

# Düsseldorf RG Airports

Note: Not for real navigation!

## Siegerland (EDGS / SGE)

Effective: **02 MAR 2017**

Elevation 1966 ft

Quelle: DFS GmbH  
(Changes are marked yellow)

**RWY13** 1620 x 30 ASPH, 128°, THR 1961 ft  
**RWY31** 1620 x 30 ASPH, 308°, THR 1281 ft  
**RWY13/31** 600 x 30 Grass, 2000kg MTOW  
**RWY04/22** 500 x 30 Grass, 1400 kg MTOW

### NAVAIDS:

**SLD-DME** CH 17 Y (108.05)  
**ILS 31** 108.90 / 306° (ISIW)  
**SIL-NDB** 489.00

### Communication:

Station	Freq.
ATIS	128.700
INFO	120.370
RADAR	124.900 (Langen Radar)
	135.350 (Langen Radar)

## Standard Instrument Arrival Routes

### RWY 13/31

<b>ERUKI 1A</b>	(ERUKI ONE ALPHA)	<b>ERUKI (Δ)</b> - COL (Δ) - SIL (Δ)	6000ft MNM IFR Cruising Level
<b>SIGEN 5A</b>	(SIGEN FIVE ALPHA)	<b>SIGEN (Δ)</b> - SIL (Δ)	6000ft MNM IFR Cruising Level BRNAV equipment necessary.
<b>TABUM 3A</b>	TABUM THREE ALPHA	<b>TABUM (Δ)</b> - EBOGI (Δ) - BEDSI (Δ) - SIL (Δ)	6000ft MNM IFR Cruising Level 1. BRNAV equipment necessary. 2. Direct entry to ILS31 by ATC only.

## Standard Instrument Departure Routes

### RWY 13

**(After takeoff climb to 6000 ft., contact Langen Radar.)**

<b>NVO 1S</b>	(NÖRVENICH ONE SIERRA)	Climb straight ahead to 4.0 DME SLD or 5000, whichever is later, RT on R114 COL to COL (Δ); LT on R272 COL / R092 NVO to NVO (Δ) At 4.0 DME SLD max speed 210 KT IAS during turn	
<b>ARPEG 2S</b>	(ARPEG TWO SIERRA)	Climb on course 126° to <b>GS002</b> or 5000, whichever is later, LT direct to <b>GS006</b> , to <b>ARPEG</b> <b>GPS/FMS:</b> [A2400+] - <b>GS002</b> [A5000+;L] - <b>GS006</b> - ARPEG	RNAV (GPS) SID
<b>NVO 1G</b>	(NÖRVENICH ONE GOLF)	Climb on course 126° to <b>GS002</b> or 5000, whichever is later, RT direct to <b>GS001</b> , to COL, to NVO. <b>GPS/FMS:</b> [A2400+] - <b>GS002</b> [A5000+;R] - <b>GS001</b> - COL - NVO	RNAV (GPS) SID
<b>TOBAK 2R</b>	(TOBAK TWO ROMEO)	Climb on course 126° to <b>GS004</b> , to <b>TOBAK</b> <b>GPS/FMS:</b> [A2400+] - <b>GS004</b> - TOBAK	RNAV (GPS) SID

### RWY 31

**(After takeoff climb to 6000 ft., contact Langen Radar.)**

<b>NVO 1L</b>	(NÖRVENICH ONE LIMA)	Climb straight ahead to 4.0 DME SLD or 5000, whichever is later; LT on R095 COL to COL (Δ); LT on R272 COL / R092 NVO to NVO (Δ) At 4.0 DME SLD max speed 210 KT IAS during turn	
<b>ARPEG 2N</b>	(ARPEG TWO NOVEMBER)	Climb on course 306° to <b>GS010</b> or 5000, whichever is later, RT direct to <b>GS015</b> , to <b>ARPEG</b> <b>GPS/FMS:</b> [A2400+] - <b>GS010</b> [A5000+;R] - <b>GS015</b> - ARPEG	RNAV (GPS) SID
<b>NVO 1H</b>	(NÖRVENICH ONE HOTEL)	Climb on course 306° to <b>GS010</b> or 5000, whichever is later, LT direct to COL, to NVO <b>GPS/FMS:</b> [A2400+] - <b>GS010</b> [A5000+;L] - COL - NVO	RNAV (GPS) SID
<b>TOBAK 2K</b>	(TOBAK TWO KILO)	Climb on course 306° to <b>GS010</b> or 5000, whichever is later, RT direct to <b>GS016</b> , to <b>GS014</b> , to <b>TOBAK</b> <b>GPS/FMS:</b> [A2400+] - <b>GS010</b> [A5000+;R] - <b>GS016</b> - <b>GS014</b> - TOBAK	RNAV (GPS) SID

**Remark:** Underlined RNAV-Waypoints are fly-over waypoints (Δ)