1.1. ATIS

ATIS 112.15 124.2

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.
   - 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.

2. 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.

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):
   - Take-offs and landings are not permitted on all RWYs between 2000LT (1950LT off blocks)-0800LT.
   - 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 block)-0600LT.
   - Landings are not permitted on RWYs 14R and 06 between 2200LT-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 A1 (RWY 32R). Air Navigation Services Unit Cologne-Bonn may grant exceptions in individual cases if the traffic situation demands so.

Deviating from the regulations the Bezirksregierung Dusseldorf (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 Köl
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'.

1.3. REVERSE THRUST
Reverser 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 inclusively and TWY D MAX wingspan 171'/52m.

1.5.2. TAXIING ON THE APRONS
ACFT may taxi on the aprons without guidance by a follow-me car only if permanent radio contact can be maintained with ATC and (02203) 40-2291. When taxiing, the pilot shall appear in person at the 'Luftaufsicht' immediately after landing in order to defend admissibility of the night landing.

Deviations and shortcuts are not allowed. In exceptional cases, taxiing off the guide lines will be permitted under the guidance of a follow-me car or in agreement with aerodrome control.

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

1.7. OTHER INFORMATION

1.7.1. GENERAL
RWY 06/24 partly grooved.
RWYs 14L/32R and 14R/32L with antiskid layer.

1.7.2. LIGHTING
Parking position Y and the connecting TWY towards THR 32L unlighted.
2. ARRIVAL

2.1. GENERAL
ATC clearance for visual or VMC approaches will not be granted to arriving IFR flights.
Exceptions may be granted to propeller-driven ACFT up to 5700kg MPW.

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

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

3. DEPARTURE

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

3.2. PUSH-BACK PROCEDURE
To obtain push-back instructions from a nose-in position, pilots are requested to contact the driver of the tow tractor only. This request will only be permitted if the pilot is able to perform the manoeuvre immediately. The driver of the tow-tractor will perform the push-back procedure as soon as cleared by ATC. In order to avoid delays, the engines shall be started during push-back.
After completed push-back, ready to taxi shall be reported to Ground.
** Notice: After 11 Feb 2008 0901Z, this chart may no longer be valid. Disc 23-2007

** GULKO 14 [GUL14], KOPAG 14 [KOP14], NOR 14
RWYS 14L/R RNAV TRANSITIONS
GPS/FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

**小麦102B
24 AUG 07 Eff. 30 Aug

** Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000'
1. On downwind expect vectors to final.
2. Speed limits are mandatory from the respective waypoint throughout the entire transition route unless cancelled by ATC.
3. Altitude assignments will be issued by ATC.

** Agility assignments will be issued by ATC.

** Crossings at GULKO & KOPAG established.

USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

1. On downwind expect vectors to final. 2. Speed limits are mandatory from the respective waypoint throughout the entire transition route unless cancelled by ATC. 3. Altitude assignments will be issued by ATC.
Notice: After 11 Feb 2008 0901Z, this chart may no longer be valid. Disc 23-2007

JeppView 3.5.2.0

COLOGNE-BONN, GERMANY

29 JUN 07 10-3  Eff 5 Jul

Trans level: By ATC
Trans alt: 5000'

1. Remain on tower frequency until passing 2000', then contact LANGEN Radar.
2. SIDs are also minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.

Gnd speed-KT

75 100 150 200 250 300

401' per NM

At KBO 3.2 DME or 1500' whichever is later

310' per NM

75 100 150 200 250 300

159' per NM

COLOGNE-BONN

GND 8F

N50 51.7 E007 08.7

112.15 KBO

210 KT until

112.15 KBO

310' per NM

COLOGNE-BONN

GND 8B

N50 58.5

0807 07.3

418

1418

1772

1217

COLOGNE-BONN

GND 6M

N50 51.7 E007 08.7

112.15 KBO

210 KT until

112.15 KBO

310' per NM

This SID requires a minimum climb gradient of 425' per NM (7%) until passing 5000' due to airspace structure.

If unable to comply advise ATC upon start-up.

Initial climb clearance 5000'

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

TRANSPORTATION

1. APT ELEV

2. REMAIN ON TOWER FREQ UNTIL PASSING 2000', THEN CONTACT LANGEN RADAR.


SPEED RESTRICTION

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

Initial climb clearance 5000'

SPEED RESTRICTION

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

COLOGNE-BONN

GND 6K

N50 51.7 E007 08.7

112.15 KBO

210 KT until

112.15 KBO

310' per NM

These SIDs require minimum climb gradients of

310' per NM (5.1%) until passing 9000'.

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

Initial climb clearance 5000'

SPEED RESTRICTION

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

Initial climb clearance 5000'

SPEED RESTRICTION

MAX 250 KT below FL100 or as by ATC.
Not applicable within airspace C.
Remain on tower frequency until passing 2000', then contact LANGEN Radar.

3. RWY 24: EXPECT close-in obstacles.

KUMIK FOUR BRAVO (KUMIK 4B)
KUMIK TWO DELTA (KUMIK 2D)
KUMIK ONE ECHO (KUMIK 1E)

For SID RWYS 14L, 06, 32L
DEPARTURES

KUMIK FOUR KILO (KUMIK 4K)
KUMIK THREE MIKE (KUMIK 3M)

RWYS 14L, 06, 32L
DEPARTURES

Apt Elev

For flights intending to
or as by ATC.

These SIDs require minimum climb gradients of
whichever is later, turn LEFT, in-

Not applicable within airspace C.

After PODIP BRNAV equipment necessary.

After D8 KBO / PODIP BRNAV equipment necessary.

MAX 250 KT below FL100

Initial climb clearance

Not applicable within airspace C.

Not applicable within airspace C.

Top of climb

Google Earth

Pilot tip

For flights intending to
or as by ATC.

These SIDs require minimum climb gradients of
whichever is later, turn RIGHT, 015° track to KUMIK.
1. Remain on tower frequency until passing 2000', then contact LANGEN Radar.
2. SIDs are also minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.
3. NOR 6E: MAX 220 KT during turns.
4. NOR 7F: MAX 220 KT during turns.
5. NOR 7P: MAX 220 KT during turns.
6. RWY 24: EXPECT close-in obstacles.
7. Flights intending to proceed above have to be able to cross FIR/UIR boundary (23 DME NOR) at or above FL200. If unable to comply contact Delivery prior to start-up.
8. Flights intending to proceed above have to be able to cross FIR/UIR boundary (23 DME NOR) at or above FL190.
9. If unable to comply contact Delivery prior to start-up.

Initial climb clearance 5000'

<table>
<thead>
<tr>
<th>SIDS</th>
<th>RWY</th>
<th>INITIAL CLIMB/ROUTING</th>
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</thead>
<tbody>
<tr>
<td>NOR 1B</td>
<td>32R</td>
<td>Towards LJ, at KBO 2.7 DME turn LEFT, intercept NOR R-073 inbound to NOR.</td>
</tr>
<tr>
<td>NOR 4C</td>
<td>14R</td>
<td>Towards LV, at KBO 4.5 DME turn RIGHT, intercept 172° bearing from LV to D12.5 KBO, turn RIGHT, intercept NOR R-125 inbound to NOR.</td>
</tr>
<tr>
<td>NOR 6D</td>
<td>24</td>
<td>On runway track to KBO 2.7 DME, turn RIGHT, intercept NOR R-009 inbound to NOR.</td>
</tr>
<tr>
<td>NOR 6E</td>
<td>14R</td>
<td>To LV (KBO 5 DME), turn RIGHT, 200° track (CAT D continue RIGHT turn) to KBO 7.2 DME, turn RIGHT, intercept NOR R-107 inbound to NOR.</td>
</tr>
</tbody>
</table>

Initial climb clearance 5000'

<table>
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<tr>
<th>SIDS</th>
<th>RWY</th>
<th>INITIAL CLIMB/ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>NOR 7F</td>
<td>14L</td>
<td>On 138° track to KBO 4.8 DME, turn RIGHT, intercept 190° bearing from LV (CAT D continue RIGHT turn) to KBO 6.8 DME, turn RIGHT, intercept NOR R-107 inbound to NOR.</td>
</tr>
<tr>
<td>NOR 7K</td>
<td>06</td>
<td>Intercept 065° bearing via LW to D8 KBO, turn LEFT, intercept 250° bearing to LJ, intercept NOR R-073 inbound to NOR.</td>
</tr>
<tr>
<td>NOR 5M</td>
<td>32L</td>
<td>Climb towards LJ at KBO 2.7 DME or turn LEFT, intercept NOR R-073 inbound to NOR.</td>
</tr>
<tr>
<td>NOR 7P</td>
<td>14L</td>
<td>On 138° track to KBO 4.3 DME, turn RIGHT, intercept 171° bearing from LV to D12.5 KBO, turn RIGHT, intercept NOR R-125 inbound to NOR.</td>
</tr>
</tbody>
</table>

These SIDs require minimum climb gradients of:
- NOR 7F: 75° per NM (12.1%) due to airspace structure, if unable to comply file SID NOR 7F.
- NOR 7K: 70° per NM (12.5%) during turns.
- NOR 7P: 70° per NM (12.5%) until passing 900'.

Initial climb clearance 5000'

<table>
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<th>INITIAL CLIMB/ROUTING</th>
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<tr>
<td>NOR 6F</td>
<td>32R</td>
<td>Towards LJ, at KBO 2.7 DME turn LEFT, intercept NOR R-073 inbound to NOR.</td>
</tr>
<tr>
<td>NOR 4C</td>
<td>14R</td>
<td>Towards LV, at KBO 4.5 DME turn RIGHT, intercept 172° bearing from LV to D12.5 KBO, turn RIGHT, intercept NOR R-125 inbound to NOR.</td>
</tr>
<tr>
<td>NOR 6D</td>
<td>24</td>
<td>On runway track to KBO 2.7 DME, turn RIGHT, intercept NOR R-009 inbound to NOR.</td>
</tr>
<tr>
<td>NOR 6E</td>
<td>14R</td>
<td>To LV (KBO 5 DME), turn RIGHT, 200° track (CAT D continue RIGHT turn) to KBO 7.2 DME, turn RIGHT, intercept NOR R-107 inbound to NOR.</td>
</tr>
</tbody>
</table>
**At KBO 1.6 DME or 700', whichever is later**

**SPEED RESTRICTION**

MAX 210 KT until established on GMH R-243

**INITIAL CLIMB/ROUTING**

At KBO 1.6 DME or 700', whichever is later

- Trans level: By ATC
- Trans alt: 5000'

Remain on tower frequency until passing 2000', then contact LANGEN Radar. Strict adherence within the limits of aircraft performance is mandatory.

- RWY 24: EXPECT close-in obstacles.
- RWY 06: EXPECT close-in obstacles.

**PODIP THREE BRAVO (PODIP 3B)**

**PODIP THREE DELTA (PODIP 3D)**

**PODIP TWO ECHO (PODIP 2E)**

**PODIP FOUR FOXTROT (PODIP 4F)**

**DRAWING**

This SID requires a minimum climb gradient of 425' per NM (7%) until passing 5000' due to airspace structure.

- Gnd speed-KT
  - 75' 100 150 200 250 300
- 425' per NM
  - 708 1063 1418 1722 2127

If unable to comply advise Delivery upon start-up.

**PODIP THREE MIKE (PODIP 3M)**

**PODIP FIVE KILO (PODIP 5K)**

**PODIP THREE BRAVO (PODIP 3B)**

Initial climb clearance 5000'

**PODIP 3B (daytime only)**

This SID requires a minimum climb gradient of 425' per NM (7%) until passing 5000' due to airspace structure.

**PODIP 3D**

- Gnd speed-KT
  - 75' 100 150 200 250 300
- 425' per NM
  - 708 1063 1418 1722 2127

If unable to comply advise Delivery upon start-up.

**PODIP 3E**

- Gnd speed-KT
  - 75' 100 150 200 250 300
- 401' per NM
  - 501 668 1003 1337 1671 2005

If unable to comply advise Delivery upon start-up.

**INITIAL CLIMB/ROUTING**

**PODIP 3B**

- Climb towards LJ, at KBO 1.6 DME or 700', whichever is later, turn RIGHT, 015' track, at KBO 3.4 DME turn RIGHT, intercept GMH R-243 inbound to D21.1 GMH, turn RIGHT, intercept WYP R-107 to PODIP.

**PODIP 3D**

- On runway track to KBO 2 DME, turn LEFT, 159' track, intercept COL R-268 inbound to COL, turn LEFT, COL R-041 to PODIP.

**PODIP 3E**

- Climb towards LV, at KBO 3.5 DME or 1500', whichever is later, turn LEFT, intercept COL R-278 inbound to COL, turn LEFT, COL R-041 to PODIP.

**PODIP 4F**

- Climb on 138' track to KBO 3.2 DME or 1500', whichever is later, turn LEFT, intercept COL R-277 inbound to COL, turn LEFT, COL R-041 to PODIP.

**PODIP 5K**

- Intercept 065' bearing via LW to D8 KBO, turn RIGHT, 065' track to PODIP.

**PODIP 3M**

- Climb towards LJ, at KBO 1.7 DME or 700', whichever is later, turn RIGHT, 025' track, at KBO 3.9 DME turn RIGHT, intercept GMH R-243 inbound to D21.1 GMH, turn RIGHT, intercept WYP R-107 to PODIP.

**PODIP FOUR FOXTROT (PODIP 4F)**

**PODIP FIVE KILO (PODIP 5K)**

**PODIP THREE MIKE (PODIP 3M)**

**INITIAL CLIMB/ROUTING**

**PODIP 3F**

- Climb on 138' track to KBO 3.2 DME or 1500', whichever is later, turn LEFT, intercept COL R-277 inbound to COL, turn LEFT, COL R-041 to PODIP.

**PODIP 5K**

- Intercept 065' bearing via LW to D8 KBO, turn RIGHT, 065' track to PODIP.

**PODIP 3M**

- Climb towards LJ, at KBO 1.7 DME or 700', whichever is later, turn RIGHT, 025' track, at KBO 3.9 DME turn RIGHT, intercept GMH R-243 inbound to D21.1 GMH, turn RIGHT, intercept WYP R-107 to PODIP.

**PODIP FOUR FOXTROT (PODIP 4F)**

**PODIP FIVE KILO (PODIP 5K)**

**PODIP THREE MIKE (PODIP 3M)**

**INITIAL CLIMB/ROUTING**

**PODIP 3F**

- Climb on 138' track to KBO 3.2 DME or 1500', whichever is later, turn LEFT, intercept COL R-277 inbound to COL, turn LEFT, COL R-041 to PODIP.

**PODIP 5K**

- Intercept 065' bearing via LW to D8 KBO, turn RIGHT, 065' track to PODIP.

**PODIP 3M**

- Climb towards LJ, at KBO 1.7 DME or 700', whichever is later, turn RIGHT, 025' track, at KBO 3.9 DME turn RIGHT, intercept GMH R-243 inbound to D21.1 GMH, turn RIGHT, intercept WYP R-107 to PODIP.
COLOGNE-BONN, GERMANY

**SIDs**

**SONEB 2F**
- **Rwy**: 14L
- **Initial Climb**: Climb on 138° track to KBO 3.2 DME or 1500', whichever is later, turn LEFT, intercept COL R-277 inbound to D11.5 COL, turn LEFT, intercept WYP R-164 inbound to WYP.

**SONEB 2P by ATC**
- **Rwy**: 06
- **Initial Climb**: Intercept 065° bearing via LW to D8 KBO, turn LEFT, intercept WYP R-156 inbound to WYP.

**SONEB 1K**
- **Rwy**: 06
- **Initial Climb**: Intercept 065° bearing via LW to D8 KBO, turn LEFT, intercept WYP R-156 inbound to WYP.

**SONEB 1U by ATC**
- **Rwy**: 06
- **Initial Climb**: Intercept 065° bearing via LW to D8 KBO, turn LEFT, intercept WYP R-156 inbound to WYP.

**SPEED RESTRICTION**
- **MAX 250 KT below FL100 or as by ATC.**
- **Not applicable within airspace C**

**CHANDBS**:
- **SIDs, SONEB 1F, IP revised & revised; chart reindexed.**
- **JEPPSEN SANDERSON, INC., 2003, 2007. ALL RIGHTS RESERVED.**
COLOGNE-BONN, GERMANY

**RNAV SID (OVERLAY)**

1. **LANGEN Radar**
   - **Apt Elev**
   - **Remain on tower frequency until passing 2000', then contact LANGEN Radar.**
   - **SIDs are also minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.**
   - **RWY 24: EXPECT close-in obstacles.**

2. **KUMIK FOUR BRAVO (KUMIK 4B) [KUMI4B]**
   - **RWY 32R, 24, 14R: SPEED RESTRICTION MAX 250 KT below FL100 or as by ATC.**
   - **For flights intending to proceed via airway or as by ATC.**

3. **KUMIK ONE ECHO (KUMIK 1E) [KUMI1E]**
   - **KUMIK 4B (daytime only) 75 100 150 200 250 300**
   - **KUMIK 2D (nighttime only) 112.15 KBO (T) or as by ATC.**

4. **COLOGNE-BONN (COL 8F)**
   - **Initial climb clearance 5000'**
   - **Initial climb routing COL 8F 14L, 06, 32L RWYSID 112.15 KBO (T) or as by ATC.**

5. **COLOGNE-BONN (COL 6K)**
   - **Initial climb clearance 5000'**
   - **Initial climb routing COL 6K 06 112.15 KBO (T) or as by ATC.**

6. **COLOGNE-BONN (COL 6M)**
   - **Initial climb clearance 5000'**
   - **Initial climb routing COL 6M 32L 112.15 KBO (T) or as by ATC.**

**SPEED RESTRICTION**
- MAX 250 KT below FL100 or as by ATC.
- Not applicable within airspace C.

**CHANGES:**
- COL 7F renumbered 8F & revised; chart reindexed.
- COL - DK150 - KUMIK.
- Col - DK141 - COL.
- Col - DK130 - COL.
- Col - DK129 - COL.
- Col - DK128 - COL.
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- Col - DK5 - COL.
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- Col - DK3 - COL.
- Col - DK2 - COL.
- Col - DK1 - COL.
- Col - COL - COL.
KUMIK THREE FOXTROT
(KUMIK 3F)  [KUMISF]
KUMIK FOUR KILO
(KUMIK 4K)  [KUMI4K]
KUMIK THREE MIKE
(KUMIK 3M)  [KUMISM]
RWYS 14L, 06, 32L
RNAV DEPARTURES
(OVERLAY 10-3C)

COLOGNE-BONN
GERMANY

LANGEN Radar
118.75
Apt Elev
302'

Trans level: By ATC
Trans alt: 5000'
1. Remain on tower frequency until passing 2000', then contact LANGEN Radar.
2. SIDs are also minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.
3. Rwy 06: EXPECT close-in obstacles.

For RNAV SIDs RWYS 14L, 06, 32L REFER TO CHART 10-3S

NORVENICH ONE BRAVO (NOR 1B)
NORVENICH FOUR CHARLIE (NOR 4C)
NORVENICH SIX DELTA (NOR 6D)
NORVENICH SIX ECHO (NOR 6E)
RWYS 32R, 14R, 24 RNAV DEPARTURES
(OVERLAY 10-3D)

FOR RNAV SIDS RWYS 14L, 06, 32L REFER TO CHART 10-3S

FL190 have to be able to
cross FIR/UIR boundary (23 DME NOR) at or above
FL200.
If unable to comply contact Delivery prior to start-up.

Not applicable within airspace C.

For RNAV SIDS RWYS 14L, 06, 32L REFER TO CHART 10-3S

This SID requires a minimum climb gradient of
735' per NM (12.1%) due to airspace structure.
If unable to comply file RNAV SID NOR 4C.

Initial climb clearance 5000'
NORVENTICH SEVEN FOXTROT (NOR 7F)  
NORVENTICH SEVEN KILO (NOR 7K)  
NORVENTICH FIVE MIKE (NOR 5M)  
NORVENTICH SEVEN PAPA (NOR 7P)  
RWYS 14L, 06, 32L RNAV DEPARTURES (OVERLAY 10-3E)

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

These SIDs require minimum climb gradients of:
NOR 7F  
924' per NM (15.2%) due to airspace structure, 
it unable to comply this RNAV SID NOR 7F.  
310' per NM (5.1%) until passing 900'.

Initial climb clearance 5000'

Initial climb clearance 5000'

FL190 have to be able to 
cross FIR/UR boundary (23 DME NOR) at or above 
FL200.  
If unable to comply contact Delivery prior to start-up.

For RNAV SIDs RWYS 14L, 06, 32L REFER TO CHART 10-3U

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

This SID requires a minimum climb gradient of 
425' per NM (7%) due to airspace structure.

If unable to comply advise ATC upon start-up.
### ADDITIONAL RUNWAY INFORMATION

<table>
<thead>
<tr>
<th>RWY</th>
<th>LANDING BEYOND</th>
<th>RVR</th>
<th>Width</th>
<th>Glide Slope</th>
<th>TAKE-OFF</th>
</tr>
</thead>
<tbody>
<tr>
<td>06</td>
<td>HIRL CL (30m)</td>
<td>HEALS</td>
<td>148'</td>
<td>7505'</td>
<td>2168nm</td>
</tr>
<tr>
<td>14L</td>
<td>HIRL CL (30m)</td>
<td>ALSF-II TDZ</td>
<td>11,565'</td>
<td>3320m</td>
<td>A</td>
</tr>
<tr>
<td>32L</td>
<td>HIRL CL (30m)</td>
<td>ALSF-II TDZ</td>
<td>11,424'</td>
<td>3482m</td>
<td>E</td>
</tr>
</tbody>
</table>

#### TAKE OFF RUN AVAILABLE

**RWY 14L:**
- From rwy head 12,516' (3815m)
- From rwy head 12,516' (3815m)
- From rwy head 12,516' (3815m)
- From rwy head 12,516' (3815m)
- From rwy head 12,516' (3815m)

**RWY 32L:**
- From rwy head 12,516' (3815m)
- From rwy head 12,516' (3815m)
- From rwy head 12,516' (3815m)
- From rwy head 12,516' (3815m)
- From rwy head 12,516' (3815m)

### TAKE OFF RUN AVAILABLE

**RWY 14R:**
- From rwy head 6112' (1863m)
- From rwy head 4564' (1330m)

### JAK-Ops

<table>
<thead>
<tr>
<th>RWY</th>
<th>LVP must be in Force</th>
<th>AllRWYS</th>
</tr>
</thead>
<tbody>
<tr>
<td>14L</td>
<td>125m 150m 200m 250m</td>
<td>125m 150m 200m 250m</td>
</tr>
<tr>
<td>32R</td>
<td>150m 200m 235m 300m</td>
<td>150m 200m 235m 300m</td>
</tr>
</tbody>
</table>

1 Operators applying U.S. Ops Spec: CL required below 300m; approved guidance system required below 150m.

### CHANGES:
- Notes transferred to 10-1P pages.
- CHANGES: Layout.

### LEGEND

- Taxi guidance line (orange)
- Taxi guidance line (blue)
- Taxi guidance line (yellow)
- Limit of COLOGNE-BONN
- Ground competency
VISUAL DOCKING GUIDANCE SYSTEM “APIS”
(Aircraft Parking and Information System)

Pilot Instructions
Centerline and stopping guidance are provided from a display unit mounted at the extension of the stand centerline.
- Intercept the centerline and watch the azimuth guidance display.
- Check that the correct aircraft type/series is displayed on the APIS display unit.
- Do not enter the stand if display shows STOP or wrong aircraft type/series.

Azimuth Guidance

On Centerline

Aircraft type/series

Door No.

Flight number

Stand number

Steer RIGHT

Steer LEFT

N 50° 52.9’
E 07° 07.2’

COMMUNICATIONS.

CHANGES:
- Map at MM/D1.8 KBO
- ILS or LOC RWY 14L

LOW OVERFLYING PROHIBITED

ILS or LOC Descent Gradient 5.2%

MISSED APCH: Climb STRAIGHT AHEAD to D2.8 KBO or 2000’, whichever is later, then turn LEFT to WYP VOR climbing to 3000’.

Alt Set: hPa (IN on req) Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 5000’ LOC: DME REQUIRED.
MISSED APCH: RNAV: Climb on track 064° to 6000’. When passing D2.8 KBO or 2000’, whichever is later, turn LEFT to WYP VOR.

MISSED APCH: RNAV: Climb on track 137° to 3000’. When passing D2.8 KBO or 2000’, whichever is later, turn LEFT to NOR VOR.

ATIS COLOGNE-BONN Tower (R) Ground

COLOGNE-BONN Director (APP)

ATIS COLOGNE-BONN Tower (R) Ground

COLOGNE-BONN Director (APP)

112.15 124.2 121.05 124.97 121.72

112.15 124.2 121.05 124.97 121.72

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Notice: After 11 Feb 2008 0901Z, this chart may no longer be valid. Disc 23-2007

COLOGNE-BONN, GERMANY

JeppView 3.5.2.0

7 DEC 06
8 DEC 06

JeppView 3.5.2.0

8 DEC 06
9 DEC 06

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12-4

12-3
12-4

Final
Apt Elev

Final
Apt Elev

Rwy 14R

Rwy 14R

GPS qualification required.

GPS qualification required.

Rwy 24

Rwy 24

RWY 14R

RWY 14R

3.0 NM to RW24

3.0 NM to RW24

690' (469')

690' (469')

MINIMUM ALT.

MINIMUM ALT.

Rwy 14R

Rwy 24

Final Apch Crs

Final Apch Crs

300' (279')

300' (279')

ROKAK

ROKAK

3.0 NM to RW14R

3.0 NM to RW14R

[IAF]

[IAF]

KAUEN

KAUEN

RWY 14R

RWY 14R

D2.0 KBO

D3.5 KBO

(469')

(678')

RAP

RAP

70 90 100 120 140 160

70 90 100 120 140 160

Gnd speed- Kts

Gnd speed- Kts

Descent angle (3.00')

Descent angle (3.00')

Refer to Missed Apch above

Refer to Missed Apch above

PANS OPS 4

PANS OPS 4

Due to the obstacle situation in the approach sector, flight visibility and ground visibility are required.

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 irrational