EDDK/CGN 8 DEC 06

XJEPPE SEN 10-1P

COLOGNE-BONN, GERMANY Eff 21 Dec AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

COLOGNE-BONN

112.15 124.2 ATIS

1.2. NIGHT FLYING RESTRICTIONS

- 1. Jet ACFT not licensed in accordance with ICAO Annex 16 and let 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
- 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

(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'.

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EDDK/CGN **COLOGNE-BONN**

8 DEC 06 (10-1P1)

XJEPPESEN COLOGNE-BONN, GERMANY 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 followme 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

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.

X JEPPESEN EDDK/CGN COLOGNE-BONN, GERMANY 8 DEC 06 10-1P2 Eff 21 Dec AIRPORT BRIEFING **COLOGNE-BONN**

2. ARRIVAL

2.1. GENERAL

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

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.

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MJEPPESEN COLOGNE-BONN, GERMANY EDDK/CGN (10-2) Eff 21 Dec COLOGNE-BONN 8 DEC 06 Apt Elev Alt Set: hPA (IN on request) 112.15 124.2 Trans level: By ATC Trans alt: 5000' GULKO ONE CHARLIE (GULKO 1C) [GULK1C] GULKO ONE VICTOR (GULKO 1V) [GULK1V] KOPAG ONE CHARLIE (KOPAG 1C) [KOPA1C] KOPAG ONE VICTOR (KOPAG 1V) [KOPA1V] RWYS 14, 32, 06, 24 ARRIVALS BRNAV AND NON-RNAV AIRCRAFT EXPECT RADAR VECTORS TO FINAL APPROACH GPS/FMS-AIRCRAFT EXPECT RESPECTIVE TRANSITION ON CHARTS 10-2B TO 10-2E BRNAV equipment necessary. 1 2800' within 15 NM

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

GULKO

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MJEPPESEN COLOGNE-BONN, GERMANY EDDK/CGN COLOGNE-BONN (10-2C) Eff 30 Aug 24 AUG 07 RNAV TRANSITION Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000' 112.15 1. On downwind expect vectors to final. 2. Speed limits are mandatory from the respective waypoint throughout the entire transition route unless cancelled by ATC. **3.** Altitude assignments will be issued by ATC. 124.2 GULKO 14 [GUL14] KOPAG 14 [KOP14], NOR 14 **RWYS 14L/R RNAV TRANSITIONS** GPS/FMS-EQUIPPED AIRCRAFT USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC 2097 · D 13 GERMINGHAUSEN. 115.4 GMH NS1 10.2 E007 53. Clearance Limit **KOPAG** 03.9 E007 48.6 **DK417** 42.4 E007 37.7 220 KT NOT TO SCALE **DK423** N51 01.8 E007 09.7 220 KT **(4ø1** 0 46.5 E007 02.0 **DK426** N51 04.7 E006 59.0 220 KT DK455 N51 02.0 E006 54.3 At or above **3000**′

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MJEPPESEN COLOGNE-BONN, GERMANY EDDK/CGN COLOGNE-BONN 24 AUG 07 (10-2E) Eff 30 Aug RNAV TRANSITION Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000'

1. On downwind expect vectors to final.

2. Speed limits are mandatory Apt Elev 112.15 from the respective waypoint throughout the entire transition route un-124.2 less cancelled by ATC. 3. Altitude assignments will be issued by ATC. GULKO 32 [GUL32] KOPAG 32 [KOP32], NOR 32 RWYS 32L/R RNAV TRANSITIONS GPS/FMS-EQUIPPED AIRCRAFT USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC P 108.8 COL 31.5 GERMINGHAUSEN-115.4 GMH NS1 10.2 E007 53.5 DK621 N50 55.3 E007 36.3 (K220) - DK623 (K220) - DK630 (K220) -3; **3000'+)**/ DK655 - LIRMU (32L; **3000**'+). K220) - DK623 (K220) - DK630 (K220) - 3000'+)/ DK655 - LIRMU (32L; 3000'+) **DK6 10** N50 33.0 E007 25.7 220 KT **DK6Ø5** N50 38.9 E007 17.2 GULKO 32 KOPAG 32

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EDDK/CGN COLOGNE-BONN

JEPPESENCOLOGNE-BONN, GERMANY

(10-3) Eff 5 Jul

LANGEN Radar Apt Elev 118.75 302'

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.

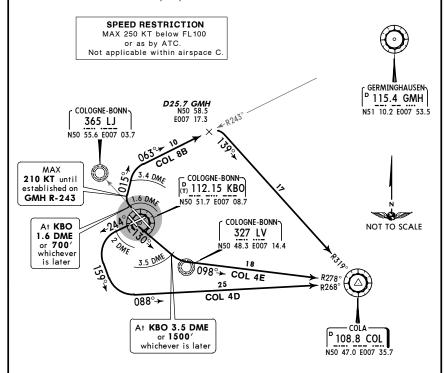
హ్. 3700′ /_{2100′} \ **①** 3100 3800' 0 0 MSA KBO VOR

COLA EIGHT BRAVO (COL 8B) COLA FOUR DELTA (COL 4D) COLA FOUR ECHO (COL 4E)

1 2800' within 15 NM

RWYS 32R, 24, 14R DEPARTURES

ONLY FOR LOCAL TRAINING FLIGHTS AND FOR FLIGHTS TO EDDF FOR SIDS RWYS 14L, 06, 32L REFER TO CHART 10-3A



COL 8B (daytime only)

This SID requires a minimum climb gradient

425' per NM (7%) until passing 5000' due to airspace structure.

						300
425' per NM 53	2 7	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.

CHANGES: None.

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EDDK/CGN COLOGNE-BONN

JEPPESENCOLOGNE-BONN, GERMANY 29 JUN 07 (10-3A) Eff 5 Jul

Trans level: By ATC Trans alt: 5000' LANGEN Radar Apt Elev 118.75

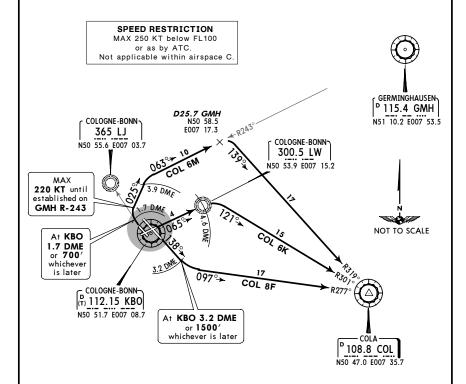
1. Remain on tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy 06: EXPECT close-in obstacles.



COLA EIGHT FOXTROT (COL 8F) COLA SIX KILO (COL 6K) COLA SIX MIKE (COL 6M)

1 2800' within 15 NM

RWYS 14L, 06, 32L DEPARTURES ONLY FOR LOCAL TRAINING FLIGHTS AND FOR FLIGHTS TO EDDF



These SIDs require minimum climb gradients

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.

Gr	nd speed-KT	75	100	150	200	250	300
31	0' per NM	387	516	775	1033	1291	1549
40	1' 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					

CHANGES: SID COL 7F renumbered 8F & revised.

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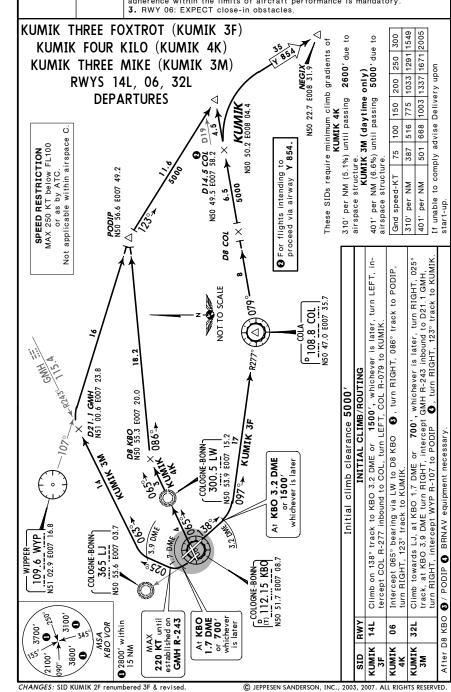
JEPPESEN

JeppView 3.5.2.0 Notice: After 11 Feb 2008 0901Z, this chart may no longer be valid. Disc 23-2007 MJEPPESEN COLOGNE-BONN, GERMANY EDDK/CGN (10-3B) Eff 5 Jul 29 JUN 07 COLOGNE-BONN Trans level: By ATC Trans alt: 5000' Apt Elev 1. Remain on tower frequency until passing 2000', then contact LANGEN LANGEN Radar Radar. 2. SIDs are also minimum noise routings (refer to 10-4). Strict 118.75 302' adherence within the limits of aircraft performance is mandatory. 3. RWY 24: EXPECT close-in obstacles KUMIK FOUR BRAVO (KUMIK 4B) **NEGIX** E008 31.9 KUMIK TWO DELTA (KUMIK 2D) KUMIK ONE ECHO (KUMIK 1E) RWYS 32R, 24, 14R DEPARTURES FOR SIDS RWYS 14L, 06, 32L REFER TO CHART 10-3C **KUMIK** V50 50.2 E008 04.4 \$\mathbf{0}\$ 2800' within 15 NM For flights intending to proceed via airway Y 854. **PODIP** N50 56.6 E007 49.2 (115.4 GMH R-191/D14) ◁ Ö SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
t applicable within airspace C is later, turn LEFT, to KUMIK. N N S P 108.8 COL N50 47.0 E007 35.7 Initial climb clearance 5000' INITIAL CLIMB/ROUTING 327 LV 327 LV N50 48.3 E007 14.4 KUMIK KUMIK 2D 3.5 DME 1500′ ver is later At KBO or whiche 24 210 KT until established on GMH R-243

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MJEPPESEN COLOGNE-BONN, GERMANY EDDK/CGN COLOGNE-BONN (10-3C) Eff 5 Jul

Trans level: By ATC Trans alt: 5000 Apt Elev 1. Remain on tower frequency until passing 2000', then contact LANGEN LANGEN Radar Radar. 2. SIDs are also minimum noise routings (refer to 10-4). Strict 118.75 302' adherence within the limits of aircraft performance is mandatory. 3. RWY 06: EXPECT close-in obstacles



48

KUMIK KUMIK **JEPPESEN** JeppView 3.5.2.0

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EDDK/CGN COLOGNE-BONN

LANGEN

Radar

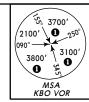
126.32

M JEPPESENCOLOGNE-BONN, GERMANY

29 JUN 07 (10-3D) Eff 5 Jul

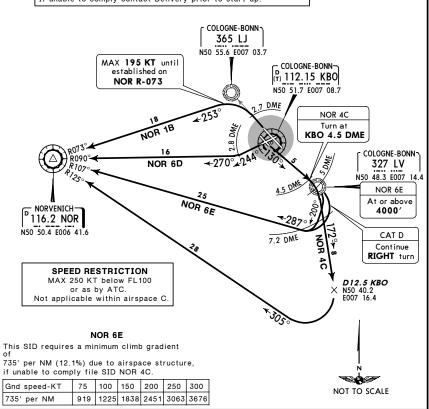
Trans level: By ATC Trans alt: 5000 Apt Elev 1. Remain on tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. NOR 6E: MAX 220 KT during turns. 4. RWY 24: EXPECT close-in obstacles.

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



● 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 If unable to comply contact Delivery prior to start-up.



		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.

CHANGES: None.

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EDDK/CGN COLOGNE-BONN

JEPPESENCOLOGNE-BONN, GERMANY 29 JUN 07 (10-3E) Eff 5 Jul

Trans level: By ATC Trans alt: 5000' LANGEN Apt Elev 1. Remain on tower frequency until passing 2000', then contact LANGEN Radar Radar. 2. SIDs are also minimum noise routings (refer to 10-4). Strict ad-302' 126.32 herence within the limits of aircraft performance is mandatory. 3. NOR 7F: MAX 220 KT during turns. 4. RWY 06: EXPECT close-in obstacles.

> 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 If unable to comply contact Delivery prior to start-up. COLOGNE-BONN-300.5 LW At KBO 2.7 DME COLOGNE-BONN N50 53.9 E007 15.2 or 700' 365 LJ whichever is later N50 55.6 E007 03.7 NOT TO SCALE MAX 195 KT until established on NOR R-073 D8 KBO N50 55.3 NORTK E007 20.0 NOR 5M NOR 7F COLOGNE-BONN-At or above (T) 112.15 KBO 4000' NOR 7P N50 51.7 E007 08.7 Turn at COLOGNE-BONN> **KBO** 327 LV 4.3 DME NOR 71 NORVENICH— N50 48.3 E007 14.4 116.2 NOR N50 50.4 E006 41.6 CAT D Continue **RIGHT** turn **D12.5 KBO** N50 40.2 These SIDs require minimum climb gradients E007 16.4 NOR 7F 924' per NM (15.2%) due to airspace structure, if unable to comply file SID NOR 7P. NOR 7K 310' per NM (5.1%) until passing 900'. SPEED RESTRICTION Gnd speed-KT 75 100 150 200 250 300 MAX 250 KT below FL100 or as by ATC. 1154 1539 2309 3079 3848 4618 924' per NM Not applicable within airspace C.

		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.

387 516 775 1033 1291 1549

310' per NM

JEPPESENCOLOGNE-BONN, GERMANY EDDK/CGN (10-3F) Eff 5 Jul COLOGNE-BONN

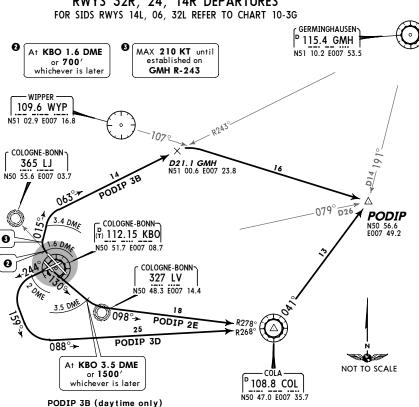
LANGEN Radar 118.75 302'

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

హ్య్ 3700′ 2100' \ 1 3100 3800' 0 0 MSA KBO VOR

PODIP THREE BRAVO (PODIP 3B) PODIP THREE DELTA (PODIP 3D) PODIP TWO ECHO (PODIP 2E) RWYS 32R, 24, 14R DEPARTURES

1 2800' within 15 NM



425' per NM (7%) until passing 5000' due to airspace structure. Gnd speed-KT 75 100 150 200 250 300 532 709 1063 1418 1772 2127 425' per NM If unable to comply advise Delivery upon start-up

This SID requires a minimum climb gradient

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
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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^{'ర్య} 3700'

MSAKBO VOR

0

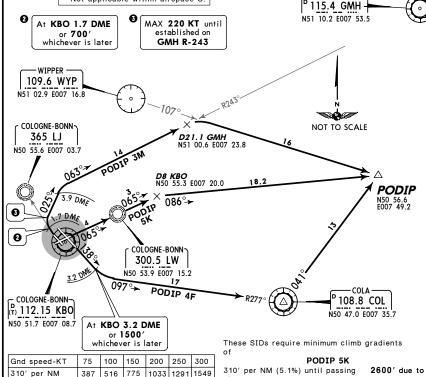
3100'

0

EDDK/CGN

MJEPPESENCOLOGNE-BONN, GERMANY

29 JUN 07 (10-3G) Eff 5 Jul COLOGNE-BONN Trans level: By ATC Trans alt: 5000' 1. Remain on tower frequency until passing 2000', then LANGEN Radar contact LANGEN Radar. 2. SIDs are also minimum /2100' **①** 118.75 noise routings (refer to 10-4). Strict adherence within logo°. the limits of aircraft performance is mandatory. 3800' 3. Rwy 06: EXPECT close-in obstacles. PODIP FOUR FOXTROT (PODIP 4F) PODIP FIVE KILO (PODIP 5K) 1 2800' within 15 NM PODIP THREE MIKE (PODIP 3M) RWYS 14L, 06, 32L DEPARTURES SPEED RESTRICTION MAX 250 KT below FL100 or as by ATC. GERMINGHAUSEN Not applicable within airspace C. D 115.4 GMH N51 10.2 E007 53.5 MAX 220 KT until established on or **700**′



401' per NM (6.6%) until passing 5000' due to If unable to comply advise Delivery upon airspace structure Initial climb clearance 5000

airspace structure.

SID RWY INITIAL CLIMB/ROUTING Climb on 138° track to KBO 3.2 DME or 1500', whichever is later, turn PODIP 4F LEFT, intercept COL R-277 inbound to COL, turn LEFT, COL R-041 to PODIP 5K Intercept 065° bearing via LW to D8 KBO (4), turn RIGHT, 086° track to 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.

501 668 1003 1337 1671 2005

4 After D8 KBO BRNAV equipment necessary.

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PODIP 3M (daytime only)

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EDDK/CGN SIEPPESENCOLOGNE-BONN, GERMANY

COLOGNE-BONN 29 JUN 07 (10-3H) Eff 5 Jul

Trans level: By ATC Trans alt: 5000'

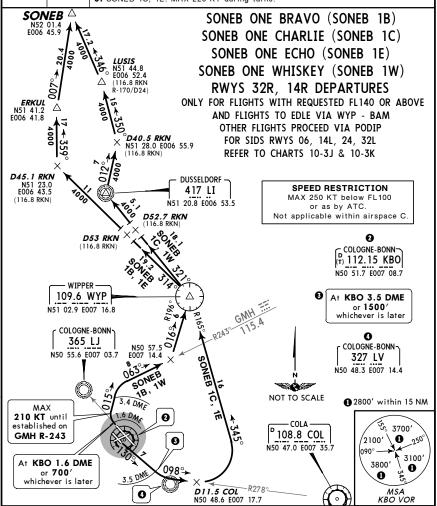
LANGEN Radar 118.75

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.



		() NSC 40:0 2007 17:7						
Initial climb clearance 5000'								
SID	RWY	INITIAL CLIMB						
SONEB 1B	32R	Climb towards LJ, at KBO 1.6 DME or 700', whichever is later, turn						
SONEB 1W By ATC		RIGHT, 015° track, at KBO 3.4 DME turn RIGHT, intercept GMH R-243 inbound, intercept WYP R-196 inbound to WYP.						
SONEB 1C By ATC	14R	Climb towards LV, at KBO 3.5 DME or 1500', whichever is later, turn						
SONEB 1E		LEFT, intercept COL R-278 inbound to D11.5 COL, turn LEFT, intercept WYP R-165 inbound to WYP.						
SID		ROUTING						
SONEB 1B, 1E		YP turn LEFT, WYP R-314 to D45.1 RKN 3 , turn RIGHT, 359° track to L, turn RIGHT, 007° track to SONEB.						
SONEB 1C, 1W By ATC		YP turn LEFT, WYP R-321 to LI, turn RIGHT, 012° bearing to D40.5 turn LEFT, intercept RKN R-170 inbound to LUSIS						

CHANGES: Restrictions revised.

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EDDK/CGN COLOGNE-BONN

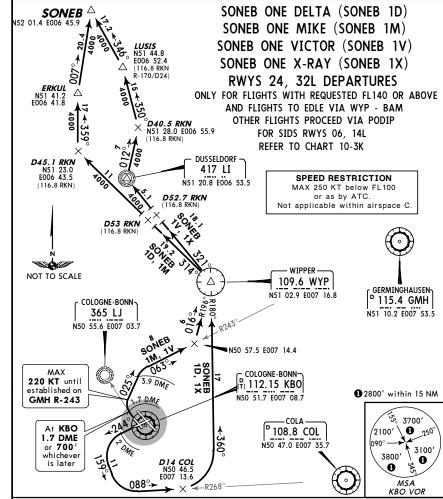
SID STORY (10-3J)

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.



Initial climb clearance 5000 INITIAL CLIMB SID RWY SONEB 1D 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 SONEB 1X By ATC SONEB 1M 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 SONEB 1V By ATC inbound, intercept WYP R-196 inbound to WYP. ROUTING At WYP turn LEFT, WYP R-314 to D45.1 RKN SONEB 1D. 1M 2 , turn RIGHT, 359° track to ERKUL, turn RIGHT, 007° track to SONEB. SONEB 1V, 1X 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

CHANGES: Restrictions revised.

track to SONEB

After D45.1 RKN 2 /LUSIS 3 BRNAV equipment necessary.

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COLOGNE-BONN

ERKUL N51 41.2 E006 41.8

Δ

MJEPPESENCOLOGNE-BONN, GERMANY

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

Trans level: By ATC Trans alt: 5000' LANGEN Apt Elev 1. Remain on tower frequency until passing 2000', then contact LANGEN Radar Radar. 2. SIDs are also minimum noise routings (refer to 10-4). Strict ad-302' 118.75 herence within the limits of aircraft performance is mandatory. 2F, 2P: MAX 220 KT during turns. 4. RWY 06: EXPECT close-in obstacles.

△ **SONEB** SONEB TWO FOXTROT (SONEB 2F) N52 01.4 E006 45.9 SONEB ONE KILO (SONEB 1K) SONEB TWO PAPA (SONEB 2P) SONEB ONE UNIFORM (SONEB 1U) E006 52.4

RWYS 14L, 06 DEPARTURES

ONLY FOR FLIGHTS WITH REQUESTED FL140 OR ABOVE AND FLIGHTS TO EDLE VIA WYP - BAM OTHER FLIGHTS PROCEED VIA PODIP × N51 28.0 E006 55.9

DUSSELDORF D45.1 RKN N51 23.0 E006 43.5 417 LI N51 20.8 E006 53.5 D52.7 RKN

D53 RKN X

WIPPFR

109.6 WYP

N51 02.9 E007 16.8

(116.8 RKN

SPEED RESTRICTION

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

SONEB 1K. 1U

These SIDs require a minimum climb gradient 310' per NM (5.1%) until passing 900'.

- COLA -

108.8 COL

N50 47.0 E007 35.7

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75 100 150 200 250 300 387 516 775 1033 1291 1549 310' per NM

^{హ్హ} 3700'

MSAKBO VOR

3100

0

∕2100' **\ ❶**

3800'

0

COLOGNE-BONN-300.5 LW N50 53.9 E007 15.2 NOT TO SCALE D8 KBO COLOGNE-BONN-N50 55.3 E007 20.0 1 2800' within 15 NM (T) 112.15 KBO N50 51.7 E007 08.

At KBO 3.2 DME or 1500' whichever is later

CHANGES: SIDs SONEB 1F, 1P renumb & revised; chart reindexed.

Initial alimb alaskanas EOOO'

		Initial climb clearance 3000					
SID	RWY	INITIAL CLIMB					
SONEB 2F	14L	Climb on 138° track to KBO 3.2 DME or 1500', whichever is later,					
SONEB 2P By ATC		turn LEFT, intercept COL R-277 inbound to D11.5 COL, turn LEFT, intercept WYP R-164 inbound to WYP.					
SONEB 1K	06	Intercept 065° bearing via LW to D8 KBO, turn LEFT, intercept WYP					
SONEB 1U By ATC		R-156 inbound to WYP.					
SID		ROUTING					
SONEB 2F, 1K		(P turn LEFT, WYP R-314 to D45.1 RKN					
SONEB 2P, 1U By ATC	RKN,	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 • , turn LEFT, 346° track to SONEB.					
After D45 1 BKN	A /1119	RIS A BRNAV agginment necessary					

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EDDK/CGN COLOGNE-BONN

MJEPPESENCOLOGNE-BONN, GERMANY 29 JUN 07 (10-3L) Eff 5 Jul RNAV SID (OVERLAY)

Trans level: By ATC Trans alt: 5000' 1. Remain on tower frequency until passing 2000', then LANGEN Radar Apt Elev contact LANGEN Radar. 2. SIDs are also minimum 118.75

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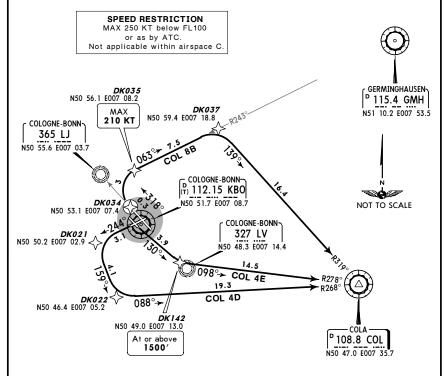
noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. RWY 24: EXPECT close-in obstacles

ోహ 3700' **/**2100′ **↓** 090° 3100' 3800' 0 0 MSA KBO VOR

1 2800' within 15 NM

COLA EIGHT BRAVO (COL 8B) COLA FOUR DELTA (COL 4D) COLA FOUR ECHO (COL 4E) RWYS 32R, 24, 14R RNAV DEPARTURES (OVERLAY 10-3)

ONLY FOR LOCAL TRAINING FLIGHTS AND FOR FLIGHTS TO EDDF FOR RNAV SIDS RWYS 14L, 06, 32L REFER TO CHART 10-3M



COL 8B (daytime only)

This SID requires a minimum climb gradient

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	(700'+) - DK034 - DK035 (K210-) - DK037 - COL.				
COL 4D	24	(700'+) - DK021 - DK022 - COL.				
COL 4E	14R	(700'+) - DK142 (1500'+) - COL				

JEPPESEN JeppView 3.5.2.0

EDDK/CGN

JEPPESENCOLOGNE-BONN, GERMANY (10-3M) Eff 5 Jul RNAV SID (OVERLAY)

LANGEN Radar Apt Elev 302' 118.75

COLOGNE-BONN

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.

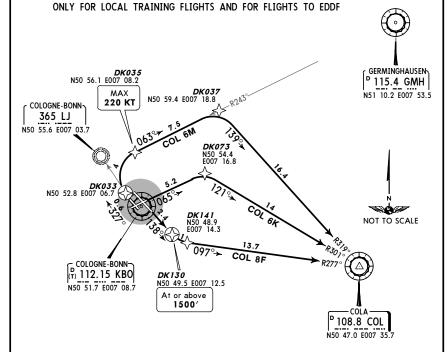
హ్హ్ 3700' 0 2100' 3100 3800' MSA KBO VOR

COLA EIGHT FOXTROT (COL 8F) COLA SIX KILO (COL 6K) COLA SIX MIKE (COL 6M)

1 2800' within 15 NM

RWYS 14L, 06, 32L RNAV DEPARTURES (OVERLAY 10-3A)

3. RWY 06: EXPECT close-in obstacles



These SIDs require minimum climb gradients οf

COL 6K

310' per NM (5.1%) until passing 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.			

CHANGES: COL 7F renumbered 8F & revised; chart reindexed.

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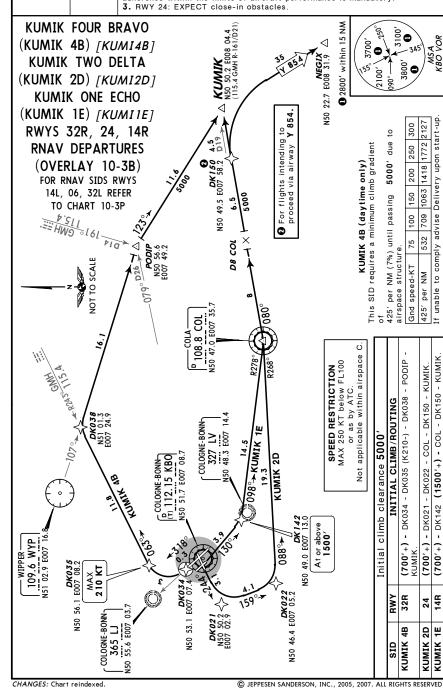
EDDK/CGN COLOGNE-BONN

MJEPPESEN COLOGNE-BONN, GERMANY 29 JUN 07 (10-3N) Eff 5 Jul RNAV SID (OVERLAY)

LANGEN Radar Apt Elev 3021 118.75

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.



JEPPESEN JeppView 3.5.2.0

MJEPPESEN COLOGNE-BONN, GERMANY EDDK/CGN 29 JUN 07 (10-3P) Eff 5 Jul RNAV SID (OVERLAY) COLOGNE-BONN Trans level: By ATC Trans alt: 5000 LANGEN Radar Apt Elev 1. Remain on tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also minimum noise routings (refer to 10-4). Strict 118.75 302' adherence within the limits of aircraft performance is mandatory. 3. RWY 06: EXPECT close-in obstacles. KUMIK THREE FOXTROT within 15 (KUMIK 3F) [KUMI3F] KUMIK FOUR KILO (KUMIK 4K) [KUMI4K] KUMIK THREE MIKE (KUMIK 3M)*[KUMI3M]* RWYS 14L, 06, 32L RNAV DEPARTURES (OVERLAY 10-3C) (071 - PODIP - K DK035 (K220-) SPEED RESTRICTION
MAX 250 KT below FL100 T below by ATC. within al 32L

CHANGES: KUMIK 2F renumbered 3F & revised; chart reindexed.

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హ్ 3700'

KBO VOR

21001

3800'

0

3100'

0

EDDK/CGN COLOGNE-BONN

302'

LANGEN

126.32

Radar

JEPPESENCOLOGNE-BONN, GERMANY 29 JUN 07 (10-3Q) Eff 5 Jul RNAV SID (OVERLAY)

Trans level: By ATC Trans alt: 5000

1. Remain on tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also minimum noise routings (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.

NORVENICH ONE BRAVO (NOR 1B) NORVENICH FOUR CHARLIE (NOR 4C) NORVENICH SIX DELTA (NOR 6D) NORVENICH SIX ECHO (NOR 6E) RWYS 32R, 14R, 24 RNAV DEPARTURES (OVERLAY 10-3D)

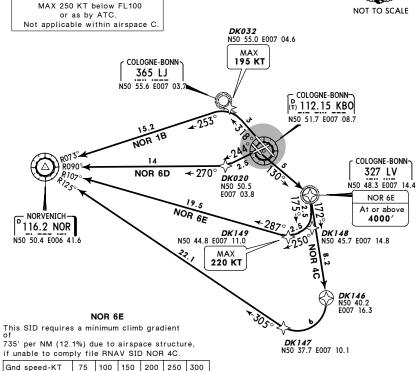


Flights intending to proceed above FL190 have to be able to

cross FIR/UIR boundary (23 DME NOR) at or above If unable to comply contact Delivery prior to start-up.



SPEED RESTRICTION



	Initial climb clearance 5000						
SID	RWY	INITIAL CLIMB/ROUTING					
NOR 1B	32R	(700'+) - DK032 (K195-) - NOR.					
NOR 4C	14R	(700'+) - LV - DK146 - DK147 - NOR.					
NOR 6D	24	(700'+) - DK020 - NOR.					
NOR 6E	14R	(700'+) - LV (4000'+) - DK148 - DK149 (K220-) - NOR.					

919 | 1225 | 1838 | 2451 | 3063 | 3676

735' per NM

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EDDK/CGN COLOGNE-BONN

Radar

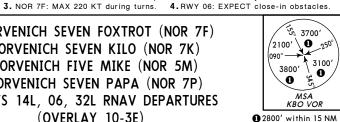
126.32

JEPPESENCOLOGNE-BONN, GERMANY

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

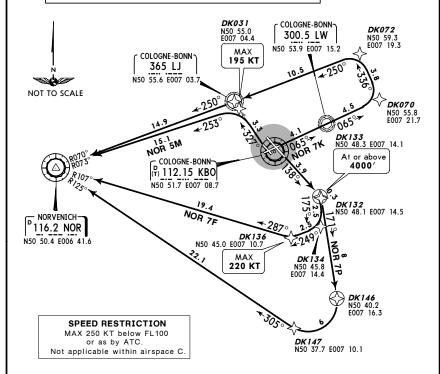
Trans level: By ATC Trans alt: 5000' 1. Remain on tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.

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)



If unable to comply contact Delivery prior to start-up.

Flights intending to proceed above FL190 have to be able to cross FIR/UIR boundary (23 DME NOR) at or above



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.

310' per NM (5.1%) until passing

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

	Initial ching clearance coc						
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.					

CHANGES: NOR 6F renumbered & revised; chart reindexed.

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EDDK/CGN COLOGNE-BONN

JEPPESEN COLOGNE-BONN, GERMANY 29 JUN 07 (10-3T) Eff 5 Jul RNAV SID (OVERLAY)

Apt Elev LANGEN Radar 118.75

Trans level: By ATC Trans alt: 5000

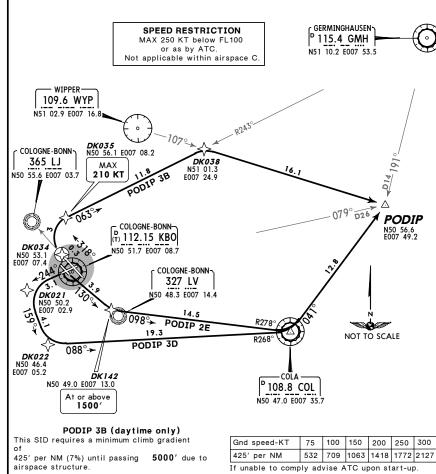
1. Remain on tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. RWY 24: EXPECT close-in obstacles



12800' 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



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

CHANGES: Chart reindexed

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302'

MJEPPESENCOLOGNE-BONN, GERMANY

EDDK/CGN COLOGNE-BONN

LANGEN Radar

118.75

(10-3U) Eff 5 Jul RNAV SID (OVERLAY)

Trans level: By ATC Trans alt: 5000 1. Remain on tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. RWY 06: EXPECT close-in obstacles

3100 3800' 0 0 MSA KBO VOR

JEPPESEN

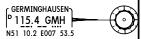
JeppView 3.5.2.0

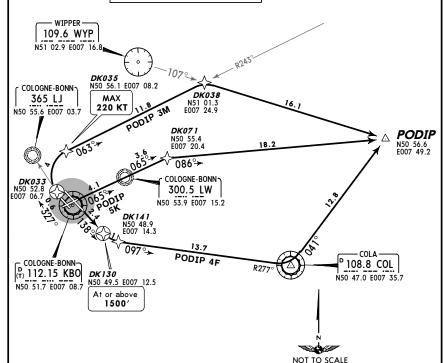
PODIP FOUR FOXTROT (PODIP 4F) [PODI4F] PODIP FIVE KILO (PODIP 5K) [PODI5K] PODIP THREE MIKE (PODIP 3M) [PODI3M] RWYS 14L, 06, 32L RNAV DEPARTURES (OVERLAY 10-3G)

♠ 2800' within 15 NM

SPEED RESTRICTION MAX 250 KT below FL100

or as by ATC. Not applicable within airspace C





These SIDs require minimum climb gradients

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'

	Tilitial Cillib Clearance 3000						
SID RWY INITIAL CLIMB/ROUTING							
PODIP 4F	14L	(700'+) - DK130 (1500'+) - DK141 - COL - PODIP.					
PODIP 5K	K 06 (900'+) - LW - DK071 - PODIP.						
PODTP 3M	321	(700'+) - DK033 - DK035 (K220-) - DK038 - PODIP					

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EDDK/CGN

JEPPESENCOLOGNE-BONN, GERMANY 29 JUN 07 (10-3V) Eff 5 Jul RNAV SID (OVERLAY)

COLOGNE-BONN Trans level: By ATC Trans alt: 5000' LANGEN 1. Remain on tower frequency until passing 2000', then contact LANGEN Radar Radar. 2. SIDs are also minimum noise routings (refer to 10-4). Strict ad-118.75 herence within the limits of aircraft performance is mandatory. 3. SONEB 1C, 1E: MAX 220 KT during turns SONEB ONE BRAVO (SONEB 1B) [SONE1B] SONEB A SONEB ONE CHARLIE (SONEB 1C) [SONE1C] N52 01.4 E006 45.9 SONEB ONE ECHO (SONEB 1E) [SONE1E] LUSIS SONEB ONE WHISKEY (SONEB 1W) [SONE1W] RWYS 32R, 14R RNAV DEPARTURES (OVERLAY 10-3H) **ERKUL** N51 41.2 E006 41.8 ONLY FOR FLIGHTS WITH REQUESTED FL140 OR ABOVE AND FLIGHTS TO EDLE VIA WYP - BAM OTHER FLIGHTS PROCEED VIA PODIP **NIKOG** N51 29.8 E006 56.6 FOR RNAV SIDS RWYS 06, 14L, 24, 32L REFER TO CHARTS 10-3W & 10-3X DUSSELDORF -NOKDU 417 LI N51 20.8 E006 53.5 E006 42.0 SPEED RESTRICTION MAX 250 KT below FL100 or as by ATC. Not applicable within airspace C. D53 RKN **DK035** N50 56.1 E007 08.2 109.6 WYP N51 02.9 E007 16.8 210 KT - GERMINGHAUSEN ^D 115.4 GMH COLOGNE-BONN 365 LJ N51 10.2 E007 53.5 N50 58.1 N50 55.6 E007 03.7 DK034 **DK145** N50 51.6 E007 21.8 N50 53.1 E007 07.4 NOT TO SCALE 220 KT 1 2800' within 15 NM COLOGNE-BONN (T) 112.15 KBO ్యే 3700' N50 51.7 E007 08.7 N50 49.4 E007 21.0 \ **0** /21001 **DK143** N50 48.6 E007 17.7 DK142 N50 49.0 E007 13.0 3100' 3800' At or above 0 - COLOGNE-BONN-0 1500 327 LV MSA N50 48.3 E007 14.4 KBO VOR Initial climb clearance 5000 INITIAL CLIMB/ROUTING SID RWY SONEB 1B (700'+) - DK034 - DK035 (K210-) - DK036 - WYP - NOKDU - ERKUL -SONEB 1C By ATC (700'+) - DK142 (1500'+) - DK143 - DK144 - DK145 (K220-) - WYP -LI - NIKOG - LUSIS - SONEB.

(700'+) - DK142 (1500'+) - DK143 - DK144 - DK145 (K220-) - WYP -SONEB 1E NOKDU - ERKUL - SONEB SONEB 1WBy ATC 32R (700'+) - DK034 - DK035 (K210-) - DK036 - WYP - LI - NIKOG -

LUSIS - SONEB.

CHANGES: Chart reindexed.

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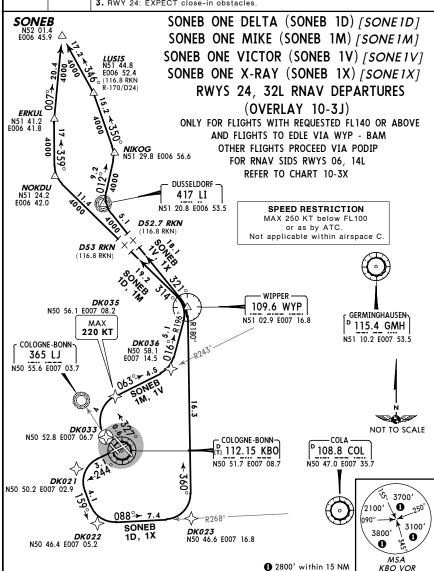
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EDDK/CGN COLOGNE-BONN

JEPPESENCOLOGNE-BONN, GERMANY 29 JUN 07 (10-3W) Eff 5 Jul RNAV SID (OVERLAY)

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



Initial climb clearance 5000'					
SID RWY INITIAL CLIMB/ROUTING					
SONEB 1D	24	(700'+) - DK021 - DK022 - DK023 - WYP - NOKDU - ERKUL - SONEB.			
SONEB 1M	32L	(700'+) - DK033 - DK035 (K220-) - DK036 - WYP - NOKDU - ERKUL - SONEB.			
SONEB 1V By ATC		(700'+) - DK033 - DK035 (K220-) - DK036 - WYP - LI - NIKOG - LUSIS - SONEB.			
SONEB 1X By ATC	24	(700'+) - DK021 - DK022 - DK023 - WYP - LI - NIKOG - LUSIS -			

CHANGES: New chart.

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EDDK/CGN

3 JEPPESENCOLOGNE-BONN, GERMANY

29 JUN 07 (10-3X) Eff 5 Jul RNAV SID (OVERLAY) COLOGNE-BONN Trans level: By ATC Trans alt: 5000 LANGEN Apt Elev 1. Remain on tower frequency until passing 2000', then contact LANGEN Radar 302' Radar. 2. SIDs are also minimum noise routings (refer to 10-4). Strict ad-118.75 herence within the limits of aircraft performance is mandatory. 2F, 2P: MAX 220 KT during turns. 4. RWY 06: EXPECT close-in obstacles. △ **SONEB** SONEB TWO FOXTROT (SONEB 2F) [SONE2F] N52 01.4 E006 45.9 SONEB ONE KILO (SONEB 1K) [SONE1K] SONEB TWO PAPA (SONEB 2P) [SONE2P] SONEB ONE UNIFORM (SONEB 1U) [SONE 1U] R-170/D24 RWYS 14L, 06 RNAV DEPARTURES **ERKUL** (OVERLAY 10-3K) N51 41.2 E006 41.8 ONLY FOR FLIGHTS WITH REQUESTED FL140 OR ABOVE AND FLIGHTS TO EDLE VIA WYP - BAM **NIKOG** N51 29.8 E006 56.6 OTHER FLIGHTS PROCEED VIA PODIP DUSSELDORF NOKDU 417 LI SPEED RESTRICTION E006 42.0 N51 20.8 E006 53.5 MAX 250 KT below FL100 or as by ATC. Not applicable within airspace C. 109.6 WYP N51 02.9 E007 16.8 - COLOGNE-BONN 300.5 LW NOT TO SCALE N50 53.9 E007 15.2 DK070 N50 55.8 E007 21.7 COLOGNE-BONN-문 112.15 KBO **DK145** N50 51.6 E007 21.8 N50 51.7 E007 08 MAX 220 KT DK130 1 2800' within 15 NM N50 49.5 E007 12.5 N50 49.4 E007 21.0 **DK141** N50 48.9 At or above 1500' DK143 హ్. 3700' N50 48.6 E007 17.7 0 2100' SONEB 1K. 1U These SIDs require a minimum climb gradient 3100' 3800' COLA -0 310' per NM (5.1%) until passing 108.8 COL 0 75 100 150 200 250 300 Gnd speed-KT N50 47.0 E007 35.7 MSA KBO VOR 387 516 775 1033 1291 1549 310' per NM Initial climb clearance 5000

INITIAL CLIMB/ROUTING SID RWY SONEB 2F (700'+) - DK130 (1500'+) - DK141 - DK143 - DK144 - DK145 (K220-) -WYP - NOKDU - ERKUL - SONEB. SONEB 1K (900'+) - LW - DK070 - WYP - NOKDU - ERKUL - SONEB (700'+) - DK130 (1500'+) - DK141 - DK143 - DK144 - DK145 (K220-) -SONEB 2P By ATC | 14L WYP - LI - NIKOG - LUSIS - SONEB SONEB 1U By ATC 06 (900'+) - LW - DK070 - WYP - LI - NIKOG - LUSIS - SONEB.

CHANGES: New chart.

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JEPPESEN COLOGNE-BONN, GERMANY EDDK/CGN 29 JUN 07 (10-4) Eff 5 Jul COLOGNE-BONN NOISE ABATEMENT 302' D53 RKN_D52.7 RKN SONEB 1C, 2P, 1U 1V, 1W ,1X SONEB 1B, 1D, 1E 2F, 1K, 1M Noise monitoring 1 point Hospital For AIRPORT BRIEFING refer to 10-1P pages D25. **GMH** NOR COL D8 KBO 1B, 5M KBO NOR 6D <- 270° COL D11.5 COL KUMIK 3F PODIP 4F COL 4E → R278° KUMIK 1E PODIP 2E D14 COLY COL 4D, KUMIK 2D PODIP 3D NOR 6E, 7F COL D12.5 KBO

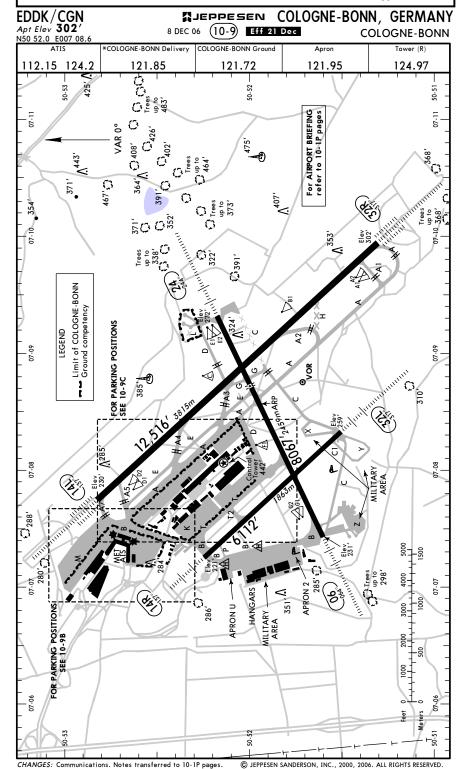
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CHANGES: RWY 14L SIDs renumbered & revised.

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EDDK/CGN

JEPPESEN COLOGNE-BONN, GERMANY 8 DEC 06 (10-9A) Eff 21 Doc COLOGNE-BONN

	ADDITIONAL RUNWAY INFORMATION							
			-	US —— LANDING	SABLE LENGTHS BEYOND ——	5		
RWY	'			Threshold	Glide Slope	TAKE-OFF	WIDTH	
06	T	HIRL CL (30m) HIALS PA	API-L (3.0°) RVR				148'	
2	24	HIRL CL (30m) HIALS SFL	L REIL PAPI-L (3.0°) RVR		7050' 2149m		45m	
14L		HIRL CL (15m) ALSF-II TE	DZ 1 HST-A2 RVR		11,565' <i>3525m</i>	•	197'	
3	2 P	HIDI CI (15m) ALSE-II TI	D7 PEIL A A P\/P		11 424' 7402	0	60m	

● PAPI-L (3.0°)

2 HST-A3 & A4

1 TAKE OFF RUN AVAILABLE

RWY 14L: From rwy head 12,516' (3815m) twy A5 int 11,680' (3560m) twy A4 int 8990' (2740m) <u>RWY 32R:</u>

From rwy head 12,516' (3815m) twy A1 int 11,762' (3585m) twy A2 int 8399' (2560m) twy A3 int 5889' (1795m)

R HIRL CL (30m) HIALS PAPI-L (3.0°)

twy A3 int 6955' (2120m)

148' 45m

TAKE OFF RUN AVAILABLE

RWY 14R:

From rwy head 6112' (1863m) twy T2 int 4364' (1330m)

V	AR-OPS		TAKE	TAKE-OFF				
Rwy 14L, 32R		Rwys 06, 14L, All Rwys						
	LVP must be in Force Approved Operators	24, 32R LVP must be in Force	LVP must	be in Force				
	HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)		
A B C	125m	150m	200m	250m	400m	500m		
D	150m	200m	250m	300m	1			

Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

CHANGES: Notes transferred to 10-1P pages.

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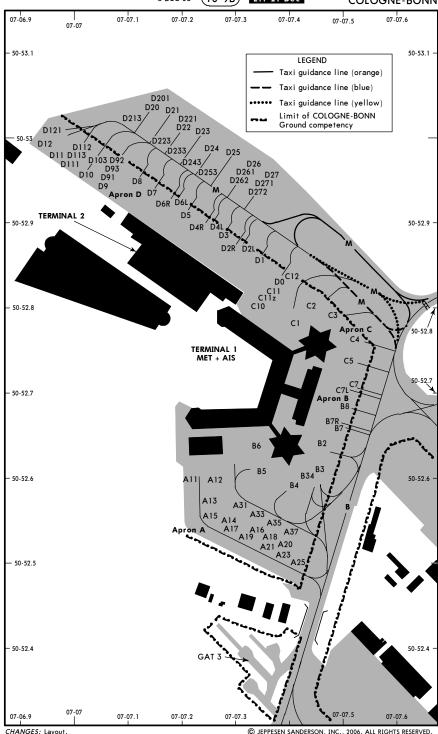
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JEPPIES EN

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EDDK/CGN

S DEC 06 (10-9B) Eff 21 Dec COLOGNE-BONN



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JEPPIES EN

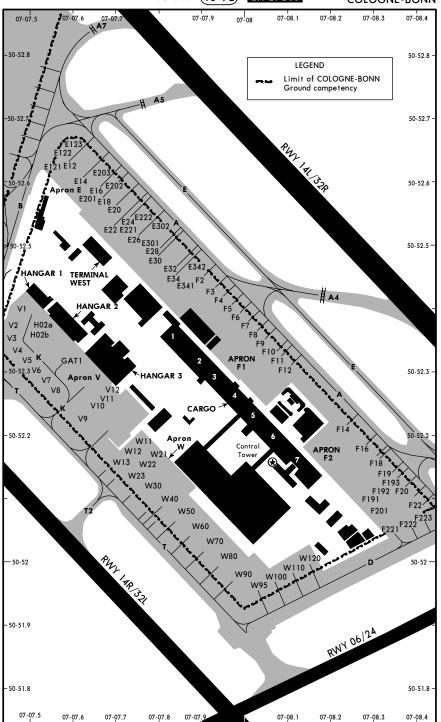
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EDDK/CGN

S JEPPESENCOLOGNE-BONN, GERMANY

8 DEC 06 (10-9C)

Eff 21 Dec COLOGNE-BONN



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EDDK/CGN

JEPPESENCOLOGNE-BONN, GERMANY

8 DEC 06 (10-9D) Eff 21 Dec COLOGNE-BONN

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

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M JEPPESEN (10-9E) Eff 21 Dec

COLOGNE-BONN, GERMANY

COLOGNE-BONN

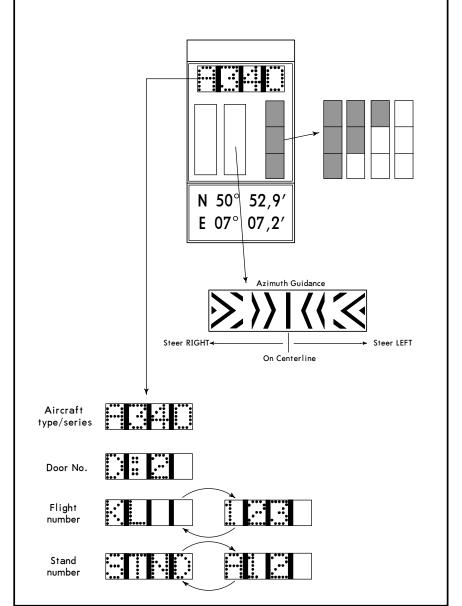
VISUAL DOCKING GUIDANCE SYSTEM "APIS"

(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.

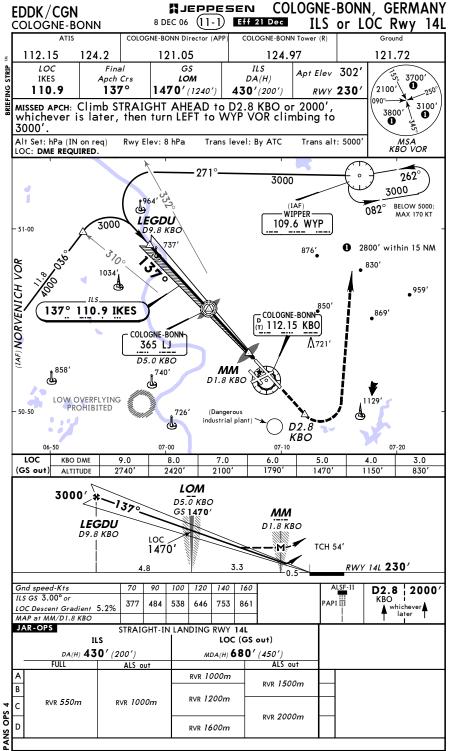
- Intercept the centerline and watch the azimuth guidance display.
- Check that the correct aircraft type/series is displayed on the APIS display unit.
- Do not enter the stand if display shows STOP or wrong aircraft type/series.



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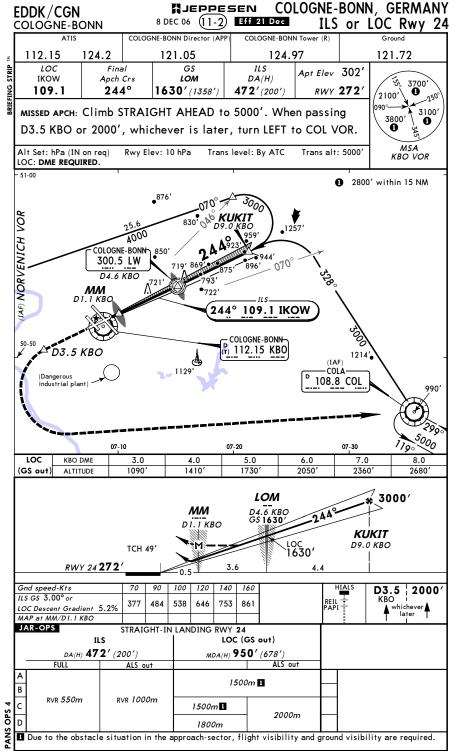
MJEPPESEN COLOGNE-BONN GERMANY EDDK/CGN 8 DEC 06 Eff 21 Dec (11-1A) CAT II ILS Rwv 14L COLOGNE-BONN COLOGNE-BONN Director (APP) COLOGNE-BONN Tower (R) 124.97 112.15 124.2 121.05 121.72 CAT II ILS LOC Final Apt Elev 302' RA 106' 3700 **① IKES** Apch Crs LOM 2100 110.9 137° 1470′(1240′) RWY 230' 330' (100' MISSED APCH: Climb STRAIGHT AHEAD to D2.8 KBO or 2000', 3100 3800' whichever is later, then turn LEFT to WYP VOR climbing to 0 Õ 3000'. Alt Set: hPa (IN on req) Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 5000' Special Aircrew & Acft Certification Required. KBO VOR 262° 3000 3000 BELOW 5000: WIPPER MAX IAS LEGDU 109.6 WYP 51-00 2800' within 15 NM 876 VOR 1034 959' IAF) NORVENICH 137° 110.9 IKES COLOGNE-BONN (T) 112.15 KBO 8691 COLOGNE-BONN-365 LJ **1**721′ D5.0 KBO ММ 858'(D1.8 KBO LOW OVERFLYING PROHIBITED 50-50 726 (Dangerous industrial plant) Φ KBO 06-50 07-00 07-20 LOM 3000 D5.0 KBO GS 1470 ΜМ **LEGDU** D1.8 KBO D9.8 KBO TCH 54' RWY 14L 230' 3.3 70 90 100 120 140 160 Gnd speed-Kts D2.8 | 2000 3.00° 377 484 538 646 753 861 кво і whichever 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.

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CHANGES: Communications.

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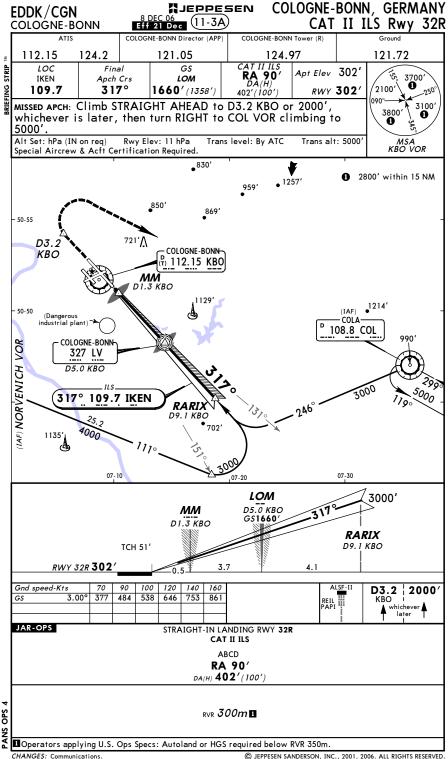


MJEPPESEN COLOGNE-BONN GERMANY EDDK/CGN 8 DEC 06 (11-3) Eff 21 Dec ILS or LOC Rwy 32R COLOGNE-BONN COLOGNE-BONN Director (APP) COLOGNE-BONN Tower (R) 112.15 124.2 121.05 124.97 121.72 ILS LOC Final GS Apt Elev 302' DA(H) 3700 **1** IKEN Apch Crs LOM 317° [/]2100'[\] 109.7 1660′ (1358′) **502'** (200') RWY 302' MISSED APCH: Climb STRAIGHT AHEAD to D3.2 KBO or 2000', 3100 3800′ 0 whichever is later, then turn RIGHT to COL VOR climbing to Alt Set: hPa (IN on req) LOC: DME REQUIRED. MSA KBO VOR Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 5000 1257 ·850' 2800′ within 15 NM 869 50-55 ^{721′}Λ D3.2 · COLOGNE-BONN-KBO (r) 112.15 KBO МM D1.3 KBO (IAF) •1214' 50-50 (Dangerous -COLAindustrial plant) 108.8 COL VOR - COLOGNE-BONN-327 LV (IAF) NORVENICH D5.0 KBO 5000 317° 109.7 IKEN 4000 1135 07-10 07-30 07-20 LOC 3.0 9.0 4.0 7.0 8.0 KBO DME 5.0 6.0 1980' (GS out) ALTITUDE 1340' 1660 2300' 2620' 2940' 1030' LOM × 3000 D5.0 KBO ММ GS 1660' D1.3 KBO **RARIX** LOC D9.1 KBO 1660 RWY 32R 302' 4.1 Gnd speed-Kts 90 | 100 | 120 | 140 | 160 D3.2 2000 ILS GS 3.00° or KBO i 377 484 538 646 753 whichever LOC Descent Gradient 5.2% later MAP at MM/D1.3 KBO JAR-OPS STRAIGHT-IN LANDING RWY 32R LOC (GS out) DA(H) 502' (200') MDA(H) 740' (438') FULL ALS out RVR 900m RVR 1500m RVR 1000m RVR 550m 1000m RVR 1800m RVR 1400m RVR 2000m

CHANGES: Communications. Minimums.

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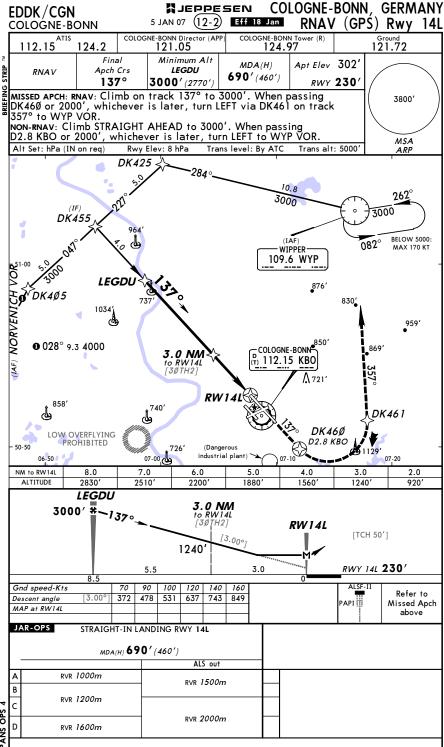


MJEPPESEN COLOGNE-BONN, GERMANY EDDK/CGN 5 JAN 07 (12-1) Eff 18 Jan RNAV (GPS) Rwy 06 COLOGNE-BONN COLOGNE-BONN Director (APP) COLOGNE-BONN Tower (R) Ground 121.72 112.15 124.2 121.05 124.97 Final Minimum Alt Apt Elev 302' MDA(H) Apch Crs BEBSA RNAV 690' (459') 064° 3500' (3269') RWY 231 MISSED APCH: RNAV: Climb on track 064° to 6000'. When passing 3800' 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. MSA Rwy Elev: 8 hPa Trans alt: 5000' Alt Set: hPa (IN on reg) Trans level: By ATC ARP 830' DK761 850 - 50-55 (T) 112.15 KBO (IAF) NORVENICH 116.2 NOR DK76Ø **₫**858′ D3.2 KBO RWØ6 LOW OVERFLYING PROHIBITED 1129 3.0 NM to RWØ6 (Dangerous 249° industrial plant MHA BEBSA DK2ØØ 16.4 6000 5000 DK755 50-45 1135 ₼ **Т**К7Ø5 07-00 07-10 06-50 NM to RWØ6 5.0 4.0 8.0 7.0 6.0 3.0 2.0 1.0 ALTITUDE 2920' 2550 2170' 1790' 660' 3300 1420 1040 BEBSA 3.0 NM 3500/ * to RWØ6 [30THR] RWØ6 [TCH 50'] 1420 RWY 06 231' 3.0 Gnd speed-Kts 70 90 100 120 140 160 Refer to 440 565 628 754 880 1005 Descent angle PAPI → Missed Apch MAP at RWØ6 JAR-OPS STRAIGHT-IN LANDING RWY 06 MDA(H) 690' (459') ALS out RVR 1000m RVR 1500m RVR 1200m RVR 2000m RVR 1600m

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CHANGES: Procedure. Note withdrawn

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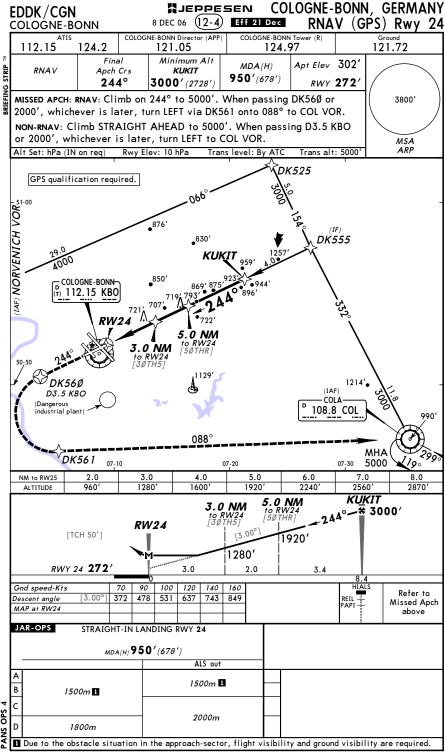


MJEPPESEN COLOGNE-BONN GERMANY EDDK/CGN 8 DEC 06 12-3 Eff 21 Dec RNAV (GPS) Rwy 14R COLOGNE-BONN COLOGNE-BONN Director (APP) COLOGNE-BONN Tower (R) Ground 121.72 112.15 124.2 121.05 124.97 Final Minimum Alt Apt Elev 302' MDA(H)Apch Crs **ROKAK** RNAV 690'(469') 137° 3000' (2779') 3800' MISSED APCH: RNAV: Climb on 137° to 6000'. When passing DK47Ø or 2000', whichever is later, turn RIGHT via DK471 onto 284° to NOR VOR. NON-RNAY: Climb STRAIGHT AHEAD to 6000', When passing D2.0 KBO or 2000', whichever is later, turn RIGHT to NOR VOR. MSAAlt Set: hPa (IN on reg) Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 5000' ARP DK215 11.0 GPS qualification required. 3000 DK255 917 Λ 51-00 876 **ROKAK ∆**_{1034′} NORVENICH 116.2 NOR COLOGNE-BONN 112.15 KBO 3.0 NM [30TH3] 858 RW 14R LOW OVERFLYING (Dangerous PROHIBITED DK47Ø D2.0 KBO 06-40 06-50 NOT TO SCALE NM to RW14R 8.0 7.0 6.0 5.0 2.0 4.0 ALTITUDE 1870 2820 2500' 2190' 1550 910' **ROKAK** 3.0 NM 3000' #~/37° to RW14R RW14R [TCH 50'] 1230 RWY 14R 221' 3.0 70 90 100 120 140 160 Gnd speed-Kts Refer to 372 478 531 637 743 849 Descent angle Missed Apch MAP at RW14R ahove JAR-OPS STRAIGHT-IN LANDING RWY 14R MDA(H) 690' (469') ALS out RVR 1400m RVR 1500m RVR 1500m RVR 1600m RVR 2000m RVR 1800m

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CHANGES: Communications

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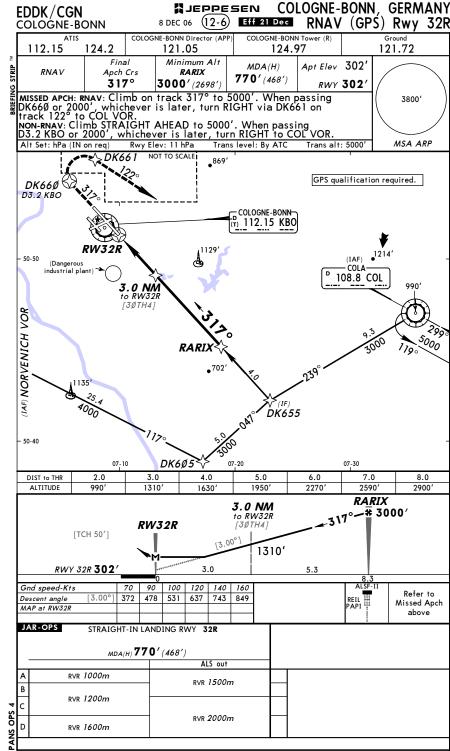
MJEPPESEN COLOGNE-BONN GERMANY EDDK/CGN 8 DEC 06 (12-5) Eff 21 Dec RNAV (GPS) Rwy 32L COLOGNE-BONN COLOGNE-BONN Director (APP COLOGNE-BONN Tower (R) 124.2 121.72 112.15 121.05 124.97 Minimum Alt Final MDA(H) Apt Elev 302 LIRMU RNAV Apch Crs 770′(511′) 317° 3000' (2741') RWY 259 MISSED APCH: RNAV: Climb on track 317° to 6000'. When passing DK670 or 2000', whichever is later, turn LEFT on track 254° 3800' to NOR VOR. NON-RNAV: Climb STRAIGHT AHEAD to 6000'. When passing D2.7 KBO or 2000', whichever is later, turn LEFT to NOR VOR. MSA ARP Alt Set: hPa (IN on reg) Rwy Elev: 9 hPa Trans level: By ATC 850' • 944' DK67Ø D2.7 KBO $\Lambda^{721'}$ GPS qualification required. COLOGNE-BONN (T) 112.15 KBO RW321 1214' 726' (Dangerous industrial plant) LOW OVERFLYING PROHIBITED 5.0 NM to RW32L NORVENICH D 116.2 NOR LIRML 702′∙ NOT TO SCALE DK265 50-40 DK225 07-10 07-30 07-00 8.0 DIST to THR 2.0 3.0 4.0 5.0 6.0 7.0 ALTITUDE 1270 1590 1910 2220 2540' 2860' 950 LIRMU 5.0 NM to RW32L [5ØTH2] 317°-# 3000' **RW32L** [TCH 50'] 1910 RWY 32L 259' 5.0 3.5 70 90 100 120 140 160 Gnd speed-Kts Refer to [3.00°] 372 478 531 637 743 849 Descent angle Missed Apch MAP at RW32L above JAR-OPS STRAIGHT-IN LANDING RWY 32L MDA(H) 770' (511') ALS out RVR 1000m RVR 1500m RVR 1200m RVR 2000m RVR 1600m

CHANGES: Communications.

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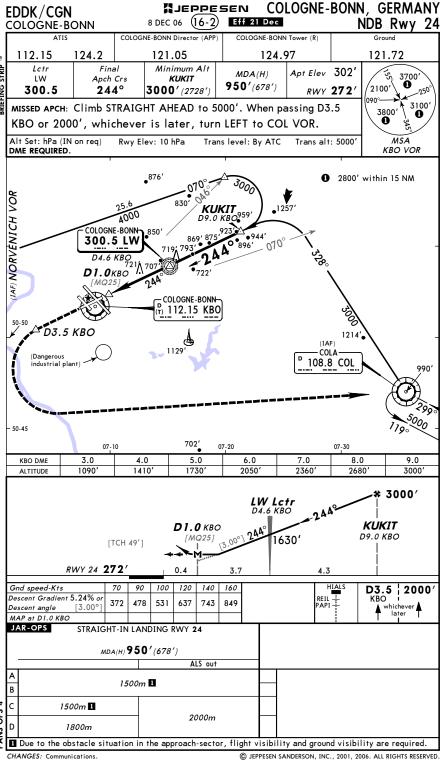


MJEPPESEN COLOGNE-BONN GERMANY EDDK/CGN 8 DEC 06 (16-1) Eff 21 Dec NDB Rwy 14L COLOGNE-BONN COLOGNE-BONN Director (APP) COLOGNE-BONN Tower (R) 112.15 124.2 121.05 124.97 121.72 Final Minimum Alt Lctr Apt Elev 302' MDA(H) 3700 LJ Apch Crs **LEGDU** 690' (460') [/]2100′` 365 137° 3000' (2770') RWY 230 MISSED APCH: Climb STRAIGHT AHEAD to 3000'. When passing D2.8 3100' 3800' 0 KBO or 2000', whichever is later, turn LEFT to WYP VOR. Alt Set: hPa (IN on req) Rwv Elev: 8 hPa Trans level: By ATC Trans alt: 5000 DME REQUIRED MSA KBO VOR 3000 3000 (IAF) BELOW 5000: 082° WIPPER MAX 170 KT 109.6 WYP 51-00 **LEGDU** D9.8 KBO 2800' within 15 NM 876 1034 ♨ (IAF) NORVENICH 959' COLOGNE-BONN D 112.15 KBO - COLOGNE-BONN 365 LJ A 721 **D1.8**KBO∑ LOW OVERFLYING PROHIBITED 50-50 726 (Dangerous industrial plant) وال D2.8 KBO 07-00 07-20 06-50 KBO DME 9.0 8.0 7.0 6.0 5.0 4.0 3.0 ALTITUDE 2740 2420' 2100 1790' 830' 3000' * Lctr D5.0 KBO **LEGDU D1.8**KBO D9.8 KBO [TCH 54'] 4.8 RWY 14L 230' Gnd speed-Kts 70 90 100 120 140 160 D2.8 2000' Descent Gradient 5.24% or KBO i 372 478 531 637 743 849 whichever Descent angle MAP at D1.8 KBO JAR-OPS STRAIGHT-IN LANDING RWY 14L MDA(H) 690' (460') ALS out RVR 1000m RVR 1500m RVR 1200m RVR 2000m RVR 1600m

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MJEPPESEN COLOGNE-BONN GERMANY EDDK/CGN 8 DEC 06 (16-3) Eff 21 Dec NDB Rwy 32R **COLOGNE-BONN** COLOGNE-BONN Director (APP) COLOGNE-BONN Tower (R) 112.15 124.2 121.05 124.97 121.72 Final Minimum Alt Lctr Apt Elev 302' MDA(H) 3700 LV Apch Crs RARIX 770'(468') 0 317° [/]2100′[\] 327 3000' (2698') RWY 302 MISSED APCH: Climb STRAIGHT AHEAD to 5000'. When passing 3100 3800' 0 D3.2 KBO or 2000', whichever is later, turn RIGHT to COL VOR. Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 5000 Alt Set: hPa (IN on reg) DME REQUIRED MSA KBO VOR 1 2800' within 15 NM 959' 1257' 869' 50-55 721′**** D3.2 COLOGNE-BONN KBO (T) 112.15 KBO **D1.3**KBO 1129 (IAF) 50-50 (Dangerous COLAindustrial plant) 🥆 108.8 COL 990' VOR COLOGNE-BONN-327 LV (IAF) NORVENICH 5000 RARIX [DKØØ3] 1135' 07-30 07-20 8.0 3.0 4.0 5.0 6.0 7.0 9.0 1980 ALTITUDE 1030' 1340' 1660' 2300 2620' 2940 ***** 3000′ Lctr D5.0 KBO D1.3 RARIX D9.1 KBO [DKØØ4] [TCH 51'] 1660 [DKØØ3] RWY 32R 302' 4.1 Gnd speed-Kts 70 90 100 120 140 160 D3.2 | 2000 Descent Gradient 5.24% or КВО 372 478 531 637 743 849 whichever Descent angle [3.00° later MAP at D1.3 KBO JAR-OPS STRAIGHT-IN LANDING RWY 32R MDA(H) 770' (468') ALS out RVR 1000m RVR 1500m RVR 1200m RVR 2000m RVR 1600m

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MJEPPESENCOLOGNE-BONN, GERMANY EDDK/CGN 8 DEC 06 (18-1) Eff 21 Dec SRE All Rwys COLOGNE-BONN COLOGNE-BONN Director (APP) COLOGNE-BONN Tower (R) Ground 112.15 124.2 121.05 124.97 121.72 0 [/]2100′\ Final Minimum Alt MDA(H) Apt Elev 302 Apch Crs Refer to 3100' RADAR See 3800' Minimums 0 By ATC table below RWY - See below MISSED APCH: Climb STRAIGHT AHEAD to 3000' MSA KBO VOR Alt Set: hPa (IN on reg) Trans alt: 5000 Apt Elev: 11 hPa Trans level: By ATC (L) 737' 1 2800' within 15 NM 876 830 1034 ຝ COLOGNE-BONN COLOGNE-BONN 300.5 LW 365 LJ - 50-55 244° 109.1 IKOW 137° 110.9 IKES 740′ ILS RWY 32R 317° 109.7 IKEN 1129 726' COLOGNE-BONN MM- 50-50 <u>க</u> ் 112.15 KBO LOW OVERFLYING PROHIBITED COLOGNE-BONN-(Dangerous industrial plant) 327 LV - 50-45 07-00 07-20 RWY 06, 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 ALTITUDE 24 321 RADAR FIX 10.0 9.0 8.0 7.0 6.0 5.0 4.0 3.0 3100 2800 2500 2200 1900' 32R ALTITUDE 3400 1600 1300' 10.0 FAF 5.0 Minimum Alt/NM SRE 06 1600 3300 SRE 14L 3300 SRE 14R 3300 **SRE 24** 3300 1600 SRE 32L 3300 SRE 32R 3400 RWY 06 14L 14R 24 32L 32R 259' 302' BASED ON ELEV. 231' 90 100 120 140 Gnd speed-Kts Lighting-3000 Descent Gradient 4.9% 447 497 596 695 348 Airport JAR-OPS STRAIGHT-IN LANDING SRE 06 SRE 14R **SRE 24** SRE 14L SRE 32L SRE 32R MDA(H) NDA(H) 690'(459') 690'(460') 950' (678') 770′(511′) 770'(468' 690'(469') ALS out ALS out ALS out ALS out ALS out ALS out A R 1000m R 1000m R 1400m R 1500m R 1000m R1000m 1500m RVR 1500m 1500m 1500m 1500m RVR 1500m 1500m 1200m 1200m 1200m 1200m 1600m 1 RVR 2000m ^{R∨R} 2000m RVR 2000m RVR 2000m 2000m 2000m RVR RVR RVR RVR 1800m 1600m Due to the obstacle situation in the approach-sector, flight visibility and ground visibility are required.