

List of pages in this Trip Kit

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- Terminal Charts For EDDL
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General Information

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

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 1.0° E

Fuel Types: 100 Octane (LL), 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: 0456 Z
Sunset: 1805 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
Stopway: 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
Stopway: 984 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
Stopway: 984 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
Stopway: 984 ft

Communication Information

ATIS: 123.780
Duesseldorf Tower: 124.355 Secondary
Duesseldorf Tower: 118.305
Duesseldorf Ground: 118.305
Duesseldorf Ground: 121.605
Duesseldorf Ground: 121.680 Secondary
Duesseldorf Ground: 121.905
Duesseldorf Clearance Delivery: 118.305
Duesseldorf Clearance Delivery: 121.780
Langen Radar Approach: 121.355 Remote Communications Air-Ground
Langen Radar Approach: 128.555 Remote Communications Air-Ground
Duesseldorf De-Icing Operations: 121.955
Duesseldorf Direct (Approach Control Radar): 128.655
Duesseldorf De-Icing Operations: 121.635
Duesseldorf De-Icing Operations: 121.815
Duesseldorf De-Icing Operations: 121.865

EDDL/DUS
DUESSELDORF

JEPPESEN

6 MAY 22

10-1P

DUESSELDORF, GERMANY
AIRPORT BRIEFING

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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DUESSELDORF, GERMANY
AIRPORT BRIEFING

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: +49-211-4216364
Fax: +49-211-4216493.

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

Jet engine run-ups, except for code F ACFT (A380, B747-8, etc.), are only permitted in the noise suppression facility designated for this purpose in the APT user regulations.

For all turboprop ACFT and A330 ACFT, engine test runs are not permitted in the noise protection hangar from 2200-0500LT daily due to environmental protection regulations.

An engine test run in the noise protection hangar may only be conducted from 2200-0500LT if there is an existing flight plan for the ACFT to be tested and this test is for the safety of the flight.

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: +49-211-4212220).

1.3. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.3.1. OPERATION OF MODE S TRANSPONDERS

1.3.1.1. GENERAL

An Advanced Surface Movement Guidance and Control System, using Mode S multilateration, is in operation.

EDDL/DUS
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17 MAR 23

10-1P2

DUESSELDORF, GERMANY

AIRPORT BRIEFING

1. GENERAL

1.3.1.2. OPERATION OF MODE S TRANSPONDERS WHEN ACFT IS ON GROUND

ACFT operators shall ensure that Mode S transponders are able to operate when ACFT is on the ground.

Pilots shall select AUTO mode and assigned Mode A code. If AUTO mode is not available, select ON (e.g. XPDR) and assigned Mode A code:

- From request for push-back or taxi, whichever is earlier;
- After landing, continuously until ACFT is fully parked on stand;
- When fully parked on stand, select STBY.

When ACFT is capable of doing so, the pilot should also enter the ACFT identification (through the FMS or the transponder control panel) at the time of the request for push-back or taxiing, whichever is earlier. When entering the ACFT identification, the ACFT crew shall use the format defined by ICAO (e.g. DLH5MC, AFR6380, SAS589, BAW68PG).

To ensure that performance of systems based on SSR frequencies is not compromised, TCAS shall not be activated before reaching the RWY holding position. After landing, it shall be deselected after vacating RWY.

ACFT taxiing without flight plan shall select Mode A code 2000.

1.4. RWY OPERATIONS

1.4.1. HIGH INTENSITY RWY OPERATIONS

1.4.1.1. 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.

1.4.1.2. 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.

1.4.1.3. 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° RIGHT turn) should only be requested if the take-off distance from L1 is not sufficient.

1.4.1.4. 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.

1.4.1.5. 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.

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DUESSELDORFJEPPesen
17 MAR 23
10-1P3DUESSELDORF, GERMANY
AIRPORT BRIEFING

1. GENERAL

1.4.1.6. 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.

1.5. TAXI PROCEDURES

1.5.1. GENERAL

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

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 33'/10m.

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 (only between RWY 05R/23L and TWY M) are closed at RVR less than 350m.

It is not possible to vacate RWY 05R via TWY L8 at RVR of less than 350m.

It is not possible to vacate RWY 23L via TWY L3 at RVR of less than 350m.

1.5.2. TAXIING ON APRON

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

In the apron area between TWY P1 and TWY L5, parallel taxiing of ACFT types B747-400/B777/A350 is restricted to MAX wingspan of 198'/60.5m (largest possible ACFT A330/A340-300).

Between TWYs P1 and L9, parallel taxiing of A380 on TWY M and ACFT up to MAX A310/B757 is possible on TWYs T/T1.

Within apron area between TWY P1 and P4 and between L7 and L9 parallel taxiing possible for ACFT with MAX wingspan 213'/65m.

1.6. PARKING INFORMATION

Stands A01 thru A05, A07 thru A13, A15, A16, B01 thru B04, B06, B08 thru B11, C01 thru C07 and V47 thru V53 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, V61 thru V72A, V75 and V76.

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.

1.7. OTHER

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

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24 JUN 22

10-1P4

DUESSELDORF, GERMANY
AIRPORT BRIEFING

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.

2.3.2. TAXI PROCEDURES FOR A380

For landing direction 23L (stand C02A):

- exit via TWYs L9, M, P4; or
- exit via TWYs L8, W; or
- exit via TWYs L9, M, L8 and W; or
- exit via TWYs L8, M, P4; or
- exit via TWYs L7, M, L8 and W.

For landing direction 23L (stands V08B and V11B):

- exit via TWYs L9, M and L4; or
- exit via TWYs L8, M and L4.

For landing direction 05R (stand C02A):

- exit via TWYs L1, M and P4; or
- exit via TWYs L1, M, L8 and W; or
- exit via TWYs L3, M and P4; or
- exit via TWYs L3, M, L8 and W.

For landing direction 05R (stands V08B and V11B):

- exit via TWYs L1, M and L4; or
- exit via TWYs L3, M and L4.

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

EDDL/DUS
DUESSELDORFJEPPESEN
24 JUN 22
10-1P5DUESSELDORF, GERMANY
AIRPORT BRIEFING**3. DEPARTURE****3.1. NOISE ABATEMENT**

For take-off and climb procedure NADP 1 is recommended for all jet ACFT departures.

3.2. DE-ICING**3.2.1. GENERAL**

De-icing areas are established at:

- DA-West (area near ACFT stands V61 thru V72) 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".

3.2.2. 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: **121.635**, Pos.2: **121.815**, Pos.3: **121.865** or Pos.4: **121.955**
for the beginning of de-icing.

3.2.3. 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 maneuvers shall be carried out with the absolute minimum number of engine revolutions required only.

Taxiing to DA-West shall be via TWY P4.

De-icing areas apron West and apron East:

Rolling guidelines to the de-icing pads and the de-icing pads are shown in orange on a black background. The deicing pads are marked PAD1 to PAD4, black background, designation in orange.

The hand and/or light signals of the marshaller/vehicles shall be observed.

3.3. TAXI PROCEDURES FOR A380

For take-offs from RWY 23L (stand C02A):

- taxi via TWYs P4, M and L1; or
- taxi via TWYs W, L8, M and L1.

For take-offs from RWY 23L (stands V08B and V11B):

- taxi via TWYs L4, M and L1.

For take-offs from RWY 05R (stand C02A):

- taxi via TWYs P4, M and L9; or
- taxi via TWYs W, L8, M and L9.

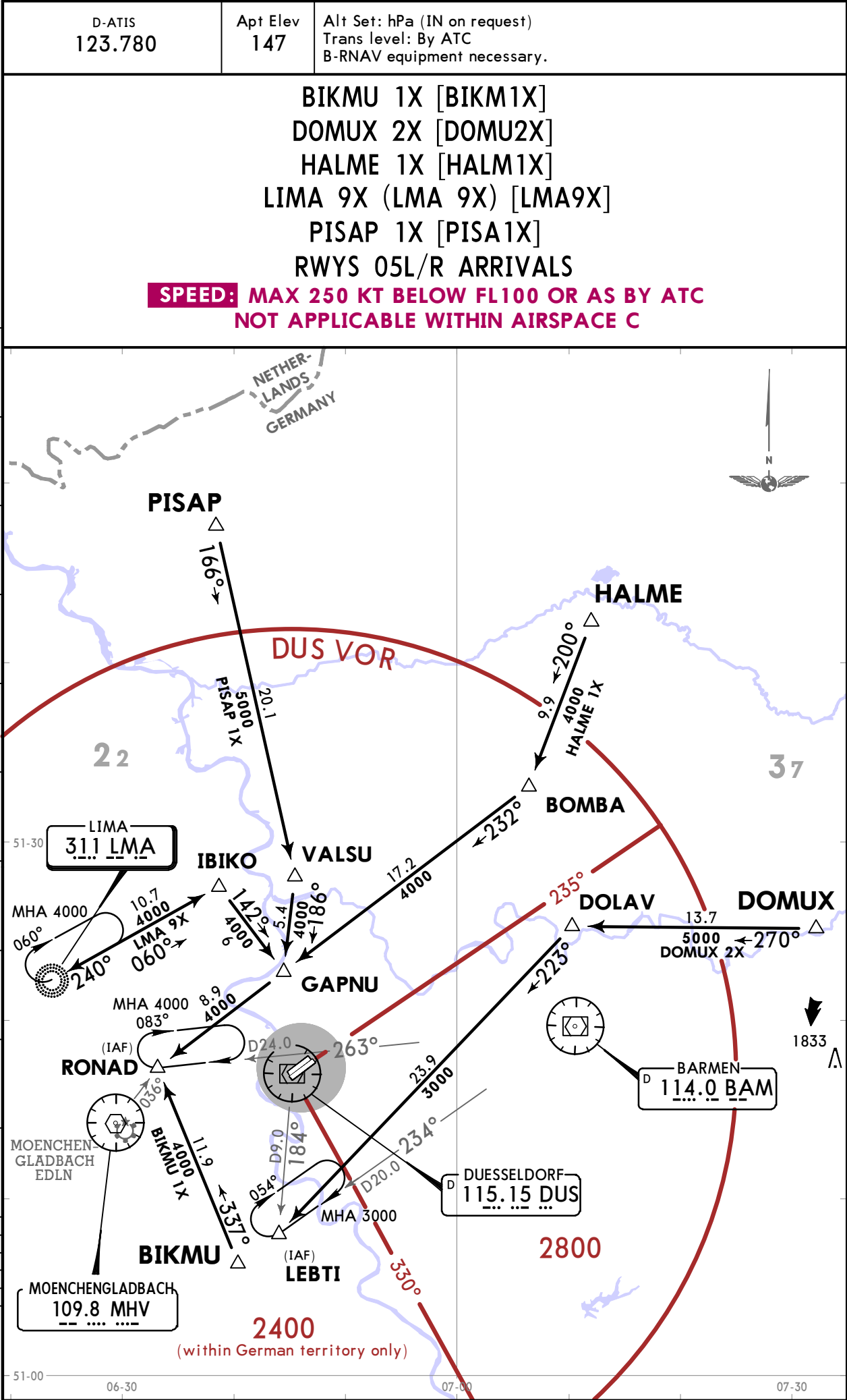
For take-offs from RWY 05R (stands V08B and V11B):

- taxi via TWYs L4, M and L9.

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

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JEPPESSEN DUESSELDORF, GERMANY
22 JAN 21 10-2 Eff 28 Jan STAR



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JEPPESSEN DUESSELDORF, GERMANY
22 JAN 21 10-2A Eff 28 Jan STAR

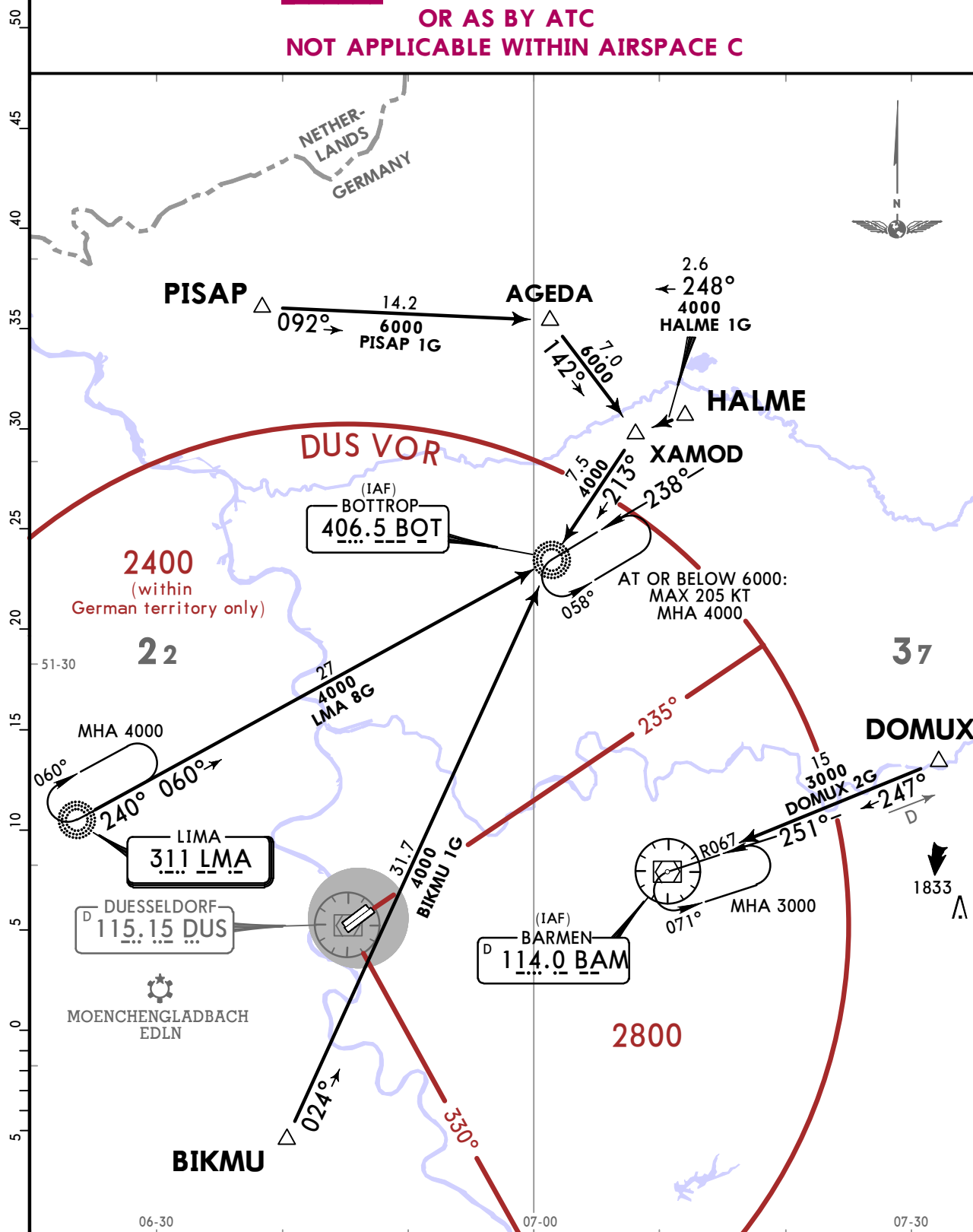
D-ATIS
123.780

Apt Elev
147

Alt Set: hPa (IN on request)
Trans level: By ATC
BIKMU 1G, HALME 1G, PISAP 1G: B-RNAV equipment necessary.

BIKMU 1G [BIKM1G]
DOMUX 2G [DOMU2G]
HALME 1G [HALM1G]
LIMA 8G (LMA 8G) [LMA8G]
PISAP 1G [PISA1G]
RWYS 23L/R ARRIVALS

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



EDDL/DUS
DUESSELDORF

JEPPESSEN DUESSELDORF, GERMANY
22 JAN 21 10-2B Eff 28 Jan RNAV TRANSITION

D-ATIS
123.780

Apt Elev
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.

HALME 05 [HALØ5]

PISAP 05 [PISØ5]

RWYS 05L/R

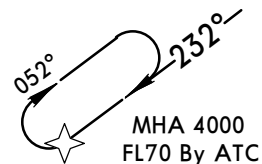
RNAV TRANSITIONS

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 DL524**



**PISAP
FL170**

**HALME
FL140**

**DUS
VOR**

22

51-30
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST
Continue transition until DL530 and
MAINTAIN last assigned altitude, turn
LEFT direct to DIKMI, descent 3000,
follow standard instrument approach
RWY 05L.

2400
(within German territory only)

NOT TO SCALE

BOMBA

DL517

DL518

DL519

GAPNU

PISAP 05:
A↑ 220 KT

DL522

RONAD

MOENCHENGLADBACH
EDLN

(RWY 05L)
**DIKMI
3000**

(RWY 05R)
**NATOS
3000**

**DL555
3000**

DL525

**DL530
A↑ 220 KT**

**DL550
A↑ 220 KT
3000**

2800

**DUESSELDORF
115.15 DUS**



TRANSITION

ROUTING

HALME 05

HALME (FL140-) - BOMBA - DL524 - DL530 (K220) - DIKMI (05L ① ; 3000+)/NATOS (05R; 3000+).

PISAP 05

PISAP (FL170-) - VALSU - GAPNU (K220) - DL524 - DL530 (K220) - DIKMI (05L ① ; 3000+)/NATOS (05R; 3000+).

① Valid for LOST COMM situation.

**EDDL/DUS
DUESSELDORF**

JEPPESEN DUESSELDORF, GERMANY
22 JAN 21 (10-2C) Eff 28 Jan RNAV TRANSITION

D-ATIS
123.780

Apt Elev
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.

HALME 23 [HAL23], PISAP 23 [PIS23]

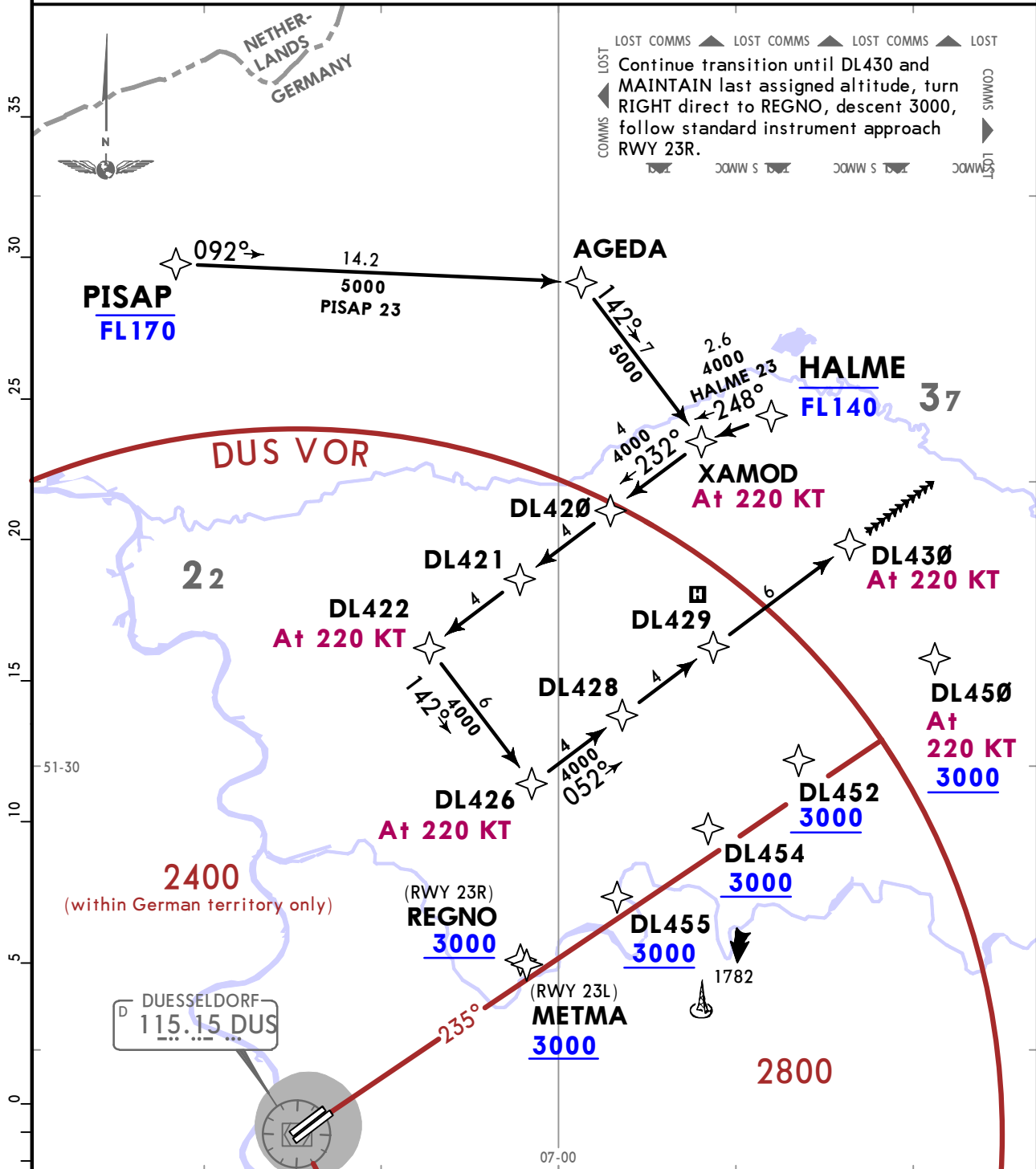
RWYS 23L/R RNAV TRANSITIONS

GPS- OR FMS-EQUIPPED AIRCRAFT

USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

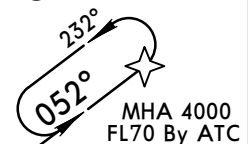
NOT APPLICABLE WITHIN AIRSPACE C



TRANSITION	ROUTING
HALME 23	HALME (FL140-) - XAMOD (K220) - DL422 (K220) - DL426 (K220) - DL429 - DL430 (K220) - METMA (23L; 3000+)/REGNO (23R ❶; 3000+).
PISAP 23	PISAP (FL170-) - AGEDA - XAMOD (K220) - DL422 (K220) - DL426 (K220) - DL429 - DL430 (K220) - METMA (23L; 3000+) / REGNO (23R ❶; 3000+).

❶ Valid for LOST COMM situation.

**HOLDING
OVER DL429**



EDDL/DUS
DUESSELDORF

22 JAN 21

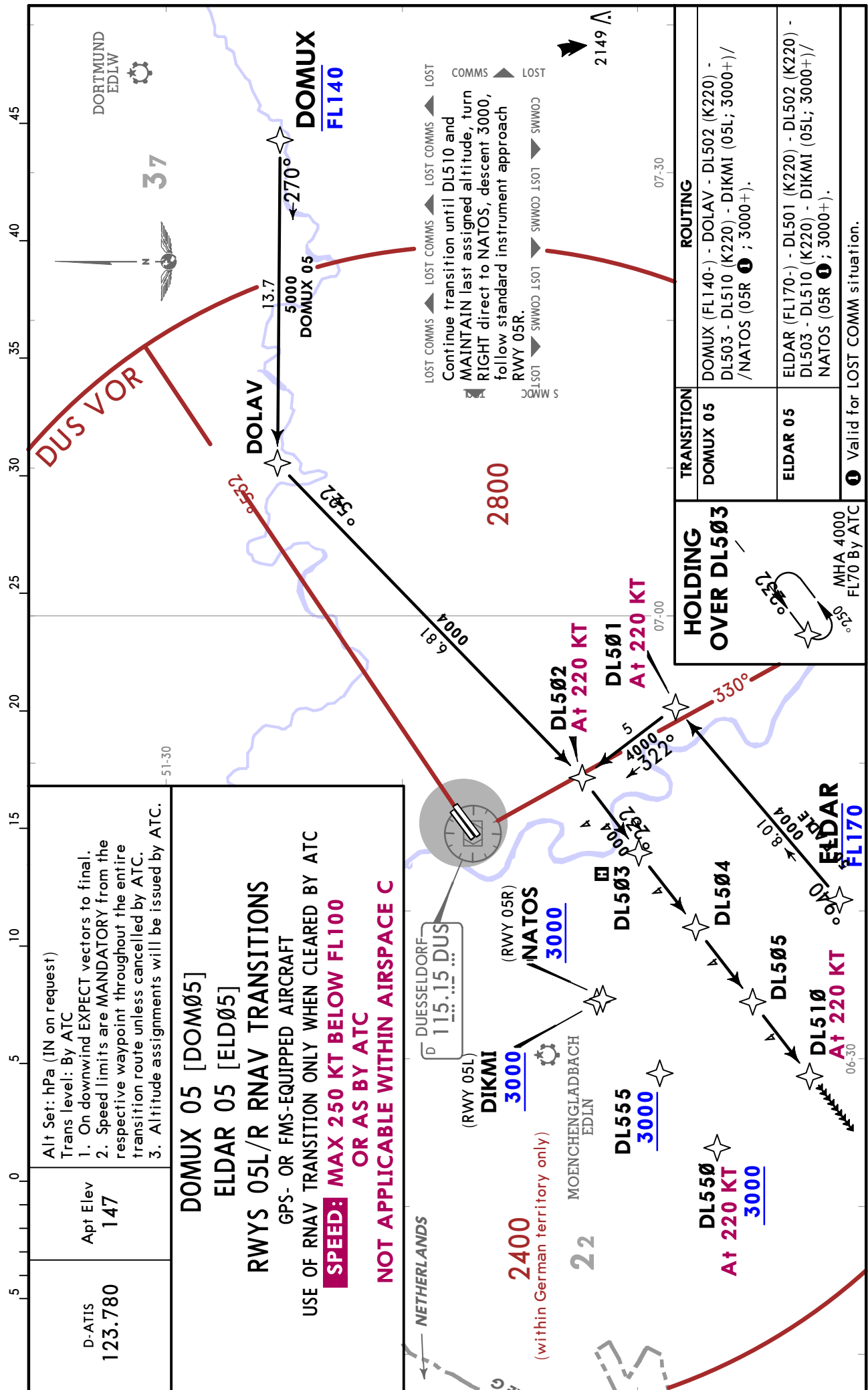
(10-2D)

Eff 28 Jan

RNAV TRANSITION



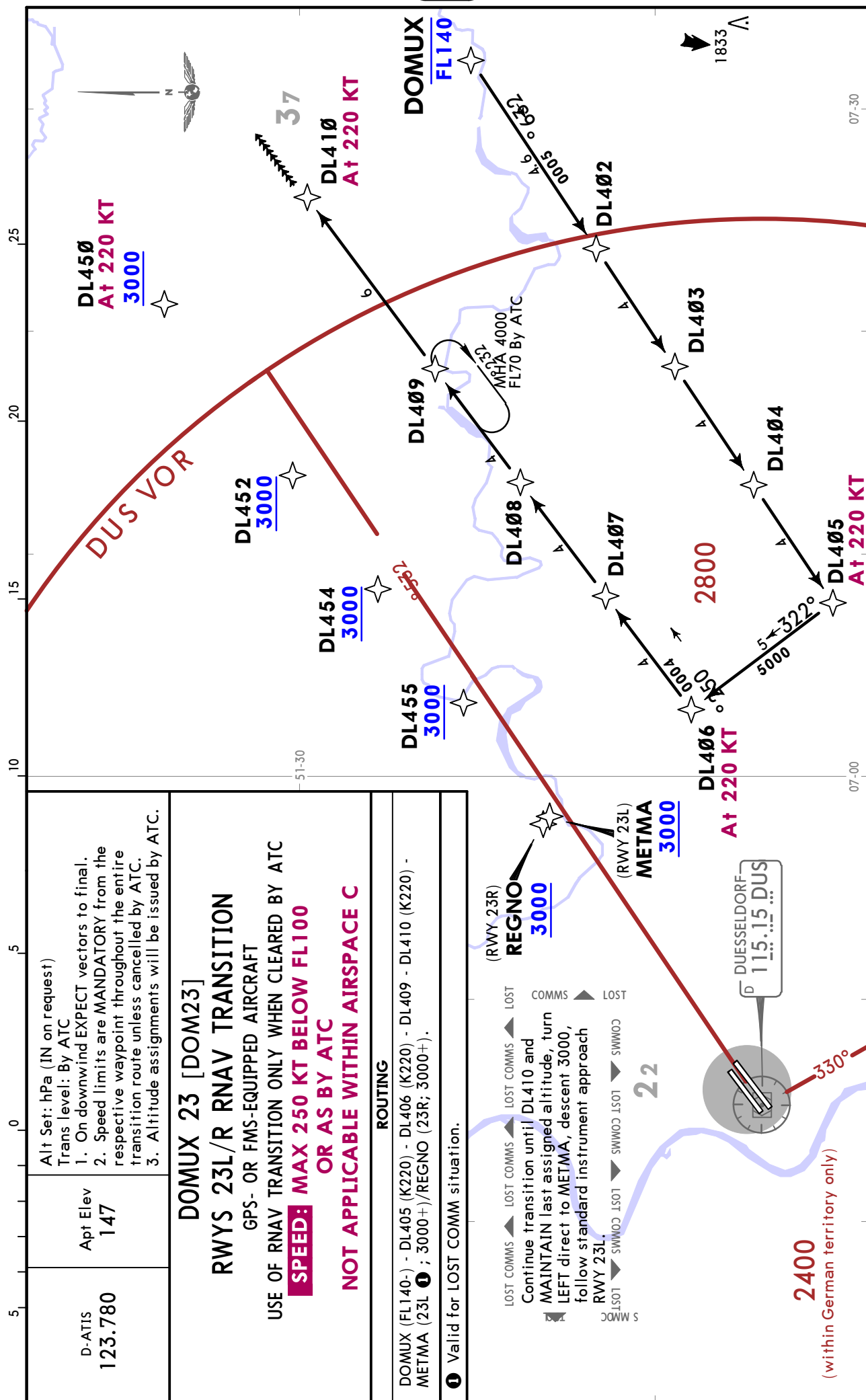
JEPPESSEN DUESSELDORF, GERMANY



EDDL/DUS
DUESSELDORF

JEPPESEN DU
22 JAN 21 (10-2E) Eff 28 Jan

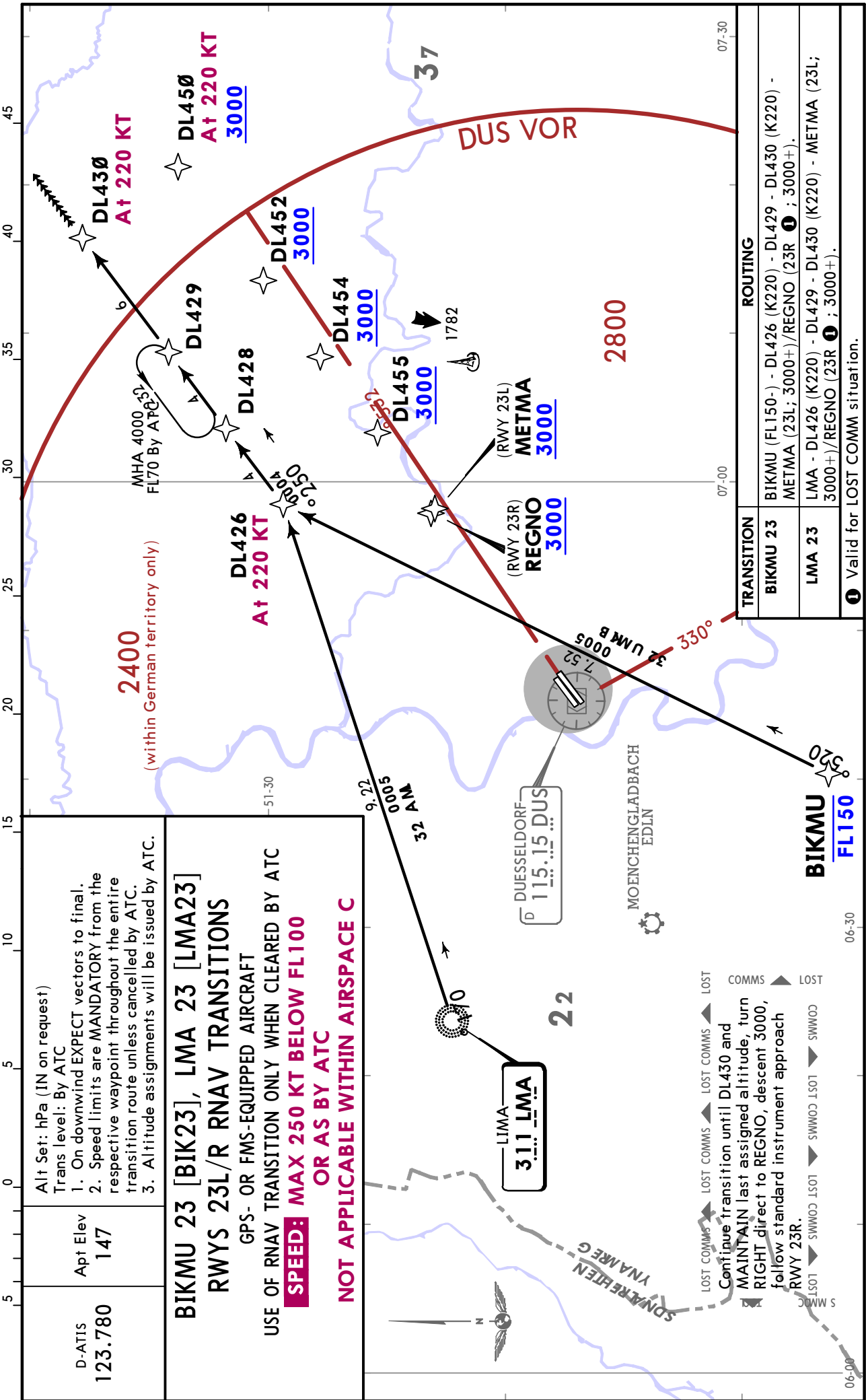
DUESSELDORF, GERMANY
Jan RNAV TRANSITION



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EDDL/DUS
DUESSELDORF

JEPPESSEN DUESSELDORF, GERMANY
22 JAN 21 10-2G Eff 28 Jan RNAV TRANSITION



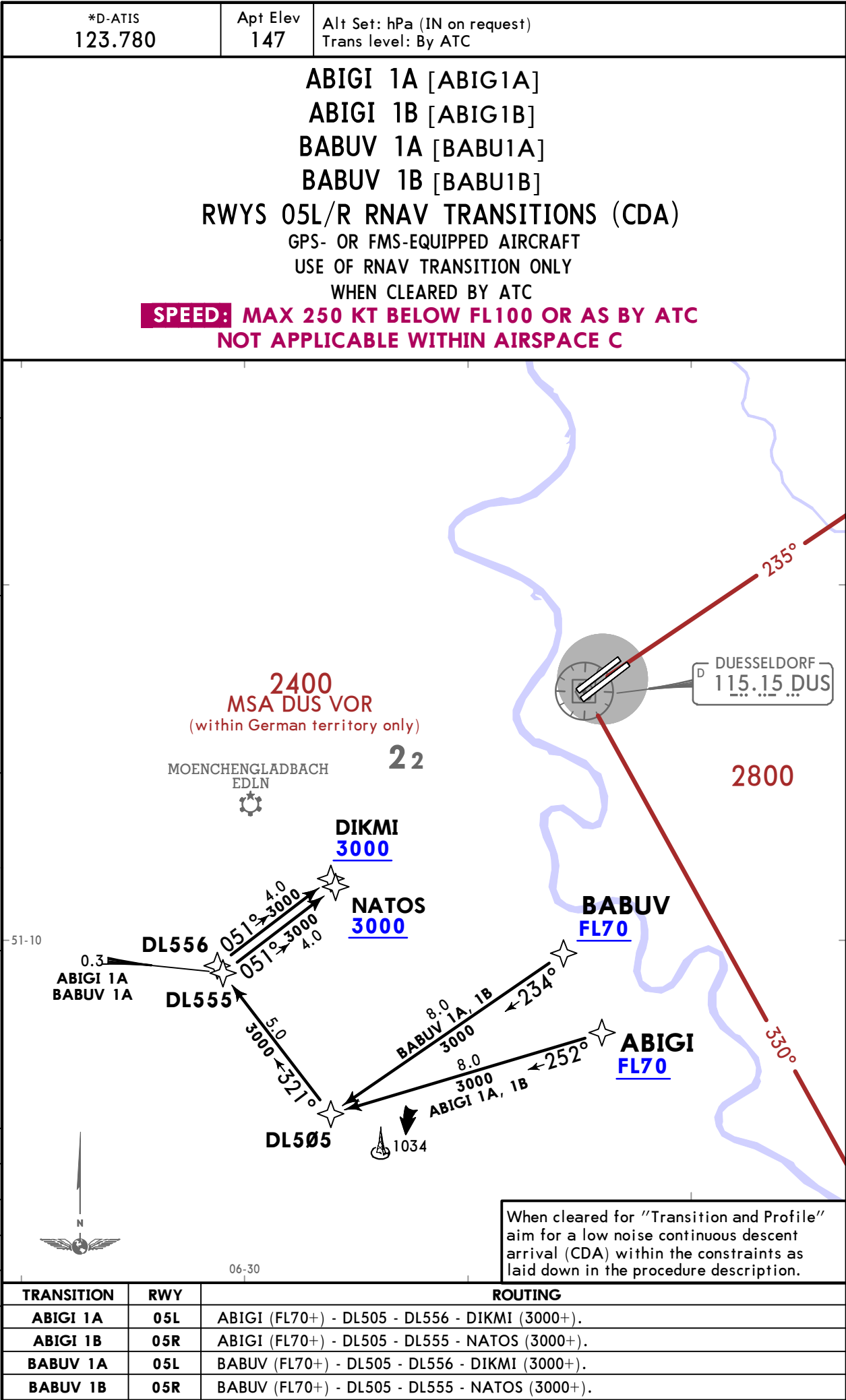
CHANGES: Transitions revised; lost comms.

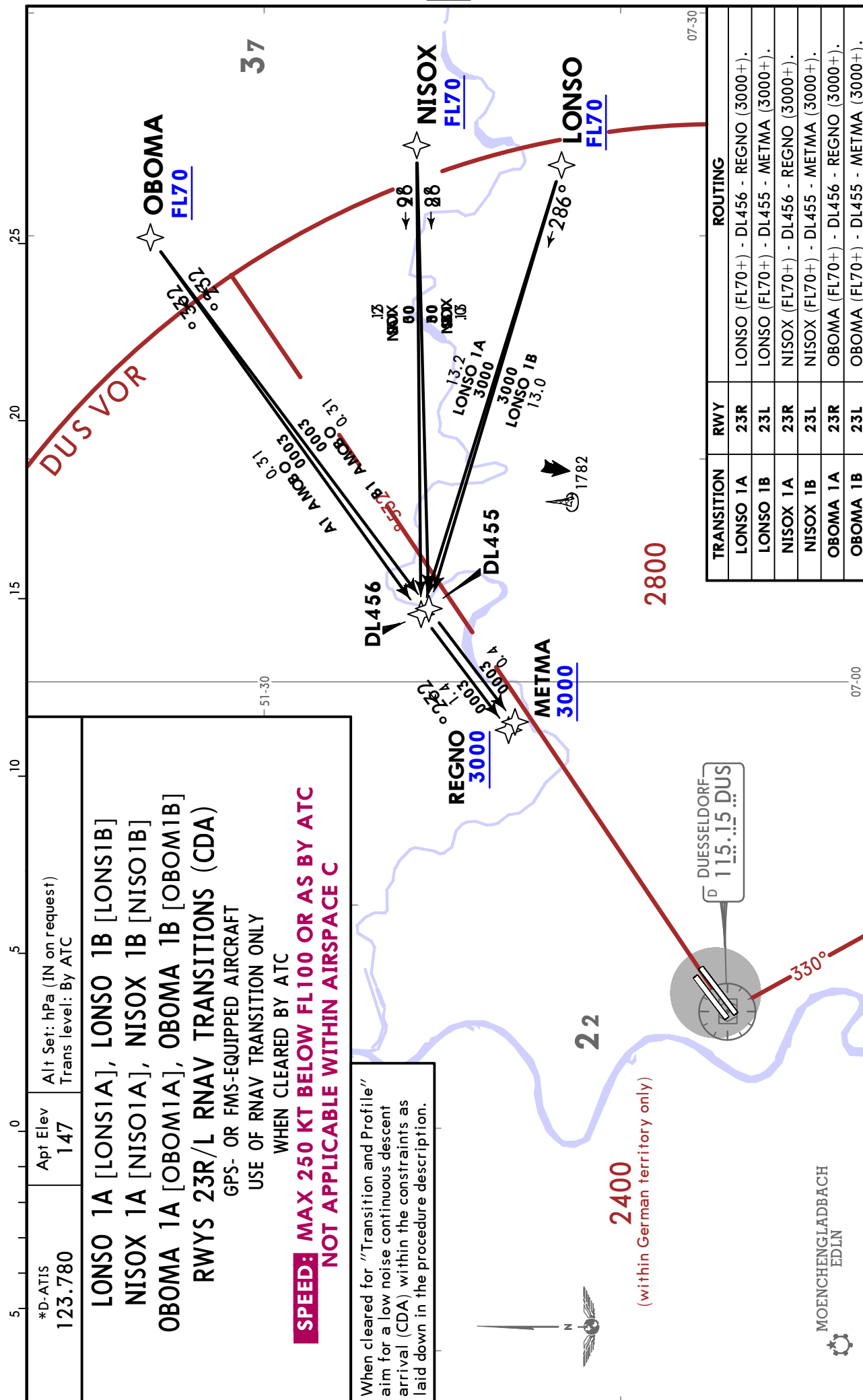
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EDDL/DUS
DUESSELDORF

JEPPESEN
20 APR 18 10-2K Eff 26 Apr

DUESSELDORF, GERMANY
RNAV TRANSITION





EDDL/DUS
DUESSELDORF

JEPPESSEN DUESSELDORF, GERMANY
20 APR 18 10-2M Eff 26 Apr RNAV TRANSITION

*D-ATIS
123.780

Apt Elev
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**



22

2400
(within German territory only)

MOENCHENGLADBACH
EDLN

DIKMI
3000
NATOS
3000

DL556
047°
GOGOG 1A
3000
DL555
051°
GOGOG 1B
3000
DL550
051°
3000

1034

DL510
3000
GOGOG
1A, 1B
4.0
GOGOG
FL70

D DUESSELDORF
115.15 DUS

2800

235°

330°

43

DUS VOR

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+).

EDDL/DUS
DUESSELDORF

JEPPESEN DUESSELDORF, GERMANY
19 MAR 21 10-3 Eff 25 Mar RNAV SID

LANGEN
Radar (APP)
121.355

Apt Elev
147

Trans alt: 5000
1. RNP-1/A-RNP, RF leg required.
2. GPS required.
3. Remain on Tower frequency until passing 2000, then contact LANGEN Radar.
4. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

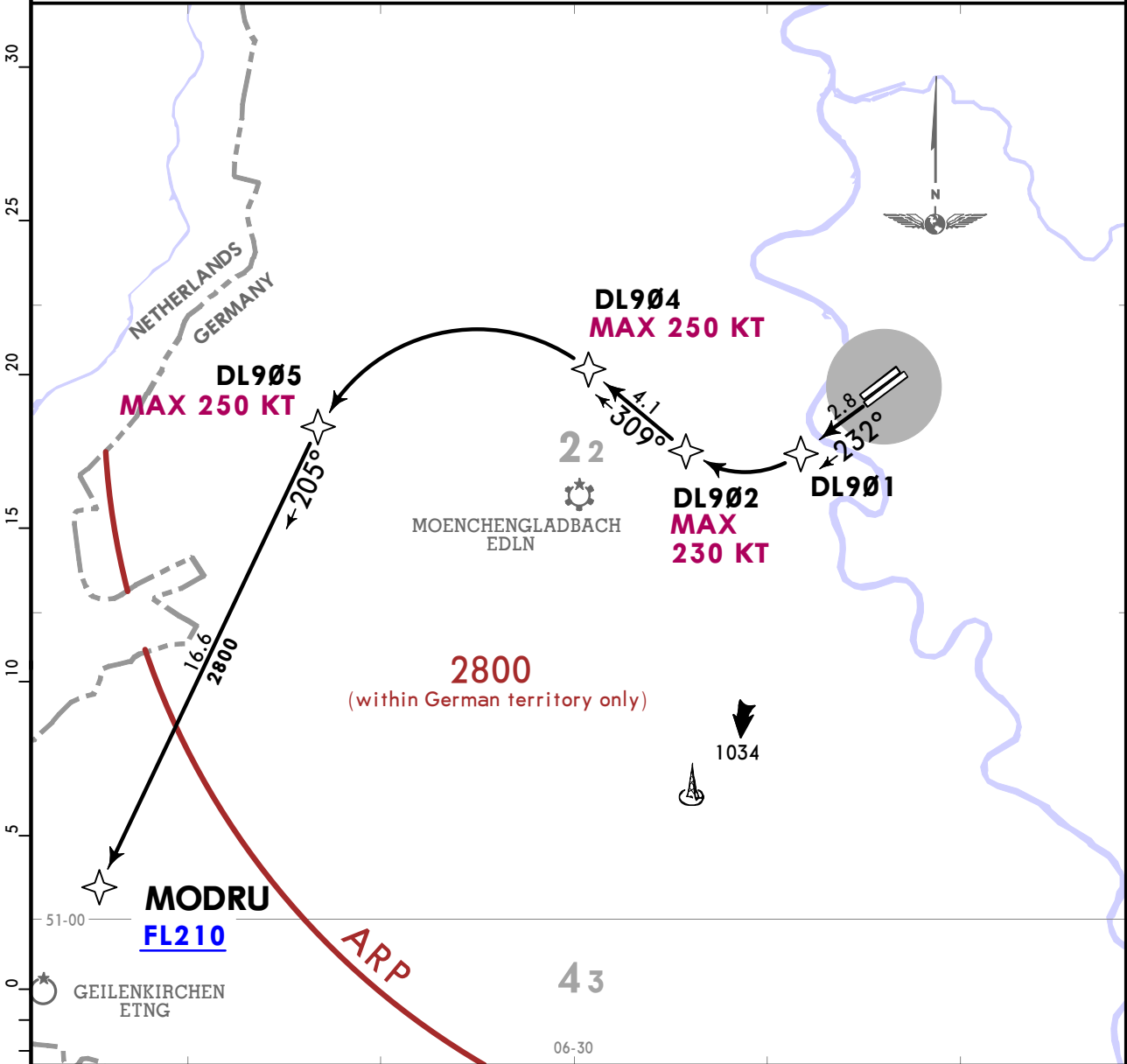
MODRU 1K [MODR1K]

RNP DEPARTURE
(RWY 23L)

BY ATC

ONLY FOR FLIGHTS WITH REQUESTED FL210 OR ABOVE
FLIGHTS SHALL BE ABLE TO CROSS MODRU AT OR ABOVE FL210

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



This SID requires a minimum climb gradient of 580 per NM (9.5%) due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
580 per NM	725	967	1450	1933	2417	2900

Initial climb clearance 5000

ROUTING

To DL901, turn RIGHT to DL902, to DL904, turn LEFT to DL905, to MODRU.



LANGEN
Radar (APP)
121.355

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 APPLICABLE WITHIN AIRSPACE C

These SIDs require minimum climb gradients of
425 per NM (7%) until passing 3000 due to airspace structure.
If unable to comply advise Delivery on start-up request.

DODEN 3H, 9T
260 per NM (4.3%) until passing 3200 due to MVA.

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 ①, turn LEFT, intercept GMH R265 inbound via DL242 to ELBAL, turn RIGHT, 135° track to BETZO, turn RIGHT, 147° track to DODEN.
DODEN 6J	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	05R	

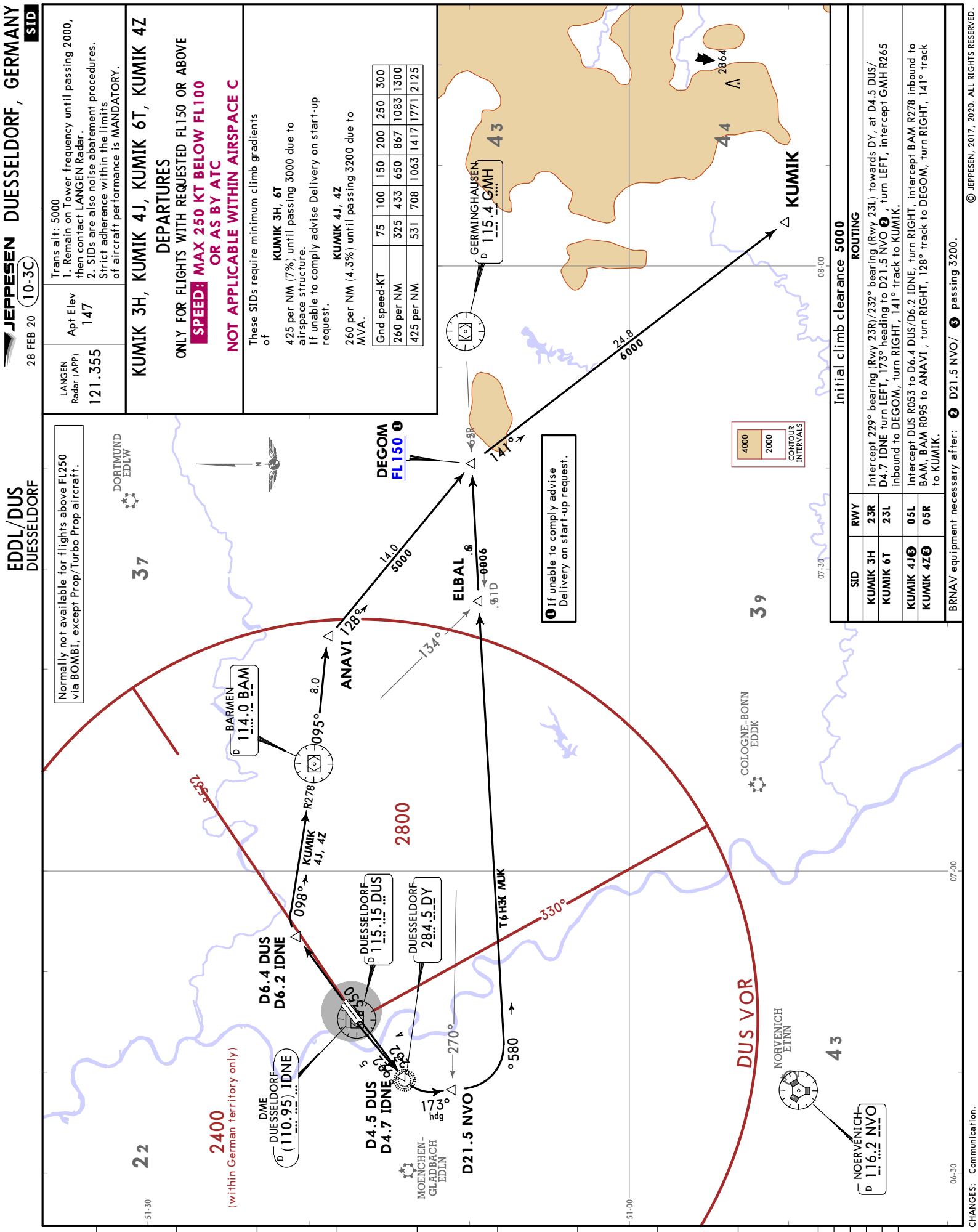
BRNAV equipment necessary after: ① D21.5 NVO/ ② passing 3200.

EDDL/DUS
DUESSELDORF

CHANGES: New chart (SIDs transferred).
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SID





EDDL/DUS
DUESSELDORF

JEPPESEN DUESSELDORF, GERMANY
19 MAR 21 10-3D Eff 25 Mar SID

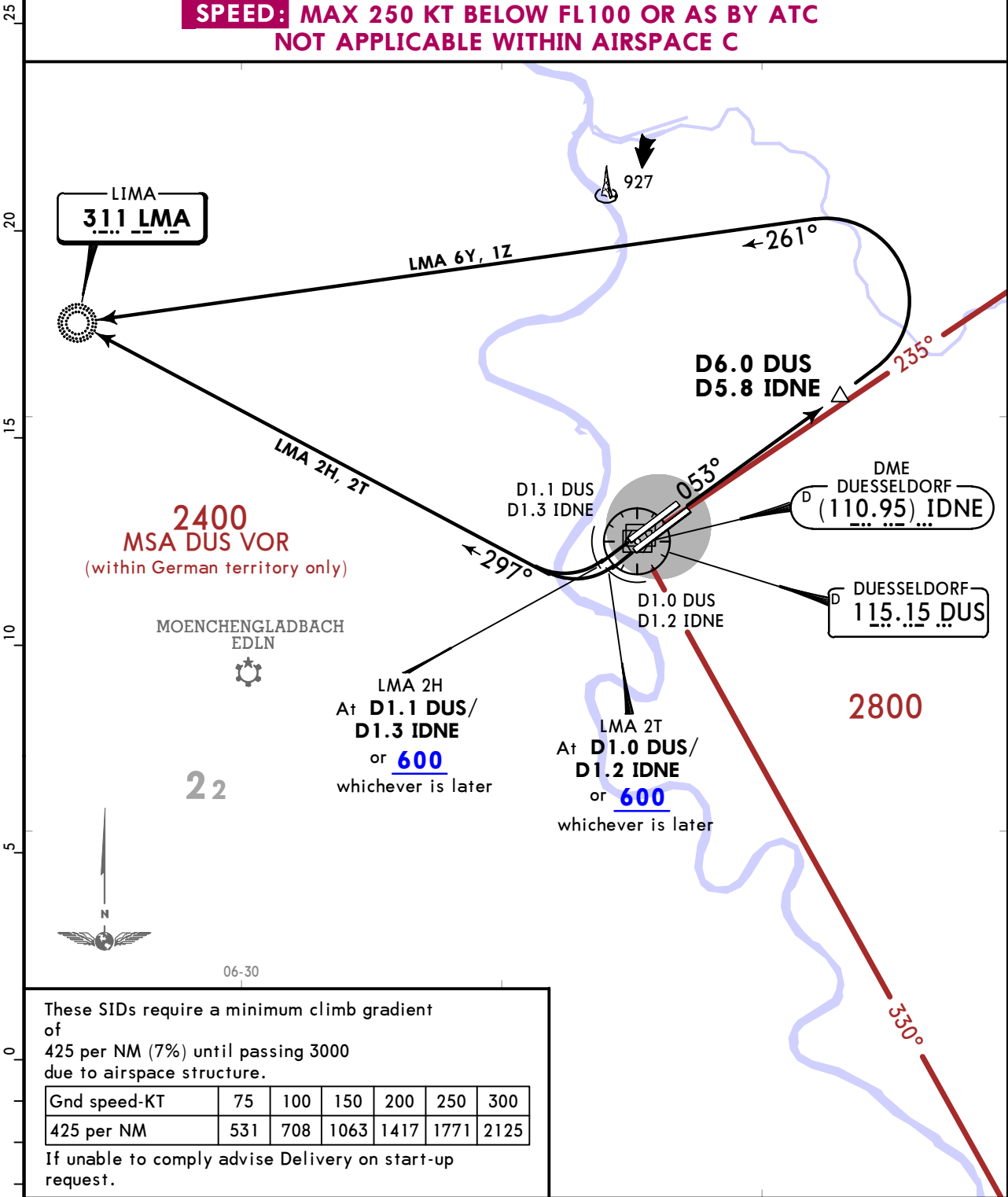
LANGEN Radar (APP) 121.355	Apt Elev 147	Trans alt: 5000 1. Remain on Tower frequency until passing 2000, then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
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LIMA 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



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	

EDDL/DUS
DUESSELDORF

JEPPESSEN DUESSELDORF, GERMANY
19 MAR 21 10-3E Eff 25 Mar SID

LANGEN
Radar (APP)
121.355

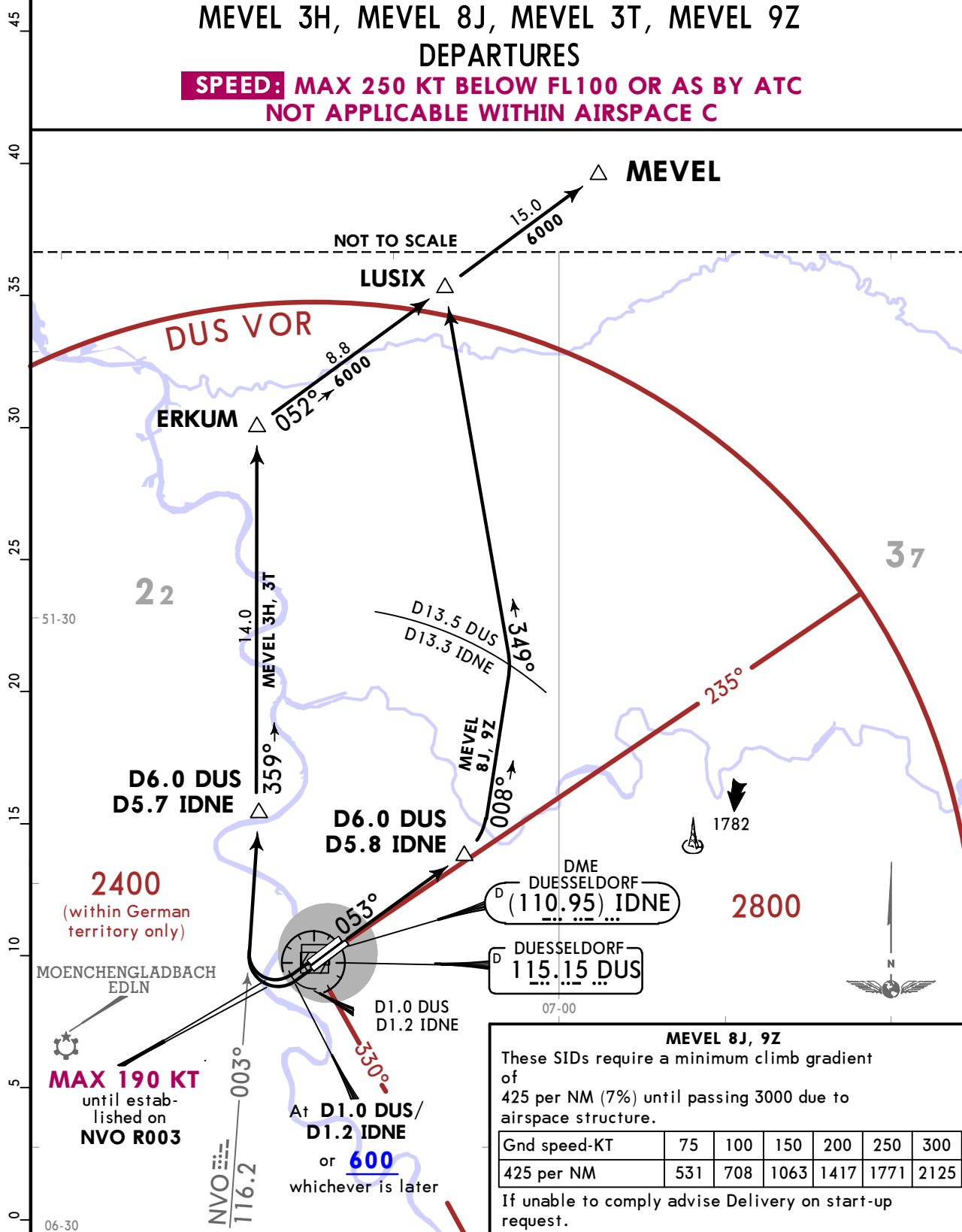
Apt Elev
147

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.

MEVEL 3H, MEVEL 8J, MEVEL 3T, MEVEL 9Z
DEPARTURES

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



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) ① 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 ②, turn LEFT, 349° track to LUSIX turn RIGHT, 052° track to MEVEL.
MEVEL 9Z	05R	

BRNAV equipment necessary after: ① D6.0 DUS (D5.7 IDNE) / ② D13.5 DUS/D13.3 IDNE.

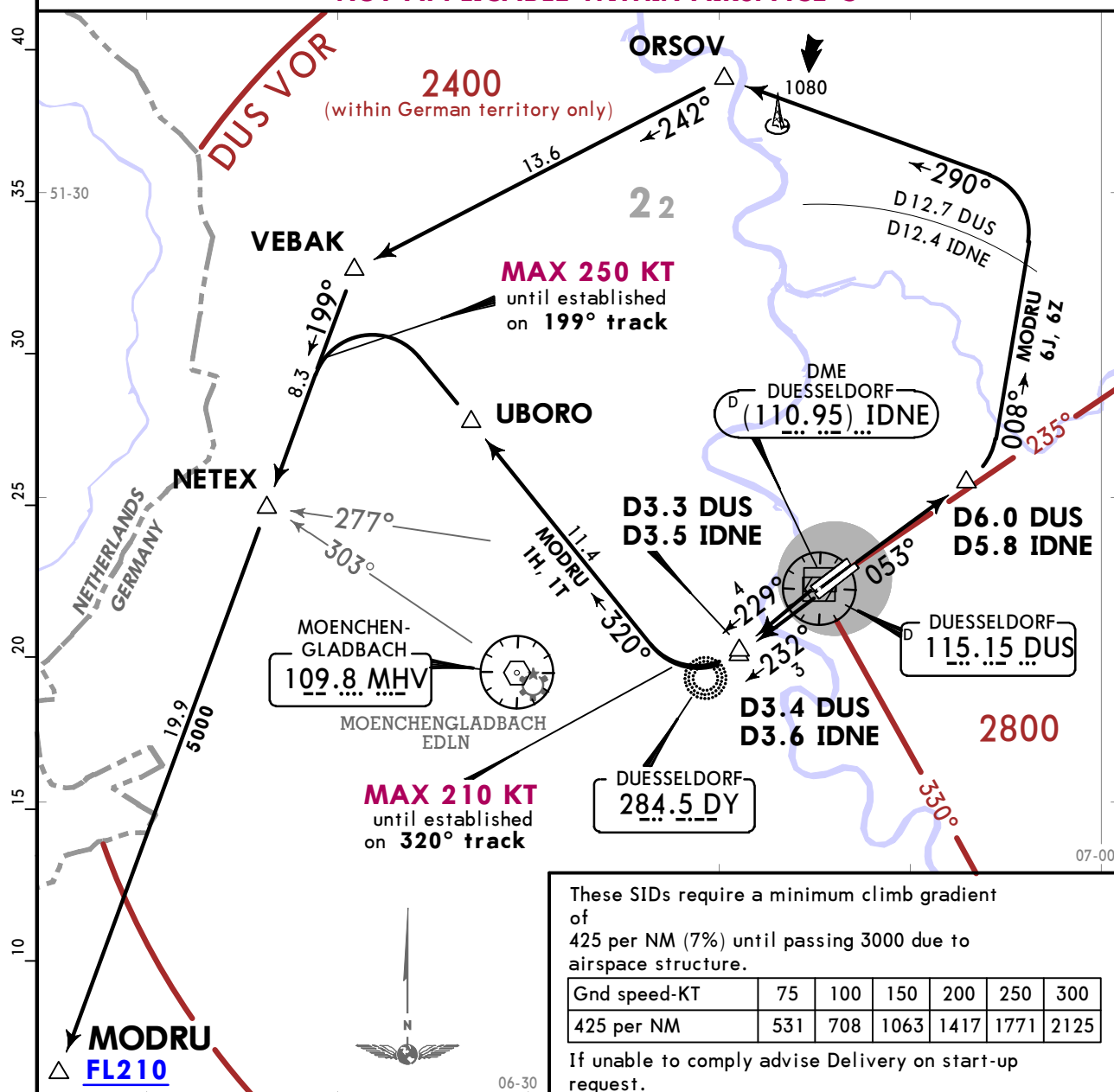
EDDL/DUS
DUESSELDORF
JEPPESSEN DUESSELDORF, GERMANY
 19 MAR 21 **10-3F** **Eff 25 Mar** **SID**

 LANGEN
 Radar (APP)
121.355

 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.

MODRU 1H, MODRU 6J, MODRU 1T, MODRU 6Z
DEPARTURES
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C


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

Only for flights with requested FL210 and above. Flights shall cross MODRU at or above FL210. If unable to comply advise Clearance 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 ①, 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 ②, turn LEFT, 290° track to ORSOV, turn LEFT, 242° track to VEBAK, turn LEFT, 199° track via NETEX to MODRU.
MODRU 6Z	05R	
MODRU 1T	23L	Intercept 232° bearing towards DY, at D3.4 DUS/D3.6 IDNE ③, turn RIGHT, 320° track to UBORO, turn LEFT to NETEX, 199° track to MODRU.

BRNAV equipment necessary after: ① D3.3 DUS/D3.5 IDNE/ ② D12.7 DUS/D12.4 IDNE/ ③ D3.4 DUS/D3.6 IDNE.

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DUESSELDORF

JEPPESSEN DUESSELDORF, GERMANY
19 MAR 21 10-3G Eff 25 Mar SID

LANGEN
Radar (APP)
121.355

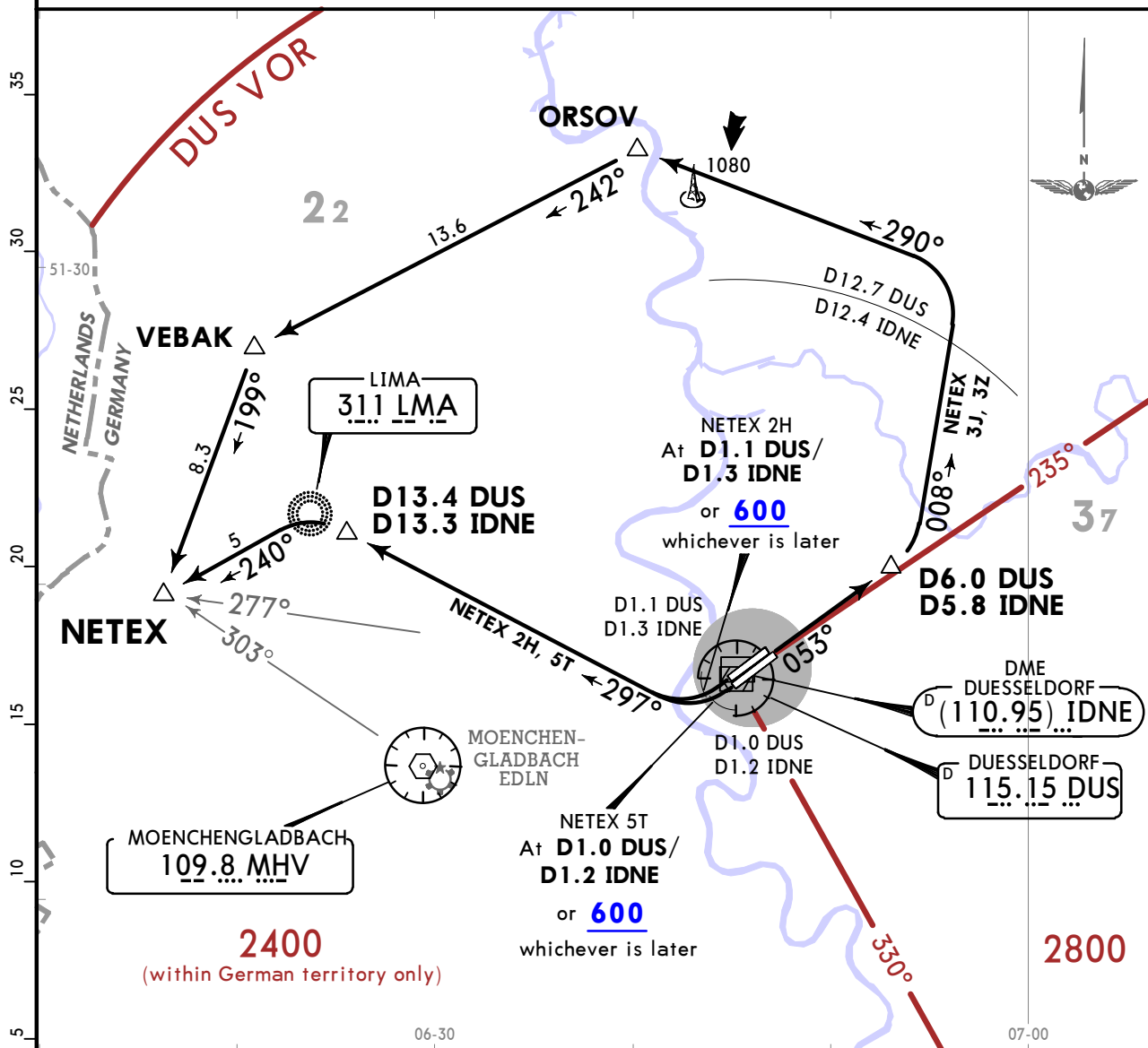
Apt Elev
147

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.

NETEX 2H, NETEX 3J, NETEX 5T, NETEX 3Z DEPARTURES

FOR FLIGHTS BETWEEN REQUESTED FL100-FL200 OR
FOR FLIGHTS VIA AIRWAY Z-282 - DIBIR - AIRWAY L-179 (IF AVAILABLE)
NOT AVAILABLE FOR FLIGHTS TO CONTINUE AFTER NETEX VIA RASCA/DELOM

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

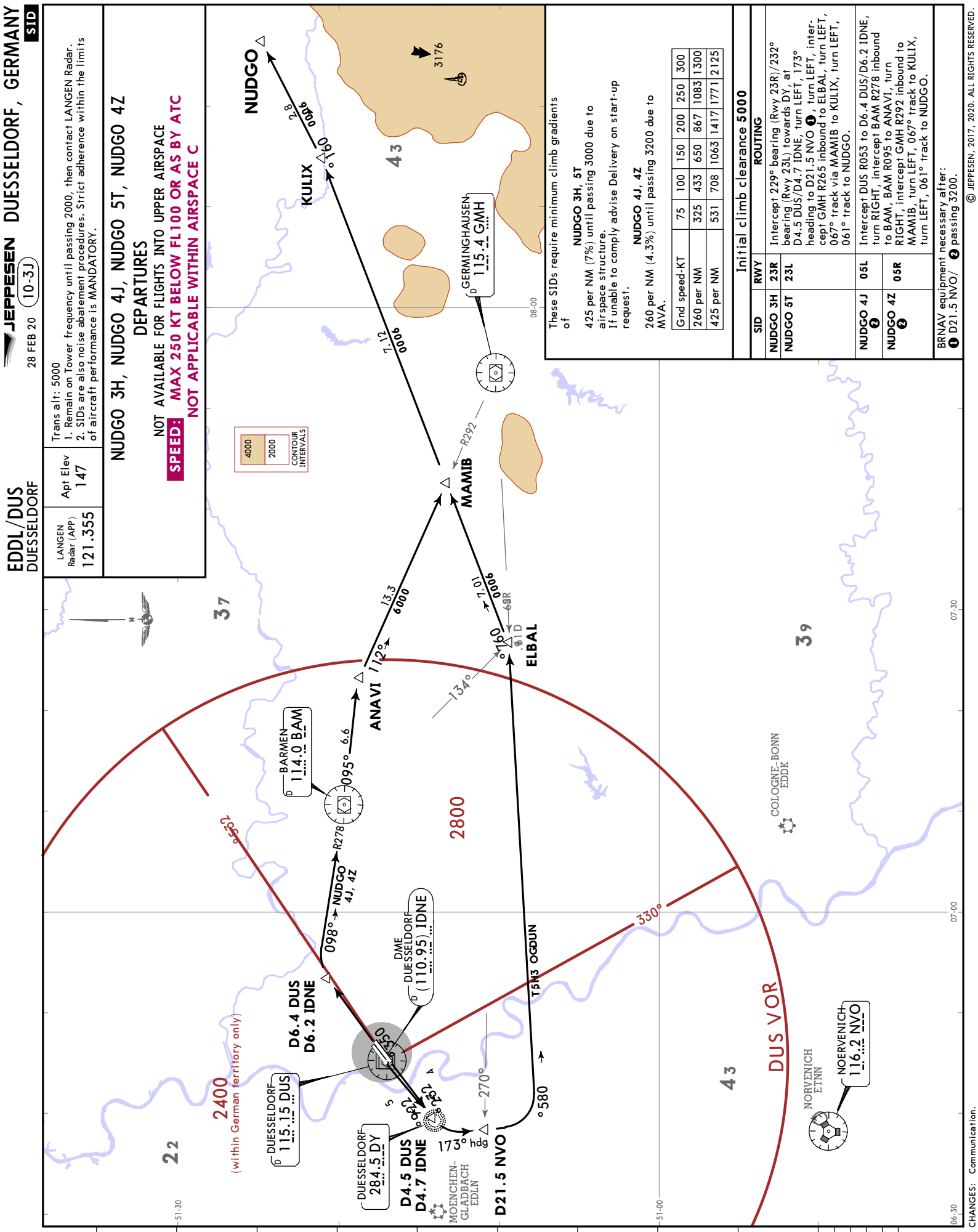
If unable to comply advise Delivery on start-up request.

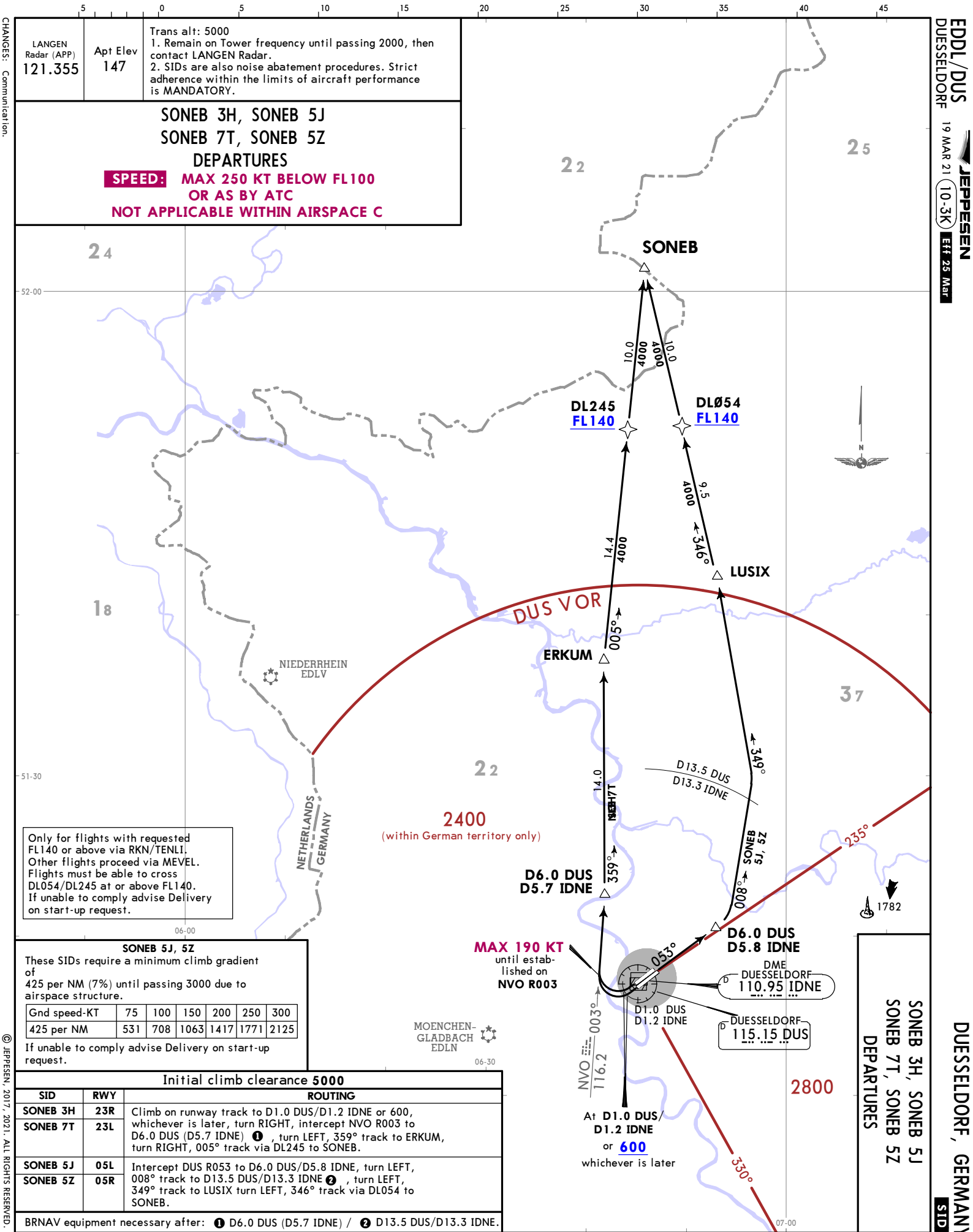
Initial climb clearance 5000

SID	RWY	ROUTING
NETEX 2H	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	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 ①, turn LEFT, 290° track to ORSOV, turn LEFT, 242° track to VEBAK, turn LEFT, 199° track to NETEX.
NETEX 3Z	05R	

① After D12.7 DUS/D12.4 IDNE BRNAV equipment necessary.







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JEPPESSEN DUESSELDORF, GERMANY
19 MAR 21 10-3L Eff 25 Mar RNAV SID (OVERLAY)

LANGEN
Radar (APP)
121.355

Apt Elev
147

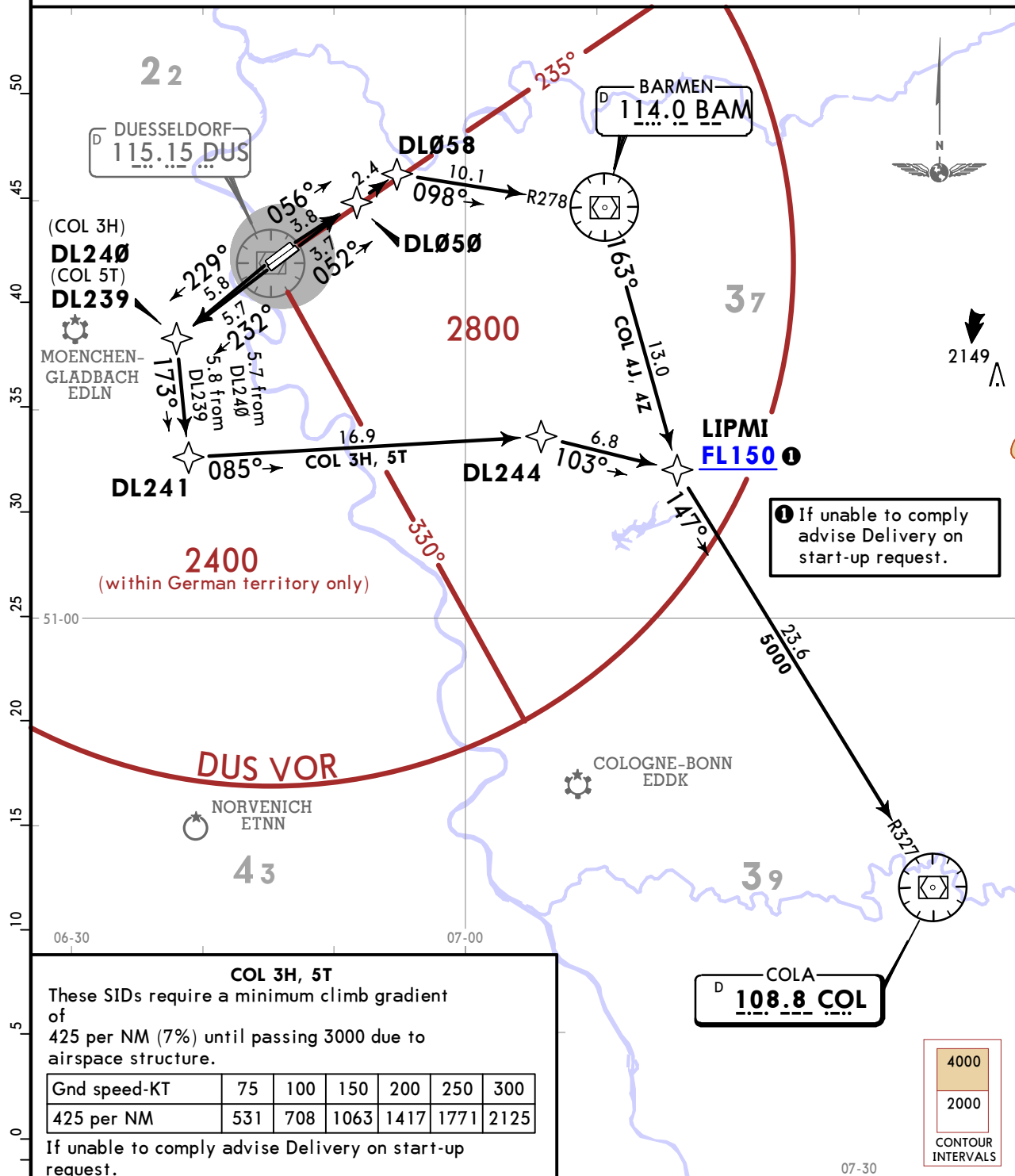
Trans alt: 5000
1. Remain on Tower frequency until passing 2000, then contact LANGEN Radar.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

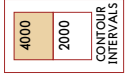
COLA 3H (COL 3H), COLA 4J (COL 4J)

COLA 5T (COL 5T), COLA 4Z (COL 4Z)

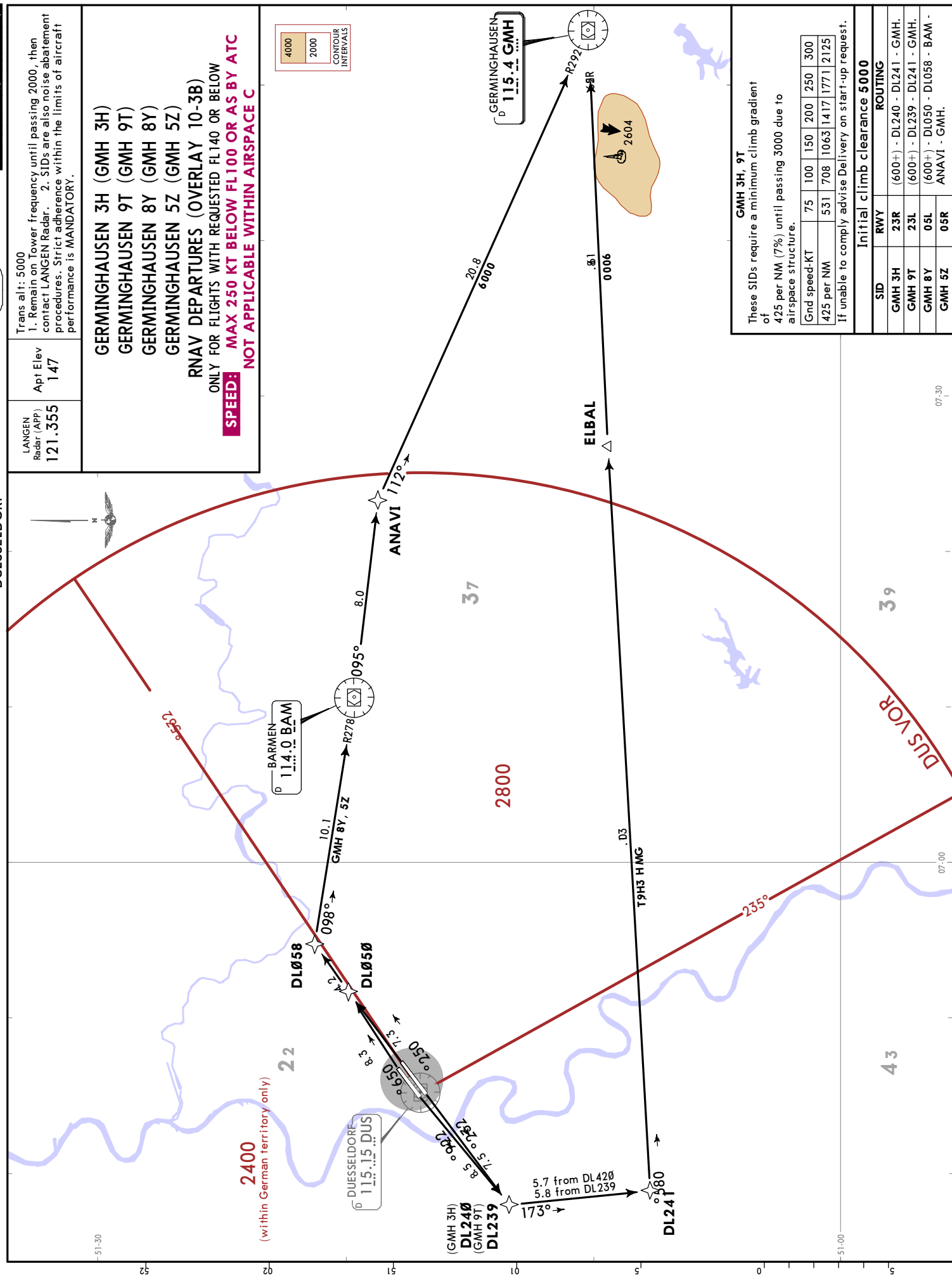
RNAV DEPARTURES (OVERLAY 10-3A)

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





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	(600+) - DL239 - DL241 - DL242 (FL150+) - ELBAL - BETZO - DODEN (FL250+).



DUESSELDORF, GERMANY

RNAV SID (OVERLAY)

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.

LANGEN Radar (APP)
121.355
Apt Elev
147

KUMIK 3H [KUMI3H]
KUMIK 4J [KUMI4J]
KUMIK 6T [KUMI6T]
KUMIK 4Z [KUMI4Z]
RNAV DEPARTURES
(OVERLAY 10-3C)

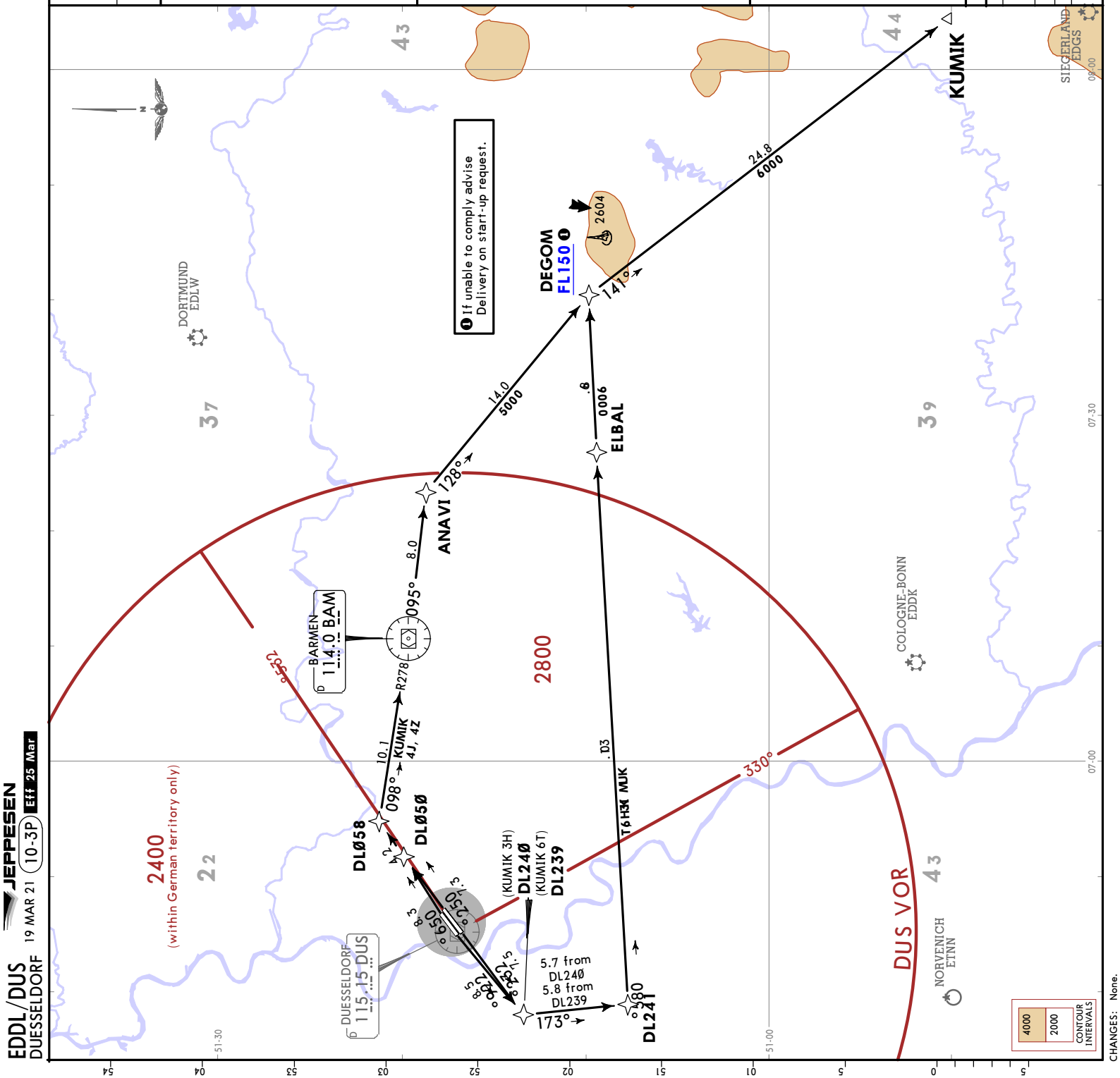
ONLY FOR FLIGHTS WITH REQUESTED FL150 OR ABOVE
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

Normally not available for flights above FL250 via BOMBI, 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 MVA.

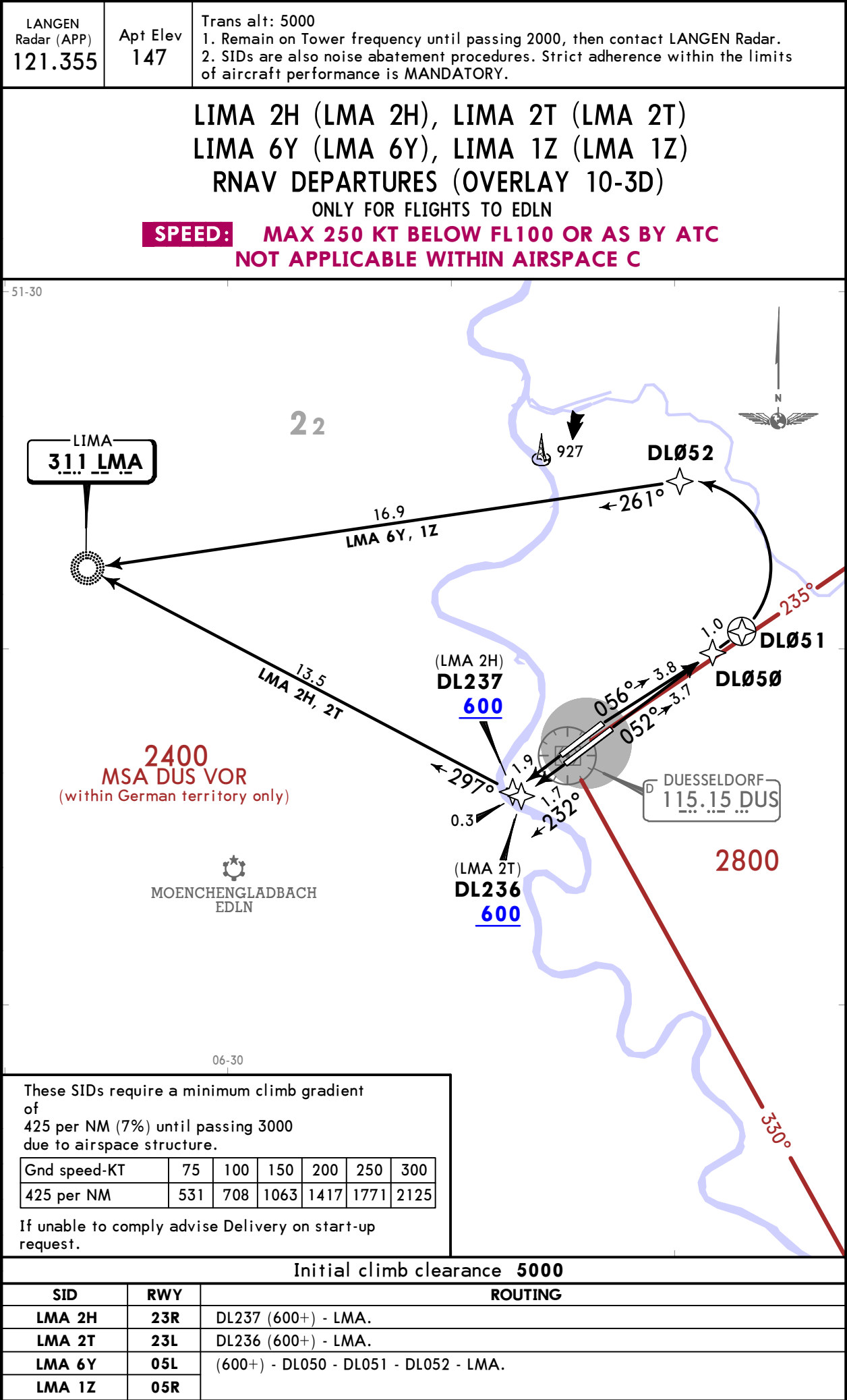
Grnd speed-KT	75	100	150	200	250	300
260 per NM	325	433	650	867	1083	1300
425 per NM	531	708	1063	1417	1771	2125

Initial climb clearance 5000	
SID	RWY
KUMIK 3H	23R
KUMIK 4J	05L
KUMIK 4Z	05R
KUMIK 6T	23L



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JEPPESSEN DUESSELDORF, GERMANY
19 MAR 21 (10-3Q) Eff 25 Mar RNAV SID (OVERLAY)



DUESSELDORF, GERMANY

RNAV SID (OVERLAY)

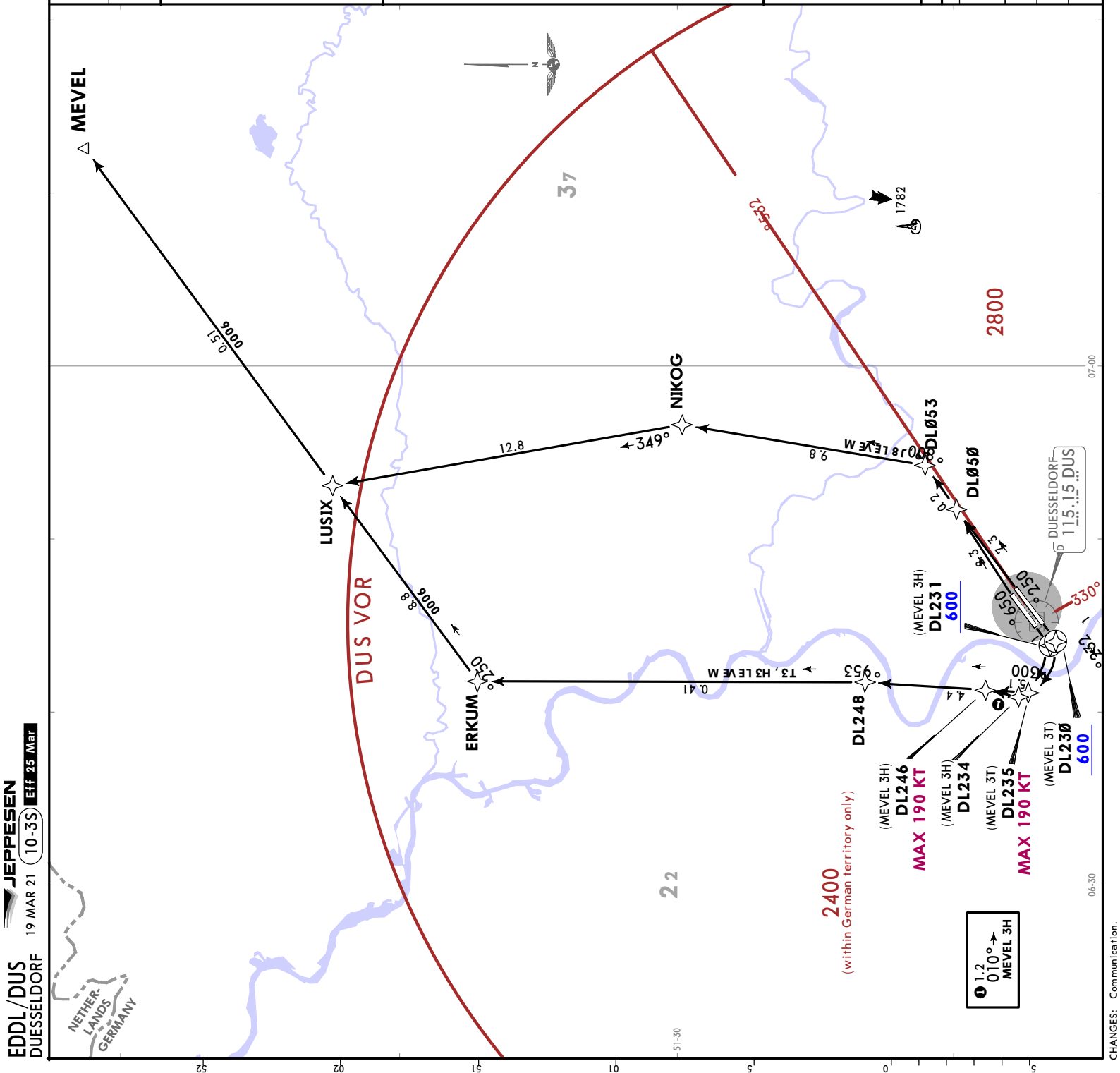
LANGEN
Radar (APP)
121.355
Apt Elev
147

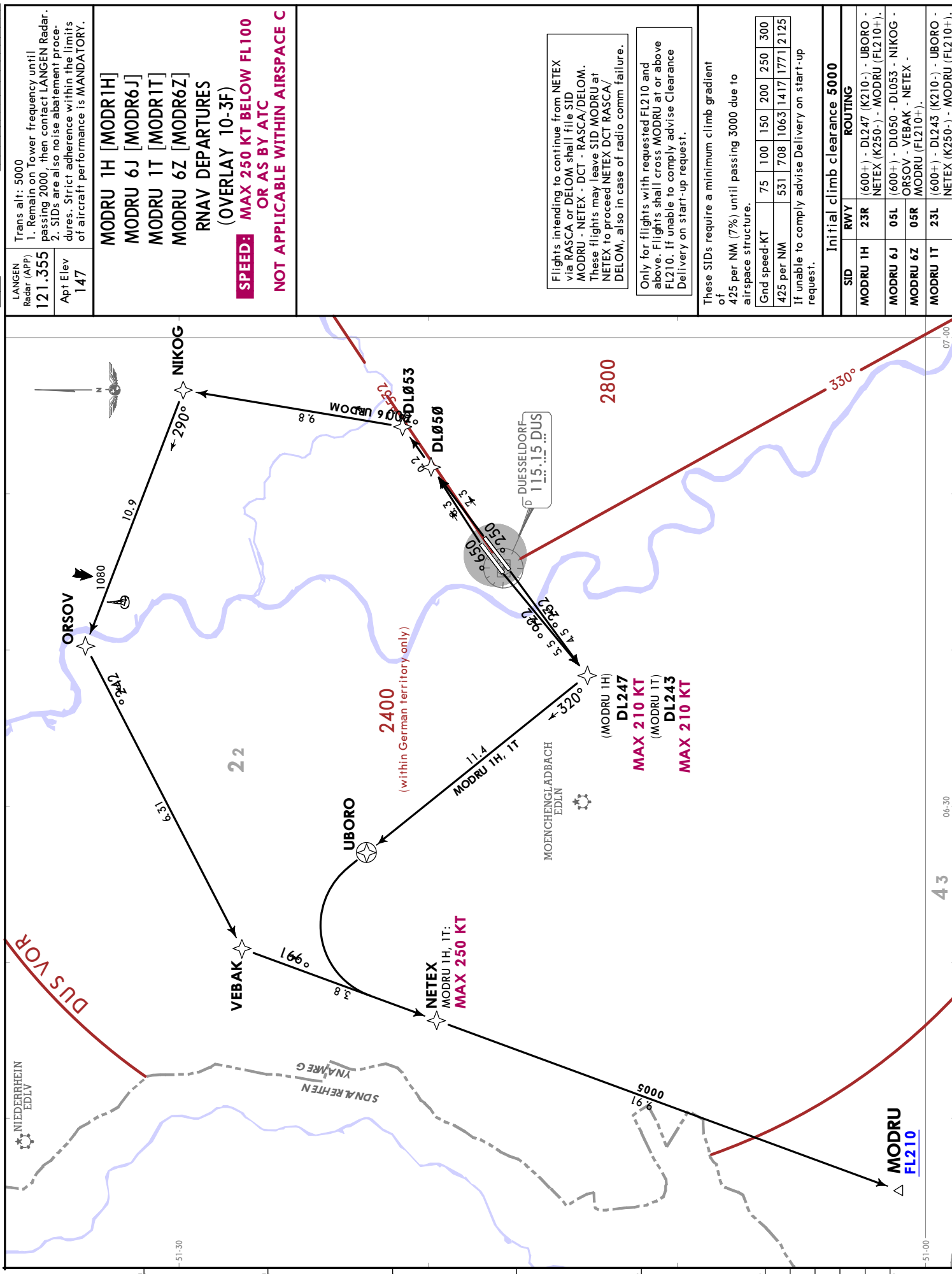
Trans alt: 5000
1. Remain on Tower frequency until passing 2000, then contact LANGEN Radar.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

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	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.





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

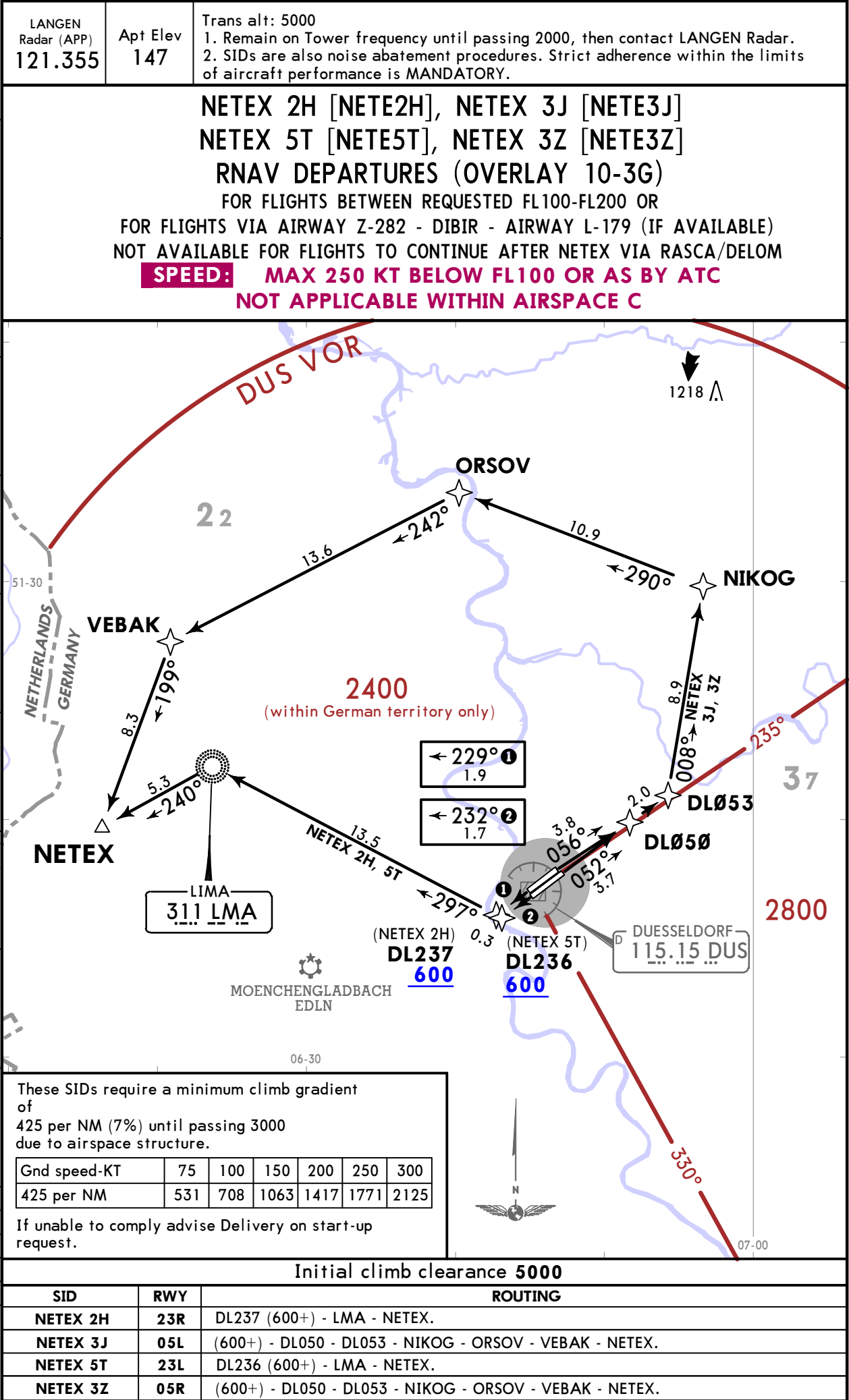
If unable to comply advise Delivery on start-up request.

Initial climb clearance 5000		
SID	RWY	ROUTING
MODRU 1H	23R	(600+) - DL247 (K210-) - UBORO - NETEX (K250-) - MODRU (FL210+).
MODRU 6J	05L	(600+) - DL050 - DL033 - NIKOG - ORSOV - VEBAK - NETEX - MODRU (FL210+).
MODRU 6Z	05R	MODRU (FL210+).
MODRU 1T	23L	(600+) - DL243 (K210-) - UBORO - NETEX (K250-) - MODRU (FL210+).

CHANGES: Communication

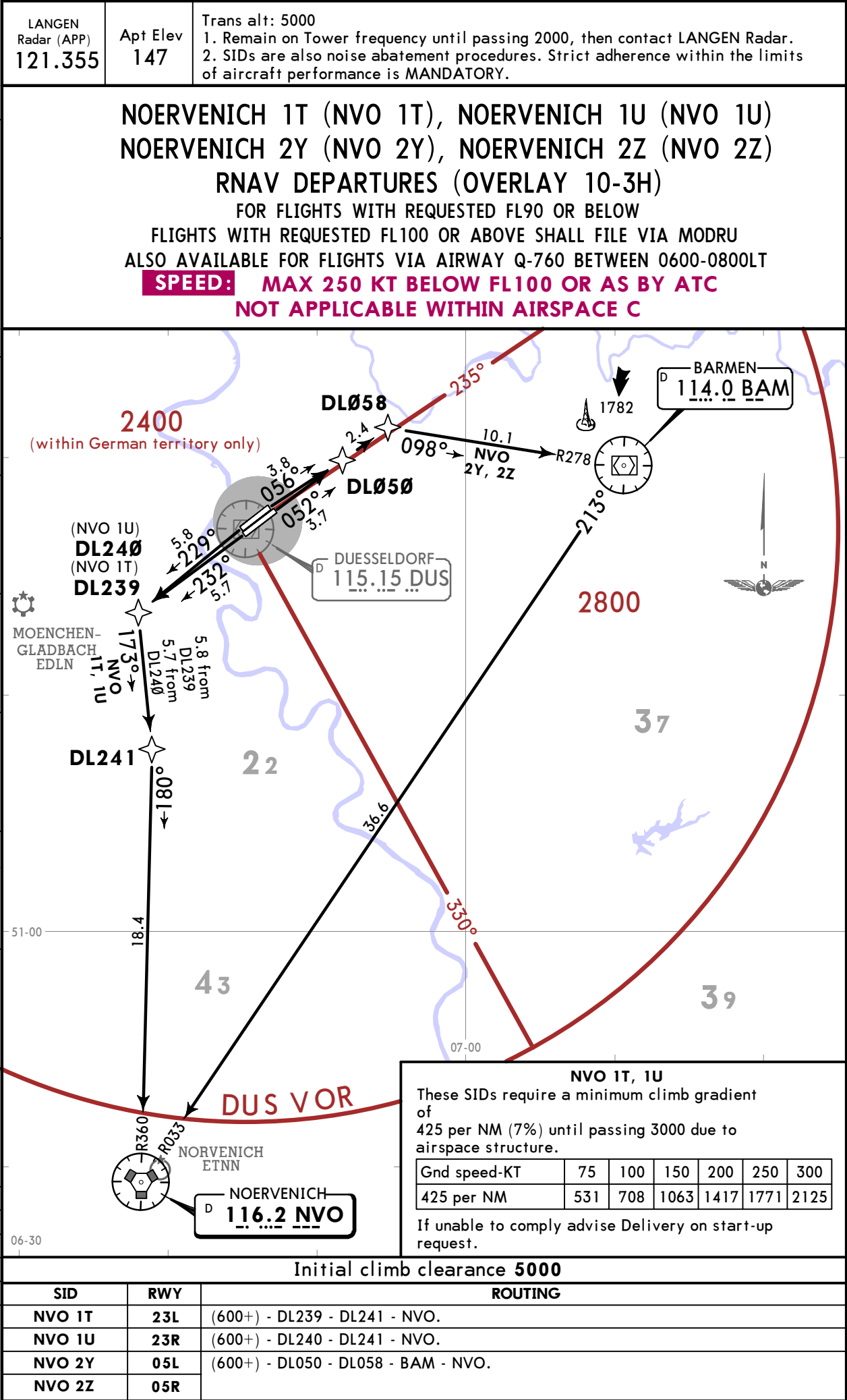
EDDL/DUS
DUESSELDORF

JEPPESSEN DUESSELDORF, GERMANY
19 MAR 21 10-3U Eff 25 Mar RNAV SID (OVERLAY)



EDDL/DUS
DUESSELDORF

JEPPESSEN DUESSELDORF, GERMANY
19 MAR 21 10-3V Eff 25 Mar RNAV SID (OVERLAY)





CHANGES: Communication.

LANGEN
Radar (APP)
121.355

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

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 must be able to cross
DL054/DL245 at or above FL140.
If unable to comply advise De-
livery on start-up request.

SONEB 5J, 5Z

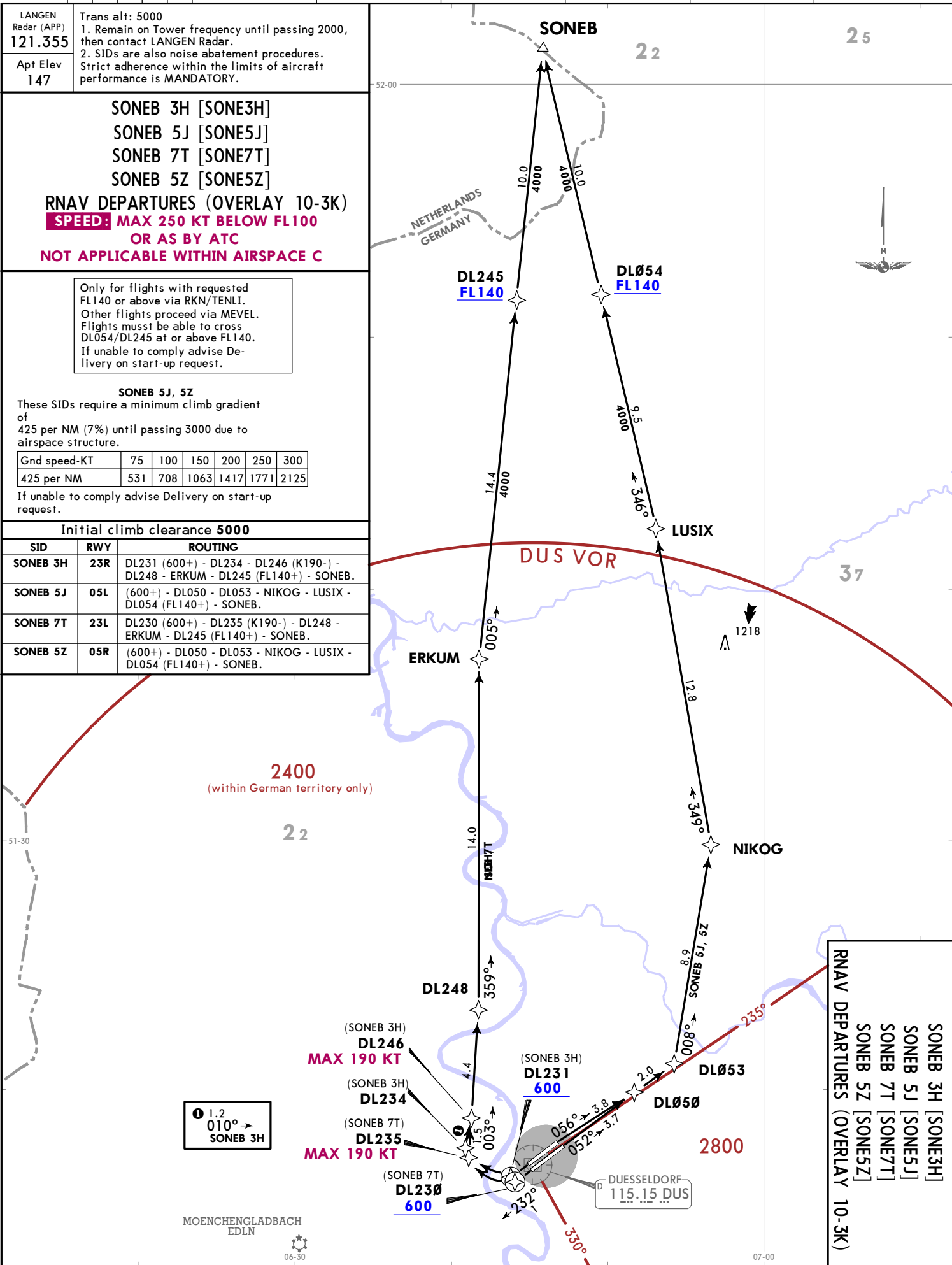
These SIDs require a minimum climb gradient
of
425 per NM (7%) until passing 3000 due to
airspace structure.

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.



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19 MAR 21 10-3X Eff 25 Mar RNAV SID (OVERLAY)

SONEB 3H [SONE3H]
SONEB 5J [SONE5J]
SONEB 7T [SONE7T]
SONEB 5Z [SONE5Z]

RNAV DEPARTURES (OVERLAY 10-3K)

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EDDL/DUS

JEPPesen
2 JUN 23 10-8

DUESSELDORF, GERMANY
DUESSELDORF

CONSTRUCTION WORKS PHASE 1

REFER ALSO TO LATEST NOTAMS

GENERAL INFORMATION & OPERATIONAL IMPACT

Due to construction work, TWY K5, TWY L9 and TWY G as well as the intersection area of RWY 05R/L will be closed section by section between MAR - OCT 2023.

TWY K4 will be usable when visibility on RWY is more than 1200m.

ACFT types B777-300ER & A340-600: During construction phases 1, 2, 3A & 3B, RWY 23R will not be available for landings and RWY 05L will not be available for take-offs. In case of aborted take-off on RWY 23R, TWY K4 will be available only with marshaller to taxi from RWY.

ACFT types A380/ B747-8/ B747-8F: During construction phases 1 & 2, TWY L8 instead of TWY L9 must be used for take-offs from RWY 05R and for landings on RWY 23L. If these ACFT taxi beyond TWY L8 when landing on RWY 23L, it is possible to taxi via TWY K, RWY 05L and TWY K4 only with marshaller. TWY K to TWY K5 can only be used by ACFT up to ICAO Code E.

ACFT type AN124 cannot land or take-off during construction phases 1 & 2.

PHASE 1

During construction phase 1, TWY L9, northern part of TWY T1, and TWY G will be closed. The usability of ACFT stand V101 and TWY T1 between TWY L9 and L8 will be restricted to ICAO Code C ACFT.

TWY L9 will not be available for entering and exiting RWY 05R/23L and 05L/23R.

The taxi connection between TWY L8, RWY 05R/23L, TWY K5, RWY 05L, TWY K4, TWY K3, TWY L6 will be created. ICAO Code F ACFT may only use this taxi connection with a marshaller.

In case of an aborted take-off from RWY 05L/23R, TWY K4 will also be available for taxiing from the RWY. Backtracking on RWY 05R via TWY L6 or L8 will not be possible.

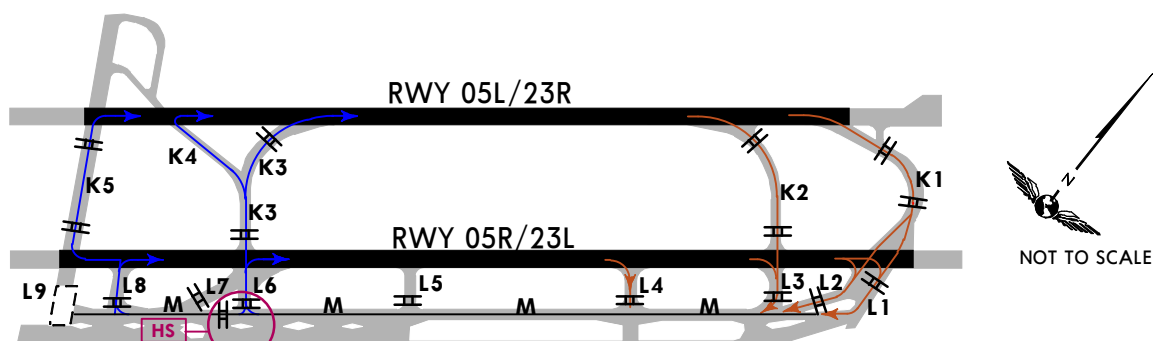
Taxiing between the GAT apron and the main apron will be conducted exclusively via TWY H.

ACTIVE RWY 05

Special guidance RWY 05L: TWY L8 - backtrack on RWY 05R/23L - TWY K5.

TAKE-OFF RUN AVAILABLE:

RWY 05R: 8120' (2475m), corresponds to intersection take-off from TWY L8.



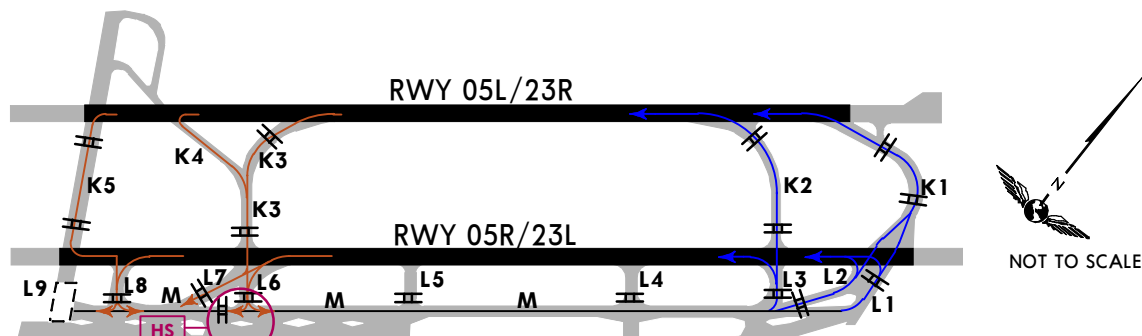
ACTIVE RWY 23

RWY 23R:

If accelerate-stop distance of 7874' / 2400m up to TWY K4 or landing distance of 6890' / 2100m up to TWY K4 is not sufficient: special guidance TWY K5 - backtrack on RWY 05R/23L - TWY L8.

RWY 23L:

If accelerate-stop distance of 9104' / 2775m up to TWY L8 or landing distance of 8120' / 2475m up to TWY L8 is not sufficient: special guidance TWY K5 - backtrack on RWY 05L/23R - TWY K4 - TWY K3 - TWY L6 (RWY crossing).



LEGEND

K3 Taxiway

[---] Construction area

[Blue Arrow] RWY entry taxi routes

[Orange Arrow] RWY exit taxi routes

HOT SPOTS

[HS] See AIRPORT, AIRPORT INFO, TAKE-OFF MNMS for description.

EDDL/DUS

JEPPESSEN
2 JUN 23 10-8A

DUESSELDORF, GERMANY
DUESSELDORF

CONSTRUCTION WORKS PHASE 2
REFER ALSO TO LATEST NOTAMS

PHASE 2

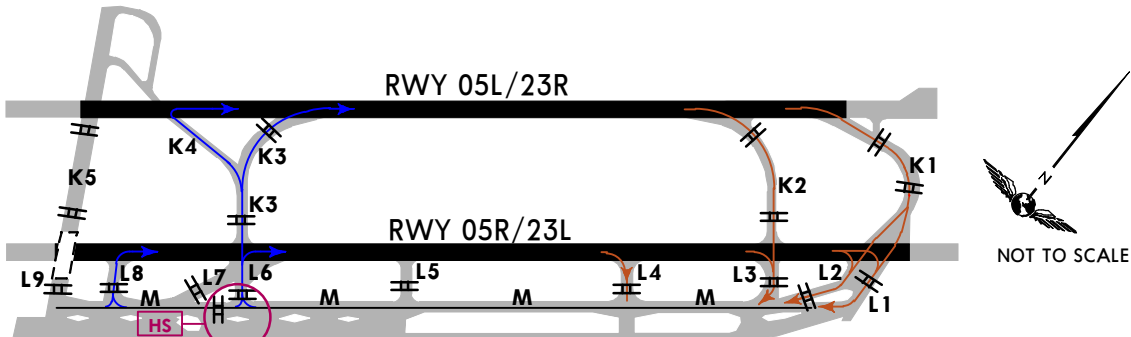
During construction phase 2, TWY L9, the northern part of TWY M, TWY K5 and the affected intersection area of RWY 05R will be closed. It will be necessary to shorten RWY 05R/23L. TWY L9 and K5 will not be available for entering and exiting RWY 05R/23L and 05L/23R. TWY K4 will be taken into operation to avoid backtracking on RWY 05L/23R. All other taxiing connections will remain unchanged. Backtracking on RWY 05L/23R via TWY K4 will not be possible. Construction work will take place at night between 2200-0600LT. Due to the low crossing height, all take-offs and landings must be conducted on RWY 05L/23R during this time. TWY G will be available again for taxiing to the GA apron.

ACTIVE RWY 05

TAKE-OFF RUN AVAILABLE:

RWY 05L: 6890' (2100m), corresponds to intersection take-off from TWY K4.

RWY 05R: 7874' (2400m)



ACTIVE RWY 23

Landing distance available:

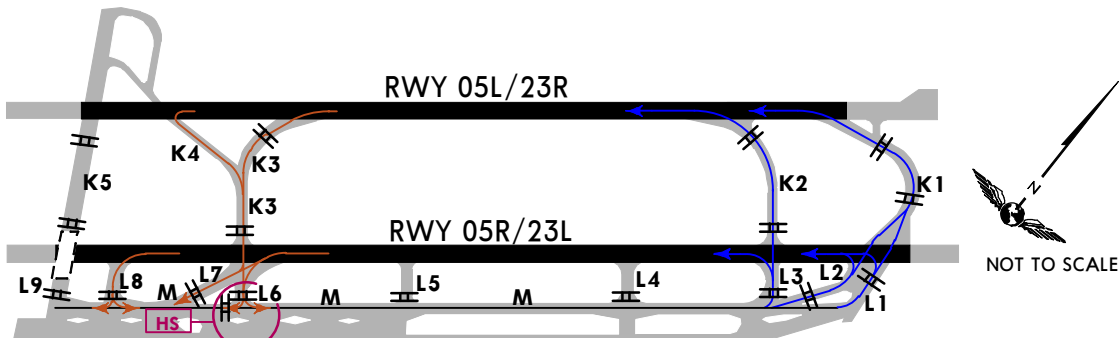
RWY 23R: 6890' (2100m)

RWY 23L: 7874' (2400m), if the landing distance up to TWY L6/L7 is not sufficient, exit via TWY L8.

Stopways RWY 23R & 23L no longer available.

RWY 23R: If the accelerate-stop distance of 7874' / 2400m up to TWY K4 is not sufficient, however, ACFT would have to turn at the end of the RWY and taxi back to TWY K4 backtracking on RWY 05L/23R.

RWY 23L: If the accelerate-stop distance of 8858' / 2700m up to TWY L6/L7 is not sufficient: exit via TWY L8.



LEGEND

- K3** Taxiway
- Construction area
- RWY entry taxi routes
- RWY exit taxi routes

HOT SPOTS
See AIRPORT, AIRPORT INFO,
TAKE-OFF MNMS for description.

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JEPPesen
10 MAR 23 10-8B

DUESSELDORF, GERMANY
DUESSELDORF

CONSTRUCTION WORKS PHASE 3A & 3B

REFER ALSO TO LATEST NOTAMS

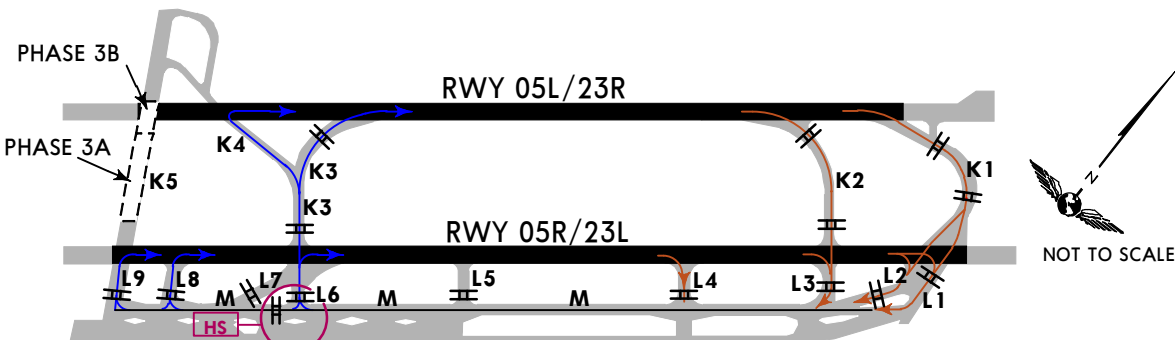
PHASE 3A & 3B

During construction phases 3A and 3B, TWY K5 will be closed. For construction phase 3B, it will be necessary to shorten RWY 05L/23R. Approach lighting at 270 m and 240 m will not be available during construction phase 3B. Entering and exiting RWY 05R/23L will remain unchanged. TWY K5 will not be available for entering and exiting RWY 05L/23R. Backtracking on RWY 05L/23R via TWY K4 will not be possible. During construction phase 3B, construction work will take place at night between 2200-0600LT. Due to the low crossing height, all take-offs and landings must be conducted on RWY 05R/23L during this time. If RWY 05R/23L is not available, construction activities will not be started or will be stopped.

ACTIVE RWY 05

TAKE-OFF RUN AVAILABLE:

RWY 05L: 6890' (2100m), corresponds to intersection take-off from TWY K4.
RWY 05R take-off and landing distances available remain unchanged.



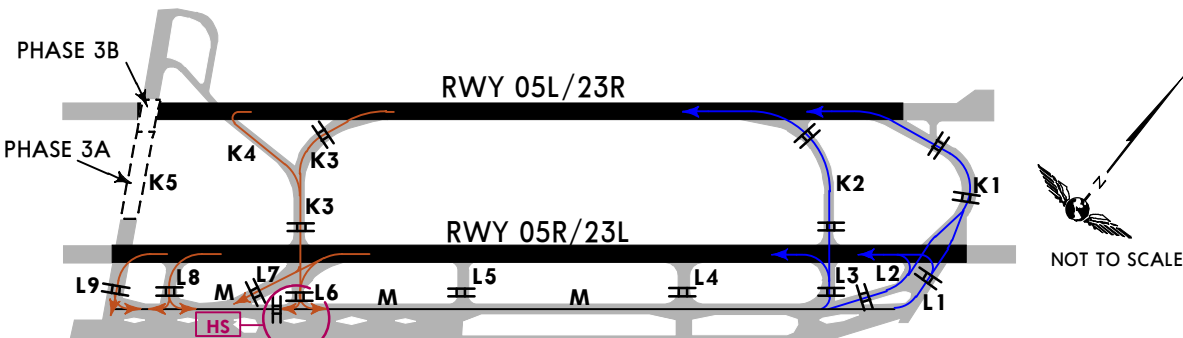
ACTIVE RWY 23

Landing distance available:

RWY 23R: 6890' (2100m)

Stopway Rwy 23R no longer available. If the accelerate-stop distance of 2400m up to TWY K4 is not sufficient, however, ACFT would have to turn at the end of the RWY and taxi back to TWY K4 backtracking on RWY 05L/23R.

RWY 23L take-off and landing distances available remain unchanged.



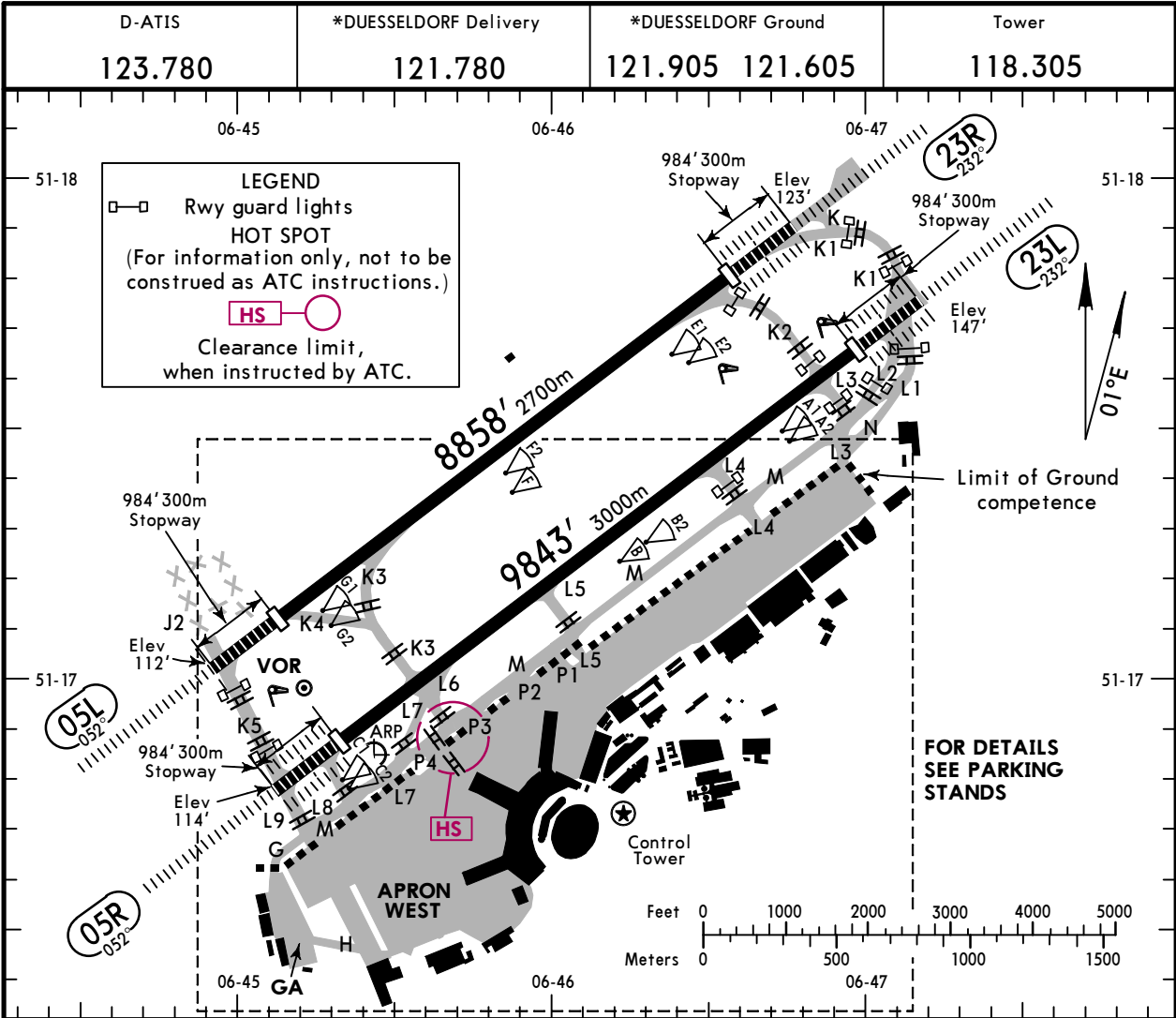
LEGEND

- K3 Taxiway
- !-! Construction area
- Blue line RWY entry taxi routes
- Orange line RWY exit taxi routes
- HOT SPOTS
- See AIRPORT, AIRPORT INFO, TAKE-OFF MNMS for description.

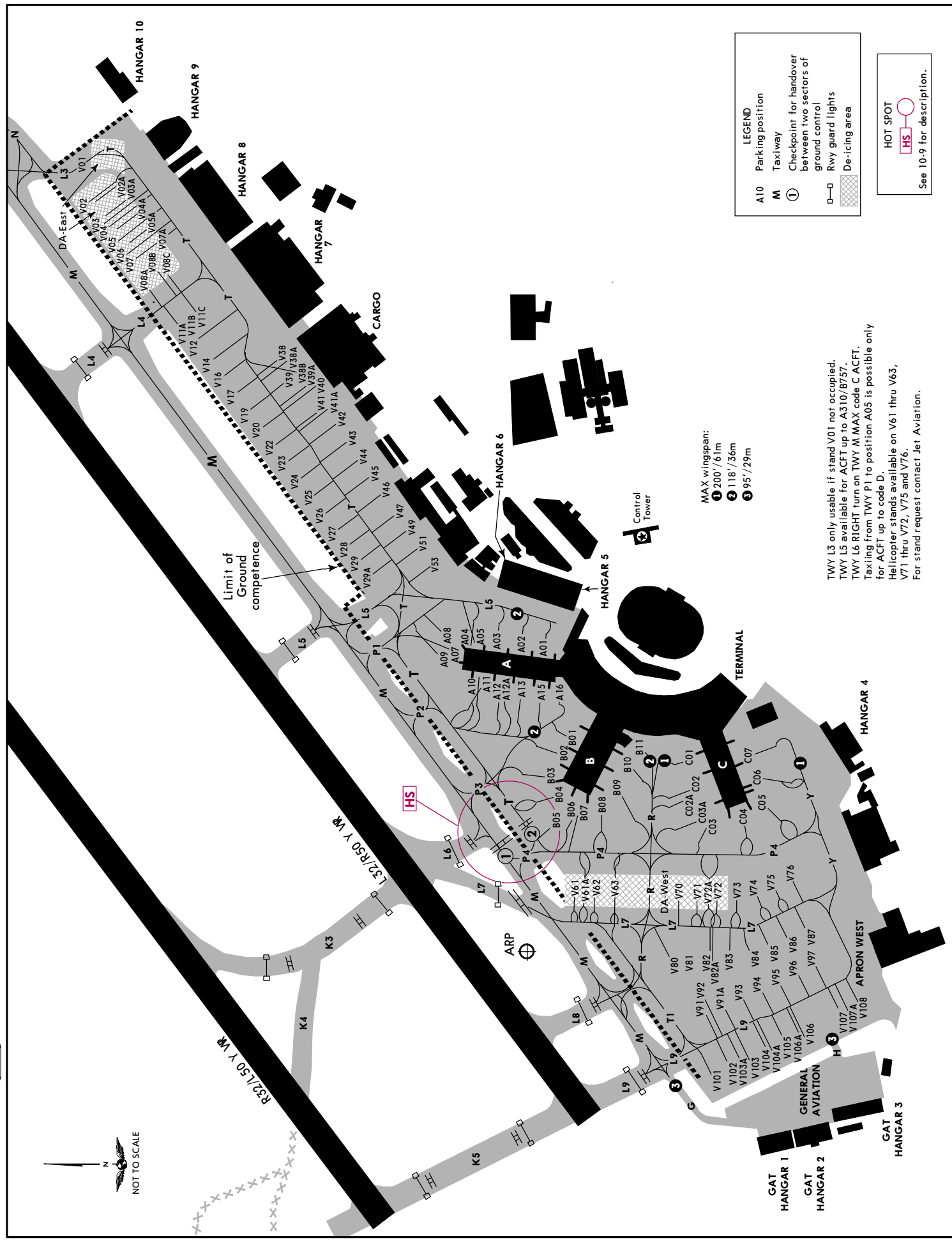
EDDL/DUS

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

JEPPESEN DUESSELDORF, GERMANY
26 MAY 23 **(10-9)**
DUESSELDORF



ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS			
		Threshold	Glide Slope	TAKE-OFF	WIDTH
05L	HIRL ① CL ② ALSF SFL PAPI-L(3.0°) REIL RVR	7874' 2400m	6780' 2067m	③ ④	148' 45m
23R	HIRL ① CL ② ALSF-II TDZ PAPI-L(3.0°) REIL RVR		6659' 2030m		
① spacing 60m ② spacing 15m ③ TAKE-OFF RUN AVAILABLE RWY 05L: From rwy head 7874' (2400m) twy K3 int 5643' (1720m) RWY 23R: From rwy head 7874' (2400m) twy K1 int 7480' (2280m) twy K2 int 6765' (2062m) (PPR only) 8530' (2600m) with paved strip in front of rwy ④ Additional 984'/300m available as stopway.					
05R	HIRL CL(15m) ALSF-II TDZ PAPI-L(3.0°) REIL RVR	8858' 2700m	7825' 2385m	⑤ ⑥	148' 45m
23L			7644' 2330m		
⑤ TAKE-OFF RUN AVAILABLE RWY 05R: From rwy head 8858' (2700m) twy L8 int 8120' (2475m) twy L6 int 6663' (2031m) RWY 23L: From rwy head 8858' (2700m) twy L1 int 8678' (2645m) twy L2 int 8202' (2500m) twy L3 int 7333' (2235m) ⑥ Additional 984'/300m available as stopway.					
Standard TAKE-OFF					
Low Visibility Take-off					
①	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	TDZ, MID, RO	TDZ, MID, RO	RVR 200m	RVR 300m	400m
B	RVR 125m	RVR 150m			500m
C					
D					
① RWY 05R, 23L: RVR 75m with approved guidance system or HUD/HUDLS.					



EDDL/DUS

INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
A01	N51 16.8 E006 46.0	V19	N51 17.2 E006 46.5
A02 thru A07	N51 16.9 E006 46.0	V20 thru V23	N51 17.2 E006 46.4
A08	N51 17.0 E006 46.0	V24 thru V26	N51 17.1 E006 46.3
A09	N51 17.0 E006 46.0	V27 thru V29	N51 17.1 E006 46.2
A10	N51 16.9 E006 45.9	V29A	N51 17.1 E006 46.1
A11	N51 16.9 E006 46.0	V38, V38A	N51 17.1 E006 46.6
A12 thru A13	N51 16.9 E006 45.9	V38B thru V41A	N51 17.1 E006 46.5
A15, A16	N51 16.8 E006 45.9	V42 thru V44	N51 17.1 E006 46.4
B01 thru B03	N51 16.8 E006 45.8	V45	N51 17.0 E006 46.4
B04 thru B08	N51 16.8 E006 45.7	V46 thru V49	N51 17.0 E006 46.3
B09	N51 16.8 E006 45.8	V51, V53	N51 17.0 E006 46.2
B10 thru C01	N51 16.7 E006 45.8	V61 thru V62	N51 16.8 E006 45.6
C02, C02A	N51 16.6 E006 45.8	V63, V70	N51 16.7 E006 45.6
C03 thru C05	N51 16.6 E006 45.7	V71 thru V75	N51 16.6 E006 45.6
C06, C07	N51 16.6 E006 45.8	V76	N51 16.5 E006 45.6
V01 thru V02A	N51 17.4 E006 46.9	V80, V81	N51 16.7 E006 45.4
V03	N51 17.4 E006 46.8	V82 thru V85	N51 16.6 E006 45.4
V03A	N51 17.3 E006 46.9	V86	N51 16.5 E006 45.4
V04	N51 17.4 E006 46.8	V87	N51 16.5 E006 45.5
V04A	N51 17.3 E006 46.8	V91	N51 16.6 E006 45.3
V05	N51 17.4 E006 46.8	V91A thru V95	N51 16.6 E006 45.4
V05A, V06	N51 17.3 E006 46.8	V96, V97	N51 16.5 E006 45.4
V07	N51 17.3 E006 46.7	V101 thru V104A	N51 16.6 E006 45.2
V07A	N51 17.3 E006 46.8	V105 thru V107A	N51 16.5 E006 45.3
V08A	N51 17.3 E006 46.7	V108	N51 16.4 E006 45.3
V08B, V08C	N51 17.3 E006 46.8		
V11A	N51 17.3 E006 46.6		
V11B	N51 17.2 E006 46.6		
V11C thru V14	N51 17.3 E006 46.6		
V16, V17	N51 17.2 E006 46.5		

EDDL/DUS

JEPPesen
21 OCT 22 (10-9C)

DUESSELDORF, GERMANY
DUESSELDORF

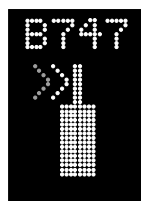
SAFEGATE ACFT DOCKING GUIDANCE SYSTEM (SAFEDOCK)



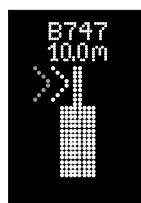
Yellow

Red

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



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



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



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



Red

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



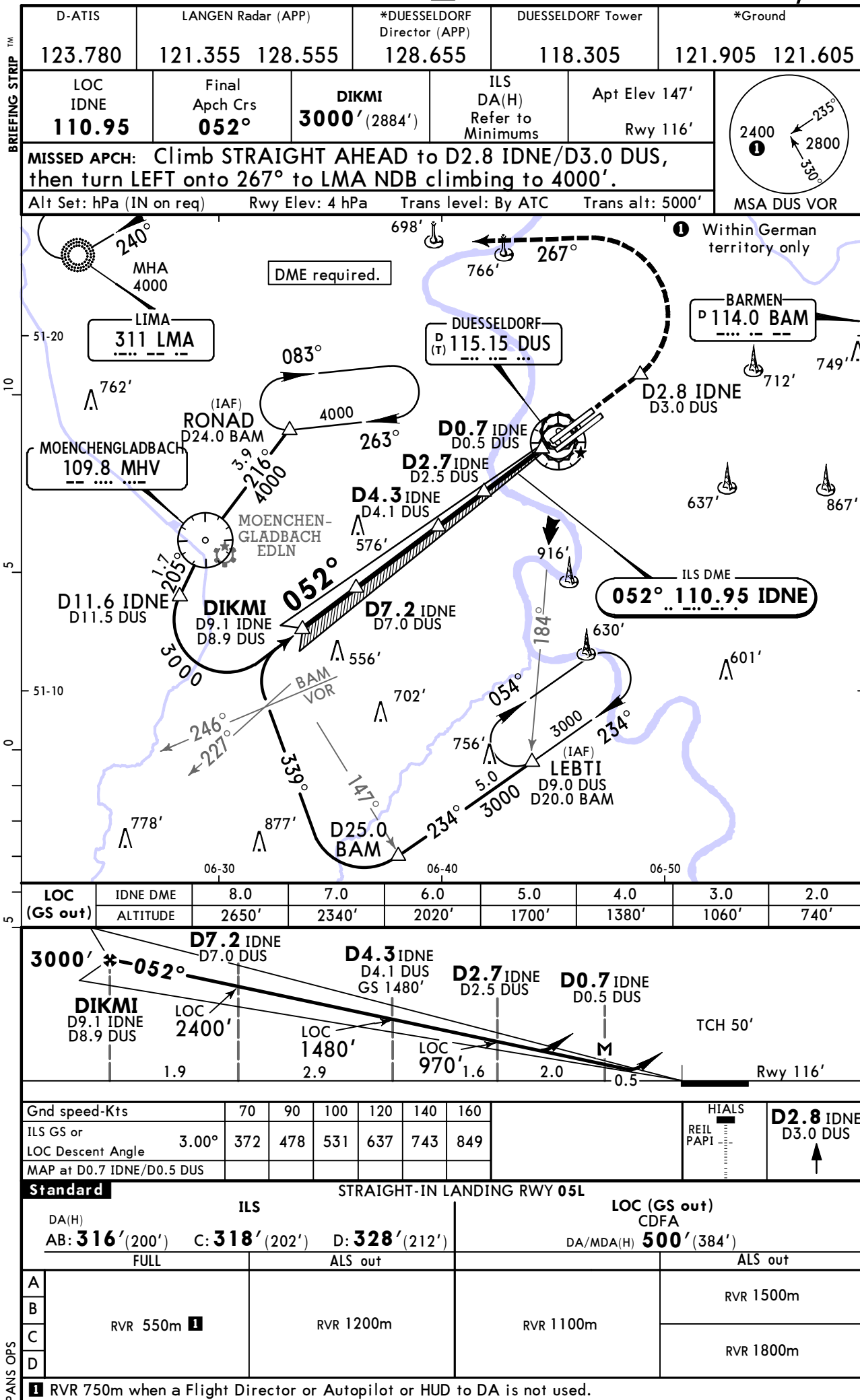
In case of malfunction request assistance from APRON CONTROL.

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

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JEPPESSEN
19 NOV 21 (11-1)

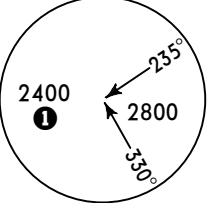
DUESSELDORF, GERMANY
ILS or LOC Rwy 05L



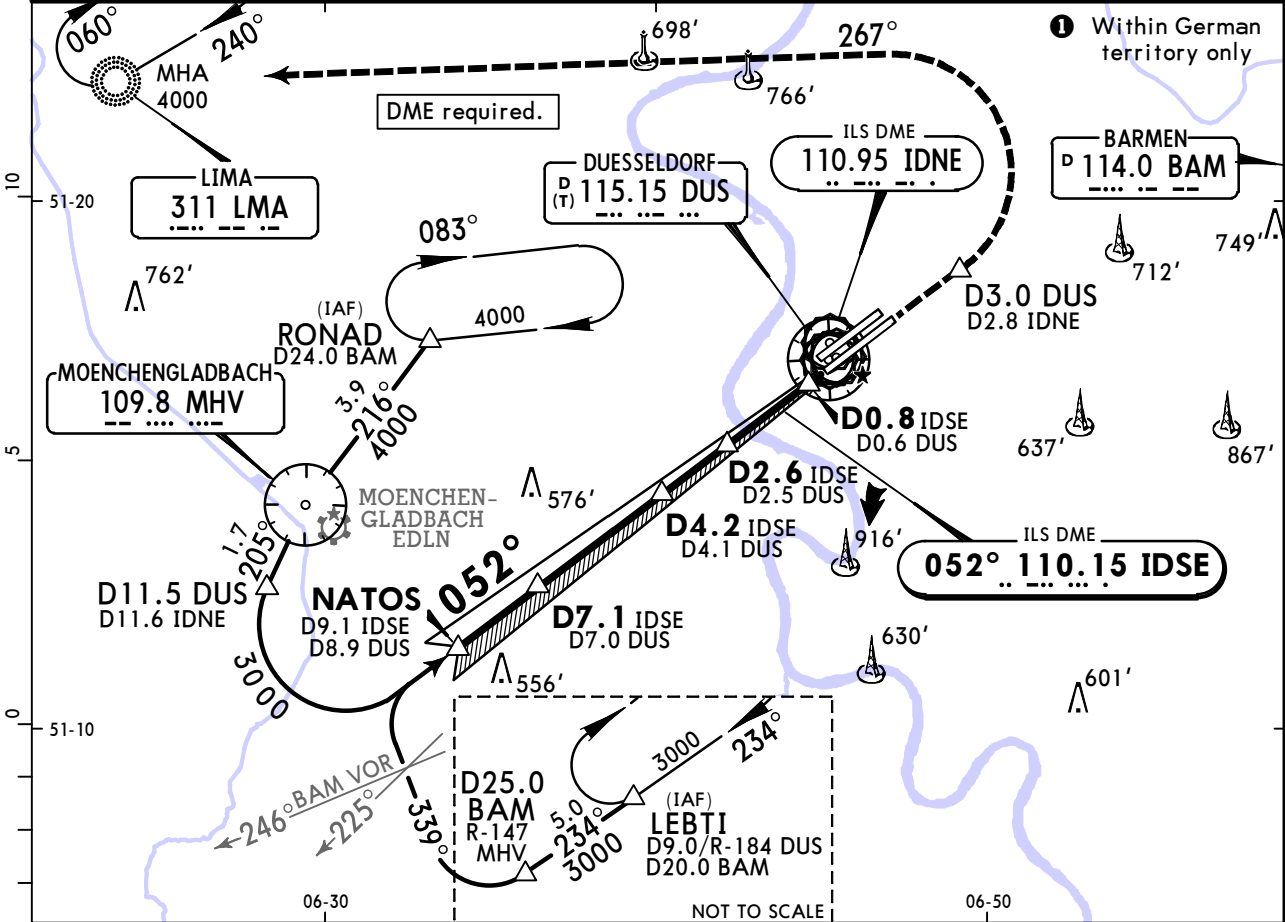
EDDL/DUS
DUESSELDORF

JEPPESSEN
19 NOV 21 (11-2)

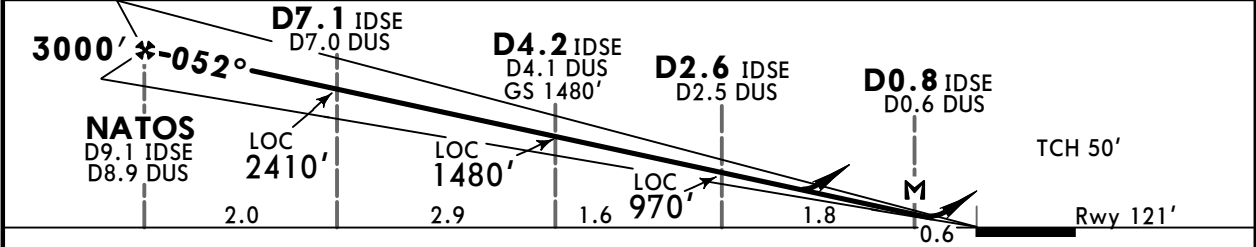
DUESSELDORF, GERMANY
ILS or LOC Rwy 05R

D-ATIS	LANGEN Radar (APP)	*DUESSELDORF Director (APP)	DUESSELDORF Tower	*Ground
123.780	121.355 128.555	128.655	118.305	121.905 121.605
LOC IDSE 110.15	Final Apch Crs 052°	NATOS 3000' (2879')	ILS DA(H) Refer to Minimums	Apt Elev 147' Rwy 121'
MISSED APCH: Climb STRAIGHT AHEAD to D3.0 DUS/D2.8 IDNE, then turn LEFT onto 267° to LMA NDB climbing to 4000'.				
MSA DUS VOR				

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



LOC (GS out)	IDSE DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2660'	2340'	2020'	1700'	1390'	1070'	750'



Gnd speed-Kts	70	90	100	120	140	160		ALSF-II	D3.0 DUS
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	REIL PAPI	D2.8 IDNE
MAP at D0.8 IDSE/D0.6 DUS									

Standard		STRAIGHT-IN LANDING RWY 05R			
		ILS		CDFA	
		C: 326' (205')		LOC (GS out) A: 500' (379')	
DA(H) AB: 321' (200')		D: 336' (215')		DA/ MDA(H) BCD: 570' (449')	
FULL		TDZ or CL out		ALS out	
A	RVR 550m	RVR 550m 1	RVR1200m	RVR1000m	RVR 1500m
B				RVR1400m	RVR 2100m
C					
D					

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

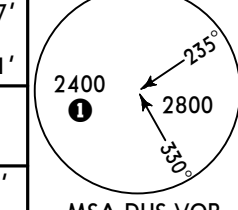
CHANGES: ILS DA(H).

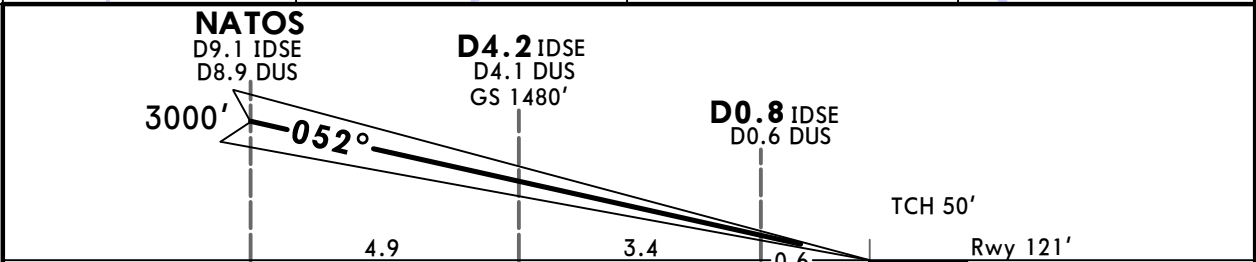
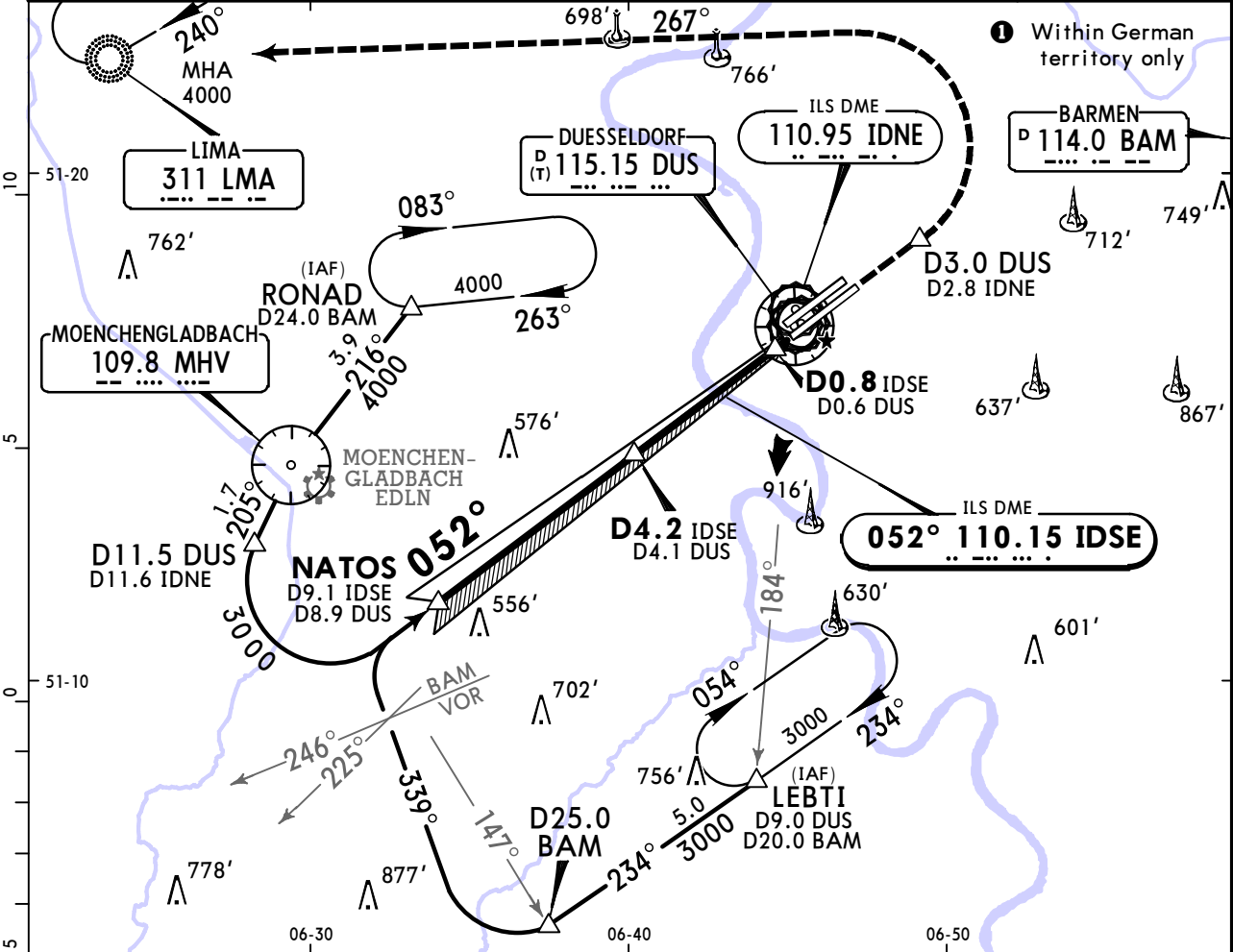
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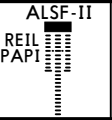
EDDL/DUS
DUESSELDORF

JEPPESSEN
19 NOV 21 (11-2A)

DUESSELDORF, GERMANY
CAT II/III ILS Rwy 05R

D-ATIS	LANGEN Radar (APP)		*DUESSELDORF Director (APP)	DUESSELDORF Tower	*Ground
123.780	121.355 128.555		128.655	118.305	121.905 121.605
LOC IDSE 110.15	Final Apch Crs 052°	NATOS 3000' (2879')	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 147' Rwy 121'	
MISSED APCH: Climb STRAIGHT AHEAD to D3.0 DUS/D2.8 IDNE, then turn LEFT onto 267° to LMA NDB climbing to 4000'.					
Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000' 1. DME required. 2. Special Aircrew & Acft Certification Required.					



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

Standard			STRAIGHT-IN LANDING RWY 05R		
CAT IIIB ILS		CAT IIIA ILS		CAT II ILS	
		DH 50'		RA 105'	
				DA(H) 221' (100')	
RVR 75m		RVR 200m		RVR 300m	

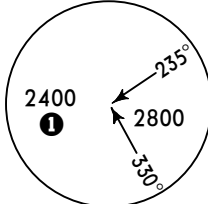
CHANGES: None.

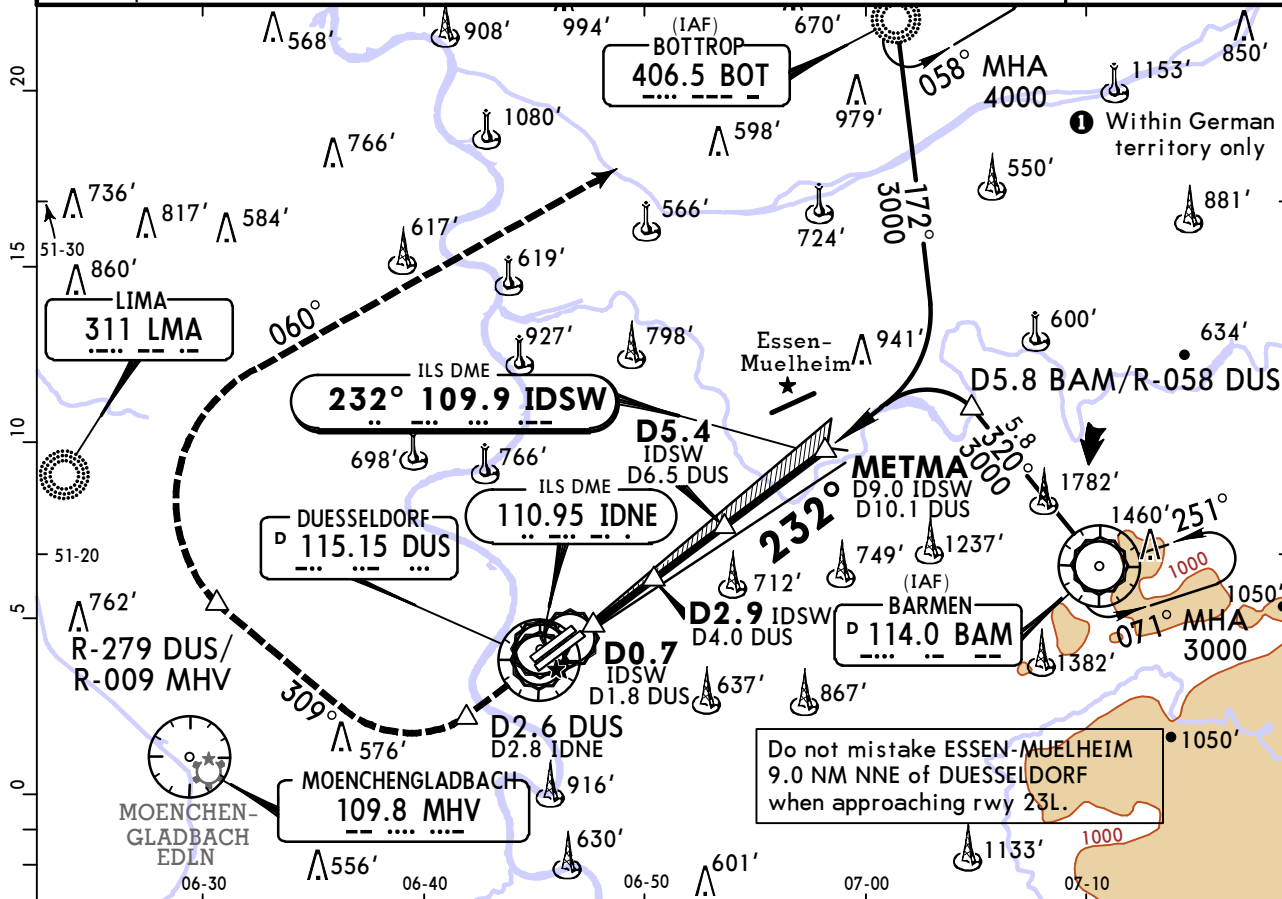
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EDDL/DUS
DUESSELDORF

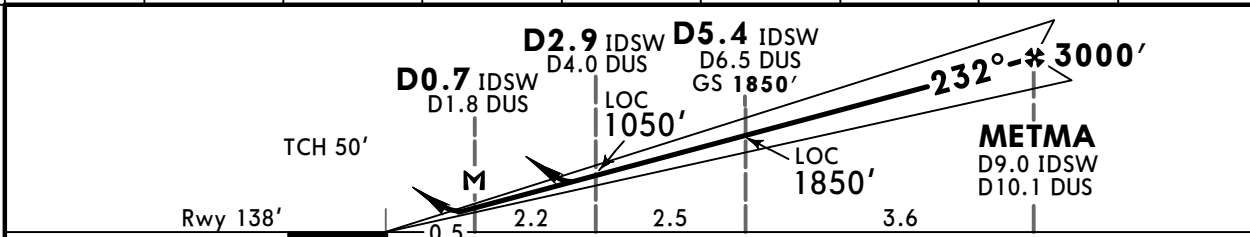
JEPPESSEN
15 JUL 22 (11-3)

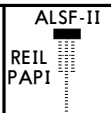
DUESSELDORF, GERMANY
ILS or LOC Rwy 23L

BRIEFING STRIP™	D-ATIS	LANGEN Radar (APP)		*DUESSELDORF Director (APP)	DUESSELDORF Tower	*Ground	
	123.780	121.355	128.555	128.655	118.305	121.905	121.605
	LOC IDSW 109.9	Final Apch Crs 232°	GS D5.4 IDSW 1850' (1712')	ILS DA(H) 338' (200')	Apt Elev 147'	Rwy 138'	
MISSED APCH: Climb STRAIGHT AHEAD to D2.6 DUS/D2.8 IDNE, then turn RIGHT on track 309° inbound LMA NDB until crossing R-279 DUS/R-009 MHV. Then turn RIGHT on track 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'							MSA DUS VOR
DME required.							



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		D2.6 DUS D2.8 IDNE
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		
MAP at D0.7 IDSW/D1.8 DUS								

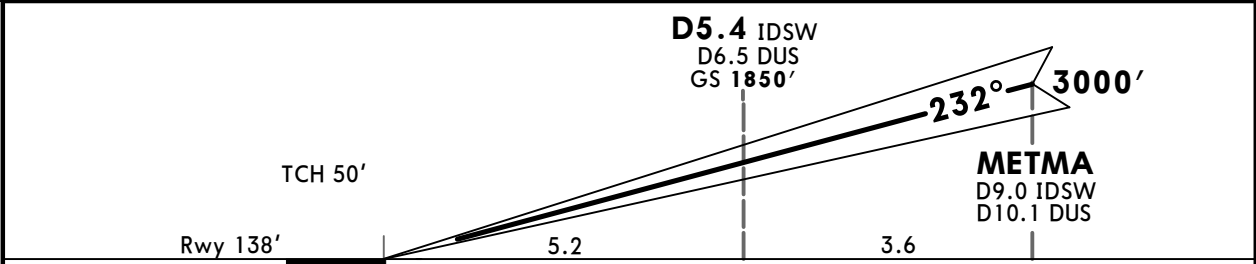
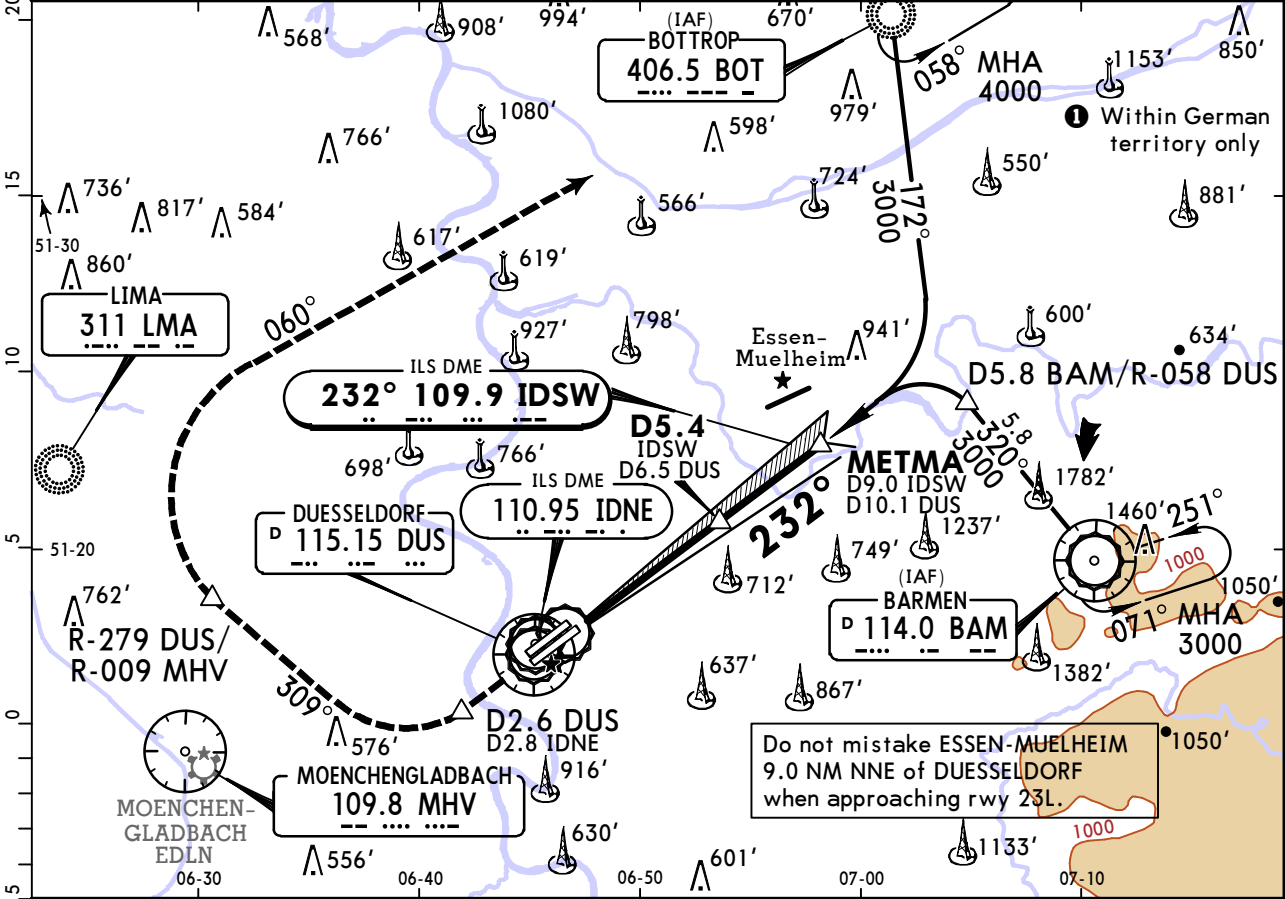
Standard					STRAIGHT-IN LANDING RWY 23L				
ILS					LOC (GS out) CDFA				
DA(H) 338' (200')					DA/MDA(H) 520' (382')				
FULL		TDZ or CL out		ALS out		ALS out			
A	RVR 550m		RVR 550m 		RVR 1200m		RVR 1100m		RVR 1500m
B									RVR 1800m
C									
D									

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15 JUL 22 11-3A

DUESSELDORF, GERMANY
CAT II/III ILS Rwy 23L

D-ATIS	LANGEN Radar (APP)	*DUESSELDORF Director (APP)	DUESSELDORF Tower	*Ground
123.780	121.355 128.555	128.655	118.305	121.905 121.605
LOC IDSW 109.9	Final Apch Crs 232°	GS D5.4 IDSW 1850' (1712')	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 147' Rwy 138'
MISSED APCH: Climb STRAIGHT AHEAD to D2.6 DUS/D2.8 IDNE, then turn RIGHT on track 309° inbound LMA NDB until crossing R-279 DUS/R-009 MHV. Then turn RIGHT on track 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. Special Aircrew & Acft Certification Required.				



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II REIL PAPI	D2.6 DUS D2.8 IDNE ↑
GS	3.00°	372	478	531	637	743		

STRAIGHT-IN LANDING RWY 23L		
CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
	DH 50'	RA 92' DA(H) 238' (100')
RVR 75m	RVR 200m	RVR 300m

CHANGES: Missed apch.

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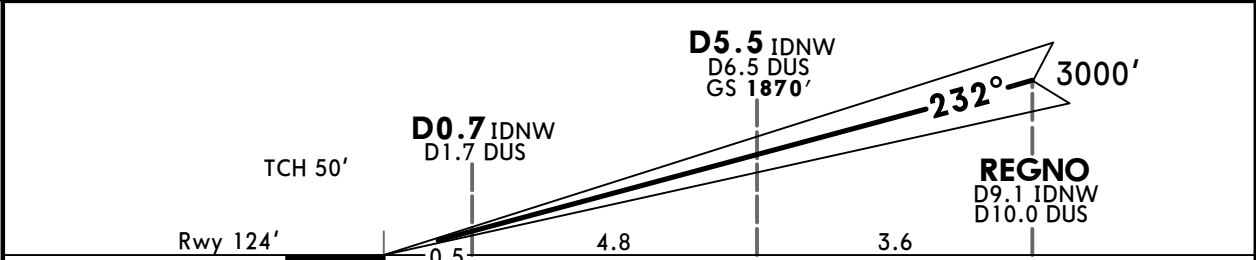
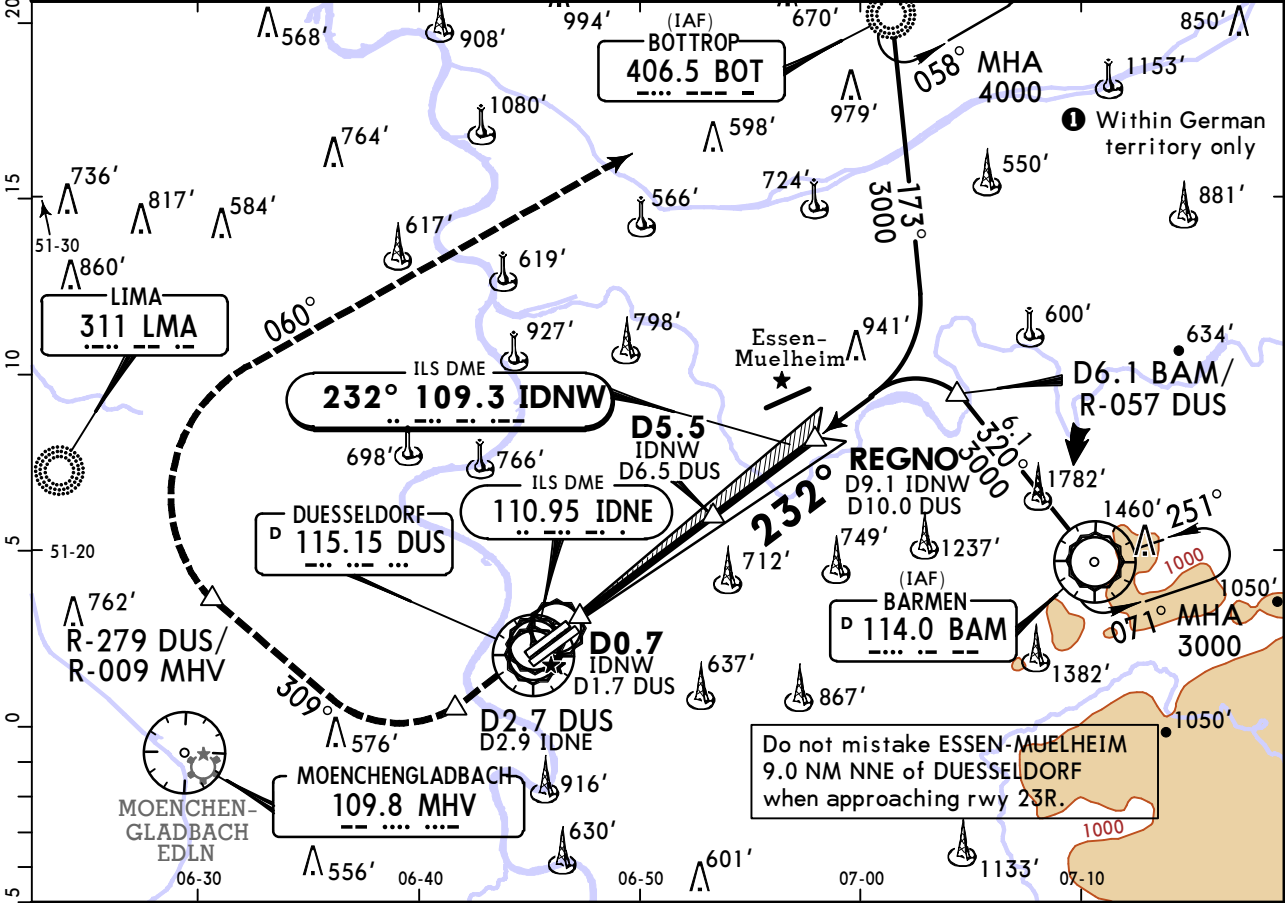
ANS OPS

EDDL/DUS
DUESSELDORF

15 JUL 22 (11-4A)

DUESSELDORF, GERMANY
CAT II/III ILS Rwy 23R

D-ATIS	LANGEN Radar (APP)	*DUESSELDORF Director (APP)	DUESSELDORF Tower	*Ground
123.780	121.355 128.555	128.655	118.305	121.905 121.605
LOC IDNW 109.3	Final Apch Crs 232°	REGNO 3000' (2876')	CAT IIIA & II ILS Refer to Minimums	Apt Elev 147' Rwy 124'
MISSED APCH: Climb STRAIGHT AHEAD to D2.7 DUS/D2.9 IDNE, then turn RIGHT on track 309° inbound LMA NDB until crossing R-279 DUS/R-009 MHV. Then turn RIGHT on track 060° outbound LMA NDB to BOT NDB climbing to 4000'.				 MSA DUS VOR
Alt Set: hPa (IN on req) Rwy Elev: 5 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	 ALSF-II REIL PAPI	D2.7 DUS D2.9 IDNE ↑
GS	3.00°	372	478	531	637	743		

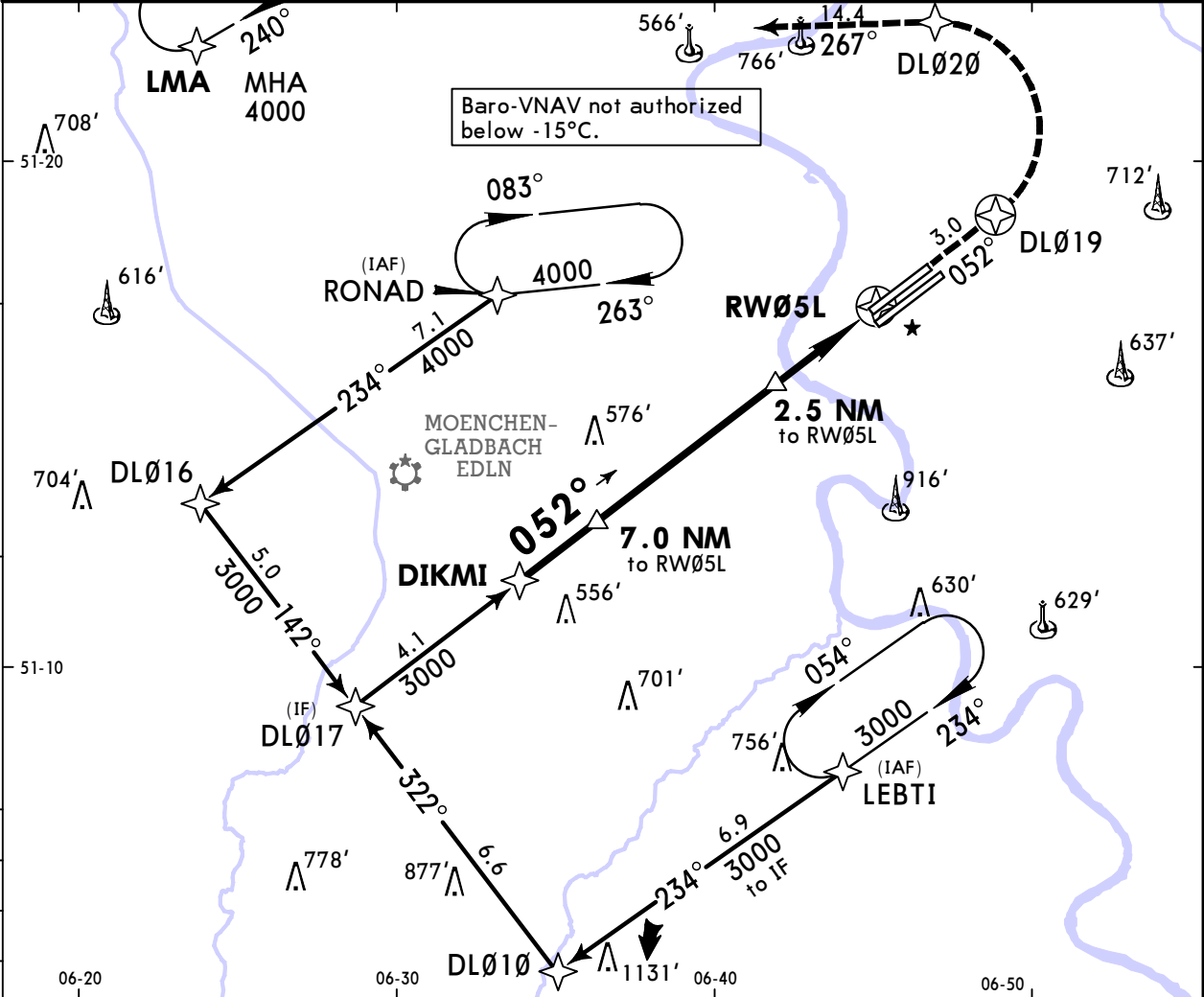
Standard		STRAIGHT-IN LANDING RWY 23R	
CAT IIIA ILS		CAT II ILS	
DH 50'		RA 100' DA(H) 224' (100')	
RVR 200m		RVR 300m	

EDDL/DUS
DUESSELDORF

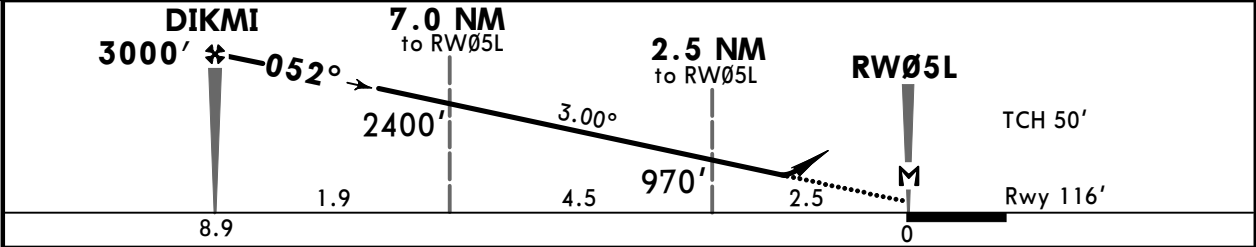
JEPPESEN
19 NOV 21 (12-1)

DUESSELDORF, GERMANY
RNAV (GPS) Rwy 05L

D-ATIS	LANGEN Radar (APP)		*DUESSELDORF Director (APP)	DUESSELDORF Tower	*Ground	2800 MSA Airport (Within German territory only)
123.780	121.355	128.555	128.655	118.305	121.905 121.605	
RNAV	Final Apch Crs 052°	DIKMI 3000' (2884')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 147' Rwy 116'		
MISSED APCH: Climb on 052° to DLØ19, then turn LEFT via DLØ2Ø onto 267° to LMA climbing to 4000'.						
Alt Set: hPa (IN on req)		Rwy Elev: 4 hPa	Trans level: By ATC	Trans alt: 5000'		



DIST to RWØ5L	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2720'	2400'	2080'	1760'	1440'	1130'	810'



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

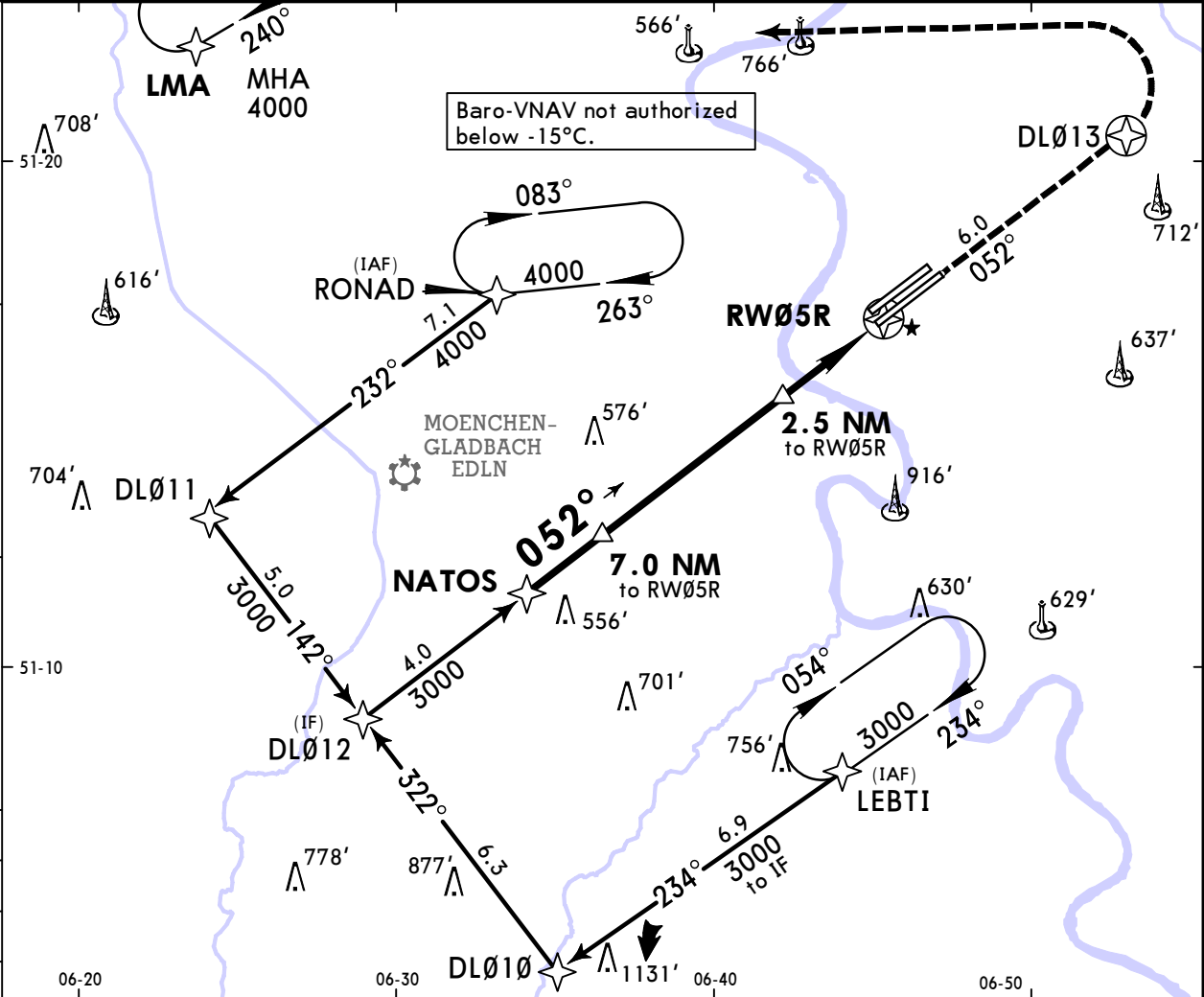
Standard		STRAIGHT-IN LANDING RWY 05L			
		LNAV/VNAV		LNAV	
A: 520' (404')		C: 533' (417')		CDFA	
DA(H)	B: 526' (410')	D: 540' (424')		DA/MDA(H)	600' (484')
		ALS out		ALS out	
A	RVR 1200m	RVR 1500m		RVR 1500m	
B					
C		RVR 1900m			
D	RVR 1300m	RVR 2000m		RVR 1500m	RVR 2300m

EDDL/DUS
DUESSELDORF

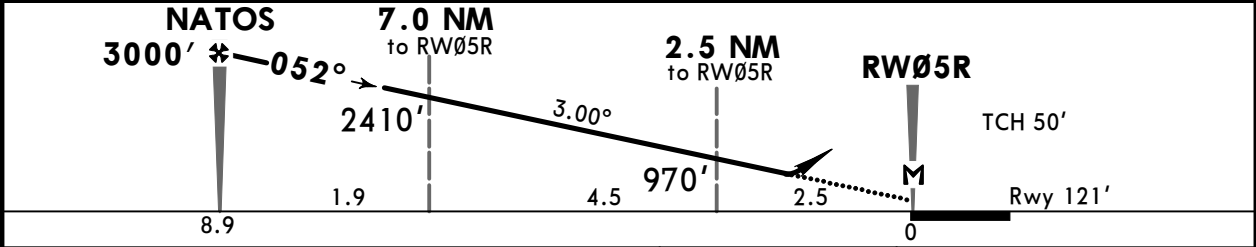
JEPPESEN
19 NOV 21 (12-2)

DUESSELDORF, GERMANY
RNAV (GPS) Rwy 05R

D-ATIS	LANGEN Radar (APP)		*DUESSELDORF Director (APP)	DUESSELDORF Tower	*Ground	2800 MSA Airport (Within German territory only)
123.780	121.355	128.555	128.655	118.305	121.905 121.605	
RNAV	Final Apch Crs 052°	NATOS 3000' (2879')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 147' 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'		



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



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI	DLØ13 on 052°
Descent Angle	3.00°	372	478	531	637	743		
MAP at RWØ5R								

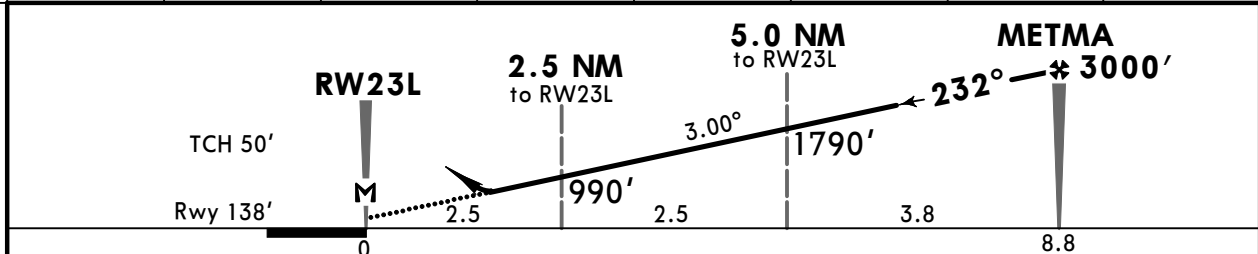
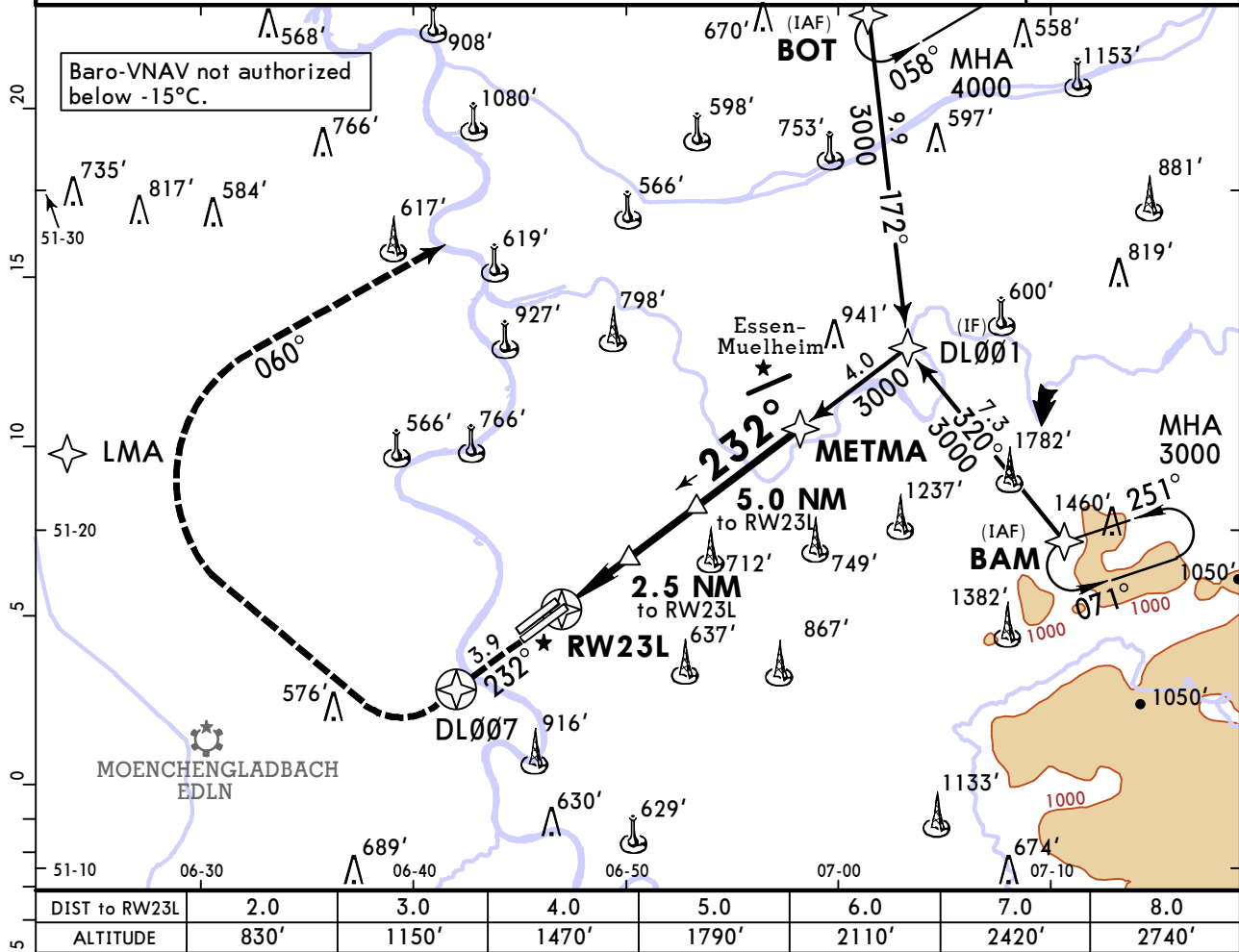
Standard		STRAIGHT-IN LANDING RWY 05R	
LNAV/VNAV		LNAV	
DA(H) A: 562' (441') B: 572' (451')		CDFA DA/MDA(H) 680' (559')	
		ALS out	ALS out
A	RVR 1400m	RVR 1500m	RVR 1500m
B			
C	RVR 1500m	RVR 2200m	RVR 1800m
D			RVR 2400m

EDDL/DUS
DUESSELDORF

JEPPESEN
19 NOV 21 (12-3)

DUESSELDORF, GERMANY
RNAV (GPS) Rwy 23L

D-ATIS	LANGEN Radar (APP)	*DUESSELDORF Director (APP)	DUESSELDORF Tower	*Ground	2800 MSA Airport (Within German territory only)
123.780	121.355 128.555	128.655	118.305	121.905 121.605	
RNAV	Final Apch Crs 232°	METMA 3000' (2862')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 147' Rwy 138'	
MISSED APCH: Climb on 232° to DL007, then turn RIGHT direct to LMA. Then turn RIGHT onto 060° to BOT climbing to 4000'.					
Alt Set: hPa (IN on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000' Do not mistake ESSEN-MUELHEIM 9.0 NM NE of DUESSELDORF when approaching rwy 23L.					



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI	DL007 on 232°
Descent Angle	3.00°	372	478	531	637	743		
MAP at RWY23L								

Standard		LNAV/VNAV		STRAIGHT-IN LANDING RWY 23L		LNAV	
A: 493' (355')		C: 509' (371')		DA(MDA(H) A: 610' (472')		BCD: 680' (542')	
B: 501' (363')		D: 518' (380')		ALS out		ALS out	
A	RVR 900m	RVR 1500m		RVR 1500m			
B							
C	RVR 1000m	RVR 1700m		RVR 1800m		RVR 2400m	
D							

CHANGES: LNAV/VNAV minimums.

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19 NOV 21 **(12-4)**

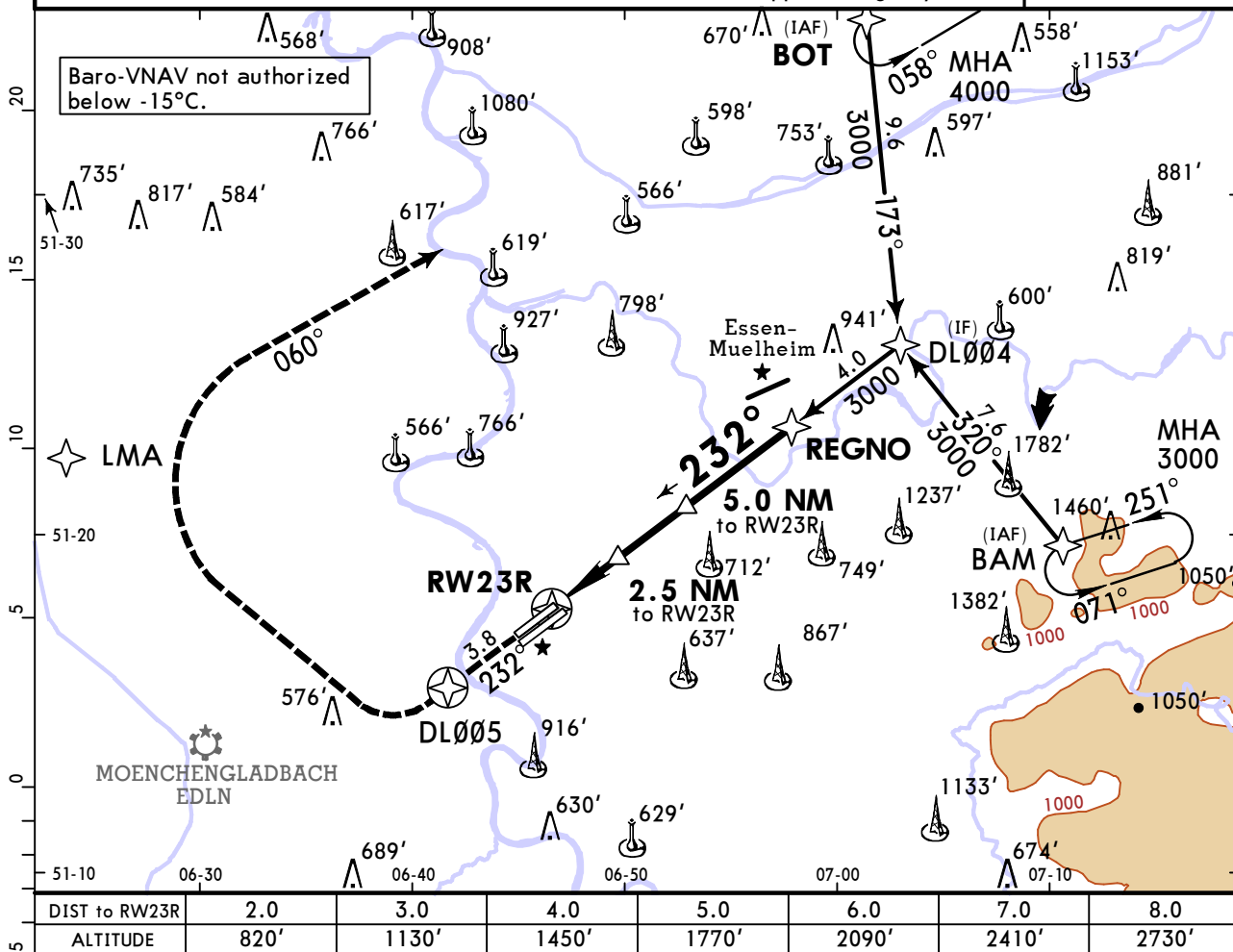
DUESSELDORF, GERMANY
RNAV (GPS) Rwy 23R

BRIEFING STRIP™

D-ATIS	LANGEN Radar (APP)		*DUESSELDORF Director (APP)	DUESSELDORF Tower	*Ground
123.780	121.355	128.555	128.655	118.305	121.905 121.605
RNAV	Final Apch Crs 232°	REGNO 3000' (2876')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 147' Rwy 124'	
MISSED APCH: Climb on 232° to DL005, then turn RIGHT direct to LMA. Then turn RIGHT onto 060° to BOT climbing to 4000'.					
Alt Set: hPa (IN on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000' Do not mistake ESSEN-MUELHEIM 9.0 NM NE of DUESSELDORF when approaching rwy 23R.					

2800

MSA Airport
(Within German
territory only)



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'
RW23R		5.0 NM to RW23R 2.5 NM to RW23R 3.8 NM to RW23R						
TCH 50'		2.5 NM to RW23R 3.00° 1770' 232° 3000'						
Gnd speed-Kts		70	90	100	120	140	160	
Descent Angle		3.00°	372	478	531	637	743	849
MAP at RW23R		ALS II REIL PAPI						
Standard		LNNAV/VNAV STRAIGHT-IN LANDING RWY 23R LNNAV CDFA						
DA(H)		A: 515' (391') B: 523' (399') C: 532' (408') D: 540' (416') DA/MDA(H) 640' (516')						
ALS out		ALS out						
A	RVR 1100m	RVR 1500m						
B	RVR 1200m	RVR 1500m						
C	RVR 1200m	RVR 1500m						
D	RVR 1200m	RVR 1500m						

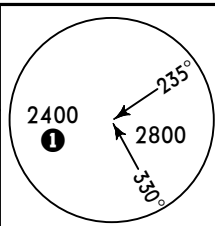
CHANGES: LNAV/VNAV minimums.

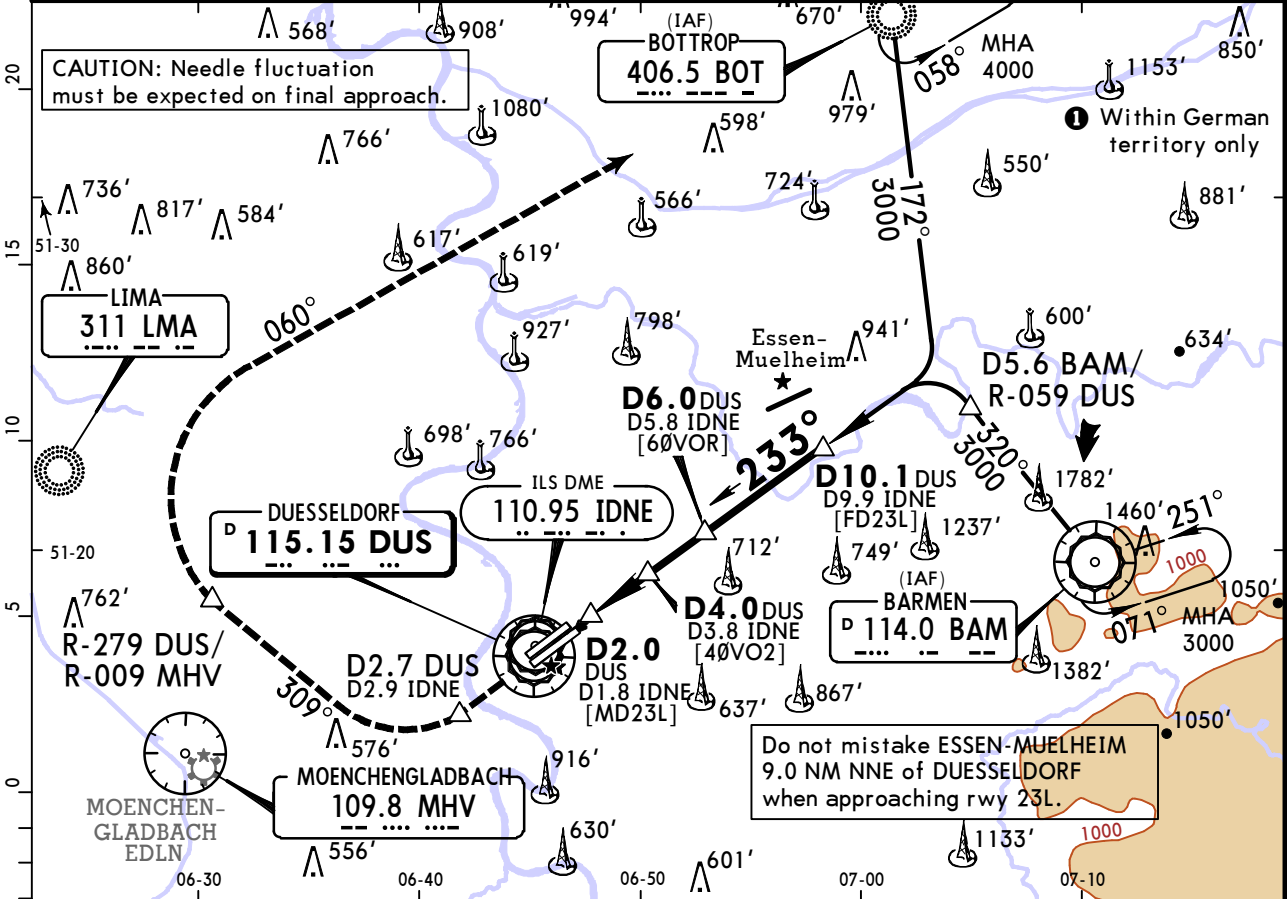
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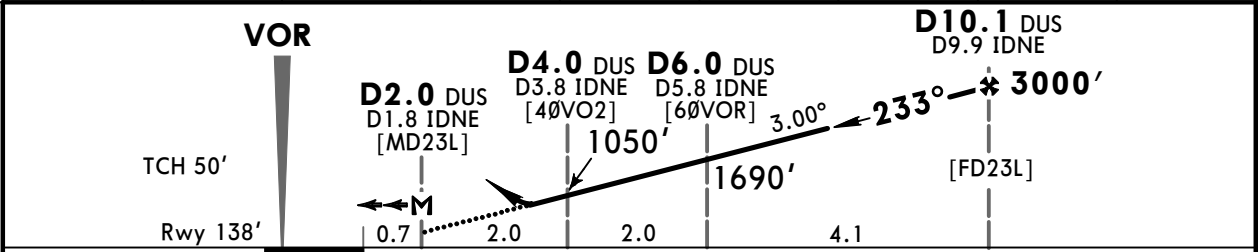
15 JUL 22 (13-1)

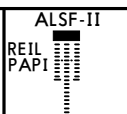
DUESSELDORF, GERMANY
VOR Rwy 23L

D-ATIS	LANGEN Radar (APP)		*DUESSELDORF Director (APP)	DUESSELDORF Tower	*Ground	
123.780	121.355	128.555	128.655	118.305	121.905	121.605
VOR DUS 115.15	Final Apch Crs 233°	D10.1 DUS 3000' (2862')	DA/MDA(H) 700' (562')	Apt Elev 147' Rwy 138'		
MISSED APCH: Climb STRAIGHT AHEAD to D2.7 DUS/D2.9 IDNE, then turn RIGHT on track 309° inbound LMA NDB until crossing R-279 DUS/R-009 MHV. Then turn RIGHT on track 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. Final approach track offset 1° from runway centerline.						
MSA DUS VOR						



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



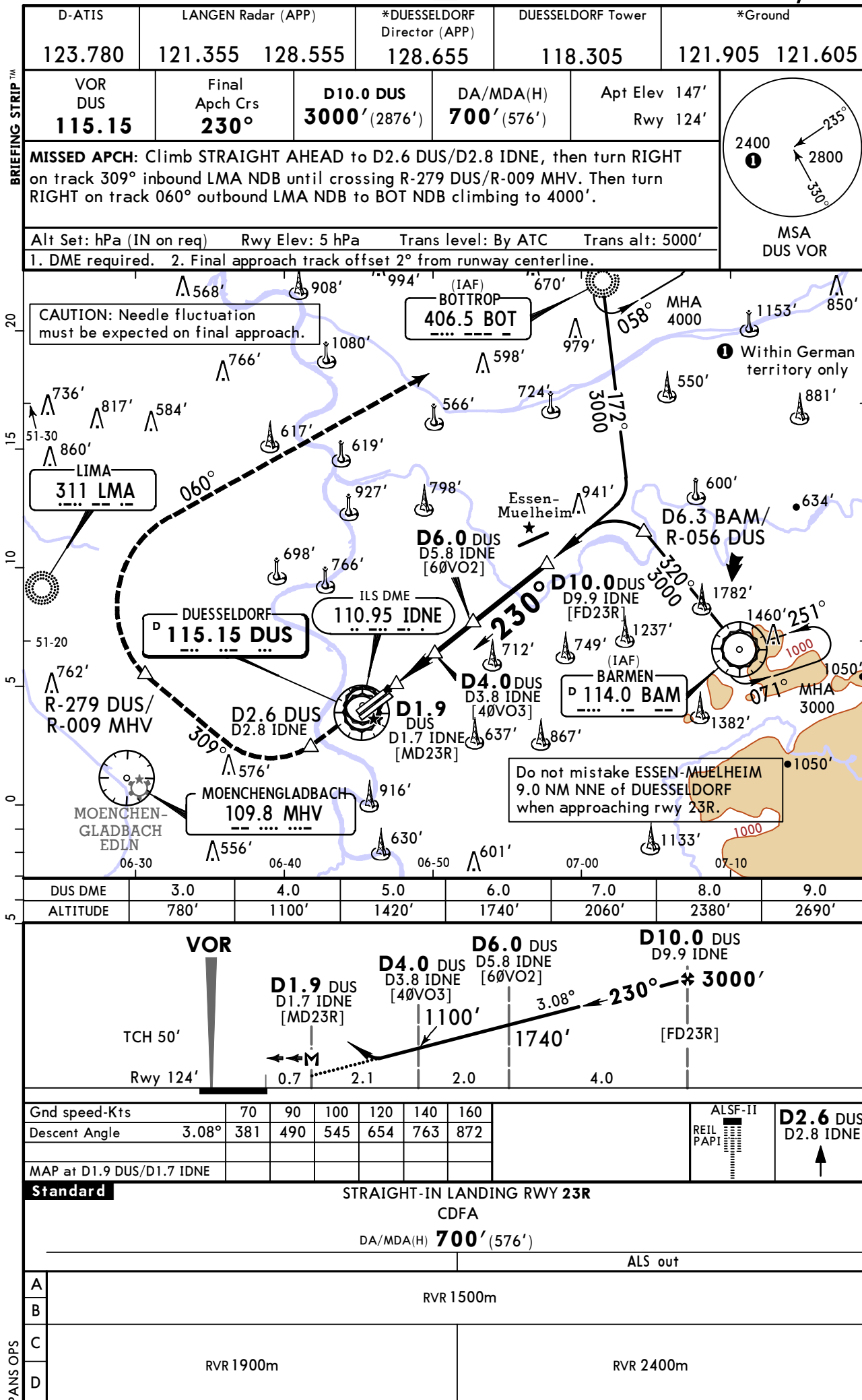
Gnd speed-Kts	70	90	100	120	140	160		D2.7 DUS D2.9 IDNE
Descent Angle	3.00°	372	478	531	637	743		
MAP at D2.0 DUS/D1.8 IDNE								

Standard STRAIGHT-IN LANDING RWY 23L								
CDFA								
DA/MDA(H) 700' (562')								
ALS out								
A	RVR 1500m							
B								
C								
D	RVR 1900m				RVR 2400m			

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DUESSELDORF

JEPPESSEN
15 JUL 22 (13-2)

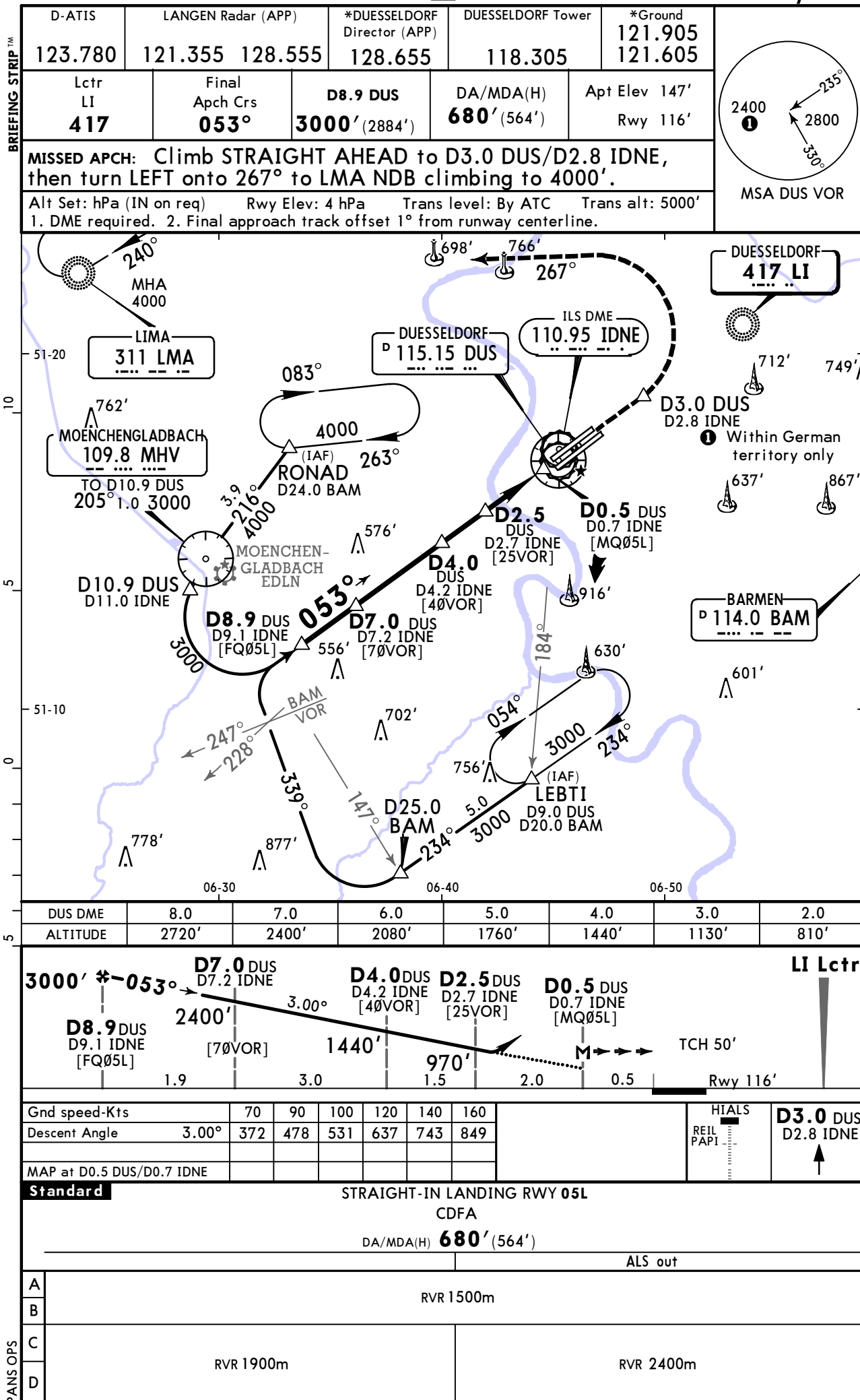
DUESSELDORF, GERMANY
VOR Rwy 23R



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DUESSELDORF

JEPPESSEN
19 NOV 21 (16-1)

DUESSELDORF, GERMANY
NDB Rwy 05L



EDDL/DUS
DUESSELDORF

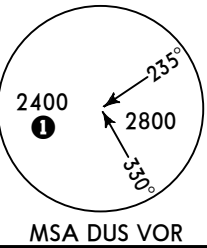
19 NOV 21 (16-2)

DUESSELDORF, GERMANY
NDB Rwy 05R

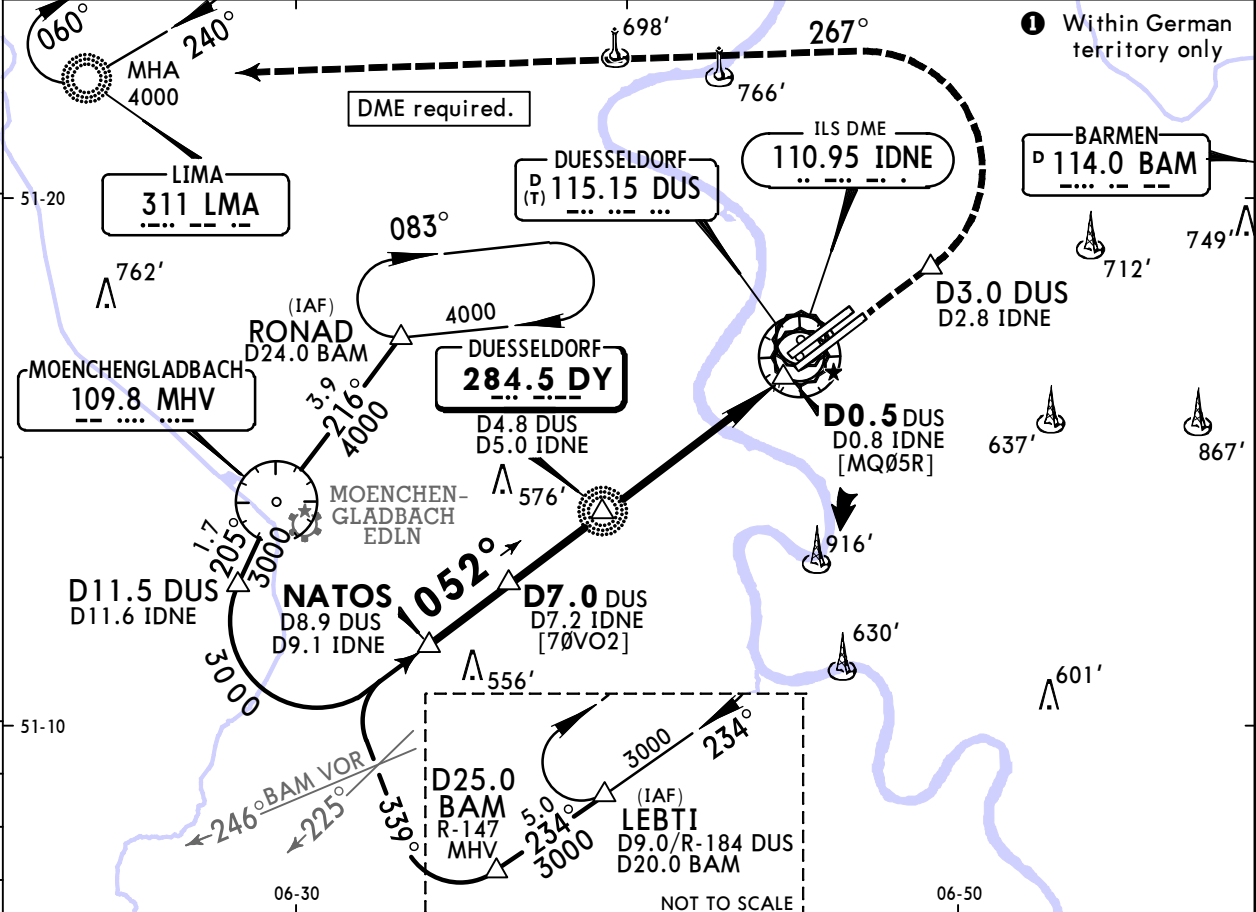
D-ATIS	LANGEN Radar (APP)	*DUESSELDORF Director (APP)	DUESSELDORF Tower	*Ground
123.780	121.355 128.555	128.655	118.305	121.905 121.605

NDB DY 284.5	Final Apch Crs 052°	NATOS 3000' (2879')	DA/MDA(H) Refer to Minimums	Apt Elev 147' Rwy 121'
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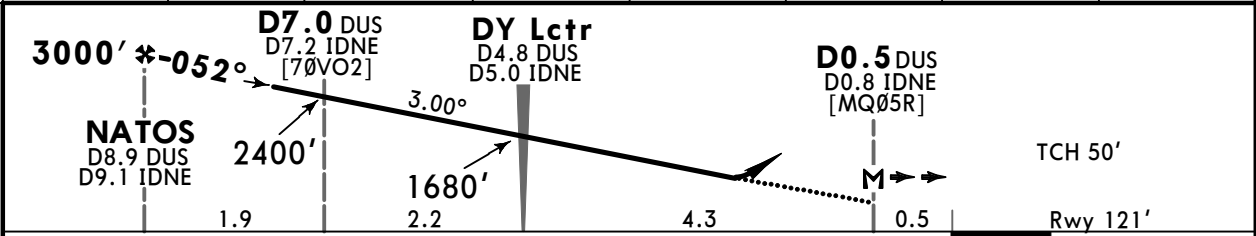
MISSED APCH: Climb STRAIGHT AHEAD to D3.0 DUS/D2.8 IDNE, then turn LEFT onto 267° to LMA NDB climbing to 4000'.



Alt Set: hPa (IN on req)	Rwy Elev: 4 hPa	Trans level: By ATC	Trans alt: 5000'
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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	ALSF-II REIL PAPI	D3.0 DUS D2.8 IDNE ↑
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D0.5 DUS/D0.8 IDNE								

Standard STRAIGHT-IN LANDING RWY 05R							
CDFA							
A: 640' (519')							
DA/MDA(H) BCD: 680' (559')							
ALS out							
A	RVR 1500m						
B							
C	RVR 1800m						
D	RVR 2400m						

EDDL/DUS

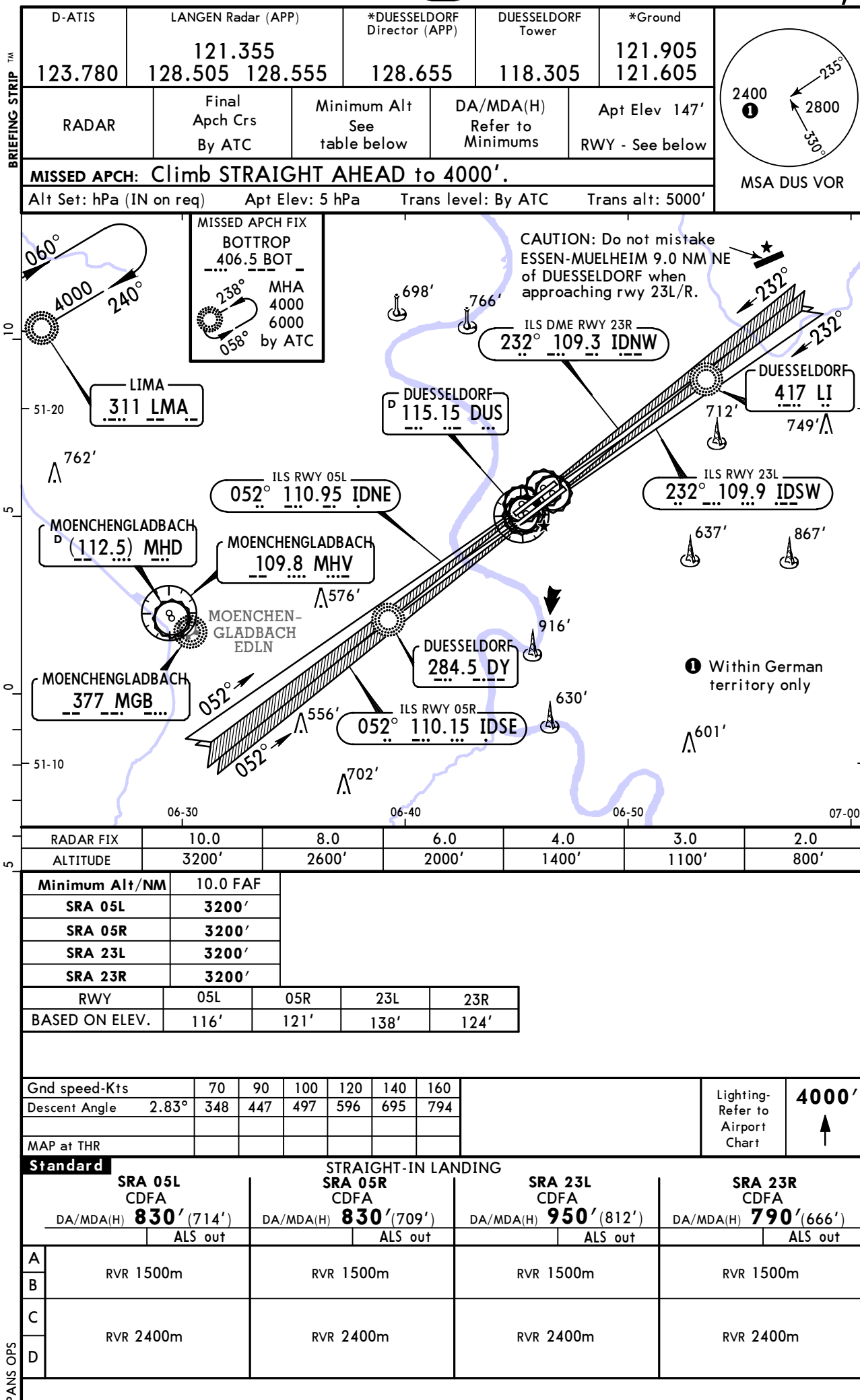
DUESSELDORF

JEPPESSEN

15 JAN 21 (18-1) Eff 28 Jan

DUESSELDORF, GERMANY

SRA All Rwys



DUESSELDORF, (DUESSELDORF - EDDL)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EDDL

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

Construction works (based on SUP 02/23 & SUP 12/23). Please refer to temp charts 10-8/10-8A and 10-8B and latest NOTAMs.

Chart Change Notices for Country DEU

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

Location/airport name changed from Monchengladbach to Moenchengladbach.

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: 20210326
End Date: No end date

Use of SID RNAV OVERLAY: Pilots of GPS/FMS-RNAV-equipped aircraft should, if possible, use the defined supplementary GPS/FMS/RNAV procedures which are published as "OVERLAY" to a conventional procedure. Please refer also to ATC Germany pages for additional information.

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

Location/airport name changed from Buchel to Buechel, Buckeburg to Bueckeburg, Norvenich to Noervenich.

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. In Germany, Low Visibility Procedures (LVP) are only available for the following airports: EDDB, EDDC, EDDE, EDDF, EDDG, EDDH, EDDK, EDDL, EDDM, EDDN, EDDP, EDDR, EDDS, EDDV, EDDW, EDFH, EDHI, EDHL, EDJA, EDLN, EDLP, EDLV, EDLW, EDMA, EDNY, EDQM, EDSB, EDTL, EDTY, EDVE, EDVK. All other German airports are not approved for Low Visibility Take-off Operations (LVTO) with an RVR below 400m because of missing LVP.