

GENERAL

Operational Hours

ATS Hours / AD ADMIN Hours: H24

Night Flight Restrictions

No TKOF: 2100-0500± (off blocks 2050±).

No LDG: 2200-0500±.

Exceptions:

- Delayed LDG until 2230±.
- Delayed TKOF until 2200± (off blocks 2150±), if required for safety reasons or to avoid considerable disturbance in OPS, with special permission only.

Exception: Provable ALTN LDG for technical, meteorological or safety reasons.

Exception for JETs only:

- No delayed LDG between 2300-0400± for SKED ACFT with base in EDDL.

Airport Information

RFF: CAT 9

Fuel: AVBL 0330-2100±

PCN: RWY 05R/L, 23R/L: 100/R/B/W/T

Operation

B777 OPS

MAX tire pressure in nose wheel 210psi.

High Intensity Runway Operation (HIRO)

Use of RWYs

Expect TKOF on RWY 05R/23L and LDG on RWY 05L/23R.

Parallel use of RWY

If MET conditions permit, TKOF and LDG may be conducted on both RWYs at the same time. If required, ATC will provide visual separation between departures and MISAP as quickly as possible.

Special Requests

If RWY 05L/23R is used for arrivals or departures, deviating request for using 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 TKOF distance from L1 is not sufficient.

Vacating the RWY

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

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

Readiness for Departure at the RWY

ATC assumes that pilots are ready to taxi onto the departure RWY upon reaching the HLDG position and are ready to commence TKOF run immediately after receiving TKOF CLR. If unable to comply, inform ATC immediately. After receiving TKOF CLR on the RWY, ATC expects the TKOF run to be commenced within 10s. Pilots who are unable to do so shall inform ATC before entering the RWY.

Wake Turbulence Separation

Pilots who require larger distances, for example on the basis of a specific time interval, shall report this before entering the RWY.

GENERAL**RWY Restriction**

RWY 05L/23R: 2100-0500± to be used as ALTN RWY only.

RWY 05R: Exit via TWY L2 not possible.

Special line up RWY 23L with ATC permission only.

TWY Restrictions

Between TWY P1 and L5 parallel taxiing for type B747-400, B777, A330/340 not possible.

Wing tip clearance reduced to 5m / 16ft for B747-400 on stands C02, C03.

Wing tip clearance reduced to 6m / 19ft for B767-300ERW/400ER on TWY Y (east of TWY P4).

TWY L2, L1: ACFT with wingspan up to 60.3m / 198ft can overtake each other, wingtip CLR reduced to 10m / 33ft.

APN West MAX wingspan 31m / 102ft.

TWY K4 CLSD.

CAT II/III OPS: TWY K and L5 CLSD.

A380 Taxi Routes

LDG RWY 23L: taxi via TWYs L9, M, P4 to PSN C02A.

LDG RWY 05R: taxi via TWYs L1, M, P4 to PSN C02A.

TKOF RWY 23L: taxi via TWYs P4, M, L1.

TKOF RWY 05R: taxi via TWYs P4, M, L9.

Any other taxiing manouvers only with marshallers.

Taxi/Parking

Follow-me O/R.

On APN taxi with MNM power only.

Taxi of B747-8 ACFT on APN with marshaller only.

PSNs A01-A04, A10, A12, A13, A15, A16 AGNIS equipped.

PSNs C01-C08, B01-B11 operate with Safegate docking system.

APU

ARR 2100-0500±: Switch off APU immediately after arriving at parking PSN.

DEP: Use of APU no earlier than 30min before TOBT. Exceptions require approval by duty traffic manager.

Engine Run-up Area

ENG run-up in the noise reduction hangar AVBL between 2100-0500±.

For turboprop ACFT and A330 ACFT, ENG test runs on the APN and the noise reduction Hangar are not allowed DLY 2300-0400±.

Warnings

DUS VOR/DME unusable:

from 0-5NM below 500ft.

from 5-10NM below 1200ft.

from 10-20NM below 2500ft.

MHV DVOR/DME unusable:

from 0-10NM below 1200ft.

from 10-20NM below 2500ft.

DVOR can be used for published en-route, approach and departure procedure.

GENERAL**BOT NDB** unusable:

000°-360° up to 15NM.

038°-060° up to 12NM.

060°-038° up to 15NM.

ARRIVAL**Speed**

MAX IAS 250KT below FL100 in airspace classes D, E, F and G.

Communication**COM-Failure:** See CRAR.**Arrival Procedure****FMS RNAV Transitions:** For FMS RNAV transitions leading to all instrument APCHs refer to best AVBL APCH PROC (IAC) leading to the respective RWY.**Visual APCH:** VIS APCH prohibited.**Reverse:** Do not use more than idle reverse if possible between 2100-0500±.**Noise Abatement Procedure**

If possible, landing gear should only be extended after passing 2000ft MSL.

Warning

Do not mistake Essen-Mulheim 9NM NNE of Dusseldorf when approaching RWY 23L/R.

NDB RWY 05L: Course fluctuations +/- 10° at 1.5NM in front of THR RWY 05L.**DEPARTURE****Take-off Minima**

RWY		05R/23L, 23R	
All ACFT	ft - m/km	0 - 75R	-
RWY		05L	
All ACFT	ft - m/km	0 - 125R	-

Speed

MAX IAS 250KT below FL100 in airspace classes D, E, F and G.

Communication

Remain on TWR FREQ until passing ALT 2000ft.

COM-Failure: See CRAR.

DEPARTURE**Departure Procedure**

Special line-up RWY 23L with ATC permission only.

Start-up/Push-back

REQ start-up CLR on DLV; state parking PSN.

REQ push-back CLR when fully ready by GND only. Compulsory for ACFT in nose-in PSN.

Start ENG during push-back.

DEP Notes

When using GPS/FMS RNAV PROC, check and ensure that the underlying conventional FLT PROCs are adhered to by monitoring the INFO on the ground-based navigation aids.

DEP with DEST Paris TMA FL195 and above have to file MODRU SID MAS UM617 HORTA.

COL 4T/2H/3Z/3J

Flights unable to cross LIPMI at FL150 or above shall advise CLR DLV upon start-up request.

DODEN 3H/9T

Only for JET flights with FL250 or above. Flights shall cross DODEN at FL250 or above. Flights unable shall file SID KUMIK. Flights unable to cross DL242 at FL150 or above shall advise CLR DLV upon start-up request.

DODEN 6J/6Z

Only for JET flights with RFL250 or above. Flights shall cross DODEN at FL250 or above. Flights unable shall file SID KUMIK. Flights unable to cross ELBAL at FL150 or above shall advise CLR DLV upon start-up request.

GMH 9T/3H/5Z/8Y

Only for flights with RFL140 or below.

KUMIK 5T/2H

Only for flights with RFL150 or above.

Normally not AVBL for flights above FL250 via BOMBI, except PROP/Turbo PROP ACFT. Flights unable to cross DEGOM at FL150 or above shall advise CLR DLV upon start-up request.

KUMIK 3Z/3J

Only for flights with RFL150 or above.

Normally not AVBL for flights above FL250 via BOMBI, except PROP/Turbo PROP ACFT. Flights unable to cross DEGOM at FL150 or above shall advise CLR DLV upon start-up request.

LMA 2T/1H/1Z/6Y

Only for flights to EDLN.

MODRU 1T/1H

Only for flights with RFL210 and above. Flights have to be able to cross MODRU at FL210 or above. If unable to comply advise DLV on start-up request.

Flights intending to proceed via FAMEN or DELOM shall file SID MODRU - NETEX - DCT - FAMEN/DELOM. These FLTs may leave SID MODRU at NETEX to proceed NETEX DCT FAMEN/DELOM, also in case of radio COM failure. Flights unable to reach FL110 at NETEX advise ATC accordingly.

MODRU 6Z/6J

Only for flights with RFL210 and above. Flights have to be able to cross MODRU at FL210 or above. If unable to comply advise DLV on start-up request.

Flights intending to proceed via FAMEN or DELOM shall file SID MODRU - NETEX - DCT - FAMEN/DELOM. These FLTs may leave SID MODRU at NETEX to proceed NETEX DCT FAMEN/DELOM, also in case of radio COM failure. Flights unable to reach FL110 at NETEX advise ATC accordingly.

DEPARTURE**NETEX 5T/2H**

For flights with RFL from 100 to 200 or flights via Z282 DIBIR L179 (if AVBL).

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

NETEX 3Z/3J

For flights with RFL from 100 to 200 or flights via Z282 DIBIR L179 (if AVBL).

NVO 1U/1T/2Y/2Z

For flights with RFL90 and below. Flights with RFL100 and above shall file via MODRU.

Additional AVBL for flights via Q760 (between 0500±-0700±).

NUDGO 5T/3H

Not AVBL for flights into upper airspace.

NUDGO 4Z/4J

Not AVBL for flights into upper airspace.

SONEB 7T/3H

Only for flights with RFL140 or above via RKN/TENLI. Other flights proceed via MEVEL. Flights must be able to cross DL245 at FL140 or above. If unable advise CLR DLV upon start-up request.

SONEB 5Z/5J

Only for flights with RFL140 or above via RKN/TENLI. Other flights proceed via MEVEL. Flights must be able to cross DL054 at FL140 or above. If unable advise CLR DLV upon start-up request.

ATC, Slot, Clearance

Pilots are obliged to state during their initial call whether only an en-route CLR (Request En-route Clearance) or a combined en-route and start-up approval (Request Start-up and En-route Clearance) is requested.

Taxi-out PROC

After starting the ENGs, "ready to taxi" shall be reported to AD control to obtain further taxiing instructions. Permission to taxi from a taxi-out PSN may only be requested if able to perform the maneuver immediately.

Datalink Departure Clearance (DCL): See CRAR and in addition;

ti: 30min prior to TOBT (earliest point in time for cockpit RCD message)

tt: TSAT (latest point in time for cockpit RCD message)

t0: 1min

t1: 5min

t2: 1min

Airport Collaborative Decision Making (CDM)

CDM concept in use at this airport. See General Part/RAR/RAR In-Flight and CRAR.

DEPARTURE**De-icing**

AVBL H24

ATIS will inform which area will be used.

Inform Ramp Agent asap, at least 30min prior STD, if de-icing is needed.

ACFT with CFMU slot request start-up at CTOT minus 35min in order to be at RWY at beginning of slot, CTOT minus 5min.

Advise Ramp Agent in case de-icing is not needed anymore.

Request start-up only when fully ready.

Do not contact de-icing team leader before entering de-icing pad.

Be ready to state which parts of ACFT need de-icing.

For communication with Team Leader use ACFT registration number iso. flight number.

ACFT will be guided by follow-me to de-icing PSN.

PROP with ENG off.

Contact GND when de-icing finished.

For leaving de-icing pad use minimum engine power.

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19-APR-2018

DUS-EDDL

2-10

Germany Dusseldorf

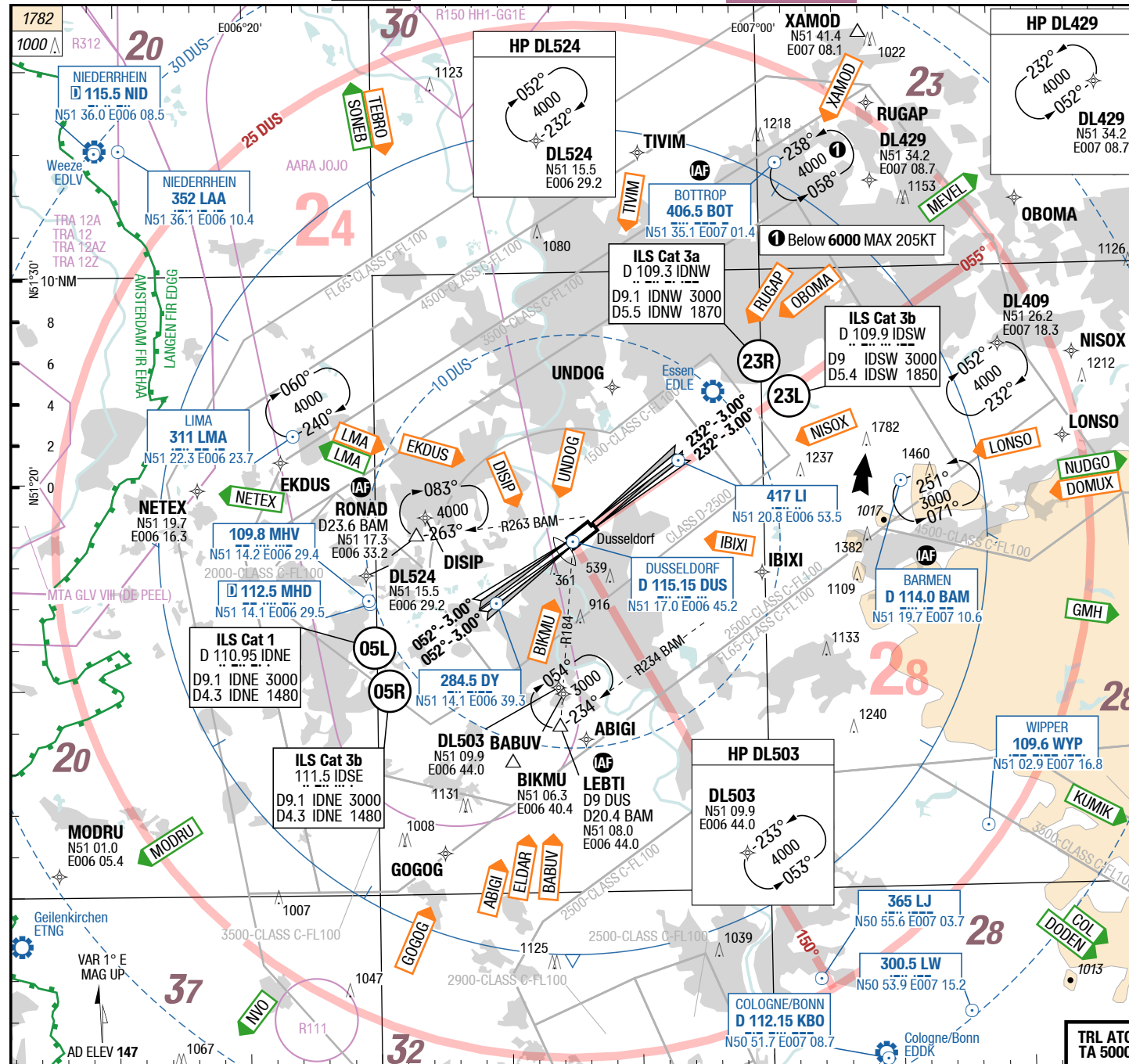
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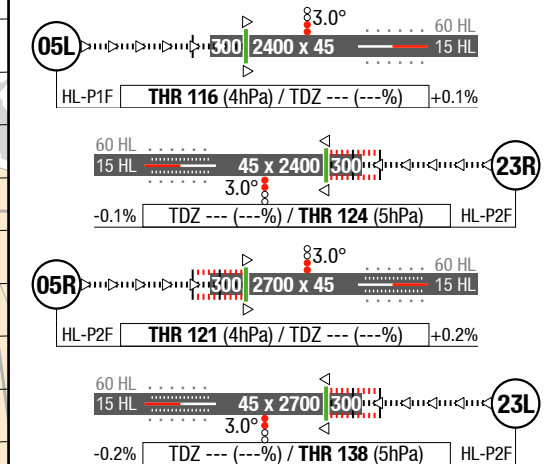
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Changes: FREQ

D-ATIS	123.780 0500-2300+
Langen RAD	121.350 APP, 0445-2130+
	128.500 DEP North
	128.550 ARR
DIR	128.650 0445-2130+
TWR	118.305
	124.355 HX
GND	121.905 0445-2110+
	121.605 0445-2110+
	118.305 2110-0445+
	121.680 HX
DLV	121.780 0445-2110+
	118.305 2110-0445+
DCL	

Landing RWY system:



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DUS-EDDL

3-20

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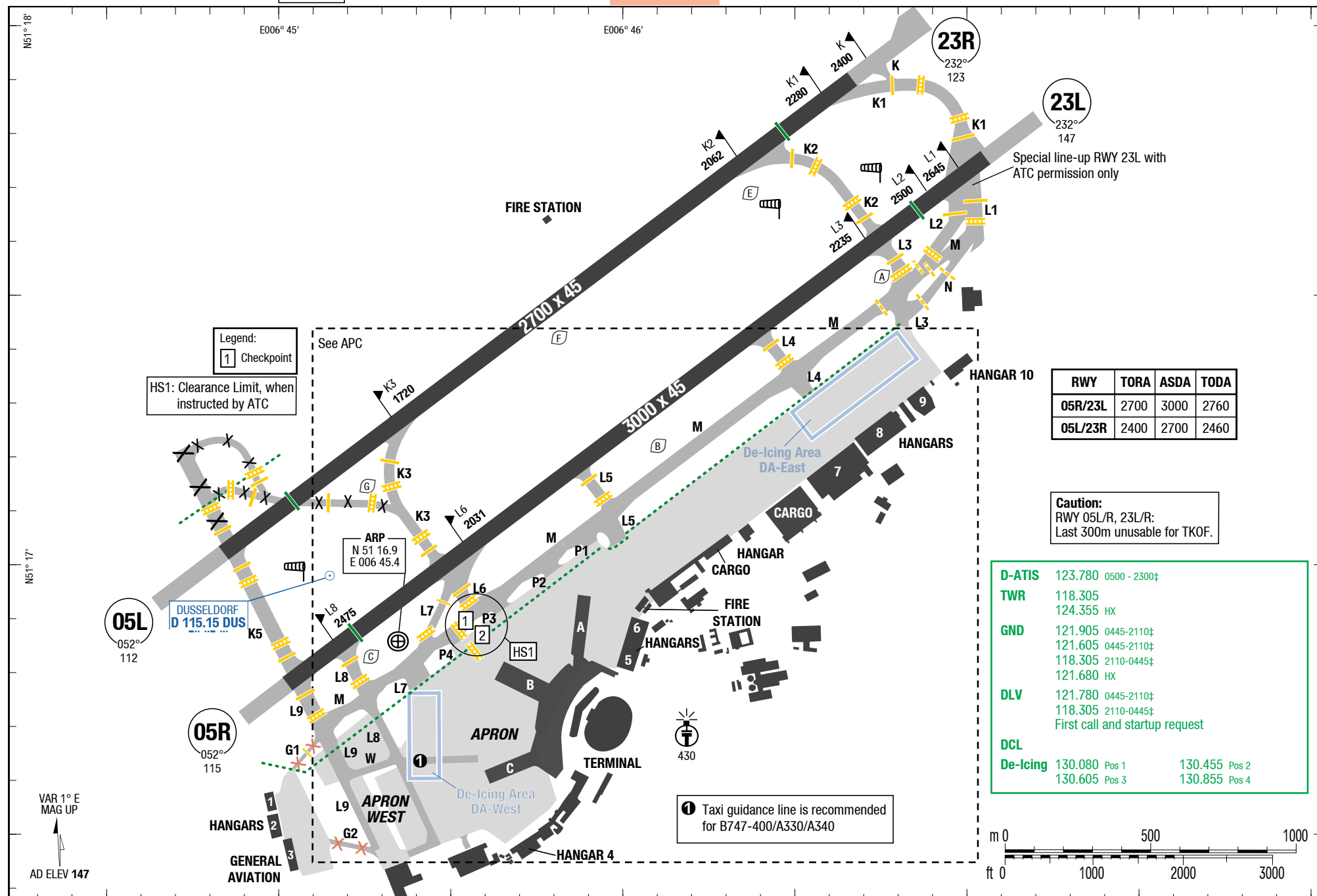
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Changes: FREQ

26-APR-2018/UFN

19-APR-2018

DUS-EDDL

3-21

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NIL

Tempo AGC

AGC

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NIL

Tempo AGC

REF SUP 10/18

16 APR 2018 - 31 OCT 2018
Exact dates and any changes
will be published by NOTAM

Legend:

1 Checkpoint

HS1: Clearance Limit, when
instructed by ATC

See Tempo APC

ARP
N 51 16.9
E 006 45.4

05L
052°
112

DUSSELDORF
D 115.15 DUS

05R
052°
115

VAR 1° E
MAG UP

AD ELEV 147

HANGARS
GENERAL AVIATION

WORK IN PROGRESS

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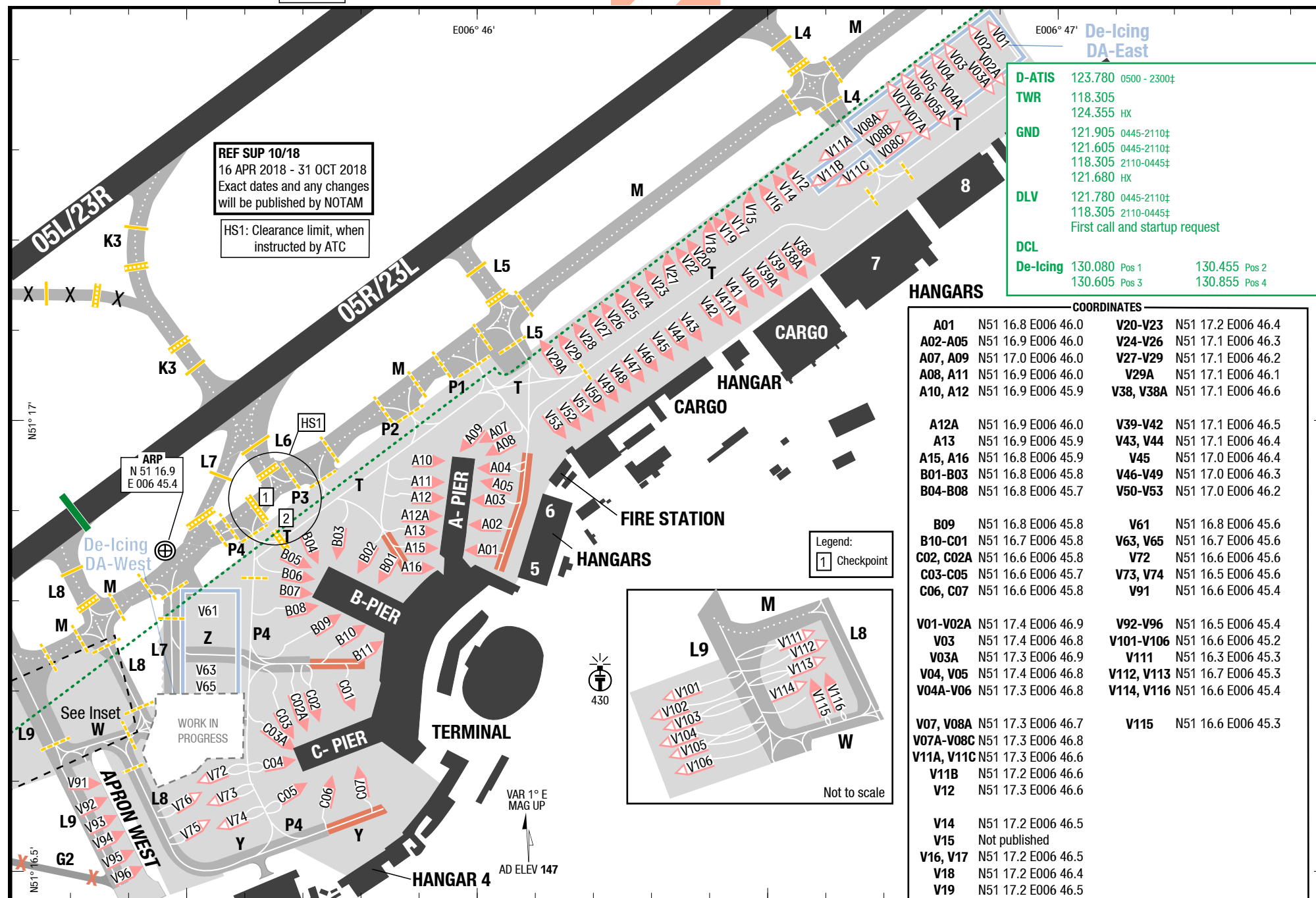
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19-JUL-2018
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Germany Dusseldorf

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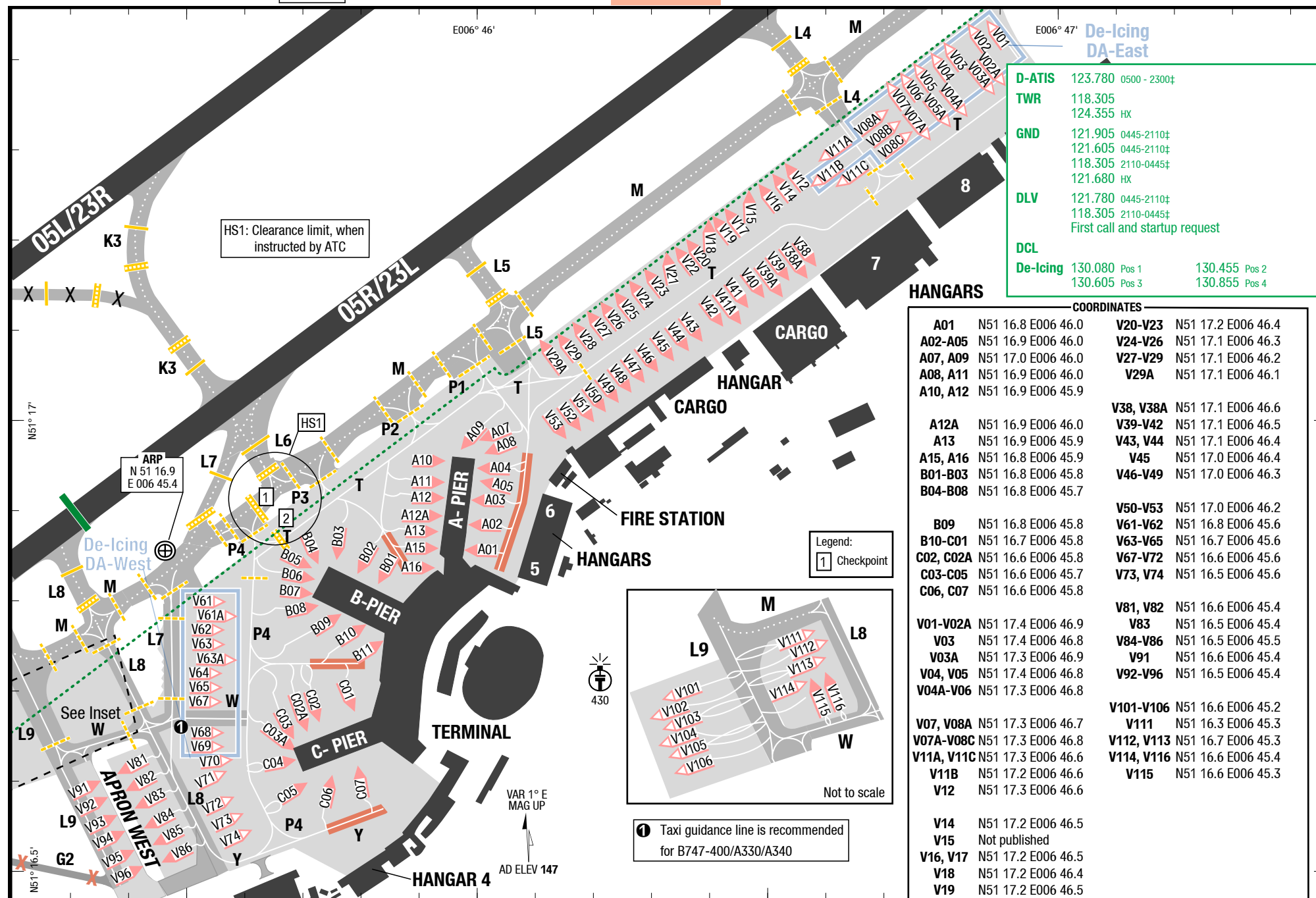
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APC

Dusseldorf Germany

NIL
APC

3-30



Changes: Editorial

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Germany Dusseldorf

SIDs RWYs 05L/R SE (RNAV Overlay)

4-10

SIDs RWYs 05L/R NW (RNAV Overlay)

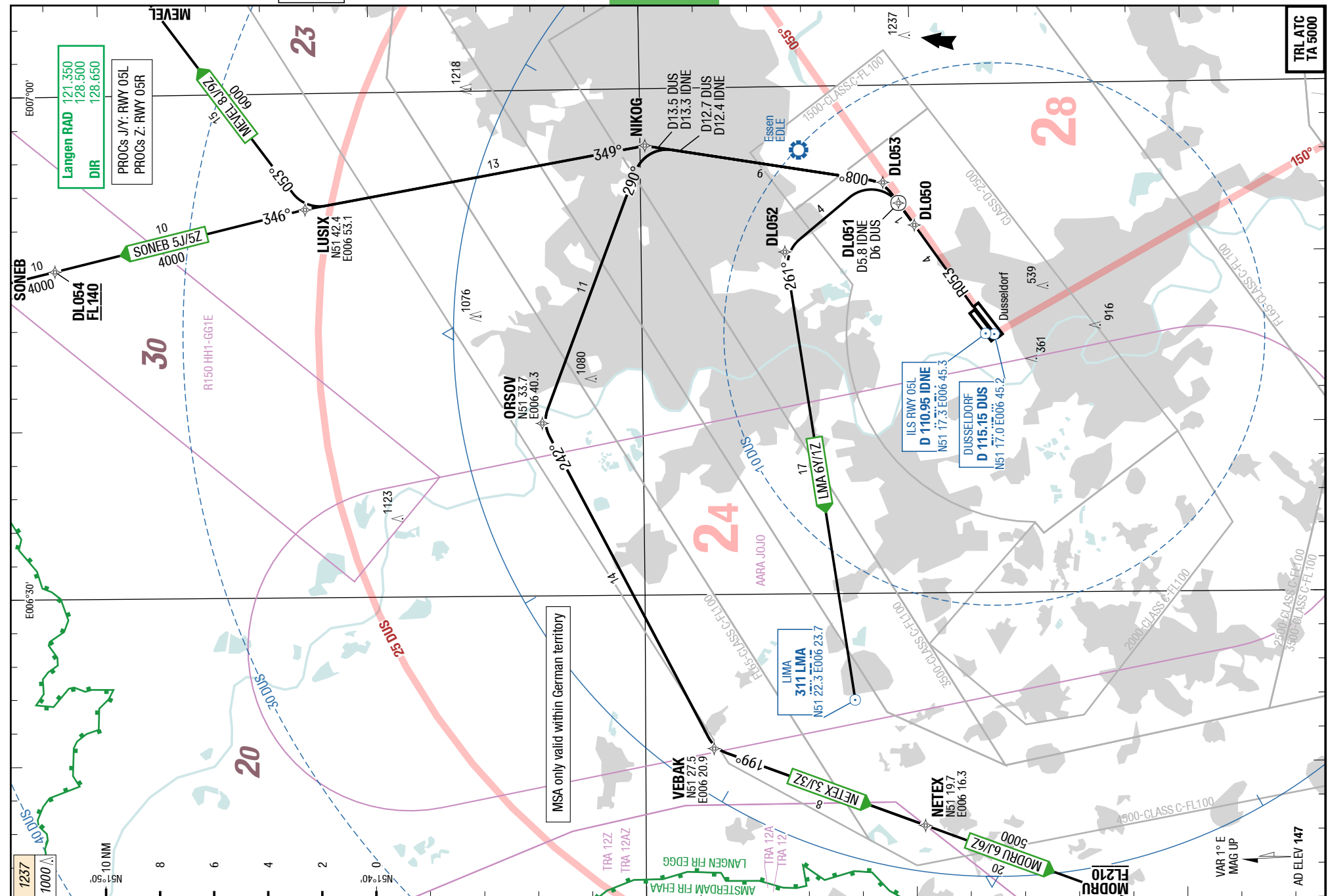
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SIDs RWYs 05L/R SE (RNAV Overlay)

SIDs RWYs 05L/R NW (RNAV Overlay)



Changes: FREQ

19-APR-2018

SID

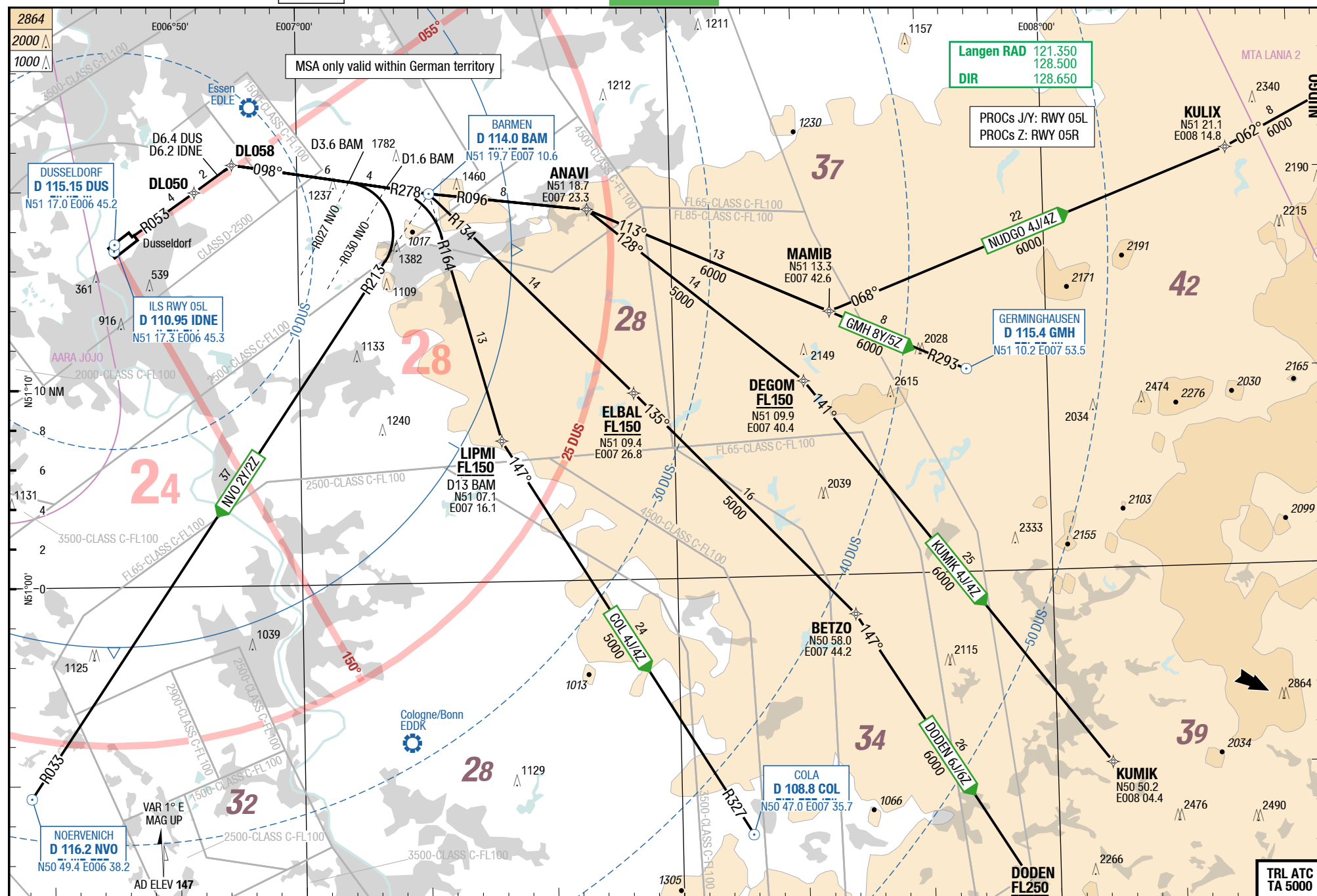
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SIDs RWYs 05L/R SE (RNAV Overlay)

DUS-EDDL

4-20

SIDs RWYs 05L/R SE (RNAV Overlay)



Changes: FREQ

TRL ATC
TA 5000

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19-APR-2018

DUS-EDDL

Germany **Dusseldorf**

SIDs RWY 23L SE (RNAV Overlay)

4-30

SIDs RWY 23L NW (RNAV Overlay)

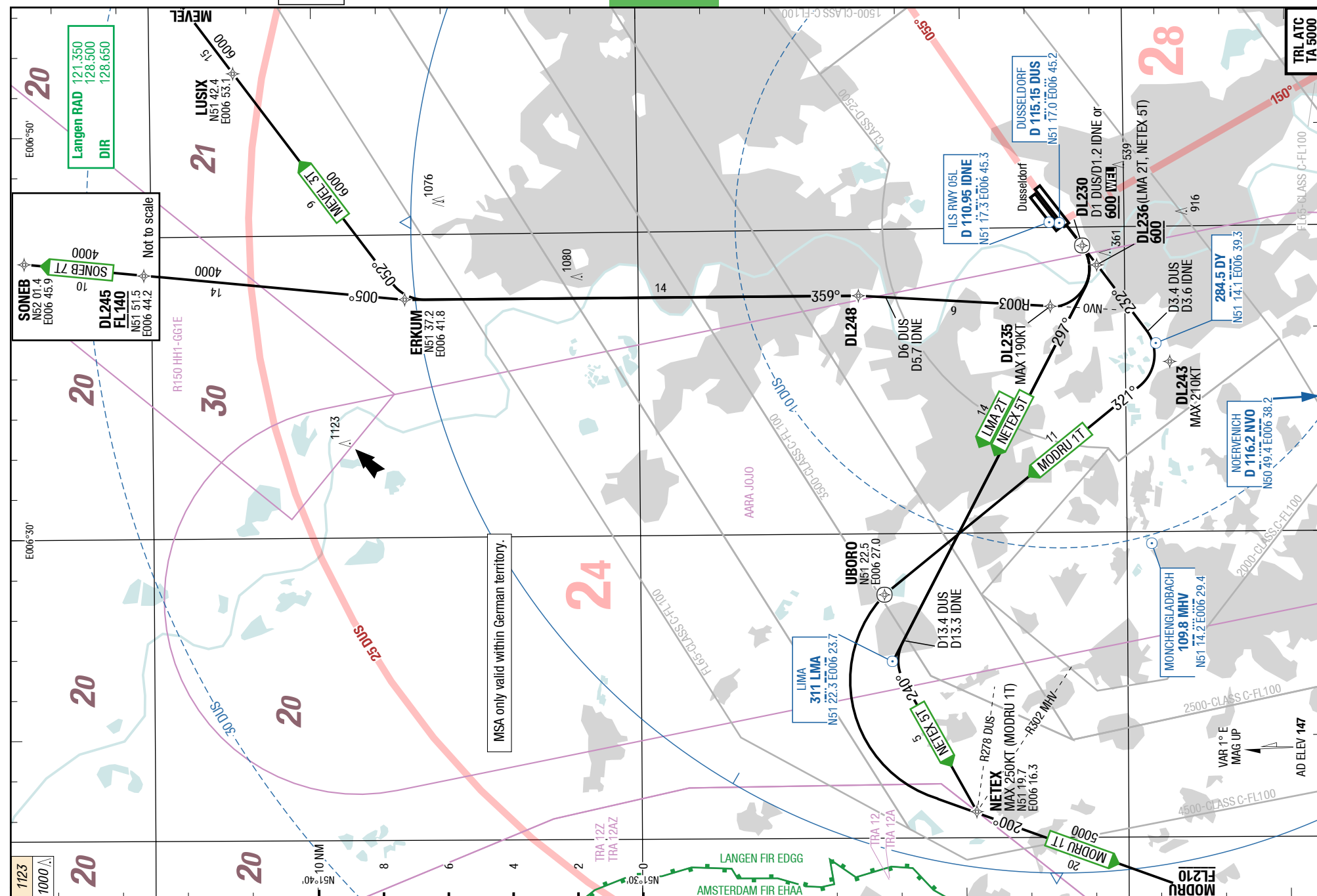
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SIDs RWY 23L SE (RNAV Overlay)

SIDs RWY 23L NW (RNAV Overlay)



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Changes: FREQ

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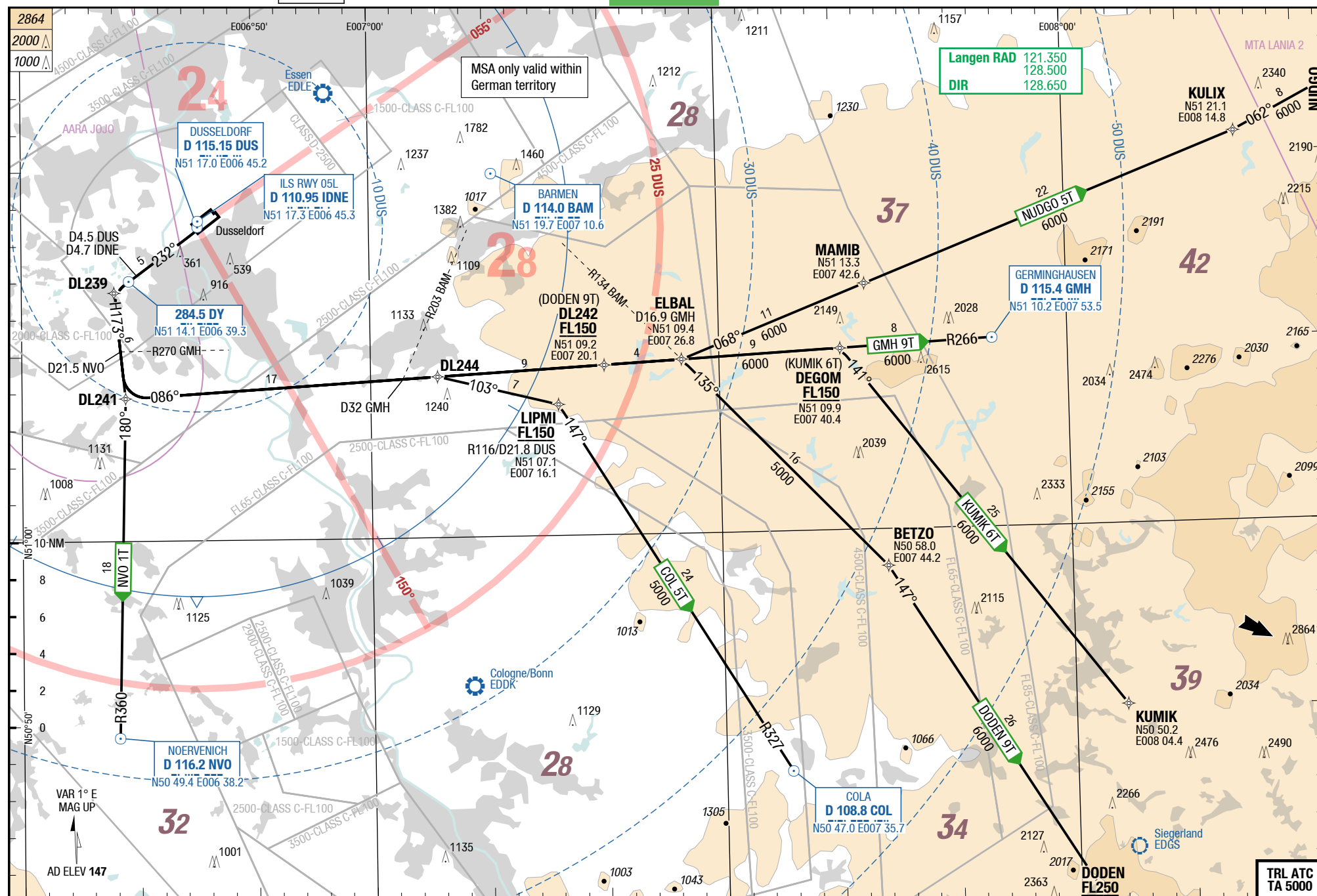
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SIDs RWY 23L SE (RNAV Overlay)

4-40

SIDs RWY 23L SE (RNAV Overlay)



Changes: FREQ

TRL ATC
TA 5000

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19-APR-2018

DUS-EDDL

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SIDs RWY 23R SE (RNAV Overlay)

4-50

SIDs RWY 23R NW (RNAV Overlay)

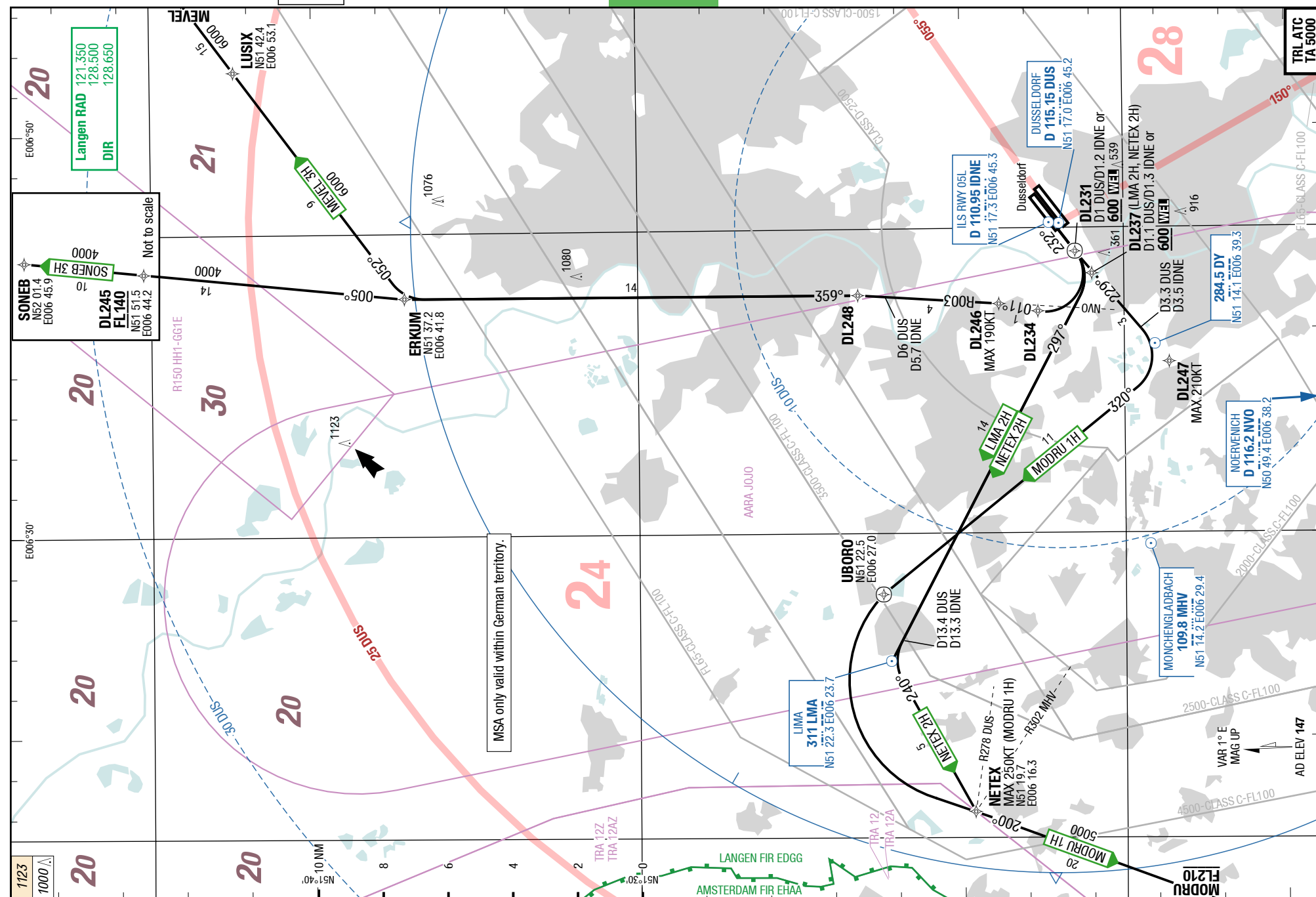
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SIDs RWY 23R SE (RNAV Overlay)

SIDs RWY 23R NW (RNAV Overlay)



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Changes: FREQ

Effective 26-APR-2018

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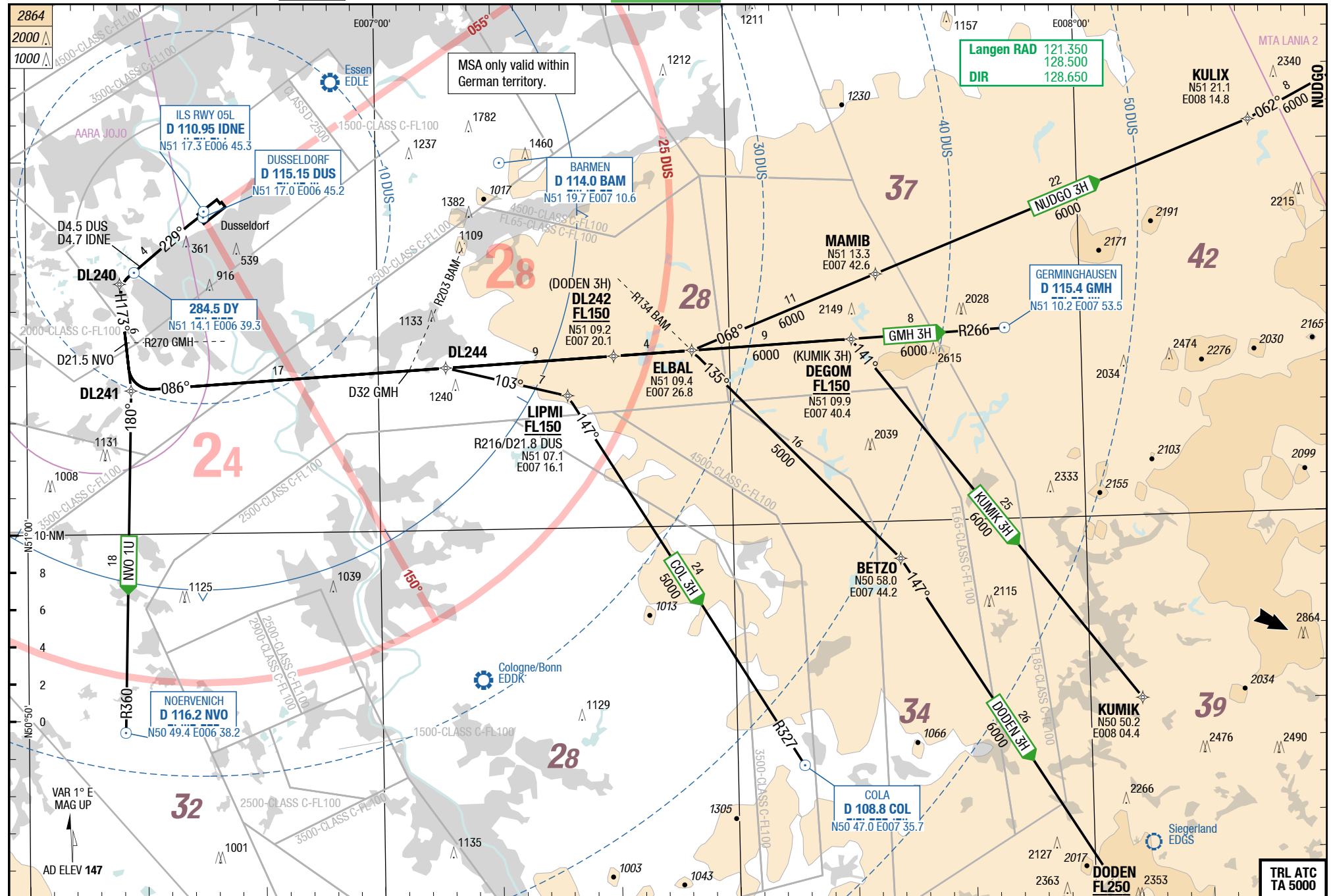
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SIDs RWY 23R SE (RNAV Overlay)

4-60

SIDs RWY 23R SE (RNAV Overlay)



Changes: FREQ

DUS-EDDL

5-10

SIDs RWYs 05L/R NW (RNAV Overlay)

LIMA 6Y / MEVEL 8J / MODRU 6J / NETEX 3J / SONEB 5J

RWY 05L (052°)

Remain on TWR frequency until passing 2000.

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 05L	
LIMA 6Y LMA 6Y 7.0% to 3000 128.500 ①	R053 DUS - at D6 DUS / D5.8 IDNE LT intercept QDM 261 LMA to LMA FMS [A600+] - DL050 [L] - <u>DL051</u> [L] - DL052 - LMA	initial climb 5000
MEVEL 8J 7.0% to 3000 128.500 ①②	R053 DUS - at D6 DUS / D5.8 IDNE LT 008° - at D13.5 DUS / D13.3 IDNE LT 349° to LUSIX - RT 053° to MEVEL FMS [A600+] - DL050 [L] - DL053 [L] - NIKOG [L] - LUSIX [R] - MEVEL	initial climb 5000
MODRU 6J 7.0% to 3000 128.500 ①③	R053 DUS - at D6 DUS / D5.8 IDNE LT 008° - at D12.7 DUS / D12.4 IDNE LT 290° to ORSOV - LT 242° to VEBAK - LT 199° to NETEX - MODRU FMS [A600+] - DL050 [L] - DL053 [L] - NIKOG [L] - ORSOV [L] - VEBAK [L] - NETEX - MODRU	MODRU MNM FL210 MODRU MNM FL210 initial climb 5000
NETEX 3J 7.0% to 3000 128.500 ①③	R053 DUS - at D6 DUS / D5.8 IDNE LT 008° - at D12.7 DUS / D12.4 IDNE LT 290° to ORSOV - LT 242° to VEBAK - LT 199° to NETEX FMS [A600+] - DL050 [L] - DL053 [L] - NIKOG [L] - ORSOV [L] - VEBAK [L] - NETEX	initial climb 5000
SONEB 5J 7.0% to 3000 128.500 ①②	R053 DUS - at D6 DUS / D5.8 IDNE LT 008° - at D13.5 DUS / D13.3 IDNE LT 349° to LUSIX - LT 346° to DL054 - SONEB FMS [A600+] - DL050 [L] - DL053 [L] - NIKOG [L] - LUSIX [L] - DL054 - SONEB	DL054 MNM FL140 DL054 MNM FL140 initial climb 5000

① Climb gradient due to airspace structure. If unable to comply, advise DLV on start-up request.

② After passing D13.5 DUS/D13.3 IDNE, BRNAV equipment required.

③ After passing D12.7 DUS / D12.4 IDNE BRNAV, equipment required.

DUS-EDDL

5-20

SIDs RWYs 05L/R NW (RNAV Overlay)

LIMA 1Z / MEVEL 9Z / MODRU 6Z / NETEX 3Z / SONEB 5Z

RWY 05R (052°)

Remain on TWR frequency until passing 2000.

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 05R	
LIMA 1Z LMA 1Z 7.0% to 3000 128.500 ①	R053 DUS - at D6 DUS / D5.8 IDNE LT intercept QDM 261 LMA to LMA FMS [A600+] - DL050 [L] - <u>DL051</u> [L] - DL052 - LMA	initial climb 5000
MEVEL 9Z 7.0% to 3000 128.500 ①②	R053 DUS - at D6 DUS / D5.8 IDNE LT 008° - at D13.5 DUS / D13.3 IDNE LT 349° to LUSIX - RT 053° to MEVEL FMS [A600+] - DL050 [L] - DL053 [L] - NIKOG [L] - LUSIX [R] - MEVEL	initial climb 5000
MODRU 6Z 7.0% to 3000 128.500 ①③	R053 DUS - at D6 DUS / D5.8 IDNE LT 008° - at D12.7 DUS / D12.4 IDNE LT 290° to ORSOV - LT 242° to VEBAK - LT 199° to NETEX - MODRU FMS [A600+] - DL050 [L] - DL053 [L] - NIKOG [L] - ORSOV [L] - VEBAK [L] - NETEX - MODRU	MODRU MNM FL210 MODRU MNM FL210 initial climb 5000
NETEX 3Z 7.0% to 3000 128.500 ①③	R053 DUS - at D6 DUS / D5.8 IDNE LT 008° - at D12.7 DUS / D12.4 IDNE LT 290° to ORSOV - LT 242° to VEBAK - LT 199° to NETEX FMS [A600+] - DL050 [L] - DL053 [L] - NIKOG [L] - ORSOV [L] - VEBAK [L] - NETEX	initial climb 5000
SONEB 5Z 7.0% to 3000 128.500 ①②	R053 DUS - at D6 DUS / D5.8 IDNE LT 008° - at D13.5 DUS / D13.3 IDNE LT 349° to LUSIX - LT 346° to DL054 - SONEB FMS [A600+] - DL050 [L] - DL053 [L] - NIKOG [L] - LUSIX [L] - DL054 - SONEB	DL054 MNM FL140 DL054 MNM FL140 initial climb 5000

① Climb gradient due to airspace structure. If unable to comply, advise DLV on start-up request.

② After passing D13.5 DUS/D13.3 IDNE, BRNAV equipment required.

③ After passing D12.7 DUS / D12.4 IDNE BRNAV, equipment required.

DUS-EDDL

5-30

SIDs RWYs 05L/R SE (RNAV Overlay)

COLA 4J / DODEN 6J / GERMINGHAUSEN 8Y / KUMIK 4J

RWY 05L (052°)

Remain on TWR frequency until passing 2000.

	GS	120	150	180	210	240	270
4.3%	ft/MIN	600	700	800	1000	1100	1200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 05L	
COLA 4J COL 4J 121.350	R053 DUS - at D6.4 DUS / D6.2 IDNE RT intercept R278 BAM inbound - at D1.6 BAM (crossing R030 NVO) RT intercept R164 BAM to LIPMI - LT intercept R327 COL to COL FMS [A600+] - DL050 [L] - DL058 [R] - BAM [R] - LIPMI [L] - COL	LIPMI MNM FL150 LIPMI MNM FL150 initial climb 5000
DODEN 6J 4.3% to 3200 121.350 ①②	R053 DUS - at D6.4 DUS / D6.2 IDNE RT intercept R278 BAM to BAM - R134 BAM to ELBAL - RT 135° to BETZO - RT 147° to DODEN FMS [A600+] - DL050 [L] - DL058 [R] - BAM [R] - ELBAL - BETZO [R] - DODEN	ELBAL MNM FL150 DODEN MNM FL250 ELBAL MNM FL150 DODEN MNM FL250 initial climb 5000
GERMINGHAUSEN 8Y GMH 8Y 121.350	R053 DUS - at D6.4 DUS / D6.2 IDNE RT intercept R278 BAM to BAM - R096 BAM to ANAVI - RT intercept R293 GMH to GMH FMS [A600+] - DL050 [L] - DL058 [R] - BAM [L] - ANAVI [R] - GMH	 initial climb 5000
KUMIK 4J 4.3% to 3200 121.350 ①②	R053 DUS - at D6.4 DUS / D6.2 IDNE RT intercept R278 BAM to BAM - R096 BAM to ANAVI - RT 128° to DEGOM - RT 141° to KUMIK FMS [A600+] - DL050 [L] - DL058 [R] - BAM [L] - ANAVI [R] - DEGOM [R] - KUMIK	DEGOM MNM FL150 DEGOM MNM FL150 initial climb 5000

① After passing 3200ft, BRNAV equipment required.

② Climb gradient due to MVA.

DUS-EDDL

5-40

SIDs RWYs 05L/R SE (RNAV Overlay)

COLA 4Z / DODEN 6Z / NOERVENICH 2Y / NUDGO 4J

RWYs 05L/R (052°)

Remain on TWR frequency until passing 2000.

	GS	120	150	180	210	240	270
4.3%	ft/MIN	600	700	800	1000	1100	1200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 05L	
NOERVENICH 2Y NVO 2Y 121.350	R053 DUS - at D6.4 DUS / D6.2 IDNE RT intercept R278 BAM inbound - at D3.6 BAM (crossing R027 NVO) RT intercept R213 BAM to NVO FMS [A600+] - DL050 [L] - DL058 [R] - BAM [R] - NVO	initial climb 5000
NUDGO 4J 4.3% to 3200 121.350 ①②	R053 DUS - at D6.4 DUS / D6.2 IDNE RT intercept R278 BAM to BAM - R096 BAM to ANAVI - RT 113° to MAMIB - LT 068° to KULIX - LT 062° to NUDGO FMS [A600+] - DL050 [L] - DL058 [R] - BAM [L] - ANAVI [R] - MAMIB [L] - KULIX [L] - NUDGO	initial climb 5000
	Runway 05R	
COLA 4Z COL 4Z 121.350	R053 DUS - at D6.4 DUS / D6.2 IDNE RT intercept R278 BAM inbound - at D1.6 BAM (crossing R030 NVO) RT intercept R164 BAM to LIPMI - LT intercept R327 COL to COL FMS [A600+] - DL050 [L] - DL058 [R] - BAM [R] - LIPMI [L] - COL	LIPMI MNM FL150 LIPMI MNM FL150 initial climb 5000
DODEN 6Z 4.3% to 3200 121.350 ①②	R053 DUS - at D6.4 DUS / D6.2 IDNE RT intercept R278 BAM to BAM - R134 BAM to ELBAL - RT 135° to BETZO - RT 147° to DODEN FMS [A600+] - DL050 [L] - DL058 [R] - BAM [R] - ELBAL - BETZO [R] - DODEN	ELBAL MNM FL150 DODEN MNM FL250 ELBAL MNM FL150 DODEN MNM FL250 initial climb 5000

① After passing 3200ft, BRNAV equipment required.

② Climb gradient due to MVA.

DUS-EDDL

5-50

SIDs RWYs 05L/R SE (RNAV Overlay)

GERMINGHAUSEN 5Z / KUMIK 4Z / NOERVENICH 2Z / NUDGO 4Z

RWY 05R (052°)

Remain on TWR frequency until passing 2000.

	GS	120	150	180	210	240	270
4.3%	ft/MIN	600	700	800	1000	1100	1200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 05R	
GERMINGHAUSEN 5Z GMH 5Z 121.350	R053 DUS - at D6.4 DUS / D6.2 IDNE RT intercept R278 BAM to BAM - R096 BAM to ANAVI - RT intercept R293 GMH to GMH FMS [A600+] - DL050 [L] - DL058 [R] - BAM [L] - ANAVI [R] - GMH	initial climb 5000
KUMIK 4Z 4.3% to 3200 121.350 ①②	R053 DUS - at D6.4 DUS / D6.2 IDNE RT intercept R278 BAM to BAM - R096 BAM to ANAVI - RT 128° to DEGOM - RT 141° to KUMIK FMS [A600+] - DL050 [L] - DL058 [R] - BAM [L] - ANAVI [R] - DEGOM [R] - KUMIK	DEGOM MNM FL150 DEGOM MNM FL150 initial climb 5000
NOERVENICH 2Z NVO 2Z 121.350	R053 DUS - at D6.4 DUS / D6.2 IDNE RT intercept R278 BAM inbound - at D3.6 BAM (crossing R027 NVO) RT intercept R213 BAM to NVO FMS [A600+] - DL050 [L] - DL058 [R] - BAM [R] - NVO	initial climb 5000
NUDGO 4Z 4.3% to 3200 121.350	R053 DUS - at D6.4 DUS / D6.2 IDNE RT intercept R278 BAM to BAM - R096 BAM to ANAVI - RT 113° to MAMIB - LT 068° to KULIX - LT 062° to NUDGO FMS [A600+] - DL050 [L] - DL058 [R] - BAM [L] - ANAVI [R] - MAMIB [L] - KULIX [L] - NUDGO	initial climb 5000

① After passing 3200ft, BRNAV equipment required.

② Climb gradient due to MVA.

DUS-EDDL

5-60

SIDs RWY 23L NW (RNAV Overlay)

LIMA 2T / MEVEL 3T / MODRU 1T / NETEX 5T

RWY 23L (232°)

Remain on TWR frequency until passing 2000

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23L	
LIMA 2T LMA 2T 7.0% to 3000 128.500 ①	at D1 DUS/D1.2 IDNE or MNM 600 , whichever is later, RT intercept QDM 297 LMA to LMA FMS DL236 [R] - LMA	DL236 MNM 600 initial climb 5000
MEVEL 3T 128.500 ②	at D1 DUS/D1.2 IDNE or MNM 600 , whichever is later, RT intercept R003 NVO (MAX 190KT until established) - at D6 DUS/D5.7 IDNE LT 359° to ERKUM - RT 052° to LUSIX - MEVEL FMS DL230 [R] - DL235 [K190-] - DL248 [L] - ERKUM [R] - LUSIX - MEVEL	DL230 MNM 600 initial climb 5000
MODRU 1T 7.0% to 3000 128.500 ①③	QDM 232 DY - at D3.4 DUS/D3.6 IDNE RT 321° (MAX 210KT until established) - at UBORO LT to NETEX (MAX 250KT until established) - LT 200° to MODRU FMS [A600+] - DL243 [K210- ;R] - <u>UBORO</u> [L] - NETEX [K250-] - MODRU	MODRU MNM FL210 MODRU MNM FL210 initial climb 5000
NETEX 5T 7.0% to 3000 128.500 ①	at D1.0 DUS/D1.2 IDNE or MNM 600 , whichever is later, RT intercept QDM 297 LMA - at D13.4 DUS/D13.3 IDNE LT intercept QDR 240 LMA to NETEX FMS DL236 [R] - LMA [L] - NETEX	DL236 MNM 600 initial climb 5000

① Climb gradient due to airspace structure. If unable to comply, advise DLV on start-up request.

② After passing D6 DUS/D5.7 IDNE, BRNAV equipment required.

③ After passing D3.4 DUS/D3.6 IDNE, BRNAV equipment required.

DUS-EDDL

5-70

SIDs RWY 23L NW (RNAV Overlay)

SONEB 7T

RWY 23L (232°)

Remain on TWR frequency until passing 2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23L	
SONEB 7T 128.500 ①	at D1 DUS/D1.2 IDNE or MNM 600 , whichever is later, RT intercept R003 NVO (MAX 190KT until established) - at D6 DUS/D5.7 IDNE LT 359° to ERKUM - RT 005° to DL245 - SONEB FMS <u>DL230</u> [R] - DL235 [K190-] - DL248 [L] - ERKUM [R] - DL245 - SONEB	DL245 MNM FL140 DL230 MNM 600 DL245 MNM FL140 initial climb 5000

① After passing D6 DUS/D5.7 IDNE, BRNAV equipment required.

DUS-EDDL

5-80

SIDs RWY 23L SE (RNAV Overlay)

COLA 5T / DODEN 9T / GERMINGHAUSEN 9T / KUMIK 6T

RWY 23L (232°)

Remain on TWR frequency until passing 2000

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23L	
COLA 5T COL 5T 7.0% to 3000 121.350 ①②	QDM 232 DY - at D4.5 DUS /D4.7 IDNE LT HDG 173° - crossing R270 GMH (D21.5 NVO) LT intercept R266 GMH inbound - at D32 GMH (crossing R203 BAM) RT 103° - RT intercept R327 COL to COL FMS [A600+] - DL239 [L] - DL241 [L] - DL244 [R] - LIPMI [R] - COL	R327 COL MNM FL150 LIPMI MNM FL150 initial climb 5000
DODEN 9T 7.0% to 3000 121.350 ①②	QDM 232 DY - at D4.5 DUS /D4.7 IDNE LT HDG 173° - crossing R270 GMH (D21.5 NVO) LT 086° to DL242 - ELBAL - RT 135° to BETZO - RT 147° to DODEN FMS [A600+] - DL239 [L] - DL241 [L] - DL242 - ELBAL [R] - BETZO [R] - DODEN	DL242 MNM FL150 DODEN MNM FL250 DL242 MNM FL150 DODEN MNM FL250 initial climb 5000
GERMINGHAUSEN 9T GMH 9T 7.0% to 3000 121.350 ①	QDM 232 DY - at D4.5 DUS /D4.7 IDNE LT HDG 173° - crossing R270 GMH (D21.5 NVO) LT intercept R266 GMH to GMH FMS [A600+] - DL239 [L] - DL241 [L] - GMH	initial climb 5000
KUMIK 6T 7.0% to 3000 121.350 ①②	QDM 232 DY - at D4.5 DUS / D4.7 IDNE LT HDG 173° - crossing R270 GMH (D21.5 NVO) LT 086° to DEGOM - RT 141° to KUMIK FMS [A600+] - DL239 [L] - DL241 [L] - ELBAL - DEGOM [R] - KUMIK	DEGOM MNM FL150 DEGOM MNM FL150 initial climb 5000

① Climb gradient due to airspace structure. If unable to comply, advise DLV on start-up request.

② After crossing R270 GMH/D21.5 NVO, BRNAV equipment required.

24-MAY-2018

DUS-EDDL**5-90****SIDs RWY 23L SE (RNAV Overlay)****NOERVENICH 1T / NUDGO 5T**

RWY 23L (232°)

Remain on TWR frequency until passing 2000

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23L	
NOERVENICH 1T NVO 1T 7.0% to 3000 121.350 ①	QDM 232 DY - at D4.5 DUS /D4.7 IDNE LT HDG 173° - intercept R360 NVO to NVO FMS [A600+] - DL239 [L] - DL241 [R] - NVO	initial climb 5000
NUDGO 5T 7.0% to 3000 121.350 ①②	QDM 232 DY - at D4.5 DUS /D4.7 IDNE LT HDG 173° - crossing R270 GMH (D21.5 NVO) LT 086° to ELBAL - LT 068° to MAMIB - KULIX - LT 062° to NUDGO FMS [A600+] - DL239 [L] - DL241 [L] - ELBAL [L] - MAMIB - KULIX [L] - NUDGO	initial climb 5000

① Climb gradient due to airspace structure. If unable to comply, advise DLV on start-up request.

② After crossing R270 GMH/D21.5 NVO, BRNAV equipment required.

DUS-EDDL**5-100****SIDs RWY 23R NW (RNAV Overlay)****LIMA 2H / MEVEL 3H / MODRU 1H / NETEX 2H**

RWY 23R (232°)

Remain on TWR frequency until passing 2000.

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23R	
LIMA 2H LMA 2H 7.0% to 3000 128.500 ①	at D1.1 DUS/D1.3 IDNE or MNM 600 , whichever is later, RT intercept QDM 297 LMA to LMA FMS DL237 [R] - LMA	DL237 MNM 600 initial climb 5000
MEVEL 3H 128.500 ②	at D1 DUS/D1.2 IDNE or MNM 600 , whichever is later, RT intercept R003 NVO (MAX 190KT until established) - at D6 DUS/D5.7 IDNE LT 359° to ERKUM - RT 052° to LUSIX - MEVEL FMS DL231 [R] - DL234 - DL246 [K190-] - DL248 [L] - ERKUM [R] - LUSIX - MEVEL	DL231 MNM 600 initial climb 5000
MODRU 1H 7.0% to 3000 128.500 ①③	QDM 229 DY - at D3.3 DUS/D3.5 IDNE RT 320° (MAX 210KT until established) - at UBORO LT to NETEX - LT 200° (MAX 250KT until established) to MODRU FMS [A600+] - DL247 [K210- ;R] - <u>UBORO</u> [L]- NETEX [K250-] - MODRU	MODRU MNM FL210 MODRU MNM FL210 initial climb 5000
NETEX 2H 7.0% to 3000 128.500 ①	at D1.1 DUS/D1.3 IDNE or MNM 600 , whichever is later, RT intercept QDM 297 LMA - at D13.4 DUS/D13.3 IDNE LT intercept QDR 240 LMA to NETEX FMS DL237 [R] - LMA [L] - NETEX	DL237 MNM 600 initial climb 5000

① Climb gradient due to airspace structure. If unable to comply, advise DLV on start-up request.

② After passing D6 DUS/D5.7 IDNE, BRNAV equipment required.

③ After passing D3.3 DUS/D3.5 IDNE, BRNAV equipment required.

24-MAY-2018

Germany **Dusseldorf****DUS-EDDL****5-110****SIDs RWY 23R NW (RNAV Overlay)****SIDPT****SONEB 3H**

RWY 23R (232°)

Remain on TWR frequency until passing 2000.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23R	
SONEB 3H 128.500 ①	at D1 DUS/D1.2 IDNE or MNM 600 , whichever is later, RT intercept R003 NVO (MAX 190KT until established) - at D6 DUS/D5.7 IDNE LT 359° to ERKUM - RT 005° to DL245 - SONEB FMS <u>DL231</u> [R] - DL234 - DL246 [K190-] - DL248 [L] - ERKUM [R] - DL245 - SONEB	DL245 MNM FL140 DL231 MNM 600 DL245 MNM FL140 initial climb 5000

① After passing D6 DUS/D5.7 IDNE, BRNAV equipment required.

Changes: WPT

24-MAY-2018

DUS-EDDL**5-120****SIDs RWY 23R SE (RNAV Overlay)****COLA 3H / DODEN 3H / GERMINGHAUSEN 3H / KUMIK 3H****RWY 23R (232°)****Remain on TWR frequency until passing 2000.**

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23R	
COLA 3H COL 3H 7.0% to 3000 121.350 ①	QDM 229 DY - at D4.5 DUS/D4.7 IDNE LT HDG 173° - crossing R270 GMH (D21.5 NVO) LT intercept R266 GMH inbound - at D32 GMH (crossing R203 BAM) RT 103° - RT intercept R327 COL to COL FMS [A600+] - DL240 [L] - DL241 [L] - DL244 [R] - LIPMI [R] - COL	R327 COL MNM FL150 LIPMI MNM FL150 initial climb 5000
DODEN 3H 7.0% to 3000 121.350 ①②	QDM 229 DY - at D4.5 DUS/D4.7 IDNE LT HDG 173° crossing R270 GMH (D21.5 NVO) LT 086° to DL242 - ELBAL - RT 135° to BETZO - RT 147° to DODEN FMS [A600+] - DL240 [L] - DL241 [L] - DL242 - ELBAL [R] - BETZO [R] - DODEN	DL242 MNM FL150 DODEN MNM FL250 DL242 MNM FL150 DODEN MNM FL250 initial climb 5000
GERMINGHAUSEN 3H GMH 3H 7.0% to 3000 121.350 ①	QDM 229 DY - at D4.5 DUS/D4.7 IDNE LT HDG 173° crossing R270 GMH (D21.5 NVO) LT intercept R266 GMH to GMH FMS [A600+] - DL240 [L] - DL241 [L] - GMH	initial climb 5000
KUMIK 3H 7.0% to 3000 121.350 ①②	QDM 229 DY - at D4.5 DUS/D4.7 IDNE LT HDG 173° crossing R270 GMH (D21.5 NVO) LT 086° to DEGOM - RT 141° to KUMIK FMS [A600+] - DL240 [L] - DL241 [L] - ELBAL - DEGOM [R] - KUMIK	DEGOM MNM FL150 DEGOM MNM FL150 initial climb 5000

① Climb gradient due to airspace structure. If unable to comply, advise DLV on start-up request.

② After crossing R270 GMH/D21.5 NVO, BRNAV equipment required.

DUS-EDDL

5-130

SIDs RWY 23R SE (RNAV Overlay)

NOERVENICH 1U / NUDGO 3H

RWY 23R (232°)

Remain on TWR frequency until passing 2000.

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23R	
NOERVENICH 1U NVO 1U 7.0 % to 3000 121.350 ①	QDM 229 DY - at D4.5 DUS/D4.7 IDNE LT HDG 173° intercept R360 NVO to NVO FMS [A600+] - DL240 [L] - DL241 [R] - NVO	initial climb 5000
NUDGO 3H 7.0% to 3000 121.350 ①②	QDM 229 DY - at D4.5 DUS/D4.7 IDNE LT HDG 173° - crossing R270 GMH (D21.5 NVO) LT 086° to ELBAL - LT 068° to MAMIB - KULIX - LT 062° to NUDGO FMS [A600+] - DL240 [L] - DL241 [L] - ELBAL [L] - MAMIB - KULIX [L] - NUDGO	initial climb 5000

① Climb gradient due to airspace structure. If unable to comply, advise DLV on start-up request.

② After crossing R270 GMH/D21.5 NVO, BRNAV equipment required.

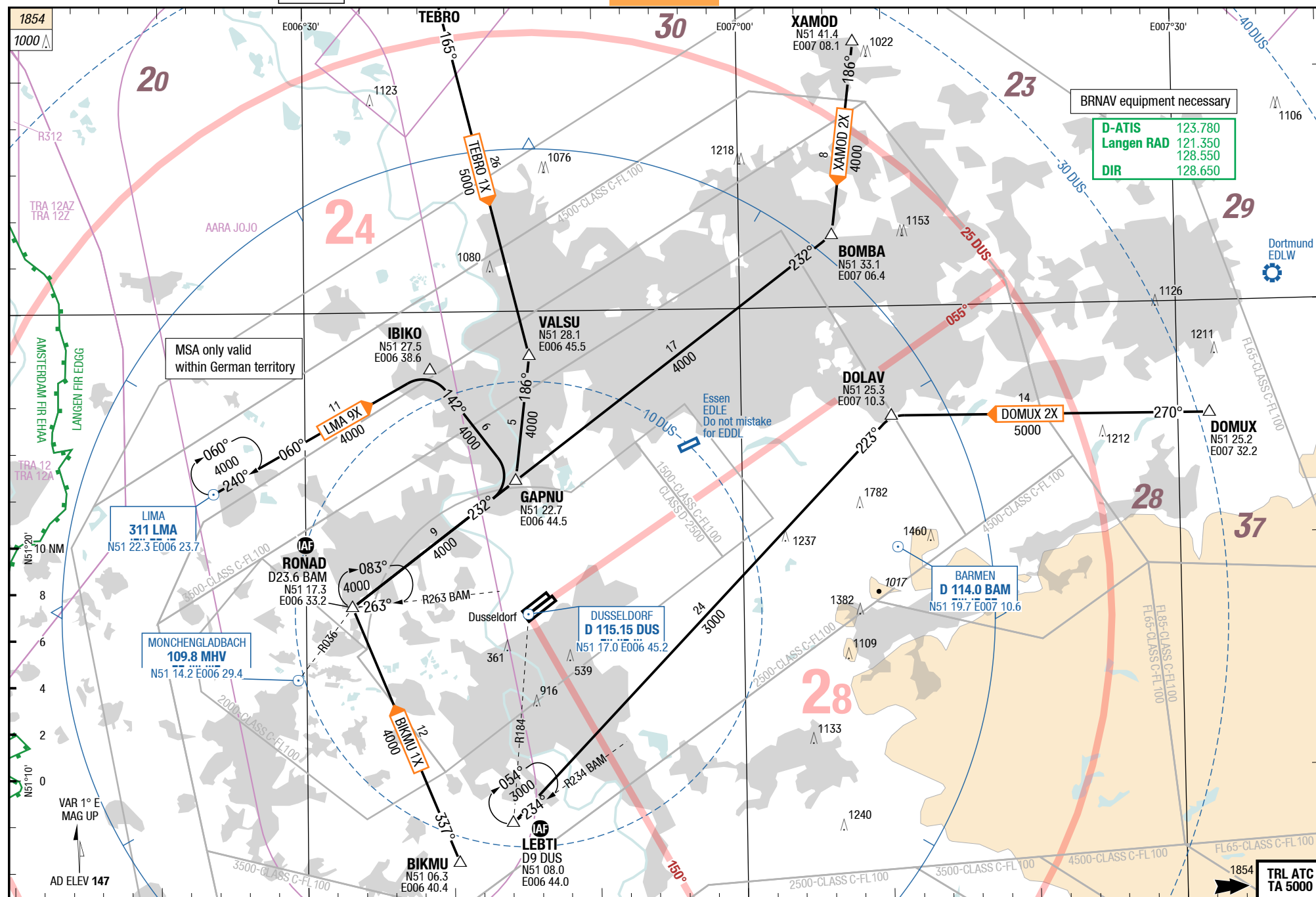
DUS-EDDL

STARs RWYs 05L/R

STAR

STAR

STARs RWYs 05L/R



Changes: FREQ

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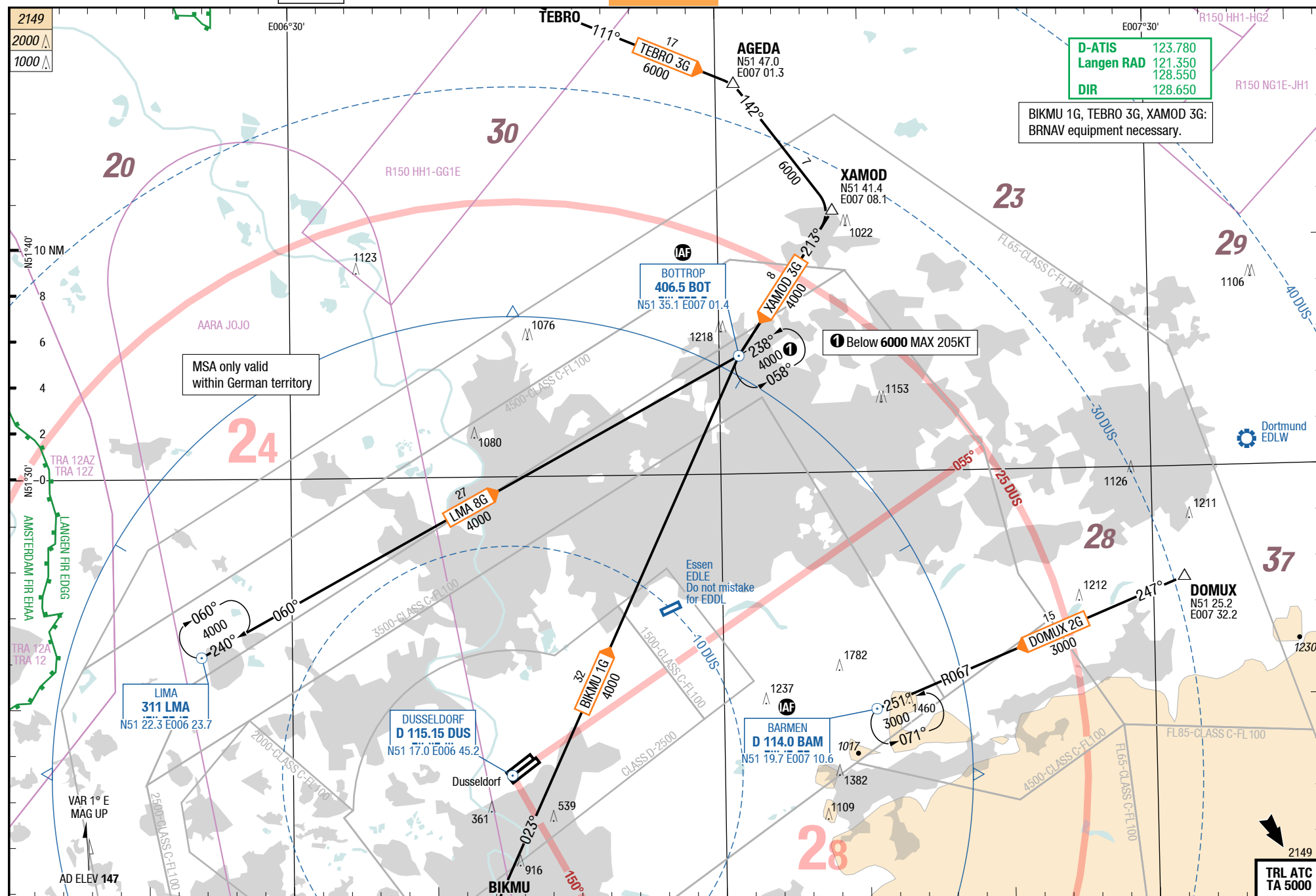
6-20

STARs RWYs 23L/R

STAR

STAR

STARs RWYs 23L/R



Changes: FREQ

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DUS-EDDL

CDA Transitions 23L/23R

7-10

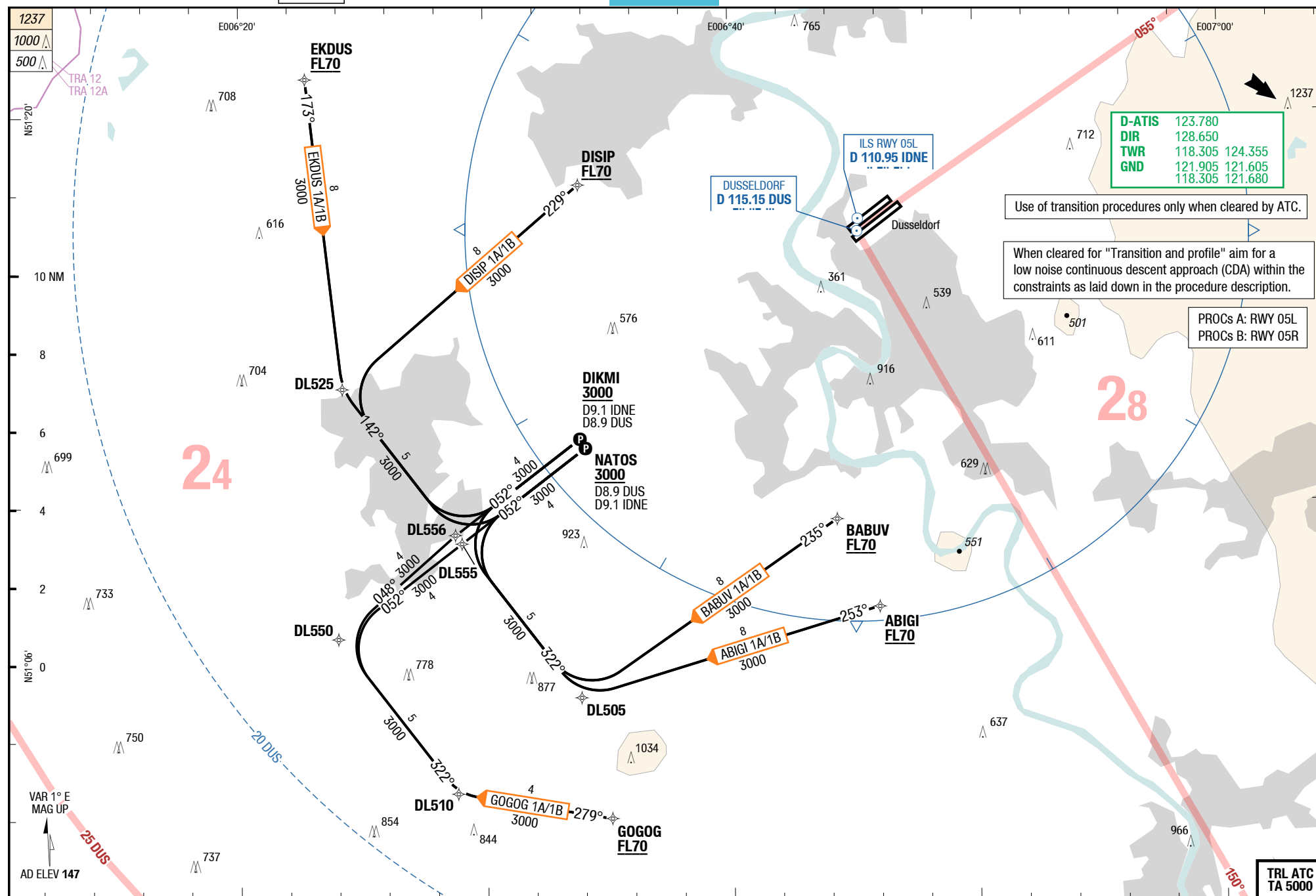
CDA Transitions 05L/05R

IAC

IAC

CDA Transitions 23L/23R

CDA Transitions 05L/05R



Changes: FREQ

TRL ATC
TA 5000

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DUS-EDDL

7-20

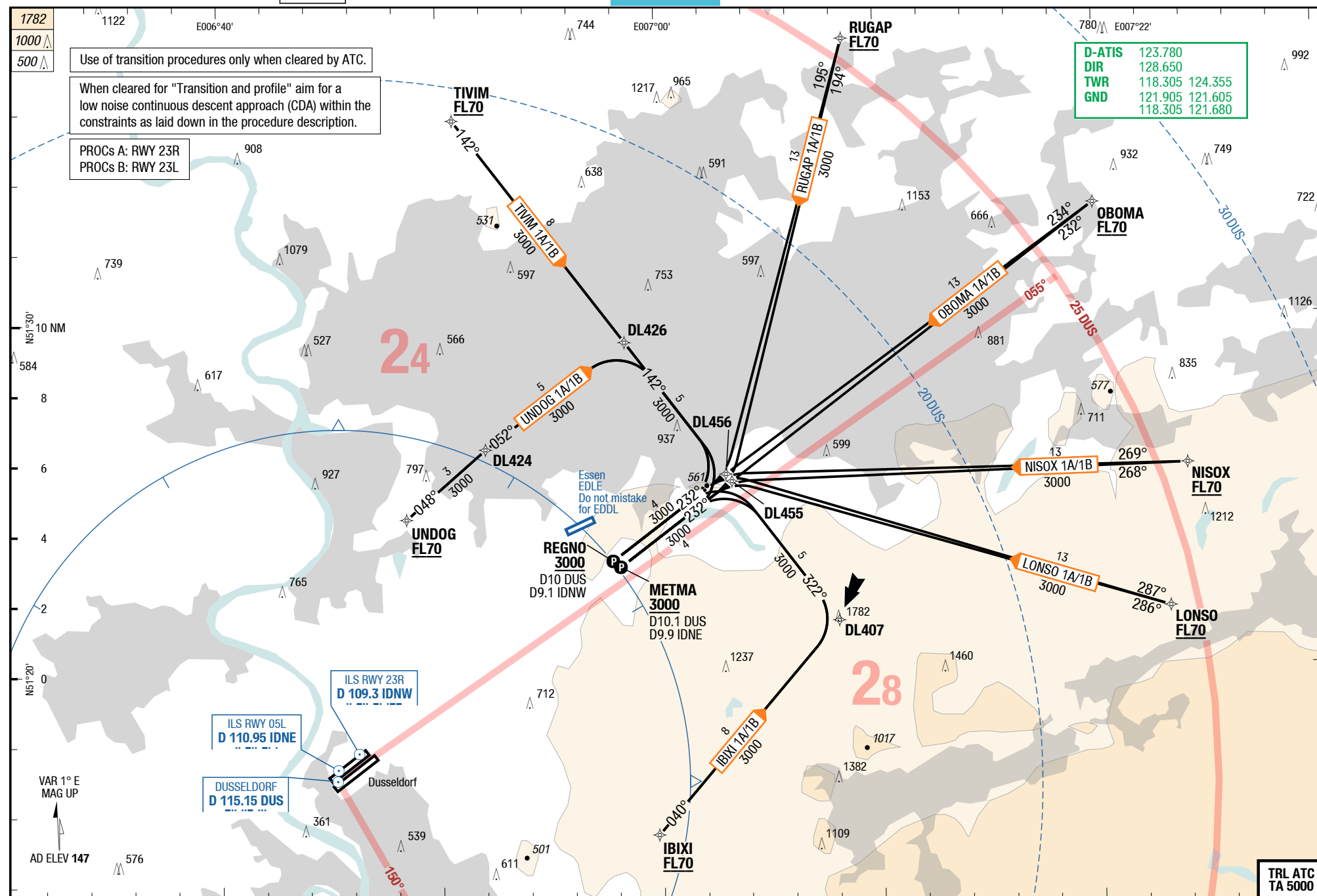
CDA Transitions 23L/23R

IAC

IAC

Dusseldorf Germany

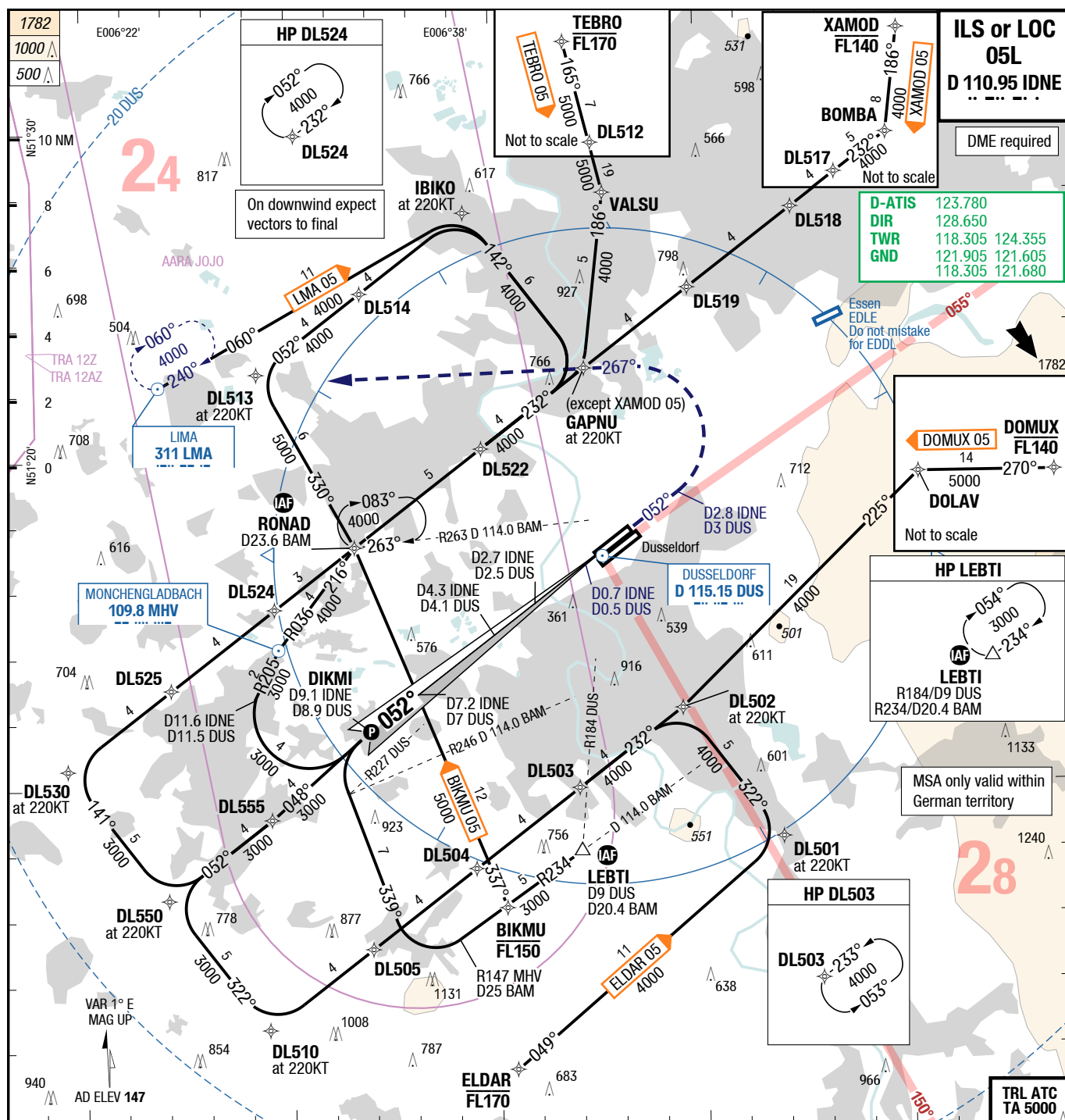
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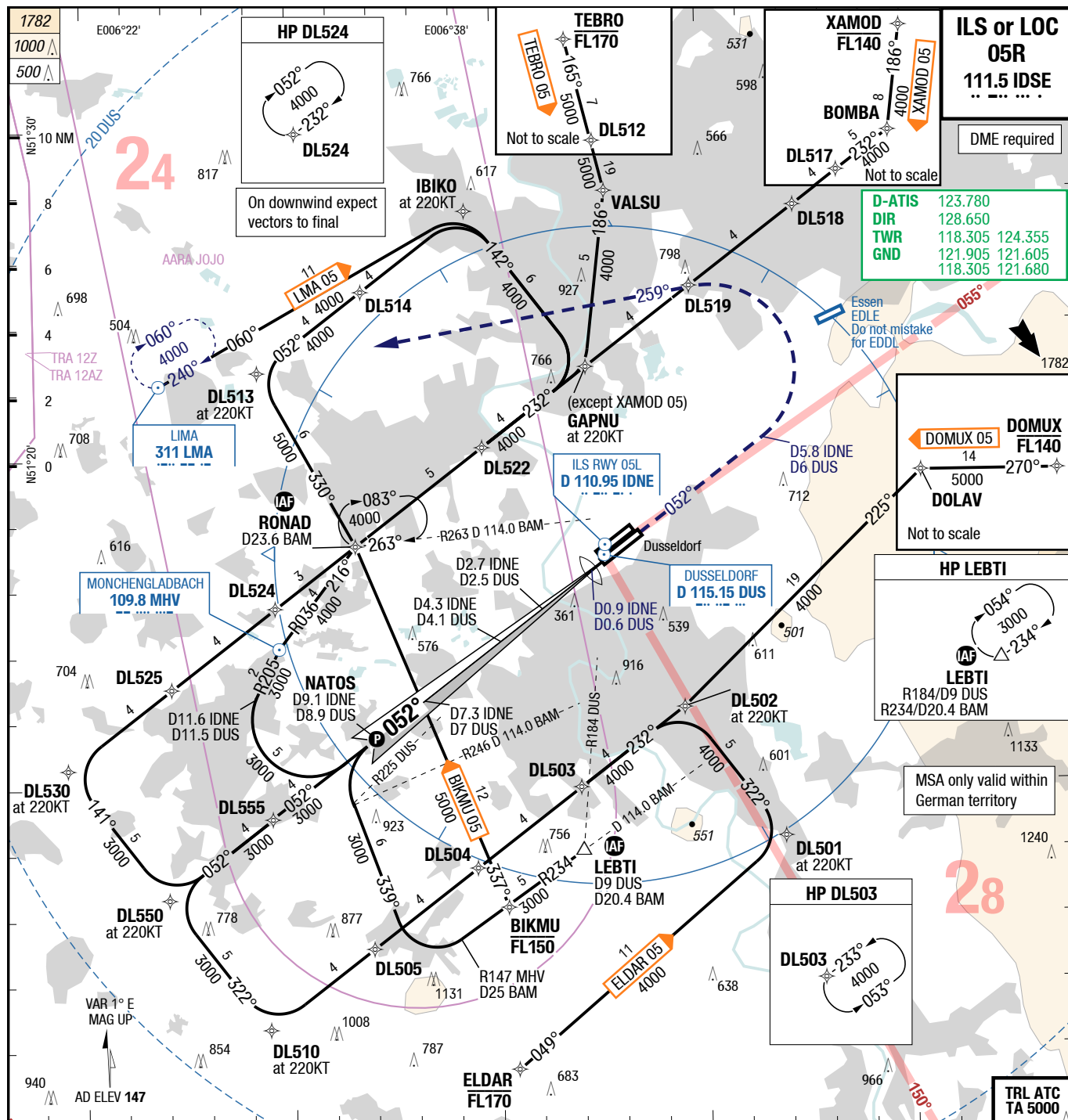
TRL ATC
TA 5000

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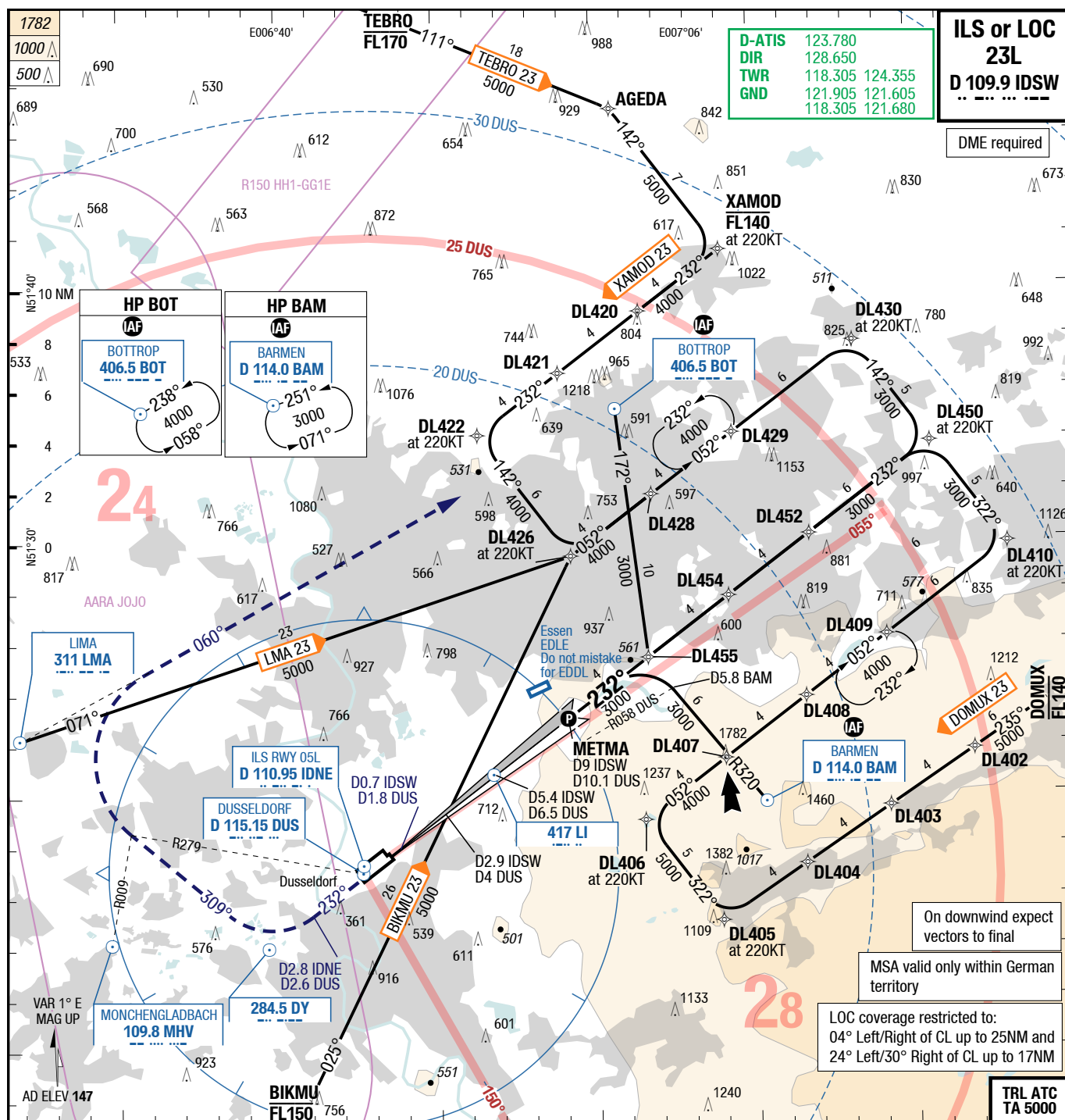
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60 HL
15 HL **45 x 2700** **500**
3.0°
-0.2% TDZ --- (---%) / **THR 138** (5hPa) HL-P2F

23L

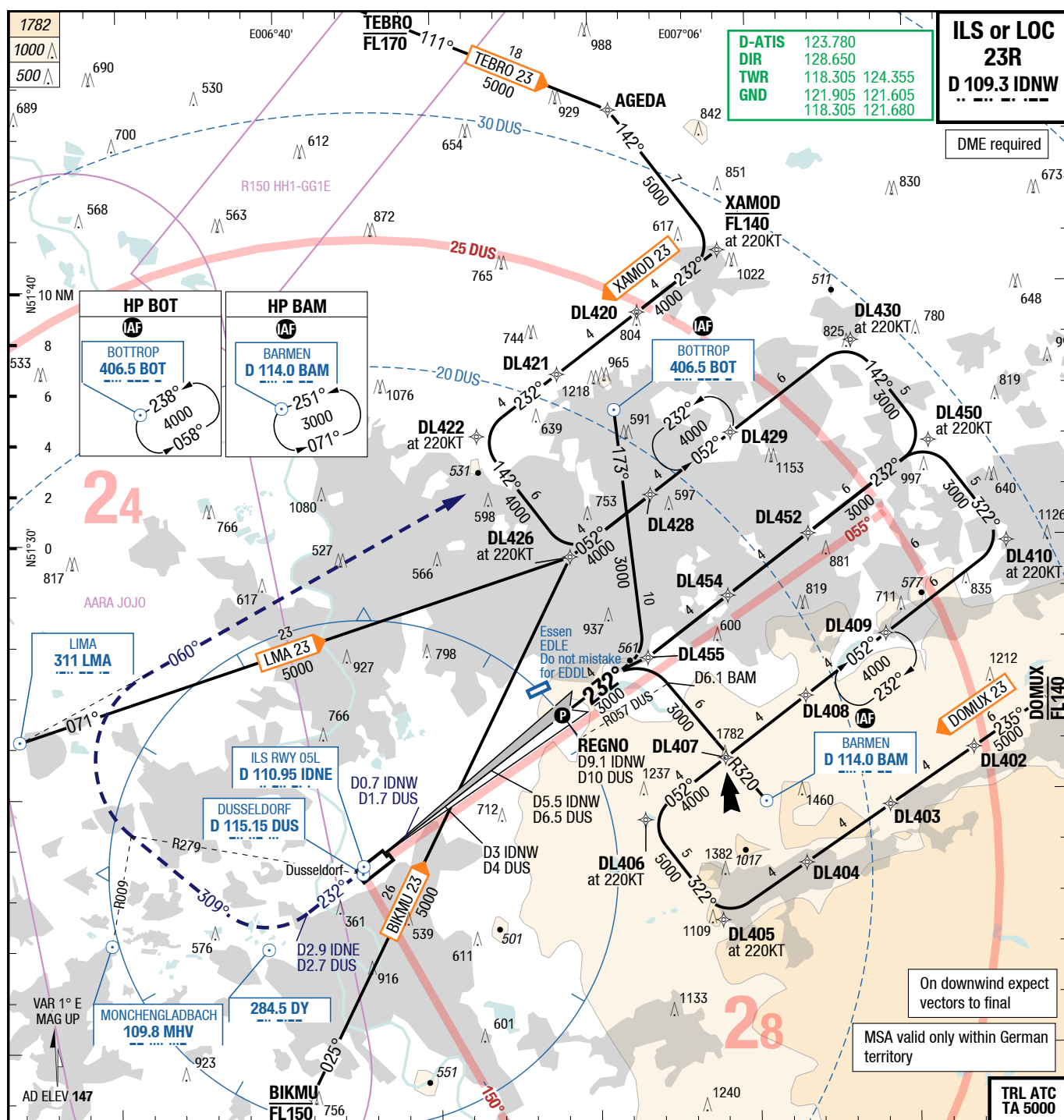
3	5	7	8	9	LOC 3.00° D IDS
1080	1720	2360	2680	3000	

232°
at D2.6 **DUS/D2.8 IDNE**
RT 309° to LMA
crossing R009 **MHV/R279 DUS RT**
intercept QDR 060 **LMA to BOT**
climb **4000**

GS	120	140	160
D5.4 IDS	640	740	850
-MAPt	NA	NA	NA

23L	Cat 3b DME	Cat 2 DME	Cat 1 DME	Cat 1 DME	LOC DME	Circling
C	ft - m/km ft 0 - 75R Company	100 - 300R 92 RA	200 - 400 340	200 - 550 340	390 - 1.1 520	Not published
D	ft - m/km ft 0 - 75R Company	100 - 300R 92 RA ²⁾	200 - 400 340	200 - 550 340	390 - 1.1 520	Not published

1) With EVS 350m
2) If not conducting autoland RVR 350m required



60 HL	-----
15 HL	-----

45 x 2400 3000

3.0°

-0.1% TDZ --- (---%) / THR 124 (5hPa) HL-P2F

23R

2 4 5 6 7 9.1 LOC 3.00% D IDNW

750 1390 1710 2020 2340 3000

DUS IDNW D1.7 D0.7 D4 D3 D6.5 D5.5 D10 DUS D9.1 IDNW REGNO

at D2.7 DUS/D2.9 IDNE RT 309° to LMA crossing R009 MHV/R279 DUS RT intercept QDR 060 LMA to BOT climb 4000

GS	120	140	160
D5.5 IDNW	640	740	850
-MAPt	NA	NA	NA

1870 1070 1870 3000

GP 3.00° 232°

MDA

0 0.5 2.8 5.3 DIST to displaced THR

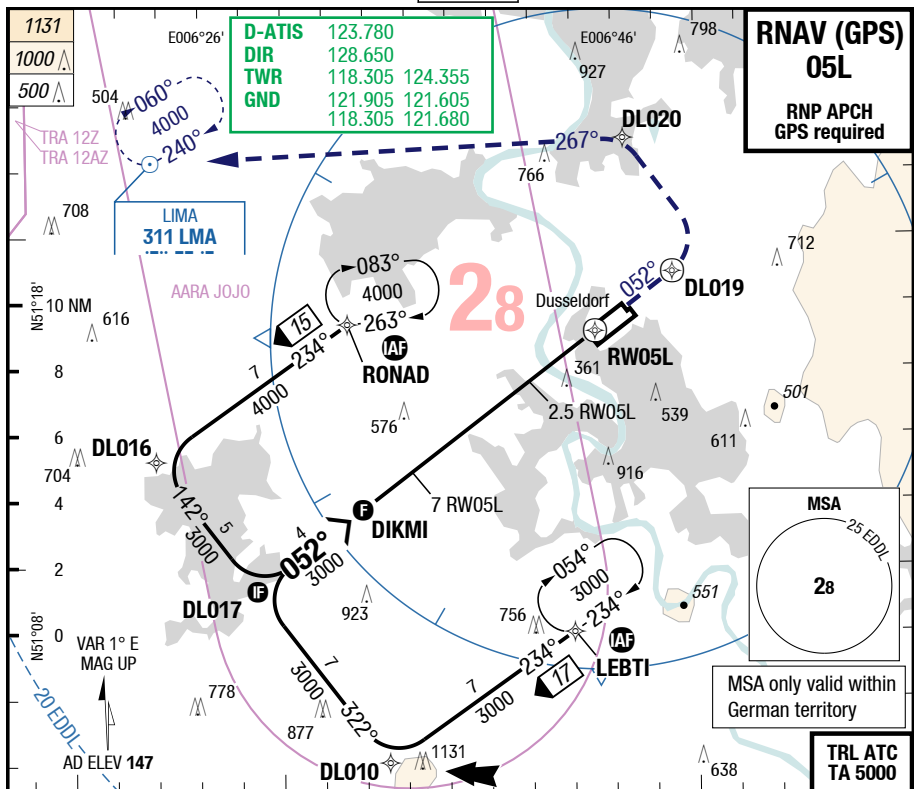
23R	Cat 3a DME	Cat 2 DME	Cat 1 DME ACFT MAX 65/7 1) L _{Ts}	Cat 1 DME ACFT MAX 65/7 1) L _{Ts}	Cat 1 DME ACFT MAX 65/7 1)	Circling
C	ft - m/km ft 0 - 200R Company	100 - 300R 100 RA	220 - 450 350	230 - 500 360	220 - 550 350	Not published
D	ft - m/km ft 0 - 200R Company	100 - 300R 100 RA 2)	230 - 500 360	230 - 500 360	230 - 550 360	Not published


1) With EVS 350m
2) If not conducting autoland RVR 350m required

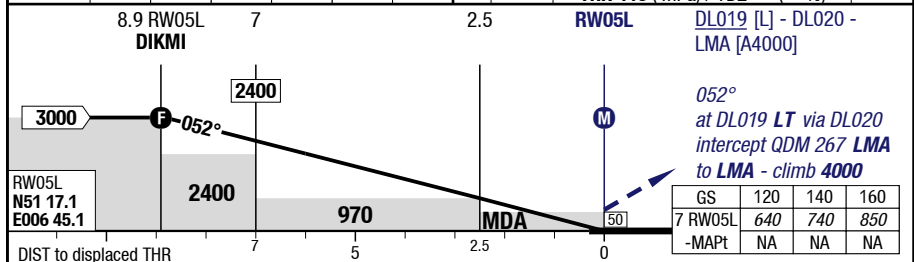
DUS-EDDL

7-70

RNAV (GPS) 05L



3.00° RW05L	8.9	6	5	4	3	2	
	3000	2080	1760	1450	1130	810	



05L	RNAV GPS VNAV 1) 2)	RNAV GPS LNAV	Circling
C	ft - m/km ft 480	500 - 1.5 610	Not published
D	ft - m/km ft 480	500 - 1.5 610	Not published

1) Uncompensated BARO VNAV NA below -15°C (5°F)

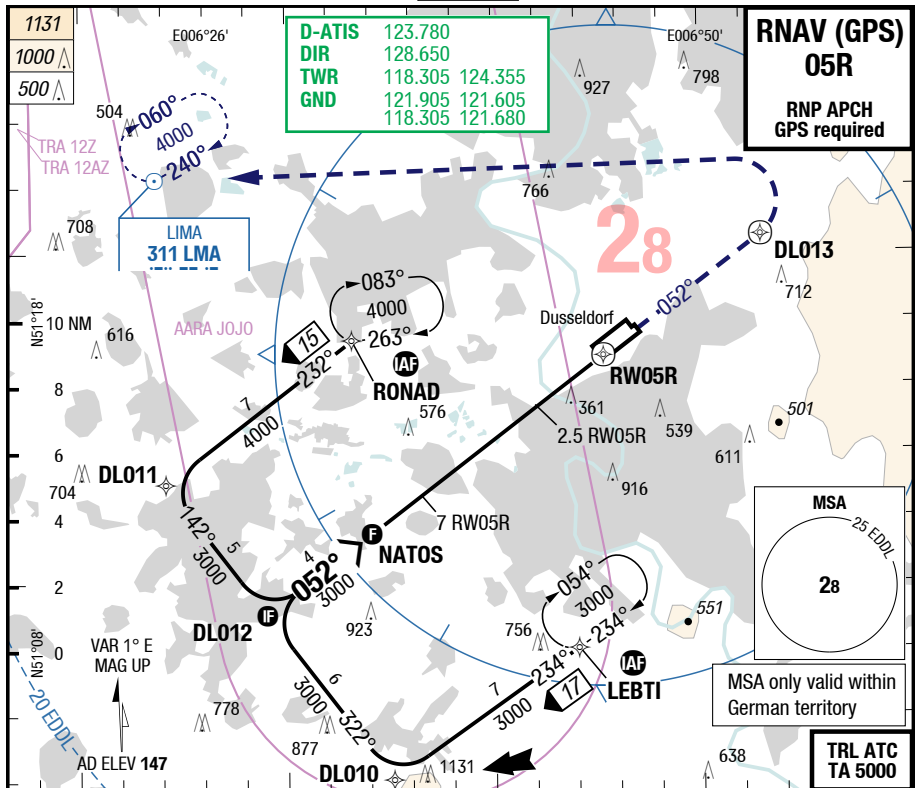
2) With EVS 650m

Changes: FREQ

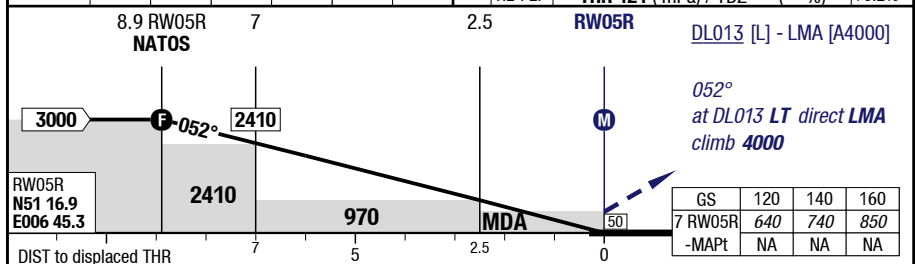
DUS-EDDL

7-80

RNAV (GPS) 05R



3.00°	8.9	6	5	4	3	2	05R	83.0°	60 HL
RW05R	3000	2090	1770	1450	1130	810	HL-P2F	THR 121 (4hPa) / TDZ --- (---%)	+0.2%



05R		RNAV GPS VNAV 1) 2)	RNAV GPS LNAV				Circling
C	ft - m/km ft	420 - 1.2 540	560 - 1.8 680				Not published
D	ft - m/km ft	420 - 1.2 540	560 - 1.8 680				Not published

1) Uncompensated BARO VNAV NA below -15°C (5°F)

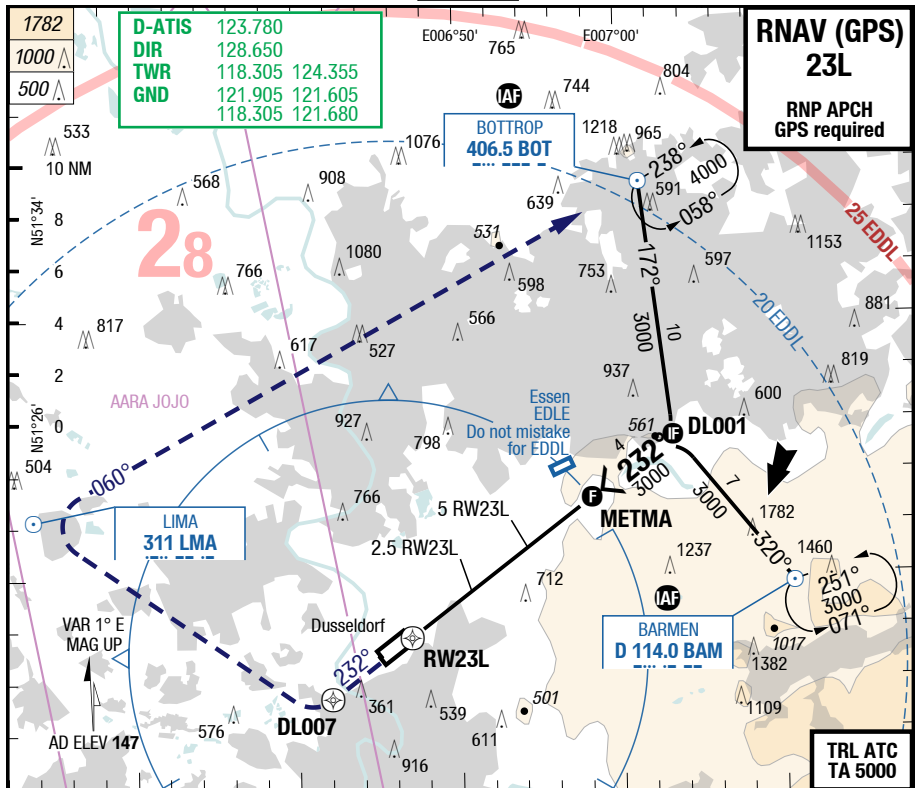
2) With EVS 800m, wo EVS use STD

Changes: FREQ

DUS-EDDL

7-90

RNAV (GPS) 23L



60 HL 45 x 2700 300 23L
 15 HL 3.0°
 -0.2% TDZ --- (---%) / THR 138 (5hPa) HL-P2F

2	3	4	6	7	8.8	3.00° RW23L
830	1150	1470	2100	2420	3000	

DL007 [R] - LMA [R] -
 BOT [A4000]

RW23L

2.5

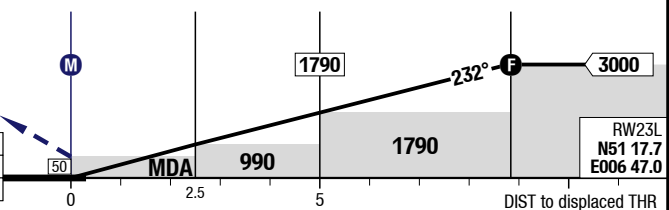
5

8.8 RW23L

METMA

232°
 at DL007 RT direct LMA
 RT 060° to BOT
 climb 4000

GS	120	140	160
5 RW23L	640	740	850
-MAPt	NA	NA	NA



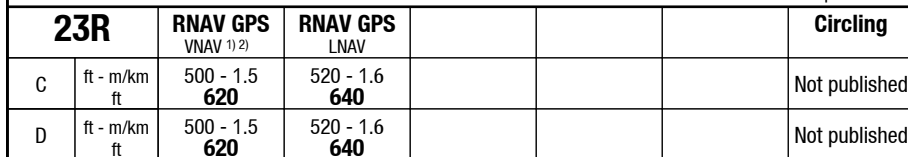
23L		RNAV GPS VNAV 1) 2)	RNAV GPS LNAV				Circling
C	ft - m/km ft	460 - 1.4 590	550 - 1.8 680				Not published
D	ft - m/km ft	460 - 1.4 590	550 - 1.8 680				Not published

1) Uncompensated BARO VNAV NA below -15°C (5°F)

2) With EVS 900m

Changes: FREQ

RNAV (GPS) 23R



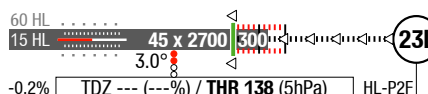
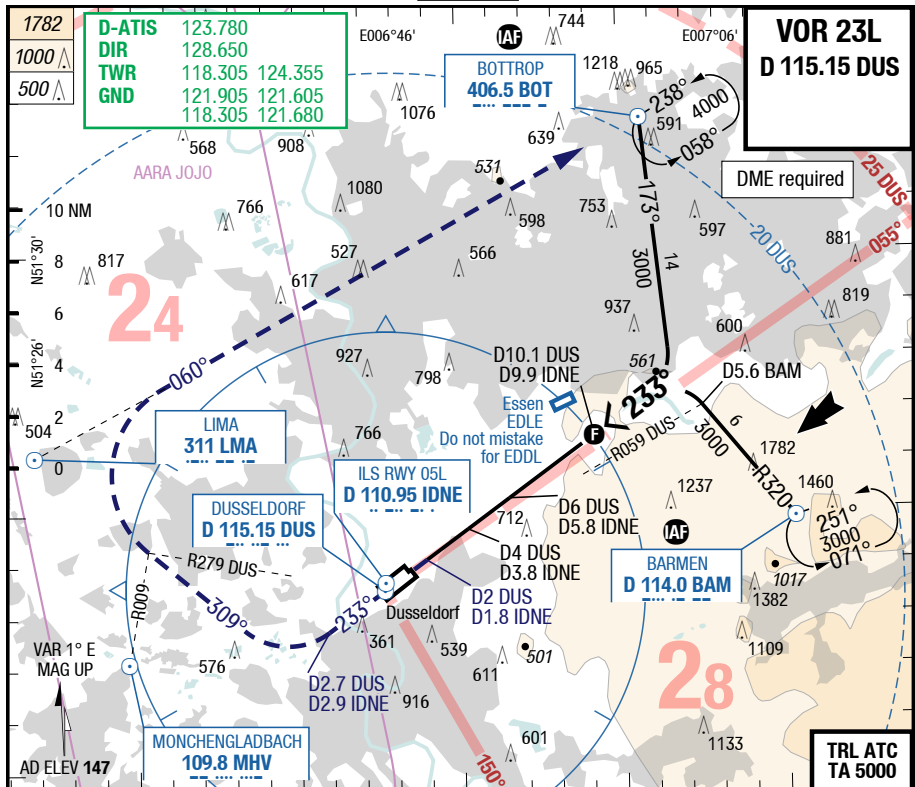
2) With EVS 1.0km, wo EVS use STD

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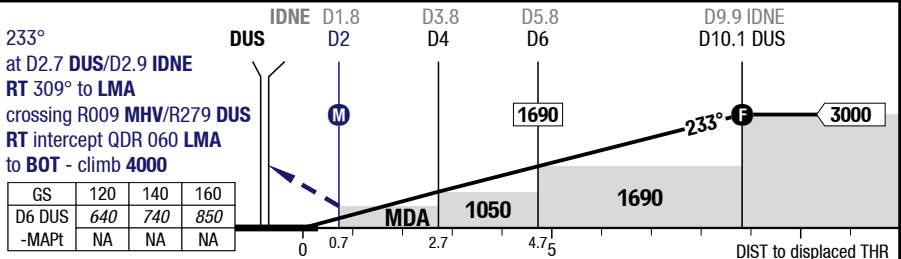
DUS-EDDL

7-110

VOR 23L



3	5	7	8	9	10.1	3.00° D DUS 233° RWY 232°
740	1380	2020	2340	2660	3000	

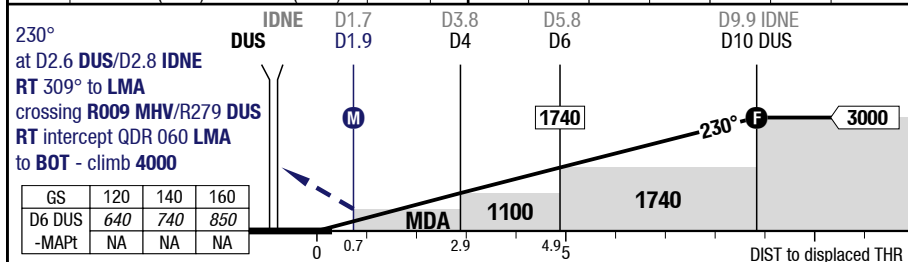
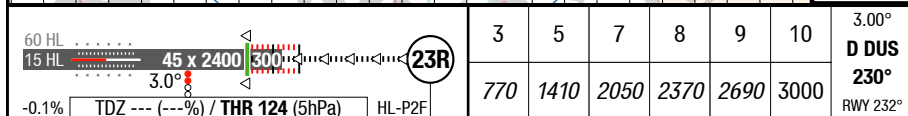
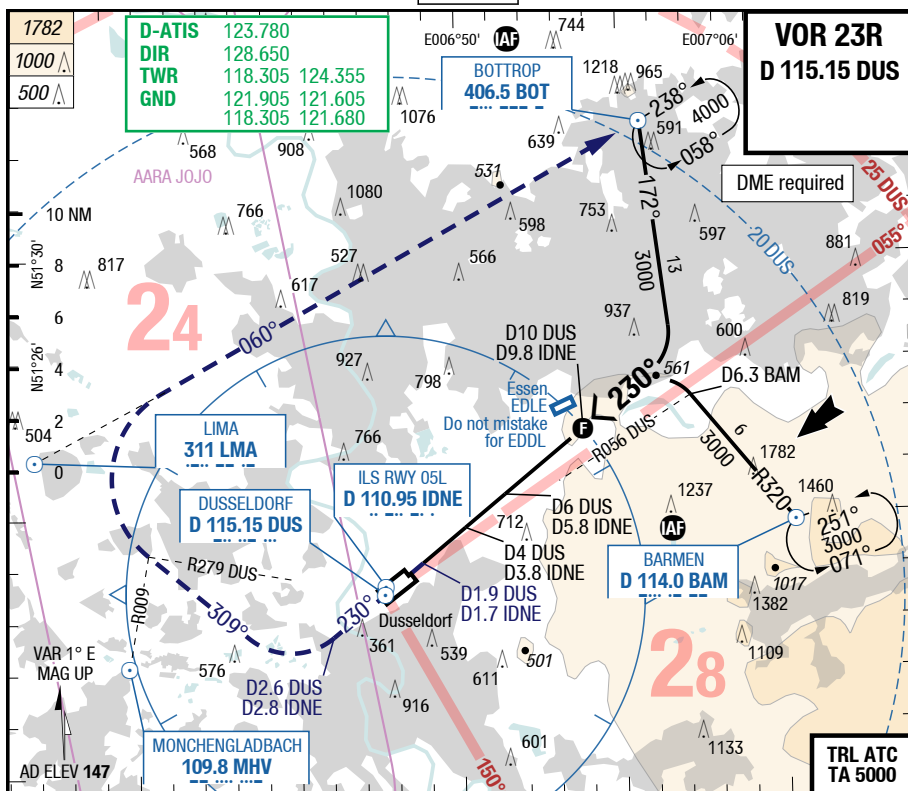


23L	VOR DME					Circling
C	ft - m/km ft	570 - 1.9 700				Not published
D	ft - m/km ft	570 - 1.9 700				Not published

DUS-EDDL

7-120

VOR 23R

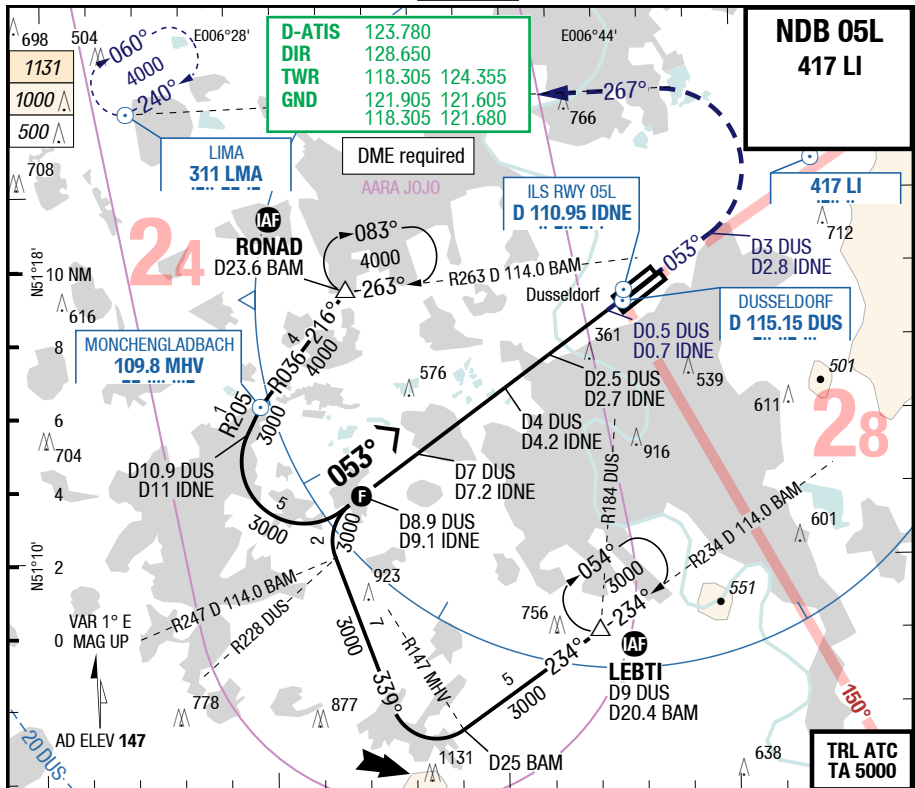


23R		VOR DME					Circling
C	ft - m/km ft	580 - 1.9 700					Not published
D	ft - m/km ft	580 - 1.9 700					Not published

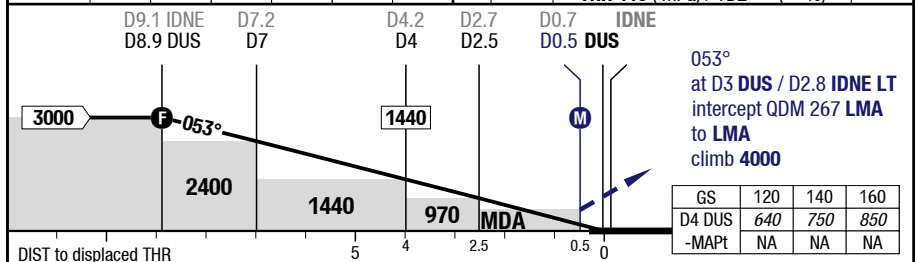
DUS-EDDL

7-130

NDB 05L



3.01° D DUS 053° RWY 052°	8.9	8	6	5	3	2	05L	83.0°	60 HL	15 HL
	3000	2740	2100	1780	1140	820	HL-P1F	THR 116 (4hPa) / TDZ --- (---%)	+0.1%	

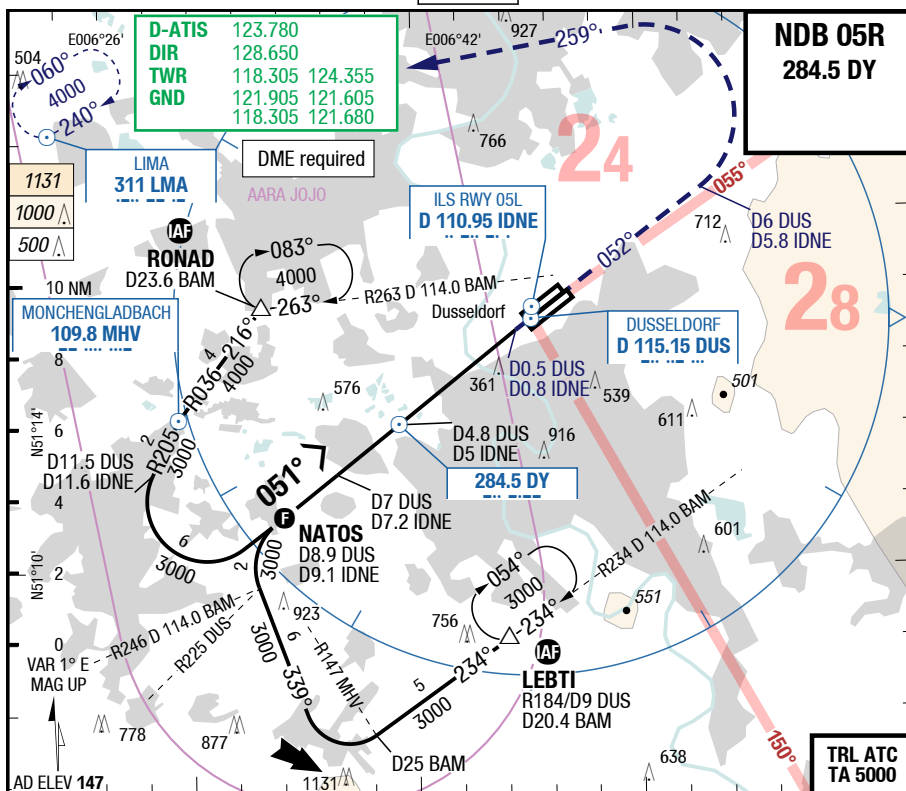


05L	NDB DME					Circling
C	ft - m/km ft	570 - 1.9 680				Not published
D	ft - m/km ft	570 - 1.9 680				Not published

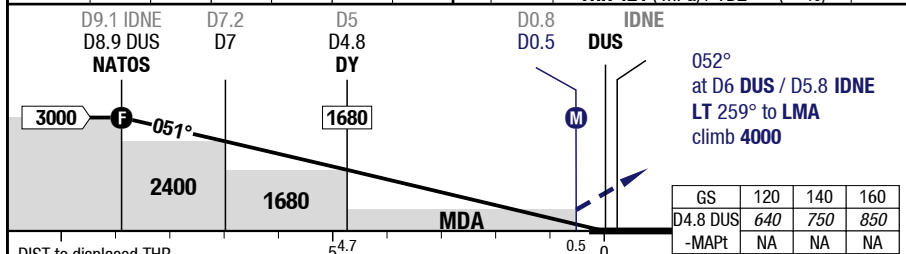
DUS-EDDL

7-140

NDB 05R



3.00°	8.9	6	5	4	3	2	05R	83.0°	60 HL
D DUS									
051°									
RWY 052°	3000	2080	1770	1450	1130	810		2700 x 45	15 HL
							HL-P2F	THR 121 (4hPa) / TDZ --- (---%)	+0.2%



05R		NDB DME		Circling	
C	ft - m/km ft	560 - 1.8 680			Not published
D	ft - m/km ft	560 - 1.8 680			Not published

DUS-EDDL

7-150

WxMinima Overflow

05R		SRA					
C	ft - m/km ft	710 - 2.4 830					
D	ft - m/km ft	710 - 2.4 830					
23L		SRA					
C	ft - m/km ft	820 - 2.4 950					
D	ft - m/km ft	820 - 2.4 950					
23R		Cat 1 DME 1)	LOC DME	SRA			
C	ft - m/km ft	230 - 550 360	390 - 1.1 510	670 - 2.4 790			
D	ft - m/km ft	230 - 550 360	390 - 1.1 510	670 - 2.4 790			

1) With EVS 350m