MJEPPESEN DUSSELDORF, GERMANY EDDL/DUS 10 MAR 06 (10-2) Eff 16 Mar DUSSELDORF Apt Elev Alt Set: hPa (IN on request) 115.15 123.77 147' స్త్ర్ణ 2300′ Trans level: By ATC Trans alt: 5000 ARKON NINE X-RAY (ARKON 9X) [ARKO9X] 2800 2100' DOMUX ONE X-RAY (DOMUX 1X) [DOMU1X] KUBIM TWO X-RAY (KUBIM 2X) [KUBI2X] MSA DUS VOR LIMA EIGHT X-RAY (LMA 8X) applicable over German territory only XAMOD ONE X-RAY (XAMOD 1X) [XAMO1X] RWYS 05L/R ARRIVALS **B-RNAV EQUIPMENT NECESSARY ARKON** N51 56.9 E006 40.2 SPEED RESTRICTION MAX 250 KT below FL100 or as by ATC. Not applicable within airspace C. XAMOD NOT TO SCALE **VALSU** N51 33.8 E006 46.6 N51 33.1 E007 06.4 311 LMA N51 22.3 E006 23.7 **DOMUX** DOLAV N51 25.2 E007 32.2 N51 25.3 E007 10.3 Δ 5000 <del>~</del>271° DOMUX 1X DUSSELDORF -115.15 DUS N51 17.0 E006 45.2 4000 BARMEN-113.6 BAM N51 19.7 E007 10.6 **KUBIM** N51 09.5 E006 40.1 N51 08.0 E006 44.0

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MALE DUSSELDORF, GERMANY EDDL/DUS 10 MAR 06 (10-2A) Eff 16 Mar DUSSELDORF Apt Elev Alt Set: hPa (IN on request) 147' ණු 2300' 115.15 123.77 Trans level: By ATC Trans alt: 5000 ARKON SEVEN GOLF (ARKON 7G) [ARKO7G] 2800' 2100' **B-RNAV EQUIPMENT NECESSARY** DOMUX ONE GOLF (DOMUX 1G) [DOMU1G] MSA DUS VOR KUBIM ONE GOLF (KUBIM 1G) [KUBI1G] applicable over German territory onl LIMA SEVEN GOLF (LMA 7G) XAMOD ONE GOLF (XAMOD 1G) [XAMO1G] RWYS 23L/R ARRIVALS ARKON A N51 56.9 E006 40.2 SPEED RESTRICTION MAX 250 KT below FL100 or as by ATC. Not applicable within airspace C. **AGEDA** N51 47.0 E007 01.3 XAMOD NOT TO SCALE (IAF) - BOTTROP 406.5 BOT N51 35.1 E007 01. - LIMA -311 LMA N51 22.3 E006 23.7 **DOMUX** DUSSELDORF -115.15 DUS N51 17.0 E006 45.2 BARMEN : 113.6 BAM N51 19.7 E007 10.6 **KUBIM** N51 09.5 E006 40.1

DUSSELDORF, GERMANY 1 JEPPESEN EDDL/DUS 17 AUG 07 (10-2B) Eff 30 Aug RNAV TRANSITION DUSSELDORF Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000 ోం. 2300' \*ATIS 1. On downwind expect vectors to final. Apt Elev 115.15 2. Speed limits are mandatory from the respective 147' 2800' waypoint throughout the entire transition route 123.77 2100' unless cancelled by ATC. 3. Altitude assignments will be issued by ATC. MSA ARKON ARKON Ø5 [ARKØ5] DUS VOR N51 56.9 E006 40.2 applicable over XAMOD Ø5 [XAMØ5] At or below German territory only FL170 RWYS 05L/R GERMANY RNAV TRANSITIONS FROM NORTH DL512 GPS- OR FMS-EQUIPPED AIRCRAFT N51 48.0 E006 42.6 USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC XAMOD N51 41.4 E007 08.1 At or below FL140 -187 SPEED RESTRICTION MAX 250 KT below FL100 or as by ATC. Not applicable within airspace C ВОМВА **VALSU** N51 33.8 E006 46.6 N51 33.1 E007 06.4 DL5 17 N51 30.0 E006 59.7 GAPNU N51 22.7 E006 44.5 DL518 N51 27.6 E006 54.6 ARKON Ø5 **DL519** N51 25.2 E006 49.5 220 KT NOT TO SCALE DUSSELDORF -115.15 DUS E006 33.2 N51 17.0 E006 45.2 DL524 **DL525** N51 13.0 (FAF RWY 05L) N51 11.7 E006 33.9 E006 24.2 DL53Ø At or above N51 10.6 E006 19.1 3000' 220 KT (FAF RWY 05R) **DL55Ø** N51 06.6 **NATOS** N51 11.5 E006 34.1 DL555 N51 09 1 E006 24.0 E006 29.0 At or above 220 KT 3000' TRANSITION ROUTING ARKON Ø5 ARKON (FL170-) - DL512 - VALSU - GAPNU (K220) - DL530 (K220) - DL550 (K220) - DL555 - DIKMI (05L 1; 3000'+)/ NATOS (05R; 3000'+). XAMOD (FL140-) - BOMBA - DL530 (K220) - DL550 (K220) - DL555 - DIKMI (05L 1; 3000'+)/ NATOS (05R; 3000'+). Valid for LOST COMM situation

CHANGES: Crossings at ARKON & XAMOD established. © JEPPESEN SANDERSON, INC., 2005, 2007. ALL RIGHTS RESERVED.

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DUSSELDORF, GERMANY 1 JEPPESEN EDDL/DUS 17 AUG 07 (10-2C) Eff 30 Aug RNAV TRANSITION DUSSELDORF Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000' ఈ 2300' \*ATIS 1. On downwind expect vectors to final Apt Elev 115.15 2. Speed limits are mandatory from the respective 147' 2800 waypoint throughout the entire transition route 123.77 2100' unless cancelled by ATC. 3. Altitude assignments will be issued by ATC MSA **ARKON** N51 56.9 E006 40.2 ARKON 23 [ARK23] DUS VOR applicable over XAMOD 23 [XAM23] At or below German territory only FL170 RWYS 23L/R RNAV TRANSITIONS FROM NORTH GPS- OR FMS-EQUIPPED AIRCRAFT USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC SPEED RESTRICTION MAX 250 KT below FL100 or as by ATC. Not applicable within airspace C **XAMOD** N51 41.4 E007 08.1 AGEDA N51 47.0 E007 01.3 ARKON 23 220 KT XAMOD 23 **DL42Ø** N51 39.0 At or below FL140 E007 02.9 DL43Ø N51 37.8 E007 16.4 N51 36.6 220 KT **DL422** N51 34.2 E006 52.7 220 KT **DL45Ø** N51 33.8 E007 21.2 DL428 220 KT N51 31.8 DL426 N51 29.4 E006 58.5 **DL452** N51 30.2 E007 13.5 220 KT <sup>≶</sup>*DL454* N51 27.8 E007 08.4 (FAF RWY 23R **DL455** N51 25.4 E007 03.3 N51 23.2 E006 57. At or above 3000' (FAF RWY 23L) At or above HOLDING **OVER DL429** DUSSELDORF -115.15 DUS NOT TO SCALE N51 17.0 E006 45.2 TRANSITION ROUTING ARKON 23 ARKON (FL170-) - AGEDA - XAMOD (K220) - DL422 (K220) - DL426 (K220) -DL430 (K220) - DL450 (K220) - DL455 - METMA (23L; 3000'+)/REGNO (23R **①**; XAMOD (FL140-) - DL422 (K220) - DL426 (K220) - DL430 (K220) - DL450 (K220) - DL455 - METMA (23L; 3000'+)/REGNO (23R 1; 3000'+). 1 Valid for LOST COMM situation.

EDDL/DUS DUSSELDORF

DUSSELDORF, GERMANY M JEPPESEN 17 AUG 07 (10-2D) Eff 30 Aug

RNAV TRANSITION

\*ATIS Apt Elev 115.15 123.77

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

- 1. On downwind expect vectors to final. 2. Speed limits are mandatory from the respective waypoint throughout the entire transition route
- unless cancelled by ATC. 3. Altitude assignments will be issued by ATC.

చ్ద్ర 2300' 2800 2100' MSADUS VOR applicable over

German territory only

DOMUX Ø5 [DOMØ5] ELDAR Ø5 [ELDØ5]

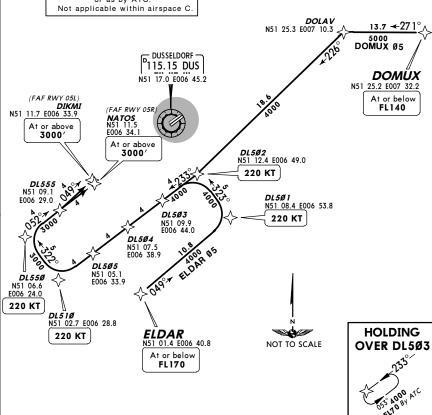
# RWYS 05L/R RNAV TRANSITIONS

FROM EAST

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

SPEED RESTRICTION MAX 250 KT below FL100

or as by ATC.



		**				
TRANSITION	ROUTING					
DOMUX Ø5	DOMUX (FL140-) - DOLAV - DL502 (K220) - DL510 (K220) - DL55 DIKMI (05L; 3000'+)/ NATOS (05R 1; 3000'+).	0 (K220) -				
ELDAR Ø5	ELDAR Ø5   ELDAR (FL170-) - DL501 (K220) - DL502 (K220) - DL510 (K220) - DL550 (K220) - DIKMI (05L; 3000'+)/NATOS (05R 1; 3000'+).					
Valid for L	Valid for LOST COMM situation.					

CHANGES: Crossings at DOMUX & ELDAR established.

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EDDL/DUS DUSSELDORF

DUSSELDORF, GERMANY 1 JEPPESEN 17 AUG 07 (10-2E) Eff 30 Aug RNAV TRANSITION

\*ATIS 115.15 147' 123.77

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

- 1. On downwind expect vectors to final
- 2. Speed limits are mandatory from the respective waypoint throughout the entire transition route unless cancelled by ATC.
- 3. Altitude assignments will be issued by ATC

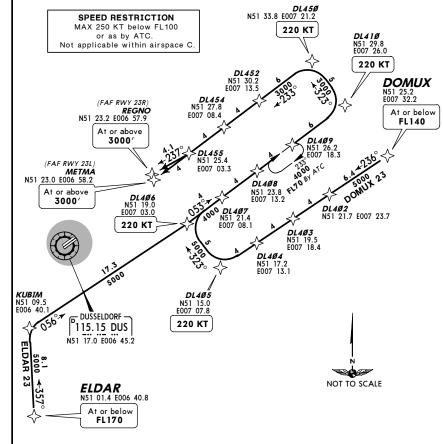


DOMUX 23 [DOM23] ELDAR 23 [ELD23]

# RWYS 23L/R RNAV TRANSITIONS

FROM EAST

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



CHANGES: Crossings at DOMUX & ELDAR established.

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EDDL/DUS DUSSELDORF

DUSSELDORF, GERMANY M JEPPESEN

17 AUG 07 (10-2F) Eff 30 Aug

RNAV TRANSITION

**JEPPESEN** 

JeppView 3.5.2.0

\*ATIS Apt Elev 115.15 147' 123.77

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

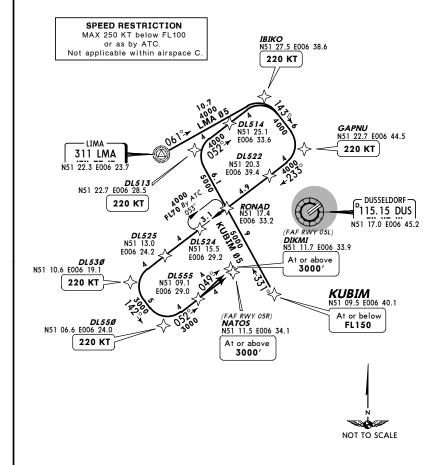
- 1. On downwind expect vectors to final. 2. Speed limits are mandatory from the respective waypoint throughout the entire transition route unless cancelled by ATC.
- 3. Altitude assignments will be issued by ATC.

්<sub>ම 2300'</sub> 2800' 2100' MSA DUS VOR applicable over German territory only

# KUBIM Ø5 [KUBØ5], LMA Ø5 RWYS 05L/R RNAV TRANSITIONS

FROM WEST

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



TRANSITION	ROUTING					
KUBIM Ø5	KUBIM (FL150-) - DL513 (K220) - IBIKO (K220) - GAPNU (K220) - DL530 (K220) - DL550 (K220) - DL555 - DIKMI (O5L 1:0000); 3000'+)/NATOS (O5R; 3000'+).					
LMA Ø5	LMA - IBIKO (K220) - GAPNU (K220) - DL530 (K220) - DL550 (K220) - DL555 - DIKMI (05L <b>1)</b> ; <b>3000'+)</b> /NATOS (05R; <b>3000'+)</b> .					
1 Valid for L	Valid for LOST COMM situation.					

CHANGES: Crossing at KUBIM established.

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′ි<sub>ම</sub> 2300′

MSA

DUS VOR

applicable over

German territory only

2100'

2800

EDDL/DUS DUSSELDORF

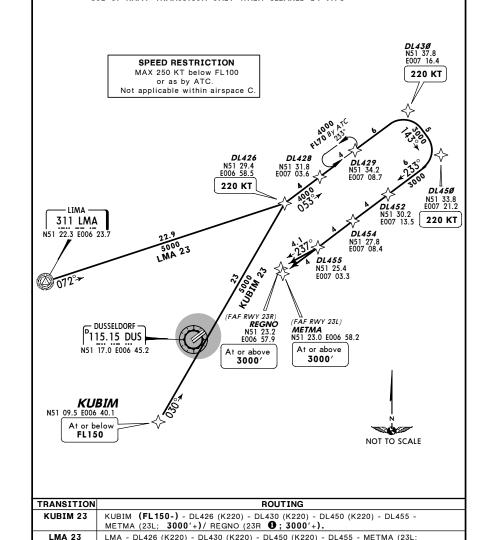
#### DUSSELDORF, GERMANY M JEPPESEN 17 AUG 07 (10-2G) Eff 30 Aug RNAV TRANSITION

Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000' \*ATIS 1. On downwind expect vectors to final Apt Elev 115.15 2. Speed limits are mandatory from the respective 147' waypoint throughout the entire transition route 123.77 unless cancelled by ATC. 3. Altitude assignments will be issued by ATC

# KUBIM 23 [KUB23], LMA 23 RWYS 23L/R RNAV TRANSITIONS

FROM WEST

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



Valid for LOST COMM situation.

3000'+)/ REGNO (23R 1; 3000'+).

DUSSELDORF, GERMANY M JEPPESEN EDDL/DUS (10-3)DUSSELDORF

\*LANGEN Radar 147' 133.77

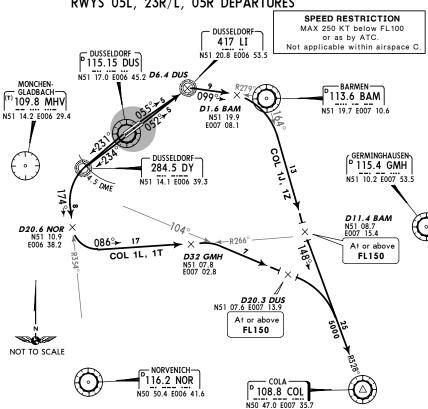
Trans level: By ATC Trans alt: 5000 1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also noise abatement procedures (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory.

2100' COLA ONE JULIETT (COL 1J) COLA ONE LIMA (COL 1L) MSADUS VOR applicable over COLA ONE TANGO (COL 1T) COLA ONE ZULU (COL 1Z)

ోల్ల 2300'

2800

RWYS 05L, 23R/L, 05R DEPARTURES



COL 1L. 1T

These SIDs require a minimum climb gradient

425' per NM (7%) until passing 3000' due to airspace structure.

If unable to comply advise Delivery on start-up

100

150 | 200 | 250 | 300

532 709 1063 1418 1772 2127

	Initial climb clearance 5000'									
SID	SID RWY ROUTING									
COL 1J	05L	Intercept 055° bearing (Rwy 05L)/052° bearing (Rwy 05R) towards LI, at								
COL 1Z	05R	D6.4 DUS turn RIGHT, intercept BAM R-279 inbound to D1.6 BAM, turn RIGHT, intercept BAM R-164 to D11.4 BAM, turn LEFT, intercept COL R-328 inbound to COL.								
COL 1L	COL 1L 23R Intercept 231° bearing (Rwy 23R)/234° bearing (Rwy 23L) towards DY, at									
COL 1T	23L	DUS 4.5 DME turn LEFT, intercept NOR R-354 inbound to D20.6 NOR, turn LEFT, intercept GMH R-266 inbound to D32 GMH, turn RIGHT, intercept MHV R-104 to D20.3 DUS, turn RIGHT, intercept COL R-328 inbound to COL.								

Gnd speed-KT

425' per NM

CHANGES: SIDs COL 1J, 1Z initial climb.

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133.77 within the limits of aircraft performance is mandatory. 2100' DODEN THREE JULIETT (DODEN 3J) MSADODEN THREE LIMA (DODEN 3L) DUS VOR applicable over DODEN THREE TANGO (DODEN 3T) German territory onl DODEN THREE ZULU (DODEN 3Z) RWYS 05L, 23R/L, 05R DEPARTURES ONLY FOR JET FLIGHTS WITH REQUESTED FL250 OR ABOVE DUSSELDORF 115.15 DUS DODEN N51 17.0 E006 45.2 D6.4 DUS -BARMEN-NOT TO SCALE 113.6 BAM N51 19.7 E007 10.6 DUSSELDORF-417 LI N51 20.8 E006 53.5 GERMINGHAUSEN 115.4 GMH DUSSELDORF-N51 10.2 E007 53.5 D11 BAM 284.5 DY D14.6 BAM N51 14.1 E006 39.3 N51 10.5 E007 28.7 74°× At or above FL150 D20.6 NOR N51 10.9 E006 38.2 DODEN 3L, 3T 086°→ **D18.7 GMH** N51 09.4 E007 23.9 N50 58.0 At or above E007 44.2 FL150 Flights unable to cross DODEN at or above FL250 shall file KUMIK SIDs. NORVENICH-**DODEN** 116.2 NOR N50 36.1 E008 05.6 N50 50.4 E006 41.6 At or above

DODEN 3L, 3T These SIDs require a minimum climb gradient

425' per NM (7%) until passing 3000' due to airspace structure

Gnd speed-KT	75	100	150	200	250	300		
425' per NM	532	709	1063	1418	1772	2127		
If unable to comply advise Delivery on start-up								

request

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

FL250

Initial climb clearance 5000 ROUTING SID RWY DODEN 3J 05L Intercept 055° bearing (Rwy 05L)/052° bearing (Rwy 05R) towards LI, at D6.4 DUS turn RIGHT, intercept BAM R-279 inbound to BAM, BAM R-129 DODEN 3Z 05R to D14.6 BAM 1, turn RIGHT, 143° track to BETZO, turn RIGHT, 148° track to DODEN. DODEN 3L Intercept 231° bearing (Rwy 23R)/234° bearing (Rwy 23L) towards DY, at DUS 4.5 DME turn LEFT, intercept NOR R-354 inbound to D20.6 NOR, 23R **DODEN 3T** turn LEFT, intercept GMH R-266 inbound to D18.7 GMH 2, turn RIGHT, 143° track to BETZO, turn RIGHT, 148° track to DODEN After D14.6 BAM 1 /D18.7 GMH 2 BRNAV equipment necessary

CHANGES: SIDs DODEN 3J, 3Z initial climb.

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DUSSELDORF, GERMANY **MATTERNATION** EDDL/DUS DUSSELDORF 26 JAN 07 (10-3B) Trans level: By ATC Trans alt: 5000 \*LANGEN Apt Elev 1. Remain on Tower frequency until passing 2000', then contact LANGEN 133.77 147' Radar. 2. SIDs are also noise abatement procedures (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory. GERMINGHAUSEN FIVE LIMA (GMH 5L) GERMINGHAUSEN FIVE TANGO (GMH 5T) GERMINGHAUSEN FIVE YANKEE (GMH 5Y) GERMINGHAUSEN TWO ZULU (GMH 2Z) RWYS 23R/L, 05L/R DEPARTURES ONLY FOR FLIGHTS WITH REQUESTED FL140 OR BELOW RESTRICTION

O KT below FL100
as by ATC.
ble within airspace airspace 
 150
 200
 250
 300

 1063
 1418
 1772
 2127
 turn LEFT, intercept GMH R-266 Inbound to GMH.
Intercept 055° bearing (Rwy 05L)/052° bearing (Rwy 05R) towards LI, at
D6.4 DUS turn RIGHT, intercept BAM R-279 inbound to BAM, BAM R-097
D6.6 BAM, turn RIGHT, intercept GMH R-294 inbound to GMH. If unable to comply advise Delivery on start-up request. Intercept 231° bearing (Rwy 23R)/234° bearing (Rwy 23L) towards DY, at DUS 4.5 DME turn LEFT, intercept NOR R-354 inbound to D20.6 NOR, turn LEFT, intercept GMH R-266 inbound to GMH. \ ا or as b Not applicable 12.1 75 532 P113.6 BAM N51 19.7 E007 10.6 25' per NM (7%) until passing rspace structure. 23R 05L 05R GMH 5L, SID GMH 5L GMH 5T GMH 5Y GMH 2Z P 115.15 DUS NS1 17.0 E006 45.2 .,980 174°→

CHANGES: SIDs GMH 5Y, 2Z initial climb.

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DUSSELDORF, GERMANY **MUSE N** EDDL/DUS DUSSELDORF 26 JAN 07 (10-3C) Trans level: By ATC Trans alt: 5000' \*LANGEN Apt Elev 1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar 133.77 147' Radar. 2. SIDs are also noise abatement procedures (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory KUMIK ONE JULIETT (KUMIK 1J) NOT TO SCALE KUMIK ONE LIMA (KUMIK 1L) KUMIK ONE TANGO (KUMIK 1T) KUMIK ONE ZULU (KUMIK 1Z) RWYS 05L, 23R/L, 05R **DEPARTURES** Gnd speed-KT 75 100 150 200 250 300 425' per NM 532 709 1063 1418 1772 212 11 unable to comply advise Delivery on start-up request. ONLY FOR FLIGHTS WITH KUMIK 1L, 1T These SIDs require a minimum climb gradient 425' per NM (7%) until passing 3000' due airspace structure. REQUESTED FL150 OR ABOVE GERMINGHAUSEN P 115.4 GMH E007 53. N51 10. wy 05L)/052° bearing (Rwy 05R) towards IT, intercept BAM R-279 inbound to BAM, Ø, turn RIGHT, 129° track to DEGOM, KUMIK, Intercept 231° bearing (Rwy 23R)/234° bearing (Rwy 23L) towards DY, at DUS 4.5 DME turn LEFT, intercept NOR R-354 inbound to D20.6 NOR, turn LEFT, intercept GMH R-266 inbound to D10 GMH  $\Theta$ , turn RIGHT, 142° track to KUMIK. At or above FL150 ① At or above FL150 N51 09.5 E007 37 6000 FL250 SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace Off unable to comply advise Delivery on start-up reques US turn RIGHT o D6.6 BAM (142° track to M GMH P 113.6 BAM N51 19.7 E007 10.6 D18.7 31 KUMIK 1L, 1T 23R 23L RWY 45.2 D6.4 KUMIK KUMIK N51 17.0 E006 174°

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EDDL/DUS # JEPPESEN DUSSE

□ JEPPESEN DUSSELDORF, GERMANY
26 JAN 07 (10-3D)
 □ JAN 07 (10-3D)
 □ JAN 07 (10-3D)

\*LANGEN Radar 133.77 | Apt Elev

DUSSELDORF

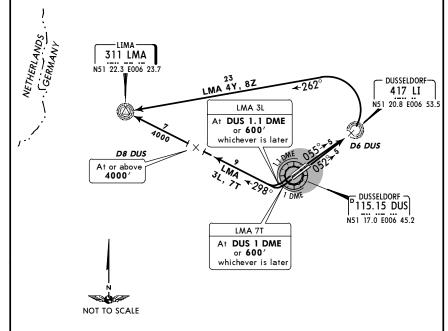
Trans level: By ATC Trans alt: 5000'

1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar.

2. SIDs are also noise abatement procedures (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory.

Se 2300'
2800'
2800'
MSA
DUS VOR
applicable over

LIMA THREE LIMA (LMA 3L)
LIMA SEVEN TANGO (LMA 7T)
LIMA FOUR YANKEE (LMA 4Y)
LIMA EIGHT ZULU (LMA 8Z)
RWYS 23R/L, 05L/R DEPARTURES
ONLY FOR FLIGHTS TO EDLN



These SIDs require minimum climb gradients of

LMA 3L, 7T

407' per NM (6.7%) due to airspace structure LMA 4Y, 8Z

425' per NM (7%) until passing 3000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
407' per NM	509	679	1018	1357	1696	2036
425' per NM	532	709	1063	1418	1772	2127

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

Initial climb clearance 5000'

		Initial cining croal and cooperation						
SID RWY ROUTING								
	LMA 3L	23R	Climb on runway track to DUS 1.1 DME (Rwy 23R)/DUS 1 DME (Rwy 23L)					
	LMA 7T	23L	or <b>600</b> ', whichever is later, turn RIGHT, intercept 298° bearing to LMA.					
	LMA 4Y	05L	Intercept 055° bearing (Rwy 05L)/052° bearing (Rwy 05R) towards LI, at					
	1 MA 07	0.ED	D6 DUS turn LEFT, intercept 262° bearing to LMA.					

CHANGES: SIDs LMA 4Y, 8Z initial climb.

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SPEED RESTRICTION

MAX 250 KT below FL100

or as by ATC.
Not applicable within airspace C

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JEPPESEN

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MJEPPESEN DUSSELDORF, GERMANY EDDL/DUS 26 JAN 07 (10-3E) DUSSELDORF Trans level: By ATC Trans alt: 5000' \*LANGEN 1. Remain on Tower frequency until passing 2000' ోల్ల 2300**'** Apt Elev Radar then contact LANGEN Radar. 2. SIDs are also noise 133.77 abatement procedures (refer to 10-4B). Strict adherence 2800' within the limits of aircraft performance is mandatory. 2100' MEVEL FOUR JULIETT (MEVEL 4J) MEVEL SIX LIMA (MEVEL 6L) MSADUS VOR applicable over MEVEL SEVEN TANGO (MEVEL 7T) German territory on MEVEL FIVE ZULU (MEVEL 5Z) RWYS 05L, 23R/L, 05R DEPARTURES MEVEL 116.8 RKN OSNABRUCK-N51 51.3 E007 12.6 114.3 OSN N52 08.0 E006 45.8 Δ N52 12.0 E008 17. N51 44.8 E006 52.4 D25.8 RKN T E006 53.0 D49 NOR N51 39.4 X DORTMUND E006 41.6 112.7 DOM N51 42.6 E007 35.2 NOT TO SCALE - DUSSELDORF-At DUS 417 LI 1 DME SPEED RESTRICTION or 600' N51 20.8 E006 53.5 MAX 250 KT below FL100 whicheve or as by ATC. is later Not applicable within airspace C. Flights intending to proceed via airway Y 850 to BASUM must be able to cross ARTER above FL245. If unable or DUSSELDORFplanning below FL245 continue '115.15 DUS via airway L 179 to OSN. N51 17.0 E006 45.2 **MAX 190 KT** MEVEL 4J, 5Z At DUS 1 DME until estab-These SIDs require a minimum climb gradient lished on or 600' **NOR R-360** whichever is later 425' per NM (7%) until passing 3000' due to airspace structure. 75 | 100 | 150 | 200 | 250 | 300 NORVENICH -425' per NM 532 709 1063 1418 1772 2127 116.2 NOR If unable to comply advise Delivery on start-up N50 50.4 E006 41.6 request. Initial climb clearance 5000 RWY ROUTING SID MEVEL 4J 05L Intercept 055° bearing (Rwy 05L)/052° bearing (Rwy 05R) towards LI, at D6 DUS turn LEFT, 009° track to DUS 13.5 DME, intercept RKN R-170 in-**MEVEL 5Z** 05R bound to D25.8 RKN, turn RIGHT, intercept OSN R-242 inbound to MEVEL **MEVEL 6L** Climb on runway track to DUS 1 DME or 600', whichever is later, turn RIGHT, intercept NOR R-360 to D49 NOR, turn RIGHT, intercept OSN **MEVEL 7T** R-242 inbound via LUSIS to MEVEL.

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EDDL/DUS
DUSSELDORF

26 JAN 07 (10-3F)

DUSSELDORF, GERMANY

10-3F

\*LANGEN Radar Apt Elev

Trans level: By ATC Trans alt: 5000'

1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar.

2. SIDs are also noise abatement procedures (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory.

2300' 55' 2800' 2800' 68 DUS VOR applicable over

MODRU FOUR JULIETT (MODRU 4J)

MODRU SIX LIMA (MODRU 6L)

MODRU SIX TANGO (MODRU 6T)

MODRU FOUR ZULU (MODRU 4Z)

RWYS 05L, 23R/L, 05R DEPARTURES **ORSOV** N51 33.7 E006 40.3 NOT TO SCALE **VEBAK** N51 27.5 E006 20.9 **UBORO** N51 22.5 E006 27.0 DUSSELDORF-417 LI N51 20.8 E006 53.5 **NETEX** N51 19.7 E006 16.3 DUSSELDORF-115.15 DUS N51 17.0 E006 45.2 DUSSELDORF 284.5 DY **MODRU** N51 14.1 E006 39.3 MAX 250 KT N51 01.0 E006 05.4 until established At or above on 200° track FL210

SPEED RESTRICTION

MAX 250 KT below FL100

or as by ATC.

Not applicable within airspace C.

Only for flights with requested 
And above. These flights have to be able to cross MODRU at or above 
And the flights have to be able to cross MODRU at or above 
And the flights have to be able to comply advise Delivery on start-up request.

These SIDs require a minimum climb gradient of

425' per NM (7%) until passing 3000' due to airspace structure.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 | 425' per NM | 532 | 709 | 1063 | 1418 | 1772 | 2127 | If unable to comply advise Delivery on start-up

#### Initial climb clearance 5000

request

SID	RWY	ROUTING					
MODRU 4J	05L	Intercept 055° bearing (Rwy 05L)/052° bearing (Rwy 05R) towards LI,					
MODRU 4Z	05R	at D6 DUS turn LEFT, 009° track to DUS 12.7 DME					
MODRU 6L	23R	Intercept 231° bearing towards DY, at DUS 3.3 DME 2, turn RIGHT, 321° track to UBORO, turn LEFT, 200° track via NETEX to MODRU.					
MODRU 6T	23L	Intercept 234° bearing towards DY, at DUS 3.4 DME					
After DUS 12.7 DMF							

CHANGES: SIDs MODRU 4J, 4Z initial climb.

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JEPPESEN JeppView 3.5.2.0

<sup>'</sup>ర్మీ 2300'

MSA

DUS VOR

applicable over

German territory on

2100'

2800'

EDDL/DUS DUSSELDORF □ JEPPESEN DUSSELDORF, GERMANY
26 JAN 07 (10-3G)
 □ SID

\*LANGEN Radar 133.77

Apt Elev 147'

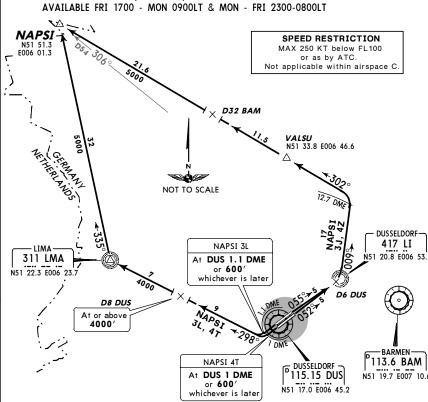
Trans level: By ATC Trans alt: 5000'

1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar.

2. SIDs are also noise abatement procedures (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory.

NAPSI THREE JULIETT (NAPSI 3J) NAPSI THREE LIMA (NAPSI 3L) NAPSI FOUR TANGO (NAPSI 4T) NAPSI FOUR ZULU (NAPSI 4Z)

RWYS 05L, 23R/L, 05R DEPARTURES



These SIDs require minimum climb gradients

## NAPSI 3J, 4Z

425' per NM (7%) until passing 3000' due to airspace structure.

NAPSI 3L, 4T

407' per NM (6.7%) due to airspace structure.

 Gnd speed-KT
 75
 100
 150
 200
 250
 300

 425' per NM
 532
 709
 1063
 1418
 1772
 2127

 407' per NM
 509
 679
 1018
 1357
 1696
 2036

If unable to comply advise Delivery on start-up request

#### Initial climb clearance **5000**'

SID	RWY	ROUTING
NAPSI 3J	05L	Intercept 055° bearing (Rwy 05L)/052° bearing (Rwy 05R) towards LI, at
NAPSI 4Z	05R	D6 DUS turn LEFT, 009° track to DUS 12.7 DME
NAPSI 3L	23R	Climb on runway track to DUS 1.1 DME (Rwy 23R)/DUS 1 DME (Rwy 23L)
NAPSI 4T	23L	or <b>600'</b> , whichever is later, turn RIGHT, intercept 298° bearing to LMA, 335° bearing to NAPSI.

After DUS 12.7 DME BRNAV equipment necessary CHANGES: SIDs NAPSI 3J. 4Z initial climb.

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EDDL/DUS DUSSELDORF # JEPPESEN DUSSELDORF, GERMANY

JEPPESEN

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ోల్ల 2300**'** 

2800

2 MAR 07 (10-3H) Eff 15 Mar

\*LANGEN Apt Elev Radar 1471 133.77

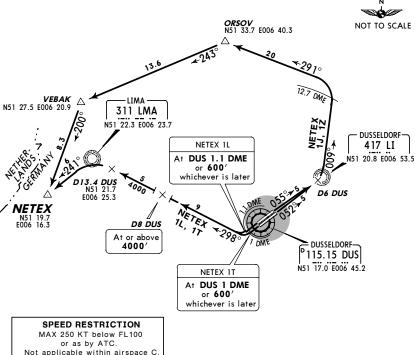
Trans level: By ATC Trans alt: 5000 1. Remain on Tower frequency until passing 2000' then contact LANGEN Radar. 2. SIDs are also noise abatement procedures (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory.

2100' NETEX ONE JULIETT (NETEX 1J) MSA NETEX ONE LIMA (NETEX 1L) DUS VOR applicable over **NETEX ONE TANGO (NETEX 1T)** NETEX ONE ZULU (NETEX 1Z)

RWYS 05L, 23R/L, 05R DEPARTURES

FOR FLIGHTS FROM REQUESTED FL100 TO FL200 OR

FOR FLIGHTS VIA AIRWAY Z 282 - DIBIR - AIRWAY L 179 (IF AVAILABLE)



These SIDs require minimum climb gradients

of

NETEX 1J, 1Z

425' per NM (7%) until passing 3000' due to airspace structure

NETEX 1L, 1T

1 After DUS 12.7 DME BRNAV equipment necessary

407' per NM (6.7%) due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127
407' per NM	509	679	1018	1357	1696	2036

If unable to comply advise Delivery on start-up

Initial climb clearance <b>5000</b> '							
SID RWY ROUTING							
NETEX 1J	05L	Intercept 055° bearing (Rwy 05L)/052° bearing (Rwy 05R) towards LI, at D6					
NETEX 1Z	05R	DUS turn LEFT, 009° track to DUS 12.7 DME					
NETEX 1L	23R	Climb on runway track to DUS 1.1 DME (Rwy 23R)/DUS 1 DME (Rwy 23L) or					
NETEX 1T	23L	600', whichever is later, turn RIGHT, intercept 298° bearing towards LMA, at D13.4 DUS turn LEFT, intercept 241° bearing from LMA to NETEX.					

CHANGES: None. © JEPPESEN SANDERSON, INC., 2004, 2007. ALL RIGHTS RESERVED. Licensed to Elefant air. Printed on 30 Jan 2008 Notice: After 11 Feb 2008 0901Z, this chart may no longer be valid. Disc 23-2007 JEPPESEN JeppView 3.5.2.0

ోల్ల 2300**'** 

MSA

DUS VOR

2100'

2800'

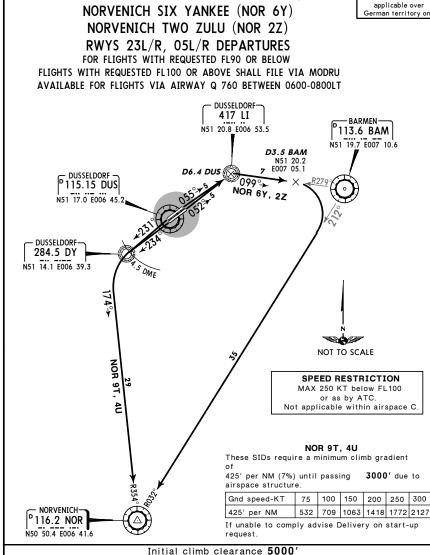
EDDL/DUS DUSSELDORF

JEPPESEN DUSSELDORF, GERMANY 2 MAR 07 (10-3J) Eff 15 Mar

\*LANGEN Apt Elev Radar 147' 133.77

Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency until passing 2000' then contact LANGEN Radar. 2. SIDs are also noise abatement procedures (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory.

NORVENICH NINE TANGO (NOR 9T) NORVENICH FOUR UNIFORM (NOR 4U) NORVENICH SIX YANKEE (NOR 6Y) NORVENICH TWO ZULU (NOR 2Z)



RWY ROUTING NOR 9T 23L Intercept 234° bearing (Rwy 23L)/231° bearing (Rwy 23R) towards DY, at DUS 4.5 DME turn LEFT, intercept NOR R-354 inbound to NOR. NOR 4U 23R

NOR 6Y Intercept 055° bearing (Rwy 05L)/052° bearing (Rwy 05R) towards LI, at D6.4 DUS turn RIGHT, intercept BAM R-279 inbound to D3.5 BAM, NOR 2Z turn RIGHT, intercept BAM R-212 to NOR.

CHANGES: SIDs renumbered; restriction in chart heading.

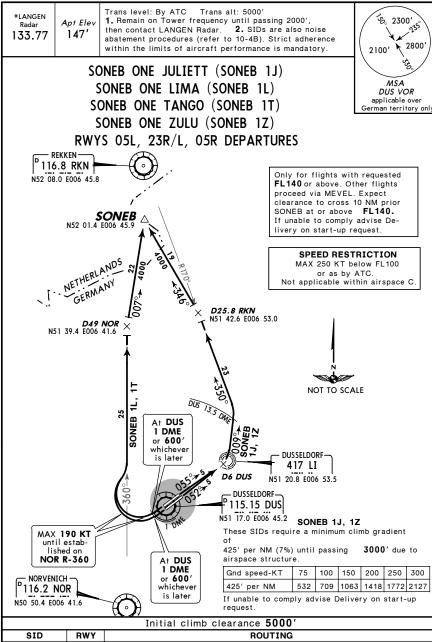
SID

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DUSSELDORF, GERMANY MIEPPESEN EDDL/DUS 26 JAN 07 (10-3K) DUSSELDORF Trans level: By ATC Trans alt: 5000' \*LANGEN Apt Elev 1. Remain on Tower frequency until passing 2000', then contact LANGEN 133.77 147' Radar. 2. SIDs are also noise abatement procedures (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory. **NUDGO**N51 24.8 E008 26.5 NUDGO ONE JULIETT (NUDGO 1J) NUDGO ONE LIMA (NUDGO 1L) NUDGO ONE TANGO (NUDGO 1T) NUDGO ONE ZULU (NUDGO 1Z) RWYS 05L, 23R/L, 05R 21.1 **DEPARTURES** 0 NOT AVAILABLE FOR FLIGHTS INTO UPPER AIRSPACE Gnd speed-KT 425' per NM If unable to con request. O KT below FL100 as by ATC. ble within airspace C 05L 05R NUDGO

CHANGES: SIDs NUDGO 1J, 1Z initial climb. © JEPPESEN SANDERSON, INC., 2004, 2007. ALL RIGHTS RESERVED Licensed to Elefant air. Printed on 30 Jan 2008 Notice: After 11 Feb 2008 0901Z, this chart may no longer be valid. Disc 23-2007 JEPPESEN JeppView 3.5.2.0

JEPPESEN DUSSELDORF, GERMANY EDDL/DUS 26 JAN 07 (10-3L) DUSSELDORF



SONEB 1J 05L Intercept 055° bearing (Rwy 05L)/052° bearing (Rwy 05R) towards LI, at D6 DUS turn LEFT, 009° track to DUS 13.5 DME, turn LEFT, intercept SONEB 1Z SONEB 1L Climb on runway track to DUS 1 DME or 600', whichever is later, turn RIGHT, intercept NOR R-360 to D49 NOR SONEB 1T

After D25.8 RKN 1 /D49 NOR 2 BRNAV equipment necessary CHANGES: SIDs SONEB 1J, 1Z initial climb.

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EDDL/DUS DUSSELDORF

1471

LANGEN

Radar

133.77

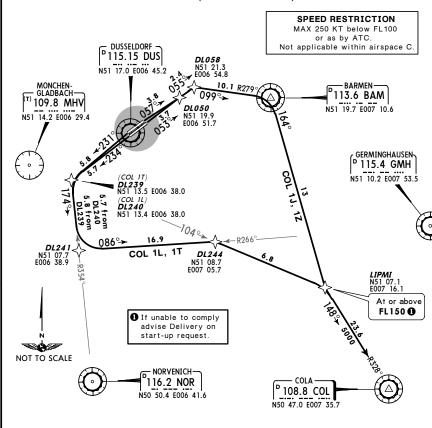
MJEPPESEN DUSSELDORF, GERMANY 10 MAR 06 (10-3M) Eff 16 Mar RNAV SID (OVERLAY)

Trans level: By ATC Trans alt: 5000 1. Remain on Tower frequency until passing 2000' then contact LANGEN Radar. 2. SIDs are also noise abatement procedures (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory.

ోల్ల 2300<sup>1</sup> 2800' 2100' MSADUS VOR applicable over

COLA ONE JULIETT (COL 1J) COLA ONE LIMA (COL 1L) COLA ONE TANGO (COL 1T) COLA ONE ZULU (COL 1Z) RWYS 05L, 23R/L, 05R

RNAV DEPARTURES (OVERLAY 10-3)



COL 1L, 1T These SIDs require a minimum climb gradient

425' per NM (7%) until passing 3000' due to airspace structure.

Gnd speed-KT 75 | 100 | 150 | 200 | 250 | 300 532 709 1063 1418 1772 2127 425' per NM

If unable to comply advise Delivery on start-up request

	Initial climb clearance 5000'							
SID RWY ROUTING								
COL 1J	05L	(600'+) - DL050 - DL058 - BAM - LIPMI (FL150+) - COL.						
COL 1L	23R	(600'+) - DL240 - DL241 - DL244 - LIPMI (FL150+) - COL.						
COL 1T	23L	(600'+) - DL239 - DL241 - DL244 - LIPMI (FL150+) - COL.						
COL 1Z	05R	(600'+) - DL050 - DL058 - BAM - LIPMI (FL150+) - COL.						

CHANGES: COL RNAV SIDs established; GMH RNAV SIDs transf. © JEPPESEN SANDERSON, INC., 2004, 2006. ALL RIGHTS RESERVED. Licensed to Elefant air. Printed on 30 Jan 2008 Notice: After 11 Feb 2008 0901Z, this chart may no longer be valid. Disc 23-2007 JEPPESEN JeppView 3.5.2.0

්ව 2300'

MSA

DUS VOR

applicable over

German territory only

2100'

2800

EDDL/DUS DUSSELDORF

DUSSELDORF, GERMANY **¼** JEPPESEN 10 MAR 06 (10-3N) Eff 16 Mar RNAV SID (OVERLAY)

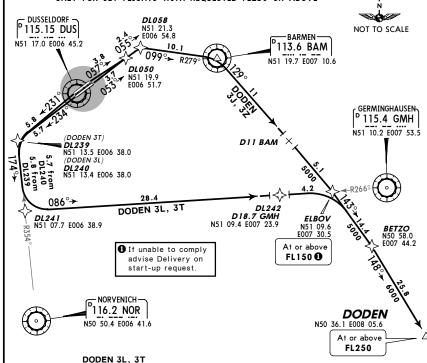
LANGEN Apt Elev Radar 133.77

Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency until passing 2000' then contact LANGEN Radar. 2. SIDs are also noise abatement procedures (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory.

DODEN THREE JULIETT (DODEN 3J) [DODE3J] DODEN THREE LIMA (DODEN 3L) [DODE3L] DODEN THREE TANGO (DODEN 3T) [DODE3T] DODEN THREE ZULU (DODEN 3Z) [DODE3Z] RWYS 05L, 23R/L, 05R

RNAV DEPARTURES (OVERLAY 10-3A)

ONLY FOR JET FLIGHTS WITH REQUESTED FL250 OR ABOVE



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

airspace structure

Gnd speed-KT 75 100 150 200 250 300 532 709 1063 1418 1772 2127 If unable to comply advise Delivery on start-up

SPEED RESTRICTION MAX 250 KT below FL100

Flights unable to cross DODEN

at or above FL250 shall file

KUMIK RNAV SIDs.

or as by ATC. Not applicable within airspace C.

Initial climb clearance 5000 SID RWY ROUTING DODEN 3J (600'+) - DL050 - DL058 - BAM - ELBOV (FL150+) - BETZO - DODEN 05L DODEN 3Z 05R (600'+) - DL240 - DL241 - DL242 - ELBOV (FL150+) - BETZO - DODEN DODEN 3L 23R (FL250+). **DODEN 3T** (600'+) - DL239 - DL241 - DL242 - ELBOV (FL150+) - BETZO - DODEN (FL250+).

CHANGES: DODEN RNAV SIDs renumbered & revised; chart reind. © JEPPESEN SANDERSON, INC., 2004, 2006. ALL RIGHTS RESERVED. Licensed to Elefant air. Printed on 30 Jan 2008.

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DUSSELDORF, GERMANY **MUSE NEW YORK** EDDL/DUS (10-3P) Eff 16 Mar RNAV SID (OVERLAY) DUSSELDORF Trans level: By ATC LANGEN Trans alt: 5000 Apt Elev 1. Remain on Tower frequency until passing 2000', then contact LANGEN 147' 133.77 Radar. 2. SIDs are also noise abatement procedures (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory. GERMINGHAUSEN FIVE LIMA (GMH 5L) GERMINGHAUSEN FIVE TANGO (GMH 5T) GERMINGHAUSEN FIVE YANKEE (GMH 5Y) GERMINGHAUSEN TWO ZULU (GMH 2Z) RWYS 23R/L, 05L/R RNAV DEPARTURES (OVERLAY 10-3B) ONLY FOR FLIGHTS WITH REQUESTED FL140 OR BELOW or as k applicable nitial climb clearance 5000 climb gradient 200 100 Gnd speed-KT 425' per NM GMH 5L GMH 5T GMH 5Y GMH 2Z

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CHANGES: RNAV SIDs renumb & revised; chart reind & redrawn.

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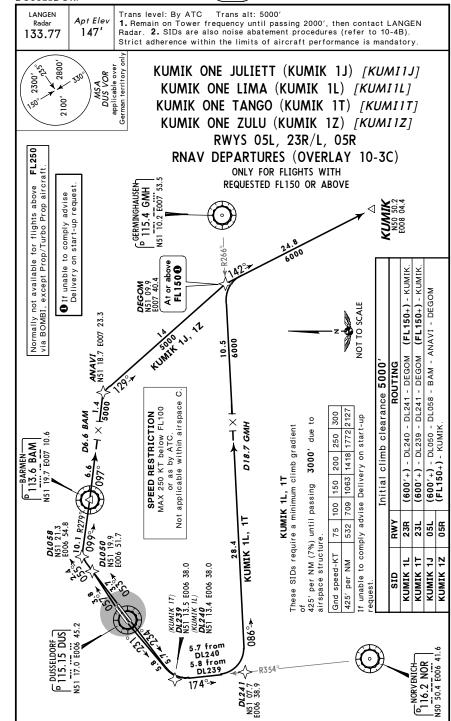
JEPPESEN *JeppView 3.5.2.0* 

EDDL/DUS
DUSSELDORF

10 MAR 06 10-3Q

Eff 16 Mar

RNAV SID (OVERLAY)



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CHANGES: KUMIK SIDs estbld; MEVEL SIDs transf; chart redrawn.

EDDL/DUS DUSSELDORF

NETHERLANDS.

DUSSELDORF, GERMANY 1 JEPPESEN

10 MAR 06 (10-3S) Eff 16 Mar RNAV SID (OVERLAY)

LANGEN Radar 1471 133.77

Trans level: By ATC Trans alt: 5000 1. Remain on Tower frequency until passing 2000' then contact LANGEN Radar. 2. SIDs are also noise abatement procedures (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory.

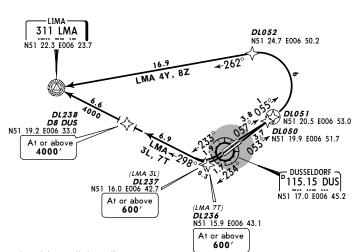
ోల్ల 2300<sup>1</sup> 2800' 2100' MSA DUS VOR applicable over

LIMA THREE LIMA (LMA 3L) LIMA SEVEN TANGO (LMA 7T) LIMA FOUR YANKEE (LMA 4Y) LIMA EIGHT ZULU (LMA 8Z) RWYS 23R/L, 05L/R RNAV DEPARTURES (OVERLAY 10-3D)

ONLY FOR FLIGHTS TO EDLN

# SPEED RESTRICTION

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



These SIDs require minimum climb gradients of

LMA 3L, 7T

407' per NM (6.7%) due to airspace structure. LMA 4Y, 8Ż

425' per NM (7%) until passing 3000' due to

airspace structure

Gnd speed-KT	75	100	150	200	250	300
407' per NM	509	679	1018	1357	1696	2036
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise Delivery on start-up request

Initial climb clearance 5000'				
SID	RWY	ROUTING		
LMA 3L	23R	DL237 (600'+) - DL238 (4000'+) - LMA.		
LMA 7T	23L	DL236 (600'+) - DL238 (4000'+) - LMA.		
LMA 4Y	05L	(600'+) - DL050 - DL051 - DL052 - LMA.		
LMA 8Z	05R			

CHANGES: Restrictions; chart reindexed.

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NOT TO SCALE

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EDDL/DUS DUSSELDORF

MJEPPESEN DUSSELDORF, GERMANY 10 MAR 06 (10-3T) Eff 16 Mar RNAV SID (OVERLAY)

Trans level: By ATC Trans alt: 5000' LANGEN 1. Remain on Tower frequency until passing 2000' ోల్ల 2300**'** Apt Elev Radar then contact LANGEN Radar. 2. SIDs are also noise 133.77 abatement procedures (refer to 10-4B). Strict adherence 2800' within the limits of aircraft performance is mandatory. 2100' MEVEL FOUR JULIETT (MEVEL 4J) [MEVE4J] MEVEL SIX LIMA (MEVEL 6L) [MEVE6L] MSADUS VOR applicable over MEVEL SEVEN TANGO (MEVEL 7T) [MEVE7T] MEVEL FIVE ZULU (MEVEL 5Z) [MEVE5Z] RWYS 05L, 23R/L, 05R RNAV DEPARTURES (OVERLAY 10-3E) MEVEL 116.8 RKN <sup>-</sup> N51 51.3 E007 12.6 N52 08.0 E006 45.8 Δ - OSNÄBRUCK-114.3 OSN N52 12.0 E008 17.1 LUSIS N51 44.8 E006 52.4 **ERKUL** - DORTMUND-112.7 DOM N51 42.6 E007 35.2 NIKOG **DL233** N51 20.3 N51 29.8 E006 56.6 NOT TO SCALE SPEED RESTRICTION E006 41.7 MAX MAX 250 KT below FL100 MAX 190 KT or as by ATC. 190 KT >DL053 Not applicable within airspace C. N51 19.9 E006 51.7 Flights intending to proceed via airway Y 850 to BASUM DUSSELDORF must be able to cross ARTER '115.15 DUS above FL245. If unable or (MEVEL 6L) planning below FL245 continue N51 17.0 E006 45.2 DL231 N51 16.5 E006 43.8 via airway L 179 to OSN. (MEVEL 7T) MEVEL 4J. 5Z At or above N51 16.3 E006 44.1 These SIDs require a minimum climb gradient 600' At or above 425' per NM (7%) until passing 3000' due to 600 airspace structure. Gnd speed-KT 75 100 150 200 250 300 NORVENICH -116.2 NOR 532 709 1063 1418 1772 2127 N50 50.4 E006 41.6 If unable to comply advise Delivery on start-up request. Initial climb clearance 5000'

SID RWY ROUTING MEVEL 4J 05L (600'+) - DL050 - DL053 - NIKOG - LUSIS - MEVEL MEVEL 6L 23R DL231 (600'+) - DL233 (K190-) - ERKUL - LUSIS - MEVEL MEVEL 7T DL230 (600'+) - DL232 (K190-) - ERKUL - LUSIS - MEVEL

(600'+) - DL050 - DL053 - NIKOG - LUSIS - MEVEL

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MEVEL 5Z

**JEPPESEN** JeppView 3.5.2.0

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EDDL/DUS DUSSELDORF

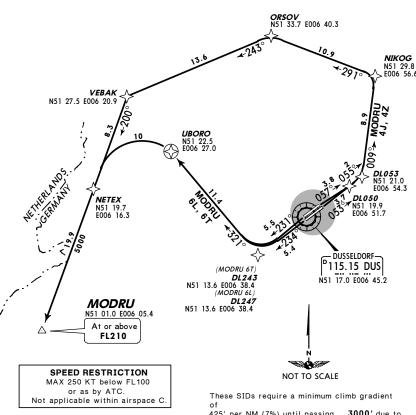
DUSSELDORF, GERMANY 🕻 JEPPESEN 10 MAR 06 (10-3U) Eff 16 Mar RNAV SID (OVERLAY)

LANGEN Apt Elev Radar 147' 133.77

Trans level: By ATC Trans alt: 5000 1. Remain on Tower frequency until passing 2000' then contact LANGEN Radar. 2. SIDs are also noise abatement procedures (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory.

'ర్డ్ 2300' 2800 2100' MSA DUS VOR applicable over

MODRU FOUR JULIETT (MODRU 4J) [MODR4J] MODRU SIX LIMA (MODRU 6L) [MODR6L] MODRU SIX TANGO (MODRU 6T) [MODR6T] MODRU FOUR ZULU (MODRU 4Z) [MODR4Z] RWYS 05L, 23R/L, 05R RNAV DEPARTURES (OVERLAY 10-3F)



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

425' per NM (7%) until passing 3000' due to airspace structure

Gnd speed-KT			150			
425' per NM	532	709	1063	1418	1772	2127
If unable to comply advise Delivery on start-up						

#### Initial climb clearance 5000

request

intial office of a second contract of the sec					
SID	RWY	ROUTING			
MODRU 4J	05L	(600'+) - DL050 - DL053 - NIKOG - ORSOV - VEBAK - NETEX - MODRU			
MODRU 4Z	05R	(FL210+).			
MODRU 6L	23R	(600'+) - DL247 - UBORO - NETEX (K250-) - MODRU (FL210+).			
MODRU 6T	23L	(600'+) - DL243 - UBORO - NETEX (K250-) - MODRU (FL210+).			

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DUS VOR

applicable over

EDDL/DUS DUSSELDORF

MJEPPESEN DUSSELDORF, GERMANY 10 MAR 06 (10-3V) Eff 16 Mar RNAV SID (OVERLAY)

LANGEN Radar 133.77

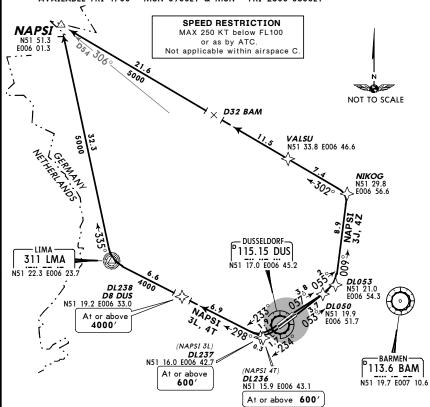
Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency until passing 2000' then contact LANGEN Radar. 2. SIDs are also noise abatement procedures (refer to 10-4B). Strict adherence

<sup>'</sup>ర్మీ 2300' 2800' within the limits of aircraft performance is mandatory. 2100' MSA

NAPSI THREE JULIETT (NAPSI 3J) [NAPS3J] NAPSI THREE LIMA (NAPSI 3L) [NAPS3L] NAPSI FOUR TANGO (NAPSI 4T) [NAPS4T] NAPSI FOUR ZULU (NAPSI 4Z) [NAPS4Z]

RWYS 05L, 23R/L, 05R RNAV DEPARTURES (OVERLAY 10-3G)

AVAILABLE FRI 1700 - MON 0900LT & MON - FRI 2300-0800LT



These SIDs require minimum climb gradients

NAPSI 3J, 4Z

425' per NM (7%) until passing 3000' due to airspace structure.

NAPSI 3L, 4T

407' per NM (6.7%) due to airspace structure

100 150 200 250 300 Gnd speed-KT 532 709 1063 1418 1772 2127 425' per NM 407' per NM 509 679 1018 1357 1696 2036 If unable to comply advise Delivery on start-up

request

Initial climb clearance 5000

Till that offinib ofeat affect 0000				
SID	RWY	ROUTING		
NAPSI 3J	05L	(600'+) - DL050 - DL053 - NIKOG - VALSU - NAPSI.		
NAPSI 3L	23R	DL237 (600'+) - DL238 (4000'+) - LMA - NAPSI.		
NAPSI 4T	23L	DL236 (600'+) - DL238 (4000'+) - LMA - NAPSI.		
NAPST 47	05B	(600'+) - DL050 - DL053 - NIKOG - VALSU - NAPSI		

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EDDL/DUS DUSSELDORF JEPPESEN DUSSELDORF, GERMANY
2 MAR 07 (10-3W) Eff 15 Mar RNAV SID (OVERLAY)

\*LANGEN Radar 133.77 147'

Trans level: By ATC Trans alt: 5000′

1. Remain on Tower frequency until passing 2000′, then contact LANGEN Radar.

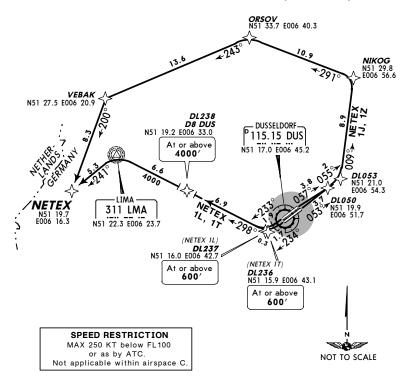
2. SIDs are also noise abatement procedures (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory.

NETEX ONE JULIETT (NETEX 1J) [NETE1J]
NETEX ONE LIMA (NETEX 1L) [NETE1L]
NETEX ONE TANGO (NETEX 1T) [NETE1T]
NETEX ONE ZULU (NETEX 1Z) [NETE1Z]
RWYS 05L, 23R/L, 05R

# RNAV DEPARTURES (OVERLAY 10-3H)

FOR FLIGHTS FROM REQUESTED FL100 TO FL200 OR

FOR FLIGHTS VIA AIRWAY Z 282 - DIBIR - AIRWAY L 179 (IF AVAILABLE)



These SIDs require minimum climb gradients

#### NETEX 1J. 1Z

425' per NM (7%) until passing 3000' due to airspace structure.

NETEX 1L, 1T 407' per NM (6.7%) due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127
407' per NM	509	679	1018	1357	1696	2036
If unable to comply advice Delivery on start up						

If unable to comply advise Delivery on start-up

Initial climb clearance 5000'				
SID	RWY	ROUTING		
NETEX 1J	05L	(600'+) - DL050 - DL053 - NIKOG - ORSOV - VEBAK - NETEX.		
NETEX 1L	23R	DL237 (600'+) - DL238 (4000'+) - LMA - NETEX.		
NETEX 1T	23L	DL236 (600'+) - DL238 (4000'+) - LMA - NETEX.		
NFTFX 17	05B	(600'+) - DL050 - DL053 - NIKOG - ORSOV - VERAK - NETEX		

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JEPPESEN *JeppView 3.5.2.0* 

2100'

<sup>'</sup>ర్మీ 2300'

MSA

DUS VOR

applicable over

German territory on

2800'

EDDL/DUS DUSSELDORF JEPPESEN DUSSELDORF, GERMANY
2 MAR 07 (10-3X) Eff 15 Mar RNAV SID (OVERLAY)

\*LANGEN Radar Ap : 133.77

Apt Elev 147'

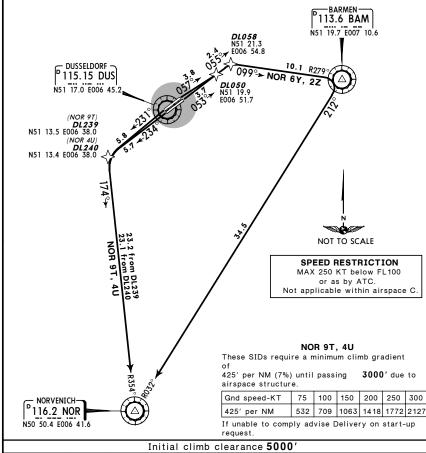
Trans level: By ATC Trans alt: 5000′

1. Remain on Tower frequency until passing 2000′, then contact LANGEN Radar. 2. SIDs are also noise abatement procedures (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory.

NORVENICH NINE TANGO (NOR 9T)
NORVENICH FOUR UNIFORM (NOR 4U)
NORVENICH SIX YANKEE (NOR 6Y)
NORVENICH TWO ZULU (NOR 2Z)
RWYS 23L/R, 05L/R

RNAV DEPARTURES (OVERLAY 10-3J)

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



CHANGES: RNAV SIDs renumbered; restriction in chart heading.

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**JEPPESEN** JeppView 3.5.2.0

DUSSELDORF, GERMANY **MUSEN** EDDL/DUS 21 JUL 06 (10-3X1) Eff 3 Aug RNAV SID (OVERLAY) DUSSELDORF

Trans level: By ATC LANGEN Trans alt: 5000 Apt Elev 1. Remain on Tower frequency until passing 2000', then contact LANGEN 133.77 147' Radar. 2. SIDs are also noise abatement procedures (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory. **NUDGO** N51 24.8 E008 26.5 NUDGO ONE JULIETT (NUDGO 1J) [NUDG1J] NUDGO ONE LIMA (NUDGO 1L) [NUDG1L] NUDGO ONE TANGO (NUDGO 1T) [NUDG1T] **KULIX** E008 14.8 NUDGO ONE ZULU (NUDGO 1Z) [NUDG1Z] RWYS 05L, 23R/L, 05R 21.1 RNAV DEPARTURES (OVERLAY 10-3K) NOT AVAILABLE FOR FLIGHTS INTO UPPER AIRSPACE SPEED F MAX 250

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CHANGES: None.

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EDDL/DUS DUSSELDORF

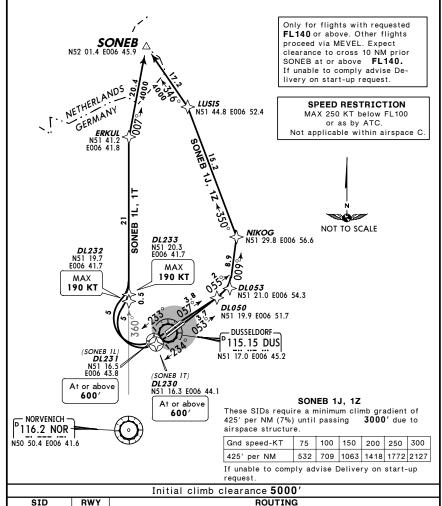
MJEPPESEN DUSSELDORF, GERMANY 21 JUL 06 (10-3X2) Eff 3 Aug RNAV SID (OVERLAY)

LANGEN Radar Apt Elev 133.77

Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency until passing 2000' then contact LANGEN Radar. 2. SIDs are also noise abatement procedures (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory.

<sup>'</sup>ర్మీ 2300' 2800' 2100' MSADUS VOR

SONEB ONE JULIETT (SONEB 1J) [SONE1J] SONEB ONE LIMA (SONEB 1L) [SONE1L] SONEB ONE TANGO (SONEB 1T) [SONE1T] SONEB ONE ZULU (SONEB 1Z) [SONE1Z] RWYS 05L, 23R/L, 05R RNAV DEPARTURES (OVERLAY 10-3L)



(600'+) - DL050 - DL053 - NIKOG - LUSIS - SONEB

DL231 (600'+) - DL233 (K190-) - ERKUL - SONEB

DL230 (600'+) - DL232 (K190-) - ERKUL - SONEB

(600'+) - DL050 - DL053 - NIKOG - LUSIS - SONEB

05L

SONEB 1J

SONEB 1L

SONEB 1T

SONEB 1Z

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JEPPESEN

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EDDI /DUS SEPPESEN DUS

EDDL/DUS

DUSSELDORF

26 JAN 07

DUSSELDORF, GERMANY

NOISE

# NOISE ABATEMENT

SUMMER: LT minus 2 HOURS = UTC (Z)
WINTER: LT minus 1 HOUR = UTC (Z)

## GENERAL

ATC will not clear arriving IFR flights to execute visual/VMC approaches. Exceptions may be granted to propeller-driven aircraft up to 5700 KG MPW.

# **RUNWAY USAGE**

Use of RWYs 05L/23R is restricted to MAX 56 hours per week (7 days period, MON - SUN, 0600-2200LT). Airport company has to promulgate a weekly schedule of operating hours in advance to permitting ministry and DFS (ATC). Outside these published hours northern RWYs 05L/23R is to be used as alternative RWYs only.

# NIGHT FLYING RESTRICTIONS

Jet aircraft not licensed in accordance with ICAO Annex 16

- Take-offs and landings are not permitted between 1900LT(1850LT off blocks)-0800LT. Jet aircraft licensed in accordance with ICAO Annex 16, Volume 1, Chapter 2
- Take-offs and landings are not permitted between 1900LT(1850LT off blocks)-0800LT.

Jet aircraft licensed in accordance with ICAO Annex 16, Volume 1, Chapter 3 not included in the Bonus List of the Federal Ministry of Transport, Building and Housing

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

Jet aircraft licensed in accordance with ICAO Annex 16, Volume 1, Chapter 3 included in the Bonus List of the Ministry of Transport, Building and Housing

- Scheduled take-offs are not permitted between 2200LT (2150LT off blocks)-0600LT.
- For delayed take-offs in scheduled air services or scheduled charter services the "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 considerable disturbance in the operation of an aircraft operating agency.
- 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 aircraft engaged in scheduled air services or scheduled charter services and owned by operating agencies having their local maintenance facilities recognized by the approving authority at Dusseldorf airport are not permitted between 2400-0500LT.

If recognized local main maintenance facilities do not exist, the approving authority may recognize Dusseldorf airport as the local main maintenance facility at the request of another aircraft operating agency.

## Propeller-driven aircraft

- Take-offs and landings are not permitted between 2200LT(2150LT off blocks) -0600LT.
- Excepted are take-offs and landings of propeller-driven aircraft with one of the following noise licenses:

ICAO Annex 16, Volume I, Chapter 3, 5, 6 or 10 or the LSL Chapter III, V, VI or X. (LSL = noise requirements for aircraft, Announcement by the "Luftfahrt-Bundesamt" of 1 Jan 1991, "Bundesanzeiger" No. 54a of 19 Mar 1991).

#### Excluded are:

- Landings of aircraft provably approaching Dusseldorf airport 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 "Luftaufsicht".
- Flight checks conducted by the DFS.

(cont'd)

CHANGES: Runway usage established.

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EDDL/DUS DUSSELDORF

26 JAN 07

XJEPPESEN (10-4A)

DUSSELDORF, GERMANY

# NOISE ABATEMENT

# NIGHT FLYING RESTRICTIONS (cont'd)

Deviating from the above-mentioned regulations the "Bezirksregierung" Dusseldorf ("Luftaufsicht" Dusseldorf airport) may grant additional exceptions in justified individual cases, especially if necessary to avoid considerable disturbance of air traffic or in cases of special public interest. If appropriate, applications shall be submitted to:

Luftaufsichtsstelle Flughafen Dusseldorf General Aviation Terminal 40474 Dusseldorf Tel: ++49-(0)211-4216364 Fax: ++49-(0)211-4216493.

Clearance for take-offs during closing times issued by ATC do not comprise the necessary exceptional permission of the "Luftaufsicht" at Dusseldorf airport. On principle, exceptional permission for night landings during the closing times will not 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 "Luftaufsicht" about the admissibility of a night landing.

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

#### REVERSE THRUST

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

# **RUN-UP TESTS**

CHANGES: None.

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

(graphic on 10-4B)

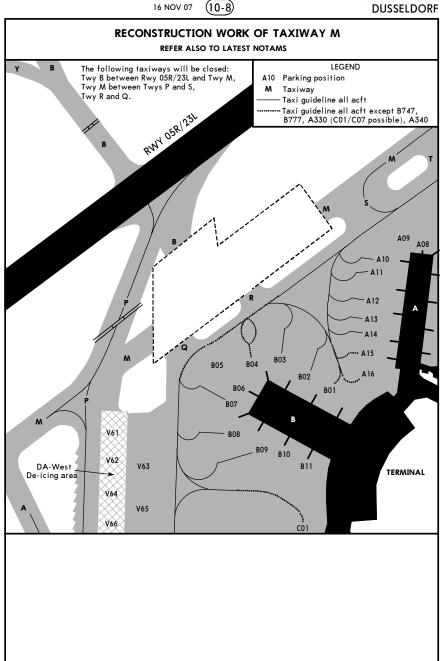
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MJEPPESEN DUSSELDORF, GERMANY EDDL/DUS 2 MAR 07 (10-4B) Eff 15 Mar DUSSELDORF Apt Elev NOISE ABATEMENT 147' D49 NOR DUS 13.5 DME DUS 12.7 DME LMA 262° LMA 4Y, 8Z 11, MEVEL ( BAM COL 1J, DODEN 3J GMH 5Y, KUMIK 1J 0990 D6.4 DUS LMA 4Y, MEVEL 4J 16 LMA MODRU 4J, NAPSI 3J COL IJ IZ DODEN 31, 32 NETEX 11, NOR 6Y D6 DUS NUDGO 11, SONEB 11 GMH SY 2Z KUMIK 11, 12 NOR 6Y, 2Z NUDGO IJ, IZ COL 1Z, DODEN 3Z GMH 2Z, KUMIK 1Z LMA 8Z, MEVEL 5Z MODRU 4Z, NAPSI 4Z NETEX 1Z, NOR 2Z NUDGO 1Z, SONEB 1Z Hospital COL 1L, 1T Noise monitoring point DODEN 3L, 3T GMH 5L, 5T KUMIK 11, 1T NOR 91, 4U NUDGO IL, IT DY D20.6 NOR R266°→ COL 1L, 1T, DODEN 3L, 3T GMH 5L, 5T, KUMIK 1L, 1T 086°<del>-</del> NUDGO 1L, 1T GMH NOR 

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EDDL/DUS

DUSSELDORF, GERMANY **DUSSELDORF** 



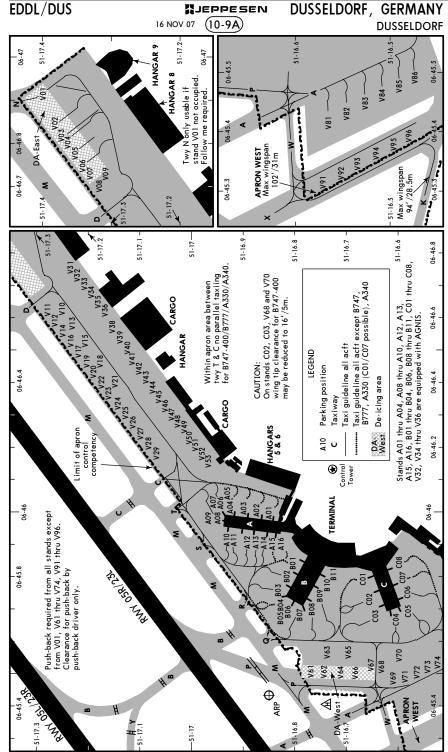
**JEPPESEN** Licensed to Elefant air. Printed on 30 Jan 2008. JeppView 3.5.2.0 Notice: After 11 Feb 2008 0901Z, this chart may no longer be valid. Disc 23-2007 DUSSELDORF, GERMANY EDDL/DUS JEPPESEN Apt Elev 147 16 NOV 07 (10-9) **DUSSELDORF** N51 16.9 E006 45.4 \*ATIS \*DUSSELDORF Delivery \*Ground Tower 115.15 123.77 121.77 121.9 118.3 rees up to 06-44 207 Rwys 05R and 23L/R approved for 199 CAT II/III operations, special aircrew & acft certification required.
Use of twy N only when position V01 51-18 with ATC not occupied. VAR 0° By-pass: Use with ATC permission only. All acft except B777 A340-600. Acft with overtake each other. Rwy 05R exit via bypass line not possible. Limit of apron control competency 51-17 Trees up to 199' FOR PARKING POSITIONS SEE 10-9A હ શુ (3) (3) (4) (4) (4) (4) (4) (4) 1000 APRON Trees up to WEST 223' 06-44 ADDITIONAL RUNWAY INFORMATION USABLE LENGTHS LANDING BEYOND-Glide Slope TAKE-OFF HIRL CLO HIALS SFL PAPI-L(3.0°) REIL 6923' 2110m 148' 7874' 2400m 23R HIRL O CLO ALSF-II TDZ PAPI-L(3.0°) REIL RVR 6796' 2071m 45m • HIRL spacing (60m) • CL spacing (15m) • TAKE-OFF RUN AVAILABLE RWY 05L: From rwy head 7874' (2400m) RWY 23R: From rwy head 7874' (2400m) twy Y int 6775' (2065m) twy B int 5643' (1720m) twy E int 6765' (2062m) (PPR only) 8817' (2687m) with paved strip in front of rwy 23L HIRL CL(15m) ALSF-II TDZ PAPI-L(3.0°) REIL RVR 8858' 2700m 7844' 2391m 148' 0 7632' 2326m TAKE-OFF RUN AVAILABLE RWY 05R: From rwy head 8858' (2700m) RWY 23L: From rwy head 8858' (2700m) twy A int 8120' (2475m) by-pass int 8202' (2500m) twy B int 6663' (2031m) twy E int 7333' (2235m) JAR-OPS TAKE-OFF 1 All Rwys LVP must be in Force Approved Operators RL, CL & mult. RVR req RCLM (DAY only) RCLM (DAY only) NIL HİRL, CL RL & CL (DAY only) or RL & mult. RVR req or RL 125m 150m 200m 250m 400m 500m 250m 300m ■ Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required

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below 150m. CHANGES: Taxiway P. Licensed to Elefant air. Printed on 30 Jan 2008.

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CHANGES: Taxiway P.

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EDDL/DUS

20 OCT 06 (10-9B)

MJEPPESEN DUSSELDORF, GERMANY DUSSELDORF

INS COORDINATES							
STAND No.	COORDINATES	STAND No.	COORDINATES				
A01, A02	N51 16.9 E006 46.1	V21	N51 17.3 E006 46.4				
A03 thru A08	N51 17.0 E006 46.1	V22 thru V24	N51 17.2 E006 46.4				
A09	N51 16.9 E006 46.1	V25 thru V27	N51 17.2 E006 46.3				
A10 thru A12	N51 17.0 E006 46.0	V28	N51 17.2 E006 46.2				
A13 thru A16	N51 16.9 E006 46.0	V29	N51 17.1 E006 46.2				
B01, B02	N51 16.9 E006 45.9	V31	N51 17.3 E006 46.9				
B03 thru B06	N51 16.9 E006 45.8	V32, V33	N51 17.3 E006 46.8				
B07	N51 16.9 E006 45.7	V34 thru V36	N51 17.3 E006 46.7				
B08, B09	N51 16.8 E006 45.8	V38, V39	N51 17.2 E006 46.6				
B10, B11	N51 16.8 E006 45.9	V40	N51 17.2 E006 46.5				
C01	N51 16.7 E006 45.9	V41 thru V43	N51 17.1 E006 46.5				
C02	N51 16.7 E006 45.8	V44 thru V46	N51 17.1 E006 46.4				
C03, C04	N51 16.7 E006 45.7	V47 thru V52	N51 17.1 E006 46.3				
C05	N51 16.6 E006 45.8	V53	N51 17.0 E006 46.2				
C06	N51 16.7 E006 45.8	V61 thru V66	N51 16.8 E006 45.6				
C07, C08	N51 16.7 E006 45.9	V67 thru V71	N51 16.7 E006 45.6				
V01	N51 17.5 E006 47.0	V72, V73	N51 16.6 E006 45.6				
V02 thru V04	N51 17.5 E006 46.9	V74	N51 16.6 E006 45.4				
V05 thru V09	N51 17.4 E006 46.8	V81	N51 16.7 E006 45.4				
V10, V11	N51 17.4 E006 46.7	V82 thru V86	N51 16.6 E006 45.5				
V12 thru V16	N51 17.3 E006 46.6	V91 thru V95	N51 16.6 E006 45.4				
V17 thru V20	N51 17.3 E006 46.5	V96	N51 16.5 E006 45.5				

## TAXI, START-UP AND PUSH-BACK PROCEDURES

#### Taxiing on the apron

Aircraft are permitted to taxi only at the absolute minimum speed. The pilot may request a follow-me car from aerodrome control for taxi guidance. Aerodrome control operates with DUSSELDORF Delivery and Ground.

#### Start-Up Procedure

Pilots shall request clearance for starting the engines on the relevant frequency of "DUSSELDORF Delivery". On initial radio contact the parking position concerned shall always be indicated. After starting the engines pilots are instructed to establish contact on the frequency of "DUSSELDORF Ground".

# Push-Back Procedure

Aircraft may leave nose-in positions only by the aid of tow tractors. Reverse thrust or variable pitch propellers shall not be used. To obtain instructions, pilots are requested to contact the driver of the tow tractor. Push-back shall only be requested if the pilot is able to perform the maneuver immediately. In order to avoid delays, the engines shall be started during push-back. After completed push-back, "ready to taxi" shall be reported to aerodrome control.

#### Taxi-out Procedure

Permission to taxi from a taxi-out position may only be requested if the pilot is able to perform the maneuver immediately.

#### General

#### AIRCRAFT DE-ICING

De-icing areas are established at:

- DA-West (within the area of parking positions V61 thru V67) for take-off rwy 05L or 05R.
- DA-East (within the area of parking positions V01 thru V07) for take-off rwy 23L or 23R.

De-icing on remote position has to be indicated to "DUSSELDORF Delivery" by use of phraseology: "Request start-up for remote de-ice". After the de-icing process has been completed contact DUSSELDORF Ground. In complex weather and traffic conditions departure slots for all acft (even acft which need no anti/de-ice) might be necessary. Adhere to slot is mandatory.

#### Start-Up Procedure

CFMU taxi time as necessary will be announced via ATIS as follows:

Taxi time 30 min. Departing acft requiring de-icing and with CFMU slot are requested to call for start-up at CTOT minus 35 min in order to be at the rwy at beginning of slot, CTOT minus 5 min.

## De-icing sequence

The acft will be subsequently guided by a follow-me car to a vacant de-icing position.

#### Aeronautical station for the de-icing of acft

After parking the acft on the de-icing area, the pilot will report flight number and acft type to DUSSELDORF De-icing 121.6, 122.12, 122.77, 135.22 for the beginning of de-icing. After the de-icing procedure has been completed, the pilot-in-command shall report "ready to taxi" to ground control.

#### Taxiing traffic from the de-icing areas

Taxiing maneuvers may be carried out with the absolute minimum number of engine revolutions required only.

CHANGES: INS coordinates.

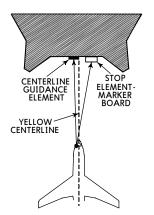
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EDDL/DUS

MJEPPESEN DUSSELDORF, GERMANY **DUSSELDORF** 

# NOSE-IN PARKING PROCEDURES

20 OCT 06 (10-9C)



#### GENERAL

The visual guidance system for nose-in parking positions AGNIS (Aircraft Guidance for Nose-In Stands) consists of the following elements:

- 1. CENTERLINE GUIDANCE ELEMENT
- 2. YELLOW CENTERLINE
- 3. STOP ELEMENT MARKER BOARD

#### CAUTION

The system is aligned with the LEFT hand pilot's seat only. In case of AGNIS failure, nose-in positioning will be guided by marshaller.

# CENTERLINE GUIDANCE ELEMENT

Approach the parking position along the yellow centerline so that both vertical slots in the Centerline Guidance Element show GREEN. Adjustments to the left or right shall always be made towards the GREEN.





LEFT of centerline. Turn towards GREEN. (RIGHT)





Aircraft on centerline.



RIGHT of centerline. Turn towards GREEN. (LEFT)

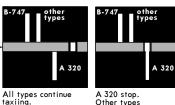
# STOP ELEMENT - MARKER BOARD

The aircraft is stopped at the correct position by means of the Stop Element. When the tubular light, visible through the horizontal slot in the marker board, registers in line with the appropriate vertical reference mark, the aircraft has reached the correct stopping position.

#### CAUTION

Be sure to select the correct vertical reference mark corresponding to your type of aircraft. Marker board layouts are different for the various nose-in parking positions.

#### TYPICAL EXAMPLE OF STOP ELEMENT - MARKER BOARD



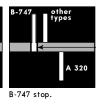
SIGHTING SLOT

CHANGES: None.

Other types and B-747 continue taxiing.



B-747 continue taxiina.



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LIGHT TUBE

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DUSSELDORF, GERMANY JEPPESEN EDDL/DUS 11 MAY 07 (11-1) ILS or LOC Rwy 05L DUSSELDORF DUSSELDORF Tower LANGEN Radar (APP) \*DUSSELDORF Director (APP) 115.15 123.77 133.77 128.55 128.65 118.3 121.9 Final Apt Elev 147 DA(H)2300' IDNE Apch Crs ОМ Refer to 053° 109.5 1480' (1364') RWY 116 MISSED APCH: Climb STRAIGHT AHEAD to D3.0 DUS, then turn 2800 2100′ LEFT on track 267° to LMA NDB climbing to 4000 $^{\prime}.$ Alt Set: hPa (IN on reg) Rwy Elev: 4 hPa Trans level: By ATC LOC: DME REQUIRED. MSA DUS VOR Within German 698' MHA 4000 territory only 766 6000 by ATC □ 113.6 BAM ΙΙΜΔ DUSSELDORF-311 LMA (T) 115.15 DUS DUS RÒNÁD MONCHENGLADBACH 867 109.8 MHV ОМ ♨ 610 DIKMI 05 053° 109.5 IDNE D11.5 DUS 630' 51-10 ∧ LEBŤI D25.0 778' BAM06-30 06-40 06-50 LOC DUS DME 8.0 6.0 5.0 4.0 3.0 2.0 (GS out) ALTITUDE 2720' 2400' 2080 1760 1450' 1130' 810 **D7.0**DUS ОМ \*-053° 3000' D4. 1 DUS ММ GS 1480' DO.5 DUS DIKMI LOC TCH displ D8.9 DUS 2400 thresh 52' 1480 RWY 051116' Gnd speed-Kts 90 | 100 | 120 | 140 | 160 **D3.0**DUS ILS GS 3.00°or 377 484 538 646 753 LOC Descent Gradient 5.2% MAP at MM/D0.5 DUS JAR-OPS STRAIGHT-IN LANDING RWY 05L LOC (GS out) C: 323'(207') AB: 316'(200') D: 333'(217' MDA(H) 580'(464') ALS out FULL RVR 1000m RVR 1500m RVR 550m RVR 1000m RVR 1200m RVR 600m RVR 2000m RVR 1600m

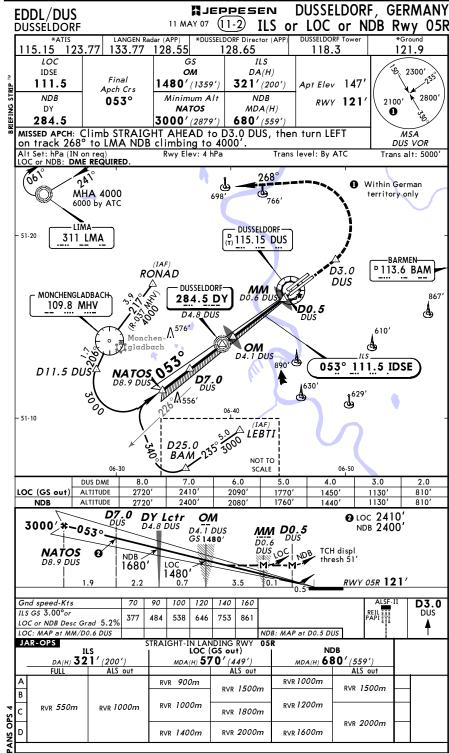
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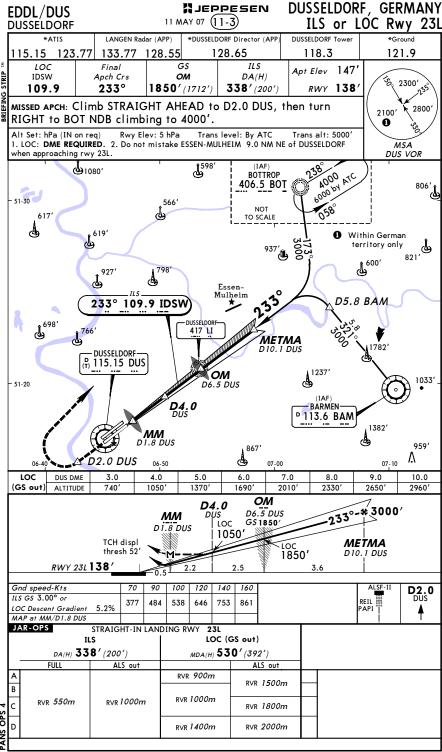


DUSSELDORF, GERMANY **JEPPESEN** EDDL/DUS 11 MAY 07 (11-2A) CAT II ILS Rwy 05R DUSSELDORF DUSSELDORF Tower \*ATIS LANGEN Radar (APP) \*DUSSELDORF Director (APP) 121.9 133.77 128.55 128.65 118.3 115.15 | 123.77 LOC Final Apt Elev 147 RA 105' ОМ 2300' IDSE Apch Crs DA(H) 111.5 053° 1480' (1359') RWY 121 221'(100' 2800 MISSED APCH: Climb STRAIGHT AHEAD to D3.0 DUS, then turn 2100' LEFT on track 268° to LMA NDB climbing to 4000 $^{\prime}$  . Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Special Aircrew & Acft Certification Required. MSA DUS VOR 268° Within German 698' **d** MHA 4000 territory only 766 6000 by ATC - Ι ΤΜΔ-DUSSELDORF-311 LMA (T) 115.15 DUS <sup>D</sup> 113.6 BAM RÒNÁD DUS MONCHENGLADBACH 867 109.8 MHV 284.5 DY мм ♨ 576 610 ОМ Ф D4.1 DUS gladbach NATOS 053° 111.5 IDSE D11.5 DUS 4630' 629' Λ<sub>556′</sub> 51-10 LEBTI D25.0 .778 Λ BAM06-50 06-40 06-30 ОМ NATOS D8.9 DUS D4.1 DUS GS 1480' ММ DO.6 DUS TCH displ thresh 51 RWY 05R121' 4.8 Gnd speed-Kts 70 90 100 120 140 160 **D3.0** DUS 3.00° 377 484 538 646 753 861 JAR-OPS STRAIGHT-IN LANDING RWY 05R CAT II ILS ABCD RA 105' DA(H) 221'(100' RVR 300m ■ Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m

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DUSSELDORF, GERMANY **XJEPPESEN** EDDL/DUS 11 MAY 07 (11-3A) CAT II ILS Rwy 23L DUSSELDORF \*DUSSELDORF Director (APP) DUSSELDORF Tower \*ATIS LANGEN Radar (APP) 121.9 115.15 123.77 133.77 128.55 128.65 118.3 CAT II ILS LOC Final Apt Elev 147 RA 92' ОМ Apch Crs IDSW <sup>క్ర</sup>్టి 2300' 233° 1850' (1712') RWY 138 109.9 238' (100' MISSED APCH: Climb STRAIGHT AHEAD to D2.0 DUS, then turn 2800 2100' RIGHT to BOT NDB climbing to 4000'. 0 Rwy Elev: 5 hPa Trans level: By ATC Alt Set: hPa (IN on req) MSA 1. Do not mistake ESSEN-MULHEIM 9.0 NM NE of DUSSELDORF when approaching rwy 23L. DUS VOR 2. Special Aircrew & Acft Certification Required. <u>.</u>1080′ (IAF) 4000 BOTTROP 406.5 BOT واق 806' NOT 51-30 J. 566' TO SCALE 617 Within German territory only ຝ 619 937' وال الله ' 600' 821' 927 do Mulheim D5.8 BAM 233° 109.9 IDSW 698 417 LI ७ METMA 1782 D 10.1 DUS - DUSSELDORF -(T) 115.15 DUS 1237' OМ 1033' ₫ - 51-20 D6.5 DUS (IAF) BARMEN <sup>□</sup> 113.6 BAM 1382' ΜМ D1.8 DUS 959' **≜**867′ D2.0 DUS 06-50 07-00 07-10 ОМ D6.5 DUS -233° 3000 GS 1850' ММ D1.8 DUS TCH displ METMA thresh 52' D10.1 DUS RWY 23L 138 Gnd speed-Kts 70 90 100 120 140 160 D2.0 3.00° 377 484 538 646 753 861 REIL PAPI DUS STRAIGHT-IN LANDING RWY 23L CAT II ILS JAR-OPS ABCD RA 92' DA(H) 238'(100' RVR 300m ■ ■ Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

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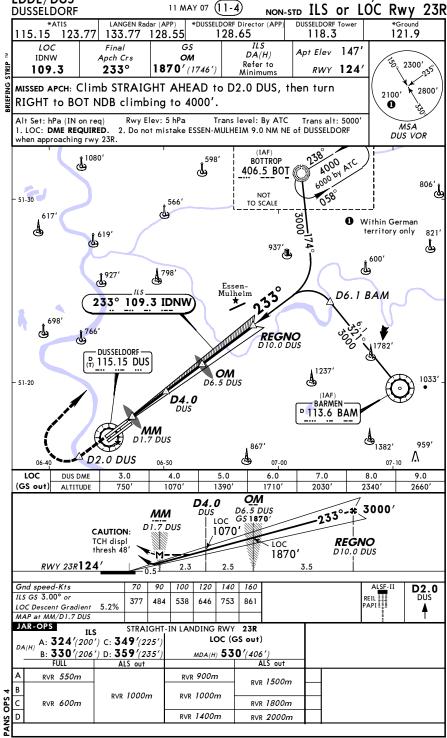
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EDDL/DUS

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DUSSELDORF, GERMANY



MJEPPESEN

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DUSSELDORF, GERMANY MJEPPESEN EDDL/DUS 11 MAY 07 (11-4A) NON-STD CAT II ILS RWY 23R DUSSELDORF \*DUSSELDORF Director (APP) DUSSELDORF Tower \*ATIS LANGEN Radar (APP) 121.9 115.15 123.77 133.77 128.55 128.65 118.3 CAT II ILS LOC Final Apt Elev 147 RA 101 ОМ IDNW Apch Crs ්<sub>ව</sub> 2300' 233° 1870' (1746') 109.3 RWY 124' 224' (100' MISSED APCH: Climb STRAIGHT AHEAD to D2.0 DUS, then turn 2800 2100' RIGHT to BOT NDB climbing to 4000'. 0 Rwy Elev: 5 hPa Trans level: By ATC Alt Set: hPa (IN on req) Trans alt: 5000 MSA1. Do not mistake ESSEN-MULHEIM 9.0 NM NE of DUSSELDORF when approaching rwy 23R. DUS VOR 2. Special Aircrew & Acft Certification Required. \$\frac{1080'}{1080'} BOTTROP 406.5 BOT 806' NOT 51-30 566' TO SCALE 617 Within German territory only ຝ 619 937' الله ' 821 600' وای Mulheim D6.1 BAM 233° 109.3 IDNW 698' ७ REGNO 782 - DUSSELDORF -(T) 115.15 DUS 1237 ОМ 1033' D6.5 DUS - 51-20 (IAF) BARMEN-□ 113.6 BAM 1382' **≜**867′ 959' Λ D2.0 DUS 06-50 07-00 07-10 ОМ D6.5 DUS GS 1870 .233° 3000 ММ D1.7 DUS CAUTION: TCH displ **REGNO** thresh 48 D10.0 DUS RWY 23R124 Gnd speed-Kts 70 90 100 120 140 160 D2.0 3.00° 377 484 538 646 753 861 REIL PAPI DUS JAR-OPS STRAIGHT-IN LANDING RWY 23R CAT II ILS ABCD RA 101' DA(H) 224'(100' RVR 300m ■ ■ Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

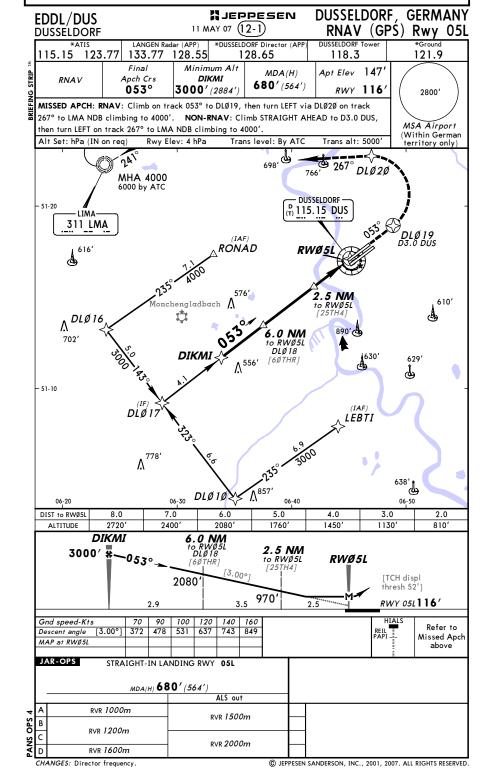
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DUSSELDORF, GERMANY **XJEPPESEN** EDDL/DUS 11 MAY 07 (12-2) RNAV (GPS) Rwy 05R DUSSELDORF LANGEN Radar (APP) \*DUSSELDORF Director (APP) DUSSELDORF Tower \*ATIS 118.3 121.9 115.15 123.77 133.77 128.55 128.65 Final Minimum Alt MDA(H)Apt Elev 147 Apch Crs NATOS RNAV 680'(559') 053° 3000' (2879') RWY 121 2800' MISSED APCH: RNAV: Climb on track 053° to DLØ14, then turn LEFT via DLØ15 on track 268° to LMA NDB climbing to 4000'. NON-RNAV: Climb STRAIGHT AHEAD to D3.0 DUS, MSA Airport (Within German then turn LEFT on track 268° to LMA NDB climbing to 4000' Alt Set: hPa (IN on reg) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000' territory only) <sup>268°</sup> DLØ 15 766 MHA 4000 6000 by ATC DUSSELDORF 51-20 (T) 115.15 DUS 311 LMA 616 RONAD RWØ5R= 576 2.5 NM 610' hengladbach  $\Lambda$ to RWØ5R ♨ [25TH2] Λ DLØ1 890 702' 6.0 NM DLØ13 629 (4) do - 51-10 DÌØ 12 LEBTI 778 ۸ 638' 857 وال DLØ 1Ø. Λ 06-20 06-30 06-40 06-50 DIST to RWØ5R 8.0 7.0 5.0 4.0 2.0 6.0 3.0 2720 1770 1450 1130' 810' ALTITUDE 2410' 2090 NATOS 6.0 NM to RWØ5R DLØ13 2.5 NM 3000′ **\*\***~053°. to RWØ5R RWØ5R [60TH2] [25TH2] [TCH displ 2090 thresh 51" RWY 05R121' Gnd speed-Kts 70 90 100 120 140 160 Refer to Descent angle [3.00°] 372 478 531 637 743 849 Missed Apch MAP at RWØ5R above JAR-OPS STRAIGHT-IN LANDING RWY 05R MDA(H) 680' (559') ALS out RVR 1000m RVR 1500m RVR 1200m RVR 2000m RVR 1600m

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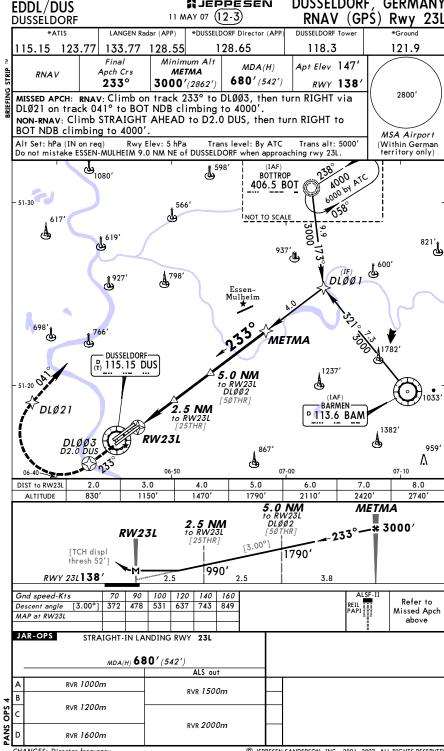
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MJEPPESEN

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DUSSELDORF, GERMANY



DUSSELDORF, GERMANY **X**JEPPESEN EDDL/DUS 11 MAY 07 (12-4) RNAV (GPS) Rwy 23R DUSSELDORF \*DUSSELDORF Director (APP) LANGEN Radar (APP 133.77 128.55 121.9 115.15 123.77 128.65 118.3 Final Minimum Alt MDA(H) Apt Elev 147 Apch Crs **REGNO** RNAV 680'(556') 233° 3000' (2876') RWY 124 MISSED APCH: RNAV: Climb on track 233° to DLØØ6, then turn RIGHT via 28001 DLØ22 on track 043° to BOT NDB climbing to 4000'. NON-RNAV: Climb STRAIGHT AHEAD to D2.0 DUS, then turn RIGHT to BOT NDB climbing to 4000'. MSA Airport (Within German Alt Set: hPa (IN on reg) Rwy Elev: 5 hPa Trans level: By ATC Do not mistake ESSEN-MULHEIM 9.0 NM NE of DUSSELDORF when approaching rwy 23R. territory only) 1080′ 4000 **BOTTROP** 406.5 BOT 806' 51-30 566' NOT TO SCALE 617 619' ຝ 821'. 937' راق 600' 927 798 DLØØ4 Essen-Mulheim 698' REGNO DUSSELDORF-(T) 115.15 DUS 5.0 NM 1237' to RW23R 1033' DLØØ5 [5ØTH2] (IAF) 2.5 NM BARMEN -□ 113.6 BAM 1382' RW23R 867 959' 07-00 07-10 06-50 DIST to RW23 2.0 3.0 4.0 5.0 6.0 7.0 8.0 810 1130' 1450 1770' 2090 2410' 2730 ALTITUDE **REGNO** 5.0 NM to RW23R \_\_233° —₩ 3000′ 2.5 NM to RW23R DLØØ5 [5ØTH2] RW23R [3.00°] 1770' [TCH displ thresh 48' 970' RWY 23R124 2.5 2.5 3.9 70 90 100 120 140 160 Gnd speed-Kts Refer to REIL PAPI Descent angle [3.00°] 372 478 531 637 743 849 Missed Apch MAP at RW23R ahove JAR-OPS STRAIGHT-IN LANDING RWY 23R MDA(H) 680' (556' ALS out RVR 1000m RVR 1500m RVR 1200m RVR 2000m RVR 1600m

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DUSSELDORF, GERMANY MJEPPESEN EDDL/DUS 11 MAY 07 (13-1) VOR Rwy 23L DUSSELDORF \*DUSSELDORF Director (APP) DUSSELDORF Tower LANGEN Radar (APP) 121.9 115.15 | 123.77 | 133.77 | 128.55 128.65 118.3 Minimum Alt Apt Elev 147 MDA(H)Apch Crs D10.1 DUS DUS ්<sub>රිං</sub> 2300' 530' (392') 234° 3000' (2862' RWY 138 115.15 MISSED APCH: Climb STRAIGHT AHEAD to D2.0 DUS, then turn 2100' 2800 0 RIGHT to BOT NDB climbing to 4000'. Rwy Elev: 5 hPa Trans level: By ATC Alt Set: hPa (IN on req) MSA1. DME REQUIRED. 2. Do not mistake ESSEN-MULHEIM 9.0 NM NE of DUSSELDORF when DUS VOR approaching rwy 23L. 3. Final approach track offset 1° from runway centerline. · 1080 598 BOTTROP 406.5 BOT 806' - 51-30 566 TO SCALE 617 Within German territory only 619' ♨ 937' واق 821 600' 927 واق Essen-Mulheim D5.6 BAM D10.1 1782 - DUSSELDORF (T) 115.15 DUS 1237 **D6.0** DUS [6ØVOR] - 51-20 D4.0 (IAF) DUS BARMEN [4ØVO2] □ 113.6 BAM D2.0 1382' DUS 「MD23L 959 867 D2.0 DUS ♨ 07-10 06-50 07-00 DUS DME 3.0 4.0 6.0 7.0 8.0 9.0 10.0 ALTITUDE 730′ 1050 1370 1690' 2010 2330' 2640' 2960 **D10.1 VOR** D6.0 D4.0 134°−# 3000° D2.0 DUS DUS [4ØVO2] [6ØVOR DUS 1050 [TCH displ [MD23L] thresh 50' [FD23L] 1690' RWY 23L138 0.7 2.0 4.1 70 90 100 120 140 Gnd speed-Kts D2.0 Descent Gradient 5.24% or 372 478 531 637 743 849 Descent angle [3.00°] MAP at D2.0 DUS JAR-OPS STRAIGHT-IN LANDING RWY 23L MDA(H) 530' (392' ALS out RVR 900m RVR 1500m RVR 1000m RVR 1800m RVR 1400m RVR 2000m

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DUSSELDORF, GERMANY JEPPESEN EDDL/DUS 11 MAY 07 (13-2) VOR Rwy 23R DUSSELDORF LANGEN Radar (APP) \*DUSSELDORF Director (APP) DUSSELDORF Tower \*ATIS 121.9 115.15 | 123.77 | 133.77 | 128.55 128.65 118.3 Minimum Alt Final MDA(H) Apt Elev 147 Apch Crs D10.0 DUS DUS 2300' 530' (406') 3000' (2876' 231° RWY 124' 115.15 MISSED APCH: Climb STRAIGHT AHEAD to D2.0 DUS, then turn 2100' 2800 0 RIGHT to BOT NDB climbing to 4000'. Alt Set: hPa (IN on req) Rwy Elev: 5 hPa Trans level: By ATC MSA1. DME REQUIRED. 2. Do not mistake ESSEN-MULHEIM 9.0 NM NE of DUSSELDORF when DUS VOR approaching rwy 23R. 3. Final approach track offset 2° from runway centerline. • 1080' 598 BOTTROP 406.5 BOT 806' 51-30 566' TO SCALE 617 Within German territory only ຝ 619' 937 راق 821' 600' 927 Essen-Mulheim D6.4 BAM 698 D10.0 DUS [FD23R] 782 DUSSELDORF ர் 115.15 DUS **D6.0** DUS 1237 1033' - 51-20 D4.0 (IAF) - BARMEN DUS [40VO3 🖺 113.6 BAM D1.9 1382 DUS [MD23R] 867 959 Λ D2.0 DUS 06-50 07-00 07-10 DUS DME 3.0 4.0 5.0 6.0 7.0 8.0 9.0 780 1100' 1420 1740 2060' 2380' 2690 ALTITUDE **D10.0** D6.0 **VOR** D4.0 DUS 231°-# 3000 [6ØVO2] DUS D1.9 [40VO3] DUS [MD23R] 1100' [TCH displ [FD23R] 1740' thresh 50' RWY 23R124 2.0 4.0 90 100 120 140 160 Gnd speed-Kts D2.0 Descent Gradient 5.38% or 381 490 545 654 763 872 Descent angle [3.08°] MAP at D1.9 DUS JAR-OPS STRAIGHT-IN LANDING RWY 23R MDA(H) 530' (406' ALS out RVR 900m RVR 1500m RVR 1000m RVR 1800m RVR 1400m RVR 2000m

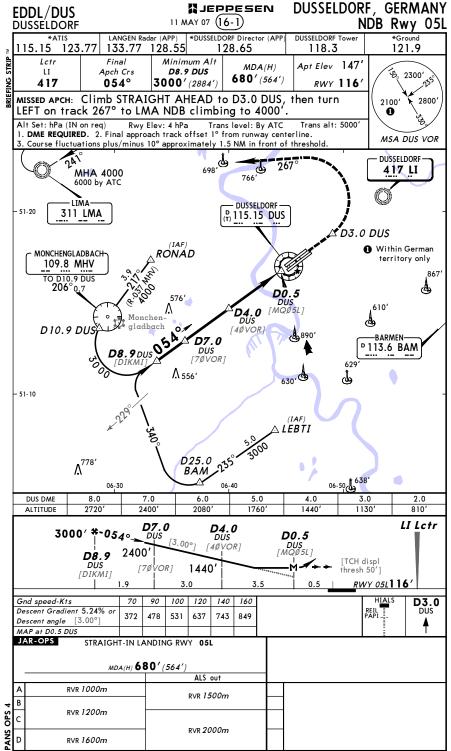
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JEPPESEN Licensed to Elefant air. Printed on 30 Jan 2008. JeppView 3.5.2.0 Notice: After 11 Feb 2008 0901Z, this chart may no longer be valid. Disc 23-2007 DUSSELDORF, GERMANY **MJEPPESEN** EDDL/DUS 11 MAY 07 (18-1) SRÁ All Rwys DUSSELDORF \*DUSSELDORF Director (APP) DUSSELDORF Tower \*Ground \*ATIS LANGEN Radar (APP) 2300' 115.15 123.77 133.77 128.55 128.65 118.3 121.9 Final Apt Elev 147 Minimum Alt MDA(H)2800' Apch Crs RADAR 2100' See Refer to Minimums RWY - See below By ATC table below MISSED APCH: Climb STRAIGHT AHEAD to 4000' MSA DUS VOR Alt Set: hPa (IN on reg) Trans alt: 5000' Apt Elev: 5 hPa Trans level: By ATC 927· 🕹 MISSED APCH FIX **BOTTROP** 4000 CAUTION: Do not mistake 406.5 BOT ESSEN-MULHEIM 9.0 NM NE of DUSSELDORF when MHA 698 approaching rwy 23L/R. 4000 6000 by ATC **(b)** (P) 233° 109.3 IDNW DUSSELDORF— 115.15 DUS - LIMA 311 LMA 51-20 DUSSELDORF-417 LI ILS RWY 23L\_ 053° 109.5 IDNE 233° 109.9 IDSW MM- MONCHENGLADBACH 867 <sup>D</sup> (112.5) MHD MONCHENGLADBACH ٨ ОМ 109.8 MHV ,610 ♨ - DUSSELDORF 284.5 DY Within German - MONCHENGLADBÄCHterritory only 377 MGB 630 ILS RWY 05R 629 053° 111.5 IDSE J 07-00 - 51-10 06-50 RWY 05L RADAR FIX 10.0 8.0 6.0 4.0 3.0 2.0 23L/R ALTITUDE 3200' 2600' 2000' 1400' 1100 770' 8.0 3.0 2.0 10.0 6.0 4.0 RWY RADAR FIX 05R 1400' 1100' 790' 3200 2600 2000 Minimum Alt/NM 10.0 FAF 4.0 SRA 05L 3200′ SRA 05R 3200 SRA 23L 3200' 1200 SRA 23R 3200 1200' RWY 05L 05R 23L 23R BASED ON ELEV. 116' 121' 124' 138' Gnd speed-Kts 70 90 100 120 140 160 Lighting-4000 Descent Gradient 4.9% 348 447 497 596 695 794 MAP at THR Airport Chart JAR-OPS STRAIGHT-IN LANDING SRA 05L SRA 05R SRA 23L SRA 23R MDA(H) 680' (564') MDA(H) 700'(579' MDA(H) 680' (542') MDA(H) 680'(556' ALS out ALS out ALS out ALS out A RVR 1000m RVR 1000m R∨R 1000m RVR 1000m RVR 1500n RVR 1500n VR 1500r RVR 1200m RVR 1200m RVR 1200m RVR 1200m RVR 2000m RVR 2000m RVR 2000m RVR 2000n RVR 1600m RVR 1600m RVR 1600m RVR 1600m CHANGES: Director frequency.

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