

Dusseldorf Airport

IATA/ICAO CODE: DUS/EDDL
 CITY: Dusseldorf
 COUNTRY: Germany

AIRPORT CONTACT

Information confirmed as current by the airport 2/2011

Name: Thomas Hansen
 Title: Duty Traffic Manager
 Airport: Dusseldorf Airport
 Address: Flughafen Duesseldorf
 Postfach 30 03 63
 40403 Dusseldorf
 Germany
 Phone: +49 211 421 2220
 Fax: +49 211 421 2735
 Email: CustomerService@dus-int.de or t.hansen@dus-int.de
 Airport Web Site: www.duesseldorf-international.de

ELEVATION: 147 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
05R/23L	9843	-	-	148
05L/23 R	8858	-	-	148

NOISE ABATEMENT PROCEDURES

Arrivals

Leave initial approach fix at 210 KT IAS +/- 10 KT, maintain until 12 nm from touchdown (unless higher IAS is required for control purpose). Reduct to 160 KT IAS +/- 10 KT using an intermediate flap setting with landing gear retracted. Intercept glide slope not lower than prescribed glide slope interception altitude. Lower landing gear, set flaps for landing and establish final approach speed shortly before or over Outer Marker.

Departures

Chapter 2:	
For aircraft licensed in accordance with ICAO Annex 16:	
Takeoff to 1500 feet AGL	Takeoff power Takeoff flaps Climb at V ₂ + 10 KT (or as limited by body angle).
At 1500 feet AGL	Reduce power to not less than climb power
1500-3000 feet AGL	Climb at V ₂ + 10 KT

At 3000 feet AGL	Normal speed and flap retraction schedules to enroute climb.
Chapter 3: For aircraft licensed in accordance with ICAO Annex 16, Chapter 3 as well as B737-200 as far as the noise levels for takeoff pursuant to ICAO Annex 16 Chapter 3 have provably been reached by supplementary equipment:	
Takeoff to 1500 feet AGL	Takeoff power Takeoff flaps Climb at V2 + 10 KT (or as limited by body angle).
At 1500 feet AGL	Reduce power to not less than climb power. Normal speed and flap retraction schedules to enroute climb.

Reverse thrust other than idle thrust should not be used between 2100-0500 except for safety reasons.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS

1. Restrictions for night flying

1.1 Turbine-powered aircraft not licensed according to ICAO Annex 16

1.1.1 Take-offs and landings are not permitted between 1800 (1700) [1750 (1650) off blocks] and 0700 (0600).

1.2 Turbine-powered aircraft licensed in accordance with ICAO Annex 16, Volume 1, Chapter 2

1.2.1 Take-offs and landings are not permitted between 1800 (1700) [1750 (1650) off blocks] and 0700 (0600).

1.3 Turbine-powered 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.(see No. 1.4)

1.3.1 Scheduled take-offs and landings are not permitted between 2100 (2000) [2050 (1950) off blocks] and 0500 (0400).

1.4 Turbine-powered aircraft licensed in accordance with ICAO Annex 16, Volume 1, Chapter 3, included in the Bonus List of the Federal Ministry of Transport, Building and Housing.

1.4.1 Scheduled take-offs are not permitted between 2100 (2000) [2050 (1950) off blocks] and 0500 (0400).

1.4.2 For delayed take-offs in scheduled air services or scheduled charter services, the Aviation Supervision Office may grant exceptional permission in individual cases until 2200 (2100) [2150 (2050) off blocks] if required to maintain the safety of flight operations or to avoid considerable disturbance to the operation of an air carrier.

1.4.3 Scheduled landings are not permitted between 2200 (2100) and 0500 (0400).

1.4.4 Delayed landings in scheduled air services or scheduled charter services are not permitted between 2230 (2130) and 0500 (0400).

1.4.5 Delayed landings of aircraft engaged

– in scheduled air services or scheduled charter services and

– owned by air carriers who have their local main maintenance facilities recognized by the approving authority at Düsseldorf Airport, are not permitted between 2300 (2200) and 0400 (0300); if a recognized local main maintenance facility becomes vacant, the approving authority may recognize Düsseldorf Airport as the local main maintenance facility at the request of another air carrier.

1.4.6 If the Bonus List of the Federal Ministry of Transport, Building and Housing is changed, turbine-powered aircraft, no longer included in the new version, may still continue to be operated until the period of validity of this new regulation of the night flying restrictions has expired.

1.4.7 Aircraft certified according to ICAO Annex 16, Volume 1, Chapter 3 with modern engine technology (e.g. Boeing B 737-600/700/800/900; Bombardier CRJ 700; Gulfstream V; Tupolev TU-204), and operating for the first time as part of air traffic in the Federal Republic of Germany after the time of the last amendment of the Bonus List, count as aircraft included in the Bonus List until the Federal Ministry of Transport, Building and Housing has made a decision regarding their inclusion.

1.5 Propeller-Driven Aircraft

1.5.1 Take-offs and landings are not permitted between 2100 (2000) [2050 (1950) off blocks] and 0500 (0400).

1.5.2 Excepted are take-offs and landings of propeller-driven aircraft with one of the following noise licences:

ICAO Annex 16, Volume 1, Chapter 3, 4, 5, 6 or 10.

The following applies to propeller-driven aircraft exceeding 9 tons MTOM:

– Scheduled take-offs are not permitted between 2100 (2000) [2050 (1950) off blocks] and 0500 (0400).

– For delayed take-offs in scheduled air services or scheduled charter services, the Aviation Supervision Office may grant exceptional permission in individual cases until 2200 (2100) [2150 (2050) off blocks] if required to maintain the safety of flight operations or to avoid considerable disturbance to the operation of an air carrier.

– Scheduled landings are not permitted between 2200 (2100) and 0500 (0400).

– Delayed landings in scheduled air services or scheduled charter services

are not permitted between 2230 (2130) and 0500 (0400).

1.6 Excluded from the restrictions are:

1.6.1 landings of aircraft provably approaching Düsseldorf Airport as alternate aerodrome for meteorological, technical or other safety reasons.

1.6.2 take-offs and landings on a mission in disasters or rendering medical assistance as well as in other emergency cases; take-offs, however, only subject to individual permission by the Aviation Supervision Office.

1.6.3 flight checks conducted by DFS Deutsche Flugsicherung GmbH.

1.7 Deviating from the above regulations, the Bezirksregierung Düsseldorf (Aviation Supervision Office at Düsseldorf Airport) may grant additional exceptions in justified individual cases, especially if necessary to avoid considerable disturbance to air traffic or in cases of special public interest. If necessary, applications shall be directed to:

Regarding 1.1 – 1.7

Clearance for take-offs during closing times issued by ATC does not include the necessary exceptional permission by the Aviation Supervision Office at Düsseldorf Airport.

Exceptional permission for night landings during the closing times will not generally be granted by ATC via radio telephony. Accordingly, a landing clearance issued by ATC for safety reasons will not necessarily include the decision of the Aviation Supervision Office about the admissibility of a night landing. In case of a delayed/premature landing [before 0400 (0300)] not approved by the Aviation Supervision Office, the pilot shall appear in person at the Aviation Supervision Office immediately after landing in order to justify the admissibility of the night landing.

2. Restriction of local flight operations

2.1 Between 2100 and 0500 traffic circuit flights as well as repeated successive approaches and departures of the same aircraft for training purposes are not permitted.

2.2 Exempt from these restrictions are:

2.2.1 after consent by the Aviation Supervision Office, training and exercise flights legally required to obtain, prolong or renew an airman's licence, until 2200;

2.2.2 flight checks and control flights as far as required to maintain flight safety.

PREFERENTIAL RUNWAYS - [NONE](#)

OPERATING QUOTA

Operating Quota

Since November 2005 the regional government's noise policy limit the numbers of moments to 131.000 for the six busiest month of the year. The movements per hour are limited to 36-

45 vary according the time of the day. Use of runway 05L/23R is restricted to max. 56 hours per week (7 day period, Monday to Sunday 05:00-21:00 UTC). Airport Company has to promulgate a weekly schedule of operating hours in advance to the permitting ministry and ATC. Outside these published hours northern runway 05L/23R is to be used as an alternate runway only.

ENGINE RUN-UP RESTRICTIONS

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

A noise shelter for engine test runs was inaugurated on Sept 21, 1990. Built at a cost of 14 million (DM), the new facility replaces a shelter buile in 1972 which was too small for aircraft with tail-mounted engines. The shelter with a surface area of 5250 m**2 is open on three sides and has been erected from non-flammable materials. Its rear side consists of an inclined deflector wall independent of the side walls and roof structure

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

EMISSIONS CHARGES

[Emissions Charges at Dusseldorf valid from January 1,2011](#)

NOISE SURCHARGE

[Noise Charges at Dusseldorf valid from January 1, 2011](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation		

Program Funding for Aircraft Noise	-	-
---------------------------------------	---	---

NOISE MONITORING SYSTEM

14 stations, see map below.



FLIGHT TRACK MONITORING SYSTEM

Yes

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS

See Airport Curfew information.