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Trip Kit Index

Airport Information For EDDN

Terminal Charts For EDDN

Revision Letter For Cycle 01-2014

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: 0711 Z
Sunset: 1531 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

1. GENERAL

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;
- between 2200-0600LT Nurnberg APT may not be used for unplanned take-offs/landings due to 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 applicable valid Bonus List published by the Ministry of Transport, Building and Urban Development (BMVBS) 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.

1. GENERAL

1.3. LOW VISIBILITY PROCEDURES DURING CAT II/III OPERATIONS

As soon as the application of CAT II/III all-weather operations has been disseminated via ATIS, TWYs 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 the part where the ACFT leaves the ILS sensitive area.

ACFT which have landed shall leave the RWY via TWY E and/or F and shall report leaving the colour-coded section of the TWY without further request in order to report that the ACFT has left the ILS sensitive 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 crossed under any circumstances.

Clearances of any kind do not permit taxiing across 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 may taxi only at the absolute minimum speed.

Taxilane S1 and S2 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 and T3 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. The use of reverse thrust is prohibited.

Markings for special parking (facing South) have been applied between stands 81/82 and 83/84. When these parking positions are used, they will be entered via taxilane N2, guided by a Follow-me car. Taxiing off from these special positions will be done using push-back procedure.

1.6. OTHER INFORMATION

1.6.1. USE OF TWY F FOR TAKE-OFF AND LANDING

After prior clearance from DFS aerodrome control, helicopters up to a maximum rotor diameter of 66'/20m may use twy F for take-offs and landings in directions 10 and 28.

2. ARRIVAL

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.

3. DEPARTURE

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.

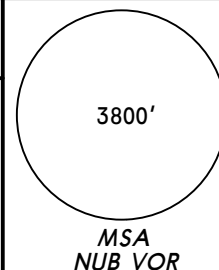
The following temporal parameters apply:

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

*D-ATIS
123.07

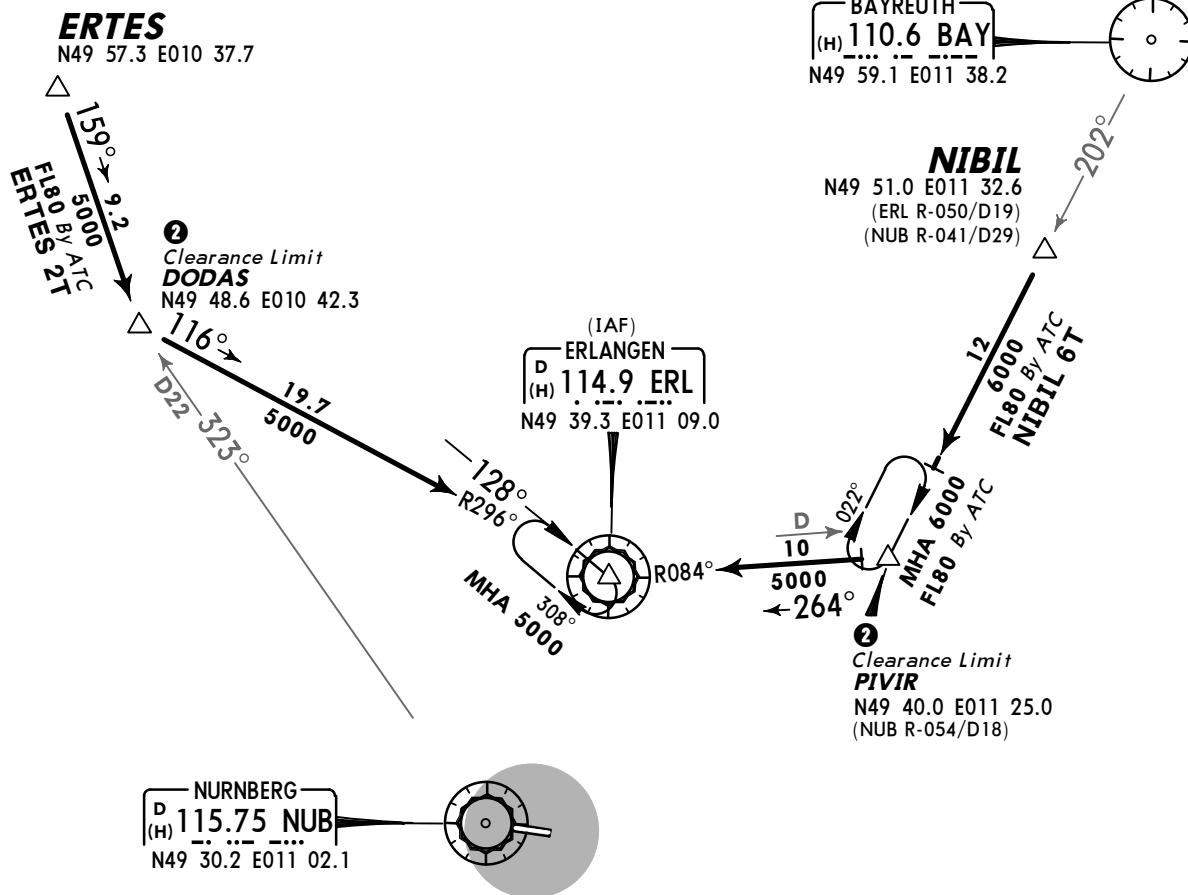
Apt Elev
1046'

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.
LOST COMMS ▲ SWW03 1501 ▲ SWW03 1501 ▲ SWW03 1501 ▲

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MUNICH Radar
129.52Apt Elev
1046'

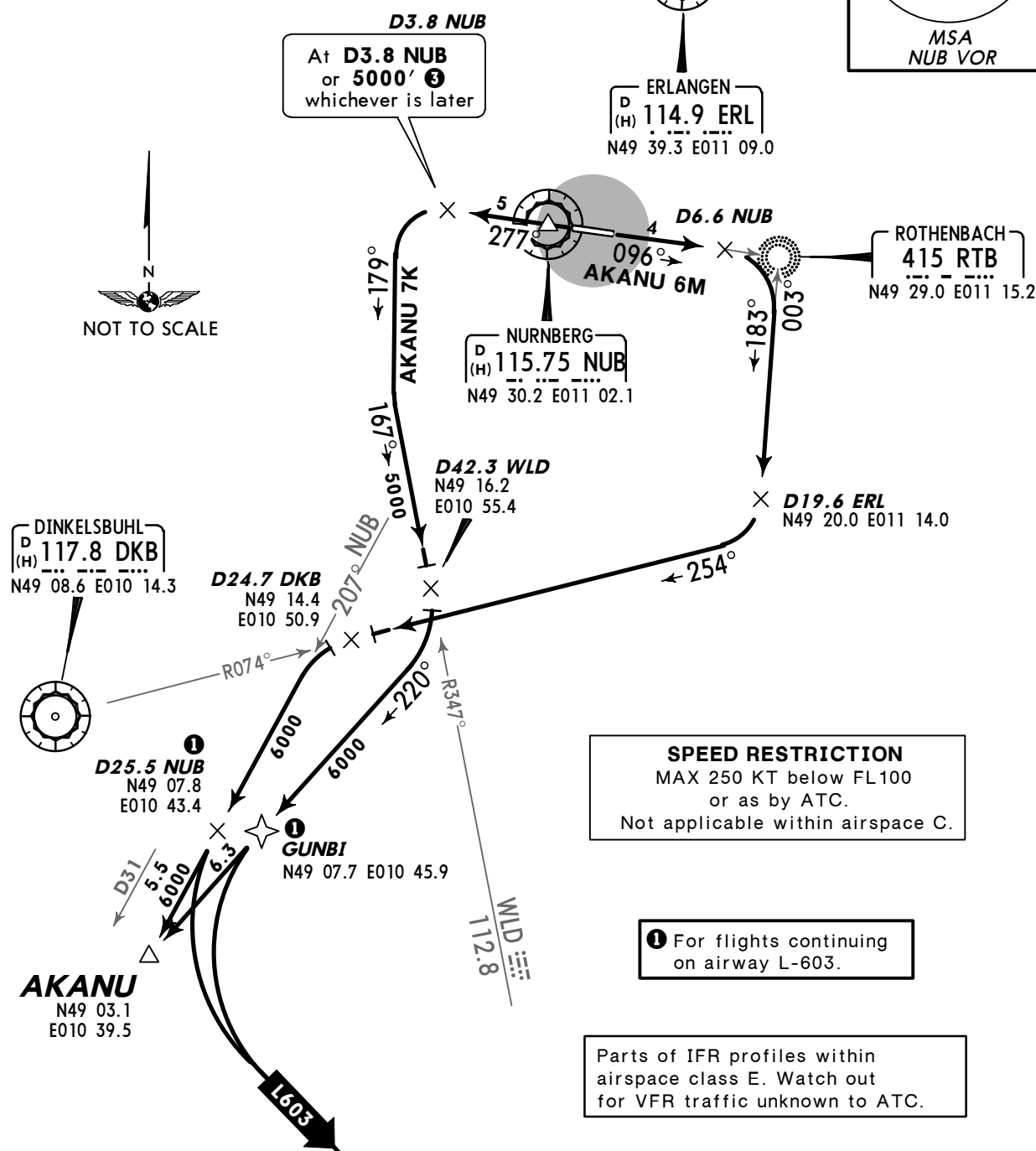
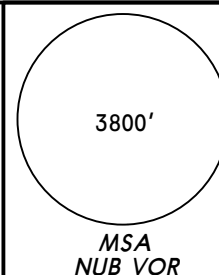
Trans level: By ATC Trans alt: 5000'

1. Contact MUNICH Radar immediately after take-off.

2. SIDs are also noise abatement procedures (refer to 10-4).

Strict adherence within the limits of aircraft performance is mandatory.

3. Rwy 10: EXPECT close-in obstacles.

AKANU SEVEN KILO (AKANU 7K)
AKANU SIX MIKE (AKANU 6M)
RWYS 28, 10 DEPARTURESInitial climb clearance **FL70**

SID	RWY	ROUTING
AKANU 7K	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.

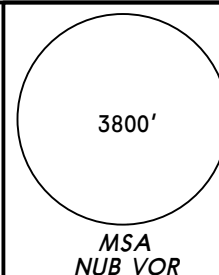
④ After D42.3 WLD BRNAV equipment necessary. If unable to comply advise ATC.

MUNICH Radar
129.52Apt Elev
1046'

Trans level: By ATC Trans alt: 5000'

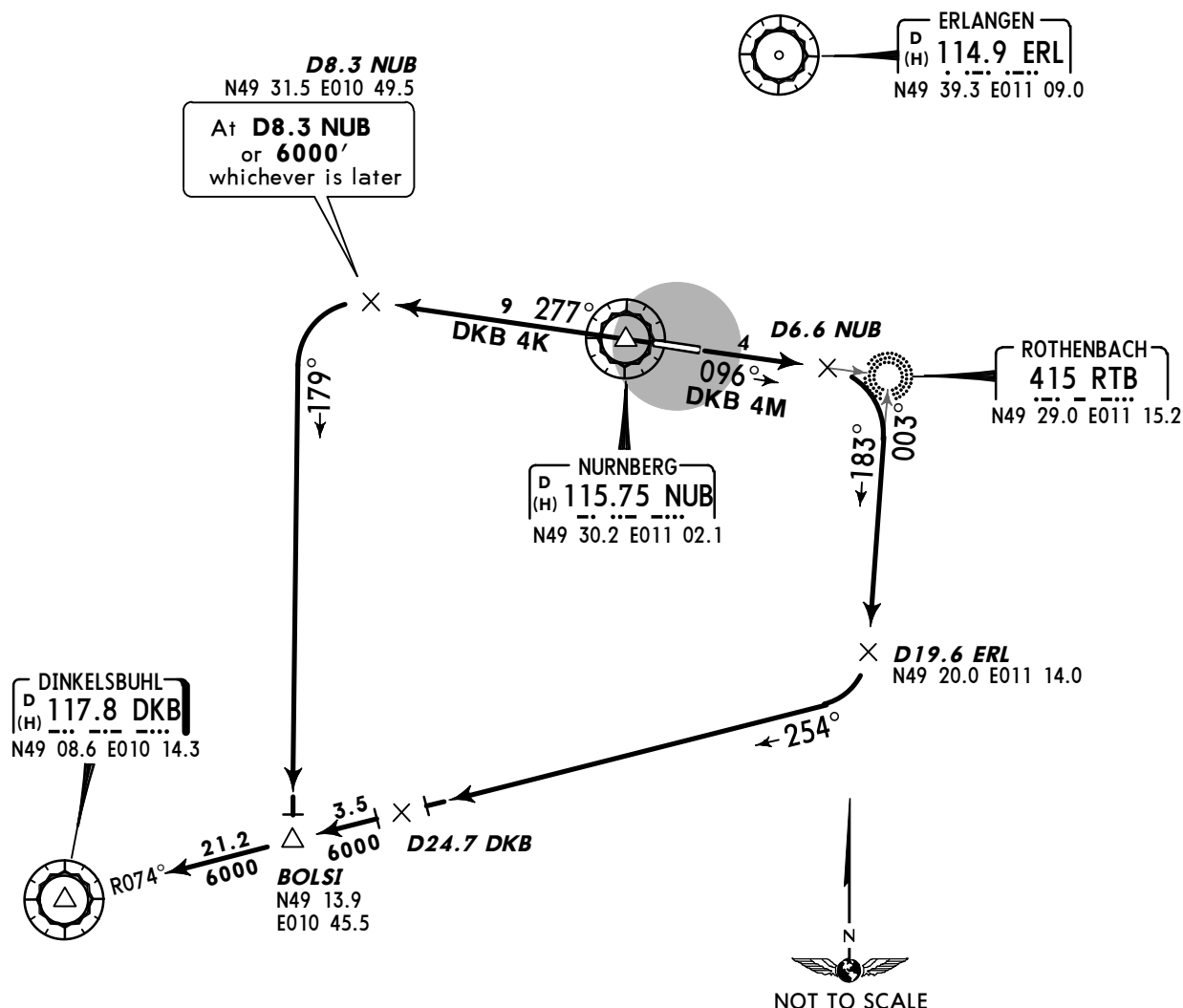
1. Contact MUNICH Radar immediately after take-off.
2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.
3. Rwy 10: EXPECT close-in obstacles.

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.

Parts of IFR profiles within
airspace class E. Watch out
for VFR traffic unknown to ATC.



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.

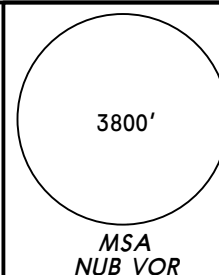
❶ After D8.3 NUB BRNAV equipment necessary.

MUNICH Radar
129.52Apt Elev
1046'

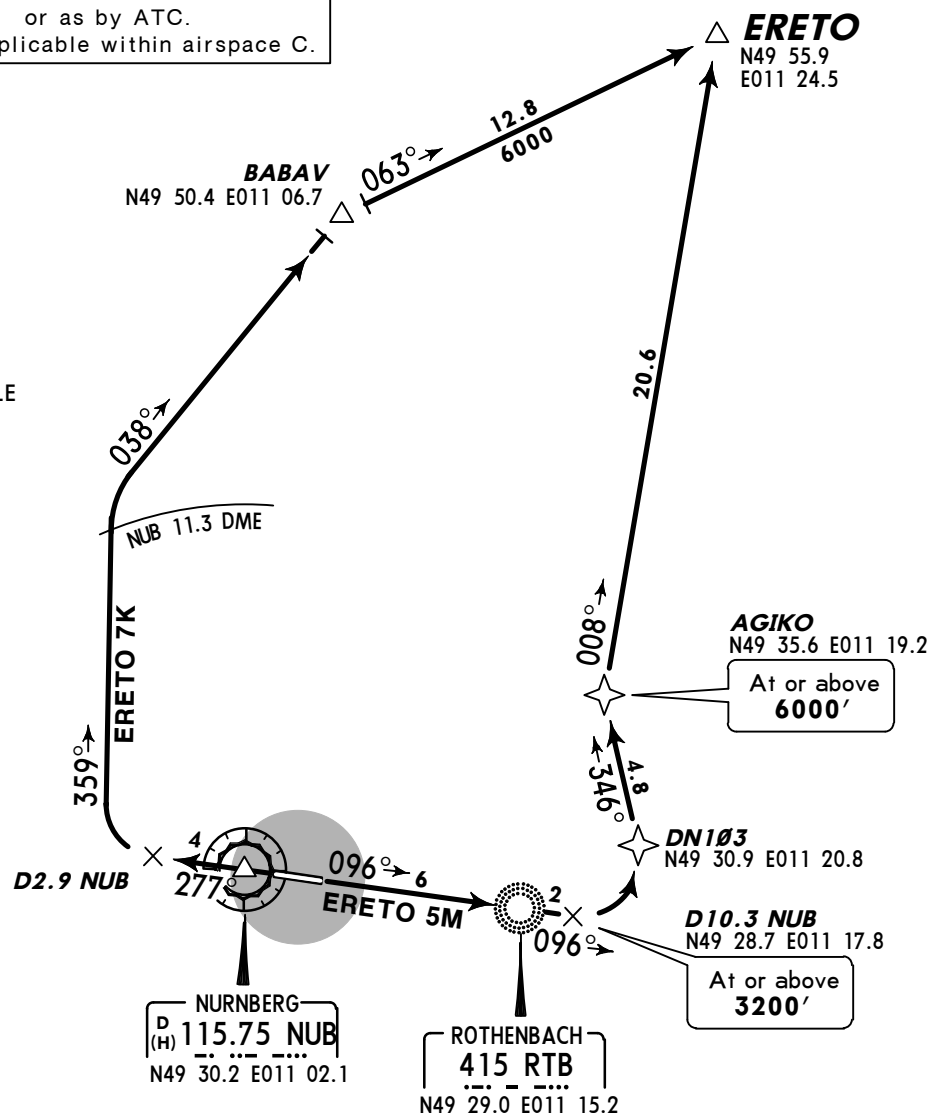
Trans level: By ATC Trans alt: 5000'

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

ERETO SEVEN KILO (ERETO 7K)
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

Parts of IFR profiles within airspace class E. Watch out for VFR traffic unknown to ATC.

Initial climb clearance FL70

SID	RWY	ROUTING
ERETO 7K	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.

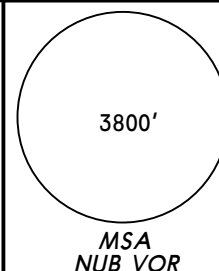
② After D10.3 NUB BRNAV equipment necessary.

NURNBERG
Tower
118.3

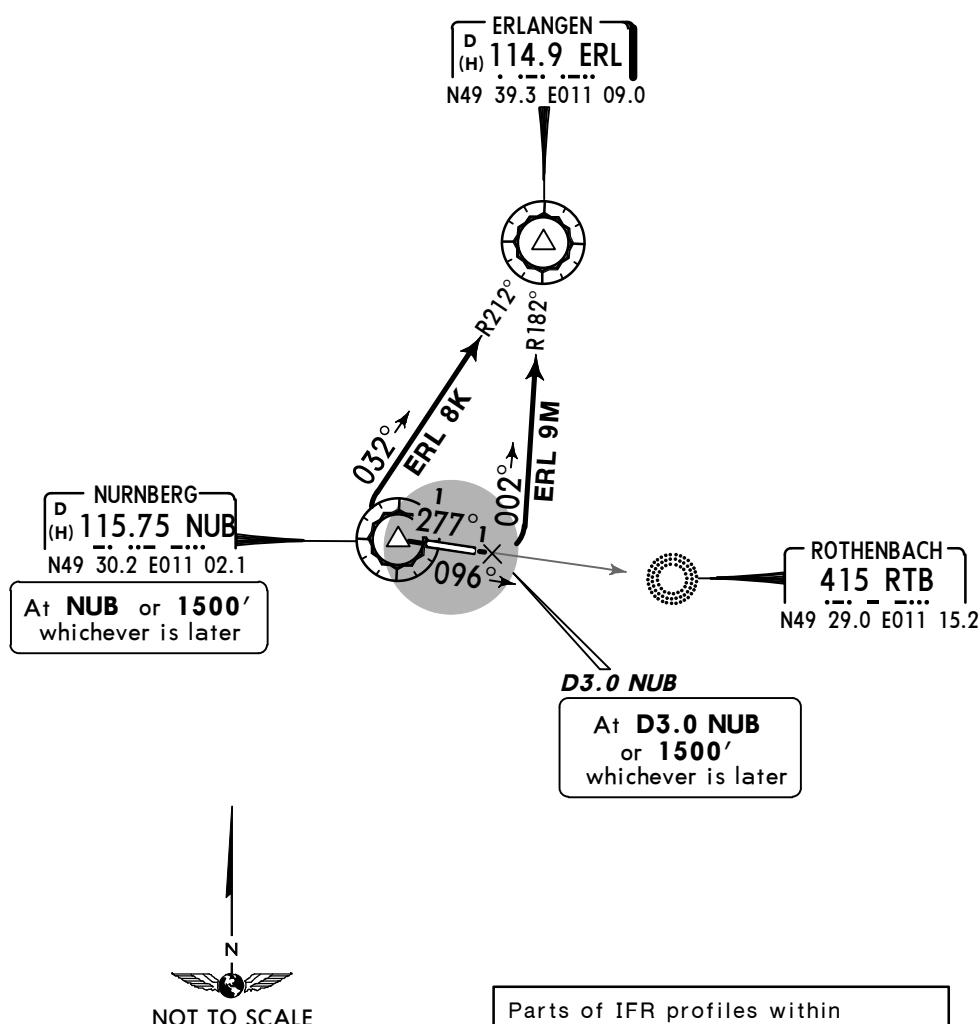
Apt Elev
1046'

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.

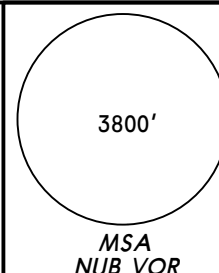
MUNICH Radar
129.52Apt Elev
1046'

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
NOT AVAILABLE FOR FLIGHTS TO EDDF, EDDE OR ETOU
THOSE FLIGHTS SHALL FILE SID SUKAD

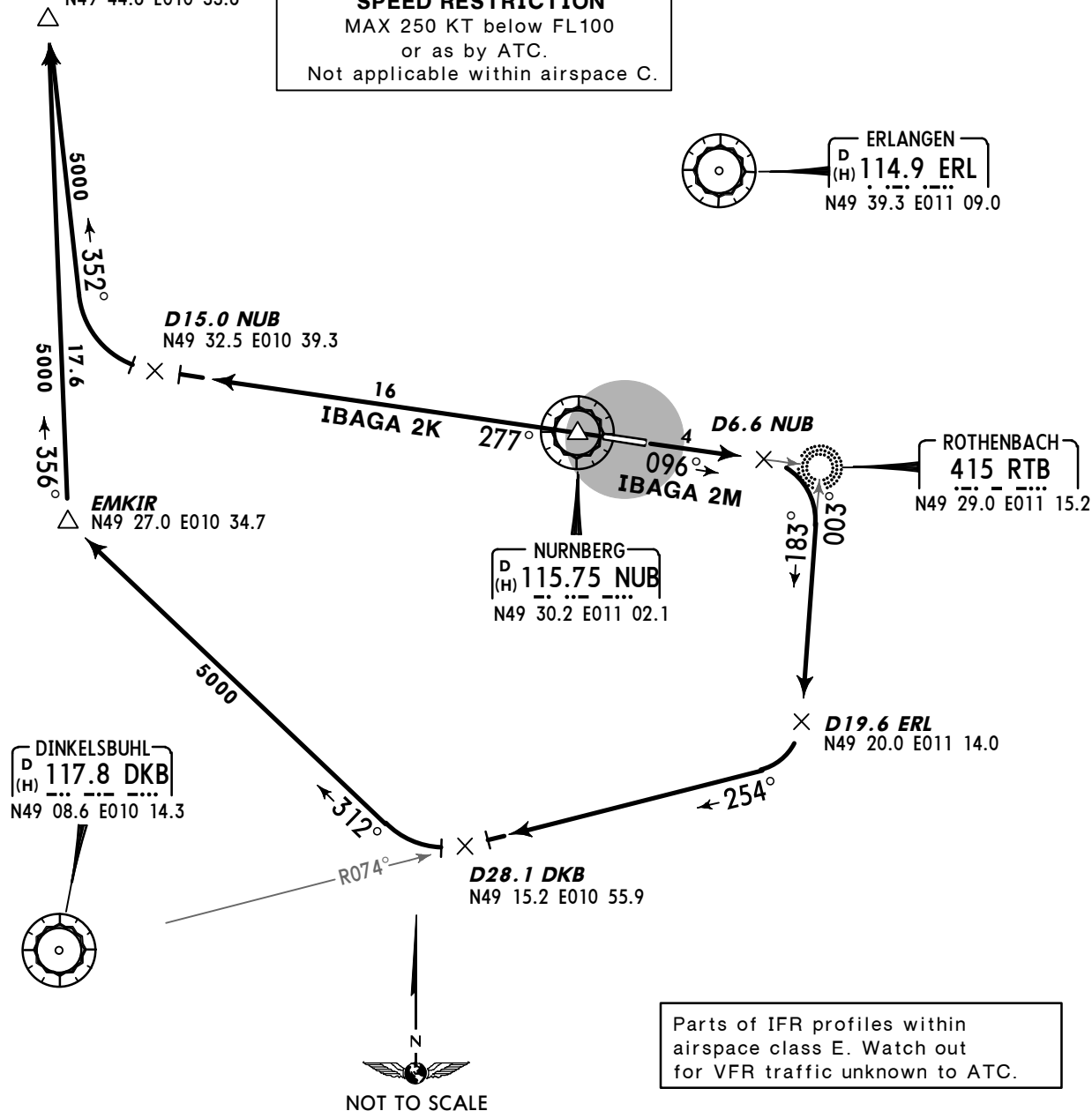
**IBAGA**

N49 44.6 E010 33.6

SPEED RESTRICTION

MAX 250 KT below FL100
or as by ATC.

Not applicable within airspace C.

Initial climb clearance **FL70**

SID	RWY	ROUTING
IBAGA 2K	28	Intercept NUB R-277, at D15.0 NUB ① turn RIGHT, 352° track to IBAGA.
IBAGA 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 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.

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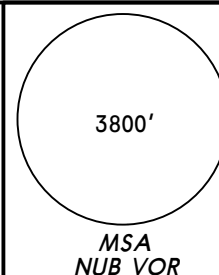
MUNICH Radar
129.52Apt Elev
1046'

Trans level: By ATC Trans alt: 5000'

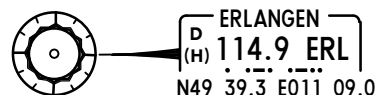
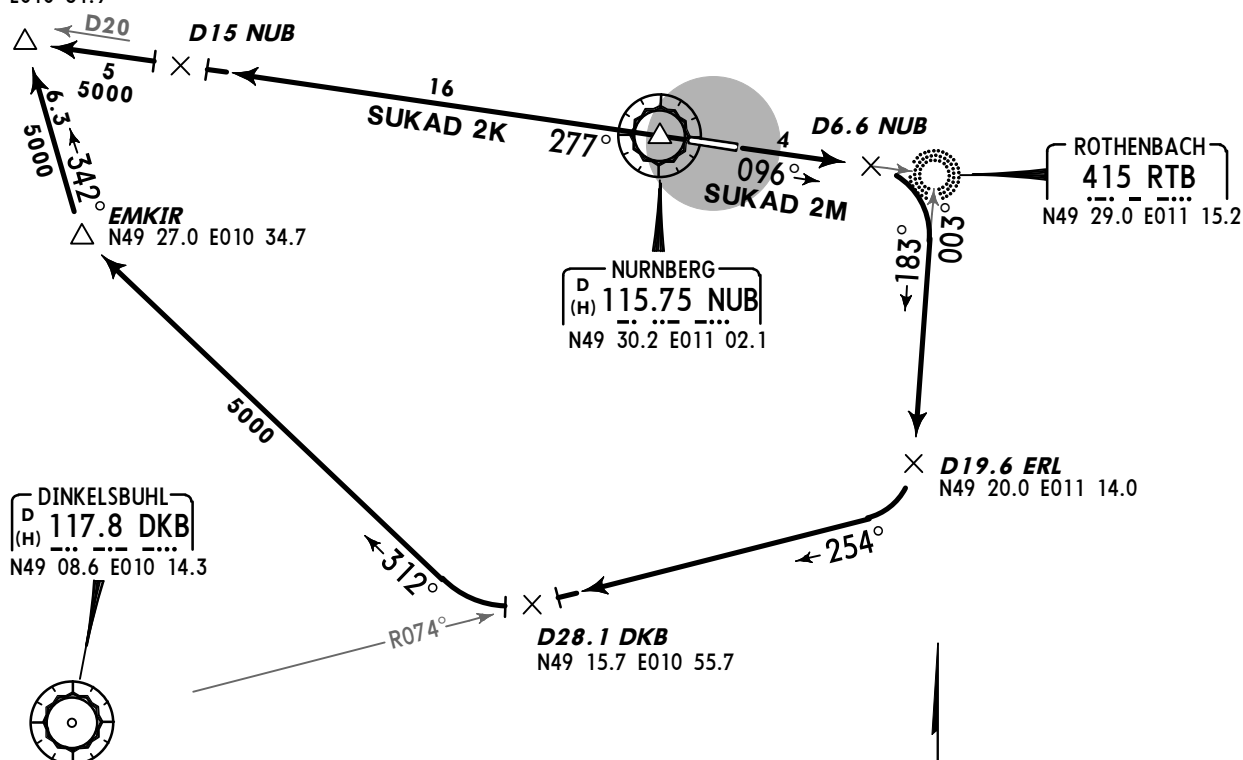
1. Contact MUNICH Radar immediately after take-off.
2. SIDs are also noise abatement procedures (refer to 10-4).
3. Rwy 10: EXPECT close-in obstacles.

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, EDFE 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

Parts of IFR profiles within
airspace class E. Watch out
for VFR traffic unknown to ATC.

NOT TO SCALE

Initial 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.

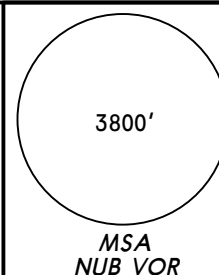
① After D28.1 DKB BRNAV equipment necessary.

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.

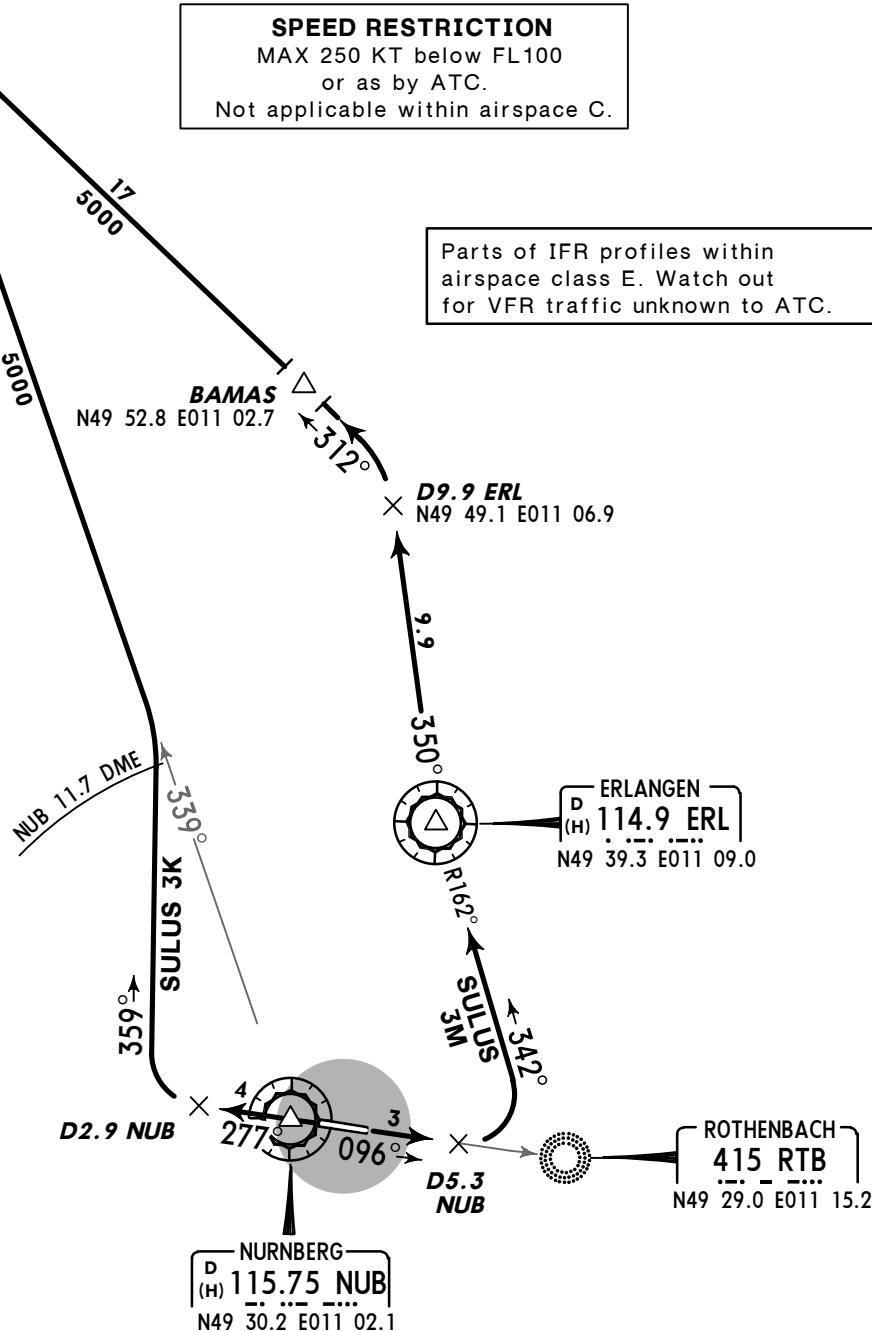
SULUS THREE KILO (SULUS 3K)
SULUS THREE MIKE (SULUS 3M)
RWYS 28, 10 DEPARTURES
ONLY AVAILABLE FOR FLIGHTS INTENDING
TO PROCEED SULUS - AIRWAY L-604

**SULUS**
N50 04.5 E010 43.7**SPEED RESTRICTION**

MAX 250 KT below FL100
or as by ATC.

Not applicable within airspace C.

Parts of IFR profiles within
airspace class E. Watch out
for VFR traffic unknown to ATC.

**Initial climb clearance FL70**

SID	RWY	ROUTING
SULUS 3K	28	Intercept NUB R-277, at D2.9 NUB turn RIGHT, 359° track to NUB 11.7 DME, turn LEFT, intercept NUB R-339 to SULUS.
SULUS 3M	10	Intercept 096° bearing towards RTB, at D5.3 NUB turn LEFT, intercept ERL R-162 inbound to ERL, ERL R-350 to D9.9 ERL ①, turn LEFT, 312° track via BAMAS to SULUS.

① After D9.9 ERL 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).

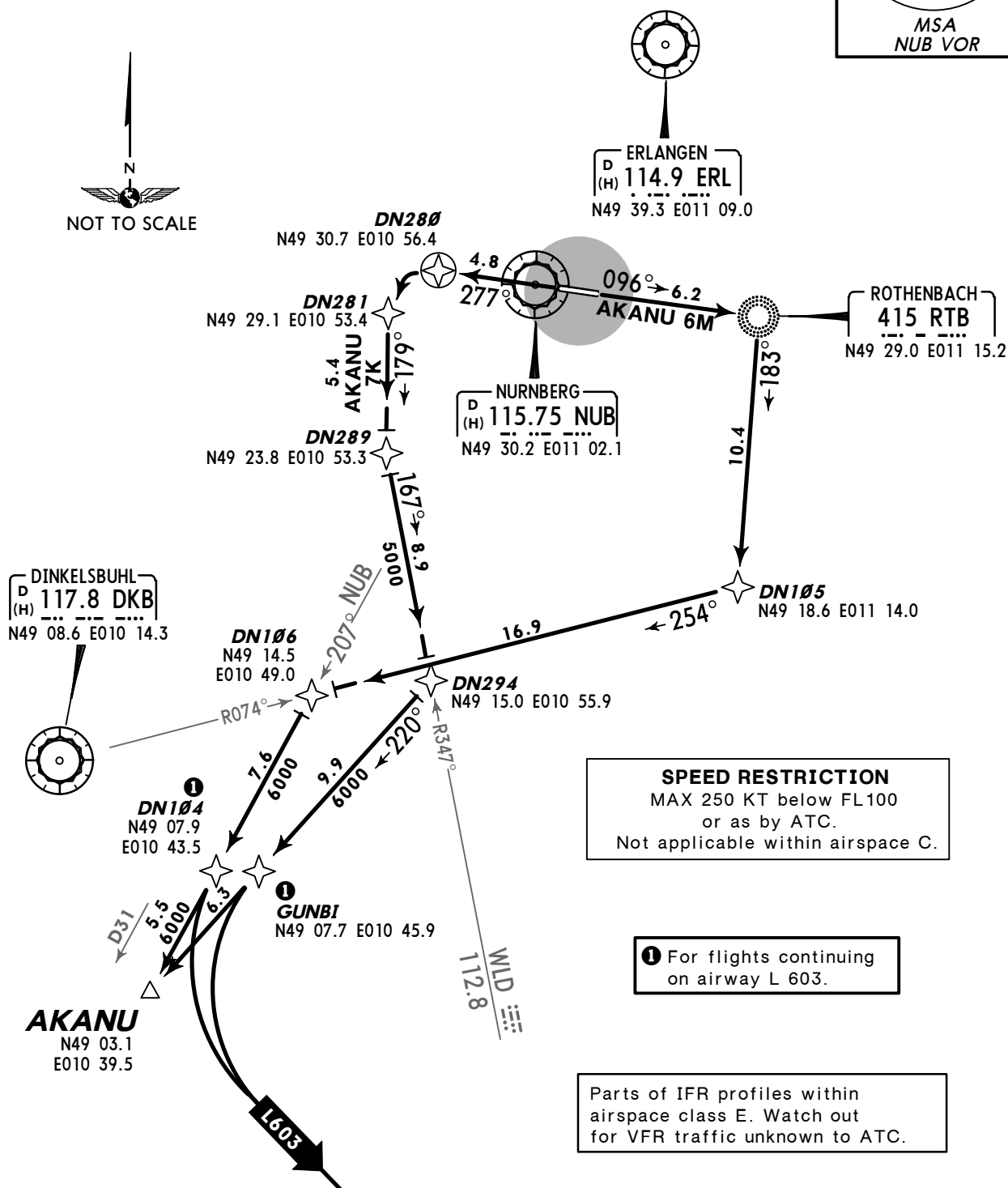
Strict adherence within the limits of aircraft performance is mandatory.

3. Rwy 10: EXPECT close-in obstacles.



3800'

MSA
NUB VOR



SID	RWY	ROUTING
AKANU 7K	28	(1500'+) - DN280 - (5000'+) 3 - DN281 - DN289 - DN294 - GUNBI - AKANU.
AKANU 6M 2	10	(1500'+) - RTB - DN105 - DN106 - DN104 - AKANU.

③ Altitude restriction applies during glider activity.

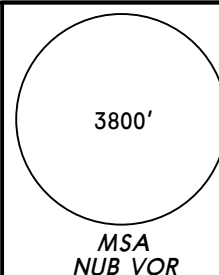
MUNICH Radar
129.52Apt Elev
1046'

Trans level: By ATC Trans alt: 5000'

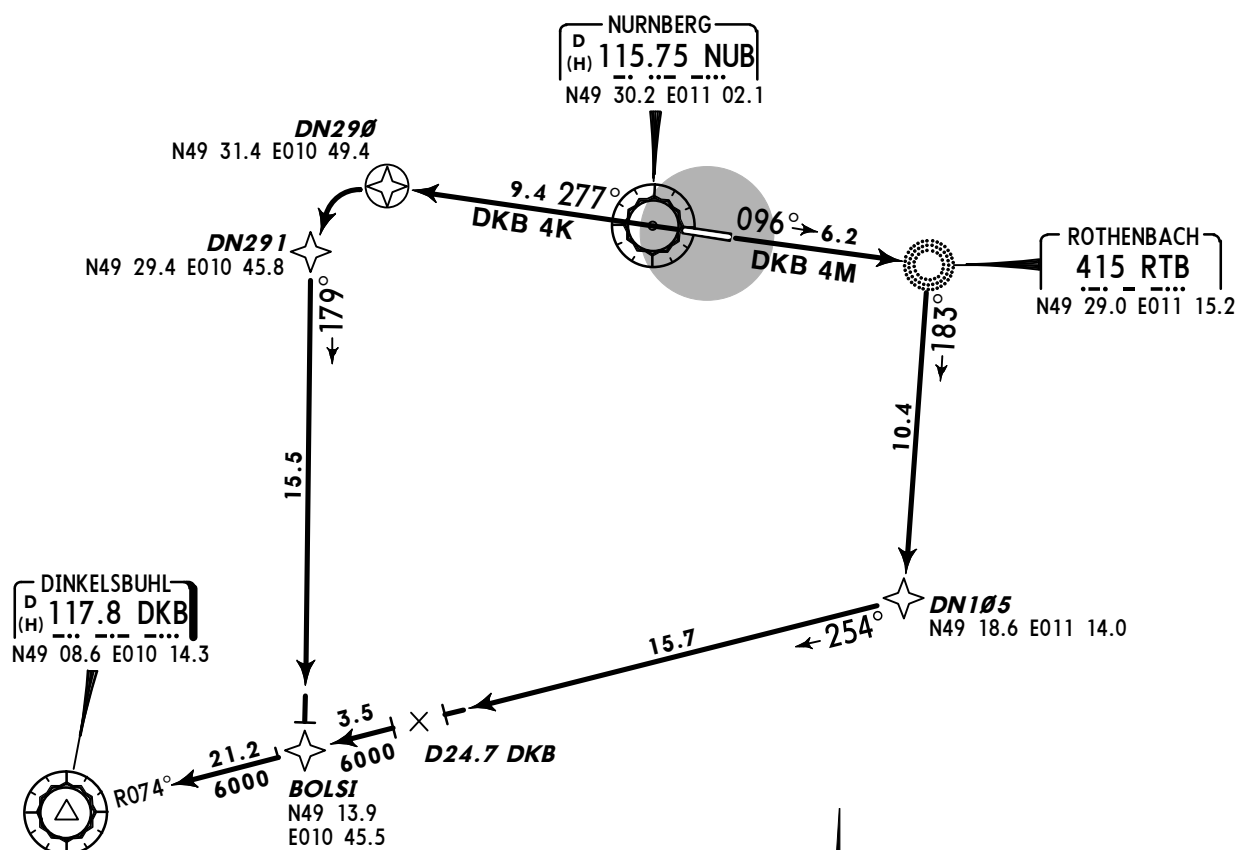
1. Contact MUNICH Radar immediately after take-off.
2. SIDs are also noise abatement procedures (refer to 10-4).
3. Rwy 10: EXPECT close-in obstacles.

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.



Parts of IFR profiles within
airspace class E. Watch out
for VFR traffic unknown to ATC.



Initial climb clearance **FL70**

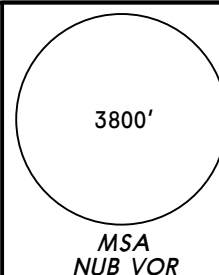
SID	RWY	ROUTING
DKB 4K	28	(1500'+) - DN290 - (6000'+) - DN291 - BOLSI - DKB.
DKB 4M	10	(1500'+) - RTB - DN105 - DKB.

MUNICH Radar
129.52

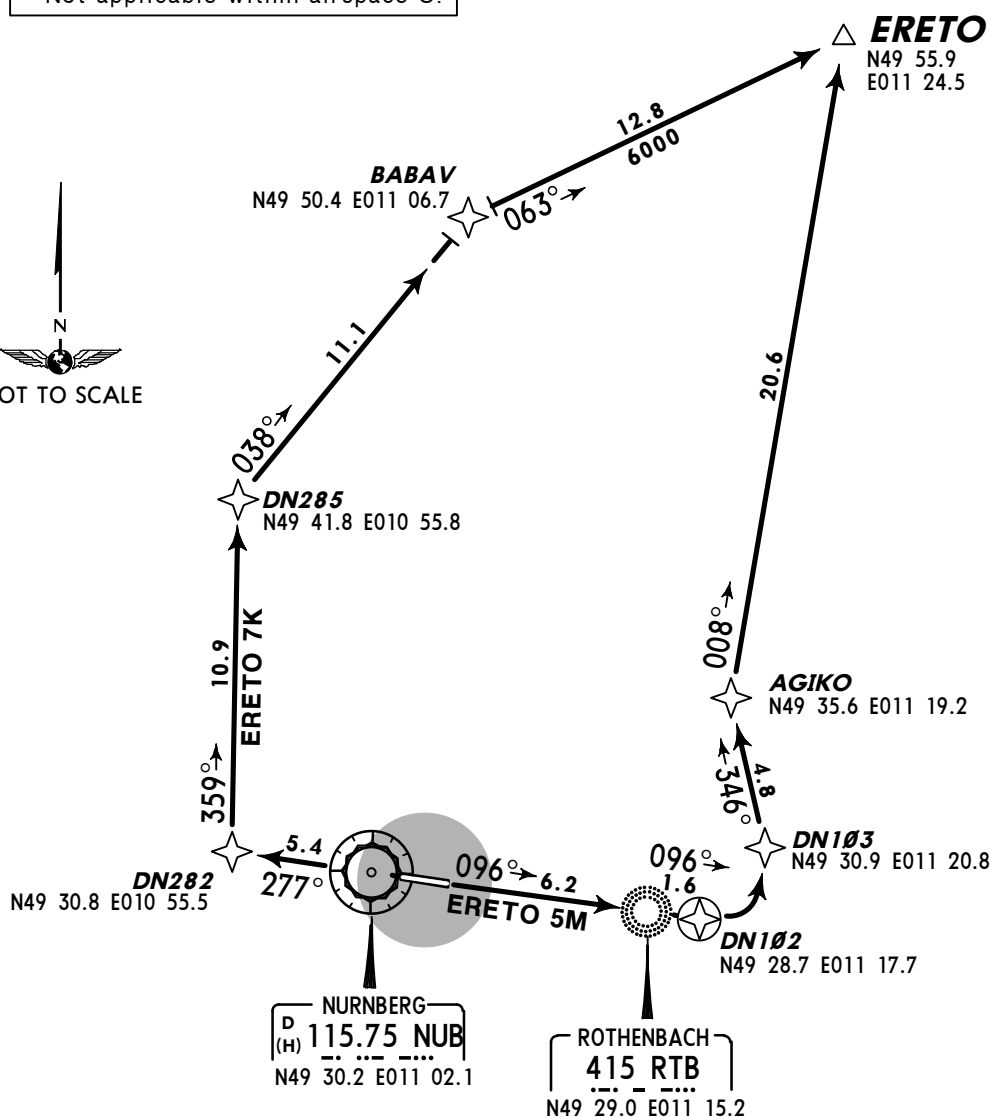
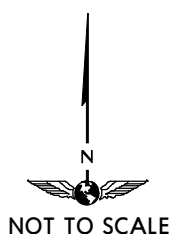
Apt Elev
1046'

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 SEVEN KILO (ERETO 7K) [ERET7K]
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

Parts of IFR profiles within airspace class E. Watch out for VFR traffic unknown to ATC.

Initial climb clearance **FL70**

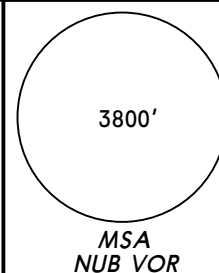
SID	RWY	ROUTING
ERETO 7K	28	(1500'+) - DN282 - DN285 - BABAV - ERETO.
ERETO 5M	10	(1500'+) - RTB - DN102 - DN103 - AGIKO - ERETO.

NURNBERG
Tower
118.3

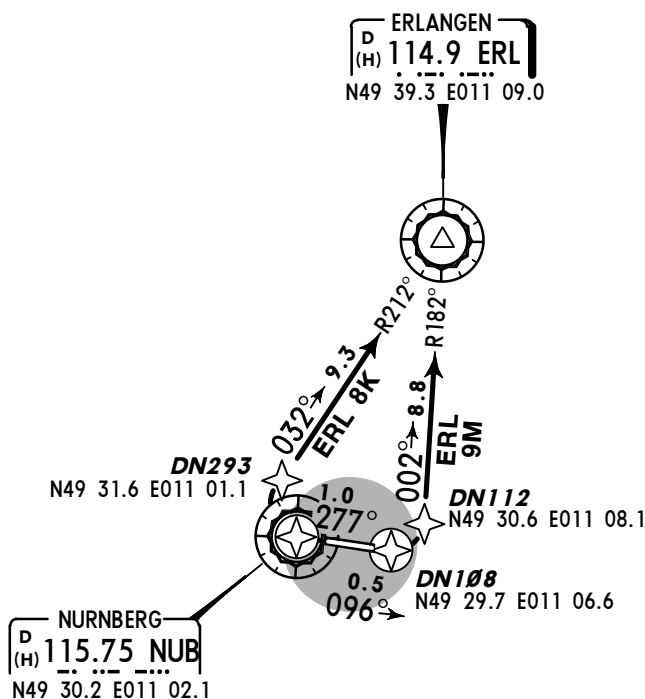
Apt Elev
1046'

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.



Parts of IFR profiles within
airspace class E. Watch out
for VFR traffic unknown to ATC.



Initial climb clearance **FL70**

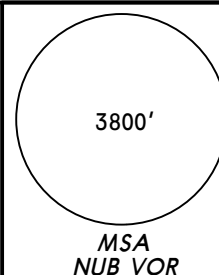
SID	RWY	ROUTING
ERL 8K	28	NUB - (1500'+) - DN293 - ERL.
ERL 9M	10	DN108 - (1500'+) - DN112 - ERL.

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.

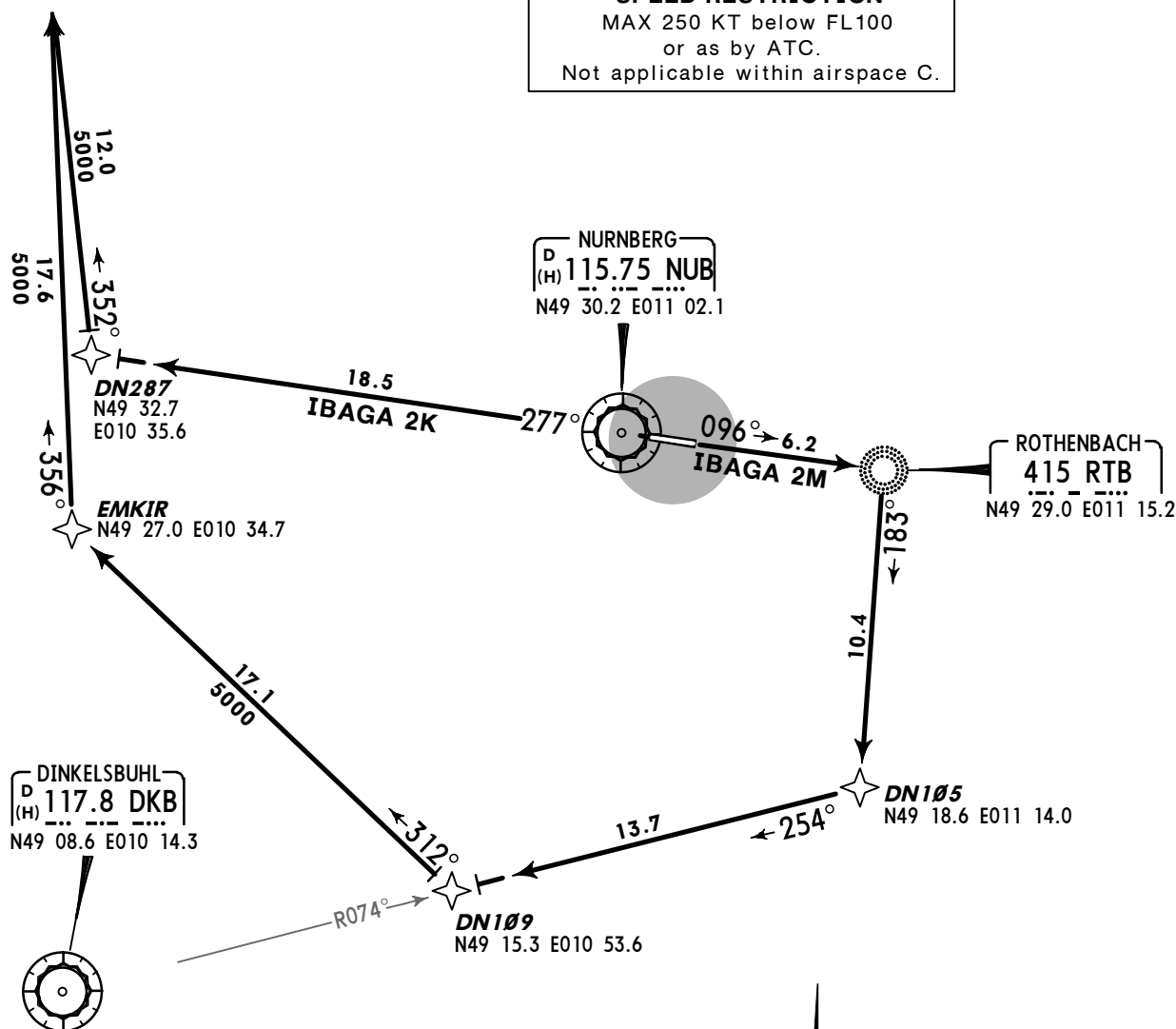
IBAGA TWO KILO (IBAGA 2K) [IBAG2K]
IBAGA TWO MIKE (IBAGA 2M) [IBAG2M]
RWYS 28, 10 RNAV DEPARTURES (OVERLAY 10-3D)
NOT AVAILABLE FOR FLIGHTS INTENDING
TO PROCEED VIA OSBIT - AIRWAY P-605
NOT AVAILABLE FOR FLIGHTS TO EDDF, EDDE OR ETOU
THOSE FLIGHTS SHALL FILE SID SUKAD

**IBAGA**

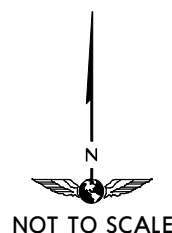
N49 44.6 E010 33.6

SPEED RESTRICTIONMAX 250 KT below FL100
or as by ATC.

Not applicable within airspace C.



Parts of IFR profiles within
airspace class E. Watch out
for VFR traffic unknown to ATC.

Initial climb clearance **FL70**

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

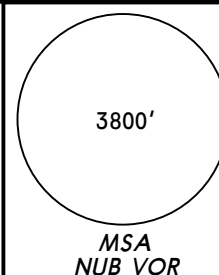
MUNICH Radar
129.52

Apt Elev
1046'

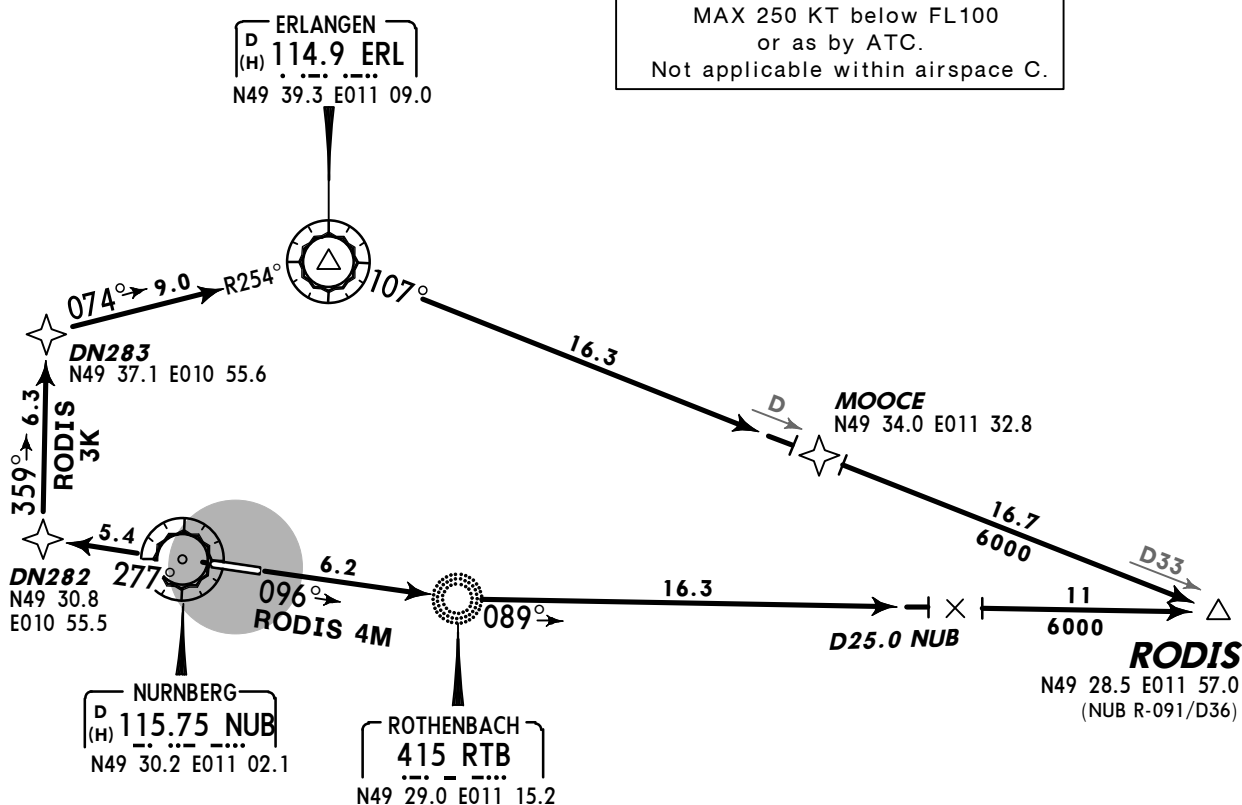
Trans level: By ATC Trans alt: 5000'

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) [RODI3K]
RODIS FOUR MIKE (RODIS 4M) [RODI4M]
RWYS 28, 10 RNAV DEPARTURES (OVERLAY 10-3E)
 ONLY AVAILABLE FOR FLIGHTS WITH DEST EDMM, 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.



Parts of IFR profiles within
 airspace class E. Watch out
 for VFR traffic unknown to ATC.



Initial climb clearance **FL70**

SID	RWY	ROUTING
RODIS 3K	28	(1500'+) - DN282 - DN283 - ERL - MOOCE - RODIS.
RODIS 4M	10	(1500'+) - RTB - RODIS.

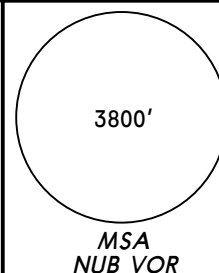
MUNICH Radar
129.52Apt Elev
1046'

Trans level: By ATC Trans alt: 5000'

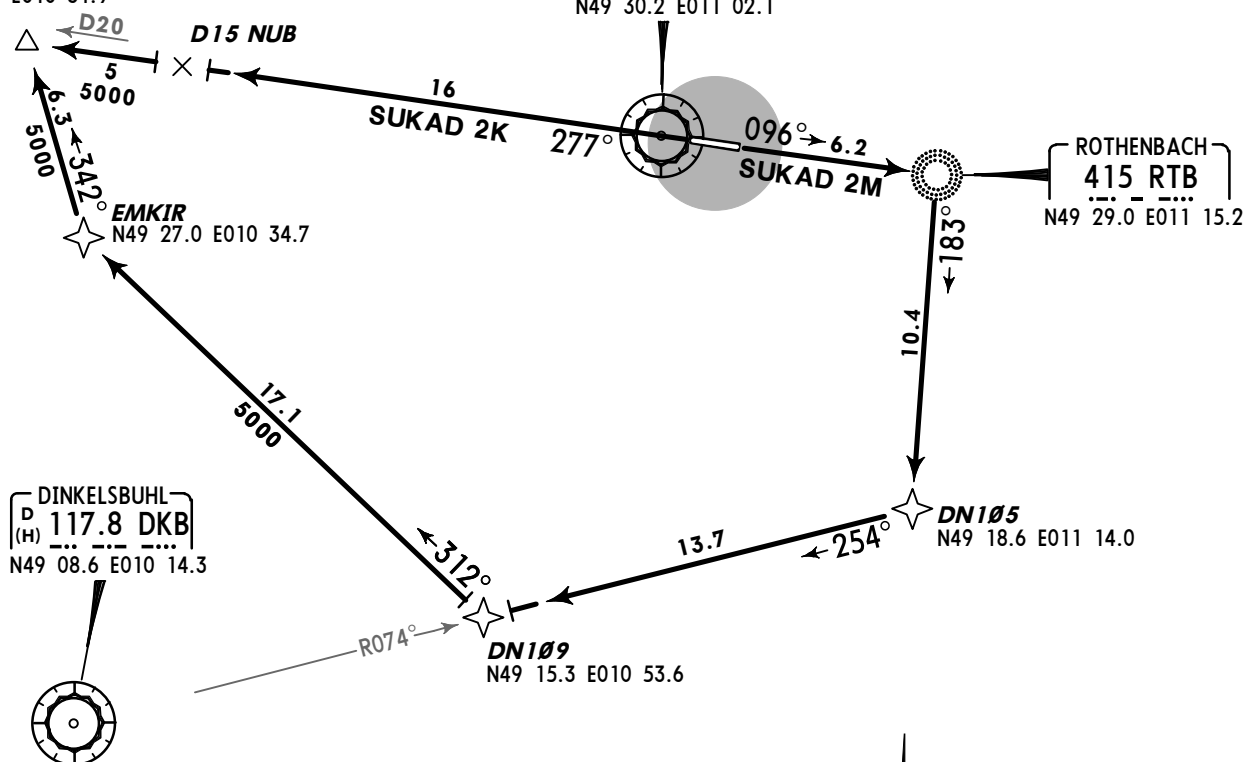
1. Contact MUNICH Radar immediately after take-off.
2. SIDs are also noise abatement procedures (refer to 10-4).
3. Rwy 10: EXPECT close-in obstacles.

Strict adherence within the limits of aircraft performance is mandatory.

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



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

SUKADN49 33.1
E010 31.9

Parts of IFR profiles within
airspace class E. Watch out
for VFR traffic unknown to ATC.

Initial climb clearance **FL70**

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

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.



3800'

MSA
NUB VOR

11

Not applicable within airspace C.

1

1111 1211 1311 1411 1511

1997, 2002, 2004, 2007).

Parts of IFR profiles within
airspace class E. Watch out
for VFR traffic unknown to ATC.

NOT TO SCALE

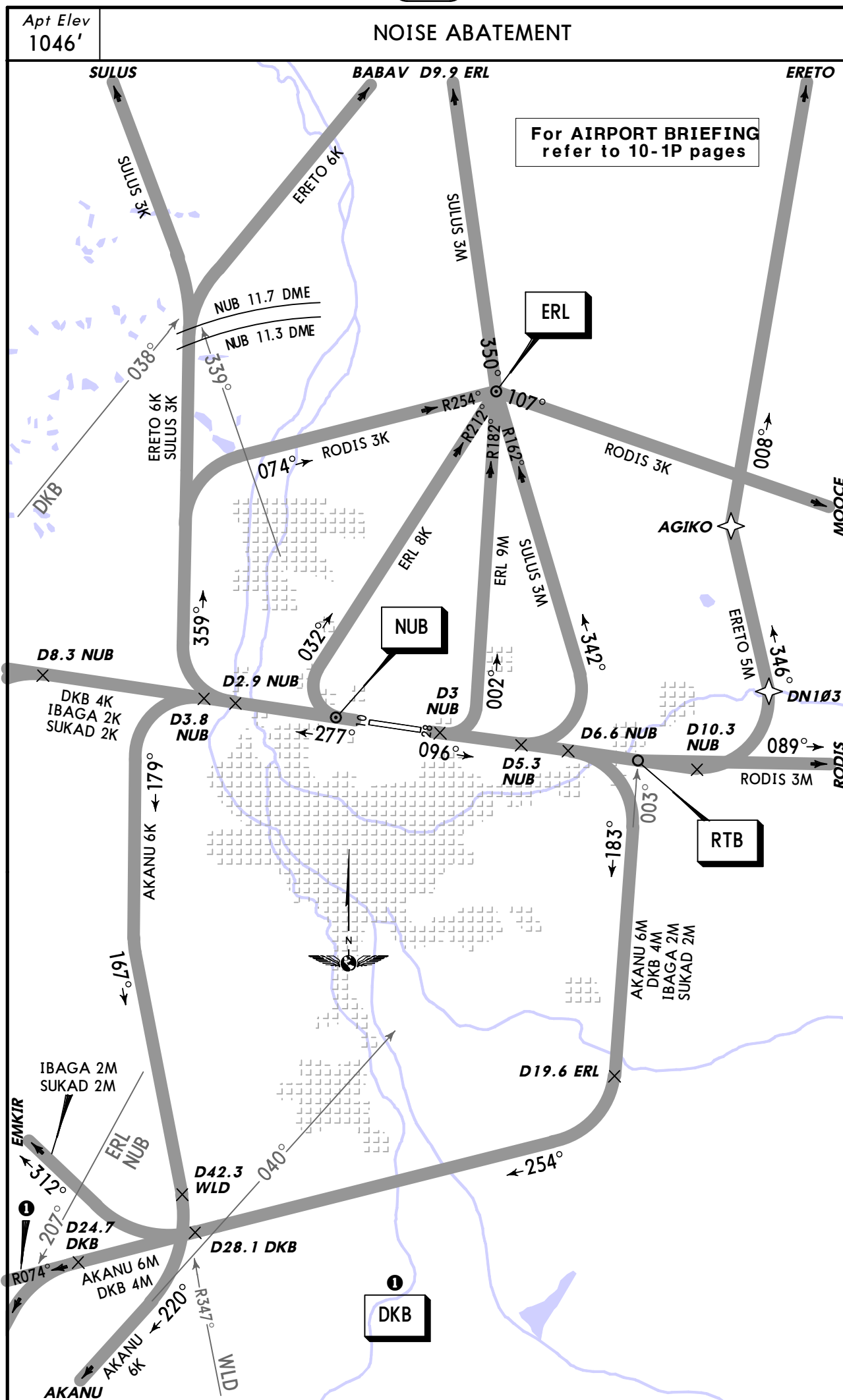
ROUTING

28

(1500'+) - DN100 - DN101 - ERL - BABAV - BAMAS - SULUS.

10

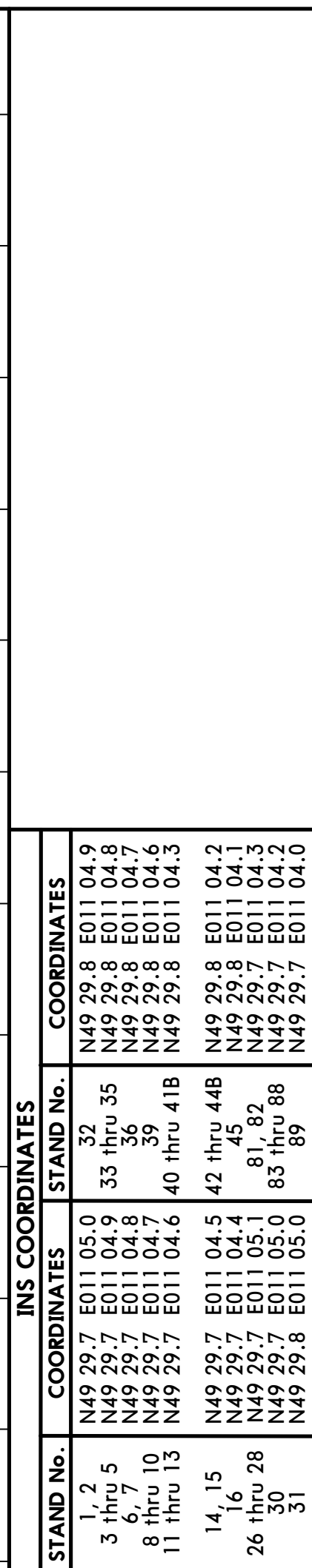
(1500'+) - DN100 - DN101 - ERL - BABAV - BAMAS - SULUS.

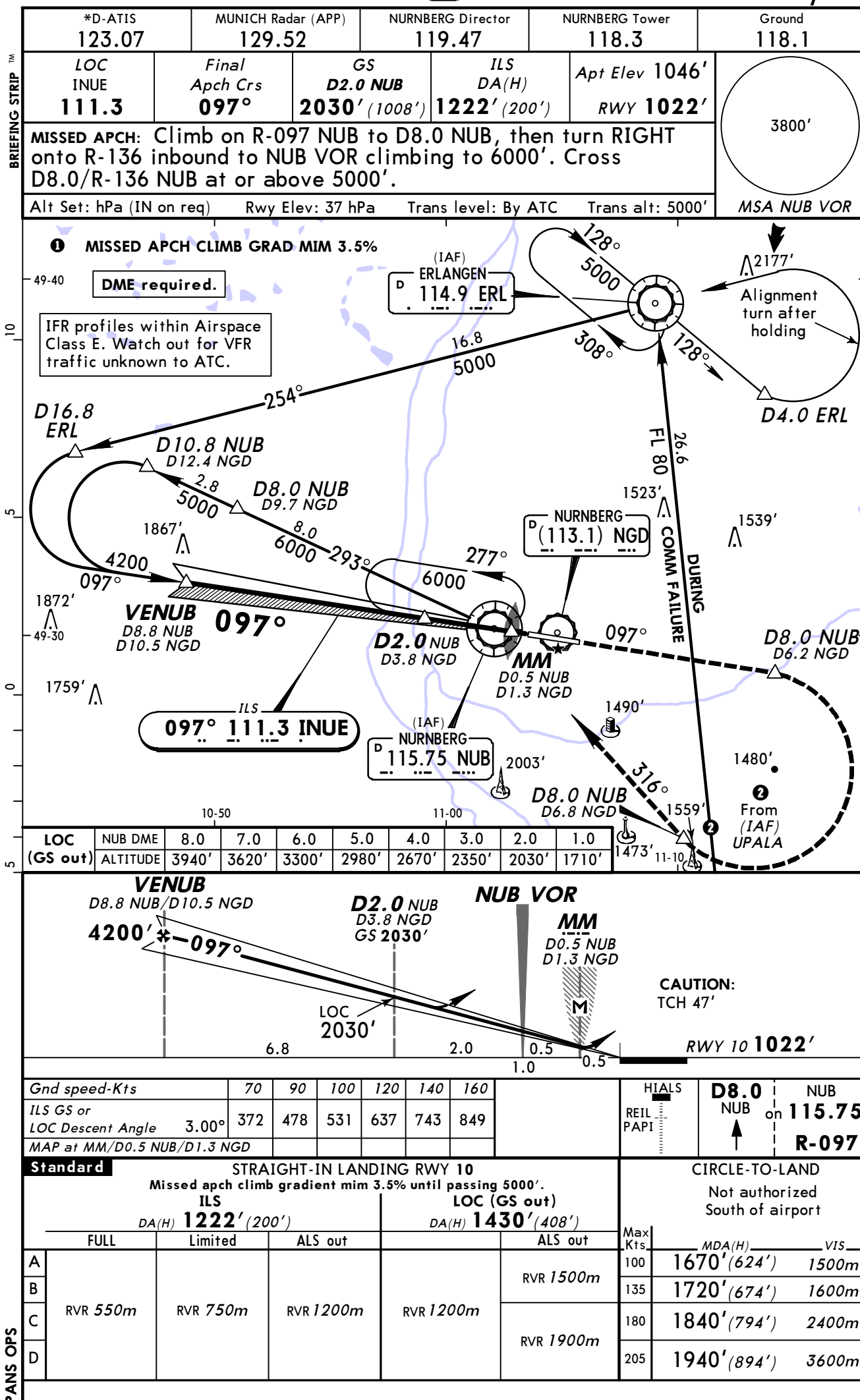


RWY 28: From rwy head 8858' (2700m)
twy B int 6437' (1962m)
twy C int 4101' (1250m)

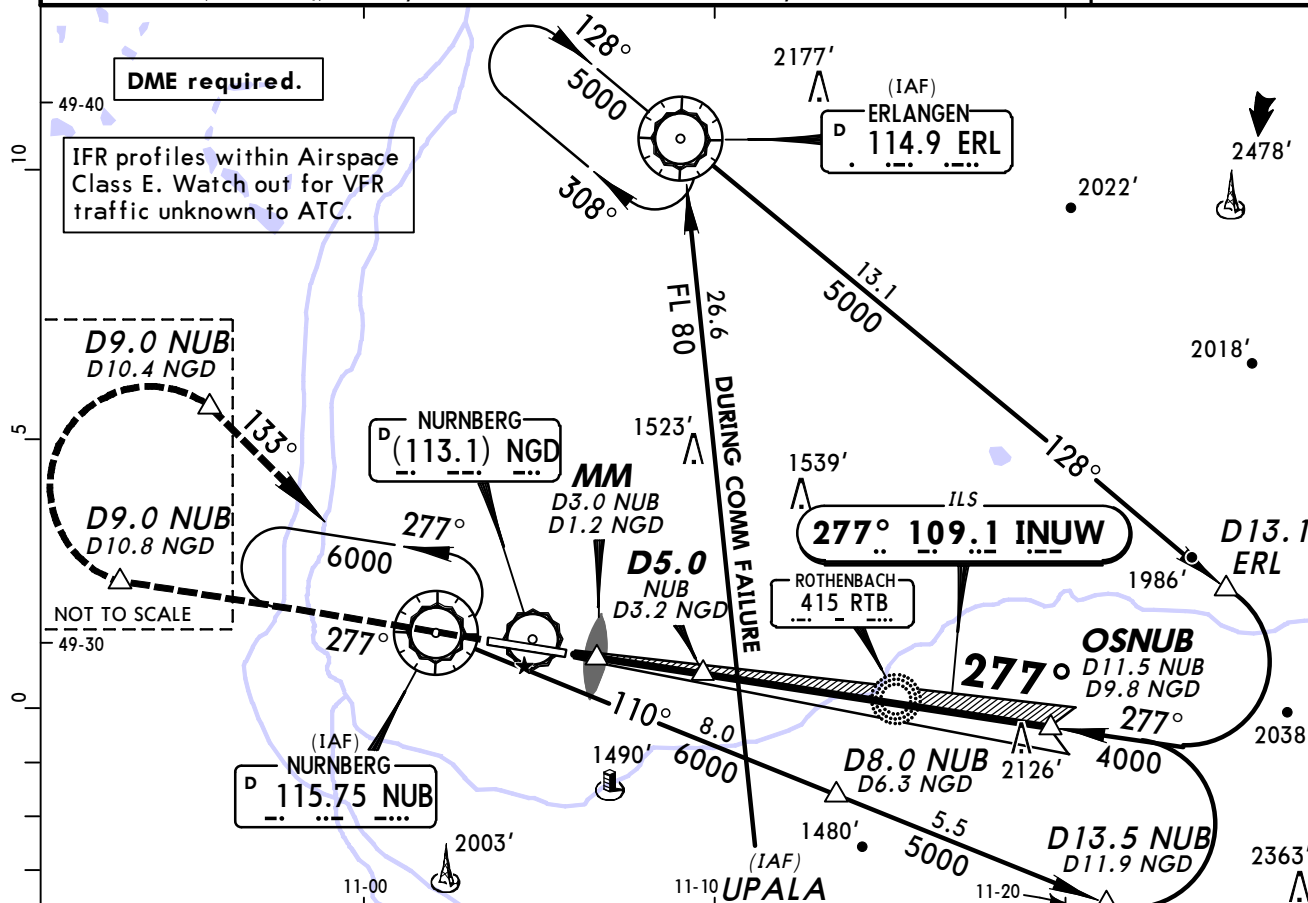
All Rwys							
	Approved Operators	LVP must be in Force			RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
	HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL			
A							
B	125m	150m	200m	250m	400m	500m	
C							
D	150m	200m	250m	300m			

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

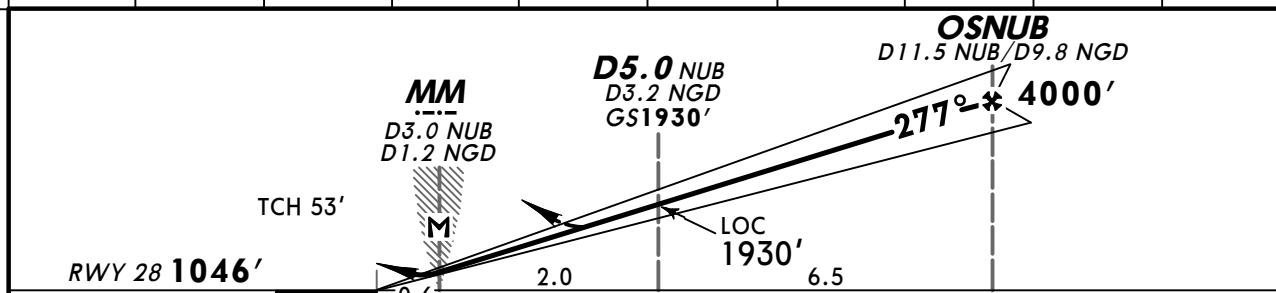




*D-ATIS 123.07	MUNICH Radar (APP) 129.52	NURNBERG Director 119.47	NURNBERG Tower 118.3	Ground 118.1
LOC INUW 109.1	Final Apch Crs 277°	GS D5.0 NUB 1930' (884')	ILS DA(H) 1246' (200')	Apt Elev 1046' RWY 1046'
MISSED APCH: Climb on R-277 NUB to D9.0 NUB, then turn RIGHT onto R-313 inbound to NUB VOR climbing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



LOC (GS out)	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 NUB	NUB 115.75
ILS GS or LOC Desc Angle 3.00°	372	478	531	637	743	849	REIL PAPI		R-277
MAP at MM/D3.0 NUB/D1.2 NGD									

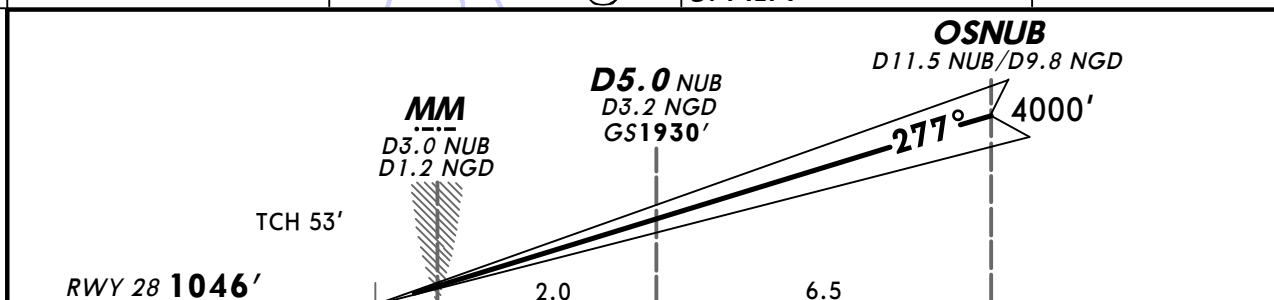
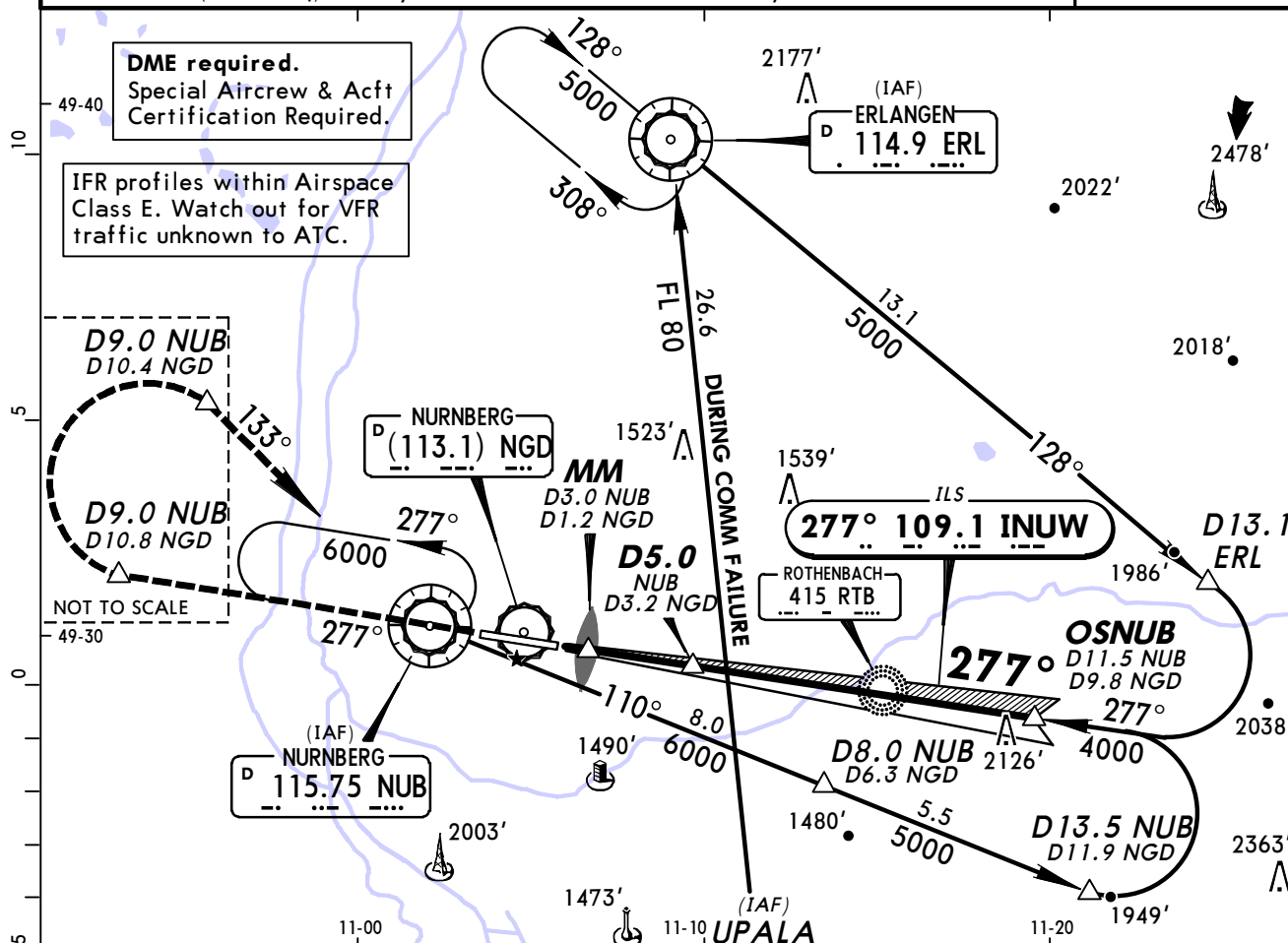
STRAIGHT-IN LANDING RWY 28					CIRCLE-TO-LAND	
ILS			LOC (GS out)		Not authorized South of airport	
DA(H) 1246' (200')			DA(H) 1450' (404')			
FULL	Limited	ALS out	ALS out		Max Kts	MDA(H) VIS
A			RVR 1500m		100	1670' (624') 1500m
B					135	1720' (674') 1600m
C	RVR 550m	RVR 750m	RVR 1200m		180	1840' (794')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

EDDN/NUE
NURNBERG

JEPPESSEN
15 NOV 13 11-2A

NURNBERG, GERMANY
CAT II/III ILS Z Rwy 28

*D-ATIS 123.07	MUNICH Radar (APP) 129.52	NURNBERG Director 119.47	NURNBERG Tower 118.3	Ground 118.1
LOC INUW 109.1	Final Apch Crs 277°	GS D5.0 NUB 1930' (884')	CAT II&IIIA ILS Refer to Minimums	Apt Elev 1046' RWY 1046'
MISSED APCH: 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 5000' or above.				
Alt Set: hPa (IN on req) Rwy Elev: 38 hPa Trans level: By ATC Trans alt: 5000'				MSA NUB VOR



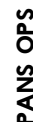
Gnd speed-Kts	70	90	100	120	140	160	ALSFI-II	D9.0 NUB	NUB
GS	3.00°	372	478	531	637	743	REIL PAPI	↑	115.75
									R-277

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.

NURNBERG, GERMANY
LOC Y Rwy 28

BRIEFING STRIP™



Standard			STRAIGHT-IN LANDING RWY 28		CIRCLE-TO-LAND Not authorized South of airport		
			DA(H) 1450' (404')				
			ALS out		Max Kts	MDA(H)	VIS
A	RVR 1200m		RVR 1500m		100	1670' (624')	1500m
B					135	1720' (674')	1600m
C			RVR 1900m		180	1840' (794')	2400m
D					205	1940' (894')	3600m

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BRIEFING STRIP TM



PLANS OPS

PANS OPS

RG, GERMANY
VOR Rwy 10

BRIEFING STRIP™

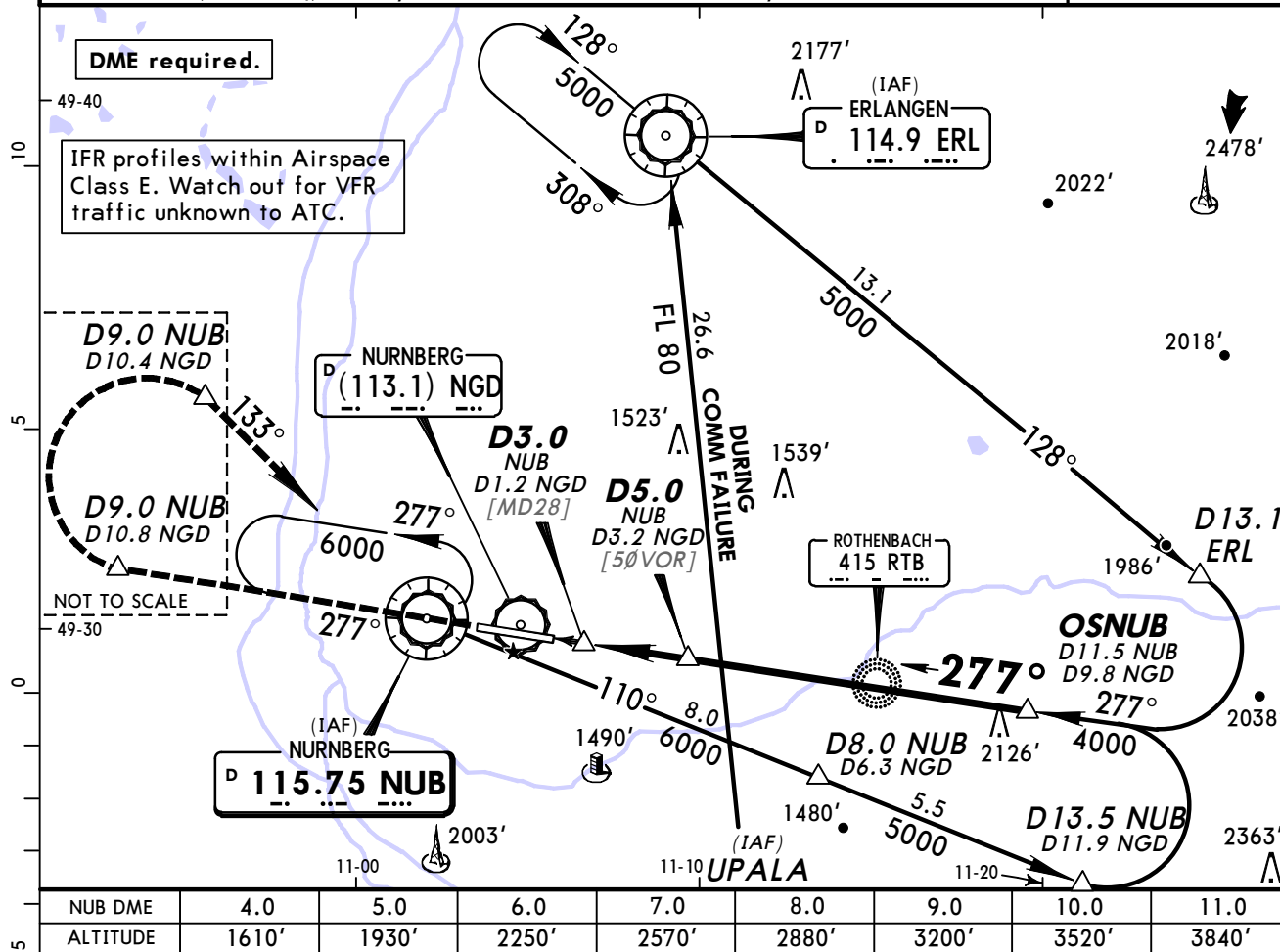


Standard		STRAIGHT-IN LANDING RWY 10		CIRCLE-TO-LAND	
		Missed apch climb gradient mim 3.5% until passing 5000'.		Not authorized South of airport	
		DA(H) 1530' (508')			
		ALS out		Max Kts.	MDA(H) _____ VIS _____
A	RVR 1500m			100	1670' (624') 1500m
B				135	1720' (674') 1600m
C	RVR 1600m	CMV 2400m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

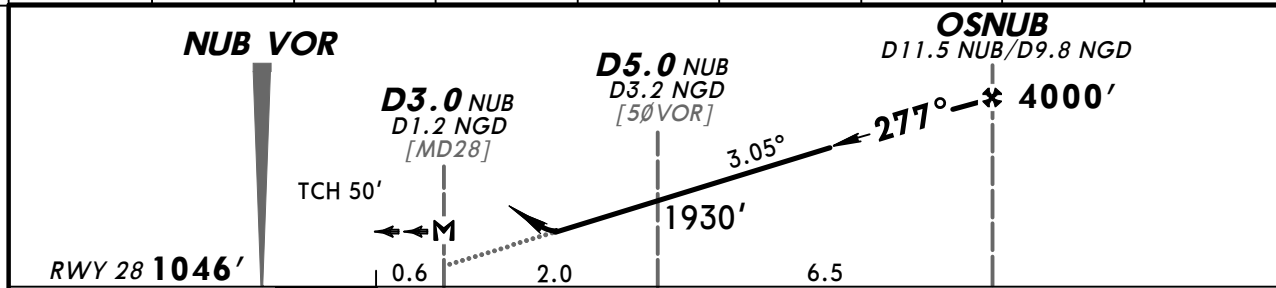
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15 NOV 13 (13-2)

*D-ATIS	MUNICH Radar (APP)	NURNBERG Director	NURNBERG Tower	Ground
123.07	129.52	119.47	118.3	118.1
VOR NUB 115.75	Final Apch Crs 277°	Minimum Alt OSNUB 4000' (2954')	DA(H) 1670' (624')	Apt Elev 1046' RWY 1046'
MISSED APCH: 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	ALSIF-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) 1670' (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	

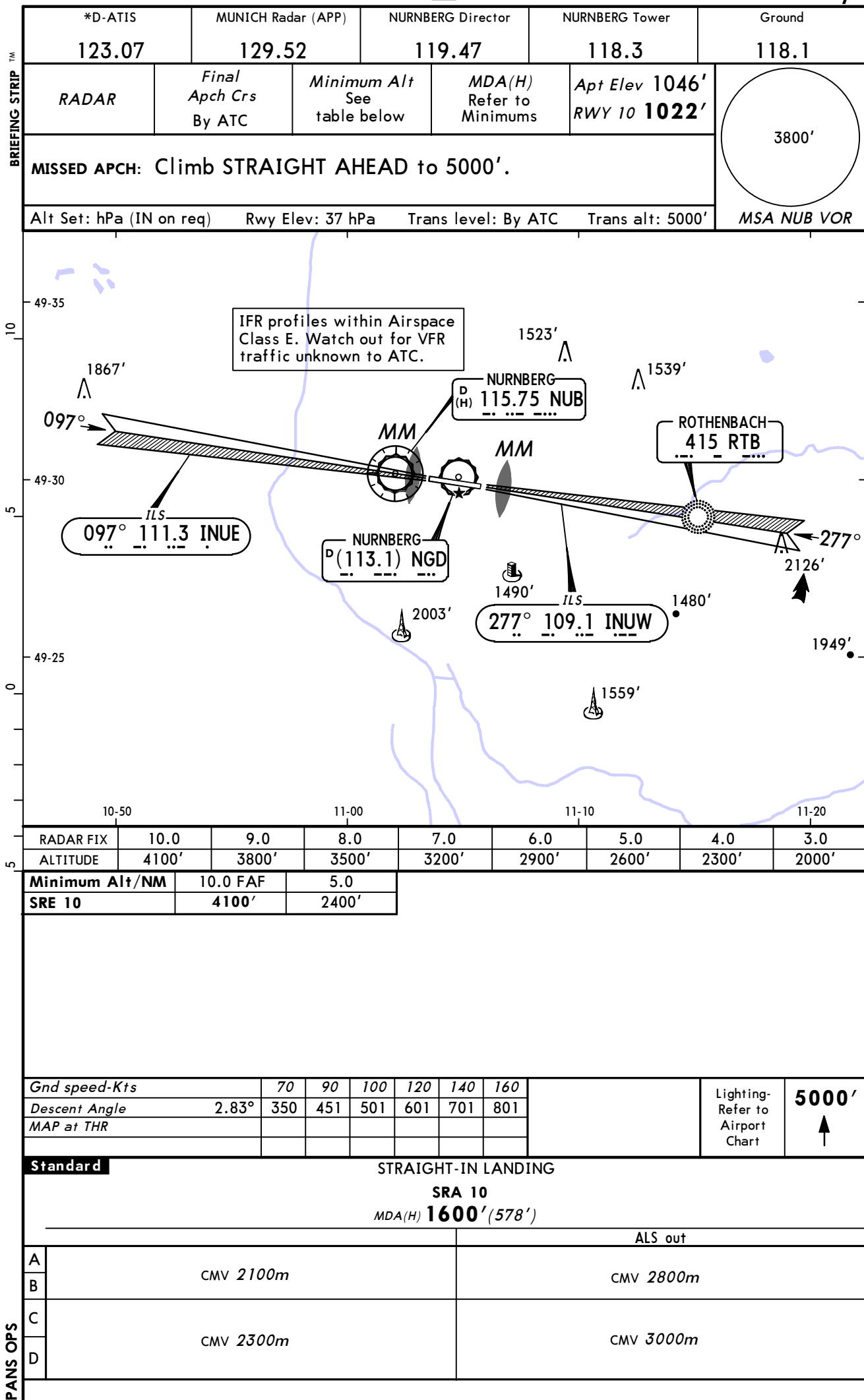


Chart changes since cycle 26-2013

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
NURNBERG, (NURNBERG - EDDN)				
DEL	AKANU 6K & 6M DEPS	10-3	06 Dec 2013	12 Dec 2013
ADD	AKANU 7K & 6M DEPS	10-3	06 Dec 2013	12 Dec 2013
REV	DINKELSBUHL 4K & 4M DEPS	10-3A	06 Dec 2013	12 Dec 2013
DEL	ERETO 6K & 5M DEPS	10-3B	06 Dec 2013	12 Dec 2013
ADD	ERETO 7K & 5M DEPS	10-3B	06 Dec 2013	12 Dec 2013
REV	ERLANGEN 8K & 9M DEPS	10-3C	06 Dec 2013	12 Dec 2013
REV	IBAGA 2K & 2M DEPS	10-3D	06 Dec 2013	12 Dec 2013
DEL	RODIS 3K & 3M DEPS	10-3E	06 Dec 2013	12 Dec 2013
ADD	RODIS 3K & 4M DEPS	10-3E	06 Dec 2013	12 Dec 2013
REV	SUKAD 2K & 2M DEPS	10-3F	06 Dec 2013	12 Dec 2013
REV	SULUS 3K & 3M DEPS	10-3G	06 Dec 2013	12 Dec 2013
DEL	AKANU 6K & 6M RNAV DEPS (...)	10-3H	06 Dec 2013	12 Dec 2013
ADD	AKANU 7K & 6M RNAV DEPS (...)	10-3H	06 Dec 2013	12 Dec 2013
REV	DINKELSBUHL 4K & 4M RNAV ...	10-3J	06 Dec 2013	12 Dec 2013
DEL	ERETO 6K & 5M RNAV DEPS (...)	10-3K	06 Dec 2013	12 Dec 2013
ADD	ERETO 7K & 5M RNAV DEPS (...)	10-3K	06 Dec 2013	12 Dec 2013
REV	ERLANGEN 8K & 9M RNAV DEP...	10-3L	06 Dec 2013	12 Dec 2013
REV	IBAGA 2K & 2M RNAV DEPS (...)	10-3M	06 Dec 2013	12 Dec 2013
DEL	RODIS 3K & 3M RNAV DEPS (...)	10-3N	06 Dec 2013	12 Dec 2013
ADD	RODIS 3K & 4M RNAV DEPS (...)	10-3N	06 Dec 2013	12 Dec 2013
REV	SUKAD 2K & 2M RNAV DEPS (...)	10-3P	06 Dec 2013	12 Dec 2013
REV	SULUS 3K & 3M RNAV DEPS (...)	10-3Q	06 Dec 2013	12 Dec 2013

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: 20131208

(13-2) VOR apch rwy 28 withdrawn.

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

All SIDs/STARs and following IAPs (11-1, 11-2, 11-2a, 13-1, 13-2): Add reference note to charts: Parts of IFR profiles within Airspace Class E. Watch out for VFR traffic unknown to ATC.