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Terminal Charts For EDDL

Revision Letter For Cycle 13-2016

Change Notices

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: 0316 Z
Sunset: 1952 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: 121.900

Dusseldorf Ground: 121.600

Dusseldorf De-Icing Ramp/Taxi: 130.080

Dusseldorf De-Icing Ramp/Taxi: 130.455

Dusseldorf De-Icing Ramp/Taxi: 130.605

Dusseldorf De-Icing Ramp/Taxi: 130.855

Dusseldorf Clearance Delivery: 121.775

Langen Radar ACC: 128.500

Langen Radar ACC: 121.350

Dusseldorf Direct (Approach Control Radar): 128.650

Langen Radar ACC: 128.550

EDDL/DUS
DUSSELDORF

29 APR 16

JEPPesen

10-1P

DUSSELDORF, GERMANY

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

*D-ATIS 115.150 123.775

1.2. NOISE ABATEMENT PROCEDURES**1.2.1. NIGHT FLYING RESTRICTIONS****Jet ACFT not licensed according to ICAO Annex 16**

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

Jet ACFT licensed according to ICAO Annex 16, Volume 1, Chapter 2

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

Jet ACFT licensed according to ICAO Annex 16, Volume 1, Chapter 3 not included in the Bonus List of the Federal Ministry of Transport and Digital Infrastructure

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

Jet ACFT licensed according to ICAO Annex 16, Volume 1, Chapter 3 included in the Bonus List of the Ministry of Transport and Digital Infrastructure

- 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 (Luftaufsicht) may grant exceptional permission in individual cases until 2300LT (2250LT off blocks), if required to maintain the safety of flight operations or to avoid major disruptions in airline operations.
- 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 which are operated in scheduled air services or scheduled charter services and owned by airlines that 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 is no longer operated, the approving authority may recognize Dusseldorf APT as the local main maintenance facility at the request of another airline.

Propeller ACFT

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

The following applies to propeller 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 (Luftaufsicht) may grant exceptional permission in individual cases until 2300LT (2250LT off blocks) if required to maintain the safety of flight operations or to avoid major disruptions in airline operations.
- Scheduled landings are not permitted between 2300LT-0600LT.
- Delayed landings in scheduled air services or scheduled charter services are not permitted between 2330LT-0600LT.

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DUSSELDORF, GERMANY

AIRPORT BRIEFING

1. GENERAL

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 (Luftaufsicht).
- Flight checks conducted by the DFS (Deutsche Flugsicherung GmbH)

Deviating from the above-mentioned regulations the "Bezirksregierung" Dusseldorf [Aviation Supervision (Luftaufsicht) 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 (Luftaufsicht) 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 (Luftaufsicht) about the admissibility of a night landing.

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

1.2.2. REVERSE THRUST

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

1.2.3. RUN-UP TESTS

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

1.2.4. 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).

1.3. 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.

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10-1P2

DUSSELDORF, GERMANY

AIRPORT BRIEFING

1. GENERAL

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.

TWY K and TWY L5 closed during CAT II and CAT III operations.

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/A340.

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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(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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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_t - 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)

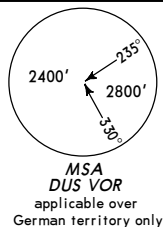
DUSSELDORF, GERMANY

STAR

*D-ATIS
115.15 123.775

Apt Elev
147'

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



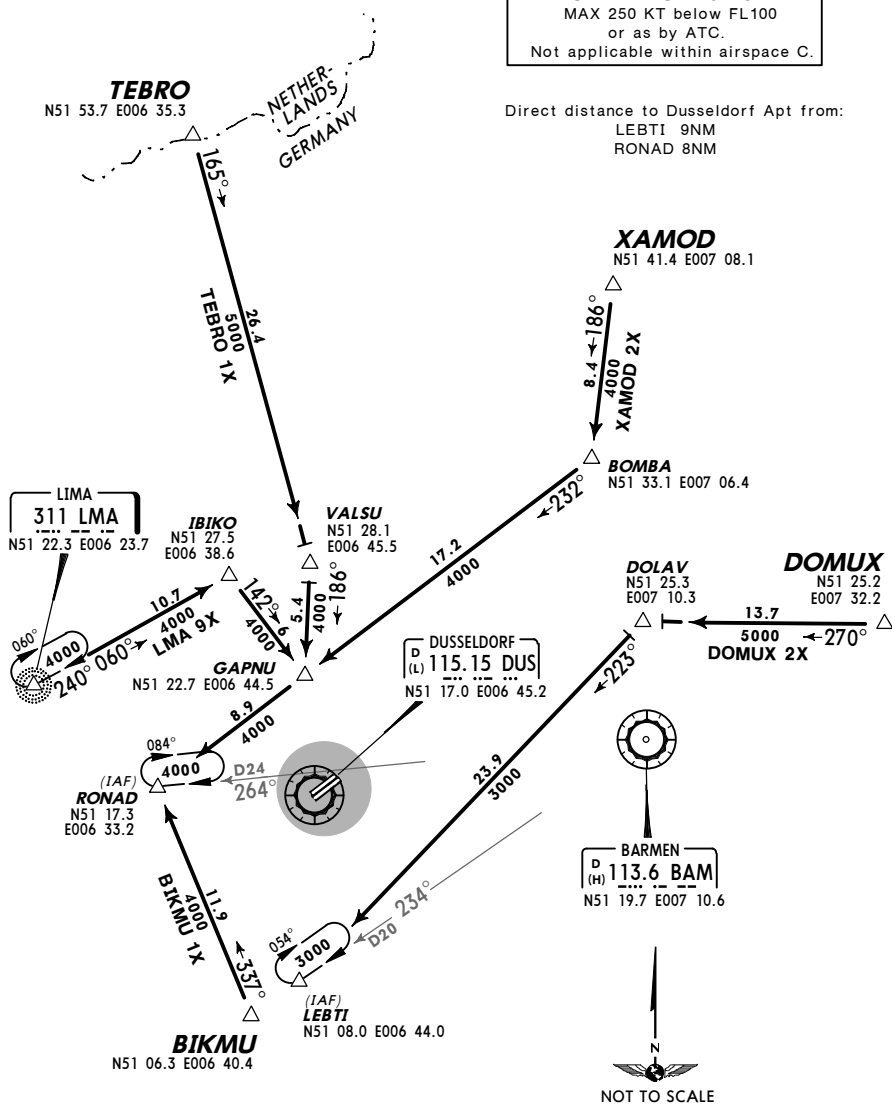
BIKMU ONE X-RAY (BIKMU 1X) [BIKM1X]
DOMUX TWO X-RAY (DOMUX 2X) [DOMU2X]
LIMA NINE X-RAY (LMA 9X)
TEBRO ONE X-RAY (TEBRO 1X) [TEBR1X]
XAMOD TWO X-RAY (XAMOD 2X) [XAMO2X]
RWYS 05L/R ARRIVALS
B-RNAV EQUIPMENT NECESSARY

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

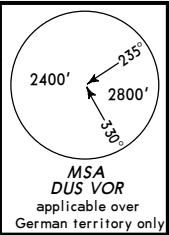


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DUSSELDORF

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19 SEP 14 (10-2A)

DUSSELDORF, GERMANY
STAR

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

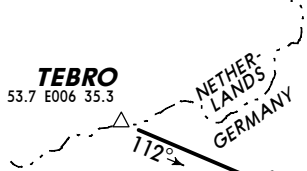


BIKMU ONE GOLF (BIKMU 1G) [BIKM1G]
TEBRO ONE GOLF (TEBRO 1G) [TEBR1G]
B-RNAV EQUIPMENT NECESSARY
DOMUX TWO GOLF (DOMUX 2G) [DOMU2G]
LIMA EIGHT GOLF (LMA 8G)
XAMOD TWO GOLF (XAMOD 2G) [XAMO2G]
RWYS 23L/R ARRIVALS

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



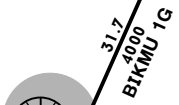
LIMA
311 LMA
N51 22.3 E006 23.7



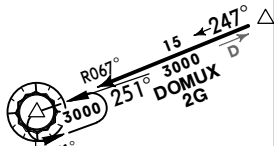
DUSSELDORF
(L) 115.15 DUS
N51 17.0 E006 45.2



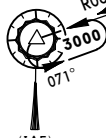
BIKMU
N51 06.3 E006 40.4



DOMUX
N51 25.2
E007 32.2



(IAF)
BARMEN
113.6 BAM
N51 19.7 E007 10.6



EDDL/DUS
DUSSELDORF

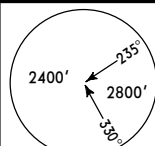
JEPPesen
19 SEP 14 (10-2B)

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

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

TEBRO
N51 53.7 E006 35.3

At or below
FL170

NETHER-
LANDS
GERMANY

TEBRO 05
N51 53.7 E006 35.3
DL512
N51 46.8 E006 38.0

XAMOD
N51 41.4 E007 08.1

At or below
FL140

BOMBA
N51 33.1 E007 06.4

VALSU
N51 28.1 E006 45.5

GAPNU
N51 22.7 E006 44.5

TEBRO 05
220 KT

DL522
N51 20.3 E006 39.4

DUSSELDORF
D (L)
115.15 DUS
N51 17.0 E006 45.2



(RWY 05L)
DIKMI
N51 11.7 E006 33.9

At or above
3000'

(RWY 05R)
NATOS
N51 11.5 E006 34.1

At or above
3000'

DL530
N51 10.6 E006 19.1

DL550
N51 06.6 E006 24.0

DL555
N51 09.1 E006 29.0

DL524
N51 15.5 E006 29.2

DL525
N51 13.0 E006 24.2

DL530
N51 10.6 E006 19.1

DL550
N51 06.6 E006 24.0

DL555
N51 09.1 E006 29.0

TRANSITION

ROUTING

TEBRO 05 TEBRO (FL170-) - DL512 - VALSU - 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.

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DUSSELDORF

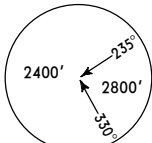
JEPPesen
19 SEP 14 (10-2C)

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

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
FL170

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
FL140

DL430
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 57.9
At or above
3000'

DL429
N51 34.2 E007 08.7
DL428
N51 31.8 E007 03.6
DL454
N51 27.8 E007 08.4
DL455
N51 25.4 E007 03.3

(RWY 23L)
METMA
N51 23.0 E006 58.2
At or above
3000'

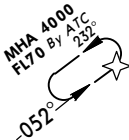


NOT TO SCALE



DUSSELDORF
D
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.

EDDL/DUS
DUSSELDORF

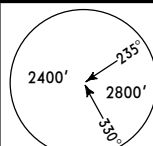
JEPPesen
19 SEP 14 (10-2E)

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.

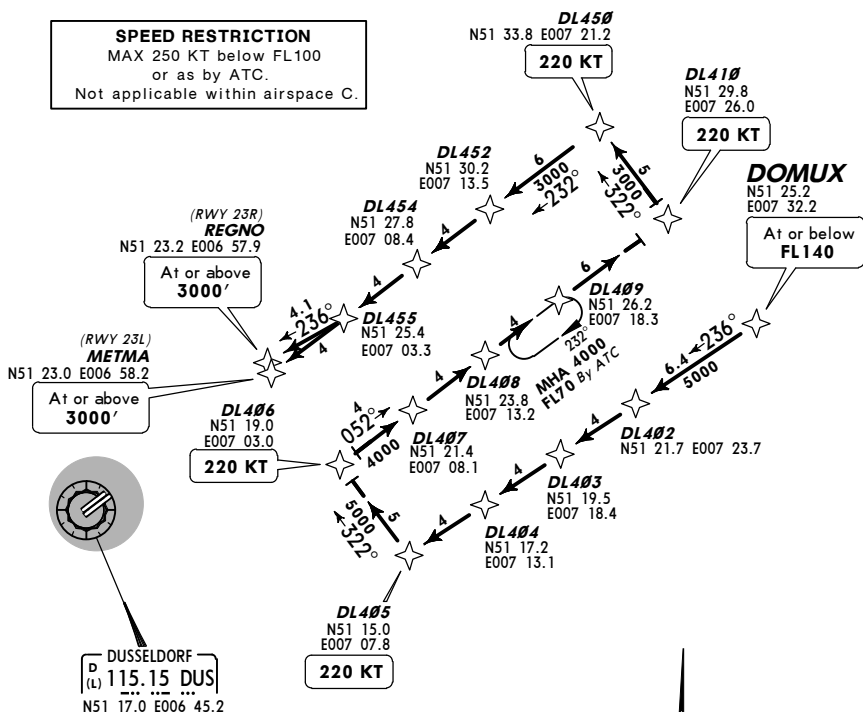


MSA
DUS VOR
applicable over
German territory only

DOMUX 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.

EDDL/DUS
DUSSELDORF

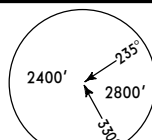
JEPPesen
19 SEP 14 (10-2F)

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.



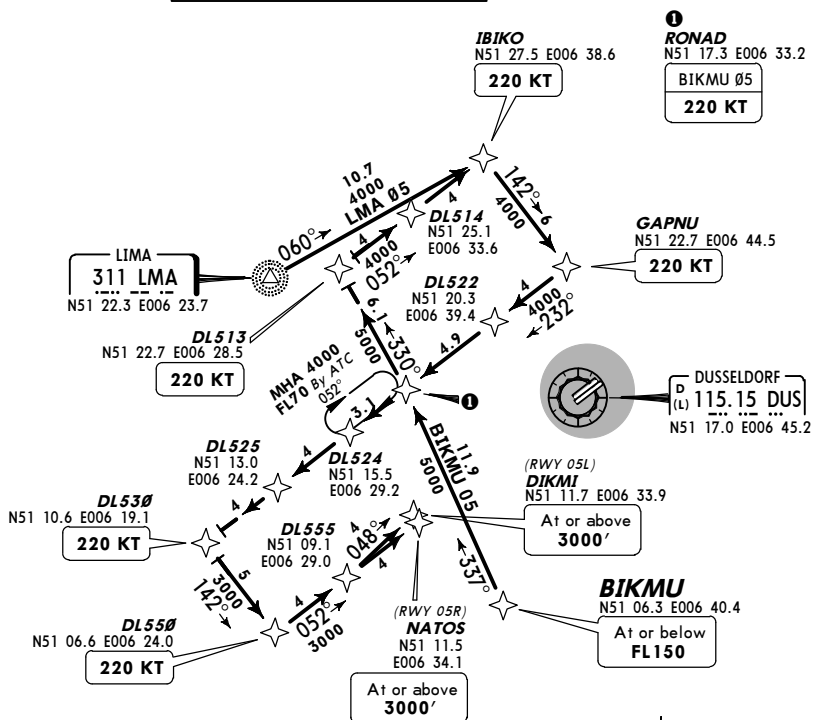
MSA
DUS VOR
applicable over
German territory only

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.

EDDL/DUS
DUSSELDORF

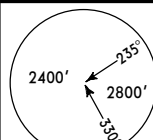
JEPPesen
19 SEP 14 (10-2G)

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

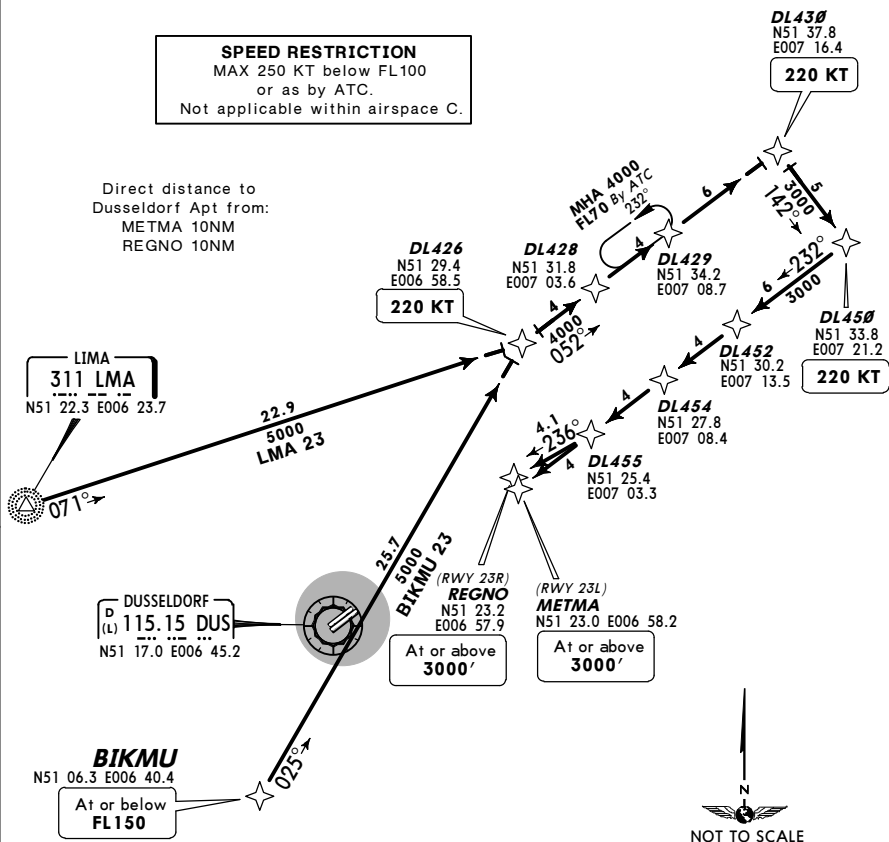
BIKMU 23 [BIK23], LMA 23
RWYS 23L/R RNAV TRANSITIONS
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

SPEED RESTRICTION

MAX 250 KT below FL100
or as by ATC.

Not applicable within airspace C.

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



TRANSITION

ROUTING

BIKMU 23

BIKMU (FL150-) - DL426 (K220) - DL430 (K220) - DL450 (K220) - DL455 -
METMA (23L; 3000'+)/REGNO (23R ①; 3000'+).

LMA 23

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

① Valid for LOST COMM situation.

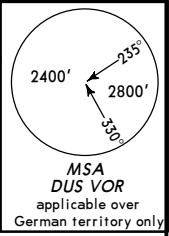
EDDL/DUS
DUSSELDORF

JEPPESSEN
5 DEC 14 10-2H

Eff 11 Dec

DUSSELDORF, GERMANY
RNAV TRANSITION

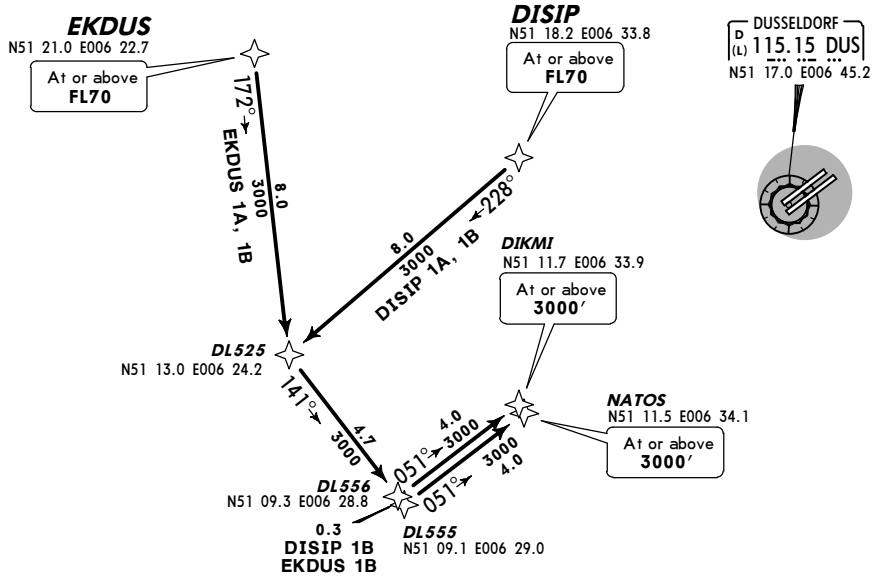
*D-ATIS 115.15 123.775	Apt Elev 147'	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000'
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DISIP 1A [DISI1A]
DISIP 1B [DISI1B]
EKDUS 1A [EKDU1A]
EKDUS 1B [EKDU1B]
RWYS 05L/R RNAV TRANSITIONS (CDA)
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV 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.



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+).

EDDL/DUS
DUSSELDORF

JEPPESSEN

DUSSELDORF, GERMANY

5 DEC 14

(10-2J)

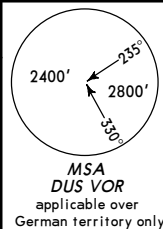
Eff 11 Dec

RNAV TRANSITION

*D-ATIS
115.15 123.775

Apt Elev
147'

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



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
(L) 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+).

EDDL/DUS
DUSSELDORF

JEPPESSEN

DUSSELDORF, GERMANY

5 DEC 14

10-2K

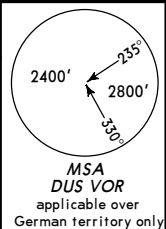
Eff 11 Dec

RNAV TRANSITION

*D-ATIS
115.15 123.775

Apt Elev
147'

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



ABIGI 1A [ABIG1A]
ABIGI 1B [ABIG1B]
BABUV 1A [BABU1A]
BABUV 1B [BABU1B]
RWYS 05L/R RNAV TRANSITIONS (CDA)

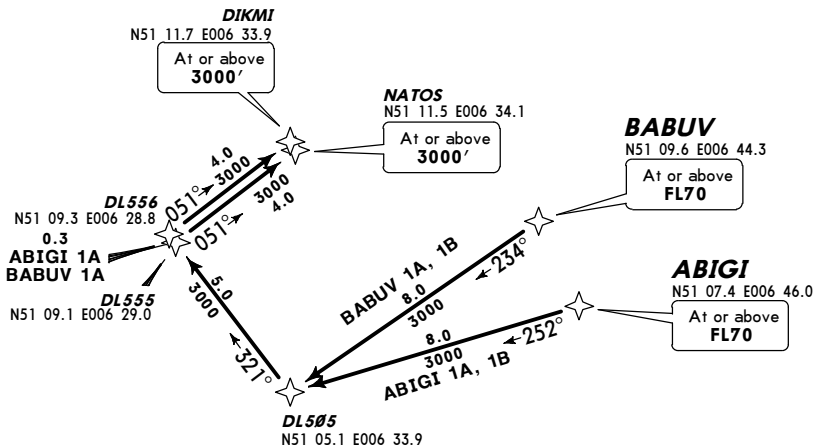
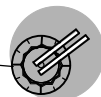
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY
WHEN CLEARED BY ATC

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.



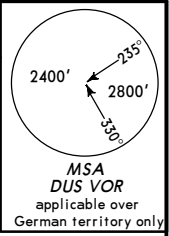
DUSSELDORF
(L) 115.15 DUS
N51 17.0 E006 45.2



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+).

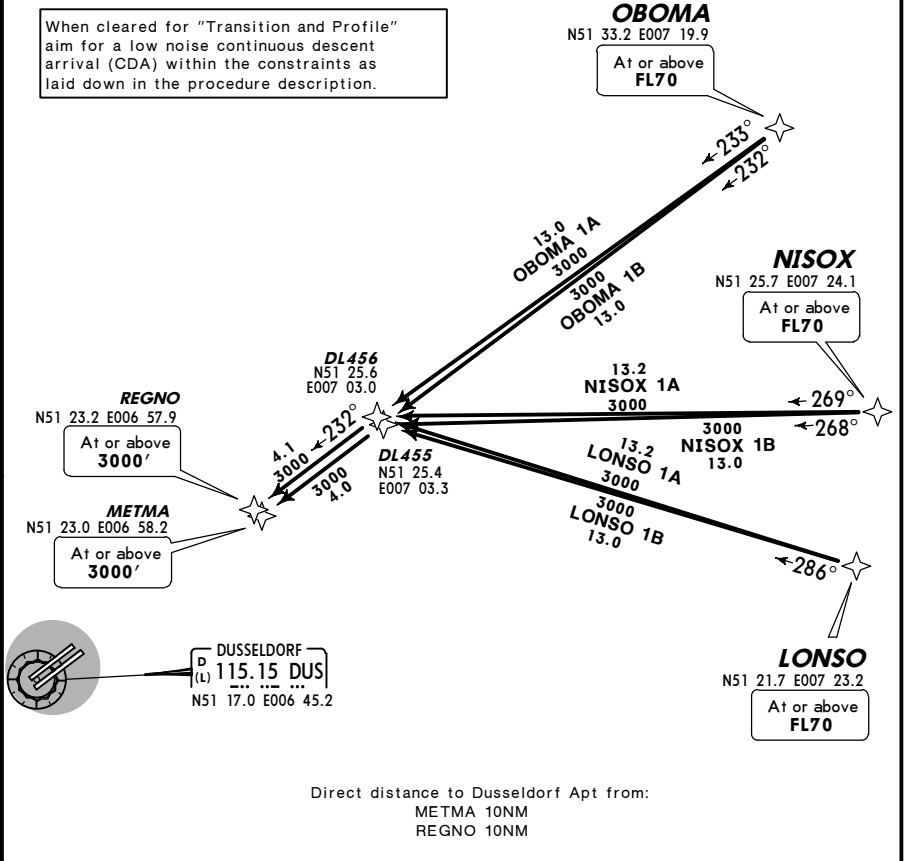
*D-ATIS	Apt Elev	Alt Set: hPa (IN on request)
115.15 123.775	147'	Trans level: By ATC Trans alt: 5000'



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.



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

JEPPESSEN

DUSSELDORF, GERMANY

5 DEC 14

(10-2M)

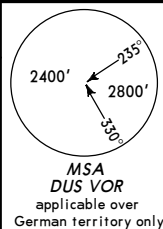
Eff 11 Dec

RNAV TRANSITION

*D-ATIS
115.15 123.775

Apt Elev
147'

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



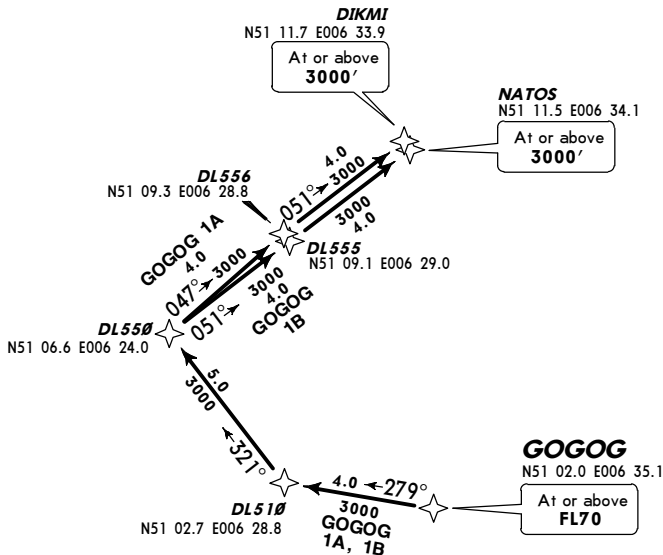
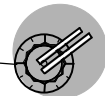
GOGOG 1A [GOGO1A]
GOGOG 1B [GOGO1B]
RWYS 05L/R RNAV TRANSITIONS (CDA)
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY
WHEN CLEARED BY ATC

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.



DUSSELDORF
D 115.15 DUS
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+).

EDDL/DUS
DUSSELDORF

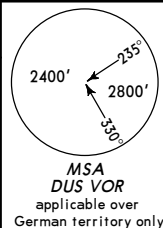
JEPPESSEN
5 DEC 14 10-2N Eff 11 Dec

DUSSELDORF, GERMANY
RNAV TRANSITION

*D-ATIS
115.15 123.775

Apt Elev
147'

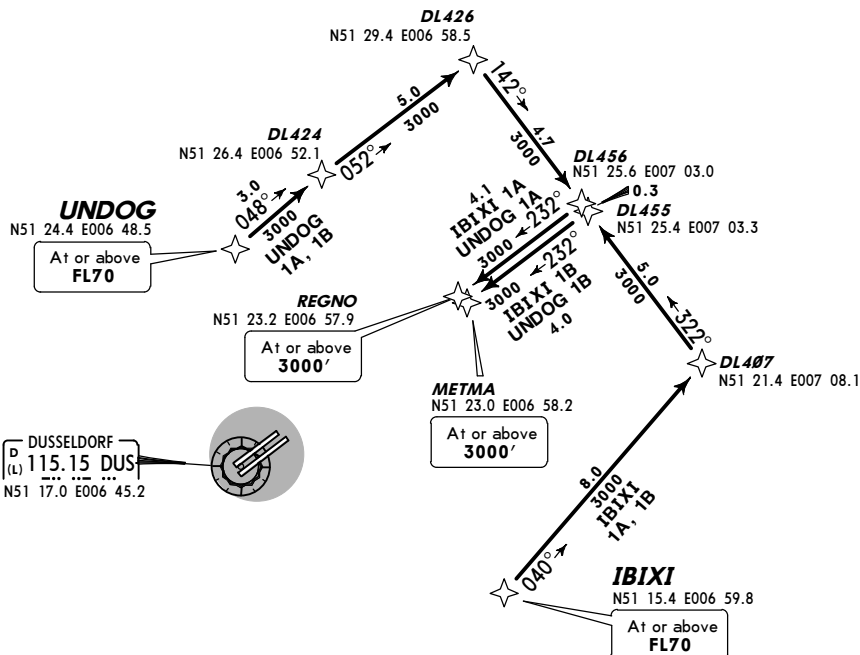
Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'



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+).

*LANGEN Radar
121.350

Apt Elev
147'

Trans level: By ATC Trans alt: 5000'

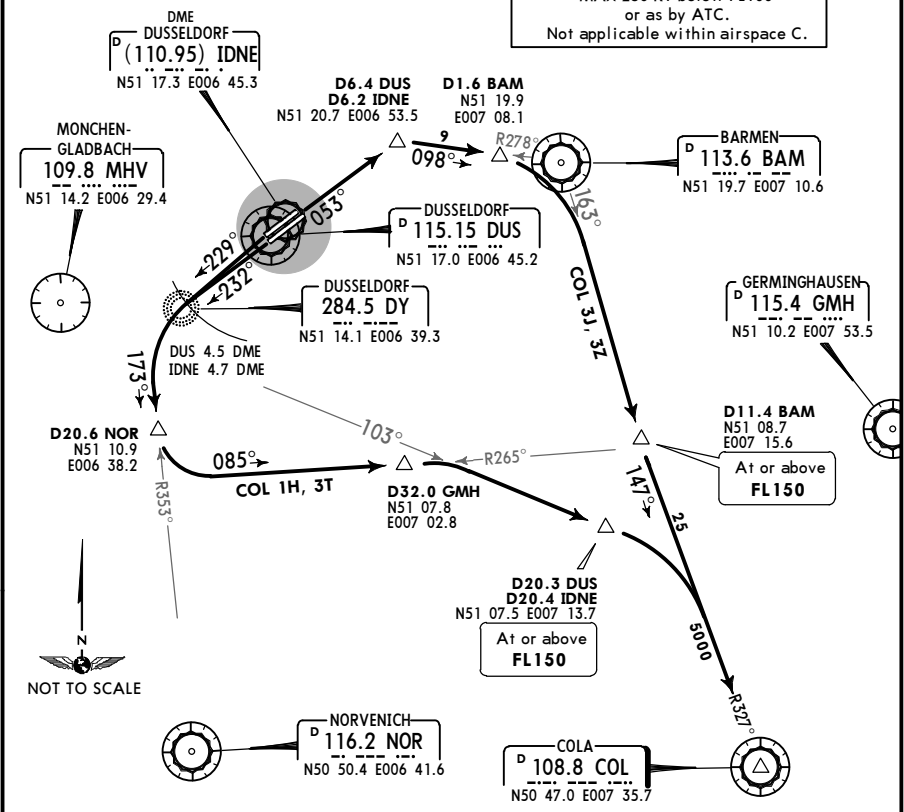
1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

2400'
2800'
235°
300°

MSA
DUS VOR
applicable over
German territory only

COLA 1H (COL 1H)
COLA 3J (COL 3J)
COLA 3T (COL 3T)
COLA 3Z (COL 3Z)

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



COL 1H, 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	531	708	1063	1417	1771	2125

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

Initial climb clearance 5000'

SID	RWY	ROUTING
COL 1H	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	
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	

BRNAV equip

EDDL/DUS
DUSSELDORF

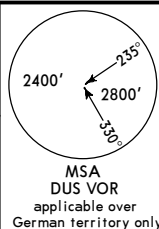
JEPPESEN DUSSELDORF, GERMANY
20 MAY 16 (10-3E) Eff 26 May

SID

*LANGEN
Radar
128.5

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 1H
MEVEL 6J
MEVEL 1T
MEVEL 7Z



MEVEL
N51 51.3 E007 12.6

LUSIX
N51 42.4 E006 53.1
D28.2 RKN
N51 40.3
E006 53.7

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

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.

D45.1 NOR
N51 35.5
E006 41.6

DUS 13.5 DME
IDNE 13.3 DME

MEVEL 6J, 7Z

D6.0 DUS
D5.8 IDNE
N51 20.5 E006 53.0

DUSSEL DORF
(110.95) IDNE
N51 17.3 E006 45.3

DUSSEL DORF
115.15 DUS
N51 17.0 E006 45.2



At DUS
1.0 DME/
IDNE
1.2 DME
or 600'
whichever
is later

MAX 190 KT
until estab-
lished on
NOR R-359

At DUS 1.0 DME/
IDNE 1.2 DME
or 600'
whichever is later

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	531	708	1063	1417	1771	2125

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

Initial climb clearance 5000'

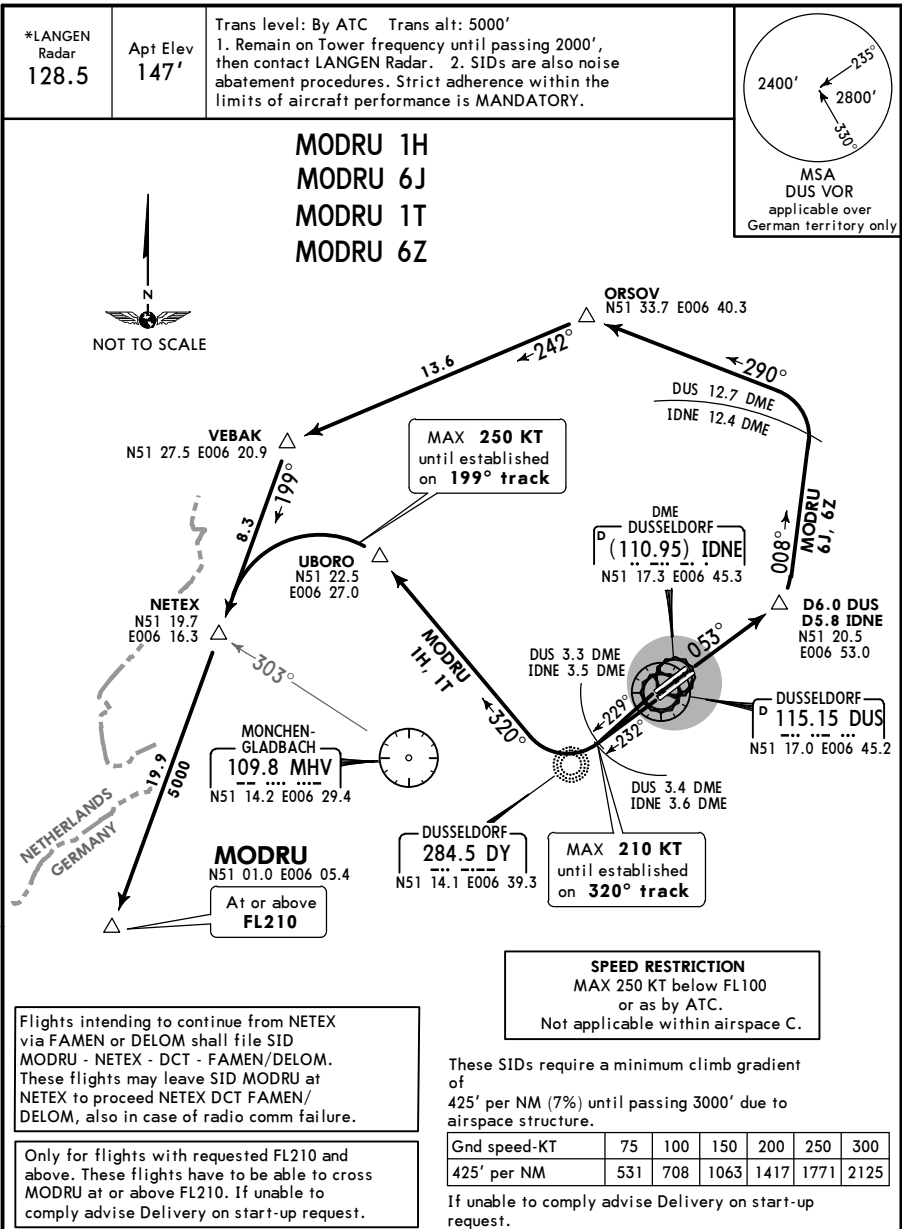
SID	RWY	ROUTING
MEVEL 1H	23R	Climb on runway track to DUS 1.0 DME/IDNE 1.2 DME or 600', whichever is later, turn RIGHT, intercept NOR R-359 to D45.1 NOR ①, turn RIGHT, 052° track via LUSIX to MEVEL.
MEVEL 1T	23L	
MEVEL 6J	05L	Intercept DUS R-053 to D6.0 DUS/D5.8 IDNE, turn LEFT, 008° track to DUS 13.5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

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

EDDL/DUS
DUSSELDORF

JEPPesen DUSSELDORF, GERMANY
20 MAY 16 (10-3F) Eff 26 May

SID



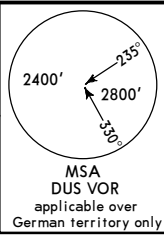
Initial climb clearance 5000'		
SID	RWY	ROUTING
MODRU 1H	23R	Intercept 229° bearing towards DY, at DUS 3.3 DME/IDNE 3.5 DME ①, turn RIGHT, 320° track to UBORO, turn LEFT to NETEX, 199° track to MODRU.
MODRU 6J	05L	Intercept DUS R-053 to D6.0 DUS/D5.8 IDNE, turn LEFT, 008° track to DUS 12.7 DME/IDNE 12.4 DME ②, turn LEFT, 290° track to ORSOV, turn LEFT, 242° track to VEBAK, turn LEFT, 199° track via NETEX to MODRU.
MODRU 6Z	05R	
MODRU 1T	23L	Intercept 232° bearing towards DY, at DUS 3.4 DME/IDNE 3.6 DME ③, turn RIGHT, 320° track to UBORO, turn LEFT to NETEX, 199° track to MODRU.
BRNAV equipment necessary after: ① DUS 3.3 DME/IDNE 3.5 DME/ ② DUS 12.7 DME/IDNE 12.4 DME/ ③ DUS 3.4 DME/IDNE 3.6 DME.		

EDDL/DUS
DUSSELDORF

JEYPESEN DUSSELDORF, GERMANY
20 MAY 16 (10-3H) Eff 26 May

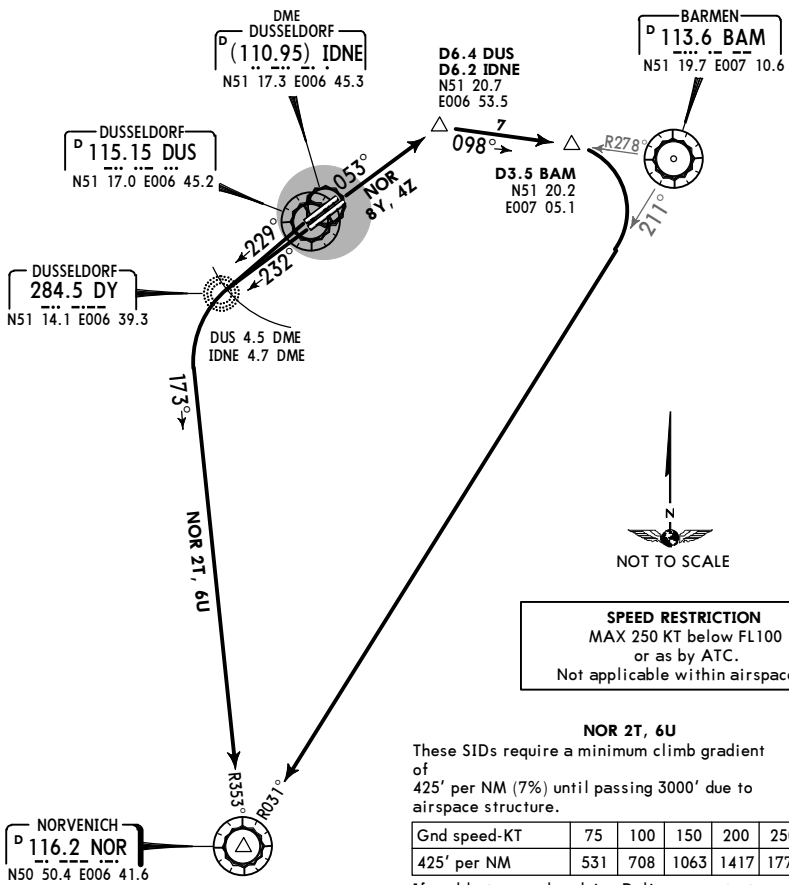
SID

*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.
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NORVENICH 2T (NOR 2T)
NORVENICH 6U (NOR 6U)
NORVENICH 8Y (NOR 8Y)
NORVENICH 4Z (NOR 4Z)

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



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

NOR 2T, 6U
These SIDs require a minimum climb gradient of 425' per NM (7%) until passing 3000' due to airspace structure.

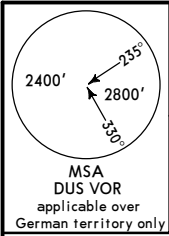
Gnd speed-KT	75	100	150	200	250	300
425' per NM	531	708	1063	1417	1771	2125

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

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 to NOR.
NOR 4Z	05R	

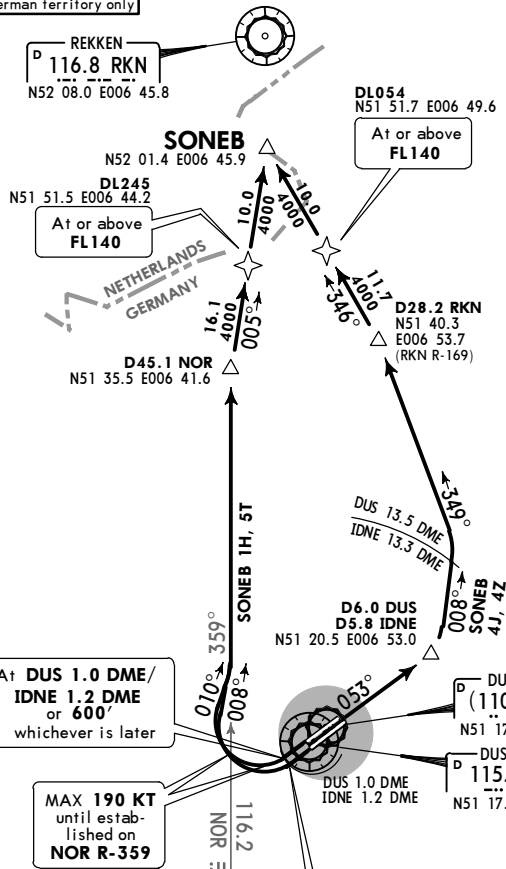
EDDL/DUS
DUSSELDORF

JEPPESSEN DUSSELDORF, GERMANY
20 MAY 16 (10-3K) Eff 26 May SID



*LANGEN Radar 128.5
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 1H
SONEB 4J
SONEB 5T
SONEB 4Z



Only for flights with requested FL140 or above via RKN/TENLI. Other flights proceed via MEVEL. Flights must be able to cross DL054/DL245 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 4J, 4Z
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	531	708	1063	1417	1771	2125

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

Initial climb clearance 5000'		
SID	RWY	ROUTING
SONEB 1H	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 ①, turn RIGHT, 005° track via DL245 to SONEB.
SONEB 5T	23L	
SONEB 4J	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 ②, turn LEFT, 346° track via DL054 to SONEB.
SONEB 4Z	05R	

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

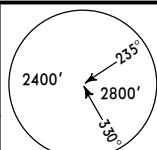
EDDL/DUS
DUSSELDORF

JEPPesen DUSSELDORF, GERMANY
20 MAY 16 (10-3L) Eff 26 May RNAV SID (OVERLAY)

*LANGEN
Radar
121.350

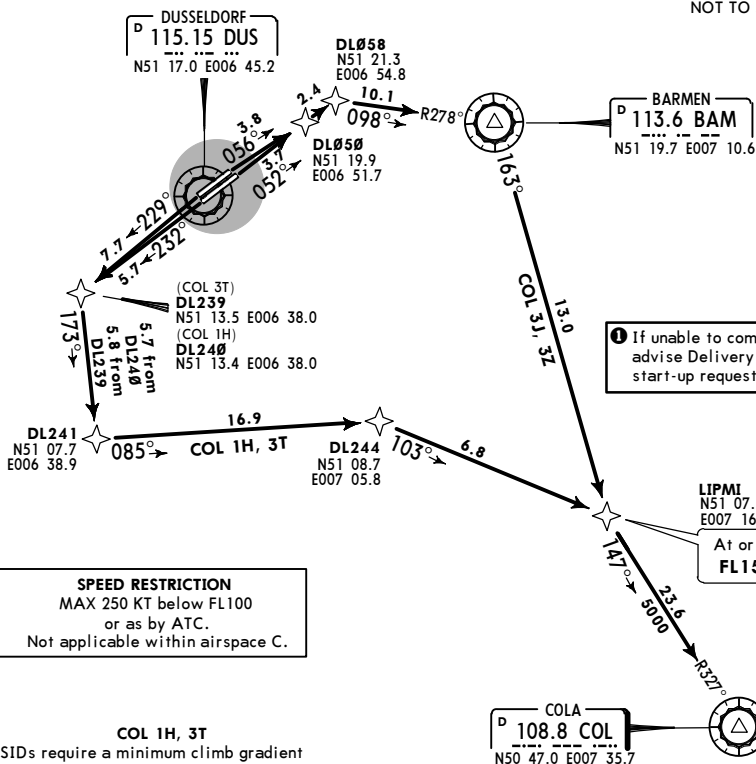
Apt Elev
147'

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.



MSA
DUS VOR
applicable over
German territory only

COLA 1H (COL 1H)
COLA 3J (COL 3J)
COLA 3T (COL 3T)
COLA 3Z (COL 3Z)
RNAV (OVERLAY 10-3)



COL 1H, 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	531	708	1063	1417	1771	2125

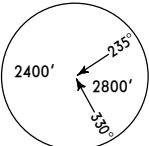
If unable to comply advise Delivery on start-up request.

Initial climb clearance 5000'

SID	RWY	ROUTING
COL 1H	23R	(600'+) - DL240 - DL241 - DL244 - LIPMI (FL150+) - COL.
COL 3J	05L	(600'+) - DL050 - DL058 - BAM - LIPMI (FL150+) - COL.
COL 3T	23L	(600'+) - DL239 - DL241 - DL244 - LIPMI (FL150+) - COL.
COL 3Z	05R	(600'+) - DL050 - DL058 - BAM - LIPMI (FL150+) - COL.

EDDL/DUS
DUSSELDORF

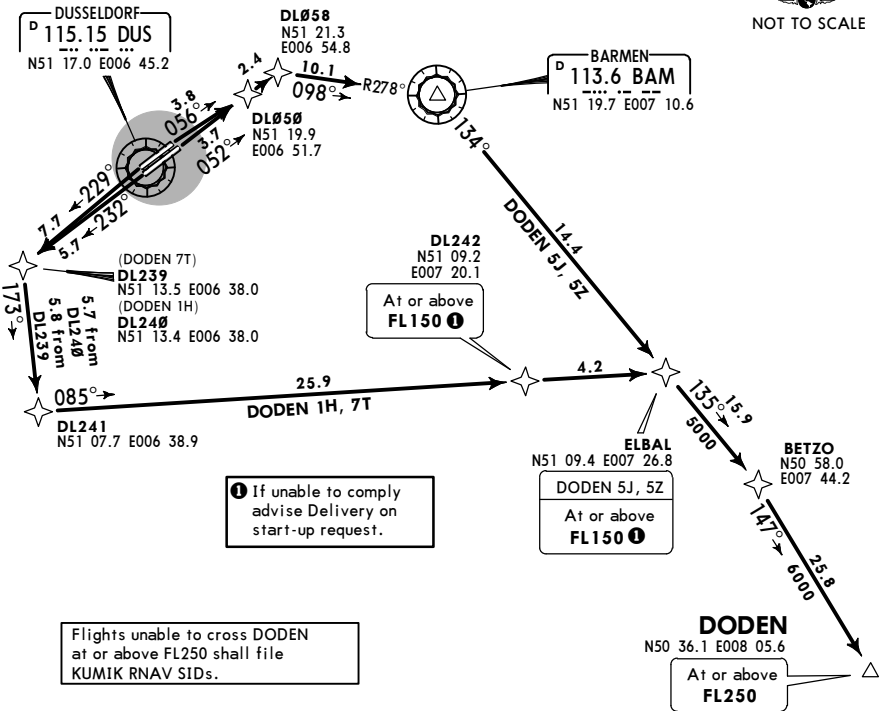
JEYPESEN DUSSELDORF, GERMANY
20 MAY 16 (10-3M) Eff 26 May RNAV SID (OVERLAY)

*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.	
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DODEN 1H [DODE1H]
DODEN 5J [DODE5J]
DODEN 7T [DODE7T]
DODEN 5Z [DODE5Z]

RNAV (OVERLAY 10-3A)

ONLY FOR JET FLIGHTS WITH REQUESTED FL250 OR ABOVE



DODEN 1H, 7T

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	531	708	1063	1417	1771	2125

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 1H	23R	(600'+) - DL240 - DL241 - DL242 (FL150+) - ELBAL - BETZO - DODEN (FL250+).
DODEN 5J	05L	(600'+) - DL050 - DL058 - BAM - ELBAL (FL150+) - BETZO - DODEN (FL250+).
DODEN 5Z	05R	
DODEN 7T	23L	(600'+) - DL239 - DL241 - DL242 (FL150+) - ELBAL - BETZO - DODEN (FL250+).

EDDL/DUS
DUSSELDORF

JEPPESSEN DU
20 MAY 16 (10-3N) Eff 26 May

DUSSELDORF, GERMANY
May RNAV SID (OVERLAY)

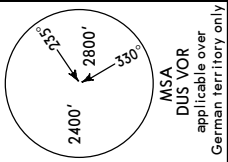
*LANGEN

Apt Elev
147'

121.350

Trans level: By ATC Trans alt: 5000'

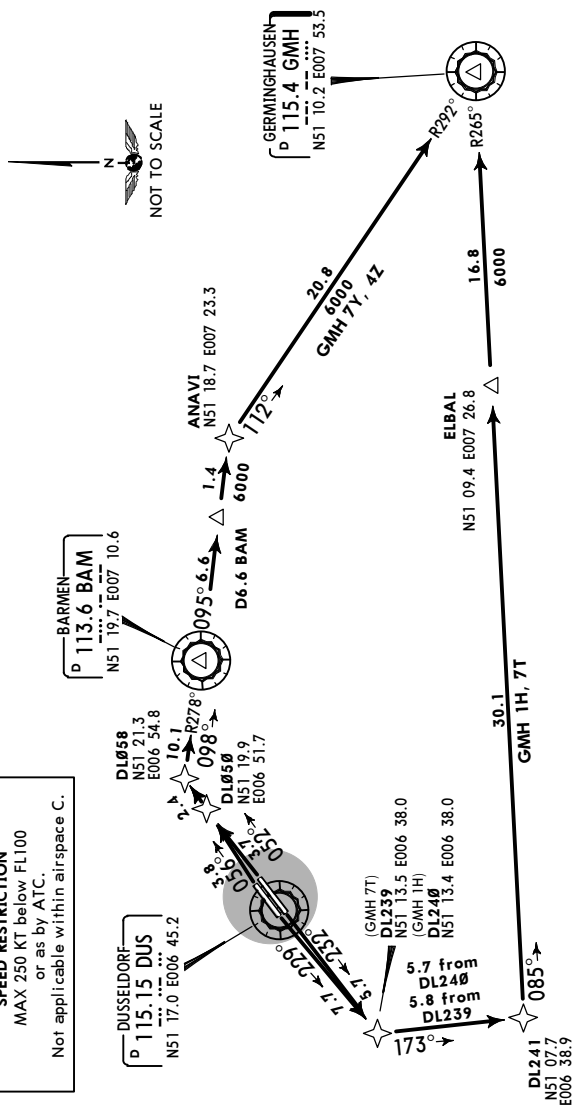
1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.



GERMINGHAUSEN 1H (GMH 1H)
GERMINGHAUSEN 7T (GMH 7T)
GERMINGHAUSEN 7Y (GMH 7Y)
GERMINGHAUSEN 4Z (GMH 4Z)

RNAV (OVERLAY 10-3B)

ONLY FOR FLIGHTS WITH REQUESTED FL140 OR BELOW



GMW 1H, 7T
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	531	708	1063	1417	1771	2125

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

Initial climb clearance 5000'		
SID	RWY	ROUTING
GMH 1H	23R	(600' +) - DL240 - DL241 - GMH.
GMH 7T	23L	(600' +) - DL239 - DL241 - GMH.
GMH 7Y	05L	(600' +) - DL050 - DL058 - BAM - ANAVI - GMH.
GMH 4Z	05R	

EDDL/DUS
DUSSELDORF

 JEPPESSEN

DUSSELDORF, GERMANY

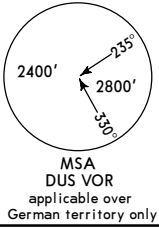
20 MAY 16 (10-3Q) Eff 26 May

RNAV SID (OVERLAY)

*LANGEN
Radar
128.5

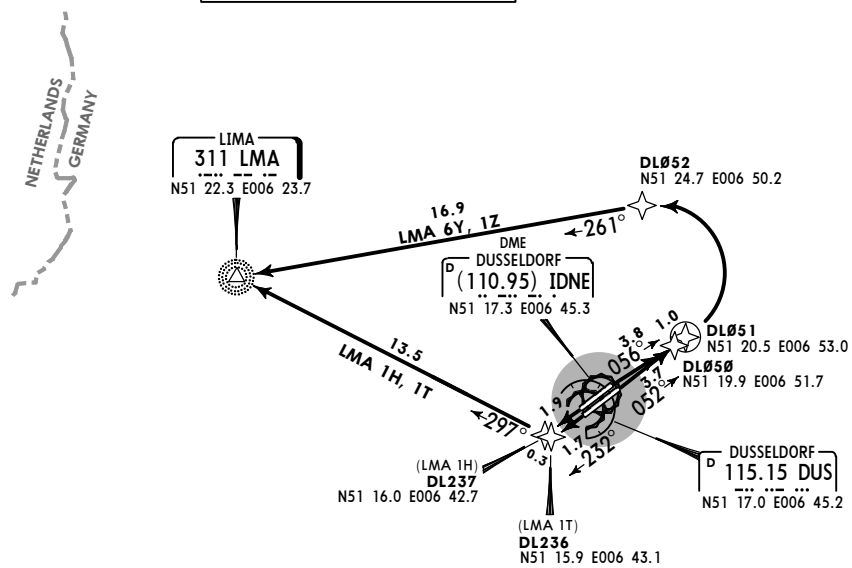
Apt Elev
147'

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 1H (LMA 1H)
LIMA 1T (LMA 1T)
LIMA 6Y (LMA 6Y)
LIMA 1Z (LMA 1Z)
RNAV (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 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	531	708	1063	1417	1771	2125



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

Initial climb clearance 5000'		
SID	RWY	ROUTING
LMA 1H	23R	DL237 - (600'+) - LMA.
LMA 1T	23L	DL236 - (600'+) - LMA.
LMA 6Y	05L	(600'+) - DL050 - DL051 - DL052 - LMA.
LMA 1Z	05R	

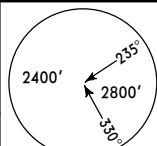
EDDL/DUS
DUSSELDORF

JEPPesen DUSSELDORF, GERMANY
20 MAY 16 (10-3S) Eff 26 May RNAV SID (OVERLAY)

*LANGEN
Radar
128.5

Apt Elev
147'

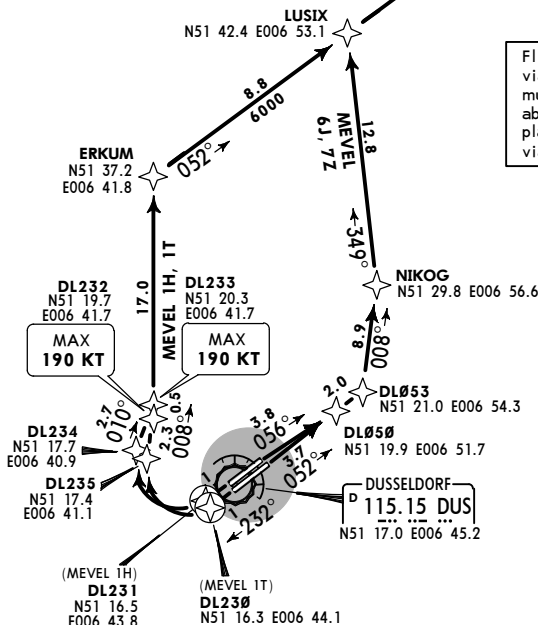
Trans level: By ATC Trans alt: 5000'
1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.



MEVEL 1H [MEVE1H]
MEVEL 6J [MEVE6J]
MEVEL 1T [MEVE1T]
MEVEL 7Z [MEVE7Z]
RNAV (OVERLAY 10-3E)

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

MEVEL
N51 51.3 E007 12.6



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.



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	531	708	1063	1417	1771	2125

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

Initial climb clearance **5000'**

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

EDDL/DUS
DUSSELDORF

JEPPESEN
20 MAY 16 (10-3U)

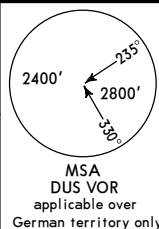
Eff 26 May

DUSSELDORF, GERMANY
RNAV SID (OVERLAY)

*LANGEN
Radar
128.5

Apt Elev
147'

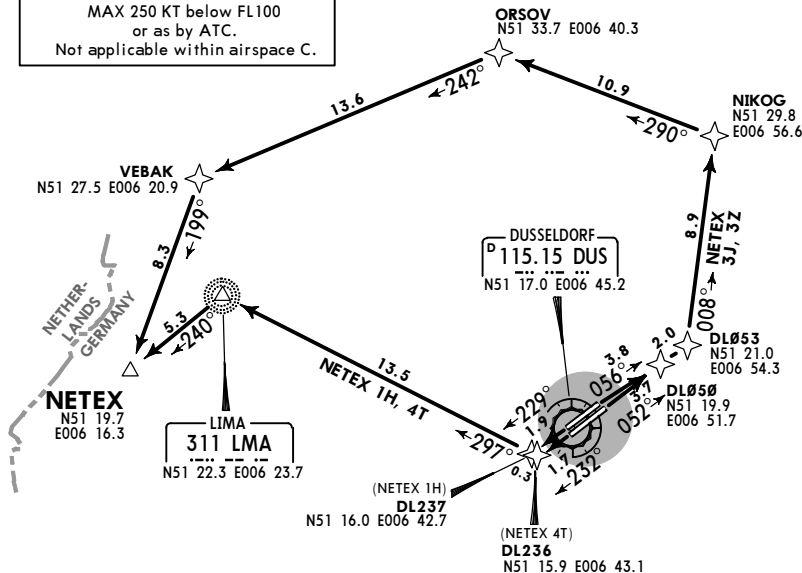
Trans level: By ATC Trans alt: 5000'
1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.



NETEX 1H [NETE1H]
NETEX 3J [NETE3J]
NETEX 4T [NETE4T]
NETEX 3Z [NETE3Z]
RNAV (OVERLAY 10-3G)

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

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



These SIDs require 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	531	708	1063	1417	1771	2125

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



Initial climb clearance 5000'

SID	RWY	ROUTING
NETEX 1H ①	23R	DL237 - (600'+) - LMA - NETEX.
NETEX 3J	05L	(600'+) - DL050 - DL053 - NIKOG - ORSOV - VEBAK - NETEX.
NETEX 4T ①	23L	DL236 - (600'+) - LMA - NETEX.
NETEX 3Z	05R	(600'+) - DL050 - DL053 - NIKOG - ORSOV - VEBAK - NETEX.

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

EDDL/DUS
DUSSELDORF

JEPPesen
20 MAY 16

(10-3V)

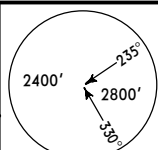
Eff 26 May

DUSSELDORF, GERMANY
RNAV SID (OVERLAY)

*LANGEN
Radar
121.350

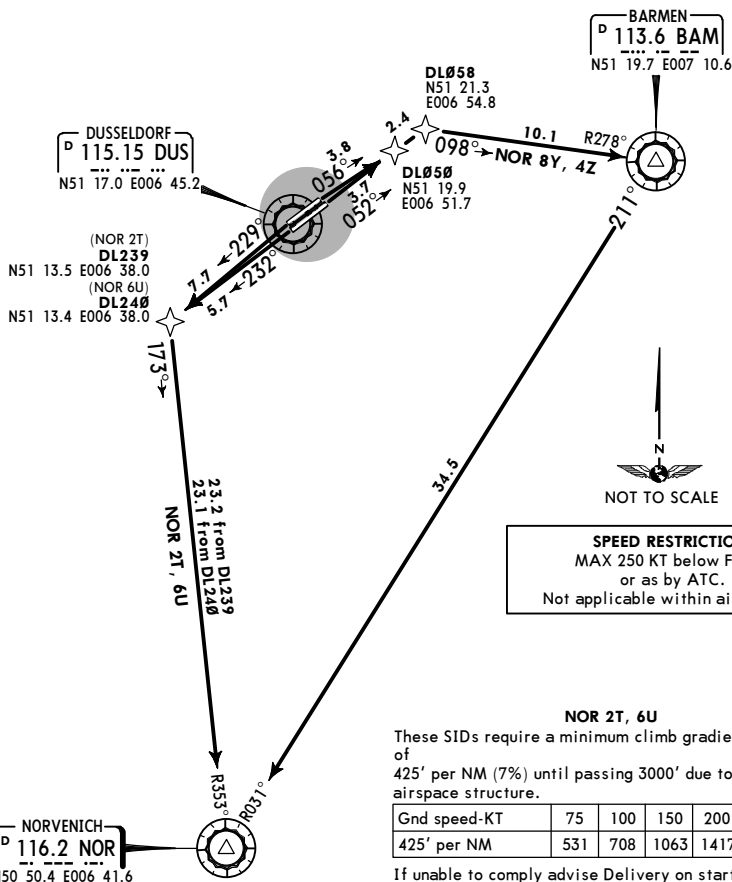
Apt Elev
147'

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.



NORVENICH 2T (NOR 2T)
NORVENICH 6U (NOR 6U)
NORVENICH 8Y (NOR 8Y)
NORVENICH 4Z (NOR 4Z)
RNAV (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



NOR 2T, 6U

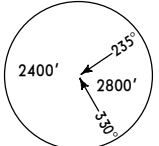
These SIDs require a minimum climb gradient of 425' per NM (7%) until passing 3000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	531	708	1063	1417	1771	2125

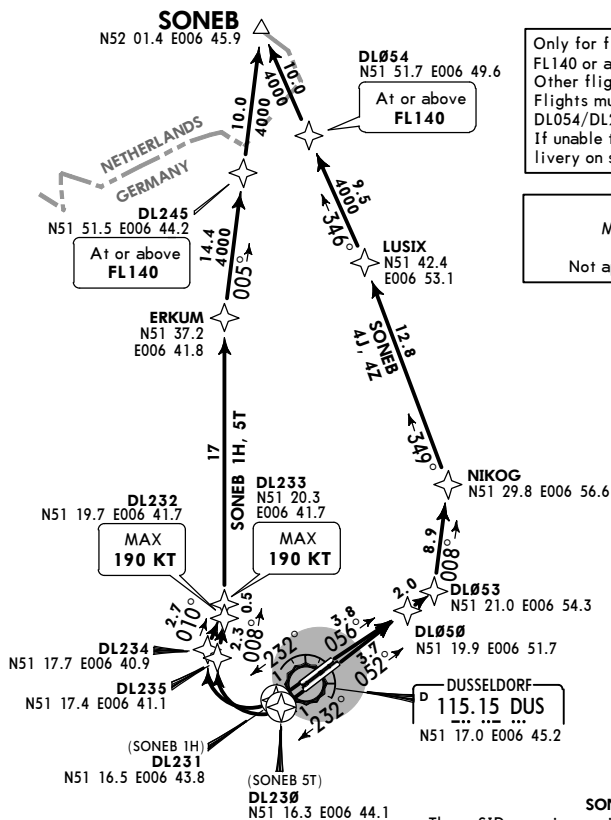
If unable to comply advise Delivery on start-up request.

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 128.5	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
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SONEB 1H [SONE1H]
SONEB 4J [SONE4J]
SONEB 5T [SONE5T]
SONEB 4Z [SONE4Z]
RNAV (OVERLAY 10-3K)



Only for flights with requested FL140 or above via RKN/TENLI. Other flights proceed via MEVEL. Flights must be able to cross DL054/DL245 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.



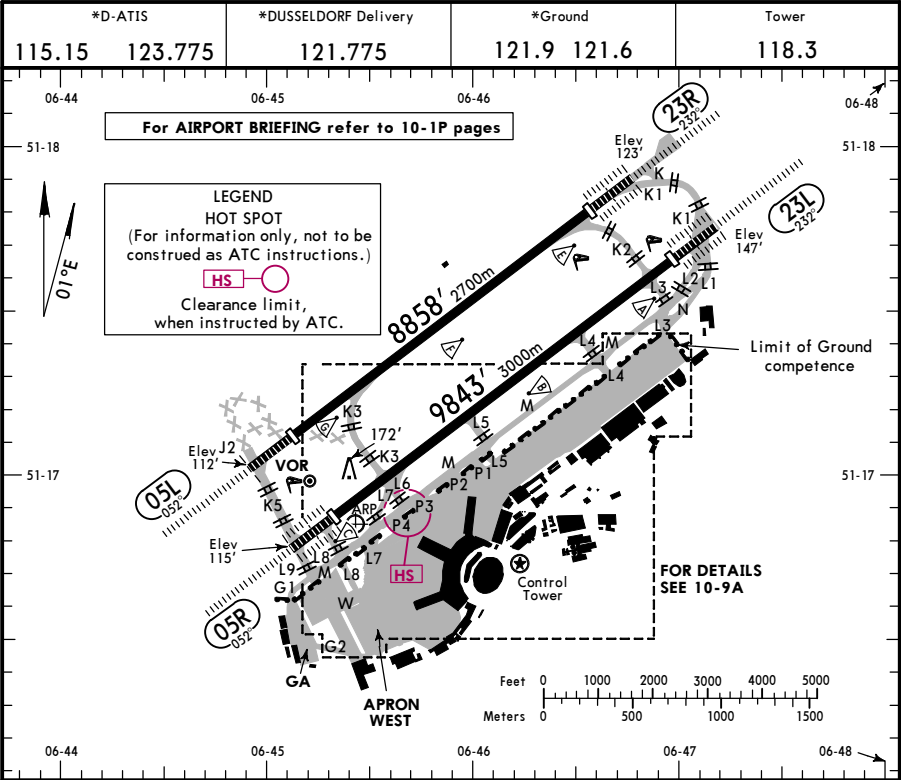
SONEB 4J, 4Z

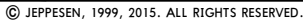
These SIDs require a minimum climb gradient of 425' per NM (7%) until passing 3000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	531	708	1063	1417	1771	2125

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

Initial climb clearance 5000'		
SID	RWY	ROUTING
SONEB 1H	23R	DL231 - (600'+) - DL234 - DL233 (K190-) - ERKUM - DL245 (FL140+) - SONEB.
SONEB 4J	05L	(600'+) - DL050 - DL053 - NIKOG - LUSIX - DL054 (FL140+) - SONEB.
SONEB 5T	23L	DL230 - (600'+) - DL235 - DL232 (K190-) - ERKUM - DL245 (FL140+) - SONEB.
SONEB 4Z	05R	(600'+) - DL050 - DL053 - NIKOG - LUSIX - DL054 (FL140+) - SONEB.





EDDL/DUS



DUSSELDORF, GERMANY
DUSSELDORF

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

JEPPesen
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".



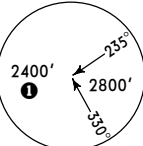
In case of malfunction request assistance from APRON CONTROL.

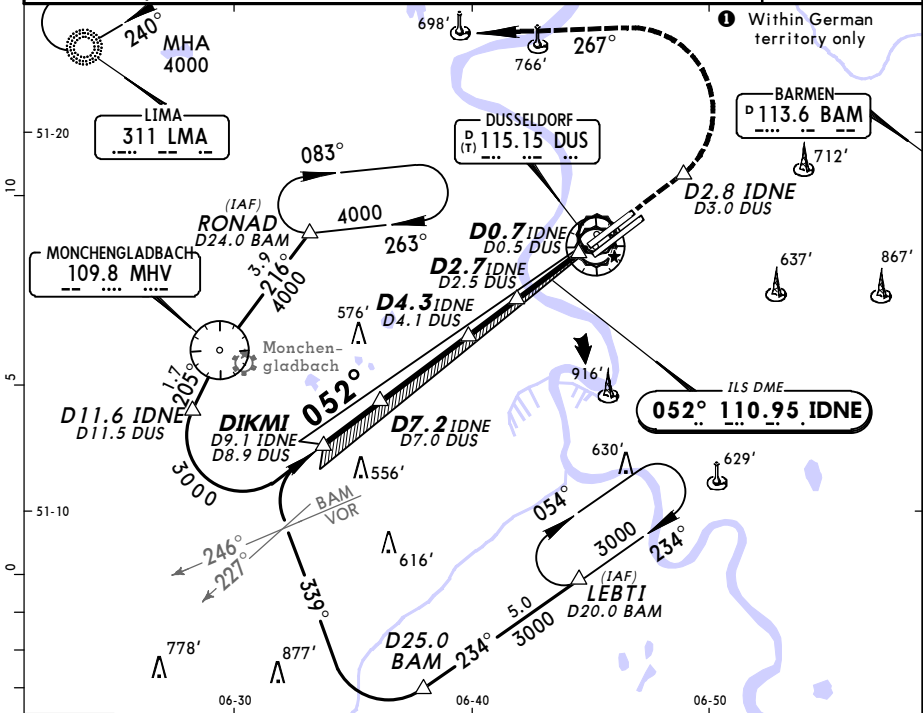
Stop bar markings are located to the right and left with a 90 degree angle to the guide lines.
Acft has to be stopped with the pilot seat abeam the stop bar (nose wheel).

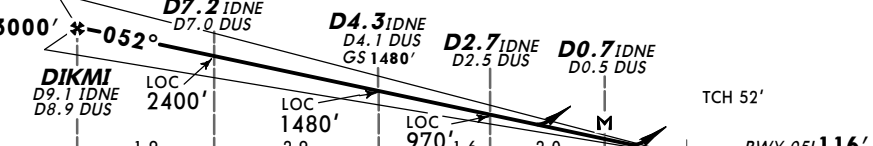
EDDL/DUS
DUSSELDORF

JEPPESSEN
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.				
MSA DUS VOR				



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

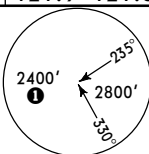
Gnd speed-Kts	70	90	100	120	140	160		D2.8 IDNE D3.0 DUS
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D0.7 IDNE/D0.5 DUS								

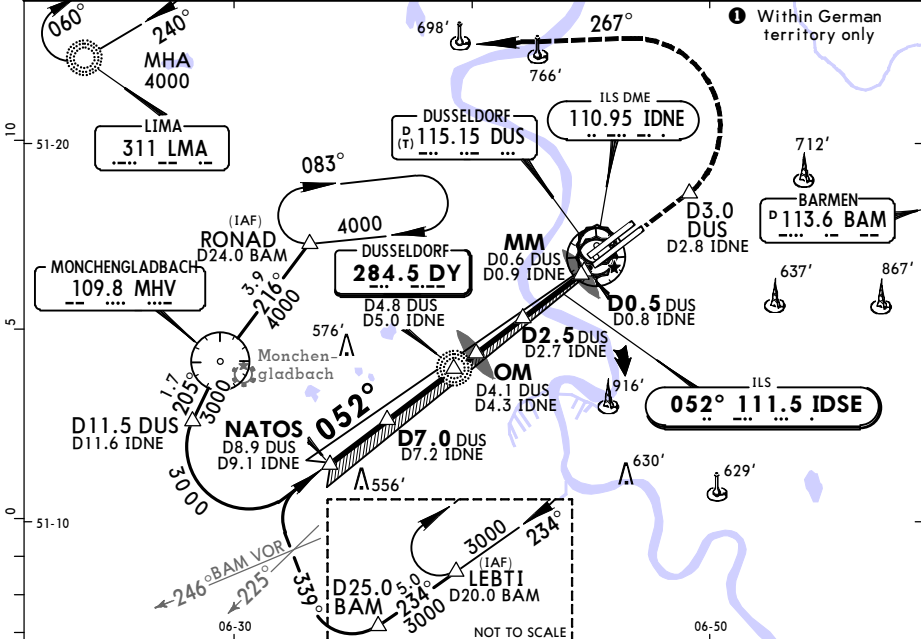
Standard					STRAIGHT-IN LANDING RWY 05L		LOC (GS out)	
ILS					DA(H) AB: 316'(200') C: 333'(217') D: 343'(227')		DA(H) 500'(384')	
FULL					Limited		ALS out	
A								
B								
C								
D								

EDDL/DUS
DUSSELDORF

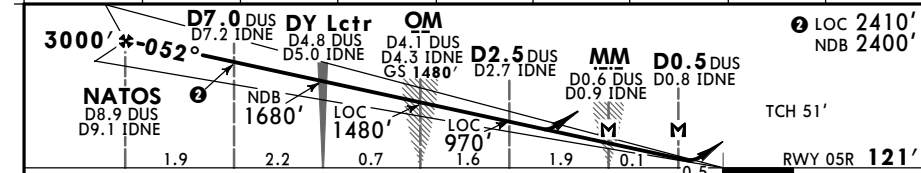
27 MAR 15 **(11-2)** ILS or LOC or NDB Rwy 05R

BRIEFING STRIP™

*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')		ILS DA(H) 321' (200')		Apt Elev 147'		
NDB DY 284.5			Minimum Alt NATOS 3000' (2879')		NDB DA(H) Refer to Minimums		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) LOC or NDB: DME required.		Rwy Elev: 4 hPa		Trans level: By ATC		Trans alt: 5000'			



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



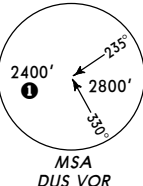
Gnd speed-Kts	70	90	100	120	140	160		D3.0 DUS D2.8 IDNE
ILS GS or LOC or NDB Desc Angle 3.00°	372	478	531	637	743	849		
LOC: MAP at D0.6 DUS/D0.9 IDNE								

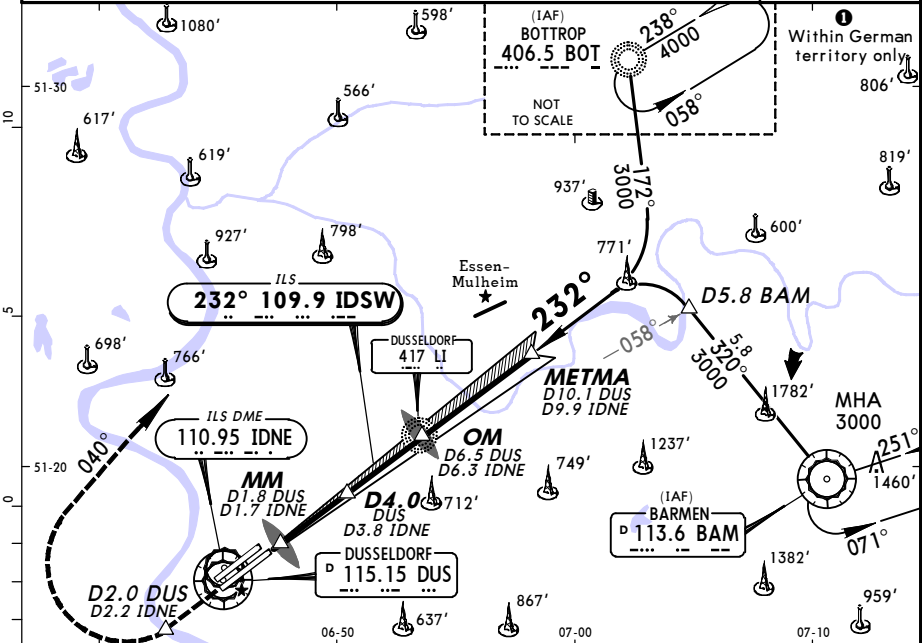
Standard			STRAIGHT-IN LANDING RWY 05R			NDB		
ILS			LOC (GS out)			NDB		
DA(H) 321' (200')			DA(H) A: 500' (379') BCD: 570' (449')			DA(H) A: 610' (489') BCD: 680' (559')		
FULL Limited ALS out			ALS out			ALS out		
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1000m	RVR 1500m	RVR 1500m		
B						RVR 1500m		
C						RVR 1800m		
D						CMV 2400m		

EDDL/DUS
DUSSELDORF

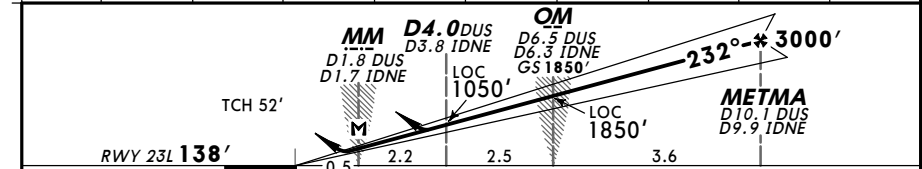
JEPPESSEN DUSSELDORF, GERMANY
28 NOV 14 (11-3) Eff 11 Dec ILS or LOC Rwy 23L

BRIEFING STRIP™

*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'		 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. LOC: DME required. 2. Do not mistake ESSEN-MULHEIM 9.0 NM NE of DUSSELDORF when approaching rwy 23L.									



LOC	DUS DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0
(GS out)	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								

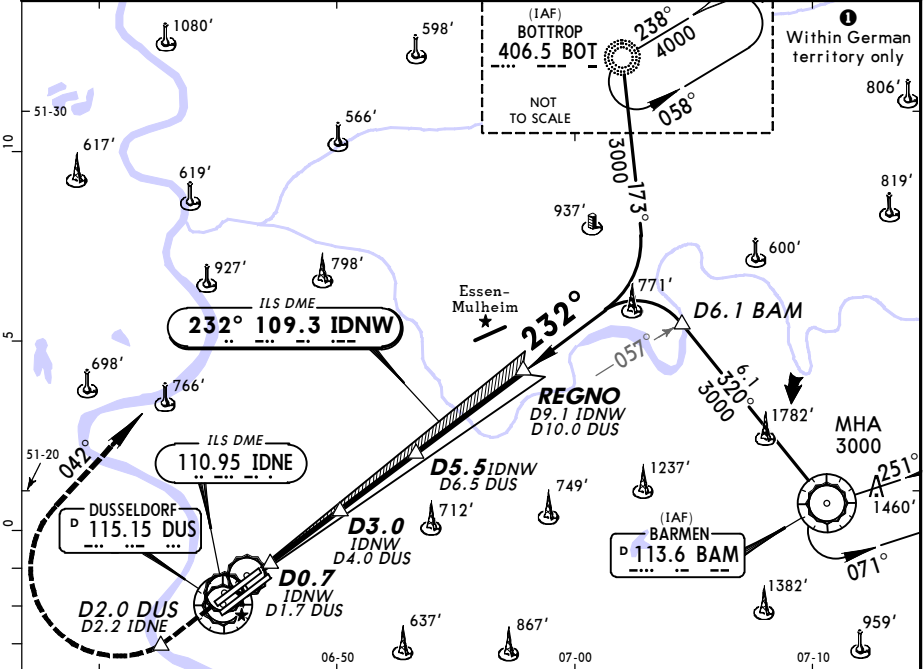
Standard				STRAIGHT-IN LANDING RWY 23L			
ILS				LOC (GS out)			
DA(H) 338' (200')				DA(H) 520' (382')			
FULL		Limited	ALS out	FULL		ALS out	
A	RVR 550m		RVR 750m	RVR 1200m		RVR 1100m	RVR 1500m
B							
C							
D							RVR 1800m

PANS OPS

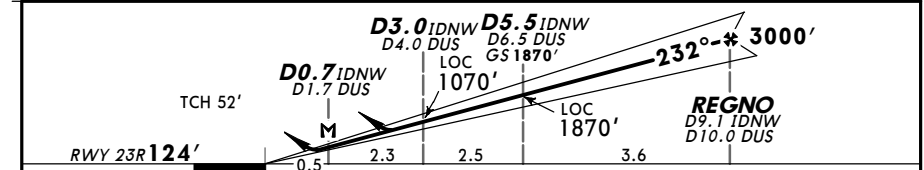
EDDL/DUS
DUSSELDORF

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



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

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

EDDL/DUS
DUSSELDORF

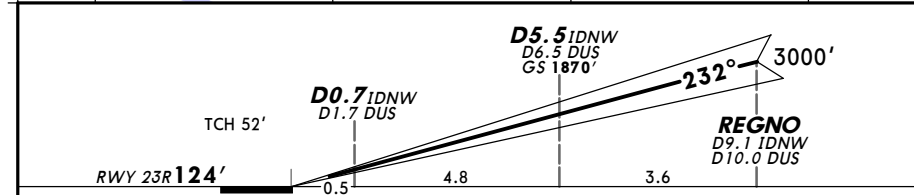
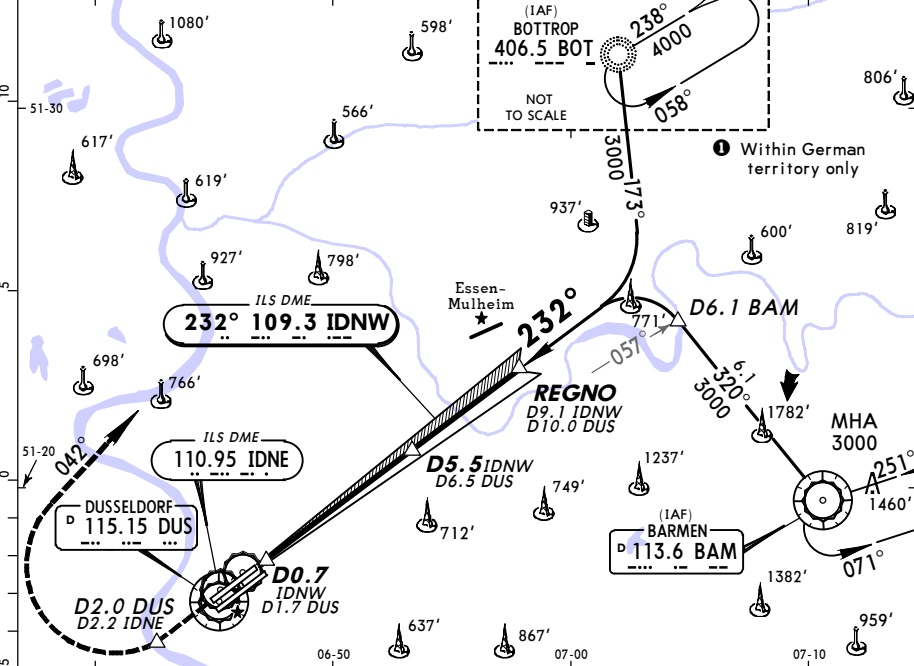
28 NOV 14
Eff 11 Dec

JEPPesen

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'
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 ^a	372	478	531	637	743		

Standard		STRAIGHT-IN LANDING RWY 23R	
CAT IIIA ILS		CAT II ILS	
RA 50'		RA 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. © JEPPESEN, 2000, 2014. ALL RIGHTS RESERVED.

EDDL/DUS
DUSSELDORF

JEPPesen

DUSSELDORF, GERMANY

13 MAY 16

12-1

Eff 26 May

RNAV (GPS)

Rwy 05L

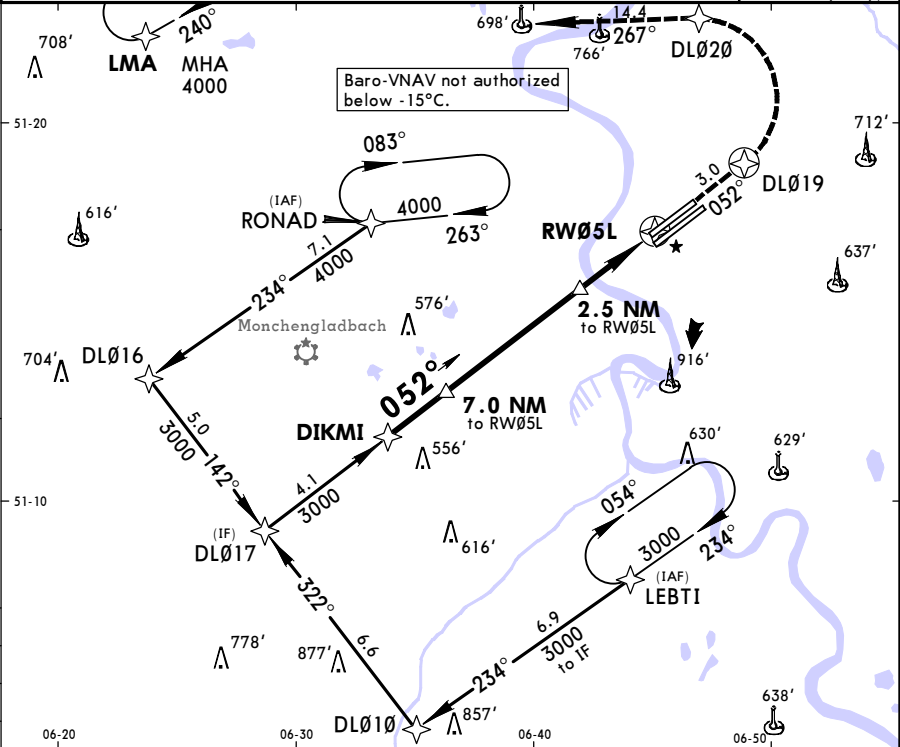
*D-ATIS 115.150 123.775	LANGEN Radar (APP) 128.550	*DUSSELDORF Director (APP) 128.650	DUSSELDORF Tower 118.3	*Ground 121.9 121.6
RNAV	Final Apch Crs 052°	Minimum Alt DIKMI 3000' (2884')	LNAV/VNAV DA(H) 476' (360')	Apt Elev 147' Rwy 116'

MISSED APCH: Climb on 052° to DLØ19, then turn LEFT via DLØ2Ø
onto 267° to LMA climbing to 4000'.

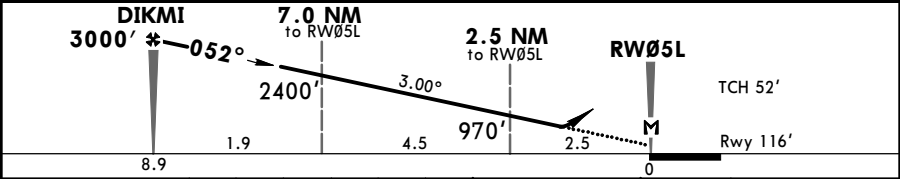
Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000'

2800'

MSA Airport
(Within German
territory only)



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	HIALS REIL PAPI	DL019 on 052°
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at RW05L								

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

EDDL/DUS
DUSSELDORF

JEPPesen

DUSSELDORF, GERMANY

13 MAY 16

12-2

Eff 26 May

RNAV (GPS)

Rwy 05R

*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

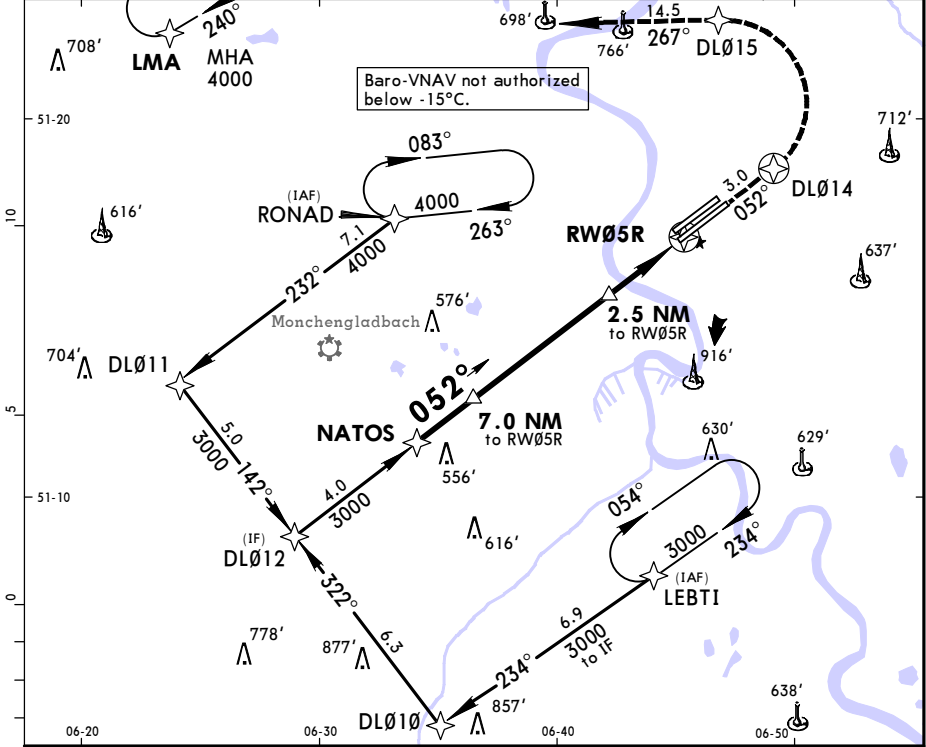
RNAV	Final Apch Crs 052°	Minimum Alt NATOS 3000' (2879')	LNAV/VNAV DA(H) 541' (420')	Apch Elev 147' Rwy 121'
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MISSED APCH: Climb on 052° to DLØ14, then turn LEFT via DLØ15 onto 267° to LMA climbing to 4000'.

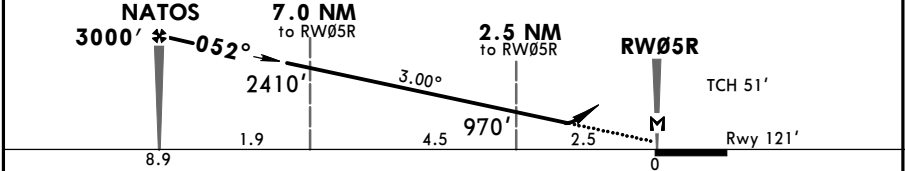
Alt Set: hPa (IN on req)	Rwy Elev: 4 hPa	Trans level: By ATC	Trans alt: 5000'
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2800'

MSA Airport
(Within German
territory only)



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'



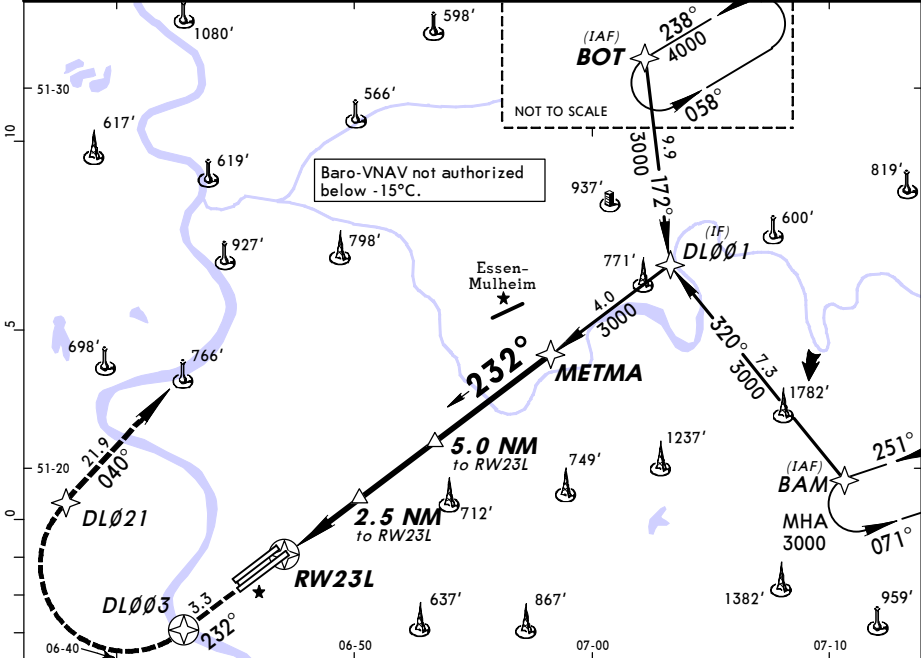
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI  DLØ14 on 052°	
Descent Angle	3.00°	372	478	531	637	743		849
MAP at RWØ5R								

STRAIGHT-IN LANDING RWY 05R			
LNAV/VNAV DA(H) 541' (420')		LNAV DA(H) 680' (559')	
ALS out		ALS out	
A B C D	RVR 1200m	RVR 1500m	RVR 1500m
		RVR 1900m	CMV 2400m

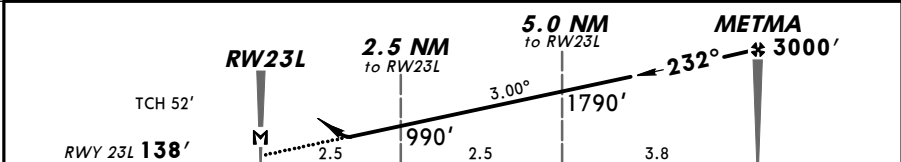
EDDL/DUS
DUSSELDORF

JEYPESEN DUSSELDORF, GERMANY
28 NOV 14 (12-3) Eff 11 Dec 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'.				
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 RW23L	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	830'	1150'	1470'	1790'	2110'	2420'	2740'



0							8.8	
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI </	

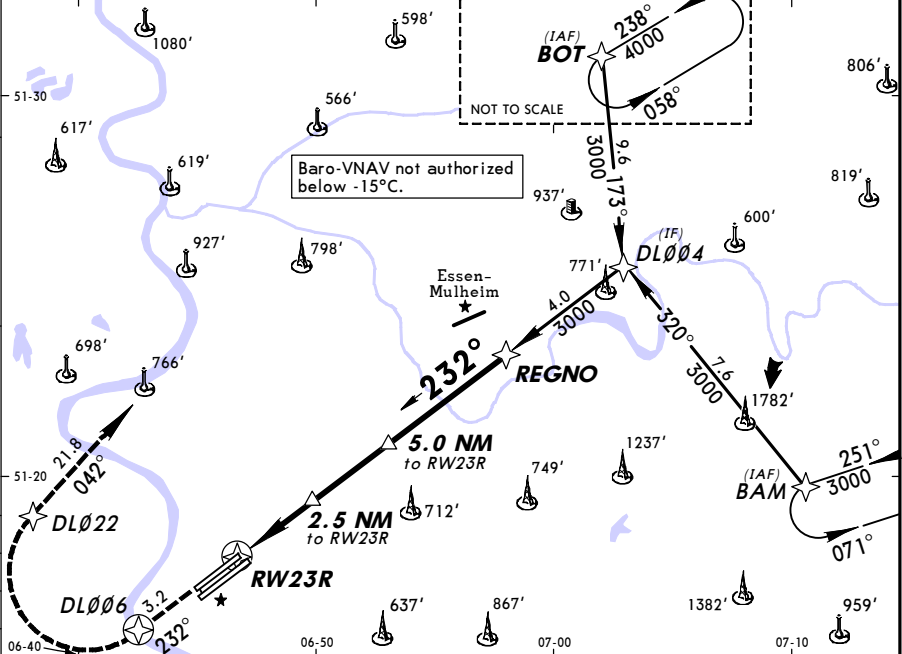
STRAIGHT-IN LANDING RWY 23L			
LNAV/VNAV		LNAV	
DA(H) 598' (460')		DA(H) A: 610' (472') BCD: 680' (542')	
ALS out		ALS out	
A	RVR 1400m	RVR 1500m	RVR 1500m
B			
C			
D			

EDDL/DUS
DUSSELDORF

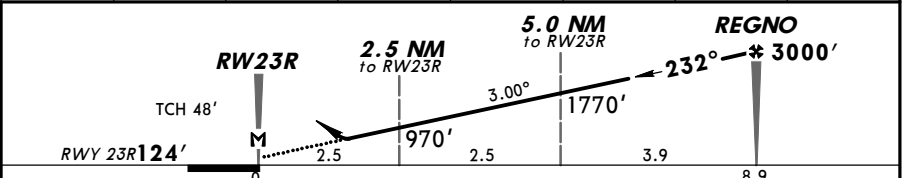
JEPPesen
28 NOV 14 (12-4)

DUSSELDORF, GERMANY
RNAV (GPS) Rwy 23R

*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'

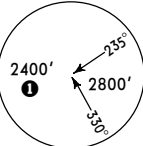


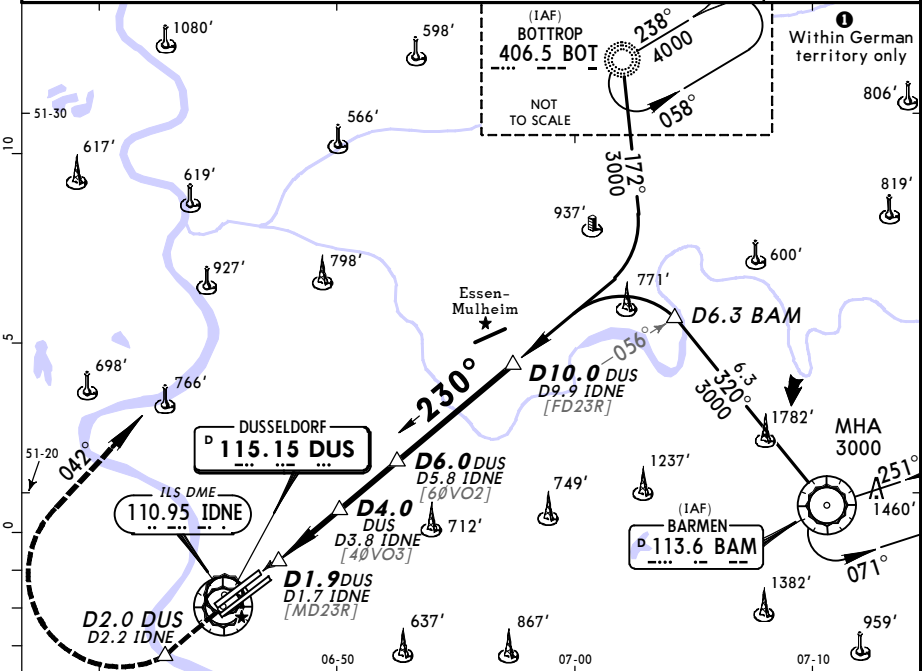
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI	DL006 ↑ on 232°
Descent Angle	3.00°	372	478	531	637	743		
MAP at RW23R								

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

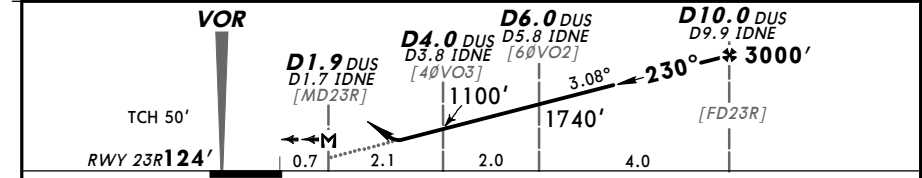
EDDL/DUS
DUSSELDORF

JEPPESSEN DUSSELDORF, GERMANY
28 NOV 14 13-2 Eff 11 Dec
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	ALSF-II REIL PAPI D2.0 DUS D2.2 IDNE
Descent Angle	3.08°	381	490	545	654	872	
MAP at D1.9 DUS/D1.7 IDNE							

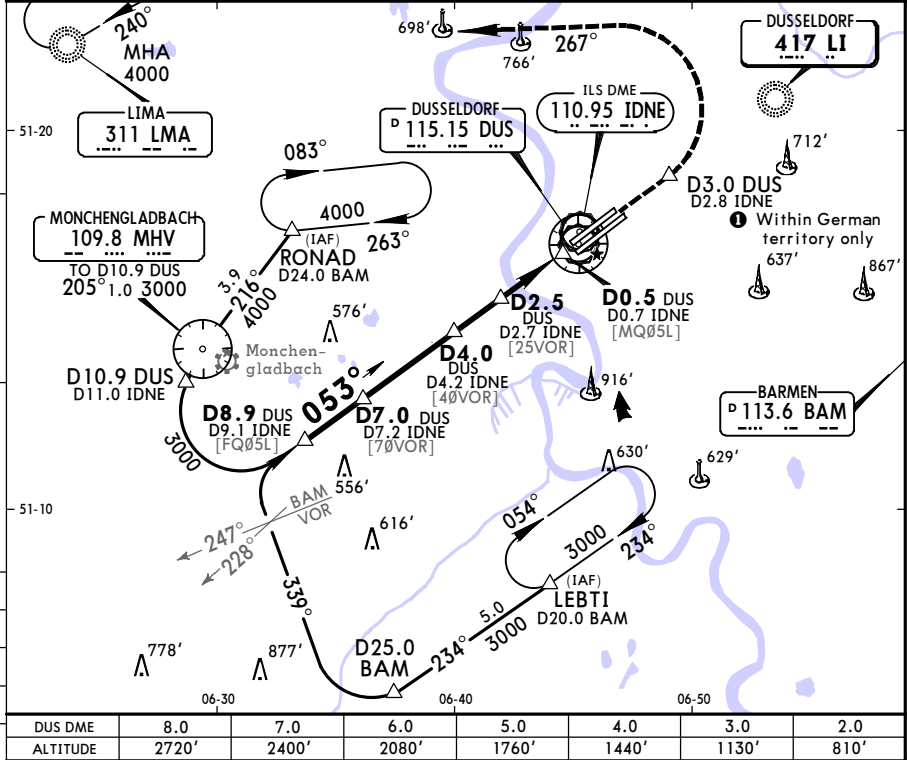
Standard		STRAIGHT-IN LANDING RWY 23R	
		DA(H) 700' (576')	
		ALS out	
A	RVR 1500m		
B			
C	RVR 1900m		CMV 2400m
D			

EDDL/DUS
DUSSELDORF

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.				



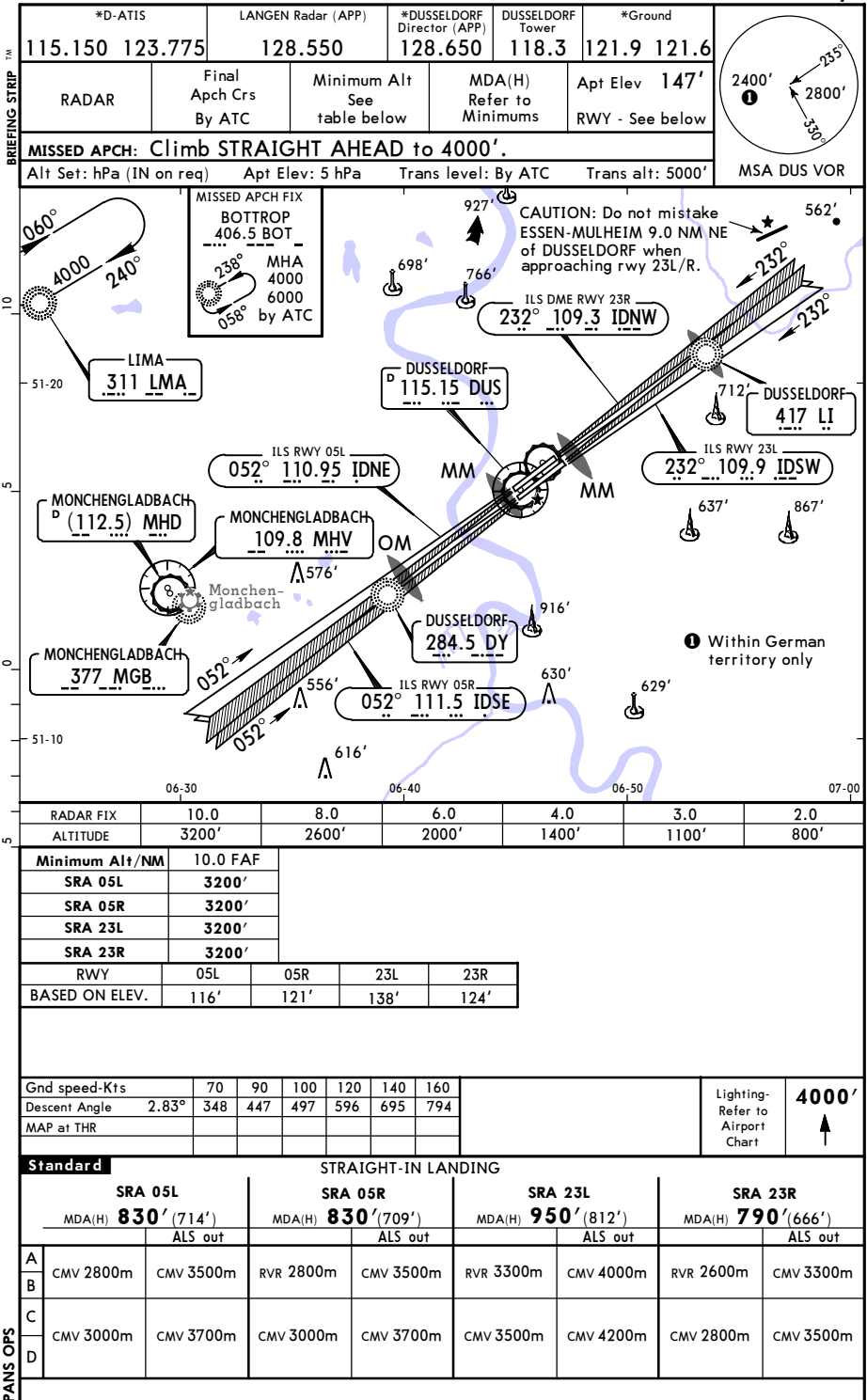
3000' *-053° D7.0 DUS D7.2 IDNE D8.9 DUS D9.1 IDNE [FQ05L] 2400' [70VOR] 3.00° 1440' D4.0 DUS D4.2 IDNE [40VOR] D2.5 DUS D2.7 IDNE [25VOR] 970' M D0.5 DUS D0.7 IDNE [MQ05L] TCH 50' 1.9 3.0 1.5 2.0 0.5 RWY 05L 116' LI Lctr										
Gnd speed-Kts		70	90	100	120	140	160	HIALS REIL PAPI	D3.0 DUS D2.8 IDNE ↑	
Descent Angle		3.00°	372	478	531	637	743			849
MAP at D0.5 DUS/D0.7 IDNE										
Standard STRAIGHT-IN LANDING RWY 05L DA(H) 680' (564') ALS out A B C D RVR 1500m RVR 1900m CMV 2400m										

CHANGES: Altitude.

EDDL/DUS
DUSSELDORF

JEPPesen
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: 20160530

End Date: 20160914

Due to construction works ILS RWY 05R (11-2/11-2A) suspended. Refer to latest NOTAMs.

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.