

## List of pages in this Trip Kit

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Airport Information For EDDN

Terminal Charts For EDDN

Revision Letter For Cycle 15-2013

Change Notices

Notebook

## General Information

Location: Nurnberg Deu  
IATA Code: NUE  
Lat/Long: N49° 29.9' E011° 04.7'  
Elevation: 1046 ft

Airport Use: Public  
Magnetic Variation: 2.4°E

Fuel Types: 100 Octane (LL), Jet A-1  
Repair Types: Major Airframe, Major Engine  
Customs: Yes  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: Yes

Sunrise: 0332 Z  
Sunset: 1912 Z,

## Runway Information

Runway: 10  
Length x Width: 8858 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 1022 ft  
Lighting: Edge, ALS, REIL

Runway: 28  
Length x Width: 8858 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 1046 ft  
Lighting: Edge, ALS, Centerline, REIL, TDZ

## Communication Information

ATIS 123.075  
Nurnberg Tower 118.3  
Nurnberg Tower 37.835 Military  
Nurnberg Ground Control 118.1  
Munich Radar Approach Control 129.525  
Nurnberg Director (Approach Control Radar) 119.475

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**1. GENERAL**

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**1.1. ATIS**

\*D-ATIS 123.07

**1.2. NOISE ABATEMENT PROCEDURES**

For additional depiction refer to 10-4 chart.

**1.2.1. LOCAL FLYING RESTRICTIONS****Take-offs and landings are not permitted for**

- jet ACFT without noise certification according to ICAO Annex 16, Volume 1, Part II, Chapter 3 between 2100-0700LT except in case of delays in scheduled or non-scheduled air services up to 2200LT.
- jet ACFT with noise certification according to ICAO Annex 16, Volume 1, Part II, Chapter 3 and prop ACFT between 2200-0600LT except in case of delays in scheduled or non-scheduled air services, training and exercise flights in accordance with valid air-transport regulations, necessary to obtain, prolong or renew an airman's licence for night flying up to 2300LT.
- alternate flights between 2200-0600LT, not planned to and/or from Nurnberg, to be performed at Nurnberg AIRPORT only because of night flying restrictions applying at other APTs or because of flight restrictions in specific airspace.

**EXCEPTIONS:**

- ACFT on missions in disasters or rendering medical assistance.
- Jet ACFT with noise certification according to ICAO Annex 16, Volume 1, Part II, Chapter 3, included in the respective valid Bonus List published by the Ministry of Transport, Building and Urban Development for departing as well as for landing aeroplanes.
- Prop ACFT with noise certification according to ICAO Annex 16, Volume 1, Part II, Chapter 3, 5, 6 or 10.
- Landing of ACFT approaching Nurnberg AIRPORT as alternate APT for meteorological, technical or other safety reasons.

Deviating from the above regulations, the 'Bayerische Staatsministerium fuer Wirtschaft, Infrastruktur, Verkehr und Technologie' or upon its instruction the 'Luftaufsicht' may grant exceptions in justified individual cases, especially if necessary to avoid considerable disturbance of air traffic or in cases of special public interest.

**1.2.2. RUN-UP TESTS**

Engine test runs are only permitted in the sequence determined by the supervisor on duty of the FNG (0911/937 1220) and/or DFS Aerodrome Control. Engine tests are generally not permitted H24 on Sundays, legal holidays nor on workdays between 2200-0600LT.

Exceptions may be granted by the acting supervisor of the FNG in justified cases.

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**1. GENERAL**

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**1.3. LOW VISIBILITY PROCEDURES DURING CAT II/III OPERATIONS**

As soon as the use of CAT II/III all-weather operations has been disseminated via ATIS, RWYs which are equipped with centerline lighting will have it switched on. From this time on, taxiing for all ACFT is permitted only on TWYs with centerline lighting switched on or according to separate instructions from ATC.

TWY centerline lighting is colour-coded (yellow/green) on TWYs E and F between the RWY centerline and leaving the ILS protection area.

ACFT which have landed shall leave the RWY via TWY E and/or F and, unrequested, shall report leaving the colour-coded section of the TWY in order to make known that the ACFT has left the ILS protection area.

The CAT II/III taxi holding position on TWYs A, B, F and J are equipped with lighted stop bars.

If these are switched on, it may not be taxied over under any circumstances.

Clearances of any kind do not permit taxiing over a stop bar which is switched on.

Exception: If stop bars can no longer be operated, guidance to the RWY will be ensured by a Follow-me car.

**1.4. TAXI PROCEDURES**

On the aprons, ACFT are permitted to taxi only at the indispensable minimum engine speed.

Taxilane H and S1 MAX wingspan 69' / 21m under own power; larger ACFT will be guided by Follow-me car.

TWY J between Taxilane N2 and TWY F, Taxilanes N1 and N2 MAX wingspan 157' / 48m under own power; larger ACFT will be guided by Follow-me car.

TWY J between Taxilanes S2 and N2 and Taxilane S2 MAX wingspan 95' / 29m under own power; larger ACFT will be guided by Follow-me car.

Taxilane N3 MAX wingspan 39' / 12m.

**1.5. PARKING INFORMATION**

On stands 1 thru 16, 88 and 89 push-back required.

Markings for special parking (facing South) have been applied between stands 81/82, 83/84 and 85/86. Insofar as these are used, taxiing will take-place using a Follow-me car via Taxilane N2. Taxiing off from these special positions will be done, using push-back procedure exclusively.

**1.6. OTHER INFORMATION****1.6.1. USE OF TWY F FOR TAKE-OFF AND LANDING****1.6.1.1. GENERAL**

After prior clearance from ATC, TWY F may be used for take-off and landing. If unable, inform ATC immediately.

**1.6.1.2. FIXED-WING ACFT**

TWY F is usable for ACFT up to 2000 kg MPW for take-off in direction 28 and landing in direction 10. LDA is 1969' / 600m.

The area available is depicted by markings on the TWY.

**1.6.1.3. HELICOPTERS**

Helicopters may use TWY F with an available length of 3281' / 1000m for take-off and landing in direction 10 and 28.

The area available is depicted by markings on the TWY.

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**2. ARRIVAL**

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**2.1. SPEED RESTRICTIONS**

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

**2.2. NOISE ABATEMENT PROCEDURES****2.2.1. REVERSE THRUST**

When landing, reverse thrust other than idle thrust shall not be used between 2200-0600LT except for safety reasons.

**2.3. CAT II/III OPERATIONS**

RWY 28 approved for CAT II/III operations, special aircrew and ACFT certification required.

**2.4. OTHER INFORMATION****2.4.1. FUEL SAVING AND NOISE REDUCING ILS APPROACH PROCEDURES  
(CONTINUOUS DESCENT APPROACH - CDA)****2.4.1.1. GENERAL**

For the purpose of fuel-saving and noise abatement during approach the following approach procedure is announced. It may be requested by the pilot or offered by the controller. It can be performed only in connection with an ILS approach.

**2.4.1.2. PROCEDURE**

ACFT will be guided by the approach control unit by means of radar vectoring and will be cleared for a continuous descent to the intermediate approach altitude in such a way that after reaching this intermediate approach altitude on the localizer course, about 1 NM will be left for intercepting the glide path in level flight. This intermediate approach segment will serve to reduce speed.

Intermediate approach altitude: 4000'.

It is assumed that the continuous descent will be performed at a rate of 300 ft/NM (descent angle approx 3°), down to the cleared altitude.

If, for specific reasons (e.g. separation, airspace structure, obstacles), altitudes above the intermediate approach altitude have to be assigned first, these restrictions will be lifted early enough to allow a continuous descent at a rate of 300 ft/NM.

Details about the distance from touchdown will be transmitted to the pilot together with the clearance for descent and usually at 20, 15 and 10 NM from touchdown. This should enable the pilot to correct the rate of descent as required.

In case of traffic situations allowing no CDA (e.g. approaches of ACFT with different performance data), pilots will be informed by the notice NO CDA POSSIBLE. In this case, approaches must be conducted according to the previous procedures.

**2.4.1.3. NOISE ABATEMENT**

On approaches in accordance with the CDA, pilots are also expected to use the approach techniques recommended for noise abatement in the vicinity of APTs (see AIR TRAFFIC CONTROL page GERMANY-1).

### 3. DEPARTURE

#### 3.1. DE-ICING

##### 3.1.1. General

De-icing will take place on all parking positions of the main aprons as well as on parts of the GA apron. The supervisor on duty of FNG shall be informed of the request for de-icing via phone 0911 - 937 1583 not later than 25 min prior to the requested start of the de-icing procedure.

##### 3.1.2. Reporting for De-icing

Crew shall report for de-icing as early as possible to the

- Head loader/ramp agent
- Operations of the handling agent via his company frequency.

The request for de-icing will be passed on by the above units to the coordination unit supervisor on duty. He will determine the de-icing sequence, taking into account well-known priorities such as: STS (e. g. ambulance), Slot, EOBT, etc.

##### 3.1.3. Reporting: "Ready for De-icing"

In principle the head loader/ramp agent will report to the supervisor on duty as soon as the termination of the handling process is imminent, but after all the servicing equipment has been removed, at the latest. The ACFT will be notified of this by the head loader/ramp agent and will be requested to change to the frequency of NURNBERG De-icing 121.8 and to wait to be contacted by the person working in the basket on the de-icing of the respective ACFT.

Any queries regarding the sequence or estimated de-icing time cannot be answered on this frequency since the person located in the basket will not have the information. If necessary, the crew can obtain this information from the respective company frequency of the handling agent concerned.

|          |        |
|----------|--------|
| AirPart: | 130.85 |
| DLH:     | 131.92 |
| GA:      | 131.42 |

##### 3.1.4. De-icing Proceedings

After receiving instructions to de-ice, the de-icing vehicle will drive to the ACFT. The person located in the basket, will report to crew on the de-icing frequency NURNBERG De-icing 121.8 giving the ACFT registration letters with the number of the de-icing ACFT.

At this point, the details required for de-icing can be discussed directly between crew and the person located in the basket.

De-icing procedures will not begin until crew give clearance to do so.

After de-icing has been terminated, the person located in the basket will report again to crew and will inform them of the de-icing code. This concludes the de-icing process.

#### 3.2. SPEED RESTRICTIONS

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

#### 3.3. PUSH-BACK PROCEDURES

ACFT may leave nose-in stands by using the push-back procedure, only.  
Use of reverse thrust is prohibited.  
Push-back procedures require prior clearance from NURNBERG Ground.

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### 3. DEPARTURE

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#### 3.4. OTHER INFORMATION

##### 3.4.1. DATALINK DEPARTURE CLEARANCE (DCL)

DFS (Deutsche Flugsicherung GmbH) is offering to grant start-up and enroute clearances using Datalink.

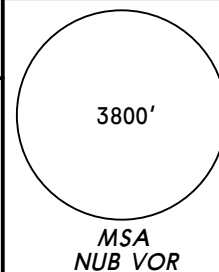
The following temporal parameters apply:

|       |                                                                                                   |
|-------|---------------------------------------------------------------------------------------------------|
| $t_i$ | 25 min prior to EOBT for unregulated flights.<br>30 min prior to CTOT for ATFM regulated flights. |
| $t_f$ | 11 min prior to EOBT for unregulated flights<br>16 min prior to CTOT for ATFM regulated flights.  |
| $t_1$ | 5 min                                                                                             |

\*D-ATIS  
123.07

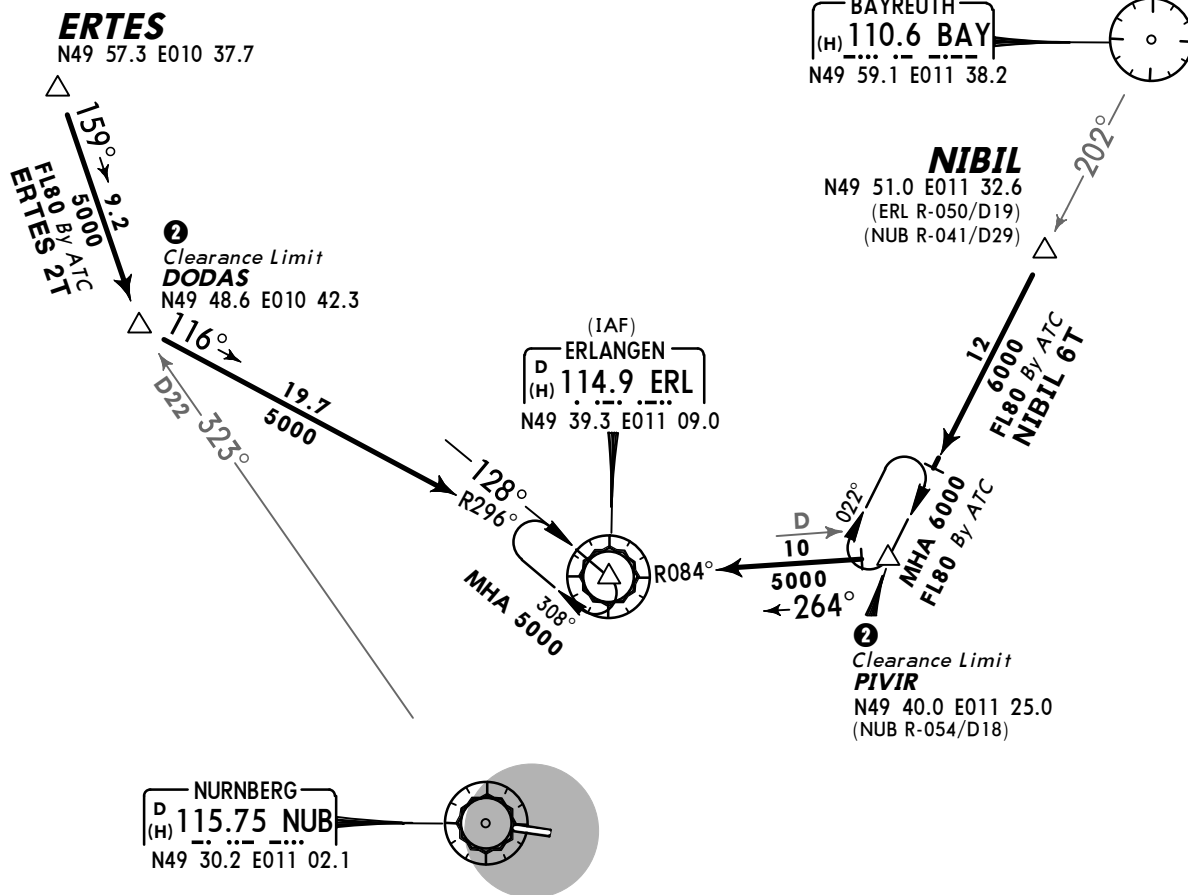
Apt Elev  
1046'

Alt Set: hPa (IN on request)  
Trans level: By ATC Trans alt: 5000'



ERTES TWO TANGO (ERTES 2T) [ERTE2T] ①  
NIBIL SIX TANGO (NIBIL 6T) [NIBI6T]  
RWYS 10, 28 ARRIVALS

HOLDING  
OVER DODAS

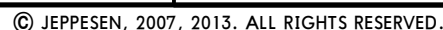


Direct distance from ERL to:  
Nurnberg Apt 10 NM

- ① BRNAV equipment necessary.
- ② When reaching clearance limit enter holding.  
EXPECT GPS/FMS RNAV TRANSITION (charts 10-2B to 10-2E) or radar vectoring to final.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼  
Maintain last cleared FL to the IAF.  
Descent in holding to 5000' for standard instrument approach.  
▲ SWW03 1501 ▲ SWW03 1501 ▲ SWW03 1501 ▲  
LOST COMMS

AKINI FOUR TANGO (AKINI 4T) [AKIN4T] ①  
DINKELBUHL FIVE TANGO (DKB 5T)  
ROTEN FOUR TANGO (ROTEN 4T) [ROTE4T]  
RWYS 10, 28 ARRIVALS  
BRNAV EQUIPMENT NECESSARY



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\*D-ATIS  
123.07

Apt Elev  
1046'

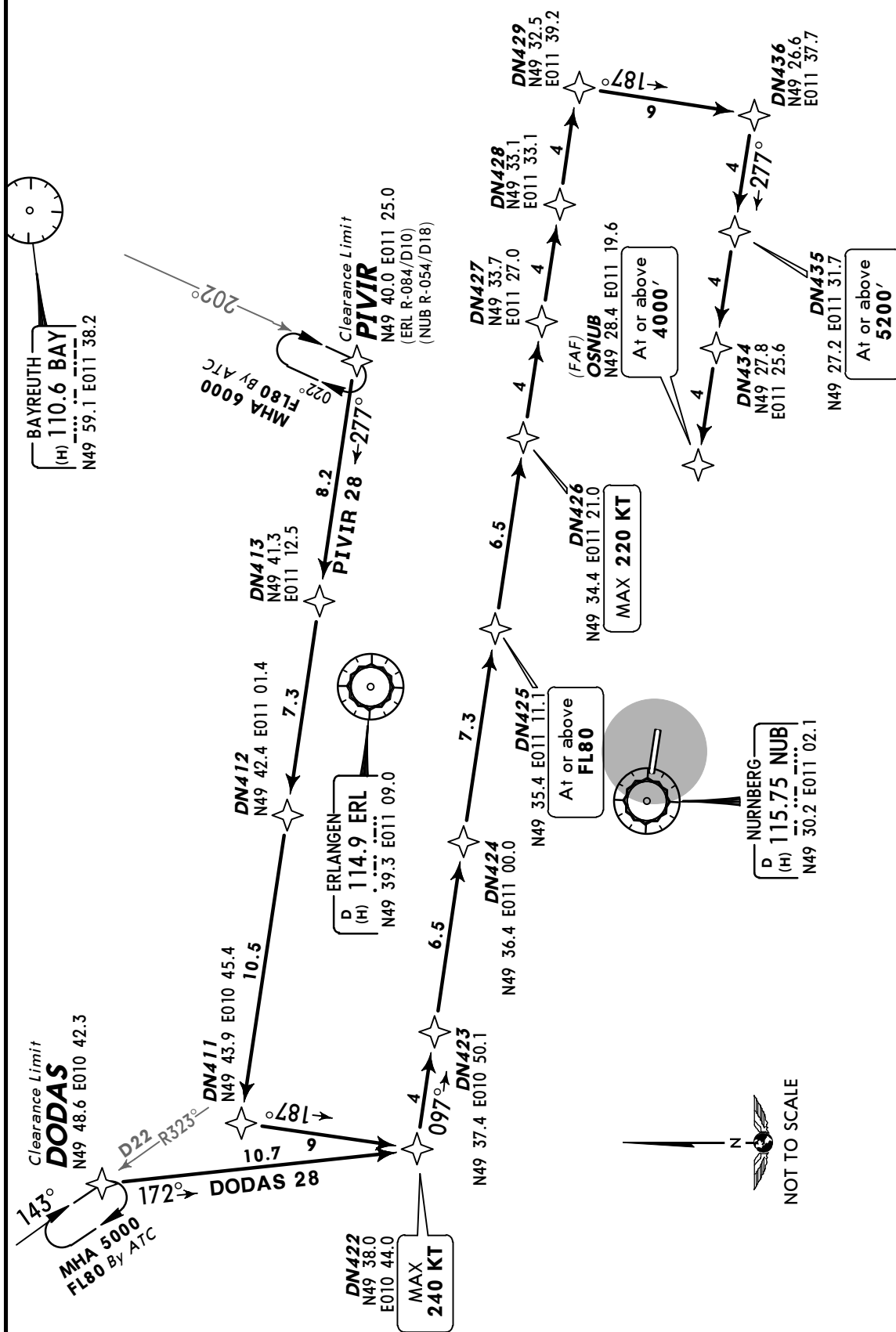
Alt Set: hPa (IN on request)  
Trans level: By ATC Trans alt: 5000'  
On downwind transition expect vectors to final.

3800'

MSA  
NUB VOR

# DODAS 28 [DOD28], PIVIR 28 [PIV28] RWY 28 RNAV TRANSITIONS

GPS- OR FMS-EQUIPPED AIRCRAFT  
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC



## ROUTING

## TRANSITION

| TRANSITION | ROUTING                                                                                                          |
|------------|------------------------------------------------------------------------------------------------------------------|
| DODAS 28   | DODAS - DN422 (K240-) - DN425 (FL80+) - DN426 (K220-) - DN429 - DN436 - DN435 (5200'+) - OSNUB (4000'+).         |
| PIVIR 28   | PIVIR - DN411 - DN422 (K240-) - DN425 (FL80+) - DN426 (K220-) - DN429 - DN436 - DN435 (5200'+) - OSNUB (4000'+). |

\*D-ATIS  
123.07Apt Elev  
1046'Alt Set: hPa (IN on request)  
Trans level: By ATC Trans alt: 5000'  
On downwind transition expect vectors to final.

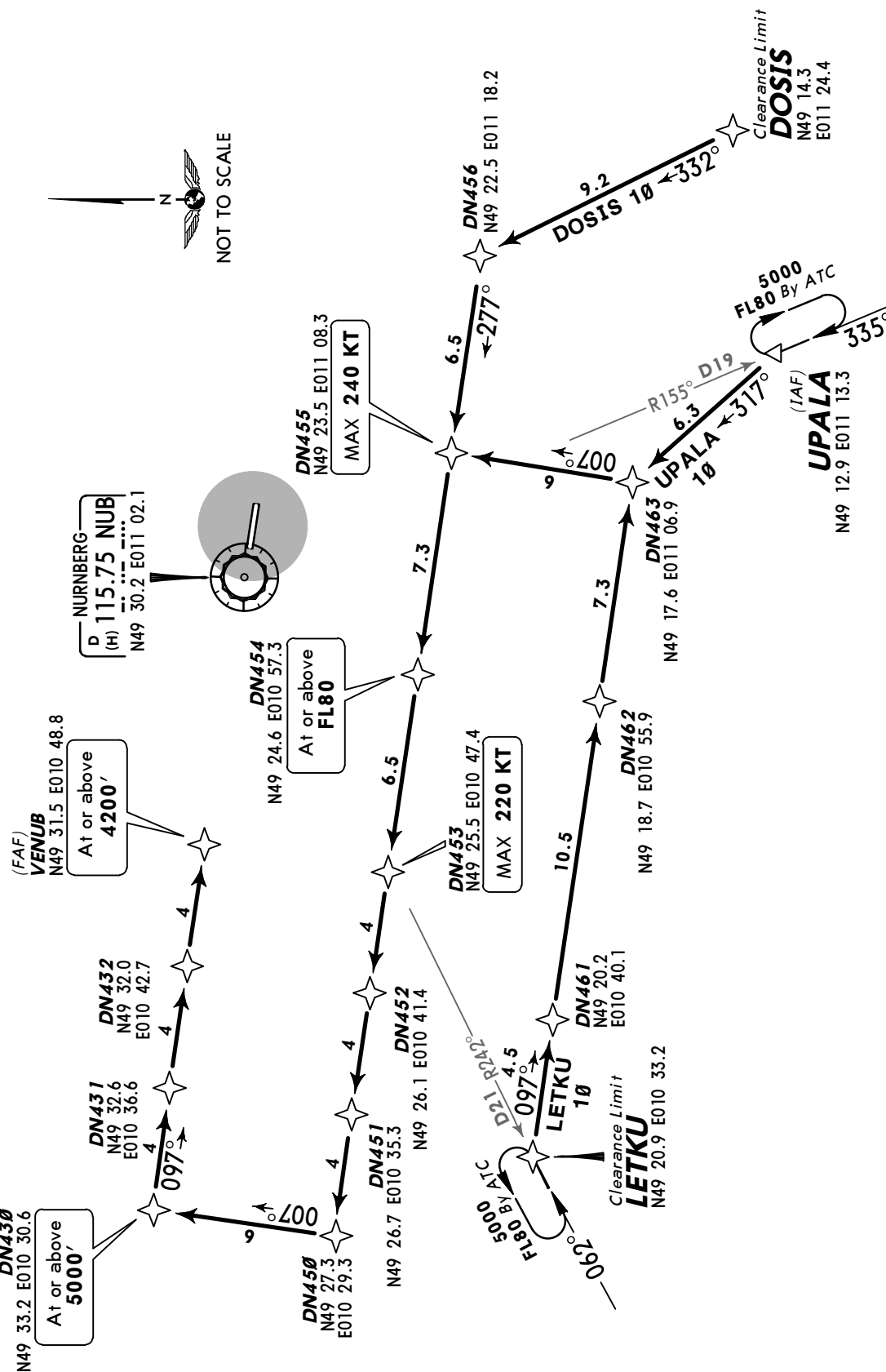
3800'

MSA  
NUB VORDOSIS 10 [DOS10], LETKU 10 [LET10]  
UPALA 10 [UPA10]

RWY 10 RNAV TRANSITIONS

GPS- OR FMS-EQUIPPED AIRCRAFT

USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC



\*D-ATIS  
123.07

Apt Elev  
1046'

Alt Set: hPa (IN on request)  
Trans level: By ATC Trans alt: 5000'  
On downwind transition expect vectors to final.

3800'

MSA  
NUB VOR

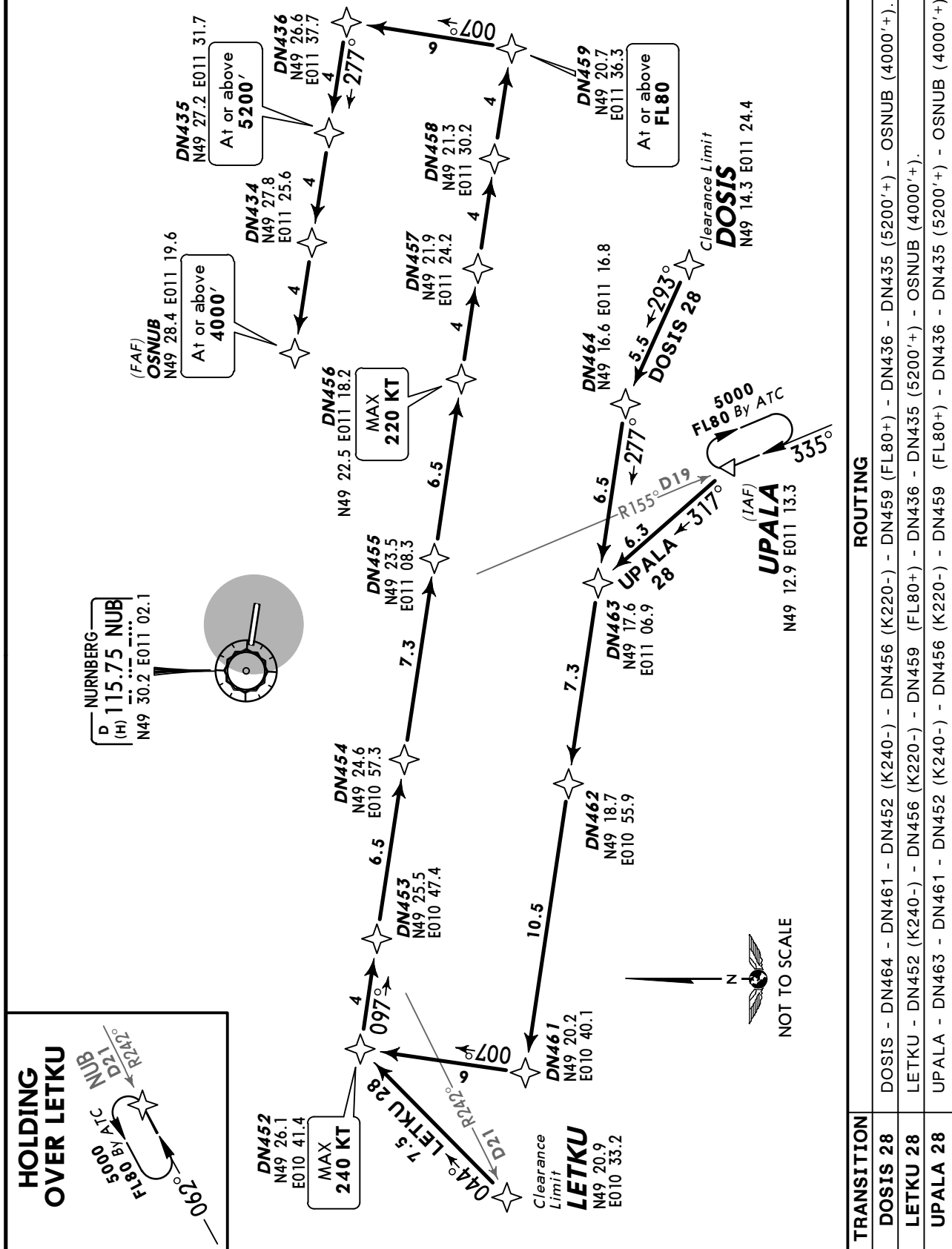
DOSIS 28 [DOS28], LETKU 28 [LET28]

UPALA 28 [UPA28]

RWY 28 RNAV TRANSITIONS

GPS- OR FMS-EQUIPPED AIRCRAFT

USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

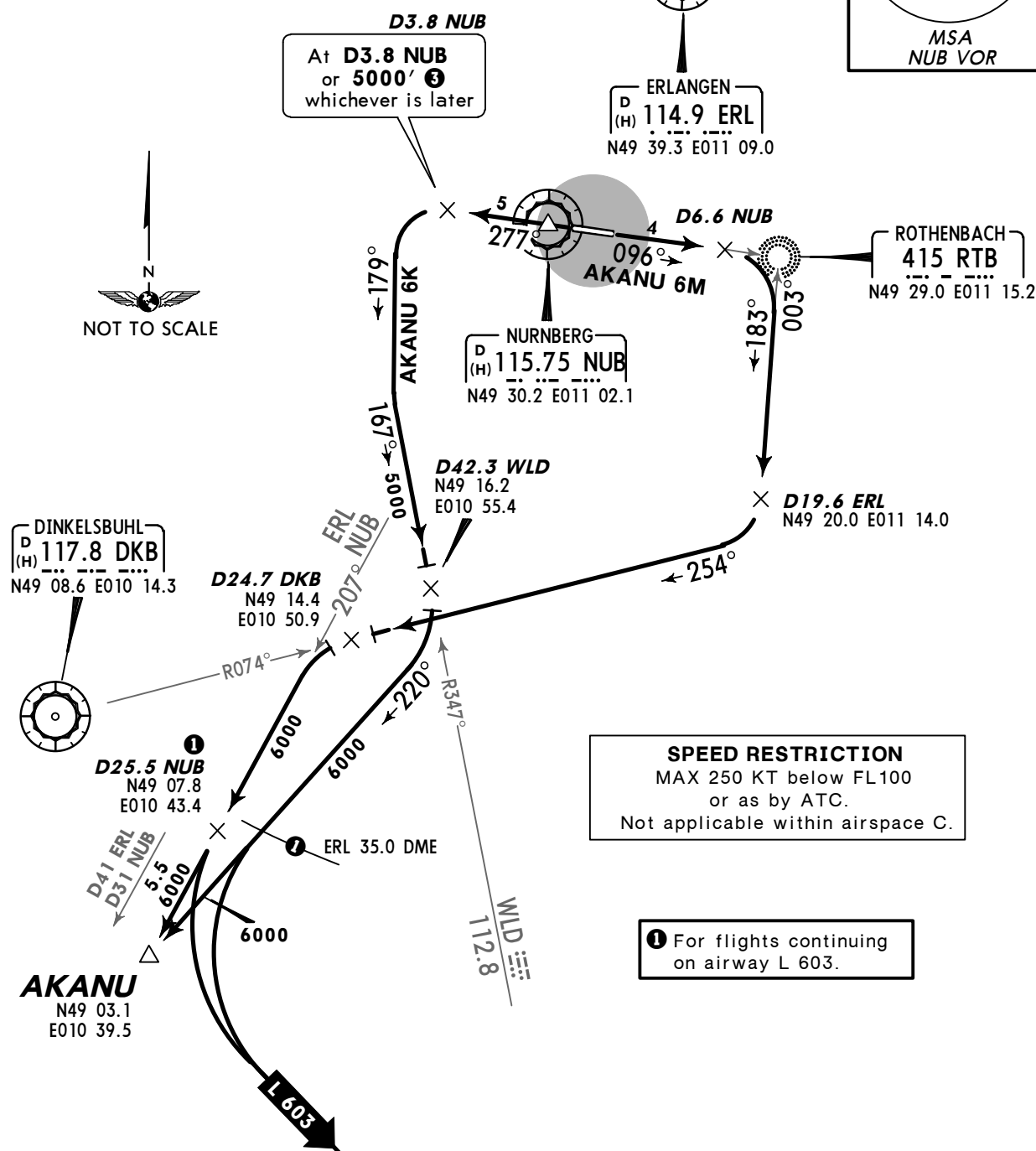
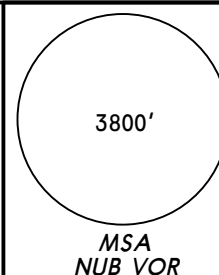


MUNICH Radar  
129.52Apt Elev  
1046'

Trans level: By ATC Trans alt: 5000'

1. Contact MUNICH Radar immediately after take-off.
2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.
3. Rwy 10: EXPECT close-in obstacles.

AKANU SIX KILO (AKANU 6K)  
AKANU SIX MIKE (AKANU 6M)  
RWYS 28, 10 DEPARTURES

Initial climb clearance **FL70**

| SID        | RWY | ROUTING                                                                                                                                                                                                 |
|------------|-----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| AKANU 6K   | 28  | Intercept NUB R-277, at D3.8 NUB or 5000' ③, whichever is later, turn LEFT, 179° track, intercept WLD R-347 inbound to D42.3 WLD, ④ turn RIGHT, 220° track to AKAU.                                     |
| AKANU 6M ② | 10  | Intercept 096° bearing towards RTB, at D6.6 NUB turn RIGHT, intercept 183° bearing from RTB to D19.6 ERL, turn RIGHT, intercept DKB R-074 inbound to D24.7 DKB, turn LEFT, intercept NUB R-207 to AKAU. |

② Transition to airways (U)L 605 not possible. These flights shall file RODIS SID - airways (U)L 604.

③ Altitude restriction applies during glider activity.

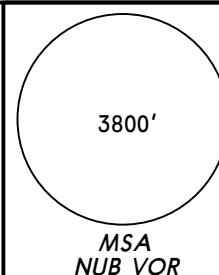
④ After D42.3 WLD BRNAV equipment necessary. If unable to comply advise ATC.

MUNICH Radar  
129.52Apt Elev  
1046'

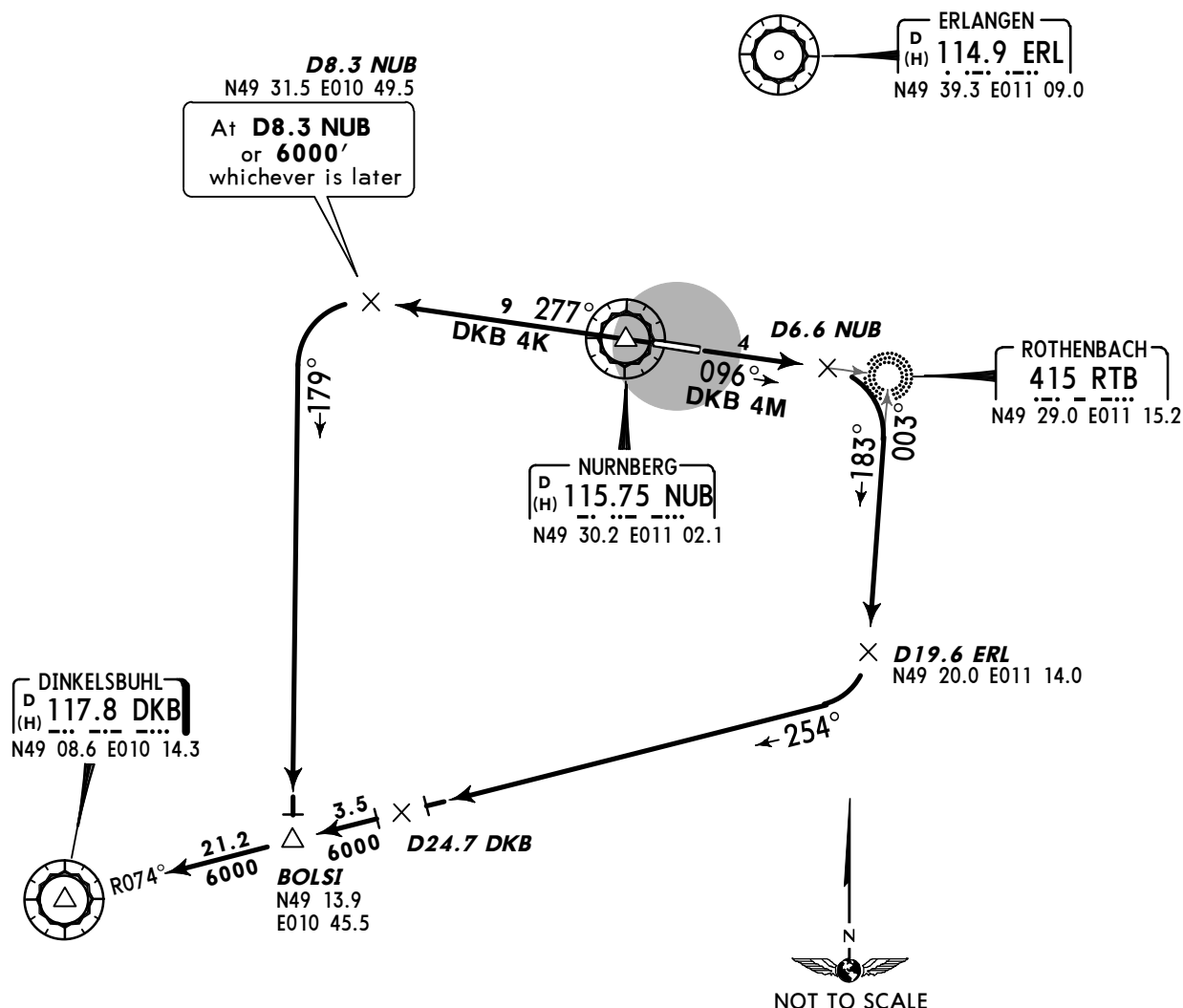
Trans level: By ATC Trans alt: 5000'

1. Contact MUNICH Radar immediately after take-off.
2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.
3. Rwy 10: EXPECT close-in obstacles.

**DINKELSBUHL FOUR KILO (DKB 4K)**  
**DINKELSBUHL FOUR MIKE (DKB 4M)**  
**RWYS 28, 10 DEPARTURES**  
**NOT AVAILABLE FOR FLIGHTS TO CONTINUE**  
**VIA AIRWAYS T 104 OR Y 161**



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

Initial climb clearance **FL70**

| SID    | RWY | ROUTING                                                                                                                                                   |
|--------|-----|-----------------------------------------------------------------------------------------------------------------------------------------------------------|
| DKB 4K | 28  | Intercept NUB R-277, at D8.3 NUB ❶ or 6000', whichever is later, turn LEFT, 179° track to BOLSI, turn RIGHT, intercept DKB R-074 inbound to DKB.          |
| DKB 4M | 10  | Intercept 096° bearing towards RTB, at D6.6 NUB turn RIGHT, intercept 183° bearing from RTB to D19.6 ERL, turn RIGHT, intercept DKB R-074 inbound to DKB. |

❶ After D8.3 NUB BRNAV equipment necessary.

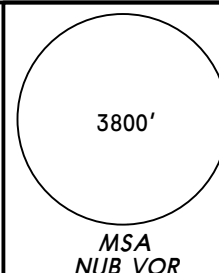
MUNICH Radar  
129.52Apt Elev  
1046'

Trans level: By ATC Trans alt: 5000'

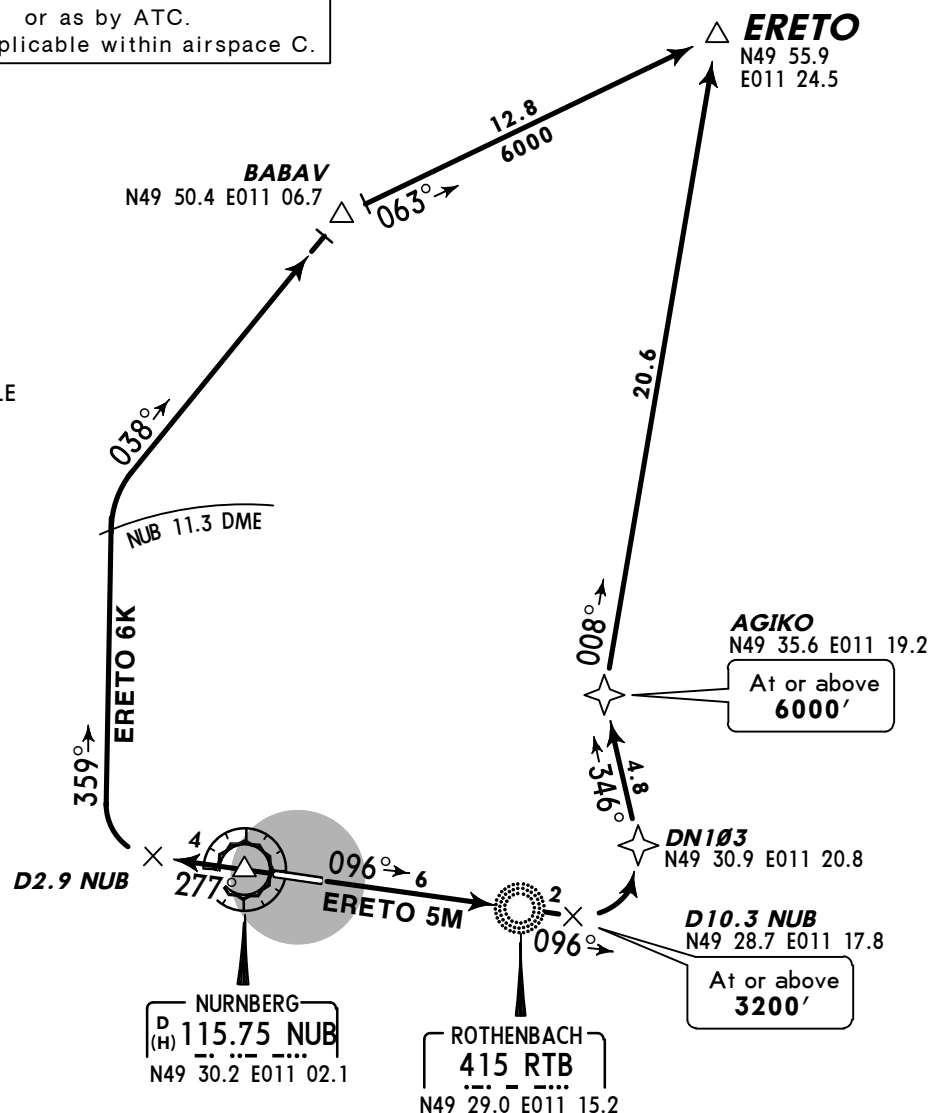
1. Contact MUNICH Radar immediately after take-off.
2. SIDs are also noise abatement procedures (refer to 10-4).
3. Rwy 10: EXPECT close-in obstacles.

Strict adherence within the limits of aircraft performance is mandatory.

ERETO SIX KILO (ERETO 6K)  
ERETO FIVE MIKE (ERETO 5M)  
RWYS 28, 10 DEPARTURES



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

**ERETO 5M**

This SID requires a minimum climb gradient of 304' per NM (5%) until passing 6000' due to airspace structure and glider activity.  
If unable to comply inform ATC.

|              |     |     |     |      |      |      |
|--------------|-----|-----|-----|------|------|------|
| Gnd speed-KT | 75  | 100 | 150 | 200  | 250  | 300  |
| 304' per NM  | 380 | 506 | 760 | 1013 | 1266 | 1519 |

**Initial climb clearance FL70**

| SID      | RWY | ROUTING                                                                                                                         |
|----------|-----|---------------------------------------------------------------------------------------------------------------------------------|
| ERETO 6K | 28  | Intercept NUB R-277, at D2.9 NUB turn RIGHT, 359° track to NUB 11.3 DME ① turn RIGHT, 038° track to BABAV, 063° track to ERETO. |
| ERETO 5M | 10  | Intercept 096° bearing via RTB, at D10.3 NUB ② turn LEFT, 346° track via DN103 to AGIKO, turn RIGHT, 008° track to ERETO.       |

① After NUB 11.3 DME BRNAV equipment necessary. If unable to comply advise ATC.

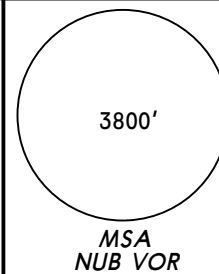
② After D10.3 NUB BRNAV equipment necessary.

NURNBERG  
Tower  
118.3

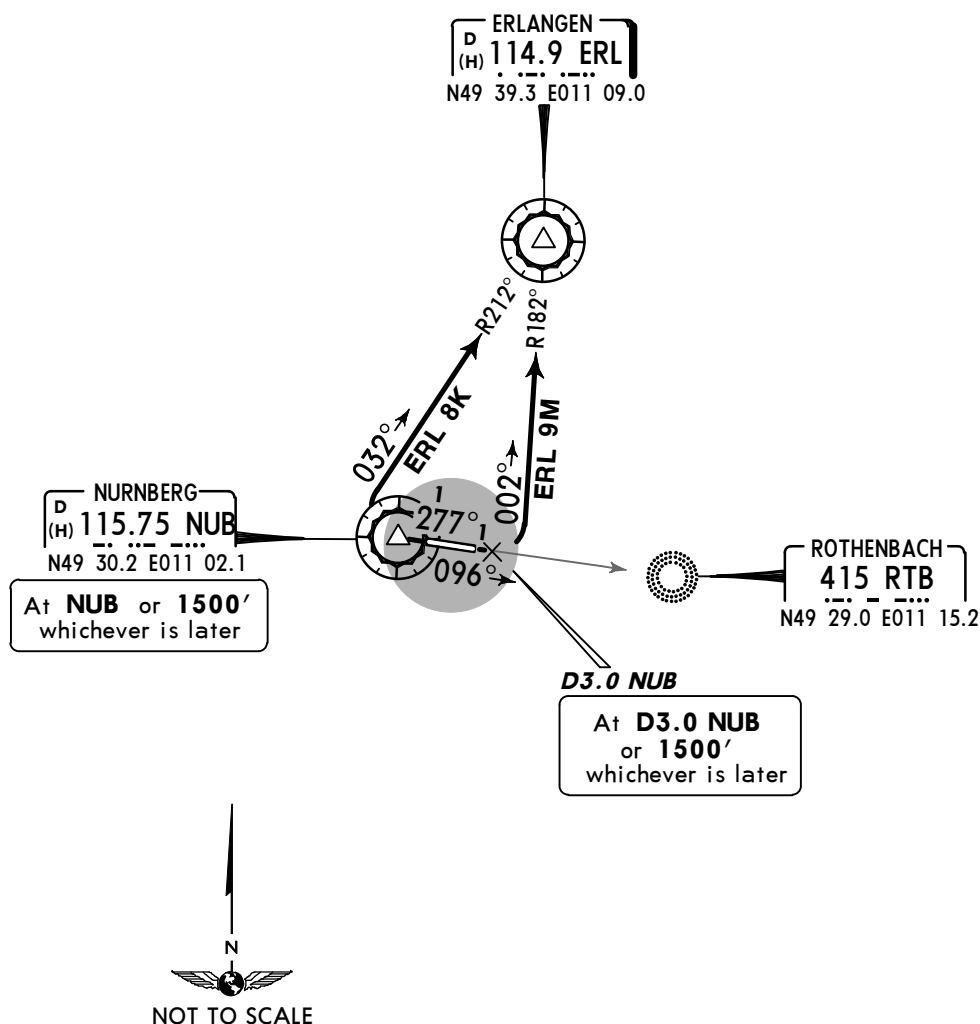
Apt Elev  
1046'

Trans level: By ATC Trans alt: 5000'  
1. Remain with NURNBERG Tower, contact MUNICH Radar when advised by Tower.  
2. SIDs are also noise abatement procedures (refer to 10-4).  
Strict adherence within the limits of aircraft performance is mandatory.  
3. Rwy 10: EXPECT close-in obstacles.

ERLANGEN EIGHT KILO (ERL 8K)  
ERLANGEN NINE MIKE (ERL 9M)  
RWYS 28, 10 DEPARTURES  
FOR LOCAL IFR TRAINING FLIGHTS AT EDDN  
PROP ACFT UP TO 5.7T MTOW ONLY



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



Initial climb clearance **FL70**

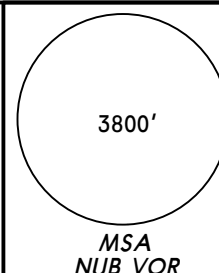
| SID    | RWY | ROUTING                                                                                                                      |
|--------|-----|------------------------------------------------------------------------------------------------------------------------------|
| ERL 8K | 28  | To NUB or 1500', whichever is later, turn RIGHT, intercept ERL R-212 inbound to ERL.                                         |
| ERL 9M | 10  | Intercept 096° bearing towards RTB, at D3.0 NUB or 1500', whichever is later, turn LEFT, intercept ERL R-182 inbound to ERL. |

MUNICH Radar  
129.52Apt Elev  
1046'

Trans level: By ATC Trans alt: 5000'

1. Contact MUNICH Radar immediately after take-off.
2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.
3. Rwy 10: EXPECT close-in obstacles.

**IBAGA TWO KILO (IBAGA 2K)**  
**IBAGA TWO MIKE (IBAGA 2M)**  
**RWYS 28, 10 DEPARTURES**  
**NOT AVAILABLE FOR FLIGHTS INTENDING**  
**TO PROCEED VIA OSBIT - AIRWAY P-605**

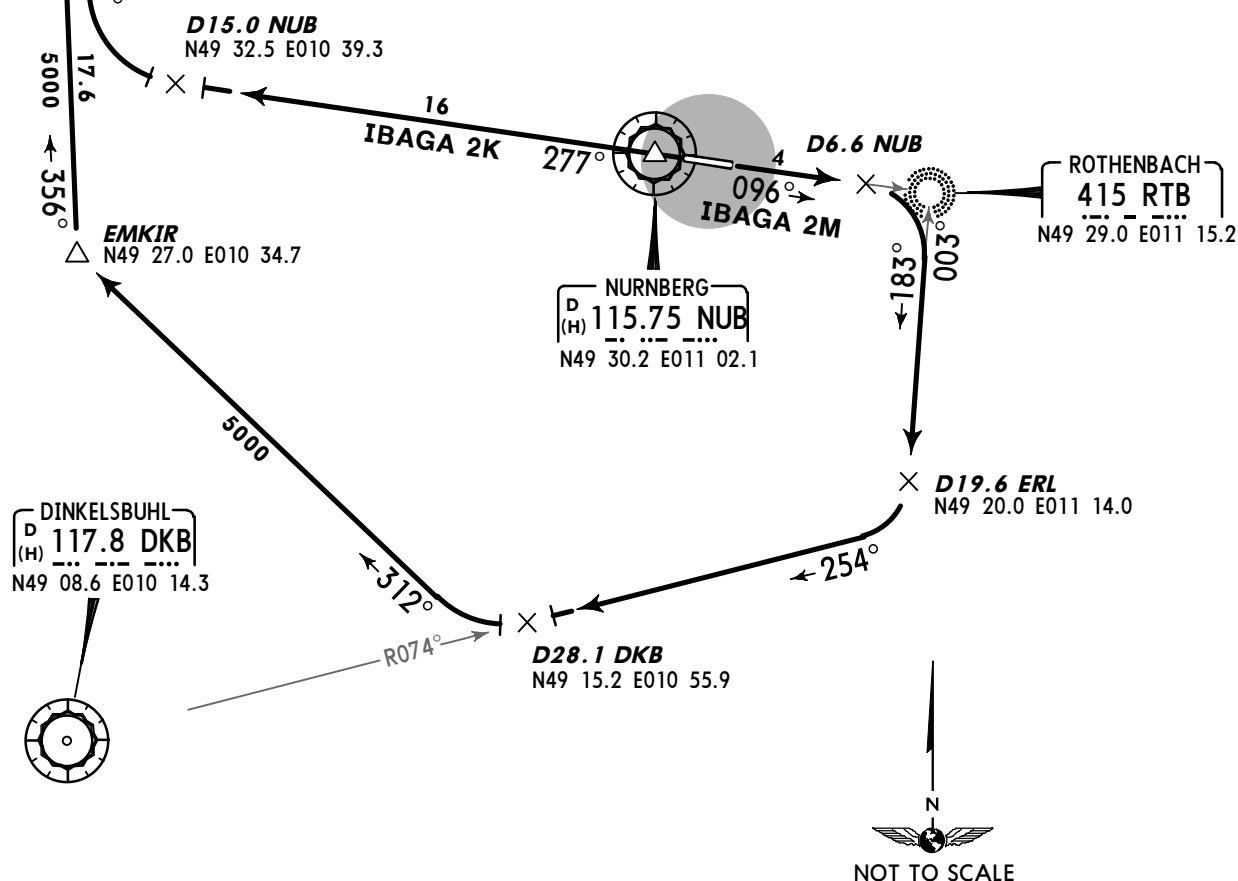
**IBAGA**

N49 44.6 E010 33.6

**SPEED RESTRICTION**MAX 250 KT below FL100  
or as by ATC.

Not applicable within airspace C.

ERLANGEN  
D (H) 114.9 ERL  
N49 39.3 E011 09.0

Initial climb clearance **FL70**

| SID             | RWY       | ROUTING                                                                                                                                                                                                                             |
|-----------------|-----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>IBAGA 2K</b> | <b>28</b> | Intercept NUB R-277, at D15.0 NUB ① turn RIGHT, 352° track to IBAGA.                                                                                                                                                                |
| <b>IBAGA 2M</b> | <b>10</b> | Intercept 096° bearing towards RTB, at D6.6 NUB turn RIGHT, intercept 183° bearing from RTB to D19.6 ERL, turn RIGHT, intercept DKB R-074 inbound to D28.1 DKB ②, turn RIGHT, 312° track to EMKIR, turn RIGHT, 356° track to IBAGA. |

After D15.0 NUB ① /D28.1 DKB ② BRNAV equipment necessary.

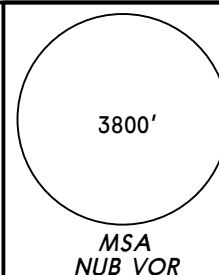
MUNICH Radar  
129.52

Apt Elev  
1046'

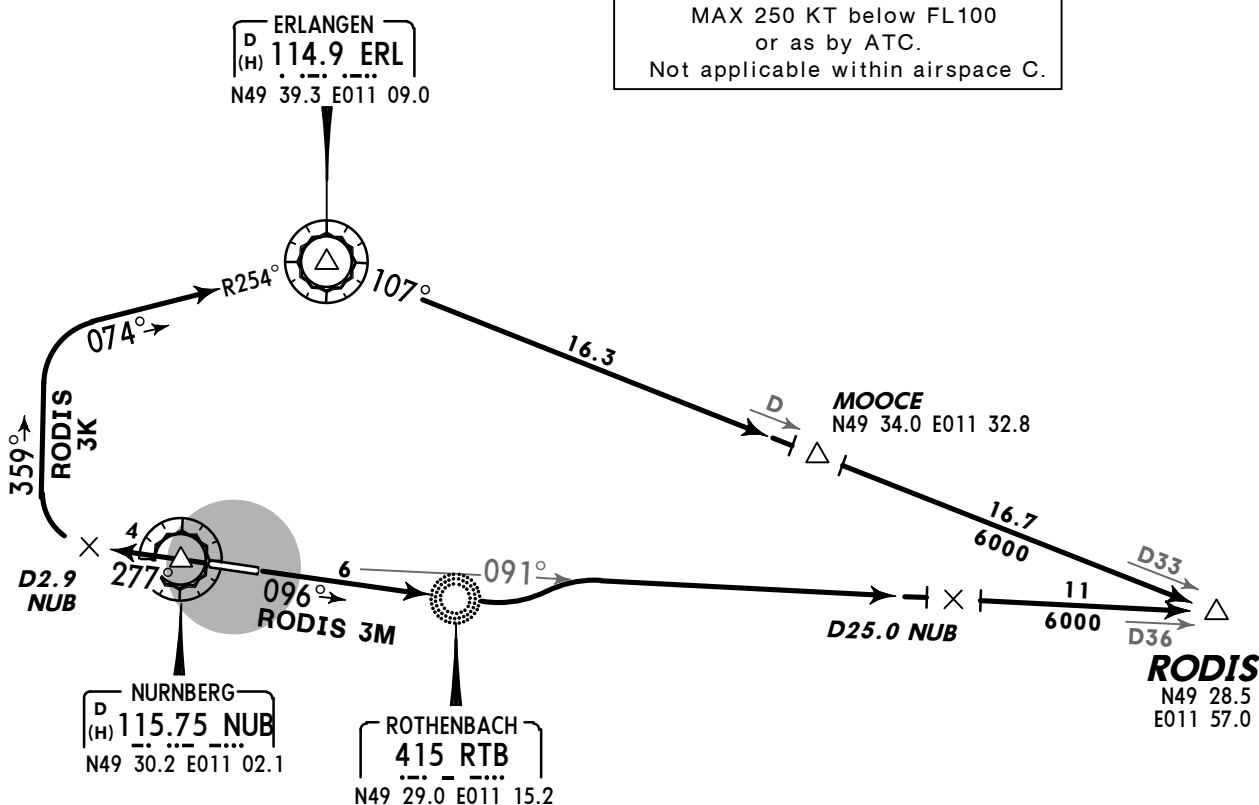
- Trans level: By ATC Trans alt: 5000'
1. Contact MUNICH Radar immediately after take-off.
  2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.
  3. Rwy 10: EXPECT close-in obstacles.

**RODIS THREE KILO (RODIS 3K)**  
**RODIS THREE MIKE (RODIS 3M)**  
**RWYS 28, 10 DEPARTURES**

ONLY AVAILABLE FOR FLIGHTS WITH DEST EDMM FIR, LKPR  
AND FOR FLIGHTS TO CONTINUE VIA AIRWAYS (U)L 604



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



Initial climb clearance **FL70**

| SID             | RWY       | ROUTING                                                                                                                    |
|-----------------|-----------|----------------------------------------------------------------------------------------------------------------------------|
| <b>RODIS 3K</b> | <b>28</b> | Intercept NUB R-277, at D2.9 NUB turn RIGHT, 359° track, intercept ERL R-254 inbound to ERL, ERL R-107 via MOOCE to RODIS. |
| <b>RODIS 3M</b> | <b>10</b> | To RTB, turn LEFT, intercept NUB R-091 to RODIS.                                                                           |

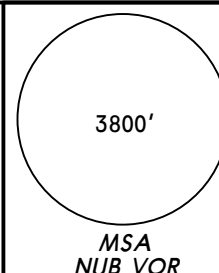
MUNICH Radar  
129.52Apt Elev  
1046'

Trans level: By ATC Trans alt: 5000'

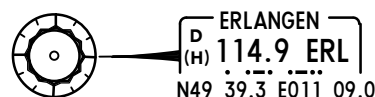
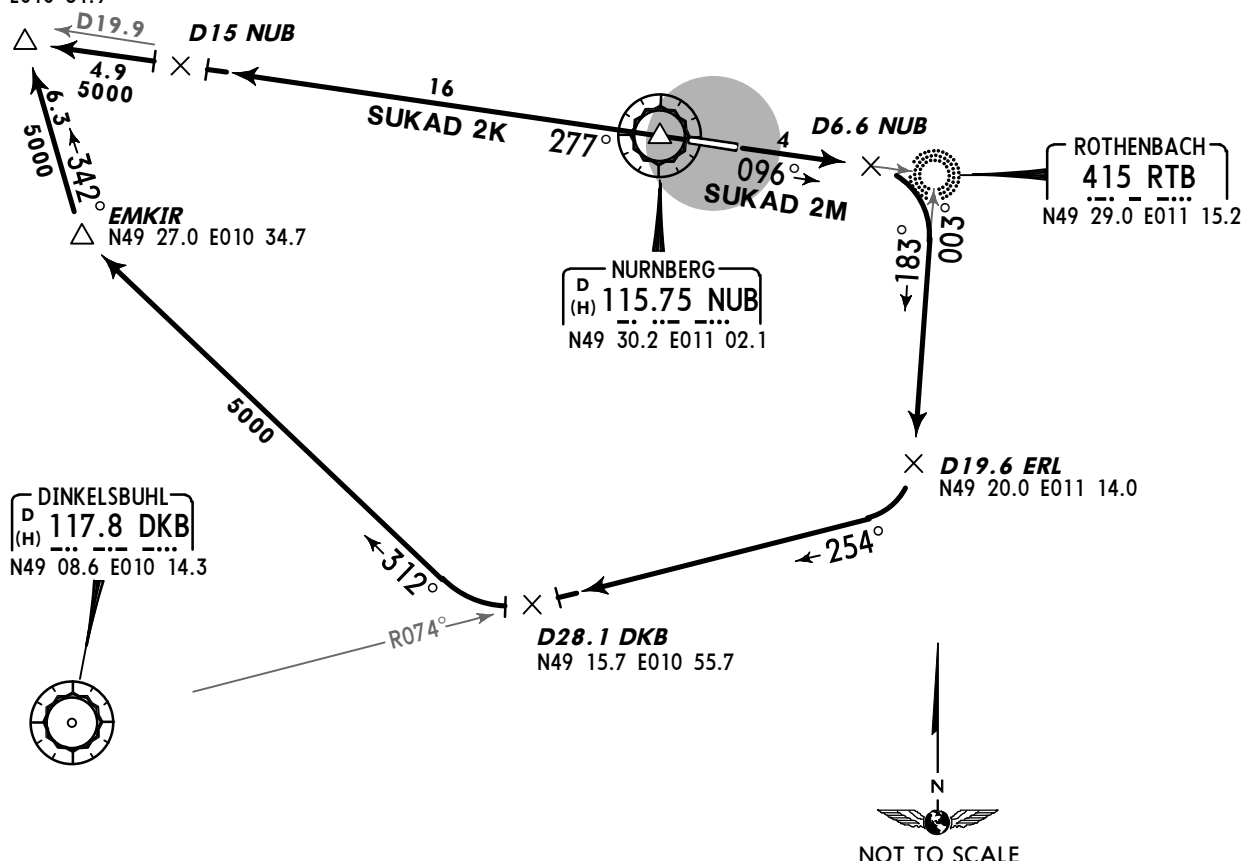
1. Contact MUNICH Radar immediately after take-off.
2. SIDs are also noise abatement procedures (refer to 10-4).
3. Rwy 10: EXPECT close-in obstacles.

Strict adherence within the limits of aircraft performance is mandatory.

**SUKAD TWO KILO (SUKAD 2K)**  
**SUKAD TWO MIKE (SUKAD 2M)**  
**RWYS 28, 10 DEPARTURES**  
**ONLY FOR FLIGHTS WITH DEST EDDF OR ETOU**  
**AND FLIGHTS WITH Y FPL**



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

**SUKAD**N49 33.1  
E010 31.9Initial climb clearance **FL70**

| SID      | RWY | ROUTING                                                                                                                                                                                                                             |
|----------|-----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| SUKAD 2K | 28  | Intercept NUB R-277 to SUKAD.                                                                                                                                                                                                       |
| SUKAD 2M | 10  | Intercept 096° bearing towards RTB, at D6.6 NUB turn RIGHT, intercept 183° bearing from RTB to D19.6 ERL, turn RIGHT, intercept DKB R-074 inbound to D28.1 DKB ①, turn RIGHT, 312° track to EMKIR, turn RIGHT, 342° track to SUKAD. |

① After D28.1 DKB BRNAV equipment necessary.

Trans level: By ATC    Trans alt: 5000'

1. Contact MUNICH Radar immediately after take-off.
2. SIDs are also noise abatement procedures (refer to 10-4).

Strict adherence within the limits of aircraft performance is mandatory.

3. Rvw 10: EXPECT close-in obstacles.



3800'

MSA  
NUB VOR

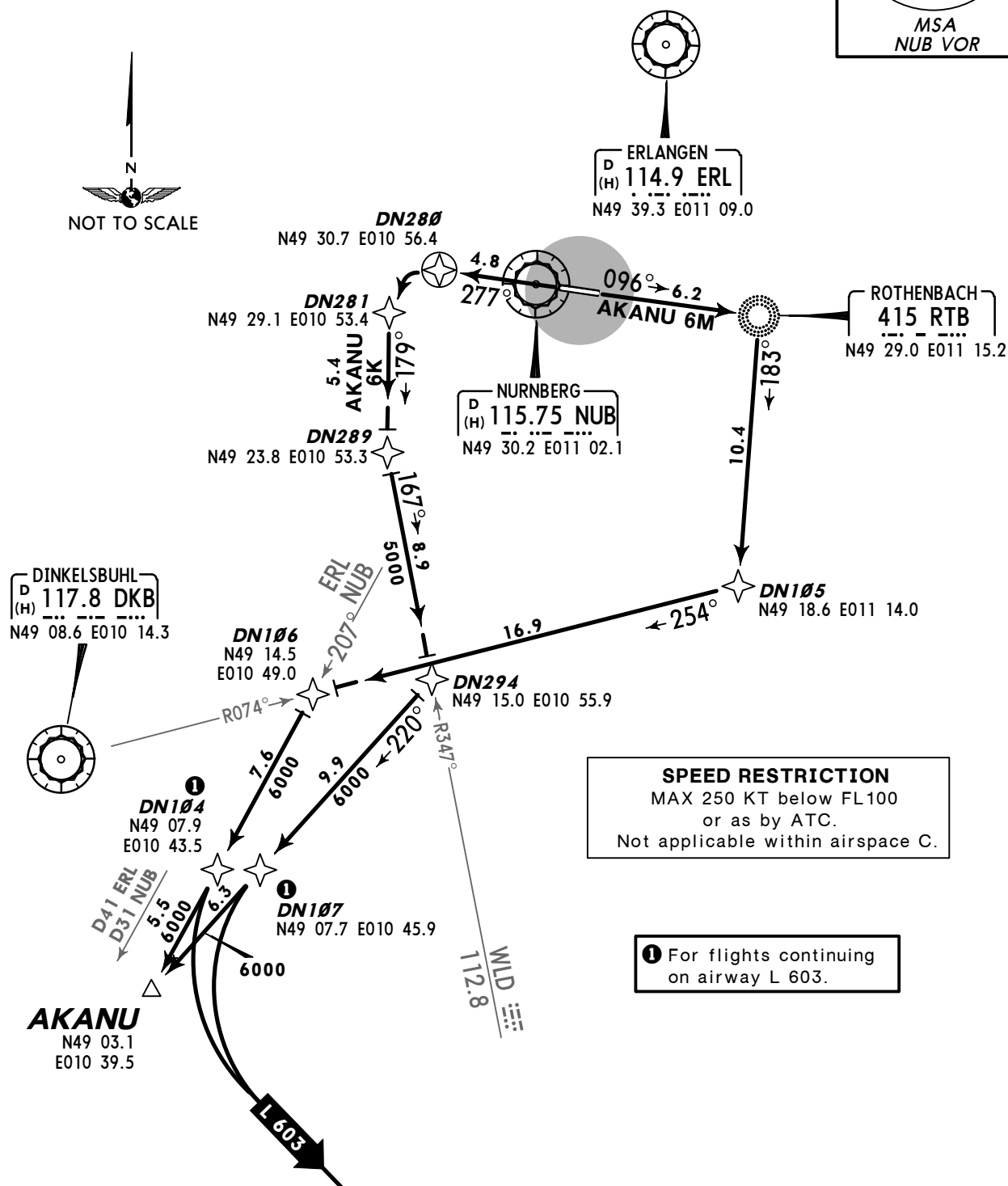
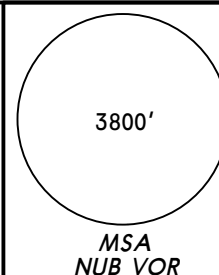
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MUNICH Radar  
129.52Apt Elev  
1046'

Trans level: By ATC Trans alt: 5000'

1. Contact MUNICH Radar immediately after take-off.
2. SIDs are also noise abatement procedures (refer to 10-4).
3. Rwy 10: EXPECT close-in obstacles.

AKANU SIX KILO (AKANU 6K) [AKAN6K]  
AKANU SIX MIKE (AKANU 6M) [AKAN6M]  
RWYS 28, 10 RNAV DEPARTURES (OVERLAY 10-3)

Initial climb clearance **FL70**

| SID        | RWY | ROUTING                                                                |
|------------|-----|------------------------------------------------------------------------|
| AKANU 6K   | 28  | (1500'+) - DN280 - (5000'+) ③ - DN281 - DN289 - DN294 - DN107 - AKANU. |
| AKANU 6M ② | 10  | (1500'+) - RTB - DN105 - DN106 - DN104 - AKANU.                        |

② Transition to airways (U)L 605 not possible. These flights shall file RODIS SID - airways (U)L 604.

③ Altitude restriction applies during glider activity.

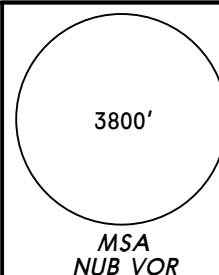
MUNICH Radar  
129.52Apt Elev  
1046'

Trans level: By ATC Trans alt: 5000'

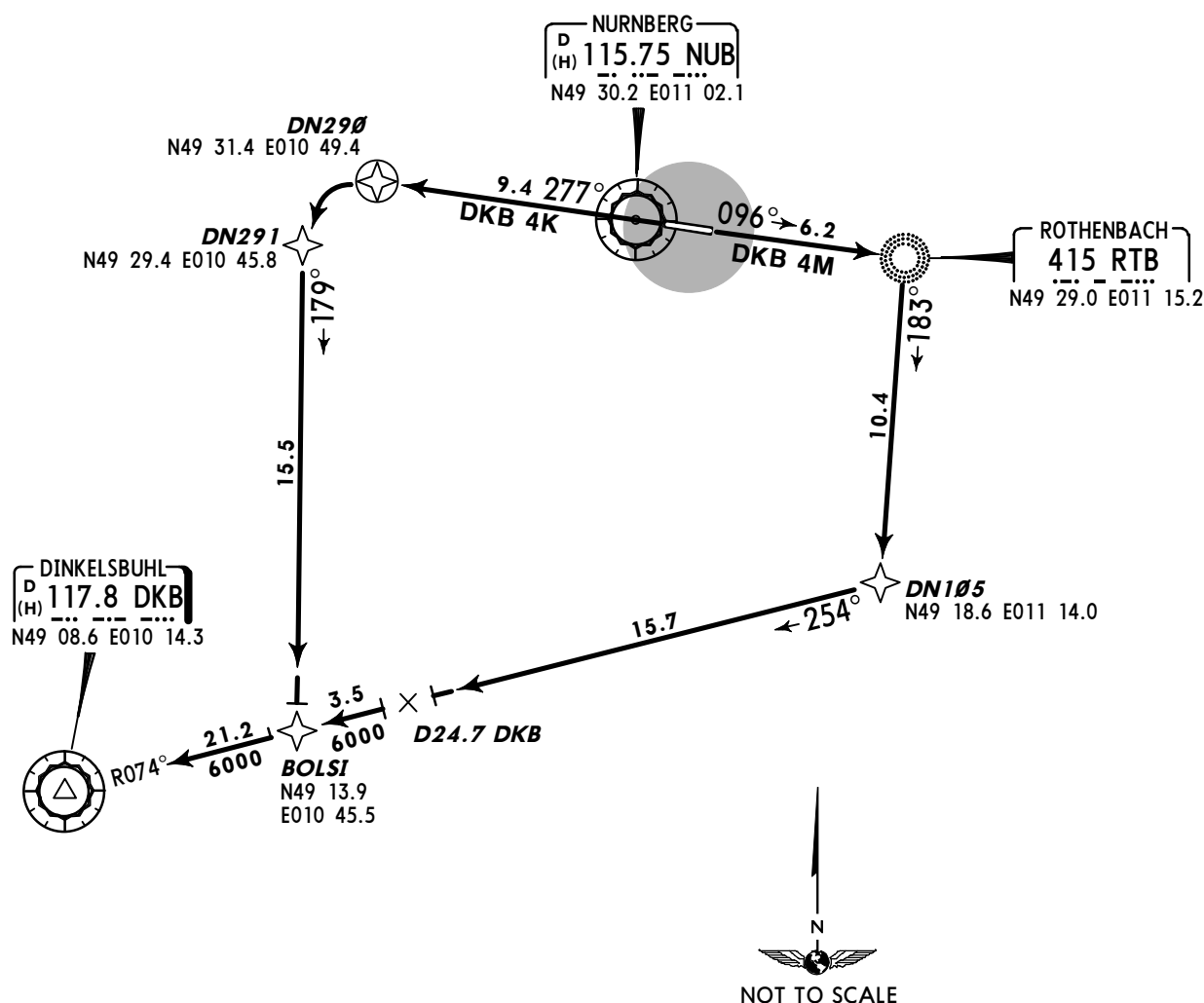
1. Contact MUNICH Radar immediately after take-off.
2. SIDs are also noise abatement procedures (refer to 10-4).
3. Rwy 10: EXPECT close-in obstacles.

Strict adherence within the limits of aircraft performance is mandatory.

**DINKELSBUHL FOUR KILO (DKB 4K)**  
**DINKELSBUHL FOUR MIKE (DKB 4M)**  
**RWYS 28, 10 RNAV DEPARTURES (OVERLAY 10-3A)**  
**NOT AVAILABLE FOR FLIGHTS TO CONTINUE**  
**VIA AIRWAYS T 104 OR Y 161**



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

Initial climb clearance **FL70**

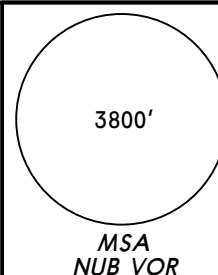
| SID    | RWY | ROUTING                                            |
|--------|-----|----------------------------------------------------|
| DKB 4K | 28  | (1500'+) - DN290 - (6000'+) - DN291 - BOLSI - DKB. |
| DKB 4M | 10  | (1500'+) - RTB - DN105 - DKB.                      |

MUNICH Radar  
129.52

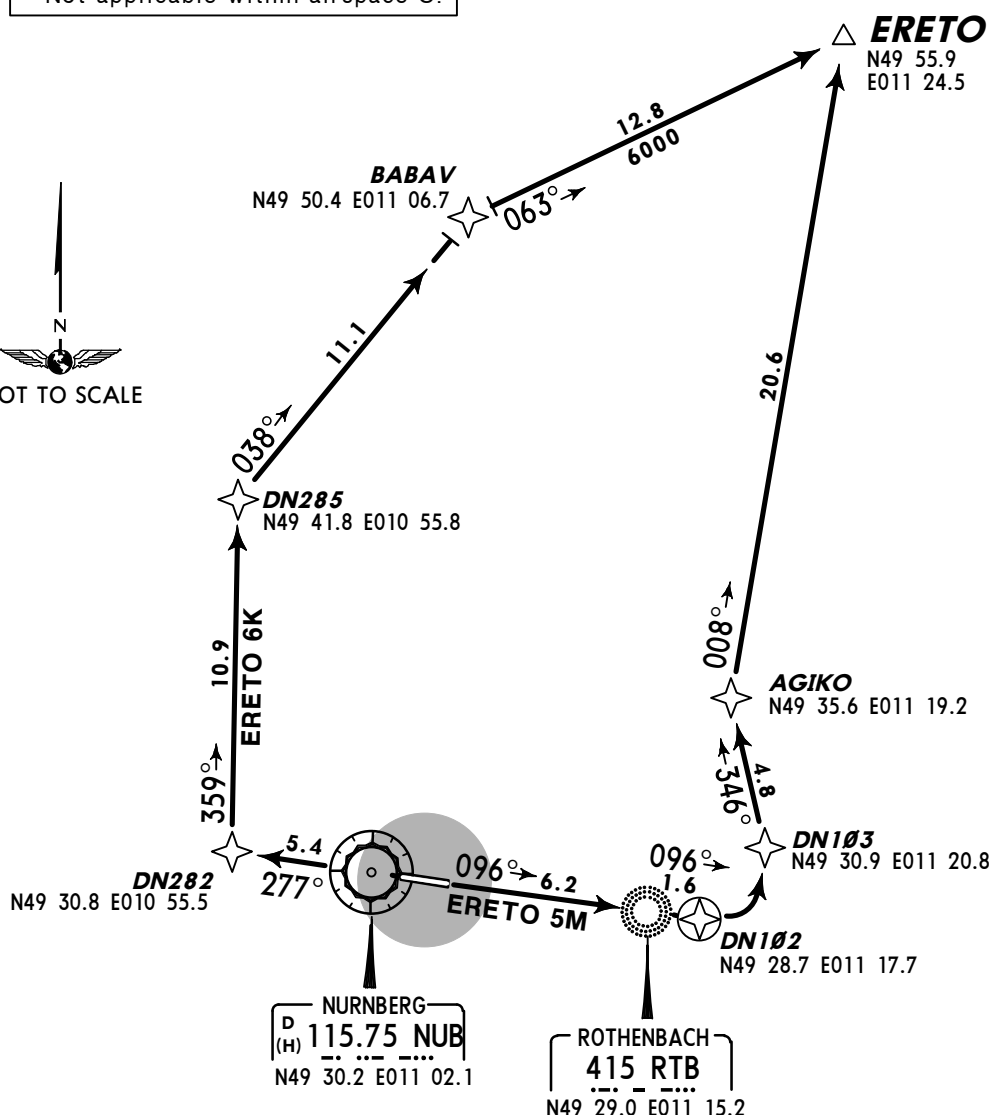
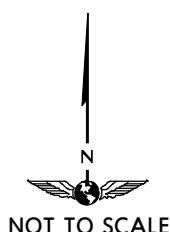
Apt Elev  
1046'

Trans level: By ATC Trans alt: 5000'  
1. Contact MUNICH Radar immediately after take-off.  
2. SIDs are also noise abatement procedures (refer to 10-4).  
3. Rwy 10: EXPECT close-in obstacles.

ERETO SIX KILO (ERETO 6K) [ERET6K]  
ERETO FIVE MIKE (ERETO 5M) [ERET5M]  
RWYS 28, 10 RNAV DEPARTURES (OVERLAY 10-3B)



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



#### ERETO 5M

This SID requires a minimum climb gradient of 304' per NM (5%) until passing 6000' due to airspace structure and glider activity.  
If unable to comply inform ATC.

| Gnd speed-KT | 75  | 100 | 150 | 200  | 250  | 300  |
|--------------|-----|-----|-----|------|------|------|
| 304' per NM  | 380 | 506 | 760 | 1013 | 1266 | 1519 |

Initial climb clearance **FL70**

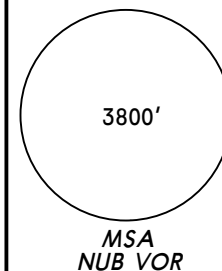
| SID             | RWY       | ROUTING                                        |
|-----------------|-----------|------------------------------------------------|
| <b>ERETO 6K</b> | <b>28</b> | (1500') - DN282 - DN285 - BABAV - ERETO.       |
| <b>ERETO 5M</b> | <b>10</b> | (1500') - RTB - DN102 - DN103 - AGIKO - ERETO. |

NURNBERG  
Tower  
118.3

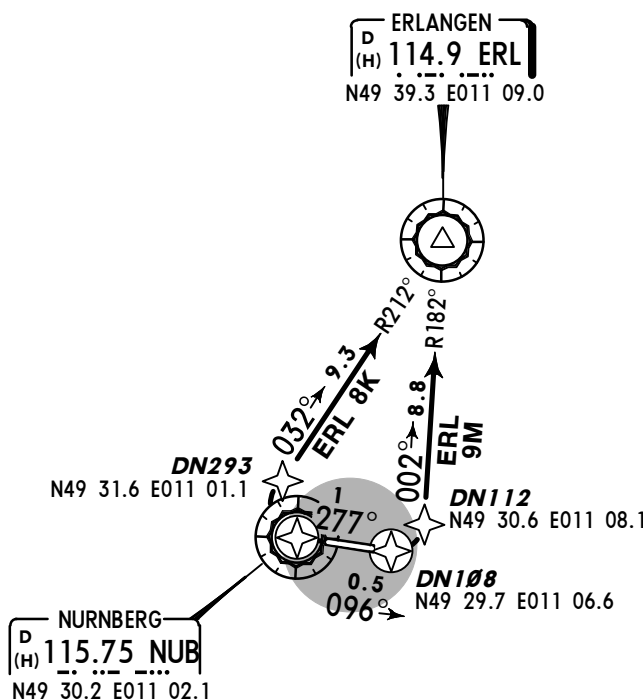
Apt Elev  
1046'

Trans level: By ATC Trans alt: 5000'  
1. Remain with NURNBERG Tower, contact MUNICH Radar when advised by Tower.  
2. SIDs are also noise abatement procedures (refer to 10-4).  
Strict adherence within the limits of aircraft performance is mandatory.  
3. Rwy 10: EXPECT close-in obstacles.

ERLANGEN EIGHT KILO (ERL 8K)  
ERLANGEN NINE MIKE (ERL 9M)  
RWYS 28, 10 RNAV DEPARTURES (OVERLAY 10-3C)  
FOR LOCAL IFR TRAINING FLIGHTS AT EDDN  
PROP ACFT UP TO 5.7T MTOW ONLY



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



Initial climb clearance **FL70**

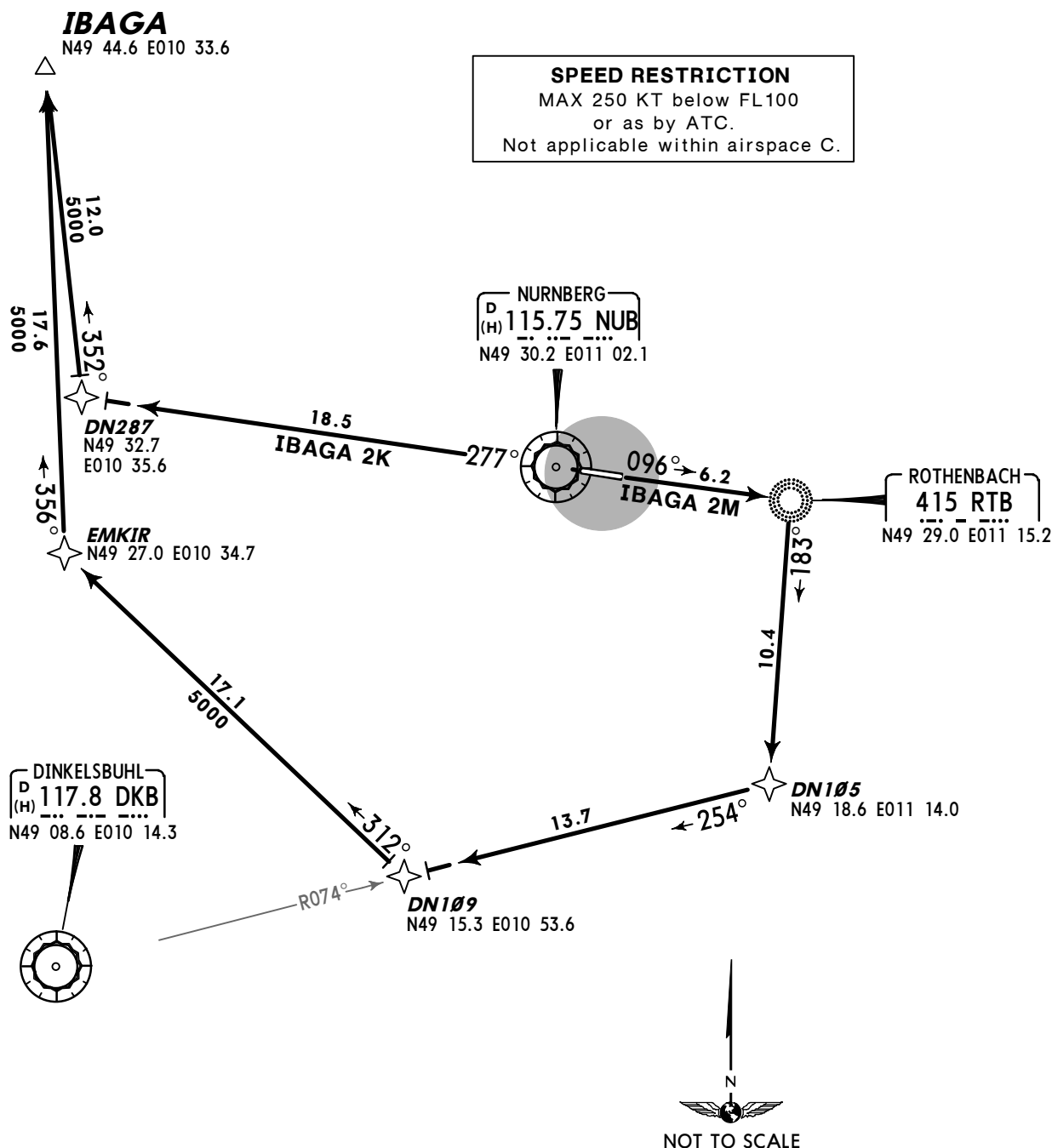
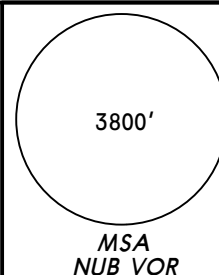
| SID    | RWY | ROUTING                        |
|--------|-----|--------------------------------|
| ERL 8K | 28  | NUB - (1500') - DN293 - ERL.   |
| ERL 9M | 10  | DN108 - (1500') - DN112 - ERL. |

MUNICH Radar  
129.52

Apt Elev  
1046'

- Trans level: By ATC Trans alt: 5000'
1. Contact MUNICH Radar immediately after take-off.
  2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.
  3. Rwy 10: EXPECT close-in obstacles.

**IBAGA TWO KILO (IBAGA 2K) [IBAG2K]**  
**IBAGA TWO MIKE (IBAGA 2M) [IBAG2M]**  
**RWYS 28, 10 RNAV DEPARTURES (OVERLAY 10-3D)**  
 NOT AVAILABLE FOR FLIGHTS INTENDING  
 TO PROCEED VIA OSBIT - AIRWAY P-605



Initial climb clearance **FL70**

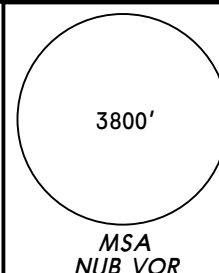
| SID      | RWY | ROUTING                                        |
|----------|-----|------------------------------------------------|
| IBAGA 2K | 28  | (1500') - DN287 - IBAGA.                       |
| IBAGA 2M | 10  | (1500') - RTB - DN105 - DN109 - EMKIR - IBAGA. |

MUNICH Radar  
129.52Apt Elev  
1046'

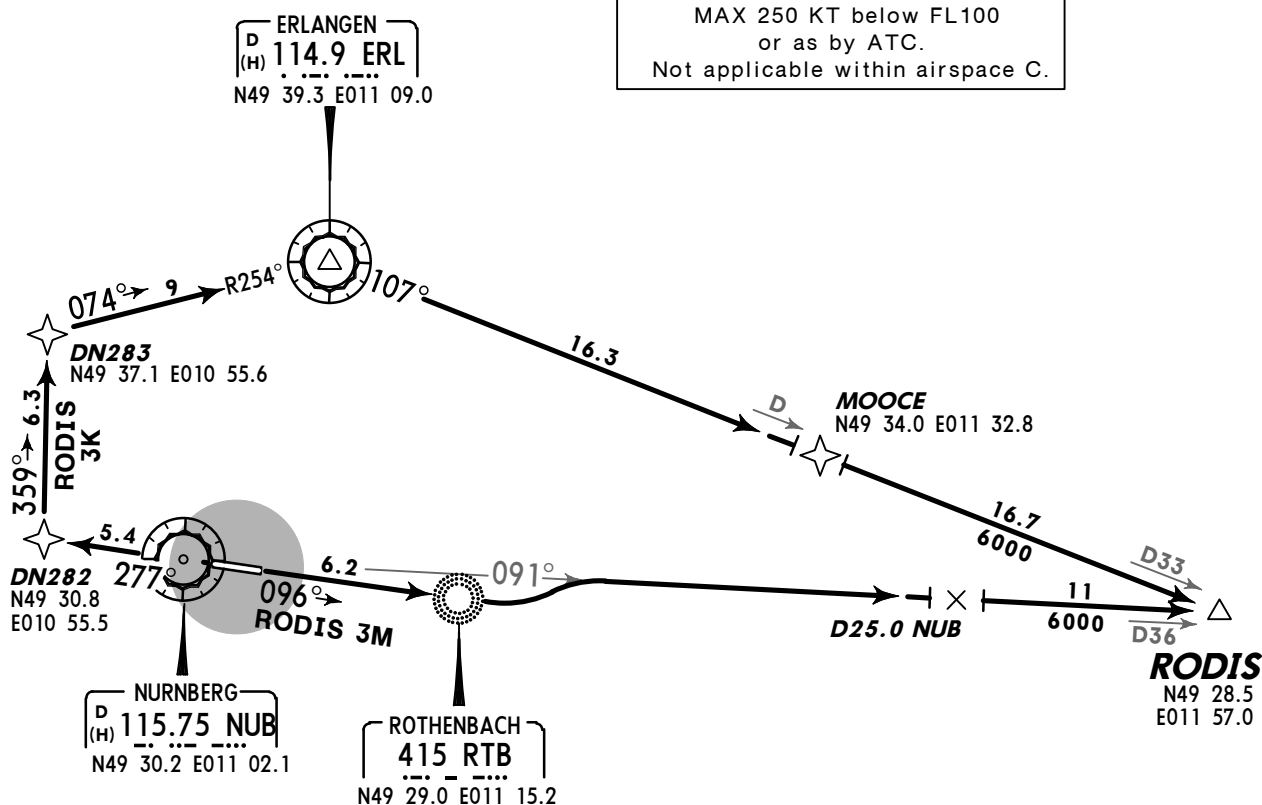
Trans level: By ATC Trans alt: 5000'

1. Contact MUNICH Radar immediately after take-off.
2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.
3. Rwy 10: EXPECT close-in obstacles.

**RODIS THREE KILO (RODIS 3K) [RODI3K]**  
**RODIS THREE MIKE (RODIS 3M) [RODI3M]**  
**RWYS 28, 10 RNAV DEPARTURES (OVERLAY 10-3E)**  
ONLY AVAILABLE FOR FLIGHTS WITH DEST EDMM FIR, LKPR  
AND FOR FLIGHTS TO CONTINUE VIA AIRWAYS (U)L 604



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

Initial climb clearance **FL70**

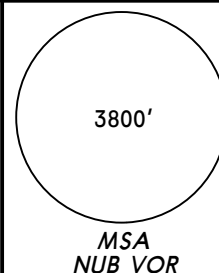
| SID      | RWY | ROUTING                                        |
|----------|-----|------------------------------------------------|
| RODIS 3K | 28  | (1500') - DN282 - DN283 - ERL - MOOCE - RODIS. |
| RODIS 3M | 10  | (1500') - RTB - RODIS.                         |

MUNICH Radar  
129.52

Apt Elev  
1046'

Trans level: By ATC Trans alt: 5000'  
1. Contact MUNICH Radar immediately after take-off.  
2. SIDs are also noise abatement procedures (refer to 10-4).  
3. Rwy 10: EXPECT close-in obstacles.

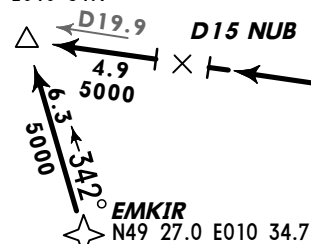
SUKAD TWO KILO (SUKAD 2K) [SUKA2K]  
SUKAD TWO MIKE (SUKAD 2M) [SUKA2M]  
RWYS 28, 10 RNAV DEPARTURES (OVERLAY 10-3F)  
ONLY FOR FLIGHTS WITH DEST EDDF OR ETOU  
AND FLIGHTS WITH Y FPL



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

**SUKAD**

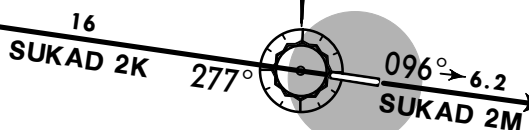
N49 33.1  
E010 31.9



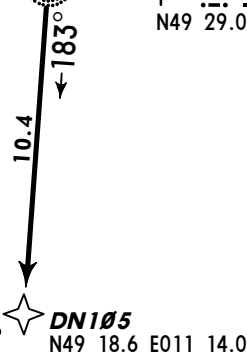
DINKELSBUHL  
D 117.8 DKB  
N49 08.6 E010 14.3



NURNBERG  
D 115.75 NUB  
N49 30.2 E011 02.1



ROTHENBACH  
415 RTB  
N49 29.0 E011 15.2



DN105  
N49 18.6 E011 14.0



DN109  
N49 15.3 E010 53.6



Initial climb clearance **FL70**

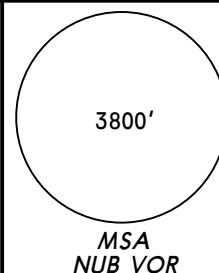
| SID      | RWY | ROUTING                                         |
|----------|-----|-------------------------------------------------|
| SUKAD 2K | 28  | (1500'+) - SUKAD.                               |
| SUKAD 2M | 10  | (1500'+) - RTB - DN105 - DN109 - EMKIR - SUKAD. |

MUNICH Radar  
129.52

Apt Elev  
1046'

Trans level: By ATC Trans alt: 5000'  
1. Contact MUNICH Radar immediately after take-off.  
2. SIDs are also noise abatement procedures (refer to 10-4).  
3. Rwy 10: EXPECT close-in obstacles.

**SULUS THREE KILO (SULUS 3K) [SULU3K]**  
**SULUS THREE MIKE (SULUS 3M) [SULU3M]**  
**RWYS 28, 10 RNAV DEPARTURES (OVERLAY 10-3G)**  
**ONLY AVAILABLE FOR FLIGHTS INTENDING**  
**TO PROCEED SULUS - AIRWAY L 604**

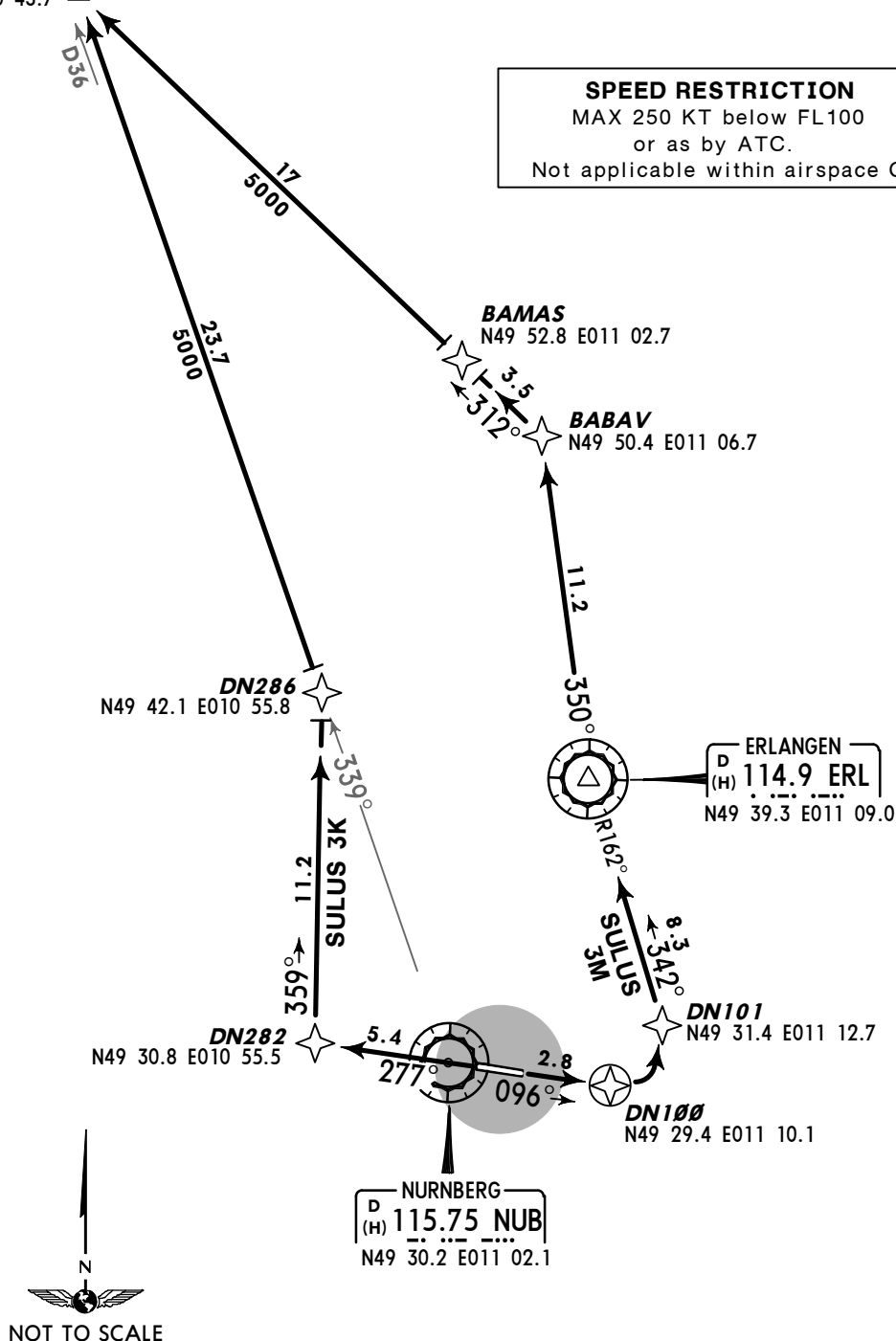


**SULUS**  
N50 04.5 E010 43.7

**SPEED RESTRICTION**

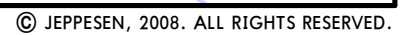
MAX 250 KT below FL100  
or as by ATC.

Not applicable within airspace C.



Initial climb clearance **FL70**

| SID             | RWY       | ROUTING                                                 |
|-----------------|-----------|---------------------------------------------------------|
| <b>SULUS 3K</b> | <b>28</b> | (1500'+) - DN282 - DN286 - SULUS.                       |
| <b>SULUS 3M</b> | <b>10</b> | (1500'+) - DN100 - DN101 - ERL - BABAV - BAMAS - SULUS. |





| ADDITIONAL RUNWAY INFORMATION |                                        |     |                |             |          |       |
|-------------------------------|----------------------------------------|-----|----------------|-------------|----------|-------|
| RWY                           |                                        |     | USABLE LENGTHS |             | TAKE-OFF | WIDTH |
|                               |                                        |     | LANDING        | BEYOND      |          |       |
|                               |                                        |     | Threshold      | Glide Slope |          |       |
| 10                            | HIRL HIALS SFL REIL PAPI-L (3.0°)      | RVR |                | 7657' 2334m | ①        | 148'  |
| 28                            | HIRL CL ALSF-II TDZ REIL PAPI-L (3.0°) | RVR |                | 7696' 2346m |          | 45m   |
|                               |                                        |     |                |             |          |       |
|                               |                                        |     |                |             |          |       |

**1** TAKE-OFF RUN AVAILABLE

RWY 10: From rwy head 8858' (2700m)  
twy E int 7546' (2300m)  
twy D int 6234' (1900m)  
twy C int 4757' (1450m)

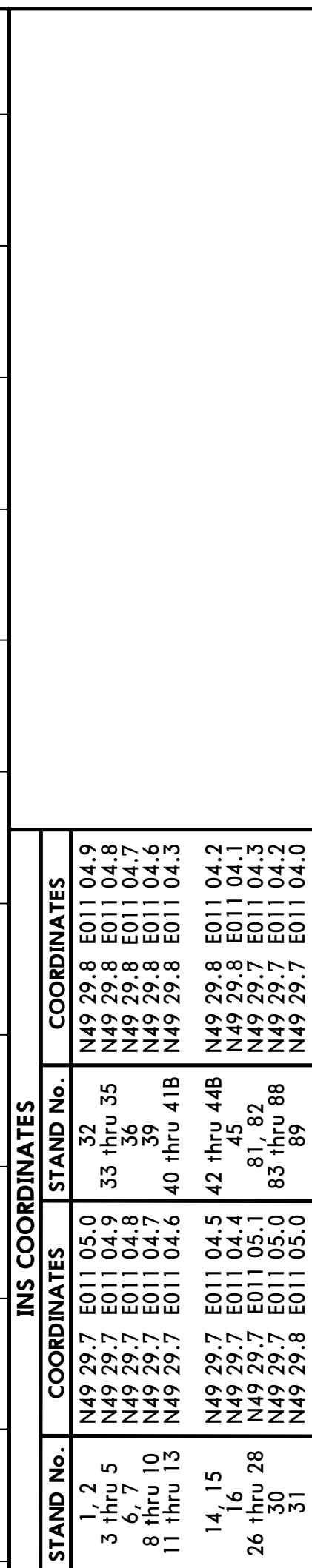
RWY 28: From rwy head 8858' (2700m)  
twy B int 6437' (1962m)  
twy C int 4101' (1250m)

**Standard**

TAKE-OFF **1**

|   | All Rwys                                       |                        |         |                       |                       |
|---|------------------------------------------------|------------------------|---------|-----------------------|-----------------------|
|   | LVP must be in Force                           |                        |         |                       |                       |
|   | Approved Operators<br>HIRL, CL & mult. RVR req | RL, CL & mult. RVR req | RL & CL | RCLM (DAY only) or RL | RCLM (DAY only) or RL |
| A |                                                |                        |         |                       | 400m                  |
| B | 125m                                           | 150m                   | 200m    | 250m                  |                       |
| C |                                                |                        |         |                       |                       |
| D | 150m                                           | 200m                   | 250m    | 300m                  |                       |

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

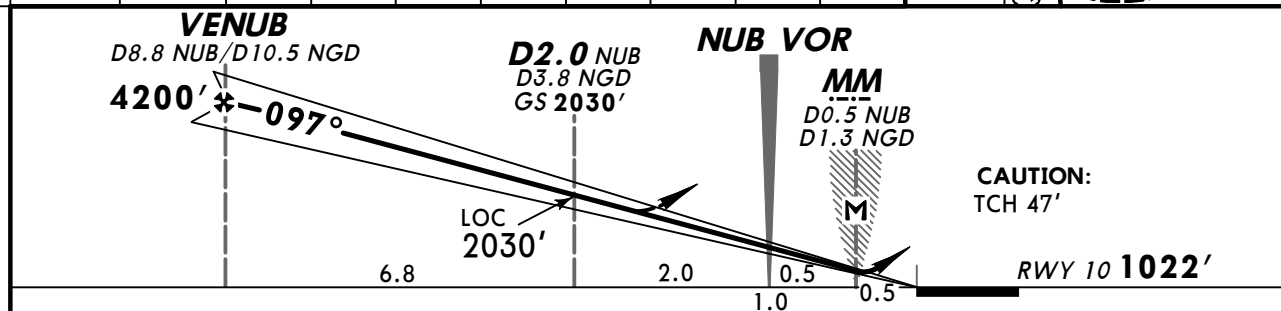
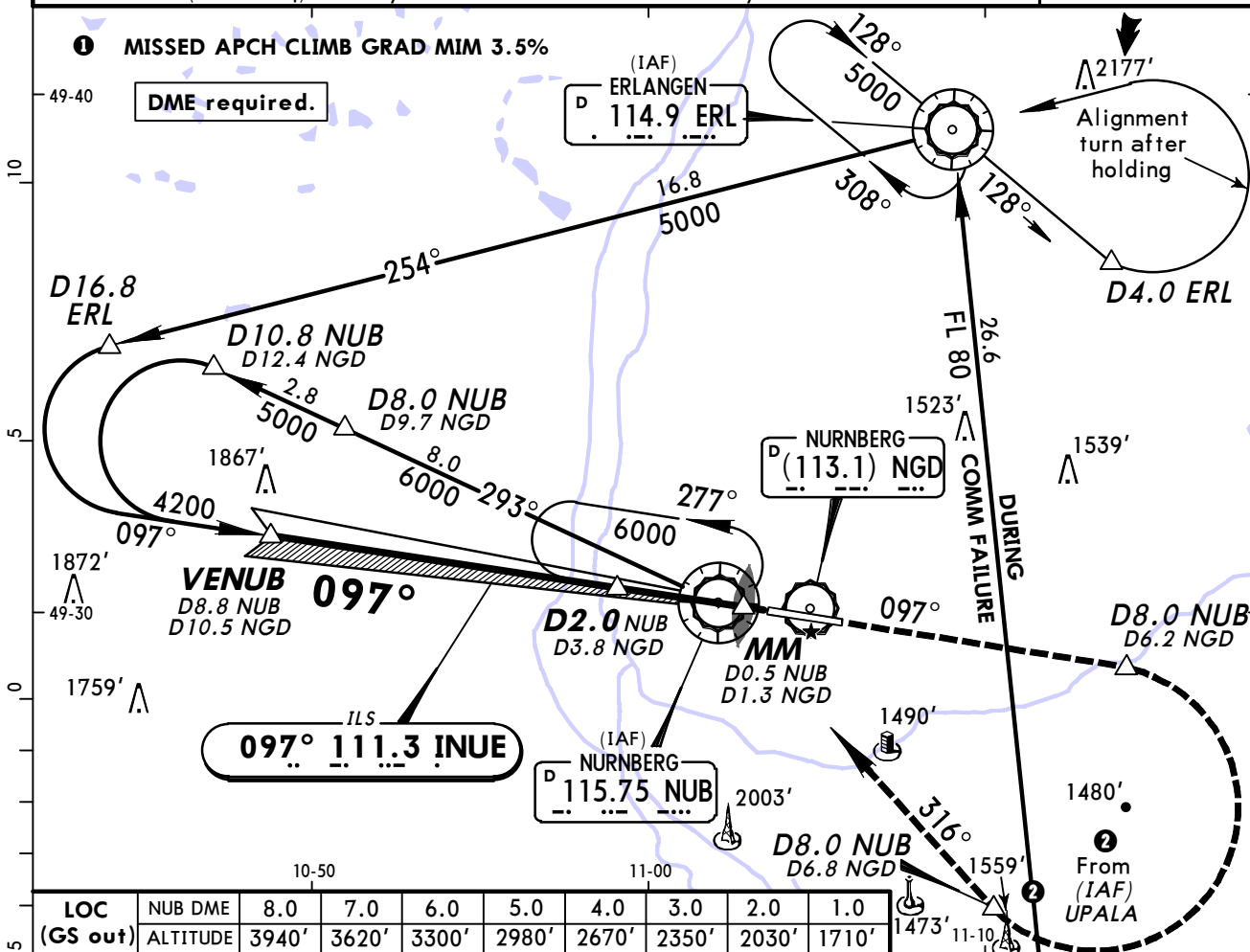


EDDN/NUE  
NURNBERG

JEPPESEN  
8 FEB 13 (11-1)

NURNBERG, GERMANY  
• ILS or LOC Rwy 10

|                                                                                                                                                       |                              |                                 |                              |                             |
|-------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|---------------------------------|------------------------------|-----------------------------|
| *D-ATIS<br>123.07                                                                                                                                     | MUNICH Radar (APP)<br>129.52 | NURNBERG Director<br>119.47     | NURNBERG Tower<br>118.3      | Ground<br>118.1             |
| LOC<br>INUE<br>111.3                                                                                                                                  | Final<br>Apch Crs<br>097°    | GS<br>D2.0 NUB<br>2030' (1008') | ILS<br>DA(H)<br>1222' (200') | Apt Elev 1046'<br>RWY 1022' |
| MISSED APCH: Climb on R-097 NUB to D8.0 NUB, then turn RIGHT onto R-136 inbound to NUB VOR climbing to 6000'. Cross D8.0/R-136 NUB at or above 5000'. |                              |                                 |                              |                             |
| Alt Set: hPa (IN on req)                                                                                                                              | Rwy Elev: 37 hPa             | Trans level: By ATC             | Trans alt: 5000'             | MSA NUB VOR                 |



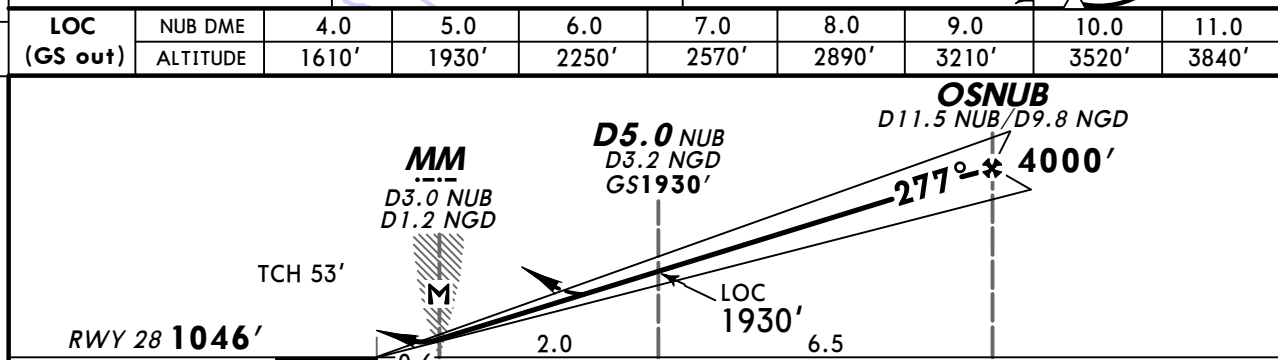
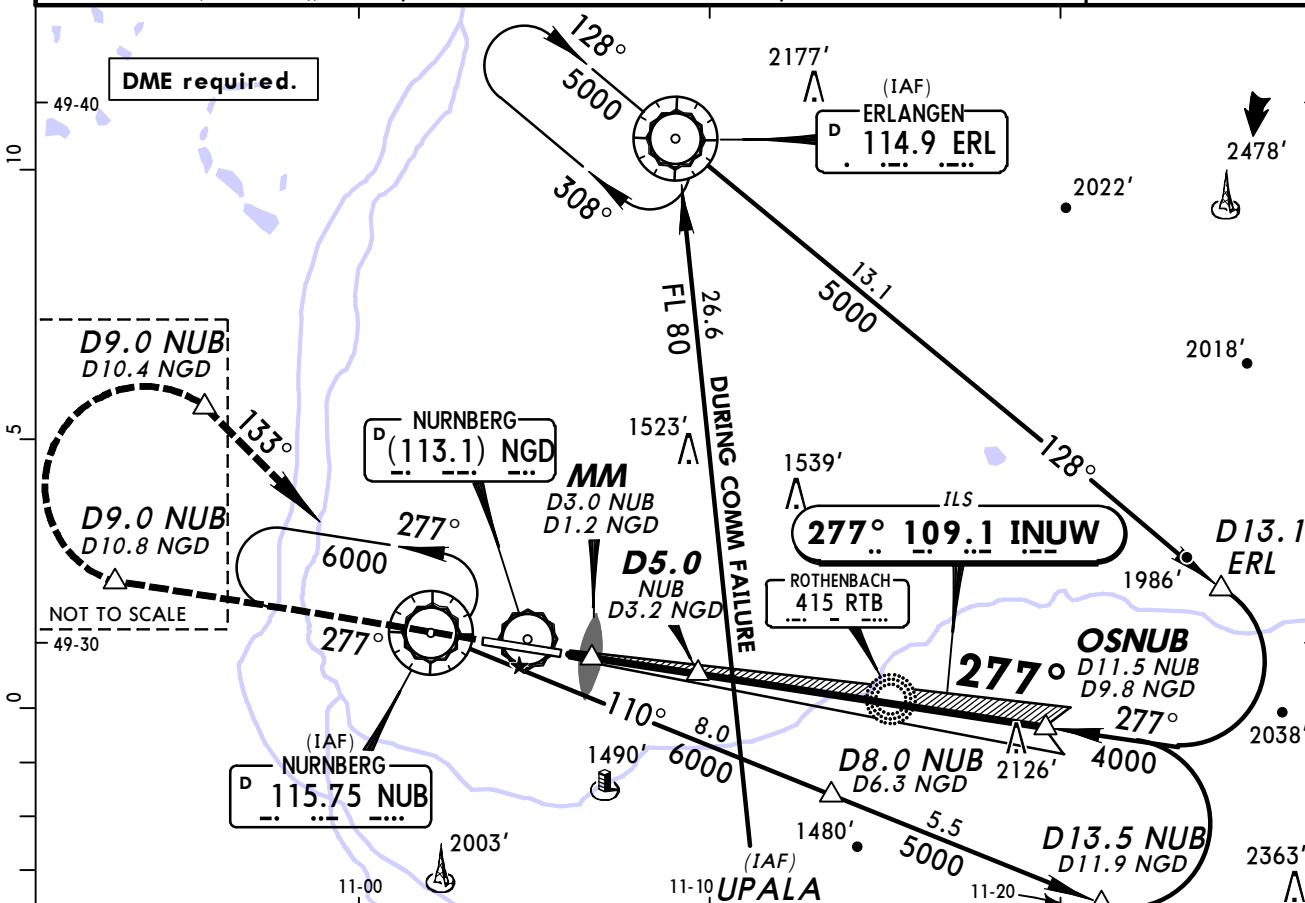
|                                      |     |     |     |     |     |     |  |              |                    |     |
|--------------------------------------|-----|-----|-----|-----|-----|-----|--|--------------|--------------------|-----|
| Gnd speed-Kts                        | 70  | 90  | 100 | 120 | 140 | 160 |  | HIALS        | D8.0 NUB on 115.75 | NUB |
| ILS GS or<br>LOC Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |  | REIL<br>PAPI |                    |     |
| MAP at MM/D0.5 NUB/D1.3 NGD          |     |     |     |     |     |     |  |              |                    |     |

| Standard STRAIGHT-IN LANDING RWY 10                      |          |          |                                 |           | CIRCLE-TO-LAND                  |                    |
|----------------------------------------------------------|----------|----------|---------------------------------|-----------|---------------------------------|--------------------|
| Missed apch climb gradient mim 3.5% until passing 5000'. |          |          |                                 |           | Not authorized South of airport |                    |
| ILS DA(H) 1222' (200')                                   |          |          | LOC (GS out) DA(H) 1430' (408') |           |                                 |                    |
| FULL                                                     | Limited  | ALS out  |                                 | ALS out   | Max Kts                         | MDA(H) VIS         |
| A                                                        |          |          |                                 | RVR 1500m | 100                             | 1670' (624') 1500m |
| B                                                        |          |          |                                 |           | 135                             | 1720' (674') 1600m |
| C                                                        | RVR 550m | RVR 750m | RVR 1200m                       | RVR 1200m | 180                             | 1840' (794') 2400m |
| D                                                        |          |          |                                 | RVR 1900m | 205                             | 1940' (894') 3600m |

CHANGES: MSA.

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|                                                                                                                                                                 |                                     |                                       |                                     |                                    |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|---------------------------------------|-------------------------------------|------------------------------------|
| *D-ATIS<br><b>123.07</b>                                                                                                                                        | MUNICH Radar (APP)<br><b>129.52</b> | NURNBERG Director<br><b>119.47</b>    | NURNBERG Tower<br><b>118.3</b>      | Ground<br><b>118.1</b>             |
| LOC<br>INUW<br><b>109.1</b>                                                                                                                                     | Final<br>Apch Crs<br><b>277°</b>    | GS<br><b>D5.0 NUB</b><br>1930' (884') | ILS<br>DA(H)<br><b>1246' (200')</b> | Apt Elev 1046'<br><b>RWY 1046'</b> |
| <b>MISSED APCH:</b> Climb on R-277 NUB to D9.0 NUB, then turn RIGHT onto R-313 inbound to NUB VOR climbing to 6000'.<br>Cross D9.0/R-313 NUB at 5000' or above. |                                     |                                       |                                     | 3800'                              |
| Alt Set: hPa (IN on req) Rwy Elev: 38 hPa Trans level: By ATC Trans alt: 5000'                                                                                  |                                     |                                       |                                     | MSA NUB VOR                        |



|                                   |     |     |     |     |     |     |                         |                                                      |                             |
|-----------------------------------|-----|-----|-----|-----|-----|-----|-------------------------|------------------------------------------------------|-----------------------------|
| Gnd speed-Kts                     | 70  | 90  | 100 | 120 | 140 | 160 | ALSF-II<br>REIL<br>PAPI | <b>D9.0</b><br>NUB<br>↑<br><b>on</b><br><b>R-277</b> | <b>NUB</b><br><b>115.75</b> |
| ILS GS or<br>LOC Desc Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |                         |                                                      |                             |
| MAP at MM/D3.0 NUB/D1.2 NGD       |     |     |     |     |     |     |                         |                                                      |                             |

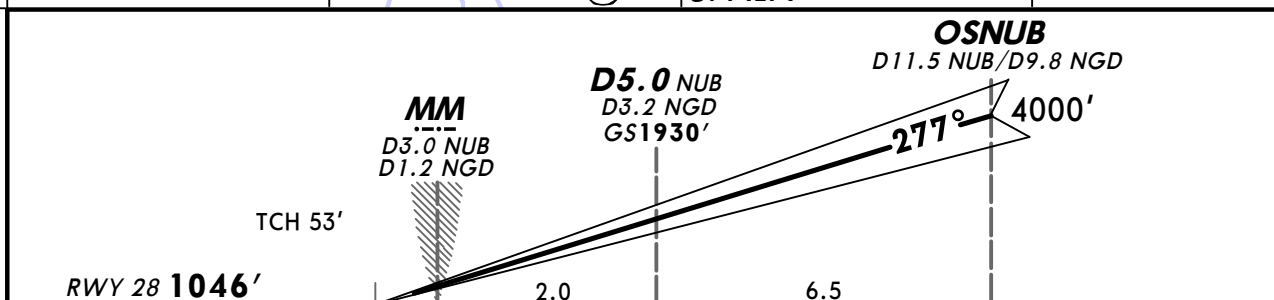
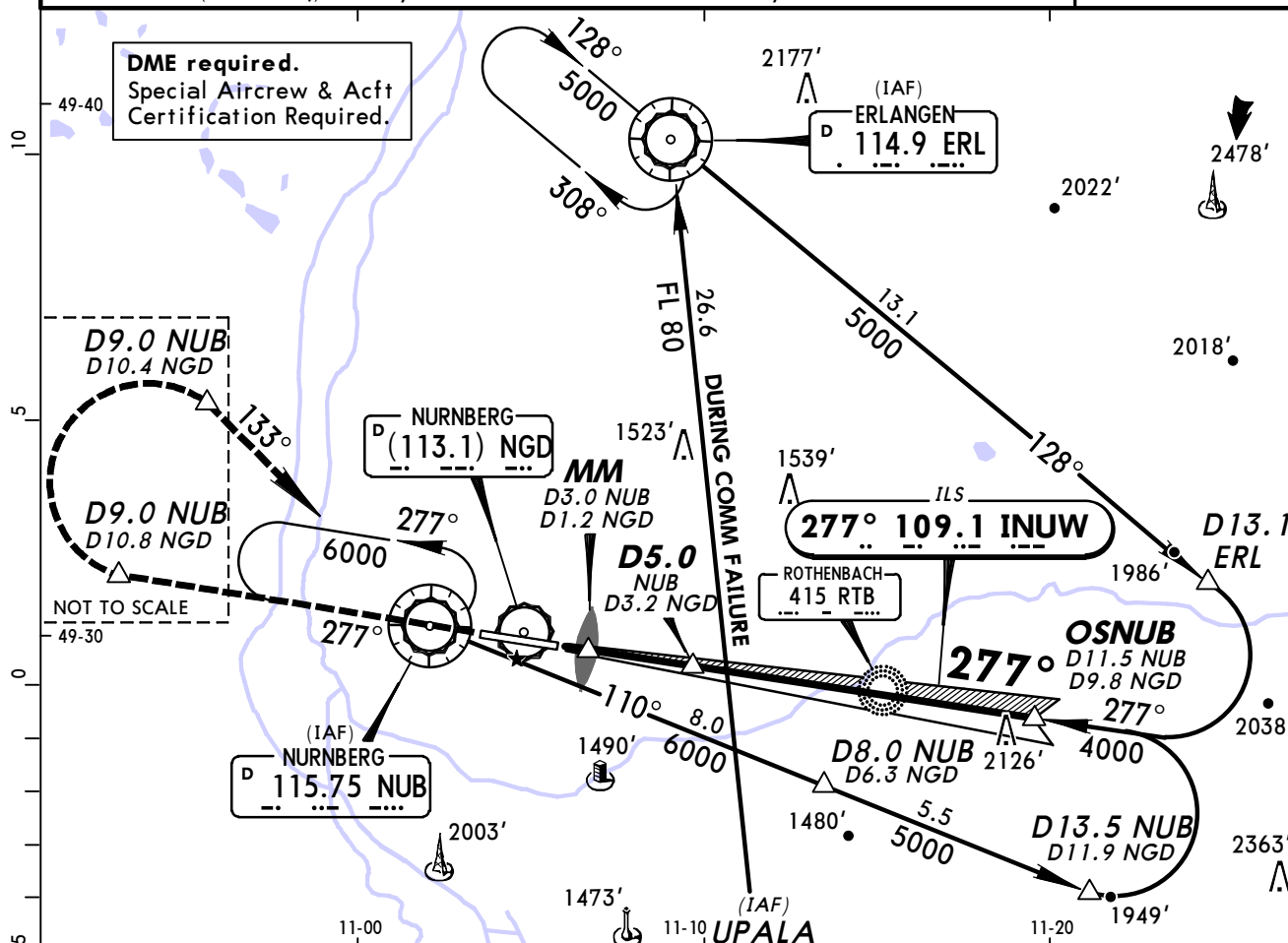
| STRAIGHT-IN LANDING RWY 28 |          |          |                    |           |           | CIRCLE-TO-LAND                     |              |       |
|----------------------------|----------|----------|--------------------|-----------|-----------|------------------------------------|--------------|-------|
| ILS                        |          |          | LOC (GS out)       |           |           | Not authorized<br>South of airport |              |       |
| DA(H) 1246' (200')         |          |          | DA(H) 1450' (404') |           |           |                                    |              |       |
| FULL                       |          | Limited  | ALS out            | ALS out   |           | Max<br>Kts                         | MDA(H)       | VIS   |
| A                          | RVR 550m | RVR 750m | RVR 1200m          | RVR 1200m | RVR 1500m | 100                                | 1670' (624') | 1500m |
| B                          |          |          |                    |           | RVR 1900m | 135                                | 1720' (674') | 1600m |
| C                          |          |          |                    |           | RVR 1900m | 180                                | 1840' (794') | 2400m |
| D                          |          |          |                    |           | RVR 1900m | 205                                | 1940' (894') | 3600m |

EDDN/NUE  
NURNBERG

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8 FEB 13 11-2A

NURNBERG, GERMANY  
CAT II/III ILS Z Rwy 28

|                                                                                                                                                                 |                                     |                                              |                                         |                                    |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|----------------------------------------------|-----------------------------------------|------------------------------------|
| *D-ATIS<br><b>123.07</b>                                                                                                                                        | MUNICH Radar (APP)<br><b>129.52</b> | NURNBERG Director<br><b>119.47</b>           | NURNBERG Tower<br><b>118.3</b>          | Ground<br><b>118.1</b>             |
| LOC<br>INUW<br><b>109.1</b>                                                                                                                                     | Final<br>Apch Crs<br><b>277°</b>    | GS<br><b>D5.0 NUB</b><br><b>1930'</b> (884') | CAT II&IIIA ILS<br>Refer to<br>Minimums | Apt Elev 1046'<br><b>RWY 1046'</b> |
| <b>MISSED APCH:</b> Climb on R-277 NUB to D9.0 NUB, then turn RIGHT onto R-313 inbound to NUB VOR climbing to 6000'.<br>Cross D9.0/R-313 NUB at 5000' or above. |                                     |                                              |                                         | 3800'                              |
| Alt Set: hPa (IN on req) Rwy Elev: 38 hPa Trans level: By ATC Trans alt: 5000'                                                                                  |                                     |                                              |                                         | MSA NUB VOR                        |



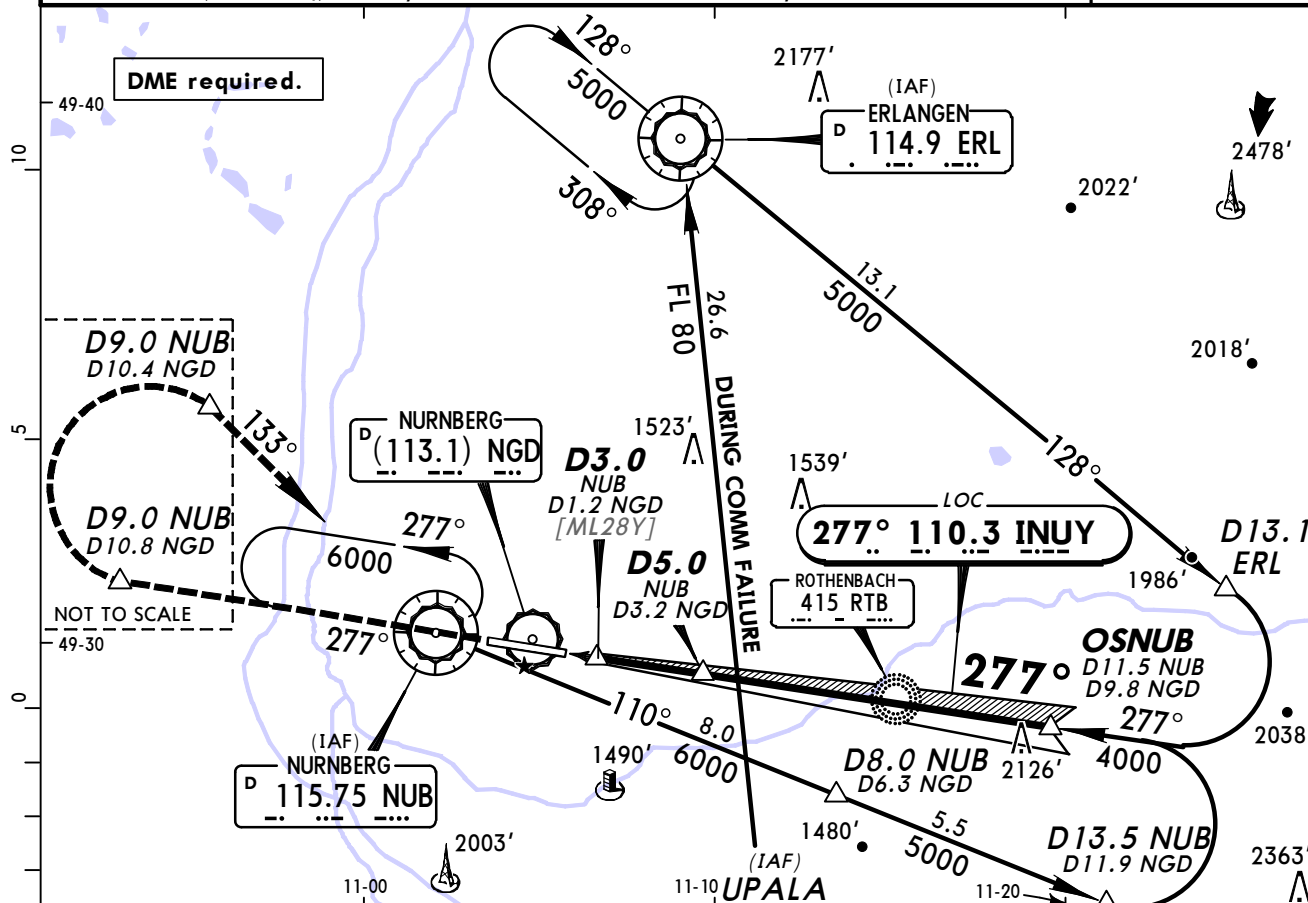
|               |       |     |     |     |     |     |           |          |        |
|---------------|-------|-----|-----|-----|-----|-----|-----------|----------|--------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | ALSF-II   | D9.0 NUB | NUB    |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 | REIL PAPI | ↑        | 115.75 |
|               |       |     |     |     |     |     |           |          | R-277  |

|              |  |                            |  |
|--------------|--|----------------------------|--|
| Standard     |  | STRAIGHT-IN LANDING RWY 28 |  |
| CAT IIIA ILS |  | CAT II ILS                 |  |
| DH 50'       |  | RA 98'                     |  |
|              |  | DA(H) 1146' (100')         |  |
| RVR 200m     |  | RVR 300m                   |  |

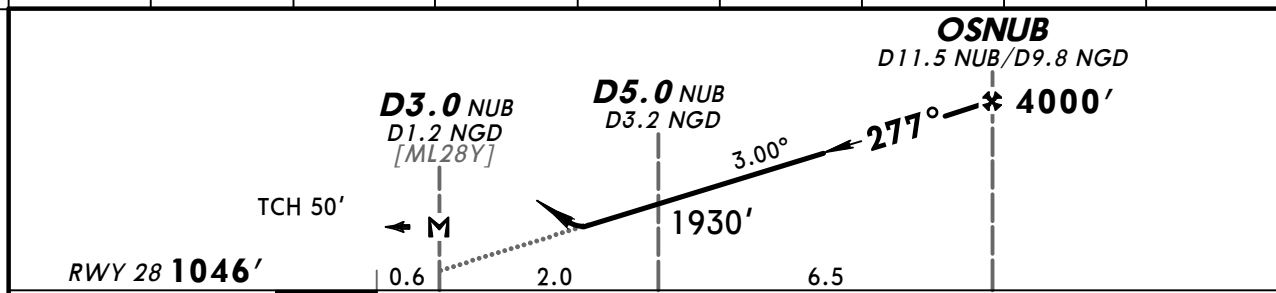
Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

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|                                                                                                                                                                 |                                     |                                                     |                                |                                    |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|-----------------------------------------------------|--------------------------------|------------------------------------|
| *D-ATIS<br><b>123.07</b>                                                                                                                                        | MUNICH Radar (APP)<br><b>129.52</b> | NURNBERG Director<br><b>119.47</b>                  | NURNBERG Tower<br><b>118.3</b> | Ground<br><b>118.1</b>             |
| LOC<br>INUY<br><b>110.3</b>                                                                                                                                     | Final<br>Apch Crs<br><b>277°</b>    | Minimum Alt<br><b>OSNUB</b><br><b>4000'</b> (2954') | DA(H)<br><b>1450'</b> (404')   | Apt Elev 1046'<br><b>RWY 1046'</b> |
| <b>MISSED APCH:</b> Climb on R-277 NUB to D9.0 NUB, then turn RIGHT onto R-313 inbound to NUB VOR climbing to 6000'.<br>Cross D9.0/R-313 NUB at 5000' or above. |                                     |                                                     |                                | 3800'                              |
| Alt Set: hPa (IN on req) Rwy Elev: 38 hPa Trans level: By ATC Trans alt: 5000'                                                                                  |                                     |                                                     |                                | MSA NUB VOR                        |



|          |       |       |       |       |       |       |       |       |
|----------|-------|-------|-------|-------|-------|-------|-------|-------|
| NUB DME  | 4.0   | 5.0   | 6.0   | 7.0   | 8.0   | 9.0   | 10.0  | 11.0  |
| ALTITUDE | 1610' | 1930' | 2250' | 2570' | 2890' | 3210' | 3520' | 3840' |



|                          |     |     |     |     |     |     |           |                          |
|--------------------------|-----|-----|-----|-----|-----|-----|-----------|--------------------------|
| Gnd speed-Kts            | 70  | 90  | 100 | 120 | 140 | 160 | ALSIF-II  | D9.0 NUB on 115.75 R-277 |
| Descent Angle 3.00°      | 372 | 478 | 531 | 637 | 743 | 849 | REIL PAPI |                          |
| MAP at D3.0 NUB/D1.2 NGD |     |     |     |     |     |     |           |                          |

| Standard STRAIGHT-IN LANDING RWY 28 |  |  |  | CIRCLE-TO-LAND<br>Not authorized<br>South of airport |              |       |  |
|-------------------------------------|--|--|--|------------------------------------------------------|--------------|-------|--|
| DA(H) <b>1450'</b> (404')           |  |  |  |                                                      |              |       |  |
| ALS out                             |  |  |  | Max Kts                                              | MDA(H)       | VIS   |  |
| RVR 1500m                           |  |  |  | 100                                                  | 1670' (624') | 1500m |  |
|                                     |  |  |  | 135                                                  | 1720' (674') | 1600m |  |
| RVR 1200m                           |  |  |  | 180                                                  | 1840' (794') | 2400m |  |
|                                     |  |  |  | 205                                                  | 1940' (894') | 3600m |  |

**BRIEFING STRIP** <sup>TM</sup>

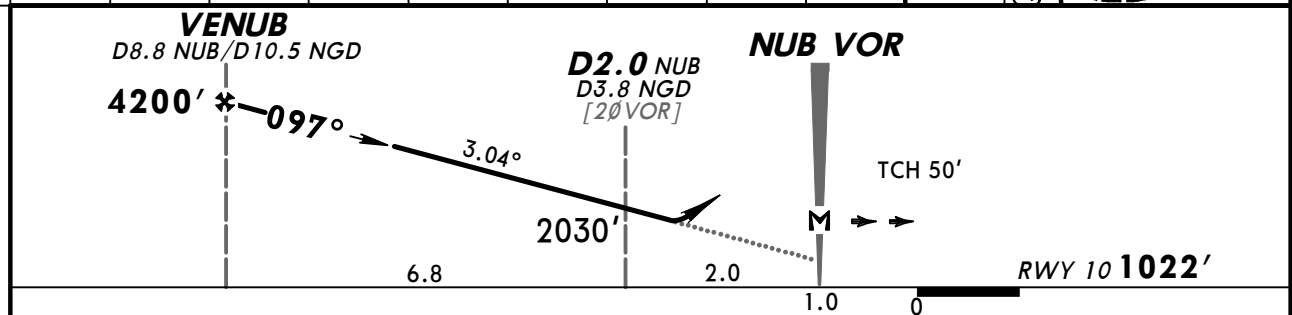
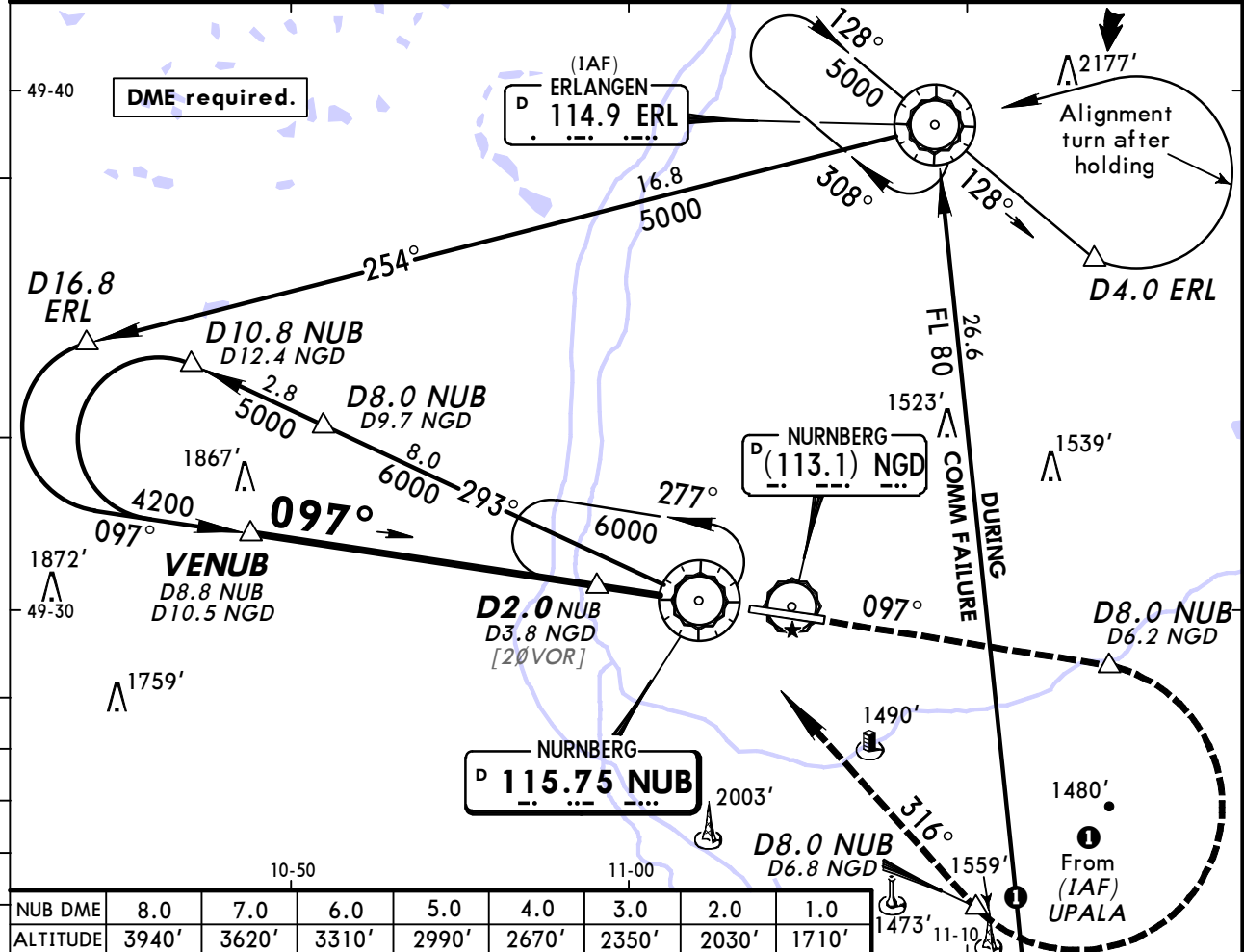


## PANS OPS

## PANS OPS

## PANS OPS

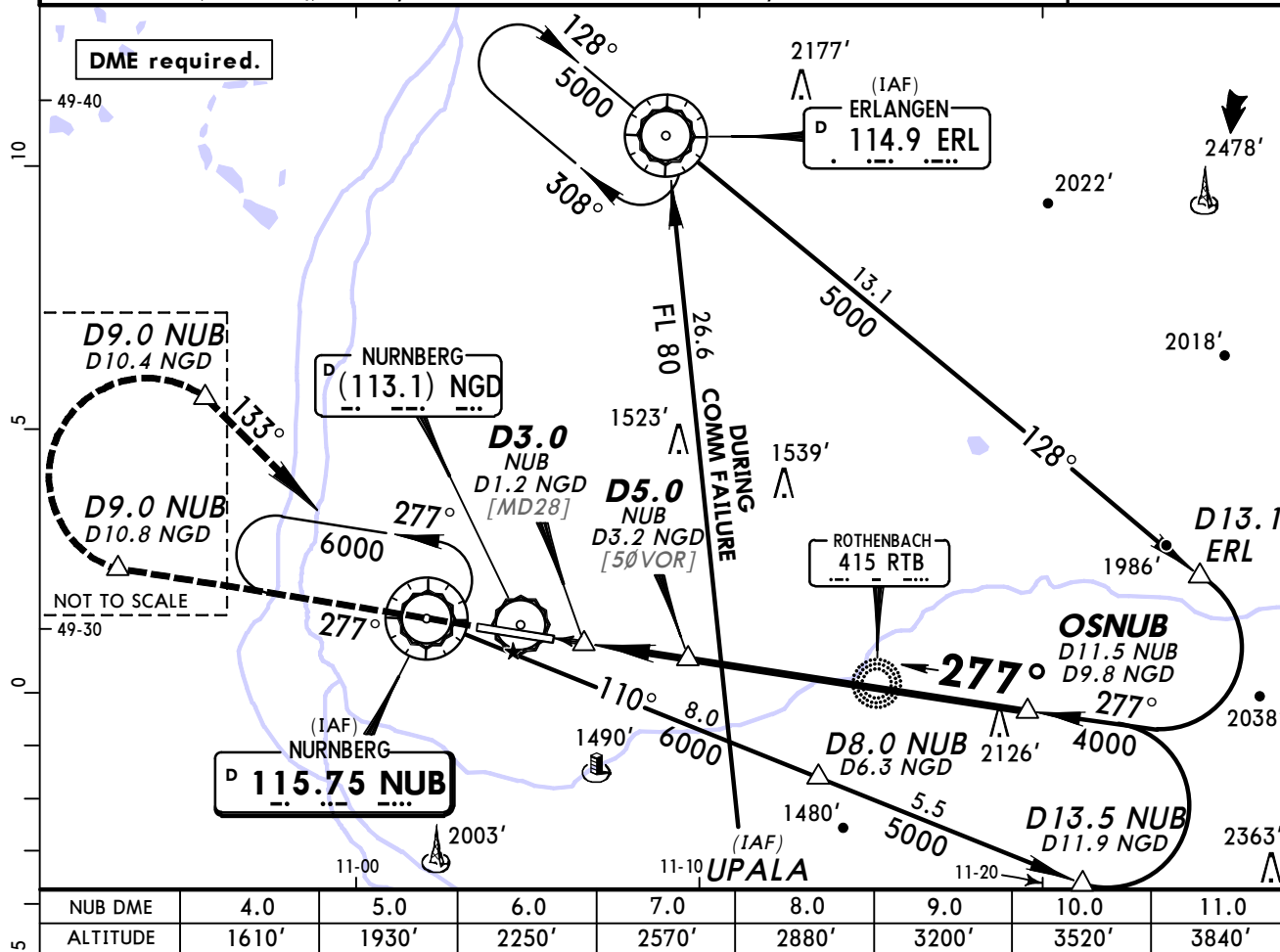
|                                                                                                                                                       |                              |                                       |                         |                             |
|-------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|---------------------------------------|-------------------------|-----------------------------|
| *D-ATIS<br>123.07                                                                                                                                     | MUNICH Radar (APP)<br>129.52 | NURNBERG Director<br>119.47           | NURNBERG Tower<br>118.3 | Ground<br>118.1             |
| VOR<br>NUB<br>115.75                                                                                                                                  | Final<br>Apch Crs<br>097°    | Minimum Alt<br>VENUB<br>4200' (3178') | DA(H)<br>1530' (508')   | Apt Elev 1046'<br>RWY 1022' |
| MISSED APCH: Climb on R-097 NUB to D8.0 NUB, then turn RIGHT onto R-136 inbound to NUB VOR climbing to 6000'. Cross D8.0/R-136 NUB at or above 5000'. |                              |                                       |                         |                             |
| Alt Set: hPa (IN on req)                                                                                                                              | Rwy Elev: 37 hPa             | Trans level: By ATC                   | Trans alt: 5000'        | MSA NUB VOR                 |



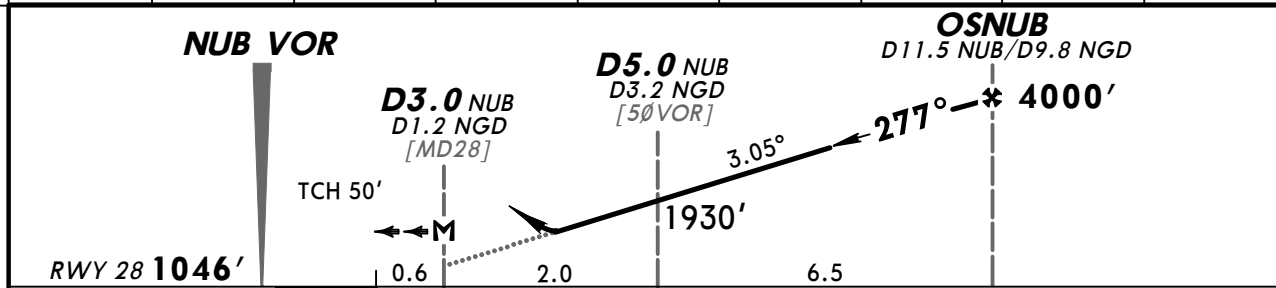
|               |       |     |     |     |     |     |     |  |
|---------------|-------|-----|-----|-----|-----|-----|-----|--|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 |     |  |
| Descent Angle | 3.04° | 376 | 484 | 538 | 645 | 753 | 861 |  |
| MAP at VOR    |       |     |     |     |     |     |     |  |

|                                                                                                                                     |           |  |  |                                                   |              |       |  |
|-------------------------------------------------------------------------------------------------------------------------------------|-----------|--|--|---------------------------------------------------|--------------|-------|--|
| <b>Standard</b> STRAIGHT-IN LANDING RWY 10<br>Missed apch climb gradient mim 3.5% until passing 5000'.<br>DA(H) <b>1530' (508')</b> |           |  |  | CIRCLE-TO-LAND<br>Not authorized South of airport |              |       |  |
| ALS out                                                                                                                             |           |  |  | Max Kts.                                          | MDA(H)       | VIS   |  |
| A                                                                                                                                   | RVR 1500m |  |  | 100                                               | 1670' (624') | 1500m |  |
| B                                                                                                                                   | RVR 1500m |  |  | 135                                               | 1720' (674') | 1600m |  |
| C                                                                                                                                   | RVR 1600m |  |  | 180                                               | 1840' (794') | 2400m |  |
| D                                                                                                                                   | RVR 1600m |  |  | 205                                               | 1940' (894') | 3600m |  |

|                                                                                                                                                              |                                     |                                                     |                                |                                           |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|-----------------------------------------------------|--------------------------------|-------------------------------------------|
| *D-ATIS<br><b>123.07</b>                                                                                                                                     | MUNICH Radar (APP)<br><b>129.52</b> | NURNBERG Director<br><b>119.47</b>                  | NURNBERG Tower<br><b>118.3</b> | Ground<br><b>118.1</b>                    |
| VOR<br>NUB<br><b>115.75</b>                                                                                                                                  | Final<br>Apch Crs<br><b>277°</b>    | Minimum Alt<br><b>OSNUB</b><br><b>4000'</b> (2954') | DA(H)<br><b>1670'</b> (624')   | Apt Elev <b>1046'</b><br><b>RWY 1046'</b> |
| <b>MISSED APCH:</b> Climb on R-277 NUB to D9.0 NUB, then turn RIGHT onto R-313 inbound to NUB VOR climbing to 6000'. Cross D9.0/R-313 NUB at or above 5000'. |                                     |                                                     |                                | 3800'                                     |
| Alt Set: hPa (IN on req)    Rwy Elev: 38 hPa    Trans level: By ATC    Trans alt: 5000'                                                                      |                                     |                                                     |                                | MSA NUB VOR                               |

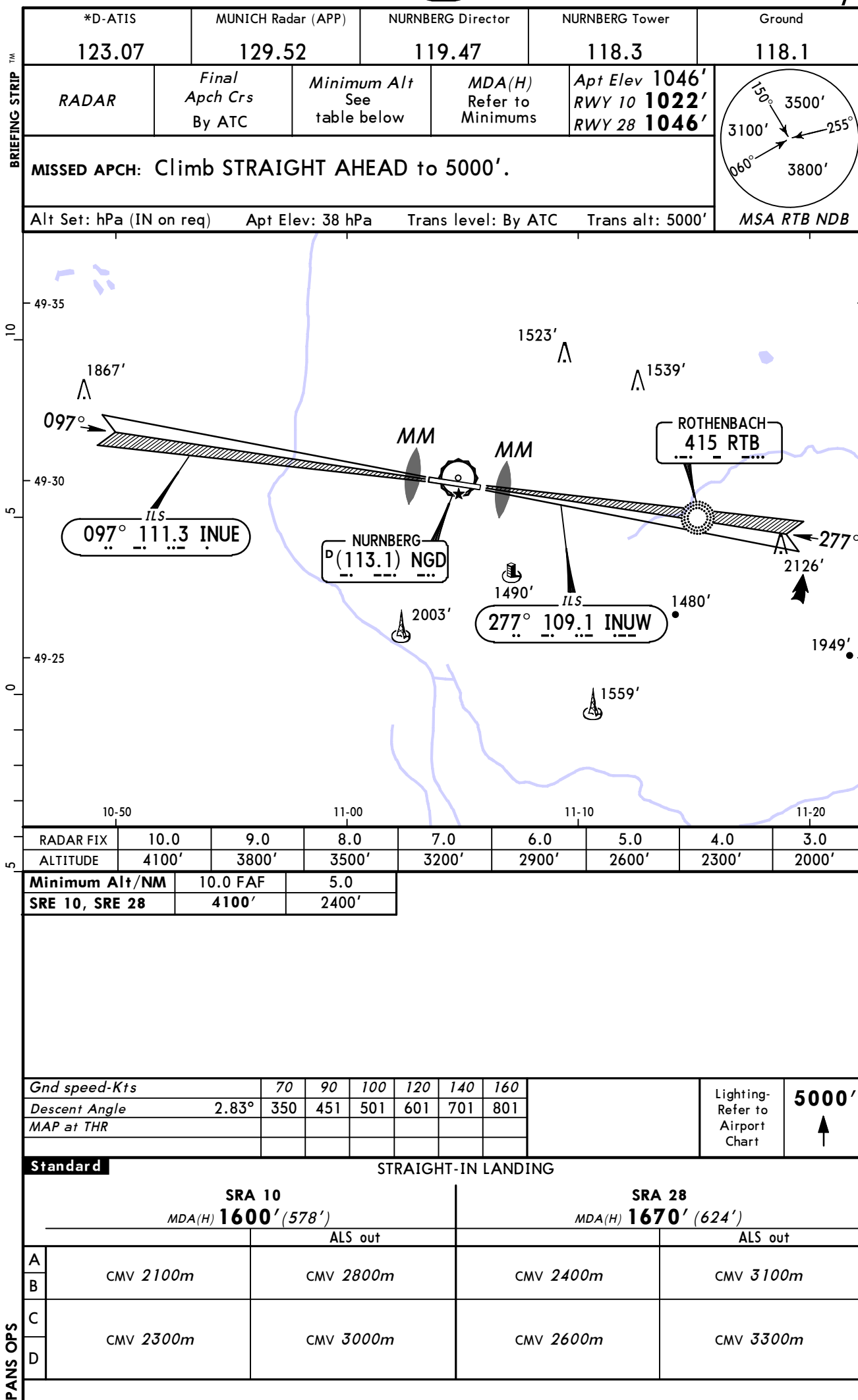


|          |       |       |       |       |       |       |       |       |
|----------|-------|-------|-------|-------|-------|-------|-------|-------|
| NUB DME  | 4.0   | 5.0   | 6.0   | 7.0   | 8.0   | 9.0   | 10.0  | 11.0  |
| ALTITUDE | 1610' | 1930' | 2250' | 2570' | 2880' | 3200' | 3520' | 3840' |



|                          |       |     |     |     |     |     |         |           |               |
|--------------------------|-------|-----|-----|-----|-----|-----|---------|-----------|---------------|
| Gnd speed-Kts            | 70    | 90  | 100 | 120 | 140 | 160 | ALSF-II | D9.0 NUB  | NUB on 115.75 |
| Descent Angle            | 3.05° | 378 | 486 | 540 | 648 | 755 | 863     | REIL PAPI | R-277         |
| MAP at D3.0 NUB/D1.2 NGD |       |     |     |     |     |     |         |           |               |

| Standard STRAIGHT-IN LANDING RWY 28 |           |           |  | CIRCLE-TO-LAND                  |                    |
|-------------------------------------|-----------|-----------|--|---------------------------------|--------------------|
| DA(H) <b>1670'</b> (624')           |           |           |  | Not authorized South of airport |                    |
| ALS out                             |           |           |  | Max Kts                         | MDA(H) VIS         |
| A                                   | RVR 1500m |           |  | 100                             | 1670' (624') 1500m |
| B                                   |           |           |  | 135                             | 1720' (674') 1600m |
| C                                   | CMV 2200m |           |  | 180                             | 1840' (794') 2400m |
| D                                   |           | CMV 2400m |  | 205                             | 1940' (894') 3600m |



**NURNBERG, (NURNBERG - EDDN)**

## TERMINAL CHART CHANGE NOTICES

### Chart Change Notices for Airport EDDN

**Type:** Terminal

**Effectivity:** Permanent

**Begin Date:** Immediately

**End Date:** No end date

(18-1) SRA procedures rwy 28 withdrawn.

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

(12-2) LNAV/VNAV Rwy 28 suspended.

**Type:** Terminal

**Effectivity:** Permanent

**Begin Date:** Immediately

**End Date:** No end date

(11-1, 11-2, 11-2a, 11-3, 12-1, 13-1, 13-2) Note added. Procedure partly in Airspace Class E. Watch out for VFR traffic.