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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: 0718 Z
Sunset: 1527 Z

Runway Information

Runway: 06
Length x Width: 8067 ft x 148 ft
Surface Type: concrete
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: concrete
TDZ-Elev: 221 ft
Lighting: Edge, ALS, Centerline

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

Runway: 32L
Length x Width: 6112 ft x 148 ft
Surface Type: concrete
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

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Communication Information

ATIS: 132.125
ATIS: 112.150 At or below 33574432 ft Out to 60 mi. RCO
Cologne-Bonn Tower: 124.975
Cologne-Bonn Tower: 25.302 Military
Cologne-Bonn Ground Ground: 25.465 Military
Cologne-Bonn Ground Ground: 136.250 Military
Cologne-Bonn Ground Ground: 121.725
Cologne-Bonn Apron Ramp/Taxi: 121.950
Cologne-Bonn Delivery Clearance Delivery: 121.850
Cologne-Bonn Direct (Approach Control Radar): 38.952 Military
Langen Radar ACC: 135.350
Langen Radar ACC: 118.750
Cologne-Bonn Direct (Approach Control Radar): 121.050

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1. GENERAL

1.1. ATIS

D-ATIS 112.15 132.12

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

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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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 MAX wingspan 171'/52m and MAX 200t actual weight.

TWY bridge of TWY B MAX 200mt AUW.

TWY C between THR 32L and TWY A only for towing up to code C ACFT with wheel base less than 59'/18m.

For ACFT with a wingspan of more than 171'/52m, it is mandatory to use the TWY centerline marked in yellow and lighted in green/green on TWY M.

TWY M-Blue and TWY M-Orange only available for ACFT up to ICAO code C.

1.5.2. TAXIING ON THE APRONS

Incoming traffic taxiing on all taxilanes and aprons with Follow-me car guidance only.

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 guide lines and on aprons C and D on or along the orange and blue taxiing guide lines.

For parallel guidance of ACFT with MAX wingspan 118'/36m (up to ICAO code-letter C) on taxilane N on apron D, taxilane N is color-coded on both sides of the taxilane centerline (from transition TWY M, M-blue/orange to taxilane N, N-blue/orange until abeam ACFT stand D51).

For ACFT with wingspan of more than 118'/36m, it is mandatory to use taxilane centerline marked in yellow and lighted in green/green.

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

1.5.3. USE OF A380 AND B747-8/8F

- **Taxiing onto and exiting from RWY 14L/32R:**
  Landing 14L: TWY A
  Landing 32R: TWY A4
  Take-off 14L: TWY A7, A5
  Take-off 32R: TWY A (On request, ACFT can be guided by a Follow-me vehicle to the take-off area.)
- **Holding positions in front of RWY 14L/32R:**
  Only the CAT II/III holding positions (pattern B markings) may be used.
- **RWY-Holding positions in front of RWY 06/24:**
  The separate taxi-holding positions marked for A380 shall be used.
- **Taxiing on TWY A:**
  Attention is drawn to the reduced TWY width between RWY 06/24 and parking area F.
- **Other:**
  ACFT with wingspan of 118'/36m or more may no longer taxi on TWY E if an A380 or B747-8/8F is taxiing on TWY A (between RWY 06/24 and TWY A7).

1.6. PARKING INFORMATION

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

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2. ARRIVAL

2.1. SPEED RESTRICTIONS

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

2.2. NOISE ABATEMENT PROCEDURES

2.2.1. 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 FL70 approx 26 NM to touchdown. Unless otherwise instructed by ATC pilots are expected to reduce speed to MAX 220 KT prior to descent below FL70, aim for a low-noise CDA, maintain at least 190 KT to 12 NM final, extend gear 2000' AGL or later, perform final landing configuration approaching LOM and aim for a low-noise CDA without level flight below FL70.
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 2 NM, as recorded in the Flight Track and Aircraft Noise Monitoring System (FANOMOS).

2.3. CAT II/III OPERATIONS

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

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3. DEPARTURE

3.1. PUSH-BACK PROCEDURE

To receive instructions to push-back from a nose-in position, pilots are requested to establish contact with the driver of the ACFT tractor. The pilot may enquire only when the manoeuvre can be carried out immediately. The driver of the ACFT tractor will carry out the push-back procedure as soon as he has received the necessary clearance from ATC. In order to avoid delays, the engines shall be started during push-back. After push-back has been completed successfully, readiness to taxi shall be reported to aerodrome control.

3.2. 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.

3.3. OTHER INFORMATION

3.3.1. DATALINK DEPARTURE CLEARANCE (DCL)

The following time parameters apply:

t_i	25 min prior to EOBT for unregulated flights. 30 min prior CTOT for ATFM regulated flights
t_t	11 min prior to EOBT for unregulated flights. 16 min prior to CTOT for ATFM regulated flights.
t_l	5 min

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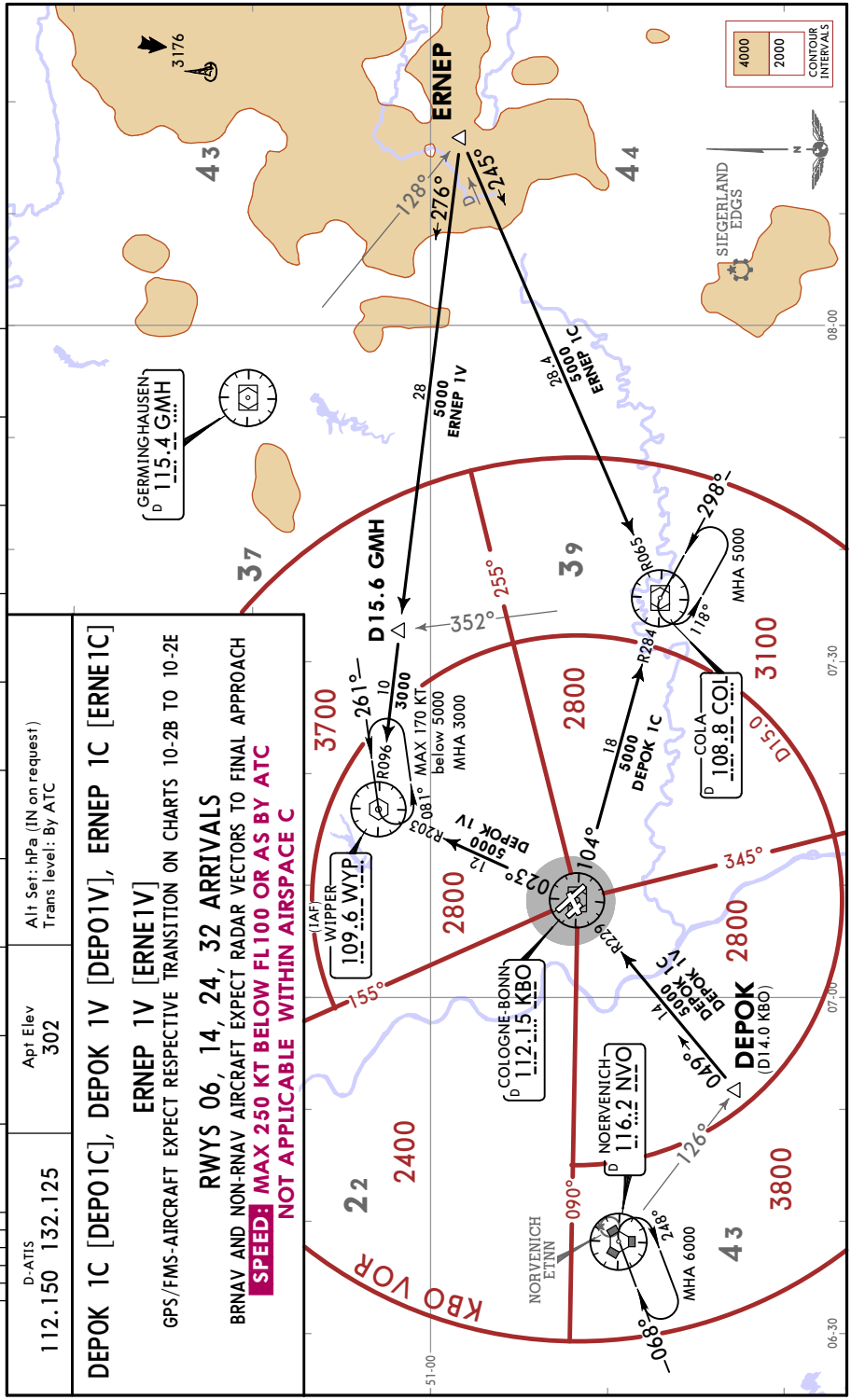

CHANGES: New format.

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EDDK/CGN
COLOGNE-BONN

JEPPESEN COLOGNE-BONN, GERMANY

5 MAY 17 (10-2A)

STAR

D-ATIS
112.150 132.125

Apt Elev
302

Alt Set: hPa (IN on request) Trans level: By ATC

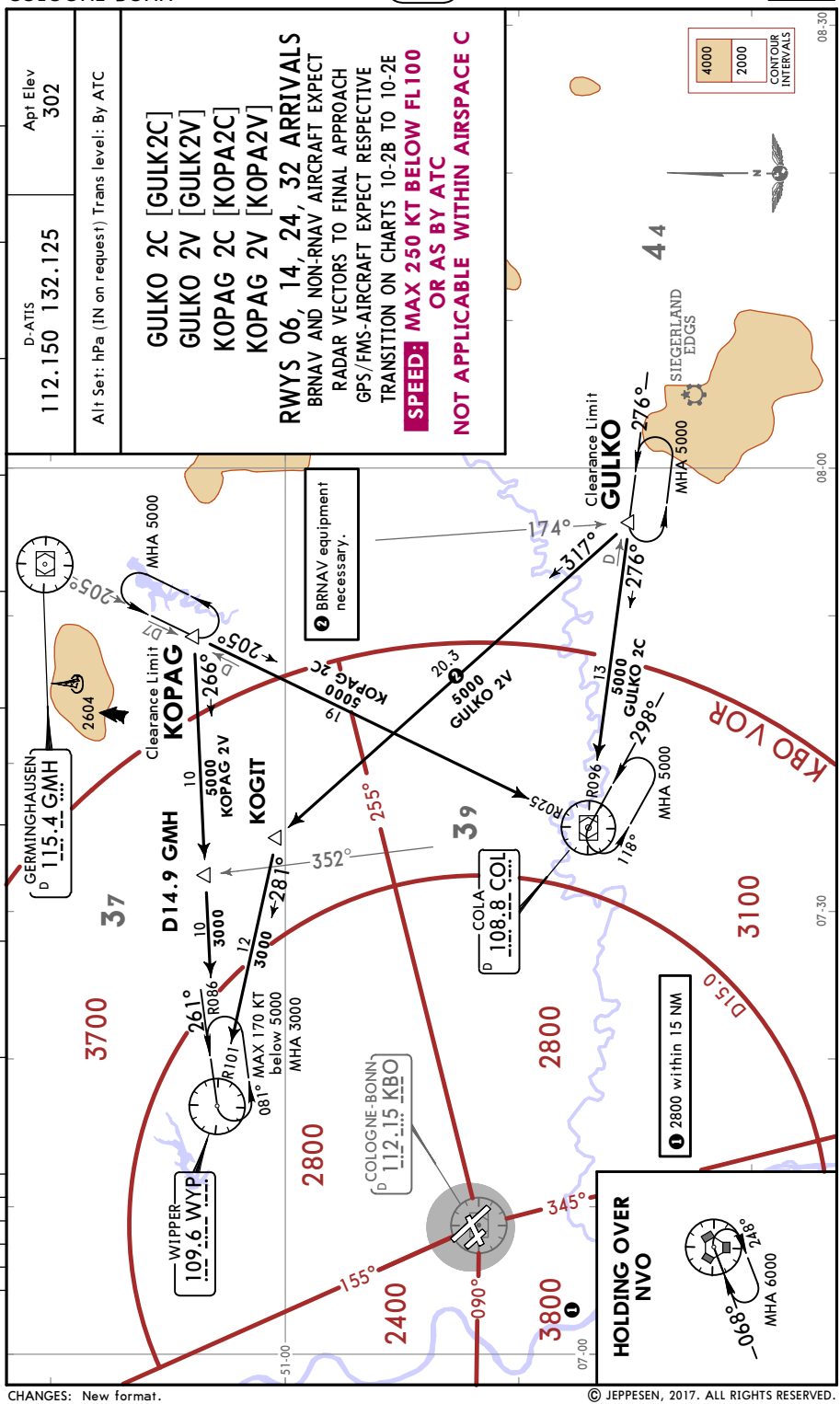
GULKO 2C [GULK2C]
GULKO 2V [GULK2V]
KOPAG 2C [KOPA2C]
KOPAG 2V [KOPA2V]
RWYS 06, 14, 24, 32 ARRIVALS

BRNAV AND NON-RNAV AIRCRAFT EXPECT RADAR VECTORS TO FINAL APPROACH

GPS/FMS-AIRCRAFT EXPECT RESPECTIVE TRANSITION ON CHARTS 10-2B TO 10-2E

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



CHANGES: New format.

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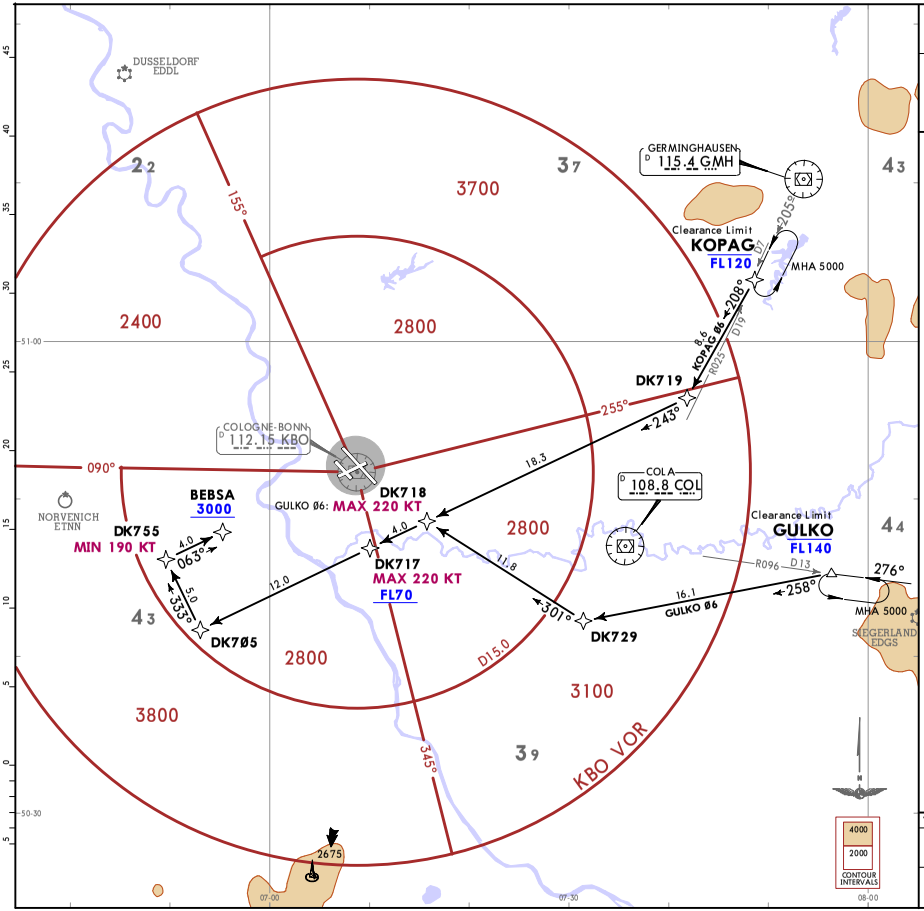
JEPPESEN COLOGNE-BONN, GERMANY

9 JUN 17 (10-2B)

RNAV TRANSITION



D-ATIS	Apt Elev
112.150 132.125	302

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

GULKO Ø6 [GULKØ6]
KOPAG Ø6 [KOPAØ6]
RWY 06 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

TRANSITION	ROUTING
GULKO Ø6	GULKO (FL140-) - DK729 - DK718 (K220-) - DK717 (K220-; FL70+) - DK705 - DK755 (K190+) - BEBSA (3000+).
KOPAG Ø6	KOPAG (FL120-) - DK719 - DK717 (K220-; FL70+) - DK705 - DK755 (K190+) - BEBSA (3000+).

CHANGES: Reissue.

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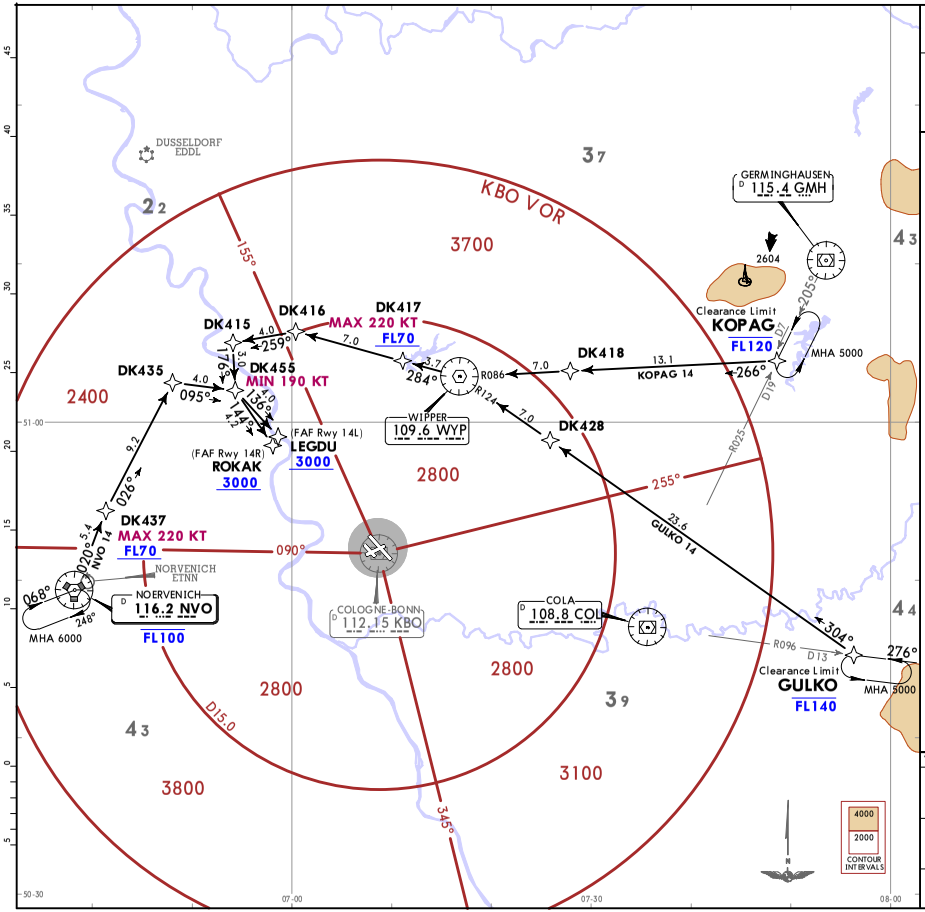

D-ATIS	Apt Elev
112.150 132.125	302

Alt Set: hPa (IN on request) Trans level: By ATC
When cleared for "transition and profile" 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
RWYS 14L/R 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 - DK415 - DK455 (K190+) - LEGDU (14L; 3000+)/ ROKAK (14R; 3000+).
KOPAG 14	KOPAG (FL120-) - WYP - DK417 (K220-; FL70+) - DK416 - DK415 - DK455 (K190+) - LEGDU (14L; 3000+)/ ROKAK (14R; 3000+).
NVO 14	NVO (FL100-) - DK437 (K220-; FL70+) - DK435 - DK455 (K190+) - LEGDU (14L; 3000+)/ ROKAK (14R; 3000+).

CHANGES: None.

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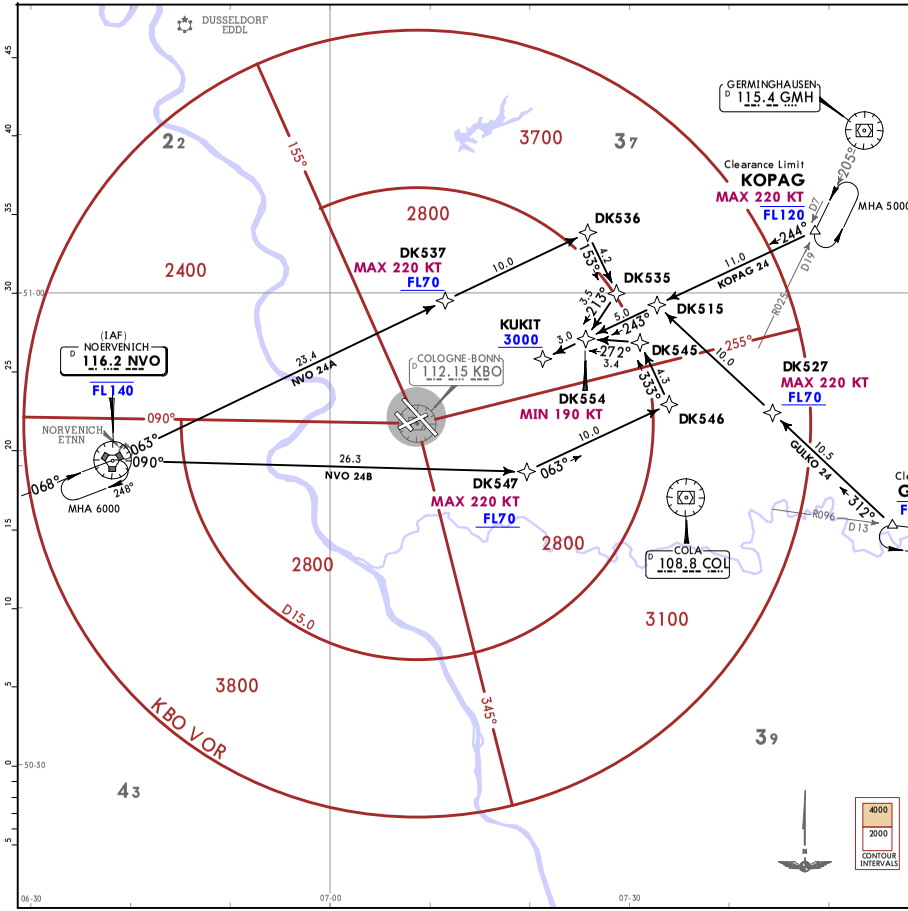

D-ATIS	Apt Elev
112.150 132.125	302

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

GULKO 24 [GULK24]
KOPAG 24 [KOPA24]
NVO 24A [NVO24A]
NVO 24B [NVO24B]
RWY 24 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

TRANSITION	ROUTING
GULKO 24	GULKO (FL110-) - DK527 (K220-; FL70+) - DK515 - DK554 (K190+) - KUKIT (3000+).
KOPAG 24	KOPAG (K220-; FL120-) - DK554 (K190+) - KUKIT (3000+).
NVO 24A	NVO (FL140-) - DK537 (K220-; FL70+) - DK536 - DK535 - DK554 (K190+) - KUKIT (3000+).
NVO 24B	NVO (FL140-) - DK547 (K220-; FL70+) - DK546 - DK545 - DK554 (K190+) - KUKIT (3000+).

CHANGES: Reissue.

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JEPPESEN COLOGNE-BONN, GERMANY

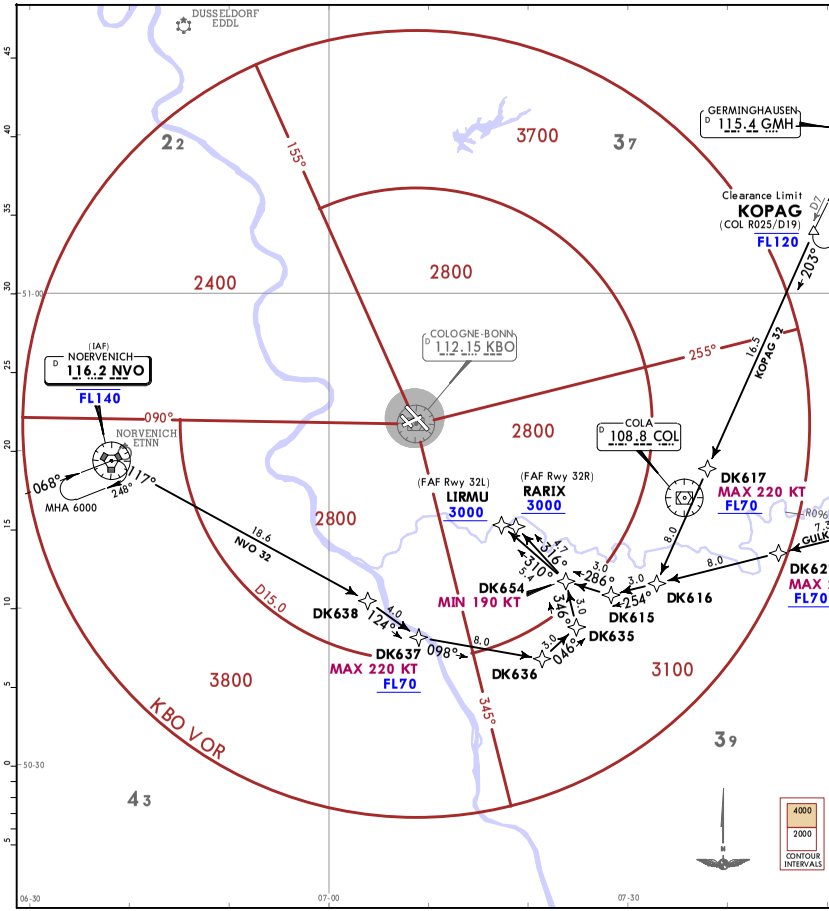
9 JUN 17 (10-2E)

RNAV TRANSITION

D-ATIS	Apt Elev
112.150 132.125	302

Alt Set: hPa (IN on request) Trans level: By ATC
When cleared for "transition and profile" 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
RWYS 32L/R 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



TRANSITION	ROUTING
GULKO 32	GULKO (FL110-) - DK627 (K220-; FL70+) - DK615 - DK654 (K190+) - RARIX (32R; 3000+)/ LIRMU (32L; 3000+).
KOPAG 32	KOPAG (FL120-) - DK617 (K220-; FL70+) - DK616 - DK615 - DK654 (K190+) - RARIX (32R; 3000+)/ LIRMU (32L; 3000+).
NVO 32	NVO (FL140-) - DK638 - DK637 (K220-; FL70+) - DK636 - DK635 - DK654 (K190+) - RARIX (32R; 3000+)/LIRMU (32L; 3000+).

CHANGES: RNAV transition NVO 32 routing description.

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

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

CHANGES: SIDs renumbered.

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RNAV SID DESIGNATION	REFER TO CHART
COLA 1B, 6D, 7E	10-3Q
COLA 2F, 7K	10-3S
COLA 7M, 2X	10-3T
KUMIK 7B, 5D, 4E	10-3T1
KUMIK 6F, 6K	10-3T2
KUMIK 5M, 2X	10-3T3
NORVENICH 1B, 1C, 1D, 1E	10-3T4
NORVENICH 1F, 1K, 1M, 1P	10-3U
NORVENICH 1V, 1W	10-3V
PODIP 6B, 5D, 5E	10-3W
PODIP 7F, 7K	10-3X
PODIP 5M, 2X	10-3X1
SONEB 4B, 5C, 4E, 5W	10-3X2
SONEB 3D, 3M, 4V, 4X	10-3X3
SONEB 6F, 3K 7P, 4U	10-3X4
WIPPER 3B, 3D, 3E	10-3X5
WIPPER 4F, 3K, 2M	10-3X6

CHANGES: RNAV SIDs renumbered.

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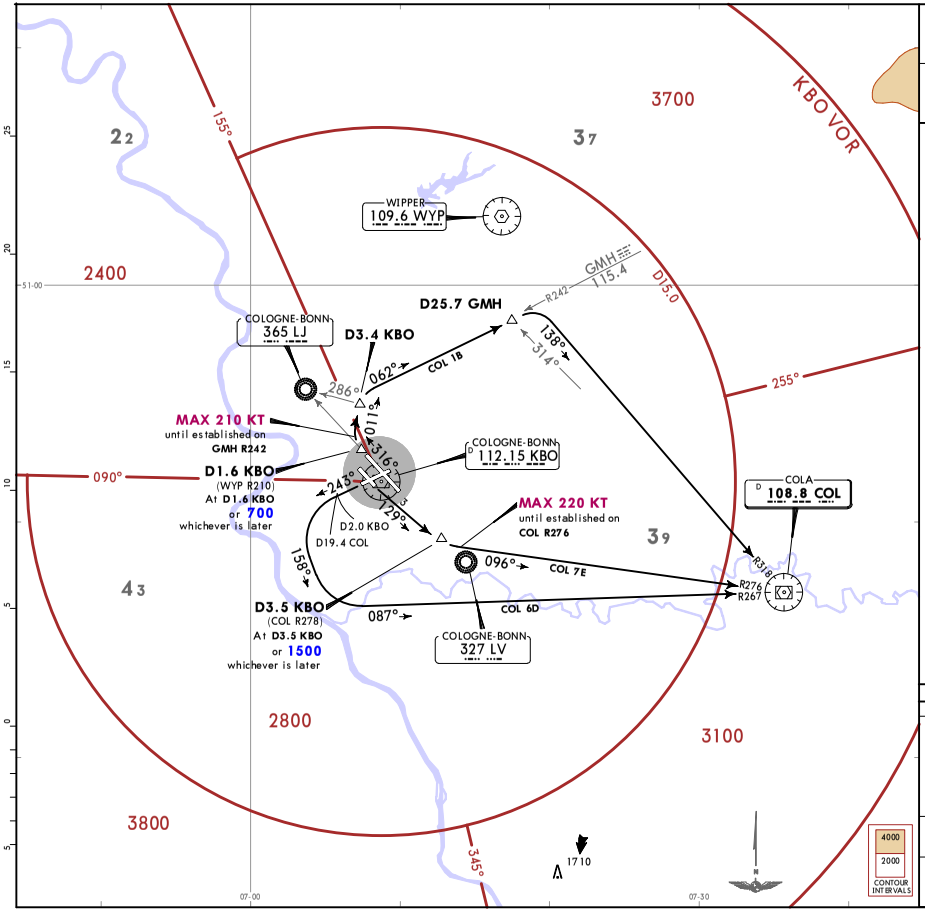

LANGEN Radar 135.350	Trans alt: 5000 1. Remain on tower frequency until passing 2000, then contact LANGEN Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy 24: EXPECT close-in obstacles.
Apt Elev 302	

COLA 1B (COL 1B)
COLA 6D (COL 6D)
COLA 7E (COL 7E)
DEPARTURES

ONLY FOR LOCAL TRAINING FLIGHTS
AND FOR FLIGHTS TO EDDF

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

COL 1B (daytime only)
This SID requires a minimum climb gradient of
425 per NM (7.0%) 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 1B	32R	Climb towards LJ, at D1.6 KBO (WYP R210) or 700, whichever is later, turn RIGHT, 011° track, at D3.4 KBO (286° bearing to LJ) turn RIGHT, intercept GMH R242 inbound to D25.7 GMH (COL R314), turn RIGHT, intercept COL R318 inbound to COL.
COL 6D	24	On runway track to D2.0 KBO (D19.4 COL), turn LEFT, 158° track, intercept COL R267 inbound to COL.
COL 7E	14R	Climb towards LV, at D3.5 KBO (COL R278) or 1500, whichever is later, turn LEFT, intercept COL R276 inbound to COL.

CHANGES: None.

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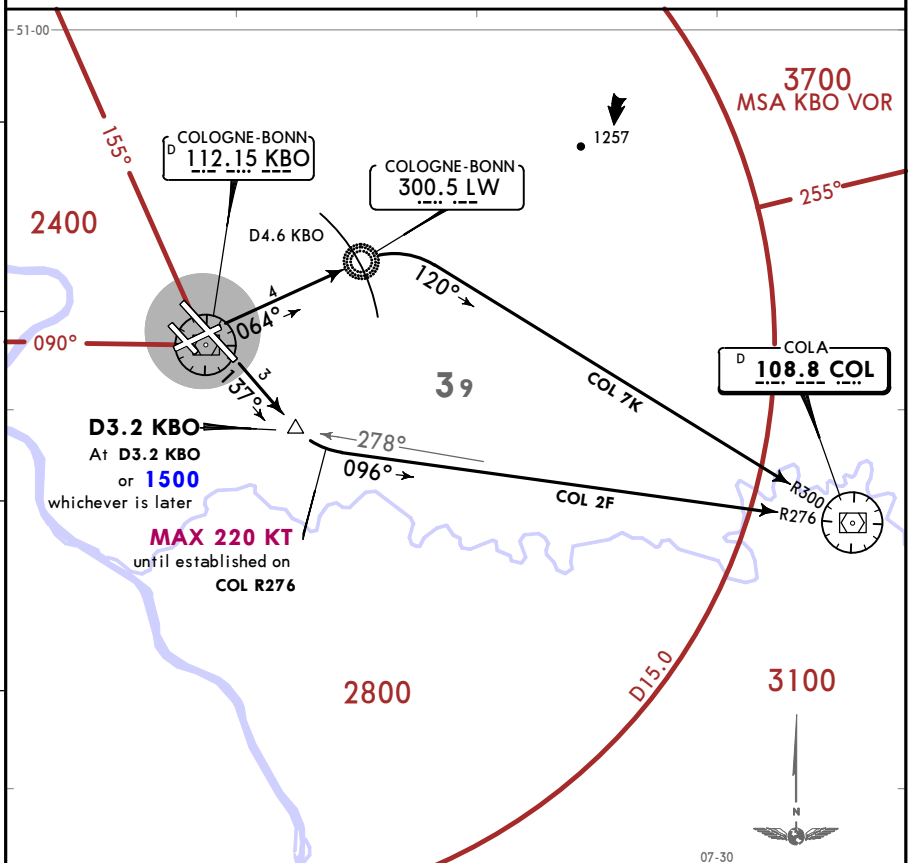
LANGEN Radar 135.350	Apt Elev 302	Trans alt: 5000 1. Remain on tower frequency until passing 2000, then contact LANGEN Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy 06: EXPECT close-in obstacles.

COLA 2F (COL 2F)
COLA 7K (COL 7K)
DEPARTURES

ONLY FOR LOCAL TRAINING FLIGHTS AND FOR FLIGHTS TO EDDF

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



COL 7K
This SID requires a minimum climb gradient of
320 per NM (5.2%) until passing 900.

Gnd speed-KT	75	100	150	200	250	300
320 per NM	400	533	800	1067	1333	1600

Initial climb clearance **5000**

SID	RWY	INITIAL CLIMB/ROUTING
COL 2F	**14L**	Climb on 137° track to D3.2 KBO (COL R278) or 1500, whichever is later, turn LEFT, intercept COL R-276 inbound to COL.
COL 7K	**06**	On runway track to LW (D4.6 KBO), turn RIGHT, intercept COL R300 inbound to COL.

CHANGES: Reissue.

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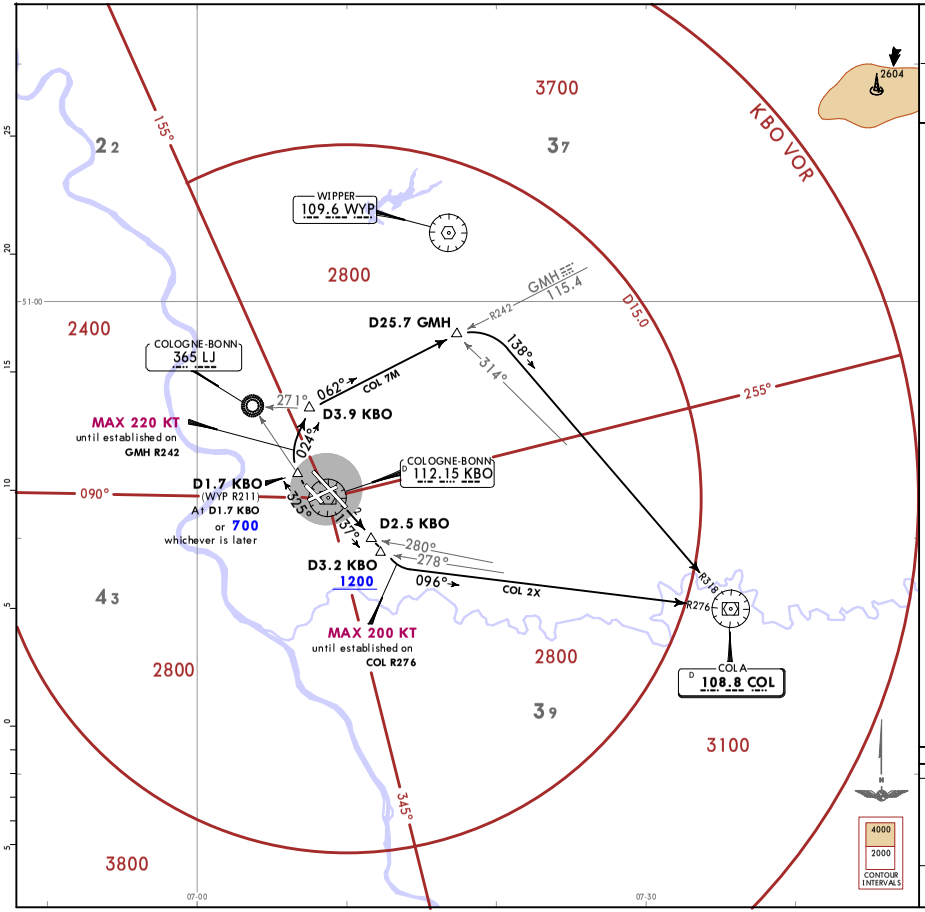

LANGEN Radar 135.350	Trans alt: 5000 1. Remain on tower frequency until passing 2000, then contact LANGEN Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
Apt Elev 302	

COLA 7M (COL 7M)

COLA 2X (COL 2X)

ONLY FOR 3-ENGINED HEAVY AIRCRAFT

DEPARTURES

ONLY FOR LOCAL TRAINING FLIGHTS AND FOR FLIGHTS TO EDDF

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

These SIDs require minimum climb gradients of

COL 7M (daytime only)

401 per NM (6.6%) until passing 5000 due to airspace structure. If unable to comply advise ATC upon start-up.

COL 2X

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
401 per NM	501	668	1003	1337	1671	2005

Initial climb clearance **5000**

SID	RWY	INITIAL CLIMB/ROUTING
COL 7M	32R	Climb towards LJ, at D1.7 KBO (WYP R211) or 700, whichever is later, turn RIGHT, 024° track, at D3.9 KBO (271° bearing to LJ) turn RIGHT, intercept GMH R242 inbound to D25.7 GMH (COL R314), turn RIGHT, intercept COL R318 inbound to COL.
COL 2X	14L	Climb on 137° track to D2.5 KBO (COL R280), turn LEFT, intercept COL R276 inbound to COL.

CHANGES: New format.

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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	

KUMIK 7B, KUMIK 5D, KUMIK 4E DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

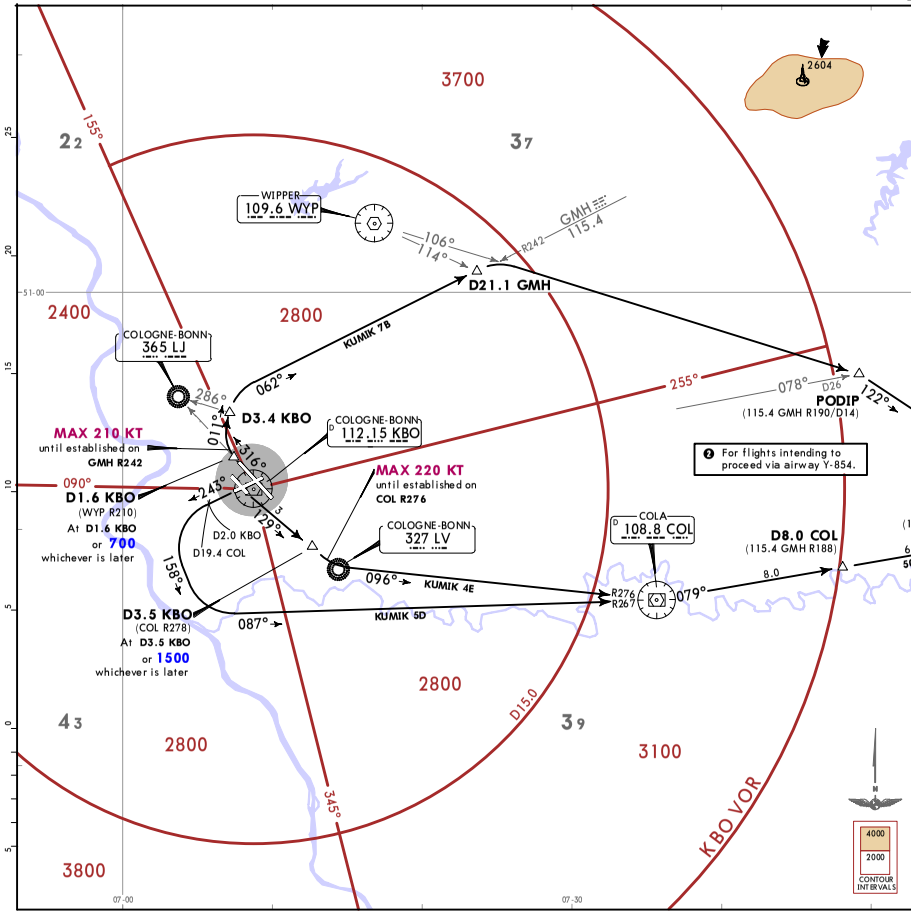
NOT APPLICABLE WITHIN AIRSPACE C

KUMIK 7B (daytime only)

This SID requires a minimum climb gradient of 425 per NM (7.0%) 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.



❷ For flights intending to proceed via airway Y-854.

Initial climb clearance 5000		
SID	**RWY**	**INITIAL CLIMB/ROUTING**
KUMIK 7B	**32R**	Climb towards LJ, at D1.6 KBO (WYP R210) or 700, whichever is later, turn RIGHT, 011° track, at D3.4 KBO (286° bearing to LJ) turn RIGHT, intercept GMH R242 inbound to D21.1 GMH (WYP R114), turn RIGHT, intercept WYP R106 to PODIP ❶, turn RIGHT, 122° track to KUMIK.
KUMIK 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 R079 to KUMIK.
KUMIK 4E	**14R**	Climb towards LV, at KD3.5 KBO (COL R278) or 1500, whichever is later, turn LEFT, intercept COL R276 inbound to COL, turn LEFT, COL R079 to KUMIK.

❶ After PODIP BRNAV equipment necessary.

CHANGES: New format.

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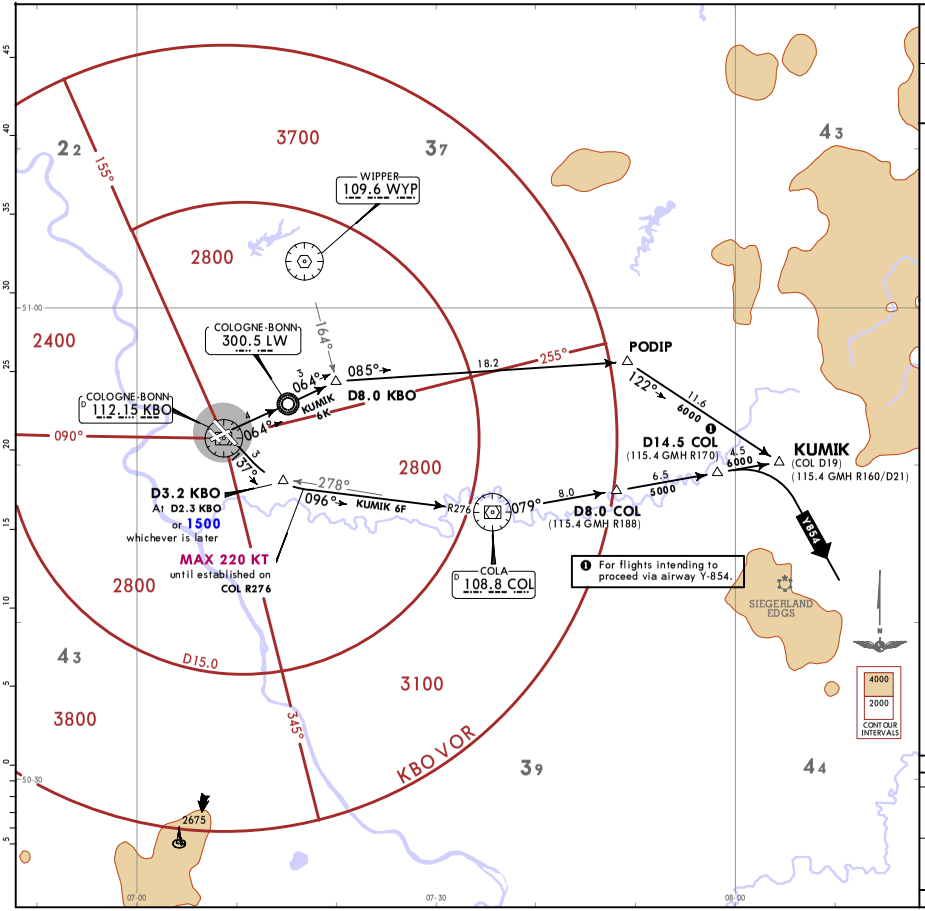

LANGEN Radar	Trans alt: 5000
135.350	1. Remain on tower frequency until passing 2000, then contact LANGEN Radar.
Apt Elev 302	2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy 06: EXPECT close-in obstacles.

KUMIK 6F
KUMIK 6K
DEPARTURES

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

KUMIK 6K

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	RWY	INITIAL CLIMB/ROUTING
KUMIK 6F	14L	Climb on 137° track to D3.2 KBO (COL R278) or 1500, whichever is later, turn LEFT, intercept COL R276 inbound to COL, turn LEFT, COL R079 to KUMIK.
KUMIK 6K	06	Direct to LW, 064° bearing to D8.0 KBO (WYP R164) ❷, turn RIGHT, 085° track to PODIP, turn RIGHT, 122° track to KUMIK.

❷ After D8.0 KBO BRNAV equipment necessary.

CHANGES: New format.

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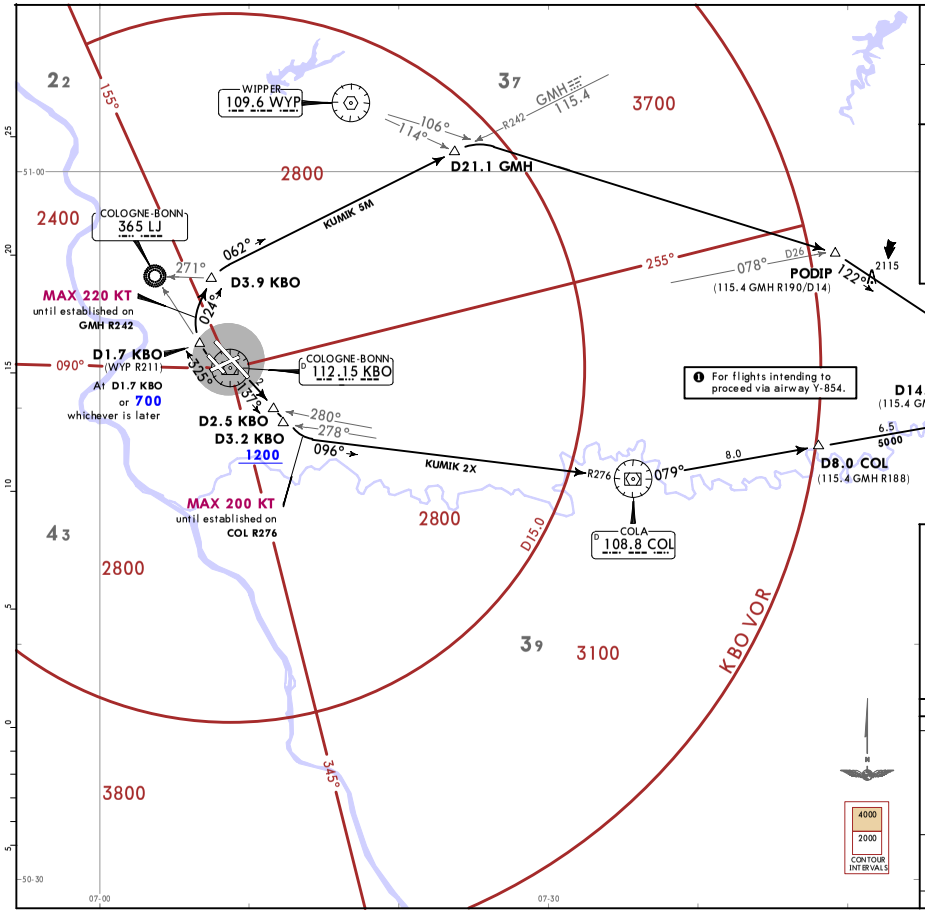

LANGEN Radar	Trans alt: 5000
135.350	1. Remain on tower frequency until passing 2000, then contact LANGEN Radar.
Apt Elev 302	2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.

KUMIK 5M
KUMIK 2X
ONLY FOR 3-ENGINED HEAVY AIRCRAFT

DEPARTURES

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

These SIDs require minimum climb gradients of

KUMIK 5M (daytime only)
401 per NM (6.6%) until passing 5000 due to airspace structure. If unable to comply advise ATC upon start-up.

KUMIK 2X
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
401 per NM	501	668	1003	1337	1671	2005

Initial climb clearance **5000**

SID	RWY	INITIAL CLIMB/ROUTING
KUMIK 5M	32R	Climb towards LJ, at D1.7 KBO (WYP R211) or 700, whichever is later, turn RIGHT, 024° track, at D3.9 KBO (271° bearing to LJ) turn RIGHT, intercept GMH R242 inbound to D21.1 GMH (WYP R114), turn RIGHT, intercept WYP R106 to PODIP ❷, turn RIGHT, 122° track to KUMIK.
KUMIK 2X	14L	Climb on 137° track to D2.5 KBO (COL R280), turn LEFT, intercept COL R276 inbound to COL, turn LEFT, COL R079 to KUMIK.

❷ After PODIP BRNAV equipment necessary.

CHANGES: New format.

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EDDK/CGN
COLOGNE-BONN

JEPPESEN 5 MAY 17 (10-3H)

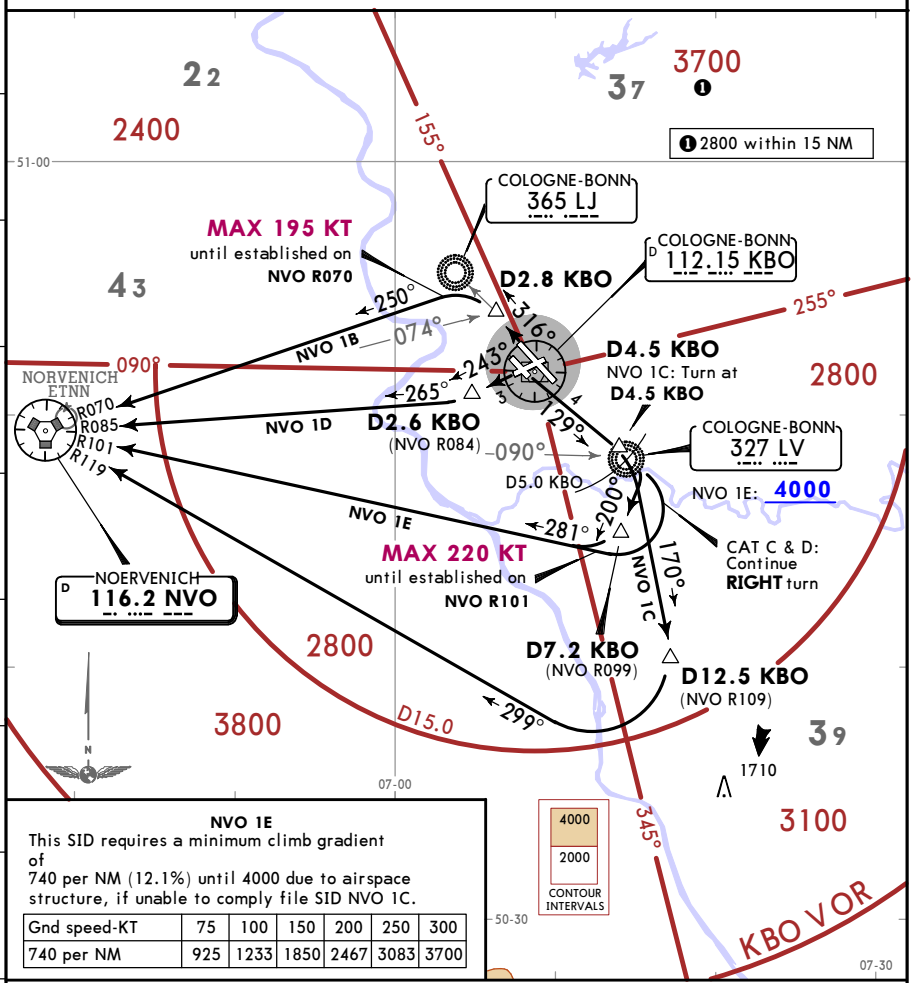
COLOGNE-BONN, GERMANY

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.

NORVENICH 1B (NVO 1B), NORVENICH 1C (NVO 1C) NORVENICH 1D (NVO 1D), NORVENICH 1E (NVO 1E) DEPARTURES

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



NVO 1E

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 1C.

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

Initial climb clearance **5000**

SID	RWY	INITIAL CLIMB/ROUTING
NVO 1B	**32R**	Towards LJ, at D2.8 KBO (NVO R074) turn LEFT, intercept NVO R070 inbound to NVO.
NVO 1C	**14R**	Towards LV, at D4.5 KBO (NVO R090) 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 1E	**14R**	To LV (KBO 5.0 DME), turn RIGHT, 200° track (CAT C & D: continue RIGHT turn) to D7.2 KBO (NVO R099), turn RIGHT, intercept NVO R101 inbound to NVO.

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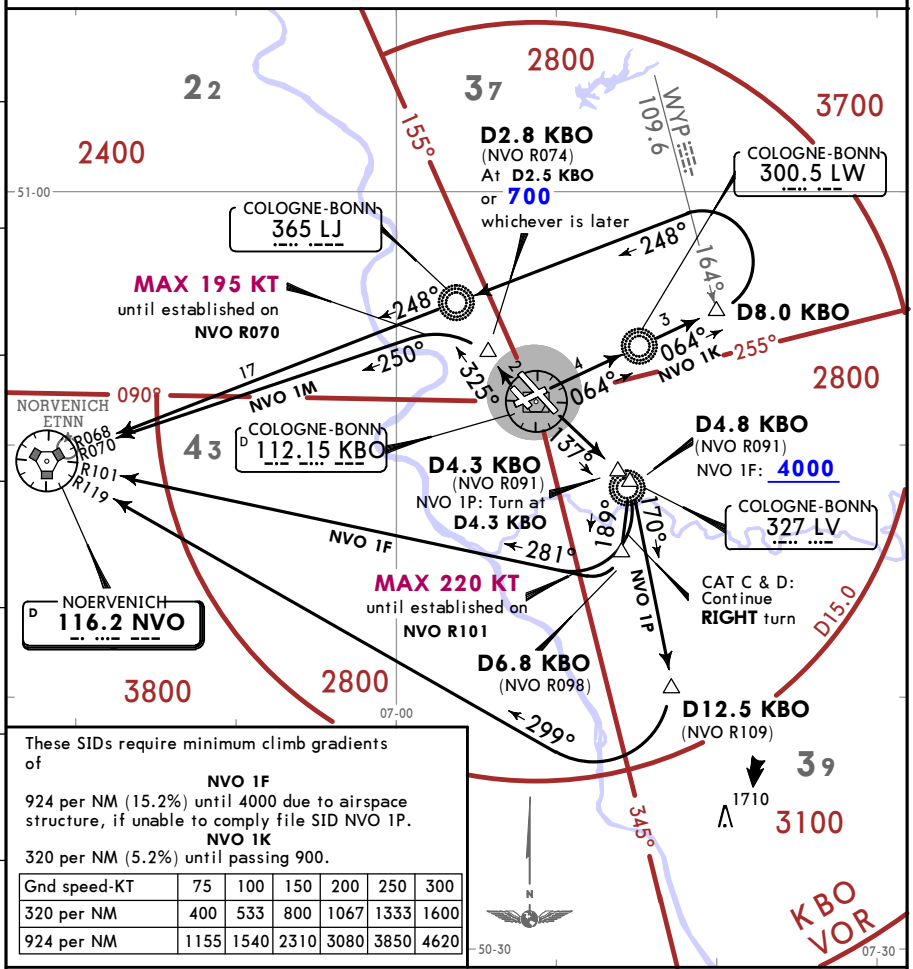
LANGEN Radar 135.350	Apt Elev 302	Trans alt: 5000 1. Remain on tower frequency until passing 2000, then contact LANGEN Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy 06: EXPECT close-in obstacles.

NORVENICH 1F (NVO 1F), NORVENICH 1K (NVO 1K) NORVENICH 1M (NVO 1M), NORVENICH 1P (NVO 1P) DEPARTURES

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



These SIDs require minimum climb gradients of

NVO 1F

924 per NM (15.2%) until 4000 due to airspace structure, if unable to comply file SID NVO 1P.

NVO 1K

320 per NM (5.2%) until passing 900.

Gnd speed-KT	75	100	150	200	250	300
320 per NM	400	533	800	1067	1333	1600
924 per NM	1155	1540	2310	3080	3850	4620

Initial climb clearance **5000**

SID	RWY	INITIAL CLIMB/ROUTING
NVO 1F	**14L**	On 137° track to D4.8 KBO (NVO R091), turn RIGHT, intercept 189° bearing from LV (CAT C & D: continue RIGHT turn) to D6.8 KBO (NVO R098), turn RIGHT, intercept NVO R101 inbound to NVO.
NVO 1K	**06**	Direct to LW, 064° bearing to D8.0 KBO (WYP R164), turn LEFT, intercept 248° bearing via LJ to NVO.
NVO 1M	**32L**	Climb towards LJ, at D2.8 KBO (NVO R074) or 700, whichever is later, turn LEFT, intercept NVO R070 inbound to NVO.
NVO 1P	**14L**	On 137° track to D4.3 KBO (NVO R090), turn RIGHT, intercept 170° bearing from LV to D12.5 KBO (NVO R109), turn RIGHT, intercept NVO R119 inbound to NVO.

CHANGES: New format.

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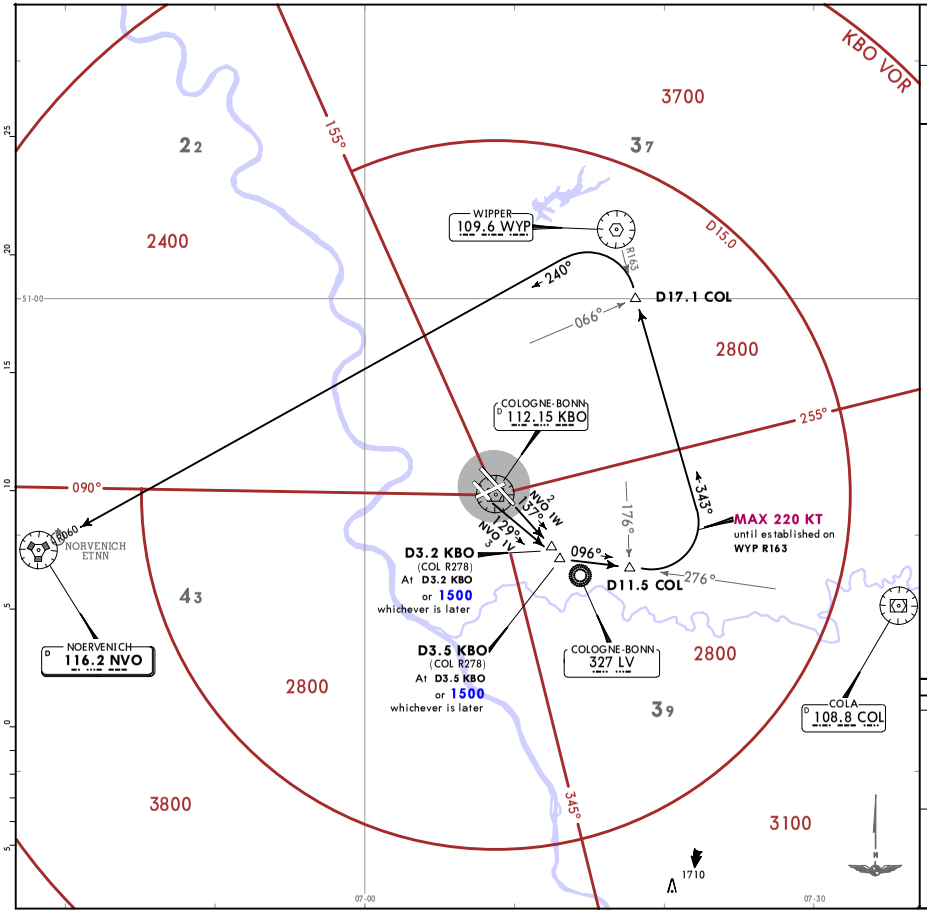

LANGEN Radar 135.350	Trans alt: 5000 1. Remain on tower frequency until passing 2000, then contact LANGEN Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
Apt Elev 302	

NORVENICH 1V (NVO 1V)
NORVENICH 1W (NVO 1W)
DEPARTURES

BY ATC

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

Initial climb clearance **5000**

SID	RWY	INITIAL CLIMB/ROUTING
NVO 1V	14R	Climb towards LV, at D3.5 KBO (COL R278) or 1500, whichever is later, turn LEFT, intercept COL R276 inbound to D11.5 COL (WYP R176), turn LEFT, intercept WYP R163 inbound, at D17.1 COL (NVO R066) turn LEFT, intercept NVO R060 inbound to NVO.
NVO 1W	14L	Climb on 137° track to D3.2 KBO (COL R278) or 1500 whichever is later, turn LEFT, intercept COL R276 inbound to D11.5 COL (WYP R176), turn LEFT, intercept WYP R163 inbound, at D17.1 COL (NVO R066) turn LEFT, intercept NVO R060 inbound to NVO.

CHANGES: New format.

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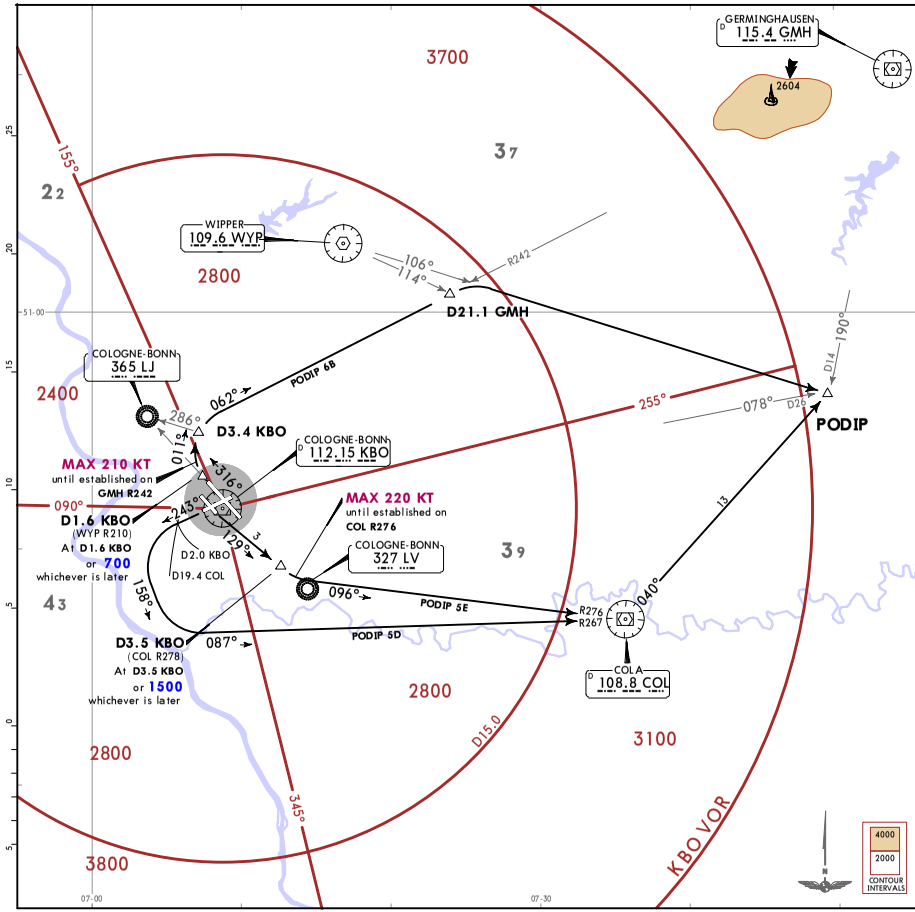

LANGEN Radar	135.350
Apt Elev	302

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.

PODIP 6B
PODIP 5D
PODIP 5E
DEPARTURES

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

PODIP 6B (daytime only)
This SID requires a minimum climb gradient of
425 per NM (7.0%) until passing 5000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425 per NM	532	709	1063	1418	1772	2127

If unable to comply advise ATC upon start-up.

Initial climb clearance **5000**

SID	RWY	INITIAL CLIMB/ROUTING
PODIP 6B	32R	Climb towards LJ, at D1.6 KBO (WYP R210) or 700, whichever is later, turn RIGHT, 011° track, at D3.4 KBO (286° bearing to LJ) 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 5E	14R	Climb towards LV, at D3.5 KBO (COL R278) or 1500, whichever is later, turn LEFT, intercept COL R276 inbound to COL, turn LEFT, COL R040 to PODIP.

CHANGES: New format.

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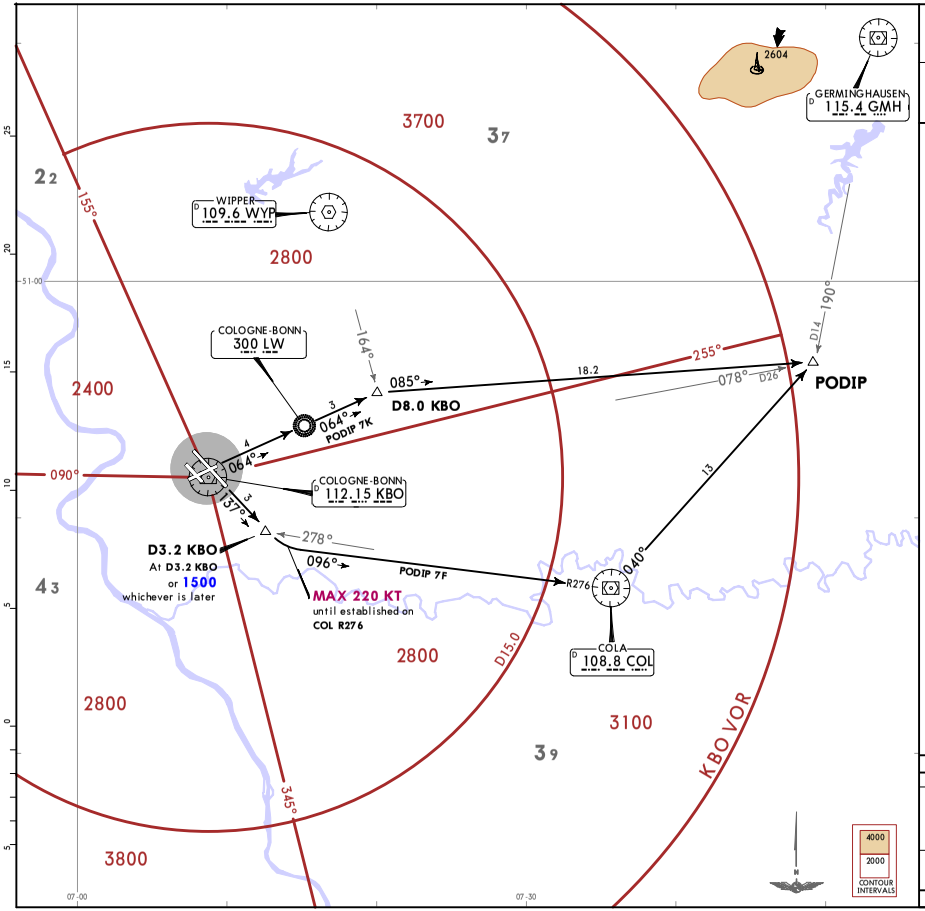

LANGEN Radar 135.350	Trans alt: 5000 1. Remain on tower frequency until passing 2000, then contact LANGEN Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy 06: EXPECT close-in obstacles.
Apt Elev 302	

PODIP 7F
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.

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	RWY	INITIAL CLIMB/ROUTING
PODIP 7F	**14L**	Climb on 137° track to D3.2 KBO (COL R278), or 1500, whichever is later, turn LEFT, intercept COL R276 inbound to COL, turn LEFT, COL R040 to PODIP.
PODIP 7K	**06**	Direct to LW, 064° bearing to D8.0 KBO (WYP R164) ❶, turn RIGHT, 085° track to PODIP.

❶ After D8.0 KBO BRNAV equipment necessary.

CHANGES: New format.

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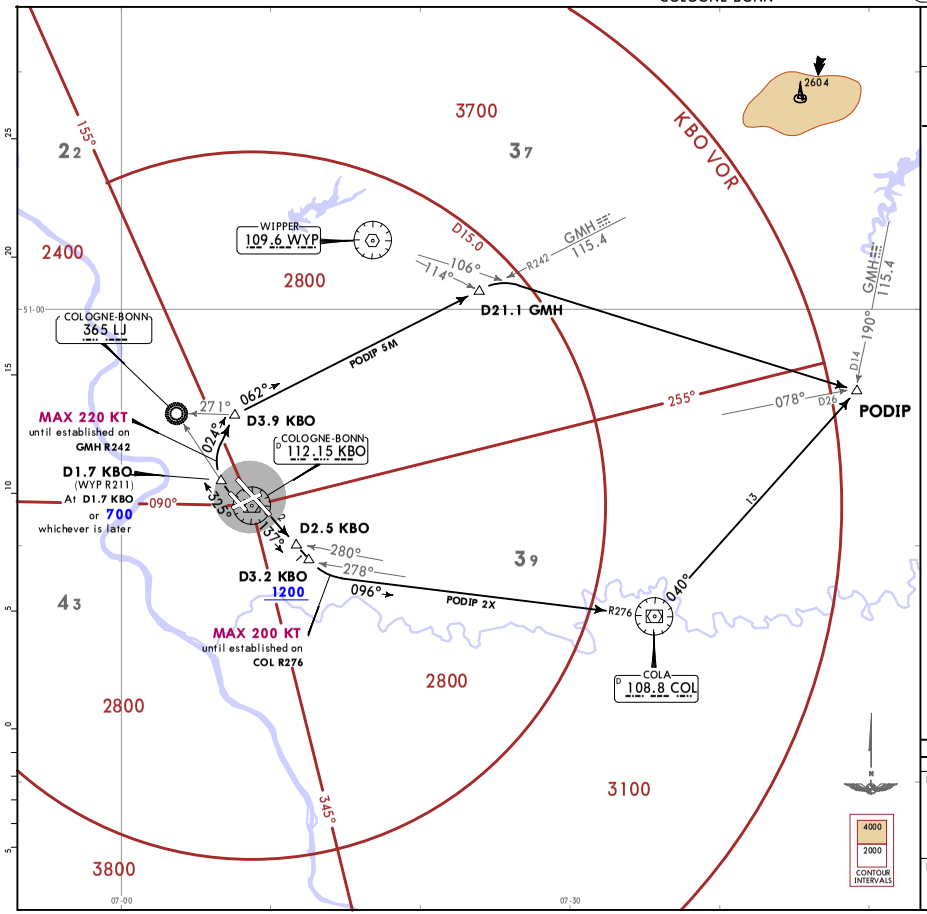

LANGEN Radar	
135.350	Trans alt: 5000 1. Remain on tower frequency until passing 2000, then contact LANGEN Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
Apt Elev 302	

PODIP 5M

PODIP 2X

ONLY FOR 3-ENGINED HEAVY AIRCRAFT

DEPARTURES

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

These SIDs require minimum climb gradients of

PODIP 5M (daytime only)
401 per NM (6.6%) until passing 5000 due to airspace structure. If unable to comply advise ATC upon start-up.

PODIP 2X
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
401 per NM	501	668	1003	1337	1671	2005

Initial climb clearance **5000**

SID	RWY	INITIAL CLIMB/ROUTING
PODIP 5M	32L	Climb towards LJ, at D1.7 KBO (WYP R211) or 700, whichever is later, turn RIGHT, 024° track, at D3.9 KBO (271° bearing to LJ) turn RIGHT, intercept GMH R242 inbound to D21.1 GMH (WYP R114), turn RIGHT, intercept WYP R106 to PODIP.
PODIP 2X	14L	Climb on 137° track to D2.5 KBO (COL R280), turn LEFT, intercept COL R276 inbound to COL, turn LEFT, COL R040 to PODIP.

CHANGES: New format.

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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.
Apt Elev 302	

SONEB 4B, SONEB 5C
SONEB 4E, SONEB 5W
DEPARTURES

ONLY FOR FLIGHTS WITH REQUESTED FL140 OR ABOVE
AND FLIGHTS TO EDLE VIA WYP - BAM
OTHER FLIGHTS PROCEED VIA PODIP

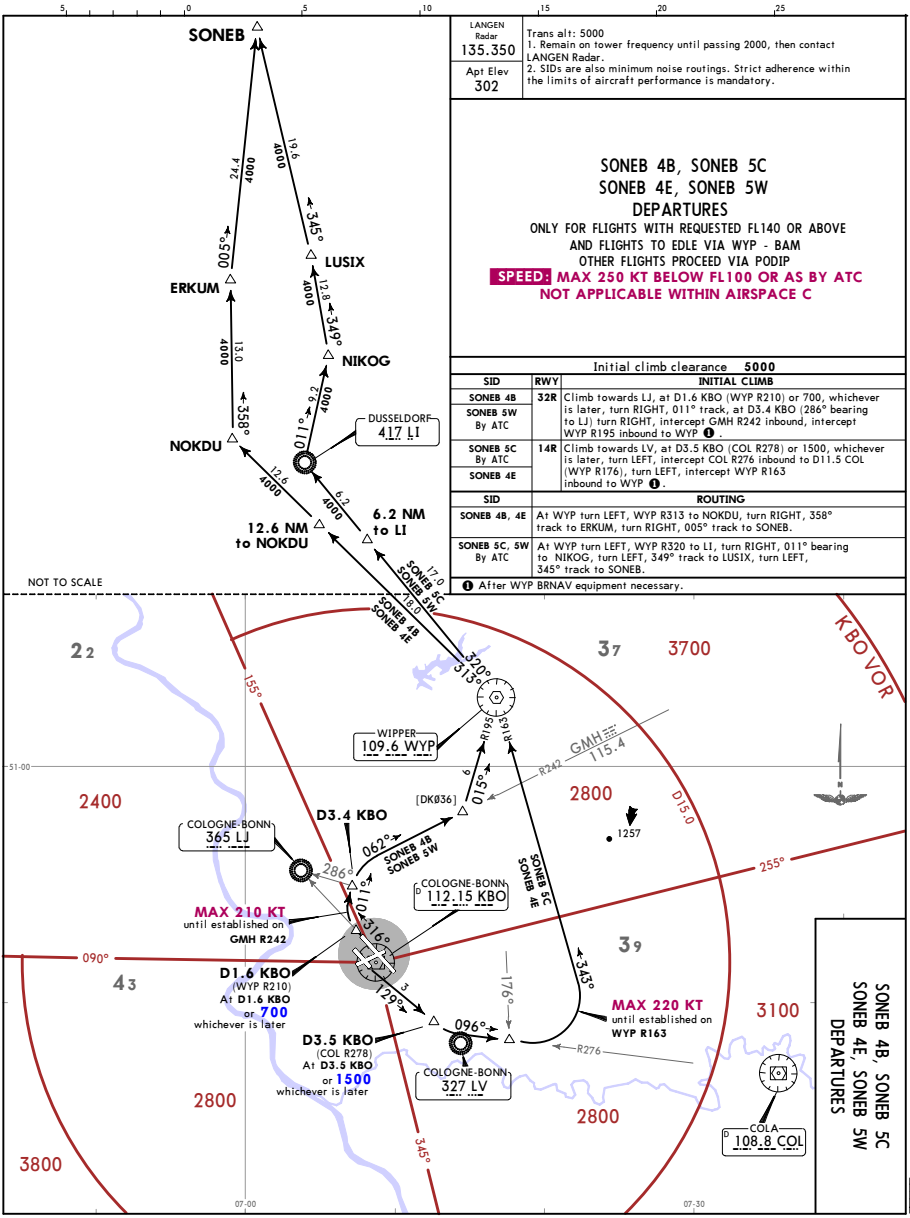
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

Initial climb clearance **5000**

SID	RWY	INITIAL CLIMB
SONEB 4B	32R	Climb towards LJ, at D1.6 KBO (WYP R210) or 700, whichever is later, turn RIGHT, 011° track, at D3.4 KBO (286° bearing to LJ) turn RIGHT, intercept GMH R242 inbound, intercept WYP R195 inbound to WYP ❶.
SONEB 5W By ATC		
SONEB 5C By ATC	14R	Climb towards LV, at D3.5 KBO (COL R278) 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 ❶.
SONEB 4E		

SID	ROUTING
SONEB 4B, 4E	At WYP turn LEFT, WYP R313 to NOKDU, turn RIGHT, 358° track to ERKUM, turn RIGHT, 005° track to SONEB.
SONEB 5C, 5W By ATC	At WYP turn LEFT, WYP R320 to LI, turn RIGHT, 011° bearing to NIKOG, turn LEFT, 349° track to LUSIX, turn LEFT, 345° track to SONEB.

❶ After WYP BRNAV equipment necessary.



CHANGES: New format.
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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	

SONEB 3D, SONEB 3M
SONEB 4V, SONEB 4X
DEPARTURES

ONLY FOR FLIGHTS WITH REQUESTED FL140 OR ABOVE
AND FLIGHTS TO EDLE VIA WYP - BAM
OTHER FLIGHTS PROCEED VIA PODIP

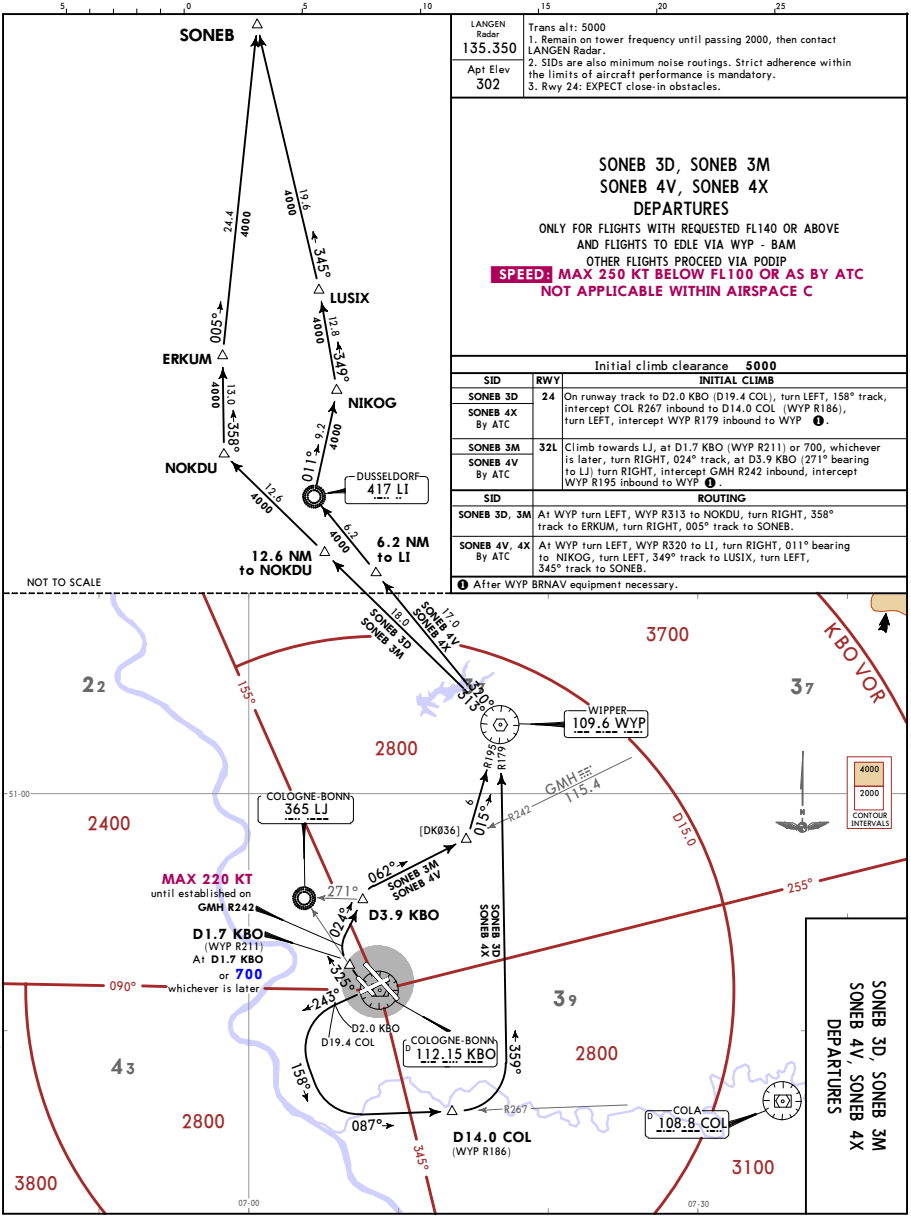
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

Initial climb clearance **5000**

SID	RWY	INITIAL CLIMB
SONEB 3D SONEB 4X By ATC	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 ❶.
SONEB 3M SONEB 4V By ATC	32L	Climb towards LJ, at D1.7 KBO (WYP R211) or 700, whichever is later, turn RIGHT, 024° track, at D3.9 KBO (271° bearing to LJ) turn RIGHT, intercept GMH R242 inbound, intercept WYP R195 inbound to WYP ❶.

SID	ROUTING
SONEB 3D, 3M	At WYP turn LEFT, WYP R313 to NOKDU, turn RIGHT, 358° track to ERKUM, turn RIGHT, 005° track to SONEB.
SONEB 4V, 4X By ATC	At WYP turn LEFT, WYP R320 to LI, turn RIGHT, 011° bearing to NIKOG, turn LEFT, 349° track to LUSIX, turn LEFT, 345° track to SONEB.

❶ After WYP BRNAV equipment necessary.



SONEB 3D, SONEB 3M
SONEB 4V, SONEB 4X
DEPARTURES

CHANGES: New format.
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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 06: EXPECT close-in obstacles.
Apt Elev 302	

SONEB 6F, SONEB 3K SONEB 7P, SONEB 4U DEPARTURES

ONLY FOR FLIGHTS WITH REQUESTED FL140 OR ABOVE
AND FLIGHTS TO EDLE VIA WYP - BAM
OTHER FLIGHTS PROCEED VIA PODIP

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

SONEB 3K, 4U
These SIDs require a minimum climb gradient of
320 per NM (5.2%) until passing 900.

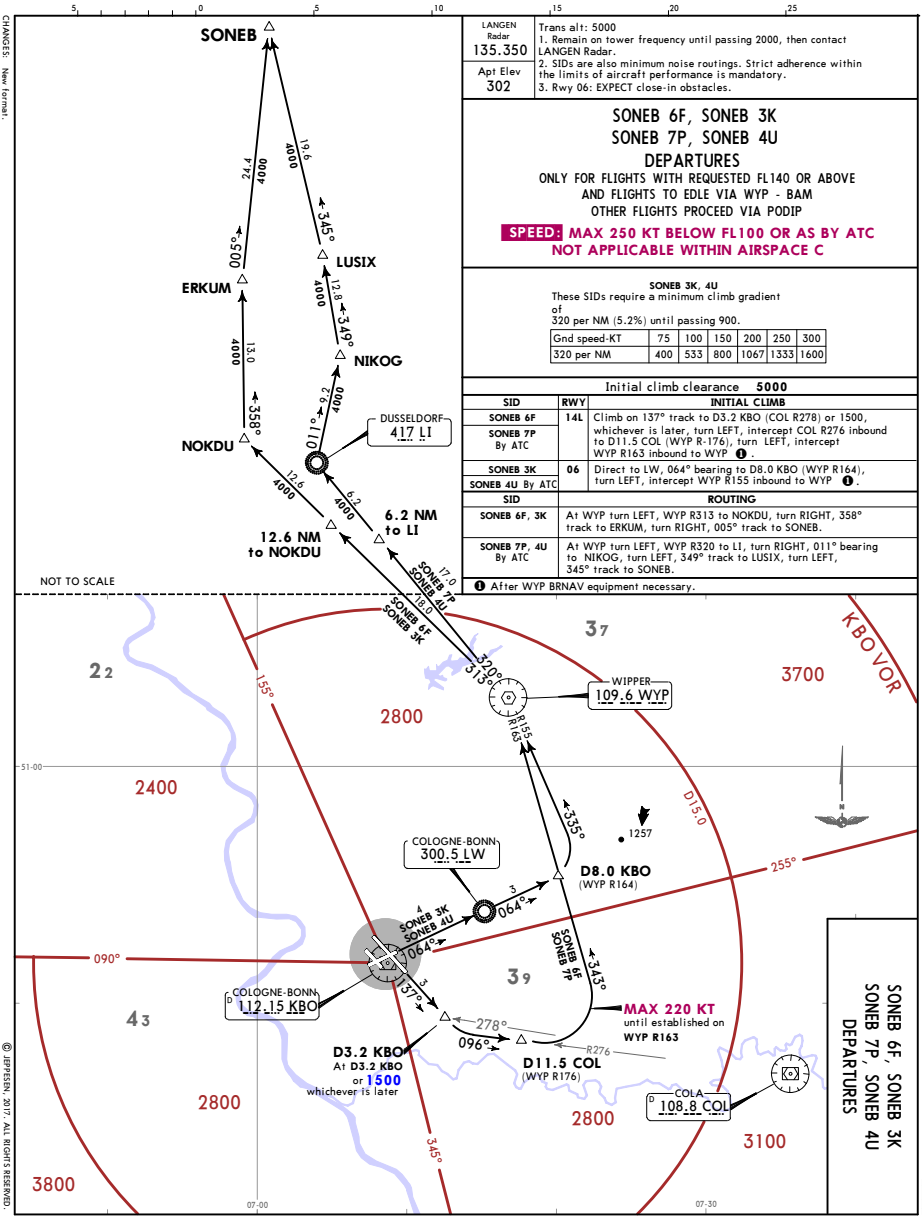
Gnd speed-KT	75	100	150	200	250	300
320 per NM	400	533	800	1067	1333	1600

Initial climb clearance **5000**

SID	RWY	INITIAL CLIMB
SONEB 6F SONEB 7P By ATC	14L	Climb on 137° track to D3.2 KBO (COL R278) or 1500, whichever is later, turn LEFT, intercept COL R276 inbound to D11.5 COL (WYP R-176), turn LEFT, intercept WYP R163 inbound to WYP ❶.
SONEB 3K SONEB 4U By ATC	06	Direct to LW, 064° bearing to D8.0 KBO (WYP R164), turn LEFT, intercept WYP R155 inbound to WYP ❶.

SID	ROUTING
SONEB 6F, 3K	At WYP turn LEFT, WYP R313 to NOKDU, turn RIGHT, 358° track to ERKUM, turn RIGHT, 005° track to SONEB.
SONEB 7P, 4U By ATC	At WYP turn LEFT, WYP R320 to LI, turn RIGHT, 011° bearing to NIKOG, turn LEFT, 349° track to LUSIX, turn LEFT, 345° track to SONEB.

❶ After WYP BRNAV equipment necessary.



SONEB 6F, SONEB 3K
SONEB 7P, SONEB 4U
DEPARTURES

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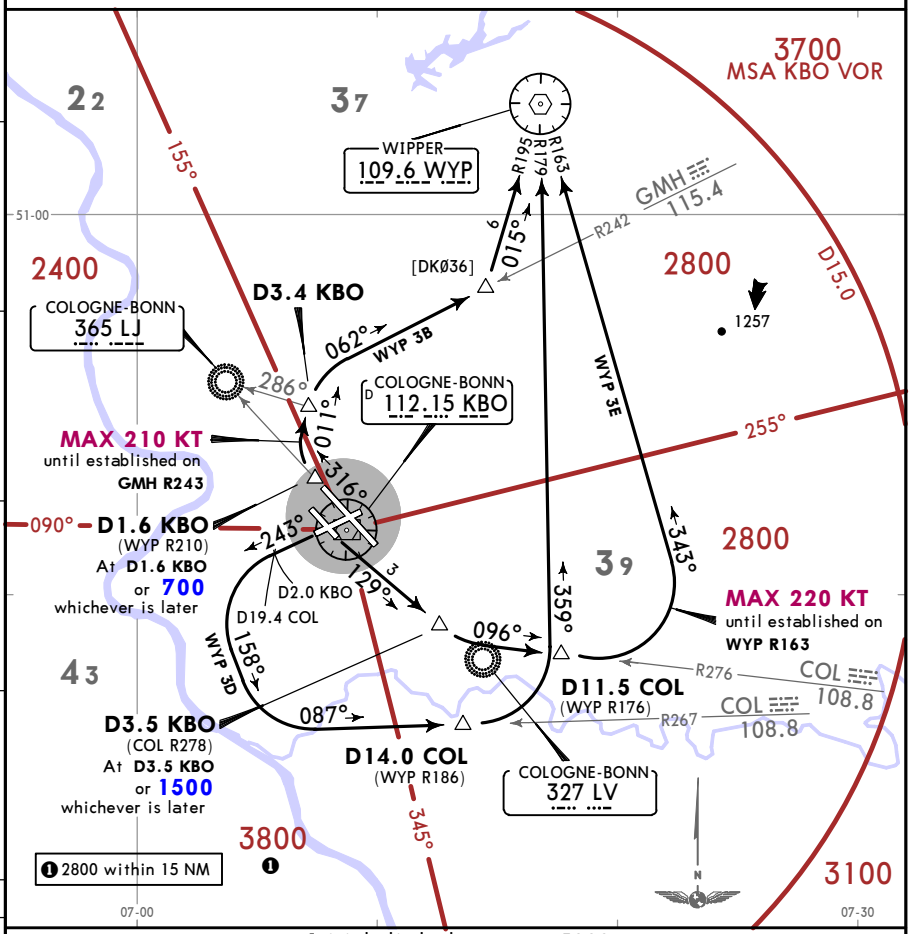
LANGEN Radar	Apt Elev	
135.350	302	Trans alt: 5000 1. Remain on tower frequency until passing 2000, then contact LANGEN Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy 24: EXPECT close-in obstacles.

WIPPER 3B (WYP 3B), WIPPER 3D (WYP 3D) WIPPER 3E (WYP 3E) DEPARTURES

BY ATC

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



Initial climb clearance **5000**

SID	RWY	INITIAL CLIMB/ROUTING
WYP 3B	**32R**	Climb towards LJ, at D1.6 KBO (WYP R210) or 700, whichever is later, turn RIGHT, 011° track, at D3.4 KBO (286° bearing to LJ) turn RIGHT, intercept GMH R242 inbound, intercept WYP R195 inbound to WYP.
WYP 3D	**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 3E	**14R**	Climb towards LV, at D3.5 KBO (COL R278) 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.

CHANGES: New format.

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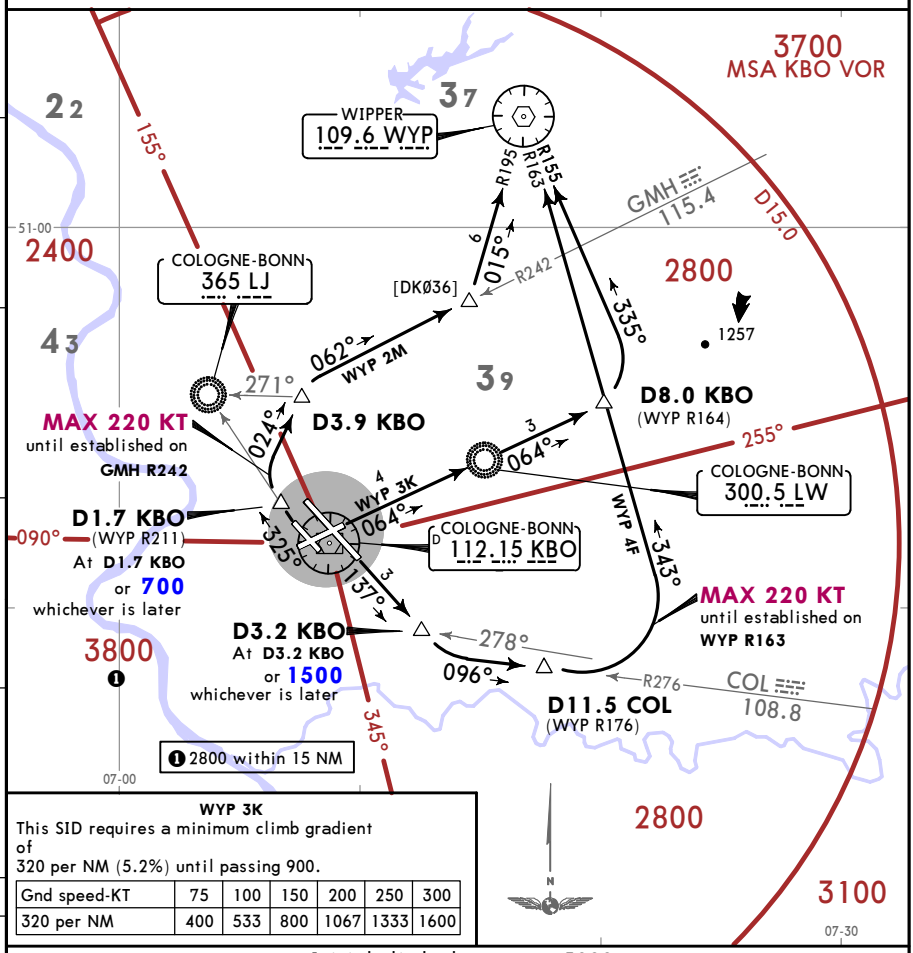
LANGEN Radar 135.350	Apt Elev 302	Trans alt: 5000 1. Remain on tower frequency until passing 2000, then contact LANGEN Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy 06: EXPECT close-in obstacles.

WIPPER 4F (WYP 4F), WIPPER 3K (WYP 3K) WIPPER 2M (WYP 2M) DEPARTURES

BY ATC

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



WYP 3K

This SID requires a minimum climb gradient of 320 per NM (5.2%) until passing 900.

Gnd speed-KT	75	100	150	200	250	300
320 per NM	400	533	800	1067	1333	1600

Initial climb clearance **5000**

SID	RWY	INITIAL CLIMB/ROUTING
WYP 4F	**14L**	Climb on 137° track to D3.2 KBO (COL R278) 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.
WYP 3K	**06**	Direct to LW, 064° bearing to D8.0 KBO (WYP R164), turn LEFT, intercept WYP R155 inbound to WYP.
WYP 2M	**32L**	Climb towards LJ, at D1.7 KBO (WYP R211) or 700, whichever is later, turn RIGHT, 024° track, at D3.9 KBO (271° bearing to LJ) turn RIGHT, intercept GMH R242 inbound, intercept WYP R195 inbound to WYP.

CHANGES: New format.

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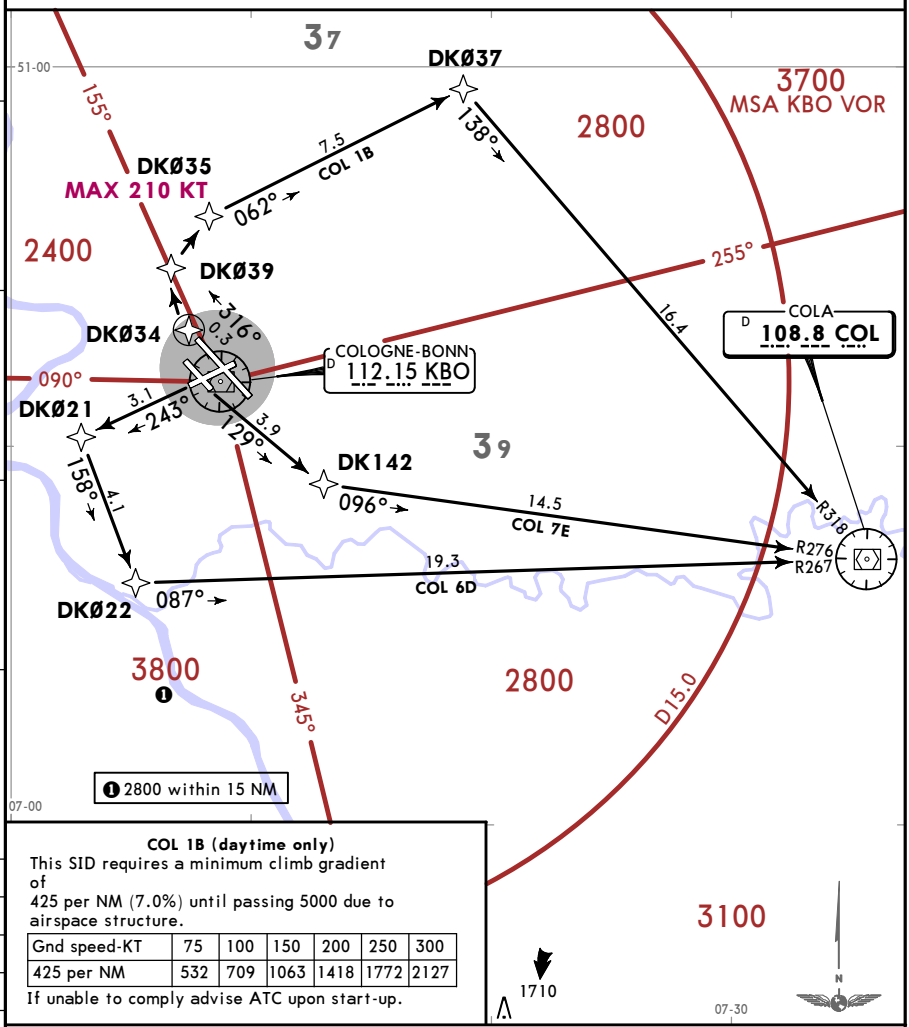
LANGEN Radar	Apt Elev	
135.350	302	Trans alt: 5000 1. Remain on tower frequency until passing 2000, then contact LANGEN Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy 24: EXPECT close-in obstacles.

COLA 1B (COL 1B), COLA 6D (COL 6D), COLA 7E (COL 7E) RNAV DEPARTURES (OVERLAY 10-3B)

ONLY FOR LOCAL TRAINING FLIGHTS AND FOR FLIGHTS TO EDDF

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



COL 1B (daytime only)

This SID requires a minimum climb gradient of 425 per NM (7.0%) 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 1B	**32R**	(700+) - DK034 - DK039 - DK035 (K210-) - DK037 - COL.
COL 6D	**24**	(700+) - DK021 - DK022 - COL.
COL 7E	**14R**	(700+) - DK142 (K220-; 1500+) - COL.

CHANGES: New format.

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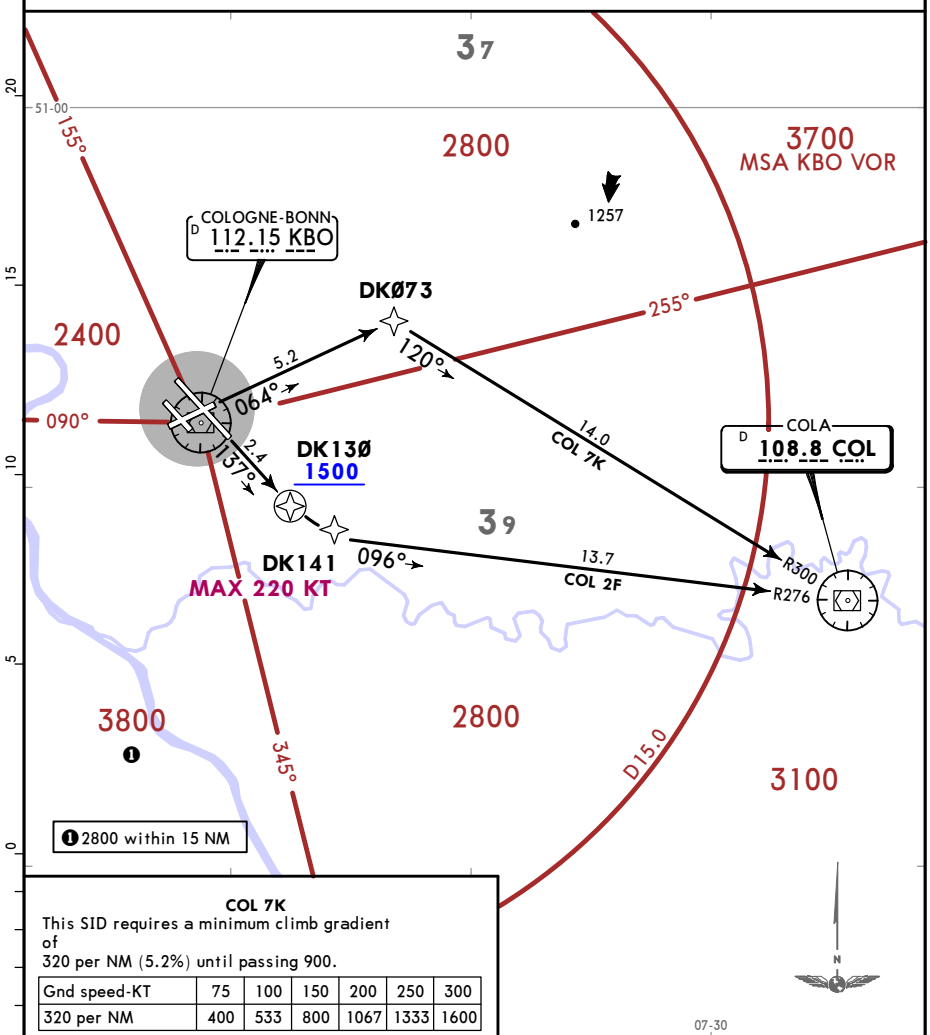
LANGEN Radar 135.350	Apt Elev 302	Trans alt: 5000 1. Remain on tower frequency until passing 2000, then contact LANGEN Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy 06: EXPECT close-in obstacles.

COLA 2F (COL 2F)
COLA 7K (COL 7K)
RNAV DEPARTURES
(OVERLAY 10-3C)

ONLY FOR LOCAL TRAINING FLIGHTS AND FOR FLIGHTS TO EDDF

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



COL 7K

This SID requires a minimum climb gradient of 320 per NM (5.2%) until passing 900.

Gnd speed-KT	75	100	150	200	250	300
320 per NM	400	533	800	1067	1333	1600

Initial climb clearance **5000**

SID	RWY	INITIAL CLIMB/ROUTING
COL 2F	**14L**	(700+) - DK130 (1500+) - DK141 (K220-) - COL.
COL 7K	**06**	(900+) - DK073 - COL.

CHANGES: New format.

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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.

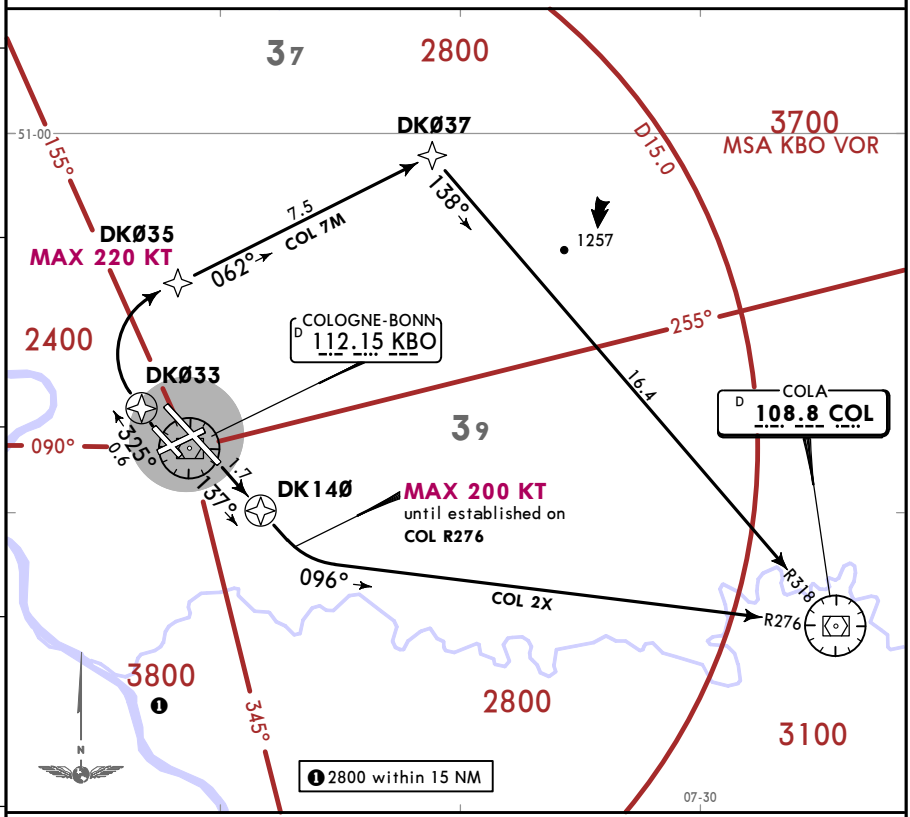
COLA 7M (COL 7M)
COLA 2X (COL 2X)

ONLY FOR 3-ENGINED HEAVY AIRCRAFT

DEPARTURES
(OVERLAY 10-3D)

ONLY FOR LOCAL TRAINING FLIGHTS AND FOR FLIGHTS TO EDDF

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



These SIDs require minimum climb gradients of

COL 7M (daytime only)
401 per NM (6.6%) until passing 5000 due to airspace structure. If unable to comply advise ATC upon start-up.

COL 2X
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
401 per NM	501	668	1003	1337	1671	2005

Initial climb clearance **5000**

SID	RWY	INITIAL CLIMB/ROUTING
COL 7M	**32L**	(700+) - DK033 - DK035 (K220-) - DK037 - COL.
COL 2X	**14L**	(700+) - DK140 - (1200+) - COL.

CHANGES: New format.

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JEPPESEN COLOGNE-BONN, GERMANY

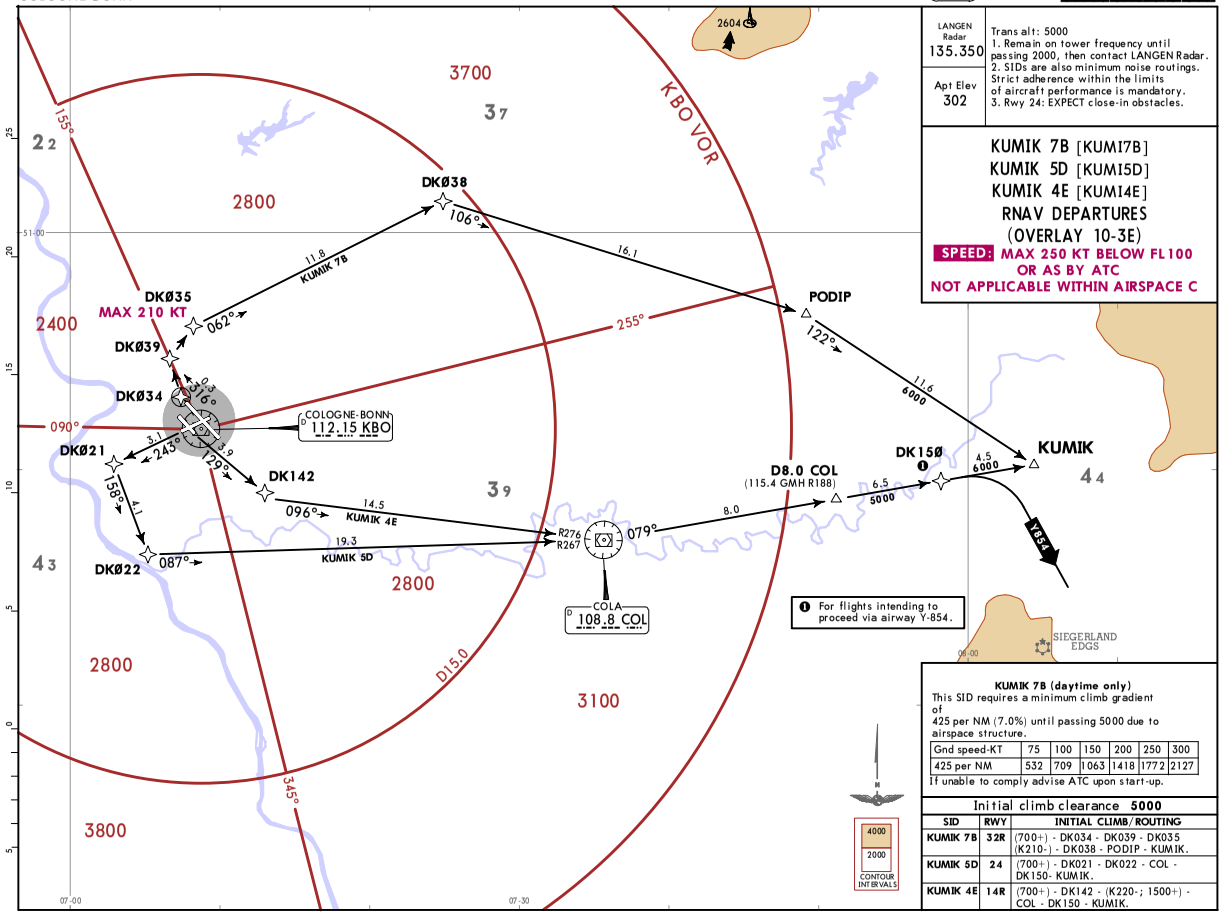
5 MAY 17 (10-3T1)

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 7B [KUMI7B]
KUMIK 5D [KUMI5D]
KUMIK 4E [KUMI4E]
RNAV DEPARTURES
(OVERLAY 10-3E)

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



KUMIK 7B (daytime only)
This SID requires a minimum climb gradient of
425 per NM (7.0%) 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
KUMIK 7B	32R	(700+) - DK034 - DK039 - DK035 (K210-) - DK038 - PODIP - KUMIK.
KUMIK 5D	24	(700+) - DK021 - DK022 - COL - DK150- KUMIK.
KUMIK 4E	14R	(700+) - DK142 - (K220-; 1500+) - COL - DK150 - KUMIK.

CHANGES: New format.

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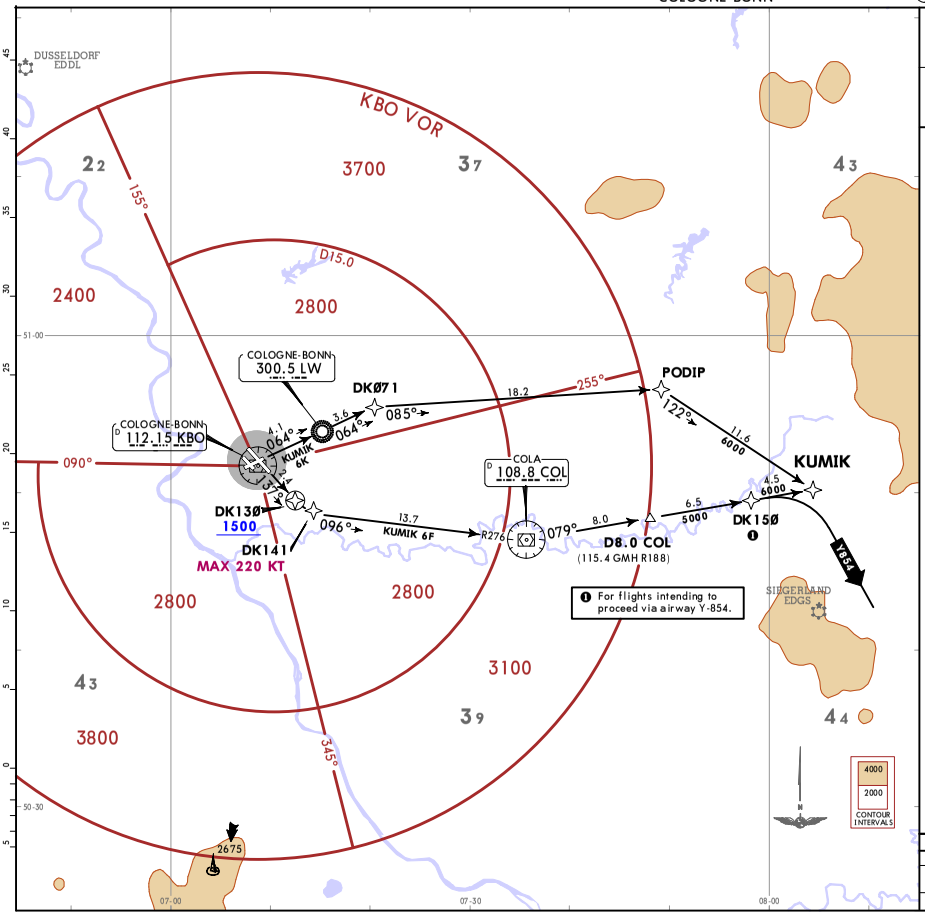
JEPPESEN COLOGNE-BONN, GERMANY
5 MAY 17 (10-3T2)
RNAV SID (OVERLAY)



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 06: EXPECT close-in obstacles.

KUMIK 6F [KUMI6F]
KUMIK 6K [KUMI6K]
RNAV DEPARTURES
(OVERLAY 10-3F)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLEWITHIN AIRSPACE C

KUMIK 6K

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	RWY	INITIAL CLIMB/ROUTING
KUMIK 6F	14L	(700+) - DK130 (1500+) - DK141 (K220-) - COL - DK150 - KUMIK.
KUMIK 6K	06	(900+) - LW - DK071 - PODIP - KUMIK.

CHANGES: New format.

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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.

KUMIK 5M [KUM15M]

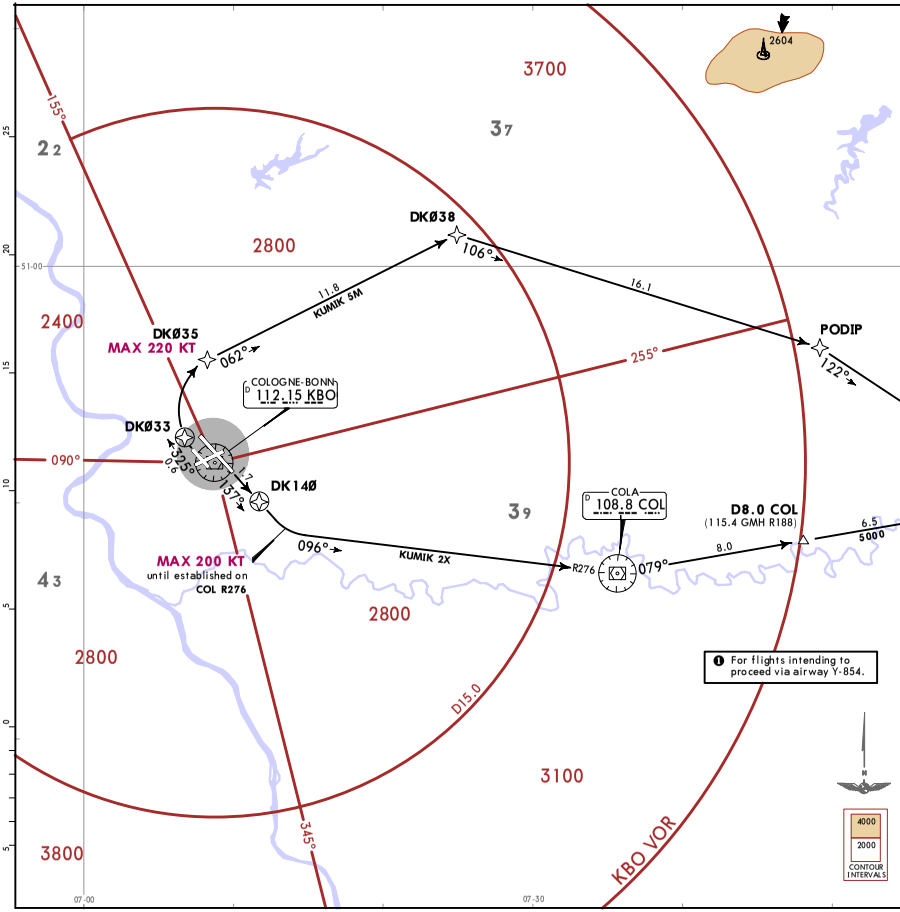
KUMIK 2X [KUM12X]

ONLY FOR 3-ENGINED HEAVY AIRCRAFT

RNAV DEPARTURES (OVERLAY 10-3G)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



For flights intending to proceed via airway Y-854.

These SIDs require minimum climb gradients of

KUMIK 5M (daytime only)
401 per NM (6.6%) until passing 5000 due to airspace structure. If unable to comply advise ATC upon start-up.

KUMIK 2X
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
401 per NM	501	668	1003	1337	1671	2005

Initial climb clearance **5000**

SID	RWY	INITIAL CLIMB/ROUTING
KUMIK 5M	32L	(700+) - DK033 - DK035 (K220-) - DK038 - PODIP - KUMIK.
KUMIK 2X	14L	(700+) - DK140 - (1200+) - COL - DK150 - KUMIK.

CHANGES: New format.

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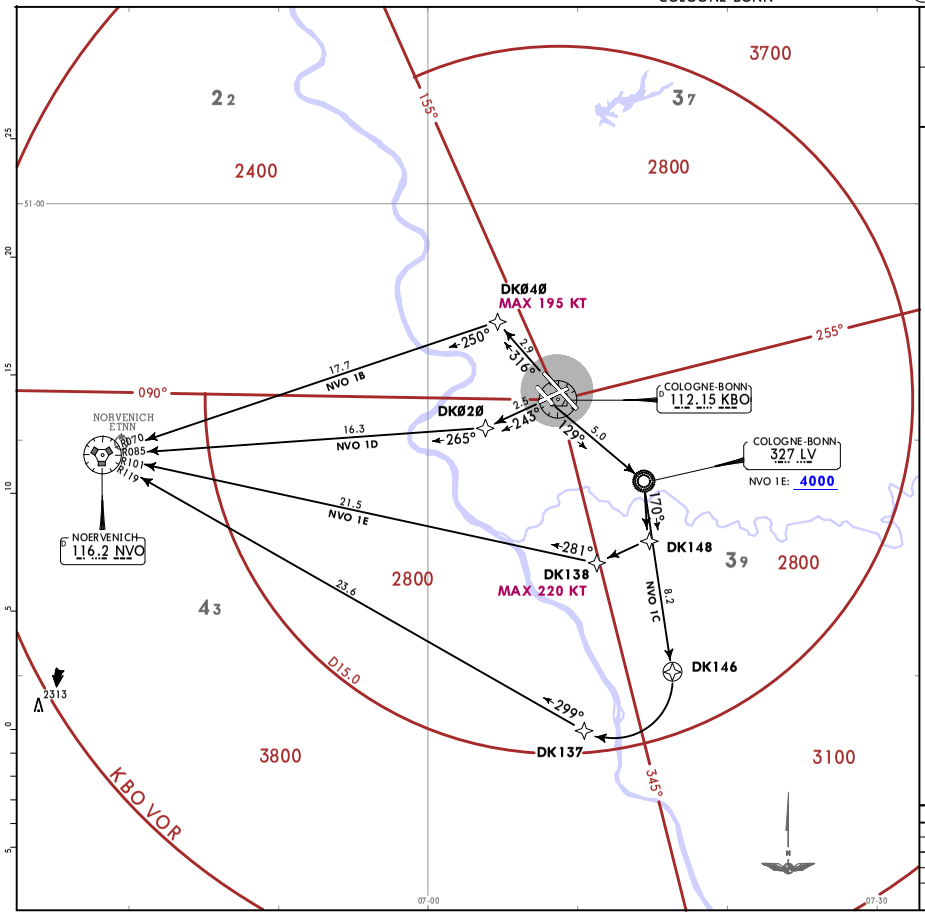

LANGEN Radar	
135.350	Trans alt: 5000 1. Remain on tower frequency until passing 2000, then contact LANGEN Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy 24: EXPECT close-in obstacles.
Apt Elev 302	

NORVENICH 1B (NVO 1B)
NORVENICH 1C (NVO 1C)
NORVENICH 1D (NVO 1D)
NORVENICH 1E (NVO 1E)
RNAV DEPARTURES
(OVERLAY 10-3H)

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

Initial climb clearance **5000**

SID	RWY	INITIAL CLIMB/ROUTING
NVO 1B	32R	(700+) - DK040 (K195-) - NVO.
NVO 1C	14R	(700+) - LV - DK146 - DK137 - NVO.
NVO 1D	24	(700+) - DK020 - NVO.
NVO 1E	14R	(700+) - LV (4000+) - DK148 - DK138 (K220-) - NVO.

CHANGES: New format.

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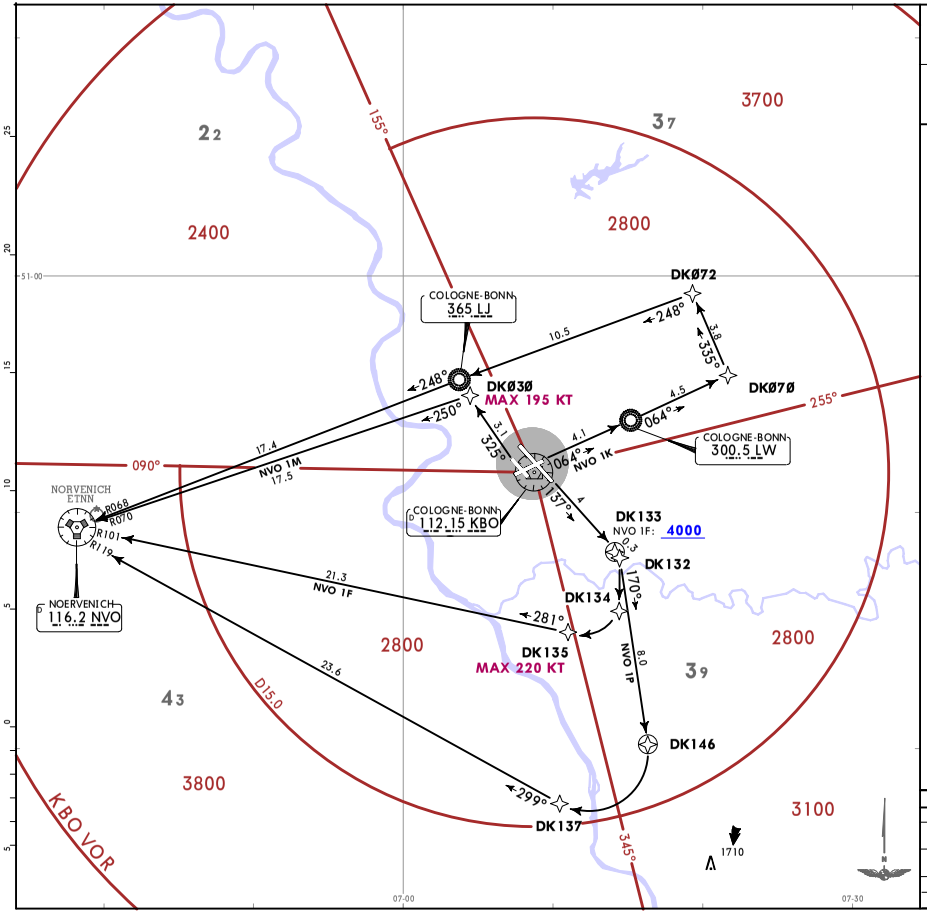
EDDK/CGN
COLOGNE-BONN

JEPPESEN COLOGNE-BONN, GERMANY
5 MAY 17 (10-3U)
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 06: EXPECT close-in obstacles.
Apt Elev 302	

NORVENICH 1F (NVO 1F)
NORVENICH 1K (NVO 1K)
NORVENICH 1M (NVO 1M)
NORVENICH 1P (NVO 1P)
RNAV DEPARTURES
(OVERLAY 10-3J)

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

These SIDs require minimum climb gradients of

NVO 1F
924 per NM (15.2%) until 4000 due to airspace structure, if unable to comply file SID NVO 1P.
NVO 1K
320 per NM (5.2%) until passing 900.

Gnd speed-KT	75	100	150	200	250	300
320 per NM	400	533	800	1067	1333	1600
924 per NM	1155	1540	2310	3080	3850	4620

Initial climb clearance **5000**

SID	RWY	INITIAL CLIMB/ROUTING
NVO 1F	14L	(700+) - DK133 (4000+) - DK134 - DK135 (K220-) - NVO.
NVO 1K	06	(900+) - LW - DK070 - DK072 - LJ - NVO.
NVO 1M	32L	(700+) - DK030 (K195-) - NVO.
NVO 1P	14L	(700+) - DK132 - DK146 - DK137 - NVO.

CHANGES: New format.

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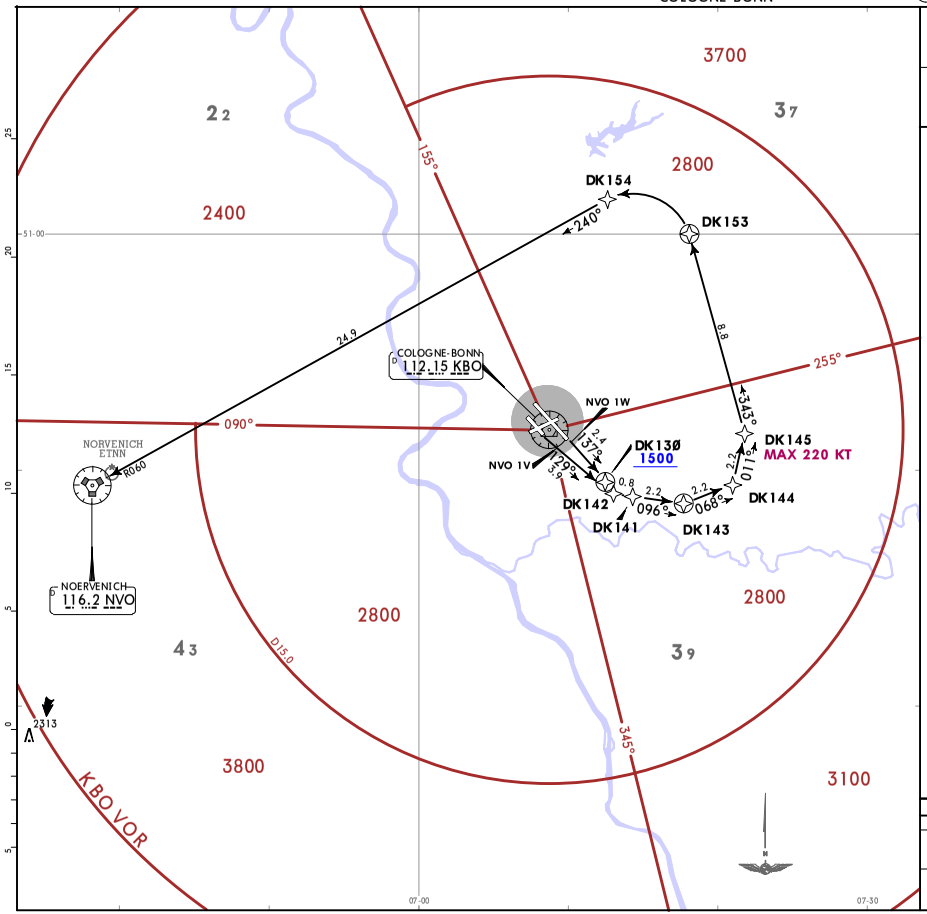
EDDK/CGN
COLOGNE-BONN

JEPPESEN COLOGNE-BONN, GERMANY
5 MAY 17 (10-3V)
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.
Apt Elev 302	

NORVENICH 1V (NVO 1V)
NORVENICH 1W (NVO 1W)
RNAV DEPARTURES
(OVERLAY 10-3K)
BY ATC

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

Initial climb clearance **5000**

SID	RWY	INITIAL CLIMB/ROUTING
NVO 1V	14R	(700+) - DK142 - (1500+) - DK143 - DK144 - DK145 (K220-) - DK153 - DK154 - NVO.
NVO 1W	14L	(700+) - DK130 (1500+) - DK141 - DK143 - DK144 - DK145 (K220-) - DK153 - DK154 - NVO.

CHANGES: New format.

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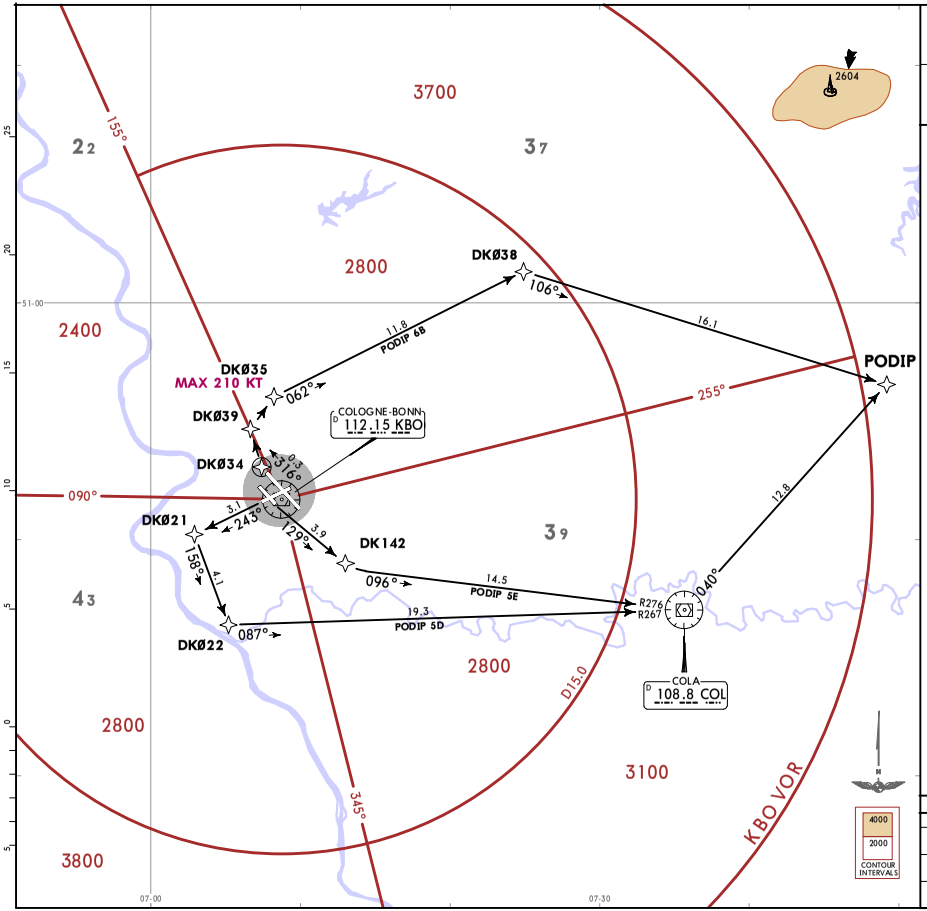

LANGEN Radar	Trans alt: 5000
135.350	1. Remain on tower frequency until passing 2000, then contact LANGEN Radar.
Apt Elev 302	2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy 24: EXPECT close-in obstacles.

PODIP 6B [PODI6B]
PODIP 5D [PODI5D]
PODIP 5E [PODI5E]
RNAV DEPARTURES
(OVERLAY 10-3L)

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

PODIP 6B (daytime only)
This SID requires a minimum climb gradient of 425 per NM (7.0%) until passing 5000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425 per NM	532	709	1063	1418	1772	2127

If unable to comply advise ATC upon start-up.

Initial climb clearance **5000**

SID	RWY	INITIAL CLIMB/ROUTING
PODIP 6B	**32R**	(700+) - DK034 - DK039 - DK035 (K210-) - DK038 - PODIP.
PODIP 5D	**24**	(700+) - DK021 - DK022 - COL - PODIP.
PODIP 5E	**14R**	(700+) - DK142 - (K220-; 1500+) - COL - PODIP.

CHANGES: New format.

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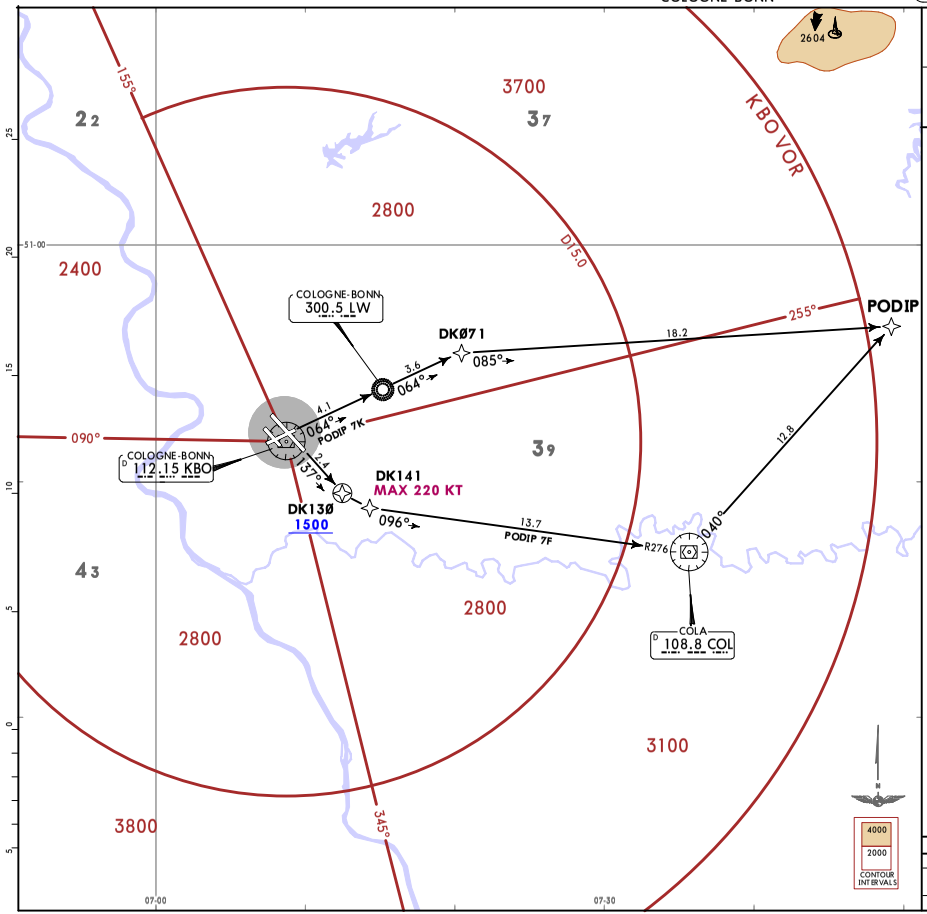
JEPPESEN COLOGNE-BONN, GERMANY

5 MAY 17 (10-3X)

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 06: EXPECT close-in obstacles.
Apt Elev 302	

PODIP 7F [PODI7F]
PODIP 7K [PODI7K]
RNAV DEPARTURES
(OVERLAY 10-3M)

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	RWY	INITIAL CLIMB/ROUTING
PODIP 7F	14L	(700+) - DK130 (1500+) - DK141 (K220+) - COL - PODIP.
PODIP 7K	06	(900+) - LW - DK071 - PODIP.

CHANGES: New format.

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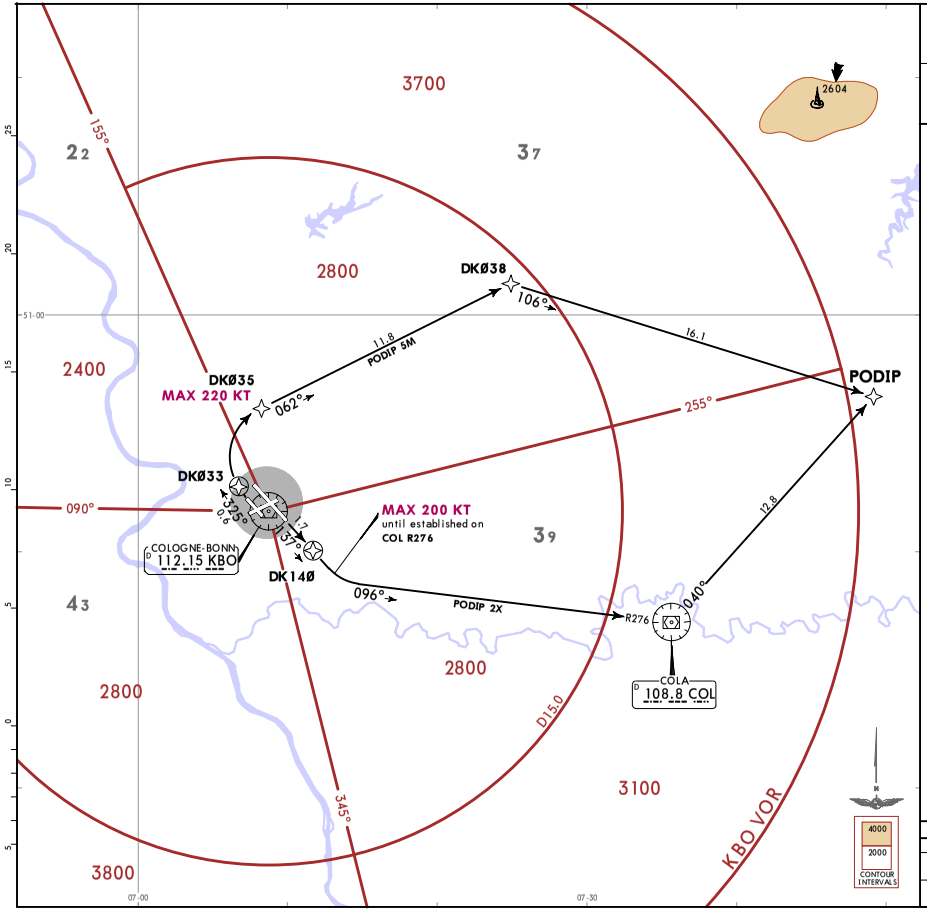

LANGEN Radar	
135.350	Trans alt: 5000 1. Remain on tower frequency until passing 2000, then contact LANGEN Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
Apt Elev 302	

PODIP 5M [PODI5M]

PODIP 2X [PODI2X]

ONLY FOR 3-ENGINED HEAVY AIRCRAFT

DEPARTURES
(OVERLAY 10-3N)

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

These SIDs require minimum climb gradients of

PODIP 5M (daytime only)
401 per NM (6.6%) until passing 5000 due to airspace structure. If unable to comply advise ATC upon start-up.

PODIP 2X
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
401 per NM	501	668	1003	1337	1671	2005

Initial climb clearance **5000**

SID	RWY	INITIAL CLIMB/ROUTING
PODIP 5M	**32L**	(700+) - DK033 - DK035 (K220-) - DK038 - PODIP.
PODIP 2X	**14L**	(700+) - DK140 - (1200+) - COL - PODIP.

CHANGES: New format.

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CHANGES: New format.

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.
Apt Elev 302	

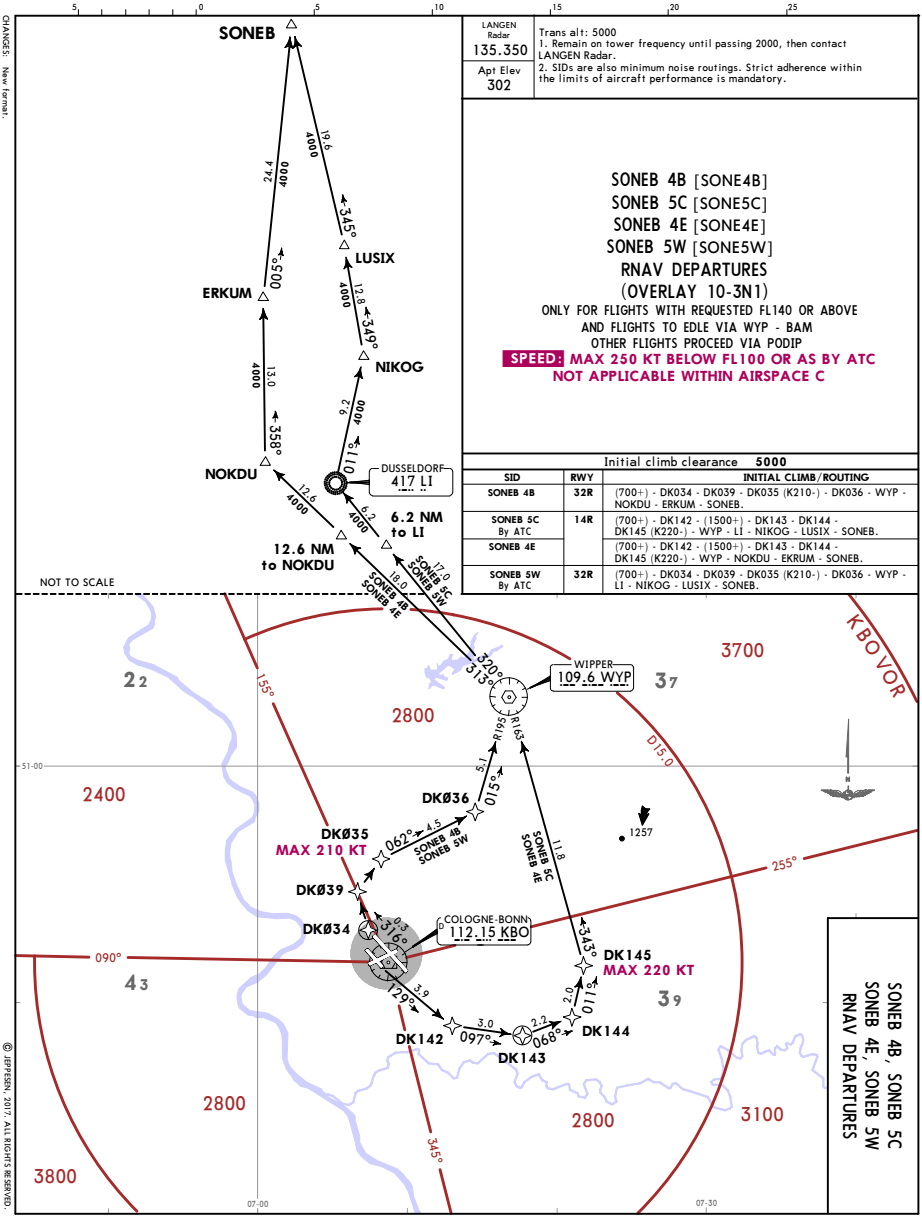
SONEB 4B [SONE4B]
SONEB 5C [SONE5C]
SONEB 4E [SONE4E]
SONEB 5W [SONE5W]
RNAV DEPARTURES
(OVERLAY 10-3N1)

ONLY FOR FLIGHTS WITH REQUESTED FL140 OR ABOVE
AND FLIGHTS TO EDLE VIA WYP - BAM
OTHER FLIGHTS PROCEED VIA PODIP

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

Initial climb clearance **5000**

SID	RWY	INITIAL CLIMB/ROUTING
SONEB 4B	32R	(700+) - DK034 - DK039 - DK035 (K210-) - DK036 - WYP - NOKDU - ERKUM - SONEB.
SONEB 5C By ATC	14R	(700+) - DK142 - (1500+) - DK143 - DK144 - DK145 (K220-) - WYP - LI - NIKOG - LUSIX - SONEB.
SONEB 4E		(700+) - DK142 - (1500+) - DK143 - DK144 - DK145 (K220-) - WYP - NOKDU - EKRUM - SONEB.
SONEB 5W By ATC	32R	(700+) - DK034 - DK039 - DK035 (K210-) - DK036 - WYP - LI - NIKOG - LUSIX - SONEB.



EDDK/CGN
COLOGNE-BONN

JEPPESEN COLOGNE-BONN, GERMANY
5 MAY 17 (10-3X2)
RNAV SID (OVERLAY)

SONEB 4B, SONEB 5C
SONEB 4E, SONEB 5W
RNAV DEPARTURES

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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	

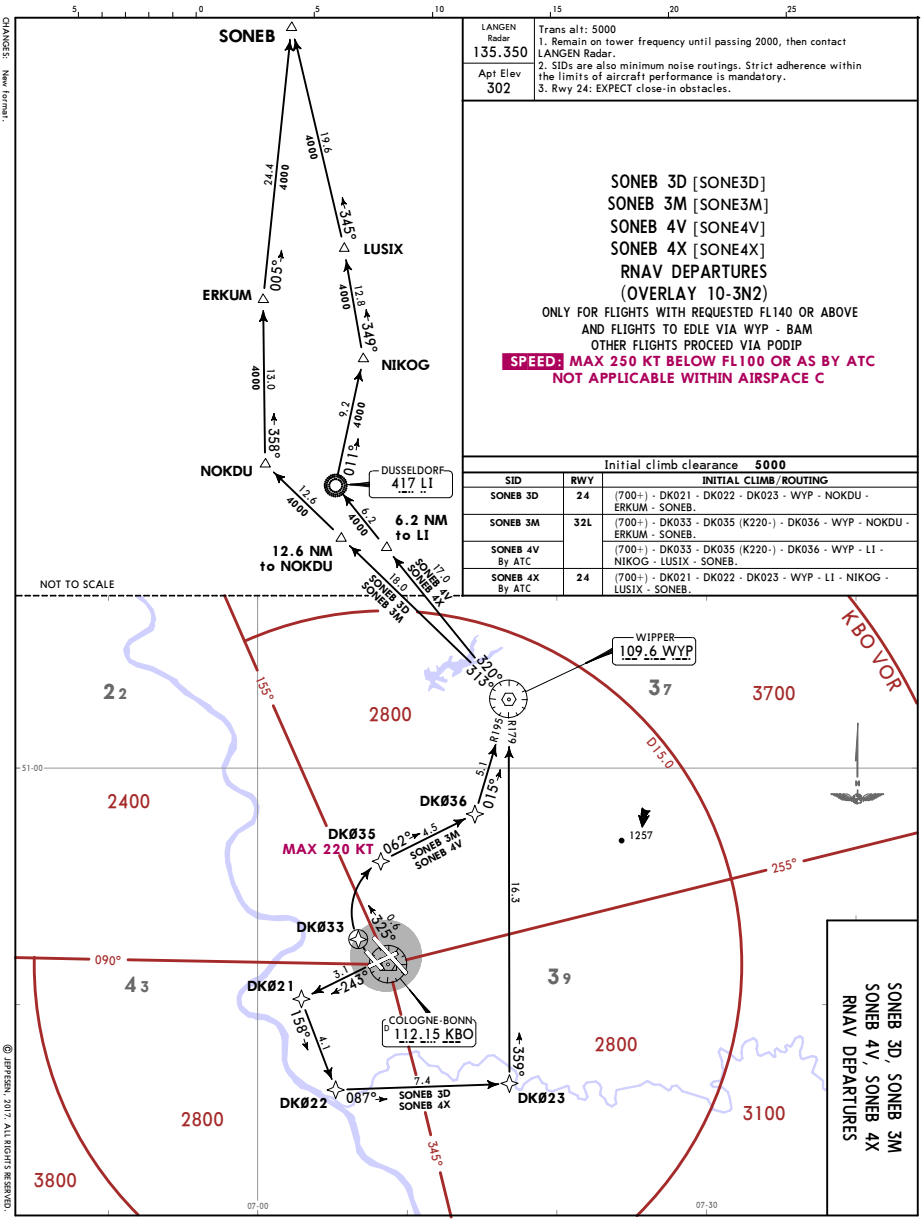
SONEB 3D [SONE3D]
SONEB 3M [SONE3M]
SONEB 4V [SONE4V]
SONEB 4X [SONE4X]
RNAV DEPARTURES
(OVERLAY 10-3N2)

ONLY FOR FLIGHTS WITH REQUESTED FL140 OR ABOVE
AND FLIGHTS TO EDLE VIA WYP - BAM
OTHER FLIGHTS PROCEED VIA PODIP

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

Initial climb clearance **5000**

SID	RWY	INITIAL CLIMB/ROUTING
SONEB 3D	24	(700+) - DK021 - DK022 - DK023 - WYP - NOKDU - ERKUM - SONEB.
SONEB 3M	32L	(700+) - DK033 - DK035 (K220-) - DK036 - WYP - NOKDU - ERKUM - SONEB.
SONEB 4V By ATC		(700+) - DK033 - DK035 (K220-) - DK036 - WYP - LI - NIKOG - LUSIX - SONEB.
SONEB 4X By ATC	24	(700+) - DK021 - DK022 - DK023 - WYP - LI - NIKOG - LUSIX - SONEB.



SONEB 3D, SONEB 3M
SONEB 4V, SONEB 4X
RNAV DEPARTURES

JEPPESEN COLOGNE-BONN, GERMANY
RNAV SID (OVERLAY)
5 MAY 17 (10-3X3)

CHANGES: New format.

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CHANGES: New format.

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	

SONEB 6F [SONE6F]
SONEB 3K [SONE3K]
SONEB 7P [SONE7P]
SONEB 4U [SONE4U]
RNAV DEPARTURES
(OVERLAY 10-3N3)

ONLY FOR FLIGHTS WITH REQUESTED FL140 OR ABOVE
AND FLIGHTS TO EDLE VIA WYP - BAM
OTHER FLIGHTS PROCEED VIA PODIP

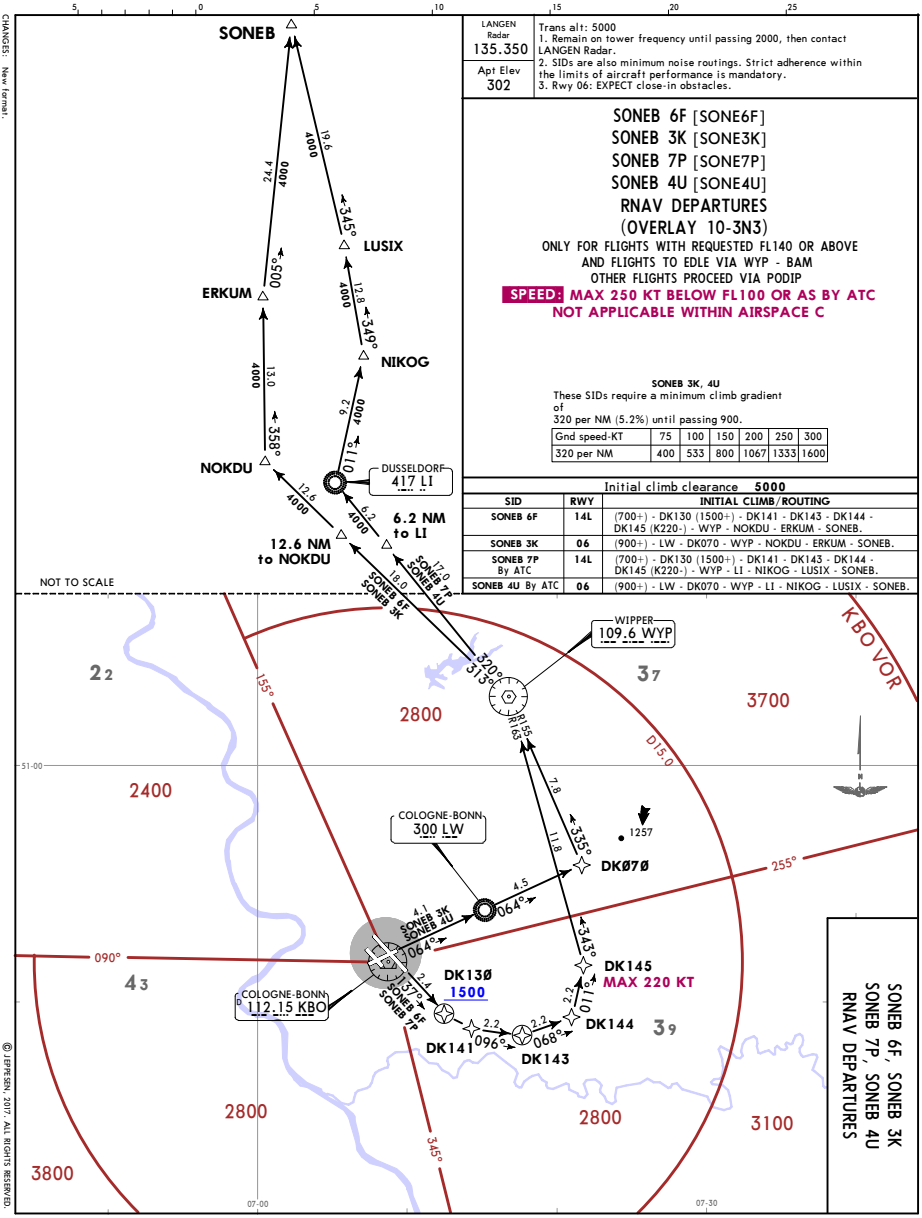
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

SONEB 3K, 4U
These SIDs require a minimum climb gradient of
320 per NM (5.2%) until passing 900.

Gnd speed-KT	75	100	150	200	250	300
320 per NM	400	533	800	1067	1333	1600

Initial climb clearance **5000**

SID	RWY	INITIAL CLIMB/ROUTING
SONEB 6F	14L	(700+) - DK130 (1500+) - DK141 - DK143 - DK144 - DK145 (K220-) - WYP - NOKDU - ERKUM - SONEB.
SONEB 3K	06	(900+) - LW - DK070 - WYP - NOKDU - ERKUM - SONEB.
SONEB 7P By ATC	14L	(700+) - DK130 (1500+) - DK141 - DK143 - DK144 - DK145 (K220-) - WYP - LI - NIKOG - LUSIX - SONEB.
SONEB 4U By ATC	06	(900+) - LW - DK070 - WYP - LI - NIKOG - LUSIX - SONEB.



EDDK/CGN
COLOGNE-BONN

JEPPESEN COLOGNE-BONN, GERMANY
RNAV SID (OVERLAY)
5 MAY 17 (10-3X4)

SONEB 6F, SONEB 3K
SONEB 7P, SONEB 4U
RNAV DEPARTURES

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EDDK/CGN
COLOGNE-BONN

JEPPESEN 5 MAY 17 (10-3X5)

COLOGNE-BONN, GERMANY
RNAV SID (OVERLAY)

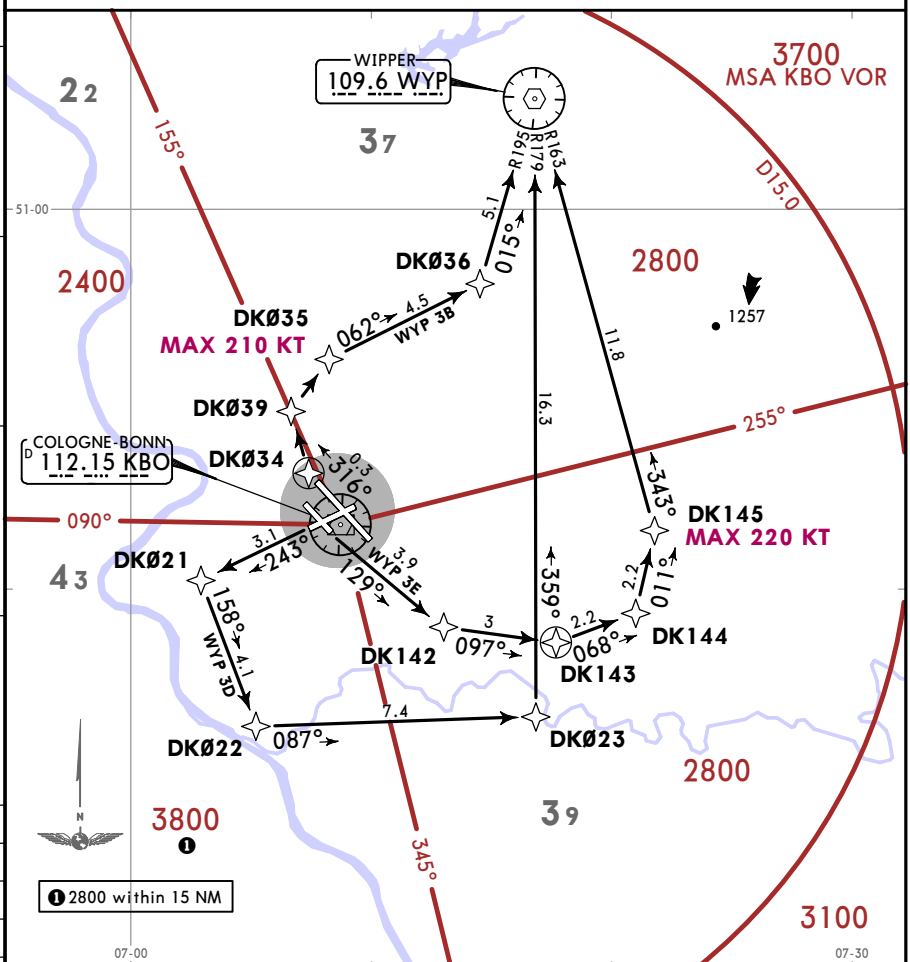
LANGEN Radar	Apt Elev
135.350	302

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 3B (WYP 3B)
WIPPER 3D (WYP 3D)
WIPPER 3E (WYP 3E)
RNAV DEPARTURES
(OVERLAY 10-3N4)

BY ATC

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



Initial climb clearance **5000**

SID	RWY	INITIAL CLIMB/ROUTING
WYP 3B	32R	(700+) - DK034 - DK039 - DK035 (K210-) - DK036 - WYP.
WYP 3D	24	(700+) - DK021 - DK022 - DK023 - WYP.
WYP 3E	14R	(700+) - DK142 - (1500+) - DK143 - DK144 - DK145 (K220-) - WYP.

CHANGES: New format.

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EDDK/CGN
COLOGNE-BONN

JEPPESEN 5 MAY 17 (10-3X6)

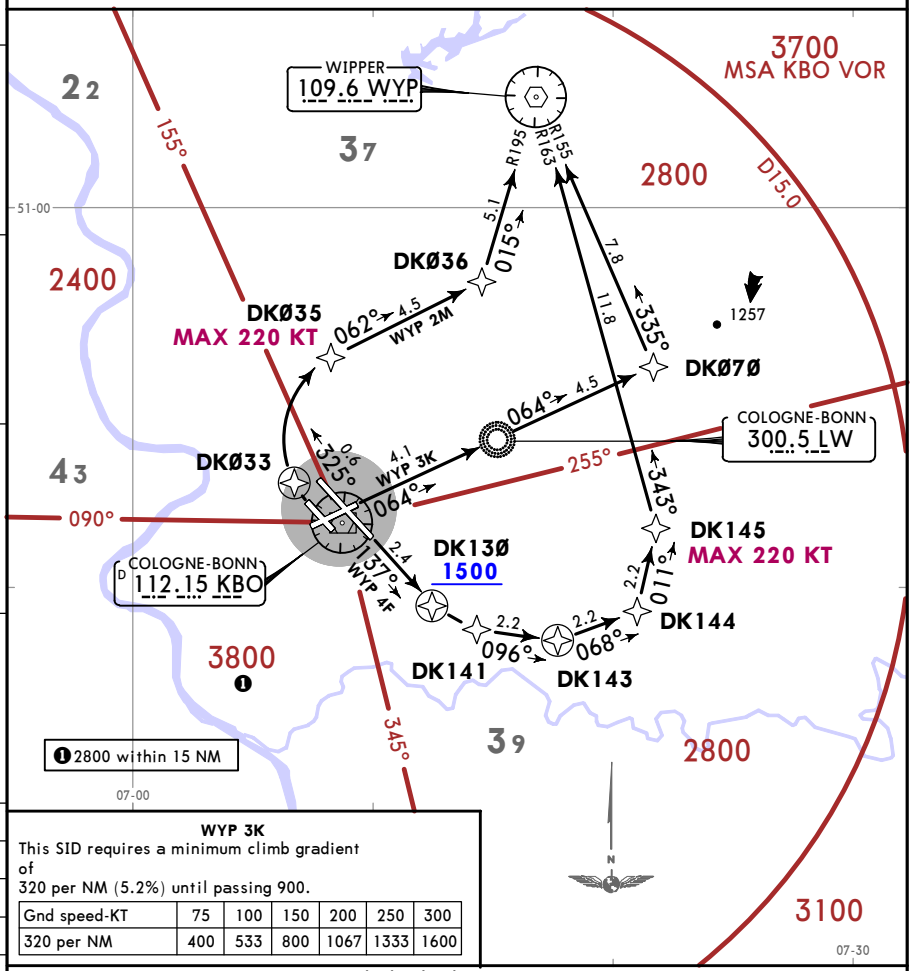
COLOGNE-BONN, GERMANY
RNAV SID (OVERLAY)

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 06: EXPECT close-in obstacles.

WIPPER 4F (WYP 4F)
WIPPER 3K (WYP 3K)
WIPPER 2M (WYP 2M)
RNAV DEPARTURES
(OVERLAY 10-3P)

BY ATC

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



WYP 3K
This SID requires a minimum climb gradient of
320 per NM (5.2%) until passing 900.

Gnd speed-KT	75	100	150	200	250	300
320 per NM	400	533	800	1067	1333	1600

Initial climb clearance **5000**

SID	RWY	INITIAL CLIMB/ROUTING
WYP 4F	**14L**	(700+) - DK130 (1500+) - DK141 - DK143 - DK144 - DK145 (K220-) - WYP.
WYP 3K	**06**	(900+) - LW - DK070 - WYP.
WYP 2M	**32L**	(700+) - DK033 - DK035 (K220-) - DK036 - WYP.

CHANGES: New format.

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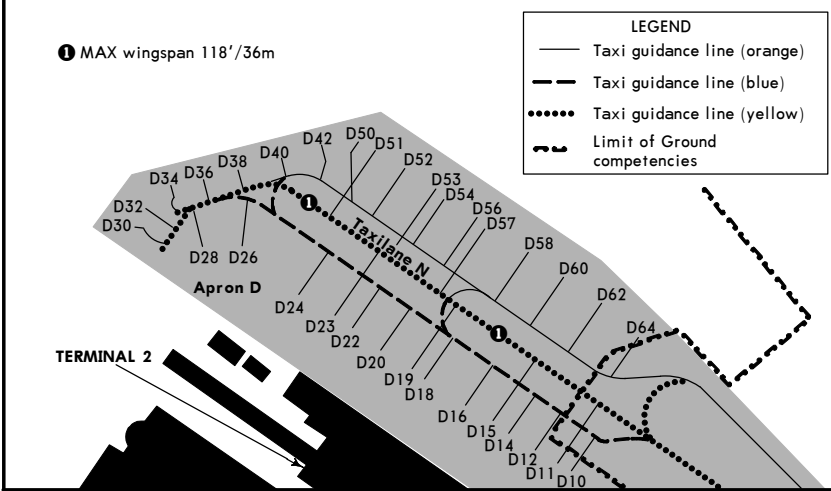
APRON D CONTSRUCTION WORK

REFER ALSO TO LATEST NOTAMS



INS COORDINATES

STAND No.	COORDINATES
D10 thru D12	N50 52.8 E007 07.3
D14	N50 52.9 E007 07.3
D15 thru D20	N50 52.9 E007 07.2
D22 thru D28	N50 52.9 E007 07.1
D30 thru D36	N50 53.0 E007 07.0
D38 thru D42	N50 53.0 E007 07.1
D50 thru D54	N50 53.0 E007 07.2
D56 thru D60	N50 53.0 E007 07.3
D62, D64	N50 52.9 E007 07.4

CHANGES: New temporary chart.

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EDDK/CGN

Apt Elev **302′**

N50 52.0 E007 08.6

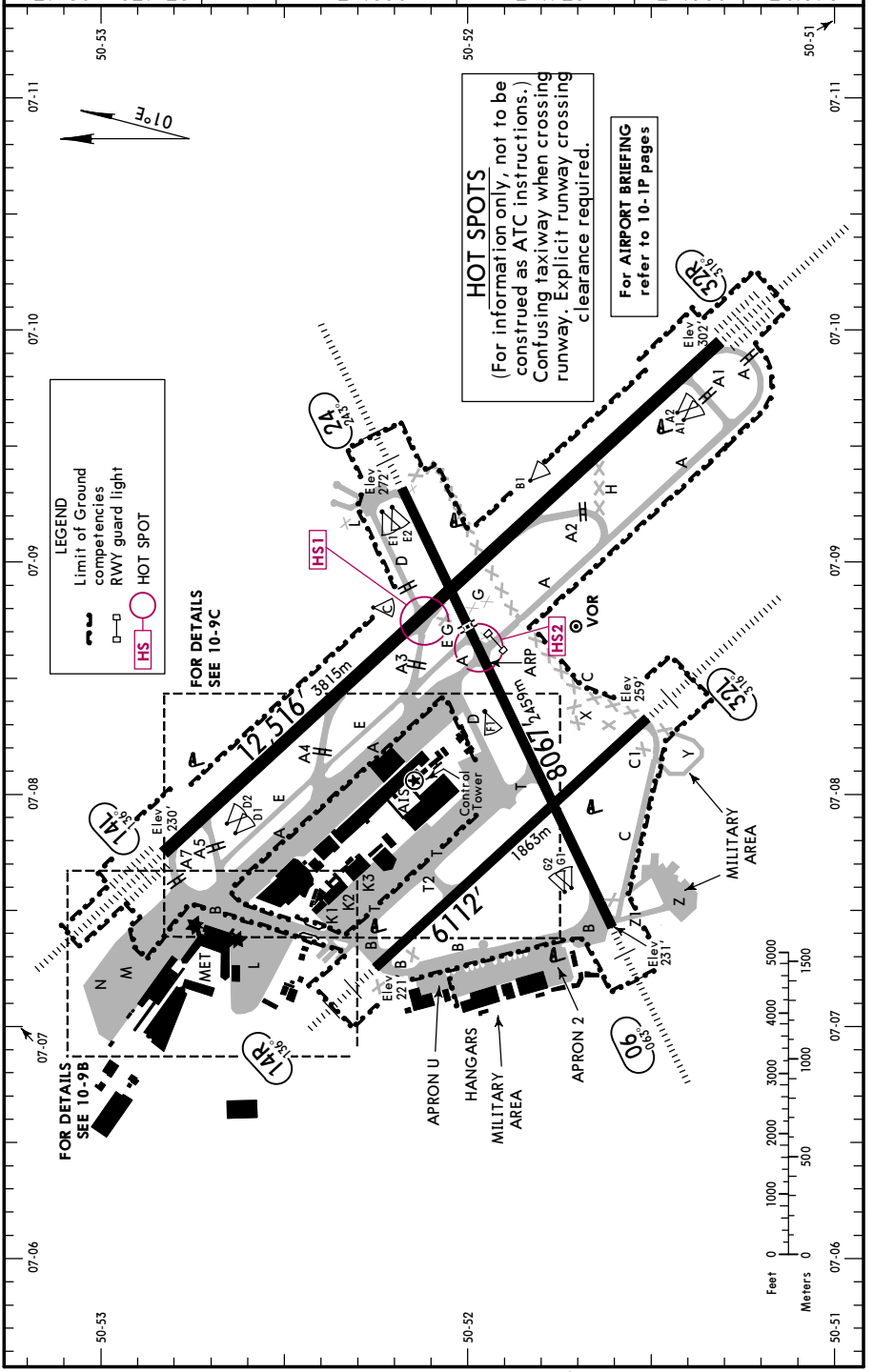
JEPPESEN

15 SEP 17 (10-9)

COLOGNE-BONN, GERMANY

COLOGNE-BONN

D-ATIS	ACARS: D-ATIS DCL	COLOGNE-BONN Delivery	COLOGNE-BONN Ground	Apron	Tower (R)
112.150 132.125		121.850	121.725	121.950	124.975



CHANGES: Delivery frequency added.

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ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
06 ❶	HIRL CL (30m) HIALS PAPI-L (3.0°) RVR			❷	148′ 45m
24	HIRL CL (30m) HIALS SFL REIL PAPI-L (3.0°) RVR		6912′ 2107m		

❶ Rwy partly grooved.

❷ TAKE OFF RUN AVAILABLE

RWY 06:

From rwy head 8067′ (2459m)
twy T int 5282′ (1610m)

RWY 24:

From rwy head 8067′ (2459m)
twy E int 5381′ (1640m)
twy A int 4954′ (1510m)

14L	HIRL CL (15m) ALSF-II TDZ REIL ❸ HST-A2 RVR		11,565′ 3525m	❹	197′ 60m
32R	HIRL CL (15m) ALSF-II TDZ REIL ❸ RVR		11,301′ 3445m		

❸ PAPI-L (3.0°)

❹ TAKE OFF RUN AVAILABLE

RWY 14L:

From rwy head 12,516′ (3815m)
twy A5 int 11,680′ (3560m)
twy A4 int 8990′ (2740m)
twy A3 int 6791′ (2070m)

RWY 32R:

From rwy head 12,516′ (3815m)
twy A1 int 11,713′ (3570m)
twy A2 int 8350′ (2545m)
twy A3 int 5840′ (1780m)

14R 32L	HIRL CL (30m) HIALS PAPI-L (3.0°)			❺	148′ 45m

❺ TAKE OFF RUN AVAILABLE

RWY 14R:

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

Standard TAKE-OFF

	Low Visibility Take-off					
	❶ 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	TDZ, MID, RO RVR 125m	TDZ, MID, RO RVR 150m	RVR 200m	RVR 300m	400m	500m
B						
C						
D						

❶ RWY 14L/32R: RVR 75m with approved guidance system or HUD/HUDLS.

CHANGES: None.

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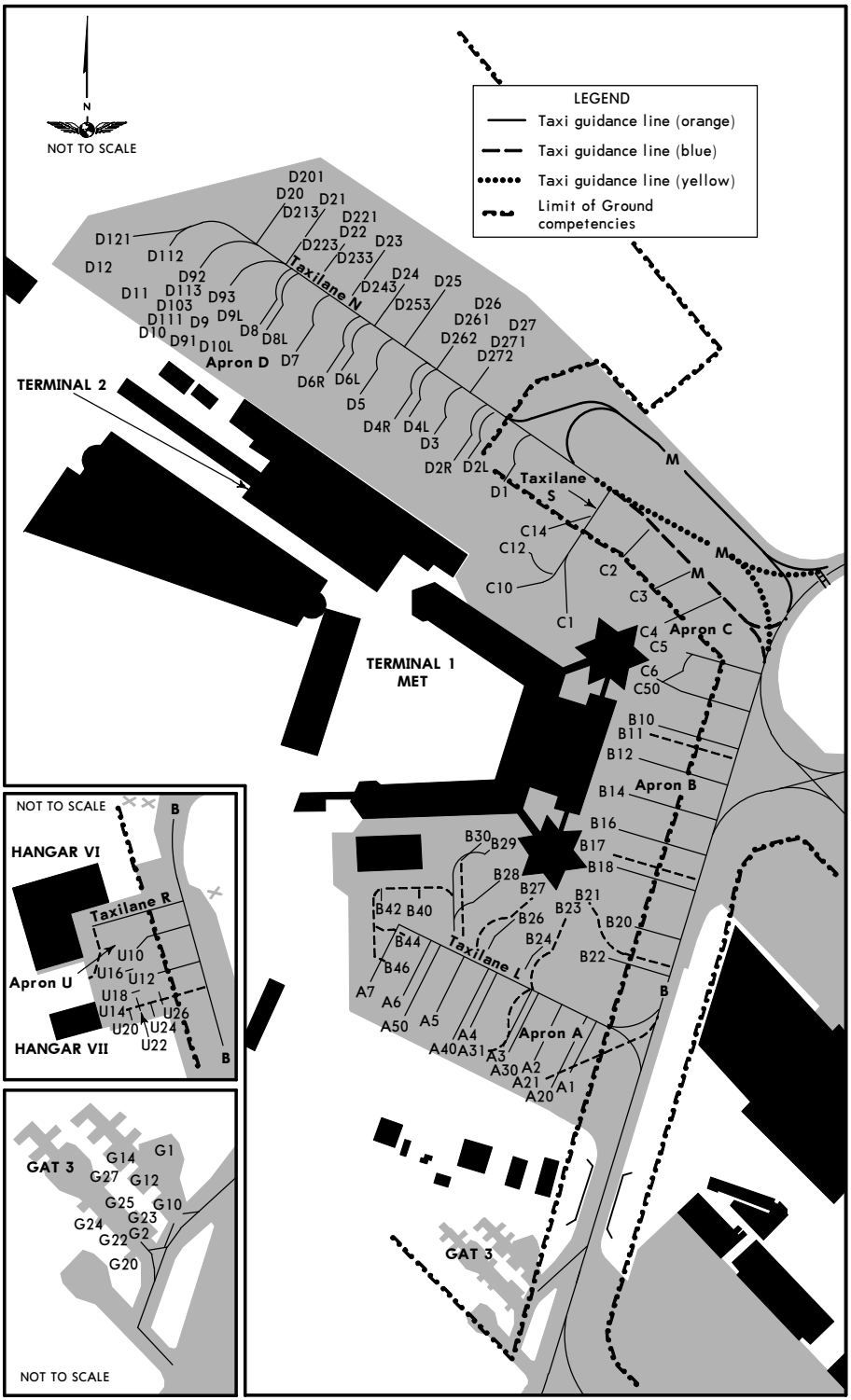

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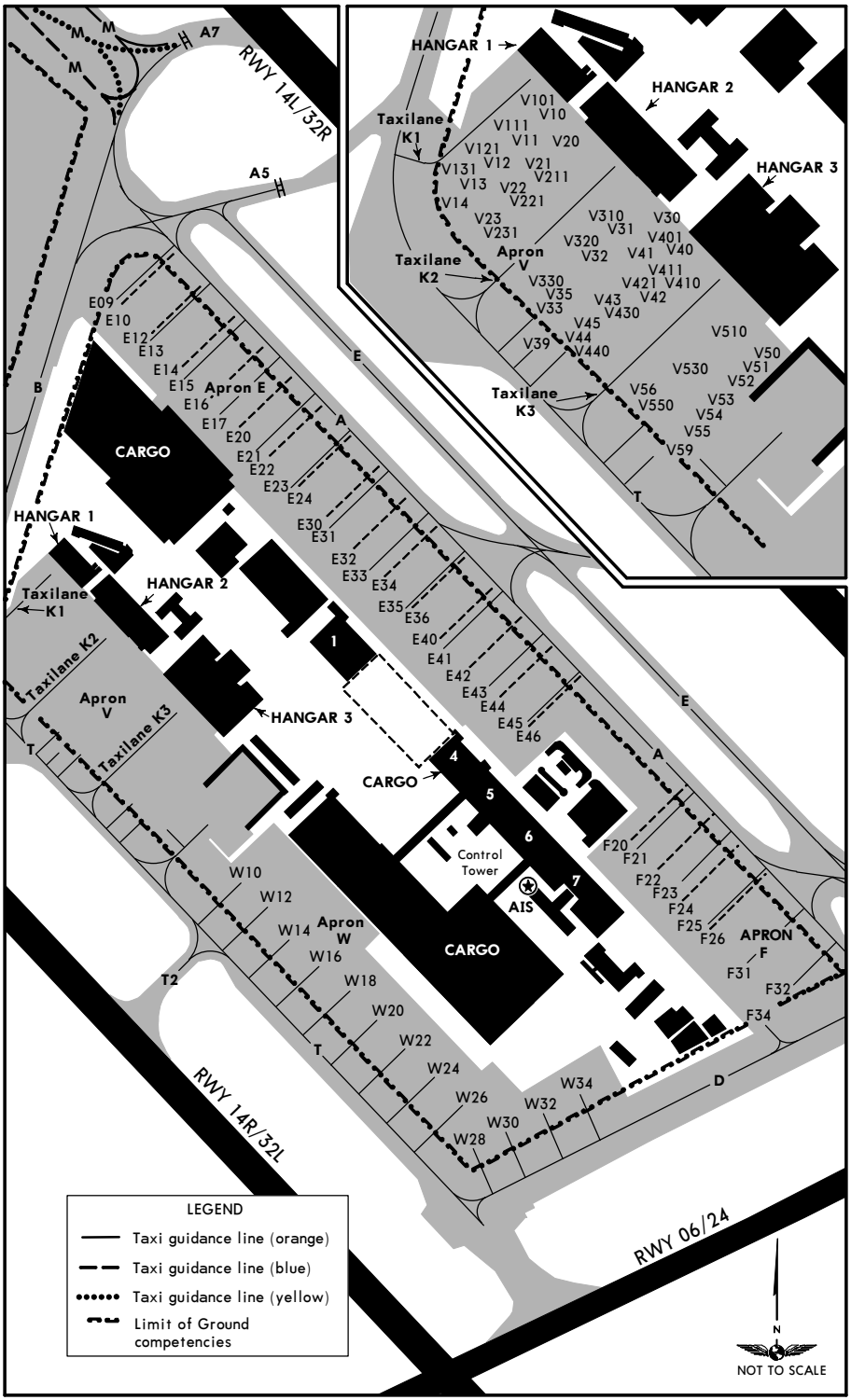
EDDK/CGN

JEPPESEN COLOGNE-BONN, GERMANY

6 JAN 17 (10-9C)

COLOGNE-BONN



CHANGES: Construction area.

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INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
A1	N50 52.5 E007 07.4	F34	N50 52.1 E007 08.3
A2 thru A4	N50 52.5 E007 07.3	U10 thru U26	N50 52.1 E007 07.2
A5, A6	N50 52.5 E007 07.2	V10 thru V12	N50 52.4 E007 07.5
A7	N50 52.6 E007 07.2	V13, V14	N50 52.3 E007 07.4
A20	N50 52.5 E007 07.4	V20	N50 52.4 E007 07.5
A21 thru A40	N50 52.5 E007 07.3	V21, V22	N50 52.3 E007 07.5
A50	N50 52.5 E007 07.2	V23	N50 52.3 E007 07.4
B10, B11	N50 52.7 E007 07.5	V30, V31	N50 52.3 E007 07.6
B12, B14	N50 52.7 E007 07.4	V32 thru V39	N50 52.3 E007 07.5
B16 thru B24	N50 52.6 E007 07.4	V40 thru V42	N50 52.3 E007 07.6
B26 thru B30	N50 52.6 E007 07.3	V43 thru V45	N50 52.3 E007 07.5
B40 thru B46	N50 52.6 E007 07.2	V50	N50 52.3 E007 07.7
C1 thru C3	N50 52.8 E007 07.4	V51 thru V59	N50 52.2 E007 07.6
C4	N50 52.8 E007 07.5	V101 thru V121	N50 52.4 E007 07.5
C5, C6	N50 52.7 E007 07.5	V131	N50 52.3 E007 07.4
C10 thru C14	N50 52.8 E007 07.3	V211, V221	N50 52.3 E007 07.5
C50	N50 52.7 E007 07.5	V231	N50 52.3 E007 07.4
D1 thru D2R	N50 52.8 E007 07.3	V310 thru V330	N50 52.3 E007 07.5
D3 thru D6L	N50 52.9 E007 07.2	V401 thru V430	N50 52.3 E007 07.6
D6R thru D9L	N50 52.9 E007 07.1	V440	N50 52.3 E007 07.5
D9, D10L	N50 52.9 E007 07.0	V510	N50 52.3 E007 07.6
D10, D11, D12	N50 53.0 E007 07.0	V530, V550	N50 52.2 E007 07.6
D20	N50 53.0 E007 07.1	W10	N50 52.2 E007 07.7
D21 thru D23	N50 53.0 E007 07.2	W12	N50 52.2 E007 07.8
D24 thru D26	N50 53.0 E007 07.3	W14, W16	N50 52.1 E007 07.8
D27	N50 52.9 E007 07.4	W18, W20	N50 52.1 E007 07.9
D103 thru D121	N50 53.0 E007 07.0	W22	N50 52.0 E007 07.9
D201	N50 53.0 E007 07.2	W24 thru W30	N50 52.0 E007 08.0
D213	N50 53.0 E007 07.1	W32, W34	N50 52.0 E007 08.1
D221 thru D243	N50 53.0 E007 07.2		
D253, D261, D262	N50 53.0 E007 07.3		
D271	N50 53.0 E007 07.4		
D272	N50 52.9 E007 07.3		
E9 thru E14	N50 52.6 E007 07.6		
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		

CHANGES: Stands. Coordinates.

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EDDK/CGN
COLOGNE-BONN

JEPPESEN

1 SEP 17 (11-1)

COLOGNE-BONN, GERMANY
ILS or LOC Rwy 14L

BRIEFING STRIP™

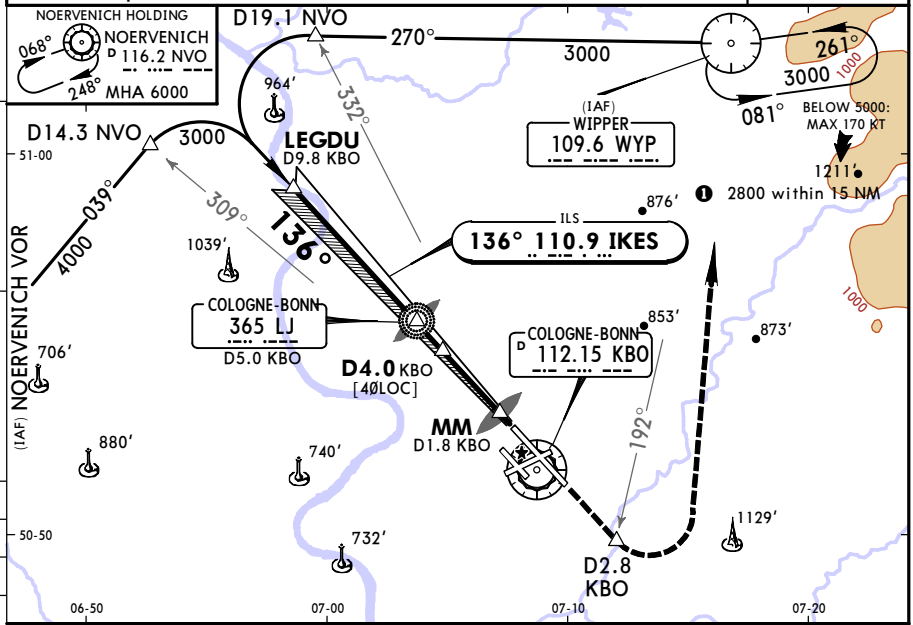
D-ATIS	LANGEN Radar (APP)	COLOGNE-BONN Director (APP)	COLOGNE-BONN Tower (R)	Ground
112.150 132.125	118.750	121.050	124.975	121.725

LOC IKES	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 302′
110.9	**136°**	**1470′** (1240′)	**430′** (200′)	Rwy 230′

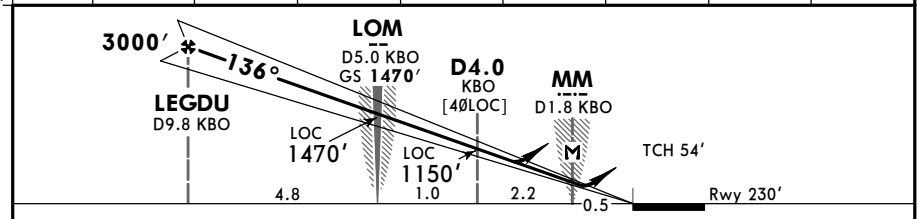
MISSED APCH: Climb STRAIGHT AHEAD to 3000′. When passing D2.8 KBO/R-192 WYP or 2000′, whichever is later, then turn LEFT to WYP VOR.

Alt Set: hPa (IN on req) Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 5000′
LOC: **DME required.**

MSA KBO VOR: 155° 3700 ❶; 255° 3100 ❶; 345° 3800 ❶; 090° 2400



LOC (GS out)	KBO DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0
	ALTITUDE	2740′	2420′	2100′	1790′	1470′	1150′	830′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at MM/D1.8 KBO							

ALSF-II
REIL
PAPI

D2.8 KBO ↑ | WYP 109.6 or R-192 or | 2000′ ↑ whichever is later

PANS OPS

Standard STRAIGHT-IN LANDING RWY 14L

	ILS DA(H) 430′ (200′)			LOC (GS out) CDFA DA/MDA(H) 630′ (400′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 550m	RVR 550m ❶	RVR 1200m	RVR 1100m	RVR 1500m
B					
C					RVR 1800m
D					

❶ W/o HUD/AP/FD: RVR 750m

CHANGES: Communications.

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EDDK/CGN
COLOGNE-BONN

JEPPESEN

1 SEP 17 (11-1A)

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

BRIEFING STRIP ™

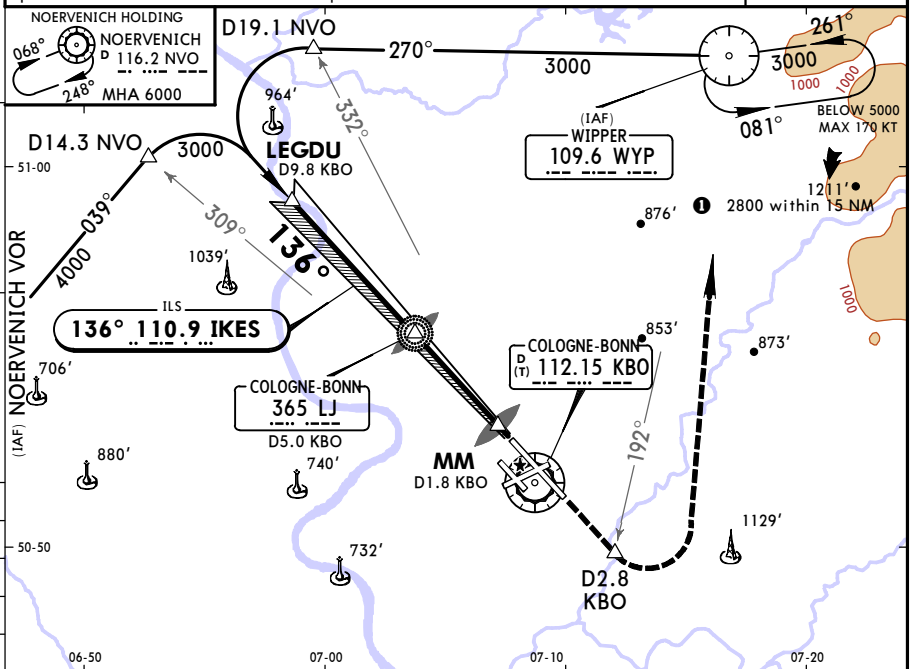
D-ATIS	LANGEN Radar (APP)	COLOGNE-BONN Director (APP)	COLOGNE-BONN Tower (R)	Ground
112.150 132.125	118.750	121.050	124.975	121.725

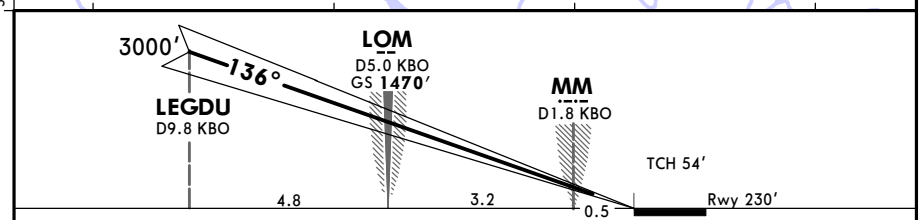
LOC IKES	Final Apch Crs	GS LOM	CAT II & IIIA ILS Refer to Minimums	Apt Elev 302′ Rwy 230′
110.9	136°	1470′ (1240′)		

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.

MSA KBO VOR: 155° 3700 ❶; 255° 3100 ❶; 345° 3800 ❶; 090° 2400





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II
REIL
PAPI

D2.8 KBO ↑ or WYP 109.6 R-192 or 2000′ ↑ whichever is later

PANS OPS

Standard STRAIGHT-IN LANDING RWY 14L

CAT IIIA ILS ❶	CAT II ILS ❷
DH 50′	ABCD RA 106′ DA(H) 330′ (100′)
RVR 200m	RVR 300m

❶ CAT IIIB: Mim RVR 75m
❷ LACFT: RA 119′, DA(H) 341′(111′).

CHANGES: Communications.

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EDDK/CGN COLOGNE-BONN

JEPPESEN 1 SEP 17 (11-2)

COLOGNE-BONN, GERMANY ILS or LOC Rwy 24

BRIEFING STRIP ™

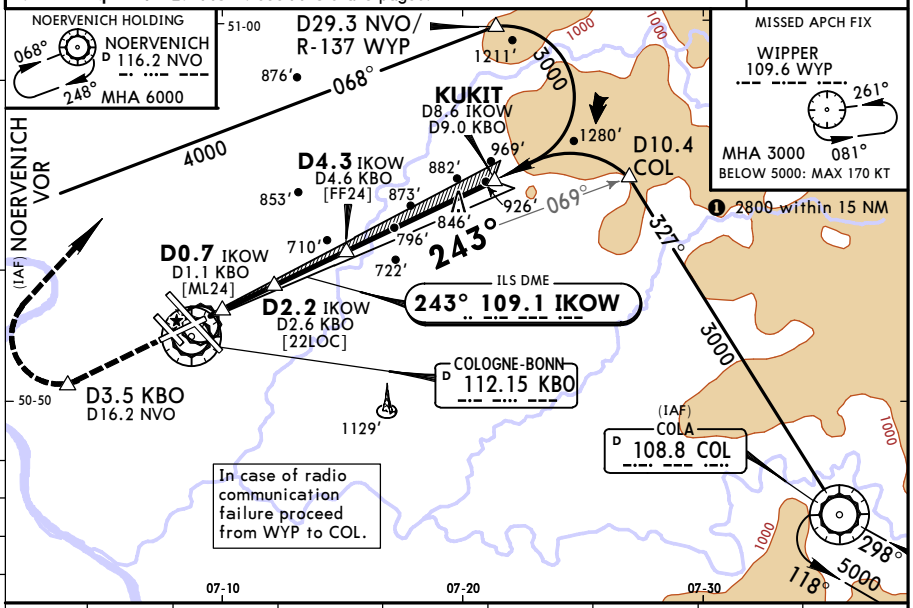
D-ATIS	LANGEN Radar (APP)	COLOGNE-BONN Director (APP)	COLOGNE-BONN Tower (R)	Ground
112.150 132.125	118.750	121.050	124.975	121.725

LOC IKOW	Final Apch Crs	GS	ILS DA(H)	Apt Elev 302′
109.1	**243°**	**D4.3 IKOW** **1630′** (1358′)	Refer to Minimums	Rwy 272′

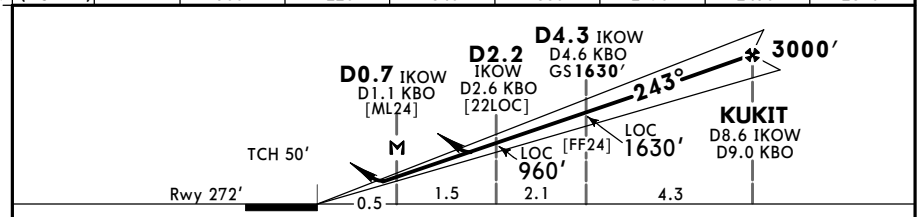
MISSED APCH: Climb STRAIGHT AHEAD to 5000′. When passing D3.5 KBO/D16.2 NVO or 2000′, whichever is later, turn RIGHT to WYP VOR.

Alt Set: hPa (IN on req) Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 5000′
1. **DME required.** 2. LACFT: See ATC State pages.

MSA KBO VOR: 155° 3700 ❶; 255° 3100 ❶; 345° 3800 ❶; 090° 2400



LOC (GS out)	IKOW DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	900′	1220′	1540′	1860′	2170′	2490′	2810′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.7 IKOW/D1.1 KBO							

HIALS REIL PAPI

D3.5 KBO D16.2 NVO 2000′ whichever later

Standard STRAIGHT-IN LANDING RWY 24

	ILS ❶		LOC (GS out) CDFA	
	DA(H) **472′** (200′)		DA/MDA(H) **840′** (568′)	
	FULL	ALS out		ALS out
A	RVR 550m ❷	RVR 1200m	1500m ❸	
B				
C			1900m	2400m
D				

PANS OPS

❶ LACFT: DA(H) 589′(317′), FULL: RVR 700m. ❷ W/o HUD/AP/FD: RVR 750m.
❸ Flight visibility and ground visibility are required.

CHANGES: Communications.

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EDDK/CGN
COLOGNE-BONN

JEPPESEN

1 SEP 17 (11-3)

COLOGNE-BONN, GERMANY
ILS or LOC Rwy 32R

BRIEFING STRIP ™

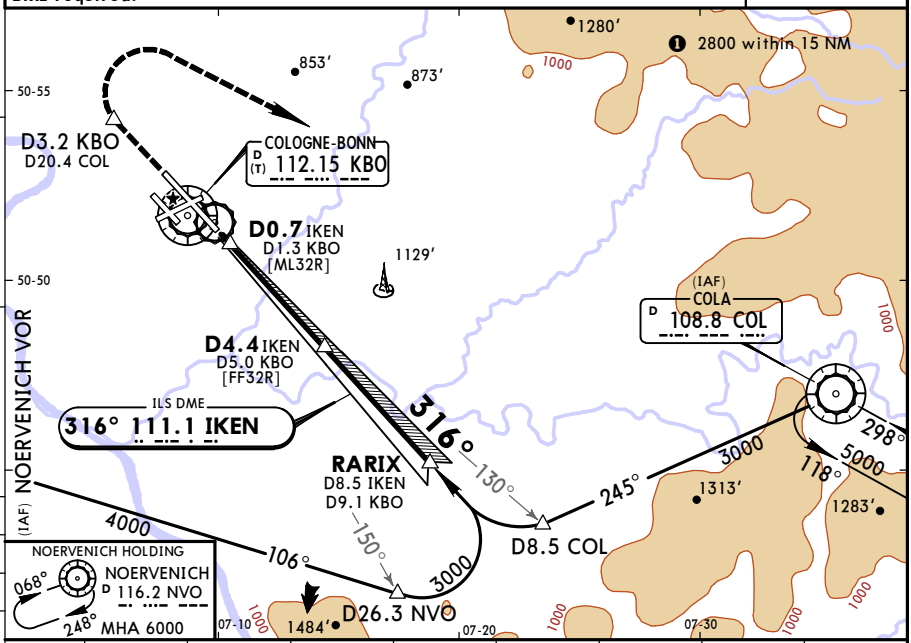
D-ATIS	LANGEN Radar (APP)	COLOGNE-BONN Director (APP)	COLOGNE-BONN Tower (R)	Ground
112.150 132.125	118.750	121.050	124.975	121.725

LOC IKEN	Final Apch Crs	GS LV Lctr	ILS DA(H)	Apt Elev 302′
111.1	316°	1660′ (1358′)	502′ (200′)	Rwy 302′

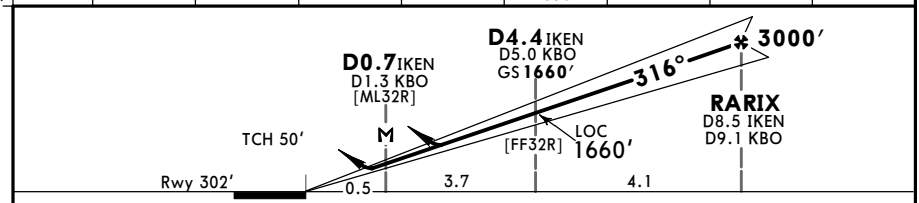
MISSED APCH: Climb STRAIGHT AHEAD to 5000′. When passing D3.2 KBO/D20.4 COL or 2000′, whichever is later, turn RIGHT to COL VOR.

Alt Set: hPa (IN on req) Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 5000′
DME required.

MSA KBO VOR: 155° 3700 ❶; 2400 ❶; 090°; 255°; 3800 ❶; 3100 ❶; 345°



LOC (GS out)	IKEN DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	930′	1250′	1570′	1890′	2200′	2520′	2840′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.7 IKEN/D1.3 KBO							

ALSF-II
REIL
PAPI

D3.2 KBO 2000′
D20.4 COL
whichever later

PANS OPS

Standard

STRAIGHT-IN LANDING RWY 32R

	ILS ❶ DA(H) 502′ (200′)			LOC (GS out) CDFA DA/MDA(H) 740′ (438′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 550m	RVR 550m ❷	RVR 1200m	RVR 1300m	RVR 1500m
B					
C					RVR 2000m
D					

❶ LACFT: DA(H) 559′(257′); FULL: RVR 600m, ALS out: RVR 1300m. ❷ W/o HUD/AP/FD: RVR 750m

CHANGES: Communications.

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EDDK/CGN
COLOGNE-BONN

JEPPESEN

1 SEP 17 (11-3A)

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

BRIEFING STRIP ™

D-ATIS	LANGEN Radar (APP)	COLOGNE-BONN Director (APP)	COLOGNE-BONN Tower (R)	Ground
112.150 132.125	118.750	121.050	124.975	121.725

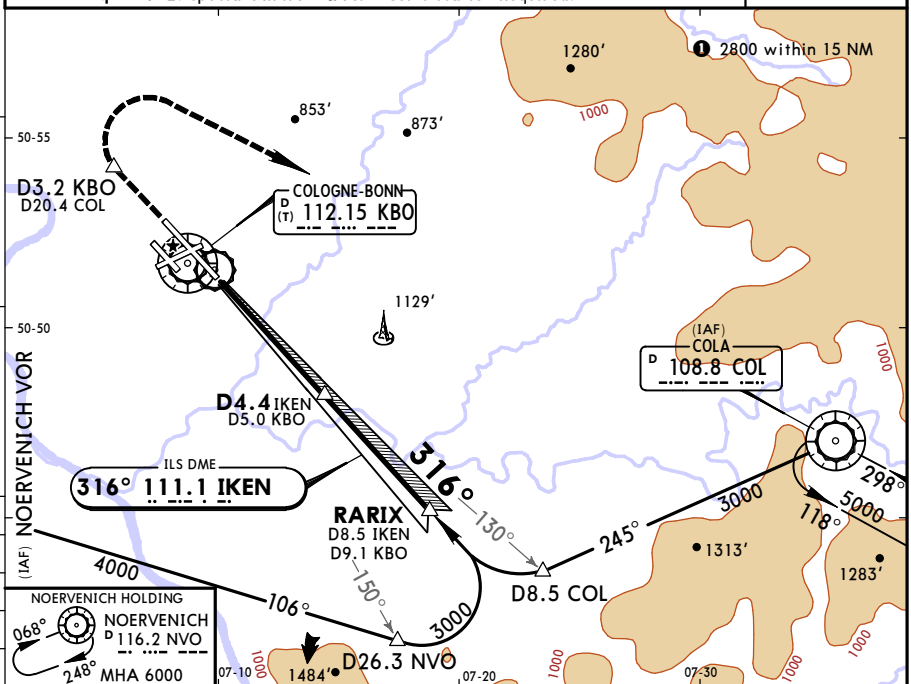
LOC IKEN	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev 302′
111.1	316°	LV Lctr 1660′(1358′)		Rwy 302′

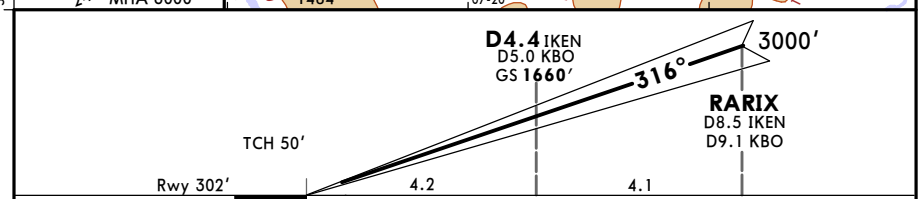
MISSED APCH: Climb STRAIGHT AHEAD to 5000′. When passing D3.2 KBO/D20.4 COL or 2000′, whichever is later, turn RIGHT to COL VOR.

Alt Set: hPa (IN on req) Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 5000′

1. DME required. 2. Special Aircrew & Acft Certification Required.

MSA KBO VOR: 155° 3700 ❶; 255° 3100 ❶; 345° 3800 ❶; 090° 2400 ❶





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II
REIL
PAPI

D3.2 KBO 2000′
D20.4 COL
whichever later

PANS OPS

Standard STRAIGHT-IN LANDING RWY **32R**

CAT IIIA ILS [1]	CAT II ILS
DH **50′**	**RA 89′** DA(H) **402′**(100′)
RVR 200m	RVR 300m

[1] CAT IIIB: Mim RVR 75m

CHANGES: Communications.

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EDDK/CGN
COLOGNE-BONN

JEPPESEN

1 SEP 17 (12-1)

COLOGNE-BONN, GERMANY
RNP Rwy 06

BRIEFING STRIP ™

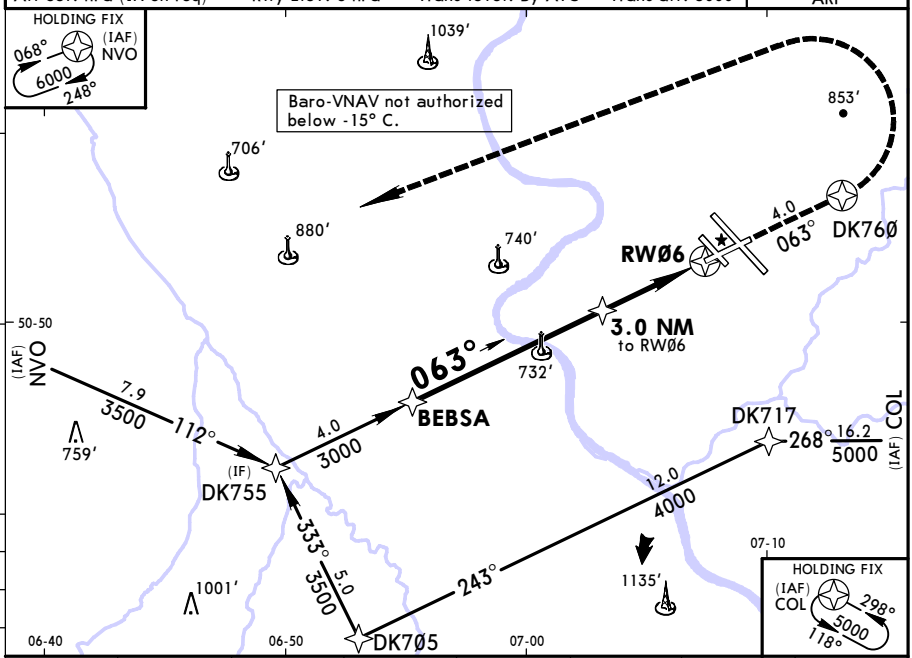
D-ATIS	LANGEN Radar (APP)	COLOGNE-BONN Director (APP)	COLOGNE-BONN Tower (R)	Ground
112.150 132.125	118.750	121.050	124.975	121.725

RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev 302'
	063°	**BEBSA** **3000'** (2769')	Refer to Minimums	Rwy 231'

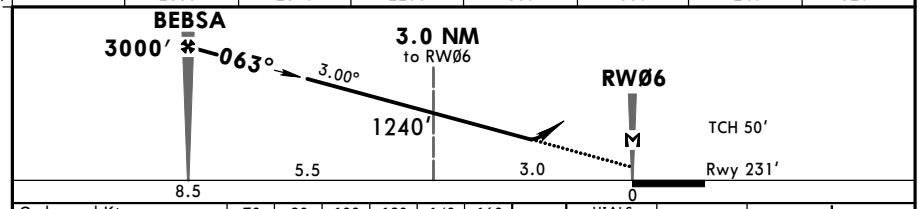
MISSED APCH: Climb on 063° to 6000'. When passing DK76Ø or 2000', whichever is later, turn LEFT direct to NVO.

3800 MSA ARP

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



DIST to RWØ6	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2830'	2510'	2200'	1880'	1560'	1240'	920'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RWØ6							

HIALS PAPI

063°

DK76Ø 2000' whichever later

Standard STRAIGHT-IN LANDING RWY **06**

	LNAV/VNAV DA(H) AB: **661'** (430') CD: **671'** (440')		LNAV CDFA DA/MDA(H) **690'** (459')	
		ALS out		ALS out
A	RVR 1300m	RVR 1500m	RVR 1400m	RVR 1500m
B				
C		RVR 2000m		RVR 2100m
D				

PANS OPS

CHANGES: Communications.

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EDDK/CGN
COLOGNE-BONN

JEPPESEN

1 SEP 17 (12-2)

COLOGNE-BONN, GERMANY
RNP Rwy 14L

BRIEFING STRIP

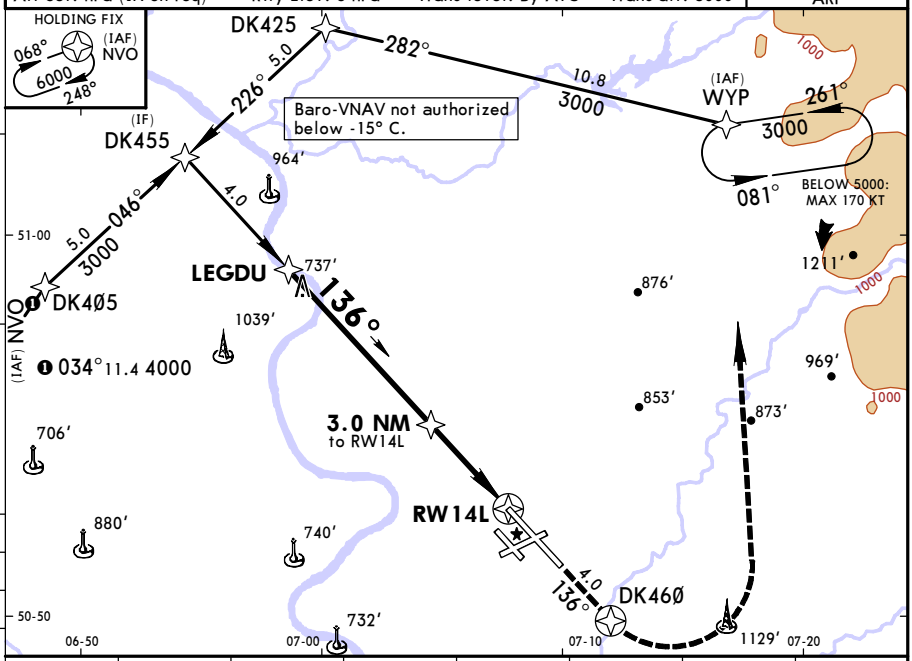
D-ATIS	LANGEN Radar (APP)	COLOGNE-BONN Director (APP)	COLOGNE-BONN Tower (R)	Ground
112.150 132.125	118.750	121.050	124.975	121.725

RNAV	Final Apch Crs	Minimum Alt LEGDU	LNAV/VNAV DA(H)	Apt Elev 302′
	136°	3000′(2770′)	710′(480′)	Rwy 230′

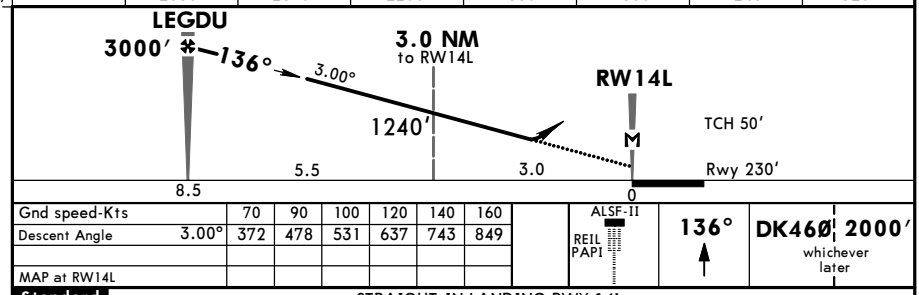
MISSED APCH: Climb on 136° to 3000′. When passing DK46Ø or 2000′, whichever is later, turn LEFT direct to WYP.

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

3800 MSA ARP



DIST to RW14L	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2830′	2510′	2200′	1880′	1560′	1240′	920′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW14L							

ALSF-II, REIL, PAPI

136°

DK46Ø 2000′ whichever later

Standard STRAIGHT-IN LANDING RWY 14L

	LNAV/VNAV DA(H) 710′(480′)		LNAV CDFA DA/MDA(H) 730′(500′)	
		ALS out		ALS out
A	RVR 1500m	RVR 1500m	RVR 1500m	RVR 1500m
B				
C		RVR 2200m		RVR 2300m
D				

PANS OPS

CHANGES: Communications.

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EDDK/CGN
COLOGNE-BONN

JEPPESEN

1 SEP 17 (12-3)

COLOGNE-BONN, GERMANY
RNP Rwy 14R

BRIEFING STRIP TM

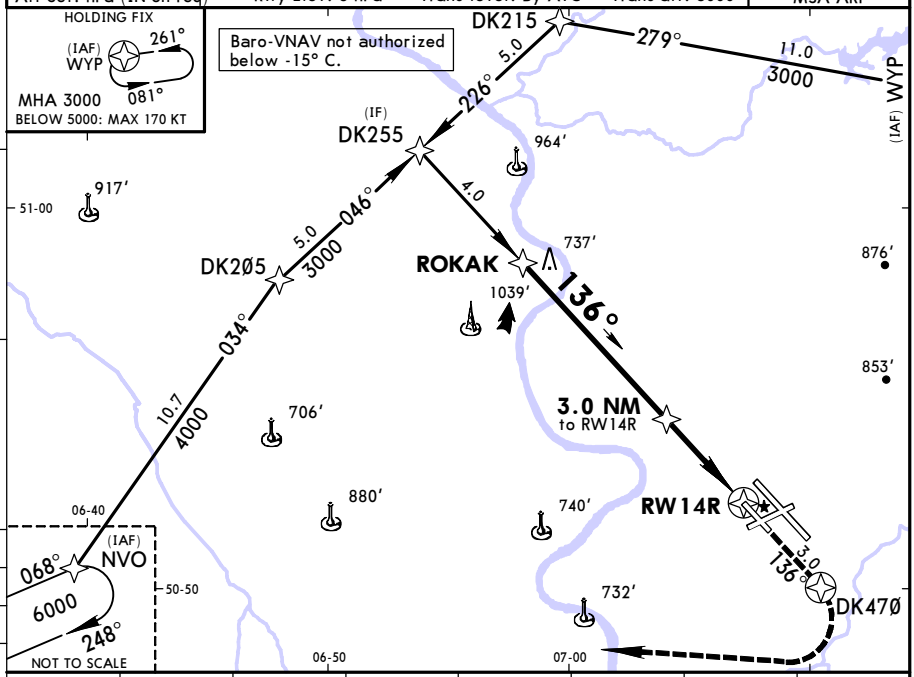
D-ATIS	LANGEN Radar (APP)	COLOGNE-BONN Director (APP)	COLOGNE-BONN Tower (R)	Ground
112.150 132.125	118.750	121.050	124.975	121.725

RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev 302'
	136°	**ROKAK** **3000'** (2779')	**701'** (480')	Rwy 221'

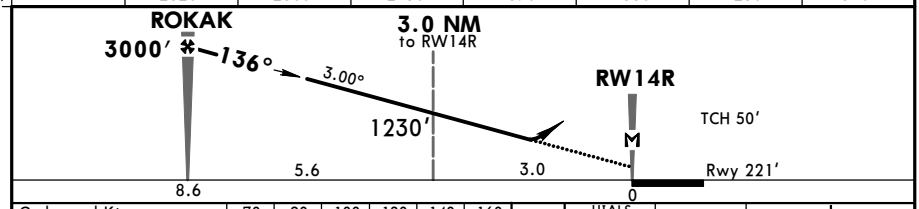
MISSED APCH: Climb on 136° to 6000'. When passing DK47Ø or 2000', whichever is later, turn RIGHT direct to NVO.

3800 MSA ARP

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



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



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW14R							

HIALS PAPI

136°

DK47Ø 2000' whichever later

Standard STRAIGHT-IN LANDING RWY **14R**

PANS OPS

	LNAV/VNAV DA(H) 701' (480')		LNAV CDFA DA/MDA(H) 730' (509')	
		ALS out		ALS out
A	2100m [1]		2100m [1]	
B				
C	2100m [1]	2200m	2100m [1]	2400m
D				

[1] Flight visibility and ground visibility are required.

CHANGES: Communications.

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EDDK/CGN COLOGNE-BONN

JEPPESEN 1 SEP 17 (12-4)

COLOGNE-BONN, GERMANY RNP Rwy 24

BRIEFING STRIP

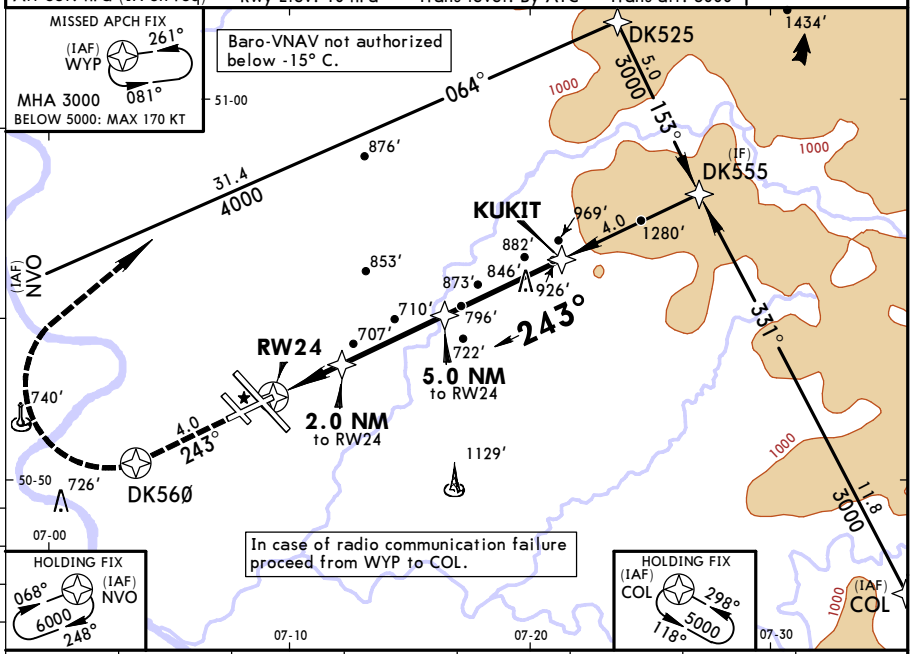
D-ATIS	LANGEN Radar (APP)	COLOGNE-BONN Director (APP)	COLOGNE-BONN Tower (R)	Ground
112.150 132.125	118.750	121.050	124.975	121.725

RNAV	Final Apch Crs	Minimum Alt KUKIT	LNAV DA/MDA(H)	Apt Elev 302′
	243°	3000′(2728′)	850′(578′)	Rwy 272′

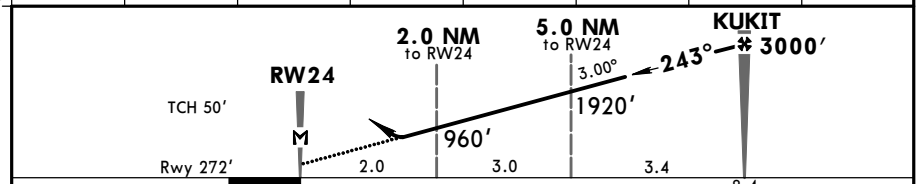
MISSED APCH: Climb on 243° to 5000′. When passing DK56Ø or 2000′, whichever is later, turn RIGHT direct to WYP.

3800 MSA ARP

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



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



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW24							

HIALS REIL PAPI

243°

DK56Ø 2000′ whichever later

PANS OPS

Standard STRAIGHT-IN LANDING RWY 24

	LNAV/VNAV DA(H) 962′(690′)		LNAV CDFA DA/MDA(H) 850′(578′)	
		ALS out		ALS out
A	RVR 1500m		1500m [1]	
B				
C	RVR 2400m		1900m	2400m
D				

[1] Flight visibility and ground visibility are required.

CHANGES: Communications.

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EDDK/CGN
COLOGNE-BONN

JEPPESEN

1 SEP 17 (12-5)

COLOGNE-BONN, GERMANY
RNP Rwy 32L

BRIEFING STRIP ™

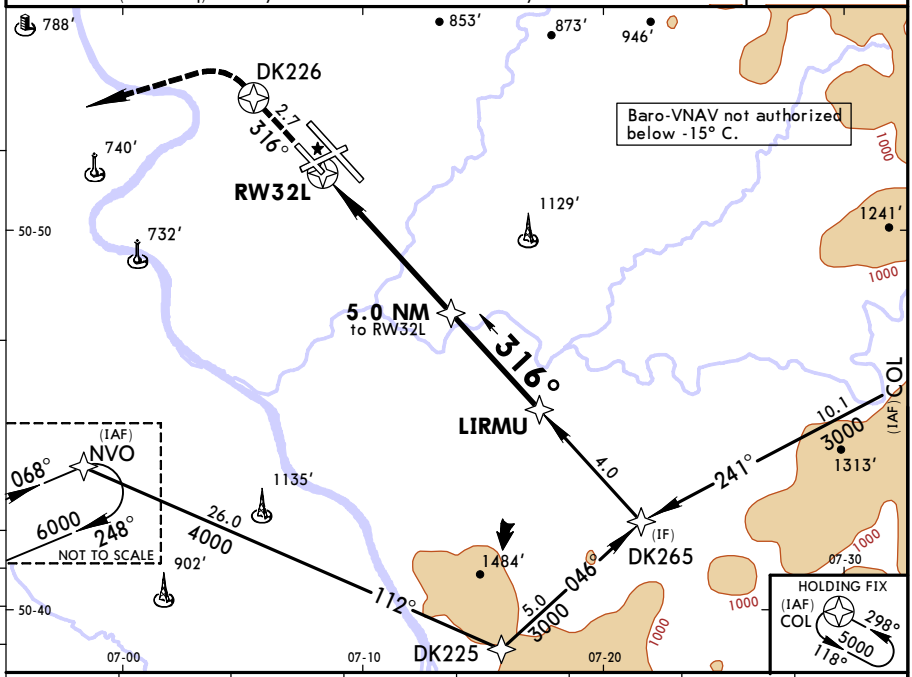
D-ATIS	LANGEN Radar (APP)	COLOGNE-BONN Director (APP)	COLOGNE-BONN Tower (R)	Ground
112.150 132.125	118.750	121.050	124.975	121.725

RNAV	Final Apch Crs	Minimum Alt LIRMU	LNAV/VNAV DA(H)	Apt Elev 302′ Rwy 259′
	316°	3000′(2741′)	769′(510′)	

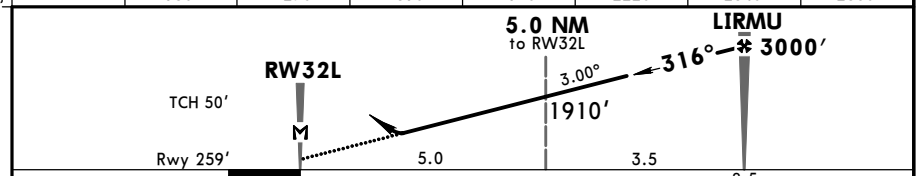
MISSED APCH: Climb on 316° to 6000′. When passing DK226 or 2000′, whichever is later, turn LEFT direct to NVO.

3800 MSA ARP

Alt Set: hPa (IN on req) Rwy Elev: 9 hPa Trans level: By ATC Trans alt: 5000′



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
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW32L							

HIALS PAPI

316°

DK226 2000′ whichever later

Standard STRAIGHT-IN LANDING RWY 32L

	LNAV/VNAV DA(H) 769′(510′)		LNAV CDFA DA/MDA(H) 780′(521′)	
	ALS out		ALS out	
A	RVR 1500m		RVR 1500m	
B				
C	RVR 1600m	RVR 2400m	RVR 1700m	RVR 2400m
D				

PANS OPS

CHANGES: Communications.

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EDDK/CGN
COLOGNE-BONN

JEPPESEN 1 SEP 17 (12-6)

COLOGNE-BONN, GERMANY
RNP Rwy 32R

BRIEFING STRIP ™

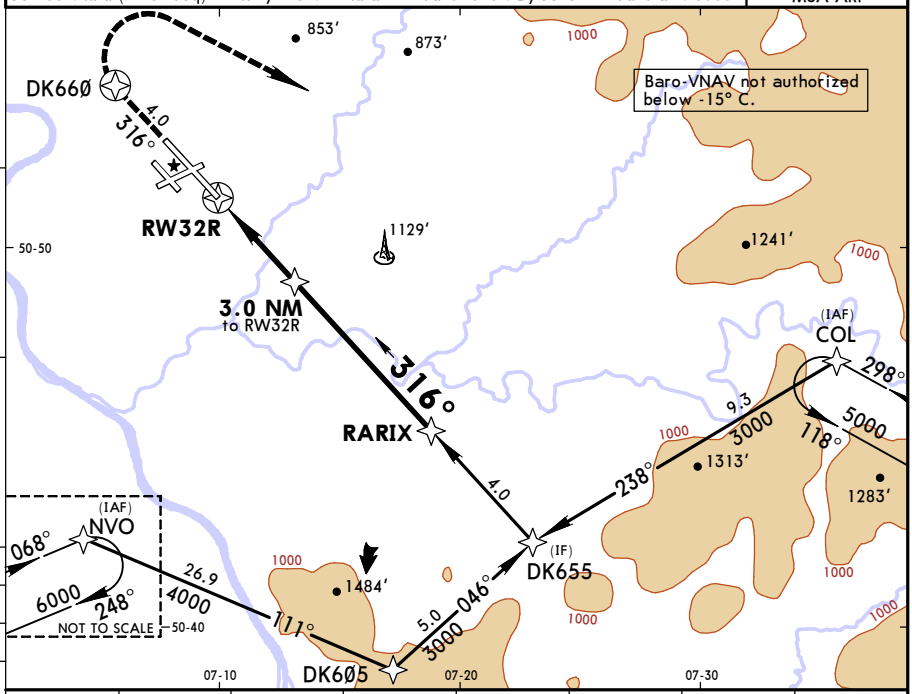
D-ATIS	LANGEN Radar (APP)	COLOGNE-BONN Director (APP)	COLOGNE-BONN Tower (R)	Ground
112.150 132.125	118.750	121.050	124.975	121.725

RNAV	Final Apch Crs	Minimum Alt RARIX	LNAV/VNAV DA(H)	Apt Elev 302′ Rwy 302′
	316°	3000′ (2698′)	772′ (470′)	

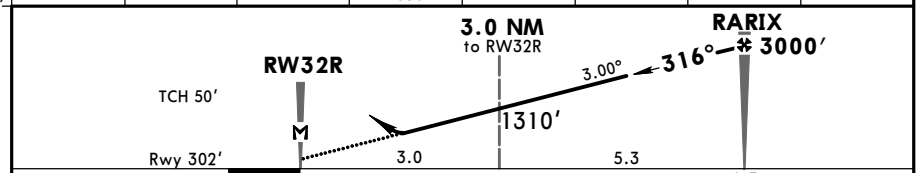
MISSED APCH: Climb on 316° to 5000′. When passing DK66Ø or 2000′, whichever is later, turn RIGHT direct to COL.

3800 MSA ARP

Alt Set: hPa (IN on req) Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 5000′



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
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW32R							

ALSF-II REIL PAPI

316°

DK66Ø 2000′ whichever later

Standard STRAIGHT-IN LANDING RWY 32R

	LNAV/VNAV DA(H) 772′ (470′)		LNAV CDFA DA/MDA(H) 770′ (468′)	
	ALS out		ALS out	
A	RVR 1500m		RVR 1500m	
B				
C	RVR 1500m	RVR 2200m	RVR 1500m	RVR 2200m
D				

PANS OPS

CHANGES: Communications.

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EDDK/CGN
COLOGNE-BONN

JEPPESEN

1 SEP 17 (16-1)

COLOGNE-BONN, GERMANY
NDB Rwy 14L

BRIEFING STRIP ™

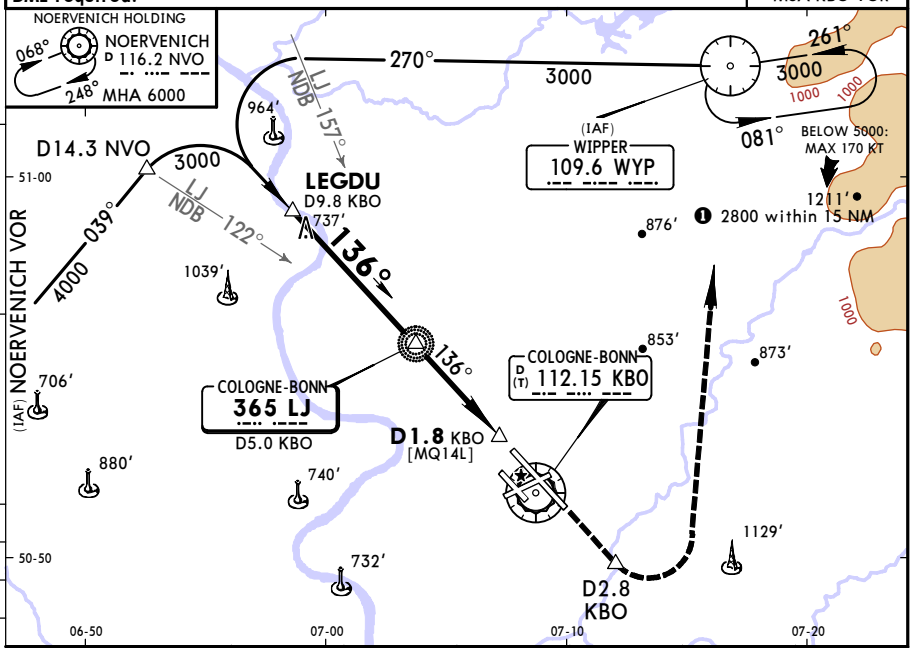
D-ATIS	LANGEN Radar (APP)	COLOGNE-BONN Director (APP)	COLOGNE-BONN Tower (R)	Ground
112.150 132.125	118.750	121.050	124.975	121.725

Lctr	Final	Minimum Alt	DA/MDA(H)	Apt Elev 302′
LJ	Apch Crs	LEGDU	820′ (590′)	Rwy 230′
365	136°	3000′ (2770′)		

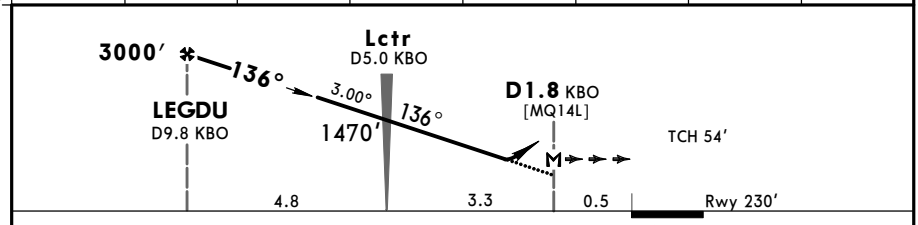
MISSED APCH: Climb STRAIGHT AHEAD to 3000′. When passing D2.8 KBO or 2000′, whichever is later, turn LEFT to WYP VOR.

Alt Set: hPa (IN on req) Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 5000′
DME required.

MSA KBO VOR: 155° 3700; 255° 2400; 090° 3100; 345° 3800



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



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

ALSF-II
REIL
PAPI

D2.8 KBO | 2000′ whichever later

Standard STRAIGHT-IN LANDING RWY 14L

CDFA
DA/MDA(H) 820′ (590′)

ALS out

PANS OPS

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

CHANGES: Communications.

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EDDK/CGN
COLOGNE-BONN

JEPPESEN

1 SEP 17 (16-2)

COLOGNE-BONN, GERMANY
NDB Rwy 24

BRIEFING STRIP

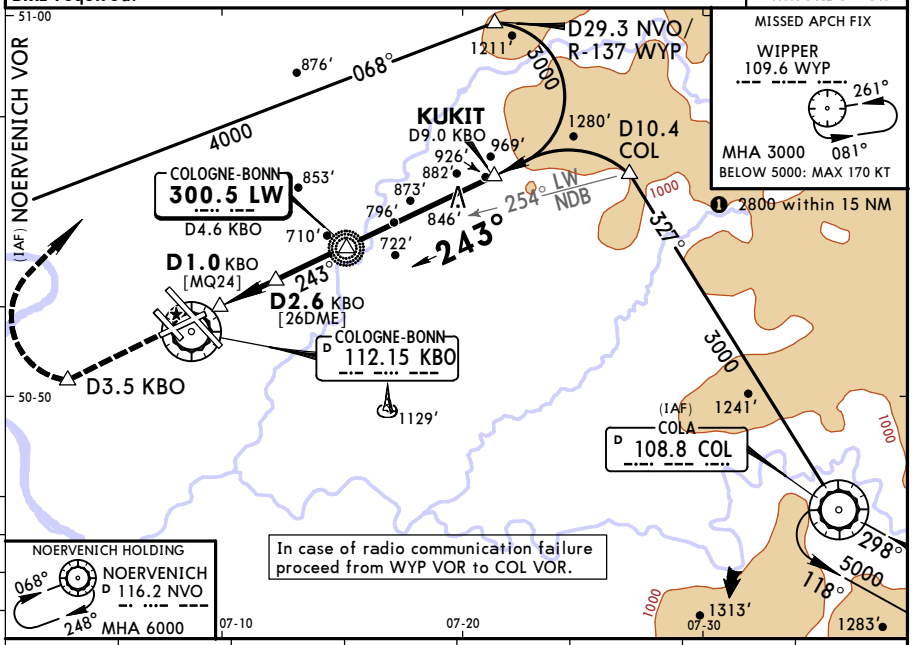
D-ATIS	LANGEN Radar (APP)	COLOGNE-BONN Director (APP)	COLOGNE-BONN Tower (R)	Ground
112.150 132.125	118.750	121.050	124.975	121.725

Lctr LW	Final Apch Crs	Minimum Alt KUKIT	DA/MDA(H)	Apt Elev 302' Rwy 272'
300.5	243°	3000'(2728')	860'(588')	

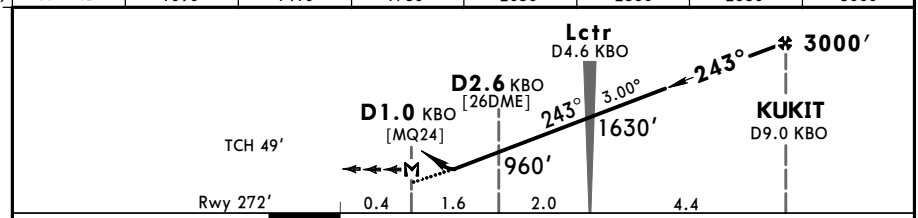
MISSED APCH: Climb STRAIGHT AHEAD to 5000'. When passing D3.5 KBO or 2000', whichever is later, turn RIGHT to WYP VOR.

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

MSA KBO VOR
155° 3700 ❶
2400 ❶ 255°
090° 3100 ❶
3800 ❶ 345°



KBO DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	1090'	1410'	1730'	2050'	2360'	2680'	3000'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.0 KBO							

HIALS
REIL
PAPI

D3.5 KBO 2000'
whichever later

Standard

STRAIGHT-IN LANDING RWY **24**

CDFA
DA/MDA(H) **860'**(588')

		ALS out
A	1500m ❶	
B		
C	2000m	2400m
D		

PANS OPS

❶ Flight visibility and ground visibility are required.

CHANGES: Communications.

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EDDK/CGN
COLOGNE-BONN

JEPPESEN

25 AUG 17 (16-3)

COLOGNE-BONN, GERMANY
NDB Rwy 32R

BRIEFING STRIP ™

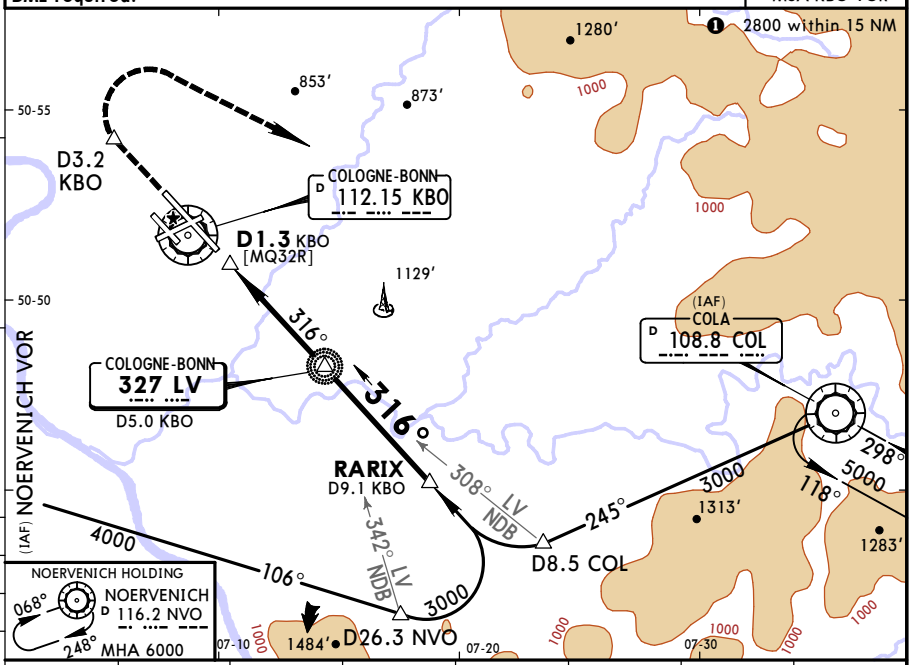
D-ATIS	LANGEN Radar (APP)	COLOGNE-BONN Director (APP)	COLOGNE-BONN Tower (R)	Ground
112.150 132.125	118.750	121.050	124.975	121.725

Lctr LV	Final Apch Crs	Minimum Alt	DA/MDA(H)	Apt Elev 302′
327	**316°**	**RARIX** **3000′**(2698′)	**830′**(528′)	Rwy 302′

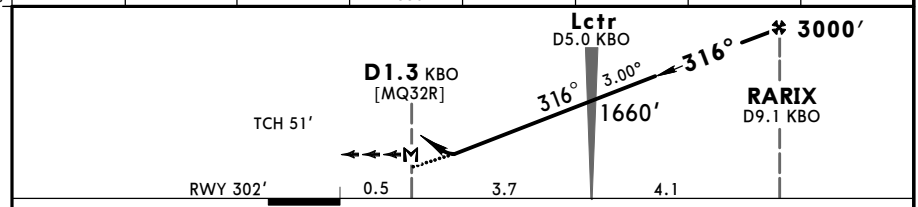
MISSED APCH: Climb STRAIGHT AHEAD to 5000′. When passing D3.2 KBO or 2000′, whichever is later, turn RIGHT to COL VOR.

Alt Set: hPa (IN on req) Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 5000′
DME required.

MSA KBO VOR: 155° 3700 ❶; 2400 ❶; 090°; 255°; 3800 ❶; 3100 ❶; 345°



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



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.3 KBO							

ALSF-II
REIL
PAPI

D3.2 KBO | 2000′ whichever later

Standard

STRAIGHT-IN LANDING RWY **32R**

CDFA

DA/MDA(H) **830′**(528′)

ALS out

PANS OPS

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

CHANGES: Communications.

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EDDK/CGN
COLOGNE-BONN

JEPPESEN 25 AUG 17 (18-1)

COLOGNE-BONN, GERMANY
SRE All Rwys

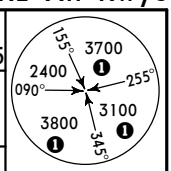
BRIEFING STRIP ™

D-ATIS	LANGEN Radar (APP)	COLOGNE-BONN Director (APP)	COLOGNE-BONN Tower (R)	Ground
112.150 132.125	118.750	121.050	124.975	121.725

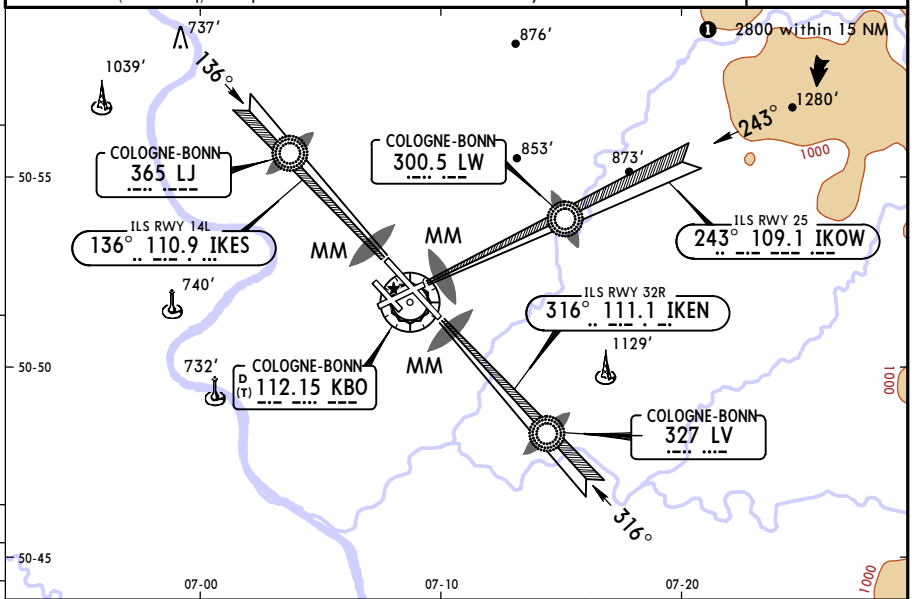
RADAR	Final Apch Crs By ATC	Minimum Alt See table below	MDA(H) Refer to Minimums	Apt Elev 302' RWY - See below

MISSED APCH: Climb STRAIGHT AHEAD to 3000'.

Alt Set: hPa (IN on req) Apt Elev: 11 hPa Trans level: By ATC Trans alt: 5000'



MSA KBO VOR



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
Descent Angle 2.81°	348	447	497	596	695	794
MAP at THR						

Lighting-Refer to Airport Chart

3000'

Standard STRAIGHT-IN LANDING

PANS OPS

	SRE 06 MDA(H) non-CDFA 980'(749')		SRE 14L MDA(H) non-CDFA 830'(600')		SRE 14R MDA(H) non-CDFA 950'(729')		SRE 24 MDA(H) non-CDFA 1130'(858')		SRE 32L MDA(H) non-CDFA 970'(711')		SRE 32R MDA(H) non-CDFA 980'(678')	
		ALS out		ALS out		ALS out		ALS out		ALS out		ALS out
A B	RVR 2900m	RVR 3700m	RVR 2200m	RVR 2900m	3200m	3600m	3500m	4200m	RVR 2800m	RVR 3500m	RVR 2600m	RVR 3300m
C D	RVR 3100m	RVR 3900m	RVR 2400m	RVR 3100m	3400m	3800m	3700m	4400m	RVR 3000m	RVR 3700m	RVR 2800m	RVR 3500m

CHANGES: Communications.

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