

# EDDK - Köln/Bonn

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# General

## Before you fly...

Welcome to Köln/Bonn! This airport is **located within the most complex airspace within Germany**. During the day, it's a relatively quiet airport, often seeing more VFR than IFR traffic; however, unlike many other German airports, there is no night flying restriction which results in high traffic volumes - especially cargo flights - during the night. Additionally, Köln/Bonn serves as a **base for the German Air Force**, primarily its executive transport wing, and two rescue helicopters are stationed here.

Although the airport has a relatively simple layout, due to the limited space and complex airspace structure in this area, you should still **prepare yourself thoroughly to keep it fun for everyone** and avoid mistakes which might lead to delays for yourself and other users.

**If you are new to VATSIM**, Köln/Bonn can be a great airport to get used to more complex airspaces once you have gotten a bit more comfortable with flying on the network. However, when there is a lot of traffic (e.g. during events), the airport **can quickly become very busy** and reach its capacity, so beginners might want to avoid flying here during these times.

## Runway update

With AIRAC 2404, **Köln/Bonn's runways 14/32 were renamed to 13/31**. This change has not yet propagated to flight simulator sceneries. Please keep in mind that your scenery will likely have outdated runway numbers which results in SIDs and RNAV transitions not being available in the FMC for MSFS users. **Please make sure you are using a sufficiently up to date AIRAC** due to the procedure overhaul that has accompanied this change and, **if you are using the default or City Update 4 scenery, install this MSFS addon** into your Community folder to ensure you can load procedures for the renamed runways in your FMC.

## Parking position

Please make sure you **choose an appropriate stand** for your aircraft type.

**Passenger flights** use parking positions on the Northeastern apron (all A-, B-, C-, and D-stands).

Passenger aircraft with **awingspan of more than 36 m should only park at A- and B-stands**. Parking at C- and D-stands with these aircraft will most likely result in additional delay during periods of high traffic as your pushback will cause a "traffic jam" for other pilots.

**Cargo flights** use parking positions on the central apron (all E-, F-, and W-stands).

**General aviation aircraft** use the GA apron at hangars I, II, and III.

**Military traffic** uses the military apron located East of runway 13R/31L.

## 777 parking positions

With the PMDG 777 release for MSFS, we suggest using the following parking positions for the best experience. **Only the positions below are suitable for the B773/B77W.**

- **B11, B17, B21** (MSR)
- **C50** (DLH group, MSR)
- **D15, D19, D23** (BAW, THY)
- **E9, E13, E15, E17, E19, E21, E31, E33, E35, E41, E43, E45** (cargo, overflow positions)
- **F21, F23, F25, F31** (cargo, overflow positions)

## A380 parking positions

While Köln/Bonn is **technically equipped to handle A380 aircraft**, it is only available as a diversion airport for the type in the real world. This means that only some remote cargo positions are large enough to park the aircraft. To maintain realism and prevent inconveniences for controllers and other pilots, we ask pilots to choose a different airport when flying the A380.

Please only use the following stands when flying an A380 from/to Köln/Bonn airport:

- **E31, E33, E35, E41, E45** (primary use)
- **E43, F21, F23, F25, F31** (secondary use)

# Communication

## Complex instructions

As space is at a premium on Köln/Bonn's apron and controllers have to find creative solutions to avoid delays, you may well encounter **instructions that you are unable to comply with**. This doesn't even have to be a lack of skill on your part: **sometimes your simulator simply doesn't have the functionality required**.

If you receive an instruction that you are unable to comply with for any reason, **hold position and inform ATC immediately!**

If you are unsure what the controller wants you to do, **hold position and inform ATC immediately**. Not doing so will most likely result in you doing something else than ATC expects, thus causing major problems and delays; on the other hand, **controllers have no problem with you asking for an explanation or a different instruction**.

## Handoffs

**When instructed to contact another controller, do so as soon as possible.** This will avoid you having to stop moving or level off. Please do not hold your position to switch the frequency, keep moving on the ground!

## Colored lines

Parts of the Northwestern apron utilize **colored taxiway lines** which allow for more efficient taxi operations with **aircraft up to a wingspan of 36 meters**.

If ATC instructs you to use one of these colored lines, but they are missing from your scenery, **hold position and inform ATC immediately**.



*taxiing on the blue line with opposite traffic on the orange line*



*two aircraft passing each other on the orange and blue lines*

# Charts & Scenery

## Charts

You can find **current IFR charts** for Köln/Bonn on [chartfox](#) (requires VATSIM login).

You can find **current VFR charts** for Köln/Bonn in the [AIP VFR](#).

For a better overview over the airspace structure around Köln/Bonn, we recommend [openflightmaps](#).

## Airport Scenery

Please inform ATC immediately if you are unable to comply with an instruction due to an outdated scenery.

Sim	Freeware	Payware
MSFS	City Update 04	<a href="#">Aerosoft</a>
X-Plane	<a href="#">X-Plane Scenery Gateway</a>	<a href="#">Aerosoft</a>
Prepare3D V4/V5	--	<a href="#">Aerosoft</a>

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# Departing Traffic

We ask all pilots to also read the [General section](#) with **information relevant to all pilots**.

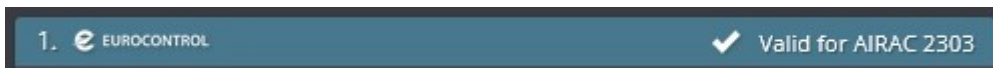
## Preparation

A thorough preparation is important for any flight. We ask you to **conduct a thorough briefing to avoid delays and keep it fun for everyone**.

### Route planning

You can find valid routes for many destinations in the [AeroNav Global Route Database](#).

When planning a route via SimBrief, please use routes with the Eurocontrol icon, as those will generally be valid.



When filing an invalid flight plan, you will usually have to **file a completely new flight plan** before ATC can issue your enroute clearance.

### SID assignment

ATC will usually assign SIDs according to the table below, but deviations are possible. If the first waypoint of your flight plan is not listed here, **please check which AIRAC you are using** - if your AIRAC cycle is too outdated, it might take some time until the controllers can coordinate a solution for you. Please also make sure you are **complying with the restrictions** for each of the available initial waypoints.

Default SID assignment			
Waypoint	31R	13L	Restrictions
COL	B / R	F	only for <b>local IFR training</b> flights or to <b>destination EDDF</b>

KUMIK	B / R	F	
NVO	B / R	F	
PODIP	B / R	F	
WYP	B / R	F	

## Enroute clearance

Clearance requests in Germany are very short. Please **avoid unnecessarily long clearance requests** to reduce frequency congestion.

“ **Pilot:** Köln/Bonn Delivery, Postman 167, stand E24, request clearance, information K.

**All SIDs in Köln/Bonn are runway dependent**, so ATC will not inform you of your departure runway as this is already clear from your SID assignment.

## Datalink clearance (DCL)

Köln/Bonn also offers electronic datalink clearances (DCL) - similar to pre-departure clearances (PDC) - using the Hoppie ACARS system. The station code can always be found in the controller info for the controller currently issuing the enroute clearances; usually it is **EDDK**. If your aircraft does not have a direct integration of the Hoppie system, you can also use the standalone easyCPDLC client.

Requesting clearance electronically is **preferred over voice clearances** as it reduces frequency congestion thus avoiding delays. Because of this, we ask all pilots able to use the Hoppie ACARS system to do so.

## Startup

Startup approval is the "go" from the controller's side to start your engines. It is also an **assurance that you will be cleared to start moving within the next few minutes**. It is requested and approved separately from pushback.

Pushback willnot be issued by Delivery. **Startup approval is not a clearance for pushback!**

## ACDM Procedures

While the real Köln/Bonn does not employ ACDM procedures, on VATSIM they are sometimes necessary for efficient operations. This requires pilots to **comply with assigned ACDM times**.

Please **set your TOBT** using the vACDM pilot interface to help the controllers with preplanning and reduce delays.

When there is delay during periods of high traffic, it is **your responsibility to request startup during your TSAT window** - don't rely on ATC to call you!

If you are unfamiliar with ACDM procedures, **please read the vACDM pilot guide**.

## Pushback

Only request pushback if you are actually ready to start pushing back. If you take longer than **1 - 2 minutes to start moving**, ATC might have to cancel your pushback clearance to avoid delays for other pilots.

### Colored lines pushback

Aircraft parked at C- or D-stands with a maximum wingspan of 36 m can **expect a pushback clearance onto one of the colored lines** instead of taxiway M or N.

## Taxi

While Köln/Bonn's layout is relatively simple, it is still important to conduct a **thorough briefing of expected taxi routes** as well as **correct taxiing**. To avoid delays for yourself and other users, **start taxiing as soon as possible after receiving your taxi clearance** and **request taxi in a timely manner after your pushback**.

## Takeoff

Only use the absolute minimum amount of time necessary on the runway before beginning your takeoff roll. Due to various dependencies to other runways, there might be **as little as 5 seconds for you to begin your takeoff roll** after receiving your clearance. If you take too long, **ATC will have to cancel your takeoff clearance** and potentially issue a go around for another aircraft.

## Auto-handoff

Köln/Bonn utilizes an auto-handoff procedure for departures where **Tower will not hand off outbounds to the approach controller**. The current departure frequency will always either be noted in the ATIS or part of your clearance.

Contact the departure frequency **when passing 2000 ft** unless explicitly told to remain on Tower frequency.

# Arriving Traffic

We ask all pilots to also read the [General section](#) with **information relevant to all pilots**.

## Arrival

### STAR assignment

STARs are rarely used in Köln/Bonn. Instead, you can expect either a direct to a transition waypoint or vectors.

All RNAV transitions for Köln/Bonn have **altitude restrictions** and some also have **speed restrictions**. Make sure you comply with these unless they are explicitly cancelled by ATC.

### Descent planning

To avoid having to fly unnecessarily long finals, pilots should **plan to cross the following waypoints at the following altitudes**. Remember that all altitude changes require an explicit clearance by ATC.

- **DENOV**: FL180
- **ERNEP**: FL100
- **GULKO**: FL110
- **IBESA**: FL190
- **KOPAG**: FL120
- **NIVNU**: FL180
- **PODAT**: FL180
- **PODEN**: FL180
- **RASVO**: FL140

## Approach

### Approach procedures

The approach into Köln/Bonn will usually be an **ILS approach**. However, aircraft approaching runways 06, 13R, or 31L will have to fly an RNP approach.

# Speeds

Pilots should **plan the following speeds**. Keep in mind that ATC instructions always take precedent.

- **Descent phase:** 250 - 300 KIAS
- **Base:** 220 KIAS
- **Turn to final:** 180 - 200 KIAS

You need to follow all speed instructions precisely until they are cancelled by ATC to ensure separation. If you need to slow down earlier for any reason, **advise ATC immediately**, so they can issue an appropriate instruction.

# Landing

Due to tight spacings, it is very important - especially during periods of high traffic - that every pilot **vacates the runway as quickly as possible** to avoid go-arounds of following traffic. Whenever sensible, pilots should use the first available high speed exit. Keep in mind that your aircraft needs to be past the appropriate runway holding point in its entirety before you are considered clear of the runway, so **don't stop moving prematurely**.

Aircraft landing on runway 13L and 31R should plan to vacate via A3.

Aircraft landing on runway 24 should plan to vacate via T.

Aircraft **landing on runway 06** should ask **ATC** which exit they can use to vacate.

**Do not vacate onto runway 06/24** unless the controller has informed you that you can vacate via this runway or it is available for taxi.

# VFR Traffic

We ask all pilots to also read the [General section](#) with **information relevant to all pilots**.

Köln/Bonn's airspace and general traffic levels make the airport **friendly, but occasionally challenging to VFR traffic** in the real world. As this is similar on VATSIM, controllers will usually be able to accommodate VFR requests. However, the limited amount of space and complex runway system at Köln/Bonn can result in situations where some VFR requests might be denied during periods of high traffic.

Additionally, you should be prepared for the controller to **instruct you to leave the control zone** if the traffic load rises or you fail to comply with instructions promptly and accurately.

## Airspace Structure

The Cologne/Bonn CTR has a **top altitude of 2500 ft MSL, about 2200 ft AGL**. Please pay close attention to setting the correct QNH and your altitude to avoid inadvertently entering **airspace C above**.

The following reporting points exist around the airport. All of these are mandatory reporting points except for Echo 2.

Reporting Point	Location
N1	A4 exit Bergisch Gladbach-Bensberg
N2	A3 service station Königsforst-Ost
E1	Neunkirchen church
E2	A3 service station Sülzthal
S1	mouth of the Sieg river into the Rhine
S2	football fields North of the village of Troisdorf-Spich
K1	highway intersection A1 and A57

K2	A4 bridge over the Rhine
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# Departures

VFR departures do not have to call Delivery and can instead make their initial call to Ground when ready for taxi.