

Note: Not for real navigation!

Köln-Bonn / Cologne-Bonn (EDDK/CGN)

Elevation 301 ft

Effective: 11 MAR 2010

(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)
LJ 365
LV 327
LW 300.5

Communication:

Station	Freq.
ATIS	124.10
Delivery	121.85
Ground	121.72
Tower	124.97
Arrival	118.75 / 126.32 / 121.05 (Langen Radar)
Center	135.35 (Langen Radar)

Transponder :

2220 – 2237

GPS / FMS RNAV Transitions

RWY 06

GULKO 06 GULKO-DK729- DK718-DK717-DK715-DK754-BEBSA

KOPAG 06 KOPAG-DK719-DK718-DK717-DK715-DK754-BEBSA

RWY 14L/14R

GULKO 14 GULKO-DK428- WYP-DK417-DK416-DK415-DK454-LEGDU/ROKAK

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

NOR 14 NOR-DK437-DK435-DK454-LEGDU/ROKAK

RWY 24

GULKO 24 GULKO-DK527-DK515-DK554-KUKIT

KOPAG 24 KOPAG- DK515-DK554-KUKIT

NOR 24 A NOR-DK537-DK536-DK535-DK554-KUKIT

NOR 24 B NOR-DK547-DK546-DK545-DK554-KUKIT

RWY 32L/32R

GULKO 32 GULKO-DK627-DK616-DK615-DK654-RARIX/LIRMU

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

NOR 32 NOR-DK638-DK637-DK636-DK635-DK654-RARIX/LIRMU

Standard Instrument Arrival Routes

RWY 14L/14R/32L/32R/06/24

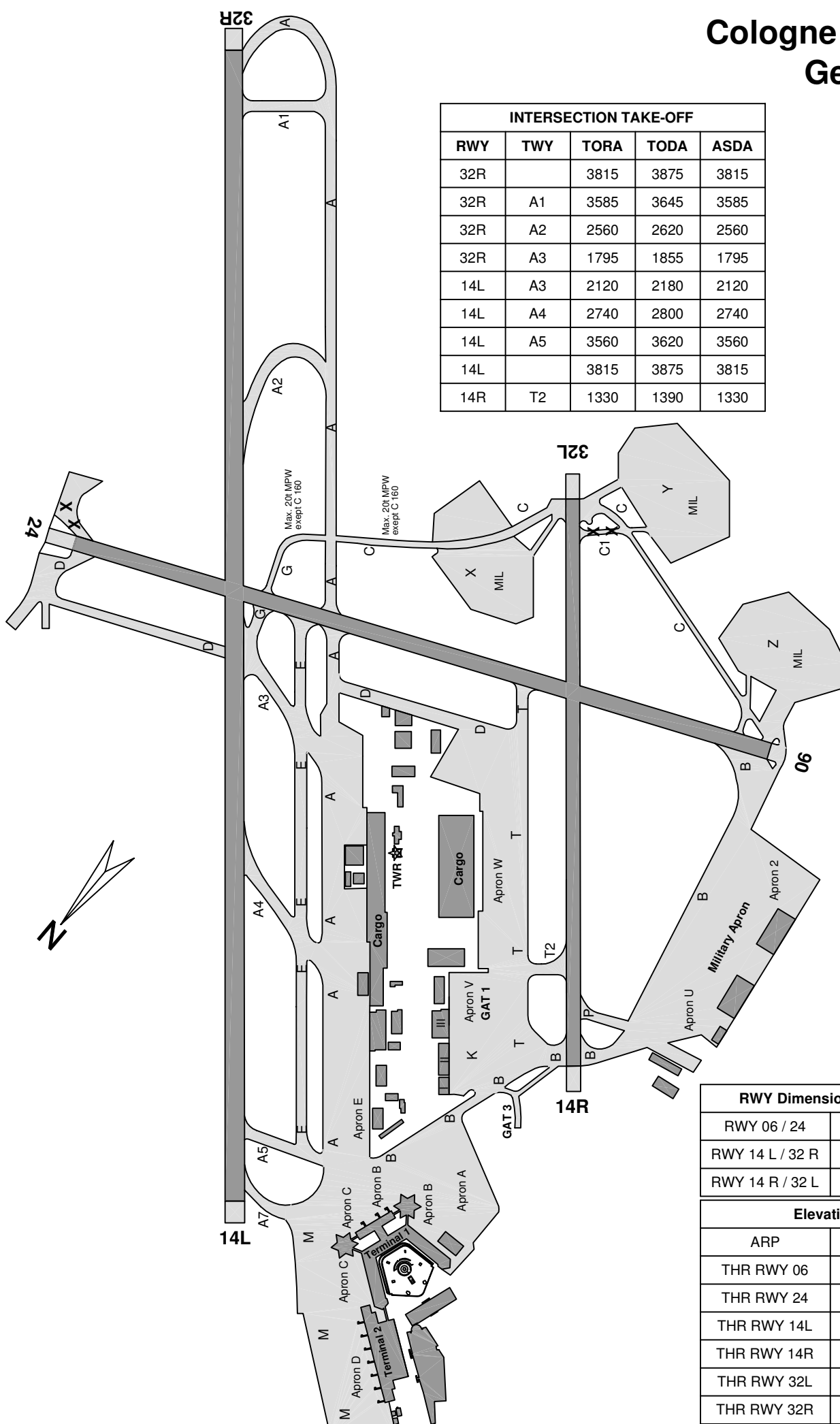
KOPAG 1V	(KOPAG ONE VICTOR)	KOPAG (Δ) - R353 COL - WYP (Δ)	1. BRNAV and NON-RNAV aircraft expect radar vectors to final approach.
KOPAG 1C	(KOPAG ONE CHARLIE)	KOPAG (Δ) - COL (Δ)	2. GPS/FMS aircraft expect KOPAG Transition
GULKO 1C	(GULKO ONE CHARLIE)	GULKO (Δ) - COL (Δ)	1. BRNAV and NON-RNAV aircraft expect radar vectors to final approach.
			2. GPS/FMS-aircraft expect GULKO Transition.
GULKO 1 V	(GULKO ONE 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.

Standard Instrument Departure Routes

RWY 06 (Initial Climb Altitude 5000 ft. Remain on TWR frequency until passing 2000, then contact Langen Radar.)	
SONEB2K (SONEB TWO KILO)	<p>Dct LW - on track 064° LW to 8 DME KBO - LT on R156 WYP to WYP (Δ) - LT on R314 WYP to NOKDU (Δ) - RT on track 359° to ERKUM (Δ) - RT on track 005° to SONEB (Δ). Climb with 5.1% (310ft/NM) until passing 900. GPS/FMS: [A900+] - LW - DK070[L] - WYP[L] - NOKDU[R] - ERKUM[R] - SONEB</p>
SONEB3U (SONEB THREE UNIFORM)	<p>Dct LW - on track 064° LW to 8 DME KBO - LT on R156 WYP to WYP (Δ) - LT on track 320° to LI (Δ) - RT on track 012° to NIKOG (Δ) - LT on track 349° to LUSIX(Δ) - LT on track 346° to SONEB(Δ) Climb with 5.1% (310ft/NM) until passing 900. GPS/FMS: [A900+] - LW - DK070[L] - WYP[L] - LI[R] - NIKOG[L] - LUSIX[L] - SONEB</p>
WYP 2K (WIPPER TWO KILO)	<p>Dct LW - on track 064° LW to 8 DME KBO - LT on R156 WYP to WYP (Δ). Climb with 5.1% (310ft/NM) until passing 900. GPS/FMS: [A900+] - LW - DK070[L] - WYP</p>
PODIP 6K (PODIP SIX KILO)	<p>Dct LW - on track 064° LW to 8 DME KBO - RT on track 086° to PODIP (Δ). Climb with 5.1% (310ft/NM) until passing 2600. GPS/FMS: [A900+] - LW DK071[R] - PODIP</p>
COL 6K (COLA SIX KILO)	<p>Dct LW - RT on R301 COL to COL(Δ). Climb with 5.1% (310ft/NM) until passing 900. GPS/FMS: [A900+] - DK073[R] - COL</p>
KUMIK 5K (KUMIK FIVE KILO)	<p>Dct LW - on track 064° LW to 8 DME KBO - RT on track 086° to PODIP (Δ) - RT on track 123° to KUMIK (Δ). Climb with 5.1% (310ft/NM) until passing 2600. GPS/FMS: [A900+] - LW - DK071[R] - PODIP[R] - KUMIK</p>
NOR 8K (NÖRVENICH EIGHT KILO)	<p>Dct LW - on track 064° LW to 8 DME KBO - LT on track 249° LJ to LJ - on R060 NOR to NOR (Δ). Climb with 5.1% (310ft/NM) until passing 900. GPS/FMS: [A900+] - LW - DK070[L] - DK072[L] - LJ - NOR</p>
RWY 14L (Initial Climb Altitude 5000 ft. Remain on TWR frequency until passing 2000, then contact Langen Radar.)	
SONEB5F (SONEB FIVE FOXTROTT)	<p>On track 138° to 3.2 DME KBO or 1500, whichever is later - LT on R277 COL inbd COL - at 11.5 DME COL LT on R164 WYP to WYP (Δ) - LT on track 314° to NOKDU (Δ) - RT on track 359° 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</p>
SONEB6P (SONEB SIX PAPA)	<p>On track 138° to 3.2 DME KBO or 1500, whichever is later - LT on R277 COL inbd COL - at 11.5 DME COL LT on R164 WYP to WYP (Δ) - LT on track 320° to LI (Δ) - RT on track 012° to NIKOG (Δ) - LT on track 349° to LUSIX (Δ) - LT on track 346° 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</p>
WYP 3F (WIPPER THREE FOXTROTT)	<p>On track 138° to 3.2 DME KBO or 1500, whichever is later - LT on R277 COL to COL (Δ) - at 11.5 DME COL LT - on R164 WYP to WYP (Δ). GPS/FMS: [A700+] - DK130[A1500+;L] - DK141[K200-] - DK143[L] - DK144[L] - DK145[K220-] - WYP</p>
PODIP 6F (PODIP SIX FOXTROTT)	<p>On track 138° to 3.2 DME KBO or 1500, whichever is later - LT on R277 COL to COL (Δ) - LT on R041 COL to PODIP (Δ). GPS/FMS: [A700+] - DK130[A1500+;L] - DK141[K200-] - COL[L] - PODIP</p>

Cologne / Bonn Germany EDDK

INTERSECTION TAKE-OFF				
RWY	TWY	TORA	TODA	ASDA
32R		3815	3875	3815
32R	A1	3585	3645	3585
32R	A2	2560	2620	2560
32R	A3	1795	1855	1795
14L	A3	2120	2180	2120
14L	A4	2740	2800	2740
14L	A5	3560	3620	3560
14L		3815	3875	3815
14R	T2	1330	1390	1330



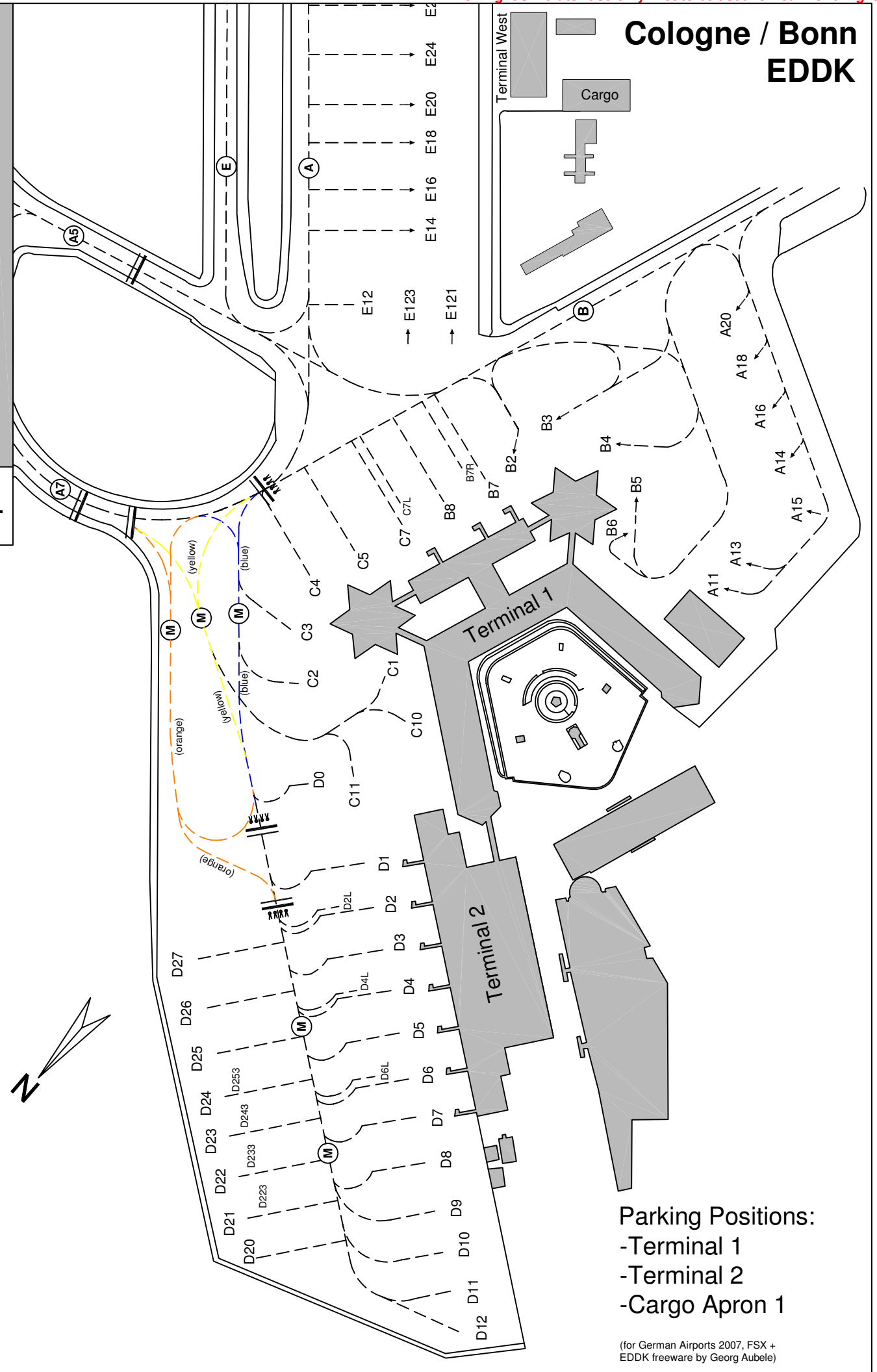
RWY Dimensions (meters)	
RWY 06 / 24	2459 x 45
RWY 14 L / 32 R	3815 x 60
RWY 14 R / 32 L	1863 x 45

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

Corrections: Aprons, TWY D

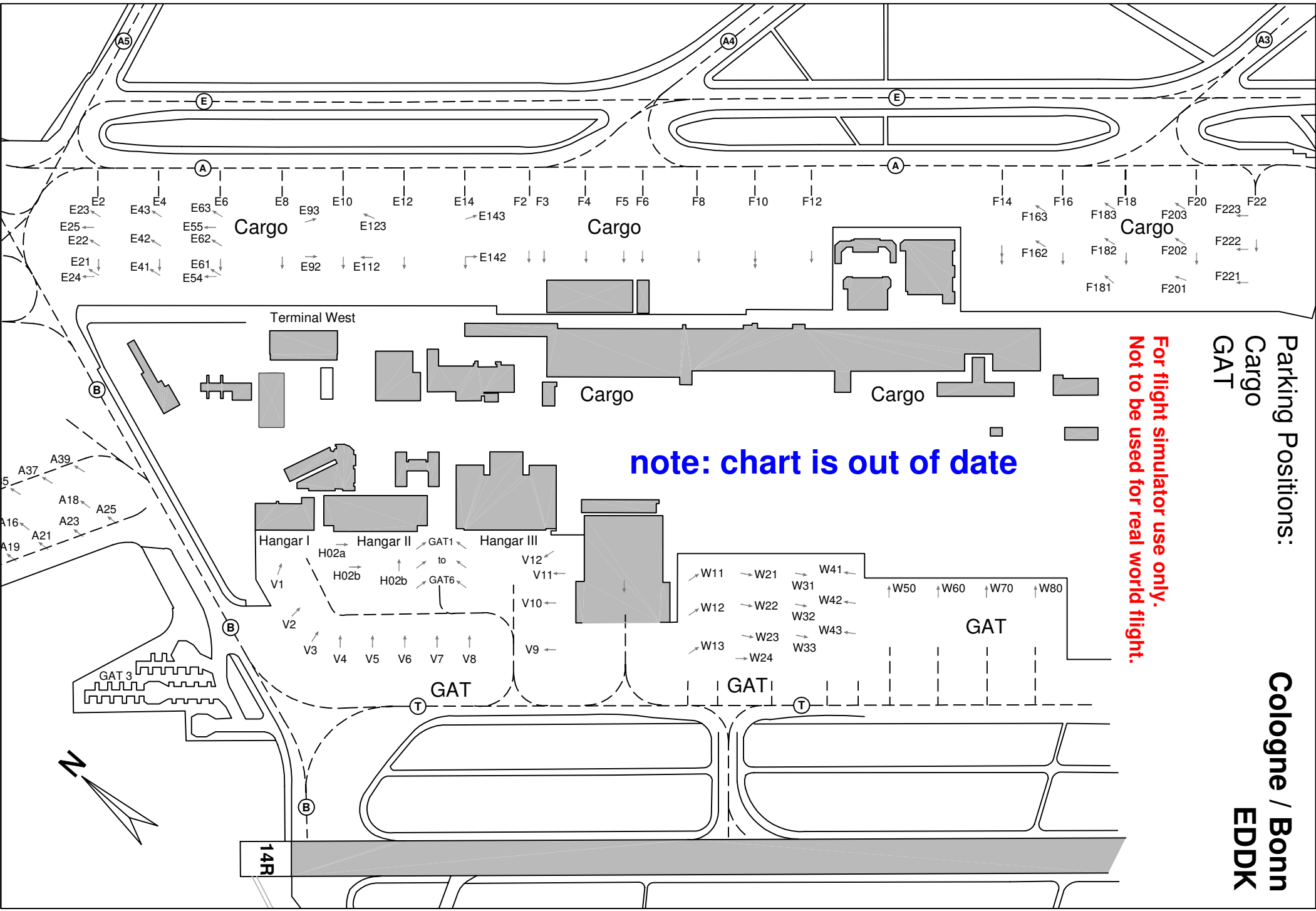
Cologne / Bonn EDDK

14L



- Parking Positions:**
- Terminal 1
 - Terminal 2
 - Cargo Apron 1

(for German Airports 2007, FSX + EDDK freeware by Georg Aubele)

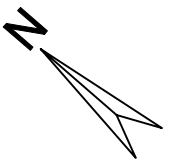


Parking Positions:
 Cargo
 GAT

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 EDDK

For flight simulator use only.
 Not to be used for real world flight.

note: chart is out of date



14R

VACC-SAG Standard Instrument Arrival Chart

COLOGNE / BONN
EDDK

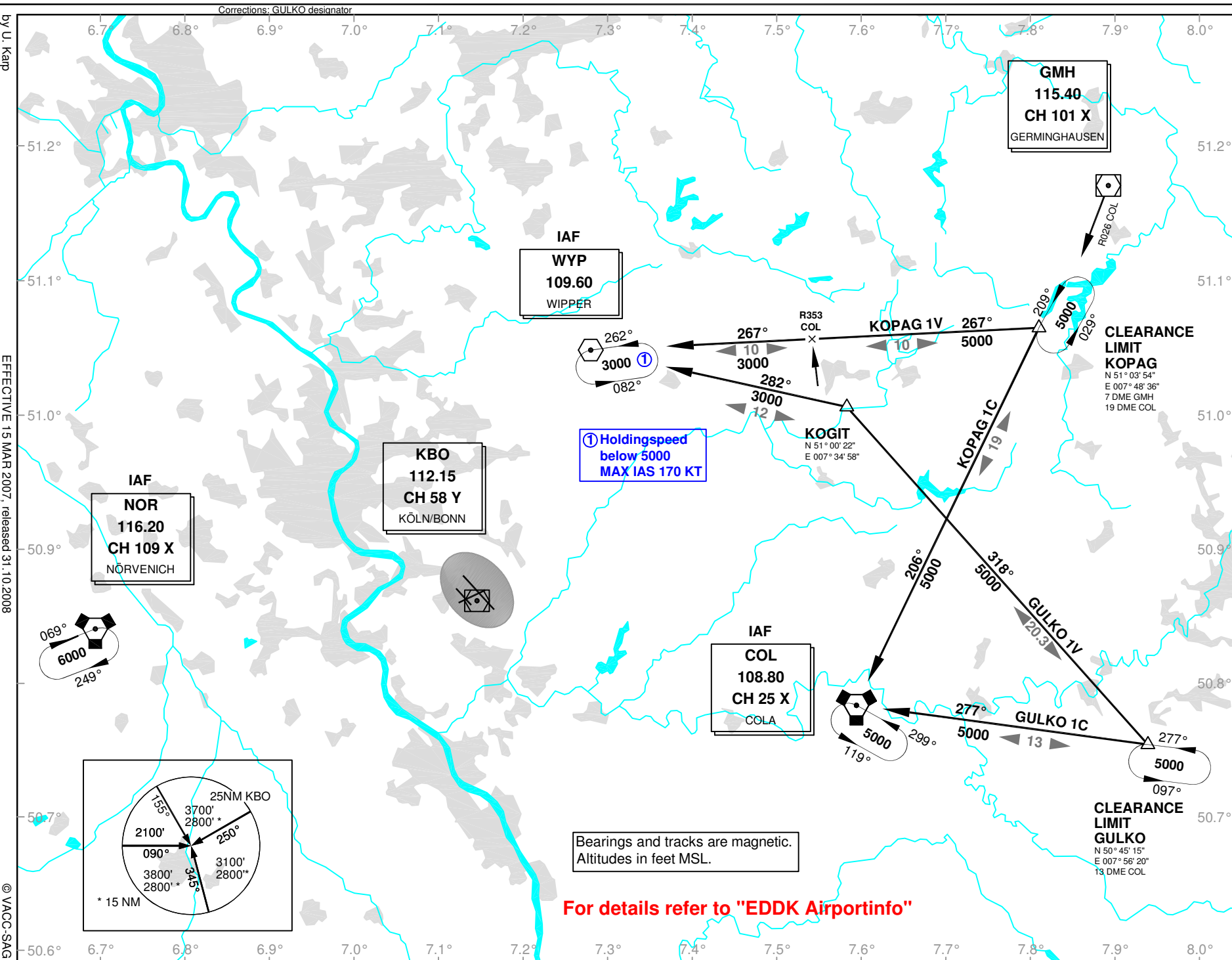
Transition Altitude: 5000 ft.
VAR: 0°

ATIS: 124.20
Langen Radar: 128.65
Director: 121.05

Tower: 127.97
Ground: 121.72

STAR
RWY 14L, 24, 32R

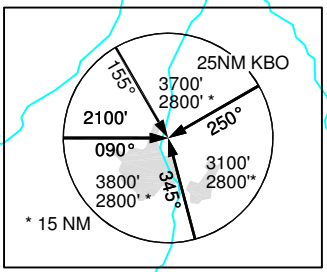
For flight simulator use only. Not to be used for real world flight.



Bearings and tracks are magnetic.
Altitudes in feet MSL.

For details refer to "EDDK Airportinfo"

by U. Kamp
EFFECTIVE 15 MAR 2007, released 31.10.2008
© VACC-SAG



**VACC-SAG
GPS / FMS RNAV Arrival Chart**

**Cologne/Bonn
EDDK**

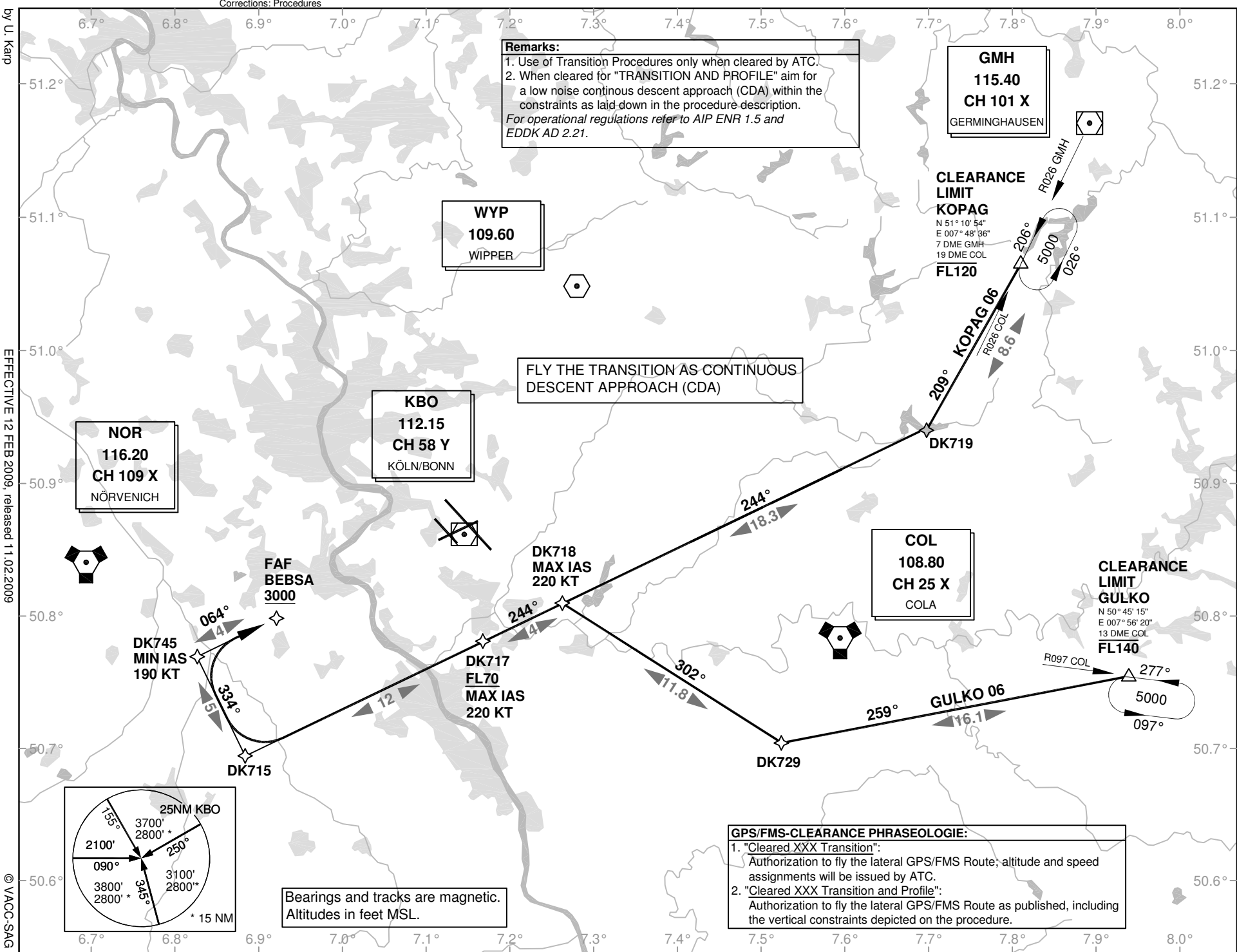
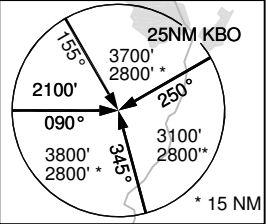
Transition Altitude: 5000 ft
 ATIS 124.20
 Tower 124.97
 Langen Radar 128.65
 Director 121.05
 Ground 121.72
**Transition to Final Approach
 RWY 06**

Remarks:
 1. Use of Transition Procedures only when cleared by ATC.
 2. 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.

**FLY THE TRANSITION AS CONTINUOUS
 DESCENT APPROACH (CDA)**

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

Bearings and tracks are magnetic.
 Altitudes in feet MSL.



by U. Kapf
 EFFECTIVE 12 FEB 2009, released 11.02.2009
 © VACC-SAG

For flight simulator use only. Not to be used for real world flight.

**VACC-SAG
GPS / FMS RNAV Arrival Chart**

**Cologne/Bonn
EDDK**

Transition Altitude: 5000 ft
 ATIS 124.20
 Langen Radar 128.65
 Director 121.05
 Tower 124.97
 Ground 121.72
**Transition to Final Approach
 RWY 14L/R**

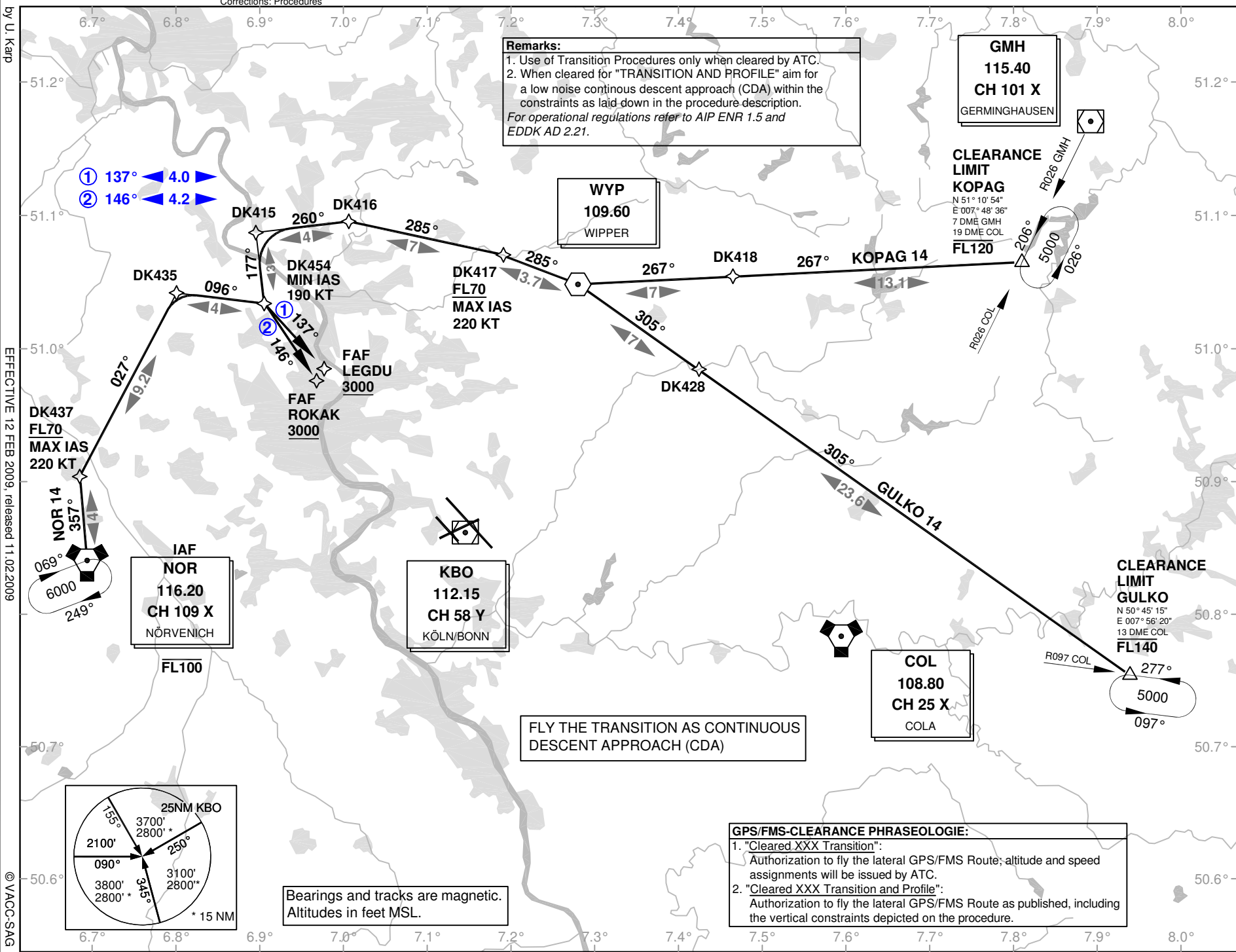
For flight simulator use only. Not to be used for real world flight.

Remarks:
 1. Use of Transition Procedures only when cleared by ATC.
 2. 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.
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GPS/FMS-CLEARANCE PHRASEOLOGIE:
 1. "Cleared XXX Transition":
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 Authorization to fly the lateral GPS/FMS Route as published, including the vertical constraints depicted on the procedure.

FLY THE TRANSITION AS CONTINUOUS DESCENT APPROACH (CDA)

Bearings and tracks are magnetic.
 Altitudes in feet MSL.



by U. Kap
 EFFECTIVE 12 FEB 2009, released 11.02.2009
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Corrections: Procedures

**VACC-SAG
GPS / FMS RNAV Arrival Chart**

**Cologne/Bonn
EDDK**

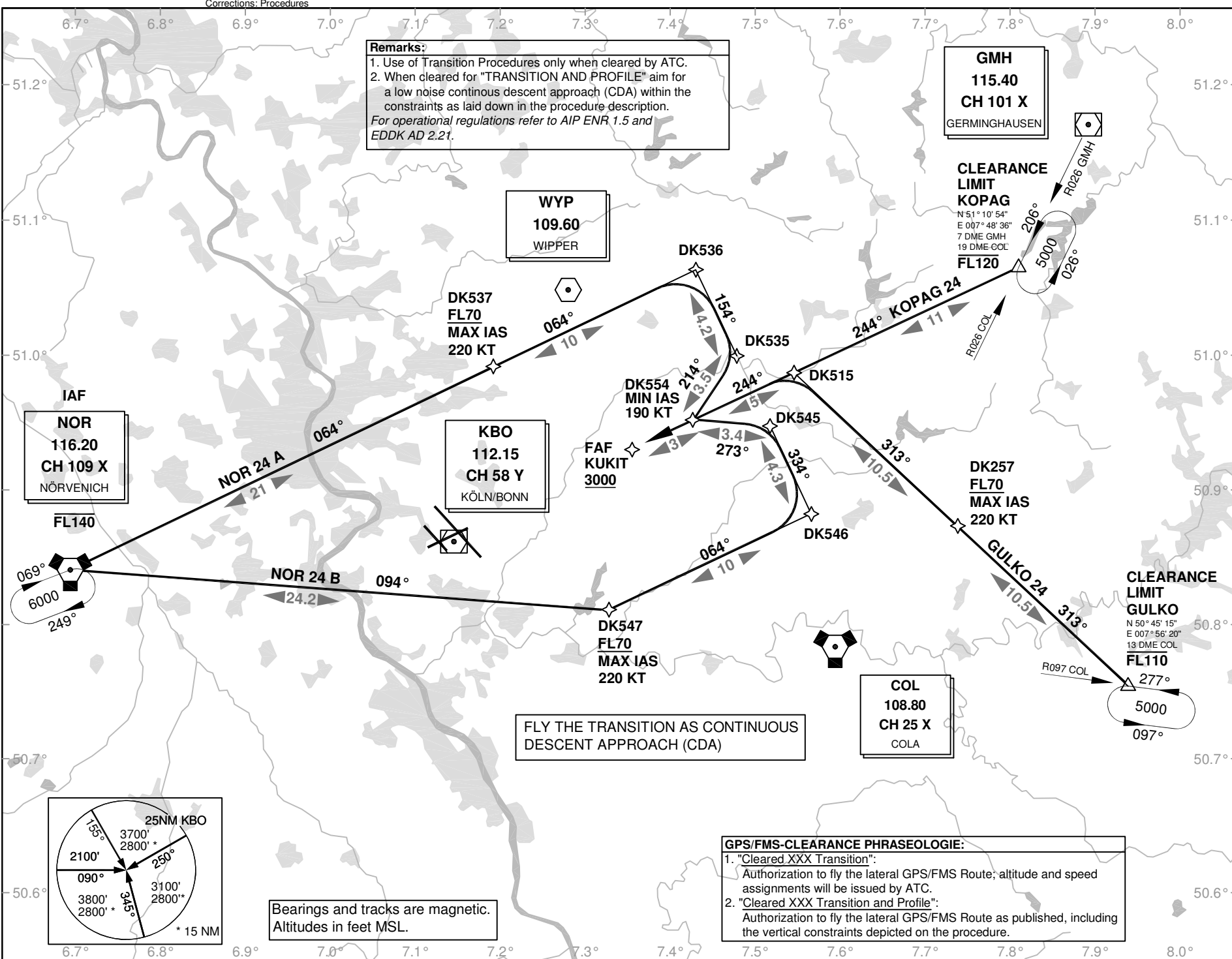
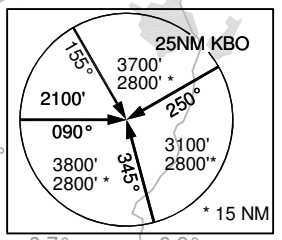
Transition Altitude: 5000 ft
 ATIS 124.20
 Tower 124.97
 Langen Radar 128.65
 Director 121.05
 Ground 121.72
**Transition to Final Approach
 RWY 24**

Remarks:
 1. Use of Transition Procedures only when cleared by ATC.
 2. 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.

**FLY THE TRANSITION AS CONTINUOUS
 DESCENT APPROACH (CDA)**

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

Bearings and tracks are magnetic.
 Altitudes in feet MSL.



by U. Kapf
 EFFECTIVE 12 FEB 2009, released 11.02.2009
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For flight simulator use only. Not to be used for real world flight.

**VACC-SAG
GPS / FMS RNAV Arrival Chart**

**Cologne/Bonn
EDDK**

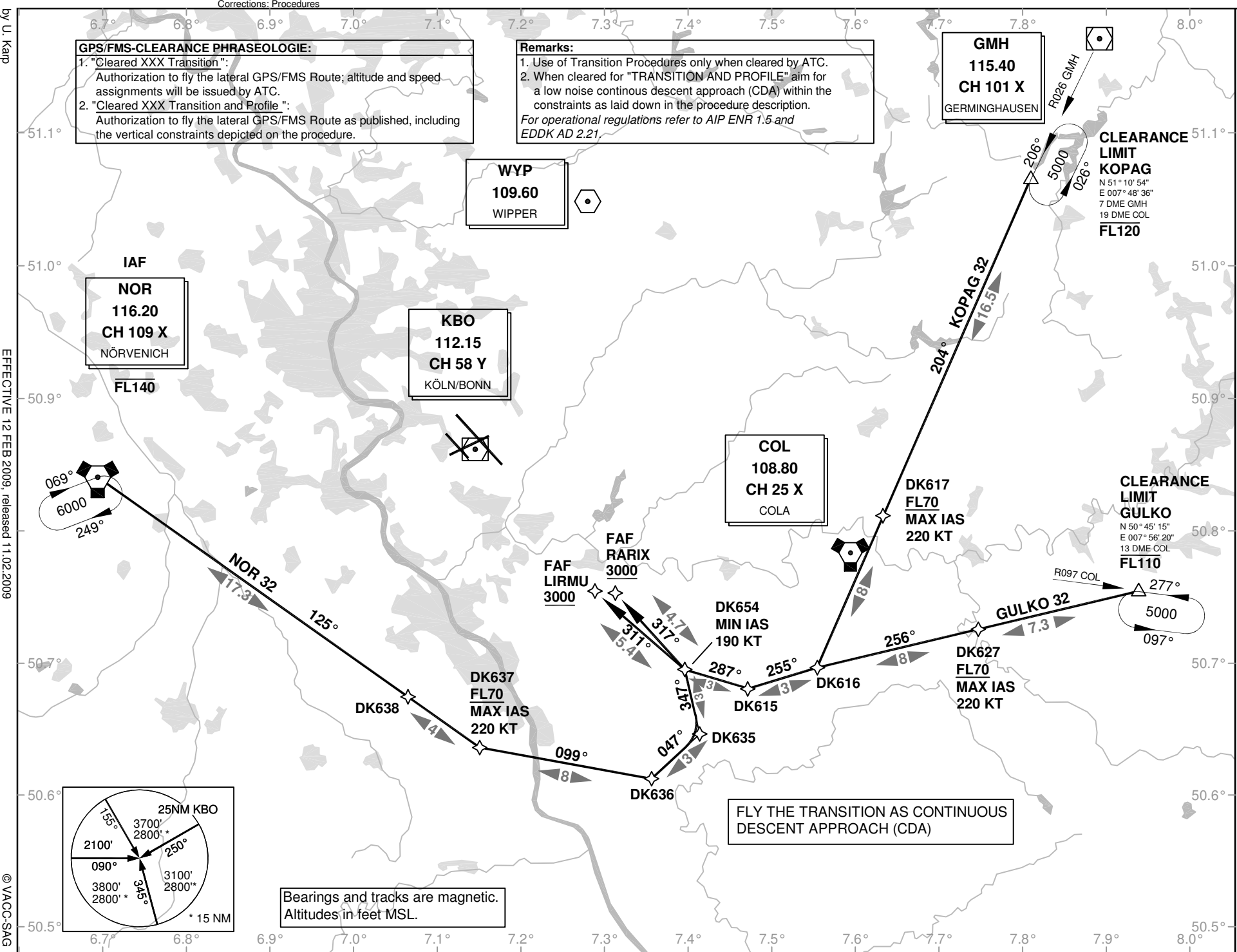
Transition Altitude: 5000 ft
 ATIS 124.20
 Langen Radar 128.65
 Director 121.05
 Tower 124.97
 Ground 121.72
**Transition to Final Approach
 RWY 32L/R**

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

Remarks:
 1. Use of Transition Procedures only when cleared by ATC.
 2. 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.

Bearings and tracks are magnetic.
 Altitudes in feet MSL.

FLY THE TRANSITION AS CONTINUOUS
 DESCENT APPROACH (CDA)



by U. Karp
 EFFECTIVE 12 FEB 2009, released 11.02.2009
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For flight simulator use only. Not to be used for real world flight.

VACC-SAG Instrument Approach Chart

COLOGNE / BONN EDDK

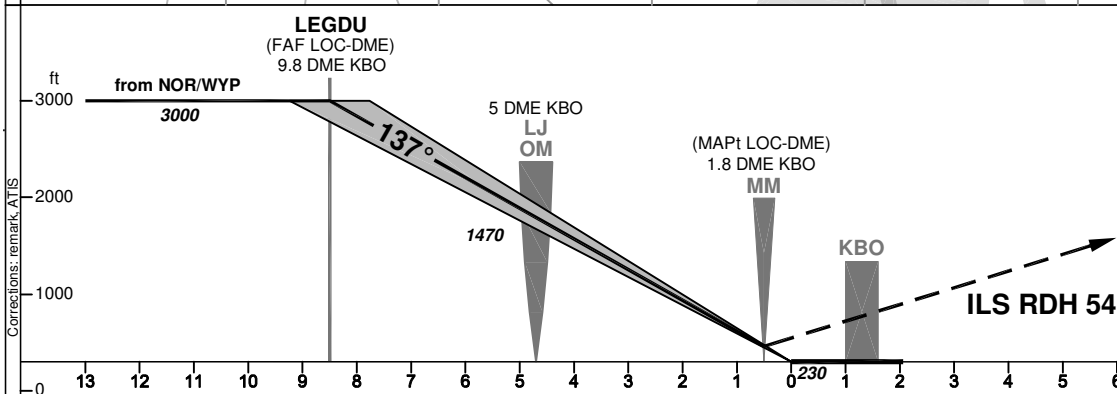
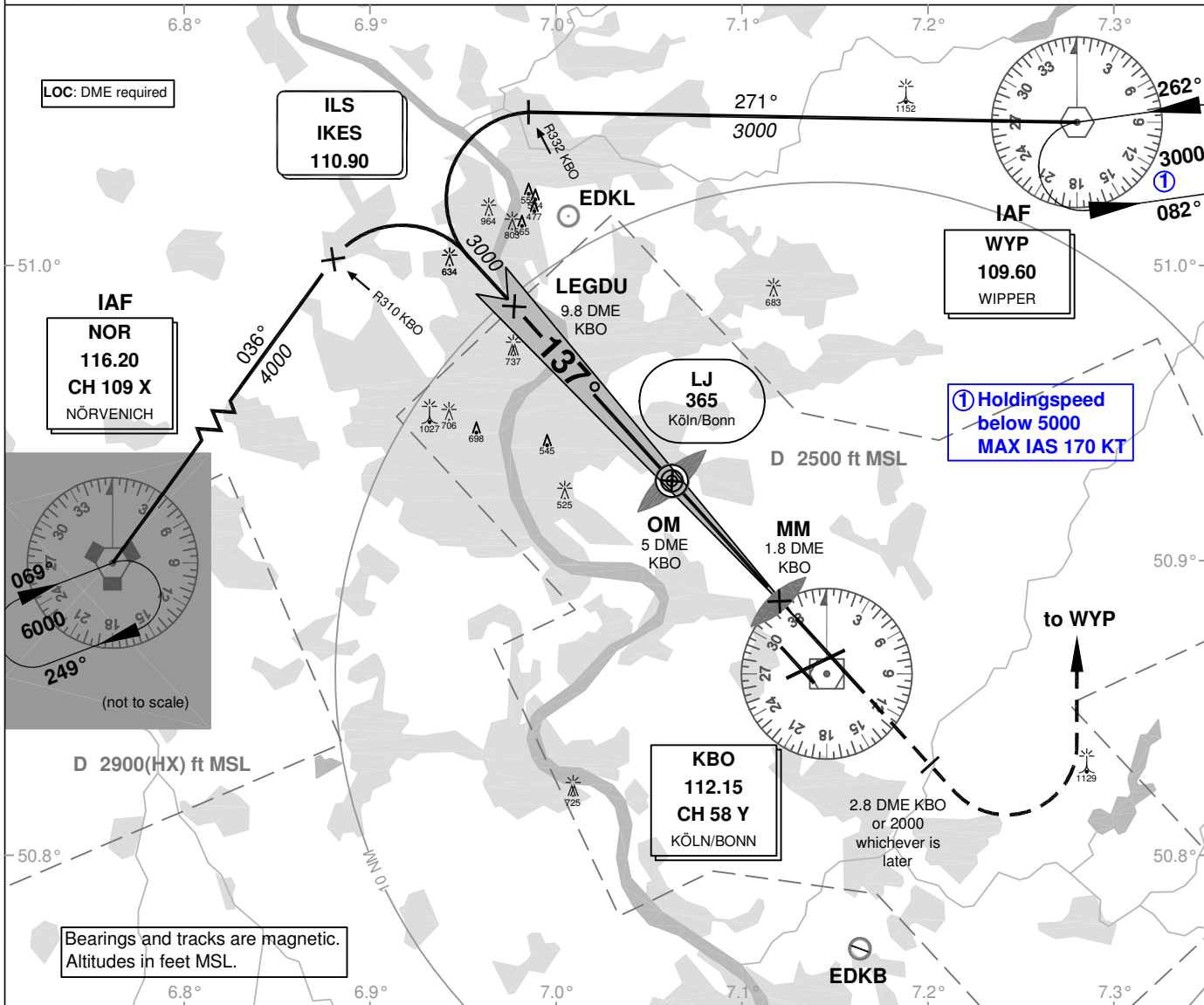
Elevation: THR 230 ft.

ATIS 124.20
Arrival 118.75
126.32

Director 121.05
Tower 124.97
Ground 121.72

ILS CAT II & III or LOC RWY 14L

VAR: 0°

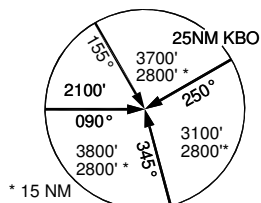


OCA (OCH)	ILS CAT I	ILS CAT II	LOC
CAT A	369 (139)	280 (50)	680 (450)
CAT B	379 (149)	296 (66)	680 (450)
CAT C	389 (159)	310 (80)	680 (450)
CAT D	399 (169)	323 (93)	680 (450)
CAT E	418 (188)	349 (119)	680 (450)
Large Aircraft	399 (169)	323 (93)	

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

DME VOR KBO	3	4	5	6	7	8			
DME THR	2.4	3.4	4.4	5.4	6.4	7.4			
ALTITUDE	1090	1410	1730	2050	2360	2680			

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



VACC-SAG Instrument Approach Chart

COLOGNE / BONN EDDK

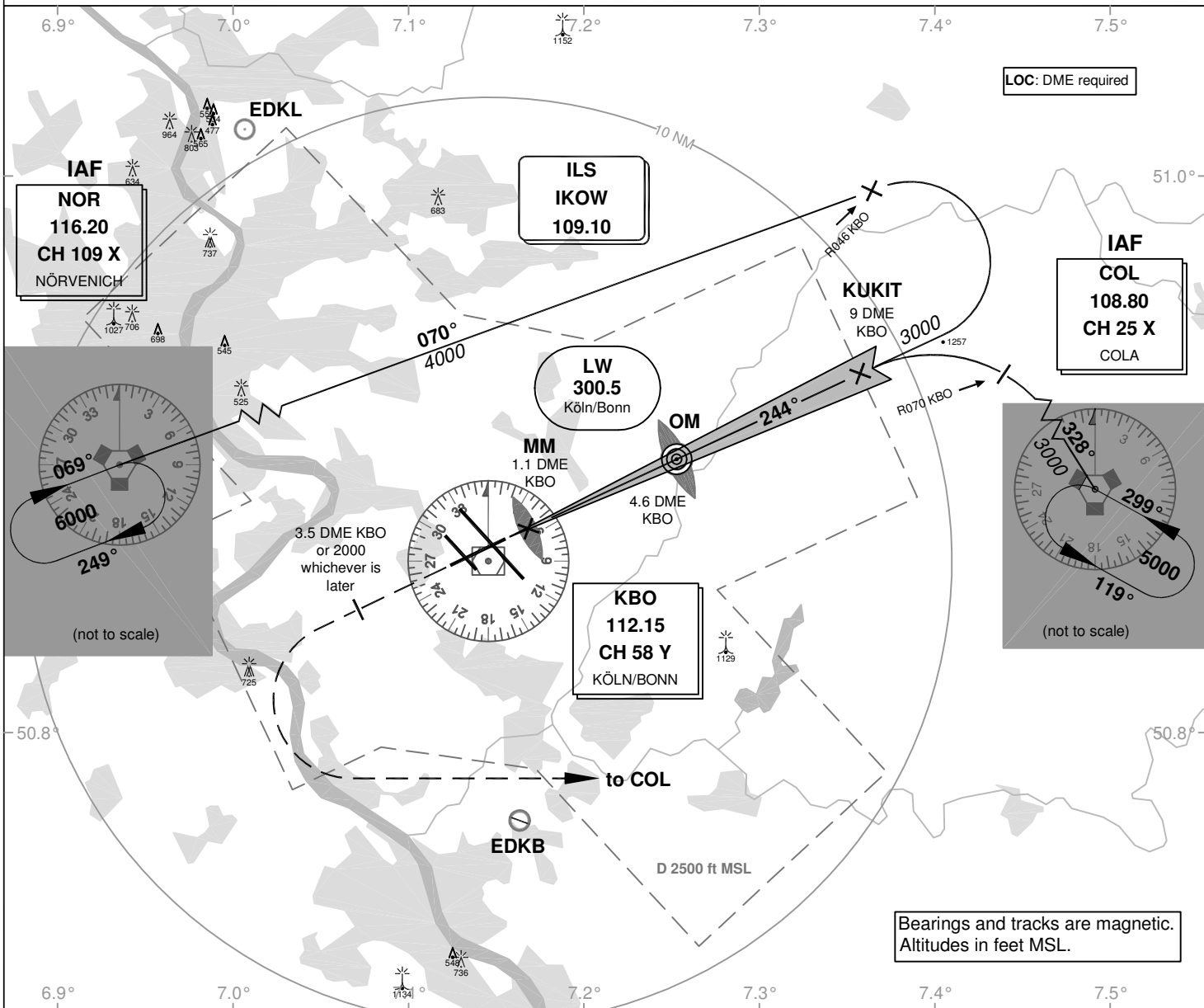
Elevation: THR 272 ft.

ATIS 124.20
Arrival 118.75
126.32

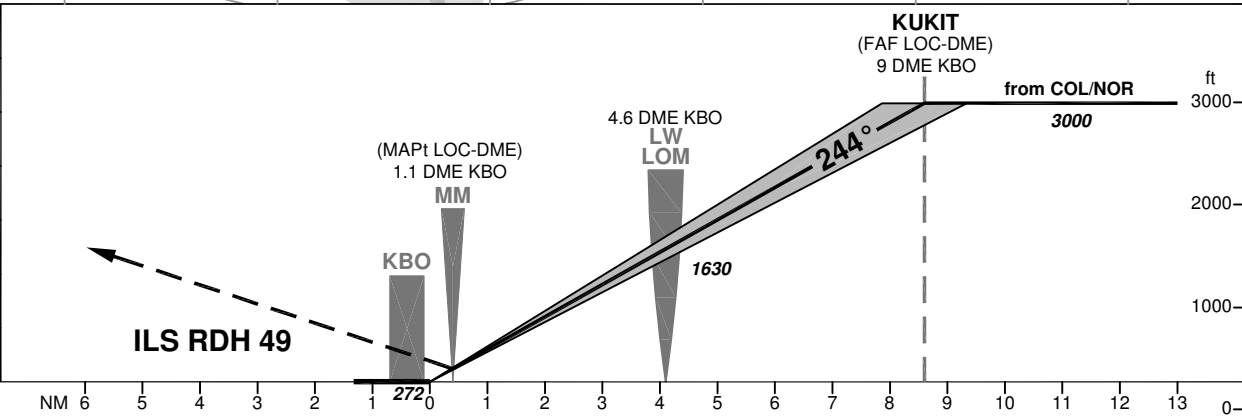
Director 121.05
Tower 124.97
Ground 121.72

ILS or LOC RWY 24

VAR: 0°

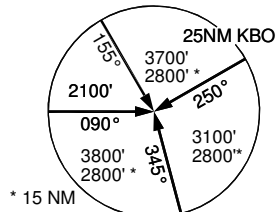


OCA (OCH)	ILS CAT I	LOC DME
CAT A	439 (167)	950 (680)
CAT B	449 (177)	950 (680)
CAT C	459 (187)	950 (680)
CAT D	469 (197)	950 (680)
CAT E	488 (216)	950 (680)
Large Aircraft		



MISSED APPROACH: Climb straight ahead to 5000; when passing 2000 or 3.5 DME KBO, whichever is later, LT to COL.

DME VOR KBO	3	4	5	6	7	8		
DME THR	2.4	3.4	4.4	5.4	6.4	7.4		
ALTITUDE	1090	1410	1730	2050	2360	2680		



VACC-SAG Instrument Approach Chart

COLOGNE / BONN EDDK

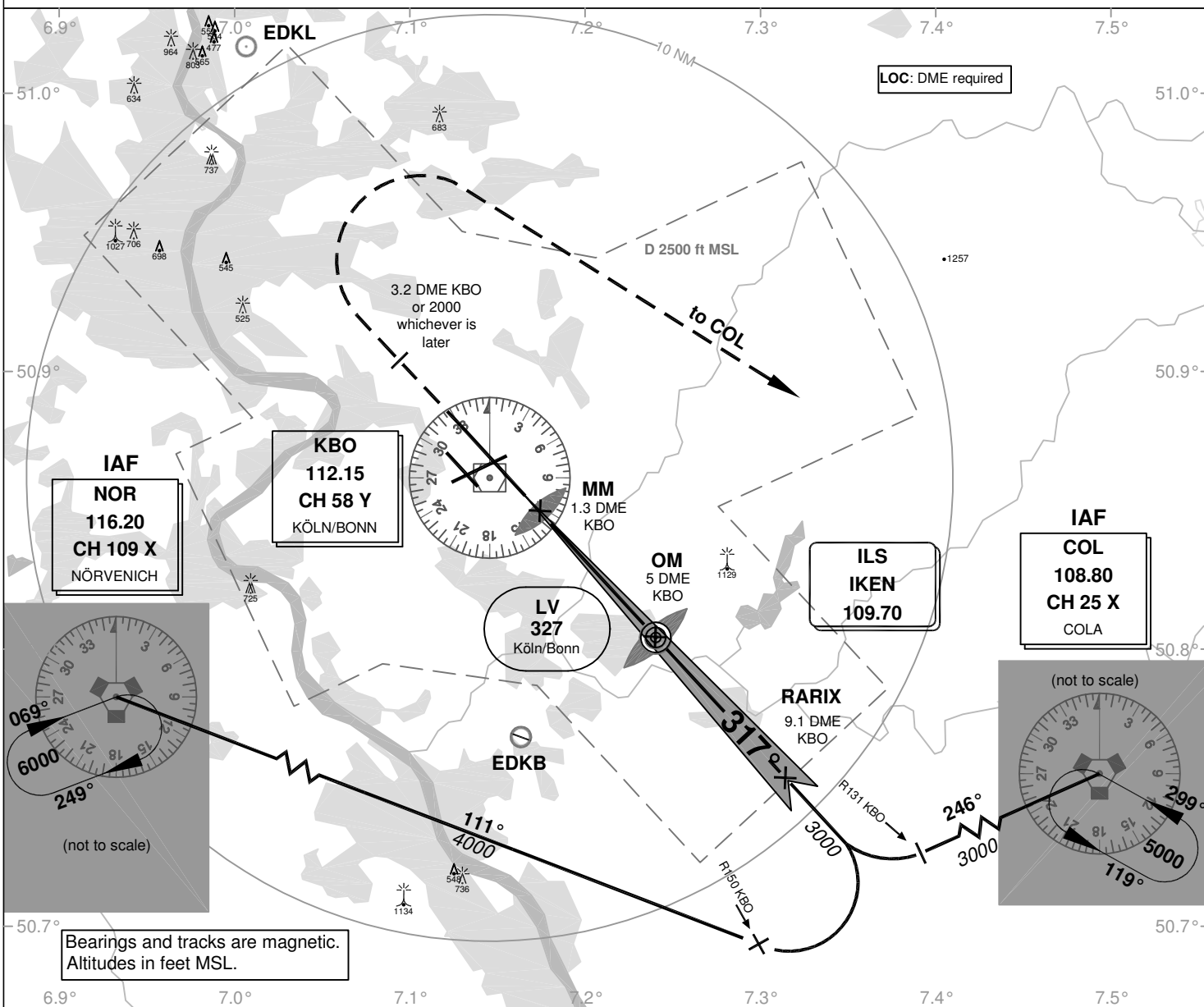
Elevation: THR 272 ft.

ATIS 124.20
Arrival 118.75
126.32

Director 121.05
Tower 124.97
Ground 121.72

ILS CAT II & III or LOC RWY 32R

VAR: 0°



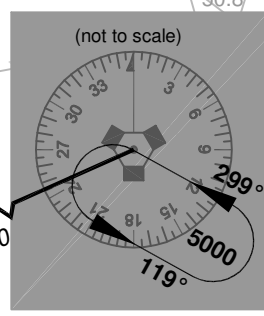
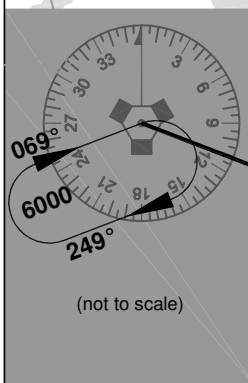
LOC: DME required

KBO
112.15
CH 58 Y
KÖLN/BONN

IAF
NOR
116.20
CH 109 X
NÖRVENICH

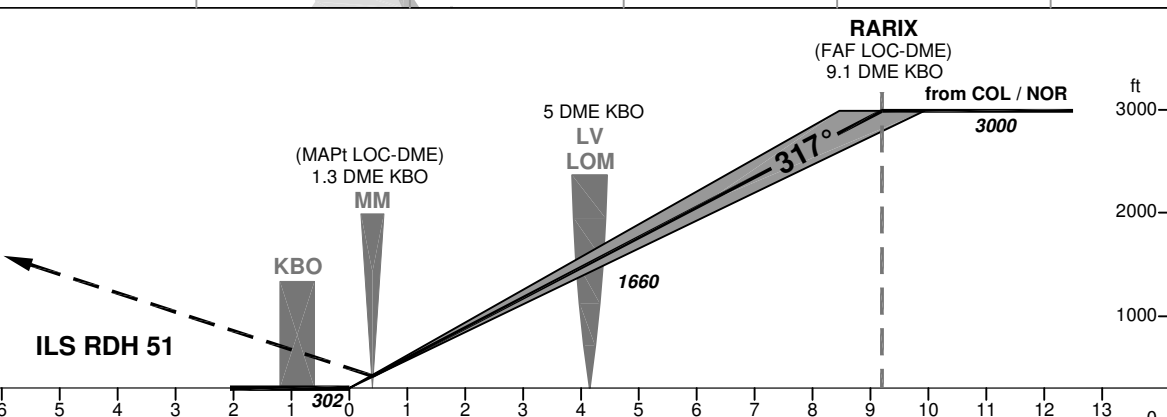
ILS
IKEN
109.70

IAF
COL
108.80
CH 25 X
COLA



Bearings and tracks are magnetic.
Altitudes in feet MSL.

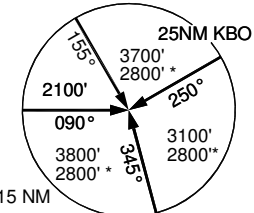
OCA (OCH)	ILS CAT I	ILS CAT II	GP INOP
CAT A	448 (146)	349 (47)	740 (440)
CAT B	458 (156)	365 (63)	740 (440)
CAT C	468 (166)	378 (78)	740 (440)
CAT D	478 (176)	392 (90)	740 (440)
CAT E	497 (195)	419 (117)	740 (440)
Large Aircraft	478 (176)	395 (93)	



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

DME VOR KBO	3	4	5	6	7	8	9		
DME THR	2.1	3.1	4.1	5.1	6.1	7.1	8.1		
ALTITUDE	1030	1340	1660	1980	2300	2620	2940		

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



VATSIM Germany Standard Instrument Departure Chart

COLOGNE / BONN EDDK

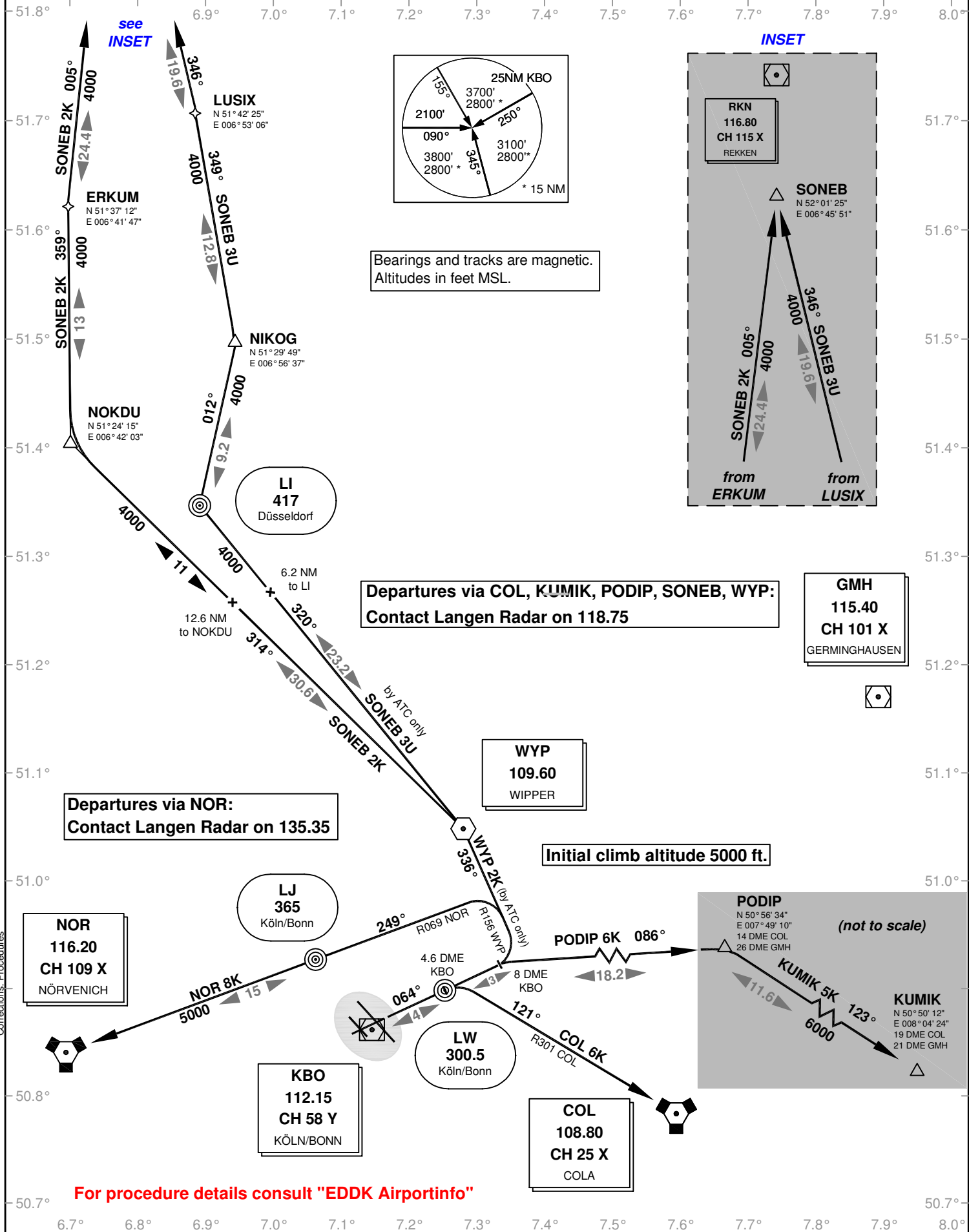
SID RWY 06

Transition Altitude: 5000 ft.

ATIS 124.20
Delivery 121.85
Ground 121.72

Tower 124.97
Langen Radar 118.75
135.35

VAR: 1°E



VATSIM Germany Standard Instrument Departure Chart

COLOGNE / BONN EDDK

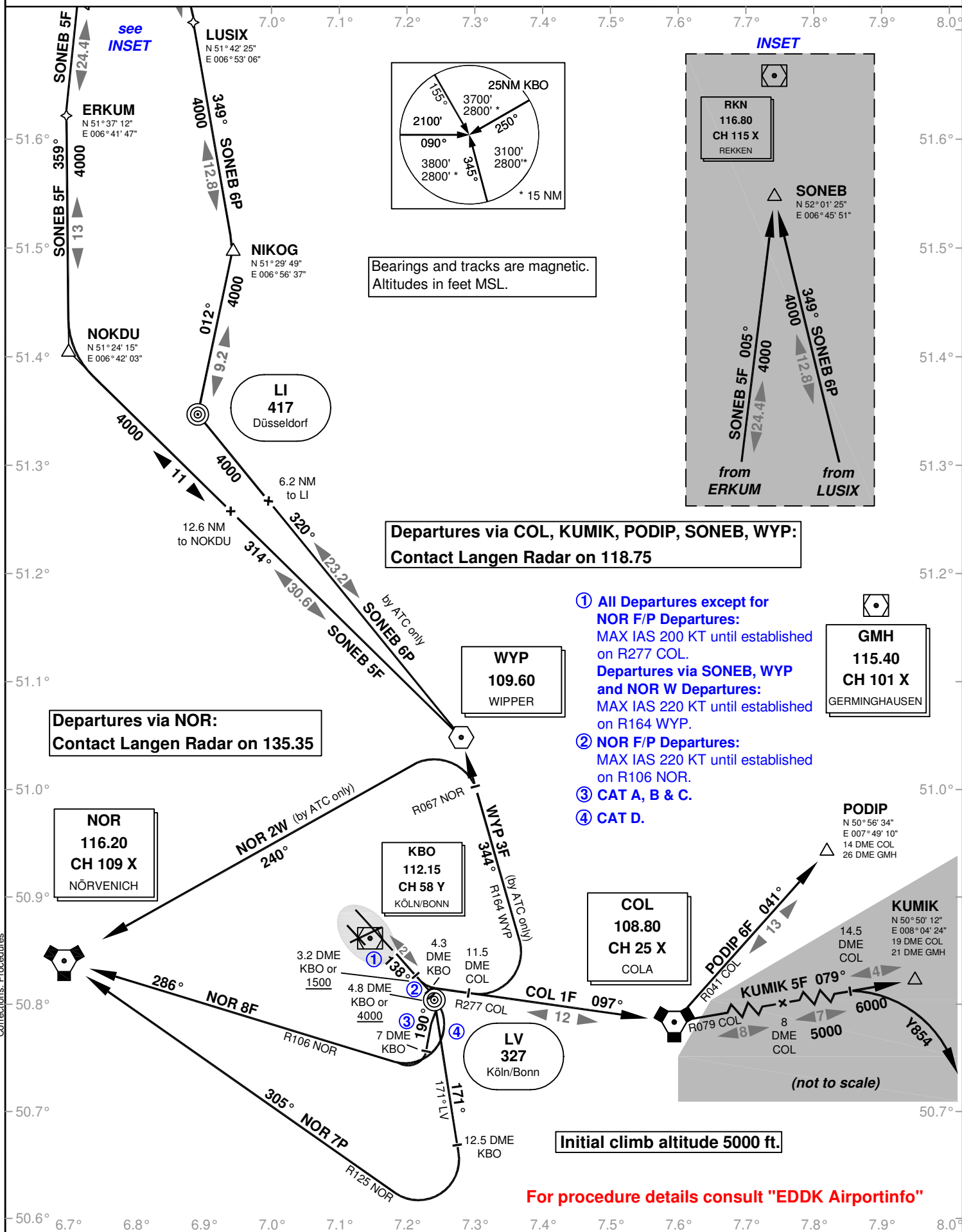
SID RWY 14L

Transition Altitude: 5000 ft.

ATIS 124.20
Delivery 121.85
Ground 121.72

Tower 124.97
Langen Radar 118.75
135.35

VAR: 1°E



- ① All Departures except for NOR F/P Departures:
MAX IAS 200 KT until established on R277 COL.
Departures via SONEB, WYP and NOR W Departures:
MAX IAS 220 KT until established on R164 WYP.
- ② NOR F/P Departures:
MAX IAS 220 KT until established on R106 NOR.
- ③ CAT A, B & C.
- ④ CAT D.

For procedure details consult "EDDK Airportinfo"

VATSIM Germany Standard Instrument Departure Chart

COLOGNE / BONN EDDK

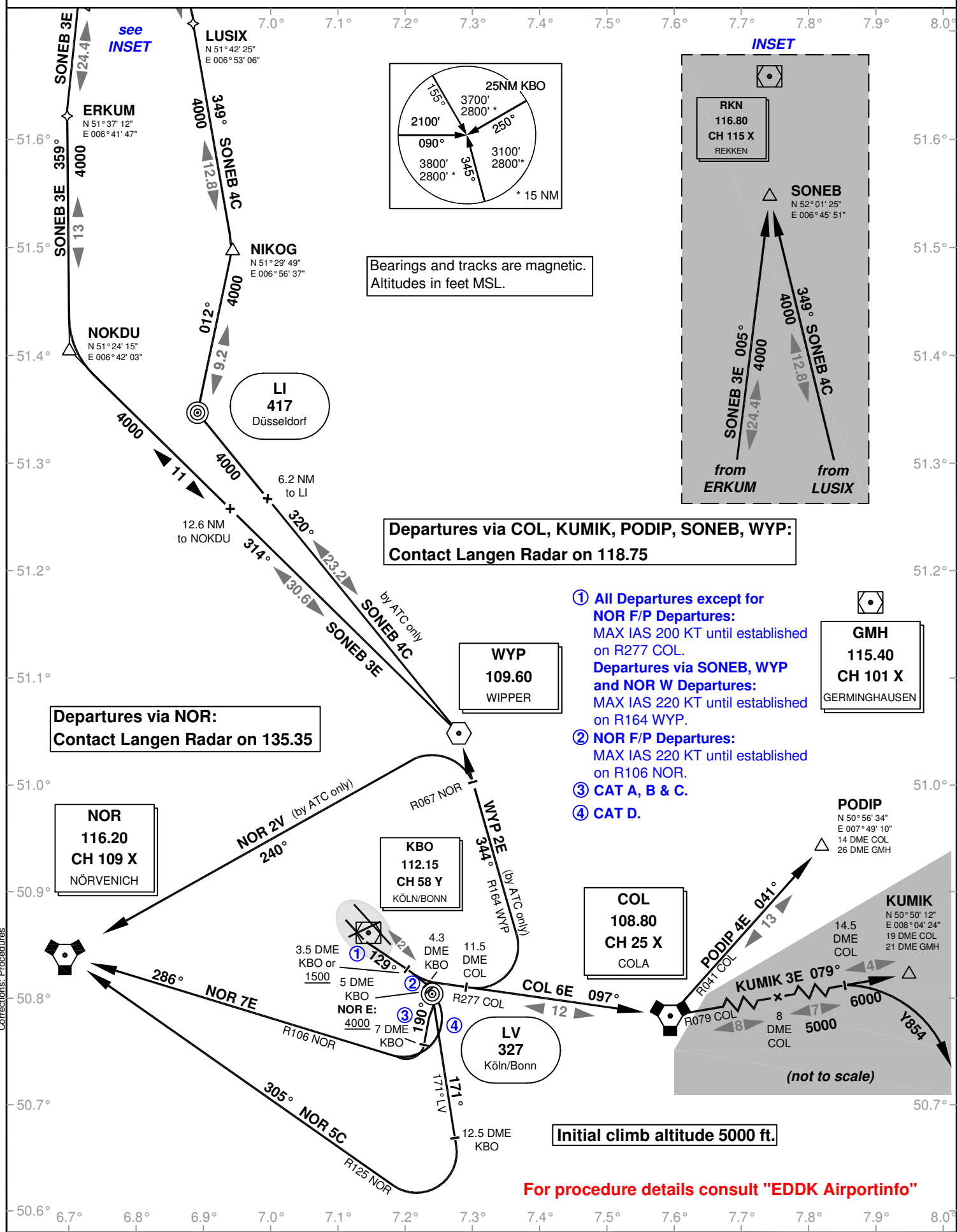
SID RWY 14R

Transition Altitude: 5000 ft.

ATIS 124.20
Delivery 121.85
Ground 121.72

Tower 124.97
Langen Radar 118.75
135.35

VAR: 1°E



Corrections: Procedures

For procedure details consult "EDDK Airportinfo"

VATSIM Germany Standard Instrument Departure Chart

COLOGNE / BONN EDDK

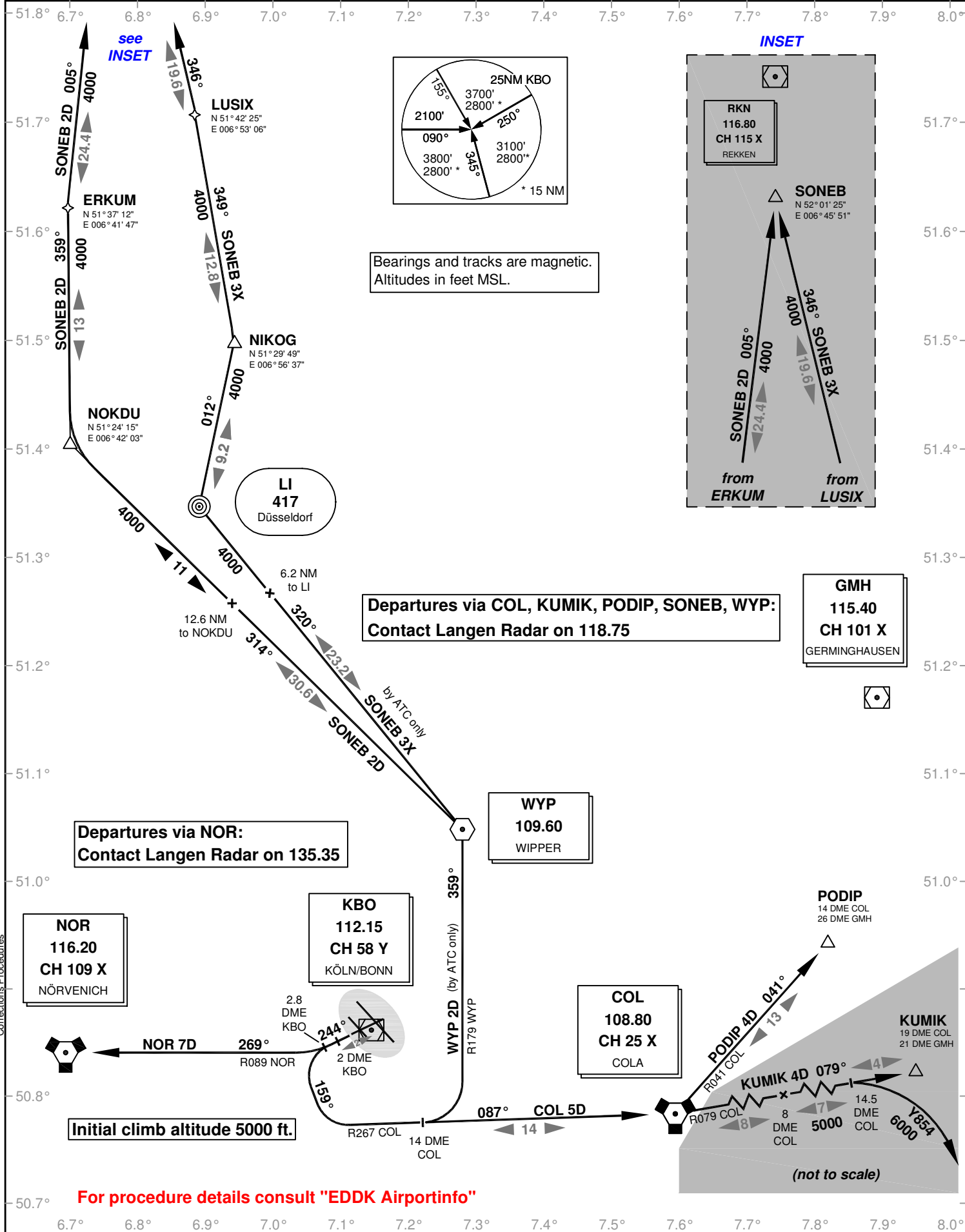
SID RWY 24

Transition Altitude: 5000 ft.

ATIS 124.20
Delivery 121.85
Ground 121.72

Tower 124.97
Langen Radar 118.75
135.35

VAR: 1°E



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COLOGNE / BONN EDDK

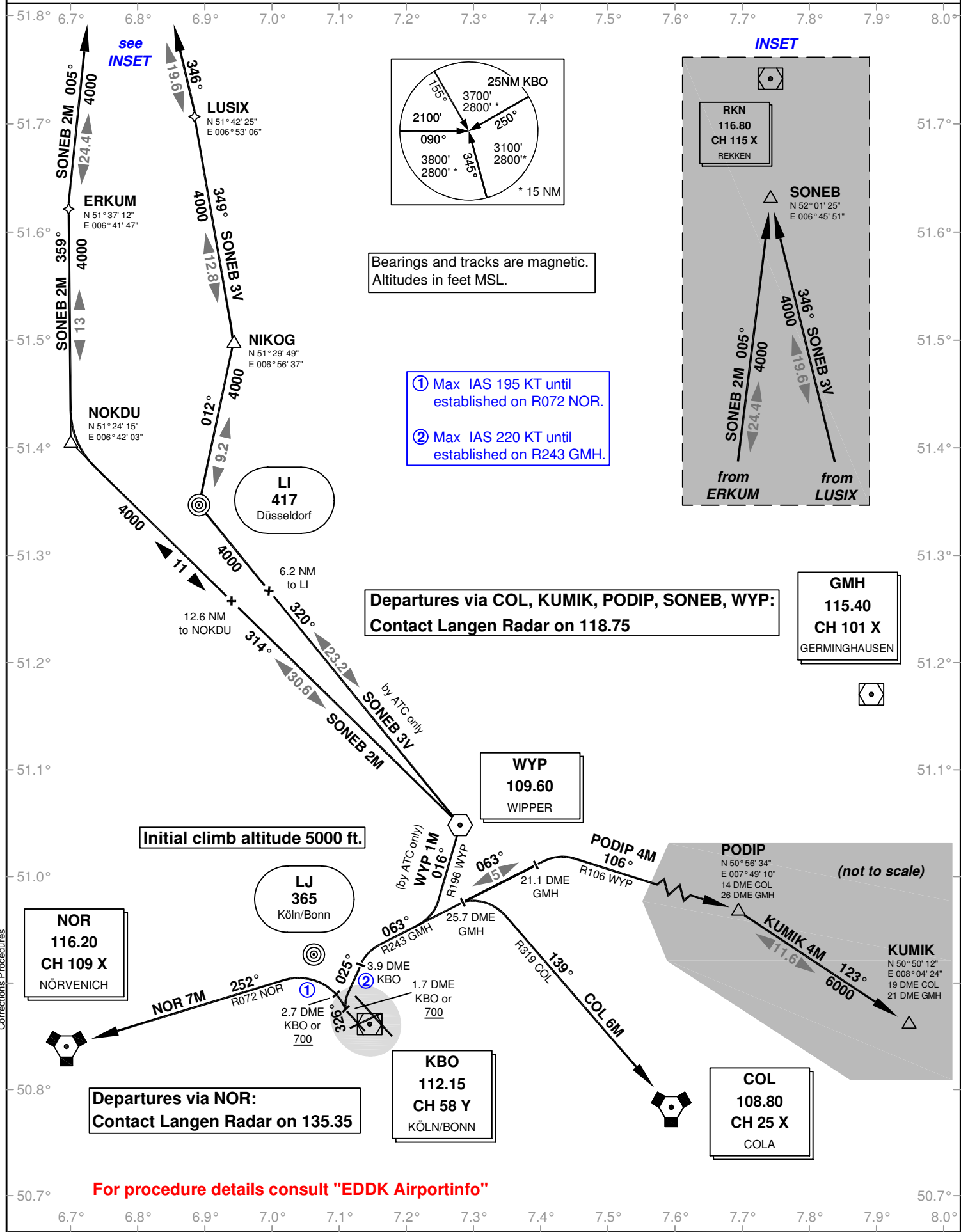
SID RWY 32L

Transition Altitude: 5000 ft.

ATIS 124.20
Delivery 121.85
Ground 121.72

Tower 124.97
Langen Radar 118.75
135.35

VAR: 1°E



Bearings and tracks are magnetic.
Altitudes in feet MSL.

- ① Max IAS 195 KT until established on R072 NOR.
- ② Max IAS 220 KT until established on R243 GMH.

Departures via COL, KUMIK, PODIP, SONEB, WYP:
Contact Langen Radar on 118.75

Departures via NOR:
Contact Langen Radar on 135.35

Initial climb altitude 5000 ft.

For procedure details consult "EDDK Airportinfo"

Corrections Procedures

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SID RWY 32R

Transition Altitude: 5000 ft.

ATIS 124.20
Delivery 121.85
Ground 121.72

Tower 124.97
Langen Radar 118.75
135.35

VAR: 1°E

