

EDDL - Düsseldorf

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General

Before you fly...

Welcome to Düsseldorf! This medium-sized airport, which is one of the busiest on VATSIM, hosts flights from and to many different destinations throughout Europe as well as some longer flights from or to the Middle East. Due to the amount of traffic and the airport's complexity, it is very important that you **prepare yourself thoroughly to keep it fun for everyone** and avoid mistakes which might lead to delays for yourself and other users.

If you are new to VATSIM, you might want to avoid the airport until you have gotten more comfortable with flying on the network. Controllers at Düsseldorf are **usually too busy to provide much assistance to new users**. There are many other, less busy and less complicated airports throughout Germany which see regular staffing as well and where controllers have more time for you.

Parking position

Please make sure you choose an appropriate stand for your aircraft type.

Passenger flights use any parking position that is not designated for other use, but primarily those at the Terminal. **A380s** can only use stands C02A, V08B, and V11B.

Cargo flights use parking positions V38 thru V42 at the cargo terminal.

General aviation aircraft use the general aviation apron in the Southwest of the airport.

Do not use stand V01 as this stand blocks part of TWY T.

If possible, **avoid using stands V02 thru V08 and V61 thru V72**, particularly when icing conditions can be expected, as these parking positions double as deicing pads.

777 parking positions

With the PMDG 777 release for MSFS, we suggest using the following parking positions for the best experience. **Only the positions below are suitable for the B773/B77W.**

- **A05, A07, A11, A12A** (DLH group & Star Alliance)
- **B03, B06, B08, B09** (Schengen only)

- **C02, C03, C05, C06** (THY, BAW, QTR, UAE, ETD, MSR)

A380 parking positions

With the FBW A380 release for MSFS, we suggest using the following parking positions for the best experience. **Only the positions below are suitable for the A388.**

- **C02A, V38B** (primary use)
- V08B, V11B (overflow positions)

Communication

Complex instructions

As space is at a premium on Düsseldorf's apron and in its TMA, which results in controllers having to find creative solutions to avoid delays, you may well encounter **instructions that you are unable to comply with**. This doesn't even have to be a lack of skill on your part: **sometimes your simulator simply doesn't have the functionality required**.

If you receive an instruction that you are unable to comply with for any reason, **hold position and inform ATC immediately!**

If you are unsure what the controller wants you to do, **hold position and inform ATC immediately**. Not doing so will most likely result in you doing something else than ATC expects, thus causing major problems and delays; on the other hand, **controllers have no problem with you asking for an explanation or a different instruction**.

Handoffs

When instructed to contact another controller, do so as soon as possible. This will avoid you having to stop moving or level off. Please do not hold your position to switch the frequency, keep moving on the ground!

Auto-handoff

Düsseldorf utilizes an auto-handoff procedure for IFR departures where **Tower will not hand off outbounds to the departure controller**. The current airborne frequency will always be noted in the ATIS.

Contact the airborne frequency **when passing 2000ft** unless explicitly told to remain on Tower frequency.

Charts & Scenery

Charts

You can find **current IFR charts** for Düsseldorf on [chartfox](#) (requires VATSIM login).

You can find **current VFR charts** for Düsseldorf in the [AIP VFR](#).

For a better overview over the airspace structure around Düsseldorf, we recommend [openflightmaps](#).

Sceneries

The Southwestern apron area was recently reconstructed. ATC is aware of these changes but will work under the **assumption that everyone has the old layout in their scenery** as all payware sceneries still use the old layout.

Sim	Freeware	Payware
MSFS	flightsim.to GSX Profile	outdated - not recommended
X-Plane 11/12	X-Plane Default Scenery	outdated - not recommended
Prepare3D V4/V5	--	JustSim P3D V4.4+ JustSim P3D V5

All available **payware** sceneries only have an **outdated groundlayout** and are not recommended.
MSFS freeware and X-Plane default scenery have the current groundlayout!

Departing Traffic

We ask all pilots to also read the [General section](#) with **information relevant to all pilots**.

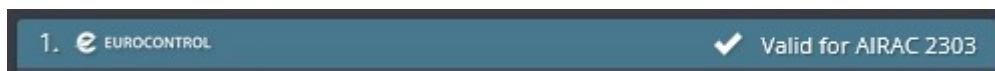
Preparation

A thorough preparation is important for any flight, but even more so when flying at a busy and complex airport like Düsseldorf. We ask you to **conduct a thorough briefing to avoid delays and keep it fun for everyone**.

Route planning

You can find valid routes for many destinations in the [AeroNav Global Route Database](#).

When planning a route via SimBrief, please use routes with the Eurocontrol icon, as those will usually be valid.



When filing an invalid flight plan, you will usually have to **file a completely new flight plan** before ATC can issue your enroute clearance. While ATC might occasionally be able to provide you with a valid route to your destination, this is not guaranteed. It is ultimately **your responsibility as the pilot to plan and file a valid route**.

SID assignment

If there is no SID leading to the first waypoint of your flight plan, **please check which AIRAC you are using** - if your AIRAC cycle is too outdated, it might take some time until the controllers can coordinate a solution for you. Please also make sure you are **complying with the following restrictions** that exist for some of these waypoints.

Waypoint	Restrictions
DODEN	only for jet aircraft with requested FL250 or above
GMH	only for flights with requested FL140 or below
KUMIK	only for flights with requested FL150 or above

LMA	only for flights with destination EDLN
MODRU	only for flights with requested FL210 or above
NETEX	only between 2200 and 0600 local time and during weekends and holidays only for flights with requested FL100-FL200 or via Z282 DIBIR L179 ... traffic via waypoints RASCA or DELOM shall file MODRU-SID NETEX DCT RASCA/DELOM ... and leave MODRU SID after NETEX
NVO	only for flights with requested FL90 or below or, between 0600 and 0800 local time, via Q760
NUDGO	only for flights with requested FL240 or below

Enroute clearance

Clearance requests in Germany are very short. Please **avoid unnecessarily long clearance requests** to reduce frequency congestion.

“ **Pilot:** Düsseldorf Delivery, Eurowings 31A, stand A12, request enroute clearance, information D.

All SIDs in Düsseldorf are runway dependent, so ATC will not inform you of your departure runway as this is already clear from your SID assignment.

Datalink clearance (DCL)

Düsseldorf also offers electronic datalink clearances (DCL) - similar to pre-departure clearances (PDC) - using the Hoppie ACARS system. The station code can always be found in the controller info for the controller currently issuing the enroute clearances; usually it is **EDDL**. If your aircraft does not have a direct integration of the Hoppie system, you can also use the standalone easyCPDLC client.

Requesting clearance electronically is **preferred over voice clearances** as it reduces frequency congestion thus avoiding delays. Because of this, we ask all pilots able to use the Hoppie ACARS system to do so.

Startup

Startup approval is the controller's **assurance that you will be cleared to start moving within the next few minutes**. If Delivery and Ground are separately staffed, it is requested and

approved separately from pushback.

Do not start your engines at the gate, unless you have a taxi-out position. Even with startup approval, the engines are started during pushback.

Pushback will not be issued by Delivery. **Startup approval is not a clearance for pushback!**

ACDM procedures

Düsseldorf employs ACDM procedures for more efficient operations. This requires pilots to **comply with assigned ACDM times**. Please **set your TOBT** and **update it whenever your estimate changes by more than 5 minutes** using the vACDM pilot interface to help controllers with pre-planning and reducing delays.

If you are unfamiliar with ACDM procedures, **please read the vACDM pilot guide**.

Startup request

If you are unable to comply with any restriction on your assigned SID or cannot accept a wind component on your assigned departure runway, you need to **inform ATC prior to your startup request** so that they can coordinate another solution.

Pushback

Aircraft parked at a position requiring pushback can normally expect to push back according to the following concept. Please keep in mind, though, that **controllers may deviate from this norm - always push back as instructed by ATC**.

- **A01 thru A03**: onto T facing East or West
- **A04 thru A09**: onto P1 facing North
- **A10 thru A16 & B01 thru B04**: onto T facing East or West
- **B05 & B06**: onto T facing West or onto P4 facing North
- **B07 & B08 & C04 & C05**: onto P4 facing North
- **B09 thru B11 & C01 thru C03**: onto R facing West (inside the alley)
- **C06 & C07**: onto Y facing West (inside the alley)
- **V02 thru V27 & V38 thru V46**: onto T facing East or West
- **V28 & V29 & V47 thru V53**: onto T facing West
- **V70 & V73 & V74 & V80 thru V87**: onto L7 facing North
- **V91 thru V97 & V101 thru V108**: onto L9 facing North

Some of these pushbacks **require a push-and-pull maneuver**. If you are unable to perform such a maneuver, do not accept your pushback clearance and **inform ATC that you are unable for a push-and-pull maneuver**.

Taxi

Düsseldorf's complex layout demands a **thorough briefing of expected taxi routes** as well as **correct taxiing**. To avoid delays for yourself and other users, **start taxiing as soon as possible after receiving your taxi clearance** and **request taxi in a timely manner after your pushback**.

Düsseldorf Ground uses so called **checkpoints for handovers between the Ground stations**; these checkpoints are not located at taxiway intersections but it is nevertheless important to hold short of them when instructed to do so.

Takeoff

Line-up

All aircraft should **be prepared for a departure from intersection L1 instead of full-length** while runway 23L is in use for departures. Aircraft that need the additional 55m of runway length may request a special line up which includes a 270 degree turn.

Minimum runway occupancy time

Only use the absolute minimum amount of time necessary on the runway before beginning your takeoff roll. Due to various dependencies to other runways, there might be **as little as 5 seconds for you to begin your takeoff roll** after receiving your clearance. If you take too long, **ATC will have to cancel your takeoff clearance**.

At Düsseldorf, **all aircraft are considered ready for departure by Tower**. If you are not yet ready, **inform Tower on initial contact**.

Auto-handoff

Düsseldorf utilizes an auto-handoff procedure for departures where **Tower will not hand off outbounds to the approach controller**. The current airborne frequency will always be stated in the ATIS.

Contact the airborne frequency **when passing 2000ft** unless explicitly told to remain on Tower frequency.

Steep turns after departure

During 23 operations, pilots flying a MEVEL or SONEB SID will have to perform a **very steep turn after departure**. Most autopilots are unable to fly this turn, so pilots should always **handfly the departure until this initial turn is completed** as well as paying close attention to the **speed limit of 190 KIAS during the turn**.

Arriving Traffic

We ask all pilots to also read the [General section](#) with **information relevant to all pilots**.

Arrival

STAR assignment

You can expect to be assigned one of the RNAV transitions corresponding to the runway in use.

All RNAV transitions for Düsseldorf have **altitude restrictions** and most of them also have speed restrictions. Make sure you comply with these unless they are explicitly cancelled by ATC.

Descent planning

To avoid having to fly unnecessarily long finals, pilots should **plan to cross the following waypoints at the following altitudes**. Remember that all altitude changes require an explicit clearance by ATC.

- **BIKMU**: FL130
- **DENOV**: FL230
- **DOMUX**: FL140
- **ELDAR**: FL80
- **HALME**: FL140
- **IBESA**: FL230
- **KOGES**: FL230
- **PODAT**: FL230
- **PODEN**: FL230
- **ROMIN**: FL230
- **TEBRO**: FL150
- **XAMOD**: FL140

Additionally, pilots should expect the following amount of track miles to touchdown from the respective waypoints and plan their descend profile accordingly:

Waypoint	Runway	Track miles
BIKMU	05	27 NM

23	49 NM	
DOMUX	05	66 NM
	23	41 NM
TEBRO	05	75 NM
	23	62 NM
XAMOD	05	67 NM
	23	46 NM

Runway assignment

Düsseldorf will only ever use **one runway for landings**; which of the two runways this currently is **will be stated in the ATIS**. Deviations are only possible for safety reasons, e.g. if the available landing distance on the designated landing runway is too short.

Approach

Approach procedures

The approach into Düsseldorf will usually be an **ILS approach**.

Non-jet aircraft up to 5.7t MTOM may request a **visual approach**; a visual approach is not available for aircraft that do not meet this restriction unless specifically assigned by ATC during a swingover to the parallel runway while on final approach.

Speeds

Pilots should **plan the following speeds**. Keep in mind that ATC instructions always take precedent.

- **Descent phase:** 260 - 300 KIAS
- **Base:** 220 KIAS
- **Turn to final:** 180 - 200 KIAS

There is no **restriction for maximum 250 KIAS below FL100** as the Düsseldorf TMA is class C.

You need to follow all speed instructions precisely to ensure separation until they are cancelled by ATC (**the approach clearance does not cancel your speed instructions**). If you need to slow down earlier for any reason, **advise ATC immediately**, so they can find

Landing

HIRO (High Intensity Runway Operations)

Due to the high volume of traffic, it is very important that every aircraft **vacates the runway as quickly as possible** to avoid go-arounds of following traffic. Pilots should use the first available high speed exit. Keep in mind that your aircraft needs to be past the appropriate runway holding point in its entirety before you are considered clear of the runway, so **don't stop moving prematurely**.

If you landed on runway 05L/23R, **you do not need clearance to taxi to the holding point of runway 05R/23L**.

Taxi

Düsseldorf's complex layout demands a **thorough briefing of expected taxi routes** as well as **correct taxiing**. To avoid delays for yourself and other users, **start taxiing as soon as possible after receiving your taxi clearance** and **request taxi in a timely manner after your pushback**.

Düsseldorf Ground uses so called **checkpoints for handovers between the other Ground stations**; these checkpoints are not located at taxiway intersections but it is nevertheless important to hold short of them when instructed to do so.

VFR Traffic

We ask all pilots to also read the [General section](#) with **information relevant to all pilots**.

Despite Düsseldorf's complex and restrictive airspace as well as the high amount of jetliner traffic, the airport also **sees a lot of VFR traffic**. While controllers will usually be able to accommodate VFR requests, the limited amount of space at Düsseldorf can result in situations where some VFR requests might be denied during periods of high traffic.

Additionally, you should be prepared for the controller to **instruct you to leave the control zone** if the traffic load rises or you fail to comply with instructions promptly and accurately.

Airspace structure

The Düsseldorf CTR has a **top altitude of 2500 ft MSL, about 2300 ft AGL**. Please pay close attention to setting the correct QNH and your altitude to avoid inadvertently entering **airspace C above**.

The following mandatory reporting points exist around the airport:

Reporting point	Location
E	highway intersection A3 and A46
N	Rhine train bridge Hochfelder
S	lake Silbersee

Keep in mind that ATC might instruct you to use a different reporting point than the one you requested, if necessary.

Departure

VFR departures have to **initially call Düsseldorf Delivery**.

Arrival

Contact Düsseldorf Tower **no later than 5 minutes before** reaching your requested CTR entry point.

Traffic circuits

During periods of high traffic, ATC might need to fit you into **very tight gaps**, resulting in very short to non-existent finals as well as early crosswind turns. Please follow all instructions accurately and immediately to avoid go arounds and ensure separation.