

19-APR-2018

CGN-EDDK

1-10

AOI

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GENERAL**Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Night Restrictions**

Between 2100-0500‡:

- ICAO Annex 16 Volume 1 Chapter 3 ACFT (not included in the Bonus List published by the Ministry of Transport):

No SKED LDG on any RWY

No delayed LDG on RWYs 14R & 06

- ICAO Annex 16 Volume 1 Chapter 3 ACFT (Included in the Bonus List published by the Ministry of Transport): No LDG on RWYs 14R & 06

Between 2100 (2050 off-blocks)-0700‡:

- ICAO Annex 16 Volume 1 Chapter 3 ACFT (not included in the Bonus List published by the Ministry of Transport): No TKOF on any RWY.
- ICAO Annex 16 Volume 1 Chapter 3 ACFT (included in the Bonus List published by the Ministry of Transport): No TKOF on RWYs 14R, 24 & 32L.

Airport Information**RFF:** CAT 10**Fuel:** 0400-2400‡ other times O/R.**PCN:** All RWYs: 75/F/A/W/T**Operation****RWY Restrictions**

| RWY 14L/32R CLSD SAT 1100‡ - SUN 1700‡.

TWY Restrictions

TWY M-Blue, M-Orange, Taxilane K2/3, R, S, N-Orange, N-Blue width 18m / 59ft.

TWY C (THR 06 - THR 32L and THR 32L - TWY G), G (S of RWY 06/24), P width 15m / 49ft.

Taxilane K1 width 10.5m / 34ft.

TWY B AVBL to ACFT MAX wingspan 52m / 171ft and MAX bearing weight 200t / 440924lbs from TWY T up to TWY B bridge.

TWY C not AVBL to ACFT above 20t / 44092lbs between THR RWY 32L and TWY A.

TWY C CLSD between TWY G and TWY A.

TWY C is limited to ACFT type C160.

TWY D between RWY 14L/32R and THR RWY 24 REQ availability by ATC, due to strength.

TWY G CLSD between RWY 06/24 and TWY C.

TWY C1 and P CLSD.

TWY M: For ACFT with wingspan above 36m / 118ft it is mandatory to use yellow marked and green/green lighted centerline.

For parallel guidance of ACFT MAX wingspan 36m / 118ft, TWY M-Orange and M-Blue consist of a contrasted guide line marking in orange and blue, and orange/green and blue/green surface lights.

TWY N: For ACFT with wingspan above 36m / 118ft it is mandatory to use yellow marked and green/yellow lighted centerline.

For parallel guidance of ACFT MAX wingspan 36m / 118ft, TWY N-Orange and N-Blue consist of a contrasted guide line marking in orange and blue.

19-APR-2018

CGN-EDDK

1-20

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GENERAL**Taxi/Parking**

After LDG follow-me mandatory.

Taxi with MNM PWR on APN.

Visual Docking Guidance System AVBL.

Terminal 2: Stands push-back compulsory.

Stand F4-F20 push-back.

A380 / B747-8/8F OPS

RWY 14L

- ARR: Vacate via TWY A.
- DEP: Taxi to CAT 2/3 HLDG point via TWY A7, A5.

RWY 32R

- ARR: Vacate via TWY A4.
- DEP: Taxi to CAT 2/3 HLDG point via TWY A. Follow-me O/R.

RWY 06/24: Use A380 HLDG points only.

TWY A: Caution due to reduced TWY width between RWY 06/24 and PRKG area F.

A340-600 OPS

TWY A7 and G CLSD for A340-600. The utilisation of TWY A1 and A5 is restricted (follow-me). TWYs A2, A3 and A4 remain unrestricted.

Warnings**COL VOR/DME** unusable:

0-10NM below 2000ft MSL.

10-20NM below 3300ft MSL.

20-30NM below 4700ft MSL.

R225-R315.

KBO VOR/DME unusable:

0-10NM below 1300ft MSL.

10-20NM below 2600ft MSL.

20-25NM below 3300ft MSL.

VOR shall not be used for area navigation.

LJ NDB unusable:

000°-160° beyond 13NM.

160°-360° beyond 25NM.

NVO VOR/DME unusable:

0-10NM below 1400ft MSL.

10-20NM below 2700ft MSL.

20-30NM below 4100ft MSL.

VOR shall not be used for area navigation.

WYP VOR

VOR shall not be used for area navigation.

19-APR-2018

CGN-EDDK

1-30

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ARRIVAL**Communication****COM Failure:** See CRAR and in addition;**RWY 24 ILS or LOC, NDB:** In case of COM Failure proceed from WYP to COL.**Arrival Procedure****FMS RNAV Transitions:** For FMS RNAV transitions leading to all instrument APCHs refer to best AVBL APCH PROC (IAC) leading to the respective RWY.**Noise Abatement Procedure**

CDA in progress from 2100-7000ft, for MD11 and B744 at all.

During RAD vectoring, pilots shall expect descent below FL70 approx 26NM from touchdown.

Unless otherwise instr. by ATC, pilots are expected to

- reduce speed to MAX 220KT IAS prior to descent below FL70.
- maintain at least 190KT IAS to 12NM final.
- extend gear 2000ft GND or later and
- perform final landing configuration approaching locater/outer marker.
- aim for a low-noise CDA without level flight below FL70.

RWY 06/24: For non-precision APCHs to RWY 24 due to obstacles situation in APCH sector, upon reaching the MDA/H, MNM VIS 1.5km (GND/flight).**Visual APCH:** Visual APCH prohibited.**Reverse:** Do not use more than idle reverse if possible on RWY 14L/32R between 2100-0500ft.**Non-standard GP Intercept Position on RWY 14L**

GP intercepts RWY 14L at 314m / 1030ft after landing threshold.

Remaining DIST beyond GP is 3501m / 11486ft.

Warnings**ILS RWY 24 GP unusable between 8° and 3° south of RCL.****DEPARTURE****Take-off Minima**

RWY		14L/32R	
All ACFT	ft - m/km	0 - 75R	-

RWY		06/24	
All ACFT	ft - m/km	0 - 400R/400V	-

RWY		14R/32L	
All ACFT	ft - m/km	0 - 400V	-

Communication

Remain on TWR FREQ until passing 2000ft, then contact Langen RAD.

COM Failure: See CRAR .

DEPARTURE**Departure Procedure****Start-up/Pushback**

Activate anti-collision lights only after clearance has been issued or immediately prior to start-up.

Datalink Departure Clearance (DCL)

See CRAR and in addition:

- ti: 25min prior to EOBT for unregulated flights.
30min prior to CTOT for ATFM regulated flights.
- tt: 11min prior to EOBT for unregulated flights.
16min prior to CTOT for ATFM regulated flights.

t0: 1min

t1: 5min

t2: 1min

Push-back: Contact driver of tow tractor for push-back, but only if actually ready. Driver of tractor will perform push-back as soon as he has received the CLR from ATC. Start ENGs during push-back. Report ready to taxi to GND.

DEP Notes

When using GPS/FMS RNAV PROC, check and ensure that the underlying conventional FLT PROCs are adhered to by monitoring the INFO on the ground-based navigation aids.

COL 6D, 7E, 7K, 7M, 2F, 1B, 2X

Only for FLTs to EDDF.

KUMIK 6F, 4E, 5D, 2X

FLTs intending to proceed via Y854 shall intercept as follows: on R079 COL to D14.5 COL; RT to intercept.

SONEB 3K, 6F, 4E, 3D, 3M, 4B, 4U, 7P, 5C, 4V, 4X, 5W

Only for flights with RFL140 or above and FLTs to EDLE via WYP direct BAM. Other flights proceed via PODIP.

De-Icing

AVBL H24

12-JUL-2018

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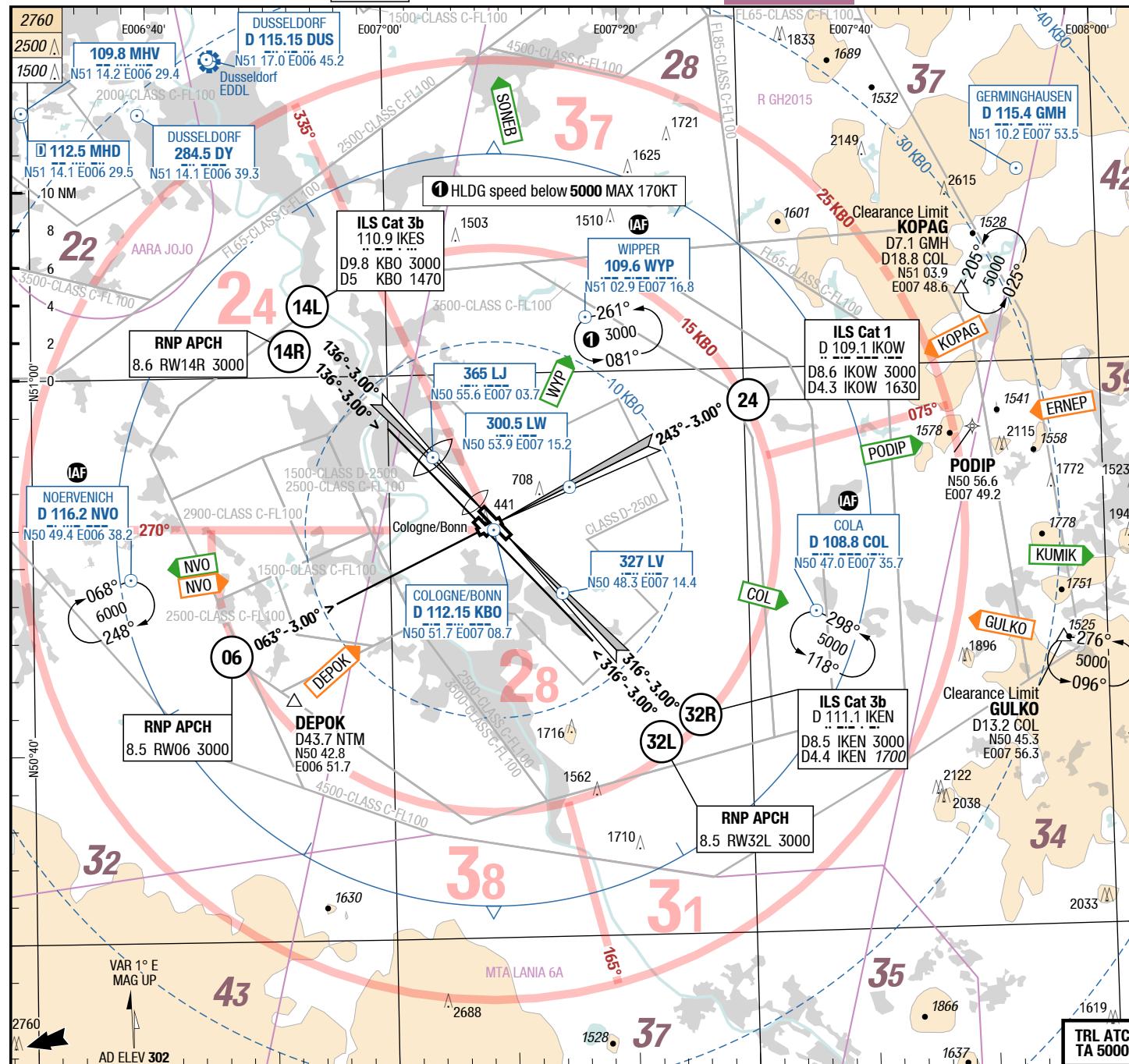
Germany Cologne/Bonn

AGC
AFC

Cologne/Bonn Germany

AGC
AFC

2-10



D-ATIS

112.150 KBO

132.125

135.350

121.050

124.975

121.725

121.950

121.850

Landing RWY system:

83.0°

60 HL

30 HL

45 x 2459

3.0°

-0.5%

TDZ --- (%) / THR 272 (10hPa)

HL-P1

14L

60 HL

15 HL

3815 x 60

83.0°

-0.6%

TDZ --- (%) / THR 302 (11hPa)

HL-P2F

32R

60 HL

15 HL

60 x 3815

3.0°

-0.6%

TDZ --- (%) / THR 259 (9hPa)

HL-P1

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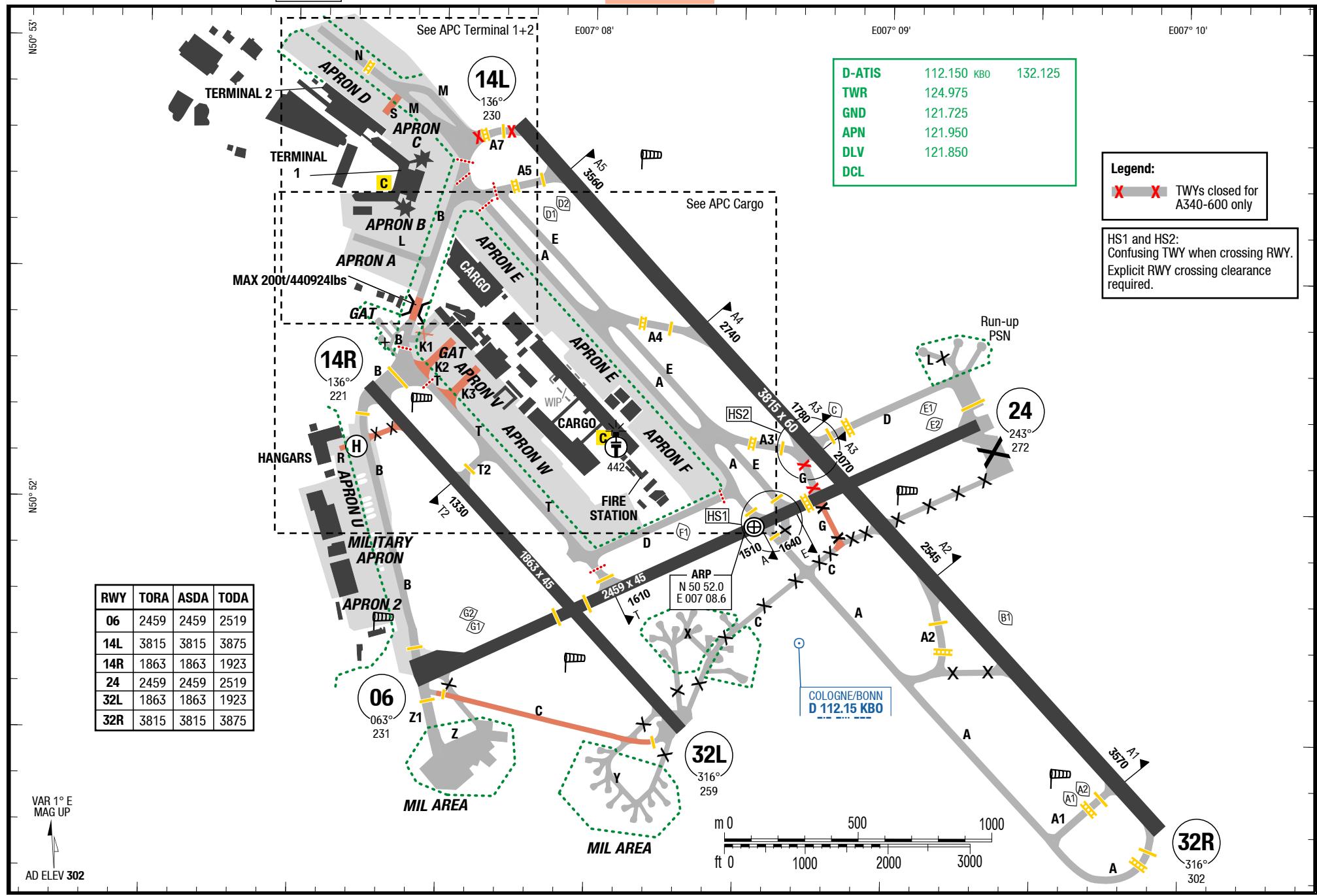
Germany Cologne/Bonn

AGC

Cologne/Bonn Germany

AGC

3-20



Changes: TWY, HLDG POS, Turning bay

12-JUL-2018

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Germany Cologne/Bonn

Cargo

3-30

Terminal 1 + 2 / Stand Coordinates

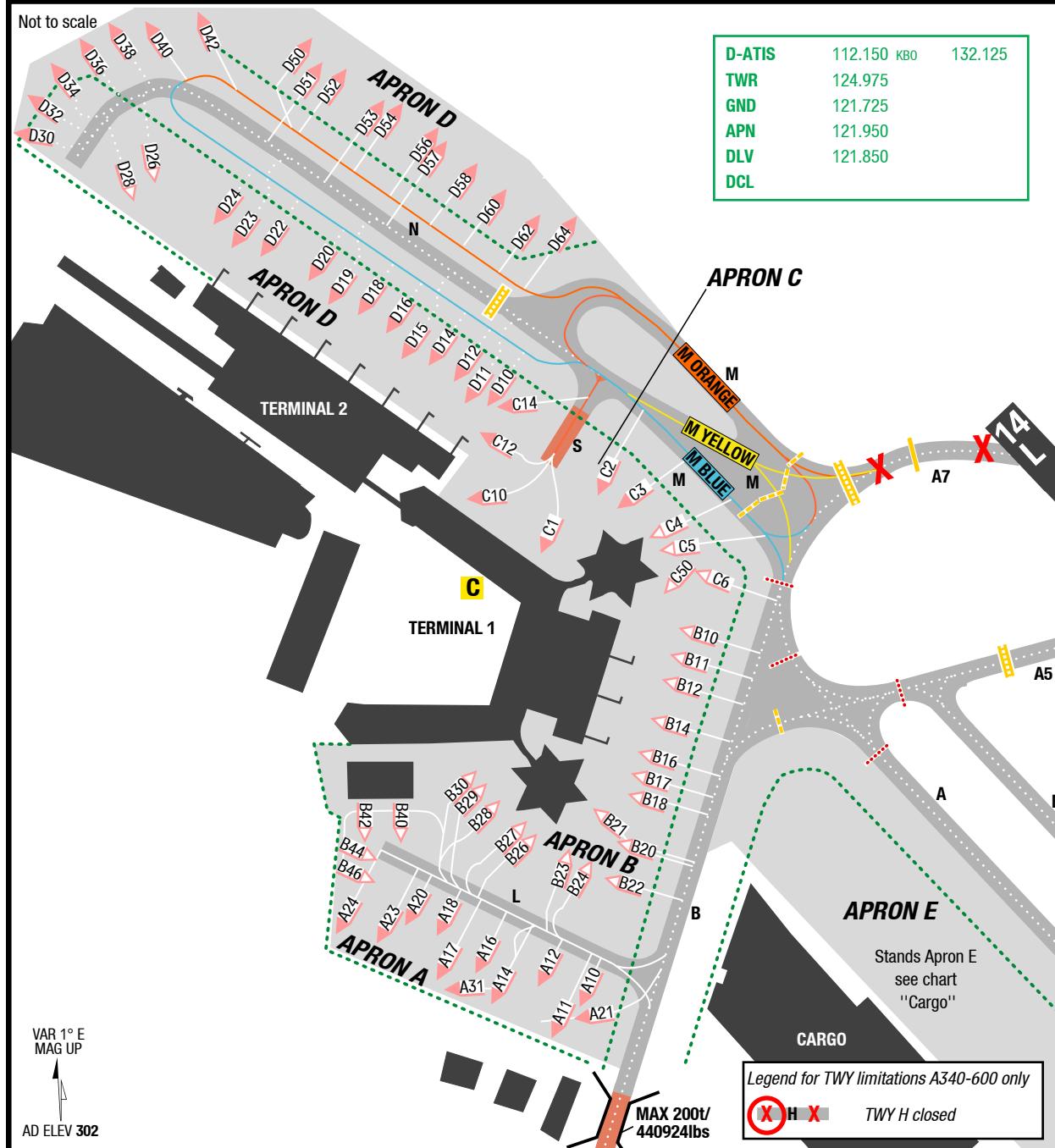
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Cargo

Terminal 1 + 2 / Stand Coordinates



D-ATIS	112.150	K80	132.125
TWR	124.975		
GND	121.725		
APN	121.950		
DLV	121.850		
DCL			

Stand Coordinates

A10, A11	N50 52.5 E007 07.4	F20-F22	N50 52.2 E007 08.2
A12-A18	N50 52.5 E007 07.3	F23	N50 52.1 E007 07.2
A20	N50 52.5 E007 07.2	F24-F31	N50 52.1 E007 08.3
A21	N50 52.5 E007 07.3	F32	N50 52.1 E007 08.4
A23	N50 52.5 E007 07.2	F34	N50 52.1 E007 08.3
A24	N50 52.6 E007 07.2	U10-U26	N50 52.1 E007 07.2
A31	N50 52.5 E007 07.3	V10-V12	N50 52.4 E007 07.5
B10, B11	N50 52.7 E007 07.5	V13, V14	N50 52.3 E007 07.4
B12, B14	N50 52.7 E007 07.4	V20	N50 52.4 E007 07.5
B16-B24	N50 52.6 E007 07.4	V21, V22	N50 52.3 E007 07.5
B26-B30	N50 52.6 E007 07.3	V23	N50 52.3 E007 07.4
B40-B46	N50 52.6 E007 07.2	V30, V31	N50 52.3 E007 07.6
C1-C3	N50 52.8 E007 07.4	V32-V39	N50 52.3 E007 07.5
C4	N50 52.8 E007 07.5	V40-V42	N50 52.3 E007 07.6
C5, C6	N50 52.7 E007 07.5	V43	N50 52.3 E007 07.5
C10-C14	N50 52.8 E007 07.3	V44, V45	N50 52.3 E007 07.5
C50	N50 52.7 E007 07.5	V50	N50 52.3 E007 07.7
D10-D12	N50 52.8 E007 07.3	V51-V59	N50 52.2 E007 07.6
D14	N50 52.9 E007 07.3	V101-V121	N50 52.4 E007 07.5
D15-D20	N50 52.9 E007 07.2	V131	N50 52.3 E007 07.4
D22-D28	N50 52.9 E007 07.1	V211, V221	N50 52.3 E007 07.5
D30-D36	N50 53.0 E007 07.0	V231	N50 52.3 E007 07.4
D38-D42	N50 53.0 E007 07.1	V310-V330	N50 52.3 E007 07.5
D50-D54	N50 53.0 E007 07.2	V401-V430	N50 52.3 E007 07.6
D56-D60	N50 53.0 E007 07.3	V440	N50 52.3 E007 07.5
D62, D64	N50 52.9 E007 07.4	V510	N50 52.3 E007 07.6
E9-E14	N50 52.6 E007 07.6	V530, V550	N50 52.2 E007 07.6
E15	N50 52.5 E007 07.6	W10	N50 52.2 E007 07.7
E16-E21	N50 52.5 E007 07.7	W12	N50 52.2 E007 07.8
E22-E24	N50 52.5 E007 07.8	W14, W16	N50 52.1 E007 07.8
E30, E31	N50 52.4 E007 07.8	W18, W20	N50 52.1 E007 07.9
E32-E36	N50 52.4 E007 07.9	W22	N50 52.0 E007 07.9
E40-E45	N50 52.3 E007 08.0	W24-W30	N50 52.0 E007 08.0
E46	N50 52.3 E007 08.1	W32, W34	N50 52.0 E007 08.1

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Cargo

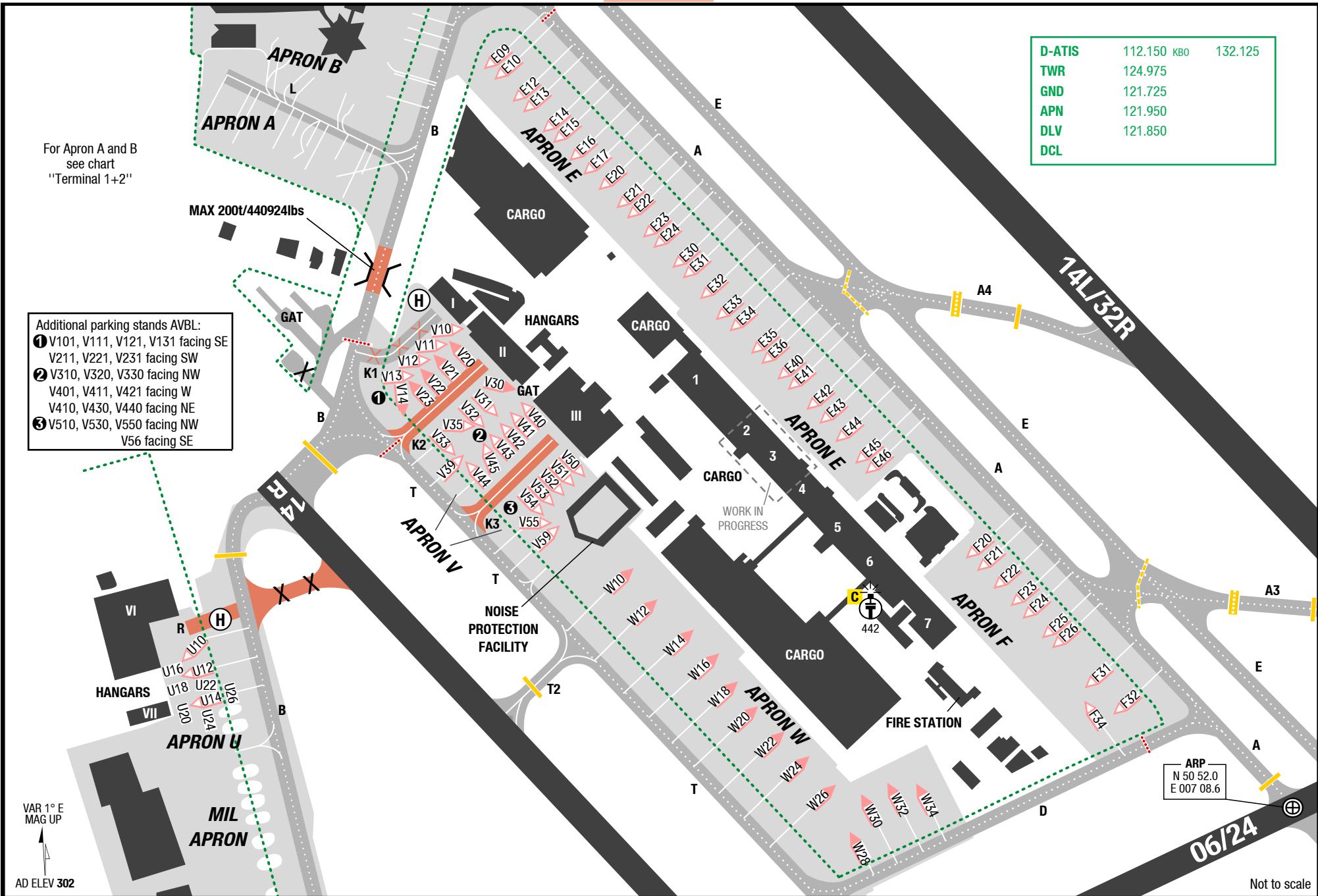
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Cargo

3-40



Changes: HLDG POS

Effective 02-MAR-2017

23-FEB-2017

CGN-EDDK

4-10

Germany Cologne/Bonn

Ds RWY 14L North (RNAV Overlay)

RIDs RWY 06 (RNAV Overlay)

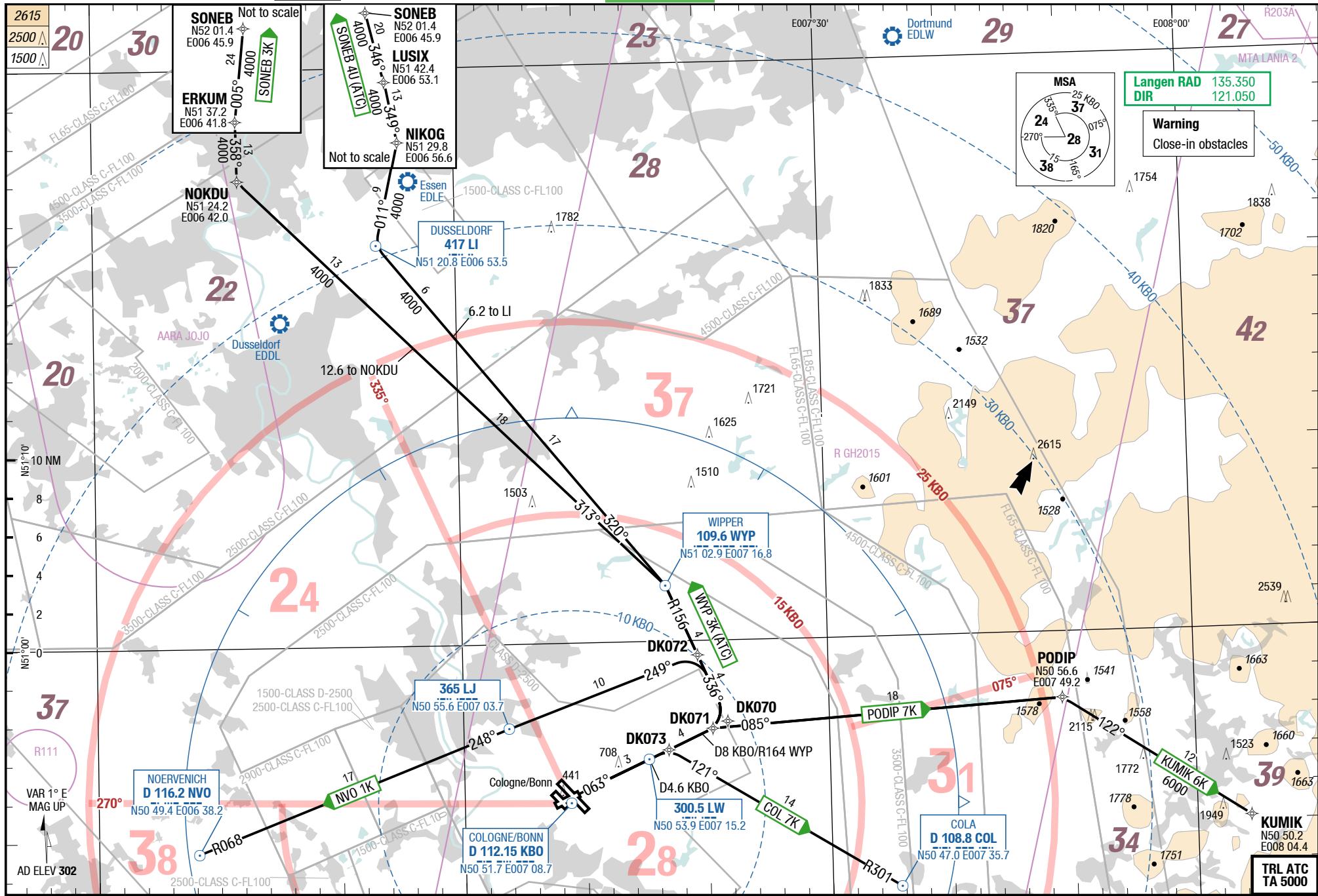
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SD

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SIDs RWY 14L North (RNAV Overlay)

SIDs RWY 06 (RNAV Overlay)



Effective 02-MAR-2017

23-FEB-2017

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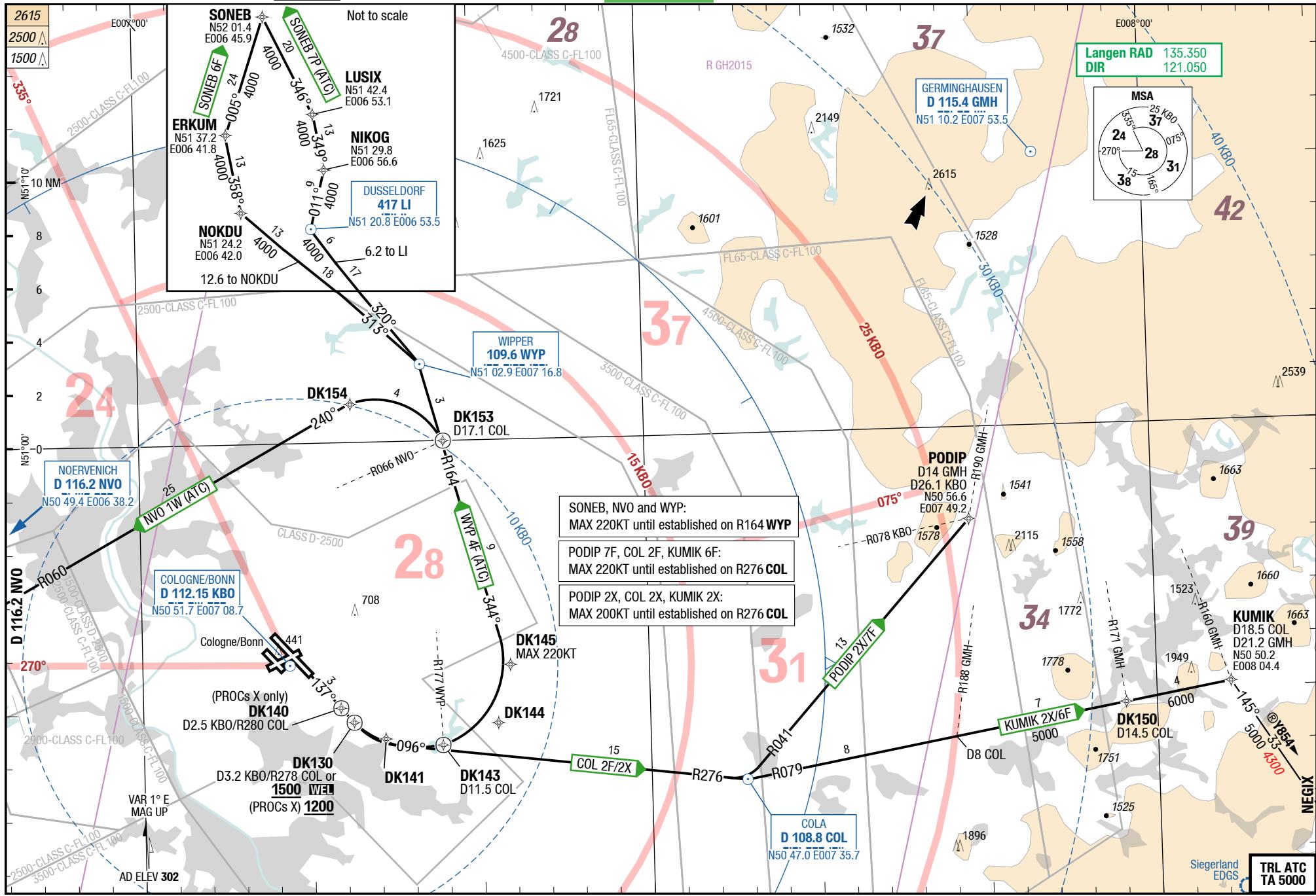
4-20

Ds RWY 14L North (RNAV Overlay)

SID

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SIDs RWY 14L North (RNAV Overlay)



09-MAR-2017

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SIDs RWY 14R (RNAV Overlay)

4-30

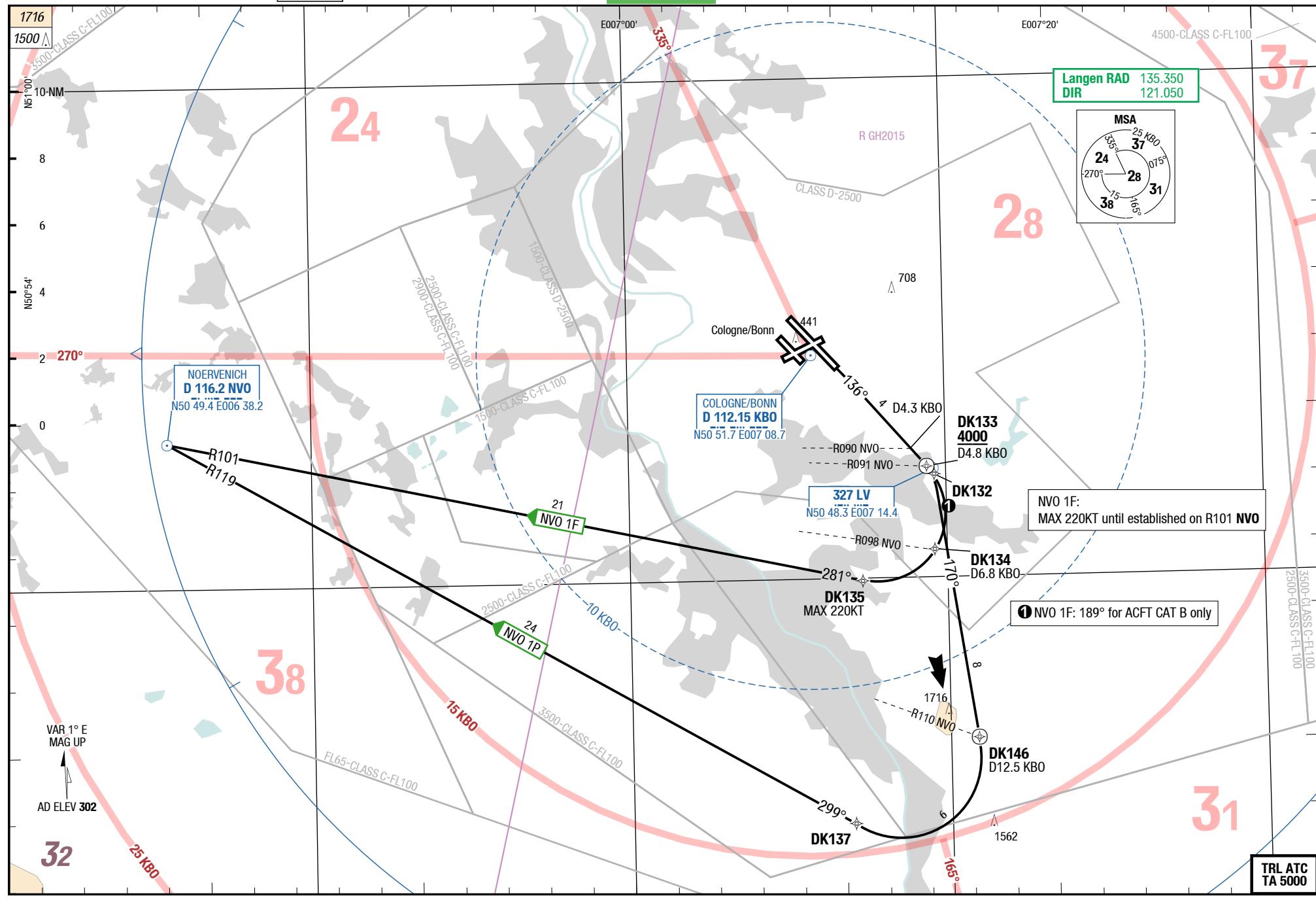
SIDs RWY 14L South (RNAV Overlay)

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SIDs RWY 14R (RNAV Overlay)

SIDs RWY 14L South (RNAV Overlay)



Changes: Nil

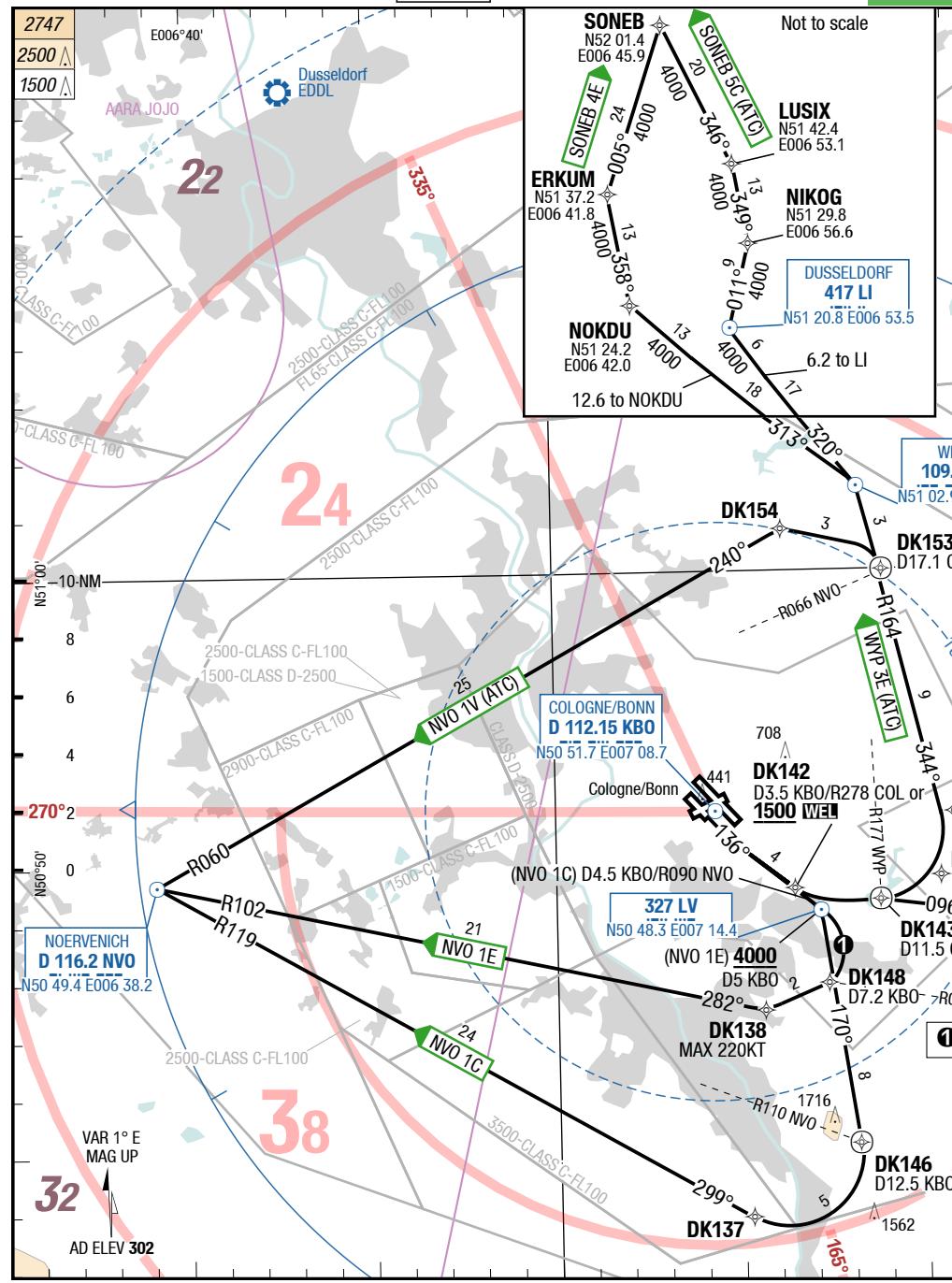
09-MAR-2017

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4-40

SIDs RWY 14R (RNAV Overlay)



Effective 02-MAR-2017

23-FEB-2017

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SIDs RWY 32L (RNAV Overlay)

4-50

SIDs RWY 24 (RNAV Overlay)

SID

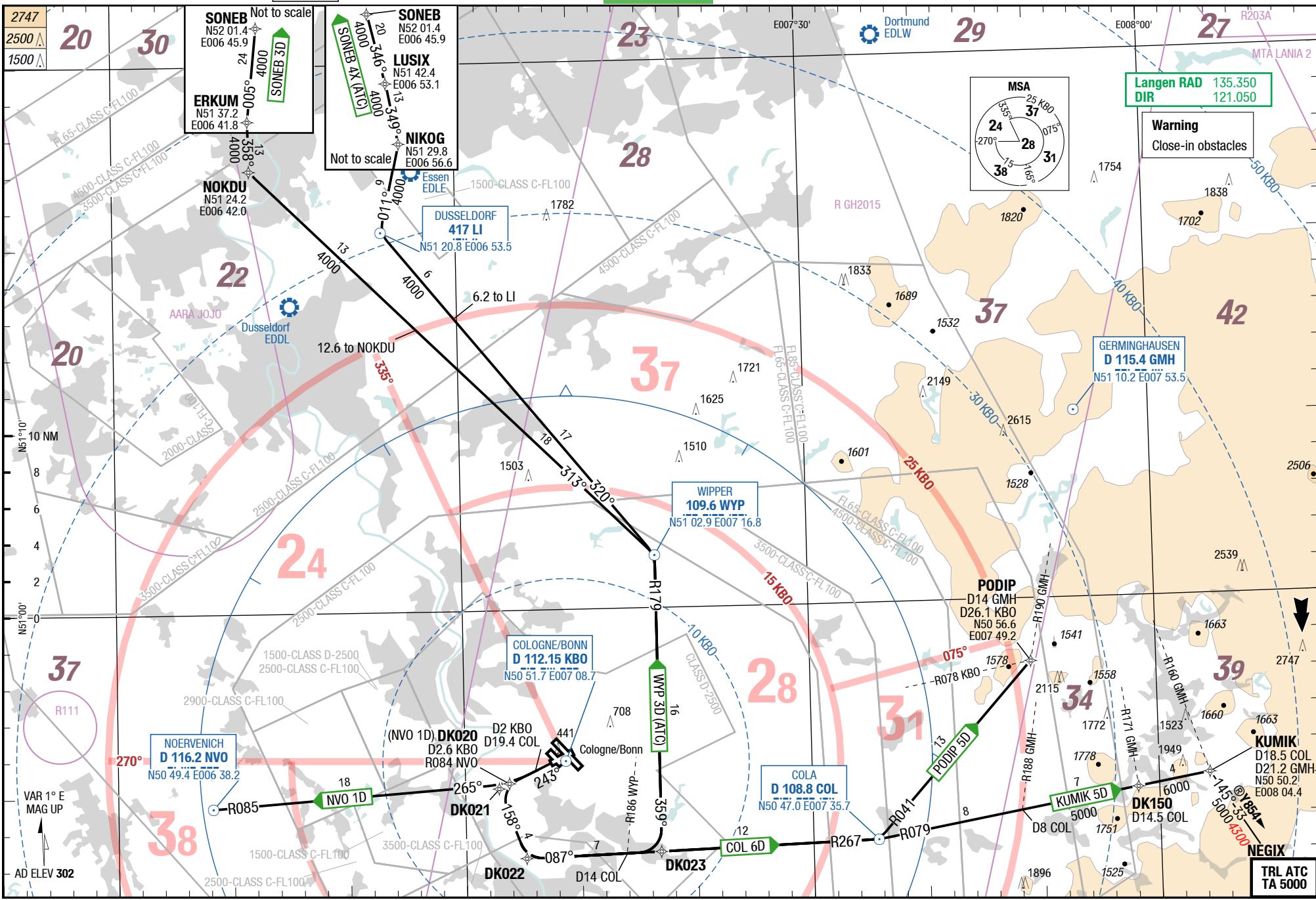
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SIDs RWY 32L (RNAV Overlay)

29

SIDs RWY 24 (RNAV Overlay)



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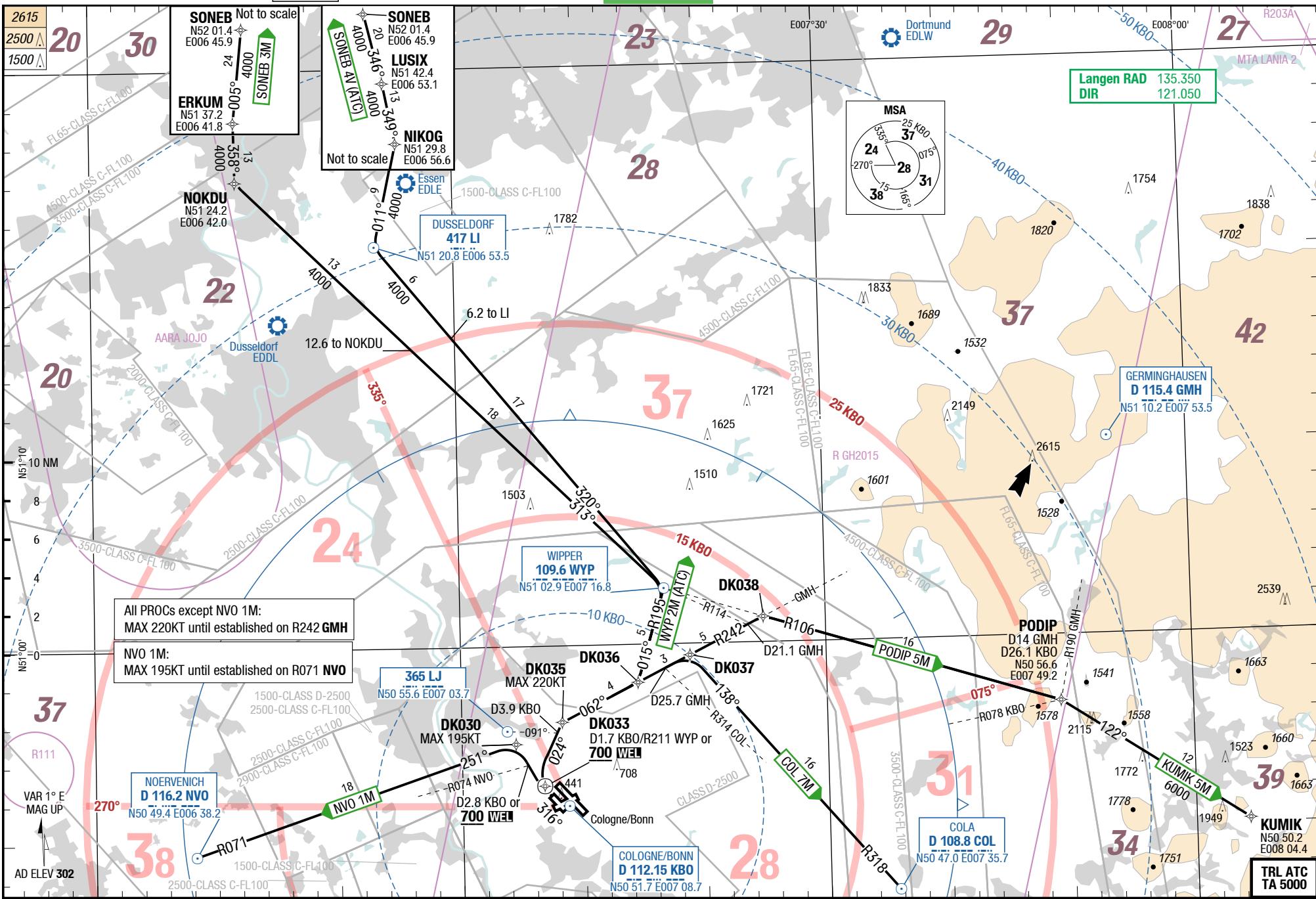
4-60

SIDs RWY 32L (RNAV Overlay)

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SIDs RWY 32L (RNAV Overlay)



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4-70 | S

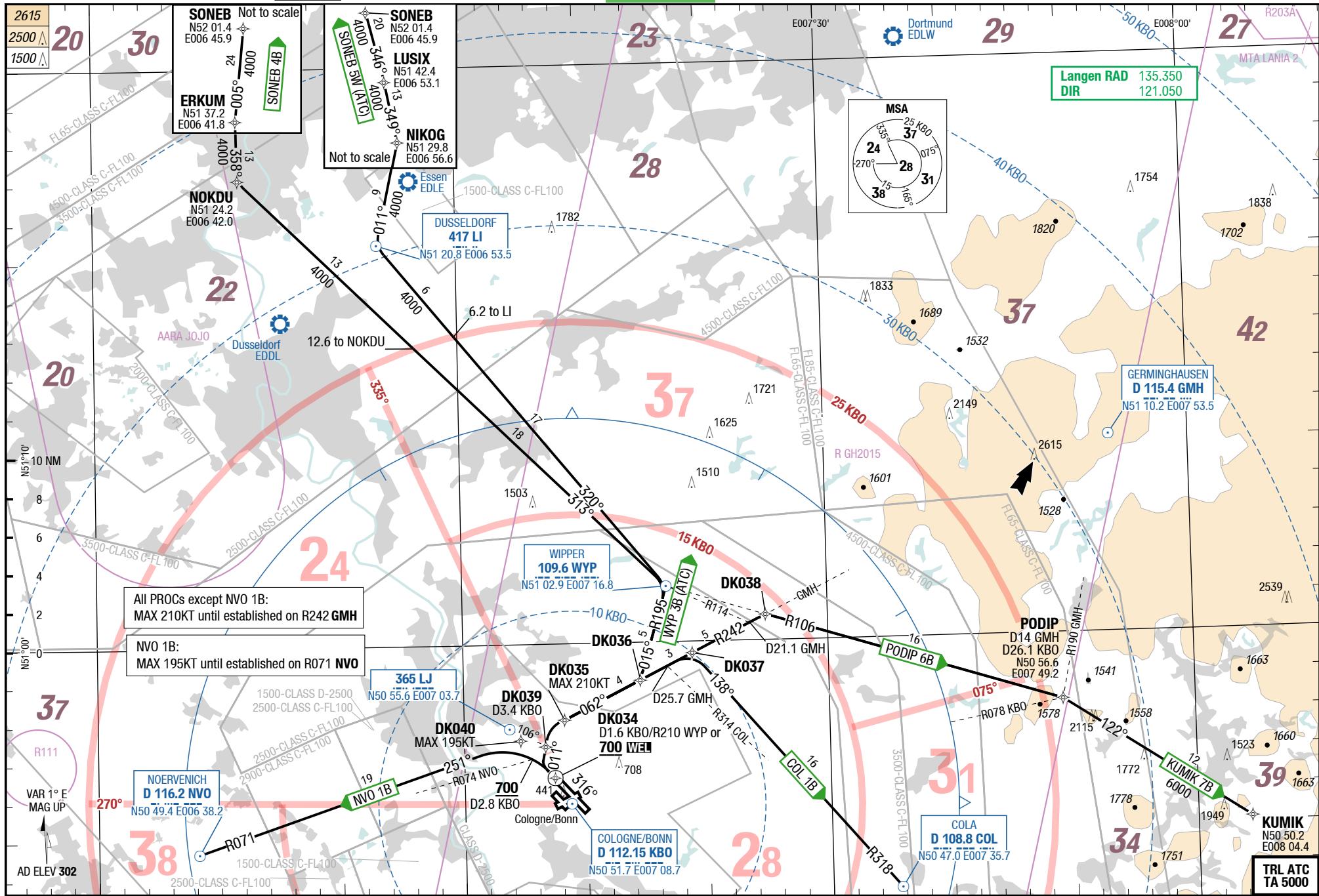
SIDs RWY 32R (RNAV Overlay)

SID

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SIDs RWY 32R (RNAV Overlay)



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5-10

SIDs RWY 06 (RNAV Overlay)

COLA 7K / KUMIK 6K / NOERVENICH 1K / PODIP 7K / SONEB 3K

RWY 06 (063°)

When passing 2000, contact Langen RAD.

	GS	120	150	180	210	240	270
5.1%	ft/MIN	700	800	1000	1100	1300	1400
5.2%	ft/MIN	700	800	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
Runway 06		
COLA 7K COL 7K 5.2% to 900 135.350 ②⑤	at LW/D4.6 KBO RT intercept R301 COL to COL FMS [A900+] - DK073 [R] - COL	 Initial climb 5000
KUMIK 6K 5.2% to 900 5.1% to 2600 135.350 ③④⑤	direct LW - at D8 KBO (crossing R164 WYP) RT 085° to PODIP - RT 122° to KUMIK FMS [A900+] - LW - DK071 [R] - PODIP [R] - KUMIK	 Initial climb 5000
NOERVENICH 1K NVO 1K 5.2% to 900 135.350 ②⑤	direct LW - at D8 KBO (crossing R164 WYP) LT intercept QDM 249 LJ to LJ - QDR 248 LJ to NVO FMS [A900+] - LW - DK070 [L] - DK072 [L] - LJ - NVO	 Initial climb 5000
PODIP 7K 5.2% to 900 5.1% to 2600 135.350 ③④⑤	direct LW - at D8 KBO (crossing R164 WYP) RT 085° to PODIP FMS [A900+] - LW - DK071 [R] - PODIP	 Initial climb 5000
SONEB 3K 5.2% to 900 135.350 ①②⑤	direct LW - at D8 KBO (crossing R164 WYP) LT intercept R156 WYP to WYP - LT 313° to NOKDU - RT 358° to ERKUM - RT 005° to SONEB FMS [A900+] - LW - DK070 [L] - WYP [L] - NOKDU [R] - ERKUM [R] - SONEB	 Initial climb 5000

① After WYP, B-RNAV equipment necessary.

② Climb gradient due to obstacles.

③ After D8 KBO, B-RNAV equipment necessary.

④ Climb gradients 5.2% due to obstacles and 5.1% due to airspace structure. If unable to comply, contact DLV prior start-up.

⑤ Warning: close-in obstacles.

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5-20

SIDs RWY 06 (RNAV Overlay)

SIDPT

SONEB 4U / WIPPER 3K

RWY 06 (063°)

When passing 2000, contact Langen RAD.

	GS	120	150	180	210	240	270
5.2%	ft/MIN	700	800	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 06	
SONEB 4U (ATC) 5.2% to 900 135.350 ①②	direct LW - at D8 KBO (crossing R164 WYP) LT intercept R156 WYP to WYP - LT 320° to LI - RT 011° to NIKOG - LT 349° to LUSIX - LT 346° to SONEB FMS [A900+] - LW - DK070 [L] - WYP [L] - LI [R]- NIKOG [L] - LUSIX [L] - SONEB	Initial climb 5000
WIPPER 3K WYP 3K (ATC) 5.2% to 900 135.350 ①②	direct LW - at D8 KBO (crossing R164 WYP) LT intercept R156 WYP to WYP FMS [A900+] - LW - DK070 [L] - WYP	Initial climb 5000

① Climb gradient due to obstacles.

② Warning: close-in obstacles.

CGN-EDDK

5-30

SIDs RWY 14L North (RNAV Overlay)

COLA 2F / COLA 2X / KUMIK 2X / KUMIK 6F

RWY 14L (136°)

When passing 2000, contact Langen RAD.

	GS	120	150	180	210	240	270
5.4%	ft/MIN	700	900	1000	1200	1400	1500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 14L	
COLA 2F COL 2F 135.350 ③⑤	137° - at D3.2 KBO (crossing R278 COL) or MNM 1500, whichever is later, LT intercept R276 COL to COL FMS [A700+] - <u>DK130</u> or MNM 1500 WEL [L] - DK141 [K220-] - COL	Initial climb 5000
COLA 2X COL 2X 5.4%to 1200 135.350 ①④⑥	137° - at D2.5 KBO (crossing R280 COL) LT intercept R276 COL to COL FMS [A700+] - <u>DK140</u> or MNM 1200 WEL [L] - COL	D3.2 KBO /R278 COL MNM 1200 Initial climb 5000
KUMIK 2X 5.4% to 1200 135.350 ①②④	137° - at D2.5 KBO (crossing R280 COL) LT intercept R276 COL to COL - R079 COL to KUMIK FMS [A700+] - <u>DK140</u> or MNM 1200 WEL [L] - COL [L] - DK150 - KUMIK	D3.2 KBO /R278 COL MNM 1200 Initial climb 5000
KUMIK 6F 135.350 ②③	137° - at D3.2 KBO (crossing R278 COL) or MNM 1500, whichever is later, LT intercept R276 COL to COL - R079 COL to KUMIK FMS [A700+] - <u>DK130</u> or MNM 1500 WEL [L] - DK141 [K220-] - COL [L] - DK150 - KUMIK	Initial climb 5000

① Only for 3-engined HEAVY ACFT.

② Flights intending to proceed via Y854 shall intercept as follows: R079 COL - at D14.5 COL (crossing R171 GMH) RT to intercept.

③ MAX 220KT until established on R276 COL.

④ MAX 200KT until established on R276 COL.

⑤ Only for flights with RFL MNM 140 and flights to EDLE via WYP DCT BAM. Other flights via PODIP.

⑥ Only for local training flights at EDDK and for flights from EDDK to EEDF.

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5-40

SIDs RWY 14L North (RNAV Overlay)

NOERVENICH 1W / PODIP 2X / PODIP 7F / SONEB 6F

RWY 14L (136°)

When passing 2000, contact Langen RAD.

	GS	120	150	180	210	240	270
	5.4%	ft/MIN	700	900	1000	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 14L	
NOERVENICH 1W NVO 1W (ATC) 135.350 ④	137° - at D3.2 KBO (crossing R278 COL) or MNM 1500, whichever is later, LT intercept R276 COL inbound - at D11.5 COL (crossing R177 WYP) LT intercept R164 WYP inbound - at D17.1 COL (crossing R066 NVO) LT intercept R060 NVO to NVO FMS [A700+] - <u>DK130</u> or MNM 1500 WEL [L] - DK141 - <u>DK143</u> [L] - DK144 [L] - DK145 [K220-] - <u>DK153</u> [L] - DK154 - NVO	Initial climb 5000
PODIP 2X 5.4% to 1200 135.350 ②⑤	137° - at D2.5 KBO (crossing R280 COL) LT intercept R276 COL to COL - R041 COL to PODIP FMS [A700+] - <u>DK140</u> or MNM 1200 WEL [L] - COL [L] - PODIP	D3.2 KBO/R278 COL MNM 1200 Initial climb 5000
PODIP 7F 135.350 ③	137° - at D3.2 KBO (crossing R278 COL) or MNM 1500, whichever is later, LT intercept R276 COL to COL - R041 COL to PODIP FMS [A700+] - <u>DK130</u> or MNM 1500 WEL [L] - DK141 [K220-] - COL [L] - PODIP	Initial climb 5000
SONEB 6F 135.350 ①④⑥	137° - at D3.2 KBO (crossing R278 COL) or MNM 1500, whichever is later, LT intercept R276 COL inbound - at D11.5 COL (crossing R177 WYP) LT intercept R164 WYP to WYP - LT 313° to NOKDU - RT 358° to ERKUM - RT 005° to SONEB FMS [A700+] - <u>DK130</u> or MNM 1500 WEL [L] - DK141 - <u>DK143</u> [L] - DK144 [L] - DK145 [K220-] - WYP [L] - NOKDU [R] - ERKUM [R] - SONEB	Initial climb 5000

① After WYP, B-RNAV equipment necessary.

② Only for 3-engined HEAVY ACFT.

③ MAX 220KT until established on R276 COL.

④ MAX 220KT until established on R164 WYP.

⑤ MAX 200KT until established on R276 COL.

⑥ Only for flights with RFL MNM 140 and flights to EDLE via WYP DCT BAM. Other flights via PODIP.

CGN-EDDK**5-50****SIDs RWY 14L North (RNAV Overlay)****SONEB 7P / WIPPER 4F**

RWY 14L (136°)

When passing 2000, contact Langen RAD.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 14L	
SONEB 7P (ATC) 135.350 ①②③	137° - at D3.2 KBO (crossing R278 COL) or MNM 1500, whichever is later, LT intercept R276 COL inbound - at D11.5 COL (crossing R177 WYP) LT intercept R164 WYP to WYP - LT 320° to LI - RT 011° to NIKOG - LT 349° to LUSIX - LT 346° to LUSIX FMS [A700+] - <u>DK130</u> or MNM 1500 WEL [L] - DK141 - <u>DK143</u> [L] - DK144 [L] - DK145 [K220-] - WYP [L] - LI [R] - NIKOG [L] - LUSIX [L] - SONEB	Initial climb 5000
WIPPER 4F WYP 4F (ATC) 135.350 ②	137° - at D3.2 KBO (crossing R278 COL) or MNM 1500, whichever is later, LT intercept R276 COL inbound - at D11.5 COL (crossing R177 WYP) LT intercept R164 WYP to WYP FMS [A700+] - <u>DK130</u> or MNM 1500 WEL [L] - DK141 - <u>DK143</u> [L] - DK144 [L] - DK145 [K220-] - WYP	Initial climb 5000

① After WYP, B-RNAV equipment necessary.

② MAX 220KT until established on R164 WYP.

③ Only for flights with RFL MNM 140 and flights to EDLE via WYP DCT BAM. Other flights via PODIP.

CGN-EDDK**5-60****SIDs RWY 14L South (RNAV Overlay)****NOERVENICH 1F / NOERVENICH 1P**

RWY 14L (136°)

When passing 2000, contact Langen RAD.

	GS	120	150	180	210	240	270
15.2%	ft/MIN	1900	2400	2800	3300	3700	4200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 14L	
NOERVENICH 1F NVO 1F 15.2% to 4000 135.350 ①②	at D4.8 KBO (crossing R091 NVO) RT (189° CAT B only) to D6.8 KBO (crossing R098 NVO) - RT intercept R101 NVO to NVO FMS [A700+] - <u>DK133 [R]</u> - DK134 [R] - DK135 [K220-] - NVO	D4.8 KBO/R091 NVO MMN 4000 DK133 MMN 4000 <u>Initial climb</u> 5000
NOERVENICH 1P NVO 1P 135.350	at D4.3 KBO (crossing R090 NVO) RT intercept QDR 170 LV - at D12.5 KBO (crossing R110 NVO) - RT intercept R119 NVO to NVO FMS [A700+] - DK132 [R] - <u>DK146 [R]</u> - DK137 - NVO	 <u>Initial climb</u> 5000

① MAX 220KT until established on R101 NVO.

② Climb gradient due to airspace structure. If unable to comply, file NVO P.

09-MAR-2017

CGN-EDDK

5-70

SIDs RWY 14R (RNAV Overlay)

COLA 7E / KUMIK 4E / NOERVENICH 1C / NOERVENICH 1E

RWY 14R (136°)

When passing 2000, contact Langen RAD.

	GS	120	150	180	210	240	270
	12.1%	ft/MIN	1500	1900	2300	2600	3000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 14R	
COLA 7E COL 7E 135.350 ③④	inbound to LV - at D3.5 KBO (crossing R278 COL) or MNM 1500 , whichever is later, LT intercept R276 COL to COL FMS [A700+] - DK142 or MNM 1500 WEL [K220- ;L] - COL	Initial climb 5000
KUMIK 4E 135.350 ①③	inbound to LV - at D3.5 KBO (crossing R278 COL) or MNM 1500 , whichever is later, LT intercept R276 COL to COL - R079 COL to KUMIK FMS [A700+] - DK142 or MNM 1500 WEL [K220- ;L] - COL [L] - DK150 - KUMIK	Initial climb 5000
NOERVENICH 1C NVO 1C 135.350	inbound to LV - at D4.5 KBO (crossing R090 NVO) RT intercept QDR 170 LV - at D12.5 KBO (crossing R110 NVO) RT intercept R119 NVO to NVO FMS [A700+] - LV [R] - <u>DK146</u> [R] - DK137 - NVO	Initial climb 5000
NOERVENICH 1E NVO 1E 12.1% to 4000 135.350 ②⑤	direct LV/D5 KBO - RT (200° CAT B only) to D7.2 KBO (crossing R098 NVO) - RT intercept R102 NVO to NVO FMS [A700+] - <u>LV</u> [R] - DK148 [R] - DK138 [K220-] - NVO	LV MNM 4000 LV MNM 4000 Initial climb 5000

- ① Flights intending to proceed via Y854: intercept R079 COL to D14.5 COL (crossing R171 GMH) - RT to intercept.
- ② Climb gradient due to airspace structure. If unable to comply, file NVO C.
- ③ MAX 220KT until established on R276 COL.
- ④ Only for local training EDDK and for flights from EDDK to EDDF.
- ⑤ MAX 200KT until established on R102 NOV.

09-MAR-2017

CGN-EDDK

5-80

SIDs RWY 14R (RNAV Overlay)

NOERVENICH 1V / PODIP 5E / SONEB 4E / SONEB 5C

RWY 14R (136°)

When passing 2000, contact Langen RAD.

DESIGNATOR	ROUTING	ALTITUDES
Runway 14R		
NOERVENICH 1V NVO 1V (ATC) 135.350 ②④	inbound to LV - at D3.5 KBO (crossing R278 COL) or MNM 1500 , whichever is later, LT intercept R276 COL inbound - at D11.5 COL (crossing R177 WYP) LT intercept R164 WYP to WYP - at D17.1 COL (crossing R066 NVO) LT intercept R060 NVO to NVO FMS [A700+] - DK142 or MNM 1500 WEL - DK143 [L] - DK144 [L] - DK145 [K220-] - DK153 [L] - DK154 - NVO	
PODIP 5E 135.350 ③	inbound to LV - at D3.5 KBO (crossing R278 COL) or MNM 1500 , whichever is later, LT intercept R276 COL to COL - R041 COL to PODIP FMS [A700+] - DK142 or MNM 1500 WEL [K220- ;L] - COL [L] - PODIP	Initial climb 5000
SONEB 4E 135.350 ①④⑤	inbound to LV - at D3.5 KBO (crossing R278 COL) or MNM 1500 , whichever is later, LT intercept R276 COL inbound - at D11.5 COL (crossing R177 WYP) LT intercept R164 WYP to WYP - LT 313° to NOKDU - RT 358° to ERKUM - RT 005° to SONEB FMS [A700+] - DK142 or MNM 1500 WEL [L] - DK143 [L] - DK144 [L] - DK145 [K220-] - WYP [L] - NOKDU [R] - ERKUM [R] - SONEB	Initial climb 5000
SONEB 5C (ATC) 135.350 ①④⑤	inbound to LV - at D3.5 KBO (crossing R278 COL) or MNM 1500 , whichever is later, LT intercept R276 COL inbound - at D11.5 COL (crossing R177 WYP) LT intercept R164 WYP to WYP - LT 320° to LI - RT 011° to NIKOG - LT 349° to LUSIX - LT 346° to SONEB FMS [A700+] - DK142 or MNM 1500 WEL [L] - DK143 [L] - DK144 [L] - DK145 [K220-] - WYP [L] - LI [R] - NIKOG [L] - LUSIX [L] - SONEB	Initial climb 5000

① After WYP, B-RNAV equipment necessary.

② Climb gradient due to airspace structure. If unable to comply, file NVO C.

③ MAX 220KT until established on R276 COL.

④ MAX 220KT until established on R164 WYP.

⑤ Only for flights with RFL MNM 140 and flights to EDLE via WYP DCT BAM. Other flights proceed via PODIP.

09-MAR-2017

CGN-EDDK

5-90

SIDs RWY 14R (RNAV Overlay)

WIPPER 3E

RWY 14R (136°)

When passing 2000, contact Langen RAD.

DESIGNATOR	ROUTING	ALTITUDES
Runway 14R		
WIPPER 3E WYP 3E (ATC) 135.350 ①	inbound to LV - at D3.5 KBO (crossing R278 COL) or MNM 1500 , whichever is later, LT intercept R276 COL inbound - at D11.5 COL (crossing R177 WYP) LT intercept R164 WYP to WYP FMS [A700+] - DK142 or MNM 1500 WEL [L] - <u>DK143</u> [L] - DK144 [L] - DK145 [K220+] - WYP	Initial climb 5000

① MAX 220KT until established on R164 WYP.

09-MAR-2017

CGN-EDDK

5-100

SIDs RWY 24 (RNAV Overlay)

COLA 6D / KUMIK 5D / NOERVENICH 1D / PODIP 5D / SONEB 3D

RWY 24 (243°)

When passing 2000, contact Langen RAD.

DESIGNATOR	ROUTING	ALTITUDES
Runway 24		
COLA 6D COL 6D 135.350 ③④	at D2 KBO/D19.4 COL LT 158° - intercept R267 COL to COL FMS [A700+] - DK021 [L] - DK022 [L] - COL	Initial climb 5000
KUMIK 5D 135.350 ②③	at D2 KBO/D19.4 COL LT 158° - intercept R267 COL to COL - R079 COL to KUMIK FMS [A700+] - DK021 [L] - DK022 [L] - COL [L] - DK150 - KUMIK	Initial climb 5000
NOERVENICH 1D NVO 1D 135.350 ③	at D2.6 KBO (crossing R084 NVO) RT intercept R085 NVO to NVO FMS [A700+] - DK020 [R] - NVO	Initial climb 5000
PODIP 5D 135.350 ③	at D2 KBO/D19.4 COL LT 158° - intercept R267 COL to COL - R041 COL to PODIP FMS [A700+] - DK021 [L] - DK022 [L] - COL [L] - PODIP	Initial climb 5000
SONEB 3D 135.350 ①③⑤	at D2 KBO/D19.4 COL LT 158° - intercept R267 COL inbound - at D14 COL (crossing R186 WYP) LT intercept R179 WYP to WYP - LT 313° to NOKDU - RT 358° to ERKUM - RT 005° to SONEB FMS [A700+] - DK021 [L] - DK022 [L] - DK023 [L] - WYP [L] - NOKDU [R] - ERKUM [R] - SONEB	Initial climb 5000

① After WYP, B-RNAV equipment necessary.

② Flights intending to proceed via Y854: intercept R079 COL to D14.5 COL (crossing R171 GMH) - RT to intercept.

③ Warning: close-in obstacles.

④ Only for local training flights at EDDK and for flights from EDDK to EDDF.

⑤ Only for flights with RFL MNM 140 and flights to EDLE via WYP DCT BAM. Other flights proceed via PODIP.

CGN-EDDK

5-110

SIDs RWY 24 (RNAV Overlay)

SONEB 4X / WIPPER 3D

RWY 24 (243°)

When passing 2000, contact Langen RAD.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 24	
SONEB 4X (ATC) 135.350 ①②③	at D2 KBO/D19.4 COL LT 158° - intercept R267 COL inbound - at D14 COL (crossing R186 WYP) LT intercept R179 WYP to WYP - LT 320° to LI - RT 011° to NIKOG - LT 349° to LUSIX - LT 346° to SONEB FMS [A700+] - DK021 [L] - DK022 [L] - DK023 [L] - WYP [L] - LI [R] - NIKOG [L] - LUSIX [L] - SONEB	Initial climb 5000
WIPPER 3D WYP 3D (ATC) 135.350 ②	at D2 KBO/D19.4 COL LT 158° - intercept R267 COL inbound - at D14 COL (crossing R186 WYP) LT intercept R179 WYP to WYP FMS [A700+] - DK021 [L] - DK022 [L] - DK023 [L] - WYP	Initial climb 5000

① After WYP, B-RNAV equipment necessary.

② Warning: close-in obstacles.

③ Only for flights with RFL MNM 140 and flights to EDLE via WYP DCT BAM. Other flights proceed via PODIP.

CGN-EDDK

5-120

SIDs RWY 32L (RNAV Overlay)

COLA 7M / KUMIK 5M / NOERVENICH 1M / PODIP 5M

RWY 32L (316°)

When passing 2000, contact Langen RAD.

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 32L	
COLA 7M COL 7M 135.350 ①③⑤	inbound to LJ - at D1.7 KBO (crossing R211 WYP) or MNM 700 , whichever is later, RT 024° - at D3.9 KBO (crossing 091° LJ) RT intercept R242 GMH inbound - at D25.7 GMH (crossing R314 COL) RT intercept R318 COL to COL FMS [A700+] - <u>DK033 [R]</u> - DK035 [K220-] - DK037 [R] - COL	
KUMIK 5M 135.350 ①②③	inbound to LJ - at D1.7 KBO (crossing R211 WYP) or MNM 700 , whichever is later, RT 024° - at D3.9 KBO (crossing 091° LJ) RT intercept R242 GMH inbound - at D21.1 GMH (crossing R114 WYP) RT intercept R106 WYP to PODIP - RT 122° to KUMIK FMS [A700+] - <u>DK033 [R]</u> - DK035 [K220-] - DK038 [R] - PODIP [R] - KUMIK	Initial climb 5000
NOERVENICH 1M NVO 1M 135.350 ④	inbound LJ - at D2.8 KBO (crossing R074 NVO) or MNM 700 , whichever is later, LT intercept R071 NVO to NVO FMS [A700+] - DK030 [K195-] - NVO	Initial climb 5000
PODIP 5M 135.350 ①③	inbound to LJ - at D1.7 KBO (crossing R211 WYP) or MNM 700 , whichever is later, RT 024° - at D3.9 KBO (crossing 091° LJ) RT intercept R242 GMH inbound - at D21.1 GMH (crossing R114 WYP) RT intercept R106 WYP to PODIP FMS [A700+] - <u>DK033 [R]</u> - DK035 [K220-] - DK038 [R] - PODIP	Initial climb 5000

- ① Daytime only: Climb with 6.6% or more until passing 5000ft due to airspace structure. If unable advise ATC upon start-up.
- ② After PODIP, B-RNAV equipment necessary.
- ③ MAX 220KT until established on R242 GMH.
- ④ MAX 195KT until established on R071 NVO.
- ⑤ Only for local training flights at EDDK and for flights from EDDK to EDDF.

CGN-EDDK

5-130

SIDs RWY 32L (RNAV Overlay)

SONEB 3M / SONEB 4V / WIPPER 2M

RWY 32L (316°)

When passing 2000, contact Langen RAD.

DESIGNATOR	ROUTING	ALTITUDES
Runway 32L		
SONEB 3M 135.350 ①②③	inbound to LJ - at D1.7 KBO (crossing R211 WYP) or MNM 700 , whichever is later, RT 024° - at D3.9 KBO (crossing 091° LJ) RT intercept R242 GMH inbound - intercept R195 WYP to WYP - LT 313° to NOKDU - RT 358° to ERKUM - RT 005° to SONEB FMS [A700+] - DK033 [R] - DK035 [K220-] - DK036 [L] - WYP [L] - NOKDU [R] - ERKUM [R] - SONEB	
SONEB 4V (ATC) 135.350 ①②③	inbound to LJ - at D1.7 KBO (crossing R211 WYP) or MNM 700 , whichever is later, RT 024° - at D3.9 KBO (crossing 091° LJ) RT intercept R242 GMH inbound - intercept R195 WYP to WYP - LT 320° to LI - RT 011° to NIKOG - LT 349° to LUSIX - LT 346° to SONEB FMS [A700+] - DK033 [R] - DK035 [K220-] - DK036 [L] - WYP [L] - LI [R] - NIKOG [L] - LUSIX [L] - SONEB	Initial climb 5000
WIPPER 2M WYP 2M (ATC) 135.350 ②	inbound to LJ - at D1.7 KBO (crossing R211 WYP) or MNM 700 , whichever is later, RT 024° - at D3.9 KBO (crossing 091° LJ) RT intercept R242 GMH inbound - intercept R195 WYP to WYP FMS [A700+] - DK033 [R] - DK035 [K220-] - DK036 [L] - WYP	Initial climb 5000

① After WYP, B-RNAV equipment necessary.

② MAX 220KT until established on R242 GMH.

③ Only for flights with RFL MNM 140 and flights to EDLE via WYP DCT BAM. Other flights proceed via PODIP.

CGN-EDDK

5-140

SIDs RWY 32R (RNAV Overlay)

COLA 1B / KUMIK 7B / NOERVENICH 1B

RWY 32R (316°)

When passing 2000, contact Langen RAD.

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 32R	
COLA 1B COL 1B 135.350 ①③⑤	inbound to LJ - at D1.6 KBO (crossing R210 WYP) or MNM 700 , whichever is later, RT 011° - at D3.4 KBO (crossing 106° LJ) RT intercept R242 GMH inbound - at D25.7 GMH (crossing R314 COL) RT intercept R318 COL to COL FMS [A700+] - DK034 [R] - DK039 [R] - DK035 [K210- ;R] - DK037 [R] - COL	Initial climb 5000
KUMIK 7B 135.350 ①②③	inbound to LJ - at D1.6 KBO (crossing R210 WYP) or MNM 700 , whichever is later, RT 011° - at D3.4 KBO (crossing 106° LJ) RT intercept R242 GMH inbound - at D21.1 GMH (crossing R114 WYP) RT intercept R106 WYP to PODIP - RT 122° to KUMIK FMS [A700+] - DK034 [R] - DK039 [R] - DK035 [K210- ;R] - DK038 [R] - PODIP [R] - KUMIK	Initial climb 5000
NOERVENICH 1B NVO 1B 135.350 ④	inbound to LJ - at D2.8 KBO (crossing R074 NVO) LT intercept R071 NVO to NVO FMS [A700+] - DK040 [K195- ;L] - NVO	Initial climb 5000

- ① Daytime Only: Climb with 7.0% or more until passing 5000ft due to airspace structure. If unable advise ATC upon start-up.
- ② After PODIP, B-RNAV equipment necessary.
- ③ MAX 210KT until established on R242 GMH.
- ④ MAX 195KT until established on R071 NVO.
- ⑤ Only for local training flights and for flights from EDDK to EDDF.

CGN-EDDK

5-150

SIDs RWY 32R (RNAV Overlay)

PODIP 6B / SONEB 4B / SONEB 5W

RWY 32R (316°)

When passing 2000, contact Langen RAD.

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 32R	
PODIP 6B 135.350 ②③	inbound to LJ - at D1.6 KBO (crossing R210 WYP) or MNM 700 , whichever is later, RT 011° - at D3.4 KBO (crossing 106° LJ) RT intercept R242 GMH inbound - at D21.1 GMH (crossing R114 WYP) RT intercept R106 WYP to PODIP FMS [A700+] - <u>DK034 [R]</u> - DK039 [R] - DK035 [K210- ;R] - DK038 [R] - PODIP	Initial climb 5000
SONEB 4B 135.350 ①③④	inbound to LJ - at D1.6 KBO (crossing R210 WYP) or MNM 700 , whichever is later, RT 011° - at D3.4 KBO (crossing 106° LJ) RT intercept R242 GMH inbound - intercept R195 WYP to WYP - LT 313° to NOKDU - RT 358° to ERKUM - RT 005° to SONEB FMS [A700+] - <u>DK034 [R]</u> - DK039 [R] - DK035 [K210- ;R] - DK036 [L] - WYP [L] - NOKDU [R] - ERKUM [R] - SONEB	Initial climb 5000
SONEB 5W (ATC) 135.350 ①③④	inbound to LJ - at D1.6 KBO (crossing R210 WYP) or MNM 700 , whichever is later, RT 011° - at D3.4 KBO (crossing 106° LJ) RT intercept R242 GMH inbound - intercept R195 WYP to WYP - LT 320° to LI - RT 011° to NIKOG - LT 349° to LUSIX - LT 346° to SONEB FMS [A700+] - <u>DK034 [R]</u> - DK039 [R] - DK035 [K210- ;R] - DK036 [L] - WYP [L] - LI [R] - NIKOG [L] - LUSIX [L] - SONEB	Initial climb 5000

- ① After WYP, B-RNAV equipment necessary.
- ② Daytime Only: Climb with 7.0% or more until passing 5000ft due to airspace structure. If unable advise ATC upon start-up.
- ③ MAX 210KT until established on R242 GMH.
- ④ Only for flights with RFL MNM 140 and flights to EDLE via WYP DCT BAM. Other flights proceed via PODIP.

CGN-EDDK

5-160

SIDs RWY 32R (RNAV Overlay)

WIPPER 3B

RWY 32R (316°)

When passing 2000, contact Langen RAD.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 32R	
WIPPER 3B WYP 3B (ATC) 135.350 ①	inbound to LJ - at D1.6 KBO (crossing R210 WYP) or MNM 700 , whichever is later, RT 011° - at D3.4 KBO (crossing 106° LJ) RT intercept R242 GMH inbound - intercept R195 WYP to WYP FMS [A700+] - <u>DK034 [R]</u> - DK039 [R] - DK035 [K210- ;R] - DK036 [L] - WYP	Initial climb 5000

① MAX 210KT until established on R242 GMH.

Effective 02-MAR-2017

23-FEB-2017

CGN-EDDK

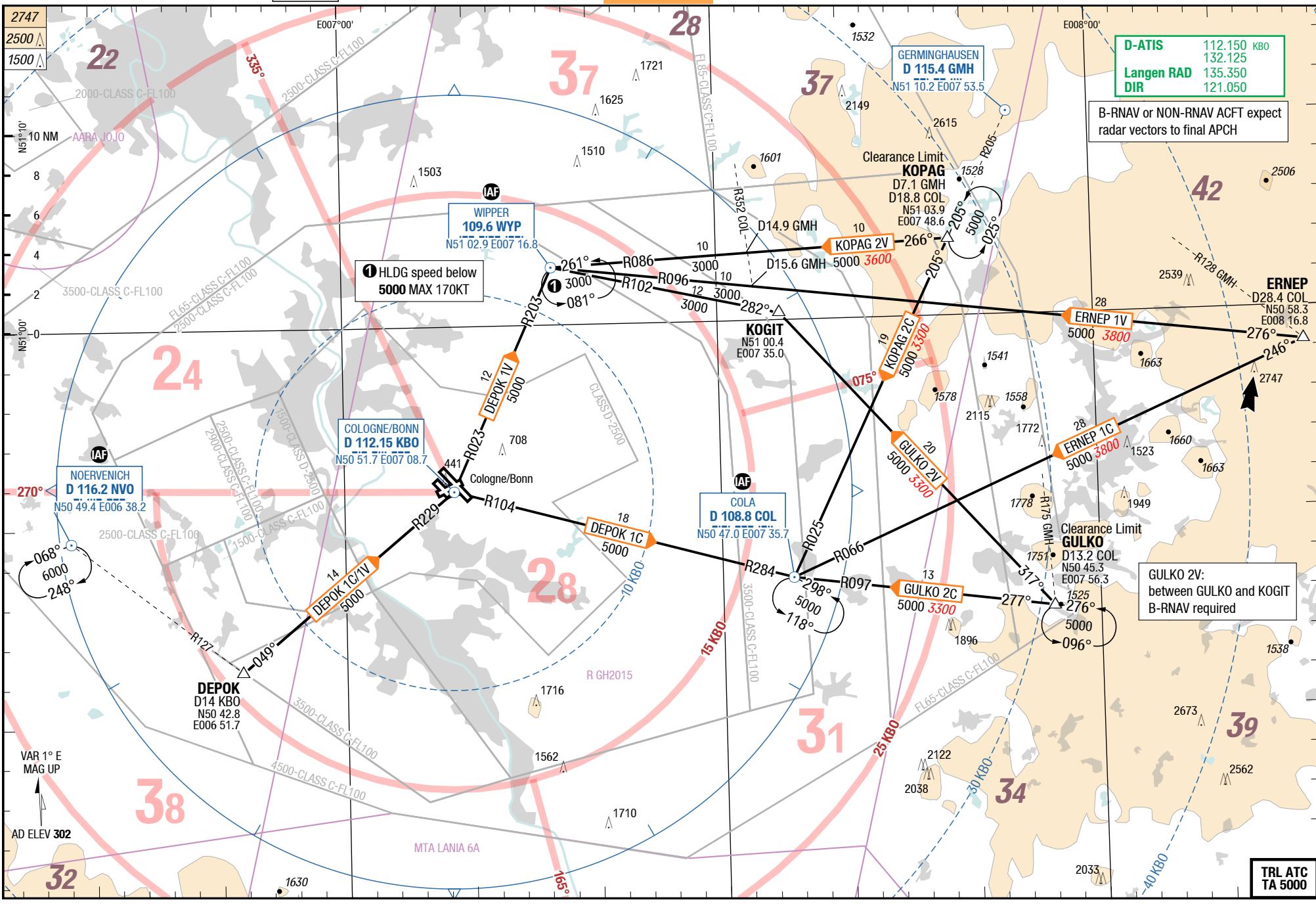
Germany Cologne/Bonn

STAR
STAR

Cologne/Bonn Germany

NIL
STARs

6-10



12-JUL-2018

CGN-EDDK

Germany Cologne/Bonn

[ILS or LOC 24 / SRA 24]

7-10

ILS or LOC 14L / SRA 14L

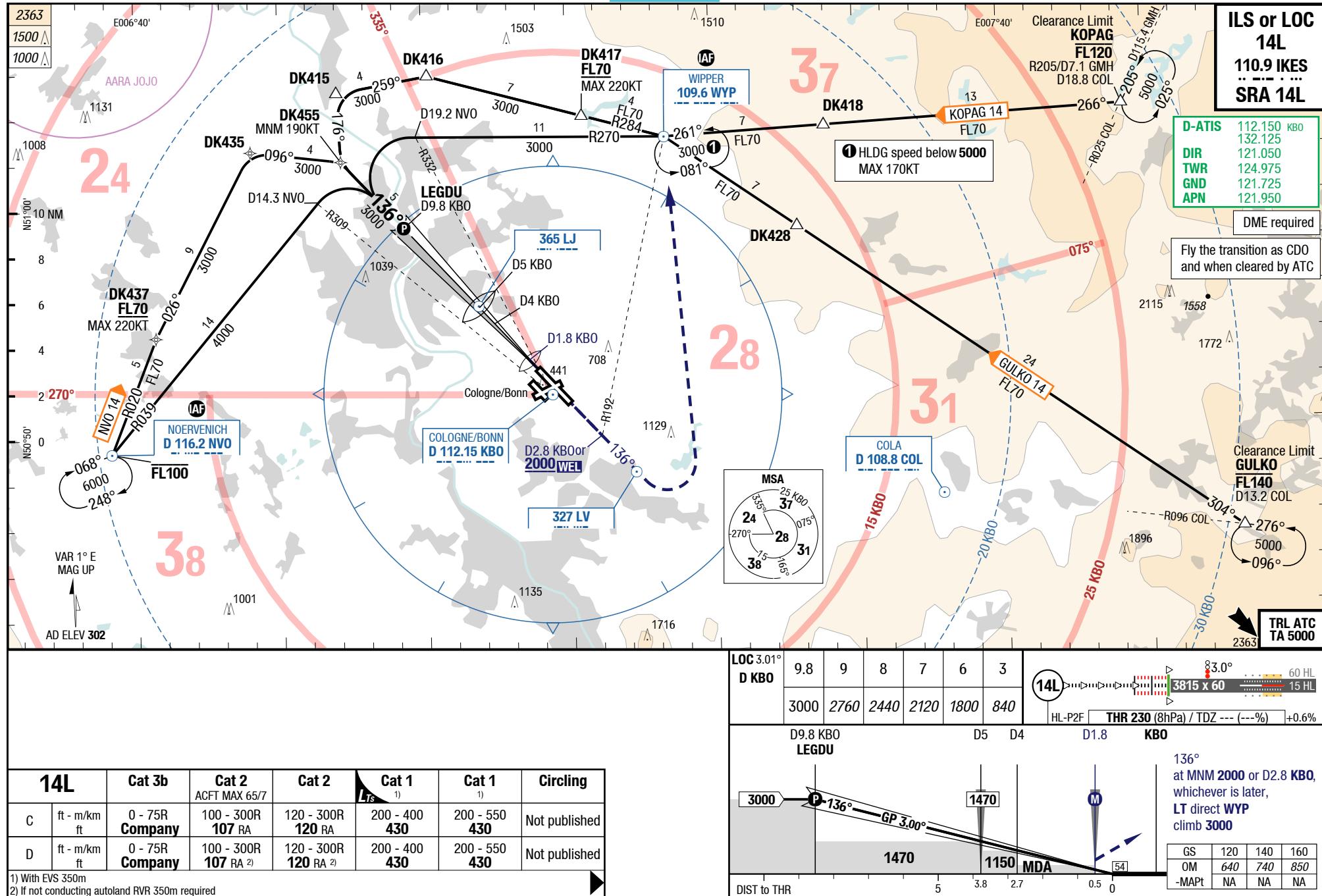
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IAC

Cologne/Bonn Germany

[ILS or LOC 24 / SRA 24]

ILS or LOC 14L / SRA 14L



12-JUL-2018

CGN-EDDK

Germany Cologne/Bonn

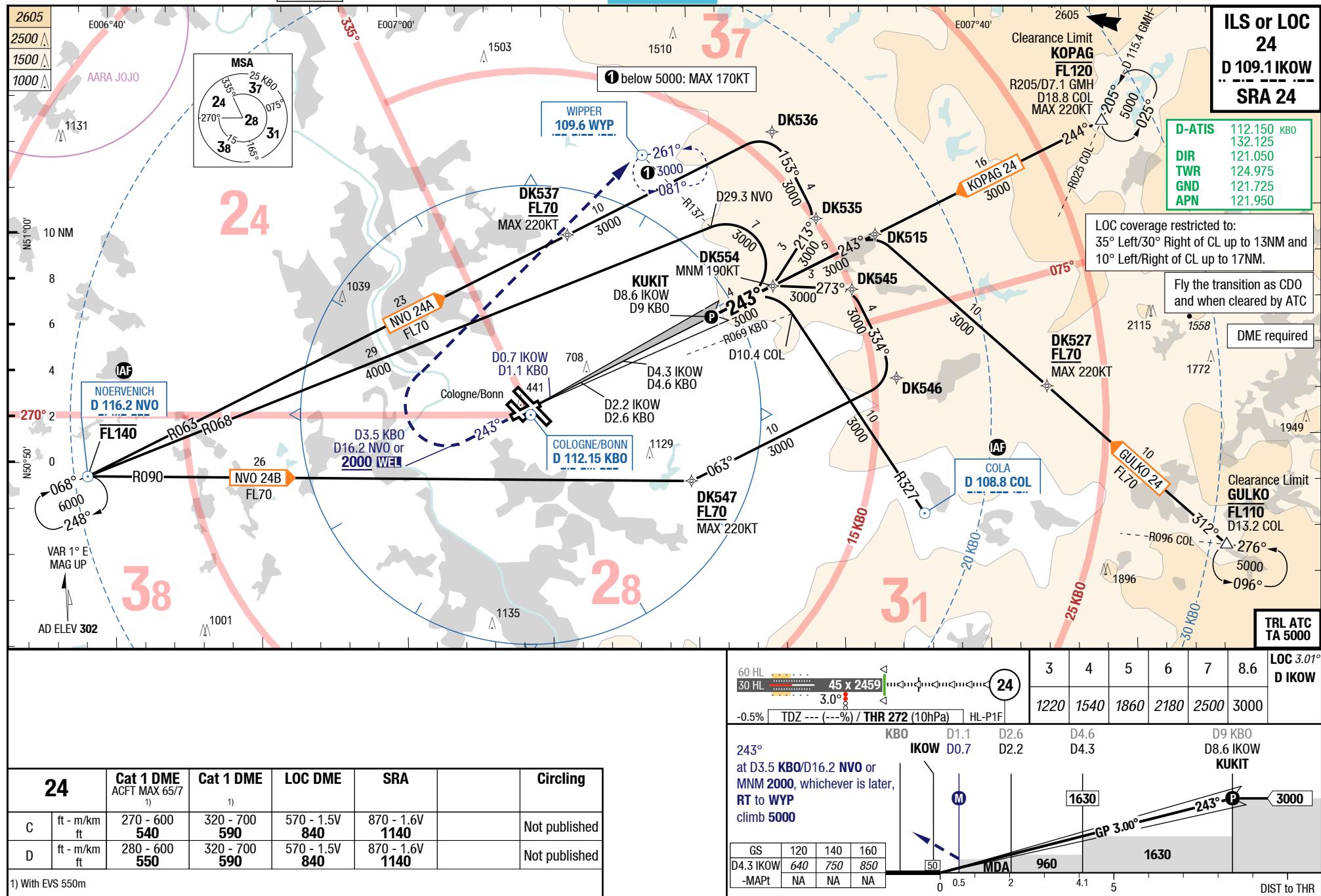
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ILS or LOC 24 / SRA 24

IAC

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ILS or LOC 24 / SRA 24



Changes: APL, Note

12-JUL-2018

CGN-EDDK

Germany Cologne/Bonn

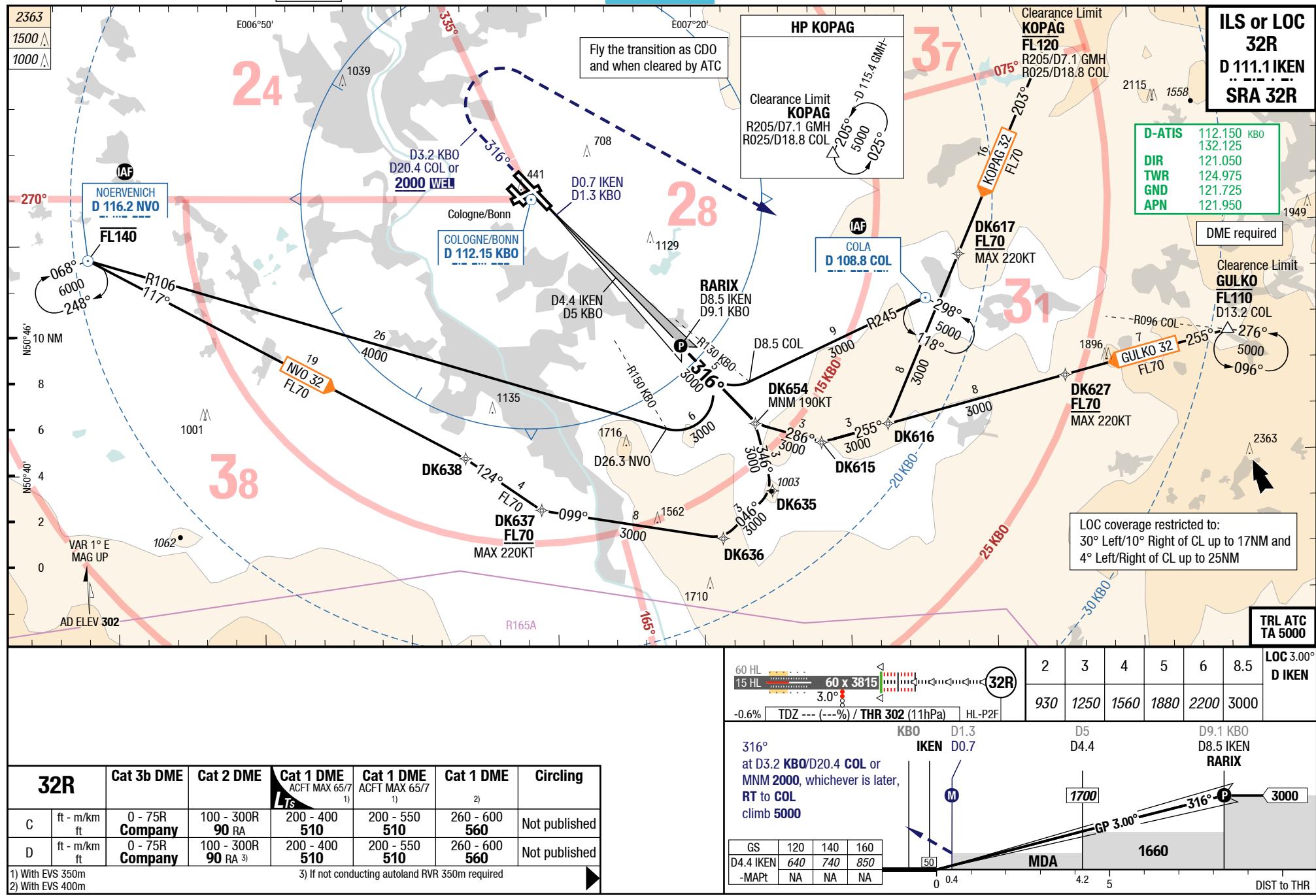
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Cologne/Bonn Germany

IAC

7-30

ILS or LOC 32R / SRA 32R



26-APR-2018

Germany Cologne/Bonn

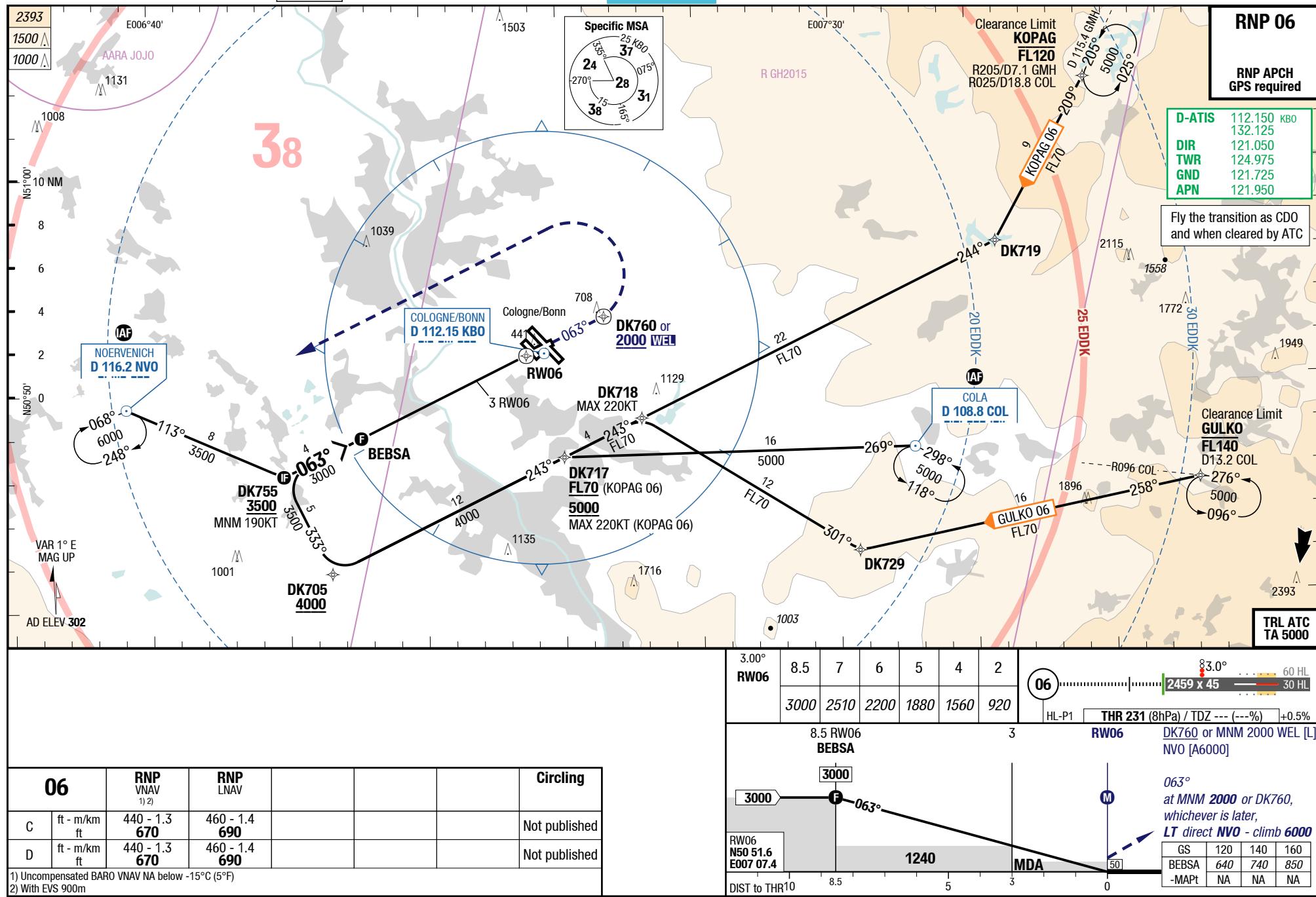
RNP 06

Cologne/Bonn Germany

RNP 14L
RNP 06

CGN-EDDK

7-50



Changes: MIN

26-APR-2018

CGN-EDDK

Germany Cologne/Bonn

7-60

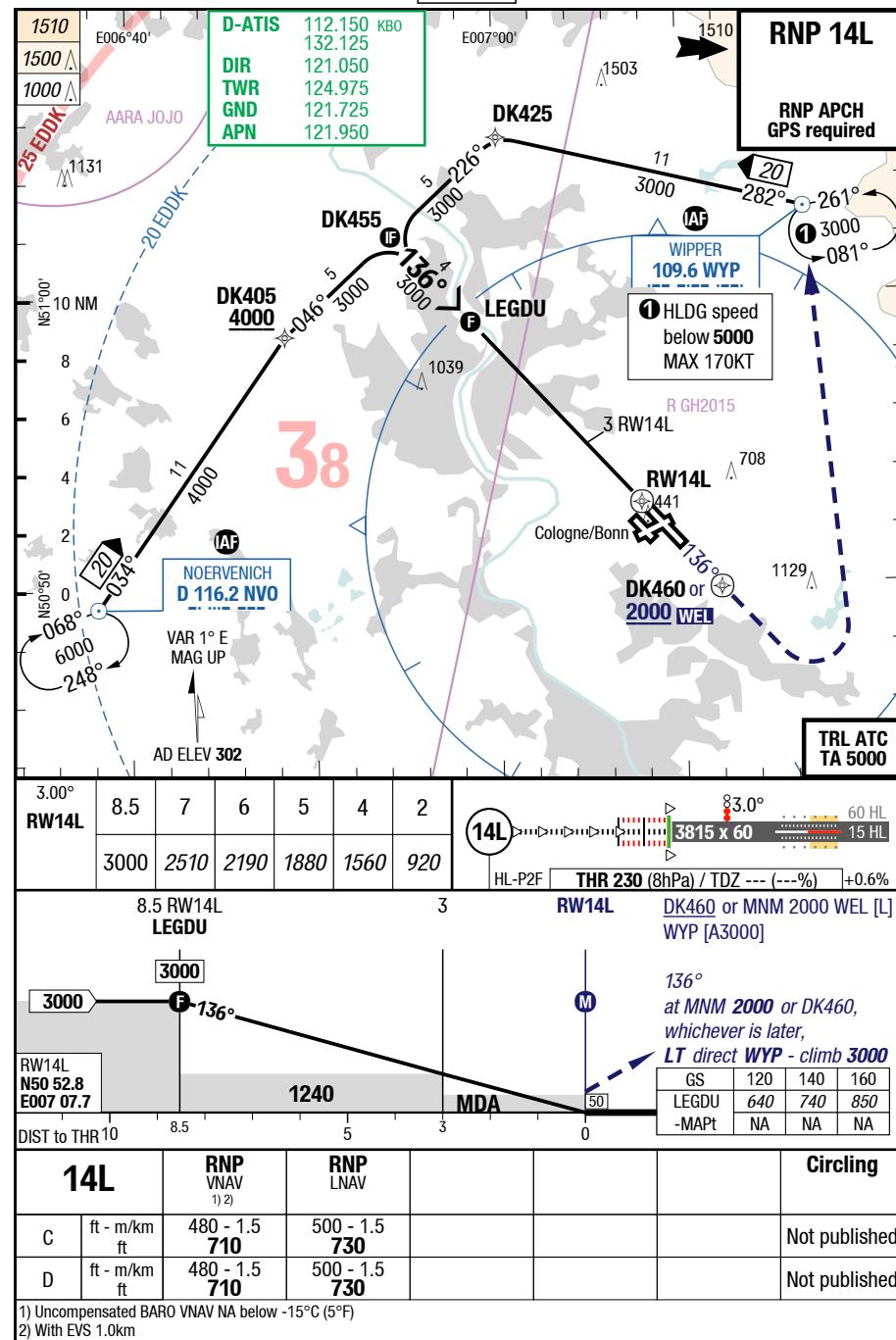
RNP 14L

IAC

Cologne/Bonn Germany

IAC

RNP 14L



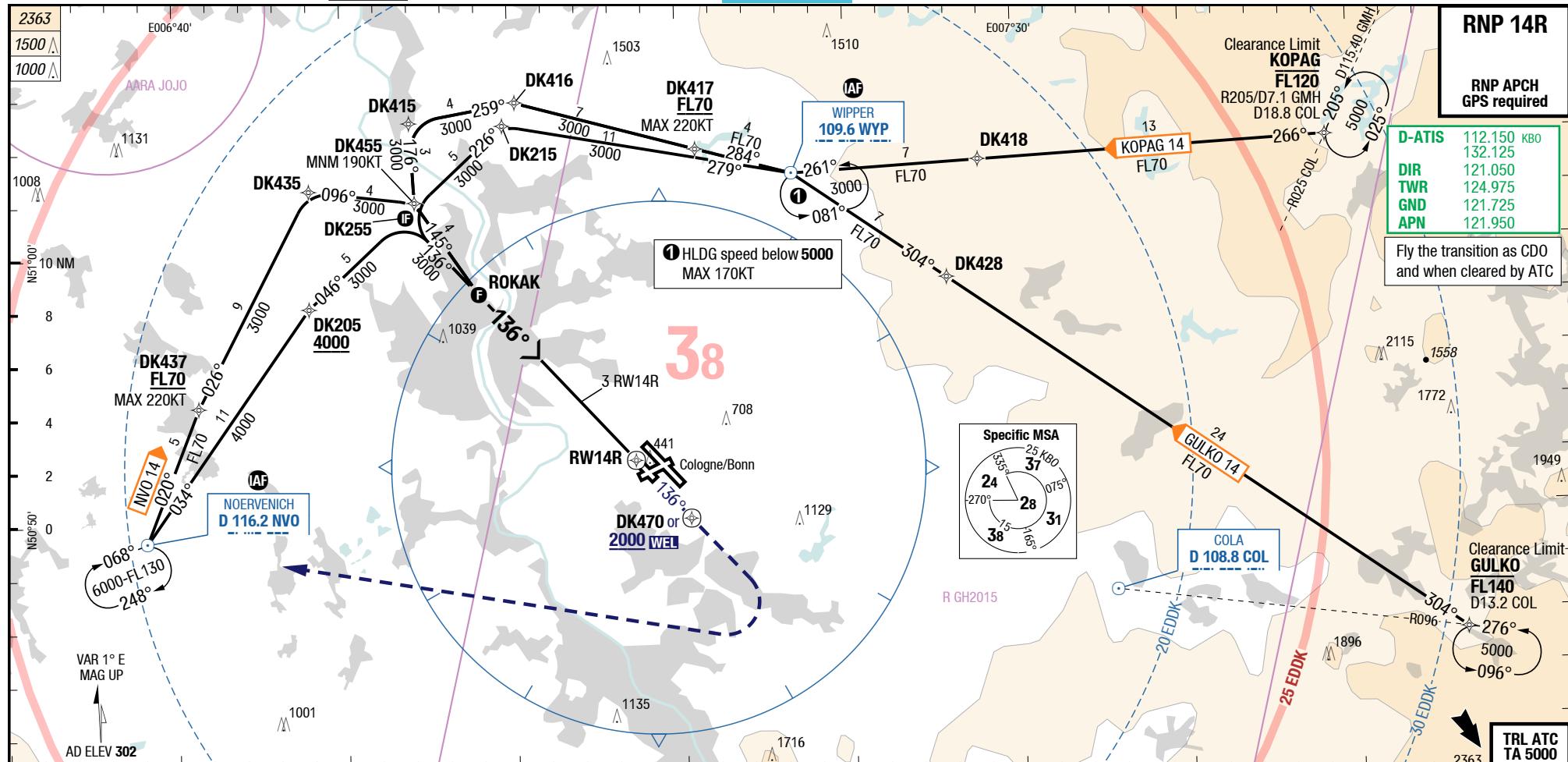
12-JUL-2018

CGN-EDDK

Germany Cologne/Bonn

RNP 24
RNP 14R

Cologne/Bonn Germany

RNP 24
RNP 14R

14R		RNP VNAV <small>1/2)</small>	RNP LNAV	Circling			
C	ft - m/km	490 - 2.1V 710	510 - 2.1V 730				Not published
D	ft - m/km	490 - 2.1V 710	510 - 2.1V 730				Not published

1) Uncompensated BARO VNAV NA below -15°C (5°F)
2) With EVS VIS 1.4km

Changes: Nil

12-JUL-2018

CGN-EDDK

Germany Cologne/Bonn

RNP 24

Cologne/Bonn Germany

IAC

IAC

RNP 24



26-APR-2018

CGN-EDDK

Germany Cologne/Bonn

RNP 32L

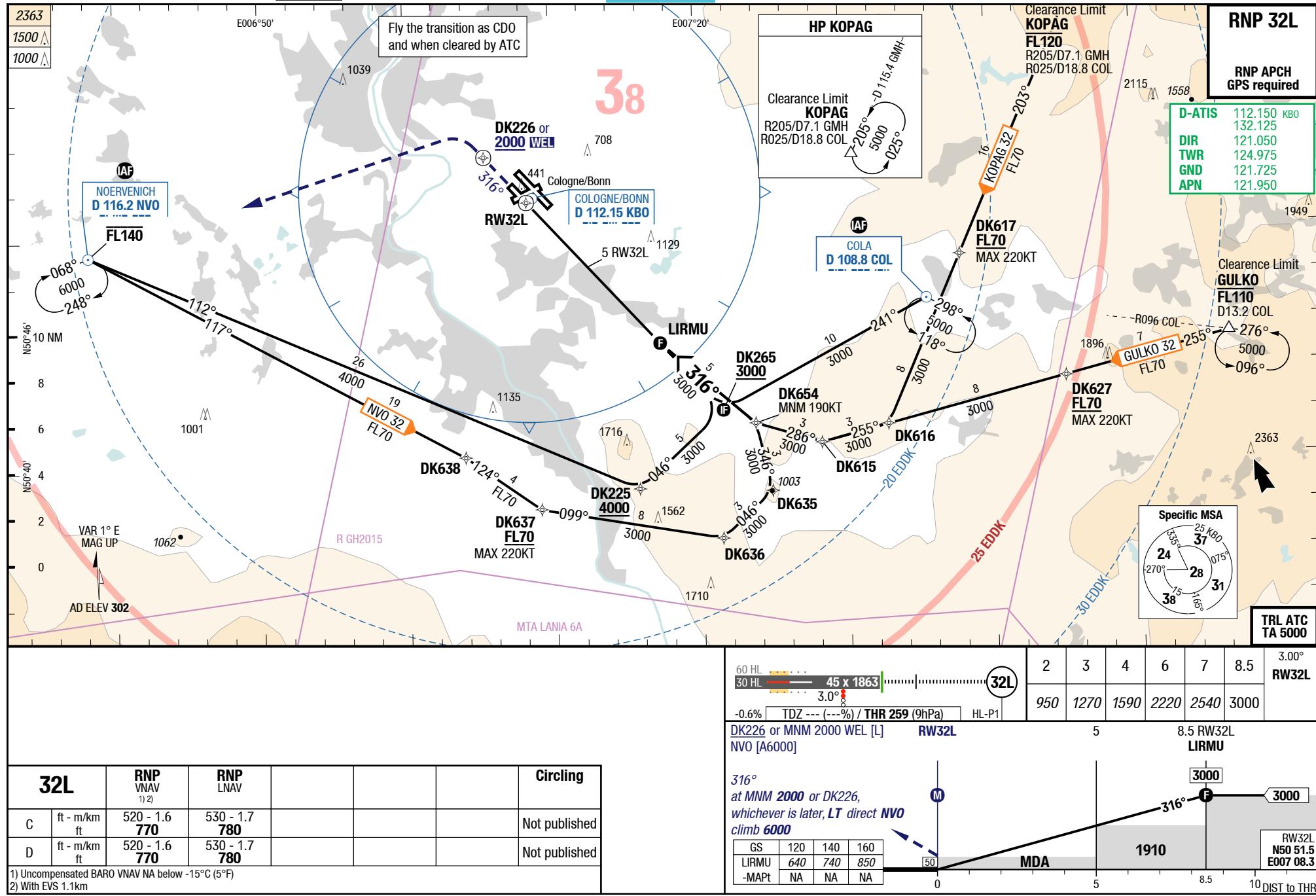
Cologne/Bonn Germany

RNP 32L

7-90

IAC

IAC



26-APR-2018

CGN-EDDK

Germany Cologne/Bonn

7-100

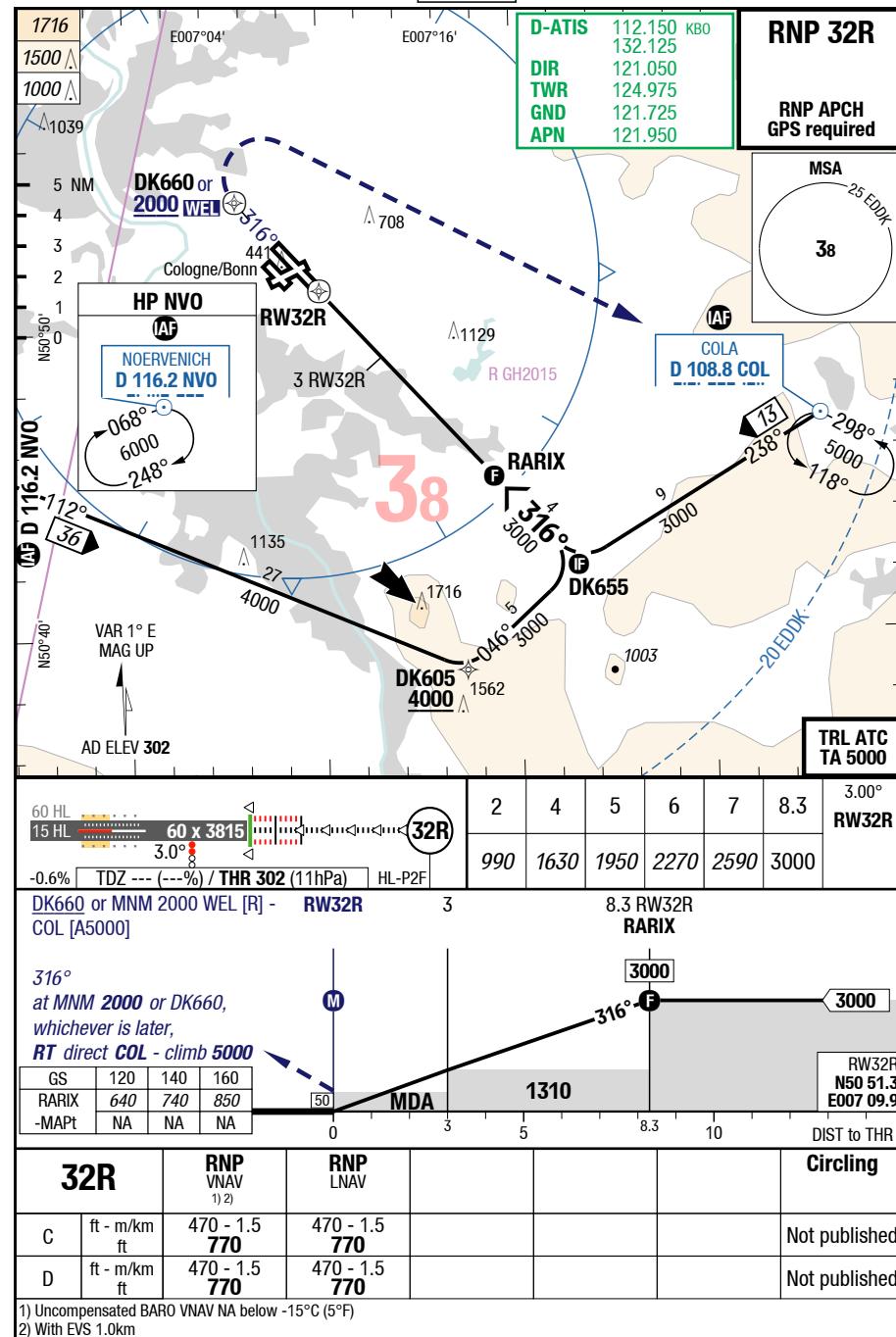
RNP 32R

IAC

IAC

Cologne/Bonn Germany

RNP 32R

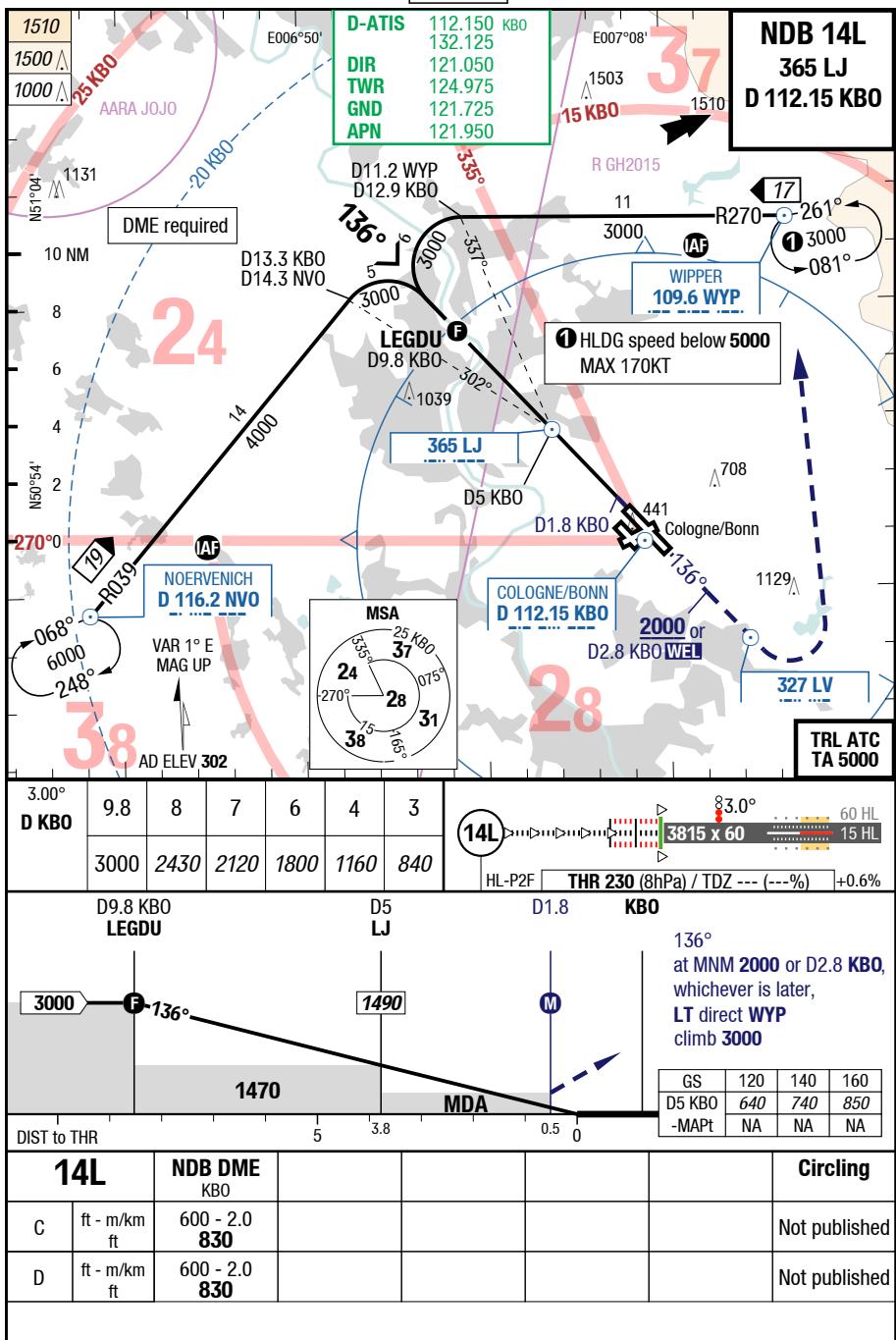


12-JUL-2018

CGN-EDDK

7-110

NDB 14L

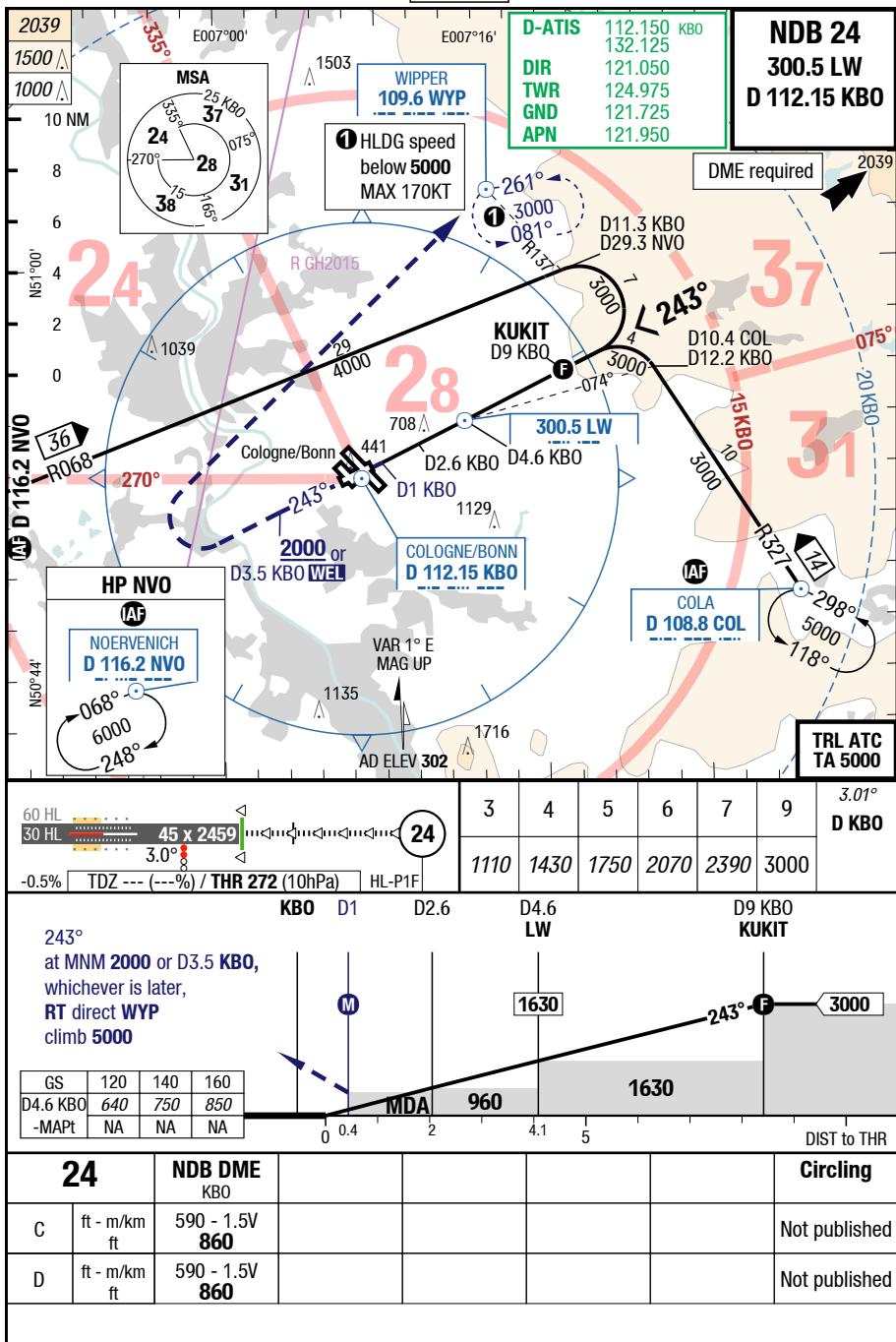


12-JUL-2018

CGN-EDDK

7-120

NDB 24

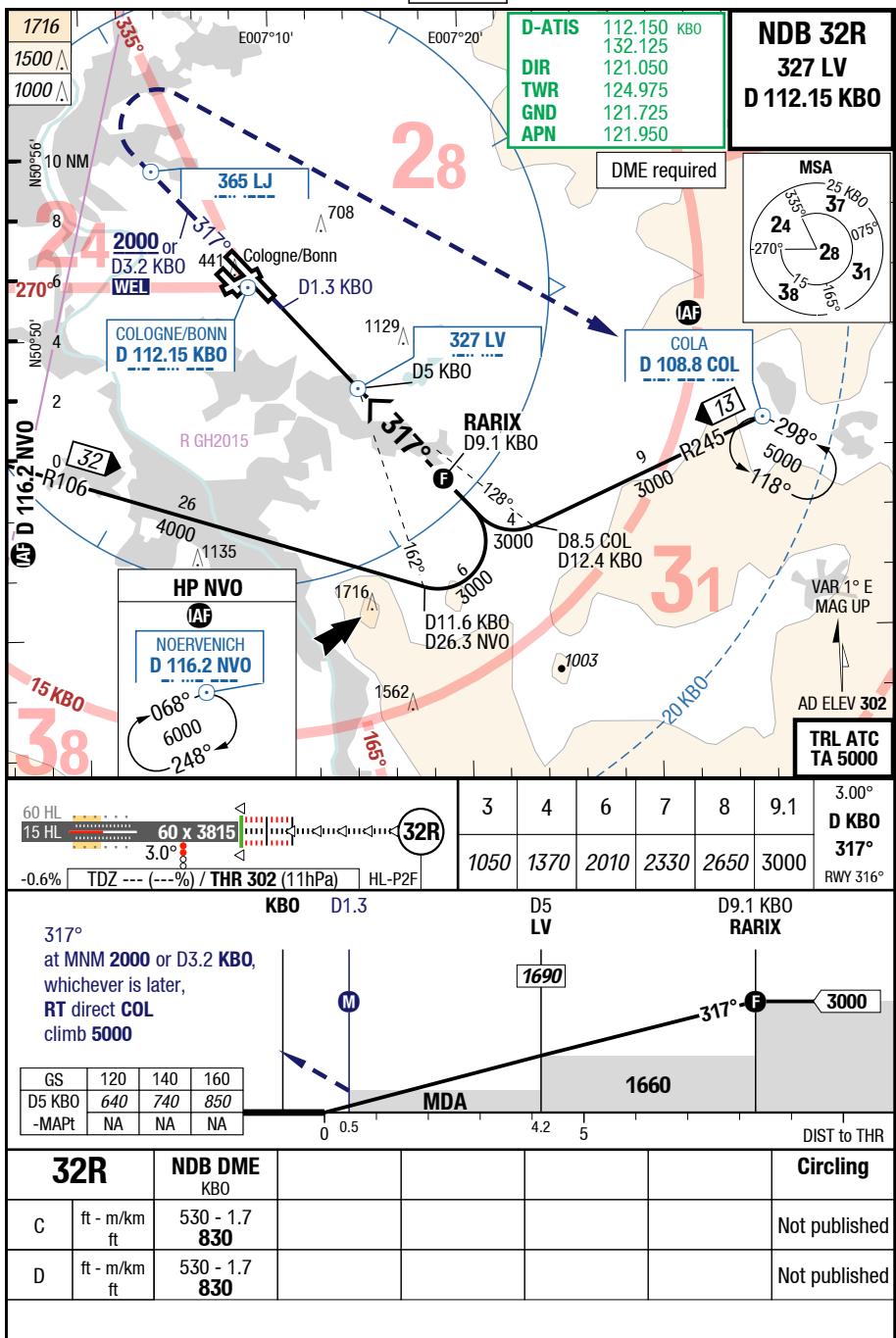


14-JUN-2018

CGN-EDDK

7-130

NDB 32R



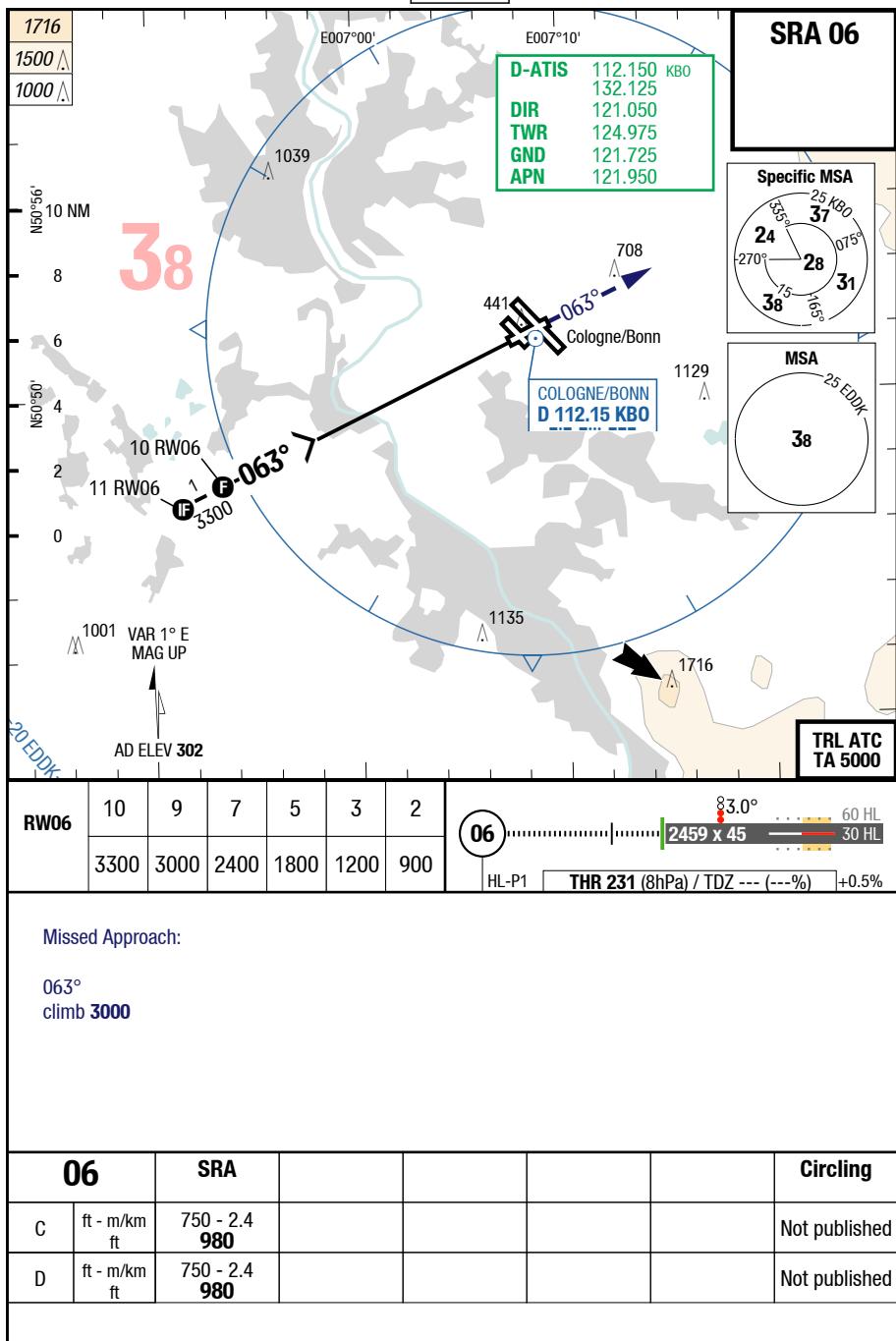
Changes: Nil

14-JUN-2018

CGN-EDDK

7-140

SRA 06



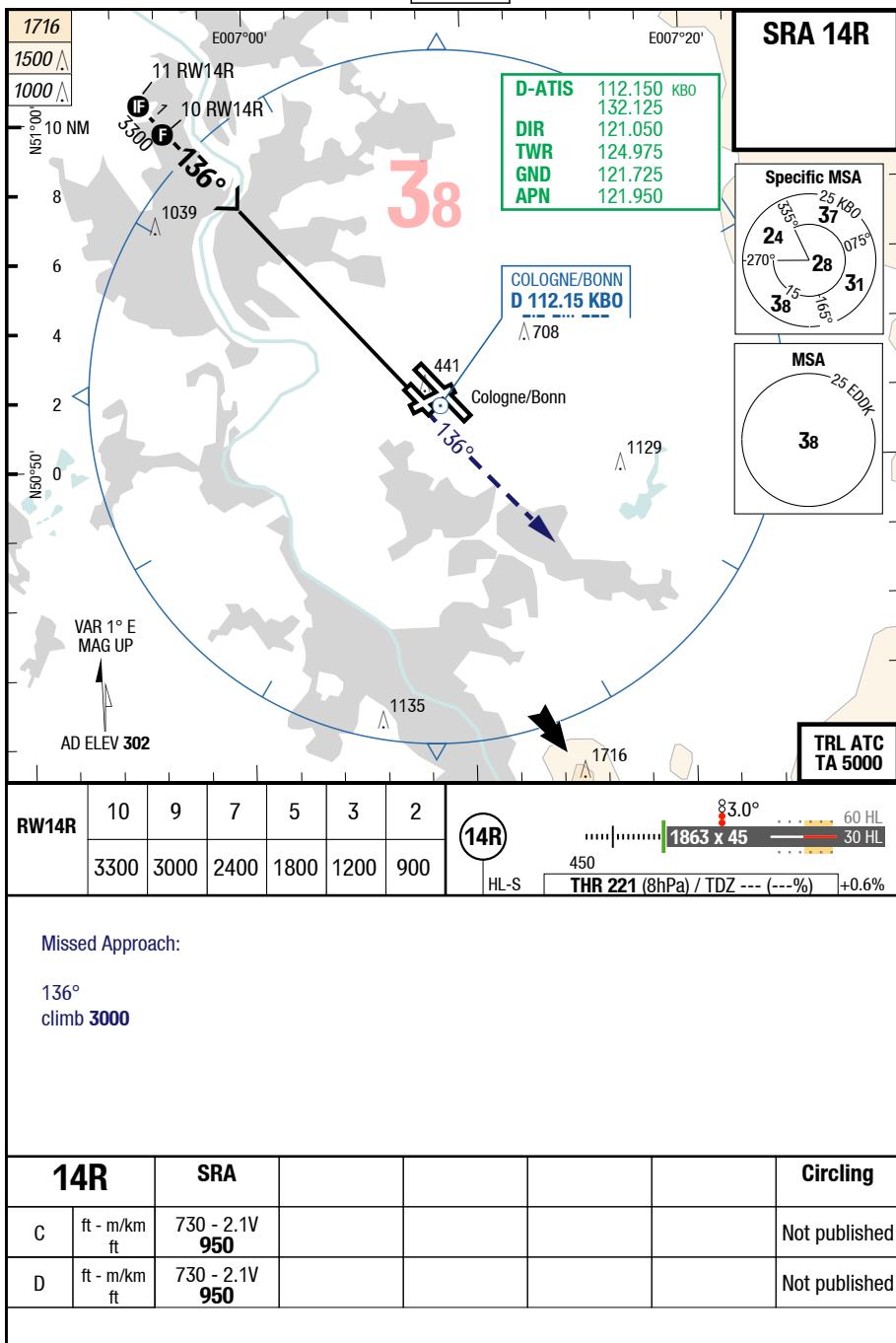
Changes: PROC, Editorial

14-JUN-2018

CGN-EDDK

7-150

SRA 14R

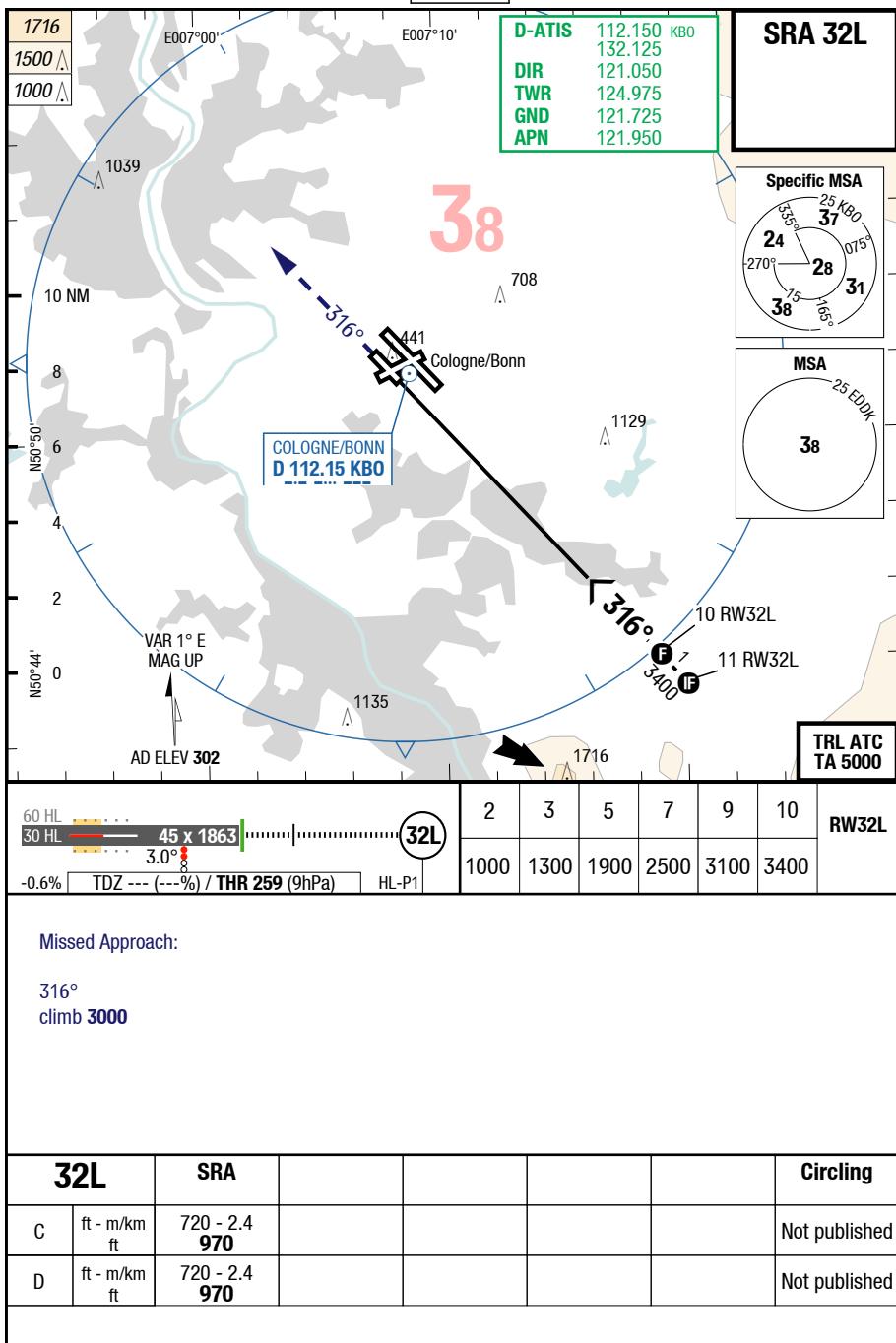


14-JUN-2018

CGN-EDDK

7-160

SRA 32L



Changes: PROC, Editorial

12-JUL-2018

CGN-EDDK**7-170****WxMinima Overflow**

14L		LOC DME KBO	SRA				
C	ft - m/km ft	400 - 1.1 630	600 - 2.0 830				
D	ft - m/km ft	400 - 1.1 630	600 - 2.0 830				
32R		LOC DME	SRA				
C	ft - m/km ft	440 - 1.3 740	680 - 2.4 980				
D	ft - m/km ft	440 - 1.3 740	680 - 2.4 980				