

Düsseldorf RG Airports

Note: Not for real navigation!

Köln-Bonn / Cologne-Bonn (EDDK / CGN)

Elevation 301 ft

Effective: 02 MAR 2017

Quelle: DFS GmbH

(Changes are marked yellow)

NAVAIDS:

KBO	112.15
ILS 14L	110.90 / 139° (IKES)
ILS 24	109.10 / 244° (IKOW)
ILS 32R	109.70 / 319° (IKEN) (FSim)
	111.10 / 319° (IKEN) ¹
LJ	365
LV	327
LW	300.5

Communication:

Station	Freq.
ATIS	124.100
Delivery	121.850
Ground	121.720
Tower	124.970
Arrival	135.350 (Arrival)
	121.050 (Director)
Center	135.650 (Langen Radar [PADH])

Transponder:

2220 – 2237

GPS / FMS RNAV Transitions

RWY 06

GULKO 06 GULKO-DK729- DK718-DK717-**DK705-DK755**-BESBA

KOPAG 06 KOPAG-DK719-DK717-**DK705-DK755**-BESBA

RWY 14L/14R

GULKO 14 GULKO-WYP-DK417-DK416-DK415-DK455-LEGDU/ROKAK

KOPAG 14 KOPAG-DK418-WYP-DK417-DK416-DK415-DK454-LEGDU/ROKAK

NVO 14 **NVO**-DK437-DK435-DK455-LEGDU/ROKAK

RWY 24

GULKO 24 GULKO-DK527-DK515-DK554-KUKIT

KOPAG 24 KOPAG-DK554-KUKIT

NVO 24 A **NVO**-DK537-DK536-DK535-DK554-KUKIT

NVO 24 B **NVO**-DK547-DK546-DK545-DK554-KUKIT

RWY 32L/32R

GULKO 32 GULKO-DK627-DK615-DK654-RARIX/LIRMU

KOPAG 32 KOPAG-DK617- DK616-DK615-DK654-RARIX/LIRMU

NVO 32 **NVO**-DK637-DK636-DK635-DK654-RARIX/LIRMU

Standard Instrument Arrival Routes

RWY 14/32 RWY 06/24

KOPAG 2V	(KOPAG TWO VICTOR)	KOPAG (Δ) - R352 COL - WYP (Δ)	1. BRNAV and NON-RNAV aircraft expect radar vectors to final approach.
KOPAG 2C	(KOPAG TWO CHARLIE)	KOPAG (Δ) - COL (Δ)	2. GPS/FMS aircraft expect KOPAG Transition.
GULKO 2C	(GULKO TWO CHARLIE)	GULKO (Δ) - COL (Δ)	1. BRNAV and NON-RNAV aircraft expect radar vectors to final approach.
			2. GPS/FMS-aircraft expect GULKO Transition.
GULKO 2V	(GULKO TWO VICTOR)	GULKO (Δ) - KOGIT (Δ) - WYP (Δ)	1. Between GULKO and KOGIT BRNAV equipment necessary.
			2. BRNAV and NON-RNAV aircraft expect radar vectors to final approach.
			3. GPS/FMS-aircraft expect GULKO Transition.
ERNEP 1V	(ERNEP ONE VICTOR)	ERNEP (Δ) - R352 - WYP (Δ)	1. BRNAV and NON-RNAV aircraft expect radar vectors to final approach.
			2. GPS/FMS aircraft expect KOPAG or GULKO Transition
ERNEP 1C	(ERNEP ONE CHARLIE)	ERNEP (Δ) - COL (Δ)	BRNAV and NON-RNAV aircraft expect radar vectors to final approach.
DEPOK 1C	(DEPOK ONE CHARLY)	DEPOK (Δ) - KBO (Δ) - COL (Δ)	BRNAV and NON-RNAV aircraft expect radar vectors to final approach.

DEPOK 1V (DEPOK ONE VICTOR)

DEPOK (Δ) - KBO (Δ) - WYP (Δ)

BRNAV and NON-RNAV aircraft expect radar vectors to final approach.

Standard Instrument Departure Routes

Pilots of GPS/FMS-RNAV equipped aircraft shall, if possible, use the supplementary GPS/FMS RNAV procedures which are described following the text "GPS / FMS RNAV:". When using these supplementary GPS/FMS RNAV procedures, the pilot shall check and ensure that the underlying conventional flight procedures are adhered to by monitoring the information of the ground-based navigations aids. The ground-based navigation aids required for the use of the respective conventional flight procedure and the associated aircraft equipment shall remain in operation at all times.

RWY 06 (Initial Climb Altitude 5000 ft. Remain on TWR frequency until passing 2000, then contact Langen Radar.)

SONEB 3K	(SONEB THREE KILO)	Dct LW - on track 064° LW to 8.0 DME KBO - LT on R155 WYP to WYP (Δ) - LT on track 313° to NOKDU (Δ) - RT on track 358° to ERKUM (Δ) - RT on track 005° to SONEB (Δ). Climb with 5.2% (320ft/NM) or more until passing 900. GPS/FMS: [A900+] - LW - DK070[L] - WYP[L] - NOKDU[R] - ERKUM[R] - SONEB	1. After WYP BRNAV equipment necessary. 2. Only for flights with RFL140 or above and flights to EDLE via WYP DCT BAM. Other flights proceed via PODIP. 3. PDG 5.2% (320 ft/NM) due to obstacles.
SONEB 4U	(SONEB FOUR UNIFORM)	Dct LW - on track 064° LW to 8.0 DME KBO - LT on R155 WYP to WYP (Δ) - LT on track 320° to LI (Δ) - RT on track 011° to NIKOG (Δ) - LT on track 349° to LUSIX(Δ) - LT on track 345° to SONEB(Δ) Climb with 5.2% (320ft/NM) or more until passing 900. GPS/FMS: [A900+] - LW - DK070[L] - WYP[L] - LI[R] - NIKOG[L] - LUSIX[L] - SONEB	1. By ATC only. 2. After WYP BRNAV equipment necessary. 3. Only for flights with RFL140 or above and flights to EDLE via WYP DCT BAM. Other flights proceed via PODIP. 4. PDG 5.2% (320 ft/NM) due to obstacles.
WYP 3K	(WIPPER THREE KILO)	Dct LW - on track 064° LW to 8.0 DME KBO - LT on R155 WYP to WYP (Δ). Climb with 5.2% (320ft/NM) or more until passing 900. GPS/FMS: [A900+] - LW - DK070[L] - WYP	1. By ATC only. 2. PDG 5.2% (320 ft/NM) due to obstacles.
PODIP 7K	(PODIP SEVEN KILO)	Dct LW - on track 064° LW to 8.0 DME KBO - RT on track 085° to PODIP (Δ). Climb with 5.2% (320ft/NM) or more until passing 900. Climb with 5.1% (310ft/NM) or more until passing 2600. GPS/FMS: [A900+] - LW DK071[R] - PODIP	1. After 8.0 DME KBO BRNAV equipment necessary. 2. PDG 5.2% (320 ft/NM) due to obstacles. 3. PDG 5.1% (310 ft/NM) due to airspace structure. If unable to comply, advise ATC prior startup.
COL 7K	(COLA SEVEN KILO)	On runway track to LW - RT on R300 COL to COL(Δ). Climb with 5.2% (320ft/NM) or more until passing 900. GPS/FMS: [A900+] - DK073[R] - COL	1. Only for local training flights at EDDK and for flights from EDDK to EDDF. 2. PDG 5.2% (320 ft/NM) due to obstacles.
KUMIK 6K	KUMIK SIX KILO)	Dct LW - on track 064° LW to 8.0 DME KBO - RT on track 085° to PODIP (Δ) - RT on track 122° to KUMIK (Δ). Climb with 5.2% (320ft/NM) or more until passing 900. Climb with 5.1% (310ft/NM) or more until passing 2600. GPS/FMS: [A900+] - LW - DK071[R] - PODIP[R] - KUMIK	1. After 8.0 DME KBO BRNAV equipment necessary. 2. PDG 5.2% (320 ft/NM) due to obstacles. 3. PDG 5.1% (310 ft/NM) due to airspace structure. If unable to comply, advise ATC prior startup.
NVO 1K	(NÖRVENICH ONE KILO)	Dct LW - on track 064° LW to 8.0 DME KBO - LT on track 248° via LJ NBD to NVO (Δ) Climb with 5.2% (320ft/NM) or more until passing 900. GPS/FMS: [A900+] - LW - DK070[L] - DK072[L] - LJ - NVO	PDG 5.2% (320 ft/NM) due to obstacles.

RWY 14L (Initial Climb Altitude 5000 ft. Remain on TWR frequency until passing 2000, then contact Langen Radar.)

SONEB 6F	(SONEB SIX FOXTROTT)	On track 137° to 3.2 DME KBO or 1500, whichever is later - LT on R276 COL inbd COL - at 11.5 DME COL LT on R163 WYP to WYP (Δ) - LT on track 313° to NOKDU (Δ) - RT on track 358° to ERKUM (Δ) - RT on track 005° to SONEB (Δ). GPS/FMS: [A700+] - DK130 [A1500+;L] - DK141[K200-] - DK143 [L] - DK144[L] - DK145[K220-] - WYP[L] - NOKDU[R] - ERKUM[R] - SONEB	1. After WYP BRNAV equipment necessary. 2. Only for flights with RFL140 or above and flights to EDLE via WYP DCT BAM. Other flights proceed via PODIP. 3. MAX IAS 220 KT until established on R163 WYP.
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SONEB 7P	(SONEB SEVEN PAPA)	On track 137° to 3.2 DME KBO or 1500, whichever is later - LT on R276 COL inbd COL - at 11.5 DME COL LT on R163 WYP to WYP (Δ) - LT on track 320° to LI (Δ) - RT on track 011° to NIKOG (Δ) - LT on track 349° to LUSIX (Δ) - LT on track 345° to SONEB (Δ). GPS/FMS: [A700+] - DK130 [A1500+;L] - DK141[K200-] - DK143 [L] - DK144[L] - DK145[K220-] - WYP[L] - LI[R] - NIKOG[L] - LUSIX[L] - SONEB	1. By ATC only. 2. After WYP BRNAV equipment necessary. 3. Only for flights with RFL140 or above and flights to EDLE via WYP DCT BAM. Other flights proceed via PODIP. 4. MAX IAS 220 KT until established on R163 WYP.
WYP 4F	(WIPPER FOUR FOXTROTT)	On track 137° to 3.2 DME KBO or 1500, whichever is later - LT on R276 COL to COL (Δ) - at 11.5 DME COL LT - on R163 WYP to WYP (Δ) , GPS/FMS: [A700+] - DK130 [A1500+;L] - DK141[K200-] - DK143 [L] - DK144[L] - DK145[K220-] - WYP	1. By ATC only. 2. MAX IAS 220 KT until established on R163 WYP.
PODIP 7F	(PODIP SEVEN FOXTROTT)	On track 137° to 3.2 DME KBO or 1500, whichever is later - LT on R276 COL to COL (Δ) - LT on R040 COL to PODIP (Δ). GPS/FMS: [A700+] - DK130 [A1500+;L] - DK141[K200-] - COL[L] - PODIP	MAX IAS 200 KT until established on R276 COL.
PODIP 2X	(PODIP TWO X-RAY)	On track 137° to 2.5 DME KBO - LT on R276 COL to COL (Δ) - LT on R040 COL to PODIP (Δ). Cross 3.2 DME KBO at or above 1200. GPS/FMS: [A700+] - DK140 - [A1200+;L] - COL[L] - PODIP	1. Only for 3-engined HEAVY aircraft. 2. PDG 5.4% (330 ft/NM) or more until passing 1200. 3. MAX IAS 200 KT until established on R276 COL.
COL 2F	(COLA TWO FOXTROTT)	On track 137° to 3.2 DME KBO or 1500, whichever is later - LT on R276 COL to COL (Δ). GPS/FMS: [A700+] - DK130 [A1500+;L] - DK141[K200-] - COL	1. Only for local training flights at EDDK and for flights from EDDK to EDDF. 2. MAX IAS 220 KT until established on R276 COL.
COL 2X	(COLA TWO X-RAY)	On track 137° to 2.5 DME KBO - LT on R276 COL to COL (Δ). Cross 3.2 DME KBO at or above 1200. GPS/FMS: [A700+] - DK140 - [A1200+;L] - COL	1. Only for 3-engined HEAVY aircraft. 2. Only for local training flights at EDDK and for flights from EDDK to EDDF. 3. PDG 5.4% (330 ft/NM) or more until passing 1200 4. MAX IAS 200 KT until established on R276 COL.
KUMIK 6F	(KUMIK SIX FOXTROTT)	On track 137° to 3.2 DME KBO or 1500, whichever is later - LT on R276 COL to COL (Δ) - LT on R079 COL to KUMIK (Δ). GPS/FMS: [A700+] - DK130 [A1500+;L] - DK141[K200-] - COL[L] - DK150 - KUMIK	1. Flights intending to proceed via Y854 shall intercept as follows: on R079 COL to 14.5 DME COL; RT to intercept. 2. MAX IAS 220 KT until established on R276 COL.
KUMIK 2X	(KUMIK TWO X-RAY)	On track 137° to 2.5 DME KBO - LT on R276 COL to COL (Δ) - LT on R079 COL to KUMIK (Δ). Cross 3.2 DME KBO at or above 1200. GPS/FMS: [A700+] - DK140 - [A1200+;L] - COL[L] - DK150 - KUMIK	1. Only for 3-engined HEAVY aircraft. 2. Flights intending to proceed via Y854 shall intercept as follows: on R079 COL to 14.5 DME COL; RT to intercept. 3. PDG 5.4% (330 ft/NM) or more until passing 1200. 4. MAX IAS 200 KT until established on R276 COL.
NVO 1W	(NÖRVENICH ONE WHISKEY)	On track 137° to 3.2 DME KBO or 1500, whichever is later - LT on R276 COL inbd COL - at 11.5 DME COL LT on R163 WYP inbd WYP - at crossing R066 NVO LT on R060 NVO to NVO (Δ). GPS/FMS: [A700+] - DK130[A1500+;L] - DK141 - DK143[L] - DK144[L] - DK145[K220-] - DK153 [L] - DK154 - NVO	1. By ATC only. 2. MAX IAS 220 KT until established on R163 WYP.
NVO 1F	(NÖRVENICH ONE FOXTROTT)	On track 137° to 4.8 DME KBO - RT to intercept track 189° LV to 6.8 DME KBO (CAT C and D replace track 189° LV by continuous RT) - RT on R101 NVO to NVO (Δ). Cross 4.8 DME KBO at 4000 or above. MAX IAS 220 KT during tours. GPS/FMS: [A700+] - DK133 [A4000+;R] - DK134[R] - DK135 [K220-] - NVO	1. PDG 15.2%/924 ft/NM due to airspace structure. If unable to comply, file NVO 1P . 2. MAX IAS 220 KT until established on R101 NVO .
NVO 1P	(NÖRVENICH ONE PAPA)	On track 137° to 4.3 DME KBO - RT on track 170° LV to 12.5 DME KBO - RT on R119 NVO to NVO (Δ) GPS/FMS: [A700+] - DK132[R] - DK146 [R] - DK137 - NVO	

RWY 14R (Initial Climb Altitude 5000 ft. Remain on TWR frequency until passing 2000, then contact Langen Radar.)

SONEB 4E	(SONEB FOUR ECHO)	Inbd LV to 3.5 DME KBO or 1500, whichever is later - LT on R276 COL inbd to COL - at 11.5 DME COL LT on R163 WYP to WYP (Δ) - LT on track 313° to NOKDU (Δ) - RT on track 358° to ERKUM (Δ) - RT on track 005° to SONEB (Δ). MAX IAS 220 KT during turns. GPS/FMS: [A700+] - DK142[A1500+;K200-;L] - DK143[L] - DK144[L] - DK145[K220-] - WYP[L] - NOKDU[R] - ERKUM[R] - SONEB	1. After WYP BRNAV equipment necessary. 2. Only for flights with RFL140 or above and flights to EDLE via WYP DCT BAM. Other flights proceed via PODIP. 3. MAX IAS 220 KT until established on R163 WYP.
SONEB 5C	(SONEB FIVE CHARLIE)	Inbd LV to 3.5 DME KBO or 1500, whichever is later - LT on R276 COL inbd to COL - at 11.5 DME COL LT on R163 WYP to WYP (Δ) - LT on track 320° to LI (Δ) - RT on track 011° to NIKOG (Δ) - LT on track 349° to LUSIX (Δ) - LT on track 345° to SONEB(Δ). MAX IAS 220 KT during turns. GPS/FMS: [A700+] - DK142[A1500+;K200-;L] - DK143[L] - DK144[L] - DK145[K220-] - WYP[L] - LI[R] - NIKOG[L] - LUSIX[L] - SONEB	1. By ATC only. 2. After WYP BRNAV equipment necessary. 3. Only for flights with RFL140 or above and flights to EDLE via WYP DCT BAM. Other flights proceed via PODIP. 4. MAX IAS 220 KT until established on R163 WYP.
WYP 3E	(WIPPER THREE ECHO)	Inbd LV to 3.5 DME KBO or 1500, whichever is later - LT on R276 COL inbd to COL - at 11.5 DME COL LT on R163 WYP to WYP(Δ) MAX IAS 220 KT during turns. GPS/FMS: [A700+] - DK142[A1500+;K200-;L] - DK143[L] - DK144[L] - DK145[K220-] - WYP[L]	1. By ATC only. 2. MAX IAS 220 KT until established on R163 WYP.
PODIP 5E	(PODIP FIVE ECHO)	Inbd LV to 3.5 DME KBO or 1500, whichever is later - LT on R276 COL to COL (Δ) - LT on R040 COL to PODIP (Δ) GPS/FMS: [A700+] - DK142[A1500+;K200-;L] - COL [L] - PODIP	MAX IAS 200 KT until established on R276 COL
COL 7E	(COLA SEVEN ECHO)	Inbd LV to 3.5 DME KBO or 1500, whichever is later - LT on R276 COL to COL (Δ) GPS/FMS: [A700+] - DK142[A1500+;K200-;L] - COL	1. Only for local training flights at EDDK and for flights from EDDK to EDDF. 2. MAX IAS 200 KT until established on R276 COL.
KUMIK 4E	(KUMIK FOUR ECHO)	Inbd LV to 3.5 DME KBO or 1500, whichever is later - LT on R276 COL to COL (Δ) - LT on R079 COL to KUMIK (Δ) GPS/FMS: [A700+] - DK142[A1500+;K200-;L] - COL[L] - DK150 - KUMIK	1. Flights intending to proceed via Y854 shall intercept as follows: on R079 COL to 14.5 DME COL; RT to intercept 2. MAX IAS 200 KT until established on R276 COL.
NVO 1V	(NÖRVENICH ONE VICTOR)	Inbd LV to 3.5 DME KBO or 1500, whichever is later - LT on R276 COL inbd COL - at 11.5 DME COL LT on R163 WYP inbd WYP - at crossing R066 NVO LT - on R060 NVO to NVO (Δ) MAX IAS 220 KT during initial turns. GPS/FMS: [A700+] - DK142[A1500+;K200-;L] - DK143[L] - DK144[L] - DK145[K220-] - DK153[L] - DK154 - NVO	1. By ATC only. 2. MAX IAS 220 KT until established on R163 WYP.
NVO 1E	(NÖRVENICH ONE ECHO)	Dct to LV (5.0 DME KBO) - RT on track 200° to 7.2 DME KBO (CAT1 C and D replace track 200° by continuous RT) - RT on R101 NVO to NVO (Δ). Cross LV at 4000 or above. MAX IAS 220 KT during turns. GPS/FMS: [A700+] - LV[4000+;R] - DK148[R] - DK138[K220-] - NVO	1. PDG 12.1% / 740 ft/NM or more until passing 4000 due to airspace structure. If unable to comply, file NOR 1C. 2. MAX IAS 220 KT until established on R101 NVO.
NOR 1C	(NÖRVENICH ONE CHARLIE)	Inbd LV to 4.5 DME KBO - RT on track 170° LV to 12.5 DME KBO - RT on R119 NVO to NVO (Δ) GPS/FMS: [A700+] - LV[R] - DK146[R] - DK137 - NVO	
RWY 24	(Initial Climb Altitude 5000 ft. Remain on TWR frequency until passing 2000, then contact Langen Radar.)		
SONEB 3D	(SONEB THREE DELTA)	On RWY track to 2.0 DME KBO - LT on track 158° to intercept R267 COL inbd COL to 14.0 DME COL - LT on R179 WYP to WYP (Δ) - LT on track 313° to NOKDU (Δ) - RT on track 358° to ERKUM (Δ) - RT on track 005° to SONEB (Δ). GPS/FMS: [A700+] - DK021[L] - DK022[L] - DK023[L] - WYP[L] - NOKDU[R] - ERKUM[R] - SONEB	1. After WYP BRNAV equipment necessary. 2. Only for flights with RFL140 or above and flights to EDLE via WYP DCT BAM. Other flights proceed via PODIP.
SONEB 4X	(SONEB FOUR X-RAY)	On RWY track to 2.0 DME KBO - LT on track 158° to intercept R267 COL inbd COL to 14.0 DME COL - LT on R179 WYP to WYP (Δ) - LT on track 320° to LI (Δ) - RT on track 011° to NIKOG (Δ) - LT on track 349° to LUSIX (Δ) - LT on track 345° to SONEB (Δ). GPS/FMS: [A700+] - DK021[L] - DK022[L] - DK023[L] - WYP[L] - LI[R] - NIKOG[L] - LUSIX[L] - SONEB	1. By ATC only. 2. After WYP BRNAV equipment necessary. 3. Only for flights with RFL140 or above and flights to EDLE via WYP DCT BAM. Other flights proceed via PODIP.
WYP 3D	(WIPPER THREE DELTA)	On RWY track to 2.0 DME KBO - LT on track 158° to intercept R267 COL inbd COL to 14.0 DME COL - LT on R179 WYP to WYP (Δ). GPS/FMS: [A700+] - DK021[L] - DK022[L] - DK023[L] - WYP[L]	By ATC only.
PODIP 5D	(PODIP FIVE DELTA)	On RWY track to 2.0 DME KBO - LT on track 158° to intercept R267 COL to COL (Δ) - on R040 COL to PODIP (Δ) GPS/FMS: [A700+] - DK021[L] - DK022[L] - COL[L] - PODIP	

COL 6D	(COLA SIX DELTA)	On RWY track to 2.0 DME KBO - LT on track 158° to intercept R267 COL to COL (Δ) GPS/FMS: [A700+] - DK021[L] - DK022[L] - COL	Only for local training flights at EDDK and for flights from EDDK to EDDE.
KUMIK 5D	(KUMIK FIVE DELTA)	On RWY track to 2.0 DME KBO - LT on track 158° to intercept R267 COL to COL (Δ) - LT on R079 COL to KUMIK (Δ) GPS/FMS: [A700+] - DK021[L] - DK022[L] - COL[L] - DK150 - KUMIK	Flights intending to proceed via Y854 shall intercept as follows: on R079 COL to 14.5 DME COL; RT to intercept
NVO 1D	(NÖRVENICH ONE DELTA)	On RWY track to 2.6 DME KBO - RT on R085 NVO to NVO (Δ) GPS/FMS: p[A700+] - DK020[R] - NVO	
RWY 32L	(Initial Climb Altitude 5000 ft. Remain on TWR frequency until passing 2000, then contact Langen Radar.)		
SONEB 3M	(SONEB THREE MIKE)	Inbd LJ to 1.7 DME KBO or 700, whichever is later - RT on track 024° to 3.9 DME KBO - RT on R242 GMH inbd GMH to intercept R195 WYP to WYP (Δ) - LT on track 313° to NOKDU (Δ) - RT on track 358° to ERKUM (Δ) - RT on track 005° to SONEB (Δ). GPS/FMS: [A700+] - DK033[R] - DK035[K220-] - DK036[L] - WYP[L] - NOKDU[R] - ERKUM[R] - SONEB	1. MAX IAS 220 kts until established on R242 GMH. 2. After WYP BRNAV equipment necessary. 3. Only for flights with RFL140 or above and flights to EDLE via WYP DCT BAM. Other flights proceed via PODIP.
SONEB 4V	(SONEB FOUR VICTOR)	Inbd LJ to 1.7 DME KBO or 700, whichever is later - RT on track 024° to 3.9 DME KBO - RT on R242 GMH inbd GMH to intercept R195 WYP to WYP (Δ) - LT on track 320° to LI (Δ) - RT on track 011° to NIKOG (Δ) - LT on track 349° to LUSIX (Δ) - LT on track 345° to SONEB (Δ) GPS/FMS: [A700+] - DK033[R] - DK035[K220-] - DK036[L] - WYP[L] - LI[R] - NIKOG[L] - LUSIX[L] - SONEB	1. MAX IAS 220 kts until established on R242 GMH. 2. By ATC only. 3. After WYP BRNAV equipment necessary. 4. Only for flights with RFL140 or above and flights to EDLE via WYP DCT BAM. Other flights proceed via PODIP.
WYP 2M	(WIPPER TWO MIKE)	Inbd LJ to 1.7 DME KBO or 700, whichever is later - RT on track 024° to 3.9 DME KBO - RT on R242 GMH inbd GMH to intercept R195 WYP to WYP (Δ). GPS/FMS: [A700+] - DK033[R] - DK035[K220-] - DK036[L] - WYP	1. MAX IAS 220 kts until established on R242 GMH. 2. By ATC only.
PODIP 5M	(PODIP FIVE MIKE)	Inbd LJ to 1.7 DME KBO or 700, whichever is later - RT on track 024° to 3.9 DME KBO - RT on R242 GMH inbd GMH to 21.1 DME GMH - RT on R106 WYP to PODIP (Δ) GPS/FMS: [A700+] - DK033[R] - DK035[K220-] - DK038[R] - PODIP	1. MAX IAS 220 KT until established on R242 GMH. 2. Daytime only: climb with 6,6% (401 ft/NM) until passing 5000 due to airspace structure. If unable advise ATC upon startup.
COL 7M	(COLA SEVEN MIKE)	Inbd LJ to 1.7 DME KBO or 700, whichever is later - RT on track 024° to 3.9 DME KBO - RT on R242 GMH inbd GMH to 25.7 DME GMH - RT on R318 COL to COL (Δ) GPS/FMS: [A700+] - DK033[R] - DK035[K220-] - DK037[R] - COL	1. Only for local training flights at EDDK and for flights from EDDK to EDDE. 2. MAX IAS 220 KT until established on R242 GMH. 3. Daytime only: climb with 6,6% (401 ft/NM) until passing 5000 due to airspace structure. If unable advise ATC upon startup.
KUMIK 5M	(KUMIK FIVE MIKE)	Inbd LJ to 1.7 DME KBO or 700, whichever is later - RT on track 024° to 3.9 DME KBO - RT on R242 GMH inbd GMH to 21.1 DME GMH - RT on R106 WYP to PODIP; RT on track 122° to KUMIK(Δ) GPS/FMS: [A700+] - DK033[R] - DK035[K220-] - DK038[R] - PODIP[R] - KUMIK	1. MAX IAS 220 KT until established on R242 GMH. 2. After PODIP BRNAV equipment necessary. 3. Daytime only: climb with 6,6% (401 ft/NM) until passing 5000 due to airspace structure. If unable advise ATC upon startup.
NVO 1M	(NÖRVENICH ONE MIKE)	Inbd LJ to 2.8 DME KBO or 700, whichever is later - LT on R070 NVO to NVO (Δ) GPS/FMS: [A700+] - DK030 [K195-;L] - NVO	1. MAX IAS 195 KT until established on R070 NVO .
RWY 32R	(Initial Climb Altitude 5000 ft. Remain on TWR frequency until passing 2000, then contact Langen Radar.)		
SONEB 4B	(SONEB FOUR BRAVO)	Inbd LJ to 1.6 DME KBO or 700, whichever is later - RT on track 011° to 3.4 DME KBO - RT on R242 GMH inbd GMH to intercept R195 WYP to WYP (Δ) - LT on track 313° to NOKDU (Δ) - RT on track 358° to ERKUM (Δ) - RT on track 005° to SONEB (Δ). GPS/FMS: A700+] - DK034[R] - DK039[R] - DK035[K210-;R] - DK036[L] - WYP[L] - NOKDU[R] - ERKUM[R] - SONEB	1. MAX IAS 210 kts until established on R242 GMH. 2. After WYP BRNAV equipment necessary. 3. Only for flights with RFL140 or above and flights to EDLE via WYP DCT BAM. Other flights proceed via PODIP.

SONEB 5W	(SONEB FIVE WHISKEY)	Inbd LJ to 1.6 DME KBO or 700, whichever is later - RT on track 011° to 3.4 DME KBO - RT on R242 GMH inbd GMH to intercept R195 WYP to WYP (Δ) - LT on track 320° to LI (Δ) - RT on track 011° to NIKOG (Δ) - LT on track 349° to LUSIX(Δ) - LT on track 345° to SONEB (Δ) GPS/FMS: [A700+] - DK034 [R] - DK039[R] - DK035[K210-;R] - DK036[L] - WYP[L] - LI[R] - NIKOG[L] - LUSIX[L] - SONEB	1. MAX IAS 210 kts until established on R242 GMH. 2. By ATC only. 3. After WYP BRNAV equipment necessary. 4. Only for flights with RFL140 or above and flights to EDLE via WYP DCT BAM. Other flights proceed via PODIP.
WYP 3B	(WIPPER THREE BRAVO)	Inbd LJ to 1.6 DME KBO or 700, whichever is later - RT on track 011° to 3.4 DME KBO - RT on R242 GMH inbd GMH to intercept R195 WYP to WYP (Δ). GPS/FMS: [A700+] - DK034 [R] - DK039[R] - DK035[K210-;R] - DK036[L] - WYP	1. MAX IAS 210 kts until established on R242 GMH. 2. By ATC only.
PODIP 6B	(PODIP SIX BRAVO)	Inbd LJ to 1.6 DME KBO or 700, whichever is later - RT on track 011° to 3.4 DME KBO - RT on R242 GMH inbd GMH to 21.1 DME GMH - RT on R106 WYP to PODIP (Δ) GPS/FMS: A700+ - DK034 [R] - DK039[R] - DK035[K210-;R] - DK038[R] - PODIP	1. MAX IAS 210 KT until established on R242 GMH. 2. Daytime only: climb with 7% (425 ft/NM) until passing 5000 due to airspace structure. If unable advise ATC upon startup.
COL 1B	(COLA ONE BRAVO)	Inbd LJ to 1.6 DME KBO or 700, whichever is later - RT on track 011° to 3.4 DME KBO - RT on R242 GMH inbd GMH to 25.7 DME GMH - RT on R318 COL to COL (Δ) GPS/FMS: [A700+] - DK034 [R] - DK039[R] - DK035[K210-;R] - DK037[R] - COL	1. Only for local training flights at EDDK and for flights from EDDK to EDDF. 2. MAX IAS 210 KT until established on R242 GMH. 3. Daytime only: climb with 7% (425 ft/NM) until passing 5000 due to airspace structure. If unable advise ATC upon startup.
KUMIK 7B	(KUMIK SEVEN BRAVO)	Inbd LJ to 1.6 DME KBO or 700, whichever is later - RT on track 011° to 3.4 DME KBO - RT on R242 GMH inbd GMH to 21.1 DME GMH - RT on R106 WYP to PODIP; RT on track 122° to KUMIK (Δ) GPS/FMS: [A700+] - DK034 [R] - DK039[R] - DK035[K210-;R] - DK038[R] - PODIP[R] - KUMIK	1. MAX IAS 210 KT until established on R242 GMH. 2. After PODIP BRNAV equipment necessary. 3. Daytime only: climb with 7% (425 ft/NM) until passing 5000 due to airspace structure. If unable advise ATC upon startup.
NVO 1B	(NÖRVENICH ONE BRAVO)	Inbd LJ to 2.8 DME KBO - LT on R070 NVO to NVO (Δ) GPS/FMS: [A700+] - DK040 [K195-;L] - NVO	1. MAX IAS 195 KT until established on R070 NVO.

VFR Entry / Exit Points

NOVEMBER	north of airport	MAX 2500 MSL - track 175° to CHARLIE / track 020° from airport	(N 50° 57,2' E007° 10,9')
CHARLIE	east of airport		(N 50° 52,7' E007° 11,5')
ECHO	east of airport	MAX 2500 MSL - track 295° to CHARLIE / track 105° from airport	(N 50° 50,6' E007° 20,1')
SIERRA	south of airport	MAX 2500 MSL - track 040° to airport / track 220° from airport	(N 50° 46,2' E007° 04,5')
WHISKEY	west of airport	MAX 1500 MSL - track 105° to airport / track 285° from airport	(N 50° 53,0' E006° 58,2')

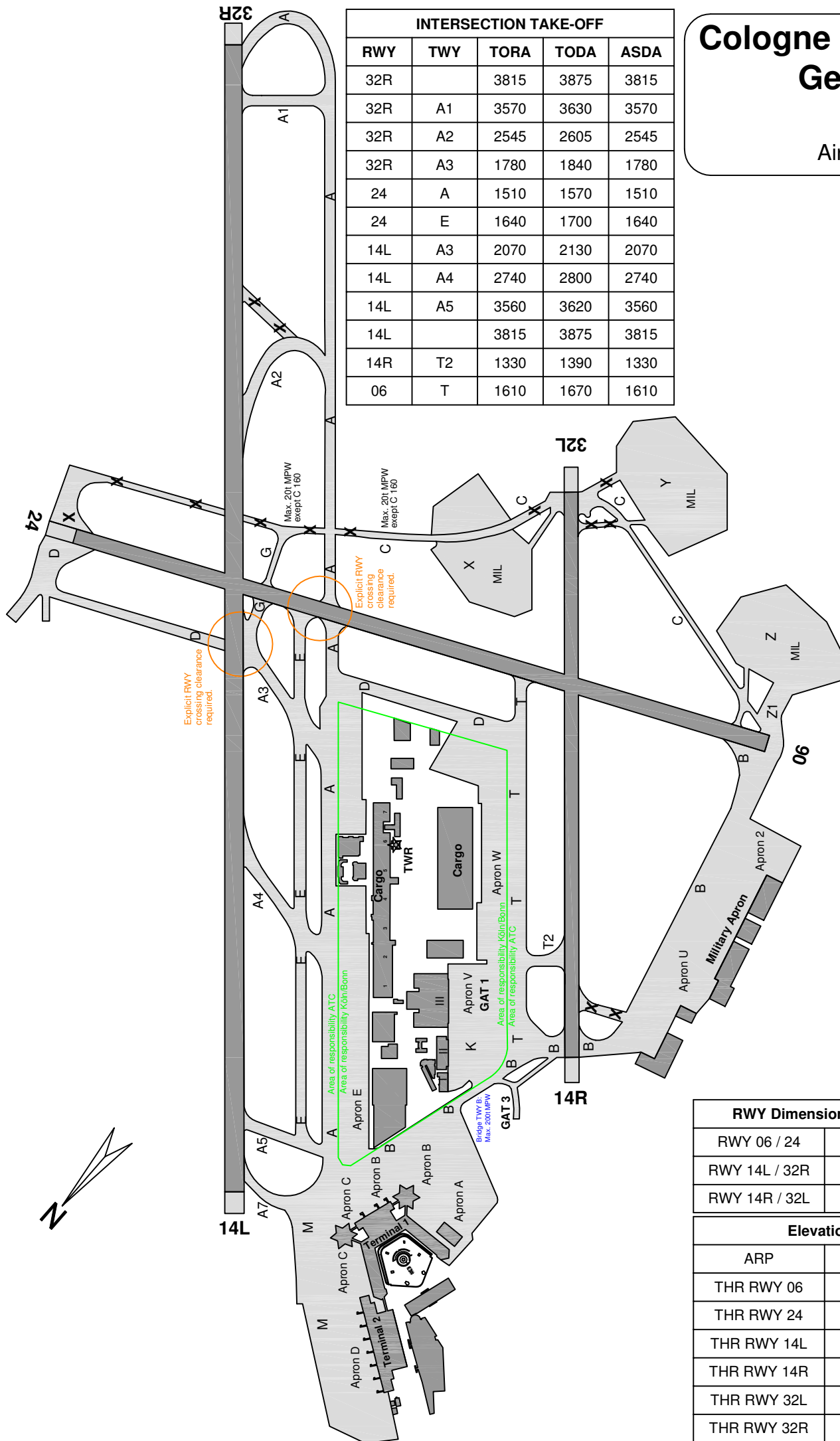
Cologne / Bonn

Germany

EDDK

Airport layout

INTERSECTION TAKE-OFF				
RWY	TWY	TORA	TODA	ASDA
32R		3815	3875	3815
32R	A1	3570	3630	3570
32R	A2	2545	2605	2545
32R	A3	1780	1840	1780
24	A	1510	1570	1510
24	E	1640	1700	1640
14L	A3	2070	2130	2070
14L	A4	2740	2800	2740
14L	A5	3560	3620	3560
14L		3815	3875	3815
14R	T2	1330	1390	1330
06	T	1610	1670	1610

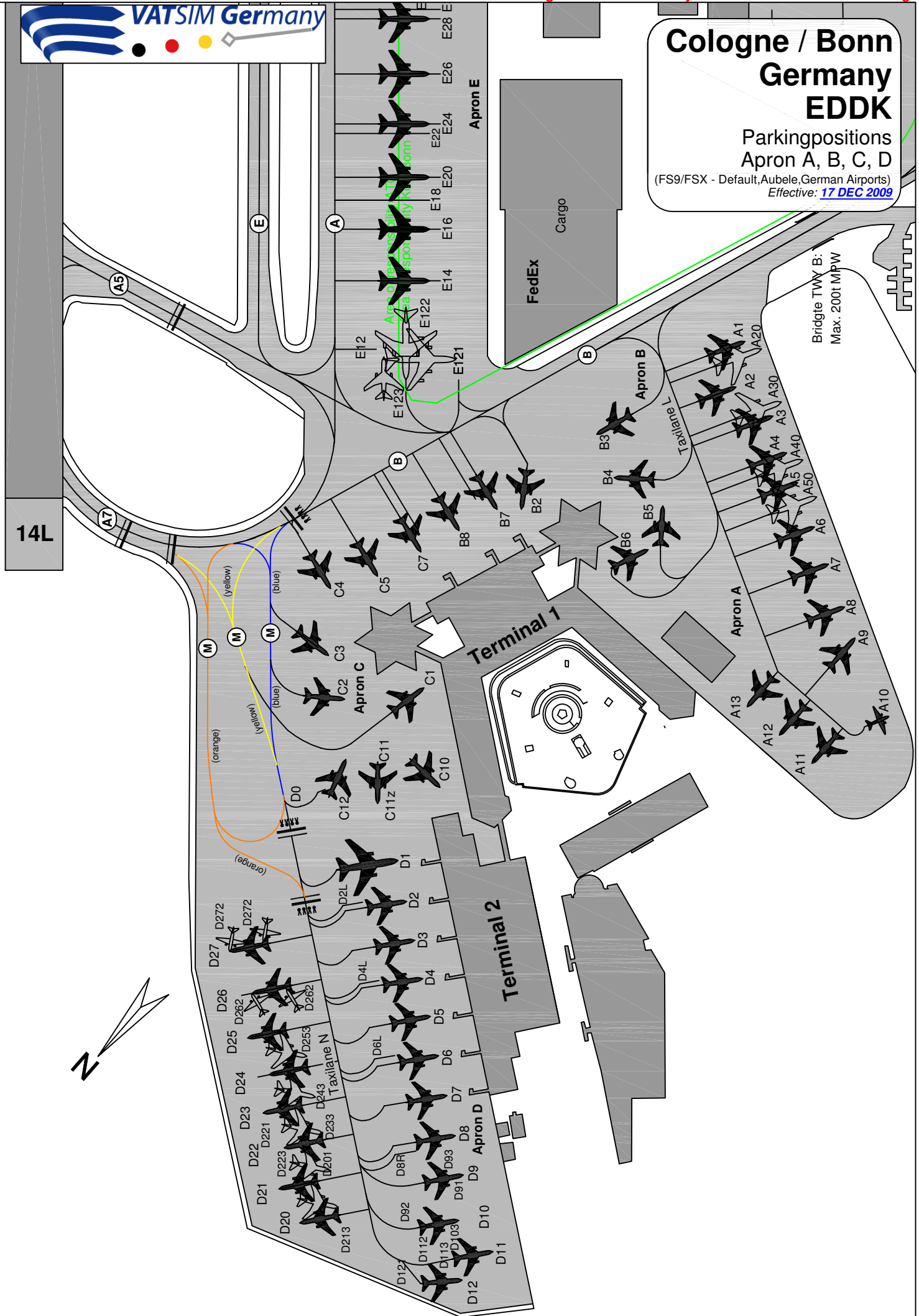


RWY Dimensions (meters)	
RWY 06 / 24	2459 x 45
RWY 14L / 32R	3815 x 60
RWY 14R / 32L	1863 x 45

Elevations	
ARP	302 ft
THR RWY 06	231 ft
THR RWY 24	272 ft
THR RWY 14L	230 ft
THR RWY 14R	221 ft
THR RWY 32L	259 ft
THR RWY 32R	302 ft

Cologne / Bonn Germany EDDK

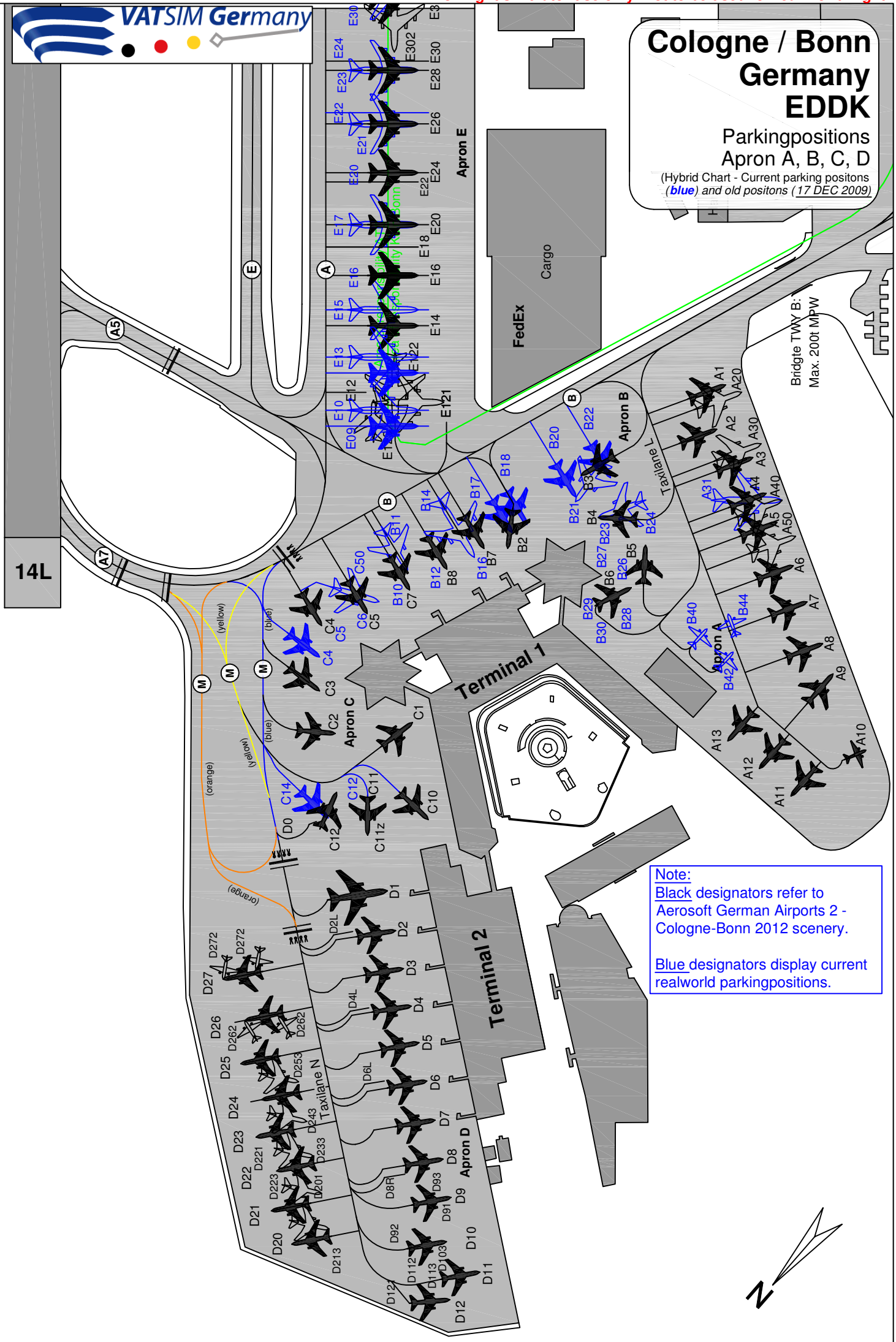
Parkingpositions
Apron A, B, C, D
(FS9/FSX - Default, Aubele, German Airports)
Effective: 17 DEC 2009



Cologne / Bonn Germany EDDK

Parkingpositions Apron A, B, C, D

(Hybrid Chart - Current parking positions
(blue) and old positions (17 DEC 2009))



Note:
Black designators refer to
Aerosoft German Airports 2 -
Cologne-Bonn 2012 scenery.

Blue designators display current
realworld parkingpositions.

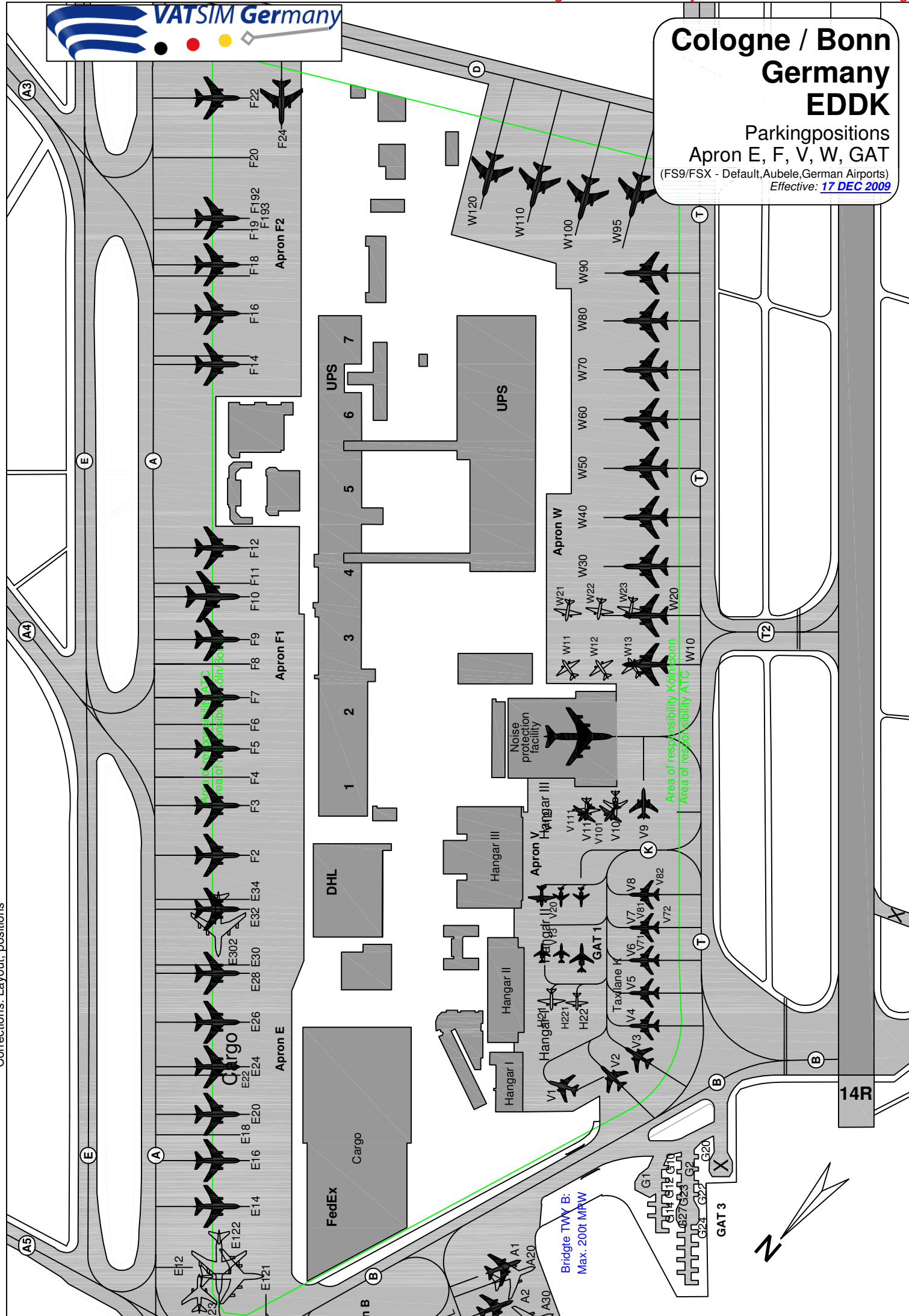
Corrections: New chart

Cologne / Bonn Germany EDDK

Parkingpositions
Apron E, F, V, W, GAT

(FS9/FSX - Default, Aubele, German Airports)
Effective: 17 DEC 2009

Corrections: Layout, positions



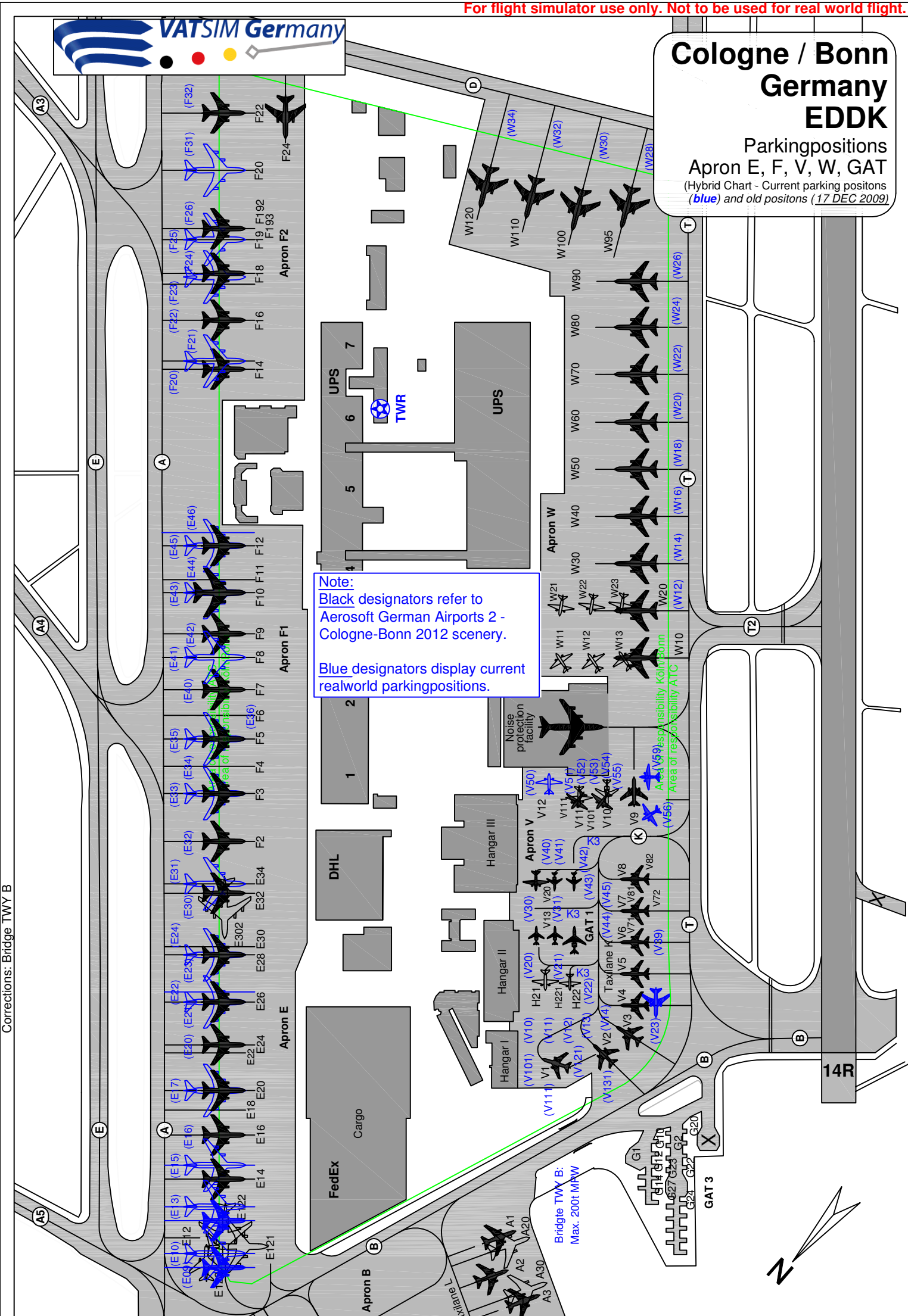
Cologne / Bonn Germany EDDK

Parkingpositions
Apron E, F, V, W, GAT
(Hybrid Chart - Current parking positions
(blue) and old positions (17 DEC 2009))

Note:
Black designators refer to
Aerosoft German Airports 2 -
Cologne-Bonn 2012 scenery.

Blue designators display current
realworld parkingpositions.

Corrections: Bridge TWY B



VATSIM Germany Standard Instrument Arrival Chart



COLOGNE / BONN
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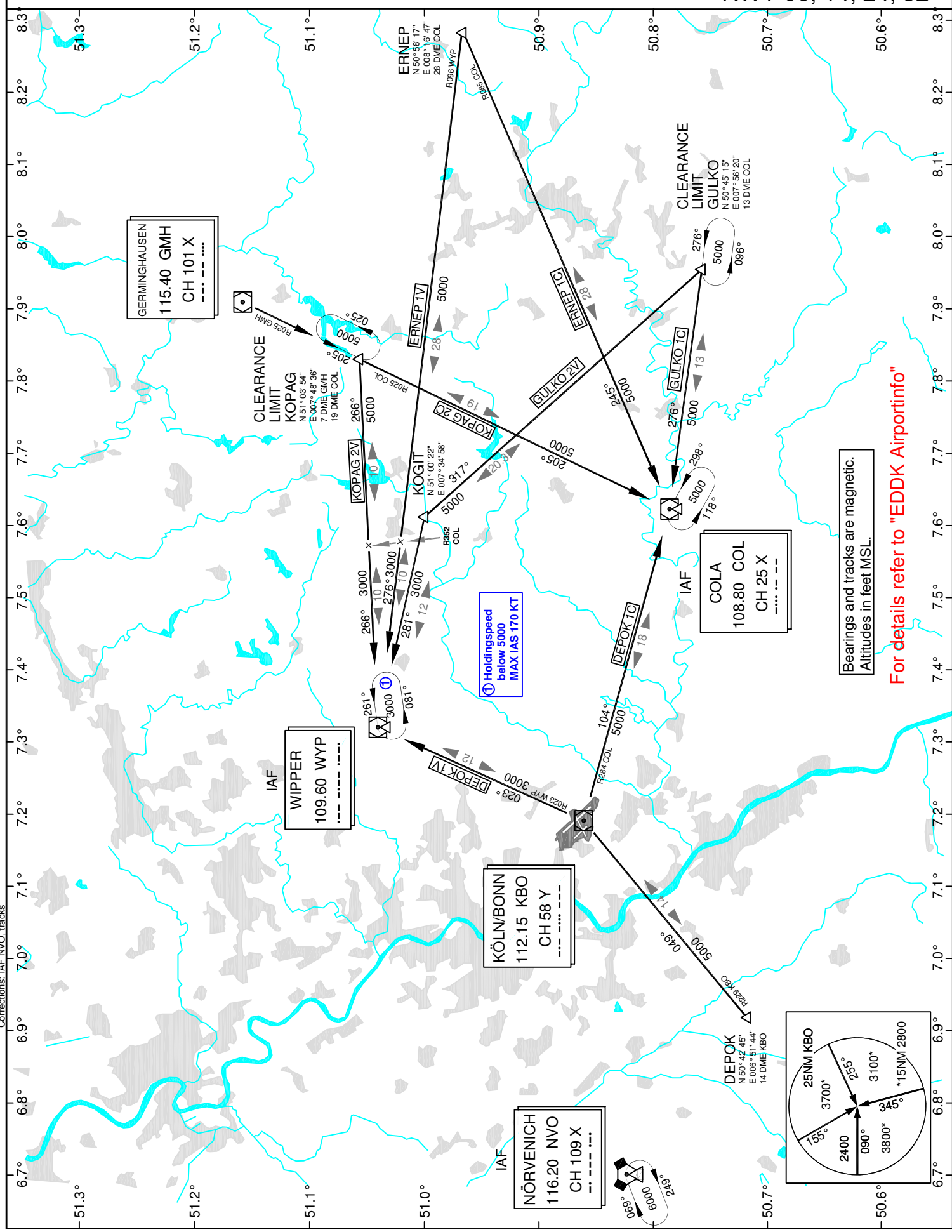
Transition Altitude: 5000 ft.

ATIS 124.970
Langen Radar 135.350
Director 121.050

Tower 124.970
Ground 121.720

STAR
RWY 06, 14, 24, 32

VAR: 1°E

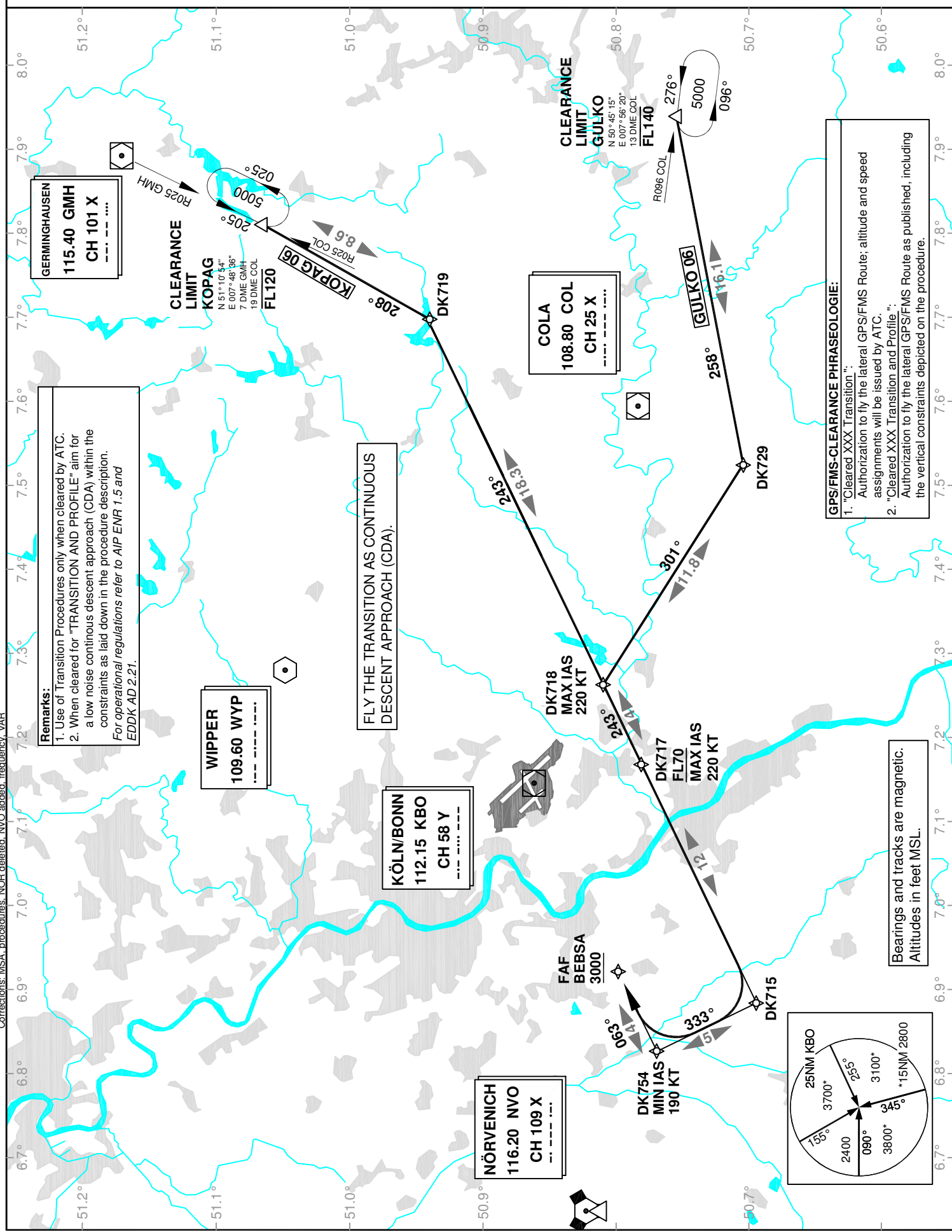


Corrections: IAF NVO, tracks

Tower	124.970
Ground	121.720

Transition to Final Approach RWY 06

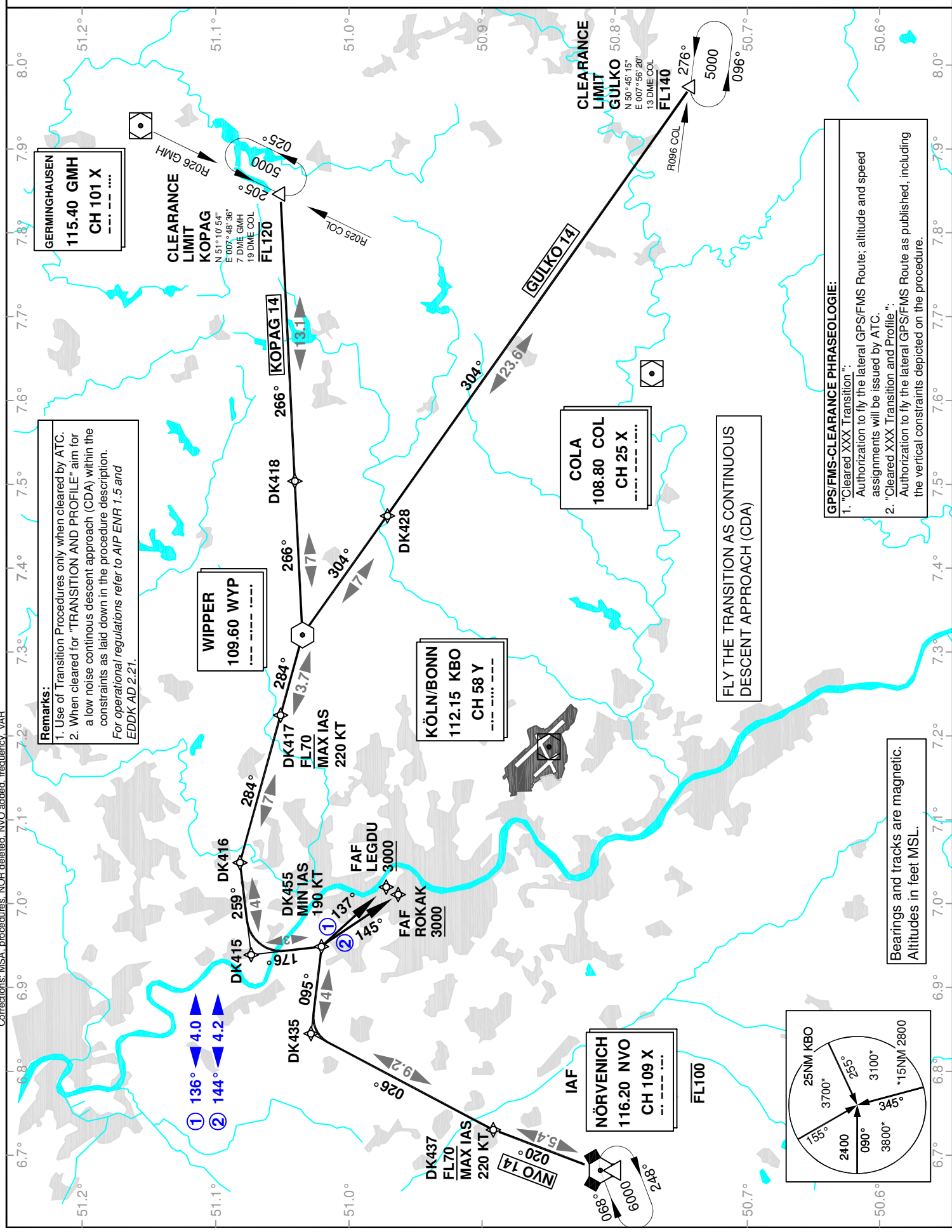
VAR: 1°E



Tower	124.970
Ground	121.720

Transition to Final Approach RWY 14L/R

VAR: 1°E



VATSIM Germany

GPS / FMS RNAV Arrival Chart

Transition to Final Approach RWY 32L/R

GPS/FMS-CLEARANCE PHRASEOLOGY:

- "Cleared XXX Transition": Authorization to fly the lateral GPS/FMS Route; altitude and speed assignments will be issued by ATC.
- "Cleared XXX Transition and Profile ": Authorization to fly the lateral GPS/FMS Route as published, including the vertical constraints depicted on the procedure.

Remarks:

- Use of Transition Procedures only when cleared 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. For operational regulations refer to AIP ENR 1.5 and EDDK AD 2.21.

NÖRVENICH 116.20 NVO CH 109 X

KÖLN/BONN 112.15 KBO CH 58 Y

WIPPER 109.60 WYP

GERMINGHAUSEN 115.40 GMH CH 101 X

CLEARANCE LIMIT KOPAG
N 51° 10' 54"
E 007° 48' 36"
7 DME GMH
19 DME COL
FL120

GULKO
N 50° 45' 15"
E 007° 56' 20"
13 DME COL
FL110

COLA 108.80 COL CH 25 X

FAF RARIX 3000

FAF LIRMU 3000

DK638
117°
18.6

DK637
FL70
MAX IAS
220 KT

DK636
098°
8

DK635
046°
3

DK634
MIN IAS
190 KT

DK615
286°
3

DK616
254°
3

DK627
FL70
MAX IAS
220 KT

GULKO 32
276°
5000
096°

CLEARANCE LIMIT GULKO
N 50° 45' 15"
E 007° 56' 20"
13 DME COL
FL110

FLY THE TRANSITION AS CONTINUOUS DESCENT APPROACH (CDA)

Bearings and tracks are magnetic.
Altitudes in feet MSL.

25NM KBO 3700°
155°
2400
090°
3800°
3100°
345°
*15NM 2800

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VATSIM Germany Instrument Approach Chart



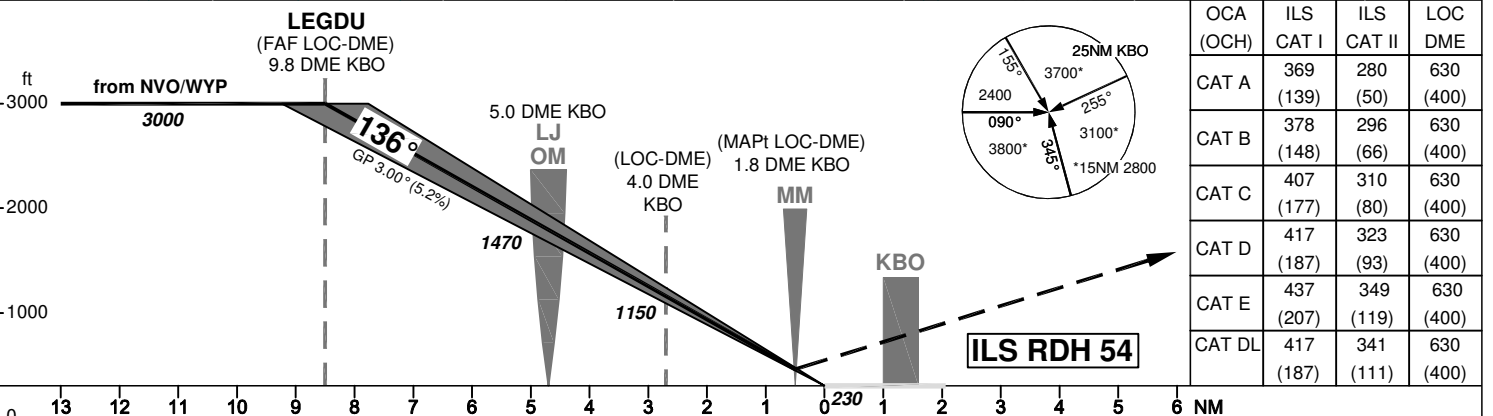
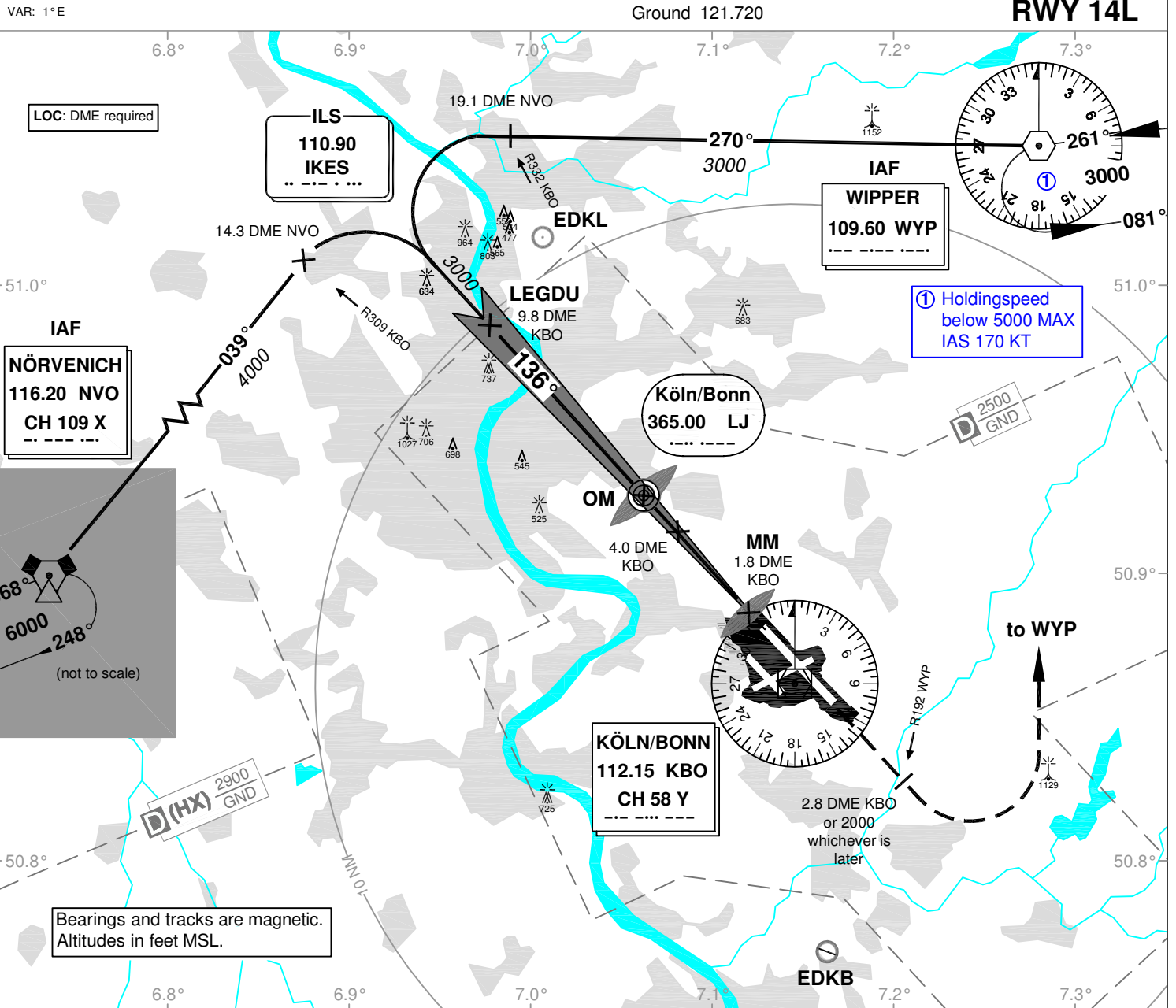
COLOGNE / BONN EDDK

Elevation: THR 14L 230 ft.

 ATIS 124.100
 Arrival 135.350

 Director 121.050
 Tower 124.970
 Ground 121.720

ILS CAT II & III or LOC RWY 14L



MISSED APPROACH: Climb straight ahead 3000; when passing 2000 or 2.8 DME KBO (R192 WYP), whichever is later, LT to WYP.

DME VOR KBO	9	8	7	6	5	4	3		
DME THR	7.7	6.7	5.7	4.7	3.7	2.7	1.7		
ALTITUDE	2740	2420	2100	1790	1470	1150	830		

CAT IIIa and IIIb (MNM RVR 75m) approved except CAT E ACFT.

GS	kt	80	100	120	140	160	180
OM - THR (3.8 NM)	MIN:SEC	2:51	2:17	1:54	1:38	1:26	1:16
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

LOC-DME: Timing not authorized for defining the MAPt.

VATSIM Germany Instrument Approach Chart



COLOGNE / BONN EDDK

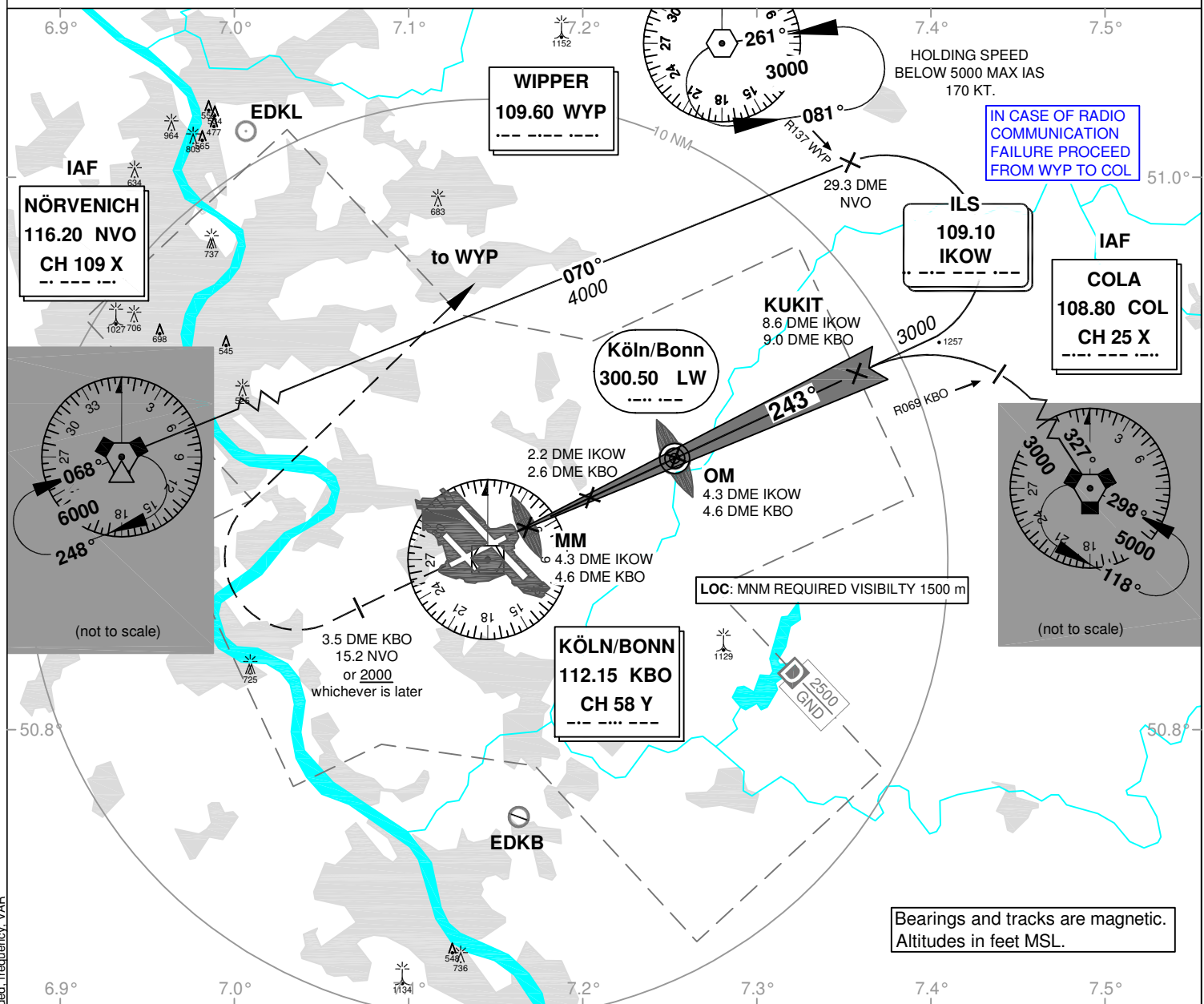
Elevation: THR 24 272 ft.

 ATIS 124.100
 Arrival 135.350

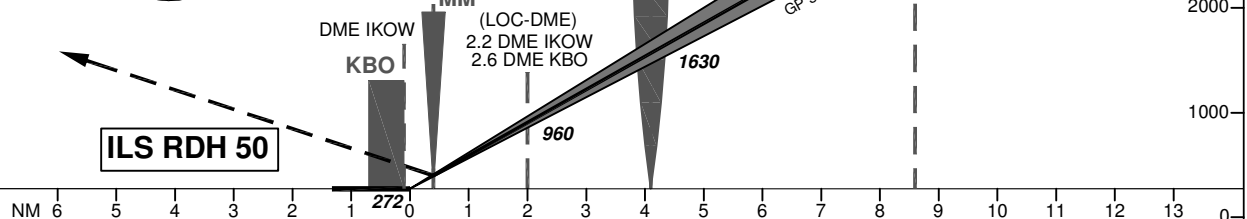
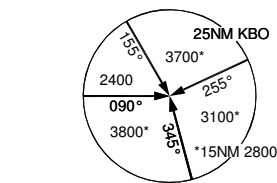
 Director 121.050
 Tower 124.970
 Ground 121.720

ILS or LOC RWY 24

VAR: 1°E



OCA (OCH)	ILS CAT I	LOC DME
CAT A	412 (140)	840 (570)
CAT B	421 (149)	840 (570)
CAT C	432 (160)	840 (570)
CAT D	442 (170)	840 (570)
CAT E	461 (189)	840 (570)
Large Aircraft	589 (317)	



MISSED APPROACH: Climb straight ahead to 5000; when passing 2000 or 3.5 DME KBO (16.2 DME NVO), whichever is later, RT to WYP VOR.

DME IKOW	2	3	4	5	6	7	8		
DME THR	1.8	2.8	3.8	4.8	5.8	6.8	7.8		
ALTITUDE	900	1220	1540	1860	2170	2490	2810		

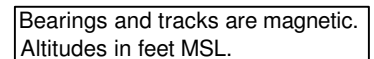
GS	kt	80	100	120	140	160	180
KUKIT - THR (8.4 NM)	MIN:SEC	6:18	5:03	4:12	3:36	3:09	2:48
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

LOC-DME: Timing not authorized for defining the MAPt.

**COLOGNE / BONN
EDDK**

**ILS or LOC
RWY 24**

IN CASE OF RADIO
COMMUNICATION
FAILURE PROCEED
FROM WYP TO COL



GS	kt	80	100	120	140	160	180
KUKIT - THR (8.4 NM)	MIN:SEC	6:18	5:03	4:12	3:36	3:09	2:48
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

COLOGNE / BONN
EDDK

**ILS CAT II & III or LOC
RWY 32R**

Köln/Bonn 327.00 LV

Köln/Bonn 112.15 KBO CH 58 Y

NÖRVENICH 116.20 NVO CH 109 X

EDKL

EDKB

RARIX

COLA

ILS/DME 109.70* IKEN CH 48 X

OM 4.4 DME IKEN 5.0 DME KBO

MM 0.7 DME IKEN 1.3 DME KBO

316°

316

3000

26.3 DME NVO

8.5 DME KBO

298°

5000

245°

3000

106°

4000

6000

068°

6000

248°

298°

5000

118°

109.70* IKEN CH 48 X

3.2 DME KBO 20.4 DME COL or 2000 whichever is later

2500 GND

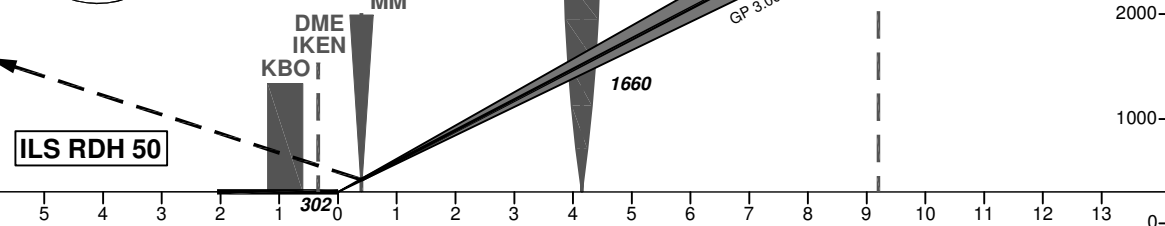
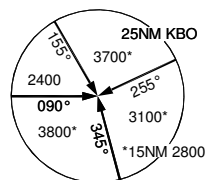
to COL

LOC: DME required

Bearings and tracks are magnetic. Altitudes in feet MSL.

Bearings and tracks are magnetic.
Altitudes in feet MSL.

OCA (OCH)	ILS CAT I	ILS CAT II	LOC DME
CAT A	434 (132)	345 (43)	740 (440)
CAT B	444 (142)	362 (60)	740 (440)
CAT C	456 (154)	377 (75)	740 (440)
CAT D	466 (164)	390 (88)	740 (440)
CAT E	486 (184)	417 (115)	740 (440)
Large Aircraft	559 (257)	392 (90)	



MISSED APPROACH: Climb straight ahead to 5000; when passing 2000 or 3.2 DME KBO (20.4 DME COL), whichever is later, RT to COL.

DME IKEN	2	3	4	5	6	7	8		
DME THR	1.8	2.8	3.8	4.8	5.8	6.8	7.8		
ALTITUDE	930	1250	1570	1890	2200	2520	2840		

CAT IIIa and IIIb (MNM RVR 75m) approved except CAT E ACFT.

GS	kt	80	100	120	140	160	180
LO LV - THR (4.2 NM)	MIN:SEC	3:09	2:31	2:06	1:48	1:35	1:24
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

LOC-DME: Timing not authorized for defining the MAPt.

**COLOGNE / BONN
EDDK**

**SID
RWY 06**

[illegible]

Corrections: MSA, procedures, NOR deleted, NVO added, frequency, VAR

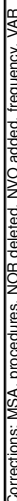
For procedure details consult "EDDK Airportinfo"

**COLOGNE / BONN
EDDK**

Tower	124.970
Langen Radar	135.350

VAR: 1°E

SID
RWY 24



VATSIM Germany Standard Instrument Departure Chart



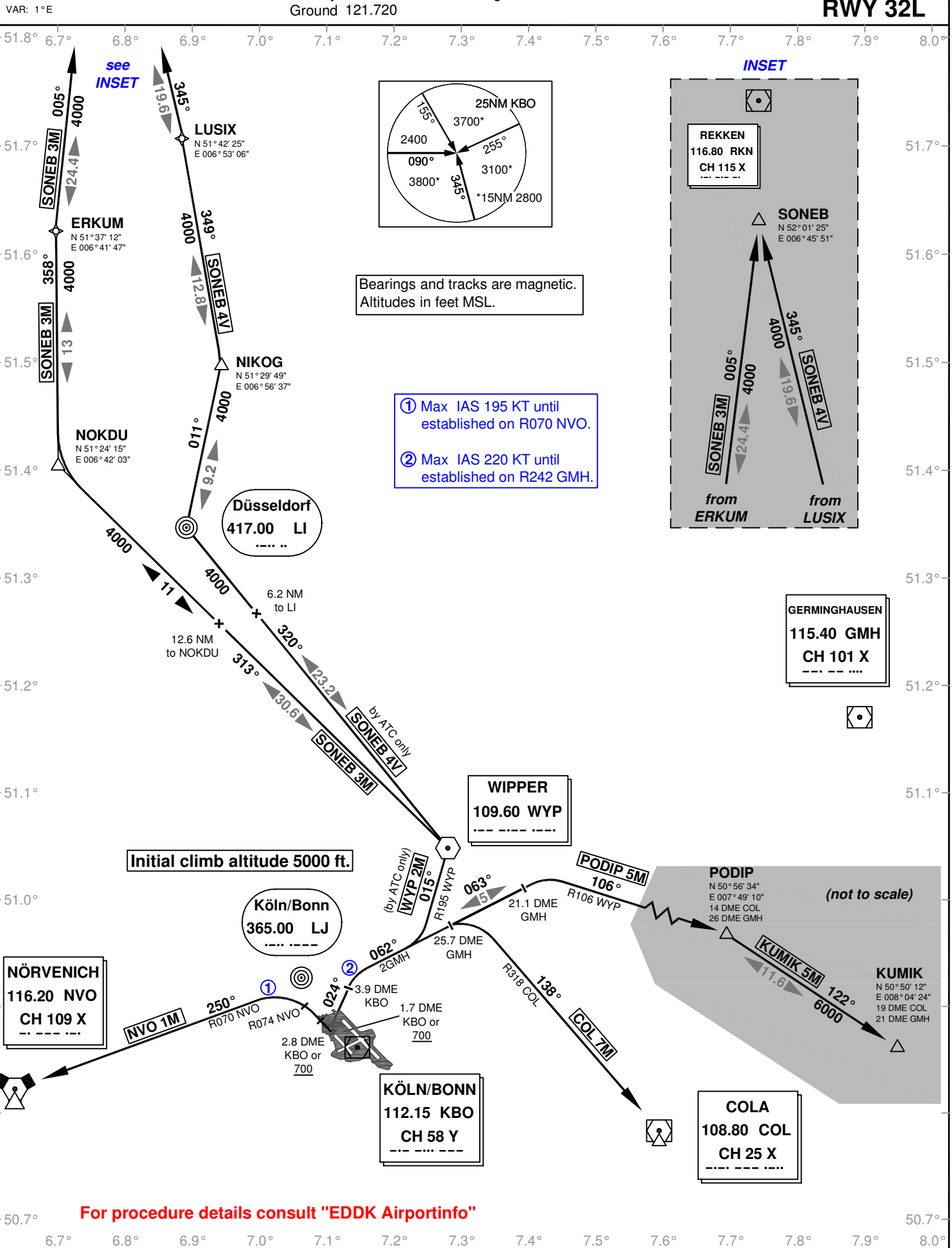
COLOGNE / BONN EDDK

Transition Altitude: 5000 ft.

 ATIS 124.100
 Delivery 121.850
 Ground 121.720

 Tower 124.970
 Langen Radar 135.650

SID RWY 32L



COLOGNE / BONN
EDDK

SID
RWY 32R

see INSET

LUSIX
N 51° 42' 25"
E 006° 53' 06"

ERKUM
N 51° 37' 12"
E 006° 41' 47"

NOKDU
N 51° 24' 15"
E 006° 42' 03"

Düsseldorf
417.00 LI
.....

Köln/Bonn
365.00 LJ
.....

NÖRVENICH
116.20 NVO
CH 109 X

KÖLN/BONN
112.15 KBO
CH 58 Y

WIPPER
109.60 WYP

PODIP
N 50° 56' 34"
E 007° 49' 10"
14 DME COL
26 DME GMH

KUMIK
N 50° 50' 12"
E 008° 04' 24"
19 DME COL
21 DME GMH

COLA
108.80 COL
CH 25 X

GERMINGHAUSEN
115.40 GMH
CH 101 X

REKKEN
116.80 RKN
CH 115 X

SONEB
N 52° 01' 25"
E 006° 45' 51"

**Bearings and tracks are magnetic.
Altitudes in feet MSL.**

**① Max IAS 195 KT until
established on R070 NVO**

**② Max IAS 210 KT until
established on R242 GMH.**

Initial climb altitude 5000 ft.

For procedure details consult "EDDK Airportinfo"

For procedure details consult "EDDK Airportinfo"