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Airport Information For EDDK

Terminal Charts For EDDK

Revision Letter For Cycle 01-2016

Change Notices

Notebook

General Information

Location: COLOGNE-BONN DEU
ICAO/IATA: EDDK / CGN
Lat/Long: N50° 51.95', E007° 08.56'
Elevation: 302 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 1.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0731 Z
Sunset: 1546 Z

Runway Information

Runway: 06
Length x Width: 8067 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 231 ft
Lighting: Edge, ALS, Centerline

Runway: 14L
Length x Width: 12516 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 230 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 14R
Length x Width: 6112 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 221 ft
Lighting: Edge, ALS, Centerline

Runway: 24
Length x Width: 8067 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 272 ft
Lighting: Edge, ALS, Centerline

Runway: 32L
Length x Width: 6112 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 259 ft
Lighting: Edge, ALS, Centerline

Runway: 32R
Length x Width: 12516 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 302 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Communication Information

ATIS: 132.125
ATIS: 112.150
Cologne-Bonn Delivery Tower: 121.850
Cologne-Bonn Tower: 25.465 Military
Cologne-Bonn Tower: 124.975
Cologne-Bonn Tower: 25.302 Military
Cologne-Bonn Military Ground: 136.250 Military
Cologne-Bonn Ground Ground: 121.725
Cologne-Bonn Military Ground: 25.465 Military
Cologne-Bonn Apron Ramp/Taxi: 121.950
Langen Radar ACC: 118.750
Cologne-Bonn Direct (Approach Control Radar): 121.050
Cologne-Bonn Direct (Approach Control Radar): 38.952 Military
Langen Radar ACC: 135.350

EDDK/CGN
COLOGNE-BONN

JEPPesen

18 DEC 15

10-1P

COLOGNE-BONN, GERMANY

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

D-ATIS 112.15 132.12

1.2. NIGHT FLYING RESTRICTIONS

1. Jet ACFT not licensed in accordance with ICAO Annex 16 and jet ACFT licensed in accordance with ICAO Annex 16, Volume I, Chapter 2:
 - Take-offs and landings are not permitted on all RWYs between 2000LT (1950LT off blocks)-0800LT.
2. Jet ACFT licensed in accordance with ICAO Annex 16, Volume I, Chapter 3 which are not included in the Bonus List published by the Ministry of Transport:
 - Scheduled and delayed take-offs as well as scheduled landings are not permitted on all RWYs between 2200LT (2150LT off blocks)-0600LT.
 - Delayed landings are not permitted on RWYs 14R and 06 between 2200LT-0600LT.
3. Jet ACFT licensed in accordance with ICAO Annex 16, Volume I, Chapter 3 which are included in the Bonus List (in case of a change to the List, jet ACFT which are no longer included may continue to be used until 31 October 2015, insofar as they have already been employed by ACFT operating agencies at Cologne-Bonn APT):
 - Scheduled and delayed take-offs are not permitted on RWYs 14R, 32L and 24 between 2200LT (2150LT off blocks)-0600LT.
 - Landings are not permitted on RWYs 14R and 06 between 2200LT-0600LT.
4. Propeller-driven ACFT not licensed in accordance with ICAO Annex 16 and/or LSL:
 - Take-offs and landings are not permitted on all RWYs between 2200LT (2150LT off blocks)-0600LT.
5. Propeller-driven ACFT licensed in accordance with ICAO Annex 16, Volume I, Chapters 3, 5, 6 or 10 and/or according to LSL Chapters III, V, VI or X:
 - Scheduled and delayed take-offs are not permitted on RWYs 14R, 32L and 24 between 2200LT (2150LT off blocks)-0600LT.
 - Landings are not permitted on RWYs 14R and 06 between 2200LT-0600LT.

EXCEPTIONS:

Exempt from the restrictions mentioned in para 1 - 5 are: Landings of ACFT provably approaching Cologne-Bonn APT as alternate aerodrome for meteorological, technical or other safety reasons as well as take-offs and landings of ACFT rendering medical assistance or on missions in disasters.

Take-offs of all kinds of ACFT are permitted on RWYs 06, 14L and 32R between 2200-0600LT only from THR or from the positions A5 (RWY 14L) and/or A1 (RWY 32R). Air Navigation Services Unit Cologne-Bonn may grant exceptions in individual cases if the traffic situation demands so.

Deviating from the regulations the Bezirksregierung Dusseldorf (Luftaufsicht Cologne-Bonn) may grant additional exceptions in justified individual cases, especially if necessary to avoid considerable disturbances of air traffic or in cases of special public interest. If appropriate, applications shall be submitted to:

Luftaufsicht Cologne-Bonn
Flughafen T1 M503
51147 Koeln
Tel: (02203) 40-2291
(0163) 9750221
Telefax: (02203) 40-2290

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 'Luftaufsicht' about the admissibility of a night landing. In case of a landing 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.

Clearances for take-offs during closing times issued by ATC do not comprise the necessary exceptional permission by the 'Luftaufsicht'.

EDDK/CGN**COLOGNE-BONN****JEPPESEN**

18 DEC 15

10-1P1**COLOGNE-BONN, GERMANY****AIRPORT BRIEFING**

1. GENERAL

1.3. REVERSE THRUST

Reverse thrust other than idle shall not be used for landings on RWYs 32R and 14L between 2200-0600LT except for safety reasons.

1.4. RUN-UP TESTS

Engine test-runs without the use of noise suppression facilities are generally not permitted.

1.5. TAXI PROCEDURES**1.5.1. GENERAL**

- TWY B from TWY T up to TWY bridge of TWY B MAX wingspan 171'/52m and MAX 200t actual weight.
- TWY bridge of TWY B MAX 200mt AUW.
- TWY C between THR 32L and TWY A only for towing up to code C ACFT with wheel base less than 59'/18m.
- For ACFT with a wingspan of more than 171'/52m, it is mandatory to use the TWY centreline marked in yellow and lighted in green/green on TWY M.

1.5.2. TAXIING ON THE APRONS

ACFT may taxi on the aprons without guidance by a Follow-me car only if permanent radio contact can be maintained with aerodrome control while taxiing. If a Follow-me car is employed, the pilot shall observe its signals. If the pilot requires the assistance of a Follow-me car when taxiing, he may request this from aerodrome control.

On the aprons, ACFT are permitted to taxi only at the minimum RPM required.

On the aprons, ACFT may only taxi on or along the yellow taxiing guide lines and on aprons C and D on or along the orange and blue taxiing guide lines.

Deviations and shortcuts are not permitted. In exceptional cases, taxiing off the guide lines is permitted under the guidance of a Follow-me vehicle or after agreement with aerodrome control.

1.5.3. USE OF A380 AND B747-8/8F

- **Taxiing onto and exiting from RWY 14L/32R:**

Landing 14L: TWY A

Landing 32R: TWY A4

Take-off 14L: TWY A7, A5

Take-off 32R: TWY A (On request, ACFT can be guided by a Follow-me vehicle to the take-off area.)

- **Holding positions in front of RWY 14L/32R:**

Only the CAT II/III holding positions (pattern B markings) may be used.

- **RWY-Holding positions in front of RWY 06/24:**

The separate taxi-holding positions marked for A380 shall be used.

- **Taxiing on TWY A:**

Attention is drawn to the reduced TWY width between RWY 06/24 and parking area F.

- **Other:**

ACFT with wingspan of 118'/36m or more may no longer taxi on TWY E if an A380 or B747-8/8F is taxiing on TWY A (between RWY 06/24 and TWY A7).

1.6. PARKING INFORMATION

Visual Docking Guidance System APIS available on stands D1 thru D12.

EDDK/CGN

COLOGNE-BONN

JEPPESEN

23 SEP 11

10-1P2

COLOGNE-BONN, GERMANY

AIRPORT BRIEFING

2. ARRIVAL

2.1. SPEED RESTRICTIONS

MAX 250 KT below FL100 or as by ATC.

Not applicable within airspace C.

2.2. NOISE ABATEMENT PROCEDURES

2.2.1. CONTINUOUS DESCENT APPROACH (CDA)

CDA noise abatement procedure in progress daily between 2200-0800LT, for MD-11 and B744 at all times.

Depending on the traffic situation, ATC will either use radar vectoring to final approach with distance-to-go (DTG) information or clear ACFT for RNAV "transition and profile".

During radar vectoring pilots shall expect descent below FL70 approx 26 NM to touchdown. Unless otherwise instructed by ATC pilots are expected to reduce speed to MAX 220 KT prior to descent below FL70, aim for a low-noise CDA, maintain at least 190 KT to 12 NM final, extend gear 2000' AGL or later, perform final landing configuration approaching LOM and aim for a low-noise CDA without level flight below FL70.

Clearance for RNAV transition may include clearance to follow vertical profile.

When cleared for "transition and profile", pilots shall respect the published levels and speeds and aim for a low-noise CDA below FL 70. They should extend the landing gear only upon reaching 2000' GND or later and perform final landing configuration approaching LOM.

For monitoring purposes, a descent will be considered to be continuous provided that no route segment has a height change of less than 50' over a track distance of 2 NM, as recorded in the Flight Track and Aircraft Noise Monitoring System (FANOMOS).

2.3. CAT II/III OPERATIONS

RWY 14L/32R approved for CAT II/III operations, special aircrew and ACFT certification required.

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COLOGNE-BONN

23 SEP 11

JEPPESEN

10-1P3

COLOGNE-BONN, GERMANY
AIRPORT BRIEFING

3. DEPARTURE

3.1. PUSH-BACK PROCEDURE

To receive instructions to push-back from a nose-in position, pilots are requested to establish contact with the driver of the ACFT tractor. The pilot may enquire only when the manoeuvre can be carried out immediately. The driver of the ACFT tractor will carry out the push-back procedure as soon as he has received the necessary clearance from ATC. In order to avoid delays, the engines shall be started during push-back. After push-back has been completed successfully, readiness to taxi shall be reported to aerodrome control.

3.2. NOISE ABATEMENT PROCEDURES

To improve adherence to the prescribed departure routes, the pilot-in-command shall use the autopilot at the earliest opportunity, unless otherwise instructed by ATC.

3.3. OTHER INFORMATION

3.3.1. DATALINK DEPARTURE CLEARANCE (DCL)

The following time parameters apply:

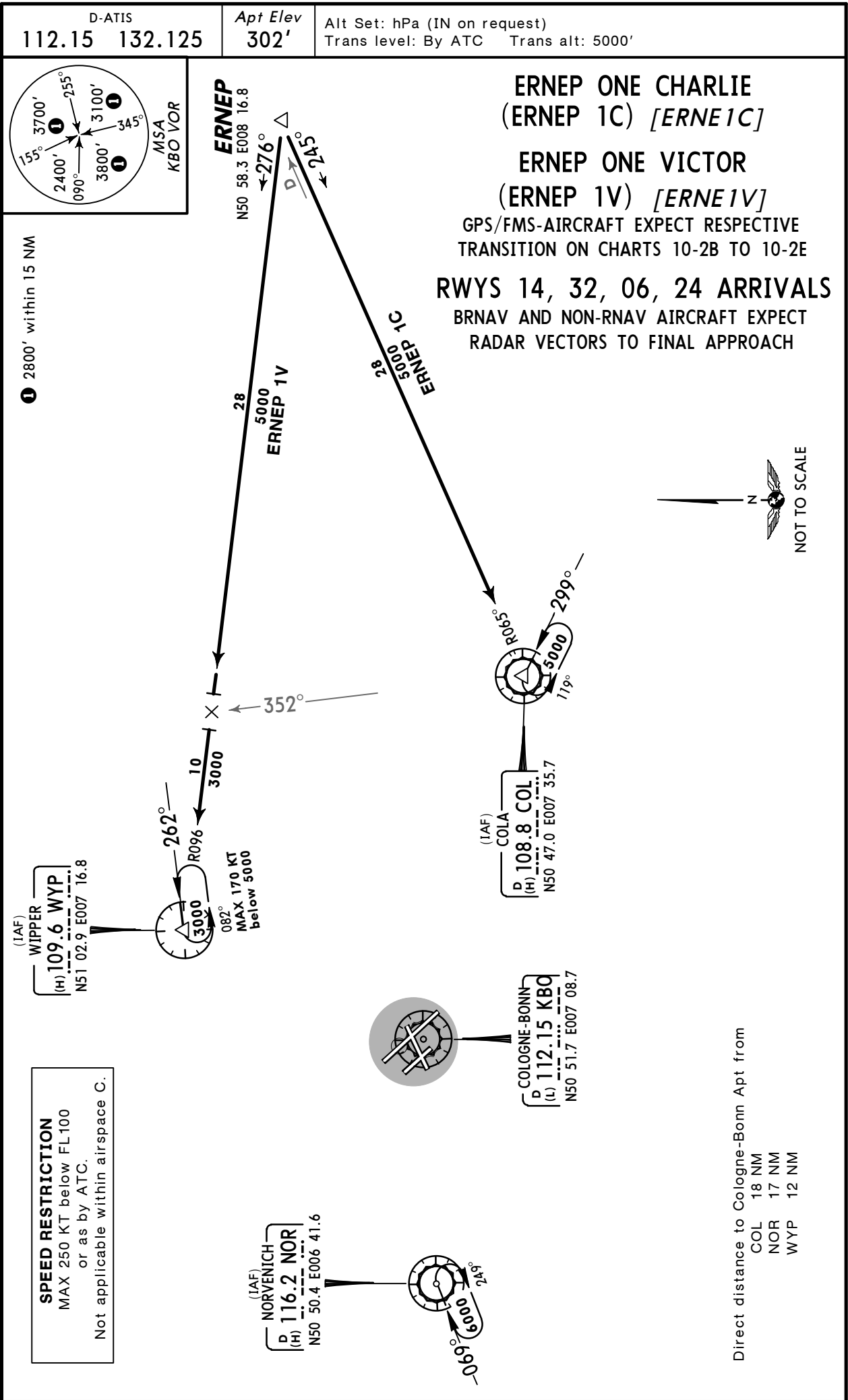
t_i	25 min prior to EOBT for unregulated flights. 30 min prior CTOT for ATFM regulated flights
t_f	11 min prior to EOBT for unregulated flights. 16 min prior to CTOT for ATFM regulated flights.
t_1	5 min

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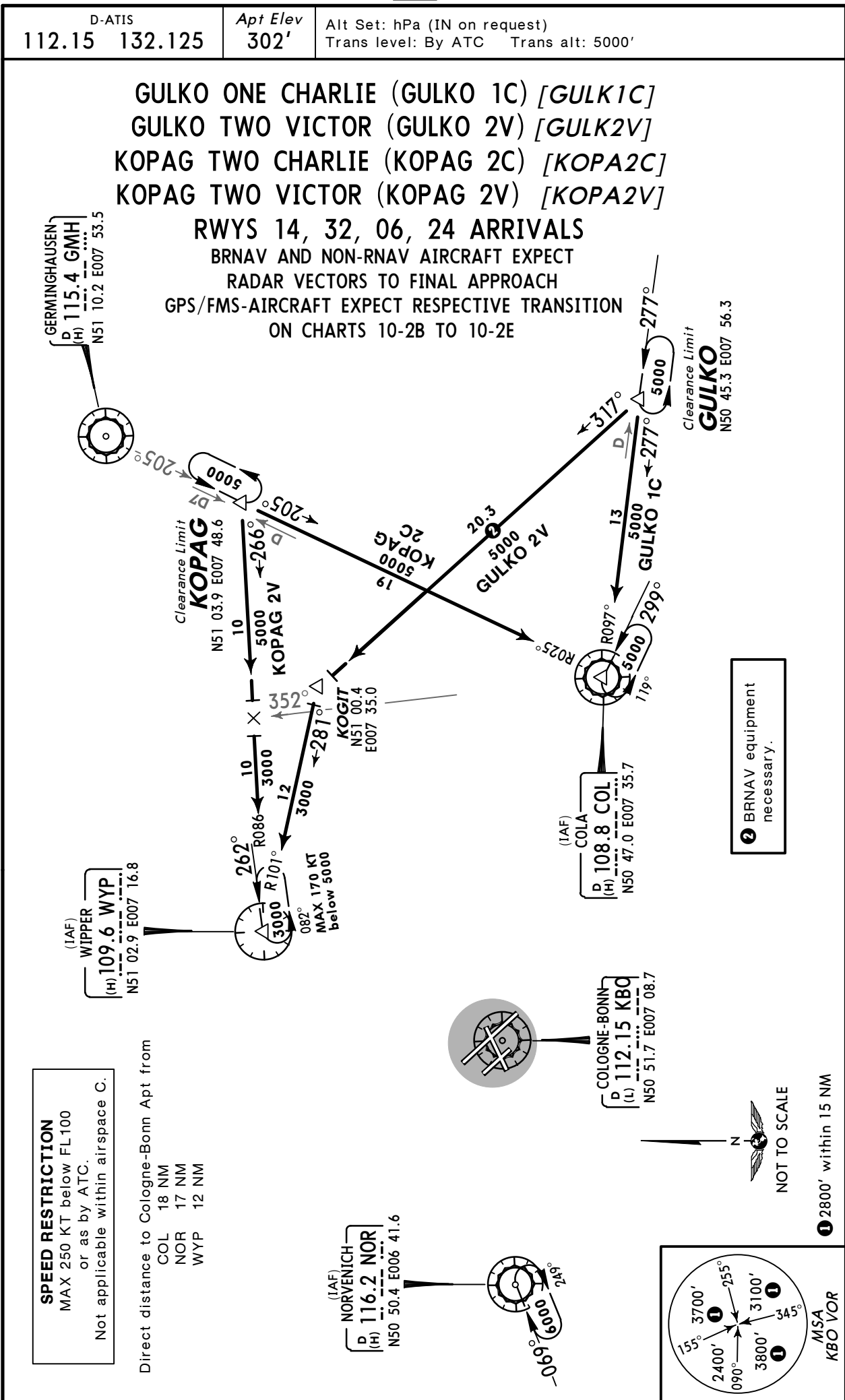
27 FEB 15 10-2

COLOGNE-BONN, GERMANY

STAR

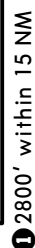


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COLOGNE-BONN

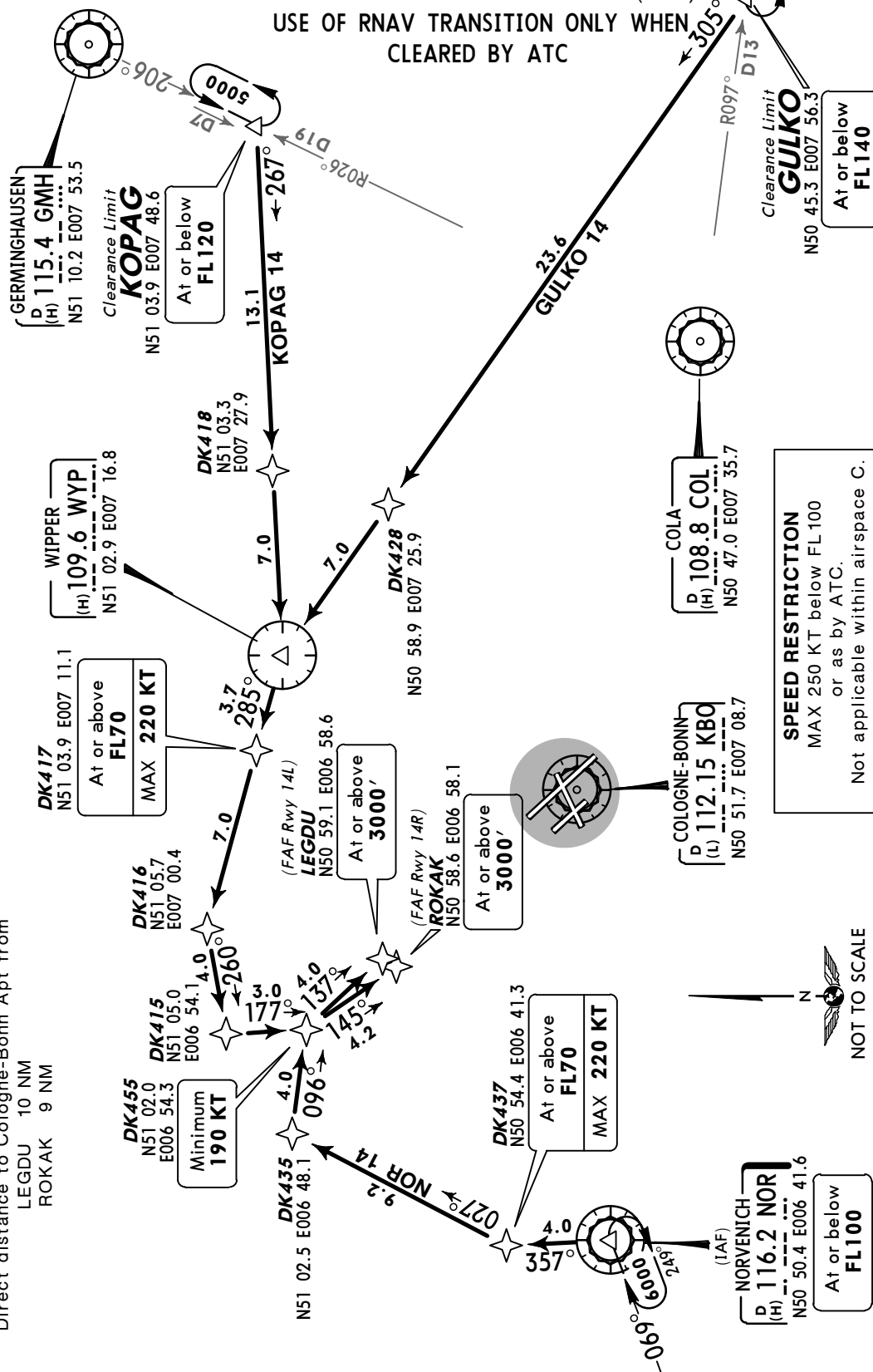


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Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000'
When cleared for "transition and profile" aim for a low noise continuous descent approach (CDA) within the constraints as laid down in the procedure description.



**GULKO 14 [GULK14]
KOPAG 14 [KOPA14], NOR 14
RWYS 14L/R RNAV TRANSITIONS
GPS/FMS-EQUIPPED AIRCRAFT
FLY THE TRANSITIONS AS
CONTINUOUS DESCENT APPROACH (CDA)
USE OF RNAV TRANSITION ONLY WHEN
CLEARED BY ATC**

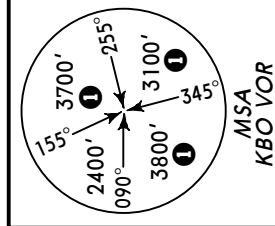


Direct distance to Cologne-Bonn Apt from
 LEGDU 10 NM
 ROKAK 9 NM

NOT TO SCALE

TRANSITION	ROUTING
GULKO 14	GULKO (FL140-) - WYP - DK417 (FL70+; K220-) - DK416 - DK415 - DK455 (K1170+)
KOPAG 14	KOPAG (FL120-) - WYP - DK417 (FL70+; K220-) - DK416 - DK415 - DK455 (K1170+)
NOR 14	NOR (FL100-) - DK437 (FL70+; K220-) - DK435 - DK455 (K190+) - LEGDU (1410+)

Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000'
When cleared for "transition and profile" aim for a low noise continuous descent approach (CDA) within the constraints as laid down in the procedure description.



TRANSITION	ROUTING
GULKO 24	GULKO (FL 110-) - DK527 (FL70+; K220-) - DK515 - DK554 (K190+) - KUKIT (3000'+).
KOPAG 24	KOPAG (FL120-; K220-) - DK554 (K190+) - KUKIT (3000'+).
NOR 24A	NOR (FL 140-) - DK537 (FL70+; K220-) - DK536 - DK535 - DK554 (K190+) - KUKIT (3000'+).
NOR 24B	NOR (FL140-) - DK547 (FL70+; K220-) - DK546 - DK545 - DK554 (K190+) - KUKIT (3000'+).

1 2800' within 15 NM

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COLOGNE-BONN

SID DESIGNATION	REFER TO CHART
COLA 9B, 5D, 6E	10-3B
COLA 1F, 6K	10-3C
COLA 6M, 1X	10-3D
KUMIK 6B, 4D, 3E	10-3E
KUMIK 5F, 5K	10-3F
KUMIK 4M, 1X	10-3G
NORVENICH 3B, 5C, 7D, 7E	10-3H
NORVENICH 8F, 8K, 7M, 7P	10-3J
NORVENICH 2V, 2W	10-3K
PODIP 5B, 4D, 4E	10-3L
PODIP 6F, 6K	10-3M
PODIP 4M, 1X	10-3N
SONEB 3B, 4C, 3E, 4W	10-3N1
SONEB 2D, 2M, 3V, 3X	10-3N2
SONEB 5F, 2K 6P, 3U	10-3N3
WIPPER 2B, 2D, 2E	10-3N4
WIPPER 3F, 2K, 1M	10-3P

FOR RNAV SID (OVERLAY) DESIGNATION REFER TO PAGE 10-3A

EDDK/CGN
COLOGNE-BONN

 **JEPPESSEN** COLOGNE-BONN, GERMANY
16 MAY 14 **10-3A** **Eff 29 May** **RNAV SID (OVERLAY)**

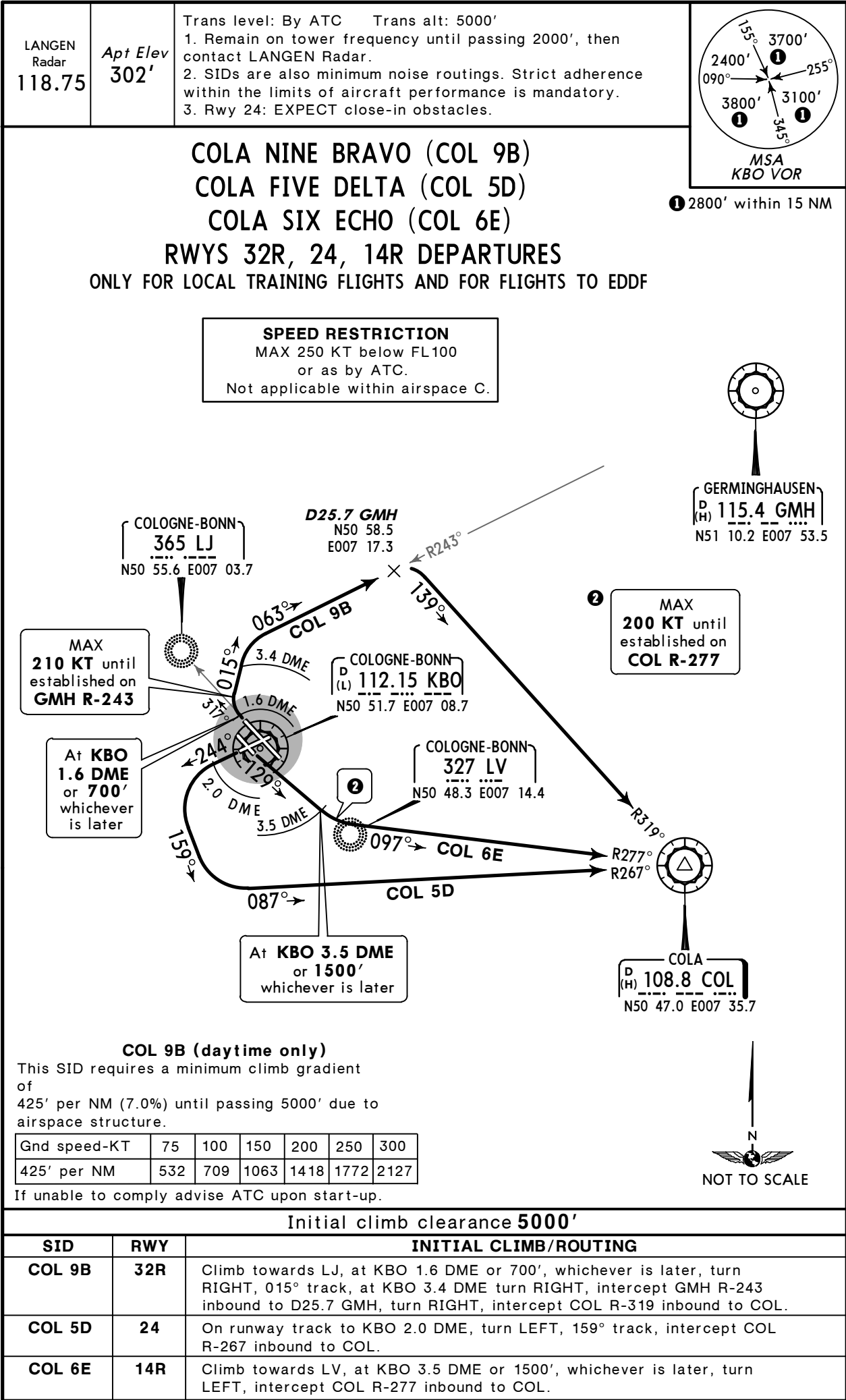
RNAV SID DESIGNATION	REFER TO CHART
COLA 9B, 5D, 6E	10-3Q
COLA 1F, 6K	10-3S
COLA 6M, 1X	10-3T
KUMIK 6B, 4D, 3E	10-3T1
KUMIK 5F, 5K	10-3T2
KUMIK 4M, 1X	10-3T3
NORVENICH 3B, 5C, 7D, 7E	10-3T4
NORVENICH 8F, 8K, 7M, 7P	10-3U
NORVENICH 2V, 2W	10-3V
PODIP 5B, 4D, 4E	10-3W
PODIP 6F, 6K	10-3X
PODIP 4M, 1X	10-3X1
SONEB 3B, 4C, 3E, 4W	10-3X2
SONEB 2D, 2M, 3V, 3X	10-3X3
SONEB 5F, 2K 6P, 3U	10-3X4
WIPPER 2B, 2D, 2E	10-3X5
WIPPER 3F, 2K, 1M	10-3X6

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JEPPESSEN COLOGNE-BONN, GERMANY
27 FEB 15 10-3B

SID



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COLOGNE-BONN

JEPPESSEN COLOGNE-BONN, GERMANY
27 FEB 15 10-3C

SID

LANGEN
Radar
118.75

Apt Elev
302'

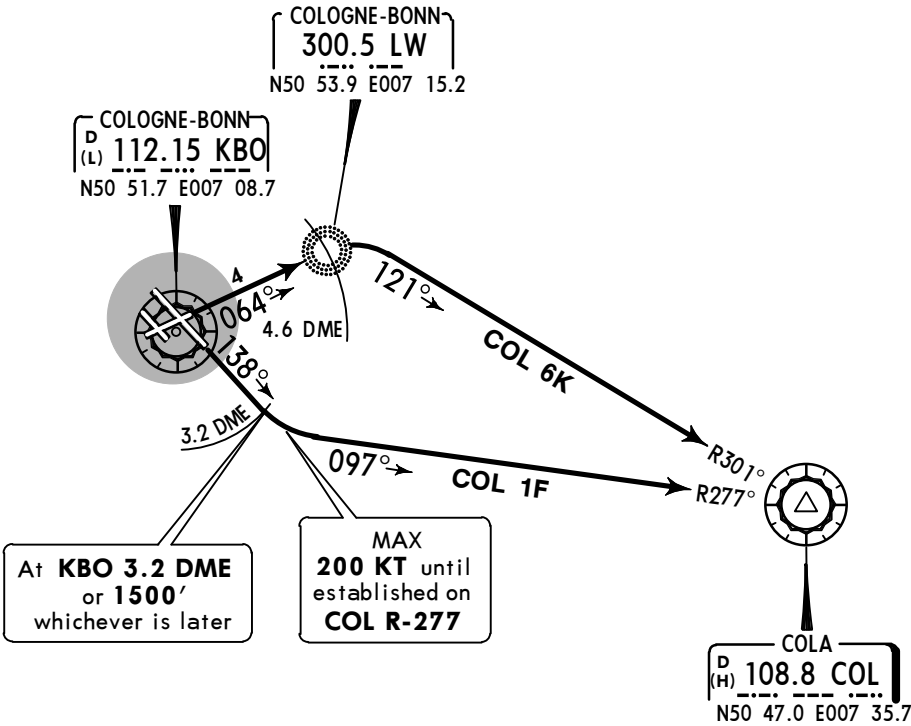
Trans level: By ATC Trans alt: 5000'
1. Remain on tower frequency until passing 2000', then
contact LANGEN Radar.
2. SIDs are also minimum noise routings. Strict adherence
within the limits of aircraft performance
is mandatory.
3. Rwy 06: EXPECT close-in obstacles.

MSA
KBO VOR

COLA ONE FOXTROT (COL 1F)
COLA SIX KILO (COL 6K)
RWYS 14L, 06 DEPARTURES
ONLY FOR LOCAL TRAINING FLIGHTS AND FOR FLIGHTS TO EDDF

2800' within 15 NM

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



COL 6K
This SID requires a minimum climb gradient
of
5.2% until passing 900'.

Gnd speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1316	1580



Initial climb clearance 5000'		
SID	RWY	INITIAL CLIMB/ROUTING
COL 1F	14L	Climb on 138° track to KBO 3.2 DME or 1500', whichever is later, turn LEFT, intercept COL R-277 inbound to COL.
COL 6K	06	On runway track to LW (KBO 4.6 DME), turn RIGHT, intercept COL R-301 inbound to COL.

SID

EDDK/CGN
COLOGNE-BONN

JEPPESSEN COLOGNE-BONN, GERMANY
27 FEB 15 10-3E

SID

LANGEN Radar
118.75

Apt Elev
302'

Trans level: By ATC Trans alt: 5000'
1. Remain on tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
3. RWY 24: EXPECT close-in obstacles.

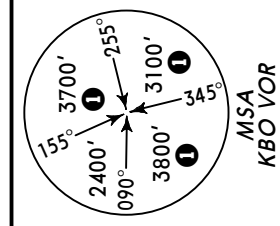
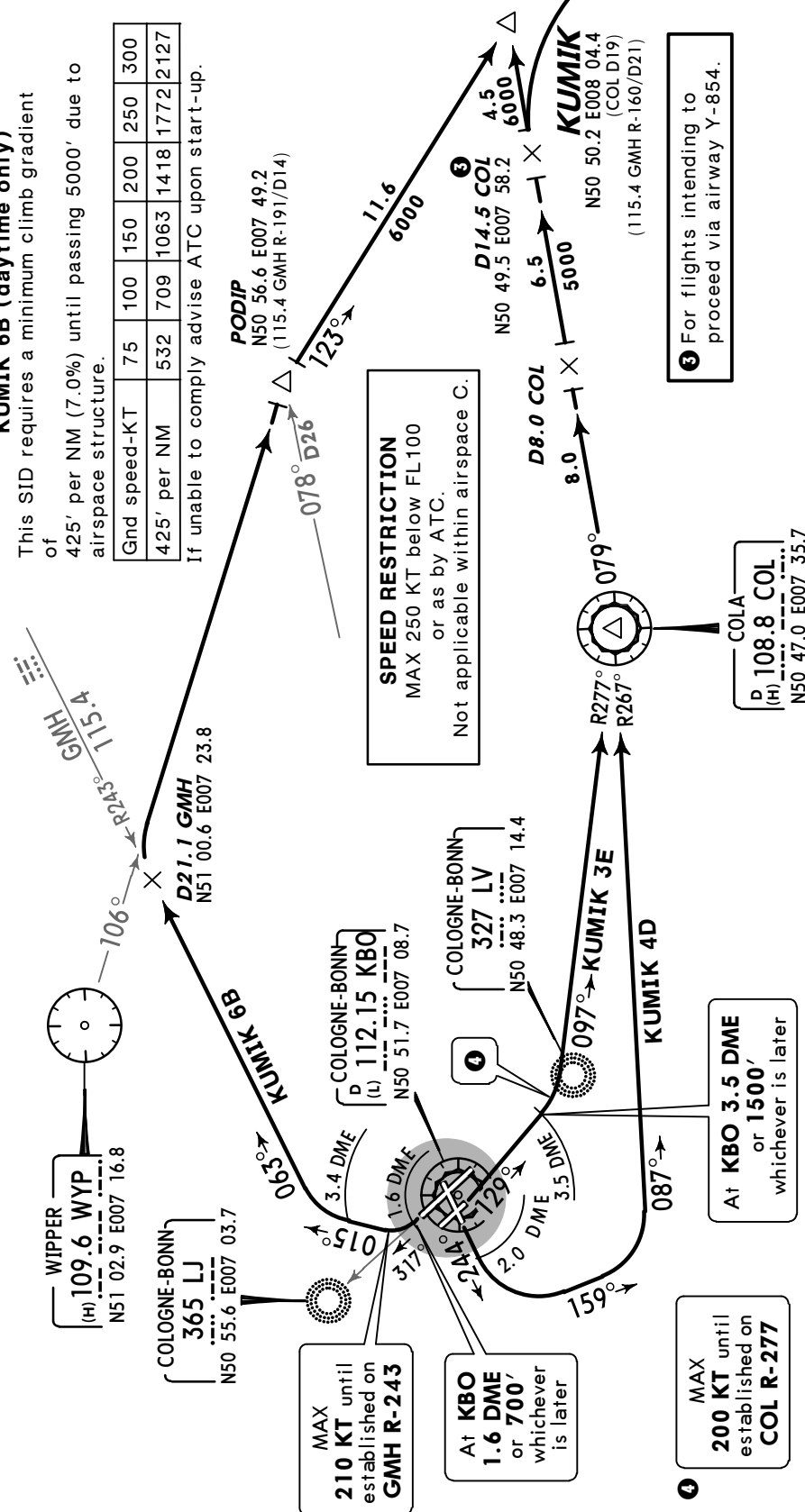
KUMIK SIX BRAVO (KUMIK 6B)
KUMIK FOUR DELTA (KUMIK 4D)
KUMIK THREE ECHO (KUMIK 3E)
RWYS 32R, 24, 14R DEPARTURES

KUMIK 6B (daytime only)

This SID requires a minimum climb gradient of 425' per NM (7.0%) until passing 5000' 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 ATC upon start-up.



Initial climb clearance 5000'	
SID	RWY
KUMIK 6B	32R
KUMIK 4D	24
KUMIK 3E	14R

After PODIP BRNAV equipment necessary.

Trans level: By ATC Trans alt: 5000'

1. Remain on tower frequency until passing 2000', then contact LANGEN Radar.
2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
3. RWY 06: EXPECT close-in obstacles.

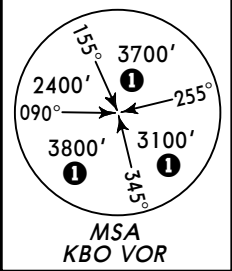
EDDK/CGN
COLOGNE-BONN

JEPPESSEN COLOGNE-BONN, GERMANY
27 FEB 15 10-3H

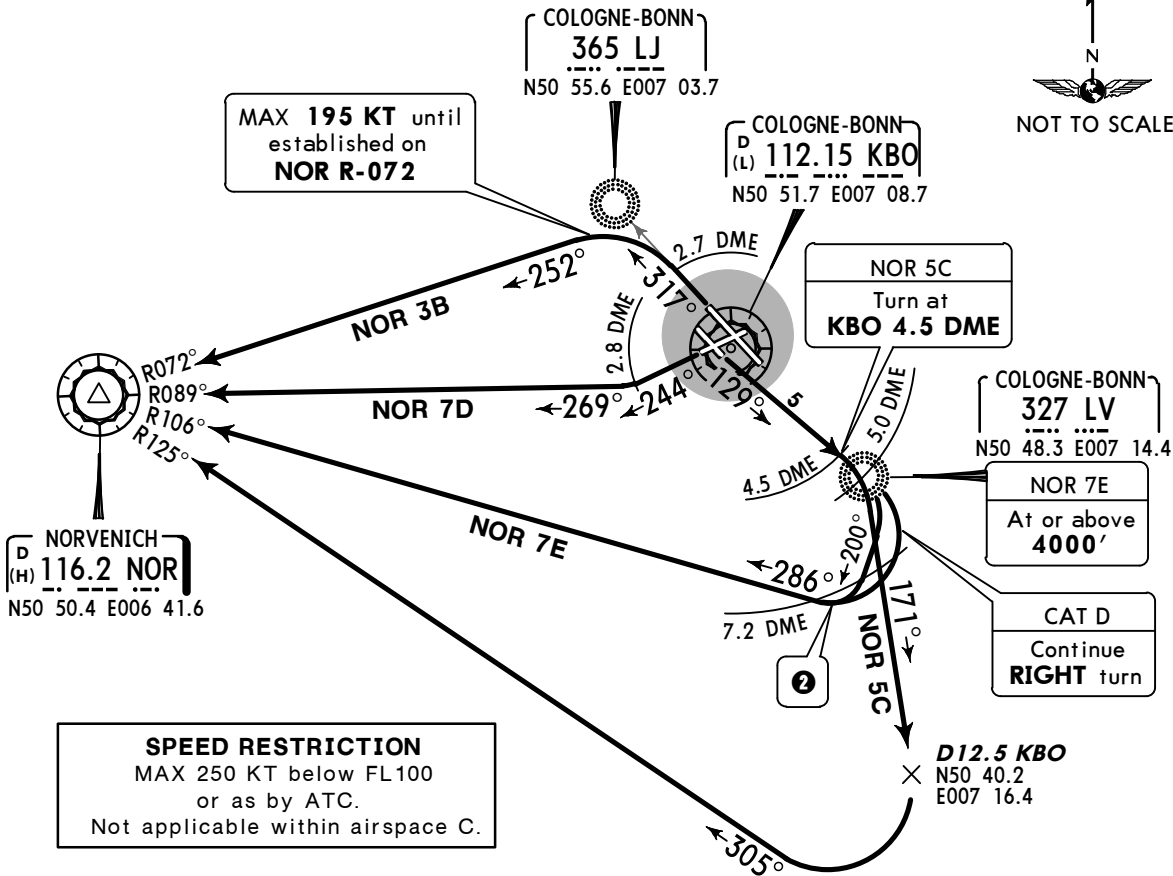
SID

*LANGEN Radar 135.35	Apt Elev 302'	Trans level: By ATC Trans alt: 5000' 1. Remain on tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. RWY 24: EXPECT close-in obstacles.
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NORVENICH THREE BRAVO (NOR 3B)
NORVENICH FIVE CHARLIE (NOR 5C)
NORVENICH SEVEN DELTA (NOR 7D)
NORVENICH SEVEN ECHO (NOR 7E)
RWYS 32R, 14R, 24 DEPARTURES



Flights intending to proceed above FL190 have to be able to cross FIR/UIR boundary (NOR 23.0 DME) at or above FL200. If unable to comply contact Delivery prior to start-up.



NOR 7E
This SID requires a minimum climb gradient of 735' per NM (12.1%) until 4000' due to airspace structure, if unable to comply file SID NOR 5C.

Gnd speed-KT	75	100	150	200	250	300
735' per NM	919	1225	1838	2451	3063	3676

Initial climb clearance 5000'		
SID	RWY	INITIAL CLIMB/ROUTING
NOR 3B	32R	Towards LJ, at KBO 2.7 DME turn LEFT, intercept NOR R-072 inbound to NOR.
NOR 5C	14R	Towards LV, at KBO 4.5 DME turn RIGHT, intercept 171° bearing from LV to D12.5 KBO, turn RIGHT, intercept NOR R-125 inbound to NOR.
NOR 7D	24	On runway track to KBO 2.8 DME, turn RIGHT, intercept NOR R-089 inbound to NOR.
NOR 7E	14R	To LV (KBO 5.0 DME), turn RIGHT, 200° track (CAT D continue RIGHT turn) to KBO 7.2 DME, turn RIGHT, intercept NOR R-106 inbound to NOR.

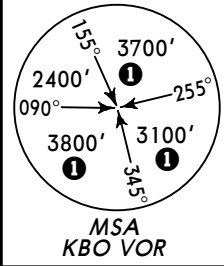
EDDK/CGN
COLOGNE-BONN

JEPPESSEN COLOGNE-BONN, GERMANY
27 FEB 15 10-3J

SID

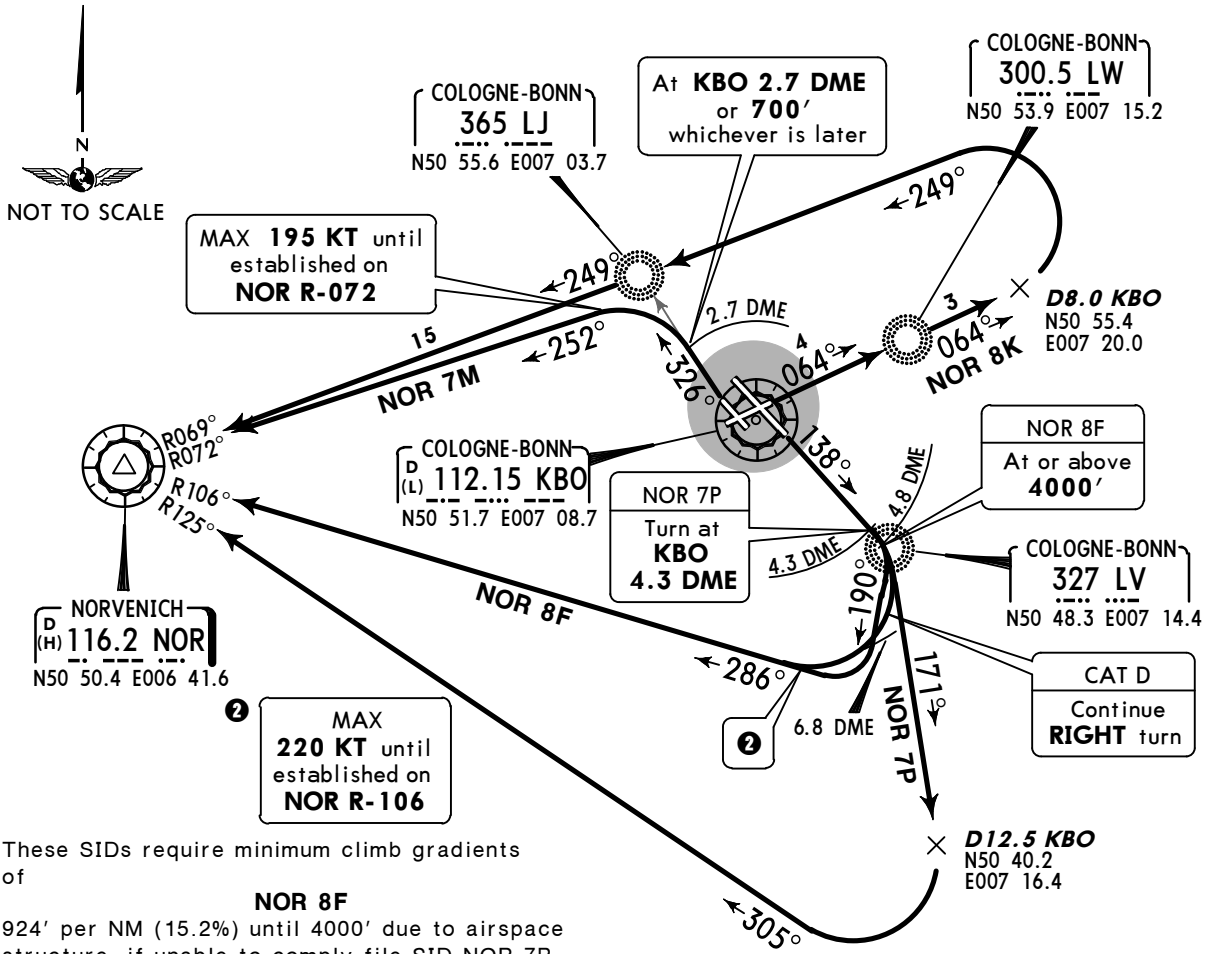
*LANGEN Radar 135.35	Apt Elev 302'	Trans level: By ATC Trans alt: 5000' 1. Remain on tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. RWY 06: EXPECT close-in obstacles.
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NORVENICH EIGHT FOXTROT (NOR 8F)
NORVENICH EIGHT KILO (NOR 8K)
NORVENICH SEVEN MIKE (NOR 7M)
NORVENICH SEVEN PAPA (NOR 7P)
RWYS 14L, 06, 32L DEPARTURES



① 2800' within 15 NM

Flights intending to proceed above FL190 have to be able to cross FIR/UIR boundary (NOR 23.0 DME) at or above FL200. If unable to comply contact Delivery prior to start-up.



These SIDs require minimum climb gradients of

NOR 8F

924' per NM (15.2%) until 4000' due to airspace structure, if unable to comply file SID NOR 7P.

NOR 8K

5.2% until passing 900'.

Gnd speed-KT	75	100	150	200	250	300
924' per NM	1154	1539	2309	3079	3848	4618
5.2% V/V (fpm)	395	527	790	1053	1316	1580

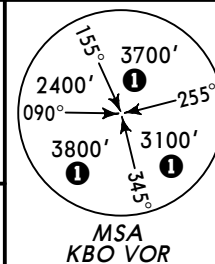
SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Initial climb clearance 5000'

SID	RWY	INITIAL CLIMB/ROUTING
NOR 8F	14L	On 138° track to KBO 4.8 DME, turn RIGHT, intercept 190° bearing from LV (CAT D continue RIGHT turn) to KBO 6.8 DME, turn RIGHT, intercept NOR R-106 inbound to NOR.
NOR 8K	06	Intercept 064° bearing via LW to D8.0 KBO, turn LEFT, intercept 249° bearing to LJ, intercept NOR R-069 inbound to NOR.
NOR 7M	32L	Climb towards LJ, at KBO 2.7 DME or 700', whichever is later, turn LEFT, intercept NOR R-072 inbound to NOR.
NOR 7P	14L	On 138° track to KBO 4.3 DME, turn RIGHT, intercept 171° bearing from LV to D12.5 KBO, turn RIGHT, intercept NOR R-125 inbound to NOR.

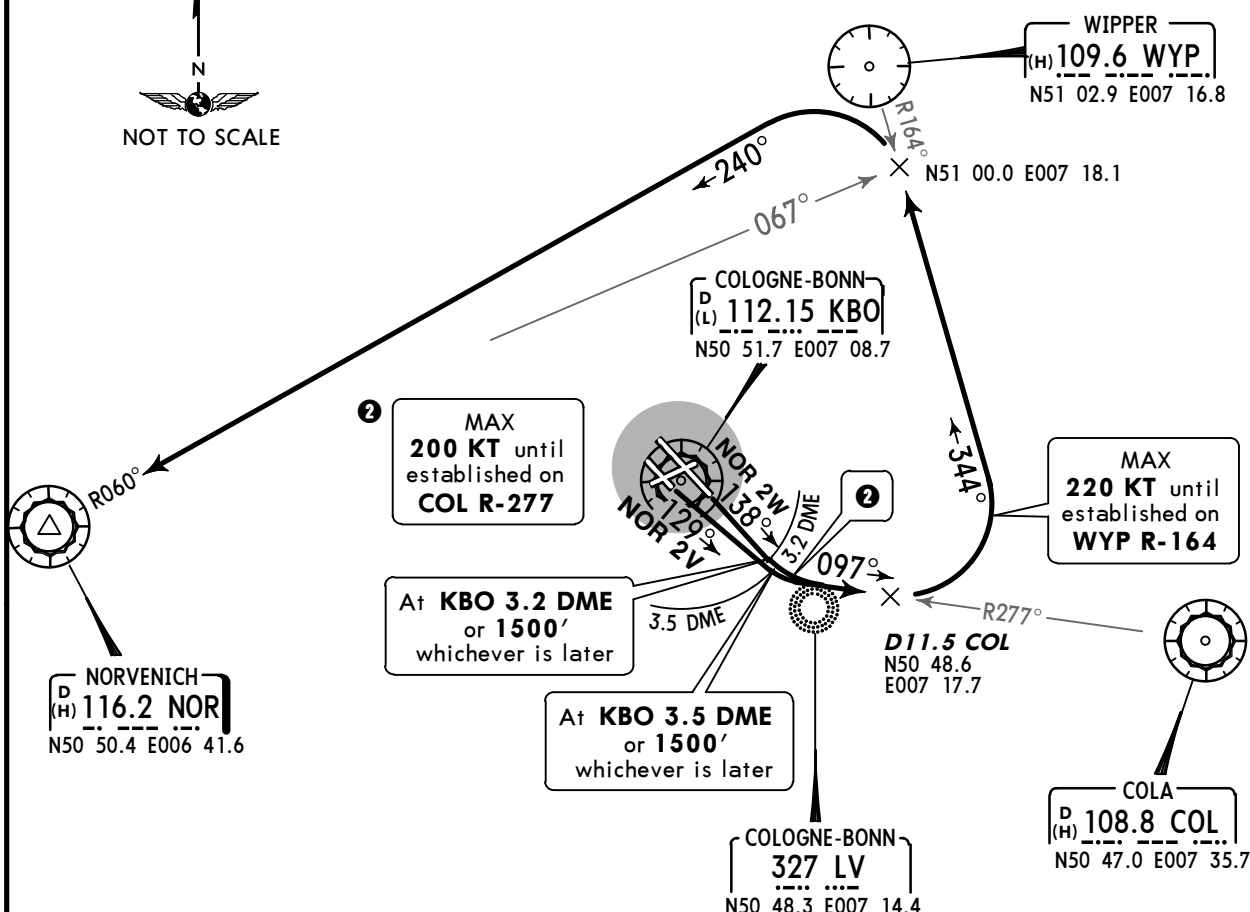
Trans level: By ATC Trans alt: 5000'

1. Remain on tower frequency until passing 2000', then contact LANGEN Radar.
2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.



① 2800' within 15 NM

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

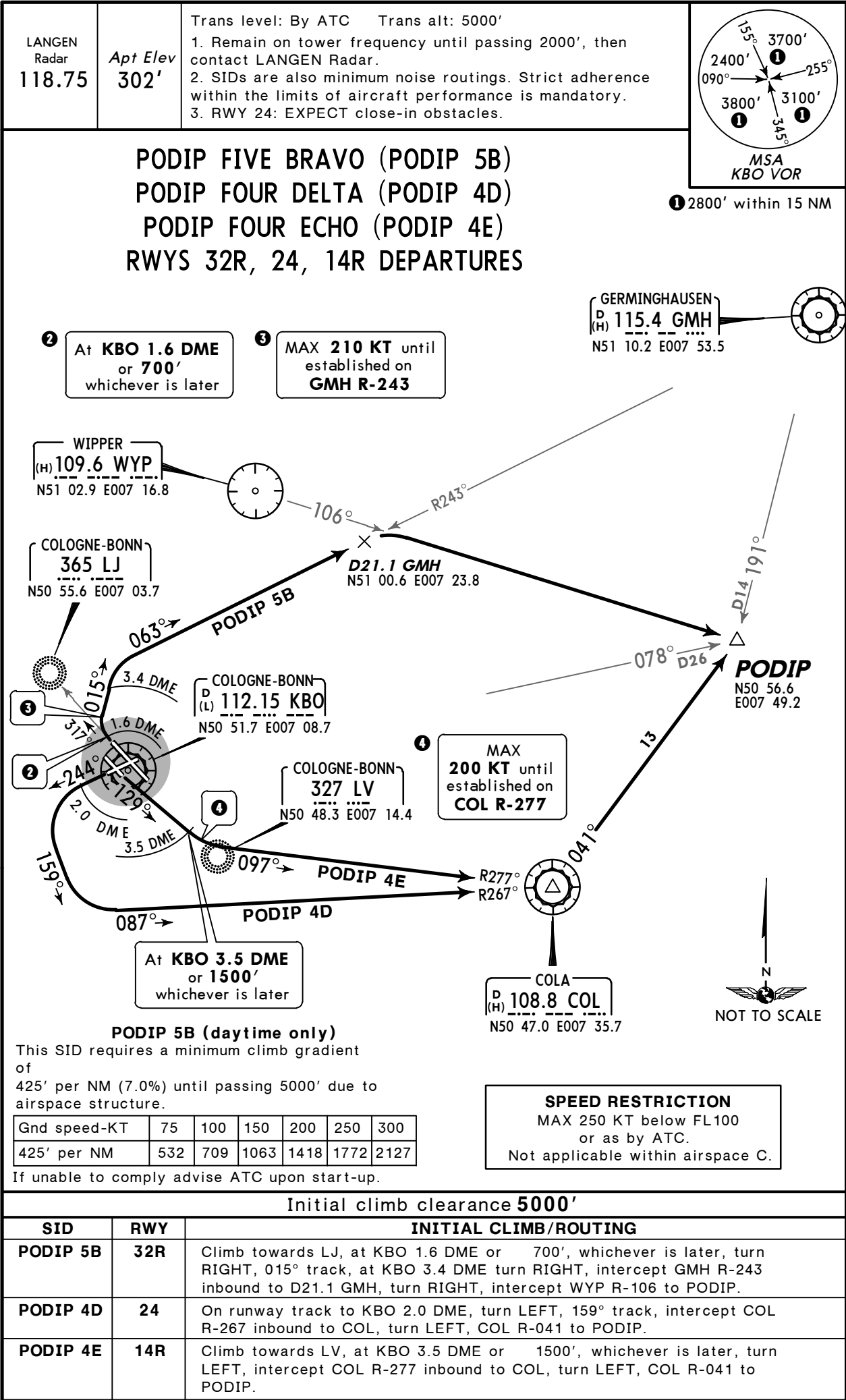
Initial climb clearance **5000'**

SID	RWY	INITIAL CLIMB/ROUTING
NOR 2V	14R	Climb towards LV, at KBO 3.5 DME or 1500', whichever is later, turn LEFT, intercept COL R-277 inbound to D11.5 COL, turn LEFT, intercept WYP R-164 inbound, when passing NOR R-067 turn LEFT, intercept NOR R-060 inbound to NOR.
NOR 2W	14L	Climb on 138° track to KBO 3.2 DME or 1500', whichever is later, turn LEFT, intercept COL R-277 inbound to D11.5 COL, turn LEFT, intercept WYP R-164 inbound, when passing NOR R-067 turn LEFT, intercept NOR R-060 inbound to NOR.

EDDK/CGN
COLOGNE-BONN

JEPPESEN COLOGNE-BONN, GERMANY
27 FEB 15 10-3L

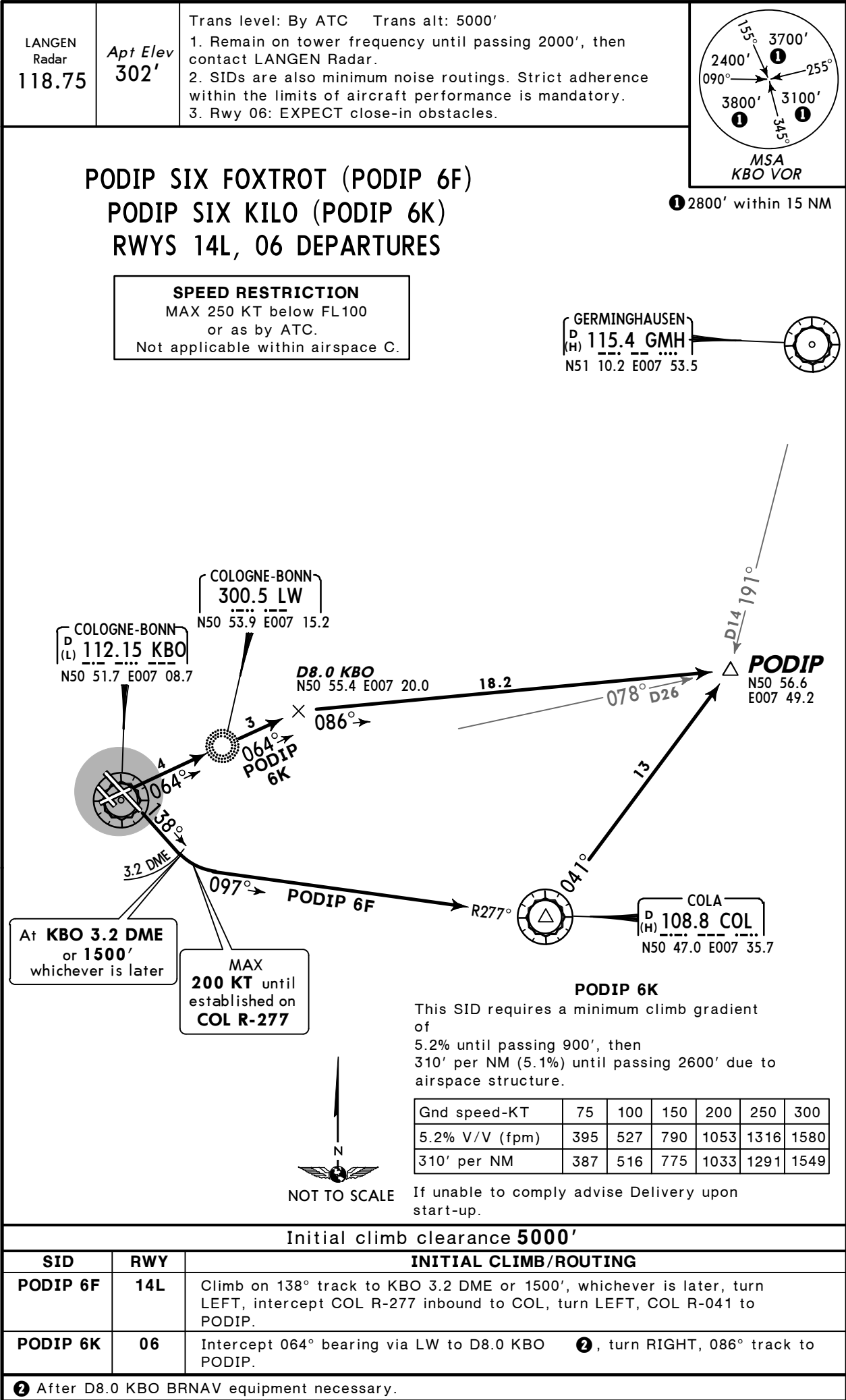
SID



EDDK/CGN
COLOGNE-BONN

JEPPESEN COLOGNE-BONN, GERMANY
27 FEB 15 10-3M

SID

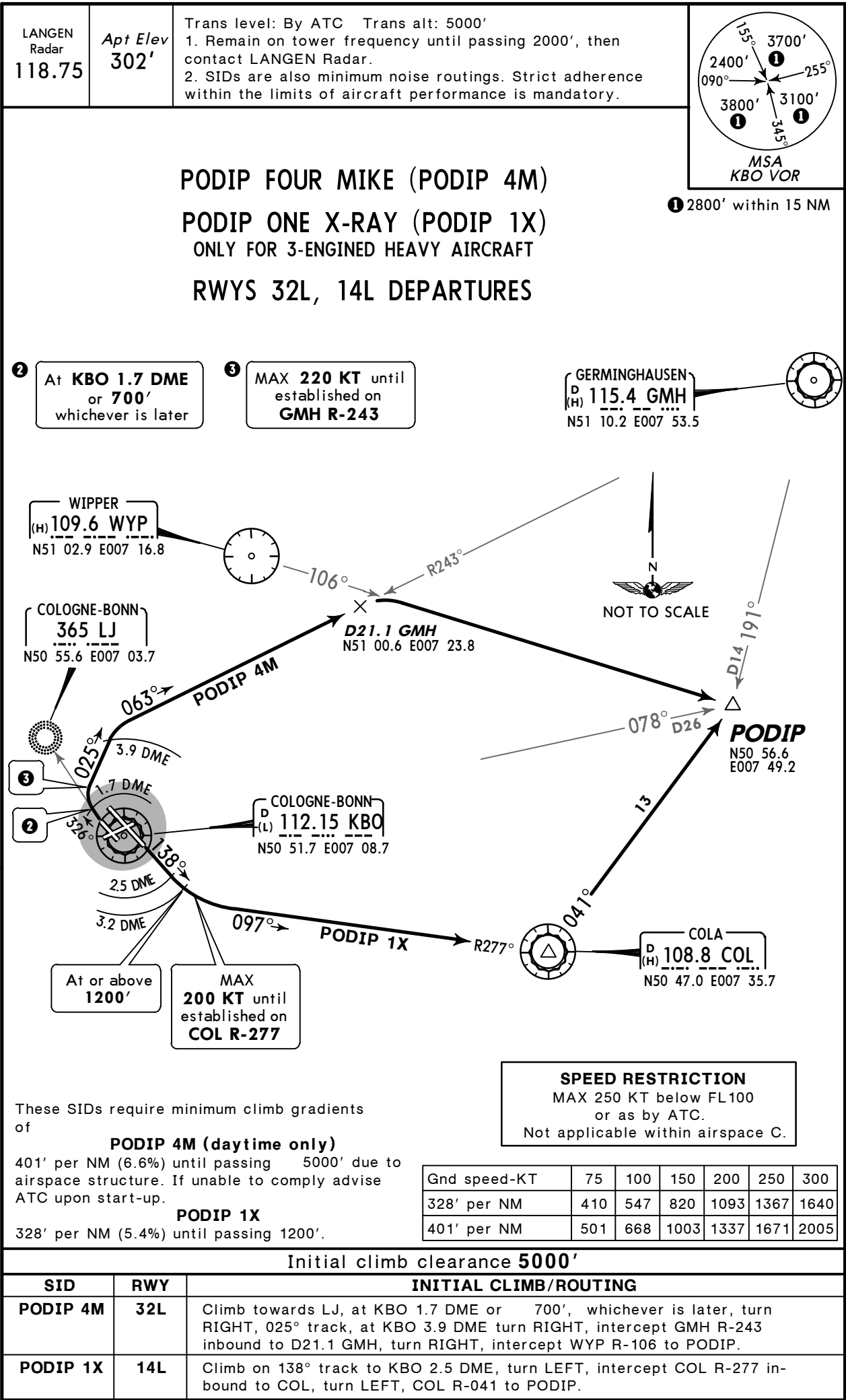


EDDK/CGN
COLOGNE-BONN

27 FEB 15 (10-3N)

JEPPESSEN COLOGNE-BONN, GERMANY

SID



EDDK/CGN
COLOGNE-BONN

27 FEB 15

(10-3N2)

JEPPESSEN COLOGNE-BONN, GERMANY

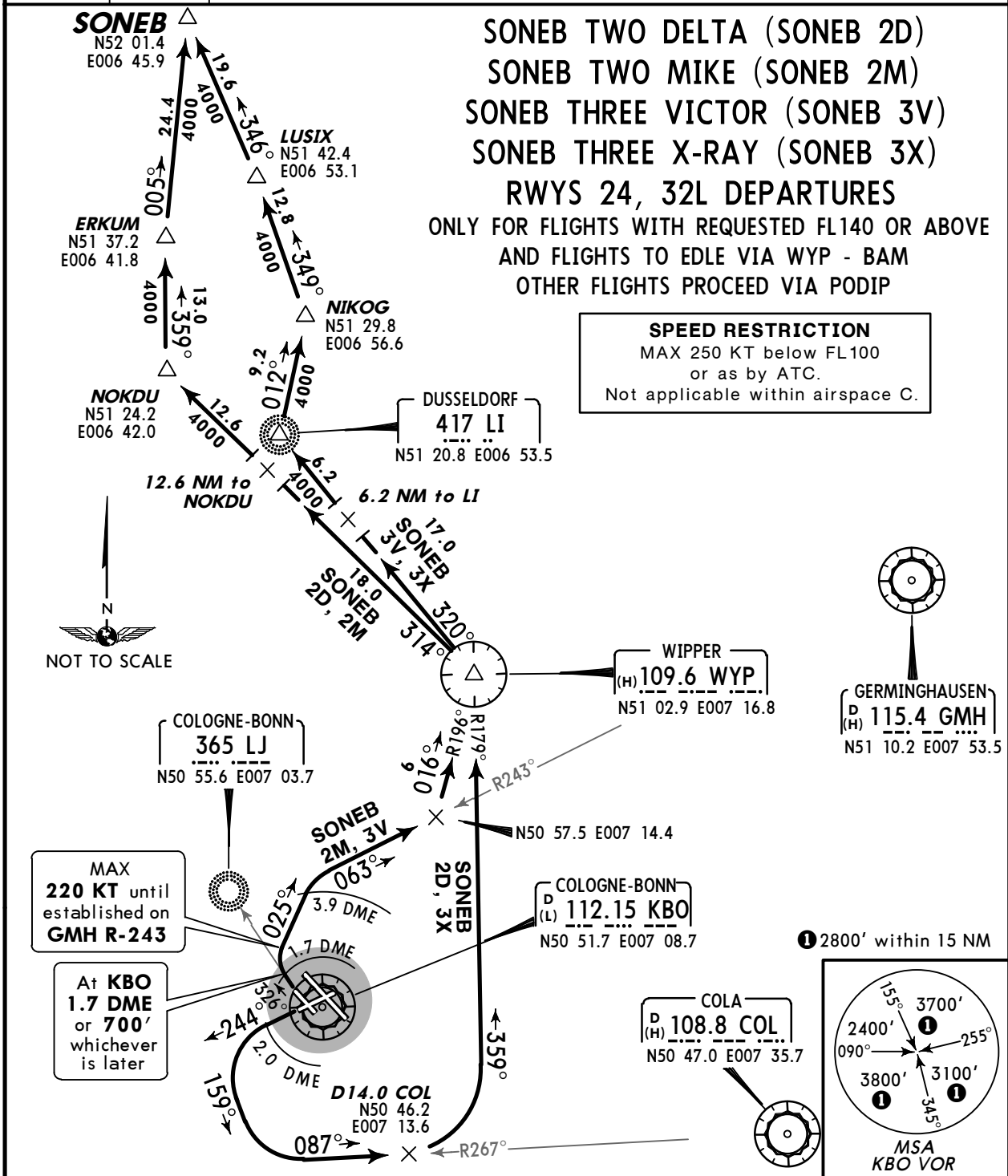
SID

LANGEN
Radar
118.75

Apt Elev
302'

Trans level: By ATC Trans alt: 5000'

1. Remain on tower frequency until passing 2000', then contact LANGEN Radar.
2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
3. RWY 24: EXPECT close-in obstacles.



Initial climb clearance **5000'**

SID	RWY	INITIAL CLIMB
SONEB 2D	24	On runway track to KBO 2.0 DME, turn LEFT, 159° track, intercept COL R-267 inbound to D14.0 COL, turn LEFT, intercept WYP R-179 inbound to WYP ②.
SONEB 3X By ATC		
SONEB 2M	32L	Climb towards LJ, at KBO 1.7 DME or 700', whichever is later, turn RIGHT, 025° track, at KBO 3.9 DME turn RIGHT, intercept GMH R-243 inbound, intercept WYP R-196 inbound to WYP ②.
SONEB 3V By ATC		
SID		ROUTING
SONEB 2D, 2M		At WYP turn LEFT, WYP R-314 to NOKDU, turn RIGHT, 359° track to ERKUM, turn RIGHT, 005° track to SONEB.
SONEB 3V, 3X By ATC		At WYP turn LEFT, WYP R-320 to LI, turn RIGHT, 012° bearing to NIKOG, turn LEFT, 349° track to LUSIX, turn LEFT, 346° track to SONEB.

② After WYP BRNAV equipment necessary.

CHANGES: MSA.

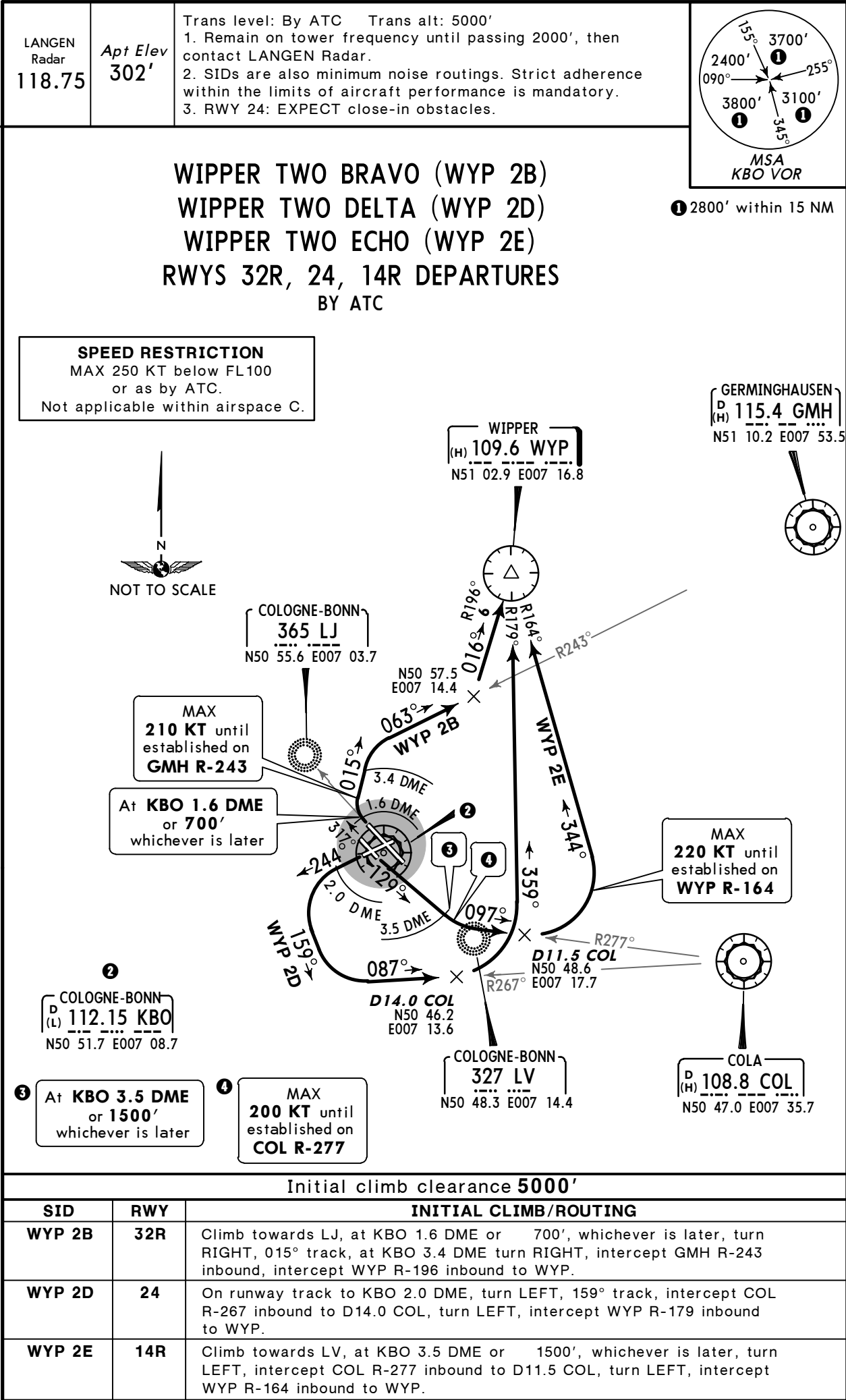
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EDDK/CGN
COLOGNE-BONN

27 FEB 15 10-3N4

JEPPESSEN COLOGNE-BONN, GERMANY

SID



EDDK/CGN
COLOGNE-BONN

JEPPESSEN COLOGNE-BONN, GERMANY
27 FEB 15 10-3P

SID

LANGEN
Radar
118.75

Apt Elev
302'

Trans level: By ATC Trans alt: 5000'
1. Remain on tower frequency until passing 2000', then contact LANGEN Radar.
2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
3. RWY 06: EXPECT close-in obstacles.

MSA
KBO VOR

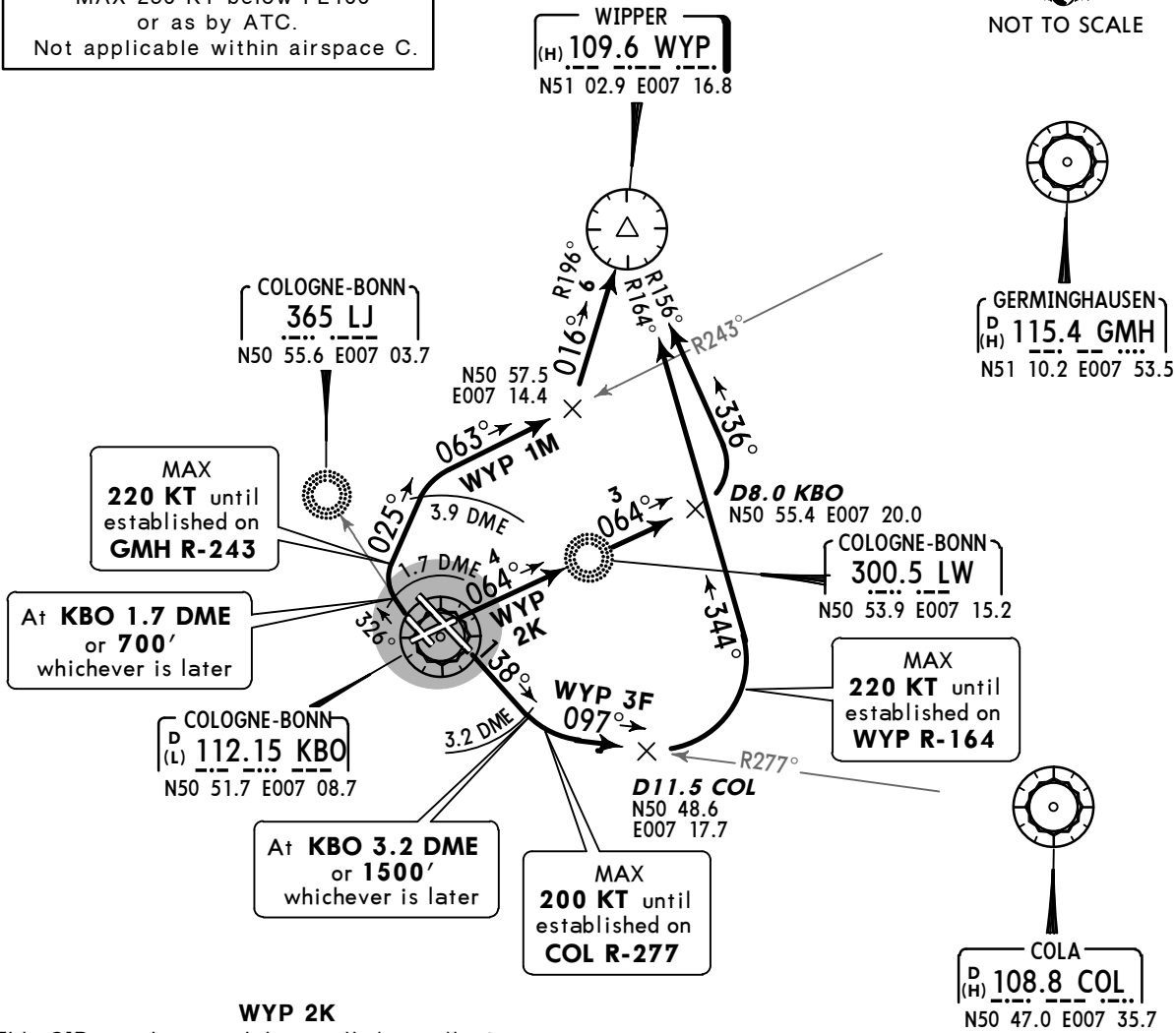
WIPPER THREE FOXTROT (WYP 3F)
WIPPER TWO KILO (WYP 2K)
WIPPER ONE MIKE (WYP 1M)
RWYS 14L, 06, 32L DEPARTURES
BY ATC

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

2800' within 15 NM



GERMINGHAUSEN
D (H) 115.4 GMH
N51 10.2 E007 53.5



WYP 2K
This SID requires a minimum climb gradient of 5.2% until passing 900'.

Gnd speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1316	1580

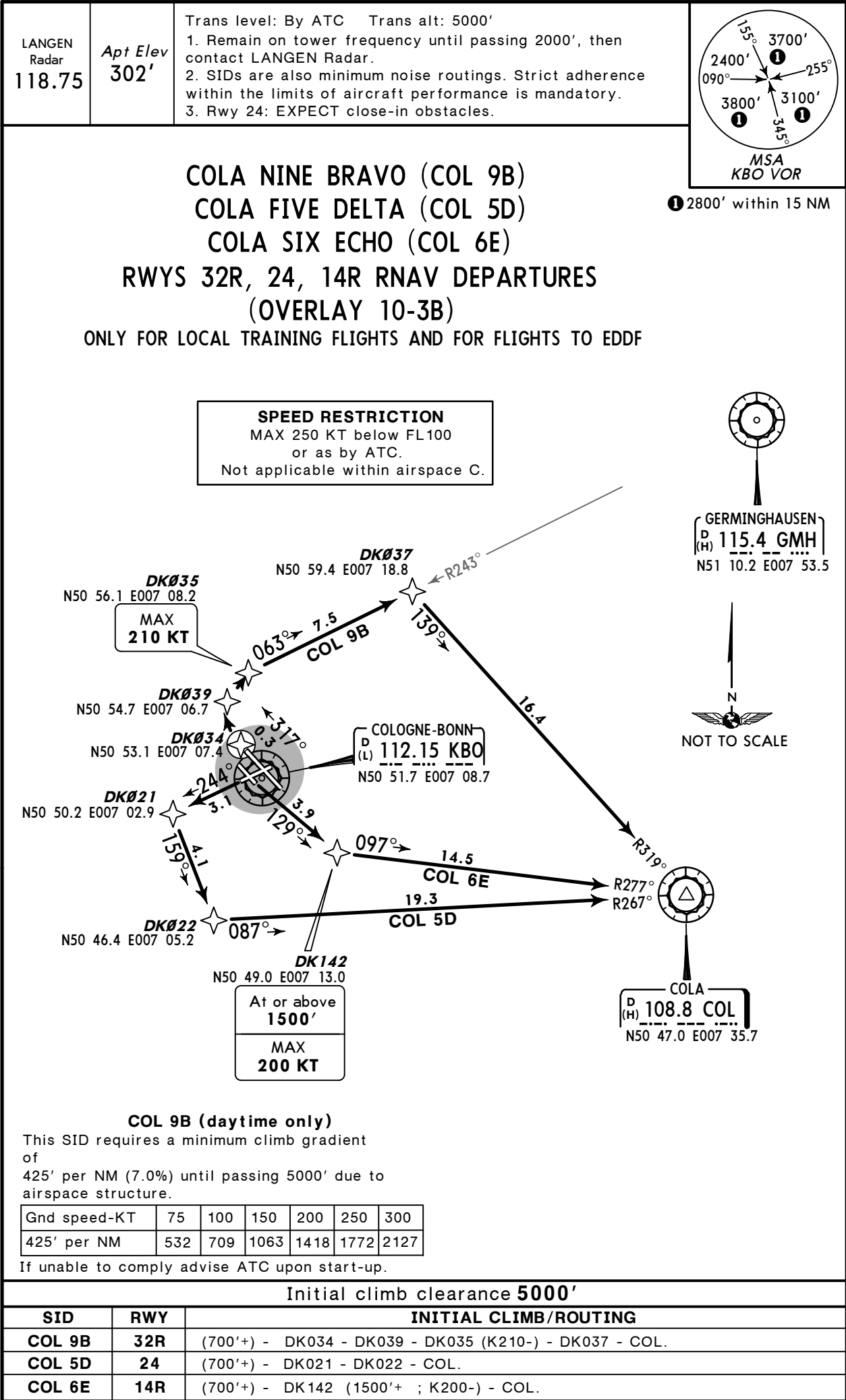
Initial climb clearance 5000'		
SID	RWY	INITIAL CLIMB/ROUTING
WYP 3F	14L	Climb on 138° track to KBO 3.2 DME or 1500', whichever is later, turn LEFT, intercept COL R-277 inbound to D11.5 COL, turn LEFT, intercept WYP R-164 inbound to WYP.
WYP 2K	06	Intercept 064° bearing via LW to D8.0 KBO, turn LEFT, intercept WYP R-156 inbound to WYP.
WYP 1M	32L	Climb towards LJ, at KBO 1.7 DME or 700', whichever is later, turn RIGHT, 025° track, at KBO 3.9 DME turn RIGHT, intercept GMH R-243 inbound, intercept WYP R-196 inbound to WYP.

EDDK/CGN
COLOGNE-BONN

27 FEB 15 10-3Q

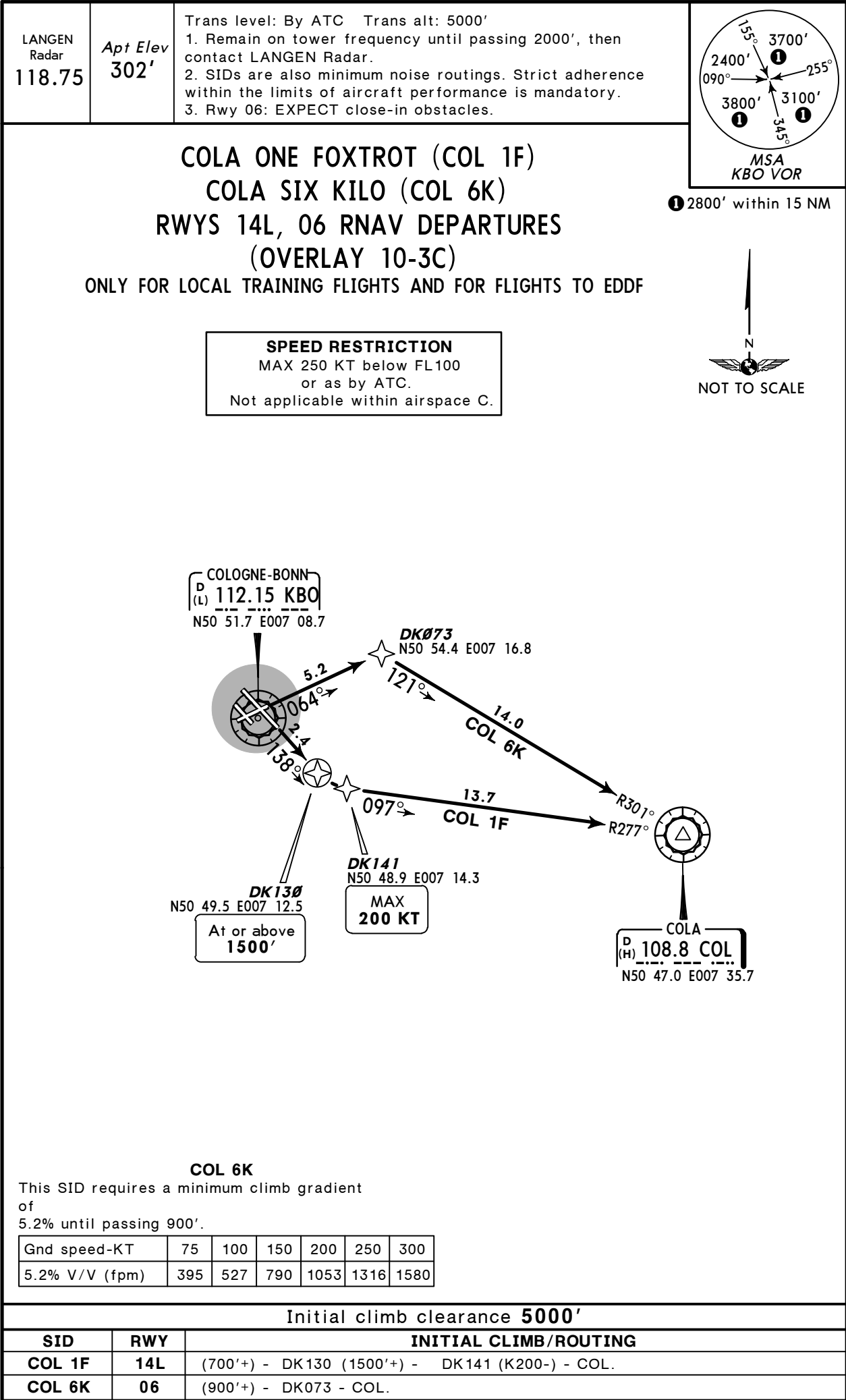
JEPPESSEN COLOGNE-BONN, GERMANY

RNAV SID (OVERLAY)



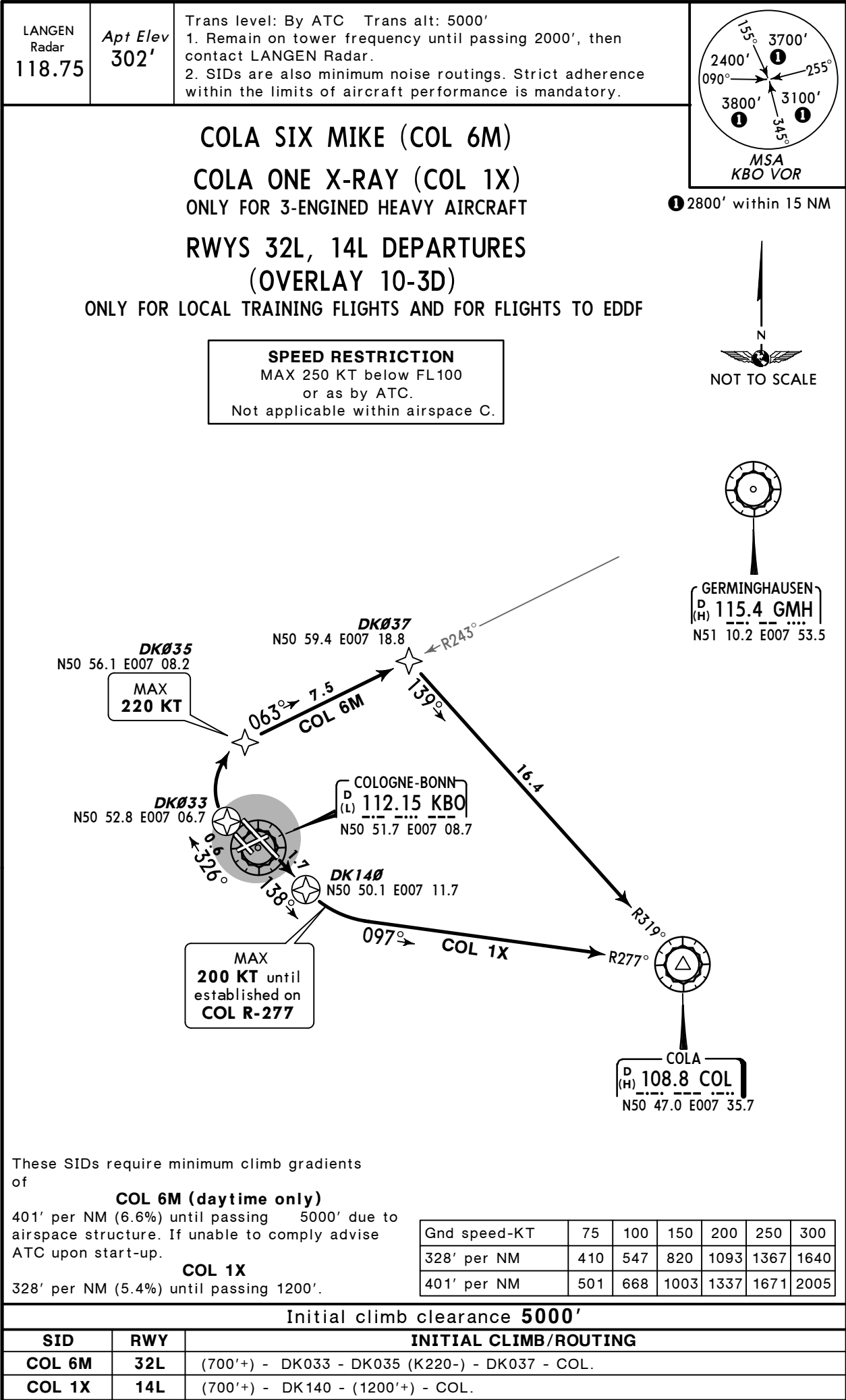
EDDK/CGN
COLOGNE-BONN

JEPPESSEN COLOGNE-BONN, GERMANY
27 FEB 15 (10-3S) RNAV SID (OVERLAY)



EDDK/CGN
COLOGNE-BONN

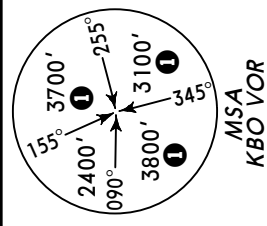
JEPPESSEN COLOGNE-BONN, GERMANY
27 FEB 15 10-3T
RNAV SID (OVERLAY)



Trans level: By ATC Trans alt: 5000'

1. Remain on tower frequency until passing 2000', then contact LANGEN Radar.
2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
3. RWY 24: EXPECT close-in obstacles.

1 2800' within 15 NM



2 For flights intending to proceed via airway Y-854.

KUMIK 6B (daytime only)

This SID requires a minimum climb gradient of 425' per NM (7.0%) until passing 5000' 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 ATC upon start-up.
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SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

At or above 1500'	MAX 200 KT
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Initial climb clearance 5000'

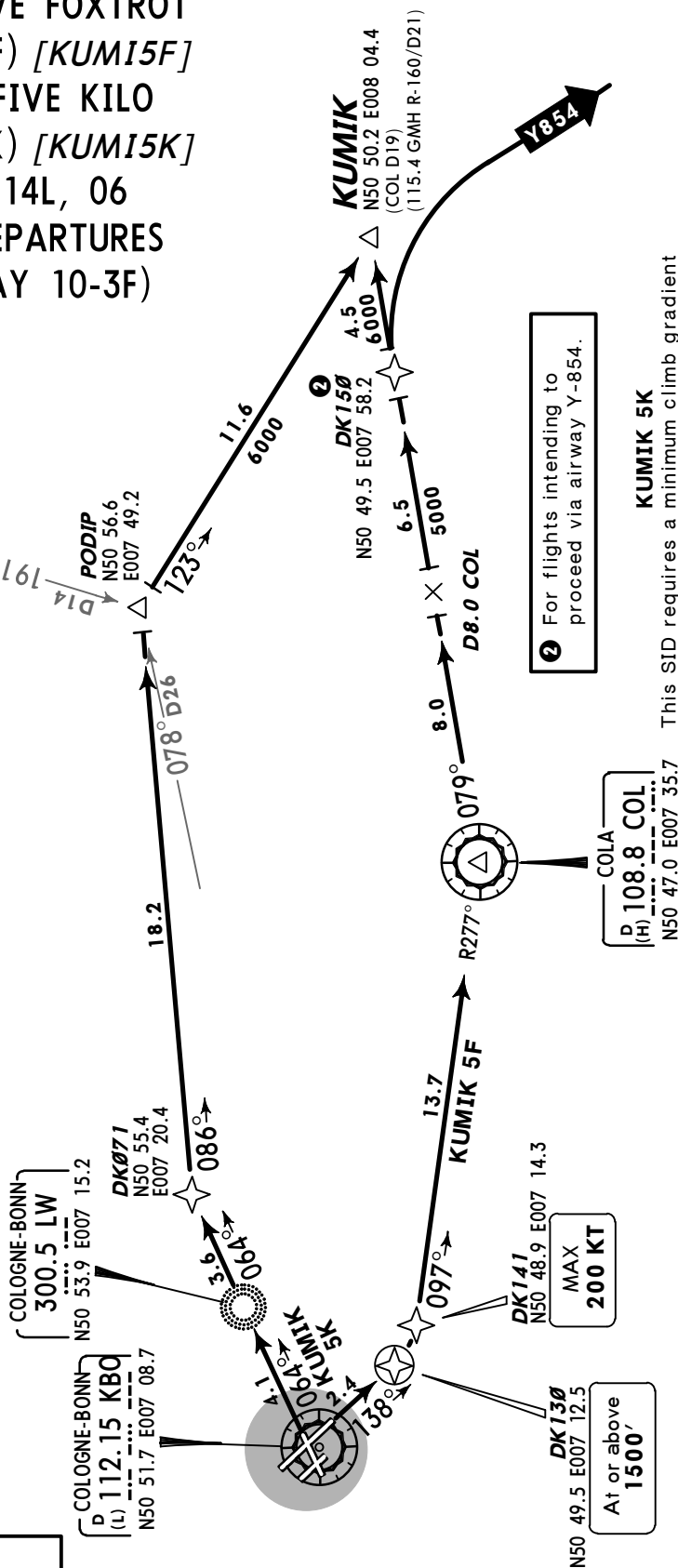
INITIAL CLIMB/ROUTING

SID	RWY	INITIAL CLIMB/ROUTING
KUMIK 6B	32R	(700' +) - DK034 - DK039 - DK035 (K210-) - DK038 - PODIP - KUMIK.
KUMIK 4D	24	(700' +) - DK021 - DK022 - COL - DK150 - KUMIK.
KUMIK 3E	14R	(700' +) - DK142 (1500' +; K200-) - COL - DK150 - KUMIK.

Trans level: By ATC Trans alt: 5000'

1. Remain on tower frequency until passing 2000', then contact LANGEN Radar.
2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
3. RWY 06: EXPECT close-in obstacles.

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



This SID requires a minimum climb gradient of 5.2% until passing 900', then 3.10' per NM (5.1%) until passing 2600' due to the airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1316	1580
310' per NM	387	516	775	1033	1291	1549

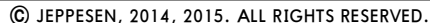
If unable to comply advise Delivery upon start-up.

Initial climb clearance 5000'		
SID	RWY	INITIAL CLIMB/ROUTING
KUMIK 5F	14L	(700'+) - DK 130 (1500'+) - DK 141 (K200-) - COL - DK 150 - KUMIK.
KUMIK 5K	06	(900'+) - LW - DK071 - PODIP - KUMIK.

Trans level: By ATC Trans alt: 5000'

1. Remain on tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.

**RWYS 32L, 14L
RNAV DEPARTURES
(OVERLAY 10-3G)**



EDDK/CGN
COLOGNE-BONN

27 FEB 15 (10-3T4)

JEPPESSEN COLOGNE-BONN, GERMANY

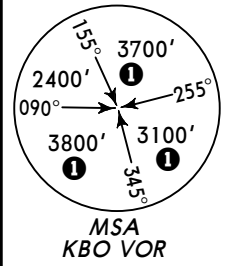
RNAV SID (OVERLAY)

*LANGEN
Radar
135.35

Apt Elev
302'

Trans level: By ATC Trans alt: 5000'
1. Remain on tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. RWY 24: EXPECT close-in obstacles.

NORVENICH THREE BRAVO (NOR 3B)
NORVENICH FIVE CHARLIE (NOR 5C)
NORVENICH SEVEN DELTA (NOR 7D)
NORVENICH SEVEN ECHO (NOR 7E)
RWYS 32R, 14R, 24 RNAV DEPARTURES
(OVERLAY 10-3H)



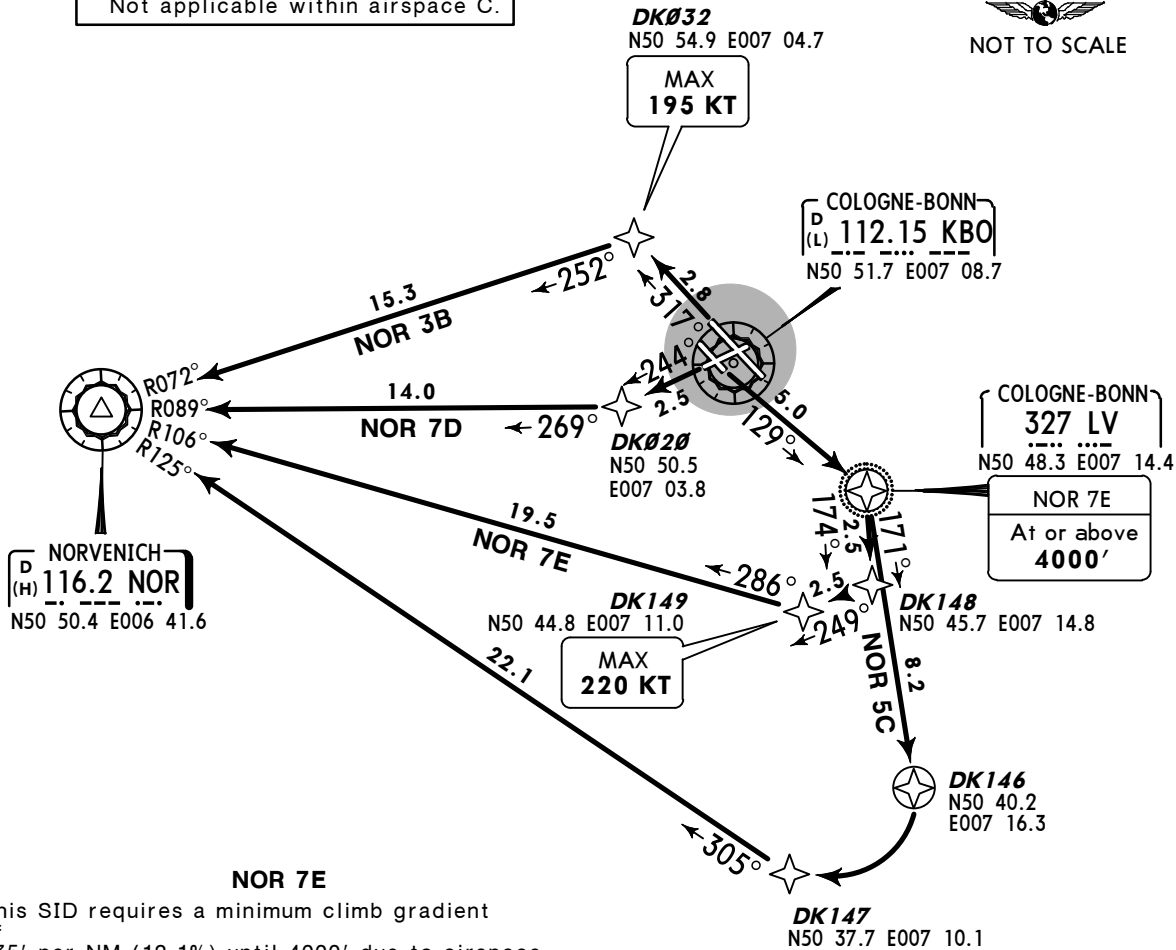
2800' within 15 NM

Flights intending to proceed above FL190 have to be able to cross FIR/UIR boundary (NOR 23.0 DME) at or above FL200. If unable to comply contact Delivery prior to start-up.

SPEED RESTRICTION

MAX 250 KT below FL100
or as by ATC.

Not applicable within airspace C.



NOR 7E

This SID requires a minimum climb gradient of 735' per NM (12.1%) until 4000' due to airspace structure, if unable to comply file RNAV SID NOR 5C.

Gnd speed-KT	75	100	150	200	250	300
735' per NM	919	1225	1838	2451	3063	3676

Initial climb clearance 5000'

SID	RWY	INITIAL CLIMB/ROUTING
NOR 3B	32R	(700'+) - DK032 (K195-) - NOR.
NOR 5C	14R	(700'+) - LV - DK146 - DK147 - NOR.
NOR 7D	24	(700'+) - DK020 - NOR.
NOR 7E	14R	(700'+) - LV (4000'+) - DK148 - DK149 (K220-) - NOR.

EDDK/CGN
COLOGNE-BONN

27 FEB 15 10-3U

JEPPESSEN COLOGNE-BONN, GERMANY

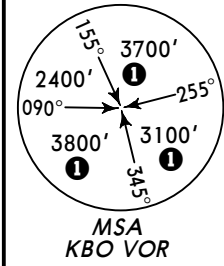
RNAV SID (OVERLAY)

*LANGEN
Radar
135.35

Apt Elev
302'

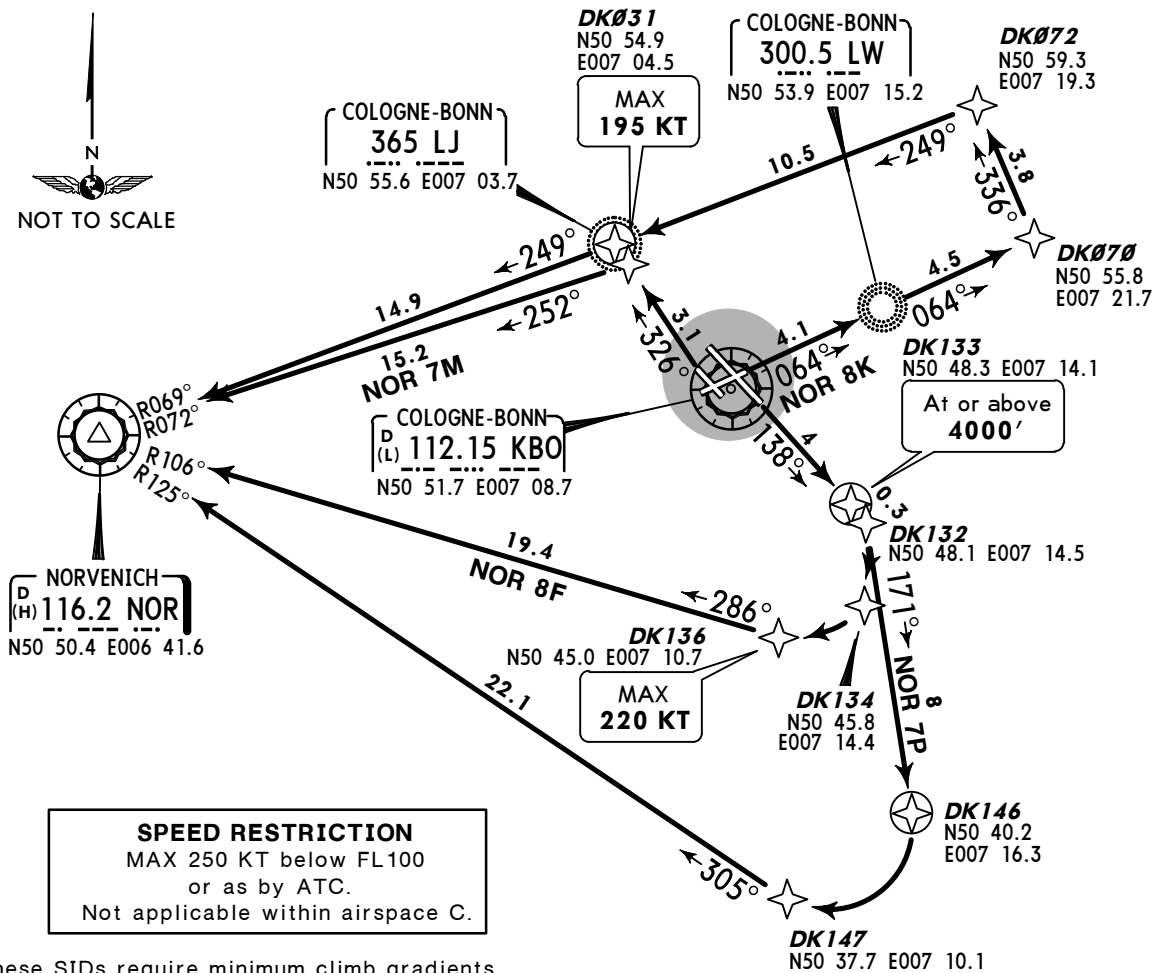
Trans level: By ATC Trans alt: 5000'
1. Remain on tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. RWY 06: EXPECT close-in obstacles.

NORVENICH EIGHT FOXTROT (NOR 8F)
NORVENICH EIGHT KILO (NOR 8K)
NORVENICH SEVEN MIKE (NOR 7M)
NORVENICH SEVEN PAPA (NOR 7P)
RWYS 14L, 06, 32L RNAV DEPARTURES
(OVERLAY 10-3J)



2800' within 15 NM

Flights intending to proceed above FL190 have to be able to cross FIR/UIR boundary (NOR 23.0 DME) at or above FL200. If unable to comply contact Delivery prior to start-up.



These SIDs require minimum climb gradients of

NOR 8F

924' per NM (15.2%) until 4000' due to airspace structure, if unable to comply file RNAV SID NOR 7P.

NOR 8K

5.2% until passing 900'.

Gnd speed-KT	75	100	150	200	250	300
924' per NM	1154	1539	2309	3079	3848	4618
5.2% V/V (fpm)	395	527	790	1053	1316	1580

Initial climb clearance 5000'

SID	RWY	INITIAL CLIMB/ROUTING
NOR 8F	14L	(700'+) - DK133 (4000'+) - DK134 - DK136 (K220-) - NOR.
NOR 8K	06	(900'+) - LW - DK070 - DK072 - LJ - NOR.
NOR 7M	32L	(700'+) - DK031 (K195-) - NOR.
NOR 7P	14L	(700'+) - DK132 - DK146 - DK147 - NOR.

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EDDK/CGN
COLOGNE-BONN

27 FEB 15 10-3W

JEPPESSEN COLOGNE-BONN, GERMANY

RNAV SID (OVERLAY)

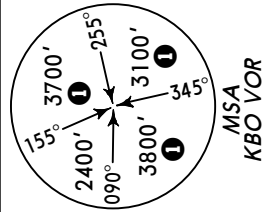
LANGEN Radar
118.75

Apt Elev
302'

Trans level: By ATC Trans alt: 5000'
1. Remain on tower frequency until passing 2000', then contact LANGEN Radar. 2 .SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. RWY 24: EXPECT close-in obstacles.

PODIP FIVE BRAVO (PODIP 5B) [PODI5B]
PODIP FOUR DELTA (PODIP 4D) [PODI4D]
PODIP FOUR ECHO (PODIP 4E) [PODI4E]
RWYS 32R, 24, 14R RNAV DEPARTURES
(OVERLAY 10-3L)

1 2800' within 15 NM



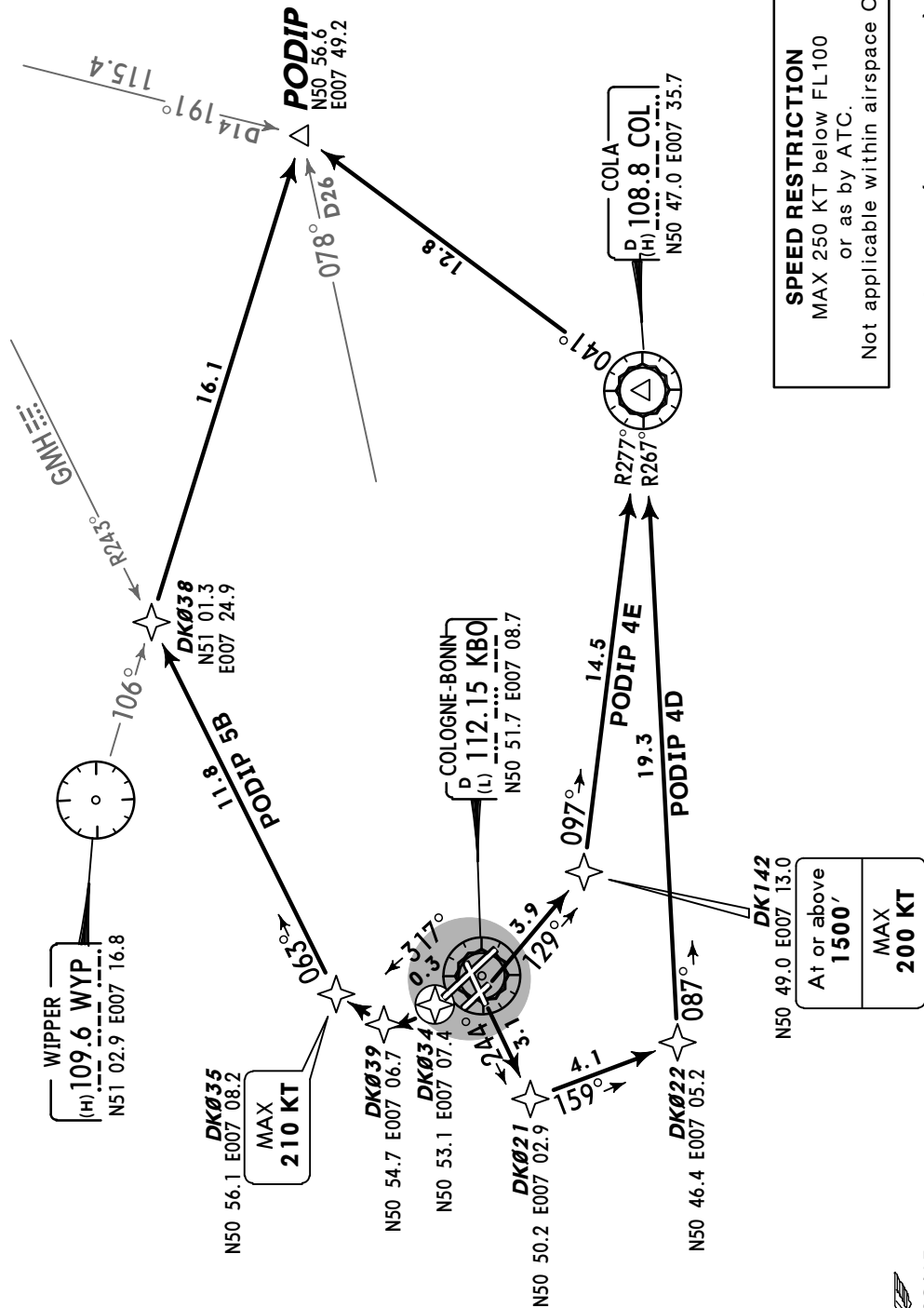
SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

PODIP 5B (daytime only)

This SID requires a minimum climb gradient of 425' per NM (7.0%) until passing 5000' 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 ATC upon start-up.



Initial climb clearance 5000'

INITIAL CLIMB/ROUTING

SID	RWY	INITIAL CLIMB/ROUTING
PODIP 5B	32R	(700'+) - DK034 - DK039 - DK035 (K210-) - DK038 - PODIP.
PODIP 4D	24	(700'+) - DK021 - DK022 - COL - PODIP.
PODIP 4E	14R	(700'+) - DK142 (1500'+ ; K200-) - COL - PODIP.

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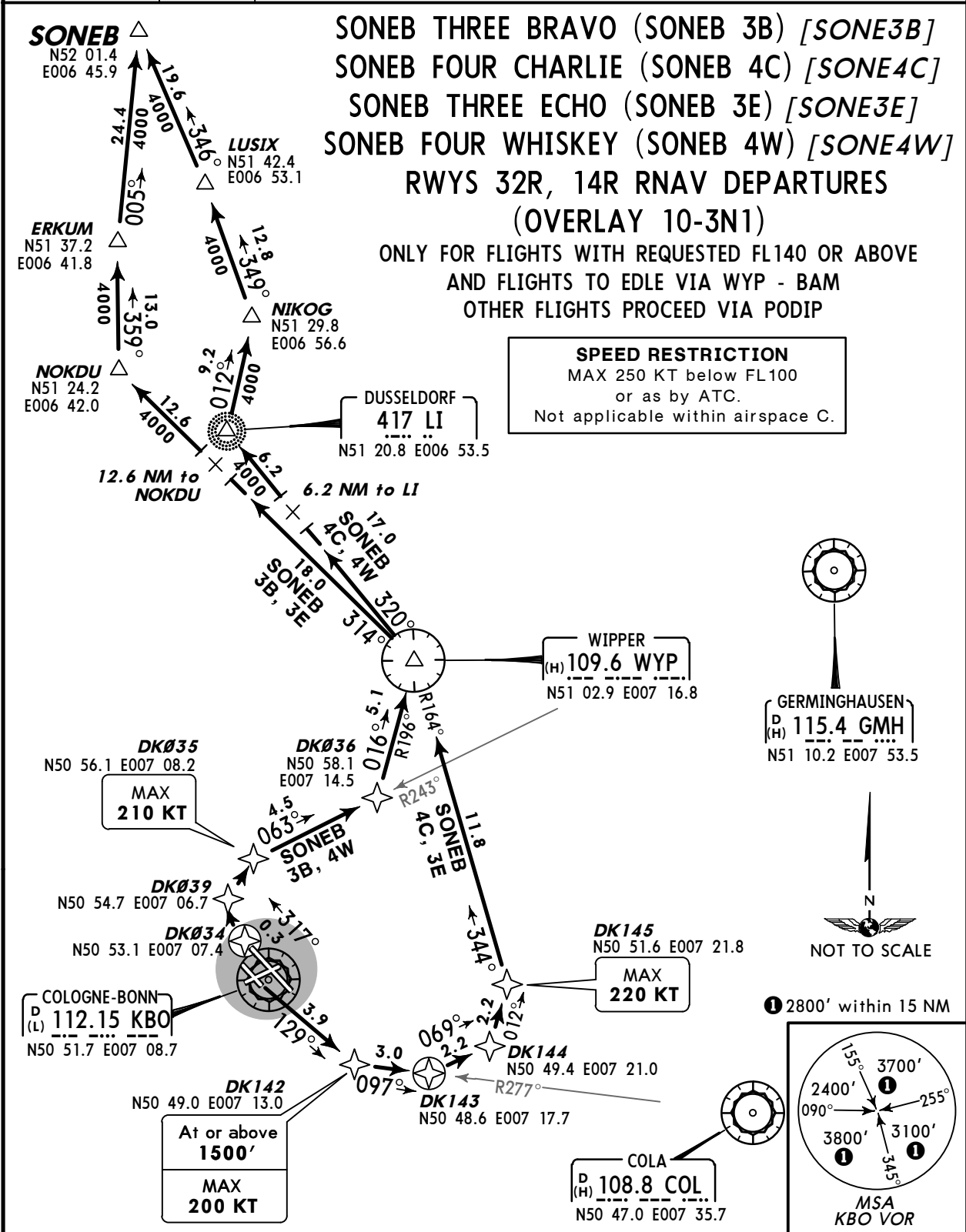
EDDK/CGN
COLOGNE-BONN

JEPPESSEN
27 FEB 15 10-3X2

COLOGNE-BONN, GERMANY

RNAV SID (OVERLAY)

LANGEN Radar 118.75	Apt Elev 302'	Trans level: By ATC Trans alt: 5000' 1. Remain on tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
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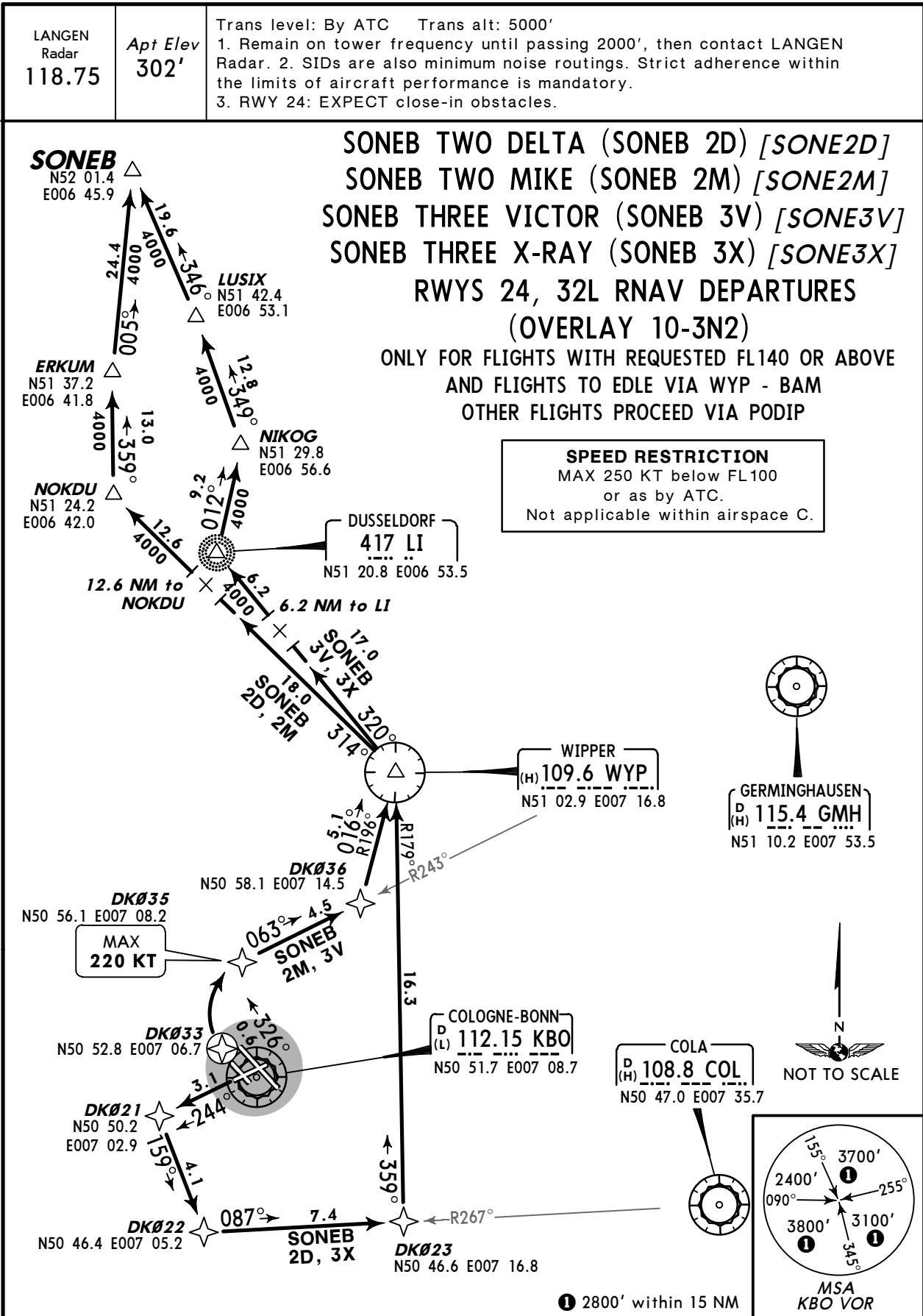
Initial climb clearance 5000'		
SID	RWY	INITIAL CLIMB/ROUTING
SONEB 3B	32R	(700'+) - DK034 - DK039 - DK035 (K210-) - DK036 - WYP - NOKDU - ERKUM - SONEB.
SONEB 4C By ATC	14R	(700'+) - DK142 (1500'+; K200-) - DK143 - DK144 - DK145 (K220-) - WYP - LI - NIKOG - LUSIX - SONEB.
SONEB 3E		(700'+) - DK142 (1500'+; K200-) - DK143 - DK144 - DK145 (K220-) - WYP - NOKDU - ERKUM - SONEB.
SONEB 4W By ATC	32R	(700'+) - DK034 - DK039 - DK035 (K210-) - DK036 - WYP - LI - NIKOG - LUSIX - SONEB.

EDDK/CGN
COLOGNE-BONN

27 FEB 15 (10-3X3)

JEPPESSEN COLOGNE-BONN, GERMANY

RNAV SID (OVERLAY)



Initial climb clearance 5000'		
SID	RWY	INITIAL CLIMB/ROUTING
SONEB 2D	24	(700'+) - DK021 - DK022 - DK023 - WYP - NOKDU - ERKUM - SONEB.
SONEB 2M	32L	(700'+) - DK033 - DK035 (K220-) - DK036 - WYP - NOKDU - ERKUM - SONEB.
SONEB 3V By ATC		(700'+) - DK033 - DK035 (K220-) - DK036 - WYP - LI - NIKOG - LUSIX - SONEB.
SONEB 3X By ATC	24	(700'+) - DK021 - DK022 - DK023 - WYP - LI - NIKOG - LUSIX - SONEB.

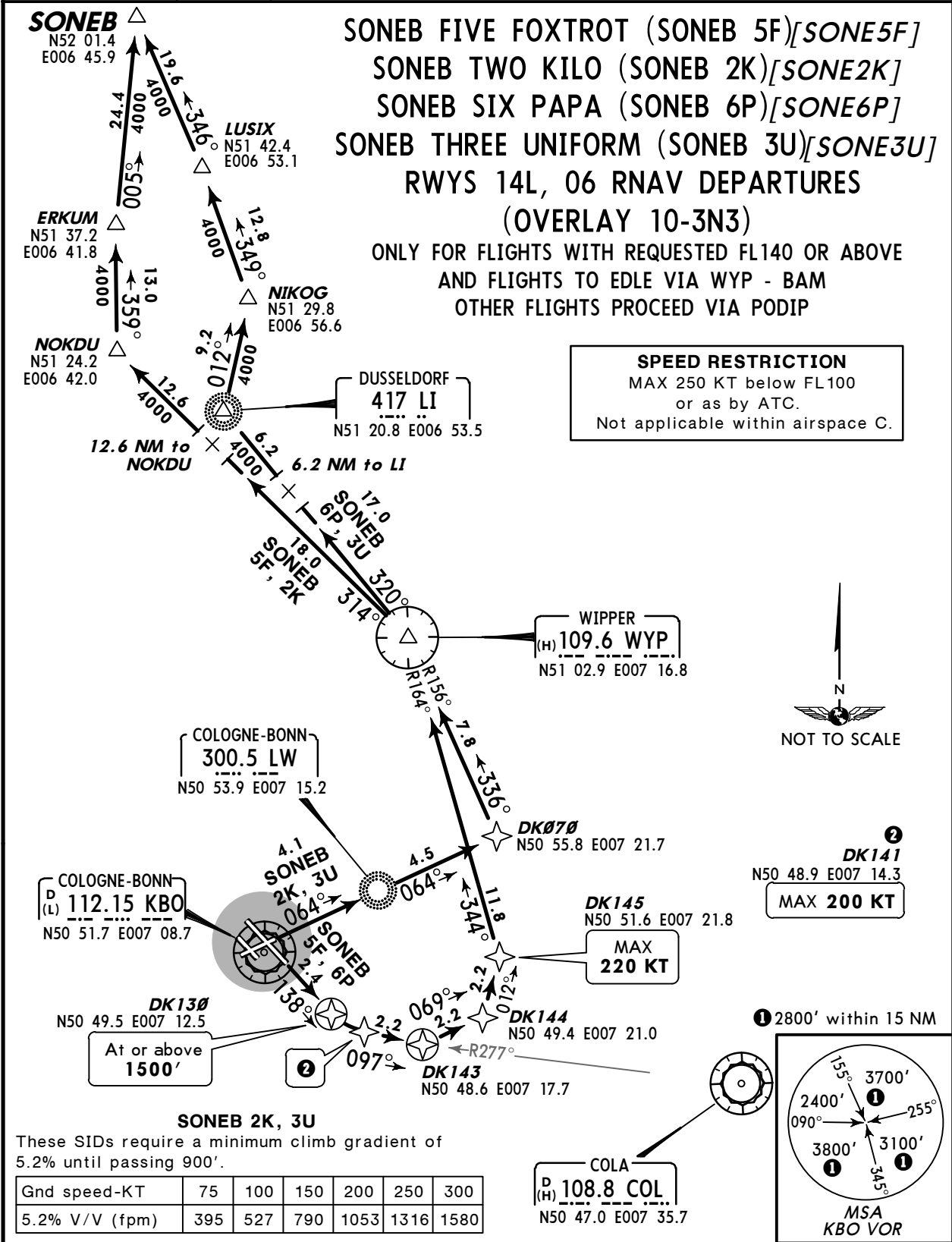
EDDK/CGN
COLOGNE-BONN

27 FEB 15 10-3X4

JEPPESSEN COLOGNE-BONN, GERMANY

RNAV SID (OVERLAY)

LANGEN Radar 118.75	Apt Elev 302'	Trans level: By ATC Trans alt: 5000' 1. Remain on tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. RWY 06: EXPECT close-in obstacles.
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Initial climb clearance 5000'		
SID	RWY	INITIAL CLIMB/ROUTING
SONEB 5F	14L	(700'+) - DK130 (1500'+) - DK141 (K200-) - DK143 - DK144 - DK145 (K220-) - WYP - NOKDU - ERKUM - SONEB.
SONEB 2K	06	(900'+) - LW - DK070 - WYP - NOKDU - ERKUM - SONEB.
SONEB 6P By ATC	14L	(700'+) - DK130 (1500'+) - DK141 (K200-) - DK143 - DK144 - DK145 (K220-) - WYP - LI - NIKOG - LUSIX - SONEB.
SONEB 3U By ATC	06	(900'+) - LW - DK070 - WYP - LI - NIKOG - LUSIX - SONEB.

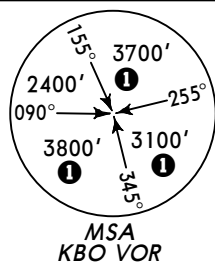
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EDDK/CGN
COLOGNE-BONN

27 FEB 15 (10-3X6)

JEPPESSEN COLOGNE-BONN, GERMANY

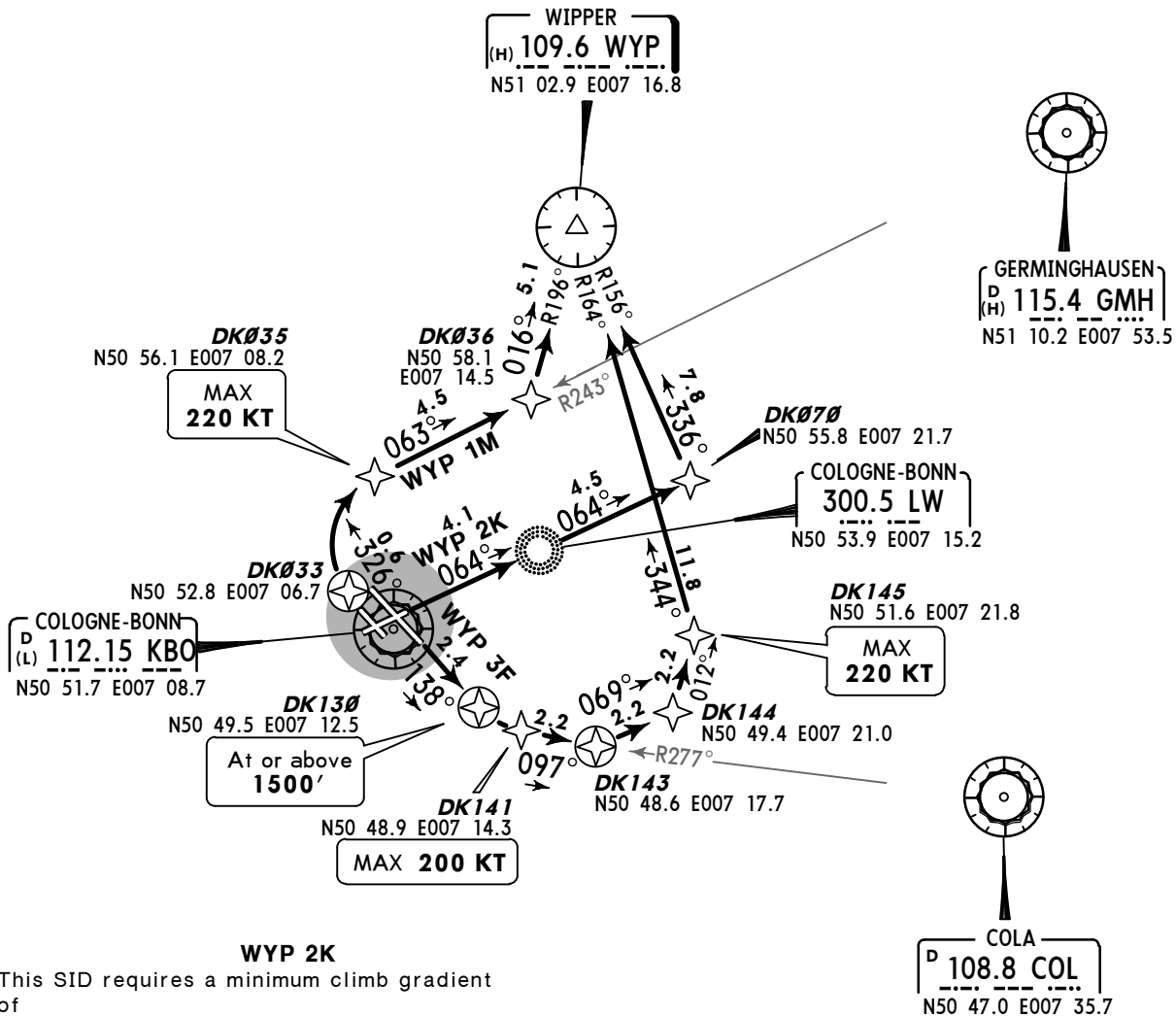
RNAV SID (OVERLAY)

LANGEN Radar 118.75	Apt Elev 302'	Trans level: By ATC Trans alt: 5000' 1. Remain on tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. RWY 06: EXPECT close-in obstacles.	
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WIPPER THREE FOXTROT (WYP 3F)
WIPPER TWO KILO (WYP 2K)
WIPPER ONE MIKE (WYP 1M)
RWYS 14L, 06, 32L RNAV DEPARTURES
(OVERLAY 10-3P)
BY ATC

① 2800' within 15 NM

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



WYP 2K
This SID requires a minimum climb gradient of 5.2% until passing 900'.

Gnd speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1316	1580

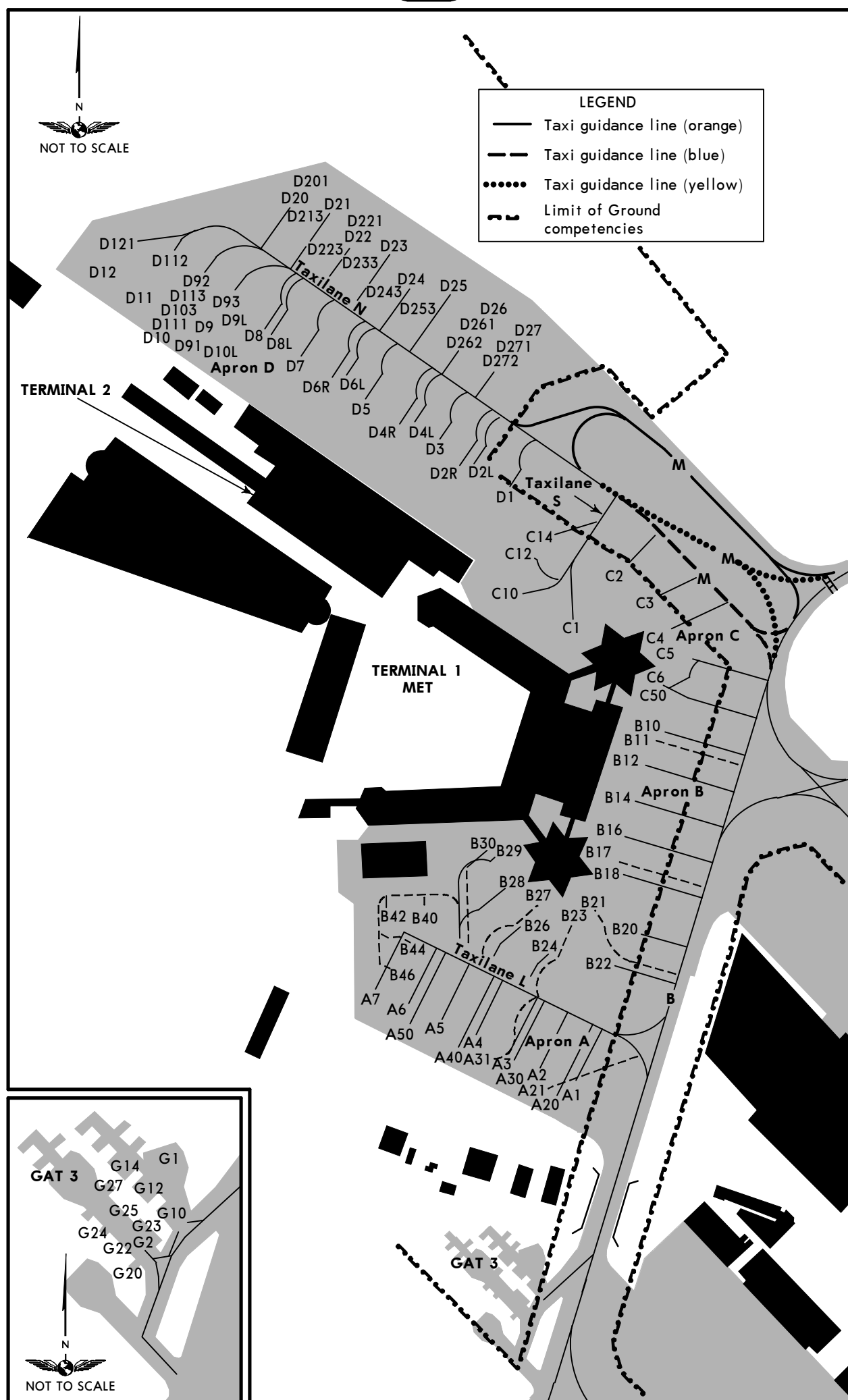
Initial climb clearance 5000'		
SID	RWY	INITIAL CLIMB/ROUTING
WYP 3F	14L	(700'+) - DK130 (1500'+) - DK141 (K200-) - DK143 - DK144 - DK145 (K220-) - WYP.
WYP 2K	06	(900'+) - LW - DK070 - WYP.
WYP 1M	32L	(700'+) - DK033 - DK035 (K220-) - DK036 - WYP.

EDDK/CGN

ADDITIONAL RUNWAY INFORMATION									
RWY						USABLE LENGTHS		TAKE-OFF	WIDTH
						LANDING	BEYOND		
						Threshold	Glide Slope		
06 ① 24	HIRL CL (30m) HIALS PAPI-L (3.0°) RVR							②	148' 45m
	HIRL CL (30m) HIALS SFL REIL PAPI-L (3.0°) RVR					7050' 2149m			
① Rwy partly grooved. ② TAKE OFF RUN AVAILABLE RWY 06: From rwy head 8067' (2459m) twy T int 5282' (1610m) RWY 24: From rwy head 8067' (2459m) twy E int 5381' (1640m) twy A int 4954' (1510m)									
14L 32R	HIRL CL (15m) ALSF-II TDZ REIL ③ HST-A2 RVR					11,565' 3525m	⑤	197' 60m	
	HIRL CL (15m) ALSF-II TDZ REIL ③ ④ RVR					11,301' 3445m			
③ PAPI-L (3.0°) ④ HST-A3 & A4 ⑤ TAKE OFF RUN AVAILABLE RWY 14L: From rwy head 12,516' (3815m) twy A5 int 11,680' (3560m) twy A4 int 8990' (2740m) twy A3 int 6791' (2070m) RWY 32R: From rwy head 12,516' (3815m) twy A1 int 11,713' (3570m) twy A2 int 8350' (2545m) twy A3 int 5840' (1780m)									
14R 32L	HIRL CL (30m) HIALS PAPI-L (3.0°)						⑥	148' 45m	
⑥ TAKE OFF RUN AVAILABLE RWY 14R: From rwy head 6112' (1863m) twy T2 int 4364' (1330m)									
Standard									
TAKE-OFF ①									
	Approved Operators				LVP must be in force				
	HIRL, CL & mult. RVR req		RL, CL & mult. RVR req		RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)	
A									
B	125m		150m		200m	250m	400m	500m	
C									
D	150m		200m		250m	300m			
① Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.									

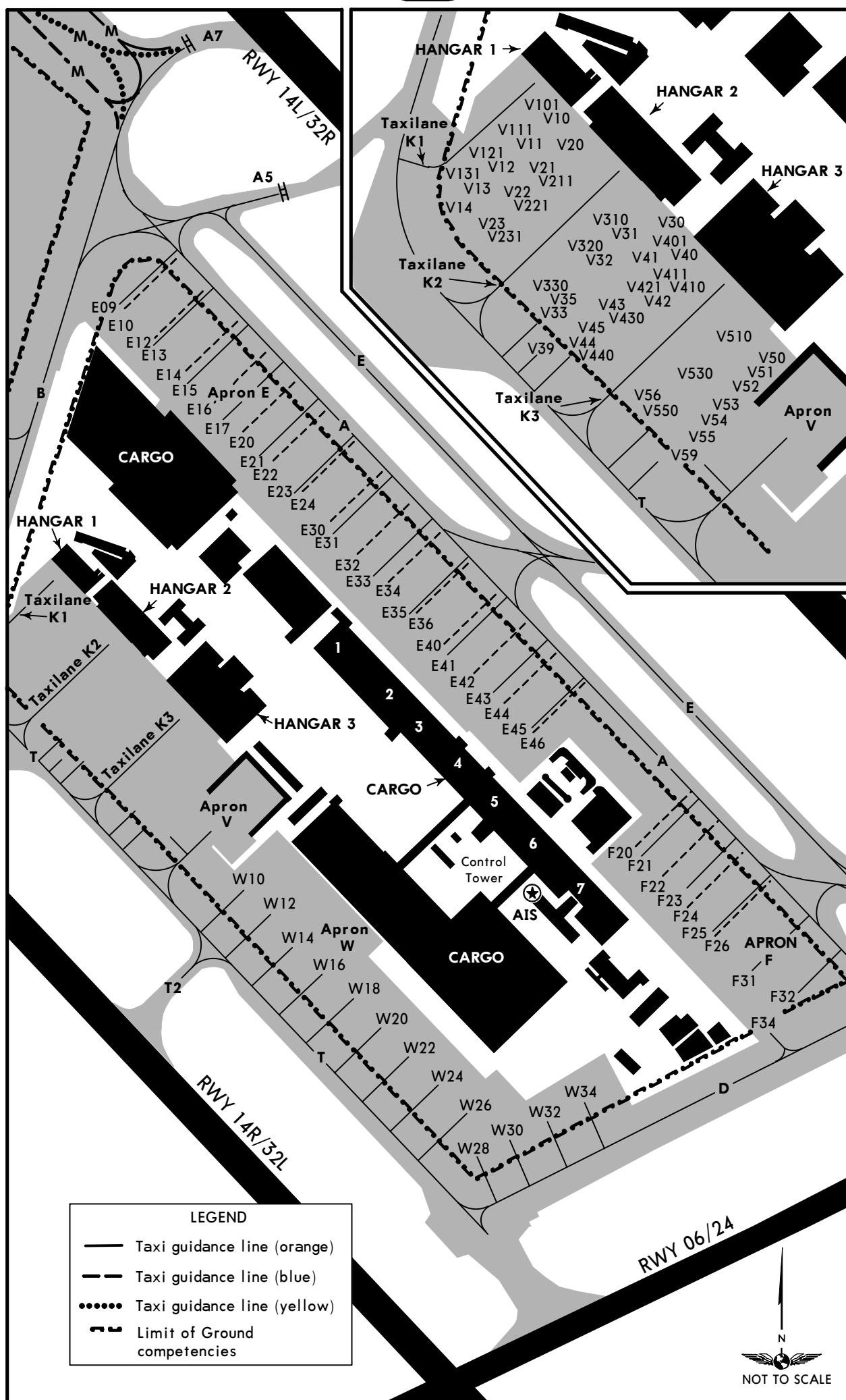
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JEPPESSEN COLOGNE-BONN, GERMANY
18 DEC 15 (10-9B) COLOGNE-BONN



EDDK / CGN

JEPPesen COLOGNE-BONN, GERMANY
18 DEC 15 10-9C
COLOGNE-BONN



CHANGES: None.

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EDDK/CGN


JEPPesen COLOGNE-BONN, GERMANY

18 DEC 15 (10-9D)

COLOGNE-BONN

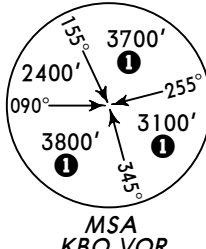
INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
A1	N50 52.5 E007 07.4	F24 thru F31	N50 52.1 E007 08.3
A2 thru A4	N50 52.5 E007 07.3	F32	N50 52.1 E007 08.4
A5, A6	N50 52.5 E007 07.2	F34	N50 52.1 E007 08.3
A7	N50 52.6 E007 07.2	U10 thru U26	N50 52.1 E007 07.2
A20	N50 52.5 E007 07.4	V10 thru V12	N50 52.4 E007 07.5
A21 thru A40	N50 52.5 E007 07.3	V13, V14	N50 52.3 E007 07.4
A50	N50 52.5 E007 07.2	V20	N50 52.4 E007 07.5
B10, B11	N50 52.7 E007 07.5	V21, V22	N50 52.3 E007 07.5
B12, B14	N50 52.7 E007 07.4	V23	N50 52.3 E007 07.4
B16 thru B24	N50 52.6 E007 07.4	V30, V31	N50 52.3 E007 07.6
B26 thru B30	N50 52.6 E007 07.3	V32 thru V39	N50 52.3 E007 07.5
B40 thru B46	N50 52.6 E007 07.2	V40 thru V42	N50 52.3 E007 07.6
C1 thru C3	N50 52.8 E007 07.4	V43 thru V45	N50 52.3 E007 07.5
C4	N50 52.8 E007 07.5	V50	N50 52.3 E007 07.7
C5, C6	N50 52.7 E007 07.5	V51 thru V59	N50 52.2 E007 07.6
C10 thru C14	N50 52.8 E007 07.3	V101 thru V121	N50 52.4 E007 07.5
C50	N50 52.7 E007 07.5	V131	N50 52.3 E007 07.4
D1 thru D2R	N50 52.8 E007 07.3	V211, V221	N50 52.3 E007 07.5
D3 thru D6L	N50 52.9 E007 07.2	V231	N50 52.3 E007 07.4
D6R thru D9L	N50 52.9 E007 07.1	V310 thru V330	N50 52.3 E007 07.5
D9, D10L	N50 52.9 E007 07.0	V401 thru V430	N50 52.3 E007 07.6
D10 thru D12	N50 53.0 E007 07.0	V440	N50 52.3 E007 07.5
D20	N50 53.0 E007 07.1	V510	N50 52.3 E007 07.6
D21 thru D23	N50 53.0 E007 07.2	V530, V550	N50 52.2 E007 07.6
D24 thru D26	N50 53.0 E007 07.3	W10	N50 52.2 E007 07.7
D27	N50 52.9 E007 07.4	W12	N50 52.2 E007 07.8
D201	N50 53.0 E007 07.2	W14, W16	N50 52.1 E007 07.8
D213	N50 53.0 E007 07.1	W18, W20	N50 52.1 E007 07.9
D221 thru D243	N50 53.0 E007 07.2	W22	N50 52.0 E007 07.9
D253	N50 53.0 E007 07.3	W24 thru W30	N50 52.0 E007 08.0
E9 thru E14	N50 52.6 E007 07.6	W32, W34	N50 52.0 E007 08.1
E15	N50 52.5 E007 07.6		
E16 thru E21	N50 52.5 E007 07.7		
E22 thru E24	N50 52.5 E007 07.8		
E30, E31	N50 52.4 E007 07.8		
E32 thru E36	N50 52.4 E007 07.9		
E40 thru E45	N50 52.3 E007 08.0		
E46	N50 52.3 E007 08.1		
F20 thru F22	N50 52.2 E007 08.2		
F23	N50 52.1 E007 08.2		

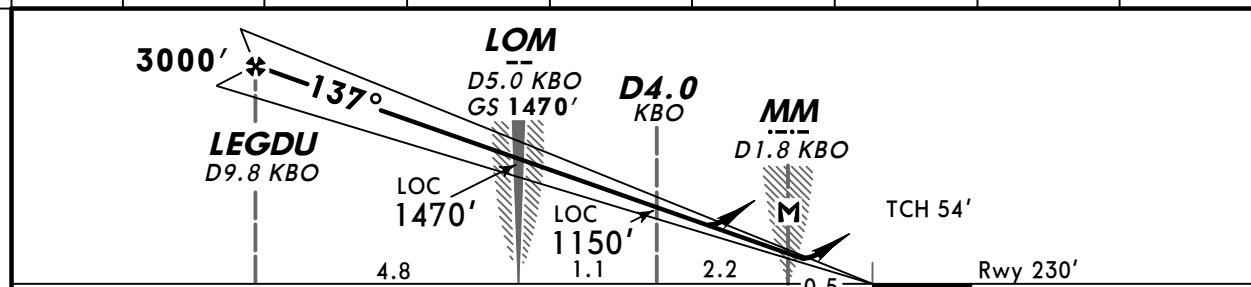
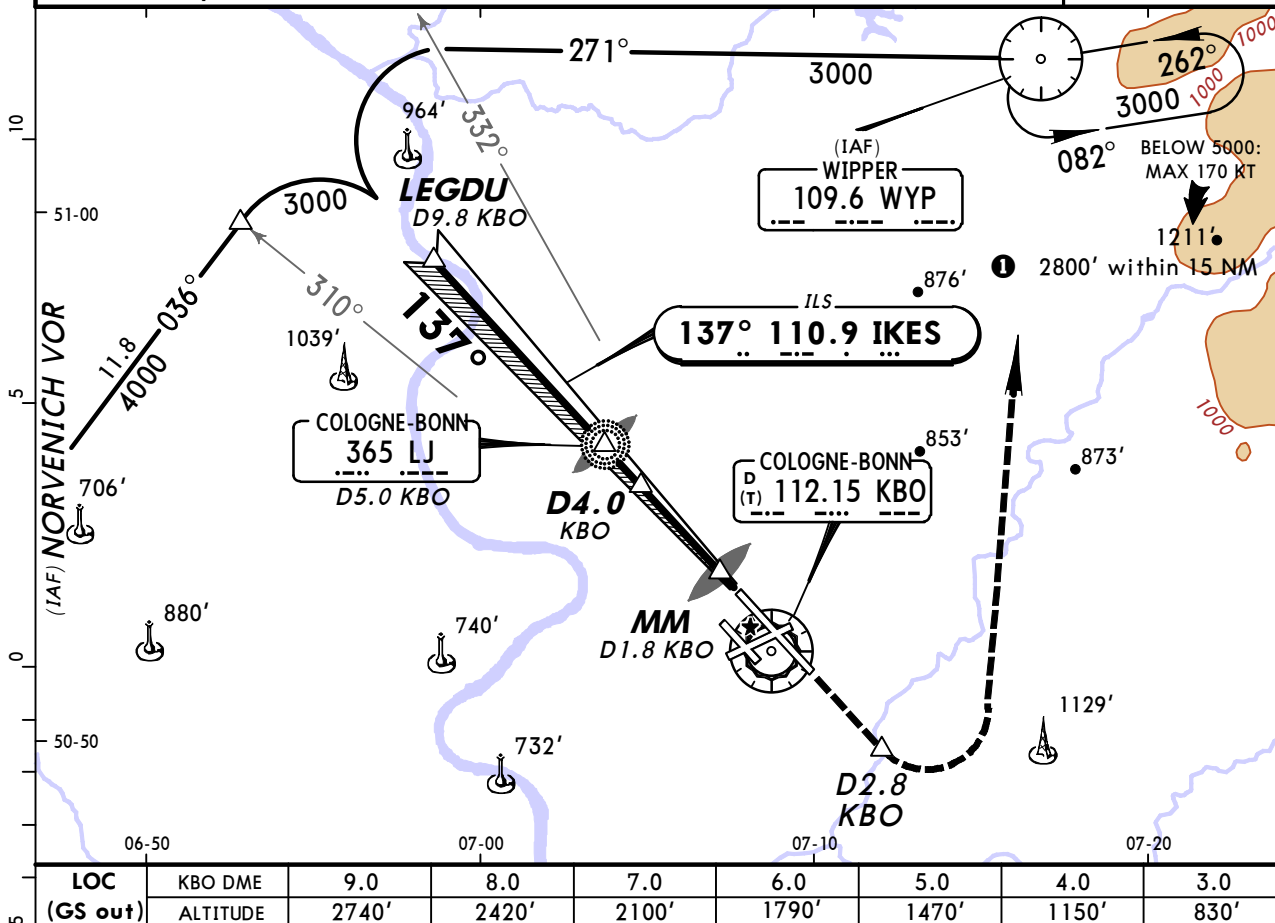
EDDK/CGN
COLOGNE-BONN

JEPPESSEN
27 FEB 15 **(11-1)**

COLOGNE-BONN, GERMANY
ILS or LOC Rwy 14L

BRIEFING STRIP™

D-ATIS		COLOGNE-BONNN Director (APP)		COLOGNE-BONNN Tower (R)		Ground	
112.150 132.125		121.050		124.975		121.725	
LOC IKES 110.9	Final Apch Crs 137°	GS LOM 1470' (1240')	ILS DA(H) 430' (200')	Apt Elev 302' Rwy 230'			
MISSED APCH: Climb STRAIGHT AHEAD to 3000'. When passing D2.8 KBO or 2000', whichever is later, then turn LEFT to WYP VOR.							
Alt Set: hPa (IN on req) Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 5000'							
LOC: DME required.							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	D2.8	2000'
ILS GS or LOC Descent Angle 3.00°	377	484	538	646	753	861	REIL PAPI	KBO	whichever later
MAP at MM/D1.8 KBO									

STRAIGHT-IN LANDING RWY 14L				
ILS DA(H) 430' (200')			LOC (GS out) DA(H) 630' (400')	
FULL	Limited	ALS out	ALS out	
A			RVR 1500m	
B			RVR 1800m	
C	RVR 550m	RVR 750m	RVR 1200m	RVR 1100m
D				

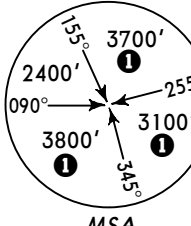
CHANGES: MSA. LOC minimums.

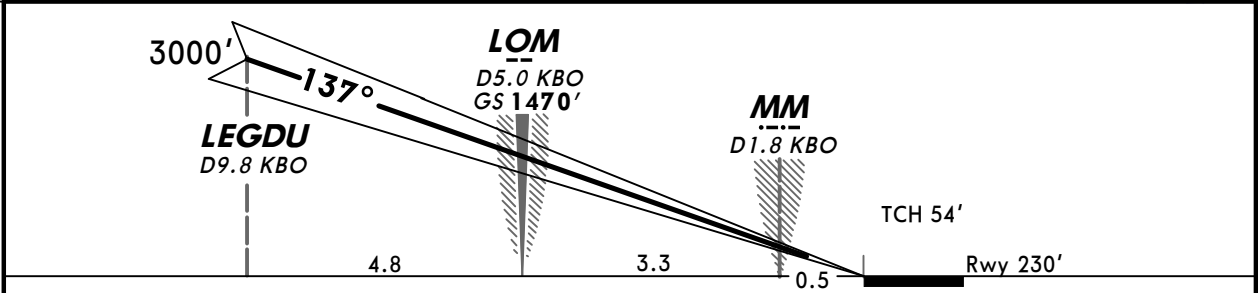
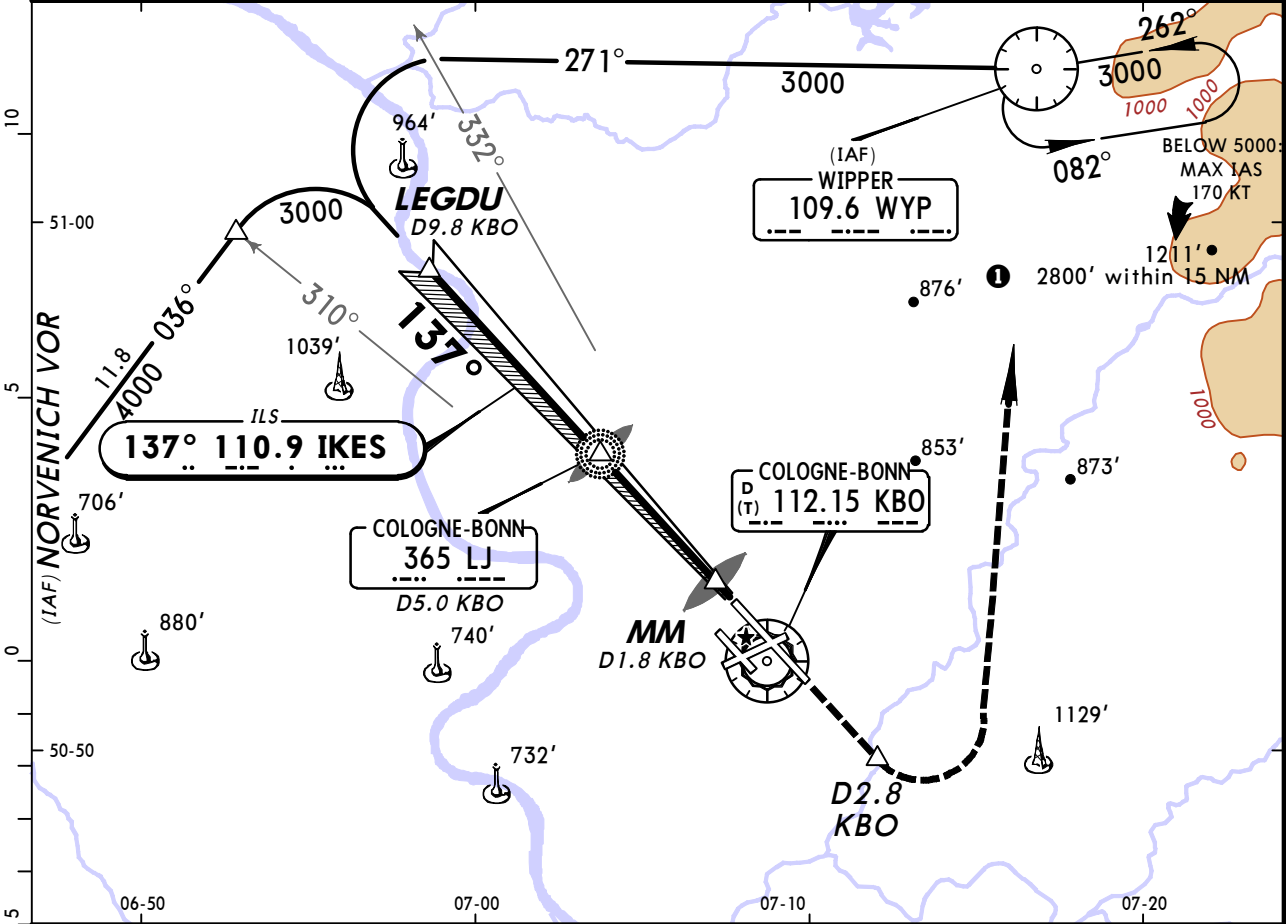
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EDDK/CGN
COLOGNE-BONN

JEPPESSEN
27 FEB 15 (11-1A)

COLOGNE-BONN, GERMANY
CAT II/III ILS Rwy 14L

D-ATIS		COLOGNE-BONN Director (APP)		COLOGNE-BONN Tower (R)		Ground	
112.150 132.125		121.050		124.975		121.725	
LOC IKES 110.9	Final Apch Crs 137°	GS LOM 1470' (1240')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 302' Rwy 230'			
MISSED APCH: Climb STRAIGHT AHEAD to 3000'. When passing D2.8 KBO or 2000', whichever is later, then turn LEFT to WYP VOR.							
Alt Set: hPa (IN on req)		Rwy Elev: 8 hPa		Trans level: By ATC		Trans alt: 5000'	
Special Aircrew & Acft Certification Required.							



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II REIL PAPI	D2.8 KBO ↑ whichever later ↑
GS	3.00°	377	484	538	646	753		

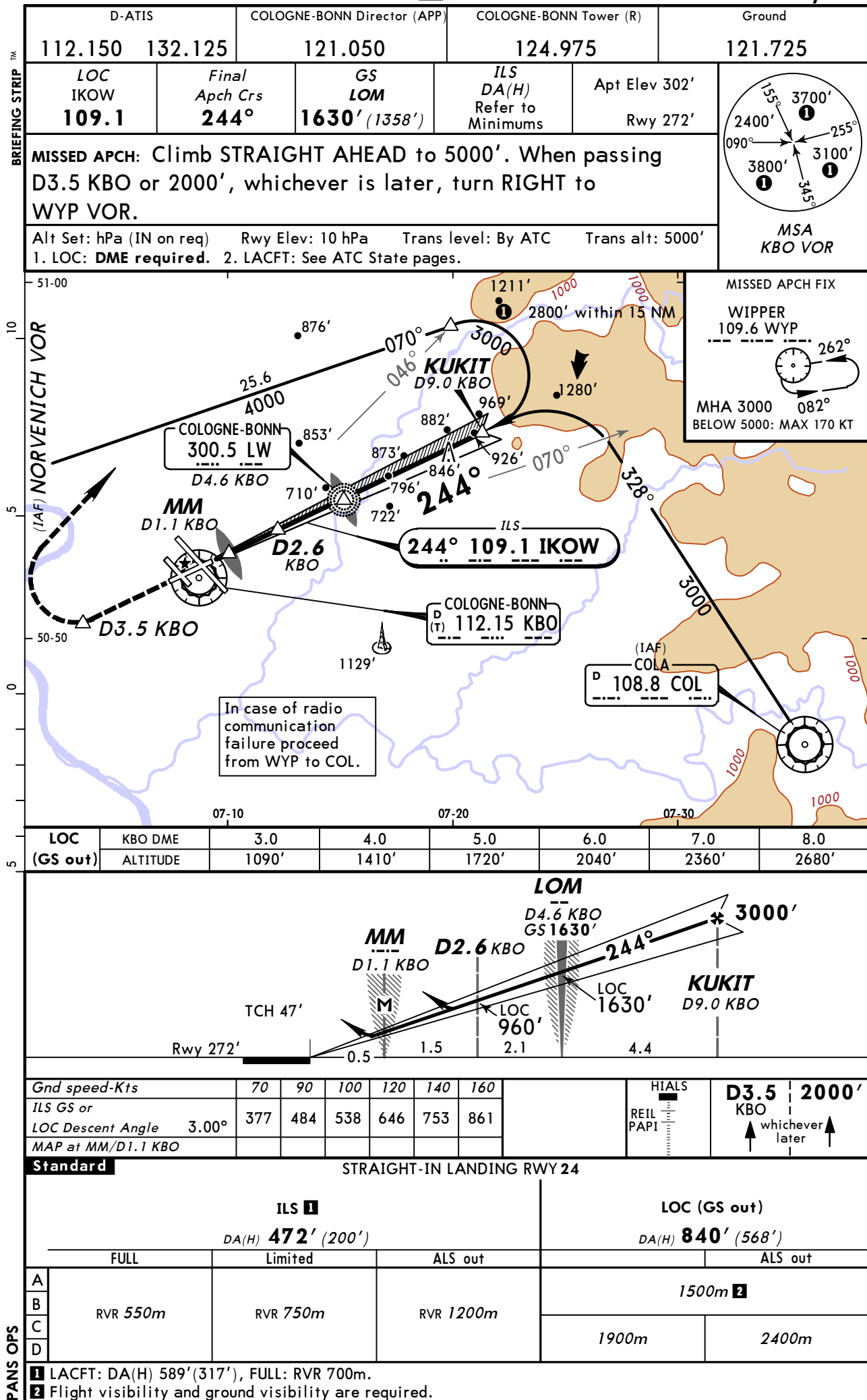
Standard		STRAIGHT-IN LANDING RWY 14L	
CAT IIIA ILS		CAT II ILS 1	
DH 50'		ABCD RA 106' DA(H) 330' (100')	
RVR 200m		RVR 300m 2	

1 LACFT: RA 119', DA(H) 341' (111').
2 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

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COLOGNE-BONN

27 FEB 15 **(11-2)**

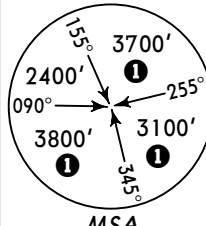
JEPPESSEN COLOGNE-BONN, GERMANY
ILS or LOC Rwy 24

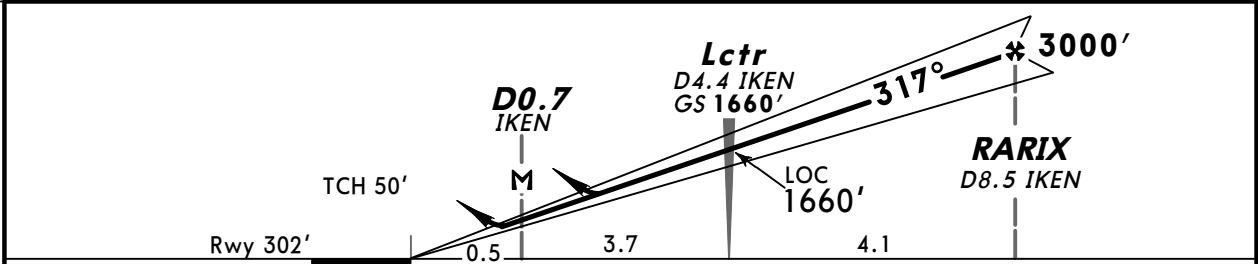
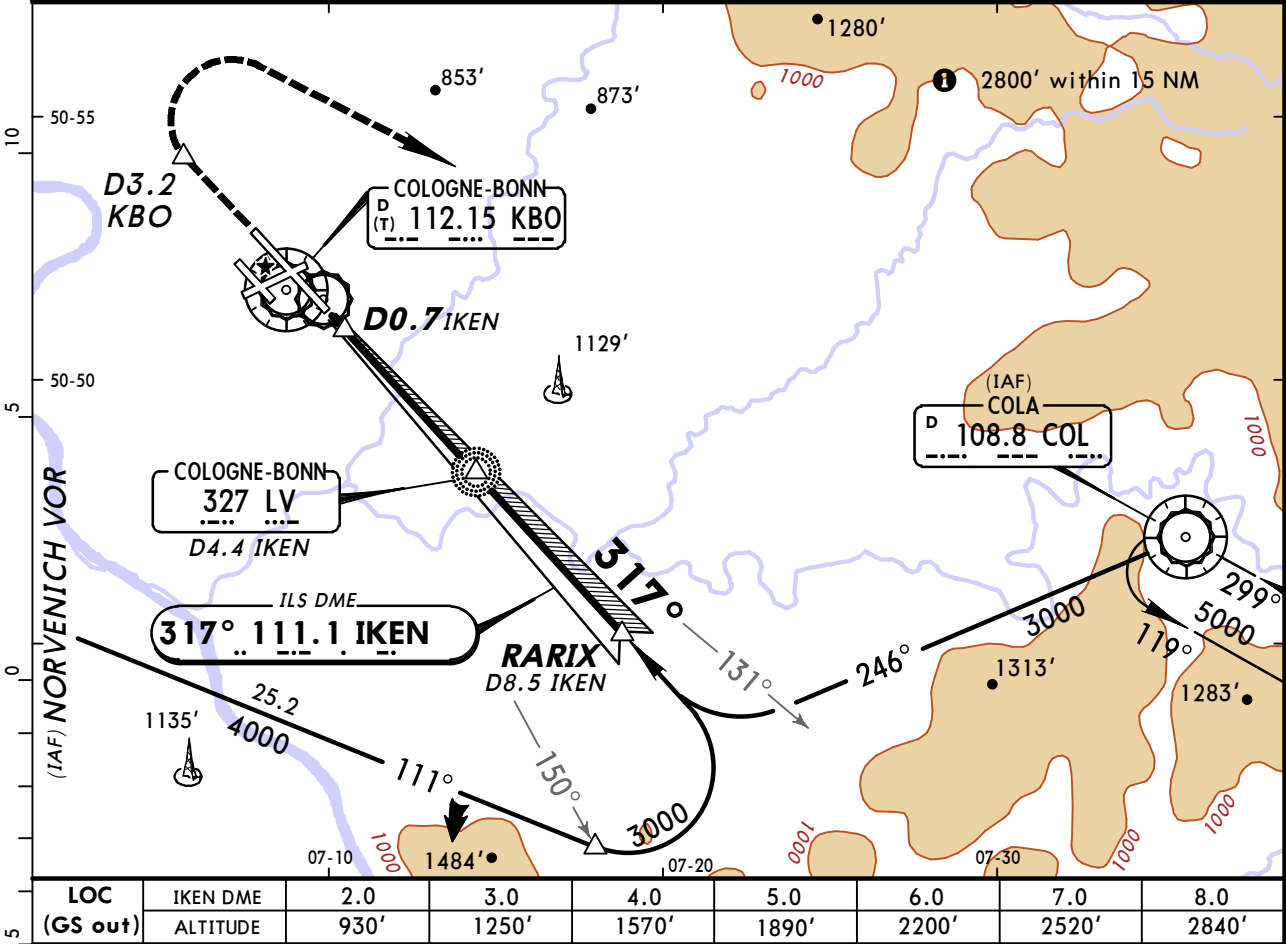


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JEPPESSEN
27 FEB 15 11-3

COLOGNE-BONN, GERMANY
ILS or LOC Rwy 32R

D-ATIS		COLOGNE-BONN Director (APP)		COLOGNE-BONN Tower (R)		Ground	
112.150 132.125		121.050		124.975		121.725	
LOC IKEN 111.1	Final Apch Crs 317°	GS LV Lctr 1660' (1358')	ILS DA(H) 502' (200')	Apt Elev 302' Rwy 302'		 MSA KBO VOR	
MISSED APCH: Climb STRAIGHT AHEAD to 5000'. When passing D3.2 KBO or 2000', whichever is later, turn RIGHT to COL VOR.							
Alt Set: hPa (IN on req) DME required.		Rwy Elev: 11 hPa		Trans level: By ATC			



Gnd speed-Kts	70	90	100	120	140	160		D3.2 KBO ↑ whichever later ↑ 2000'
ILS GS or LOC Descent Angle 3.00°	377	484	538	646	753	861		
MAP at D0.7 IKEN								

Standard			STRAIGHT-IN LANDING RWY 32R												
			ILS I			LOC (GS out)									
			DA(H) 502' (200')			DA(H) 740' (438')									
FULL			Limited			ALS out									
A	RVR 550m			RVR 750m			RVR 1200m			RVR 1300m			ALS out		
RVR 1500m															
RVR 2000m															
I LACFT: DA(H) 559' (257'); FULL: RVR 600m, ALS out: RVR 1300m.															

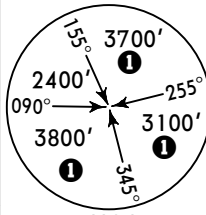
CHANGES: MSA. TCH. Minimums.

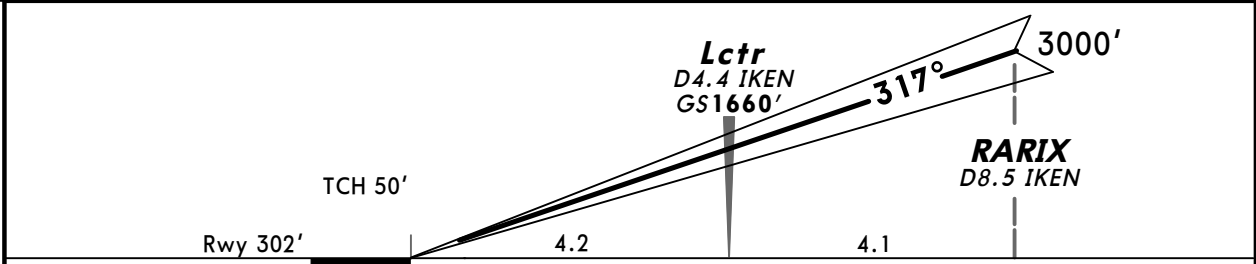
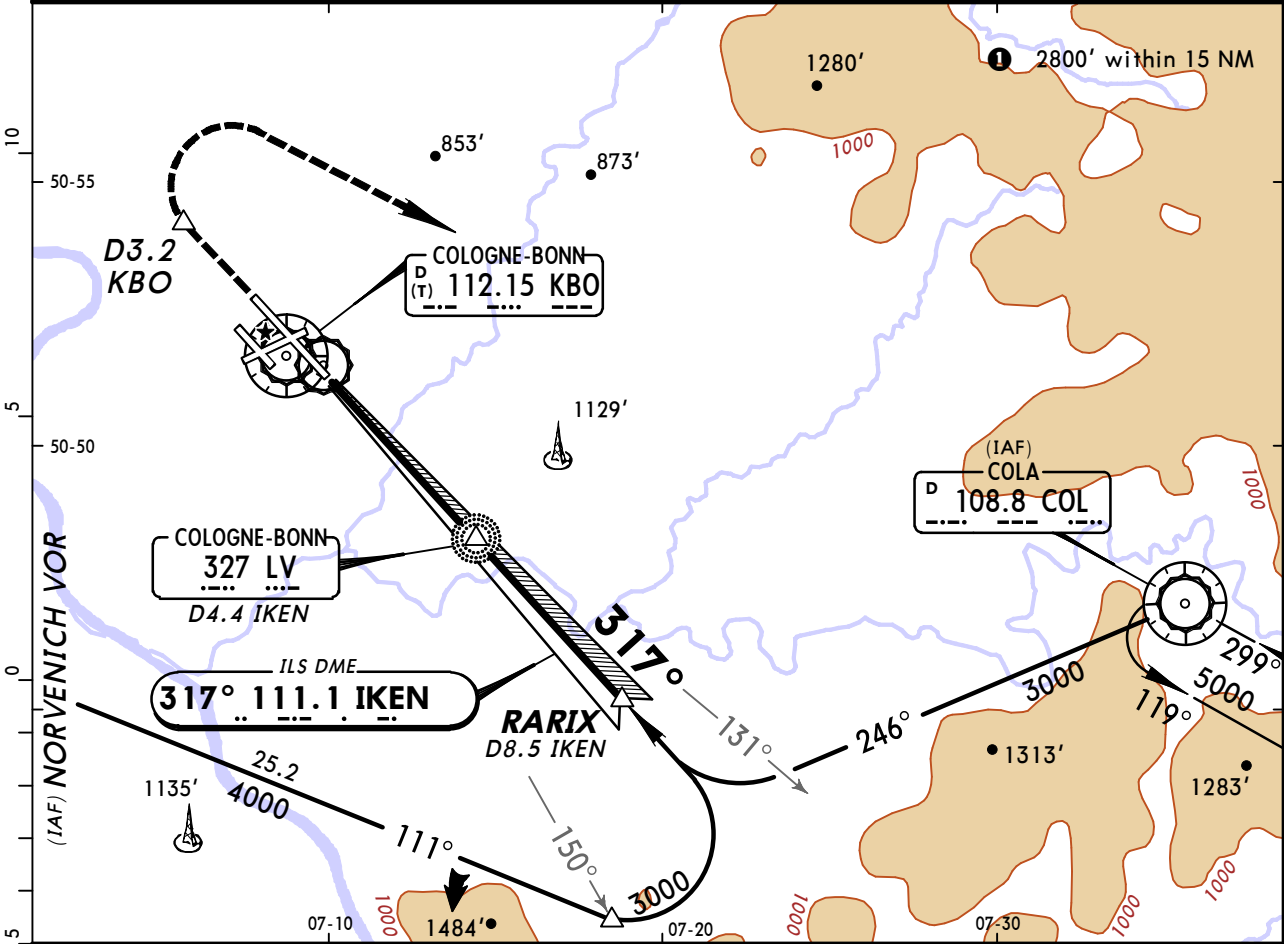
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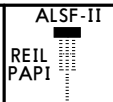
EDDK/CGN
COLOGNE-BONN

JEPPESSEN
27 FEB 15 11-3A

COLOGNE-BONN, GERMANY
CAT II/III ILS Rwy 32R

D-ATIS		COLOGNE-BONN Director (APP)		COLOGNE-BONN Tower (R)		Ground	
112.150 132.125		121.050		124.975		121.725	
LOC IKEN 111.1	Final Aptch Crs 317°	GS LV Lctr 1660' (1358')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 302' Rwy 302'		 MSA KBO VOR	
MISSED APCH: Climb STRAIGHT AHEAD to 5000'. When passing D3.2 KBO or 2000', whichever is later, turn RIGHT to COL VOR.							
Alt Set: hPa (IN on req) Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 5000' 1. DME required. 2. Special Aircrew & Acft Certification Required.							



Gnd speed-Kts	70	90	100	120	140	160		D3.2 KBO ↑ whichever later ↑ 2000'
GS	3.00°	377	484	538	646	753		

Standard		STRAIGHT-IN LANDING RWY 32R	
CAT IIIA ILS		CAT II ILS	
DH 50'		RA 89' DA(H) 402' (100')	
RVR 200m		RVR 300m	

Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

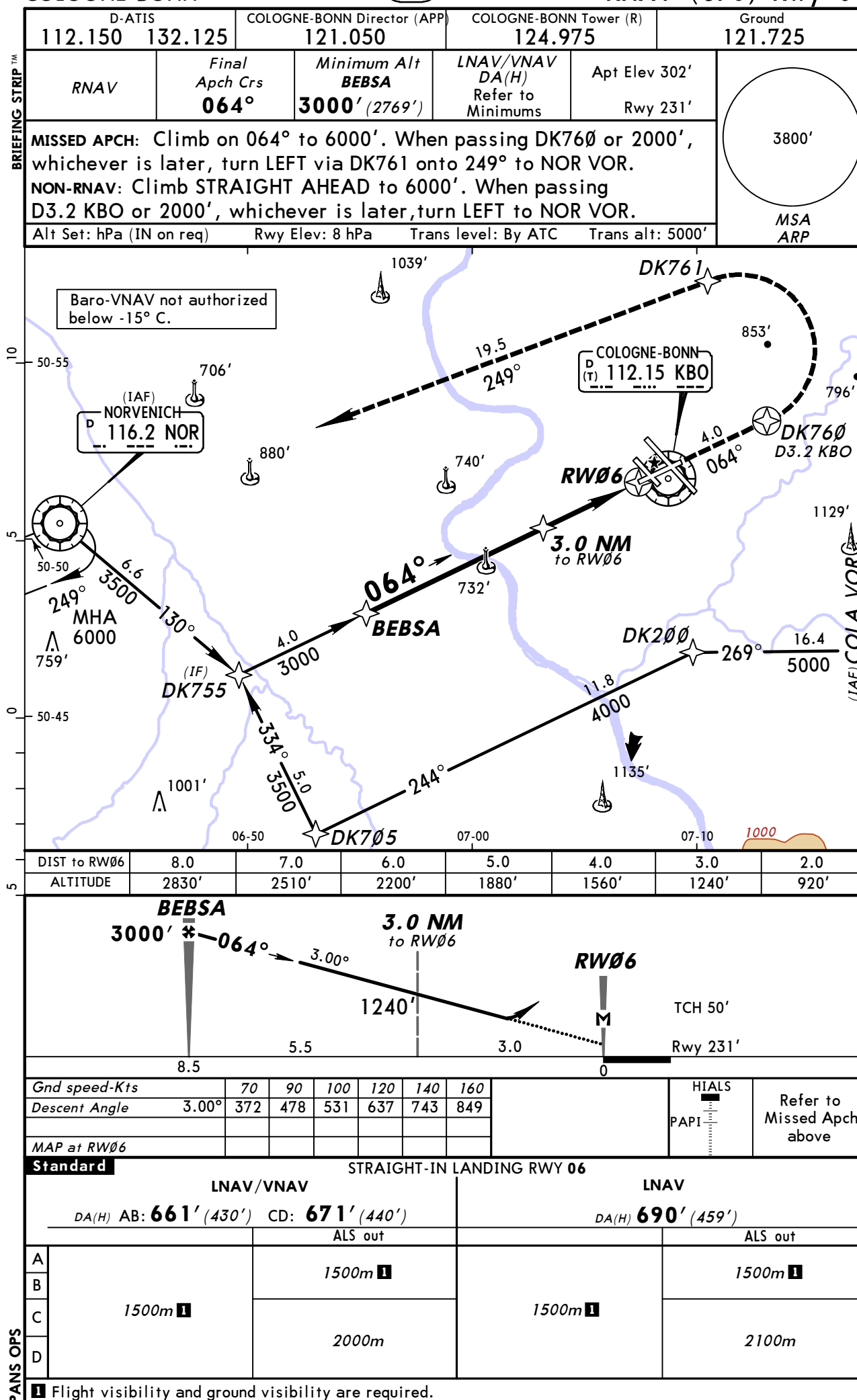
CHANGES: MSA.

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COLOGNE-BONN

JEPPESSEN
27 FEB 15 **(12-1)**

COLOGNE-BONN, GERMANY
RNAV (GPS) Rwy 06

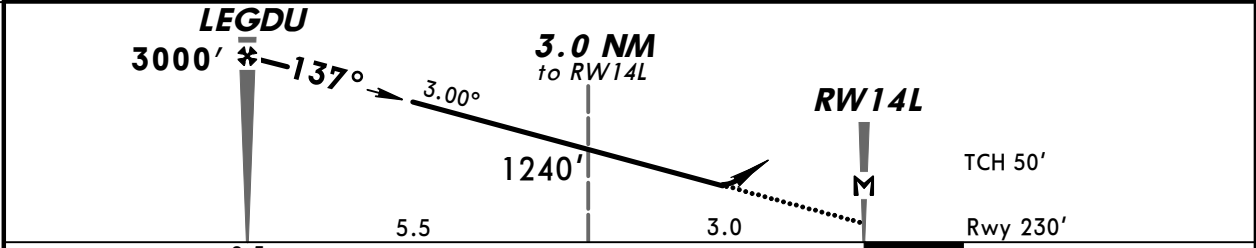
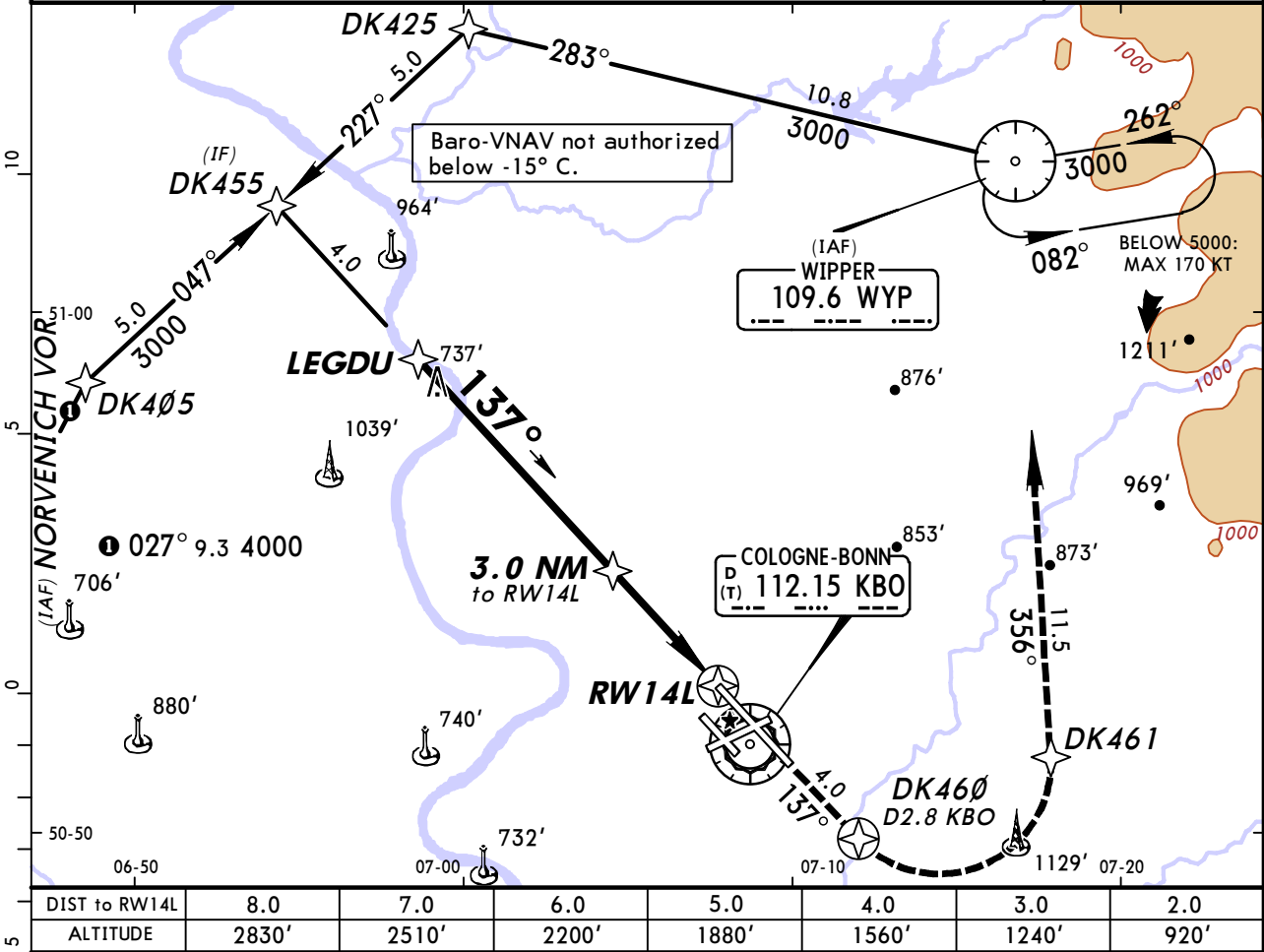


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COLOGNE-BONN

JEPPESSEN
27 FEB 15 (12-2)

COLOGNE-BONN, GERMANY
RNAV (GPS) Rwy 14L

D-ATIS 112.150 132.125		COLOGNE-BONN Director (APP) 121.050		COLOGNE-BONN Tower (R) 124.975		Ground 121.725
RNAV	Final Apch Crs 137°	Minimum Alt LEGDU 3000' (2770')	LNAV/VNAV DA(H) 710' (480')		Apt Elev 302' Rwy 230'	3800' MSA ARP
MISSED APCH: Climb on 137° to 3000'. When passing DK460 or 2000', whichever is later, turn LEFT via DK461 onto 356° to WYP VOR. NON-RNAV: Climb STRAIGHT AHEAD to 3000'. When passing D2.8 KBO or 2000', whichever is later, turn LEFT to WYP VOR.						
Alt Set: hPa (IN on req) Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 5000'						



MAP at RW14L								ALS II	Refer to Missed Apch above
								REIL PAPI	

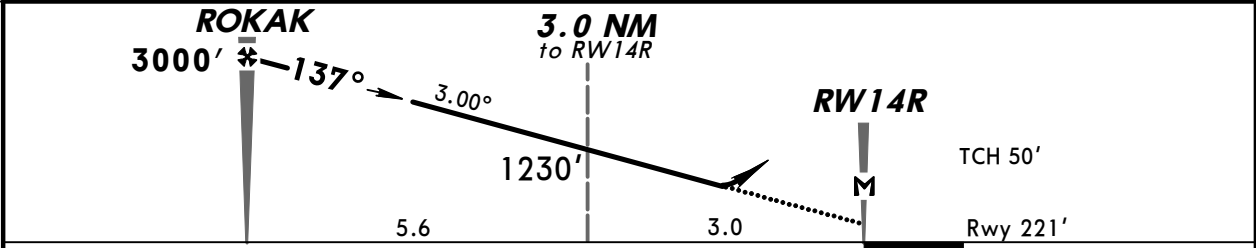
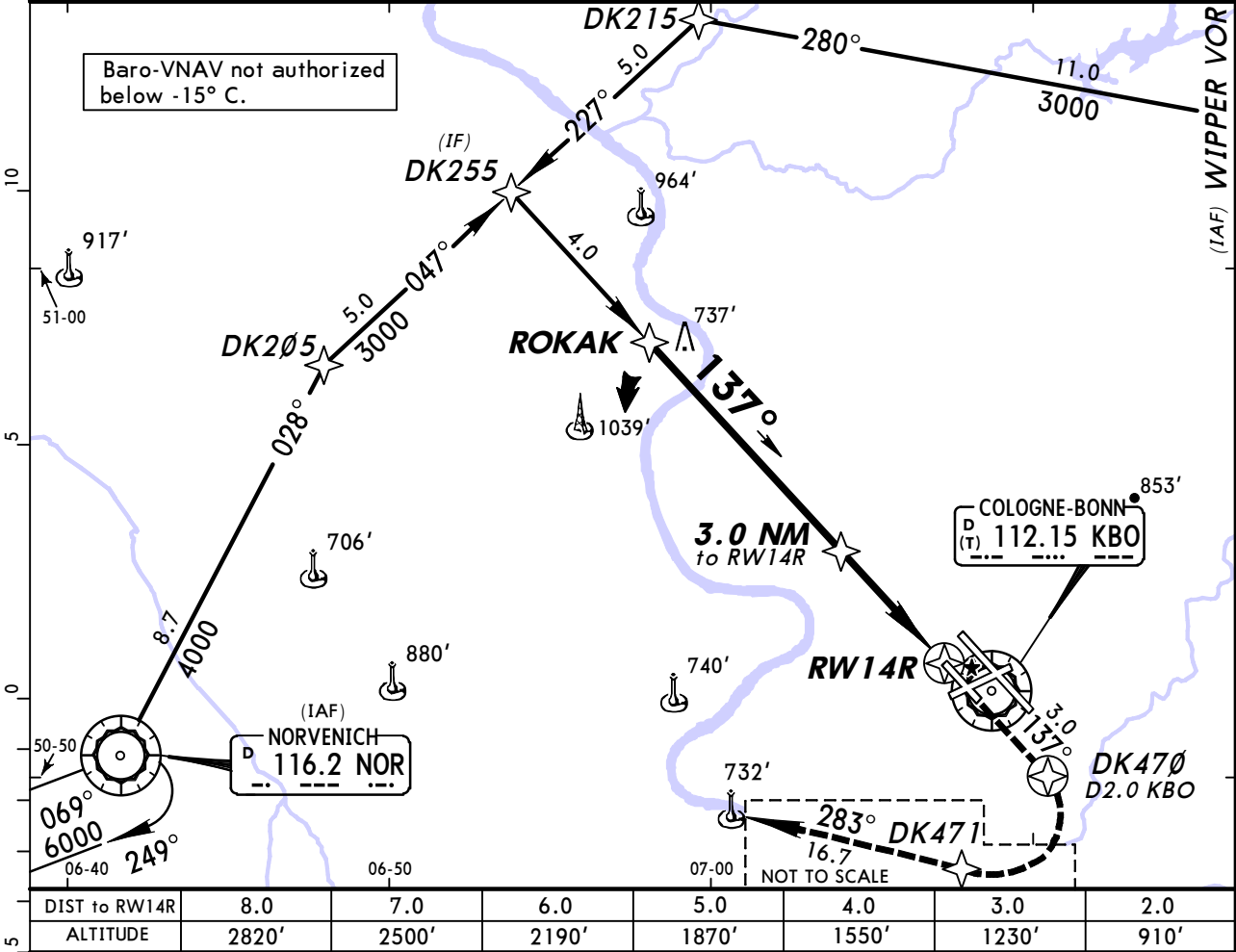
STRAIGHT-IN LANDING RWY 14L			
LNAV/VNAV		LNAV	
DA(H) 710' (480')		DA(H) 730' (500')	
ALS out		ALS out	
A	RVR 1500m	RVR 1500m	
B			
C	CMV 2200m	CMV 2300m	
D			

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COLOGNE-BONN

JEPPESSEN
27 FEB 15 12-3

COLOGNE-BONN, GERMANY
RNAV (GPS) Rwy 14R

D-ATIS		COLOGNE-BONN Director (APP)		COLOGNE-BONN Tower (R)		Ground	
112.150	132.125	121.050		124.975		121.725	
RNAV	Final Apch Crs 137°	Minimum Alt ROKAK 3000' (2779')	LNAV/VNAV DA(H) 681' (460')		Apt Elev 302' Rwy 221'	3800' MSA ARP	
MISSED APCH: Climb on 137° to 6000'. When passing DK470 or 2000', whichever is later, turn RIGHT via DK471 onto 283° to NOR VOR.							
NON-RNAV: Climb STRAIGHT AHEAD to 6000'. When passing D2.0 KBO or 2000', whichever is later, turn RIGHT to NOR VOR.							
Alt Set: hPa (IN on req)		Rwy Elev: 8 hPa	Trans level: By ATC		Trans alt: 5000'		



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI Refer to Missed Apch above
Descent Angle	3.00°	372	478	531	637	743	
MAP at RW14R							

Standard		STRAIGHT-IN LANDING RWY 14R			
		LNAV/VNAV		LNAV	
		DA(H) 681' (460')		DA(H) 710' (489')	
		ALS out		ALS out	
A	2100m 1		2100m 1		
B					
C			2100m 1		
D			2300m		

I Flight visibility and ground visibility required.

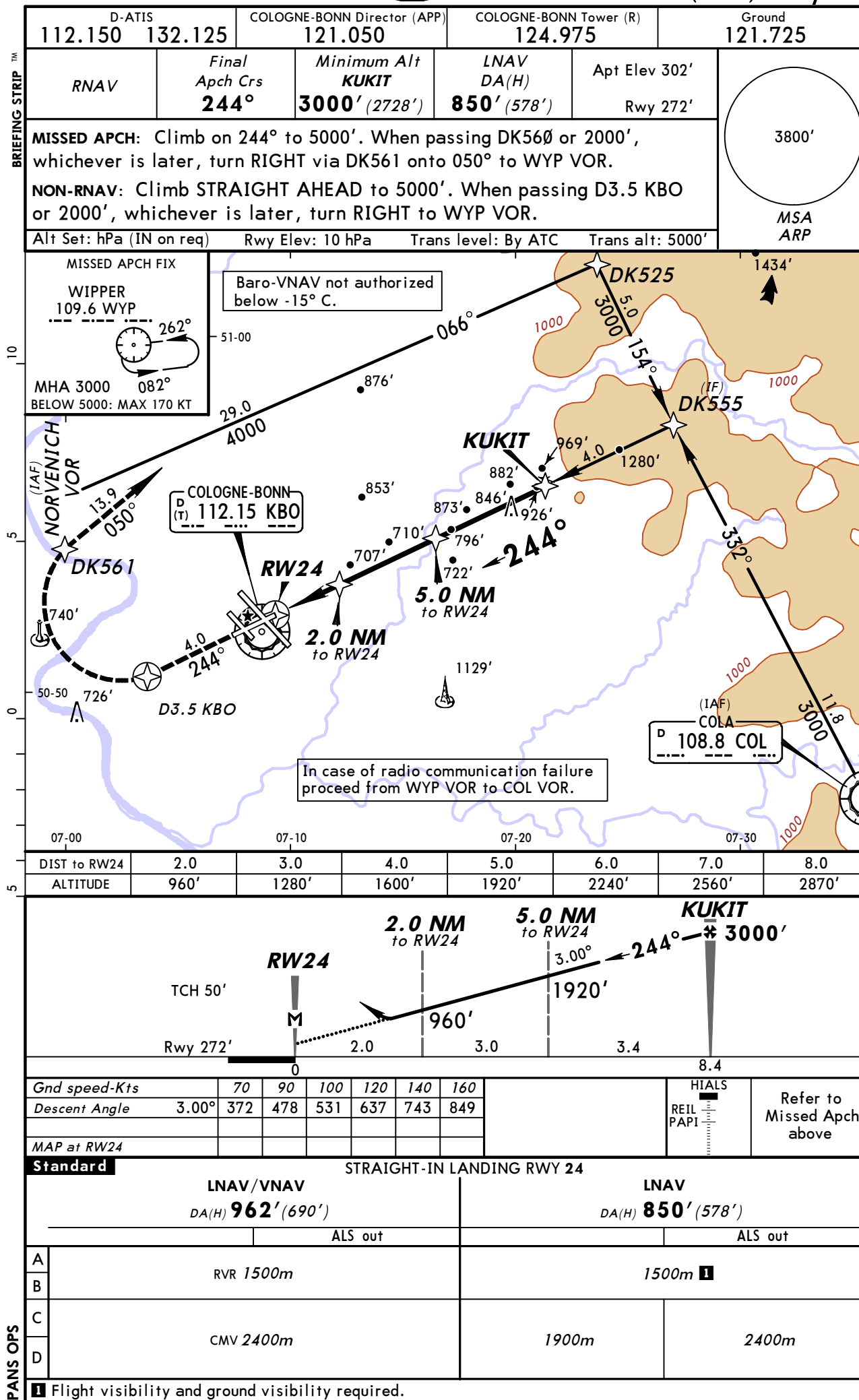
CHANGES: Minimums.

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27 FEB 15 (12-4)

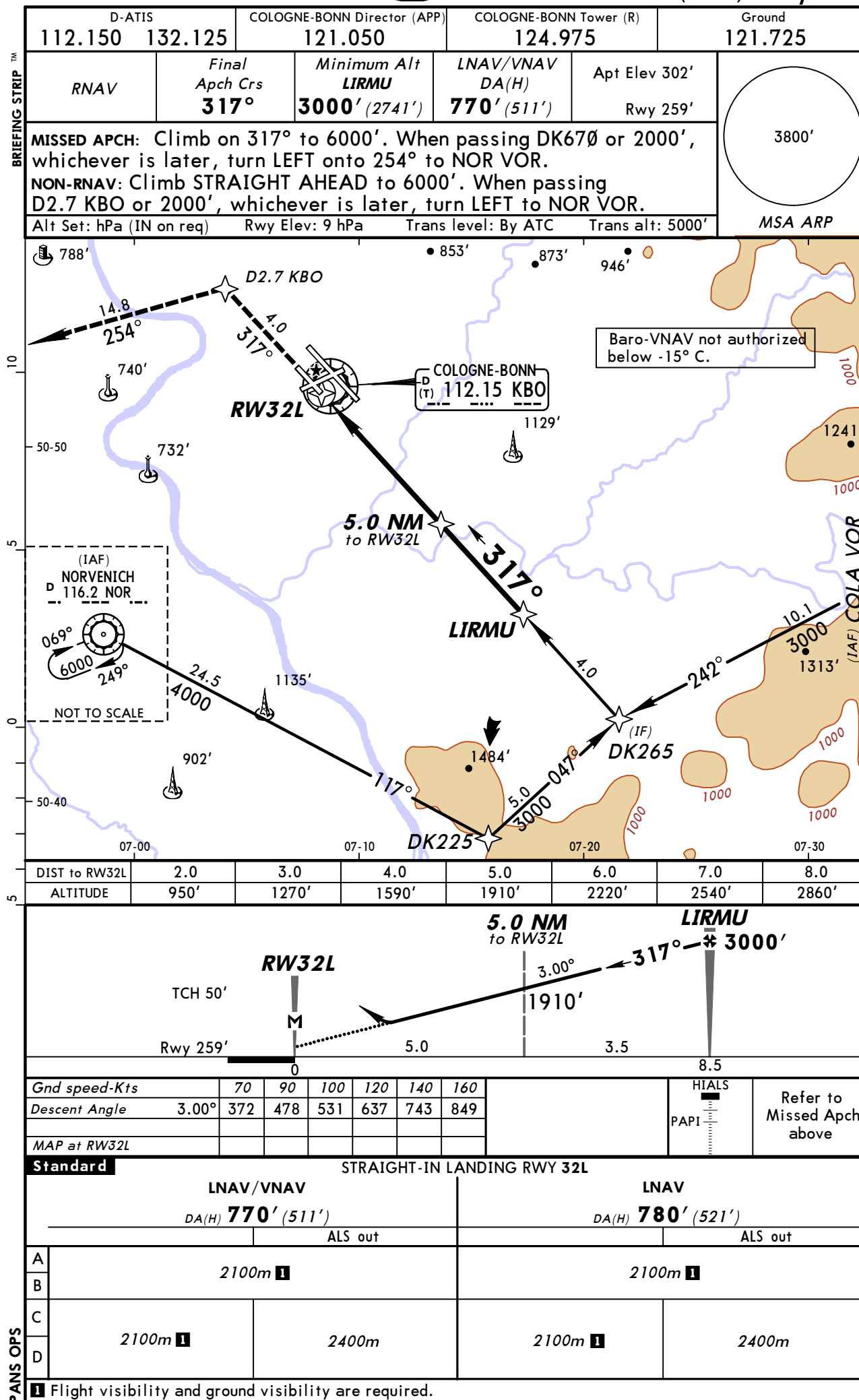
COLOGNE-BONN, GERMANY
RNAV (GPS) Rwy 24



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COLOGNE-BONN

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27 FEB 15 (12-5)

COLOGNE-BONN, GERMANY
RNAV (GPS) Rwy 32L

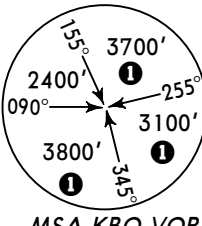


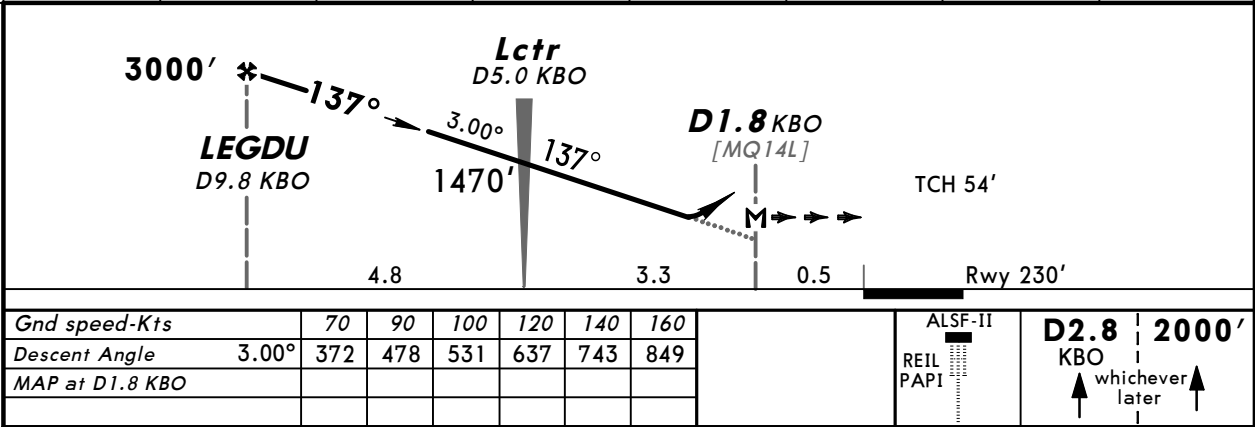
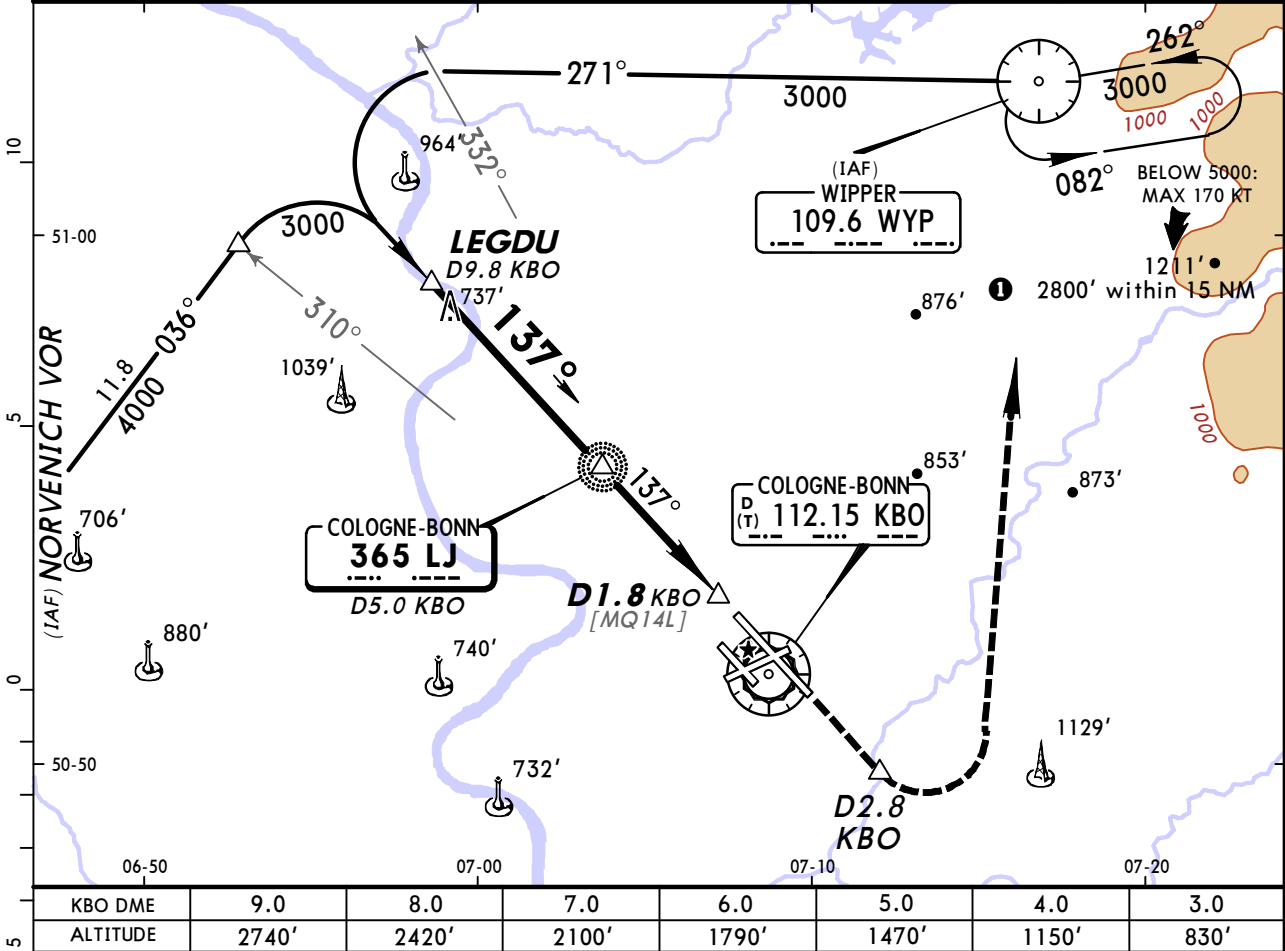
A	RVR 1500m		RVR 1500m	
B				
C	RVR 1500m	CMV 2200m	RVR 1500m	CMV 2200m
D				

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COLOGNE-BONN

JEPPESSEN
27 FEB 15 (16-1)

COLOGNE-BONN, GERMANY
NDB Rwy 14L

D-ATIS		COLOGNE-BONN Director (APP)		COLOGNE-BONN Tower (R)		Ground	
112.150 132.125		121.050		124.975		121.725	
Lctr LJ 365	Final Apch Crs 137°	Minimum Alt LEGDU 3000' (2770')		DA(H) 820' (590')	Apt Elev 302' Rwy 230'	 MSA KBO VOR	
MISSED APCH: Climb STRAIGHT AHEAD to 3000'. When passing D2.8 KBO or 2000', whichever is later, turn LEFT to WYP VOR.							
Alt Set: hPa (IN on req) Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 5000'							
DME required.							



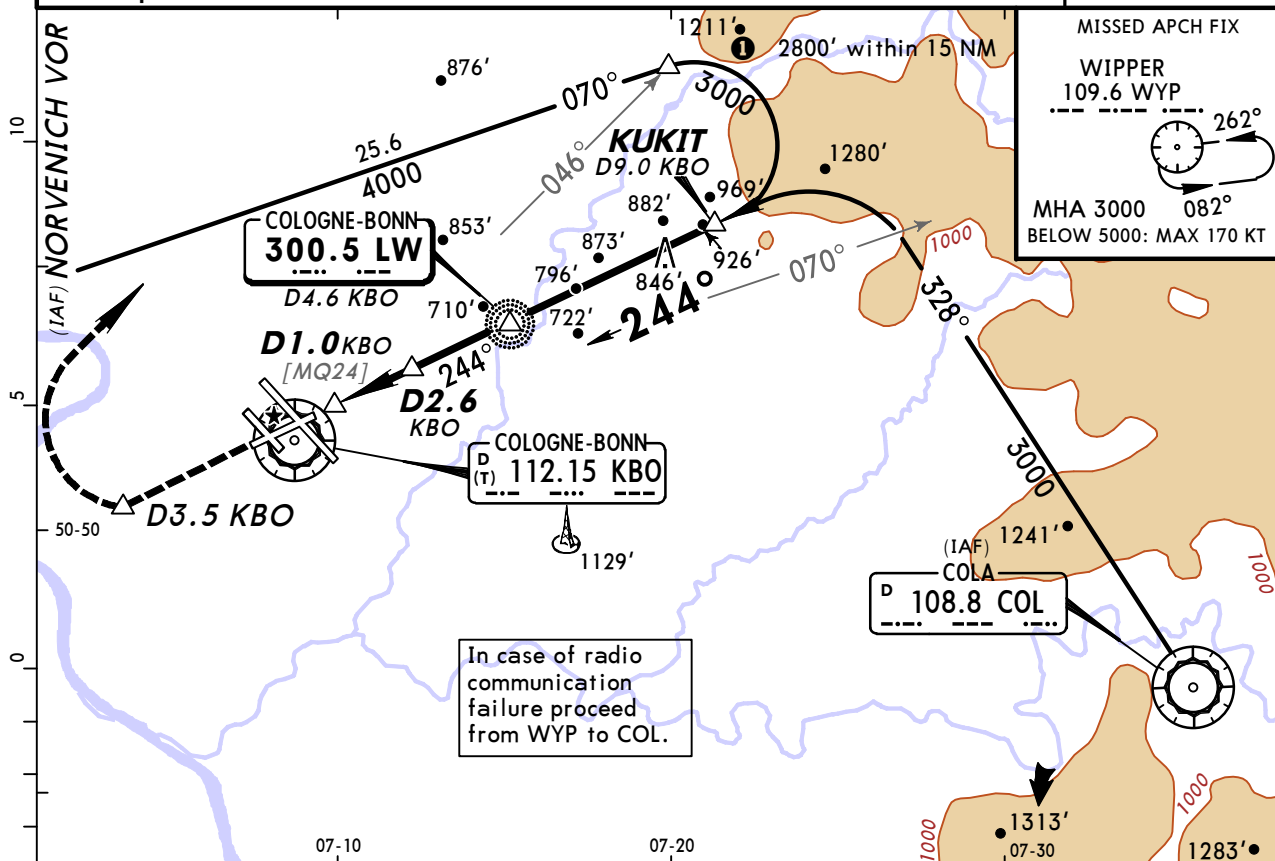
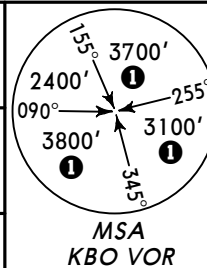
Standard		STRAIGHT-IN LANDING RWY 14L	
		DA(H) 820' (590')	
		ALS out	
A	RVR 1500m		
B			
C	RVR 2000m	CMV 2400m	
D			

EDDK/CGN
COLOGNE-BONN

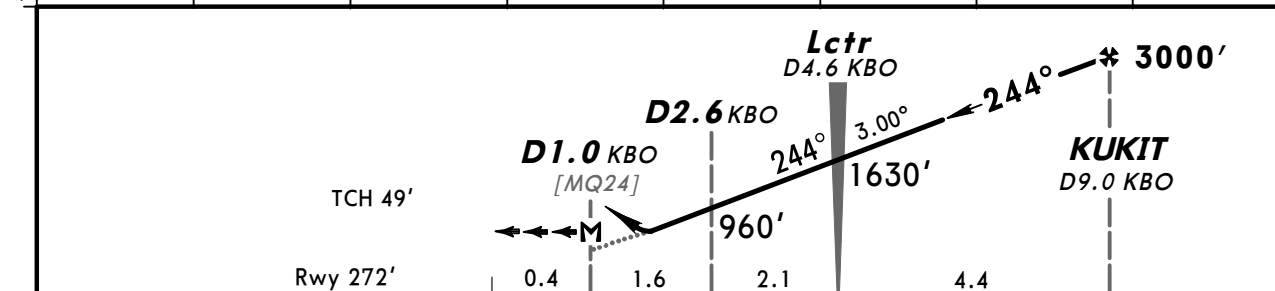
JEPPESSEN
27 FEB 15 16-2

COLOGNE-BONN, GERMANY
NDB Rwy 24

D-ATIS	COLOGNE-BONN Director (APP)	COLOGNE-BONN Tower (R)	Ground
112.150 132.125	121.050	124.975	121.725
Lctr LW 300.5	Final Apch Crs 244°	Minimum Alt KUKIT 3000' (2728')	DA(H) 860' (588')
Apt Elev 302'			Rwy 272'
MISSED APCH: Climb STRAIGHT AHEAD to 5000'. When passing D3.5 KBO or 2000', whichever is later, turn RIGHT to WYP VOR.			
Alt Set: hPa (IN on req) Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 5000' DME required.			



KBO DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	1090'	1410'	1730'	2050'	2360'	2680'	3000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI	D3.5 KBO ↑ whichever later ↑
Descent Angle	3.00°	372	478	531	637	743		
MAP at D1.0 KBO								

Standard STRAIGHT-IN LANDING RWY 24

DA(H) **860'** (588')

ALS out

A	1500m I	
B		
C	2000m	2400m
D		

I Flight visibility and ground visibility are required.

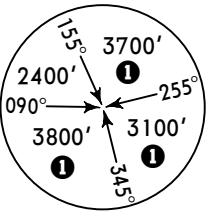
CHANGES: MSA. Minimums.

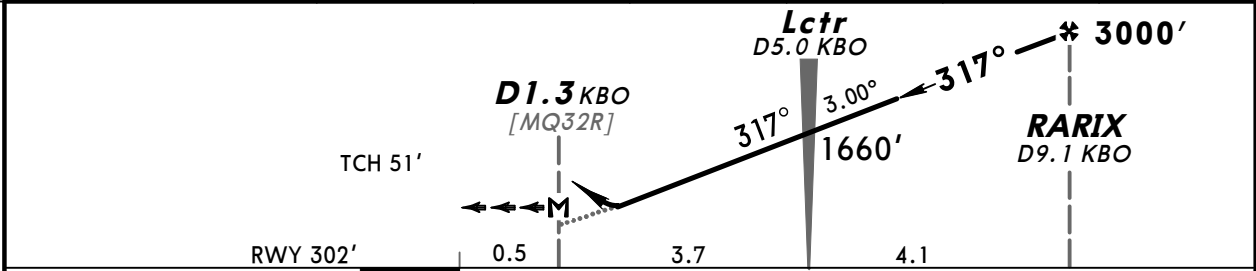
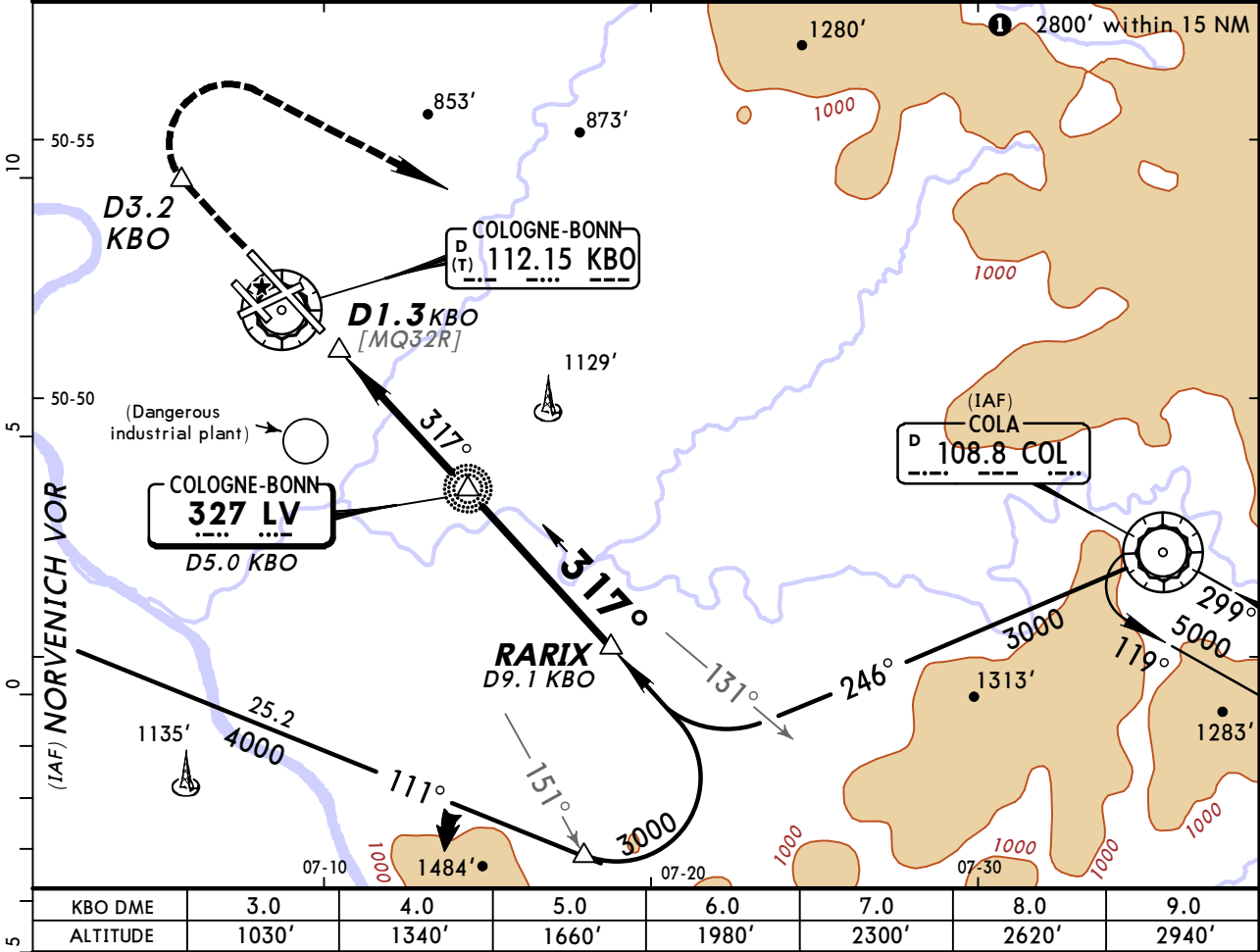
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EDDK/CGN
COLOGNE-BONN

JEPPESSEN
27 FEB 15 16-3

COLOGNE-BONN, GERMANY
NDB Rwy 32R

D-ATIS		COLOGNE-BONN Director (APP)		COLOGNE-BONN Tower (R)		Ground	
112.150 132.125		121.050		124.975		121.725	
Lctr LV 327	Final Apch Crs 317°	Minimum Alt RARIX 3000' (2698')		DA(H) 830' (528')	Apt Elev 302' Rwy 302'	 MSA KBO VOR	
MISSED APCH: Climb STRAIGHT AHEAD to 5000'. When passing D3.2 KBO or 2000', whichever is later, turn RIGHT to COL VOR.							
Alt Set: hPa (IN on req) Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 5000'							
DME required.							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI	D3.2 KBO ↑ whichever later ↑
Descent Angle	3.00°	372	478	531	637	743		
MAP at D1.3 KBO								

Standard		STRAIGHT-IN LANDING RWY 32R	
		DA(H) 830' (528')	
		ALS out	
A	RVR 1500m		
B			
C	RVR 1700m	CMV 2400m	
D			

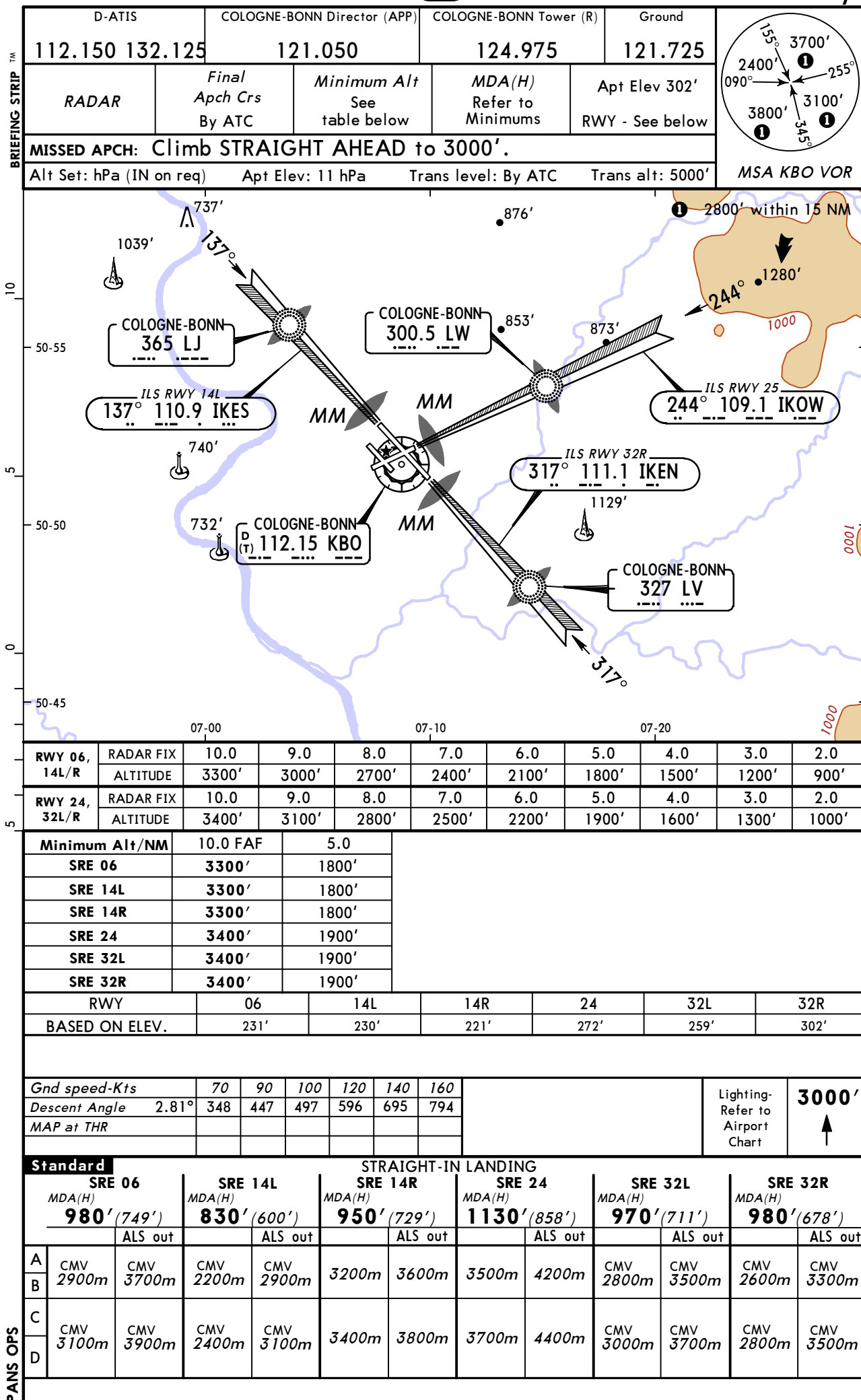
CHANGES: MSA. Minimums.

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EDDK/CGN
COLOGNE-BONN

JEPPESSEN
27 FEB 15 (18-1)

COLOGNE-BONN, GERMANY
SRE All Rwys



CHANGES: MSA.

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COLOGNE-BONN, (COLOGNE-BONN - EDDK)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EDDK

Type: Terminal

Effectivity: Temporary

Begin Date: 20151001

End Date: 20160331

(11-2) WIP. ILS RWY 24 approach not available.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

For CDO, report ATIS received when contacting arrival sector; ACFT will be vectored to reach the intermediate approach level on the LOC course with about 1 NM of level flight left until intercepting GS, the purpose of this intermediate approach segment is to reduce speed; assumed descent angle 3°; participants are invited to send regular feedback on CDO performance to cdo-feedback@dfs.de.