

EDDK/CGN
COLOGNE-BONN
8 DEC 06
10-1P
Eff 21 Dec
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 112.15 124.2

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 block)-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
8 DEC 06
10-1P1
Eff 21 Dec
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 inclusively and TWY D MAX wingspan 171'/52m.

TWY bridge of TWY B MAX 200 mt AUW.

For ACFT with a wingspan of more than 171'/52m, it is mandatory to use the yellow marked and green/ green lighted taxiing guide line 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.

ACFT are permitted to taxi on the aprons only at the absolute minimum engine speed.

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, respectively. Deviations and shortcuts are not allowed. In exceptional cases, taxiing off the guide lines will be permitted under the guidance of a follow-me car or in agreement with aerodrome control.

1.6. PARKING INFORMATION

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

1.7. OTHER INFORMATION

1.7.1. GENERAL

RWY 06/24 partly grooved.
RWYs 14L/32R and 14R/32L with antiskid layer.

1.7.2. LIGHTING

Parking position Y and the connecting TWY towards THR 32L unlighted.

EDDK/CGN
COLOGNE-BONN
8 DEC 06
10-1P2
Eff 21 Dec
AIRPORT BRIEFING

2. ARRIVAL

2.1. GENERAL

ATC clearance for visual or VMC approaches will not be granted to arriving IFR flights.

Exceptions may be granted to propeller-driven ACFT up to 5700kg MPW.

2.2. SPEED RESTRICTIONS

MAX 250 KT below FL100 or as by ATC.

Not applicable within airspace C.

2.3. CAT II/III OPERATIONS

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

3. DEPARTURE

3.1. SPEED RESTRICTIONS

MAX 250 KT below FL100 or as by ATC.

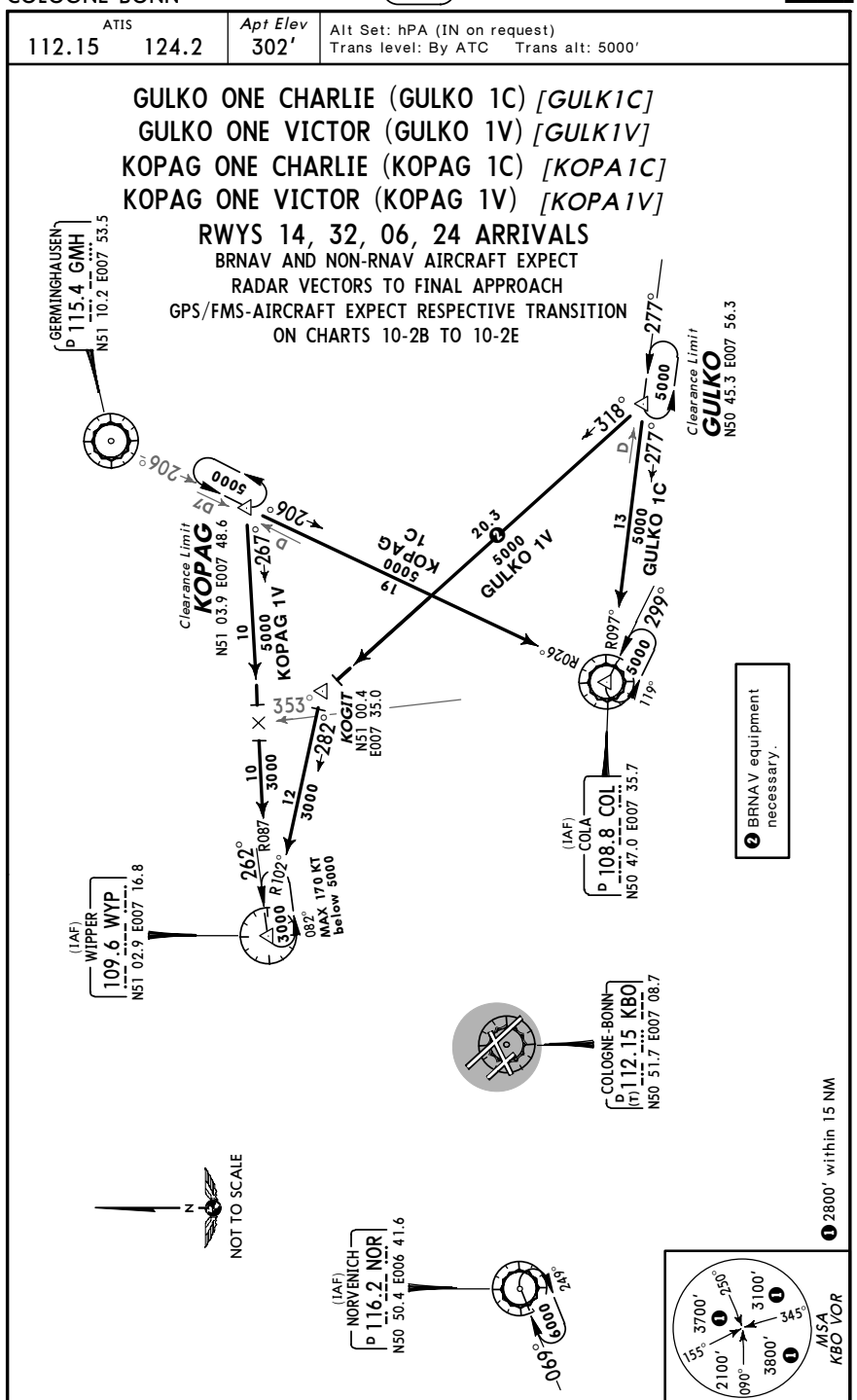
Not applicable within airspace C.

3.2. PUSH-BACK PROCEDURE

To obtain push-back instructions from a nose-in position, pilots are requested to contact the driver of the tow tractor only. This request will only be permitted if the pilot is able to perform the manoeuvre immediately. The driver of the tow tractor will perform the push-back procedure as soon as cleared by ATC. In order to avoid delays, the engines shall be started during push-back.

After completed push-back, ready to taxi shall be reported to Ground.

EDDK/CGN
COLOGNE-BONN
8 DEC 06
10-2
Eff 21 Dec
STAR



JEPPESSEN COLOGNE-BONN, GERMANY
24 AUG 07 **(10-2B)** **Eff 30 Aug** **RNAV TRANSITION**

CHANGES: Crossings at GULKO & KOPAG established. © JEPPESEN SANDERSON, INC., 2005, 2007. ALL RIGHTS RESERVED

JEPPESSEN COLOGNE-BONN, GERMANY
24 AUG 07 **10-2C** **Eff 30 Aug** **RNAV TRANSITION**

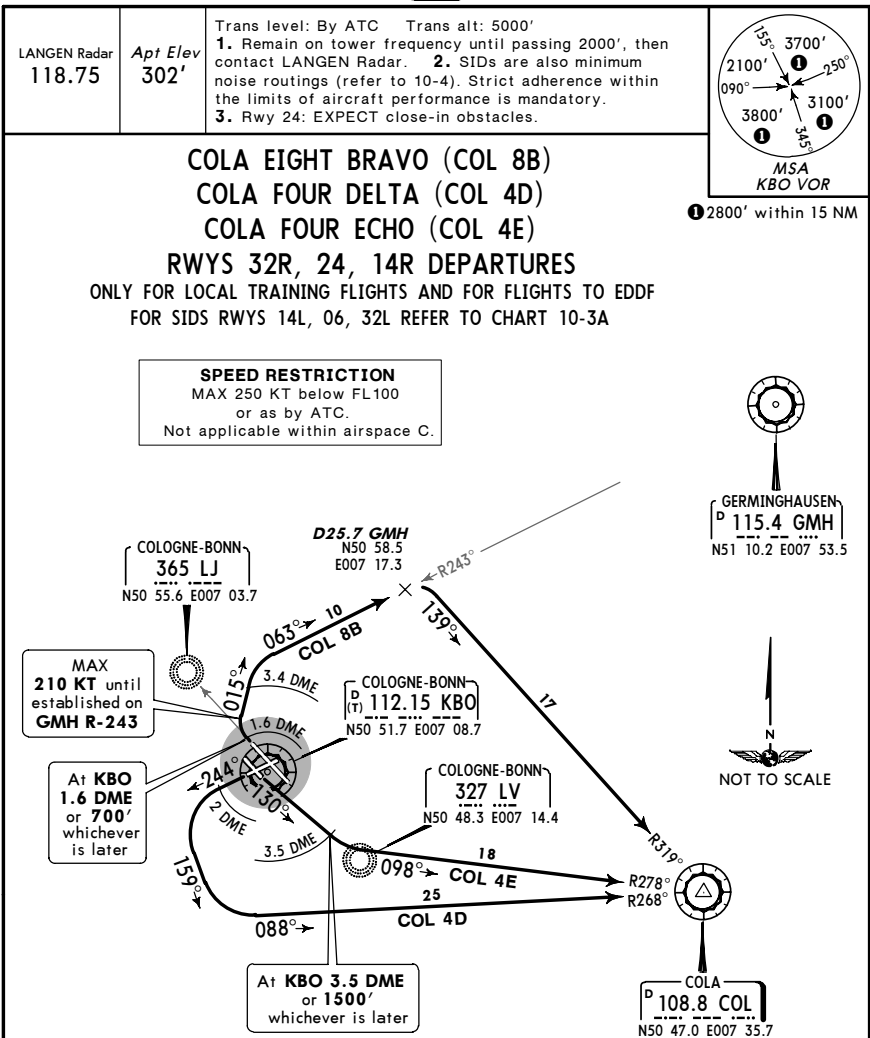
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COLOGNE-BONN

JEPPESEN COLOGNE-BONN, GERMANY

29 JUN 07 10-3 Eff 5 Jul SID



COL 8B (daytime only)
This SID requires a minimum climb gradient of 425' per NM (7%) 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

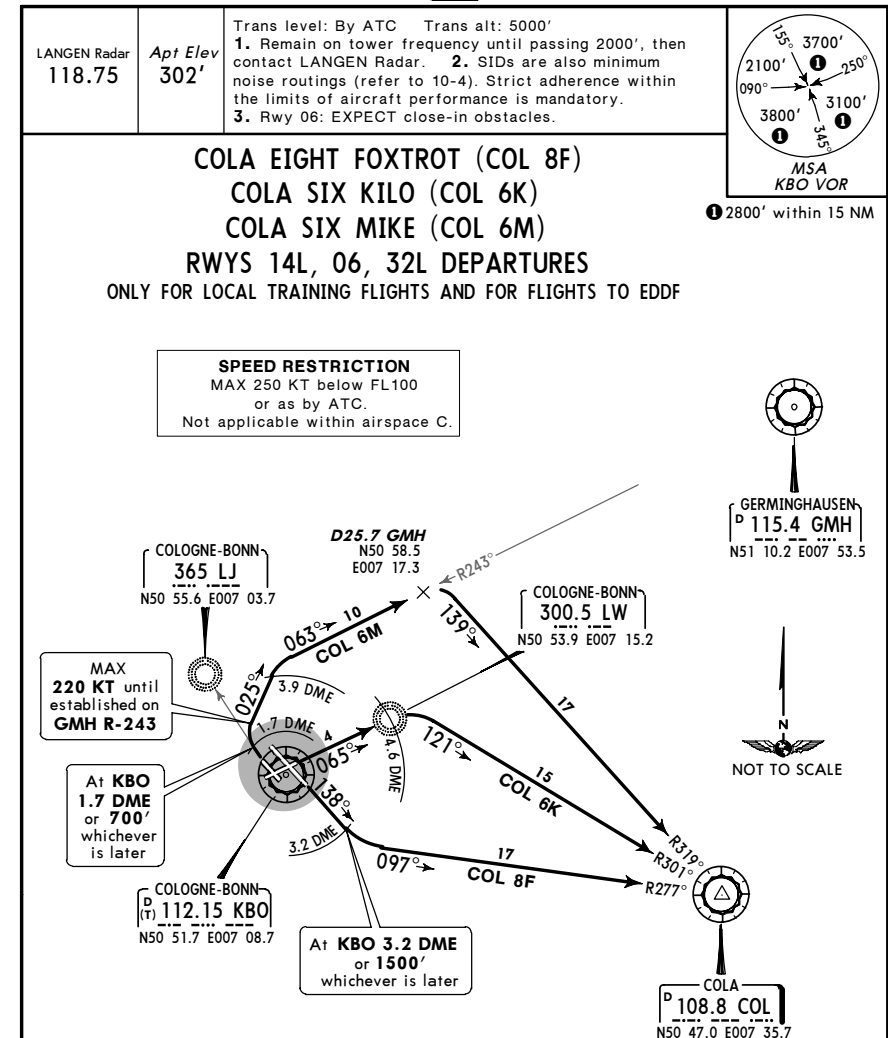
If unable to comply advise ATC upon start-up.

Initial climb clearance 5000'		
SID	RWY	INITIAL CLIMB/ROUTING
COL 8B	32R	Climb towards LJ, at KBO 1.6 DME or 700', whichever is later, turn RIGHT, 015° track, at KBO 3.4 DME turn RIGHT, intercept GMH R-243 inbound to D25.7 GMH, turn RIGHT, intercept COL R-319 inbound to COL.
COL 4D	24	On runway track to KBO 2 DME, turn LEFT, 159° track, intercept COL R-268 inbound to COL.
COL 4E	14R	Climb towards LV, at KBO 3.5 DME or 1500', whichever is later, turn LEFT, intercept COL R-278 inbound to COL.

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COLOGNE-BONN

JEPPESEN COLOGNE-BONN, GERMANY

29 JUN 07 10-3A Eff 5 Jul SID



These SIDs require minimum climb gradients of

COL 6K
310' per NM (5.1%) until passing 900'.
COL 6M (daytime only)
401' per NM (6.6%) until passing 5000' due to airspace structure. If unable to comply advise ATC upon start-up.

Gnd speed-KT	75	100	150	200	250	300
310' per NM	387	516	775	1033	1291	1549
401' per NM	501	668	1003	1337	1671	2005

Initial climb clearance 5000'		
SID	RWY	INITIAL CLIMB/ROUTING
COL 8F	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.
COL 6M	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 to D25.7 GMH, turn RIGHT, intercept COL R-319 inbound to COL.

SID

SID

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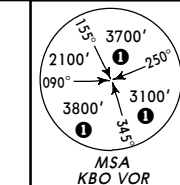
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JEPPESEN COLOGNE-BONN, GERMANY

29 JUN 07 10-3D Eff 5 Jul SID

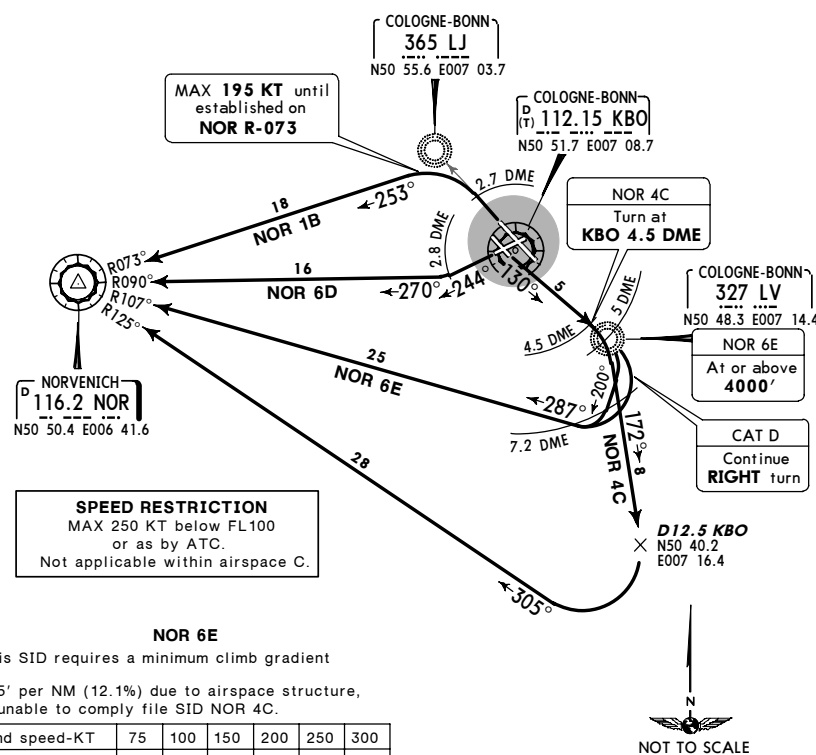
LANGEN Radar 126.32	Apt Elev 302'	Trans level: By ATC Trans alt: 5000' 1. Remain on tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. NOR 6E: MAX 220 KT during turns. 4. RWY 24: EXPECT close-in obstacles.
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NORVENICH ONE BRAVO (NOR 1B)
NORVENICH FOUR CHARLIE (NOR 4C)
NORVENICH SIX DELTA (NOR 6D)
NORVENICH SIX ECHO (NOR 6E)
RWYS 32R, 14R, 24 DEPARTURES
FOR SIDS RWYS 14L, 06, 32L REFER TO CHART 10-3E



1 2800' within 15 NM

Flights intending to proceed above FL190 have to be able to cross FIR/UIR boundary (23 DME NOR) at or above FL200. If unable to comply contact Delivery prior to start-up.



NOT TO SCALE

Initial climb clearance 5000'		
SID	RWY	INITIAL CLIMB/ROUTING
NOR 1B	32R	Towards LJ, at KBO 2.7 DME turn LEFT, intercept NOR R-073 inbound to NOR.
NOR 4C	14R	Towards LV, at KBO 4.5 DME turn RIGHT, intercept 172° bearing from LV to D12.5 KBO, turn RIGHT, intercept NOR R-125 inbound to NOR.
NOR 6D	24	On runway track to KBO 2.8 DME, turn RIGHT, intercept NOR R-090 inbound to NOR.
NOR 6E	14R	To LV (KBO 5 DME), turn RIGHT, 200° track (CAT D continue RIGHT turn) to KBO 7.2 DME, turn RIGHT, intercept NOR R-107 inbound to NOR.

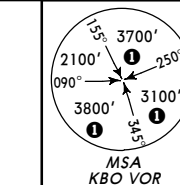
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JEPPESEN COLOGNE-BONN, GERMANY

29 JUN 07 10-3E Eff 5 Jul SID

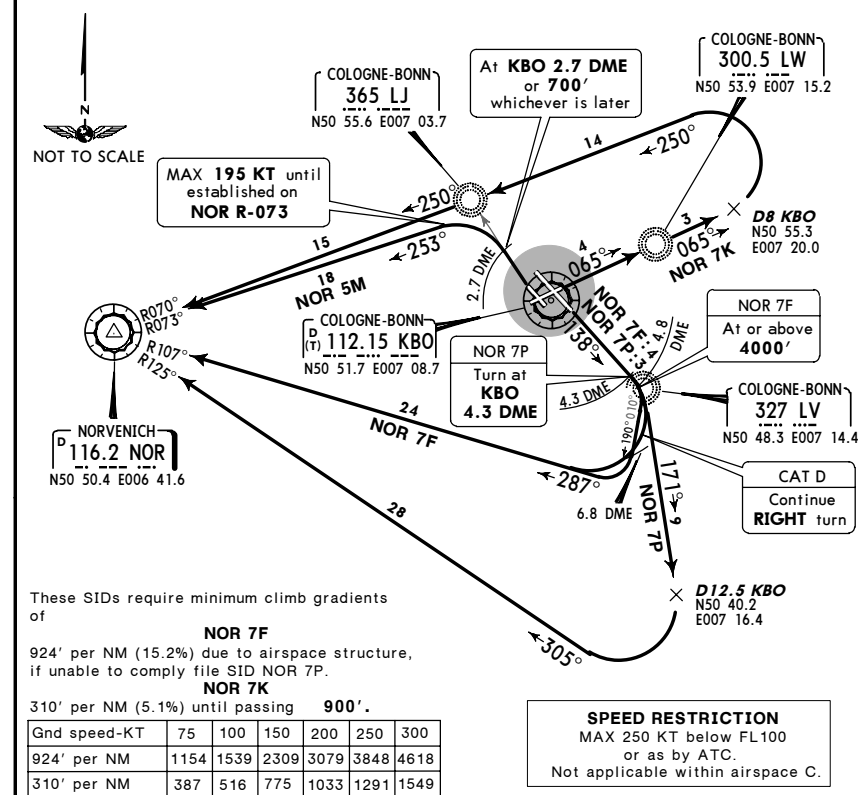
LANGEN Radar 126.32	Apt Elev 302'	Trans level: By ATC Trans alt: 5000' 1. Remain on tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. NOR 7F: MAX 220 KT during turns. 4. RWY 06: EXPECT close-in obstacles.
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NORVENICH SEVEN FOXTROT (NOR 7F)
NORVENICH SEVEN KILO (NOR 7K)
NORVENICH FIVE MIKE (NOR 5M)
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 (23 DME NOR) at or above FL200. If unable to comply contact Delivery prior to start-up.

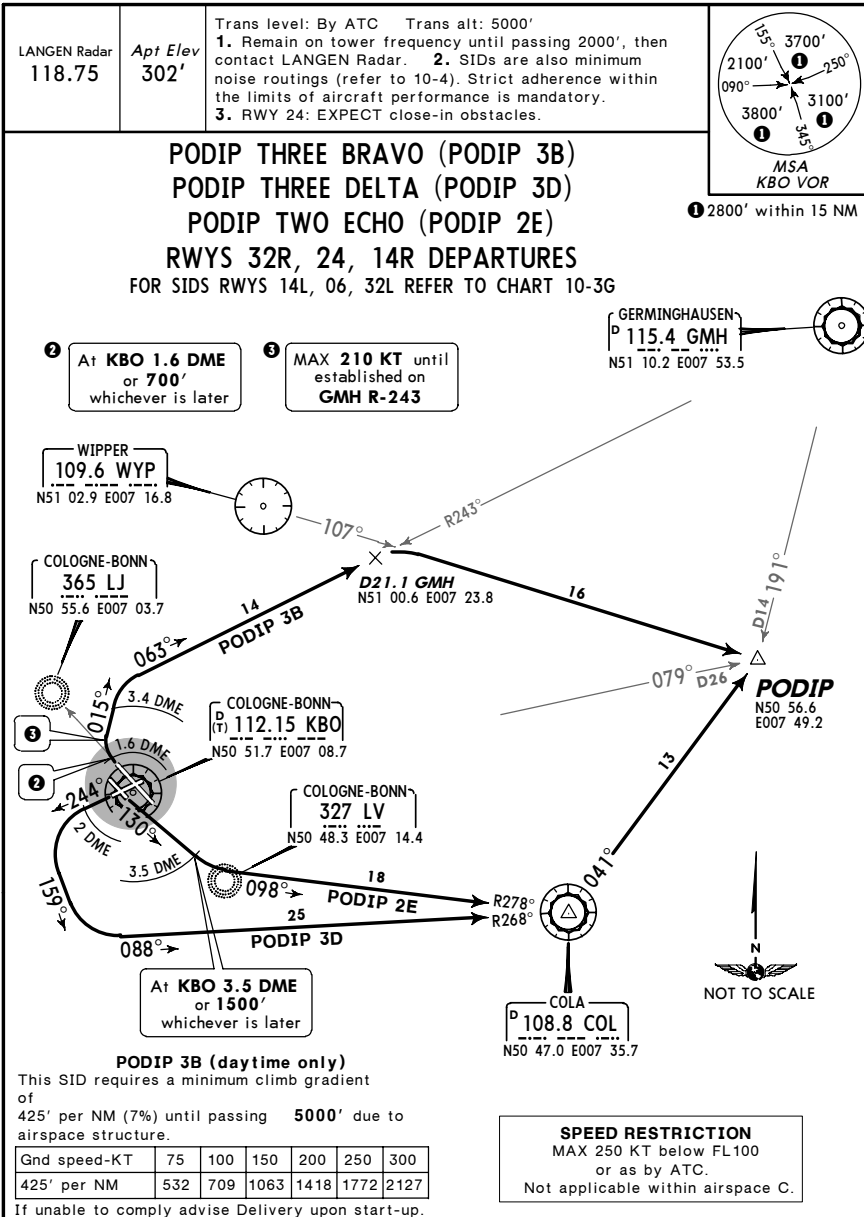


Initial climb clearance 5000'		
SID	RWY	INITIAL CLIMB/ROUTING
NOR 7F	14L	On 138° track to KBO 4.8 DME, turn RIGHT, intercept 190° bearing from LV (CAT D continue RIGHT turn) to KBO 6.8 DME, turn RIGHT, intercept NOR R-107 inbound to NOR.
NOR 7K	06	Intercept 065° bearing via LW to D8 KBO, turn LEFT, intercept 250° bearing to LJ, intercept NOR R-070 inbound to NOR.
NOR 5M	32L	Climb towards LJ, at KBO 2.7 DME or 700', whichever is later, turn LEFT, intercept NOR R-073 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.

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COLOGNE-BONN

JEPPESEN COLOGNE-BONN, GERMANY

29 JUN 07 10-3F Eff 5 Jul SID



Initial climb clearance 5000'		
SID	RWY	INITIAL CLIMB/ROUTING
PODIP 3B	32R	Climb towards LJ, at KBO 1.6 DME or 700', whichever is later, turn RIGHT, 015° track, at KBO 3.4 DME turn RIGHT, intercept GMH R-243 inbound to D21.1 GMH, turn RIGHT, intercept WYP R-107 to PODIP.
PODIP 3D	24	On runway track to KBO 2 DME, turn LEFT, 159° track, intercept COL R-268 inbound to COL, turn LEFT, COL R-041 to PODIP.
PODIP 2E	14R	Climb towards LV, at KBO 3.5 DME or 1500', whichever is later, turn LEFT, intercept COL R-278 inbound to COL, turn LEFT, COL R-041 to PODIP.

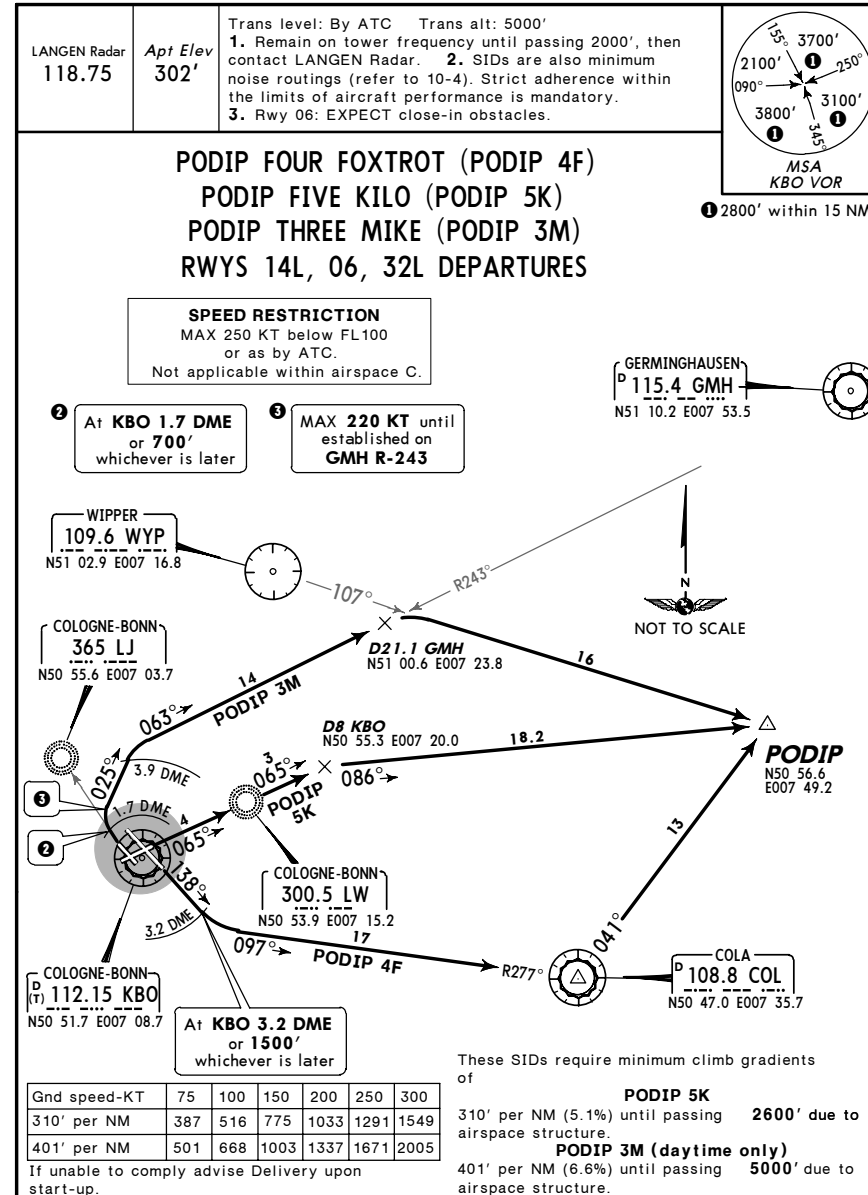
CHANGES: None.

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COLOGNE-BONN

JEPPESEN COLOGNE-BONN, GERMANY

29 JUN 07 10-3G Eff 5 Jul SID



Initial climb clearance 5000'		
SID	RWY	INITIAL CLIMB/ROUTING
PODIP 4F	14L	Climb on 138° track to KBO 3.2 DME or 1500', whichever is later, turn LEFT, intercept COL R-277 inbound to COL, turn LEFT, COL R-041 to PODIP.
PODIP 5K	06	Intercept 065° bearing via LW to D8 KBO, turn RIGHT, 086° track to PODIP.
PODIP 3M	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 to D21.1 GMH, turn RIGHT, intercept WYP R-107 to PODIP.

① After D8 KBO BRNAV equipment necessary.

CHANGES: SID PODIP 3F renumbered 4F & revised.

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SID

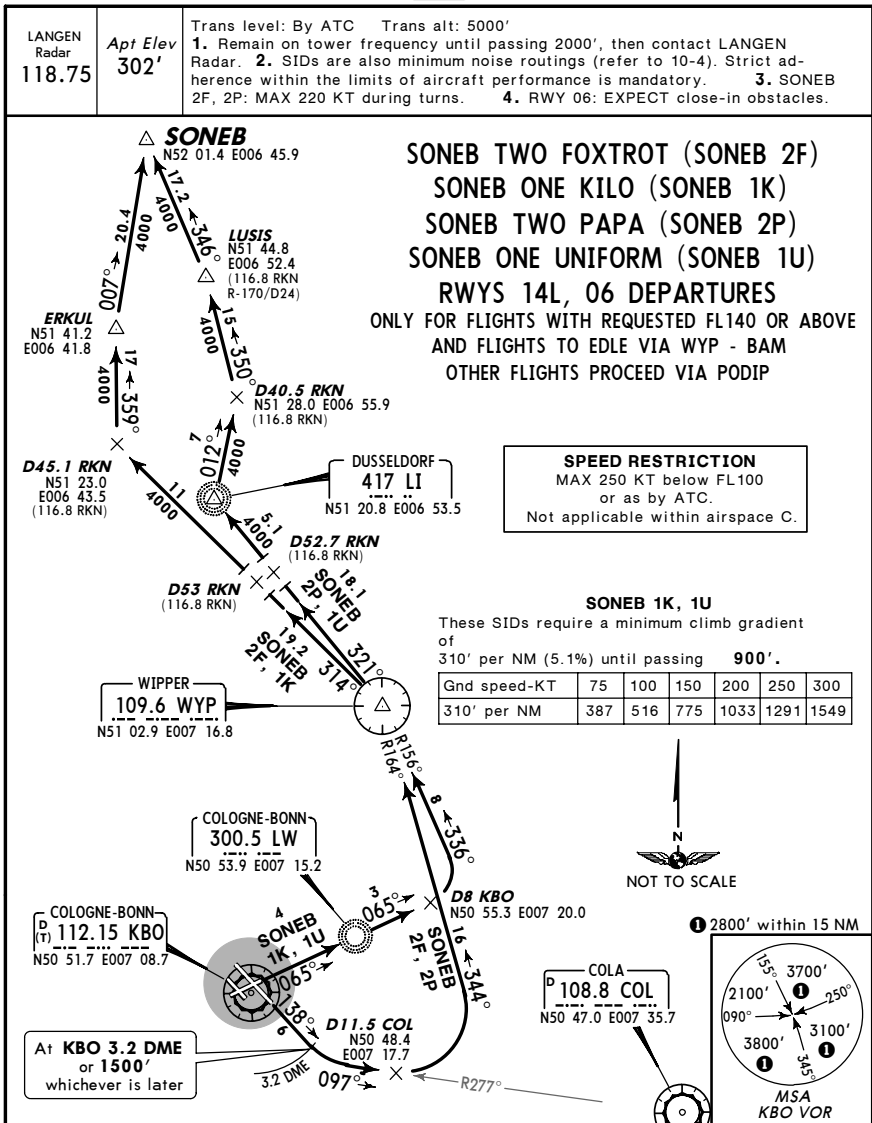
SID

Initial climb clearance 5000'		
SID	RWY	INITIAL CLIMB
SONEB 1D	24	On runway track to KBO 2 DME, turn LEFT, 159° track, intercept COL R-268 inbound to D14 COL, turn LEFT, intercept WYP R-180 inbound to WYP.
SONEB 1X By ATC		
SONEB 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.
SONEB 1V By ATC		
SID	ROUTING	
SONEB 1D, 1M	At WYP turn LEFT, WYP R-314 to D45.1 RKN ② , turn RIGHT, 359° track to ERKUL, turn RIGHT, 007° track to SONEB.	
SONEB 1V, 1X By ATC	At WYP turn LEFT, WYP R-321 to LI, turn RIGHT, 012° bearing to D40.5 RKN, turn LEFT, intercept RKN R-170 inbound to LUSIS ① , turn LEFT, 346° track to SONEB.	
After D45.1 RKN ② /LUSIS ③ BRNAV equipment necessary.		

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29 JUN 07 (10-3K) Eff 5 Jul SID

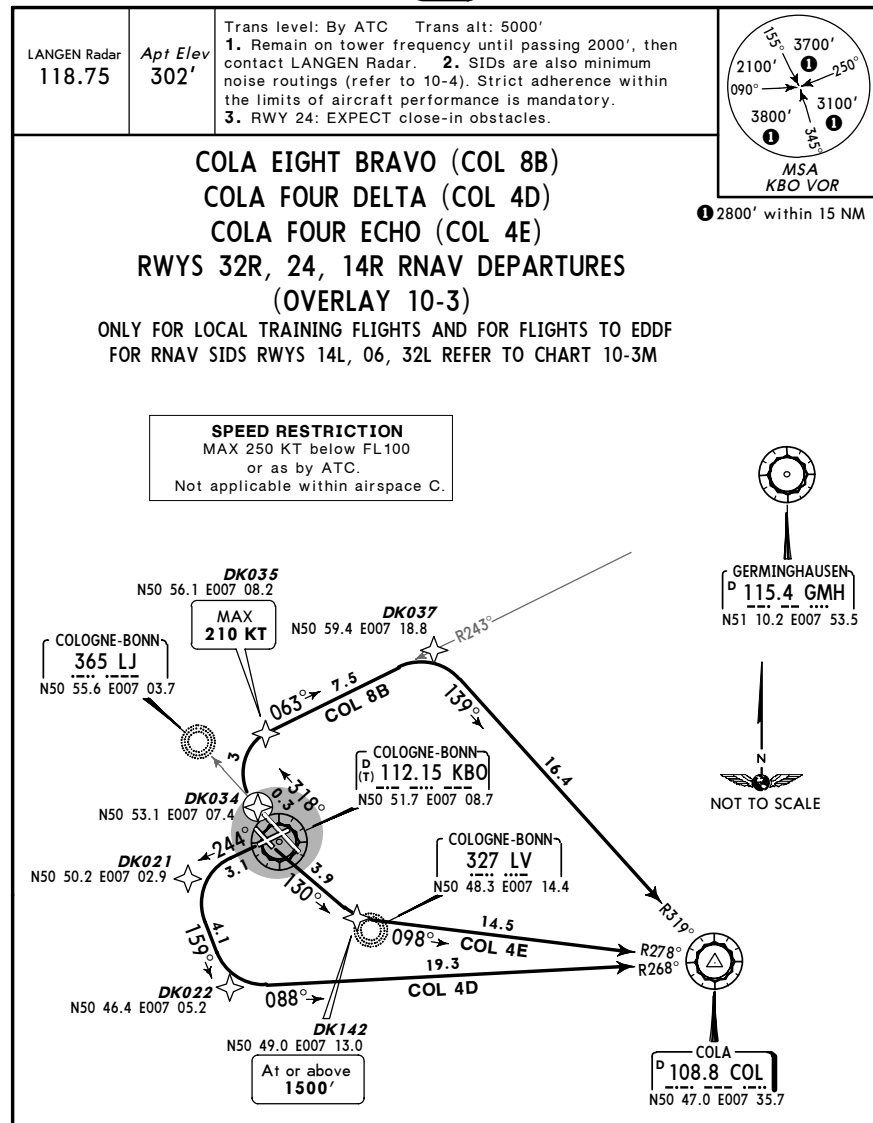


Initial climb clearance 5000'		
SID	RWY	INITIAL CLIMB
SONEB 2F	14L	Climb on 138° track to KBO 3.2 DME or 1500', whichever is later, turn LEFT, intercept COL R-277 inbound to D11.5 COL, turn LEFT, intercept WYP R-164 inbound to WYP.
SONEB 2P By ATC		
SONEB 1K	06	Intercept 065° bearing via LW to D8 KBO, turn LEFT, intercept WYP R-156 inbound to WYP.
SONEB 1U By ATC		
ROUTING		
SONEB 2F, 1K		At WYP turn LEFT, WYP R-314 to D45.1 RKN ②, turn RIGHT, 359° track to ERKUL, turn RIGHT, 007° track to SONEB.
SONEB 2P, 1U By ATC		At WYP turn LEFT, WYP R-321 to LI, turn RIGHT, 012° bearing to D40.5 RKN, turn LEFT, intercept RKN R-170 inbound to LUSIS ③, turn LEFT, 346° track to SONEB.
After D45.1 RKN ②/LUSIS ③ BRNAV equipment necessary.		

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JEPPESEN COLOGNE-BONN, GERMANY

29 JUN 07 (10-3L) Eff 5 Jul RNAV SID (OVERLAY)



Initial climb clearance 5000'		
SID	RWY	INITIAL CLIMB/ROUTING
COL 8B	32R	(700'+) - DK034 - DK035 (K210-) - DK037 - COL.
COL 4D	24	(700'+) - DK021 - DK022 - COL.
COL 4E	14R	(700'+) - DK142 (1500'+) - COL.

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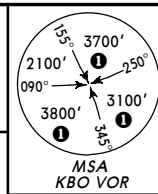
JEPPESEN COLOGNE-BONN, GERMANY

29 JUN 07 (10-3M) Eff 5 Jul RNAV SID (OVERLAY)

LANGEN Radar 118.75 Apt Elev 302'

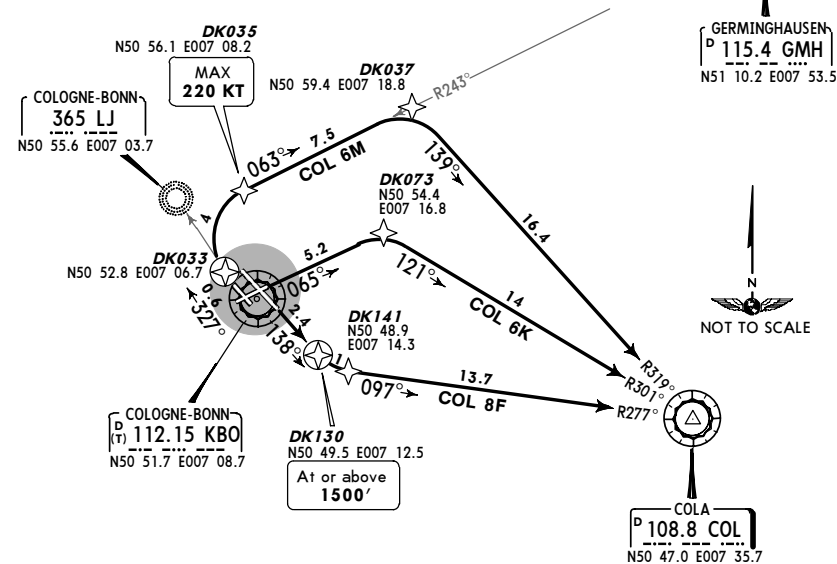
Trans level: By ATC Trans alt: 5000'

1. Remain on tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. RWY 06: EXPECT close-in obstacles.



2800' within 15 NM

COLA EIGHT FOXTROT (COL 8F)
COLA SIX KILO (COL 6K)
COLA SIX MIKE (COL 6M)
RWYS 14L, 06, 32L RNAV DEPARTURES
(OVERLAY 10-3A)
ONLY FOR LOCAL TRAINING FLIGHTS AND FOR FLIGHTS TO EDDF



These SIDs require minimum climb gradients of

COL 6K
310' per NM (5.1%) until passing 900'.
COL 6M (daytime only)
401' per NM (6.6%) until passing 5000' due to airspace structure. If unable to comply advise ATC upon start-up.

Gnd speed-KT	75	100	150	200	250	300
310' per NM	387	516	775	1033	1291	1549
401' per NM	501	668	1003	1337	1671	2005

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
COL 8F	14L	(700'+) - DK130 (1500'+) - DK141 - COL.
COL 6K	06	(900'+) - DK073 - COL.
COL 6M	32L	(700'+) - DK033 - DK035 (K220-) - DK037 - COL.

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COLOGNE-BONN

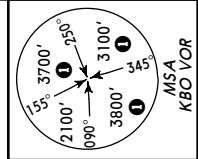
JEPPESEN COLOGNE-BONN, GERMANY

29 JUN 07 (10-3N) Eff 5 Jul RNAV SID (OVERLAY)

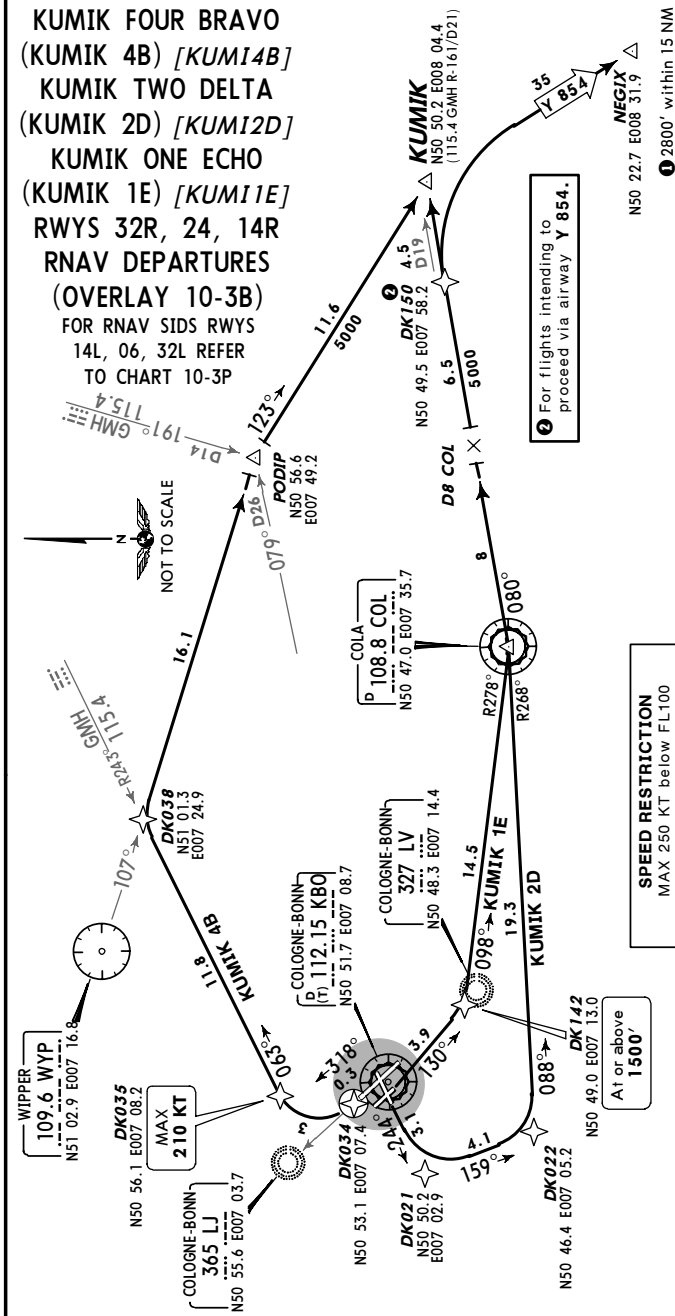
LANGEN Radar 118.75 Apt Elev 302'

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 (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. RWY 24: EXPECT close-in obstacles.



2800' within 15 NM



KUMIK 4B (daytime only)
This SID requires a minimum climb gradient of 425' per NM (7%) 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 Delivery upon start-up.

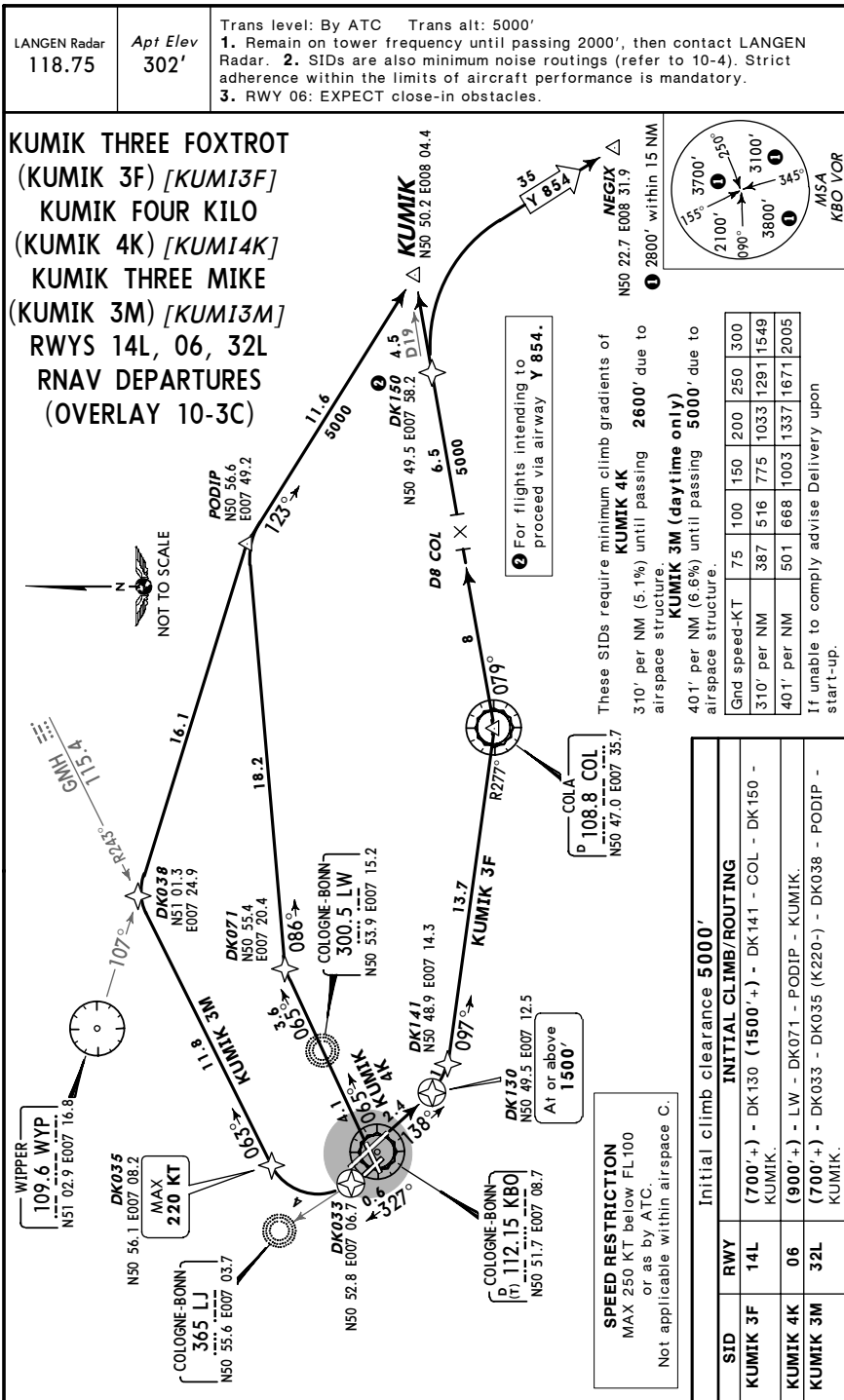
SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

SID	RWY	INITIAL CLIMB/ROUTING
KUMIK 4B	32R	(700'+) - DK034 - DK035 (K210-) - DK038 - PODIP - KUMIK.
KUMIK 2D	24	(700'+) - DK021 - DK022 - COL - DK150 - KUMIK.
KUMIK 1E	14R	(700'+) - DK142 (1500'+) - COL - DK150 - KUMIK.

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JEPPESEN COLOGNE-BONN, GERMANY

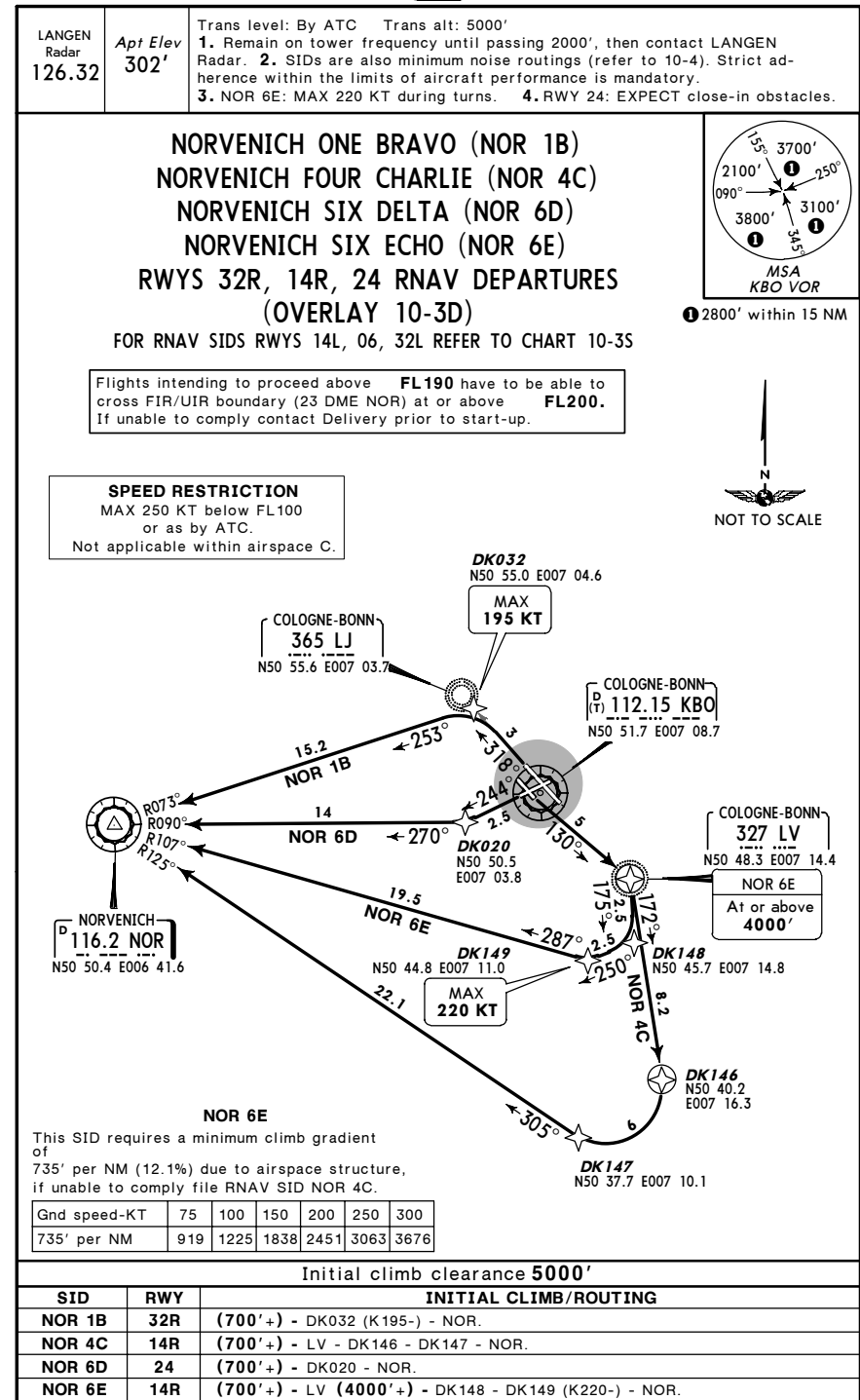
29 JUN 07 10-3P Eff 5 Jul RNAV SID (OVERLAY)



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JEPPESEN COLOGNE-BONN, GERMANY

29 JUN 07 10-3Q Eff 5 Jul RNAV SID (OVERLAY)

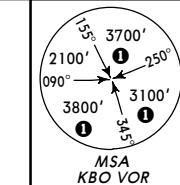


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COLOGNE-BONN

29 JUN 07 (10-3S) Eff 5 Jul RNAV SID (OVERLAY)

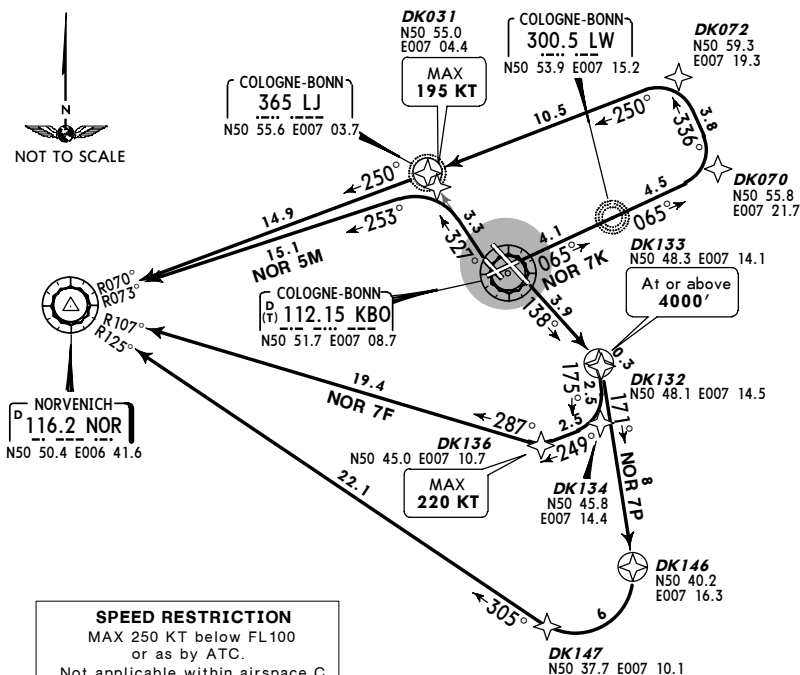
LANGEN Radar 126.32	Apt Elev 302'	Trans level: By ATC Trans alt: 5000' 1. Remain on lower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. NOR 7F: MAX 220 KT during turns. 4. RWY 06: EXPECT close-in obstacles.
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NORVENICH SEVEN FOXTROT (NOR 7F)
NORVENICH SEVEN KILO (NOR 7K)
NORVENICH FIVE MIKE (NOR 5M)
NORVENICH SEVEN PAPA (NOR 7P)
RWYS 14L, 06, 32L RNAV DEPARTURES
(OVERLAY 10-3E)



2800' within 15 NM

Flights intending to proceed above FL190 have to be able to cross FIR/UIR boundary (23 DME NOR) at or above FL200.
If unable to comply contact Delivery prior to start-up.



These SIDs require minimum climb gradients of

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

NOR 7K
310' per NM (5.1%) until passing 900'.

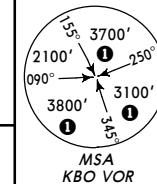
Gnd speed-KT	75	100	150	200	250	300
924' per NM	1154	1539	2309	3079	3848	4618
310' per NM	387	516	775	1033	1291	1549

Initial climb clearance 5000'		
SID	RWY	INITIAL CLIMB/ROUTING
NOR 7F	14L	(700'+) - DK133 (4000'+) - DK134 - DK136 (K220-) - NOR.
NOR 7K	06	(900'+) - LW - DK070 - DK072 - LJ - NOR.
NOR 5M	32L	(700'+) - DK031 (K195-) - NOR.
NOR 7P	14L	(700'+) - DK132 - DK146 - DK147 - NOR.

EDDK/CGN
COLOGNE-BONN

29 JUN 07 (10-3T) Eff 5 Jul RNAV SID (OVERLAY)

LANGEN Radar 118.75	Apt Elev 302'	Trans level: By ATC Trans alt: 5000' 1. Remain on lower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. RWY 24: EXPECT close-in obstacles.
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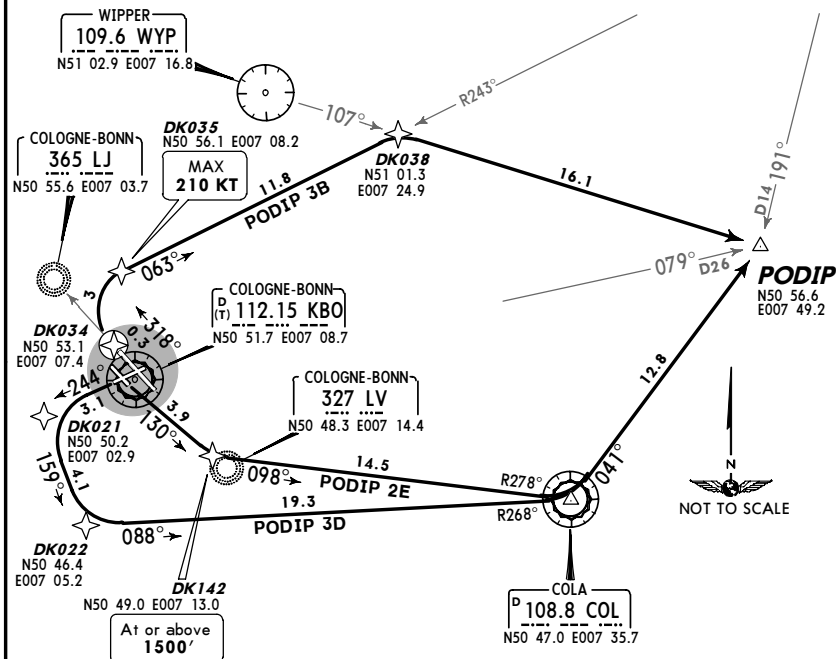
2800' within 15 NM

PODIP THREE BRAVO (PODIP 3B)[PODI3B]
PODIP THREE DELTA (PODIP 3D)[PODI3D]
PODIP TWO ECHO (PODIP 2E)[PODI2E]
RWYS 32R, 24, 14R RNAV DEPARTURES
(OVERLAY 10-3F)

FOR RNAV SIDS RWYS 14L, 06, 32L REFER TO CHART 10-3U

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

GERMINGHAUSEN
P 115.4 GMH
N51 10.2 E007 53.5



PODIP 3B (daytime only)
This SID requires a minimum climb gradient of 425' per NM (7%) 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.

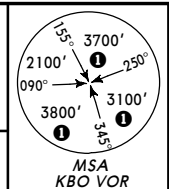
Initial climb clearance 5000'		
SID	RWY	INITIAL CLIMB/ROUTING
PODIP 3B	32R	(700'+) - DK034 - DK035 (K210-) - DK038 - PODIP.
PODIP 3D	24	(700'+) - DK021 - DK022 - COL - PODIP.
PODIP 2E	14R	(700'+) - DK142 (1500'+) - COL - PODIP.

EDDK/CGN
COLOGNE-BONN

JEPPESEN COLOGNE-BONN, GERMANY

29 JUN 07 (10-3U) Eff 5 Jul 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 (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. RWY 06: EXPECT close-in obstacles.



2800' within 15 NM

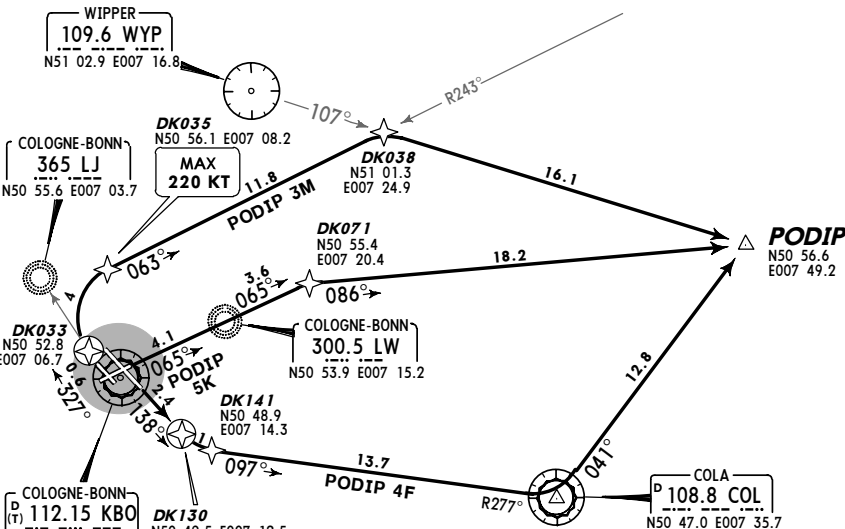
PODIP FOUR FOXTROT (PODIP 4F) [PODI4F]
PODIP FIVE KILO (PODIP 5K) [PODI5K]
PODIP THREE MIKE (PODIP 3M) [PODI3M]
RWYS 14L, 06, 32L RNAV DEPARTURES
(OVERLAY 10-3G)

SPEED RESTRICTION

MAX 250 KT below FL100
or as by ATC.

Not applicable within airspace C.

GERMINGHAUSEN
115.4 GMH
N51 10.2 E007 53.5



These SIDs require minimum climb gradients of

PODIP 5K
310' per NM (5.1%) until passing 2600' due to airspace structure.

PODIP 3M (daytime only)
401' per NM (6.6%) until passing 5000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
310' per NM	387	516	775	1033	1291	1549
401' per NM	501	668	1003	1337	1671	2005

If unable to comply advise Delivery upon start-up.

Initial climb clearance 5000'

SID	RWY	INITIAL CLIMB/ROUTING
PODIP 4F	14L	(700'+) - DK130 (1500'+) - DK141 - COL - PODIP.
PODIP 5K	06	(900'+) - LW - DK071 - PODIP.
PODIP 3M	32L	(700'+) - DK033 - DK035 (K220-) - DK038 - PODIP.

EDDK/CGN
COLOGNE-BONN

JEPPESEN COLOGNE-BONN, GERMANY

29 JUN 07 (10-3V) Eff 5 Jul 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 (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. SONEB 1C, 1E: MAX 220 KT during turns.

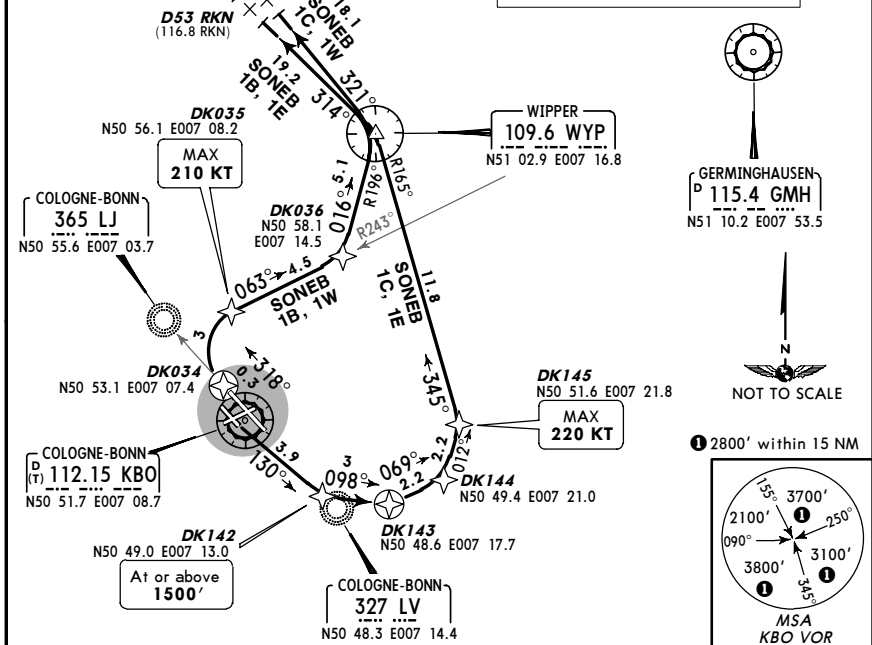
SONEB ONE BRAVO (SONEB 1B) [SONE1B]
SONEB ONE CHARLIE (SONEB 1C) [SONE1C]
SONEB ONE ECHO (SONEB 1E) [SONE1E]
SONEB ONE WHISKEY (SONEB 1W) [SONE1W]
RWYS 32R, 14R RNAV DEPARTURES
(OVERLAY 10-3H)

ONLY FOR FLIGHTS WITH REQUESTED FL140 OR ABOVE
AND FLIGHTS TO EDLE VIA WYP - BAM
OTHER FLIGHTS PROCEED VIA PODIP
FOR RNAV SIDS RWYS 06, 14L, 24, 32L
REFER TO CHARTS 10-3W & 10-3X

SPEED RESTRICTION

MAX 250 KT below FL100
or as by ATC.

Not applicable within airspace C.

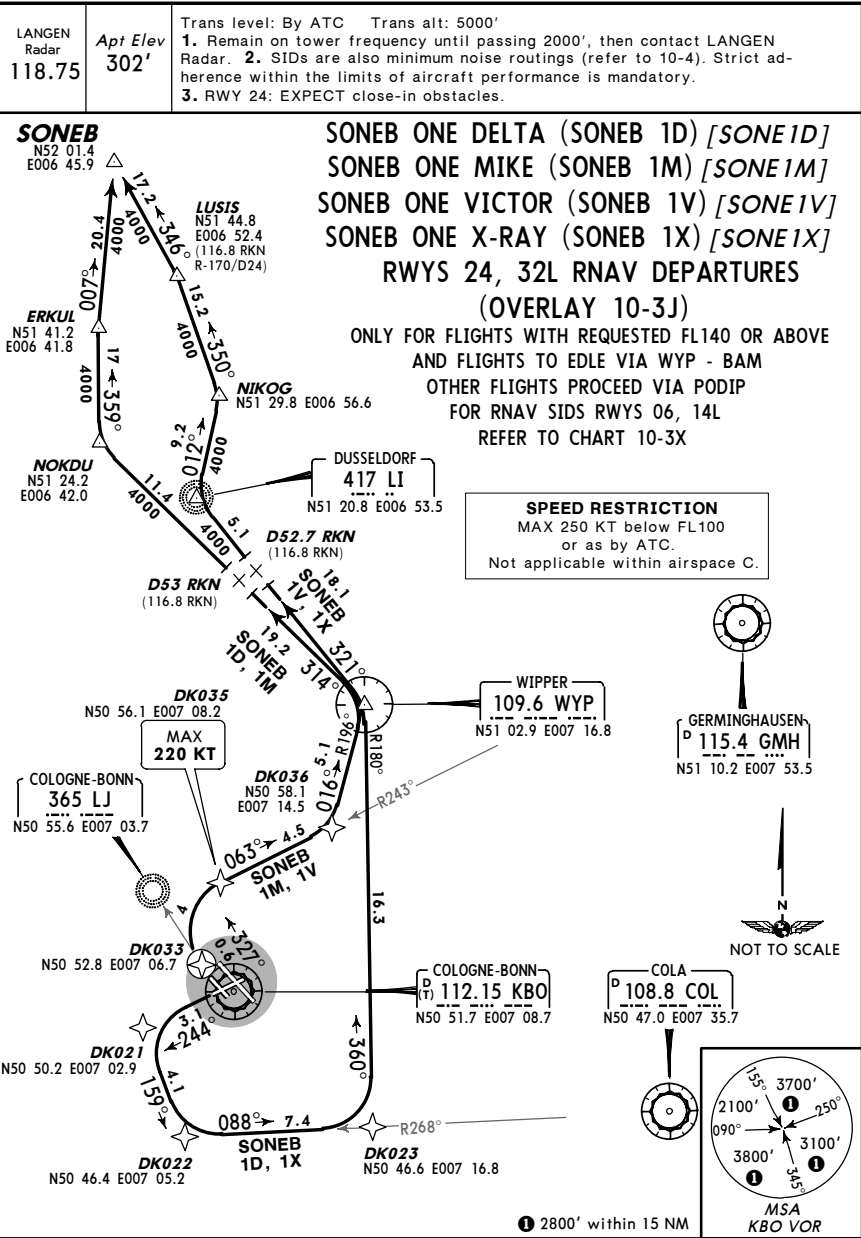


Initial climb clearance 5000'		
SID	RWY	INITIAL CLIMB/ROUTING
SONEB 1B	32R	(700'+) - DK034 - DK035 (K210-) - DK036 - WYP - NOKDU - ERKUL - SONEB.
SONEB 1C By ATC	14R	(700'+) - DK142 (1500'+) - DK143 - DK144 - DK145 (K220-) - WYP - LI - NIKOG - LUSIS - SONEB.
SONEB 1E		(700'+) - DK142 (1500'+) - DK143 - DK144 - DK145 (K220-) - WYP - NOKDU - ERKUL - SONEB.
SONEB 1W By ATC	32R	(700'+) - DK034 - DK035 (K210-) - DK036 - WYP - LI - NIKOG - LUSIS - SONEB.

EDDK/CGN
COLOGNE-BONN

JEPPESEN COLOGNE-BONN, GERMANY

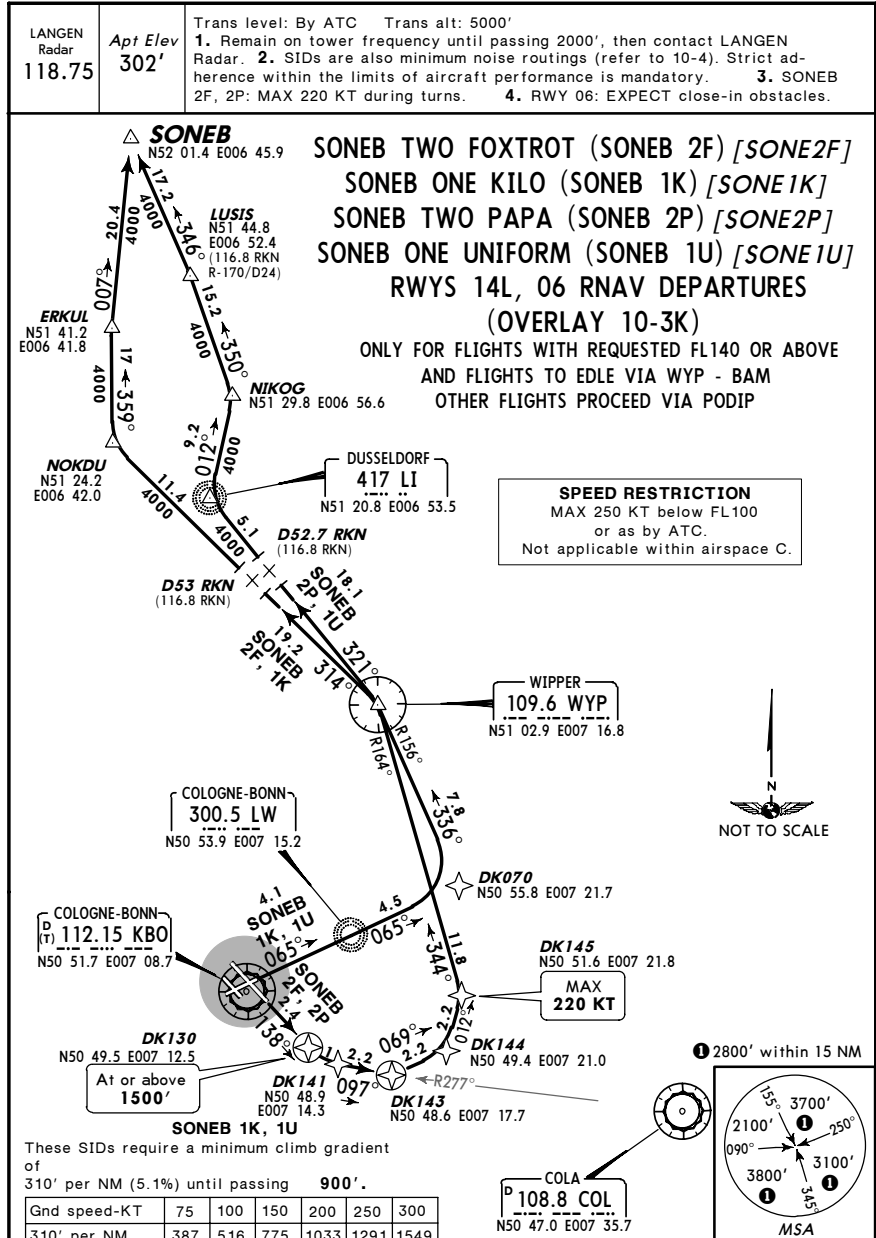
29 JUN 07 (10-3W) Eff 5 Jul RNAV SID (OVERLAY)



EDDK/CGN
COLOGNE-BONN

JEPPESEN COLOGNE-BONN, GERMANY

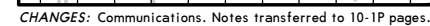
29 JUN 07 (10-3X) Eff 5 Jul RNAV SID (OVERLAY)



NOISE



COLOGNE-BONN



EDDK/CGN

JEPPESEN

COLOGNE-BONN, GERMANY

8 DEC 06 (10-9A) Eff 21 Dec

COLOGNE-BONN

ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond Glide Slope		
06	HIRL CL (30m) HIALS PAPI-L (3.0°) RVR				148' 45m
24	HIRL CL (30m) HIALS SFL REIL PAPI-L (3.0°) RVR		7050' 2149m		
14L	HIRL CL (15m) ALSF-II TDZ ❶ HST-A2 RVR		11,565' 3525m	❸	197' 60m
32R	HIRL CL (15m) ALSF-II TDZ REIL ❶ ❷ RVR		11,424' 3482m		
<div>❶ PAPI-L (3.0°)</div> <div>❷ HST-A3 & A4</div> <div>❸ TAKE OFF RUN AVAILABLE</div> <div>RWY 14L:<div>From rwy head 12,516' (3815m)</div><div>twy A5 int 11,680' (3560m)</div><div>twy A4 int 8990' (2740m)</div><div>twy A3 int 6955' (2120m)</div></div> <div>RWY 32R:<div>From rwy head 12,516' (3815m)</div><div>twy A1 int 11,762' (3585m)</div><div>twy A2 int 8399' (2560m)</div><div>twy A3 int 5889' (1795m)</div></div>					
14R	HIRL CL (30m) HIALS PAPI-L (3.0°)			❹	148' 45m
32L					
<div>❹ TAKE OFF RUN AVAILABLE</div> <div>RWY 14R:<div>From rwy head 6112' (1863m)</div><div>twy T2 int 4364' (1330m)</div></div>					
JAR-OPS					
TAKE-OFF ❶					
Rwys 14L, 32R LVP must be in Force Approved Operators HIRL, CL & mult. RVR req		Rwys 06, 14L, 24, 32R LVP must be in Force RL, CL & mult. RVR req	All Rwys		
		LVP must be in Force			
		RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A					
B	125m	150m	200m	250m	400m
C					
D	150m	200m	250m	300m	500m
❶ Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.					

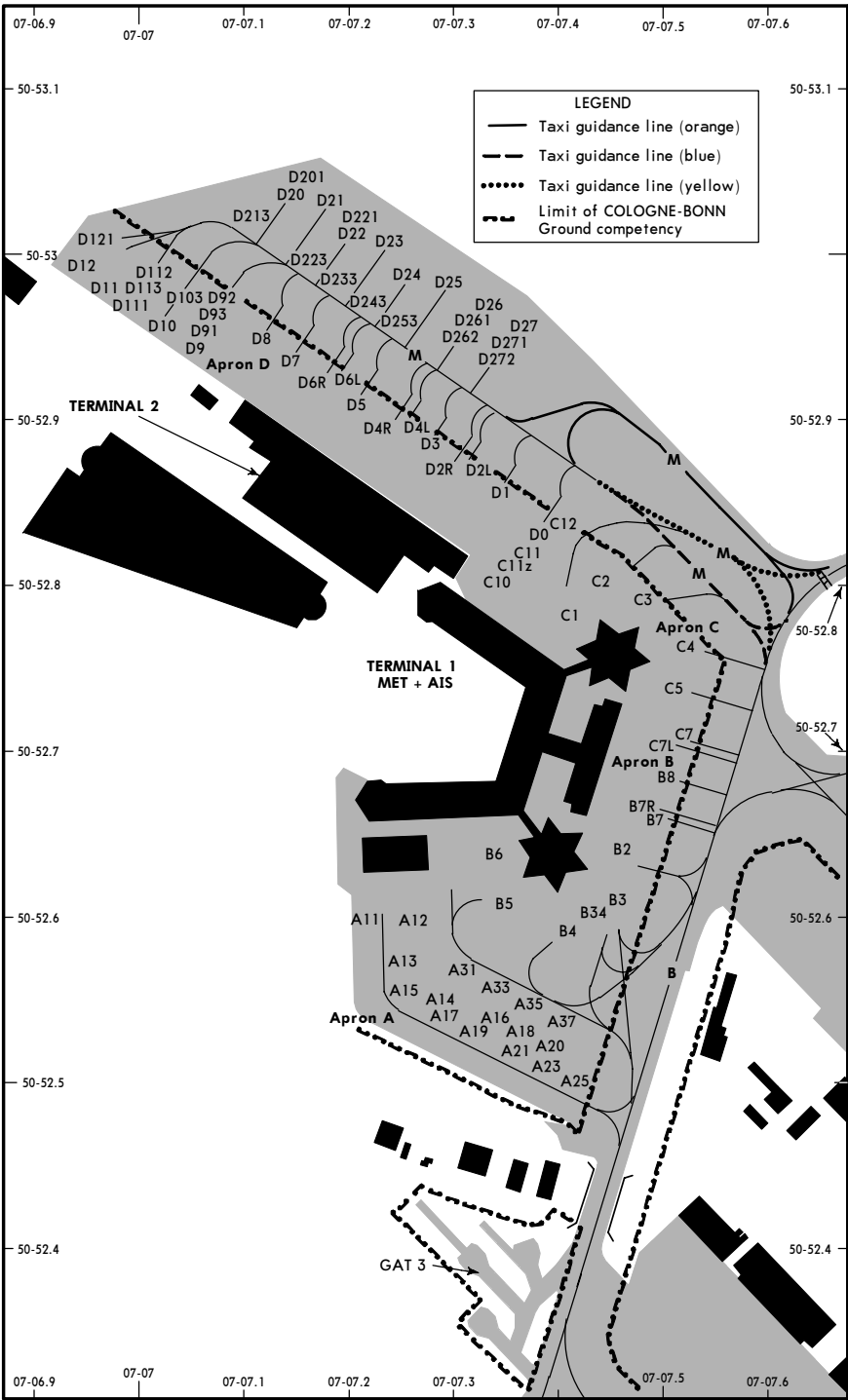
EDDK/CGN

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COLOGNE-BONN, GERMANY

8 DEC 06 (10-9B) Eff 21 Dec

COLOGNE-BONN

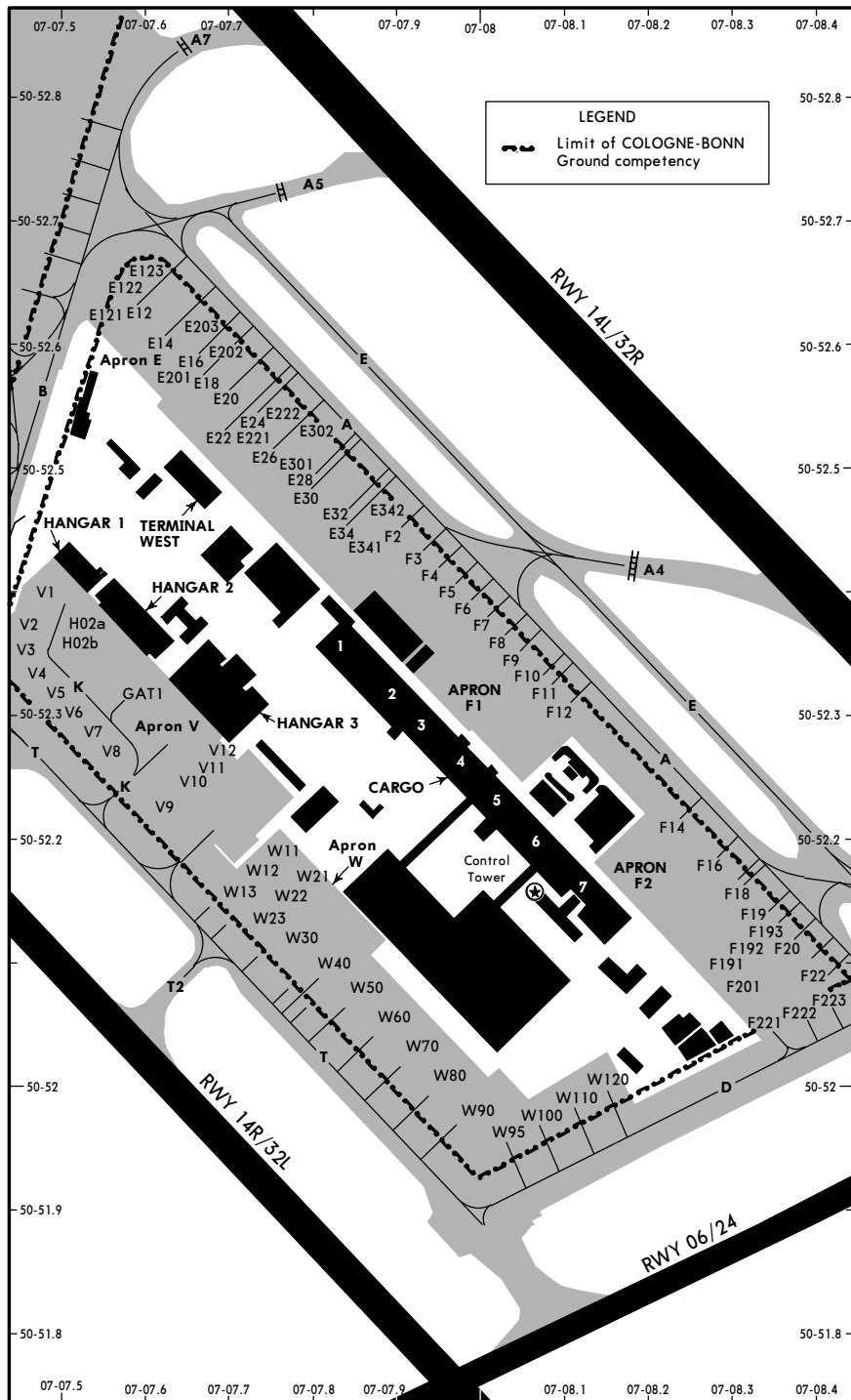


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JEPPESEN COLOGNE-BONN, GERMANY

8 DEC 06 10-9C Eff 21 Dec

COLOGNE-BONN



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JEPPESEN COLOGNE-BONN, GERMANY

8 DEC 06 10-9D Eff 21 Dec

COLOGNE-BONN

INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
A11 thru A13	N50 52.6 E007 07.2	F6	N50 52.3 E007 07.9
A14	N50 52.5 E007 07.3	F7 thru F11	N50 52.3 E007 08.0
A15	N50 52.6 E007 07.2	F12	N50 52.3 E007 08.1
A16 thru A19	N50 52.5 E007 07.3	F14, F16	N50 52.2 E007 08.2
A20	N50 52.5 E007 07.4	F18 thru F20	N50 52.1 E007 08.3
A21	N50 52.5 E007 07.3	F22	N50 52.0 E007 08.4
A23, A25	N50 52.5 E007 07.4	F191 thru F201	N50 52.1 E007 08.3
A31, A33	N50 52.6 E007 07.3	F221	N50 52.0 E007 08.3
A35	N50 52.5 E007 07.3	F222, F223	N50 52.1 E007 08.4
A37	N50 52.5 E007 07.4	H02a, H02b, V1	N50 52.4 E007 07.5
B2 thru B4	N50 52.6 E007 07.4	V2	N50 52.4 E007 07.4
B5, B6	N50 52.6 E007 07.3	V3	N50 52.3 E007 07.4
B7, B7R, B8	N50 52.7 E007 07.4	V4 thru V8	N50 52.3 E007 07.5
B34	N50 52.6 E007 07.4	V9, V10	N50 52.2 E007 07.6
C1 thru C3	N50 52.8 E007 07.4	V11	N50 52.3 E007 07.6
C4	N50 52.8 E007 07.5	V12	N50 52.3 E007 07.7
C5, C7	N50 52.7 E007 07.5	GAT 1	N50 52.3 E007 07.6
C7L	N50 52.7 E007 07.4	GAT 3	N50 52.4 E007 07.3
C10	N50 52.8 E007 07.3	W11, W12	N50 52.2 E007 07.7
C11, C11z, C12	N50 52.8 E007 07.4	W13	N50 52.1 E007 07.7
D0 thru D2R	N50 52.8 E007 07.3	W21	N50 52.2 E007 07.8
D3 thru D6L	N50 52.9 E007 07.2	W22	N50 52.1 E007 07.8
D6R thru D8	N50 52.9 E007 07.1	W23	N50 52.1 E007 07.7
D9	N50 52.9 E007 07.0	W30, W40	N50 52.1 E007 07.8
D10 thru D12	N50 53.0 E007 07.0	W50, W60	N50 52.1 E007 07.9
D20	N50 53.0 E007 07.1	W70	N50 52.0 E007 07.9
D21 thru D23	N50 53.0 E007 07.2	W80 thru W100	N50 52.0 E007 08.0
D24 thru D26	N50 53.0 E007 07.3	W110, W120	N50 52.0 E007 08.1
D27	N50 52.9 E007 07.4		
D91	N50 52.9 E007 07.1		
D92, D93	N50 53.0 E007 07.1		
D103 thru D121	N50 53.0 E007 07.0		
D201	N50 53.0 E007 07.2		
D213	N50 53.0 E007 07.1		
D221 thru D243	N50 53.0 E007 07.2		
D253, D261, D262	N50 53.0 E007 07.3		
D271, D272	N50 52.9 E007 07.4		
E12, E14, E16	N50 52.6 E007 07.6		
E18, E20	N50 52.5 E007 07.7		
E22, E24	N50 52.5 E007 07.7		
E26, E28, E30	N50 52.5 E007 07.8		
E32, E34	N50 52.4 E007 07.8		
E121, E122, E123	N50 52.6 E007 07.6		
E201	N50 52.5 E007 07.6		
E202, E203	N50 52.6 E007 07.7		
E221, E222	N50 52.5 E007 07.7		
E301, E302	N50 52.5 E007 07.8		
E341	N50 52.4 E007 07.8		
E342	N50 52.4 E007 07.9		
F2 thru F5	N50 52.4 E007 07.9		

CHANGES: Layout.

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EDDK/CGN

JEPPESEN COLOGNE-BONN, GERMANY
8 DEC 06 10-9E Eff 21 Dec COLOGNE-BONN

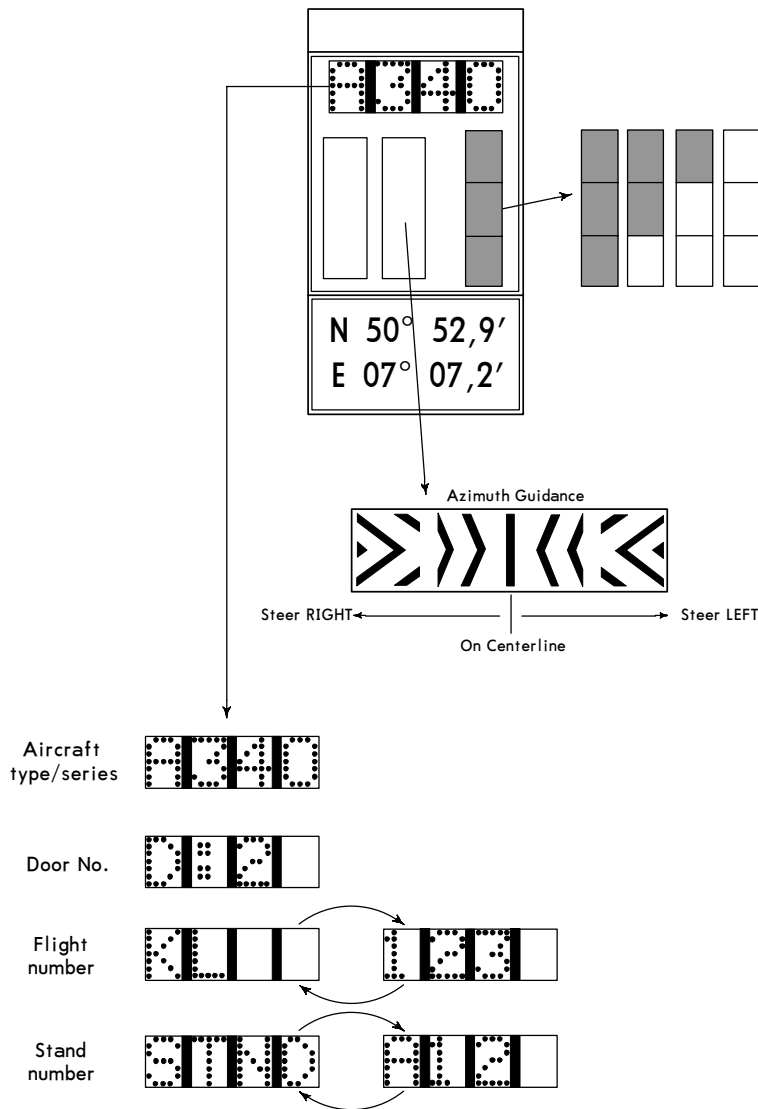
VISUAL DOCKING GUIDANCE SYSTEM "APIS"

(Aircraft Parking and Information System)

Pilot Instructions

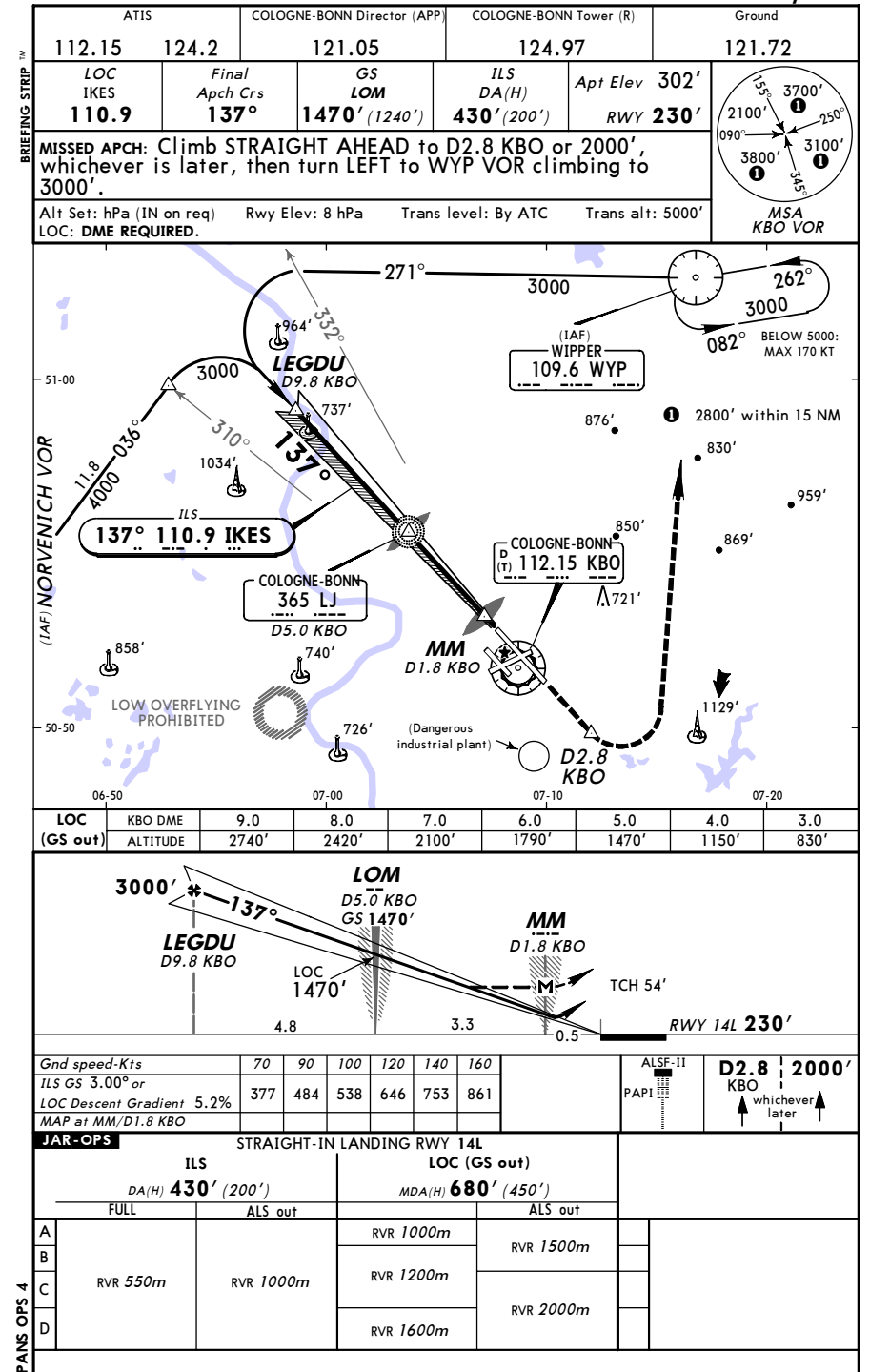
Centerline and stopping guidance are provided from a display unit mounted at the extension of the stand centerline.

- Intercept the centerline and watch the azimuth guidance display.
- Check that the correct aircraft type/series is displayed on the APIS display unit.
- Do not enter the stand if display shows STOP or wrong aircraft type/series.



EDDK/CGN
COLOGNE-BONN

JEPPESEN COLOGNE-BONN, GERMANY
8 DEC 06 11-1 Eff 21 Dec ILS or LOC Rwy 14L



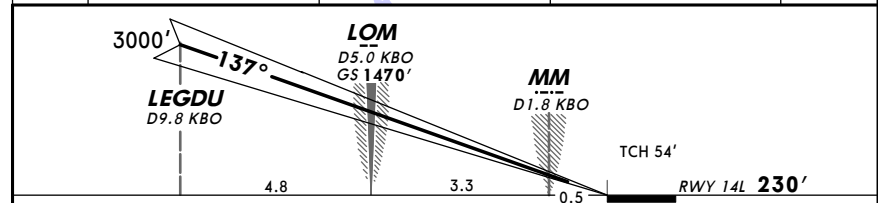
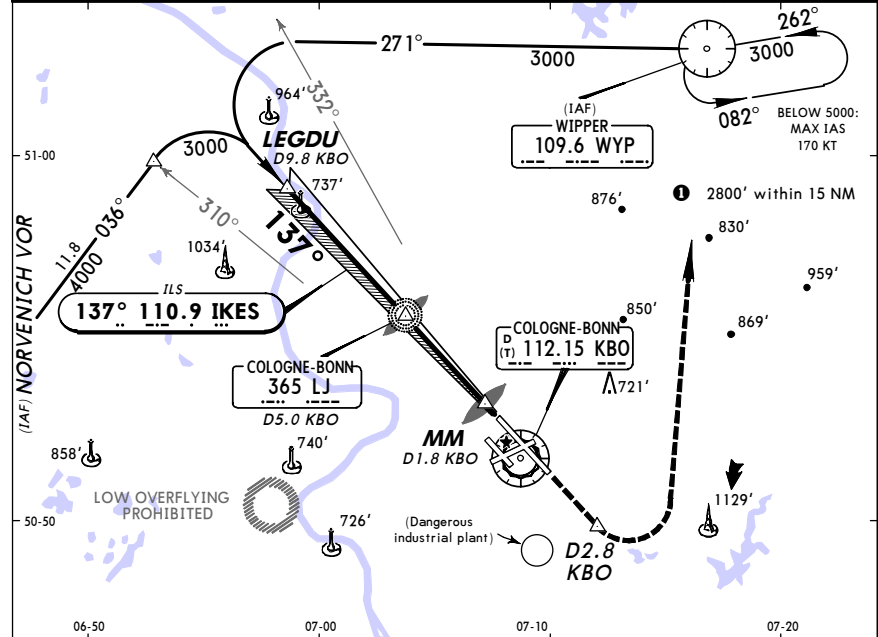
EDDK/CGN COLOGNE-BONN, GERMANY
 COLOGNE-BONN CAT II ILS Rwy 14L

ATIS	COLOGNE-BONN Director (APP)	COLOGNE-BONN Tower (R)	Ground
112.15	124.2	121.05	124.97
121.72			
LOC IKES 110.9	Final Apch Crs 137°	GS LOM 1470' (1240')	CAT II ILS RA 106' DA(H) 330' (100')
		Apt Elev 302'	RWY 230'

MISSED APCH: Climb STRAIGHT AHEAD to D2.8 KBO or 2000', whichever is later, then turn LEFT to WYP VOR climbing to 3000'.

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
GS 3.00°	377	484	538	646	753	861

JAR-OPS	STRAIGHT-IN LANDING RWY14L CAT II ILS
ABCD RA 106' DA(H) 330' (100')	

RVR	300m
-----	------

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

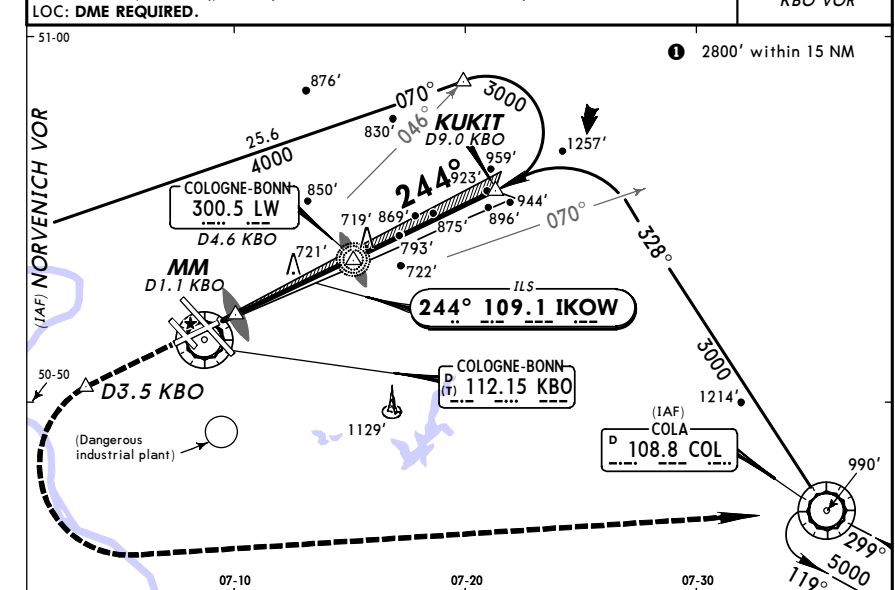
EDDK/CGN COLOGNE-BONN, GERMANY
 COLOGNE-BONN ILS or LOC Rwy 24

ATIS	COLOGNE-BONN Director (APP)	COLOGNE-BONN Tower (R)	Ground
112.15	124.2	121.05	124.97
121.72			
LOC IKOW 109.1	Final Apch Crs 244°	GS LOM 1630' (1358')	ILS DA(H) 472' (200')
		Apt Elev 302'	RWY 272'

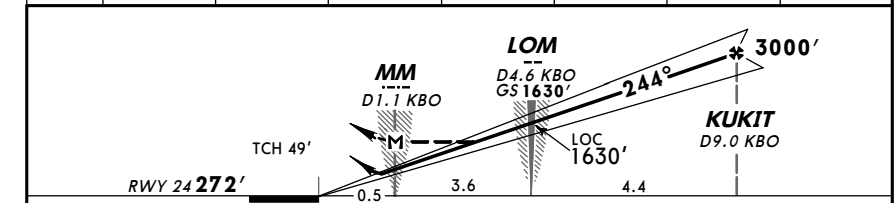
MISSED APCH: Climb STRAIGHT AHEAD to 5000'. When passing D3.5 KBO or 2000', whichever is later, turn LEFT to COL VOR.

Alt Set: hPa (IN on req) Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 5000'

LOC: DME REQUIRED.



LOC (GS out)	KBO DME ALTITUDE	3.0 1090'	4.0 1410'	5.0 1730'	6.0 2050'	7.0 2360'	8.0 2680'
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Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861

JAR-OPS	STRAIGHT-IN LANDING RWY 24
ILS DA(H) 472' (200')	LOC (GS out) MDA(H) 950' (678')

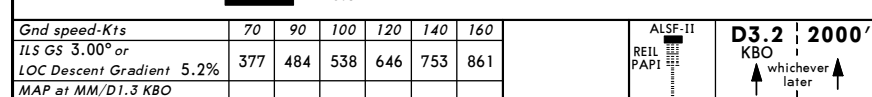
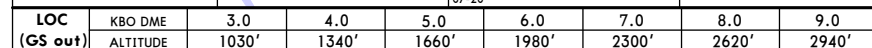
A	RVR 550m	RVR 1000m	1500m	2000m
B			1500m	
C			1800m	
D				

Due to the obstacle situation in the approach-sector, flight visibility and ground visibility are required.

JEPPESEN COLOGNE-BONN, GERMANY
8 DEC 06 (11-3) Eff 21 Dec ILS or LOC Rwy 32R

MSA
KBO VOR

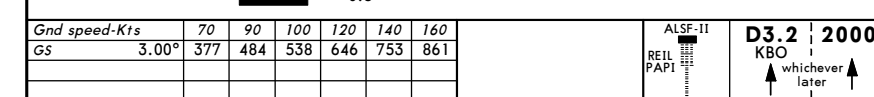
Alt Set: hPa (IN on req) LOC: DME REQUIRED.	Rwy Elev: 11 hPa	Trans level: By ATC	Trans alt: 5000'
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JEPPESEN COLOGNE-BONN, GERMANY
8 DEC 06 Eff 21 Dec (11-3A) CAT II ILS Rwy 32R

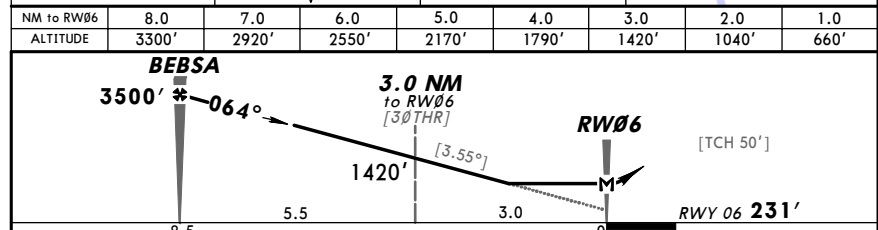
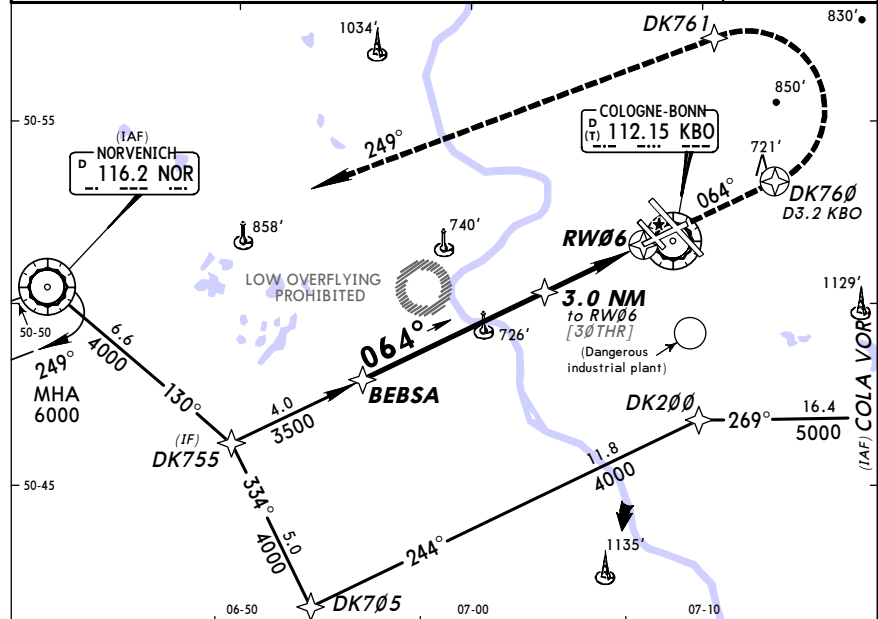
Alt Set: hPa (IN on req)	Rwy Elev: 11 hPa	Trans level: By ATC	Trans alt: 500
Special Aircrew & Acraft Certification Required.			



PA	1 Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

EDDK/CGN
COLOGNE-BONN
5 JAN 07 (12-1) Eff 18 Jan RNAV (GPS) Rwy 06

112.15	124.2	COLOGNE-BONN Director (APP)	COLOGNE-BONN Tower (R)	Ground
121.05	124.97	121.72		
RNAV	Final Apch Crs 064°	Minimum Alt BEBSA 3500' (3269')	MDA(H) 690' (459')	Apt Elev 302' RWY 231'
MISSED APCH: RNAV: Climb on track 064° to 6000'. When passing DK760 or 2000', whichever is later, turn LEFT via DK761 on track 249° to NOR VOR.				
NON-RNAV: Climb STRAIGHT AHEAD to 6000'. When passing D3.2 KBO or 2000', whichever is later, turn LEFT to NOR VOR.				
Alt Set: hPa (IN on req) Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 5000'				

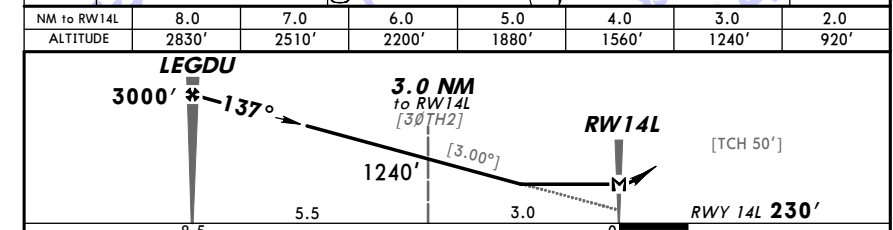
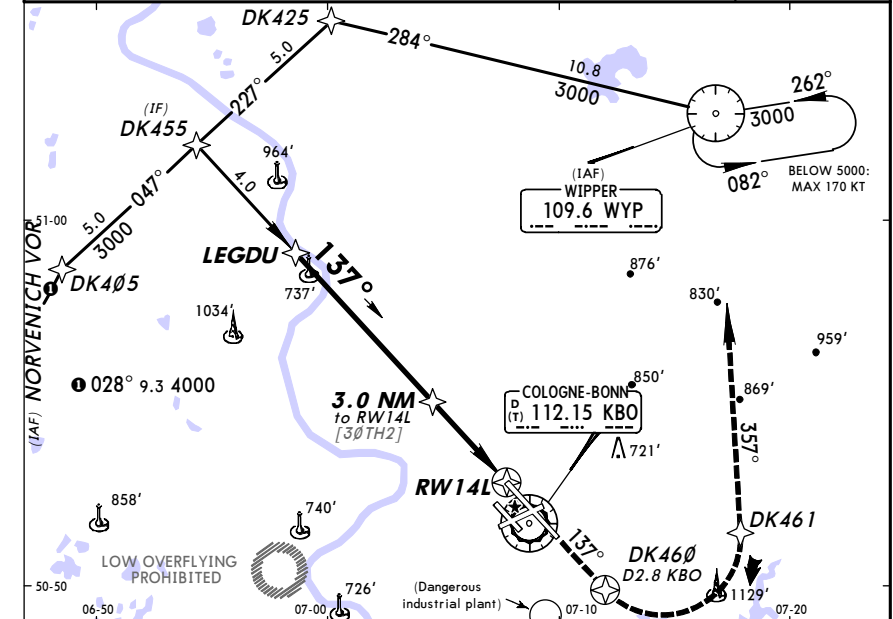


JAR-OPS	STRAIGHT-IN LANDING RWY 06
MDA(H) 690' (459')	ALS out
A RVR 1000m	RVR 1500m
B RVR 1200m	RVR 2000m
C RVR 1600m	

A	RVR 1000m	RVR 1500m
B	RVR 1200m	RVR 2000m
C	RVR 1600m	

EDDK/CGN
COLOGNE-BONN
5 JAN 07 (12-2) Eff 18 Jan RNAV (GPS) Rwy 14L

112.15	124.2	COLOGNE-BONN Director (APP)	COLOGNE-BONN Tower (R)	Ground
121.05	124.97	121.72		
RNAV	Final Apch Crs 137°	Minimum Alt LEGDU 3000' (2770')	MDA(H) 690' (460')	Apt Elev 302' RWY 230'
MISSED APCH: RNAV: Climb on track 137° to 3000'. When passing DK460 or 2000', whichever is later, turn LEFT via DK461 on track 357° 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'				

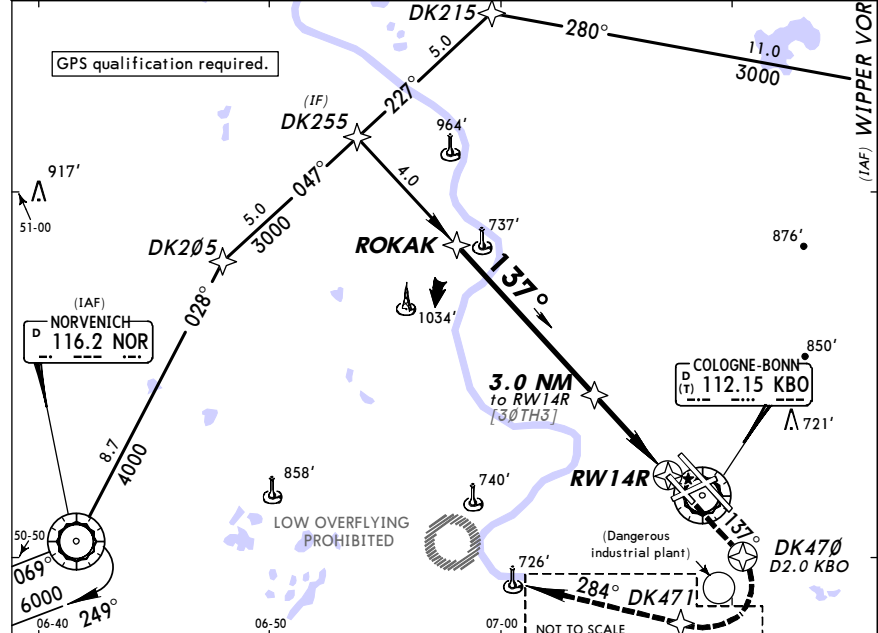


JAR-OPS	STRAIGHT-IN LANDING RWY 14L
MDA(H) 690' (460')	ALS out
A RVR 1000m	RVR 1500m
B RVR 1200m	RVR 2000m
C RVR 1600m	

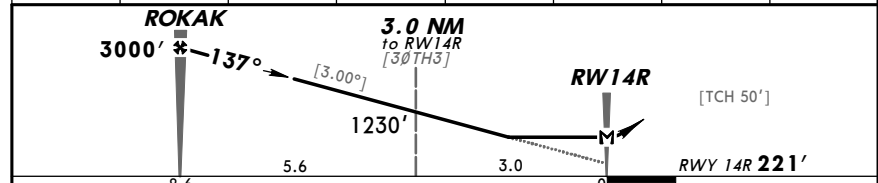
A	RVR 1000m	RVR 1500m
B	RVR 1200m	RVR 2000m
C	RVR 1600m	

EDDK/CGN
COLOGNE-BONN
COLOGNE-BONN
8 DEC 06 (12-3) Eff 21 Dec
RNAV (GPS) Rwy 14R

ATIS	112.15	124.2	COLOGNE-BONN Director (APP)	121.05	COLOGNE-BONN Tower (R)	124.97	Ground	121.72
RNAV		Final Apch Crs 137°	Minimum Alt ROKAK 3000' (2779')	MDA(H) 690' (469')	Apt Elev 302'	RWY 221'		
MISSED APCH: RNAV: Climb on 137° to 6000'. When passing DK470 or 2000', whichever is later, turn RIGHT via DK471 onto 284° 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.								3800'
Alt Set: hPa (IN on req) Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 5000'								MSA ARP



NM to RW14R	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2820'	2500'	2190'	1870'	1550'	1230'	910'



8.6							0		HIALS		Refer to Missed Apch above
Gnd speed-Kts	70	90	100	120	140	160			PAPI		
Descent angle	[3.00°]	372	478	531	637	743	849				
MAP at RW14R											

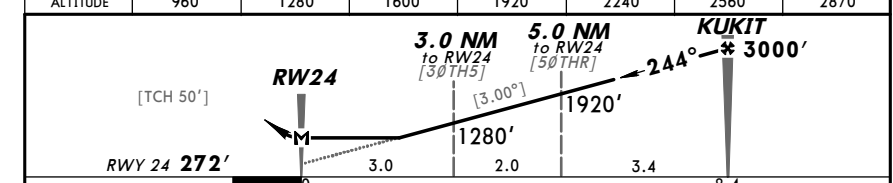
JAR-OPS		STRAIGHT-IN LANDING RWY 14R			
		MDA(H) 690' (469')			
		ALS out			
A	RVR 1400m	RVR 1500m			
B	RVR 1500m				
C	RVR 1600m	RVR 2000m			
D	RVR 1800m				


EDDK/CGN
COLOGNE-BONN
COLOGNE-BONN
8 DEC 06 (12-4) Eff 21 Dec
RNAV (GPS) Rwy 24

ATIS	112.15	124.2	COLOGNE-BONN Director (APP)	121.05	COLOGNE-BONN Tower (R)	124.97	Ground	121.72
RNAV		Final Apch Crs 244°	Minimum Alt KUKIT 3000' (2728')	MDA(H) 950' (678')	Apt Elev 302'	RWY 272'		
MISSED APCH: RNAV: Climb on 244° to 5000'. When passing DK560 or 2000', whichever is later, turn LEFT via DK561 onto 088° to COL VOR. NON-RNAV: Climb STRAIGHT AHEAD to 5000'. When passing D3.5 KBO or 2000', whichever is later, turn LEFT to COL VOR.								3800'
Alt Set: hPa (IN on req) Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 5000'								MSA ARP



NM to RW24	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	960'	1280'	1600'	1920'	2240'	2560'	2870'



0							6.4	
Gnd speed-Kts	70	90	100	120	140	160		Refer to Missed Apch above
Descent angle [3.00°]	372	478	531	637	743	849		
MAP at RW24								

JAR-OPS		STRAIGHT-IN LANDING RWY 24			
		MDA(H) 950' (678')			
		ALS out			
A	1500m I	1500m I			
B					
C					
D	1800m	2000m			

788' 254° 317° 721' 850' 869' 944' 1214'

GPS qualification required.

740' 726' 1129'

50-50° 50-40

LOW OVERFLYING PROHIBITED

(Dangerous industrial plant)

(IAF) NORVENICH D 116.2 NOR

069° 6000 249° 4000 24.5 1135' 902'

NOT TO SCALE

50-40

07-00 07-10 07-20 07-30

DK670 D2.7 KBO

RW32L

COLOGNE-BONN D (T) 112.15 KBO

5.0 NM to RW32L [50TH2]

LIRMU

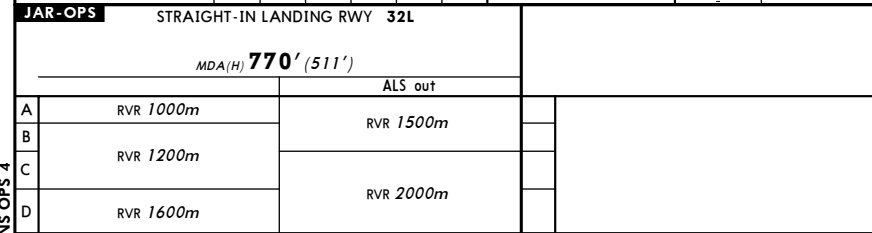
702° 4.0 242° 10.1 3000

(IF) DK265

DK225

047° 5.0 3000

(IAF) COLA VOR



NOT TO SCALE

GPS qualification required.

RW32R
3.0 NM
to RW32R
[30TH4]

COLOGNE-BONN
(D)
112.15 KBO

COLA
(IAF)
108.8 COL

RARIX

DK655
(IF)

DK605

DK660
D3.2 KBO

DK661

NORVENICH VOR
(IAF)

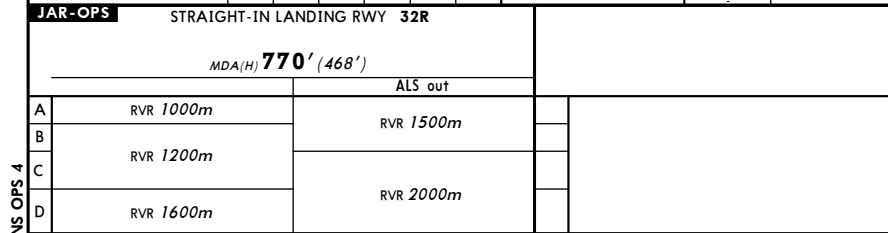
Dangerous industrial plant

Altitudes: 869', 1129', 702', 1135', 990', 1214'

Bearings: 122°, 317°, 317°, 239°, 047°, 117°, 299°, 119°

Distances: 4.0, 5.0, 3000, 25.4, 9.3

Other labels: 50-50, 50-40, 07-10, 07-20, 07-30



EDDK/CGN
 COLOGNE-BONN
 COLOGNE-BONN Director (APP) COLOGNE-BONN Tower (R) Ground
 8 DEC 06 (16-1) Eff 21 Dec
 COLOGNE-BONN, GERMANY
 NDB Rwy 14L

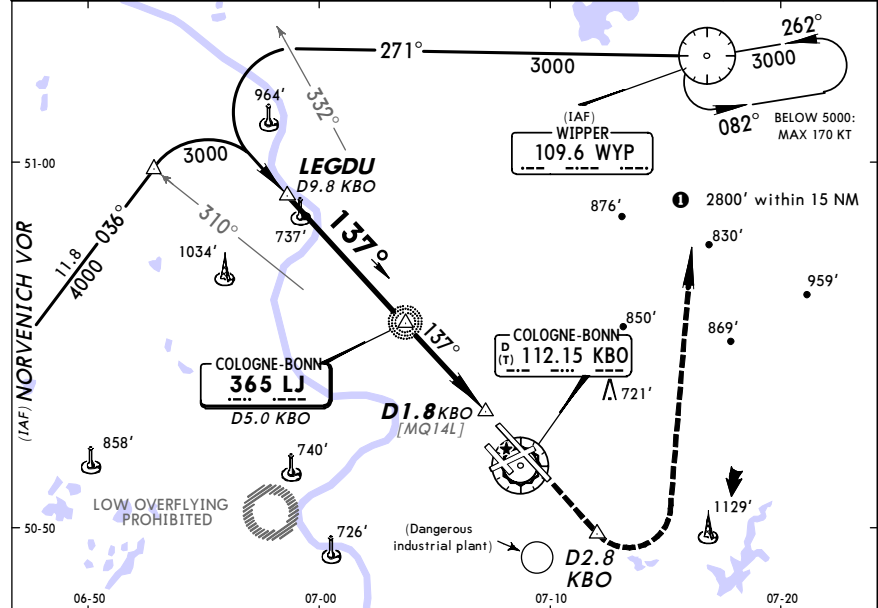
ATIS	COLOGNE-BONN Director (APP)	COLOGNE-BONN Tower (R)	Ground
112.15	124.2	121.05	124.97
Lctr LJ 365	Final Apt Crs 137°	Minimum Alt LEGDU 3000' (2770')	MDA(H) 690' (460')
		Apt Elev 302'	RWY 230'

MISSED APCH: Climb STRAIGHT AHEAD to 3000'. When passing D2.8 KBO or 2000', whichever is later, turn LEFT to WYP VOR.

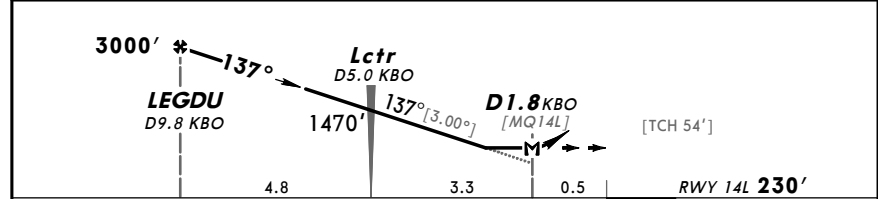
Alt Set: hPa (IN on req) Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 5000'

DME REQUIRED.

MSA KBO VOR



KBO DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	2740'	2420'	2100'	1790'	1470'	1150'	830'



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849
MAP at D1.8 KBO						

JAR-OPS STRAIGHT-IN LANDING RWY 14L

MDA(H) 690' (460')

ALS out

A RVR 1000m

B RVR 1200m

C RVR 1600m

D RVR 2000m

A	B	C	D
RVR 1000m	RVR 1200m	RVR 1600m	RVR 2000m

EDDK/CGN
 COLOGNE-BONN
 COLOGNE-BONN Director (APP) COLOGNE-BONN Tower (R) Ground
 8 DEC 06 (16-2) Eff 21 Dec
 COLOGNE-BONN, GERMANY
 NDB Rwy 24

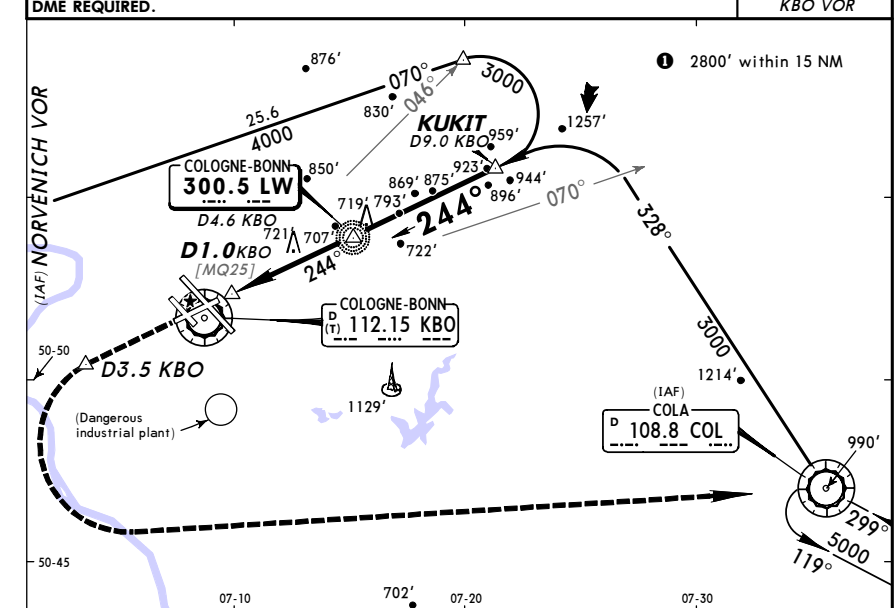
ATIS	COLOGNE-BONN Director (APP)	COLOGNE-BONN Tower (R)	Ground
112.15	124.2	121.05	124.97
Lctr LW 300.5	Final Apt Crs 244°	Minimum Alt KUKIT 3000' (2728')	MDA(H) 950' (678')
		Apt Elev 302'	RWY 272'

MISSED APCH: Climb STRAIGHT AHEAD to 5000'. When passing D3.5 KBO or 2000', whichever is later, turn LEFT to COL VOR.

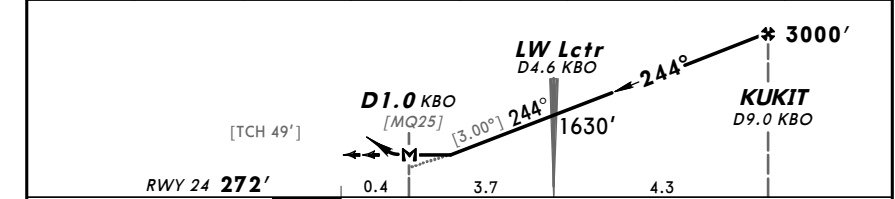
Alt Set: hPa (IN on req) Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 5000'

DME REQUIRED.

MSA KBO VOR



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
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849
MAP at D1.0 KBO						

JAR-OPS STRAIGHT-IN LANDING RWY 24

MDA(H) 950' (678')

ALS out

A RVR 1000m

B RVR 1200m

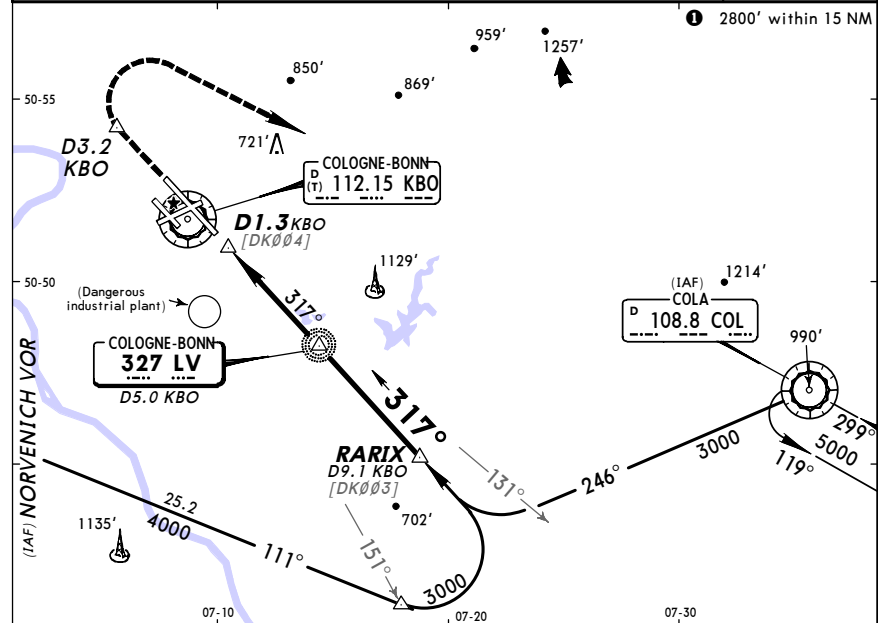
C RVR 1600m

D RVR 2000m

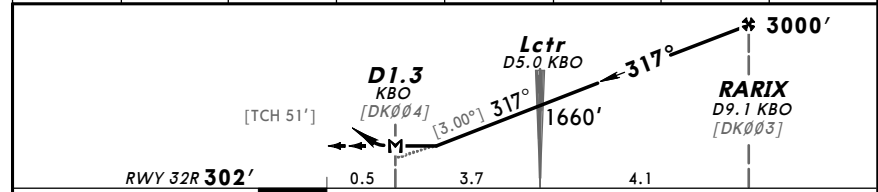
A	B	C	D
RVR 1000m	RVR 1200m	RVR 1600m	RVR 2000m

EDDK/CGN
COLOGNE-BONN
COLOGNE-BONN
8 DEC 06 (16-3) Eff 21 Dec
COLOGNE-BONN, GERMANY
NDB Rwy 32R

ATIS		COLOGNE-BONN Director (APP)		COLOGNE-BONN Tower (R)		Ground
112.15	124.2	121.05	124.97	121.72		
Lctr LV 327	Final Apt Crs 317°	Minimum Alt RARIX 3000' (2698')	MDA(H) 770' (468')	Apt Elev 302'	302'	
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.						



KBO DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	1030'	1340'	1660'	1980'	2300'	2620'	2940'



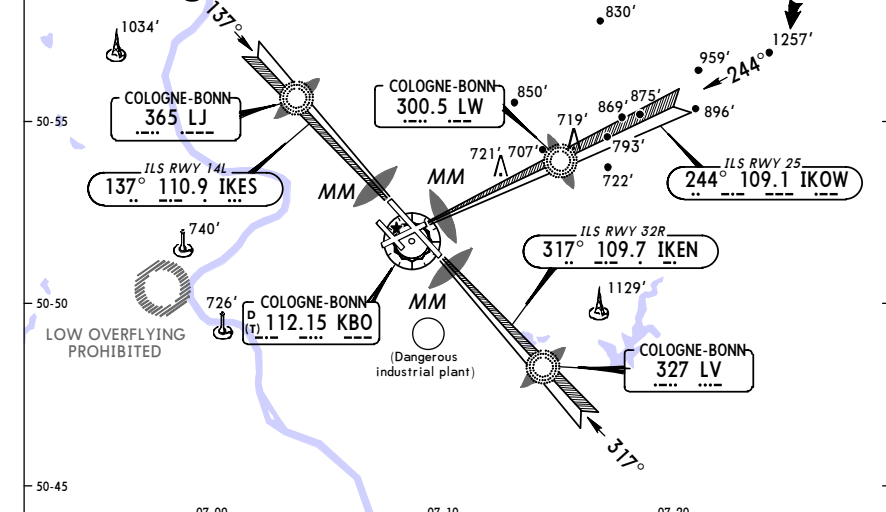
Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849
MAP at D1.3 KBO						

JAR-OPS		STRAIGHT-IN LANDING RWY 32R	
MDA(H) 770' (468')		ALS out	

A	RVR 1000m	RVR 1500m	RVR 2000m
B	RVR 1200m		
C	RVR 1200m		
D	RVR 1600m		

EDDK/CGN
COLOGNE-BONN
COLOGNE-BONN
8 DEC 06 (18-1) Eff 21 Dec
COLOGNE-BONN, GERMANY
SRE All Rwys

ATIS		COLOGNE-BONN Director (APP)		COLOGNE-BONN Tower (R)		Ground
112.15	124.2	121.05	124.97	121.72		
RADAR	Final Apt Crs By ATC	Minimum Alt See table below	MDA(H) Refer to Minimums	Apt Elev 302'	302'	
MISSED APCH: Climb STRAIGHT AHEAD to 3000'.						
Alt Set: hPa (IN on req) Apt Elev: 11 hPa Trans level: By ATC Trans alt: 5000'						
MSA KBO VOR						



RWY 06, 14L/R, 24, 32L		10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0
RADAR FIX		3300'	3000'	2700'	2400'	2100'	1800'	1500'	1200'
RWY 32R		10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0
RADAR FIX		3400'	3100'	2800'	2500'	2200'	1900'	1600'	1300'

Minimum Alt/NM	10.0 FAF	5.0
SRE 06	3300'	1600'
SRE 14L	3300'	—
SRE 14R	3300'	—
SRE 24	3300'	1600'
SRE 32L	3300'	—
SRE 32R	3400'	—

RWY	06	14L	14R	24	32L	32R
BASED ON ELEV.	231'	230'	221'	272'	259'	302'

Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 4.9%	348	447	497	596	695	794
MAP at THR						

JAR-OPS		STRAIGHT-IN LANDING	
SRE 06		SRE 14L	SRE 14R
MDA(H) 690' (459')		MDA(H) 690' (460')	MDA(H) 690' (469')
ALS out		ALS out	ALS out

A	RVR 1000m	RVR 1500m	RVR 2000m
B	RVR 1200m		
C	RVR 1200m		
D	RVR 1600m		