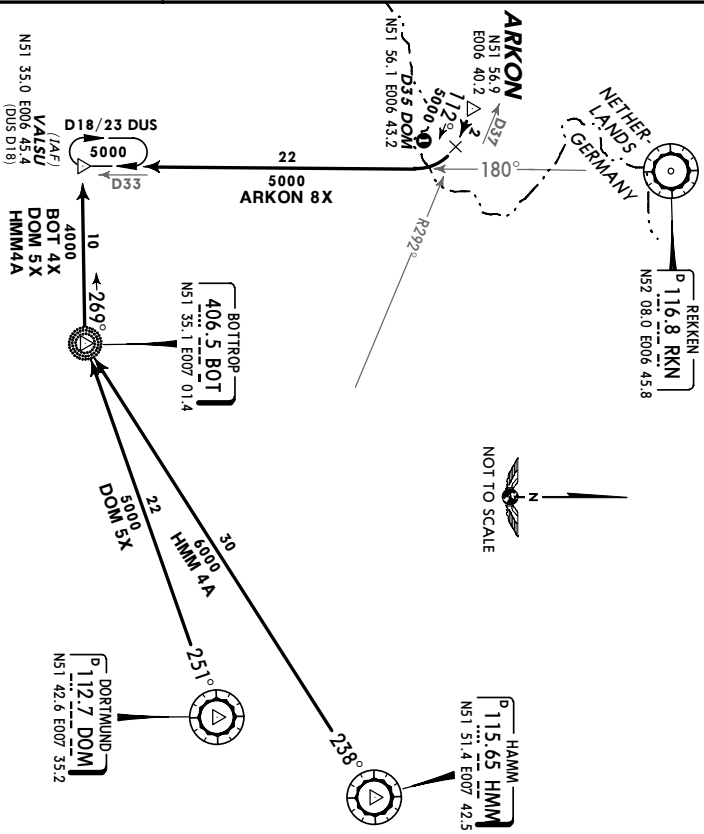
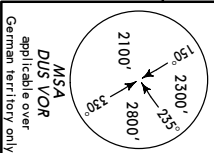


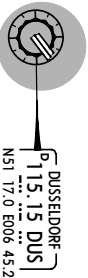
EDDL/DUS DUSSELDORF			
JEPPesen DUSSELDORF, GERMANY STAR			
3 JUN 05 (10-2) EFF 9 Jun			
*ATIS 115.15	Apt Elev 147'	Alt Set: hPa (IN on request) Trans level: By ATC	Trans alt: 5000'

ARKON EIGHT X-RAY (ARKON 8X) [ARKO8X]
 BORTROP FOUR X-RAY (BOT 4X)
 DORTMUND FIVE X-RAY (DOM 5X)
 HAMM FOUR ALFA (HMM 4A)
 RWYS 05L/R ARRIVALS
 FROM NORTH & NORTHEAST



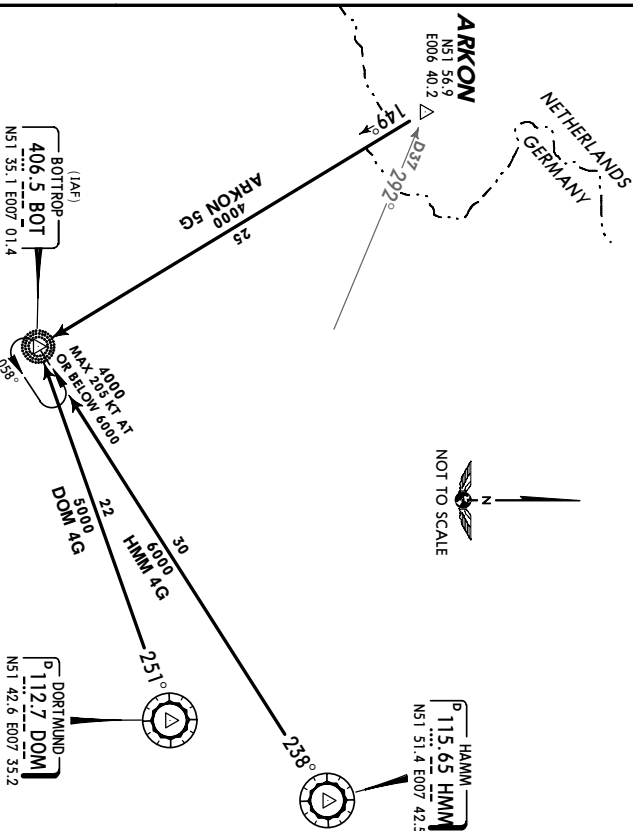
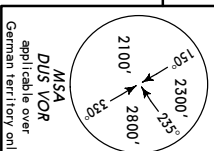
Avoid overshooting RKN
 R-180 during turn to VALSU.

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

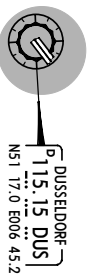


EDDL/DUS DUSSELDORF			
JEPPesen DUSSELDORF, GERMANY STAR			
3 JUN 05 (10-2A) EFF 9 Jun			
*ATIS 115.15	Apt Elev 147'	Alt Set: hPa (IN on request) Trans level: By ATC	Trans alt: 5000'

ARKON FIVE GOLF (ARKON 5G) [ARKO5G]
 DORTMUND FOUR GOLF (DOM 4G)
 HAMM FOUR GOLF (HMM 4G)
 RWYS 23L/R ARRIVALS
 FROM NORTH & NORTHEAST



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

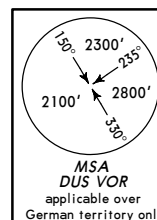


EDDL/DUS
DUSSELDORF
JEPPesen
3 JUN 05
(10-2B)
EFF 9 JUN
DUSSELDORF, GERMANY
STAR

*ATIS	Apt Elev	Air Set: hPa (IN on request)	Trans level: By ATC	Trans alt: 5000'
115.15	123.77	147'		

ALEDA ONE X-RAY
(ALEDA 1X) [ALED1X]
DEXON FIVE ALFA
(DEXON 5A) [DEXO5A] ●
LIMA SIX X-RAY (LMA 6X)
RWYS 05L/R ARRIVALS
FROM EAST & SOUTHWEST

WARBURG
113.7 WRB
N51 30.3 E009 06.7



ALEDA
N51 23.8 E007 58.2

30
5000
ALEDA 1X

● BRNAV equipment necessary.

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



BARMEN
113.6 BAM
N51 19.7 E007 10.6

DUSSELDORF
115.15 DUS
N51 17.0 E006 45.2

(IAF) VALSU
N51 35.0 E006 45.4
(DUS D18)

5000
DUS
118/23 DUS
119/11 DUS

18.4
4000
DEXON 5A ●

061°
047°
241°
4000
LMA 6X

012°
4000
DEXON

055°
3000
LEBTI
(IAF)
N51 08.0 E006 44.0

LIMA
311 LMA
N51 22.3 E006 23.7

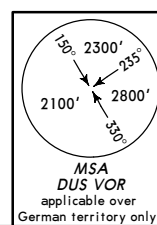
REKKEN
116.8 RKN
N52 08.0 E006 45.8

EDDL/DUS
DUSSELDORF
JEPPesen
3 JUN 05
(10-2C)
EFF 9 JUN
DUSSELDORF, GERMANY
STAR

*ATIS	Apt Elev	Air Set: hPa (IN on request)	Trans level: By ATC	Trans alt: 5000'
115.15	123.77	147'		

ALEDA ONE GOLF
(ALEDA 1G) [ALED1G]
DEXON FOUR GOLF
(DEXON 4G) [DEXO4G] ●
LIMA SEVEN GOLF (LMA 7G)
WIPPER SEVEN GOLF (WYP 7G)
RWYS 23L/R ARRIVALS
FROM EAST & SOUTHWEST

WARBURG
113.7 WRB
N51 30.3 E009 06.7



ALEDA
N51 23.8 E007 58.2

30
5000
ALEDA 1G

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



BARMEN
113.6 BAM
N51 19.7 E007 10.6

HAMM
115.65 HMM
N51 51.4 E007 42.5

(IAF) BOTTRUP
406.5 BOT
N51 35.1 E007 01.4

4000
MAX 205 KT AT
OR BELOW 6000

058°
056°
061°
241°
4000
LMA 7G

27
4000
DEXON 4G ●

22.8
4000
DEXON

037°
3000
WYP 7G

DUSSELDORF
115.15 DUS
N51 17.0 E006 45.2

LIMA
311 LMA
N51 22.3 E006 23.7

WIPPER
109.6 WYP
N51 02.9 E007 16.8

● BRNAV equipment necessary.

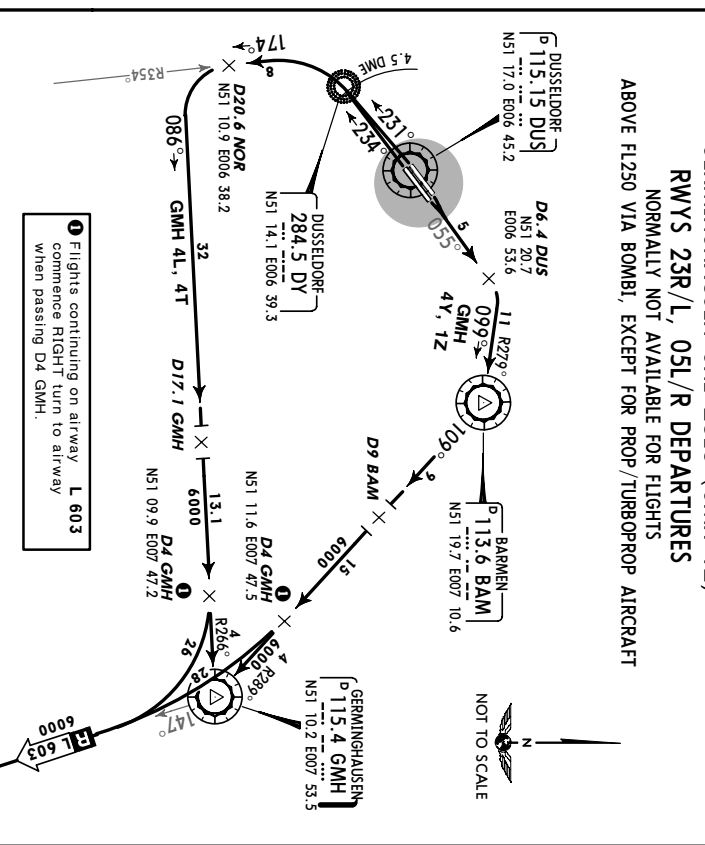
EDDL/DUS
DUSSELDORF

 JEPPesen DUSSELDORF, GERMANY

16 SEP 05 **10-3A** **Eff 29 Sep** **SID**

LANGEN Radar 128.55	Apv Elev 147'	Trans level: By ATC Trans alt: 5000' 1. Contact LANGEN Radar immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory.
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GERMINGHAUSEN FOUR LIMA (GMH 4L)
GERMINGHAUSEN FOUR TANGO (GMH 4T)
GERMINGHAUSEN FOUR YANKEE (GMH 4Y)
GERMINGHAUSEN ONE ZULU (GMH 1Z)
RWYS 23R/L, 05L/R DEPARTURES
NORMALLY NOT AVAILABLE FOR FLIGHTS



GMH 4L, 4T					
Gnd speed-KT	75	100	150	200	250 300

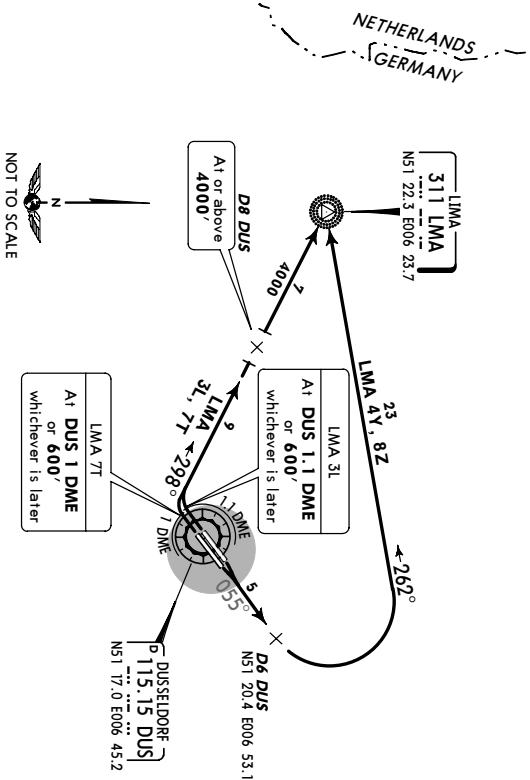
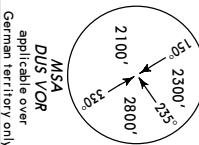
of 425' per NM (7%) until passing airspace structure.	3000'	due to	
		If unable to comply advise Delivery on start-up request.	
420' per NM	302'	109'	1000' 1410' 11712' 21212'

Initial climb clearance 5000'		
SID	RWY	ROUTING
GMH 4L	23R	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,
GMH 4T	23L	turn LEFT, intercept GMH R-266 inbound to GMH.
GMH 4Y	05L	Intercept DUS R-055 to D6.4 DUS, turn RIGHT, intercept BAM R-279 In-
GMH 1Z	05R	bound to BAM, BAM R-109 to GMH.

JEPPESSEN **10-3B** **SID**
 8 JUL 05
 EDDL/DUS
 DUSSELDORF
 DUSSELDORF, GERMANY

LANGEN Radar 133.77	Apf Elev 147'	Trans level: By ATC Trans alt: 5000'
1. Contact LANGEN Radar immediately after take-off. 2. SIDS are also noise abatement procedures (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory.		

LIMA THREE LIMA (LMA 3L)
LIMA SEVEN TANGO (LMA 7T)
LIMA FOUR YANKEE (LMA 4Y)
LIMA EIGHT ZULU (LMA 8Z)



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

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

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

Initial climb clearance 5000'		
SID	RWY	ROUTING
LMA 3L	23R	On runway track to DUS 1.1 DME (RWY 23R)/DUS 1 DME (RWY 23L) or 600', whichever is later, turn RIGHT, intercept 298° bearing to LMA.
LMA 7T	23L	
LMA 4Y	05L	Intercept DUS R-055 to D6 DUS, turn LEFT, intercept 262° bearing to LMA.
LMA 8Z	05R	

EDDL/DUS
DUSSELDORF

8 JUL 05

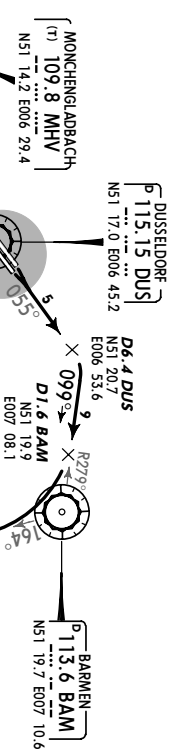
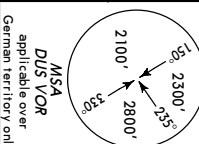
JEPPSEN

DUSSELDORF, GERMANY

SID

LANGEN Radar 128.55	<i>Ap/Elev</i> 147°	Trans level: By ATC Trans alt: 5000' 1. Contact LANGEN Radar immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4a). Strict adherence within the limits of aircraft performance is mandatory.
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LIPMI TWO JULIETT (LIPMI 2J)
LIPMI TWO LIMA (LIPMI 2L)
LIPMI TWO TANGO (LIPMI 2T)
LIPMI TWO ZULU (LIPMI 2Z)



LIPMI 2L, 2T

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

Initial climb clearance 5000'		
STD	RWY	ROUTING
LIPM1 2J	05L	Intercept DUS R-055 to D6.4 DUS, turn RIGHT, intercept BAM R-279 inbound to D1.6 BAM, turn RIGHT, intercept BAM R-164 to LIPM1.
LIPM1 2Z	05R	
LIPM1 2L	23R	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 GMMH R-266 inbound to D32 GMMH, turn RIGHT, intercept MHV R-104 to LIPM1.
LIPM1 2T	23L	

EDDL/DUS
DUSSELDORF

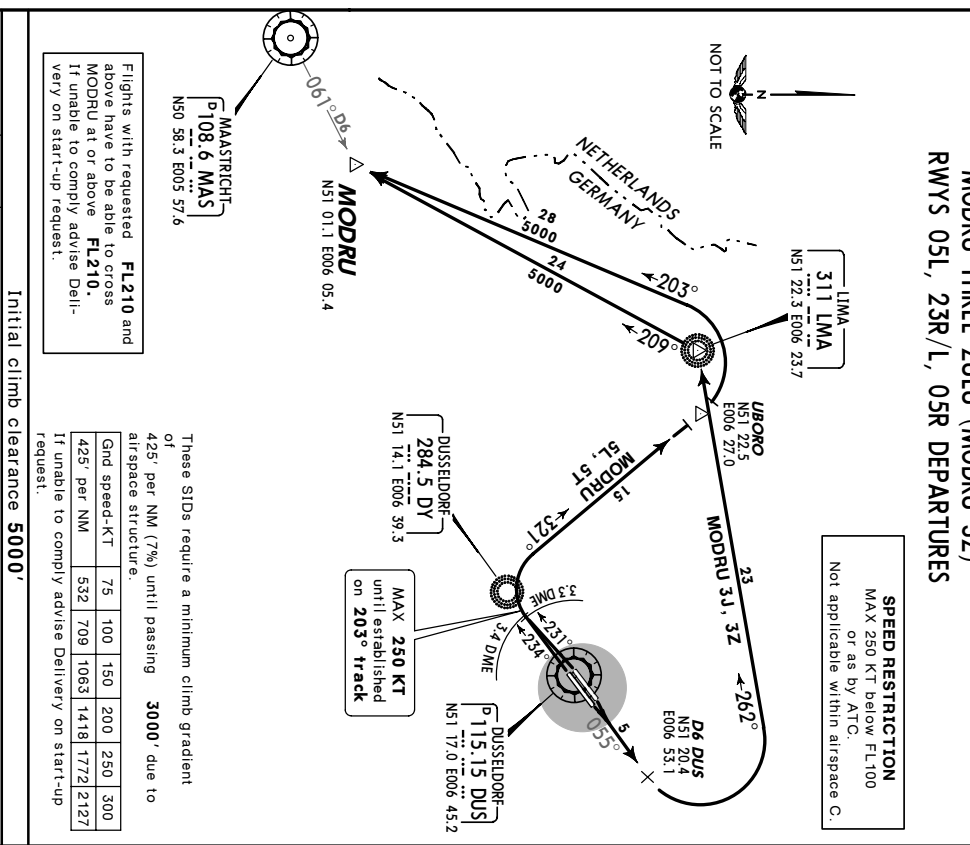
JEPPSEN
DUSSELDORF, GERMANY

17 JUN 05 10-3E

SID

Trans level: By ATC Trans alt: 5000' 1. Contact LANGEN Radr immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory.	LANGEN Radr 133.77 Apt. Elev 147'
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MODRU THREE JULIETT (MODRU 3J)
MODRU FIVE LIMA (MODRU 5L)
MODRU FIVE TANGO (MODRU 5T)
MODRU THREE ZULU (MODRU 3Z)
RWYS 05L, 23R/L, 05R DEPARTURES



MODRU 32	02C	Intercept UEST-79 to D0 D05; turn LEFT, intercept 20Z bearing to LMA, turn LEFT, 209° bearing to MODRU.
MODRU 32	05R	Intercept 231° bearing towards DY, at DUS 3.3 DME ①, turn RIGHT.
MODRU 5L	23R	Intercept to UBORO, turn LEFT, 203° track to MODRU.
MODRU 5T	23L	Intercept 234° bearing towards DY, at DUS 3.4 DME ②, turn RIGHT, 321° track to UBORO, turn LEFT, 203° track to MODRU.

After passing DUS 3.3 DME ① / DUS 3.4 DME ② BRAVAV equipment necessary.

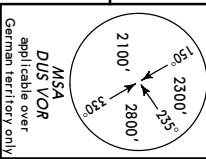
JEPPESEN
 3 JUN 05 10-3F EFF 9 JUN
 DUSSELDORF, GERMANY
 STD

LANGEN Radar 133.77	Ap ^r Elev 147'	Trans level: By ATC. Trans alt: 5000'. 1. Contact LANGEN Radar immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory.
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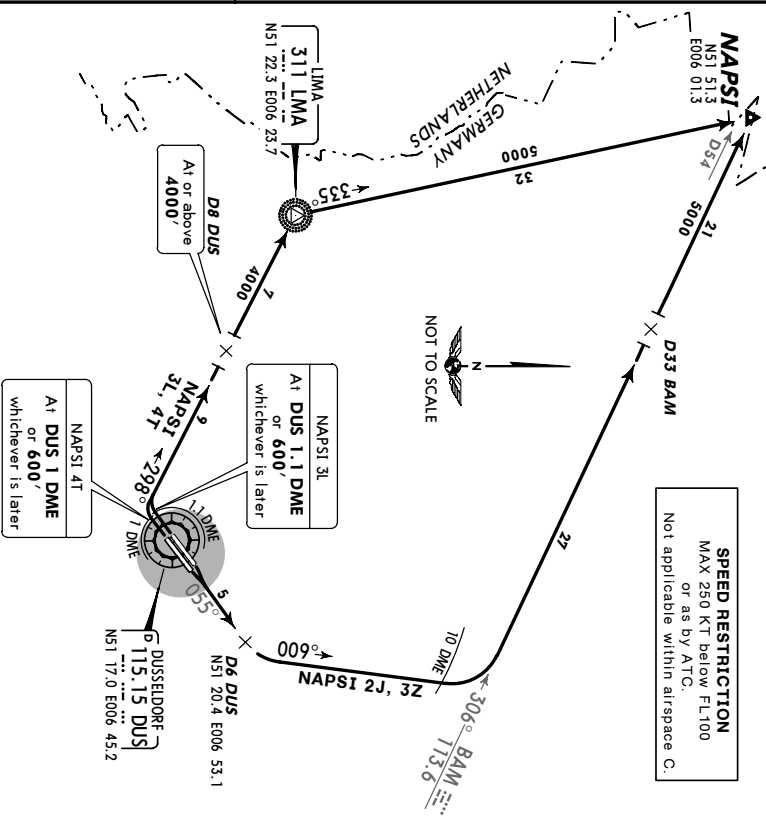
NAPSI TWO JULIETT (NAPSI 2J)
 NAPSI THREE LIMA (NAPSI 3L)
 NAPSI FOUR TANGO (NAPSI 4T)
 NAPSI THREE ZULU (NAPSI 3Z)

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

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



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



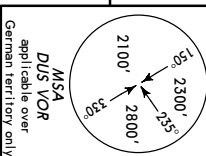
These SIDs require minimum climb gradients of
 NAPSI 2J, 3Z 3000' due to 425' per NM (7%) until passing airspace structure.
 NAPSI 3L, 4T 407' per NM (6.7%) due to airspace structure.
 If unable to comply advise Delivery on start-up request.

SID	RWY	ROUTING
NAPSI 2J	05L	Intercept DUS R-055 to D6 DUS, turn LEFT, 009° track to DUS 10 DME, turn LEFT, intercept BAM R-306 to NAPSI.
NAPSI 3Z	05R	On runway track to DUS 1.1 DME (Rwy 23R/DUS 1 DME (Rwy 23L) or 600', whichever is later, turn RIGHT, intercept 298° bearing to LMA, 335° bearing to NAPSI.
NAPSI 3L	23R	
NAPSI 4T	23L	

CHANGES: None.
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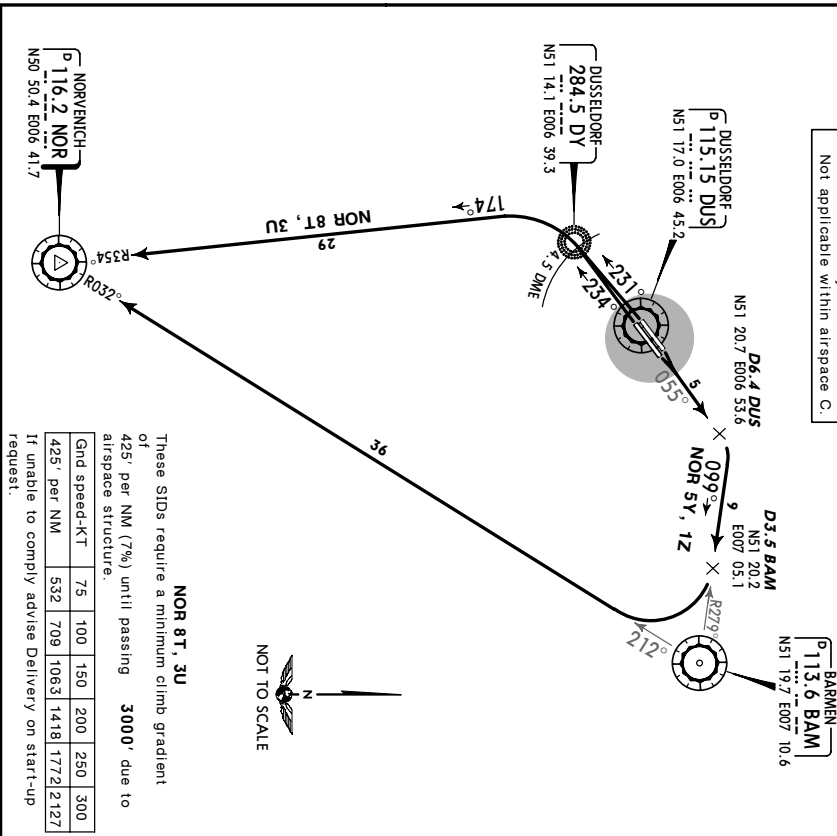
JEPPESEN
 3 JUN 05 10-3G EFF 9 JUN
 DUSSELDORF, GERMANY
 STD

LANGEN Radar 128.55	Ap ^r Elev 147'	Trans level: By ATC. Trans alt: 5000'. 1. Contact LANGEN Radar immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory.
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NORVENICH EIGHT TANGO (NOR 8T)
 NORVENICH THREE UNIFORM (NOR 3U)
 NORVENICH FIVE YANKEE (NOR 5Y)
 NORVENICH ONE ZULU (NOR 1Z)
 RWYS 23L/R, 05L/R DEPARTURES
 FOR FLIGHTS WITH REQUESTED FL90 OR BELOW
 FLIGHTS WITH REQUESTED FL100 OR ABOVE SHALL FILE VIA MODRU

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



These SIDs require a minimum climb gradient of
 NOR 8T, 3U 3000' due to 425' per NM (7%) until passing airspace structure.
 NOR 5Y, 1Z 425' per NM (7%) until passing airspace structure.
 If unable to comply advise Delivery on start-up request.

SID	RWY	ROUTING
NOR 8T	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 3U	23R	
NOR 5Y	05L	Intercept DUS R-055 to D6.4 DUS, turn RIGHT, intercept BAM R-279 inbound to D3.5 BAM, turn RIGHT, intercept BAM R-212 to NOR.
NOR 1Z	05R	

CHANGES: SIDs NOR 4Y, 9Z renamed 5Y, 1Z & revised.
 © JEPPESEN SANDERSON, INC., 2004, 2005. ALL RIGHTS RESERVED.

EDL/DUS
 DUSSELDORF

18 FEB 05 (10-3H)

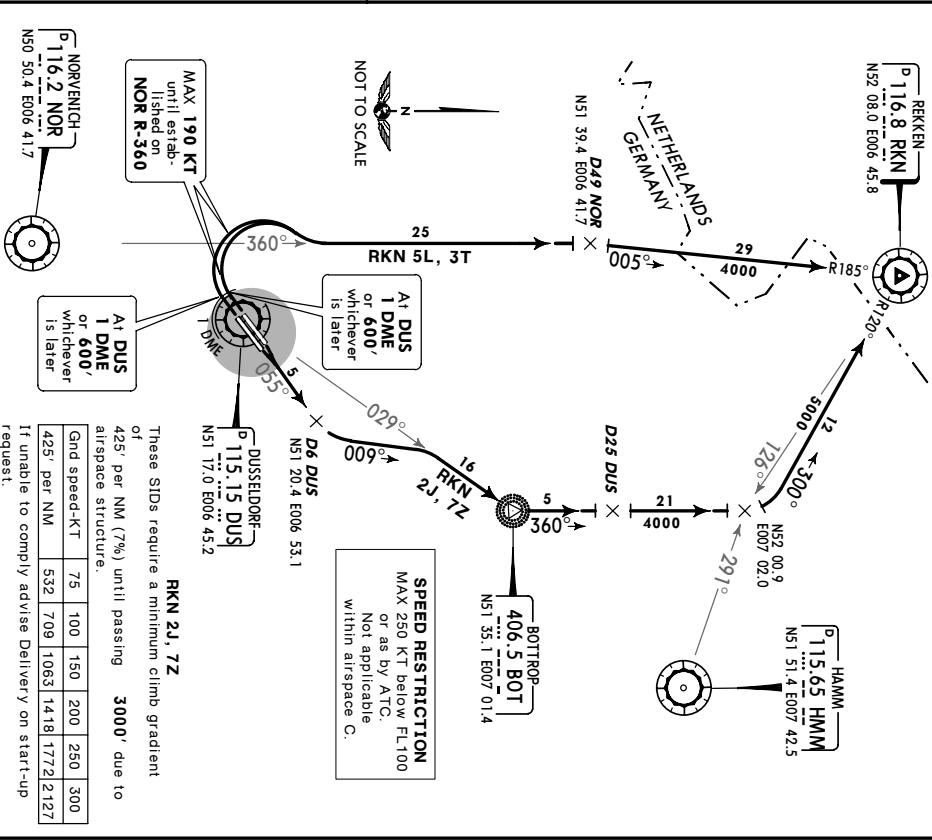
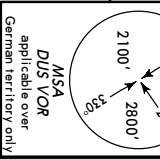
JEPPesen

DUSSELDORF, GERMANY

STD

LANGEN Radar 133.77	Ap ^r Elev 147'	Trans level: By ATC Trans alt: 5000'
1. Contact LANGEN Radar immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-48). Strict adherence within the limits of aircraft performance is mandatory.		

REKEN TWO JULIETT (RKN 2J)
 REKEN FIVE LIMA (RKN 5L)
 REKEN THREE TANGO (RKN 3T)
 REKEN SEVEN ZULU (RKN 7Z)
 RWYS 05L, 23R/L, 05R DEPARTURES



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

Grnd 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.

SID	RWY	ROUTING
RKN 2J	05L	Intercept DUS R-055 to D6 DUS, turn LEFT, 009° track, intercept DUS R-029 to BOT, 360° bearing, when passing RKN R-126/HMM R-291 turn LEFT, intercept RKN R-120 inbound to RKN.
RKN 5L	23R	On runway track to DUS 1 DME or 600', whichever is later, turn RIGHT, intercept NOR R-360 to D49 NOR, intercept RKN R-185 inbound to RKN.
RKN 3T	23L	

EDL/DUS
 DUSSELDORF

18 FEB 05 (10-3J)

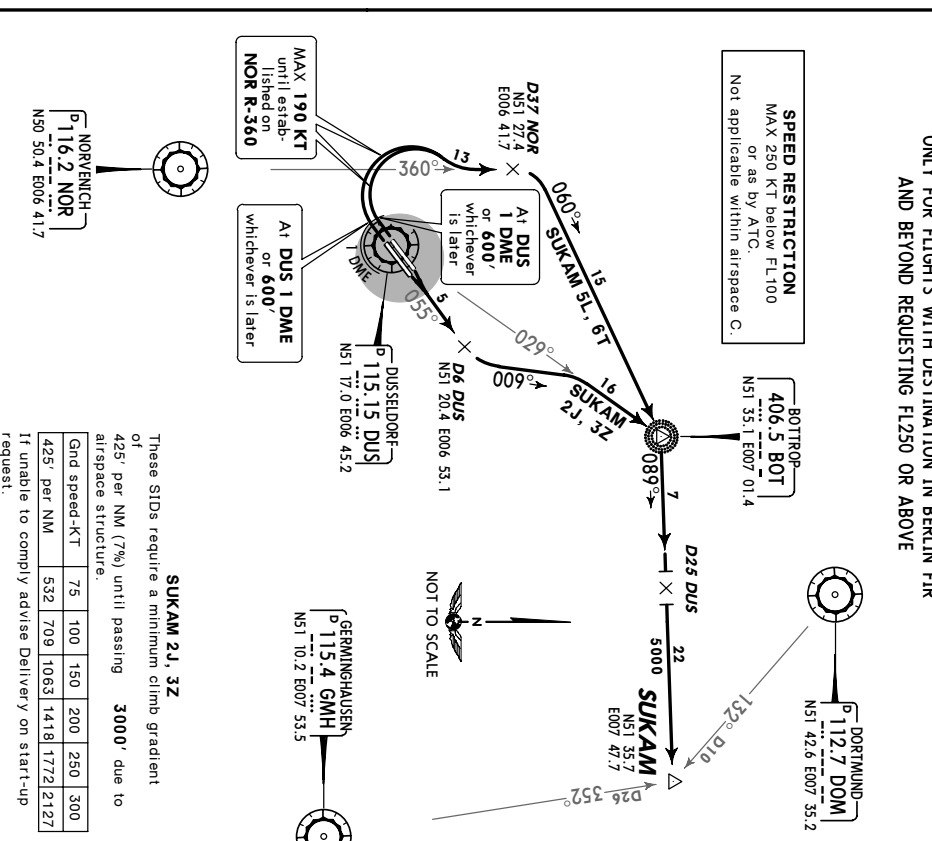
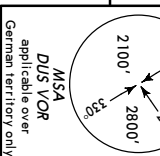
JEPPesen

DUSSELDORF, GERMANY

STD

LANGEN Radar 133.77	Ap ^r Elev 147'	Trans level: By ATC Trans alt: 5000'
1. Contact LANGEN Radar immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-48). Strict adherence within the limits of aircraft performance is mandatory.		

SUKAM TWO JULIETT (SUKAM 2J)
 SUKAM FIVE LIMA (SUKAM 5L)
 SUKAM SIX TANGO (SUKAM 6T)
 SUKAM THREE ZULU (SUKAM 3Z)
 RWYS 05L, 23R/L, 05R DEPARTURES
 ONLY FOR FLIGHTS WITH DESTINATION IN BERLIN FIR
 AND BEYOND REQUESTING FL250 OR ABOVE



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

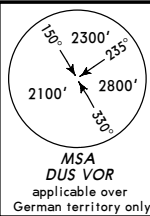
Grnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

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

SID	RWY	ROUTING
SUKAM 2J	05L	Intercept DUS R-055 to D6 DUS, turn LEFT, 009° track, intercept DUS R-029 to BOT, 089° bearing to SUKAM.
SUKAM 3Z	05R	
SUKAM 5L	23R	On runway track to DUS 1 DME or 600', whichever is later, turn RIGHT, intercept NOR R-360 to D37 NOR, turn RIGHT, intercept 060° bearing to BOT, 089° bearing to SUKAM.
SUKAM 6T	23L	

EDDL/DUS
 DUSSELDORF
 16 SEP 05 (10-3K) EFF 29 Sep
 JEPPESEN DUSSELDORF, GERMANY
 STD

LANGEN Radar 128.55	Ap/ Elev 147'	Trans level: By ATC Trans alt: 5000'
1. Contact LANGEN Radar immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory.		



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

WARBURG
 113.7 WRB
 N51 30.3 E009 06.7

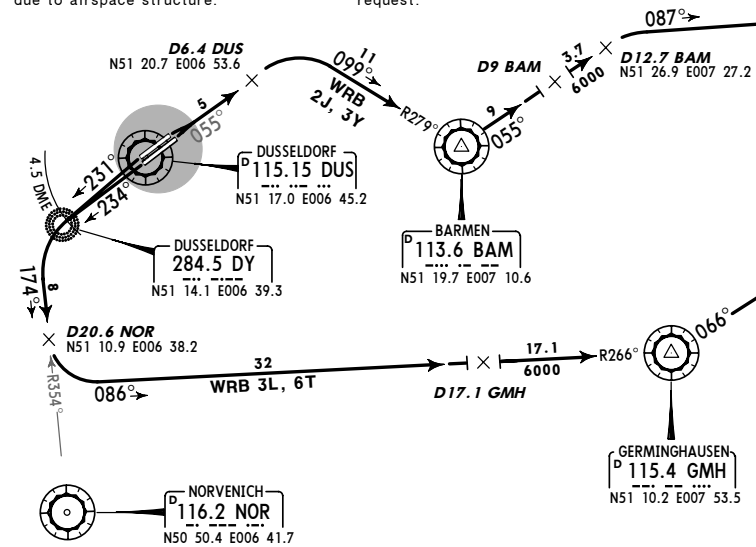
WARBURG TWO JULIETT (WRB 2J)
 WARBURG THREE LIMA (WRB 3L)
 WARBURG SIX TANGO (WRB 6T)
 WARBURG THREE YANKEE (WRB 3Y)
 RWYS 05L, 23R/L, 05R DEPARTURES
 NOT AVAILABLE FOR
 FLIGHTS INTO UPPER AIRSPACE



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

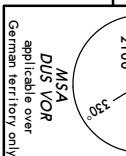
If unable to comply advise Delivery on start-up request.

WRB 3L, 6T
 These SIDs require a minimum climb gradient of 425' per NM (7%) until passing 3000' due to airspace structure.



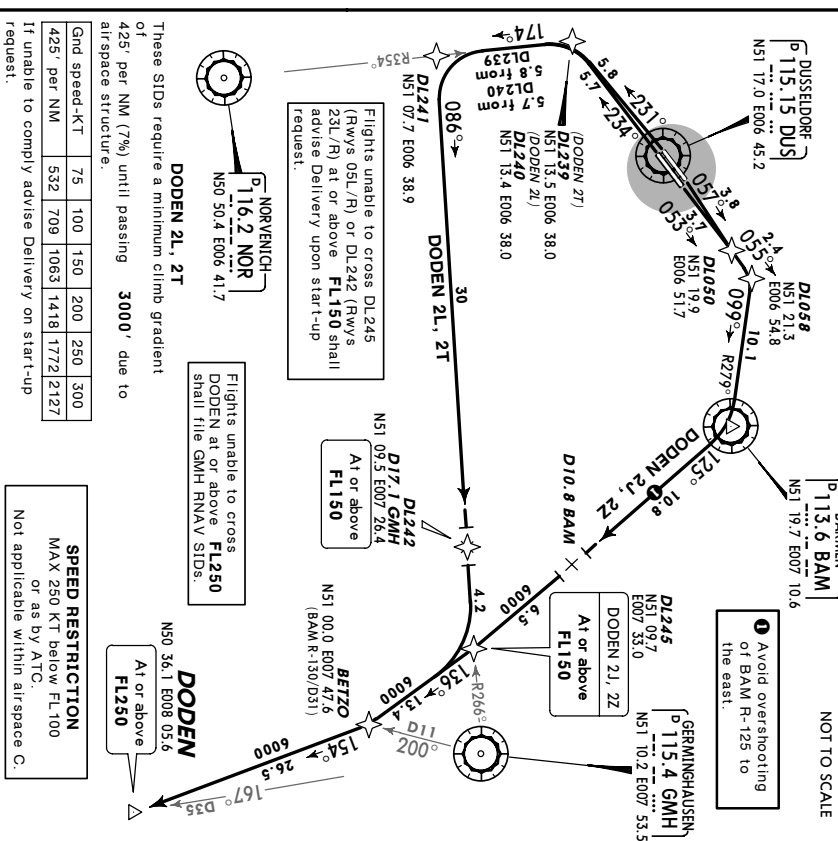
EDDL/DUS
 DUSSELDORF
 16 SEP 05 (10-3L) EFF 29 Sep
 JEPPESEN DUSSELDORF, GERMANY
 RNAV SID (OVERLAY)

LANGEN Radar 128.55	Ap/ Elev 147'	Trans level: By ATC Trans alt: 5000'
1. Contact LANGEN Radar immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory.		



DODEN TWO JULIETT (DODEN 2J) [DODE2J]
 DODEN TWO LIMA (DODEN 2L) [DODE2L]
 DODEN TWO TANGO (DODEN 2T) [DODE2T]
 DODEN TWO ZULU (DODEN 2Z) [DODE2Z]
 RWYS 05L, 23R/L, 05R
 RNAV DEPARTURES (OVERLAY 10-3)
 ONLY FOR JET FLIGHTS WITH REQUESTED FL250 OR ABOVE

1 Avoid overshooting of BAM R-125 to the east.



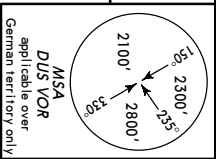
DODEN 2L, 2T
 These SIDs require a minimum climb gradient of 425' per NM (7%) until passing 3000' due to airspace structure.

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

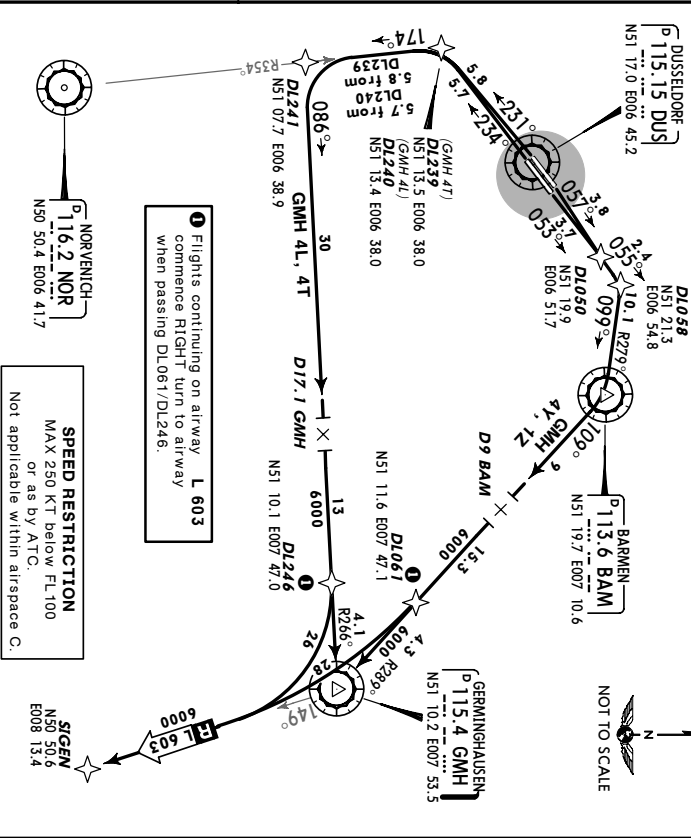
SID	RWY	ROUTING
DODEN 2J	05L	(600' +) - DL050 - DL058 - BAM - DL245 (FL150+) - BETZO - DODEN (FL250+).
DODEN 2Z	05R	(600' +) - DL240 - DL241 - DL242 (FL150+) - DL245 - BETZO - DODEN (FL250+).
DODEN 2L	23R	(600' +) - DL239 - DL241 - DL242 (FL150+) - DL245 - BETZO - DODEN (FL250+).
DODEN 2T	23L	(600' +) - DL239 - DL241 - DL242 (FL150+) - DL245 - BETZO - DODEN (FL250+).

EDDL/DUS
 DUSSELDORF
 8 JUL 05 (10-3M)
 JEPPESEN
 DUSSELDORF, GERMANY
 RNAV SID (OVERLAY)

LANGEN Radar 128.55	Ap/ Elev 147'	Trans alt: 5000' 1. Contact LANGEN Radar immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory.
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GERMINGHAUSEN FOUR LIMA (GMH 4L)
 GERMINGHAUSEN FOUR TANGO (GMH 4T)
 GERMINGHAUSEN FOUR YANKEE (GMH 4Y)
 GERMINGHAUSEN ONE ZULU (GMH 1Z)
 RWYS 23R/L, 05L/R
 RNAV DEPARTURES (OVERLAY 10-3A)
 NORMALLY NOT AVAILABLE FOR FLIGHTS
 ABOVE FL250 VIA BOMBI, EXCEPT FOR PROP/TURBOPROP AIRCRAFT



GMH 4L, 4T

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

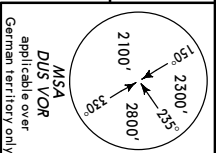
Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

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

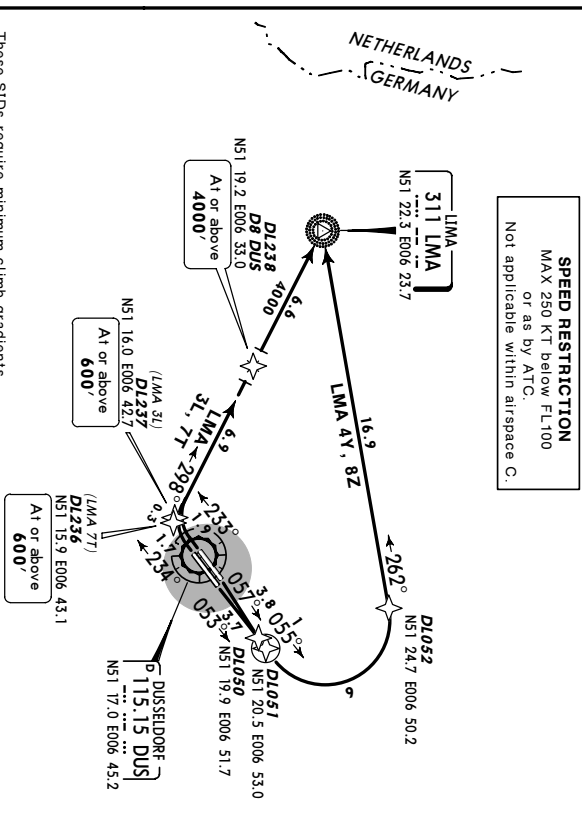
SID	RWY	Initial climb clearance 5000'	ROUTING
GMH 4L	23R	(600' +) - DL240 - DL241 - DL246 - GMH.	
GMH 4T	23L	(600' +) - DL239 - DL241 - DL246 - GMH.	
GMH 4Y	05L	(600' +) - DL050 - DL058 - BAM - DL061 - GMH.	
GMH 1Z	05R		

EDDL/DUS
 DUSSELDORF
 8 JUL 05 (10-3N)
 JEPPESEN
 DUSSELDORF, GERMANY
 RNAV SID (OVERLAY)

LANGEN Radar 133.77	Ap/ Elev 147'	Trans alt: 5000' 1. Contact LANGEN Radar immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory.
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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 10-3B)
 FOR FLIGHTS WITH REQUESTED FL190 OR BELOW
 OR TRANSOCEAN FLIGHTS, UNABLE TO CROSS MODRU AT OR ABOVE FL210
 OR FLIGHTS VIA LMA - L 179 (IF AVAILABLE)



These SIDs require minimum climb gradients of 407' per NM (6.7%) due to airspace structure.

LMA 3L, 7T

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	1698	2036
425' per NM	532	709	1063	1418	1772	2127

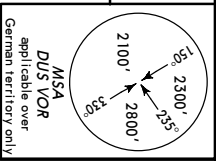
If unable to comply advise Delivery on start-up request.

SID	RWY	Initial climb clearance 5000'	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		

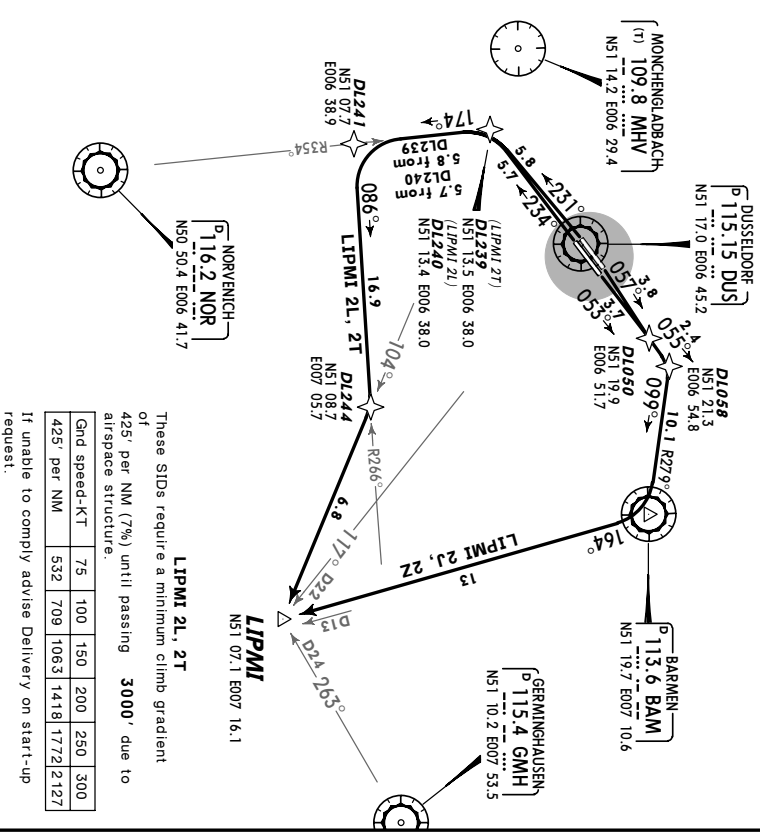
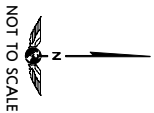
EDDL/DUS
 DUSSELDORF
 18 FEB 05 (10-3P)
 JEPPESSEN
 DUSSELDORF, GERMANY
 RNAV SID (OVERLAY)

LANGEN Radar 128.55	Ap ^r Elev 147'	Trans level: By ATC Trans alt: 5000' 1. Contact LANGEN Radar immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory.
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LIPMI TWO JULIETT (LIPMI 2J) [LIPM2J]
 LIPMI TWO LIMA (LIPMI 2L) [LIPM2L]
 LIPMI TWO TANGO (LIPMI 2T) [LIPM2T]
 LIPMI TWO ZULU (LIPMI 2Z) [LIPM2Z]
 RWYS 05L, 23R/L, 05R
 RNAV DEPARTURES (OVERLAY 10-3C)



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



LIPMI 2L, 2T

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

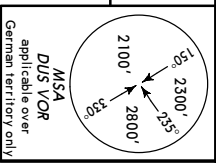
If unable to comply advise Delivery on start-up request.

SID	RWY	Initial climb clearance 5000'	ROUTING
LIPMI 2J	05L	(600' +) - DL050 - DL058 - BAM - LIPMI.	
LIPMI 2L	23R	(600' +) - DL240 - DL241 - DL244 - LIPMI.	
LIPMI 2T	23L	(600' +) - DL239 - DL241 - DL244 - LIPMI.	
LIPMI 2Z	05R	(600' +) - DL050 - DL058 - BAM - LIPMI.	

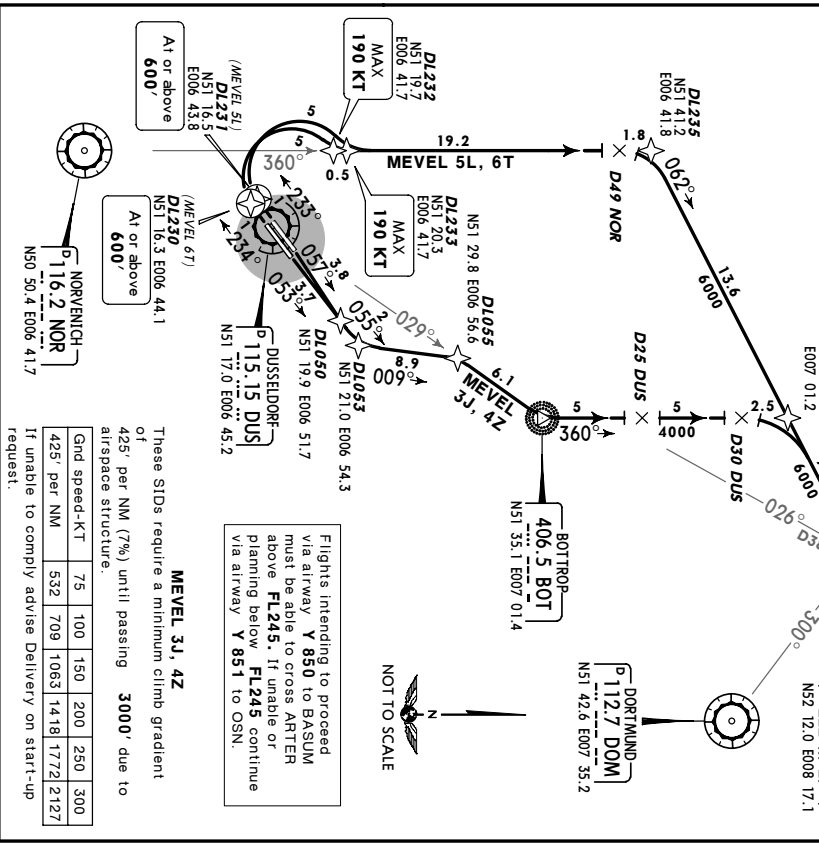
EDDL/DUS
 DUSSELDORF
 18 FEB 05 (10-3Q)
 JEPPESSEN
 DUSSELDORF, GERMANY
 RNAV SID (OVERLAY)

LANGEN Radar 133.77	Ap ^r Elev 147'	Trans level: By ATC Trans alt: 5000' 1. Contact LANGEN Radar immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory.
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MEVEL THREE JULIETT (MEVEL 3J) [MEVE3J]
 MEVEL FIVE LIMA (MEVEL 5L) [MEVESL]
 MEVEL SIX TANGO (MEVEL 6T) [MEVE6T]
 MEVEL FOUR ZULU (MEVEL 4Z) [MEVE4Z]
 RWYS 05L, 23R/L, 05R
 RNAV DEPARTURES (OVERLAY 10-3D)



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



MEVEL 3J, 4Z

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

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

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

SID	RWY	Initial climb clearance 5000'	ROUTING
MEVEL 3J	05L	(600' +) - DL050 - DL053 - DL055 - BOT - DL056 - MEVEL.	
MEVEL 5L	23R	DL231 (600' +) - DL233 (K190-) - DL235 - MEVEL.	
MEVEL 6T	23L	DL230 (600' +) - DL232 (K190-) - DL235 - MEVEL.	
MEVEL 4Z	05R	(600' +) - DL050 - DL053 - DL055 - BOT - DL056 - MEVEL.	

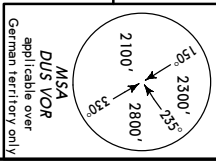
EDDL/DUS
 DUSSELDORF

17 JUN 05 (10-35)

JEPPesen
 DUSSELDORF, GERMANY
 RNAV SID (OVERLAY)

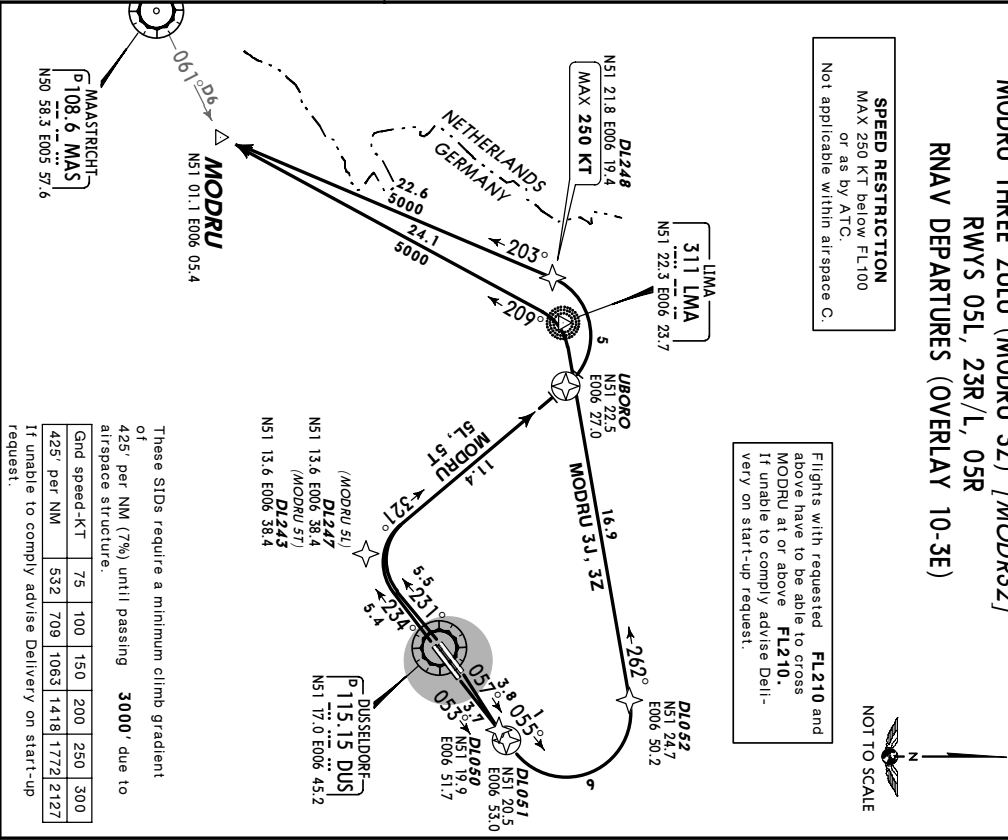
LANGEN Radar 133.77	Ap ^r Elev 147'	Trans level: By ATC 1. Contact LANGEN Radar immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-48). Strict adherence within the limits of air- craft performance is mandatory.
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MODRU THREE JULIETT (MODRU 3J) [MODR3J]
 MODRU FIVE LIMA (MODRU 5L) [MODR5L]
 MODRU FIVE TANGO (MODRU 5T) [MODR5T]
 MODRU THREE ZULU (MODRU 3Z) [MODR3Z]
 RWYS 05L, 23R/L, 05R
 RNAV DEPARTURES (OVERLAY 10-3E)



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

Flights with requested FL210 and above have to be able to cross MODRU at or above FL210.
 If unable to comply advise Delli-very on start-up request.



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

Grnd 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.

SID	RWY	ROUTING
MODRU 3J	05L	(600' +) - DL050 - DL051 - DL052 - LMA - MODRU.
MODRU 5L	23R	(600' +) - DL247 - UBORO - DL248 (K250-) - MODRU.
MODRU 5T	23L	(600' +) - DL243 - UBORO - DL248 (K250-) - MODRU.
MODRU 3Z	05R	(600' +) - DL050 - DL051 - DL052 - LMA - MODRU.

Initial climb clearance 5000'

CHANGES: Restrictions revised.
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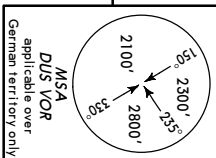
EDDL/DUS
 DUSSELDORF

17 JUN 05 (10-31)

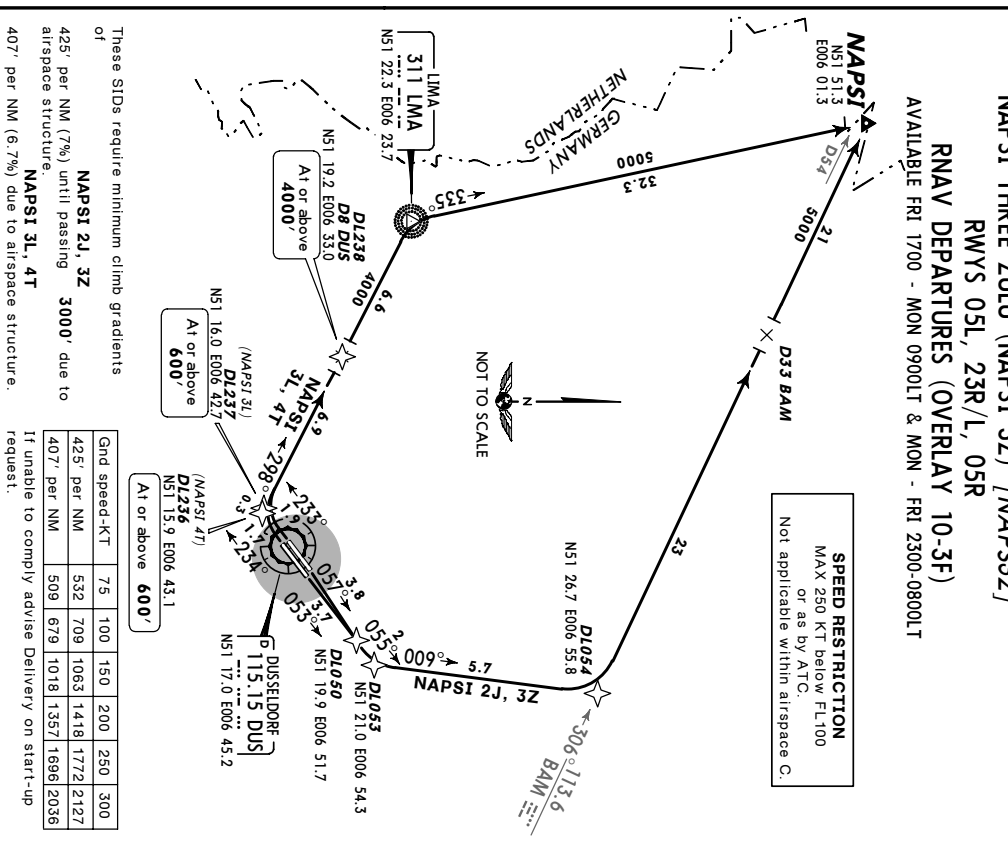
JEPPesen
 DUSSELDORF, GERMANY
 RNAV SID (OVERLAY)

LANGEN Radar 133.77	Ap ^r Elev 147'	Trans level: By ATC 1. Contact LANGEN Radar immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-48). Strict adherence within the limits of air- craft performance is mandatory.
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NAPSI TWO JULIETT (NAPSI 2J) [NAP2J]
 NAPSI THREE LIMA (NAPSI 3L) [NAP3L]
 NAPSI FOUR TANGO (NAPSI 4T) [NAP4T]
 NAPSI THREE ZULU (NAPSI 3Z) [NAP3Z]
 RWYS 05L, 23R/L, 05R
 RNAV DEPARTURES (OVERLAY 10-3F)
 AVAILABLE FRI 1700 - MON 0900LT & MON - FRI 2300-0800LT



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



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

Grnd 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.

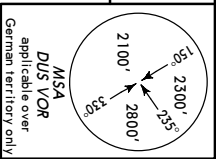
SID	RWY	ROUTING
NAPSI 2J	05L	(600' +) - DL050 - DL053 - DL054 - NAPSI.
NAPSI 3L	23R	DL237 (600' +) - DL238 (4000' +) - LMA - NAPSI.
NAPSI 4T	23L	DL236 (600' +) - DL238 (4000' +) - LMA - NAPSI.
NAPSI 3Z	05R	(600' +) - DL050 - DL053 - DL054 - NAPSI.

Initial climb clearance 5000'

CHANGES: None.
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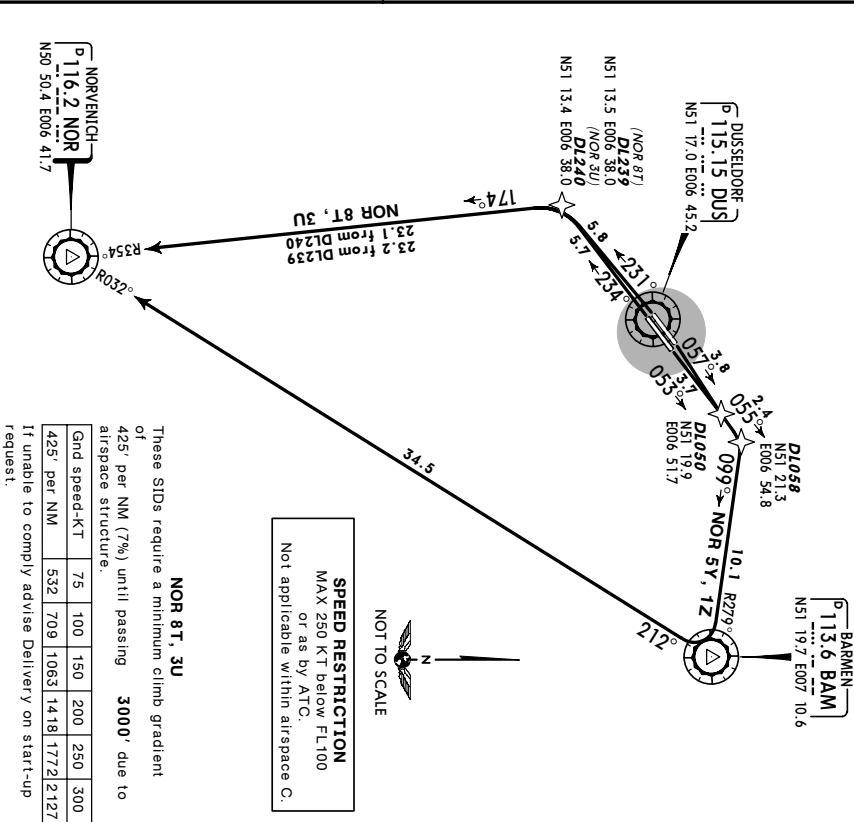
JEPPESEN
 3 JUN 05 (10-3U) EFF 9 JUN
 DUSSELDORF, GERMANY
 RNAV SID (OVERLAY)

LANGEN Radar 128.55	Ap ^r Elev 147'	Trans level: By ATC Trans alt: 5000'
1. Contact LANGEN Radar immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-48). Strict adherence within the limits of air- craft performance is mandatory.		



NORVENICH EIGHT TANGO (NOR 8T)
 NORVENICH THREE UNIFORM (NOR 3U)
 NORVENICH FIVE YANKEE (NOR 5Y)
 NORVENICH ONE ZULU (NOR 1Z)
 RWYS 23L/R, 05L/R

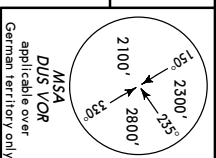
RNAV DEPARTURES (OVERLAY 10-3G)
 FOR FLIGHTS WITH REQUESTED FL90 OR BELOW
 FLIGHTS WITH REQUESTED FL100 OR ABOVE SHALL FILE VIA MODRU



SID	RWY	Initial climb clearance 5000'
NOR 8T	23L	(600' +) - DL239 - NOR.
NOR 3U	23R	(600' +) - DL240 - NOR.
NOR 5Y	05L	(600' +) - DL050 - BAW - NOR.
NOR 1Z	05R	(600' +) - DL058 - BAW - NOR.

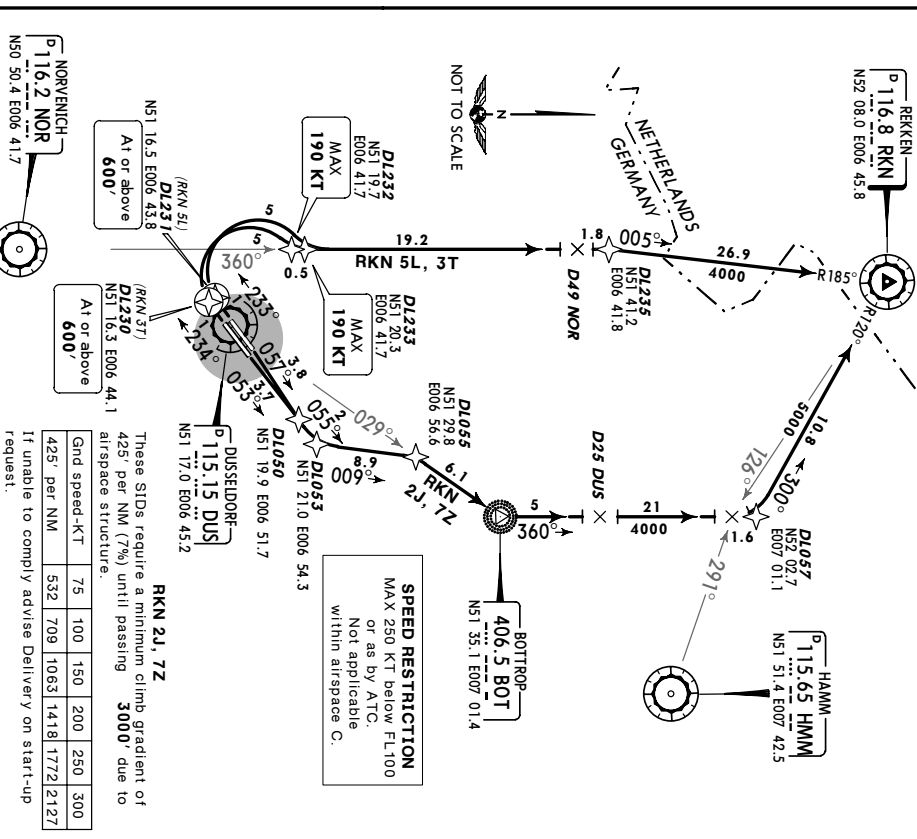
JEPPESEN
 3 JUN 05 (10-3V) EFF 9 JUN
 DUSSELDORF, GERMANY
 RNAV SID (OVERLAY)

LANGEN Radar 133.77	Ap ^r Elev 147'	Trans level: By ATC Trans alt: 5000'
1. Contact LANGEN Radar immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-48). Strict adherence within the limits of air- craft performance is mandatory.		



REKKEN TWO JULIETT (RKN 2J)
 REKKEN FIVE LIMA (RKN 5L)
 REKKEN THREE TANGO (RKN 3T)
 REKKEN SEVEN ZULU (RKN 7Z)
 RWYS 05L, 23R/L, 05R

RNAV DEPARTURES (OVERLAY 10-3H)



SID	RWY	Initial climb clearance 5000'
RKN 2J	05L	(600' +) - DL050 - DL053 - DL055 - BOT - DL057 - RKN.
RKN 5L	23R	DL231 (600' +) - DL233 (K190-) - DL235 - RKN.
RKN 3T	23L	DL230 (600' +) - DL232 (K190-) - DL235 - RKN.
RKN 7Z	05R	(600' +) - DL050 - DL053 - DL055 - BOT - DL057 - RKN.

EDDL/DUS
DUSSELDORF

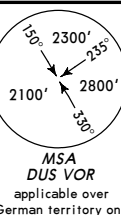
HIERPESSEN **DUSSELDORF, GERMANY**

29 APR 05 **(10-3X)** **Eff 12 May** **RNAV SID (OVERLAY)**

29 APR 05 (10-3X) Eff 12 May RNAV SID (OVERLAY)

LANGEN Rader 128.55	Apt Elev 147'	Trans level: By ATC Trans alt: 5000'. 1. Contact LANGEN Rader immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory.
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1. Contact LANGEN Radar immediately after take-off.
2. SIDs are also noise abatement procedures (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory.



MSA
DUS VOR
applicable over
German territory only

WARBURG TWO JULIETT (WRB 2J)
WARBURG THREE LIMA (WRB 3L)
WARBURG SIX TANGO (WRB 6T)
WARBURG THREE YANKEE (WRB 3Y)
PMWS 051 23P/1 05P PMWV

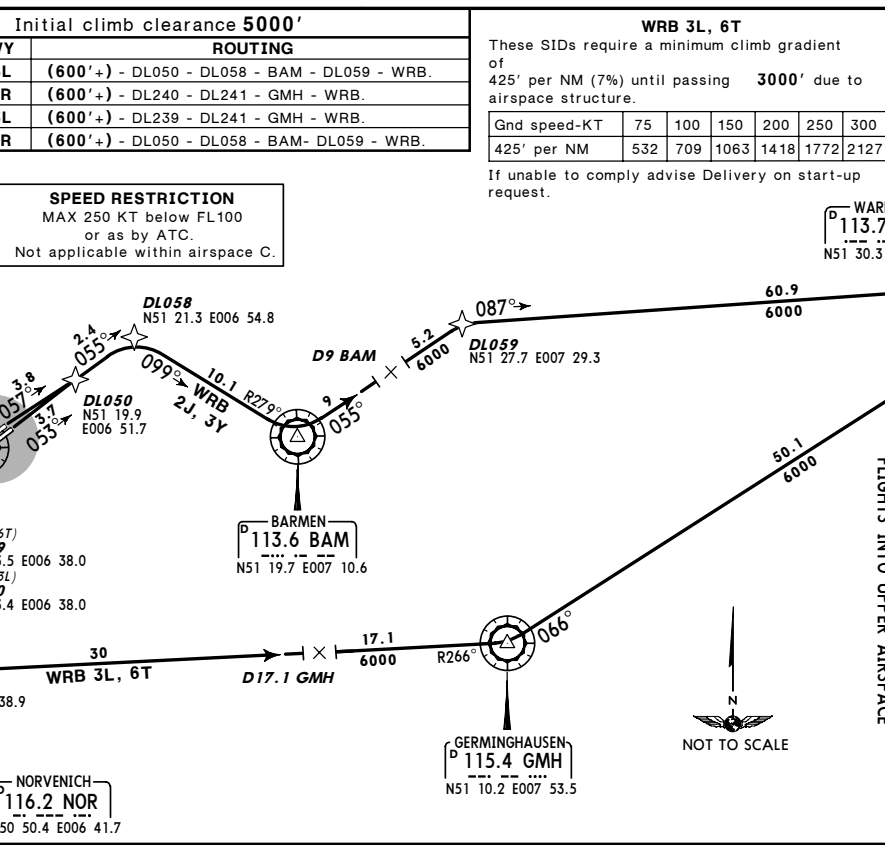
DEPARTIBES (OVERLAY

NOT AVAILABLE FOR
FLIGHTS INTO UPPER AIRSPACE

406.5 BOT

---DORTMUND---
112.7 DOM

51 42.6 E007 35.2



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

SP
MAX
Not app

38
37
053

E006 38
E006 38

RB 23 1
RB 24 1

ROUTING

5 - BOT - SUKAM.

- DL234 - BOT - SUKAM.

- DL234 - BOT - 9

15 - BOT - SUKAM.

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NOISE ABATEMENT PROCEDURES

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 KGS AUW.

SPEED RESTRICTION

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

LOCAL FLYING RESTRICTIONS

ARRIVALS

Jet aircraft and other aircraft of more than 8 t AUW are not permitted to land on runways 15 and 33. Permission may be granted for aircraft with higher AUW, if crosswind component on main runways 05R and 23L does not allow safe landings or when unavoidable due to traffic conditions.

DEPARTURES

Jet aircraft and other aircraft of more than 8 t AUW are not permitted to take-off on runways 15 and 33. Permission may be granted for aircraft with higher AUW, if crosswind component on main runways 05R and 23L does not allow safe take-offs or when unavoidable due to traffic conditions.

When taking off from runways 23L/R, aircraft of the types B-707 and DC-8 (except DC-8-73) are not permitted to fly below the minimum altitude of 800' when reaching the point Lohausen (17nm/3200m from threshold runways 23L/R on extended runway centreline) except in case of acute danger to aircraft and public safety.

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 are not permitted between 1900LT(1850LT off blocks)-0800LT.

- Landings are not permitted between 1900-0800LT.

Jet aircraft licensed in accordance with ICAO Annex 16, Volume 1, Chapter 3

- 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 (Ministerium für Wirtschaft, Mittelstand und Technologie NRW and/or Ministerium für Stadtentwicklung und Verkehr NRW) at Düsseldorf airport are not permitted between 2400-0500LT.

If recognized local main maintenance facilities do not exist, the approving authority may recognize Düsseldorf 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 USL Chapter III, V, VI or X.

(USL = noise requirements for aircraft, Announcement by the "Luftfahrt-Bundesamt" of 1 Jan 1991, "Bundesanzeiger" No. 54a of 19 Mar 1991).

cont'd

NOISE ABATEMENT PROCEDURES

NIGHT FLYING RESTRICTIONS (cont'd)

Excluded are:

- Landings of aircraft provably approaching Düsseldorf 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.

Deviating from the above-mentioned regulations the "Regierungspräsident" Düsseldorf ("Luftaufsicht" Düsseldorf 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 Düsseldorf
General Aviation Terminal
40474 Düsseldorf
Tel: ++49-(0)211-4216364 or ++49-(0)171-3038477
Fax: ++49-(0)211-4216493.

Clearances for take-offs during closing times issued by ATC do not comprise the necessary exceptional permission of the "Luftaufsicht" at Düsseldorf 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 0600LT) 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

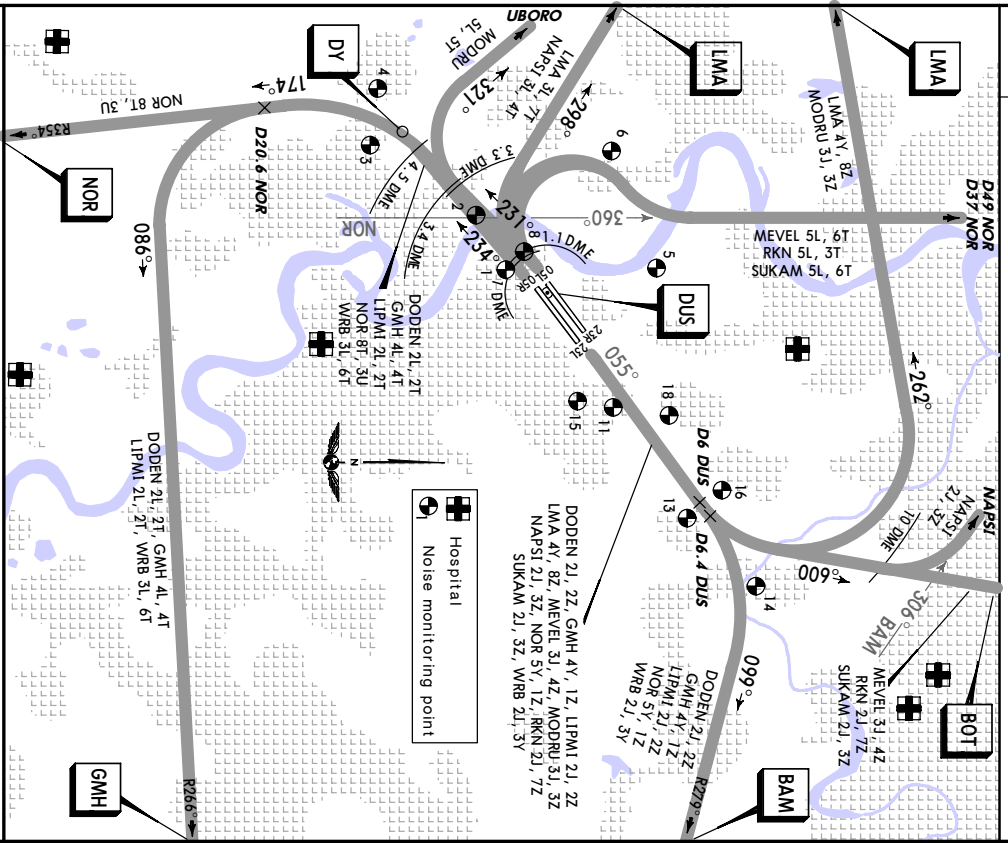
Run-ups of turbo-jet engines are generally permitted only with the noise suppressor device specified in the airport regulations.

(graphic on 10-4B)

EDDL/DUS
 DUSSELDORF

16 SEP 05
 10-4B
 EFF 29 Sep
 NOISE

NOISE ABATEMENT



EDDL/DUS
 DUSSELDORF

18 MAR 05
 10-9
 DUSSELDORF

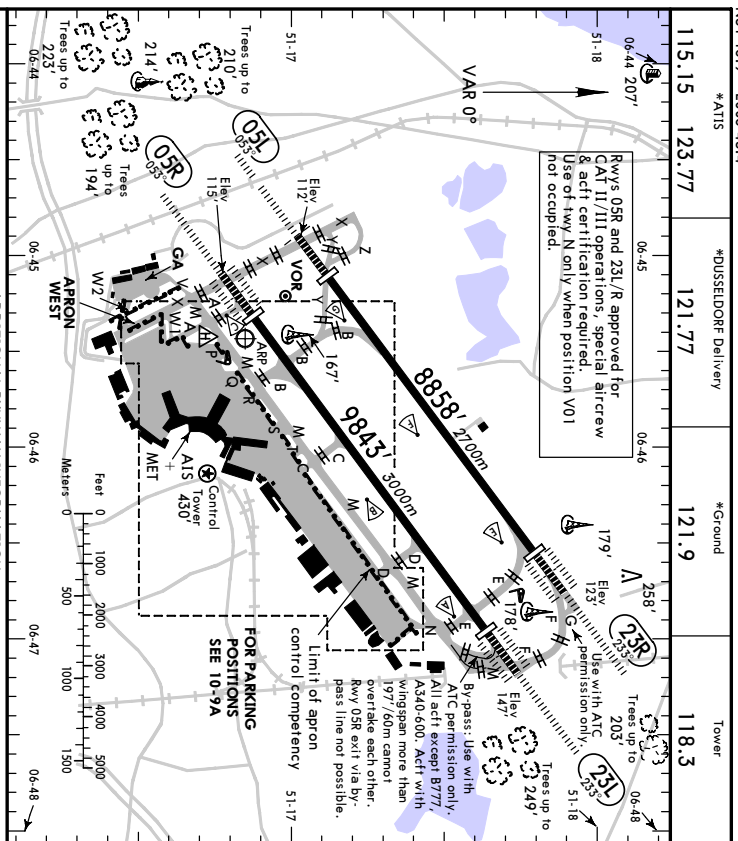


Table with 4 columns: RWY, HIRL, CL, HIALS, SFL, PAPI, L, (3, 0°), REIL, RVR, and TAKE-OFF WIDTH. It lists runway specifications for RWY 05L, 05R, 23L, and 23R.

Table with 4 columns: LVP must be in Force, All Rwy's, RCLM (DAY only), and NIL (DAY only). It lists various runway and taxiway specifications.

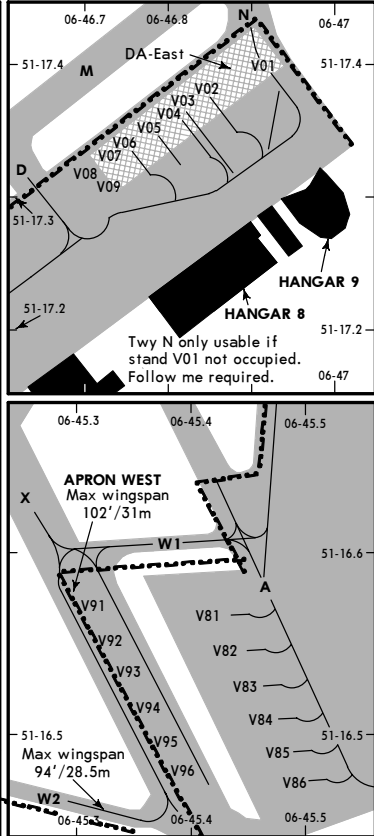
Approved Operators HIRL, CL & mult. RVR req
 RCLM (DAY only)
 RCLM (DAY only)
 NIL (DAY only)

EDDL/DUS

18 MAR 05 (10-9A)

JEPPESSEN

DUSSELDORF, GERMANY
DUSSELDORF



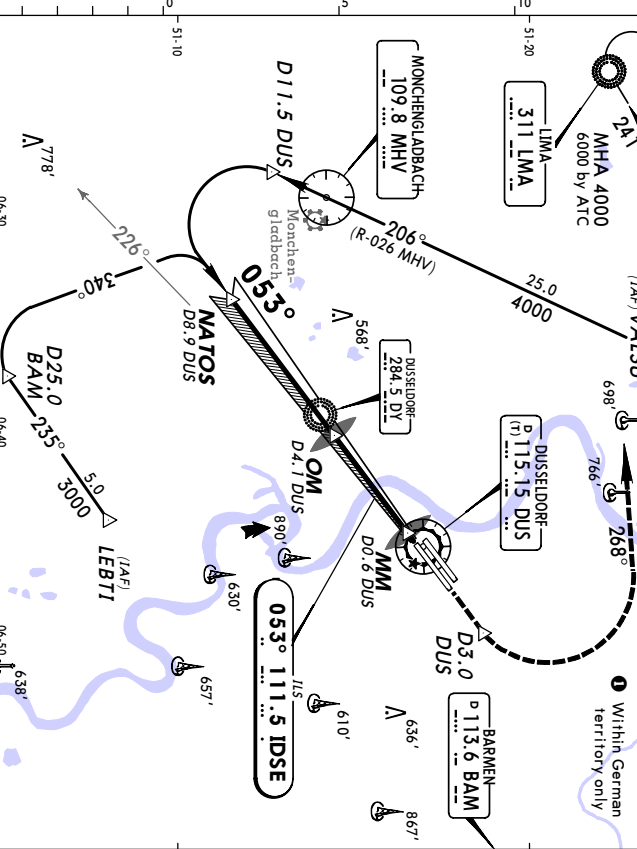
EDDL/DUS
DUSSELDORF

18 FEB 05

JEPPESSEN
(11-2A)

DUSSELDORF, GERMANY
CAT II ILS Rwy 05R

BRIEFING STRIP™				
*MIS	LANGEN Radar (APP)	DUSSELDORF Director (APP)	DUSSELDORF Tower	*Ground
115.15	123.77	135.77	128.55	119.4
LOC IDSE	Final	GS	CAT II ILS	
111.5	053°	OM	RA 105' DA/H 221/100'	
	Apch Crs	1480 (1359')	Apf Elev 147' RWY 121'	
MISSD APCd: Climb STRAIGHT AHEAD to D3.0 DUS, then turn LEFT on track 268° to LMA NDB climbing to 4000'.				
Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000'				
1. Special Aircrew & Actd Certification Required 2. IACFT: See ATC State Pages.				
				MSA DUS VOR



MATOS
D8.9 DUS

OM
D4.1 DUS
GS1480'

MM
D0.6 DUS

TCH disp'l
thresh 51'

4.8

3.5

0.6

RWY 05R 121'

Gnd speed Kts	70	90	100	120	140	160
GS	3.00°	377	484	538	646	753

ALSF-II
REL
PAP

D3.0
DUS

JAR OPS

STRAIGHT-IN LANDING RWY 05R

CAT II ILS

ABCD + LACFT

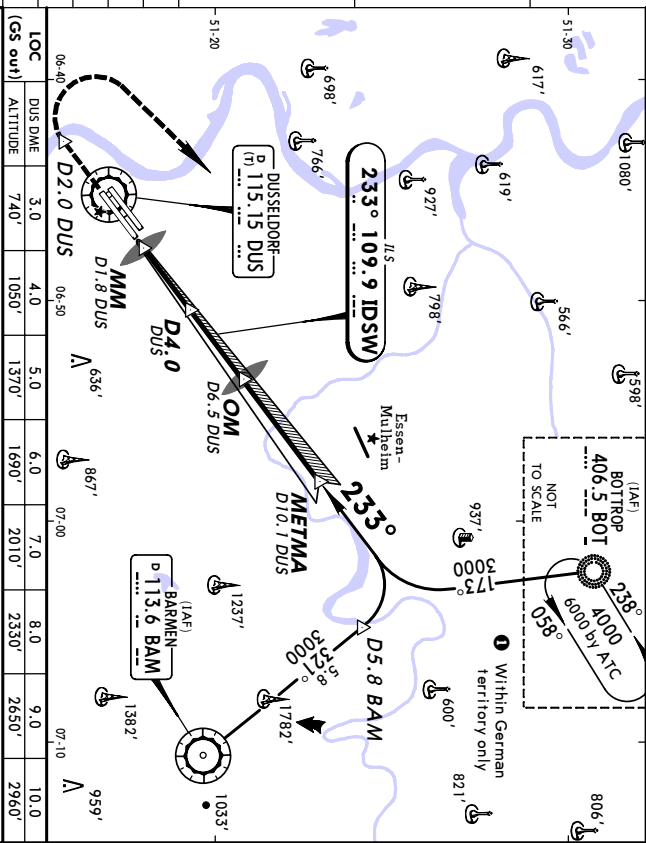
RA 105'

DA(H) 221' (100')

RVR 300m

JEPPesen **DUSSELDORF, GERMANY**
FEB 05 **11-3** ILS or LOC Rwy 23L

*ATIS	LANGEN Radar (APP)	DUSSELDORF Director (APP)	DUSSELDORF Tower	*Ground
115.15	123.77	133.77 128.55	119.4	118.3
LOC IDSW	Final Apch Crs	GS OM	ILS DA(H)	Apf Elev
109.9	233°	1850' (1712')	338' (200')	147' 138'
MISSED APCd: Climb STRAIGHT AHEAD to D2.0 DUS, then turn RIGHT to BOT NDB climbing to 4000'.				
Alt Set: PPa (IN on req)	Rwy Elev: 5 hPa	Trans level: By ATC	Trans alt: 5000'	
1. LOC. DME required. 2. LACt: See ATC State pages. 3. Do not mistake ESEN-MULHEIM 9.0 NM NE of DUSSELDORF when approaching rwy 23L.				

[illegible]

JAR OPS		STRAIGHT-IN LANDING RWY 23L		LOC (GS out)	
ILS 1		DA(H) 338' (200')		MDA(H) 520' (382')	
FULL		ALS out		ALS out	
A			RVR 900m	RVR 1500m	
B					
C	RVR 550m	RVR 1000m	RVR 1000m	RVR 1800m	
D		RVR 1400m	RVR 2000m		
ILS 1 LACFT: DA(H) 538' (200').					

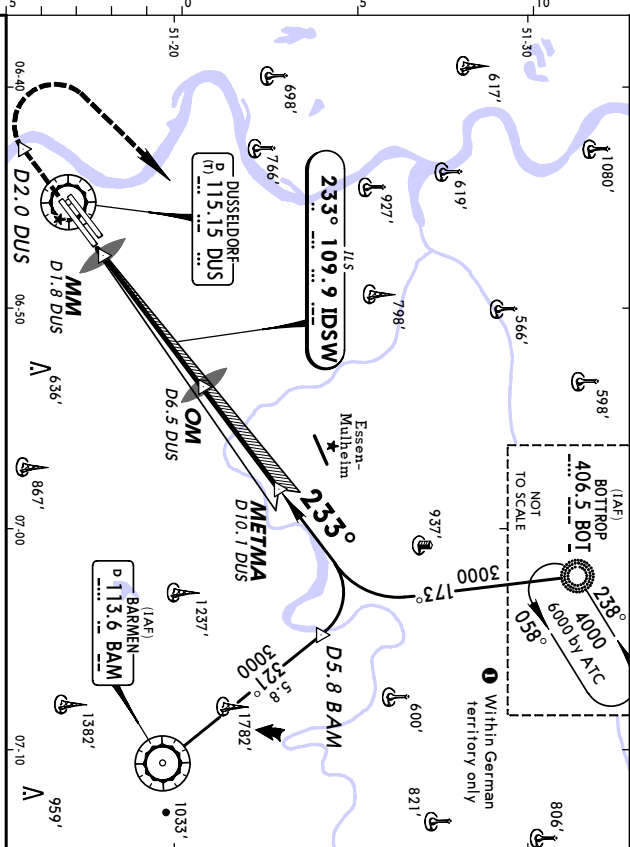
JEPPesen **11-3A**
B 05
DUSSELDORF, GERMANY
CAT II ILS Rwy 23L

*ATIS	LANGEN Pader (APP)	DUSSELDORF Director (APP)	DUSSELDORF Tower	*Ground
115.15	123.77	133.77	128.55	119.4
LOC IDSV	Final Appch Crs	GS OM	CAT II ILS RA 92' DA(H) 238'(100')	App Elev RWY
109.9	233°	1850'(1712')		147' 138'

MISSSED ARCH: Climb STRAIGHT AHEAD to D2.0 DUS, then turn RIGHT to BOT NDB climbing to 4000'.

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

1. Do not mistake ESSEN-MUEHLEN 9.0 NM NE of DUSSELDORF when approaching rwy 23L.
 2. Special Aircrew & Acft Certification Required. 3. LACFT see ATIS State Pages.



The diagram illustrates the layout of RWY 23L/138'. It shows a runway segment of 138' with a 0.5' extension. The runway is oriented at 233° and 3000'. The diagram includes the following details:

- MM (Main Mast):** Located at the end of the runway, with a D1.8 DUS (Distance to Obstacle) of 4.7'.
- OM (Obstacle Mast):** Located at the end of the runway, with a D6.5 DUS of 3.6' and a GS1850' (Ground Surface) of 3.6'.
- METMA (Main Mast):** Located at the end of the runway, with a D10.1 DUS of 3.6'.
- TCH displ thresh 52':** A threshold displacement of 52'.
- Grnd speed Kts:** A table showing ground speed in knots for various distances.
- GS:** A table showing ground speed in knots for various distances.
- ASE-11:** A table showing the distance to the end of the runway (D2.0 DUS) for various distances.

Grnd speed Kts	70	90	100	120	140	160
GS	377	484	538	646	753	861

ASE-11	D2.0 DUS
REL PNT	1

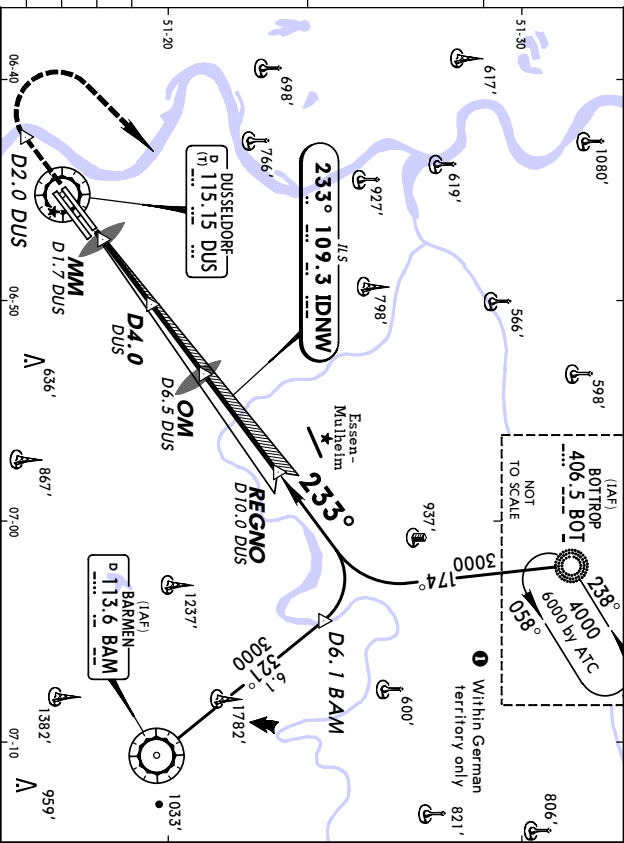
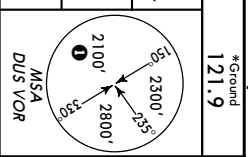
JAR-OPS	STRAIGHT-IN LANDING RWY 23L CAT II ILS ABCD + IACFT RA 92' DA(H) 238' (100')
1 Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.	RVR 300m 1

EDDL/DUS
DUSSELDORF
18 FEB 05 (1-4) NON-STD ILS or LOC Rwy 23R

*ATIS				LANGEN Radar (APP)		DUSSELDORF Director (APP)	DUSSELDORF Tower	*Ground
115.15	123.77	133.77	128.55	119.4	118.3	121.9		
LOC	IDNW	Final	GS	OM	DA(H)	Ap ^r Elev	147'	
109.3	233°	Apch Crs	1870' (1746')	Refer to Minimums	Rwy	124'		

MISSED APCH: Climb STRAIGHT AHEAD to D2.0 DUS, then turn RIGHT to BOT NDB climbing to 4000'.

Alt Set: hPa (IN on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000'
1. LOC: DME REQUIRED: 2. Do not mistake ESSEN-MULHEIM 9.0 NM NE of DUSSELDORF when approaching rwy 23R. 3. LACFT: See ATC State pages.



LOC	DUS DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0
GS out	ALTITUDE	750'	1070'	1390'	1710'	2030'	2340'	2660'

LOC	DUS DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0
GS out	ALTITUDE	750'	1070'	1390'	1710'	2030'	2340'	2660'

LOC	DUS DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0
GS out	ALTITUDE	750'	1070'	1390'	1710'	2030'	2340'	2660'

LOC	DUS DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0
GS out	ALTITUDE	750'	1070'	1390'	1710'	2030'	2340'	2660'

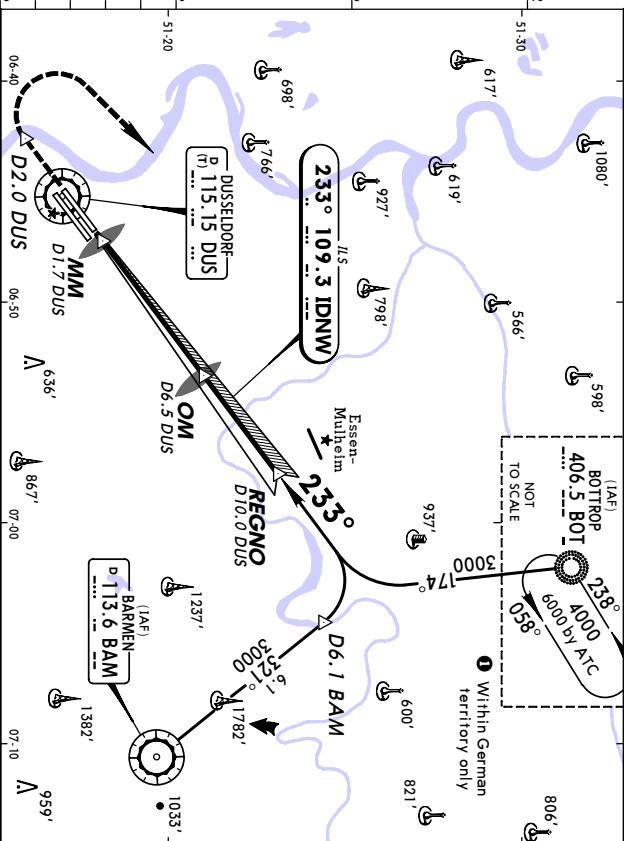
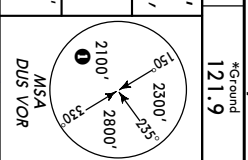
CHANGES: Communications, Procedure.

EDDL/DUS
DUSSELDORF
18 FEB 05 (1-4A) NON-STD CAT II ILS Rwy 23R

*ATIS				LANGEN Radar (APP)		DUSSELDORF Director (APP)	DUSSELDORF Tower	*Ground
115.15	123.77	133.77	128.55	119.4	118.3	121.9		
LOC	IDNW	Final	GS	OM	CAT II ILS	Ap ^r Elev	147'	
109.3	233°	Apch Crs	1870' (1746')	224' (100')	RA 100'	Rwy	124'	

MISSED APCH: Climb STRAIGHT AHEAD to D2.0 DUS, then turn RIGHT to BOT NDB climbing to 4000'.

Alt Set: hPa (IN on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000'
1. Do not mistake ESSEN-MULHEIM 9.0 NM NE of DUSSELDORF when approaching rwy 23R. 2. Special Aircrew & Acti Certification Required. 3. LACFT see ATC State pages.



LOC	DUS DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0
GS out	ALTITUDE	750'	1070'	1390'	1710'	2030'	2340'	2660'

LOC	DUS DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0
GS out	ALTITUDE	750'	1070'	1390'	1710'	2030'	2340'	2660'

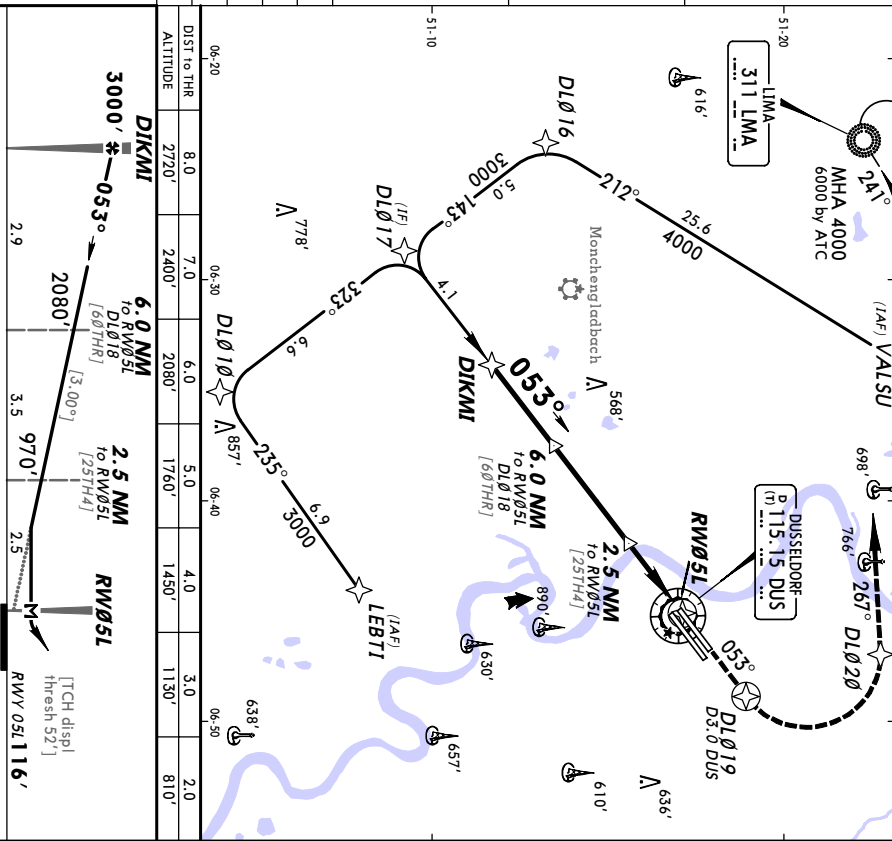
LOC	DUS DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0
GS out	ALTITUDE	750'	1070'	1390'	1710'	2030'	2340'	2660'

LOC	DUS DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0
GS out	ALTITUDE	750'	1070'	1390'	1710'	2030'	2340'	2660'

CHANGES: Communications, Procedure.

EDDL/DUS
DUSSELDORF
JEPPesen 18 FEB 05 **(12-1)** **DUSSELDORF GERMANY**
RNAV (GP) Rwy 05L

*ATIS	115.15 123.77	LANGEN Radar (APP)	DUSSELDORF Director (APP)	DUSSELDORF Tower	*Ground
	133.77 128.55		119.4	118.3	121.9
GPS	Final Apch Crs 053°	Minimum Alt DIKMI 3000' (2884')	MDA(H) 630' (514')	Apv Elev 147'	Rwy 116'
2800'					
MISSED APCH: RNAV: Climb on track 053° to DL019, then turn LEFT via DL020 on track 267° to LMA NDB climbing to 4000'. NON-RNAV: Climb STRAIGHT AHEAD to D3.0 DUS, then turn LEFT on track 267° to LMA NDB climbing to 4000'. Alt Set: MPA (IN on req) Rwy Elev: 4 hPa Trans alt: 5000'					
MSA Airport (Within German Territory only)					

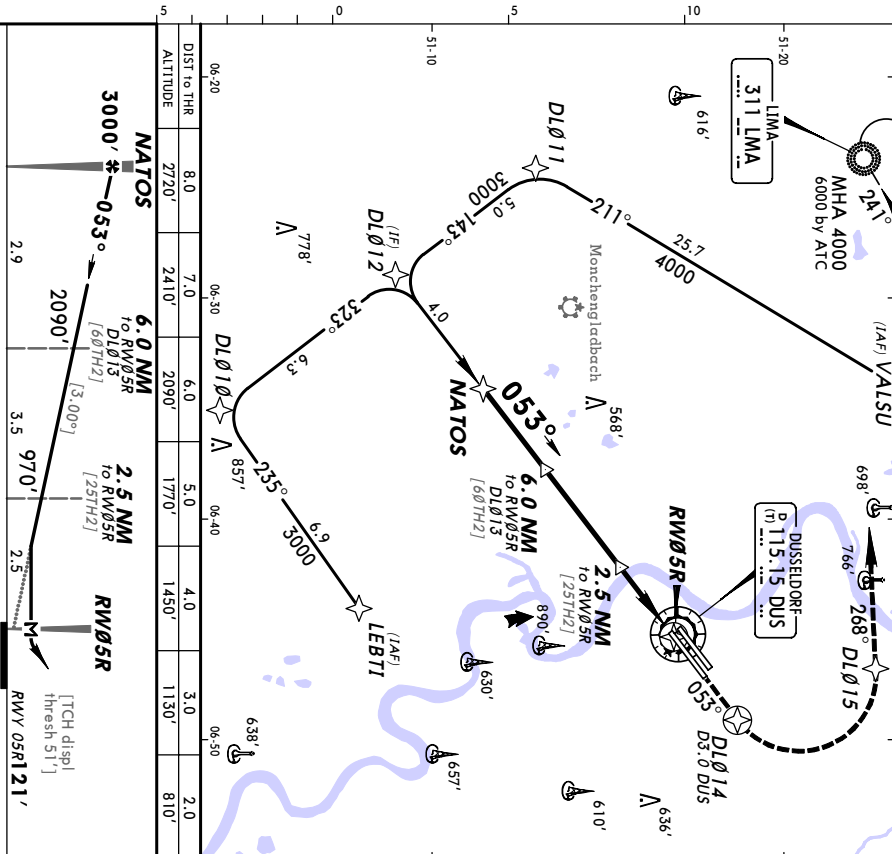


JAR-OPS STRAIGHT-IN LANDING Rwy 05L									
MDA(H) 630' (514') ALS out									
A	RVR 1000m								
B	RVR 1200m								
C									
D	RVR 1600m								

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EDDL/DUS
DUSSELDORF
JEPPesen 18 FEB 05 **(12-2)** **DUSSELDORF GERMANY**
RNAV (GP) Rwy 05R

*ATIS	115.15 123.77	LANGEN Radar (APP)	DUSSELDORF Director (APP)	DUSSELDORF Tower	*Ground
	133.77 128.55		119.4	118.3	121.9
GPS	Final Apch Crs 053°	Minimum Alt NATOS 3000' (2879')	MDA(H) 680' (559')	Apv Elev 147'	Rwy 121'
2800'					
MISSED APCH: RNAV: Climb on track 053° to DL014, then turn LEFT via DL015 on track 268° to LMA NDB climbing to 4000'. NON-RNAV: Climb STRAIGHT AHEAD to D3.0 DUS, then turn LEFT on track 268° to LMA NDB climbing to 4000'. Alt Set: MPA (IN on req) Rwy Elev: 4 hPa Trans alt: 5000'					
MSA Airport (Within German Territory only)					



JAR-OPS STRAIGHT-IN LANDING Rwy 05R									
MDA(H) 680' (559') ALS out									
A	RVR 1000m								
B	RVR 1200m								
C									
D	RVR 1600m								

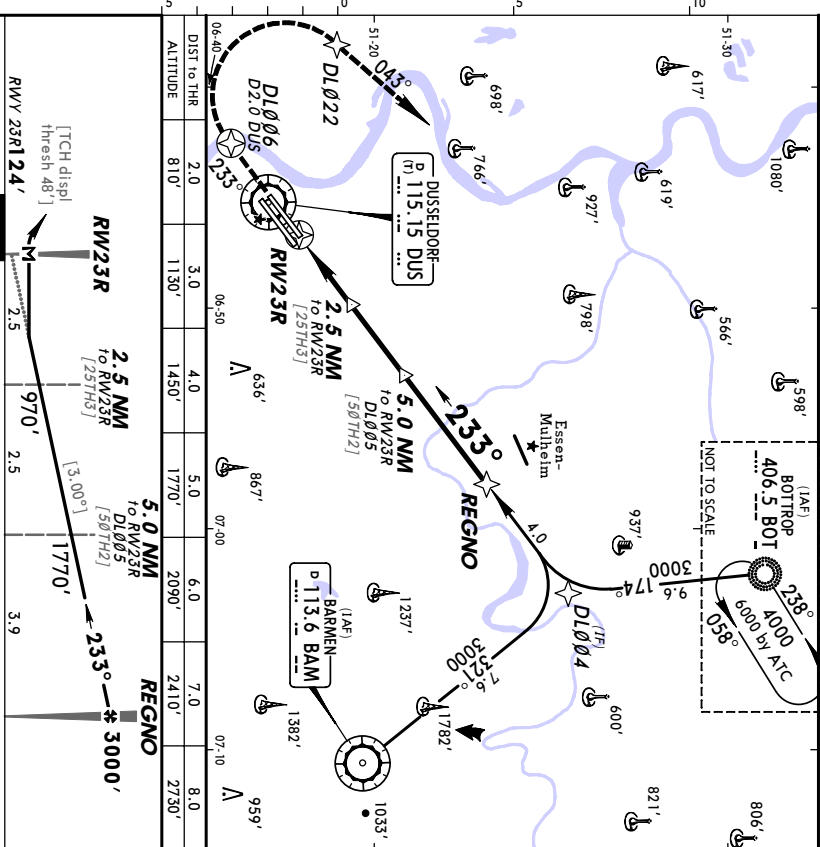
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EDDL/DUS
DUSSELDORF

JEPPesen
18 FEB 05 (12-4)

DUSSELDORF GERMANY
RNAV (GPS) Rwy 23R

BRIEFING STRIP						*Ground
*ATIS	LAUGEN Radar (APP)	DUSSELDORF Director (APP)			DUSSELDORF Tower	121.9
115.15	123.77	133.77	128.55	119.4	118.3	
GPs	Final Apch Crs 233°	Minimum Alt REGNO 3000' (2876')	MDA(H) 650' (526')	Apv Elev 147'	Rwy 124'	2800'
MISSED APCH: RNAV: Climb on track 233° to DL006, then turn RIGHT via DL022 on track 044° to BOT NDB climbing to 4000', NON-RNAV: Climb STRAIGHT AHEAD to D2.0 DUS, then turn RIGHT to BOT NDB climbing to 4000'.						
Alt Set: NDB (IN on req) Rwy Elev: 5 fPa Trans level: By ATC Trans alt: 5000' Do not mistake ESSEN-MULHEIM 9.0 NM NE of DUSSELDORF when approaching rwy 23C.						
MSA Airport (Within German territory only)						



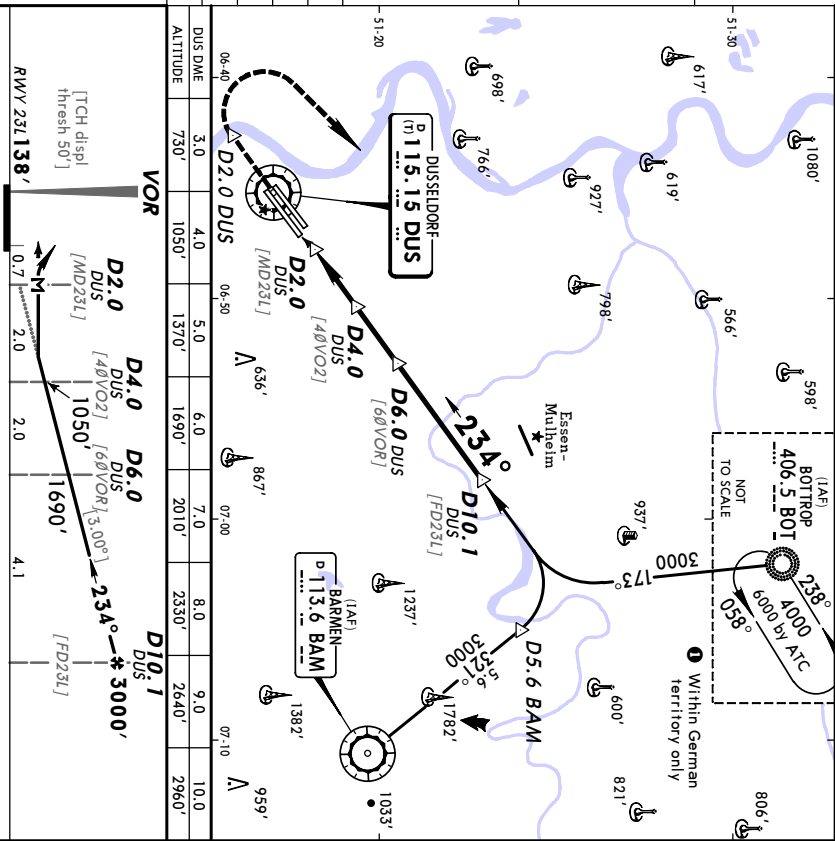
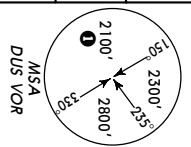
FANS OPS 4									
Grd speed Kts	70	90	100	120	140	160	ALSF II		
Descent angle	3.00°	372	478	531	637	743	849	REL PAPI	
MAP at RWY23R								Missed Appch above	
JAR OPS									
STRAIGHT-IN LANDING RWY 23R									
MDA(H) 650' (526')									
ALS out									
A	RVR 1000m		RVR 1500m						
B	RVR 1200m								
C	RVR 1600m								
D	RVR 1600m		RVR 2000m						

EDDL/DUS
 DUSSELDORF
 18 FEB 05 (3-1)
 JEPPESEN
 DUSSELDORF, GERMANY
 VOR Rwy 23L

*ATIS	LANGEN Radar (APP)	DUSSELDORF Director (APP)	DUSSELDORF Tower	*Ground
115.15 123.77	133.77 128.55	119.4	118.3	121.9
VOR DUS 115.15	Final Aptch Crs 234°	Minimum Alt D10.1 DUS 3000' (2862')	MDA(H) 630' (492')	Apt Elev 147'
				Rwy 138'

MISSED APCH: Climb STRAIGHT AHEAD to D2.0 DUS, then turn
 RIGHT to BOT NDB climbing to 4000'.

All Set: hPa (IN on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000'
 1. DME REQUIRED. 2. Do not mistake ESSEN-MULHEIM 9.0 NM NE of DUSSELDORF when
 approaching rwy 23L. 3. Final approach track offset 1° from runway centerline.



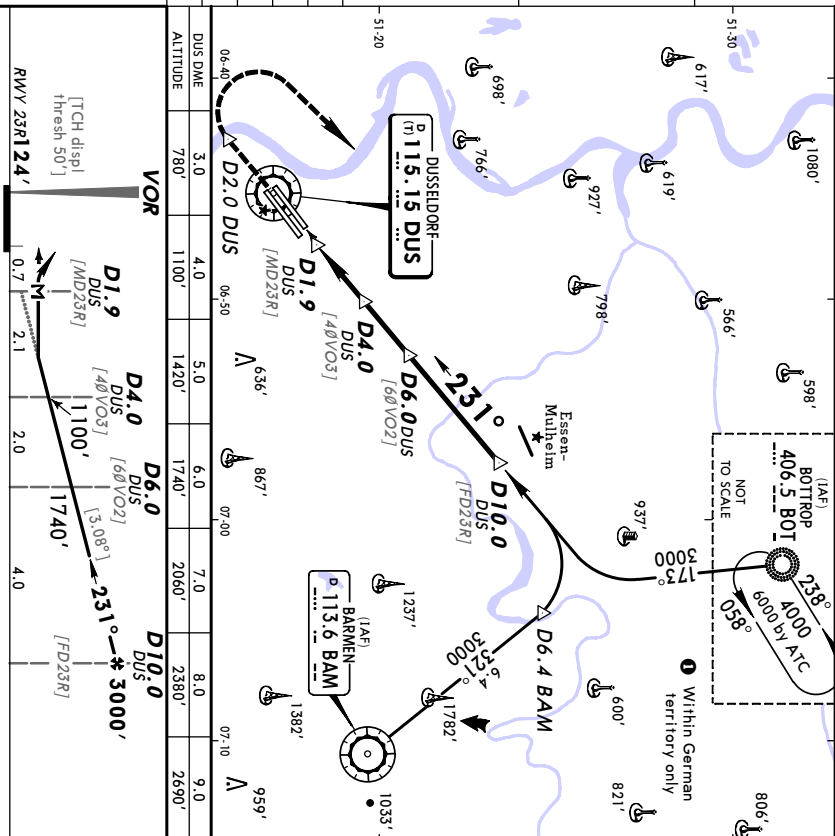
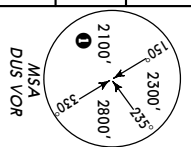
Grnd speed-Kts	70	90	100	120	140	160	ALSIF-II
Descent Gradient 5.24% or	372	478	531	637	743	849	REL PAPI
Descent angle [3.00°]							
MAP at D2.0 DUS							
JAR-OPS	STRAIGHT-IN LANDING Rwy 23L						
MDA(H) 630' (492')	ALS out						
A	RVR 1000m						
B	RVR 1200m						
C	RVR 1200m						
D	RVR 1600m						

EDDL/DUS
 DUSSELDORF
 18 FEB 05 (3-2)
 JEPPESEN
 DUSSELDORF, GERMANY
 VOR Rwy 23R

*ATIS	LANGEN Radar (APP)	DUSSELDORF Director (APP)	DUSSELDORF Tower	*Ground
115.15 123.77	133.77 128.55	119.4	118.3	121.9
VOR DUS 115.15	Final Aptch Crs 231°	Minimum Alt D10.0 DUS 3000' (2876')	MDA(H) 630' (506')	Apt Elev 147'
				Rwy 124'

MISSED APCH: Climb STRAIGHT AHEAD to D2.0 DUS, then turn
 RIGHT to BOT NDB climbing to 4000'.

All Set: hPa (IN on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000'
 1. DME REQUIRED. 2. Do not mistake ESSEN-MULHEIM 9.0 NM NE of DUSSELDORF when
 approaching rwy 23R. 3. Final approach track offset 3° from runway centerline.



Grnd speed-Kts	70	90	100	120	140	160	ALSIF-II
Descent Gradient 5.38% or	381	490	545	654	765	872	REL PAPI
Descent angle [3.08°]							
MAP at D1.9 DUS							
JAR-OPS	STRAIGHT-IN LANDING Rwy 23R						
MDA(H) 630' (506')	ALS out						
A	RVR 1000m						
B	RVR 1200m						
C	RVR 1200m						
D	RVR 1600m						

JEPPESSEN 18 FEB 05 **(18-1)**
EDDL/DUS DUSSELDORF
DUSSELDORF, GERMANY
SRA Rwy 05L/R, 23L/R

JEPP
18 FEB 05 18-1

BRIEFING STRIP

*ATIS	LANGEN Radar (APP)	DUSSELDORF Director (APP)	DUSSELDORF Tower	*Ground
115.15 123.77	133.77 128.55	119.4	118.3	121.9

RADAR

Final Appch Crs By ATC	Minimum Alt See table below	MDA(H) Refer to Minimums	App Elev 147'
		RMY - See below	

MISSSED APCH: Climb STRAIGHT AHEAD to 4000'.

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

MISSSED APCH FIX BOTPROP 406.5 ROT

927/ **CAUTION: Do not mistake**

MSA DUS VOR

