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General Information

Location: DUESSELDORF DEU
ICAO/IATA: EDDL / DUS
Lat/Long: N51° 16.9', E006° 45.4'
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: 0711 Z
Sunset: 1622 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: 123.780
Duesseldorf Tower: 118.305
Duesseldorf Tower: 124.355 Secondary
Duesseldorf Ground: 121.605
Duesseldorf Ground: 121.680 Secondary
Duesseldorf Ground: 121.905

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Duesseldorf Ground: 118.305
Duesseldorf Clearance Delivery: 118.305
Duesseldorf Clearance Delivery: 121.780
Langen Radar Approach: 128.550
Langen Radar Approach: 121.350
Langen Radar Approach: 128.500
Duesseldorf Direct (Approach Control Radar): 128.650
Duesseldorf De-Icing Operations: 130.605
Duesseldorf De-Icing Operations: 130.855
Duesseldorf De-Icing Operations: 130.455
Duesseldorf De-Icing Operations: 130.080

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1. GENERAL

1.1. ATIS

*D-ATIS 123.780

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 Duesseldorf APT are not permitted between 2400-0500LT. If a recognized local main maintenance facility is no longer operated, the approving authority may recognize Duesseldorf 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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1. GENERAL

Excluded from the restrictions above are:

- Landings of ACFT provably approaching Duesseldorf 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" Duesseldorf [Aviation Supervision (Luftaufsicht) at Duesseldorf 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 Duesseldorf
40474 Duesseldorf
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 Duesseldorf 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 APT regulations.

Between 2200-0600LT run-ups in the noise suppression facility may only be conducted if such a run-up serves to verify the safety of an ACFT and to comply with an existing flight plan.

For all turbo-propeller ACFT, engine test runs on the apron and the noise reduction hangar (hangar 9) are not allowed 2300-0400LT, due to environmental reasons.

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. RWY OPERATIONS

1.3.1. HIGH INTENSITY RWY OPERATIONS

1.3.1.1. USE OF RWYS

The northern RWY (05L/23R) may only be used 56 hours per week. These hours are determined in the preceding week and may only be changed in exceptional cases.

Take-offs are usually conducted on the southern RWY (05R/23L); landings on the northern RWY, if available, otherwise on the southern RWY.

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1. GENERAL

1.3.1.2. PARALLEL USE OF RWYS

If meteorological conditions permit, take-offs and landings may be conducted on both RWYs at the same time. If required, ATC will provide visual separation between departures and missed approaches as quickly as possible.

1.3.1.3. SPECIAL REQUESTS

If the northern RWY (05L/23R) is used for arrivals or departures, deviating requests for using the southern RWY (05R/23L) should only be made if this is required for safety reasons. Shortening the taxi time on the ground is not considered a compelling reason.

In addition, the special line-up (entering RWY 23L with a 270-degree Right turn) should only be requested if the take-off distance from L1 is not sufficient.

1.3.1.4. VACATING THE RWY

After landing, the RWY shall be vacated as fast as possible.

ACFT should cross the CAT I holding position rapidly and stop in front of the CAT II/III holding position. This point also serves as a holding position in front of TWY M.

1.3.1.5. READINESS FOR DEPARTURE AT THE RWY

ATC assumes that pilots are ready to taxi onto the departure RWY upon reaching the holding position and are ready to commence the take-off run immediately after receiving take-off clearance.

Pilots who are not ready for take-off upon reaching the RWY (when no other ACFT is in front of them) shall immediately inform ATC about this.

After receiving take-off clearance on the RWY, ATC expects the take-off run to be commenced within 10 seconds. Pilots who are unable to do so shall inform ATC before entering the RWY.

1.3.1.6. WAKE TURBULENCE SEPARATION

ATC will ensure wake turbulence separation between arriving and departing ACFT by means of radar while taking into account the prescribed separation minima. Pilots who require larger distances, for example on the basis of a specific time interval, shall report this before entering the RWY.

1.4. TAXI PROCEDURES

1.4.1. 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.

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

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1. GENERAL

1.4.2. 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.

1.5. 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.

1.6. OTHER

For APT Collaborative Decision Making (ACDM) see ATC pages Germany.

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

2.1.1. ARRIVING ACFT

If possible, the landing gear should only be extended after passing 2000'.

2.2. CAT II/III OPERATIONS

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

2.3. TAXI PROCEDURES

2.3.1. GENERAL

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.

ACFT using TWY L8 vacating RWY 23L may not turn right into TWY M.

2.3.2. TAXI PROCEDURES FOR A380

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 maneuvers may only be conducted under the guidance of a marshaller.

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3. DEPARTURE

3.1. DE-ICING

3.1.1. GENERAL

De-icing areas are established at:

- DA-West (area near ACFT stands V61 thru V69) for take-off RWY 05L or 05R.
- DA-East (area near ACFT stands V01 thru V08) for take-off RWY 23L or 23R. At V11B for A380.

After de-icing has been completed contact DUESSELDORF Ground on last assigned frequency and report "ready to taxi".

3.1.2. COMMUNICATIONS

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

3.1.3. TAXIING

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

Taxi lights have to be switched off in the meantime.

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

3.2. TAXI PROCEDURES FOR A380

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.

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EDDL/DUS
DUESSELDORF

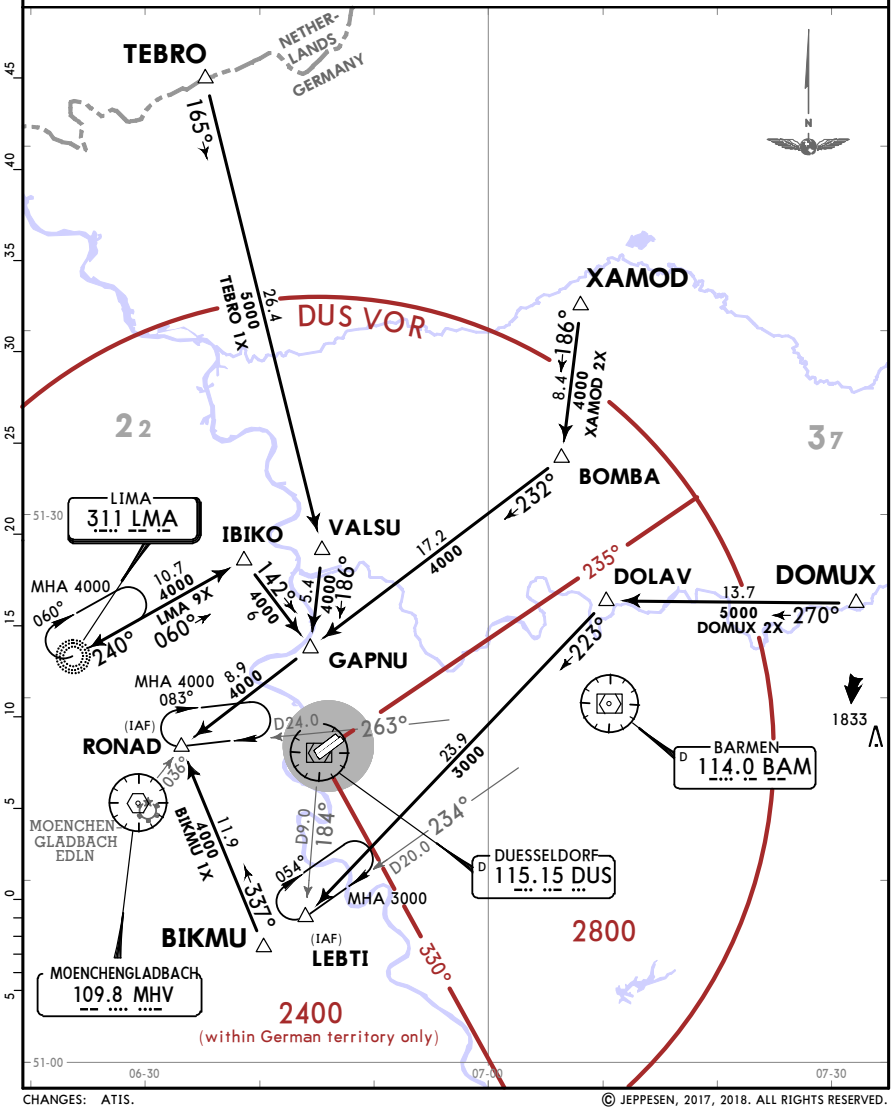
JEPPESEN DUESSELDORF, GERMANY

20 APR 18 (10-2) Eff 26 Apr **STAR**

*D-ATIS	Apt Elev	
123.780	147	Alt Set: hPa (IN on request) Trans level: By ATC **B-RNAV equipment necessary.**

BIKMU 1X [BIKM1X]
DOMUX 2X [DOMU2X]
LIMA 9X (LMA 9X) [LMA9X]
TEBRO 1X [TEBR1X]
XAMOD 2X [XAMO2X]
RWYS 05L/R ARRIVALS

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



CHANGES: ATIS.

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EDDL/DUS
DUESSELDORF

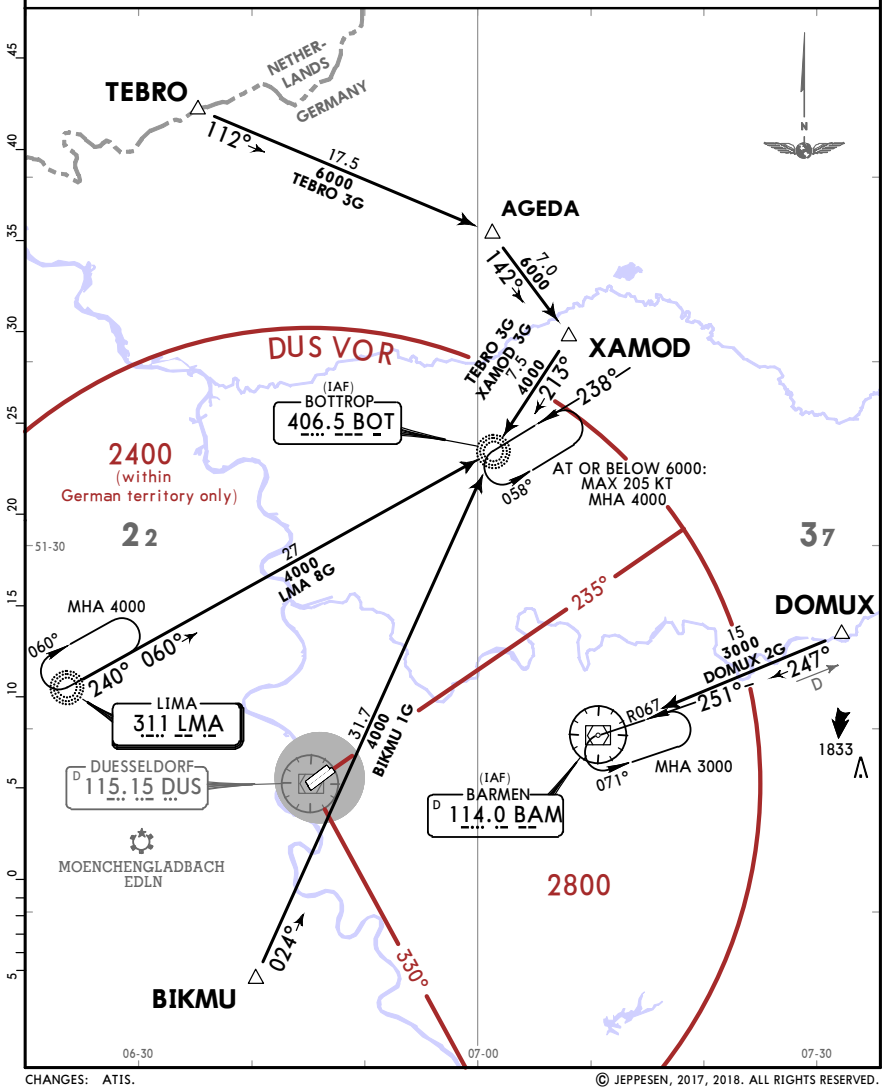
JEPPESEN DUESSELDORF, GERMANY

20 APR 18 (10-2A) Eff 26 Apr **STAR**

*D-ATIS	Apt Elev	
123.780	147	Alt Set: hPa (IN on request) Trans level: By ATC **BIKMU 1G, TEBRO 3G, XAMOD 3G: B-RNAV equipment necessary.**

BIKMU 1G [BIKM1G]
DOMUX 2G [DOMU2G]
LIMA 8G (LMA 8G) [LMA8G]
TEBRO 3G [TEBR3G]
XAMOD 3G [XAMO3G]
RWYS 23L/R ARRIVALS

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



CHANGES: ATIS.

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EDDL/DUS
DUESSELDORF

JEPPESEN DUESSELDORF, GERMANY

20 APR 18 (10-2B) Eff 26 Apr

RNAV TRANSITION

*D-ATIS	Apt Elev	
123.780	147	Alt Set: hPa (IN on request) Trans level: By ATC 1. On downwind EXPECT vectors to final. 2. Speed limits are MANDATORY from the respective waypoint throughout the entire transition route unless cancelled by ATC. 3. Altitude assignments will be issued by ATC.

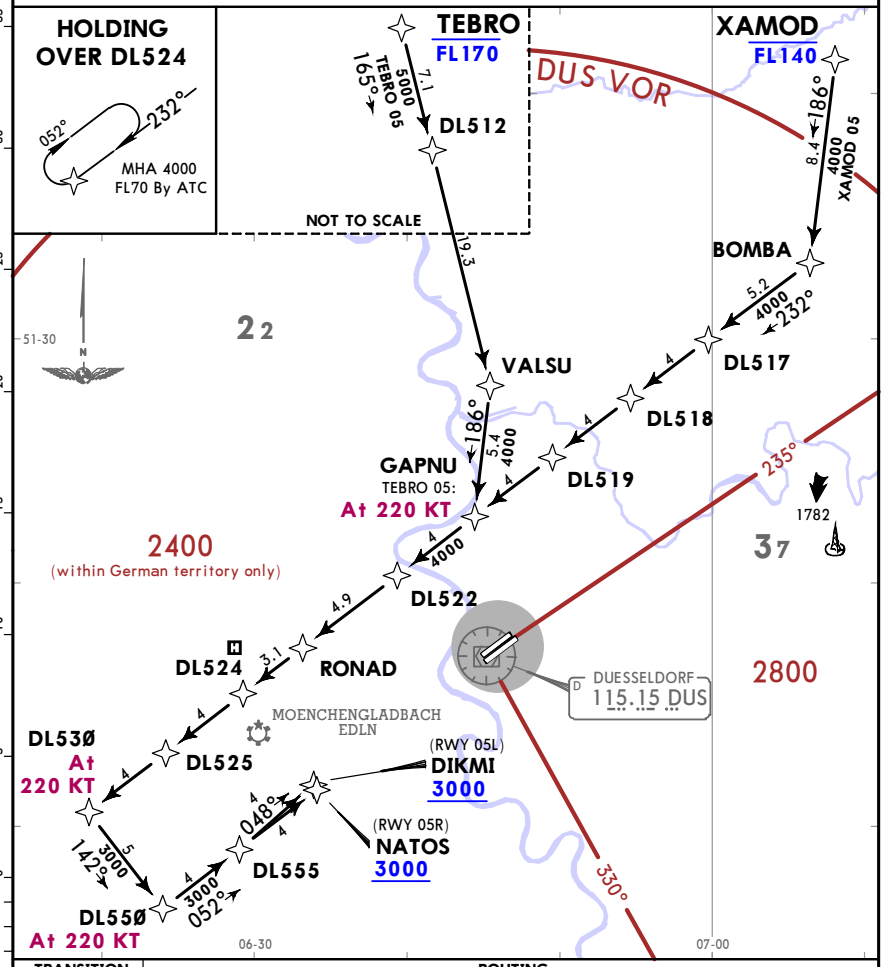
TEBRO 05 [TEBØ5]
XAMOD 05 [XAMØ5]
RWYS 05L/R
RNAV TRANSITIONS

GPS- OR FMS-EQUIPPED AIRCRAFT

USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



TRANSITION	ROUTING
TEBRO 05	TEBRO (FL170-) - DL512 - VALSU - GAPNU (K220) - DL530 (K220) - DL550 (K220) - DL555 - DIKMI (05L ❶ ; 3000+)/NATOS (05R; 3000+).
XAMOD 05	XAMOD (FL140-) - BOMBA - DL530 (K220) - DL550 (K220) - DL555 - DIKMI (05L ❶ ; 3000+)/NATOS (05R; 3000+).

❶ Valid for LOST COMM situation.

CHANGES: ATIS.

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EDDL/DUS
DUESSELDORF

JEPPESEN DUESSELDORF, GERMANY

20 APR 18 (10-2C) Eff 26 Apr

RNAV TRANSITION

*D-ATIS	Apt Elev	
123.780	147	Alt Set: hPa (IN on request) Trans level: By ATC 1. On downwind EXPECT vectors to final. 2. Speed limits are MANDATORY from the respective waypoint throughout the entire transition route unless cancelled by ATC. 3. Altitude assignments will be issued by ATC.

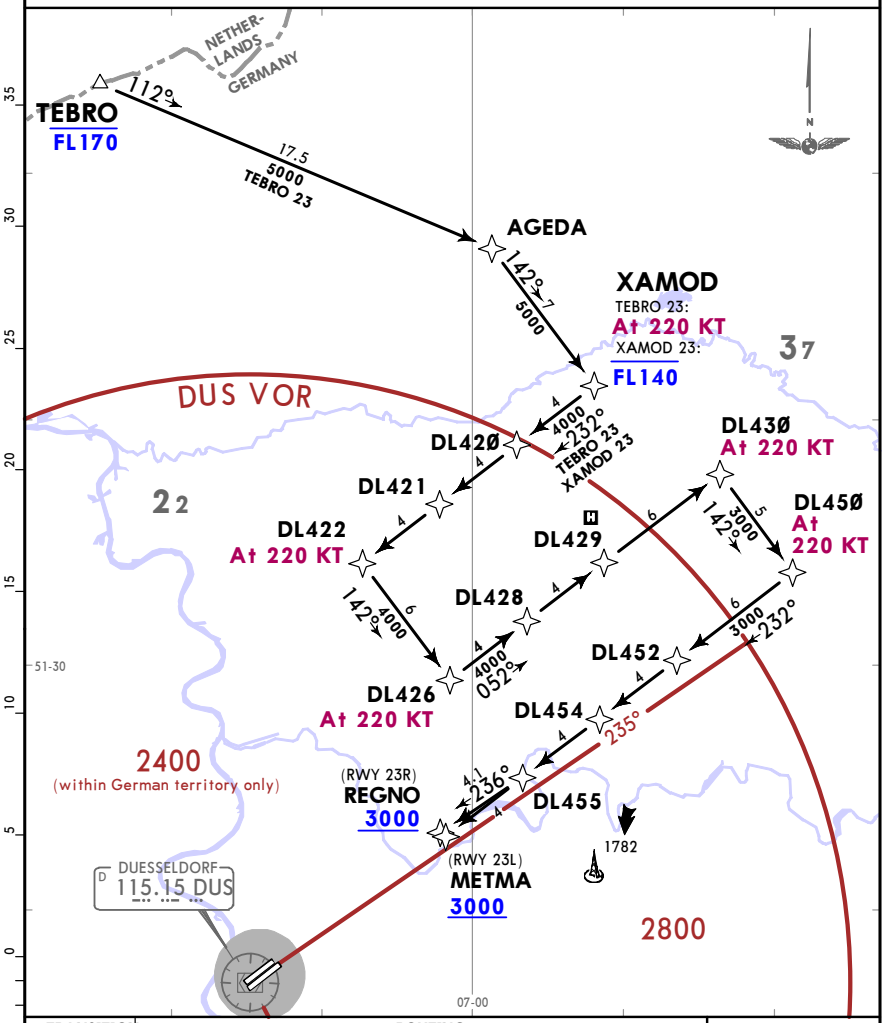
TEBRO 23 [TEB23], XAMOD 23 [XAM23]
RWYS 23L/R RNAV TRANSITIONS

GPS- OR FMS-EQUIPPED AIRCRAFT

USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



TRANSITION	ROUTING
TEBRO 23	TEBRO (FL170-) - AGEDA - XAMOD (K220) - DL422 (K220) - DL426 (K220) - DL430 (K220) - DL450 (K220) - DL455 - METMA (23L; 3000+) / REGNO (23R ❶ ;3000+).
XAMOD 23	XAMOD (FL140-) - DL422 (K220) - DL426 (K220) - DL430 (K220) - DL450 (K220) - DL455 - METMA (23L; 3000+)/REGNO (23R ❶; 3000+).

❶ Valid for LOST COMM situation.

HOLDING OVER DL429

232°
052°
MHA 4000
FL70 By ATC

CHANGES: ATIS.

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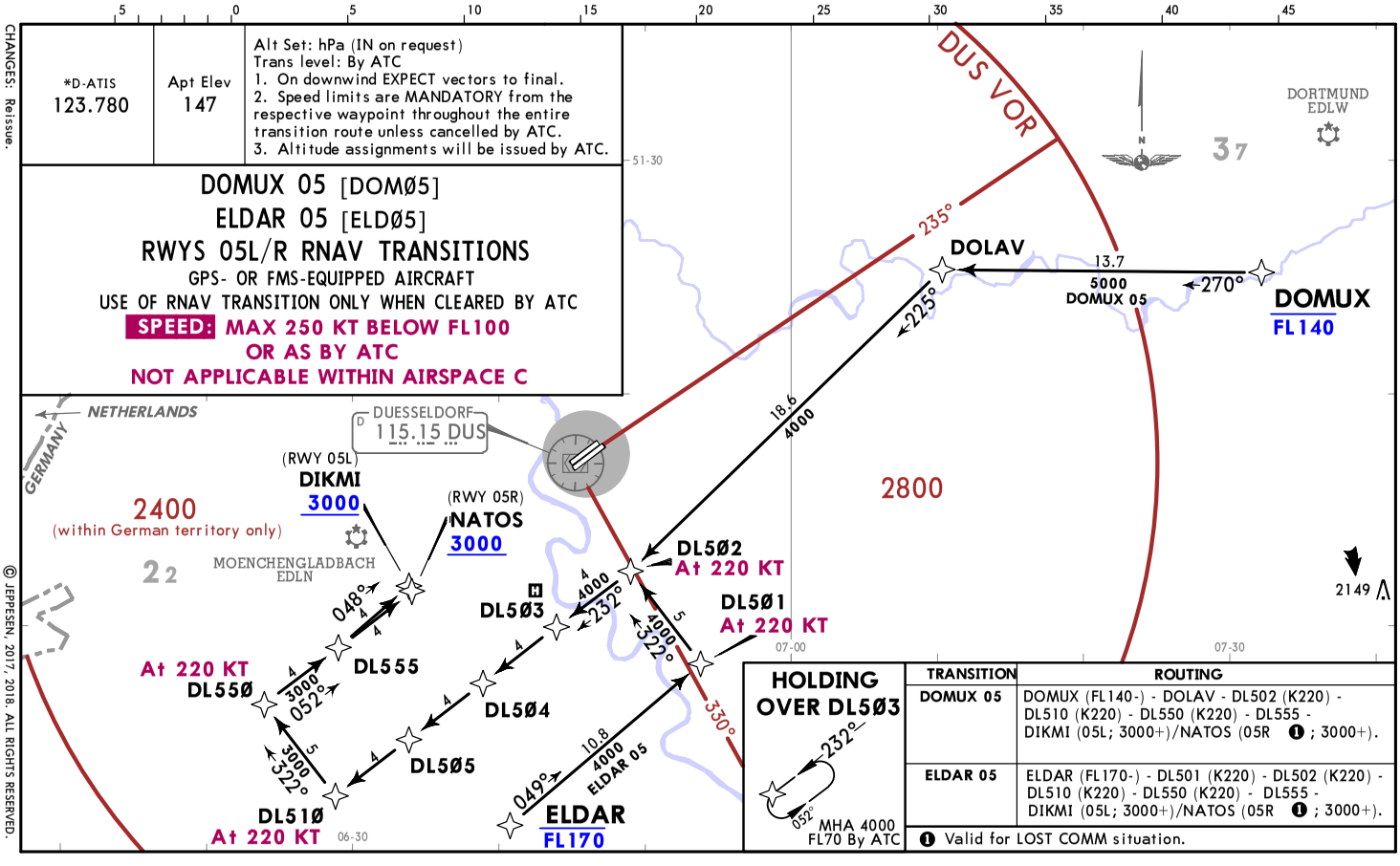
CHANGES: Reissue.

*D-ATIS	Apt Elev
123.780	147

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

DOMUX 05 [DOMØ5]
ELDAR 05 [ELDØ5]
RWYS 05L/R RNAV TRANSITIONS

GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



HOLDING OVER DL5Ø3
232°
052°
MHA 4000
FL70 By ATC

TRANSITION	ROUTING
DOMUX 05	DOMUX (FL140-) - DOLAV - DL502 (K220) - DL510 (K220) - DL550 (K220) - DL555 - DIKMI (05L; 3000+)/NATOS (05R ❶ ; 3000+).
ELDAR 05	ELDAR (FL170-) - DL501 (K220) - DL502 (K220) - DL510 (K220) - DL550 (K220) - DL555 - DIKMI (05L; 3000+)/NATOS (05R ❶ ; 3000+).

❶ Valid for LOST COMM situation.

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CHANGES: None.

*D-ATIS	Apt Elev
123.780	147

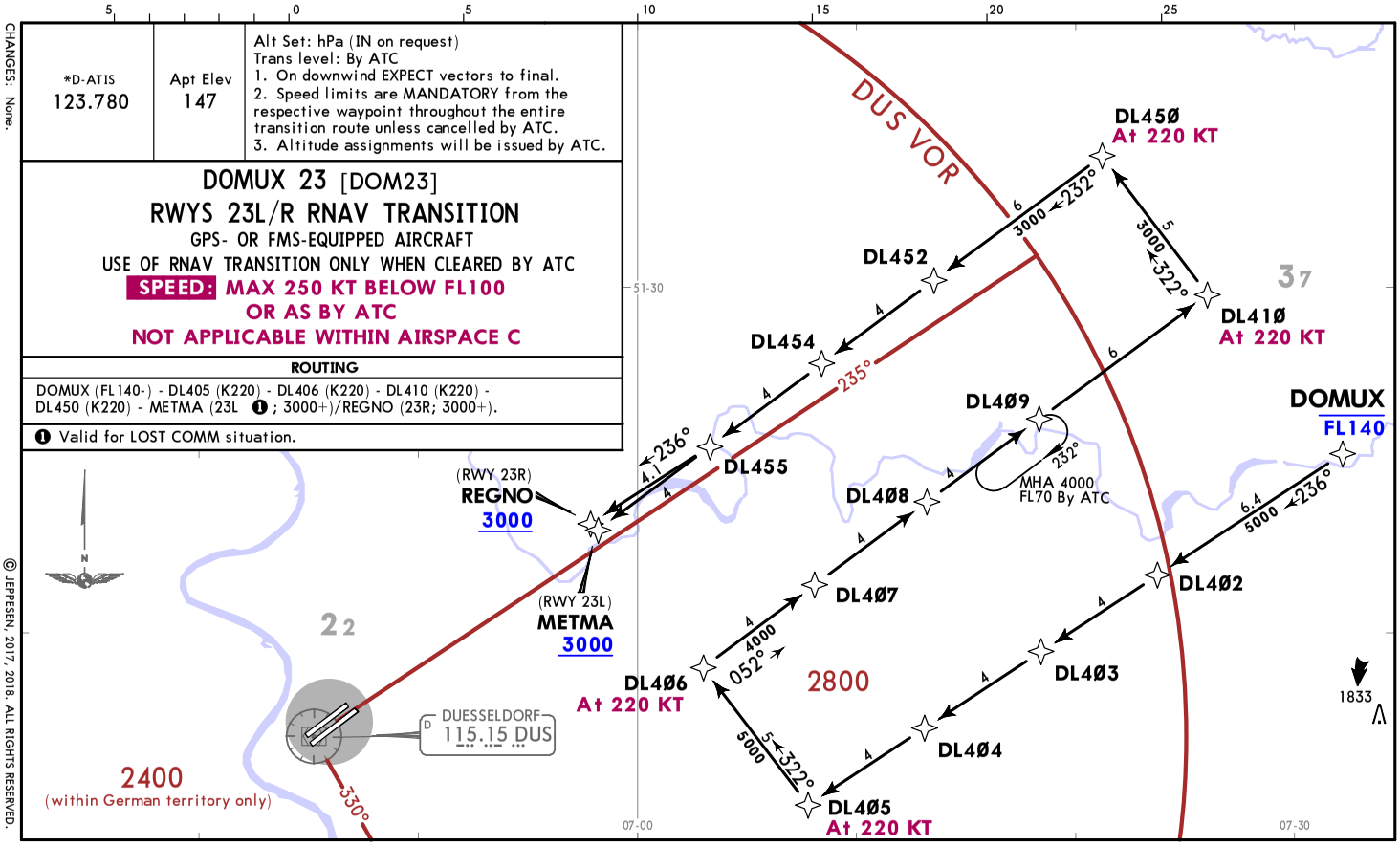
Alt Set: hPa (IN on request)
Trans level: By ATC
1. On downwind EXPECT vectors to final.
2. Speed limits are MANDATORY from the respective waypoint throughout the entire transition route unless cancelled by ATC.
3. Altitude assignments will be issued by ATC.

DOMUX 23 [DOM23]
RWYS 23L/R RNAV TRANSITION

GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC
SPEED: 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 ❶ ; 3000+)/REGNO (23R; 3000+).

❶ Valid for LOST COMM situation.



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EDDL/DUS
DUESSELDORF

JEPPESEN DUESSELDORF, GERMANY

20 APR 18 (10-2F) Eff 26 Apr

RNAV TRANSITION

*D-ATIS	Apt Elev	
123.780	147	Alt Set: hPa (IN on request) Trans level: By ATC 1. On downwind EXPECT vectors to final. 2. Speed limits are MANDATORY from the respective waypoint throughout the entire transition route unless cancelled by ATC. 3. Altitude assignments will be issued by ATC.

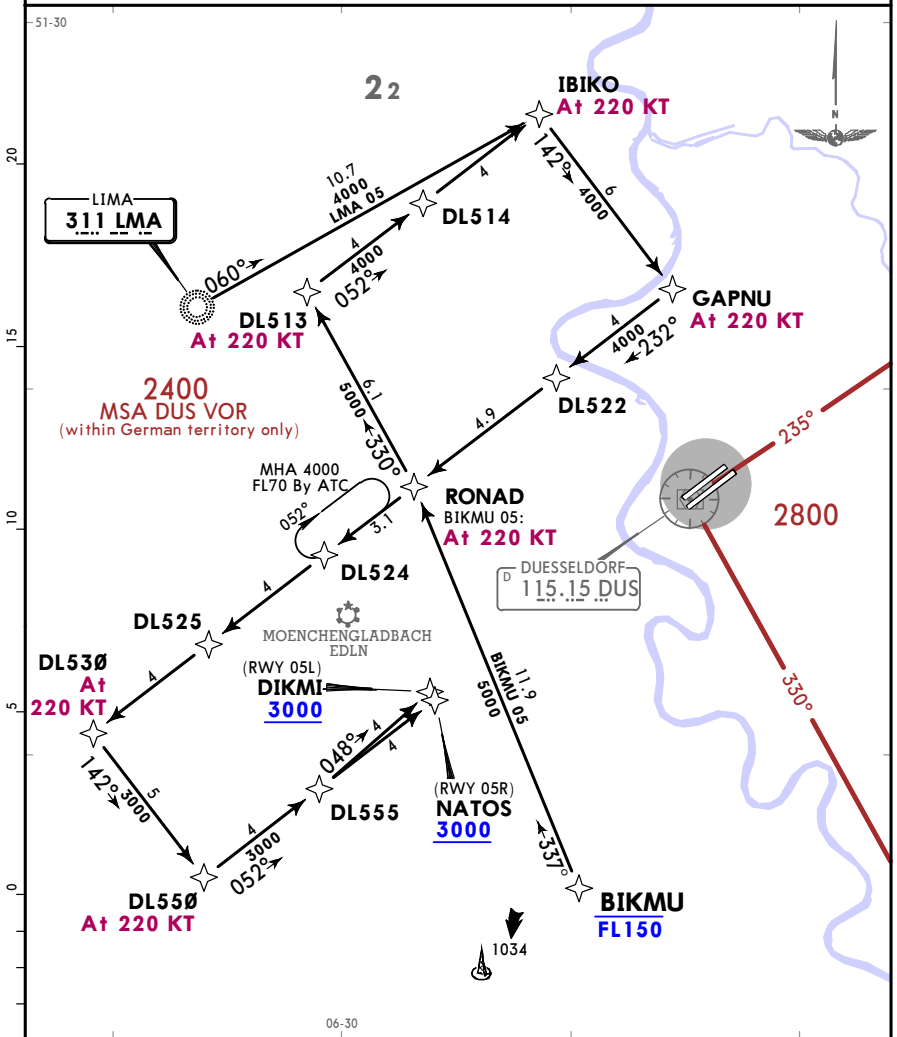
BIKMU 05 [BIKØ5], LMA 05 [LMAØ5]
RWYS 05L/R RNAV TRANSITIONS

GPS- OR FMS-EQUIPPED AIRCRAFT

USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



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

❶ Valid for LOST COMM situation.

CHANGES: ATIS.

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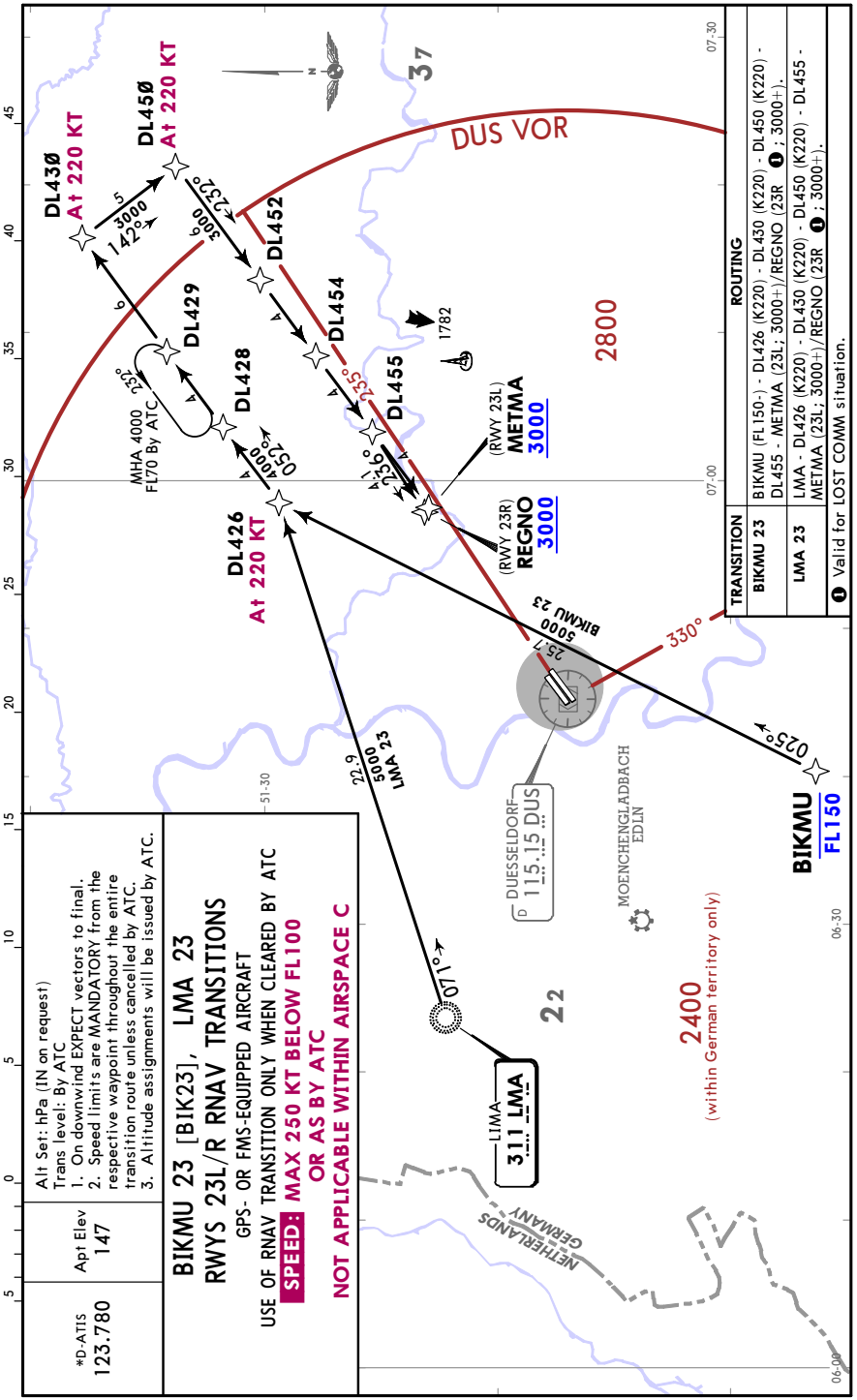
EDDL/DUS
DUESSELDORF

JEPPESEN DUESSELDORF, GERMANY

20 APR 18 (10-2G) Eff 26 Apr

RNAV TRANSITION



TRANSITION	ROUTING
BIKMU 23	BIKMU (FL150-) - DL426 (K220) - DL430 (K220) - DL450 (K220) - DL455 - METMA (23L; 3000+)/REGNO (23R ❶ ; 3000+).
LMA 23	LMA - DL426 (K220) - DL430 (K220) - DL450 (K220) - DL455 - METMA (23L; 3000+)/REGNO (23R ❶ ; 3000+).

❶ Valid for LOST COMM situation.

*D-ATIS	Apt Elev	
123.780	147	Alt Set: hPa (IN on request) Trans level: By ATC 1. On downwind EXPECT vectors to final. 2. Speed limits are MANDATORY from the respective waypoint throughout the entire transition route unless cancelled by ATC. 3. Altitude assignments will be issued by ATC.

BIKMU 23 [BIK23], LMA 23
RWYS 23L/R RNAV TRANSITIONS

GPS- OR FMS-EQUIPPED AIRCRAFT

USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

CHANGES: ATIS.

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JEPPESEN DUESSELDORF, GERMANY

20 APR 18 (10-2H) Eff 26 Apr

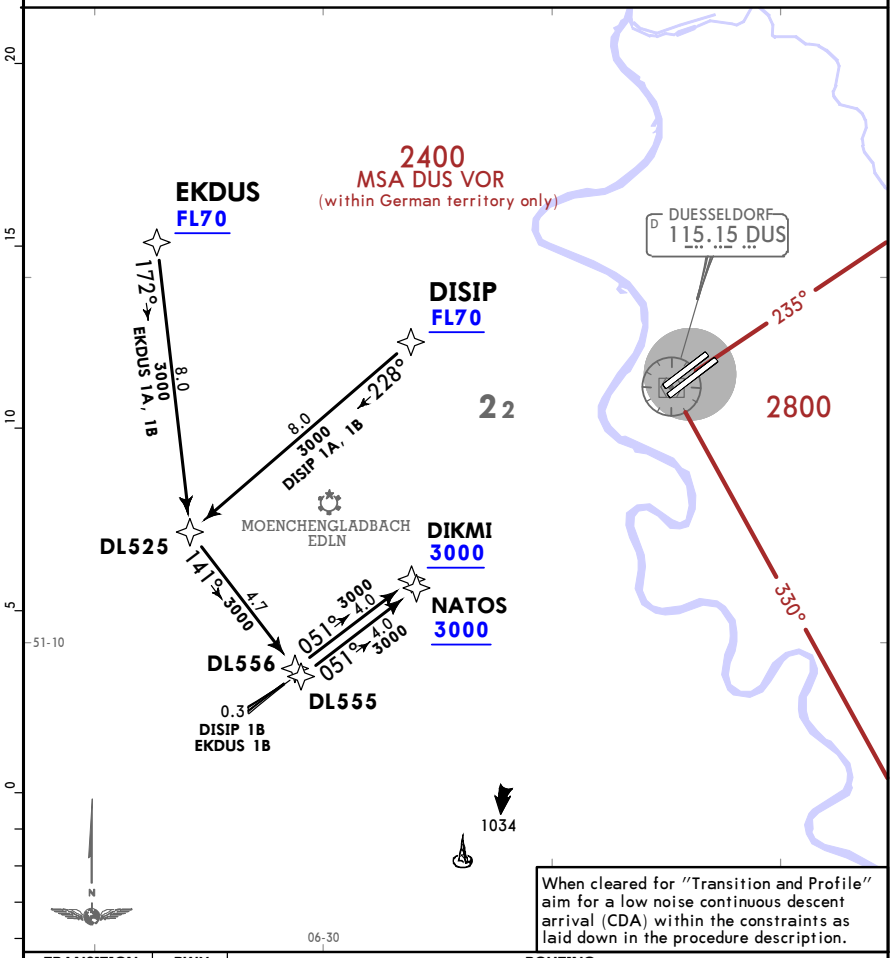
RNAV TRANSITION

*D-ATIS	Apt Elev	
123.780	147	Alt Set: hPa (IN on request) Trans level: By ATC

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: 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
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+).

CHANGES: ATIS.

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DUESSELDORF

JEPPESEN DUESSELDORF, GERMANY

20 APR 18 (10-2J) Eff 26 Apr

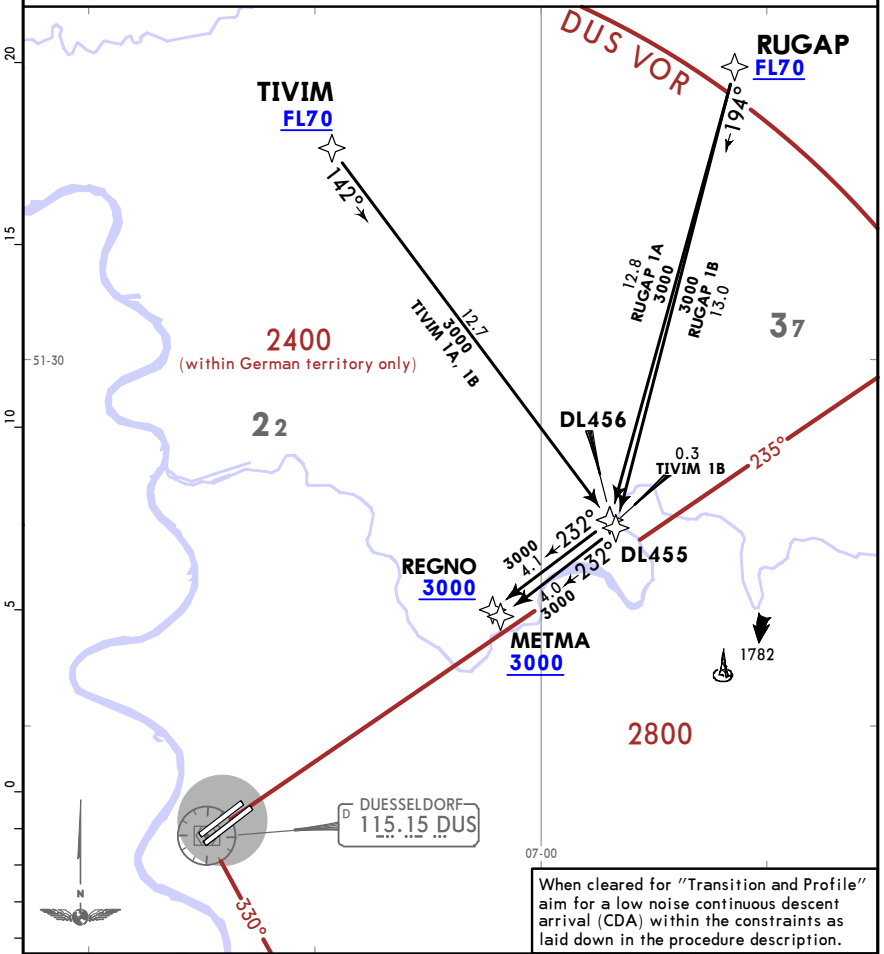
RNAV TRANSITION

*D-ATIS	Apt Elev	
123.780	147	Alt Set: hPa (IN on request) Trans level: By ATC

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: 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
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+).

CHANGES: ATIS.

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DUESSELDORF

JEPPESEN DUESSELDORF, GERMANY

20 APR 18 (10-2K) Eff 26 Apr

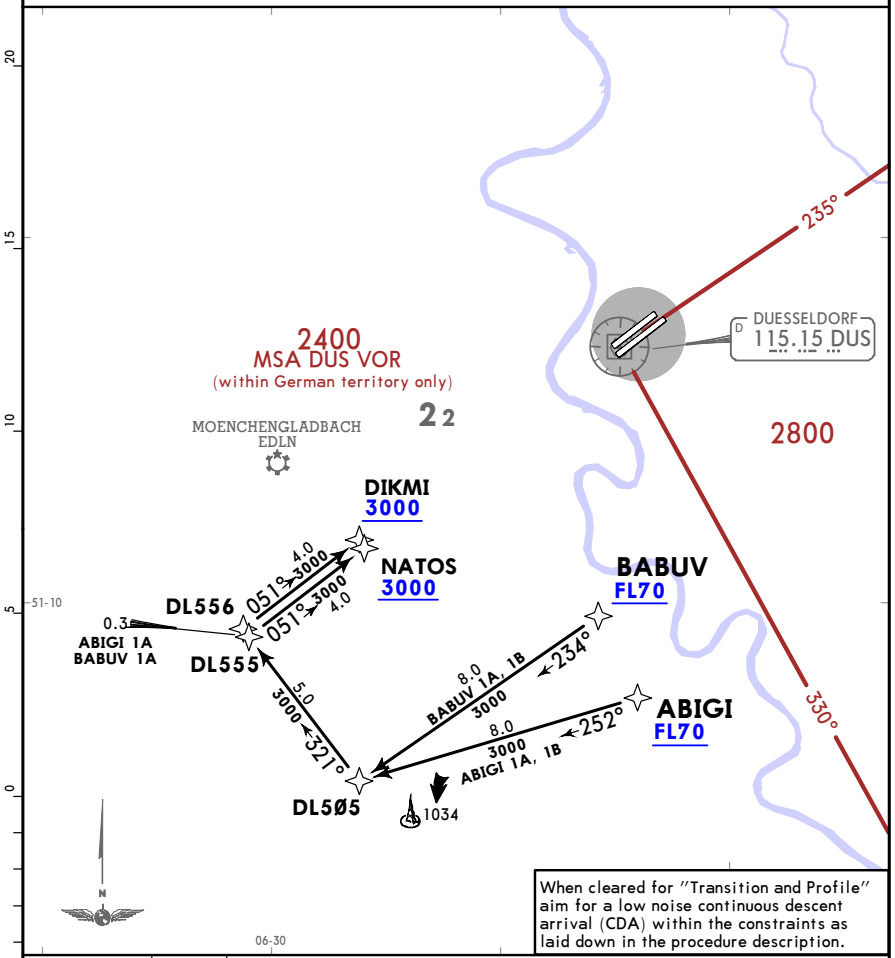
RNAV TRANSITION

*D-ATIS	Apt Elev	
123.780	147	Alt Set: hPa (IN on request) Trans level: By ATC

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: 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
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+).

CHANGES: ATIS.

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EDDL/DUS
DUESSELDORF

JEPPESEN DUESSELDORF, GERMANY

20 APR 18 (10-2L) Eff 26 Apr

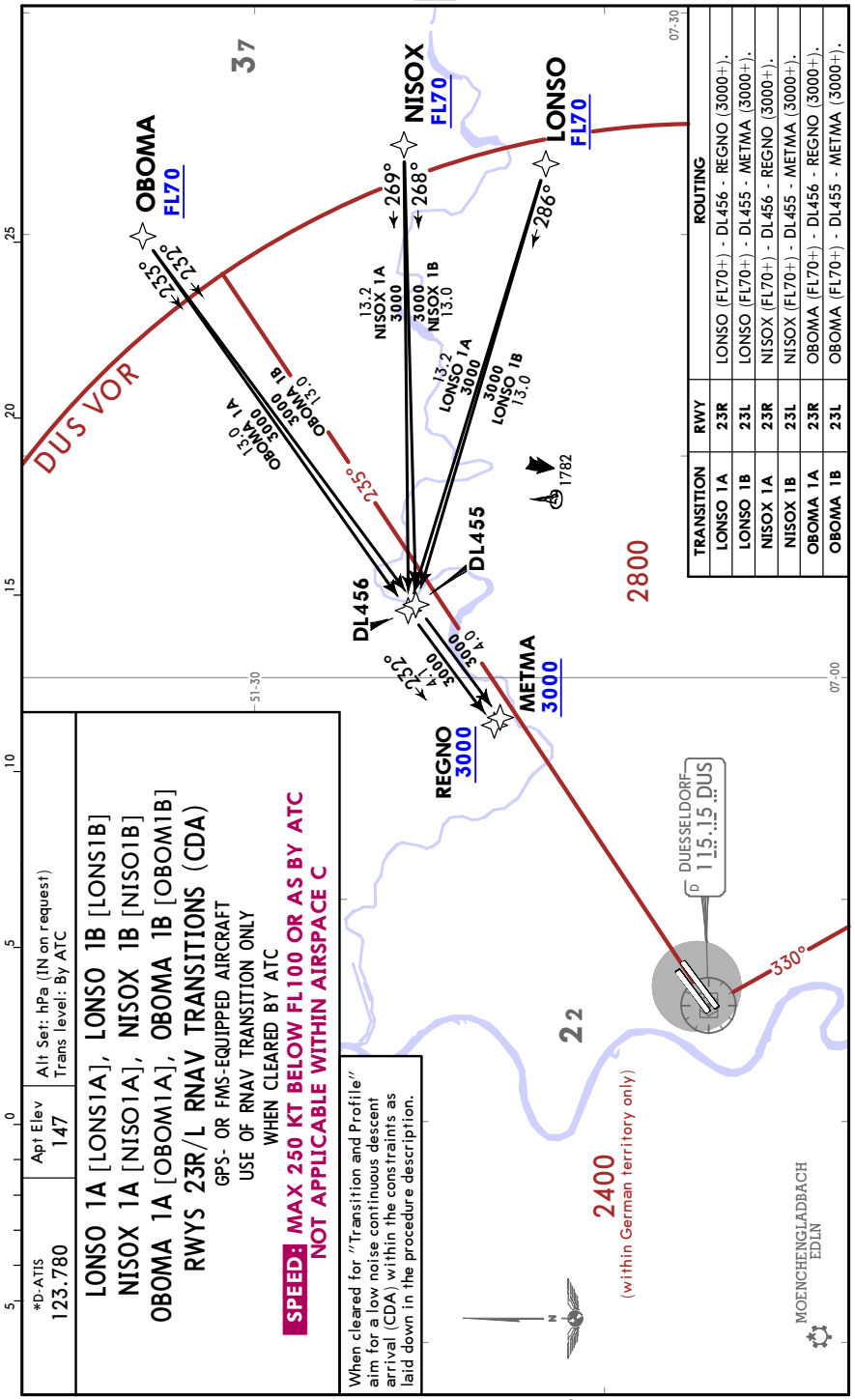
RNAV TRANSITION

*D-ATIS	Apt Elev	
123.780	147	Alt Set: hPa (IN on request) Trans level: By ATC

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: 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+).

CHANGES: ATIS.

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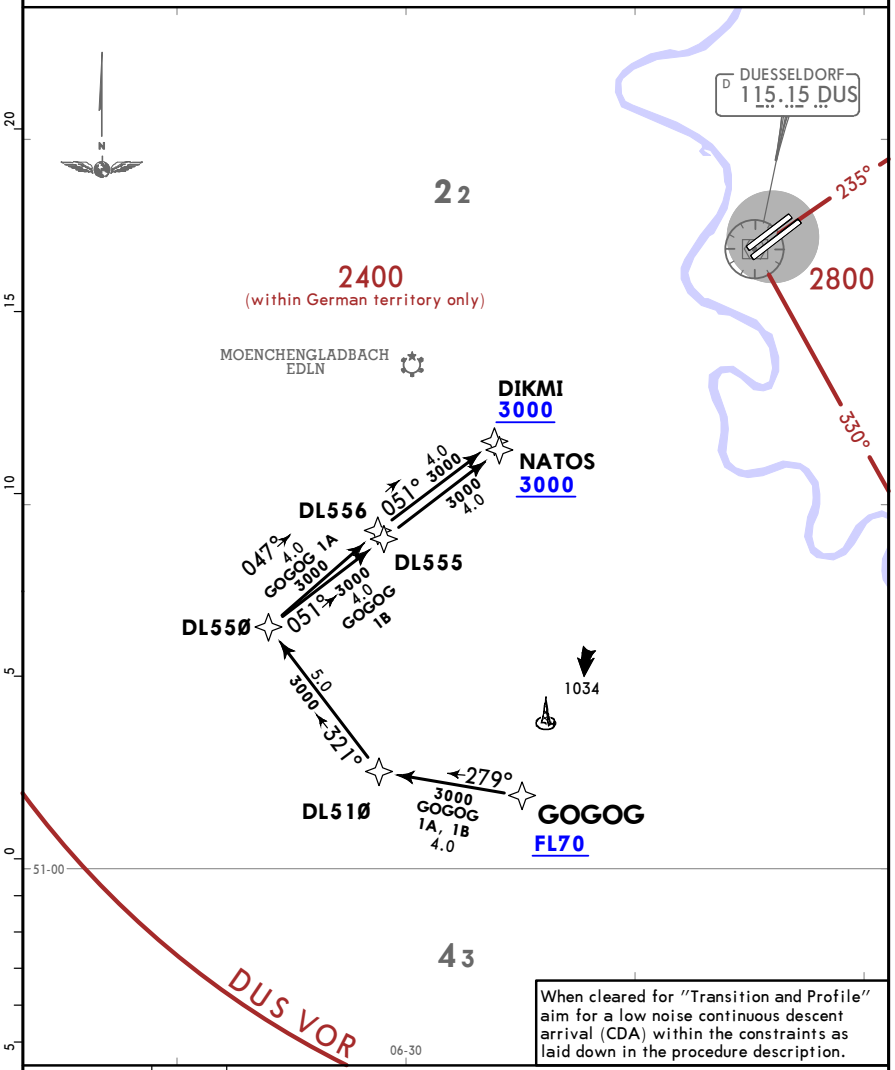
*D-ATIS	Apt Elev	
123.780	147	Alt Set: hPa (IN on request) Trans level: By ATC

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

CHANGES: ATIS.

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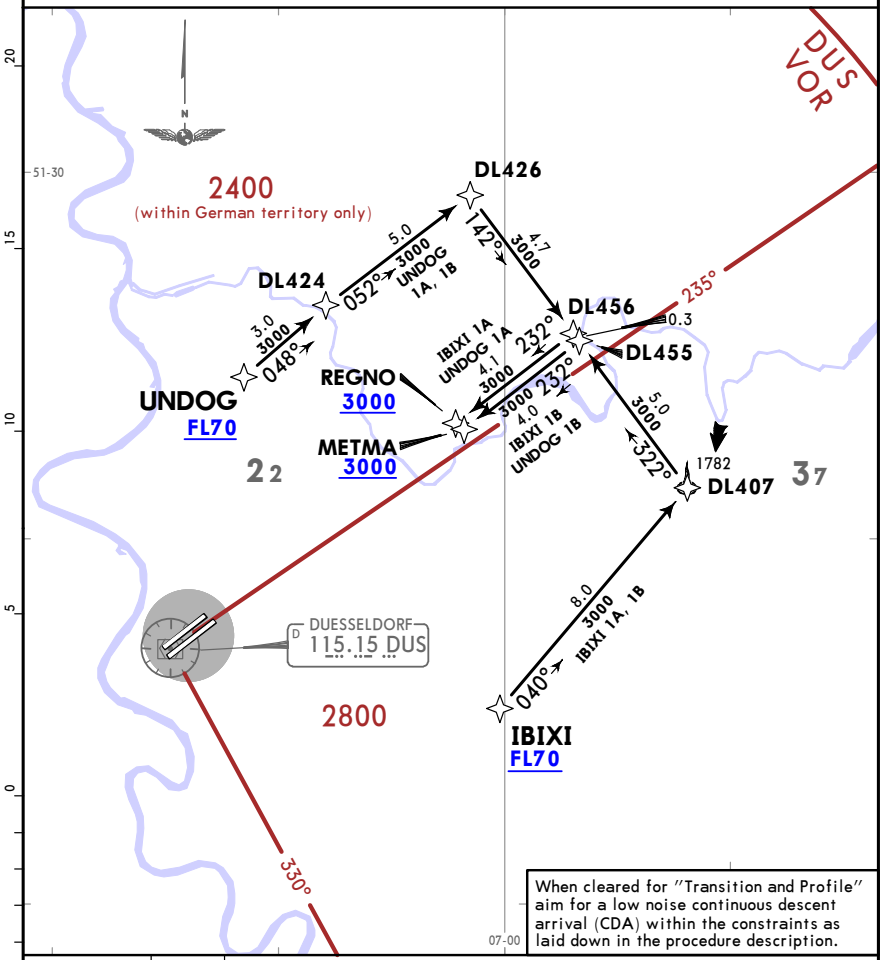
*D-ATIS	Apt Elev	
123.780	147	Alt Set: hPa (IN on request) Trans level: By ATC

IBIXI 1A [IBIX1A]
IBIXI 1B [IBIX1B]
UNDOG 1A [UND01A]
UNDOG 1B [UND01B]
RWYS 23R/L RNAV TRANSITIONS (CDA)

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

SPEED: 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
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+).

CHANGES: ATIS.

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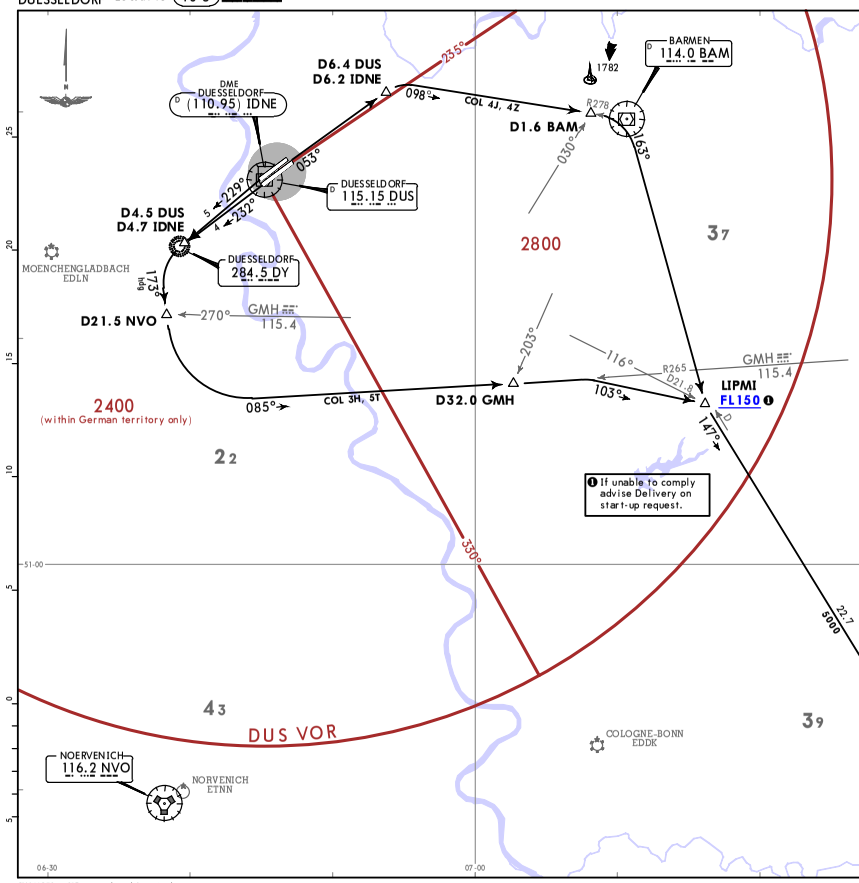

*LANGEN Radar (APP) 121.350	Apt Elev 147	Trans alt: 5000 1. Remain on Tower frequency until passing 2000, then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

COLA 3H (COL 3H)
COLA 4J (COL 4J)
COLA 5T (COL 5T)
COLA 4Z (COL 4Z)
DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

COL 3H, 5T
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 3H	23R	Intercept 229° bearing (Rwy 23R)/232° bearing (Rwy 23L) towards DY, at D4.5 DUS/D4.7 IDNE turn LEFT, 173° heading to D21.5 NVO, turn LEFT, intercept GMH R265 inbound to D32.0 GMH, turn RIGHT, 103° track, intercept COL R327 inbound to COL.
COL 5T	23L	
COL 4J	05L	Intercept DUS R053 to D6.4 DUS/D6.2 IDNE, turn RIGHT, intercept BAM R278 inbound to D1.6 BAM, turn RIGHT, intercept BAM R163 to LIPMI, turn LEFT, intercept COL R327 inbound to COL.
COL 4Z	05R	

CHANGES: SIDs renumbered & revised.

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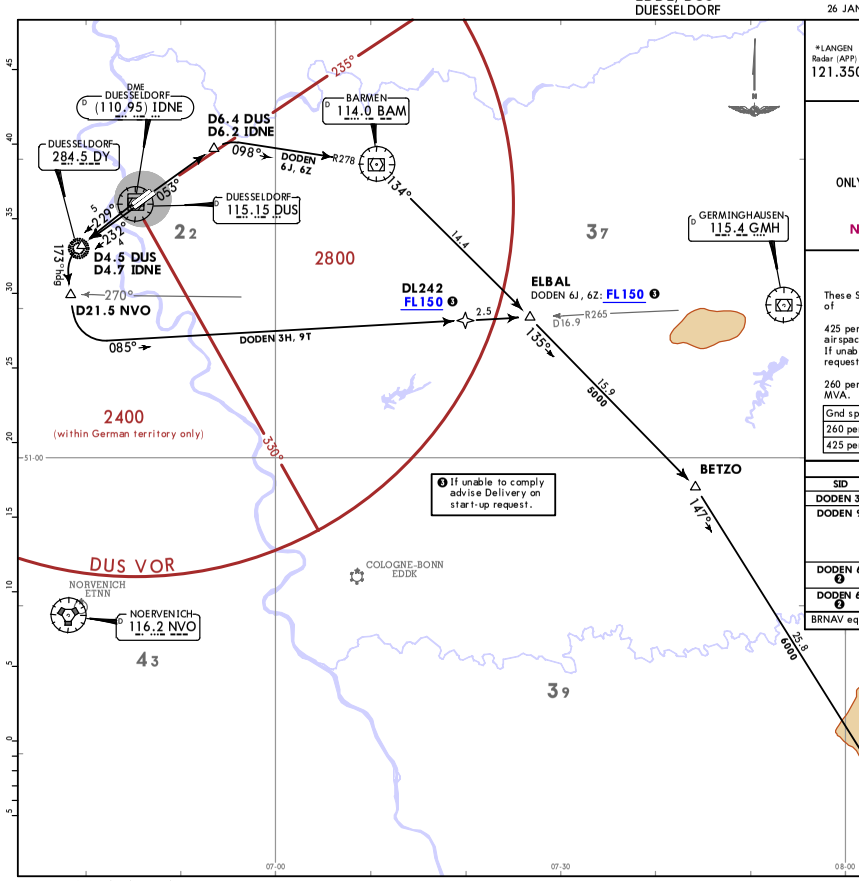

*LANGEN Radar (APP) 121.350	Apt Elev 147	Trans alt: 5000 1. Remain on Tower frequency until passing 2000, then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

DODEN 3H, DODEN 6J
DODEN 9T, DODEN 6Z
DEPARTURES

ONLY FOR JET FLIGHTS WITH REQUESTED FL250 OR ABOVE
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICALBLE WITHIN AIRSPACE C

These SIDs require minimum climb gradients of

DODEN 3H, 9T
425 per NM (7%) until passing 3000 due to airspace structure.
If unable to comply advise Delivery on start-up request.

DODEN 6J, 6Z
260 per NM (4.3%) until passing 3200 due to MVA.

Gnd speed-KT	75	100	150	200	250	300
260 per NM	325	433	650	867	1083	1300
425 per NM	531	708	1063	1417	1771	2125

Initial climb clearance **5000**

SID	RWY	ROUTING
DODEN 3H	23R	Intercept 229° bearing (Rwy 23R)/232° (Rwy 23L) bearing towards DY, at D4.5 DUS/D4.7 IDNE turn LEFT, 173° heading to D21.5 NVO ❶, turn LEFT, intercept GMH R265 inbound via DL242 to ELBAL, turn RIGHT, 135° track to BETZO, turn RIGHT, 147° track to DODEN.
DODEN 9T	23L	
DODEN 6J ❷	05L	Intercept DUS R053 to D6.4 DUS/D6.2 IDNE, turn RIGHT, intercept BAM R278 inbound to BAM, turn RIGHT, BAM R134 to ELBAL, 135° track to BETZO, turn RIGHT, 147° track to DODEN.
DODEN 6Z ❷	05R	

BRNAV equipment necessary after: ❶ D21.5 NVO/ ❷ passing 3200.

CHANGES: SIDs renumbered & revised.

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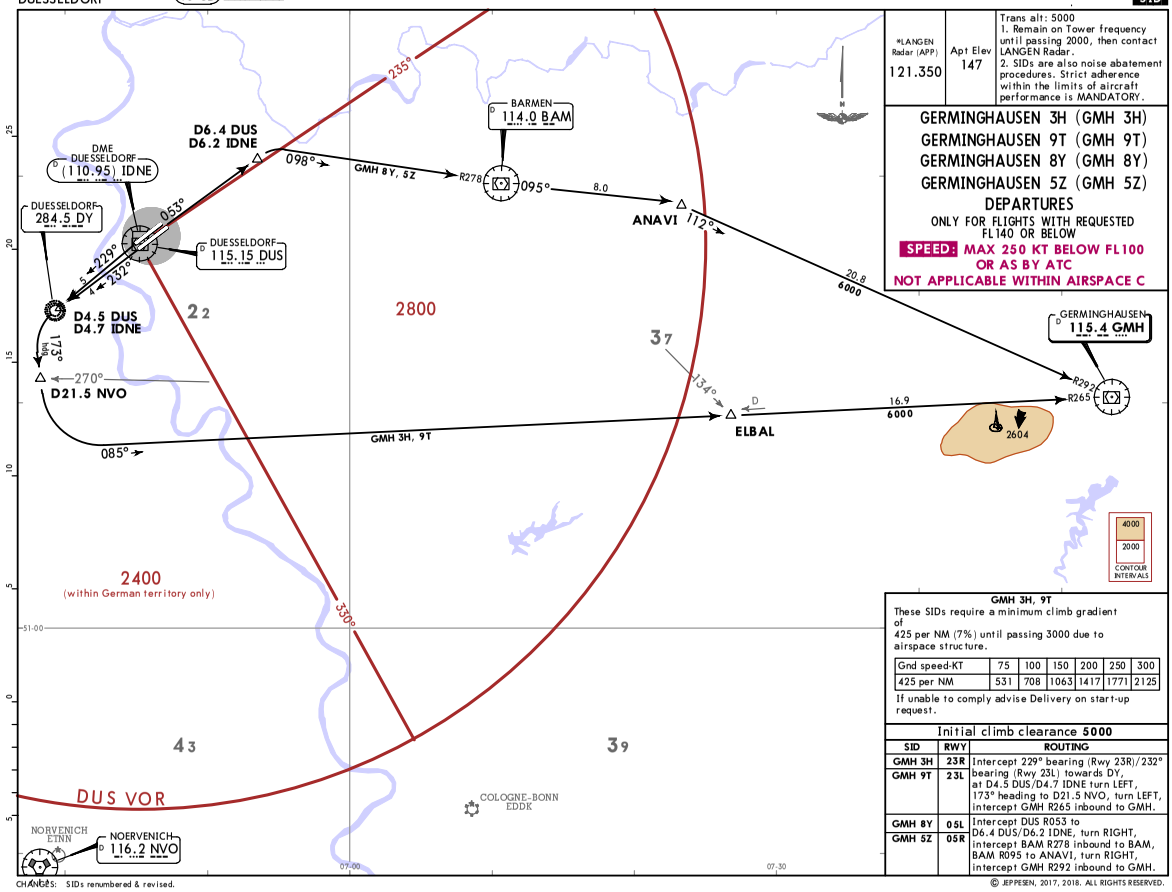

*LANGEN Radar (APP)	Apt Elev	
121.350	147	Trans alt: 5000 1. Remain on Tower frequency until passing 2000, then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

GERMINGHAUSEN 3H (GMH 3H)
GERMINGHAUSEN 9T (GMH 9T)
GERMINGHAUSEN 8Y (GMH 8Y)
GERMINGHAUSEN 5Z (GMH 5Z)
DEPARTURES

ONLY FOR FLIGHTS WITH REQUESTED FL140 OR BELOW

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

GMH 3H, 9T

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 3H	23R	Intercept 229° bearing (Rwy 23R)/232° bearing (Rwy 23L) towards DY, at D4.5 DUS/D4.7 IDNE turn LEFT, 173° heading to D21.5 NVO, turn LEFT, intercept GMH R265 inbound to GMH.
GMH 9T	23L	
GMH 8Y	05L	Intercept DUS R053 to D6.4 DUS/D6.2 IDNE, turn RIGHT, intercept BAM R278 inbound to BAM, BAM R095 to ANAVI, turn RIGHT, intercept GMH R292 inbound to GMH.
GMH 5Z	05R	

CHANGES: SIDs renumbered & revised.

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Normally not available for flights above FL250 via BOMBI, except Prop/Turbo Prop aircraft.

*LANGEN Radar (APP)	Apt Elev	
121.350	147	Trans alt: 5000 1. Remain on Tower frequency until passing 2000, then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

KUMIK 3H, KUMIK 4J, KUMIK 6T, KUMIK 4Z
DEPARTURES

ONLY FOR FLIGHTS WITH REQUESTED FL150 OR ABOVE

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

These SIDs require minimum climb gradients of

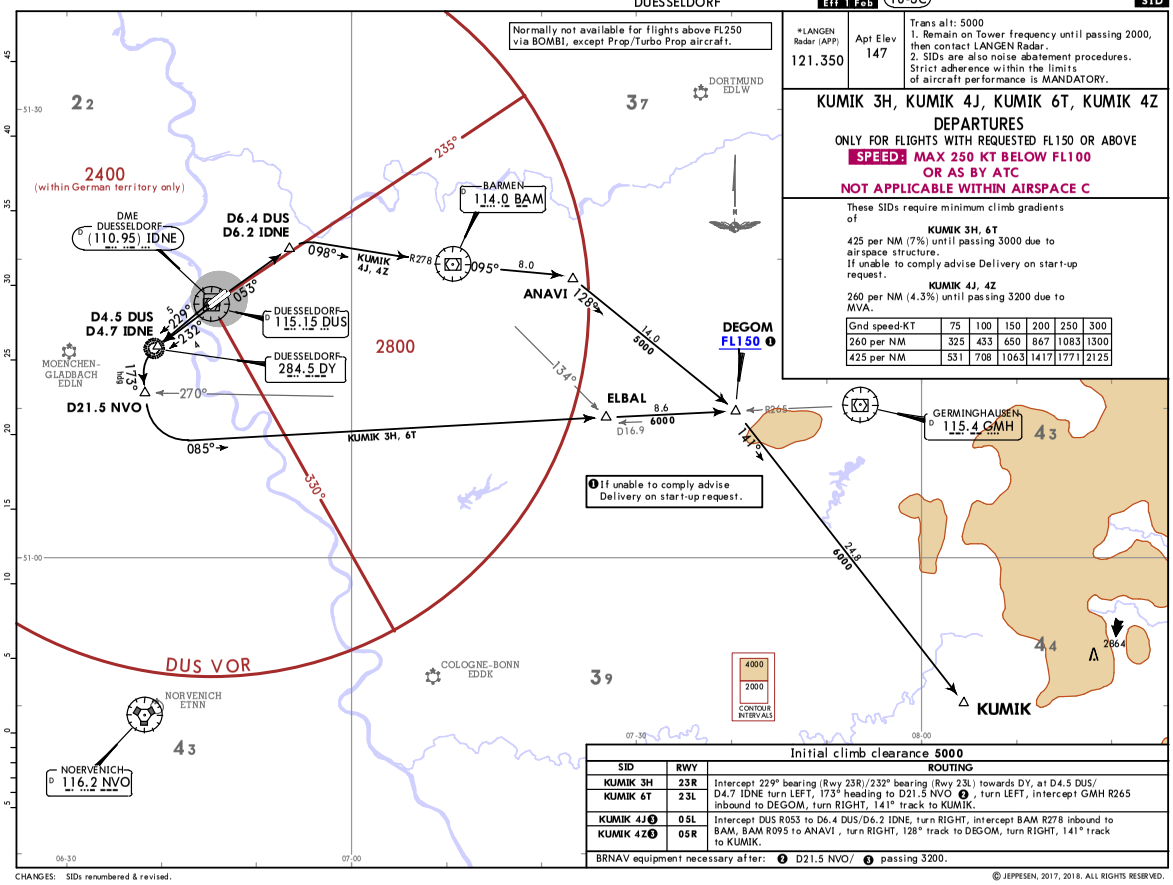
KUMIK 3H, 6T

425 per NM (7%) until passing 3000 due to airspace structure.
If unable to comply advise Delivery on start-up request.

KUMIK 4J, 4Z

260 per NM (4.3%) until passing 3200 due to MVA.

Gnd speed-KT	75	100	150	200	250	300
260 per NM	325	433	650	867	1083	1300
425 per NM	531	708	1063	1417	1771	2125



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

Initial climb clearance **5000**

SID	RWY	ROUTING
KUMIK 3H	23R	Intercept 229° bearing (Rwy 23R)/232° bearing (Rwy 23L) towards DY, at D4.5 DUS/D4.7 IDNE turn LEFT, 173° heading to D21.5 NVO ❷, turn LEFT, intercept GMH R265 inbound to DEGOM, turn RIGHT, 141° track to KUMIK.
KUMIK 6T	23L	
KUMIK 4J❸	05L	Intercept DUS R053 to D6.4 DUS/D6.2 IDNE, turn RIGHT, intercept BAM R278 inbound to BAM, BAM R095 to ANAVI, turn RIGHT, 128° track to DEGOM, turn RIGHT, 141° track to KUMIK.
KUMIK 4Z❸	05R	

BRNAV equipment necessary after: ❷ D21.5 NVO/ ❸ passing 3200.

CHANGES: SIDs renumbered & revised.

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EDDL/DUS
DUESSELDORF

JEPPESEN DUESSELDORF, GERMANY

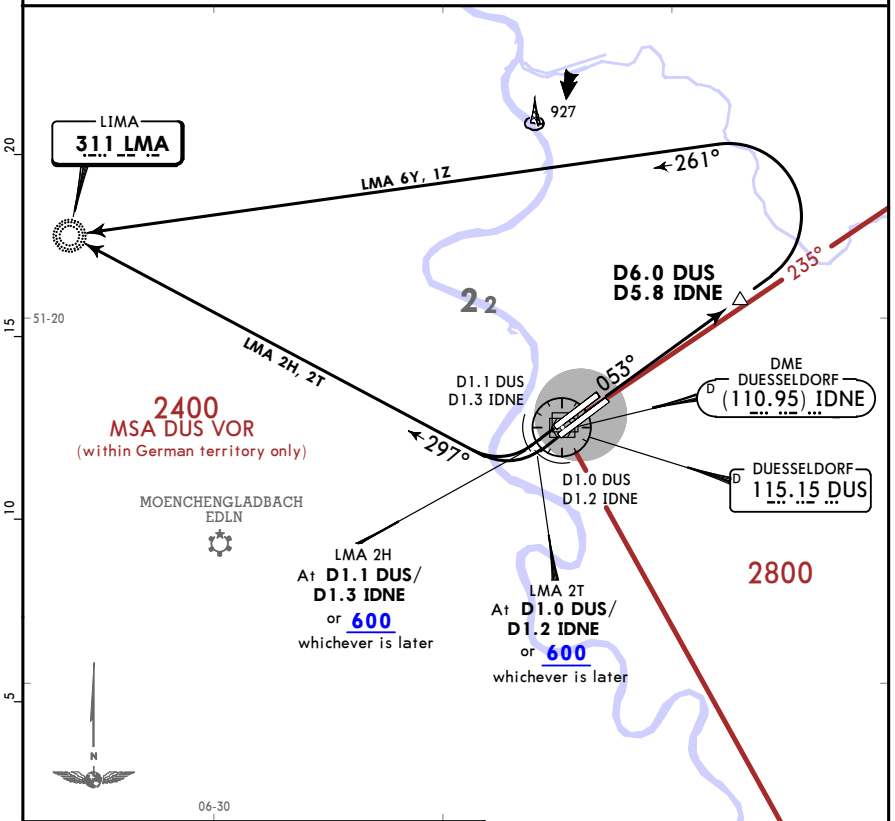
16 FEB 18 (10-3D) SID

LANGEN Radar (APP)	Apt Elev	
128.5	147	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 2H (LMA 2H), LIMA 2T (LMA 2T) LIMA 6Y (LMA 6Y), LIMA 1Z (LMA 1Z) DEPARTURES

ONLY FOR FLIGHTS TO EDLN

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C



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

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

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

Initial climb clearance **5000**

SID	RWY	ROUTING
LMA 2H	23R	Climb on runway track to D1.1 DUS/D1.3 IDNE (Rwy 23R)/ D1.0 DUS/D1.2 IDNE (Rwy 23L) or 600, whichever is later, turn RIGHT, intercept 297° bearing to LMA.
LMA 2T	23L	
LMA 6Y	05L	Intercept DUS R053 to D6.0 DUS/D5.8 IDNE, turn LEFT, intercept 261° bearing to LMA.
LMA 1Z	05R	

CHANGES: Reissue.

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EDDL/DUS
DUESSELDORF

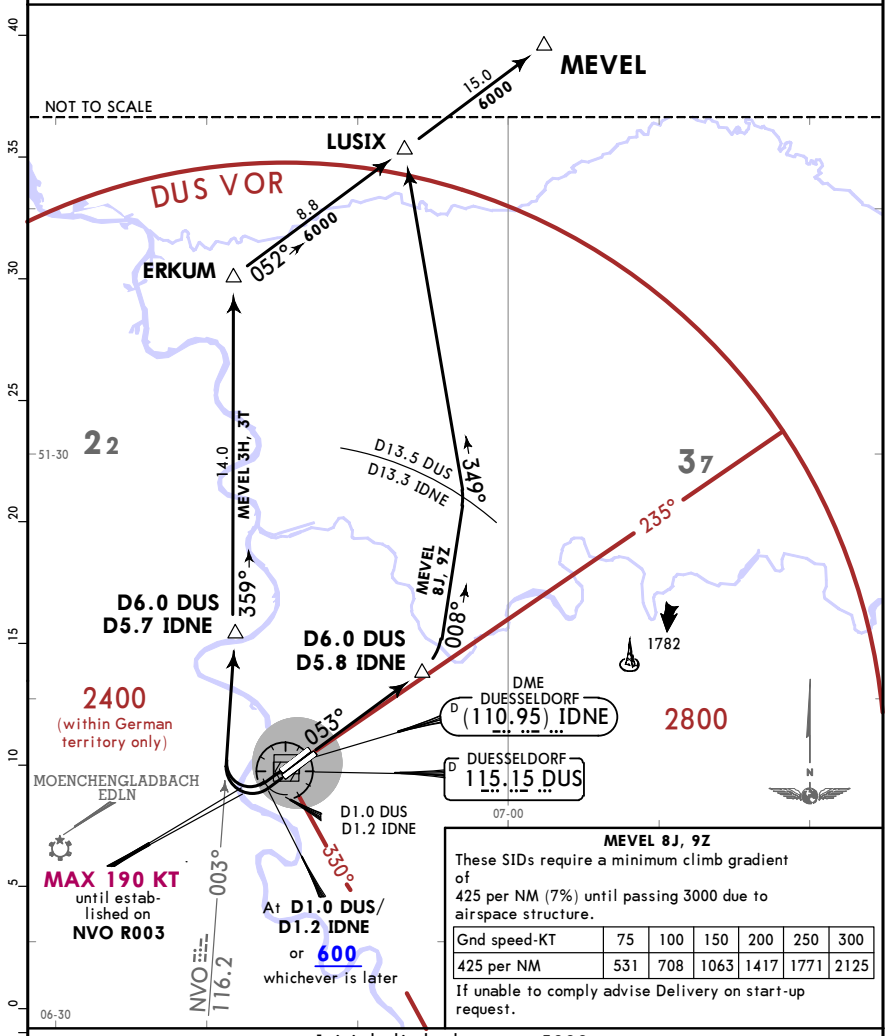
JEPPESEN DUESSELDORF, GERMANY

16 FEB 18 (10-3E) SID

LANGEN Radar (APP)	Apt Elev	
128.5	147	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 3H, MEVEL 8J, MEVEL 3T, MEVEL 9Z DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C



MEVEL 8J, 9Z

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 3H	23R	Climb on runway track to D1.0 DUS/D1.2 IDNE or 600, whichever is later, turn RIGHT, intercept NVO R003 to D6.0 DUS (D5.7 IDNE) ❶ turn LEFT, 359° track to ERKUM, turn RIGHT, 052° track, via LUSIX to MEVEL.
MEVEL 3T	23L	
MEVEL 8J	05L	Intercept DUS R053 to D6.0 DUS/D5.8 IDNE, turn LEFT, 008° track to D13.5 DUS/D13.3 IDNE ❷, turn LEFT, 349° track to LUSIX turn RIGHT, 052° track to MEVEL.
MEVEL 9Z	05R	

BRNAV equipment necessary after: ❶D6.0 DUS (D5.7 IDNE) / ❷ D13.5 DUS/D13.3 IDNE.

CHANGES: Reissue.

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EDDL/DUS
DUESSELDORF

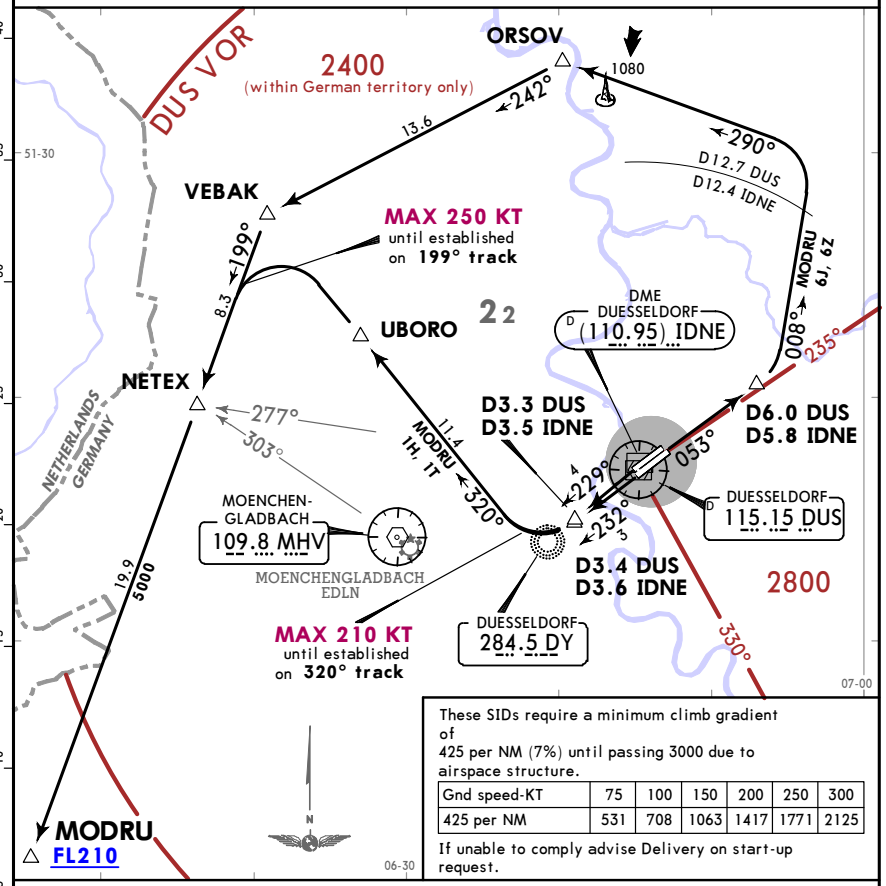
JEPPESEN DUESSELDORF, GERMANY

16 FEB 18 (10-3F) SID

LANGEN Radar (APP)	Apt Elev	
128.5	147	Trans alt: 5000 1. Remain on Tower frequency until passing 2000, then contact LANGEN Radar. 2. SIDs are also noiseabatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

MODRU 1H, MODRU 6J, MODRU 1T, MODRU 6Z DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



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

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

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

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.

Initial climb clearance 5000

SID	RWY	ROUTING
MODRU 1H	23R	Intercept 229° bearing towards DY, at D3.3 DUS/D3.5 IDNE ❶, turn RIGHT, 320° track to UBORO, turn LEFT to NETEX, 199° track to MODRU.
MODRU 6J	05L	Intercept DUS R053 to D6.0 DUS/D5.8 IDNE, turn LEFT, 008° track to D12.7 DUS/D12.4 IDNE ❷, 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 D3.4 DUS/D3.6 IDNE ❸, turn RIGHT, 320° track to UBORO, turn LEFT to NETEX, 199° track to MODRU.

BRNAV equipment necessary after: ❶ D3.3 DUS/D3.5 IDNE/ ❷ D12.7 DUS/D12.4 IDNE/ ❸ D3.4 DUS/D3.6 IDNE.

CHANGES: Reissue.

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EDDL/DUS
DUESSELDORF

JEPPESEN DUESSELDORF, GERMANY

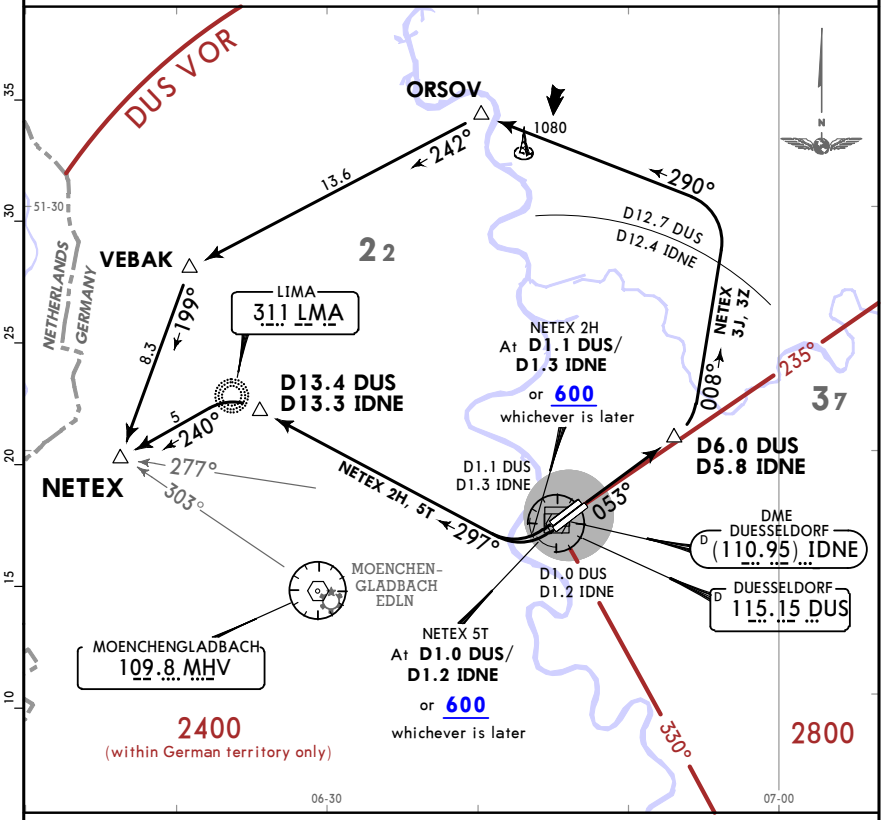
16 FEB 18 (10-3G) SID

LANGEN Radar (APP)	Apt Elev	
128.5	147	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 2H, NETEX 3J, NETEX 5T, NETEX 3Z DEPARTURES

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

SPEED: 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 2H ❶	23R	Climb on runway track to D1.1 DUS/D1.3 IDNE (Rwy 23R)/D1.0 DUS/D1.2 IDNE (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 5T ❶	23L	
NETEX 3J	05L	Intercept DUS R053 to D6.0 DUS/D5.8 IDNE, turn LEFT, 008° track to D12.7 DUS/D12.4 IDNE ❷, turn LEFT, 290° track to ORSOV, turn LEFT, 242° track to VEBAK, turn LEFT, 199° track to NETEX.
NETEX 3Z	05R	

❶ Not available for flights to continue after NETEX via FAMEN/DELOM.
❷ After D12.7 DUS/D12.4 IDNE BRNAV equipment necessary.

CHANGES: Reissue.

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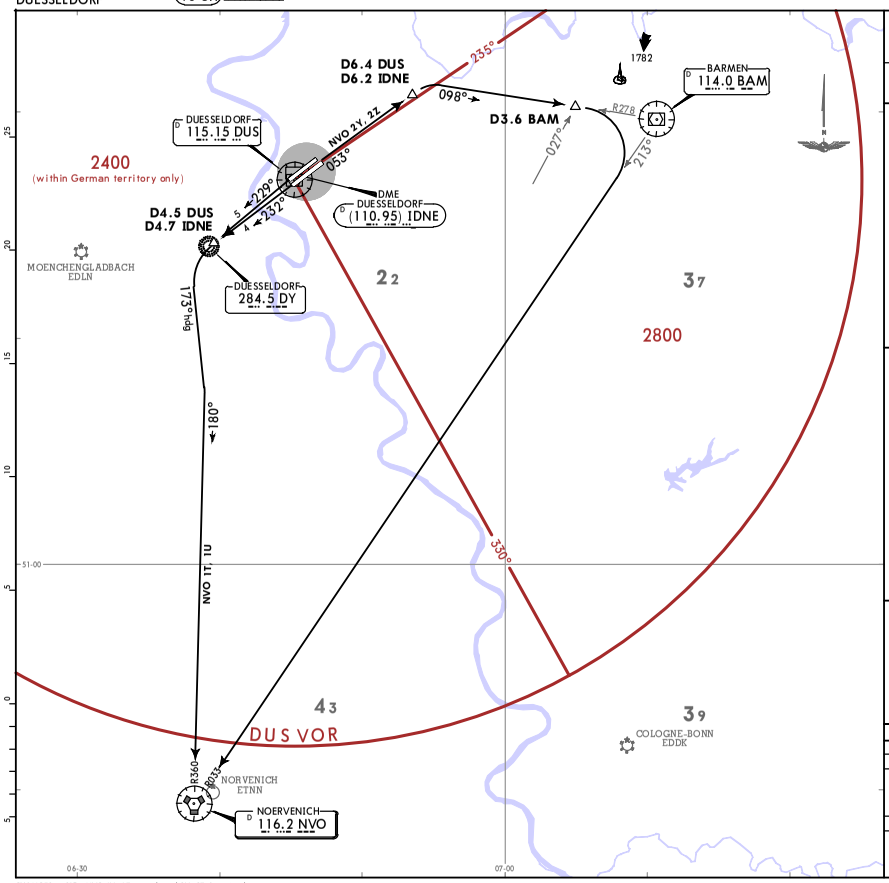

*LANGEN Radar (APP) 121.350	Trans alt: 5000 1. Remain on Tower frequency until passing 2000, then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
Apt Elev 147	

NOERVENICH 1T (NVO 1T)
NOERVENICH 1U (NVO 1U)
NOERVENICH 2Y (NVO 2Y)
NOERVENICH 2Z (NVO 2Z)
DEPARTURES

FOR FLIGHTS WITH REQUESTED FL90 OR BELOW
FLIGHTS WITH REQUESTED FL100 OR ABOVE
SHALL FILE VIA MODRU
ALSO AVAILABLE FOR FLIGHTS
VIA AIRWAY Q-760 BETWEEN 0600-0800LT

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

NVO 1T, 1U
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
NVO 1T	23L	Intercept 229° bearing (Rwy 23R) 232° bearing (Rwy 23L) towards DY, at D4.5 DUS/D4.7 IDNE, turn LEFT, 173° heading, intercept NVO R360 inbound to NVO.
NVO 1U	23R	
NVO 2Y	05L	Intercept DUS R053 to D6.4 DUS/ D6.2 IDNE, turn RIGHT, intercept BAM R278 inbound to D3.6 BAM, turn RIGHT, intercept BAM R213 to NVO.
NVO 2Z	05R	

CHANGES: SIDs NVO 1Y, 1Z renumbered 2Y, 2Z & revised.

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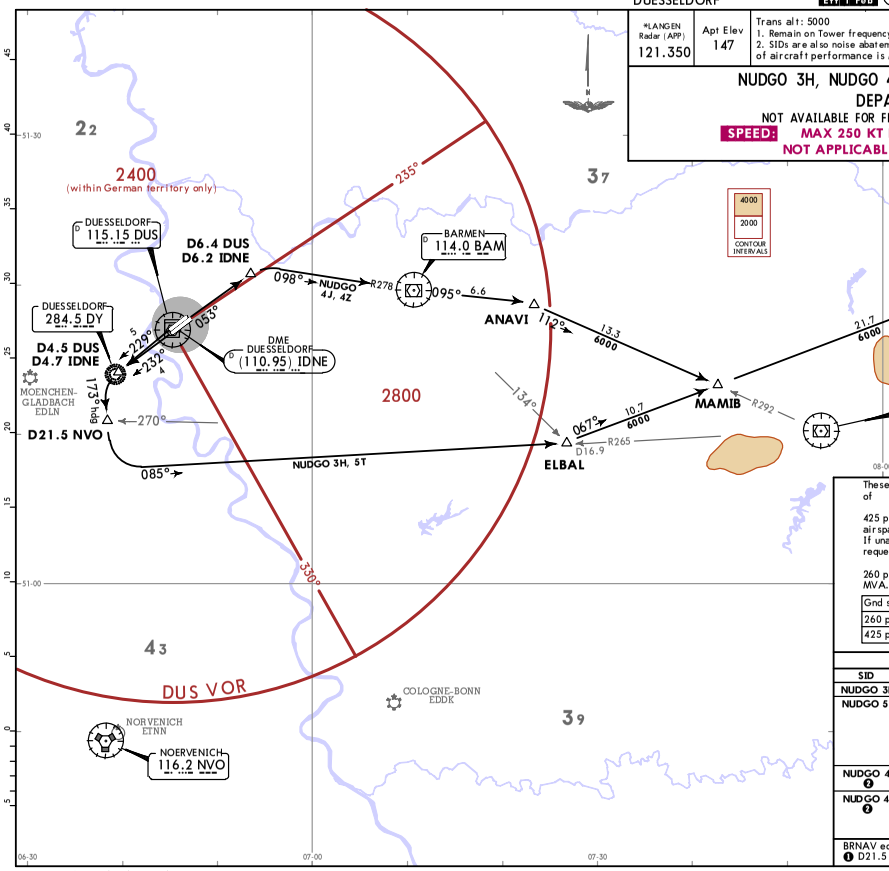
*LANGEN Radar (APP) 121.350	Apt Elev 147	Trans alt: 5000 1. Remain on Tower frequency until passing 2000, then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

NUDGO 3H, NUDGO 4J, NUDGO 5T, NUDGO 4Z
DEPARTURES

NOT AVAILABLE FOR FLIGHTS INTO UPPER AIRSPACE

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of

NUDGO 3H, 5T
425 per NM (7%) until passing 3000 due to airspace structure.
If unable to comply advise Delivery on start-up request.

NUDGO 4J, 4Z
260 per NM (4.3%) until passing 3200 due to MVA.

Gnd speed-KT	75	100	150	200	250	300
260 per NM	325	433	650	867	1083	1300
425 per NM	531	708	1063	1417	1771	2125

Initial climb clearance **5000**

SID	RWY	ROUTING
NUDGO 3H	23R	Intercept 229° bearing (Rwy 23R)/232° bearing (Rwy 23L) towards DY, at D4.5 DUS/D4.7 IDNE, turn LEFT, 173° heading to D21.5 NVO ❶, turn LEFT, intercept GMH R265 inbound to ELBAL, turn LEFT, 067° track via MAMIB to KULIX, turn LEFT, 061° track to NUDGO.
NUDGO 5T	23L	
NUDGO 4J ❷	05L	Intercept DUS R053 to D6.4 DUS/D6.2 IDNE, turn RIGHT, intercept BAM R278 inbound to BAM, BAM R095 to ANAVI, turn RIGHT, intercept GMH R292 inbound to MAMIB, turn LEFT, 067° track to KULIX, turn LEFT, 061° track to NUDGO.
NUDGO 4Z ❷	05R	

BRNAV equipment necessary after:
❶ D21.5 NVO/ ❷ passing 3200.

CHANGES: SIDs renumbered & revised.

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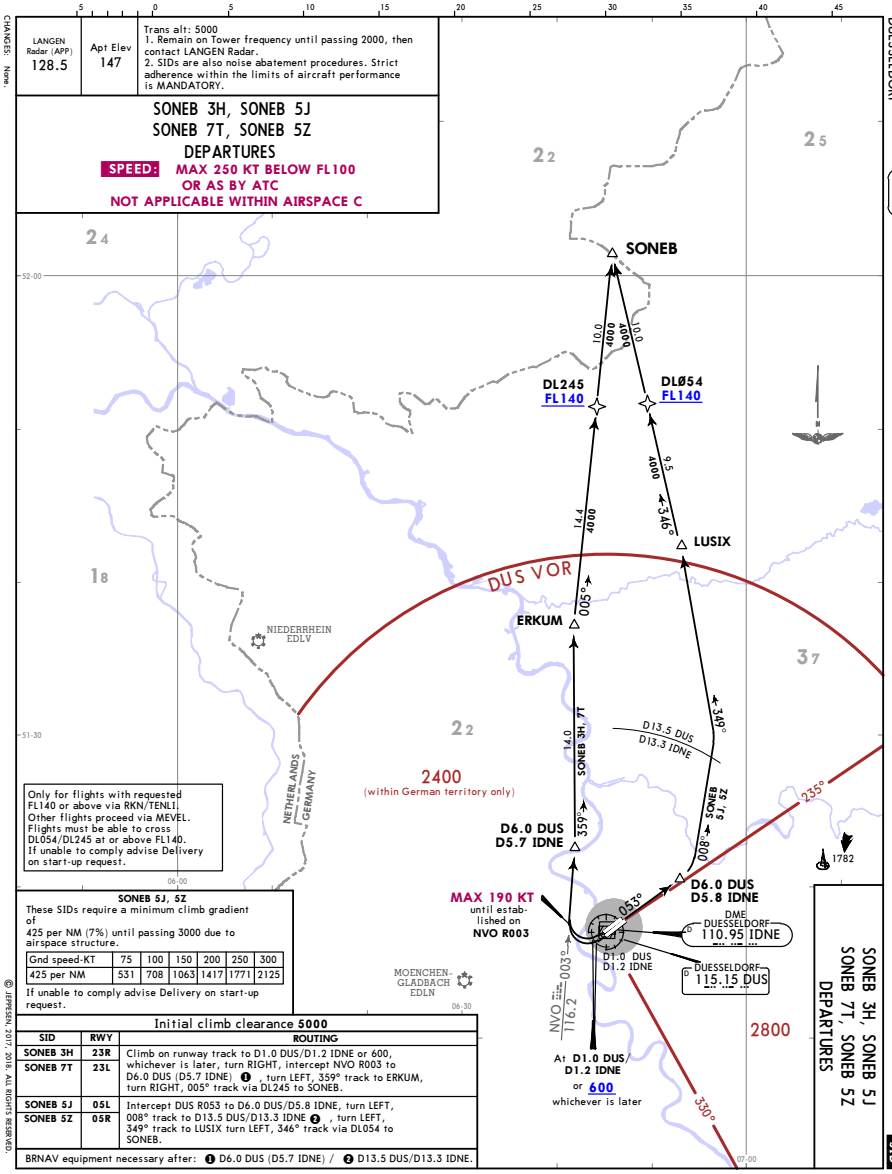
LANGEN Radar (APP) 128.5	Apt Elev 147	Trans alt: 5000 1. Remain on Tower frequency until passing 2000, then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

SONEB 3H, SONEB 5J
SONEB 7T, SONEB 5Z
DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



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.

SONEB 5J, 5Z
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 3H	23R	Climb on runway track to D1.0 DUS/D1.2 IDNE or 600, whichever is later, turn RIGHT, intercept NVO R003 to D6.0 DUS (D5.7 IDNE) ❶ , turn LEFT, 359° track to ERKUM, turn RIGHT, 005° track via DL245 to SONEB.
SONEB 7T	23L	
SONEB 5J	05L	Intercept DUS R053 to D6.0 DUS/D5.8 IDNE, turn LEFT, 008° track to D13.5 DUS/D13.3 IDNE ❷ , turn LEFT, 349° track to LUSIX turn LEFT, 346° track via DL054 to SONEB.
SONEB 5Z	05R	

BRNAV equipment necessary after: ❶ D6.0 DUS (D5.7 IDNE) / ❷ D13.5 DUS/D13.3 IDNE.

EDDL/DUS DUESSELDORF 30 MAR 18 (10-3K) JEPPESEN

SONEB 3H, SONEB 5J SONEB 7T, SONEB 5Z DEPARTURES

DUESSELDORF, GERMANY SID

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EDDL/DUS
DUESSELDORF

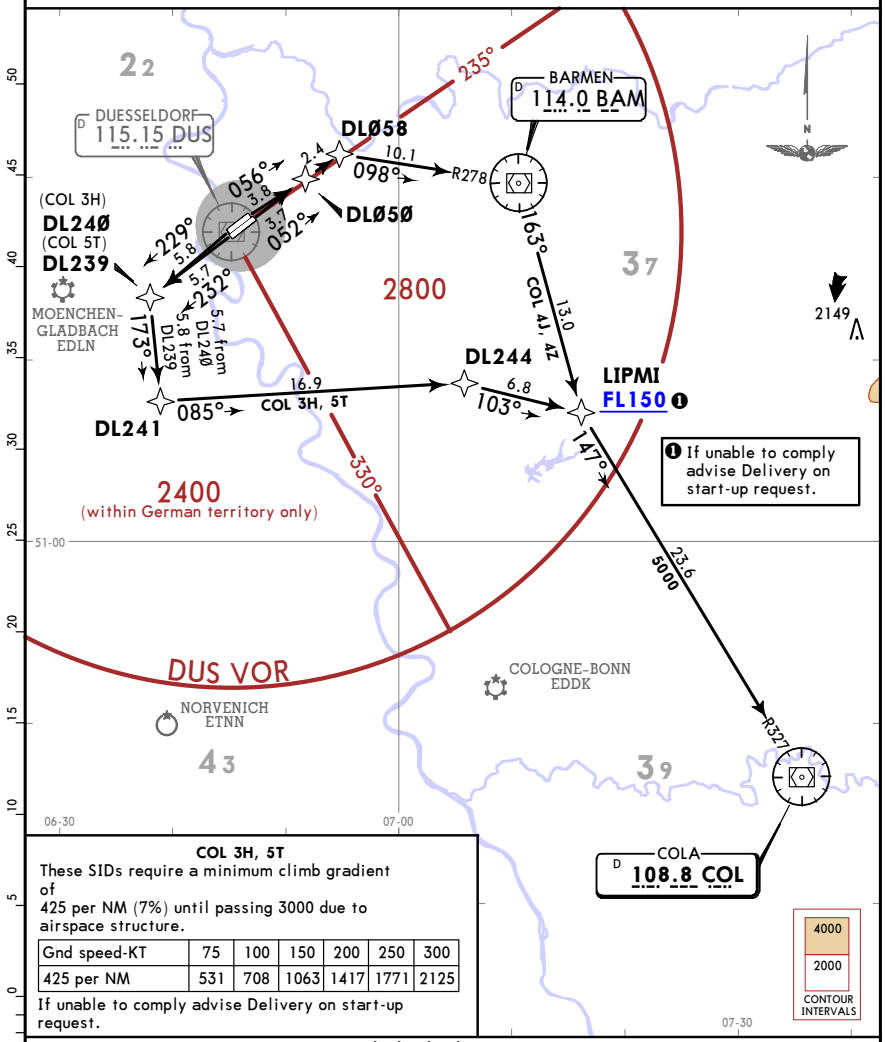
JEPPESEN 30 MAR 18 (10-3L)

DUESSELDORF, GERMANY
RNAV SID (OVERLAY)

*LANGEN Radar (APP) 121.350	Apt Elev 147	Trans alt: 5000 1. Remain on Tower frequency until passing 2000, then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

COLA 3H (COL 3H), COLA 4J (COL 4J)
COLA 5T (COL 5T), COLA 4Z (COL 4Z)
RNAV DEPARTURES (OVERLAY 10-3)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



COL 3H, 5T
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 3H	23R	(600+) - DL240 - DL241 - DL244 - LIPMI (FL150+) - COL.
COL 4J	05L	(600+) - DLØ50 - DLØ58 - BAM - LIPMI (FL150+) - COL.
COL 5T	23L	(600+) - DL239 - DL241 - DL244 - LIPMI (FL150+) - COL.
COL 4Z	05R	(600+) - DLØ50 - DLØ58 - BAM - LIPMI (FL150+) - COL.

CHANGES: Distance to DL240 revised.

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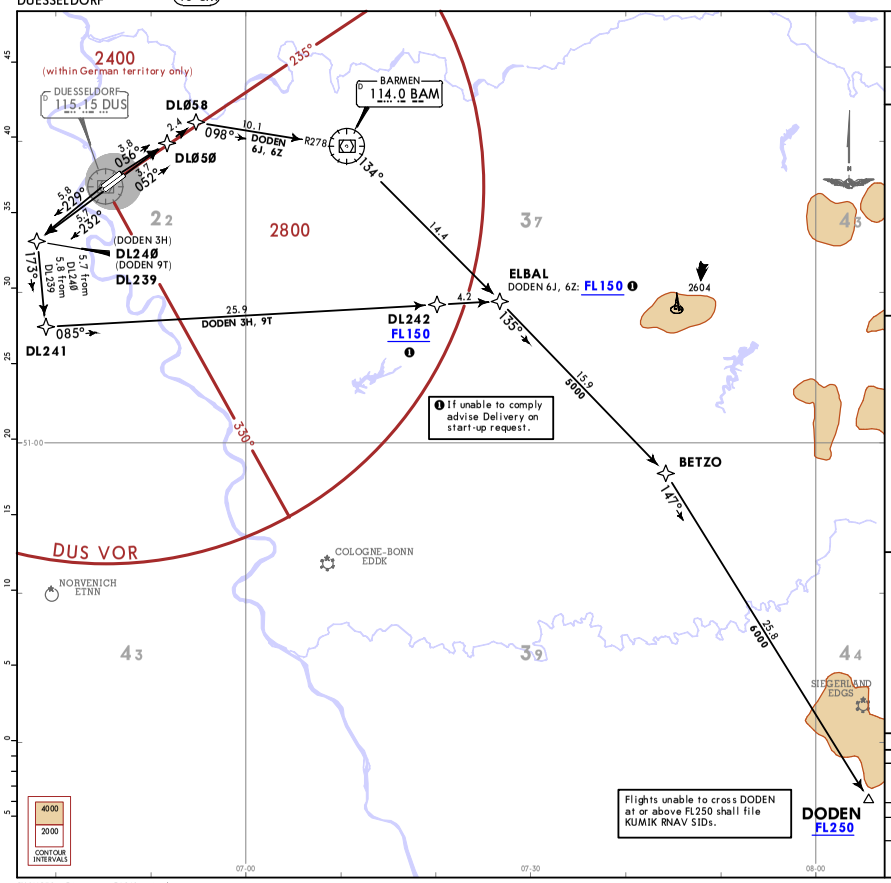

*LANGEN Radar (APP) 121.350	Trans alt: 5000 1. Remain on Tower frequency until passing 2000, then contact LANGEN Radar. 2. SIDs are also noise abatement procedures.Strict adherence within the limits of aircraft performance is MANDATORY.
Apt Elev 147	

DODEN 3H [DODE3H]
DODEN 6J [DODE6J]
DODEN 9T [DODE9T]
DODEN 6Z [DODE6Z]
RNAV DEPARTURES
(OVERLAY 10-3A)

ONLY FOR JET FLIGHTS WITH REQUESTED FL250 OR ABOVE

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

These SIDs require minimum climb gradients of

DODEN 3H, 9T
425 per NM (7%) until passing 3000 due to airspace structure.
If unable to comply advise Delivery on start-up request.

DODEN 6J, 6Z
260 per NM (4.3%) until passing 3200 due to MVA.

Gnd speed-KT	75	100	150	200	250	300
260 per NM	325	433	650	867	1083	1300
425 per NM	531	708	1063	1417	1771	2125

Initial climb clearance **5000**

SID	RWY	ROUTING
DODEN 3H	23R	(600+) - DL240 - DL241 - DL242 (FL150+) - ELBAL - BETZO - DODEN (FL250+).
DODEN 6J	05L	(600+) - DL050 - DL058 - BAM - ELBAL (FL150+) - BETZO - DODEN (FL250+).
DODEN 6Z	05R	
DODEN 9T	23L	(600+) - DL239 - DL241 - DL242 (FL150+) - ELBAL - BETZO - DODEN (FL250+).

CHANGES: Distance to DL240 revised.

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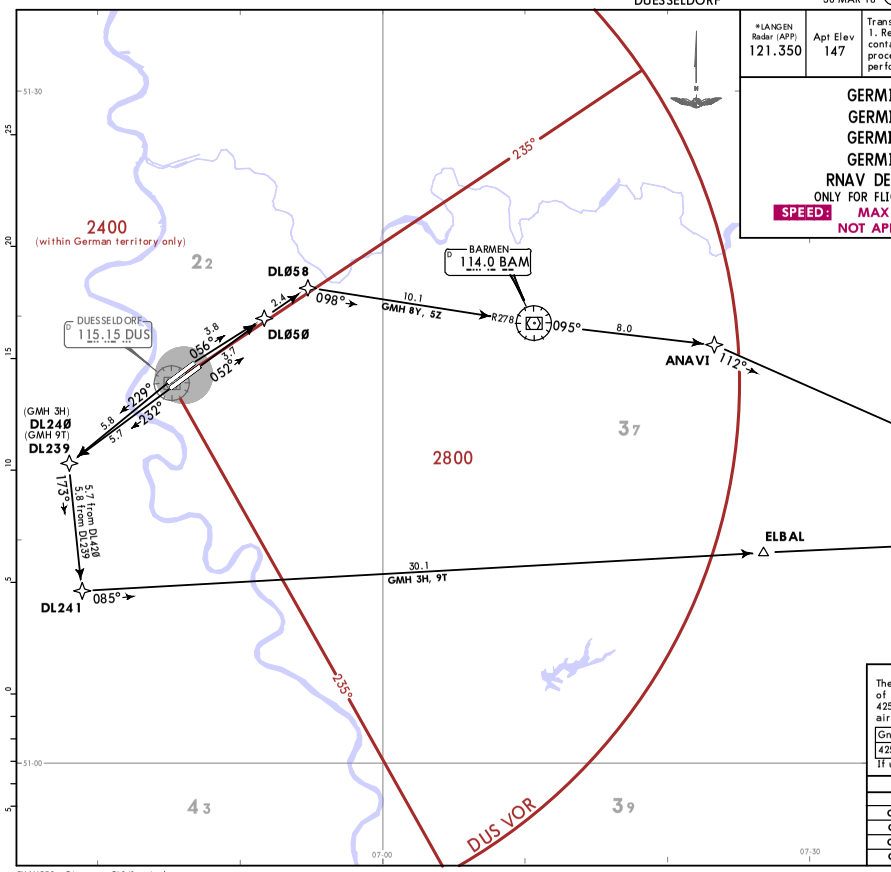

*LANGEN Radar (APP) 121.350	Trans alt: 5000 1. Remain on Tower frequency until passing 2000, then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
Apt Elev 147	

GERMINGHAUSEN 3H (GMH 3H)
GERMINGHAUSEN 9T (GMH 9T)
GERMINGHAUSEN 8Y (GMH 8Y)
GERMINGHAUSEN 5Z (GMH 5Z)
RNAV DEPARTURES (OVERLAY 10-3B)

ONLY FOR FLIGHTS WITH REQUESTED FL140 OR BELOW

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

GMH 3H, 9T
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 3H	23R	(600+) - DL240 - DL241 - GMH.
GMH 9T	23L	(600+) - DL239 - DL241 - GMH.
GMH 8Y	05L	(600+) - DL050 - DL058 - BAM - ANAVI - GMH.
GMH 5Z	05R	

CHANGES: Distance to DL240 revised.

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DUESSELDORF, GERMANY
RNAV SID (OVERLAY)

*LANGEN Radar (APP) 121.350

Apt Elev 147

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

KUMIK 3H [KUMI3H]
KUMIK 4J [KUMI4J]
KUMIK 6T [KUMI6T]
KUMIK 4Z [KUMI4Z]
RNAV DEPARTURES
(OVERLAY 10-3C)
ONLY FOR FLIGHTS WITH REQUESTED FL150 OR ABOVE

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

Normally not available for flights above FL250 (via BONBI), except Prop/Turbo Prop aircraft.

These SIDs require minimum climb gradients of
KUMIK 3H, 6T
425 per NM (7%) until passing 3000 due to airspace structure.
If unable to comply advise Delivery on start-up request.
KUMIK 4J, 4Z
260 per NM (4.3%) until passing 3200 due to NVA.

Gnd speed-KT	75	100	150	200	250	300
260 per NM	325	433	650	867	1083	1300
425 per NM	531	708	1063	1417	1771	2125

Initial climb clearance 5000

SID	RWY	ROUTING
KUMIK 3H	23R	(600+) - DL240 - DL241 - ELBAL - DEGOM (FL150+) - KUMIK.
KUMIK 4J	05L	(600+) - DL050 - DL058 - BAM - ANAVI - DEGOM (FL150+) - KUMIK.
KUMIK 4Z	05R	
KUMIK 6T	23L	(600+) - DL239 - DL241 - ELBAL - DEGOM (FL150+) - KUMIK.

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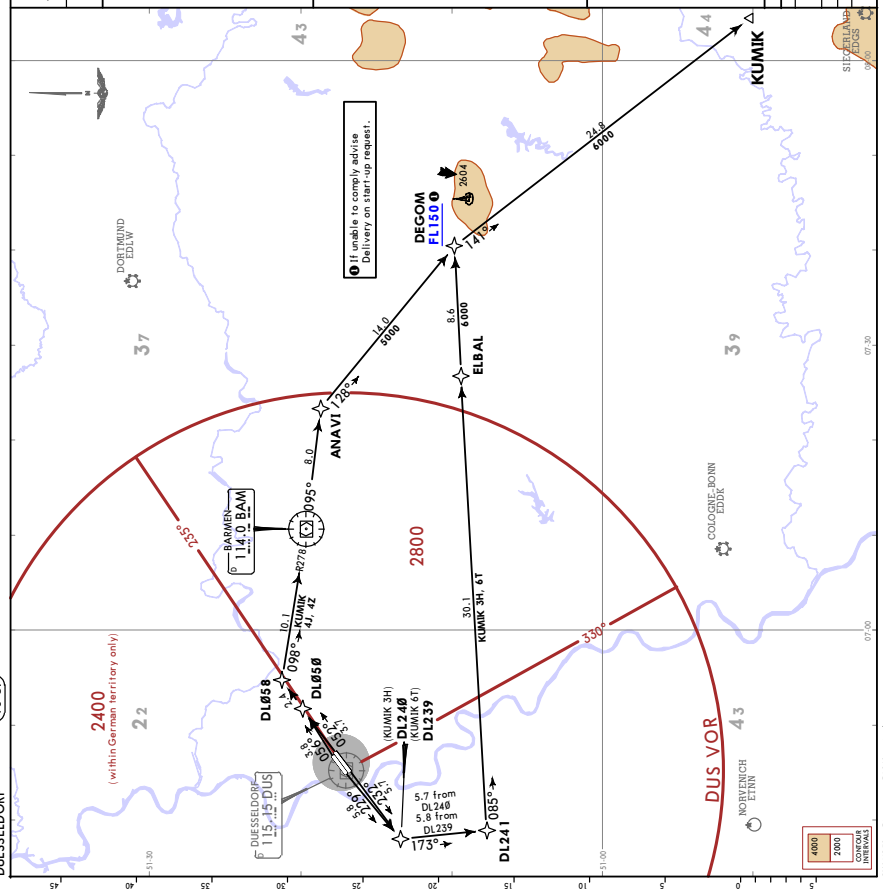

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EDDL/DUS
DUESSELDORF

JEPPESEN 30 MAR 18 (10-3Q)

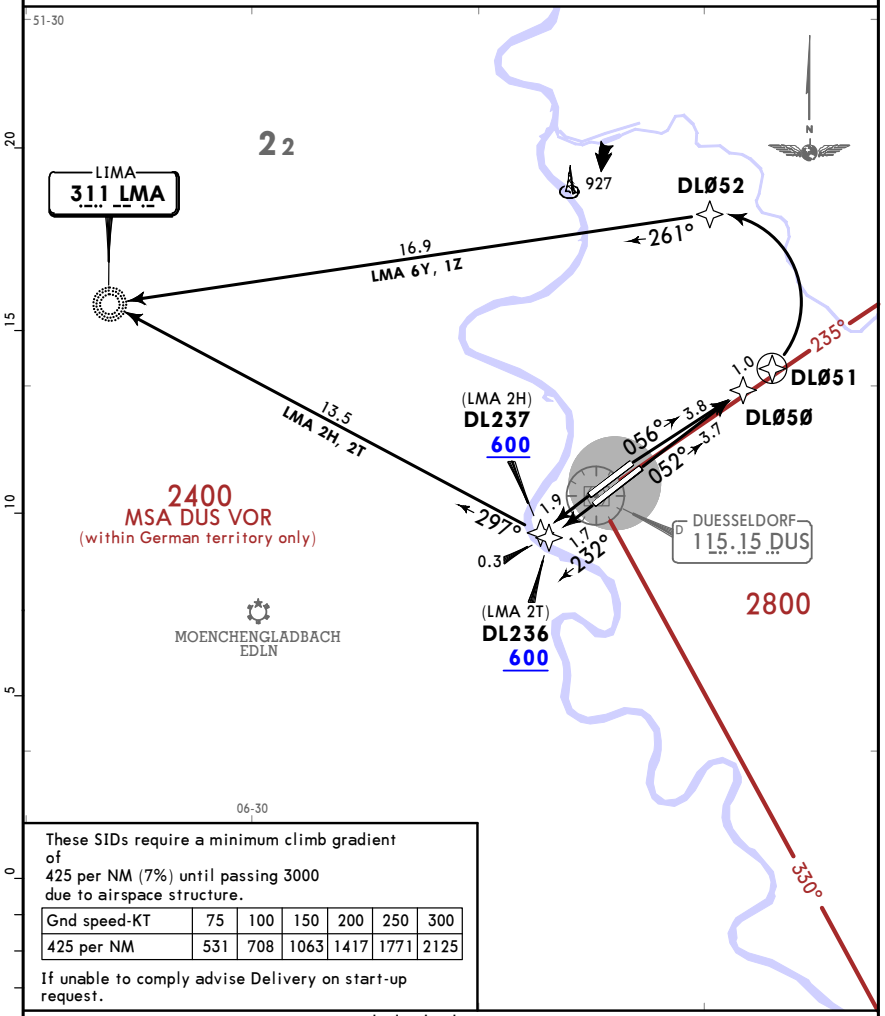
DUESSELDORF, GERMANY
RNAV SID (OVERLAY)

LANGEN Radar (APP)	Apt Elev	
128.5	147	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 2H (LMA 2H), LIMA 2T (LMA 2T)
LIMA 6Y (LMA 6Y), LIMA 1Z (LMA 1Z)
RNAV DEPARTURES (OVERLAY 10-3D)

ONLY FOR FLIGHTS TO EDLN

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



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

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

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

Initial climb clearance **5000**

SID	RWY	ROUTING
LMA 2H	23R	DL237 (600+) - LMA.
LMA 2T	23L	DL236 (600+) - LMA.
LMA 6Y	05L	(600+) - DL050 - DL051 - DL052 - LMA.
LMA 1Z	05R	

CHANGES: None.

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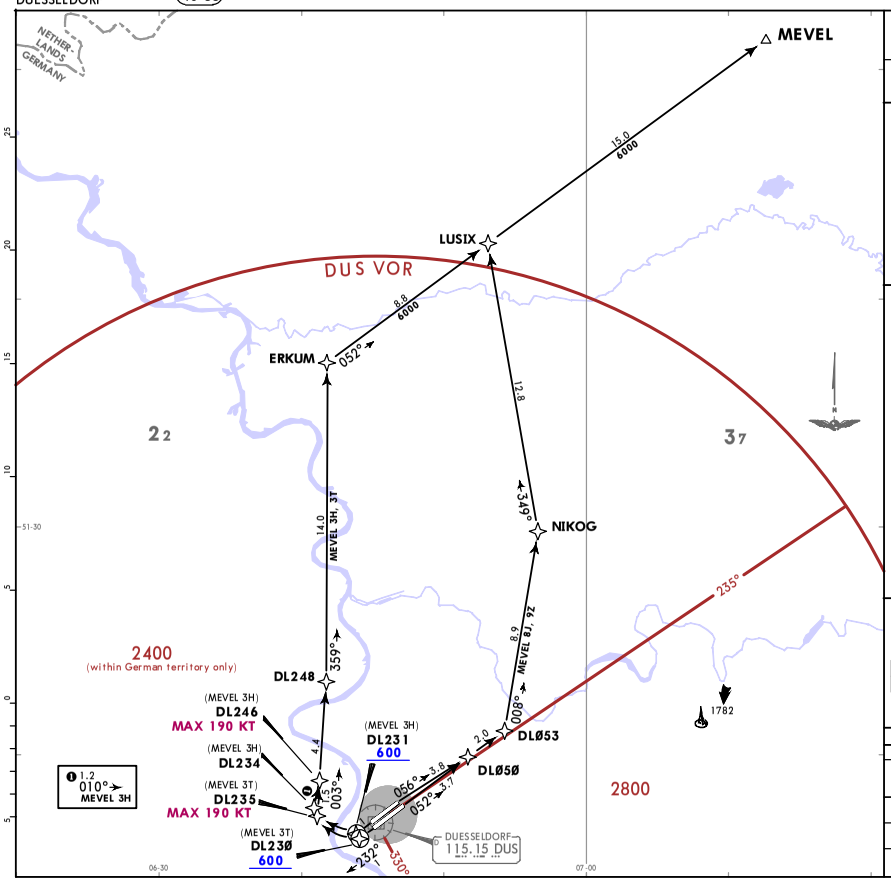

LANGEN Radar (APP) 128.5	Trans alt: 5000 1. Remain on Tower frequency until passing 2000, then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
Apt Elev 147	

MEVEL 3H [MEVE3H]
MEVEL 8J [MEVE8J]
MEVEL 3T [MEVE3T]
MEVEL 9Z [MEVE9Z]
RNAV DEPARTURES
(OVERLAY 10-3E)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

MEVEL 8J, 9Z
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 3H	23R	DL231 (600+) - DL234 - DL246 (K190-) - DL248 - ERKUM - LUSIX - MEVEL.
MEVEL 8J	05L	(600+) - DL050 - DL053 - NIKOG - LUSIX - MEVEL.
MEVEL 3T	23L	DL230 (600+) - DL235 (K190-) - DL248 - ERKUM - LUSIX - MEVEL.
MEVEL 9Z	05R	(600+) - DL050 - DL053 - NIKOG - LUSIX - MEVEL.

CHANGES: None.

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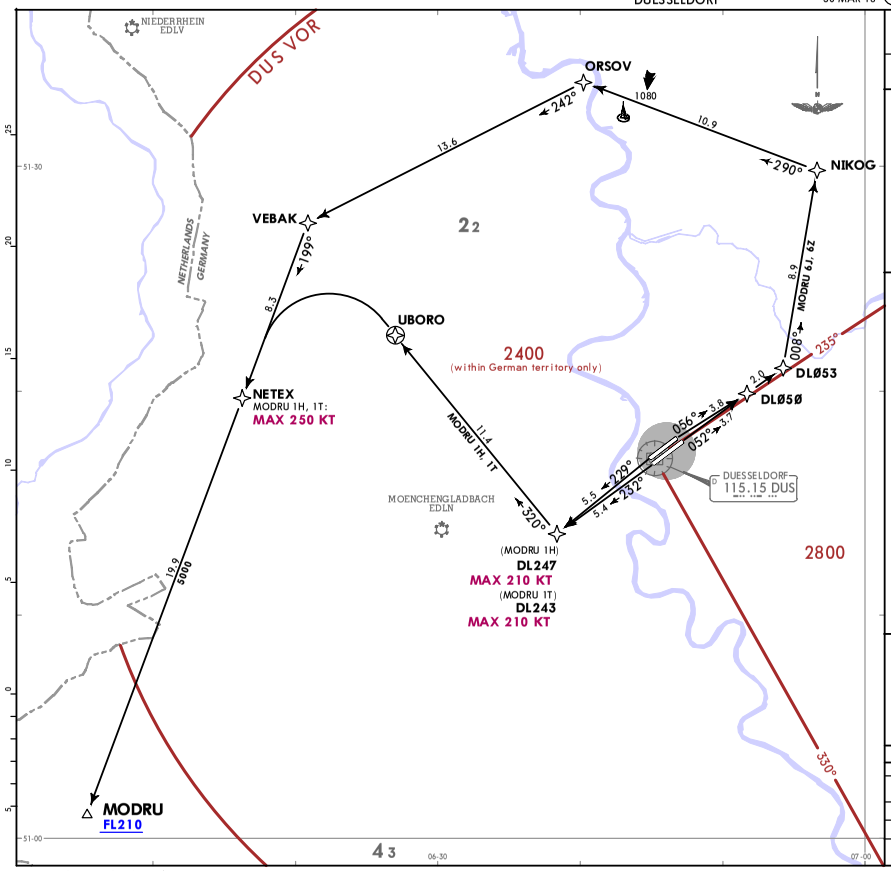

LANGEN Radar (APP) 128.5	Trans alt: 5000 1. Remain on Tower frequency until passing 2000, then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
Apt Elev 147	

MODRU 1H [MODR1H]
MODRU 6J [MODR6J]
MODRU 1T [MODR1T]
MODRU 6Z [MODR6Z]
RNAV DEPARTURES
(OVERLAY 10-3F)

SPEED: 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	531	708	1063	1417	1771	2125

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

Initial climb clearance **5000**

SID	RWY	ROUTING
MODRU 1H	23R	(600+) - DL247 (K210-) - UBORO - NETEX (K250-) - MODRU (FL210+).
MODRU 6J	05L	(600+) - DL050 - DL053 - NIKOG - ORSOV - VEBAK - NETEX - MODRU (FL210+).
MODRU 6Z	05R	
MODRU 1T	23L	(600+) - DL243 (K210-) - UBORO - NETEX (K250-) - MODRU (FL210+).

CHANGES: Distance to DL247 revised.

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EDDL/DUS DUESSELDORF

JEPPESEN **DUESSELDORF, GERMANY**

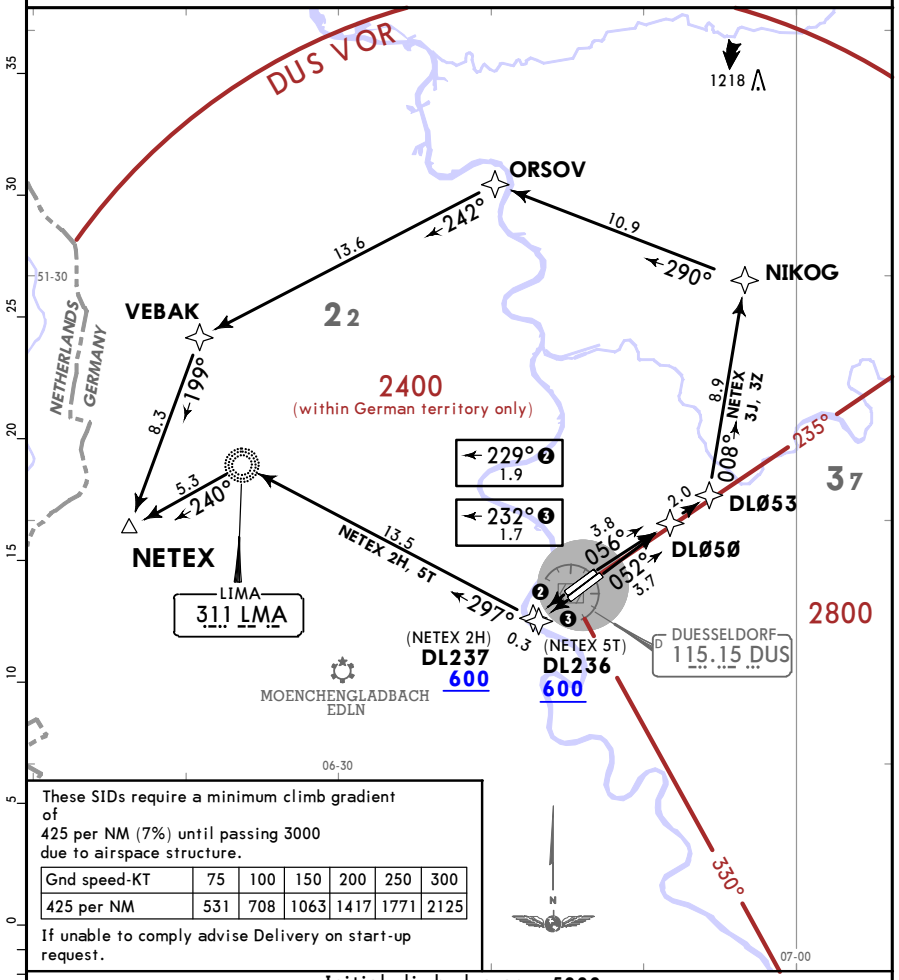
30 MAR 18 (10-3U) **RNAV SID (OVERLAY)**

LANGEN Radar (APP)	Apt Elev	
128.5	147	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 2H [NETE2H], NETEX 3J [NETE3J] NETEX 5T [NETE5T], NETEX 3Z [NETE3Z] 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)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



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

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

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

Initial climb clearance **5000**

SID	RWY	ROUTING
NETEX 2H ❶	**23R**	DL237 (600+) - LMA - NETEX.
NETEX 3J	**05L**	(600+) - DL050 - DL053 - NIKOG - ORSOV - VEBAK - NETEX.
NETEX 5T ❶	**23L**	DL236 (600+) - LMA - NETEX.
NETEX 3Z	**05R**	(600+) - DL050 - DL053 - NIKOG - ORSOV - VEBAK - NETEX.

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

CHANGES: None.

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EDDL/DUS DUESSELDORF

JEPPESEN **DUESSELDORF, GERMANY**

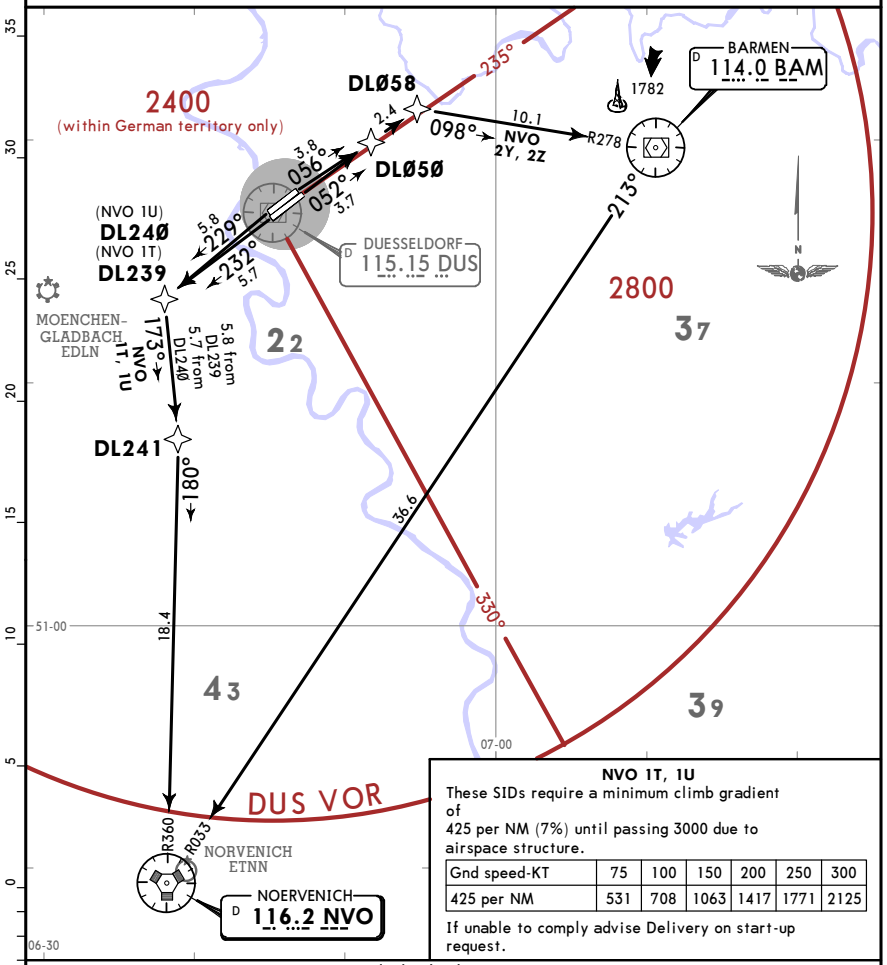
30 MAR 18 (10-3V) **RNAV SID (OVERLAY)**

*LANGEN Radar (APP)	Apt Elev	
121.350	147	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.

NOERVENICH 1T (NVO 1T), NOERVENICH 1U (NVO 1U) NOERVENICH 2Y (NVO 2Y), NOERVENICH 2Z (NVO 2Z) RNAV DEPARTURES (OVERLAY 10-3H)

FOR FLIGHTS WITH REQUESTED FL90 OR BELOW
FLIGHTS WITH REQUESTED FL100 OR ABOVE SHALL FILE VIA MODRU
ALSO AVAILABLE FOR FLIGHTS VIA AIRWAY Q-760 BETWEEN 0600-0800LT

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



NVO 1T, 1U
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
NVO 1T	**23L**	(600+) - DL239 - DL241 - NVO.
NVO 1U	**23R**	(600+) - DL240 - DL241 - NVO.
NVO 2Y	**05L**	(600+) - DL050 - DL058 - BAM - NVO.
NVO 2Z	**05R**	

CHANGES: Distance to DL240 revised.

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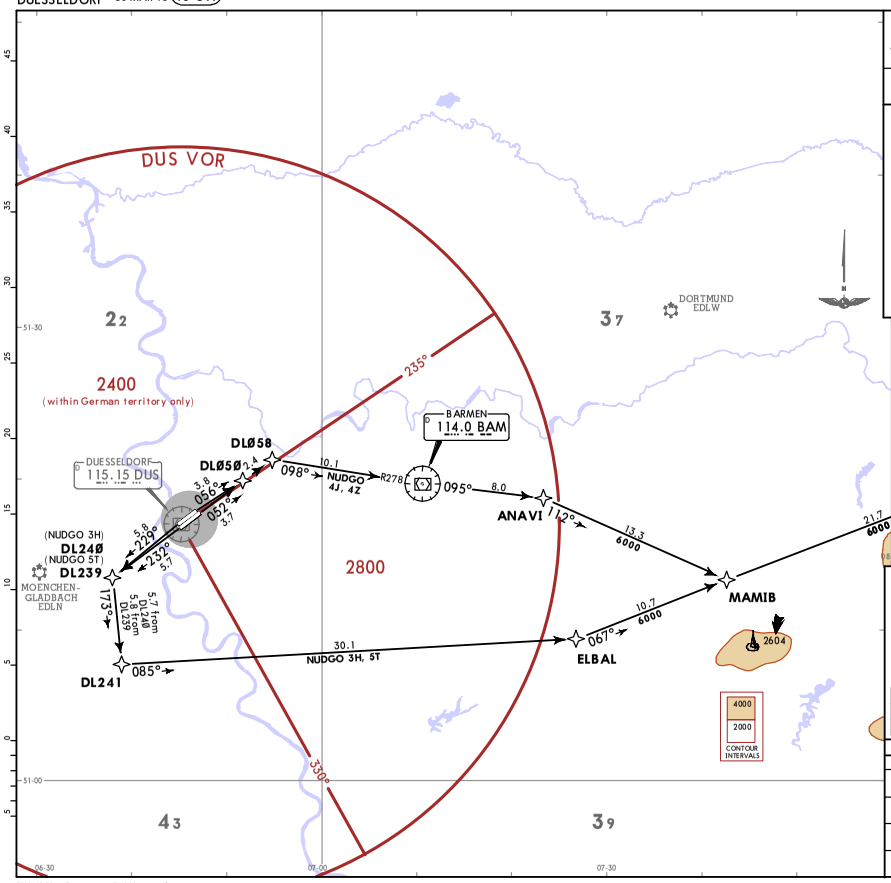

*LANGEN Radar (APP)	Trans alt: 5000 1. Remain on Tower frequency until passing 2000, then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
121.350	
Apt Elev 147	

NUDGO 3H [NUDG3H]
NUDGO 4J [NUDG4J]
NUDGO 5T [NUDG5T]
NUDGO 4Z [NUDG4Z]
RNAV DEPARTURES
(OVERLAY 10-3J)
NOT AVAILABLE FOR FLIGHTS
INTO UPPER AIRSPACE
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

These SIDs require minimum climb gradients of

NUDGO 3H, 5T
425 per NM (7%) until passing 3000 due to airspace structure.
If unable to comply advise Delivery on start-up request.

NUDGO 4J, 4Z
260 per NM (4.3%) until passing 3200 due to MVA.

Gnd speed-KT	75	100	150	200	250	300
260' per NM	325	433	650	867	1083	1300
425' per NM	531	708	1063	1417	1771	2125

Initial climb clearance **5000**

SID	RWY	ROUTING
NUDGO 3H	23R	(600+) - DL240 - DL241 - ELBAL - MAMIB - KULIX - NUDGO.
NUDGO 4J	05L	(600+) - DL050 - DL058 - BAM - ANAVI - MAMIB - KULIX - NUDGO.
NUDGO 5T	23L	(600+) - DL239 - DL241 - ELBAL - MAMIB - KULIX - NUDGO.
NUDGO 4Z	05R	(600+) - DL050 - DL058 - BAM - ANAVI - MAMIB - KULIX - NUDGO.

CHANGES: Distance to DL240 revised.

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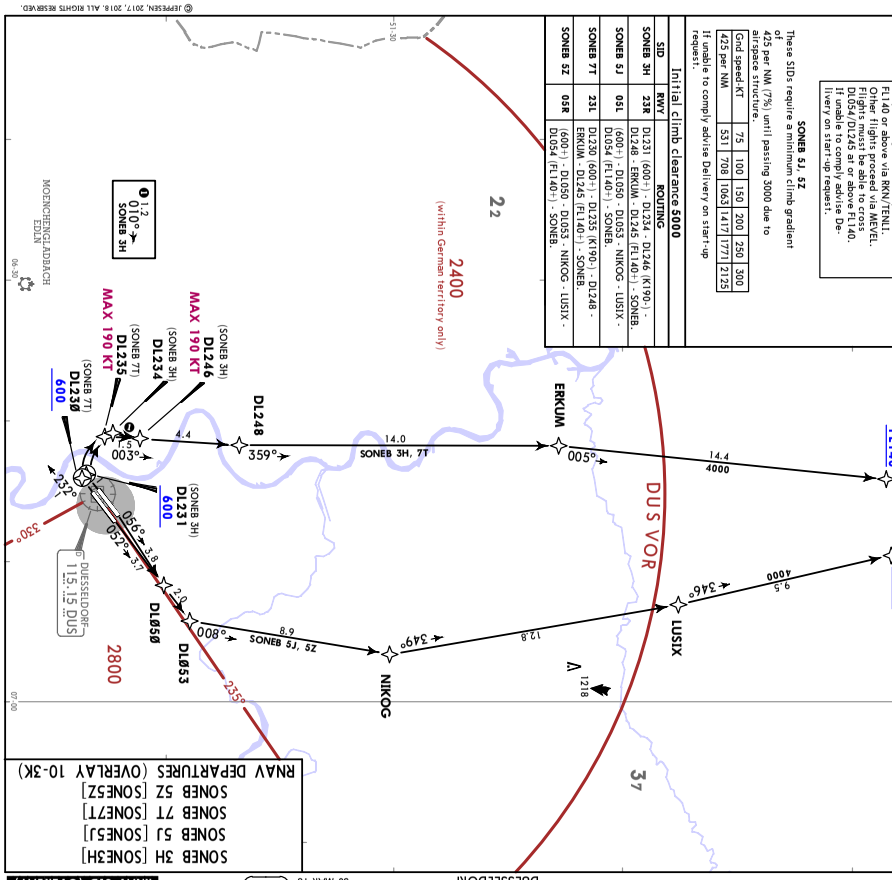

*LANGEN Radar (APP)	Trans alt: 5000 1. Remain on Tower frequency until passing 2000, then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
128.5	
Apt Elev 147	

SONEB 3H [SONE3H]
SONEB 5J [SONE5J]
SONEB 7T [SONE7T]
SONEB 5Z [SONE5Z]
RNAV DEPARTURES (OVERLAY 10-3K)
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

Only for flights with requested FL140 or above via RKN/TENLI.
Other flights proceed via MEVEL.
Flights without RNAV capability DL054/DL245 at or above FL140.
If unable to comply advise Delivery on start-up request.

SONEB 5J, 5Z
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 3H	23R	DL231 (600+) - DL234 - DL246 (K190-) - DL248 - ERKUM - DL245 (FL140+) - SONEB.
SONEB 5J	05L	(600+) - DL050 - DL053 - NIKOG - LUSIX - DL054 (FL140+) - SONEB.
SONEB 7T	23L	DL230 (600+) - DL235 (K190-) - DL248 - ERKUM - DL245 (FL140+) - SONEB.
SONEB 5Z	05R	(600+) - DL050 - DL053 - NIKOG - LUSIX - DL054 (FL140+) - SONEB.

CHANGES: None.

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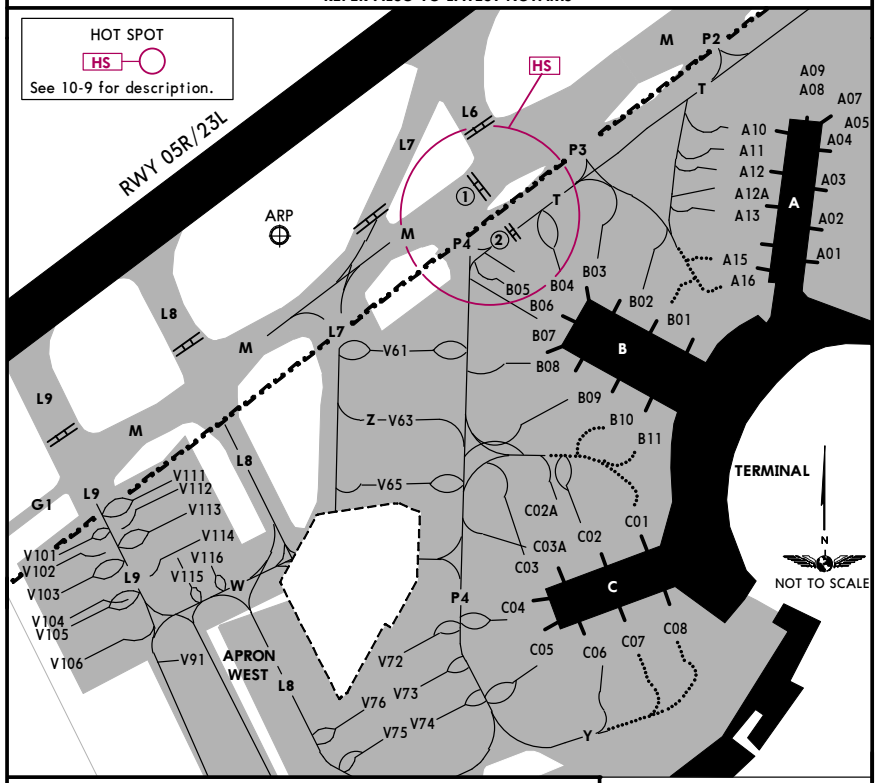
EDDL/DUS

JEPPESEN **DUESSELDORF, GERMANY**

13 APR 18 (10-8) **Eff 16 APR** DUESSELDORF

CONSTRUCTION WORKS

REFER ALSO TO LATEST NOTAMS



RESTRICTIONS AND CHANGES FOR TAXIING ON APRON AND TWYS

Relocation of TWY L8-South (MAX Code E ACFT).

Temporary use of TWY Z (MAX Code E ACFT).

Closure of intersection TWY L7/L8/W and closure TWY W around former stand V67 and V68.

Closure of ACFT stands V62, V64, V67 to V71 and V81 to V86.

Replacement ACFT stands V61, V63, V65, V72 thru V76 and V91.

LEGEND

A10	Parking position
M	Taxiway
———	Taxi guideline all acft
·····	Taxi guideline all acft except B747, B777, A330 (C01/C07 possible), A340
①	Checkpoint for handover between two sectors of ground control

CHANGES: New temporary chart.

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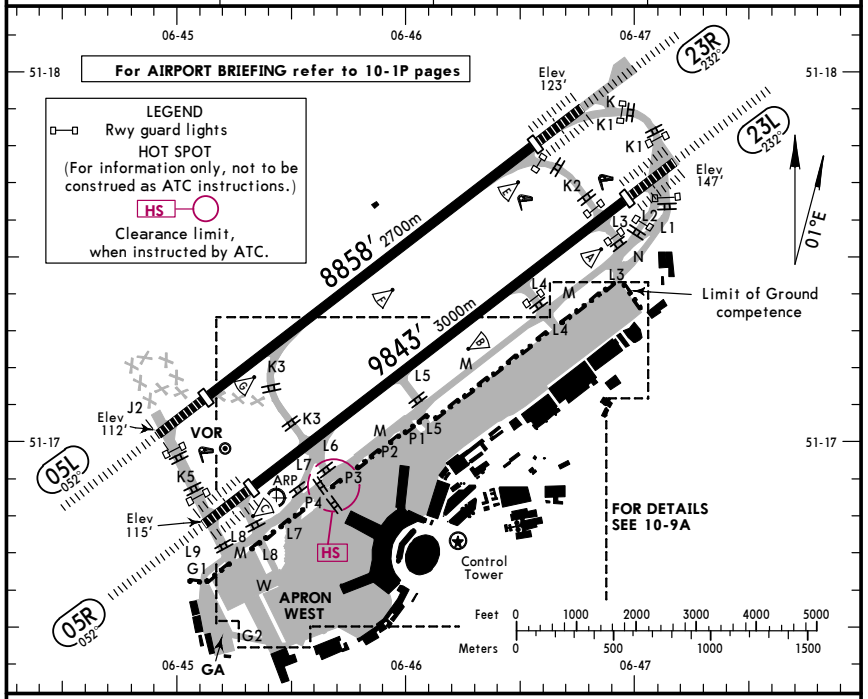
EDDL/DUS

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

JEPPESEN **DUESSELDORF, GERMANY**

4 MAY 18 (10-9) DUESSELDORF

*D-ATIS	*DUESSELDORF Delivery	*DUESSELDORF Ground	Tower
123.780	121.780	121.905 121.605	118.305



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
05L	HIRL❶ CL❷ HIALS SFL PAPI-L(3.0°) REIL RVR	7874' 2400m	6780' 2067m	❸❹	148' 45m
23R	HIRL❶ CL❷ ALSF-II TDZ PAPI-L(3.0°) REIL RVR		6659' 2030m		

❶ spacing 60m
❷ spacing 15m
❸ 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
❹ Additional 984'/300m available as stopway.

RWY		Threshold	Glide Slope	TAKE-OFF	WIDTH
05R	HIRL CL(15m) ALSF-II TDZ PAPI-L(3.0°) REIL RVR	8858' 2700m	7825' 2385m	❺❻	148' 45m
23L			7644' 2330m		

❺ 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)
❻ Additional 984'/300m available as stopway.

Standard TAKE-OFF

	Low Visibility Take-off: ❶ HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A						
B	TDZ, MID, RO RVR 125m	TDZ, MID, RO RVR 150m	RVR 200m	RVR 300m	400m	500m
C						
D						

❶ RWY 05R, 23L: RVR 75m with approved guidance system or HUD/HUDLS.

CHANGES: Communications.

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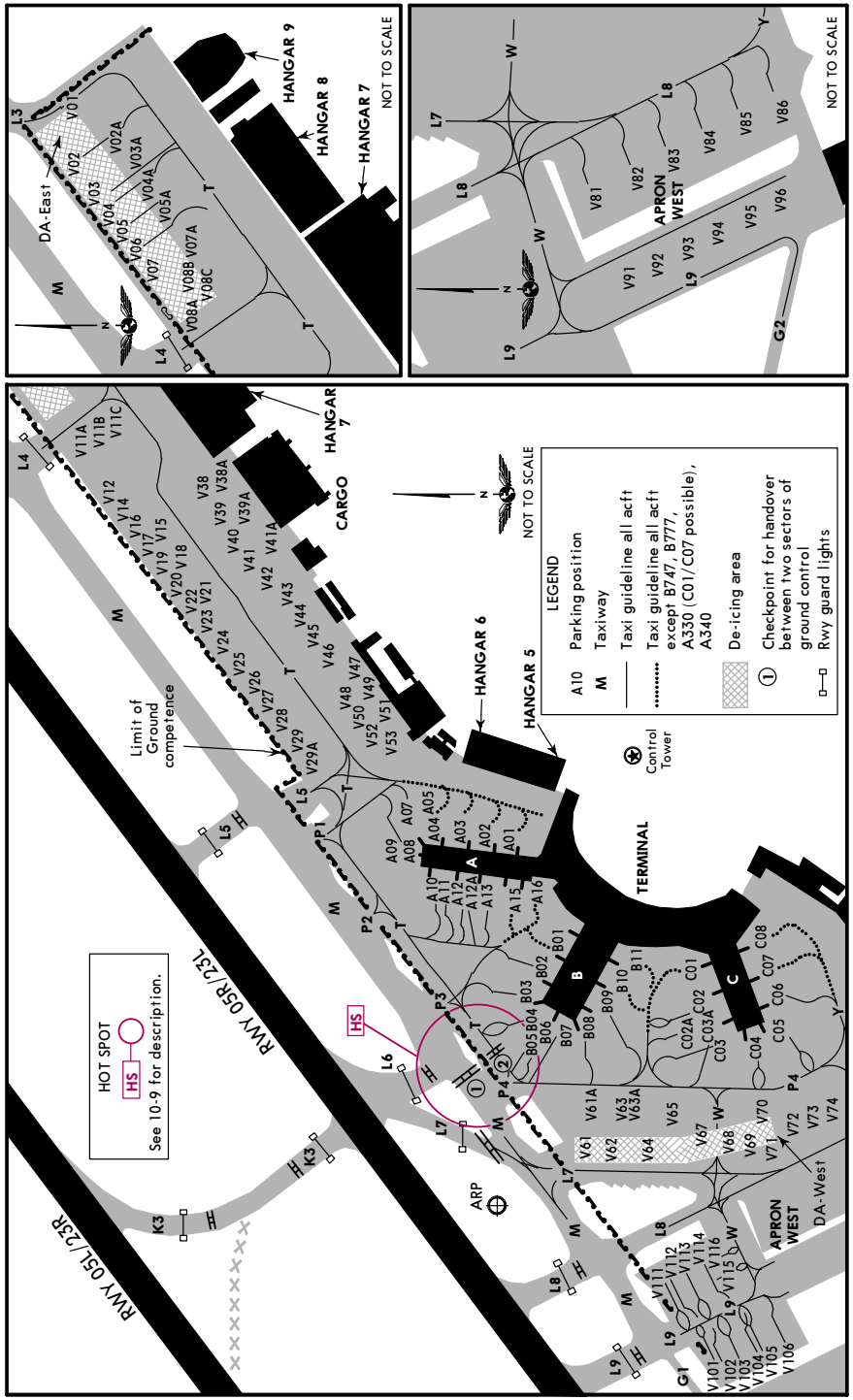

CHANGES: RWY guard lights added.

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INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
A01	N51 16.8 E006 46.0	V19	N51 17.2 E006 46.5
A02 thru A05	N51 16.9 E006 46.0	V20 thru V23	N51 17.2 E006 46.4
A07	N51 17.0 E006 46.0	V24 thru V26	N51 17.1 E006 46.3
A08	N51 16.9 E006 46.0	V27 thru V29	N51 17.1 E006 46.2
A09	N51 17.0 E006 46.0	V29A	N51 17.1 E006 46.1
A10	N51 16.9 E006 45.9	V38, V38A	N51 17.1 E006 46.6
A11	N51 16.9 E006 46.0	V39 thru V42	N51 17.1 E006 46.5
A12	N51 16.9 E006 45.9	V43, V44	N51 17.1 E006 46.4
A12A	N51 16.9 E006 46.0	V45	N51 17.0 E006 46.4
A13	N51 16.9 E006 45.9	V46 thru V49	N51 17.0 E006 46.3
A15, A16	N51 16.8 E006 45.9	V50 thru V53	N51 17.0 E006 46.2
B01 thru B03	N51 16.8 E006 45.8	V61 thru V62	N51 16.8 E006 45.6
B04 thru B08	N51 16.8 E006 45.7	V63 thru V65	N51 16.7 E006 45.6
B09	N51 16.8 E006 45.8	V67 thru V72	N51 16.6 E006 45.6
B10 thru C01	N51 16.7 E006 45.8	V73, V74	N51 16.5 E006 45.6
C02, C02A	N51 16.6 E006 45.8	V81, V82	N51 16.6 E006 45.4
C03 thru C05	N51 16.6 E006 45.7	V83	N51 16.5 E006 45.4
C06, C07	N51 16.6 E006 45.8	V84 thru V86	N51 16.5 E006 45.5
C08	N51 16.6 E006 45.9	V91	N51 16.6 E006 45.4
V01 thru V02A	N51 17.4 E006 46.9	V92 thru V96	N51 16.5 E006 45.4
V03	N51 17.4 E006 46.8	V101 thru V106	N51 16.6 E006 45.2
V03A	N51 17.3 E006 46.9	V111	N51 16.3 E006 45.3
V04	N51 17.4 E006 46.8	V112, V113	N51 16.7 E006 45.3
V04A	N51 17.3 E006 46.8	V114	N51 16.6 E006 45.4
V05	N51 17.4 E006 46.8	V115	N51 16.6 E006 45.3
V05A, V06	N51 17.3 E006 46.8	V116	N51 16.6 E006 45.4
V07	N51 17.3 E006 46.7		
V07A	N51 17.3 E006 46.8		
V08A	N51 17.3 E006 46.7		
V08B, V08C	N51 17.3 E006 46.8		
V11A	N51 17.3 E006 46.6		
V11B	N51 17.2 E006 46.6		
V11C, V12	N51 17.3 E006 46.6		
V14 thru V17	N51 17.2 E006 46.5		
V18	N51 17.2 E006 46.4		

CHANGES: Location and airport name.

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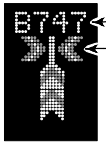
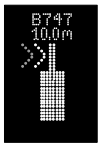
SAFEGATE ACFT DOCKING GUIDANCE SYSTEM (SAFEDOCK)



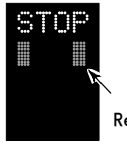
System is activated and in capture mode, searching an approaching acft.
The lead-in line is to be followed.

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



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

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



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

In case of malfunction request assistance from APRON CONTROL.

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

CHANGES: Location and airport name.

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BRIEFING STRIP

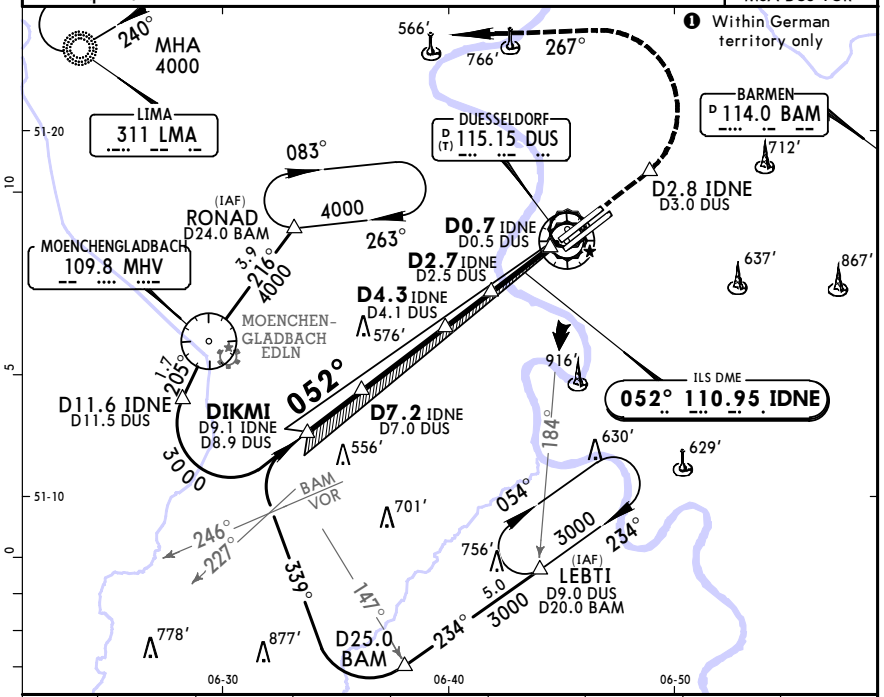
*D-ATIS	LANGEN Radar (APP)	*DUESSELDORF Director (APP)	DUESSELDORF Tower	*Ground
123.780	128.550	128.650	118.305	121.905 121.605

LOC IDNE	Final Apch Crs	GS	ILS DA(H)	Apt Elev 147'
110.95	052°	D4.3 IDNE 1480'(1364')	Refer to Minimums	Rwy 116'

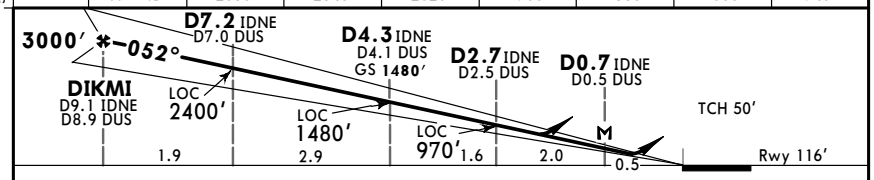
MISSED APCH: Climb STRAIGHT AHEAD to D2.8 IDNE/D3.0 DUS, then turn LEFT onto 267° to LMA NDB climbing to 4000'.

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

MSA DUS VOR: 2400 ❶, 2800, 235°, 330°



LOC (GS out)	IDNE DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2650'	2340'	2020'	1700'	1380'	1060'	740'



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

HIALS, REIL, PAPI — D2.8 IDNE D3.0 DUS

Standard STRAIGHT-IN LANDING RWY **05L**

	ILS		LOC (GS out) CDFA
DA(H)	AB: 316'(200')	C: 333'(217')	D: 343'(227')	DA/MDA(H) 500'(384')

PANS OPS

	FULL	ALS out		ALS out
A	RVR 550m ❶	RVR 1200m	RVR 1100m	RVR 1500m
B				
C				RVR 1800m
D				RVR 1800m

❶ W/o HUD/AP/FD: RVR 750m

CHANGES: Communications.

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EDDL/DUS
DUESSELDORF

JEPPESEN

DUESSELDORF, GERMANY
4 MAY 18 (11-2) ILS or LOC or NDB Rwy 05R

*D-ATIS	LANGEN Radar (APP)	*DUESSELDORF Director (APP)	DUESSELDORF Tower	*Ground
123.780	128.550	128.650	118.305	121.905 121.605

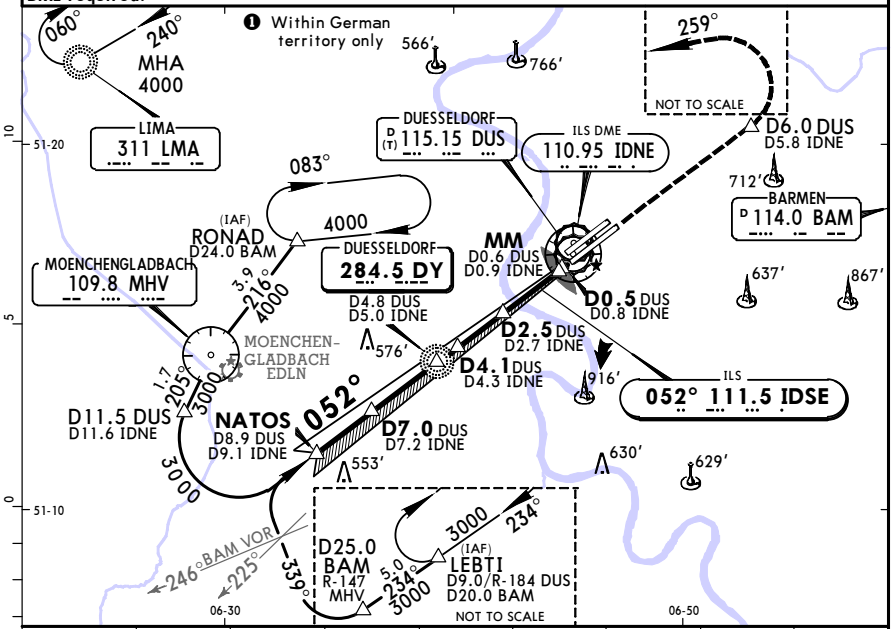
BRIEFING STRIP

LOC IDSE 111.5	Final Apch Crs 052°	GS D4.1 DUS 1480′(1359′)	ILS DA(H) 321′(200′)	Apt Elev 147′ Rwy 121′
NDB DY 284.5		Minimum Alt NATOS 3000′(2879′)	NDB DA/MDA(H) Refer to Minimums	

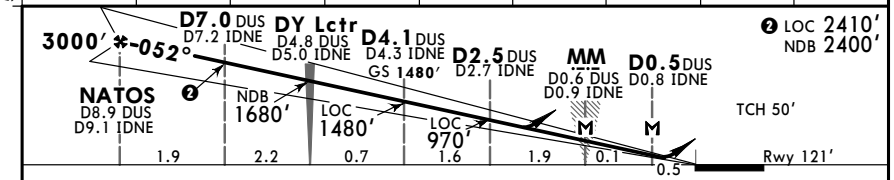
MISSED APCH: Climb STRAIGHT AHEAD to D6.0 DUS/D5.8 IDNE, then turn LEFT onto 259° to LMA NDB climbing to 4000′.

MSA DUS VOR: 2400 ❶, 2800, 235°, 330°

Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000′
DME required.



LOC (GS out) & NDB	DUS DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2720′	2400′	2090′	1770′	1450′	1130′	810′



Gnd speed-Kts		70	90	100	120	140	160
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							

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

ALSF-II REIL PAPI

D6.0 DUS D5.8 IDNE

Standard STRAIGHT-IN LANDING RWY 05R

	ILS DA(H) 321′(200′)			LOC (GS out) CDFA DA/MDA(H) A: 500′(379′) BCD: 570′(449′)		NDB CDFA DA/MDA(H) A: 610′(489′) BCD: 680′(559′)	
	FULL	TDZ or CL out	ALS out		ALS out		ALS out
A	RVR 550m	RVR 550m ❶	RVR 1200m	RVR 1000m	RVR 1500m	RVR 1500m	
B							
C				RVR 1400m	RVR 2100m	RVR 1800m	RVR 2400m
D							

PANS OPS

❶ W/o HUD/AP/FD: RVR 750m

CHANGES: Communications.

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EDDL/DUS
DUESSELDORF

JEPPESEN

DUESSELDORF, GERMANY
4 MAY 18 (11-2A) CAT II/III ILS Rwy 05R

*D-ATIS	LANGEN Radar (APP)	*DUESSELDORF Director (APP)	DUESSELDORF Tower	*Ground
123.780	128.550	128.650	118.305	121.905 121.605

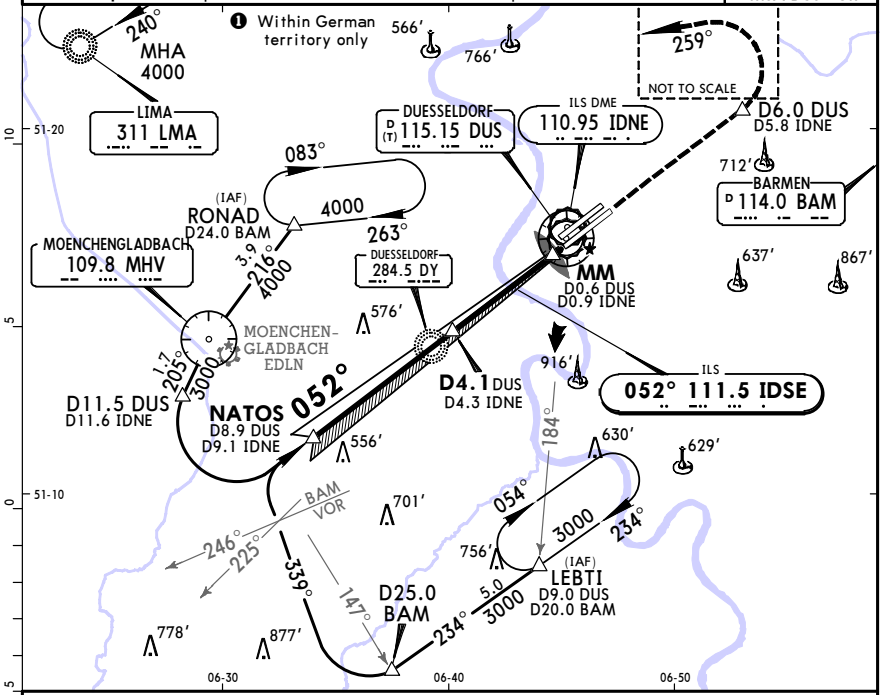
BRIEFING STRIP

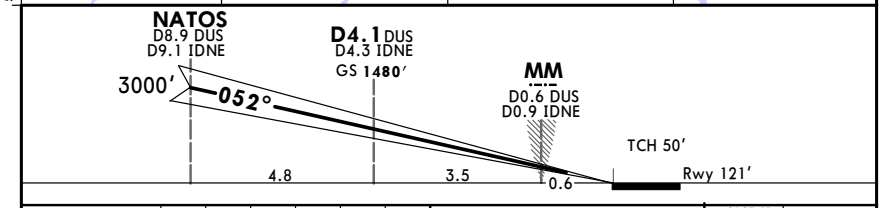
LOC IDSE 111.5	Final Apch Crs 052°	GS D4.1 DUS 1480′(1359′)	CAT II & IIIA ILS Refer to Minimums	Apt Elev 147′ Rwy 121′

MISSED APCH: Climb STRAIGHT AHEAD to D6.0 DUS/D5.8 IDNE, then turn LEFT onto 259° to LMA NDB climbing to 4000′.

MSA DUS VOR: 2400 ❶, 2800, 235°, 330°

Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000′
1. DME required. 2. Special Aircrew & Acft Certification Required.





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

ALSF-II REIL PAPI

D6.0 DUS D5.8 IDNE

Standard STRAIGHT-IN LANDING RWY 05R

CAT IIIA ILS	CAT II ILS
❶	RA 105′
DH 50′	DA(H) 221′(100′)
RVR 200m	RVR 300m

PANS OPS

❶ CAT IIIB: Mim RVR 75m

CHANGES: Communications.

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EDDL/DUS
DUESSELDORF

JEPPESEN

4 MAY 18 (11-3)

DUESSELDORF, GERMANY
ILS or LOC Rwy 23L

*D-ATIS	LANGEN Radar (APP)	*DUESSELDORF Director (APP)	DUESSELDORF Tower	*Ground
123.780	128.550	128.650	118.305	121.905 121.605

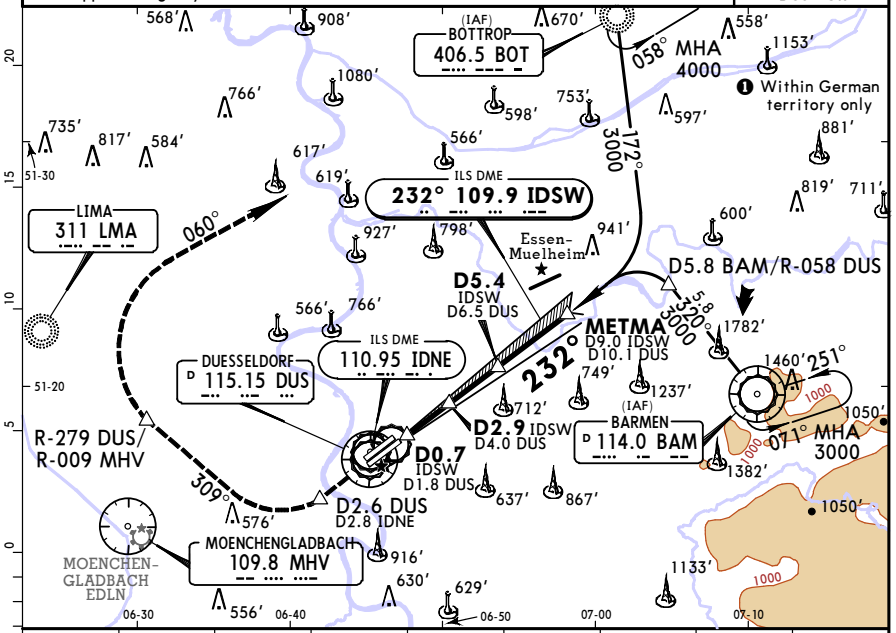
BRIEFING STRIP

LOC IDSW	Final Apch Crs	GS	ILS DA(H)	Apt Elev 147'
109.9	**232°**	**D5.4 IDSW** **1850'** (1712')	**338'** (200')	Rwy 138'

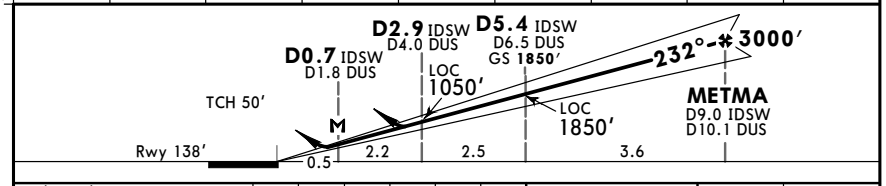
MISSED APCH: Climb STRAIGHT AHEAD to D2.6 DUS/D2.8 IDNE, then turn RIGHT onto 309° inbound LMA NDB until crossing R-279 DUS/R-009 MHV. Then turn RIGHT onto 060° outbound LMA NDB to BOT NDB climbing to 4000'.

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-MUELHEIM 9.0 NM NNE of DUESSELDORF when approaching rwy 23L.

MSA DUS VOR: 2400 (1) 235° 2800 330°



LOC (GS out)	IDSW DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	770'	1090'	1410'	1720'	2040'	2360'	2680'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.7 IDSW/D1.8 DUS							

ALSF-II REIL PAPI

D2.6 DUS D2.8 IDNE

PANS OPS

Standard STRAIGHT-IN LANDING RWY **23L**

	ILS DA(H) **338'** (200')			LOC (GS out) CDFA DA/MDA(H) **520'** (382')	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 550m	RVR 550m [1]	RVR 1200m	RVR 1100m	RVR 1500m
B					
C					RVR 1800m
D					

[1] W/o HUD/AP/FD: RVR 750m

CHANGES: Communications.

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EDDL/DUS
DUESSELDORF

JEPPESEN

4 MAY 18 (11-3A)

DUESSELDORF, GERMANY
CAT II/III ILS Rwy 23L

*D-ATIS	LANGEN Radar (APP)	*DUESSELDORF Director (APP)	DUESSELDORF Tower	*Ground
123.780	128.550	128.650	118.305	121.905 121.605

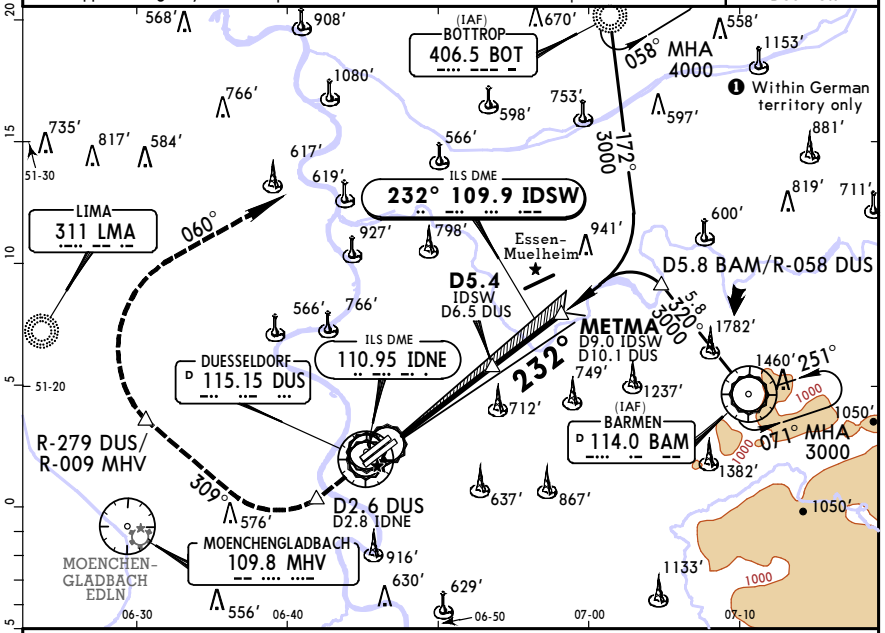
BRIEFING STRIP

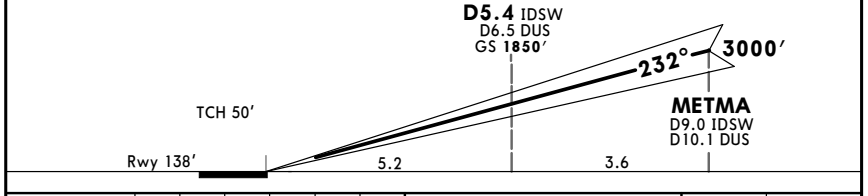
LOC IDSW	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev 147'
109.9	**232°**	**D5.4 IDSW** **1850'** (1712')		Rwy 138'

MISSED APCH: Climb STRAIGHT AHEAD to D2.6 DUS/D2.8 IDNE, then turn RIGHT onto 309° inbound LMA NDB until crossing R-279 DUS/R-009 MHV. Then turn RIGHT onto 060° outbound LMA NDB 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-MUELHEIM 9.0 NM NNE of DUESSELDORF when approaching rwy 23L. 3. Special Aircrew & Acft Certification Required.

MSA DUS VOR: 2400 (1) 235° 2800 330°





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

ALSF-II REIL PAPI

D2.6 DUS D2.8 IDNE

PANS OPS

Standard STRAIGHT-IN LANDING RWY **23L**

CAT IIIA ILS [1]	CAT II ILS
DH **50'**	**RA 92'** DA(H) **238'** (100')
RVR 200m	RVR 300m

[1] CAT III B: RVR 75m

CHANGES: Communications.

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EDDL/DUS
DUESSELDORF

JEPPESEN

4 MAY 18 (11-4)

DUESSELDORF, GERMANY
ILS or LOC Rwy 23R

*D-ATIS	LANGEN Radar (APP)	*DUESSELDORF Director (APP)	DUESSELDORF Tower	*Ground
123.780	128.550	128.650	118.305	121.905 121.605

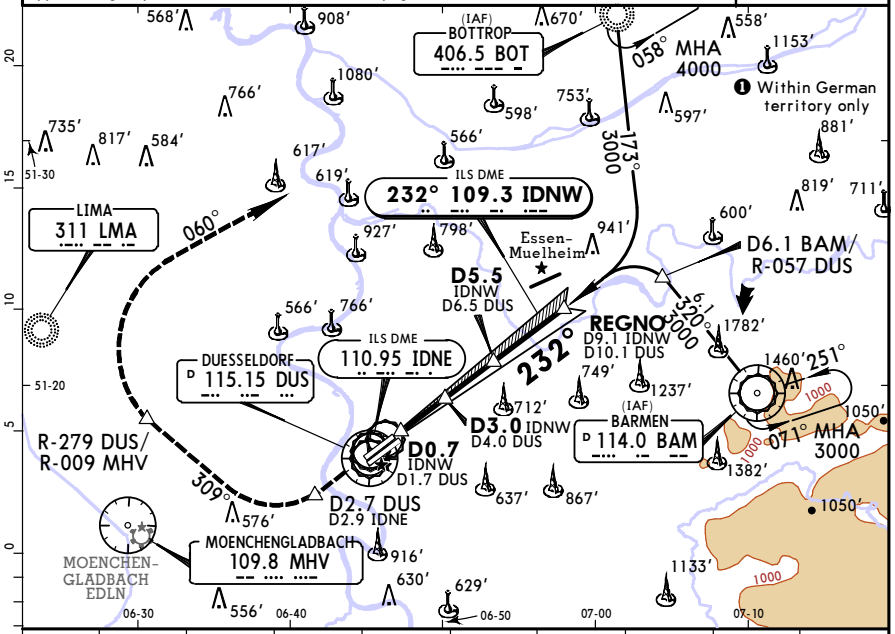
BRIEFING STRIP™

LOC IDNW	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	APT Elev 147′
109.3	232°	D5.5 IDNW 1870′(1746′)		RWY 124′

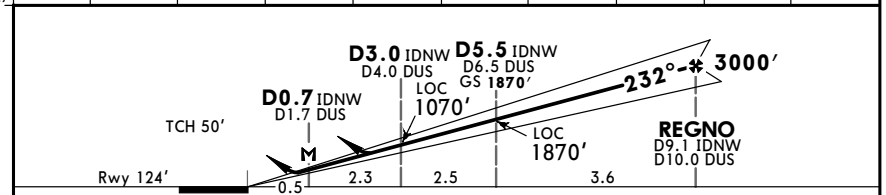
MISSED APCH: Climb STRAIGHT AHEAD to D2.7 DUS/D2.9 IDNE, then turn RIGHT onto 309° inbound LMA NDB until crossing R-279 DUS/R-009 MHV. Then turn RIGHT onto 060° outbound LMA NDB to BOT NDB climbing to 4000′.

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-MUELHEIM 9.0 NM NE of DUESSELDORF when approaching rwy 23R. 3. LACFT: See ATC State pages.

MSA DUS VOR: 2400 ❶ 235° 2800 330°



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
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.7 IDNW/D1.7 DUS							

ALSF-II REIL PAPI

D2.7 DUS D2.9 IDNE

Standard STRAIGHT-IN LANDING RWY **23R**

ILS DA(H)	LOC (GS out) CDFA DA/MDA(H)
A: 324′(200′) C: 344′(220′)	510′(386′)
B: 332′(208′) D: 354′(230′)	

PANS OPS

	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 550m	RVR 550m ❶	RVR 1200m	RVR 1100m	RVR 1500m
B					
C					RVR 1800m
D					

❶ W/o HUD/AP/FD: RVR 750m

CHANGES: Communications.

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EDDL/DUS
DUESSELDORF

JEPPESEN

4 MAY 18 (11-4A)

DUESSELDORF, GERMANY
CAT II/III ILS Rwy 23R

*D-ATIS	LANGEN Radar (APP)	*DUESSELDORF Director (APP)	DUESSELDORF Tower	*Ground
123.780	128.550	128.650	118.305	121.905 121.605

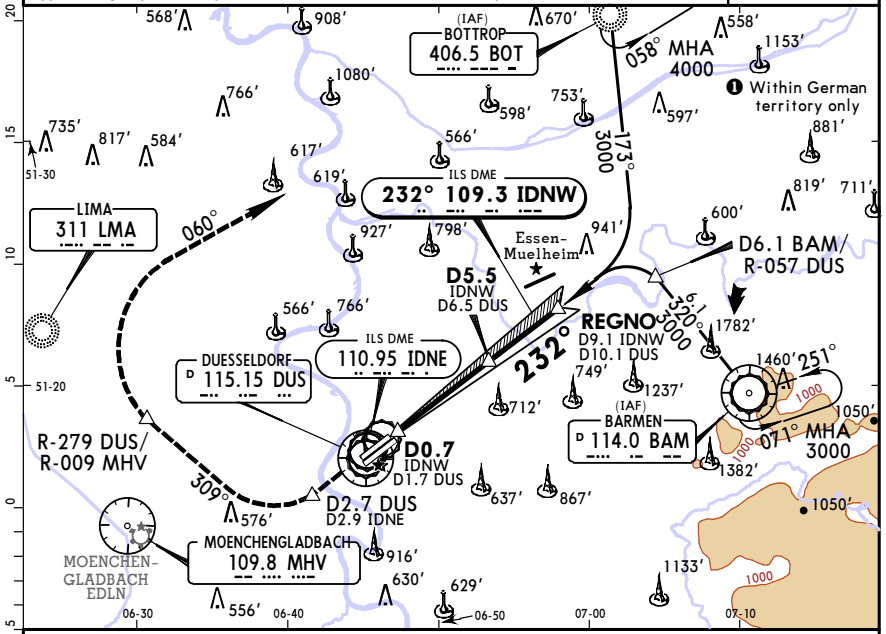
BRIEFING STRIP™

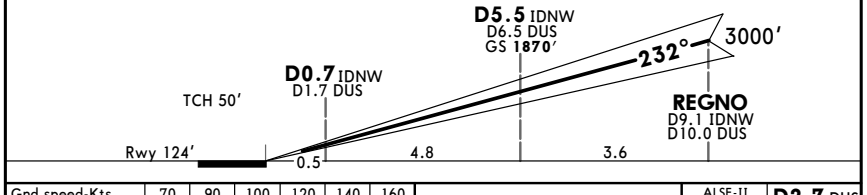
LOC IDNW	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev 147′
109.3	232°	D5.5 IDNW 1870′(1746′)		Rwy 124′

MISSED APCH: Climb STRAIGHT AHEAD to D2.7 DUS/D2.9 IDNE, then turn RIGHT onto 309° inbound LMA NDB until crossing R-279 DUS/R-009 MHV. Then turn RIGHT onto 060° outbound LMA NDB 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-MUELHEIM 9.0 NM NE of DUESSELDORF when approaching rwy 23R. 3. Special Aircrew & Acft Certification Required.

MSA DUS VOR: 2400 ❶ 235° 2800 330°





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

ALSF-II REIL PAPI

D2.7 DUS D2.9 IDNE

Standard STRAIGHT-IN LANDING RWY **23R**

CAT IIIA ILS	CAT II ILS
DH 50′	RA 100′ DA(H) 224′(100′)

PANS OPS

RVR 200m	RVR 300m

CHANGES: Communications.

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EDDL/DUS
DUESSELDORF

JEPPESEN
4 MAY 18 (12-1)

DUESSELDORF, GERMANY
RNAV (GPS) Rwy 05L

*D-ATIS	LANGEN Radar (APP)	*DUESSELDORF Director (APP)	DUESSELDORF Tower	*Ground
123.780	128.550	128.650	118.305	121.905 121.605

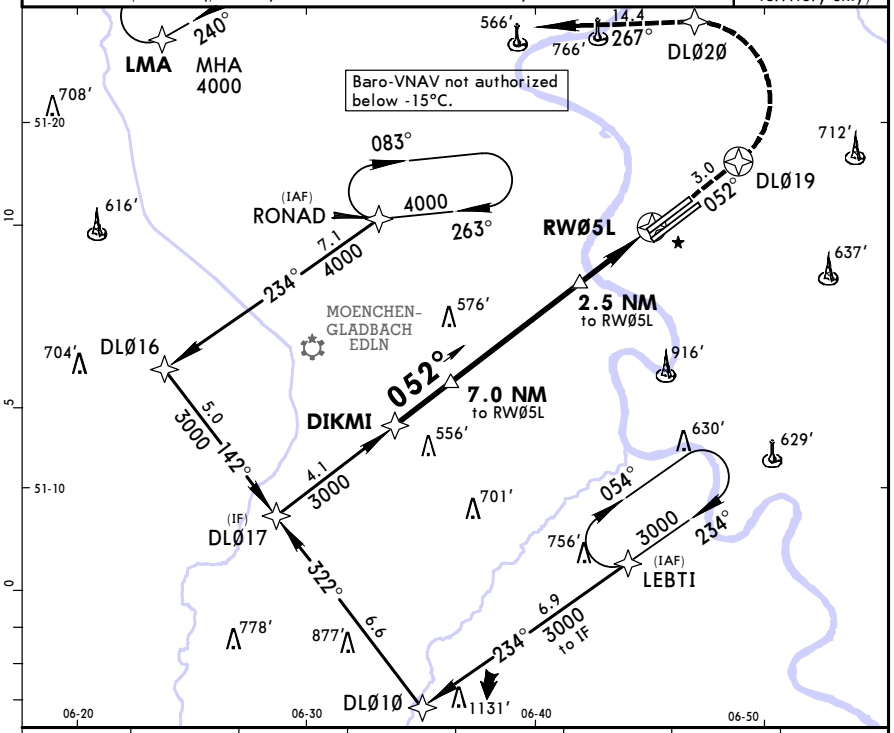
BRIEFING STRIP™

RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev 147′
	052°	DIKMI 3000′(2884′)	476′(360′)	Rwy 116′

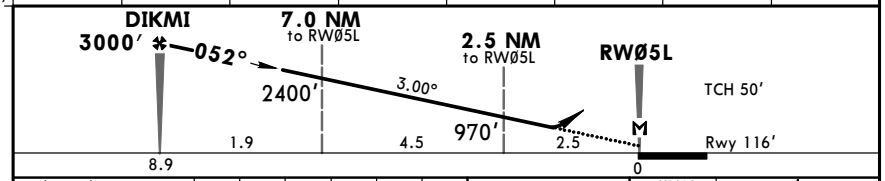
MISSED APCH: Climb on 052° to DLØ19, then turn LEFT via DLØ2Ø onto 267° to LMA climbing to 4000′.

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′	1440′	1130′	810′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA						
LNAV: MAP at RWØ5L						

HIALS
REIL
PAPI

DLØ19 on 052°

Standard STRAIGHT-IN LANDING RWY **05L**

	LNAV/VNAV		LNAV CDFA	
	DA(H) 476′(360′)		DA/MDA(H) 610′(494′)	
	ALS out		ALS out	
PANS OPS A	RVR 900m	RVR 1500m	RVR 1500m	
PANS OPS B				
PANS OPS C		RVR 1600m	RVR 1500m	RVR 2300m
PANS OPS D				

CHANGES: Communications.

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EDDL/DUS
DUESSELDORF

JEPPESEN
4 MAY 18 (12-2)

DUESSELDORF, GERMANY
RNAV (GPS) Rwy 05R

*D-ATIS	LANGEN Radar (APP)	*DUESSELDORF Director (APP)	DUESSELDORF Tower	*Ground
123.780	128.550	128.650	118.305	121.905 121.605

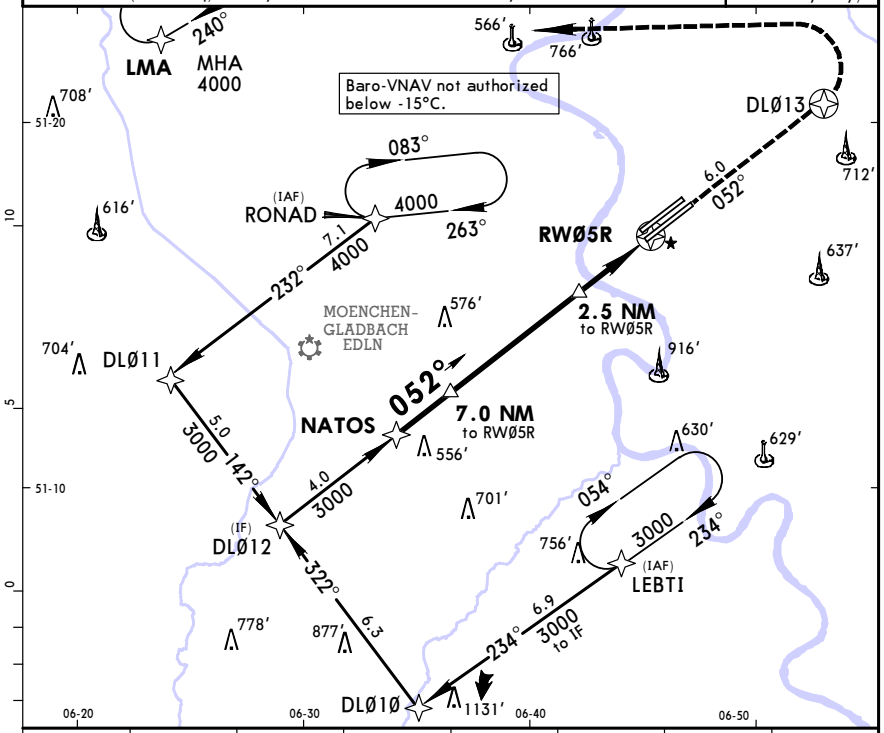
BRIEFING STRIP™

RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev 147′
	052°	NATOS 3000′(2879′)	541′(420′)	Rwy 121′

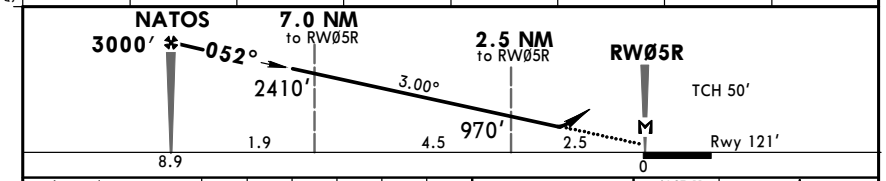
MISSED APCH: Climb on 052° to DLØ13, then turn LEFT direct to LMA climbing to 4000′.

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 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
Descent Angle 3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA						
LNAV: MAP at RWØ5R						

ALSF-II
REIL
PAPI

DLØ13 on 052°

Standard STRAIGHT-IN LANDING RWY **05R**

	LNAV/VNAV		LNAV CDFA	
	DA(H) 541′(420′)		DA/MDA(H) 680′(559′)	
	ALS out		ALS out	
PANS OPS A	RVR 1200m	RVR 1500m	RVR 1500m	
PANS OPS B				
PANS OPS C		RVR 1900m	RVR 1800m	RVR 2400m
PANS OPS D				

CHANGES: Communications.

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EDDL/DUS
DUESSELDORF

JEPPESEN
4 MAY 18 (12-3)

DUESSELDORF, GERMANY
RNAV (GPS) Rwy 23L

*D-ATIS	LANGEN Radar (APP)	*DUESSELDORF Director (APP)	DUESSELDORF Tower	*Ground
123.780	128.550	128.650	118.305	121.905 121.605

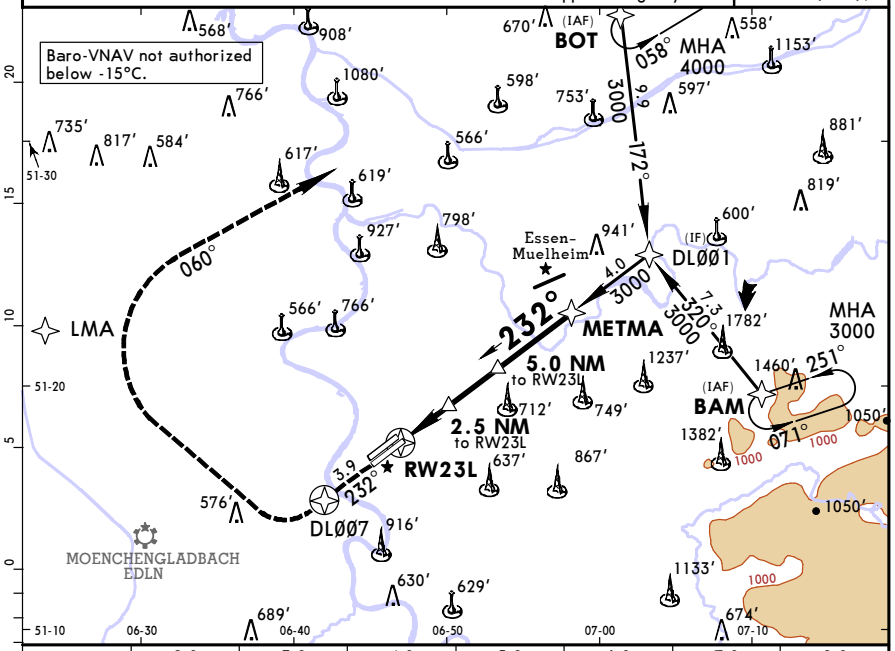
BRIEFING STRIP™

RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev 147′
	232°	**METMA** **3000′**(2862′)	**598′**(460′)	Rwy 138′

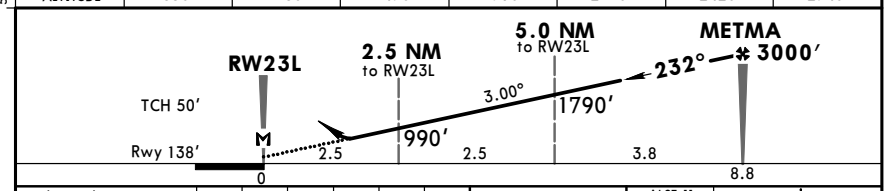
MISSED APCH: Climb on 232° to DLØØ7, then turn RIGHT direct to LMA. Then turn RIGHT onto 060° to BOT climbing to 4000′.

2800
MSA Airport (Within German territory only)

Alt Set: hPa (IN on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000′
Do not mistake ESSEN-MUELHEIM 9.0 NM NE of DUESSELDORF when approaching rwy 23L.



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′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA						
LNAV: MAP at RW23L						

ALSF-II REIL PAPI **DLØØ7** on **232°**

Standard STRAIGHT-IN LANDING RWY **23L**

	LNAV/VNAV		LNAV CDFA	
	DA(H) **598′**(460′)		DA/MDA(H) A:**610′**(472′)	BCD:**680′**(542′)
	ALS out		ALS out	
PANS OPS A	RVR 1400m	RVR 1500m	RVR 1500m	
PANS OPS B				
PANS OPS C		RVR 2100m	RVR 1800m	RVR 2400m
PANS OPS D				

CHANGES: Communications.

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EDDL/DUS
DUESSELDORF

JEPPESEN
4 MAY 18 (12-4)

DUESSELDORF, GERMANY
RNAV (GPS) Rwy 23R

*D-ATIS	LANGEN Radar (APP)	*DUESSELDORF Director (APP)	DUESSELDORF Tower	*Ground
123.780	128.550	128.650	118.305	121.905 121.605

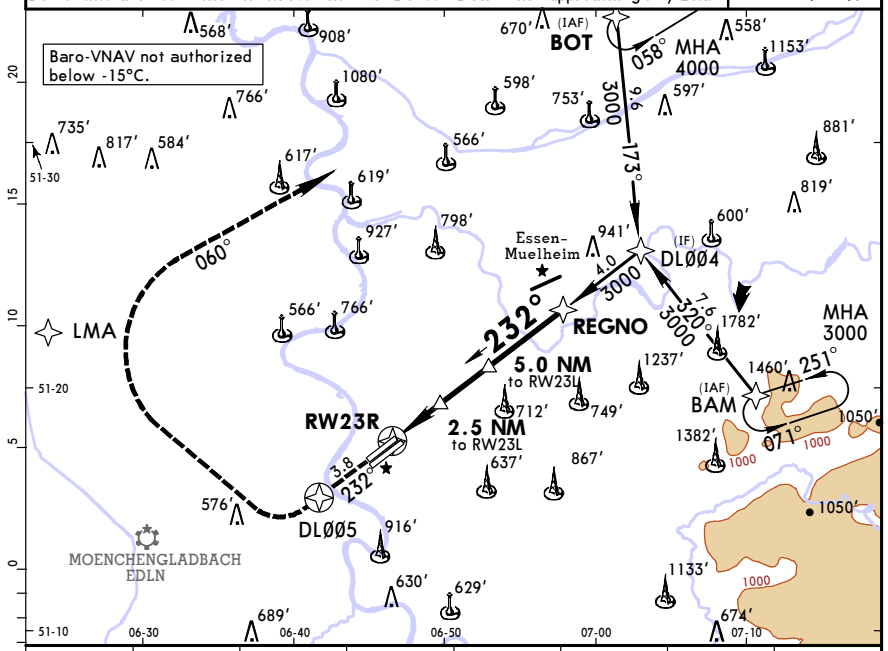
BRIEFING STRIP™

RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev 147′
	232°	**REGNO** **3000′**(2876′)	**624′**(500′)	Rwy 124′

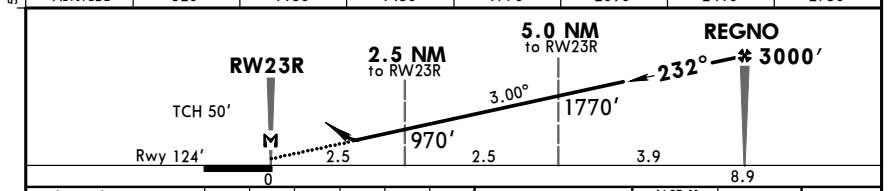
MISSED APCH: Climb on 232° to DLØØ5, then turn RIGHT direct to LMA. Then turn RIGHT onto 060° to BOT climbing to 4000′.

2800
MSA Airport (Within German territory only)

Alt Set: hPa (IN on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000′
Do not mistake ESSEN-MUELHEIM 9.0 NM NE of DUESSELDORF when approaching rwy 23R.



DIST to RW23R	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	820′	1130′	1450′	1770′	2090′	2410′	2730′



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

ALSF-II REIL PAPI **DLØØ5** on **232°**

Standard STRAIGHT-IN LANDING RWY **23R**

	LNAV/VNAV		LNAV CDFA	
	DA(H) **624′**(500′)		DA/MDA(H) **640′**(516′)	
	ALS out		ALS out	
PANS OPS A	RVR 1500m		RVR 1500m	
PANS OPS B				
PANS OPS C	RVR 1500m	RVR 2300m	RVR 1600m	RVR 2400m
PANS OPS D				

CHANGES: Communications.

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EDDL/DUS
DUESSELDORF

JEPPESEN

4 MAY 18 (13-1)

DUESSELDORF, GERMANY
VOR Rwy 23L

*D-ATIS	LANGEN Radar (APP)	*DUESSELDORF Director (APP)	DUESSELDORF Tower	*Ground
123.780	128.550	128.650	118.305	121.905 121.605

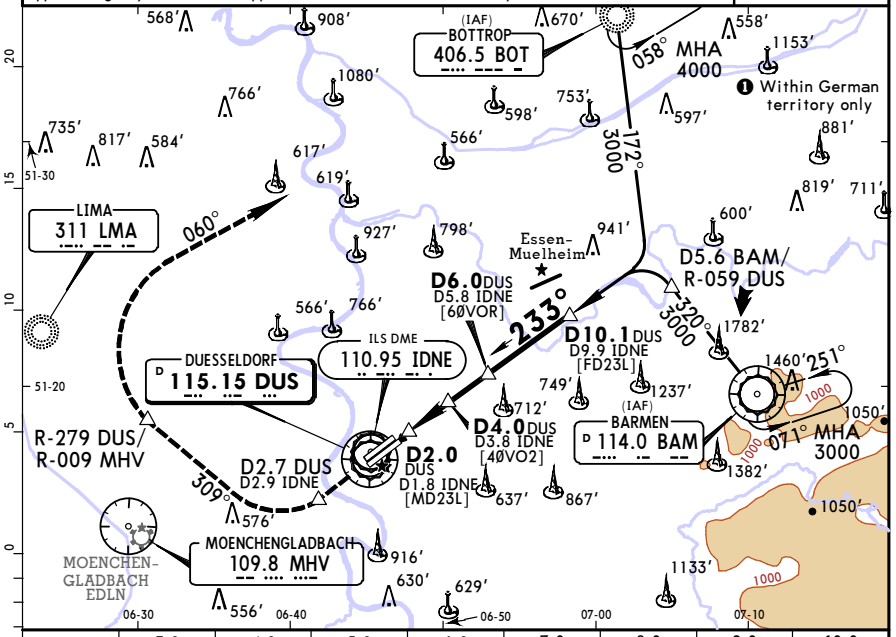
BRIEFING STRIP™

VOR DUS	Final Apch Crs	Minimum Alt	DA/MDA(H)	Apt Elev 147′
115.15	233°	D10.1 DUS 3000′ (2862′)	700′ (562′)	Rwy 138′

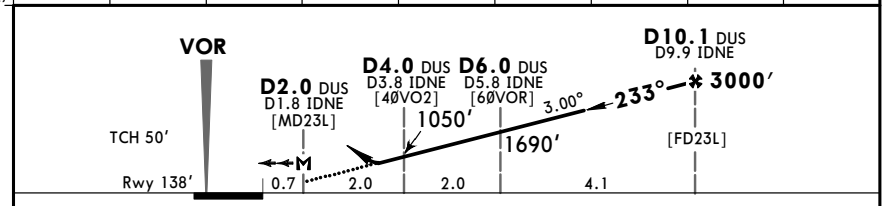
MISSED APCH: Climb STRAIGHT AHEAD to D2.7 DUS/D2.9 IDNE, then turn RIGHT onto 309° inbound LMA NDB until crossing R-279 DUS/R-009 MHV. Then turn RIGHT onto 060° outbound LMA NDB to BOT NDB climbing to 4000′.

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-MUELHEIM 9.0 NM NE of DUESSELDORF when approaching rwy 23L. 3. Final approach track offset 1° from runway centerline.

MSA DUS VOR: 2400 (1) 235° 2800 330°



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	849
MAP at D2.0 DUS/D1.8 IDNE							

ALSF-II REIL PAPI

D2.7 DUS D2.9 IDNE

Standard STRAIGHT-IN LANDING RWY **23L**
CDFA
DA/MDA(H) **700′** (562′)

PANS OPS		ALS out
A	RVR 1500m	
B		
C	RVR 1900m	RVR 2400m
D		

CHANGES: Communications.

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EDDL/DUS
DUESSELDORF

JEPPESEN

4 MAY 18 (13-2)

DUESSELDORF, GERMANY
VOR Rwy 23R

*D-ATIS	LANGEN Radar (APP)	*DUESSELDORF Director (APP)	DUESSELDORF Tower	*Ground
123.780	128.550	128.650	118.305	121.905 121.605

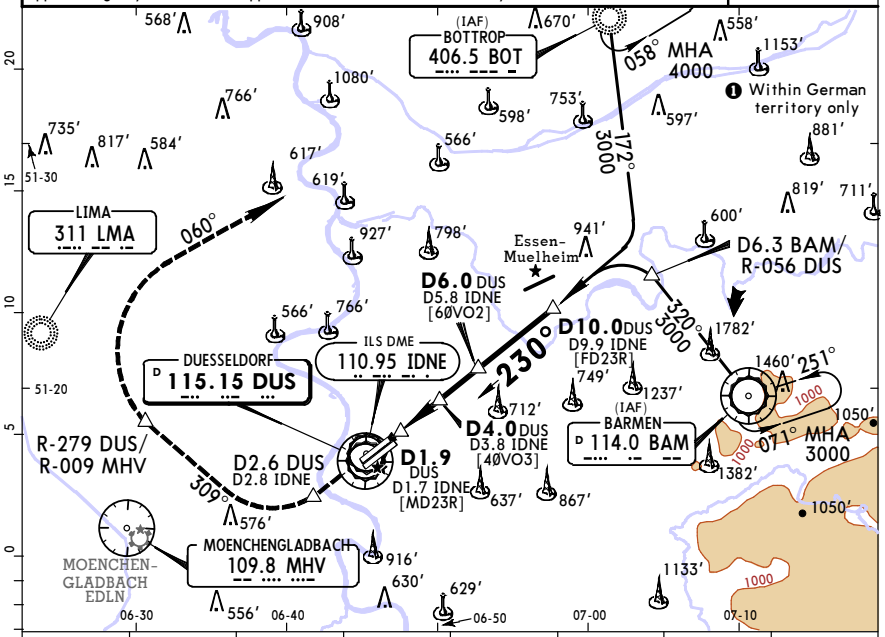
BRIEFING STRIP™

VOR DUS	Final Apch Crs	Minimum Alt	DA/MDA(H)	Apt Elev 147′
115.15	230°	D10.0 DUS 3000′ (2876′)	700′ (576′)	Rwy 124′

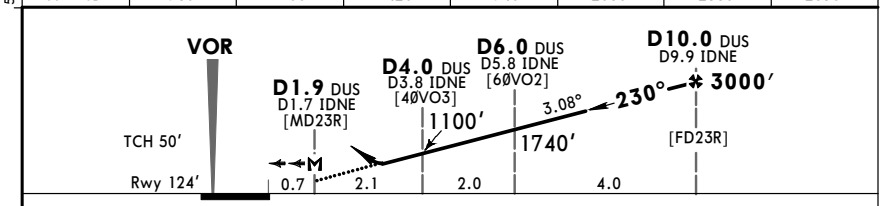
MISSED APCH: Climb STRAIGHT AHEAD to D2.6 DUS/D2.8 IDNE, then turn RIGHT onto 309° inbound LMA NDB until crossing R-279 DUS/R-009 MHV. Then turn RIGHT onto 060° outbound LMA NDB to BOT NDB climbing to 4000′.

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-MUELHEIM 9.0 NM NE of DUESSELDORF when approaching rwy 23R. 3. Final approach track offset 2° from runway centerline.

MSA DUS VOR: 2400 (1) 235° 2800 330°



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							

ALSF-II REIL PAPI

D2.6 DUS D2.8 IDNE

Standard STRAIGHT-IN LANDING RWY **23R**
CDFA
DA/MDA(H) **700′** (576′)

PANS OPS		ALS out
A	RVR 1500m	
B		
C	RVR 1900m	RVR 2400m
D		

CHANGES: Communications.

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EDDL/DUS
DUESSELDORF

JEPPESEN

4 MAY 18 (16-1)

DUESSELDORF, GERMANY
NDB Rwy 05L

BRIEFING STRIP™

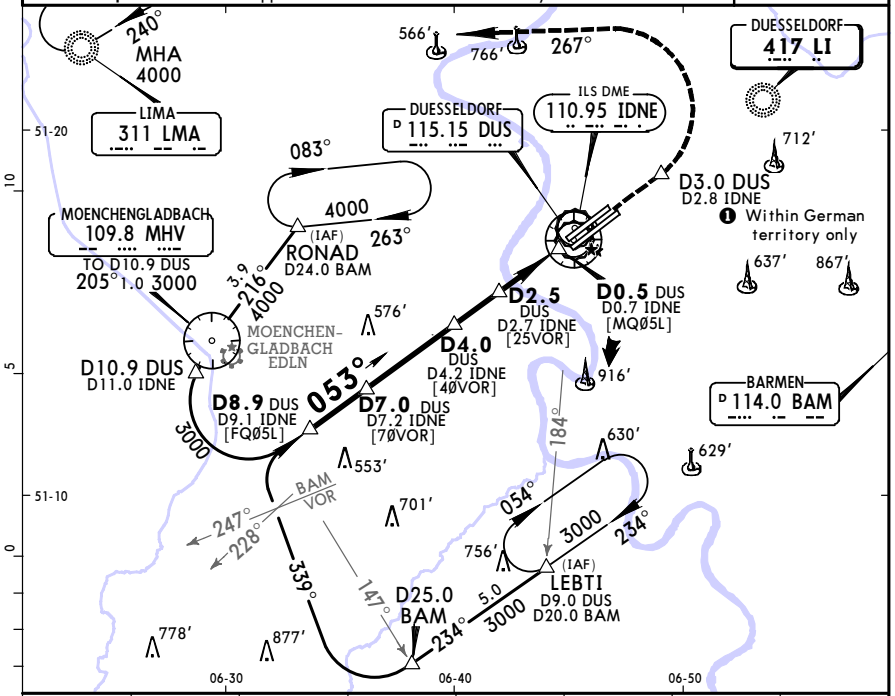
*D-ATIS	LANGEN Radar (APP)	*DUESSELDORF Director (APP)	DUESSELDORF Tower	*Ground
123.780	128.550	128.650	118.305	121.905 121.605

Lctr LI	Final Apch Crs	Minimum Alt	DA/MDA(H)	Apt Elev 147'
417	053°	D8.9 DUS 3000' (2884')	680' (564')	Rwy 116'

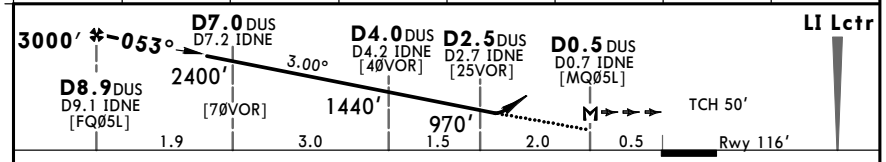
MISSED APCH: Climb STRAIGHT AHEAD to D3.0 DUS/D2.8 IDNE, then turn LEFT onto 267° to LMA NDB climbing to 4000'.

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.

MSA DUS VOR: 2400 (1) 235° 2800 330°



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
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.5 DUS/D0.7 IDNE							

HIALS REIL PAPI

D3.0 DUS D2.8 IDNE

Standard STRAIGHT-IN LANDING RWY 05L

CDFA DA/MDA(H) 680' (564')

PANS OPS		ALS out
A, B	RVR 1500m	
C	RVR 1900m	RVR 2400m
D		

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EDDL/DUS
DUESSELDORF

JEPPESEN

4 MAY 18 (18-1)

DUESSELDORF, GERMANY
SRA All Rwys

BRIEFING STRIP™

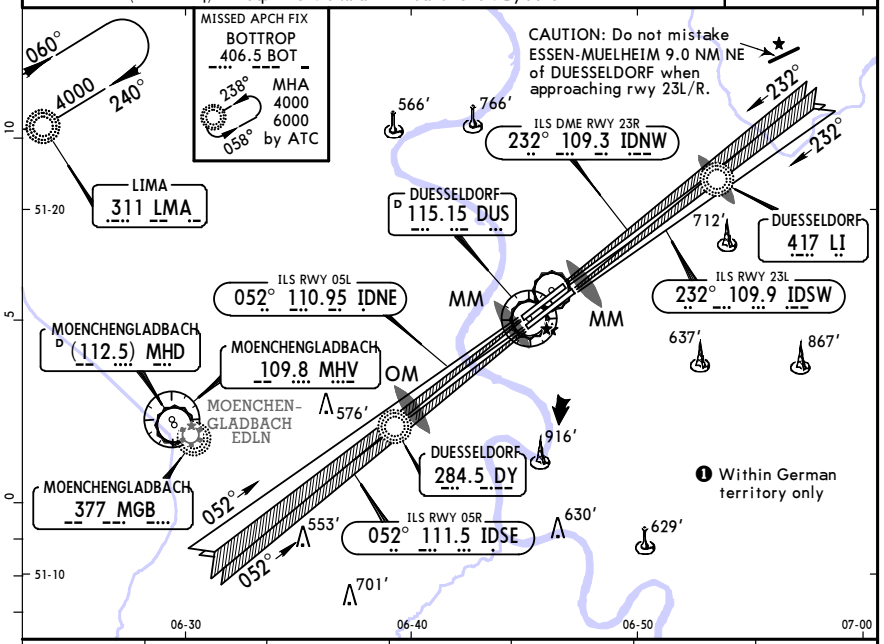
*D-ATIS	LANGEN Radar (APP)	*DUESSELDORF Director (APP)	DUESSELDORF Tower	*Ground
123.780	128.550	128.650	118.305	121.905 121.605

RADAR	Final Apch Crs	Minimum Alt	DA/MDA(H)	Apt Elev 147'
	By ATC	See table below	Refer to Minimums	RWY - See below

MISSED APCH: Climb STRAIGHT AHEAD to 4000'.

Alt Set: hPa (IN on req) Apt Elev: 5 hPa Trans level: By ATC Trans alt: 5000'

MSA DUS VOR: 2400 (1) 235° 2800 330°



RADAR FIX	10.0	8.0	6.0	4.0	3.0	2.0
ALTITUDE	3200'	2600'	2000'	1400'	1100'	800'

Minimum Alt/NM	10.0 FAF
SRA 05L	3200'
SRA 05R	3200'
SRA 23L	3200'
SRA 23R	3200'

RWY	05L	05R	23L	23R
BASED ON ELEV.	116'	121'	138'	124'

Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.83°	348	447	497	596	695	794
MAP at THR							

Lighting-Refer to Airport Chart

4000'

Standard STRAIGHT-IN LANDING

PANS OPS	SRA 05L CDFA DA/MDA(H) 830' (714') ALS out	SRA 05R CDFA DA/MDA(H) 830' (709') ALS out	SRA 23L CDFA DA/MDA(H) 950' (812') ALS out	SRA 23R CDFA DA/MDA(H) 790' (666') ALS out
A, B	RVR 1500m	RVR 1500m	RVR 1500m	RVR 1500m
C, D	RVR 2400m	RVR 2400m	RVR 2400m	RVR 2400m

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Chart changes since cycle 01-2019

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

DUESSELDORF, (DUESSELDORF - EDDL)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EDDL

Type: Terminal
Effectivity: Temporary
Begin Date: 20180416
End Date: Until Further Notice

For construction works information (based on SUP 010-18) refer to 10-8 and latest NOTAM.

Type: Terminal
Effectivity: Temporary
Begin Date: 20180604
End Date: Until Further Notice

Construction works on TWY K5 and L9 (based on SUP 16-18). Closure of TWY L9 from TWY M to RWY 05R, taxiing guidance via RWY 05R and provisional taxi guide line to TWY L8 without centreline lighting. The effective date will be published by NOTAM.

Chart Change Notices for Country DEU

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: 20180810
End Date: No end date

Location/airport name changed from Lubeck to Luebeck, Monchengladbach to Moenchengladbach, Zweibrucken to Zweibruecken.

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

The following Take-off minima according to Commission Regulation No. 965/2012 (EASA Air Operations Regulation) are applicable for Low Visibility Take-off Operations within Germany for CAT ABCD aircraft.

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RVR below 150m can only be used for selected runways which are already specified on current Jeppesen charts. 1. With RL and RCLM during day or with RL or CL during night: RVR 300m 2. With RL andCL: RVR 200m 3. With RL and CL and TDZ, MID and RO RVR: RVR 150m 4. With HIRL and CL and TDZ, MID and RO RVR: RVR 125m 5. On CAT III RWYs with approved guidance system or HUD/HUDLS: RVR 75m

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Jeppesen charted take-off minimums are determined according to the available RWY lights only. A Low Visibility Procedure (LVP) may or may not be established at the departure airport. Pilots are reminded to check the availability of LVP with ATC before using the charted minimums. Otherwise, according to SPA.LVO.115, the take-off is restricted to a minimum visibility of 800m.