EDDL - Delivery

Düsseldorf Delivery is responsible for enroute and startup clearances for all departing IFR aircraft. VFR aircraft have to call Delivery for departure information. **For all departures (IFR and VFR) Düsseldorf Delivery is the first station to contact**, except for police helicopters, which may also contact Tower initially.

Enroute Clearance

Standard Instrument Departures

Runway 23L/05R (SID Designator T and Z) is primary used for all departures. Delivery has to make sure that all SID restrictions are adhered to (Euroscope will display if a route is not correct).

The **SID MODRU #K** shall only be assigned on pilots request when able to comply with climb restriction (9.5%) and RF-Legs. Prior coordination with Tower is mandatory. Decision on short notice to the pilot by Ground or Tower is possible, depending on the preceding traffic (see Tower section).

The **SID NETEX #K, #Y, #X, #U** are **mandatory** for flights to continue via NETEX DCT RASCA or NETEX DCT DELOM.

To ensure an efficient operation within the upper and lower airspace several restrictions should be met (check FPC column in Euroscope). To solve an invalid route, the pilot usually has to **file a completely new route** (valid routes for many destinations can be found on grd.aero-nav.com).

Waypoint	Restriction	Climb
COL *Cola*	--	climb via
DODEN	min. RFL 260 flights unable for climb restrictions (see charts) shall refile via KUMIK	climb via
GMH *Germinghausen*	max. RFL 140	climb
KUMIK	min. RFL 150	climb via
LMA *Lima*	DEST EDLN only or local IFR flights	climb
MEVEL	--	**23 Ops:** climb via **05 Ops:** climb

MODRU	min. RFL 210	climb via
NETEX	Only available at night between 2200LT and 0600LT and during weekends and holidays due to military airspace in the north of the EBBU FIR. Information about the activation of the military areas can be obtained from the EBBU controller.	**#U, #K:** climb via **all other:** climb
NVO *Nörvenich*	max. RFL 90 flights with RFL at or above FL100 shall refile via MODRU	climb
NUDGO	max. RFL 240	climb
SONEB	--	climb via

Vectored Departure

Usually all RNAV capable aircraft that are available for flight simulators are able to fly a SID and most likely are looking for the wrong runway! If pilots nevertheless are unable to fly any SID (even an older version of the current SID or the LMA SID) a vectored departure can be coordinated between Delivery and Arrival. Alternatively the **LMA SID** can be used with vectors/direct to the first waypoint.

Usually **runway heading** and an initial climb of **5000ft** should be used. Other coordinations are always possible. Select the corresponding "RV" SID for this departure.

Local IFR

Local IFR flights are prefered via **LMA SID** (radar vector departure on request possible). Coordination with **Arrival (DLA)** prior enroute clearance as well as a **startup release** is required.

> Local departures need to be advised to contact **DLA** on 128.555 immediately after departure.

Datalink Clearance (DCL/PDC)

At Düsseldorf Airport we offer Datalink Clearance to the pilots via the **Hoppie System** and the Topsky Plugin. The airport code EDDL should be used (already preselected).

An example of the DCL message the pilot will receive can be seen below. By default startup always needs to be approved separately.

> CLD 2042 220117 EDDL PDC 026 SAS461L CLRD TO EKCH OFF 23L VIA MEVEL3T CLIMB 5000 SQUAWK 2055 ADT MDI NEXT FREQ 121.780 ATIS H REPORT READY ON 121.780

Startup

When startup clearance cannot be given immediately or the pilot is not ready for startup within the next 5 minutes, the pilot needs to stay on Delivery frequency until they receive their startup clearance.

Runway Capacity: To ensure smooth operations and an acceptable level of workload for following stations, **Delivery has to ensure an appropriate startup rate**. This can either be achieved by use of the **vACDM plugin**, or by adhering to a number of maximum startup clerances.

Maximum startups at the same time: A maximum of **13** outbounds should have startup (incl. all further ground states) at the same time when **two runways** are used and only **10** startups when only **one runway** is used. Delivery should ensure that not too much outbounds in the same area receive startup at the same time.

Outbound Taxi Times: The average time between startup approval and takeoff clearance is 10 - 15 minutes during 05 operations and 15 - 20 minutes during 23 operations.

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