

Delivery

VFR traffic, in contrast to real procedures, does not have to request startup at Delivery, but can report ready for taxi directly to the ground control.

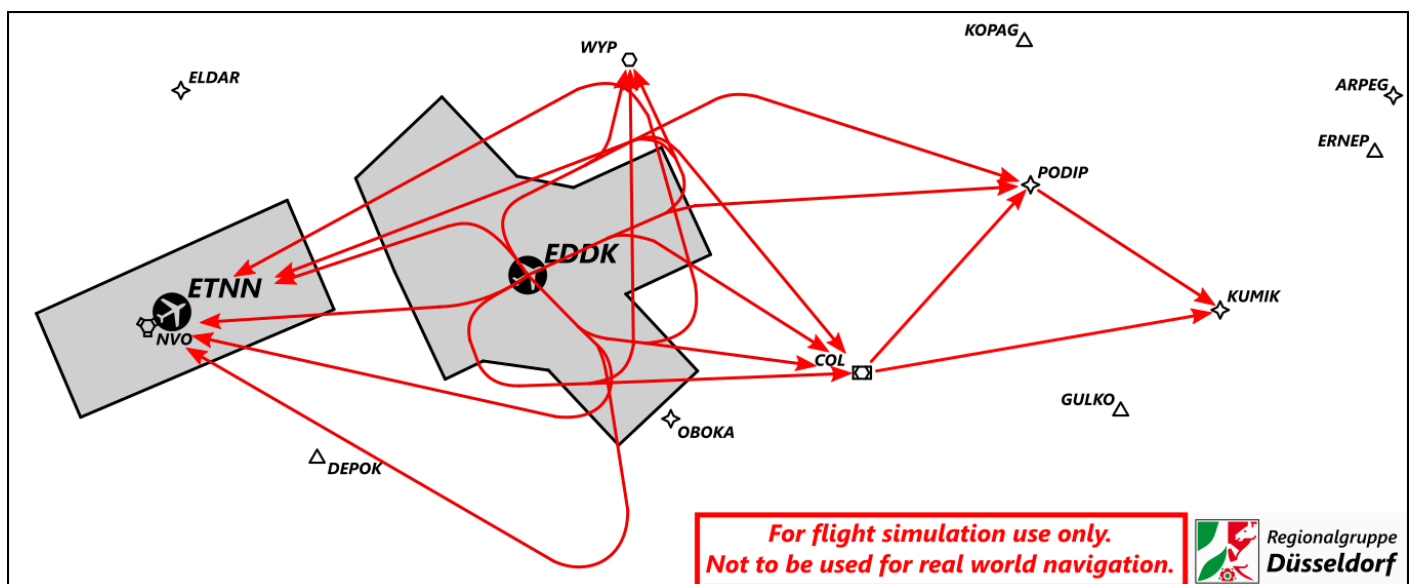
Startup: When startup clearance cannot be given immediately or the pilot is not ready for startup within the next 5 minutes during high traffic situations, the pilot needs to stay on Delivery frequency until he receives startup clearance. If an expected startup time (TSAT) exists, the pilot should be informed about it. This procedure might be necessary during events with a lot of outbound traffic.

Capacity: Due to a limited capacity for outbound traffic on ground, there should not be more than **12 active startup** clearances at the same time (including SUG, PBG, TXG).

Euroscope: Delivery shall ensure that the initial climb is set and the correct SID is coded into the flightplan (very important for Center!). When issuing startup the corresponding ground state "SUG" (Startup Given) and the clearance received flag need to be set.

Departure Routes

The standard instrument departure procedures from Cologne-Bonn lead to the waypoints NVO, WYP, COL, PODIP and KUMIK. The initial climb for all departures is 5000 ft MSL. All SIDs except three non-RNAV departures have speed or altitude restrictions, the phrase "climb via SID" need to be used.



Departure Routes out of Cologne-Bonn

General Restrictions:

- The standard departure routes via **COL** are only used for local training flights or for flights to Frankfurt/Main EDDF.

Runway 06, 24 and 31L:

- Designators **K** (RWY 06), **D** (RWY 24) and **M** (RWY 31L) are the available RNAV departures.

Runway 13L:

- **Designator F** is preferred for all RNAV departures.
- **Designator Q** requires RNAV and RF-Legs capability and should be used only if filed by the pilot or on request.
- **Designator X** is only used for 3-engines heavies (e.g. MD11).
- **NVO#P** is used for departures unable to comply with the climb restriction on the F or Q SID.
- **NVO#W** by ATC only and requires prior coordination with Radar as the SID will cross the inbound stream. It is only used, if certain glider-areas are active (which are not simulated on VATSIM). **Appropriate flights must be announced to the approach controller by the tower before take-off.**

Runway 13R:

- **Designator E** is preferred for all RNAV departures.
- **NVO#C** is used for departures unable to comply with the climb restriction on the E SID.
- **NVO#V** by ATC only and requires prior coordination with Radar as the SID will cross the inbound stream. It is only used, if certain glider-areas are active (which are not simulated on VATSIM). **Appropriate flights must be announced to the approach controller by the tower before take-off.**

Runway 31R:

- **Designator B** is preferred for RNAV departures **above 98t MTOW** (e.g. B757).
- **Designator R** is used for all RNAV capable outbounds with **MTOW below 98t** as well as for A300 and A330.
- **NVO#R** requires RNAV and RF-Legs capability and should be used only if filed by the pilot or on request.

Non-RNAV Departures are only available via **NVO** and **WYP** out of runway 13L (**Y**), 31R (**N**), 06 (**U**) and 24 (**T**).

RWY13R / RWY31L departures can be assigned on a daily basis to small general aviation aircraft, as well as aircraft up to the category of A320/B738 if required. After coordination with Tower, RWY 13R can be used for all light and medium aircraft during high traffic situations.

With westerly winds, outbounds should be asked if they prefer **runway 24** (when active) or runway 13L/31R for departure.

Quicksheet - Standard Instrument Departures

| Waypoint | 13L | | 31R | | 24 | 13R | 31L | 06 |
|----------|-------------|---------------|-------|---------------|---------------|-------------|-----|---------------|
| KUMIK | 8F | | 1B | 1R ** | 6D | 6E | 7M | 7K |
| | 2Q | 4X | | | | | | |
| PODIP | 9F | | 9B | 1R ** | 6D | 7E | 7M | 8K |
| | 2Q | 4X | | | | | | |
| NVO | 3F | | 3B | | 2D | 3E | 3M | 2K |
| | 2Q | 3P * | | | | 3C * | | |
| | 3W (by ATC) | 1Y (non-RNAV) | 2R | 1N (non-RNAV) | 1T (non-RNAV) | 3V (by ATC) | | 1U (non-RNAV) |
| WYP | 6F | | 6B | | 5D | 5E | 4M | 6K |
| | 2X | 1Y (non-RNAV) | 1R ** | 1N (non-RNAV) | 1T (non-RNAV) | | | 1U (non-RNAV) |
| COL | 4F | 4X | 4B | 1R ** | 7D | 9E | 9M | 8K |

8F preferred

2Q RF-Legs, on request or if filed

4X 3-engined heavy

***** unable climb restriction

****** max. 98t MTOW + A300/A330

not climb via SID

Vectored Departures

If pilots are unable to fly a standard instrument departure (even an older version of the current SID) a vectored departure can be coordinated between Delivery and Arrival.

Primary **runway heading** and an initial climb of **4000ft** should be used. Other coordinations are always possible. At Euroscope the SID with RVxxxxx should be selected (xxxxxx = first waypoint).

Datalink Clearance (PDC/DCL)

At Cologne-Bonn Airport we offer Datalink Clearance to the pilots throughout the **Hoppie System** and the Topsky Plugin. The airport code EDDK should be used (already preselected).

An example of the DCL message the pilot will receive can be seen below. By default startup always needs to be approved separately.

CLD 1051 240418 EDDK PDC 012 EWG6TG CLRD TO LEPA OFF 13L VIA KUMIK2Q CLIMB 5000
SQUAWK 1000 NEXT FREQ 121.855 ATIS R REQUEST STARTUP ON 121.855

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