseldorf Direct (Approach Control Radar): 128.650
Langen Radar ACC: 128.550
Langen Radar ACC: 128.500
Langen Radar ACC: 121.350

EDDL/DUS
DUSSELDORF

JEPPESEN

11 JUL 14

10-1P

DUSSELDORF, GERMANY
AIRPORT BRIEFING

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.

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DUSSELDORF, GERMANY
AIRPORT BRIEFING

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).

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15 MAY 15 (10-1P2)

DUSSELDORF, GERMANY
AIRPORT BRIEFING

1. GENERAL

1.3. TAXI PROCEDURES

1.3.1. GENERAL

B747-8 are only permitted to taxi on the apron under marshaller guidance.

Apron West MAX wingspan 102'/31m.

TWY G2 MAX wingspan 94'/28.5m.

TWY L3 only usable if stand V01 not occupied.

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 surface lights (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 P1 and P4 parallel taxiing possible for A380 and A310, B757 and smaller ACFT.

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 thru A13, A15, A16, B01 thru B04, B06, B08 thru B11, C01 thru C08 and C02A, C03A 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 30 minutes 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

For landing direction 23L, ACFT shall taxi via TWY L9, continue via TWY M and TWY P4 to position C02A.

For landing direction 05R, ACFT shall taxi via TWY L1, continue via TWY M and TWY P4 to position C02A.

Any other manoeuvres may only be conducted under the guidance of a marshaller.

If the crew realises when taxiing into a nose-in ACFT stand with a docking guidance system that the latter system is switched off or out of order, the crew shall stop the ACFT immediately. Ground control shall be informed of the malfunctioning via radio. Taxiing may be continued according to the instruction given by ground control.

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15 MAY 15 **10-1P3**

DUSSELDORF, GERMANY
AIRPORT BRIEFING

3. DEPARTURE

3.1. DE-ICING

3.1.1. GENERAL

De-icing areas are established at:

- DA-West (area near ACFT stands V61 thru V71) for take-off RWY 05L or 05R.
- DA-East (area near ACFT stands 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 obtain a start-up approval on the appropriate 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 out the manoeuvre without delay.

For take-offs from RWY 23L, ACFT shall taxi via P4, TWY M and TWY L1.

For take-offs from RWY 05R, ACFT shall taxi via P4, TWY M and L9.

Any other manoeuvres may only be conducted under the guidance of a marshaller. 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".

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DUSSELDORF, GERMANY

AIRPORT BRIEFING

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.

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10-1P5

DUSSELDORF, GERMANY

AIRPORT BRIEFING

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.
- $t_{\uparrow}$ - 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

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19 SEP 14 10-2

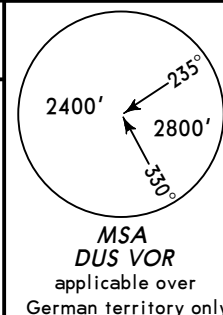
DUSSELDORF, GERMANY

STAR

*D-ATIS
115.15 123.775

Apt Elev
147'

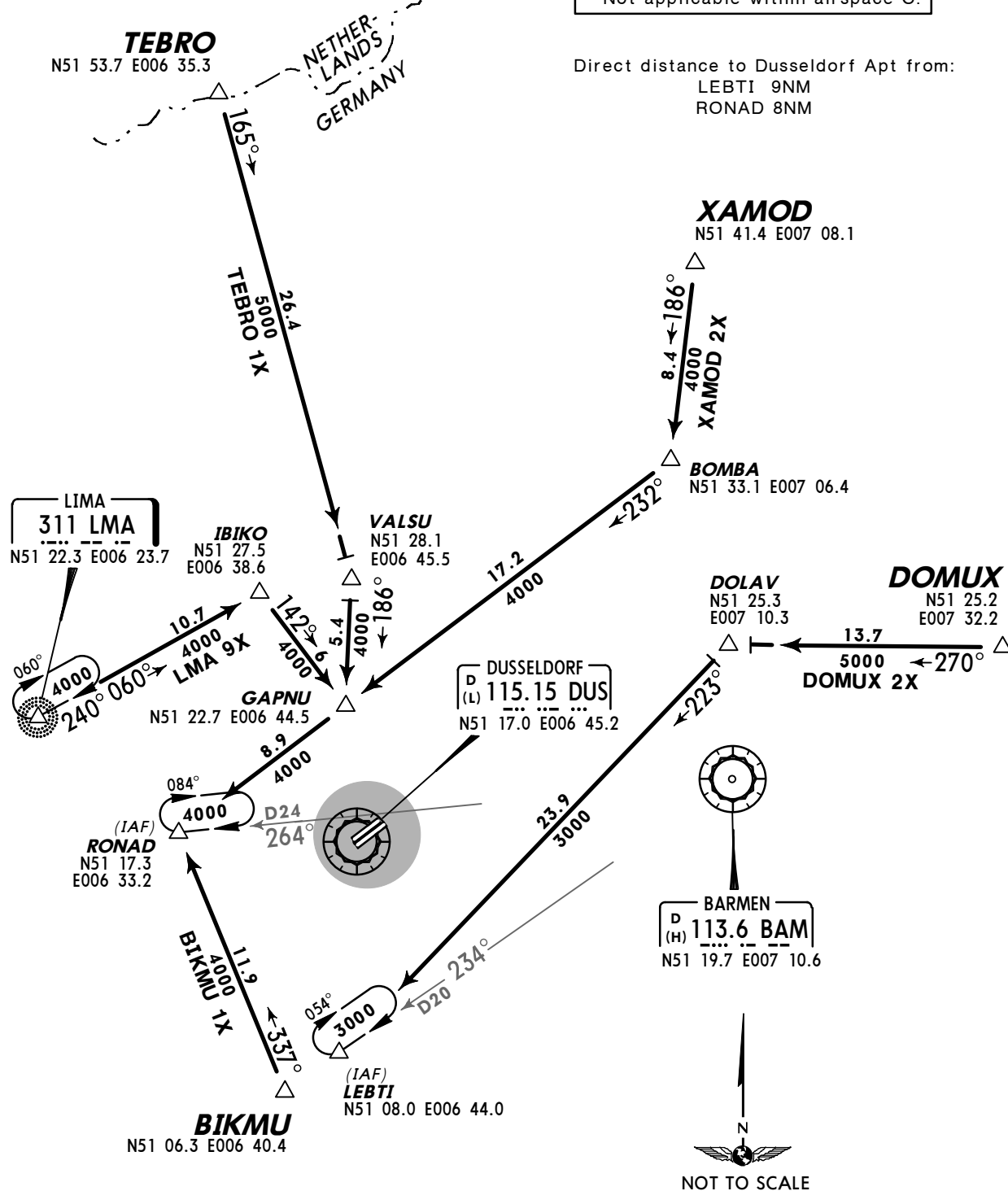
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Trans level: By ATC Trans alt: 5000'



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



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19 SEP 14 (10-2A)

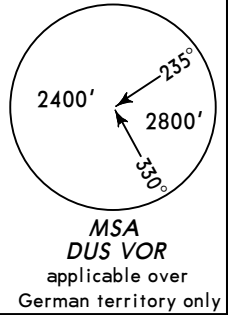
DUSSELDORF, GERMANY

STAR

*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

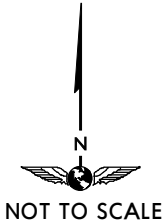
MAX 250 KT below FL100
or as by ATC.

Not applicable within airspace C.

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

TEBRO
N51 53.7 E006 35.3

NETHER-
LANDS
GERMANY



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

DOMUX
N51 25.2
E007 32.2

DUSSELDORF
D (L)
115.15 DUS
N51 17.0 E006 45.2

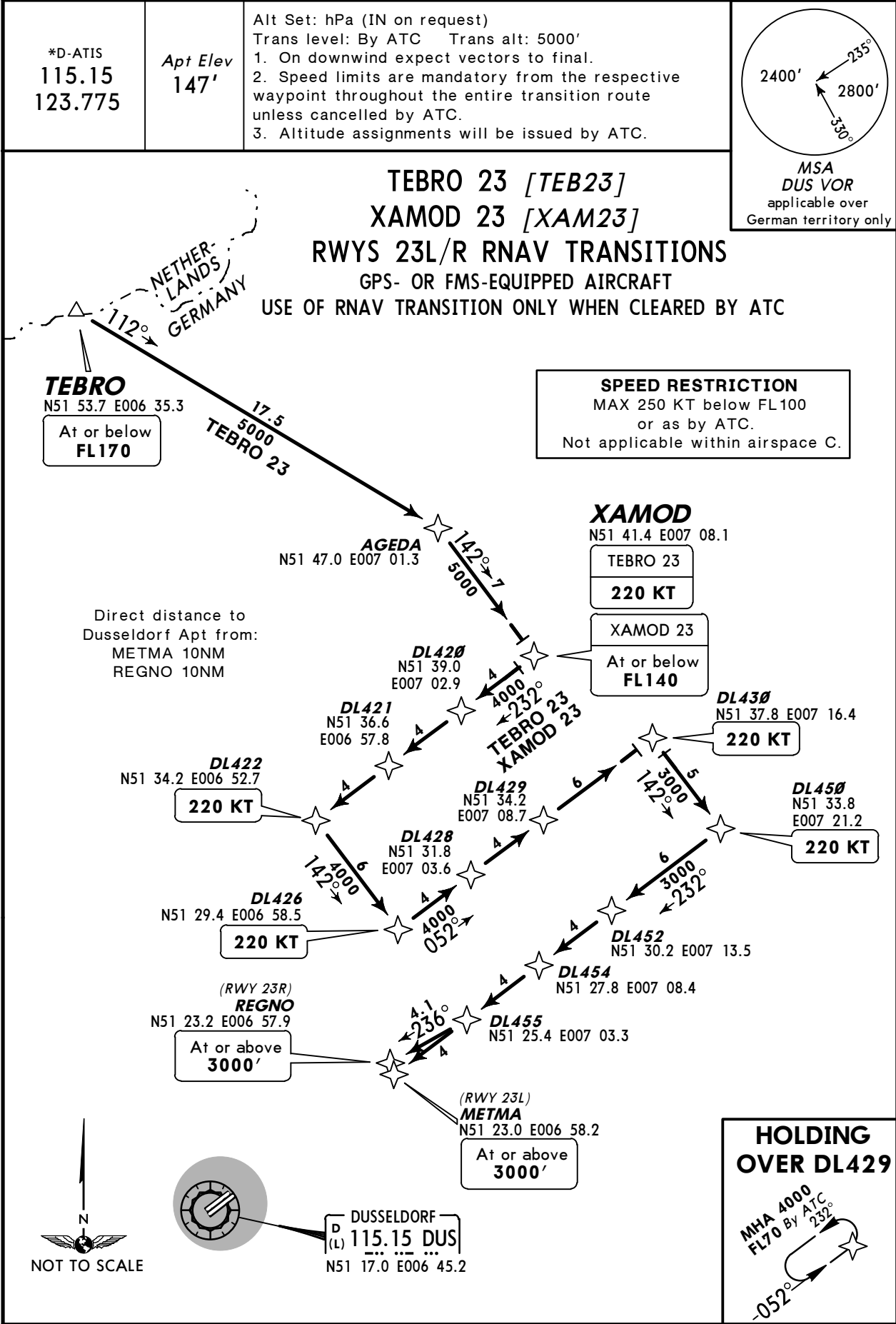
(IAF)
BARMEN
D (H)
113.6 BAM
N51 19.7 E007 10.6

BIKMU
N51 06.3 E006 40.4

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19 SEP 14 10-2C

DUSSELDORF, GERMANY
RNAV TRANSITION



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

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DUSSELDORF

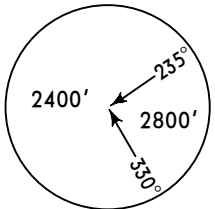
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19 SEP 14 10-2D

DUSSELDORF, GERMANY
RNAV TRANSITION

*D-ATIS
115.15
123.775

Apt Elev
147'

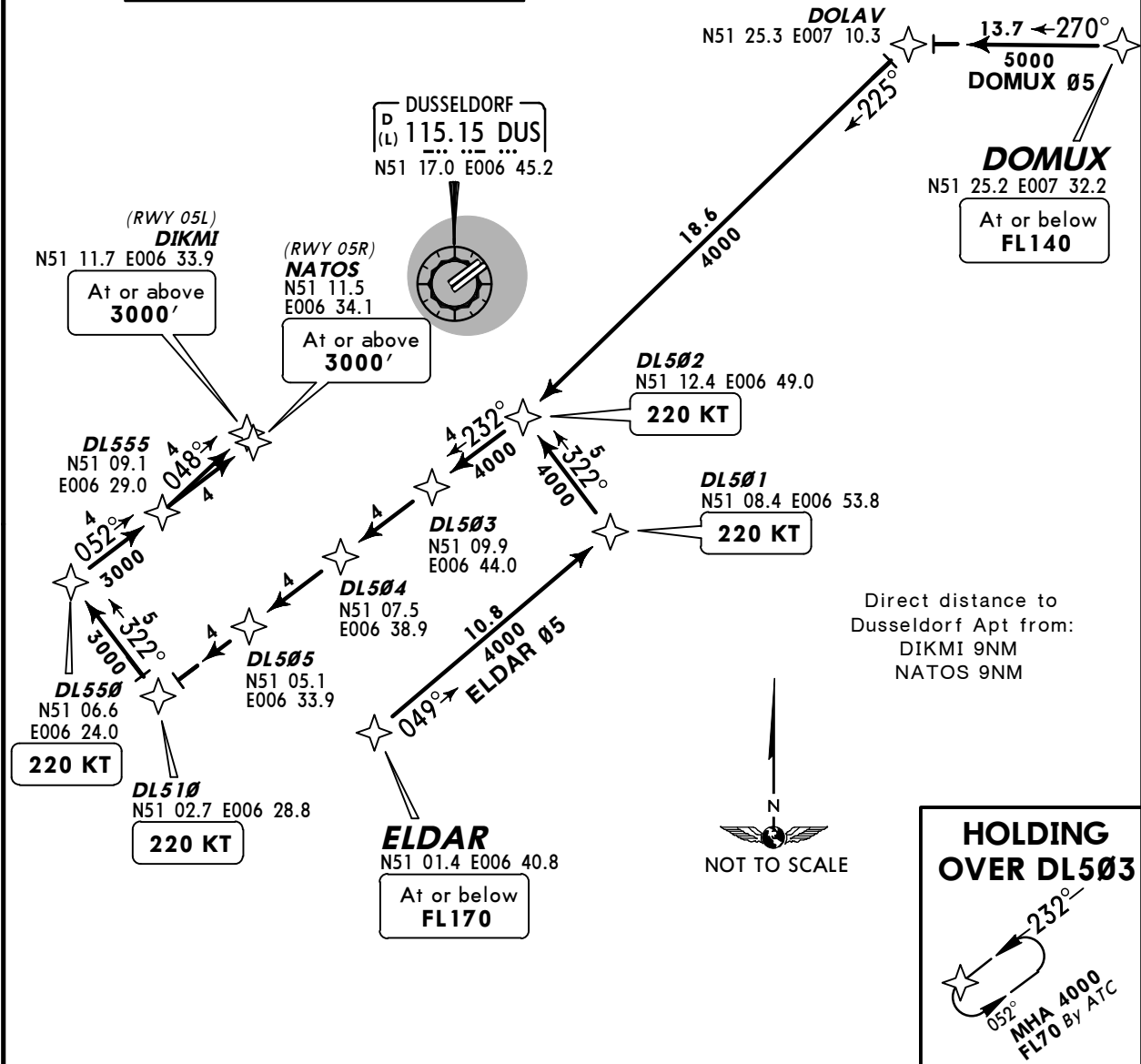
Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'
1. On downwind expect vectors to final.
2. Speed limits are mandatory from the respective
waypoint throughout the entire transition route
unless cancelled by ATC.
3. Altitude assignments will be issued by ATC.



MSA
DUS VOR
applicable over
German territory only

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.

MSA
DUS VOR
applicable over
German territory only

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DUSSELDORF

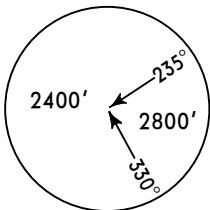
JEPPESSEN
19 SEP 14 10-2F

DUSSELDORF, GERMANY
RNAV TRANSITION

*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.



MSA
DUS VOR
applicable over
German territory only

BIKMU 05 [BIK05], LMA 05
RWYS 05L/R RNAV TRANSITIONS

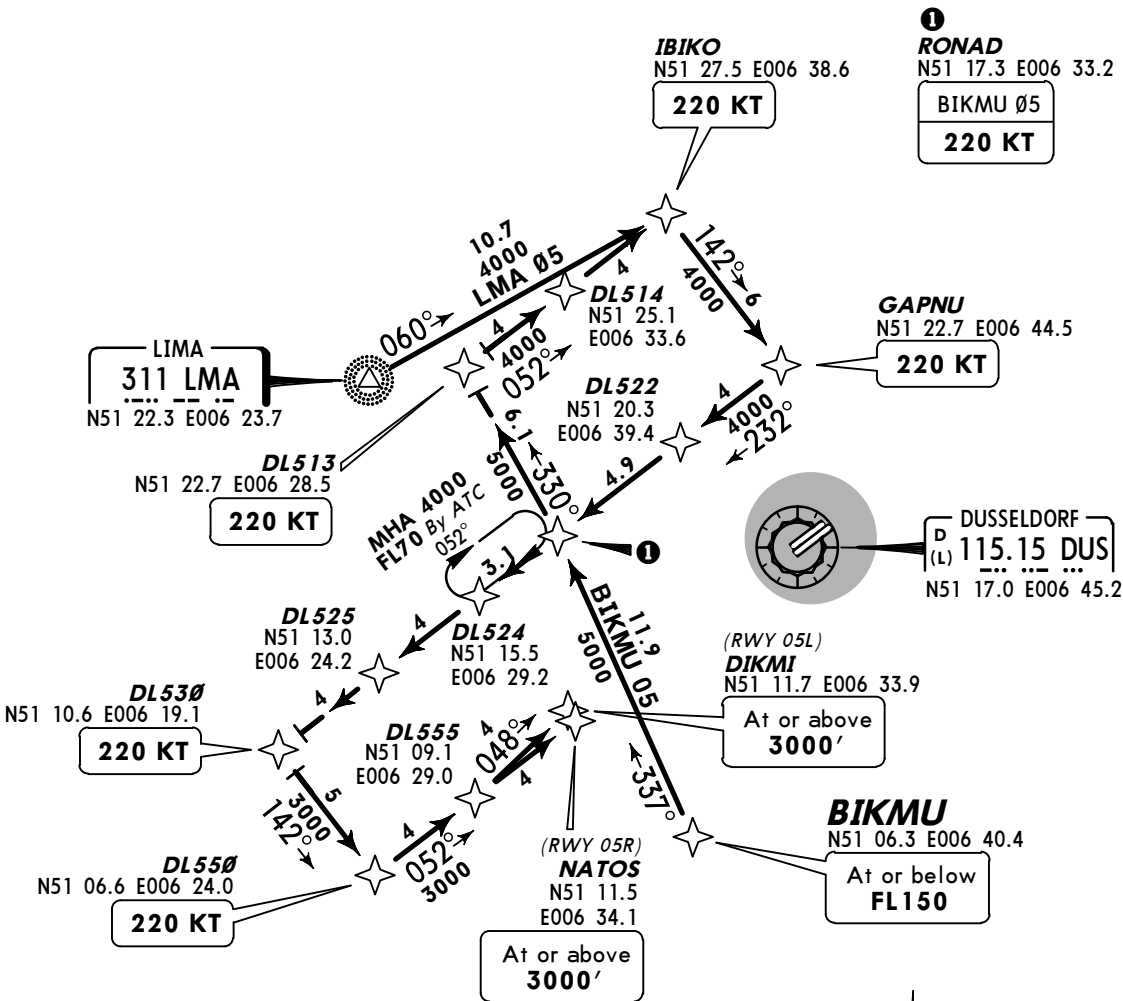
GPS- OR FMS-EQUIPPED AIRCRAFT

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.



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



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.

MSA
DUS VOR
applicable over
German territory only

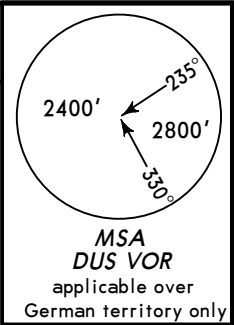
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DUSSELDORF

JEPPesen
5 DEC 14 10-2H

DUSSELDORF, GERMANY
Eff 11 Dec
RNAV TRANSITION

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



DISIP 1A [DISI1A]
DISIP 1B [DISI1B]
EKDUS 1A [EKDU1A]
EKDUS 1B [EKDU1B]
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.

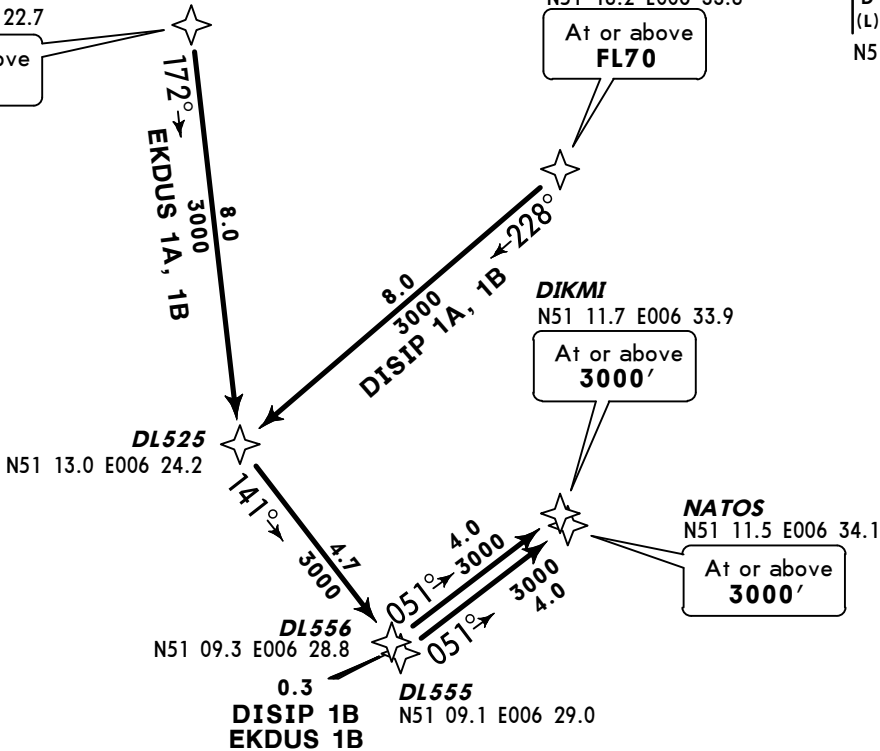
When cleared for "Transition and Profile"
aim for a low noise continuous descent
arrival (CDA) within the constraints as
laid down in the procedure description.



EKDUS
N51 21.0 E006 22.7
At or above
FL70

DISIP
N51 18.2 E006 33.8
At or above
FL70

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
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+).

RNAV TRANSITION

EDDL/DUS
DUSSELDORF

JEPPESEN
5 DEC 14 10-2L

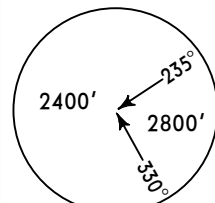
Eff 11 Dec

DUSSELDORF, GERMANY
RNAV TRANSITION

*D-ATIS
115.15 123.775

Apt Elev
147'

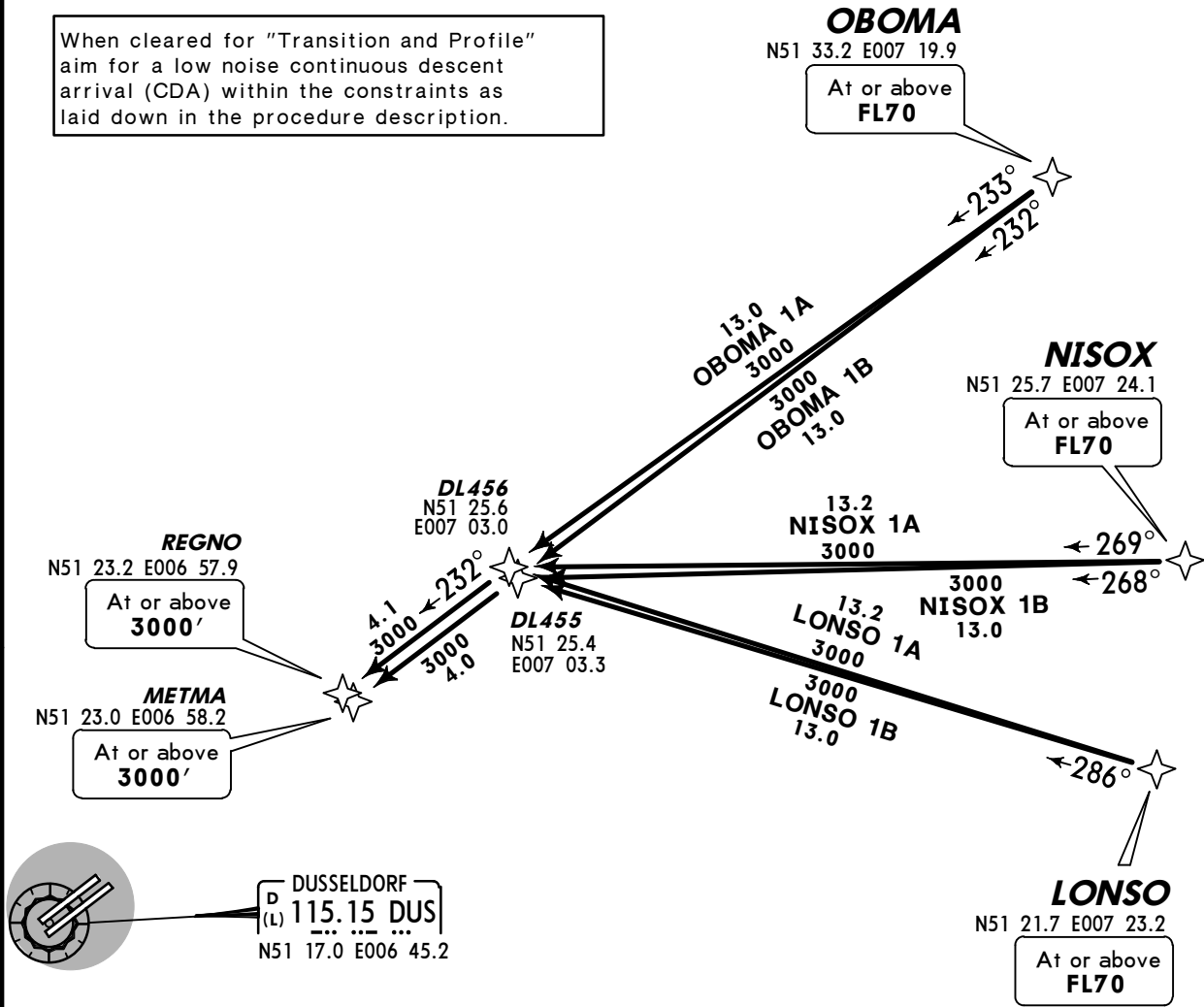
Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'



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+).

EDDL/DUS
DUSSELDORF

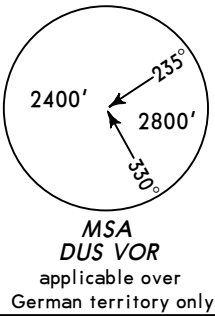
JEPPESEN
5 DEC 14 10-2M

DUSSELDORF, GERMANY
Eff 11 Dec
RNAV TRANSITION

*D-ATIS
115.15 123.775

Apt Elev
147'

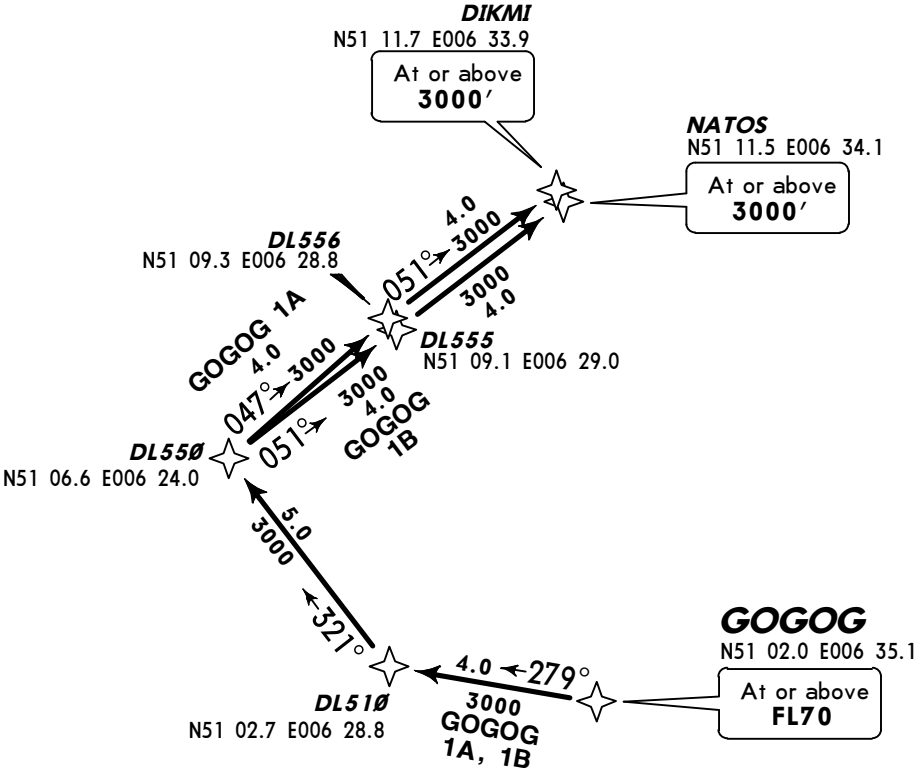
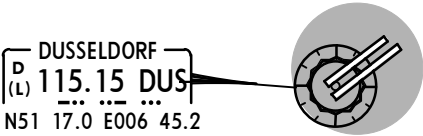
Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'



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.



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+).

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SID

EDDL/DUS
DUSSELDORF

JEPPesen
5 DEC 14 10-3A

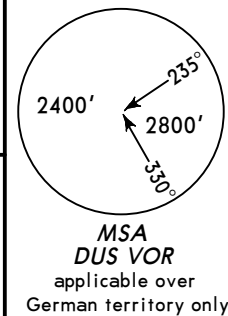
DUSSELDORF, GERMANY
Eff 11 Dec

SID

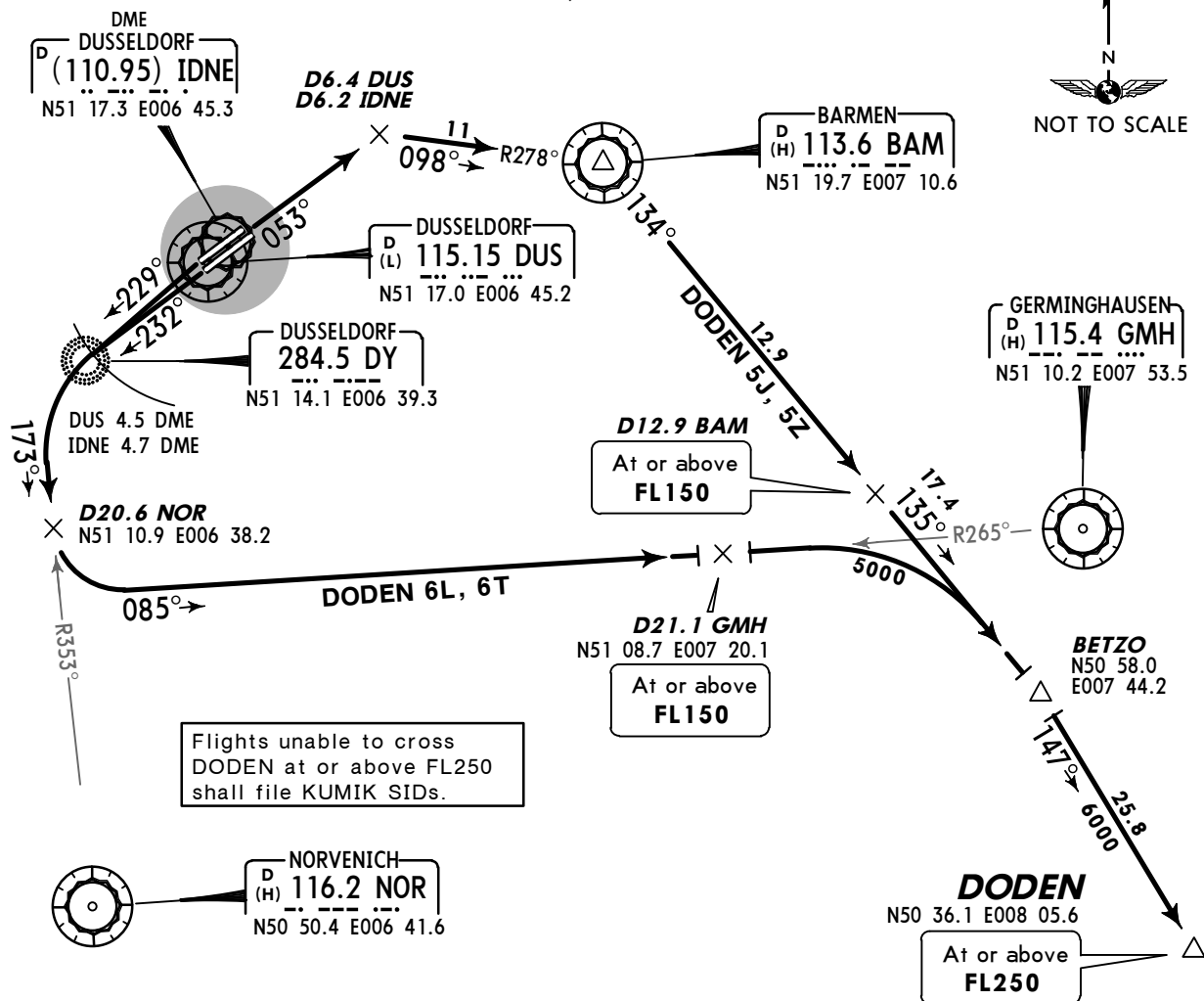
*LANGEN
Radar
121.350

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 ❶, 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 ❷, turn RIGHT, 135° track to BETZO, turn RIGHT, 147° track to DODEN.
DODEN 6T	23L	
BRNAV equipment necessary after: ❶ D12.9 BAM/ ❷ D21.1 GMH.		

NORVENICH
D 116.2 NOR
(H)
N50 50.4 E006 41.6

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EDDL/DUS
DUSSELDORF

JEPPESSEN
5 DEC 14 10-3D

DUSSELDORF, GERMANY

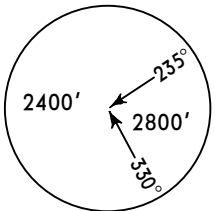
Eff 11 Dec

SID

*LANGEN
Radar
128.50

Apt Elev
147'

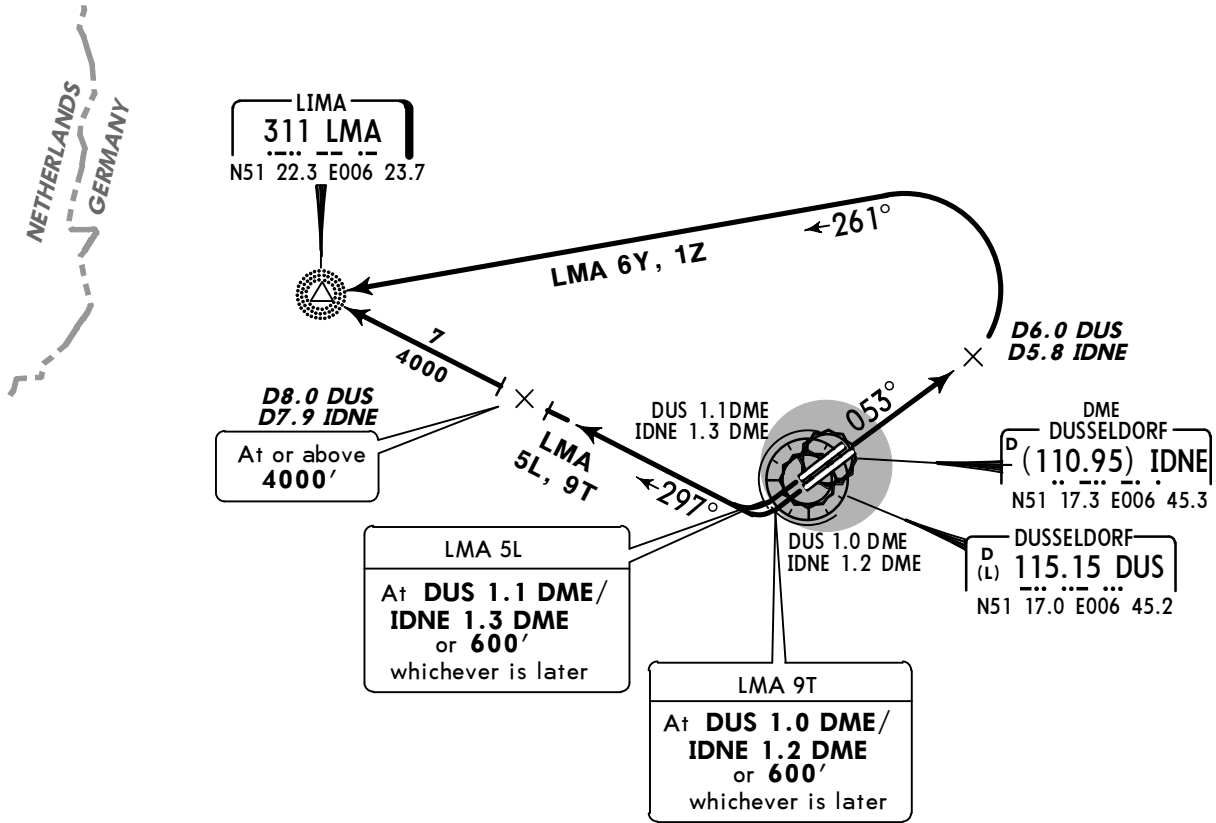
Trans level: By ATC Trans alt: 5000'
1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.



MSA
DUS VOR
applicable over
German territory only

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.



NOT TO SCALE

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	

CHANGES: SIDs renumbered.

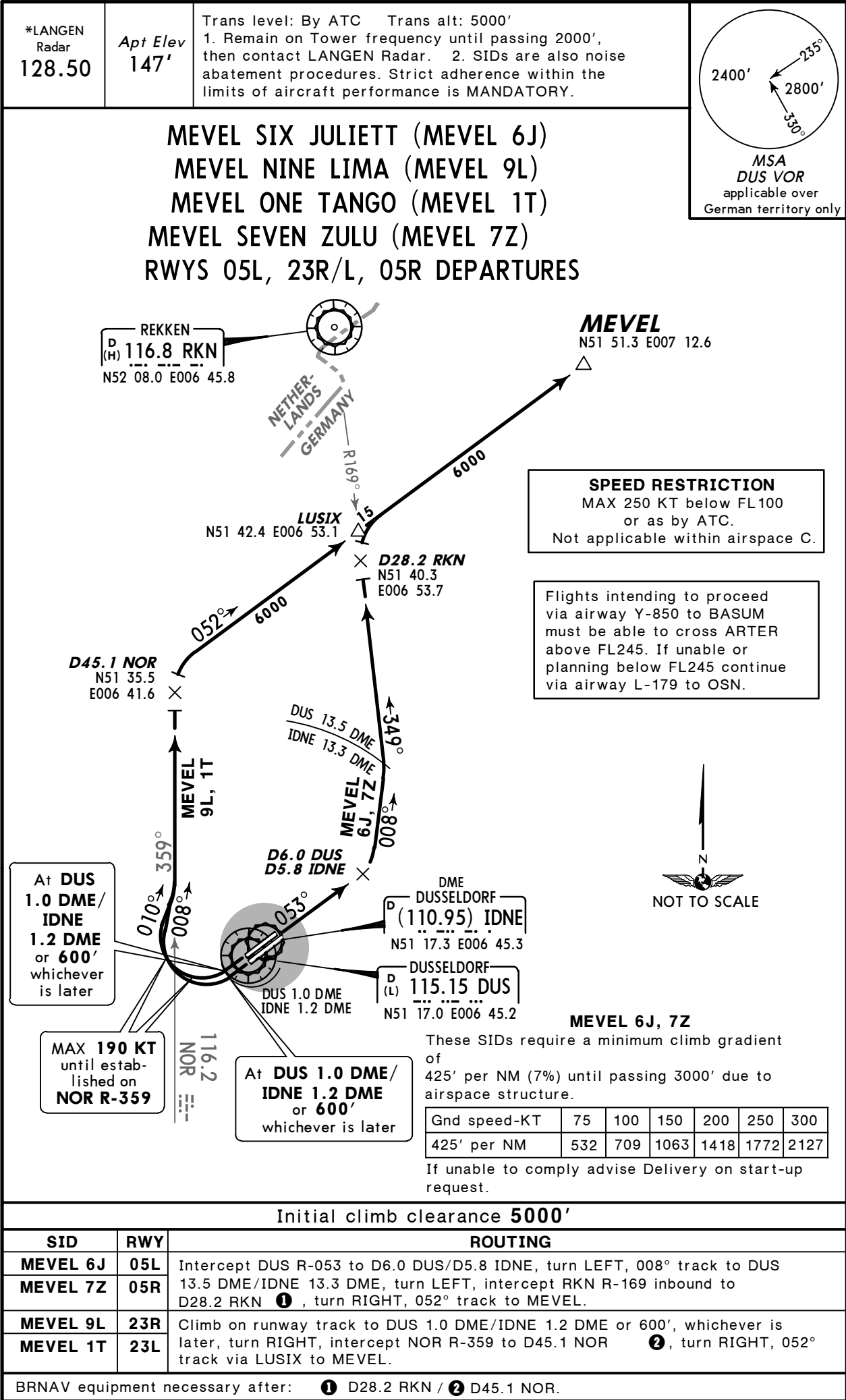
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EDDL/DUS
DUSSELDORF

JEPPESSEN
5 DEC 14 10-3E

DUSSELDORF, GERMANY

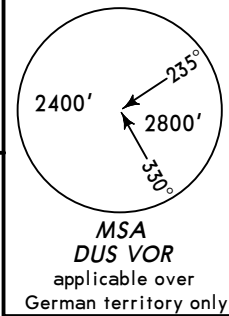
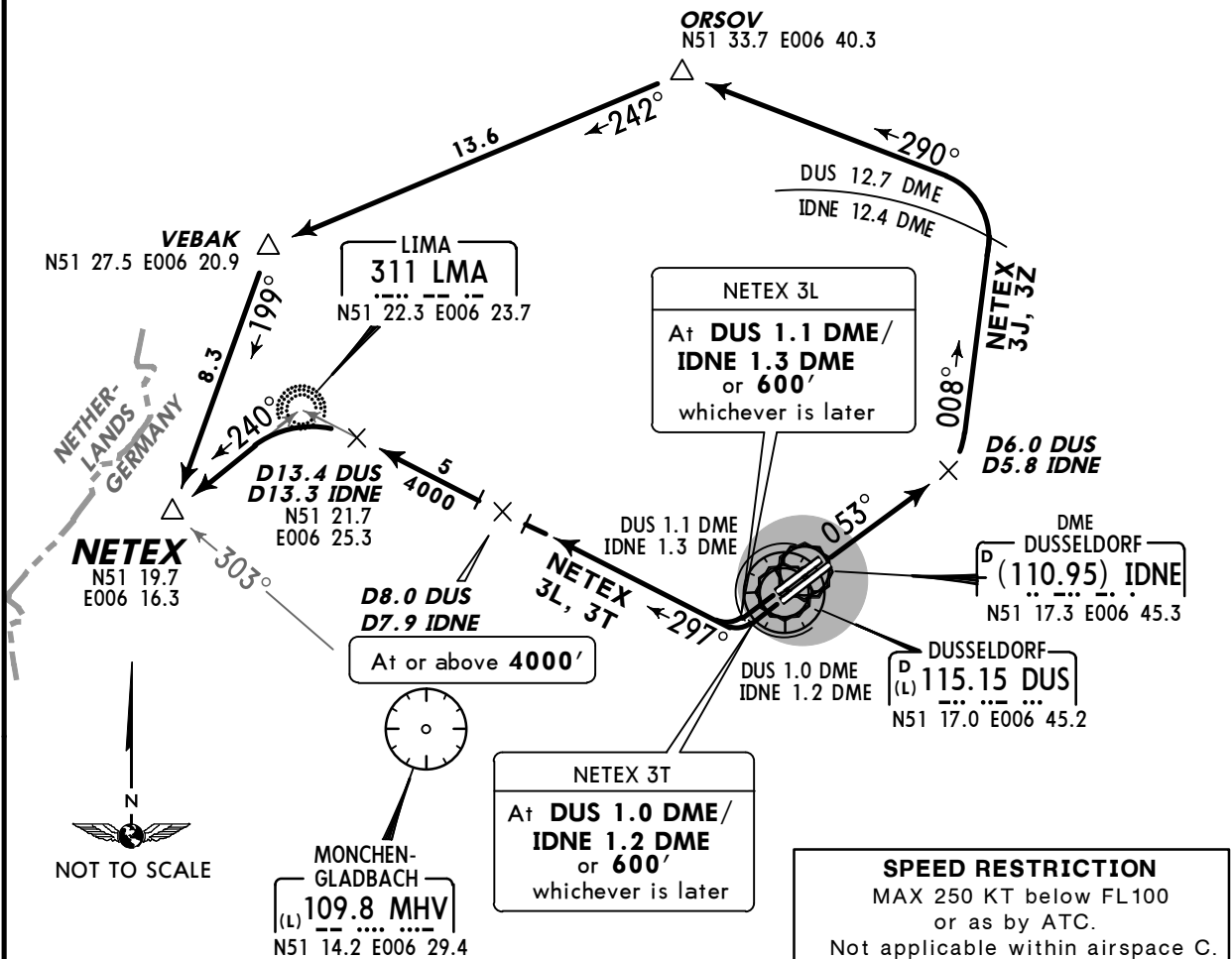
SID



SID

EDDL/DUS
DUSSELDORF
JEPPESSEN
5 DEC 14 **(10-3G)**
DUSSELDORF, GERMANY
Eff 11 Dec
SID

*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.

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

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

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 ② turn 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	

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

② After DUS 12.7 DME/IDNE 12.4 DME BRNAV equipment necessary.

CHANGES: SIDs renumbered.

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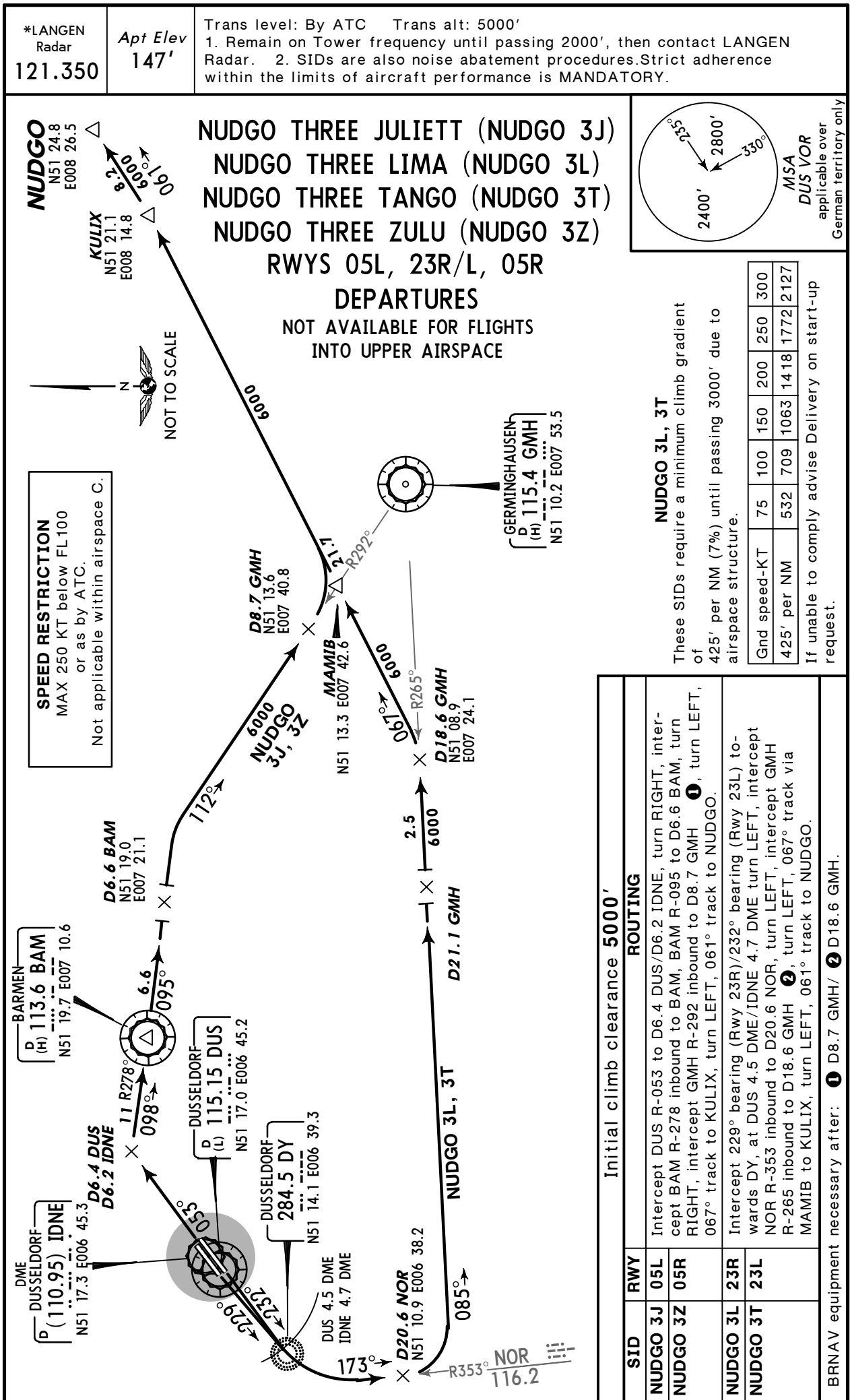
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EDDL/DUS
DUSSELDORF

JEPPESSEN
5 DEC 14 10-3J

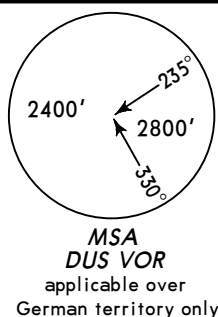
DUSSELDORF, GERMANY
Eff 11 Dec

SID

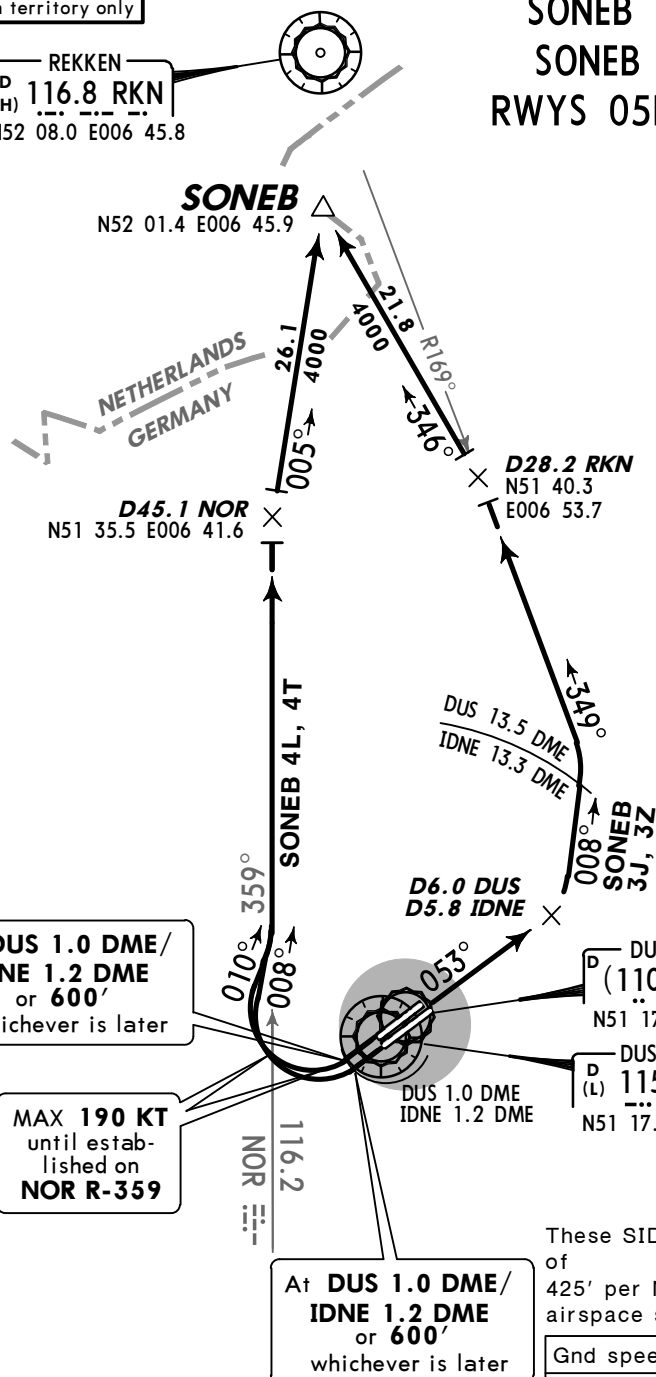


EDDL/DUS
DUSSELDORF
JEPPESSEN
DUSSELDORF, GERMANY

5 DEC 14

10-3K
Eff 11 Dec
SID

*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.

SONEB THREE JULIETT (SONEB 3J)
SONEB FOUR LIMA (SONEB 4L)
SONEB FOUR TANGO (SONEB 4T)
SONEB THREE ZULU (SONEB 3Z)
RWYS 05L, 23R/L, 05R DEPARTURES
REKKEN
D 116.8 RKN
(H)
N52 08.0 E006 45.8


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 Delivery on start-up request.

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

SONEB 3J, 3Z

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
SONEB 3J	05L	Intercept DUS R-053 to D6.0 DUS/D5.8 IDNE, turn LEFT, 008° track to DUS 13.5 DME/IDNE 13.3 DME, turn LEFT, intercept RKN R-169 inbound to D28.2 RKN ①, turn LEFT, 346° track to SONEB.
SONEB 3Z	05R	
SONEB 4L	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 ②, turn RIGHT, 005° track to SONEB.
SONEB 4T	23L	

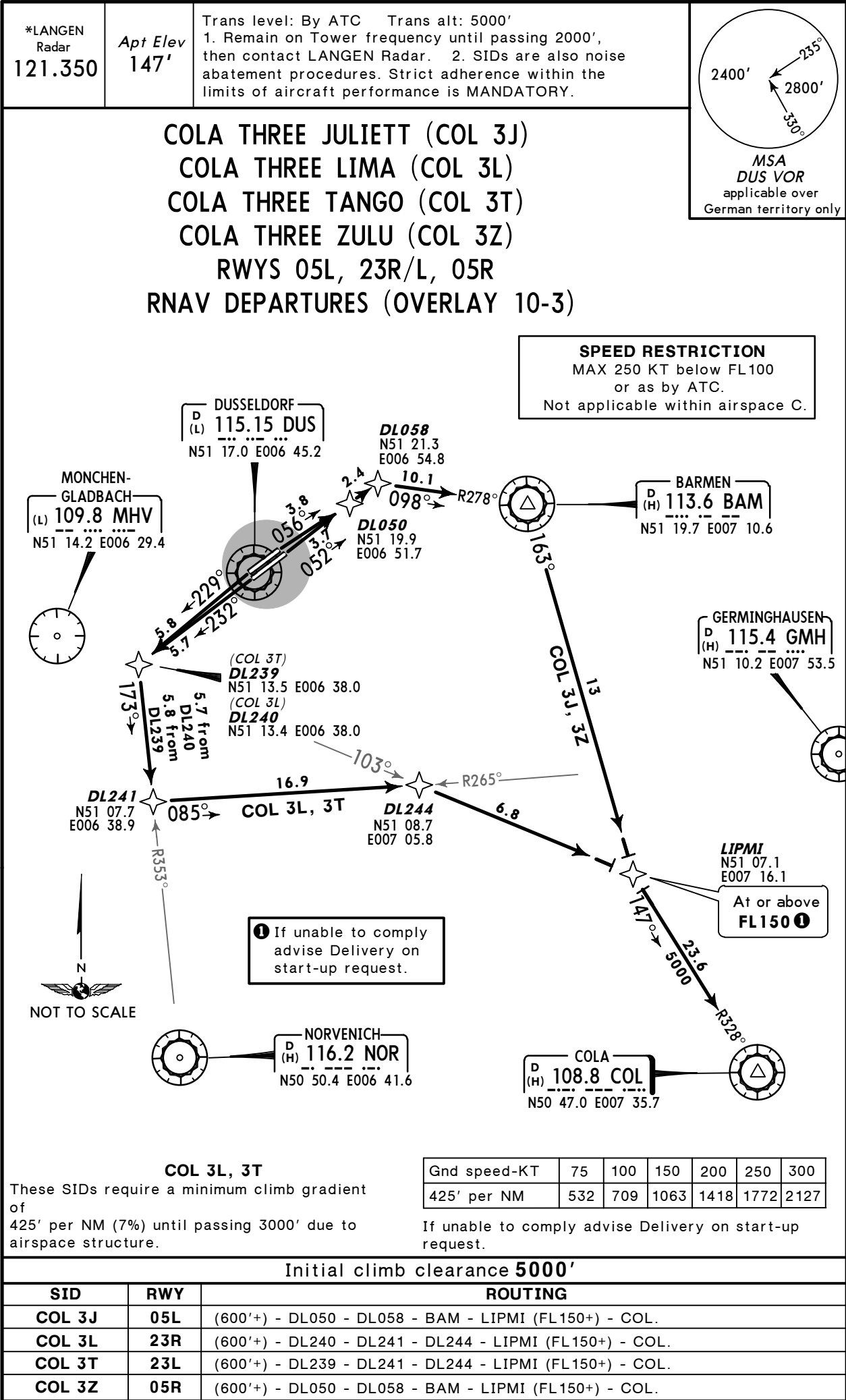
BRNAV equipment necessary after: ① D28.2 RKN / ② D45.1 NOR.

CHANGES: SIDs renumbered.

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EDDL/DUS
DUSSELDORF

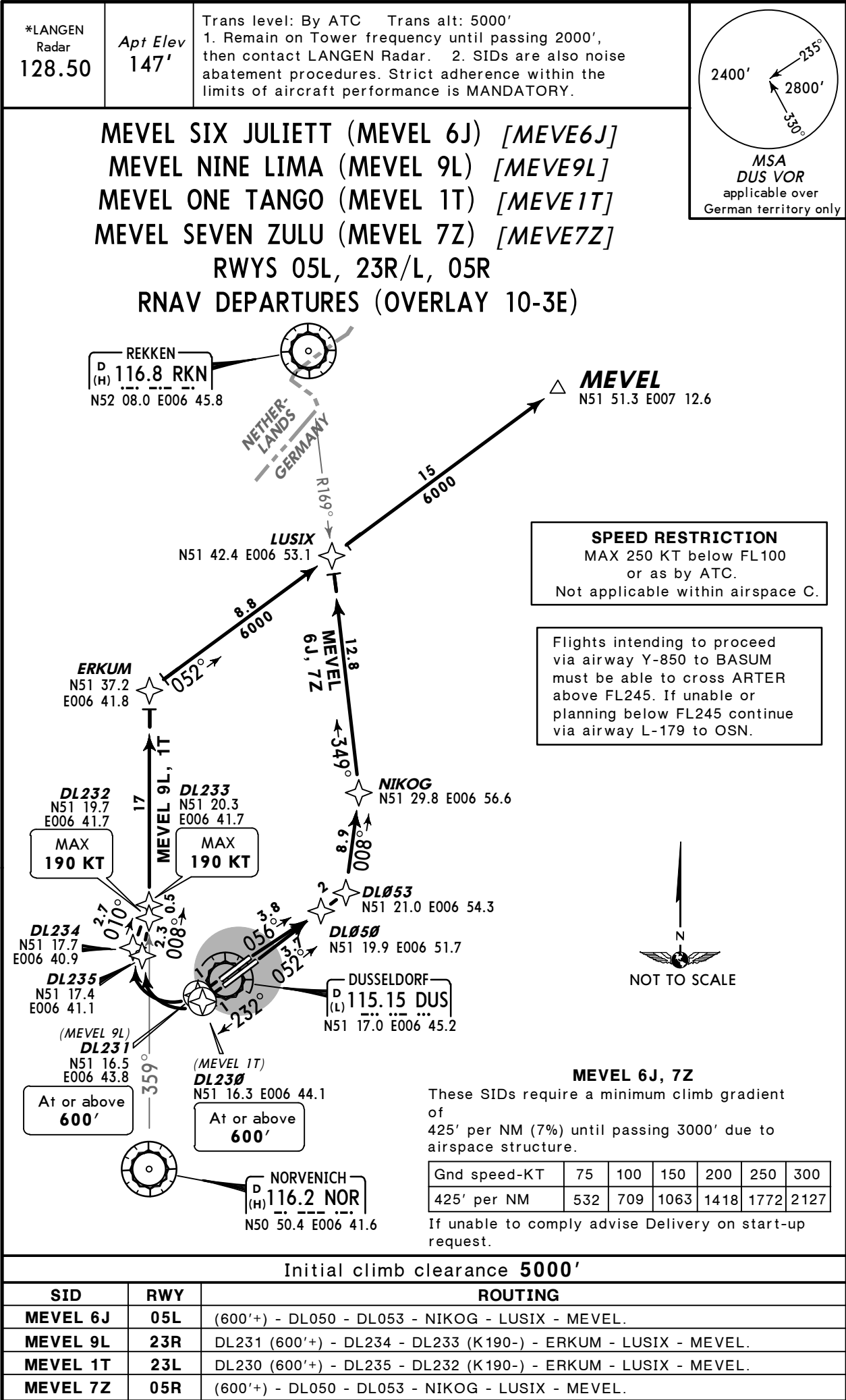
JEPPESSEN DUSSELDORF, GERMANY
5 DEC 14 **10-3L** Eff 11 Dec **RNAV SID (OVERLAY)**



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EDDL/DUS
DUSSELDORF

JEPPESEN DUSSELDORF, GERMANY
5 DEC 14 10-3S Eff 11 Dec RNAV SID (OVERLAY)



EDDL/DUS
DUSSELDORF

JEPPESSEN
5 DEC 14

10-3T

Eff 11 Dec

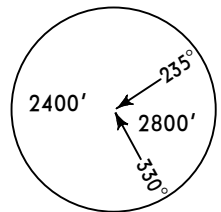
DUSSELDORF, GERMANY

RNAV SID (OVERLAY)

*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.

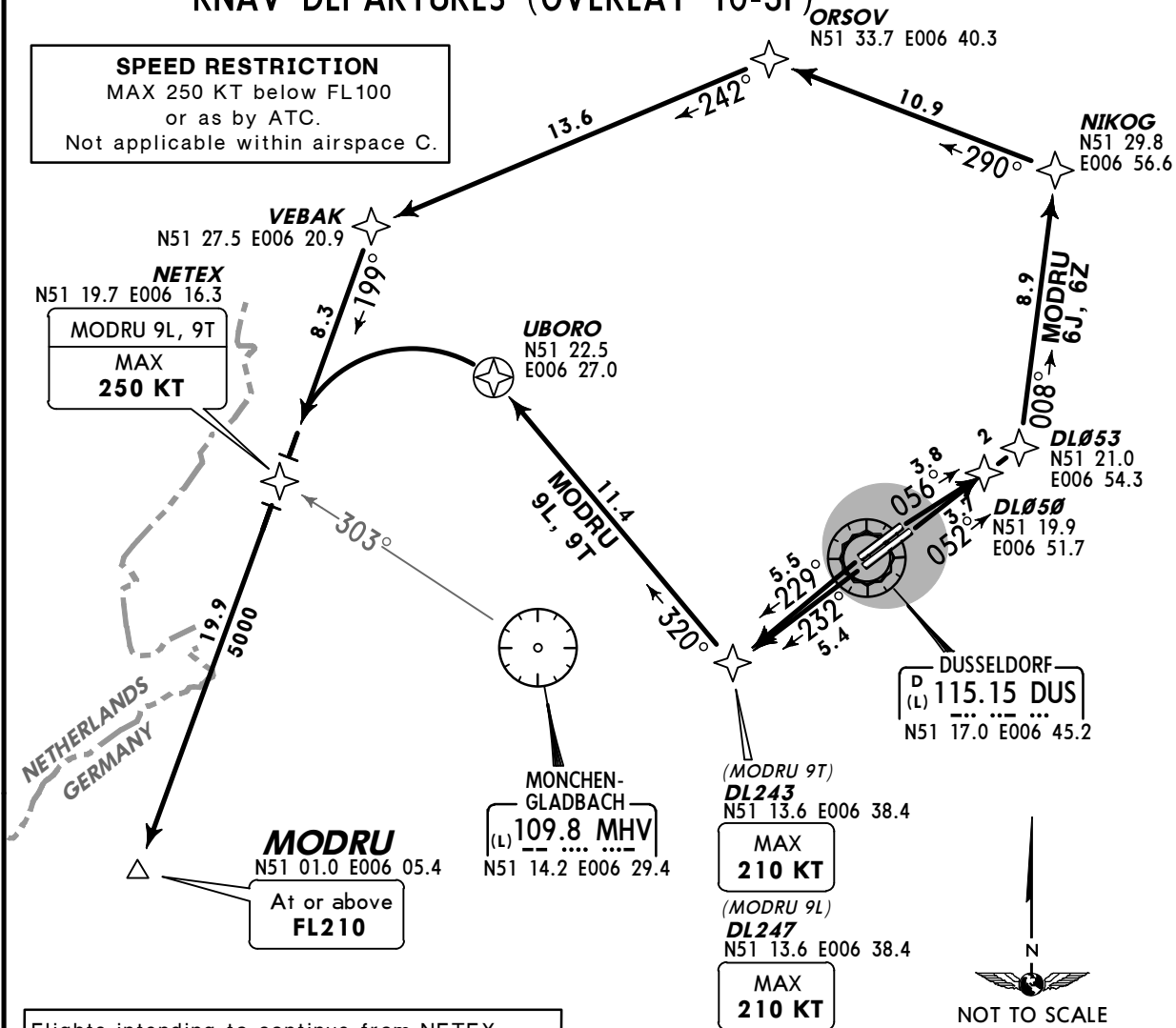


MSA
DUS VOR
applicable over
German territory only

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	(600'+) - DL050 - DL053 - NIKOG - ORSOV - VEBAK - NETEX - MODRU (FL210+).
MODRU 9L	23R	(600'+) - DL247 (K210-) - UBORO - NETEX (K250-) - MODRU (FL210+).
MODRU 9T	23L	(600'+) - DL243 (K210-) - UBORO - NETEX (K250-) - MODRU (FL210+).

EDDL/DUS
DUSSELDORF

JEPPESSEN
5 DEC 14

DUSSELDORF, GERMANY
Eff 11 Dec
RNAV SID (OVERLAY)

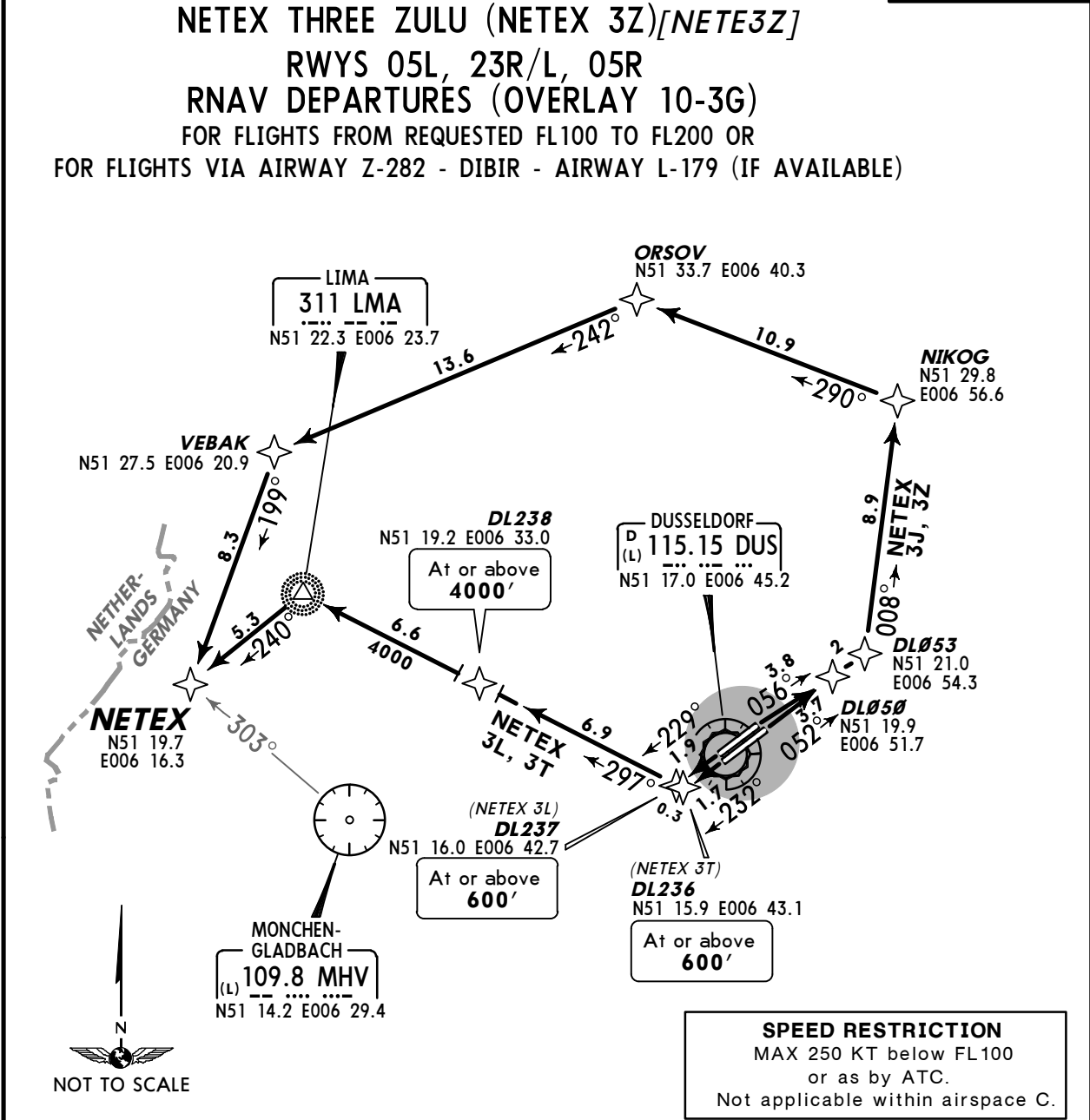
*LANGEN
Radar
128.50

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.

MSA
DUS VOR
applicable over
German territory only

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

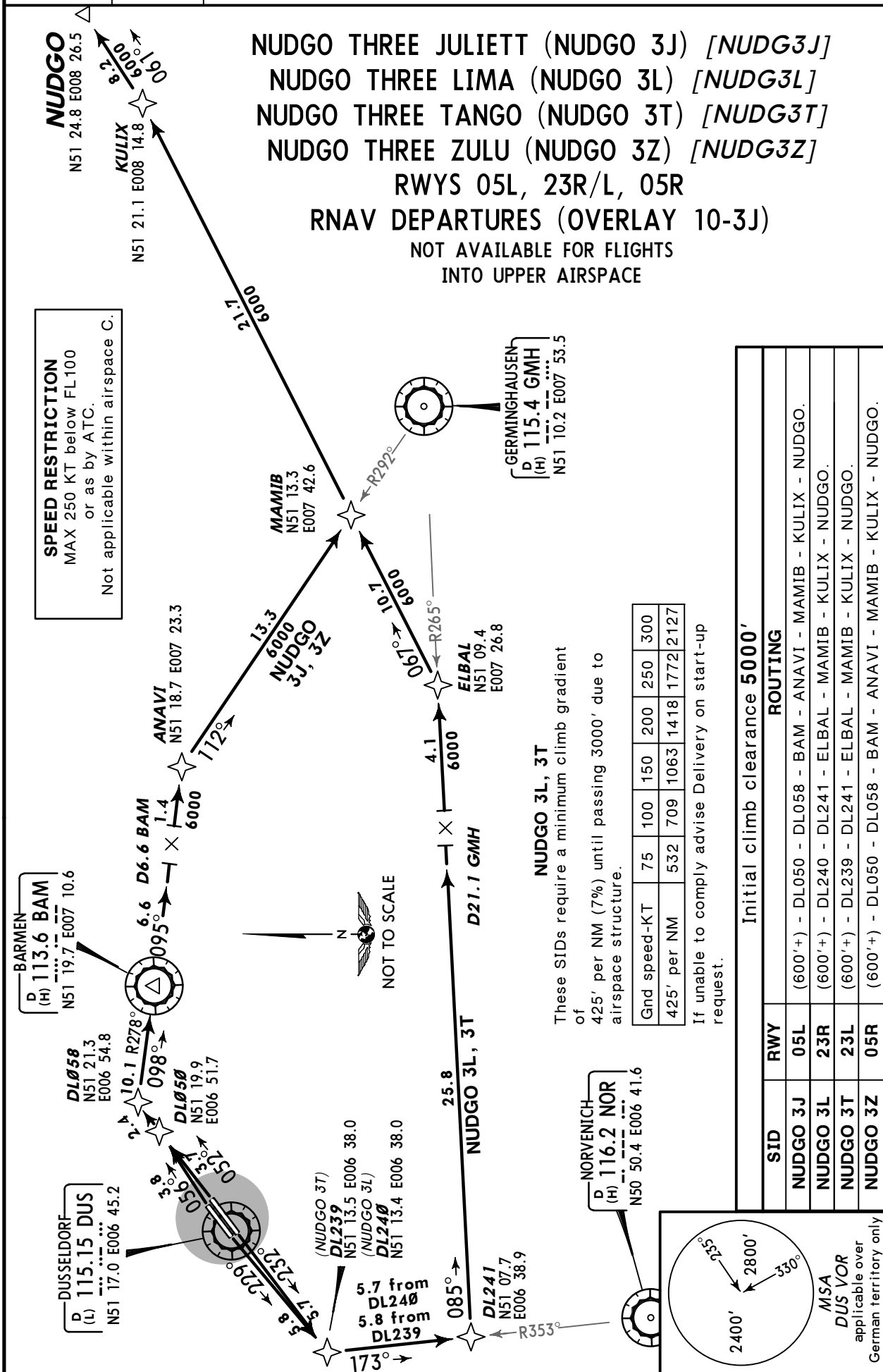
❶ Not available for flights to continue after NETEX via FAMEN/DELOM.

*LANGEN
Radar
121.350

Apt Elev
147'

Trans level: Bv 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.



Initial climb clearance 5000'			
SID	RWY	ROUTING	
NUDGO 3J	05L	(600'+) - DL050 - DL058 - BAM - ANAVI - MAMIB - KULIX - NUDGO.	
NUDGO 3L	23R	(600'+) - DL240 - DL241 - ELBAL - MAMIB - KULIX - NUDGO.	
NUDGO 3T	23L	(600'+) - DL239 - DL241 - ELBAL - MAMIB - KULIX - NUDGO.	
NUDGO 3Z	05R	(600'+) - DL050 - DL058 - BAM - ANAVI - MAMIB - KULIX - NUDGO.	

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

MSA
DUS VOR
applicable over

EDDL/DUS
DUSSELDORF

JEPPesen
5 DEC 14

10-3X

Eff 11 Dec

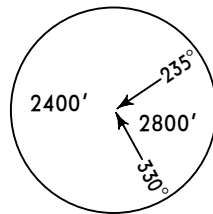
DUSSELDORF, GERMANY

RNAV SID (OVERLAY)

*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.

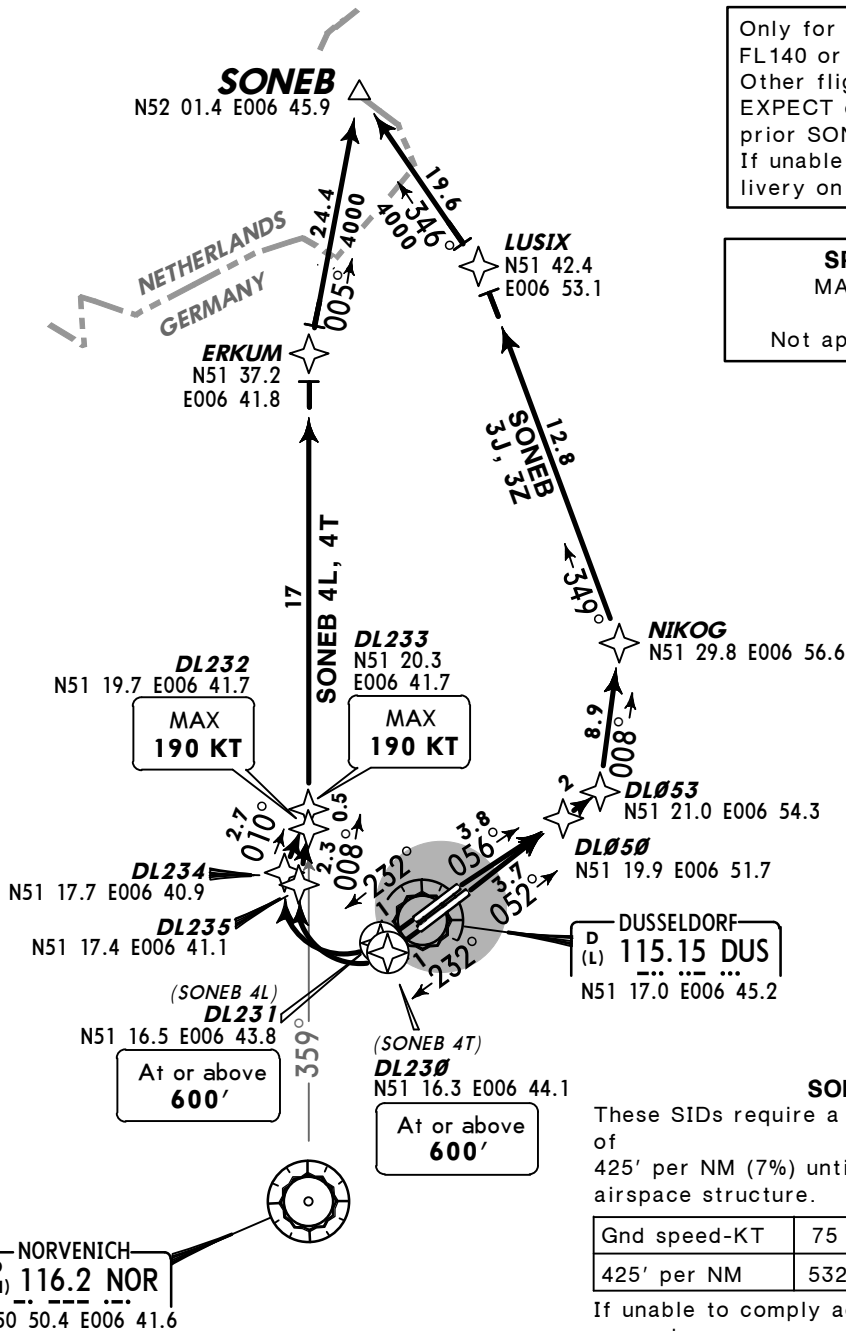


MSA
DUS VOR
applicable over
German territory only

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.



SONEB 3J, 3Z

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.

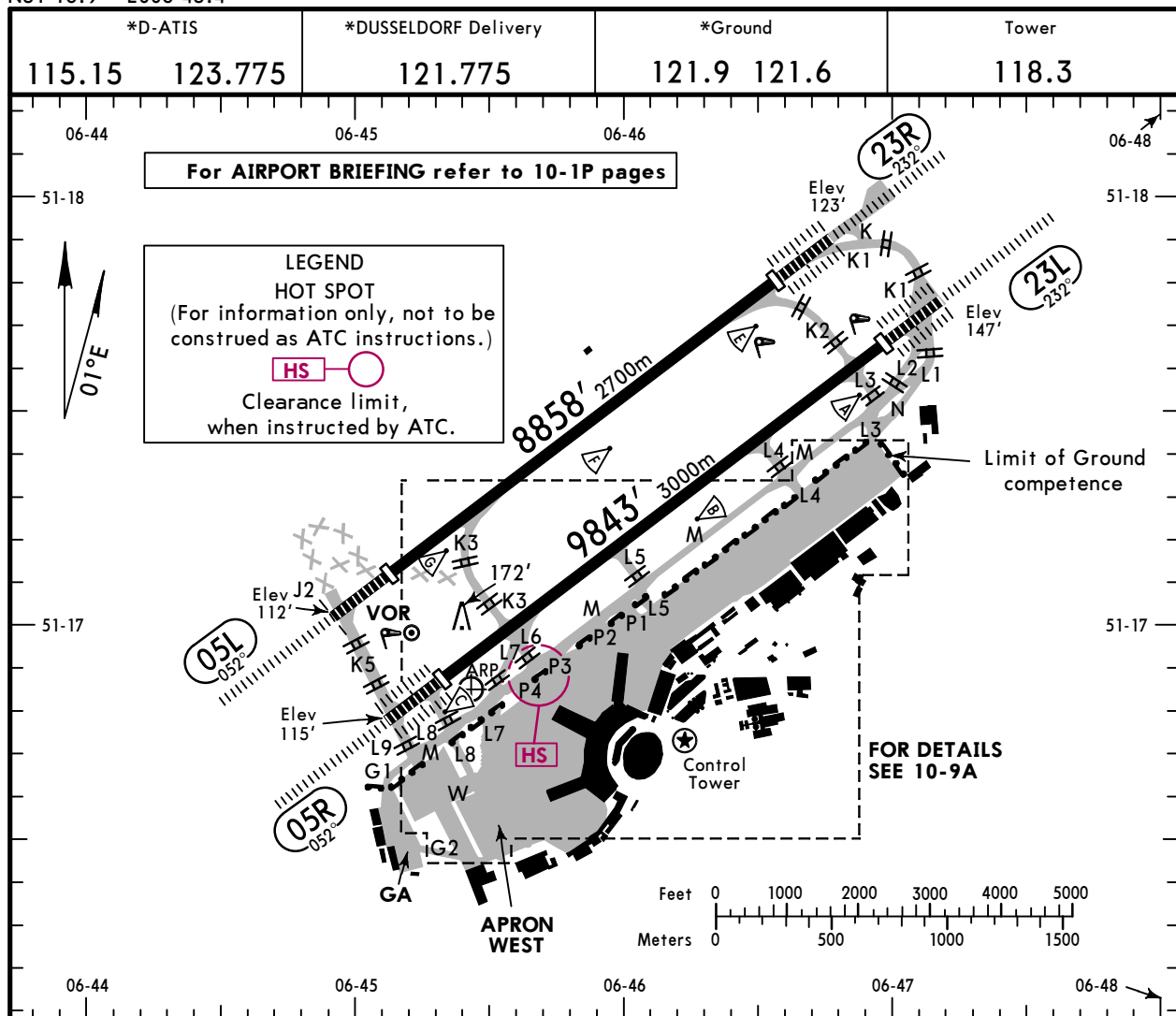
Initial climb clearance **5000'**

SID	RWY	ROUTING
SONEB 3J	05L	(600'+) - DL050 - DL053 - NIKOG - LUSIX - SONEB.
SONEB 4L	23R	DL231 (600'+) - DL234 - DL233 (K190-) - ERKUM - SONEB.
SONEB 4T	23L	DL230 (600'+) - DL235 - DL232 (K190-) - ERKUM - SONEB.
SONEB 3Z	05R	(600'+) - DL050 - DL053 - NIKOG - LUSIX - SONEB.

EDDL/DUS

Apt Elev **147'**
N51 16.9 E006 45.4

3 JUL 15

10-9
JEPPESSEN
DUSSELDORF, GERMANY
DUSSELDORF


ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
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' (2280m)

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	NIL (DAY only)
A					
B	125m	150m	200m	250m	500m
C				400m	
D	150m	200m	250m	300m	

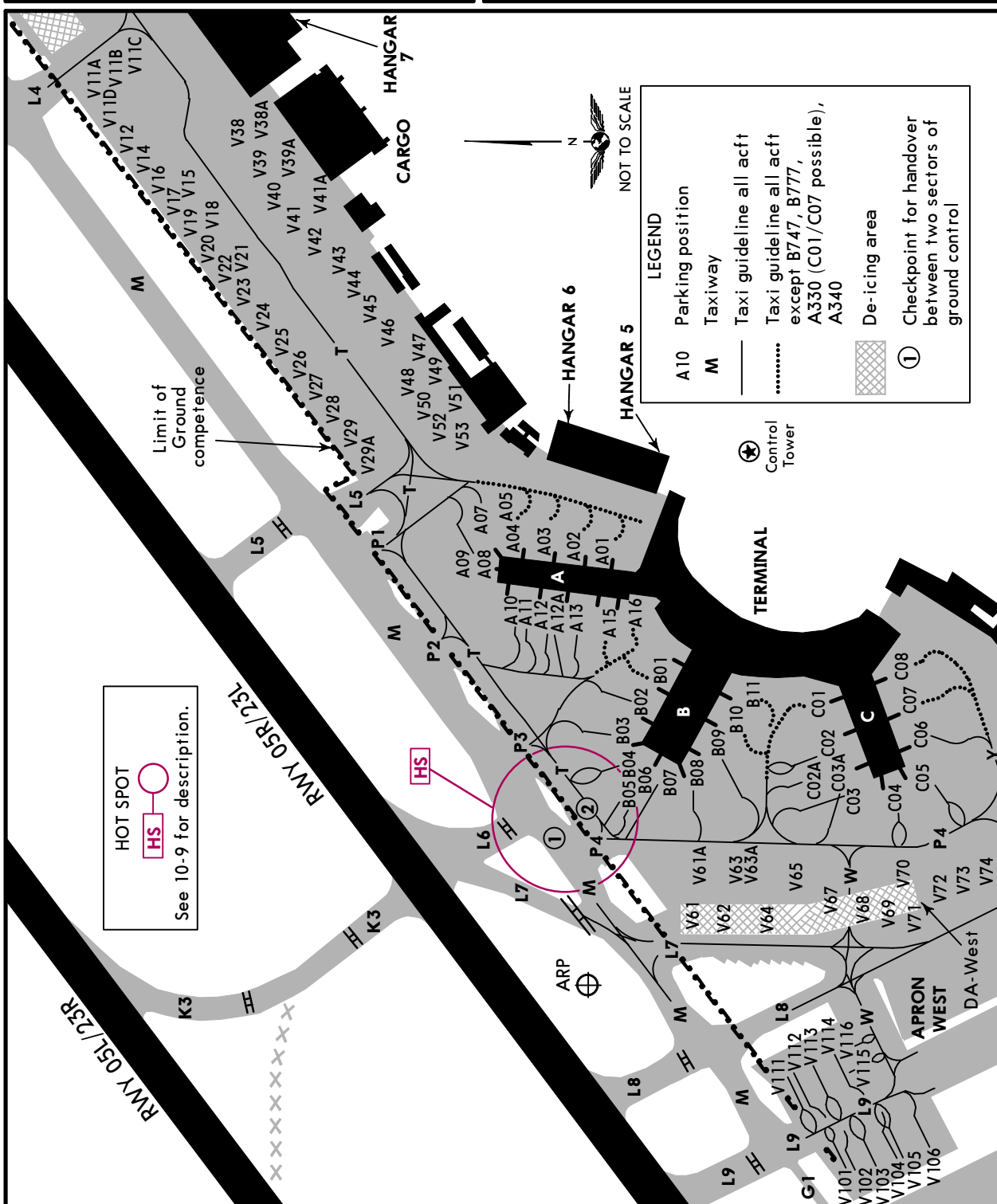
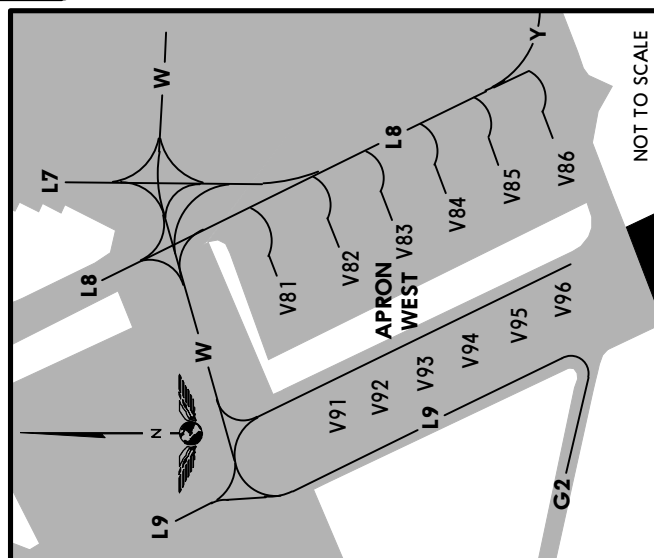
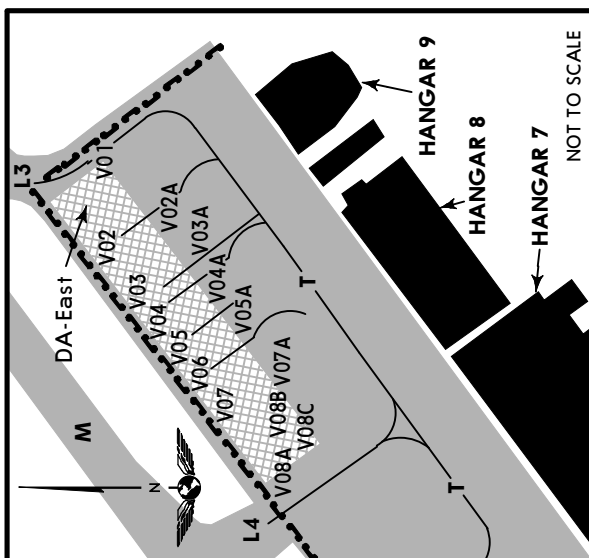
① Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

EDDL/DUS

JEPPESSEN
3 JUL 15 (10-9A)

DUSSELDORF, GERMANY

DUSSELDORF



CHANGES: None.

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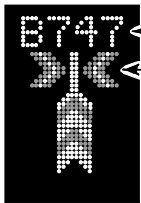
INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
A01, A02	N51 16.9 E006 46.1	V11B	N51 17.2 E006 46.6
A03 thru A08	N51 17.0 E006 46.1	V11C thru V16	N51 17.3 E006 46.6
A09	N51 16.9 E006 46.1	V17 thru V20	N51 17.3 E006 46.5
A10 thru A12	N51 17.0 E006 46.0	V21	N51 17.3 E006 46.4
A12A thru A16	N51 16.9 E006 46.0	V22 thru V24	N51 17.2 E006 46.4
B01, B02	N51 16.9 E006 45.9	V25 thru V27	N51 17.2 E006 46.3
B03 thru B06	N51 16.9 E006 45.8	V28	N51 17.2 E006 46.2
B07	N51 16.9 E006 45.7	V29, V29A	N51 17.1 E006 46.2
B08, B09	N51 16.8 E006 45.8	V38 thru V39A	N51 17.2 E006 46.6
B10, B11	N51 16.8 E006 45.9	V40	N51 17.2 E006 46.5
C01	N51 16.7 E006 45.9	V41 thru V43	N51 17.1 E006 46.5
C02, C02A	N51 16.7 E006 45.8	V44 thru V46	N51 17.1 E006 46.4
C03 thru C04	N51 16.7 E006 45.7	V47 thru V52	N51 17.1 E006 46.3
C05	N51 16.6 E006 45.8	V53	N51 17.0 E006 46.2
C06	N51 16.7 E006 45.8	V61 thru V62	N51 16.8 E006 45.6
C07, C08	N51 16.7 E006 45.9	V63 thru V71	N51 16.7 E006 45.6
V01	N51 17.5 E006 47.0	V72, V73	N51 16.6 E006 45.6
V02	N51 17.5 E006 46.9	V74	N51 16.6 E006 45.4
V02A	N51 17.4 E006 46.9	V81	N51 16.7 E006 45.4
V03	N51 17.5 E006 46.9	V82 thru V86	N51 16.6 E006 45.5
V03A	N51 17.3 E006 46.9	V91 thru V95	N51 16.6 E006 45.4
V04	N51 17.5 E006 46.9	V96	N51 16.5 E006 45.5
V04A	N51 17.3 E006 46.8	V101 thru 104	N51 16.7 E006 45.2
V05	N51 17.4 E006 46.8	V105	N51 16.7 E006 45.3
V05A	N51 17.3 E006 46.8	V106	N51 16.6 E006 45.3
V06, V07	N51 17.4 E006 46.8	V111, V112	N51 16.8 E006 45.4
V07A	N51 17.3 E006 46.8	V113 thru 116	N51 16.7 E006 45.4
V08A	N51 17.3 E006 46.7		
V08B, V08C	N51 17.3 E006 46.8		
V11A	N51 17.3 E006 46.6		

EDDL/DUS

 **JEPPESSEN**
15 MAY 15 (10-9C)

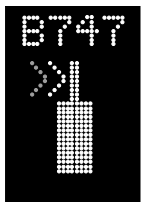
DUSSELDORF, GERMANY
DUSSELDORF

SAFEGATE ACFT DOCKING GUIDANCE SYSTEM (SAFEDOCK)

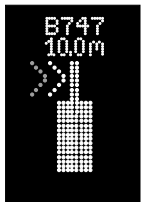


Yellow
Red

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.



Red

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



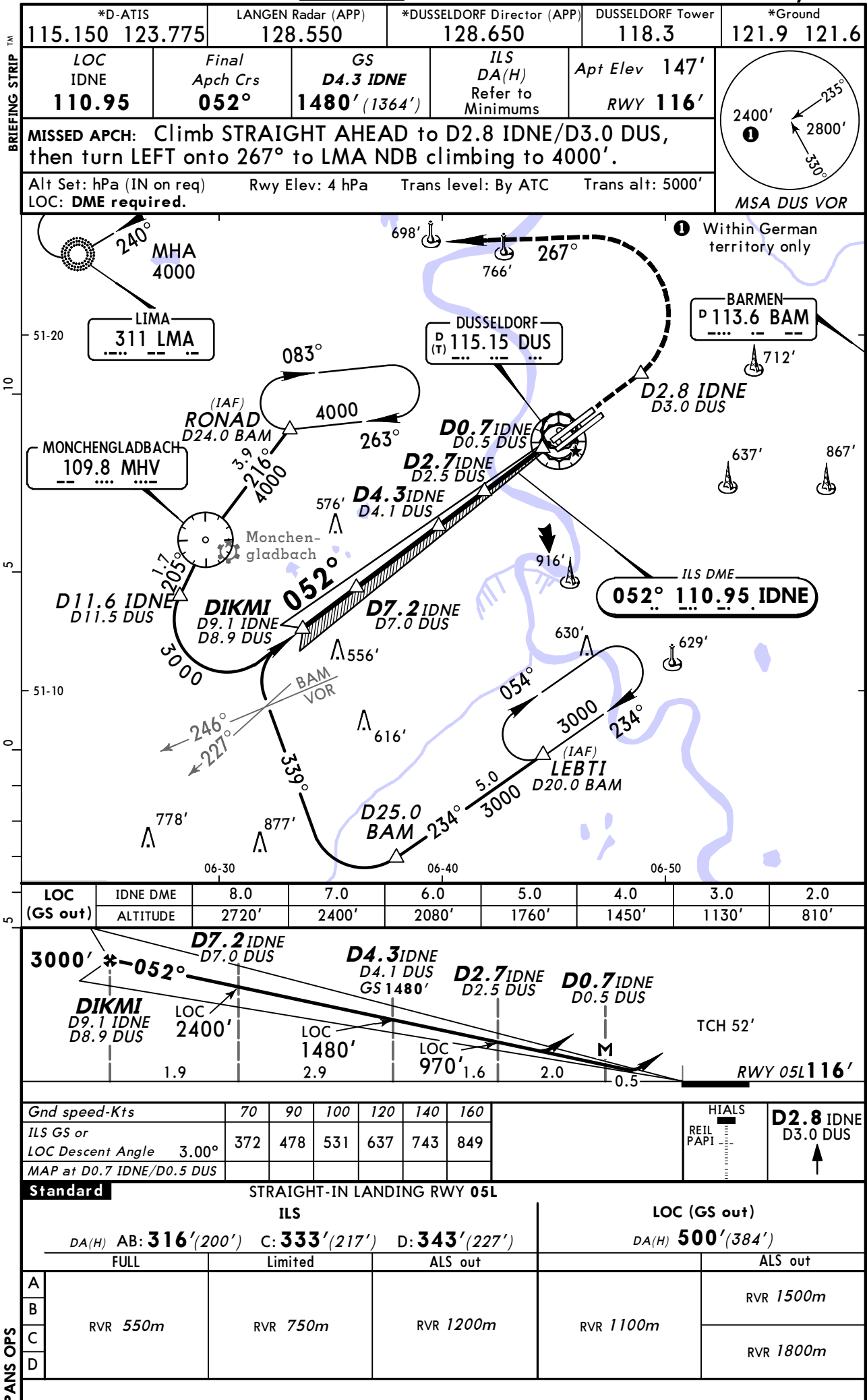
In case of malfunction request assistance from APRON CONTROL.

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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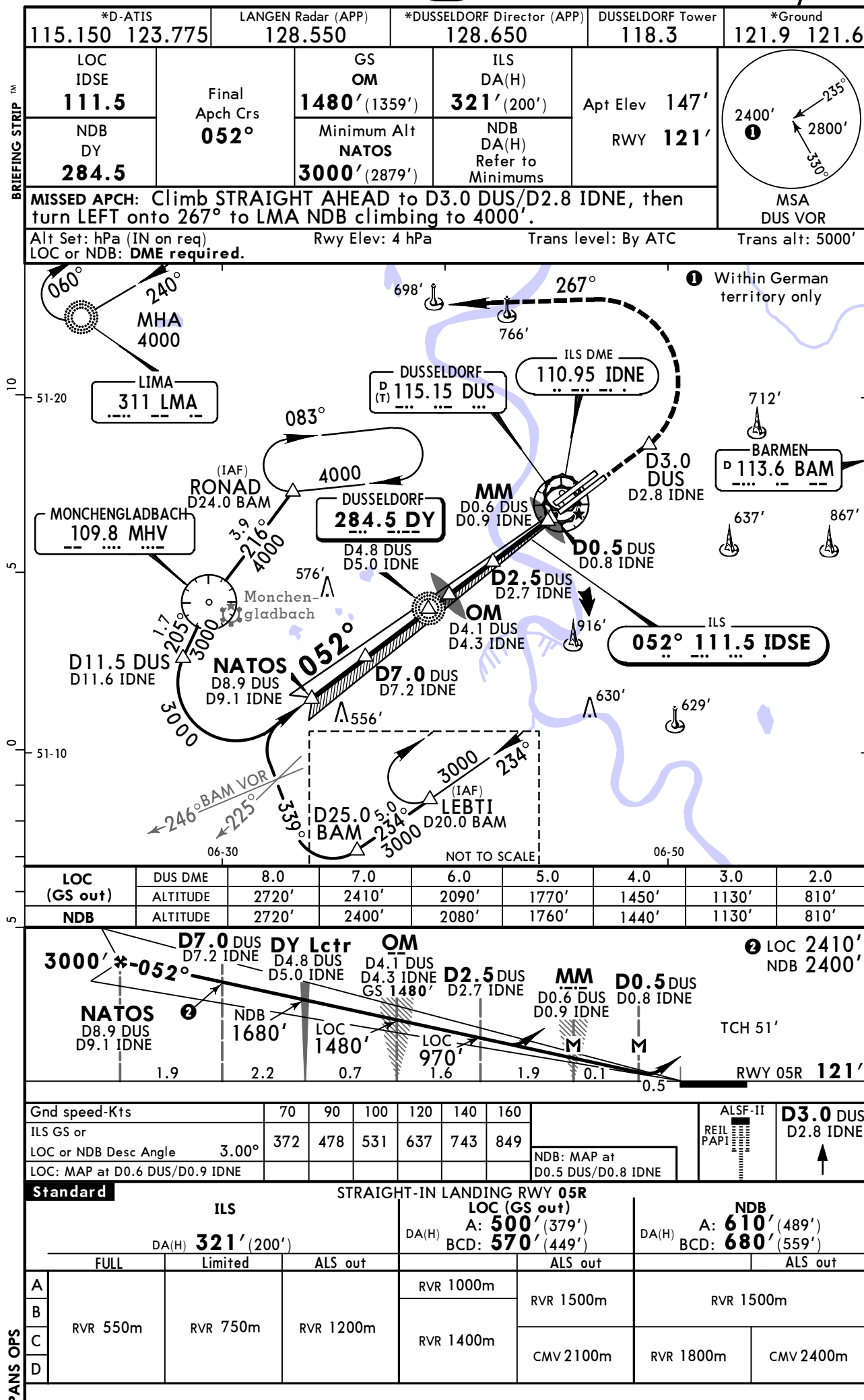
JEPPESSEN
28 NOV 14
Eff 11 Dec (11-1)

DUSSELDORF, GERMANY
ILS or LOC Rwy 05L



EDDL/DUS
DUSSELDORF

JEPPESSEN **DUSSELDORF, GERMANY**
27 MAR 15 **(11-2)** ILS or LOC or NDB Rwy 05R

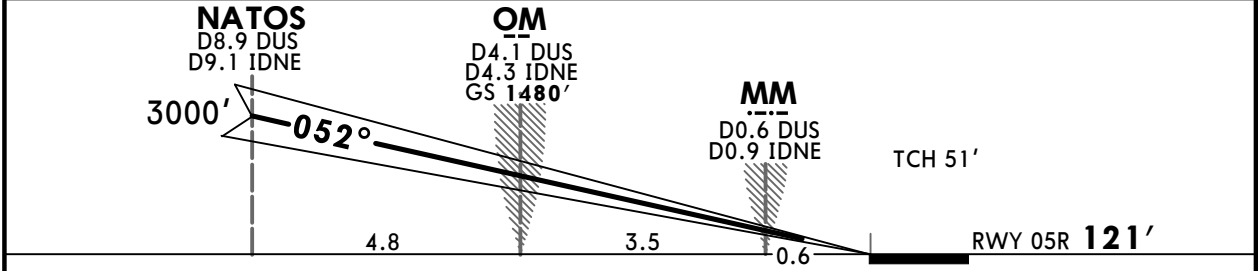
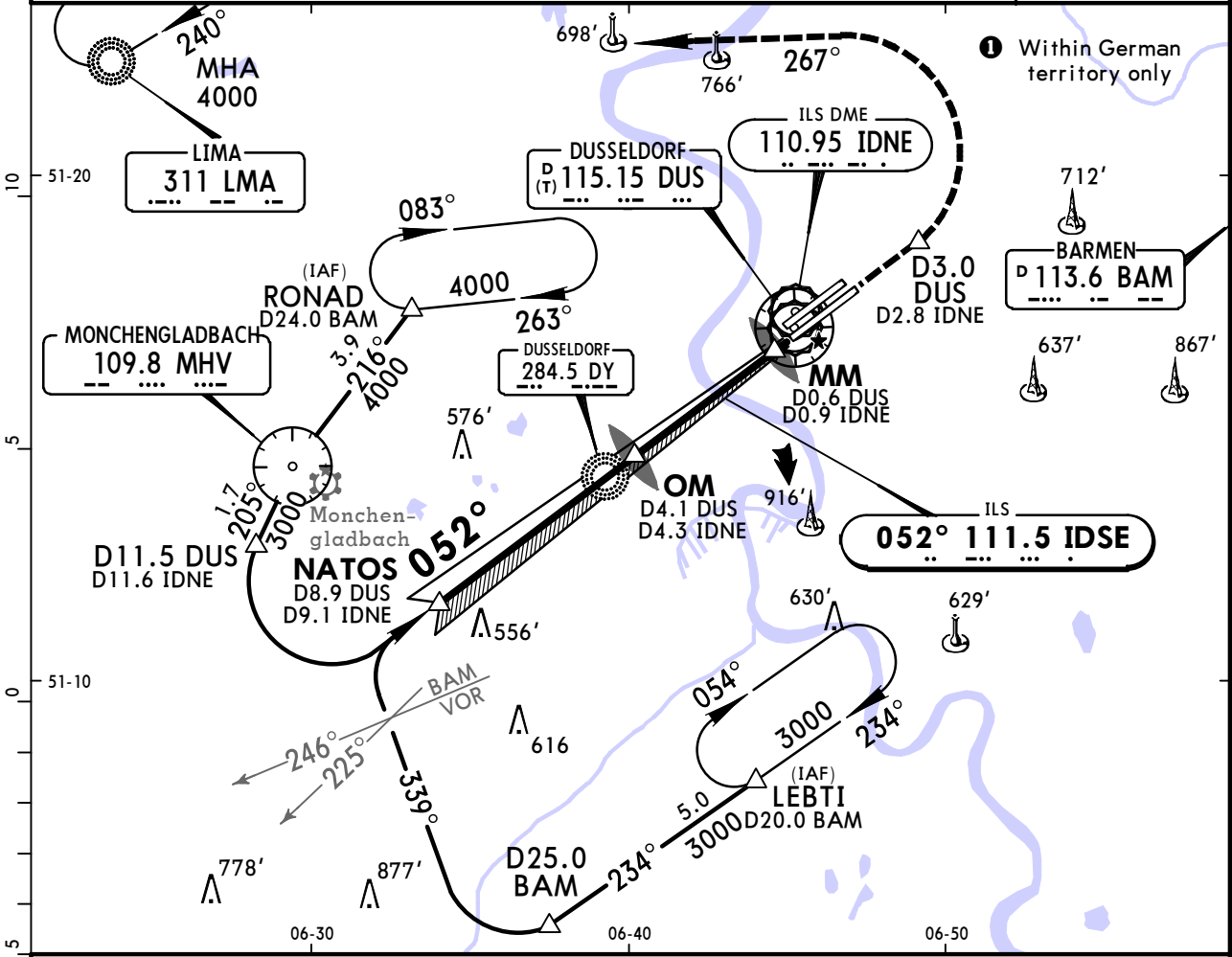


EDDL/DUS
DUSSELDORF

JEPPESSEN
27 MAR 15 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'.				MSA DUS VOR
Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000' Special Aircrew & Acft Certification Required.				



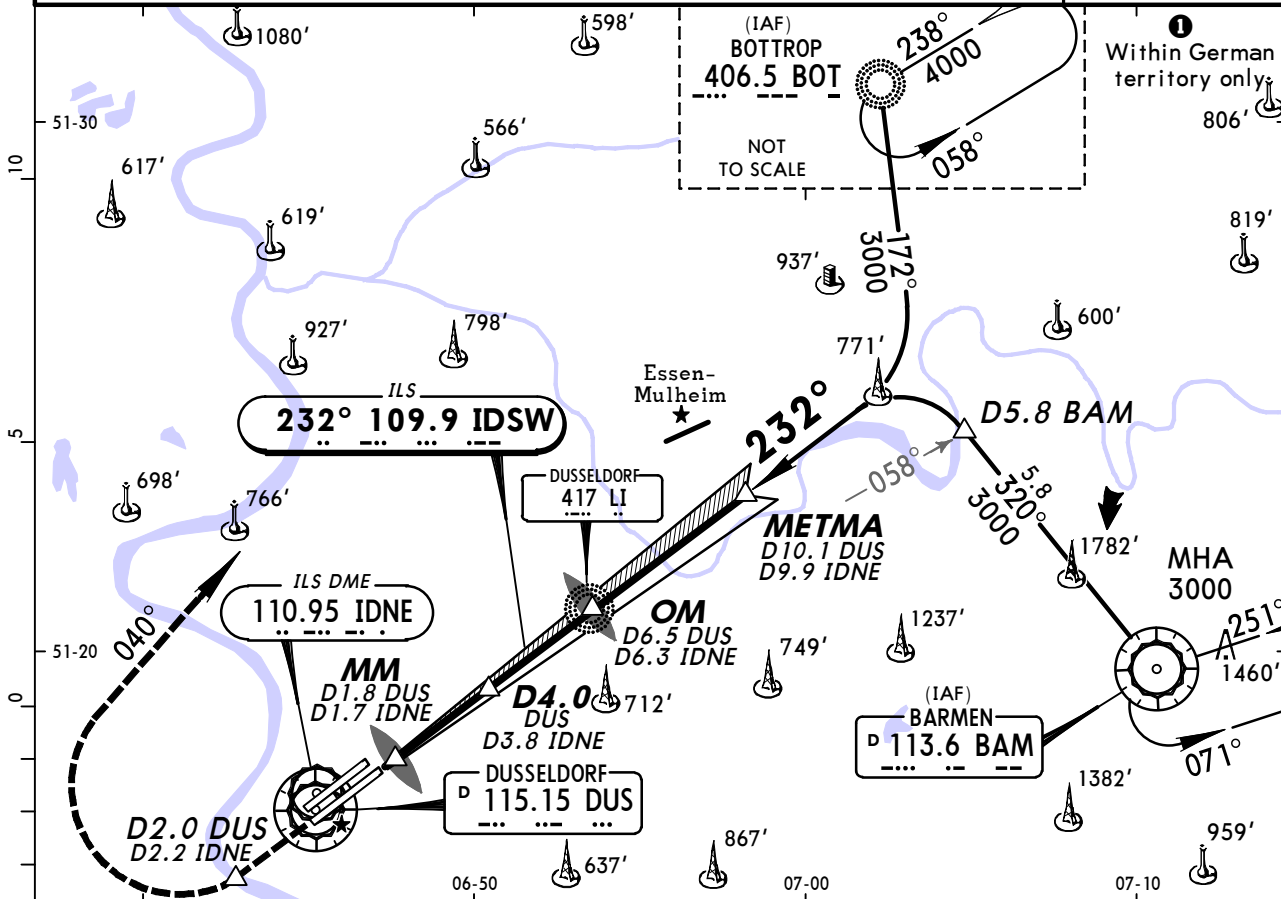
Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II REIL PAPI	D3.0 DUS D2.8 IDNE ↑
GS	3.00°	372	478	531	637	743		

Standard		STRAIGHT-IN LANDING RWY 05R	
CAT IIIA ILS		CAT II ILS	
DH 50'		RA 105'	
RVR 200m		DA(H) 221' (100')	
RVR 200m		RVR 300m 1	

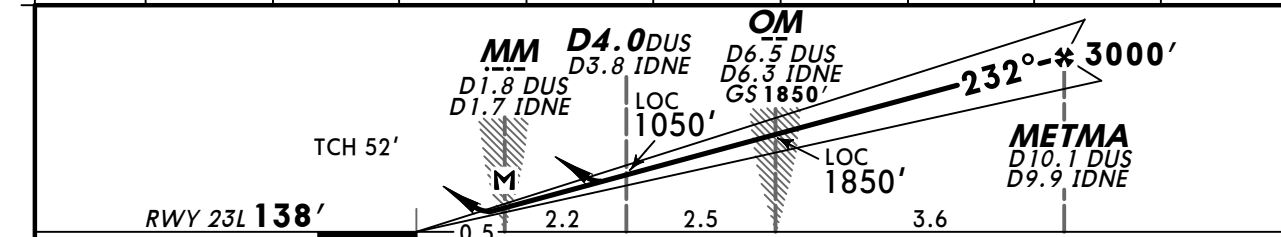
EDDL/DUS
DUSSELDORF

JEPPESSEN **DUSSELDORF, GERMANY**
28 NOV 14 **(11-3)** **Eff 11 Dec** **ILS or LOC Rwy 23L**

*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	372	478	531	637	743	849		
LOC Descent Angle 3.00°								
MAP at MM/D1.8 DUS/D2.2 IDNE								

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

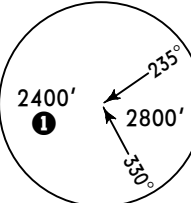
CHANGES: Communications. DME established.

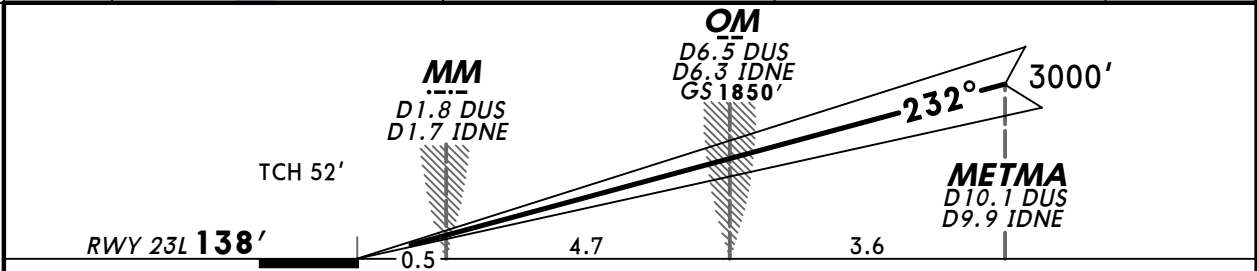
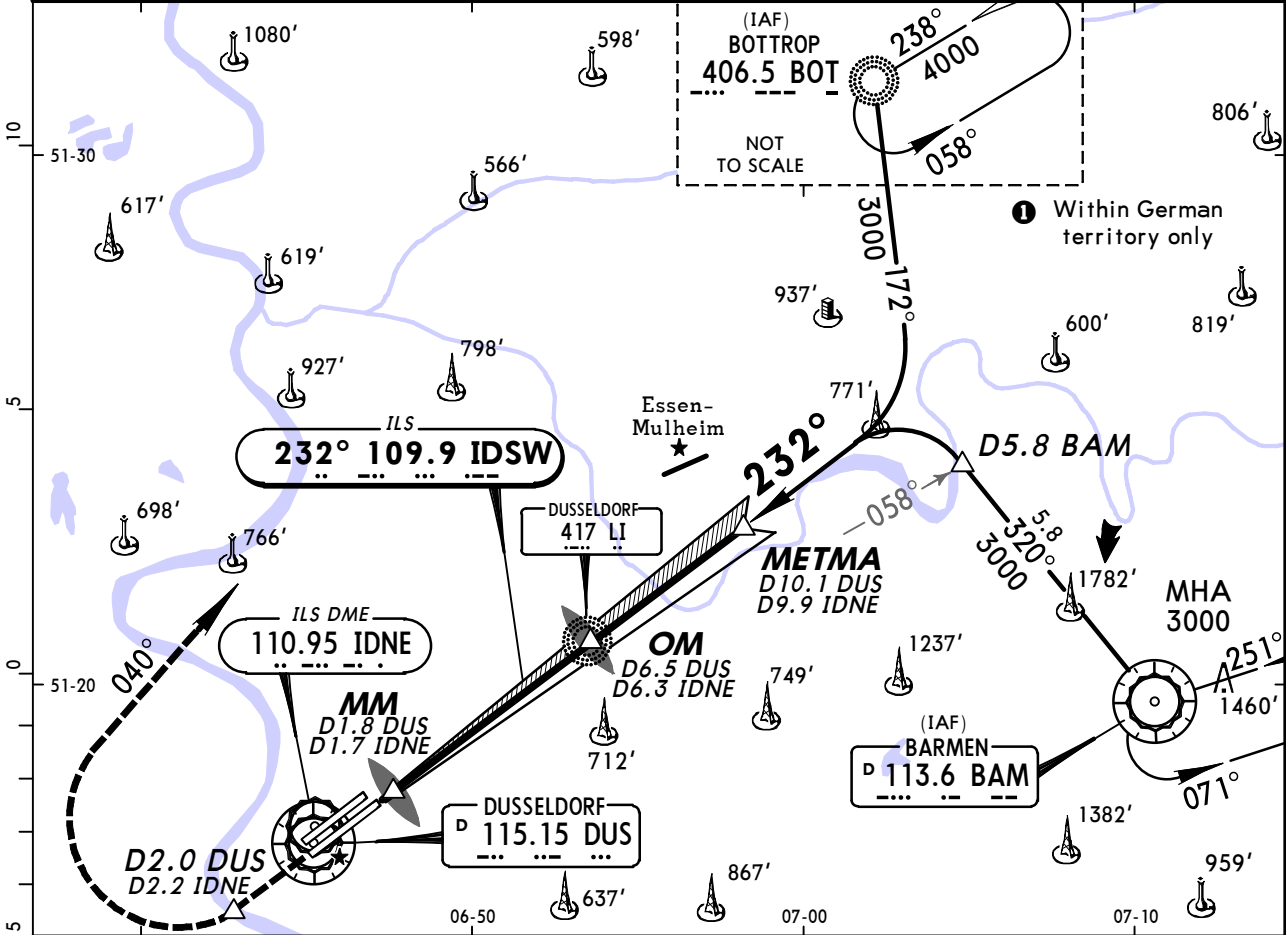
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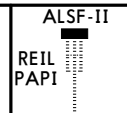
EDDL/DUS
DUSSELDORF

28 NOV 14
Eff 11 Dec
JEPPESSEN
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'	 MSA DUS VOR
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.				



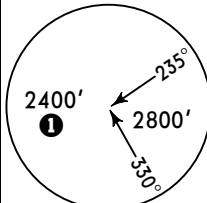
Gnd speed-Kts	70	90	100	120	140	160		D2.0 DUS D2.2 IDNE ↑
GS	3.00°	372	478	531	637	743		

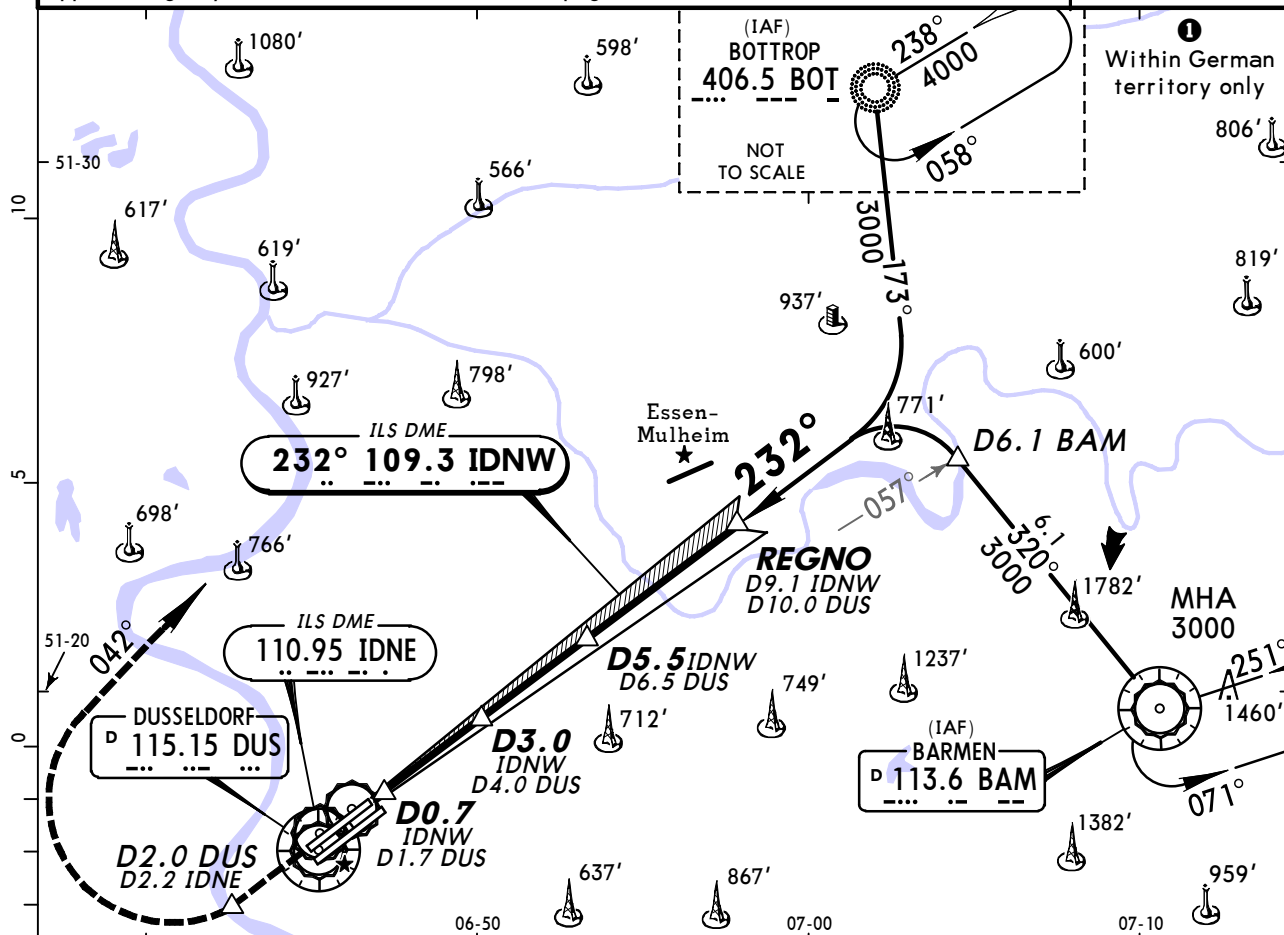
Standard		STRAIGHT-IN LANDING RWY 23L	
CAT IIIA ILS		CAT II ILS	
DH 50'		RA 92' DA(H) 238' (100')	
RVR 200m		RVR 300m 	

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

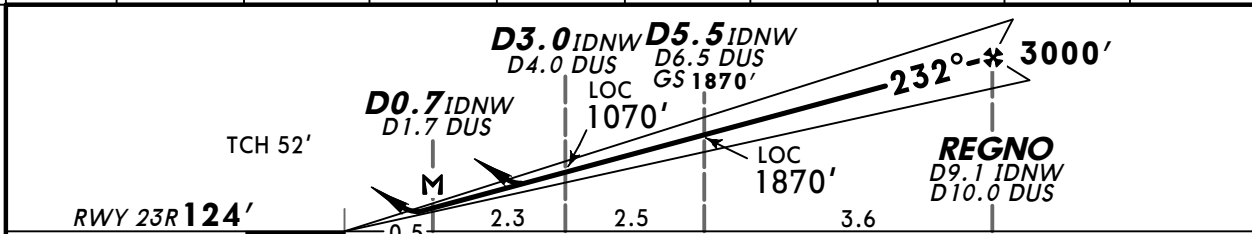
EDDL/DUS
DUSSELDORF

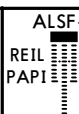
JEPPESSEN DUSSELDORF, GERMANY
28 NOV 14 (11-4) Eff 11 Dec ILS or LOC Rwy 23R

*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.				
 MSA DUS VOR				



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'



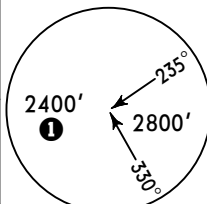
Gnd speed-Kts	70	90	100	120	140	160		D2.0 DUS D2.2 IDNE ↑
ILS GS or								
LOC Descent Angle	3.00°	372	478	531	637	743		
MAP at D0.7 IDNW/D1.7 DUS								

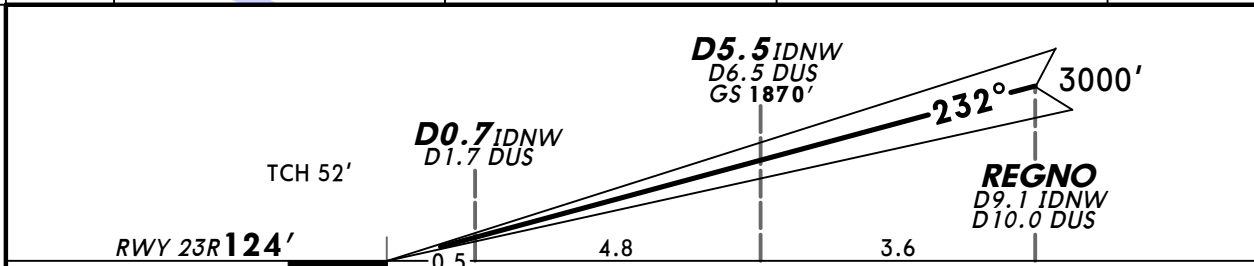
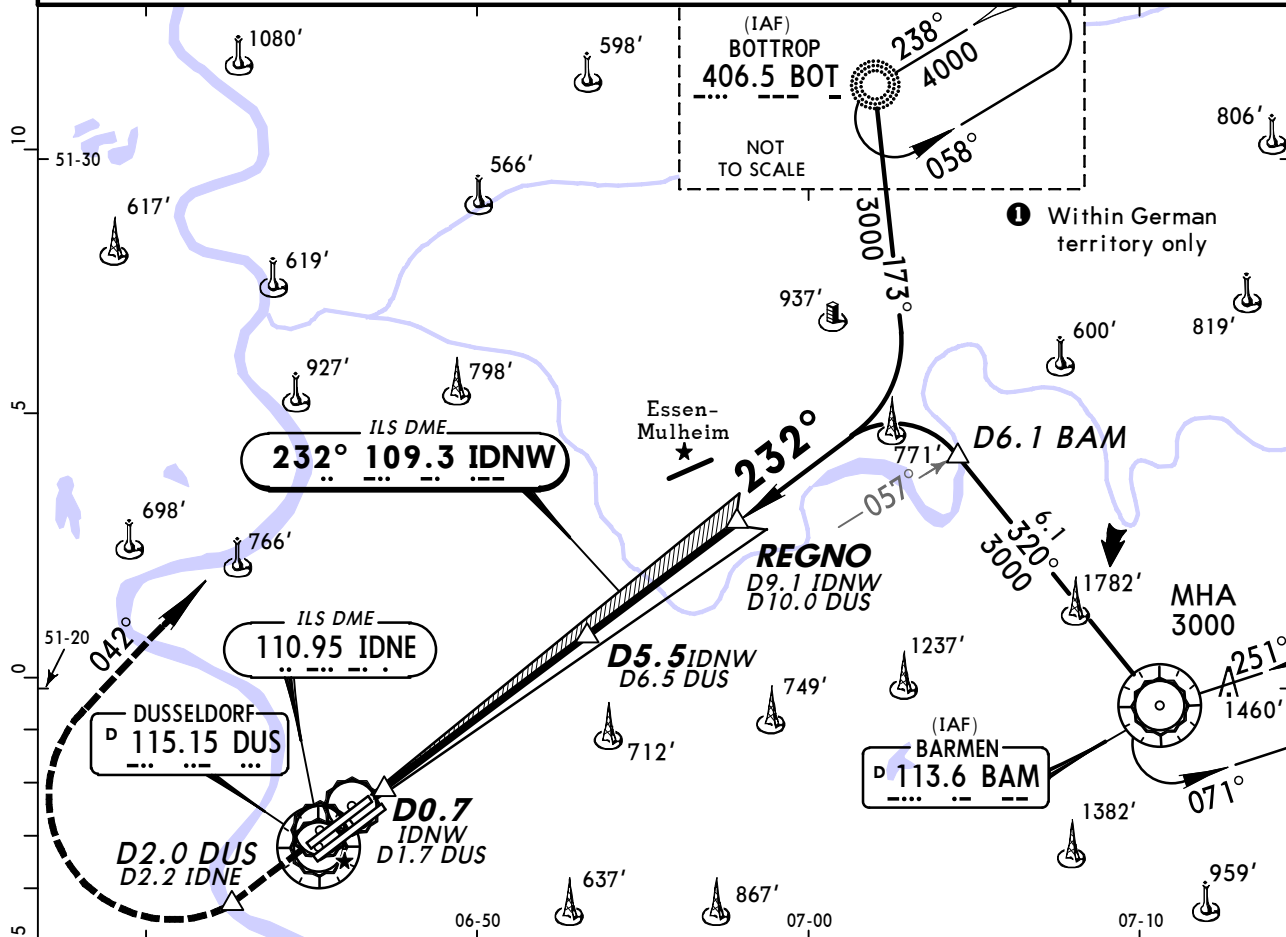
Standard		STRAIGHT-IN LANDING RWY 23R			LOC (GS out)	
		ILS				
DA(H)		A: 324' (200') C: 344' (220')				
		B: 332' (208') D: 354' (230')			DA(H) 510' (386')	
FULL		Limited	ALS out		ALS out	
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1100m	RVR 1500m	
B						
C						
D					RVR 1800m	

EDDL/DUS
DUSSELDORF

28 NOV 14
Eff 11 Dec
JEPPESSEN
11-4A

DUSSELDORF, GERMANY
CAT II/III ILS Rwy 23R

*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'	 MSA DUS VOR
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.				



Gnd speed-Kts	70	90	100	120	140	160		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	
RA 100'		RA 100'	
DA(H) 224' (100')		DA(H) 224' (100')	
RVR 200m		RVR 300m	

1 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.
CHANGES: Communications. DME established. © JEPPESSEN, 2000, 2014. ALL RIGHTS RESERVED.

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DUSSELDORF

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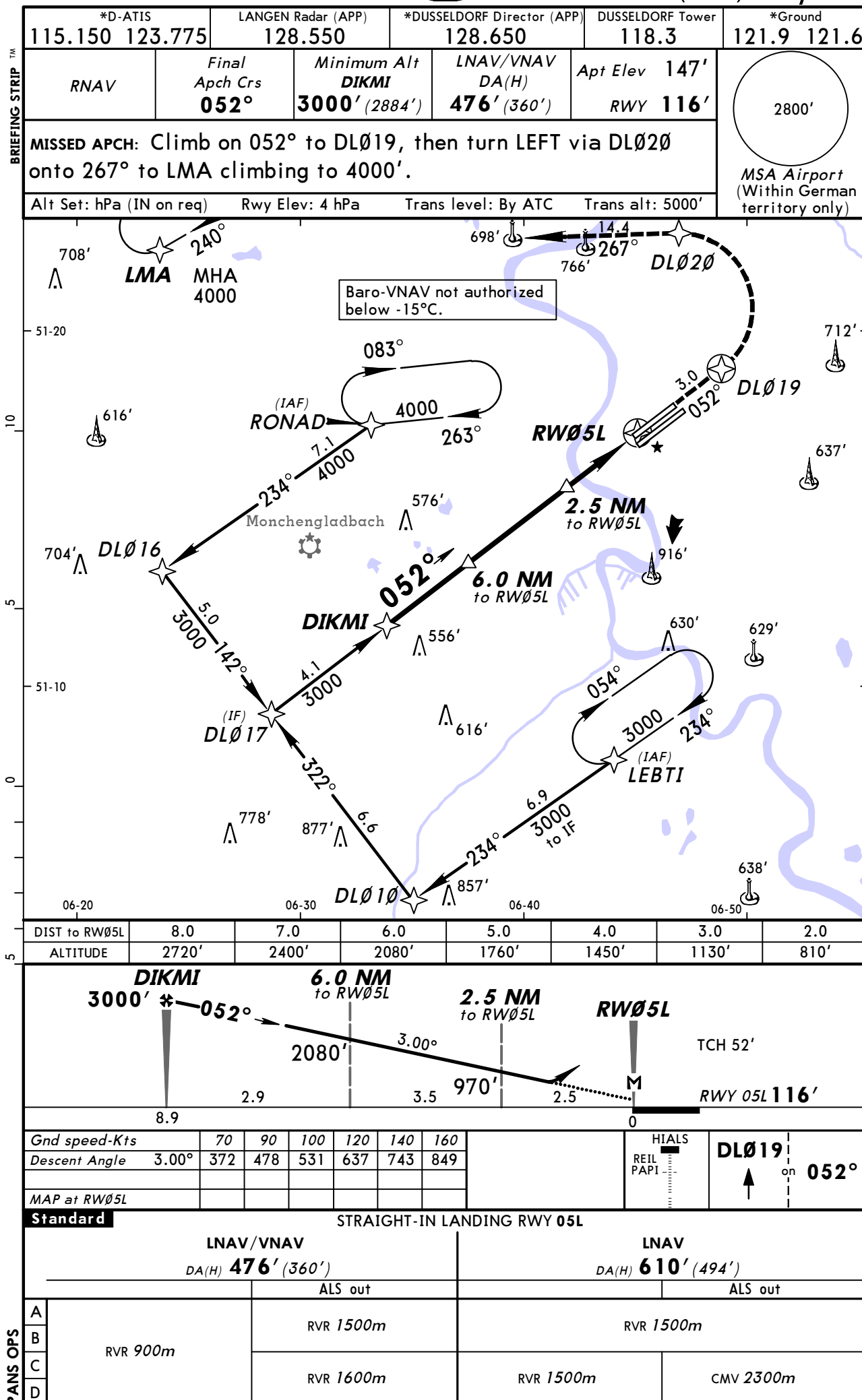
DUSSELDORF, GERMANY

28 NOV 14

(12-1)

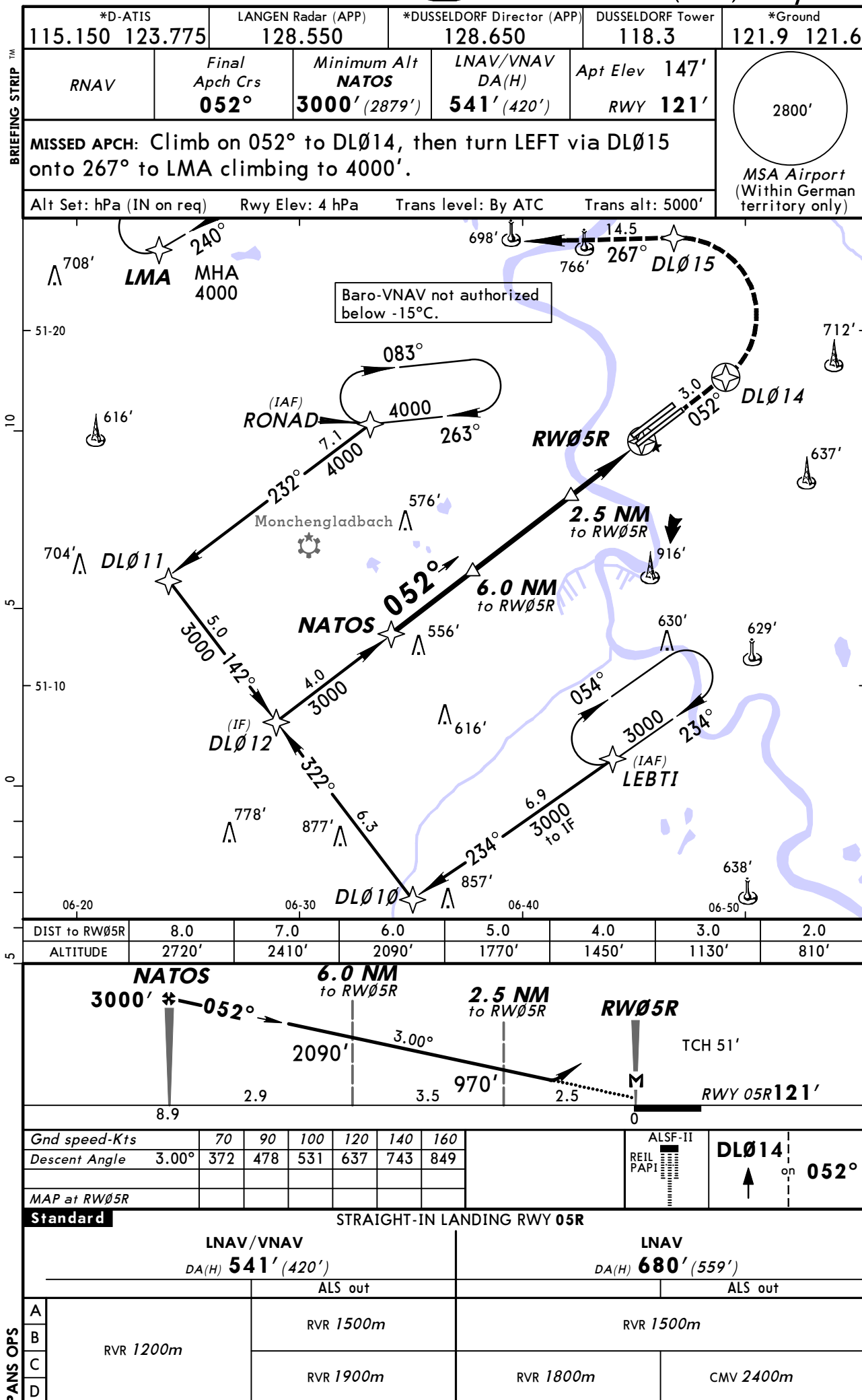
Eff 11 Dec

RNAV (GPS) Rwy 05L



EDDL/DUS
DUSSELDORF

JEPPESSEN DUSSELDORF, GERMANY
28 NOV 14 (12-2) Eff 11 Dec RNAV (GPS) Rwy 05R

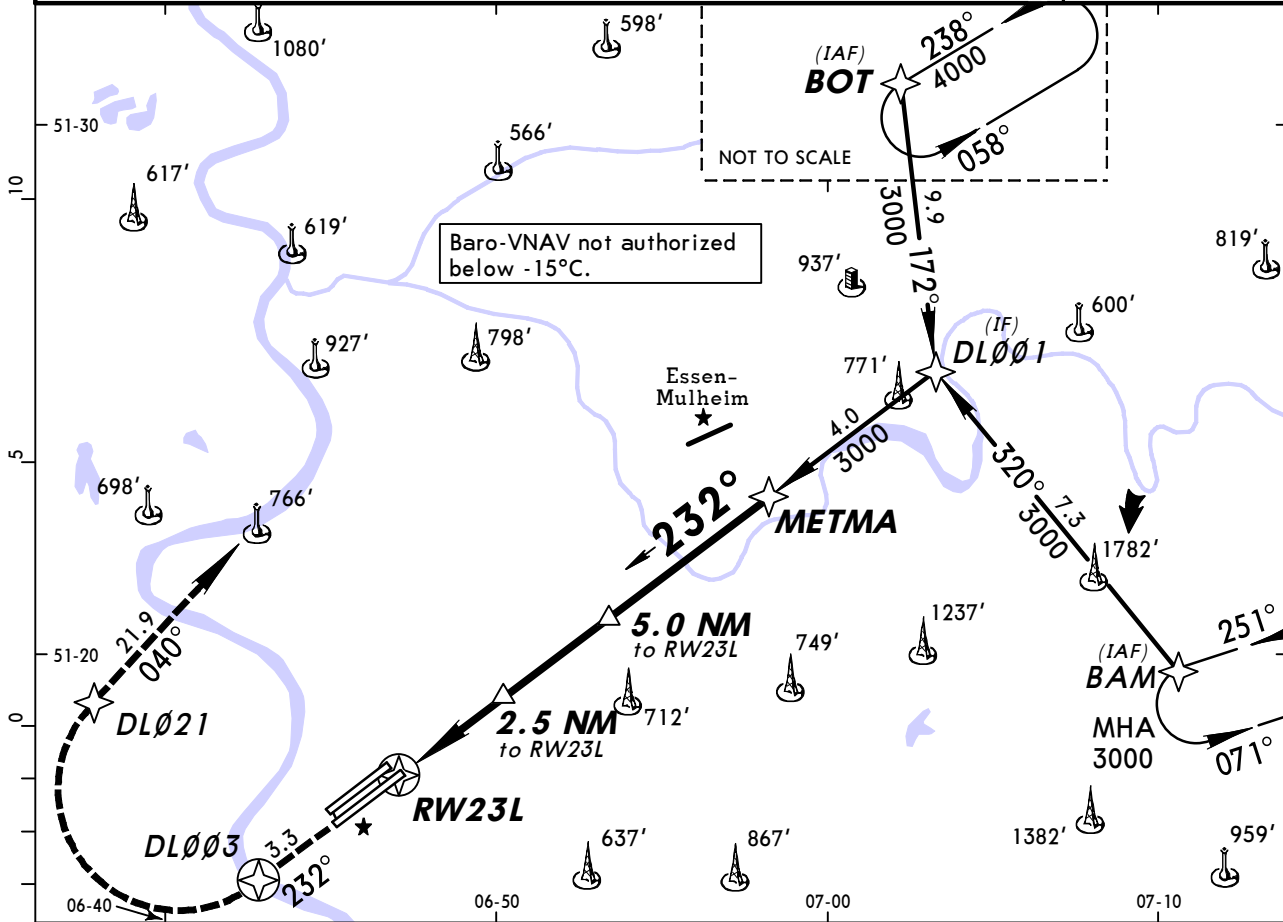


EDDL/DUS
DUSSELDORF

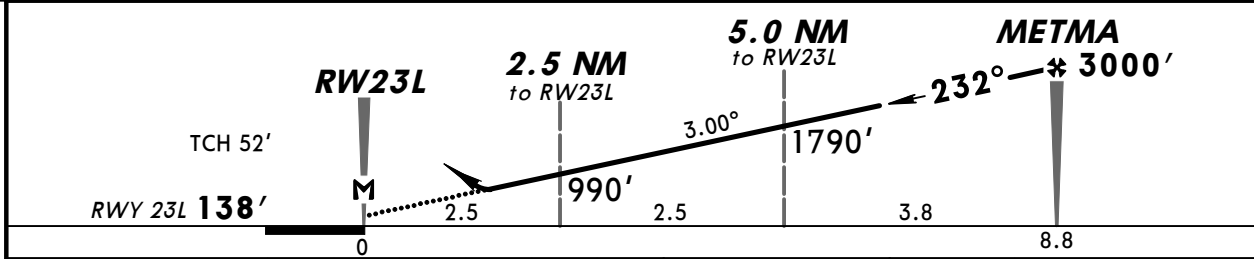
JEPPESSEN
28 NOV 14 (12-3)

DUSSELDORF, GERMANY
RNAV (GPS) Rwy 23L

*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'.				2800'
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.				MSA Airport (Within German territory only)



DIST to RWY23L	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	ALSIF-II REIL PAPI	DL003 on 232°
Descent Angle	3.00°	372	478	531	637	743		
MAP at RWY23L								

STRAIGHT-IN LANDING RWY 23L			
LNAV/VNAV DA(H) 598' (460')		LNAV DA(H) A: 610' (472') BCD: 680' (542')	
ALS out		ALS out	
A	RVR 1400m	RVR 1500m	
B		RVR 1500m	
C	RVR 1400m	RVR 1800m	
D		CMV 2400m	

CHANGES: Communications. Minimums.

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EDDL/DUS
DUSSELDORF

JEPPESEN

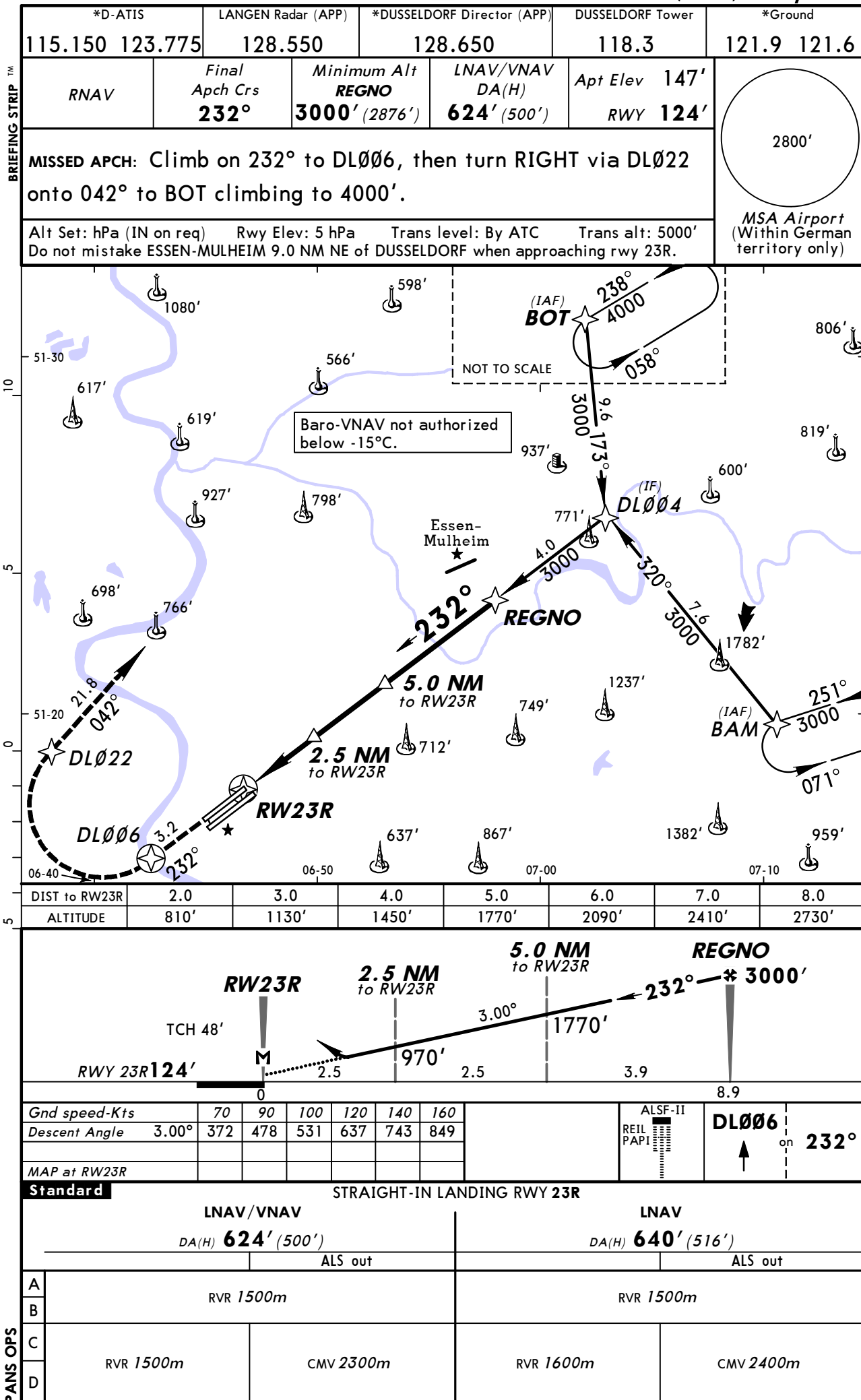
DUSSELDORF, GERMANY

28 NOV 14

(12-4)

Eff 11 Dec

RNAV (GPS) Rwy 23R

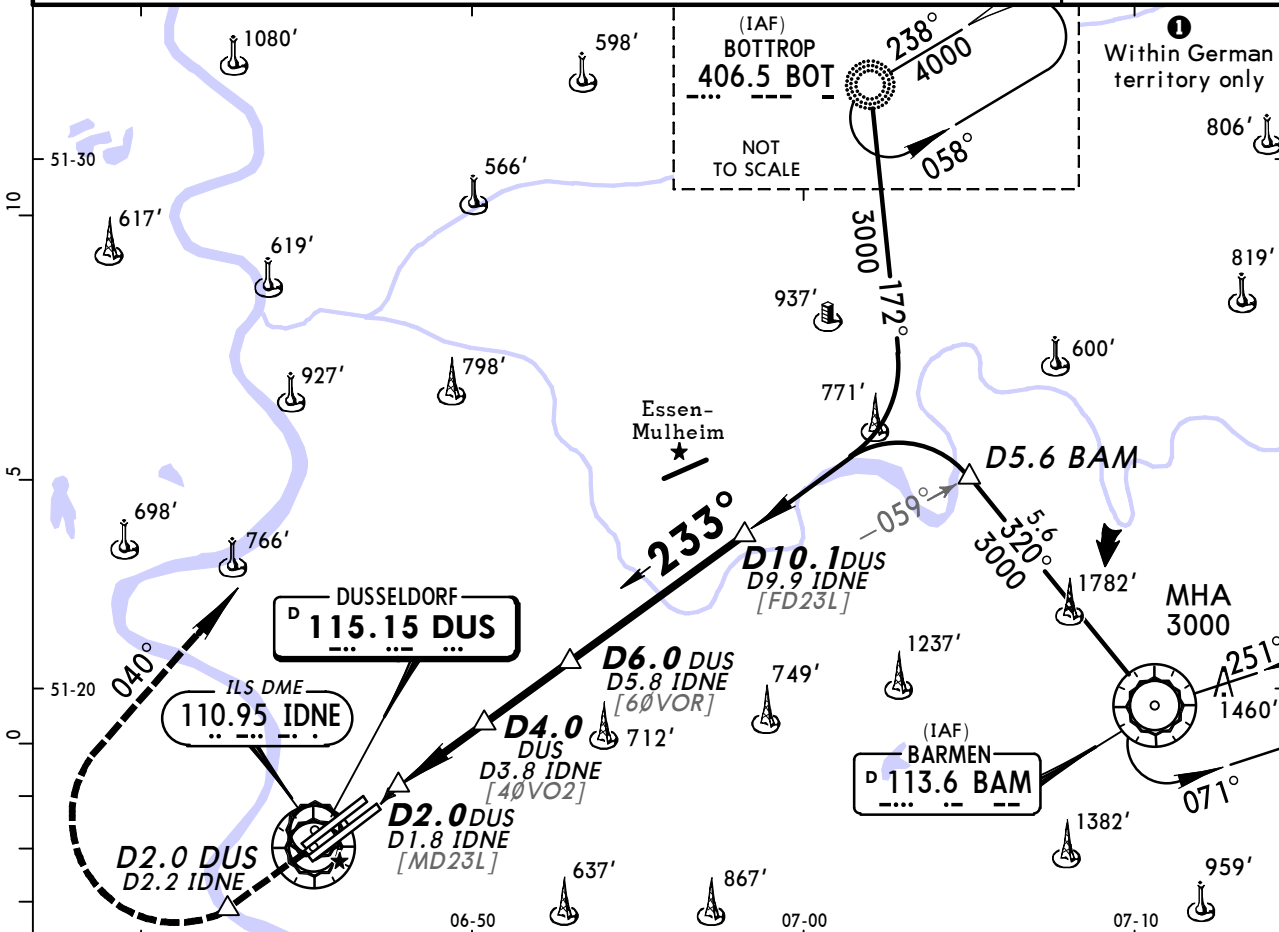
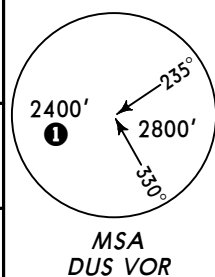


EDDL/DUS
DUSSELDORF

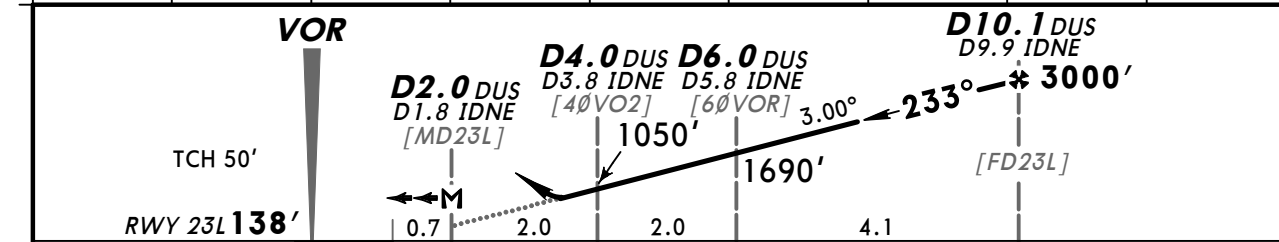
JEPPESSEN
28 NOV 14 (13-1) Eff 11 Dec

DUSSELDORF, GERMANY
VOR Rwy 23L

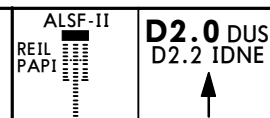
*D-ATIS 115.150 123.775	LANGEN Radar (APP) 128.550	*DUSSELDORF Director (APP) 128.650	DUSSELDORF Tower 118.3	*Ground 121.9 121.6
VOR DUS 115.15	Final Apch Crs 233°	Minimum Alt D10.1 DUS 3000' (2862')	DA(H) 700' (562')	Apt Elev 147' RWY 138'
MISSED APCH: Climb STRAIGHT AHEAD to D2.0 DUS/D2.2 IDNE, then 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.				



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
Descent Angle	3.00°	372	478	531	637	743
MAP at D2.0 DUS/D1.8 IDNE						



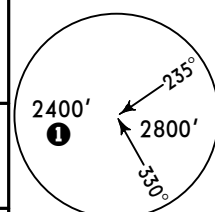
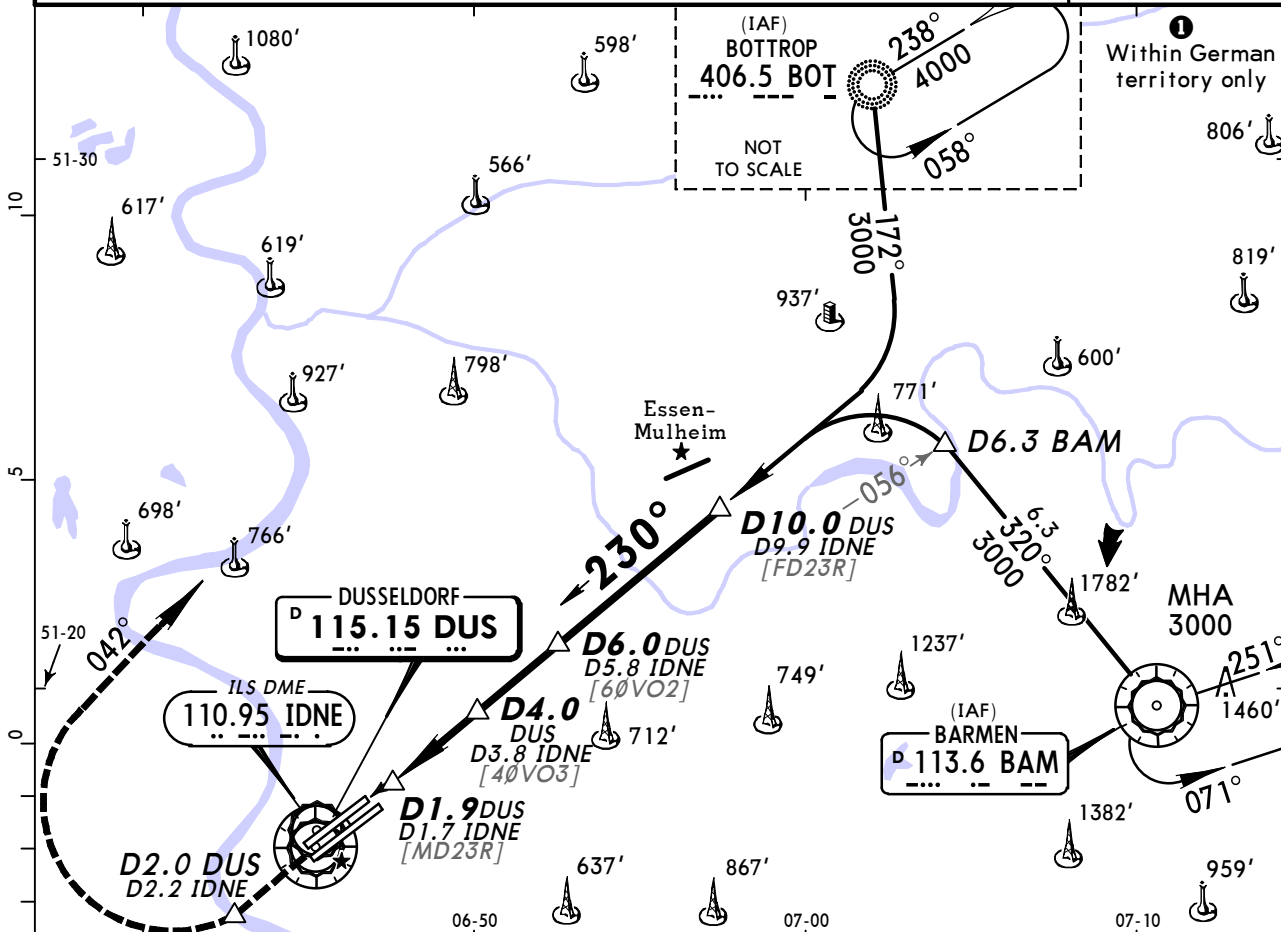
Standard STRAIGHT-IN LANDING RWY 23L

DA(H) 700' (562')	ALS out
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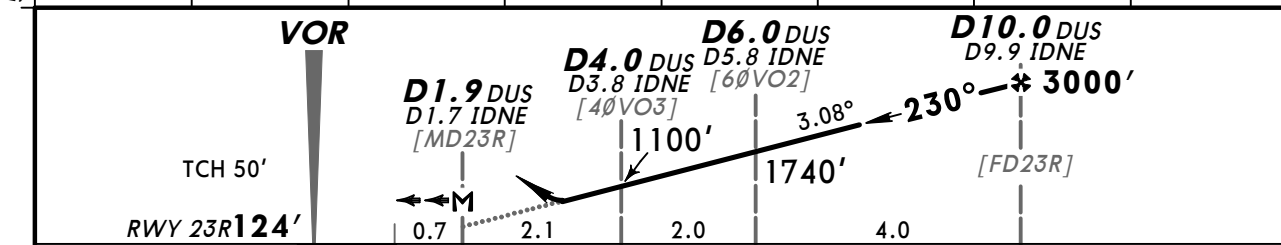
A	RVR 1500m
B	
C	RVR 1900m
D	CMV 2400m

EDDL/DUS
DUSSELDORF
JEPPESSEN
28 NOV 14 **(13-2)** **Eff 11 Dec**
DUSSELDORF, GERMANY
VOR Rwy 23R

*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
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.				


MSA
DUS VOR


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	
Descent Angle	3.08°	381	490	545	654	763	872
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

CHANGES: Communications. DME established.

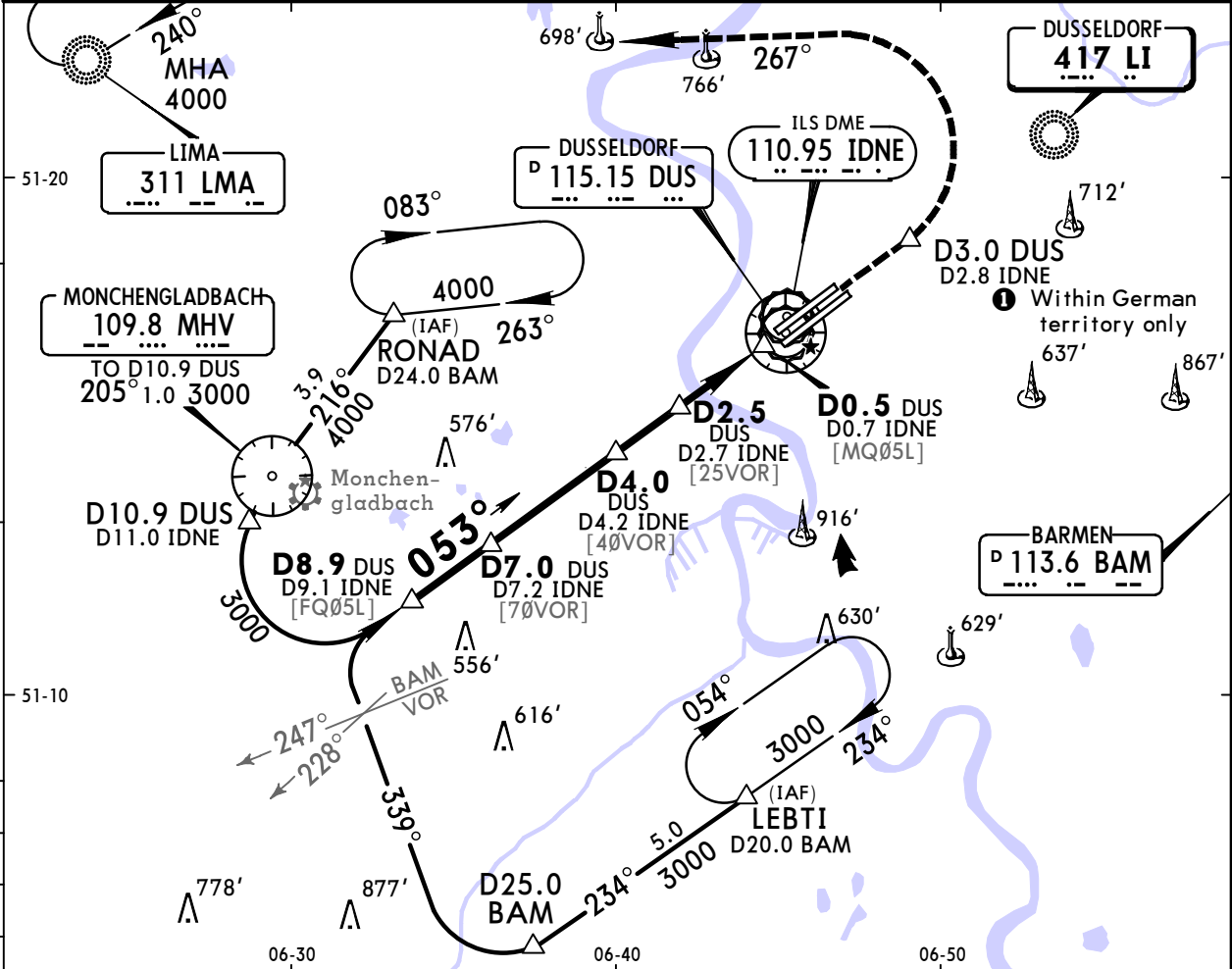
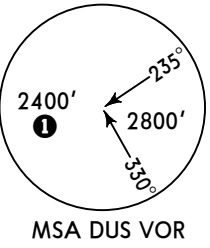
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EDDL/DUS
DUSSELDORF

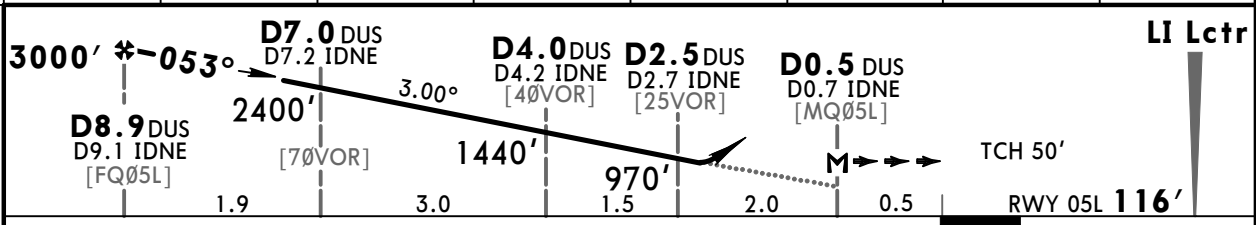
JEPPESSEN
27 MAR 15 (16-1)

DUSSELDORF, GERMANY
NDB 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
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'

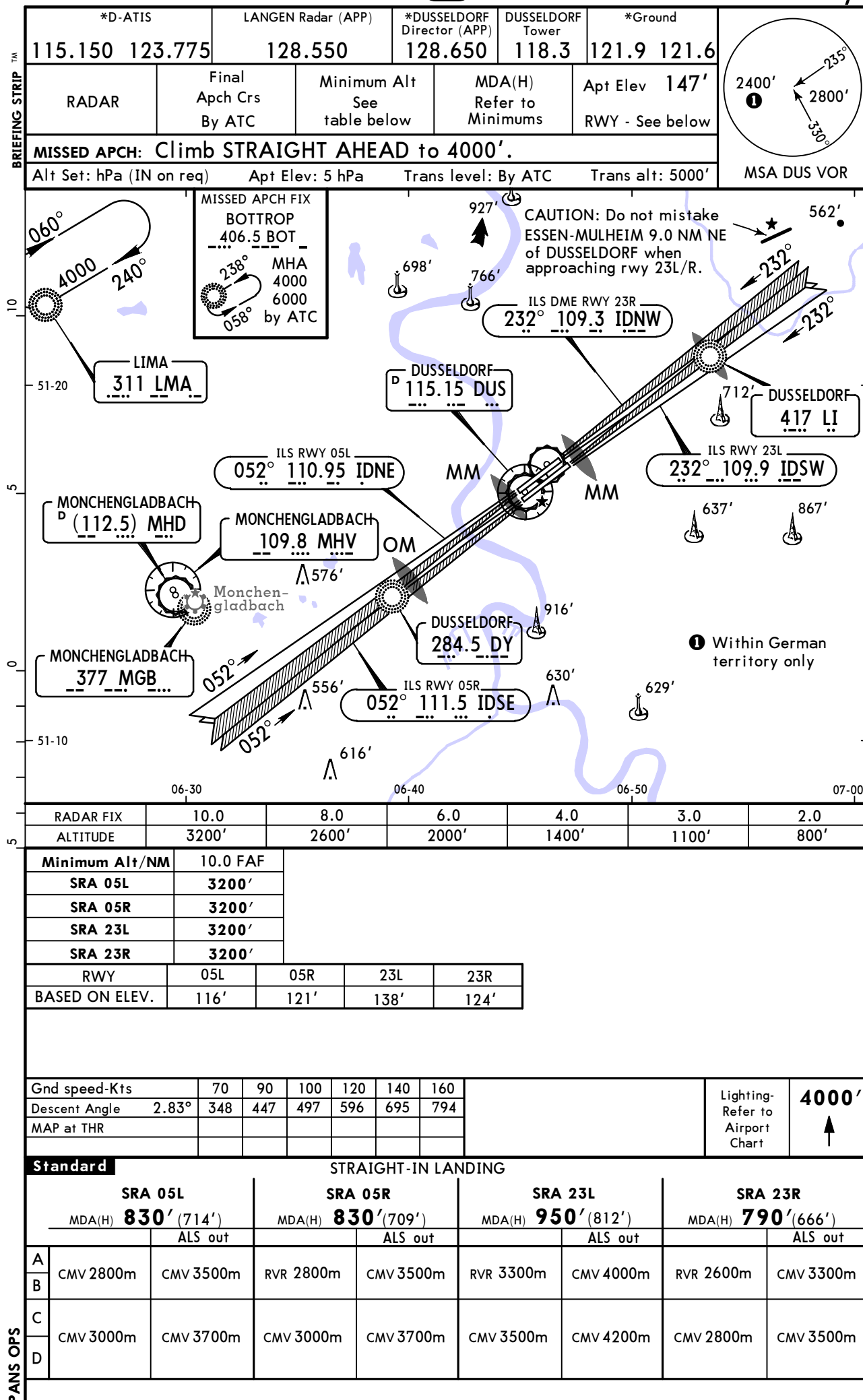


Gnd speed-Kts	70	90	100	120	140	160		HIALS	D3.0 DUS D2.8 IDNE
Descent Angle 3.00°	372	478	531	637	743	849		REIL PAPI	
MAP at D0.5 DUS/D0.7 IDNE									

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

EDDL/DUS
DUSSELDORF

27 MAR 15 (18-1)

DUSSELDORF, GERMANY
SRA All Rwys


DUSSELDORF, (DUSSELDORF - EDDL)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EDDL

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

For CDO, report ATIS received when contacting arrival sector; ACFT will be vectored to reach the intermediate approach level on the LOC course with about 1 NM of level flight left until intercepting GS, the purpose of this intermediate approach segment is to reduce speed; assumed descent angle 3°; participants are invited to send regular feedback on CDO performance to cdo-feedback@dfs.de.