

# Düsseldorf RG Airports

Note: Not for real navigation!

## Köln-Bonn / Cologne-Bonn (EDDK / CGN)

Elevation 301 ft

Effective: **19 JAN 2019**

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** 111.10 / 319° (IKEN) <sup>1</sup>  
 109.70 / 319° (IKEN)  
**LJ** 365  
**LV** 327  
**LW** 300.5

### Communication:

Station	Freq.
ATIS	<b>132.120</b>
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-BEBSA

KOPAG 06 KOPAG-DK719-DK717-DK705-DK755-BEBSA

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

<sup>1</sup> **Reallife + Cologne Profesional.** Update for default or German Airports scenery is available [here](#).

## 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.)

<b>WYP 4K</b>	(WIPPER FOUR KILO)	Dct LW NDB - 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. <b>Climb with 4.0% (245ft/NM) or more until passing 4000.</b> <b>GPS/FMS:</b> [A900+] - LW - DK070[L] - WYP[4000]	1. PDG 5.2% (320 ft/NM) due to obstacles. 2. PDG 4.0% (245 ft/NM) due to minimum enroute altitude.
<b>PODIP 7K</b>	(PODIP SEVEN KILO)	Dct LW NDB - 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. <b>GPS/FMS:</b> [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.
<b>COL 7K</b>	(COLA SEVEN KILO)	On runway track to LW NDB - RT on R300 COL to COL(Δ). Climb with 5.2% (320ft/NM) or more until passing 900. <b>GPS/FMS:</b> [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.
<b>KUMIK 6K</b>	(KUMIK SIX KILO)	Dct LW NDB - 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. <b>GPS/FMS:</b> [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.
<b>NVO 1K</b>	(NÖRVENICH ONE KILO)	Dct LW NDB - 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. <b>GPS/FMS:</b> [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.)

<b>WYP 5F</b>	(WIPPER FIVE FOXTROTT)	On track 137° to 3.2 DME KBO or 1500, whichever is later - LT on R276 COL inbound - at 11.5 DME COL LT - on R163 WYP to WYP (Δ). <b>GPS/FMS:</b> [A700+] - DK130[A1500+;L] - DK141 - DK143[L] - DK144[L] - DK145[K220] - WYP	MAX IAS 220 KT until established on R163 WYP.
<b>WYP1X</b>	(WIPPER ONE XRAY)	On track 137° to 2.5 DME KBO - LT on R276 COL inbound COL - at 11.5 DME COL LT - on R163 WYP to WYP (Δ). Cross 3.2 DME KBO at or above 1200. <b>GPS/FMS:</b> [A700+] - DK140[A1200+; L] - DK143[L] - DK144[L] - DK145[K220] - WYP	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 and MAX IAS 220 KT until established on R163 WYP.
<b>PODIP 8F</b>	(PODIP EIGHT 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). <b>GPS/FMS:</b> [A700+] - DK130[A1500+;L] - DK141[K200] - COL[L] - PODIP	MAX IAS 200 KT until established on R276 COL.
<b>PODIP 1Q</b>	(PODIP ONE QUEBEC)	To DK920 on course 137° at or above 1115 - LT with 2.1 NM radius to DK921 at or above 1635, MAX speed 205kts - to DK922 at or above 3000 - to COL - to PODIP.	<b>RNP-1/A-RNP</b> <b>RF-Leg required</b> PDG 5.7 % (350 ft/NM) or more until passing 3000 due to airspace.

<b>PODIP 3X</b>	(PODIP THREE 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. <b>GPS/FMS:</b> [A700+] - <u>DK140</u> [A1200+;L] - COL[L] - PODIP	<ol style="list-style-type: none"> <li>1. Only for 3-engined HEAVY aircraft.</li> <li>2. PDG 5.4% (330 ft/NM) or more until passing 1200.</li> <li>3. MAX IAS 200 KT until established on R276 COL.</li> </ol>
<b>COL 3F</b>	(COLA THREE FOXTROTT)	On track 137° to 3.2 DME KBO or 1500, whichever is later - LT on R276 COL to COL (Δ). <b>GPS/FMS:</b> [A700+] - <u>DK130</u> [A1500+;L] - DK141[K220-] - COL	<ol style="list-style-type: none"> <li>1. Only for local training flights at EDDK and for flights from EDDK to EDDF.</li> <li>2. MAX IAS 220 KT until established on R276 COL.</li> </ol>
<b>COL 3X</b>	(COLA THREE 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. <b>GPS/FMS:</b> [A700+] - <u>DK140</u> [A1200+;L] - COL	<ol style="list-style-type: none"> <li>1. Only for 3-engined HEAVY aircraft.</li> <li>2. Only for local training flights at EDDK and for flights from EDDK to EDDF.</li> <li>3. PDG 5.4% (330 ft/NM) or more until passing 1200.</li> <li>4. MAX IAS 200 KT until established on R276 COL.</li> </ol>
<b>KUMIK 7F</b>	(KUMIK SEVEN 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). <b>GPS/FMS:</b> [A700+] - <u>DK130</u> [A1500+;L] - DK141[K220-] - COL[L] - DK150 - KUMIK	<ol style="list-style-type: none"> <li>1. Flights intending to proceed via Y854 shall intercept as follows: on R079 COL to 14.5 DME COL; RT to intercept.</li> <li>2. MAX IAS 220 KT until established on R276 COL.</li> </ol>
<b>KUMIK 1Q</b>	(KUMIK ONE QUEBEC)	To DK920 on course 137° at or above 1115 - LT with 2.1 NM radius to DK921 at or above 1635, MAX speed 205kts - to DK922 at or above 3000 - to COL - to KUMIK.	<b>RNP-1/A-RNP</b> <b>RF-Leg required</b> PDG 5.7 % (350 ft/NM) or more until passing 3000 due to airspace.
<b>KUMIK 3X</b>	(KUMIK THREE 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. <b>GPS/FMS:</b> [A700+] - <u>DK140</u> [A1200+;L] - COL[L] - DK150 - KUMIK	<ol style="list-style-type: none"> <li>1. Only for 3-engined HEAVY aircraft.</li> <li>2. Flights intending to proceed via Y854 shall intercept as follows: on R079 COL to 14.5 DME COL; RT to intercept.</li> <li>3. PDG 5.4% (330 ft/NM) or more until passing 1200.</li> <li>4. MAX IAS 200 KT until established on R276 COL.</li> </ol>
<b>NVO 2W</b>	(NÖRVENICH TWO 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). <b>GPS/FMS:</b> [A700+] - DK130[A1500+;L] - DK141 - <u>DK143</u> [L] - DK144[L] - DK145[K220-] - <u>DK153</u> [L] - DK154 - NVO	<ol style="list-style-type: none"> <li>1. By ATC only.</li> <li>2. MAX IAS 220 KT until established on R163 WYP.</li> </ol>
<b>NVO 2F</b>	(NÖRVENICH TWO FOXTROTT)	On track 137° to 4.8 DME KBO - RT to intercept track 189° LV until crossing R098 NVO (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 turns. <b>GPS/FMS:</b> [A700+] - <u>DK133</u> [A4000+;R] - DK134[R] - <u>DK135</u> [K220-] - NVO	<ol style="list-style-type: none"> <li>1. PDG 15.2% (924 ft/NM) due to airspace structure. If unable to comply, file NVO 2P.</li> <li>2. MAX IAS 220 KT until established on R101 NVO.</li> </ol>
<b>NVO 2P</b>	(NÖRVENICH TWO 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) <b>GPS/FMS:</b> [A700+] - DK132[R] - <u>DK146</u> [R] - DK137 - NVO	
<b>NVO 1Q</b>	(NÖRVENICH ONE QUEBEC)	To DK930 on course 137° at or above 4000 - RT with 2.07 NM radius to DK931, MAX speed 225kts - to NVO.	<b>RNP-1/A-RNP</b> <b>RF-Leg required</b> PDG 15.4 % (940 ft/NM) or more until passing 4000 due to airspace.
<b>RWY 14R</b>	<b>(Initial Climb Altitude 5000 ft. Remain on TWR frequency until passing 2000, then contact Langen Radar.)</b>		
<b>WYP 4E</b>	(WIPPER FOUR ECHO)	Inbd LV NDB 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 to WYP(Δ). MAX IAS 220 KT during turns. <b>GPS/FMS:</b> [A700+] - DK142[A1500+] - <u>DK143</u> [L] - DK144[L] - DK145[K220-] - WYP	MAX IAS 220 KT until established on R163 WYP.

<b>PODIP 6E</b>	(PODIP SIX ECHO)	Inbd LV NDB to 3.5 DME KBO or 1500, whichever is later – LT on R276 COL to COL (Δ) - LT on R040 COL to PODIP (Δ). <b>GPS/FMS:</b> [A700+] - DK142[A1500+;K220;L] - COL [L] - PODIP	<b>MAX IAS 220 KT</b> until established on R276 COL.
<b>COL 8E</b>	(COLA EIGHT ECHO)	Inbd LV NDB to 3.5 DME KBO or 1500, whichever is later - LT on R276 COL to COL (Δ). <b>GPS/FMS:</b> [A700+] - DK142[A1500+;K220;L] - COL	1. Only for local training flights at EDDK and for flights from EDDK to EDDF. 2. <b>MAX IAS 220 KT</b> until established on R276 COL.
<b>KUMIK 5E</b>	(KUMIK FIVE ECHO)	Inbd LV NDB to 3.5 DME KBO or 1500, whichever is later - LT on R276 COL to COL (Δ) - LT on R079 COL to KUMIK (Δ). <b>GPS/FMS:</b> [A700+] - DK142[A1500+;K220;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. <b>MAX IAS 220 KT</b> until established on R276 COL.
<b>NVO 2V</b>	(NÖRVENICH TWO VICTOR)	Inbd LV NDB 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. <b>GPS/FMS:</b> [A700+] - DK142[A1500+;L] - <u>DK143[L]</u> - DK144[L] - DK145[K220;-] - DK153[L] - DK154 - NVO	1. By ATC only. 2. MAX IAS 220 KT until established on R163 WYP.
<b>NVO 2E</b>	(NÖRVENICH TWO ECHO)	Dct to LV NDB (5.0 DME KBO) - <b>RT on track 200° until crossing R099 NVO</b> (CAT C and D replace track 200° by continuous RT) - RT on R101 NVO to NVO (Δ). Cross LV NDB at 4000 or above. MAX IAS 220 KT during turns. <b>GPS/FMS:</b> [A700+] - <u>LV[4000+;R]</u> - 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 2C. 2. MAX IAS 220 KT until established on R101 NVO.
<b>NOR 2C</b>	(NÖRVENICH TWO CHARLIE)	Inbd LV NDB to 4.5 DME KBO - RT on track 170° LV to 12.5 DME KBO - RT on R119 NVO to NVO (Δ). <b>GPS/FMS:</b> [A700+] - LV[R] - <u>DK146[R]</u> - DK137 - NVO	
<b>RWY 24</b>	<b>(Initial Climb Altitude 5000 ft. Remain on TWR frequency until passing 2000, then contact Langen Radar.)</b>		
<b>WYP 4D</b>	(WIPPER FOUR 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). <b>GPS/FMS:</b> [A700+] - DK021[L] - DK022[L] - DK023[L] - WYP[L]	
<b>PODIP 5D</b>	(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). <b>GPS/FMS:</b> [A700+] - DK021[L] - DK022[L] - COL[L] - PODIP	
<b>COL 6D</b>	(COLA SIX DELTA)	On RWY track to 2.0 DME KBO - LT on track 158° to intercept R267 COL to COL (Δ). <b>GPS/FMS:</b> [A700+] - DK021[L] - DK022[L] - COL	Only for local training flights at EDDK and for flights from EDDK to EDDF.
<b>KUMIK 5D</b>	(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). <b>GPS/FMS:</b> [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.
<b>NVO 1D</b>	(NÖRVENICH ONE DELTA)	On RWY track to 2.6 DME KBO - RT on R085 NVO to NVO (Δ). <b>GPS/FMS:</b> [A700+] - DK020[R] - NVO	
<b>RWY 32L</b>	<b>(Initial Climb Altitude 5000 ft. Remain on TWR frequency until passing 2000, then contact Langen Radar.)</b>		
<b>WYP 3M</b>	(WIPPER THREE MIKE)	Inbd LJ NDB to 1.7 DME KBO or 700, whichever is later - <b>RT on track 062° to intercept and follow</b> R242 GMH inbd GMH to intercept R195 WYP to WYP (Δ). <b>Climb with 5.1% (310 ft/NM) or more until passing 3000.</b> <b>GPS/FMS:</b> [A700+] - <u>DK033[R]</u> - DK035[K220;-] - DK036[L] - WY	1. MAX IAS 220 kts until established on R242 GMH. 2. <b>PDG due to navaid coverage of GMH.</b>
<b>PODIP 6M</b>	(PODIP SIX MIKE)	Inbd LJ NDB to 1.7 DME KBO or 700, whichever is later - <b>RT on track 062° to intercept and follow</b> R242 GMH inbd GMH to 21.1 DME GMH - RT on R106 WYP to PODIP (Δ). <b>Climb with 5.1% (310 ft/NM) or more until passing 3000.</b> <b>GPS/FMS:</b> [A700+] - <u>DK033[R]</u> - 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. 3. <b>PDG due to navaid coverage of GMH.</b>

<b>COL 8M</b>	(COLA EIGHT MIKE)	Inbd LJ NDB to 1.7 DME KBO or 700, whichever is later - <b>RT on track 062° to intercept and follow</b> R242 GMH inbd GMH to 25.7 DME GMH - RT on R318 COL to COL (Δ). <b>Climb with 5.1% (310 ft/NM) or more until passing 3000.</b> <b>GPS/FMS:</b> [A700+] - <b>DK033[R]</b> - DK035[K220-] - DK037[R] - COL	<ol style="list-style-type: none"> <li>1. Only for local training flights at EDDK and for flights from EDDK to EDDF.</li> <li>2. MAX IAS 220 KT until established on R242 GMH.</li> <li>3. Daytime only: climb with 6,6% (401 ft/NM) until passing 5000 due to airspace structure. If unable advise ATC upon startup.</li> <li>4. <b>PDG due to navaid coverage of GMH.</b></li> </ol>
<b>KUMIK 6M</b>	(KUMIK SIX MIKE)	Inbd LJ NDB to 1.7 DME KBO or 700, whichever is later - <b>RT on track 062° to intercept and follow</b> R242 GMH inbd GMH to 21.1 DME GMH - RT on R106 WYP to PODIP - RT on track 122° to KUMIK(Δ). <b>Climb with 5.1% (310 ft/NM) or more until passing 3000.</b> <b>GPS/FMS:</b> [A700+] - <b>DK033[R]</b> - DK035[K220-] - DK038[R] - PODIP[R] - KUMIK	<ol style="list-style-type: none"> <li>1. MAX IAS 220 KT until established on R242 GMH.</li> <li>2. After PODIP BRNAV equipment necessary.</li> <li>3. Daytime only: climb with 6,6% (401 ft/NM) until passing 5000 due to airspace structure. If unable advise ATC upon startup.</li> <li>4. <b>PDG due to navaid coverage of GMH.</b></li> </ol>
<b>NVO 2M</b>	(NÖRVENICH TWO MIKE)	Inbd LJ NDB to 2.8 DME KBO or 700, whichever is later - LT on R070 NVO to NVO (Δ). <b>GPS/FMS:</b> [A700+] - DK030[K195-;L] - NVO	<ol style="list-style-type: none"> <li>1. MAX IAS 195 KT until established on R070 NVO.</li> </ol>
<b>RWY 32R</b>	<b>(Initial Climb Altitude 5000 ft. Remain on TWR frequency until passing 2000, then contact Langen Radar.)</b>		
<b>WYP 4B</b>	(WIPPER FOUR BRAVO)	Inbd LJ NDB to 1.6 DME KBO or 700, whichever is later - <b>RT on track 062° to intercept and follow</b> R242 GMH inbd GMH to intercept R195 WYP to WYP (Δ). <b>Climb with 5.1% (310 ft/NM) or more until passing 3000.</b> <b>GPS/FMS:</b> [A700+] - <b>DK034[R]</b> - DK039[R] - DK035[K210-;R] - DK036[L] - WYP	<ol style="list-style-type: none"> <li>1. MAX IAS 210 kts until established on R242 GMH.</li> <li>2. <b>PDG due to navaid coverage of GMH.</b></li> </ol>
<b>PODIP 7B</b>	(PODIP SEVEN BRAVO)	Inbd LJ NDB to 1.6 DME KBO or 700, whichever is later - <b>RT on track 062° to intercept and follow</b> R242 GMH inbd GMH to 21.1 DME GMH - RT on R106 WYP to PODIP (Δ) <b>Climb with 5.1% (310 ft/NM) or more until passing 3000.</b> <b>GPS/FMS:</b> [A700+] - <b>DK034[R]</b> - DK039[R] - DK035[K210-;R] - DK038[R] - PODIP	<ol style="list-style-type: none"> <li>1. MAX IAS 210 KT until established on R242 GMH.</li> <li>2. Daytime only: climb with 7% (425 ft/NM) until passing 5000 due to airspace structure. If unable advise ATC upon startup.</li> <li>3. <b>PDG due to navaid coverage of GMH.</b></li> </ol>
<b>COL 2B</b>	(COLA TWO BRAVO)	Inbd LJ NDB to 1.6 DME KBO or 700, whichever is later - <b>RT on track 062° to intercept and follow</b> R242 GMH inbd GMH to 25.7 DME GMH - RT on R318 COL to COL (Δ). <b>Climb with 5.1% (310 ft/NM) or more until passing 3000.</b> <b>GPS/FMS:</b> [A700+] - <b>DK034[R]</b> - DK039[R] - DK035[K210-;R] - DK037[R] - COL	<ol style="list-style-type: none"> <li>1. Only for local training flights at EDDK and for flights from EDDK to EDDF.</li> <li>2. MAX IAS 210 KT until established on R242 GMH.</li> <li>3. Daytime only: climb with 7% (425 ft/NM) until passing 5000 due to airspace structure. If unable advise ATC upon startup.</li> <li>4. <b>PDG due to navaid coverage of GMH.</b></li> </ol>
<b>KUMIK 8B</b>	(KUMIK EIGHT BRAVO)	Inbd LJ NDB to 1.6 DME KBO or 700, whichever is later - <b>RT on track 062° to intercept and follow</b> R242 GMH inbd GMH to 21.1 DME GMH - RT on R106 WYP to PODIP - RT on track 122° to KUMIK (Δ). <b>Climb with 5.1% (310 ft/NM) or more until passing 3000.</b> <b>GPS/FMS:</b> [A700+] - <b>DK034[R]</b> - DK039[R] - DK035[K210-;R] - DK038[R] - PODIP[R] - KUMIK	<ol style="list-style-type: none"> <li>1. MAX IAS 210 KT until established on R242 GMH.</li> <li>2. After PODIP BRNAV equipment necessary.</li> <li>3. Daytime only: climb with 7% (425 ft/NM) until passing 5000 due to airspace structure. If unable advise ATC upon startup.</li> <li>4. <b>PDG due to navaid coverage of GMH.</b></li> </ol>
<b>NVO 2B</b>	(NÖRVENICH TWO BRAVO)	Inbd LJ NDB to 2.8 DME KBO - LT on R070 NVO to NVO (Δ). <b>GPS/FMS:</b> [A700+] - DK040[K195-;L] - NVO	<ol style="list-style-type: none"> <li>1. MAX IAS 195 KT until established on R070 NVO.</li> </ol>
<b>NVO 1R</b>	(NÖRVENICH ONE ROMEO)	To DK910 on course 316° at or above 705 - LT with 2.23 NM radius to DK911 , MAX speed 205kts - to NVO.	<b>RNP-1/A-RNP</b> <b>RF-Leg required</b> <b>PDG 5.2 % (320 ft/NM) or more</b> <b>until passing 705 due to operational requirements.</b>

**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')