

**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.

**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.

## 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 2100-7000 $\pm$ , 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 locator/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 2100-0500 $\pm$ .

### 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**  
**CGN-EDDK**

Germany **Cologne/Bonn**

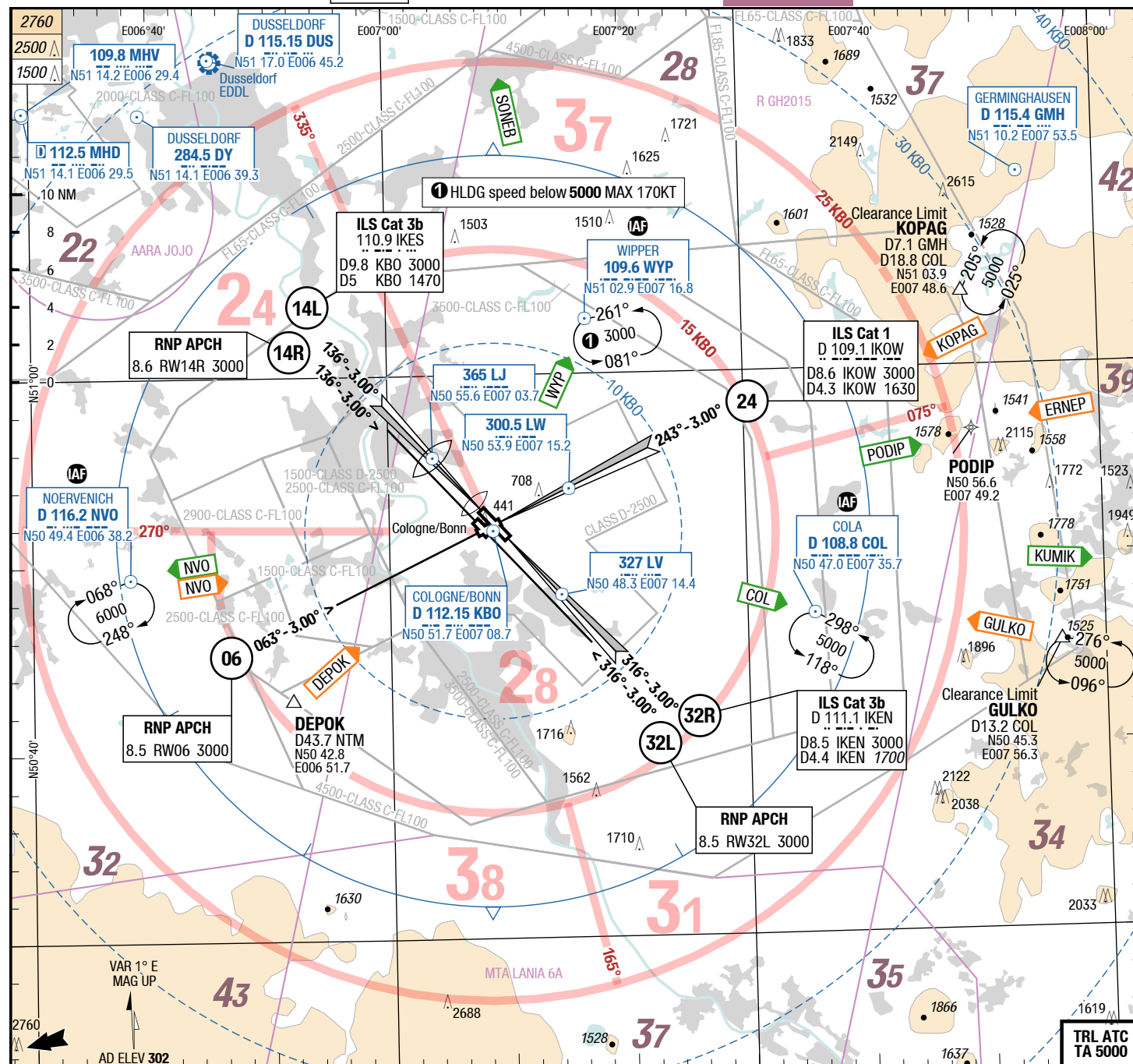
**AGC**  
**AFC**

# AFC

# AFC

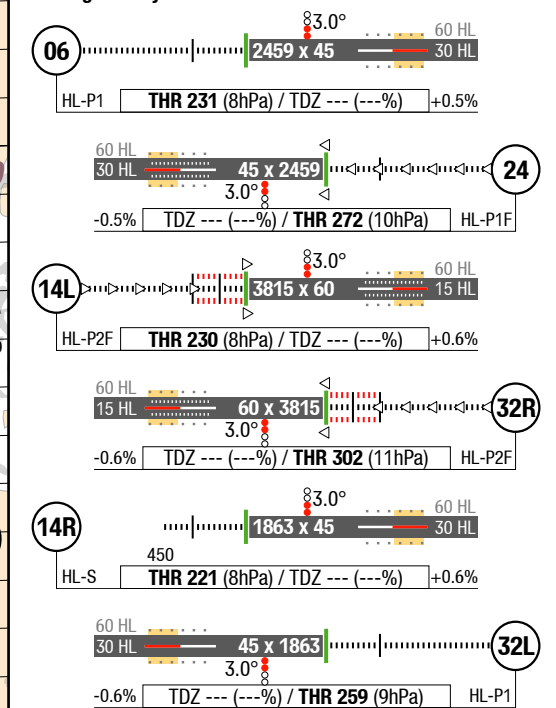
## Cologne/Bonn Germany

**AGC**  
**AFC**



D-ATIS	112.150	KBO
	132.125	
Langen RAD	135.350	
DIR	121.050	
TWR	124.975	
GND	121.725	
APN	121.950	
DLV	121.850	
DCL		

**Landing RWY system:**



Changes: APL

12-JUL-2018  
CGN-EDDK

Germany Cologne/Bonn

AGC

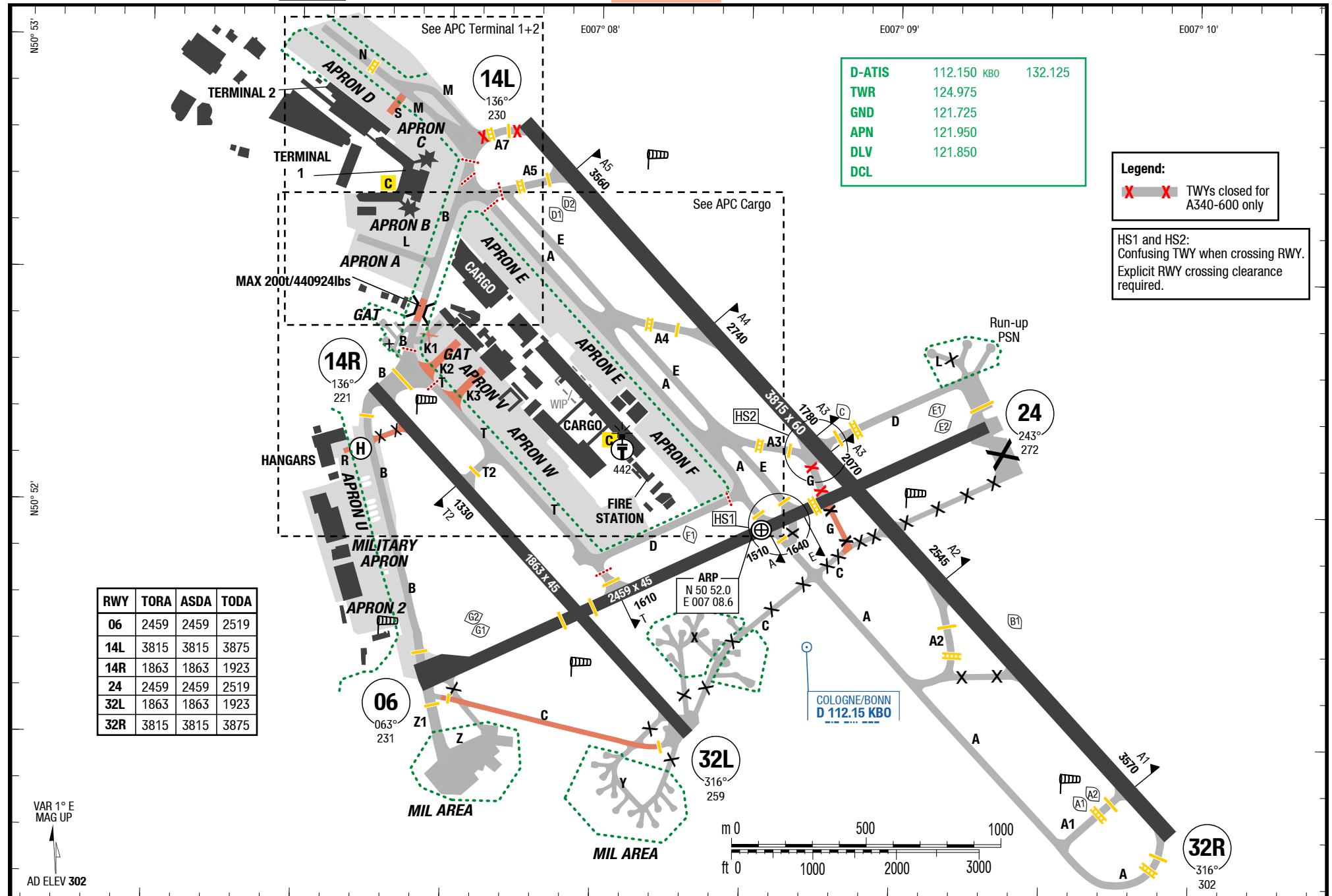
AGC

AGC

Cologne/Bonn Germany

AGC

3-20



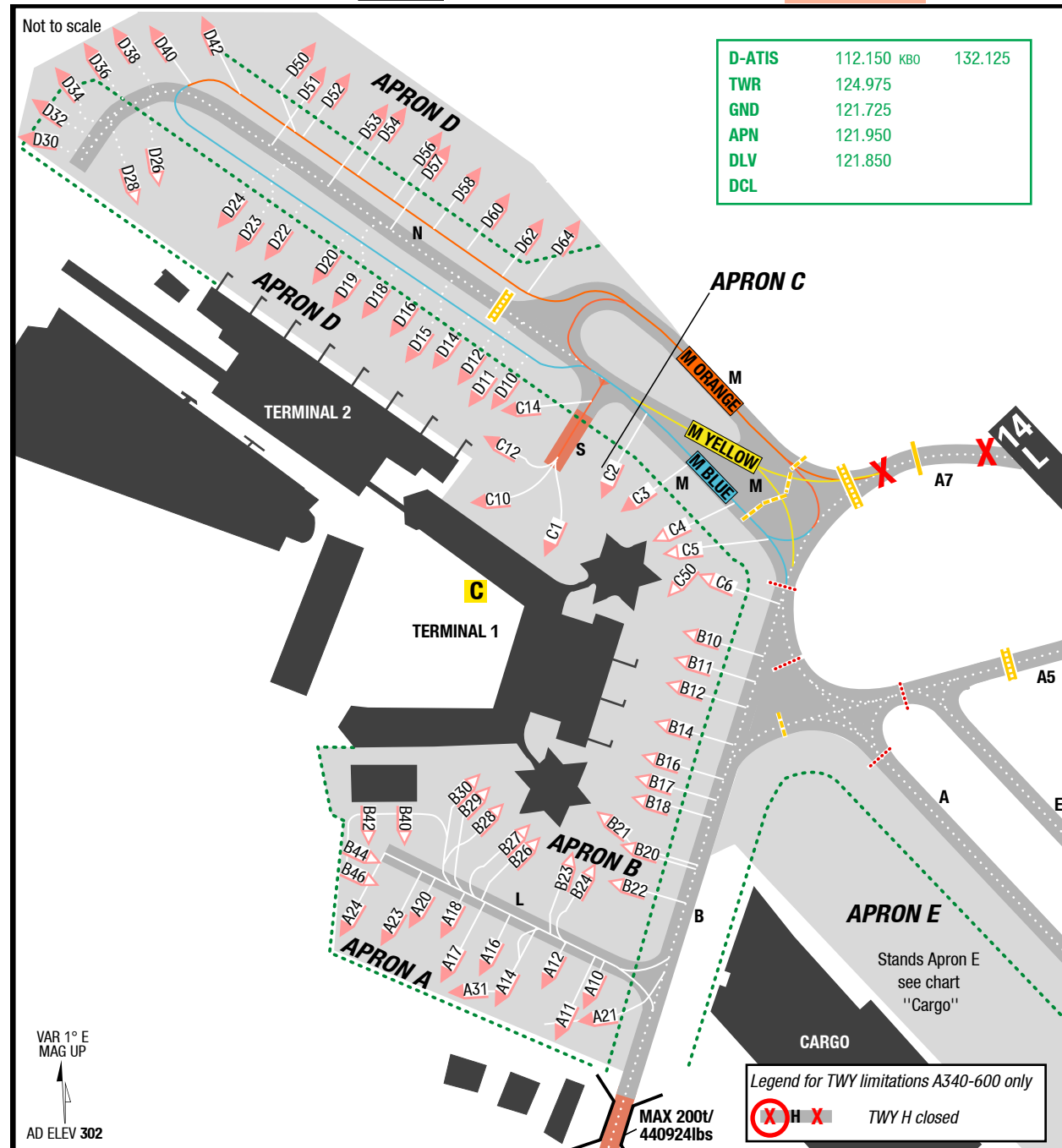
D-ATIS	112.150 KBO	132.125
TWR	124.975	
GND	121.725	
APN	121.950	
DLV	121.850	
DCL		

Legend:

**X** **X** TWYs closed for  
A340-600 only

HS1 and HS2:  
Confusing TWY when crossing RWY.  
Explicit RWY crossing clearance  
required.

RWY	TORA	ASDA	TODA
06	2459	2459	2519
14L	3815	3815	3875
14R	1863	1863	1923
24	2459	2459	2519
32L	1863	1863	1923
32R	3815	3815	3875



## 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

12-JUL-2018  
CGN-EDDK

Germany Cologne/Bonn

Cargo

APC

APC

Cologne/Bonn Germany

Cargo

3-40

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

For Apron A and B  
see chart  
"Terminal 1+2"

Additional parking stands AVBL:  
① V101, V111, V121, V131 facing SE  
V211, V221, V231 facing SW  
② V310, V320, V330 facing NW  
V401, V411, V421 facing W  
V410, V430, V440 facing NE  
③ V510, V530, V550 facing NW  
V56 facing SE

MAX 200t/440924lbs

14L/32R

ARP  
N 50 52.0  
E 007 08.6

06/24

VAR 1° E  
MAG UP  
AD ELEV 302

Changes: HLDG POS

Not to scale

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Effective 02-MAR-2017

23-FEB-2017

CGN-EDDK

Germany Cologne/Bonn

SIDs RWY 14L North (RNAV Overlay)

4-10

SIDs RWY 06 (RNAV Overlay)

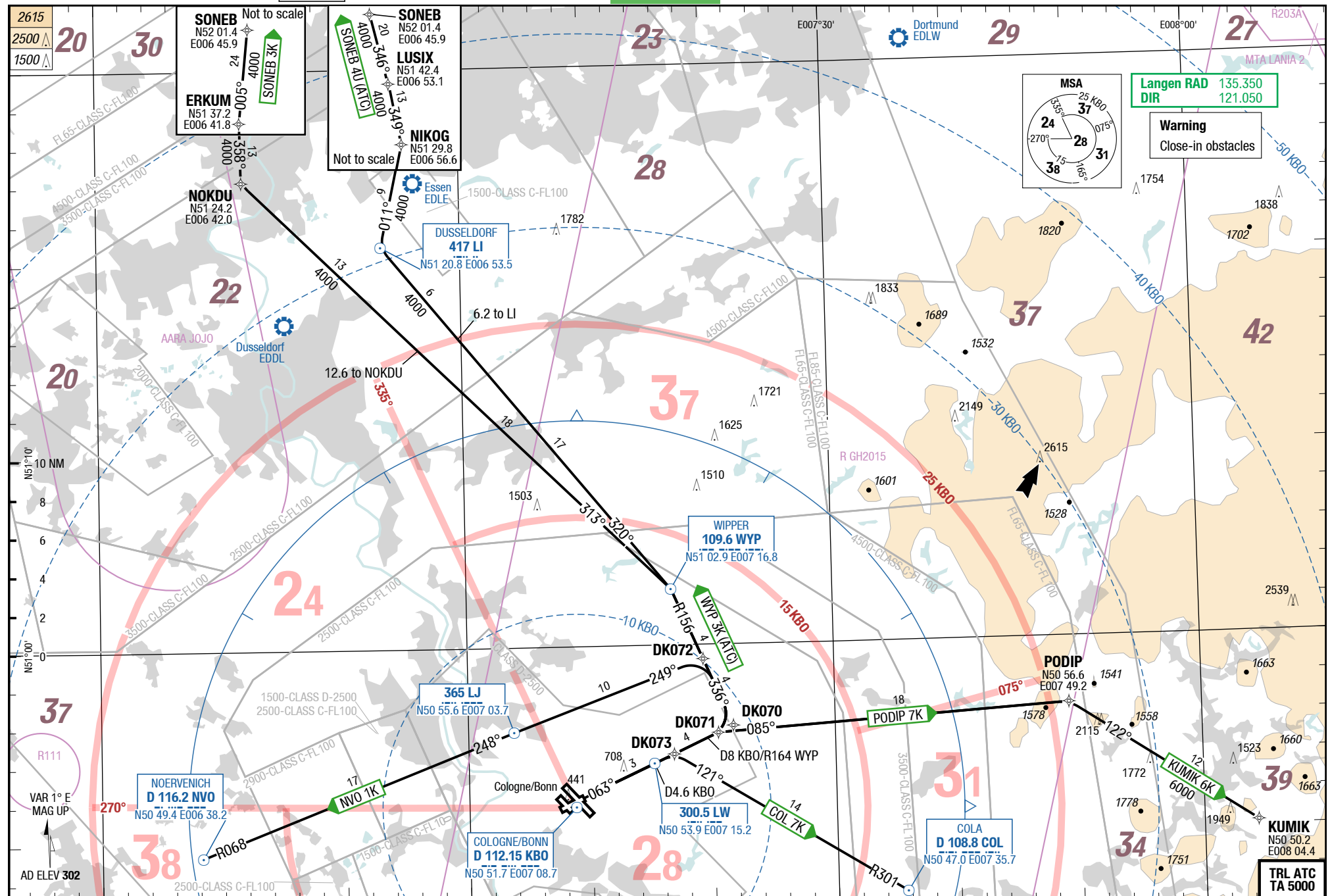
SID

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Cologne/Bonn Germany

SIDs RWY 14L North (RNAV Overlay)

SIDs RWY 06 (RNAV Overlay)



Changes: Completely revised

23-FEB-2017

**CGN-EDDK**Germany **Cologne/Bonn**

SID

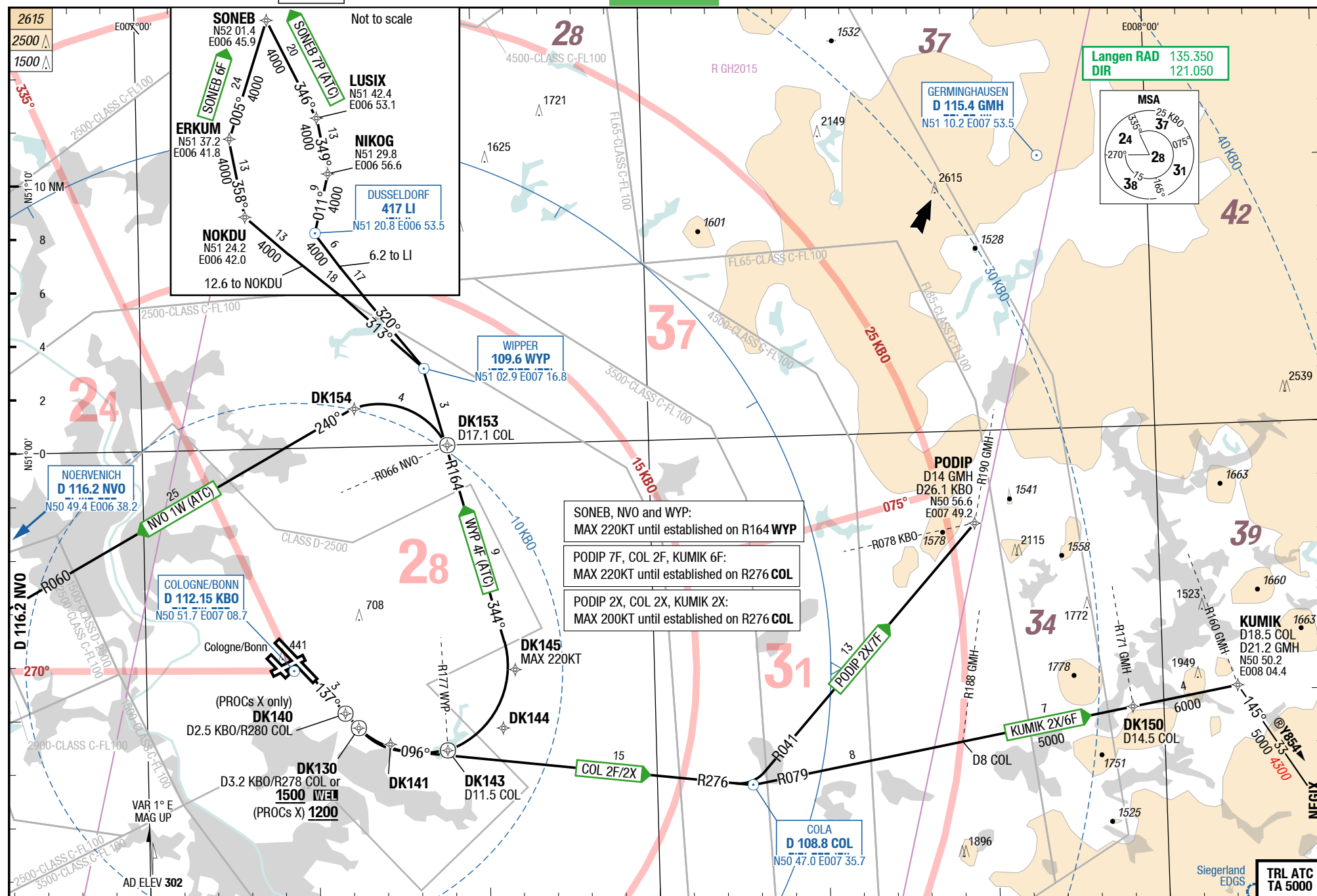
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### SIDs RWY 14L North (RNAV Overlay)

4-20

### SIDs RWY 14L North (RNAV Overlay)



Changes: Completely revised

**CGN-EDDK**

SIDs RWY 14R (RNAV Overlay)

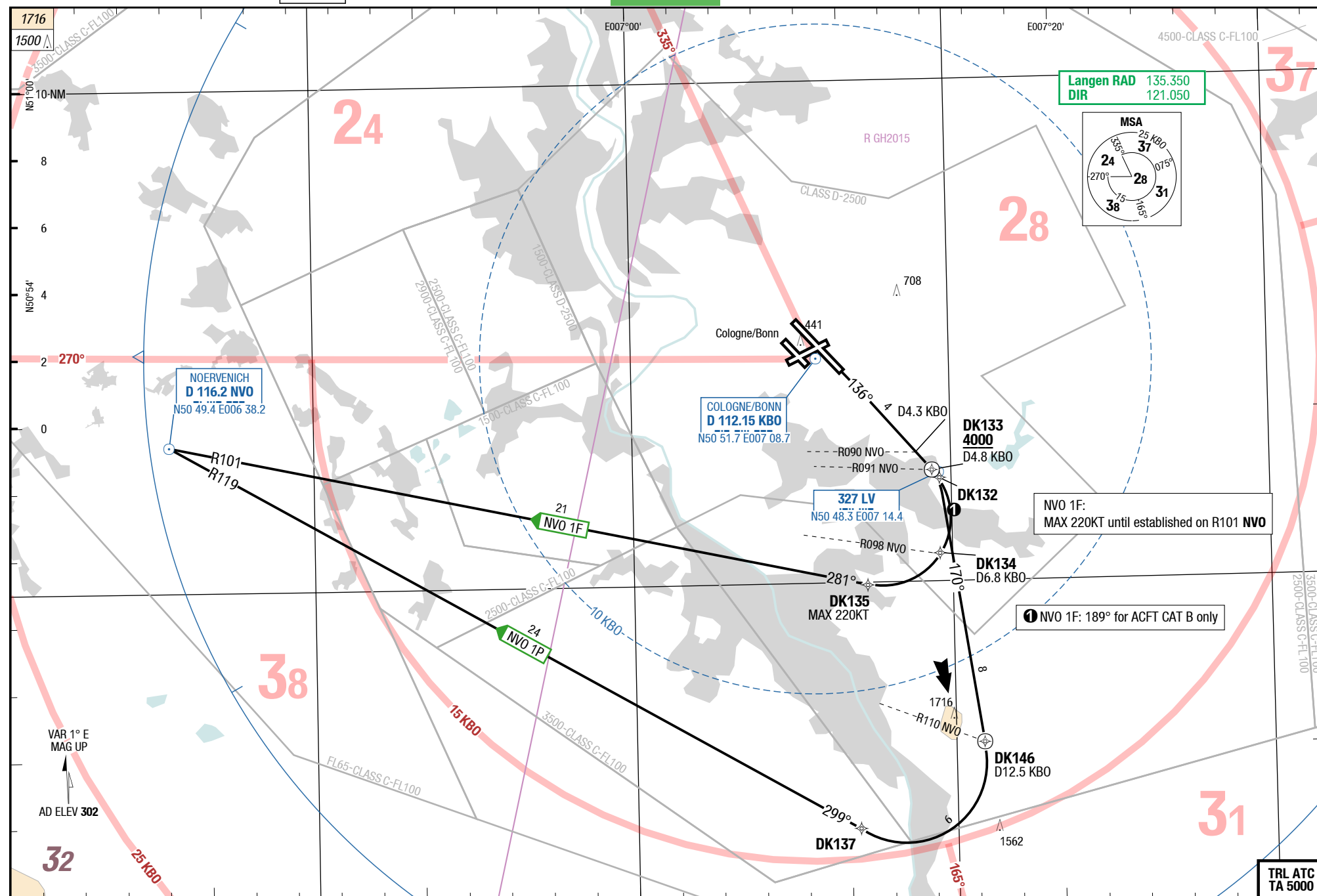
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SIDs RWY 14R (RNAV Overlay)

### SIDs RWY 14L South (RNAV Overlay)



Changes: Nil

TRL ATC  
TA 5000

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**CGN-EDDK**

SID

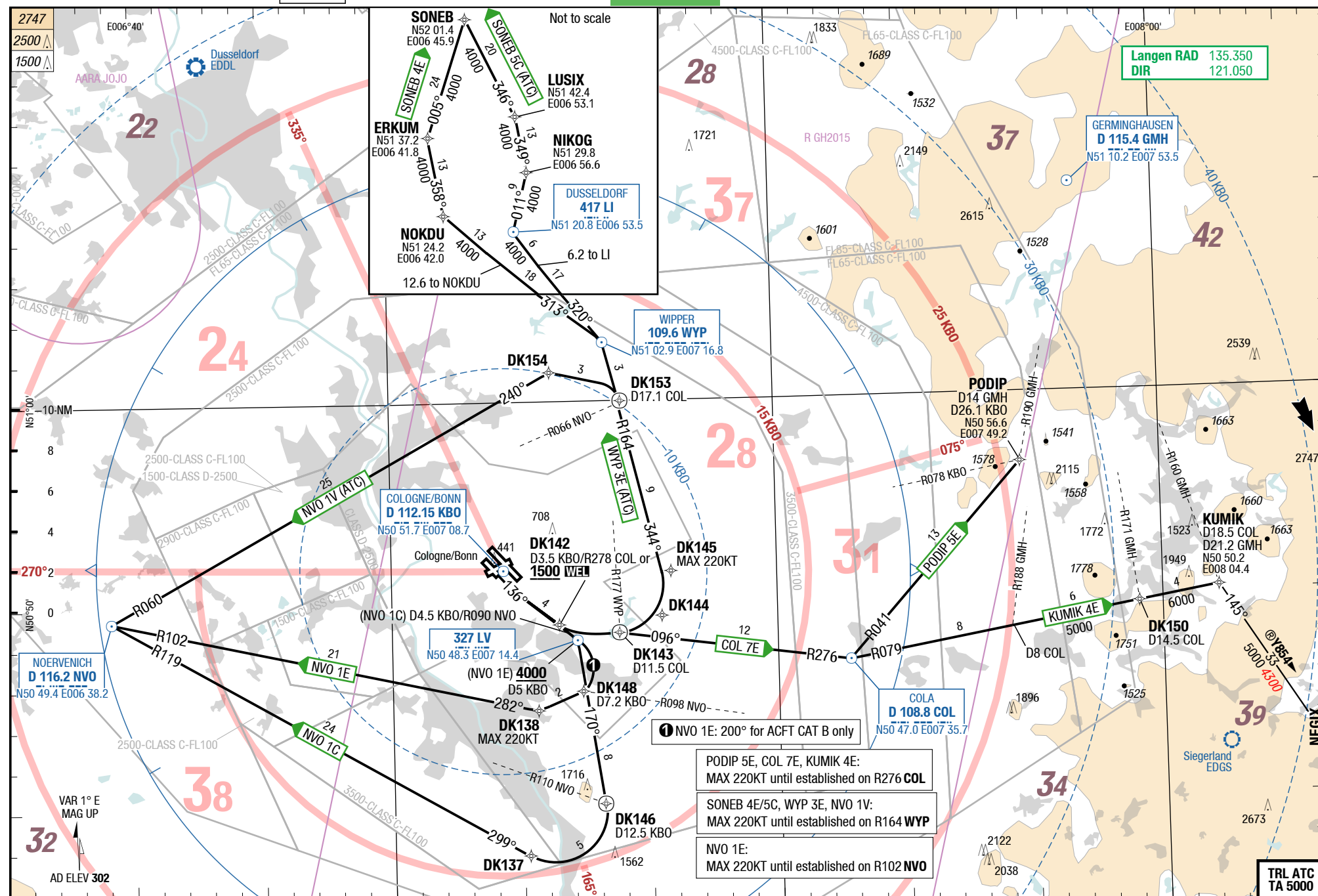
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### SIDs RWY 14R (RNAV Overlay)

4-40

### SIDs RWY 14R (RNAV Overlay)

### SIDs RWY 14R (RNAV Overlay)



Changes: Note

TRL ATC  
TA 5000

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**CGN-EDDK**

#### SIDs RWY 32L (RNAV Overlay)

4-50

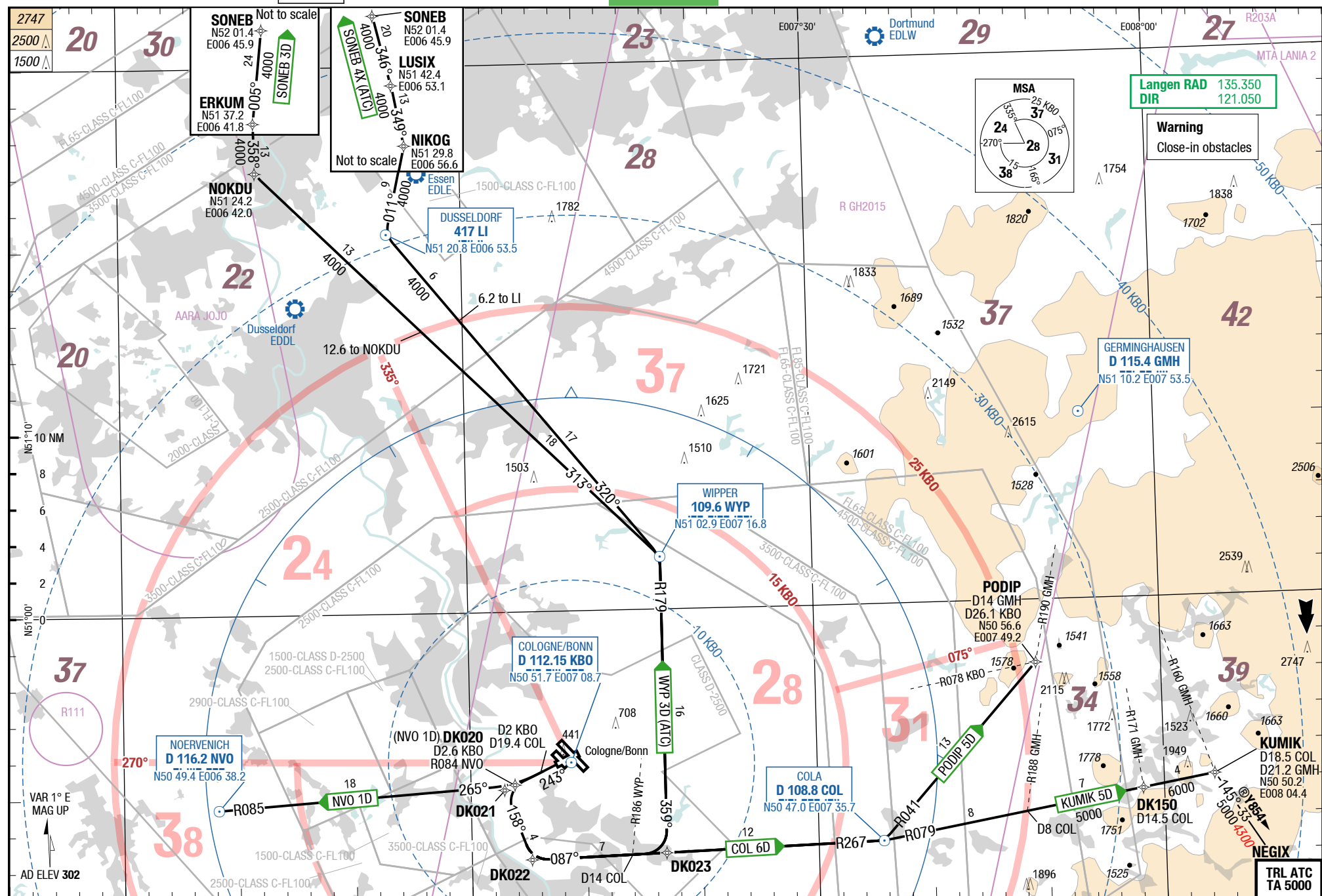
### SIDs RWY 24 (RNAV Overlay)

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SIDs RWY 32L (RNAV Overlay)

### SIDs RWY 24 (RNAV Overlay)



Changes: Completely revised

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SID

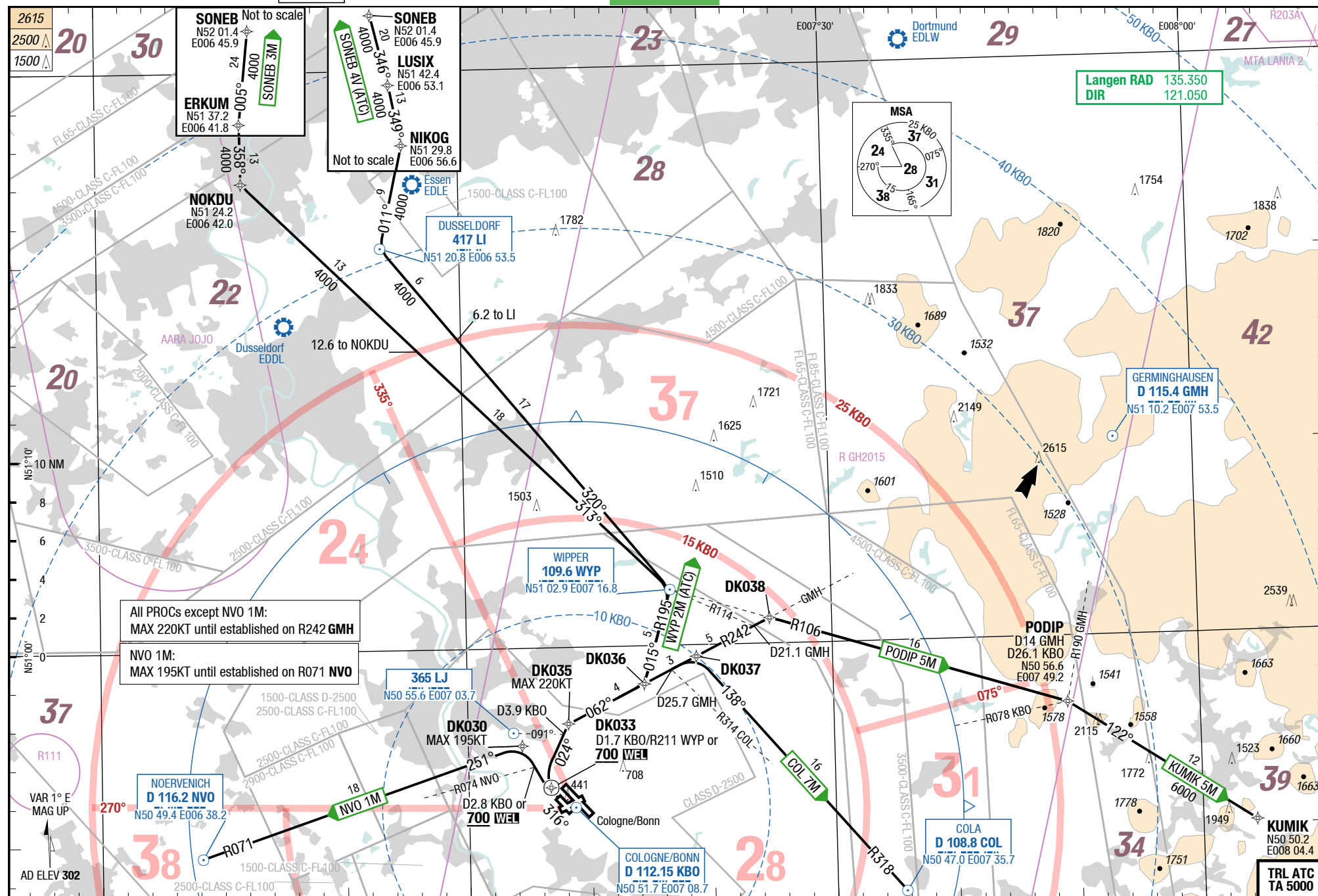
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SIDs RWY 32L (RNAV Overlay)

4-60

SIDs RWY 32L (RNAV Overlay)





Effective 02-MAR-2017

23-FEB-2017

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NIL

SID

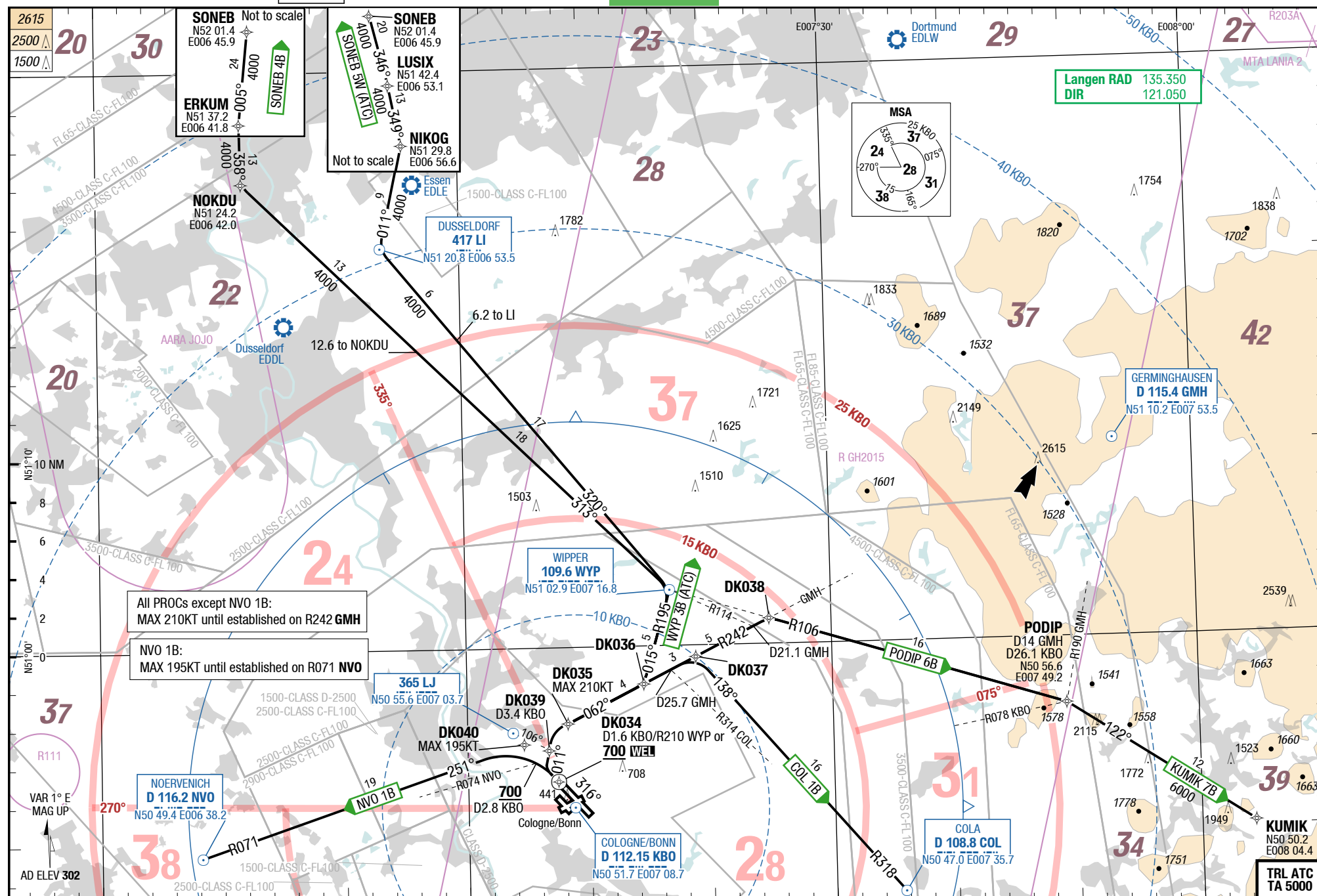
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NIL

SIDs RWY 32R (RNAV Overlay)

4-70 SIDs RWY 32R (RNAV Overlay)



Changes: Completely revised

## CGN-EDDK

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



## CGN-EDDK

5-20

SIDs RWY 06 (RNAV Overlay)

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

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

- 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**.

**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	1500

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

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

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.

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

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	3400

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

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.

Changes: Speed RESTR, Note

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

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.

Changes: Speed RESTR, Note

RWY 14R (136°)

**When passing 2000, contact Langen RAD.**

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

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

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.

Changes: Nil

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

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

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

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
	<b>Runway 32R</b>	
<b>COLA 1B</b> <b>COL 1B</b> <b>135.350</b> ①③⑤	inbound to <b>LJ</b> - at D1.6 <b>KBO</b> (crossing R210 <b>WYP</b> ) or MNM <b>700</b> , whichever is later, <b>RT</b> 011° - at D3.4 <b>KBO</b> (crossing 106° <b>LJ</b> ) <b>RT</b> intercept R242 <b>GMH</b> inbound - at D25.7 <b>GMH</b> (crossing R314 <b>COL</b> ) <b>RT</b> intercept R318 <b>COL</b> to <b>COL</b>  <b>FMS</b> [A700+] - <u>DK034</u> [R] - DK039 [R] - DK035 [K210- ;R] - DK037 [R] - <b>COL</b>	initial climb 5000
<b>KUMIK 7B</b> <b>135.350</b> ①②③	inbound to <b>LJ</b> - at D1.6 <b>KBO</b> (crossing R210 <b>WYP</b> ) or MNM <b>700</b> , whichever is later, <b>RT</b> 011° - at D3.4 <b>KBO</b> (crossing 106° <b>LJ</b> ) <b>RT</b> intercept R242 <b>GMH</b> inbound - at D21.1 <b>GMH</b> (crossing R114 <b>WYP</b> ) <b>RT</b> intercept R106 <b>WYP</b> to <b>PODIP</b> - <b>RT</b> 122° to <b>KUMIK</b>  <b>FMS</b> [A700+] - <u>DK034</u> [R] - DK039 [R] - DK035 [K210- ;R] - DK038 [R] - <b>PODIP</b> [R] - <b>KUMIK</b>	initial climb 5000
<b>NOERVENICH 1B</b> <b>NVO 1B</b> <b>135.350</b> ④	inbound to <b>LJ</b> - at D2.8 <b>KBO</b> (crossing R074 <b>NVO</b> ) <b>LT</b> intercept R071 <b>NVO</b> to <b>NVO</b>  <b>FMS</b> [A700+] - DK040 [K195- ;L] - <b>NVO</b>	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
	<b>Runway 32R</b>	
<b>PODIP 6B</b> <b>135.350</b> ②③	inbound to <b>LJ</b> - at D1.6 <b>KBO</b> (crossing R210 <b>WYP</b> ) or MNM <b>700</b> , whichever is later, <b>RT</b> 011° - at D3.4 <b>KBO</b> (crossing 106° <b>LJ</b> ) <b>RT</b> intercept R242 <b>GMH</b> inbound - at D21.1 <b>GMH</b> (crossing R114 <b>WYP</b> ) <b>RT</b> intercept R106 <b>WYP</b> to PODIP  <b>FMS</b> [A700+] - <u>DK034</u> [R] - DK039 [R] - DK035 [K210- ;R] - DK038 [R] - PODIP	<b>initial climb 5000</b>
<b>SONEB 4B</b> <b>135.350</b> ①③④	inbound to <b>LJ</b> - at D1.6 <b>KBO</b> (crossing R210 <b>WYP</b> ) or MNM <b>700</b> , whichever is later, <b>RT</b> 011° - at D3.4 <b>KBO</b> (crossing 106° <b>LJ</b> ) <b>RT</b> intercept R242 <b>GMH</b> inbound - intercept R195 <b>WYP</b> to <b>WYP</b> - <b>LT</b> 313° to NOKDU - <b>RT</b> 358° to ERKUM - <b>RT</b> 005° to SONEB  <b>FMS</b> [A700+] - <u>DK034</u> [R] - DK039 [R] - DK035 [K210- ;R] - DK036 [L] - WYP [L] - NOKDU [R] - ERKUM [R] - SONEB	<b>initial climb 5000</b>
<b>SONEB 5W</b> (ATC) <b>135.350</b> ①③④	inbound to <b>LJ</b> - at D1.6 <b>KBO</b> (crossing R210 <b>WYP</b> ) or MNM <b>700</b> , whichever is later, <b>RT</b> 011° - at D3.4 <b>KBO</b> (crossing 106° <b>LJ</b> ) <b>RT</b> intercept R242 <b>GMH</b> inbound - intercept R195 <b>WYP</b> to <b>WYP</b> - <b>LT</b> 320° to <b>LI</b> - <b>RT</b> 011° to NIKOG - <b>LT</b> 349° to LUSIX - <b>LT</b> 346° to SONEB  <b>FMS</b> [A700+] - <u>DK034</u> [R] - DK039 [R] - DK035 [K210- ;R] - DK036 [L] - WYP [L] - LI [R] - NIKOG [L] - LUSIX [L] - SONEB	<b>initial climb 5000</b>

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.

Changes: Completely revised

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

① MAX 210KT until established on R242 GMH.

Changes: Completely revised

23-FEB-2017

**CGN-EDDK**Germany **Cologne/Bonn**

## STARS

# STAR

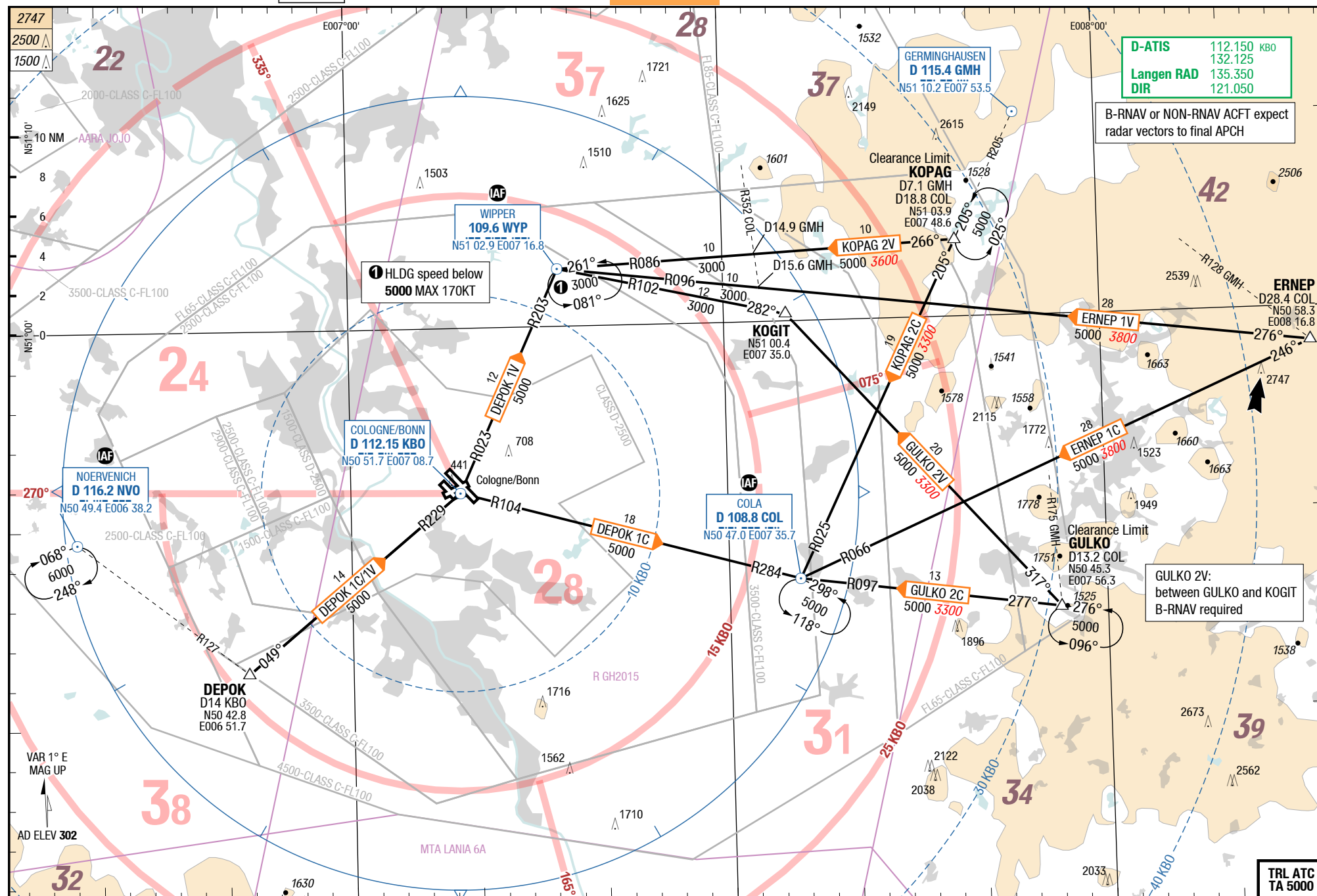
# STAR

Cologne/Bonn Germany

NIL

## STARS

6-10



Changes: Completely revised

TRL ATC  
TA 5000

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12-JUL-2018  
CGN-EDDK

Germany Cologne/Bonn

ILS or LOC 24 / SRA 24

7-10

ILS or LOC 14L / SRA 14L

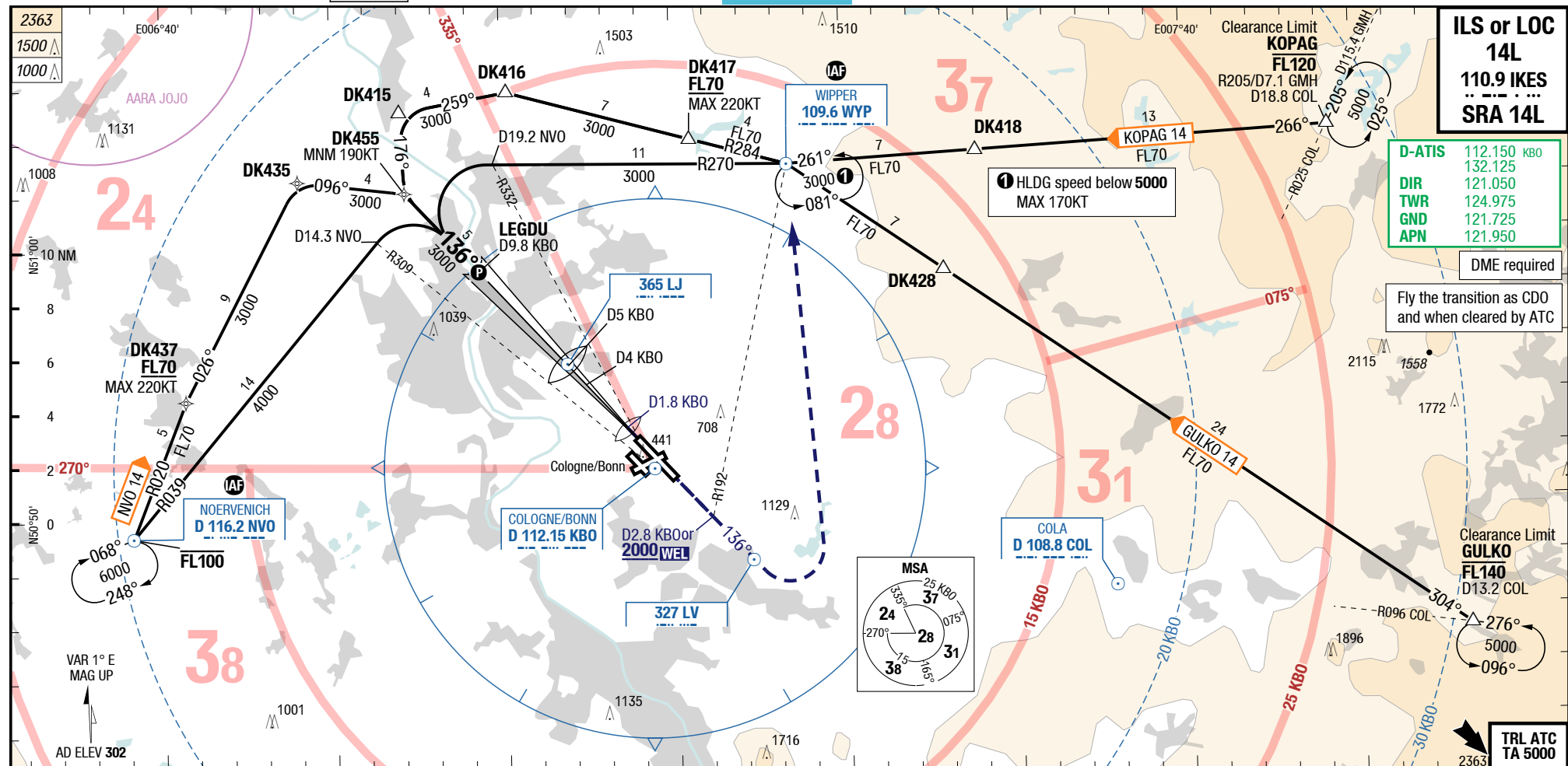
IAC

IAC

Cologne/Bonn Germany

ILS or LOC 24 / SRA 24

ILS or LOC 14L / SRA 14L



14L						
Cat 3b	Cat 2	Cat 2	Cat 1	Cat 1	Circling	
0 - 75R Company	100 - 300R 107 RA	120 - 300R 120 RA	200 - 400 430	200 - 550 430	Not published	
0 - 75R Company	100 - 300R 107 RA	120 - 300R 120 RA	200 - 400 430	200 - 550 430	Not published	

LOC 3.01° D KBO	9.8	9	8	7	6	3
	3000	2760	2440	2120	1800	840

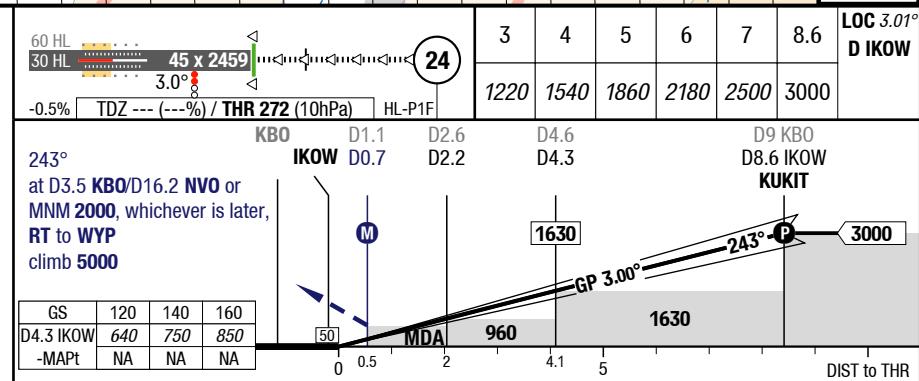
  

D9.8 KBO LEGDU	D5	D4	D1.8	KBO
3000	1470	1150	MDA	

GS	120	140	160
OM	640	740	850
-MAPt	NA	NA	NA

Changes: Nil

**ILS or LOC 24 / SRA 24**

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**CGN-EDDK**

## Germany **Cologne/Bonn**

NIL

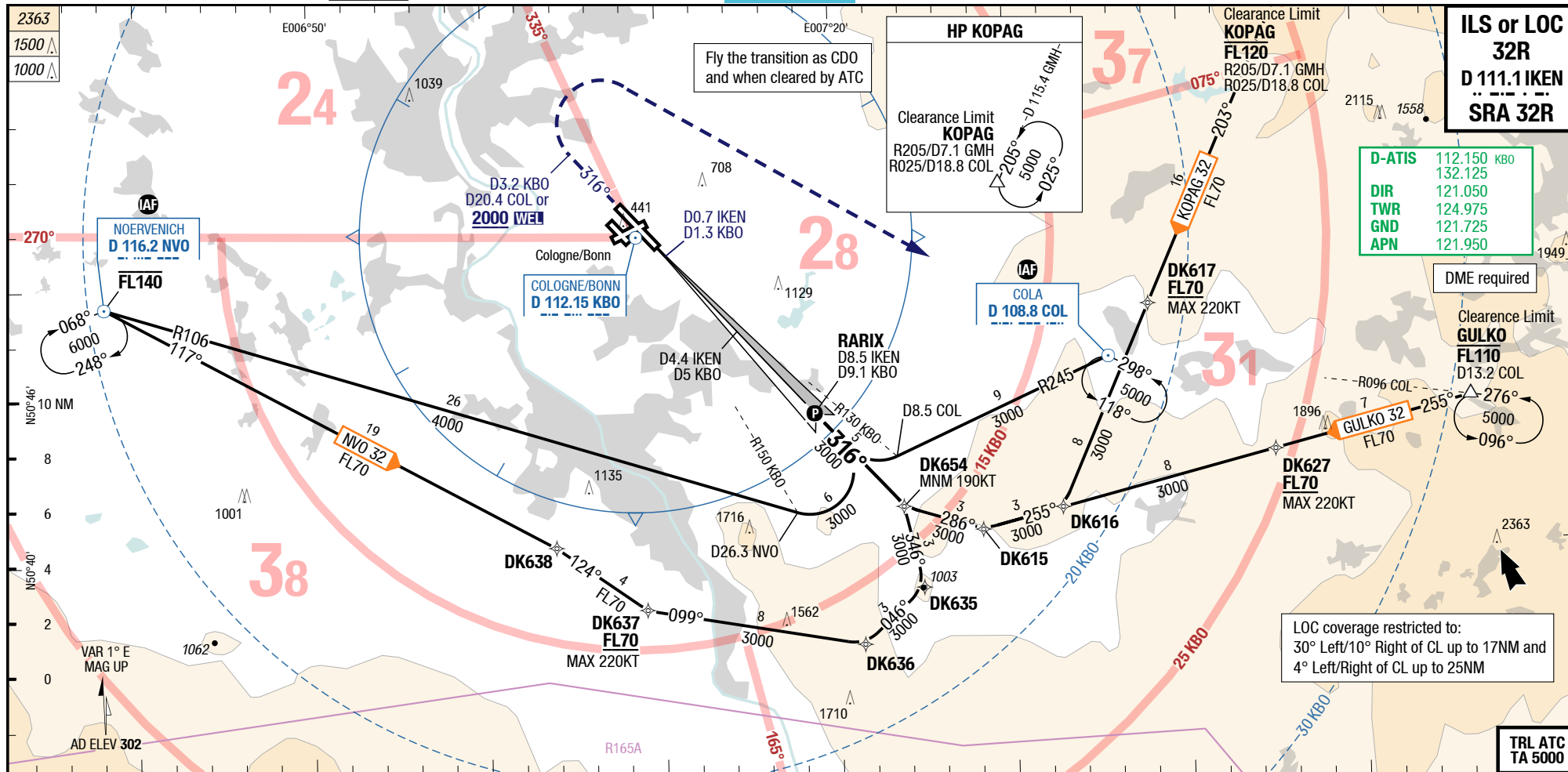
# IAC

IAC

## Cologne/Bonn Germany

NIL

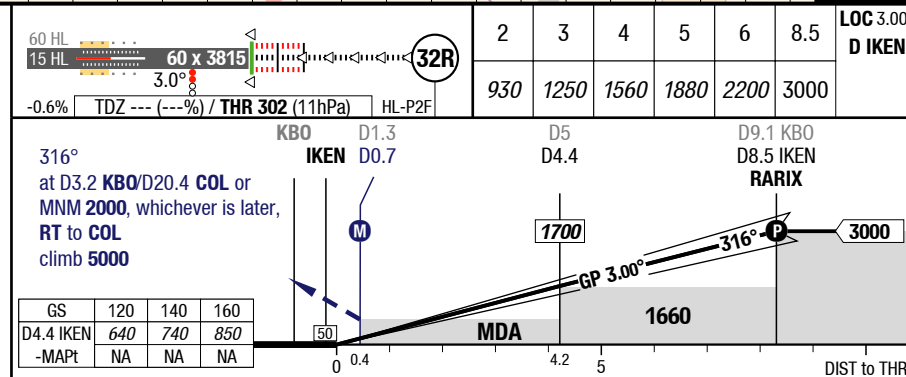
## ILS or LOC 32R / SRA 32R



32R		Cat 3b DME	Cat 2 DME	Cat 1 DME ACFT MAX 65/7 1) <i>L<sub>TS</sub></i>	Cat 1 DME ACFT MAX 65/7 1)	Cat 1 DME 2)	Circling
C	ft - m/km ft	0 - 75R <b>Company</b>	100 - 300R <b>90</b> RA	200 - 400 <b>510</b>	200 - 550 <b>510</b>	260 - 600 <b>560</b>	Not published
D	ft - m/km ft	0 - 75R <b>Company</b>	100 - 300R <b>90</b> RA 3)	200 - 400 <b>510</b>	200 - 550 <b>510</b>	260 - 600 <b>560</b>	Not published

- 1) With EVS 350m
- 2) With EVS 400m

3) If not conducting autoland RVR 350m required





26-APR-2018

CGN-EDDK

Germany Cologne/Bonn

IAC

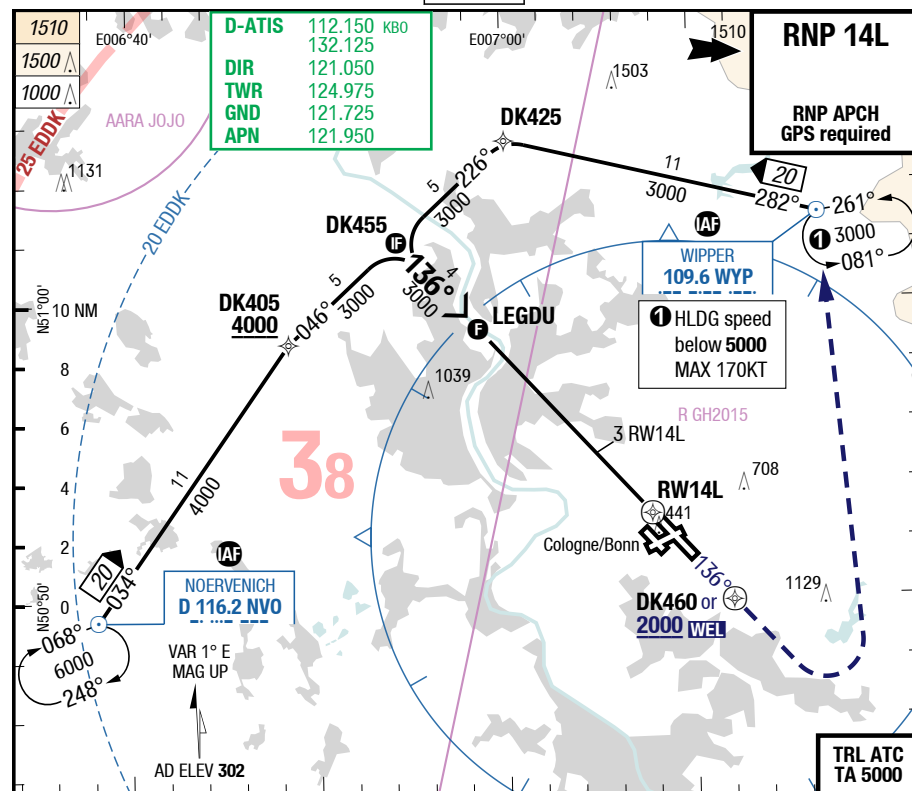
IAC

Cologne/Bonn Germany

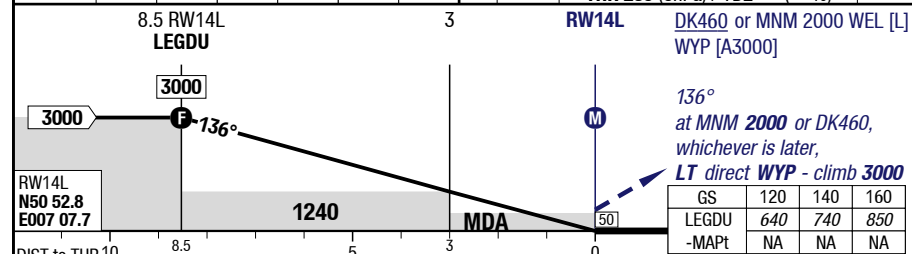
RNP 14L

7-60

RNP 14L



3.00°	8.5	7	6	5	4	2	14L	83.0°	60 HL	15 HL
RW14L	3000	2510	2190	1880	1560	920	HL-P2F	THR 230 (8hPa) / TDZ --- (---%)	+0.6%	



14L	RNP VNAV 1) 2)	RNP LNAV				Circling
C	ft - m/km 710	500 - 1.5 730				Not published
D	ft - m/km 710	500 - 1.5 730				Not published

1) Uncompensated BARO VNAV NA below -15°C (5°F)

2) With EVS 1.0km

Changes: Nil



12-JUL-2018  
CGN-EDDK

Germany Cologne/Bonn

RNP 24

RNP 14R

IAC

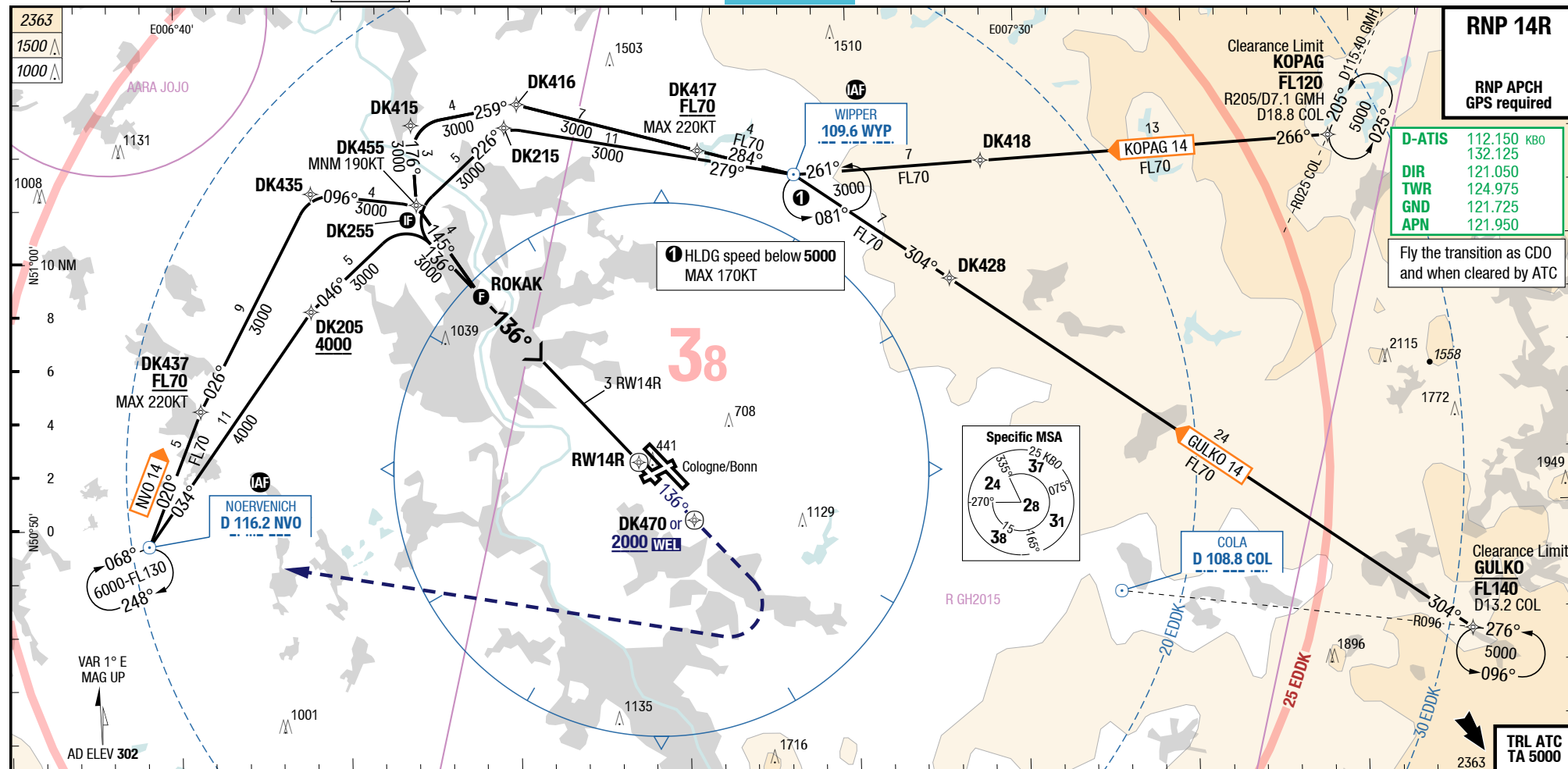
IAC

Cologne/Bonn Germany

RNP 24

RNP 14R

7-70



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

3.00°	8.6	7	6	5	4	2	14R	8.3.0°	60 HL	30 HL	450	THR 221 (8hPa) / TDZ --- (%)	+0.6%
RW14R	3000	2500	2190	1870	1550	910	HL-S	1863 x 45					
8.6 RW14R ROKAK		3		RW14R		DK470 or MNM 2000 WEL [R] - NVO [A6000]							
3000		136°		M		136° at MNM 2000 or DK470, whichever is later, RT direct NVO - climb 6000							
RW14R N50 52.3 E007 07.3		1230		MDA		GS		120	140	160			
DIST to THR 8.6		5		3		ROKAK		640	740	850			
						-MAPt		NA	NA	NA			

Changes: Nil

**CGN-EDDK**

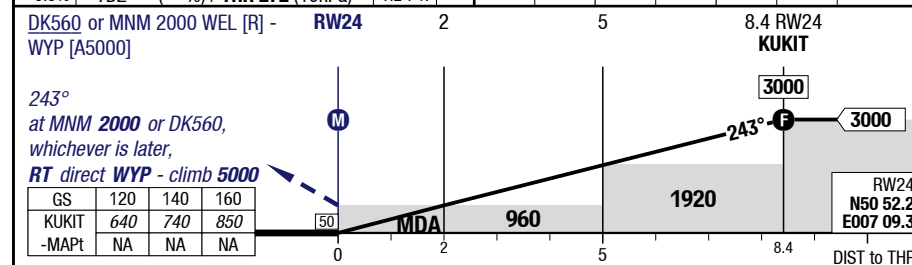
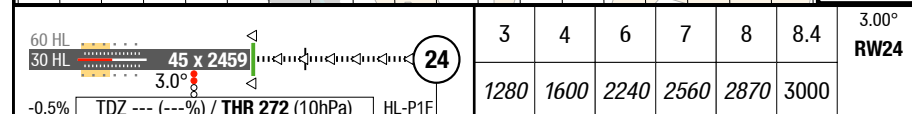
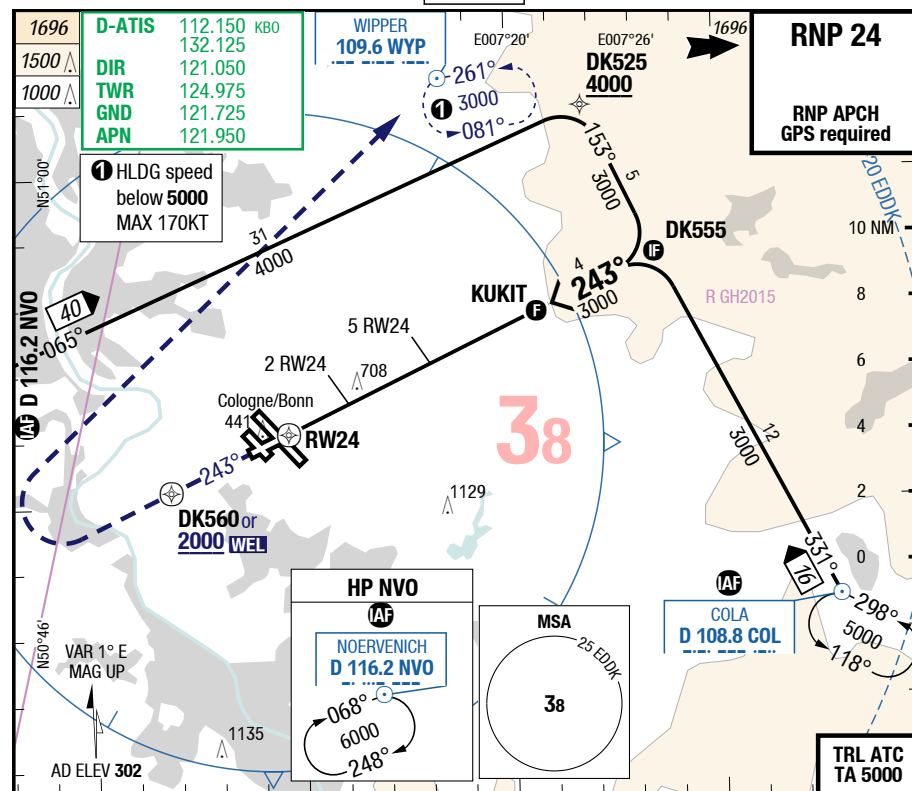
## RNP 24

# IAC

# IAC

## RNP 24

**7-80**



24		RNP VNAV 1) 2)	RNP LNAV				Circling
C	ft - m/km ft	690 - 1.6V 960	700 - 1.6V 970				Not published
D	ft - m/km ft	690 - 1.6V 960	700 - 1.6V 970				Not published

1) Uncompensated BARO VNAV NA below -15°C (5°F)  
2) With EVS VIS 1.1km

Changes: APL

26-APR-2018  
CGN-EDDK

7-90

Germany Cologne/Bonn

RNP 32R

RNP 32L

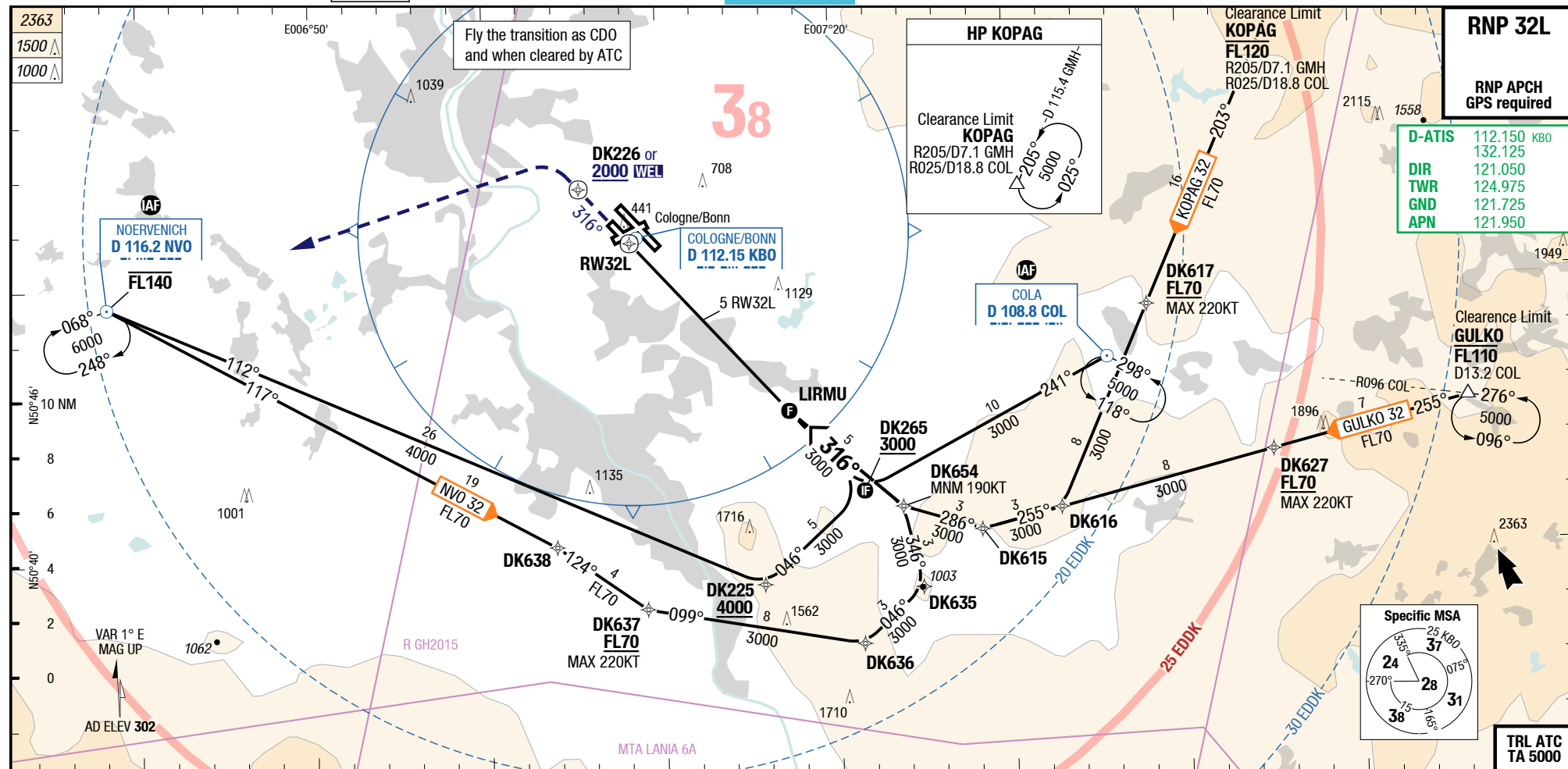
IAC

IAC

Cologne/Bonn Germany

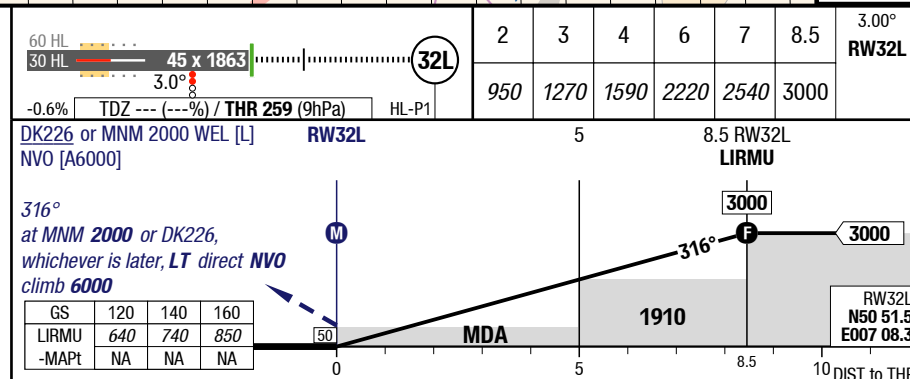
RNP 32R

RNP 32L



32L		RNP VNAV 1) 2)	RNP LNAV	Circling	
C	ft - m/km ft	520 - 1.6 770	530 - 1.7 780	Not published	
D	ft - m/km ft	520 - 1.6 770	530 - 1.7 780	Not published	

1) Uncompensated BARO VNAV NA below -15°C (5°F)  
2) With EVS 1.1km



Changes: MIN



26-APR-2018

CGN-EDDK

Germany Cologne/Bonn

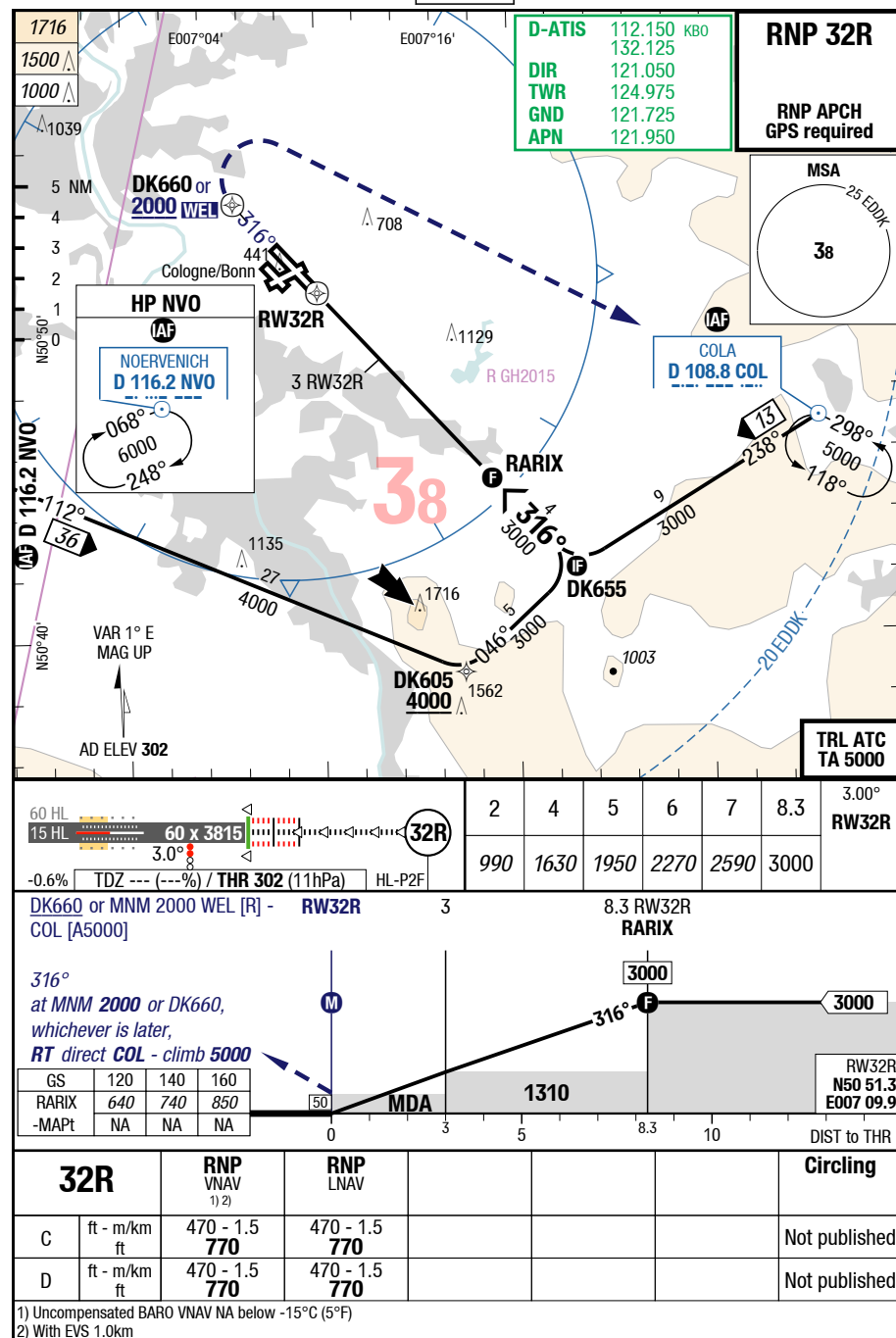
RNP 32R

IAC

IAC

Cologne/Bonn Germany

RNP 32R



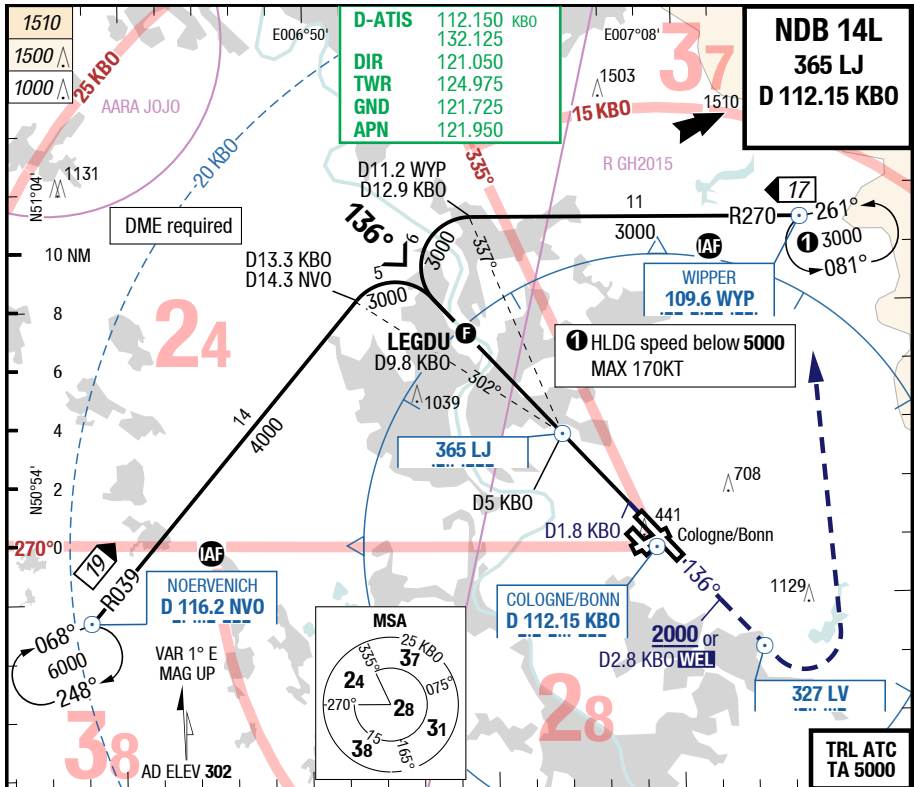
Changes: Nil

12-JUL-2018

CGN-EDDK

7-110

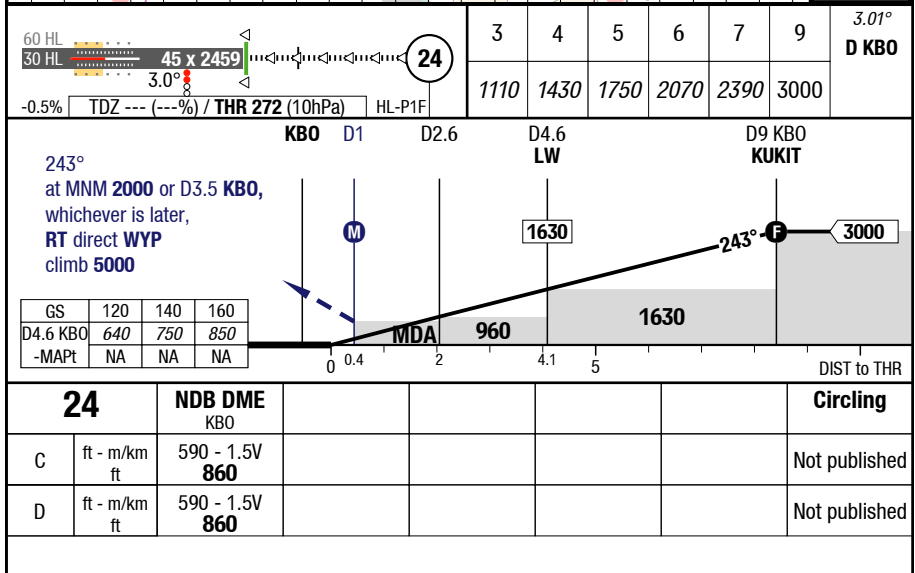
NDB 14L



3.00° D KBO	9.8	8	7	6	4	3	14L	3815 x 60	60 HL	15 HL
	3000	2430	2120	1800	1160	840	HL-P2F	THR 230 (8hPa) / TDZ --- (---%) +0.6%		
D9.8 KBO LEGDU	D5 LJ	D1.8 KBO								
3000	1490	M								
1470	MDA									
DIST to THR	5	3.8	0.5	0						
<b>14L</b>	<b>NDB DME</b> KBO									<b>Circling</b>
C	ft - m/km ft	600 - 2.0 830								Not published
D	ft - m/km ft	600 - 2.0 830								Not published

Changes: Nil

## NDB 24



14-JUN-2018

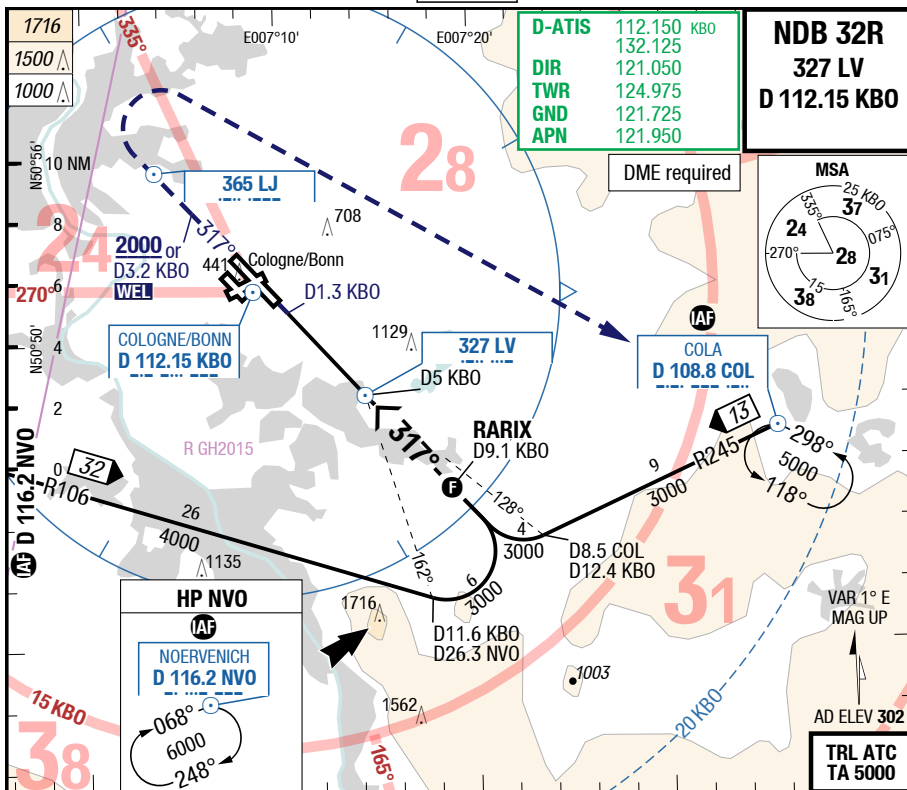
Germany Cologne/Bonn

IAC

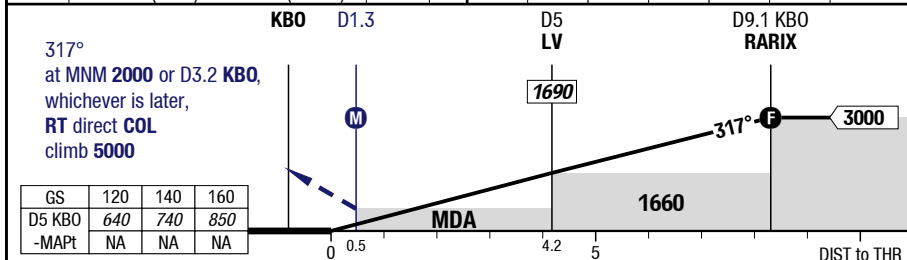
CGN-EDDK

7-130

NDB 32R

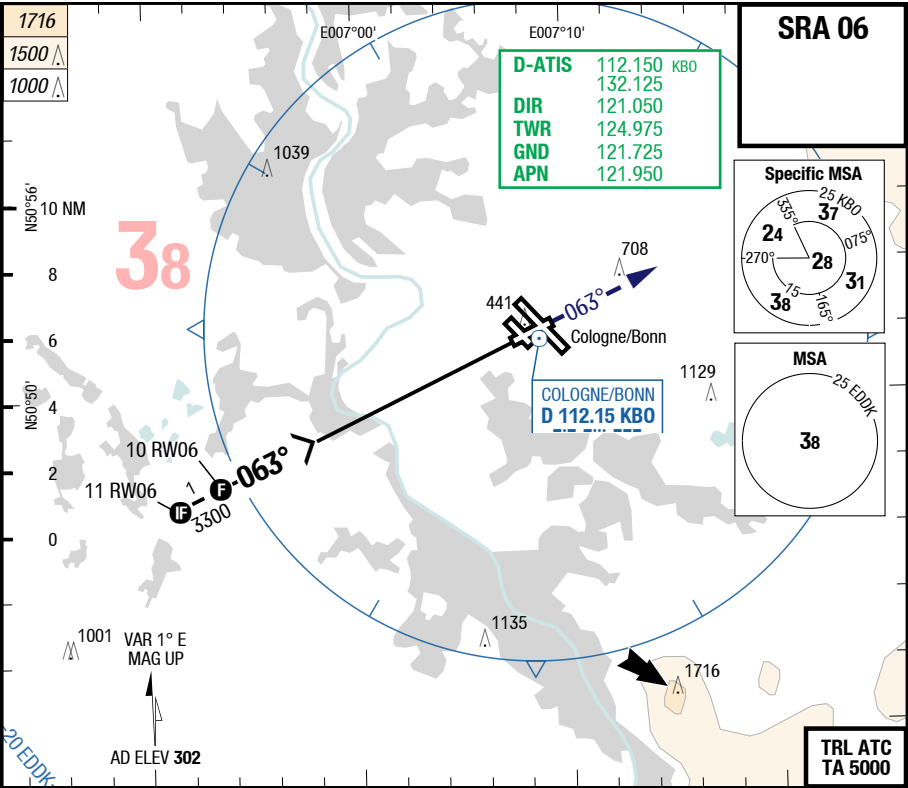



60 HL	3	4	6	7	8	9.1	3.00°
15 HL	1050	1370	2010	2330	2650	3000	D KBO
-0.6% TDZ --- (---%) / THR 302 (11hPa) HL-P2F							317°
							RWY 316°



32R	NDB DME KBO					Circling
C	ft - m/km ft	530 - 1.7 830				Not published
D	ft - m/km ft	530 - 1.7 830				Not published

Changes: Nil



RW06	10	9	7	5	3	2	06		60 HL 30 HL
	3300	3000	2400	1800	1200	900			
HL-P1								THR 231 (8hPa) / TDZ --- (---%)	+0.5%

Missed Approach:

063°  
climb 3000

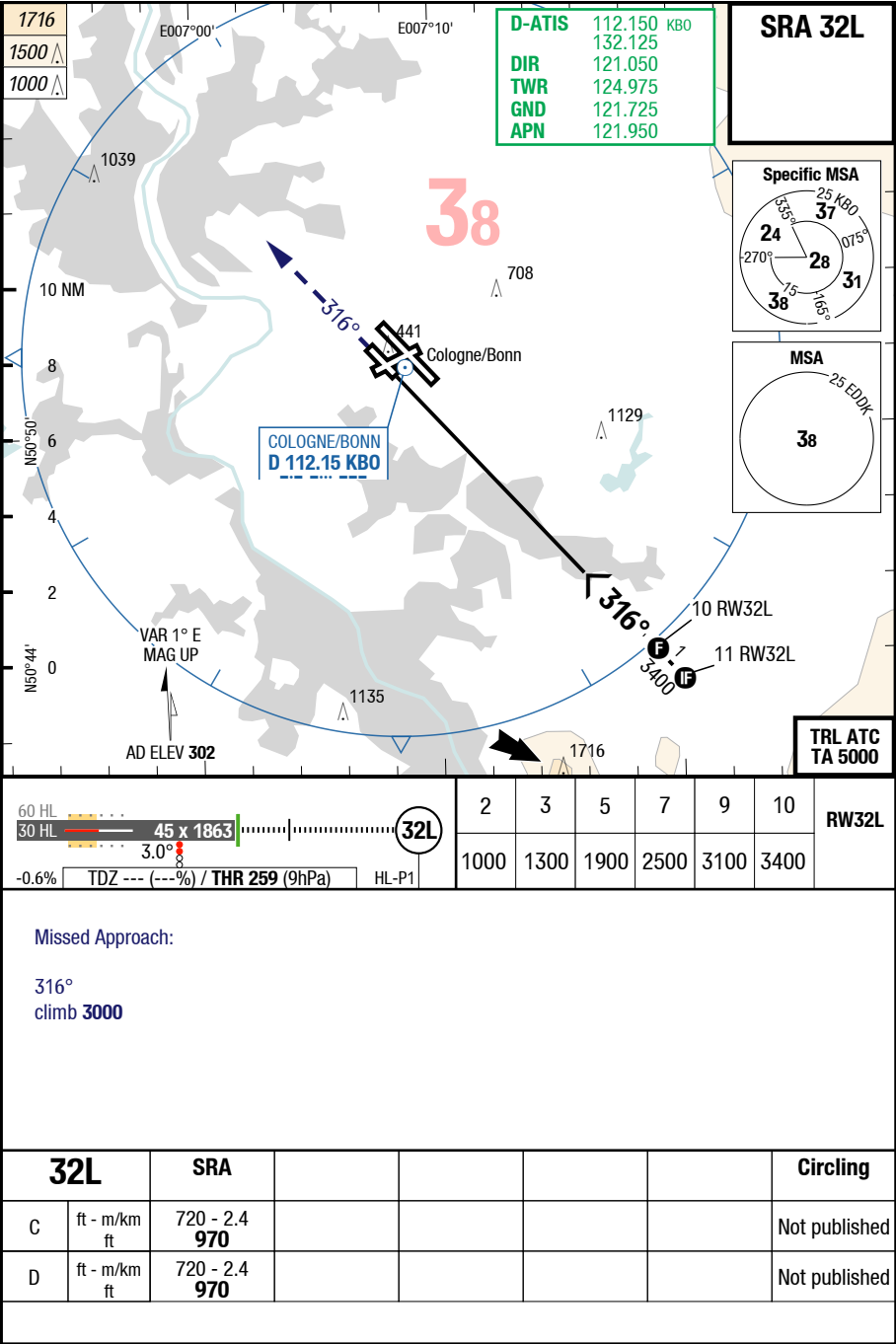
06		SRA					Circling
C	ft - m/km ft	750 - 2.4 980					Not published
D	ft - m/km ft	750 - 2.4 980					Not published

## SRA 14R

14R		SRA					Circling
C	ft - m/km ft	730 - 2.1V 950					Not published
D	ft - m/km ft	730 - 2.1V 950					Not published

7-160

SRA 32L



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				