

COLOGNE-BONN (CGN/EDDK)

Elevation 302ft

CATEGORY A

No video brief available.

GENERAL

- Busy airport, with a mix of commercial (passenger and cargo operations), military (air force base), general aviation/private operators, and air ambulance base
- Monitor ATC instructions closely
- Preferred runway: 14L/32R – up to ILS Cat IIIB
- Runway 06/24 is only to be used for ACFT up to ICAO code E
- Runway 14R/32L is only to be used for ACFT up to ICAO code C (general aviation preferred)

Threats

CFIT

- No major terrain threads identified
- Approach to R32R over forest area – no factor
- Approach to R14L over Cologne city – two high rise objects (964' and 1039' near flight path) but above minimum altitude of 3000'.

Runway Incursion

- When taxiing to RWY 32L/R, ensure that a clearance to cross RWY 06/24 has been obtained

Special Considerations

- EDDK is a noise sensitive airport
- Continuous Descent Approach in use daily (2200 – 0800 LT), for **MD11/B744 at all times**
- Reverse thrust IDLE between 2200 – 0600 LT on RWY 14L/32L
- Expect:
 - FL070 @220 kts ~26NM from EDDK
 - 190kts ~12NM from EDDK
 - Extend Great @ 2000feet or later
- Taxiing on TWY A and ACFT CAT E should monitor for clearance of traffic on TWY E
- Taxiing on TWY A and ACFT CAT F, should ensure there is no traffic on TWY E

ARRIVAL

Diversion Airports

DUSSELDORF	DUS/EDDL	29 nm/328°T	CAT A
LIEGE	LGG/EBLG	66 nm/256°T	CAT B
FRANKFURT/MAIN	FRA/EDDF	74 nm/130°T	CAT A
LUXEMBOURG	LUX/ELLX	82 nm/204°T	CAT A
AMSTERDAM	AMS/EHAM	124 nm/313°T	CAT A

APPROACH

- For KOPAG/GULKO RNAV R14L arrival, you may get a shortcut from WYP VOR (FL070@220kts) to LEGDU (3000'@190kts) – to intercept ILS 14L
- For KOPAG/GULKO RNAV R32L arrival, you may get a shortcut from COL VOR (KOPAG arrival) and DK627 fix (GULKO arrival) – for both FL070 @220kts to RARIX (3000' @190 kts) – to intercept ILS 32R
- Vacate landing RWY expeditiously and ensure to be fully vacated before stopping

GROUND

- Use of Follow-Me car to any stand is required
- Taxi-out w/o Follow-Me car possible, with constant radio contact with a controller
- Bridge on TWY B is limited to ACFT up to ICAO code D and actual weight of 200T
- Apron D - For ACFT ICAO code D – taxi via M (orange) and Taxilane N Center
- Otherwise easy to navigate on ground
- Preferred Gates:
 - Pax: Terminal 2, Apron D (stands: D11, D15, D19, D23, D51, D53, D57), Apron A (A01, A10, A12, A14, A18, A20) – refer to chart 10-9B
 - Cargo: Cargo area, Apron E & F (stands: E and F) – refer to chart 10-9C

DEPARTURE

- Southbound and Eastbound departures: KUMIK (7F, 6M), PODIP (6E, 8B)
- Westbound and Northbound departures: NOERVENICH (1R, 1Q), WIPPER (5B, 5F)
- Pilots should be ready for a rapid line-up according to ATC instructions
- Cockpit checks should be completed prior to line-up and any checks requiring completion whilst on the runway should be kept to a minimum required. Commence take-off roll immediately after receiving take-off clearance. Pilots not able to comply with the above requirements shall notify ATC as soon as possible
- On departure remain with TOWER until passing 2000', then contact LANGEN radar

WEATHER

- One of the warmest and cloudiest cities in Germany, it has temperate-oceanic climate
- Cool winters and warm summers (average annual temp. 10°C)
- Fogs are present mainly during the fall season
- Summer thunderstorms are frequent / precipitation peaks in summer otherwise evenly spread
- De-icing and winter treatment services available

OPERATIONAL INFORMATION

Handling Agent	German Aviation Services
Handling Agent VHF	131.615 MHz
Potable Water	Uplift permitted

IF ONLY ELEC. PWR is required	Use ground power at all times
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If BOTH ELEC. PWR and A/C is required:	Use both ground services at all times
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