

Köln-Bonn

IATA/ICAO CODE: CGN/EDDK
 CITY: Köln
 COUNTRY: Germany

AIRPORT CONTACT

Information updated by the airport 2/2011

Name:	Martin Partsch	Michael Garvens
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ELEVATION: 300 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
14L/32R	12467	-	-	-
14R/32L	6122	-	-	-
06/24	8068	-	-	-

NOISE ABATEMENT PROCEDURES

The following takeoff and approach procedures have proven to be highly efficient in respect of noise abatement in the vicinity of the airport. Subject to approval, it is recommended that all operators apply these procedures, except for safety reasons.

Arrivals

Leave initial approach fix at 210 KT IAS +/- 10 KT maintain until 12 nm from touchdown (unless higher IAS is required for control purposes). Reduce to 160 KT IAS +/- 10 KT using an intermediate flap setting with landing gear retracted. Intercept glide slope not lower than prescribed glide slope interception altitude. Lower landing gear, set flaps for landing and establish final approach speed shortly before or over Outer Marker.

Departures

Chapter 2

Takeoff to 1500 feet AGL	Takeoff power Takeoff flaps Climb at V2 + 10 KT (or as limited by body angle)
At 1500 feet AGL	Reduce power to not less than climb power.

1500 ft - 3000 ft AGL	Climb at $V_2 + 10$ KT
At 3000 feet AGL	Normal speed and flap retraction schedules to enroute climb.

Chapter 3

For aircraft licensed in accordance with ICAO Annex 16 Chapter 3 as well as B737-200 as far as the noise levels for takeoff pursuant to ICAO Annex 16, Chapter 3 have provably been reached by supplementary equipment:

Takeoff to 1500 feet AGL	Takeoff power Takeoff flaps Climb at $V_2 \pm 10$ KT (or as limited by body angle)
At 1500 feet AGL	Reduce power to not less than climb power Normal speed and flap retraction schedules to enroute climb.

Reverse thrust other than idle thrust shall not be used for landings on runways 32R and 14L between 2200-0600 except for safety reasons.

CONTINUOUS DESCENT ARRIVAL (CDA)

The CDA noise abatement procedure is in progress daily from 2100 – 05
Depending on the traffic situation, ATC will either use radar vectoring to final approach with distance-to-go (STG) information or clear aircraft for RNAV "transition an profile"
During radar vectoring, pilots shall expect descent below FL 70 approx. 26 NM from touchdown.

Unless otherwise instructed by ATC, pilots are expected to

- reduce speed to max. 220 kts IAS prior to descent below FL70
- aim for a low noise continuous descent approach
- maintain at least 190 kts IAS to 12 NM final
- extend gear 2000 ft GND or later and
- perform final landing configuration approaching locator/outer marker

AIRPORT CURFEWS

Flight restrictions effective 1 November 1997

(During legal summer time deduct 1 hour from the times stated below)

1. Restrictions for Night Flight

1.1 Jet aircraft not licensed in accordance with ICAO Annex 16 and jet aircraft licensed in accordance with ICAO Annex 16 Chapter 2

1.1.3 From 1 April 1999, take-offs and landings are not permitted on any runways between 1900 (1850 off block) and 0700.

1.2 Jet aircraft licensed in accordance with ICAO Annex 16 Vol. I, Chapter 3 which are not included in the Bonus List published by the Ministry of Transport (cf. No. 1.3).

1.2.1 Scheduled and delayed take-offs as well as scheduled landings are not permitted on any RWYs between 2100 (2050 off blocks) and 0500.

1.2.2 Delayed landings are not permitted on RWYS 14R and 06 between 2100 and 0500.

1.3 Jet aircraft licensed in accordance with ICAO Annex 16, Vol I, Chapter 3 which are included in the respective valid version of the Bonus List Published by the Ministry of Transport.

In case of a change to the Bonus List published by the Ministry of Transport in the "Nachrichten für Luftfahrer, Part I, jet aircraft which are no longer included in the new version may continue to be used until 31st October 2030, insofar as they have already been employed by aircraft operating agencies at Köln/Bonn Airport.

1.3.1 Scheduled and delayed take-offs are not permitted on RWYs 14R, 32L and 24 between 2100 (2050 off block) and 0500.

1.3.2 Landings are not permitted on RWYS 14R and 06 between 2100 and 0500.

1.4 Propeller driven airplanes not licensed in accordance with ICAO Annex 16 and/or LSL (relevant national noise requirements for aircraft)

Take-offs and landings are not permitted on any RWYS between 2100 (2050 off block) and 0500.

1.5 Propeller driven airplanes licensed in accordance with ICAO Annex 16, Vol. I, Chapters 3, 5, 6, or 10 and/or according to LSL Chapters III, V, VI or X.

1.5.1 Scheduled and delayed take-offs are not permitted on RWYS 14R, 32L and 24 between 2100 (2050 off block) and 0500.

1.5.2 Landings are not permitted on RWYS 14R and 06 between 2100-0500.

1.6 Military Tactical Aircraft

Take-offs and landings are not permitted on any RWYs between 2100 (2050 off block) and 0500.

1.7 Exceptions

1.7.1 Exceptions from the restrictions in no. 1.1 to 1.6 are:

1.7.1.1 Landings of all kinds of aircraft, probably approaching Köln/Bonn Airport as alternate aerodrome for meteorological, technical or other safety reasons, on RWYS 14L, 32R, 32L and 24.

1.7.1.2 Take-offs and landings on a mission in disaster or rendering medical or humanitarian assistance as well as in other emergency cases.

1.7.2 Exempt from the restrictions listed in no. 1.1 and 1.2 are:

Take-offs and landings of aircraft of the special mission unit of the Federal Ministry of Defence and flights on its behalf, as well as government flights by foreign states on RWYs (take-offs) 14L,

32R, and 06 as well as on RWYs (landings) 14L, 32R, 32L and 24.

1.7.3 Exempt from the restrictions listed in no. 1.2 and 1.3 are:
Calibration flights by the DFS Deutsche Flugsicherung GmbH.

1.7.4 Within the context of keeping to the present number of individual flight movements, the following are exempt from the restrictions in accordance with no. 1.2 until 31st Oct. 2002:

Take-offs and landings of jet aircraft, which have already been employed by logistics enterprises based at Koln_Bonn Airport prior to the implementation of this new regulation, on RWYs (take-off) 14L, 32R and 06 and RWYs (landings) 14L, 32R, 32L and 24. Use may be made of this exemption by the respective logistics enterprises per month only to the extent corresponding to the sum of flights which have been carried out at Koln/Bonn Airport with the respective aircraft types in the month with the greatest traffic density in the period between 1st Oct. 1996 and 31st March 1997 (reference period).

1.8 Take-offs of all kinds of aircraft are permitted on RWYs 06, 14L and 32R between 2100 and 0500 from the beginning of the runway (threshold) only, or from the positions A5 (RWY 14L) and/or A1 (RWY 32R). The DFS Local Air Navigation Services Unit (LANSU Koln/Bonn) may grant exceptions in individual cases if the traffic situation so demands.

1.9 Engine Test Runs

Engine test-runs may only be conducted using the noise-suppression facility designated in the Airport User Ordinance.

1.10 Deviating from the above regulations, the "Bezirksregierung Dusseldorf" (Luftaufsichtsstelle at Koln/Bonn Airport) may grant additional exceptions in justified individual cases, especially if this is necessary to avoid considerable disturbance to air traffic or in the case of special public interest. If necessary applications shall be submitted to:

Luftaufsichtsstelle
Flughafen Koln/Bonn
General Aviation Terminal
51120 Koln
Phone 22 03 40 22 91
FAX 22 03 40 22 90

Addition to 1.10

Clearance for take-offs during closing times, issued by ATC, does not include the necessary exceptional permission by the Luftaufsicht at Koln/Bonn Airport.

Exceptional permission for night landings during closing times will not generally be granted by ATC via radio telephone. Accordingly, landing clearance issued by ATC for safety reasons will not

necessarily include a decision by the Luftaufsicht concerning the admissibility of night landing. In case of a landing not approved by the Luftaufsicht, or premature landing (before 0500), the pilot shall appear in person at the Luftaufsicht immediately after landing in order to justify the admissibility of the night landing.

2. Reverse Thrust

For landings on RWYs 32R and 14L reverse thrust other than idle thrust shall not be used between 2100 and 0500 except when necessitated for safety reasons.

PREFERENTIAL RUNWAYS - [NONE](#)

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

1.8.1 Engine test runs without the use of noise abatement facilities are generally not permitted.

1.8.2 Until the opening of a noise abatement hangar, engine test runs with jet engines are not permitted between 2100 and 0500.

Excluded from this are test runs with jet aircraft licensed in accordance with ICAO Annex 16 Chapter 3

- of aircraft operating agencies which have proved that their main base and maintenance facilities are located at the airport
- of other aircraft operating agencies if necessary for safety reasons due to engine irregularities.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE

7/2011 IATA Airport and Air Navigation Charges Manuel		
	Basic value per t for 400t MTOW	
Passenger and mail aircraft	Day time	Night time
Chapter 3 incl. in Bonus List	EUR 4.30	EUR 5.15
Chapter 3 not incl in Bonus List	EUR 5.83	EUR 8.40
Chapter 2	EUR 15.76	EUR 24.24
Non-certified	EUR 47.94	EUR 74.94
Cargo Aircraft	Basic Value per t for 400t MTOW	
Chapter 3 incl. in Bonus List	EUR 4.75	EUR 5.60
Chapter 3 not incl. in Bonus List	EUR 6.44	EUR 9.28
Chapter 2	EUR 17.41	EUR 26.78
Non-certified	EUR 52.97	EUR 82.78
All Aircraft	Value of degression per t MTOW	
Chapter 3 incl. in Bonus List	0.01095583	0.01280794

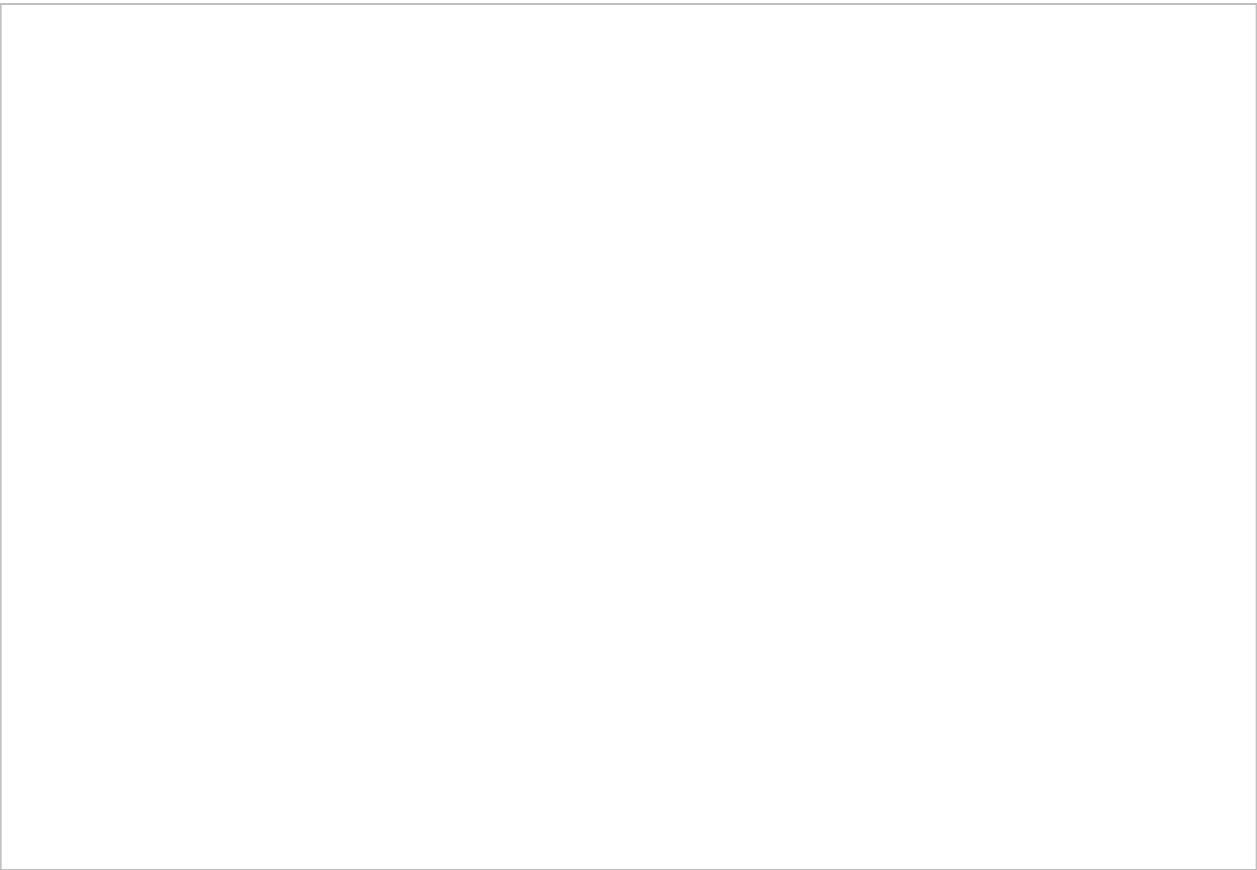
Chapter 3 not incl. in Bonus List	0.01440181	0.01980782
Chapter 2	0.03584171	0.054492556
Non-certified	0.10898512	0.164505584
Noise Categories (invoiced per landing)	Day time	Night time
Noise category 1 <66.9 dB(A)	EUR 10.00	EUR 20.00
Noise category 2: 67-69.9 dB(A)	EUR 20.00	EUR 40.00
Noise category 3: 70-72.9 dB(A)	EUR 40.00	EUR 80.00
Noise category 4: 73-76.9 dB(A)	EUR 70.00	EUR 140.00
Noise category 5: 77-80.9 dB(A)	EUR 140.00	EUR 280.00
Noise category 6: 81-85.9 dB(A)	EUR 280.00	EUR 560.00
Noise category 7: 86 dB(A)	EUR 560.00	EUR 1120.00
1. Calculation: prior to multiplication with MTOW, rounding off to 10/100. 2. for jet and non-jet aircraft 3. Day 0600-2200 and Night 2200-0600 4. See Bonus List 5. Cargo only aircraft are granted a reduction of 25% of the fixed daytime landing fee from Monday to Friday if both take-off and landing are between 0600-2200 local time.		
Bonus list in the version currently valid in accordance with the Federal Ministry of Transport, Building and Urban Affairs: at present all aircraft types up to 25 t MTOW as well as		
A 318 A 319 A 320 A 321 A 330 A 340 A380	B 727-100 (Re-engined mit 3 Tay-Triebwerken/with 3 tay-engines) B 737-300 bis/to 900 B 747-400 B 757 B 767 B 777 MD 90	CRJ-700 CL 90 F 100 F 70 Gulfstream IV, V DC 10-30/MD 11 BAe 146/Avro RJ-Serie/Series DC 8-70 Tu 204 EM 170/175 ERJ 190

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	Noise insulation programm for Residential areas exposed to 6 or more nightly singel noise events of more than 75 db(A) Area includes about 18 000 houses
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-

Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	www.umgebungs-laerm.nrw.de
Total Cost of Noise Mitigation Programs to Date	-	about 70 Mio. €
Source of Noise Mitigation Program Funding for Aircraft Noise	-	Airport

NOISE MONITORING SYSTEM



The old Rhode & Schwarz equipment was replaced in July 1997 by a system of the company T.O.P. sonic, Wurselen Germany. This is a PC based system and the outside noise monitors are connected by Windows NT with the workstations in the Airport. The publishing of measurments has not changed. We have also introduced today reverence levels additional night reference levels.

FLIGHT TRACK MONITORING SYSTEM - www.dfs.de

NOISE LEVEL LIMITS

The following is a list of the monitors limits dB(A)																
Monitor	1	2	3	4	5	6	7	8	9	10	11	12	13	14	16	17
Day Level	85	89	83	84	94	89	86	89	80	100	85	88	83	85	85	85
Night Level	82	86	81	82	92	86	83	86	80	100	82	85	81	82	82	82

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS

(During legal summer time deduct 1 hour from the times stated below)

1.2 Jet aircraft licensed in accordance with ICAO Annex 16 Vol. I, Chapter 3 which are not included in the Bonus List published by the Ministry of Transport (cf. No. 1.3).

1.2.1 Scheduled and delayed take-offs as well as scheduled landings are not permitted on any RWYs between 2100 (2050 off blocks) and 0500.

1.2.2 Delayed landings are not permitted on RWYS 14R and 06 between 2100 and 0500.

1.3 Jet aircraft licensed in accordance with ICAO Annex 16, Vol I, Chapter 3 which are included in the respective valid version of the Bonus List Published by the Ministry of Transport.

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1.3.1 Scheduled and delayed take-offs are not permitted on RWYs 14R, 32L and 24 between 2100 (2050 off block) and 0500.

1.3.2 Landings are not permitted on RWUS 14R and 07 between 2100 and 0500.