

List of pages in this Trip Kit

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- Terminal Charts For EDDK
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General Information

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

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

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

Sunrise: 0455 Z
Sunset: 1803 Z

Runway Information

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

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

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

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

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

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

Communication Information

ATIS: 112.150
ATIS: 132.130
Cologne-Bonn Tower: 124.980
Cologne-Bonn Tower: 25.302 Military
Cologne-Bonn Ground: 121.730
Cologne-Bonn Apron Ramp/Taxi: 121.955
Cologne-Bonn Clearance Delivery: 121.855
Langen Radar Approach: 135.350 RCO
Cologne-Bonn Direct (Approach Control Radar): 38.952 Military
Cologne-Bonn Military Operations: 136.255 Secondary Military
Cologne-Bonn Military Operations: 37.822 Military
Cologne-Bonn Direct (Approach Control Radar): 121.055
Cologne-Bonn Military Operations: 25.465 Military

EDDK/CGN
COLOGNE-BONN**JEPPESEN**

14 JAN 22

10-1P

COLOGNE-BONN, GERMANY**AIRPORT BRIEFING**

1. GENERAL

1.1. ATIS

D-ATIS 112.150 132.130

1.2. NIGHT FLYING RESTRICTIONS

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

EXCEPTIONS:

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

Take-offs of all kinds of ACFT are permitted on RWYs 06, 14L and 32R between 2200-0600LT only from THR or from the positions A5 (RWY 14L) and/or A1 (RWY32R). Air Navigation Services Unit Cologne-Bonn may grant exceptions in individual cases if the traffic situation demands so.

Deviating from the regulations the Bezirksregierung Duesseldorf (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

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COLOGNE-BONN

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14 JAN 22

10-1P1

COLOGNE-BONN, GERMANY
AIRPORT BRIEFING

1. GENERAL

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'.

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 run-ups without the use of noise abatement facilities are generally not permitted.

1.5. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.5.1. INTRODUCTION

An Advanced Surface Movement Guidance and Control System, using Mode S multilateration, is in operation.

1.5.2. OPERATION OF MODE S TRANSPONDERS WHEN ACFT IS ON GROUND

Pilots shall ensure that the Mode S transponders can be operated when the ACFT is on the ground.

Pilots shall select the AUTO mode and the assigned Mode A code. If the AUTO mode is not available, ON (e.g. XPDR) and the assigned Mode A code shall be selected:

- From the request for push-back or taxiing, whichever is earlier;
- After landing, continuously until the ACFT is fully parked on stand;
- When the ACFT is fully parked on stand, STBY shall be selected.

When the ACFT is capable of doing so, the pilot should also enter the ACFT identification (through the FMS or the transponder control panel) at the time of the request for push-back or taxiing, whichever is earlier. Aircrew shall use the ICAO defined format for entry of ACFT ident (e.g. DLH5MC, AFR6380, SAS589, BAW68PG).

To ensure that performance of systems based on SSR frequencies is not compromised, TCAS should not be activated before reaching the RWY holding position. After landing, TCAS shall be deactivated after vacating the RWY.

ACFT taxiing without a flight plan shall select Mode A code 2000.

1.6. USE OF RWYS

Take-offs and landings on RWY 06/24 are only permitted for ACFT up to ICAO code letter E. In addition take-offs and landings on the RWY 24 are permitted for ACFT B747-8/-8F.

Take-offs and landings on RWY 14R/32L are only permitted for ACFT up to ICAO code letter C.

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26 MAY 23

10-1P2

COLOGNE-BONN, GERMANY
AIRPORT BRIEFING

1. GENERAL

1.7. TAXI PROCEDURES

1.7.1. GENERAL

With large number of TWYs, the required distances from the TWY guideline to the TWY sideline are undercut in curves. Therefore, it is essential to roll in TWY curves with a high degree of accuracy.

The TWY bridge on TWY B may only be used independently by ACFT with a wing-span of up to and including 170.6'/52m (ICAO code letter D) and an actual mass of 200t.

ACFT of type Airbus A330-200/-300 and Airbus A340-300 with an actual mass of up to 234t may be towed over the bridge. Alternatively, if they are guided by a marshaller, they may taxi over the bridge under their own power.

Taxiing on TWY D is only permitted for ACFT up to ICAO code letter E. Additionally, taxiing on TWY D between RWY 14L/32R and THR 24 is permitted for ACFT B747-8/-8F.

1.7.2. TAXIING ON THE APRONS

After landing, taxiing on the designated ACFT stand is only permitted with the guidance of a Follow-me car. If the Follow-me car has not arrived yet, the ACFT will have to wait on the respective TWY. Taxi out procedures without a Follow-me car are only permitted, if permanent radio contact with the aerodrome control can be maintained.

Unaided taxiing without push-back procedure is only allowed on the following nose-out stands: V10, V11, V12, V13, V14, V211, V221, V231, V310, V320, V330, V410, V430, V440, V510, V530, V550.

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

On the aprons, ACFT may only taxi on or along the yellow taxiing guidelines and on apron D on or along the orange and blue taxiing guidelines.

On apron V, ACFT may additionally taxi on the orange taxi guidelines.

For parallel guidance of ACFT with MAX wingspan 118'/36m (up to ICAO code letter C) the TWYs M-ORANGE and M-BLUE consist of a contrasted guide line marking in traffic orange and traffic blue and of orange/green and blue/green surface lights. ACFT stand taxilanes N-ORANGE and N-BLUE are colour coded in traffic orange and traffic blue, and have orange/green and blue/green surface lights.

For ACFT with wingspan of more than 118'/36m, it is mandatory to use TWY M-center marked in yellow and lighted in green/green, as well as TWY N-center marked in yellow and lighted in green/yellow.

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

Restrictions for simultaneous taxiing on TWY A and TWY E:

- If an A380 is taxiing on TWY A, another ACFT up to maximum of ICAO code letter D may taxi on the parallel TWY E.
- If B747-8/-8F is taxiing on one of the two TWYs, another ACFT up to a maximum of ICAO code letter E or B747-8 may taxi on the parallel TWY.
- If An-124 is taxiing on one of the two TWYs, another ACFT up to a maximum of ICAO code letter E may taxi on the parallel TWY.

1.8. ACFT WITH ACTIVE SELF-PROTECTION

ACFT with active self-protection may only be parked on the military part of the APT.

1.9. TAKE-OFF

ACFT are not permitted to take off using the afterburner.

Exempt from this is the ACFT type Tornado.

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26 MAY 23

10-1P3

COLOGNE-BONN, GERMANY
AIRPORT BRIEFING

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

2.1.1. CONTINUOUS DESCENT APPROACH (CDA)

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

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

During radar vectoring pilots shall expect descent below FL 70 approx 26NM to touchdown. Unless otherwise instructed by ATC, pilots are expected to reduce speed to MAX 220 KT prior to descent below FL 70, aim for a low-noise CDA, maintain at least 190 KT to 12NM final, extend gear 2000' AGL or later, perform final landing configuration approaching LOM and aim for a low-noise CDA without level flight below FL 70.

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

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

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

2.2. CAT II/III OPERATIONS

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

3. DEPARTURE

3.1. DATALINK DEPARTURE CLEARANCE (DCL)

The following time parameters apply:

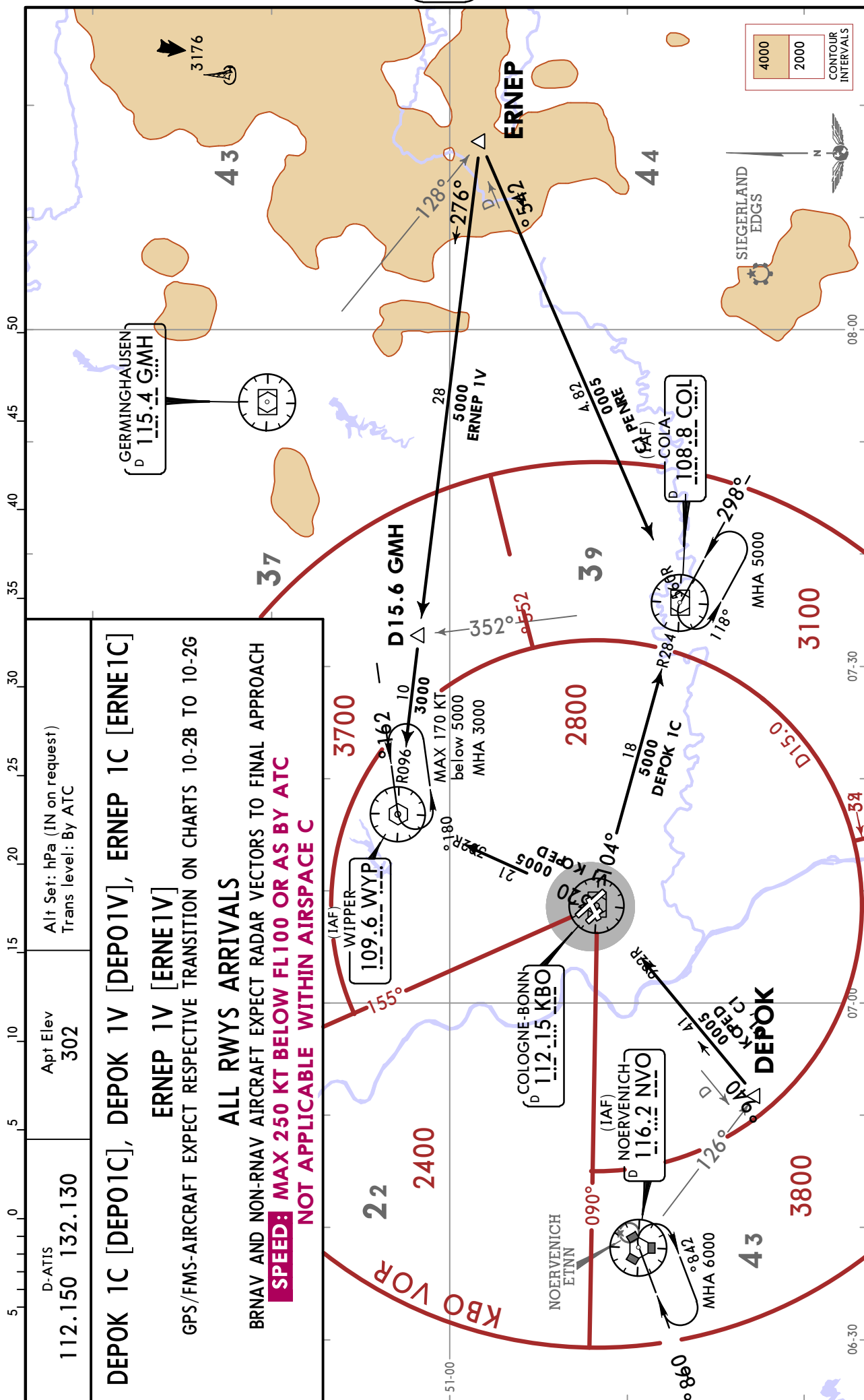
- t_i 25 minutes prior to EOBT for unregulated flights.
30 minutes prior to CTOT for ATFM regulated flights.
- t_f 11 minutes prior to EOBT for unregulated flights.
16 minutes prior to CTOT for ATFM regulated flights.
- t₁ 5 minutes.

3.2. PUSH-BACK PROCEDURE

To receive push-back instructions from a nose-in position, pilots are requested to contact the driver of the tow tractor. This request shall only be made if the pilot is able to carry out the maneuver without delay. The driver of the tow tractor will carry out the push-back procedure as soon as he has received the necessary clearance from aerodrome control. The anti-collision lights may only be activated after the clearance has been issued or immediately prior to start-up operations. To avoid delays, the engines should be already started during push-back. When push-back has been successfully completed, readiness to taxi shall be reported to aerodrome control.

3.3. NOISE ABATEMENT PROCEDURES

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



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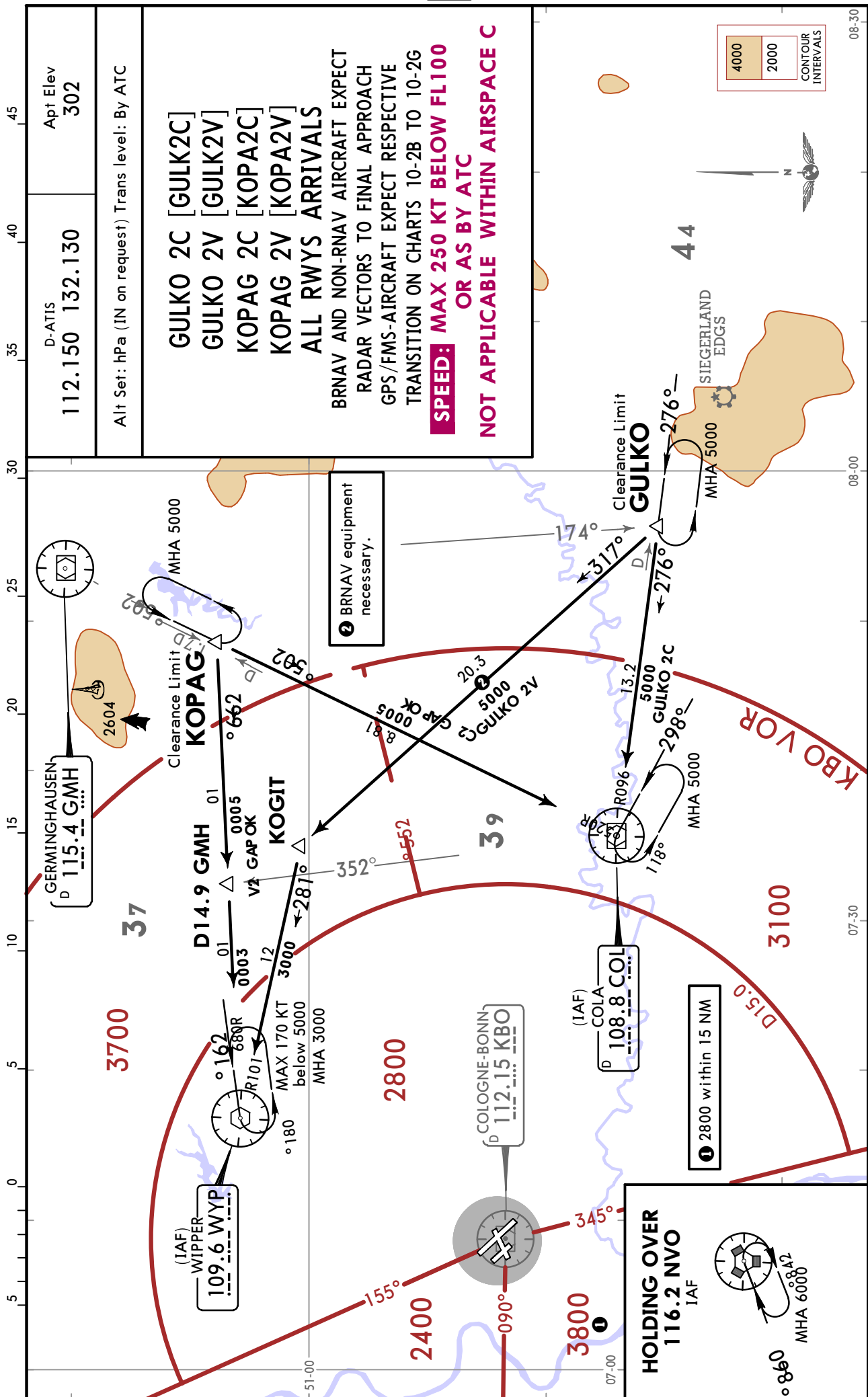
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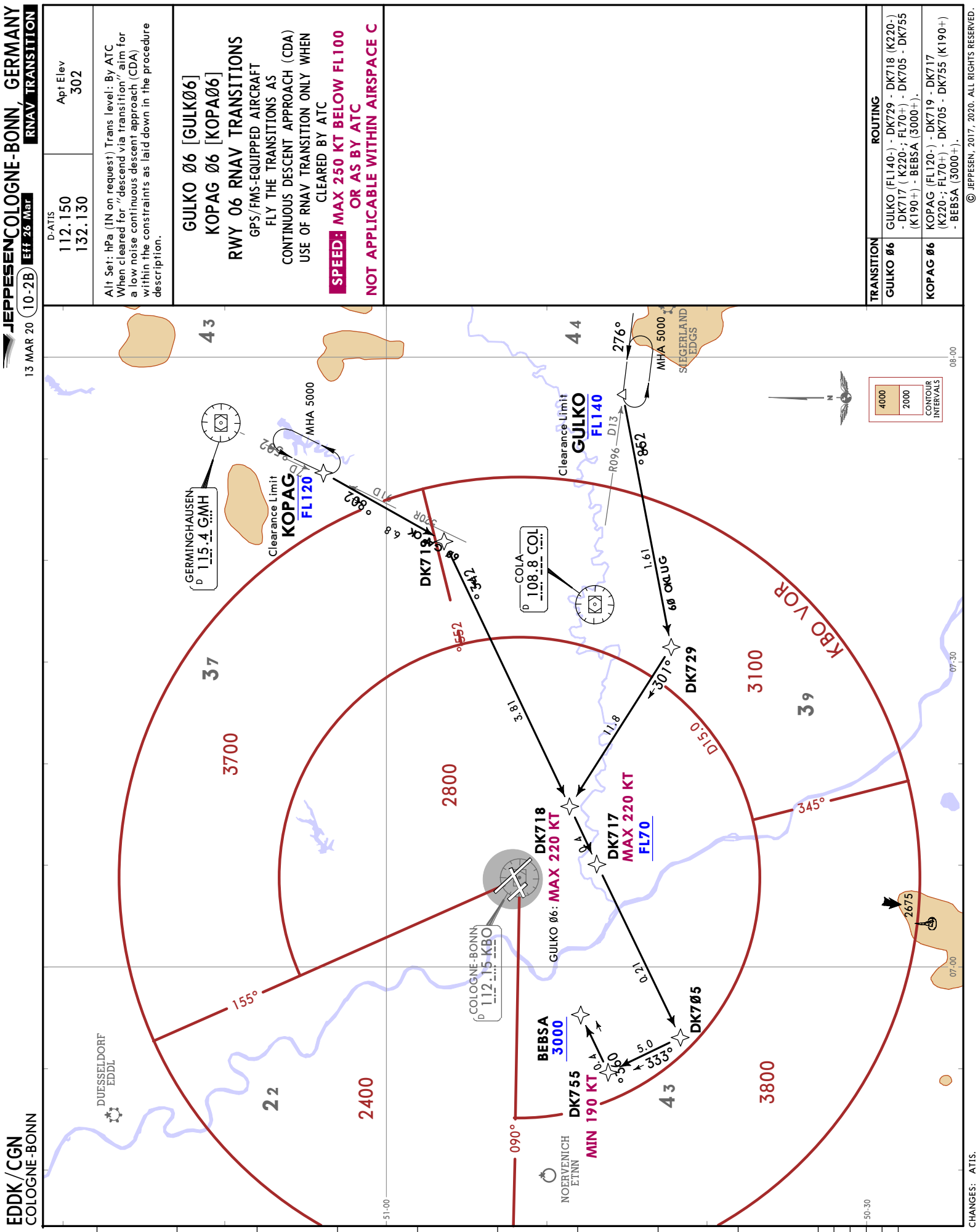
10-2A

Eff 26 Mar

STAR

JEPPESSEN COLOGNE-BONN, GERMANY



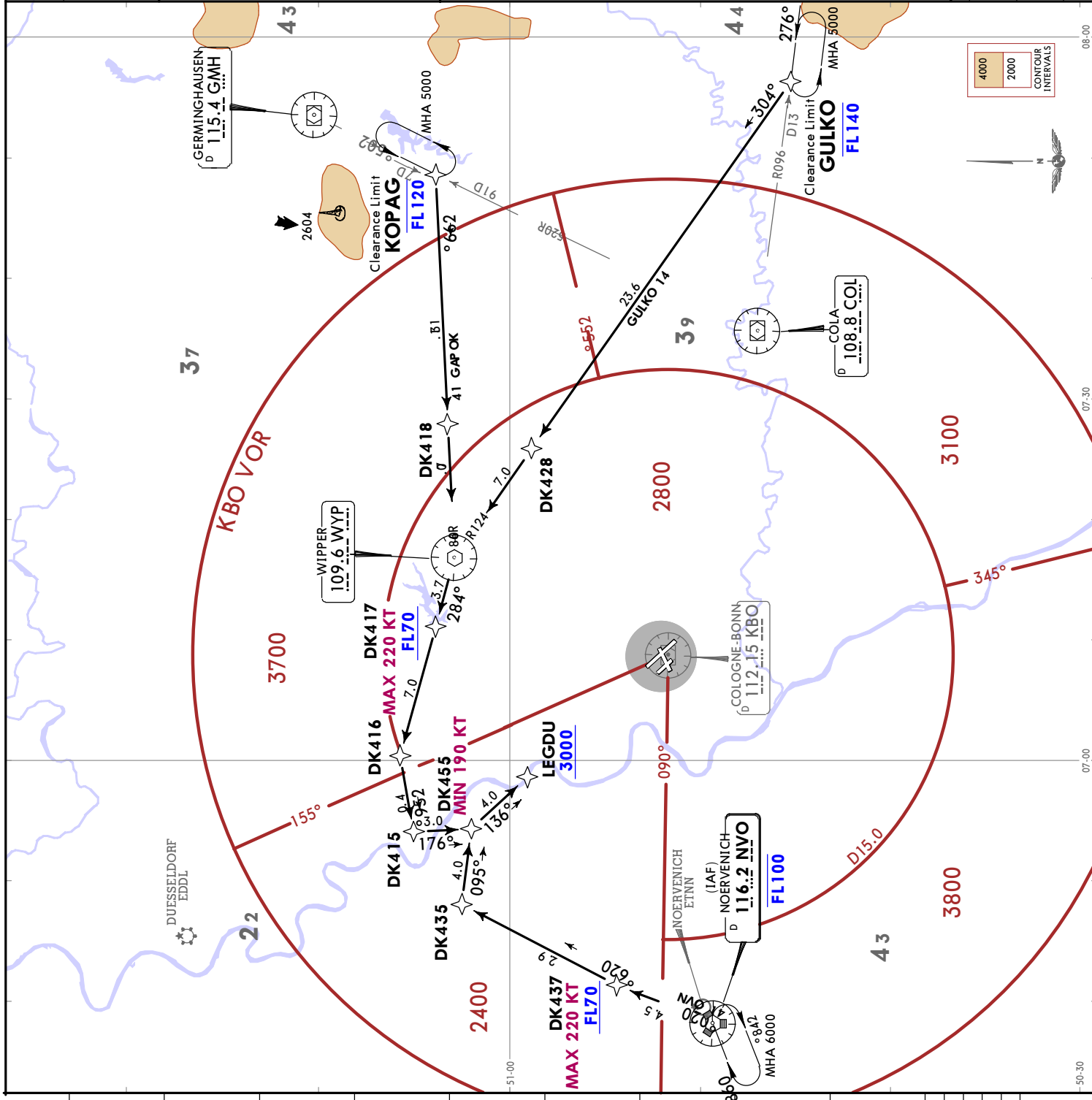


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CHANGES: ATIS.

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D-ATIS 112.1150 132.130	Apt Elev 302
Alt Set: hPa (IN on request) Trans level: By ATC When cleared for "descend via transition" aim for a low noise continuous descent approach (CDA) within the constraints as laid down in the procedure description.	
GULKO 14 [GULK14] KOPAG 14 [KOPA14] NVO 14 [NVO14] RWY 14L RNAV TRANSITIONS GPS/FMS-EQUIPPED AIRCRAFT FLY THE TRANSITIONS AS CONTINUOUS DESCENT APPROACH (CDA) USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC WITHIN AIRSPACE C NOT APPLICABLE	
TRANSITION	ROUTING
GULKO 14	GULKO (FL140-) - WYP - DK417 (K220-; FL70+) - DK416 - DK455 (K190+) - LEGDU (3000+).
KOPAG 14	KOPAG (FL120-) - WYP - DK417 (K220-; FL70+) - DK416 - DK415 - DK455 (K190+) - LEGDU (3000+).
NVO 14	NVO (FL100-) - DK437 (K220-; FL70+) - DK435 - DK455 (K190+) - LEGDU (3000+).





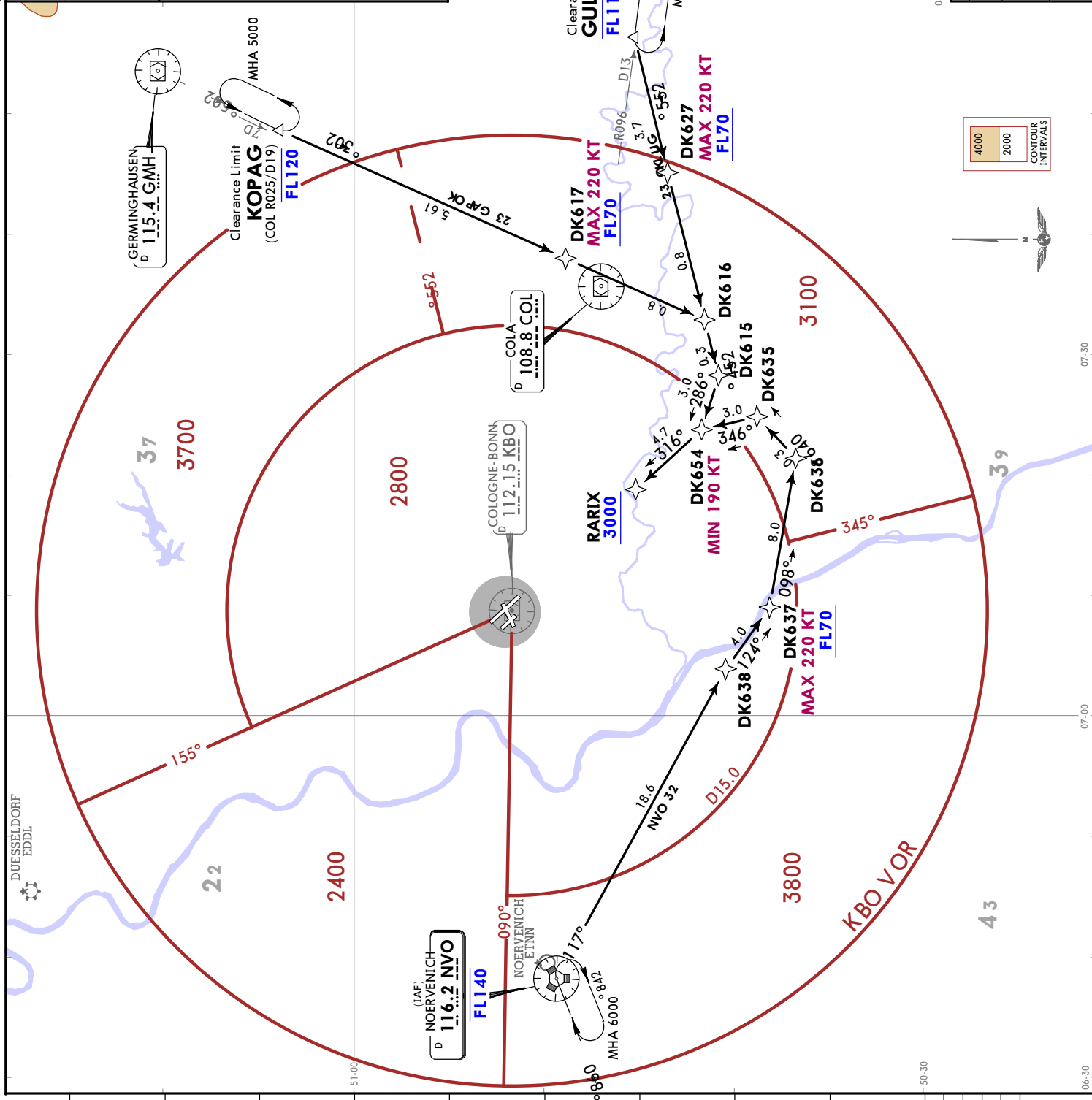
D-ATIS
112.150
132.130

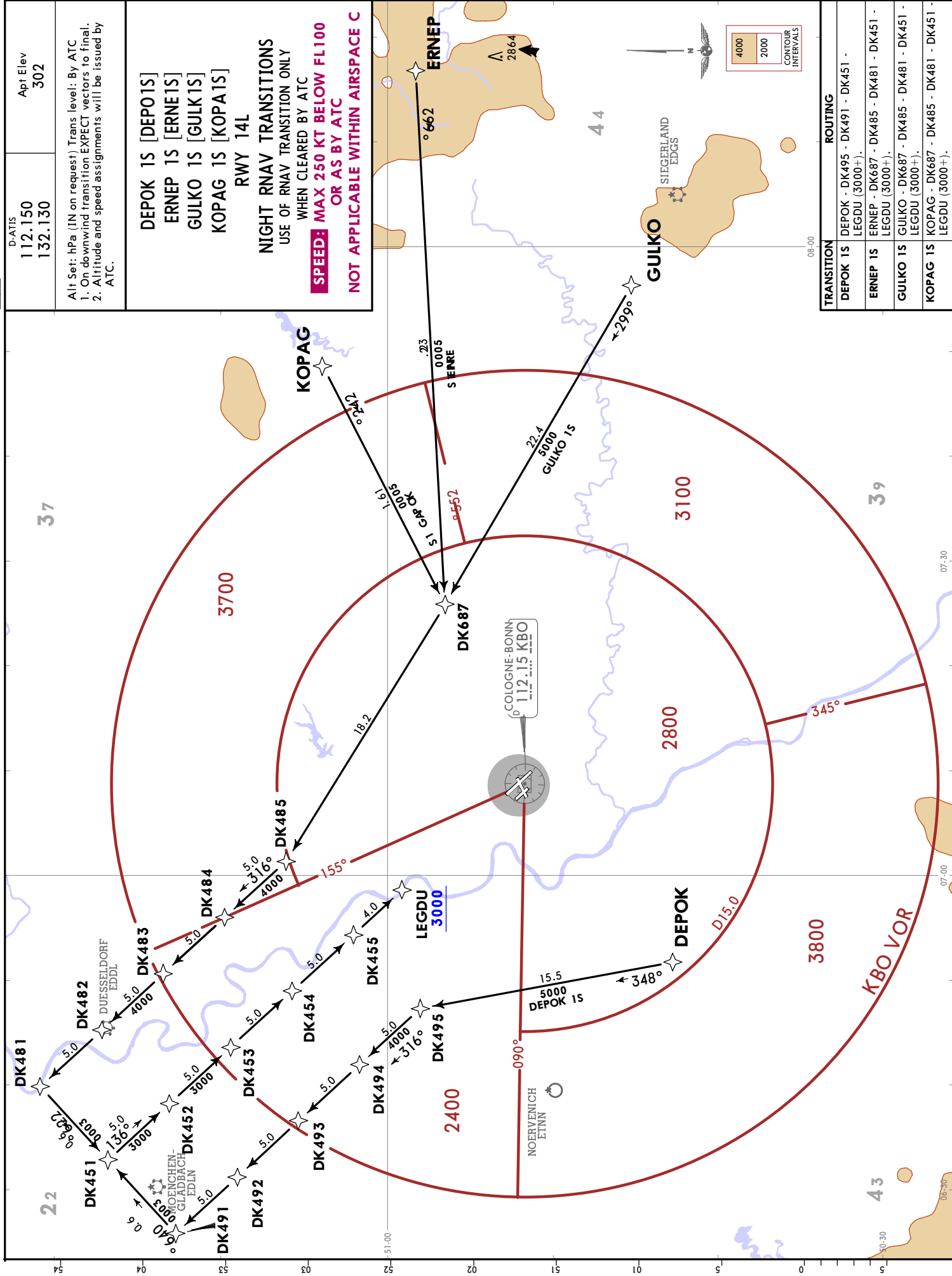
Apt Elev
302

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

GULKO 32 [GULK32]
KOPAG 32 [KOPA32]
NVO 32 [NVO32]
RWY 32R RNAV TRANSITIONS
GPS/FMS-EQUIPPED AIRCRAFT
FLY THE TRANSITIONS AS
CONTINUOUS DESCENT APPROACH (CDA)
USE OF RNAV TRANSITION ONLY
WHEN CLEARED BY ATC

**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC**
NOT APPLICABLE WITHIN AIRSPACE C







EDDK/CGN
COLOGNE-BONN

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

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

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COLOGNE-BONN

 **JEPPESEN** COLOGNE-BONN, GERMANY
19 FEB 21 **10-3A** **Eff 25 Feb** **RNAV SID (OVERLAY)**

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

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LANGEN
Radar (APP)
135.350

Trans alt: 5000
RNP-1/A-RNP, RF-LEG required
GPS required
1. Remain on tower frequency until passing 2000, then contact LANGEN Radar.
2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
3. EXPECT close-in obstacles.

Apt Elev
302

KUMIK 1Q [KUMI1Q]
PODIP 1Q [PODI1Q]
RNP DEPARTURES
(RWY 14L)

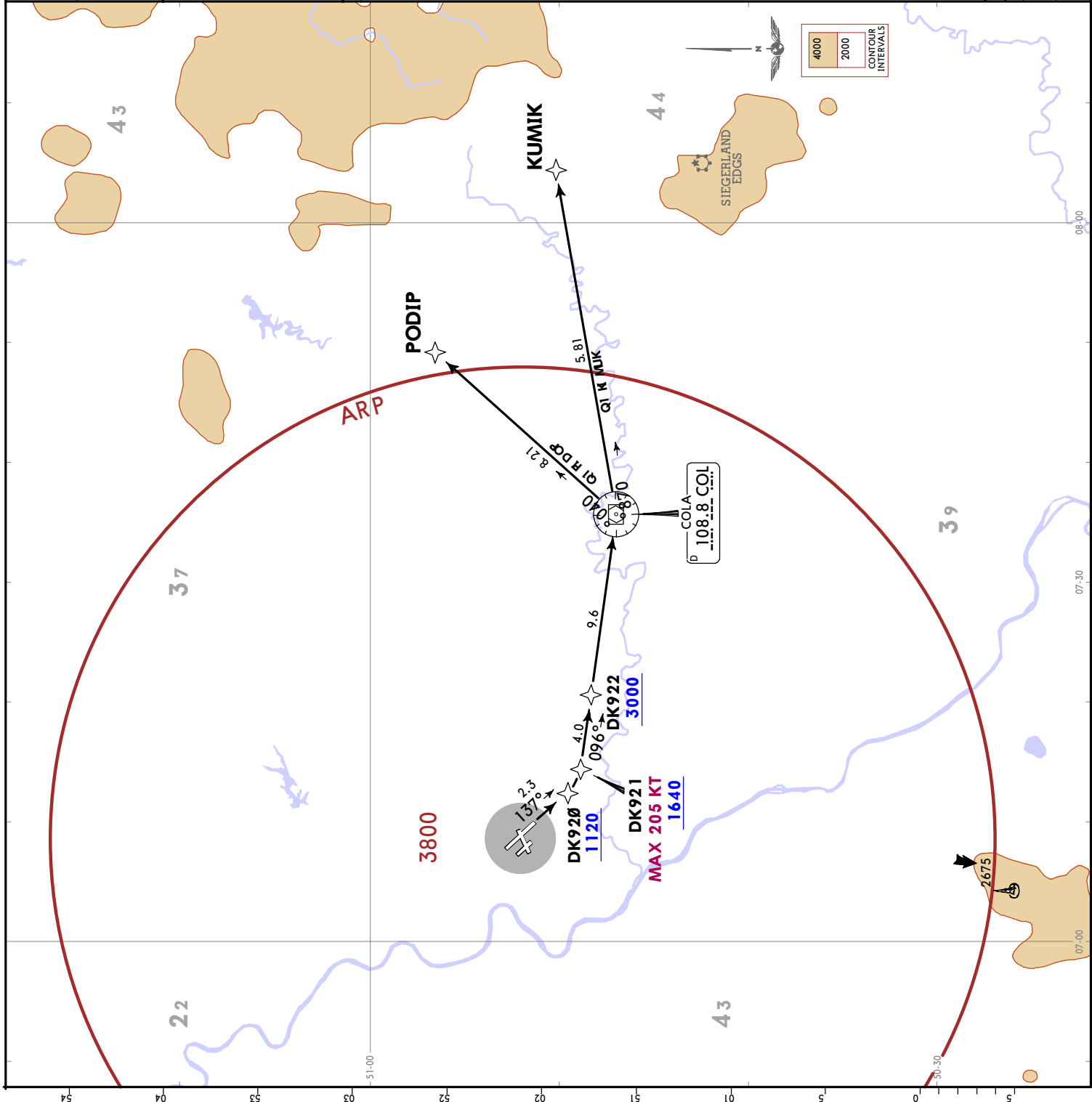
**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC**
NOT APPLICABLE WITHIN AIRSPACE C

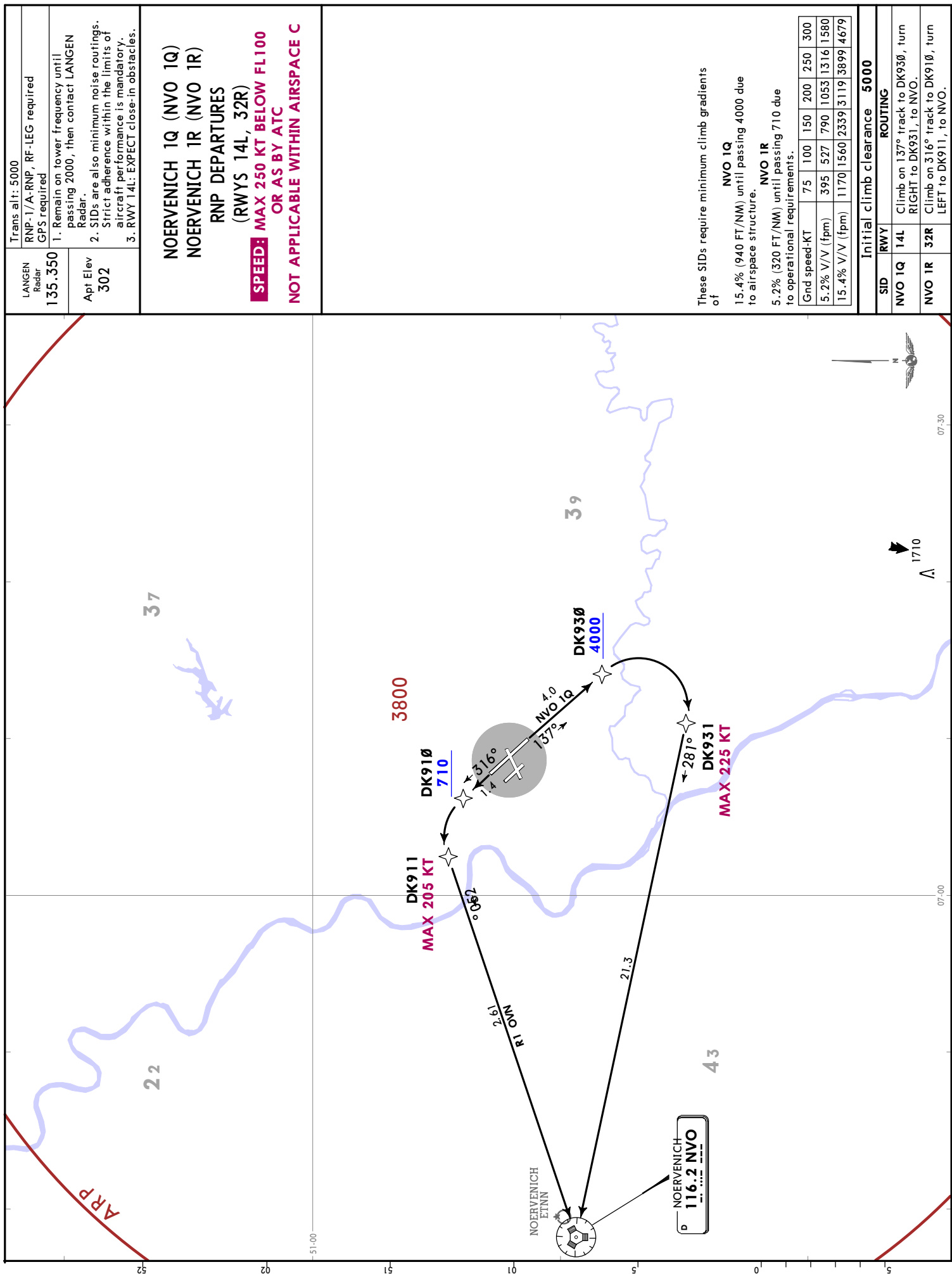
Initial climb clearance **5000**

SID		ROUTING	
KUMIK 1Q	Climb on 137° track to DK920, turn LEFT to DK921, to DK922, to COL, to KUMIK.		
PODIP 1Q	Climb on 137° track to DK920, turn LEFT to DK921, to DK922, to COL, to PODIP.		

These SIDs require a minimum climb gradient of 5.7% (350 FT/NM) until passing 3000 due to airspace structure.

Grnd speed-KT	75	100	150	200	250	300
5.7% V/V (fpm)	433	577	866	1154	1443	1732





LANGEN Radar
135.350

Apt Elev
302

Trans alt: 5000
RNP-1/A-RNP, RF-LEG required
GPS required

1. Remain on tower frequency until passing 2000, then contact LANGEN Radar.

2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.

3. RWY 14L: EXPECT close-in obstacles.

NOERVENICH 1Q (NVO 1Q)
NOERVENICH 1R (NVO 1R)
RNP DEPARTURES
(RWYS 14L, 32R)
**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC**
NOT APPLICABLE WITHIN AIRSPACE C

These SIDs require minimum climb gradients of

NVO 1Q
15.4% (940 FT/NM) until passing 4000 due to airspace structure.

NVO 1R
5.2% (320 FT/NM) until passing 710 due to operational requirements.

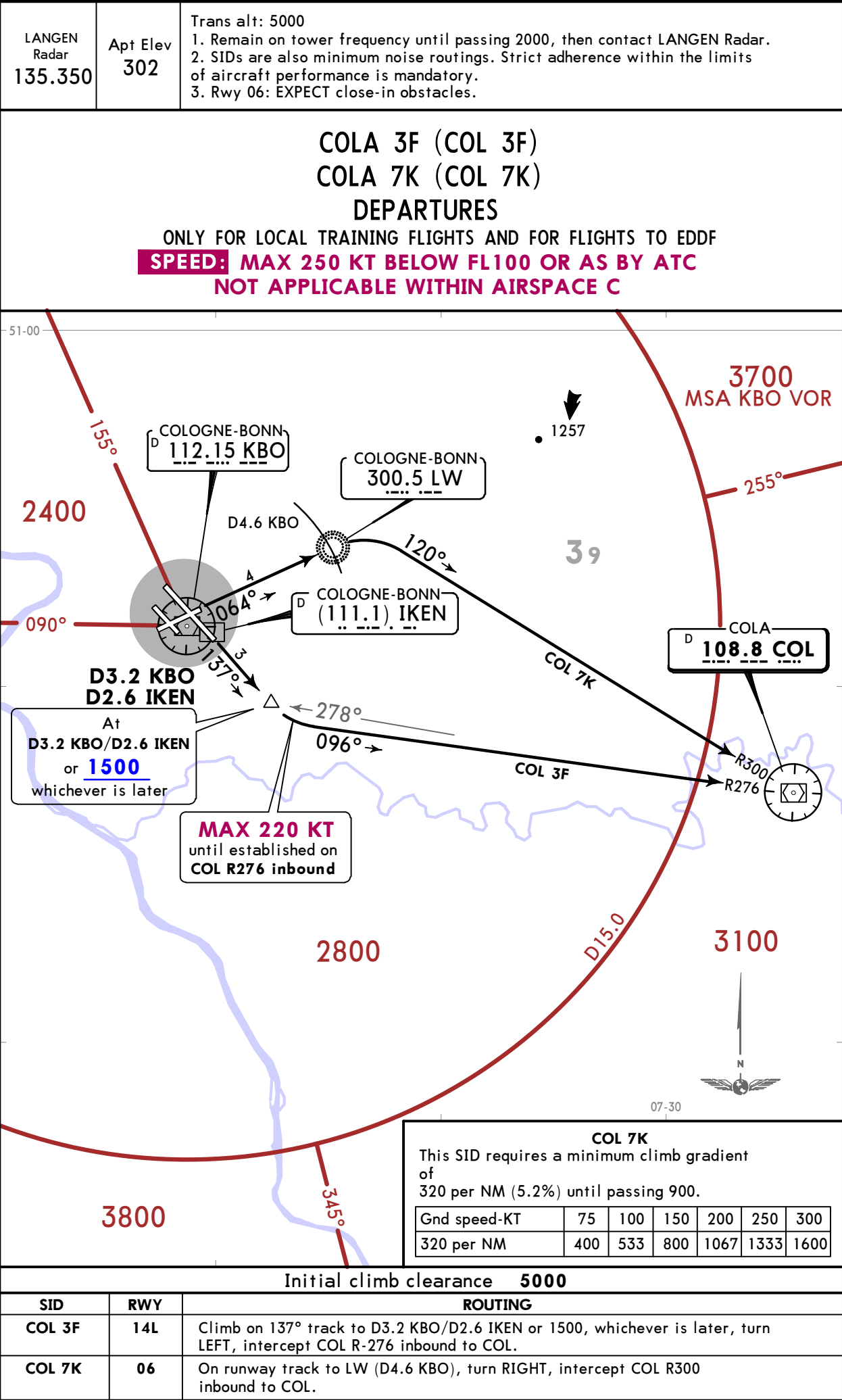
Grnd speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1316	1580
15.4% V/V (fpm)	1170	1560	2339	3119	3899	4679

Initial climb clearance		5000
SID	RWY	ROUTING
NVO 1Q	14L	Climb on 137° track to DK930, turn RIGHT to DK931, to NVO.
NVO 1R	32R	Climb on 316° track to DK910, turn LEFT to DK911, to NVO.

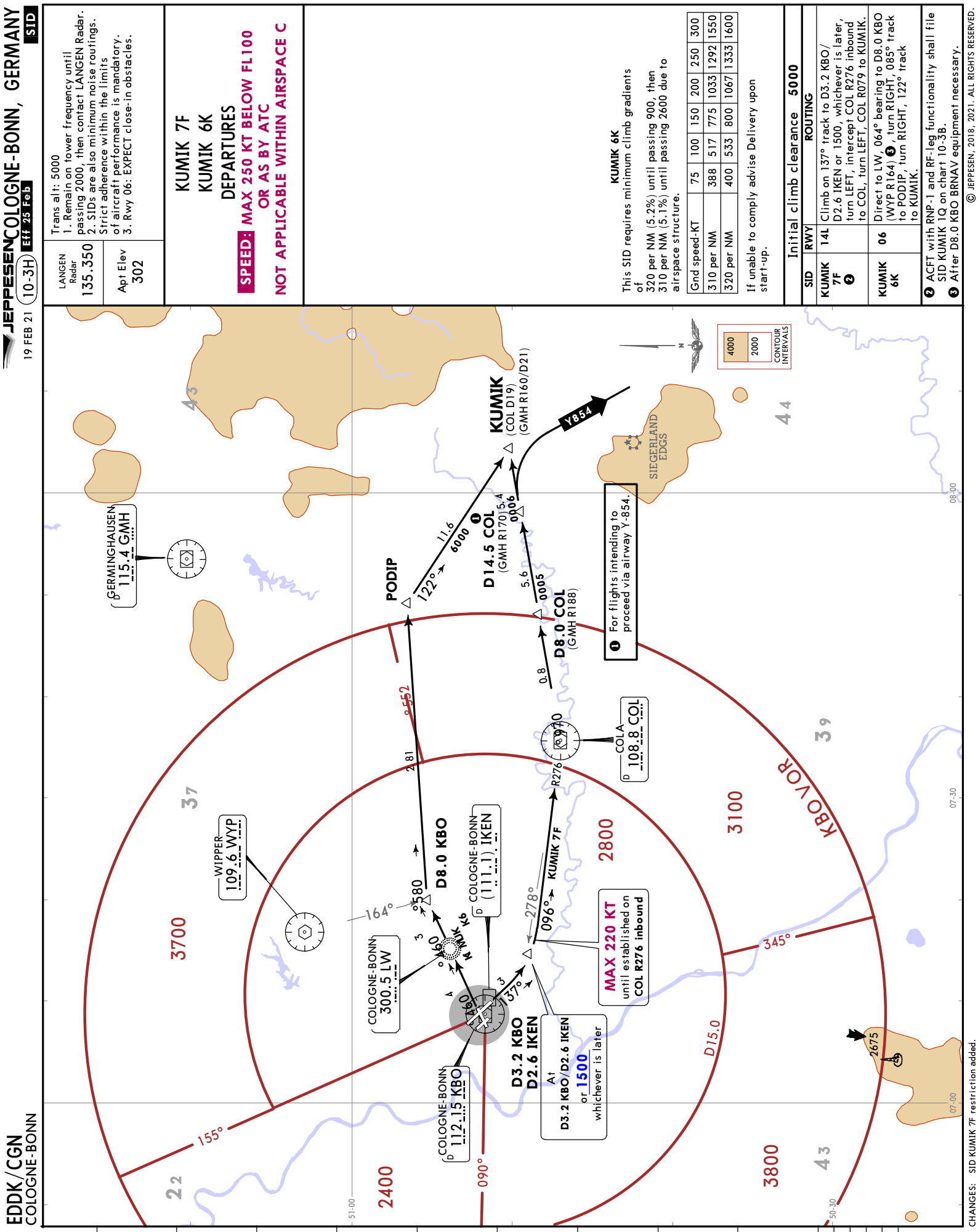


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JEPPESSEN COLOGNE-BONN, GERMANY
19 FEB 21 10-3E Eff 25 Feb SID







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COLOGNE-BONN

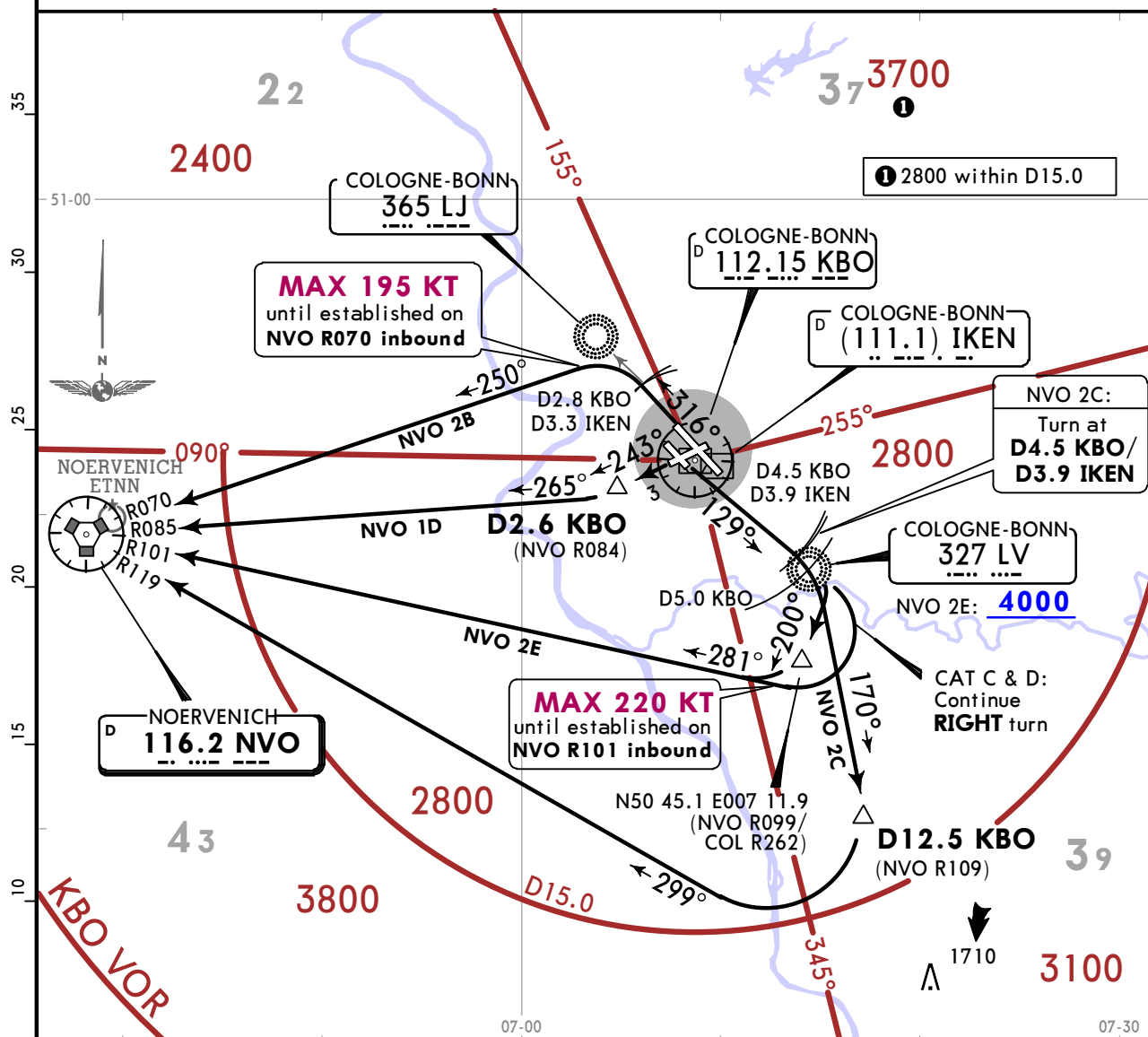
JEPPESSEN COLOGNE-BONN, GERMANY
19 FEB 21 10-3K Eff 25 Feb SID

LANGEN Radar 135.350	Apt Elev 302	Trans alt: 5000 1. Remain on tower frequency until passing 2000, then contact LANGEN Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy 24: EXPECT close-in obstacles.
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NOERVENICH 2B (NVO 2B), NOERVENICH 2C (NVO 2C)
NOERVENICH 1D (NVO 1D), NOERVENICH 2E (NVO 2E)

DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



NVO 2E

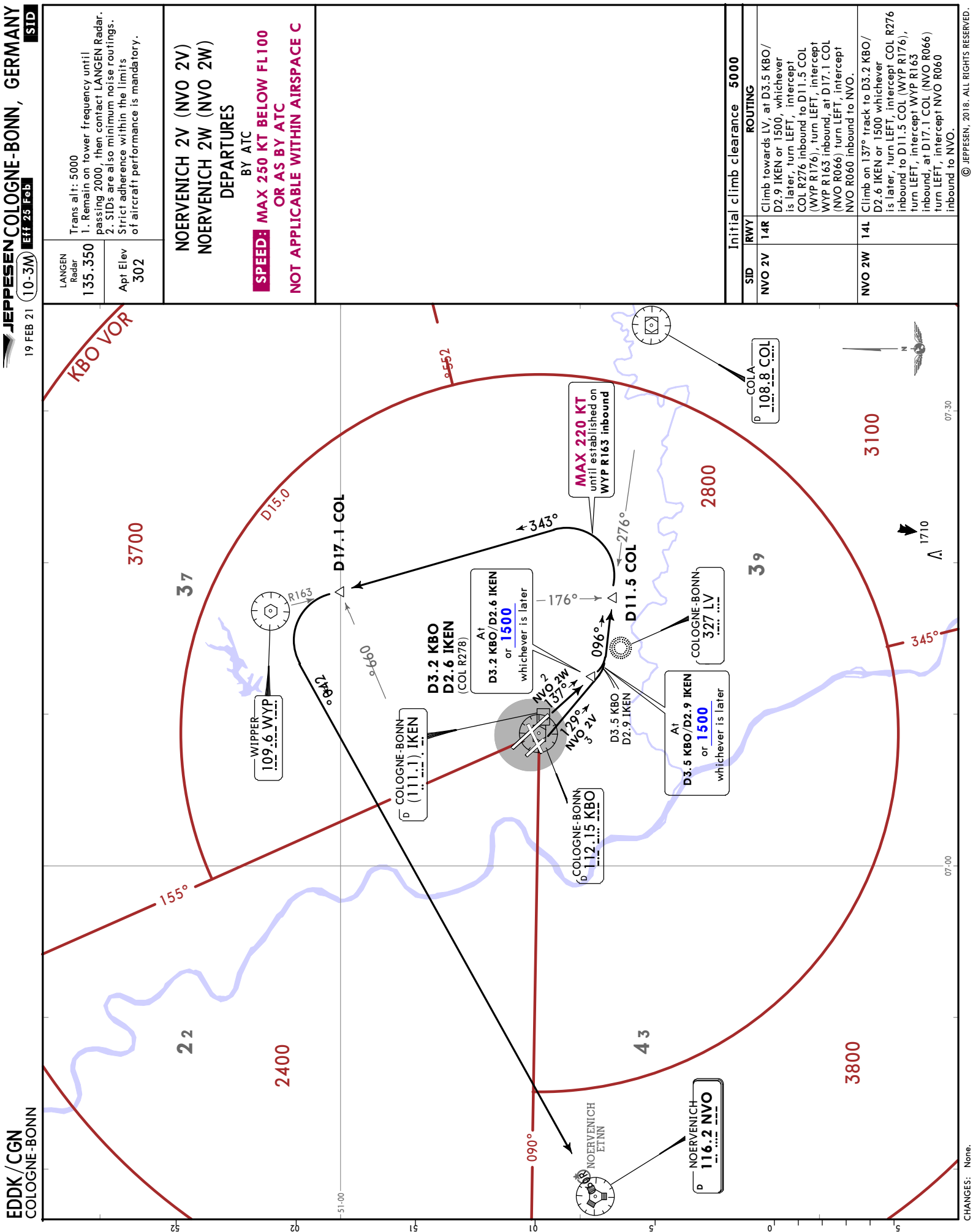
This SID requires a minimum climb gradient of 740 per NM (12.1%) until 4000 due to airspace structure, if unable to comply file SID NVO 2C.

Gnd speed-KT	75	100	150	200	250	300
740 per NM	925	1233	1850	2467	3083	3700

Initial climb clearance 5000

SID	RWY	ROUTING
NVO 2B ②	32R	Towards LJ, at D2.8 KBO/D3.3 IKEN turn LEFT, intercept NVO R070 inbound to NVO.
NVO 2C	14R	Towards LV, at D4.5 KBO/D3.9 IKEN turn RIGHT, intercept 170° bearing from LV to D12.5 KBO (NVO R109), turn RIGHT, intercept NVO R119 inbound to NVO.
NVO 1D	24	On runway track to D2.6 KBO (NVO R084), turn RIGHT, intercept NVO R085 inbound to NVO.
NVO 2E	14R	To LV (KBO 5.0 DME), turn RIGHT, 200° track (CAT C & D: continue RIGHT turn) until passing NVO R099, turn RIGHT, intercept NVO R101 inbound to NVO.

② ACFT with RNP-1 and RF-leg functionality shall file SID NVO 1R on chart 10-3C.



EDDK/CGN

COLOGNE-BONN

WIPPER

109.6 WYP

COLOGNE-BONN

(111.1) IKEN

COLOGNE-BONN

112.15 KBO

COLOGNE-BONN

327 LV

NOERVENICH

ETNN

NOERVENICH

116.2 NVO

D3.2 KBO

D2.6 IKEN

(COL R278)

D3.5 KBO

D2.9 IKEN

D3.5 KBO/D2.9 IKEN

or 1500

whichever is later

D3.2 KBO/D2.6 IKEN

or 1500

whichever is later

MAX 220 KT

until established on

WYP R163 inbound

D17.1 COL

D11.5 COL

D15.0

3700

2400

2800

3100

3800

090°

155°

096°

129°

137°

176°

276°

343°

345°

060°

094°

0552

07-00

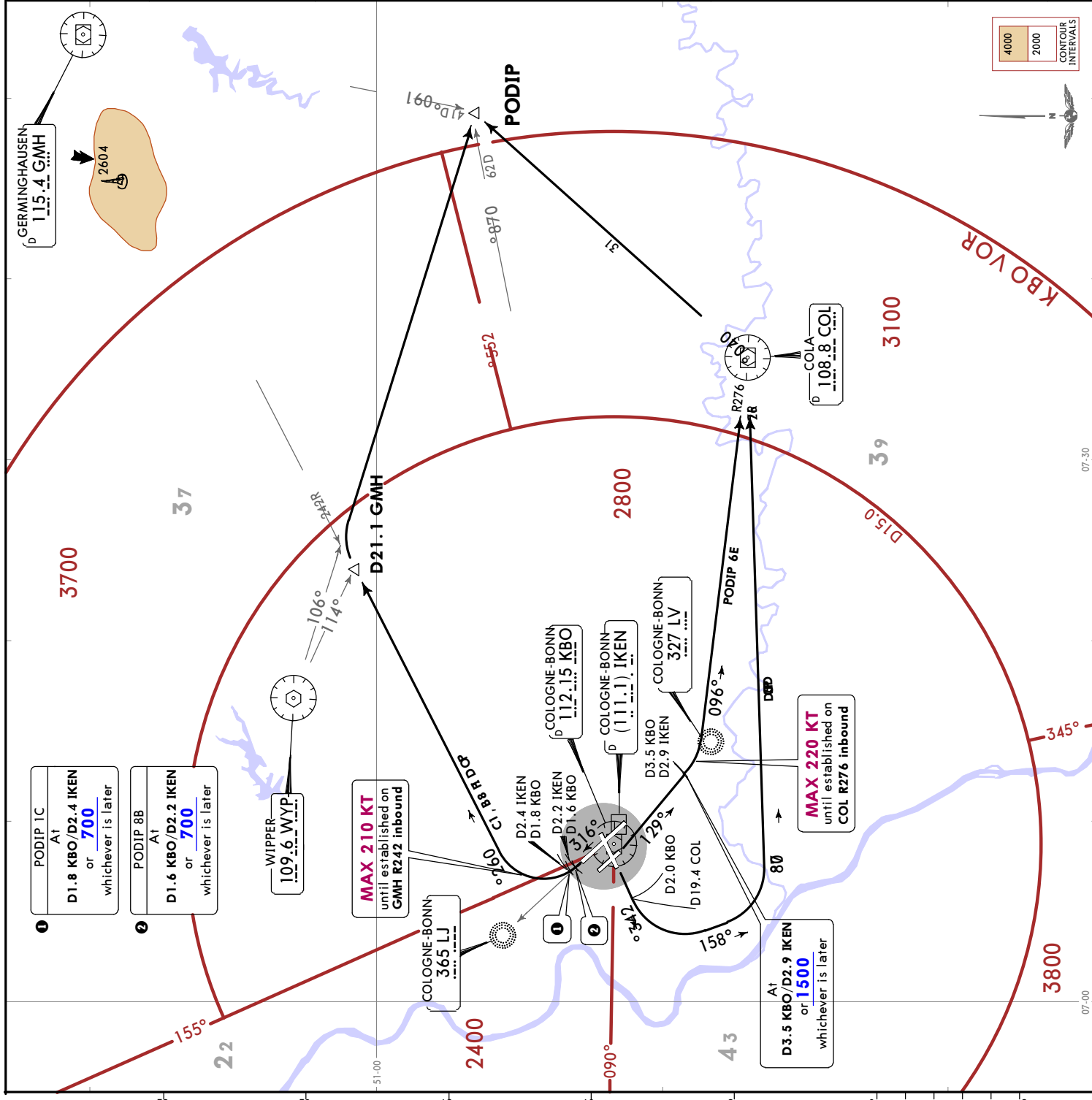
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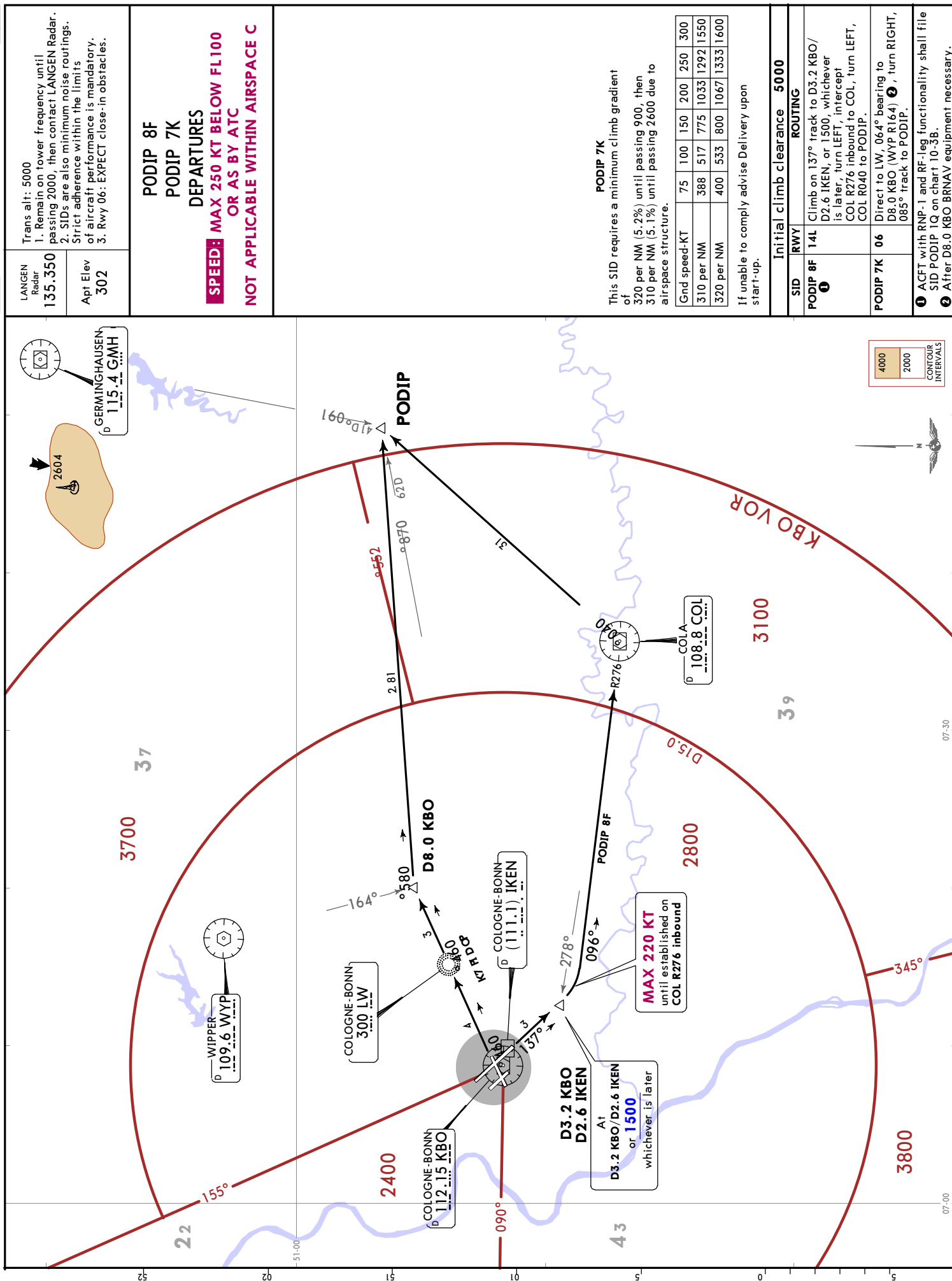
07-30

CHANGES: None.

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LANGEN Radar 135.350	Trans alt: 5000 1. Remain on tower frequency until passing 2000, then contact LANGEN Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy 24: EXPECT close-in obstacles.																																																						
	Apt Elev 302																																																						
PODIP 8B, PODIP 1C PODIP 5D, PODIP 6E DEPARTURES SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C																																																							
PODIP 8B, 1C These SIDs require minimum climb gradients of 310 per NM (5.1%) until passing 3000. 425 per NM (7.0%) until passing 5000 due to airspace structure.																																																							
<table><tr><td>Gnd speed-KT</td><td>75</td><td>100</td><td>150</td><td>200</td><td>250</td><td>300</td></tr><tr><td>310 per NM</td><td>388</td><td>517</td><td>775</td><td>1033</td><td>1292</td><td>1550</td></tr><tr><td>425 per NM</td><td>531</td><td>708</td><td>1063</td><td>1417</td><td>1771</td><td>2125</td></tr></table> If unable to comply advise ATC upon start-up.								Gnd speed-KT	75	100	150	200	250	300	310 per NM	388	517	775	1033	1292	1550	425 per NM	531	708	1063	1417	1771	2125																											
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<table><tr><td colspan="2">Initial climb clearance</td><td colspan="6">5000</td></tr><tr><td colspan="2">SID</td><td colspan="6">ROUTING</td></tr><tr><td colspan="2">PODIP 8B 32R ③</td><td colspan="6">Climb towards LJ, at D1.6 KBO/ D2.2 IKEN or 700, whichever is later, turn RIGHT, intercept GMH R242 inbound to D21.1 GMH (WYP R114), turn RIGHT, intercept WYP R106 to PODIP.</td></tr><tr><td colspan="2">PODIP 1C ④</td><td colspan="6">Climb towards LJ, at D1.8 KBO/ D2.4 IKEN or 700, whichever is later, turn RIGHT, intercept GMH R242 inbound to D21.1 GMH (WYP R114), turn RIGHT, intercept WYP R106 to PODIP.</td></tr><tr><td colspan="2">PODIP 5D 24</td><td colspan="6">On runway track to D2.0 KBO (D19.4 COL), turn LEFT, 158° track, intercept COL R267 inbound to COL, turn LEFT, COL R040 to PODIP.</td></tr><tr><td colspan="2">PODIP 6E 14R</td><td colspan="6">Climb towards LV, at D3.5 KBO/ D2.9 IKEN or 1500, whichever is later, turn LEFT, intercept COL R276 inbound to COL, turn LEFT, COL R040 to PODIP.</td></tr></table>								Initial climb clearance		5000						SID		ROUTING						PODIP 8B 32R ③		Climb towards LJ, at D1.6 KBO/ D2.2 IKEN or 700, whichever is later, turn RIGHT, intercept GMH R242 inbound to D21.1 GMH (WYP R114), turn RIGHT, intercept WYP R106 to PODIP.						PODIP 1C ④		Climb towards LJ, at D1.8 KBO/ D2.4 IKEN or 700, whichever is later, turn RIGHT, intercept GMH R242 inbound to D21.1 GMH (WYP R114), turn RIGHT, intercept WYP R106 to PODIP.						PODIP 5D 24		On runway track to D2.0 KBO (D19.4 COL), turn LEFT, 158° track, intercept COL R267 inbound to COL, turn LEFT, COL R040 to PODIP.						PODIP 6E 14R		Climb towards LV, at D3.5 KBO/ D2.9 IKEN or 1500, whichever is later, turn LEFT, intercept COL R276 inbound to COL, turn LEFT, COL R040 to PODIP.					
Initial climb clearance		5000																																																					
SID		ROUTING																																																					
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PODIP 1C ④		Climb towards LJ, at D1.8 KBO/ D2.4 IKEN or 700, whichever is later, turn RIGHT, intercept GMH R242 inbound to D21.1 GMH (WYP R114), turn RIGHT, intercept WYP R106 to PODIP.																																																					
PODIP 5D 24		On runway track to D2.0 KBO (D19.4 COL), turn LEFT, 158° track, intercept COL R267 inbound to COL, turn LEFT, COL R040 to PODIP.																																																					
PODIP 6E 14R		Climb towards LV, at D3.5 KBO/ D2.9 IKEN or 1500, whichever is later, turn LEFT, intercept COL R276 inbound to COL, turn LEFT, COL R040 to PODIP.																																																					
⑤ ACFT up to 98t MTOW shall file SID PODIP 1C. ⑥ Noise abatement route for ACFT up to 98t MTOW only.																																																							





LANGEN Radar
135.350
Apt Elev
302

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

PODIP 8F
PODIP 7K
DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

PODIP 7K

This SID requires a minimum climb gradient of 320 per NM (5.2%) until passing 900, then 310 per NM (5.1%) until passing 2600 due to airspace structure.

Grnd speed-KT	75	100	150	200	250	300
310 per NM	388	517	775	1033	1292	1550
320 per NM	400	533	800	1067	1333	1600

If unable to comply advise Delivery upon start-up.

Initial climb clearance 5000

SID	RWY	ROUTING
PODIP 8F ①	14L	Climb on 137° track to D3.2 KBO/D2.6 IKEN, or 1500, whichever is later, turn LEFT, intercept COL R276 inbound to COL, turn LEFT, COL R040 to PODIP.
PODIP 7K ②	06	Direct to LW, 064° bearing to D8.0 KBO (WYP R164) ②, turn RIGHT, 085° track to PODIP.

① ACFT with RNP-1 and RF-leg functionality shall file SID PODIP 1Q on chart 10-3B.
② After D8.0 KBO BRNAV equipment necessary.

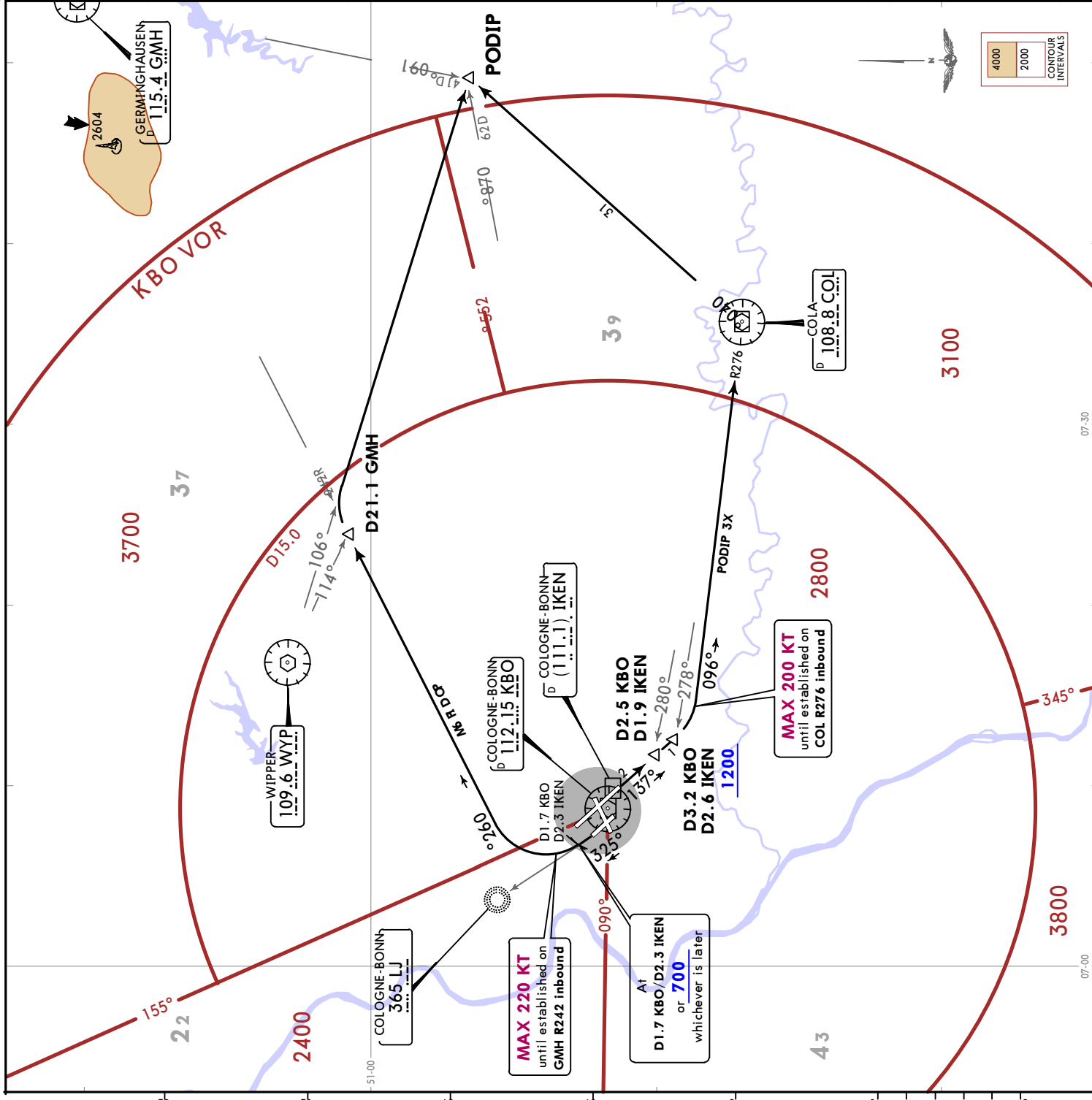
LANGEN Radar
135.350

Apt Elev
302

Trans alt: 5000
1. Remain on tower frequency until passing 2000, then contact LANGEN Radar.
2. SIDs are also minimum noise routings.
Strict adherence within the limits of aircraft performance is mandatory.

PODIP 6M
PODIP 3X
ONLY FOR 3-ENGINED HEAVY AIRCRAFT

DEPARTURES
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



EDDK/CGN
COLOGNE-BONN

JEPPESSEN COLOGNE-BONN, GERMANY
19 FEB 21 10-3N3 Eff 25 Feb SID

LANGEN
Radar
135.350

Apt Elev
302

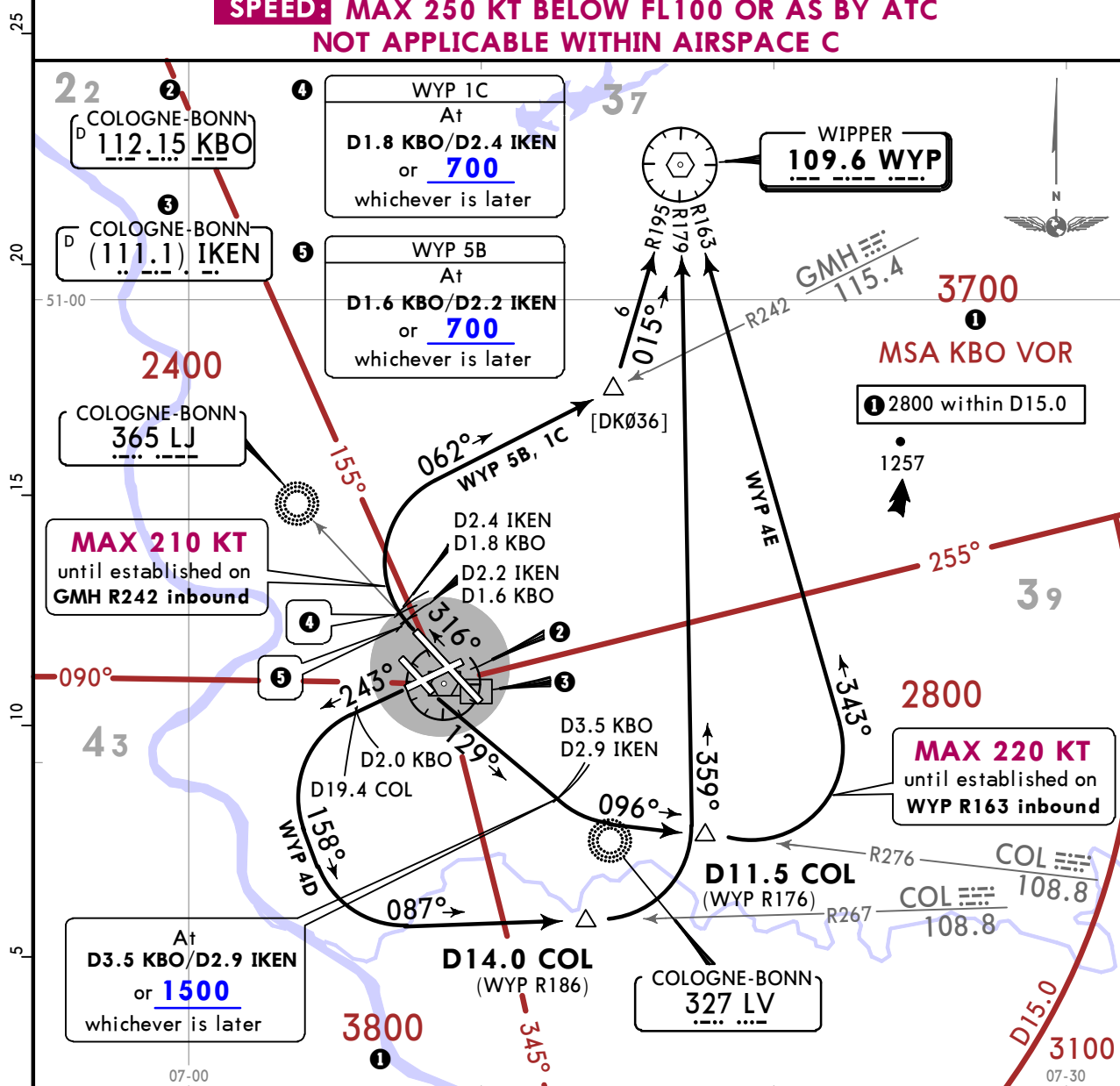
Trans alt: 5000

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

WIPPER 5B (WYP 5B), WIPPER 1C (WYP 1C)
WIPPER 4D (WYP 4D), WIPPER 4E (WYP 4E)

DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



WYP 5B, 1C

These SIDs require a minimum climb gradient of 310 per NM (5.1%) until passing 3000.

Gnd speed-KT	75	100	150	200	250	300
310 per NM	388	517	775	1033	1292	1550

Initial climb clearance 5000

SID	RWY	ROUTING
WYP 5B ⑥	32R	Climb towards LJ, at D1.6 KBO/D2.2 IKEN or 700, whichever is later, turn RIGHT, intercept GMH R242 inbound, intercept WYP R195 inbound to WYP.
WYP 1C ⑦		Climb towards LJ, at D1.8 KBO/D2.4 IKEN or 700, whichever is later, turn RIGHT, intercept GMH R242 inbound, intercept WYP R195 inbound to WYP.
WYP 4D	24	On runway track to D2.0 KBO (D19.4 COL), turn LEFT, 158° track, intercept COL R267 inbound to D14.0 COL (WYP R186), turn LEFT, intercept WYP R179 inbound to WYP.
WYP 4E	14R	Climb towards LV, at D3.5 KBO/D2.9 IKEN or 1500, whichever is later, turn LEFT, intercept COL R276 inbound to D11.5 COL (WYP R176), turn LEFT, intercept WYP R163 inbound to WYP.

⑥ ACFT up to 98t MTOW shall file SID WYP 1C.

⑦ Noise abatement route for ACFT up to 98t MTOW only.

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EDDK/CGN
COLOGNE-BONN

JEPPESSEN COLOGNE-BONN, GERMANY
19 FEB 21 10-3P Eff 25 Feb SID

LANGEN
Radar
135.350

Apt Elev
302

Trans alt: 5000

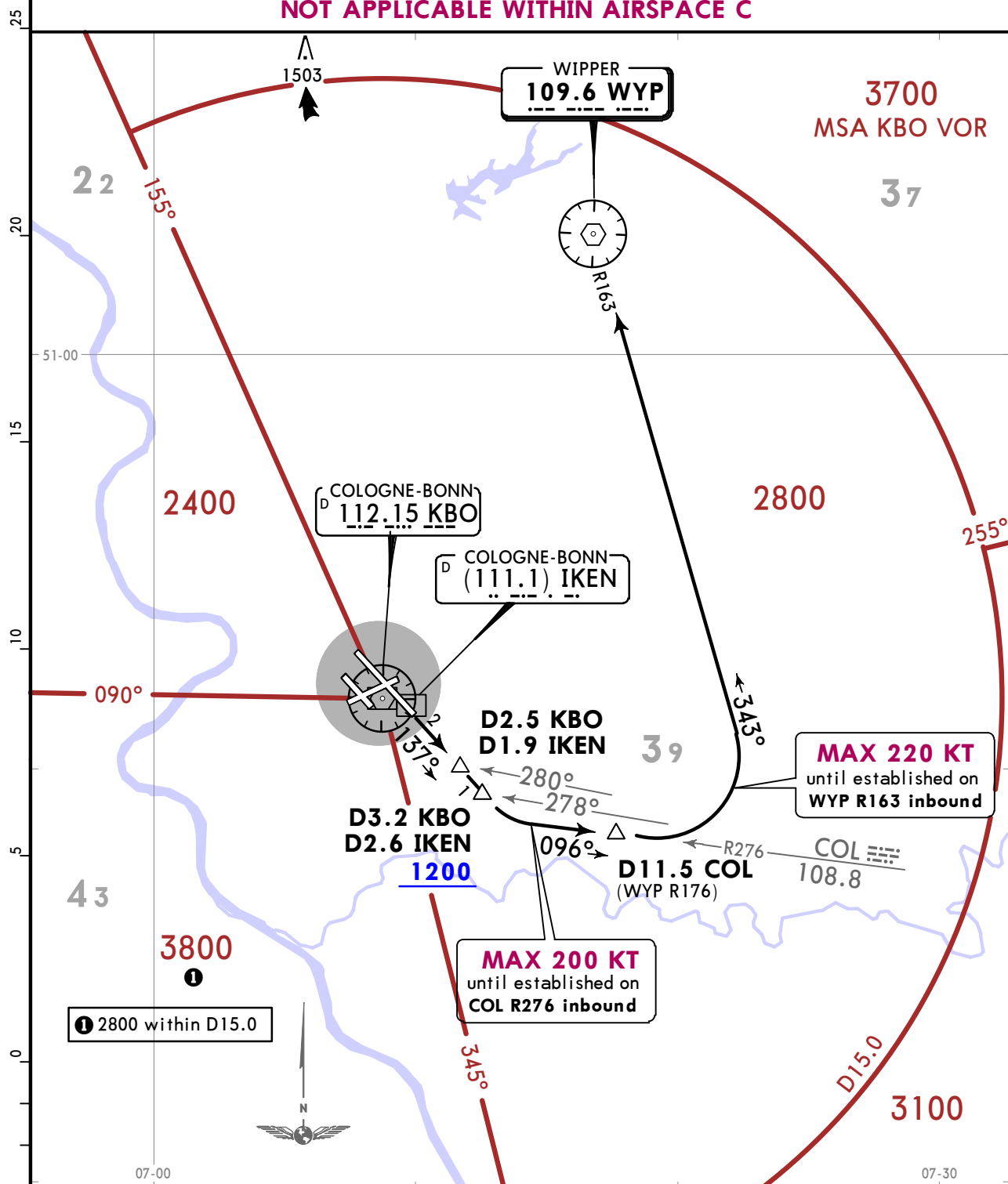
1. Remain on tower frequency until passing 2000, then contact LANGEN Radar.
2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.

WIPPER 1X (WYP 1X)

RWY 14L DEPARTURE

ONLY FOR 3-ENGINED HEAVY AIRCRAFT

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



This SID requires a minimum climb gradient of 330 per NM (5.4%) until passing 1200.

Gnd speed-KT	75	100	150	200	250	300
330 per NM	413	550	825	1100	1375	1650

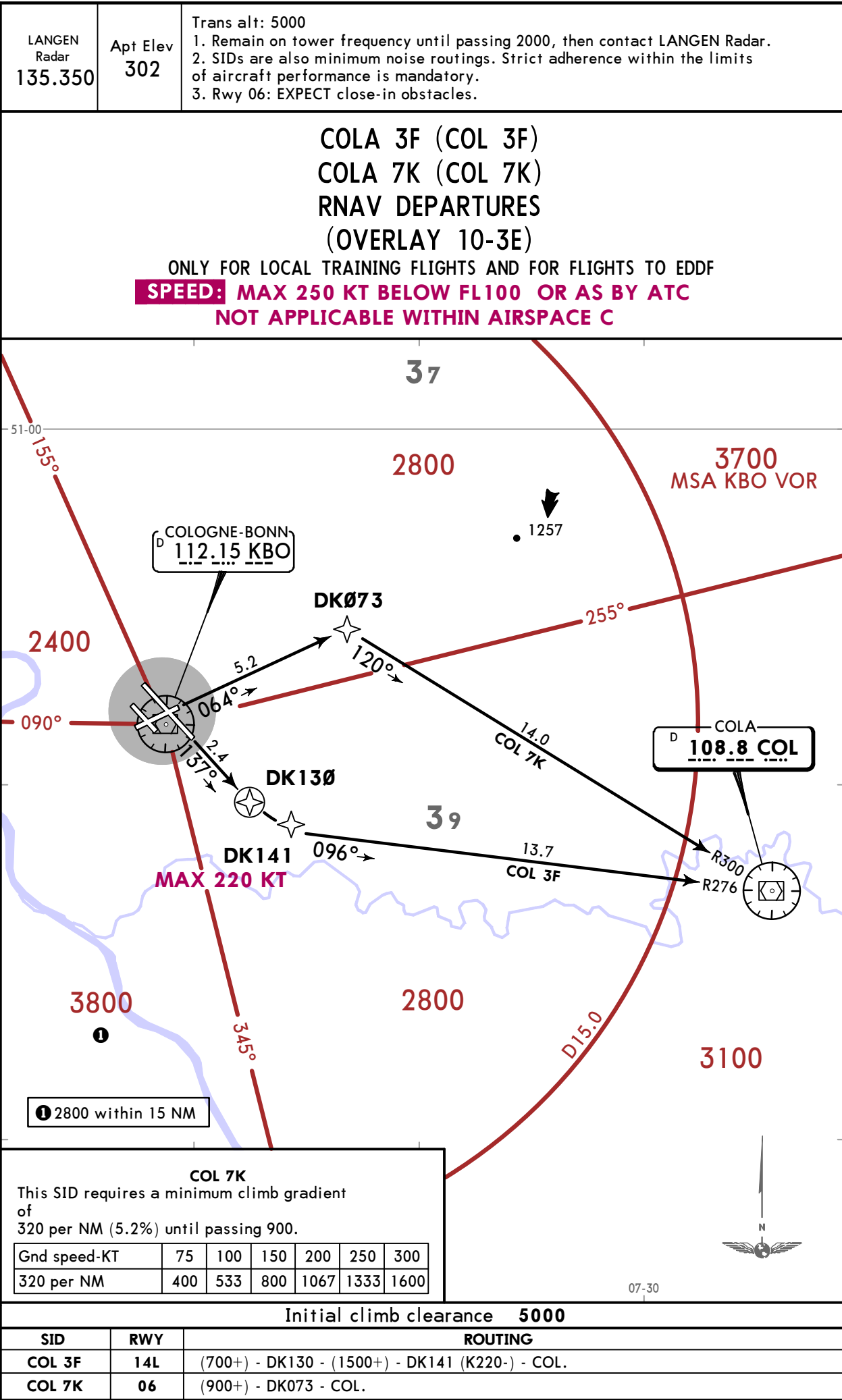
Initial climb clearance 5000

ROUTING

Climb on 137° track to D2.5 KBO/D1.9 IKEN, turn LEFT, intercept COL R276 inbound to D11.5 COL (WYP R176), turn LEFT, intercept WYP R343 inbound to WYP.

EDDK/CGN
COLOGNE-BONN

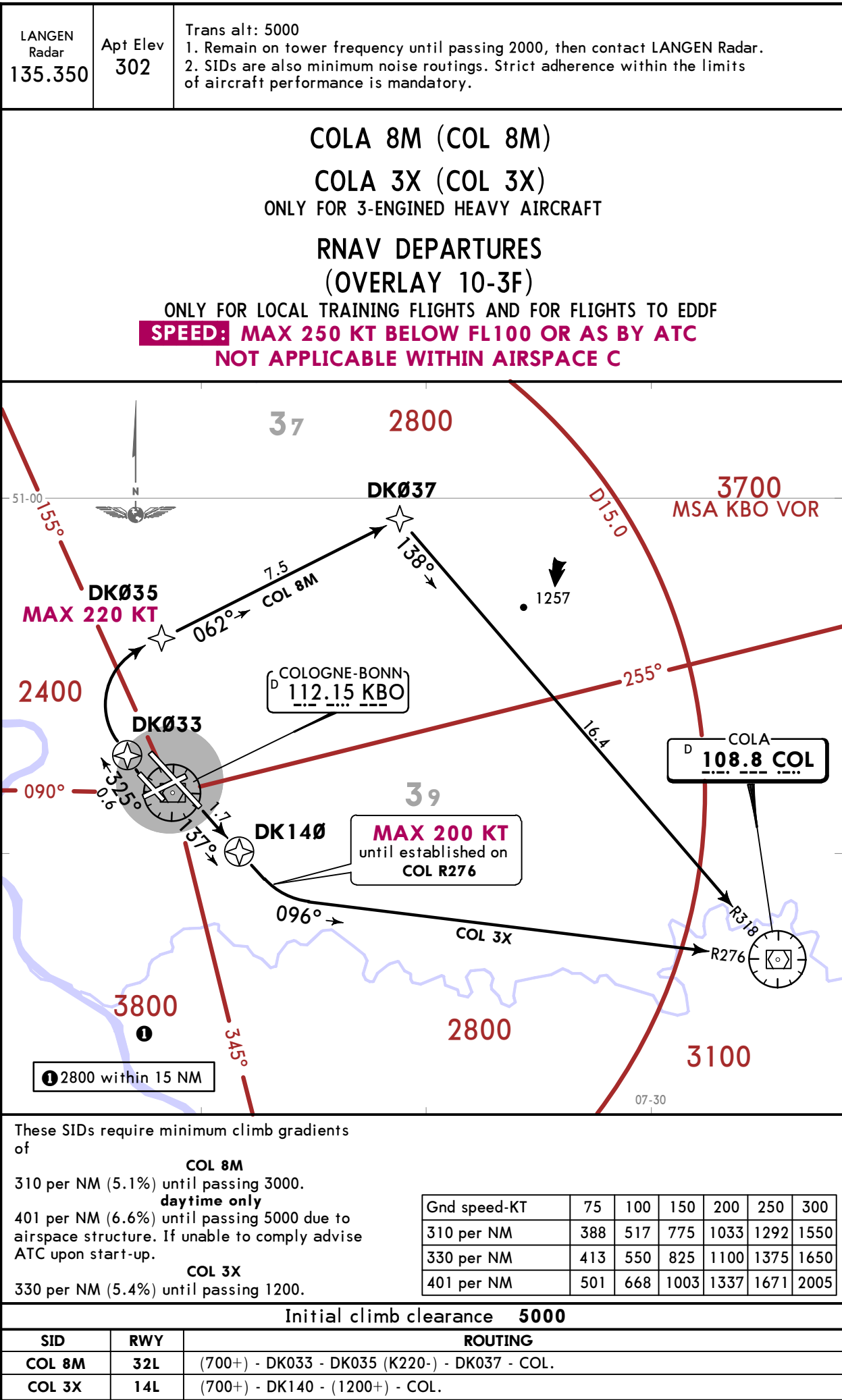
JEPPESSEN COLOGNE-BONN, GERMANY
5 OCT 18 10-35 Eff 11 Oct RNAV SID (OVERLAY)



25
20
15
10
5
0
5

EDDK/CGN
COLOGNE-BONN

JEPPESEN COLOGNE-BONN, GERMANY
5 OCT 18 10-3T Eff 11 Oct RNAV SID (OVERLAY)

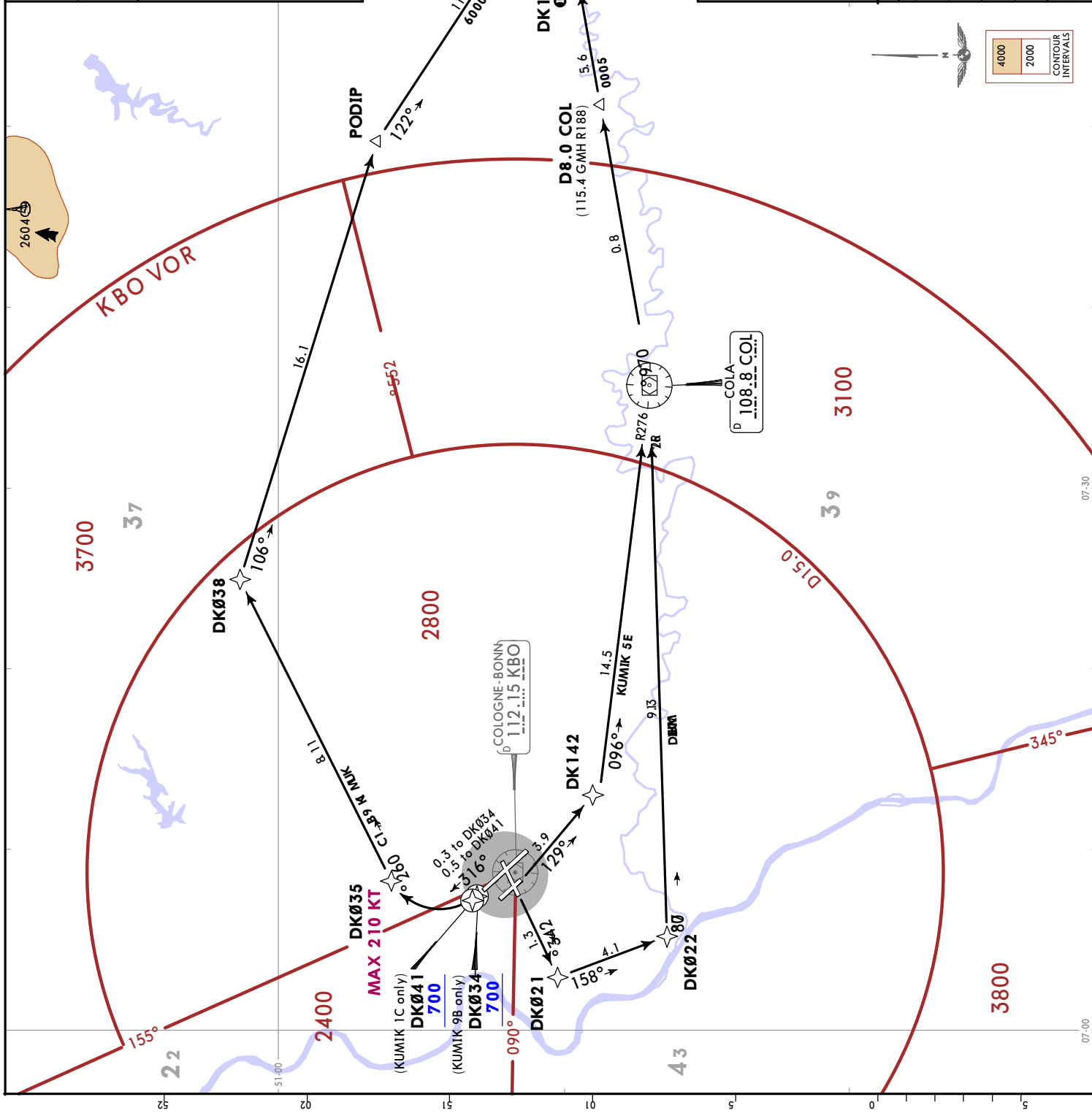


LANGEN
Radar
135.350

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

Apt Elev
302

KUMIK 9B [KUMI9B]
KUMIK 1C [KUMI1C]
KUMIK 5D [KUMI5D]
KUMIK 5E [KUMI5E]
RNAV DEPARTURES
(OVERLAY 10-3G)
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C





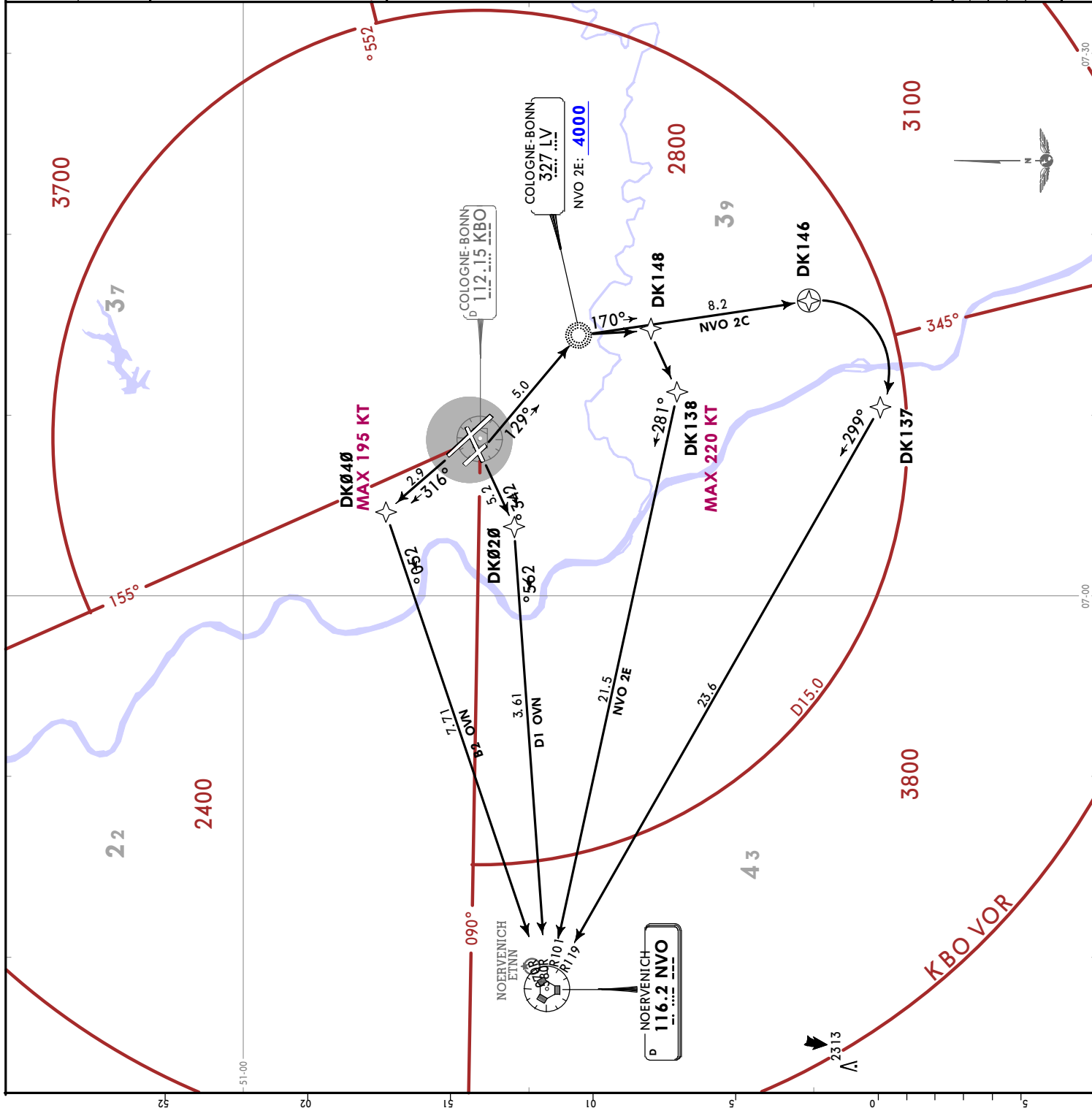


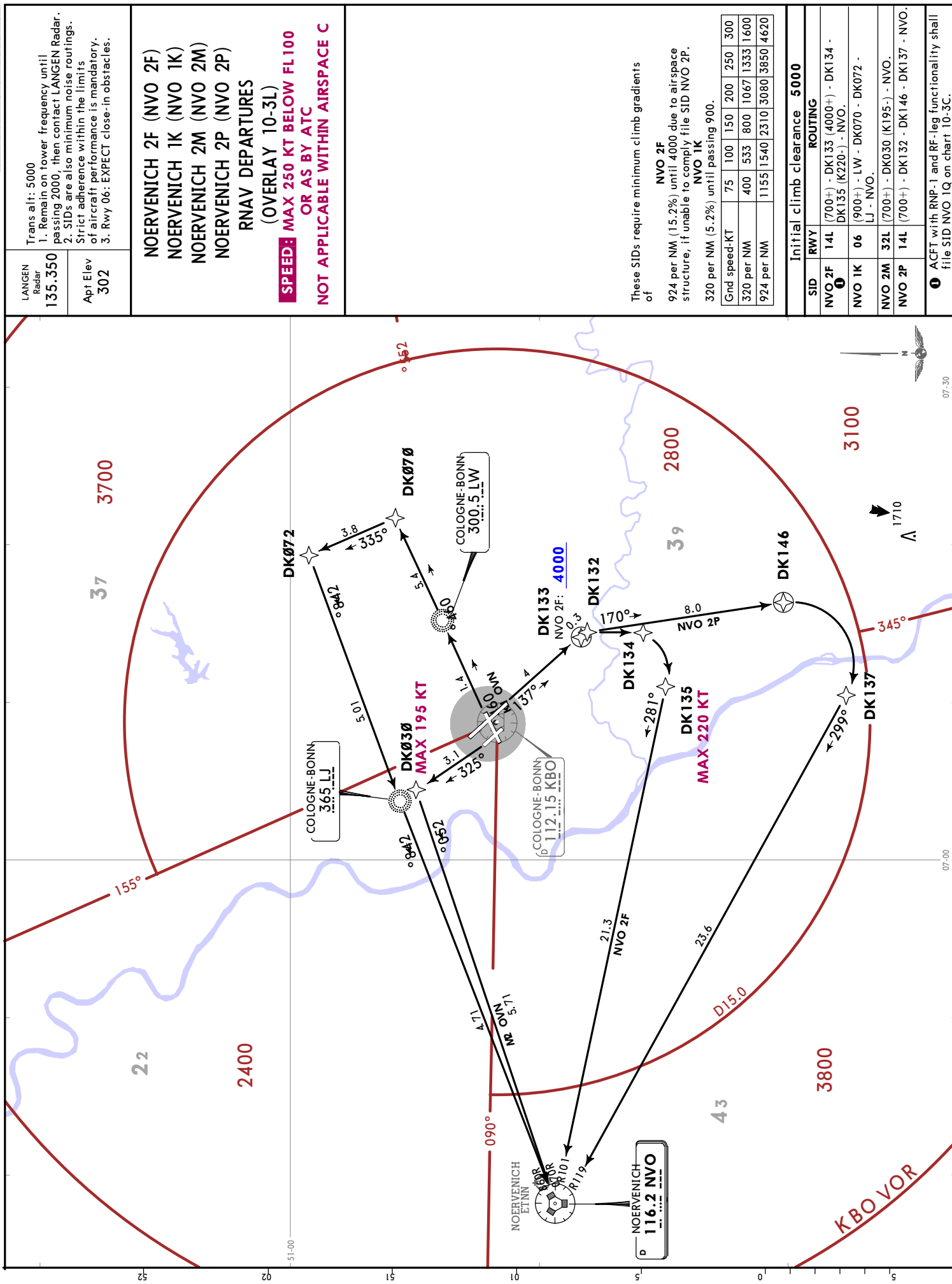
LANGEN Radar
135.350

Apt Elev
302

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

NOERVENICH 2B (NVO 2B)
NOERVENICH 2C (NVO 2C)
NOERVENICH 1D (NVO 1D)
NOERVENICH 2E (NVO 2E)
RNAV DEPARTURES
(OVERLAY 10-3K)
**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC**
NOT APPLICABLE WITHIN AIRSPACE C





JEPPesenCOLOGNE-BONN, GERMANY

19 FEB 21

10-3V

Eff: 25 Feb

RNAV SID (OVERLAY)

EDDK/CGN

COLOGNE-BONN

LANGEN Radar

135.350

Apt Elev

302

Trans alt: 5000

1. Remain on tower frequency until passing 2000, then contact LANGEN Radar.

2. SIDs are also minimum noise routings.

Strict adherence within the limits of aircraft performance is mandatory.

NOERVENICH 2V (NVO 2V)

NOERVENICH 2W (NVO 2W)

RNAV DEPARTURES

(OVERLAY 10-3M)

BY ATC

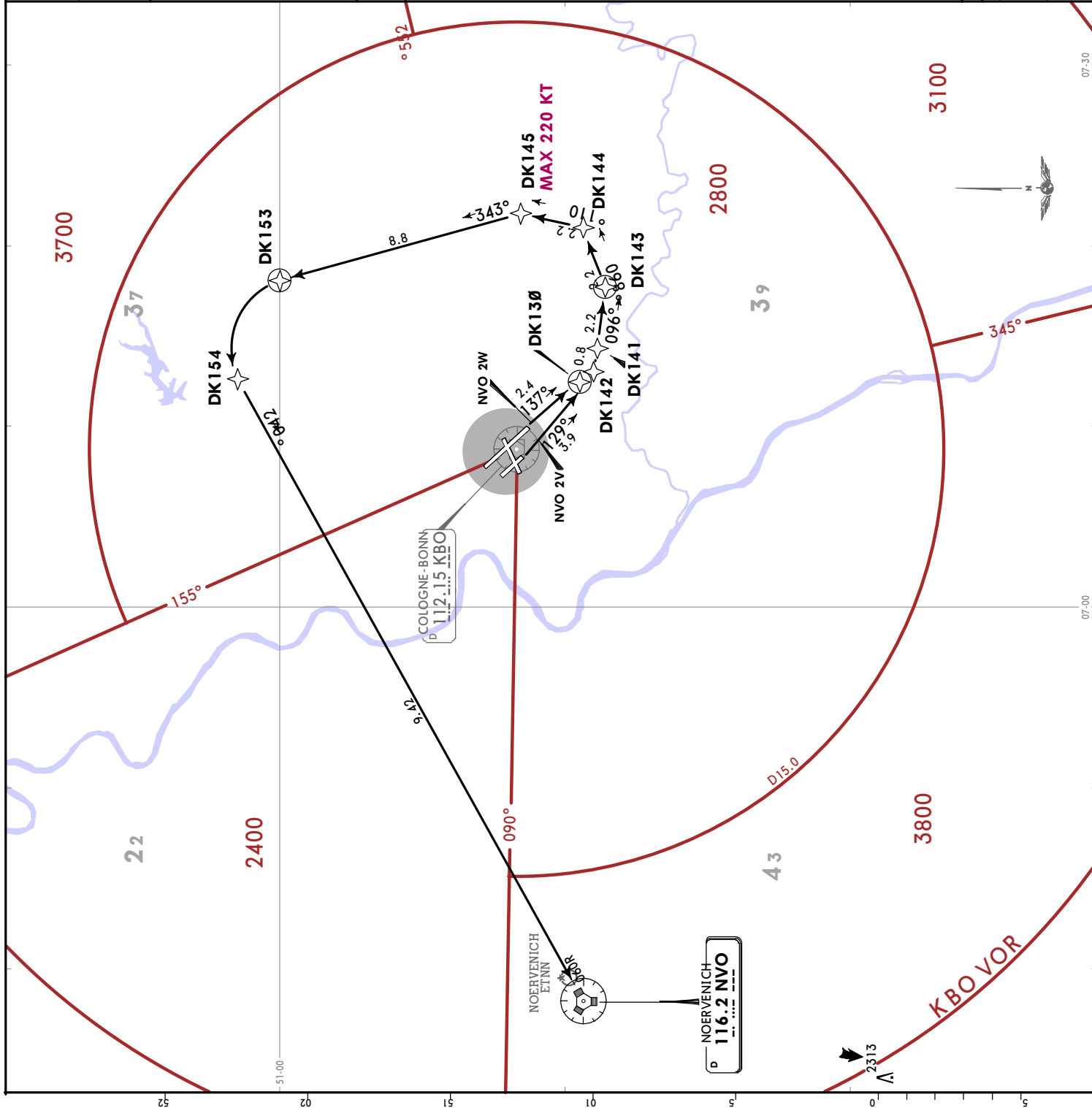
SPEED: MAX 250 KT BELOW FL100

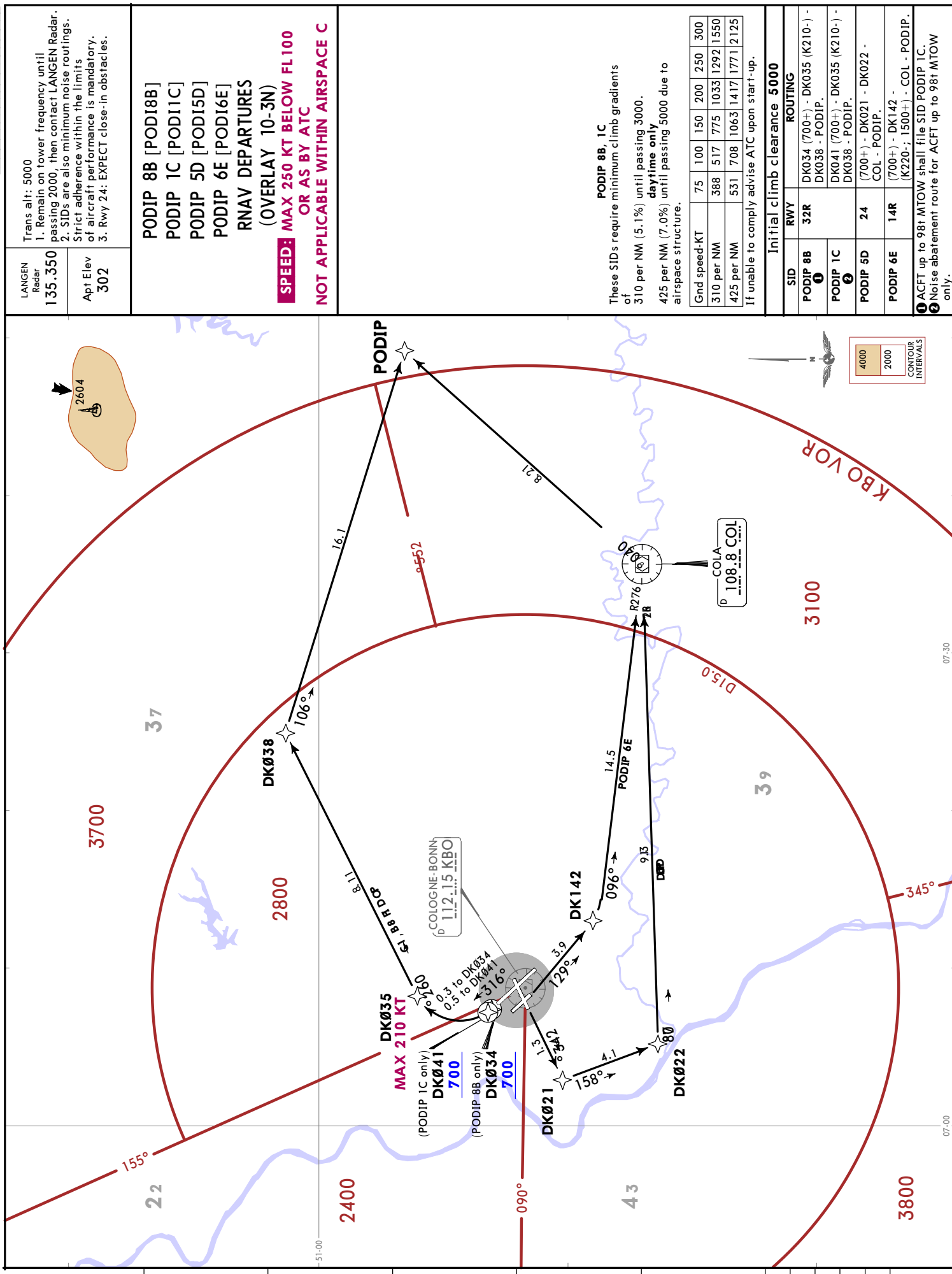
OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

Initial climb clearance 5000

SID	RWY	ROUTING
NVO 2V	14R	(700+) - DK142 - (1500+) - DK143 - DK144 - DK145 (K220-) - DK153 - DK154 - NVO.
NVO 2W	14L	(700+) - DK130 - (1500+) - DK141 - DK143 - DK144 - DK145 (K220-) - DK153 - DK154 - NVO.





LANGEN
Radar
135.350

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

Apt Elev
302

PODIP 8F [PODI8F]
PODIP 7K [PODI7K]
RNAV DEPARTURES
(OVERLAY 10-3N1)
**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC**
NOT APPLICABLE WITHIN AIRSPACE C

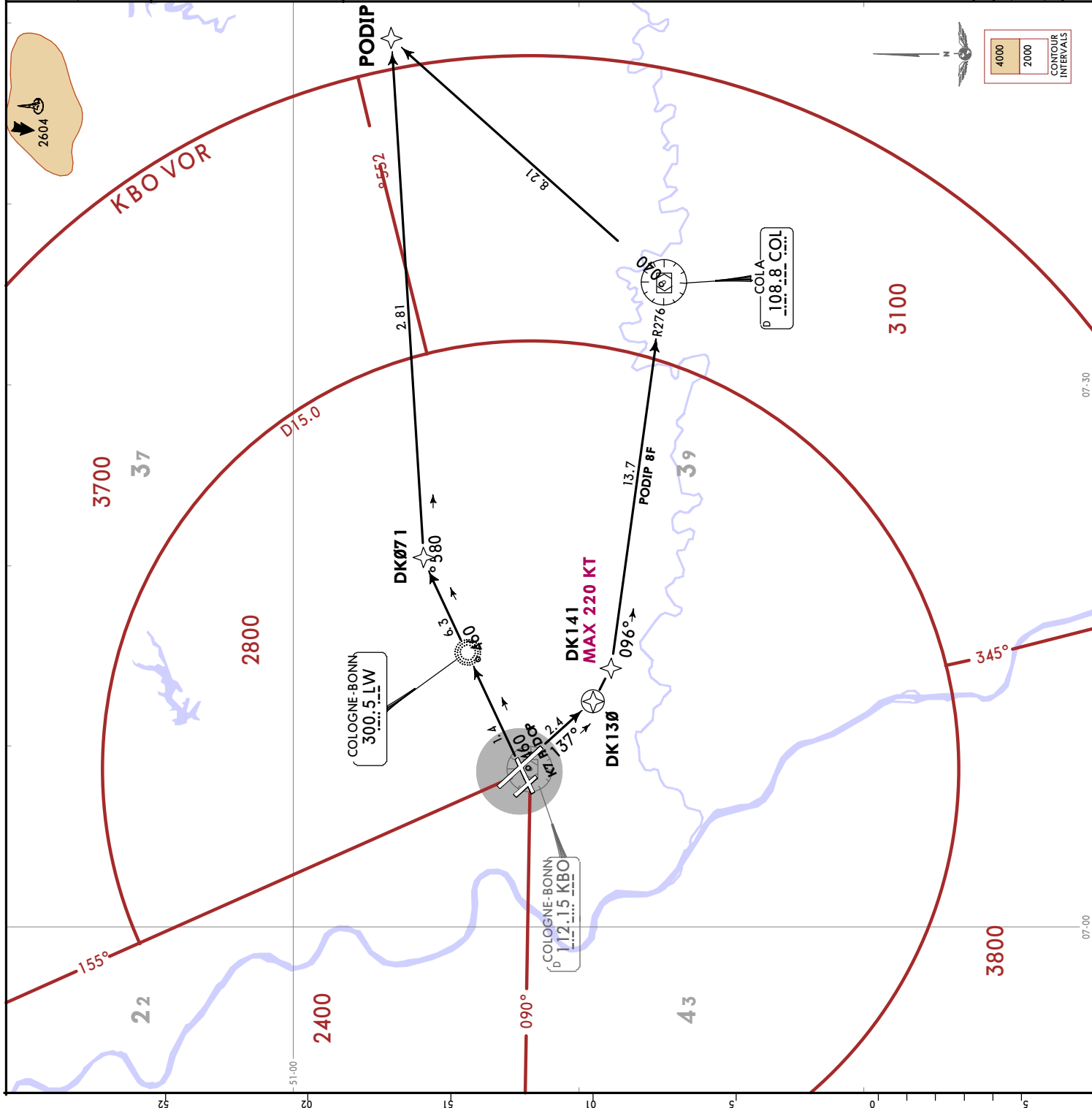
PODIP 7K

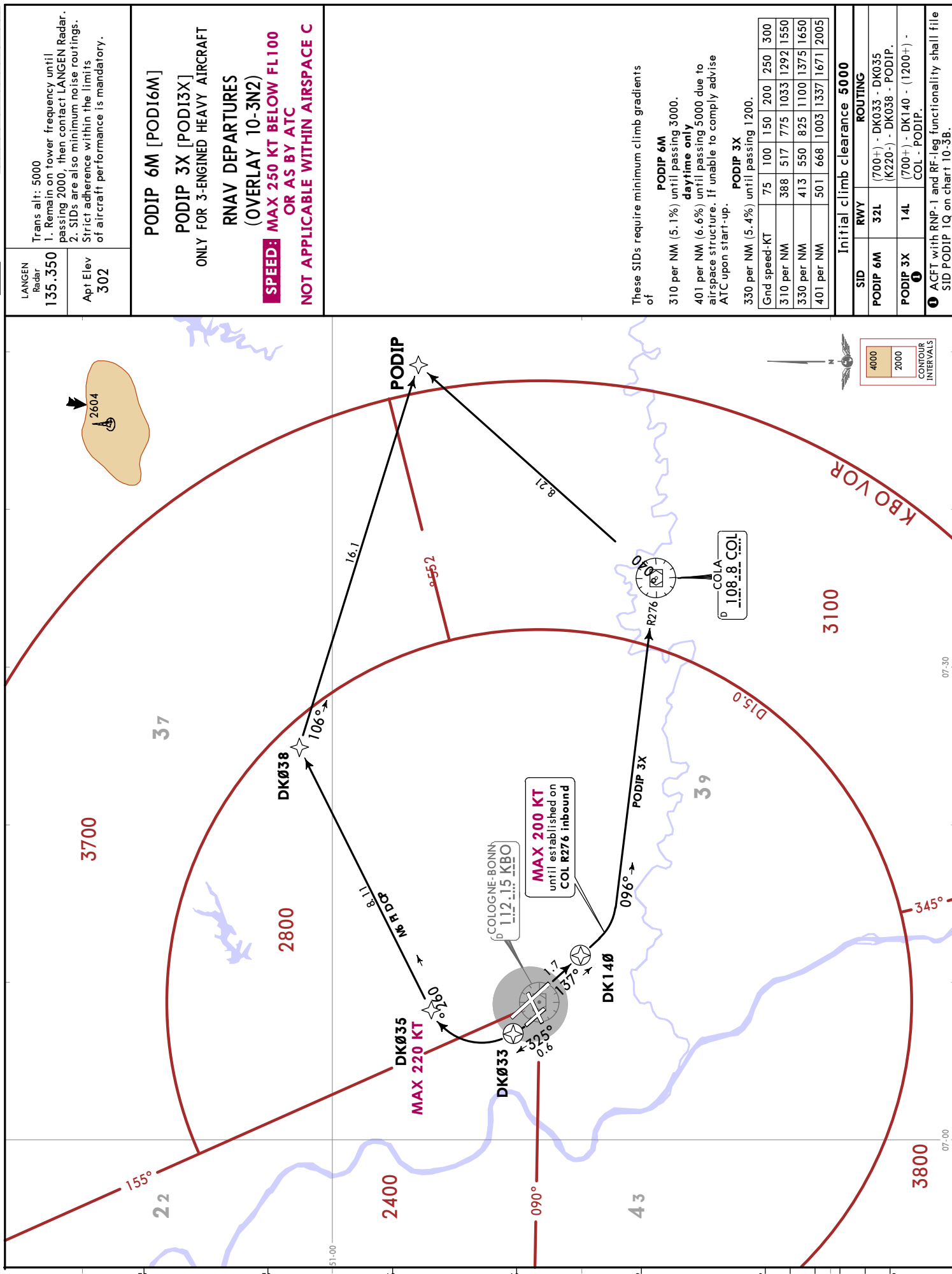
This SID requires a minimum climb gradient of
320 per NM (5.2%) until passing 900, then
310 per NM (5.1%) until passing 2600 due to
airspace structure.

Gnd speed-KT	75	100	150	200	250	300
310 per NM	388	517	775	1033	1292	1550
320 per NM	400	533	800	1067	1333	1600

If unable to comply advise Delivery upon start-up.

Initial climb clearance 5000	
SID	ROUTING
PODIP 8F ①	(700+) - DK130 - (1500+) - DK141 (K220-) - COL - PODIP.
PODIP 7K ①	(900+) - LW - DK071 - PODIP.
① ACFT with RNP-1 and RF-leg functionality shall file SID PODIP 1Q on chart 10-3B.	





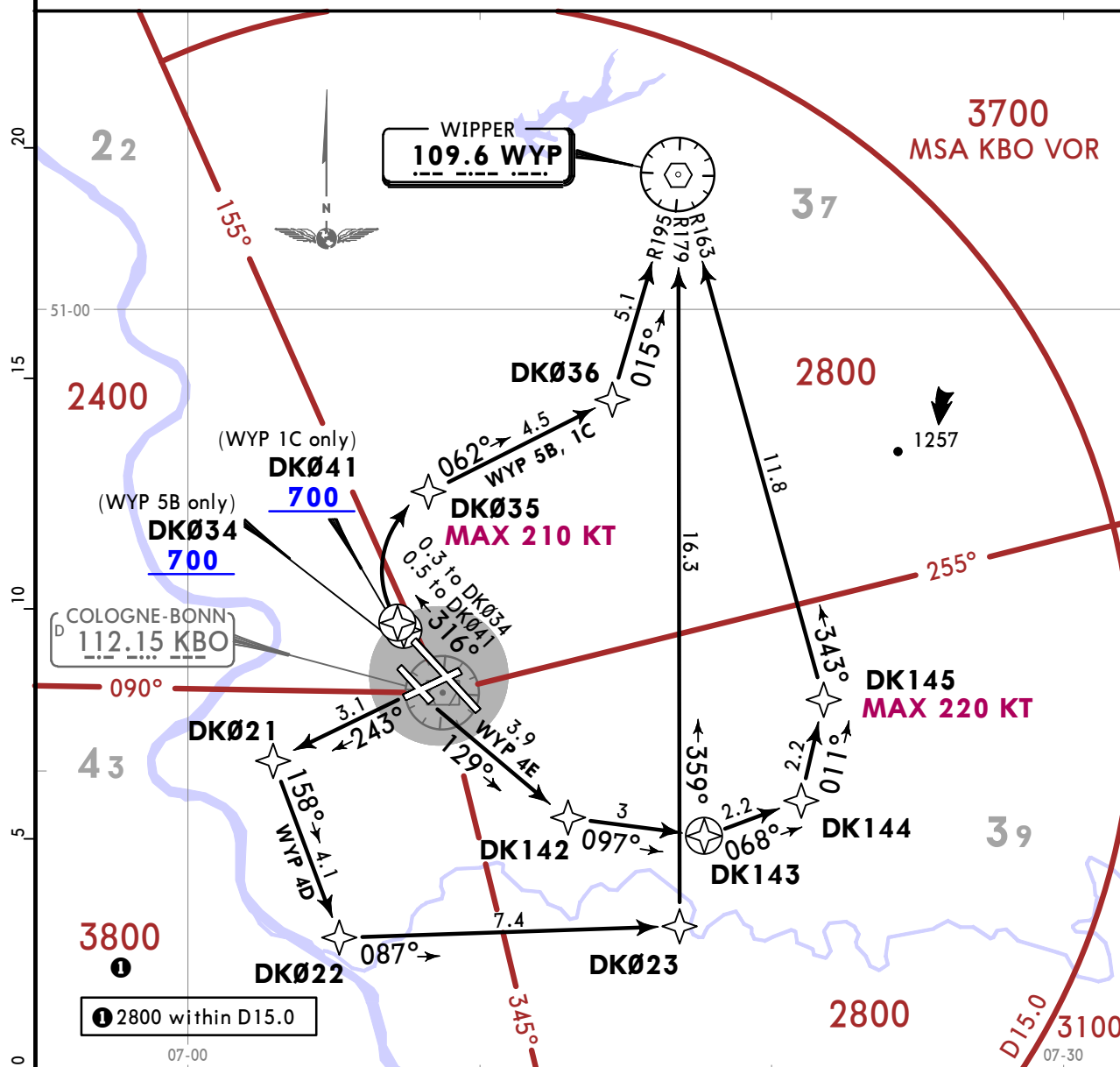
EDDK/CGN
COLOGNE-BONN

JEPPESSEN COLOGNE-BONN, GERMANY
19 FEB 21 **10-3X2** **Eff 25 Feb** **RNAV SID (OVERLAY)**

LANGEN Radar 135.350	Apt Elev 302	Trans alt: 5000
		1. Remain on tower frequency until passing 2000, then contact LANGEN Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy 24: EXPECT close-in obstacles.

WIPPER 5B (WYP 5B), WIPPER 1C (WYP 1C)
WIPPER 4D (WYP 4D), WIPPER 4E (WYP 4E)
RNAV DEPARTURES
(OVERLAY 10-3N3)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



WYP 5B, 1C								
These SIDs require a minimum climb gradient of 310 per NM (5.1%) until passing 3000.		Gnd speed-KT	75	100	150	200	250	300
		310 per NM	388	517	775	1033	1292	1550

SID	RWY	ROUTING
WYP 5B ②	32R	DK034 (700+) - DK035 (K210-) - DK036 - WYP.
WYP 1C ③	32R	DK041 (700+) - DK035 (K210-) - DK036 - WYP.
WYP 4D	24	(700+) - DK021 - DK022 - DK023 - WYP.
WYP 4E	14R	(700+) - DK142 - (1500+) - DK143 - DK144 - DK145 (K220-) - WYP.

② ACFT up to 98t MTOW shall file SID WYP 1C.
③ Noise abatement route for ACFT up to 98t MTOW only.

EDDK/CGN
COLOGNE-BONN

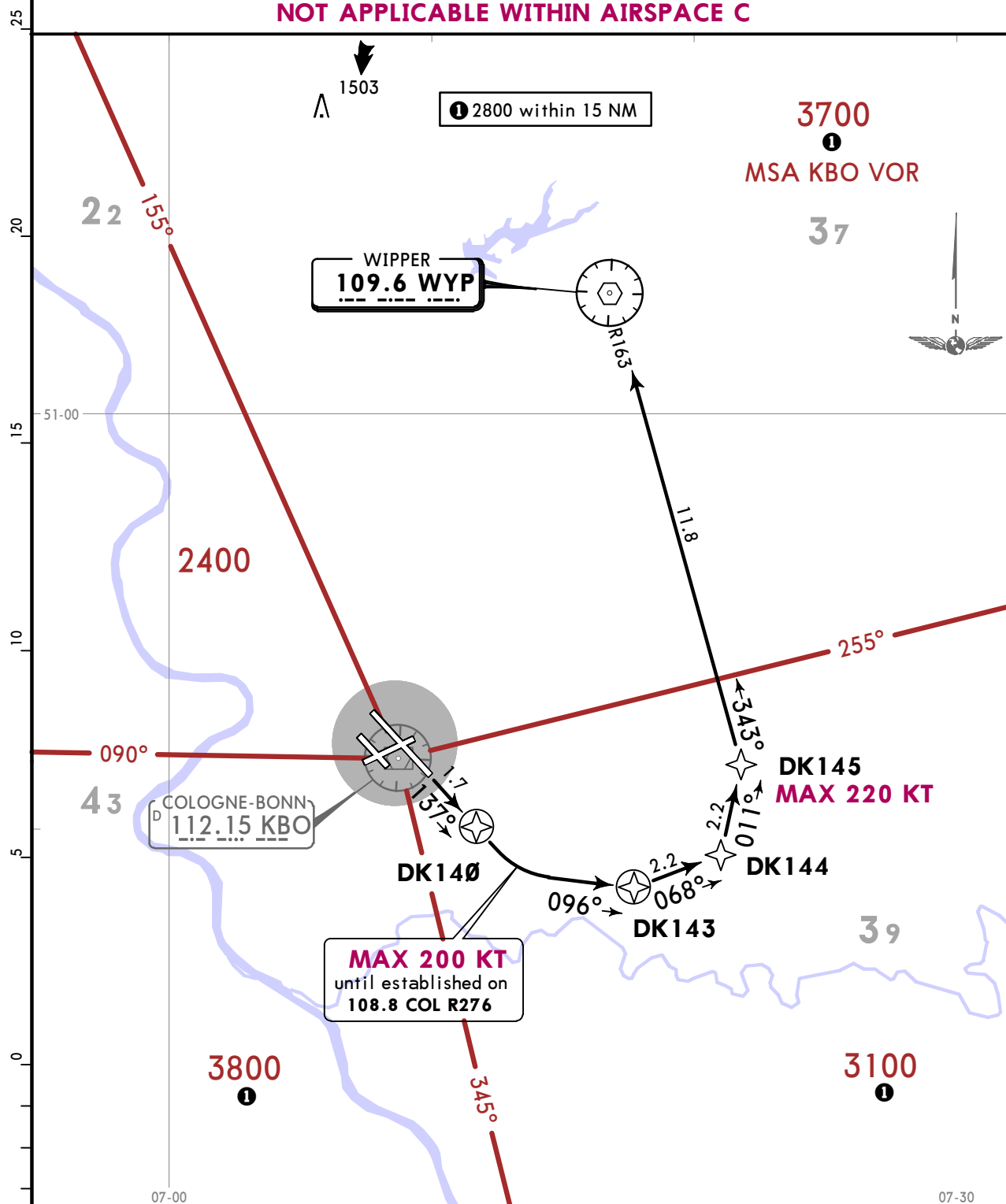
JEPPESEN COLOGNE-BONN, GERMANY
6 SEP 19 **(10-3X4)** **Eff 12 Sep** **RNAV SID (OVERLAY)**

LANGEN Radar 135.350	Apt Elev 302	Trans alt: 5000 1. Remain on tower frequency until passing 2000, then contact LANGEN Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
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WIPPER 1X (WYP 1X)
RWY 14L RNAV DEPARTURE (OVERLAY 10-3P)

ONLY FOR 3-ENGINE HEAVY AIRCRAFT

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



This SID requires a minimum climb gradient of 330 per NM (5.4%) until passing 1200.

Gnd speed-KT	75	100	150	200	250	300
330 per NM	413	550	825	1100	1375	1650

Initial climb clearance	5000
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ROUTING

(700+) - DK140 - (1200+) - DK143 - DK144 - DK145 (K220-) - WYP.

EDDK/CGN



JEPPESSEN COLOGNE-BONN, GERMANY

2 JUN 23

10-8A

COLOGNE-BONN

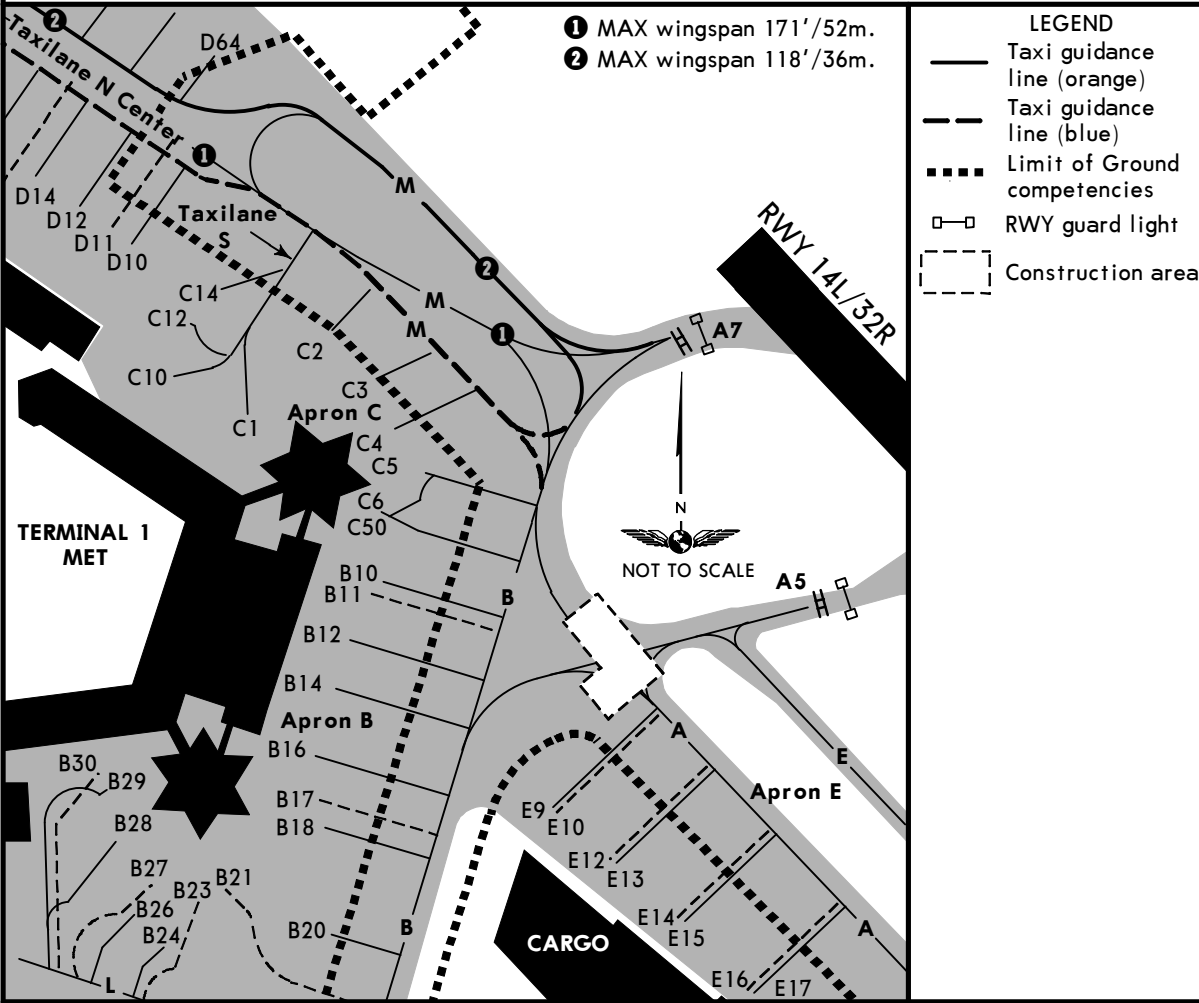
CONSTRUCTION WORKS TWY B PHASE 2.3

REFER ALSO TO LATEST NOTAMS

In unfavourable meteorological conditions, the large-scale construction work may cause visible accumulations of dust. The closed TWY sections will be marked/lighted during the day and at night.

During the entire construction period, the following restrictions to flight operations as well as some special operating procedures apply:

- Bypassing the construction site on TWY A between stand E16 and TWY B for arrivals and departures
- TWY A5 restricted to ACFT of code letter C for arrivals and departures
- Closure of ACFT stands E9, E10, E12, E13, E14, E15, E16, C50, B11 and B14.



EDDK / CGN

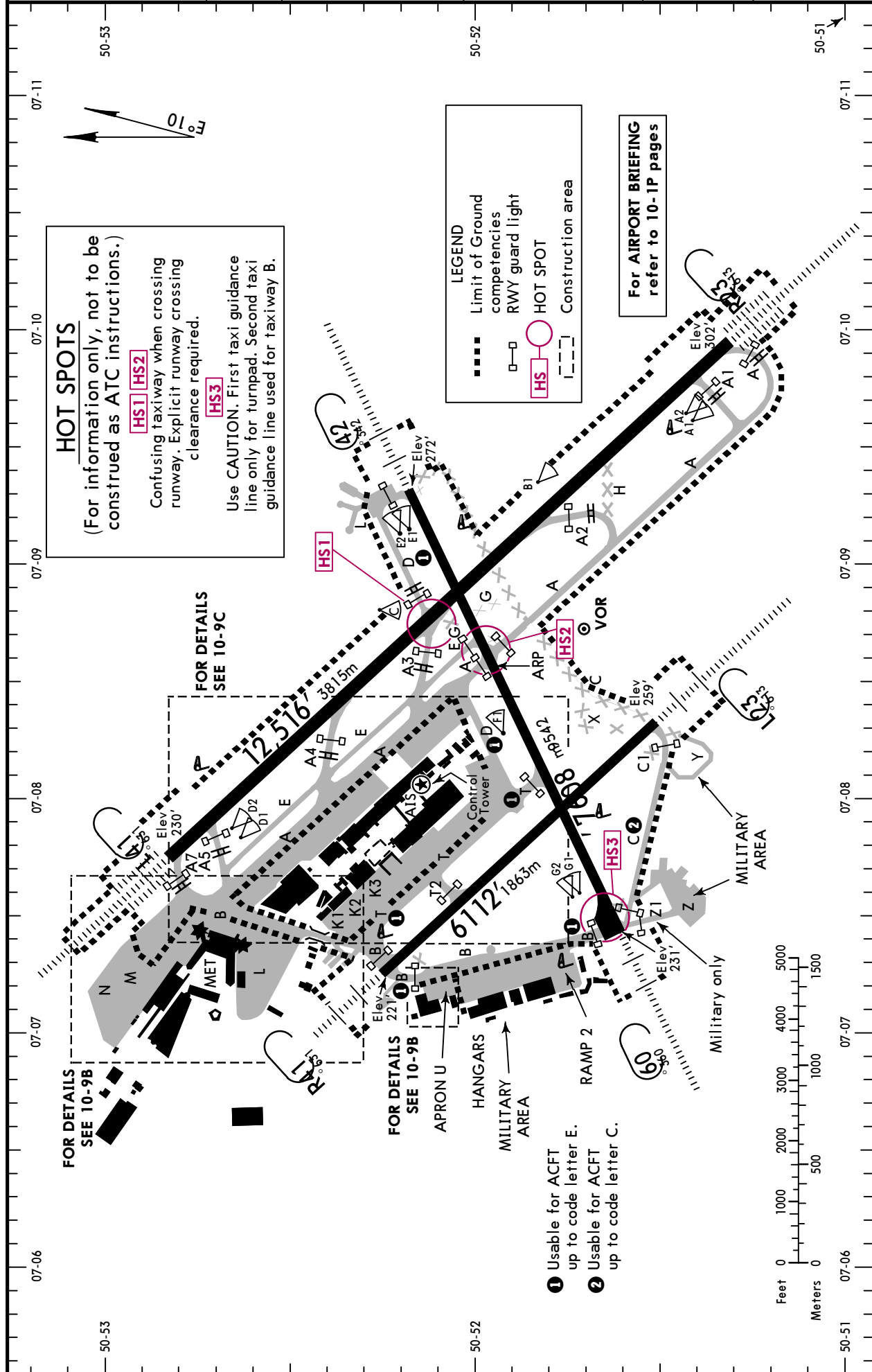
Apt Elev **302'**
N50 52.0 E007 08.6

JEPPESEN
14 JAN 22 (10-9)

COLOGNE-BONN, GERMANY

COLOGNE-BONN

D-ATIS	ACARS: D-ATIS DCL	COLOGNE-BONN Delivery	COLOGNE-BONN Ground	Apron	Tower (R)
112.150 132.130		121.855	121.730	121.955	124.980



CHANGES: Wingspan restrictions. Construction area.

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EDDK/CGN

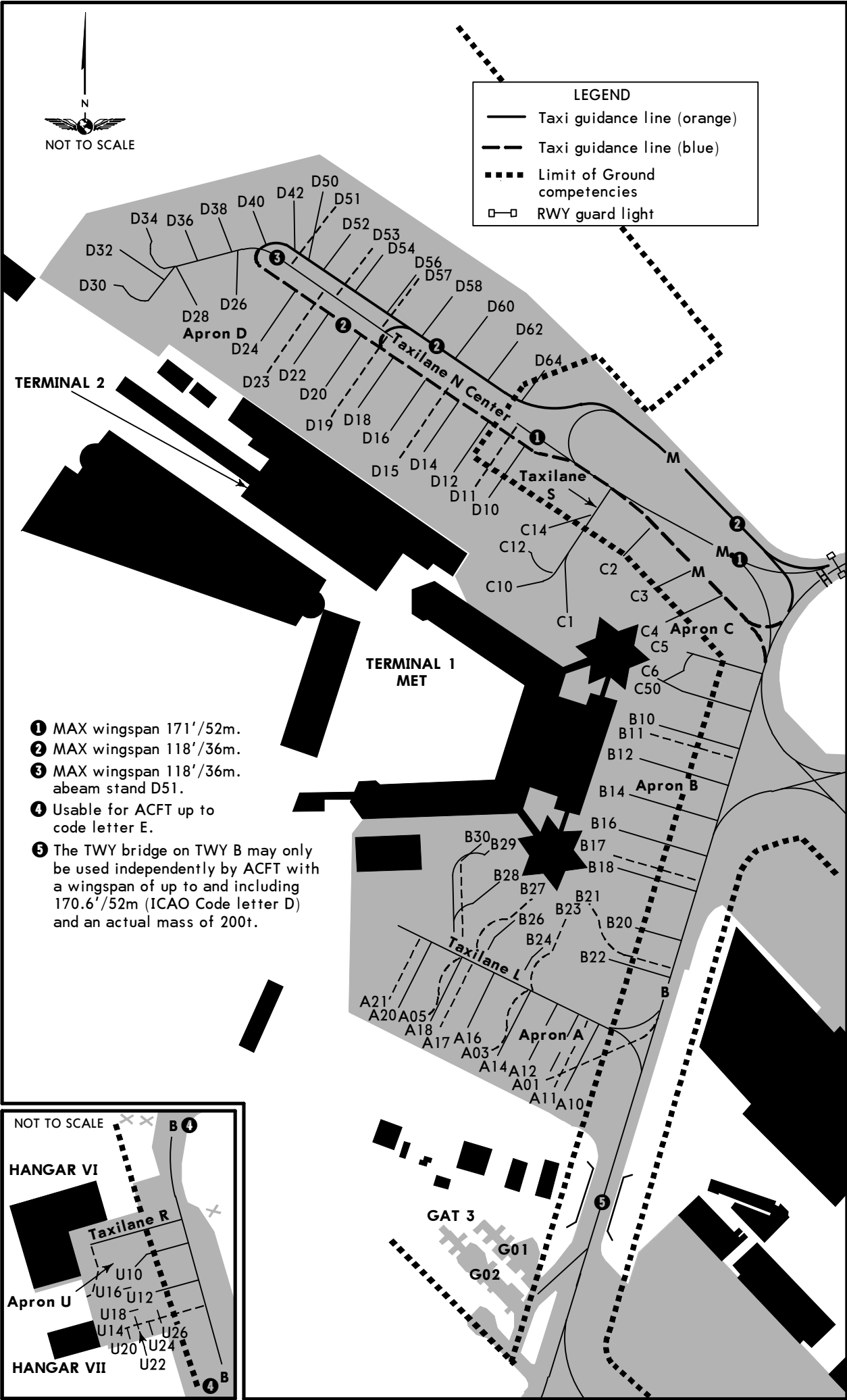
14 JAN 22 (10-9A)

JEPPESSEN COLOGNE-BONN, GERMANY
COLOGNE-BONN

ADDITIONAL RUNWAY INFORMATION							
RWY					USABLE LENGTHS		WIDTH
					LANDING BEYOND	TAKE-OFF	
				Threshold	Glide Slope		
06	HIRL CL (30m) SSALR PAPI-L (3.0°) ① RVR					③	148'
24	HIRL CL (30m) ALSF-I REIL PAPI-L (3.0°) ② RVR				6912' 2107m		45m
① Rwy 06 grooved, except first 984'/300m and last 328'/100m. ② Rwy 24 grooved, except first 328'/100m and last 984'/300m. ③ TAKE-OFF RUN AVAILABLE RWY 06: From rwy head 8067' (2459m) twy T int 5331' (1625m) RWY 24: From rwy head 8067' (2459m) twy E int 5390' (1643m) twy A int 5007' (1526m)							
14L	HIRL CL (15m) ALSF-II TDZ REIL ⑤ HST-A2 RVR				11,483' 3500m	⑥	197'
32R	HIRL CL (15m) ALSF-II TDZ REIL ⑤ RVR				11,302' 3445m		60m
④ Rwy partly grooved. ⑤ PAPI-L (3.0°) ⑥ TAKE-OFF RUN AVAILABLE RWY 14L: From rwy head 12,516' (3815m) twy A5 int 11,768' (3587m) twy A4 int 8999' (2743m) twy A3 int 6959' (2121m) RWY 32R: From rwy head 12,516' (3815m) twy A1 int 11,765' (3586m) twy A2 int 8406' (2562m) twy A3 int 5843' (1781m)							
14R	HIRL CL (30m) SSALR PAPI-L (3.0°)					⑦	148'
32L							45m
⑦ TAKE-OFF RUN AVAILABLE RWY 14R: From rwy head 6112' (1863m) twy T2 int 4442' (1354m)							
Standard TAKE-OFF							
Low Visibility Take-off							
	① HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)	
A							
B	TDZ, MID, RO	TDZ, MID, RO					
C	RVR 125m	RVR 150m	RVR 200m	RVR 300m	400m	500m	
D							
① RWY 14L/32R: RVR 75m with approved guidance system or HUD/HUDLS.							

EDDK/CGN

JEPPESSEN COLOGNE-BONN, GERMANY
13 JAN 23 10-9B
COLOGNE-BONN

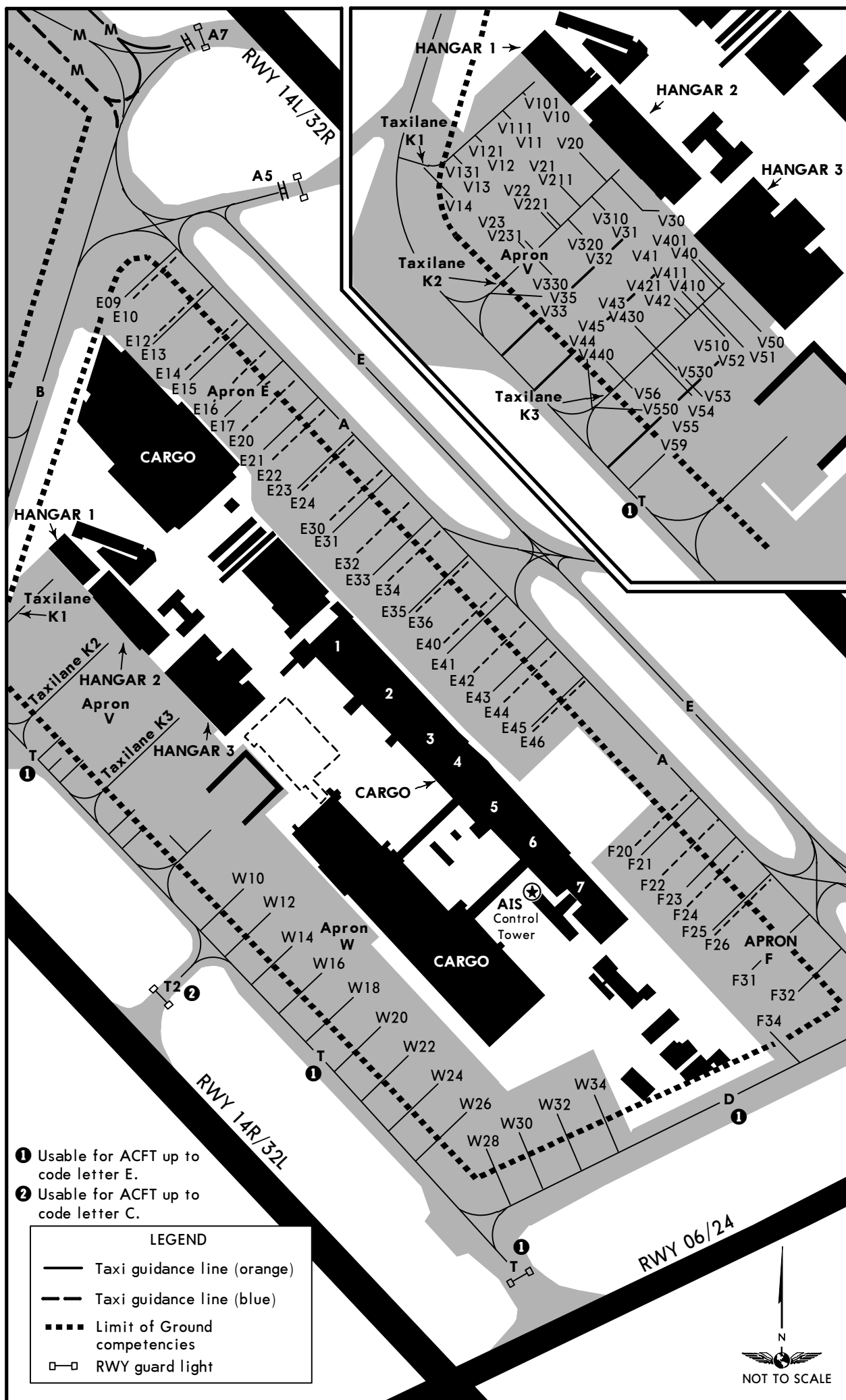


EDDK / CGN

JEPPESSEN COLOGNE-BONN, GERMANY

13 JAN 23 10-9C

COLOGNE-BONN



EDDK/CGN
 **JEPPESSEN COLOGNE-BONN, GERMANY**

20 DEC 19 (10-9D)

COLOGNE-BONN

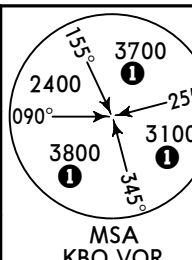
INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
A01, A03	N50 52.5 E007 07.3	V13, V14	N50 52.3 E007 07.4
A05	N50 52.5 E007 07.2	V20	N50 52.4 E007 07.5
A10, A11	N50 52.5 E007 07.4	V21, V22	N50 52.3 E007 07.5
A12 thru A18	N50 52.5 E007 07.3	V23	N50 52.3 E007 07.4
A20, A21	N50 52.5 E007 07.2	V30, V31	N50 52.3 E007 07.6
B10, B11	N50 52.7 E007 07.5	V32 thru V39	N50 52.3 E007 07.5
B12, B14	N50 52.7 E007 07.4	V40 thru V42	N50 52.3 E007 07.6
B16 thru B24	N50 52.6 E007 07.4	V43 thru V45	N50 52.3 E007 07.5
B26	N50 52.6 E007 07.3	V50	N50 52.3 E007 07.7
B27	N50 52.6 E007 07.4	V51 thru V59	N50 52.2 E007 07.6
B28 thru B30	N50 52.6 E007 07.3	V101 thru V121	N50 52.4 E007 07.5
C1 thru C3	N50 52.8 E007 07.4	V131	N50 52.3 E007 07.4
C4	N50 52.8 E007 07.5	V211, V221	N50 52.3 E007 07.5
C5, C6	N50 52.7 E007 07.5	V231	N50 52.3 E007 07.4
C10 thru C14	N50 52.8 E007 07.3	V310 thru V330	N50 52.3 E007 07.5
C50	N50 52.7 E007 07.5	V401 thru V430	N50 52.3 E007 07.6
D10 thru D12	N50 52.8 E007 07.3	V440	N50 52.3 E007 07.5
D14	N50 52.9 E007 07.3	V510	N50 52.3 E007 07.6
D15 thru D20	N50 52.9 E007 07.2	V530, V550	N50 52.2 E007 07.6
D22 thru D28	N50 52.9 E007 07.1	W10	N50 52.2 E007 07.7
D30 thru D36	N50 53.0 E007 07.0	W12	N50 52.2 E007 07.8
D38 thru D42	N50 53.0 E007 07.1	W14, W16	N50 52.1 E007 07.8
D50 thru D54	N50 53.0 E007 07.2	W18, W20	N50 52.1 E007 07.9
D56 thru D60	N50 53.0 E007 07.3	W22	N50 52.0 E007 07.9
D62, D64	N50 52.9 E007 07.4	W24 thru W30	N50 52.0 E007 08.0
E9 thru E14	N50 52.6 E007 07.6	W32, W34	N50 52.0 E007 08.1
E15	N50 52.5 E007 07.6		
E16 thru E21	N50 52.5 E007 07.7		
E22 thru E24	N50 52.5 E007 07.8		
E30, E31	N50 52.4 E007 07.8		
E32 thru E36	N50 52.4 E007 07.9		
E40 thru E45	N50 52.3 E007 08.0		
E46	N50 52.3 E007 08.1		
F20 thru F22	N50 52.2 E007 08.2		
F23	N50 52.1 E007 08.2		
F24 thru F31	N50 52.1 E007 08.3		
F32	N50 52.1 E007 08.4		
F34	N50 52.1 E007 08.3		
U10 thru U26	N50 52.1 E007 07.2		
V10 thru V12	N50 52.4 E007 07.5		

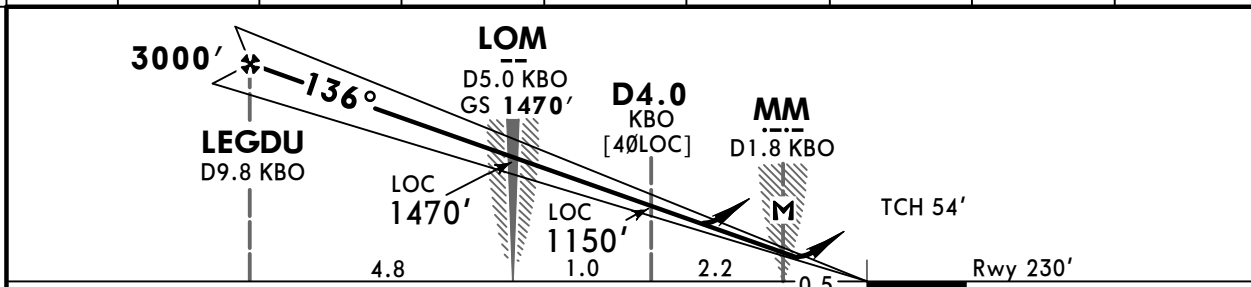
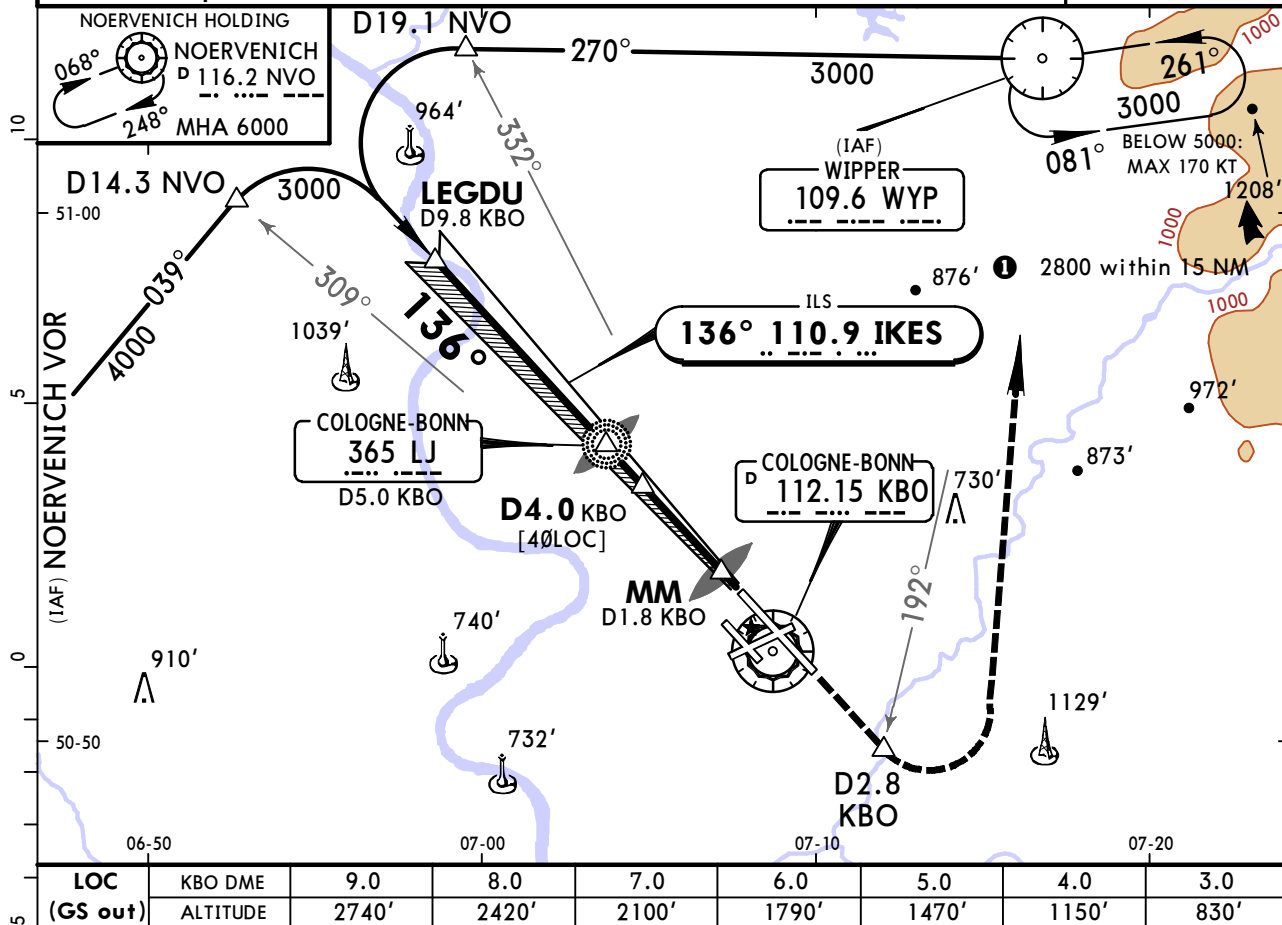
EDDK/CGN
COLOGNE-BONN

JEPPESSEN
20 MAR 20 11-1 Eff 26 Mar

COLOGNE-BONN, GERMANY
ILS or LOC Rwy 14L

BRIEFING STRIP™

D-ATIS		LANGEN Radar (APP)		COLOGNE-BONN Director (APP)		COLOGNE-BONN Tower (R)		Ground	
112.150 132.130		135.350		121.055		124.980		121.730	
LOC IKES 110.9		Final Apch Crs 136°		GS LOM 1470' (1240')		ILS DA(H) 430' (200')		Apt Elev 302' Rwy 230'	
MISSED APCH: Climb STRAIGHT AHEAD to 3000'. When passing D2.8 KBO/R-192 WYP or 2000', whichever is later, then turn LEFT to WYP VOR.									
Alt Set: hPa (IN on req)		Rwy Elev: 8 hPa		Trans level: By ATC		Trans alt: 5000'			
LOC: DME required.									

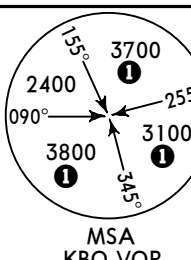


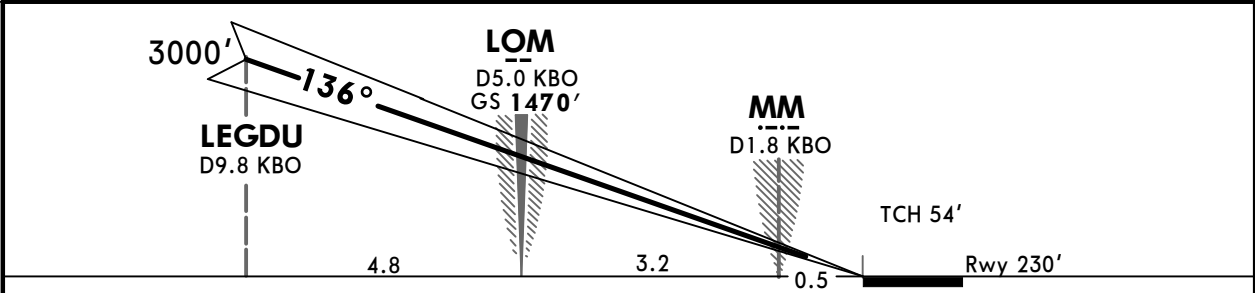
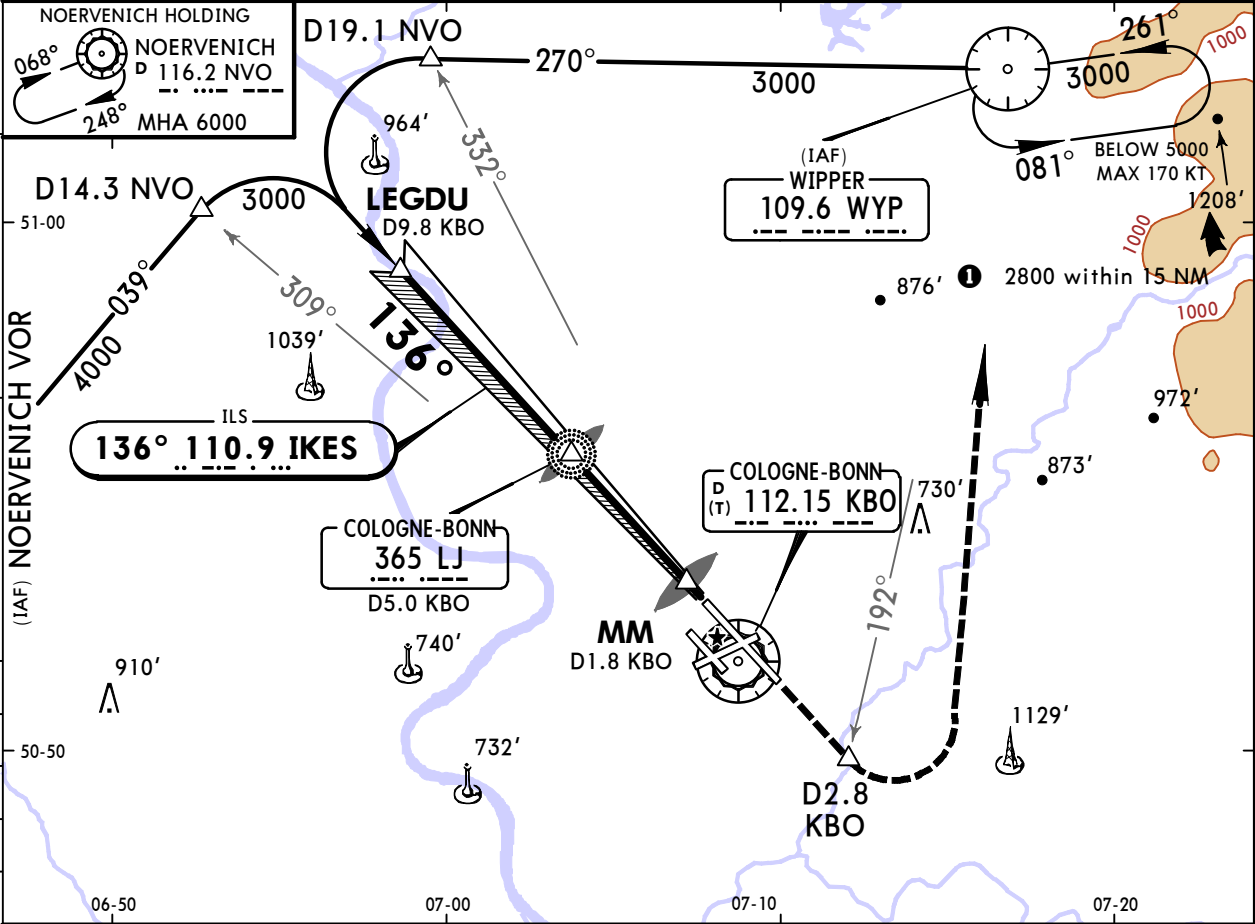
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	D2.8 KBO	WYP 109.6	2000'
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	REIL PAPI	↑	↑	↑
MAP at MM/D1.8 KBO										

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

EDDK/CGN
COLOGNE-BONN

JEPPESSEN COLOGNE-BONN, GERMANY
20 MAR 20 11-1A Eff 26 Mar CAT II/III ILS Rwy 14L

D-ATIS		LANGEN Radar (APP)		COLOGNE-BONN Director (APP)		COLOGNE-BONN Tower (R)		Ground	
112.150 132.130		135.350		121.055		124.980		121.730	
LOC IKES 110.9		Final Apch Crs 136°		GS LOM 1470' (1240')		CAT IIIB, IIIA & II ILS Refer to Minimums		Apt Elev 302' Rwy 230'	
MISSED APCH: Climb STRAIGHT AHEAD to 3000'. When passing D2.8 KBO/R-192 WYP or 2000', whichever is later, then turn LEFT to WYP VOR.									
Alt Set: hPa (IN on req) Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 5000'									
Special Aircrew & Acft Certification Required.									



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI	D2.8 KBO ↑ or WYP 109.6 R-192 ↑ whichever is later 2000'
GS	3.00°	372	478	531	637	743		

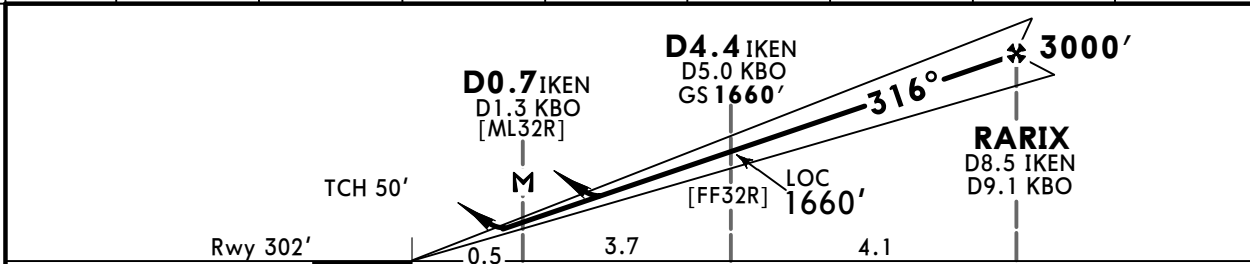
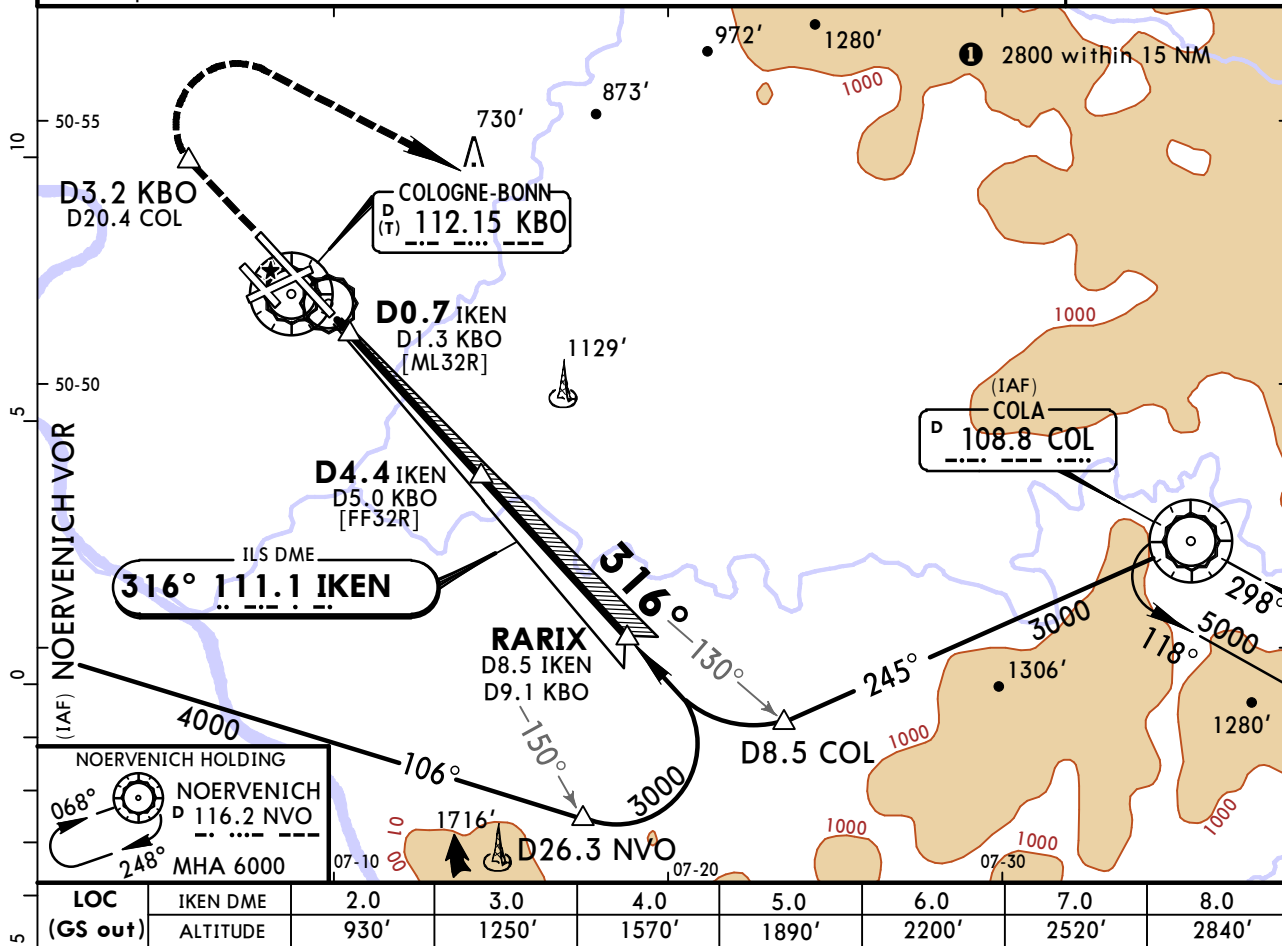
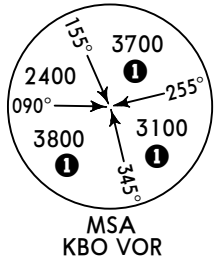
Standard			STRAIGHT-IN LANDING RWY 14L		
CAT IIIB ILS		CAT IIIA ILS		CAT II ILS	
		DH 50'		ABCD RA 106'	
				DA(H) 330' (100')	
RVR 75m		RVR 200m		RVR 300m	

EDDK/CGN
COLOGNE-BONN

JEPPESSEN
20 MAR 20 **11-3** Eff 26 Mar

COLOGNE-BONN, GERMANY
ILS or LOC Rwy 32R

D-ATIS	LANGEN Radar (APP)	COLOGNE-BONN Director (APP)	COLOGNE-BONN Tower (R)	Ground
112.150 132.130	135.350	121.055	124.980	121.730
LOC IKEN 111.1	Final Apch Crs 316°	GS 4.4 IKEN 1660' (1358')	ILS DA(H) 502' (200')	Apt Elev 302' Rwy 302'
MISSED APCH: Climb STRAIGHT AHEAD to 5000'. When passing D3.2 KBO/D20.4 COL or 2000', whichever is later, turn RIGHT to COL VOR.				
Alt Set: hPa (IN on req) Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 5000' DME required.				



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	D3.2 KBO/D20.4 COL	2000'
ILS GS or	372	478	531	637	743	849	REIL PAPI	↑	↑
LOC Descent Angle	3.00°							↑	↑
MAP at D0.7 IKEN/D1.3 KBO								↑	↑

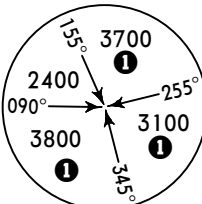
Standard		STRAIGHT-IN LANDING RWY 32R			LOC (GS out)	
		ILS			CDFA	
		DA(H) 502' (200')			DA/MDA(H) 740' (438')	
		FULL	TDZ or CL out	ALS out	ALS out	
A	RVR 550m	RVR 550m 1	RVR 1200m	RVR 1300m	RVR 1500m	
B					RVR 2000m	
C						
D						
1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.						

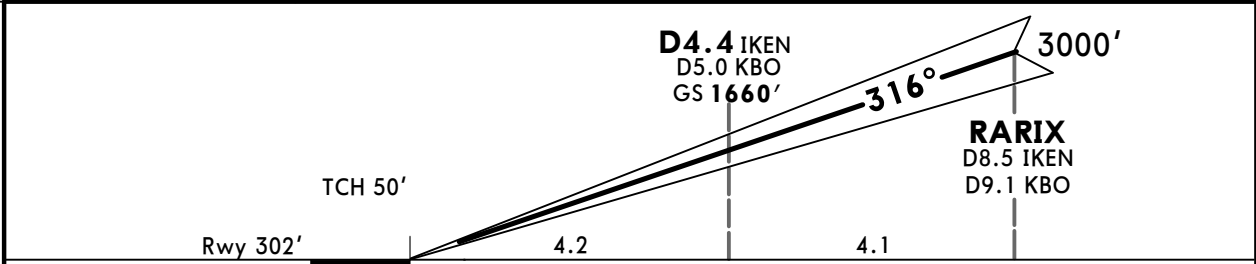
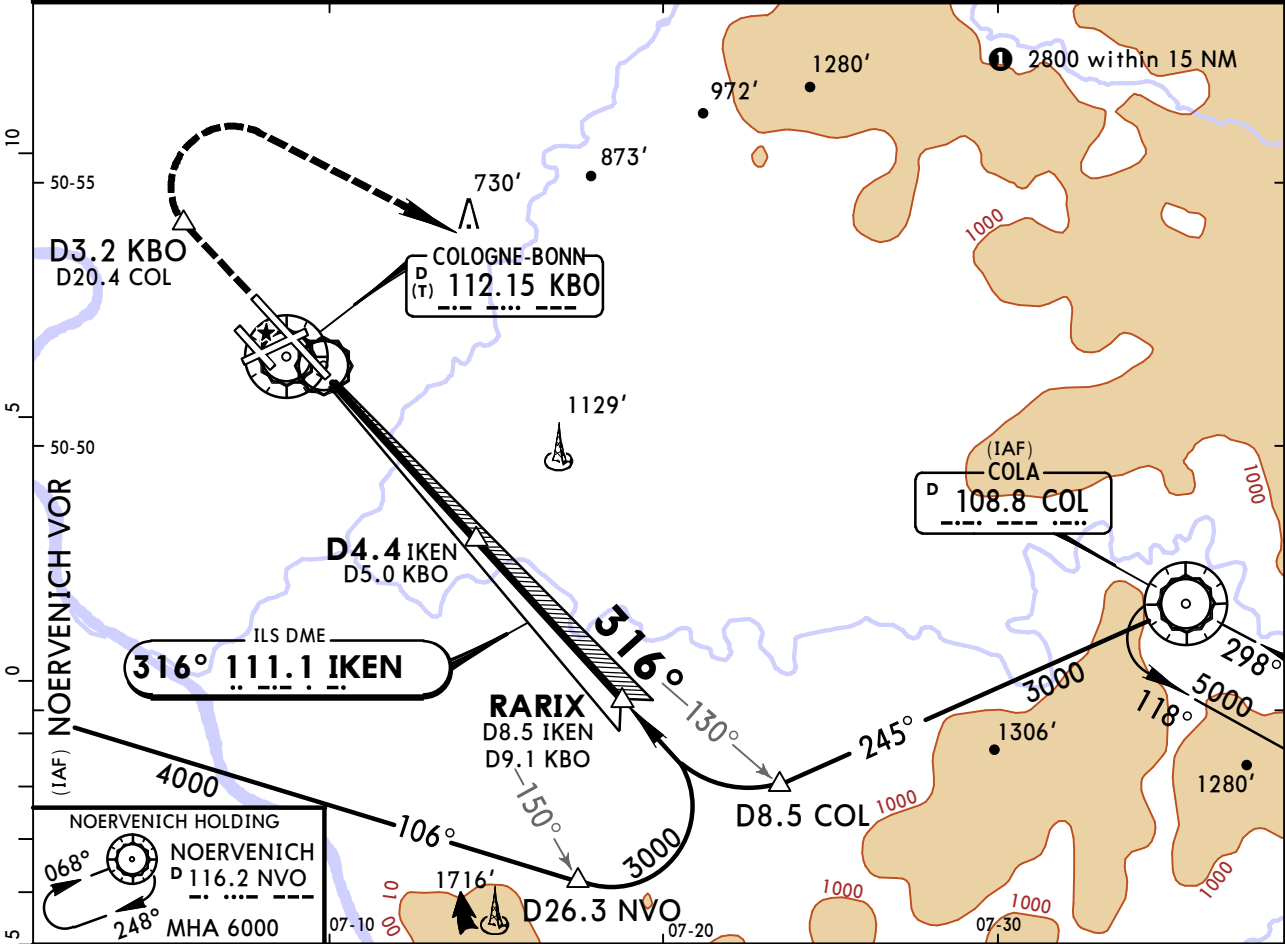
I RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

EDDK/CGN
COLOGNE-BONN

JEPPESSEN
20 MAR 20
Eff 26 Mar 11-3A

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

D-ATIS		LANGEN Radar (APP)		COLOGNE-BONN Director (APP)		COLOGNE-BONN Tower (R)		Ground	
112.150 132.130		135.350		121.055		124.980		121.730	
LOC IKEN 111.1		Final Apch Crs 316°		GS 4.4 IKEN 1660' (1358')		CAT IIIB, IIIA & II ILS Refer to Minimums		Apt Elev 302' Rwy 302'	
MISSED APCH: Climb STRAIGHT AHEAD to 5000'. When passing D3.2 KBO/D20.4 COL or 2000', whichever is later, turn RIGHT to COL VOR.								 MSA KBO VOR	
Alt Set: hPa (IN on req) Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 5000' 1. DME required. 2. Special Aircrew & Acft Certification Required.									



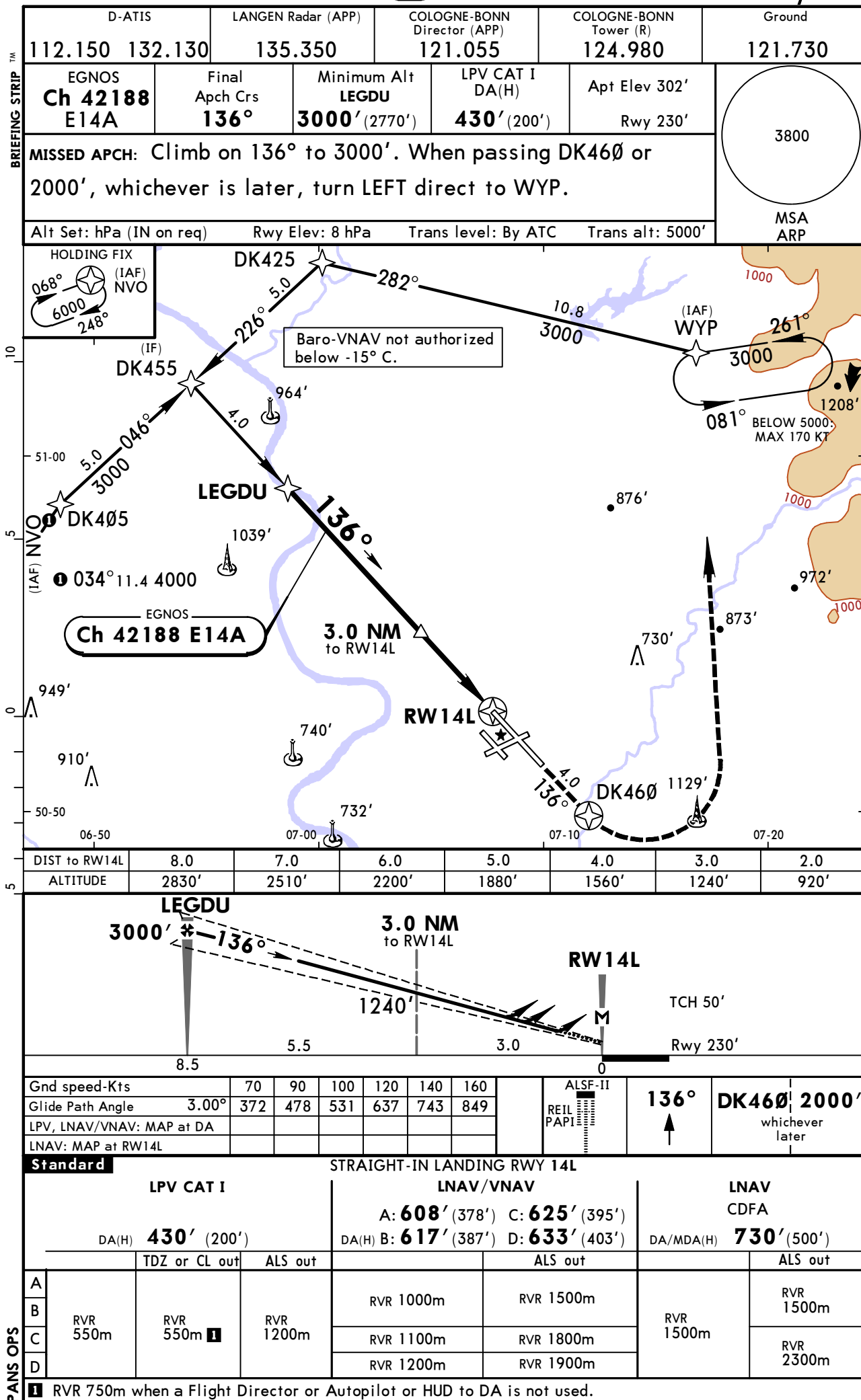
Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II REIL PAPI	D3.2 KBO/D20.4 COL 2000' whichever later
GS	3.00°	372	478	531	637	743		

Standard			STRAIGHT-IN LANDING RWY 32R		
CAT IIIB ILS		CAT IIIA ILS		CAT II ILS	
		DH 50'		RA 89' DA(H) 402' (100')	
RVR 75m		RVR 200m		RVR 300m	

EDDK/CGN
COLOGNE-BONN

JEPPESSEN
20 MAR 20 12-2 Eff 26 Mar

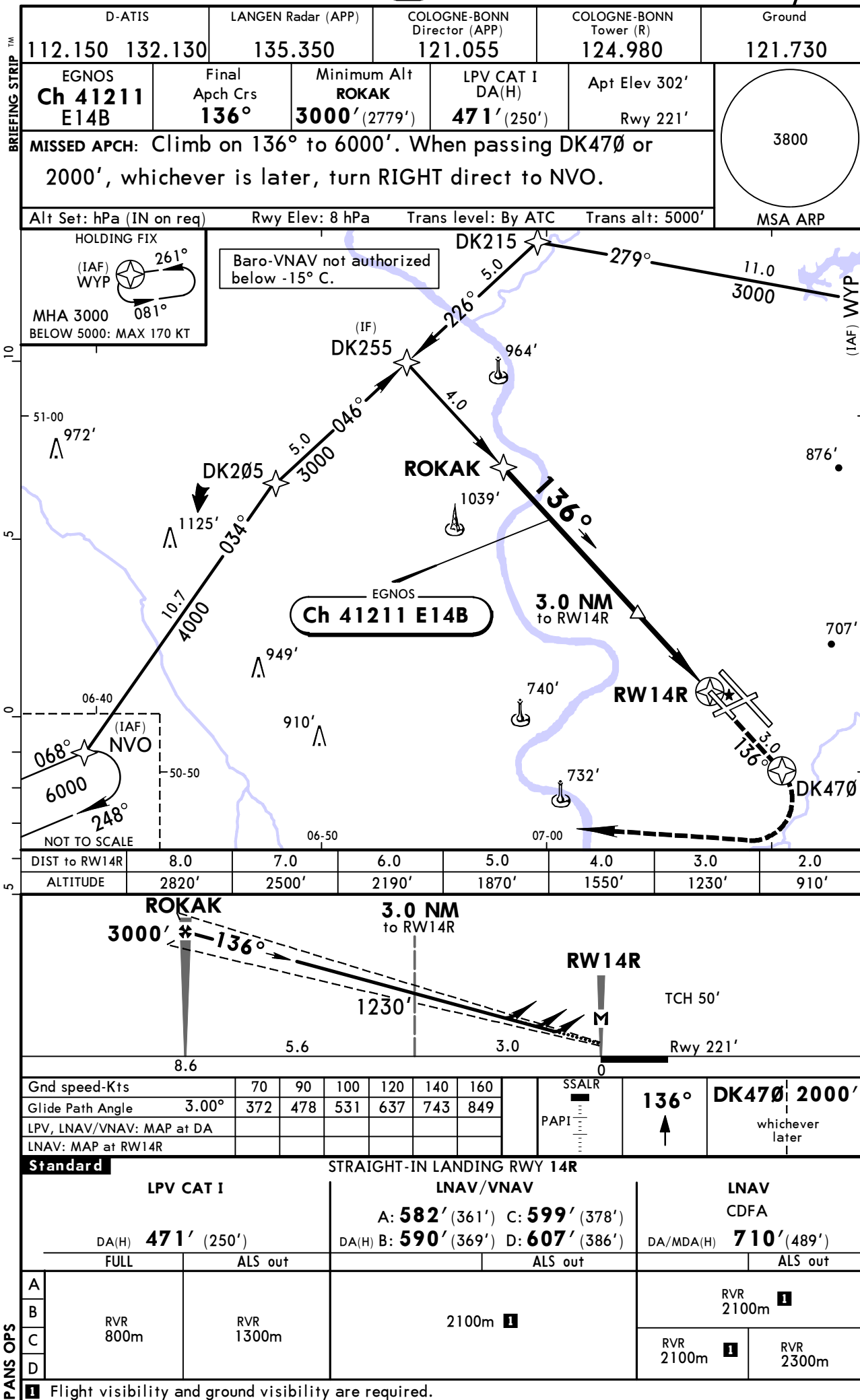
COLOGNE-BONN, GERMANY
RNP Rwy 14L



EDDK/CGN
COLOGNE-BONN

JEPPESEN
20 MAR 20 **(12-3) Eff 26 Mar**

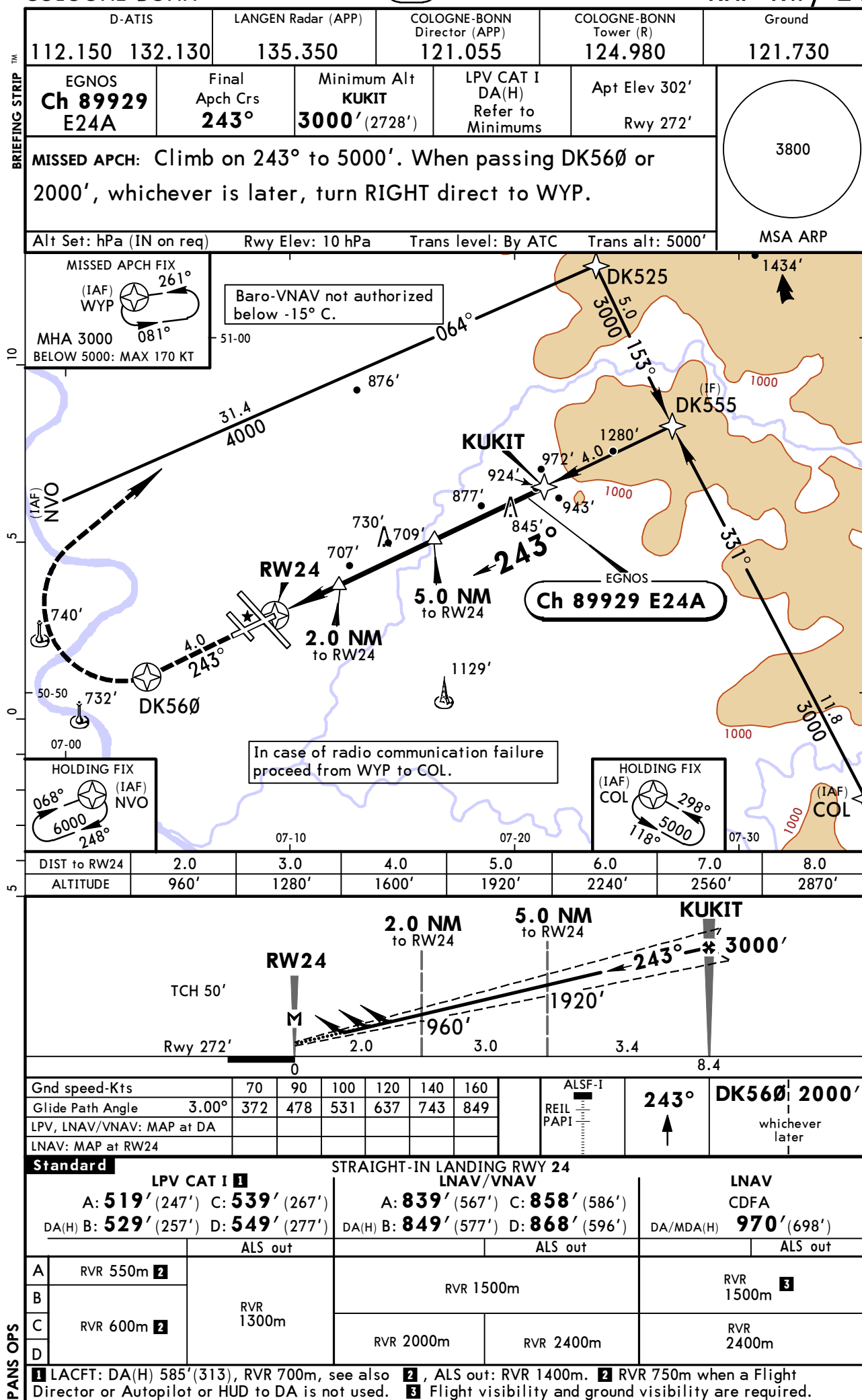
COLOGNE-BONN, GERMANY
RNP Rwy 14R



EDDK/CGN
COLOGNE-BONN

JEPPESSEN
20 MAR 20 12-4 Eff 26 Mar

COLOGNE-BONN, GERMANY
RNP Rwy 24

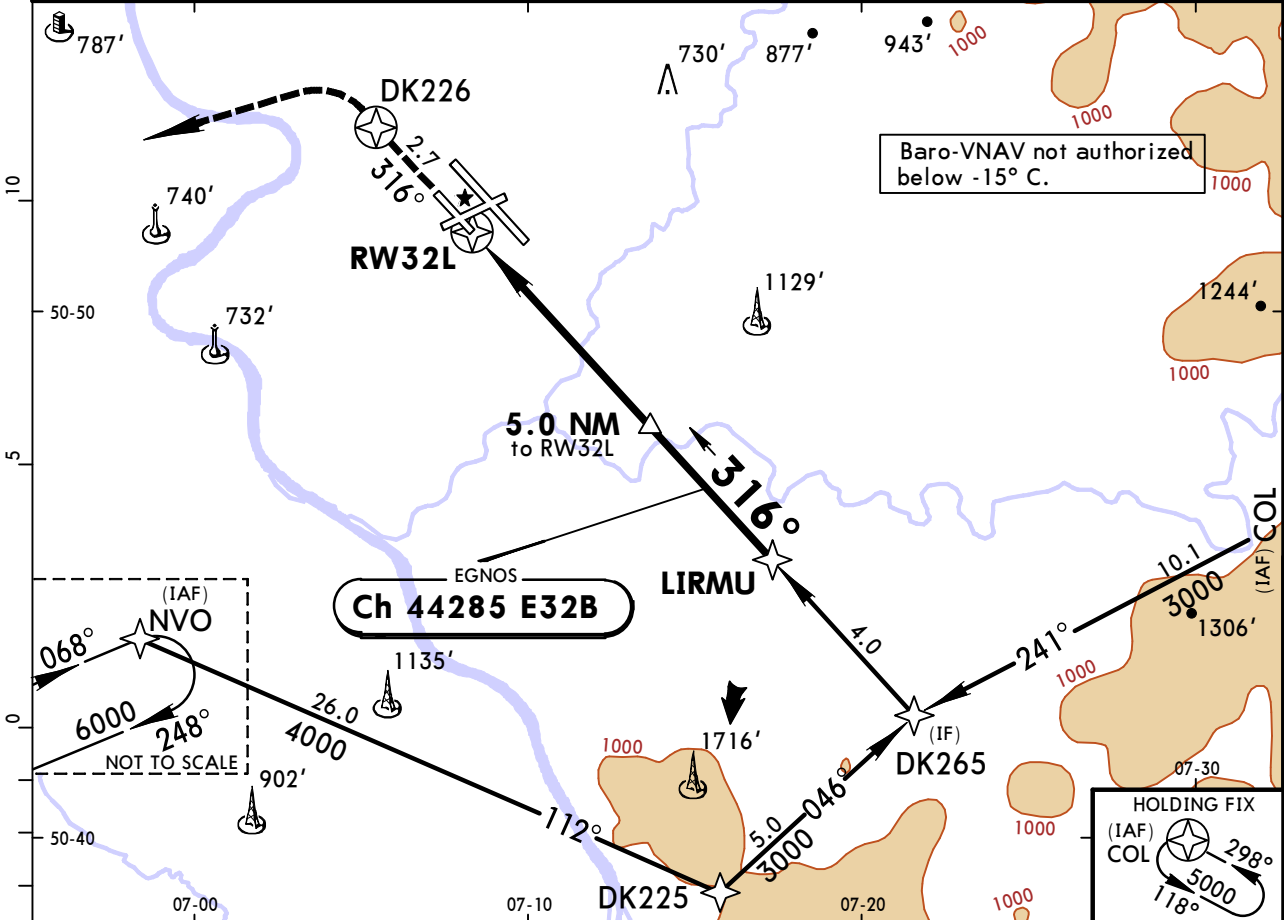


EDDK/CGN
COLOGNE-BONN

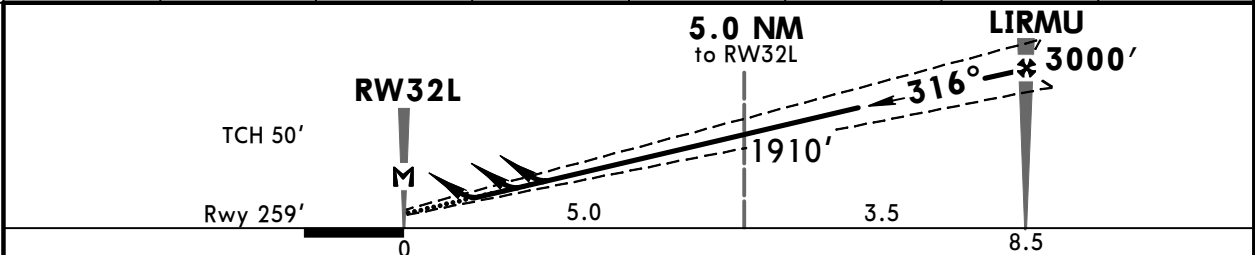
JEPPESSEN
20 MAR 20 12-5 Eff 26 Mar

COLOGNE-BONN, GERMANY
RNP Rwy 32L

D-ATIS	LANGEN Radar (APP)	COLOGNE-BONN Director (APP)	COLOGNE-BONN Tower (R)	Ground
112.150 132.130	135.350	121.055	124.980	121.730
EGNOS Ch 44285 E32B	Final Apch Crs 316°	Minimum Alt LIRMU 3000' (2741')	LPV CAT I DA(H) 509' (250')	Appt Elev 302' Rwy 259'
MISSED APCH: Climb on 316° to 6000'. When passing DK226 or 2000', whichever is later, turn LEFT direct to NVO.				3800
Alt Set: hPa (IN on req)	Rwy Elev: 9 hPa	Trans level: By ATC	Trans alt: 5000'	MSA ARP



DIST to RW32L	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	950'	1270'	1590'	1910'	2220'	2540'	2860'



Gnd speed-Kts	70	90	100	120	140	160	SSALR	316°	DK226 2000'
Glide Path Angle	3.00°	372	478	531	637	743	849	PAPI	↑
LPV, LNAV/VANV: MAP at DA									whichever later
LNAV: MAP at RW32L									

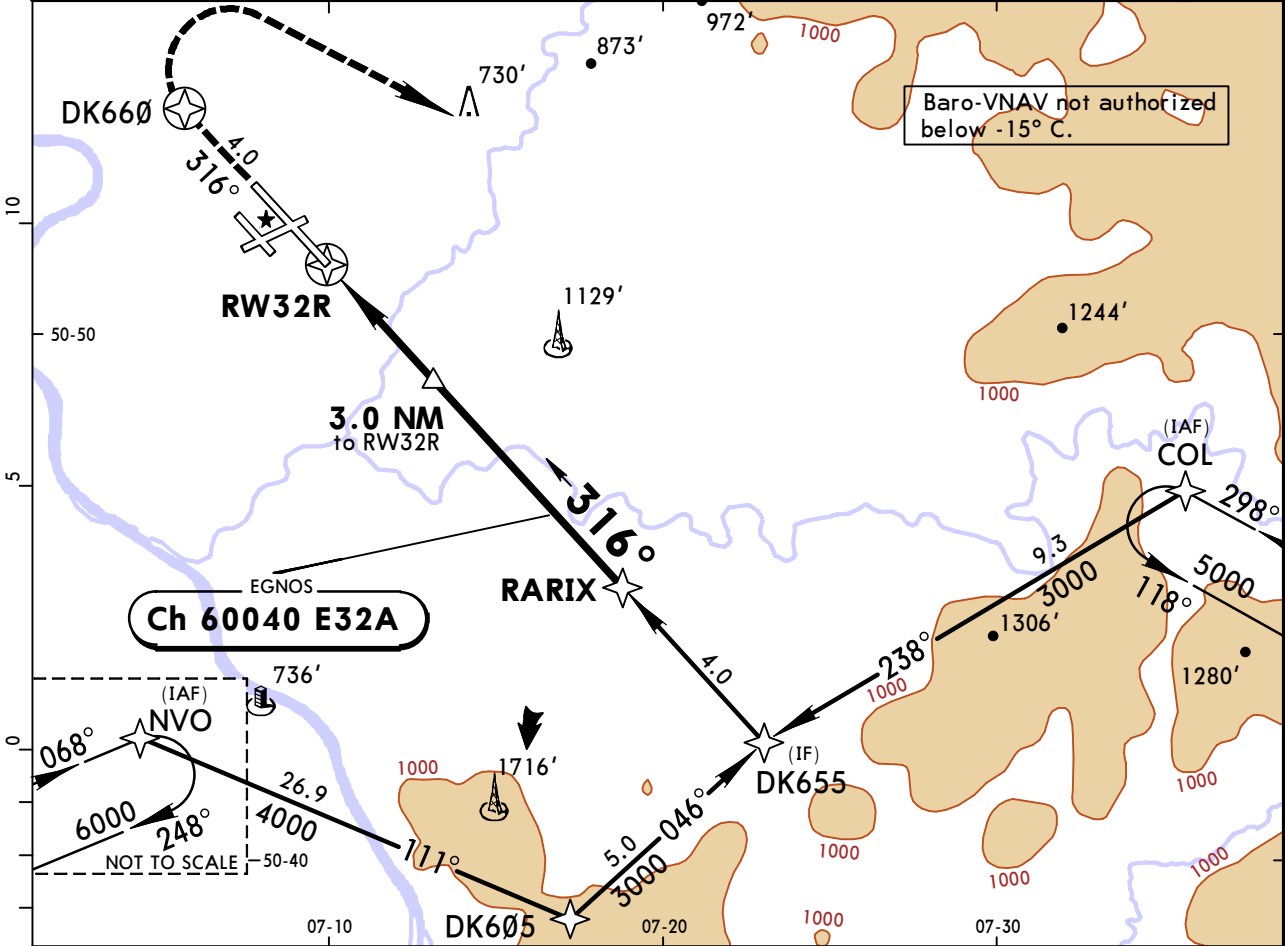
Standard		STRAIGHT-IN LANDING RWY 32L		LNAV	
LPV CAT I		LNAV/VNAV		CDFA	
DA(H) 509' (250')		A: 656' (397') C: 675' (416') DA(H) B: 666' (407') D: 685' (426')		DA/MDA(H) 780' (521')	
ALS out		ALS out		ALS out	
A		RVR 1100m		RVR 1500m	
B	RVR 550m I	RVR 1300m	RVR 1200m	RVR 1500m	
C			RVR 1300m	RVR 1700m	RVR 2400m
D					
I RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.					

EDDK/CGN
COLOGNE-BONN

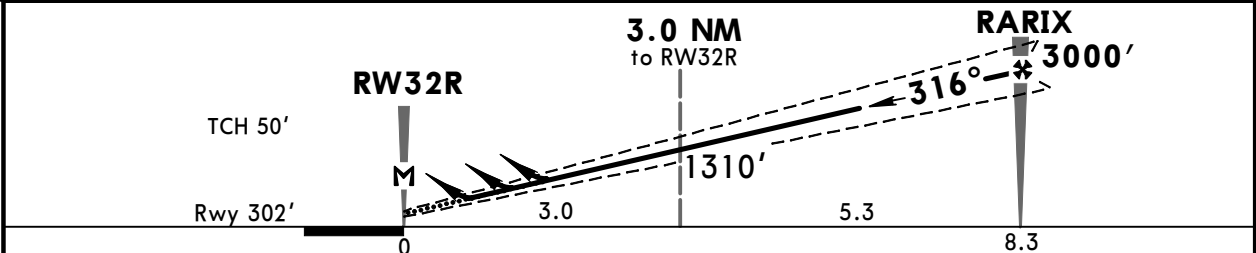
JEPPESSEN
20 MAR 20 12-6 Eff 26 Mar

COLOGNE-BONN, GERMANY
RNP Rwy 32R

D-ATIS		LANGEN Radar (APP)		COLOGNE-BONN Director (APP)		COLOGNE-BONN Tower (R)		Ground	
112.150 132.130		135.350		121.055		124.980		121.730	
EGNOS Ch 60040 E32A		Final ApcH Crs 316°		Minimum Alt RARIX 3000' (2698')		LPV CAT I DA(H) 502' (200')		Apt Elev 302' Rwy 302'	
MISSED APCH: Climb on 316° to 5000'. When passing DK660 or 2000', whichever is later, turn RIGHT direct to COL.								3800	
Alt Set: hPa (IN on req)		Rwy Elev: 11 hPa		Trans level: By ATC		Trans alt: 5000'			
								MSA ARP	



DIST to RW32R	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	990'	1310'	1630'	1950'	2270'	2590'	2900'



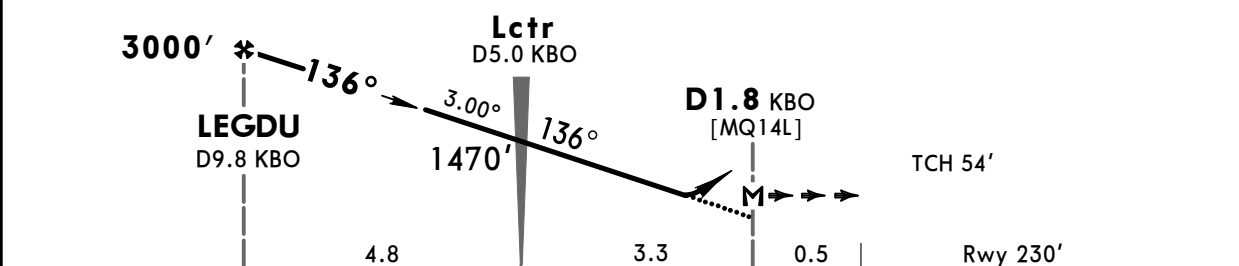
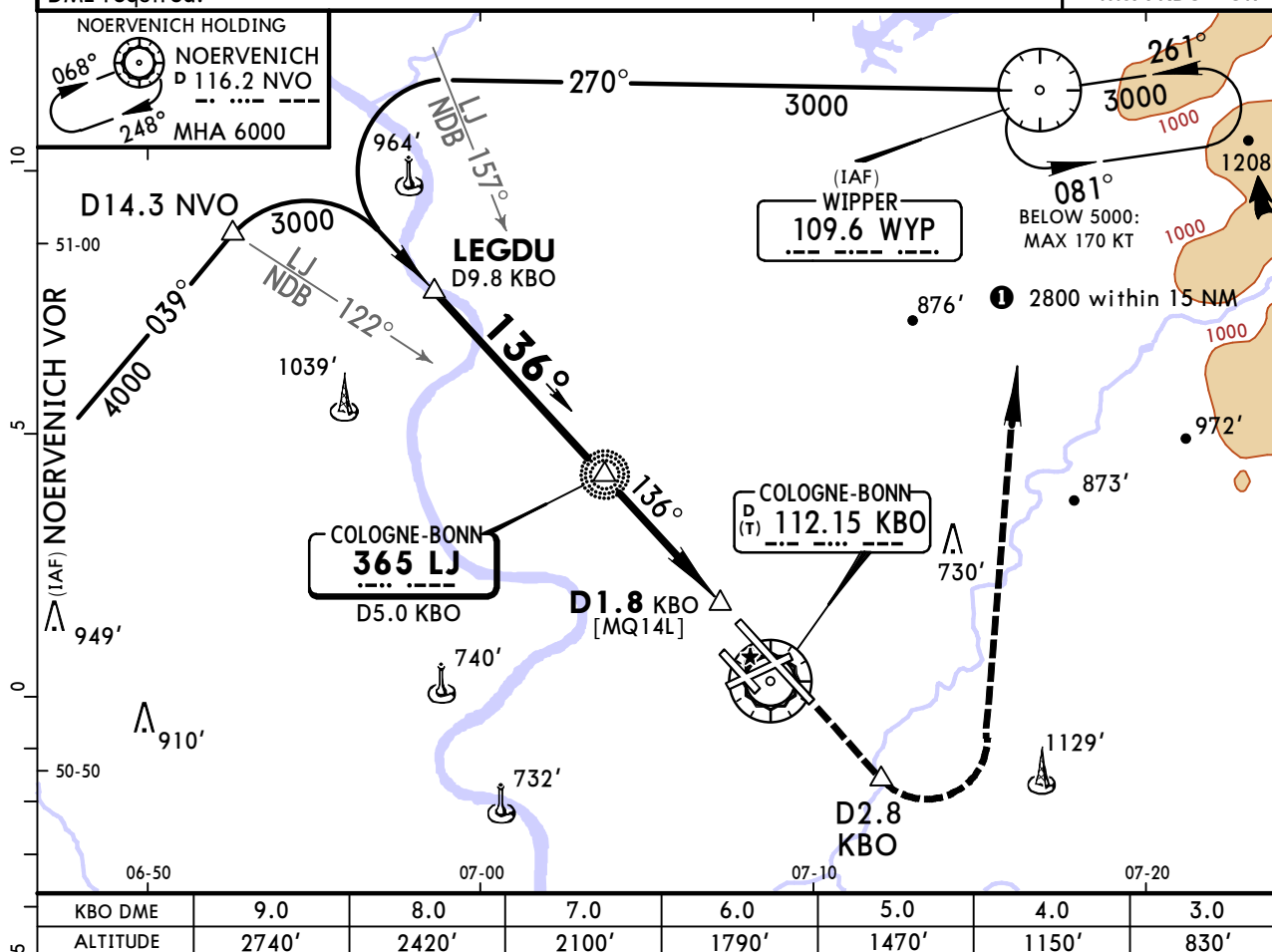
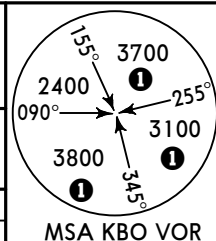
Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II REIL PAPI 316° ↑ DK660 2000' whichever later
Glide Path Angle	3.00°	372	478	531	637	743	
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW32R							

Standard			STRAIGHT-IN LANDING RWY 32R		
LPV CAT I			LNAV/VNAV		
DA(H) 502' (200')			A: 654' (352') C: 673' (371') DA(H) B: 663' (361') D: 683' (381')		
TDZ or CL out			ALS out		
ALS out			ALS out		
A			RVR 900m	RVR 1500m	RVR 1500m
B	RVR 550m	RVR 550m	RVR 1000m	RVR 1700m	RVR 1500m
C			RVR 1100m	RVR 1800m	RVR 2200m
D					

COLOGNE-BONN, GERMANY
NDB Rwy 14L

D-ATIS		LANGEN Radar (APP)	COLOGNE-BONN Director (APP)	COLOGNE-BONN Tower (R)	Ground
112.150 132.130		135.350	121.055	124.980	121.730
Lctr LJ 365	Final Apch Crs 136°	Minimum Alt LEGDU 3000' (2770')	DA/MDA(H) 830' (600')	Apt Elev 302' Rwy 230'	

MSA KBO VOR



Gnd speed-Kts	70	90	100	120	140	160		D2.8	2000
Descent Angle 3.00°	372	478	531	637	743	849			
MAP at D1.8 KBO									

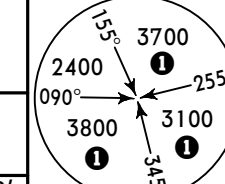
ALS out

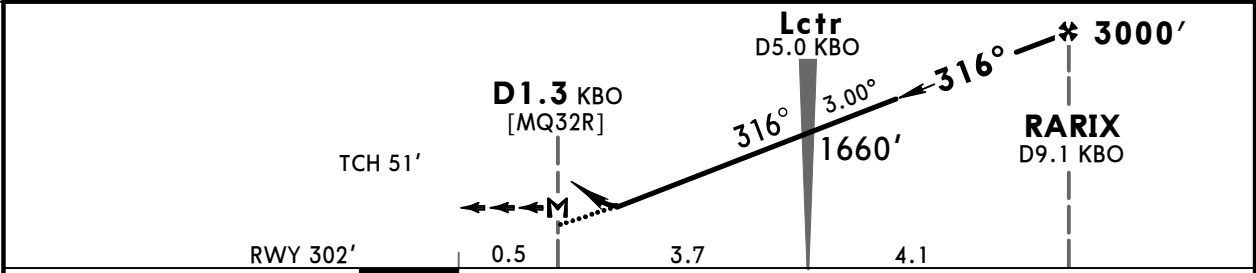
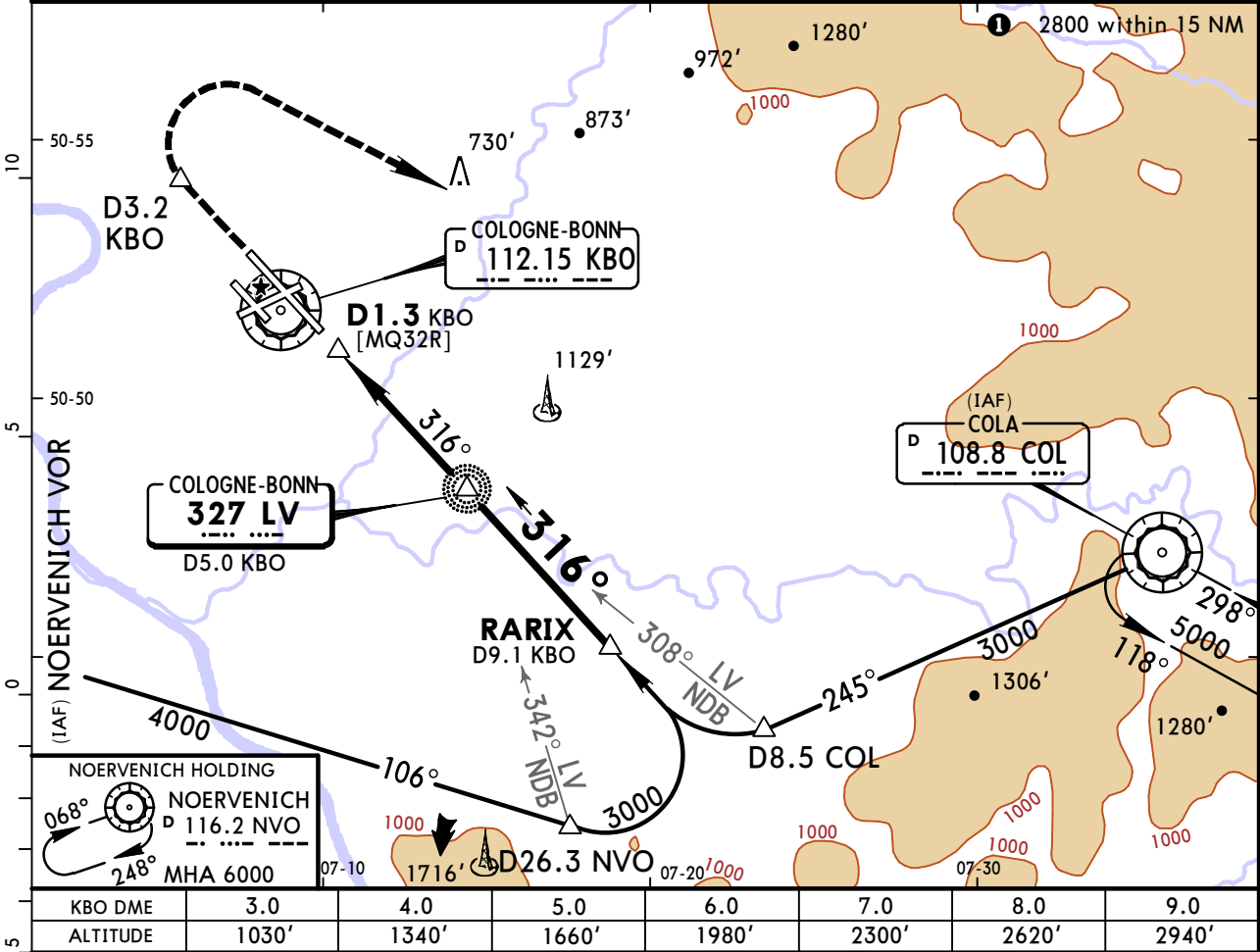
A	RVR 1500m	
B		
C	RVR 2000m	RVR 2400m
D		

EDDK/CGN
COLOGNE-BONN

JEPPESSEN
20 MAR 20 16-2 Eff 26 Mar

COLOGNE-BONN, GERMANY
NDB Rwy 32R

D-ATIS		LANGEN Radar (APP)		COLOGNE-BONN Director (APP)		COLOGNE-BONN Tower (R)		Ground	
112.150 132.130		135.350		121.055		124.980		121.730	
Lctr LV 327		Final Apch Crs 316°		Minimum Alt RARIX 3000' (2698')		DA/MDA(H) 830' (528')		Apt Elev 302' Rwy 302'	
MISSED APCH: Climb STRAIGHT AHEAD to 5000'. When passing D3.2 KBO or 2000', whichever is later, turn RIGHT to COL VOR.								 MSA KBO VOR	
Alt Set: hPa (IN on req)		Rwy Elev: 11 hPa		Trans level: By ATC		Trans alt: 5000'			
DME required.									



Gnd speed-Kts	70	90	100	120	140	160		D3.2 KBO 2000' whichever later
Descent Angle	3.00°	372	478	531	637	743		
MAP at D1.3 KBO								

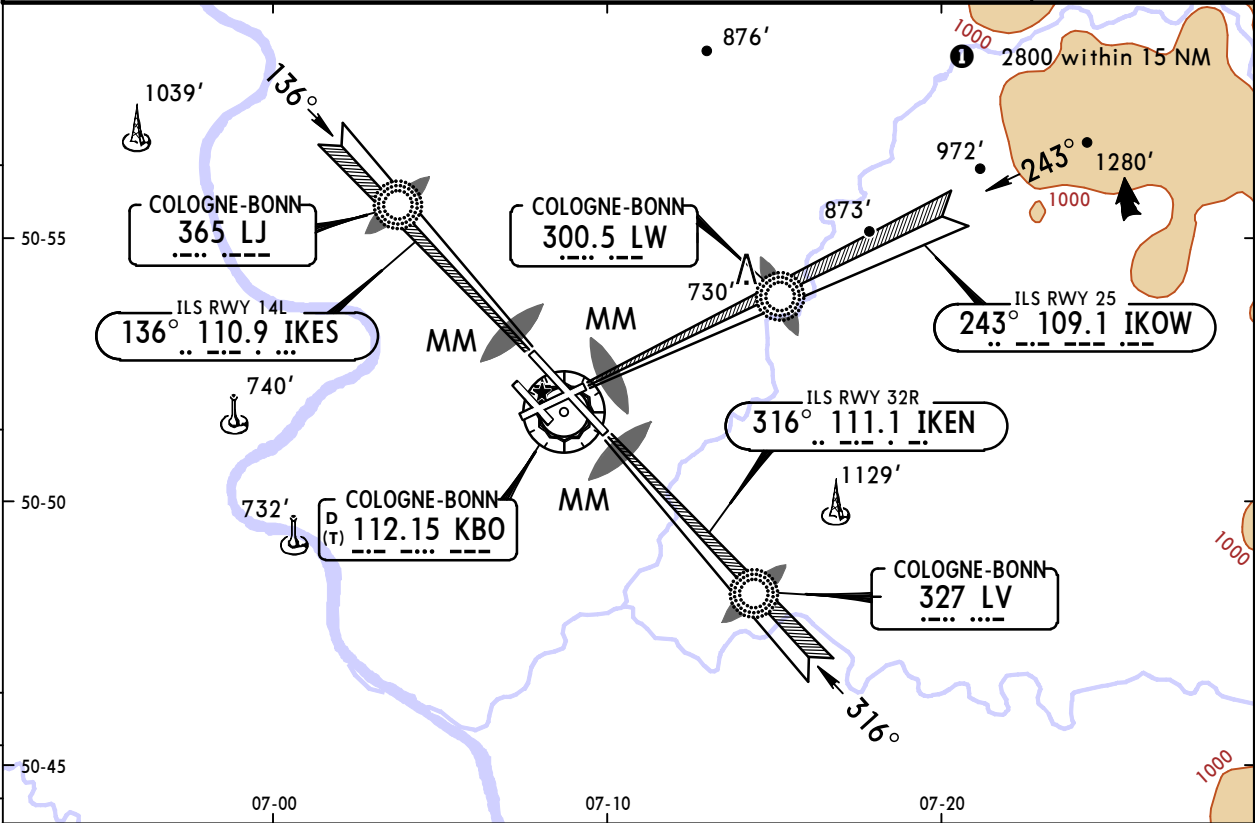
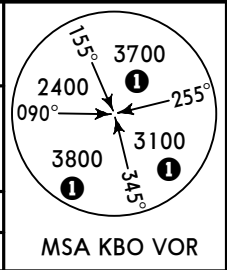
STRAIGHT-IN LANDING RWY 32R								
CDFA								
DA/MDA(H) 830' (528')								
ALS out								

A	RVR 1500m	
B		
C	RVR 1700m	RVR 2400m
D		

EDDK/CGN
COLOGNE-BONN

JEPPESSEN COLOGNE-BONN, GERMANY
20 MAR 20 18-1 Eff 26 Mar
SRE All Rwys

D-ATIS	LANGEN Radar (APP)	COLOGNE-BONN Director (APP)	COLOGNE-BONN Tower (R)	Ground
112.150 132.130	135.350	121.055	124.980	121.730
RADAR	Final Apch Crs By ATC	Minimum Alt See table below	MDA(H) Refer to Minimums	Apt Elev 302' RWY - See below
MISSED APCH: Climb STRAIGHT AHEAD to 3000'.				
Alt Set: hPa (IN on req)		Apt Elev: 11 hPa		Trans level: By ATC
		Trans alt: 5000'		



RWY 06, 14L/R	RADAR FIX	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	3300'	3000'	2700'	2400'	2100'	1800'	1500'	1200'	900'
RWY 24, 32L/R	RADAR FIX	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	3400'	3100'	2800'	2500'	2200'	1900'	1600'	1300'	1000'

Minimum Alt/NM	10.0 FAF	5.0
SRE 06	3300'	1800'
SRE 14L	3300'	1800'
SRE 14R	3300'	1800'
SRE 24	3400'	1900'
SRE 32L	3400'	1900'
SRE 32R	3400'	1900'

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	Lighting- Refer to Airport Chart	3000' ↑
Descent Angle	2.81°	348	447	497	596	695		
MAP at THR								

Standard		STRAIGHT-IN LANDING									
A	SRE 06	SRE 14L	SRE 14R	SRE 24	SRE 32L	SRE 32R					
	MDA(H) non-CDFA	MDA(H) non-CDFA	MDA(H) non-CDFA	MDA(H) non-CDFA	MDA(H) non-CDFA	MDA(H) non-CDFA					
B	980'(749')	830'(600')	950'(729')	1140'(868')	970'(711')	980'(678')					
	ALS out	ALS out	ALS out	ALS out	ALS out	ALS out					
C	RVR	RVR	RVR	RVR	RVR	RVR					
	2900m	3700m	2200m	2900m	3200m	3600m					
D	RVR	RVR	RVR	RVR	RVR	RVR					
	3100m	3900m	2400m	3100m	3400m	3800m					

Chart changes since cycle 15-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
COLOGNE-BONN, (COLOGNE-BONN - EDDK)				
DEL	CONSTRUCTION WORKS TWY B ...	10-8	28 Jul 2023	

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EDDK

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Construction works on TWY B Phase 2.3 (based on SUP 014-23). Please refer to 10-8A and latest NOTAMs.

Chart Change Notices for Country DEU

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Location/airport name changed from Monchengladbach to Moenchengladbach.

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: 20210326
End Date: No end date

Use of SID RNAV OVERLAY: Pilots of GPS/FMS-RNAV-equipped aircraft should, if possible, use the defined supplementary GPS/FMS/RNAV procedures which are published as "OVERLAY" to a conventional procedure. Please refer also to ATC Germany pages for additional information.

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Location/airport name changed from Buchel to Buechel, Buckeburg to Bueckeburg, Norvenich to Noervenich.

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Jeppesen charted take-off minimums are determined according to the available RWY lights. In Germany, Low Visibility Procedures (LVP) are only available for the following airports: EDDB, EDDC, EDDE, EDDF, EDDG, EDDH, EDDK, EDDL, EDDM, EDDN, EDDP, EDDR, EDDS, EDDV, EDDW, EDFH, EDHI, EDHL, EDJA, EDLN, EDLP, EDLV, EDLW, EDMA, EDNY, EDQM, EDSB, EDTL, EDTY, EDVE, EDVK. All other German airports are not approved for Low Visibility Take-off Operations (LVTO) with an RVR below 400m because of missing LVP.